Illinois Department of Transportation

Phase I Report Approval

Key Route	Marked Route/Road Name	Job Number
FAI 64	Interstate 64	P-98-003-16

Contract Number	Section	Project Length
76K74	82-7WRS-2	14,400 ft. (2.7 miles)

PPS Number	County(ies)
8-00567-1000, 2000	St. Clair

Location/Limits
Interstate 64 from west of Green Mount Road to 1.1 miles west of IL Route 158

General Description of Existing Facility
4-lane Interstate

Need for Proposed Improvement
Deficient roadway capacity and deficient structure vertical clearance

Scope of Project
☐ New Construction ☒ Reconstruction ☐ 3R ☐ 3P
☐ SMART ☐ Other _____

General Description of Proposed Improvement
Add lanes, construct concrete median barrier, drainage improvements, and profile grade adjustments

Environmental Processing
☐ EIS ☐ EA ☒ Federal Approved CE
☐ State Approved CE ☐ Other _____

Approximate Amount of ROW to be Purchased 1 Parcels Totaling 1.49 Acres.

Number of Businesses 0 and Residences 0 to be Acquired.

ROW Cost	Estimated Program Cost	Fund Type
$420,000.00	*$35,600,000.00 * Includes I-64 & Green Mount Rd interchange cost (in FY22)	80/20 Fed/State

Construction Cost	Utility Relocation Cost	Consultant PE Cos
$34,783,780.00		

Design Exceptions
- Level One Required ☐ Yes ☒ No
- Level Two Required ☒ Yes ☐ No
- If yes, note date approved 04/04/18

Type of Public Involvement Activity
- Public Hearing Offered ☐ Yes ☒ No
- Informational Meeting Held ☒ Yes ☐ No
- Property Owners Contacted ☐ Yes ☒ No

Regional Design Approval

IDOT Regional Engineer Signature	Date
Stephen Travis	02/08/22

Illinois Department of Transportation

E-mail | Reset Form

Key Route	Marked Route/Road Name
FAI 64	Interstate 64
Section Number	**State Job Number**
82-7WRS-2	P-98-003-16
County(ies)	**Contract Number**
St. Clair	76K74

☐ State Approved Categorical Exclusion (CE)

IDOT has addressed all environmental requirements for this Project and determined that it has met the following requirements for a State Approved CE in the CE Programmatic Agreement (approved 10/14/15): (1) the scope is consistent the project scope listed in Appendix ☐ A or ☐ B, item number _____ and (2) none of the circumstances in Section V exist.

Therefore, on behalf of FHWA, IDOT hereby approves this project as a State Approved CE.

Approved by

Signature of Regional Engineer & Date

☒ Federal Approved Categorical Exclusion

After reviewing the project information provided, FHWA has determined that this project will not have any significant impacts on the human environment and approves its designation as a Federal Approved CE.

Approved by

Signature of FHWA Representative & Date

CHRISTOPHER C FRALEY

Digitally signed by CHRISTOPHER C FRALEY
Date: 2022.01.26 11:46:03 -06'00'

Wetland Impacts Involved

☐ Yes ☒ No

The FHWA issue a programmatic Wetland Finding for CEs on October 14, 2015, in compliance with Executive Order 11990, Protection of Wetlands. The programmatic Wetland Finding is contained in the CE Agreements, available online in the BDE Manual Appendix A.

Illinois Department of Transportation

Phase I Checklist

E-mail | Reset Form

The Phase I Checklist is designed to assist district and consultant staff with documentation of Phase I issues. It is not meant to substitute a Phase I report but to serve as synopsis of the project to facilitate meetings or update staff on the status of project.

Project Information

District	Route	Section Number	Contract Number
8	FAI 64	82-7WRS-2	76K74

Street	County	Municipality
Interstate 64	St. Clair	City of O' Fallon, Village of Shiloh

Section I. Environmental Survey Request (ESR) Summary (Section 27-1)

ESR Submittal Criteria	Yes	No
Does the project:		
1. involve acquisition of additional right-of-way or easements (temporary or permanent)?	☒	☐
2. require a drainage structure runaround or any in-stream work (i.e., any work or other activity within the stream banks that modifies or otherwise affects the stream bed or stream banks)?	☐	☒
3. potentially affect a recognized Illinois Natural Areas Inventory (INAI) site or Illinois dedicated Nature Preserve (NP), a wetland, or a location where a State or Federal listed species (T/E) is known to occur?	☐	☒
4. potentially affect a historic district or historic property listed on, eligible for listing on, or potentially eligible for listing on the National Register of Historic Places (NRHP)?	☐	☒
5. involve the removal and replacement of existing sidewalks and ramps to ADA standards under the following circumstances: — in-kind materials will not be used; or — the improvement is located partially or completely within the limits of a National Historic Landmark (NHL)?	☐	☒
6. involve replacement or rehabilitation of a bridge or culvert 40 years old or older?	☐	☒
7. cross or otherwise involve railroad right-of-way other than a single rail rural right-of-way with no maintenance facilities?	☐	☒
8. involve excavation (as defined in Section 27-3.01) or subsurface utility relocation?	☒	☐

If yes to any of the above, an ESR is required; enter the PMA sequence number that is assigned for the project.

PMA Sequence Number

20879

Section II. Potential for Unusual Circumstances (Section 23-1.02)

Potential for Unusual Circumstance	Yes	No
Will the project:		
1. through Section 7 of the Federal Endangered Species Act consultation, result in a finding of "may affect, likely to adversely affect" a federally listed or candidate species, or proposed or designated critical habitat?	☐	☒
2. involve State designated Nature Preserves?	☐	☒
3. exceed the IDNR threshold for an increase in 100-year flood water surface elevations or has potential for a "significant encroachment" to floodplains, as defined in the Executive Order No. 11988.	☐	☒
4. involve impacts to a stream listed on the National Park Service's National Rivers Inventory and would adversely affect the listings Outstandingly Remarkable Value?	☐	☒
5. result in an "adverse effect" finding to a historic property, as defined in 36 CFR 800.16(l)?	☐	☒
6. require the use of properties as defined and protected by Section 4(f) of the Department of Transportation Act, 49 U.S.C. 303 that cannot be documented with either an FHWA de minimis determination or a programmatic Section 4(f) evaluation?	☐	☒
7. require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act of 1965 or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	☐	☒
8. be defined as a "Type I project" per 23 CFR 772.5 and therefore require a noise analysis?	☒	☐

9. Involve impacts that would require an Individual Section 404 Permit from the U.S. Army Corps of Engineers ☐ ☒

10. require a permit from U.S. Coast Guard under Section 9 of the Rivers and Harbors Act of 1899? ☐ ☒

11. require the use of a temporary road, detour or ramp closure, unless the use of such facilities satisfies the following conditions, as applicable? ☐ ☒
    a) Provisions are made for access by local traffic and so posted,
    b) Businesses dependent on through-traffic will not be adversely affected,
    c) To the extent possible, there is no interference with any local special event or festival,
    d) There is no substantial change to the environmental consequences of the action, and there is no substantial controversy associated with such facilities.

12. require substantial changes in access, access control, or travel patterns? ☐ ☒

13. have potential for controversy on environmental grounds as determined by FHWA, or inconsistency with federal, State, or local requirements relating to the environment or planning? ☐ ☒

14. require one or more residential or business relocations and/or the acquisition of more than 10 acres (4 hectares) total for a non-linear improvement (spot improvement, e.g., bridge, intersection) or the acquisition of more than 3 acres per mile (0.75 hectares per kilometer)? ☐ ☒

Note: If any of the "Yes" boxes are checked, the project must be processed as a federal CE and requires approval by the FHWA Transportation Engineer (TE).

Section III. Environmental Issues

The following section serves to summarize environmental issues that have or may arise during project development.
Note: References to the BDE Manual are shown as Section ##-#.

A. Natural Resources

Note: Please consult the Natural Resource Review (NRR) to complete this section.

Date of the NRR

05/10/18

Pursuant to 17 Ill. Admin. Code 1075.30, if more than two years elapse between the review and approval of the project and implementation, the Department shall review the project to determine the presence of new sensitive resources.

1. State and Federal Endangered Species Act Compliance (Sections 26-9 and 27-1).

   Describe any commitments discussed in the NRR.

   Was an Incidental Take Authorization required by IDNR? ..... ☐ Yes ☒ No

   If yes, this is considered a potential for unusual circumstance and the project must be processed as Federal CE.

2. Illinois Natural Areas Inventory (INAI) (Section 26-9).

   Will an INAI site be impacted by this project? ..... ☐ Yes ☒ No

   If yes, described any commitments listed in the NRR.

3. Nature Preserves, Natural Heritage Landmarks, and Land and Water Reserves (Section 26-9).

   Does the project involve a Nature Preserve or Land and Water Reserve? ..... ☐ Yes ☒ No

   If yes, coordination with the Nature Preserves Commission is required.

   Are commitments required?..... ☐ Yes ☒ No

   Describe commitments

4. Tree, Forest, Savanna, and Prairie Resources (Section 26-17 and D&E-18).

   Is tree removal required for the project?..... ☐ Yes ☒ No

   If yes, insert number or acreage of trees.

   Does the project impact areas of forest larger than 20 acres (8 hectares) in size? ..... ☐ Yes ☒ No

   Does the project involve prairie or savanna areas? ..... ☐ Yes ☒ No

   If yes to either of the above, describe any commitments listed in NRR regarding these resources:

5. Floodplains (Section 26-7 of the BDE Manual and Chapter 3 of the IDOT Drainage Manaual).

Project occurs in the 100-year floodplain..... ☐ Yes ☒ No

Is a Floodplain Encroachment Study required?..... ☐ Yes ☒ No

Is a floodplain finding required?..... ☐ Yes ☒ No

6. Wetlands (Section 26-8).

Were Wetland Delineations performed?..... ☐ Yes ☒ No

If yes, was a Wetland Impact Evaluation (WIE) form submitted and response received? ..... ☐ Yes ☐ No

7. Surface Waters and Aquatic Habitat (Section 26-19).

USCG coordination

Does the project affect a stream classified as navigable? ..... ☐ Yes ☒ No

If yes, coordination with USCG is required.

NPS coordination

Does the project affect the Middle Fork of the Vermillion River which is a Wild and Scenic River?..... ☐ Yes ☒ No

If yes, coordination with the National Park Service (NPS) is required.

Describe NPS commitments

Corps coordination

Will the project require stream mitigation due to moving, shortening, or adverse effects to the stream?..... ☐ Yes ☒ No

Describe mitigation

IEPA coordination

Will the project affect any impaired (303(d)) listed streams? ..... ☐ Yes ☒ No

If yes, stream name and impairment.

Will the project contribute to the impairment? ..... ☐ Yes ☒ No

If yes, describe best management practices or mitigation.

Does the project affect a waterbody with a draft/final TMDL?..... ☐ Yes ☒ No

If yes, the project must comply with Waste Load Allocation (WLA) describe the TMDL.

8. Nationwide Rivers Inventory (NRI) (Section 26-20).

Does project involve bridge work over a stream segment listed in NRI?..... ☐ Yes ☒ No

If no, go to #9.

Is a new bridge being proposed over this listed segment? ..... ☐ Yes ☒ No

If the bridge is existing, does the bridge require a new alignment?..... ☐ Yes ☒ No

Will major instream work be required (i.e., bendway wiers, etc.)? ..... ☐ Yes ☒ No

If yes to any of the previous three questions, coordination with the National Park Service is required due to the potential for adverse effect, and commitments may be needed.

Describe commitments

9. Section 6(f) Land Conversion Request (Section 26-3).

Does project involve lands with Land and Water Conservation (LAWCON) funds?..... ☐ Yes ☒ No

If no, go to #10.

Will a conversion of the LAWCON funds be required? ..... ☐ Yes ☒ No

Has a conversion request been submitted? ..... ☐ Yes ☒ No

10. Open Space Land Acquisition and Development (OSLAD) Land Conversion Request (Section 26-4)

Does project involve lands with OSLAD funds? ..... ☐ Yes ☒ No

If no, continue to Section B.

Will a conversion of the OSLAD funded lands be required?..... ☐ Yes ☒ No

Has a conversion request been submitted? ..... ☐ Yes ☒ No

B. Cultural Resources

1. Section 106 Historic Act Compliance (Section 26-5).

Is the project eligible to be exempted from Section 106 review by district trained staff? ..... ☒ Yes ☐ No

(Note: A list of projects exempt from Section 106 review can be found in Appendix A of the Programmatic Agreement (PA) Among the Federal Highway Administration, the Illinois Department of Transportation, the Illinois State Historic Preservation Officer, and the Advisory Council on Historic Preservation regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Illinois)

If yes, no further cultural review is required but document in project file. If no, continue below.

Did central office qualified staff initiate an archeological or architectural field survey? ..... ☐ Yes ☐ No

Following surveys, did Qualified Staff document that "no historic properties" will be affected by the project?..... ☐ Yes ☐ No

If yes, date of cultural resource review memorandum

If no, what was the results of coordination with SHPO?

☐ SHPO did not respond in 30 days.

☐ SHPO did respond, described results of coordination, as needed.

Commitments required? ..... ☐ Yes ☒ No

Describe commitments

Memorandum of Agreement required?..... ☐ Yes ☒ No

2. Section 4(f) Evaluation (Section 26-2).

Does the proposed use of the property fall under Section 4(f)? (Examples of these properties include publicly owned parks, recreation areas open to the public, public wildlife and waterfowl refuges, and public or privately-owned historic sites). ..... ☐ Yes ☒ No

If yes, check the box for applicable action:

☐ Proposed use qualifies for a de minimis impact determination.

☐ Proposed use qualifies for a programmatic evaluation.

☐ Proposed use requires an individual Section 4(f) evaluation.

C. Agricultural Resources (Section 26-10)

Will the project affect agricultural resources located in an unincorporated area (i.e., the farmland is not located within a city or village boundary) lands? ..... ☐ Yes ☒ No

If yes, form NRCS-CPA-106, Farmland Conversion Impact Rating may be required.

If no, Agricultural Resources will not be impacted, and this section is complete. Therefore, coordination with IDOA and NRCS is not required.

D. Noise (Section 26-6)

1. The project is:

☒ Type I project (noise analysis needed), continue to Step 2

Note: if any part of a project is determined to be a Type I project under this definition, then the entire project area is a Type I project.

☐ Type III project (no noise analysis needed)

If project is a Type III project, the following applies:

The referenced project meets the criteria for a Type III project established in 23 CFR 772. Therefore, the proposed project requires no traffic noise analysis or abatement evaluation. Type III projects do not involve added capacity, construction of new through lanes, changes in the horizontal or vertical alignment of the roadway, or exposure of noise sensitive land uses to a new or existing highway noise source.

E. Environmental Justice (Executive Order No.12898)

Will the project relocate one or more residents, one or more commercial facilities, or one or more Community Centers that are frequented by either a minority or low-income group? ..... ☐ Yes ☒ No

F. Air Quality

The U.S. Environmental Protection Agency (USEPA) has established NAAQS for six criteria pollutants including carbon monoxide (CO), ozone (O3), lead (Pb), sulfur dioxide (SO2), nitrogen dioxide (NO2), and particulate matter (PM).

Note:

- Entire State of Illinois is currently in unclassifiable/attainment for Particulate matter (PM2.5 and PM10).
- Carbon Monoxide is evaluated only for intersection improvements.

1. Air Quality Conformity (Section 26-11).

Pursuant to the Transportation Improvement Plan (TIP) is the project exempt from Conformity Requirements? ☒ Yes ☐ No

If no, consult the following link and describe the nonattainment status for relevant pollutants based on the county and area name that the project is located in. https://www3.epa.gov/airquality/greenbook/anayo_il.html

2. Microscale Carbon Monoxide (CO) Analysis (Section 26-14).

Per 40 CFR 93.126, is the project exempt from CO analysis? ☒ Yes ☐ No

If no does the project:

☐ add through lanes or auxiliary turning lanes?

☐ have greater than 5,000 vehicles per hour (vph) or 62,500 Average Daily Traffic (ADT)?

☐ have sensitive noise receptor, as identified by the Air Quality Manual?

If none of the boxes are true, the project is exempt from a project-level carbon monoxide (CO) air quality analysis.
If any of the boxes are checked, use COSIM 4.0 to predict future build CO levels.

3. Mobile Source Air Toxics (MSAT) (Section 26-13).

Pursuant to the updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA documents, dated October 18, 2016, CEs are considered to have no potential for meaningful MSAT effects.

G. Regulated Substances

1. Regulated Substances Procedures (Section 27-3).

A regulated substances screening is required for all applicable State highway projects to identify the possible presence of regulated substances, pursuant to Departmental Policy D&E-11, Identifying and Responding to Regulated Substances in Highway Project Development, Implementation and Operations. See Section 27-3 for details.

Level 1, 2, or 3 screening completed: ☒ Yes ☐ No

Level 1, 2, or 3 screening successful indicating a PESA is unnecessary: ☐ Yes ☒ No

If yes, provide screening documentation and go to the next section.

Was a PESA performed? ☒ Yes ☐ No

If yes, see BDE's PESA review transmittal memorandum.

Did the PESA identify Recognized Environmental Condition(s) (REC(s))? ☒ Yes ☐ No

Have more than six months elapsed since completion of the initial Level 2 screening or PESA? ☐ Yes ☒ No

If yes, must validate the assessment results using the Level 2 screening criteria.
If yes, provide updated Level 2 screening documentation.

Have more than six months elapsed since completion of the initial Level 3 screening? ☐ Yes ☒ No

If yes, must validate the assessment results using the Level 3 screening criteria.
If yes, provide updated Level 3 screening documentation.

Will more than three years have elapsed between completion of the last PESA and the anticipated PS&E date associated with the desired letting date? ☐ Yes ☒ No

If yes, project must be evaluated as a new project and a new PESA should be requested.
If yes, see BDE's PESA review transmittal memo for the new PESA (validation).

Section IV. Permits

This section can serve to help to identify which permits a project may require to avoid any potential project delays.

1. Section 402 National Pollutant Discharge Elimination System (NPDES) (Chapter 41).

Will the project involve more than one acre of ground disturbance and thus an ILR10 permit is required? ☒ Yes ☐ No

2. Section 404 Permit (Section 28-2).

Does the project require a Section 404 permit? ☐ Yes ☒ No

If yes, which type of permit is being sought?

3. Section 401 Water Quality Certification (Section 26-19).

Is Individual Water Quality Certification required? ☐ Yes ☒ No

If yes, an Antidegradation Assessment is required.

4. Section 9 USCG Permit (Section 28-2). ☐ Yes ☒ No

5. Section 10 Corps Permit (Section 28-2). ☐ Yes ☒ No

6. IDNR/Office of Water Resources (OWR) Floodway Permit (Section 28-3). ☐ Yes ☒ No

Section V. Coordination (Include documentation of coordination in Phase I report and/or project file)

1. District Monthly Coordination Meeting (Section 22-5.03).

Date(s) of Coordination Meeting:

06/02/16, 10/26/17, 04/04/18, 04/03/19, 12/10/20 and 01/11/22

2. Coordination required with Aeronautics (Section 11-2). ☐ Yes ☒ No

Commitments.

Describe commitments.

3. Coordination required with FAA for publicly owned airports (Section 11-2). ☒ Yes ☐ No

If no, go to #4.

Response from FAA received. ☒ Yes ☐ No

Commitments required.

Equipment height

Describe commitments.

Construction equipment greater than 42 ft. in height breaches the St. Louis Metro-East airport notification surface. If equipment greater than 42 ft. in height is required for construction, the Division of Aeronautics must be contacted prior to using equipment so that proper filing with the FAA can be completed.

4. Railroad coordination required due to project involving a railroad crossing. ☐ Yes ☒ No

If no, go to #5.

Response from railroad company received. ☐ Yes ☐ No

5. Drainage District Coordination required for projects involving in-stream work affecting a water body under the jurisdiction of a drainage district. ☐ Yes ☒ No

If no, go to #6.

Response from drainage district received. ☐ Yes ☐ No

6. Has public involvement been implemented for this project (Chapter 19)? ☒ Yes ☐ No

Described public involvement as necessary:

Public Meeting

Are Context Sensitive Solutions (CSS) being implemented for this project? ☒ Yes ☐ No

7. Other Coordination. ☒ Yes ☐ No

Coordination responses:

Section VI. Other Analyses

1. Hydraulic Analysis/Report (Section 2-602 of the IDOT Drainage Manual).

Hydraulic analysis/report: ☐ Yes ☒ No

2. Crash Data and Analysis (Section 11-2).

Reference report:

Exhibit E in Project Report

3. Bridge Condition Report (Chapter 39).

Bridge Condition Report Approval Letter: ☐ N/A ☒ Yes ☐ No

4. Pavement Design Submittal Required (Chapter 54). ☒ Yes ☐ No

5. Transportation Management Plan (BSPE Policy 3).

Transportation Management Plan. ☒ Yes ☐ No

6. Geotechnical Report (Section 11-2.10).

a.) structure ..... ☐ Yes ☒ No

b.) roadway..... ☐ Yes ☒ No

7. Geometric Design (Section 14-4 and 15-2.02).

Has the district submitted a completed BDE 2602? ..... ☐ Yes ☒ No

8. Mailbox Supports (Chapters 49 and 58).

Have hazardous mailbox supports been identified with the project limits? ..... ☐ Yes ☒ No
(Note results of survey in Phase I report).

Have supports been investigated and property owners contacted? ..... ☐ Yes ☐ No

9. Bicycle accommodations (Chapter 17).

Have accommodations been considered and investigated? ..... ☐ Yes ☒ No

10. Accessibility for the disabled (Chapter 58).

Required for all projects in an urban section.

Provisions for disabled access. ..... ☐ Yes ☒ No

11. Asbestos determination for bridge work (Section 27-4).

Ensure Asbestos Determination Certification, BBS 2536 has been properly filled out, included in the Phase 1 Engineering Report, and placed in project file.

Section VII. Commitment Summary

While commitments can be addressed for specific issues in previous sections, this section can be used to summarize all environmental or engineering commitments required for this project or add more information if needed.

Examples of commitment summary could be tree clearing restriction, tree replacement, temporary fencing, stream protection, detours, emergency vehicle access, etc.:

Commitment summary:

Construction equipment greater than 42 ft. in height breaches the St. Louis Metro-East airport notification surface. If equipment greater than 42 ft. in height is required for construction, the Division of Aeronautics must be contracted prior to using equipment so that proper filing with the FAA can be completed.

Project Report for Interstate 64 widening St. Clair County

Illinois Department of Transportation/Division of Highways/ Region 5/District 8

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EXHIBIT L – COST ESTIMATE

EXHIBIT M – STAKEHOLDER INVOLVEMENT PLAN

EXHIBIT N – PUBLIC MEETING INFORMATION

I. NEED FOR IMPROVEMENT

A. Project Location and Termini

1. Functional Class - The functional class of Interstate 64 is interstate.
2. Region Location - The project is on Interstate 64 from 0.6 miles west of Green Mount Road to 1.1 miles west of IL Route 158.
3. This portion of Interstate 64 is between the limits of the City of O'Fallon and the Village of Shiloh. Interstate 64 is owned and maintained by the Illinois Department of Transportation.
4. Separate classifications – Interstate 64 is a Class I Designated Truck Route and is part of the National Highway System (NHS).

Please see Exhibit A for Location Map

B. Description of Existing Conditions

1. Land use (along route and in project vicinity)
   a. The existing land use adjacent to the section of Interstate 64 included in the project limits is commercial and residential. The area is considerably developed with schools, businesses and residences.
   b. There are no historical sites located within the vicinity of this project.
   c. There are schools and churches within the project vicinity. There are parks within the limits of the City of O'Fallon and the Village of Shiloh, but these parks are approximately 0.5 miles north and south of Interstate 64. The Memorial Hospital within the Village of Shiloh is located along the south side of Interstate 64 just east of South Lincoln Avenue within the project limits.
2. Existing Cross Section
   a. Three lane section – Within the project limits at the east and west limits Interstate 64 has 3 – 12 ft. lanes with a 10 ft. paved outside shoulder and an inside paved shoulder that varies from 20 to 32.5 ft. Within this section of the project limits the median consists of a concrete barrier.
   b. Two lane section – Within the project limits Interstate 64 has 2 – 12 ft. lanes with a 10 ft. paved outside shoulder and an inside paved shoulder that varies from 6 to 12 ft. Within this section of the project limits the median consists of an approximate 46 ft. grass median.
   c. Existing drainage – The existing drainage within the project limits is an open drainage system consisting of roadside and grass median ditches. The median ditch is drained by area inlets that are drained under the pavement to ditches on each side of Interstate 64. Cross road culverts also carry flow under Interstate 64 at various locations within the project limits. The flow in the western drainage areas drain south to Richland Creek and flow in the eastern drainage areas drain north to tributaries of Rock Spring Branch. There has been no documented flooding within the project limits.

Please see Exhibit B for Ground Level Photographs
Please see Exhibit C for Typical Sections
Please see Exhibit D for Plan, Profile, and Cross Sections

C. Operational and Safety Analyses

1. Why project was initiated

a. Operational concerns/ capacity – Interstate 64 east and west of the project limits consists of 3 through lanes in each direction, however within the project limits Interstate 64 consists of only 2 lanes. Development in the area continues, which has also increased traffic in the area. Interstate 64 within the project limits currently operates with as low as a Level of Service (LOS) of E. Level of service values of E and F are typically considered unacceptable.

Please see Exhibit F for Calculations and Diagrams.

b. Crash Summary – There were a total of 149 crashes in the 5-year study period from 2011 to 2016 within the project limits. Rear End (29%), Fixed Object (28%), and Sideswipe Same Direction (21%) crash types are the most prevalent.

i. Rear End Crashes – 32 of the 43 (75%) of Rear End Crashes occurred on eastbound Interstate 64 within two locations.

- 12 of these 32 Rear End crashes occurred west of the Green Mount Road interchange. 10 of these 12 Rear End crashes occurred in the far-right exit lane to Green Mount Road. Police reports indicated drivers failed to reduce speed for slow or stopped traffic. Traffic congestion due to queuing backup on eastbound Interstate 64 at this Green Mount Road interchange exit ramp is a contributing factor for these crash types.
- 20 of these 32 Rear End crashes occurred east of the Green Mount Road interchange. Police Report indicate 4 of these Rear End crashes occurred due to drivers failing to reduce speed for vehicles slowing down for a construction zone and 4 of these Rear End crashes occurred due to drivers failing to reduce speed for slowing traffic due to congestion. The construction zone and traffic congestion are a contributing factor for these crash types. Police reports also indicated the remaining Rear End crashes were due to vehicles failing to reduce speed for vehicles slowing due to vehicles on the shoulder, vehicles pulling off onto the shoulder, vehicles changing lanes, and snowy weather conditions.

ii. Fixed Object Crashes – 26 of the 42 Fixed Object crashes occurred when vehicles struck the concrete or

cable median barrier. Other objects hit include mile marker posts, signs, and fencing. Police reports indicated that the Fixed Object crashes within the project limits were due to drivers avoiding items in the roadway, driver impairment, driver navigating a construction zone, pavement conditions, and driver changing or merging lanes.

iii. Sideswipe Same Direction – 19 of the 31 (61%) Sideswipe Same Direction crashes occurred on eastbound Interstate 64 within two locations.

- 11 of these 19 (58%) Sideswipe Same Direction crashes occurred in the eastbound direction west of the Green Mount Road interchange. Police reports indicated that 6 of these types of crashes involved a driver changing lanes, 3 of which involved vehicles in the far-right exit lane for the Green Mount Road exit. A police report indicated that 1 of these crashes was due to congestion. This segment of Interstate 64 consists of 3 eastbound travel lanes with the far-right lane as an "exit only" lane for the Green Mount Road exit.
- 8 of these 19 (42%) Sideswipe Same Direction crashes occurred in the eastbound direction east of the Green Mount Road interchange. Police reports indicated that 4 of these crashes involved drivers changing lanes or merging at the time of the crash. Police reports indicated that 3 of these crashes occurred at mile post 16.29, which is near the end of the Green Mount Road interchange entrance ramp taper. Police reports indicated that 4 of these crashes occurred near the weigh station ramp. The Green Mount Road entrance ramp and the weigh station ramp are contributing factors for the Sideswipe Same Direction crash types for this 2-lane section of Interstate 64.

iv. Severe Injury Crashes – Of the 149 total crashes within the project limits, 22 (15%) crashes resulted in severe injury (Type A or B). 15 (68%) of these 22 crashes that resulted in a severe injury occurred with vehicles traveling eastbound. 10 (67%) of these 15 crashes occurred in proximity to the Green Mount Road interchange. 8 (53%) of these 15 crashes were Rear End crashes. Police reports indicated that 5 of these crashes were due traffic congestion, while the others were due to other factors such as weather conditions, vehicle malfunction, and driver error. The Green Mount Road interchange eastbound on and off ramp merging locations and traffic congestion on this 4-lane section of Interstate 64 are contributing factors to these crashes.

v. Fatal Crashes – Of the 149 total crashes within the project limits, 4 crashes resulted in a fatal injury (type K). These crashes involved a Head On crash due to a driver driving in the wrong direction, an Overturned crash due a vehicle failing to slow for a construction zone, a Rear End crash due to driver impairment, and a Pedestrian crash due to a vehicle stopped in the roadway. A possible contributing factor for these crashes is the existing inside shoulders, as they do not meet current policy. Providing policy shoulder width would allow additional recovery area as well as additional space to pull off the roadway for these types of fatal crashes.

Please see Exhibit E for the Crash Analysis.

c. Pavement Condition – The eastbound and westbound pavement on Interstate 64 within the project limits is 7.1 (good condition).

d. Existing geometry and profile

i. Vertical Curves - There are 10 vertical curves within the project limits. All 10 vertical curved meet the minimum length policy. All curves except for the vertical curve at Sta. 865+00 meet the SSD policy K value of 181 (70 mph design speed). The sag curve at Sta. 865+00 does meet the SSD policy K value of 157 for a 65-mph design speed. When this interstate was constructed the speed limit was 55 mph (60 mph design speed K = 136).

ii. Horizontal Curves – There are 2 horizontal curves within the project limits. Both curves meet the minimum radius and length policy. The minimum R of is met for superelevation rate.

iii. Structural vertical clearance – The policy 16 ft. – 9” vertical clearance is not met for both structures within the project limits. SN 082-0344 has an existing vertical clearance of 16 ft. – 6” in the eastbound direction and 16 ft. – 8” ft. in the westbound direction. SN 082-0181 has an existing vertical clearance of 16 ft. – 6” in the eastbound direction and 16ft. – 0” in the westbound direction.

See Exhibit F for Calculations and Diagrams.

e. Structural deficiencies – SN 082-0344 (carries Green Mount Road over Interstate 64) and SN 082-0181 (carries South Lincoln Avenue over Interstate 64) have no structural deficiencies.

See Exhibit G for the BCR for both structures.

f. Local interest – There is no local interest associated with the initiation of this project. The City of O'Fallon has asked if a City of O'Fallon welcome (gateway) signage could be added to the project. They were informed that they can apply for a permit from IDOT's Operations department.

See Exhibit H for Coordination and Correspondence.

2. Relationship to other projects (past, current, future) – Similar Interstate 64 widening projects have occurred just east and west of the project limits. Interstate 64 from IL Route 157 to Green Mount Road was widened from 4 to 6 lanes in 2005. In 2014, a new interchange was constructed at Interstate 64 and Rieder Road to enhance access into Scott Air Force Base. As part of the improvement, Interstate 64 was widened from 4 lanes to 6 from west of IL Route 158 to east of Rieder Road. A project is currently planned to improve the Interstate 64/ Green Mount Road interchange. This project includes widening the interchange ramp intersections with Green Mount Road to provide additional turn lanes. This will improve operation of the interchange.

D. Project Purpose/ Identified Deficiencies – Due to increasing development in the area, the current traffic volumes exceed roadway capacity in this section of Interstate 64. Therefore, the purpose of this project is to widen Interstate 64 to add an additional through lane in each direction to improve capacity and operations on Interstate 64.

II. DESCRIPTION OF PROPOSED IMPROVEMENT

A. Introduction

1. General scope of work – The scope of work for this project is to widen Interstate 64 to add additional through lanes on Interstate 64. A concrete barrier will be proposed within the existing grass median. Storm sewer will be proposed for drainage purposes. The inside shoulders will be proposed to allow possible future additional through lanes in each direction when warranted. The vertical profile of Interstate 64 will be reconstructed under the structures that carry Green Mount Road and South Lincoln Avenue over Interstate 64 to ensure that 16 ft. – 9" policy bridge clearance is provided. Interstate 64 will also be widened to re-establish the eastbound Green Mount Road exit ramp.
2. Relationship to the purpose and need for this improvement – Due to increasing development in the area, the current traffic volumes exceed roadway capacity in this section of Interstate 64. Widening Interstate 64 to provide additional through lanes will increase safety for the traveling public by improving the capacity and operations on Interstate 64.

B. Design Criteria Utilized – Chapter 47 in the BDE Manual "New Construction/ Reconstruction" will be utilized for this improvement.

C. Geometric Improvement

1. Typical roadway template (proposed cross section) – The proposed typical roadway section will consist 3 – 12 ft. lanes with 10 ft. paved outside shoulders and 20 ft. paved inside shoulders.

See Exhibit C for Typical Sections.
See Exhibit I for Pavement Marking and Signing Sheets.

2. There are no intersections within the project limits.
3. Vertical Alignment – The vertical profile on Interstate 64 will be lowered under the structures that carry Green Mount Road and South Lincoln Avenue over Interstate 64 to assure that the policy 16 ft. – 9" vertical clearance is provided.

See exhibit J for Plan, Profile, and Cross Sections.
See exhibit H for Coordination and Correspondence.

4. Horizontal Alignment – There are no sight distance or horizontal curve deficiencies being corrected with the proposed improvement.

See exhibit D for Plan, Profile, and Cross Sections.

D. Approved Pavement Design/ Rehabilitation – The need for a Geotechnical Survey will be assessed and coordinated if needed in Phase II to develop the pavement design.

F. Design Exceptions – A design exception was approved on April 4, 2018 by BDE to allow a proposed 3V minimum vertical curve length instead of the policy 5V. The design speed for this project is 70 mph. Policy minimum length of curve is 5V, but 3V will be proposed with this improvement to assure positive drainage within these sections of Interstate 64. These proposed vertical curves are being proposed under the structures that carry Green Mount Road and South Lincoln Avenue over Interstate 64 to assure that policy vertical clearance is provided.

See Design Exception form in Exhibit H Coordination and Correspondence.

G. Right-of-Way – One (1) parcel will be impacted with this project. A total of 1.49 acres of proposed right of way and 0.68 acres of temporary easement will be required with this improvement. No residential or businesses will be displaced with this project.

H. Structures

1. SN 082-0344
   a. Feature carried – Green Mount Road
   b. Feature crossed and adjacent land use
      i. Interstate 64
      ii. The existing land use adjacent to the section of Interstate 64 included in the project limits is commercial and residential. The area is

considerably developed with schools, businesses, and residences.

c. SN 082-0344 - The structure is a 2-span steel continuous steel stringer multi-beam girder structure that carries Green Mount Road over Interstate 64. The structure is 280.2 ft. from face-to-face of the abutments.
d. Existing structural ratings
    i. Inventory Rating is 49
    ii. Operating Rating is 83
    iii. Sufficiency Rating is 93.1
e. Existing structural inspection/ appraisal
    i. Deck is 8 (very good condition)
    ii. Superstructure is 7 (good condition)
    iii. Substructure is 8 (very good condition)
    iv. Overall Structure is 7 (better than present minimum criteria)
    v. Bridge Railing is 3 (meets standards)
f. Deck - The deck is in good condition.
g. Beams - The beams are in good condition.
h. Joints - The joints are in good condition.
i. Bearings – The bearing are in good condition.
j. Abutments – The abutments are in good condition.
k. Piers – The pier is in good condition.

2. SN 082-0181
    a. Feature carried – South Lincoln Avenue
    b. Feature crossed and adjacent land use
        i. Interstate 64
        ii. The existing land use adjacent to the section of Interstate 64 included in the project limits is commercial and residential. The area is considerably developed with schools, businesses, and residences.
    c. SN 082-0181 - The structure is a 4-span steel multi-beam girder structure with concrete I-beams that carries South Lincoln Avenue over Interstate 64. The structure is 193.2 ft. from face-to-face of the abutments.
    d. Existing structural ratings
        i. Inventory Rating is 57
        ii. Operating Rating is 95
        iii. Sufficiency Rating is 91.2
    e. Existing structural inspection/ appraisal
        i. Deck is 7 (good condition)
        ii. Superstructure is 7 (good condition)
        iii. Substructure is 7 (good condition)
        iv. Overall Structure is 7 (better than present minimum criteria)
        v. Bridge Railing is 3 (meets standards)

f. Deck - The deck is in good condition.
g. Beams - The beams are in good condition.
h. Joints - The joints are in fair condition with debris accumulation.
i. Bearings – The bearing are in good condition. At abutments, the bearings are in good to satisfactory conditions with some minor rust due to water seepage.
j. Abutments – The abutments are in good to fair condition with conditions of concrete cracks and water stain.
k. Piers – The pier is in good condition.

3. SN 082-2547 - The structure twin 48" RCCP's on a 45-degree angle with a total length of 368 ft. This twin culvert is located just west of Green Mount Road and carries drainage from the north side of Interstate 64 to the south side of Interstate 64.
   d. Existing structural ratings
      i. Inventory Rating is N/A
      ii. Operating Rating is N/A
      iii. Sufficiency Rating is 73
   e. Existing structural inspection/ appraisal
      i. Culvert and retaining wall are a 5 (equal to present desirable criteria)
      ii. Waterway adequacy is an 8 (equal to present desirable criteria)

4. SN 082-2549 - The structure is a 6 ft. x 6 ft. CIP box culvert with a total length of 306 ft. This box culvert is located just east of Green Mount Road and carries drainage from the north side of Interstate 64 to the south side of Interstate 64.
   d. Existing structural ratings
      i. Inventory Rating is N/A
      ii. Operating Rating is N/A
      iii. Sufficiency Rating is 83
   e. Existing structural inspection/ appraisal
      i. Culvert and retaining wall are a 7 (good condition)
      ii. Waterway adequacy is an 8 (equal to present desirable criteria)

5. Proposed structure scope of work and cross section:
   a. SN 082-0344
      i. Scope – The neoprene will be replaced with polymer nosing and silicone. The deck ends and mud walls should be replaced with new strip seal joints. The deck should be sealed. The old sign boards can be replaced. Improvements for this project include reconstructing Interstate 64 to lower the vertical profile under this structure. Due to this, the pier crash wall height will be increased.
      ii. Cross section – This structure will remain in place with this project. The structure length is 280.2 ft. from face-to-face of the abutments. The cross section of

the structure consists of 4 – 12 ft. through lanes (2 northbound and 2 southbound) with a 12 ft. turn lane. The paved shoulders on the structure are 4 ft. in width.

b. SN 082-0181

i. Scope - To address cracks in the substructure, epoxy crash injections should be used. To address spalls, structural concrete repairs should be utilized. Replace the damaged joint with silicone joint sealer, in lieu of a full depth sawcut deck repair. The rectangular drains are deformed and leaking onto fascia beams. All drains shall be replaced with circular fiberglass floor drains (3 each corner, 12 total). Deck sealing will also be performed. Improvements for this project include reconstructing Interstate 64 to lower the vertical profile under this structure. Complete replacement of the slope wall is recommended.

ii. Cross section - This structure will remain in place with this project. The structure length is 193.2 ft. from face-to-face of the abutments. The cross section of the structure consists of 2 – 12 ft. through lanes (1 northbound and 1 southbound) with 10 ft. paved shoulders.

6. Vertical Clearances – The vertical clearance for the structures that carry Green Mount Road (SN 082-0344) and South Lincoln Avenue (SN 082-0181) over Interstate 64 will be improved with this project. To meet the policy 16 ft. – 9 inch vertical clearance between these structures and Interstate 64, Interstate 64 will be reconstructed to lower the vertical profile under these structures. Inlets and pipe drains will also be proposed to assure positive drainage within these lowered sections of Interstate 64.
See Exhibit D for Plan, Profile, and Cross Sections.

7. Foundation borings – All structures will remain in place with this project, so no foundation borings are required.

8. BCR

a. SN 082-0344 – Due to the good condition of the structure, a Structure to Remain in Place memo was submitted to BBS on August 26, 2020. This memo was submitted, in lieu of performing a BCR for this structure.

b. SN 082-0181 – The BCR approval memo was received by BBS on April 29, 2019. In this approval memo BBS confirms that this structure will remain in place with this Interstate 64 widening project, but that a revised BCR will be required for a future project. BBS noted that since the existing slope walls are in good condition, a partial slope wall replacement is recommended. Based on the proposed geometry, only the existing gutter is required to be removed and replaced. The remainder of the slope wall can be reused based on its current condition. BBS concurs with the substructure repair and joint repair. BBS noted that the District 8

Bridge Maintenance Unit recommends replacing the existing rectangular drains with 6" diameter floor drains.

9. BDE proposed structure cross section concurrence – No structure are being proposed with this project, as all structures will remain in place.

See Exhibit G for Bridge Condition Report information.
See Exhibit D for Plan, Profile, and Cross Sections.
See Exhibit H for Coordination and Correspondence.

I. Traffic Signal Modernization/ Installation – no traffic signals will be involved with this project.

J. Lighting – There is lighting on the north and south side of Interstate 64 at the eastbound and westbound Interstate 64 and Green Mount Road interchange ramp terminals. The Department maintains this lighting. No lighting improvements will be involved with this project.

K. On-Street Parking – No on-street parking exists within the project limits.

L. Sidewalks/ ADA Requirements/ Accommodations – Concurrence was given on April 13, 2018 from the District 8 Bike and Pedestrian Accommodation coordinator that his project can be excluded from consideration of bicycle and pedestrian accommodations. Interstate 64 is a fully access-controlled facility on which bicycle and pedestrian access is prohibited.

See Exhibit H for Coordination and Correspondence.

M. Bikeways/ Trails/ Accommodations - Concurrence was given on April 13, 2018 from the District 8 Bike and Pedestrian Accommodation coordinator that his project can be excluded from consideration of bicycle and pedestrian accommodations. Interstate 64 is a fully access-controlled facility on which bicycle and pedestrian access is prohibited.

See Exhibit H for Coordination and Correspondence.

N. Pedestrian Overpass/ Subways/ Other Facilities – No existing facilities are within the project limits and none will be proposed with this project. Although the structures that carry Green Mount Road (SN 082-0344) and South Lincoln Avenue (SN 082-0181) over Interstate 64 will remain in place with this project, these structures will be monitored for possible future improvements. Bike and pedestrian accommodations will be considered for any future improvement to these structures.

O. Mass Transportation – St. Clair County bus #12 (O'Fallon to Fairview Heights) travels along Green Mount Road and Regency Park within the project limits. There are bus stops along the east side of Green Mount Road just north of Central Park Drive and along Regency Park. No mass transportation improvements will be included with this project.

P. Utility Conflicts – The following utilities are located within the project limits:

UTILITY COMPANY	TYPE OF UTILITY
Ameren Illinois	gas & electric
AT&T	communications
Caseyville Township Advanced Wastewater Treatment System	sanitary sewer
Charter Communications, Inc.	cable tv
Clearwave Communications	communications
Fidelity Communications III, Inc	communications
Illinois American Water Company	water
City of O'Fallon	water & sanitary sewer
Village of Shiloh	sanitary sewer
St. Clair County	sanitary sewer
St. Clair County	electric

All of the above utilities are J.U.L.I.E. members. The construction limits for this project do not cross any utilities within the project limits. No utility impacts are anticipated with this project.

See Exhibit D for Plan, Profile, and Cross Sections.

Q. Encroachments – There are no encroachments within the project.

R. Mail Delivery – There are no mailbox turnouts within the project limits.

S. Landscape/ Roadside Development – No landscaping or roadside developments will be impacted with this project. During a May 8, 2019 meeting with the City of O'Fallon, a question was raised concerning welcome (gateway) signage and landscaping. It was asked if this could be added to the project. After this meeting IDOT informed the City of O'Fallon that there is a permit process from IDOT Operations for this signage (Special Town Name sign) and the landscaping. IDOT provided the Operations contact for this process. It was also noted to the City of O'Fallon that there are limits to how many signs a community is allowed on each approach into the community.

Any areas disturbed by the improvement will be restored with reseeding. Any trees impacted will be mitigated in accordance with the Department's Tree Replacement policy.

T. Construction Site Storm Water Pollution Control – It is anticipated that 1 acre or more of soil will be disturbed with this project. Routine practices such as ditch checks and perimeter silt fences will be used to control sediment and erosion throughout the project limits.

U. At-Grade Railroad Crossing – No at-grade railroad crossings exist within the project limits.

V. Surveillance – No surveillance equipment exists within the project limits.

W. Pump Stations – No pump stations exist within the project limits.

X. Retaining Wall – No retaining walls exist within the project limits.

Y. Public Educational Facility Entrances – No public educational facility entrances exist within the project limits.

III. ENVIRONMENTAL RESOURCES SUMMARIES

A. Environmental Survey Request
1. The environmental survey request was submitted on July 11, 2017.
2. Cultural Resource Concurrence was received on July 27, 2017.
3. The Natural Resource Review was received on May 10, 2018.
   a. Endangered Species – There are no endangered species or habitats that will be impacted with this project.
   b. Wetlands – There are no wetlands within the project vicinity.

B. PESA
1. PESA Review – The PESA review was received on January 11, 2018. The PESA Validation Letter Report was submitted on May 21, 2021.
2. REC sites – Within the project vicinity, 12 REC sites were identified in this report consisting of 1 Transportation and 11 Commercial properties. The contaminants identified within these REC sites are chemical use, spills, natural gas pipelines, and transformer potential ACM and lead paint.
3. REC Site Impacts – cubic yards
   Site 1 – 51,533 Site 17 – 314.6
   Site 13 – 41.4 Site 18 – 1,265.9
   Site 14 – 430.6 Site 50 – 5,682.8
   The majority of the impacts will be to Site 1, which is within existing ROW along Interstate 64. Excavation is required within this site for excavation due to pavement widening and drainage improvements.
4. PESA Response – The PESA response was sent on July 7, 2021.

C. FEMA – This project is not located within a FEMA flood zone.

D. Air and Noise
1. Air Quality Conformity - The National Ambient Air Quality Standards (NAAQS), established by the US Environmental Protection Agency, set maximum allowable concentration limits for six criteria air pollutants. Areas in which air pollution levels persistently exceed the NAAQS may be designated as "nonattainment." States where a nonattainment area is located must develop and implement a State Implementation Plan (SIP) containing policies and regulations that will bring about attainment of the NAAQS. Areas that had been designated as nonattainment, but that have attained the NAAQS for the criteria pollutant(s) associated with the nonattainment designation, will be designated as maintenance areas.

All areas of Illinois currently are in attainment of the standards for five of the six criteria pollutants: particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead.

For the eight-hour ozone, Cook, DuPage, Kane, Lake, McHenry, and Will Counties, as well as Aux Sable and Goose Lake Townships in Grundy County and Oswego Township in Kendall County, have been designated as marginal nonattainment areas. Jersey, Madison, Monroe, and St. Clair Counties in the St. Louis area also have been designated as marginal nonattainment areas for the eight-hour ozone standard.

This project is included in the June 2019 Long-Range Transportation Plan and in the FY 2022-2025 Transportation Improvement Program (TIP) endorsed by [indicate name of MPO], the Metropolitan Planning Organization (MPO) for the region in which the project is located. The project is within the fiscally constrained portion of the plan.

On November 18, 2021 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) determined that the Long-Range Transportation Plan conforms with the transportation-related provisions of the Clean Air Act Amendments of 1990. The FHWA and the FTA determined on November 18, 2021 that the TIP conforms with the Clean Air Act Amendments. These findings were in accordance with Determining Conformity of Federal Actions to State or Federal Implementation Plans, 40 CFR Part 93. The project's design concept and scope are consistent with the project information used for the TIP conformity analysis. Therefore, this project conforms to the existing State Implementation Plan and the transportation related requirements of the 1990 Clean Air Act Amendments.
The TIP number for this project is 6109A-21.

2. Hot Spot Analysis - On December 27, 2018 the USEPA approved Illinois' May 8, 2018 request to revise the state's designation for $PM_{2.5}$ from unclassifiable to unclassifiable/attainment. (see 83 FR 66631) Based on this final rule, transportation conformity project-level qualitative Hot-Spot analysis for $PM_{2.5}$ is not required. Illinois is also in attainment for the PM_{10} 1987 standard.
3. Mobile Source Air Toxics - This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the non-build alternative.

Moreover, USEPA regulations for vehicle engines and fuels will cause overall MSATs emissions to decline significantly over the next several decades. Based on regulations now in effect, an

analysis of national trends with USEPA's MOVES 2014 model forecasts a combined reduction of more than 90 percent in the total annual emission rate for the priority MSAT from 2010 to 2050. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

4. COSIM - "In accordance with the IDOT-IEPA "Agreement on Microscale Air Quality Assessments for IDOT Sponsored Transportation Projects," this project is exempt from a project-level carbon monoxide air quality analysis because it does involve an intersection (per figure 26-14.A of the BDE Manual). Furthermore, Illinois is in attainment for carbon monoxide in all counties."
5. Noise – A noise analysis was done for this project, as this project meets the Federal Type I Project due to the addition of through lane traffic in each direction. Noise abatement criteria (NAC) was reviewed to assess potential noise impacts. A traffic noise impact occurs when build year (projected 20-year) noise levels approach, meet, or exceed the NAC, with 'approach' defined as 1 dB(A). A substantial noise level increase is when noise levels increase 15 dB(A) or greater.
   a. Receptors - 11 total receptors were identified within the project limits. 7 receptors were identified to have noise impacts due to this improvement.
   b. Noise walls – 4 noise walls were found to be feasible and reasonable for noise abatement. These 4 noise walls will abate noise for 6 of the 11 receptors.

   See Exhibit D for Plan, Profile, and Cross Sections.

6. Categorical Exclusion – This project is being processed as a Federally Approved Categorical Exclusion (CE).
7. Tree removal – 53 trees and 0.16 acres of a tree line will be impacted with this improvement.

E. Categorical Exclusion – This project is being processed as a Federally Approved Categorical Exclusion (C.E.).

See Exhibit J for Environmental Coordination and Correspondence.
See Exhibit H for Coordination and Correspondence.

IV. TRANSPORTATION MANAGEMENT PLAN AND RECOMMENDATIONS

A. Queuing Analysis – The traffic mobility and queuing analysis was performed by the District in February 2020 as part of initial project development. The analysis examined a full 24-hour period with two lanes open in each direction. Since no lane closures are expected, no backup or significant delay is expected.

B. Staging alternatives - 3 staging alternatives were considered and analyzed regarding their respective cost, duration, and ease of construction for this Interstate 64 widening improvement.
   1. Concept A

a. Maintain two lanes in each direction
b. Two primary construction stages
c. No crossovers

2. Concept B
   a. Maintain two lanes in each direction with eastbound one-way crossovers on either side of the Green Mount Road interchange.
   b. Three primary stages
   c. Temporary lane shifts outside of the Green Mount Road interchange.
3. Concept C
   a. Maintain two lanes in each direction with one-way crossovers at each end of the project.
   b. Three primary stages

C. Preferred Staging alternative – Ultimately, Concept A was selected based on its relative simplicity and lower relative cost. The sequence of operations is as follows:
   1. Preliminary Stage – Maintain two lanes of traffic in each direction on existing lanes. Reconstruct outside shoulder pavement to accommodate traffic load and to maintain cross slope.
   2. Primary Stage 1 – Shift traffic to two outside lanes in each direction. Maintain access to Green Mount Road ramps in both directions. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and concrete barrier wall construction within the median and inside lanes.
   3. Primary Stage 2 – Shift traffic onto new inside pavement and maintain two lanes in each direction. Maintain access to eastbound weight station. Maintain access to Green Mount Road ramps in both directions. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and construction of outside shoulders and lanes.
   4. Finishing Stage – Mill and resurface the Green Mount Road eastbound Interstate 64 off ramp with flaggers. Off-peak hour temporary closures as needed to finish construction and cleanup.

See Exhibit K for the Traffic Management Plan.

V. ESTIMATE OF COSTS

The estimate of cost for this project is $34,783,780.00.

See Exhibit L for the approved phase I cost estimate.

VI. COMMITMENTS

Construction equipment greater than 42 ft. in height breaches the St. Louis Metro-East airport notification surface. If equipment greater than 42 ft. in height is required for construction, the Division of Aeronautics must be contracted prior to using equipment so that proper filing with the FAA can be completed.

VII. PERTINENT INFORMATION

There is no pertinent information with this project.

VIII. COORDINATION/ DOCUMENTATION

A. District Coordination Meetings – This project was presented at the 6/2/16, 10/26/17, 4/4/18, 4/3/19, and 12/10/20 District Coordination Meetings.

B. Coordination
   a. Municipalities/ Counties – Project information letters were sent, and meetings were held with the City of O'Fallon, Village of Shiloh, and St. Clair County concerning this project.
   b. Mass Transit Agencies – St. Clair County Transit District attended the meeting with St. Clair County on June 4, 2019.
   c. Utilities – Coordination with utilities was conducted through District 8 Project Support to provide utility information for the project team.

See Exhibit H for Coordination and Correspondence.

C. Public Involvement
   a. CSS – The study was conducted using the Context Sensitive Solutions (CSS) process. Through the CSS process, it was discovered that the public's main concerns were storm water run-off, the Interstate 64 and Green Mount Road Interchange, and noise. A Stakeholder Involvement Plan (SIP) was completed in the beginning of the project. The SIP outlined how public involvement was going to be conducted throughout the project. The SIP can be viewed in Exhibit M.
   b. Stakeholder Meetings – Multiple stakeholder meeting were held throughout the project to gain valuable input from key stakeholders. Below are the stakeholder meetings that were held.
      i. Stakeholder meetings were held with the City of O'Fallon on May 5, 2019 and December 12, 2021.
      ii. A stakeholder meeting was held with the Village of Shiloh on May 22, 2019.
      iii. A stakeholder meeting was held with St. Clair County and the St. Clair County Transit District on June 4, 2019.

      All stakeholder meeting summaries can be found in Exhibit H.

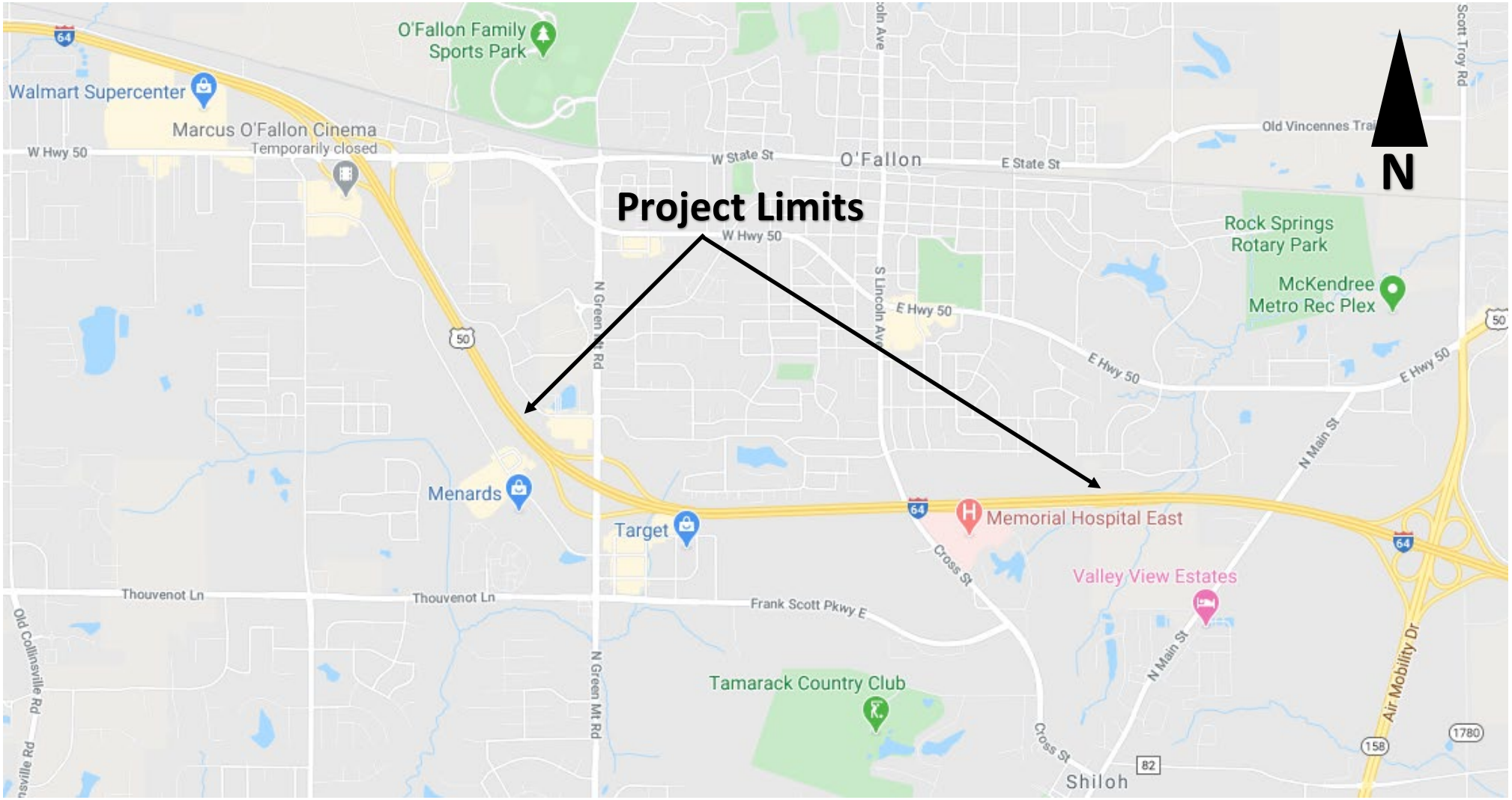
   c. Public Meeting – As part of the CSS process, IDOT held a virtual public meeting on November 9, 2021 from 6 p.m. to 7 p.m. A total of 45 people viewed the live virtual public meeting. The purpose of the virtual public meeting was to inform the public of the project, show the proposed improvements and impacts, and receive and answer questions and comments. After the live presentation was complete, a total of 34 questions were submitted by text and answered live by representatives from the Project Study Group (PSG). The virtual public meeting presentation was posted on the project website so that comments could be received until November 23, 2021. A total of 5 people submitted e-mailed questions after the live virtual public meeting, and all 5 were responded to by IDOT. The most common concerns were concerning possible future improvements to the Interstate 64 and Green Mount Road

interchange due to the congestion on Green Mount Road, storm water run-off, and noise impacts. The virtual public meeting presentation and talking points, brochure, and e-mailed comments and responses are included in Exhibit N.

d. A website was created for this project to provide information and updates on the project and public involvement activities at https://idot.illinois.gov/projects/I-64-Green-Mount-Road.html

See Exhibit H for Coordination and Correspondence.
See Exhibit M for the Stakeholder Involvement Plan
See Exhibit N for Public Meeting Information

EXHIBIT A - LOCATION MAP



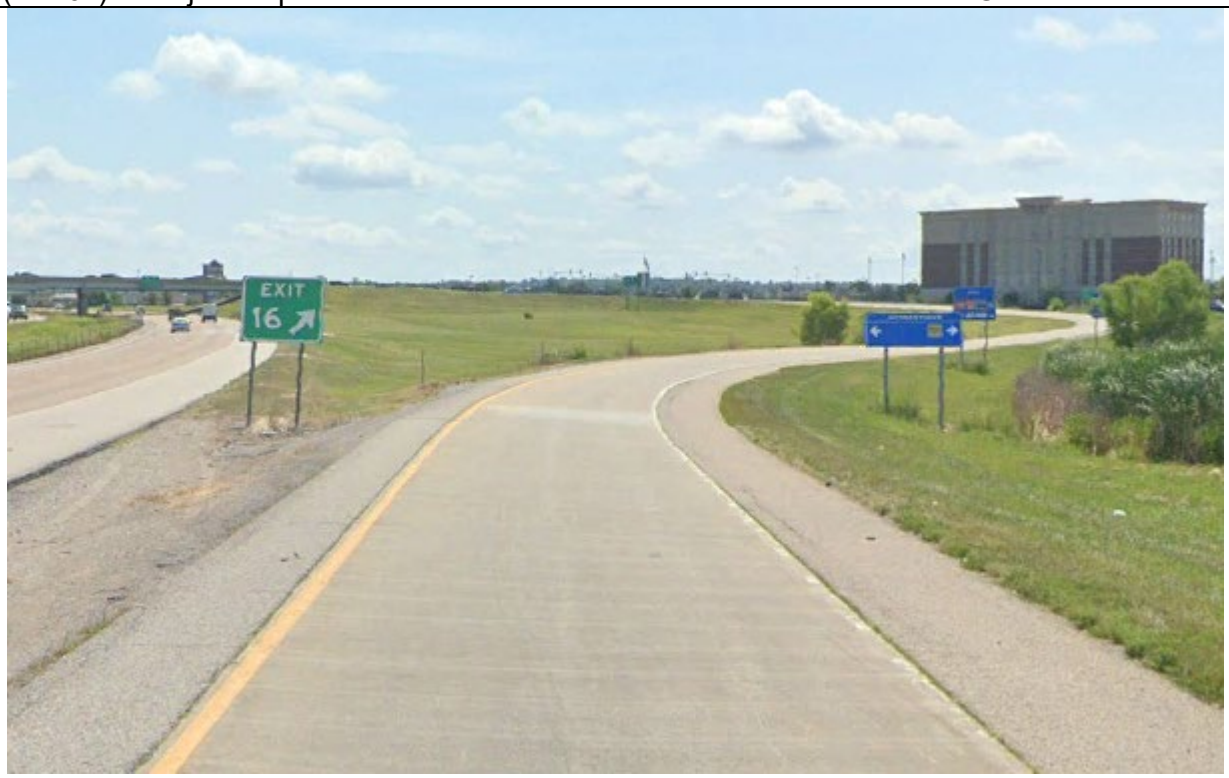
Project Location Map

I-64 West of Green Mount Road to West of IL 158 – St. Clair County

EXHIBIT B – GROUND LEVEL PHOTOGRAPHS

West limit of project looking at eastbound I-64 showing existing Green Mount Road eastbound off ramp.

West limit of project looking eastbound at where widening will begin on I-64 within the existing grass median.



Eastbound Green Mount Road off ramp looking east.

Eastbound I-64 looking east at Green Mount Road interchange.

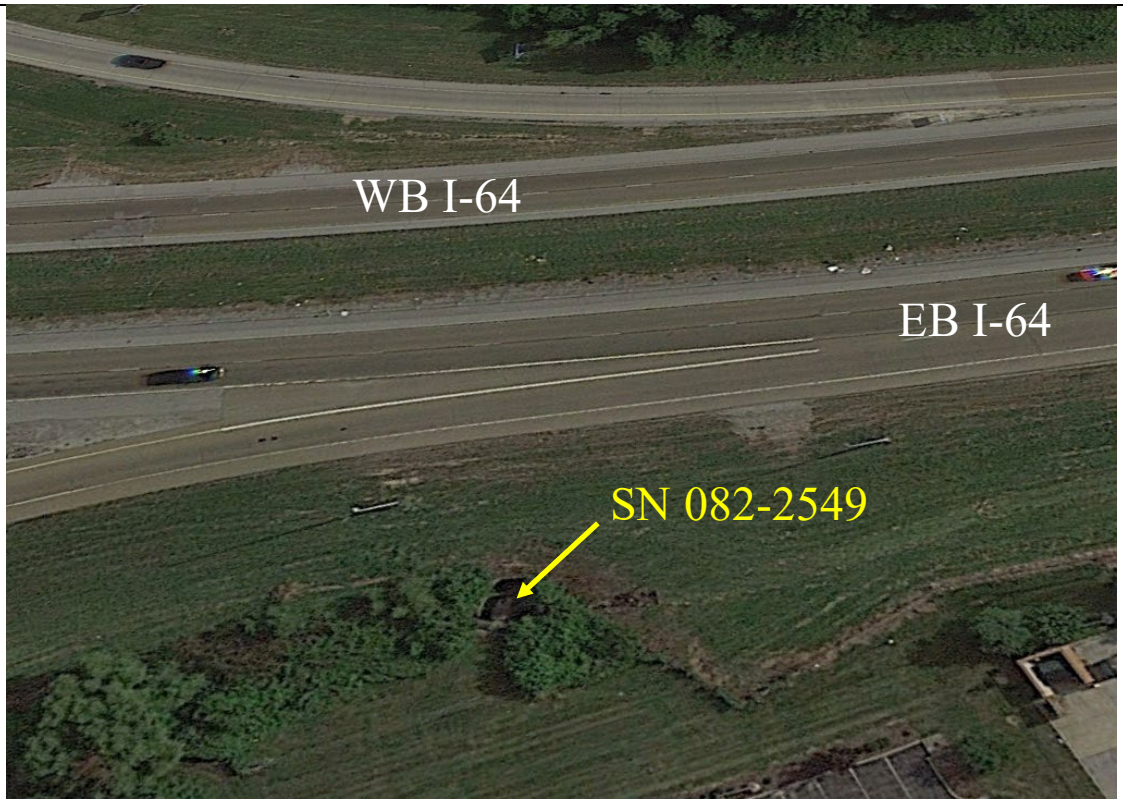
South invert of SN 082-2547 (twin 48” RCCP) that runs at a 45-degree angle under I-64 just west of the Green Mount Road interchange.

South invert of SN 082-2547 (twin 48” RCCP) that runs at a 45-degree angle under I-64 just west of the Green Mount Road interchange.

Eastbound I-64 looking east at SN 082-0344 (Green Mount Road)

Eastbound I-64 at the eastbound Green Mount Road on ramp junction with I-64.

Looking west at the eastbound Green Mount Road on ramp junction with I-64.



Aerial view of south invert of SN 082-2549 (6'x6' CIP box) just east of the Green Mount Road interchange.

SN 082-2549 (6'x6' CIP box) just east of the Green Mount Road interchange.

Eastbound I-64 looking at SN 082-0181 (Lincoln Avenue)

Eastbound I-64 looking at the weigh station off ramp just east of Lincoln Avenue.

Eastbound I-64 at the east limit of the project limits.

Westbound I-64 at the west limits of the project.

Westbound I-64 looking at SN 082-0181 (Lincoln Avenue)

Westbound I-64 looking east at the property on the north side of I-64 just east of Lincoln Avenue. A proposed drainage ditch will be located in this location.

Westbound I-64 at the westbound Green Mount Road off ramp.

Westbound I-64 looking at SN 082-0344 (Green Mount Road).

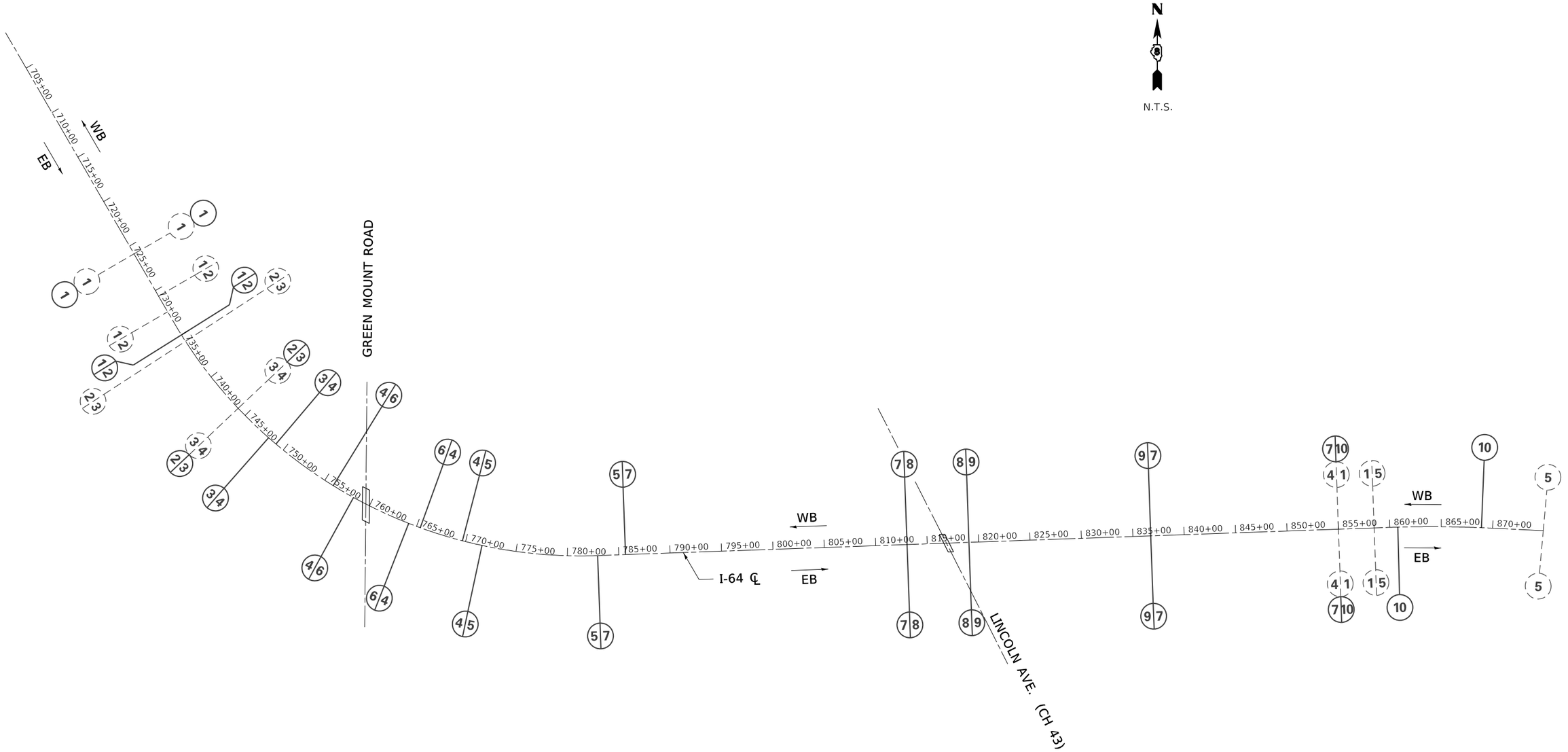
Westbound I-64 looking east at SN 082-0344 (Green Mount Road).

Westbound I-64 at the westbound Green Mount Road on ramp.

Westbound I-64 at the west end of the project.

EXHIBIT C – TYPICAL SECTIONS

I–64 PRELIMINARY WIDENING PLANS



LEGEND

(1) EXISTING TYPICAL SECTION RANGE

1 PROPOSED TYPICAL SECTION RANGE

MODEL: Default
FILE NAME: ...\0878k74-sht-TypSec PlanView Diagram.dgn

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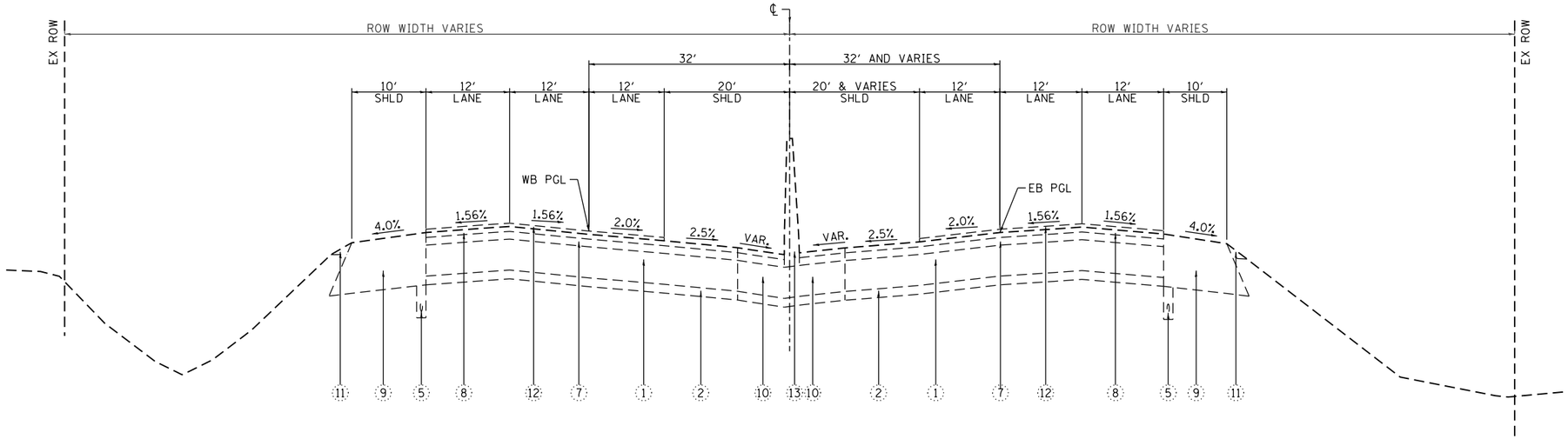
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PLANVIEW DIAGRAM
FAI 64 (I–64)

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

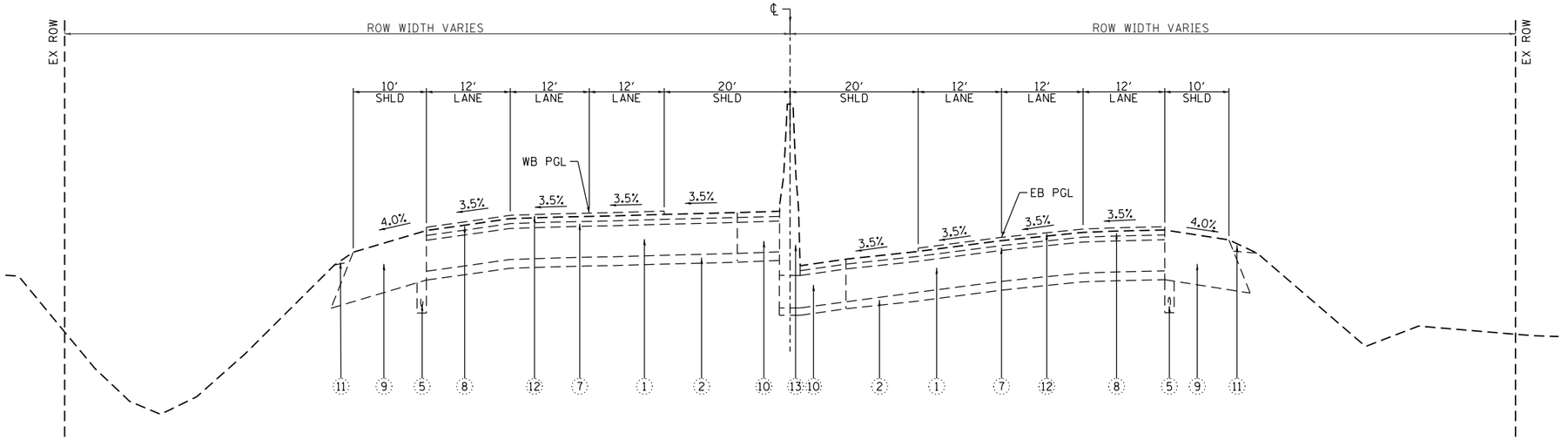


TYPICAL SECTION
EXISTING FAI 64 (I–64) (1)

STA. 726+72.08 TO STA. 732+09.69 (EB)
STA. 726+72.08 TO STA. 730+77.89 (WB)
STA. 855+12.28 TO STA. 857+80.69

EXISTING LEGEND

1. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT
2. EXISTING STABILIZED SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING PIPE UNDERDRAINS
6. EXISTING BITUMINOUS OVERLAY
7. EXISTING BITUMINOUS BINDER COURSE, N 105
8. EXISTING BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT
9. EXISTING BITUMINOUS SHOULDERS
10. EXISTING PCC SHOULDERS
11. EXISTING AGGREGATE SHOULDER TYPE B WEDGE
12. EXISTING MICRO-SURFACING
13. EXISTING CONCRETE BARRIER
14. EXISTING HIGH TENSION MEDIAN CABLE BARRIER



TYPICAL SECTION
EXISTING FAI 64 (I–64) (2)

STA. 730+77.89 TO STA. 735+74.76 (WB)
STA. 732+09.69 TO STA. 735+74.76 (EB)

MODEL: SHT 001-EXISTING
FILE NAME: ...\D8766K74-cmt-typicals.dgn

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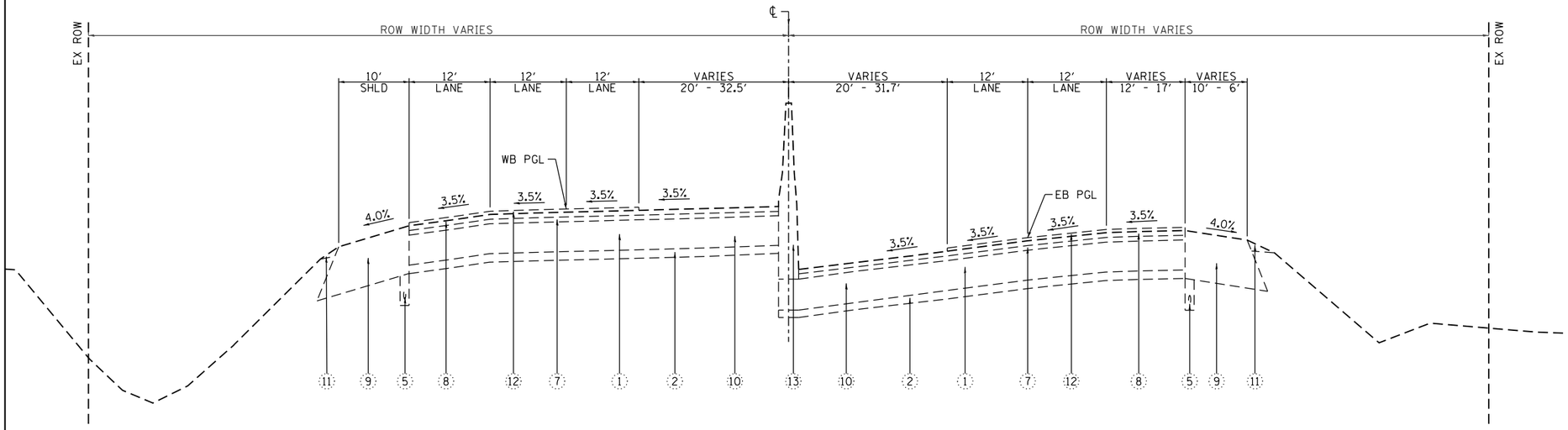
TYPICAL SECTIONS
EXISTING CONDITIONS

SCALE: N/A | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



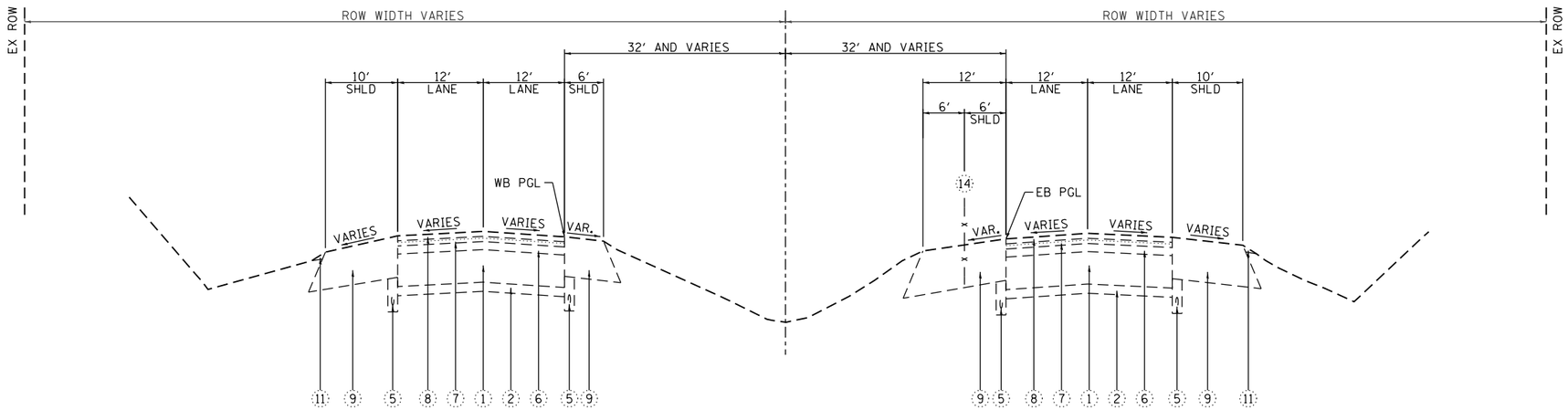
TYPICAL SECTION

EXISTING FAI 64 (I–64) (3)

STA. 735+74.76 TO STA. 744+15.00

EXISTING LEGEND

1. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT
2. EXISTING STABILIZED SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING PIPE UNDERDRAINS
6. EXISTING BITUMINOUS OVERLAY
7. EXISTING BITUMINOUS BINDER COURSE, N 105
8. EXISTING BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT
9. EXISTING BITUMINOUS SHOULDERS
10. EXISTING PCC SHOULDERS
11. EXISTING AGGREGATE SHOULDER TYPE B WEDGE
12. EXISTING MICRO-SURFACING
13. EXISTING CONCRETE BARRIER
14. EXISTING HIGH TENSION MEDIAN CABLE BARRIER



TYPICAL SECTION

EXISTING FAI 64 (I–64) (4)

STA. 744+15.00 TO STA. 855+12.28

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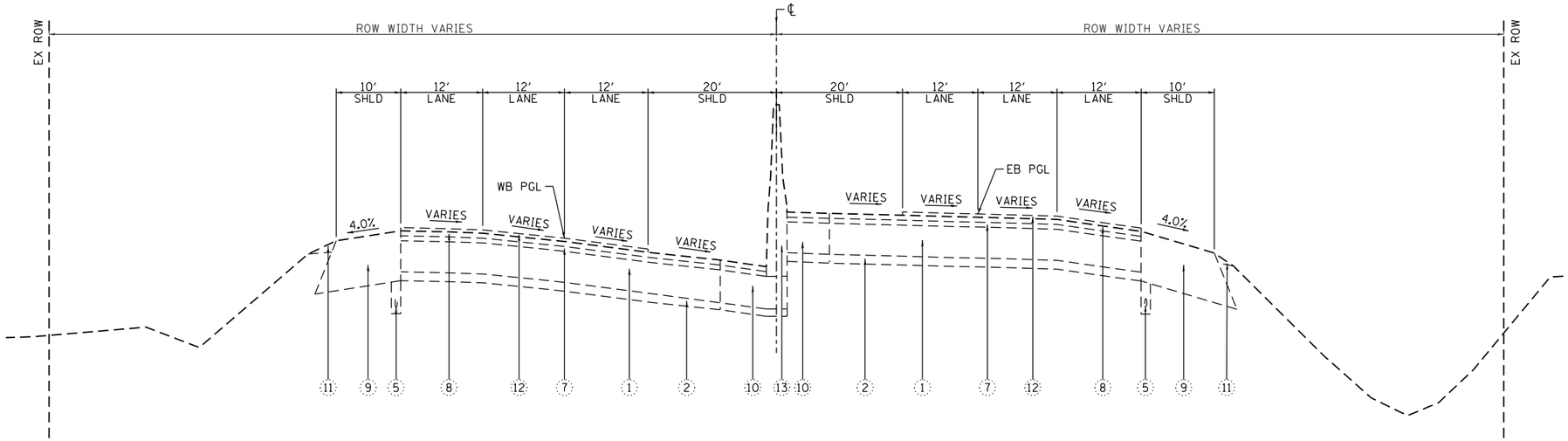
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
EXISTING CONDITIONS

SCALE: N/A | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

EXISTING FAI 64 (I–64) (5)

STA. 857+80.69 TO STA 902+79.57

EXISTING LEGEND

1. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT
2. EXISTING STABILIZED SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING PIPE UNDERDRAINS
6. EXISTING BITUMINOUS OVERLAY
7. EXISTING BITUMINOUS BINDER COURSE, N 105
8. EXISTING BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT
9. EXISTING BITUMINOUS SHOULDERS
10. EXISTING PCC SHOULDERS
11. EXISTING AGGREGATE SHOULDER TYPE B WEDGE
12. EXISTING MICRO-SURFACING
13. EXISTING CONCRETE BARRIER
14. EXISTING HIGH TENSION MEDIAN CABLE BARRIER

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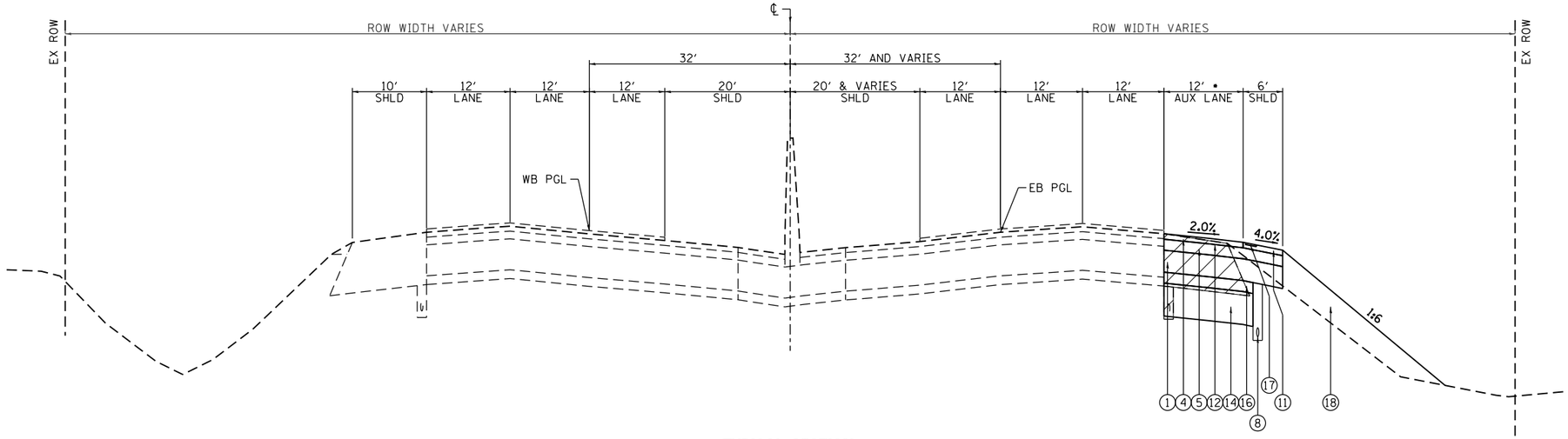
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
EXISTING CONDITIONS

SCALE: N/A | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



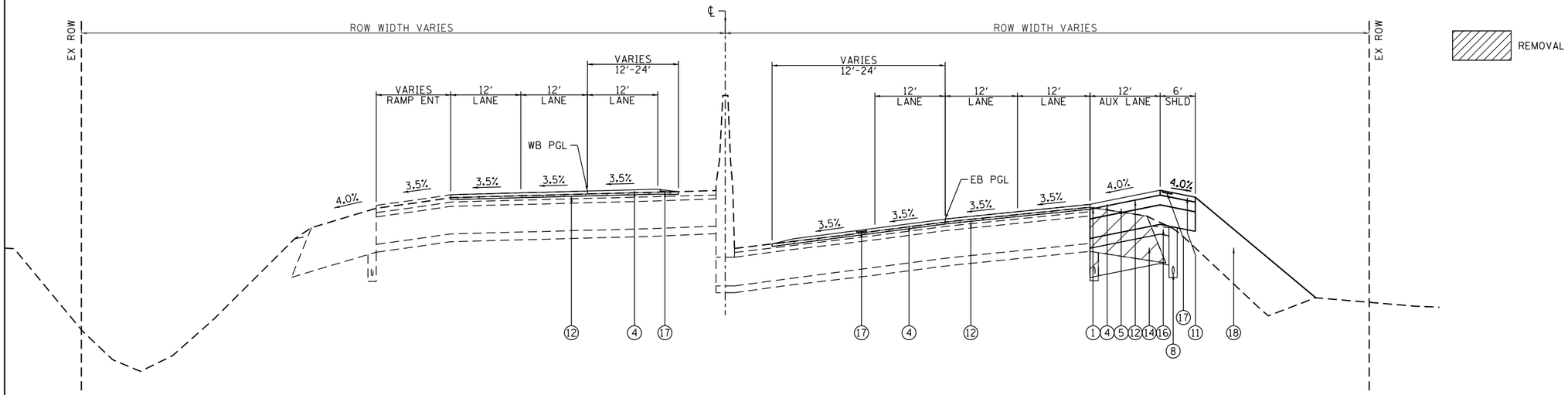
TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) – AUXILIARY LANE (1)

STA. 726+72.08 TO STA. 735+00.00
NOTE: AUXILIARY LANE TAPERS FROM 1' AT STA. 726+72.08 TO 12' AT STA. 729+47.08
AUXILIARY LANE S.E. TRANSITION STA. 732+04.89 TO STA. 733+84.89

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) – AUXILIARY LANE (2)

STA. 735+00.00 TO STA. 744+15.00
STA. 735+00.00 TO STA. 740+30.95 (AUX. LANE)

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

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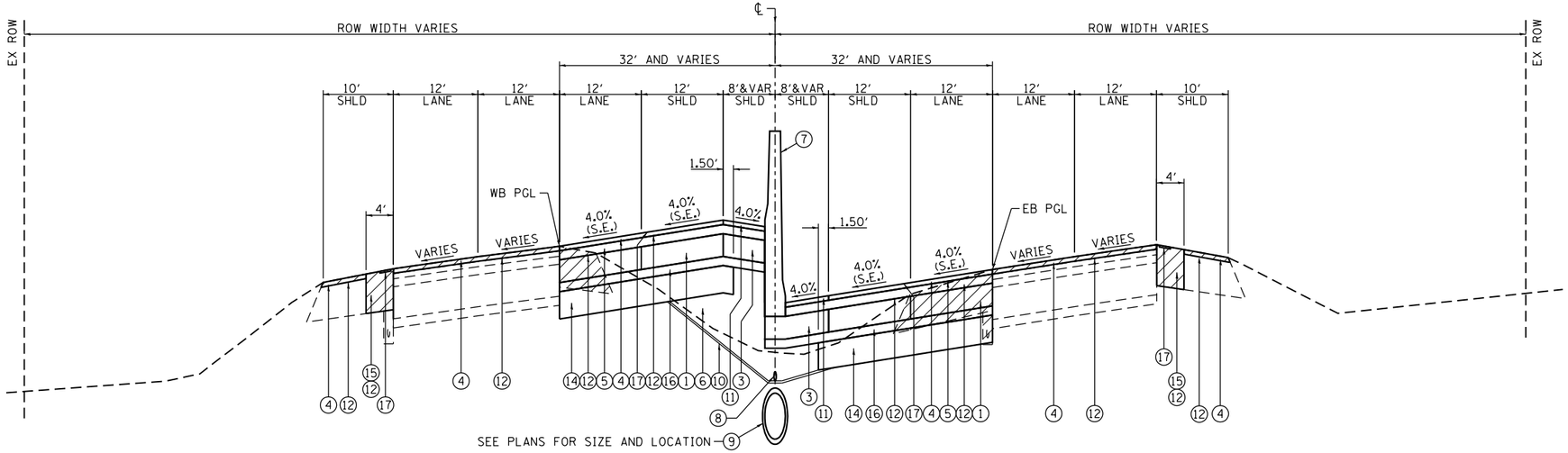
TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

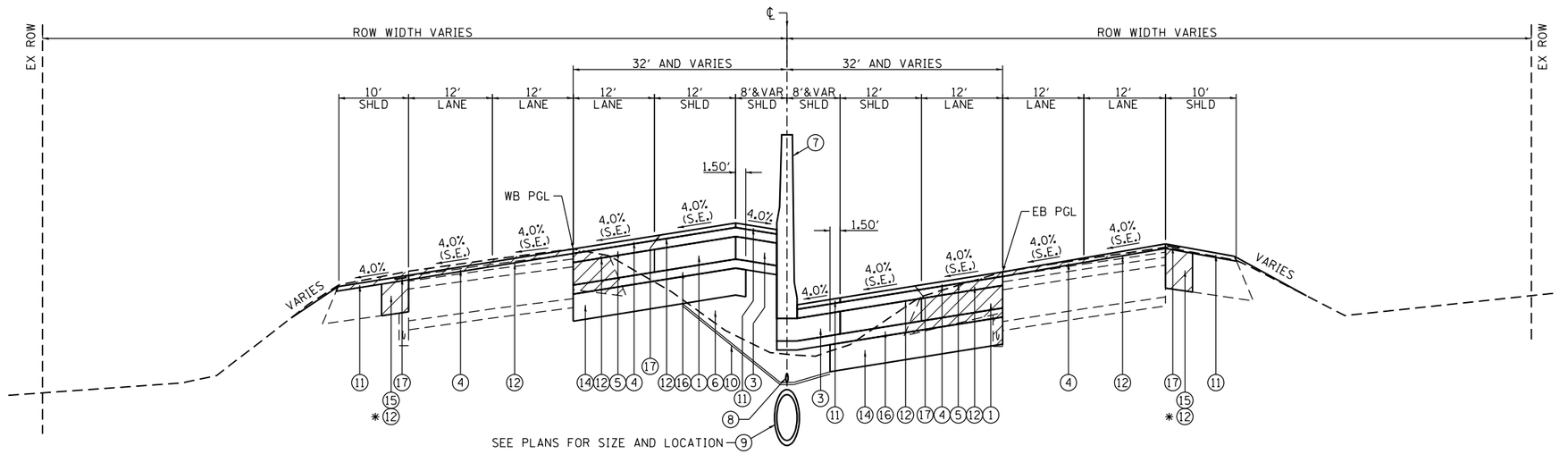


TYPICAL SUPERELEVATION SECTION
PROPOSED WIDENING FAI 64 (I–64) (3)

STA. 744+15.00 TO STA. 748+50.00 (EB)
STA. 744+15.00 TO STA. 749+50.00 (WB)

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8″
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8″
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4″
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6″
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ″C″, N50, 2″
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4″
14. AGGREGATE BASE COURSE, TYPE A, 12″
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13″ (2″ SURFACE COURSE, 11″ BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4″
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



REMOVAL

TYPICAL SUPERELEVATION SECTION
PROPOSED WIDENING FAI 64 (I–64) (4)

STA. 748+50.00 TO STA. 757+97.87 (EB)
STA. 749+50.00 TO STA. 757+01.46 (WB)
STA. 764+63.22 TO STA. 769+00.00 (EB)
STA. 765+12.12 TO STA. 772+00.00 (WB)

* SHOULDER RECONSTRUCTION LIMITS
STA. 748+85.11 TO STA. 757+01.46 (WB)
STA. 752+77.56 TO STA. 757+97.55 (EB)
STA. 764+63.00 TO STA. 769+79.88 (EB)
STA. 765+12.12 TO STA. 773+62.41 (WB)

NOTES:
1. OUTSIDE 4′ SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 005-PROP PR2
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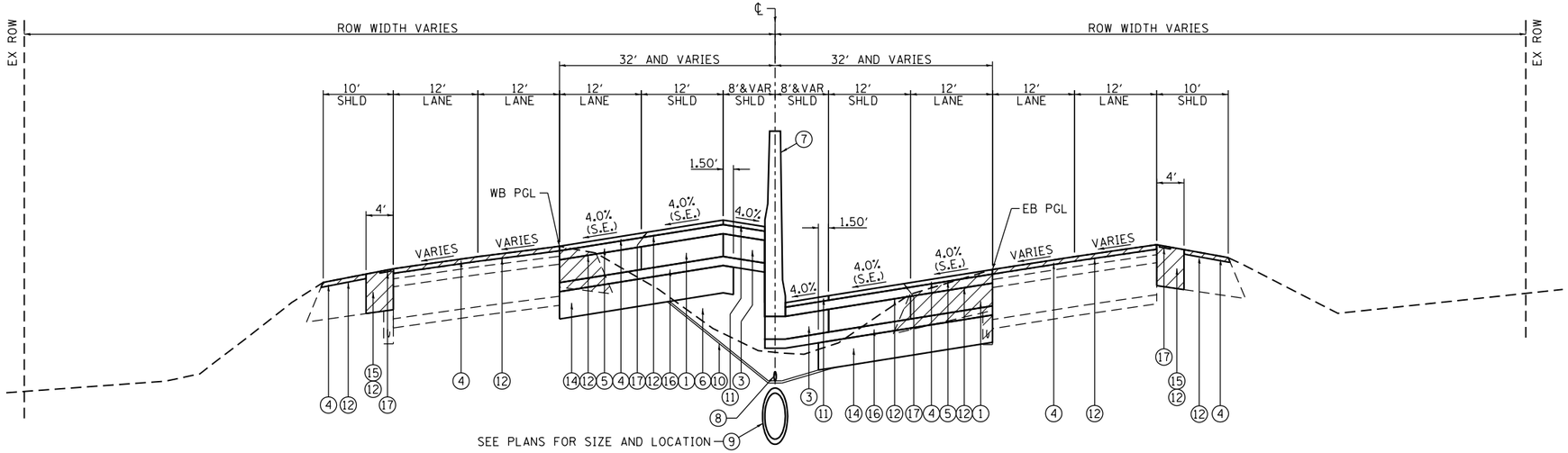
TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



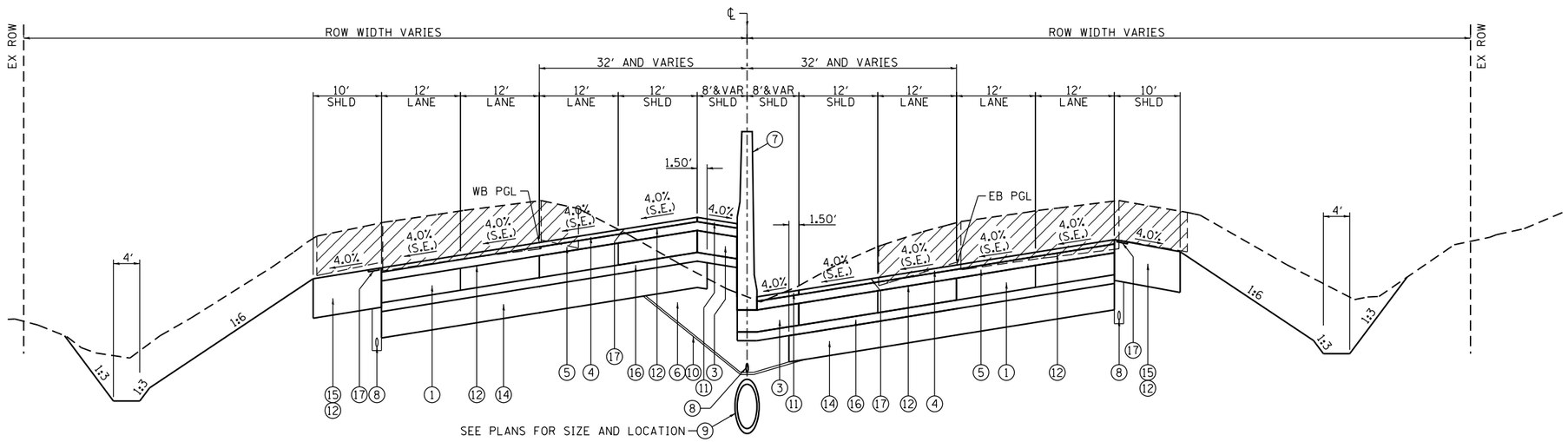
TYPICAL SUPERELEVATION SECTION
PROPOSED WIDENING FAI 64 (I–64) (5)

STA. 769+00.00 TO STA. 783+24.86 (EB)
STA. 772+00.00 TO STA. 785+28.86 (WB)

NOTE: S.E. TRANSITION FOR MEDIAN WIDENING STA. 782+34.86 TO STA. 785+28.86 WB
S.E. TRANSITION FOR MEDIAN WIDENING STA. 782+34.86 TO STA. 783+24.86 EB

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



TYPICAL SUPERELEVATION SECTION
PROPOSED RECONSTRUCTION FAI 64 (I–64) (6)

STA. 757+01.46 TO STA. 765+12.12 (WB)
STA. 757+97.87 TO STA. 764+63.22 (EB)

NOTES:
1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 006-PROP PR3
FILE NAME: ...\D876\C74-sht-typicals.dgn

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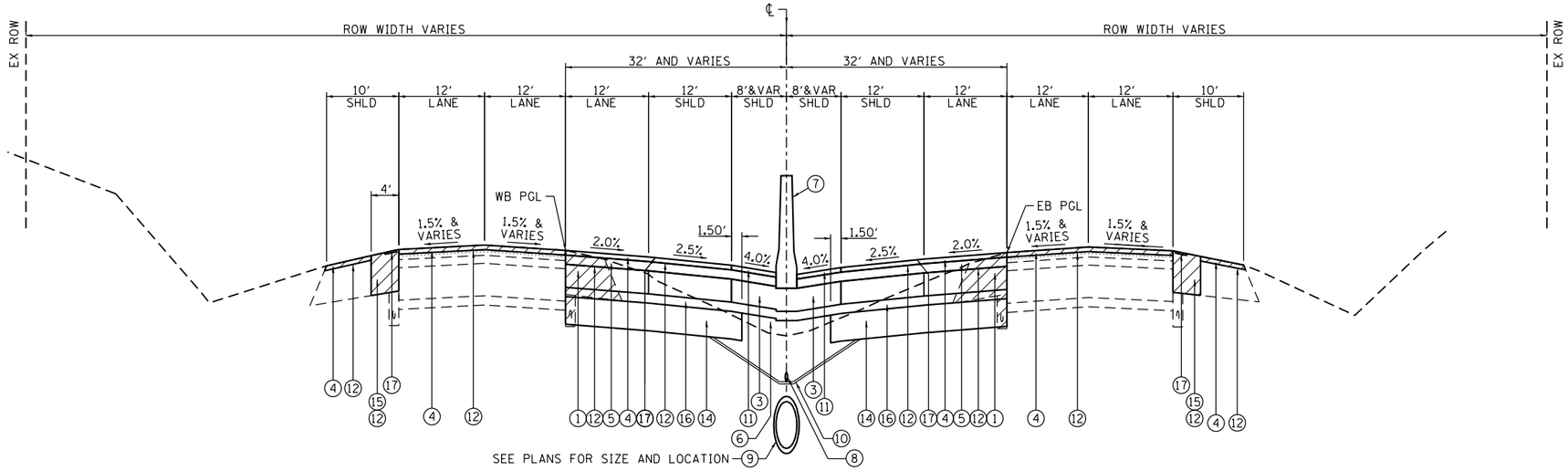
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 6 OF 9 SHEETS | STA. | TO STA.

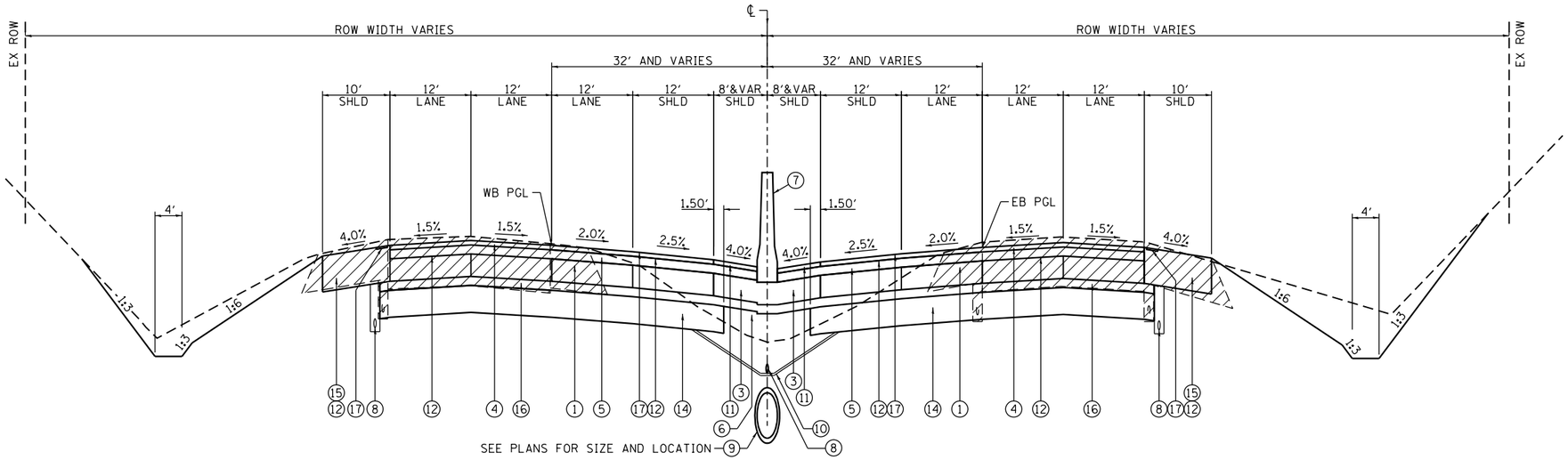
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) (7)

STA. 785+28.86 TO STA. 812+18.00 (WB)
STA. 783+24.86 TO STA. 812+18.00 (EB)
STA. 836+75.00 TO STA. 855+11.50



REMOVAL

TYPICAL SECTION

PROPOSED RECONSTRUCTION FAI 64 (I–64) (8)

STA. 812+18.00 TO STA. 819+07.00

PROPOSED LEGEND

(1) CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''

(3) PORTLAND CEMENT CONCRETE SHOULDERS, 8''

(4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''

(5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''

(6) POROUS GRANULAR EMBANKMENT, SUBGRADE

(7) CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT

(8) PIPE UNDERDRAIN, 6''

(9) STORM SEWER

(10) FILTER FABRIC

(11) HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''

(12) BITUMINOUS MATERIALS (PRIME COAT)

(13) CONCRETE MEDIAN SURFACE, 4''

(14) AGGREGATE BASE COURSE, TYPE A, 12''

(15) HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)

(16) STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''

(17) SHOULDER RUMBLE STRIPS, 16 INCH

(18) EMBANKMENT

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

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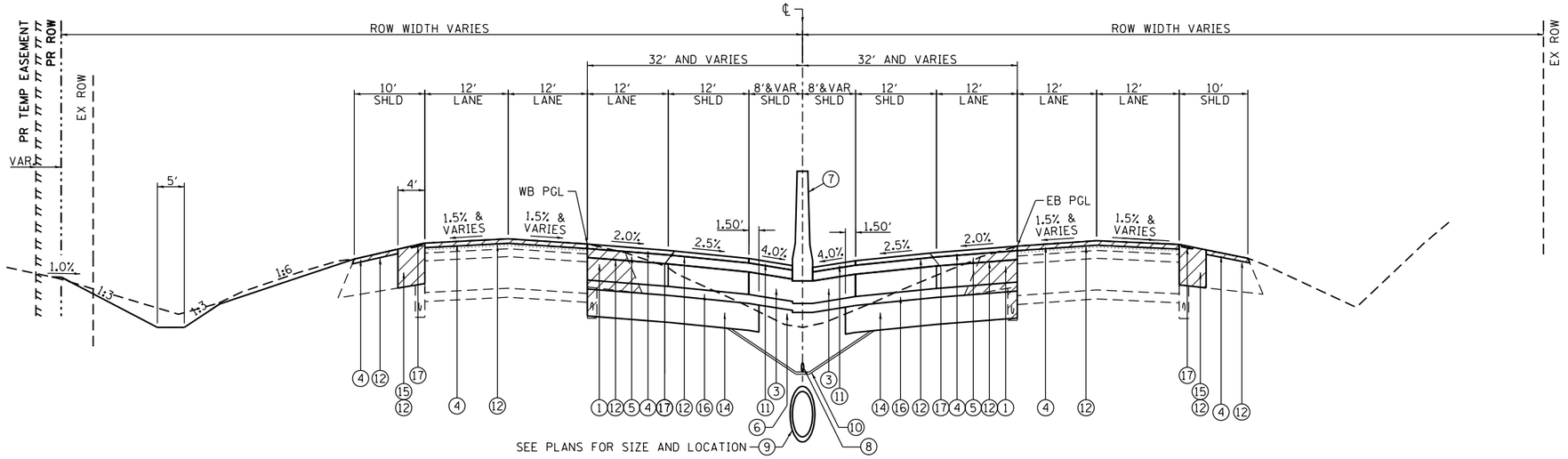
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



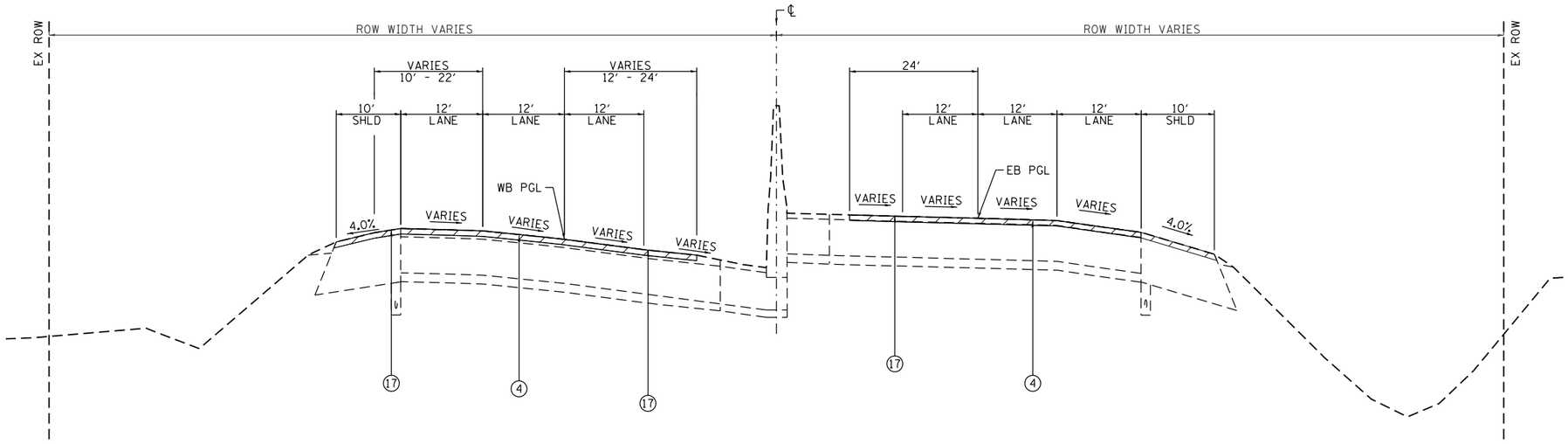
TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) (9)

STA. 819+07.00 TO STA. 836+75.00

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



REMOVAL

TYPICAL SECTION

PROPOSED FAI 64 (I–64) (10)

STA. 855+11.50 TO STA. 868+92.63 (WB)
STA. 855+11.50 TO STA. 861+25.71 (EB)

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 008-PROP PRS
FILE NAME: ...\D876C74-sht-typicals.dgn

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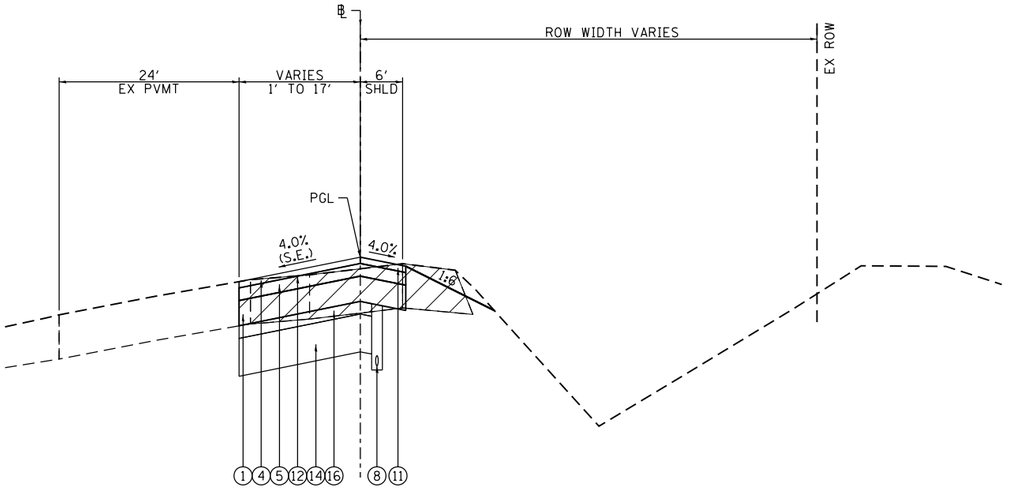
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 8 OF 9 SHEETS | STA. | TO STA.

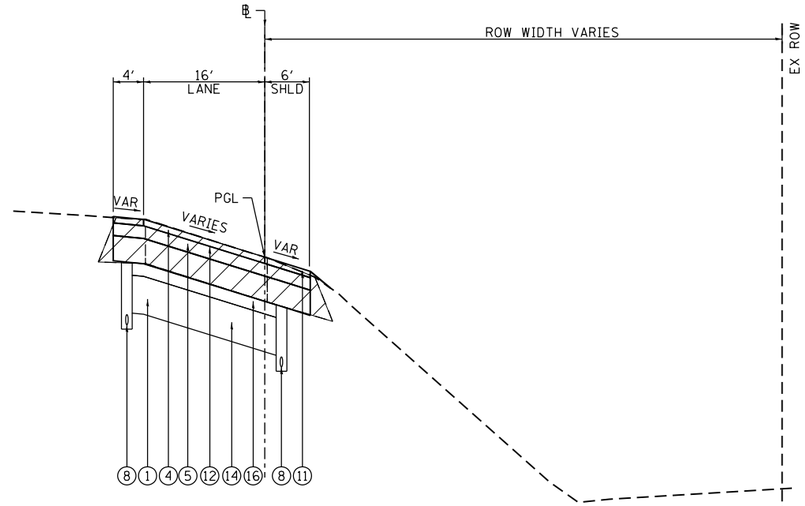
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R1)

STA. 0+00 TO STA. 0+63.00



TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R3)

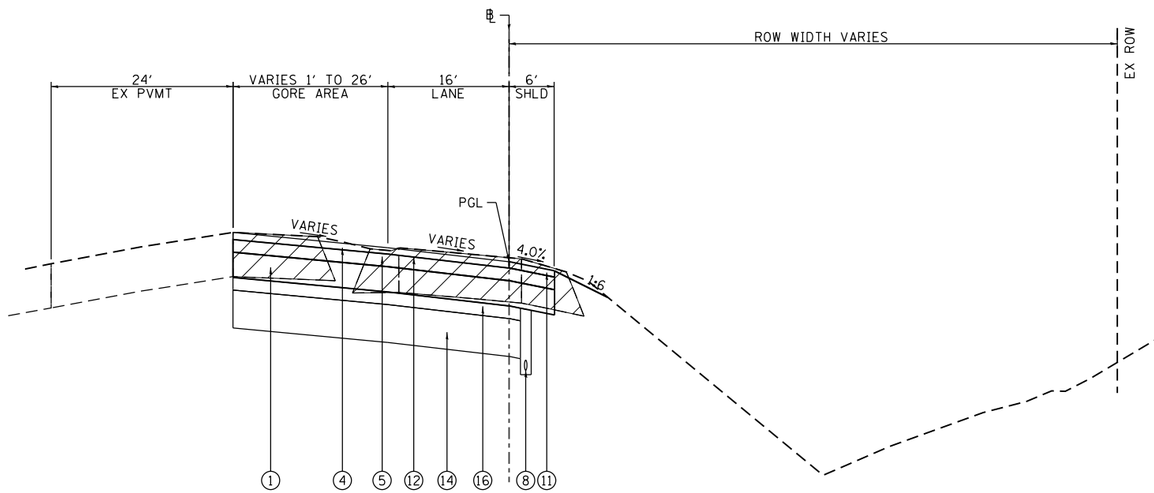
STA. 4+15.11 TO STA. 4+80.38

NOTE: S.E. TRANSITION STA. 0+98.29 (+2.0%) TO STA. 3+08.29 (6.36% EX)

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT

REMOVAL

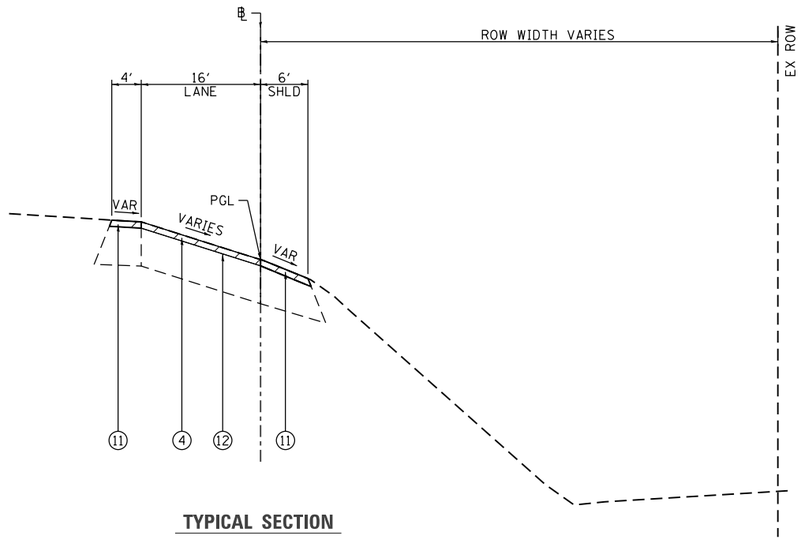


TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R2)

STA. 0+63.00 TO STA. 4+15.11

NOTE: S.E. TRANSITION STA. 0+98.29 (-4.0%) TO STA. 3+08.29 (+2.0%)



TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R4)

STA. 4+80.38 TO STA. 8+33.08

NOTE: S.E. TRANSITION STA. 0+98.29 (+2.0%) TO STA. 3+08.29 (6.36% EX)

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 009>PROP RAMP
FILE NAME: ...\D876\C74-sht-1typicals.dgn

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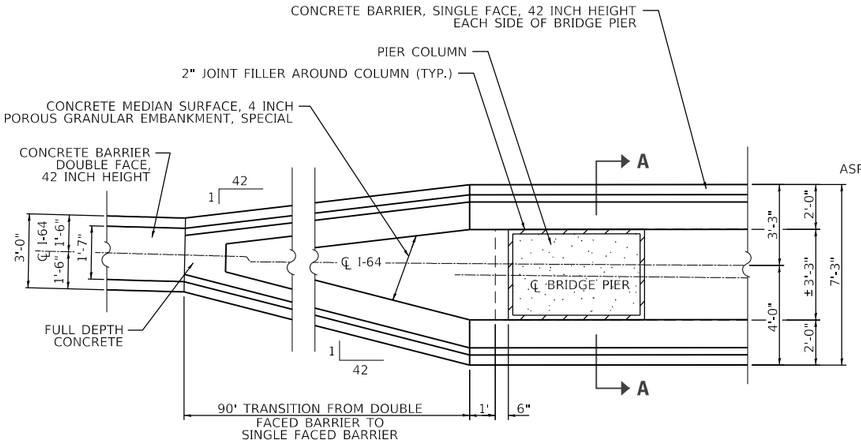
PLOT DATE = 5/27/2020 (9:17:22 AM)	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED EXIT TERMINAL RECONSTRUCTION FAI 64 (I-64)

SCALE: N/A | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

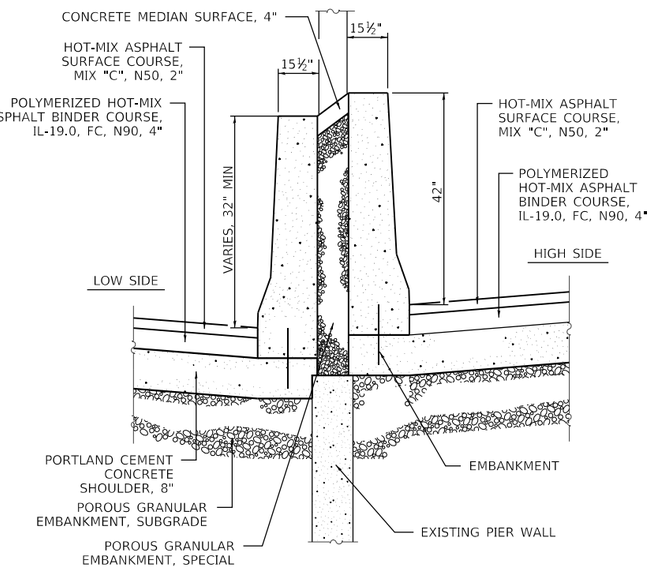


PLAN

BARRIER TRANSITION AT BRIDGE PIER

N. GREEN MOUNT ROAD BRIDGE

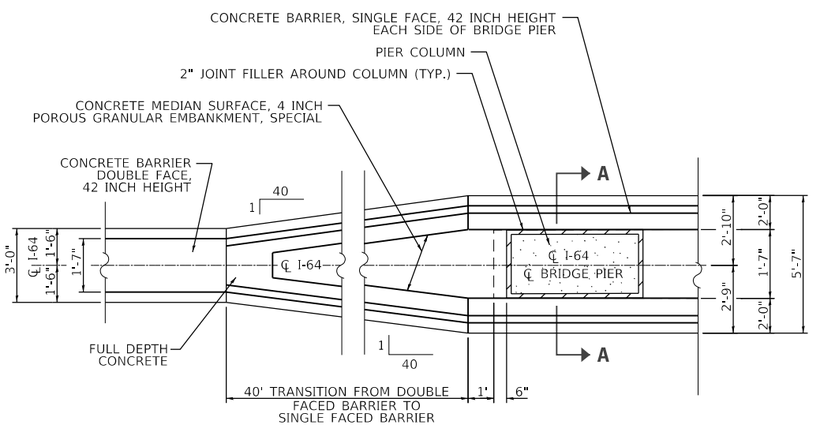
STA. 758+39.96 TO STA. 760+90.50



SECTION B–B

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

N. GREEN MOUNT BRIDGE PIER

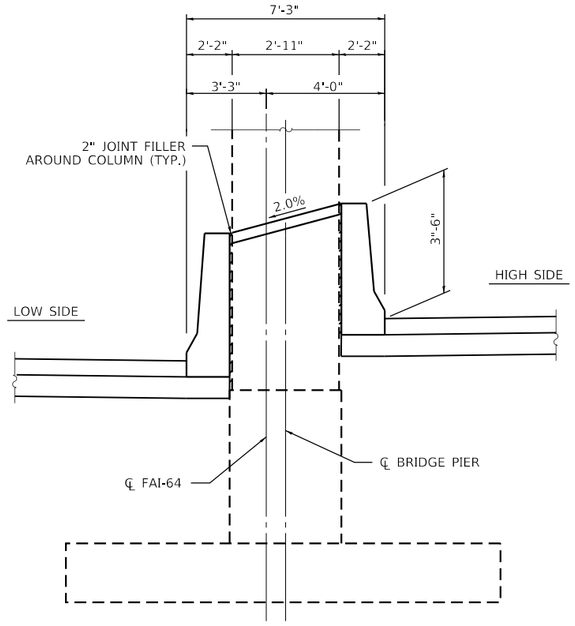


PLAN

BARRIER TRANSITION AT BRIDGE PIER

LINCOLN AVE (CH43) BRIDGE

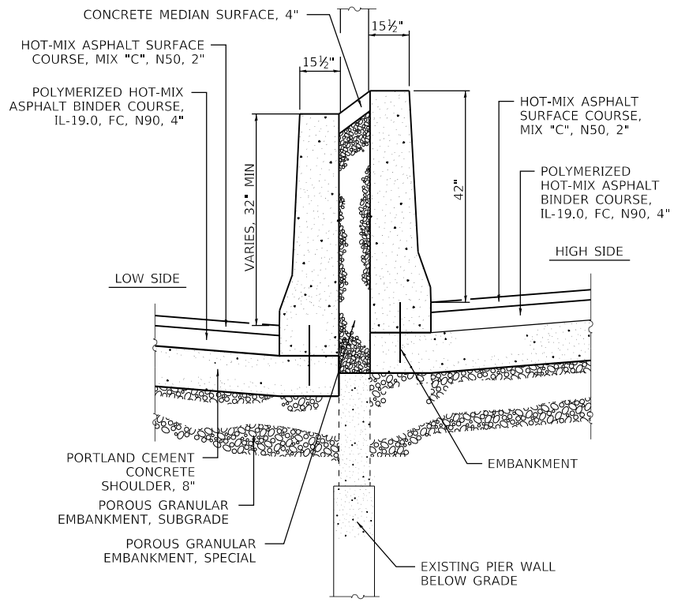
STA. 816+21.50 TO STA. 817.49.01



SECTION A–A

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

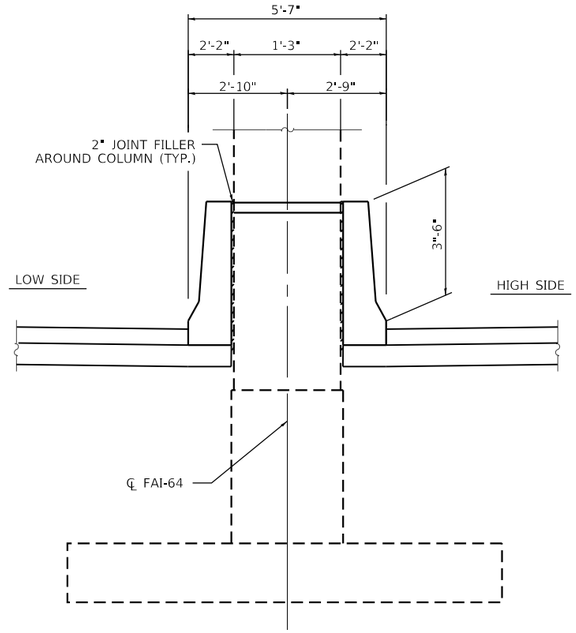
N. GREEN MOUNT BRIDGE PIER



SECTION A–A

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

LINCOLN AVE (CH43) BRIDGE PIER



SECTION B–B

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

LINCOLN AVE (CH43) BRIDGE PIER

MODEL: SHT 010-PROP DETAIL
FILE NAME: ...\0876K74-tht-typicals.dgn

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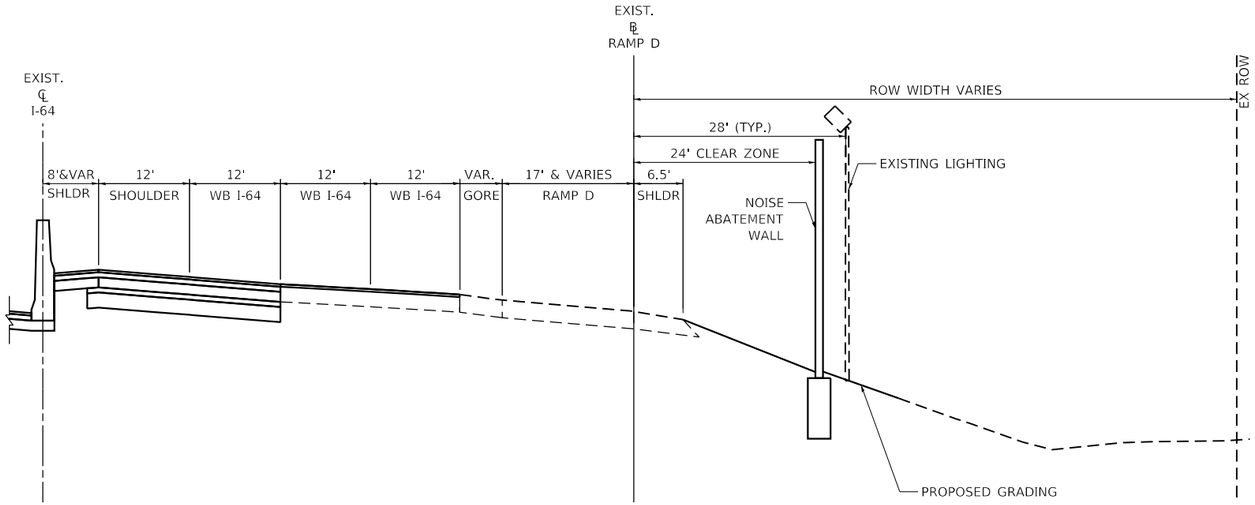
PLOT DATE = 5/27/2020 (9:17:22 AM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N1)

(LOOKING WEST)
STA. 3+00.00 TO STA. 11+50.00 (RAMP D)

MODEL: Typical B1
FILE NAME: ...\D8786K74-sht-Typicals Noise Walls.dgn

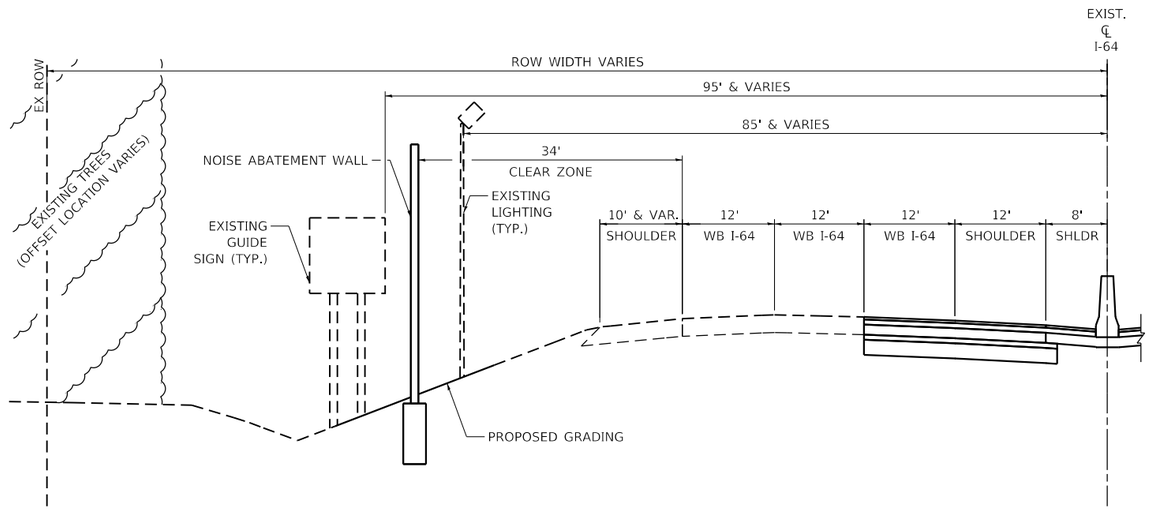
USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED NOISE WALL

SCALE: N/A | SHEET 1 OF 4 SHEETS | STA. 3+00.00 TO STA. 11+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N2)

(LOOKING EAST)
STA. 14+00.00 (RAMP C) TO STA. 816+20.00 (I-64)

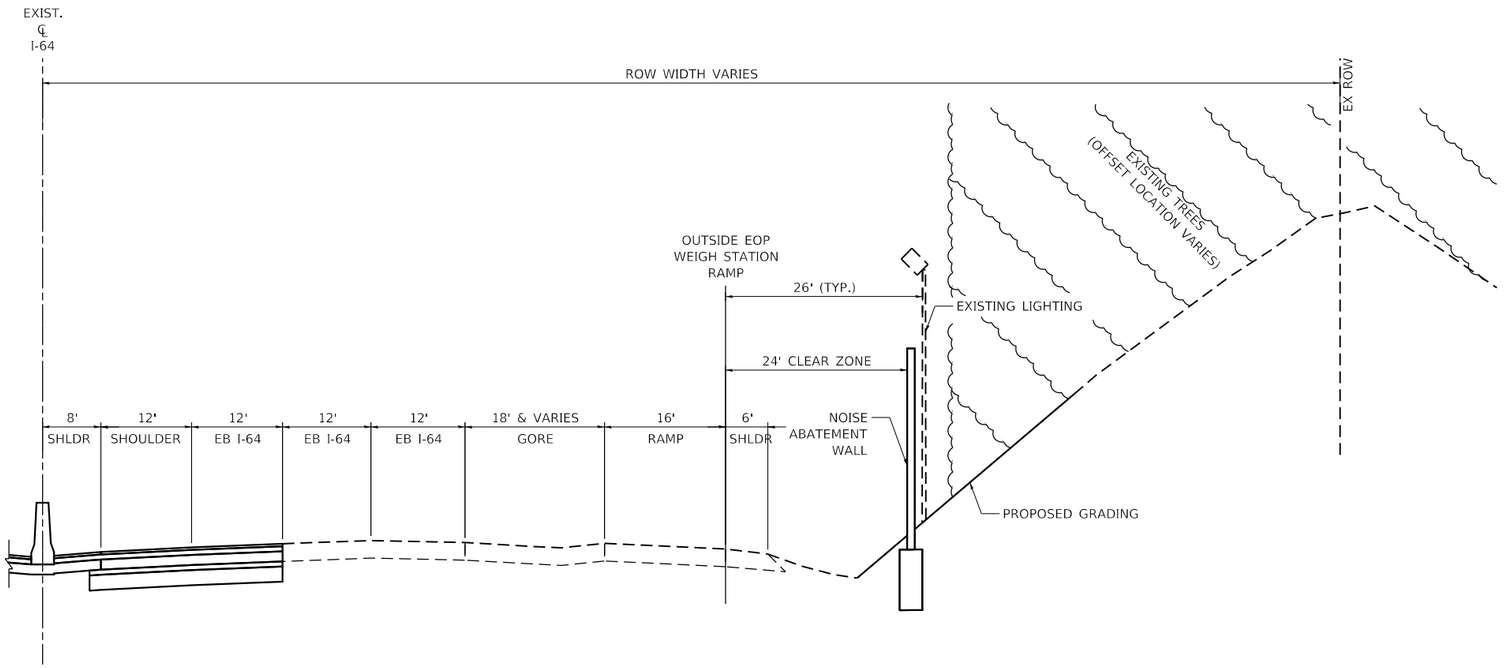
MODEL: Typical B2
FILE NAME: ...\D876K74-IN-Typicals Noise Wall.dgn

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	**STATE OF ILLINOIS**
	DRAWN - MJO	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

TYPICAL SECTION
PROPOSED NOISE WALL

SCALE: N/A | SHEET 2 OF 4 SHEETS | STA. 14+00.00 | TO STA. 816+20.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N3)

(LOOKING EAST)
STA. 818+50.00 TO 841+05.00 (I-64)

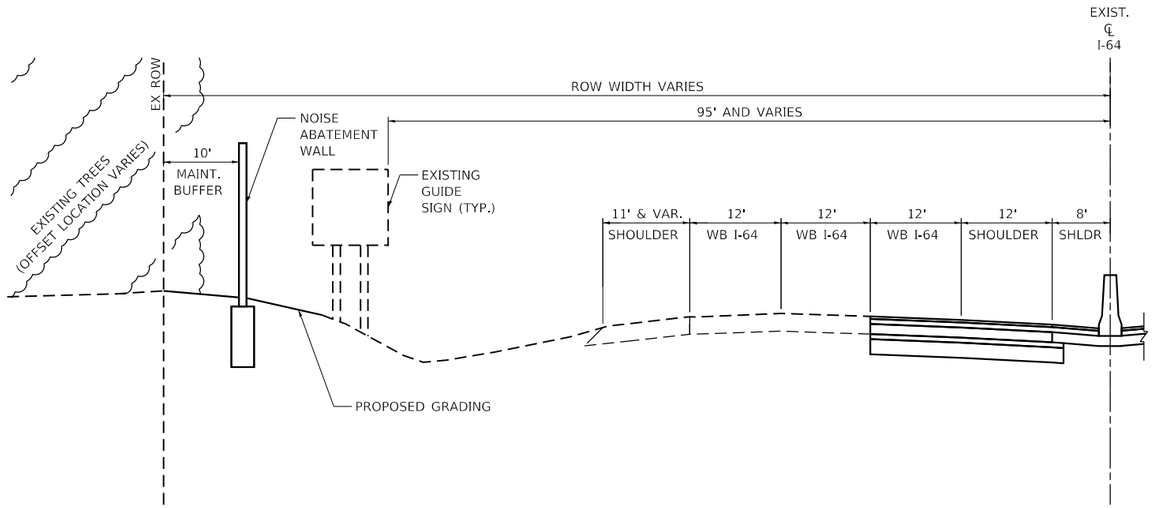
MODEL: Typical B4
FILE NAME: ...\D8764K74-sht-Typicals Noise Walls.dgn

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	**STATE OF ILLINOIS**
	DRAWN - MJO	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

TYPICAL SECTION
PROPOSED NOISE WALL

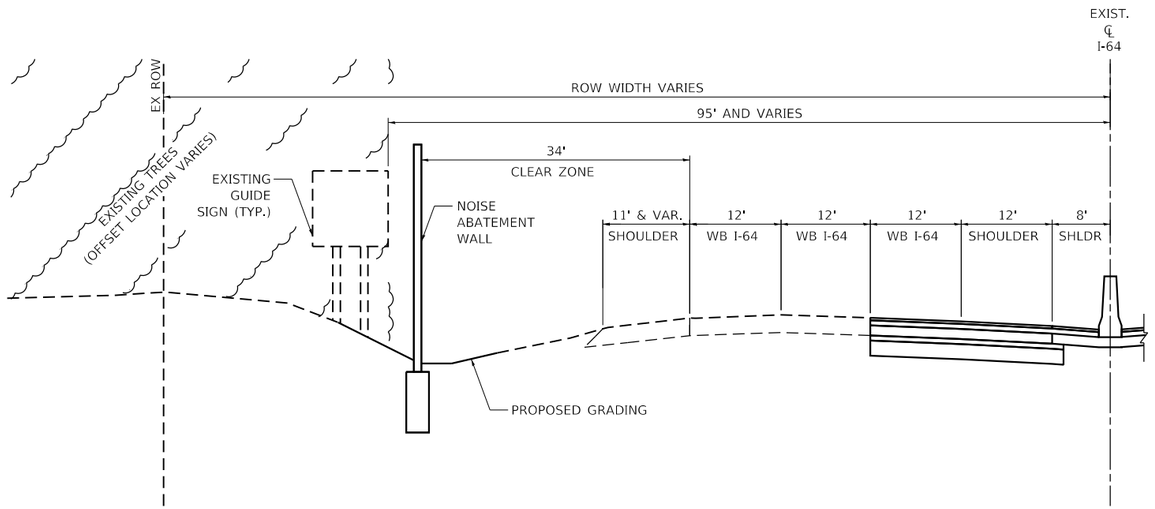
SCALE: N/A | SHEET 3 OF 4 SHEETS | STA. 818+50.00 | TO STA. 841+05.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL NEAR RIGHT OF WAY (N4)

(LOOKING EAST)
STA. 842+00.00 R1 TO STA. 853+40.00 R1 (I-64)



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N5)

(LOOKING EAST)
STA. 853+40.00 R1 TO STA. 883+60.00 R2 (I-64)

NOTE: GUIDE SIGNS ARE NOT BLOCKED BY VEGETATION NEAR GUIDE SIGN LOCATIONS THE VEGETATION OFFSETS ARE GREATER TO MAINTAIN GUIDE SIGN VISIBILITY.

MODEL: Typical B5
FILE NAME: ...\D8768674-sht-Typicals Noise Walls.dgn

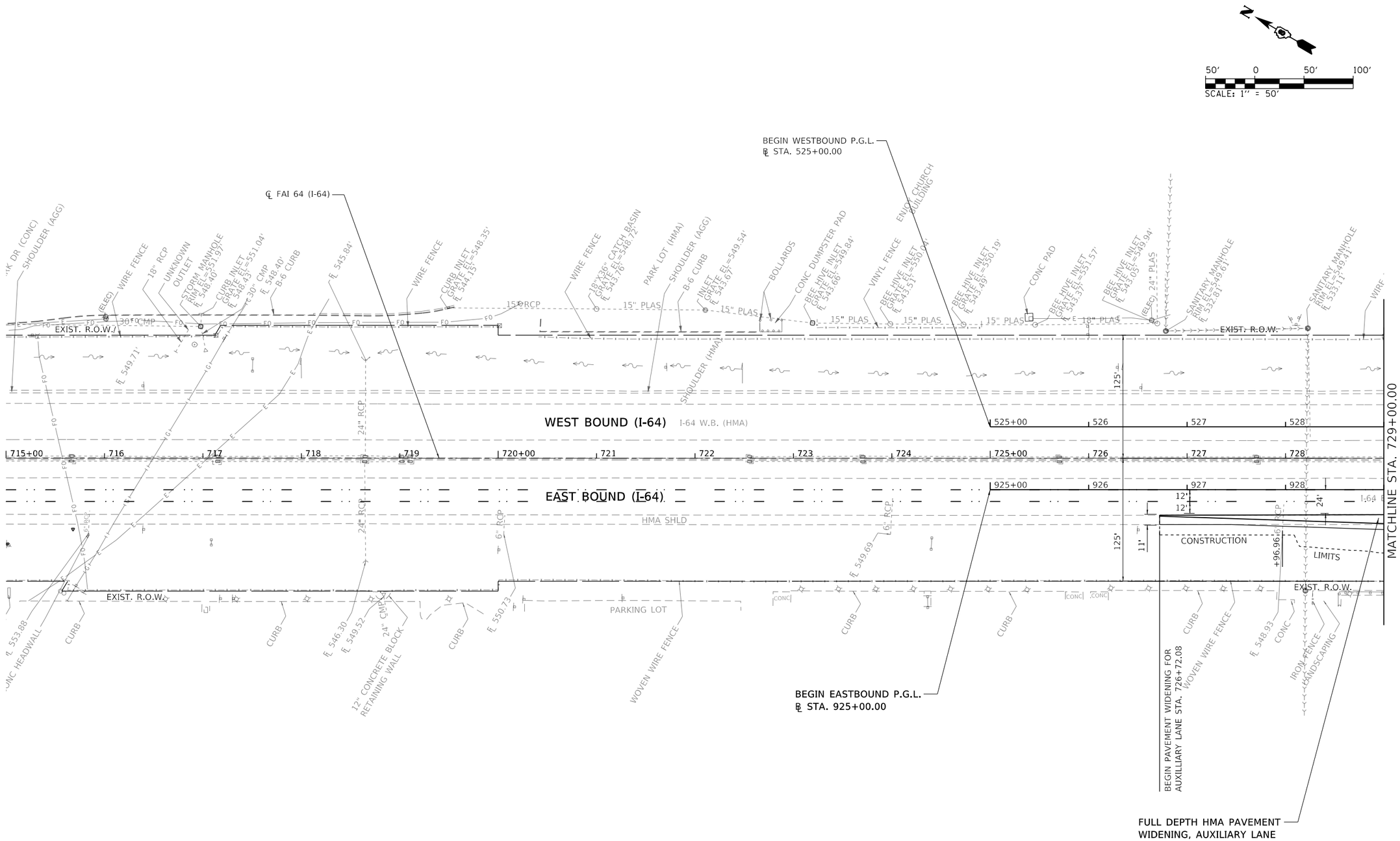
USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

TYPICAL SECTION
PROPOSED NOISE WALL

SCALE: N/A | SHEET 4 OF 4 SHEETS | STA. 842+00.00 TO STA. 883+60.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EXHIBIT D – PLAN, PROFILE, AND CROSS SECTION SHEETS



CMT	USER NAME = Kristin Timmons	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 1 OF 36 SHEETS | STA. 715+00 | TO STA. 729+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: ...\0876K74_Sht_Full Plan_Roadway_001.dgn

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

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

565
560
555
550
545
540
535
530
525
520
515

EXISTING GROUND PROFILE
ALONG EXISTING WB ℄ F.A.I. 64

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64

EXISTING GROUND PROFILE
ALONG EXISTING EB ℄ F.A.I. 64

EXISTING VERTICAL CURVE DATA (ALONG WB PGL = WB INSIDE EOP)	EXISTING VERTICAL CURVE DATA (ALONG EB PGL = EB INSIDE EOP)
VPI = STA. 725+44.00 ELEV = 552.63 L = 300.00' G1 = -0.13% G2 = -0.33% E = NO DATA K = 1479	VPI = STA. 725+50.00 ELEV = 552.63 L = 340.00' G1 = -0.14% G2 = -0.34% E = NO DATA K = 1718

*VERTICAL CURVE DATA FROM C 74629 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

551.68 551.67 551.79 551.57 551.42 551.16 551.03 550.93 550.78

725+00 726+00 727+00 728+00 729+00

MODEL: Default
FILE NAME: ...\D8766K74_Sht_FullProfile_I-64_Sht001.dgn

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PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/27/2020 (11:15:23 AM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

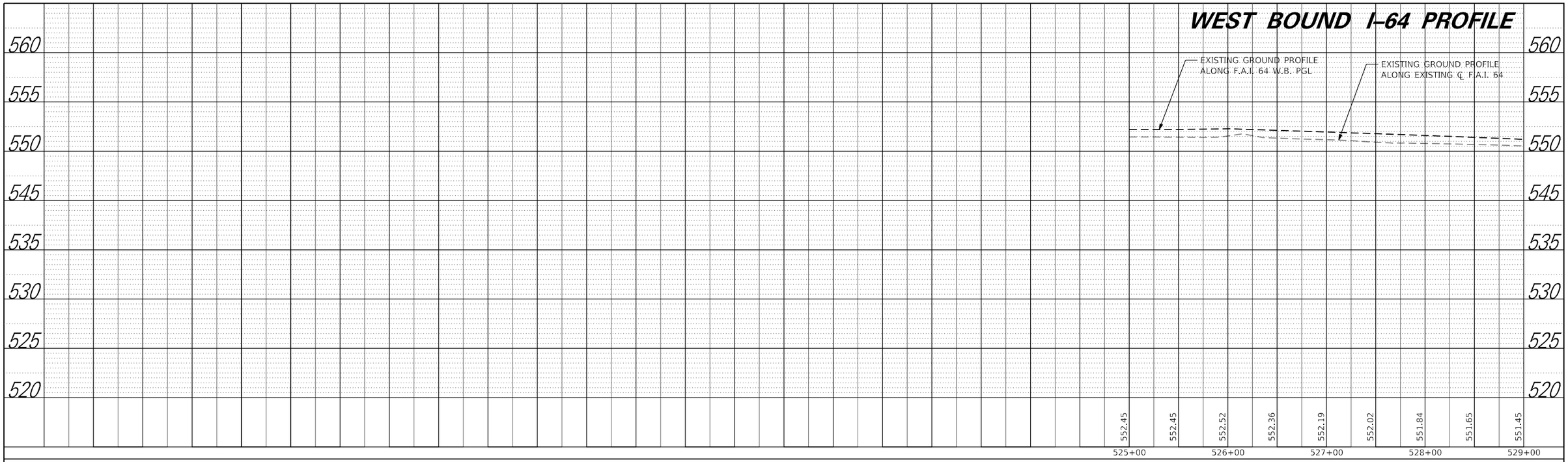
PROFILES
FAI–64 (I–64)

SCALE: | SHEET 2 OF 36 SHEETS | STA. 715+00 | TO STA. 729+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

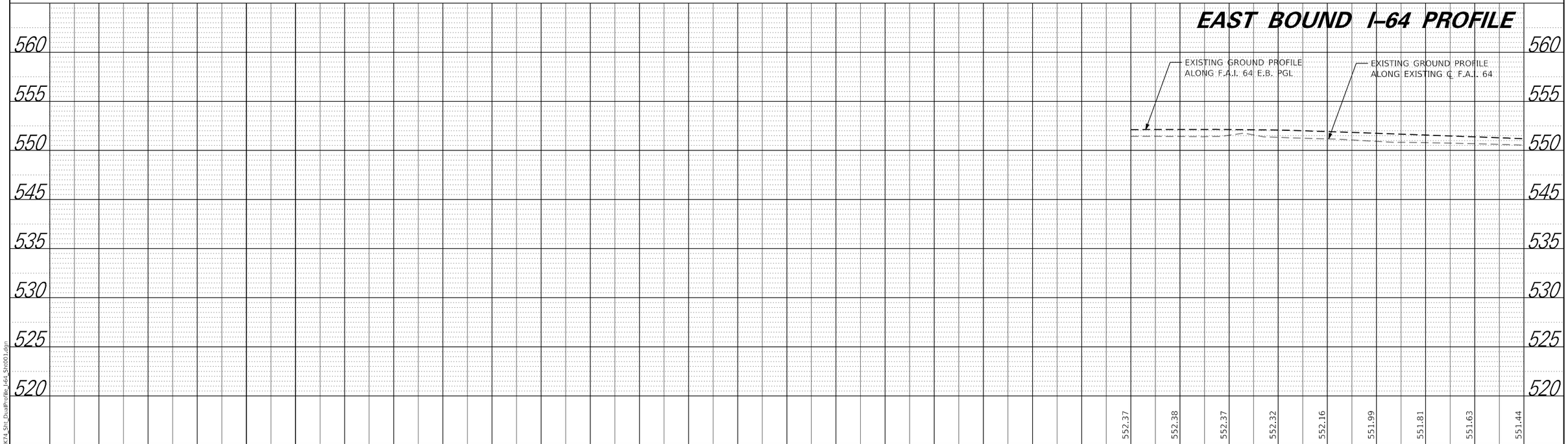
PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE

WEST BOUND I-64 PROFILE



PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
GRADE CHECKED
BM. NOTED
STRUCTURE NOTATIONS CHKD
BY
DATE

EAST BOUND I-64 PROFILE



MODEL: Default
FILE NAME: ...\D1876K74_Sht_DualProfile_I-64_Sht001.dgn

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PLOT DATE = 5/27/2020 (11:15:24 AM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 3 OF 36 SHEETS | STA. 715+00 | TO STA. 729+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE FAI 64 (I-64)
PI STA. = 760+91.74
Δ = 61° 53' 09" (LT)
D = 1° 15' 00"
R = 4,583.66'
T = 2,747.93'
L = 4,950.87'
E = 760.59'
e = EXISTING
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. = 733+43.81
P.T. STA. = 782+94.67

N

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

℄ FAI 64 (I-64)
WB PGL

℄ FAI 64 (I-64)

STA. 735+00.00
BEGIN MEDIAN SHOULDER MILL AND OVERLAY TO ACCOMODATE PROPOSED LANE CONFIGURATION.

MATCHLINE STA. 729+00.00

MATCHLINE STA. 742+00.00

- FENCE
SHOULDER (AGG)
EXIST. R.O.W.
SHOULDER (HMA)
I-64 W.B. (HMA)
℄ 544.92
24" RCP
WEST BOUND (I-64)
WIRE FENCE
SHOULDER (HMA)
140'
SHOULDER (AGG)
STORM MANHOLE RIM EL=542.24 I 533.36
30" CMP
CONC
STORM RIM EL 5
WIRE FENCE
SHOULDER (HMA)
I-64 W.B. (HMA)
20' PAVED SHOULDER
20' PAVED SHOULDER
EXIST. R.O.W.

529 530+00 531 532 533 534 535+00 536 537 538 539 540+00 541
729 730+00 731 732 733 734 735+00 736 737 738 739 740+00 741
929 930+00 931 932 933 934 935+00 936 937 938 939 940+00 941

12' 12' 12' 20' 24' 12' 20' 32' 12' 12' 12' 12' 24' 12'

B (HMA)
HMA SHLD
EAST BOUND (I-64)
HMA SHLD

+47.08
℄ 544.92
24" RCP
125'
6'
EXIST. R.O.W
CONSTRUCTION LIMITS
EXIST. R.O.W

CURB
CURB
LANDSCAPING
IRON FENCE
WOVEN WIRE FENCE
STM INLET TOP 545.28

FULL DEPTH HMA PAVEMENT WIDENING, AUXILIARY LANE

℄ FAI 64 (I-64)
EB PGL

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

NOTE: STA. 735+00.00 TO STA. 744+15.00
EXISTING PAVEMENT MARKING TO BE REMOVED TO ALLOW FOR THE PROPOSED 3 LANE CONFIGURATION WITH UNIFORM ℄ OFFSETS.

PROPOSED PAVEMENT MARKING DETAILS AND LAYOUT TO BE PROVIDED ON SIGNING AND PAVEMENT MARKING PLANS.

MODEL: Default
FILE NAME: ...\D8786K74_Sht_Full_Plan_Roadway_002.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 4 OF 36 SHEETS | STA. 729+00 TO STA. 742+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

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

565
560
555
550
545
540
535
530
525
520
515

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64

EXISTING GROUND PROFILE
ALONG EXISTING E.B. ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING W.B. ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING VERTICAL CURVE DATA
(ALONG WB PGL = INSIDE EOP)

VPI = STA. 730+50.00
ELEV = 550.94
L = 300.00'
G1 = -0.33%
G2 = -0.13%
E = NO DATA
K = 1450

*VERTICAL CURVE DATA
FROM C 74629 RECORD PLANS

EXISTING VERTICAL CURVE DATA
(PGL = ℄ EB AND WB LANES)

VPI = STA. 736+00
ELEV = 549.90
L = 400.00'
G1 = -0.36%
G2 = -0.62%
E = NO DATA
K = 1538

*VERTICAL CURVE DATA
FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

550.78	550.96	551.36	551.55	551.96	552.30	552.62	552.94	553.38	554.05	554.33	553.68	553.29	552.90	552.17	551.91	551.80	551.56	551.35	551.01	551.05	550.77	550.06	549.37	549.18	549.02	548.42

729+00 730+00 731+00 732+00 733+00 734+00 735+00 736+00 737+00 738+00 739+00 740+00 741+00 742+00

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FILE NAME: ...\D8766K74_Sht_FullProfile_I-64_Sht002.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

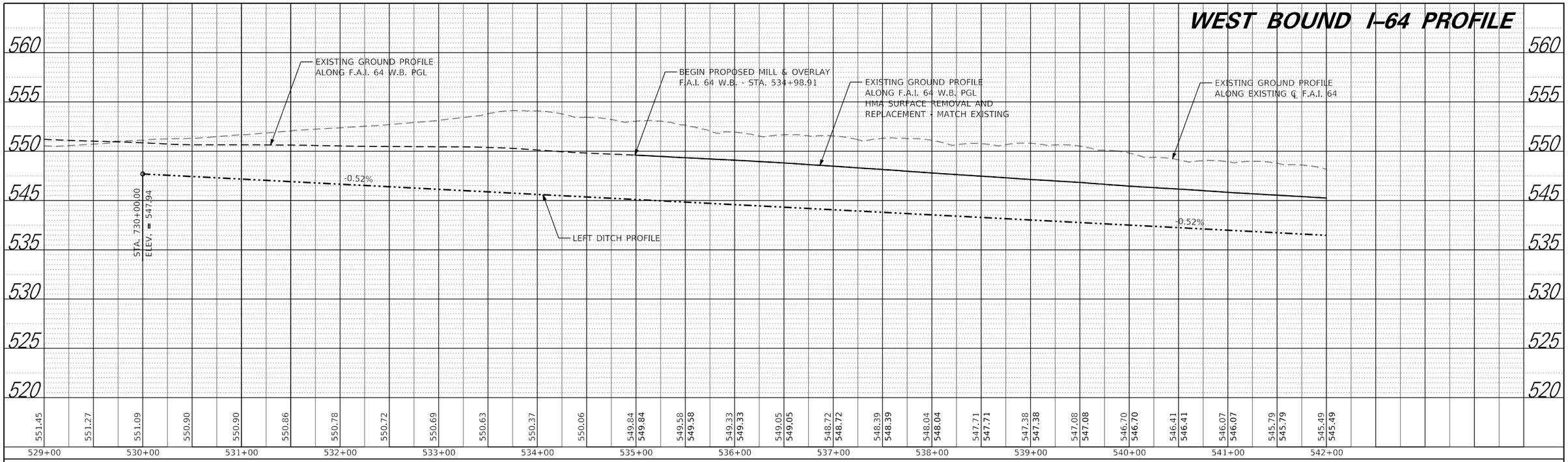
PROFILES
FAI–64 (I–64)

SCALE: | SHEET 5 OF 36 SHEETS | STA. 729+00 | TO STA. 742+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

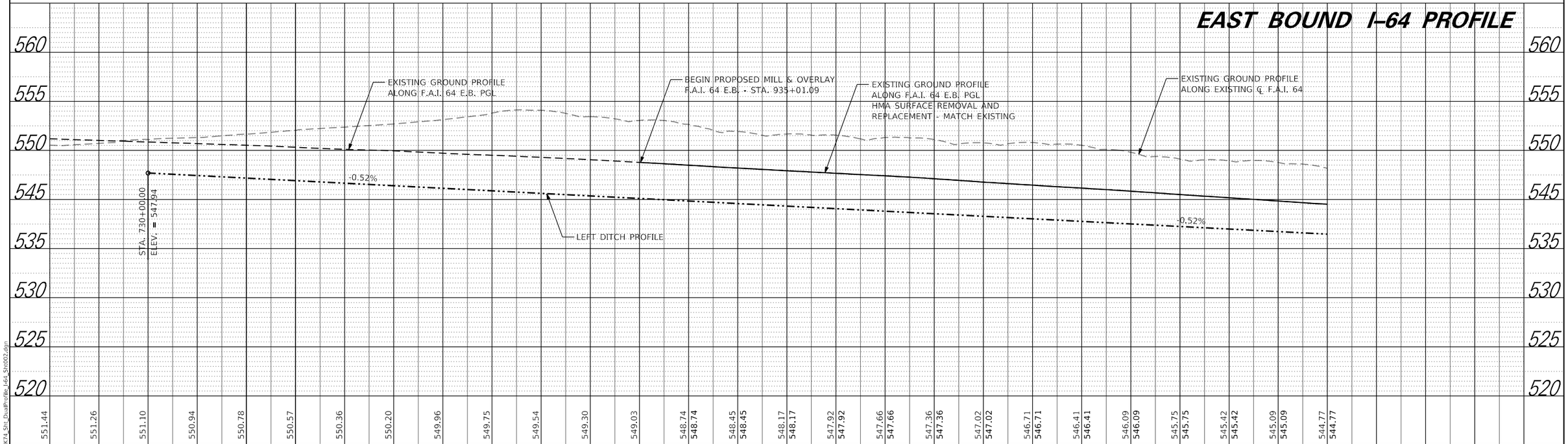
PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CAUD FILE NAME
NOTE BOOK
NO.
BY
DATE

WEST BOUND I-64 PROFILE



PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CAUD FILE NAME
NOTE BOOK
NO.
BY
DATE

EAST BOUND I-64 PROFILE



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FILE NAME: ...\D1876K74_Sht_DualProfile_I-64_Sht002.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 6 OF 36 SHEETS | STA. 729+00 | TO STA. 742+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE FAI 64 (I-64)
PI STA. = 760+91.74
Δ = 61° 53' 09" (LT)
D = 1° 15' 00"
R = 4,583.66'
T = 2,747.93'
L = 4,950.87'
E = 760.59'
e = EXISTING
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. = 733+43.81
P.T. STA. = 782+94.67

BEGIN MEDIAN IMPROVEMENTS
STA. 744+15.00

REMOVE EX. MEDIAN BARRIER
AND IMPACT ATTENUATOR
STA. 744+45 TO STA. 744+52

STA. 745+96.88, 100.69' LT (I-64) =
STA. 11+50.00, 24.00' RT. (RAMP D)
BEGIN PR NOISE WALL

℄ FAI 64 (I-64)
EB PGL

BEGIN SUPERELEVATION CORRECTION (EB)
STA. 748+50.00 ℄ FAI 64 (I-64)
SEE TYPICAL SECTIONS AND CROSS SECTIONS

BEGIN SUPERELEVATION CORRECTION (WB)
STA. 749+50.00 ℄ FAI 64 (I-64)
SEE TYPICAL SECTIONS AND CROSS SECTIONS

℄ RAMP D

PR NOISE
WALL

STA. 3+00.00,
24.00' RT (RAMP D)
END PR NOISE WALL

FULL DEPTH HMA PAVEMENT
WIDENING, 13" SHLD

EX. HIGH TENSION
CABLE BARRIER
TO BE REMOVED

FULL DEPTH HMA PAVEMENT
WIDENING, 13" SHLD

MATCHLINE STA. 742+00.00

MATCHLINE STA. 755+00.00

WEST BOUND (I-64)

EAST BOUND (I-64)

EXIST. R.O.W.

CONSTRUCTION LIMITS

℄ FAI 64 (I-64)

BEGIN PROPOSED
℄ RAMP A
STA. 0+00.00

42" CONCRETE BARRIER WALL

℄ FAI 64 (I-64)
EB PGL

℄ RAMP A

STA. 4+80.38 RAMP A
BEGIN RAMP A MILL AND OVERLAY

STA. 8+33.03 RAMP A
STA. 10+82.35 EXISTING RAMP A
END RAMP IMPROVEMENTS

RECONSTRUCT RAMP TERMINAL TO PROVIDE
STANDARD EXIT RAMP TERMINAL WITH
AUXILIARY LANE (BDE FIGURE 37-6.B)

NOTE: SUPERELEVATION CORRECTION FOR EB AND WB EXISTING THRU LANES SHALL MATCH EXISTING CROSS SLOPE (3.5%) AT BEGIN/END OF SUPERELEVATION CORRECTION AND TRANISITIONING TO FULL SUPERELEVATION (4.00%) OVER A DISTANCE OF 30'.

SCALE: 1" = 50'

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

MODEL: Default
FILE NAME: ...\D8764X4_SH-Full Plan Roadway_003.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 7 OF 36 SHEETS | STA. 742+00 TO STA. 755+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

PROFILE
SURVEYED
PLOTTED
DRAWN
CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

560
555
550
545
540
535
530
525
520
515

EXISTING GROUND PROFILE ALONG EXISTING EB ℄ F.A.I. 64 HMA SURFACE REMOVAL AND REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE ALONG EXISTING WB ℄ F.A.I. 64 HMA SURFACE REMOVAL AND REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE ALONG EXISTING ℄ F.A.I. 64

SS - 64 LF - 15" DIA. RCP @ 0.80%
SS - 85 LF - 18" DIA. RCP @ 0.51%
SS - 85 LF - 18" DIA. RCP @ 0.51%
SS - 85 LF - 18" DIA. RCP @ 0.51%
SS - 85 LF - 18" DIA. RCP @ 0.51%
SS - 85 LF - 24" DIA. RCP @ 0.40%
SS - 85 LF - 24" DIA. RCP @ 0.40%
SS - 70 LF - 24" DIA. RCP @ 0.40%
SS - 10 LF - 24" DIA. RCP @ 0.40%
SS - 10 LF - 24" DIA. RCP @ 0.30%
SS - 85 LF - 24" DIA. RCP @ 0.35%
SS - 100 LF - 24" DIA. RCP @ 0.35%
SS - 100 LF - 24" DIA. RCP @ 0.35%
SS - 100 LF - 24" DIA. RCP @ 0.35%
SS - 100 LF - 24" DIA. RCP @ 0.35%

EXISTING VERTICAL CURVE DATA (PGL = ℄ EB AND WB LANES)
VPI = STA. 751+00
ELEV = 540.10
L = 400.00'
G1 = -0.62%
G2 = 0.36%
E = NO DATA
K = 408
*VERTICAL CURVE DATA FROM C 28690 RECORD PLANS

548.42 547.85 546.62 546.24 545.76 542.68 541.87 540.62 539.84 539.47 539.12 538.92 538.61 537.85 536.98 536.67 536.13 535.52 536.08 536.68 537.07 537.35 537.65 537.91 538.04 538.26 538.40

742+00 743+00 744+00 745+00 746+00 747+00 748+00 749+00 750+00 751+00 752+00 753+00 754+00 755+00

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

SCALE: | SHEET 8 OF 36 SHEETS | STA. 742+00 | TO STA. 755+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

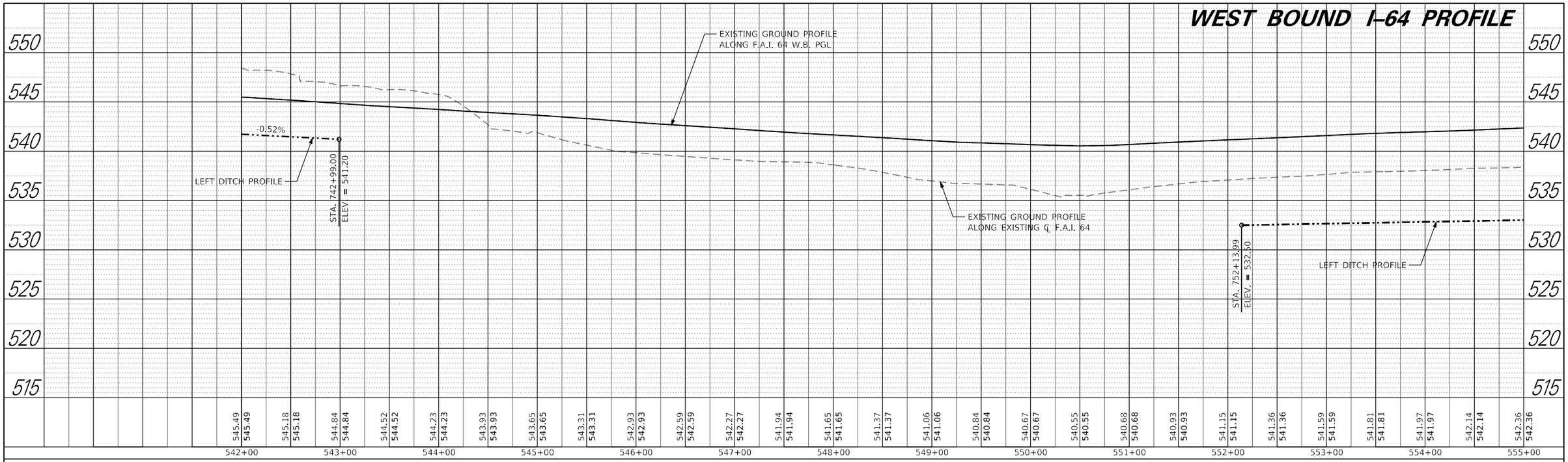
PLAN

SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CAUD FILE NAME

NOTE BOOK
NO.

BY | DATE

WEST BOUND I-64 PROFILE



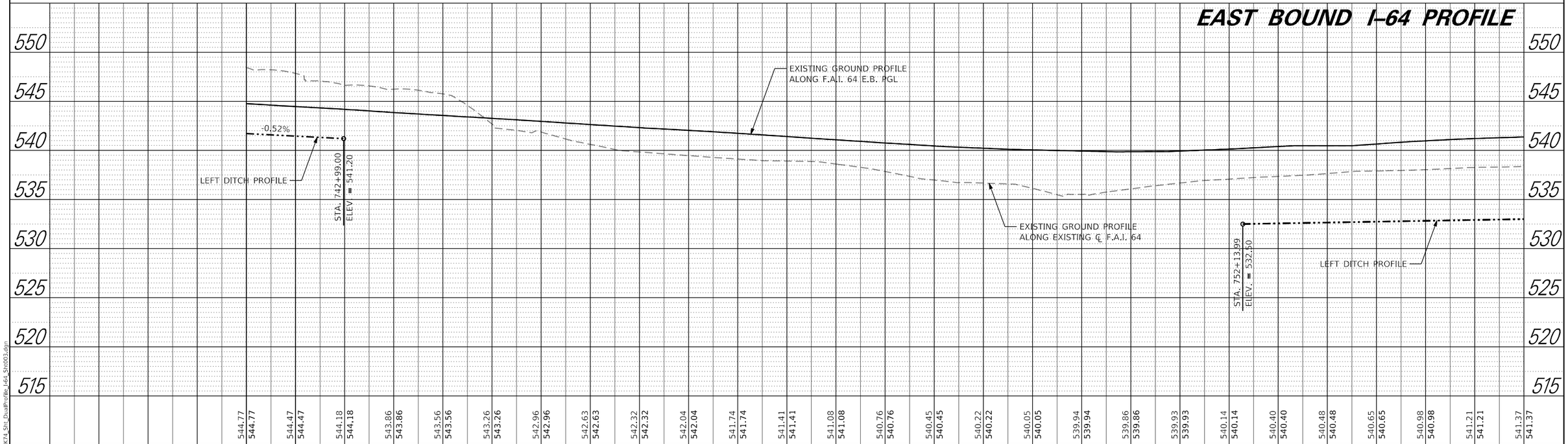
PROFILE

SURVEYED
PLOTTED
ALIGNMENT CHECKED
BKA. NOTED
STRUCTURE NO(S).

NOTE BOOK
NO.

BY | DATE

EAST BOUND I-64 PROFILE



MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 9 OF 36 SHEETS | STA. 742+00 | TO STA. 755+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

50′ 0 50′ 100′
SCALE: 1″ = 50′

N

STA. 14+00.00, 27.00' RT (RAMP C)
BEGIN PR NOISE WALL

EXIT RAMP (CONC)
EXIST. R.O.W.
SHOULDER (AGG)
SHOULDER (HMA)
℄ RAMP B
PR NOISE WALL
EX RAMP C
℄ 538.28'

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD
SHOULDER (AGG)
SHOULDER (HMA)

END WESTBOUND FULL-WIDTH PVT REMOVAL
END PROP. WESTBOUND PAVEMENT AND SHOULDERS
STA. 765+12.12
℄ FAI 64 (I-64)
STA. 564+90.00
℄ FAI 64 (I-64) W.B.

MATCHLINE STA. 755+00.00

BEGIN WESTBOUND FULL-WIDTH PVT REMOVAL
BEGIN PROP. WESTBOUND PAVEMENT AND SHOULDERS
STA. 757+01.46
℄ FAI 64 (I-64)
STA. 556+85.00
℄ FAI 64 (I-64) W.B.

GREEN MOUNT ROAD

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

EX. GUARDRAIL TO BE REMOVED

℄ FAI 64 (I-64) WB PGL

℄ FAI 64 (I-64)

SN 062-0344
℄ 537.25

48" RCP
36" RCP
24" RCP
18" RCP
15" RCP

CONSTRUCTION LIMITS

SHOULDER (HMA)
I-64 W.B. (HMA)
HMA SHLD

20' PAVED SHOULDER
60' (TYP.)
95' (TYP.)

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

BEGIN EASTBOUND FULL-WIDTH PVT REMOVAL
BEGIN PROP. EASTBOUND PAVEMENT AND SHOULDERS
STA. 757+97.59
℄ FAI 64 (I-64)
STA. 958+14.71
℄ FAI 64 (I-64) E.B.

℄ STA. 759+61.63 FAI 64 (I-64) =
℄ STA. 40+19.80 GREEN MOUNT ROAD

SN 062-0342
SN 062-0344
CONC
GREENMOUNT ROAD

℄ FAI 64 (I-64) EB PGL

END EASTBOUND FULL-WIDTH PVT REMOVAL
END PROP. EASTBOUND PAVEMENT AND SHOULDERS
STA. 764+63.00
℄ FAI 64 (I-64)
STA. 964+84.77
℄ FAI 64 (I-64) E.B.

42" CONCRETE BARRIER

EX. HIGH TENSION CABLE BARRIER TO BE REMOVED

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

EX RAMP B
EXIST. R.O.W.
CTV
CONC
HMA SHLD

END SUPERELEVATION CORRECTION (EB)
STA. 769+00.00 ℄ FAI 64 (I-64)
SEE TYPICAL SECTIONS AND CROSS SECTIONS

MATCHLINE STA. 770+00.00

RIPRAP

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

EXIST. CURVE FAI 64 (I-64)
PI STA. = 760+91.74
Δ = 61° 53' 09" (LT)
D = 1° 15' 00"
R = 4,583.66'
T = 2,747.93'
L = 4,950.87'
E = 760.59'
e = EXISTING
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. = 733+43.81

NOTE: SUPERELEVATION CORRECTION FOR EB AND WB EXISTING THRU LANES SHALL MATCH EXISTING CROSS SLOPE (3.5%) AT BEGIN/END OF SUPERELEVATION CORRECTION AND TRANISITIONING TO FULL SUPERELEVATION (4.00%) OVER A DISTANCE OF 30'.

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

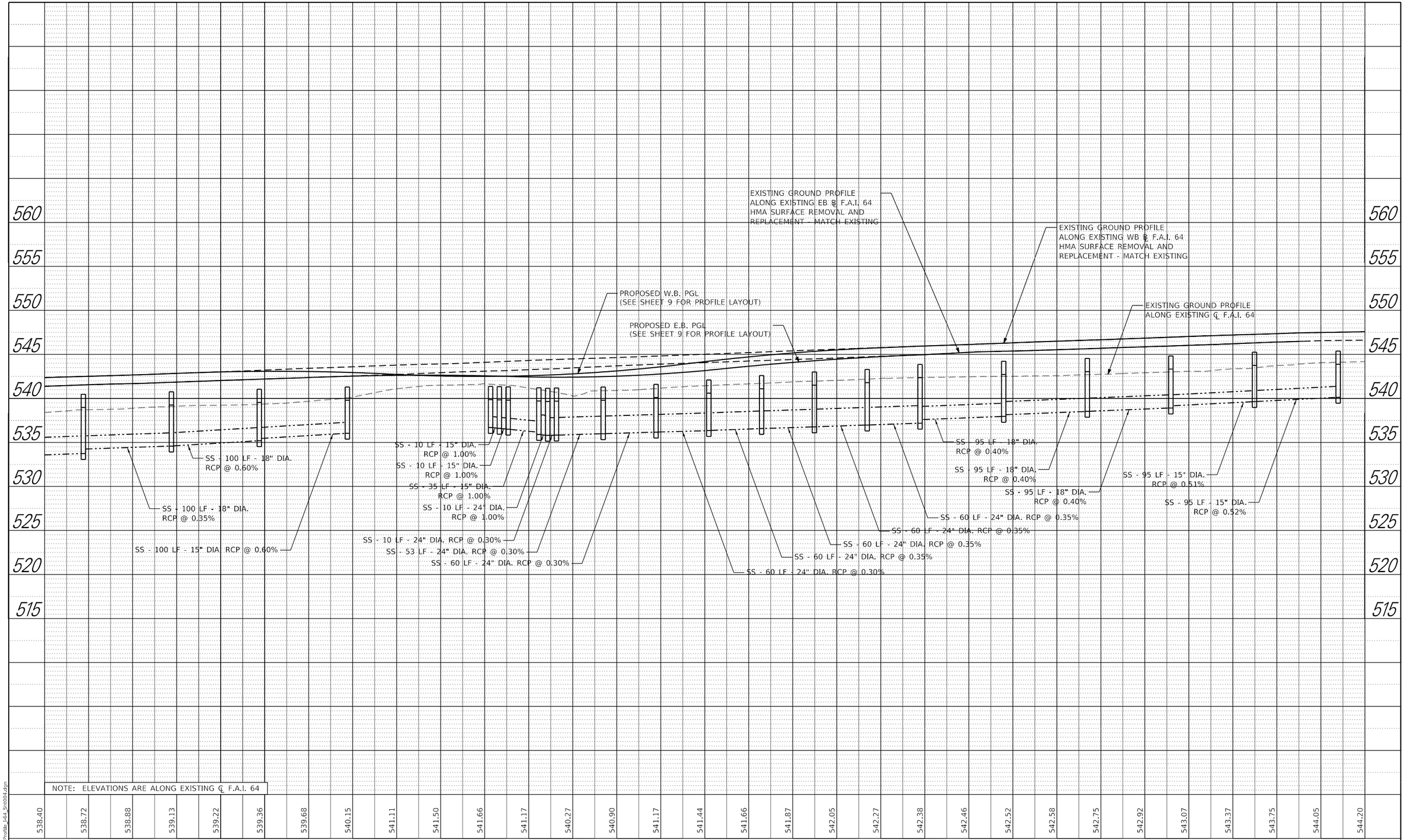
ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 10 OF 36 SHEETS | STA. 755+00 TO STA. 770+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

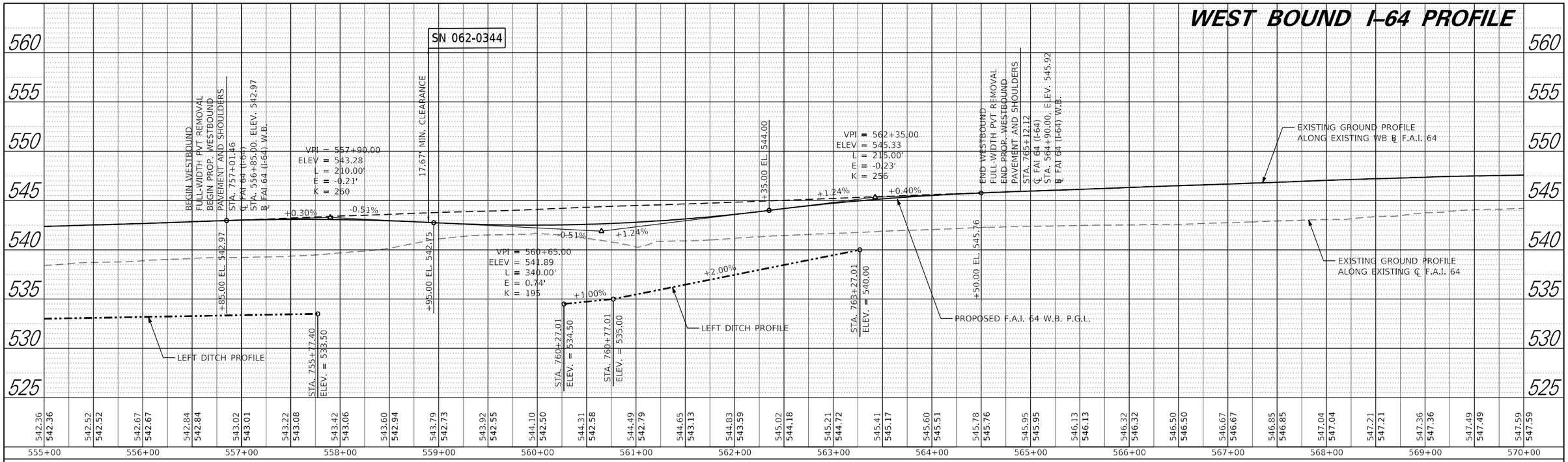
PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE



NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

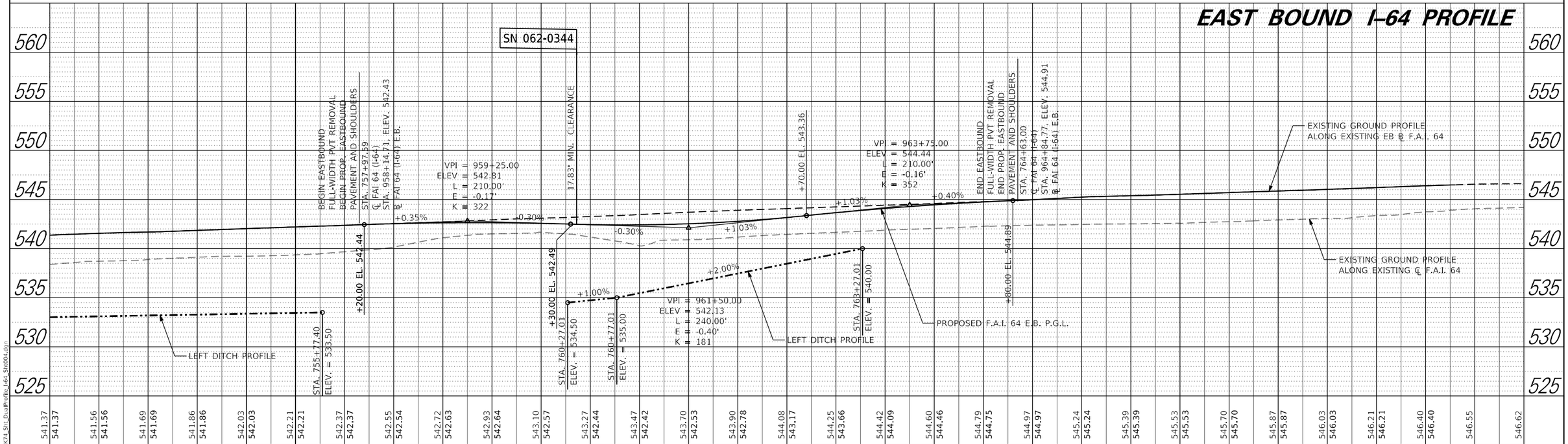
| | | |

WEST BOUND I-64 PROFILE



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

EAST BOUND I-64 PROFILE



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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RECONSTRUCTION PROFILES
FAI-64 (I-64)

SCALE: | SHEET 12 OF 36 SHEETS | STA. 755+00 | TO STA. 770+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

EXIST. CURVE FAI 64 (I-64)
PI STA. = 760+91.74
Δ = 61° 53' 09" (LT)
D = 1° 15' 00"
R = 4,583.66'
T = 2,747.93'
L = 4,950.87'
E = 760.59'
e = EXISTING
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. = 733+43.81
P.T. STA. = 782+94.67

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

N

END SUPERELEVATION CORRECTION (WB)
STA. 772+00.00 ℄ FAI 64 (I-64)
SEE TYPICAL SECTIONS AND CROSS SECTIONS

STA. 774+94.33, 114.16' LT (I-64)
STA. 5+63.63, 27.00' RT (RAMP C)
PR NOISE WALL

PR NOISE WALL

℄ FAI 64 (I-64)

FULL DEPTH HMA PAVEMENT
WIDENING, 13" SHLD

STA. 783+11.63, 91.00' LT (I-64)
PR NOISE WALL

FULL DEPTH HMA PAVEMENT
WIDENING, 13" SHLD

42" CONCRETE BARRIER

℄ RAMP D

24" PLAS

℄ FAI 64 (I-64) WB PGL

MATCHLINE STA. 770+00.00

536.74'

℄ 527.47'

EXIST. R.O.W.

WIRE FENCE

CATCH BASIN
RIM EL=541.69'
℄ 538.58

EXIST. R.O.W.

WIRE FENCE

00+10

EXIT RAMP (CONC)

SHOULDER (HMA)

SHOULDER (AGG)

SHOULDER (HMA)

CONSTRUCTION LIMITS

150'

35'

EX RAMP C

I-64 W.B. (HMA)

I-64 E.B. (HMA)

UNKNOWN OUTLET

570+00 571 572 573 574 575+00 576 577 578 579 580+00 581 582 583 584

770+00 771 772 773 774 775+00 776 777 778 779 780+00 781 782 783 784

24" RCP

20' PAVED SHOULDER

18" RCP

15" RCP

WEST BOUND (I-64)

EAST BOUND (I-64)

MATCHLINE STA. 785+00.00

10+00 11 12 13 14 15+00 16 17 18 19 20+00 21

971 972 973 974 975+00 976 977 978 979 980+00 981 982 983 984

EX RAMP B

HMA SHLD

150'

℄ 526.18
CONC
HEADWALL

525.45

6' X 6' BOX

4" RCP

℄ 546.45

4" CONC
HEADWALL

RIPRAP

4" RCP
4" CONC
HEADWALL
℄ 549.14

℄ 554.20

4" RCP
4" CONC
HEADWALL

6" CONC
HEADWALL

℄ 548.26

EXIST. R.O.W.

℄ FAI 64 (I-64) EB PGL

℄ 525.42
CONC
HEADWALL

EXIST. R.O.W.

WOVEN WIRE FENCE

WOVEN WIRE FENCE

PARKING LOT

IRON FENCE

EX. HIGH TENSION CABLE BARRIER
TO BE REMOVED

FULL DEPTH HMA PAVEMENT
WIDENING, 13" SHLD

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

NOTE: SUPERELEVATION CORRECTION MATCHING EXISTING CROSS SLOPE AT BEGIN/END OF SUPERELEVATION CORRECTION AND TRANISITIONING TO FULL SUPERELEVATION (4.00%) OVER A DISTANCE OF 30'.

MODEL: Default
FILE NAME: ...\D876K74_Sht_Full Plan Roadway_005.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 13 OF 36 SHEETS | STA. 770+00 TO STA. 785+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

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

570
565
560
555
550
545
540
535
530
525
520
515

EXISTING GROUND PROFILE
ALONG EXISTING EB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING WB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64

SS - 50 LF - 15" DIA. RCP @ 0.68%
SS - 45 LF - 24" DIA. RCP @ 0.71%
SS - 155 LF - 24" DIA. RCP @ 0.70%
SS - 155 LF - 24" DIA. RCP @ 0.70%
SS - 155 LF - 24" DIA. RCP @ 0.70%
SS - 155 LF - 24" DIA. RCP @ 0.70%
SS - 155 LF - 18" DIA. RCP @ 0.70%
SS - 155 LF - 15" DIA. RCP @ 0.70%
SS - 155 LF - 15" DIA. RCP @ 1.66%

EXISTING VERTICAL CURVE DATA (PGL = ℄ EB AND WB LANES)
VPI = STA. 776+50
ELEV = 549.28
L = 800.00'
G1 = 0.36%
G2 = 1.13%
E = NO DATA
K = 1038
*VERTICAL CURVE DATA FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

544.20	544.68	543.16	543.92	544.35	544.64	544.94	545.23	545.47	545.77	546.13	546.51	546.90	547.46	547.90	548.34	548.87	549.29	549.72	550.25	550.72	551.17	551.66	552.15	552.64	553.29	554.19	555.32	554.07	555.44	556.04

770+00 771+00 772+00 773+00 774+00 775+00 776+00 777+00 778+00 779+00 780+00 781+00 782+00 783+00 784+00 785+00

MODEL: Default
FILE NAME: ...\D876K74_Sht_Full\Profile_I-64_Sht005.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

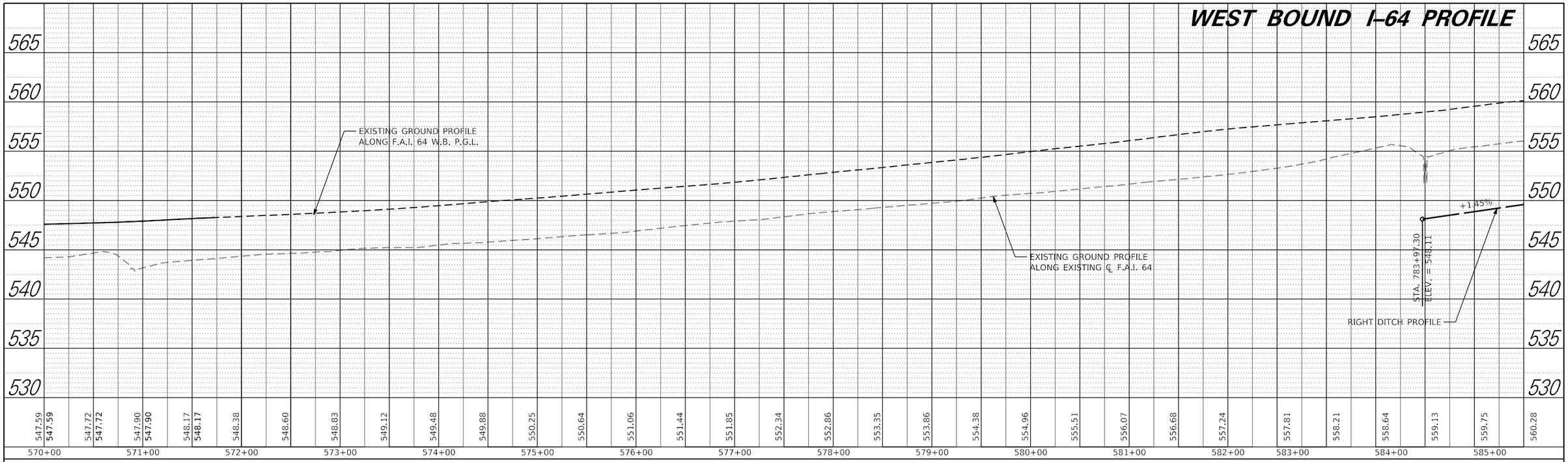
PROFILES
FAI–64 (I–64)

SCALE: | SHEET 14 OF 36 SHEETS | STA. 770+00 | TO STA. 785+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

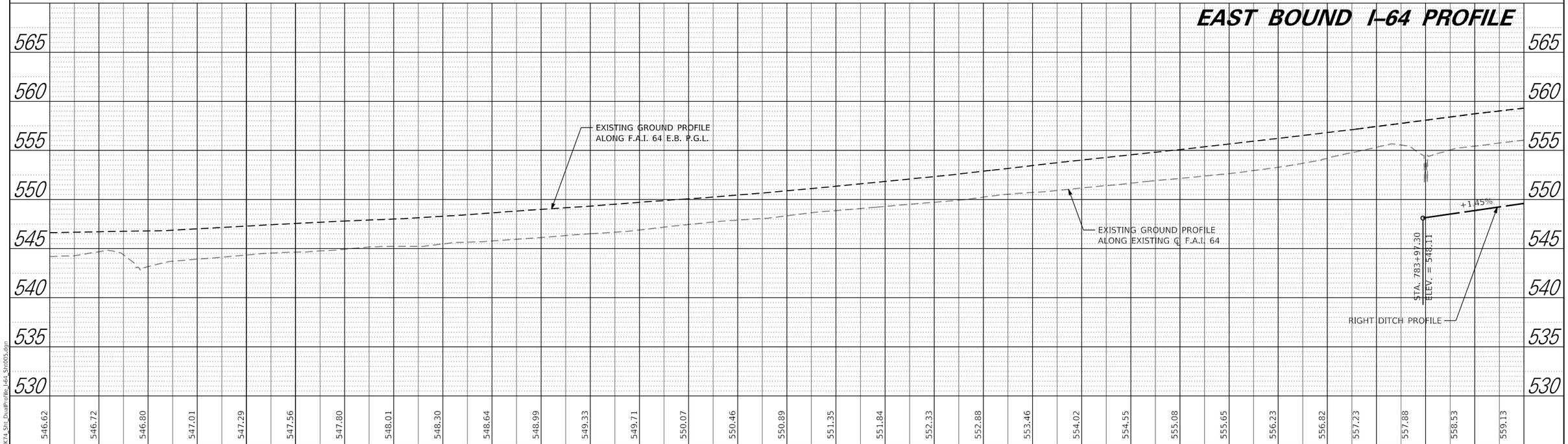
PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
BY
DATE

WEST BOUND I–64 PROFILE



PROFILE
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BM. NOTED
STRUCTURE NO.
STA.
CHKD
BY
DATE

EAST BOUND I–64 PROFILE



MODEL: Default
FILE NAME: ...\D1876K74_Sht_DualProfile_I-64_Sht005.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

SCALE: | SHEET 15 OF 36 SHEETS | STA. 770+00 | TO STA. 785+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

50′ 0 50′ 100′
SCALE: 1′′ = 50′

N

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD
FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD
℄ FAI 64 (I-64)
PR NOISE WALL
℄ FAI 64 (I-64) WB PGL
WIRE FENCE
36" CMP
℄ 555.97'
EXIST. R.O.W.
EXIST. R.O.W.
WIRE FENCE
CONSTRUCTION LIMITS
℄ 555.82'
SHOULDER (AGG)
SHOULDER (AGG)
SHOULDER (AGG)
SHOULDER (HMA)
SHOULDER (HMA)
SHOULDER (HMA)
WEST BOUND (I-64)
I-64 W.B. (HMA)
I-64 W.B. (HMA)
I-64 W.B. (HMA)
20' PAVED SHOULDER
20' PAVED SHOULDER
18" RCP
18" RCP
30" RCP
24" RCP
EAST BOUND (I-64)
HMA SHLD
HMA SHLD
℄ 558.39
℄ 563.06
4" RCP
4" CONC
HEADWALL
CONC
4" RCP
4" CONC
HEADWALL
℄ 566.49
CONC
6" CONC
HEADWALL
℄ 557.35
EXIST. R.O.W.
EXIST. R.O.W.
WOVEN WIRE FENCE
WOVEN WIRE FENCE
EX. HIGH TENSION CABLE BARRIER TO BE REMOVED
FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD
℄ FAI 64 (I-64) EB PGL
42" CONCRETE BARRIER
FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

MATCHLINE STA. 785+00.00
MATCHLINE STA. 800+00.00

585+00 586 587 588 589 590+00 591 592 593 594 595+00 596 597 598 599
785+00 786 787 788 789 790+00 791 792 793 794 795+00 796 797 798 799
985+00 986 987 988 989 990+00 991 992 993 994 995+00 996 997 998 999

140' 35' 150' 124' 150' 150'
4' 24' 32' 32' 24' 4' 12' 12' 20' 20' 12' 12'

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 16 OF 36 SHEETS | STA. 785+00 TO STA. 800+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

EXISTING GROUND PROFILE
ALONG EXISTING WB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64

SS - 205 LF - 24" DIA. RCP @ 1.10%

SS - 205 LF - 24" DIA. RCP @ 1.10%

SS - 205 LF - 18" DIA. RCP @ 1.38%

SS - 205 LF - 30" DIA. RCP @ 0.70%

SS - 205 LF - 30" DIA. RCP @ 0.70%

SS - 195 LF - 24" DIA. RCP @ 0.70%

SS - 195 LF - 24" DIA.
RCP @ 0.70%

EXISTING VERTICAL CURVE DATA (PGL = ℄ EB AND WB LANES)
VPI = STA. 792+50
ELEV = 567.36
L = 400.00'
G1 = 1.13%
G2 = 0.82%
E = NO DATA
K = 1290
*VERTICAL CURVE DATA FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

556.04	556.63	557.13	557.67	558.39	559.00	559.59	560.14	560.64	561.21	561.84	562.41	562.92	563.38	563.90	564.32	564.63	564.93	565.29	565.77	565.99	566.64	567.54	568.28	567.45	568.01	568.36	568.82	569.15	569.54	569.92
785+00		786+00			787+00			788+00			789+00			790+00			791+00			792+00			793+00			794+00			795+00		
796+00			797+00			798+00			799+00			800+00																			

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

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

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

SCALE: | SHEET 17 OF 36 SHEETS | STA. 785+00 | TO STA. 800+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

PLAN

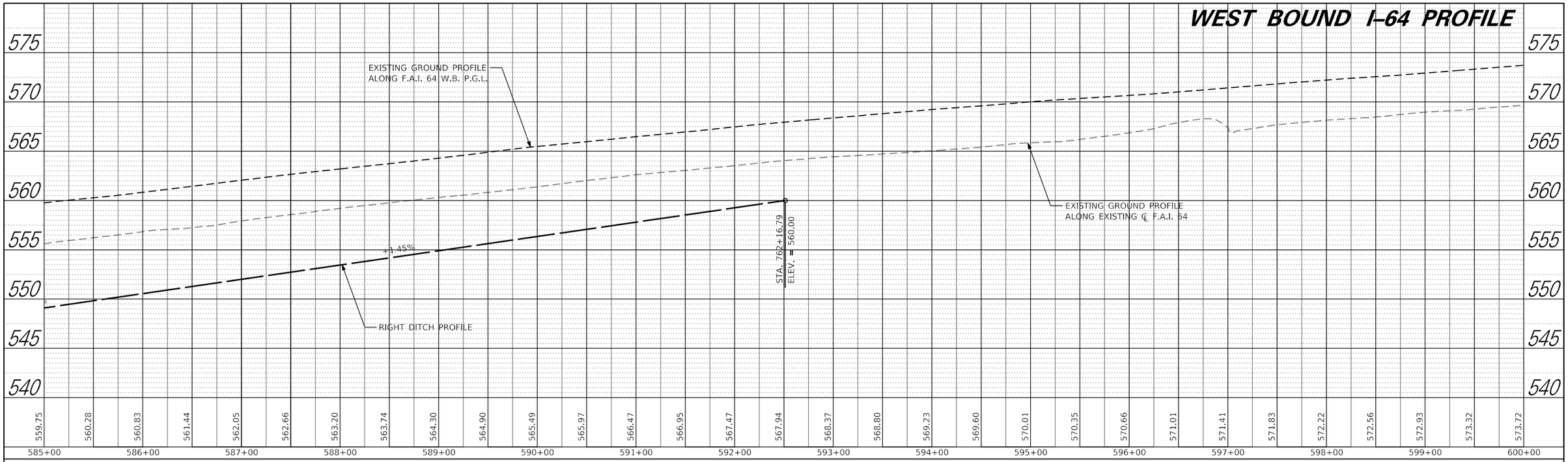
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CAUD FILE NAME

NOTE BOOK
NO.

BY

DATE

WEST BOUND I-64 PROFILE



PROFILE

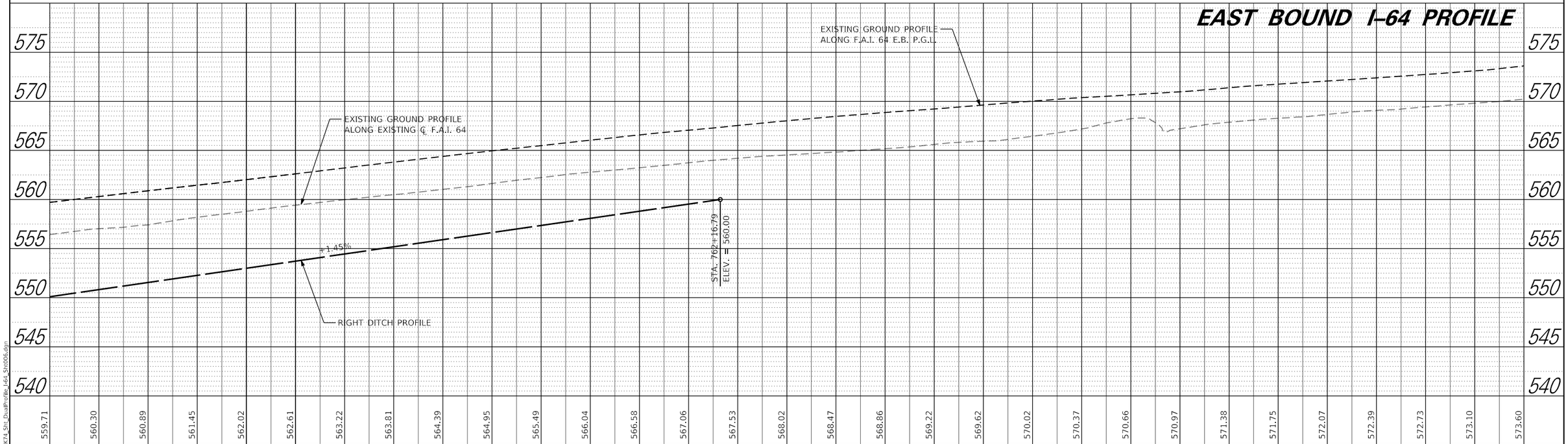
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BM. NOTED
STRUCTURE NO.

NOTE BOOK
NO.

BY

DATE

EAST BOUND I-64 PROFILE



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FILE NAME: ...\D1876K74_Sht_DualProfile_I-64_Sht006.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 18 OF 36 SHEETS | STA. 785+00 | TO STA. 800+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

50′ 0 50′ 100′
SCALE: 1″ = 50′

N

MATCHLINE STA. 800+00.00

MATCHLINE STA. 815+00.00

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

℄ FAI 64 (I-64) WB PGL

EX. HIGH TENSION CABLE BARRIER TO BE REMOVED

PR NOISE WALL

℄ FAI 64 (I-64) WB PGL

℄ FAI 64 (I-64)

BEGIN WESTBOUND FULL-WIDTH PVT REMOVAL
BEGIN PROP. WESTBOUND PAVEMENT AND SHOULDERS
STA. 812+18.00
℄ FAI 64 (I-64)
STA. 612+18.00
℄ FAI 64 (I-64) W.B.

EXIST. R.O.W.

WIRE FENCE

CONSTRUCTION LIMITS

EXIST. R.O.W.

PAVED DITCH

SHOULDER (AGG) EL 571.37'

SHOULDER (HMA)

I-64 W.B. (HMA)

WEST BOUND (I-64)

SHOULDER (AGG)

SHOULDER (HMA)

I-64 W.B. (HMA)

600+00 601 602 603 604 605+00 606 607 608 609 610+00 611 612 613 614

800+00 801 802 803 804 805+00 806 807 808 809 810+00 811 812 813 814

18" RCP

24" RCP

20' PAVED SHOULDER

20' PAVED SHOULDER

18" RCP

15" RCP

24" RCP

1000+00 1001 1002 1003 1004 1005+00 1006 1007 1008 1009 1010+00 1011 1012 1013 1014

I-64 E.B. (HMA)

EAST BOUND (I-64)

HMA SHLD

HMA SHLD

RIPRAP

CONSTRUCTION LIMITS

EXIST. R.O.W.

WOVEN WIRE FENCE

42" CONCRETE BARRIER

EX. HIGH TENSION CABLE BARRIER TO BE REMOVED

℄ FAI 64 (I-64) EB PGL

℄ FAI 64 (I-64) EB PGL

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

EXIST. R.O.W.

WOVEN WIRE FENCE

BEGIN EASTBOUND FULL-WIDTH PVT REMOVAL
BEGIN PROP. EASTBOUND PAVEMENT AND SHOULDERS
STA. 812+18.00
℄ FAI 64 (I-64)
STA. 1012+18.00
℄ FAI 64 (I-64) E.B.

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 19 OF 36 SHEETS | STA. 800+00 | TO STA. 815+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

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

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

595
590
585
580
575
570
565
560
555
550

EXISTING GROUND PROFILE
ALONG EXISTING EB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING WB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64

PROPOSED W.B. PGL
(SEE SHEET 16 AND 19
FOR PROFILE LAYOUT)

PROPOSED E.B. PGL
(SEE SHEET 16 AND 19
FOR PROFILE LAYOUT)

SS - 195 LF - 18" DIA. RCP @ 0.94%

SS - 195 LF - 18" DIA. RCP @ 0.94%

SS - 136 LF - 24" DIA. RCP @ 0.40%

SS - 135 LF - 18" DIA. RCP @ 0.40%

SS - 135 LF - 24" DIA. RCP @ 0.35%

SS - 135 LF - 18" DIA. RCP @ 0.36%

SS - 63 LF - 15" DIA. RCP @ 0.16%

SS - 10 LF - 15" DIA. RCP @ 0.20%

SS - 10 LF - 15" DIA. RCP @ 0.30%

EXISTING VERTICAL CURVE DATA
(PGL = ℄ EB AND WB LANES)

VPI = STA. 807+50
ELEV = 579.66
L = 400.00'
G1 = 0.82%
G2 = 0.40%
E = NO DATA
K = 952

*VERTICAL CURVE DATA
FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

569.92	570.36	570.94	571.35	571.70	572.20	572.81	573.31	573.72	574.31	574.95	577.44	574.90	575.49	575.83	576.10	576.26	576.47	576.57	576.83	577.15	577.37	577.44	577.65	577.97	578.23	578.35	578.37	578.70	579.02	579.64
800+00		801+00		802+00		803+00		804+00		805+00		806+00		807+00		808+00		809+00		810+00		811+00		812+00		813+00		814+00		815+00		

MODEL: Default
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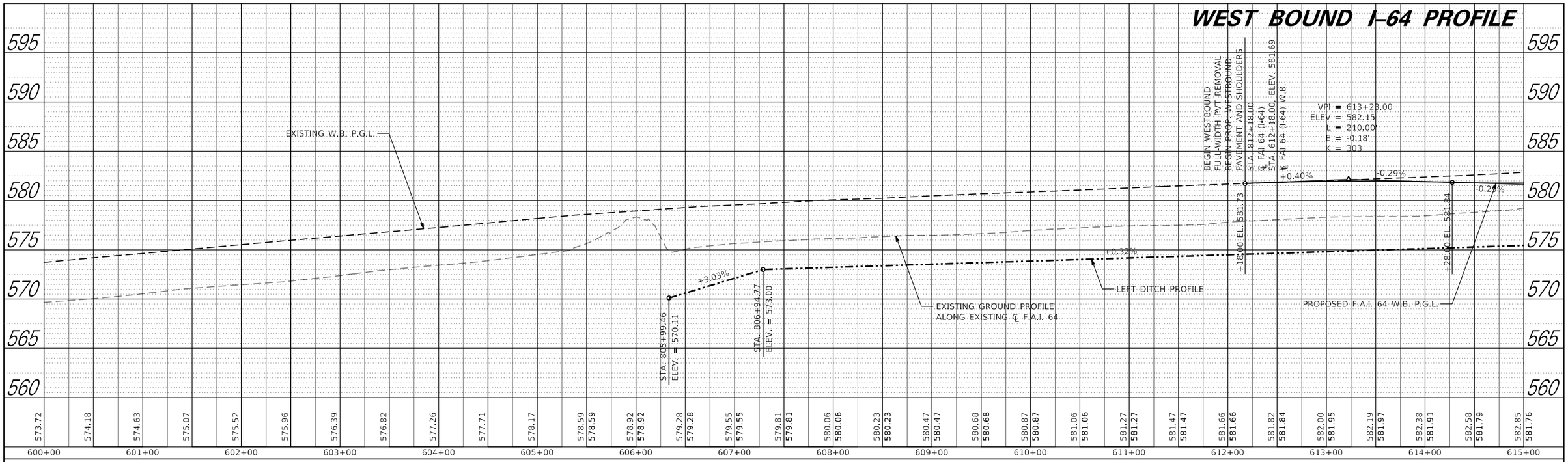
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

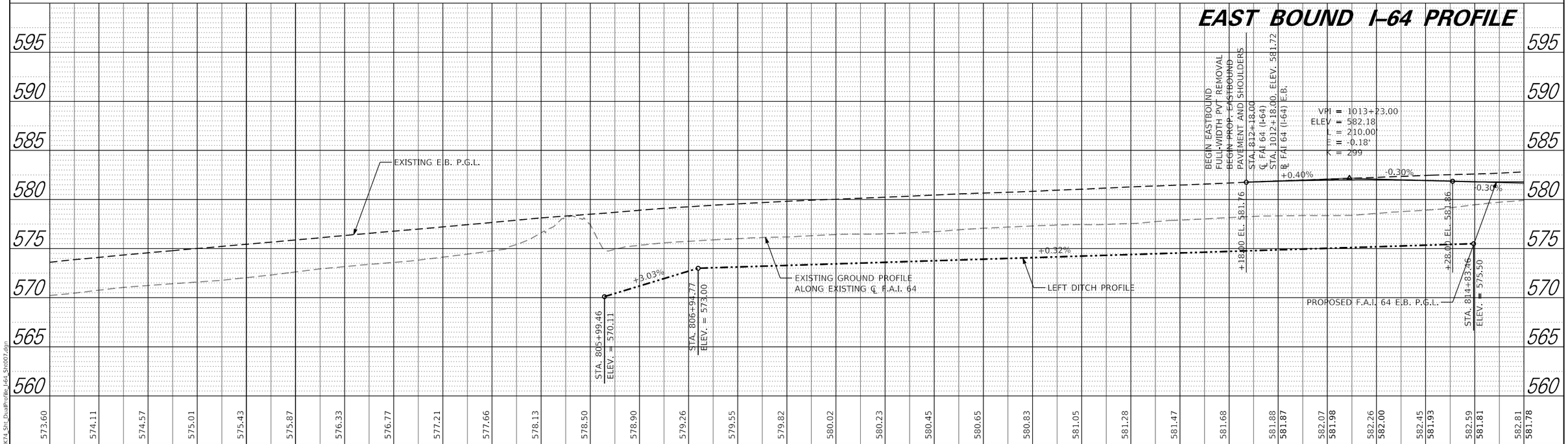
SCALE: | SHEET 20 OF 36 SHEETS | STA. 800+00 | TO STA. 815+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

WEST BOUND I-64 PROFILE



EAST BOUND I-64 PROFILE



PLAN / PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE
GRADES CHECKED
BAR. NOTED
STRUCTURE NOTATNS CHKD

MODEL: Default
FILE NAME: ...\D1876K74_Sht_DualProfile_I-64_Sht007.dgn

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PLOT DATE = 5/27/2020 (11:15:46 AM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

SCALE: | SHEET 21 OF 36 SHEETS | STA. 800+00 | TO STA. 815+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

SCALE: 1'' = 50'

PR NOISE WALL

STA. 816+20.00, 91.00' LT (I-64)
END PR NOISE WALL

EXISTING GUARDRAIL TO BE REMOVED

LINCOLN AVE. (CH 43)

STATION EQUATION:
STA. 816+85.58 (BK) ≡
STA. 816+85.08 (AH)

WIRE FENCE

END WESTBOUND FULL-WIDTH PVT REMOVAL
END PROP. WESTBOUND PAVEMENT AND SHOULDERS
STA. 819+07.50
℄ FAI 64 (I-64)
STA. 619+07.50
℄ FAI 64 (I-64) W.B.

819+70
180' LT

819+70
AT ROW

℄ FAI 64 (I-64)

42" CONCRETE BARRIER

PROP. ROW
STA. 822+00.00,
149.97'RT (℄ I-64)

℄ FAI 64 (I-64) WB PGL

825+00
195' LT

PROP. ROW
STA. 825+00.00,
185.00'RT (℄ I-64)

EX. HIGH TENSION CABLE BARRIER TO BE REMOVED

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

TE FOR CONSTRUCTION AND GRADING PURPOSES

PROP. ROW

PROP. ROW

EXIST. R.O.W.

WIRE FENCE

EXIST. R.O.W.

CONSTR. LIMITS

℄ 576.69'

24" RCP

SHOULDER (AGG)

SHOULDER (HMA)

SHOULDER (HMA)

WEST BOUND (I-64)

I-64 W.B. (HMA)

I-64 W.B. (HMA)

20' PAVED SHOULDER

20' PAVED SHOULDER

MATCHLINE STA. 815+00.00

MATCHLINE STA. 830+00.00

815+00 816 817 818 819 820+00 821 822 823 824 825+00 826 827 828 829

15" RCP 15" RCP 15" RCP 18" RCP 24" RCP

1015+00 1016 1017 1018 1019 1020+00 1021 1022 1023 1024 1025+00 1026 1027 1028 1029

EAST BOUND (I-64)

CONSTR. LIMITS

SN 082-0181

RIPRAP

HMA SHLD

AGG

±60.88

25'

176'

WEIGH STATION ENTRANCE

℄ 579.25
4" RCP

4" CONC HEADWALL

4" CONC HEADWALL

4" RCP
℄ 579.5

4" CONC HEADWALL
℄ 578.43

4" RCP

EXIST. R.O.W.

EXIST. R.O.W.

EXIST. R.O.W.

WOVEN WIRE FENCE

EXISTING GUARDRAIL TO BE REMOVED

STA. 818+05.00, 84.50' RT (I-64)
BEGIN PR NOISE WALL

END EASTBOUND FULL-WIDTH PVT REMOVAL
END PROP. EASTBOUND PAVEMENT AND SHOULDERS
STA. 819+07.50
℄ FAI 64 (I-64)
STA. 1019+07.50
℄ FAI 64 (I-64) E.B.

℄ FAI 64 (I-64) EB PGL

FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

PR NOISE WALL
(GRADING AND TREE REMOVAL REQUIRED BEHIND WALL)

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

MODEL: Default
FILE NAME: ...\08766\74_Sht_Full_Plan_Roadway_008.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

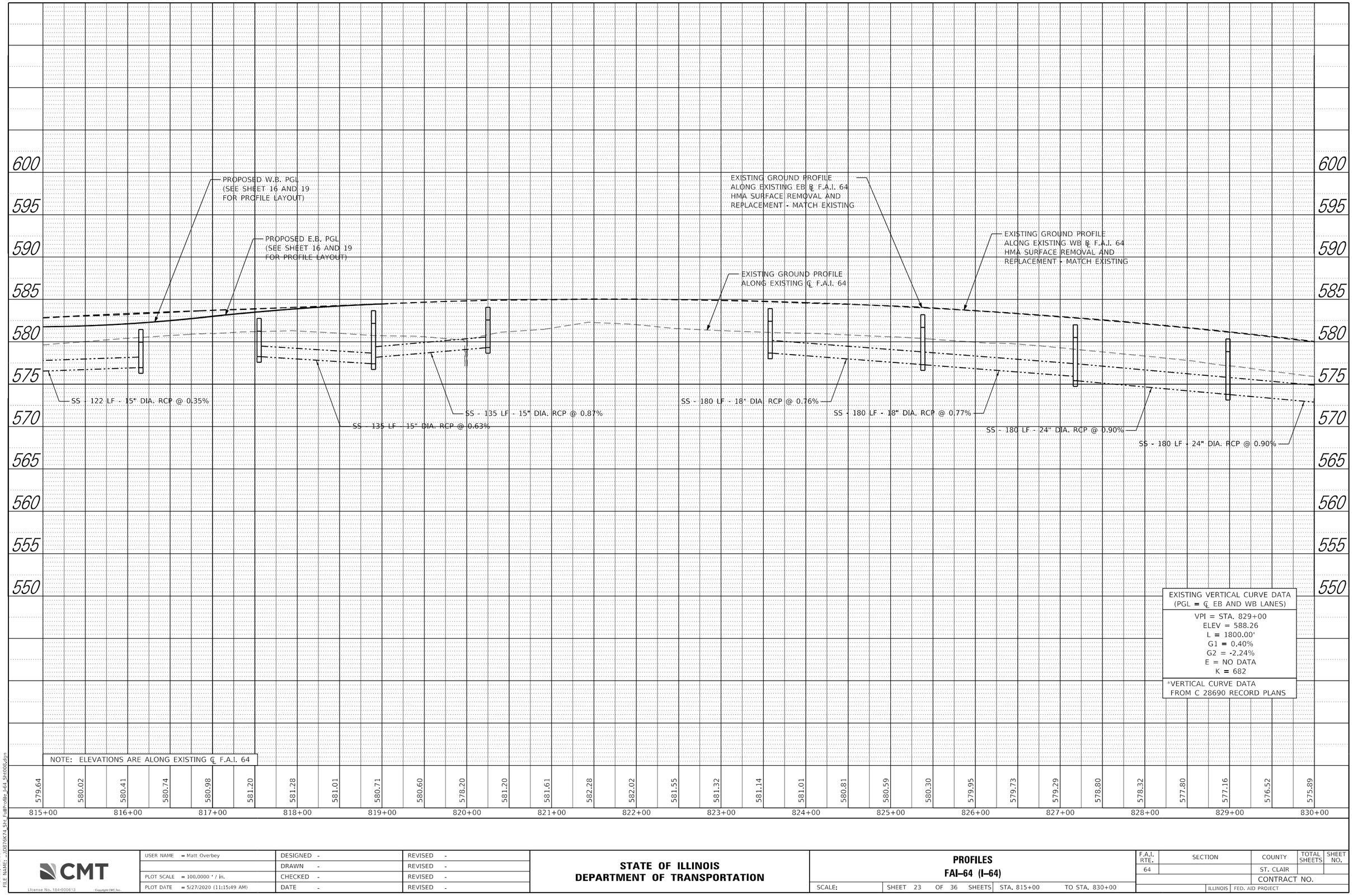
ROADWAY AND DRAINAGE PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 22 OF 36 SHEETS | STA. 815+00 TO STA. 830+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

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



EXISTING VERTICAL CURVE DATA
(PGL = ℄ EB AND WB LANES)

VPI = STA. 829+00
ELEV = 588.26
L = 1800.00'
G1 = 0.40%
G2 = -2.24%
E = NO DATA
K = 682

[a]VERTICAL CURVE DATA
FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

579.64	580.02	580.41	580.74	580.98	581.20	581.28	581.01	580.71	580.60	578.20	581.20	581.61	582.28	582.02	581.55	581.32	581.14	581.01	580.81	580.59	580.30	579.95	579.73	579.29	578.80	578.32	577.80	577.16	576.52	575.89
815+00		816+00		817+00		818+00		819+00		820+00		821+00		822+00		823+00		824+00		825+00		826+00		827+00		828+00		829+00		830+00	

MODEL: Default
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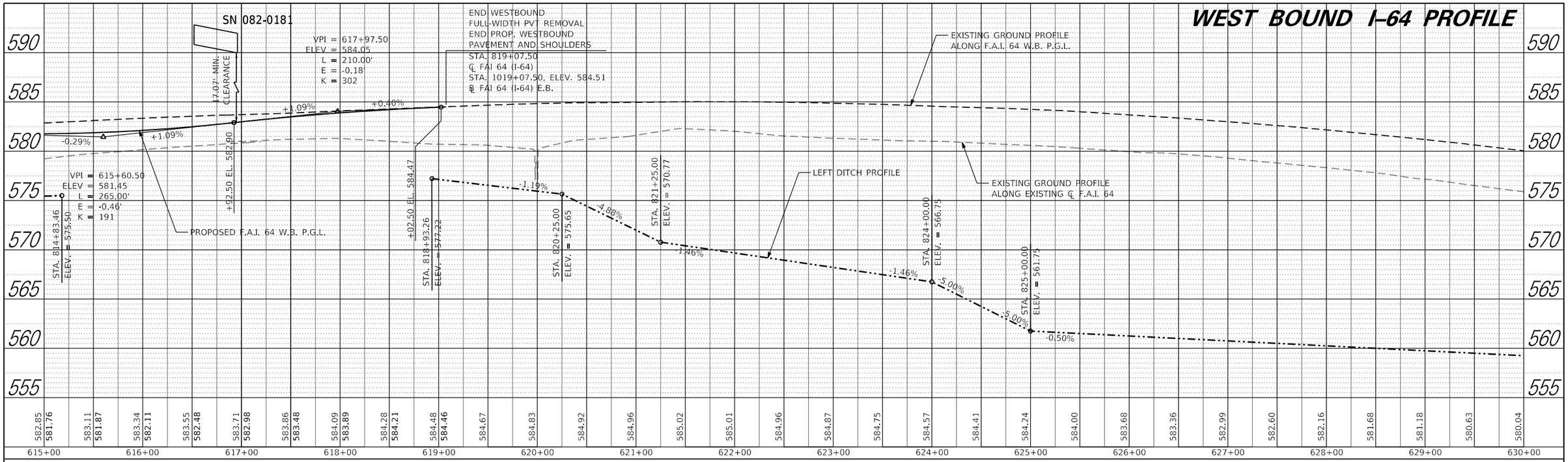
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

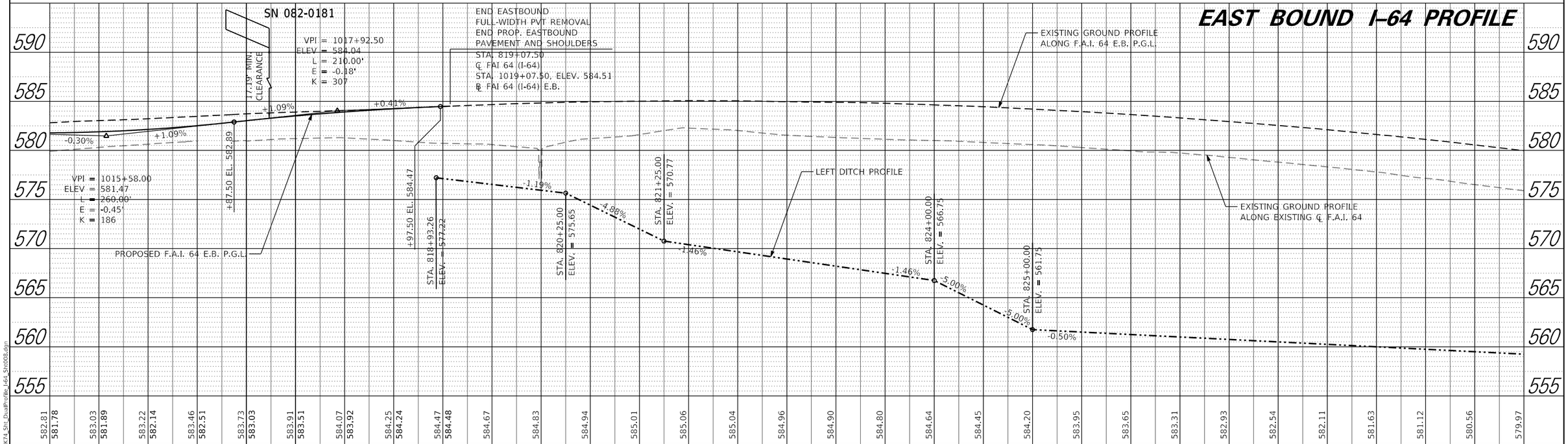
SCALE: | SHEET 23 OF 36 SHEETS | STA. 815+00 | TO STA. 830+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

WEST BOUND I-64 PROFILE



EAST BOUND I-64 PROFILE



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

PROFILE — SURVEYED / PLOTTED / GRADE CHECKED / BM. NOTED / STRUCTURE NO. / BY / DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 24 OF 36 SHEETS | STA. 815+00 | TO STA. 830+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

50′ 0 50′ 100′
SCALE: 1′′ = 50′

N

PROP. ROW
STA. 830+00.00,
185.00'RT (℄ I-64)

FULL DEPTH HMA PAVEMENT
WIDENING, 13" SHLD

℄ FAI 64 (I-64) WB PGL

℄ FAI 64 (I-64)

836+85
200' LT

PROP. ROW
STA. 837+00.00,
180.00'RT (℄ I-64)

42" CONCRETE BARRIER

EX. HIGH TENSION CABLE BARRIER
TO BE REMOVED

STA. 842+00.00, 150.07' LT. (I-64)
BEGIN PR NOISE WALL

PROP. ROW
STA. 840+0.00,
190.00' LT (℄ I-64)

PR NOISE
WALL

STA. 845+00.00, 115.00' LT (I-64)
PR NOISE WALL

TE FOR CONSTRUCTION AND GRADING PURPOSES
CONSTRUCTION LIMITS
PROP. ROW
EXIST. R.O.W.
WIRE FENCE
24" RCP
836+85
℄ PROP ROW
WIRE FENCE
PROP. ROW
WIRE FENCE
EXIST. R.O.W.
℄ 568.01'
℄ 543.63'
160'
SHOULDER (AGG)
SHOULDER (HMA)
SHOULDER (AGG)
SHOULDER (HMA)
4'
24" RCP

MATCHLINE STA. 830+00.00

WEST BOUND (I-64)

630+00 631 I-64 W.B. (HMA) 632 633 634 635+00 636 637 638 639 I-64 W.B. (HMA) 640+00 641 642 643 644

12' 12' 12' 20'

830+00 831 832 833 834 835+00 836 837 838 839 840+00 841 842 843 844

20' PAVED SHOULDER
18" RCP
20' PAVED SHOULDER
24" RCP
18" RCP
32'
32'

1030+00 1031 1032 1033 1034 1035+00 1036 1037 1038 1039 1040+00 1041 1042 1043 1044

12' 12' 12' 20'

EAST BOUND (I-64) I-64 E.B. (HMA)

24'

MATCHLINE STA. 845+00.00

HMA SHLD
4" CONC HEADWALL
AGG
℄ 576.41
4" RCP
℄ 570.70
4" RCP
4" CONC HEADWALL
AGG
4" CONC HEADWALL
4" RCP
℄ 560.01
AGG
HMA SHLD
CONC
CONC MEDIAN
CONC
℄ 551.89
4" CONC HEADWALL
℄ 548.96
4" RCP
AGG
4" RCP
SPEAKER
374" CONDUIT
SPEAKER
SCALE
BUILDING
CONC
HMA SHLD
RIPRAP
AGG
AGG
4" RCP
4" CONC HEADWALL
℄ 576.21
25'
210'
℄ 551.53
24" RCP
CONC
℄ 550.20
WEIGH STATION
EXIST. R.O.W.
MH
TOP 582.25
WOVEN WIRE FENCE
℄ FAI 64 (I-64) EB PGL
FULL DEPTH HMA PAVEMENT
WIDENING, 13" SHLD
MH
TOP 555.61
EX. HIGH TENSION CABLE BARRIER TO BE REMOVED
CONC
℄ 554.82
24" RCP
PR NOISE WALL
STA. 835+65.00, 175.00' RT (I-64)
PR NOISE WALL
STA. 838+70.00, 175.00' RT. (I-64)
PR NOISE WALL
STA. 814+05.00, 340.00' RT. (I-64)
END PR NOISE WALL
EXIST. R.O.W.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 25 OF 36 SHEETS | STA. 830+00 TO STA. 845+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

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

590
585
580
575
570
565
560
555
550
545
540
535

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64

EXISTING GROUND PROFILE
ALONG EXISTING WB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING EB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

SS - 180 LF - 24" DIA. RCP @ 0.90%

SS - 215 LF - 18" DIA. RCP @ 2.12%

SS - 215 LF - 24" DIA. RCP @ 2.10%

SS - 210 LF - 24" DIA. RCP @ 2.10%

SS - 230 LF - 18" DIA. RCP @ 2.26%

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

575.89	575.33	574.68	574.10	573.52	572.37	572.56	571.61	570.48	569.40	568.15	566.77	565.65	564.46	563.18	562.09	560.94	560.02	559.15	558.07	556.89	555.74	554.51	554.42	553.29	551.54	550.16	549.07	548.06	546.90	545.86
830+00		831+00		832+00		833+00		834+00		835+00		836+00		837+00		838+00		839+00		840+00		841+00		842+00		843+00		844+00		845+00		

MODEL: Default
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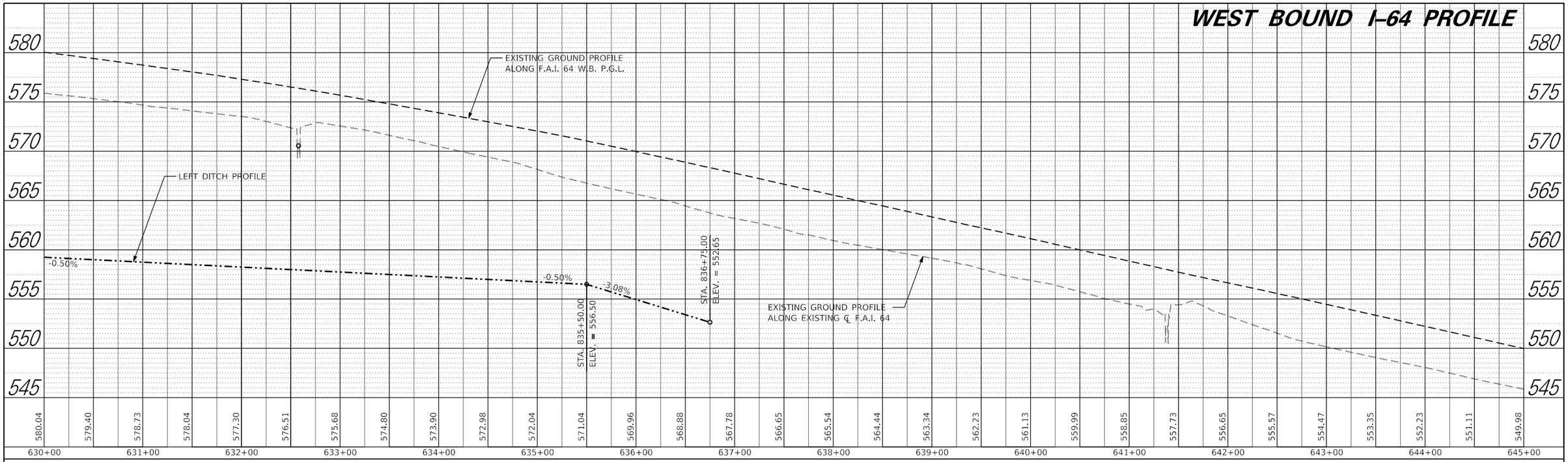
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

SCALE: | SHEET 26 OF 36 SHEETS | STA. 830+00 | TO STA. 845+00

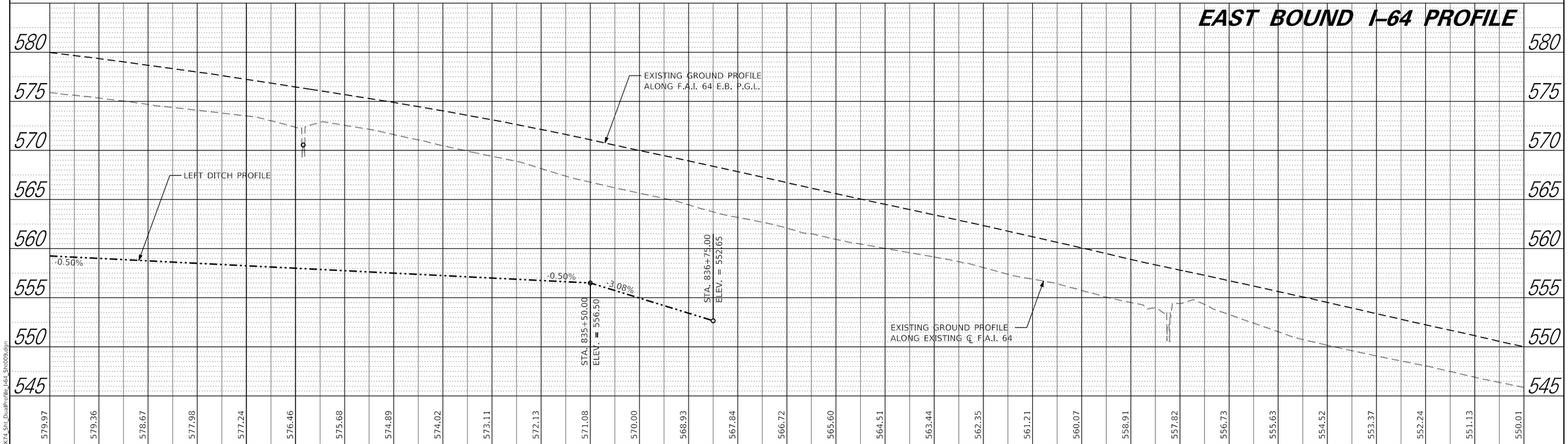
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

WEST BOUND I-64 PROFILE



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

EAST BOUND I-64 PROFILE



PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
BKA. NOTED
STRUCTURE NO(S).
NOTE BOOK
NO.
BY
DATE

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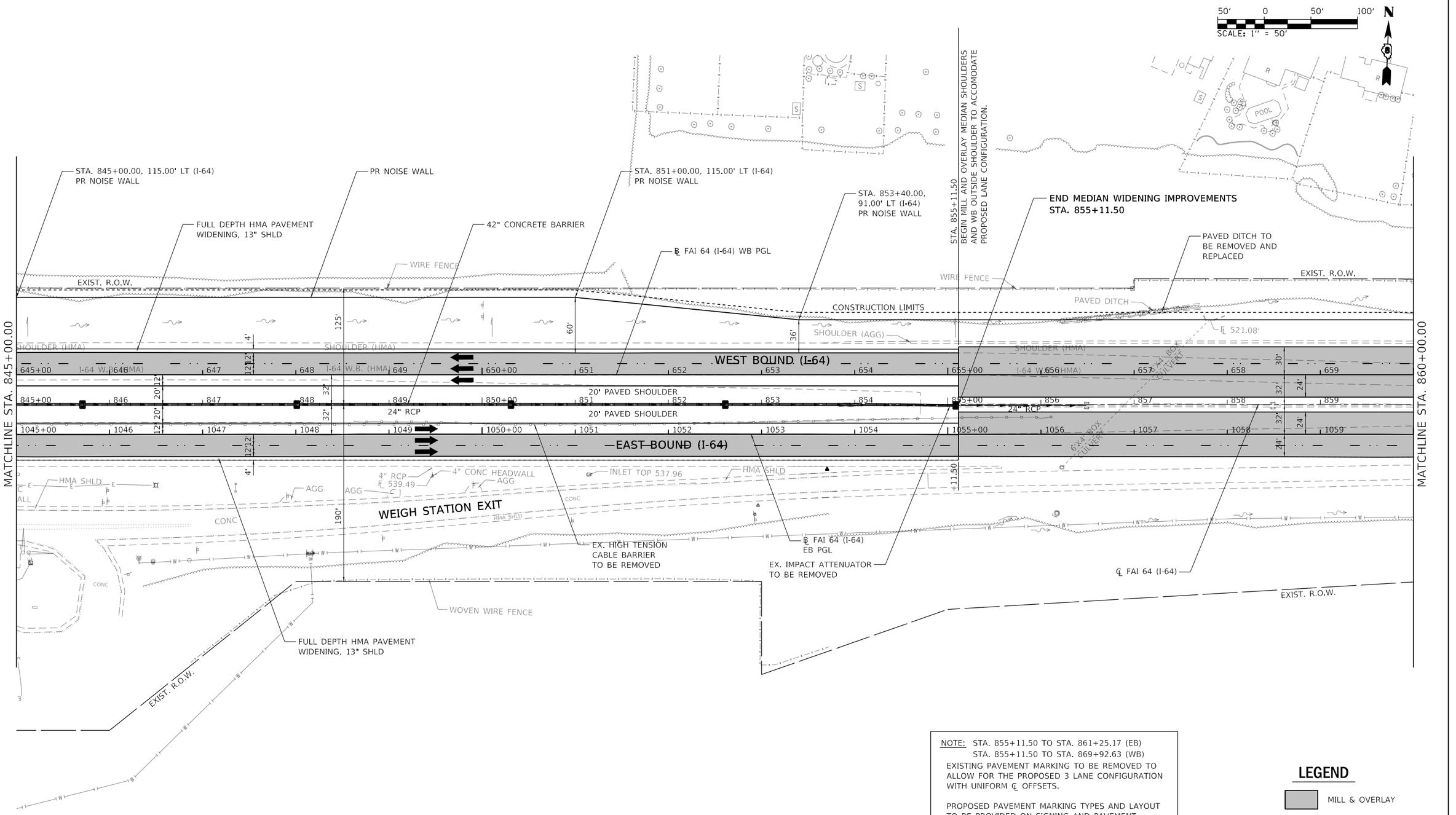
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 27 OF 36 SHEETS | STA. 830+00 | TO STA. 845+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



NOTE: STA. 855+11.50 TO STA. 861+25.17 (EB)
STA. 855+11.50 TO STA. 869+92.63 (WB)
EXISTING PAVEMENT MARKING TO BE REMOVED TO ALLOW FOR THE PROPOSED 3 LANE CONFIGURATION WITH UNIFORM ℄ OFFSETS.

PROPOSED PAVEMENT MARKING TYPES AND LAYOUT TO BE PROVIDED ON SIGNING AND PAVEMENT MARKING PLANS.

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

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FILE NAME: ...\0826K74_Sht_Full_Plan_Roadway_010.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 28 OF 36 SHEETS | STA. 845+00 TO STA. 860+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

PROFILE
SURVEYED
PLOTTED
GRADE CHECKED
B.M. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
BY
DATE

565
560
555
550
545
540
535
530
525
520
515

EXISTING GROUND PROFILE
ALONG EXISTING ℄ F.A.I. 64

EXISTING GROUND PROFILE
ALONG EXISTING EB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

EXISTING GROUND PROFILE
ALONG EXISTING WB ℄ F.A.I. 64
HMA SURFACE REMOVAL AND
REPLACEMENT - MATCH EXISTING

SS - 230 LF - 18" DIA.
RCP @ 2.00%

SS - 230 LF - 24" DIA. RCP @ 1.57%

SS - 230 LF - 24" DIA. RCP @ 0.96%

SS - 140 LF - 24" DIA. RCP @ 1.69%

SS - 38 LF - 24" DIA. RCP @ 1.97%

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

545.86	544.78	543.83	542.90	541.92	540.91	540.12	539.25	538.53	537.66	536.99	536.32	535.66	535.15	534.26	533.74	533.28	532.75	530.81	533.88	533.68	534.96	534.14	533.01	533.12	532.55	531.49	530.31	530.65	530.19	528.89
845+00	846+00		847+00		848+00		849+00		850+00		851+00		852+00		853+00		854+00		855+00		856+00		857+00		858+00		859+00		860+00		

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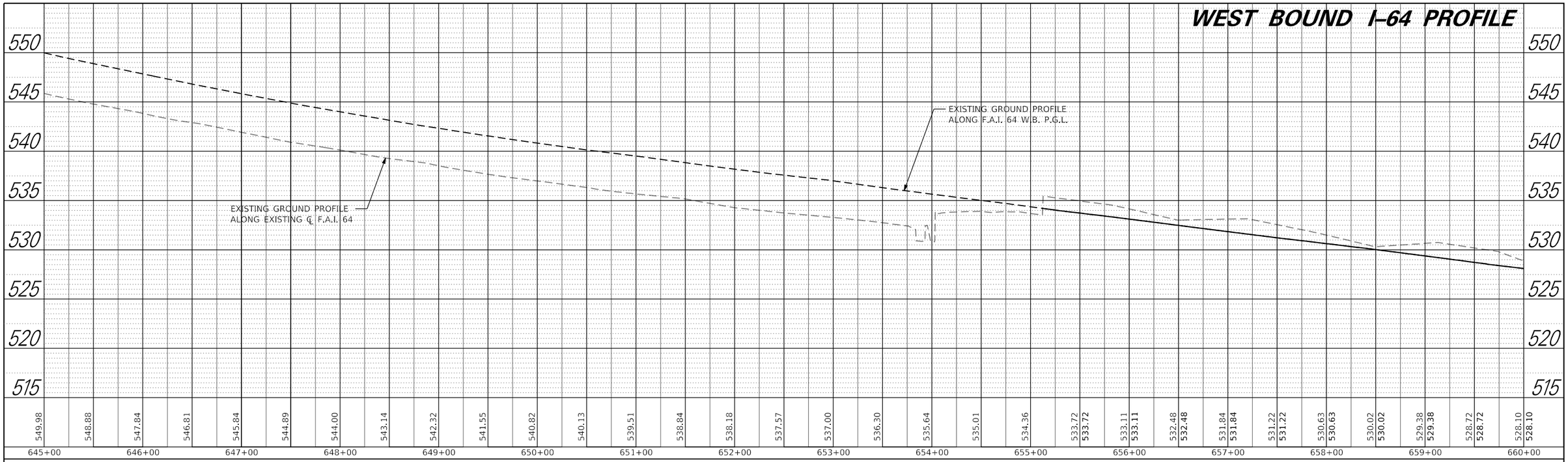
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

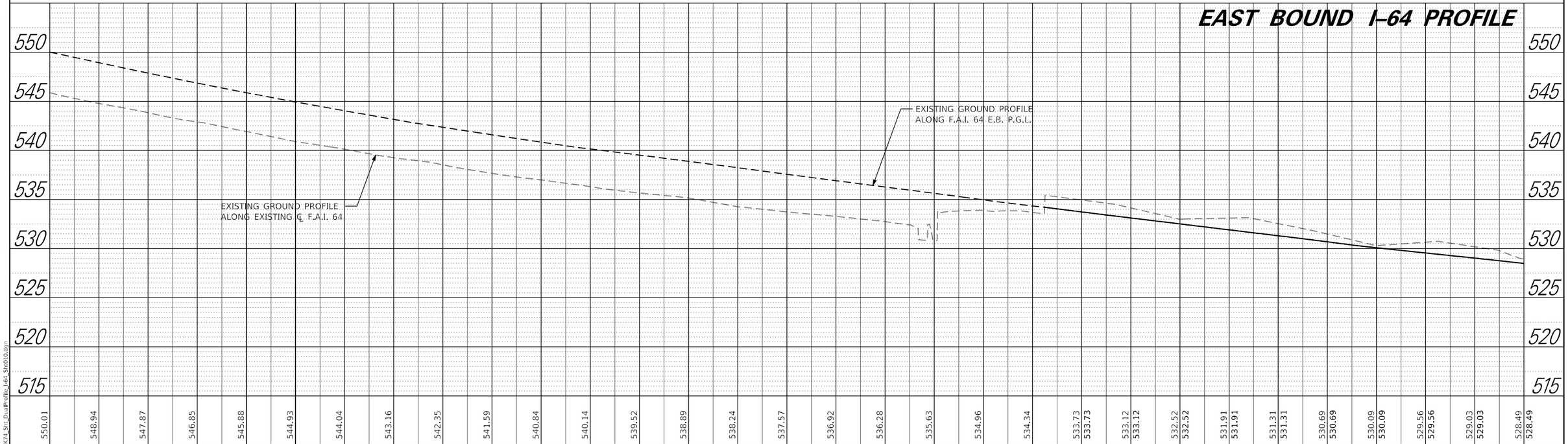
SCALE: | SHEET 29 OF 36 SHEETS | STA. 845+00 | TO STA. 860+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

WEST BOUND I-64 PROFILE



EAST BOUND I-64 PROFILE



PLAN / PROFILE

	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
CADD FILE NAME		
NOTE BOOK NO.		
BKA. NOTED		
STRUCTURE NO.		
STA'NS CHKD		

MODEL: Default
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PLOT DATE = 5/27/2020 (11:15:57 AM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 30 OF 36 SHEETS | STA. 845+00 | TO STA. 860+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

EXIST. CURVE I64EAST_3
PI STA. = 864+82.25
Δ = 4° 50' 55" (RT)
D = 0° 28' 00"
R = 12,277.67'
T = 519.81'
L = 1,039.00'
E = 11.00'
e = EXISTING
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. = 859+62.44
P.T. STA. = 870+01.44

EXIST. CURVE I64EAST1_41
PI STA. = 870+08.54
Δ = 0° 03' 58" (RT)
D = 0° 27' 59"
R = 12,286.04'
T = 7.10'
L = 14.19'
E = 0.00'
e = EXISTING
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. = 870+01.45
P.T. STA. = 870+15.64

N

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

ONC BUTTERNUT LN

MATCHLINE STA. 860+00.00

MATCHLINE STA. 875+00.00

STA. 860+20.36
END WB MEDIAN SHOULDER
MILL AND OVERLAY

STA. 868+92.63
END OUTSIDE SHOULDER
MILL AND OVERLAY

STA. 861+25.71
END EB MEDIAN SHOULDER
MILL AND OVERLAY

EXIST. R.O.W.

℄ FAI 64 (I-64) WB PGL

℄ FAI 64 (I-64)

℄ FAI 64 (I-64) EB PGL

CONSTRUCTION LIMITS

PR NOISE WALL

WIRE FENCE

PAVED DITCH

7'X6' BOX CULVERT

36" RCP

SHOULDER (AGG)

SHOULDER (HMA)

I-64 W.B. (HMA)

20' PAVED SHOULDER

SIGN

BILLBOARD

INVERT 36" RCP
ELEV=512.21

EQUATION:
Sta 870+15.64 BK =
Sta 870+29.85 AH

℄ 507.49'

℄ 506.28'

℄ 506.25'

133'

150'

660+00 661 662 663 664 665+00 666 667 668 669 670+00 671 672 673 674

860+00 861 862 863 864 865+00 866 867 868 869 870+00 871 872 873 874

1060+00 1061 1062 1063 1064 1065+00 1066 1067 1068 1069 1070+00 1071 1072 1073 1074

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

NOTE: STA. 855+11.50 TO STA. 861+25.17 (EB)
STA. 855+11.50 TO STA. 869+92.63 (WB)
EXISTING PAVEMENT MARKING TO BE REMOVED TO ALLOW FOR THE PROPOSED 3 LANE CONFIGURATION WITH UNIFORM ℄ OFFSETS.

PROPOSED PAVEMENT MARKING TYPES AND LAYOUT TO BE PROVIDED ON SIGNING AND PAVEMENT MARKING PLANS.

MODEL: Default
FILE NAME: ...\0876K74_Sht_Full_Plan_Roadway_011.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

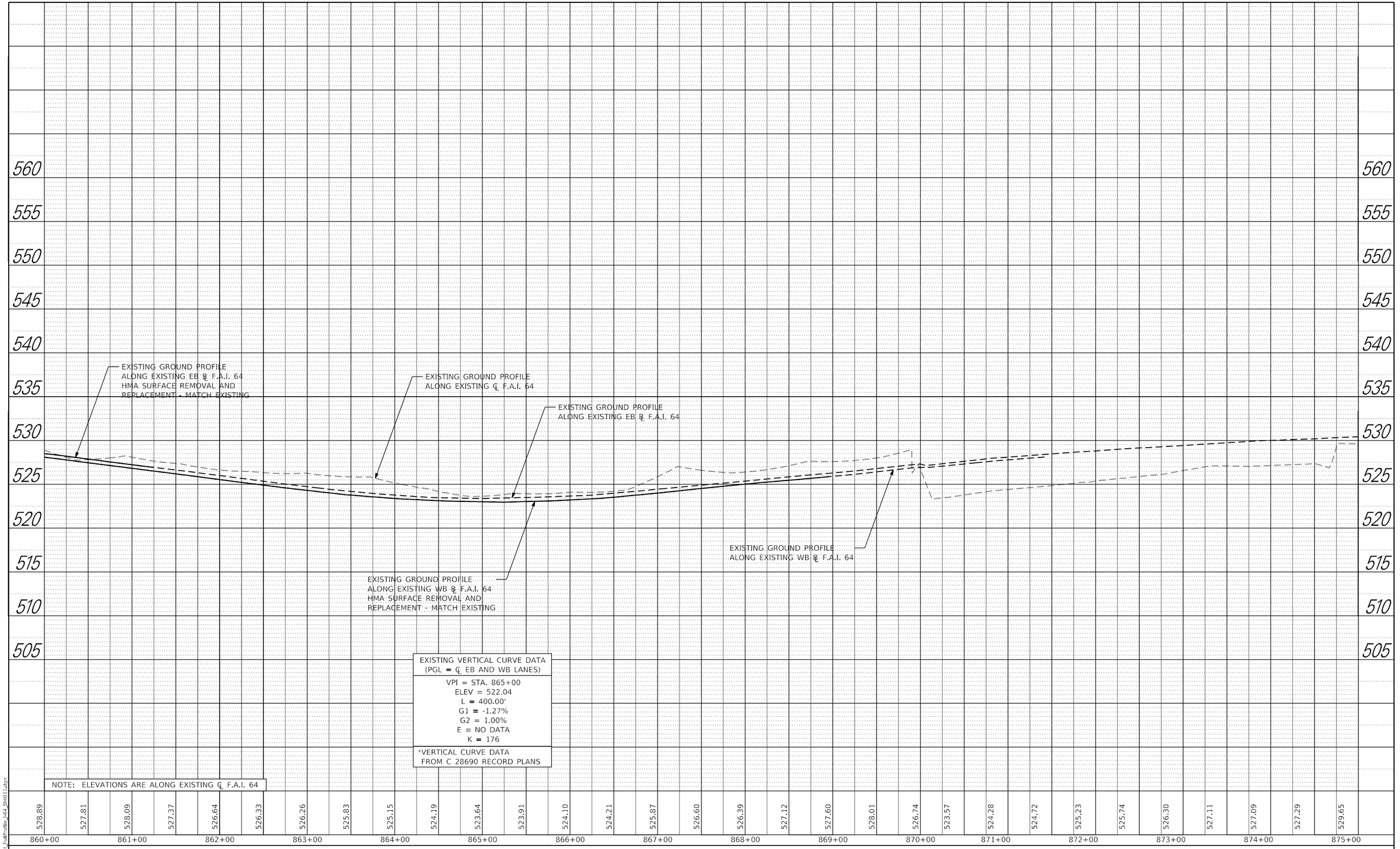
ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 31 OF 36 SHEETS | STA. 860+00 | TO STA. 875+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

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



EXISTING VERTICAL CURVE DATA (PGL = ℄ EB AND WB LANES)
VPI = STA. 865+00 ELEV = 522.04 L = 400.00' G1 = -1.27% G2 = 1.00% E = NO DATA K = 176
*VERTICAL CURVE DATA FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

MODEL: Default
FILE NAME: ...\D8768K74_Sht_FullProfile_I-64_Sht011.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

SCALE: | SHEET 32 OF 36 SHEETS | STA. 860+00 | TO STA. 875+00

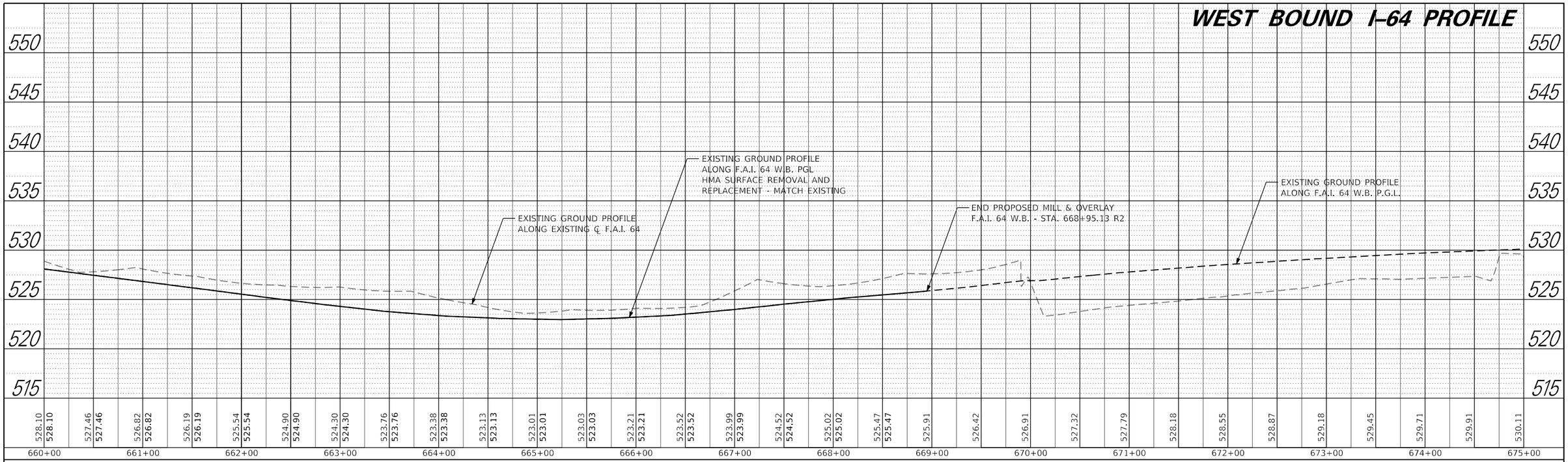
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

PLAN

SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
CAUD FILE NAME	
NOTE BOOK	
NO.	

BY	DATE

WEST BOUND I-64 PROFILE

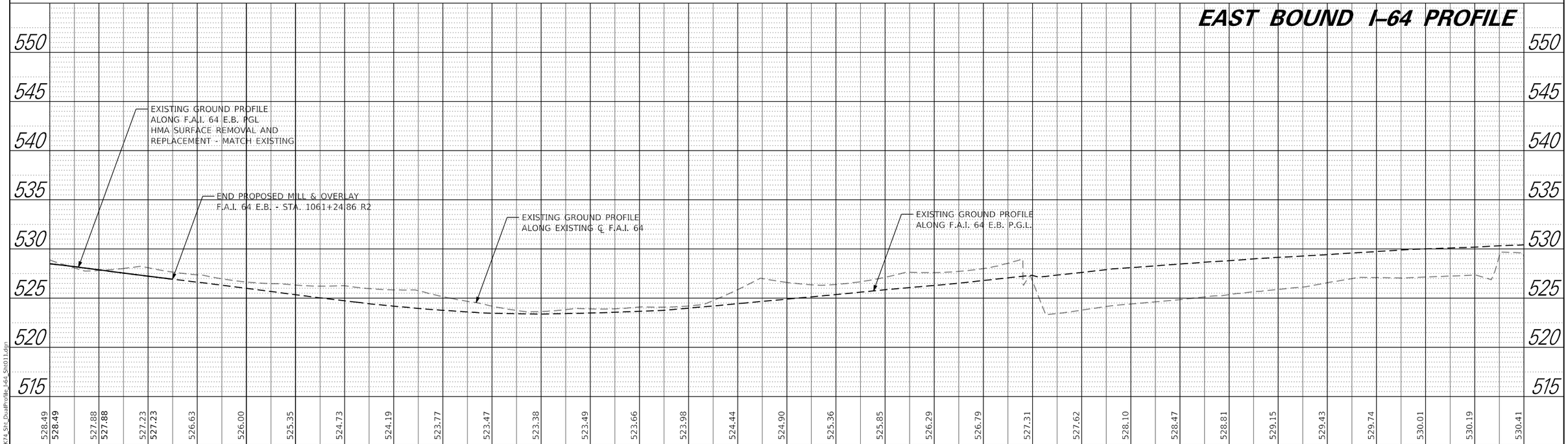


PROFILE

SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
RT. OF WAY CHECKED	
NOTE BOOK	
NO.	

BY	DATE

EAST BOUND I-64 PROFILE



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 33 OF 36 SHEETS | STA. 845+00 TO STA. 860+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE I64EAST1_41
PI STA. = 870+08.54
Δ = 0° 03' 58" (RT)
D = 0° 27' 59"
R = 12,286.04'
T = 7.10'
L = 14.19'
E = 0.00'
e = EXISTING
T.R. = EXISTING
S.E. RUN = EXISTING
P.C. STA. = 870+01.45
P.T. STA. = 870+15.64

N

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

MATCHLINE STA. 875+00.00

PR NOISE WALL

STA. 883+60.00 R2, 91.00' LT. (I-64)
END PR NOISE WALL

℄ FAI 64 (I-64)

CONSTRUCTION LIMITS

34

RIPRAP

BIT

CONC

FAI 64 & US 50

SCALE

CLOVIS

SHILOH RD

LOVET LN

PEAR TREE LN

ROCK

MH

DECK

AC

R

875+00 876 877 878 879 880+00 881 882 883 884 885+00 886 887 888 889

675+00 676 677 678 679 680+00 681 682 683 684 685+00 686 687 688 689

1075+00 1076 1077 1078 1079 1080+00 1081 1082 1083 1084 1085+00 1086 1087 1088 1089

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 34 OF 36 SHEETS | STA. 875+00 TO STA. 890+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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

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

560
555
550
545
540
535
530
525
520
515
510
505

EXISTING GROUND PROFILE ALONG EXISTING ℄ F.A.I. 64

EXISTING GROUND PROFILE ALONG EXISTING EB ℄ F.A.I. 64

EXISTING VERTICAL CURVE DATA
(PGL = ℄ EB AND WB LANES)

VPI = STA. 865+00
ELEV = 522.04
L = 400.00'
G1 = -1.27%
G2 = 1.00%
E = NO DATA
K = 176

*VERTICAL CURVE DATA
FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

529.65	528.31	528.37	528.45	528.50	528.45	528.64	528.37	527.87	527.40	527.16	526.88	526.62	526.60	526.66	527.68	528.12	528.13	527.91	527.43	526.31	525.72	525.76	525.56	525.26	525.17	524.88	524.82	524.70	524.53	524.30
875+00		876+00		877+00		878+00		879+00		880+00		881+00		882+00		883+00		884+00		885+00		886+00		887+00		888+00		889+00		890+00	

MODEL: Default
FILE NAME: ...\D8766T4_Sht_Full\Profile_I-64_Sht012.dgn

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

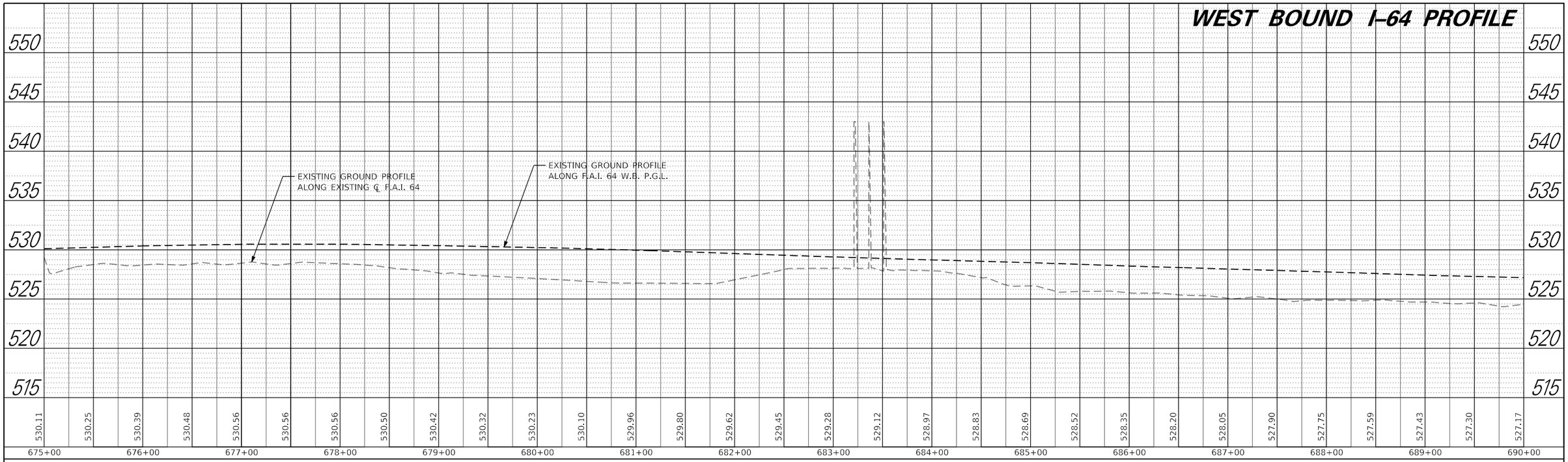
PROFILES
FAI–64 (I–64)

SCALE:
SHEET 35 OF 36 SHEETS
STA. 860+00 TO STA. 875+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

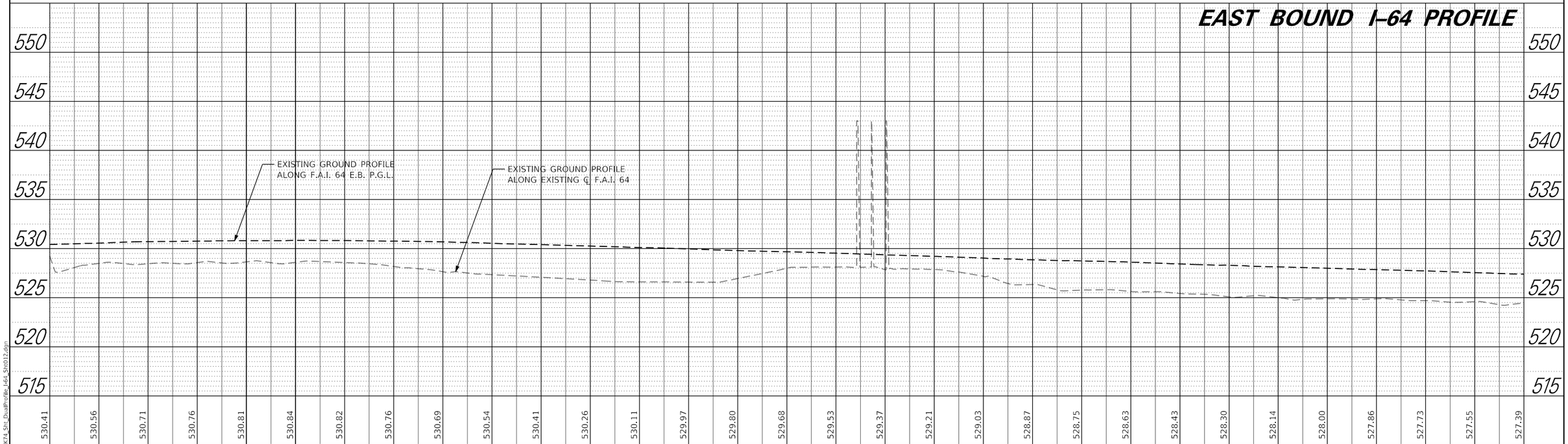
PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

WEST BOUND I-64 PROFILE



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

EAST BOUND I-64 PROFILE



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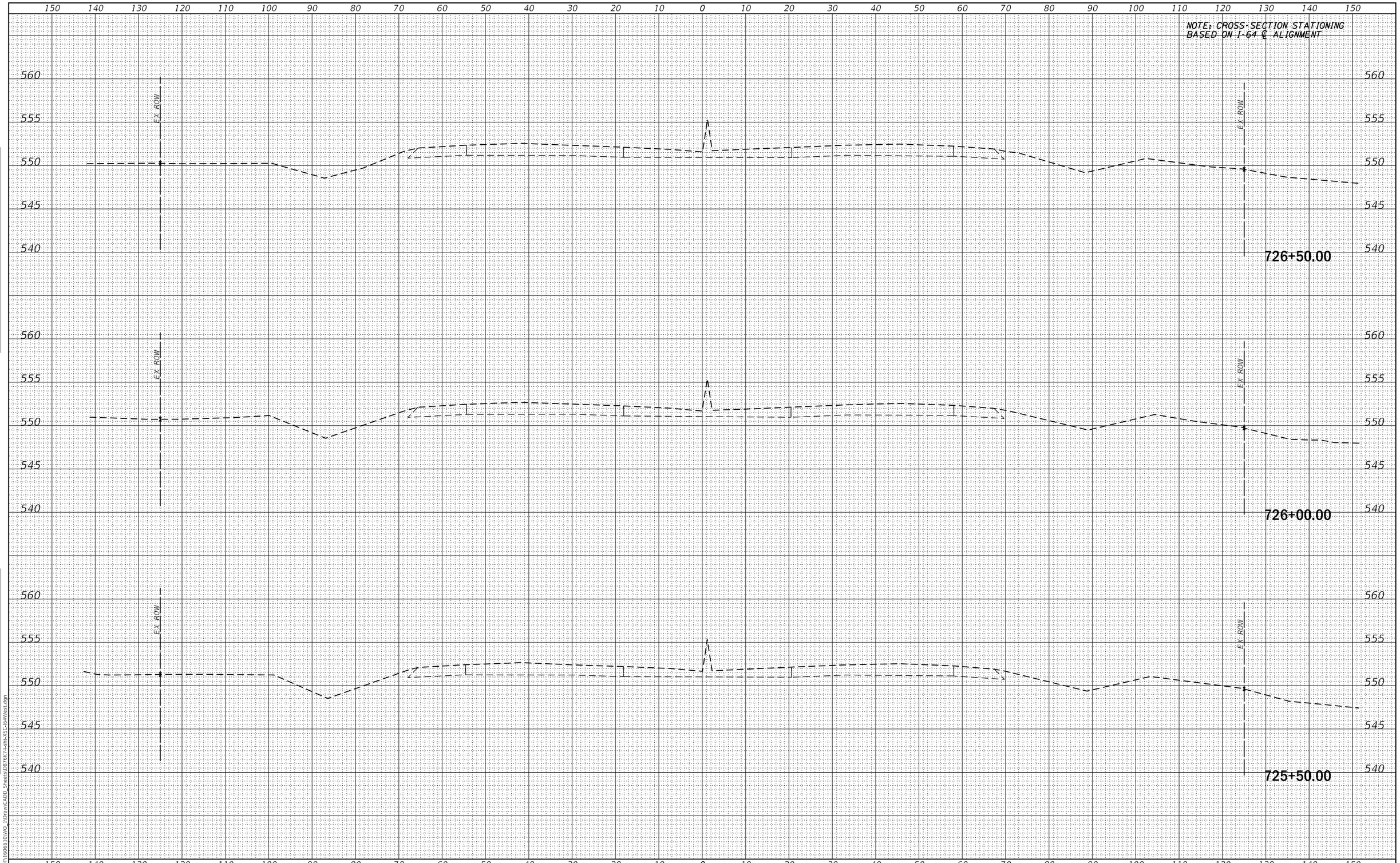
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 36 OF 36 SHEETS | STA. 845+00 | TO STA. 860+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 725+50.00 TO STA. 726+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	1
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

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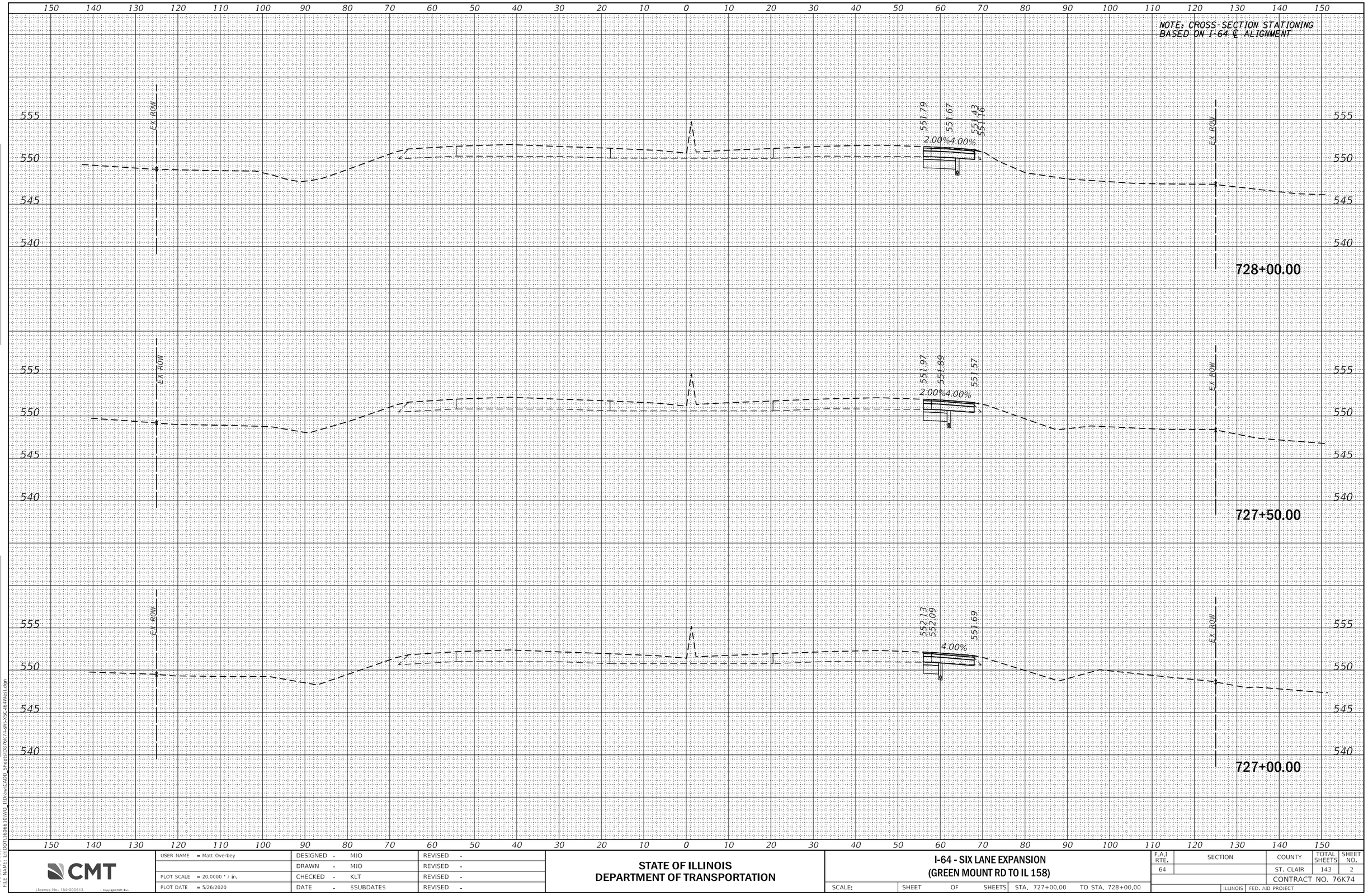
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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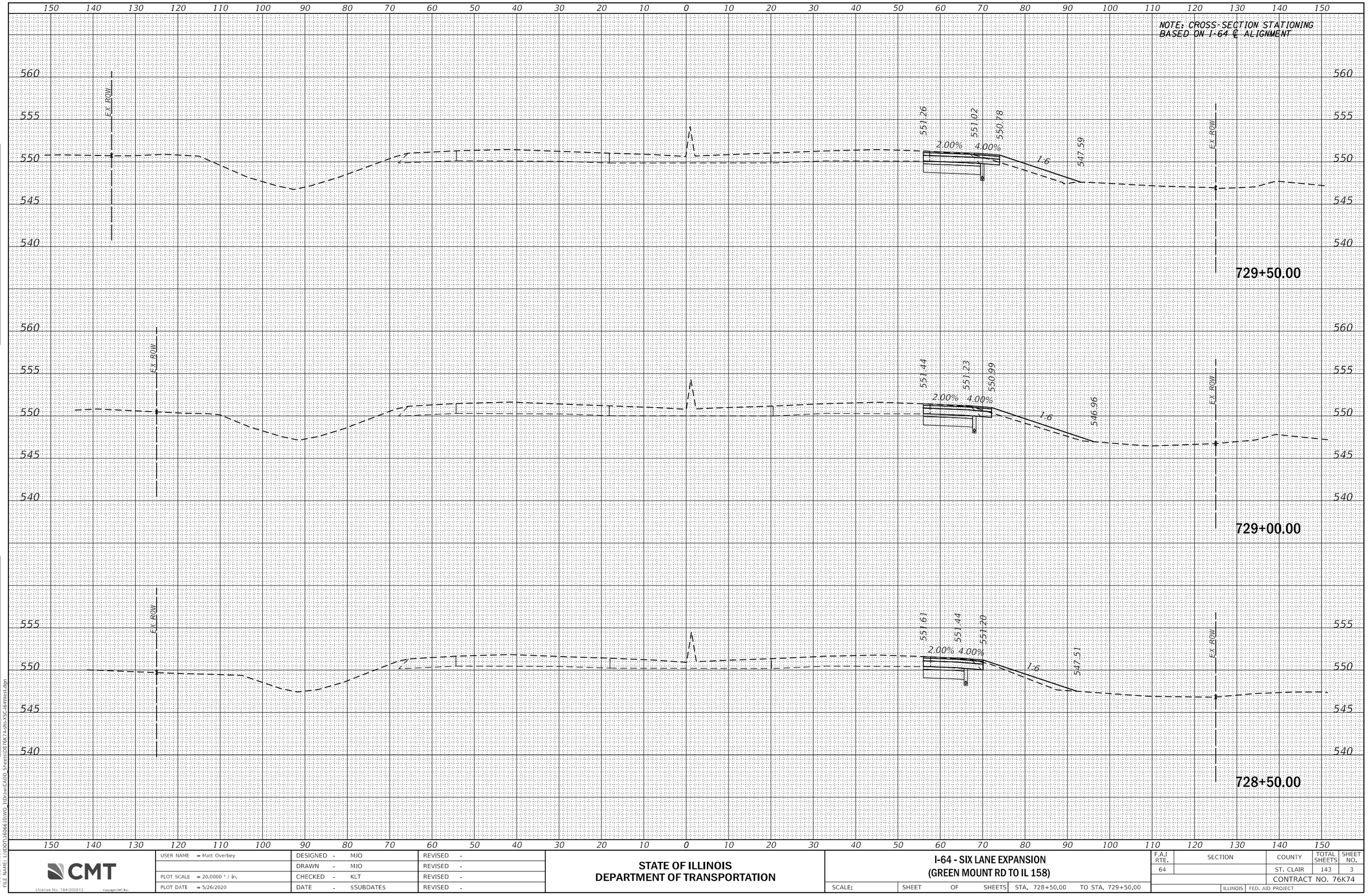
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 727+00.00 | TO STA. 728+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	2
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

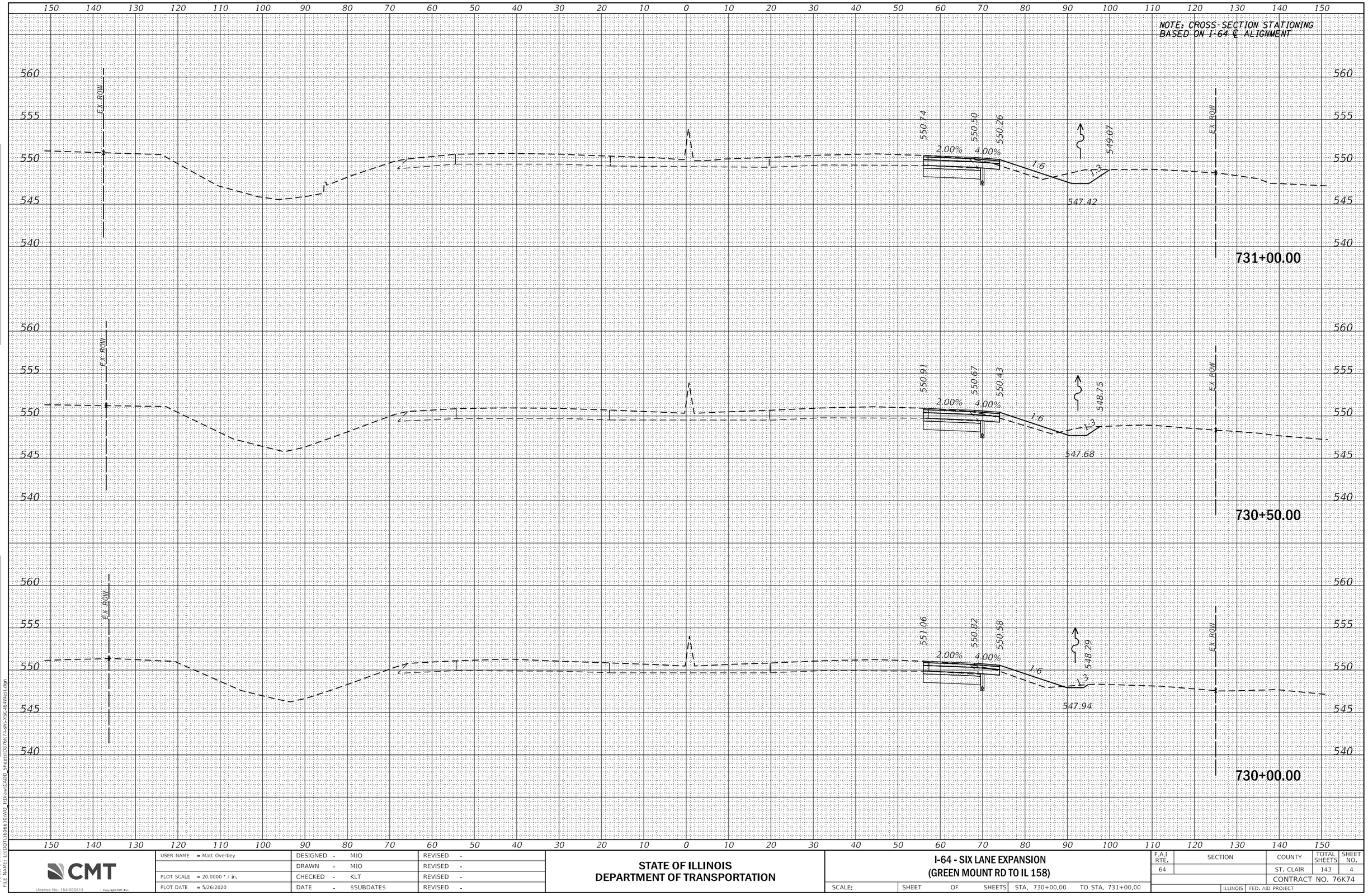
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 728+50.00 | TO STA. 729+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	3
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	AREAS		
	AREAS CHECKED		

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

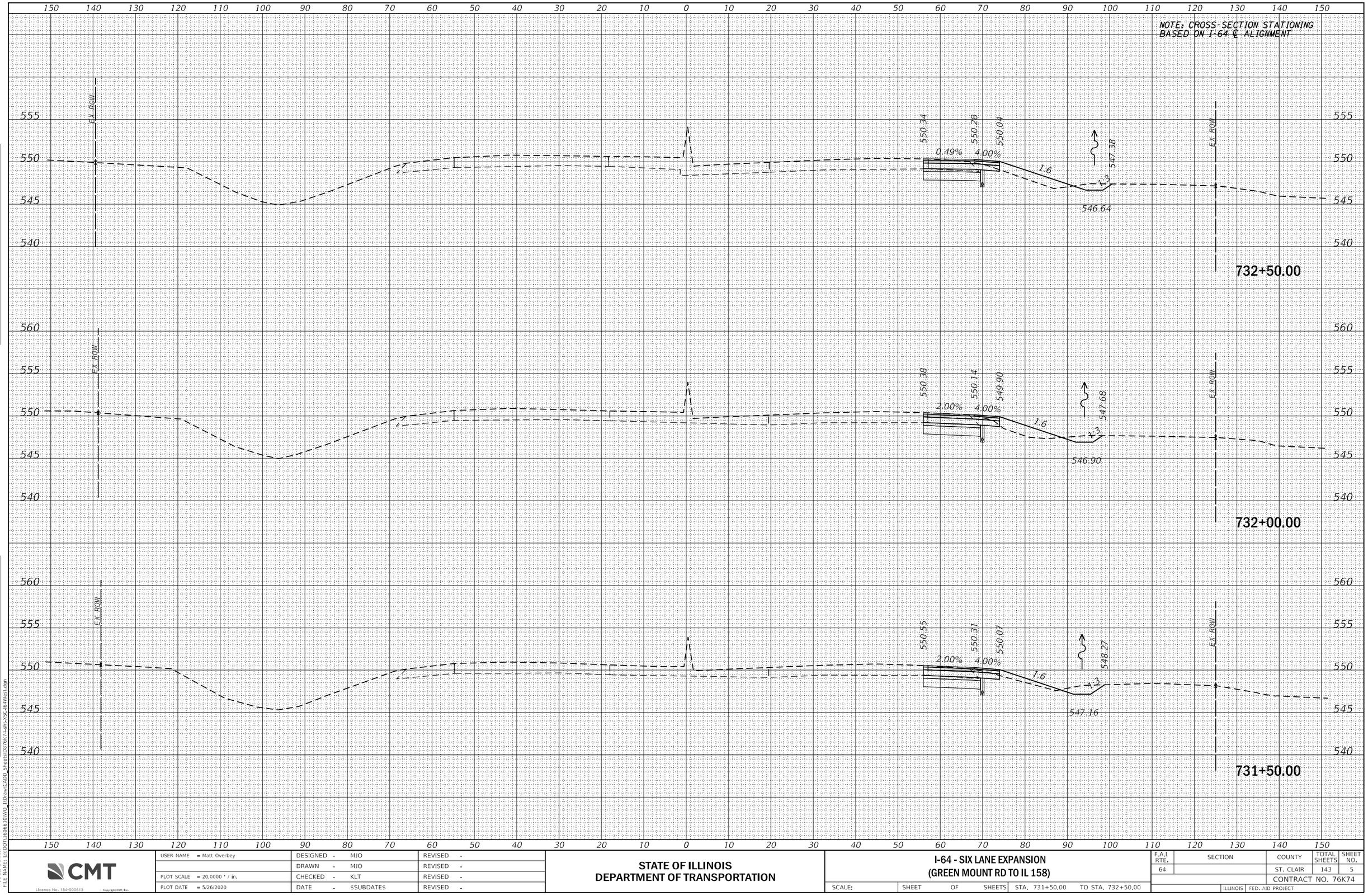
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 730+00.00 | TO STA. 731+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	4
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

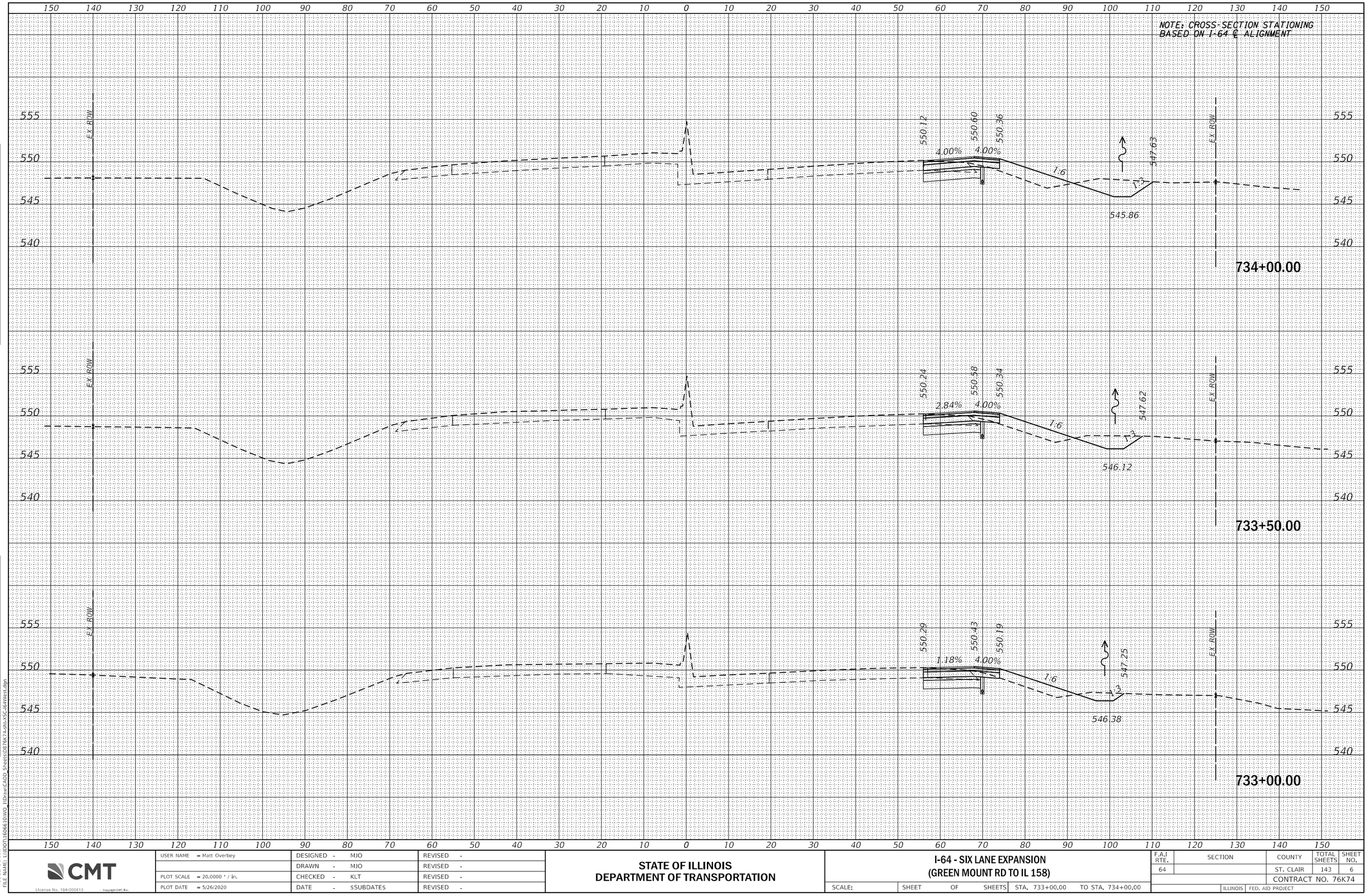
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 731+50.00 | TO STA. 732+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	5
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

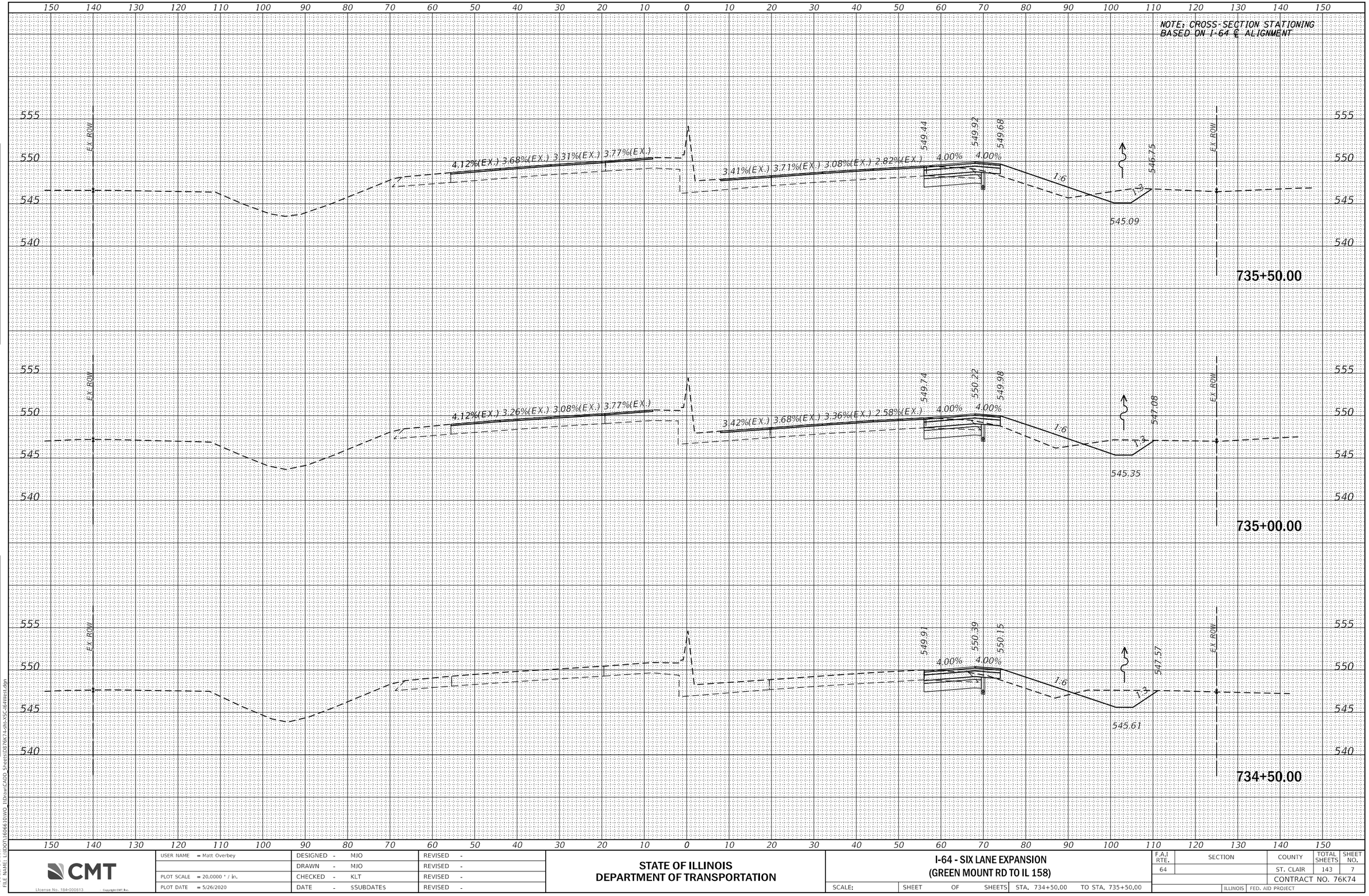
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 733+00.00 | TO STA. 734+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	6
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 734+50.00 | TO STA. 735+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	7
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT

737+00.00

EX. ROW

3.12%(EX.) 3.31%(EX.) 3.34%(EX.) 3.73%(EX.)

3.38%(EX.) 3.63%(EX.) 3.23%(EX.) 2.42%(EX.)

548.58 549.06 548.82 546.91

4.00% 4.00%

1:6 1:3

544.31

736+50.00

3.59%(EX.) 3.33%(EX.) 3.01%(EX.) 3.81%(EX.)

3.19%(EX.) 3.67%(EX.) 3.23%(EX.) 2.80%(EX.)

548.88 549.36 549.12 546.27

4.00% 4.00%

1:6 1:3

544.57

736+00.00

4.27%(EX.) 3.28%(EX.) 3.15%(EX.) 3.72%(EX.)

3.14%(EX.) 3.68%(EX.) 3.05%(EX.) 3.17%(EX.)

549.19 549.67 549.43 546.42

4.00% 4.00%

1:6 1:3

544.83

555 550 545 540 535

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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PLOT DATE = 5/26/2020

DESIGNED - MJO
DRAWN - MJO
CHECKED - KLT
DATE - SSUBDATES

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REVISED -
REVISED -
REVISED -

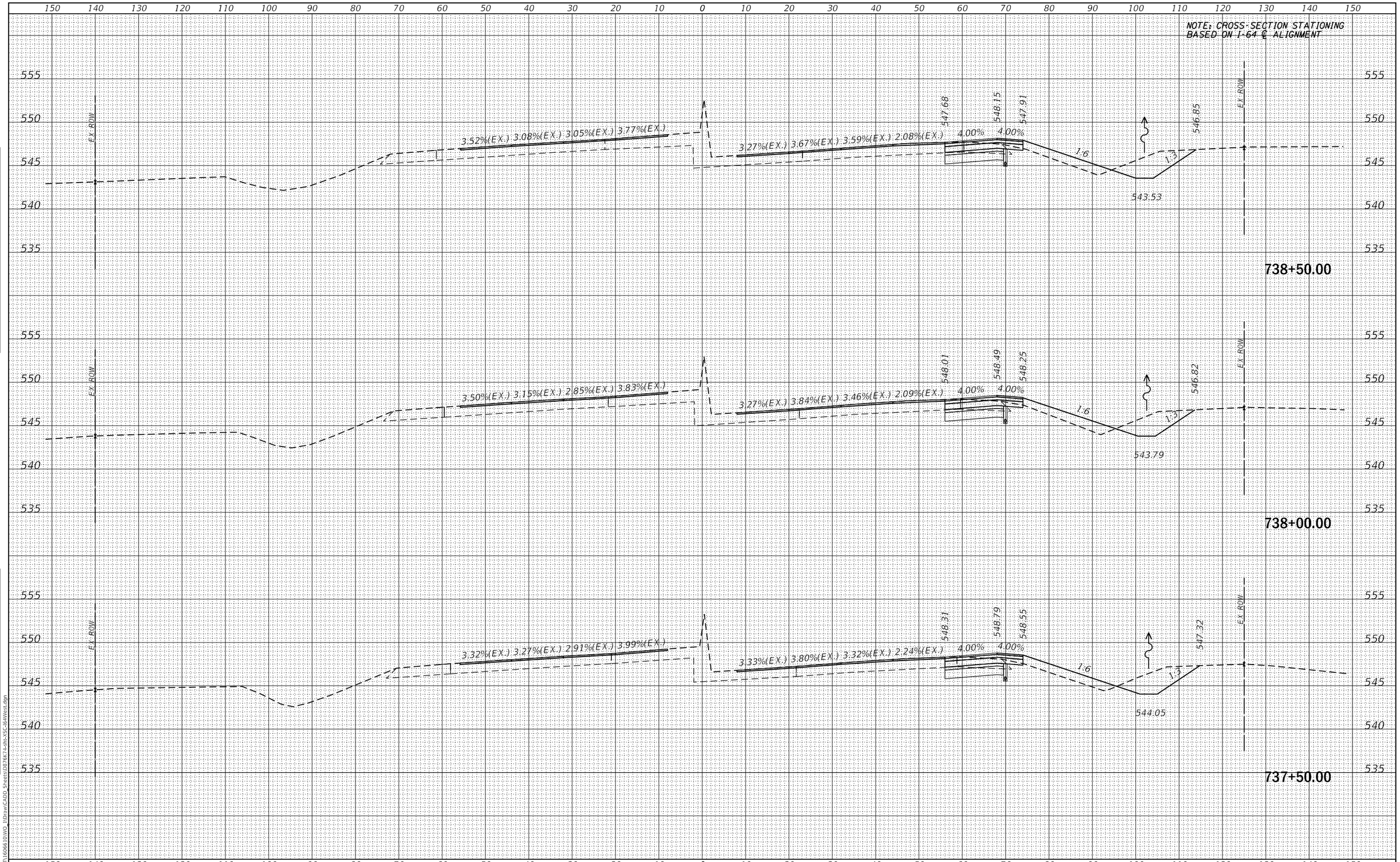
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: SHEET OF SHEETS STA. 736+00.00 TO STA. 737+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	8
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

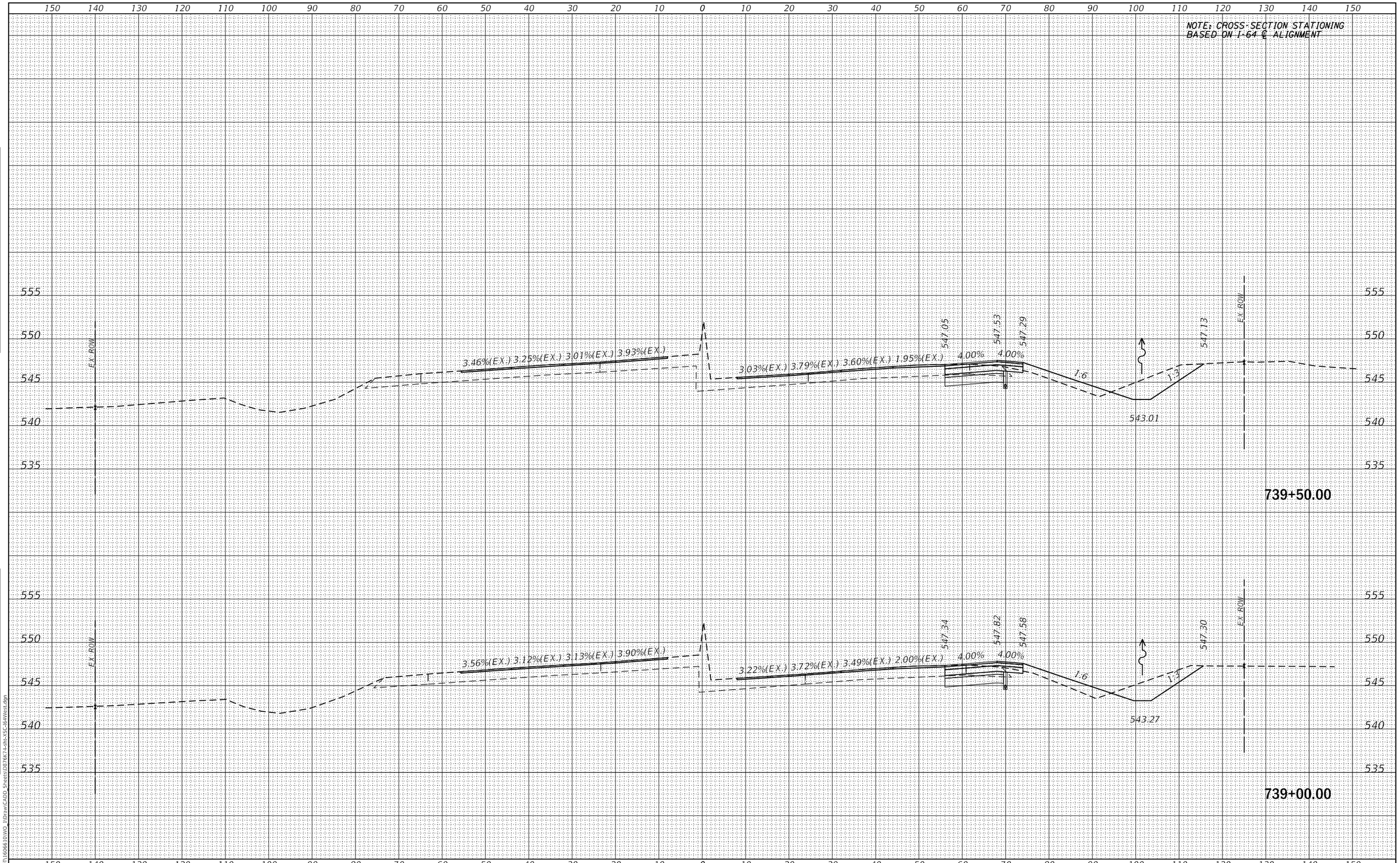
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 737+50.00 | TO STA. 738+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	9
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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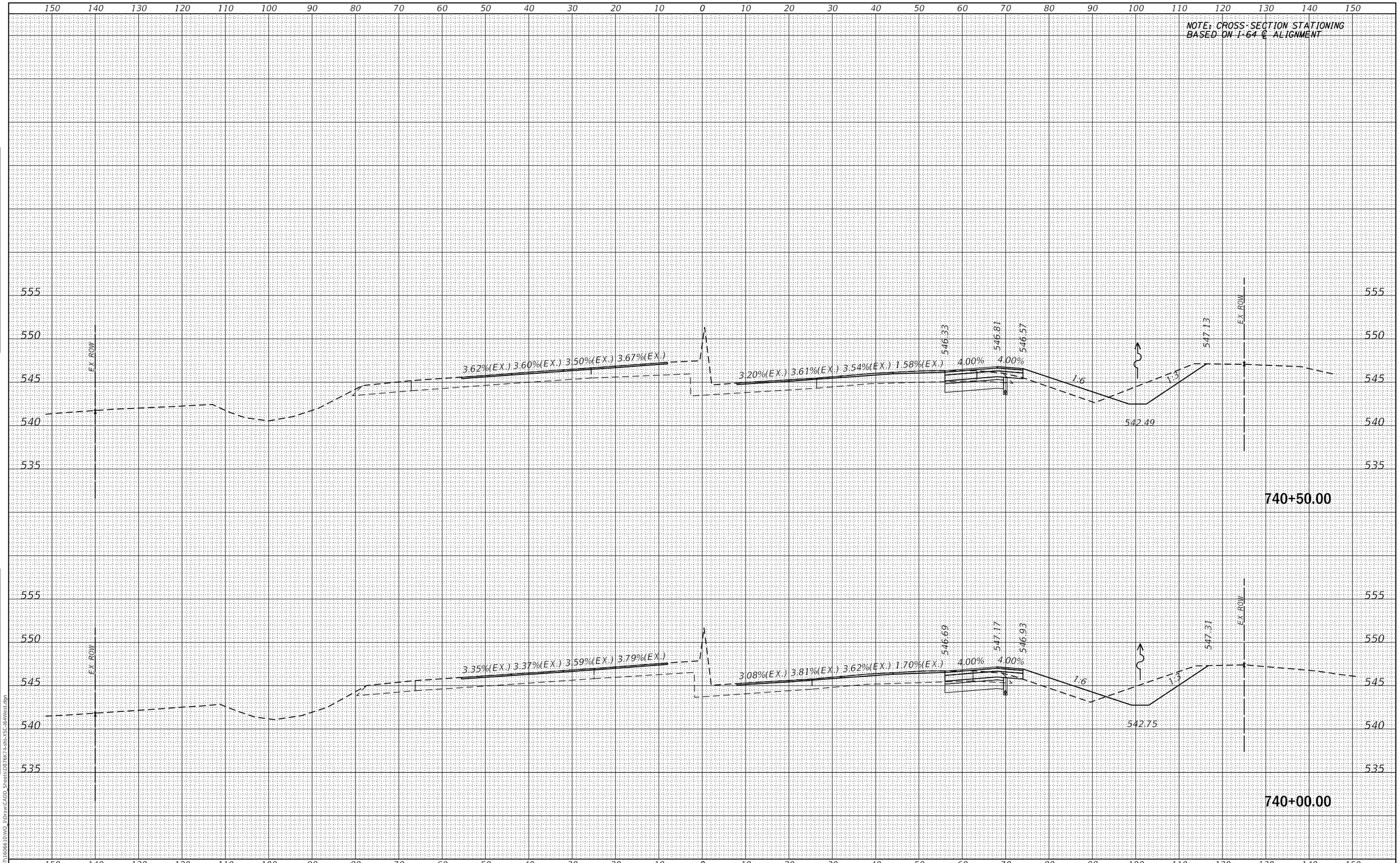
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 739+00.00 | TO STA. 739+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	10
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 740+00.00 | TO STA. 740+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	11
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

555
550
545
540
535

EX. ROW

3.37%(EX.) 3.25%(EX.) 3.13%(EX.) 4.17%(EX.)

2.62%(EX.) 3.40%(EX.) 3.57%(EX.) 2.21%(EX.)

545.75 546.23 545.99 4.00% 4.00% 1.6 541.98 546.22 EX. ROW

741+50.00

3.56%(EX.) 3.38%(EX.) 3.05%(EX.) 3.89%(EX.)

2.95%(EX.) 3.29%(EX.) 3.49%(EX.) 1.78%(EX.)

546.03 546.51 546.27 4.00% 4.00% 1.6 542.23 546.69 EX. ROW

741+00.00

FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
BY		
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ORIGINAL SURVEY	NOTE BOOK	NO.
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 741+00.00 | TO STA. 741+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	12
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT

743+00.00

EX. ROW

3.22%(EX.) 3.20%(EX.) 2.80%(EX.) 3.63%(EX.)

3.20%(EX.) 3.34%(EX.) 3.63%(EX.) 3.50%(EX.)

545.00 545.48 545.74 544.25

4.00% 4.00% 1.6

EX. ROW

742+50.00

EX. ROW

3.19%(EX.) 3.34%(EX.) 2.88%(EX.) 3.80%(EX.)

2.66%(EX.) 3.18%(EX.) 3.68%(EX.) 3.33%(EX.)

545.27 545.75 545.51 544.56

4.00% 4.00% 1.6 1.3

541.46

EX. ROW

742+00.00

EX. ROW

3.18%(EX.) 3.16%(EX.) 3.02%(EX.) 3.86%(EX.)

2.88%(EX.) 3.23%(EX.) 3.69%(EX.) 2.67%(EX.)

545.49 545.97 545.73 545.31

4.00% 4.00% 1.6 1.3

541.72

EX. ROW

555 550 545 540 535

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
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ORIGINAL SURVEY
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

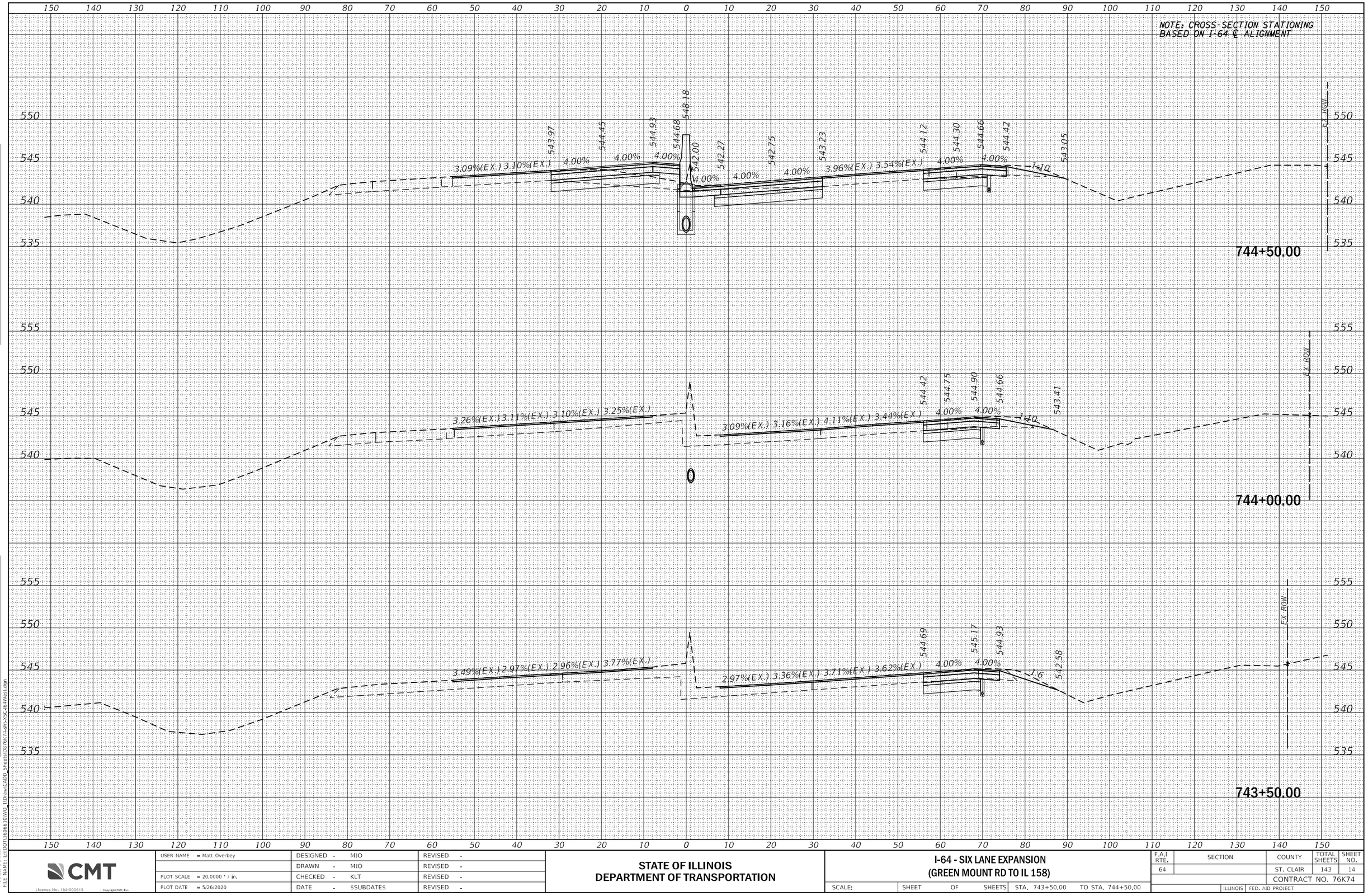
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 742+00.00 | TO STA. 743+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	13
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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NOTE BOOK	TEMPLATE		
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NO.	AREAS CHECKED		

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

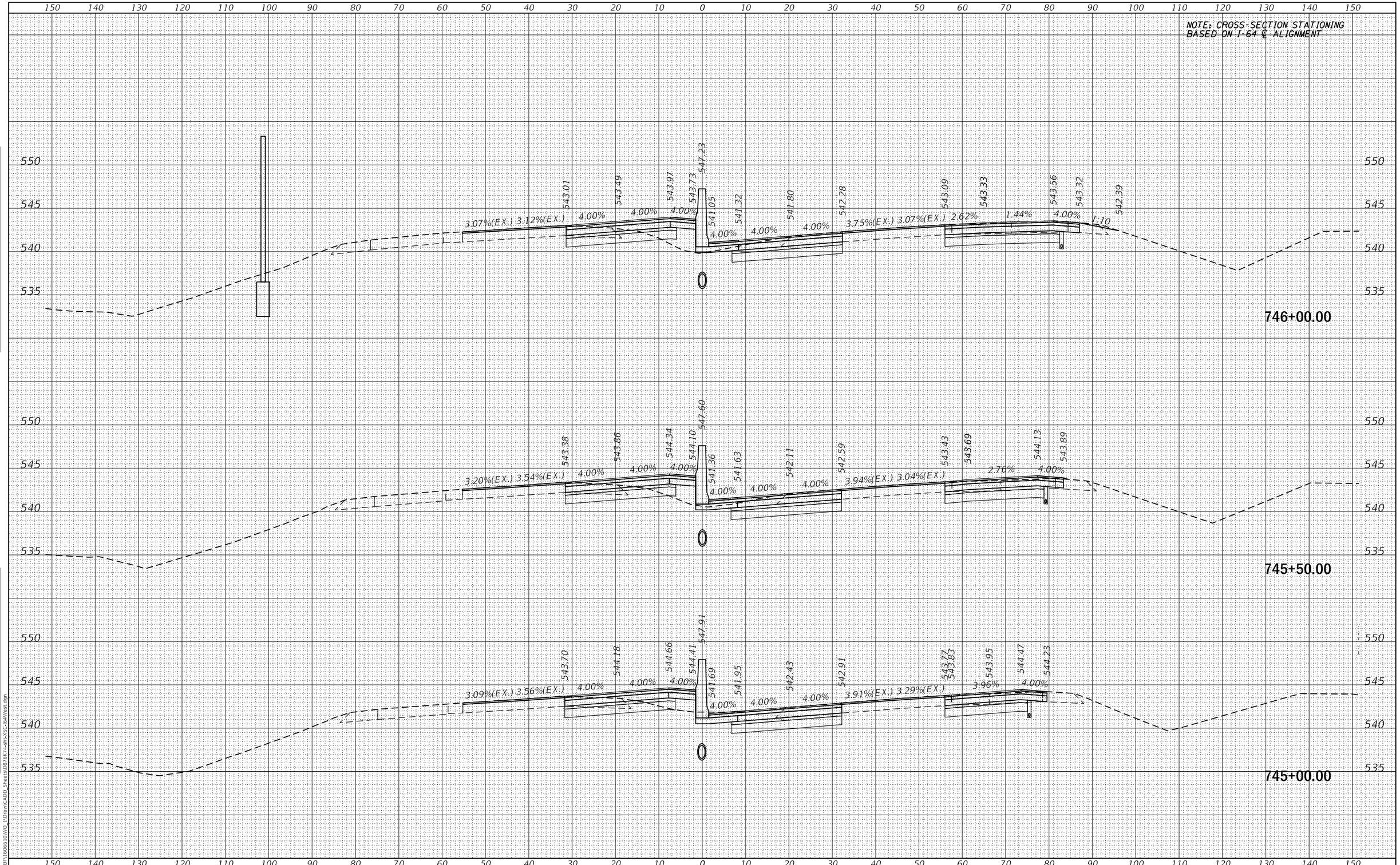
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 743+50.00 | TO STA. 744+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	14
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

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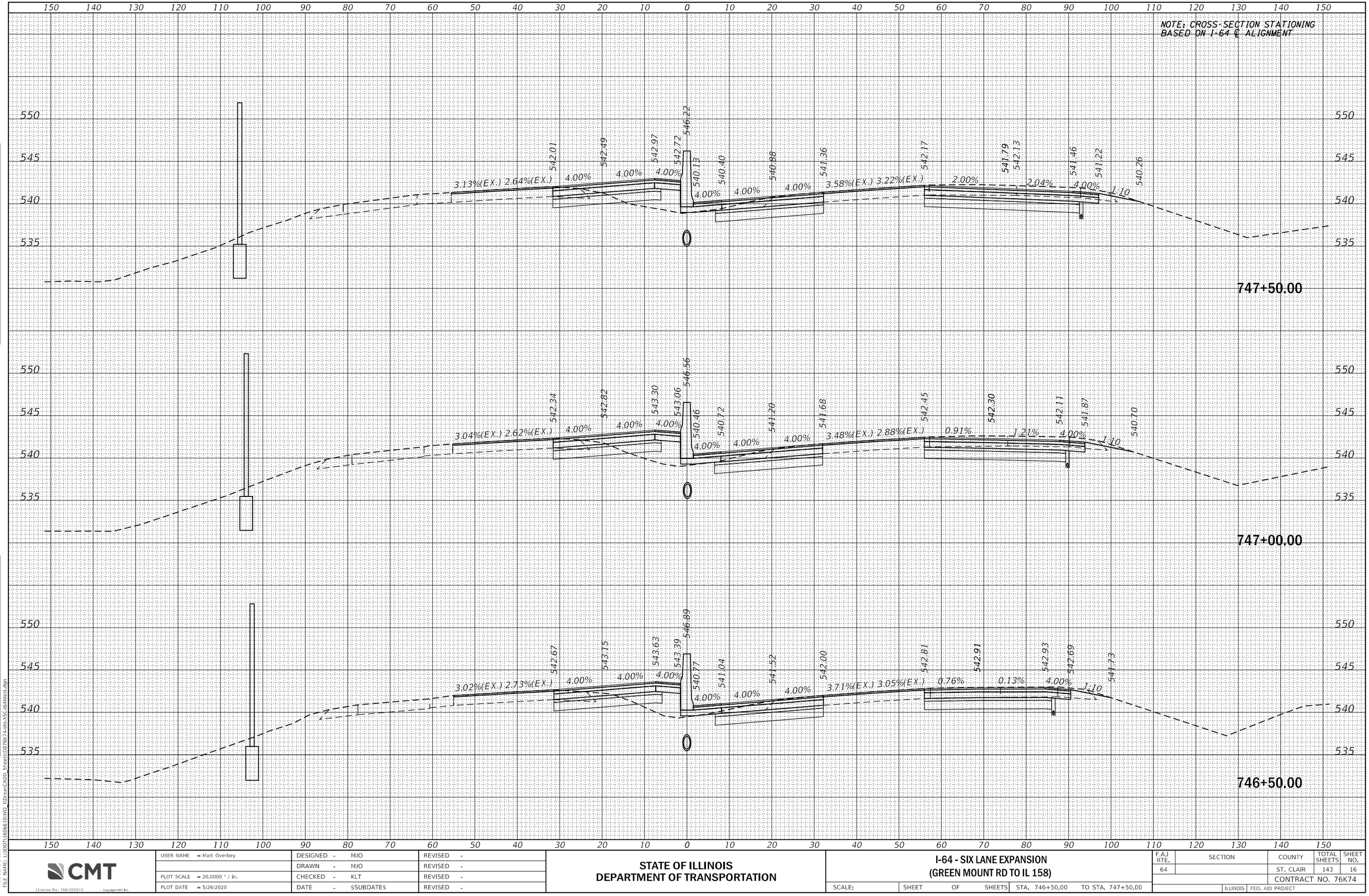
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 745+00.00 | TO STA. 746+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	15
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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FINAL SURVEY		BY	DATE
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

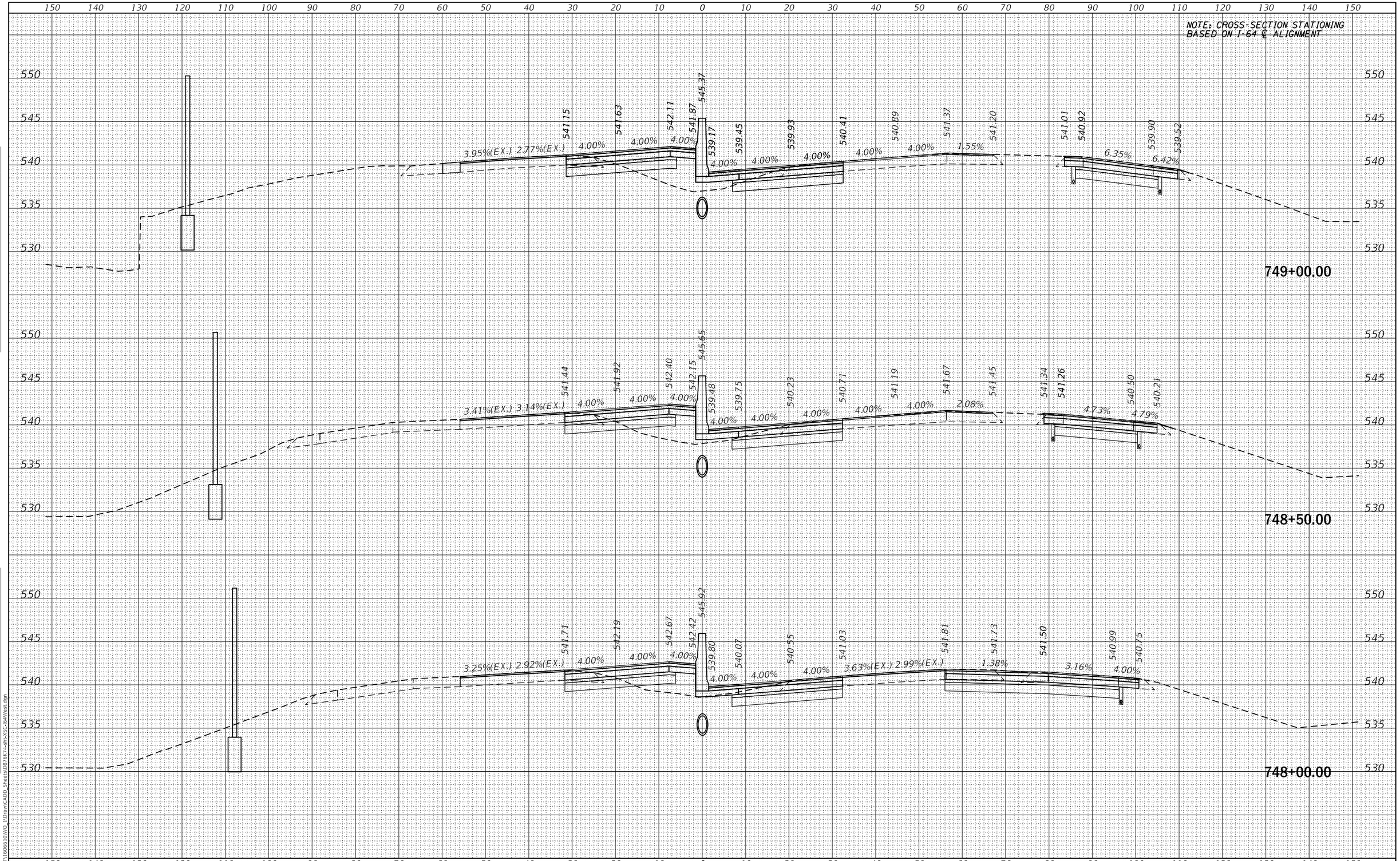
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 746+50.00 | TO STA. 747+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	16
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	NOTE BOOK	NO.
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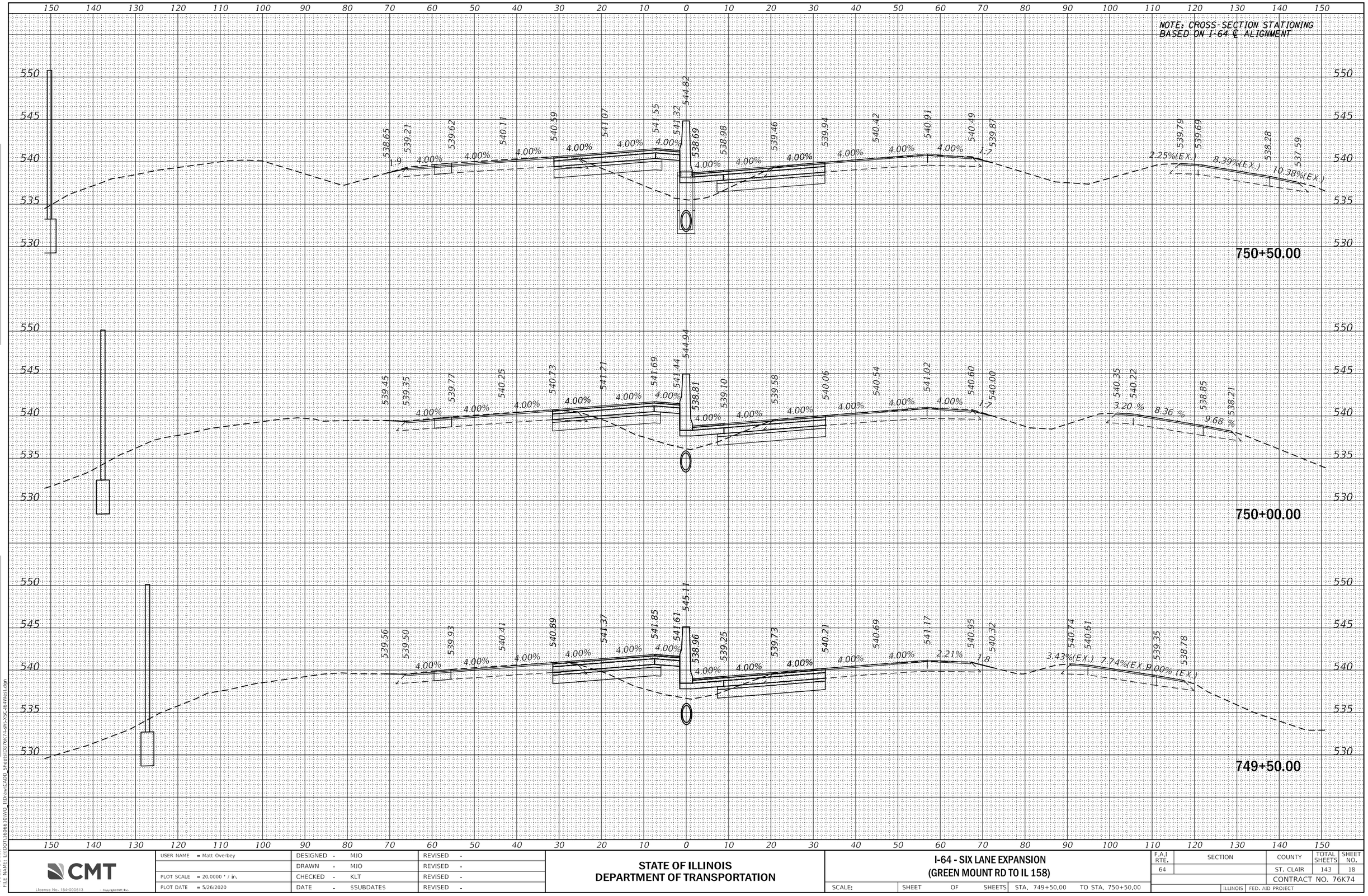
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 748+00.00 | TO STA. 749+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	17
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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AREAS CHECKED		

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

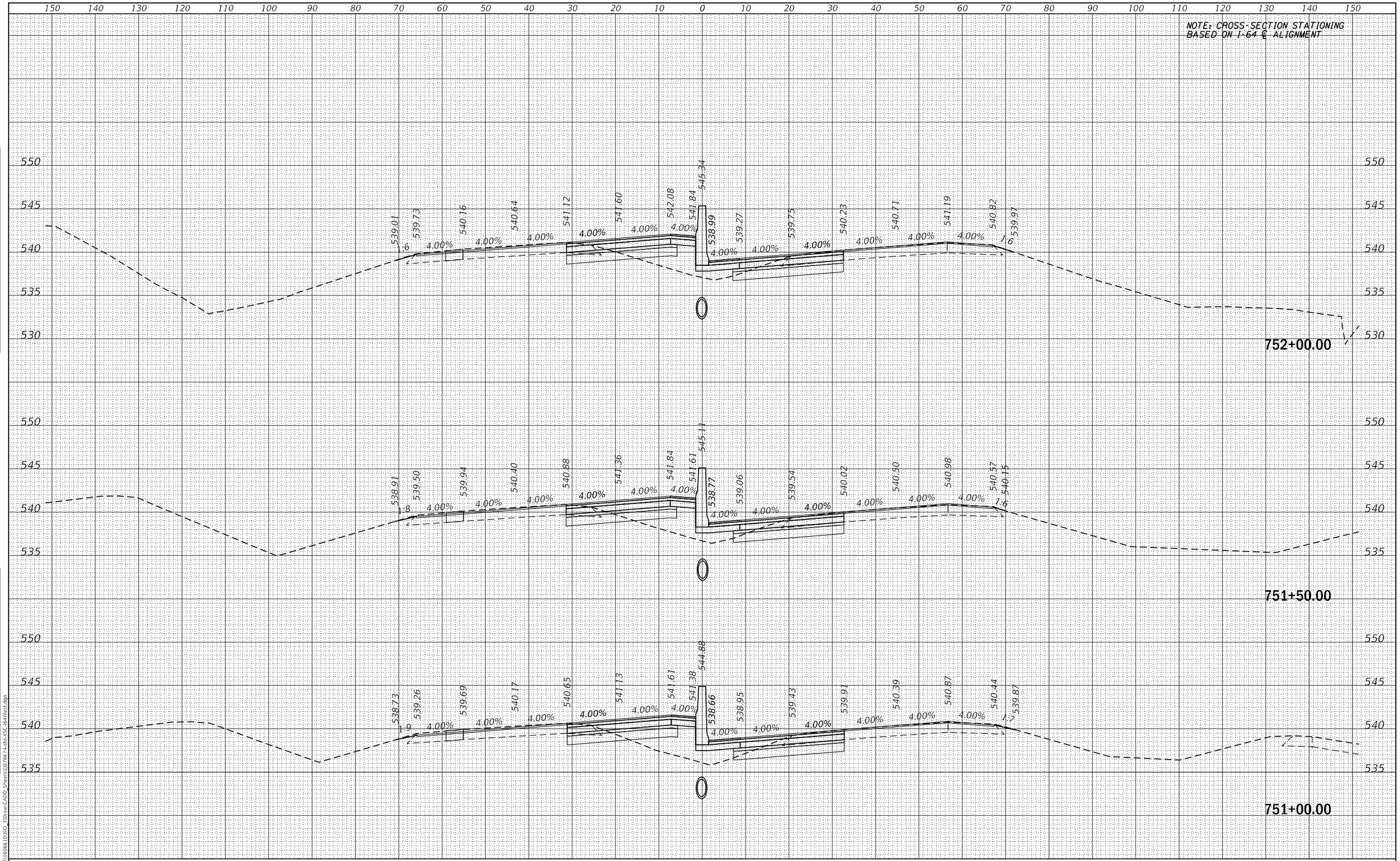
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 749+50.00 | TO STA. 750+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	18
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	SCALE: SHEET OF SHEETS STA. 751+00.00 TO STA. 752+00.00
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	19
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

ORIGINAL SURVEY	NOTE BOOK	NO.
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FINAL SURVEY	NOTE BOOK	NO.
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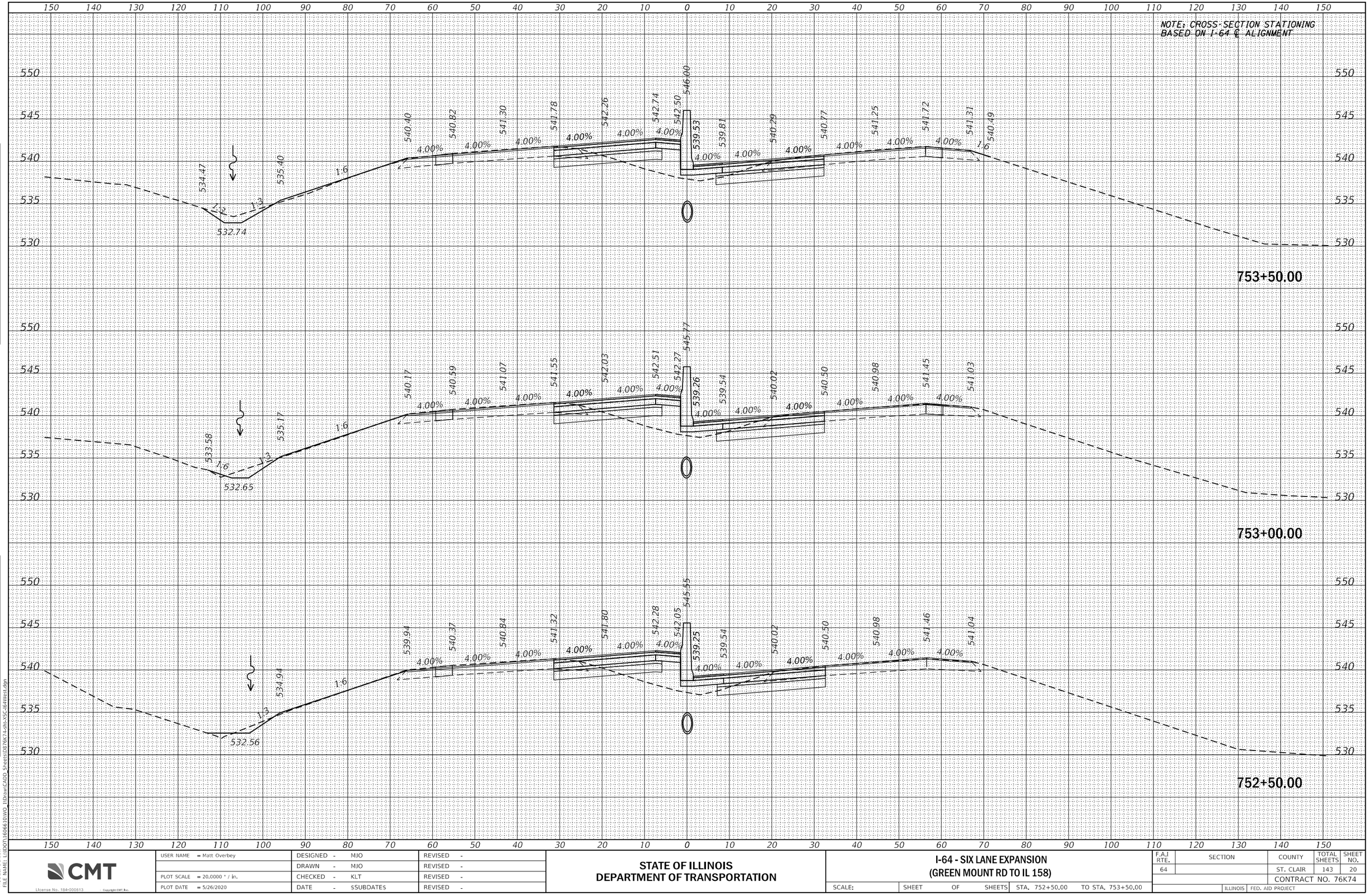

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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	20
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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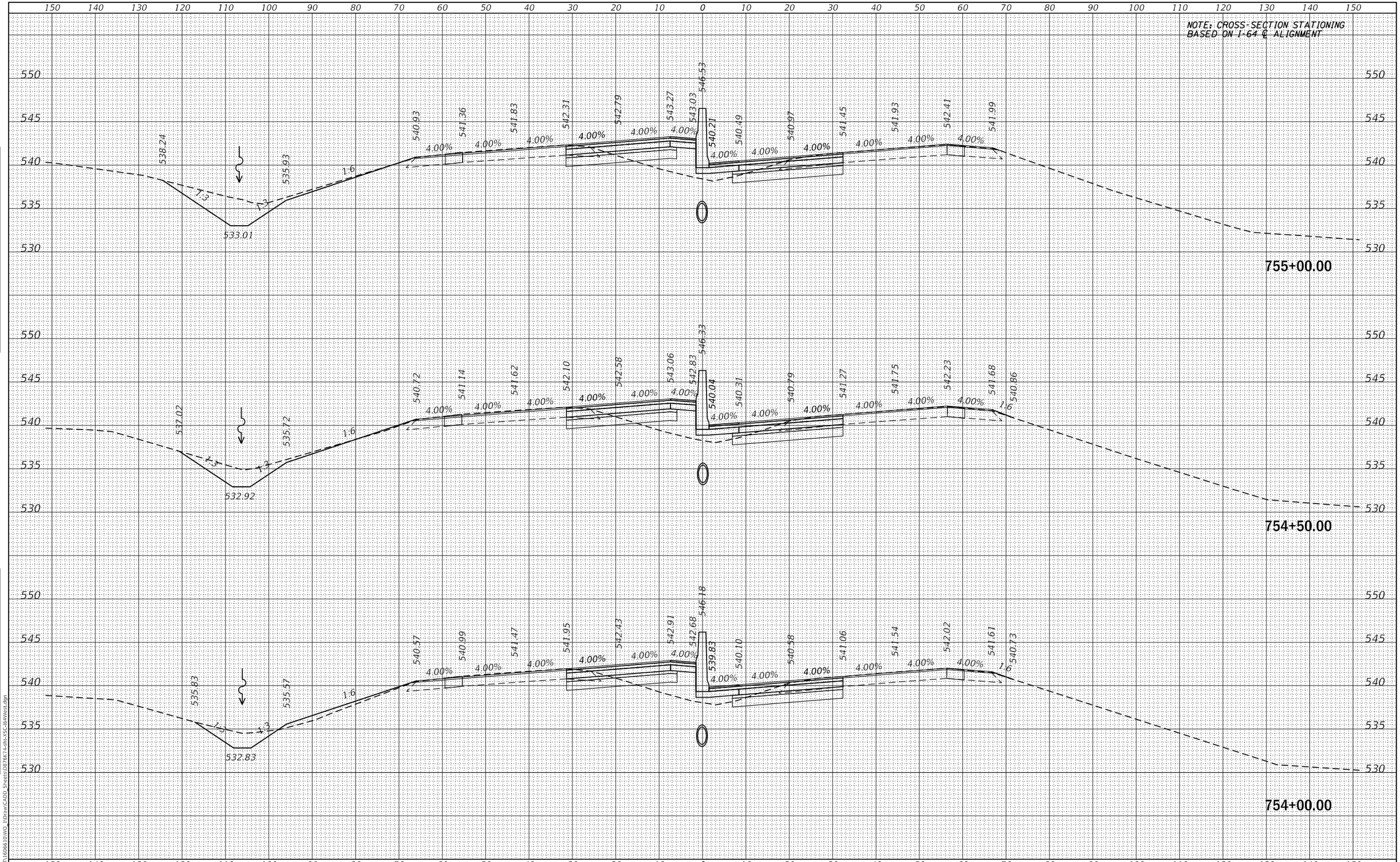

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		DRAWN - MJO	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		SCALE: SHEET OF SHEETS STA. 754+00.00 TO STA. 755+00.00
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	21
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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NOTE: CROSS-SECTION STATIONING
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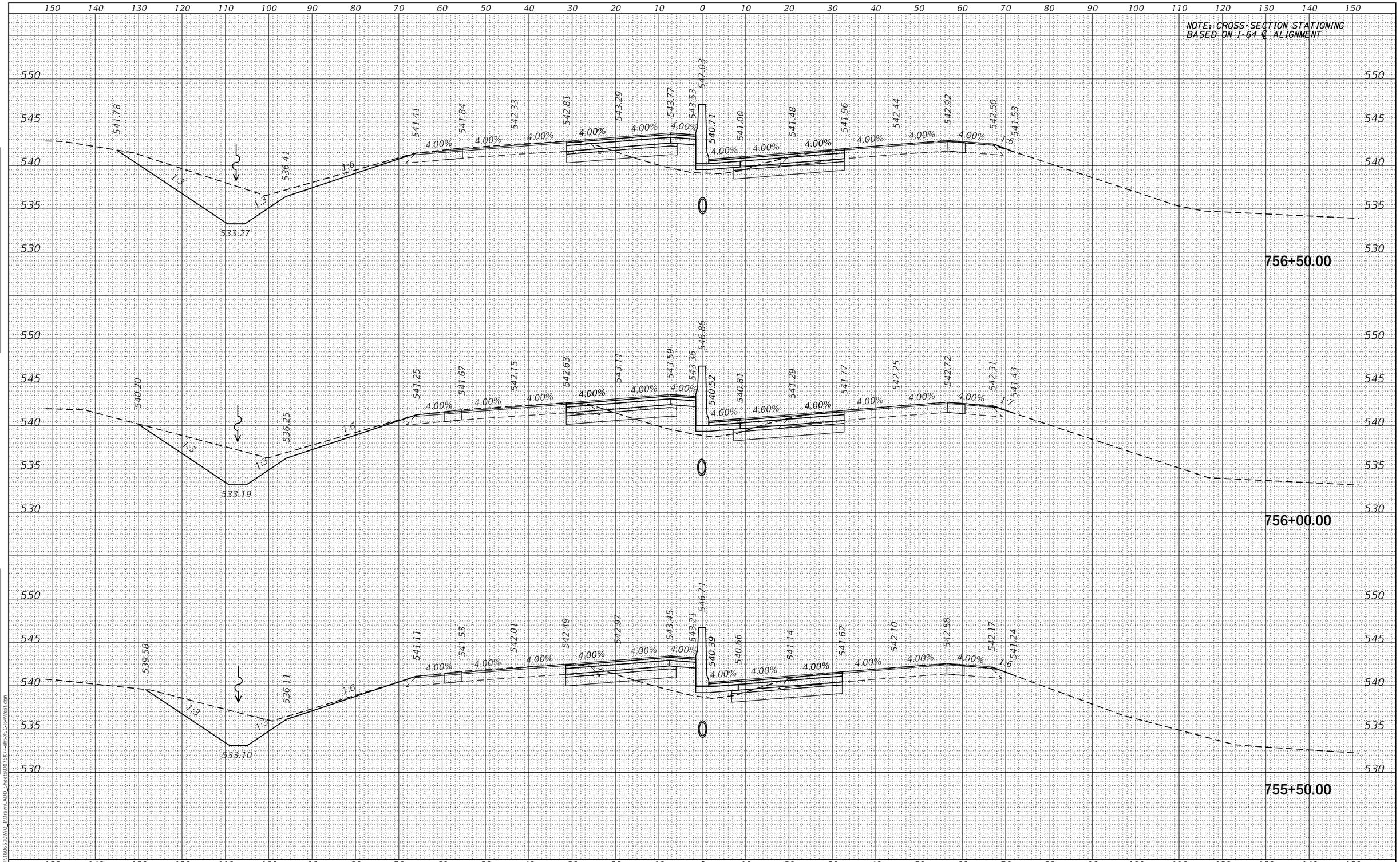


CMT License No.: 184-000613 Copyright CMT, Inc.	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)
		DRAWN - MJO	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		
	PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -		SCALE: SHEET OF SHEETS STA. 755+50.00 TO STA. 756+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	22
		CONTRACT NO. 76K74		
		ILLINOIS FED. AID PROJECT		

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

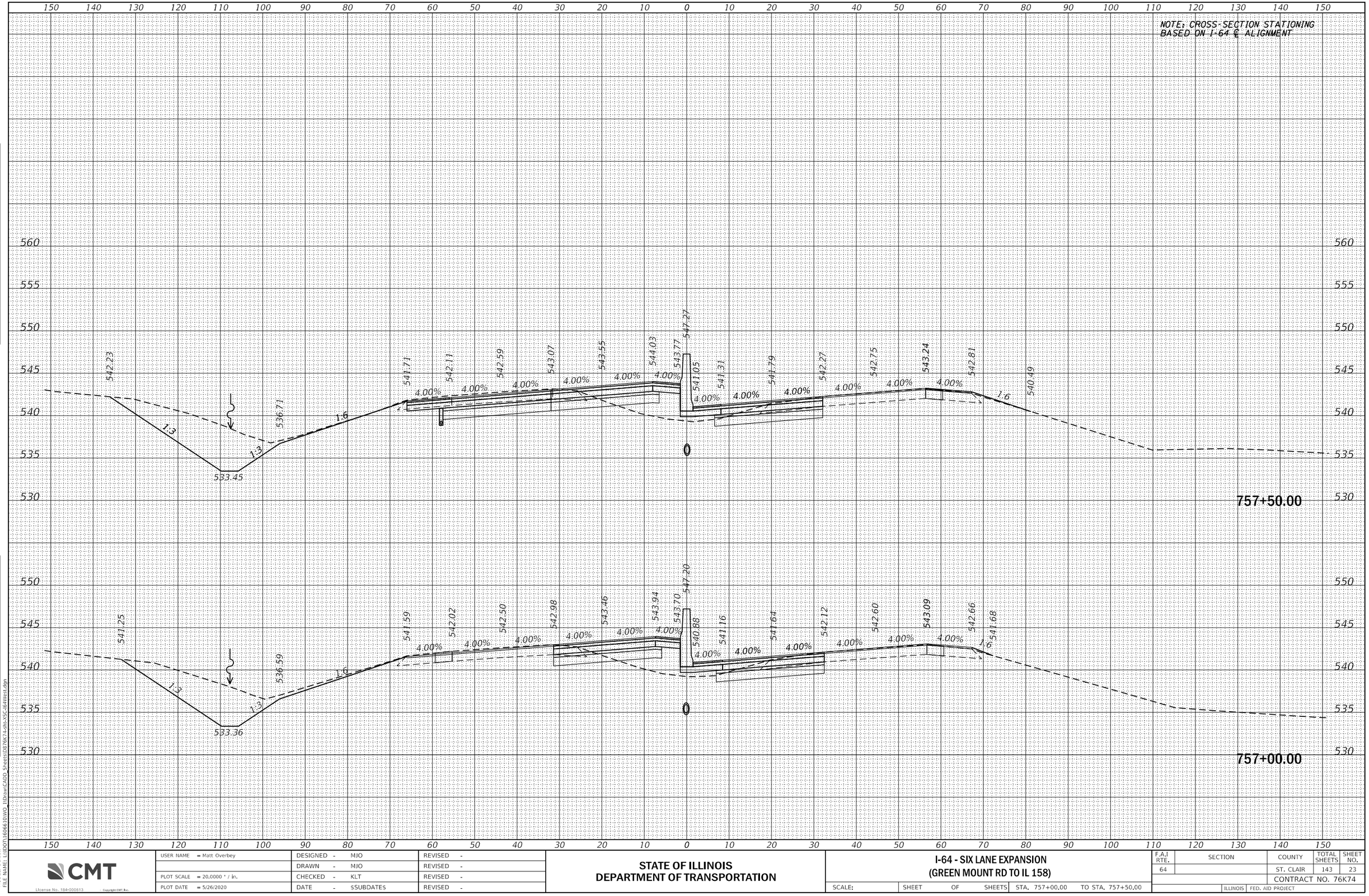
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

MODEL: Default
FILE NAME: L:\DOT\1606610\WO_1\Draw\CADD Sheets\D276K74-Ilh-XSC-I64West.dgn

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

BY	DATE

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

BY	DATE

MODEL: Default
FILE NAME: I:\IDOT\1606610\WO_1\Draw\CADD Sheets\D76K74-sht-XSC-I64West.dgn

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

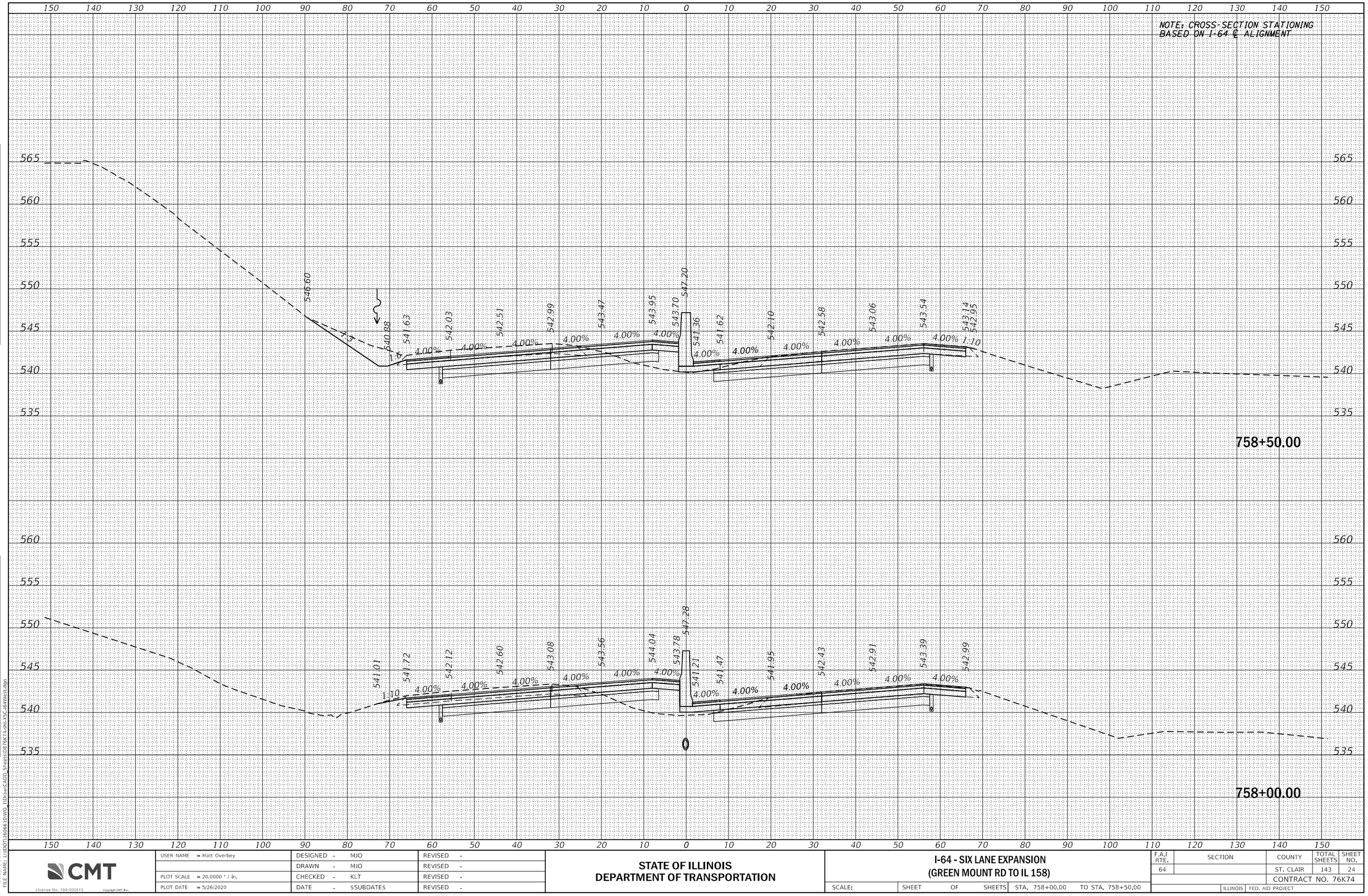
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 757+00.00 | TO STA. 757+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	23
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D76K74-chn-XSC-164West.dgn

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

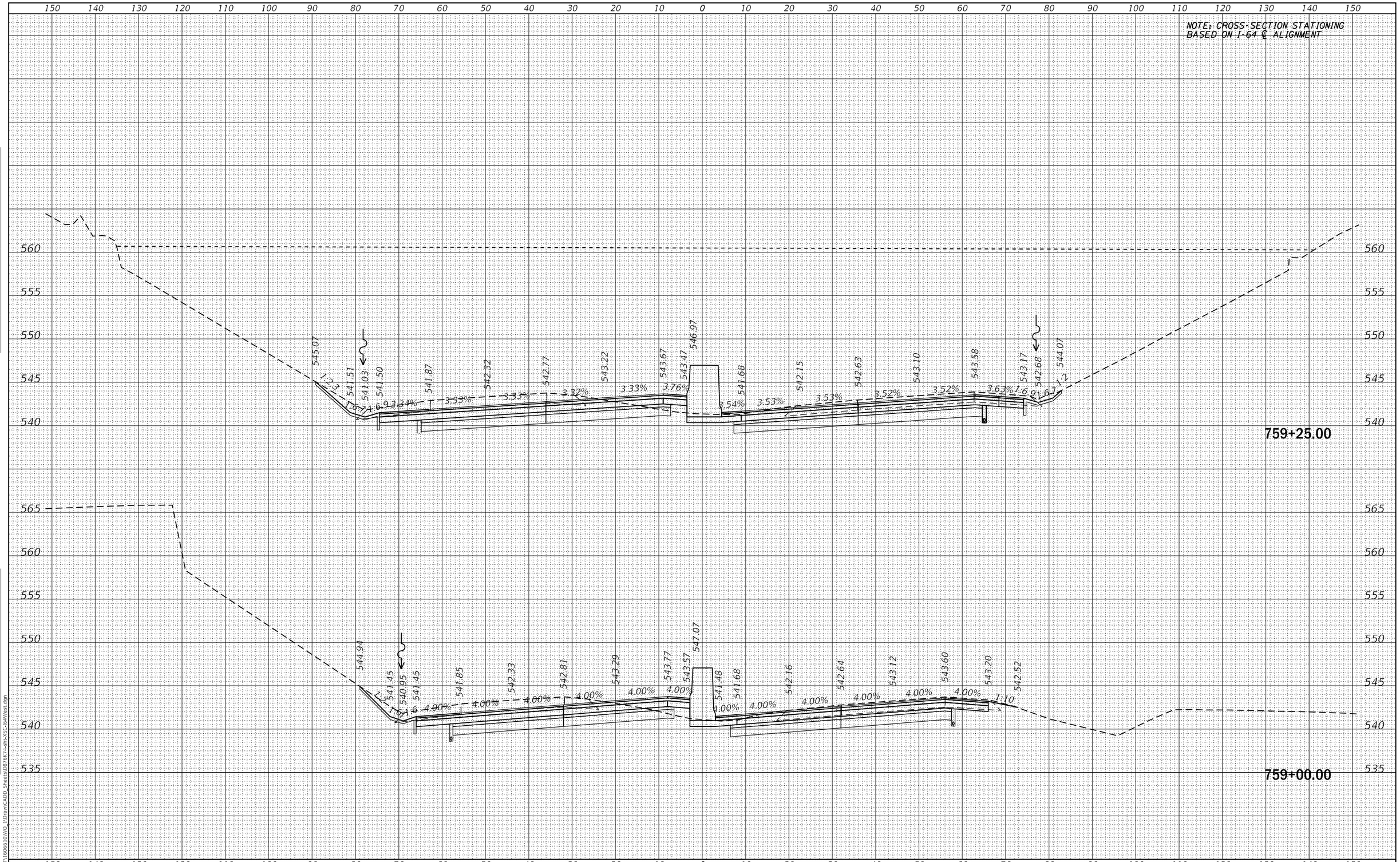
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 758+00.00 | TO STA. 758+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	24
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 759+00.00 | TO STA. 759+25.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	25
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D76K74-chn-XSC-I64West.dgn

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

759+99.00

759+50.00

FINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

ORIGINAL SURVEY	BY	DATE
NOTE BOOK		
NO.		

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_1\Draw\CADD Sheets\D376K74-Ilh-XSC-I64West.dgn

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

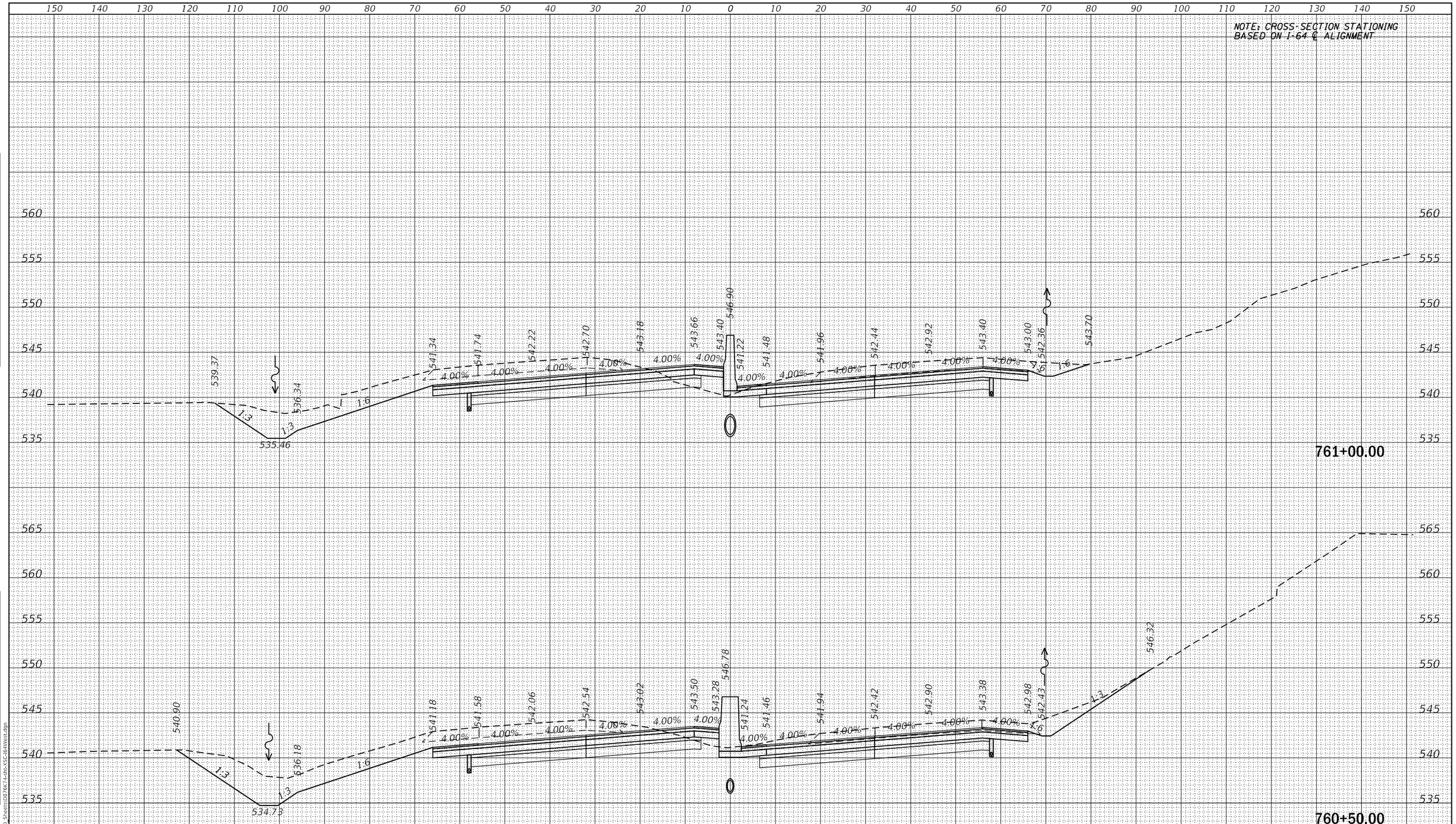
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 759+50.00 | TO STA. 759+99.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	26
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

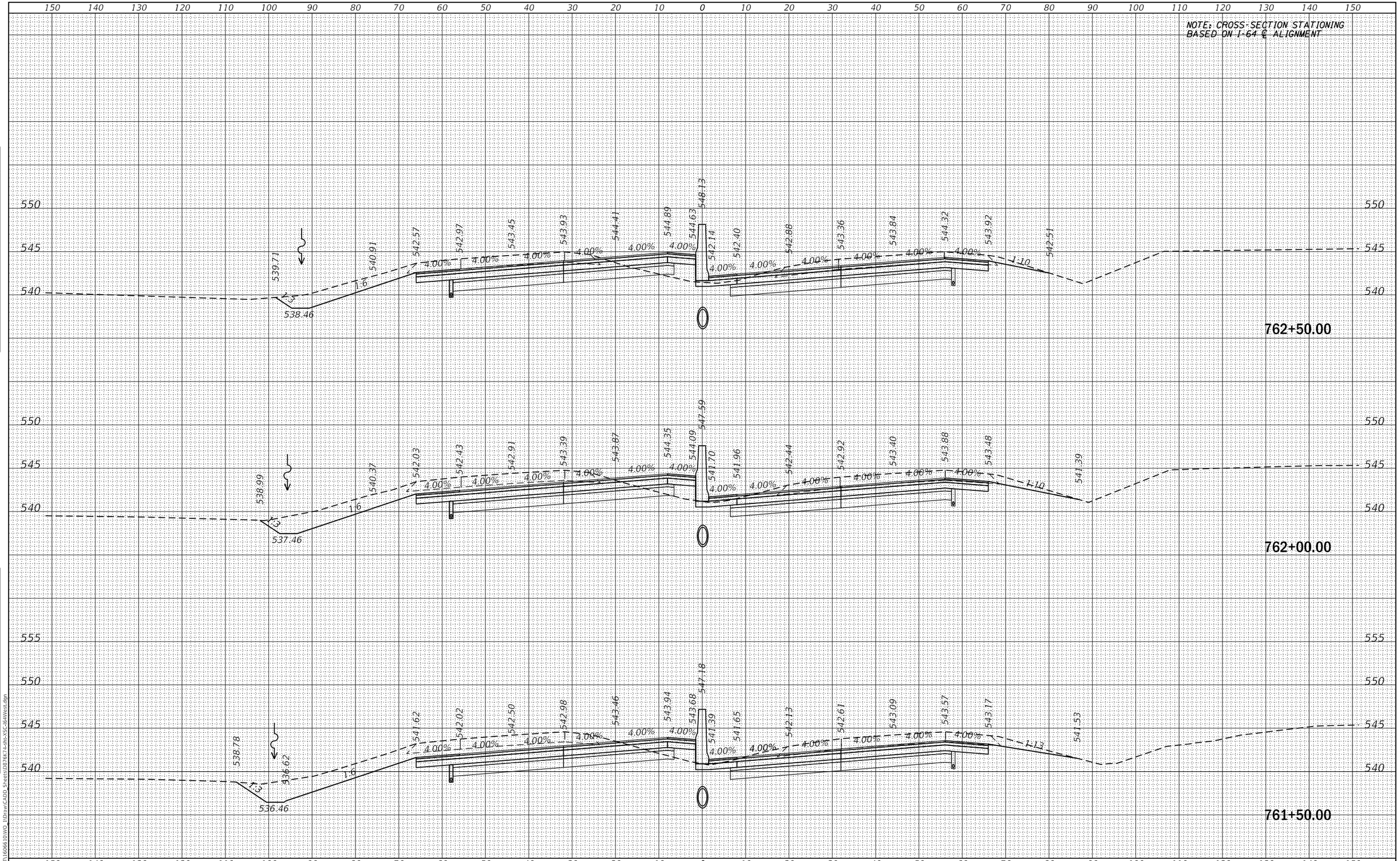
SCALE: | SHEET OF SHEETS | STA. 760+50.00 TO STA. 761+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	27
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chn-XSC-I64West.dgn

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 761+50.00 | TO STA. 762+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	28
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

764+50.00

763+50.00

763+00.00

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PLOT DATE = 5/26/2020	DATE - SUBDATES	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 763+00.00 TO STA. 764+50.00

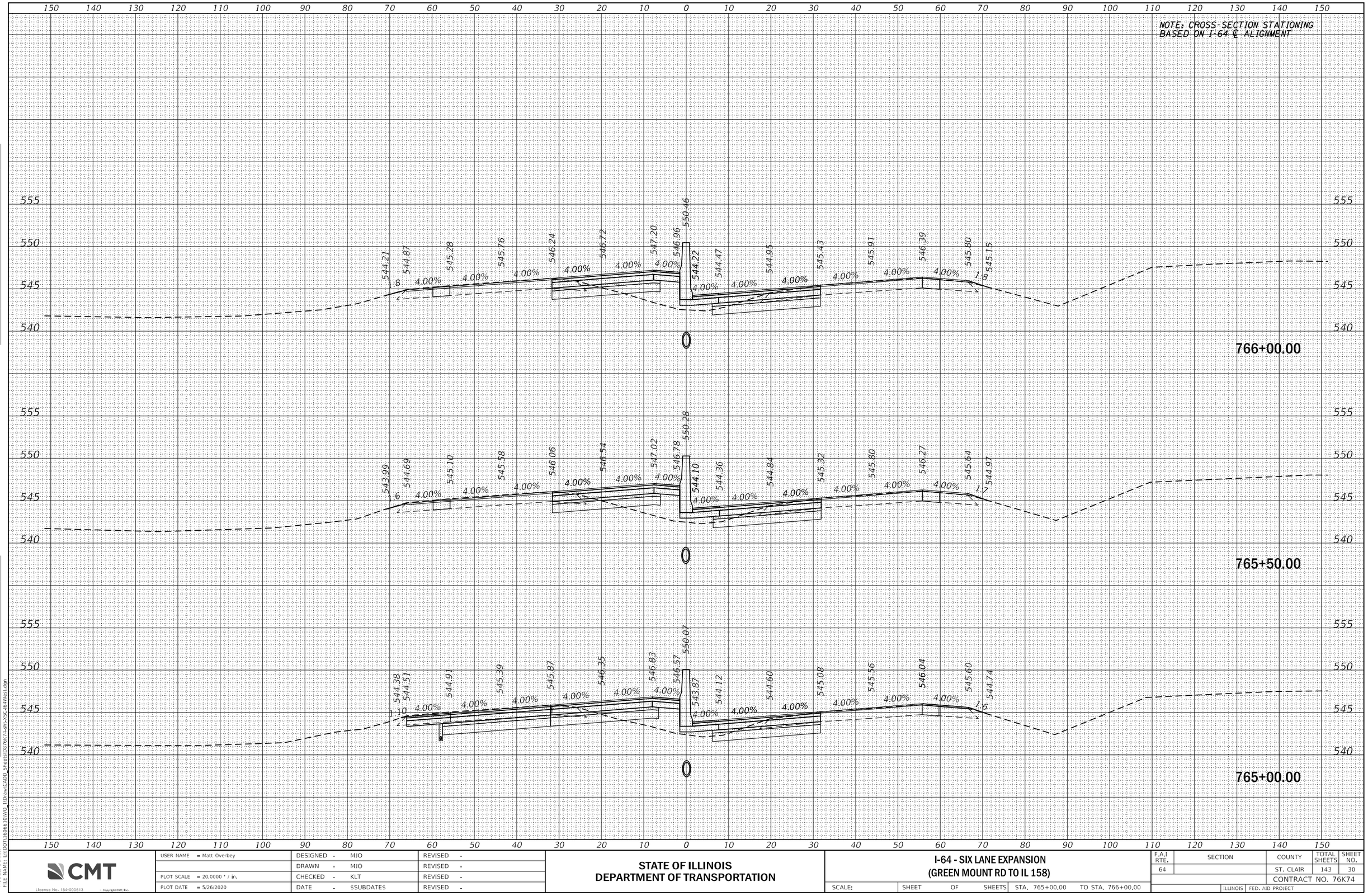
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	29
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: Default
FILE NAME: L:\IDOT\160661\0\WO_1\Draw\CADD_Sheets\D876K74-bhc-XSC-I64West.dgn

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



CMT	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)
License No.: 184-000613 Copyright CMT, Inc.		DRAWN - MJO	REVISED -		SCALE: SHEET OF SHEETS STA. 765+00.00 TO STA. 766+00.00
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	30
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: Default
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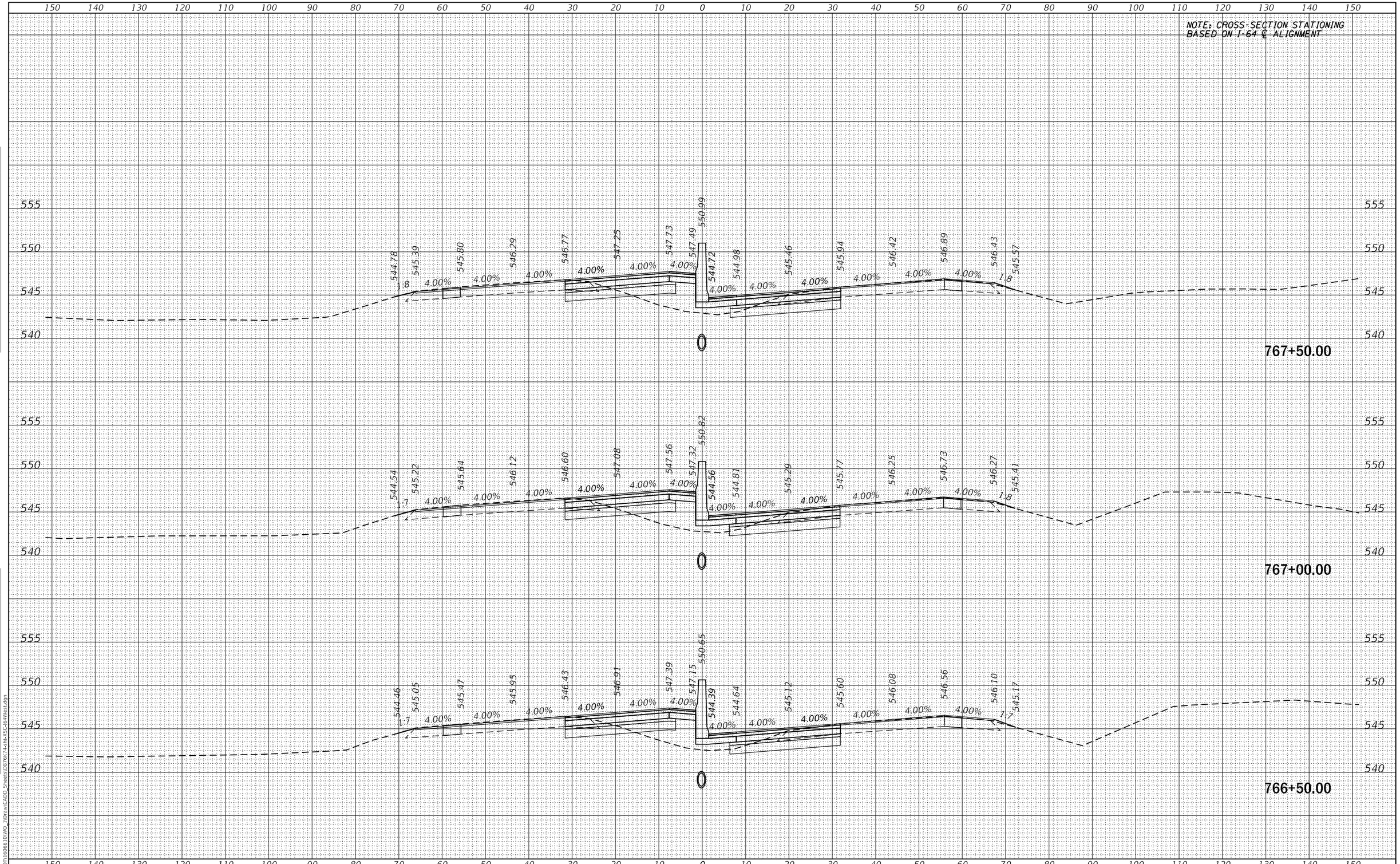
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

BY	DATE

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

BY	DATE

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_1\Draw\CADD Sheets\D376K74-slh-XSC-I64West.dgn

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

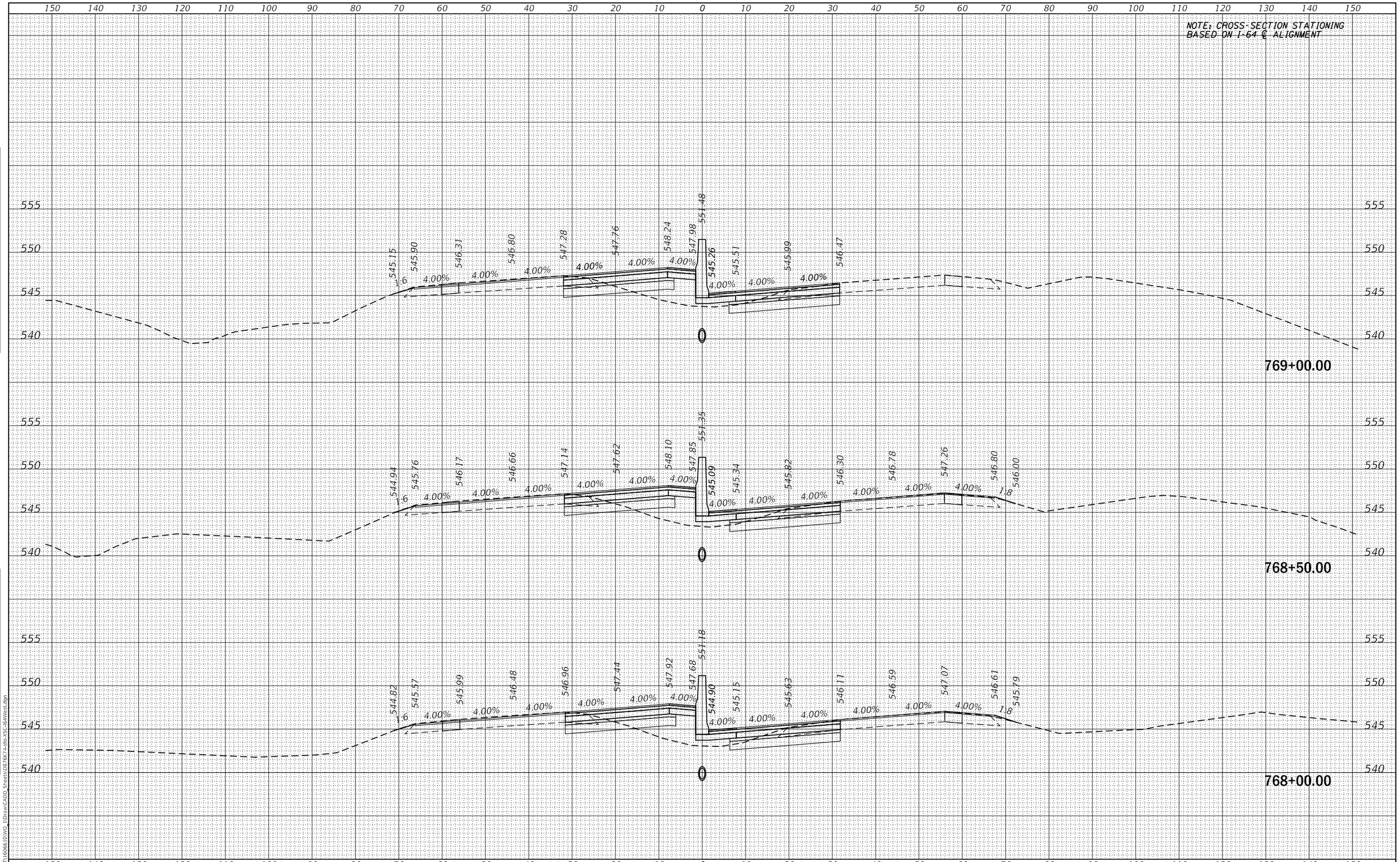
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 766+50.00 | TO STA. 767+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	31
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

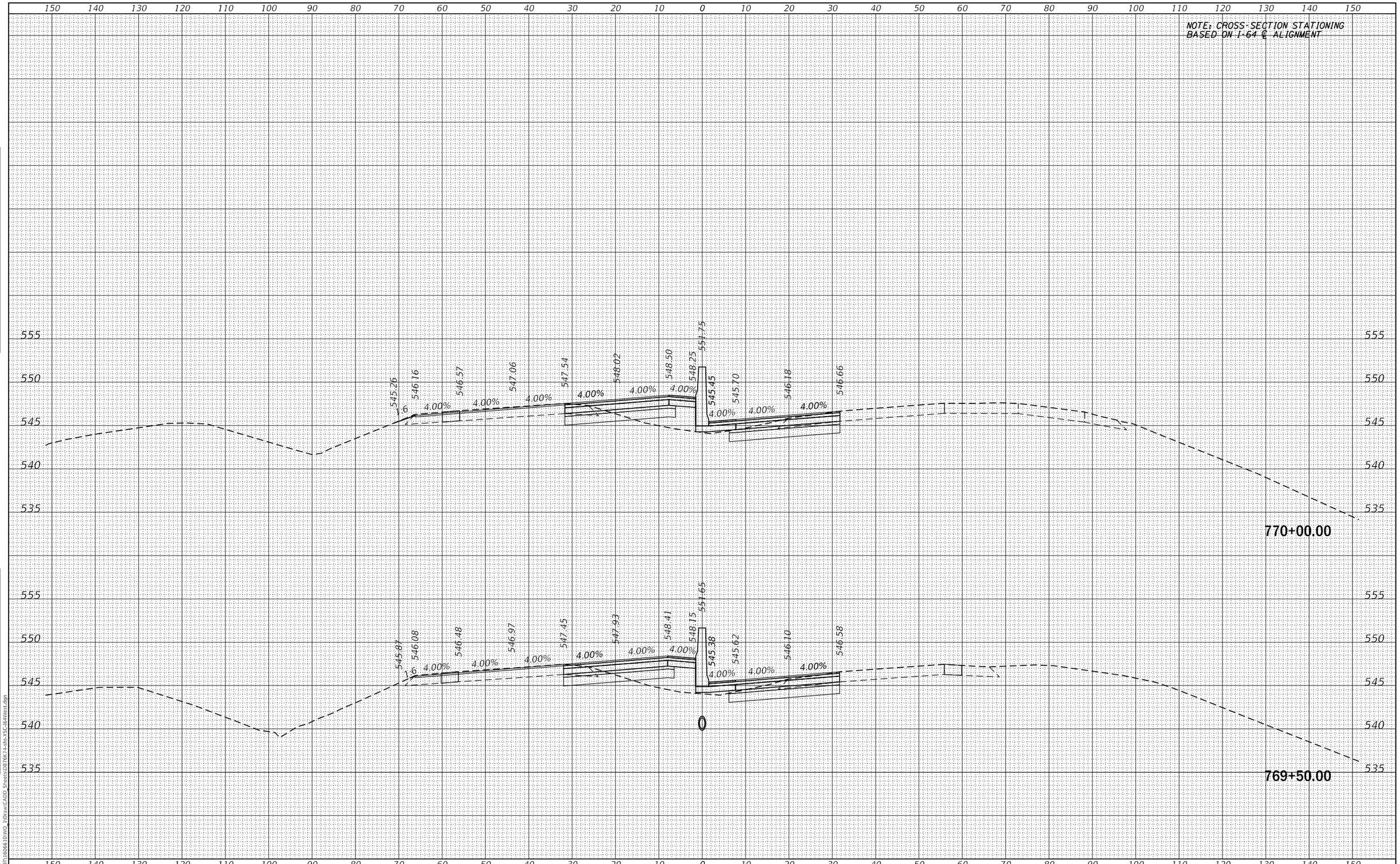
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 768+00.00 | TO STA. 769+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	32
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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		DRAWN - MJO	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		SCALE: SHEET OF SHEETS STA. 769+50.00 TO STA. 770+00.00
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	33
		CONTRACT NO. 76K74		
	ILLINOIS FED. AID PROJECT			

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

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

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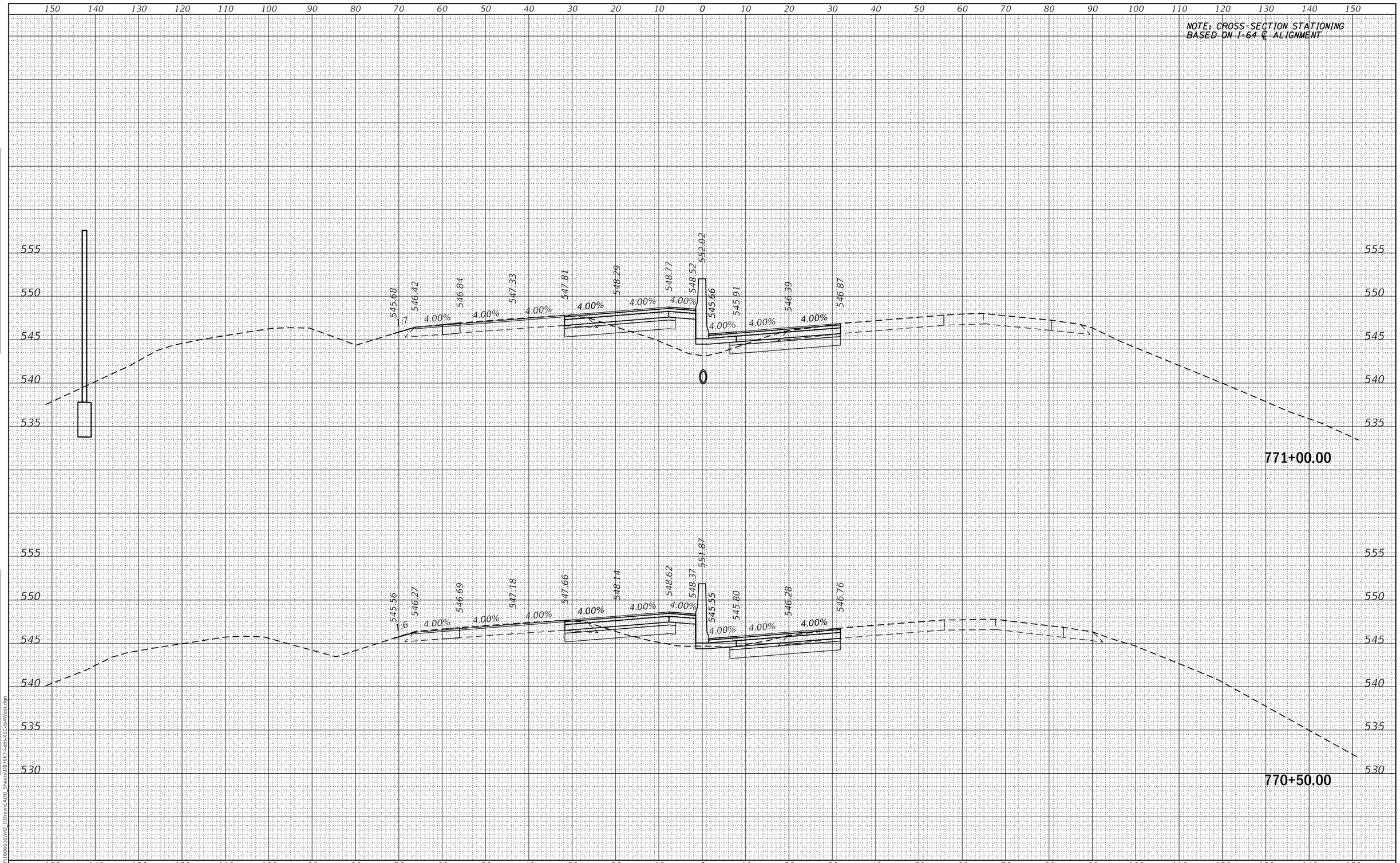
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D76K74-chi-XSC-I64West.dgn

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

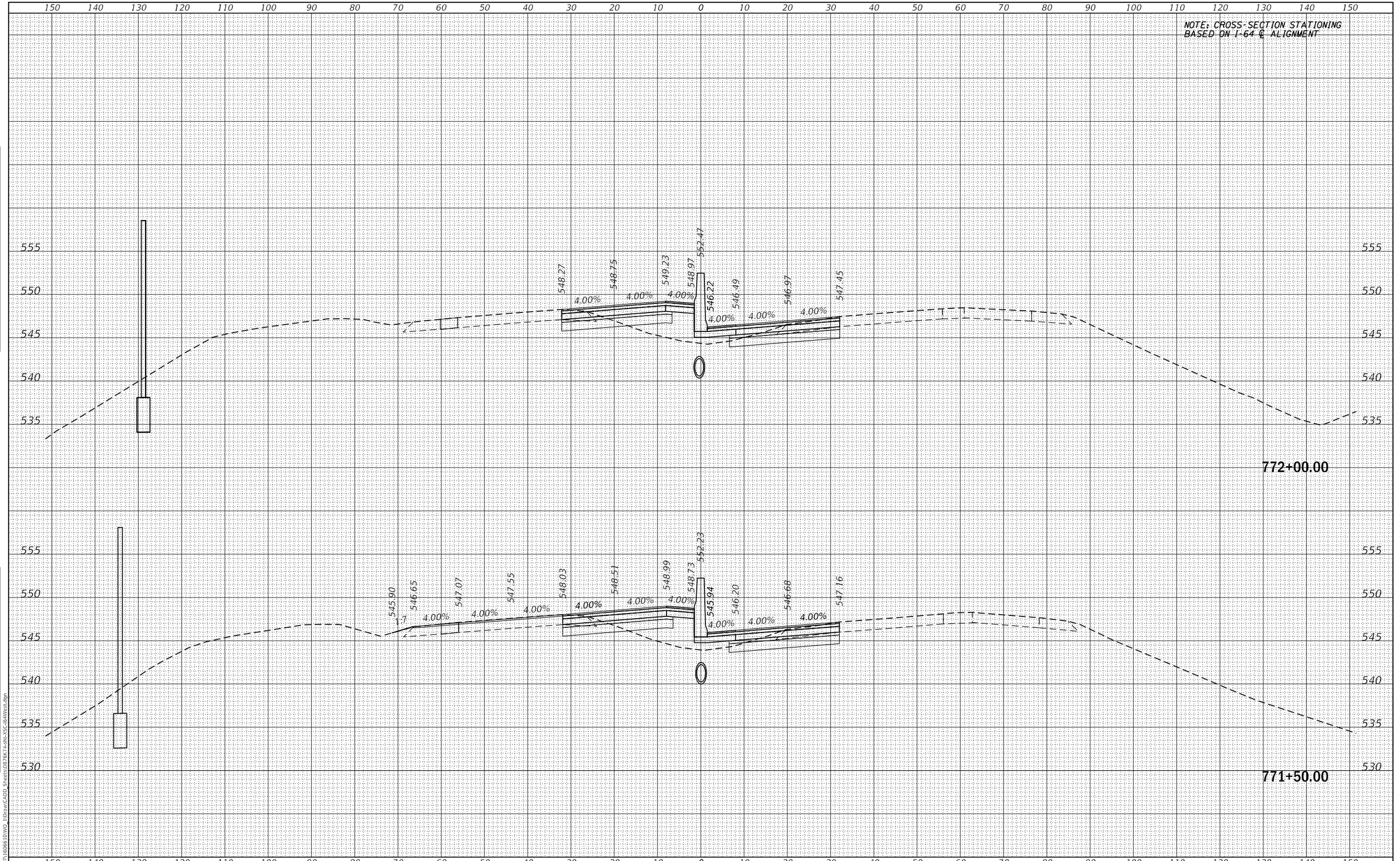
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 770+50.00 TO STA. 771+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	34
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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License No. 184-000613		DRAWN - MJO	REVISED -		
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	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 771+50.00 TO STA. 772+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	35
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

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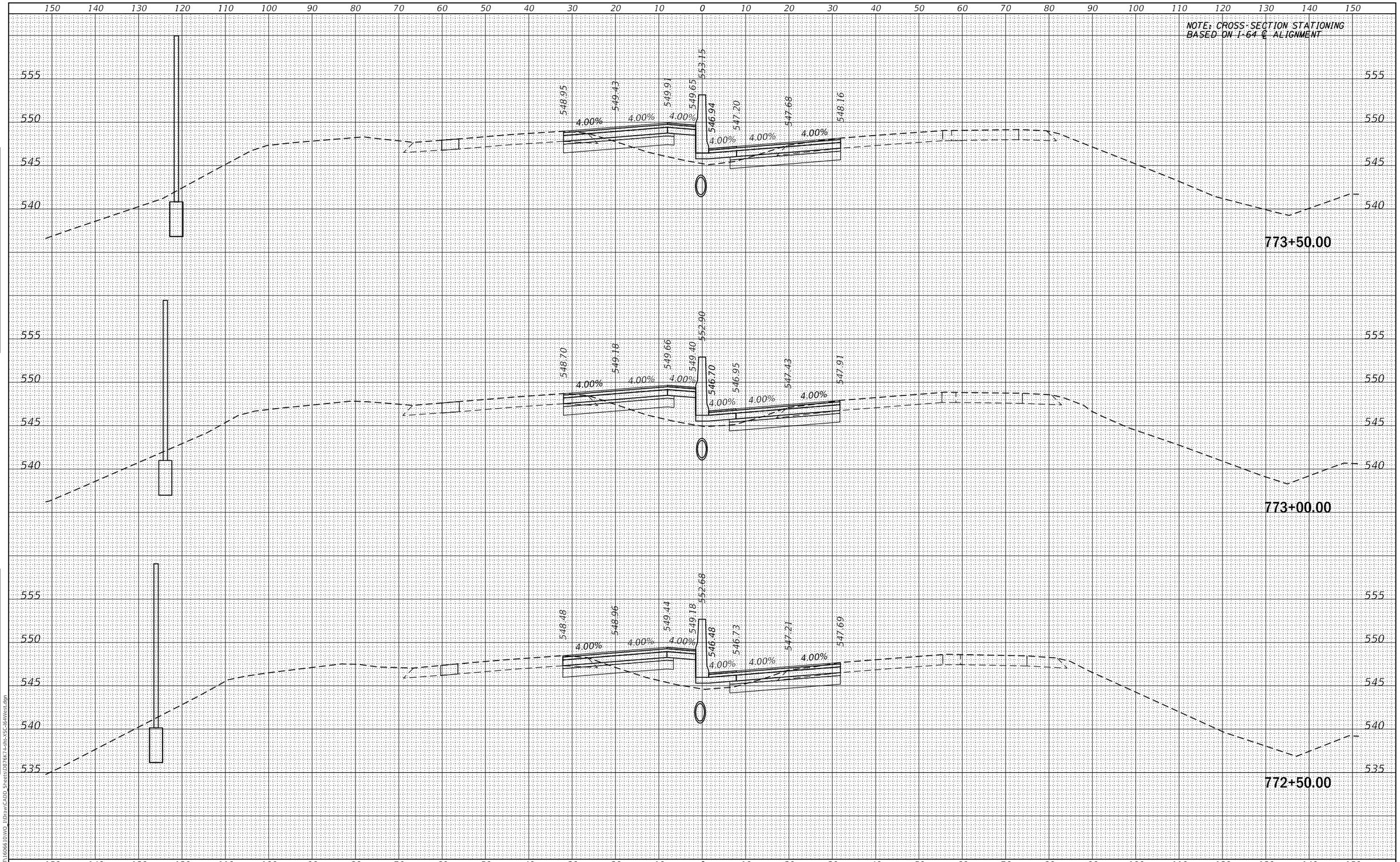
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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		DRAWN - MJO	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		SCALE: SHEET OF SHEETS STA. 772+50.00 TO STA. 773+50.00
	PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	36
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

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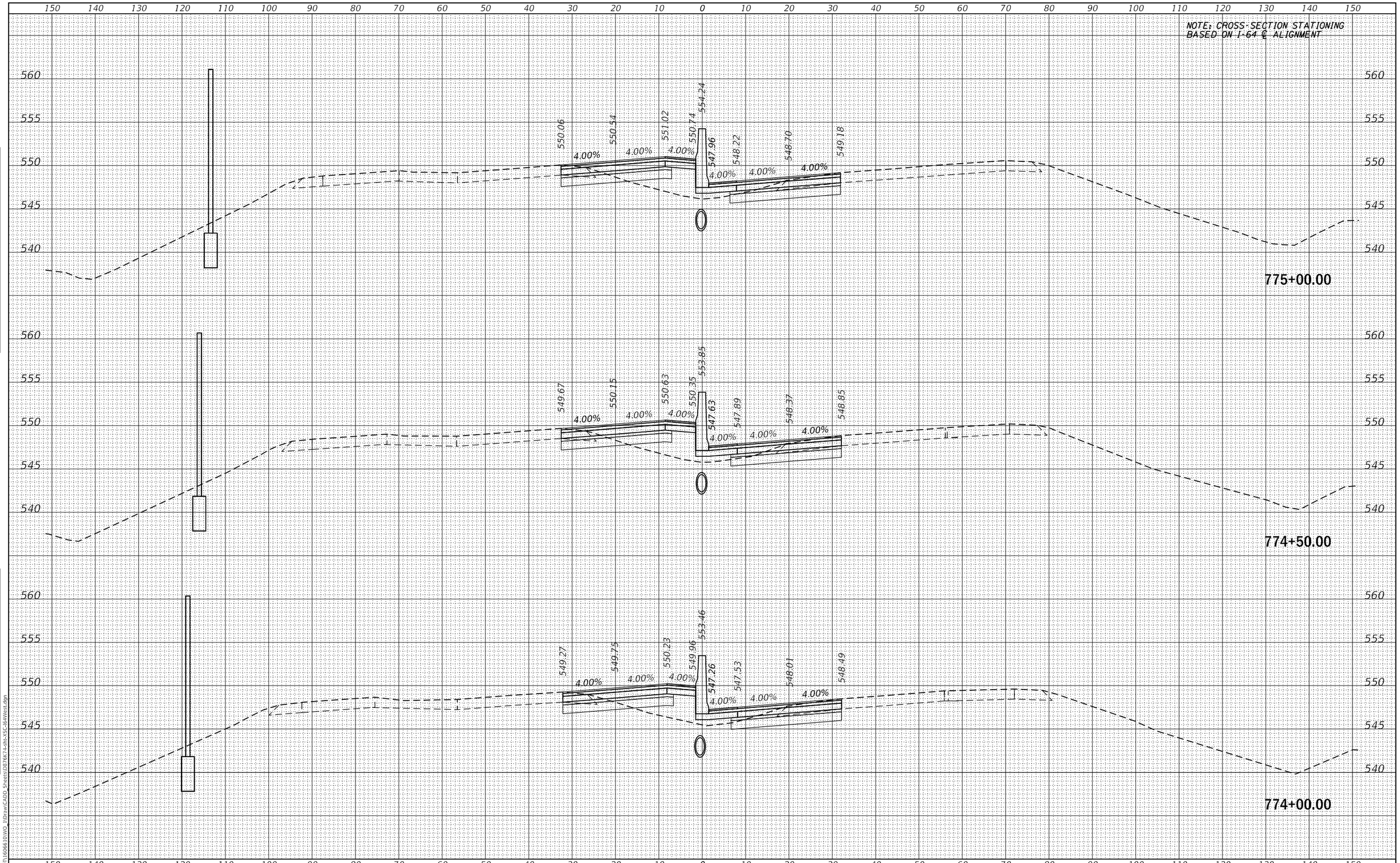
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - MJO	REVISED -	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	SCALE: SHEET OF SHEETS STA. 774+00.00 TO STA. 775+00.00
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	37
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

BY	DATE

MODEL: Default
FILE NAME: s:\IDOT\160606\10WO_1\Draw\CADD Sheets\D376K74-sht-XSC-I64West.dgn

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

776+50.00

551.23 551.71 552.19 551.92 555.42 549.07 549.31 549.79 550.27
4.00% 4.00% 4.00% 4.00% 4.00% 4.00% 4.00%

776+00.00

550.82 551.30 551.78 551.51 555.01 548.71 548.95 549.43 549.91
4.00% 4.00% 4.00% 4.00% 4.00% 4.00% 4.00%

775+50.00

550.41 550.89 551.37 551.10 554.60 548.34 548.58 549.06 549.54
4.00% 4.00% 4.00% 4.00% 4.00% 4.00% 4.00%

F.Y. ROW

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

560 555 550 545 540

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

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

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	DRAWN - MJO	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

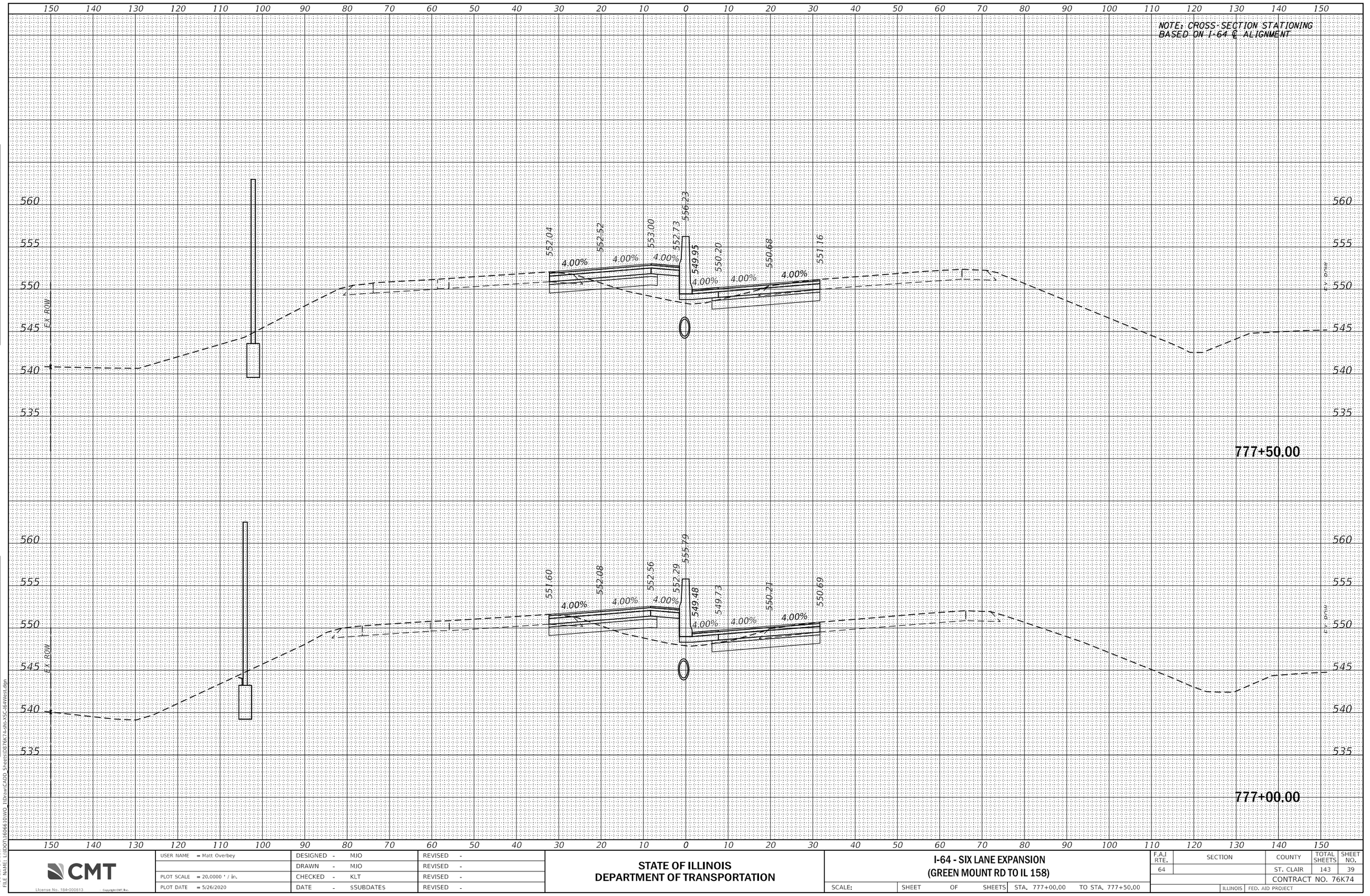
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 775+50.00 | TO STA. 776+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	38
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

BY	DATE

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

BY	DATE

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D76K74-chi-XSC-I64West.dgn

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	DRAWN - MJO	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

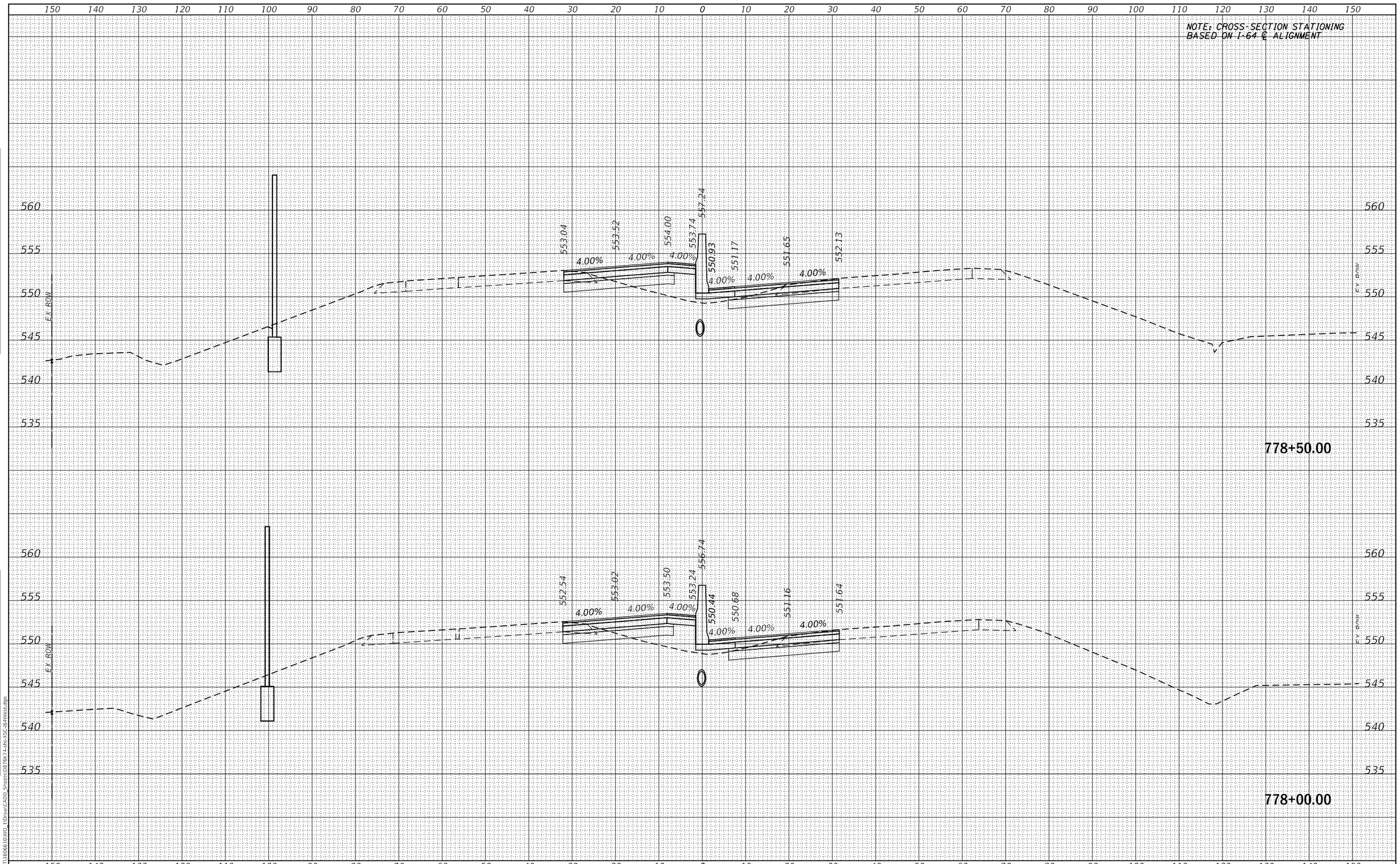
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 777+00.00 | TO STA. 777+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	39
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

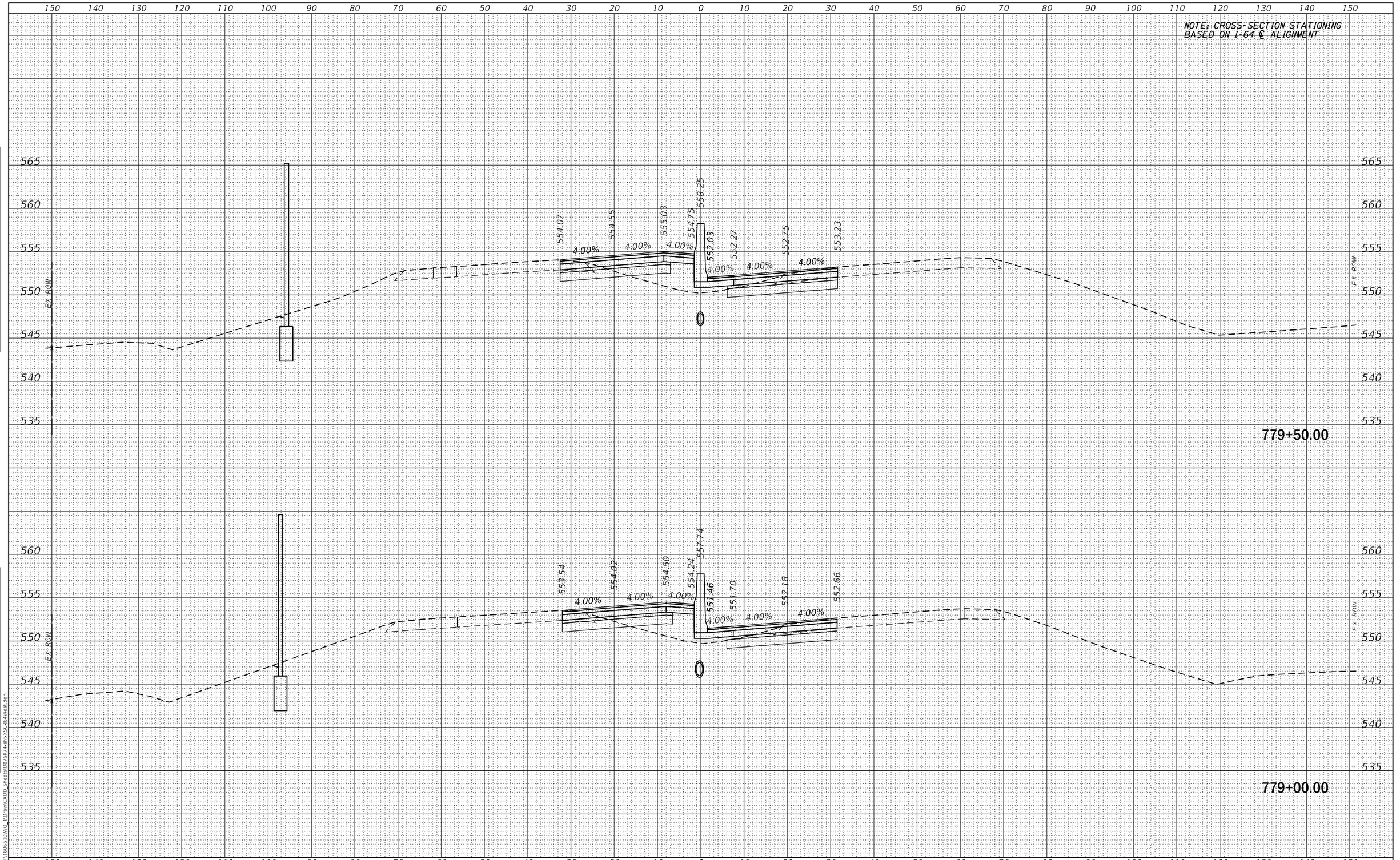
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 778+00.00 | TO STA. 778+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	40
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D76K74-chi-XSC-164West.dgn

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

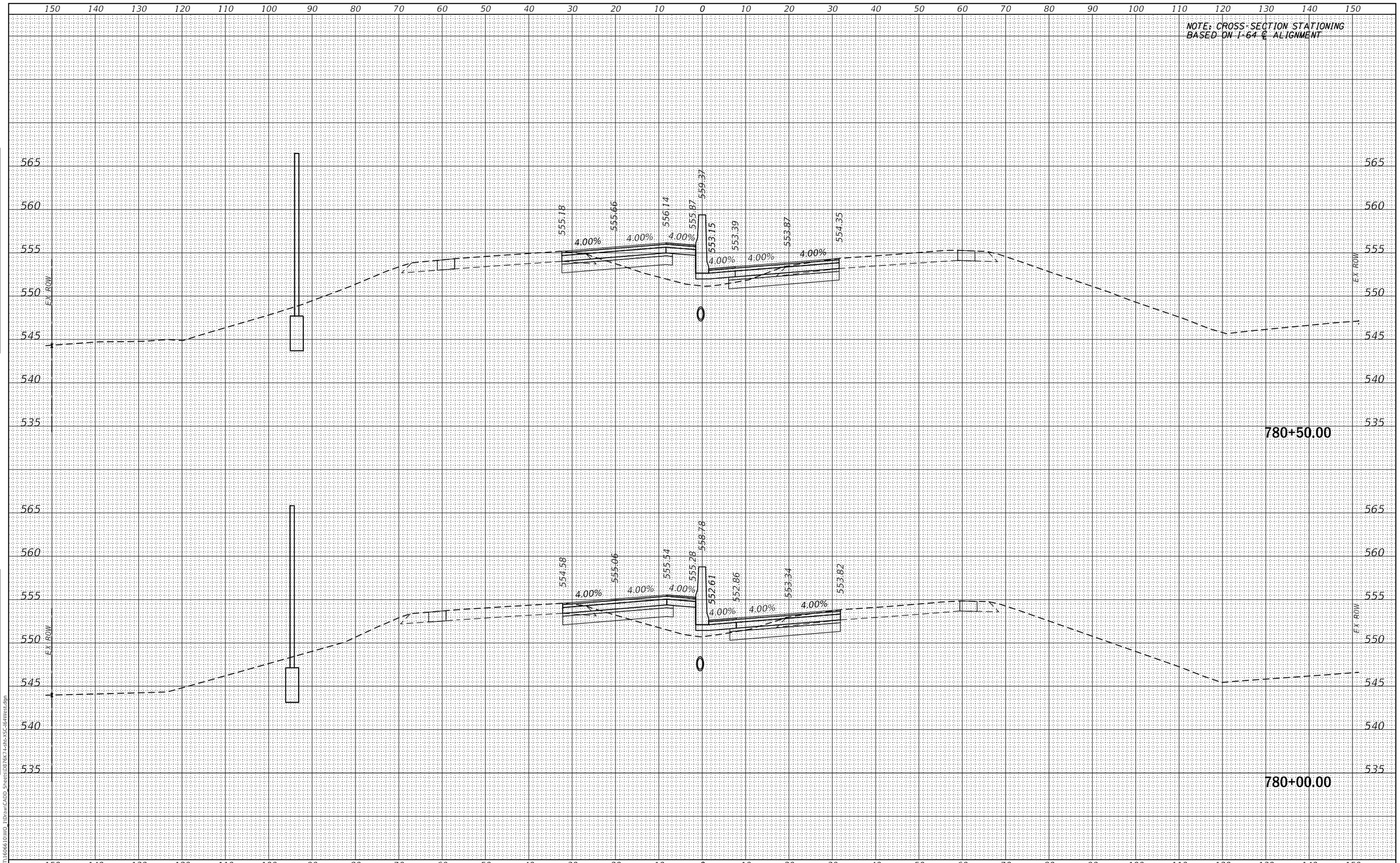
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 779+00.00 TO STA. 779+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	41
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chi-XSC-I64West.dgn

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

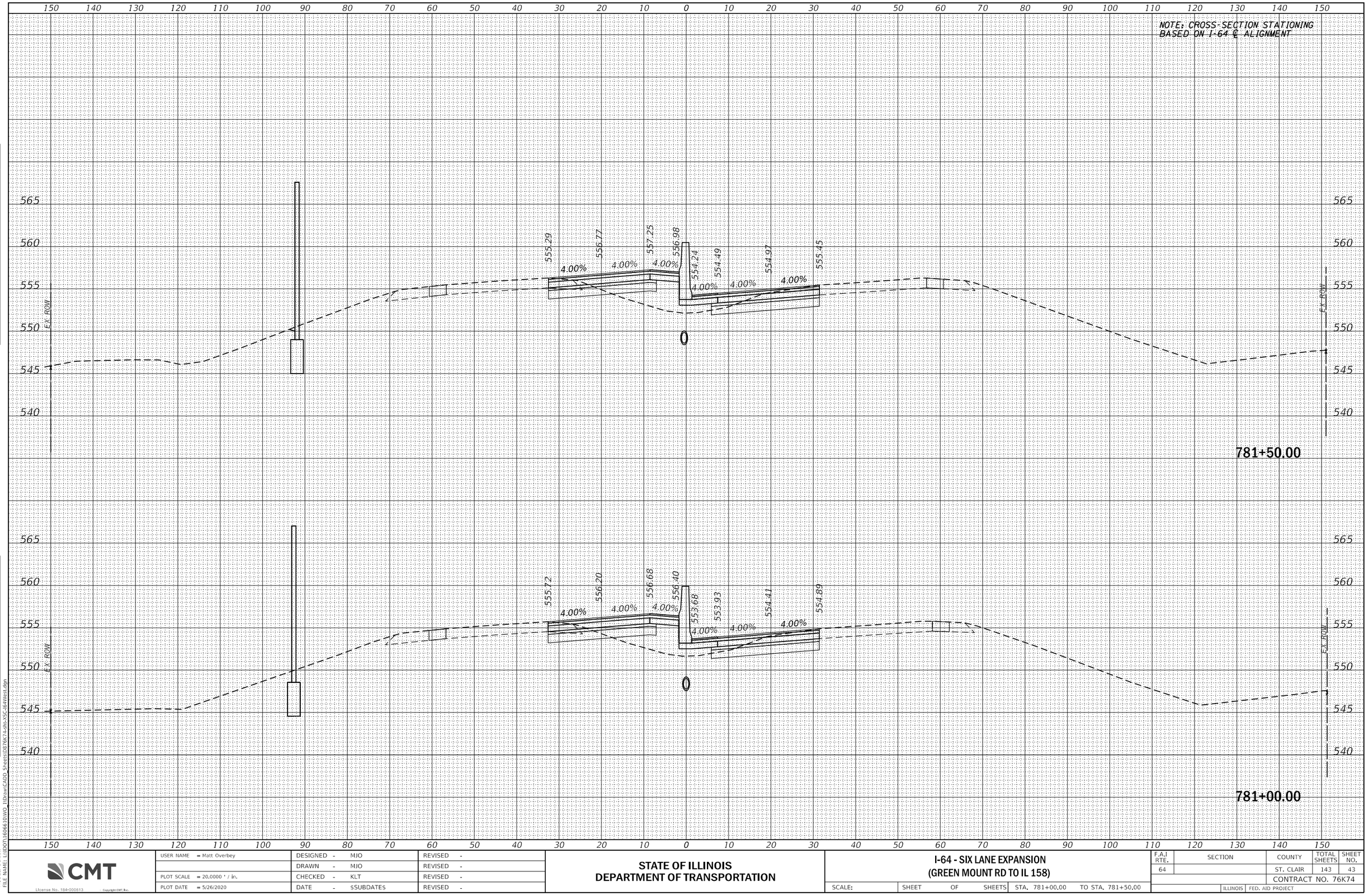
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 780+00.00 | TO STA. 780+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	42
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 781+00.00 | TO STA. 781+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	43
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_1\Draw\CADD Sheets\D876K74-sht-XSC-I64West.dgn

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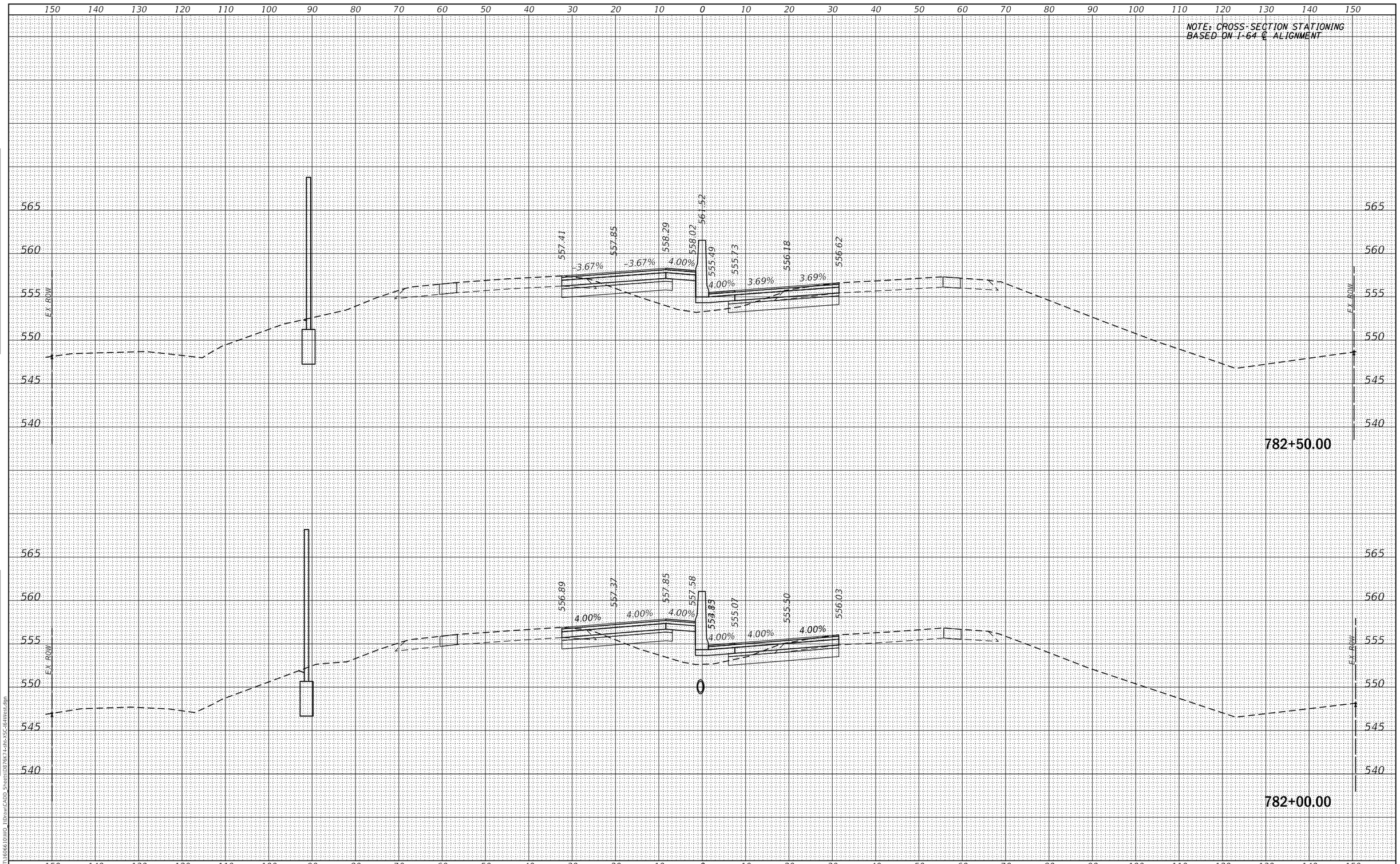
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)	
	DRAWN - MJO	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -			
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 782+00.00 TO STA. 782+50.00	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	44
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chi-XSC-I64West.dgn

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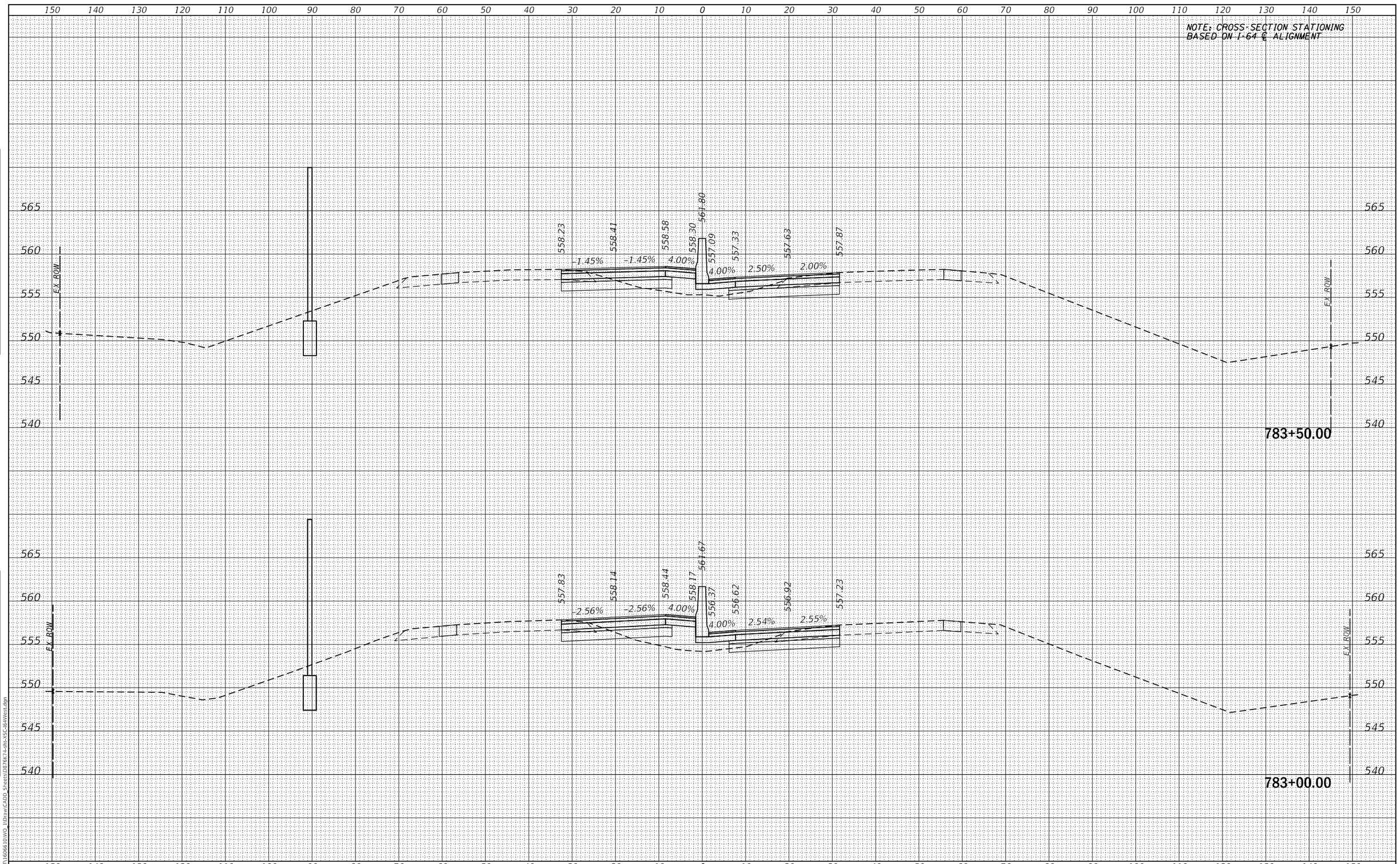
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

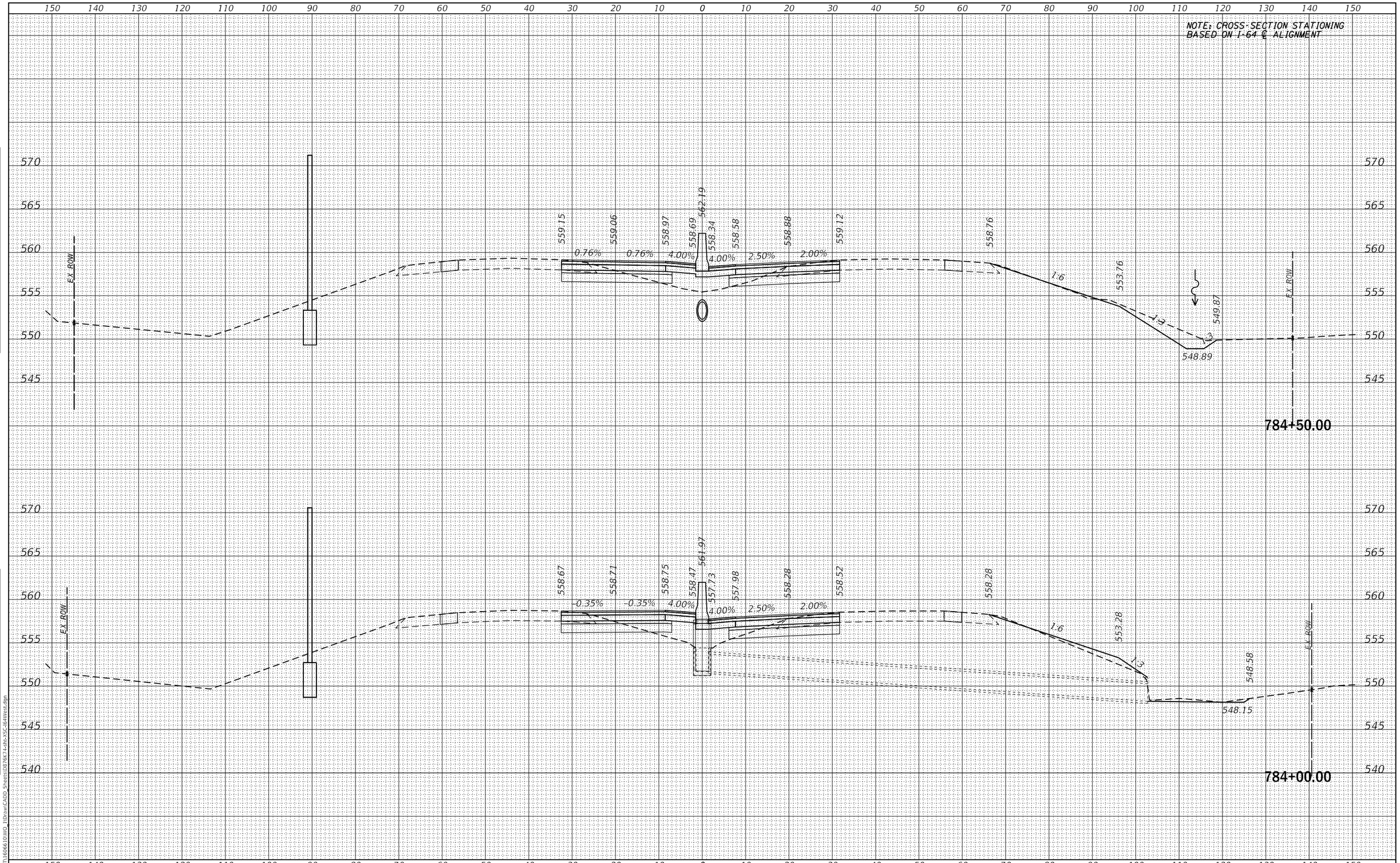
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 783+00.00 | TO STA. 783+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	45
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 784+00.00 TO STA. 784+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	46
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

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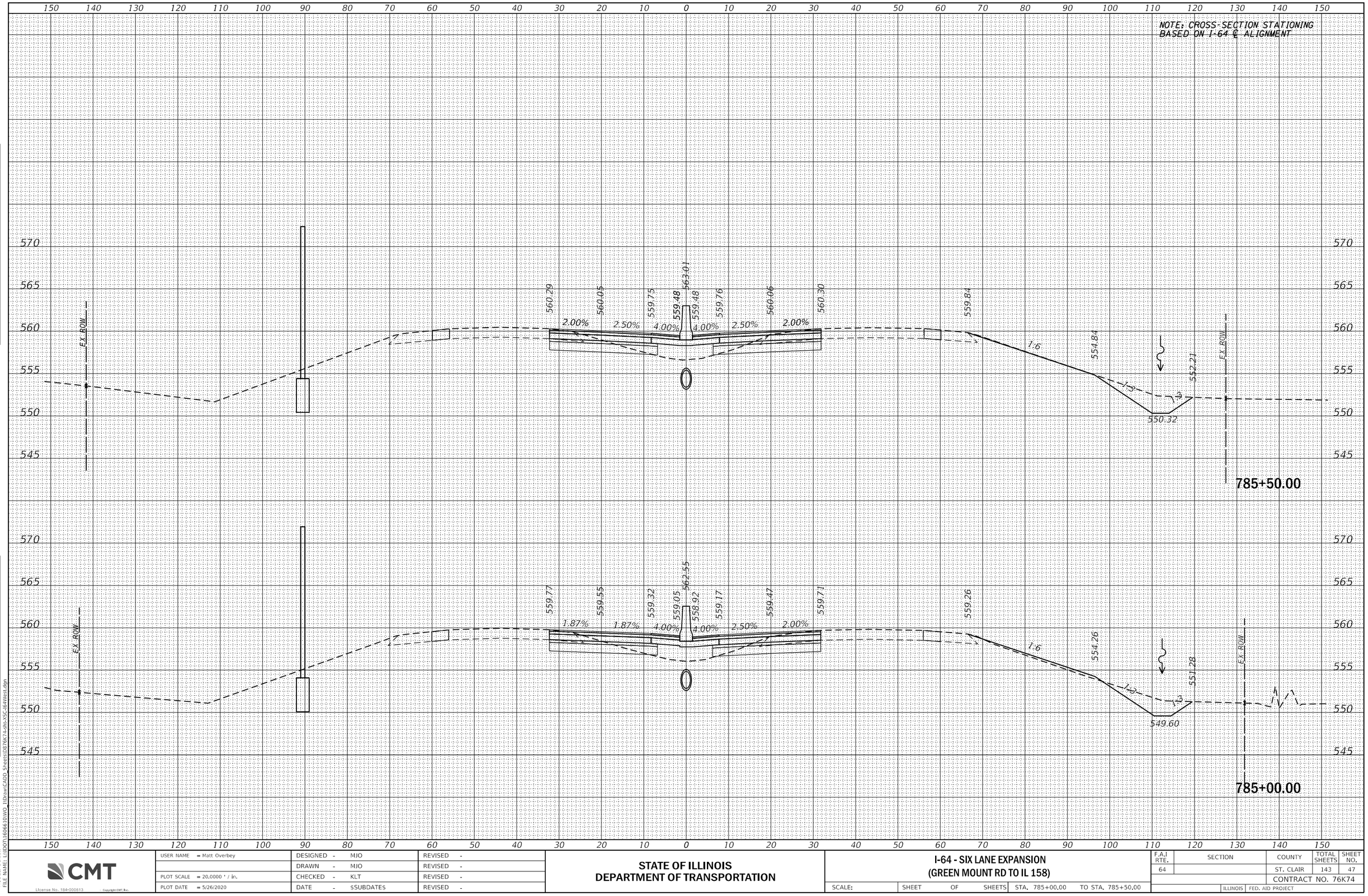
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

BY	DATE

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

BY	DATE

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_1\Draw\CADD Sheets\D876K74-sht-XSC-I64West.dgn

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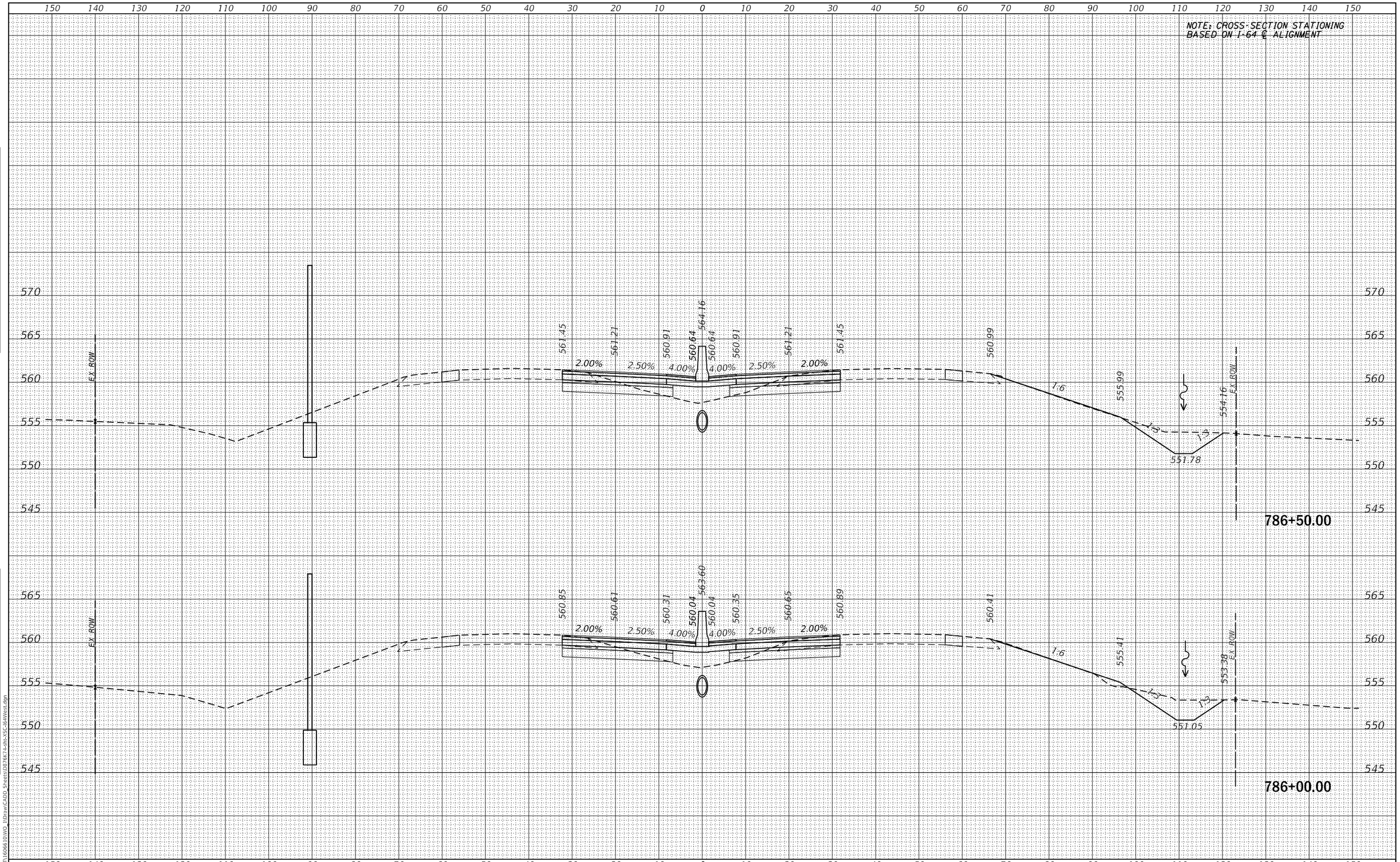
	DRAWN - MJO	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -			
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 785+00.00 TO STA. 785+50.00	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	47
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 786+00.00 | TO STA. 786+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	48
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

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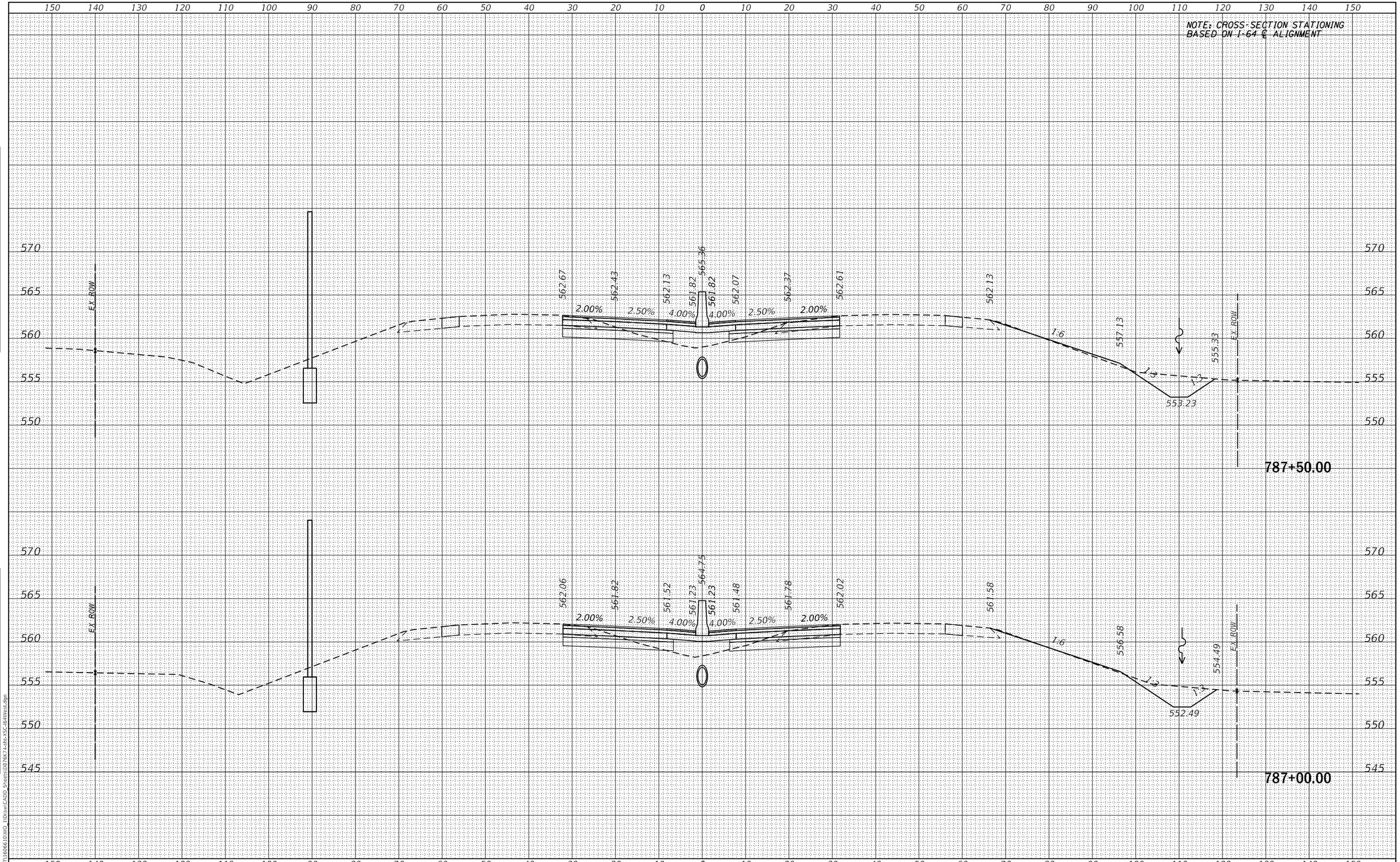
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

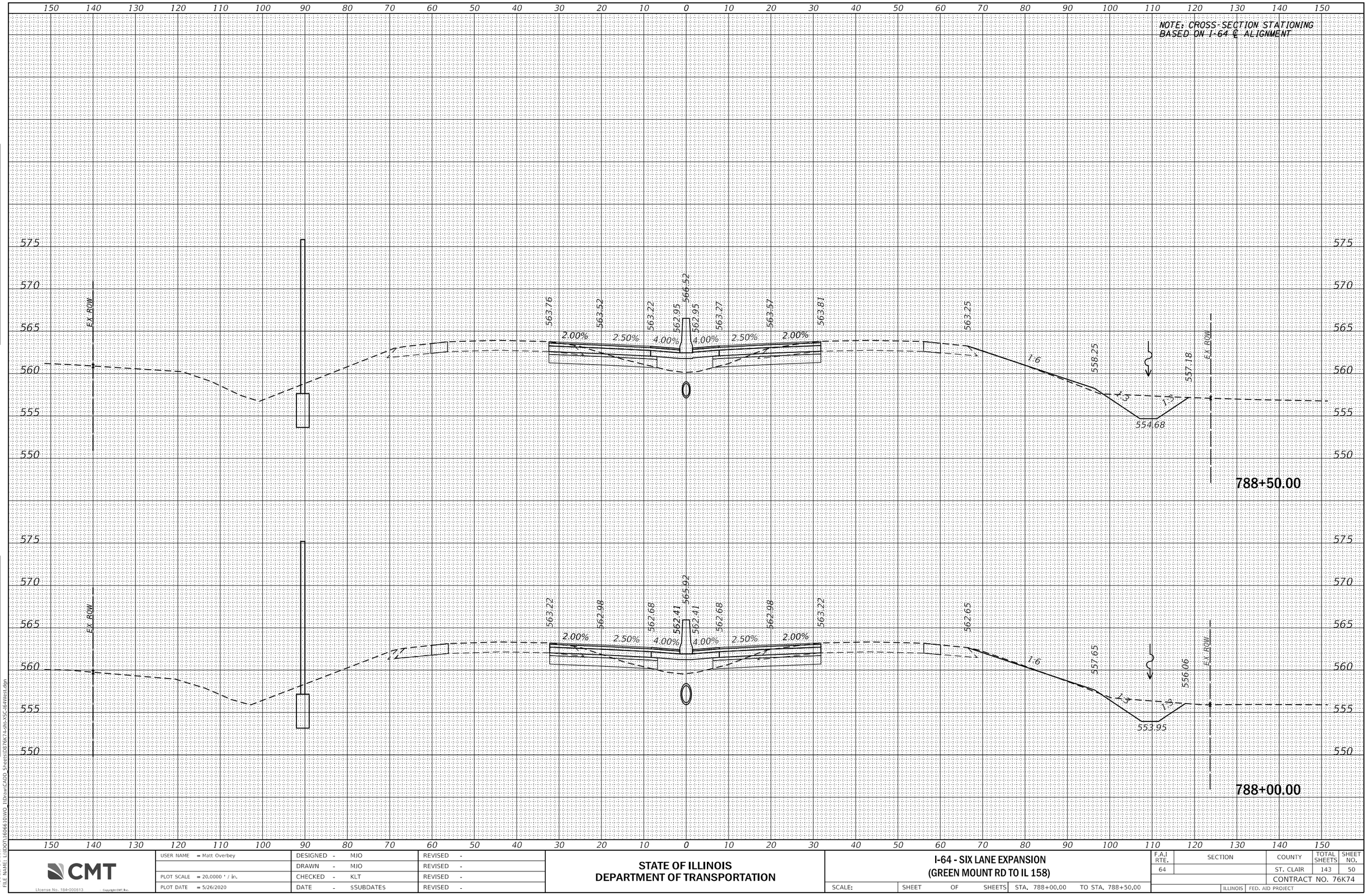
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 787+00.00 | TO STA. 787+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	49
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

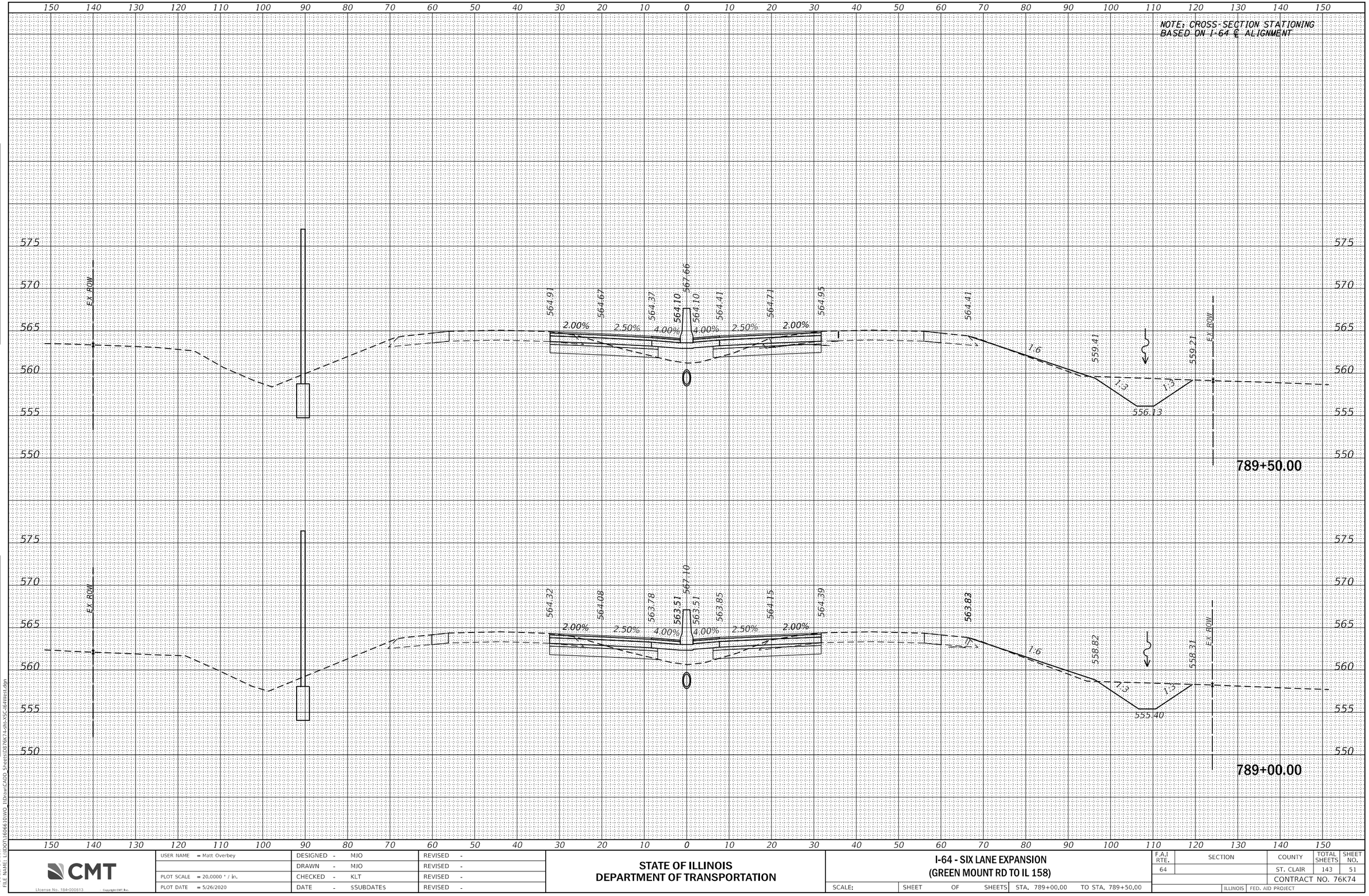
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 788+00.00 | TO STA. 788+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	50
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

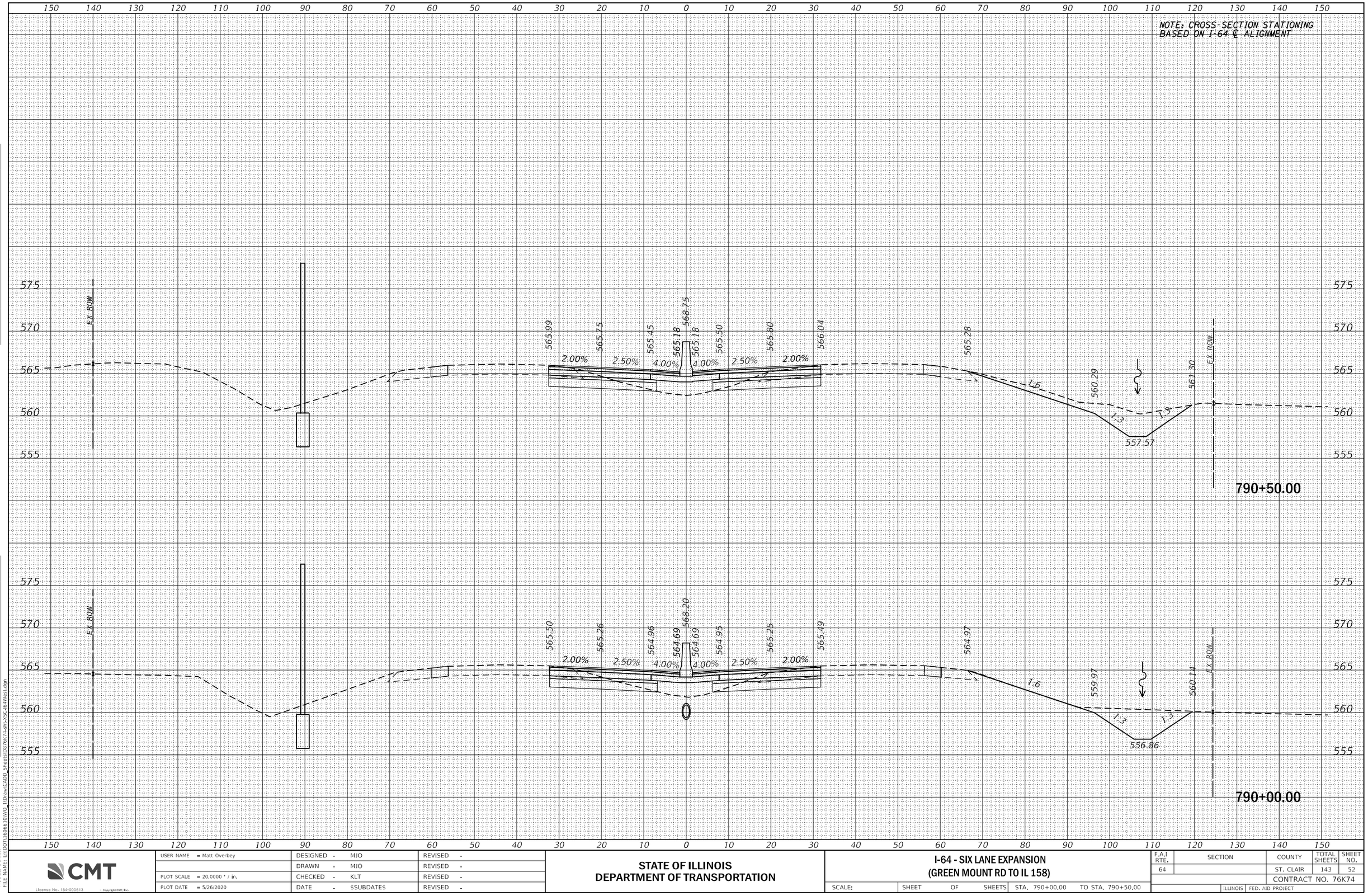
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 789+00.00 | TO STA. 789+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	51
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - MJO	REVISED -	
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I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 790+00.00 | TO STA. 790+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	52
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

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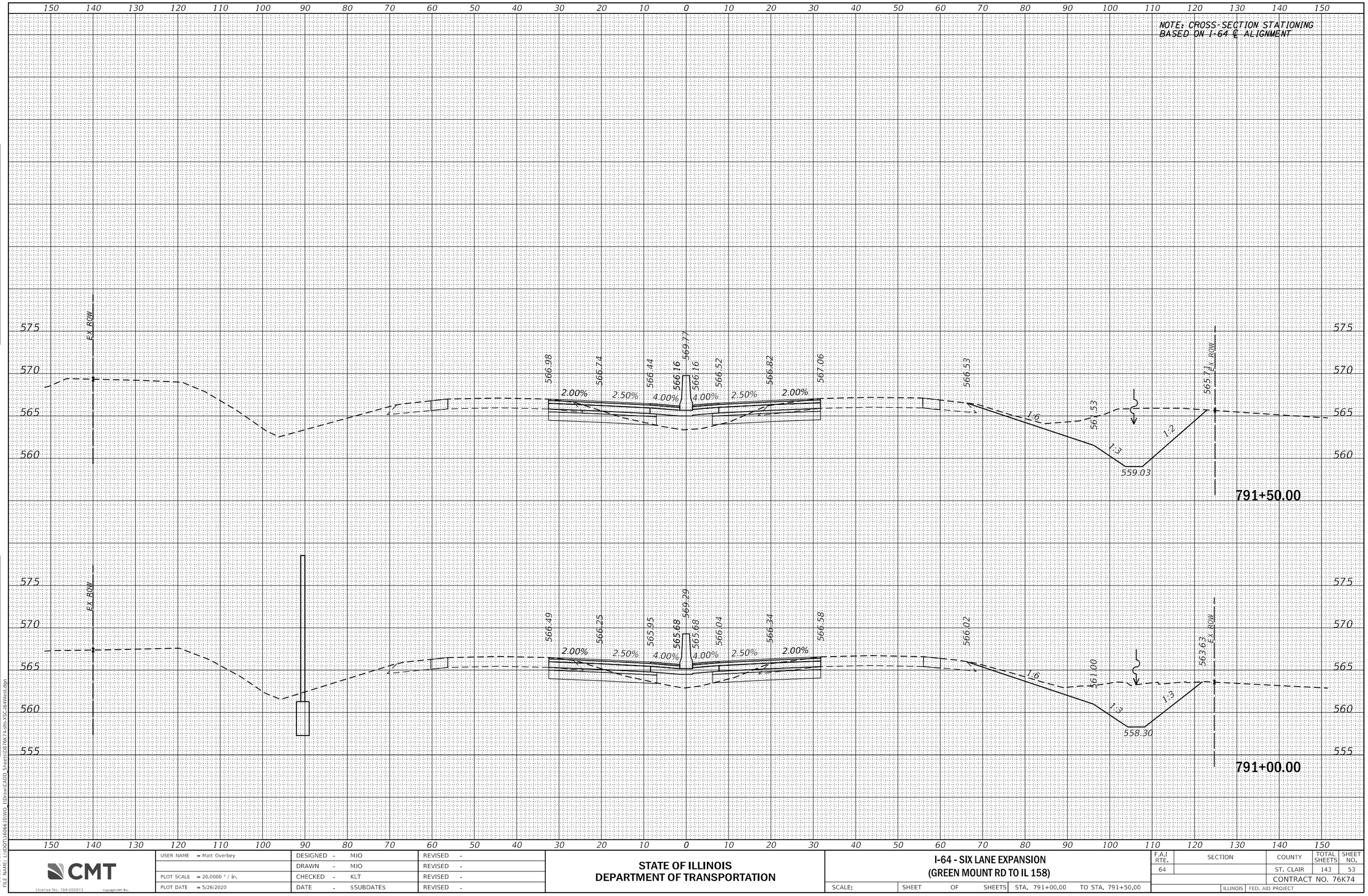
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

BY	DATE

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

BY	DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 791+00.00 | TO STA. 791+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	53
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

580 575 570 565 560

EX ROW

567.96 567.72 567.42 567.15 570.23 567.15 567.48 567.78 568.02

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

EX ROW

792+50.00

580 575 570 565 560

EX ROW

567.50 567.26 566.96 566.68 570.24 566.68 566.99 567.29 567.53

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

566.91

1:6

561.91

1:3

559.76

1:2

568.06 EX ROW

792+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 792+00.00 | TO STA. 792+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	54
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

580
575
570
565

EX ROW

568.82 568.58 568.28 568.01 57.57 568.01 568.32 568.62 568.86

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

EX ROW

793+50.00

580
575
570
565
560
555

EX ROW

568.39 568.15 567.85 567.58 57.118 567.58 567.92 568.22 568.46

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

EX ROW

793+00.00 R1

793+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

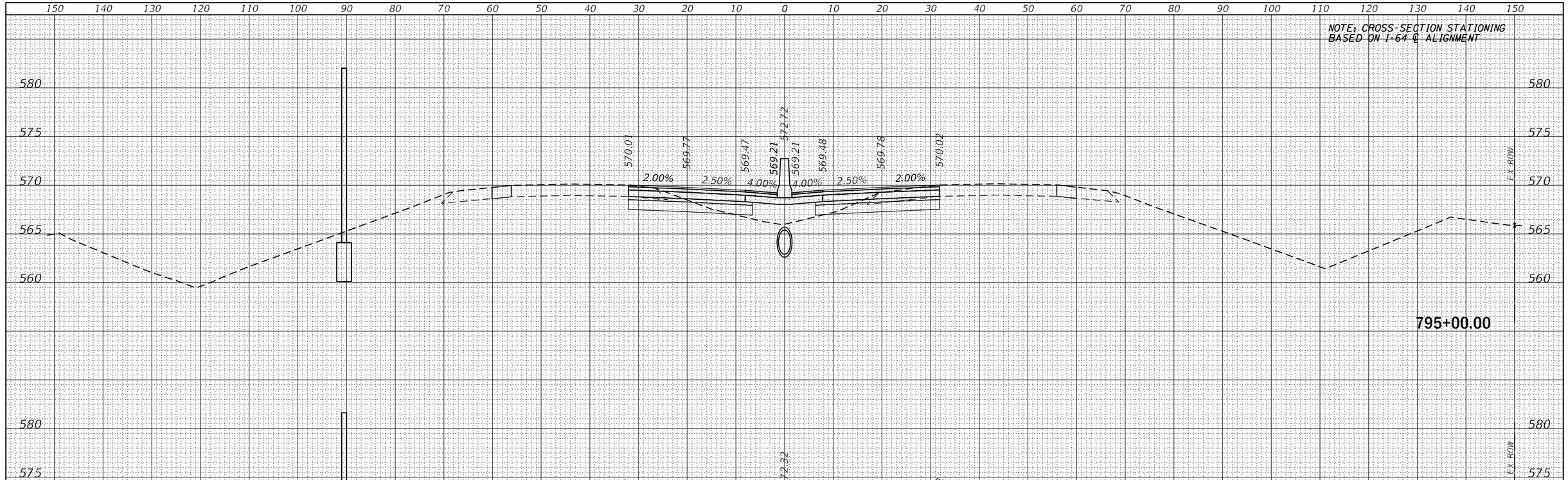
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 793+00.00 | TO STA. 793+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	55
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

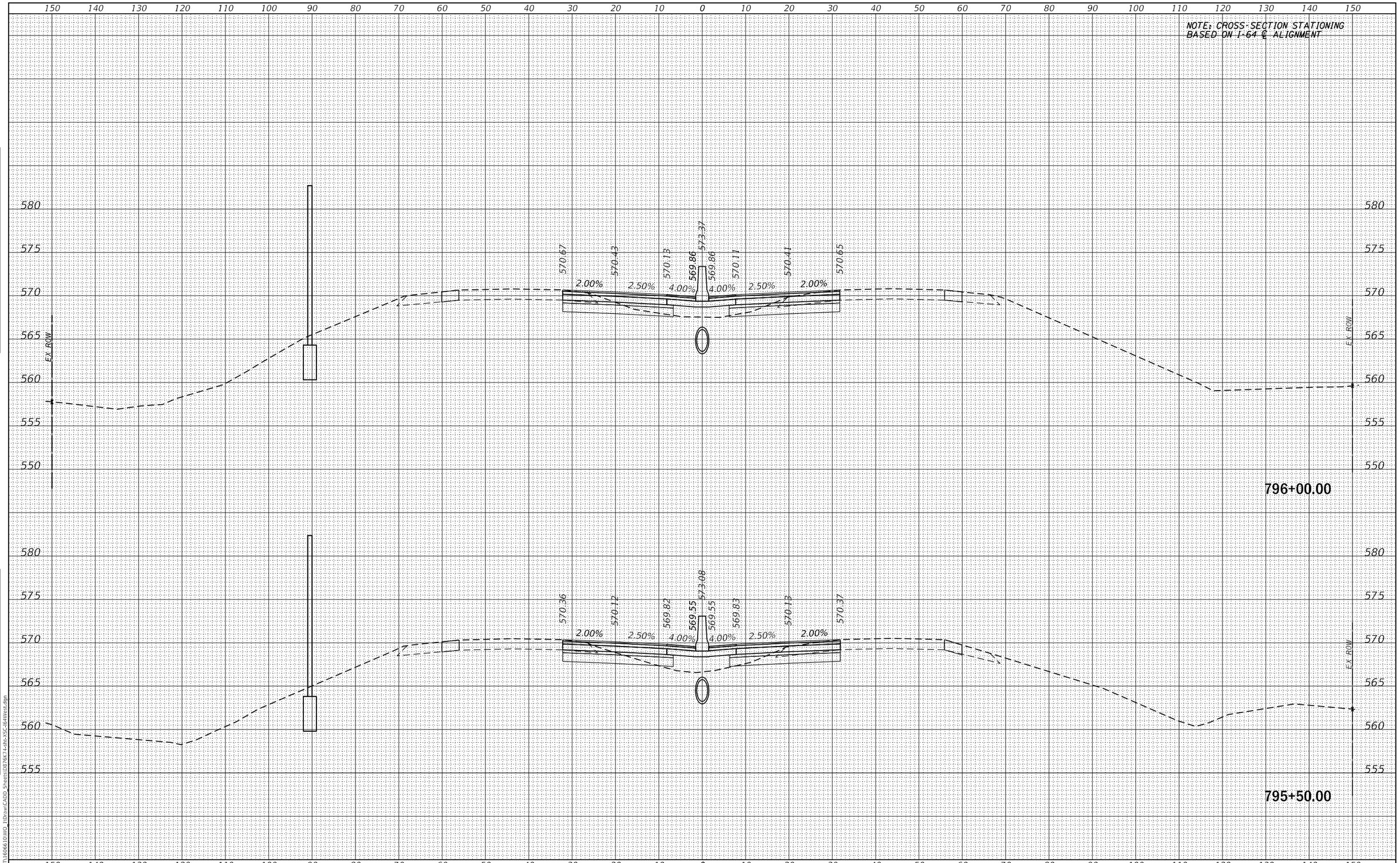
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 794+00.00 | TO STA. 795+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	56
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
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AREAS CHECKED		

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

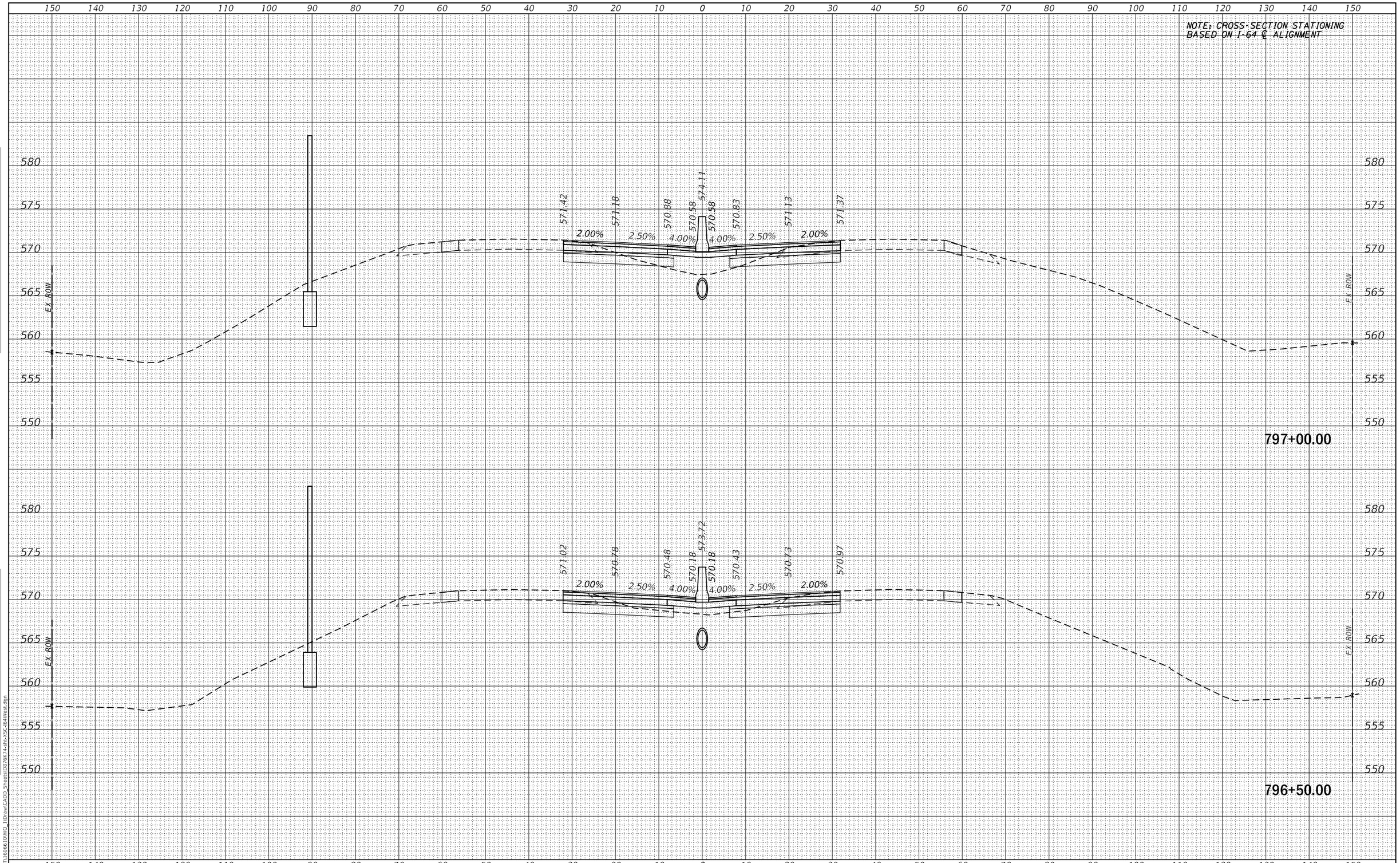
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 795+50.00 | TO STA. 796+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	57
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



FINAL SURVEY	NOTE BOOK	NO.
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	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
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	AREAS	
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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

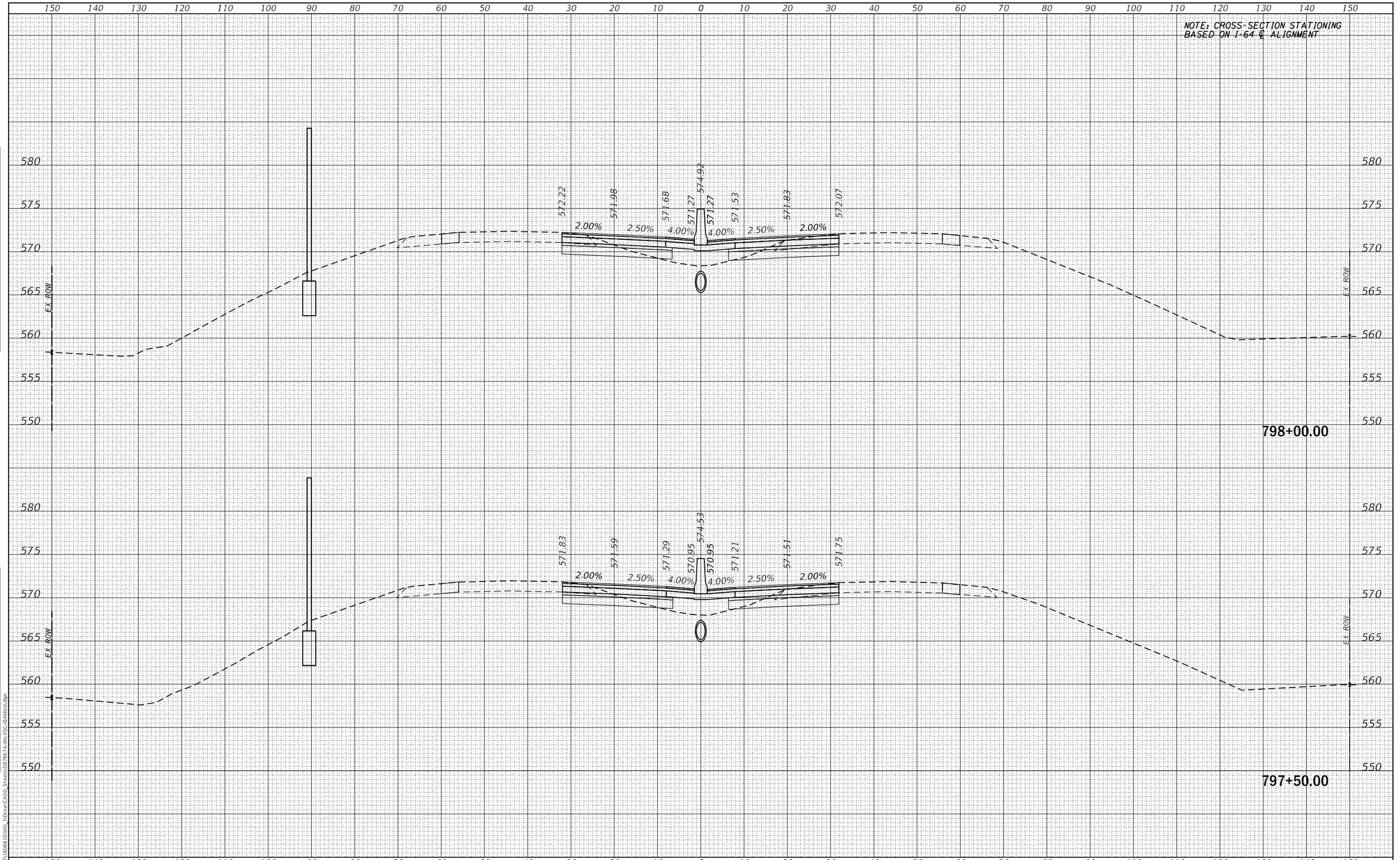
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 796+50.00 | TO STA. 797+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	58
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



ORIGINAL SURVEY	NOTE BOOK	NO.
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	PLOTTED	
	TEMPLATE	
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	AREAS CHECKED	

BY	DATE

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

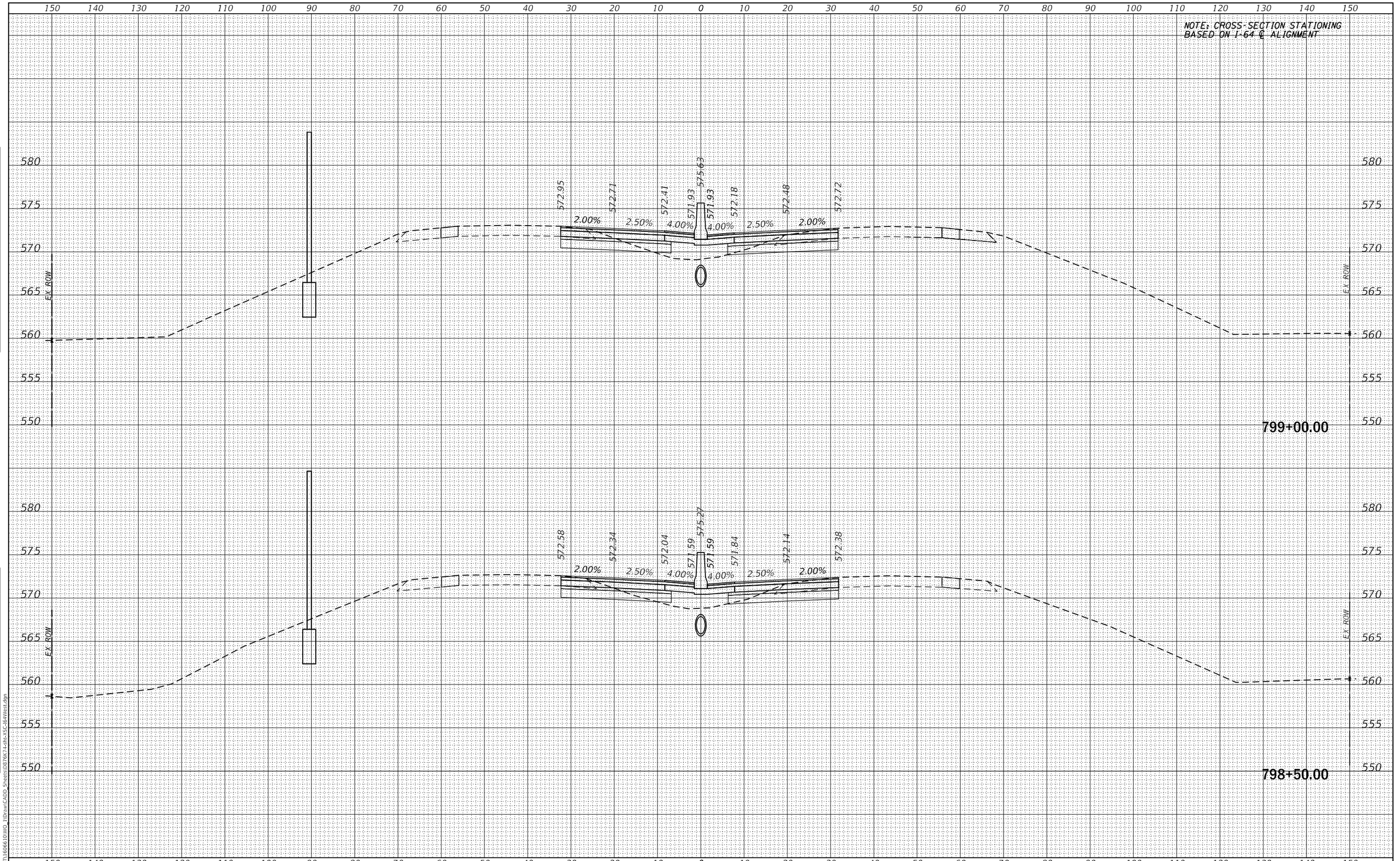
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 797+50.00 | TO STA. 798+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	59
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



FINAL SURVEY
NOTE BOOK
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SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
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TEMPLATE
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DATE

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

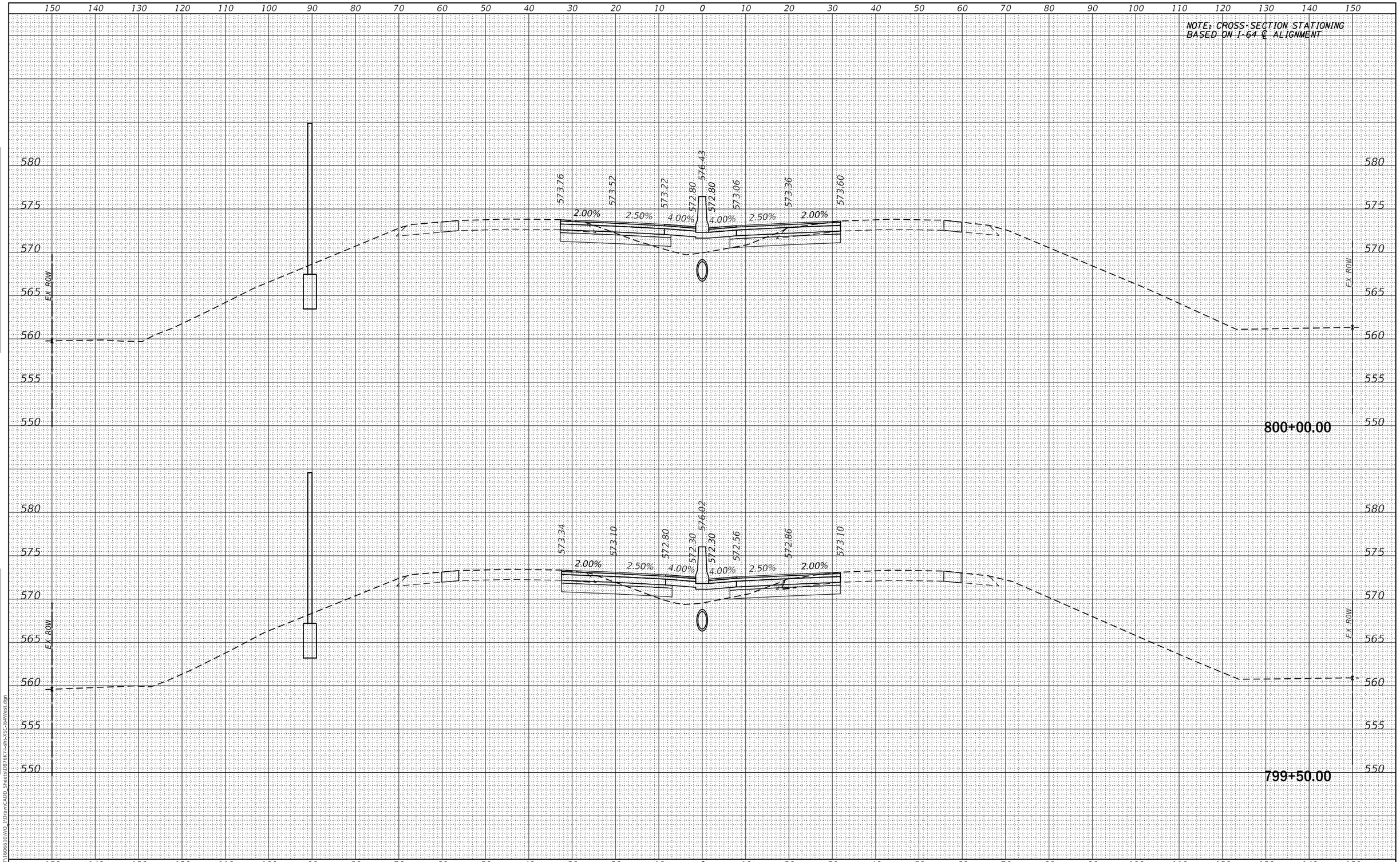
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 798+50.00 TO STA. 799+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	60
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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PLOTTED		
TEMPLATE		
AREAS		
NOTE BOOK		
NO.	AREAS CHECKED	

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

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

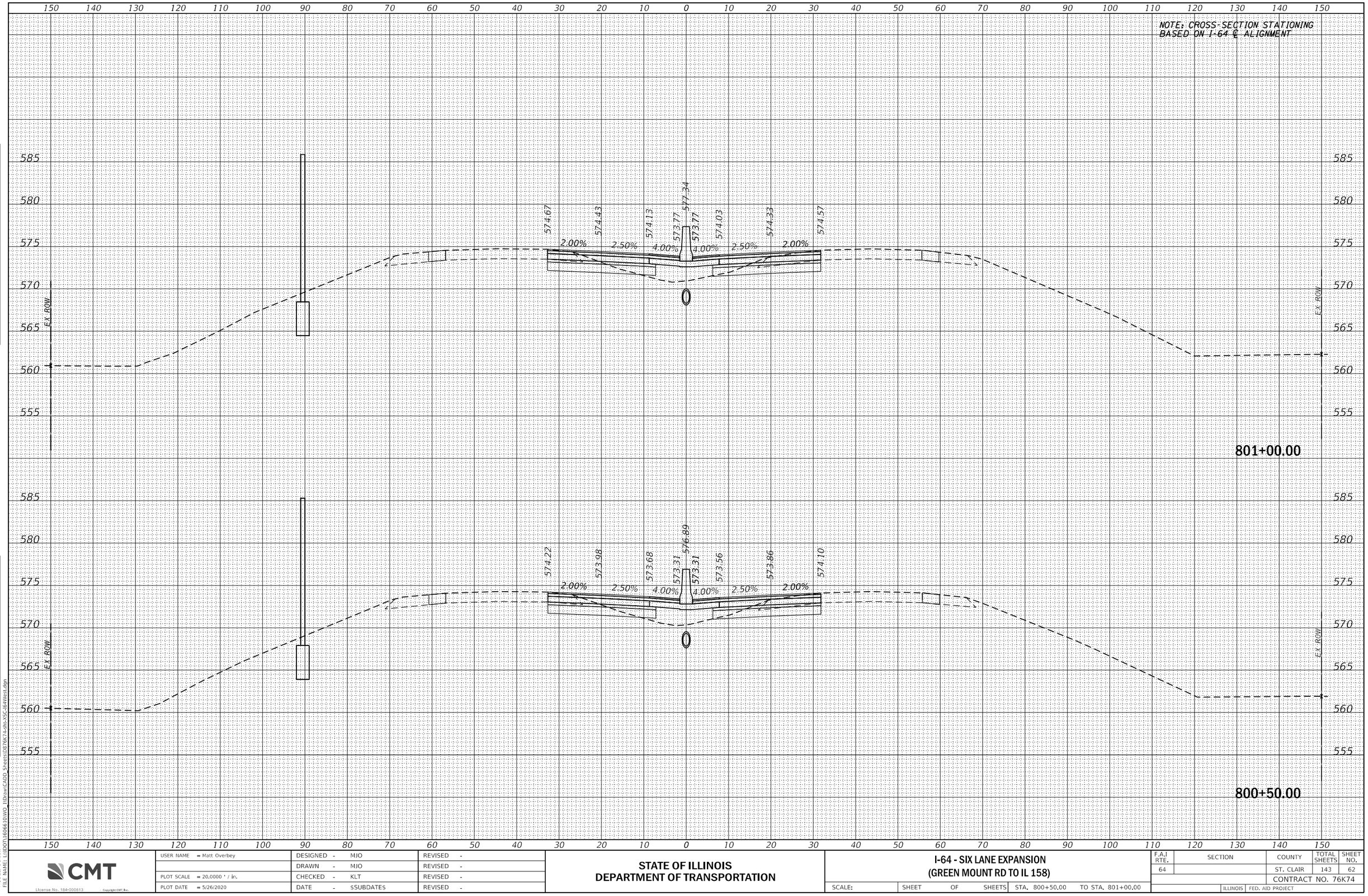
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 799+50.00 TO STA. 800+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	61
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
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	AREAS CHECKED	
BY		
DATE		

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

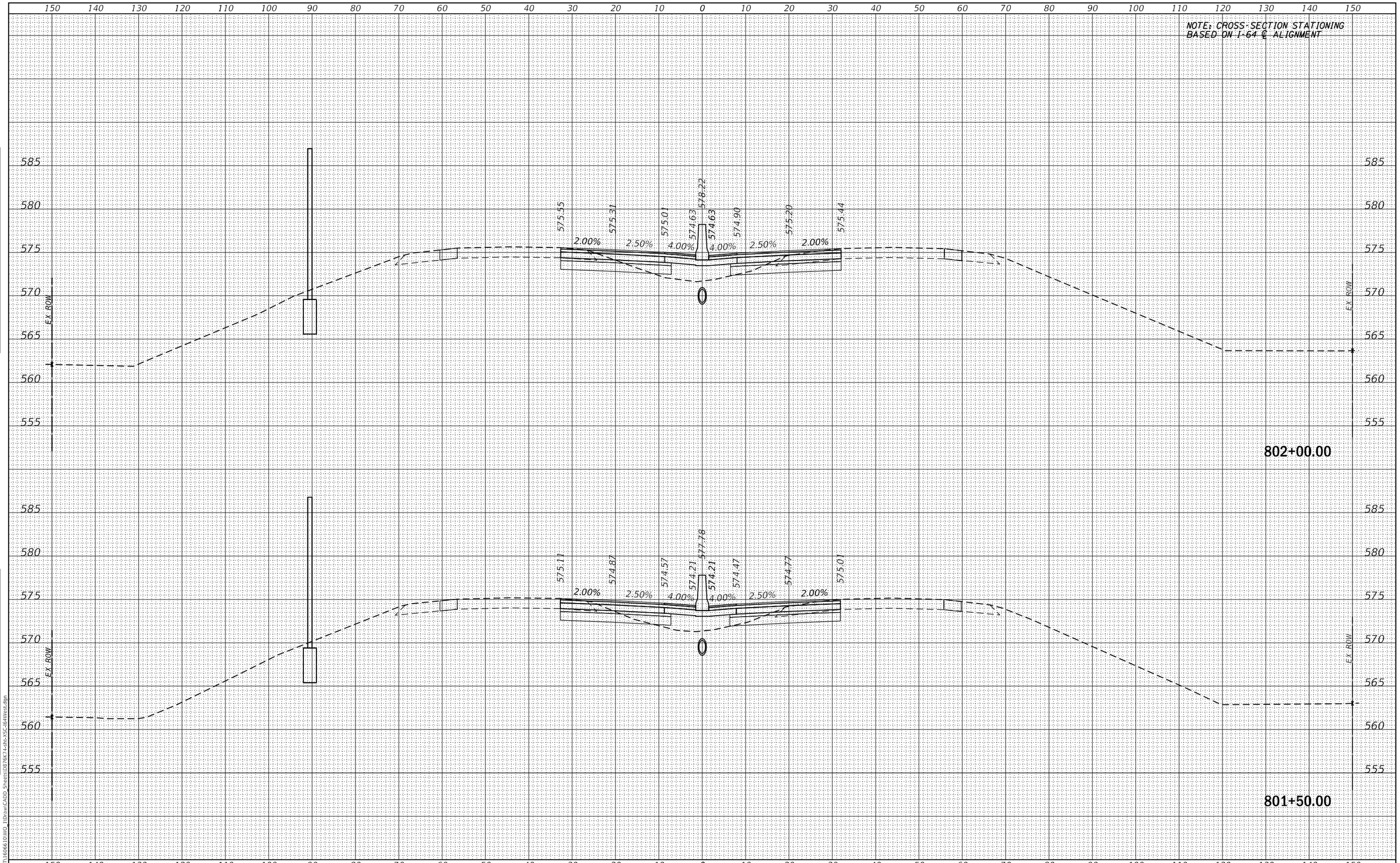
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 800+50.00 TO STA. 801+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	62
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



FINAL SURVEY	NOTE BOOK	NO.
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	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
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	AREAS CHECKED	

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

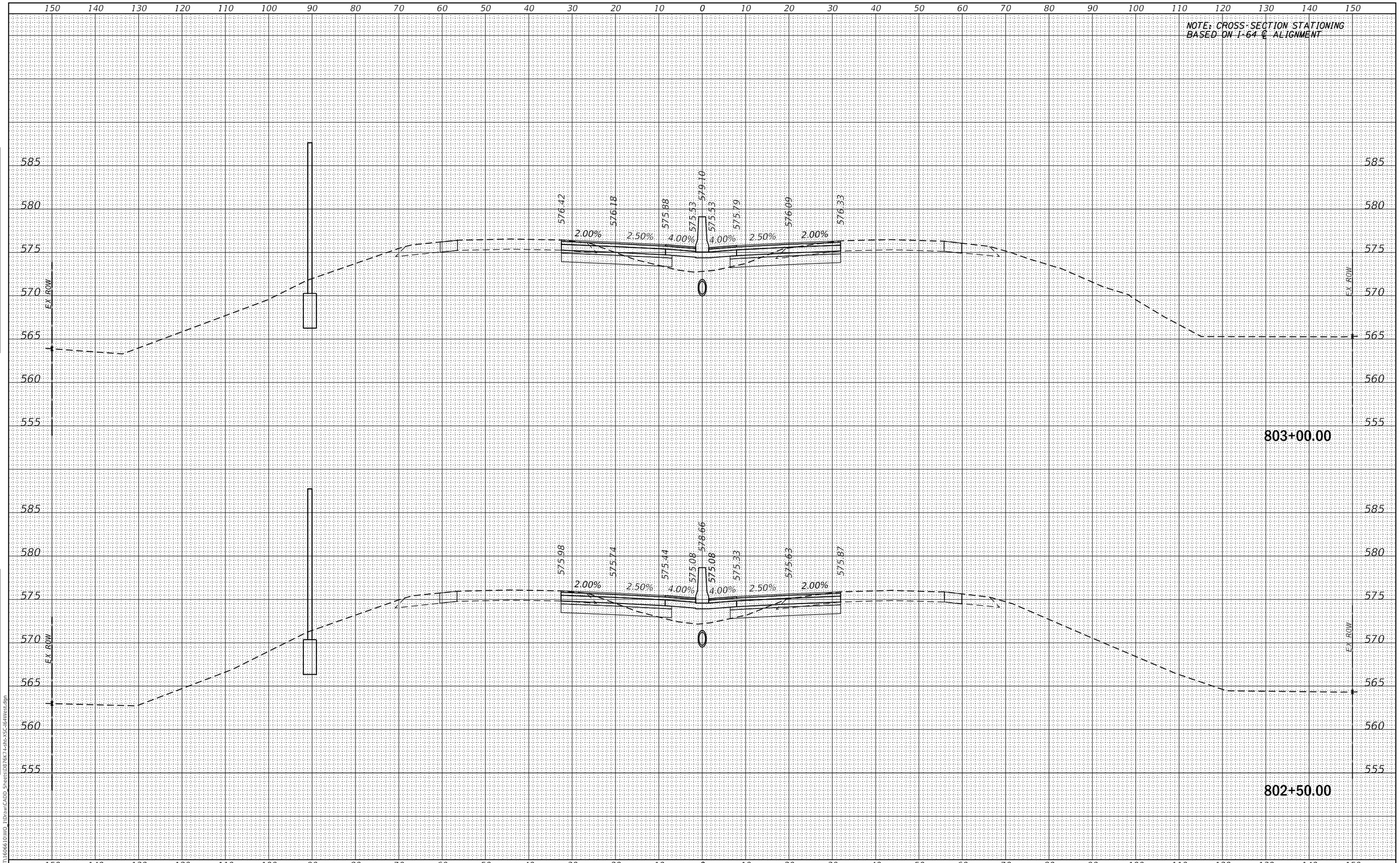
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 801+50.00 TO STA. 802+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	63
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
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DATE		

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

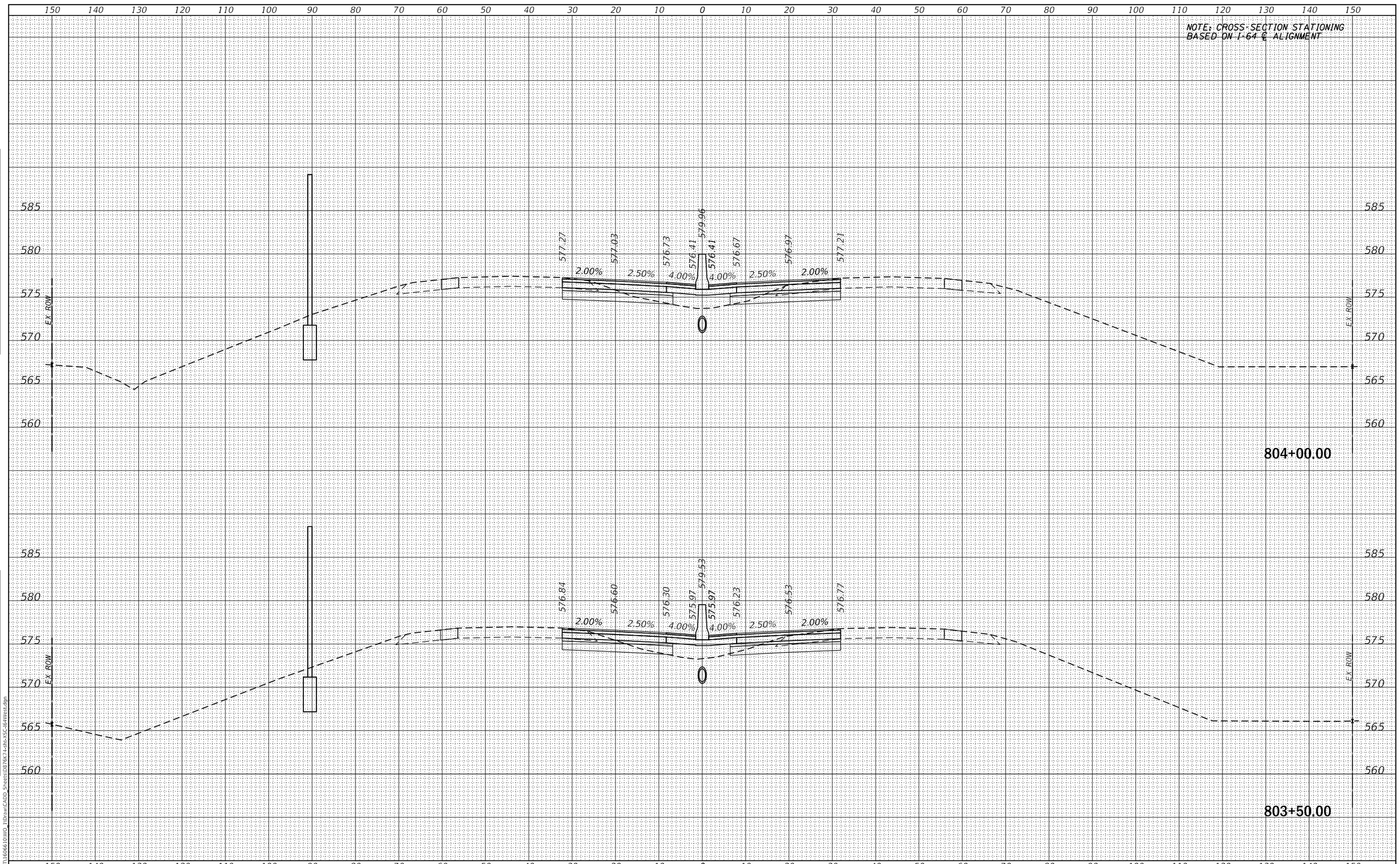
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 802+50.00 TO STA. 803+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	64
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

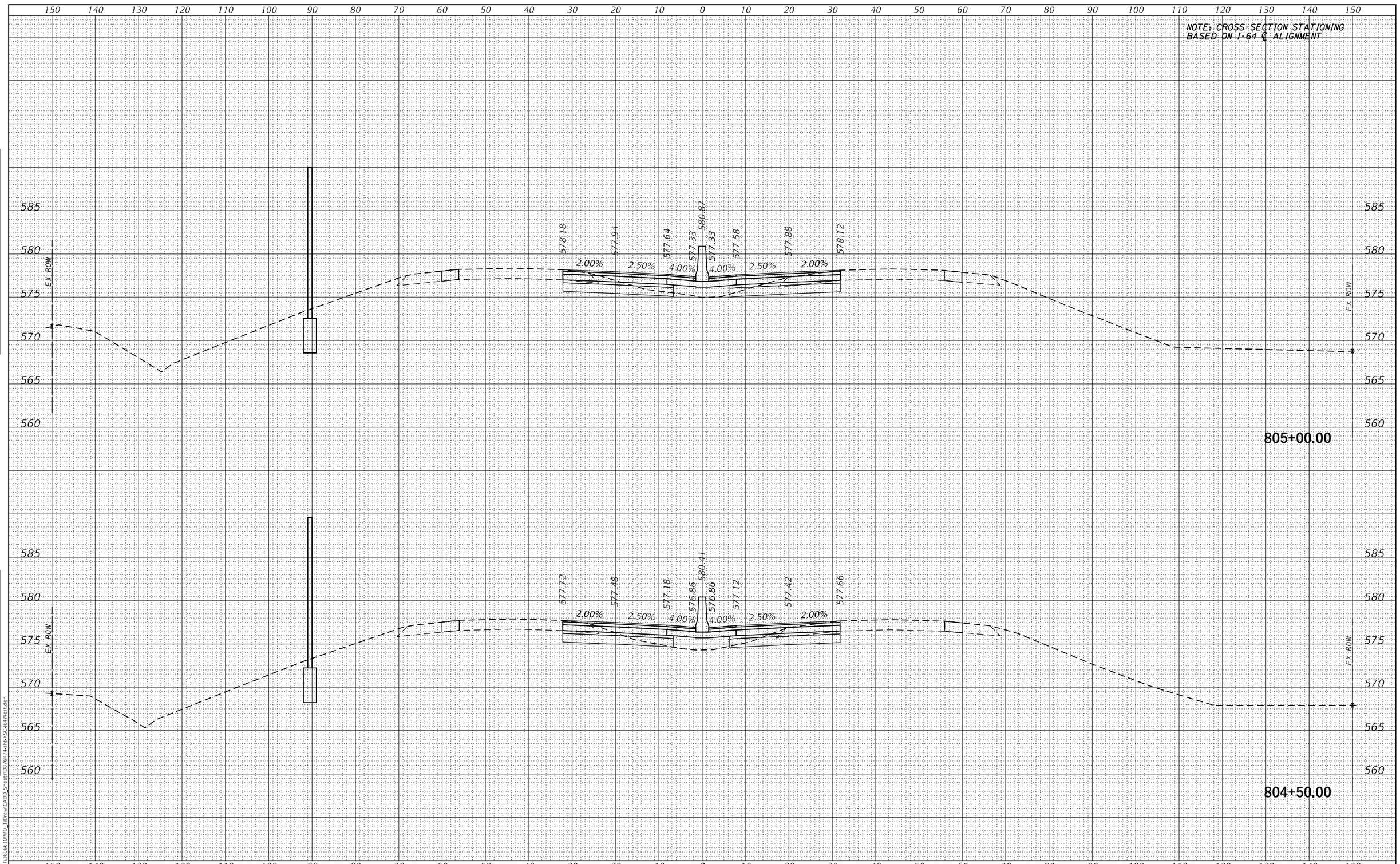
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 803+50.00 | TO STA. 804+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	65
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

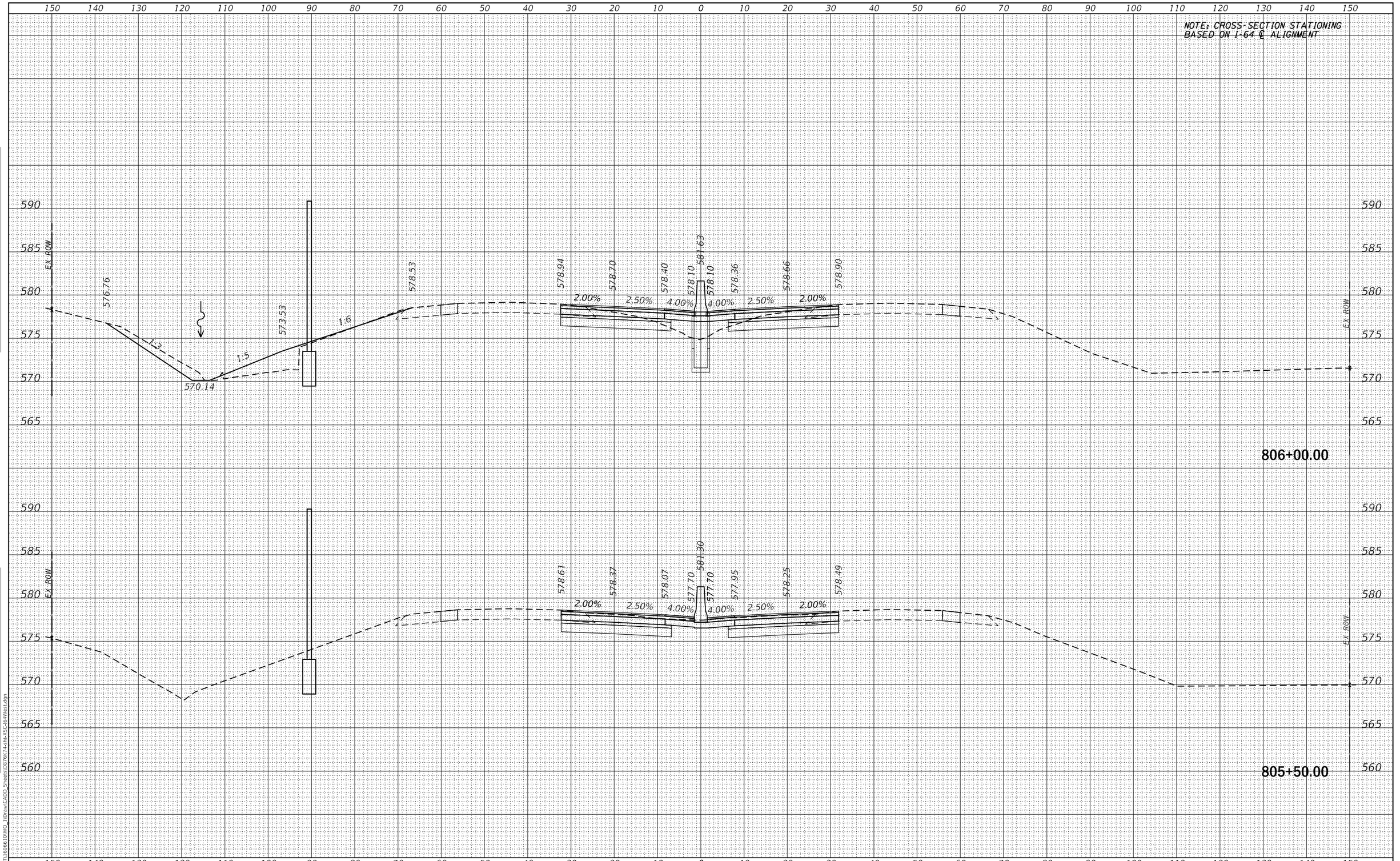
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 804+50.00 TO STA. 805+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	66
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

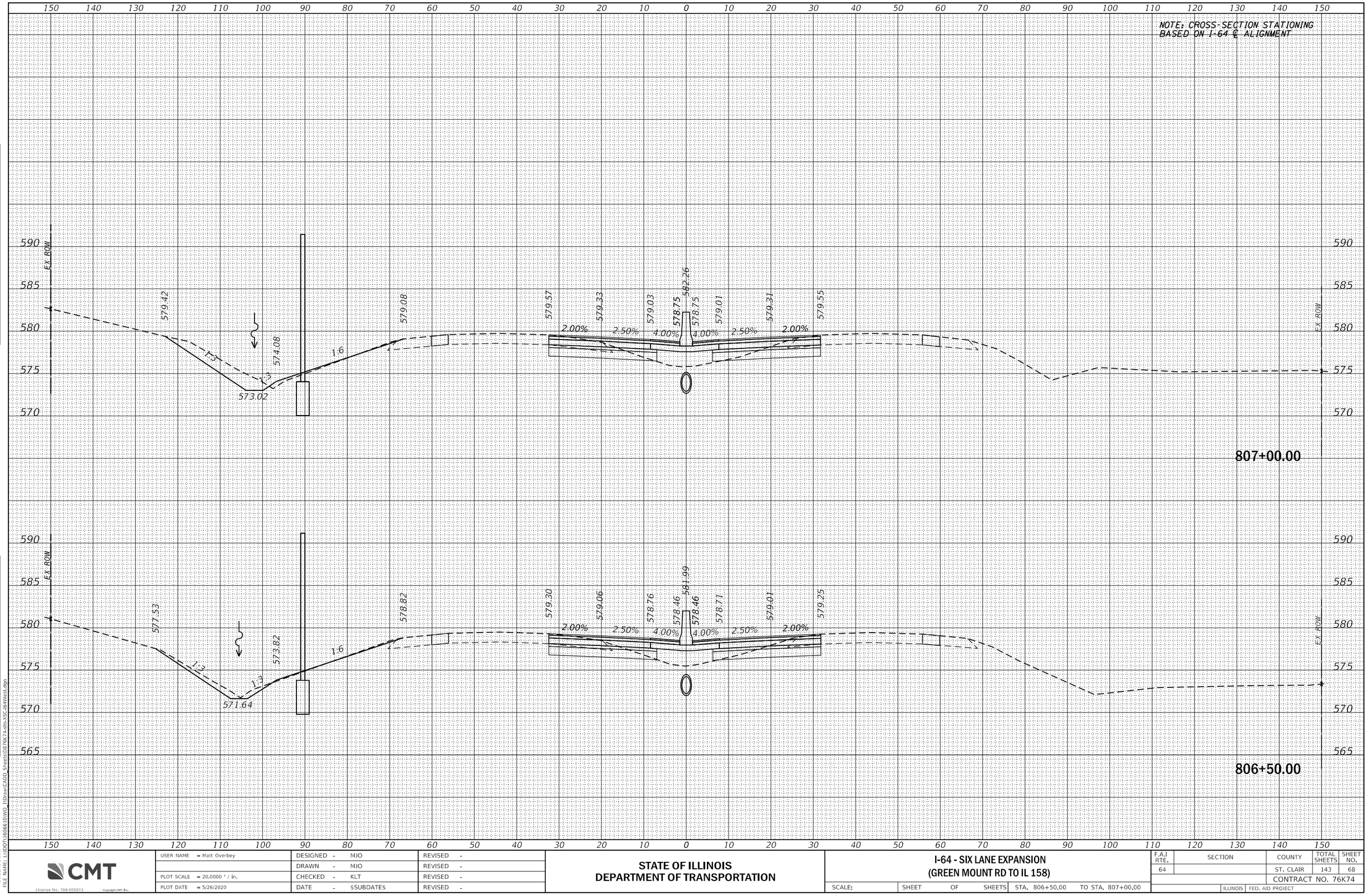
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 805+50.00 TO STA. 806+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	67
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
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TEMPLATE		
AREAS		
AREAS CHECKED		

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

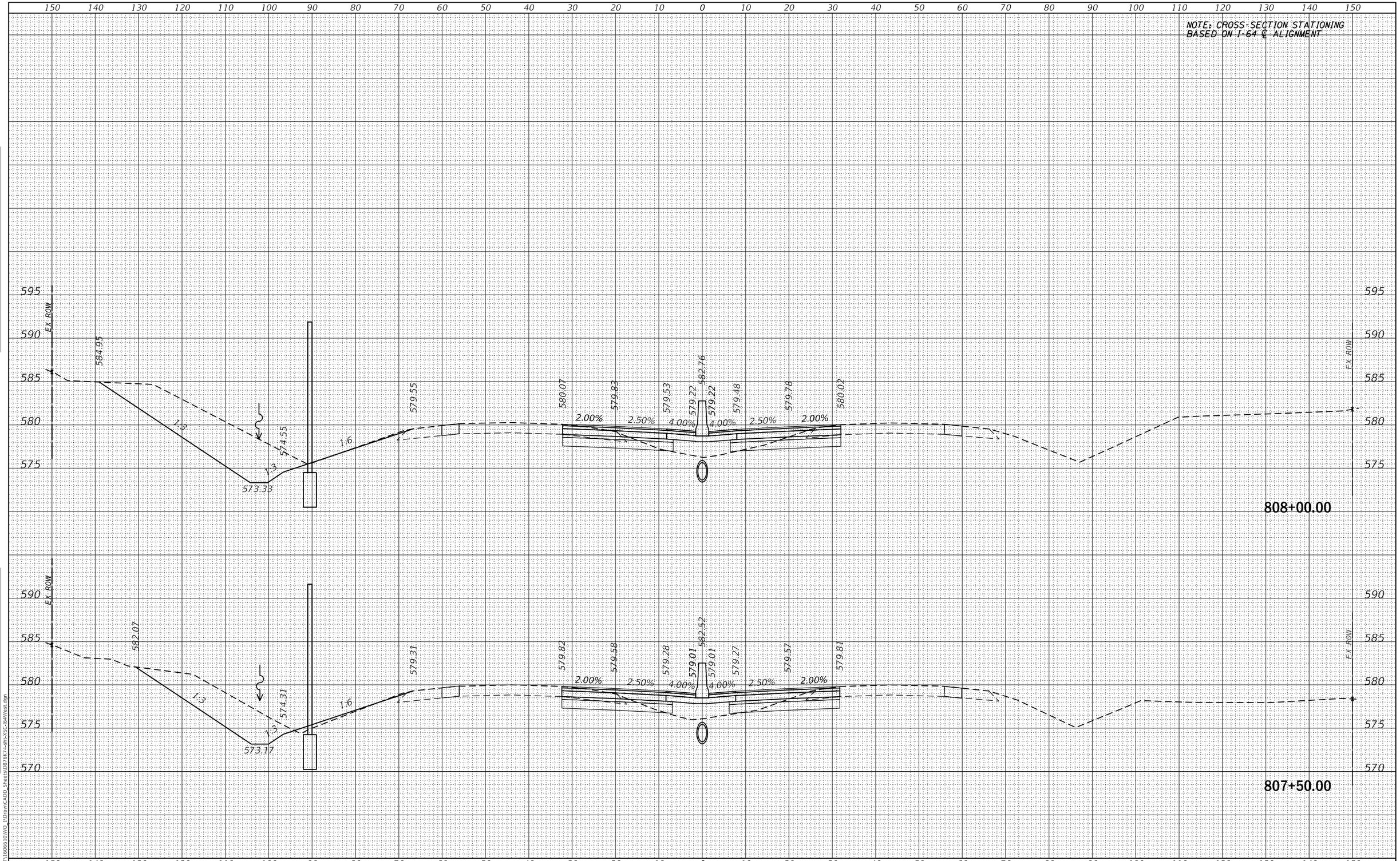
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 806+50.00 | TO STA. 807+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	68
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

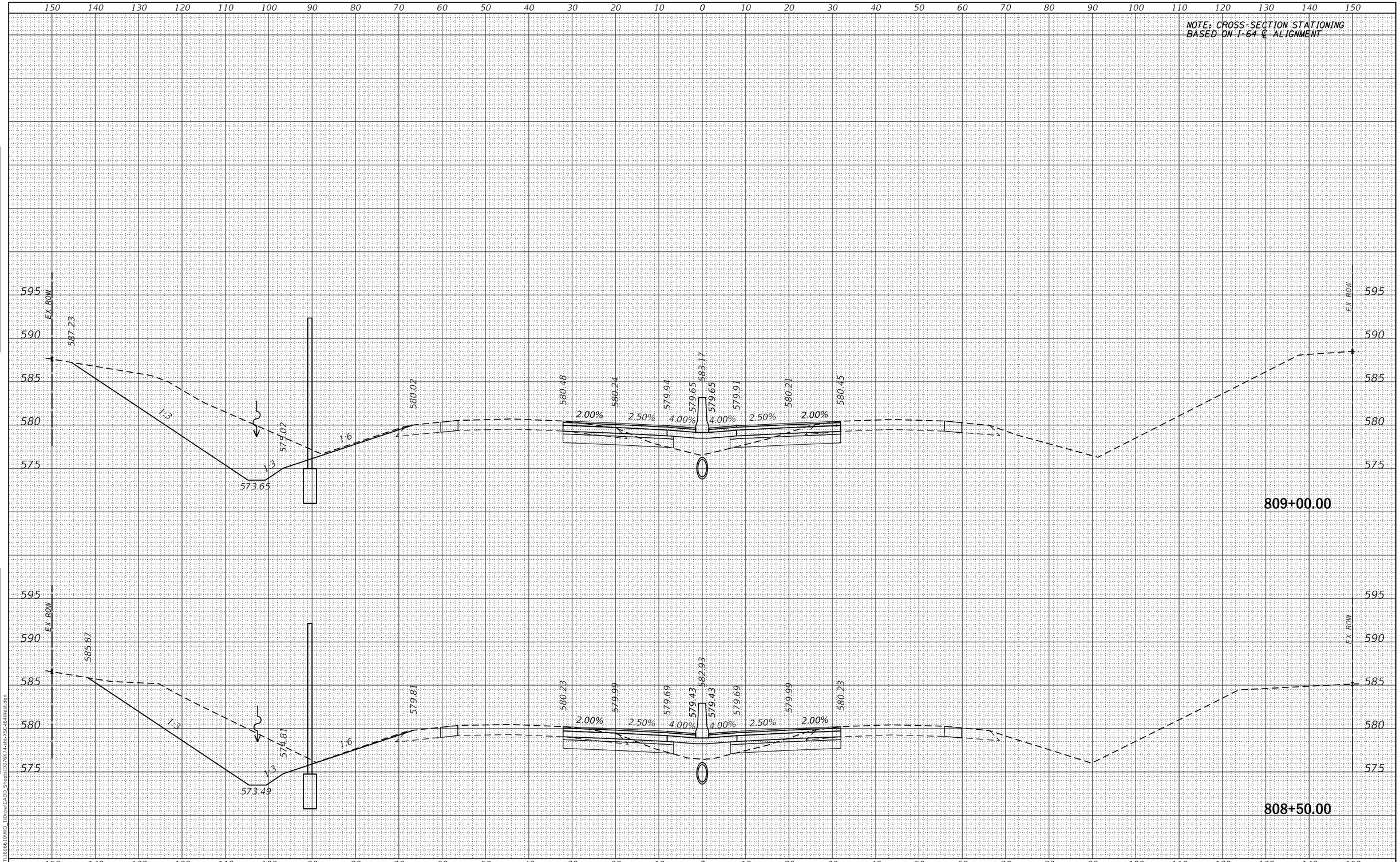
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 807+50.00 | TO STA. 808+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	69
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

NO.	BY	DATE

MODEL: Default
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

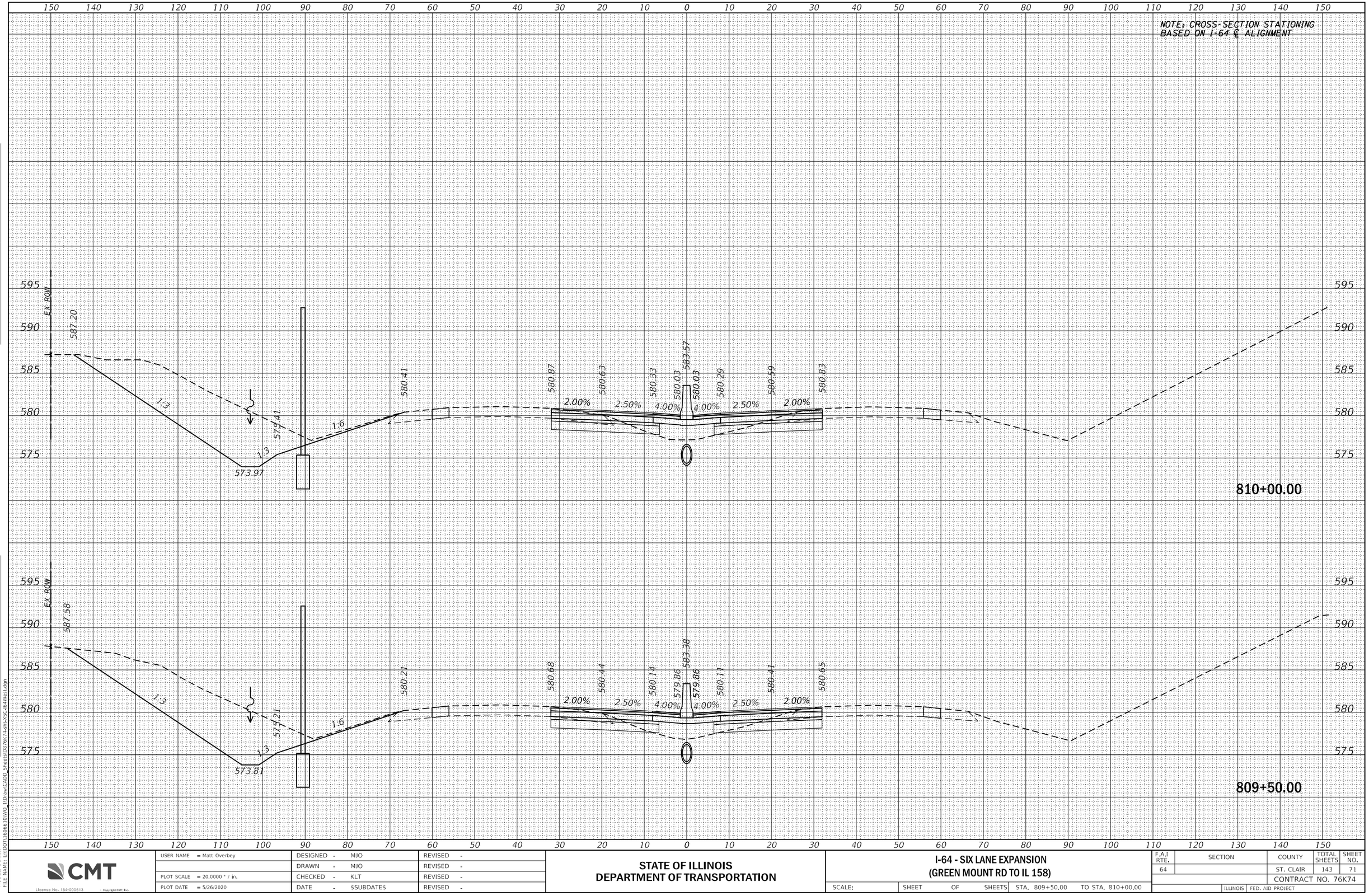
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 808+50.00 | TO STA. 809+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	70
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

BY	DATE

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

BY	DATE

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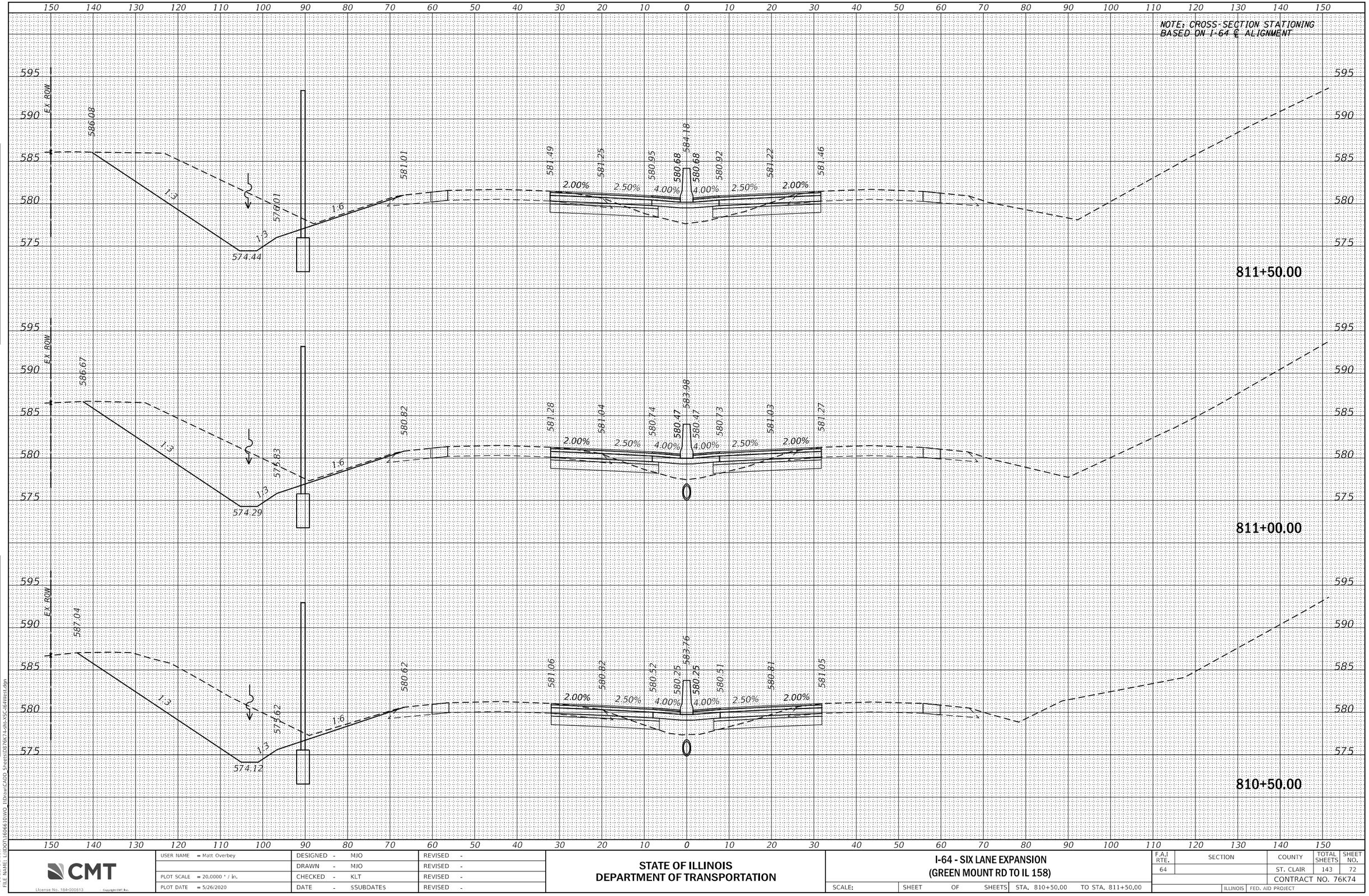
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 809+50.00 | TO STA. 810+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	71
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY	BY	DATE
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

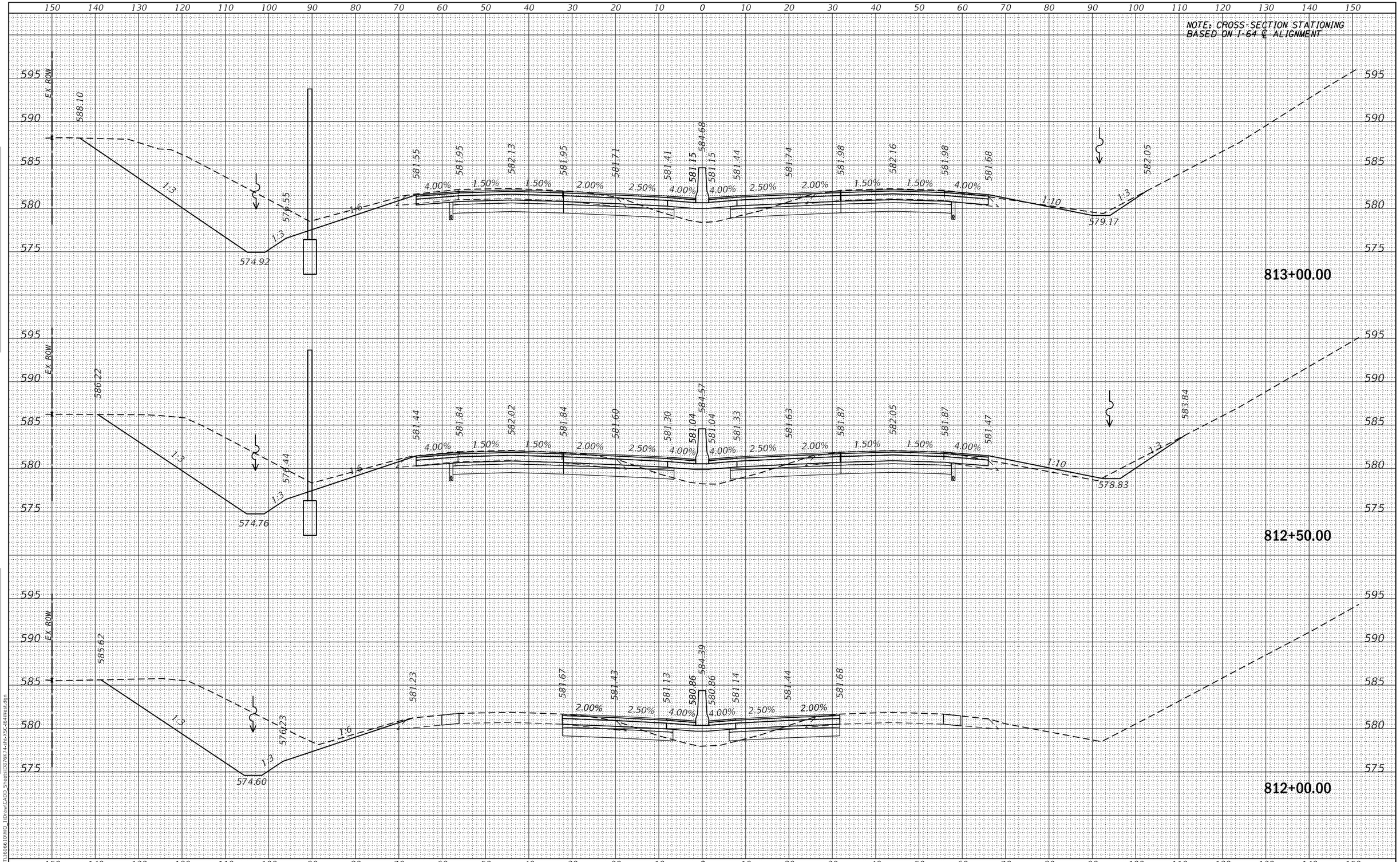
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 810+50.00 | TO STA. 811+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	72
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 812+00.00 | TO STA. 813+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	73
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

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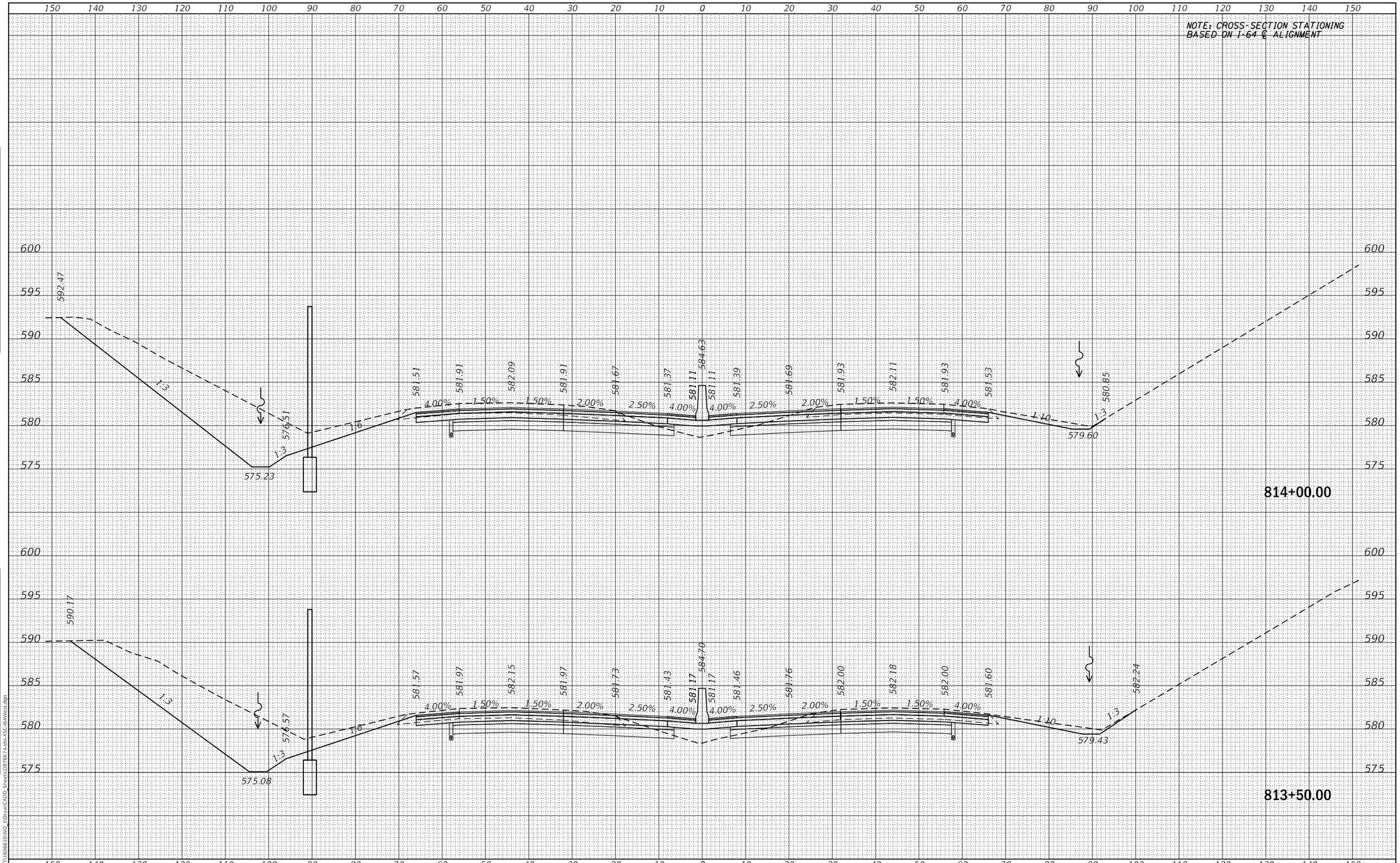
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
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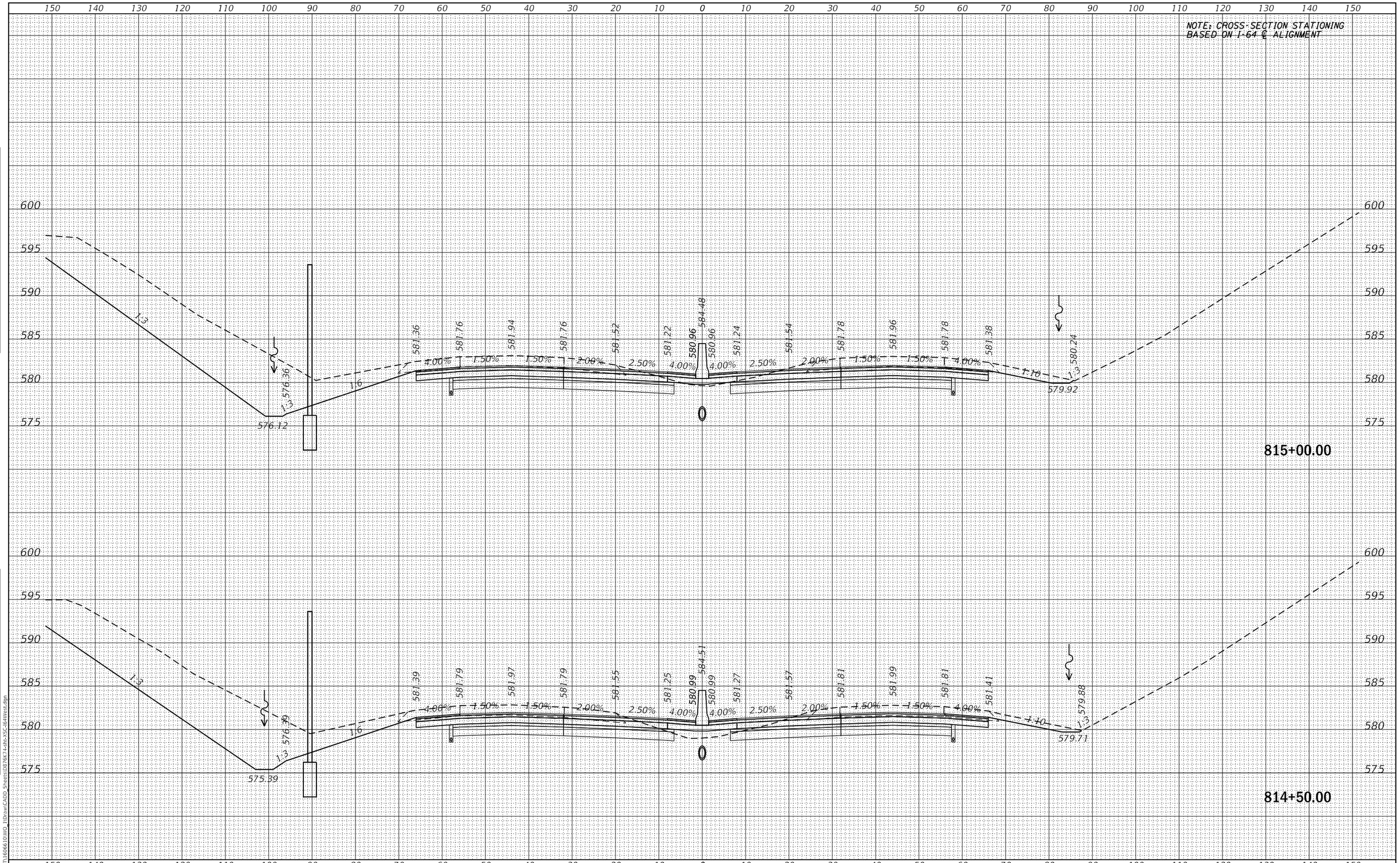
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 813+50.00 | TO STA. 814+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	74
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

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	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

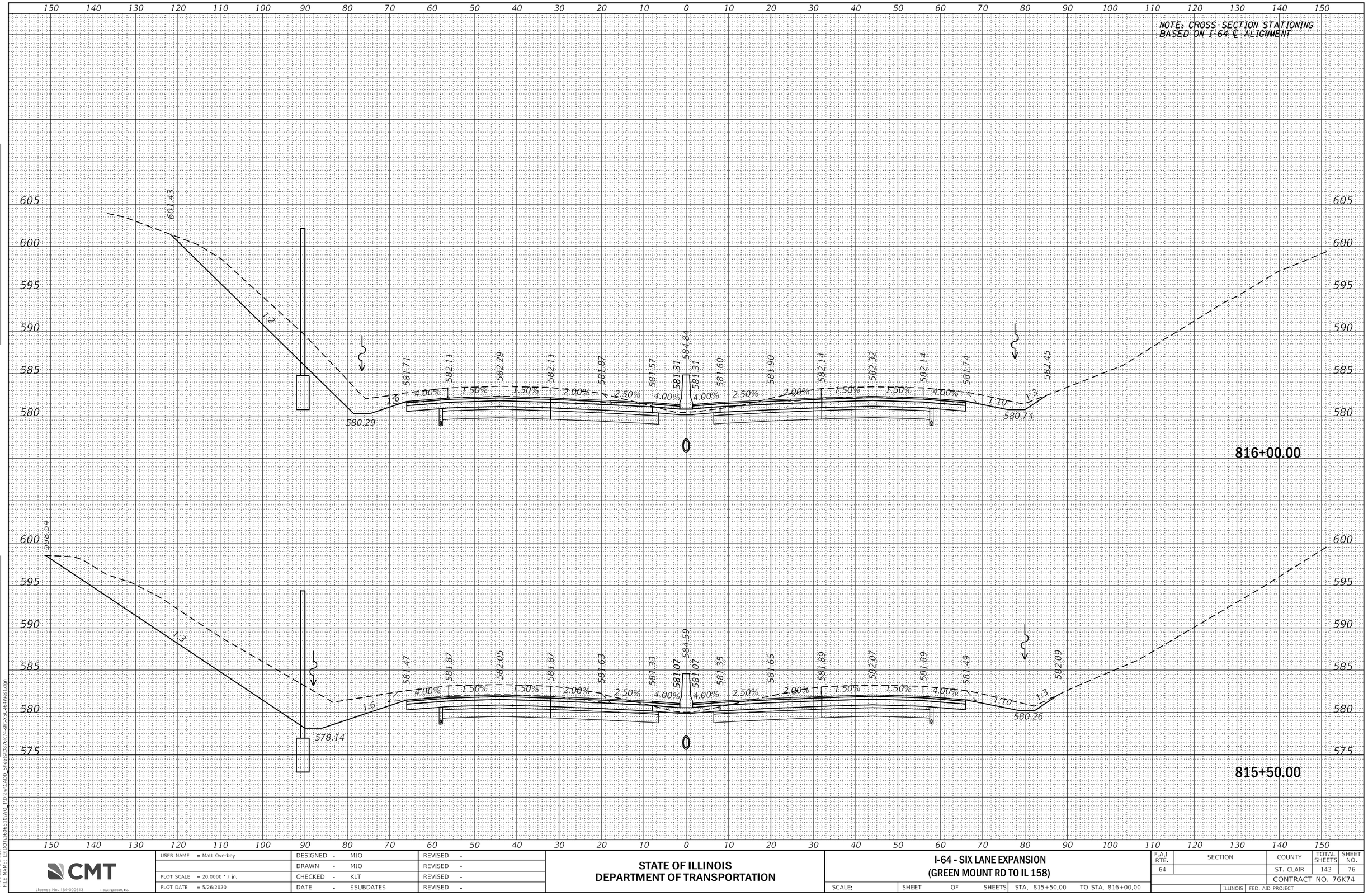
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 814+50.00 | TO STA. 815+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	75
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 815+50.00 | TO STA. 816+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	76
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

MODEL: Default
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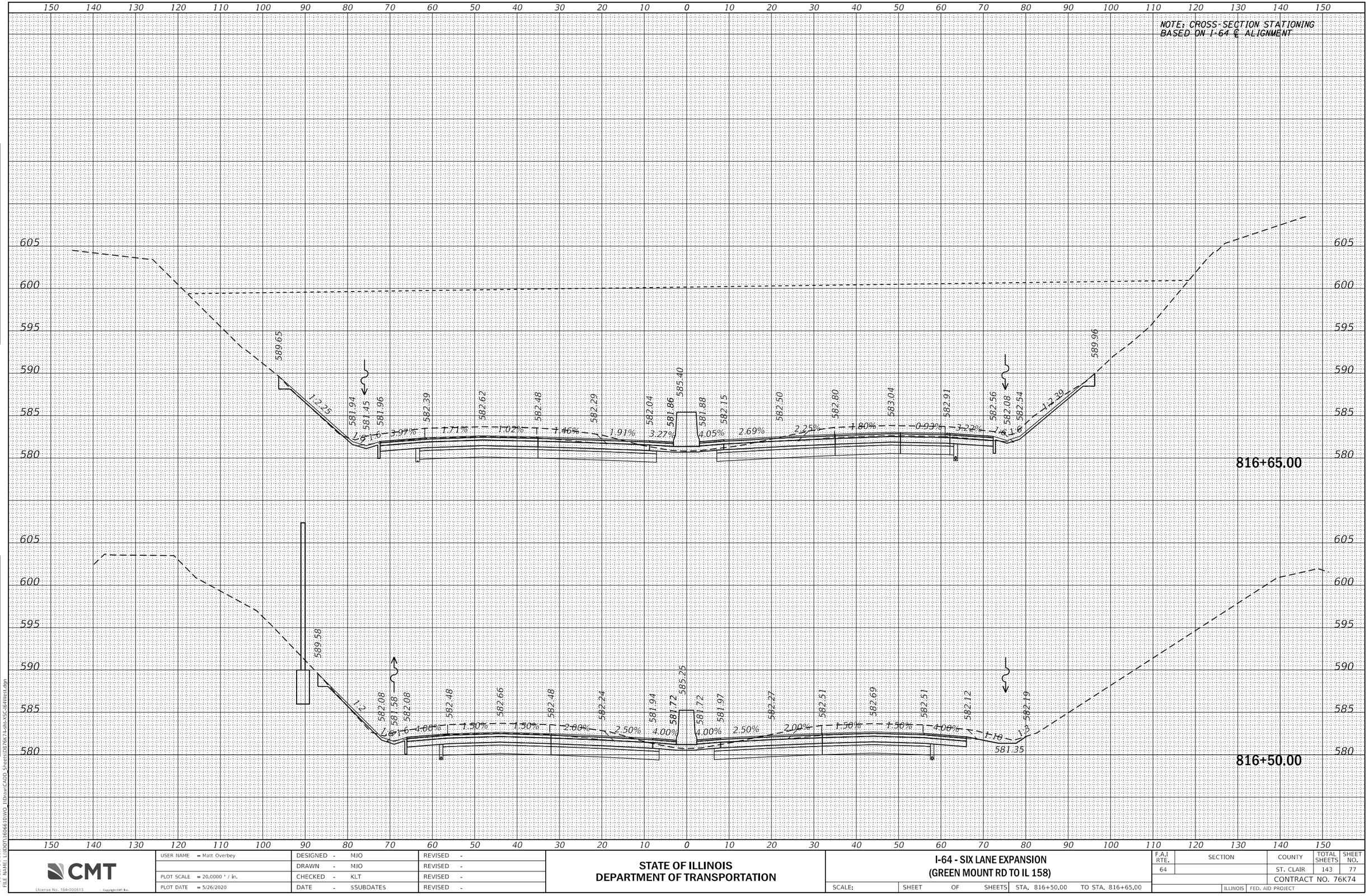
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)	
	DRAWN - MJO	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -			
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 816+50.00 TO STA. 816+65.00	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	77
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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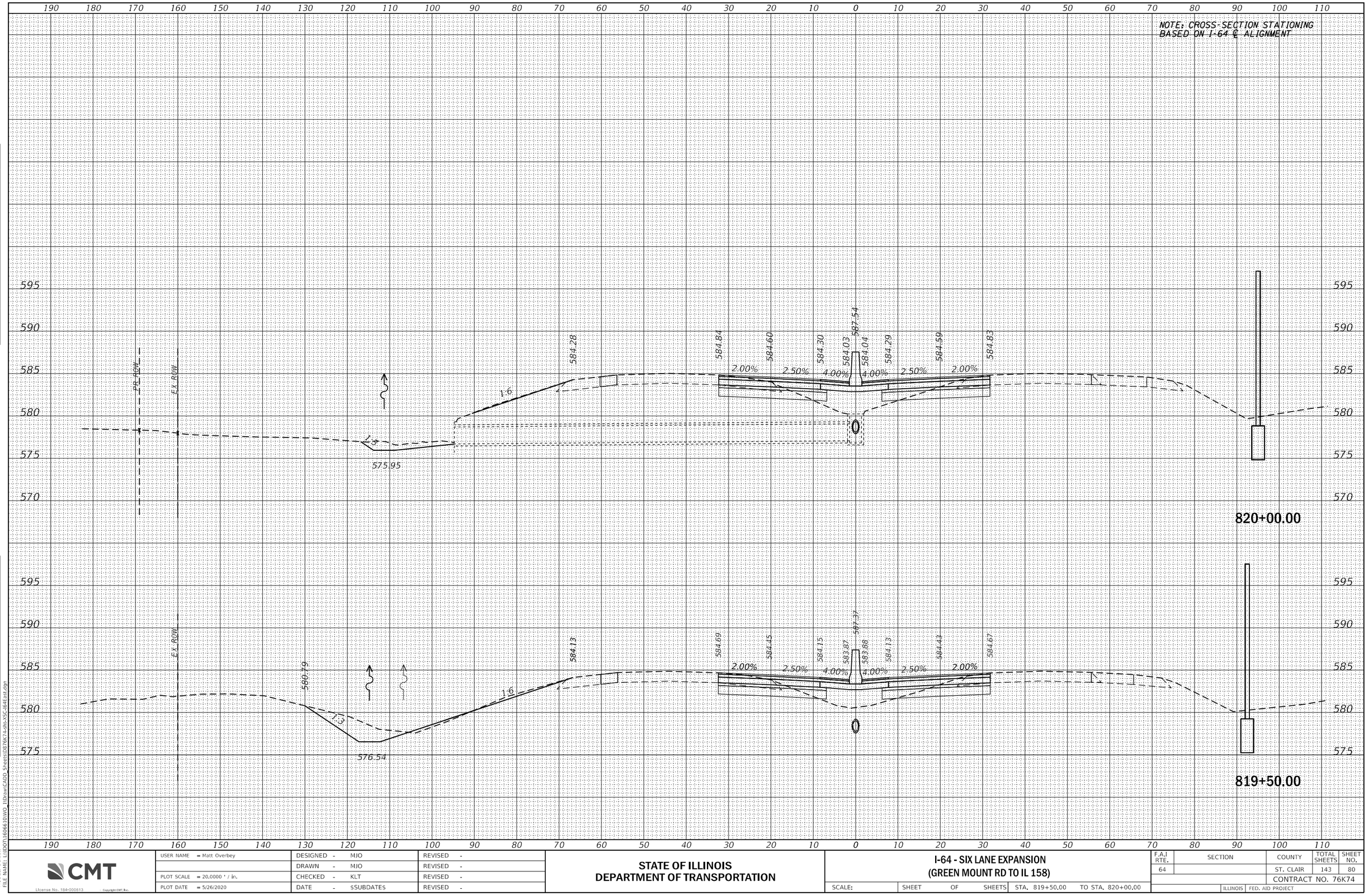
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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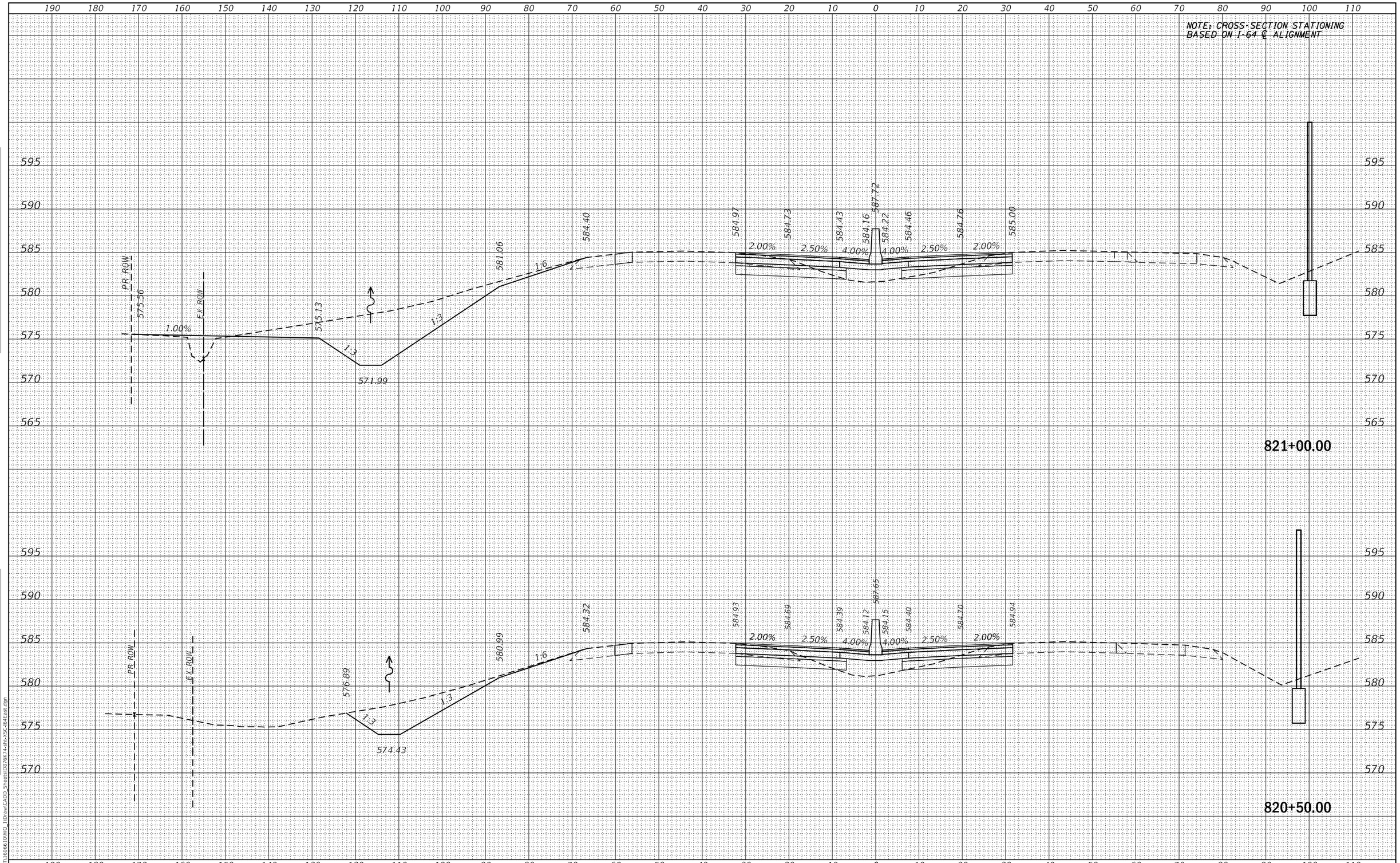
	DRAWN - MJO	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -			
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 819+50.00 TO STA. 820+00.00	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	80
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
	PLOTTED	
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	AREAS	
	AREAS CHECKED	

BY	DATE

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

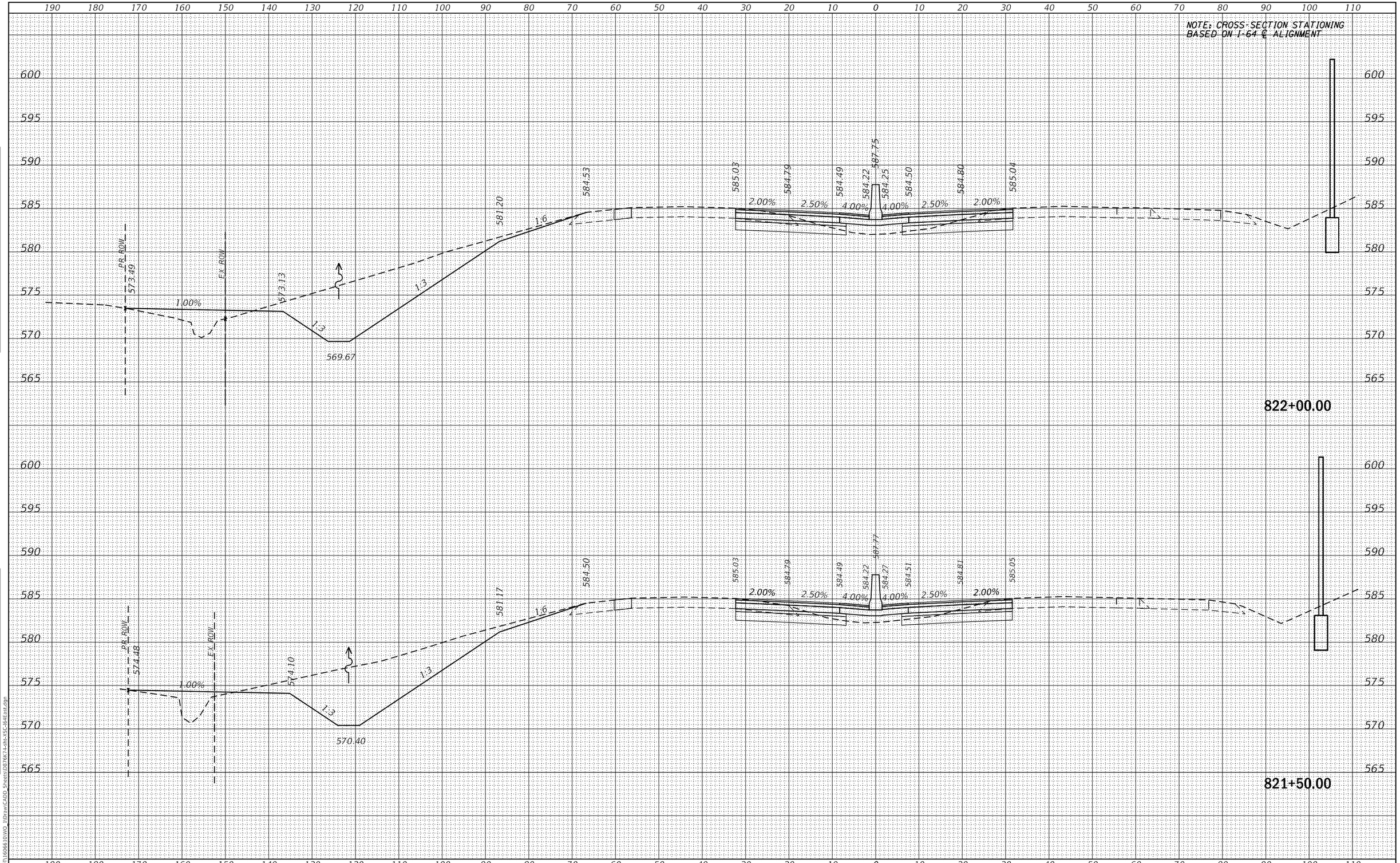
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 820+50.00 | TO STA. 821+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	81
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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		DRAWN - MJO	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 821+50.00 TO STA. 822+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	82
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

MODEL: Default
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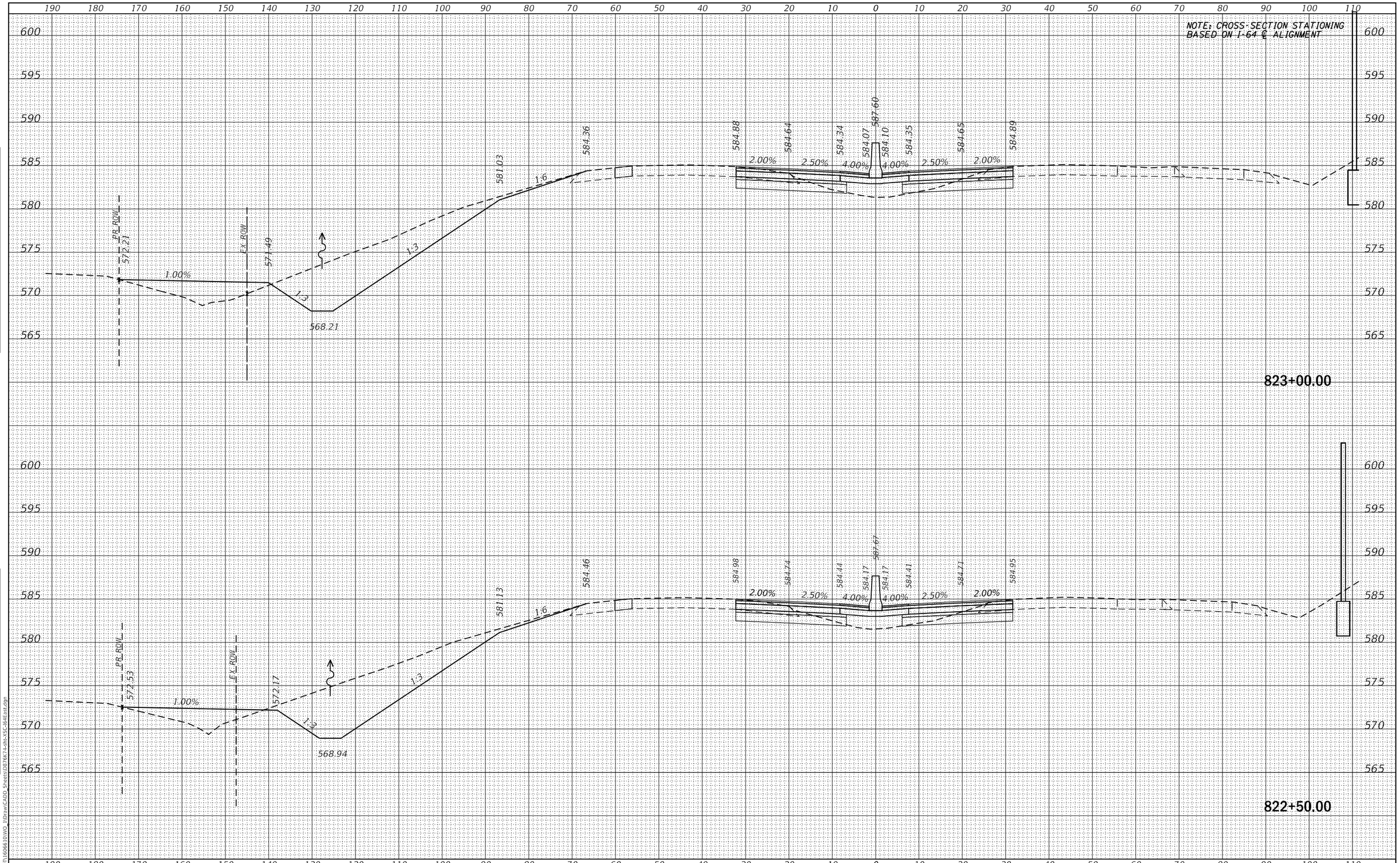
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 822+50.00 | TO STA. 823+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	83
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

MODEL: Default
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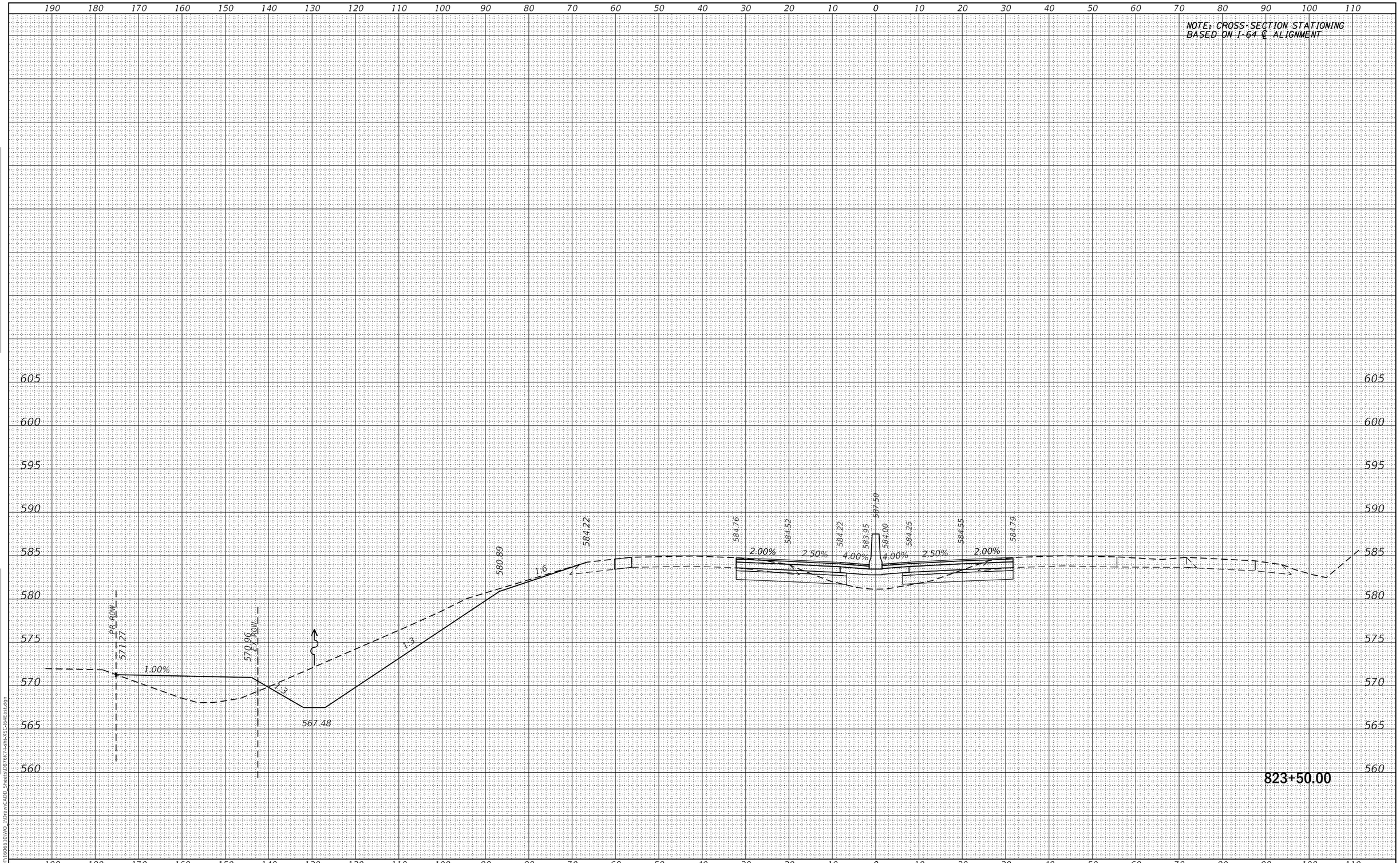
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 823+50.00 | TO STA. 823+50.00

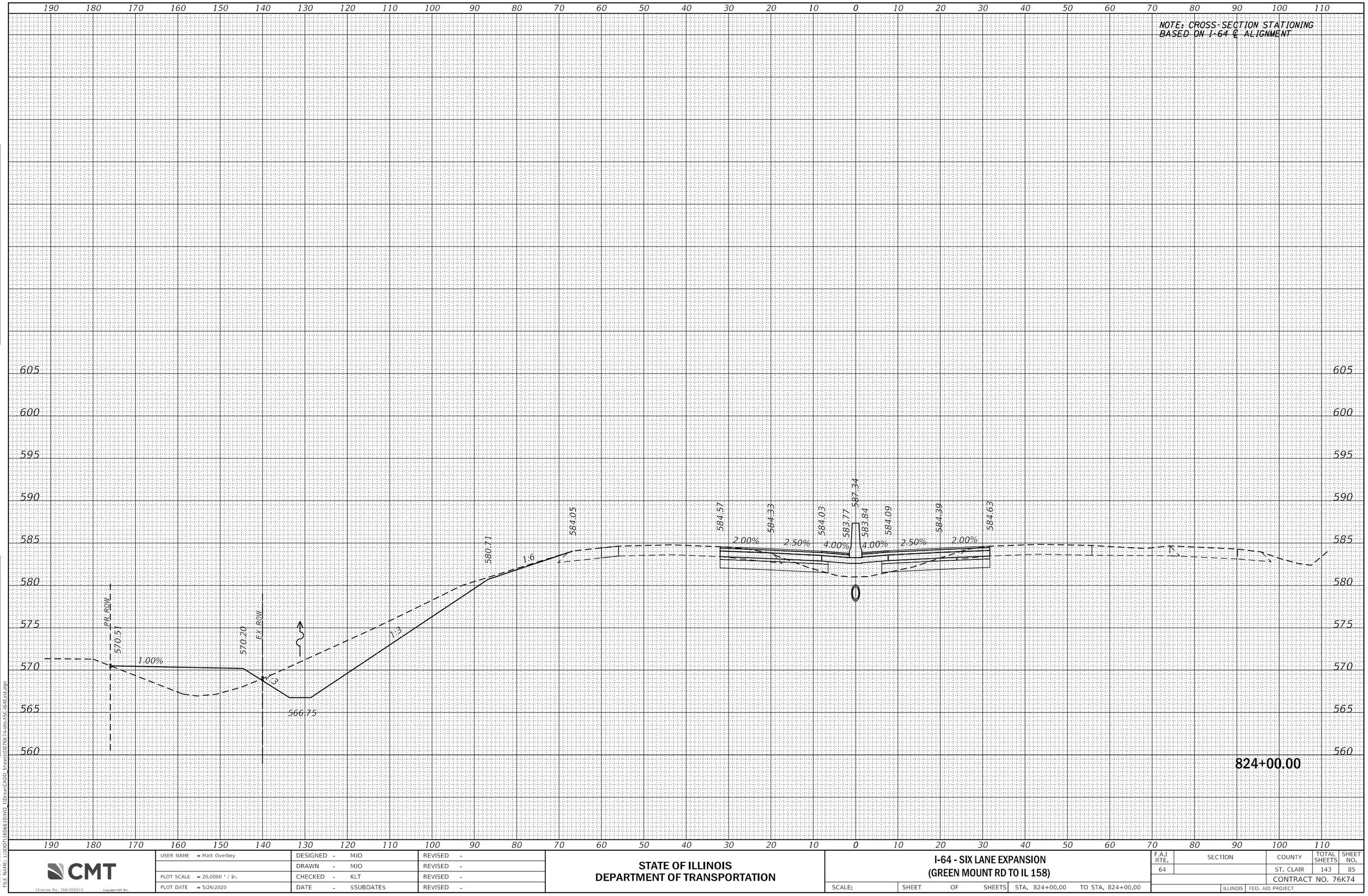
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	84
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_1\Draw\CADD Sheets\D876K74-Sht-XSC-I64East.dgn

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

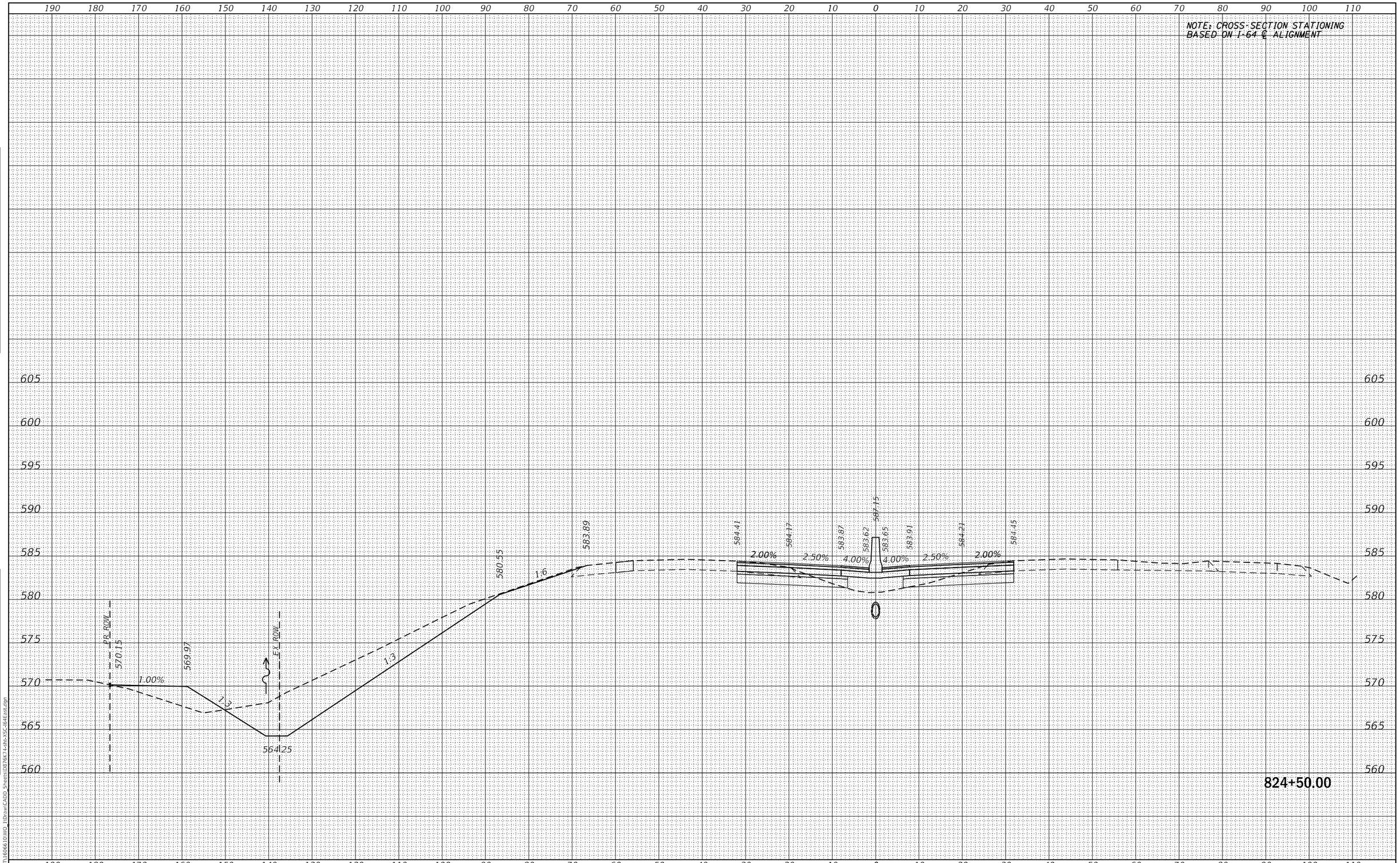
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 824+00.00 | TO STA. 824+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	85
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 824+50.00 | TO STA. 824+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	86
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

MODEL: Default
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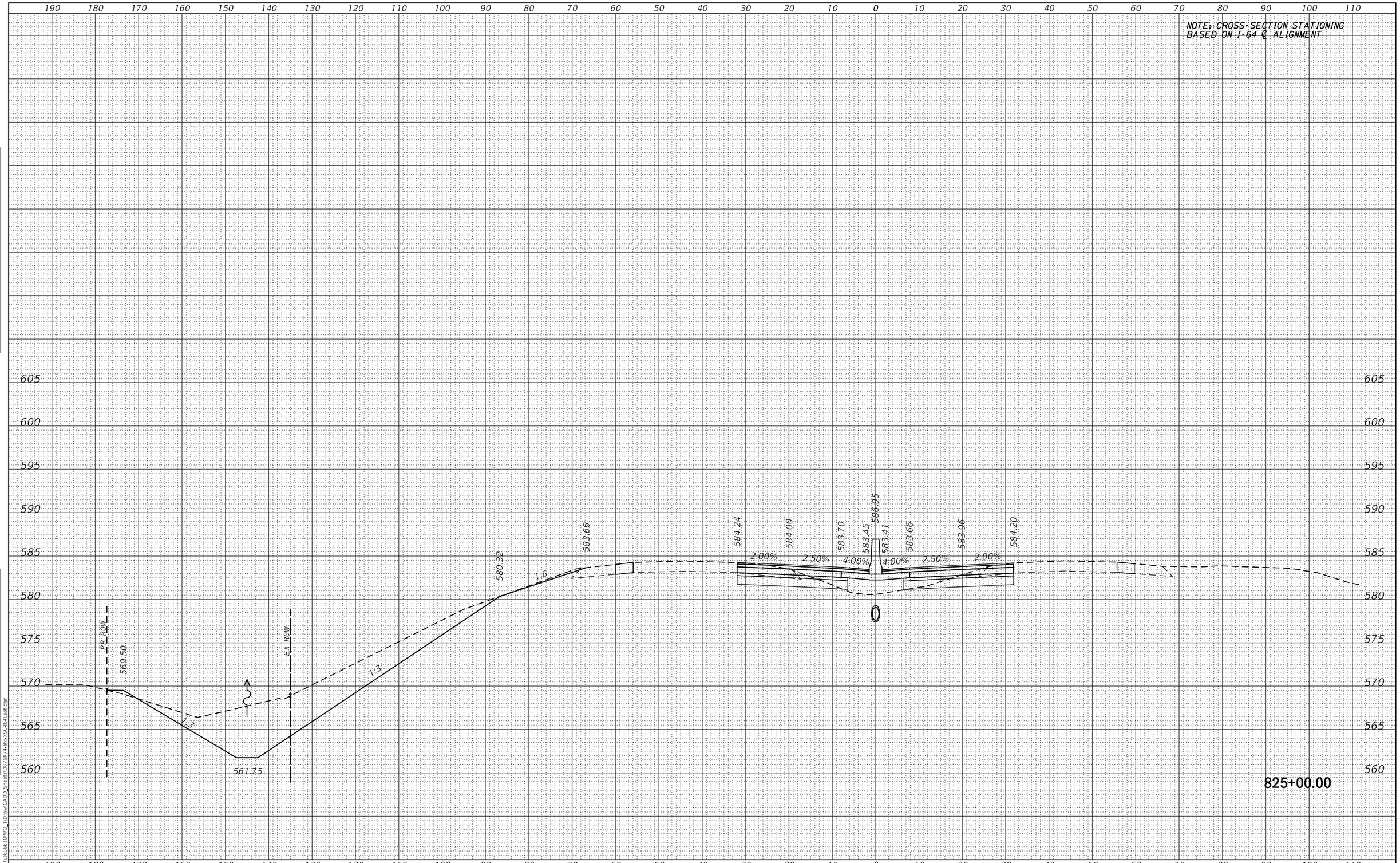
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 825+00.00 | TO STA. 825+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	87
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

MODEL: Default
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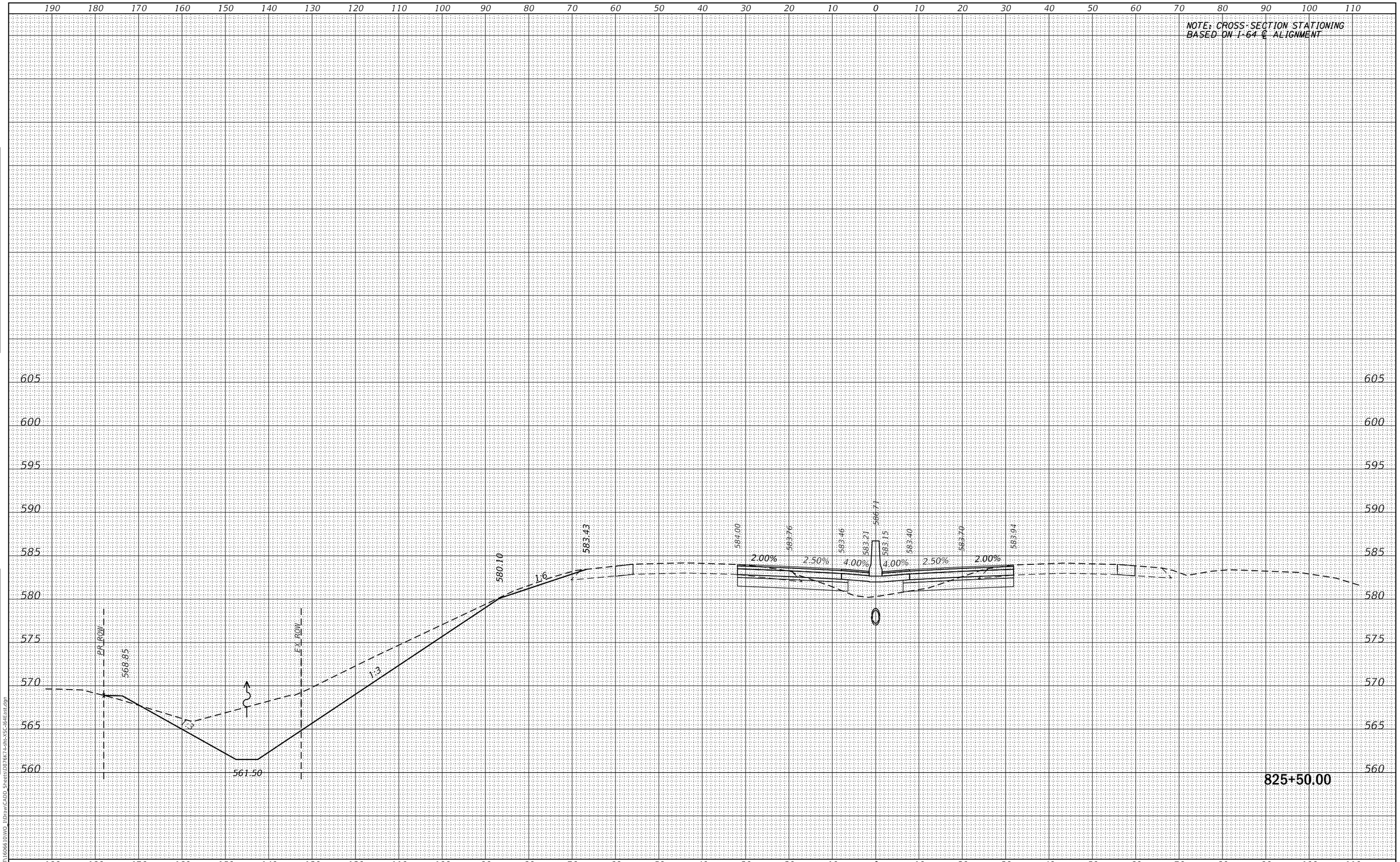
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 825+50.00 | TO STA. 825+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	88
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

605
600
595
590
585
580
575
570
565
560

583.68 583.44 583.14 582.89 582.85 586.39 583.11 583.41 583.65
583.12
579.79
568.29
561.25
2.00% 2.50% 4.00% 4.00% 2.50% 2.00%
1:6
1:3
1:3
FR ROW
EX ROW
0

826+00.00

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

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

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_1\Draw\CADD Sheets\D876K74-Ish-XSC-I64East.dgn

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 826+00.00 | TO STA. 826+00.00

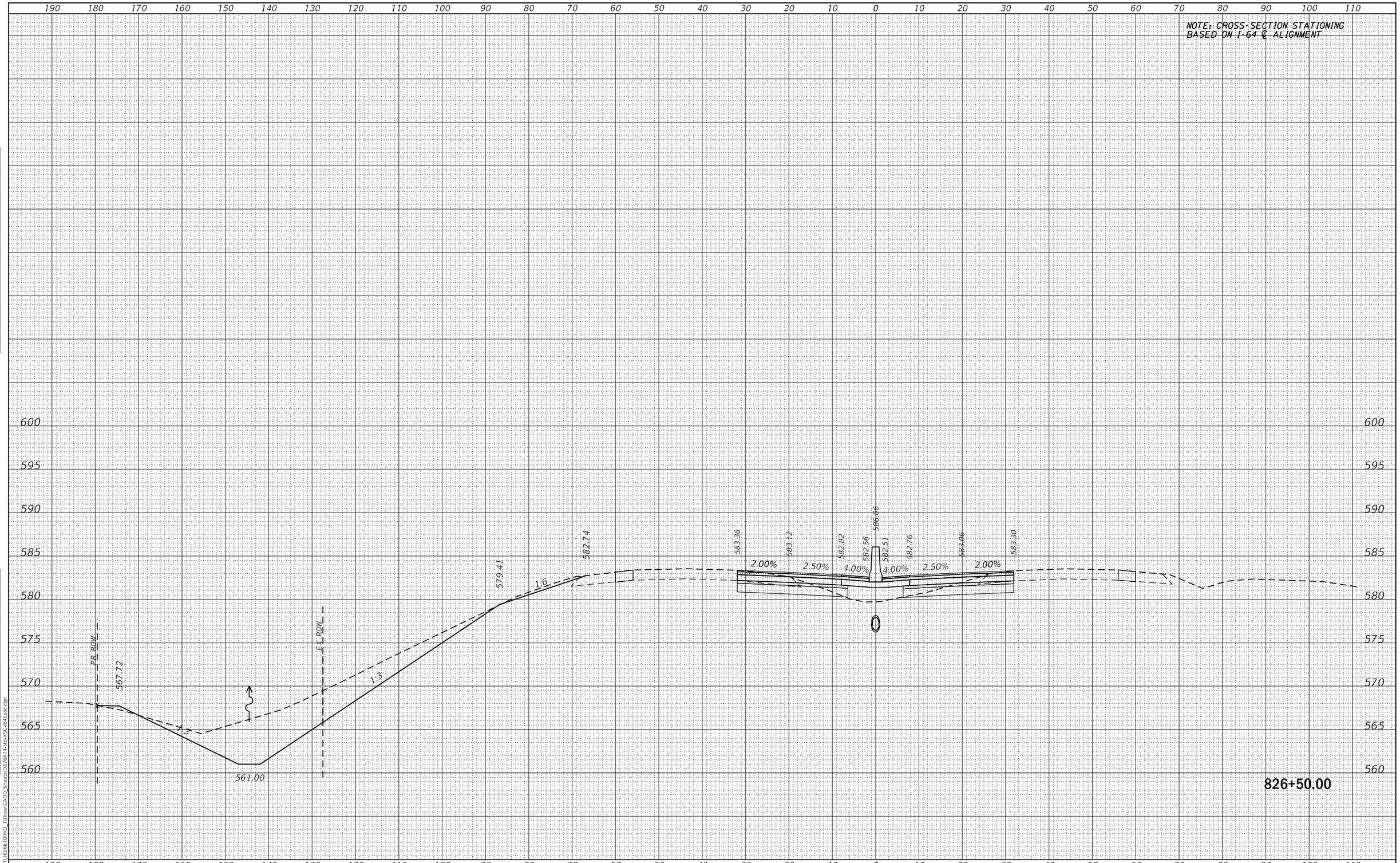
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	89
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	
NOTE BOOK	
NO.	

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

NO.	BY	DATE

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



ORIGINAL SURVEY	
NOTE BOOK	
NO.	

SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

NO.	BY	DATE

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_11\Draw\CADD Sheets\D876K74-sht-XSC-I64East.dgn

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

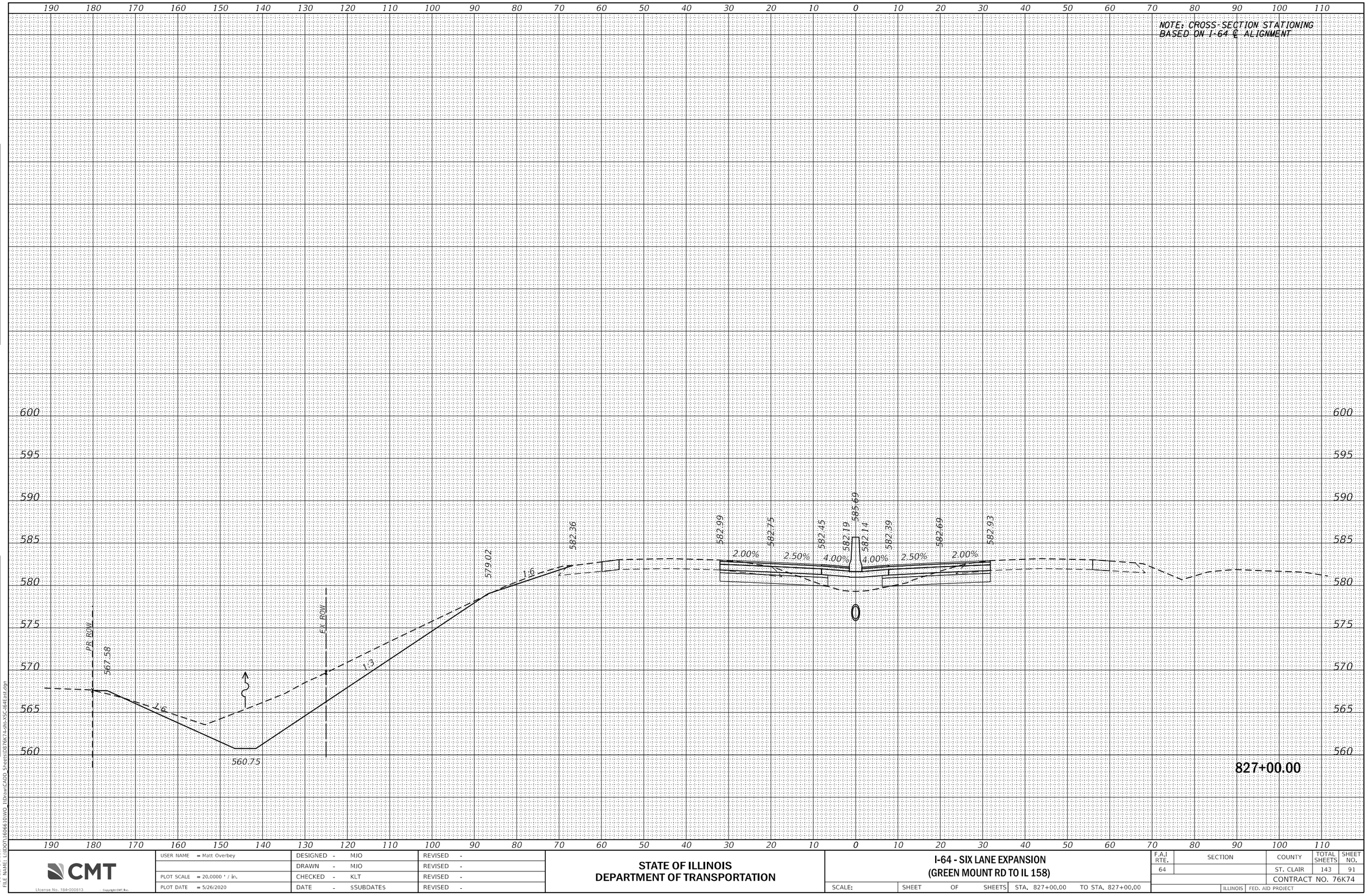
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 826+50.00 | TO STA. 826+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	90
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 827+00.00 | TO STA. 827+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	91
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

MODEL: Default
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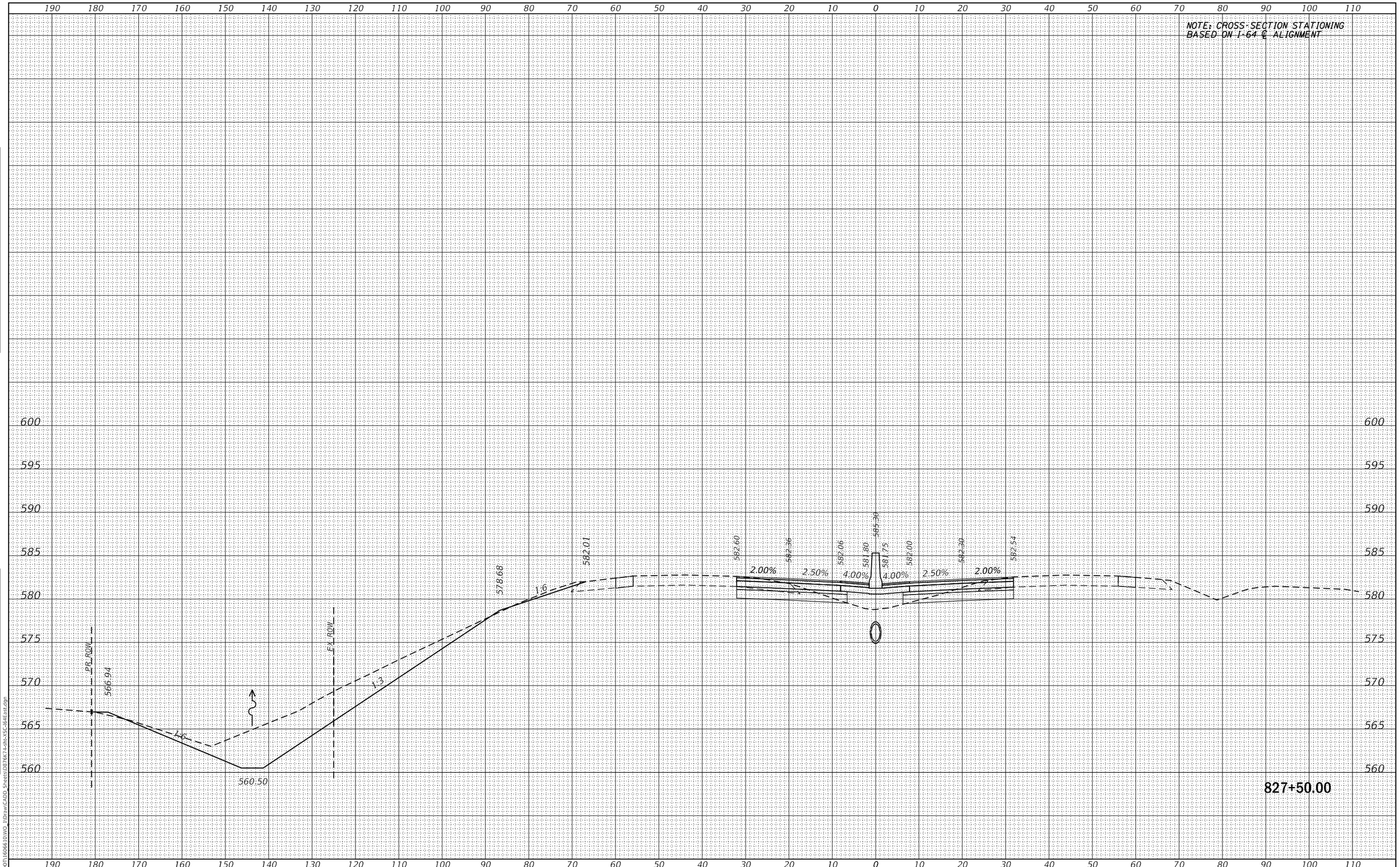
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

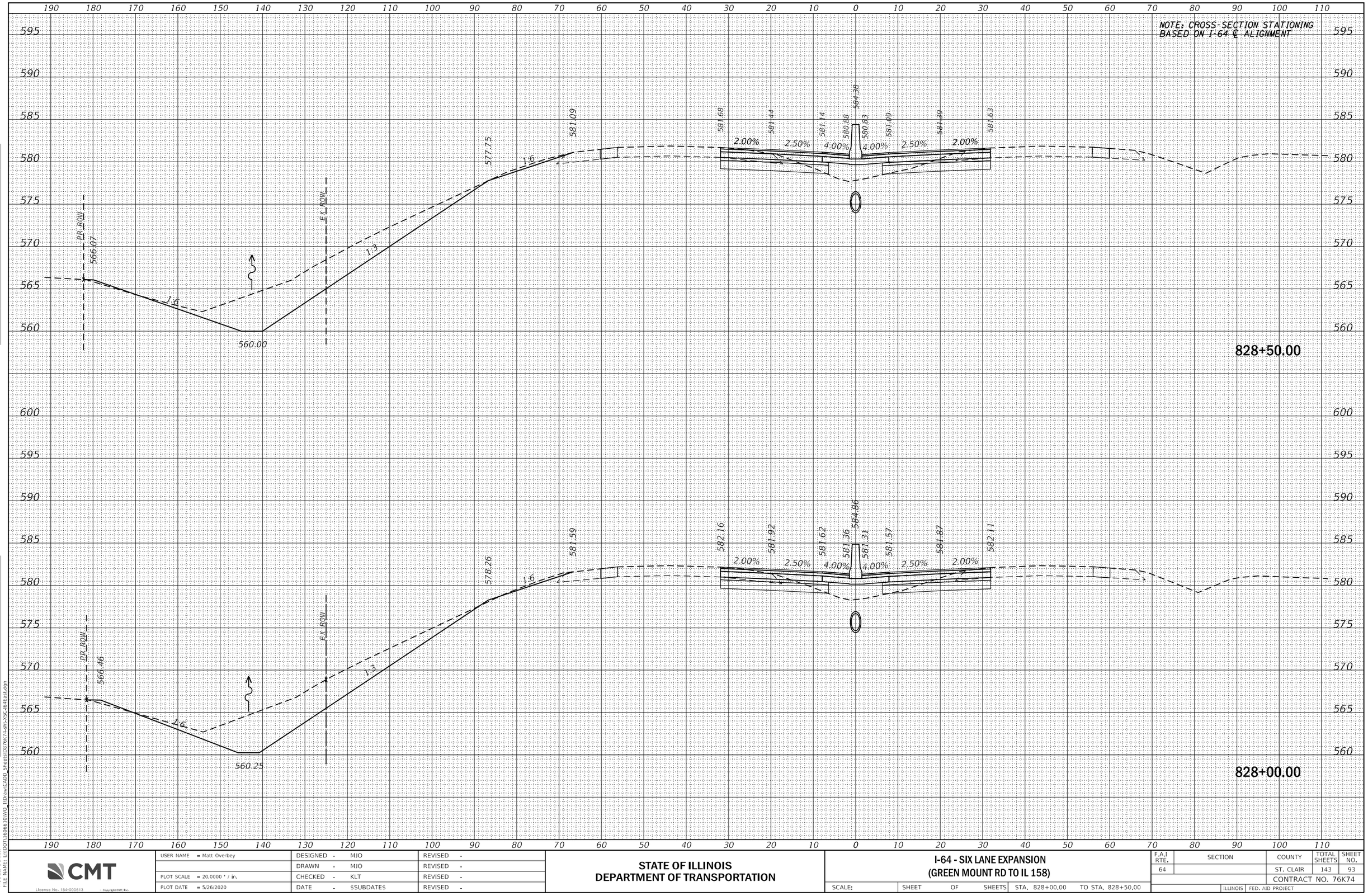
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 827+50.00 | TO STA. 827+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	92
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\1606610\WO_1\Draw\CADD Sheets\D376K74-sht-XSC-I64East.dgn

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

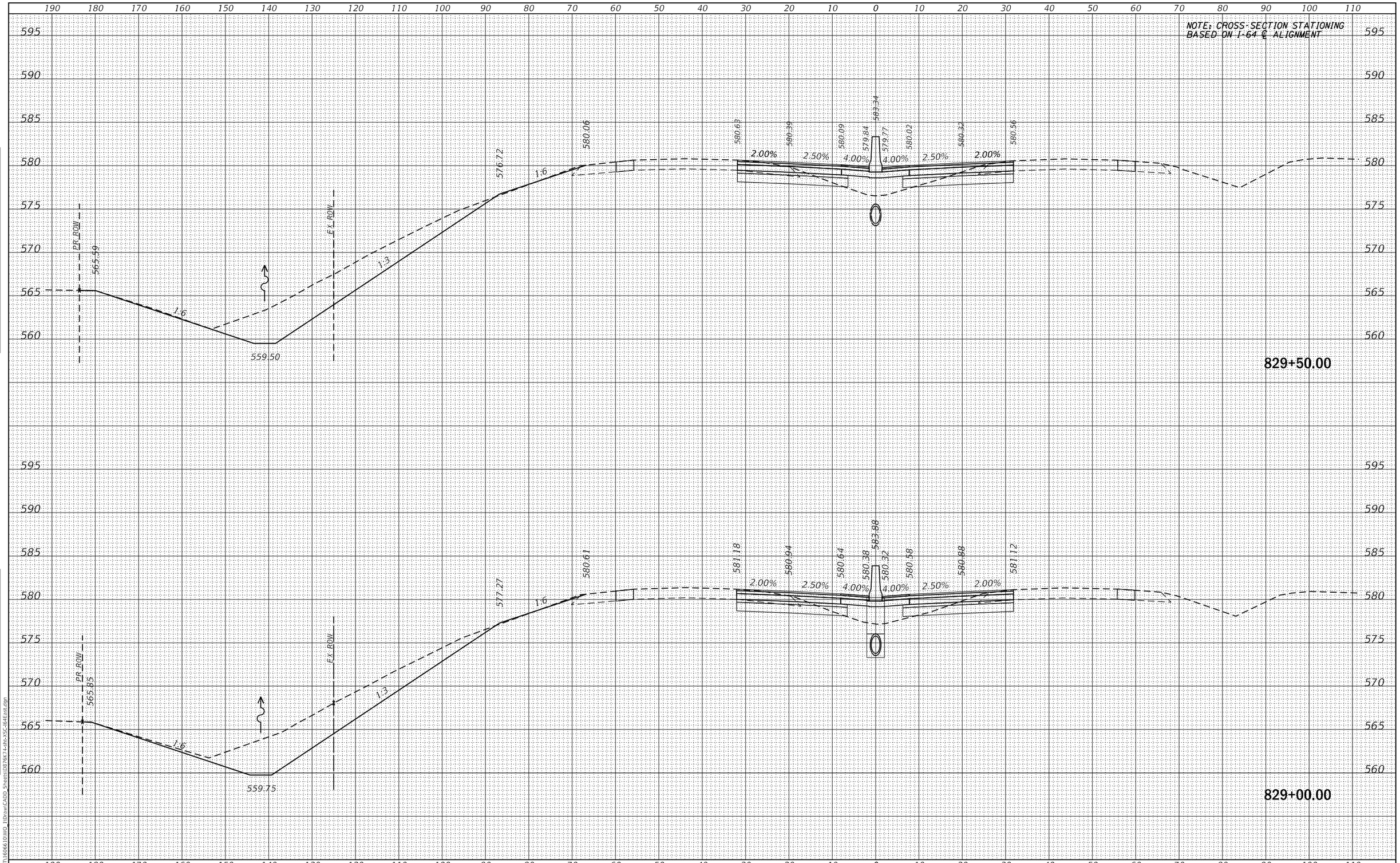
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 828+00.00 | TO STA. 828+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	93
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



CMT License No. 184-000613 Copyright CMT, Inc.	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)
		DRAWN - MJO	REVISED -		
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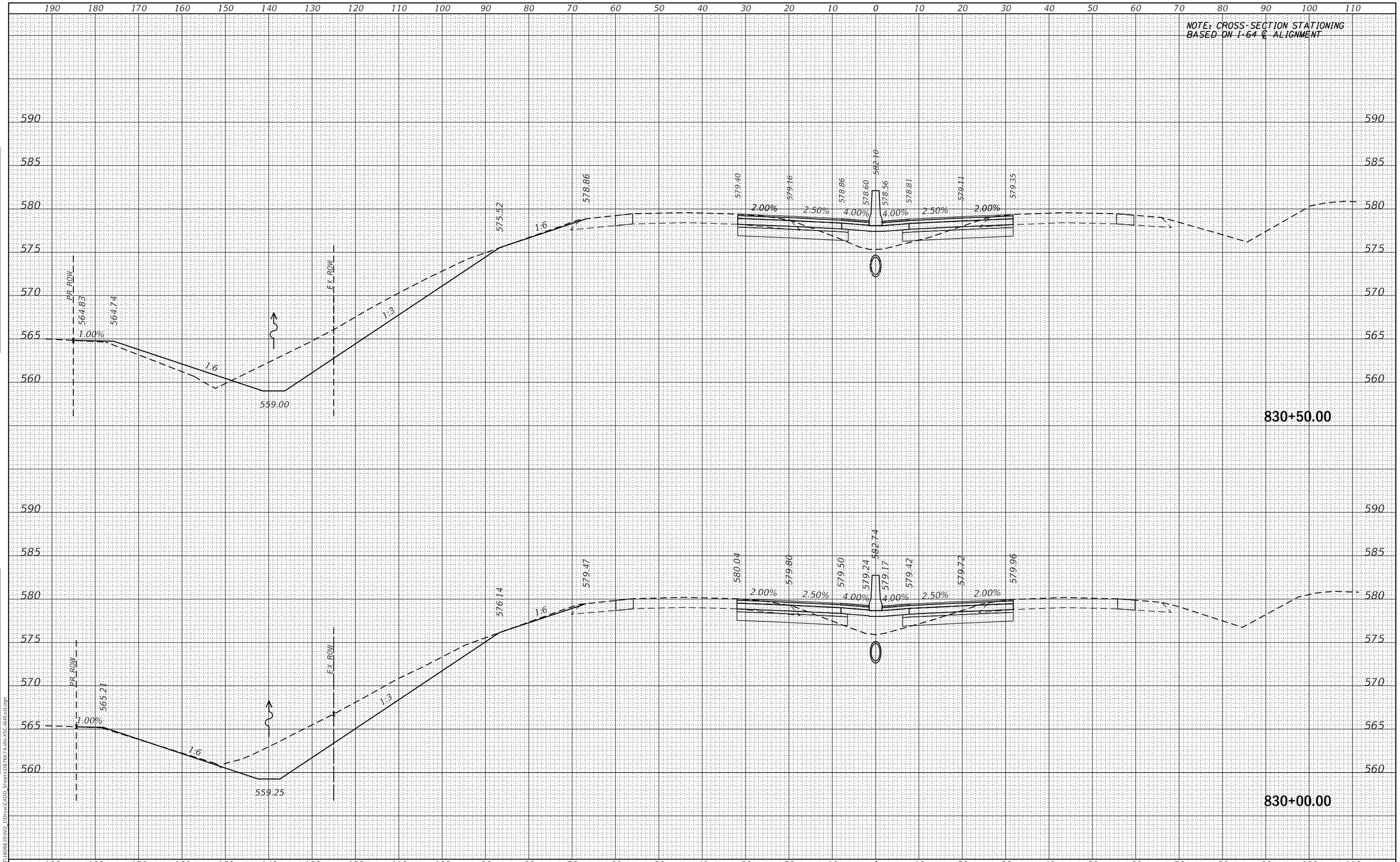
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	94
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

MODEL: Default
FILE NAME: L:\IDOT\160610\WO_1\Draw\CADD Sheets\D876K74-Sht-XSC-I64East.dgn

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)	
	DRAWN - MJO	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -			
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 830+00.00 TO STA. 830+50.00	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	95
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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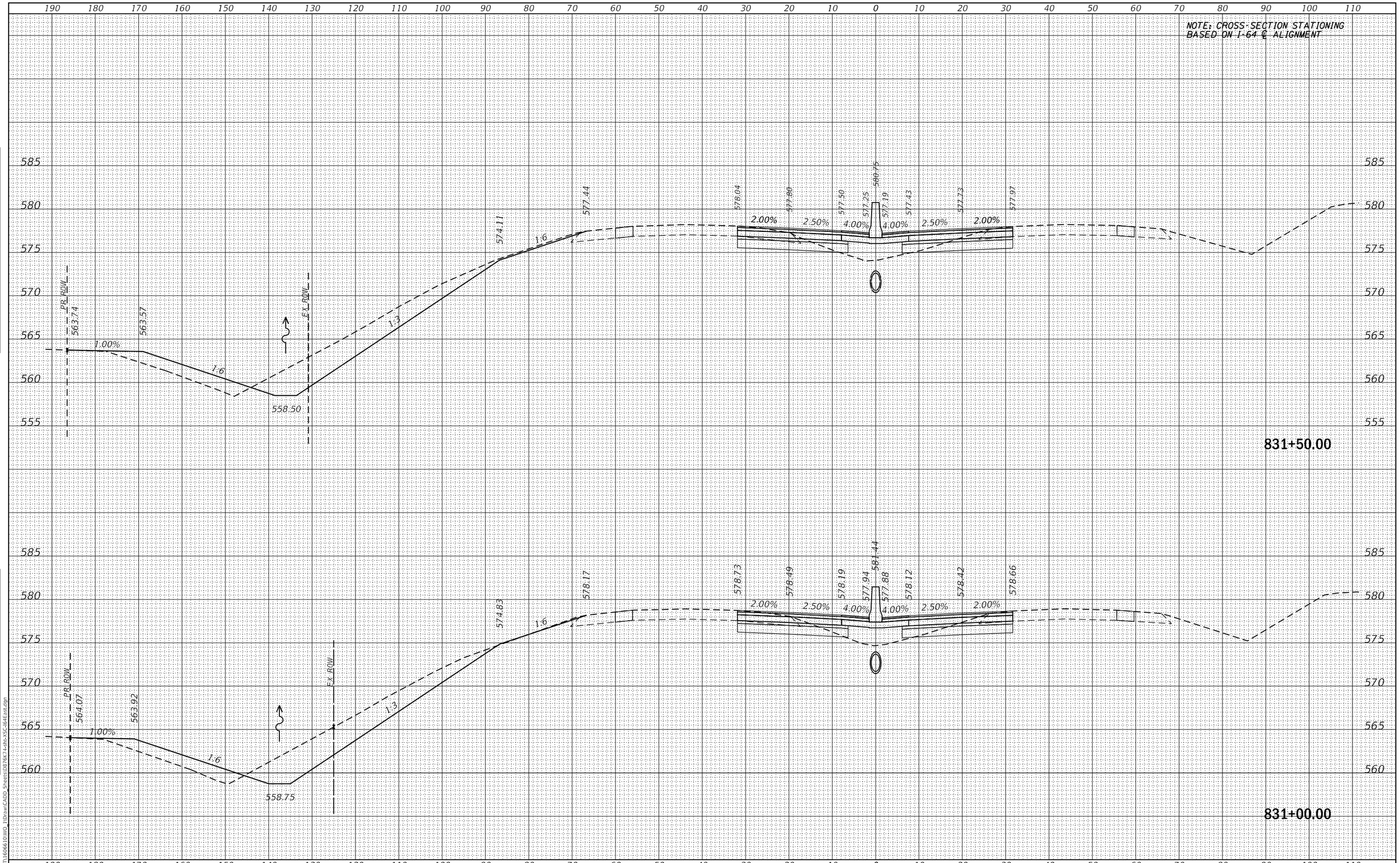
FINAL SURVEY / ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chn-XSC-I64east.dgn

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



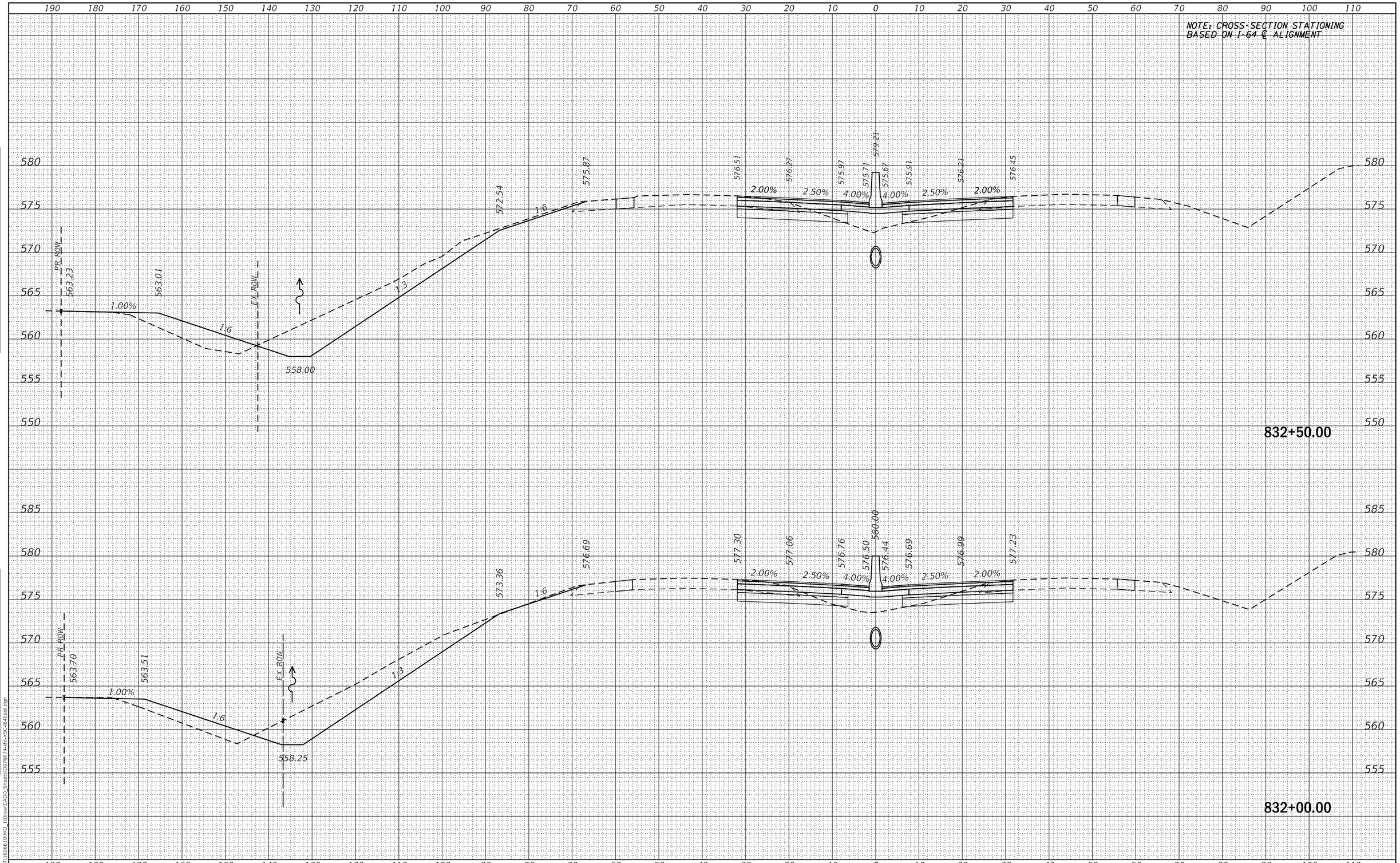
CMT	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)
License No. 184-000613 Copyright CMT, Inc.		DRAWN - MJO	REVISED -		SCALE: SHEET OF SHEETS STA. 831+00.00 TO STA. 831+50.00
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	96
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chi-XSC-I64east.dgn

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)	
	DRAWN - MJO	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -			
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -		SCALE: SHEET OF SHEETS STA. 832+00.00 TO STA. 832+50.00	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	97
		CONTRACT NO. 76K74		
		ILLINOIS FED. AID PROJECT		

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

MODEL: Default
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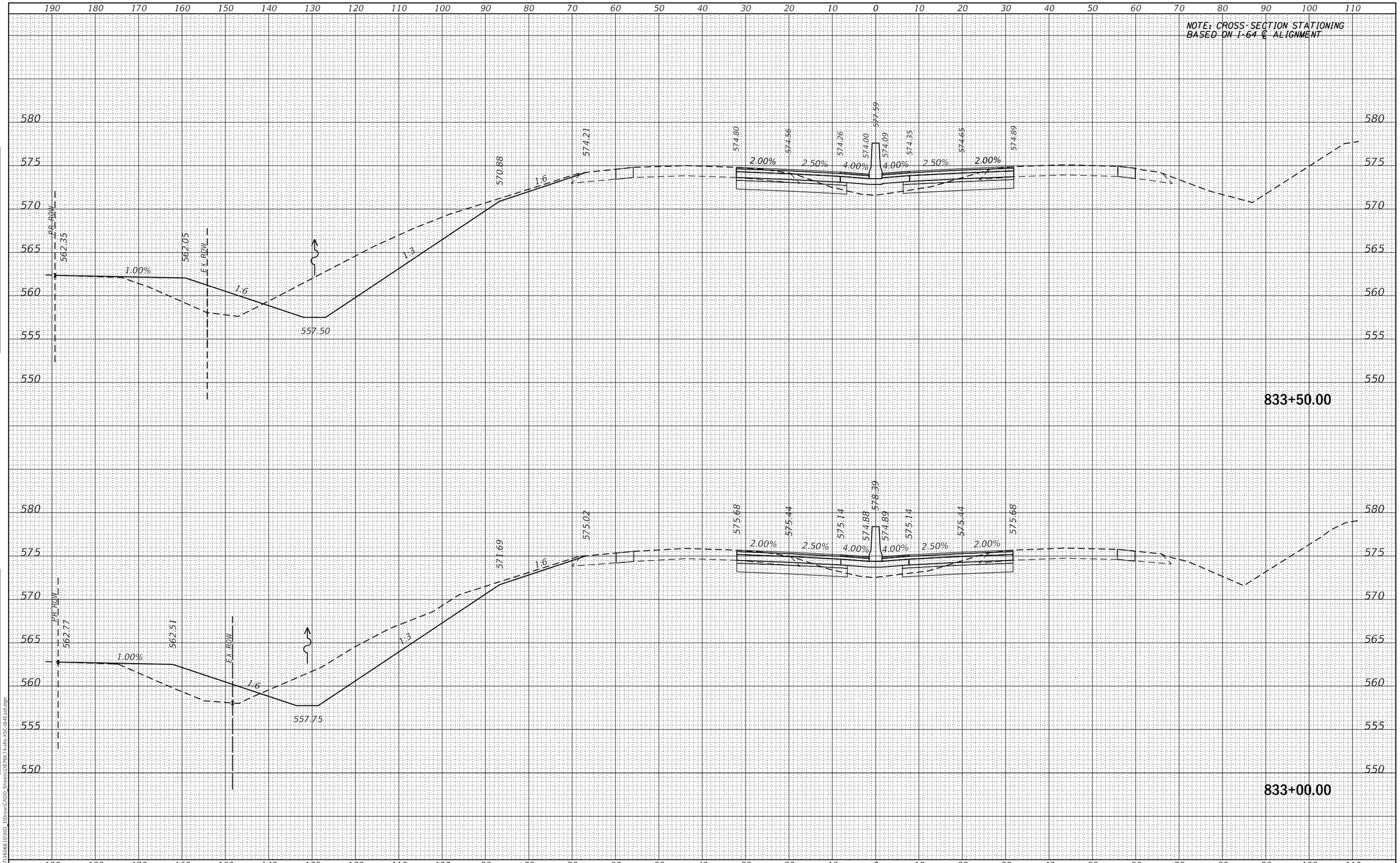
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

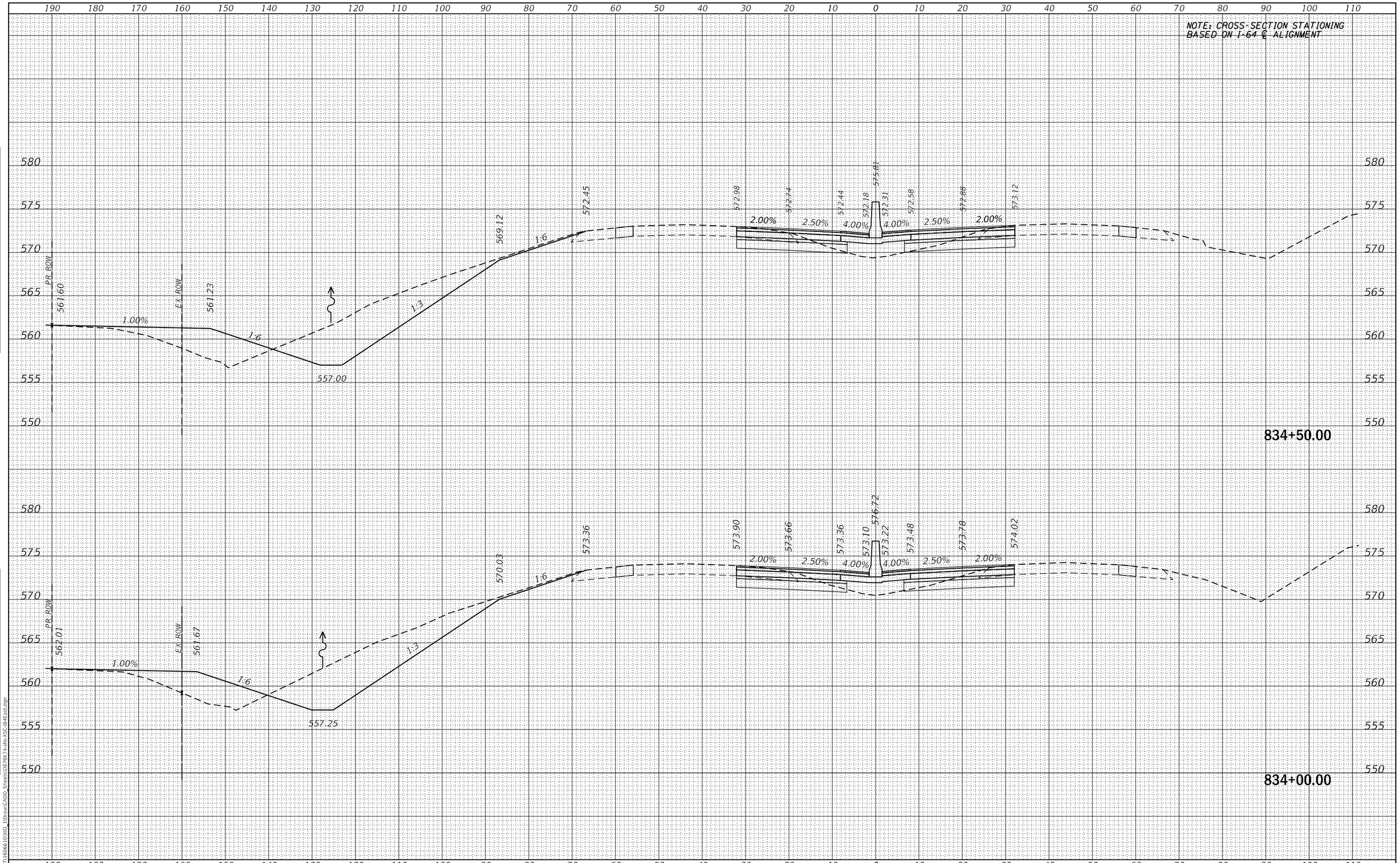
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 833+00.00 | TO STA. 833+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	98
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D76K74-chi-XSC-I64East.dgn

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	DRAWN - MJO	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

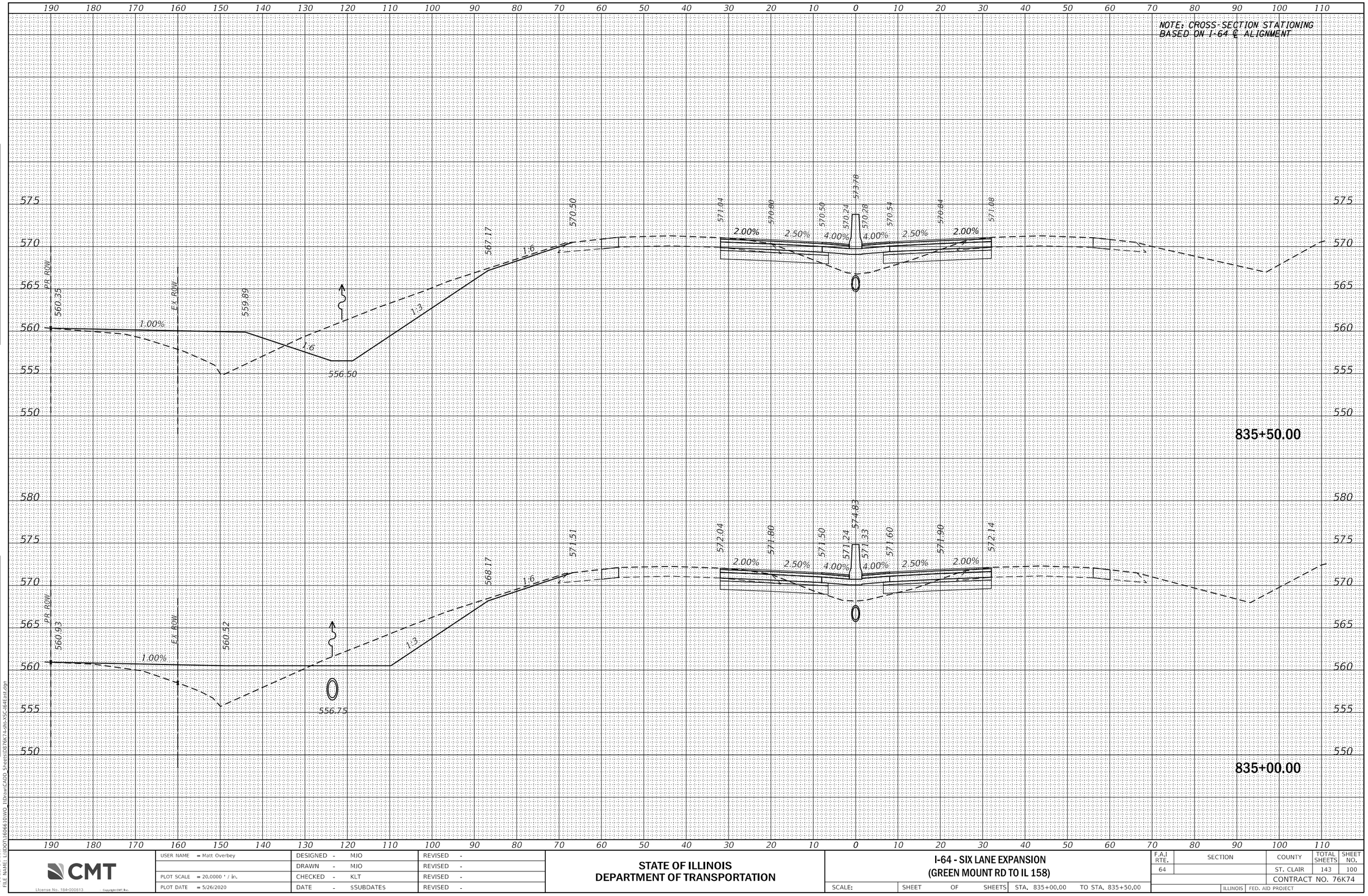
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 834+00.00 | TO STA. 834+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	99
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)	
	DRAWN - MJO	REVISED -			
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -			
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 835+00.00 TO STA. 835+50.00	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	100
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chn-XSC-I64East.dgn

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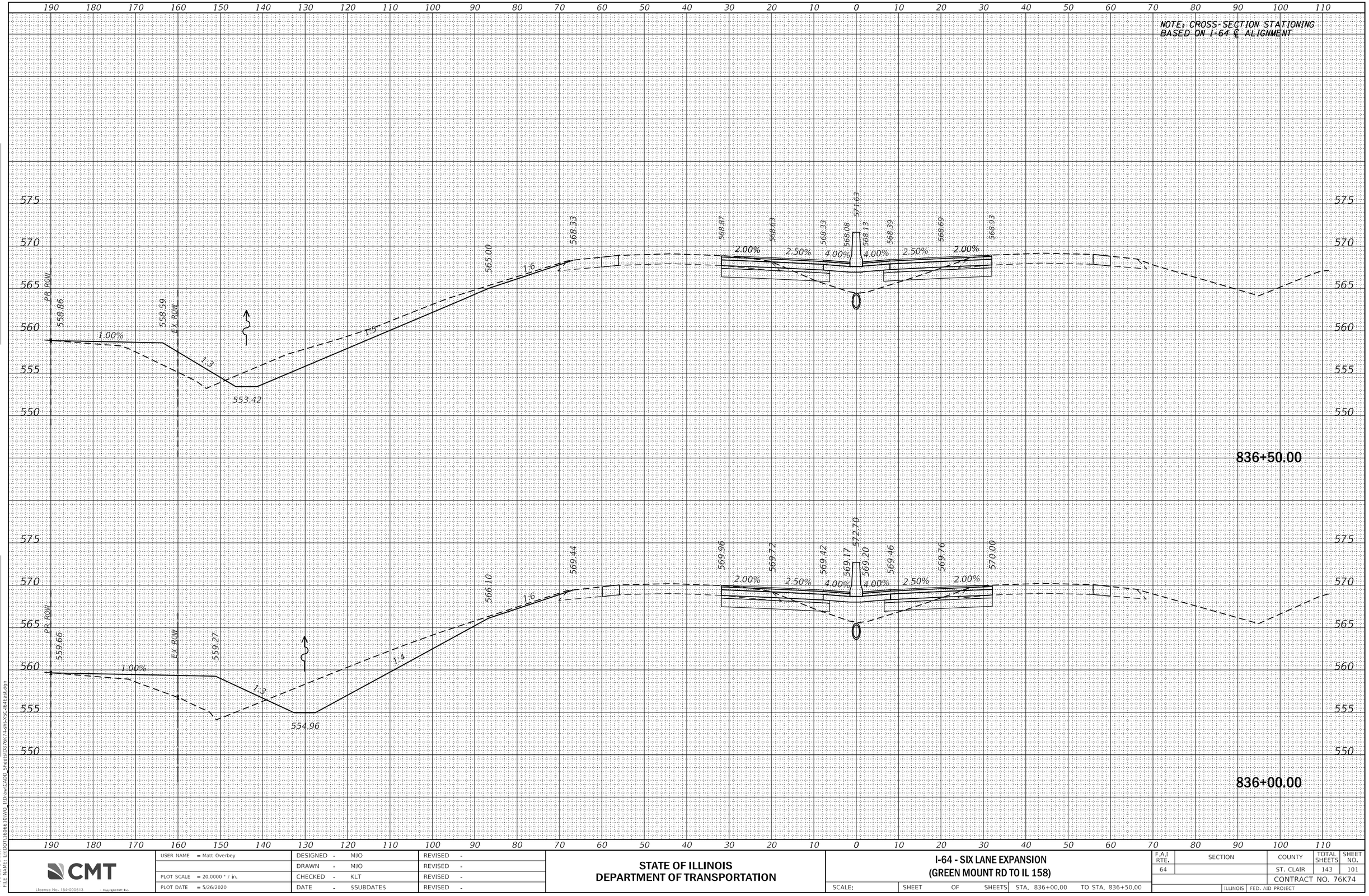
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



CMT	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)
License No. 184-000613		DRAWN - MJO	REVISED -		SCALE: SHEET OF SHEETS STA. 836+00.00 TO STA. 836+50.00
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	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	101
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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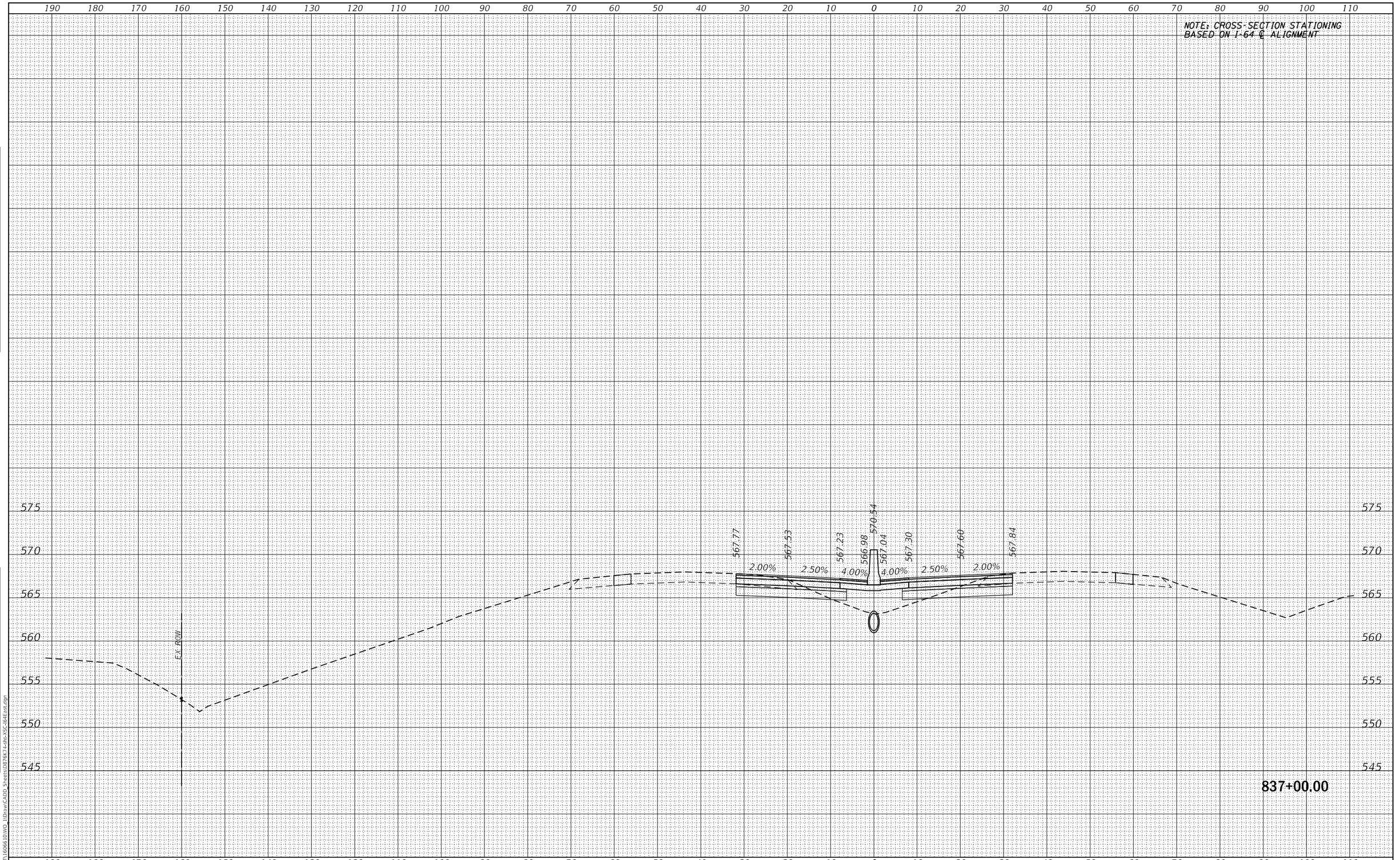
NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chn-XSC-I64East.dgn

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

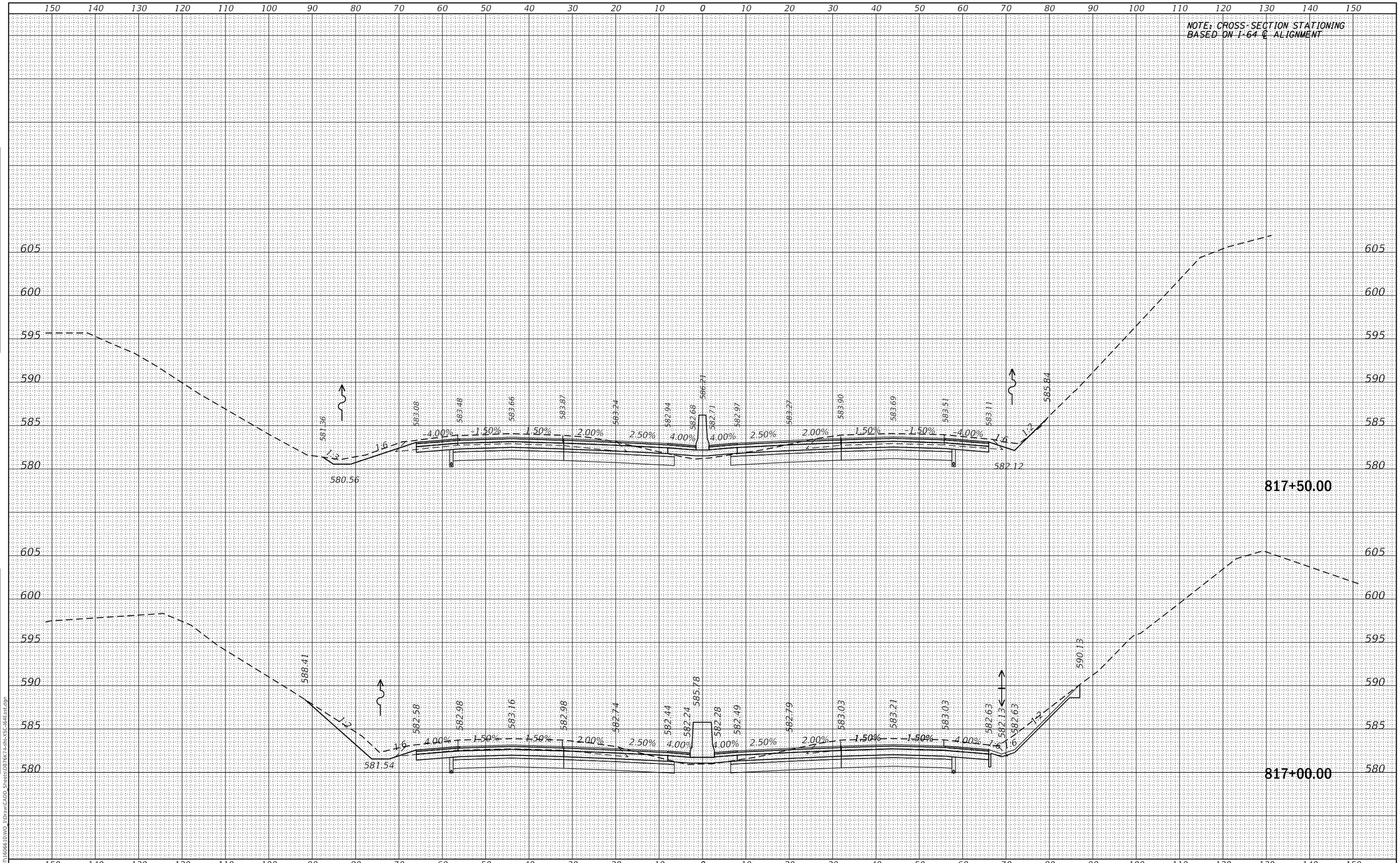
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 837+00.00 | TO STA. 837+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	102
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



CMT License No. 184-000613 Copyright CMT, Inc.	USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-64 - SIX LANE EXPANSION (GREEN MOUNT RD TO IL 158)
		DRAWN - MJO	REVISED -		
	PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		
	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -		SCALE: SHEET OF SHEETS STA. 817+00.00 TO STA. 817+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	78
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

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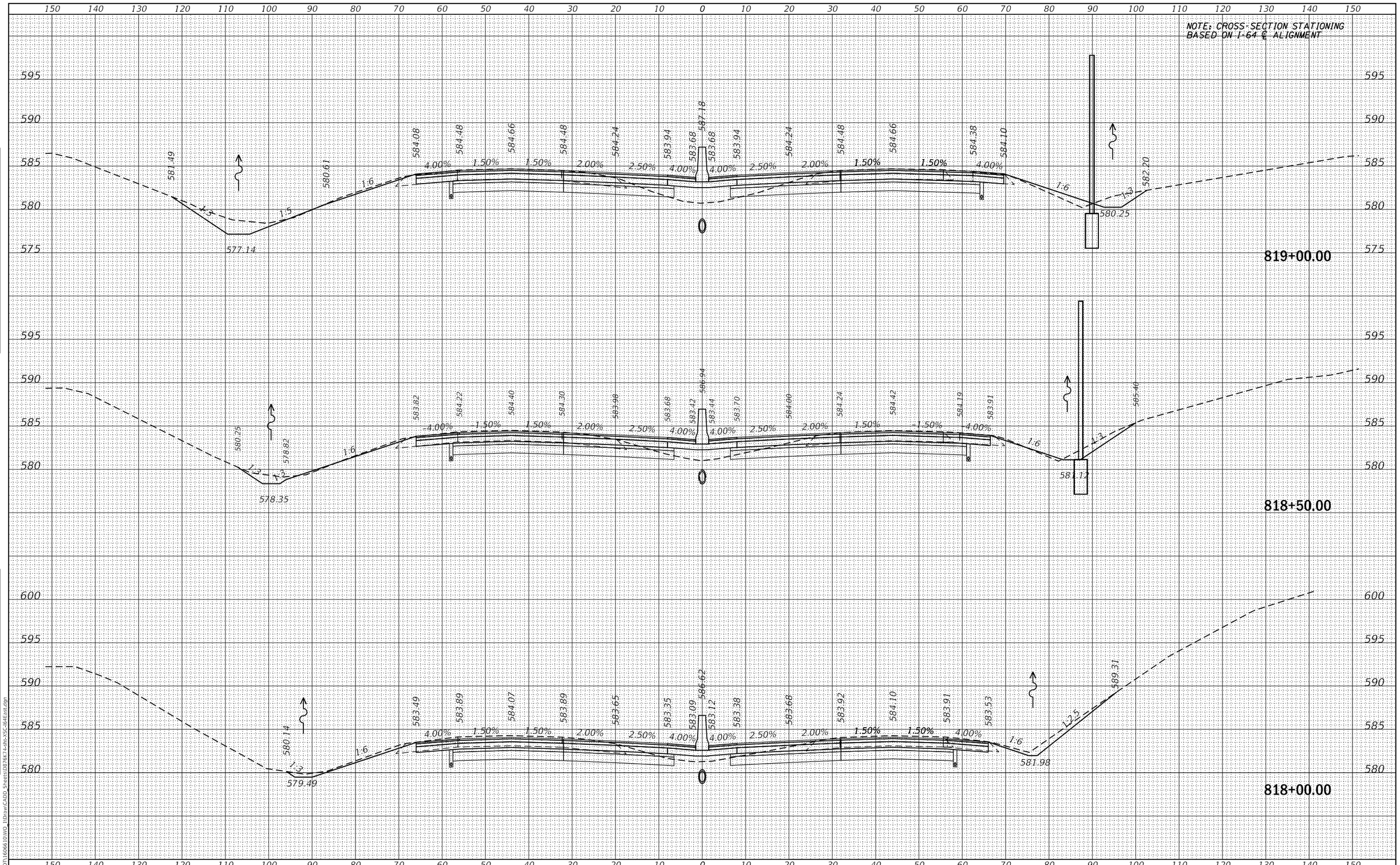
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 818+00.00 | TO STA. 819+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	79
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

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NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

838+50.00

564.45 564.21 563.91 563.64 567.21 563.71 563.97 564.27 564.51
2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

565.55 565.31 565.01 564.74 568.30 564.80 565.06 565.36 565.60
2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

838+00.00

566.65 566.41 566.11 565.86 569.42 565.92 566.18 566.48 566.72
2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

837+50.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

570 565 560 555 550

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

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

MODEL: Default
FILE NAME: I:\IDOT\1606610\WO_1\Draw\CADD Sheets\D876K74-sht-XSC-I64East.dgn

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

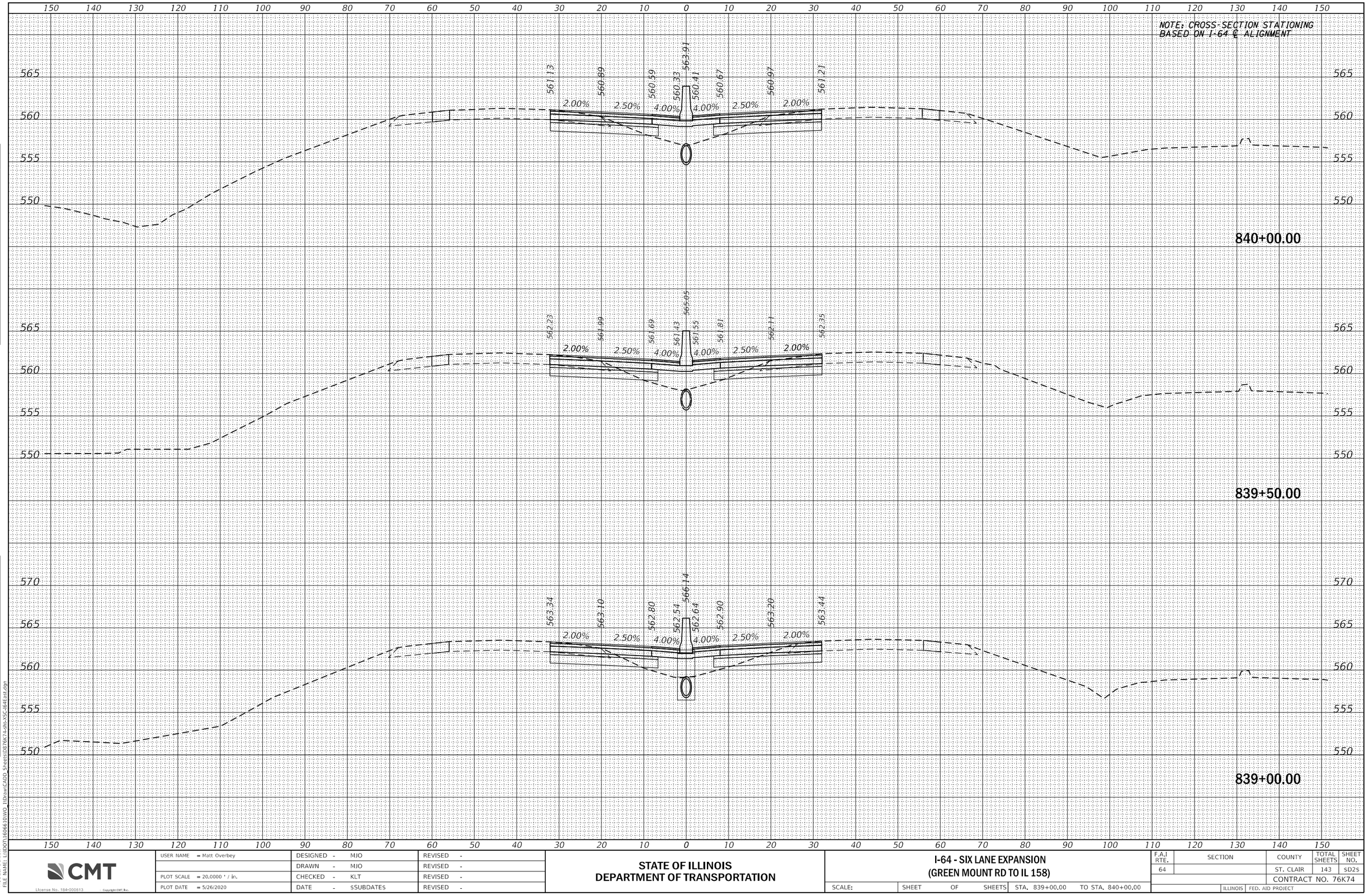
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 837+50.00 | TO STA. 838+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	103
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 839+00.00 | TO STA. 840+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	SD2S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

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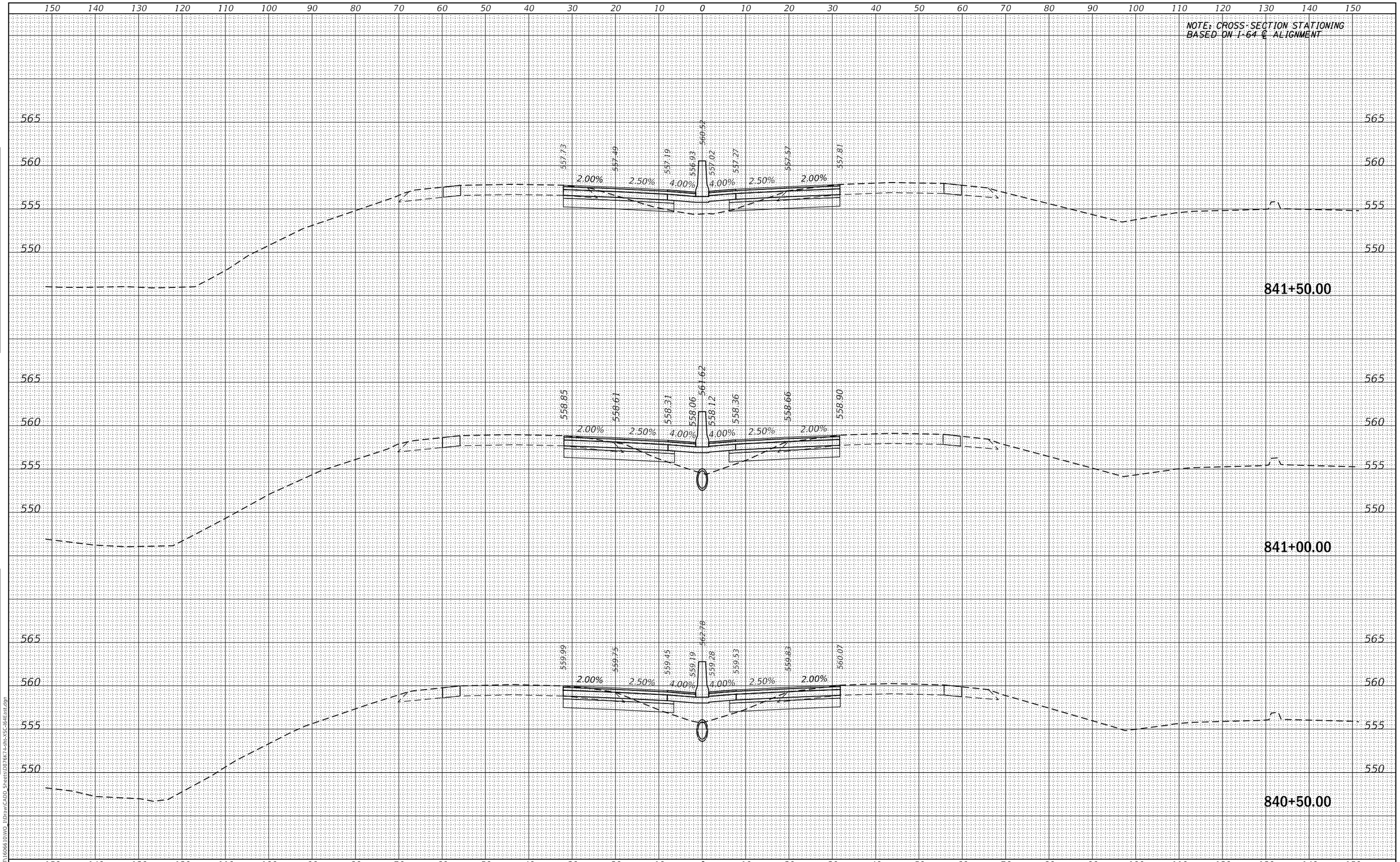
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
BY		
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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

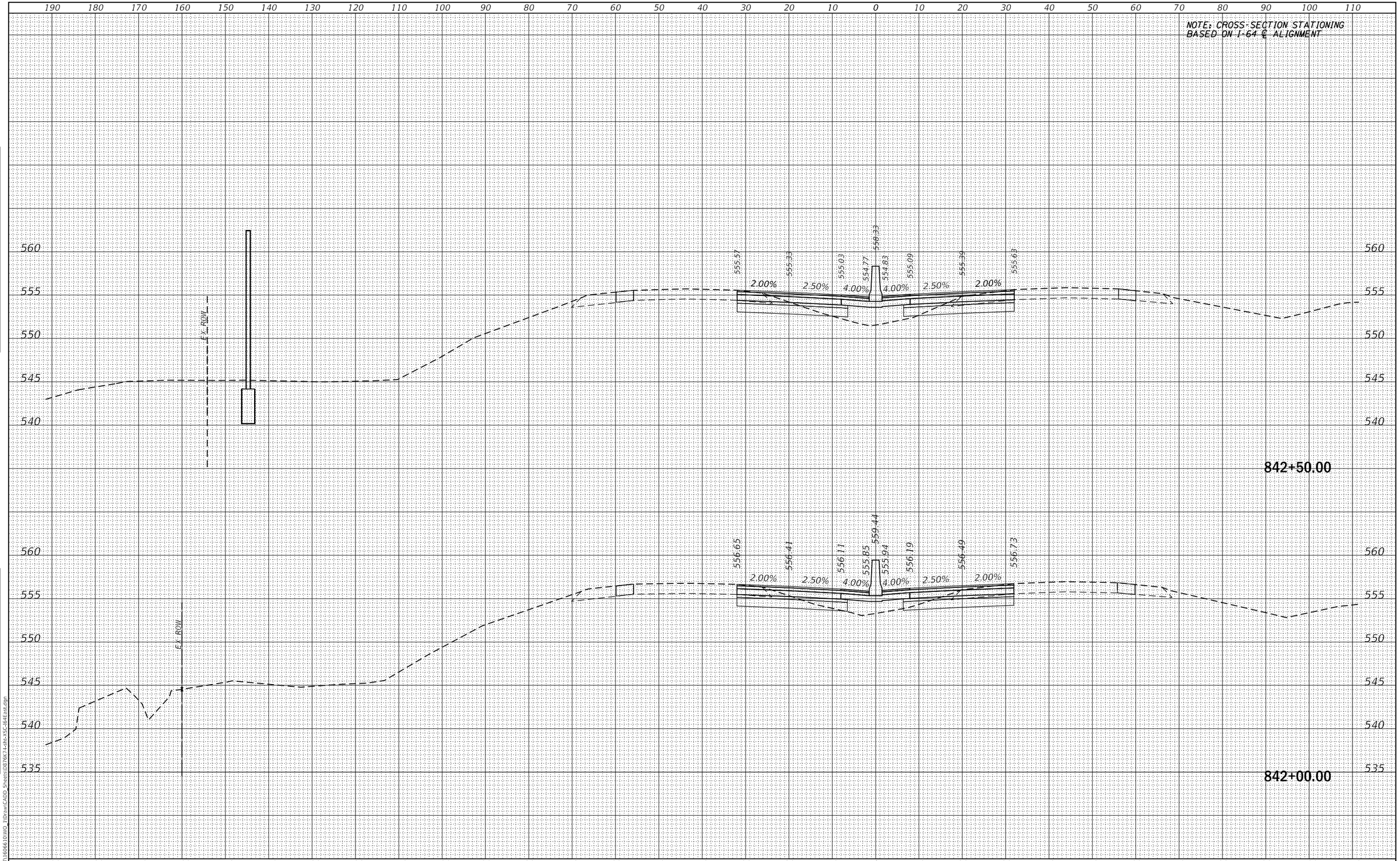
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 840+50.00 | TO STA. 841+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	SD35
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

NO.	BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

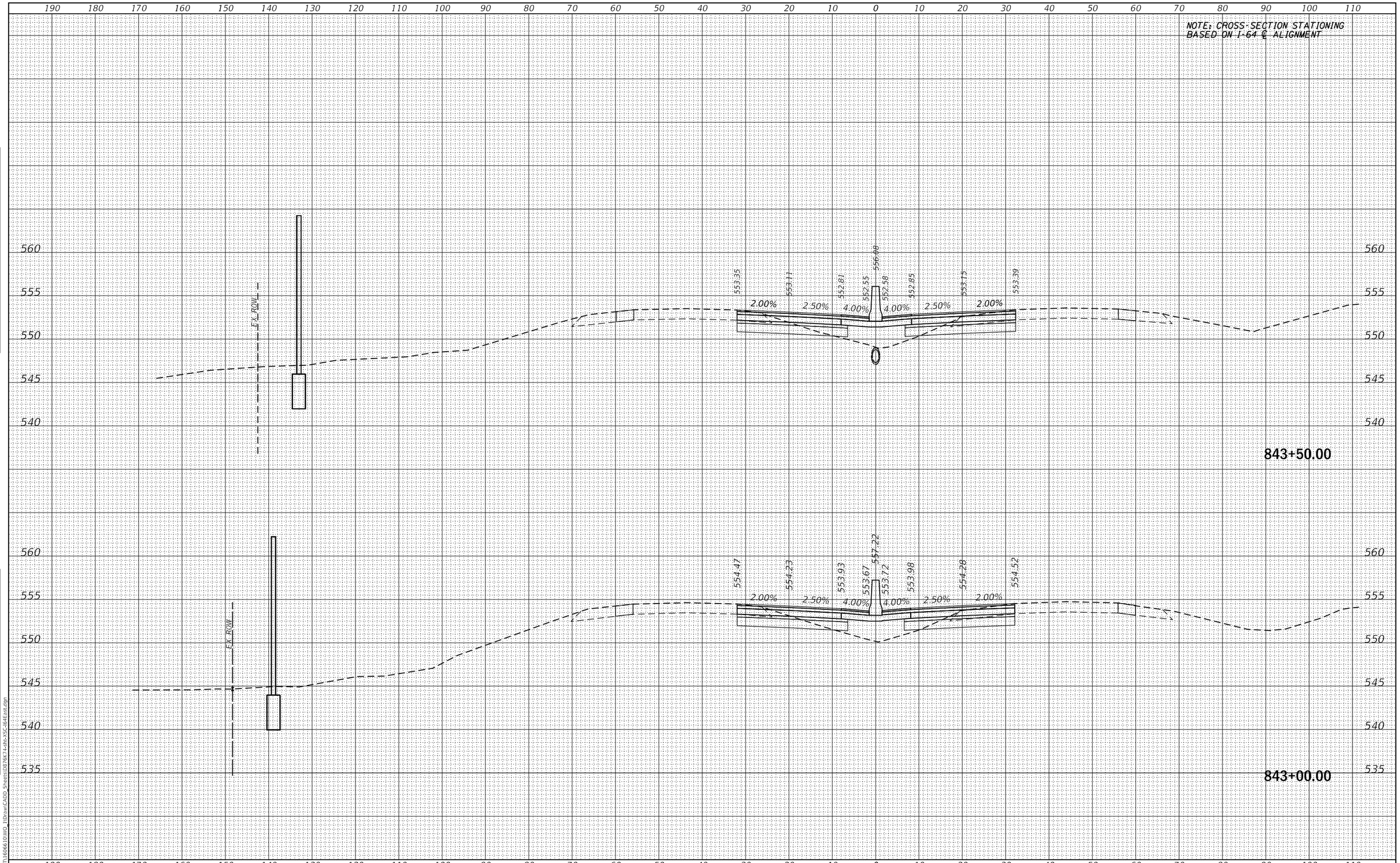
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 842+00.00 | TO STA. 842+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	SE1S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

MODEL: Default
FILE NAME: L:\IDOT\16066610\WO 1\Draw\CADD Sheets\D876K74-chn-XSC-I64East.dgn

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

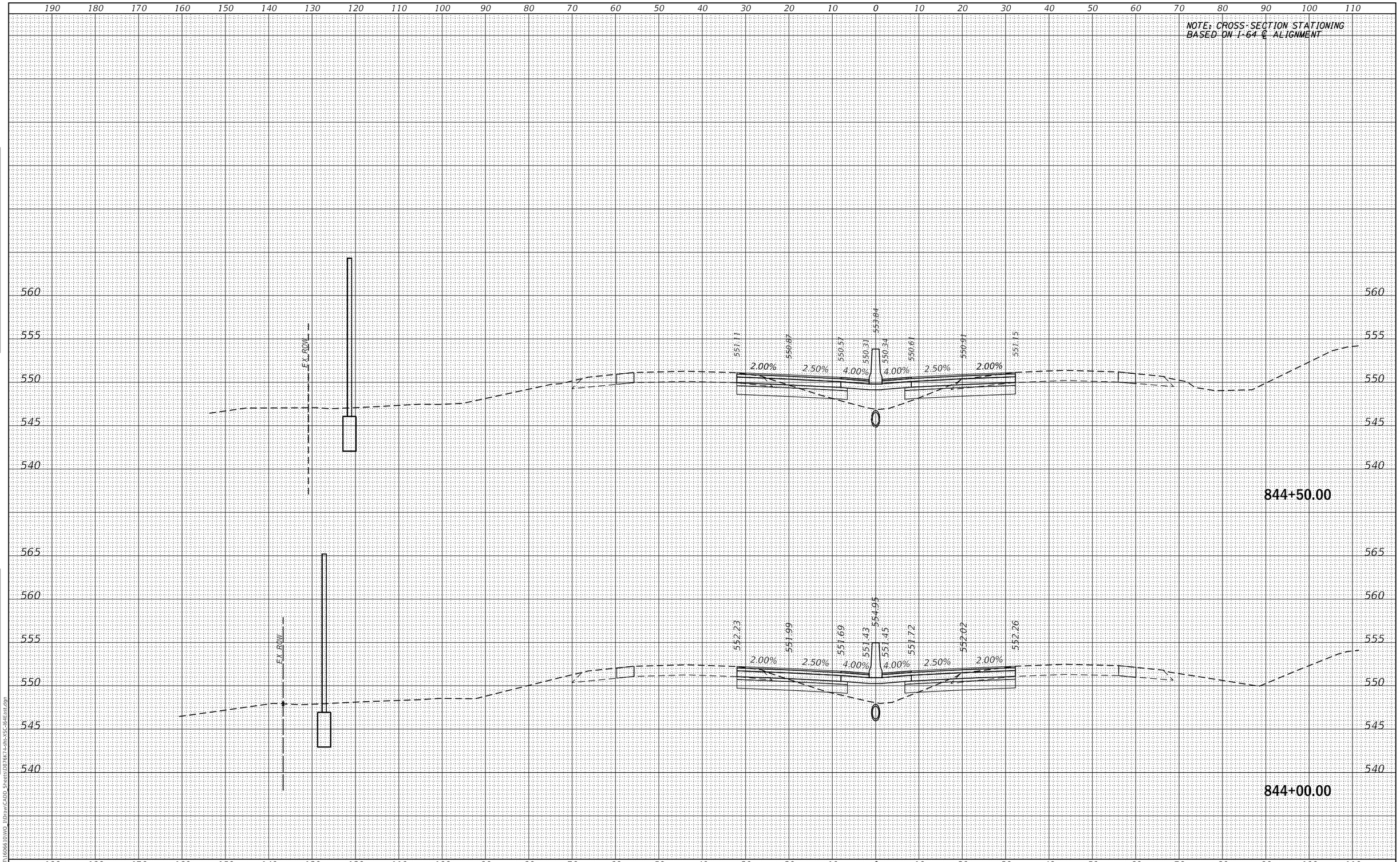
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 843+00.00 | TO STA. 843+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	SE2S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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	DRAWN - MJO	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 844+00.00 | TO STA. 844+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	SE3S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

560
555
550
545
540

EX ROW

549.98 549.74 549.44 549.18 552.72 549.22 549.49 549.79 550.03

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

0

845+00.00

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

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		
NOTE BOOK		
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USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

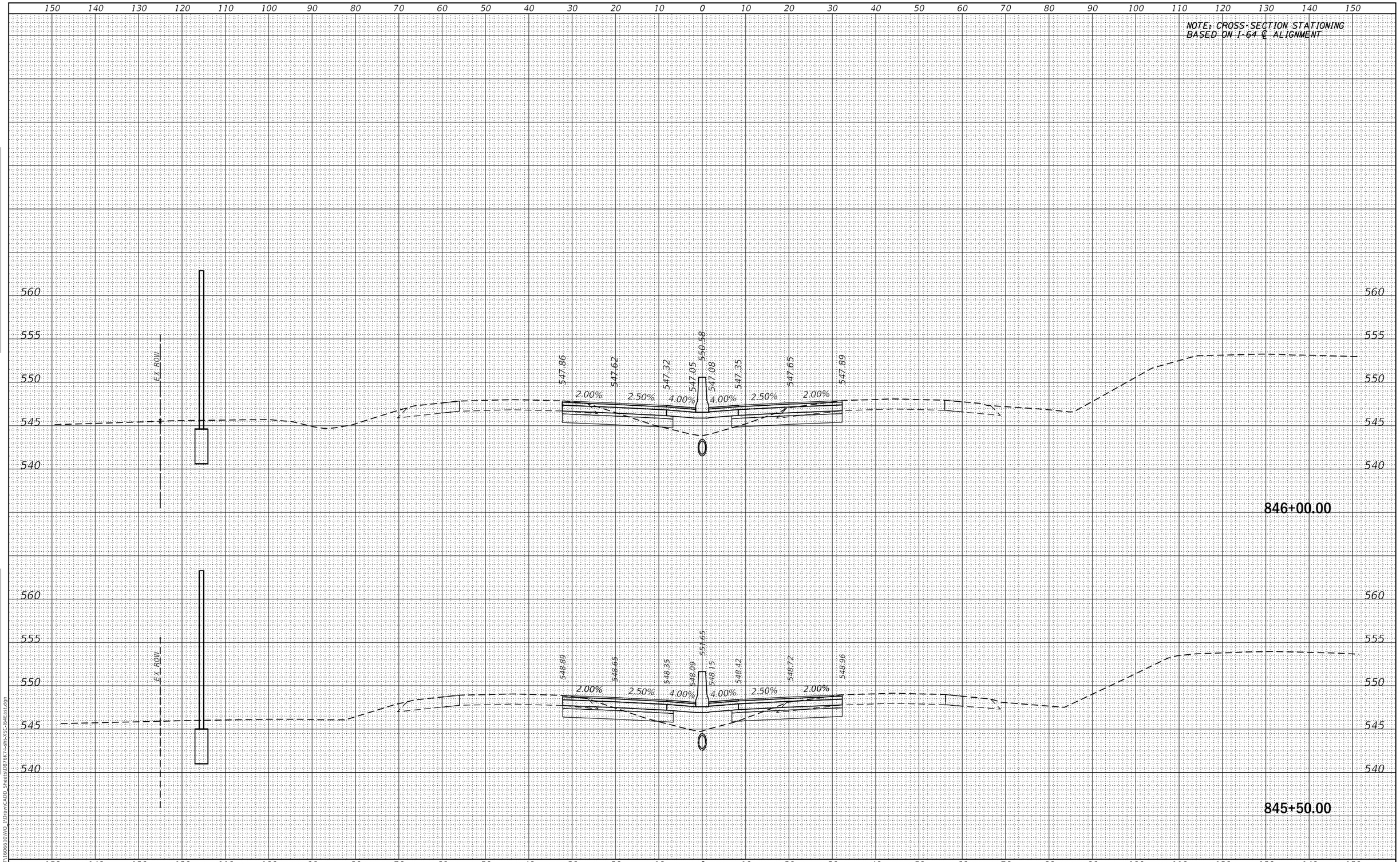
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 845+00.00 | TO STA. 845+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	SE45
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

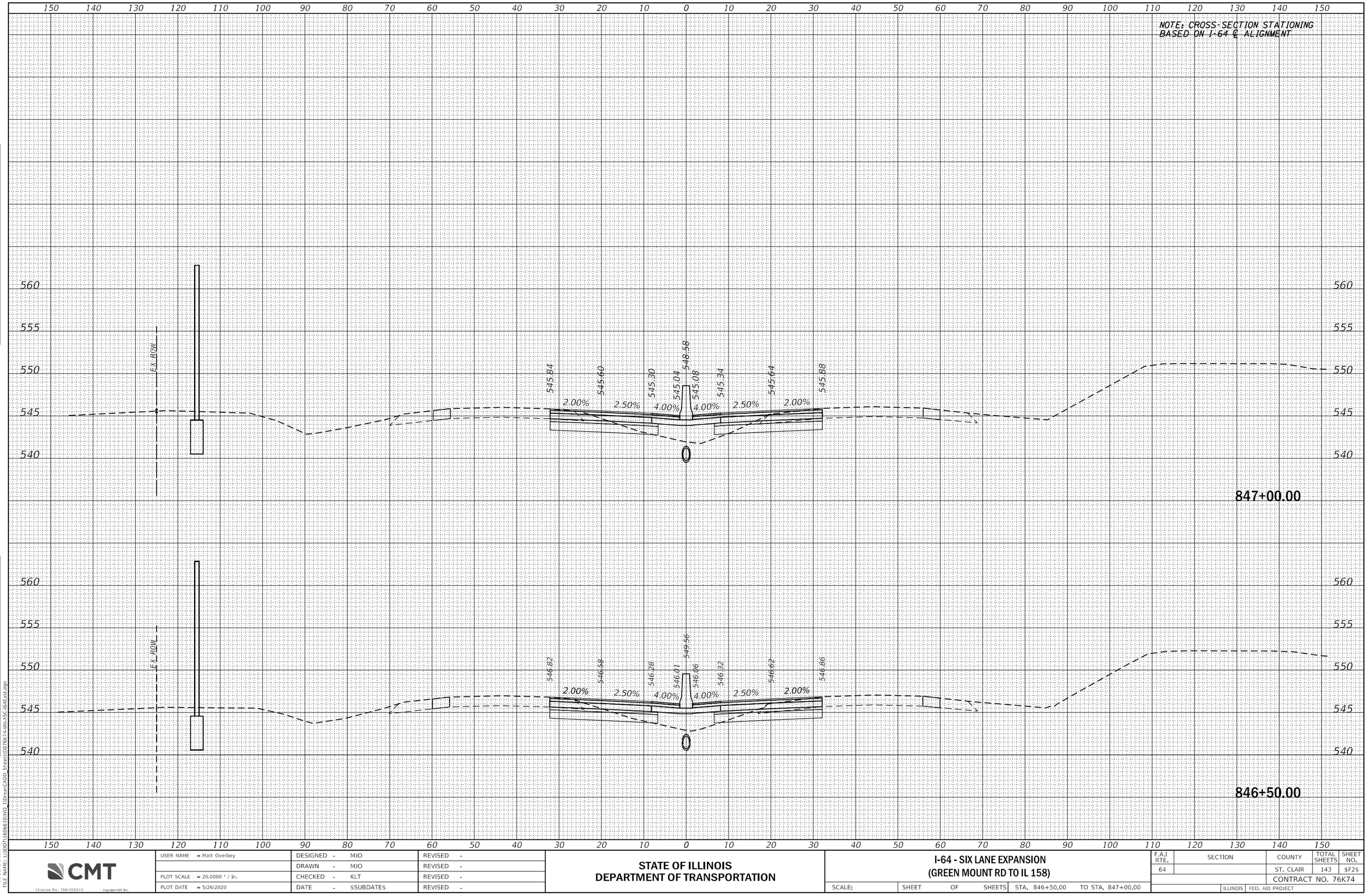
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 845+50.00 | TO STA. 846+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F1S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

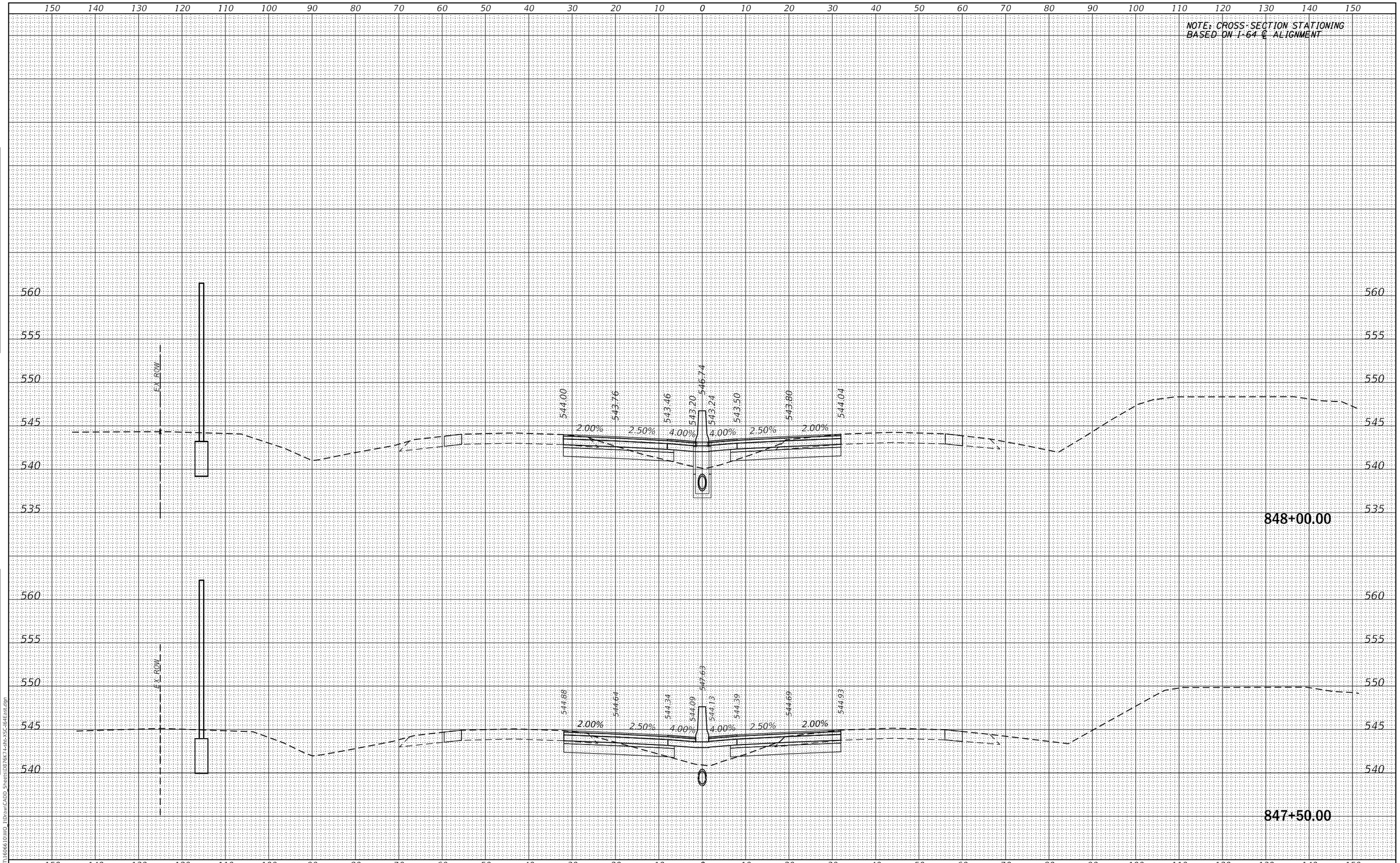
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 846+50.00 | TO STA. 847+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F2S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	SURVEYED	
	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

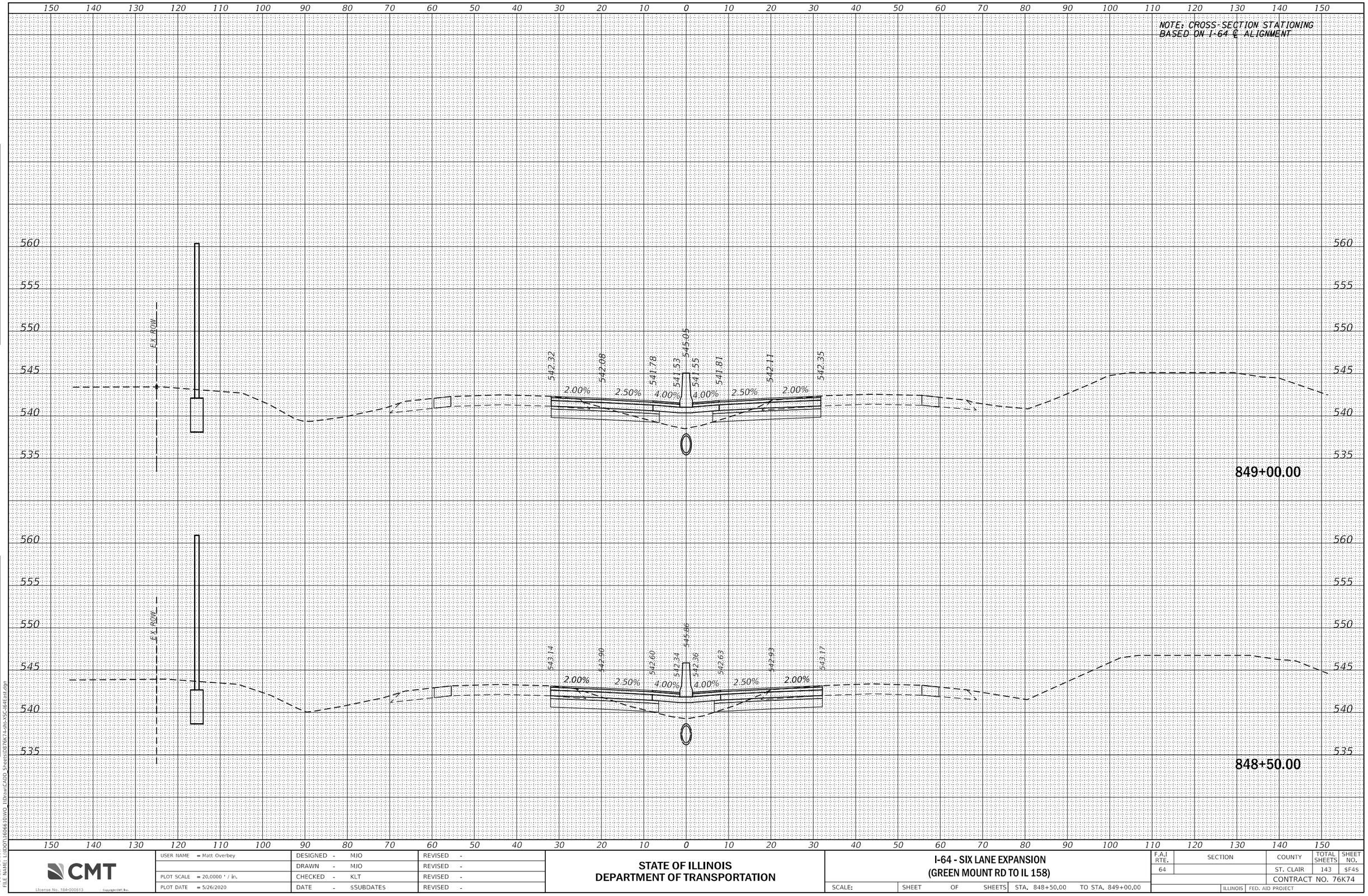
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 847+50.00 | TO STA. 848+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F3$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

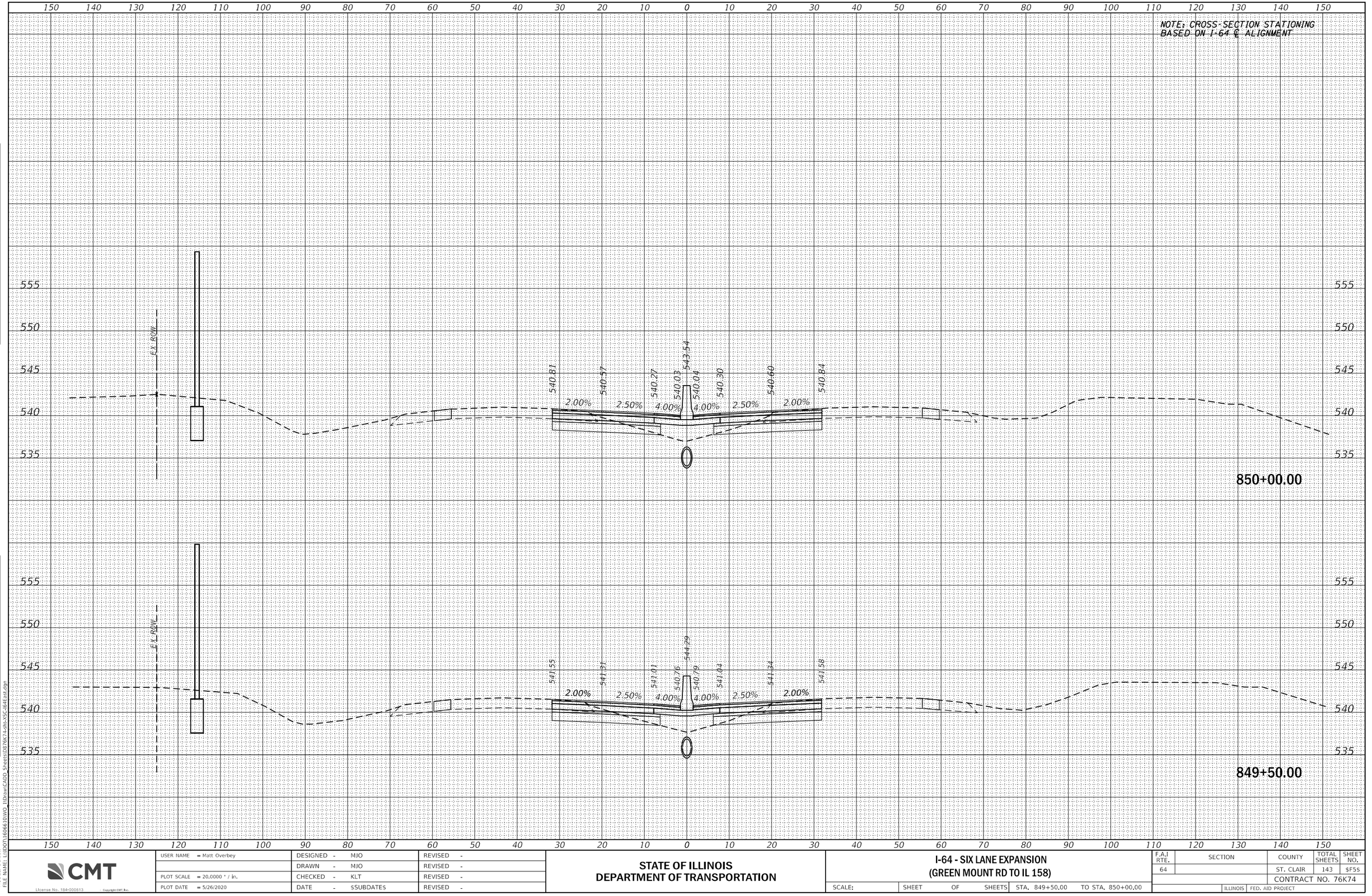
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 848+50.00 | TO STA. 849+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F4S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



FINAL SURVEY	NOTE BOOK	NO.
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	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

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

BY	DATE

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	PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

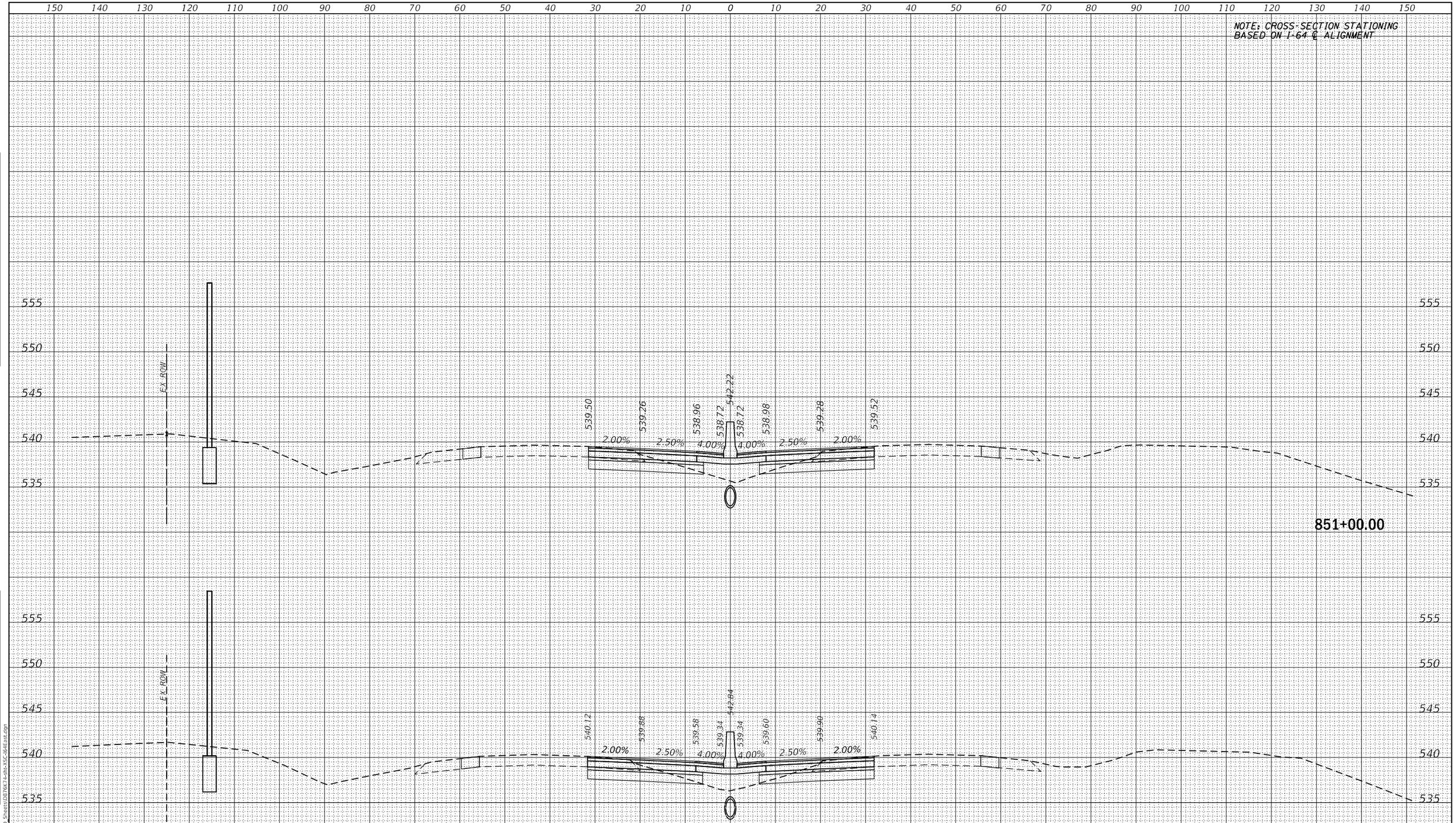
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 849+50.00 | TO STA. 850+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F5S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 850+50.00 | TO STA. 851+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F6S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT

852+50.00

852+00.00

851+50.00

EX. ROW

537.57 537.33 537.03 536.78 540.20 536.77 537.02 537.32 537.56

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

538.17 537.93 537.63 537.39 540.93 537.43 537.68 537.98 538.22

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

538.83 538.59 538.29 538.05 541.56 538.08 538.33 538.63 538.87

2.00% 2.50% 4.00% 4.00% 2.50% 2.00%

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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

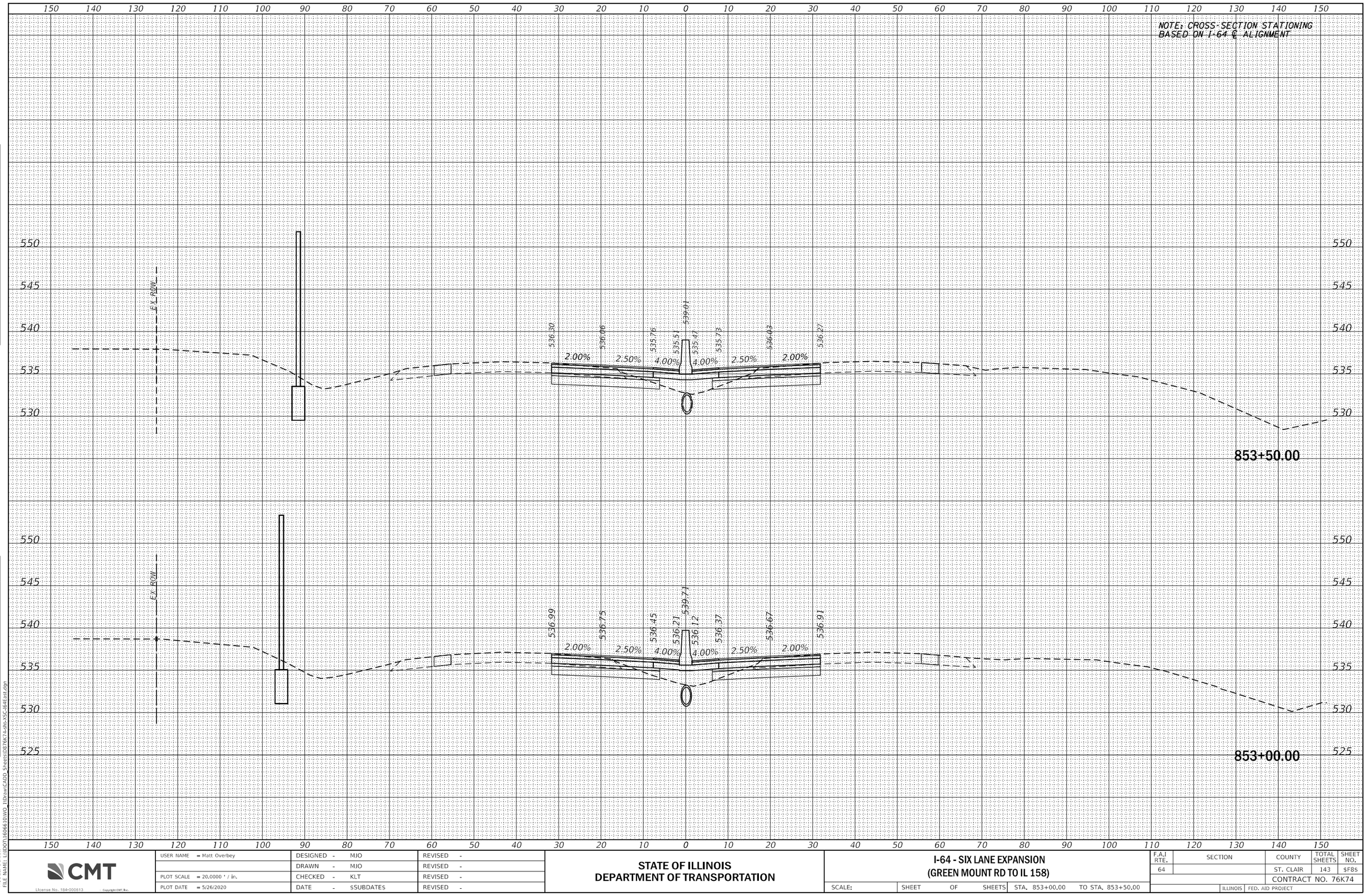
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 851+50.00 TO STA. 852+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F7S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



FINAL SURVEY	NOTE BOOK	NO.
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PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

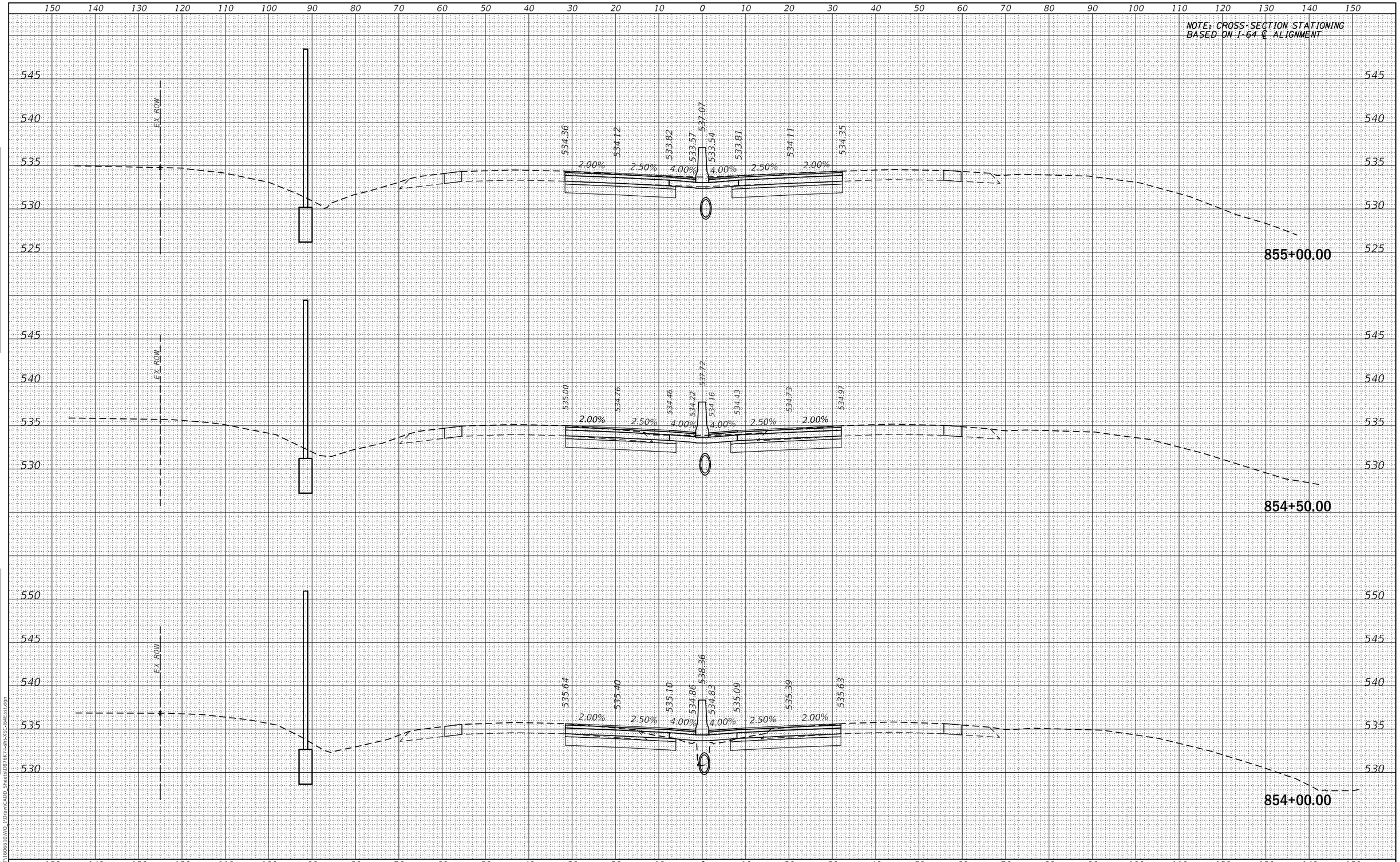
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 853+00.00 | TO STA. 853+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F8S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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	DRAWN - MJO	REVISED -		
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -		SCALE: SHEET OF SHEETS STA. 854+00.00 TO STA. 855+00.00
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -		

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F9$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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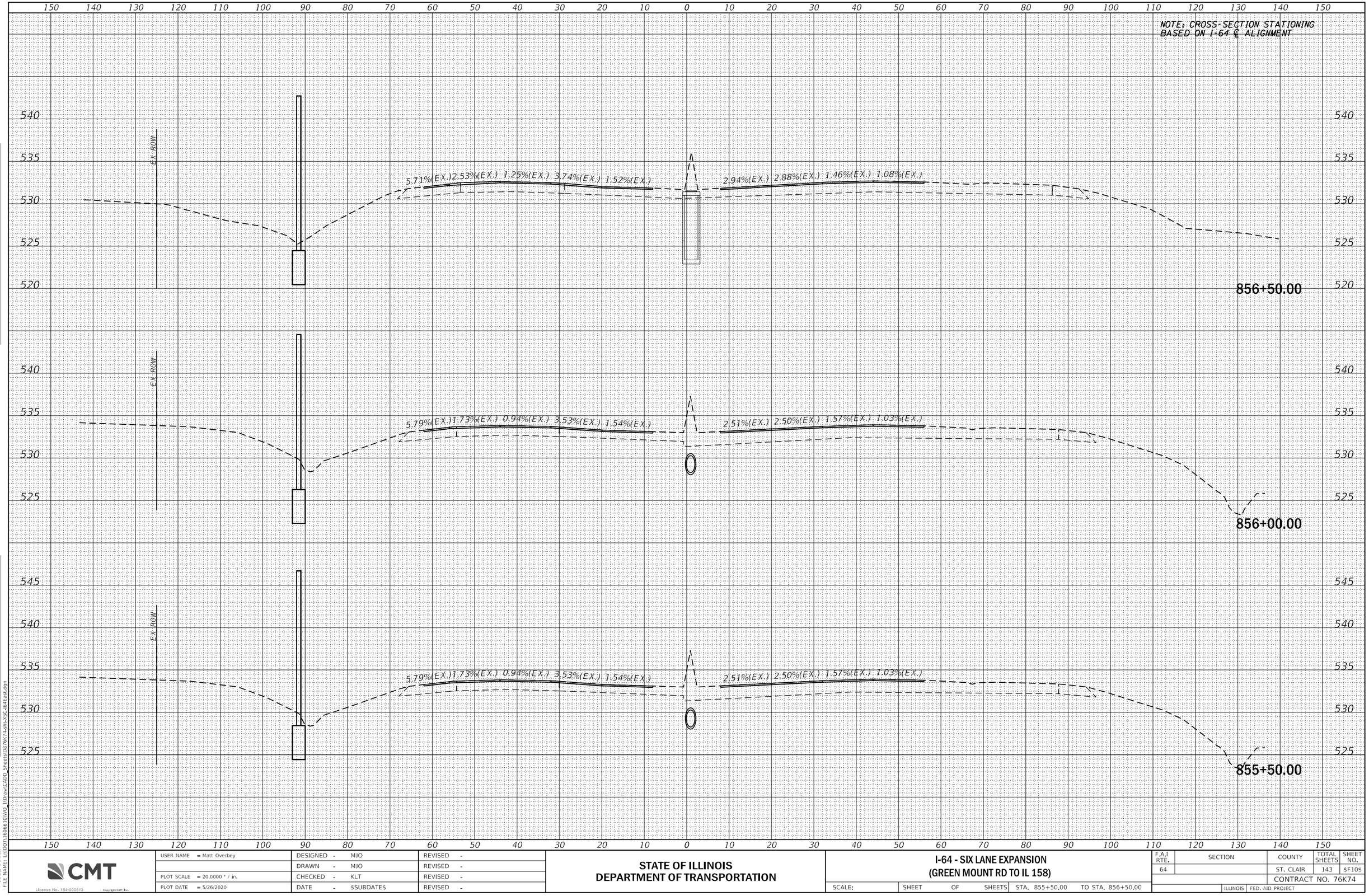
NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



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PLOTTED				
TEMPLATE				
AREAS				
AREAS CHECKED				

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SURVEYED				
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 855+50.00 | TO STA. 856+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F10S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540
535
530
525
520

EX ROW

4.61%(EX.) 3.24%(EX.) 1.41%(EX.) 3.49%(EX.) 1.29%(EX.)

2.70%(EX.) 2.60%(EX.) 1.19%(EX.) 1.21%(EX.)

857+50.00

EX ROW

4.89%(EX.) 2.94%(EX.) 1.37%(EX.) 3.62%(EX.) 1.23%(EX.)

2.92%(EX.) 2.75%(EX.) 1.44%(EX.) 1.21%(EX.)

857+00.00

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

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
	SURVEYED	
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	TEMPLATE	
	AREAS	
	AREAS CHECKED	

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 857+00.00 | TO STA. 857+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F11S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540
535
530
525
520
515

EX. ROW

3.76%(EX.) 3.28%(EX.) 1.03%(EX.) 3.33%(EX.) 1.52%(EX.)

1.96%(EX.) 1.69%(EX.) 0.94%(EX.) 1.10%(EX.)

858+50.00

3.80%(EX.) 3.04%(EX.) 1.14%(EX.) 3.61%(EX.) 1.44%(EX.)

2.29%(EX.) 2.24%(EX.) 1.04%(EX.) 1.10%(EX.)

858+00.00

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

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		BY
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AREAS CHECKED		DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

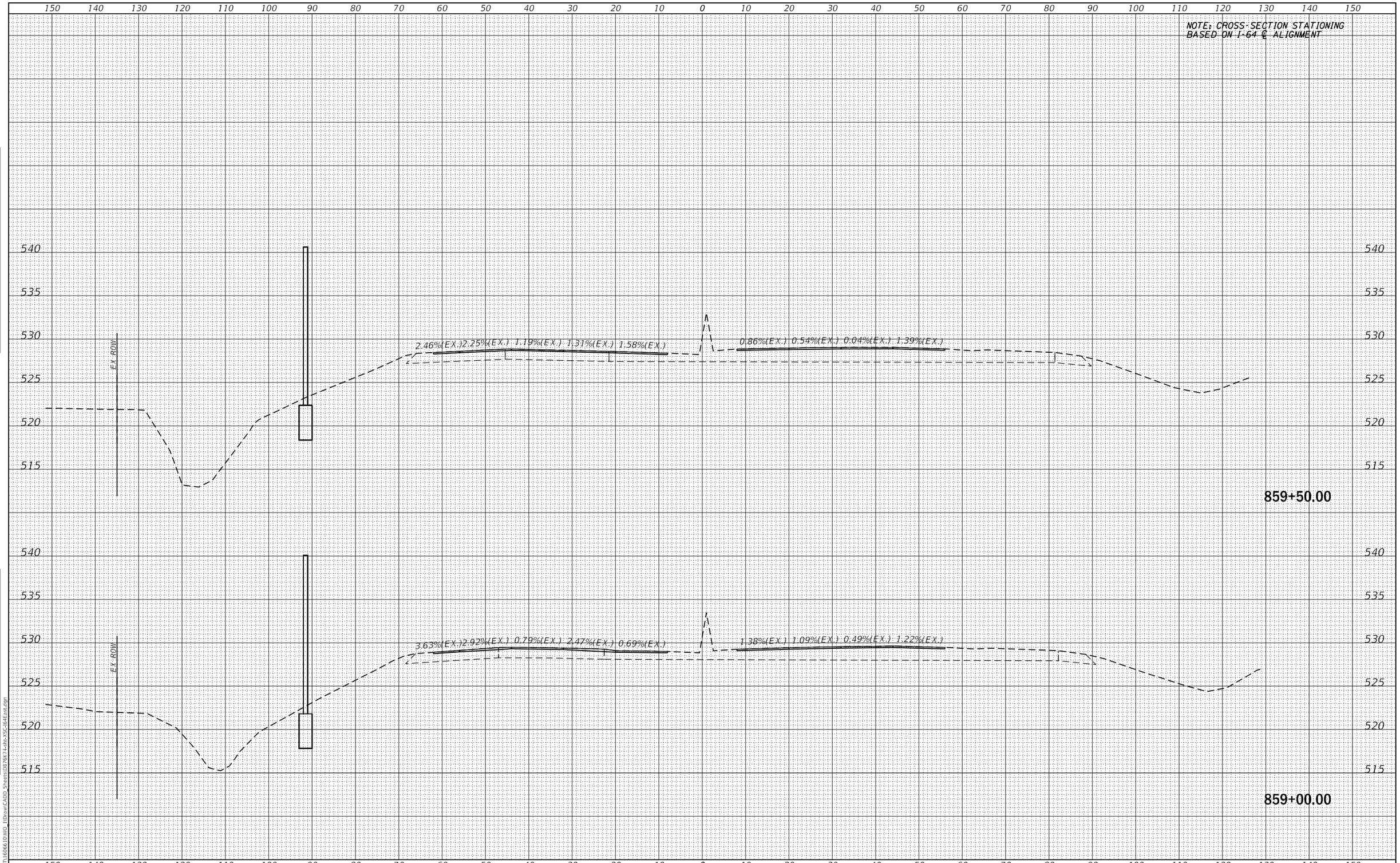
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 858+00.00 | TO STA. 858+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F12S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



FINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
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TEMPLATE		
AREAS		
AREAS CHECKED		

BY	DATE

ORIGINAL SURVEY	NOTE BOOK	NO.
SURVEYED		
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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 859+00.00 | TO STA. 859+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F13S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

1.67%(EX.) 1.68%(EX.) 1.76%(EX.) 1.40%(EX.)

0.29%(EX.) 0.60%(EX.) 0.90%(EX.) 1.34%(EX.)

860+50.00

1.71%(EX.) 1.69%(EX.) 1.60%(EX.) 1.60%(EX.) 1.28%(EX.)

0.44%(EX.) 0.04%(EX.) 0.56%(EX.) 1.43%(EX.)

EX. ROW

860+00.00

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -	

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DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 860+00.00 | TO STA. 860+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	SF14S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

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

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

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NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540
535
530
525
520
515

EX. ROW

2.16%(EX.) 2.02%(EX.) 1.62%(EX.) 1.72%(EX.)

861+50.00

1.82%(EX.) 1.83%(EX.) 1.76%(EX.) 1.51%(EX.)

0.70%(EX.) 0.97%(EX.) 1.18%(EX.) 1.51%(EX.)

861+00.00

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

BY	DATE

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

BY	DATE

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 861+00.00 | TO STA. 861+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F15$
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

535
530
525
520
515
510

EX. ROW

2.41%(EX.) 1.65%(EX.) 1.57%(EX.) 1.73%(EX.)

862+50.00

EX. ROW

2.27%(EX.) 1.79%(EX.) 1.52%(EX.) 1.81%(EX.)

862+00.00

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

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

BY	DATE

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	DRAWN - MJO	REVISED -	
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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

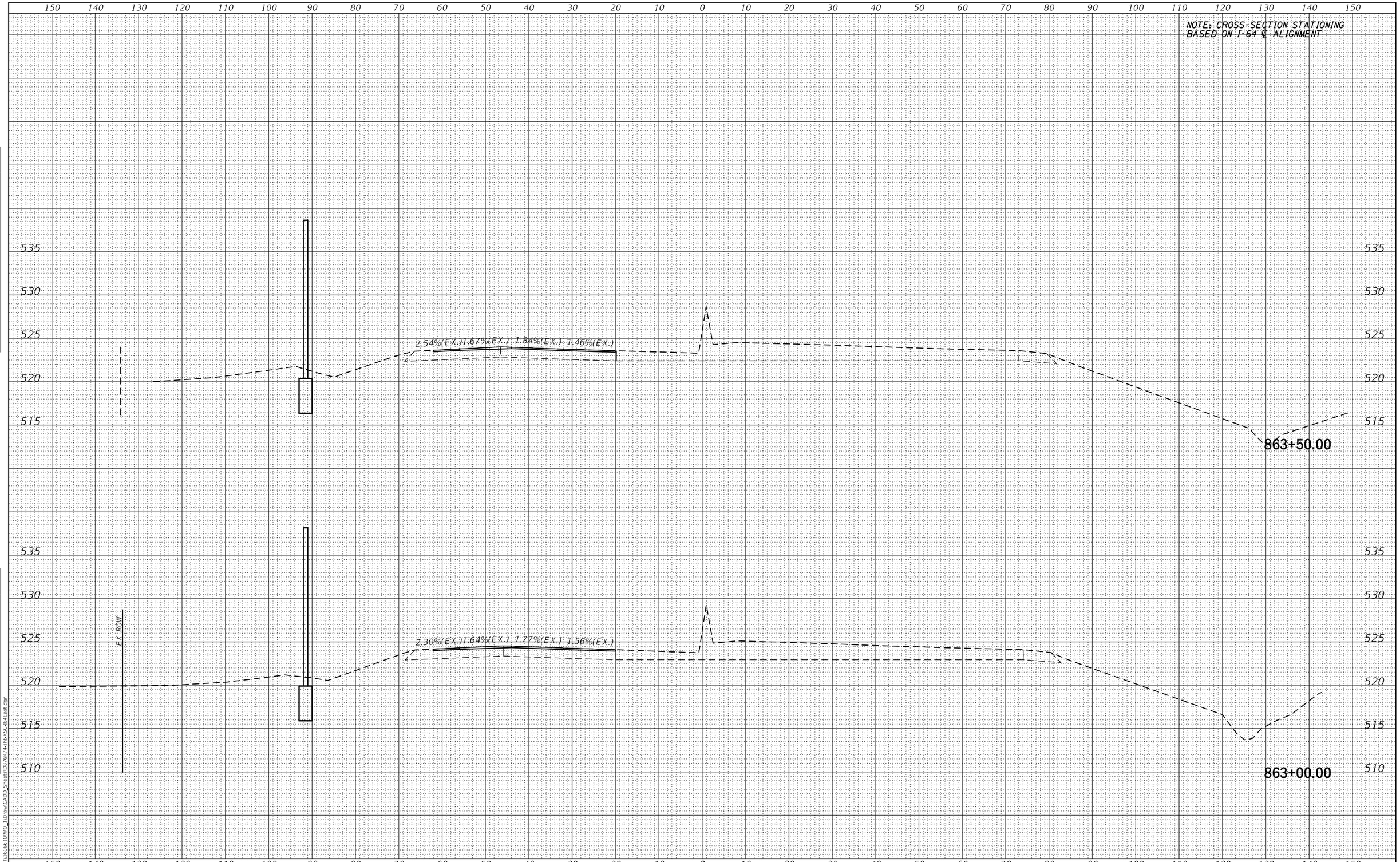
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 862+00.00 | TO STA. 862+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F16S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 863+00.00 TO STA. 863+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F17$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

535 530 525 520 515

2.86%(EX.) 1.16%(EX.) 1.48%(EX.) 1.85%(EX.)

865+00.00

2.82%(EX.) 1.48%(EX.) 1.52%(EX.) 1.77%(EX.)

864+50.00

EX. ROW

2.69%(EX.) 1.49%(EX.) 1.71%(EX.) 1.47%(EX.)

864+00.00

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

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

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 864+00.00 | TO STA. 865+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F18S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

535
530
525
520
515

3.61%(EX.) 0.93%(EX.) 1.00%(EX.) 1.18%(EX.)

866+00.00

3.43%(EX.) 0.93%(EX.) 1.32%(EX.) 1.52%(EX.)

865+50.00

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

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - SSUBDATES	REVISED -

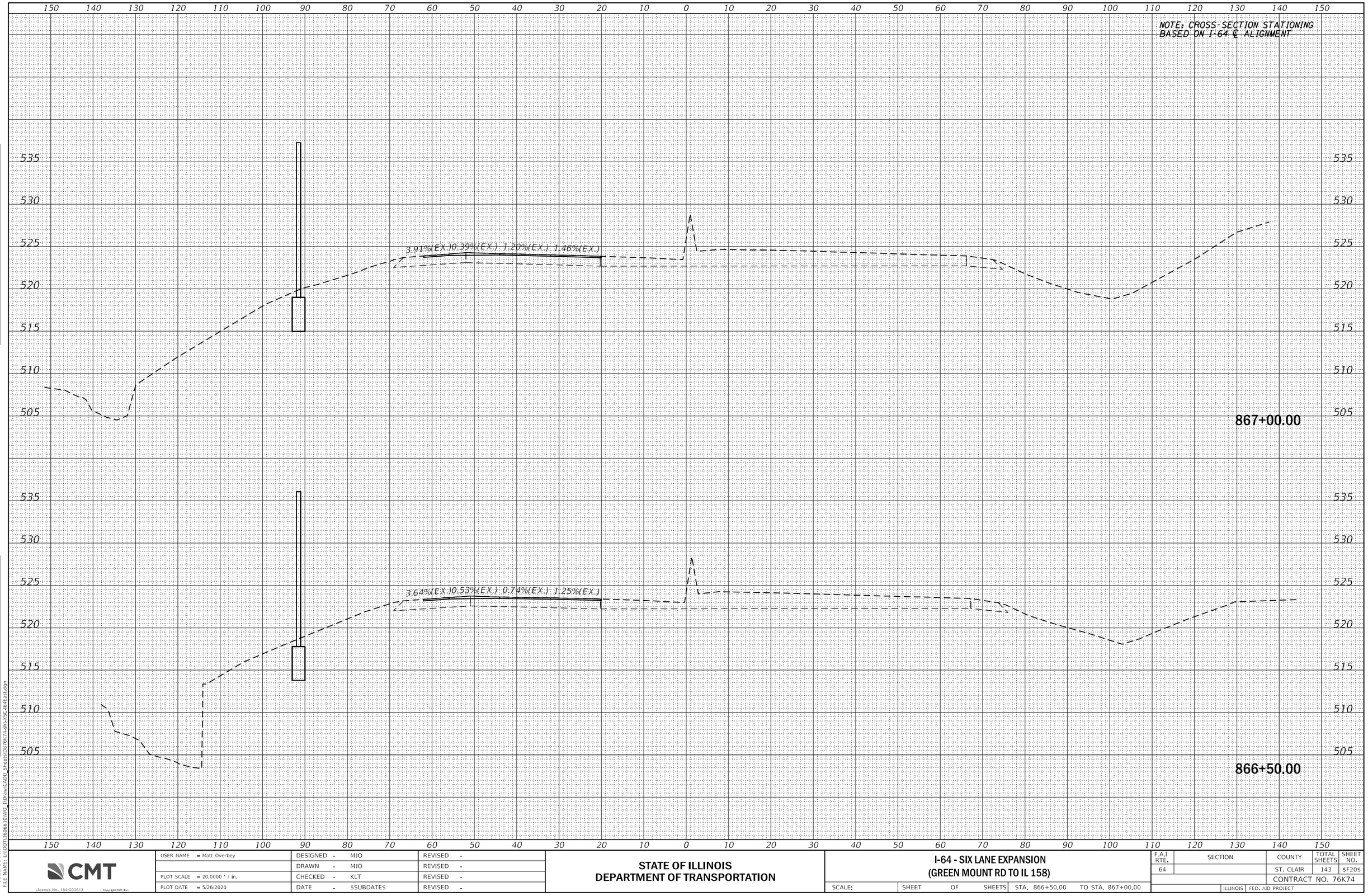
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 865+50.00 | TO STA. 866+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F19S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

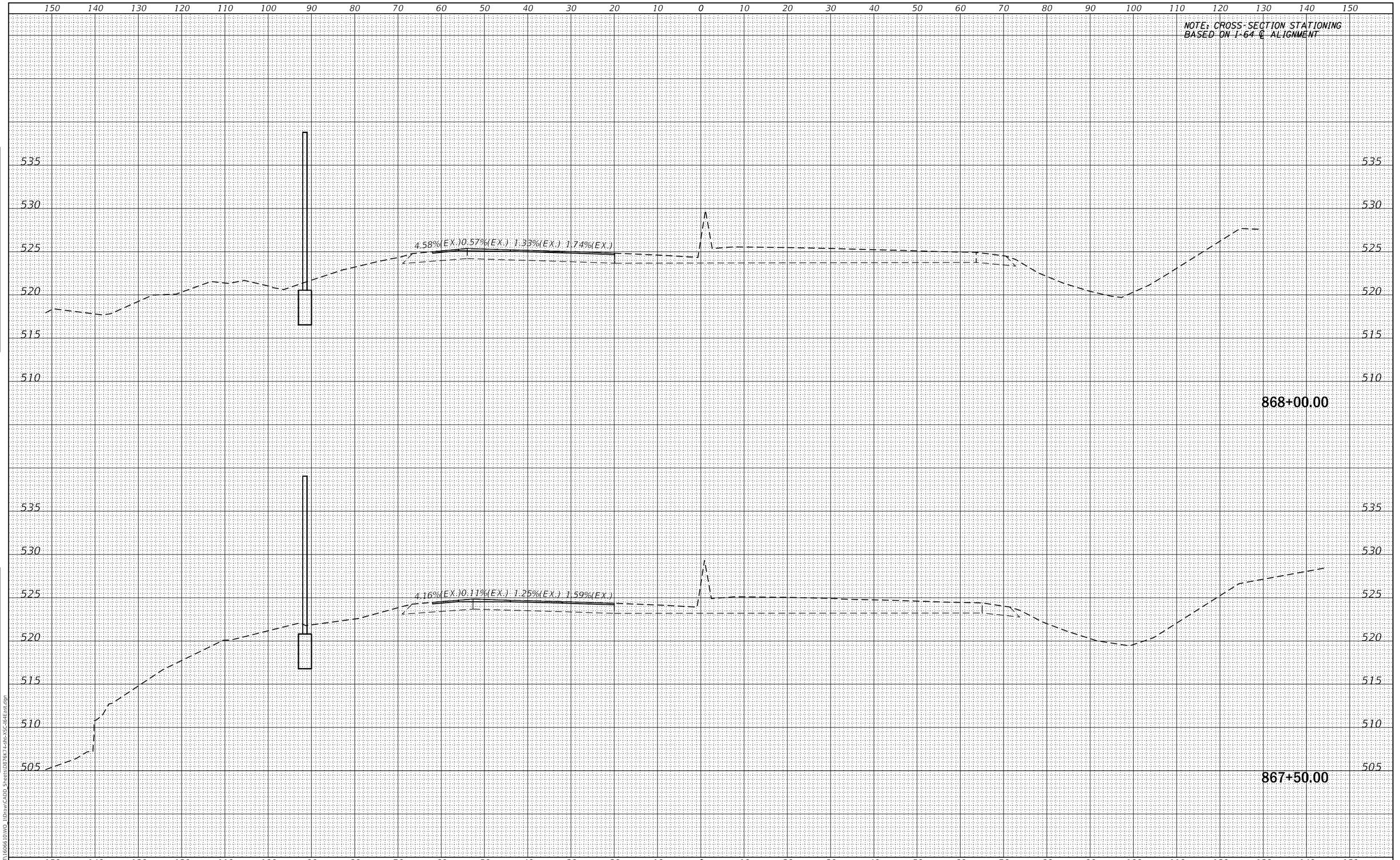
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 866+50.00 TO STA. 867+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F20$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 867+50.00 TO STA. 868+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F21$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

535
530
525
520
515
510

869+00.00

5.31%(EX.) 1.08%(EX.) 1.45%(EX.) 1.78%(EX.)

868+50.00

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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 868+50.00 | TO STA. 869+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$F22S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

535
530
525
520
515

870+00.00

869+50.00

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

BY	DATE

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

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 869+50.00 | TO STA. 870+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G1S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

535
530
525
520
515

871+00.00

870+50.00

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

BY	DATE

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

BY	DATE

MODEL: Default
FILE NAME: L:\DOT\1606610\WO_1\Draw\CADD Sheets\D76K74-sht-XSC-I64East.dgn

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 870+50.00 | TO STA. 871+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G2$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540 535 530 525 520

EX ROW —AC—

872+50.00

872+00.00

871+50.00

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

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

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 871+50.00 | TO STA. 872+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G3S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540
535
530
525

EX ROW — AC —

874+00.00

873+50.00

873+00.00

EX ROW — AC —

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

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

MODEL: Default
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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 873+00.00 | TO STA. 874+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G4S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540
535
530
525

EX ROW
AC

875+50.00

875+00.00

874+50.00

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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 874+50.00 | TO STA. 875+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G5S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

540
535
530
525

EX ROW AC

877+00.00

876+50.00

876+00.00

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

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

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PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

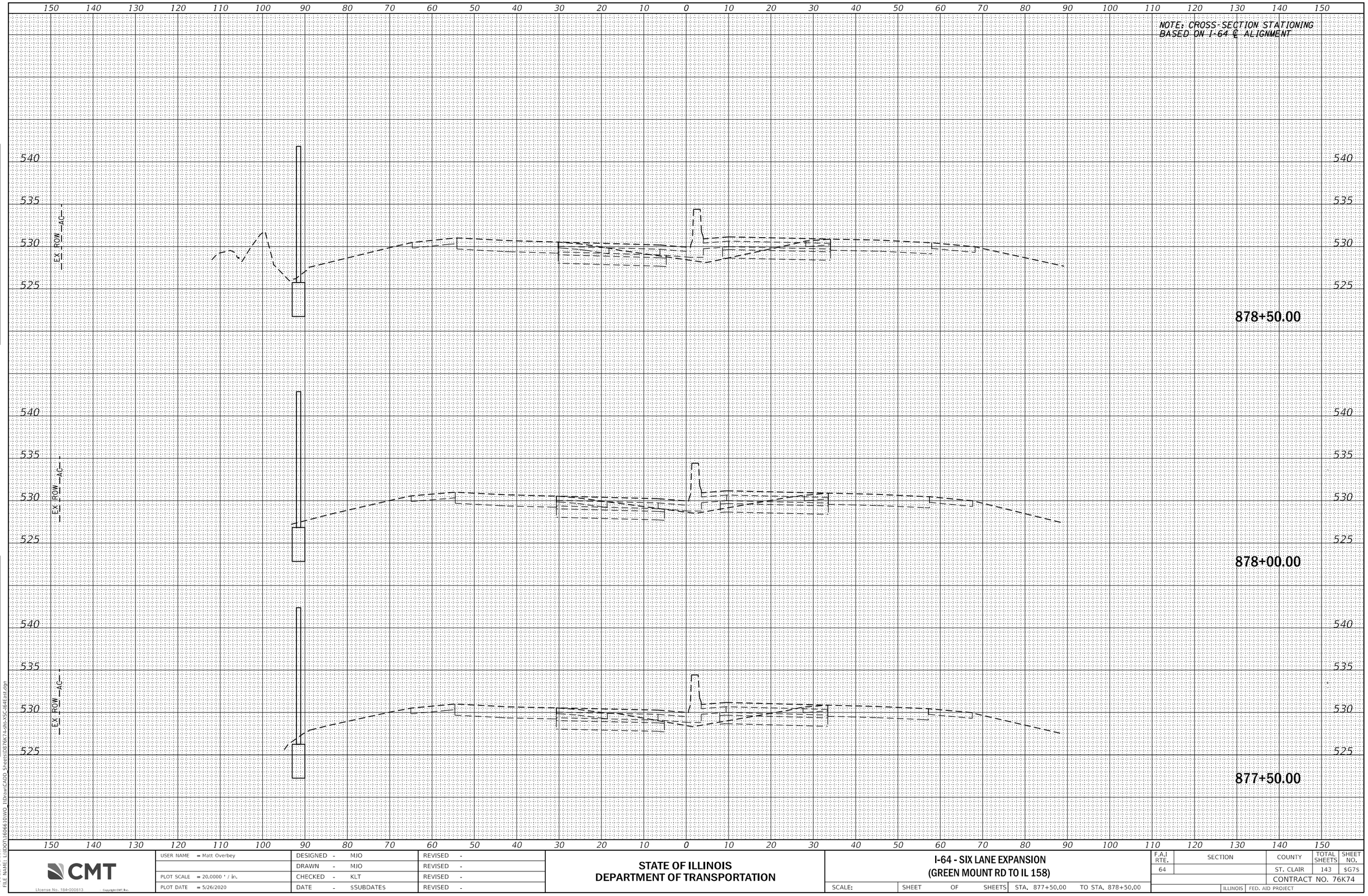
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 876+00.00 | TO STA. 877+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G6S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT



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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 877+50.00 | TO STA. 878+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G7S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

MODEL: Default
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NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

879+50.00

879+00.00

EX. ROW

AC

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

575 570 565 560 555 550 545 540 535 530

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

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

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	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 879+00.00 | TO STA. 879+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G8$
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

555
550
545
540
535
530
525
520

EX ROW — AC —

880+50.00

880+00.00

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

BY	DATE

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

BY	DATE

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CMT
License No. 184-000613 Copyright CMT, Inc.

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -
	DRAWN - MJO	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 880+00.00 TO STA. 880+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G9S
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

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540
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EX ROW — AC —

882+00.00

881+50.00

881+00.00

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

BY	DATE

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SURVEYED		
PLOTTED		
TEMPLATE		
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AREAS CHECKED		

BY	DATE

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 881+00.00 TO STA. 882+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G10$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

883+50.00

883+00.00

882+50.00

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 882+50.00 TO STA. 883+50.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G11S
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

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

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

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NOTE: CROSS-SECTION STATIONING
BASED ON I-64 ℄ ALIGNMENT

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535

530

EX TOW —AC— ←

884+00.00

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

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

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PLOT DATE = 5/26/2020	DATE - $SUBDATE$	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 884+00.00 | TO STA. 884+00.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	143	$G12$
		CONTRACT NO. 76K74		
		ILLINOIS	FED. AID PROJECT	

EXHIBIT E – CRASH ANALYSIS INFORMATION

I-64 Six Lane Expansion
West of Green Mount Road to West of IL 158

Phase I
Route FAI-64
Job Number: P-98-003-16
PTB 181/014 - Work Order 1
St. Clair County

Illinois Department of Transportation
District 8

CMT Project No. 16066-10-02

Crash Analysis

March 2019

CMT
Engineers and Consultants

2750 West Washington Street
Springfield, Il 62702

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E. Conclusion

Appendix

1. **Exhibit 1: Logical Segment Map**
2. **Exhibit 2: Crash Frequency & Crash Type Diagram**

A. Introduction

A crash analysis was conducted along I-64 for the years 2011-2016, from the west project limit (milepost 15.0) to the east project limit (milepost 17.90). As shown on Exhibit 1, the west project limits are located 0.8 miles west of Green Mount Road and the east project limits are located 2.8 miles west of IL Route 158. The 2011 to 2016 crash data analyzed was provided by the Illinois Department of Transportation (IDOT). According to IDOT, this study area of I-64 is not identified as part of the high-priority five-percent segments or intersections statewide.

FAI-64 Interstate is a state-maintained Class 1 truck route through a semi-rural surrounding area. Within the study area, there are 3–12 foot travel lanes with a 40 foot flush paved median and concrete barrier west of the Green Mount Road interchange and 2–12 foot travel lanes with 6 foot paved shoulders adjacent to the turf median and 10 foot wide paved outside shoulders through the interchange and to the east to MP 17.64. From MP 17.64 to 17.90 there are 3–12 foot travel lanes with a 40 foot flush paved median and concrete barrier. The posted speed limit is 65mph on I-64 with 45mph posted on the interchange ramps at Green Mount Road.

The study area was subdivided into six segments to prioritize crash locations. Table A shows the safety mile stations of six logical segments, separated by direction of travel, which focus on the areas east and west of the Green Mount Road Interchange and the interchange itself. The functional length is defined as the length of I-64 measured along the centerline including the limits of the entrance/exit ramps.

Table A. Logical Segments by Direction of Travel and Safety Mile Station

	Safety Mile Station	Functional Length
Segment 1 – Westbound I-64, West of Green Mount Rd Interchange	15.0-15.50	0.5 Mile
Segment 2 – Eastbound I-64, West of Green Mount Rd Interchange	15.0-15.50	0.5 Mile
Segment 3 - Westbound I-64, Green Mount Rd Interchange	15.51-16.20	0.69 Mile
Segment 4 - Eastbound I-64, Green Mount Rd Interchange	15.51-16.20	0.69 Mile
Segment 5 - Westbound I-64, East of Green Mount Rd Interchange	16.21-17.90	1.69 Mile
Segment 6 - Eastbound I-64, East of Green Mount Rd Interchange	16.21-17.90	1.69 Mile

See Exhibit 1: Logical Segment Map in the Appendix for a graphical layout of the segments. In the analysis, each segment's data was also separated into westbound and eastbound travel lanes.

B. Overall Crash Analysis by Type

This crash analysis reviewed 149 total crashes between 2011 and 2016 within the project limits. Exhibit 2: Crash Frequency & Crash Type Diagram (2011-2016) in the Appendix visualizes the crash data by segment. Table 1 illustrates the total crashes by type and direction. The overall data shows that Rear End (29%), Fixed Object (28%), and Sideswipe Same Direction (21%) crash types are the most prevalent within the study limits.

Figure 1A. Summary of Total Crashes by Type along I-64

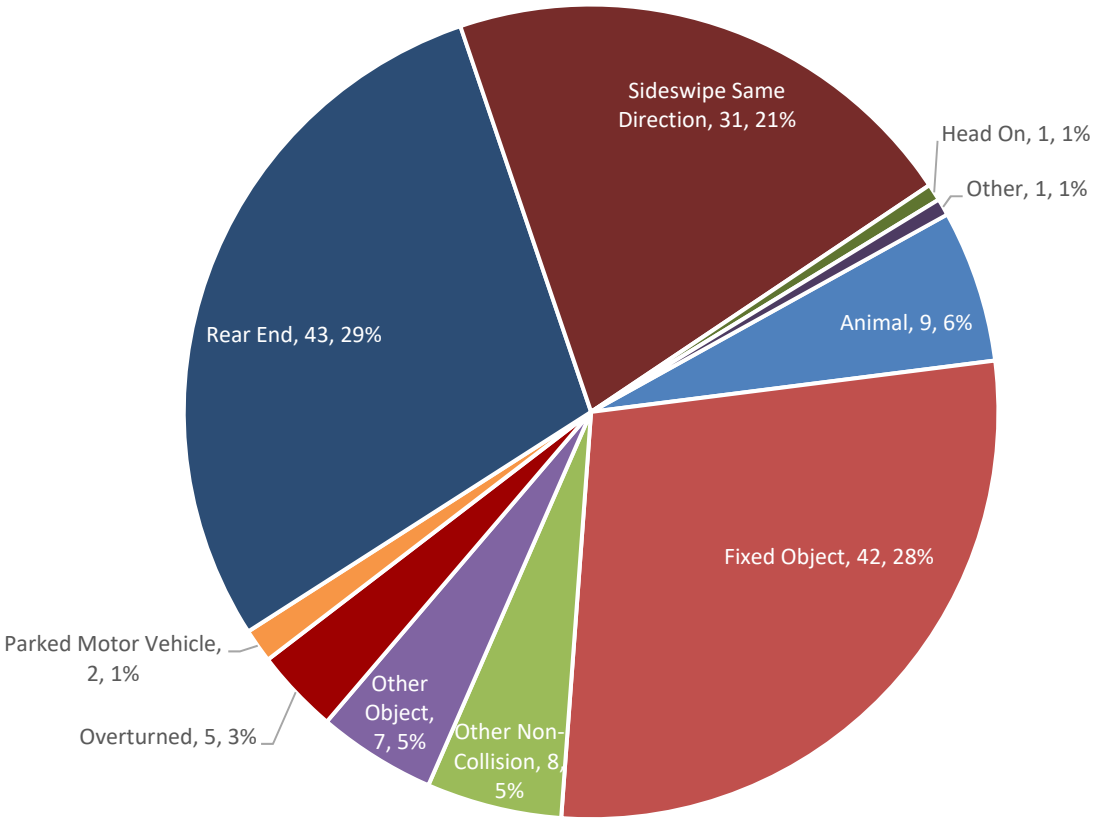


Table 1. Summary of Total Crashes by Type along I-64, 2011-2016

		Westbound		Eastbound		Total	
Crash Type	Animal	6	13%	3	3%	9	6%
	Fixed Object	14	31%	28	27%	42	28%
	Other Non-Collision	3	7%	5	5%	8	5%
	Other Object	2	4%	5	5%	7	5%
	Overturned	3	7%	2	2%	5	3%
	Parked Motor Vehicle	1	2%	1	1%	2	1%
	Rear End	7	16%	36	35%	43	29%
	Sideswipe Same Direction	8	18%	23	22%	31	21%
	Head On	1	2%	0	0%	1	1%
	Other	0	0%	1	1%	1	1%
	Total	45	100%	104	100%	149	100%

C. Overall Crash Analysis by Severity

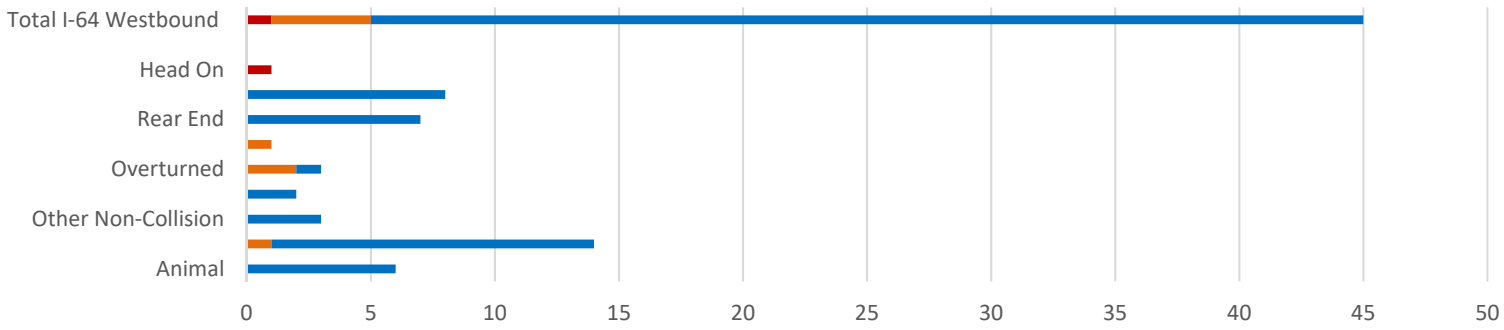
Crashes are categorized by five severity levels, a brief description of each is provided below. Each crash is classified by the highest severity injury sustained. ***Note that some crashes involve multiple injuries.***

- Type K (Fatal) – A traffic crash involving at least one motor vehicle in transport in which at least one person dies within 30 days after the motor vehicle crash in which the injury occurred.
- Type A (Incapacitating injury) — A crash that involves any injury, other than fatal, that prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Inclusions: severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.
- Type B (Non-incapacitating injury) — A crash that involves any injury, other than a fatal or incapacitating injury, that is evident to observers at the scene of the crash. Inclusions: lumps on the head, abrasions, bruises, and minor lacerations.
- Type C (Reported, not evident injury) — A crash that involves any injury reported or claimed that is not listed above. Inclusions: momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, hysteria.
- Property Damage Only — A crash that involves no injuries or fatalities, but damage is caused to either vehicle and the costs of the damage is assessed to be at least $1,500 when all drivers are insured, or $500 if any of the drivers are uninsured.

Source: Manual on Classification of Motor Vehicle Traffic Crashes, Eighth Edition

Of the 149 total crashes within the I-64 project limits, 22 crashes resulted in severe Injury (Types A or B) being reported and 4 crashes resulted in Injury Type K (Fatal) being reported. Figures 2A and 2B summarize crash data by type and crash severity for I-64 westbound and I-64 eastbound respectively.

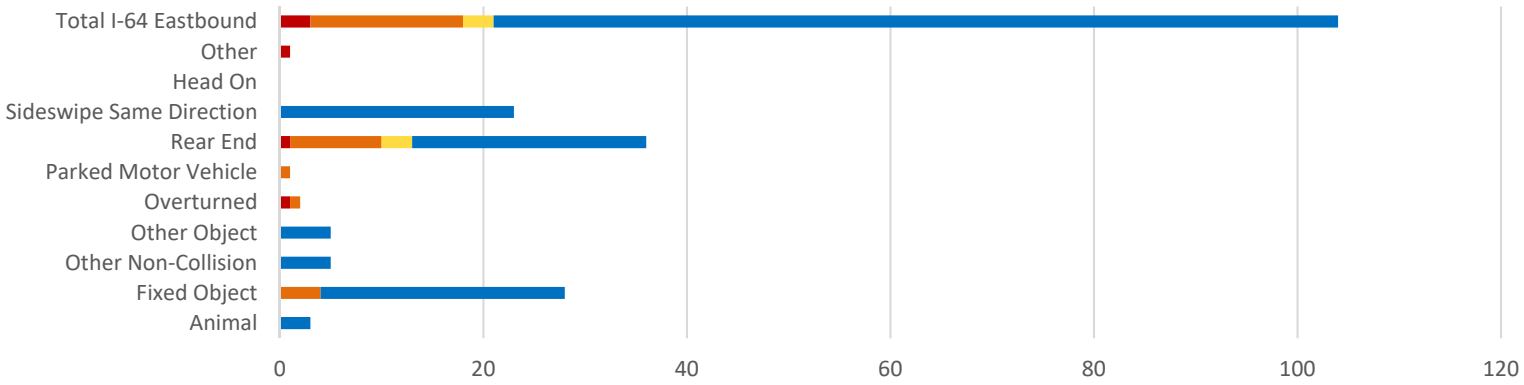
Figure 2A. Crash Severity by Type along I-64 Westbound, 2011-2016



	Animal	Fixed Object	Other Non-Collision	Other Object	Overturned	Parked Motor Vehicle	Rear End	Sideswipe Same Direction	Head On	Other	Total I-64 Westbound
Fatality (Type K)	0	0	0	0	0	0	0	0	1	0	1
Injury (Type A or B)	0	1	0	0	2	1	0	0	0	0	4
Injury (Type C)	0	0	0	0	0	0	0	0	0	0	0
Non-Injury	6	13	3	2	1	0	7	8	0	0	40

Of the 45 total westbound crashes in the study area, there were 5 crashes (11%) that resulted in severe injuries being documented in the police reports. These 5 crashes were documented as Injury Type A (1 Overturned type), Injury Type B (3 crashes; 1 Fixed Object type, 1 Overturned type, and 1 Parked Motor Vehicle type) and Injury Type K (1 crash, Head On type). There were no crashes documented as Injury Type C in the westbound travel direction.

Figure 2B. Crash Severity by Type along I-64 Eastbound, 2011-2016



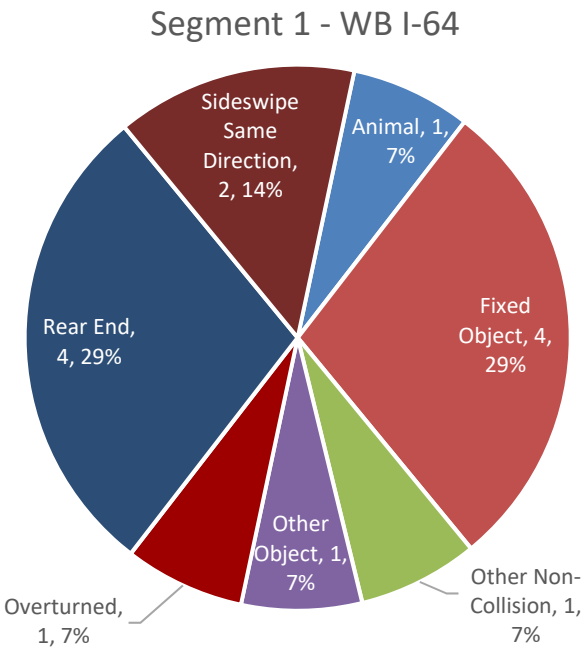
	Animal	Fixed Object	Other Non-Collision	Other Object	Overturned	Parked Motor Vehicle	Rear End	Sideswipe Same Direction	Head On	Other	Total I-64 Eastbound
Fatality (Type K)	0	0	0	0	1	0	1	0	0	1	3
Injury (Type A or B)	0	4	0	0	1	1	9	0	0	0	15
Injury (Type C)	0	0	0	0	0	0	3	0	0	0	3
Non-Injury	3	24	5	5	0	0	23	23	0	0	83

Of the 104 total eastbound crashes in the study area, there were 18 crashes (17%) that resulted in severe injuries being documented in the police reports. Six crashes were documented as resulting in Injury Type A (3 Rear End type, 1 Fixed Object type, 1 Overturned type, 1 Parked Motor Vehicle type). Nine crashes were documented as resulting in Injury Type B (6 Rear End type, 3 Fixed Object type). Three crashes resulted in documentation of Injury Type K (1 Rear End type, 1 Other, 1 Overturned type).

See Section D: Logical Segment Assessment for additional details regarding crashes with documented injuries. Fatal crashes are described in detail within the Segment in which they occurred. See Exhibit 2 in the Appendix for visual location of crashes resulting in severe Injury.

D. Logical Segment Assessment

Segment 1 – Westbound I-64, West of Green Mount Road Interchange



1.1 Crashes by Type and Location

A total of 14 crashes occurred within Segment 1 from 2011 to 2016. The most common crash types for the segment of WB I-64 West of Green Mount Road were *Rear End Type* (29%, 4), *Fixed Object Type* (29%, 4) and *Sideswipe Same Direction Type* (14%, 2). These three crash types make up 72% of the total crashes within Segment 1.

Rear End Crashes

The police reports indicated that one Rear End type crash resulted from ice causing loss of vehicle control. Two Rear End crashes noted drivers failing to reduce speed for slowing or stopped traffic for a construction zone ahead. The final Rear End type crash in this Segment was due to driver error while changing lanes.

Fixed Object Crashes

Two Fixed Object type crashes in this Segment involved vehicles hitting the center median concrete barrier. The other two Fixed Object type crashes involved vehicles hitting off-roadway fences. All Fixed Object crashes in this Segment happened during rain and wet pavement conditions according to the police reports indicating that the crashes occurred due to weather and road condition (rain caused loss of control). Weather and wet road surface conditions are contributing factors to this crash type.

Sideswipe Same Direction Crashes

Police reports noted the drivers were changing lanes at the time of the crash in both Sideswipe Same Direction crashes. Based on the reported locations of these crashes at MP 15.12 and 15.14, there are no travel lanes merging or tapering. Driver error is the contributing factor to Sideswipe Same Direction crashes in Segment 1.

Summary of Crashes by Type and Location

Rear End type crashes in this Segment occurred due to driver error for failure to slow or change lanes and due to weather and road conditions. The Fixed Object type crashes all have wet pavement as a contributing factor to the crash. The Sideswipe Same Direction crashes in this Segment were due to driver error. The location of these crashes is not a contributing factor.

1.2 Crashes by Severity

See Exhibit 2 in the Appendix. There were two crashes in Segment 1 that were documented as resulting in Injury Type B. One crash was a Fixed Object type where the motorist hit the median concrete barrier due to wet pavement conditions (heavy rain caused loss of control) as noted in the police report. The second crash involved an overturned motorcycle that noted a rear tire blowout in the police report as the cause of the crash.

1.3 Road Surface Conditions

Segment 1 – Westbound I-64, West of Green Mount Road Interchange

Condition	Number of Crashes
Dry	8
Wet	5
Snow/Slush	0
Ice	1

Within Segment 1, 6 (43%) of the 14 total crashes occurred when the pavement was wet or icy. Also, one crash in Segment 1 that resulted in a severe Injury (Type B) was related to wet pavement.

1.4 Time of Day/Day of Week

Segment 1 – Westbound I-64, West of Green Mount Road Interchange

Condition	Numbers of Crashes
Day	7
Dawn/Dusk	0
Night	7

Of the 14 total crashes that occurred in Segment 1, 4 occurred in the morning (midnight to noon), 6 occurred during the day (noon to 5pm), and 3 occurred at night (5pm to midnight). Twenty-eight percent (28%, 4 of 14) of WB crashes occurred within the PM peak period of 3:00pm to 7:00pm on

weekdays. Eighty-six percent (12 of 14) of the crashes occurred on weekdays, while only 2 crashes occurred during the weekend. Although there are no distinct patterns in the time of day these crashes occurred, with 86% occurring on weekdays, increased traffic volumes on weekdays is a contributing factor of Segment 1 crashes.

1.5 Other Significant Conditions

None identified.

1.6 Contributing Factors

After reviewing the crash data for Segment 1, it was concluded that the contributing factors for the predominant crash types are:

1. Driver error
2. Weather/road condition
3. Traffic congestion

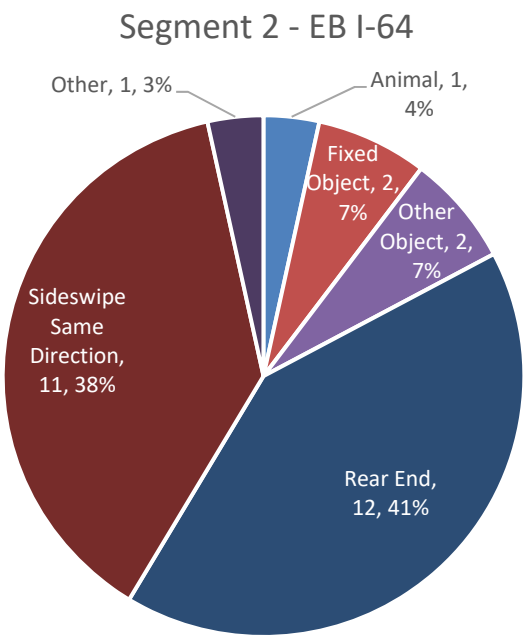
The location of crashes is not a contributing factor to the crash types within Segment 1.

1.7 Countermeasures

In Segment 1, widening the section of I-64 east of the entrance ramp to provide three travel lanes throughout the entire segment would alleviate traffic congestion. This would also extend a contiguous typical section of three travel lanes in each direction.

Although no countermeasure can be proposed to address driver error, providing a skid resistant surface on I-64 can help to reduce crashes occurring on wet pavement. Currently the CRS value for the pavement in this section of WB I-64 is 7.8, which is considered excellent condition.

Segment 2 – Eastbound I-64, West of Green Mount Road Interchange



2.1 Crashes by Type and Location

A total of 29 crashes occurred within Segment 2 from 2011 to 2016. The most common crash type for this segment of EB I-64 West of Green Mount Road were *Rear End Type* (41%, 12) followed by *Sideswipe Same Direction Type* (38%, 11).

Rear End Crashes

See Figure 2.1a for details. Eighty-three (83%, 10 of 12) of the Rear End type crashes occurred in the far-right exit lane to Green Mount Road. The far-right travel lane becomes an exit only lane approximately 0.5 miles west of the exit ramp terminal. Police reports stated drivers failed to reduce speed for the conditions of slow or stopped traffic ahead in all 10 Rear End crashes occurring in the far-right lane. Thirty percent (3 of 10) of the far-right lane Rear End crashes were documented as resulting in Injury Type A or B. Traffic congestion, due to vehicle queuing backup on the exit 16 ramp, is a contributing factor for this crash type in Segment 2.

Fig. 2.1a - Rear End Crash Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201201018678	15.04	Far-Right	Slow/Stop In Traffic
201400185795	15.45	Far-Right	Slow/Stop In Traffic
201400202864	15.48	Far-Right	Slow/Stop In Traffic
201501282620	15.35	Far-Right	Slowing to Stop
201501284891	15.36	Far-Right	Stopped
201601107504	15.16	Far-Right	Slow
201601102520	15.20	Far-Right	Slow/Stop In Traffic
201601280811	15.24	Far-Right	Slow/Stop In Traffic
201601293167	15.27	Far-Right	Slow/Stop In Traffic
201601086315	15.34	Left crossing to Far-Right	Changing Lanes
201601285252	15.36	Far-Right	Slow/Stop In Traffic
201601211222	15.43	Left	Changing Lanes

Fixed Object Crashes

The two Fixed Object type crashes in this Segment involved vehicles hitting the concrete median barrier and a delineator post adjacent to the ramp exit lane. Per the police report, the motorist striking the barrier was in the far-right lane and lost control while attempting to merge left after noting the lane ended. The motorist who struck the delineator post was driving on the shoulder with two flat tires for some time according to the police report. Driver error is a factor contributing to this type of crash in Segment 2.

Sideswipe Same Direction Crashes

There were 11 Sideswipe Same Direction type crashes in this Segment. This Segment consists of 3 EB travel lanes with the far-right lane as an "exit only" lane to Green Mount Road. Police reports noted the driver was changing lanes at the time of the crash in 55% (6) of these type of crashes, 3 of which involved motorists in the far-right exit lane swerving/changing lanes to move into the center through lane of EB I-64, as stated in the police reports. One crash noted traffic congestion ahead in the police report as a factor of the crash. No Injuries reported for this type of crash in this Segment. Driver error when changing lanes is the contributing factor for this crash type in Segment 2. The location for this type of crash, specifically within the "exit only" lane, is a contributing factor for this crash type.

Summary of Crashes by Type and Location

Traffic congestion causing slow or stopped traffic is the contributing factor for this Segment's Rear End type crashes and Sideswipe Same Direction type crashes. Unsuccessfully changing lanes (driver error) and location contributed to Sideswipe Same Direction type crashes in this Segment. Driver error is the factor contributing to Fixed Object type crashes in Segment 2.

2.2 Crashes by Severity

See Exhibit 2 in the Appendix. There were 4 crashes in Segment 2 that were documented as resulting in Injury Type A, B or K. All of those crashes resulting in severe Injuries occurred in the far-right exit only lane to Green Mount Road and 3 of 4 were Rear End type crashes. As discussed in Section 2.1, slow/stopped traffic was noted in the police reports as a factor for these crashes. The only non-rear end type crash with reported severe injuries was an Other type and is described below.

Fatal Crash (Injury Type K)

- On 6/24/12 at 2:12 AM a pedestrian was fatally struck by an EB passing car while appearing to flag down the passing vehicle as stated in the police report. The EB motorist was in the far-right lane for exit 16 to Green Mount Road. The pedestrian's vehicle was parked on the outside shoulder with the hood up. Weather was clear and the pavement was dry. There is no roadway lighting at this location.

  There is no information from the police report indicating that shoulder width or lighting are contributing factors for this crash. ***No indication was given in the police report that the passing***

motorist could not move over a lane to provide a clear buffer for the disabled vehicle. A contributing factor of this crash is driver error.

2.3 Road Surface Conditions

Segment 2 – Eastbound I-64, West of Green Mount Road Interchange

Condition	Number of Crashes
Dry	22
Wet	5
Snow/Slush	1
Ice	1

Wet, snow or ice road surface conditions were listed in 24% (7) of the Segment 2 crash reports. All crashes resulting in severe Injuries occurred with dry pavement conditions.

2.4 Time of Day/Day of Week

Segment 2 – Eastbound I-64, West of Green Mount Road Interchange

Condition	Numbers of Crashes
Day	9
Dawn/Dusk	3
Night	17

Sixty-two percent (62%, 17 of 29) crashes in this Segment occurred in darkness. Eight reports for night time crashes listed the lighting as "darkness, lighted road". However, the crash reports do not indicate that insufficient/poor roadway lighting contributed to crashes in this Segment.

Eighty-three percent (83%, 24 of 29) EB crashes occurred on weekdays in Segment 2. Forty-eight percent (48%, 14 of 29) of crashes occurred during the PM peak period (3:00pm to 7:00pm) on weekdays; 8 of which were Rear End type crashes. The higher percentage of crashes during the PM peak for Segment 2 suggests the increased traffic volumes during the peak traffic period for the eastbound direction is a contributing factor to crashes.

2.5 Other Significant Conditions

At the beginning of Segment 2, the outside eastbound travel lane becomes an exit only lane at approximately MP 15.0 where there is an overhead sign indicating the lane designation as "exit only". There were 11 crashes in Segment 2 occurring in this exit only lane, with 3 resulting in Injury Type A or B. Police reports consistently noted slow/stopped traffic in the exit only lane and on the ramp. Because the intersection of the exit ramp 16 and Green Mount Road is signalized, queueing backups on the exit ramp indicate that signal timing is insufficient to dissipate the queue.

2.6 Contributing Factors

After reviewing the crash data for Segment 2, it was concluded that the contributing factors for the predominant crash types are:

1. Traffic congestion, due to queuing in the outside exit only lane and the PM peak period (3:00 to 7:00 PM)
2. Weather/road surface condition
3. Driver error

2.7 Countermeasures

For Segment 2, the following countermeasures are recommended to address the contributing factor of traffic congestion:

a. The intersection of I-64 exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and signal improvements are outside of I-64 Widening project limits.

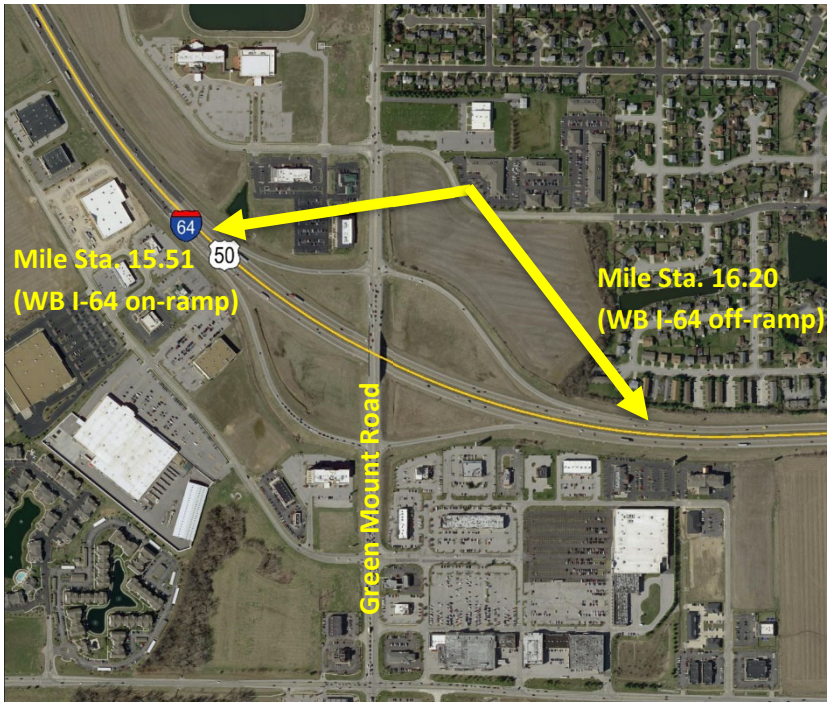
b. The addition of one EB travel lane to the current existing three lane section would alleviate traffic congestion downstream of Segment 2 as a contributing crash factor. This would also extend a contiguous typical section of 3 travel lanes in each direction, which currently exists both east and west of the project limits.

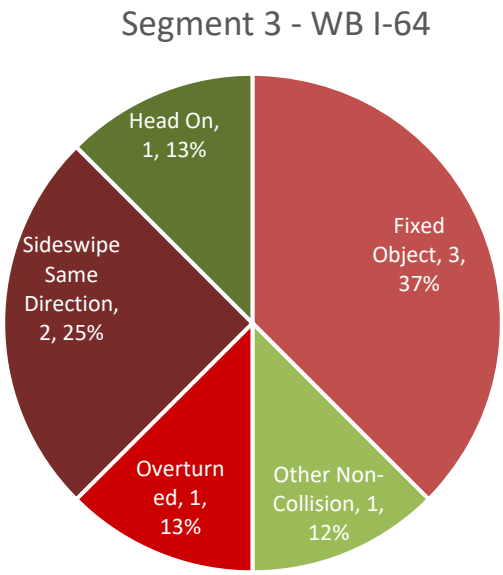
c. Additional signage or pavement markings could be added to assist drivers in making decisions to merge left safely to continue travel on eastbound I-64. This countermeasure could potentially reduce the number of Fixed Object and Sideswipe Same Direction type crashes in this Segment.

To address the contributing factor of weather and wet road surface conditions, providing a skid resistant surface on I-64 can help to reduce crashes occurring on wet pavement and currently this Segment of EB I-64 has a CRS value of 7.8, which is considered excellent condition.

No countermeasure can address driver error for failure to safely change lanes. Widening of I-64 pavement would provide additional space for drivers to maneuver to avoid a crash. Driver error was a contributing factor to the one crash resulting in fatal Injury for this Segment.

Segment 3 – Westbound I-64, Green Mount Road Interchange





3.1 Crashes by Type and Location

A total of eight crashes occurred in Segment 3 from 2011 to 2016. The predominate crash types in Segment 3 are *Fixed Object Type* (37%, 3) and *Sideswipe Same Direction Type* (25%, 2).

Fixed Object Crashes

The fixed objects hit in this Segment include:

1. A lodging informational sign at MP 16.17 with the police report listing contributory causes as swerving to avoid another vehicle and wet pavement.
2. Median cable barrier at MP 16.15 with the driver stating not feeling well and potentially blacking out while driving.
3. The concrete median barrier at MP 15.66 from loss of vehicle control due to rain and wet pavement.

The location of these crashes is not a contributing factor.

Sideswipe Same Direction Crashes

The two Sideswipe Same Direction type crashes occurred while drivers were changing lanes according to the police reports. The crashes for this type were documented as occurring at mile post 15.66 and mile post 15.72, which is immediately prior to convergence of the Green Mount Road entrance ramp at approx. mile post 15.60. One crash involved a motorist passing in the right lane while the other vehicle attempted to change lanes from the left to right lane. The proximity to the entrance ramp is a contributing factor in these crashes.

Summary of Crashes by Type and Location

The Sideswipe Same Direction type crashes in this Segment are attributed to drivers failing to safely change lanes near a merging entrance ramp. Fixed Object crashes in Segment 3 have contributing factors of driver physical condition and wet road surface conditions.

3.2 Crashes by Severity

See Exhibit 2 in the Appendix. There was one crash that resulted in Injury Type A involving a wrong-way driver, believed to have suffered a diabetic emergency according to the police report, who was traveling east on the westbound I-64 shoulder near MP 15.6. This crash location is one tenth of a mile east of where the concrete barrier centered in the median ends and the cable barrier on the edge of the EB I-64 shoulder begins. The lack of a continuous concrete median barrier in this Segment is a contributing factor to crashes resulting in severe Injury.

There was one crash in Segment 3 that resulted in Injury Type K (Fatal).

Fatal Crash (Injury Type K)

- One fatal crash occurred at 1:32 AM on 11/10/12 when an EB wrong-way driver in the left WB lane collided with a WB tractor trailer just east of Green Mount Road. The WB tractor trailer is noted in the police report as having changed lanes into the left lane to pass another truck and upon seeing the wrong way driver in that lane both the tractor trailer and the wrong-way driver swerved to the median shoulder in an attempt to avoid the crash. Weather was clear and the pavement was dry. There is no roadside lighting at this location.

  No information provided in the police report on how the vehicle came to be driving the wrong direction. Based on location, the crash occurred prior to the westbound off ramp, which could have been a potential wrong-way entry onto the westbound travel lanes. Another possible assumption could be that the driver was eastbound and somehow crossed the median to the wrong side of I-64. ***A concrete barrier median, installation of roadway lighting and/or additional signage may have prevented this head-on collision. A contributing factor of this crash is driver error for wrong-way driving.***

3.3 Road Surface Conditions

Segment 3 - Westbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Dry	5
Wet	3
Snow/Slush	0
Ice	0

Wet road surface conditions were listed in 38% (3 of 8) of the Segment 3 crash reports. No crashes resulting in severe Injuries documented wet pavement at the time of crash.

3.4 Time of Day /Day of Week

Segment 3 - Westbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Day	3
Dawn/Dusk	1
Night	4

Of the 8 total crashes that occurred in Segment 3, 3 (37.5%) occurred in the morning (midnight to noon), 2 (25%) occurred during the day (noon to 5pm), and 3 (37.5%) occurred at night (5pm to midnight). There are roadside lights at the terminal of the entrance ramp and the remainder of Segment 3 is unlit. Four (50%) crashes occurred during the weekend, while 4 (50%) crashes occurred on a weekday. There are no apparent patterns to time of day or day of week for Segment 3 crashes.

3.5 Other Significant Conditions

In this Segment, there is a 6' wide inside paved shoulder adjacent to the WB travel lanes and a median cable barrier along the eastbound shoulder. Per BDE design criteria, the left (inside) paved shoulders are required to be 10' wide. The 6' wide paved shoulders do not meet current design standards and therefore provide less space for drivers to maneuver safely in avoiding a crash.

3.6 Contributing Factors

After reviewing the crash data for Segment 3, it was concluded that the contributing factors for the predominant crash types are:

1. Driver error while changing lanes/direction of travel
2. Location proximity to an entrance ramp
3. Weather/road conditions

The absence of a continuous solid concrete median barrier and/or roadside lighting may have contributed to the Head On type and Overturned type crashes that resulted in severe Injury in this Segment.

3.7 Countermeasures

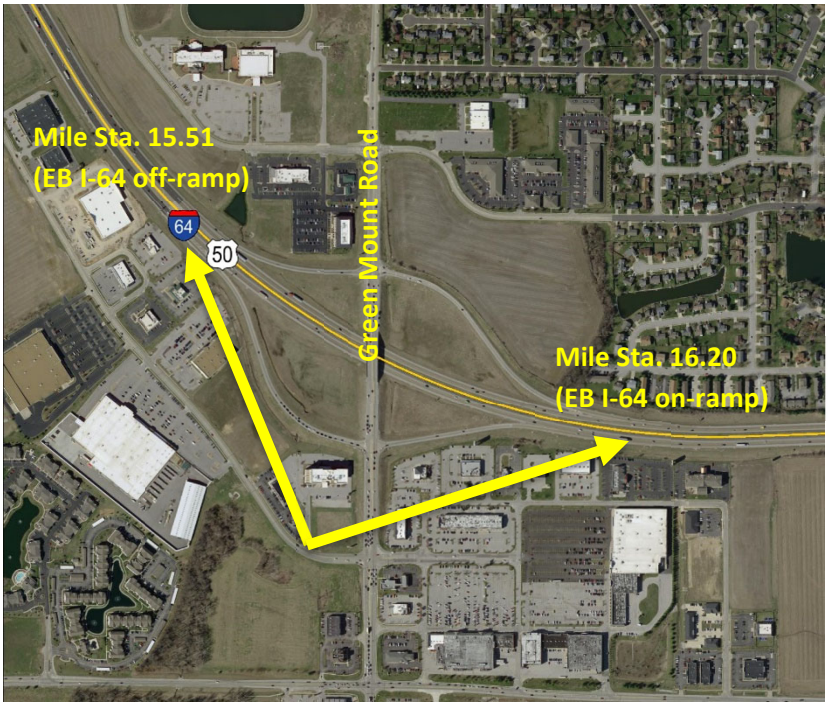
For Segment 3, the following countermeasures are recommended:

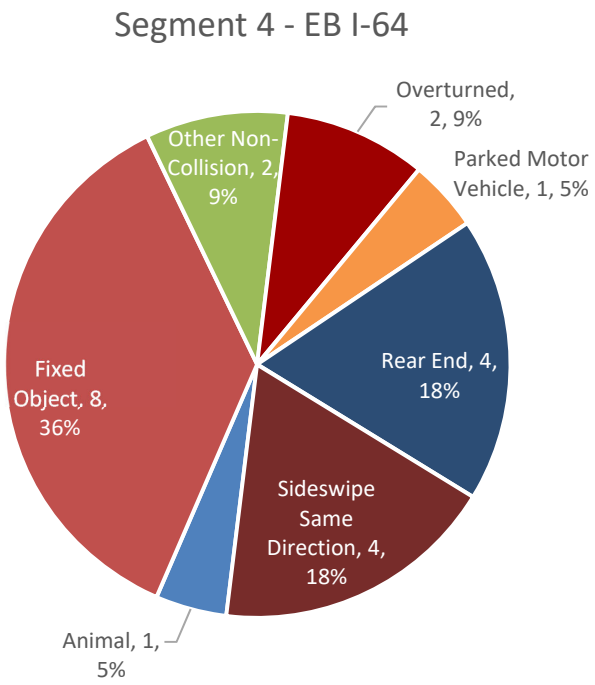
a. Widening I-64 westbound to provide an additional travel lane for vehicles to use would reduce weaving conflicts and congestion near the merging interchange ramp.

b. Extending the concrete median barrier from adjacent I-64 segments could prevent crashes resulting in severe Injury.

Currently the CRS value for the pavement in this section of WB I-64 is 7.8, which is considered excellent condition. Therefore, no countermeasure is proposed to address the contributing factor of wet pavement due to weather conditions**.**

Segment 4 – Eastbound I-64, Green Mount Road Interchange





4.1 Crashes by Type and Location

A total of 22 crashes occurred in Segment 4 from 2011 to 2016. The predominate crash types in Segment 4 are *Rear End Type* (18%,4), *Fixed Object Type* (36%, 8) and *Sideswipe Same Direction Type* (18%, 4).

Rear End Crashes

Rear End crashes in this segment occurred within a tenth of a mile of MP 15.6, which is the location of where the exit ramp to Green Mount Road physically diverges from the eastbound I-64. Two of the four (50%) crashes of this type reported slowed or stopped traffic ahead; both of which occurred due to stopped/slow traffic on the exit ramp to Green Mount Road. The pavement condition was dry for all Rear End crash types in this Segment. Traffic congestion is a contributing factor for this crash type in Segment 2.

Fig. 4.1a – Rear End Crashes Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201501065277	15.55	Exit Only	Stop/Slow In Traffic
201501138689	15.64	Left	Straight Ahead
201501199852	15.65	Left	Straight Ahead
201601079207	15.52	Exit Only	Stopped

Fixed Object Crashes

Fifty percent of the Fixed Object crashes in this Segment involved hitting the median cable or concrete barrier; three of which reported wet or icy pavement conditions. Two of the eight (25%) Fixed Object crashes involved hitting the outside fencing along the Interstate where the police reports indicate drivers lost control prior to running off the roadway; one of which reported wet pavement conditions. One vehicle struck the "Exit 16" sign in a failed attempt to re-enter I-64 from the exit ramp according to a witness statement in the police report. The location of these crashes is not a contributing factor.

Sideswipe Same Direction Crashes

Fig. 4.1a – Sideswipe Same Direction Crashes Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201101282786	15.55	Center	Changing Lanes near exit ramp
201301375476	15.75	Center	Changing Lanes near entrance ramp
201400031242	15.55	Center	Construction Zone lane reduction
201501242144	16.18	Center	Straight Ahead near entrance ramp

Fifty percent (2 of 4) of the Sideswipe Same Direction type crashes occurred while drivers were changing lanes according to the police reports. The other two crashes of this type in Segment 4 are attributed to driver error for failure to stay in lane. Pavement condition was dry for all crashes of this type in Segment 4. The location and proximity to an exit or entrance ramp is a contributing factor.

Summary of Crashes by Type and Location

Slow or stopped traffic is a contributing factor to Rear End crashes in Segment 4. Contributing factors to Fixed Object crashes include wet or icy pavement and driver error. Driver error and location are contributing factors in the Sideswipe Same Direction type crashes for Segment 4.

4.2 Crashes by Severity

See Exhibit 2 in the Appendix. Twenty-three percent (5 of 22) of crashes in Segment 4 were documented as resulting in severe Injury Type A, B, or K.

There were 2 crashes resulting in Injury Type A. One was an Overturned type crash involving an overturned oil truck whose driver reported falling asleep prior to overturning over the median cable barrier. The other crash resulting in Injury Type A involved a parked vehicle disabled on the outside shoulder prior to the exit ramp to Green Mount Road and the motorist in the far-right lane indicated they drifted over the rumble strip and rear ended the parked vehicle. The pavement surface was wet at the time of this crash.

One Rear End type crash with a contributing factor of backed up traffic in the far-right exit lane to Green Mount Road resulted in Injury Type B. One Fixed Object type crash occurred where the driver failed to stay on the Green Mount Road exit ramp and hit the "Exit 16" sign resulted in Injury Type B. The driver stated they "spaced out" and drove off the road, whereas a witness stated it appeared Unit 1 swerved to get back onto the Interstate.

Fatal Crash (Injury Type K)

- A fatal crash occurred on 9/28/14 at 5:00 PM when an EB motorcyclist lost control just east of the Green Mount Road overpass. The motorcyclist was slowing for construction zone traffic ahead when motorcycle overturned and sent rider sliding across the pavement. Weather was clear and the pavement was dry. ***Driver failed to slow for traffic ahead, possible countermeasures are unknown.***

4.3 Road Surface Conditions

Segment 4 - Eastbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Dry	15
Wet	5
Snow/Slush	0
Ice	2

Wet, snow or icy road surface conditions were listed in 32% (7 of 22) of the Segment 4 crash reports. Only one crash resulting in severe Injuries (Type A) noted wet pavement at the time of Rear End type crash.

4.4 Time of Day /Day of Week

Segment 4 - Eastbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Day	11
Dawn/Dusk	1
Night	11

Of the total 22 crashes that occurred within Segment 4, 7 (32%) crashes occurred in the morning (midnight to noon), 8 (36%) occurred during the day (noon to 5pm), and 7 (32%) occurred at night (5pm to midnight). Seventeen crashes occurred on a weekday, while 5 (23%) occurred during the weekend. With 77% of crashes occurring on weekdays, increased traffic volumes on weekdays is a contributing factor of Segment 4 crashes.

Five of the seven reports for night time crashes listed the lighting as "darkness, lighted road", however, the crash reports do not indicate that insufficient/poor roadway lighting is contributing to crashes.

4.5 Other Significant Conditions

Two crashes in Segment 4 were noted as occurring within construction zones.

4.6 Contributing Factors

After reviewing the crash data for Segment 4, it was concluded that the contributing factors for the predominant crash types are:

1. Traffic congestion and location, due to queuing in the eastbound outside exit lane and congestion on mainline I-64
2. Wet/icy road surface conditions
3. Driver error

4.7 Countermeasures

For Segment 4, the following countermeasures are recommended to address the contributing factor of traffic congestion:

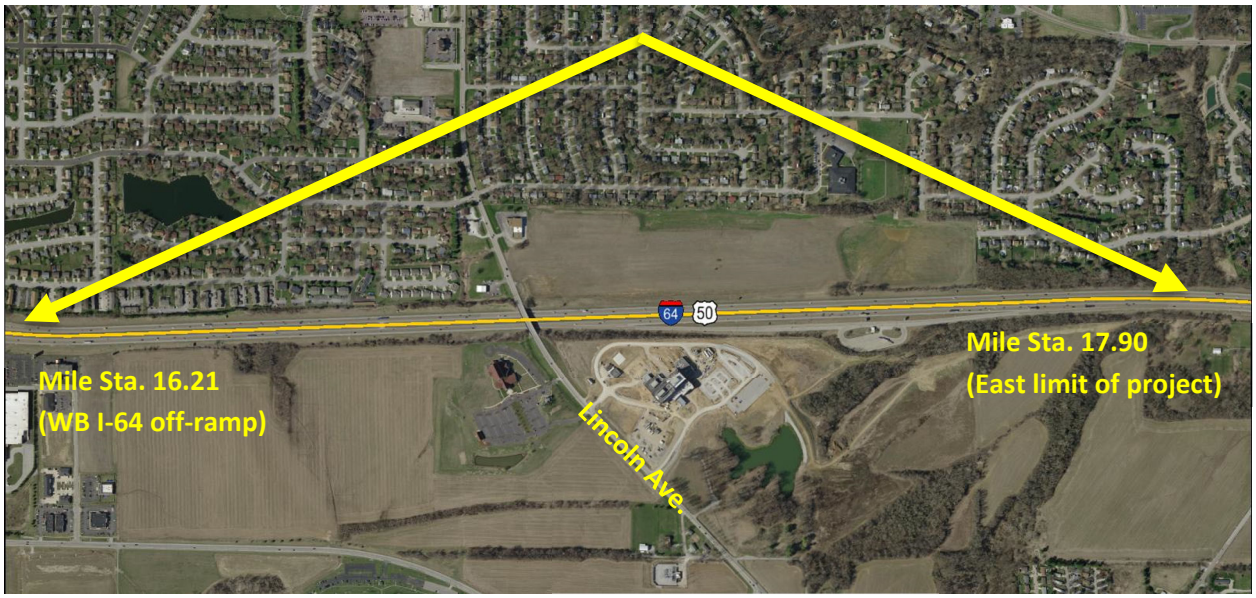
a. The intersection of exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and traffic signal improvements are outside of I-64 Widening project limits.

b. Widening I-64 and the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) downstream of Segment 4. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits.

Currently the CRS value for the pavement in this section of WB I-64 is 7.8, which is considered excellent condition. Therefore, no countermeasure is proposed to address the contributing factor of wet pavement due to weather conditions.

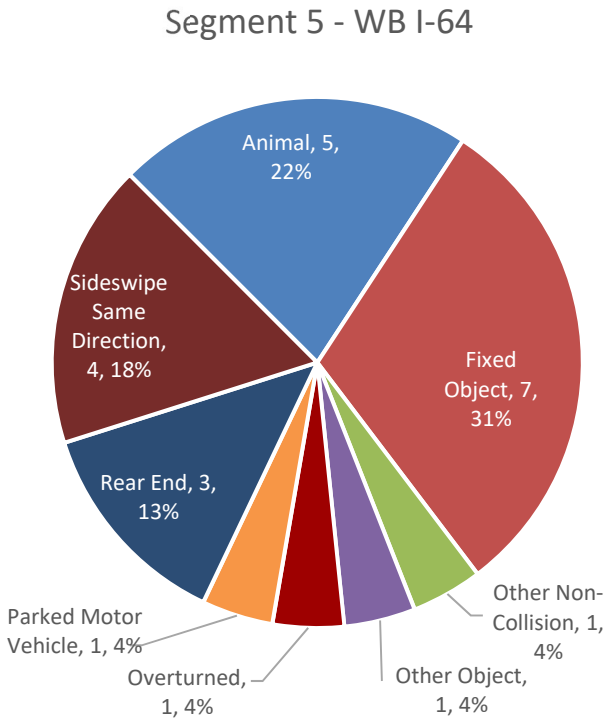
Although no countermeasure can be proposed to address driver error, widening I-64 to three travel lanes in each direction would provide additional space for drivers to maneuver to avoid a crash.

Segment 5 – Westbound I-64, East of Green Mount Road Interchange



5.1 Crashes by Type and Location

A total of 23 crashes occurred within Segment 5 from 2011 to 2016. The predominate crash types for this segment were *Animal Type* (22%, 5), *Fixed Object Type* (31%, 7), and *Sideswipe Same Direction Type* (18%, 4).



Animal Crashes

All the Animal type crashes in this Segment involved deer. Two occurred at night and three occurred during daylight hours indicating that insufficient roadway lighting was not a contributing factor. These crashes occurred between May and August, suggesting that vegetation overgrowth could have been a contributing factor to drivers not seeing deer present. Two crashes occurred at MP 17.82 near a wooded area and the remainder were at varying locations. Location may be a contributing factor to animal crashes.

Fixed Object Crashes

Six (86%) Fixed Object crashes in Segment 5 involved vehicles hitting the median cable barrier which alternates location in this Segment from the edge of the westbound 12' paved shoulder to the edge of the eastbound paved shoulder. One Fixed Object crash involved a motorist swerving to avoid a

deer and hitting the concrete slope wall under the Lincoln Ave. overpass. All Fixed Object crashes in this Segment occurred in dry pavement conditions.

Sideswipe Same Direction Crashes

All four crashes of this type in Segment 5 occurred at varying mile post locations and fifty percent (2 of 4) indicated intentional lane changing in the police report at the time of the crash. The other two crashes note driver error to stay in lane and possible alcohol impairment in one crash. The location of these crashes is not a contributing factor.

Summary of Crashes by Type and Location

The contributing factor for Animal type crashes could be location and vegetation overgrowth along the roadside. Contributing factors to Fixed Object crashes and Sideswipe Same Direction crashes include driver error due to alcohol impairment, failing to change lanes, and swerving to avoid objects.

5.2 Crashes by Severity

See Exhibit 2 in the Appendix. There was only one crash in Segment 5 which resulted in documentation of Injury Type B. This crash involved a vehicle in the far-right lane failing to reduce speed, rear ending a parked car on the outside shoulder and then overturning. The motorist was cited with failure to reduce speed to avoid crash per the police report. The vehicle overturning as a result of the crash indicates that speed and driver error are the contributing factors.

5.3 Road Surface Conditions

Segment 5 – Westbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Dry	23
Wet	0
Snow/Slush	0
Ice	0

All crashes in this Segment occurred during dry weather and road surface conditions. Weather and road surfaces conditions are not contributing crash factors for this Segment.

5.4 Time of Day/Day of Week

Segment 5 - Westbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Day	13
Dawn/Dusk	0
Night	10

Eight (35%) crashes occurred in the morning (midnight to noon), 6 (26%) occurred during the day (noon to 5pm), and 9 (39%) occurred at night (5pm to midnight). Fifteen (65%) crashes occurred on

a weekday and 8 (35%) occurred during the weekend. Twenty-two percent (5 of 23) of crashes occurred during the PM peak period (3:00pm to 7:00pm) on weekdays; all of which were different crash type. The higher percentage of crashes during the PM peak for Segment 5 suggests the increase in motorists during a peak traffic period for the westbound direction is a contributing factor to crashes.

5.5 Other Significant Conditions

Five crashes (22%) in Segment 5 occurred on a weekday in a construction zone. Of these, 2 were Rear End type, 1 Fixed Object, 1 Animal and 1 Parked Motor Vehicle which resulted in Injury Type B. Driver error for failing to reduce speed as stated in the police reports and observe construction zone traffic control measures is a contributing factor of crashes in this Segment.

5.6 Contributing Factors

After reviewing the crash data for Segment 5, it was concluded that the contributing factors for the predominant crash types are:

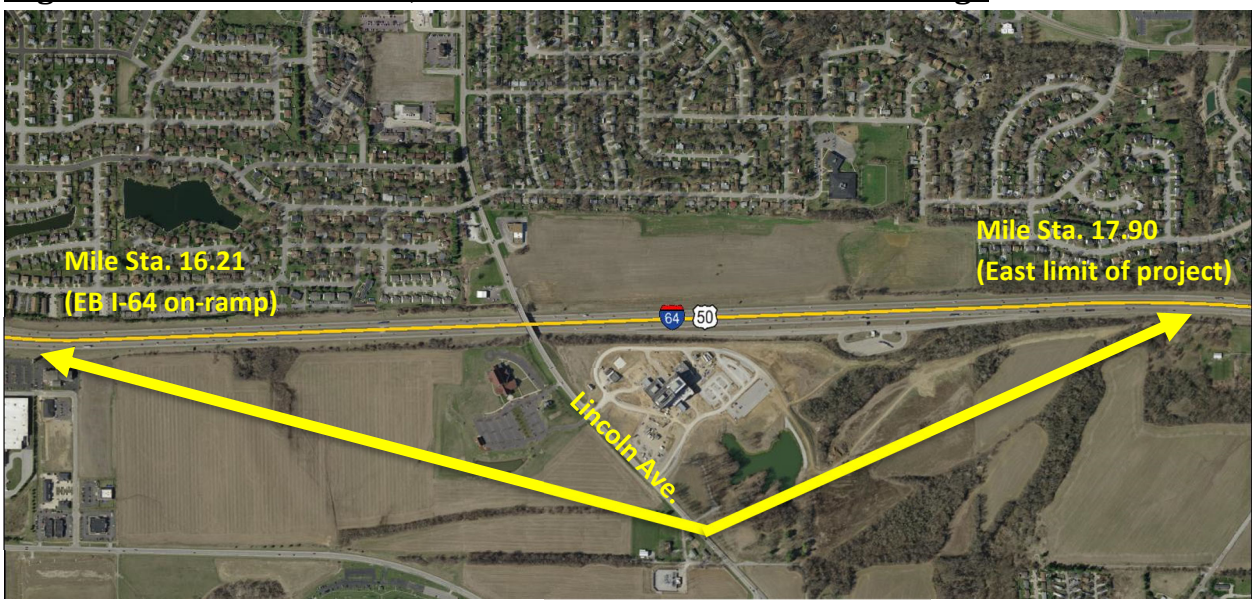
1. Location and/or vegetation overgrowth
2. Driver error
3. Traffic congestion during the PM peak period (3:00 to 7:00 PM)

5.7 Countermeasures

No countermeasure can be proposed to address driver error. The addition of one WB travel lane to the current existing two-lane section would alleviate traffic congestion downstream of Segment 5 as a contributing crash factor. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits.

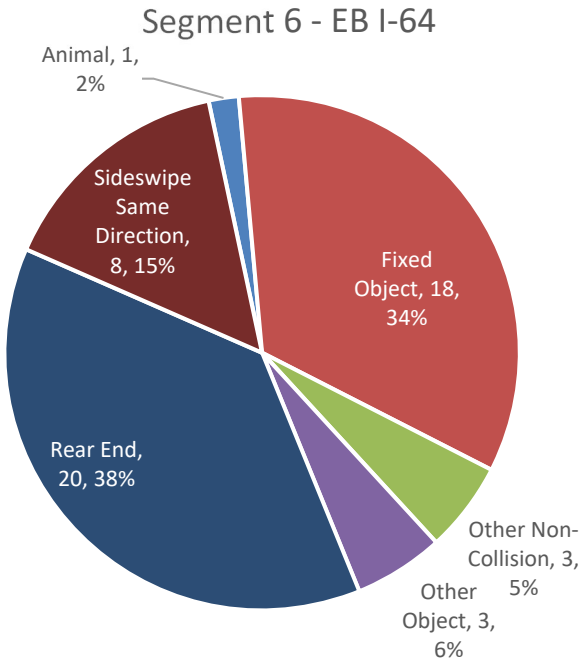
Maintenance by clearing of vegetation within the ROW in the locations of the Animal type crashes may reduce the amount of those crashes for this Segment.

Segment 6 – Eastbound I-64, East of Green Mount Road Interchange



6.1 Crashes by Type and Location

A total of 53 crashes occurred within Segment 6 from 2011 to 2016. The predominate crash types for this segment were *Rear End Type* (38%, 20), *Fixed Object Type* (34%, 18), and *Sideswipe Same Direction Type* (15%, 8).



Rear End Crashes

Sixty percent (12 of 20) of Rear End crashes in this Segment noted stopped or slow traffic ahead with four of twelve (33%) specifically noting in the police reports that the crash occurred within a construction zone. Rear End crashes within work zones did indicate that drivers failed to reduce speed to the construction zones. The location of these crashes within a construction zone is a contributing factor.

Fixed Object Crashes

Sixty-six percent (12 of 18) of Fixed Object crashes in this Segment involved vehicles hitting the median cable barrier. Thirty-three percent (6 of 18) occurred in construction zones and involved vehicles

hitting temporary traffic control devices. The location of these crashes within a construction zone is a contributing factor.

Sideswipe Same Direction Crashes

Fig. 6.1a – Sideswipe Same Direction Crashes Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201101112614	16.29	Right	Merging
201201343184	16.29	Right	Skidding/Control Loss
201501088143	16.29	Right	Merging
201501088968	16.78	Right	Changing Lanes
201400264796	17.12	Right	Construction Zone
201501284905	17.12	Left	Changing Lanes
201400107807	17.81	Right	Passing/Overtaking
201501119848	17.82	Right	Straight Ahead

Fifty percent (4 of 8) noted drivers specifically changing lanes or merging at the time of the crash. One crash of this type occurred in snow/slushy pavement surface conditions and the remainder occurred in dry conditions. Three (38%) crashes occurred at mile post 16.29, which is near the end of entrance ramp taper. There is a weigh station with an I-64 exit ramp at MP 17.0 and an I-64 entrance ramp at MP 17.80. Fifty percent (4 of 8) crashes occurred near the ramps for the weigh station. Therefore, location is a contributing factor for Sideswipe Same Direction crashes.

Summary of Crashes by Type and Location

Stopped or slowed traffic due to traffic congestion or construction work zones is a contributing factor to Rear End crashes in this Segment. The location of the crashes within a construction work zone is also a contributing factor to the Fixed Object type crashes. Driver error for failure to safely change lanes and location are contributing factors to the Sideswipe Same Direction crashes.

6.2 Crashes by Severity

See Exhibit 2 in the Appendix. This Segment had 9 crashes which were reported as resulting in severe Injury Type A, B or K. All three Injury Type A and the five Injury Type B resulted from the predominant crash types of Rear End or Fixed Object. Three Rear End type crashes resulting in Injury Type A, Injury Type B, or Injury Type K noted stopped/slow traffic in the police report. Two Fixed Object crashes resulting in Injury Type A or Injury Type B were reported as crashes occurring in a construction work zone.

Fatal Crash (Injury Type K)

- Both drivers were fatally injured in a rear end crash on 5/29/2016 at 4:14 AM on EB I-64. An open, almost finished can of beer was found in the vehicle that rear ended the other car involved. Weather was clear and the pavement was dry. No witness descriptions provided. ***This crash appears to be due to alcohol impairment.***

6.3 Road Surface Conditions

Segment 6 - Eastbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Dry	45
Wet	4
Snow/Slush	3
Ice	1

Within Segment 6, 15% (8 of 53) of the total crashes occurred when the pavement was wet, snowy, or icy. Two of the crashes in Segment 6 that resulted in severe Injury Type B had snow or slush as a contributing factor.

6.4 Time of Day/Day of Week

Segment 6 - Eastbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Day	33
Dawn/Dusk	1
Night	19

Twenty-two (42%) crashes in this Segment occurred in the morning (midnight to noon), 19 (36%) occurred during the day (noon to 5pm), and 12 (23%) occurred at night (5pm to midnight). Twenty-eight percent (15 of 53) of crashes occurred within the PM peak period (3:00pm to 7:00pm), with 13 of the 15 (87%) occurring on weekdays. Eight crashes (15%) occurred during the AM peak period (5:00am to 9:00am), all of which occurred on weekdays. Thirty-eight crashes (72%) occurred on a weekday and 15 (28%) occurred during the weekend. With 72% of crashes occurring on a weekday and 64% of crashes occurring during a peak traffic period, traffic congestion is a contributing factor of crashes for Segment 6.

6.5 Other Significant Conditions

Fifteen crashes (28%) in Segment 6 noted that crashes occurred in a construction zone, of which 11 of the 15 (73%) occurred on a weekday. Of the 15 construction zone crashes, 4 were Rear End type, 7 Fixed Object (2 resulting in severe Injury), 1 Animal, 1 Sideswipe Same Direction, and 2 Other-Non Collision types. Driver error for failing to reduce speed and observe construction traffic control measures is a contributing factor of crashes in this Segment.

In this segment, eastbound and westbound traffic are separated by an open ditch and 6’ paved shoulders. Median cable barrier alternates sides of the Interstate and paved shoulders are 12’ wide where cable barrier is present. Per BDE design criteria, the left (inside) paved shoulders are required to be 10’ wide. The 6’ wide paved shoulders do not meet current design standards providing less space for drivers to maneuver safely in avoiding a crash.

6.6 Contributing Factors

After reviewing the crash data for Segment 6, it was concluded that the contributing factors for the predominant crash types are:

1. Traffic congestion due to slow or stopped traffic, especially during peak weekday traffic period
2. Location near merging entrance and exit ramps
3. Location of construction work zone
4. Weather/road surface conditions
5. Driver error

6.7 Countermeasures

For Segment 6, the following countermeasures are recommended to address the contributing factors of traffic congestion and location near merging ramps:

a. Widening I-64 by the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) within Segment 6. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening I-64 would also provide an additional travel lane for vehicles to use and would reduce weaving near the merging interchange ramp.

b. Increasing the inside paved shoulder width would provide drivers with increased space to maneuver safely in avoidance of a crash.

Currently the CRS value for the pavement in this section of I-64 is 7.8, which is considered excellent condition. Therefore, no countermeasure is proposed to address the contributing factor of wet pavement due to weather conditions.

E. Conclusion

After reviewing the crash data for all Segments, the following is a summary of contributing factors identified:

1. Driver error (All Segments)
2. Weather and wet/snow/icy road surface conditions (Segment 1, 2, 3, 4, 6)
3. Traffic congestion due to queuing in the outside exit only lane and ramp (Segment 2, 4
4. Traffic congestion due to increased traffic on weekdays and/or during the PM peak period (Segment 1, 2, 5, 6)
5. Location proximity to a ramp (entrance or exit) (Segment 3, 4, 6)
6. Continuous concrete median barrier (Segment 3)
7. Vegetation overgrowth and location (Segment 5)
8. Location of construction work zone (Segment 6)

The following countermeasures for I-64 are recommended to create safer roadways based on the analysis of the predominant crash types identified and the contributing factors of crashes in each Segment.

For Segment 1 – Westbound I-64, West of Green Mount Road Interchange

a. Widening I-64 east of the westbound entrance ramp to provide three travel lanes throughout the entire segment would alleviate traffic congestion, extending a contiguous typical section of three travel lanes in each direction.

For Segment 2 – Eastbound I-64, West of Green Mount Road Interchange

a. The intersection of I-64 exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and signal improvements are outside of I-64 Widening project limits.

b. The addition of one EB travel lane to the current existing three lane section would alleviate traffic congestion downstream of Segment 2 as a contributing crash factor. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening of I-64 pavement would also provide additional space for drivers to maneuver to avoid a crash.

c. Additional signage or pavement markings could be added to assist drivers in making decisions to merge left safely to continue travel on eastbound I-64. This countermeasure could potentially reduce the number of Fixed Object and Sideswipe Same Direction type crashes in this Segment.

For Segment 3 – Westbound I-64, Green Mount Road Interchange

a. Widening I-64 westbound to provide an additional travel lane for vehicles to use would reduce weaving near the merging interchange ramp.

b. Extending and connecting the concrete median barrier from adjacent I-64 segments could prevent crashes resulting in severe Injury.

For Segment 4 – Eastbound I-64, Green Mount Road Interchange

a. The intersection of exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and traffic signal improvements are outside of I-64 Widening project limits.

b. Widening I-64 and the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) downstream of Segment 4. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening I-64 would also provide additional space for drivers to maneuver to avoid a crash.

For Segment 5 – Westbound I-64, East of Green Mount Road Interchange

a. The addition of one WB travel lane to the current existing two-lane section would alleviate traffic congestion downstream of Segment 5 as a contributing crash factor. This would also extend a contiguous typical section of 3 travel lanes in each direction, which currently exists both east and west of the project limits.

b. Maintenance by clearing of vegetation within the ROW, specifically in the locations of Animal type crashes may reduce the amount of those crashes for this Segment.

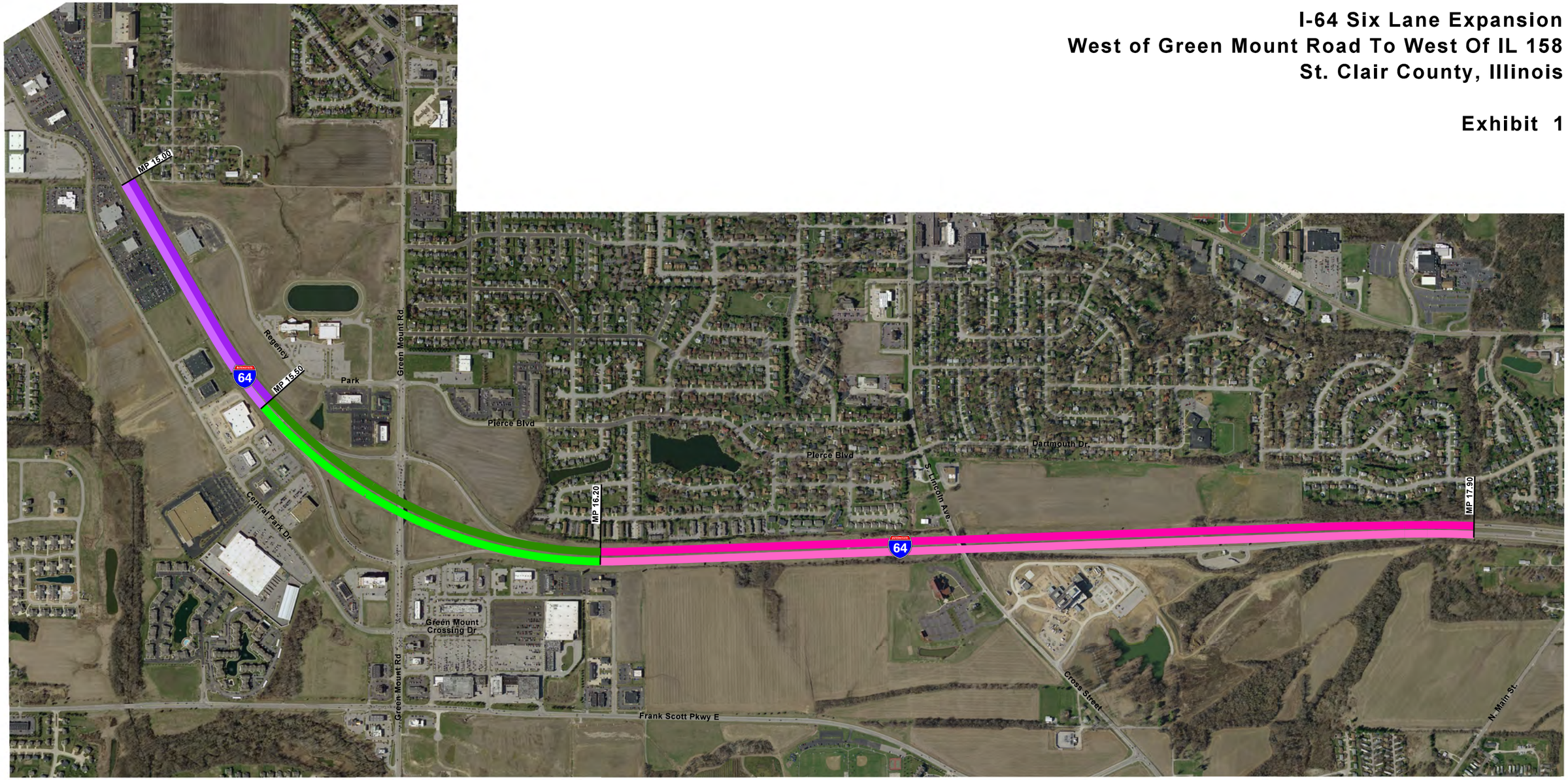
For Segment 6 – Eastbound I-64, East of Green Mount Road Interchange

a. Widening I-64 by the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) within Segment 6. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening I-64 would also provide an additional travel lane for vehicles to use and would reduce weaving near the merging interchange ramp.

b. Increasing the inside paved shoulder width would provide drivers with increased space to maneuver safely in avoidance of a crash.

I-64 Six Lane Expansion
West of Green Mount Road To West Of IL 158
St. Clair County, Illinois

Exhibit 1



Legend

Crash Study Logical Segments

- SEGMENT 1 - Westbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 2 - Eastbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 3 - Westbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 4 - Eastbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 5 - Westbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90
- SEGMENT 6 - Eastbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90

N

500′ 0 500′ 1000′

FEET

Logical Segment Map

Designed By: **KLT**
Drawn By: **EMM**
Checked By: **KLT**
Date: **2/14/2019**

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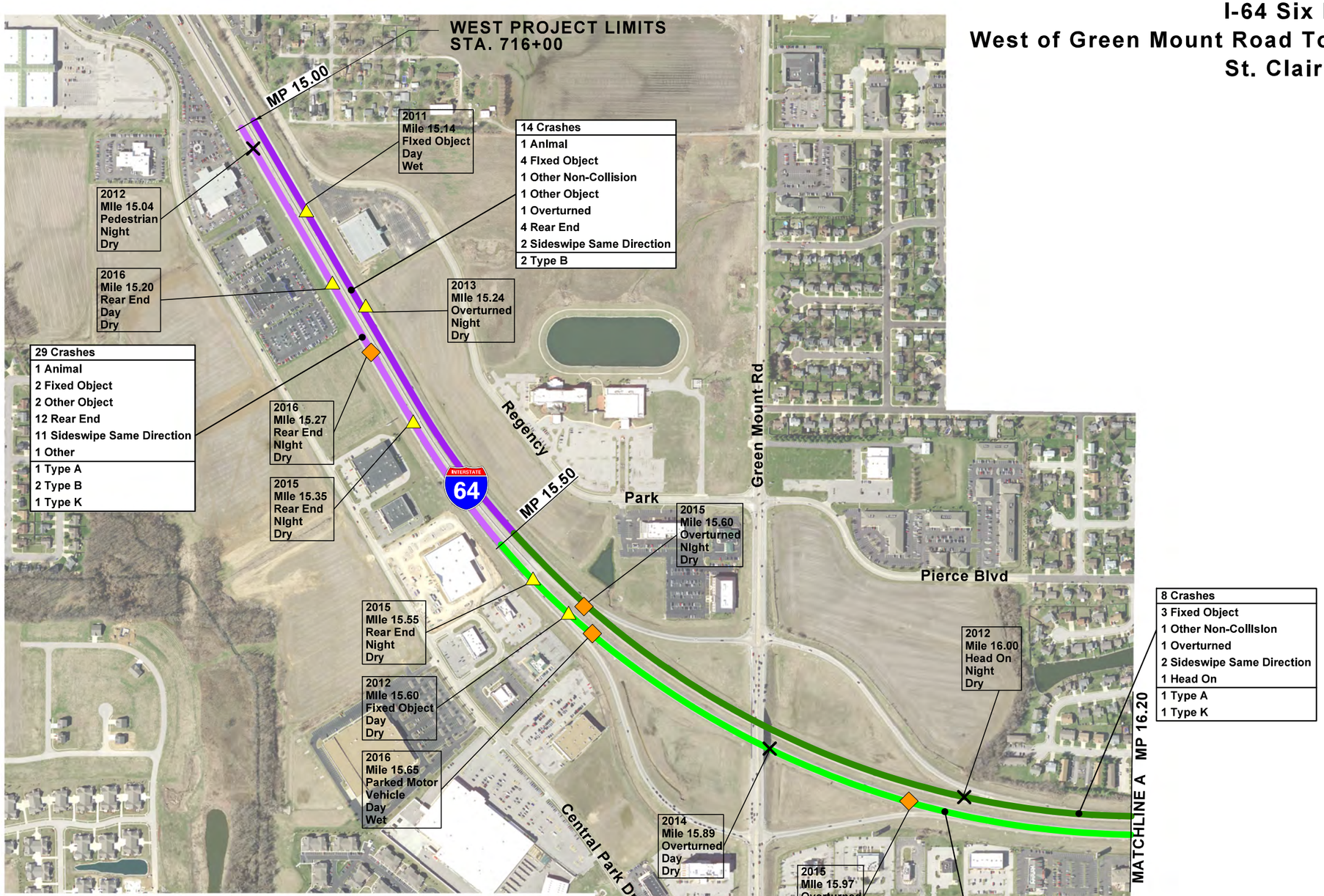
I-64 Six Lane Expansion
West of Green Mount Road To West Of IL 158
St. Clair County, Illinois

Exhibit 2
Sheet 1 of 2

Crash Labels

Year
Mile Location
Crash Type
Time of Day/Lighting
Road Surface Cond.



14 Crashes
1 Animal
4 FIxed Object
1 Other Non-Collision
1 Other Object
1 Overturned
4 Rear End
2 Sideswipe Same Direction
2 Type B

29 Crashes
1 Animal
2 Fixed Object
2 Other Object
12 Rear End
11 Sideswipe Same Direction
1 Other
1 Type A
2 Type B
1 Type K

8 Crashes
3 Fixed Object
1 Other Non-CollIsIon
1 Overturned
2 Sideswipe Same Direction
1 Head On
1 Type A
1 Type K

22 Crashes
1 Animal
8 Fixed Object
2 Other Non-Collision
2 Overturned
1 Parked Motor Vehicle
4 Rear End
4 Sideswipe Same Direction
2 Type A
2 Type B
1 Type K

N

300′ 0 300′ 600′
FEET

Legend

Crash Study Logical Segments

- SEGMENT 1 - Westbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 2 - Eastbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 3 - Westbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 4 - Eastbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 5 - Westbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90
- SEGMENT 6 - Eastbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90

Crash Severity

- Injury Type K (Fatal)
- Injury Type A
- Injury Type B
- Injury Type C (not shown)
- Property Damage Only (not shown)

Crash Frequency & Crash Type Diagram (2011-2016)

Designed By: KLT
Drawn By: EMM
Checked By: KLT
Date: 3/20/2019

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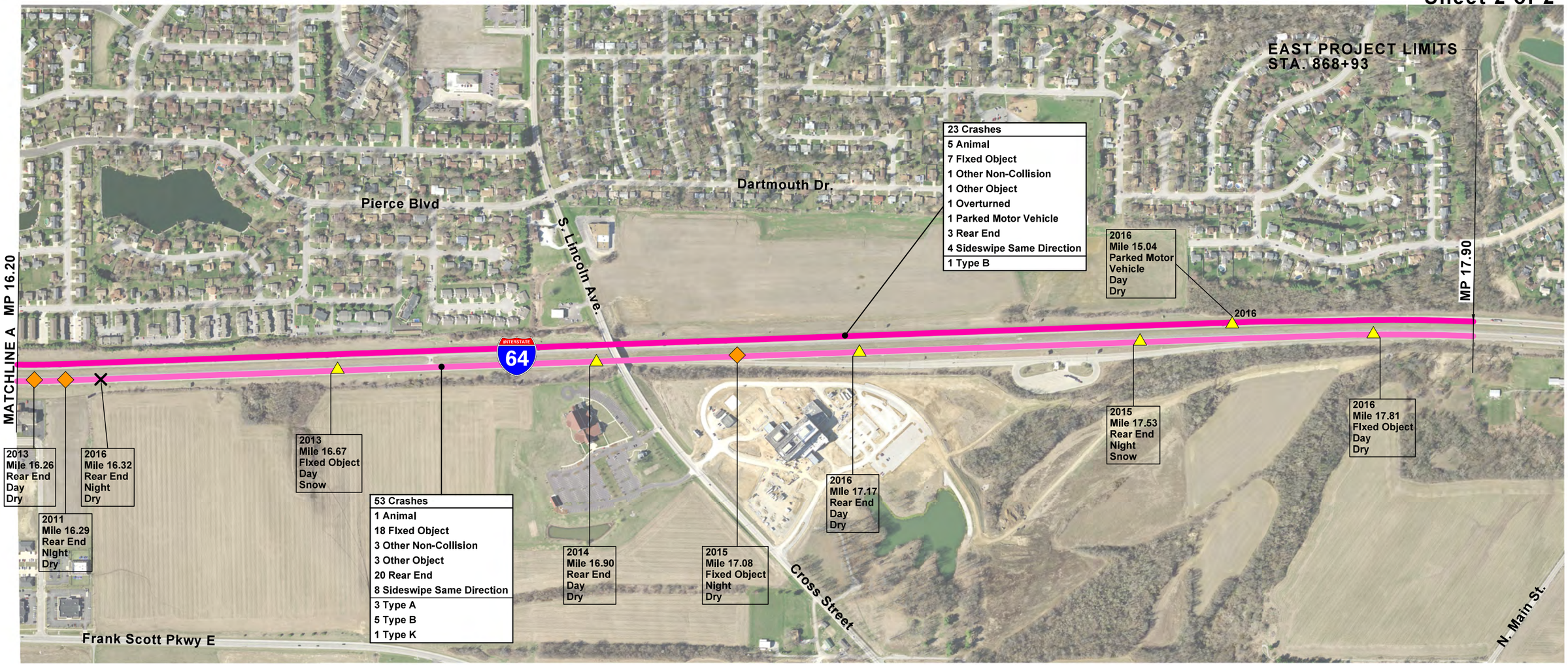
I-64 Six Lane Expansion
West of Green Mount Road To West Of IL 158
St. Clair County, Illinois

Exhibit 2
Sheet 2 of 2

Crash Labels

Year
Mile Location
Crash Type
Time of Day/Lighting
Road Surface Cond.



Legend

Crash Study Logical Segments

- SEGMENT 1 - Westbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 2 - Eastbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 3 - Westbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 4 - Eastbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 5 - Westbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90
- SEGMENT 6 - Eastbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90

Crash Severity

- Injury Type K (Fatal)
- Injury Type A
- Injury Type B
- Injury Type C (not shown)
- Property Damage Only (not shown)

N

300′ 0 300′ 600′
FEET

Crash Frequency & Crash Type Diagram (2011-2016)

Designed By: KLT
Drawn By: EMM
Checked By: KLT
Date: 3/20/2019

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EXHIBIT F – CALCULATION AND DIAGRAMS

I-64 widening existing vertical curves (taken from microfilm of 1975 original construction)

PI Sta.	g1 (%)	g2 (%)	Length (ft.)	Type	K
710+00	0.32	-0.36	800	crest	1176
735+00	-0.36	-0.62	400	crest	1538
750+00	-0.62	0.36	400	sag	408
775+00	0.36	1.13	800	sag	1039
791+00	1.13	0.82	400	sag	1290
806+50	0.82	0.40	400	crest	952
827+00	0.40	-2.24	1800	crest	682
845+00	-2.24	-1.27	1000	sag	1031
865+00	-1.27	1.00	400	sag	176
875+00	1.00	-0.30	1000	crest	769

Minimum length is 5 (V). All 10 vertical curved meet the minimum length policy.

All existing crest vertical curves meet the SSD policy K value of 247 (70 mph design speed)

All curves except for the vertical curve at Sta. 865+00 meet the SSD policy K value of 181 (70 mph design speed). The sag curve at Sta. 865+00 does meet the SSD policy K value of 157 for a 65-mph design speed. When this interstate was constructed the speed limit was 55 mph (60 mph design speed K = 136.

I-64 widening existing horizontal curves (taken from topo survey

PI Sta.	R (ft.)	L (ft.)	PC Sta.	PT Sta.	e
760+91.74	4,583.66	4,950.87	733+43.81	782+94.67	4%
864+82.55	12,277.67	1,039.00	859+62.44	870+01.44	normal crown

Both existing horizontal curves meet the minimum radius policy of 2,040 (70 mph design speed for emax = 6.0%)

Both horizontal curves meet the minimum length policy of 500 (70 mph design speed)

The minimum R of 5,050 ft. (70 mph design speed) is met for the 4% superelevation

			WESTBOUND I-64 @ GREEN MOUNT ROAD					
			Mainline West	Ramp D Junction	Mainline Between	Ramp C Junction	Mainline East	
			3-Lane	Entrance	2-Lane	Exit	2-Lane	
WB	2018	AM	B	B	C	C	C	2018 Existing
WB	2038	AM	B	B	C	C	C	2038 No Build
WB	2038	AM	B	B	B	B	B	2038 Proposed
WB	2018	PM	C	C	D	D	E	2018 Existing
WB	2038	PM	C	C	D	E	E	2038 No Build
WB	2038	PM	C	C	C	C	C	2038 Proposed

			EASTBOUND I-64 @ GREEN MOUNT ROAD					
			Mainline West	Ramp A Junction	Mainline Between	Ramp B Junction	Mainline East	
			3-Lane	Exit	2-Lane	Entrance	2-Lane	
EB	2018	AM	B	B	B	B	C	2018 Existing
EB	2038	AM	B	B	B	B	C	2038 No Build
EB	2038	AM	A	A	A	B	B	2038 Proposed
EB	2018	PM	C	C	C	D	D	2018 Existing
EB	2038	PM	C	C	C	D	D	2038 No Build
EB	2038	PM	B	B	B	B	C	2038 Proposed

EXHIBIT G – BCR INFO

Illinois Department of Transportation

Memorandum

To:	Carl Puzey	Attn: Tim Craven
From:	Keith Roberts	By: Kirk Brown
Subject:	Structure to Remain in Place – SN 082-0344	
Date:	August 26, 2020	

FAI 64 (I-64)
Section 82-7WRS-2
St. Clair County
P-98-003-16
Contract 76K74

Widening, resurfacing, and bridge repair of I-64 from west of Greenmount Rd. to 1.1 mile west of IL Route 158.

District 8 is currently preparing a Project Report for the above-captioned project. The scope of work involves widening I-64 to provide three through lanes in each direction, along with improvements to the intersections of Green Mount Road with the I-64 ramps. This memo is a follow up to the e-mail of August 1, 2018 (attached).

Within the limits of the project, there exists a steel continuous steel stringer multi-beam girder structure (SN 082-0344) that carries Green Mount Road over I-64. While the structure is under the state's jurisdiction, the wearing surface is the responsibility of the county. Per the *Bridge Condition Report Procedures and Practices,* this memorandum is requesting concurrence for SN 082-0344 to remain in place in terms of this add lanes project. No work is proposed to the structure to accommodate the intersection improvements.

Condition of SN 082-0344:
The deck and beams are in good condition. There is a single beam end at the North Abutment East Fascia with minor rusting, but not worth painting at this time.

Proposed Work at SN 082-0344:
Replace the deck ends and mud walls with new strip seal joints. Seal the deck. Replace the old sign boards with the new reflective Z-sheating and remove the walkway and conduit associated with the old signs. In addition, the pier crash wall height will be increased. The profile under the structure is proposed to be lowered in order to provide policy clearance.

If you have any questions, or desire additional information, please contact either Ms. Cindy Stafford at 618-346-3151 or Mr. Matt Meyer at 618-346-3160.

Attachments

Exhibit 1 Master Structure Report and Inspection Reports
Exhibit 2 Original Plans
Exhibit 3 Photo of North Abutment East Fascia

— Brase

Illinois Department of Transportation

Memorandum

To:	Keith W. Roberts, District 8	Attn: Kirk Brown
From:	D. Carl Puzey	By: Patrik D. Claussen
Subject:	Bridges and Structures	
Date:	April 29, 2019	

FAI 64
Section 82-7HB-1
St. Clair County

P-98-005-17
SN 082-0181

South Lincoln Ave./CH 43 over I-64

We received the Bridge Condition Report (BCR) for the above referenced structure, sent with your letter dated February 26, 2019. The report recommends slopewall replacement, substructure repair, joint repair and floor drain repair based on a proposed FY 2021 project to widen I-64.

After reviewing the report, we have the following comments and recommendations:

1. Since the existing slopewalls are in good condition, a partial slopewall replacement is recommended. Based on the proposed geometry, only the existing gutter is required to be removed and replaced. The remainder of the slopewall can be reused based on its current condition.
2. We have no objection to substructure repair and joint repair.
3. District 8 Bridge Maintenance Unit recommends replacing the existing rectangular drains with 6" diameter floor drains. Please verify this scope of work with the district.
4. We disagree with the BCR comment that the longitudinal slope along the entire bridge is greater than 0.5%.
5. The body of the BCR and the cost estimate incorrectly refers to Preformed Joint Seals. The joints were replaced with silicone joint seals in 2006.
6. Section IV of the BCR should list the various options or scopes of work being considered. All potential scope of work options presented should include replacement or modification of the slopewall since that is required as part of the I-64 reconstruction.
7. Section V of the BCR should explain which option is recommended and why.

The BCR is approved subject to the proposed FY 2021 project to widen I-64; otherwise, a revised BCR will be required for a future project. Please submit detail repair plans to this office for our review and approval prior to transmittal to the Bureau of Design & Environment for placement on a letting

Please contact Tim Craven at 217-782-9255 with any questions.

TAC

BRIDGE CONDITION REPORT

REGION: 5

DISTRICT: 8

ROUTE: CH 43

COUNTY: St. Clair

JOB NUMBER: P-98-005-17/D-98-005-17

STRUCTURE NUMBER: 082-0181

LOCATION: Lincoln Ave /CH 43 over FAI-64

PREPARED BY: CMT

DATE PREPARED: February 25, 2019

TABLE OF CONTENTS

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II. PHYSICAL DESCRIPTION OF STRUCTURE 2
III. FIELD INSPECTION & PHYSICAL EVALUATION 3
IV. POTENTIAL SCOPE OF WORK DETERMINATION & ANALYSIS 5
V. DISCUSSION AND RECOMMENDED SCOPE OF WORK 6

ATTACHMENTS

A. LOCATION MAP
B. IDOT MASTER STRUCTURE REPORT
C. BRIDGE INSPECTION REPORT
D. BRIDGE CONDITION SKETCHES
E. COST ESTIMATES
F. STRUCTURE PHOTOS
G. ABBREVIATED EXISTING PLANS
H. PROPOSED I-64 IMPROVEMENTS

I. GEOGRAPHICAL & ADMINISTRATIVE DATA

Structure Number:	082-0181
County:	St. Clair
Route Carried:	S Lincoln Ave /CH 43
Feature Crossed:	FAI-64
Section:	82-7HB-1
Station:	816+85.18 (FAI-64)
Roadway Classification (Carried):	Minor Arterial
Roadway Classification (Crossed):	Interstate
Design/Posted Speed:	50 /30 M.P.H.
Carried ADT* (current/design):	10,100 (2018); 10,565 (2032)
Crossed ADT* (current/design):	56,700 (2017); 72,800 (2038)
Carried DHV:	1,710 (2013)
Inventory Rating (HS):	1.585
Operating Rating (HS):	2.645
Sufficiency Rating:	90.3
HBP Eligibility:	No

* Traffic information from IDOT SIMS Structure Summary Report for Lincoln Ave and from IDOT Programming for I-64.

Construction / Reconstruction / Repair History

The existing structure carrying Lincoln Avenue over I-64 was originally built in 1971 under Project I-64-1 (53), Section 82-7HB-1. The bridge carries northbound and southbound traffic of Lincoln Avenue. The original construction consists of a four-span continuous bridge on super elevation. The structure consists of an 8” concrete slab supported by 48” curved steel plate girders in midspans and 36” precast prestressed concrete I-beams in approach spans. The superstructure is carried by a multi-column reinforced concrete pier with crashwall, and vaulted abutments supported by steel piles. Measured along the tangent, and the bridge length is 257’-1” back-to-back of approach bents. The structure width is 42’-6” curb-to-curb and 46’-0” out-to-out of concrete barriers.

As noted on the original plans, the structure is built to carry a design loading of HS20-44 with an allowable dead load of 25 psf for future wearing surface.

In 2005, the bridge was rehabilitated under Contract 76813, Section 82-7HB-1. The existing aluminum railings on the parapets were removed, and 9” concrete extensions were added to the parapet. The connection details of the existing bridge mounted sign were adjusted to accommodate

the parapet rehabilitation. A microsilica concrete overlay of 2¼" thickness was applied utilizing staged traffic. Existing bearings were removed, and replaced by low profile fixed bearings at pier, and Type I elastomeric bearings at abutments. Concrete pedestals were added at each bearing location with depths varying from 8¼" to 10½" to accommodate the new, shallower bearings. Silicone joint sealer was applied at existing expansion joints to accommodate the overlay application. Rehabilitation also included deck repair and floor drain replacements.

II. PHYSICAL DESCRIPTION OF STRUCTURE

The physical description of the structure is based on a review of the existing available plans dated 5/5/1969 and 3/8/2005, and a site visit on 5/18/2018. Refer to Attachment G for select existing structure plan sheets. Individual components of the existing structure are described below:

Structure Geometry:	The structure consists of four spans with lengths as follow: North Approach Span: 30'-6" Span 1: 96'-7" Span 2: 96'-7" South Approach Span: 33'-5" The total length is 257'-1" back-to-back of approach bents, measured along tangent. The structure is on a 2.5% super elevation. The structure width is 42'-6" curb-to-curb and 46'-0" out-to-out of concrete barriers.
Skew:	24°-07'-35" Left
Superstructure:	The structure consists of an 8" reinforced concrete slab supported by 48" curved steel plate girders in midspans and 36" precast prestressed concrete I-beams in approach spans. In each span, there are six beams spaced at 8'-0".
Substructure:	The substructure consists of a three-column reinforced concrete pier with crashwall, supported by steel piles. The vaulted abutments are supported by steel piles and are enclosed by curtain walls.
Expansion Joints:	N Abutment: 1 ½" Preformed Joint Seal S Abutment: 1 ½" Preformed Joint Seal
Bearings:	N Abutment: Type I Elastomer Pier: Fixed Steel Plate

	S Abutment: Type I Elastomer
Parapets and Railings:	There are 1’-9” wide exterior reinforced concrete parapets running the entire length of the bridge. Steel railings are attached to the outside face of parapet.
Wearing Surface:	2 ¼” microsilica concrete overlay
Approach Roadway:	The bridge has two 16’ lanes of traffic and 5’-3” outside shoulders in each direction. This transitions to a roadway of two 12’ lanes of traffic and 9’-3" outside shoulders in each direction as shown in Attachment G.
Vertical Clearance:	16’-3” minimum over westbound I-64 at east fascia girder, as noted in the existing available plan dated 5/5/1969. More recently, the vertical clearance was surveyed as 16’-5/8” over westbound I-64 by District 8 10/4/2017.
Vertical Alignment:	The structure is located on a 700-ft. long vertical crest curve with +2.974% and -0.905% slopes going from north to south.
Horizontal Alignment:	The structure is on a horizontal curve with a radius of 2864.79’ and a length of 1090.56’. The super elevation is 2.5%.
Drainage:	In Spans 1 and 2, there are three 4”x12” floor drains along the east curb line, for a total of six floor drains.
Utilities and Attachments:	A bridge mounted sign is attached to the west parapet in span 2. There are no light poles attached to the bridge.
Name Plate:	Two name plates are located at pier, one at south face of west column and the other at north face of east column.

III. FIELD INSPECTION & PHYSICAL EVALUATION

A field inspection of the entire structure carrying Lincoln Avenue over I-64 was performed by Crawford, Murphy & Tilly on May 18, 2018. The temperature on the day was approximately 72°F. The visual field inspection was performed using a ladder, and typical condition conditions of superstructure and substructure were documented with photographs. Refer to Attachment D for the existing condition of structure and Attachment F for photographs. The following conditions were observed:

SUPERSTRUCTURE

Deck: The deck is in good condition. The deck condition observed during this inspection was consistent with the NBIS rating of 7 from the earlier inspection performed in 2017. The deck surface exhibits hairline cracks, and the underside of deck has some minor cracks and efflorescence. Microsilica overlay, applied during 2005 rehabilitation, appeared to be in good condition. Deck concrete delamination was noticed on deck underside in Span 1. See Attachment F – Photos 5, 15, 16 and 28.

Parapets: The east and west parapets are in good condition, and, have hairline vertical cracking throughout. The parapets meet IDOT standards. The parapet modification, performed during 2005 rehabilitation, appeared to be in good condition. See Attachment F – Photos 6 and 7.

Joints: The preformed expansion joints at the abutments are in fair condition with debris accumulation. The joints measured 1 ½" wide. See Attachment F – Photos 4 and 8.

Beams: The curved steel plate girders are in good condition. The superstructure was rated to be in good condition (NBIS Rating = 7) in the 02/21/2017 NBIS inspection. The superstructure observed during this inspection was consistent with the NBIS rating. A minor girder damage was observed in Span 2 due to vehicle impact. The precast prestressed concrete I-beams in approach spans were not inspected due to inaccessibility to vaulted abutment. See Attachment F – Photos 15, 28 and 29.

Bearings: The pier bearings are in good condition. At abutments, the bearings are in good to satisfactory condition with some minor rust, due to water seepage. See Attachment F – Photo 26.

SUBSTRUCTURE

Per the 02/21/2017 NBIS inspection, the substructure is rated to be in good condition (NBIS Rating = 7). The substructure observed during this inspection was consistent with the NBIS rating.

Abutments: The abutments are in good to fair condition with conditions of concrete cracks and water stain. The curtain walls are in good condition except for a concrete spall at the southwest corner of north abutment. Concrete pedestals, constructed during 2005 rehabilitation, appeared to be in good condition. See Attachment F – Photos 17 through 21, and photos 31 through 35.

Pier: The pier is in good condition. The name plates for this structure are located in the pier. A minor condition of concrete spall was observed at west end of pier cap. Concrete pedestals, constructed during 2005 rehabilitation, appeared to be in good condition. See Attachment F – Photos 22 through 26.

Slope Protection: The slope wall at both abutments are in good condition with minor hairline cracks. Poor drainage condition at I-64 shoulder adjacent to north slope wall was observed during the inspection. See Attachment F – Photos 19 and 34.

APPROACH SLABS & GUARDRAILS

Approach Slabs: Approach slabs are in good condition with minor cracks. Microsilica overlay, applied as part of 2005 rehabilitation, appeared to be in good condition. See Attachment F – Photos 2 and 3.

Guardrails: Per the 02/21/2017 NBIS inspection, the guardrails are rated as meeting current IDOT acceptable standards (NBIS Rating = 3). Vehicle impact damages were observed on west guardrails along the southbound Lincoln Avenue traffic. See Attachment F – Photos 11 through 13.

INSPECTION HISTORY (NBIS RATINGS)

Year	Deck	Super	Sub
2017	7	7	7

GEOMETRIC / DRAINAGE DATA

Geometry: The bridge is on a skew. According to the 1971and 2005 plans, the skew is 24°-07'-35" left. The typical roadway section for Lincoln Avenue consists of one 12' lane and 9'-3" shoulder in each direction with a 1'-9" wide concrete parapet on each side. Thus, the structure width is 42'-6" curb-to-curb and 46'-0" out-to-out of concrete barriers. The roadway slopes up at a 2.974% grade up to Station 39+50 and slopes downward at a 0.905% grade. Per the 02/21/2017 NBIS inspection, the structure summary report has the vertical/lateral underclearance rating code as 5, condition which better than adequate to be left in place. As noted in the 1971 plans, the minimum vertical clearance is 16'-3" over westbound I-64 at east fascia girder. The typical roadway section for I-64 consists of two 12' lanes in each direction, a 12' right shoulder, and a 6' left shoulder in each direction and a 48' median ditch. Slopewall replacement is anticipated to accommodate the change in roadway geometry for the I-64 improvements. Changes to overall bridge geometry are not anticipated.

Drainage: The bridge profile exceeds the 0.5% minimum grade for proper bridge drainage as recommended in Section 1-304.02 in the Drainage Manual. The super elevation of the bridge deck is 2.5%, exceeding the minimum cross slope of 1.56% (3/16 in/ft) recommended in Section 1-304.02 in the Drainage Manual. There are six floor drains along the east curb line which free fall onto the concrete slope wall. The drains in Span 1 are clogged are not functioning. See Attachment F – Photos 9 through 12.

IV. POTENTIAL SCOPE OF WORK DETERMINATION & ANALYSIS

Based on the superstructure and substructure conditions, the following recommendations of scope of work are suggested.

1. **Rehabilitation for structural integrity –** The bridge deck, with microsilica overlay, is in good condition and does not need repair. Abutments showed water stains, and thus indicate that the expansion joints are not functioning properly. The joints shall be replaced to address this issue. The clogged floor drains in Span 1 shall be cleaned. Although the deck underside exhibits efflorescence and cracks, the condition is minor to warrant any deck repair. Cracks in substructure, and the spalls observed at pier and curtain wall of north abutment shall be repaired.

2. **Rehabilitation for I-64 improvement –** The slope wall at abutments are in good condition. However, it is anticipated that the slope wall geometry would need modification to accommodate proposed I-64 roadway. At this bridge location, the proposed I-64 profile is lowered, and it results in minimum vertical clearances of 17.19’ and 17.07’ at eastbound and westbound traffic lanes respectively. This meets the minimum vertical clearance requirement of 16’-9”. Lowering the roadway profile necessitates reconstruction of the I-64 roadway pavement and shoulders and revising the slope wall elevations to match the proposed I-64 geometry. Thus, the slope walls shall be partially or fully replaced to address I-64 widening. See Attachment H for the I-64 plan and profile sheets illustrating the proposed improvements. Refer to civil cross section sheet showing proposed vertical clearance.

V. DISCUSSION AND RECOMMENDED SCOPE OF WORK

Estimates of probable costs for each of the alternatives are summarized below. See Attachment E for the cost estimate breakdown.

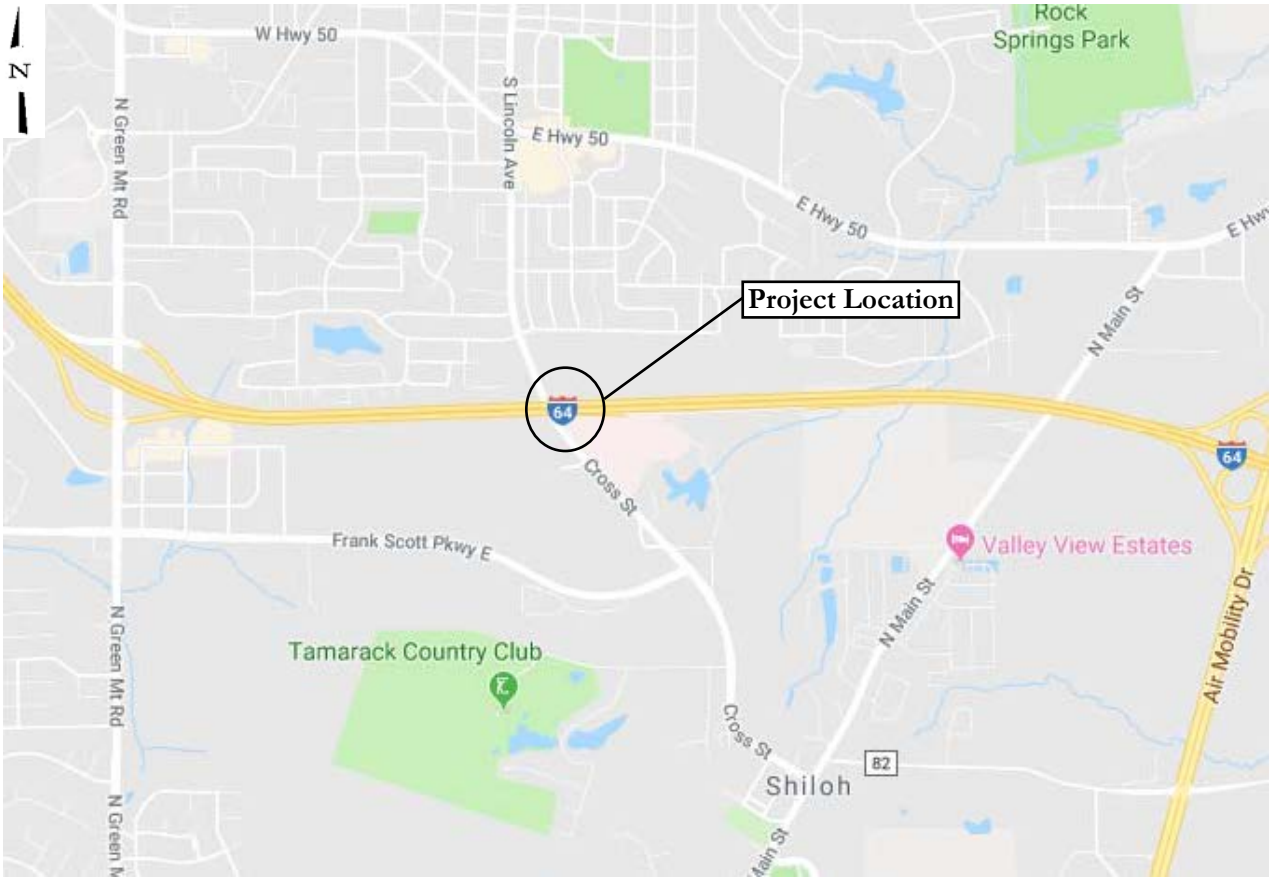
1. **Rehabilitation for structural integrity – $30,700**
   Rehabilitation of substructure consists of using epoxy crack injection to address cracks and utilizing structural concrete repair to address spalls. However, this does not address water seepage issue at expansion joints which, if not repaired, shall propagate further substructure deterioration. It is recommended to only replace the damaged joint with silicone joint sealer, in lieu of a full depth sawcut deck repair to entirely replace the joint system. This will possibly preclude a necessity for staged traffic to perform the joint repairs. Shoulder closure is anticipated for floor drain repairs at east curb line.

2. **Rehabilitation for I-64 improvement – $56,700**
   Complete replacement of slopewall is recommended instead of a partial slopewall repair. This option results in better constructability of the proposed slope wall to match I-64 geometry. (Does not include roadway work.)

It is recommended that the scope of work items 1 and 2 be combined together and be performed during the I-64 widening project. This shall result in cost savings in mobilization. Also, in terms of constructability, by combing both work items together, the substructure repairs shall be performed in an easier manner with better access after removal of existing slope wall.

Attachment A

LOCATION MAP



LOCATION MAP

Structure Number: 082-0181
County: St. Clair
Township: O'Fallon
Section: 82-7HB-1
Station: 816+85.18 (I-64)

Attachment B

IDOT MASTER STRUCTURE REPORT

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Date: 02/19/2019
Page: 1

Structure Number: 082-0181 **District:** 8

Inventory Data

Facility Carried:	S Lincoln Ave /CH 43	**Bridge Name:**	SHILOH RD	**Sufficiency Rating:**	91.2	**Structure Length:**	193.3
Feature Crossed:	FAI-64	**Location:**	3.74 MI S OF US-50	**HBP Eligible:**	No	**AASHTO Bridge Length:**	99.9
Bridge Remarks:	NO ASBESTOS			**Replaced By:**	-	**Length of Long Span:**	98.0
Bridge Status:	1 OPEN - NO RESTRICT	**Status Date:**	04/1988	**Replaces:**	-	**Bridge Roadway Width:**	42.5
Status Remarks:				**Last Update Date:**	11/08/2013	**Appr Roadway Width:**	30.0
Maint County:	082 ST. CLAIR	**Maint Township:**	15 O'FALLON	**Parallel Structure:**	None	**Deck Width:**	46.0
Maint Responsibility:	01 I.D.O.T.			**Multi-Level Structure Nbr:**		**Sidewalk Width Right:**	0.0
Service On/Under:	1 HIGHWAY	1 / HIGHWAY		**Skew Direction:** L	Left	**Sidewalk Width Left:**	0.0
Reporting Agency:	1 I.D.O.T. - BUREAU OF MAINTENANCE			**Skew Angle:** D		**Navigation Control:**	N N/A
Main Span Matl/Type:	4 STEEL CONTINUOUS	/ 02 STRINGER/MULTI-BEAM/GIRDER		**Structure Flared:**	No	**Navigation Horiz Clear:**	0
Nbr Of Main Spans:	2 **Nbr Of Approach Spans:** 2			**Historical Significance:**	No	**Navigation Vert Clear:**	0
Approaches				**Border Bridge State:**		**Culvert Fill Depth:**	0.0
Near #1 Matl/Type:	5 PRESTRESS CONCRETE	/ 02 STRINGER/MULTI-BEAM/GIRDER		**Bdr State SN:**		**Number Culvert Cells:**	0
Near #2 Matl/Type:		/		**Bdr State % Responsibility:**	0	**Culvert Opening Area:**	0.0
Far #1 Matl/Type:	5 PRESTRESS CONCRETE	/ 02 STRINGER/MULTI-BEAM/GIRDER		**Structural Steel Wt**	256570	**Culvert Cell Height:**	0.00
Far #2 Matl/Type:		/		**Substructure Material:**	55	**Culvert Cell Width:**	0.00
Median Width/Type:	0 Ft. / 0 None			**Rated By:** 2 IDOT		**Rate Method:** 6	LOAD FACTOR (LF) REPORTED BY RATING FACTOR (RF)
Guardrail Type L/R:	0None / 0 None			**Inventory Rating:**	1.585(57)	**Load Rating Date:**	05/02/2007 **Railroad Crossing Info**
Toll Facility Indicator:	0 No Toll			**Operating Rating:**	2.645(95)	**Crossing 1 Nbr:**	
Latitude:	38.57538021 **S Longitude:**	89.90945892 **S**		**Design Load:** 02	HS20	**Crossing 1 Nbr:**	
Deck Structure Type:	A CIP CON NRMLLY FORM			**Deck Structure Thickness:**	8 **SD:** N **FO:** N	**RR Lateral Underclear:**	0.0
Sidewalks Under Structure:	0 None					**RR Vertical Underclear:** 0 **Ft** 0 **In**	

Key Route On Data

Key Route Nbr:	FEDERAL-AID URBAN 9173	**Station:**	5.6100
Appurtenances	Main Route 00000	**Segment:**	
Inventory County:	082 ST. CLAIR	**Linked:**	Y
Township/Road Dist	15 O'FALLON	**Natl. Hwy System:**	Not on NHS
Municipality	4330 O'FALLON	**Inventory Direction:**	
Urban Area:	1660 1660	**Curr AADT Yr/Count:**	2018 / 10100
Functional Class:	4 MINOR ARTERIAL	**Est Truck Percentage:**	2
**** CLEARANCES ****	**South/East** **North/West**	**Number Of Lanes:**	2
Max Rdwy Width:	42.5	**One Or Two Way:**	2 Two-Way
Horizontal:	44.0 0.0	**Bypass Length:**	9
		Future AADT Yr/Cnt:	2032 / 10565
		Designated Truck Rte:	NONE
Lateral:		**Special Systems:**	No

Key Route Under Data

FEDERAL-AID INTERSTATE 0064		**Station:**	14.3500
Main Route 00000		**Segment:**	
082		**Linked:**	Y
15 O'FALLON		**Natl. Hwy System:**	On NHS
4330 O'FALLON		**Inventory Direction:**	
1660 1660		**Curr AADT Yr/Count:**	2017 / 56700
1 INTERSTATE		**Est Truck Percentage:**	12
South/East **North/West**		**Number Of Lanes:**	4
0.0		**One Or Two Way:**	2 Two-Way
71.5 71.5		**Bypass Length:**	0
		Future AADT Yr/Cnt:	2032 / 51568
		Designated Truck Rte:	CLASS I
		Special Systems:	Yes

*** Marked Route On Data ***

	Designation	Kind	Number
Route #1:	1 Mainline	8 Other	
Route #2:	1 Mainline		
Route #3:	1 Mainline		

*** Marked Route Under Data ***

	Designation	Kind	Number
	1 Mainline	1 Interstate Highway	064
	1 Mainline	2 U.S. Highways	050
	1 Mainline		

Illinois Department of Transportation
Structures Information Management System
Structure Summary Report

Structure Number: 082-0181 **District:** 8

Data Related to Inspection Information

*** Inspection Intervals ***				*** Maximum Allowable Posting Limits ***				Bridge Posting Level:	
Routine NBIS:	24 MOS	**Underwater:**	0 MOS	**One Truck At A Time:**	0	**Combination Type 3S-1:**	Tons	5	No Posting Required
		Special:	N	**Single Unit Vehicles:**	Tons	**Combination Type 3S-2**	Tons		

Inspection/Appraisal Information

Inspection Date: 02/21/2017 **Inspection Temperature:** 65Deg. F

Deck:	7	GOOD CONDITION - SOME MINOR PROBLEMS						**Single Unit Vehicles:**	Tons
Superstructure:	7	GOOD CONDITION - SOME MINOR PROBLEMS						**Combination Type 3S-1:**	Tons
Substructure:	7	GOOD CONDITION - SOME MINOR PROBLEMS						**Combination Type 3S-2:**	Tons
Culvert:	N	NOT APPLICABLE						**One Truck At A Time:**	0
Channel and Protection:	N	NOT APPLICABLE		**Deck Wearing Surf:**	F	MICRO SIL CON OVRLY		**Last Paint Type:**	Z
Structural Evaluation:	7	BETTER THAN PRESENT MINIMUM CRITERIA		**Deck Membrane:**	F	NONE		FIELD O Z E&P	
Deck Geometry:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE		**Deck Protection:**	J	NONE			
Underclearance-Vert/Lat.:	5	BETTER THAN ADEQUATE TO BE LEFT IN PLACE		**Total Deck Thick:**	9.8				
Waterway Adequacy:	N	NOT APPLICABLE		**Last Paint Date:**	10/2007				
Approach Roadway Align:	8	EQUAL TO PRESENT DESIRABLE CRITERIA							
Bridge Railing Appraisal:	3	Meets Standards							
Approach Guardrail:	333	Acceptable	Acceptable	Acceptable					
Pier Navig Protection:	N	N/A							

Underwater Inspection/Appraisal Information

Inspection Date:
Temperature: **Inspection Method:**
Appraisal Rating:

Scour Critical Information

Rating: **Evaluation Method:**
Analysis Date:

Miscellaneous

Microfilm Data Recorded: Yes

Construction Information

Year:	1971	Original		2005	Reconstructed		
Route:	FAI-64		**Sta:** 816+85.18	FAI 64		**Sta:** 816+85.18	
Section Nbr:		82-7HB-1			82-7HB-1		
Contract Nbr:					76813		
Fed Aid Pr#:		I 0641053013					
Built By:	1	I.D.O.T.			1	I.D.O.T.	

Attachment C

BRIDGE INSPECTION REPORT

Illinois Department of Transportation

Routine Inspection Report

SN: 082-0181	District: 8	Spans: 2	Appr. Spans:2	Skew: 24D L	ADT: 11400	Truck Pct: 0
ADT Un: 56700	Maint. Co: ST. CLAIR	Twsp: O'FALLON			Status: 1	
Facility Carried: S LINCOLN AVE/CH 43		Feature Crossed: FAI-64				
Location: 3.74 MI S OF US-50	Municipality: O'FALLON		Team/Sub Section: /		Insp/Rte:	
Bridge Name: SHILOH RD		Material & Type: 4 STEEL CONTINUOUS				
Insp. Intervals Routine: 24 MOS	Fracture Critical: 0	Underwater: 0	Special: N/A		Element Level:	
90 – Inspection Date: 05 / 18 / 2018		90C – Temp. (°F): 72			90B1 – In Depth: ☐	
Is Delinquent: ☐	Reason:					
90A – Agency Program Manager:		90A3 – Consultant Program Manager:				
90A1 – Team Leader: P. Ananthan		90A2 – Inspector: D. Cochran				
90B– Inspection Remarks:						
Previous Inspection	2017 - Bridge is in good condition with some minor problems.					

Resources

Time to Inspect (H:M):	__:__	4:00	Traffic Control:	__		Boat:	__		Waders:	__		Snooper:	__
Ladder:	__	Y	Manlift:	__		Bucket Truck:	__		Other:	__			

Inspector's Appraisals

	Prev	New	Comments
58 – Deck Condition:	7	7	
59 – Superstructure Cond:	7	7	
60 – Substructure Cond:	7	7	
62 – Culvert Condition:	N	N	
61 – Channel Condition:	N	N	
71 – Waterway Adequacy:	N	N	
72 – Approach Rdwy Align:	8	8	
111 – Pier Navig Protection:	N	N	

90B – Inspection Remarks:

Bridge is in good condition with minor repairs to be performed in substructure. Spalled concrete and cracks shall be repaired at the locations mentioned in the bridge condition report. Floor drains in Span 1 are clogged, and shall be cleaned.Debris accumulation at expansion joints is noticed, and shall be removed. North slopewall exhibits poor drainage condition.

Printed 7/15/2018 Page 1 of 2 BBS-BIR (Rev. 03/04/14)

Routine Inspection Report

Structure Number: 082-0181

Additional Inspection Data

	Prev	New		Prev	New		Prev	New		Prev	New
36A – Bridge Railing Adequacy:	3	3	Rail Types:								
Approach Guardrail Adequacy: 36B – Transitions:	3	3	36C – Guardrail:	3	3	36D – Ends:	3	3			
108A – Wearing Surface Type:	F	F	108B – Type of Membrane:	F	F	108C – Deck Protection:	J	J			
108D – Total Deck Thickness (In.):	9.8										

	Prev	New
59A – Paint Date (Mo/Yr):	10 / 2007	10 / 2007
59B – Paint Type:	Z _ _ _ _ _ _ _	Z
59C – Utilities Attached:	_ _ _	

Color: Fascia – _____; Inter. – _____;Railing – _____

		Prev	New
Weight Limit Posting:	70A2 – Single Unit Vehicles:	__	Tons
	70B2 – Combination Type 3S-1 (3 or 4 axles):	__	Tons
	70C2 – Combination Type 3S-2 (5 or more axles):	__	Tons
	70D2 – One Truck at a Time:	__	

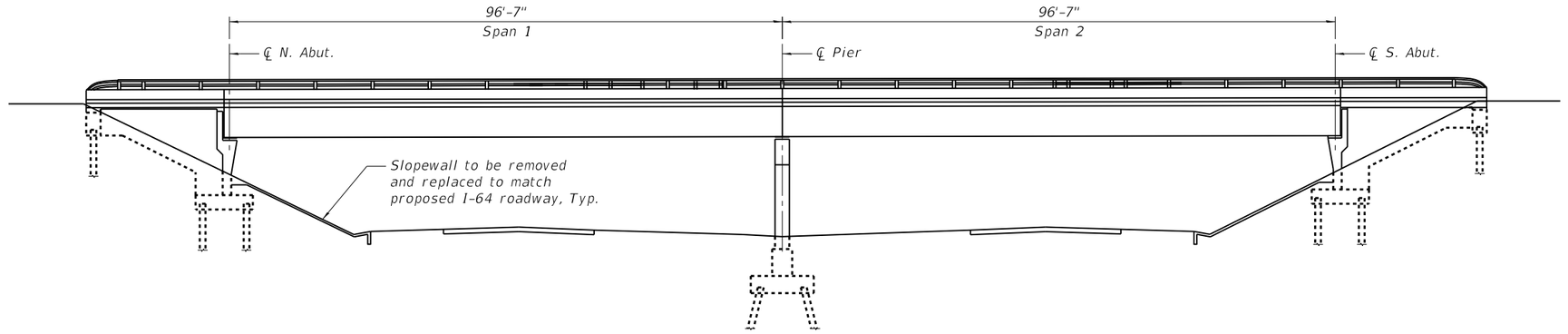
Joint Openings (In.) 1 1/2" at both abutments

90B – Inspection Remarks Continued:

	Signature	Date
Inspection Team Leader:	A. Prather	07 / 10 / 2018
Consultant Program Manager:		/ /
Agency Program Manager:		/ /

Attachment D

BRIDGE CONDITION SKETCHES



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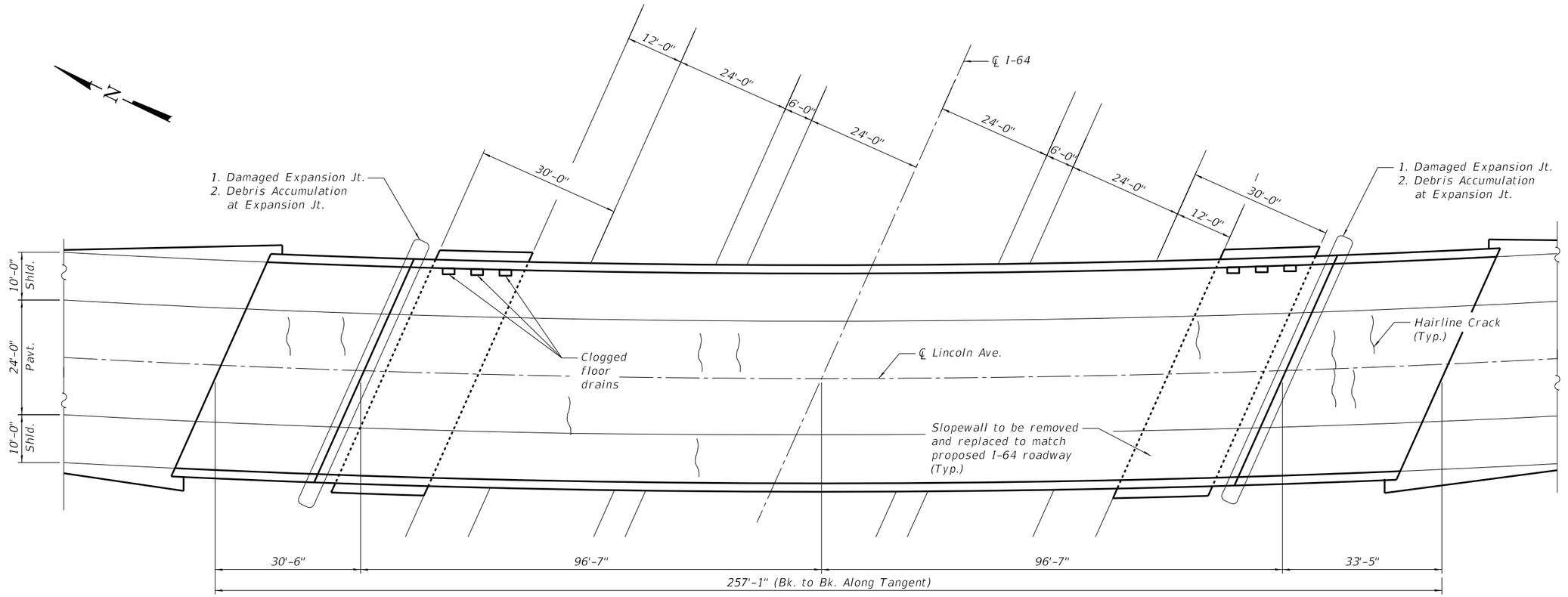

PLAN

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	DRAWN - PA	REVISED -
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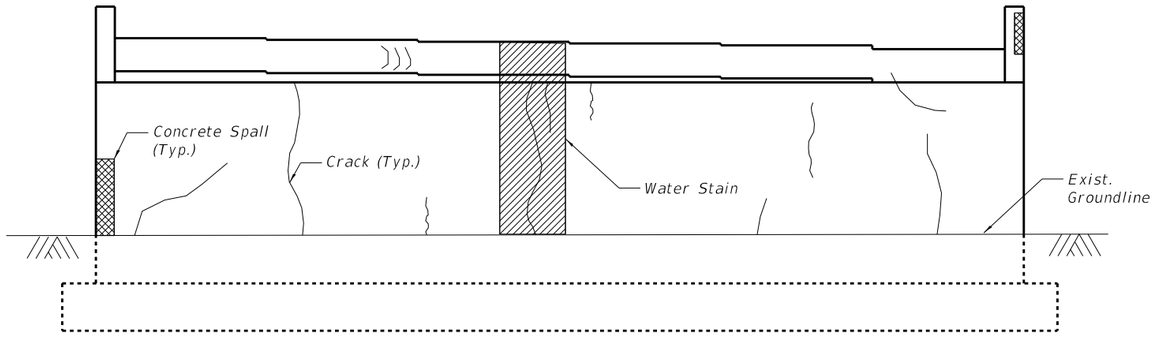
PLOT DATE = 07/15/2018	DATE - 07/15/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE CONDITION SKETCH
STRUCTURE NO. 082-0181

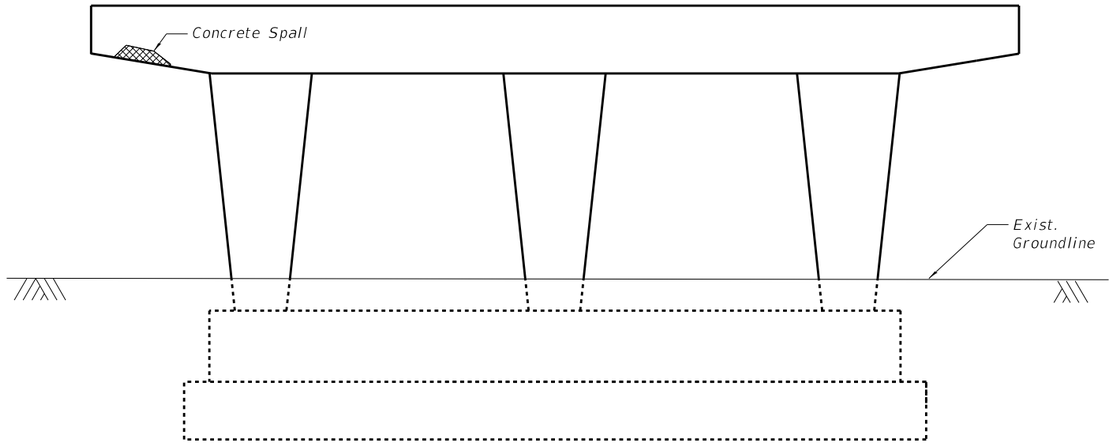
SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	82-7HB-1	ST. CLAIR	2	1
		CONTRACT NO. -----		
	ILLINOIS FED. AID PROJECT			



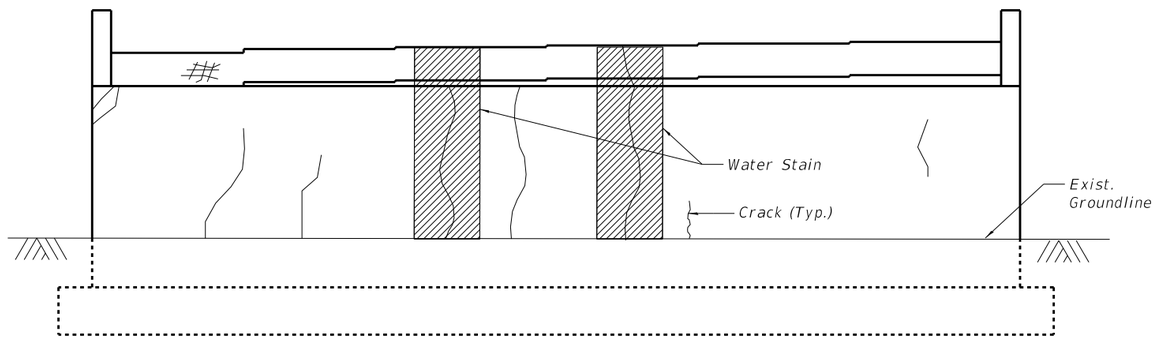
NORTH ABUTMENT

(Looking North)



PIER

(Looking South)



SOUTH ABUTMENT

(Looking South)

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	DRAWN - PA	REVISED -
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PLOT DATE = 07/15/2018	DATE - 07/15/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE CONDITION SKETCH
STRUCTURE NO. 082-0181

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	82-7HB-1	ST. CLAIR	2	2
		CONTRACT NO. -----		
	ILLINOIS FED. AID PROJECT			

Attachment E

COST ESTIMATES

COST ESTIMATES

1. REHABILITATION FOR STRUCTURAL INTEGRITY

PAY ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
59000200	EPOXY CRACK INJECTION	FOOT	160	$70	$11,200
X0326394	FLOOR DRAINS TO BE CLEANED	EACH	3	$250	$750
XXXXXXXX	REMOVAL OF PREFOMED JOINT SEAL	FOOT	96	$25	$2,400
Z0012754	STRUCTURAL REPAIR OF CONCRETE (< 5 INCHES)	SQ FT	15	$200	$3,000
Z0021906	SILICONE JOINT SEALER, 1.5"	FOOT	96	$85	$8,160
				SUBTOTAL	$25,510
				CONTINGENCY (20%)	$5,100
				TOTAL	**$30,700**

2. REHABILITATION FOR I-64 IMPROVEMENT

PAY ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
50104650	SLOPE WALL REMOVAL	SQ YD	350	$25.00	$8,750
51100100	SLOPE WALL 4 INCH	SQ YD	350	$110.00	$38,500
				SUBTOTAL	$47,250
				CONTINGENCY (20%)	$9,450
				TOTAL	**$56,700**

Attachment F

STRUCTURE PHOTOS

Photo 1: View of Lincoln Ave over I-64 (looking east).

Photo 2: View of Lincoln Ave bridge and north approach (looking south).

Photo 3: View of Lincoln Ave bridge and south approach (looking north).

Photo 4: Expansion joint at north abutment (looking east). Note debris accumulation in the joint.

Photo 5: Typical view of bridge deck with microsilica overlay (looking southeast).

Photo 6: Typical view of west parapet and railing (looking south). East parapet exhibits similar condition.

Photo 7: Bridge mounted sign on west parapet in Span 2 (looking south). Note parapet and top bracket modifications performed during 2005 rehabilitation.

Photo 8: Expansion joint at south abutment (looking southeast). Note debris accumulation in the joint.

Photo 9: Floor drains in Span 2 along east curb line (looking north).

Photo 10: Floor drains in Span 1 along east curb line (looking north). Note drains are clogged and are not functioning.

Photo 11: View of Lincoln Ave showing vehicle impact damage on northwest guardrail section (looking north).

Photo 12: View of Lincoln Ave showing vehicle impact damage on southwest guardrail section (looking south).

Photo 13: Close-up view of vehicle impact damage on southwest guardrail (looking east).

Photo 14: Typical view of Span 1 (looking northwest).

Photo 15: Typical view of deck underside at Span 1 (looking north). Note conditions of minor efflorescence.

Photo 16: Concrete delamination at west side of Span 1. (looking north).

Photo 17: View of north abutment exhibiting water stains and minor cracks (looking north).

Photo 18: Closeup view of water stain and cracks in north abutment stem and backwall (looking north).

Photo 19: View of north slope wall (looking west). Note poor drainage conditions.

Photo 20: Concrete spall at west curtain wall of north abutment (looking north).

Photo 21: Concrete crack and spall at east curtain wall of north abutment (looking north).

Photo 22: General view of north face of pier (looking southeast).

Photo 23: General view of south face of pier (looking northeast).

Photo 24: Name plate on south face of west column (looking north). Note that there is another name plate located on north face of the pier's east column.

Photo 25: Concrete spall at west end of pier cap (looking north).

Photo 26: Typical view showing condition of concrete pedestals at pier (looking north). Note that these pedestals were added during 2005 rehabilitation.

Photo 27: Typical view of Span 2 (looking west).

Photo 28: Typical view of deck underside at Span 2 (looking south). Note conditions of minor efflorescence.

Photo 29: Vehicle impact damage of east fascia girder at Span 2 (looking southwest).

Photo 30: Bridge mounted sign at west fascia girder in Span 2 (looking southeast).

Photo 31: View of south abutment exhibiting water stains and minor cracks (looking south).

Photo 32: Closeup view of water stain and cracks in south abutment (looking south).

Photo 33: View showing crack of magnitude 0.03” in south abutment (looking south).

Photo 34: Typical view of south slopewall (looking east).

Photo 35: View of west curtain-wall of south abutment (looking northeast). East curtain wall exhibits similar condition.

Photo 36: Concrete crack at southwest corner of bridge deck.

Attachment G

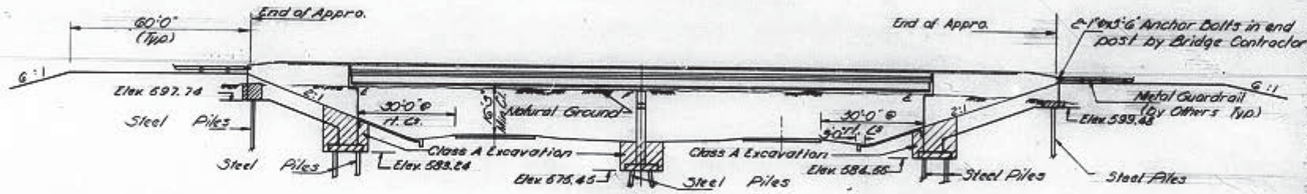
ABBREVIATED EXISTING PLANS

B.M. 7A Elevation 599.49 located top of right-of-way marker, 65' rt., station 43+50
B.M. 8A Elevation 588.00 located top of right-of-way marker, 50' rt., station 30+45

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 64 Sub.	82-7HB-1	ST. CLAIR	40	9
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 1
11 SHEETS



ELEVATION

CURVE DATA C.H. 1

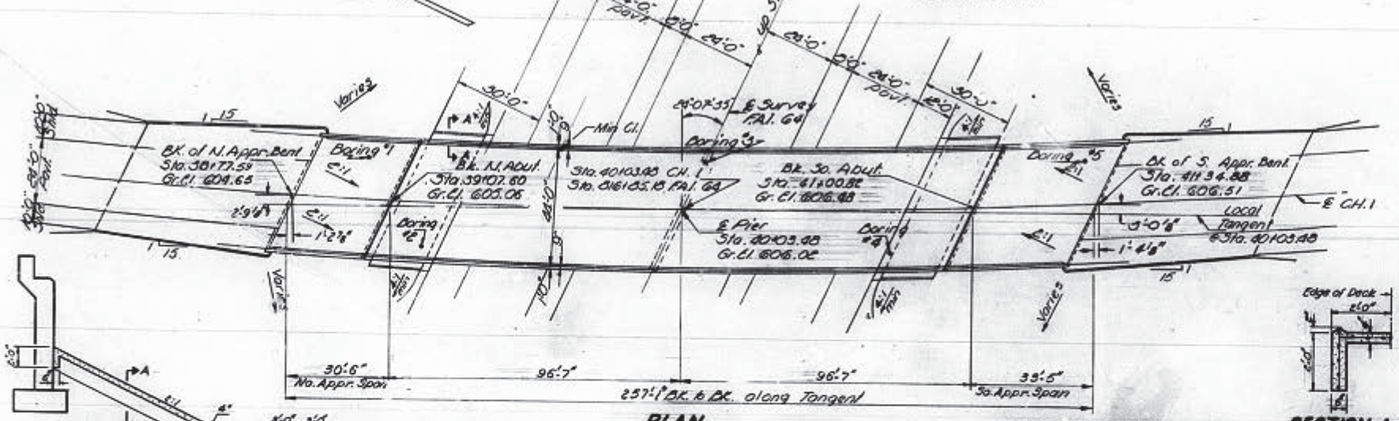
P.I. Sta 431+26.83
Δ = 21°40'40"
D = 2.00°
R = 2864.79'
T = 551.96'
L = 1080.36'
E = 52.69'
SC = .025 1/1

STATION 816+86.18
BUILT 19 BY
STATE OF ILLINOIS
F.A.I. RT. 64 SEC. 82-7HB-1
F.A. PROJ. I-64-1 (53)
LOADING HS 20

NAME PLATE
(See Std. 2115-1)

GENERAL NOTES

Fasteners shall be high strength bolts, Bolts ⅞"ø, open holes 15/16"ø unless otherwise noted.
The basic Lead Silica Chromate paint system shall be used for shop and field painting of structural steel.
All reinforcement bars shall be lapped 24 dia. unless otherwise shown.
Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.
Anchor bolts shall be set before bolting diaphragms over supports.
Slope wall shall be reinforced with welded wire fabric 6"x6" mesh, weighing 58 Lb. per 100 sq. ft.
The Contractor shall drive two steel test piles in a permanent location at the Pier and So. Abut. as directed by the Engineer before ordering the remainder of piles.
Class A Excavation for structures include excavation for slope wall, toe walls & curtain walls.
The concrete rail section above the mandatory construction joint at the top of the slab shall be constructed of Class X Concrete, except the aggregates shall conform to the requirements of Handrail Concrete.
Approach span beams and water table are parallel to the local tangent of ℄ C.H. 1 at the back of their respective abutments.
Calculated weight of structural steel = 656,750 Lbs.

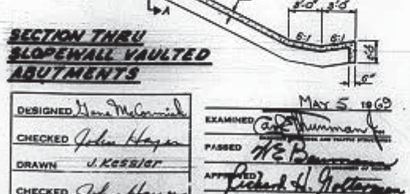


PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Class A Excavation for Structures	Cu. Yds.			370
Protective Coat	Sq. Yds.	1400		1400
Class X Concrete	Cu. Yds.	384.1	317.0	701.1
Furnishing & Erecting Precast Prestressed Conc. I Bms. 36"	Lin. Ft.	956		956
Structural Steel	L. S.	1		1
Stud Shear Connectors	Each	2032		2032
Aluminum Railing	Lin. Ft.	613		613
Reinforcement Bars	Lbs.	94,900	88,850	183,750
Steel Piles (BBP36)	Lin. Ft.		2156	2156
Test Piles, Steel (BBP36)	Each		2	2
Name Plates	Each		2	2
Slope Wall (8")	Sq. Yds.			200
Preformed Jt. Sealer	Lin. Ft.	100		100

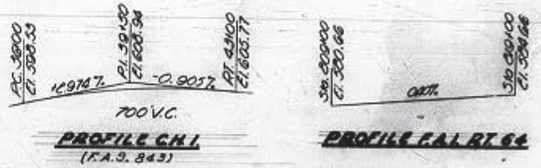
SECTION A-A



SECTION THRU SLOPEWALL VAULTED ABUTMENTS

DESIGNED	Hans McCormick
CHECKED	John Hayes
DRAWN	J. Kessler
CHECKED	John Hayes
EXAMINED	G. P. Crumman
PASSED	W. E. Bronaugh
APPROVED	Richard H. Gutterman

MAY 5 1960



PROFILE C.H. 1
(F.A.S. 843)

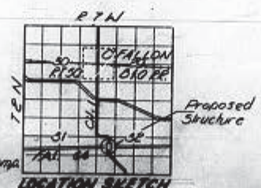
PROFILE F.A.I. RT. 64

PRECAST PRESTR. UNITS

f'c = 5,000 psi
f'ci = 4,000 psi
fs = 270,000 psi Strands
fsi = 175,600 psi Strands

DESIGN STRESSES

fc = 1800 psi Deck Slab
fc = 1400 psi (Curb, Parapet, Sub.)
fs = 20000 psi (Reinf.)
fs = 24,000 psi (Struct.)
Vc = 75 psi (Fig 3)
n = 10
Allowable ℄ Deflection 1/800 Comp.
Allowable Fill W.S. 25' / sq. ft.
LOADING HS 20-44



LOCATION SKETCH

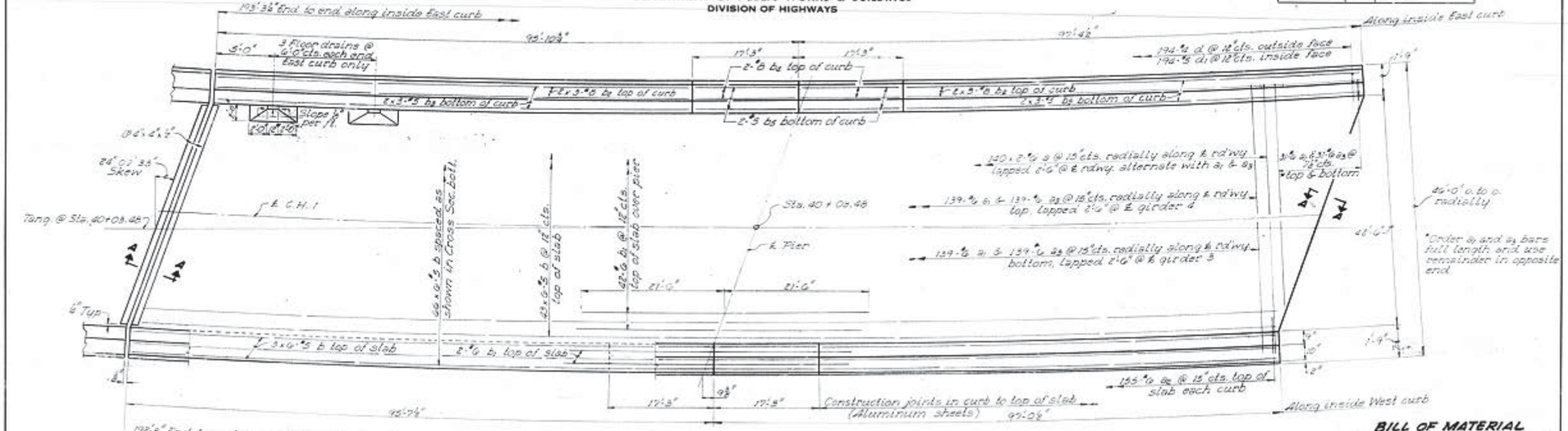
GENERAL PLAN & ELEVATION
PROJ. I-64-1 (53)
C.H. 1 OVER F.A.I. RT. 64
F.A.I. RT. 64 SEC. 82-7HB-1
ST. CLAIR COUNTY
STATION 816+86.18

Note: Bars designated thus 20-#5 etc. indicates 20 lines of bars with 3 lengths per line.
Min. bar laps = 24 dia.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

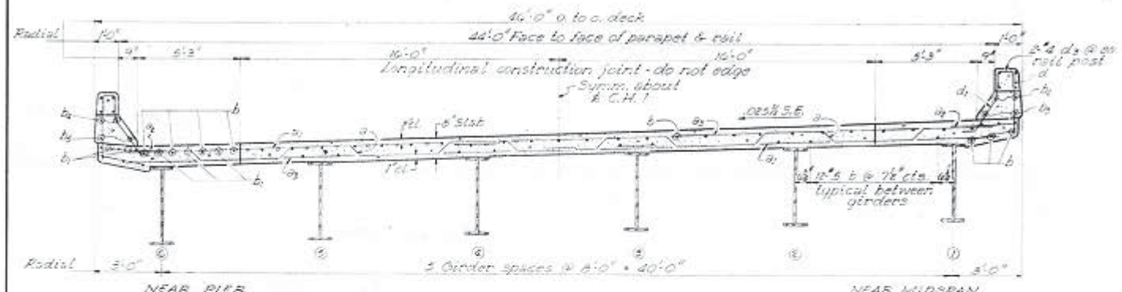
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... 64	82-7HB-1	ST. CLAIR	40	13
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

SHEET NO. 13 OF 40 SHEETS



PLAN

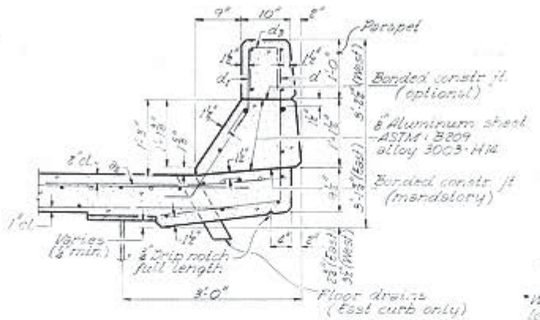
Note: For placement of bars in parapet see sheet "8a"



CROSS SECTION
(Looking South)

FLOOR DRAIN

BAR a



CURB SECTION

Cost of aluminum sheets and drains shall be incidental to class X concrete

BAR a₂

BAR d

BAR d₁

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	280	#6	26'-6"	
a₁	140	#6	19'-0"	
a₂	310	#6	4'-0"	
a₃	340	#6	27'-0"	
b	690	#5	33'-3"	
b₁	84	#6	43'-0"	
b₂	24	#5	28'-0"	
b₃	24	#5	27'-0"	
b₄	8	#5	12'-0"	
b₅	8	#5	17'-0"	
d	388	#4	4'-0"	J
d₁	388	#5	3'-3"	J
Reinforcement Bars			Lbs.	58030
Class X Concrete			Cu yds.	250.1
* Structural Steel			Lbs.	165769
Stud Shear Connectors			Each	3261

*Weight of bearing assemblies with load plates and anchor bolts are included as Structural Steel. Est. weight = 6240#.
For Section A-A, see sheet "8a".
Parapet reinforcement and class X concrete are bid'd on sheet "8a".

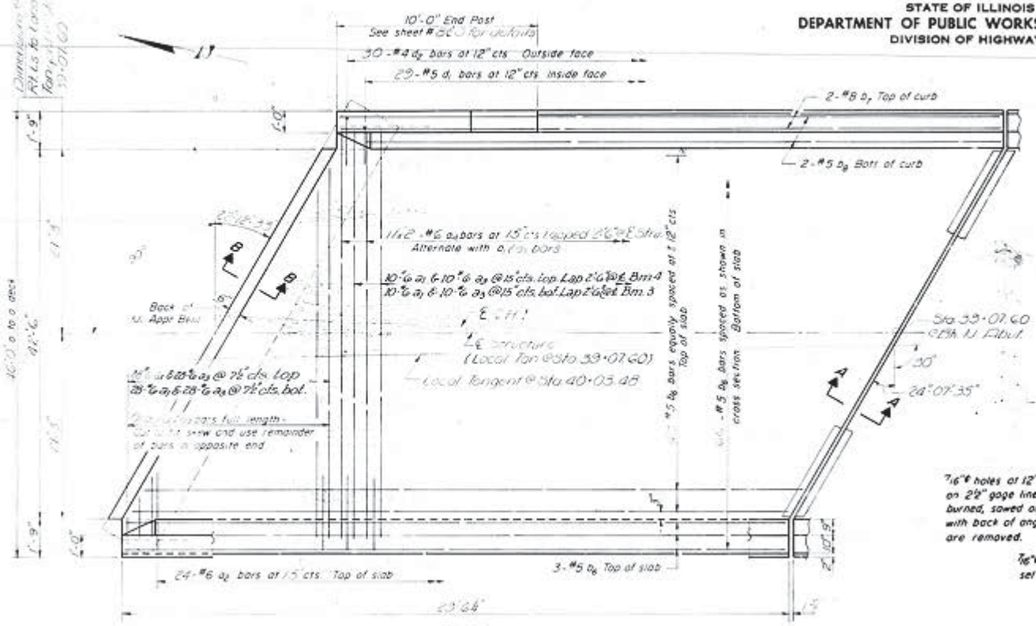
DESIGNED		EXAMINED May 5 1960
CHECKED		PASSED H. C. Baumann, Engineer of Design
DRAWN	J. Mullenix	APPROVED Richard H. Wetherman, Chief Highway Engineer
CHECKED		

SUPERSTRUCTURE
MAIN SPANS
F.A.I. RT. 64 SEC. 82-7HB-1
ST. CLAIR COUNTY
STATION 816+85.18

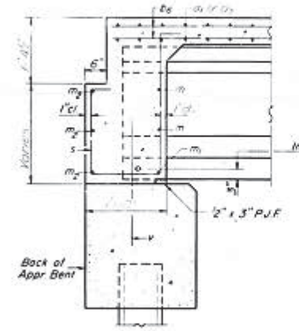
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

64	8-7H8	ST. CLAIR	43	14

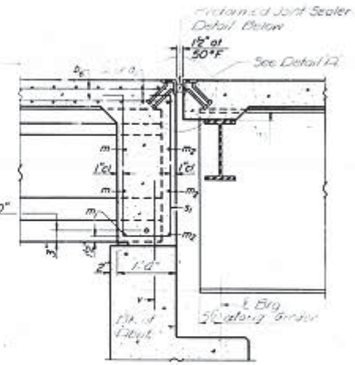
SHEET NO. ( ) OF SHEETS



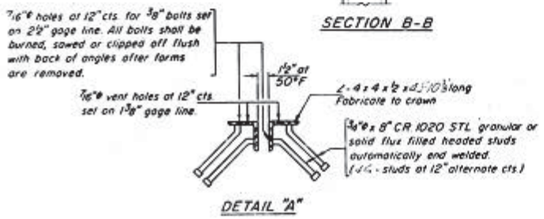
PLAN
North Approach Span
Built, Parallel to Local Tan @ Sta 32+07.60



SECTION B-B



SECTION A-A

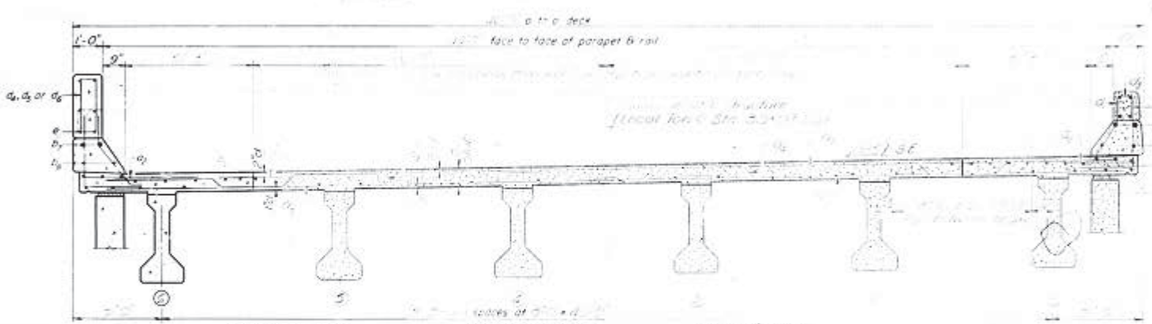


DETAIL "A"

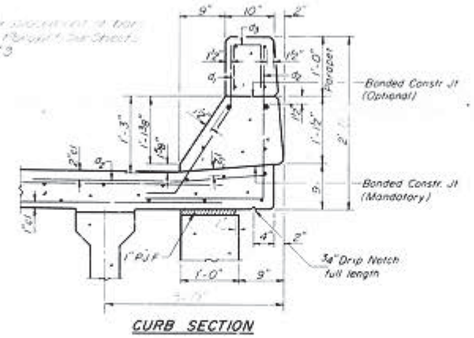
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1	76	#6	19'-2"	
a_2	24	#6	21'-0"	
a_3	76	#6	21'-0"	
a_4	22	#5	5'-11½"	
b_6	115	#5	29'-3"	
b_7	4	#8	29'-3"	
b_8	4	#5	28'-0"	
d_1	58	#5	3'-3"	
d_2	60	#4	4'-7"	
m	20	#4	7'-0"	
m_1	10	#5	6'-6"	
m_2	12	#5	24'-0"	
m_3	10	#4	7'-3"	
m_4	10	#4	6'-5"	
s	30	#4	6'-0"	
s_1	30	#4	6'-6"	
s_2	30	#4	6'-10"	
Reinforcement Bars		Lbs.	11700	
Class X Concrete		Cu Yds.	55.3	

Parapet Reinforcement and Class X Concrete are billed on sheet # 8C-3.
For placement and details of bars m thru m, and s thru s_2 see sheet # 14.



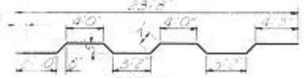
NEAR APPR. BENT — CROSS SECTION — NEAR ABUTMENT



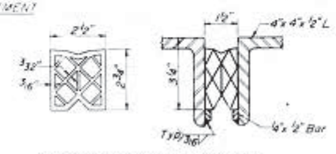
CURB SECTION

DESIGNED			
CHECKED			
DRAWN			
CHECKED			

EXAMINED — May 5 19
PASSED — W. E. Baumann, Director of Public Works and Buildings
APPROVED — Richard H. Mathers, Chief Highway Engineer



BAR a_2



PREFORMED JOINT SEALER
(℄ Sheet # 7 for Detail of end of Jt. Sealer)

BAR a_2

BAR d_1

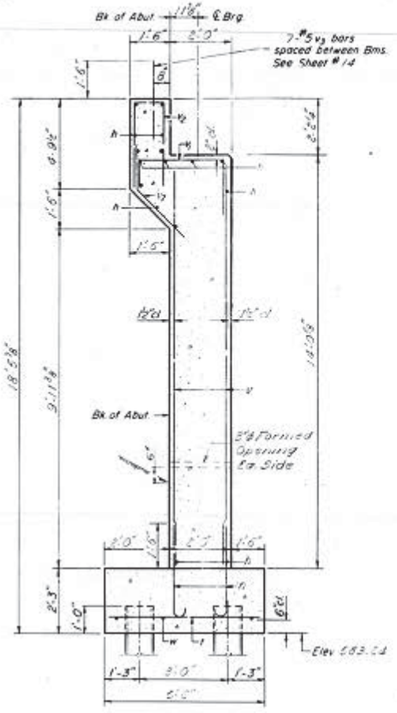
BAR d_2

SUPERSTRUCTURE
NORTH APPROACH SPAN
F.A.I. RTE. 64 SEC. 8C-7H8 I
ST. CLAIR COUNTY
STA. 816+85.18

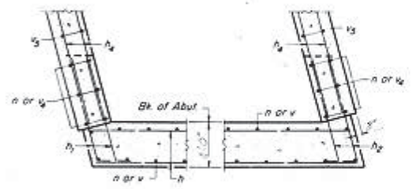
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1	82-2HB	ST. CLAIR	40	24

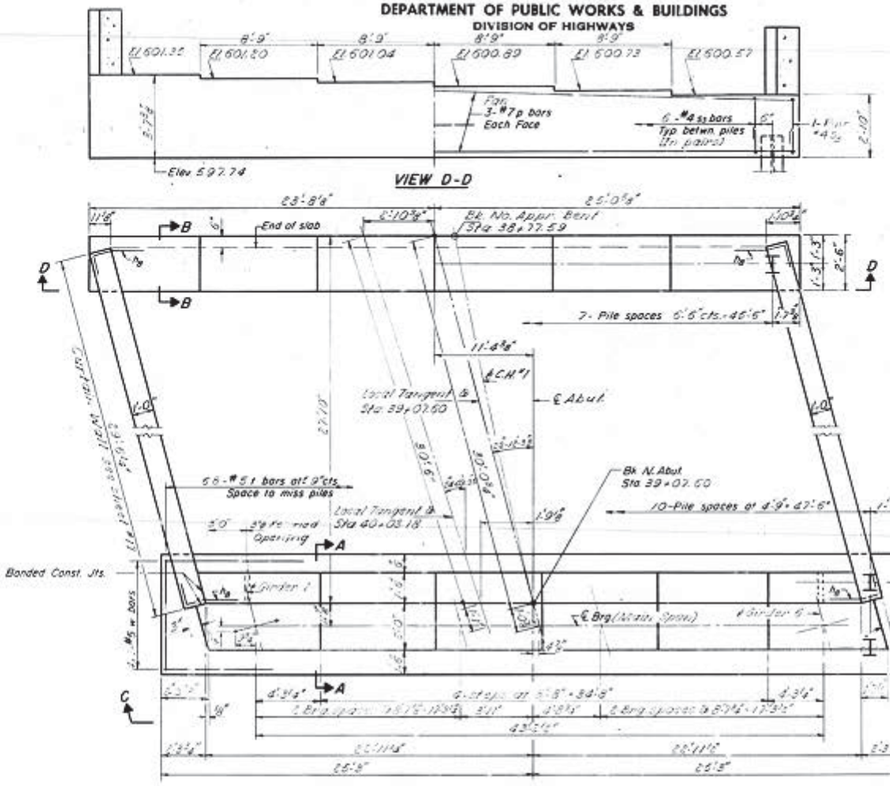
SHEET NO. 15
40 SHEETS



SECTION A-A

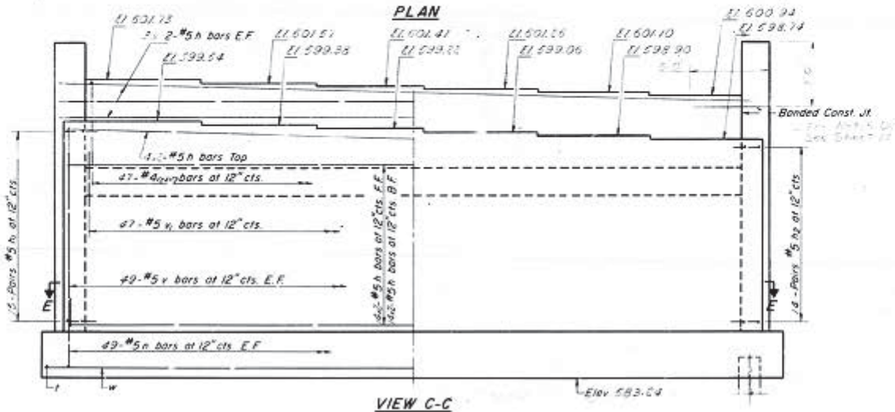


SECTION E-E

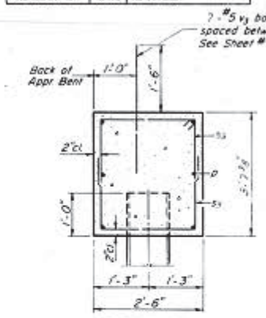


VIEW D-D

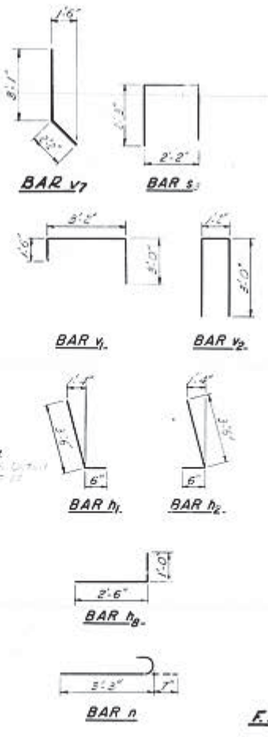
PLAN



VIEW C-C



SECTION B-B



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h	114	#5	14'-6"	
h1	10	#5	2'-0"	
h2	68	#5	2'-0"	
h3	8	#6	15'-6"	
h4	18	#4	13'-3"	
h5	66	#4	12'-8"	
h6	5	#4	3'-0"	
h7	12	#4	4'-0"	
h8	12	#4	3'-6"	
n	110	#5	3'-10"	
p	6	#7	48'-6"	
s3	86	#4	5'-9"	
t	68	#6	5'-3"	
v	98	#5	13'-0"	
v1	47	#5	7'-9"	
v2	63	#4	7'-2"	
v3	70	#5	9'-0"	
v4	12	#4	19'-3"	
v5	38	#4	20'-6"	
v6	36	#4	5'-9"	
v7	47	#4	5'-3"	
w	8	#5	28'-0"	
Reinforcement Bars			Lbs.	8500
Class X Concrete			Cu Yds.	120.2
Steel Pile (BP 36)			Lin. Ft.	696

DESIGNED	
CHECKED	
DRAWN	
CHECKED	

EXAMINED May 5 1969
PASSED H.E. Bergman
APPROVED Richard H. Gelderman

VA-L 6-21-68

NO. ABUTMENT & BENT
F.A.I. RT 64 SEC 82-7HB-1
ST CLAIR COUNTY
STATION 816+85.18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

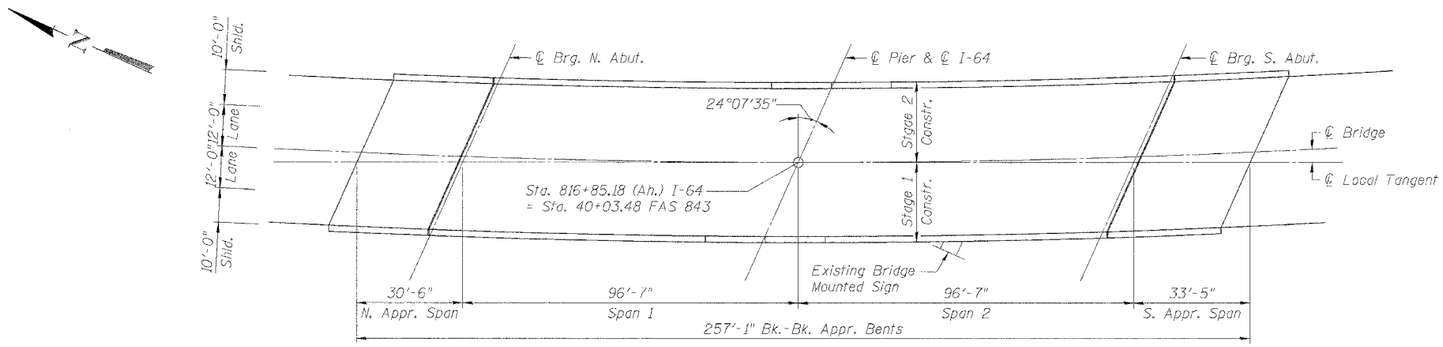
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-7RS-1, 82-7HB-1, 2I	ST. CLAIR	89	59
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 76813

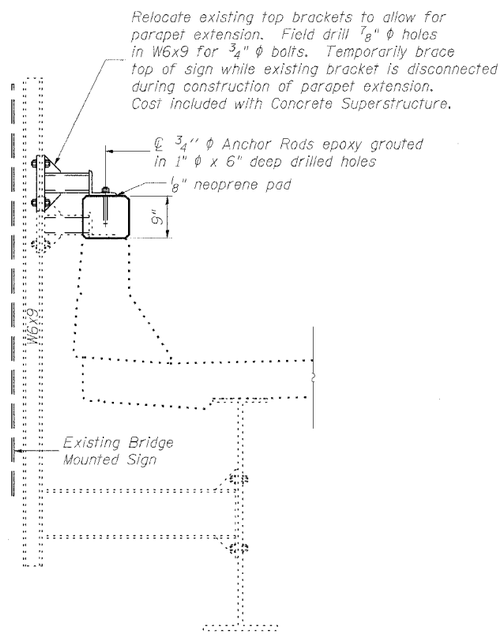
SHEET 1 OF 8

INDEX OF SHEETS

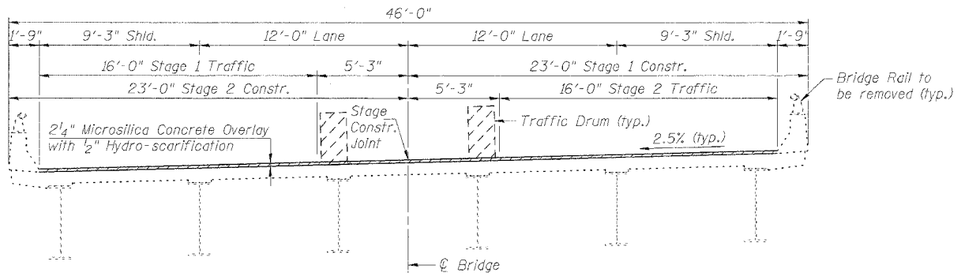
Sheet No.	Description
1	Gen Plan, Gen Notes & Total Bill of Mat'l
2	Deck Plan
3	Superstructure
4	Bearings
5	Anchor Bolt Details
6	Pier
7	North Abutment
8	South Abutment



PLAN



BRIDGE MOUNTED SIGN



CROSS SECTION

(Looking South)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A1	Ton	--	59	59
Stone Riprap, Class A3	Ton	--	52	52
Filter Fabric For Use With Riprap	Sq Yd	--	208	208
Bridge Rail Removal	Foot	474	--	474
Floor Drains	Each	6	--	6
Concrete Structures	Cu Yd	--	3.9	3.9
Concrete Superstructure	Cu Yd	10.6	--	10.6
Bridge Deck Grooving	Sq Yd	1157	--	1157
Elastomeric Bearing Assembly, Type I	Each	--	12	12
Formed Concrete Repair (Depth =< 5")	Sq Ft	--	12	12
Furnishing And Erecting Structural Steel	Pound	--	1560	1560
Jack And Remove Existing Bearings	Each	--	18	18
Reinforcement Bars, Epoxy Coated	Pound	2520	670	3190
Bridge Seat Sealer	Sq Ft	--	193	193
Polymer Concrete	Cu Ft	15	--	15
Silicone Joint Sealer, 1 1/2"	Foot	95	--	95
Silicone Joint Sealer	Foot	--	49	49
Bridge Deck Microsilica Concrete Overlay 2 1/4"	Sq Yd	1214	--	1214
Bridge Deck Hydro-Scarification 1/2"	Sq Yd	1214	--	1214
Deck Slab Repair (Full Depth, Type II)	Sq Yd	5	--	5

GENERAL NOTES

Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.

Reinforcement bars shall conform to the requirements of AASHTO M31 or M322 Grade 60. Reinforcement bars designated (E) shall be epoxy coated.

All epoxy grouted bars shall have a minimum embedment as shown on the plans and shall be placed according to Section 584 of the Standard Specifications. Cost of hole drilling and epoxy grouting is included with "Reinforcement Bars, Epoxy Coated".

All structural steel shall be AASHTO M 270 Grade 36, unless noted otherwise.

Calculated weight of Structural Steel:
M270 Grade 36 = 430 lbs., M270 Grade 50 = 1130 lbs.

Existing bearings at the Abutments and Pier shall be removed and replaced according to the plans. Jacking shall be according to the Special Provisions for "JACK AND REMOVE EXISTING BEARINGS". If web stiffeners are not present directly over the jack location, hardwood timbers should be installed tightly between top and bottom flanges to prevent rotation. It is anticipated that the entire bridge must be temporarily jacked at least 1 inch above the existing position, to clear the pintles when removing/replacing the pier bearings. The new bearings at the abutments and pier shall be in place and the jacks lowered before the new expansion joint seal is installed in the deck at the abutments.

Field welding of construction accessories will not be permitted to beams or girders.

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

The existing structural steel shall only be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M300, Type I.
Field painting of structural steel shall be done under a separate painting contract.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8". Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 1/8" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each fixed bearing in addition to all other plates or shims. For Type I Elastomeric Bearings, two 1/8" adjusting shims shall be provided for each bearing and placed as detailed.

Bridge Seat Sealer shall be applied to the seat area of both Abutments.

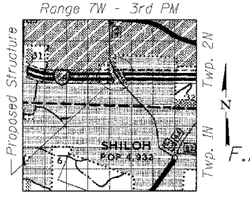
All construction joints shall be bonded.

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	CDB	DRAWN:	SJS
CHECKED:	DCD	CHECKED:	CDB/DCD

STATE OF ILLINOIS
DAVID C. DEPP
081-005117
LICENSED
STRUCTURAL ENGINEER

Signed: David Depp
Date: 3-28-2006
Lic. Expires: 11-30-2006



LOCATION SKETCH

GENERAL PLAN
S. LINCOLN AVE. (FAS 843) OVER INTERSTATE 64
F.A.I. 64 SEC. 82-7RS-1, 82-7HB-1, 2I
ST. CLAIR COUNTY
STATION 816+85.18
STRUCTURE NO. 082-0181

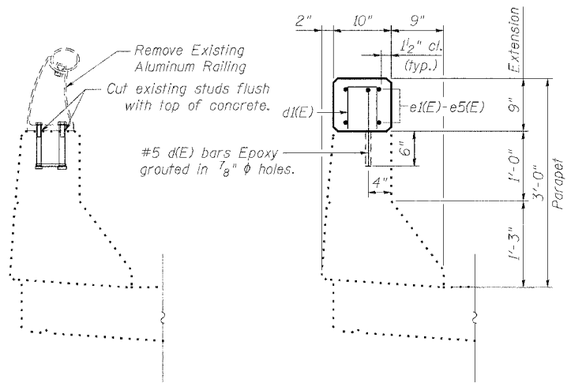
DATE: 03/28/2005 - 12:12:06 USER: P. Roy FILE: F:\1032 IL-08V*2 I-64 Bridge Repairs\2-SN081-LincolnAve\Digplan.dgn

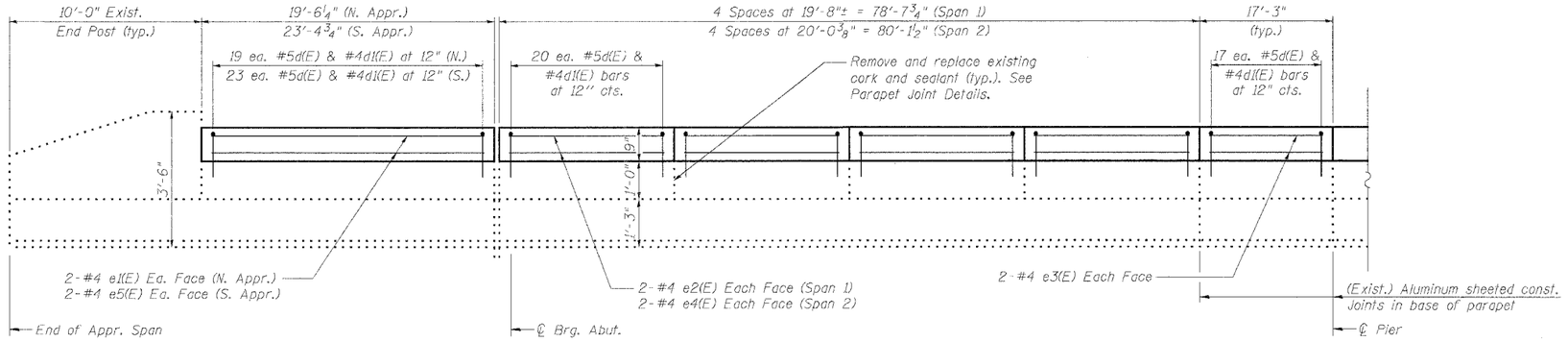
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 3 OF 8

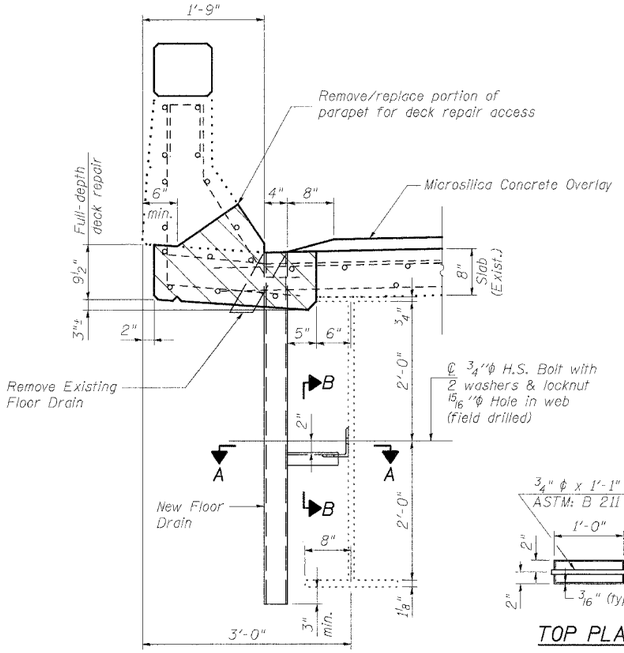
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-7RS-1, 82-7HB-1, 2I	ST. CLAIR	89	61
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 76813

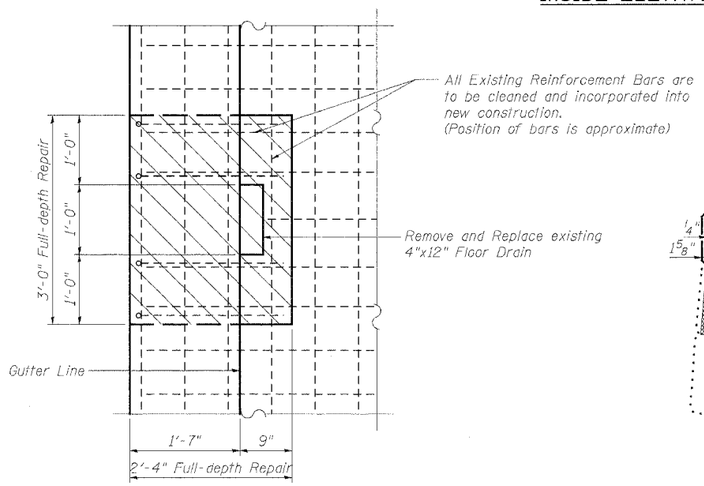




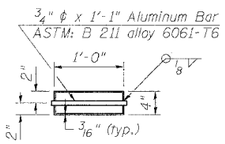
BRIDGE RAIL REMOVAL



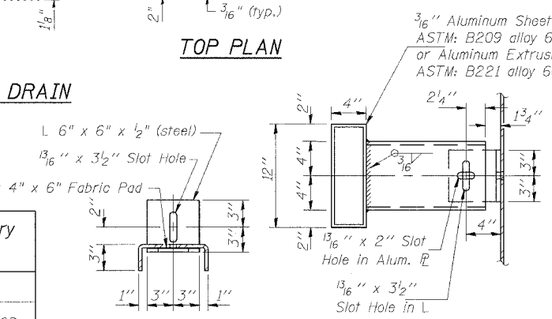
SECTION AT FLOOR DRAIN



PLAN AT FLOOR DRAIN
(Parapet Removed For Clarity)



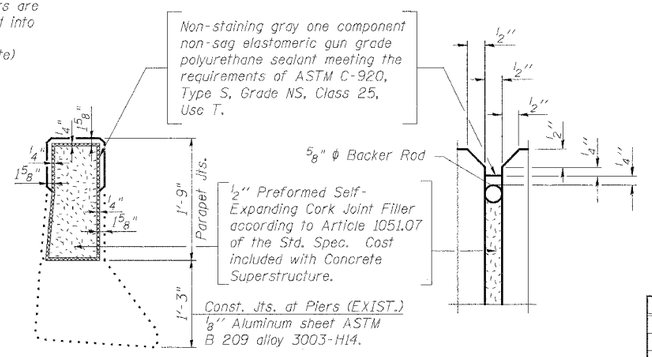
TOP PLAN



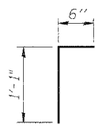
SECTION B-B

SECTION A-A

INSIDE ELEVATION OF PARAPET



PARAPET JOINT DETAILS



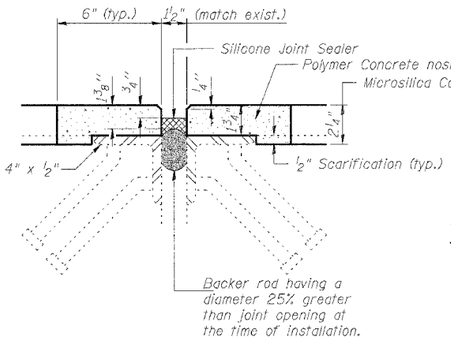
BAR d(E)

BAR d1 (E)

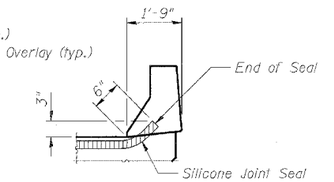
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	472	#5	1'-7"	⌊
d1(E)	472	#4	1'-7"	⊓
e1(E)	8	#4	19'-2"	—
e2(E)	32	#4	19'-4"	—
e3(E)	16	#4	16'-11"	—
e4(E)	32	#4	19'-8"	—
e5(E)	8	#4	23'-0"	—
Reinforcement Bars, Epoxy Coated			Pound	2520
Concrete Superstructure			Cu. Yd.	10.6
Bridge Rail Removal			Foot	474
Floor Drains			Each	6
Deck Slab Repair (Full Depth Type II)			Sq. Yd.	5
Silicone Joint Sealer, 1 1/2"			Foot	95
Polymer Concrete			Cu. Ft.	15

Reinforcement bars designated (E) shall be epoxy coated.



SILICONE JOINT SEALER DETAIL



TYPICAL END OF SEAL TREATMENT AT EXPANSION JOINT

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED: CDB	DRAWN: SJS
CHECKED: DCD	CHECKED: CDB/DCD

SUPERSTRUCTURE
S. LINCOLN AVE. (FAS 843) OVER INTERSTATE 64
F.A.I. 64 SEC. 82-7RS-1, 82-7HB-1, 2I
ST. CLAIR COUNTY
STATION 816+85.18
STRUCTURE NO. 082-0181

DATE: 03/28/2005 - 12:13:38 USER: P. Roy FILE: F:\IL0132 IL-0BVV#2 I-64 Bridge Repair\s2-SN0181-LIncoln Ave\03superstr.dgn

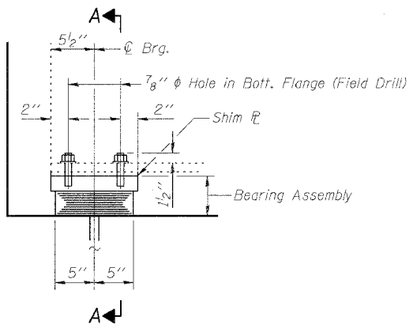
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 4 OF 8

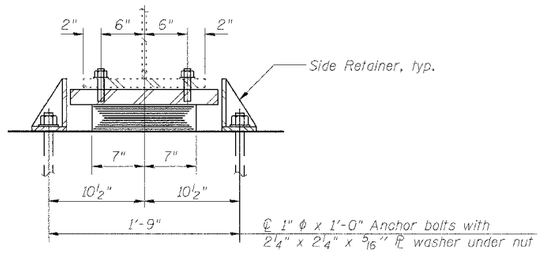
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64	82-7RS-1, 82-7HB-1, 2I	ST. CLAIR	89	62
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 76813

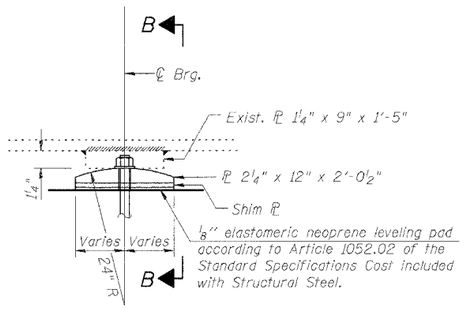
TYPE I ELASTOMERIC EXP. BRG.



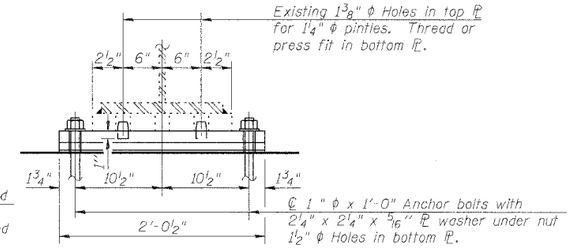
ELEVATION AT ABUT.



SECTION A-A

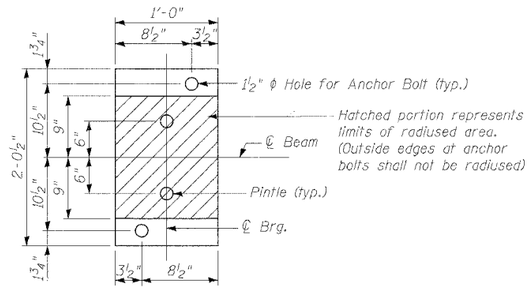


ELEVATION AT PIER

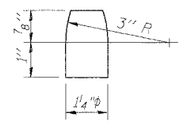


SECTION B-B

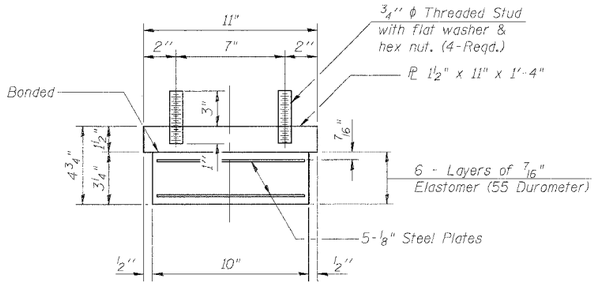
FIXED BEARING



BOTTOM PLATE-PLAN

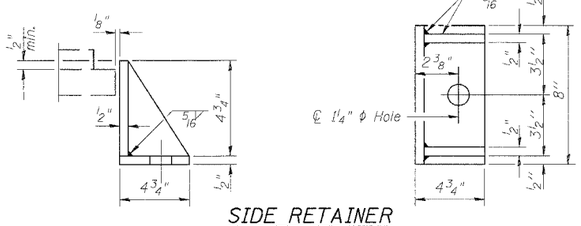


PINTLE



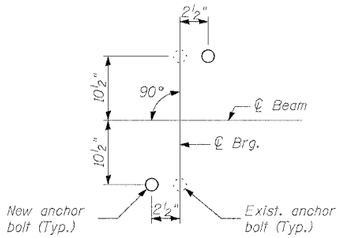
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.



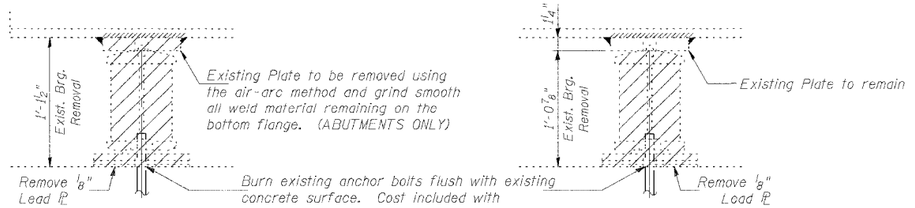
SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



ANCHOR BOLT LAYOUT AT ABUTMENTS AND PIER

INTERIOR GIRDER REACTION TABLE			
		Abuts.	Pier
R (DL)	(K)	53.9	190.1
R (LL)	(K)	46.3	73.2
R (Imp)	(K)	10.5	16.6
R (Total)	(K)	110.7	279.9
Minimum Jack Capacity	(Tons)	50	150



AT ABUTMENTS

AT PIER

EXISTING BEARING REMOVAL DETAIL

NOTES:

See Sheet 1 of 8 for Jacking notes.

See Sheet 5 of 8 for Anchor Bolt installation.

Prior to ordering any material, the Contractor shall verify in the field all existing bearing height and shim thickness dimensions.

Side Retainers, Shim Plates, Connection Bolts and Anchor Bolts are included with "F & E Structural Steel."

The structural steel bearing plates for the Expansion and Fixed Bearings shall conform to the requirements of AASHTO M 270 Grade 50.

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	18
Elastomeric Bearing Assembly Type I	Each	12
Furnishing and Erecting Structural Steel	Pound	1560

BEARINGS
S. LINCOLN AVE. (FAS 843) OVER
INTERSTATE 64
F.A.I. 64 SEC. 82-7RS-1, 82-7HB-1, 2I
ST. CLAIR COUNTY
STATION 816+85.18
STRUCTURE NO. 082-0181

Johnson, Depp & Quisenberry
CONSULTING ENGINEERS
Springfield, Illinois

DESIGNED:	CDB	DRAWN:	SJS
CHECKED:	DCD	CHECKED:	CDB/DCD

I-2-E1 10-22-04

FILE: F:\I0132 IL-08\V#2 I-64 Bridge Repairs\2-SN081-Lincoln Ave\04bearings.dgn
USER: P. Roy
DATE: 03/28/2005 - 12:14:40

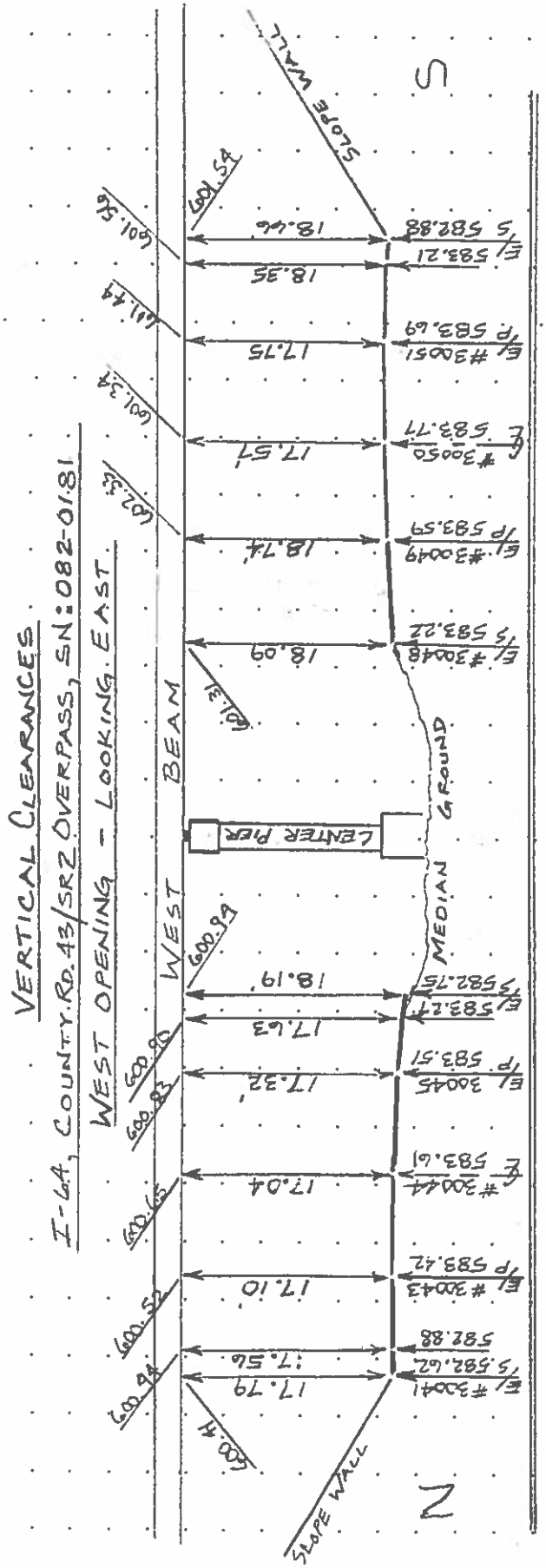
Location: I-64 Job#: P-98.003.16 C#: 76K74

CP# VERT. CLEARANCES Crew: QD, TR Date: 10-4-17

VERTICAL CLEARANCES

I-64, COUNTY RD. 43/SR 2 OVERPASS, SN: 082-0181

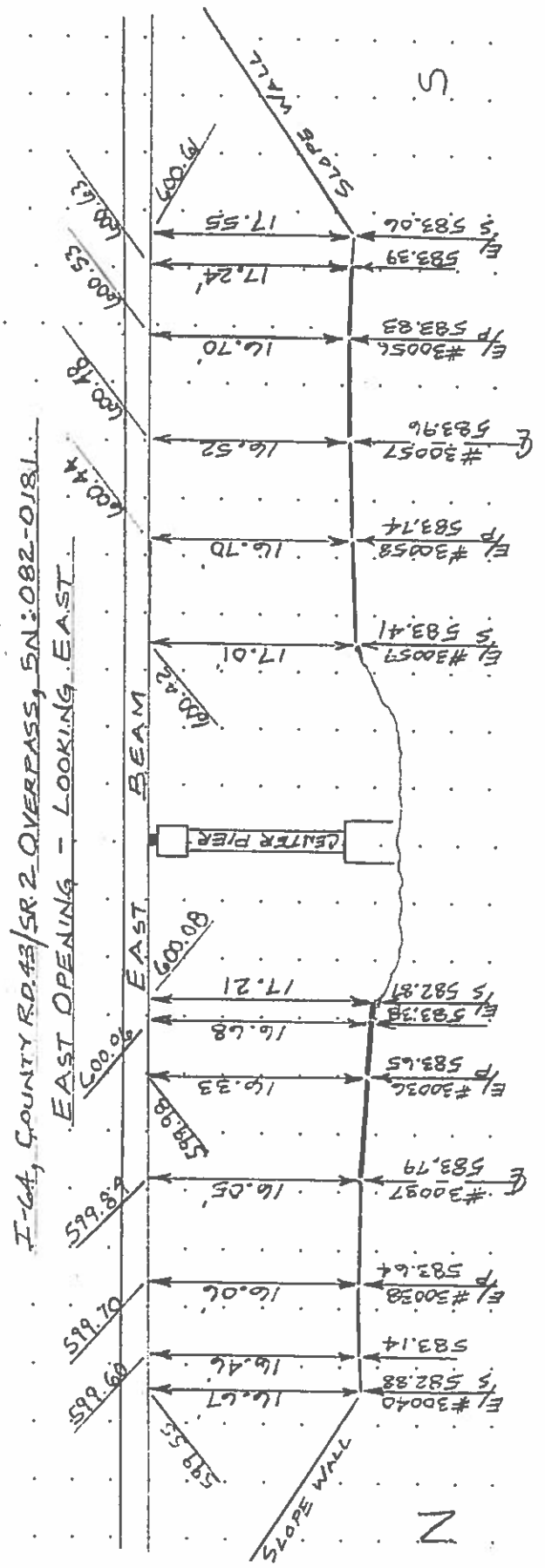
WEST OPENING - LOOKING EAST



VERTICAL CLEARANCES

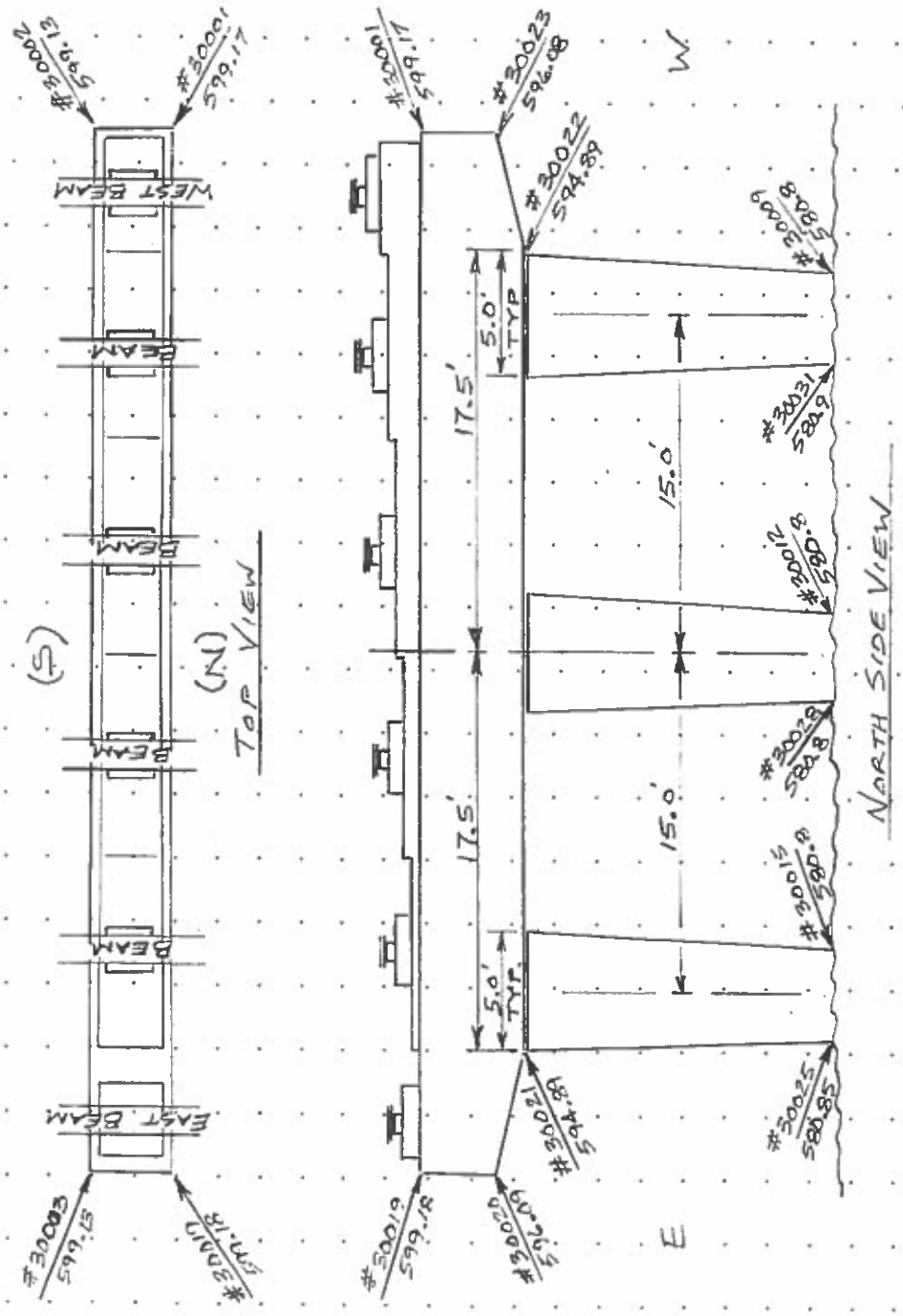
I-64, COUNTY RD. 43/SR 2 OVERPASS, SN: 082-0181

EAST OPENING - LOOKING EAST



Location: I-64/Co.Rd.43 SN:082-0181 Job#: P.98.003.16 C#: 76K74

CP# PIER SKETCH Crew: QD, TR Date: 10-4-17

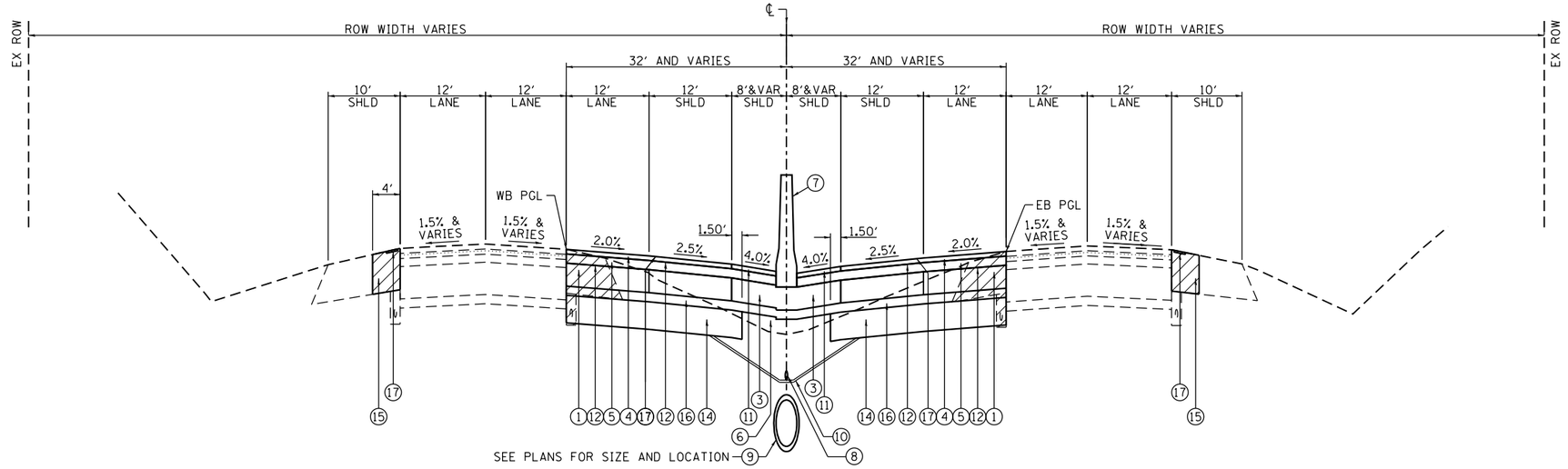


CENTER PIER DETAILS

(COUNTY RD. 43/SR2 OVER INTERSTATE 64)

Attachment H

PROPOSED I-64 IMPROVEMENTS



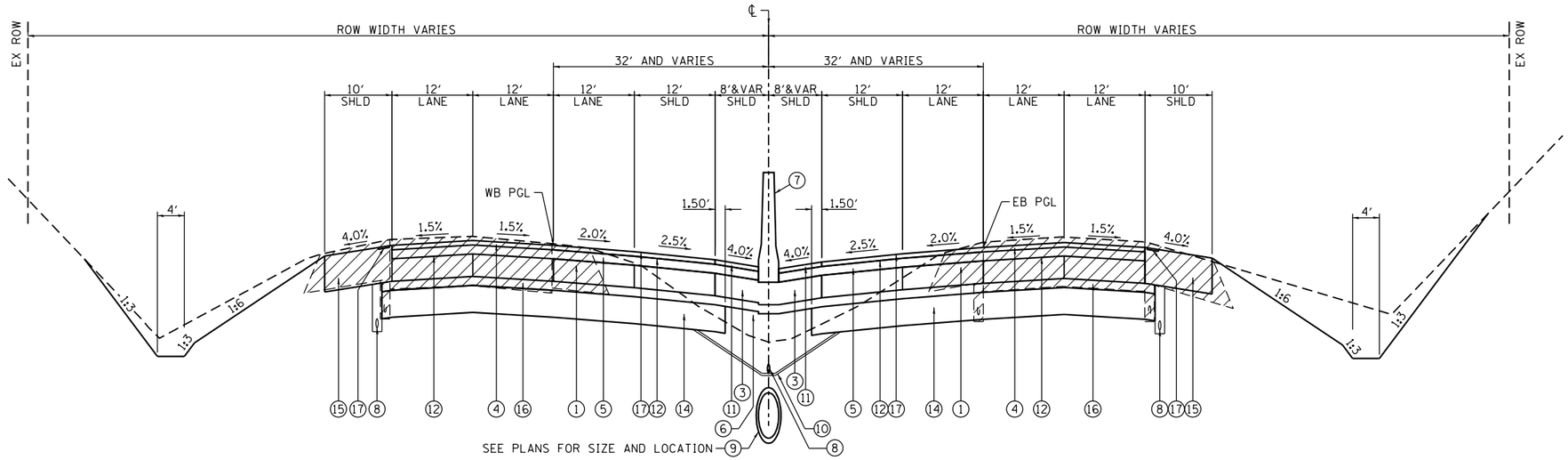
TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) (7)

STA. 785+28.86 TO STA. 812+18.00 (WB)
STA. 783+24.86 TO STA. 812+18.00 (EB)
STA. 819+07.00 TO STA. 855+11.50

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



REMOVAL

TYPICAL SECTION

PROPOSED RECONSTRUCTION FAI 64 (I–64) (8)

STA. 812+18.00 TO STA. 819+07.00

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 007-PROP PR4
FILE NAME: ...\D876C74-sht-1-typicals.dgn

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PLOT DATE = 10/25/2018 (1:26:03 PM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

50′ 0 50′ 100′
SCALE: 1″ = 50′

N

LINCOLN AVE. (CH 43)
LINCOLN AVE (HMA)
STATION EQUATION:
STA. 816+85.58 (BK) =
STA. 816+85.08 (AH)
WIRE FENCE
EXISTING GUARDRAIL TO BE REMOVED
END WESTBOUND FULL-WIDTH PVT REMOVAL
END PROP. WESTBOUND PAVEMENT AND SHOULDERS
STA. 819+07.50
℄ FAI 64 (I-64)
STA. 619+07.50
℄ FAI 64 (I-64) W.B.
42" CONCRETE BARRIER
℄ FAI 64 (I-64) WB PGL
℄ FAI 64 (I-64)
EX. HIGH TENSION CABLE BARRIER TO BE REMOVED
EXIST. R.O.W.
WIRE FENCE
FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD
EXIST. R.O.W.
WIRE FENCE
CONSTR. LIMITS
24" RCP
℄ 576.69
Ⓑ 180' (TYP.)
SHOULDER (AGG)
SHOULDER (HMA)
WEST BOUND (I-64)
I-64 W.B. (HMA)
I-64 W.B. (HMA)
10'
12'
20'
24'
4'
32'
125'
MATCHLINE STA. 815+00.00
MATCHLINE STA. 830+00.00
615+00 616 617 618 619 620+00 621 622 623 624 625+00 626 627 628 629
815+00 816 817 818 819 820+00 821 822 823 824 825+00 826 827 828 829
15" RCP 15" RCP 15" RCP 18" RCP 24" RCP
1015+00 1016 1017 1018 1019 1020+00 1021 1022 1023 1024 1025+00 1026 1027 1028 1029
EAST BOUND (I-64)
HMA SHLD
AGG
±60.88
WEIGH STATION ENTRANCE
℄ 579.25
4" RCP
4" CONC HEADWALL
4" CONC HEADWALL
4" RCP
℄ 579.5
4" CONC HEADWALL
4" RCP
℄ 578.43
AGG
AGG AVI CAMERA
WEIGH STATION SENSO
CONSTR. LIMITS
RIPRAP
SN 082-0181
Ⓑ 135' (TYP.)
EXIST. R.O.W.
EXIST. R.O.W.
WOVEN WIRE FENCE
EXISTING GUARDRAIL TO BE REMOVED
END EASTBOUND FULL-WIDTH PVT REMOVAL
END PROP. EASTBOUND PAVEMENT AND SHOULDERS
STA. 819+07.50
℄ FAI 64 (I-64)
STA. 1019+07.50
℄ FAI 64 (I-64) E.B.
℄ FAI 64 (I-64) EB PGL
FULL DEPTH HMA PAVEMENT WIDENING, 13" SHLD

LEGEND

- MILL & OVERLAY
- SE CORRECTION
- RECONSTRUCTION

Ⓐ DR STR TY 5
W/ 1 TYP 22 F&G

Ⓑ DR STR TY 5
W/ 2 TYP 22 F&G

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

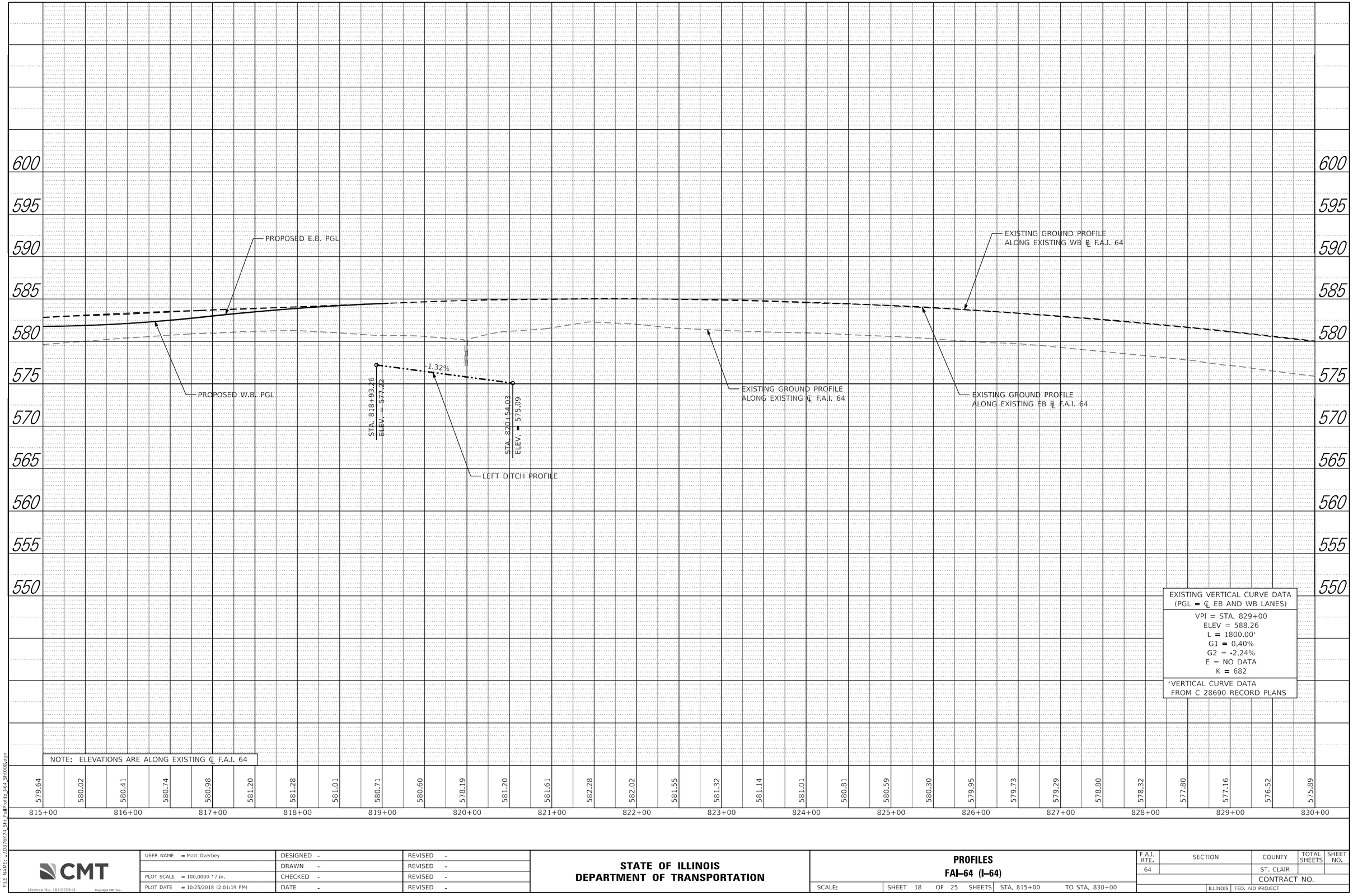
ROADWAY AND DRAINAGE PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 17 OF 25 SHEETS | STA. 815+00 | TO STA. 830+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

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



EXISTING VERTICAL CURVE DATA
(PGL = ℄ EB AND WB LANES)

VPI = STA. 829+00
ELEV = 588.26
L = 1800.00'
G1 = 0.40%
G2 = -2.24%
E = NO DATA
K = 682

[a]VERTICAL CURVE DATA
FROM C 28690 RECORD PLANS

NOTE: ELEVATIONS ARE ALONG EXISTING ℄ F.A.I. 64

579.64	580.02	580.41	580.74	580.98	581.20	581.28	581.01	580.71	580.60	578.19	581.20	581.61	582.28	582.02	581.55	581.32	581.14	581.01	580.81	580.59	580.30	579.95	579.73	579.29	578.80	578.32	577.80	577.16	576.52	575.89
815+00		816+00		817+00		818+00		819+00		820+00		821+00		822+00		823+00		824+00		825+00		826+00		827+00		828+00		829+00		830+00	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI–64 (I–64)

SCALE: | SHEET 18 OF 25 SHEETS | STA. 815+00 | TO STA. 830+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

WEST BOUND I-64 PROFILE

SN 082-0181

17.07' MIN. CLEARANCE

VPI = 617+97.50
ELEV = 584.05
L = 210.00'
E = -0.18'
K = 302

END WESTBOUND FULL-WIDTH PVT REMOVAL
END PROP. WESTBOUND PAVEMENT AND SHOULDERS
STA. 819+07.50
℄ FAI 64 (I-64)
STA. 1019+07.50, ELEV. 584.51
℄ FAI 64 (I-64) E.B.

-0.29% +1.09% +1.09% +0.40%

+92.50 EL. 582.00

VPI = 615+60.50
ELEV = 581.45
L = 265.00'
E = -0.46'
K = 191

STA. 814+83.46
ELEV. = 575.50

PROPOSED F.A.I. 64 W.B. P.G.L.

EXISTING GROUND PROFILE ALONG F.A.I. 64 W.B. P.G.L.

EXISTING GROUND PROFILE ALONG EXISTING ℄ F.A.I. 64

STA. 818+93.26
ELEV. = 577.02 584.47

-1.32%

LEFT DITCH PROFILE

STA. 820+54.03
ELEV. = 575.09

582.85	581.76	583.11	581.87	583.34	582.11	583.55	582.48	583.71	582.98	583.86	583.48	584.09	583.89	584.28	584.21	584.48	584.46	584.67	584.83	584.92	584.96	585.02	585.01	584.96	584.87	584.75	584.57	584.41	584.24	584.00	583.68	583.36	582.99	582.60	582.16	581.68	581.18	580.63	580.04
615+00		616+00		617+00		618+00		619+00		620+00		621+00		622+00		623+00		624+00		625+00		626+00		627+00		628+00		629+00		630+00											

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

EAST BOUND I-64 PROFILE

SN 082-0181

17.19' MIN. CLEARANCE

VPI = 1017+92.50
ELEV = 584.04
L = 210.00'
E = -0.18'
K = 307

END EASTBOUND FULL-WIDTH PVT REMOVAL
END PROP. EASTBOUND PAVEMENT AND SHOULDERS
STA. 819+07.50
℄ FAI 64 (I-64)
STA. 1019+07.50, ELEV. 584.51
℄ FAI 64 (I-64) E.B.

-0.30% +1.09% +1.09% +0.41%

+87.50 EL. 582.89

VPI = 1015+58.00
ELEV = 581.47
L = 260.00'
E = -0.45'
K = 186

PROPOSED F.A.I. 64 E.B. P.G.L.

EXISTING GROUND PROFILE ALONG F.A.I. 64 E.B. P.G.L.

EXISTING GROUND PROFILE ALONG EXISTING ℄ F.A.I. 64

STA. 818+93.26
ELEV. = 577.22 584.47

-1.32%

LEFT DITCH PROFILE

STA. 820+54.03
ELEV. = 575.09

582.81	581.78	583.03	581.89	583.22	582.14	583.46	582.51	583.73	583.03	583.91	583.51	584.07	583.92	584.25	584.24	584.47	584.48	584.67	584.83	584.94	585.01	585.06	585.04	584.96	584.90	584.80	584.64	584.45	584.20	583.95	583.65	583.31	582.93	582.54	582.11	581.63	581.12	580.56	579.97
1015+00		1016+00		1017+00		1018+00		1019+00		1020+00		1021+00		1022+00		1023+00		1024+00		1025+00		1026+00		1027+00		1028+00		1029+00		1030+00											

PROFILE
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R/W, NOTED
STRUCTURE NO.
NOTE BOOK
NO.
BY
DATE

MODEL: Default
FILE NAME: ...\D1876K74_Sht_DualProfile_I-64_Sht008.dgn

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USER NAME = Matt Overbey	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 10/25/2018 (2:01:20 PM)	DATE -	REVISED -	

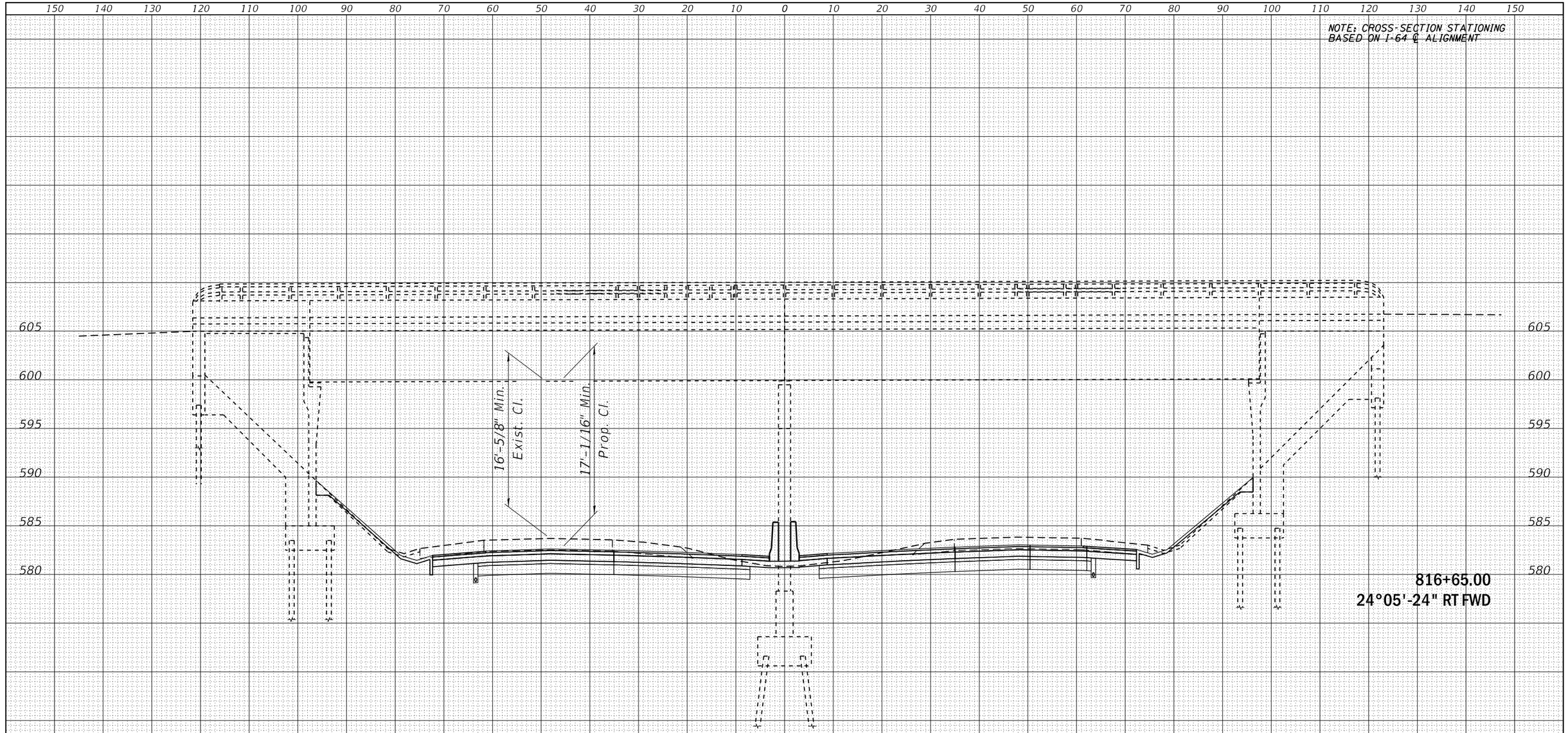
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROFILES
FAI-64 (I-64)

SCALE: | SHEET 19 OF 25 SHEETS | STA. 815+00 | TO STA. 830+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

NOTE: CROSS-SECTION STATIONING BASED ON I-64 ℄ ALIGNMENT



816+65.00
24°05'-24" RT FWD

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

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

MODEL: Default
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CMT
License No.: 184-000613 Copyright CMT, Inc.

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 1/28/2019 (2:12:50 PM)	DATE - $SUBDATE$	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-64 - SIX LANE EXPANSION
(GREEN MOUNT RD TO IL 158)

SCALE: | SHEET OF SHEETS | STA. 816+50.00 | TO STA. 816+65.00

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR	TO	$X64W7$$
		CONTRACT NO. 76K74		
	ILLINOIS	FED. AID PROJECT		

EXHIBIT H – COORDINATION AND CORRESPONDENCE

Agenda Item 6

FAI 64 (Interstate 64)
Green Mount Road to Reider Road interchange
City of O'Fallon and unincorporated St. Clair County

June 2, 2016

This was the initial presentation of the project. The purpose of the discussion was to introduce the project, discuss study limits and the applicability of Context Sensitive Solutions (CSS) to the project.

The project is approximately 2.6 miles long and extends from Green Mount Road to the improvement limits of the Reider Road interchange project, which is 1.1 miles west of IL Route 158. Currently there are six through lanes on I-64 west of the study limits, which transition to a four lane cross section at Green Mount Road. The Reider Road interchange project included widening I-64 to include a third through lane in each direction, which terminates west of IL Route 158. The purpose of this project is to "close the gap" and provide a continuous six lane cross section from Green Mount Road to where it joins with the Reider Road interchange improvement.

ADT was 54,200 vpd (2016), with 18.3% MU and 3.0% SU. CRS is 7.9. Existing shoulder widths are 10 ft outside and 8 ft inside (6 ft HMA and 2 ft agg). Surrounding land use is generally agricultural with some residential and commercial on the west end of the project.

There are multiple structures throughout the study limits, all with high sufficiency ratings ranging from 73 and higher.

It is anticipated that minimal, if any ROW will be needed for the project since the widening will be into the median. Environmental issues should be predominantly air, noise and possible special waste. The district asked if the Green Mount interchange needs to be evaluated as part of the study. BDE advised that at minimum, it should be evaluated to determine how the transition to six lanes will occur from the interchange. A Geometric Detail at least should be prepared and a safety walk with FHWA should occur.

Because of the lack of need for additional ROW, and presence of only minor environmental issues, the District proposed to prepare the study as a Federally Approved Categorical Exclusion. BDE and FHWA concurred with this approach.

The District asked if CSS would apply to this project. While it is an expansion project, it doesn't impact a cross-section of stakeholders, other than the users of the roadway. The scope of the improvement doesn't allow much flexibility in design, which is one of the aspects CSS strives to get stakeholder input on. Jeff Keirn had indicated this project would be one that he would think an exception would be applied to (which the Regional Engineer has the authority to do per IDOT policy).

FHWA indicated there would likely be no benefit to having a Community Advisory Group (CAG) for this project, due to the lack of alternatives. The District did mention that using CSS does not mean having a CAG – that is one tool that is available. The District stated that doing the normal public involvement activities, such as informing city officials and community leaders of the project, corresponding with any affected property owners, and having a public meeting, would still fall under the umbrella of CSS.

A point was made that it would be good to be consistent with the public involvement that was done for the Reider Road interchange project. CSS was not done but there was some public involvement. The District will investigate this.

BDE and FHWA indicated that this project, due to its lack of potential alternatives and impacts to stakeholders, would be the type of project that the Regional Engineer may want to grant an exception to using CSS on.

Illinois Department of Transportation

Memorandum

To:	Jeff Keirn
From:	Kirk Brown By: Frank Opfer/Cindy Stafford
Subject:	Request for Concurrence on CSS Approach
Date:	June 8, 2017

FAI 64 (I-64)
Section 82-7WRS-2
St. Clair County
P-98-003-16

Widening, resurfacing and bridge repair of I-64 from W of Greenmount Rd. to 1.1 mile west of IL Route 158.

As you are aware, once a project has been scoped and included in the Department's Proposed Multi-Modal Highway Improvement Program, the Regional Engineer will determine if it is to be developed using the principles of CSS. This decision should be based on the preliminary scope of the project and if it falls under the types of projects Public Act 093-0545 specifies for the use of CSS – new construction, reconstruction, or major expansion of existing transportation facilities.

As the policy states, the stakeholder involvement process is flexible and modular, and should be designed to fit the size and complexity of the project.

The scope of work encompasses the widening of I-64 to six lanes within the limits of the project. While this project is an expansion project, it doesn't impact a cross-section of stakeholders, other than the users of the roadway. The scope of the improvement doesn't allow much flexibility in design either, which is one of the aspects on which CSS strives to get stakeholder input. A Noise Study will be conducted as part of this project, so there may be some interest from receptors. CSS was discussed for this project at a Monitoring meeting in June of 2016. The summary of that meeting is attached for your reference.

Therefore, CSS activities will be streamlined in their approach. St. Clair County and the City of O'Fallon will be contacted to inform them of the project, share the design, and solicit input. A public meeting will take place to inform the public of the project, and to offer a venue for any property owners potentially affected by a noise wall. Once a project design is developed, the district will contact any affected property owners for their opportunity to comment.

Concur:

Jeffrey L. Keirn

Jeff Keirn, P.E., Deputy Director of Highways, Region Five Engineer

Agenda Item B-4

FAI 64 (I-64)
From west of Green Mount Road interchange to west of Reider Road interchange
O'Fallon and unincorporated St. Clair County

October 26, 2017

This project was previously presented at the June 2, 2016 Monitoring Meeting (Item A-6). The scope of the project is to widen I-64 to accommodate 3 lanes in each direction from west of the Green Mount Road interchange to west of the Reider Road interchange. The purpose of this meeting was to discuss findings in the geometric evaluation for the Green Mount Road interchange.

Rich Barbee from Geometrics began by discussing the existing traffic congestion experienced at this intersection. This area has experienced high growth since the opening of the interchange that includes commercial development and two hospitals that utilize the interchange. It was noted that existing traffic on the EB exit ramp backs onto the interstate frequently during PM peak periods. It was also noted that the City of O'Fallon has widened Green Mount Road to the north and has a CMAQ project to improve the intersection of Green Mount Road at Central Park Drive south of the interchange. In addition, the County is widening the intersection of Frank Scott Parkway south of Central Park Drive and is planning to widen Green Mount Road to the south into Belleville. Rich stated that an IDS was developed in 2008 to improve the I-64 ramps at Green Mount Road, but was developed before the hospitals were built, so they were re-evaluated to determine if the proposed improvements were still adequate.

Through a capacity analysis, Geometrics determined that the improvements shown on the old IDS were not adequate. The following improvements were recommended to keep queuing off the interstate: dual right and dual left turn lanes at each ramp, a right turn lane at each ramp junction, and extending the SB dual left turn lane at Central Park Drive. This work was estimated to cost $2.5 million, but would still result in design exceptions for an LOS F. Loop ramps were investigated for NB and SB movements to eliminate the left turns from Green Mount Road at the ramp junctions at an estimated cost of $2 million each, but the LOS F would not be improved by a significant amount.

Rich recommended the District pursue improving the ramps with the $2.5 million project and investigate future regional projects to improve traffic flow at the interchange. It was also determined that the ramp improvement project could be constructed independently from the I-64 Add-Lane project since the capacity problems are experienced on the crossroad and not the I-64 mainline or ramp junctions.

BDE and FHWA concurred with this approach.

Richard Barbee, Geometrics

Illinois Department of Transportation
Office of Highways Project Implementation / Region 5 / District 8
1102 Eastport Plaza Drive / Collinsville, Illinois 62234-6198

January 31, 2018

The Honorable Herb Roach
Mayor
City of O'Fallon
255 South Lincoln Avenue
O'Fallon, IL 62269

Re: Widening, resurfacing, and bridge repair of I-64 from west of Greenmount Rd. to 1.1 mile west of IL Route 158.

Dear Mayor Roach,

The Illinois Department of Transportation is currently studying I-64, from Greenmount Road to west of IL Route 158, in O'Fallon, St. Clair County. This improvement will include the widening and resurfacing of I-64. This project is not included in the Department's FY 2018-2023 Proposed Highway Improvement Program; however, I-64 will be considered for inclusion in future programs. A location map has been attached for your information.

Proposed highway improvements are typically processed in three distinct phases. In Phase I (preliminary engineering phase), proposed geometry, environmental concerns, and right-of-way requirements are defined. This phase generally takes a minimum of 12-24 months to complete. During Phase II, contract plans are prepared and the necessary right-of-way is acquired. This phase generally takes a minimum of 12-18 months to complete. Phase III represents the actual construction of the improvement.

In an effort to assure that our highway improvement will address actual highway needs and will be sensitive to local and community concerns, we will be contacting you at various points during our preliminary studies. The purpose of these contacts will be to assist us in data gathering, to incorporate locally requested improvements into our highway improvement (as appropriate), and to keep you informed of project status.

It is requested that you provide the following data and information, if it is available. It may be useful to us in the development of this proposed improvement.

- Land use plans and planned developments.
- Zoning ordinances and maps.
- School, park, fire protection, and sanitary districts and boundaries.
- Other community features, facilities, or items that you feel may be relevant for our consideration in development of this project.

At this time, we request that the City of O'Fallon inform us of any engineering studies and/or programmed improvements, along with their respective schedules, involving city routes which may affect implementation of our proposed project.

If there are any questions regarding the project, please contact Porsha Key at (618) 346-3144 or by email at Porsha.Key@illinois.gov. The Department looks forward to working with the county on this transportation matter.

Sincerely,

Jeffrey L. Keirn, P.E.
Region Five Engineer

Attachment
Cc: Dan Bowman, Public Works Engineering Manager

Illinois Department of Transportation
Office of Highways Project Implementation / Region 5 / District 8
1102 Eastport Plaza Drive / Collinsville, Illinois 62234-6198

January 31, 2018

James Fields
County Engineer
St. Clair County
1415 North Belt West
Belleville, IL 62226

Re: Widening, resurfacing, and bridge repair of I-64 from west of Greenmount Rd. to 1.1 mile west of IL Route 158.

Dear Mr. Fields,

The Illinois Department of Transportation is currently studying I-64, from Greenmount Road to west of IL Route 158, in O'Fallon, St. Clair County. This improvement will include the widening and resurfacing of I-64. This project is not included in the Department's FY 2018-2023 Proposed Highway Improvement Program; however, I-64 will be considered for inclusion in future programs. A location map has been attached for your information.

At this time IDOT is requesting any St. Clair County plans, studies, or developments for Greenmount Road and Lincoln Avenue that may affect I-64 in proximity to the project limits, as this information will be helpful in developing this project.

If there are any questions regarding the project, please contact Porsha Key at (618) 346-3144 or by email at Porsha.Key@illinois.gov. The Department looks forward to working with the county on this transportation matter.

Sincerely,

Jeffrey L. Keirn, P.E.
Region Five Engineer

Kirk Brown, P.E.
Program Development Engineer

Attachment

Illinois Department of Transportation
Office of Highways Project Implementation / Region 5 / District 8
1102 Eastport Plaza Drive / Collinsville, Illinois 62234-6198

February 5, 2018

The Honorable James Vernier, II
Mayor
Village of Shiloh
#1 Park Drive
Shiloh, IL 62269

Re: Widening, resurfacing, and bridge repair of I-64 from west of Greenmount Rd. to 1.1 mile west of IL Route 158.

Dear Mayor Vernier,

The Illinois Department of Transportation is currently studying I-64, from Greenmount Road to west of IL Route 158, in O'Fallon, St. Clair County. This improvement will include the widening and resurfacing of I-64. This project is not included in the Department's FY 2018-2023 Proposed Highway Improvement Program; however, I-64 will be considered for inclusion in future programs. A location map has been attached for your information.

Proposed highway improvements are typically processed in three distinct phases. In Phase I (preliminary engineering phase), proposed geometry, environmental concerns, and right-of-way requirements are defined. This phase generally takes a minimum of 12-24 months to complete. During Phase II, contract plans are prepared and the necessary right-of-way is acquired. This phase generally takes a minimum of 12-18 months to complete. Phase III represents the actual construction of the improvement.

In an effort to assure that our highway improvement will address actual highway needs and will be sensitive to local and community concerns, we will be contacting you at various points during our preliminary studies. The purpose of these contacts will be to assist us in data gathering, to incorporate locally requested improvements into our highway improvement (as appropriate), and to keep you informed of project status.

It is requested that you provide the following data and information, if it is available. It may be useful to us in the development of this proposed improvement.

- Land use plans and planned developments.
- Zoning ordinances and maps.
- School, park, fire protection, and sanitary districts and boundaries.
- Other community features, facilities, or items that you feel may be relevant for our consideration in development of this project.

At this time, we request that the Village of Shiloh inform us of any engineering studies and/or programmed improvements, along with their respective schedules, involving village routes which may affect implementation of our proposed project.

If there are any questions regarding the project, please contact Porsha Key at (618) 346-3144 or by email at Porsha.Key@illinois.gov. The Department looks forward to working with the village on this transportation matter.

Sincerely,

Jeffrey L. Keirn, P.E.
Region Five Engineer

Attachment

Illinois Department of Transportation

Design Exception Request Project Identification

Print Form | E-mail | Reset Form

Key Route	Marked Route/Road Name	Contract #	State Job #
FAI 64	I-064	76K74	P-98-003-16

Section	County(ies)	Municipality
82-7WRS	St. Clair	na

Local Agency	LRS Section #	Permit Applicant	Permit #
St. Clair County			

Project Limits

I-64 from W of Green Mount Rd to 1.1 mi W of IL 158

Project Length	Current Posted Speed
2.18 miles	65 mph

Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
20,000,000	Interstate	2038	83,100	AM	PM

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	082-0344, 082-0181	Reconstruction

Brief Project Description

Widening, Resurfacing, Profile Reconstruction, & Bridge Repair

EXCEPTION DOCUMENTATION

Level of Exception ☐ **Level One** ☒ **Level Two**

Design Element for Which an Exception is Requested

Vertical Curve Minimum Length

Design Element Policy Value

5V (V is the design speed of 70 mph)

Proposed Design Element Value

3V (V is the design speed of 70 mph)

Location(s) of Exception

I-64 Sta. 760+90 (WB) & Sta. 761+15 (EB) under Green Mount Road, Sta. 814+85 (WB & EB) under CH 43/ Lincoln Ave

Crash History and Potential of Exception Location(s)

na

Cost of Using Policy Value	Cost of Using Proposed Exception Value

Impacts Other Than Cost of Using Policy Value

flatter slopes that impact positive drainage

Proposed Mitigation to Address Exception

na

Geometric Compatibility with Adjacent Sections

Minimum vertical curves less than 5V were installed on I-64 west of our project limits in 4 locations for drainage purposes

Potential Effects on Other Design Elements

na

Potential Impacts on Mobility or Traffic Operations

na

Summary of Justification for Exception

3V vertical curves is being installed for drainage purposes, as existing grades are very flat

Coordination Meeting Date	Prepared By	Date
04/04/18	Matt Meyer	04/04/18

PAVEMENT/RESURFACING EXCEPTIONS

☐ New Pavement ☐ Pavement Widening ☐ Resurfacing

Design Period/ Expected Service Life	Design Year	Structural Design Traffic	%PV	%SU	%MU

Design Element Policy Value

Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value

Cost of Using Proposed Element Value

Summary of Justification

Prepared By

Date

APPROVAL/DISAPPROVAL

BDE Approval Date

04/04/18

FHWA Approval Date (Level One)

Agenda Item 10

FAI 64 (I-64)
From west of Green Mount Road interchange to west of Reider Road interchange
O'Fallon and unincorporated St. Clair County

April 4, 2018

This project was previously presented at the October 26, 2017 Monitoring Meeting (Item B-4). The scope of the project is to widen I-64 to accommodate 3 lanes in each direction from west of the Green Mount Road interchange to west of the Reider Road interchange. The purpose of this meeting was to discuss the vertical bridge clearance, design speed, and minimum vertical curve length.

BDE Figure 44-5.A shows that a 16'-0" vertical clearance is needed for Urban Freeway designs that travel under an existing overpass bridge. This project will involve improving an Urban Freeway under existing structures, so it seems this vertical clearance would apply. However, the standard for new bridge construction is 16'-9". Kristin Timmons, P.E. with Crawford Murphy & Tilly (phase I consultant) stated that they performed some preliminary profile investigations for this project. She stated that a profile adjustment on WB I-64 would be needed under the Green Mount Road overpass structure to meet the 16'-0" clearance and that profile adjustments on WB and EB I-64 would be needed under the Green Mount Road structure and CH43/ Lincoln Ave. structure to meet the 16'-9" vertical clearance. IDOT requested concurrence from BDE and FHWA on what vertical clearance should be used for this project. BDE and FHWA confirmed that a 16'-9" vertical clearance should be accommodated for this project, as only providing for a 16'-0" vertical clearance may require additional profile reconstruction in the future if resurfacing is proposed. BDE and FHWA noted that this is issue can be readdressed if for some reason the full 16'-9" vertical clearance cannot be attained due to design challenges.

BDE Figure 44-5.A shows a design speed of 60 mph for an Urban Freeway, however the posted speed on I-64 within our project limits is 65 mph and both section of I-64 east and west of this project were design for 70 mph. Although the K values for proposed vertical curves on I-64 will meet the 70 mph design, Kristin Timmons, P.E. stated that CMT feels that the length of vertical curves should be designed for a 60 mph design speed (3V) for drainage purposes, as these curves are sag curves underneath structures. BDE section 33-4.02(a) section 3 states that an exception to the minimum length for sag vertical curves in curbed sections can be made for drainage purposes (to prevent storm water ponding). This section of I-64 has a very flat grade, so shortening the length of the vertical curves would allow for proposed grades that would promote a better drainage design. BDE and FHWA concurred with using a 70 mph design speed for this project, but also granted a design exception to use vertical curve lengths for a 60 mph design speed for drainage purposes

Matt Meyer, Location Studies

Illinois Department of Transportation

Memorandum

To:	Gwen Lagemann	Attn:	Kevin Jemison
From:	Kirk Brown	By:	Cindy Stafford
Subject:	Bike/Ped Accommodations		
Date:	June 13, 2018		

FAI 64 (I-64)
Section 82-7WRS-2
St. Clair County
P-98-003-16
Contract # 76K74

Widening, resurfacing, and bridge repair of I-64 from west of Green Mount Rd. to 1.1 mile west of IL Route 158.

Location Studies is currently performing Phase I studies on the above captioned project. The general scope of this project is to widen I-64 within the existing median to provide 3 lanes of traffic in each direction.

Based upon Chapter 17-1.02(a) of the BDE Manual, this project can be immediately excluded from consideration of bicycle and pedestrian accommodations. This is because I-64 is a fully access-controlled facility on which bicycle and pedestrian access is prohibited (see attached Project Location Map and IDOT Bike Map).

- We request your concurrence that this project can be excluded from consideration of bicycle and pedestrian accommodations.

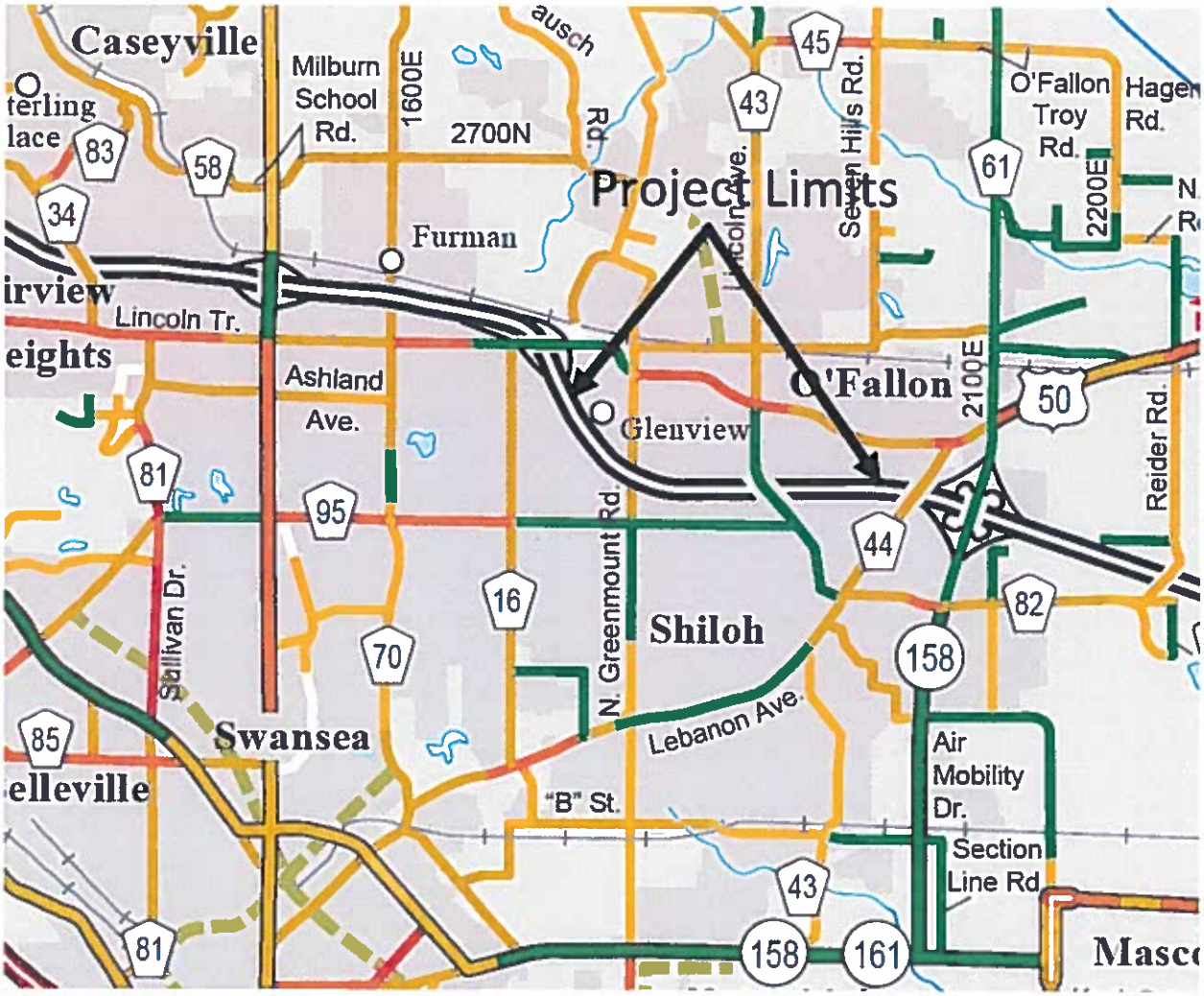
Kevin Jemison Concur _____ Not Concur

To not delay the current project schedule, please review and return with comments by **June 27, 2018** to Location Studies. Please contact Matt Meyer at 3160 if you have any questions.

Attachment

Project Location Map

I-64 West of Green Mount Road to West of IL 158 – St. Clair County



LEGEND

BICYCLE SUITABILITY

HIGHWAY

UNMARKED MARKED

MOST SUITABLE FOR BICYCLING

CAUTION ADVISED

NOT RECOMMENDED FOR BICYCLING

GRAVEL, OILED GRAVEL, EARTH OR OILED EARTH SURFACE
Use at your discretion

BICYCLES PROHIBITED

U.S. Department
of Transportation
Federal Highway Administration

Illinois Division

3250 Executive Park Dr.
Springfield, IL 62703
(217) 492-4640
www.fhwa.dot.gov/ildiv

December 13, 2018

In Reply Refer To:
HB-IL

Mrs. Robin Cromer
Community Outreach Coordinator
Office of U.S. Senator Tammy Duckworth
23 Public Square, Suite 460
Belleville, IL 62220

Dear Mrs. Cromer:

The Federal Highway Administration (FHWA) Illinois Division received your letter dated November 14, 2018, which was provided to us by the U.S. Department of Transportation (USDOT) Assistant Secretary for Governmental Affairs on November 28, 2018, for a response regarding Mrs. Angeles Moran's concerns associated with the recent access improvements made on Interstate 64 (I-64) near her residence and traffic noise in O'Fallon, Illinois.

The FHWA is an agency within the USDOT that supports State and local governments in the design, construction, and maintenance of the Nation's highway system as well as highways within various Federal and tribal owned lands. When State and local governments use Federal funding for transportation projects, they must follow applicable Federal requirements, including 23 Code of Federal Regulations Part 772 (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise and Construction Noise". The Illinois Department of Transportation's (IDOT) noise policy contained in Chapter 26-6 of their Bureau of Design and Environment Manual meets the requirements of 23 CFR 772. The policy was approved by FHWA and is applied uniformly statewide. The policy requires that on federally funded projects, a noise analysis is conducted for "Type I projects", which includes where new roads are added or extended.

The Reider Road interchange project was identified as a "Type I project" and a noise analysis was required and conducted as part of the Preliminary Engineering (Phase I) study. The noise analysis for this project included Mrs. Moran's area on Butternut Lane in O'Fallon, Illinois. The study was to determine if traffic noise impacts occur along I-64 and, if noise impacts were identified, an evaluation would be made to determine if feasible and reasonable noise abatement options could satisfactorily reduce noise levels. Please note that property value is not an influencing factor in the noise barrier feasibility and reasonableness determination.

The project files contain documented methodology and findings of the noise analysis that was conducted. The results of the analysis showed that, based on the scope of the Reider Road interchange project, there was an insignificant increase in the noise level at the location of Mrs. Moran's residence and a noise wall was not warranted.

As part of the Phase I study, public open house informational meetings were held on September 5, 2008 and April 26, 2012 and a formal public hearing conducted on October 22, 2013, regarding the project and the effects of the associated improvements.

After reviewing the project files and the noise study and discussing this project with IDOT, we believe the study was conducted in accordance with the approved policy.

However, there is currently a Phase I study being conducted by IDOT that is assessing noise impacts related to added capacity on I-64 from the IL 158 interchange west to Green Mount Road interchange to add capacity to I-64. This would include the area of concern identified by your constituent. I would encourage them to coordinate and engage with IDOT during this process.

If you have questions or comments, please contact Jeffery Keirn, Region 5 Engineer, IDOT at (618) 346-3110 or Chris Fraley, FHWA at (217) 492-4619.

Sincerely,

Glenn D. Fulkerson
Acting Division Administrator

Enclosure

ecc: Ms. Justine Sydello, Deputy Secretary, IDOT
Mr. Omer Osman, Deputy Secretary, IDOT
Ms. Erin Aleman, Director, Office of Planning and Programming, IDOT
Mr. Paul Loete, Director of Office of Highways and Project Implementation, IDOT
Ms. Maureen Kastl, Bureau of Local Roads and Streets, IDOT
Mr. Jeffery Keirn, Region 5 Engineer, IDOT
Mrs. Tiffany Brase, District 8, IDOT
Mrs. Cindy Stafford, District 8, IDOT
Mr. James Mollet, District 8, IDOT
Mr. Jon Schaller, District 8, IDOT
Mr. Norman Etling, County Engineer, St. Clair County Department of Road and Bridges

TAMMY DUCKWORTH
ILLINOIS

COMMITTEES
ENVIRONMENT AND PUBLIC WORKS
ENERGY AND NATURAL RESOURCES
COMMERCE, SCIENCE, AND TRANSPORTATION
SMALL BUSINESS AND ENTREPRENEURSHIP

United States Senate

SUITE 524
HART BUILDING
WASHINGTON, DC 20510
(202) 224-2854

SUITE 3900
KLUCZYNSKI FEDERAL BUILDING
230 S. DEARBORN STREET
CHICAGO, IL 60604
(312) 886-3506

8 SOUTH OLD STATE CAPITOL PLAZA
SPRINGFIELD, IL 62701
(217) 528-6124

November 14, 2018

Mr. Sean McMaster
Assistant Secretary for Governmental Affairs
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. McMaster,

Mrs. Angeles Moran, a constituent, has contacted our office to assist her with a concern she has with a stretch of I64 in O'Fallon, Illinois. Mrs. Moran states the Illinois Department of Transportation recently made changes to improve the O'Fallon/Scott Air Force Base access at mile marker 19 which has caused much concern for herself and her neighbors.

Mrs. Moran contacted St. Clair County and the Illinois Department of Transportation regarding her concern and was told a noise analysis was done by St. Clair County during project development. This analysis was reviewed by IDOT for compliance with standard industry practices. The study concluded that the planned improvements would not necessitate the installation of noise walls.

Since the road improvements, Mrs. Moran has collected signatures on a petition from her neighbors who feel the noise level has in fact increased dramatically. Mrs. Moran also states that the noise level has affected the sale of her home, with road noise from the new interchange being a negative for potential buyers. Mrs. Moran has asked our office to inquire if the department would reconsider building a noise barrier to help mitigate the noise level.

I have included correspondence from IDOT, the petition collected by Mrs. Moran and reviews from potential home buyers provided by Mrs. Moran's realtor.

I greatly appreciate your assistance in this matter and look forward to hearing from you.

Sincerely,

Robin Cromer

Robin Cromer
Community Outreach Coordinator
Office of U.S. Senator Tammy Duckworth
23 Public Square, Suite 460
Belleville, IL 62220

I1-181127-002

TAMMY DUCKWORTH
U.S. SENATOR FOR ILLINOIS

Other Assistance

23 Public Square, Suite 460
Belleville, IL 622201
Fax: 618-235-4011

Your Information

Name:
Mrs. Angeles Moran

Address:
1133 Butternut Lane O'Fallon, IL 62269

Email:
xyz51@aol.com

Phone Number:
(618) 530-1672

Alt Phone Number:
(618) 589-9605

Have you contacted another Congressional office regarding this matter?
Yes

Which Office?
Congressman Mike Bost

When?
08/13/2018

Would you like to designate another person with whom we may discuss the details of your case?
No

What Can I Assist You With?

Other

Case Information

Name of Agency:
Department of Transportation

Description Of Request:

Last year, the Illinois Department of Transportation/St. Clair County made changes to improve the O'Fallon/Scott Air Force access and exits to Interstate 64 at mile marker 19. This was in preparation for the possible coming of the National Geospatial-Intelligence Agency to the area. Although the improvements have been impressive, this project has been a cause for concern to the residents of Illinois whose homes are adjacent to the interstate, including our home. The resulting increase in the highway noise level has alarmed our neighborhood (I collected signatures from the neighbors) and has impacted our ability to sell our house. We have contacted our local city, county, and state government representatives to request a noise barrier but without much success. Although sympathetic to our cause, they told us that they cannot help because it's a Federal matter. We are respectively requesting your help in this matter. Thank you

I am aware that provisions of the Privacy Act of 1974 (Public Law 93-579) may prohibit the release of information in covered agency files without my consent. I hereby give my consent for any applicable federal agency(ies) to release such information to the Office of United States Senator Tammy Duckworth and/or members of her staff in connection with my case or claim.

Signature: Angeles L. Moran

Date: 10/14/2018

My office must receive a signed copy of this form before we can assist you.

Ehlers Lori

To: xyz51@aol.com

5/21/18

Details

EL

Angeles:

Following is the feedback from today's showing:

1. Is your client interested in this listing?

   Not interested

2. Please rate your overall experience at this showing.

   Fair

3. Your (and your client's) opinion of the price:

   Too high

4. Please rate this listing (5=Best; 1=Worst):

   3

5. COMMENTS / RECOMMENDATIONS:

   Highway noise is a huge negative and it's a bit dated.

Lori Ehlers

Broker Associate

Century 21 Bailey & Co.

618-931-2121

618-610-3920

From: Ehlers Lori >

To: Moran Angeles > Hide

EL

Feedback from showing 6/15

June 16, 2018 at 9:57 AM

Angeles:

Following is the feedback from the showing yesterday:

1. Is your client interested in this listing?

   Maybe

2. Please rate your overall experience at this showing.
3. Your (and your client's) opinion of the price:

   Too high

4. Please rate this listing (5=Best; 1=Worst):

   4

5. COMMENTS / RECOMMENDATIONS:

Lori Ehlers

Broker Associate

Century 21 Bailey & Co.

618-931-2121

618-610-3920

From: Ehlers Lori >

To: Moran Angeles >

Hide

EL

Feedback from showing on 6/22

June 25, 2018 at 9:31 AM

Angeles:

Following is the feedback from the showing on Friday:

1. Is your client interested in this listing?
   Somewhat
2. Please rate your overall experience at this showing.
   Good
3. Your (and your client's) opinion of the price:
4. Please rate this listing (5=Best; 1=Worst):
   4
5. COMMENTS / RECOMMENDATIONS:
   In their top three

Lori Ehlers
Broker Associate
Century 21 Bailey & Co

11-181127-002

Ehlers Lori 6/28/18

To: xyz51@aol.com Details

EL

Angeles:

Following is the feedback from the showing today:

1. Is your client interested in this listing?

   Maybe

2. Please rate your overall experience at this showing.

   Excellent

3. Your (and your client's) opinion of the price:

   Too high

4. Please rate this listing (5=Best; 1=Worst):

   5(Best)

5. COMMENTS / RECOMMENDATIONS:

   Very nice home that was beautifully decorated. The buyers loved the layout but are concerned about I64 being right behind as the noise levels were higher than they anticipated. Also they felt there was quite a bit of painting that would need to be done yet. Still keeping it on their list.

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.

From: Lori Ehlers loriehlers@yahoo.com
Subject: Showing Feedback from Today's Showing
Date: Jul 5, 2018 at 3:55:58 PM
To: Angeles Moran xyz51@aol.com

Angeles:

Thanks for being flexible today! Following is the feedback from today's showing:

1. Is your client interested in this listing?

   Not Interested

2. Please rate your overall experience at this showing.

   Excellent

3. Your (and your client's) opinion of the price:

4. Please rate this listing (5=Best; 1=Worst):

   3

5. COMMENTS / RECOMMENDATIONS:

   Buyers loved the cul-de-sac but not the highway noise. They are a young family looking for a more updated house but they loved the kitchen. Thanks for the showing!

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com

From: Lori Ehlers loriehlers@yahoo.com
Subject: Showing Feedback 8/6
Date: Aug 6, 2018 at 10:19:30 PM
To: Angeles Moran xyz51@aol.com

Angeles:

Following is the feedback from today's showing:

1. Is your client interested in this listing?

   Not interested

2. Please rate your overall experience at this showing.
3. Your (and your client's) opinion of the price:
4. Please rate this listing (5=Best; 1=Worst):
5. COMMENTS / RECOMMENDATIONS:

   They could hear the highway from the master bedroom and that's a deal breaker.

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com
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From: Lori Ehlers loriehlers@yahoo.com
Subject: Feedback from Showing 8/7
Date: Aug 7, 2018 at 8:00:01 PM
To: Angeles Moran xyz51@aol.com

Angeles:

Following is the feedback from this morning's showing:

1. Is your client interested in this listing?

   Not interested

2. Please rate your overall experience at this showing.

   Good

3. Your (and your client's) opinion of the price:

   Too high

4. Please rate this listing (5=Best; 1=Worst):

   3

5. COMMENTS / RECOMMENDATIONS:

   Lovely floor plan. They didn?t care for the traffic noise for resale and the paint colors were too personalized. It would help to neutralize the home because the floor plan is really lovely as is the kitchen!

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com
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From: **Lori Ehlers** loriehlers@yahoo.com
Subject: **Feedback from Showing on 8/9**
Date: **Aug 10, 2018 at 9:20:13 AM**
To: **Angeles Moran** xyz51@aol.com

Angeles:

Following is the feedback from the showing yesterday:

1. Is your client interested in this listing?
   Not Interested
2. Please rate your overall experience at this showing.
3. Your (and your client's) opinion of the price:
4. Please rate this listing (5=Best; 1=Worst):
5. COMMENTS / RECOMMENDATIONS:
   Liked the home. Didn?t like the location. The interstate was very loud and had to practically yell to have a conversation in the back yard

Have a good day!

Thank you!

Lori

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com
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From: Lori Ehlers loriehlers@yahoo.com
Subject: Showing Feedback
Date: Sep 9, 2018 at 6:17:18 PM
To: Angeles Moran xyz51@aol.com

Angeles:

I showed your house today and the buyers didn't have a whole lot to say but they liked the a house a lot but the highway noise bothered them and I don't think that they are terribly interested.

Sorry!

Lori

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com
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From: Lori Ehlers loriehlers@yahoo.com
Subject: Showing Feedback 9/18/18
Date: Sep 18, 2018 at 2:23:24 PM
To: Angeles Moran xyz51@aol.com

Angeles:

Thanks for being willing to accommodate the showing today!
Following is the feedback:

1. Is your client interested in this listing?
   Somewhat
2. Please rate your overall experience at this showing.
   Good
3. Your (and your client's) opinion of the price:
   Too high
4. Please rate this listing (5=Best; 1=Worst):
5. COMMENTS / RECOMMENDATIONS:
   They absolutely love the layout, however they feel the whole house is a little bit dated and needs to be painted except for the kitchen. Things were going pretty well until I walked out into the backyard and They thought it was very loud from the Interstate which it was. Hoping that does not derail their interest but she may want to show her husband. Thanks for letting us show

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com
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From: Lori Ehlers loriehlers@yahoo.com
Subject: Showing Feedback 9/22
Date: Sep 24, 2018 at 7:50:45 AM
To: Angeles Moran xyz51@aol.com

Good morning Angeles!

I received the following feedback today for the showing on Saturday:

1. Is your client interested in this listing?
   Somewhat
2. Please rate your overall experience at this showing.
   Good
3. Your (and your client's) opinion of the price:
   Too high
4. Please rate this listing (5=Best; 1=Worst):
5. COMMENTS / RECOMMENDATIONS:
   Client still likes a lot about this home, however the husband was a major downer on the interstate noise. In addition it appears to be overpriced based on comp analysis which shows around $235k. I don't think they have written it off yet since the wife likes it but they are still looking. Thanks for letting us get back in!

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com
It's our vision To Create Customers for Life! Providing quality service to our customers so every transaction starts and ends with a smile!

From: **Lori Ehlers** loriehlers@yahoo.com
Subject: **Showing Feedback**
Date: **Oct 16, 2018 at 6:02:52 PM**
To: **Angeles Moran** xyz51@aol.com

Angeles:

The couple I showed your house to this evening are just starting to look. They are military and have 3 small children (who came along). They really like the house especially with it being on an cul de sac and near the sports plex. The husband liked the fact that its a one owner home and not brand new. The only comment about the noise was from their oldest son who is about 7 and he asked why it was so loud. Neither parent seemed bothered by that! The little boys were already choosing their bedroom! It was pretty cute! They are currently renting and trying to find out how long they may be here. They have been here a year so far. They still have somethings to figure out! Keep your fingers crossed!

Lori

Lori Ehlers
Broker Associate
Century 21 Bailey & Co.
618-931-2121
618-610-3920

homesforsale.century21.com/agent/lori.ehlers@century21.com
It's our vision To Create Customers for Life! Providing quality service to our customers so every transaction starts and ends with a smile!

August 13, 2018

Dear Sirs:

My name is Angeles Moran and my husband and I live in the city of O'Fallon, IL.

Last year, the Illinois Department of Transportation made changes to improve the O'Fallon/Scott Air Force access and exits to Interstate 64 at mile marker 19. Although the improvements have been impressive, this project has been a cause for concern to the residents of Illinois whose homes are adjacent to the interstate, including our home (the addresses of the other homes affected are included with the resident's signatures).

I have been following the chain of command in requesting that a noise barrier be built along the stretch of I64 adjacent to our homes. First, IDoT told me that there was no revenue for such work. Then, the mayor of our city told me that it was county matter. So I started a signature drive to get our neighborhood involved and sent them, along with our petition, to the St. Claire county courthouse. The county promptly responded by saying that the noise barrier was not necessary without even evaluating the situation.

Three weeks ago, I met with the new county engineer for the St. Clair County Department of Roads and Bridges. I presented to him my request for a noise barrier and to my disappointment again, he told me that there was nothing he could do since the project on Interstate 64 was funded by the Federal government.

I am now writing to you with the hope that you will please help us. Our house is currently for sale and the common feedback from prospective buyers has been that the noise from the interstate is a deal breaker (feedback notes attached). We invite you to come to our neighborhood to see and hear for yourself. During the construction, the noise was unbearable and the vibrations from the work and heavy machinery caused some structural damage to our homes. Although the work has been completed, the damage and highway noise remain, making our homes less valuable.

Respectfully request your help to build a noise barrier to block the highway noise and maintain the value of our homes. We thank you in advance for your attention to this matter.

Sincerely,

Angeles Moran

Illinois Department of Transportation
Office of Highways Project Implementation
2300 South Dirksen Parkway / Springfield, Illinois 62764

August 2, 2018

Mrs. Angeles R. Moran
1133 Butternut Lane
O'Fallon, Illinois 62269

Dear Mrs. Moran:

Thank you for your letter requesting the installation of a noise barrier along I-64 near Rieder Road in O'Fallon, Illinois.

As you are aware, St. Clair County recently completed a project to install an interchange at I-64 and Rieder Road near O'Fallon, which included the addition of a travel lane within the median area of I-64 in both the eastbound and westbound directions. During the project development, St. Clair County was required to perform a noise analysis to determine the potential impact of the roadway improvements on adjacent receptors, including residential areas, and to determine if noise abatement would be necessary. This analysis was reviewed by the department for compliance with standard industry practices. The study concluded that the planned improvements would not necessitate the installation of noise walls; therefore, they were not included with the completed project. Plans for noise barriers along I-64 are not being considered by them department at this time.

It is noted, however, that although the noise analysis concluded that noise barriers were not warranted, this does not preclude construction of barriers via a permit from the department. In this scenario, the barriers could be privately designed and funded contingent on approval from the department.

If you have any questions or need additional information, please contact Jeffrey L. Keirn, Region Five Engineer, located at 1102 Eastport Plaza Drive, Collinsville, Illinois 62234, by telephone at (618) 346-3110.

Sincerely,

Paul A. Loete, P.E.
Director of Highways Project Implementation
Chief Engineer

cc: Mr. Norman Etling, P.E., St Clair County Engineer

I1-181127-002

Illinois Department of Transportation
Division of Highways / Region 5 / District 8
1102 Eastport Plaza Drive / Collinsville, Illinois / 62234-6198

August 15, 2017

St. Clair County
Section 09-00365-01-PV
Interstate 64 at Rieder Road

Mr. Angeles R. Moran
1133 Butternut Lane
O'Fallon, IL 62269

Dear Mr. Moran,

I have been provided your contact information and the petitions relating to noise barriers along Interstate 64 near the Timber Creek subdivision by Mr. Jeff Taylor, Public Works Director for the City of O'Fallon.

As you are aware, improvements are being made along Interstate 64 as part of the construction of the new interchange at Rieder Road. The improvements along I-64 include the addition of a travel lane within the median area in both the eastbound and westbound directions.

The Rieder Road interchange and the travel lane addition are being done as a project by St. Clair County. During project development, St. Clair County was required to have a noise study performed in order to determine the impact of the roadway improvements on adjacent receptors including residential areas. The noise study concluded that noise barrier walls were not required.

If you have any questions concerning the noise study, I recommend you contact Mr. Norman Etling, Acting St. Clair County Engineer. Mr. Etling's contact information is:

Mr. Norman Etling, P.E.
Acting County Engineer
St. Clair County Highway Dept.
1415 North Belt West
Belleville, IL 62226

Phone (618) 233-1392

Thank you for your inquiry regarding transportation issues affecting the region. If you have any questions or require further information regarding this matter, please let me know.

Sincerely,

Jeffrey L. Kelrn, P.E.
Region Five Engineer

cc: Mr. Norman Etling, P.E. – St. Clair County Engineer
Mr. Jeff Taylor, P.E. – O'Fallon Director of Public Works

PETITION FOR NOISE BARRIER ON I-64 IN O'FALLON IL

We, the residents of the Manors at Timber Creek and members of our Home Owners Association, respectfully request that the Illinois Department of Transportation and the State of Illinois build a noise barrier at the expansion of Interstate 64 between Highway 159 and South Lincoln Avenue in O'Fallon, Illinois. The high noise levels generated by the expansion will lower the quality of life in our neighborhood as well as the value of our homes. The expansion of I-64 without a noise barrier is not beneficial to our city. Thank you for your attention to this matter.

	Name (print)	Signature	Address	Contact Info (email or phone)
25.	Ralph Moran	Ralph Moran	1133 Butternut Ln	rgmview@gmail.com
26.	[illegible] Hale	[illegible] Hale	1106 [illegible]	[illegible]
27.	[illegible] VanBuren	Claudia VanBuren	1109 Butternut Ln	claud-a-vanburen@sbcglobal.net
28.	Robert Cherry	Robert Cherry	1117 Butternut Ln	Cherryr@sbcglobal.net
29.	Lori Cherry	Lori Cherry	1117 Butternut Ln	Hcherry@sbcglobal.net
30.	Ryan Nucam	Ryan Nucam	1121 Butternut Ln	314-761-0799
31.	Sean Jones	Sean Jones	1115 Butternut	(618) 806-3874
32.	Stephanie Zuper	[illegible]	1114 Butternut	(618) 558-3118
33.	James Harper	James Harper	1118 Butternut	618 741 9308
34.	Brian Sievers	Brian Sievers	1124 Butternut	618 [illegible] 5228
35.	[illegible]	[illegible]	1105 BUTTERNUT	618-632-0722
36.	Kim Lowry	Kim Lowry	1110 Butternut	618 580-0744
37.	Cheryl Cronin	Cheryl Cronin	1049 Edgewood	clcronin@sbcglobal.net
38.	Craig Wilkes	Craig Wilkes	1041 Edgewood Dr	618-632-9456
39.	W. Clark Sheridan	W. Clark Sheridan	1033 Edgewood	618-206-6540
40.	Rita Sheridan	Rita Sheridan	1033 Edgewood	618-206-6540
41.	Paul Butler	Paul Butler	1029 Edgewood Dr	618-520-8102
42.	[illegible] Bostick	[illegible]	1035 Edgewood Dr	Jim4Mary@att.net
43.	Beverley Jones	Beverley Jones	1021 Edgewood Dr	618-632-4275
44.	Annette Coleman	Annette Coleman	1017 Edgewood Dr	618-622-8418
45.	[illegible]	[illegible]	1013 Edgewood	315-705-1205
46.	[illegible]	[illegible]	1009 Edgewood	
47.	Bob Hoot	[illegible]	1045 Edgewood Dr	bobhoot@hotmail.com
48.	[illegible]	[illegible]	1051 Edgewood Dr	618-541-9515
49.	Henry Fulsch	[illegible]	917 Edgewood Dr	618 406 8836
50.	Angeles Moran	Angeles E Moran	1133 Butternut Ln	xyz51@aol.com

I1-181127-002

PETITION FOR NOISE BARRIER ON I-64 IN O'FALLON IL

We, the residents of the Manors at Timber Creek and members of our Home Owners Association, respectfully request that the Illinois Department of Transportation and the State of Illinois build a noise barrier at the expansion of Interstate 64 between Highway 158 and South Lincoln Avenue in O'Fallon, Illinois. The high noise levels generated by the expansion will lower the quality of life in our neighborhood as well as the value of our homes. The expansion of I-64 without a noise barrier is not beneficial to our city. Thank you for your attention to this matter.

	Name (print)	Signature	Address	Contact info (email or phone)
1.	Diane Tapp	Diane P Tapp	1018 Sycamore Place	618-632-9567
2.	John Tapp		1018 Sycamore Place	618-632-9567
3.	Letitia Courtney	Letitia Courtney	1013 Sycamore Pl	618-632-1977
4.	Rick Courtney	Rick Courtney	1013 Sycamore Pl	618-632-1977
5.	Brett Miller		1002 Sycamore Pl	618-979-7924
6.	Charlie miller		1002 sycamore pl	618-979-1031
7.	Michael Underwood		1014 Sycamore pl	618-792-5492
8.	Scott Underwood		1014 Sycamore Pl	618-210-2301
9.	Amy O'Connor		1009 Sycamore Pl	618-960-7752
10.		Ryan Van Wagner	1001 Sycamore Pl	201-259-3735
11.	R.D. VAN WAGNER	R D Van Wagner	1001 Sycamore Pl	618-628-8861
12.	DEL BRASHEARS		1006 SYCAMORE PL	618-632-3439
13.	Charles Miller		1101 Sycamore Pl	618-741-975
14.	Mary Lynn Miller		1101 Sycamore Pl	618-975-6729
15.	Sandy Cross		1109 Sycamore	618-624-6429
16.	Stephanie Hess		1113 Sycamore Pl	618-233-2229
17.	Misty McDella		1117 Sycamore Pl	618-624-4545
18.	Barbara Lilly		1121 Sycamore Pl	618-632-3320
19.	Mary Lee		1125 Sycamore Pl	618-580-2841
20.	Chris Lee		1125 Sycamore Place	636-675-2194
21.	Pamela Shannon		1118 Sycamore Pl.	618-854-9007
22.	Melanie Kerr		1110 Sycamore Pl	618 632-2938
23.	Ed Kerr		1110 Sycamore Pl	" " "
24.	April Barnes	APRIL BARNES	1102 Sycamore Pl	618-624-7306

I1-181127-002

PETITION FOR NOISE BARRIER ON I-64 IN O'FALLON IL

We, the residents of the Manors at Timber Creek and members of our Home Owners Association, respectfully request that the Illinois Department of Transportation and the State of Illinois build a noise barrier at the expansion of Interstate 64 between Highway 158 and South Lincoln Avenue in O'Fallon, Illinois. The high noise levels generated by the expansion will lower the quality of life in our neighborhood as well as the value of our homes. The expansion of I-64 without a noise barrier is not beneficial to our city. Thank you for your attention to this matter.

	Name (print)	Signature	Address	Contact Info (email or phone)
51.	Lori Ehlers	Lori Ehlers	1010 Cottonwood Ct	lorie hlers@yahoo.com
52.	Melissa Zimmermann	Melissa Zimmermann	1014 Cottonwood Ct	tzimmermann@yahoo.com
53.	Jason H Nale	Jason H Nale	1009 Cottonwood Ct	618-624-5750
54.	Linda Nail	Linda Nail	1009 Cottonwood Ct	618-624-5790
55.	Debbie Riess	Debbie Riess	1018 Cottonwood Ct	618-616-1903
56.	Keith Hostetler	Keith Hostetler	1022 Cottonwood	618-206-8594
57.	Daniel Haight	Daniel Haight	1026 Cottonwood	707-301-8537
58.	Charles Brown	Charles Brown	1013 Cottonwood	(618) 628-1609
59.	Kay Brown	Kay Brown	"	" " "
60.	Sherry Rivers	Sherry Rivers	1017 Cottonwood	618 624 1961
61.	Pamela Raley	Pamela Raley	1006 Cottonwood	(618) 975-5099
62.	Jamie Hood	Jamie Hood	1005 Cottonwood	Ct 6187952680

Illinois Department of Transportation

Design Exception Request Project Identification

Print Form | E-mail | Reset Form

Key Route	Marked Route/Road Name	Contract #	State Job #
FAI 64	I-064	76K74	P-98-003-16

Section	County(ies)	Municipality
82-7WRS	St. Clair	na

Local Agency	LRS Section #	Permit Applicant	Permit #
St. Clair County			

Project Limits

I-64 from W of Green Mount Rd to 1.1 mi W of IL 158

Project Length	Current Posted Speed
2.18 miles	65 mph

Estimate of Cost	Functional Classification	Design Yr	Design Traffic ADT	Design Traffic DHV	
20,000,000	Interstate	2038	83,100	AM	PM

On the NHS System?	Structure Numbers	Type of Project (Construction, Reconstruction, 3R, 3P, SMART, HSIP, etc.)
☒ Yes ☐ No	082-0344, 082-0181	Reconstruction

Brief Project Description

Widening, Resurfacing, Profile Reconstruction, & Bridge Repair

EXCEPTION DOCUMENTATION

Level of Exception ☐ **Level One** ☒ **Level Two**

Design Element for Which an Exception is Requested

shoulder/ future lane slope

Design Element Policy Value

2.5% shoulder/ future lane (each additional lane away from the crown lane, increase cross slope by 0.5% up to 2.5%)

Proposed Design Element Value

2.0% shoulder/ future lane

Location(s) of Exception

Inside shoulder for entire project limits

Crash History and Potential of Exception Location(s)

na

Cost of Using Policy Value	Cost of Using Proposed Exception Value

Impacts Other Than Cost of Using Policy Value

0.5% slope difference between inside lane and shoulder/ future lane

Proposed Mitigation to Address Exception

na

Geometric Compatibility with Adjacent Sections

Adjacent sections have the policy 2.5%.

Potential Effects on Other Design Elements

na

Potential Impacts on Mobility or Traffic Operations

na

Summary of Justification for Exception

Maintaining 2% grade for inside shoulder allows for no grade difference if it becomes a future lane

Coordination Meeting Date	Prepared By	Date
04/03/19	Matt Meyer	04/03/19

PAVEMENT/RESURFACING EXCEPTIONS

☐ New Pavement ☐ Pavement Widening ☐ Resurfacing

Design Period/ Expected Service Life	Design Year	Structural Design Traffic	%PV	%SU	%MU

Design Element Policy Value

Proposed Design Element Value

Location(s) of Exception

Cost of Using Policy Value

Cost of Using Proposed Element Value

Summary of Justification

Prepared By

Date

APPROVAL/DISAPPROVAL

BDE Approval Date

04/03/19

FHWA Approval Date (Level One)

Agenda Item 5

FAI 64 (I-64)
Green Mount Road to Reider Road
O'Fallon St. Clair County

April 3, 2019

This project was previously presented at the April 4, 2018 Monitoring Meeting (Item 10). The scope of the project is to widen I-64 to accommodate 3 lanes in each direction from west of the Green Mount Road interchange to west of the Reider Road interchange.
The purpose of this meeting was to get BDE concurrence on the shoulder width.

BDE Figure 44-5.A (notes 4 & 5) state to consider 12 ft. paved shoulders if truck DDHV exceeds 250. This project has truck DDHV that exceeds 250. To be consistent with the I-64 widening project done east and west of this project, the District asked BDE and FHWA for concurrence to use 10 ft. shoulders.

I-64 within the project limits is not a 5% selected segment. State crash rates within the project limits for all crashes and crashes that resulted in a severe injury are well below the statewide averages (38.65 vs. statewide 83.971 per HMVMT and 5.97 vs. state wide 10.831 per HMVMT respectively). A review of the crashes within this project limits show common patterns: Sideswipe same direction due to changing lanes before entrance and exit ramps, Rear Ends (work zones, queuing on EB GMR exit), Fixed Object (weather, at ramps, cable median barrier, work zone). No crash patterns or crashes that resulted in fatal injuries suggested the need for 12 ft. shoulders. Also, the crashes for the adjacent I-64 widening sections were similar to the patterns seen for this project and did not increase after the 10 ft. shoulders were constructed. FHWA and BDE concurred with the use of 10 ft. shoulders.

After reviewing the typical sections for this project, FHWA recommended to use a 2% grade for the inside shoulder/ future lane instead of the policy 2.5%. If feasible, this allows for no grade change if this inside shoulder were to be used as a lane in the future. This recommendation was made for safety reasons. The consistent 2% grade may prevent drivers from leaning to the inside lane towards the shoulder and concrete barrier if changing lanes from the 2% to 2.5% lane grade per policy. FHWA and BDE granted a design exception for using a 2% inside shoulder/ future lane.

Matt Meyer, Location Studies

STUDIES AND PLANS -- TELEPHONE MEMORANDUM

PARTY CALLED:	Ms. Moran (property owner)
PARTY CALLING:	Matt Meyer (IDOT)

TIME: 10:00 ☒ AM ☐ PM DATE: 04-12-19

ROUTE(S):	I-64 (FAI 64)
SECTION(S):	82-7WRS-2
JOB NO.(S):	P-98-003-16
COUNTY(S):	St. Clair County

COMMENT(S):

Ms. Moran lives just north of I-64 on Butternut Lane. This is located where the I-64 widening was done east of this current I-64 widening project (IL 158 to Rieder Rd). She stated that she had lived in that home for 24 years. Before the widening on I-64 was done traffic noise wasn't that bad , but after the widening was compelted her home and the other homes north of I-64 were impacted by noise. Ms. Moran has coordinated with IDOT, FHWA, state senators, the Mayor of O'Fallon, and other local representatives to see if something could be done about the noise. Ms. Moran was told that a noise study was done in 2014, but no noise abatement treatments were recommended for that I-64 widening project (IL 158 to Rieder Rd). She was able to sell her house and is moving away so she provided me with the information for Ms. Bobbie Leyes. Ms. Leyes is interested in this widening project and also is continuing to try and resolve the existing noise issue from the previous project. Ms. Leyes will be placed on the mailing list.

COPY(S) TO: _____

MEETING MINUTES

DATE: May 8, 2019

PROJECT: I-64 Widening - Green Mount Road to West of IL Route 158

LOCATION: City of O'Fallon – Conference Room

ATTENDEES:

Matthew Meyer……IDOT District 8 Project Studies Engineer
Porsha Key……IDOT District 8 Studies & Plans
Sarah Wiszkon……IDOT District 8 Studies & Plans
Jim Michael……. Crawford, Murphy & Tilly, Inc.
Herb Roach……Mayor, City of O'Fallon

A stakeholder coordination meeting was held with the City of O'Fallon to discuss the proposed I- 64 widening project and I-64 @ Green Mount Road interchange improvements. The following is a summary of the meeting discussion.

1. The project scope of I-64/ Green Mount Road (GMR) Interchange was discussed.
2. It was explained that this project is being completed to improve the existing capacity and queueing issues at the interchange. Eventually IDOT may need to reconstruct the entire interchange, which would include replacing or widening the existing structure on GMR over I-64.
3. Improvements to the interchange include:
    - Intersection of GMR and I-64 EB on and off ramps
        - Widening I-64 EB GMR off-ramp to accommodate dual right and left turn lanes
            - This widening will improve capacity and help reduce the existing queuing issue that is occurring during peak times
            - Due to the high number of right turning crashes at this intersection and the proposed configuration, right turns will not be allowed during red phases (protected right turns only).
        - Widening south leg of intersection to accommodate
            - the extension of the SB RTL for Central Park Dr.
            - the extension of the SB LTL for Central Park Dr.
            - RTL for EB I-64 on ramp
            - Proposed island reconstruction
    - Intersection of GMR and I-64 WB on and off ramps
        - Widening of I-64 WB off ramp to accommodate dual right and left turn lanes
        - Widening north leg of intersection to accommodate
            - Proposed SB RTL
            - Proposed island reconstruction
4. IDOT informed O'Fallon representatives that this project is not currently funded in IDOT's FY 2019-2024 Proposed Highway Improvement Program.
5. IDOT informed O'Fallon that usually Phase I takes approximately 18-24 months and that IDOT plans on getting design approval this year. If funded, Phase II would then take approximately 12-18 months. Construction could then begin after these contract plans are completed and the project is let, if funding is available.

6. O'Fallon asked if an interchange was going to be looked at for Lincoln Avenue. IDOT stated that this is not currently a study that is being conducted. Due to the close proximity to the I-64/GMR interchange, FHWA may not be willing to approve this new access location on I-64.
7. The add lane project was presented and IDOT is planning to close in the median and add a third lane in each direction along I-64 that ties together the previous Reider Road improvements and the closed median section to the west. The median shoulder will be wider than policy,but will be designed to accommodate a future fourth lane.
8. Due to bridge clearance requirements at Lincoln Avenue and Green Mount Road, the pavement will be fully reconstructed and lowered along the interstate at these two locations. Roadside ditches and drainage will need to be upgraded to accommodate these improvements.
9. O'Fallon stated that they have heard complaints about noise for the Timber Creek Lane subdivision. IDOT stated that a noise study was conducted by St. Clair County for the Reider Road project which included the I-64 widening east of the current project limits. The homes adjacent to that project would not have benefitted from a noise wall due to their distance from I-64; therefore, noise abatement was not included with that improvement.
10. O'Fallon asked if a noise study would be conducted for the I-64 widening project. IDOT confirmed that this will be done due to the nature of the improvement.
11. O'Fallon stated that there have been drainage/ flooding issues on Matthew Drive (subdivision north of I-64).
    - Minor drainage issues when soil is thoroughly saturated
    - Used to be much worse with pavement overtopping and flooding
    - Dry detention pond helped alleviate most problems (yards/basements flooding)
    - City has not experienced flooding in this area since.
12. O'Fallon has concerns about the subdivision lake downstream of Outlet B-2 overtopping. They would like the water from the IDOT right of way to remain on site and be directed to the west and released at Outlet B-1 to the south of the interstate. IDOT will review the drainage options at this location.
13. The City stated that they do not have any other areas of drainage or flooding concerns along the corridor.
14. O'Fallon asked if a City of O'Fallon welcome (gateway) signage could be added to the project . IDOT stated that this would be looked into for the City to determine the process.
15. O'Fallon offered to provide the drainage study that was done for the future development to the north of I-64 which includes the large detention area.

<u>Additional Proposed Development Details Discussed:</u>

1. Regency Park
   - 2 hotels – 1 just opened, 1 opening late this year
   - 32K sq. ft. Cancer Center; 15K sq. ft. medical building
2. Green Mount Road & Pierce
   - Advertising @ $15/sq. ft.
   - Potential for development
3. Central Park & Frank Scott Parkway
   - 34-acre site, 17-acre under construction
   - Mixed Use
4. Exit 21, Rieder Road
   - 100K-120K sq. ft. distribution center

5. Central Park
    - Restaurant and hotel going in – empty space across from Menards, between hotel and Gold's Gym
6. Northeast Quad – I-64 and South Lincoln/Cross Ave (across I-64 from hospital)
    - Zoned for office space
    - Property advertised, but no known development
7. Northwest Quad of Green Mount Road:
    - Two (2) Health Care Facilities
    - Two (2) Hotels
8. Southwest Quad of Green Mount Road
    - 34-acres of mixed use
9. Near Lincoln Road
    - Office Space was zoned. Signals were installed in preparation for nearly 1000 cars on lot.
10. Near Rieder Road
    - 120,000 sq. ft. Distribution Space off Exit 21
    - Public meetings can be held at the O'Fallon facilities. The Council Chamber or Library was suggested.

Information to be Provided by the City to IDOT:

1. Traffic Impact Study: Central Park Drive Development; completed by CBB.
2. Corridor Study: Early 2000's; completed by CBB.
3. Dry detention pond north of I-64 & associated drainage plans.

These minutes constitute our understanding of the items discussed at the meeting.

If you have any questions, additions or corrections, please contact me at (217) 787-8050 or by email jmichael@cmtengr.com.

Prepared by Crawford, Murphy & Tilly, Inc.

By: _____ May 8, 2019
Jim Michael, P.E. Date

MEETING MINUTES

DATE: May 22, 2019

PROJECT: I-64 Widening - Green Mount Road to West of IL Route 158

LOCATION: Village of Shiloh Office, #1 Park Drive Shiloh, IL 62269

ATTENDEES:

John Marquat……Village Administrator, Village of Shiloh
Cindy Stafford…… IDOT District 8 Location Studies Engineer
Matthew Meyer…… IDOT District 8 Project Studies Engineer
Porsha Key……IDOT District 8 Studies & Plans
Sarah Wiszkon……IDOT District 8 Studies & Plans
Jim Michael…….. Crawford, Murphy & Tilly, Inc.
Kristin Timmons……. Crawford, Murphy & Tilly, Inc.

A stakeholder coordination meeting with the Village of Shiloh to discuss the proposed I-64 widening project and the I-64 @ Green Mount Road interchange improvements. The following is a summary of the meeting discussion.

1. Cindy presented the project scope of the I-64 widening project and the I-64/ Green Mount Road (GMR) Interchange project.
2. The Village of Shiloh is looking to widen Frank Scott Parkway from 2 lanes to 5 lanes from Green Mount Road to Cross Street. They are awaiting input from St. Clair County.
3. Village believes we will probably get minimal opposition to any work at the Green Mount Road interchange that helps traffic flow better.
4. Potential Future Development in Shiloh in project vicinity:
    a. Lincoln Rehabilitation Center off Frank Scott Parkway, west of Greenmount Road
    b. Auffenberg Auto Mall (9 dealerships) off Frank Scott Parkway (north side of FSP), east of Fortune Boulevard
    c. BJC Rehab Facility (40+ beds) off Frank Scott Parkway (north side of FSP), at Cross Street (near Ameren substation) – this is anticipated to start construction at the end of 2019
5. The Village is also interested in gateway signage and has discussed doing this jointly with the City of O'Fallon. The District noted that the Village and O'Fallon would need to go through IDOT permitting process. *IDOT provided contact information for Operations personnel to Village of Shiloh in email on 5/23/2019.*
6. Village wants to improve the bridge on Green Mount Road over Richland Creek south of Frank Scott Parkway, but St. Clair County is saying the structure needs more freeboard, despite the structure never overtopping.
7. BJC owns nearly all of the property on the north side of Frank Scott Parkway between the proposed Auffenberg property and Cross Street.
8. The Village asked about the cost of these projects and length of construction. The District can provide estimates and anticipates the projects to be completed in one construction season. *IDOT provided current program cost estimate for both projects to Village of Shiloh in email on 5/23/2019.*
9. The hospital had asked about maintaining the IDOT side of the fence along I-64 and were told no, the District will check into this. *IDOT provided follow-up information regarding ROW maintenance and contact for Operations Engineer for St. Clair County to Village of Shiloh in email on 5/23/2019.*

10. The Village asked about the possibility of a ramp directly to side street, the District explained that was not part of the current project and would not be included.
11. The Village also asked if an interchange at Cross Street/Lincoln could be considered. IDOT stated that this is not currently a study that is being conducted. Due to the close proximity to the I-64/GMR interchange, FHWA may not be willing to approve this new access location on I-64.
12. The Village asked if there would be any way to accommodate emergency access from the weigh station to hospital for ambulances? The Village requested the access be considered if a possibility. FHWA regulates access to interstates, so IDOT will need to ask FHWA as well as the state police.
    - There are safety concerns about mixed use for this weigh station, as you would have large trucks mixing with emergency vehicles and other vehicles possibly following these emergency vehicles. Because this is a weigh station, you could have trucks in line or parked while an emergency occurs. This mixing of rushing emergency vehicles and stopped trucks could be a safety liability for all parties involved.
    - There is a concern about controlling the use of this emergency access from the hospital. Because this access would be only for emergencies, there would have to be some sort of gate that would need to be locked during non-emergency times. Because this is a state facility, the state would be responsible for monitoring this open and closure of access. This would require constant coordination with the state and the hospital, which would be very hard to maintain throughout the year as emergency situations present themselves.
    - Although we all agree with providing quick access for the hospital's emergency needs if possible, these concerns suggest that this proposed emergency access would not be approved by FHWA or IDOT due to safety and access reasons.
13. IDOT summarized the Preliminary Engineering for both projects:
    - I-64 widening project not funded for construction in multi-year program, project is midway through phase I. It would be approximately 18-24 months before construction could begin depending on ROW acquisition, although the project is not is not currently funded for engineering (PE II).
    - Green Mount Road interchange ramp improvements project could be constructed separately due to funding and scheduling and could be construction prior to the widening project.
14. IDOT presented the interchange project sheets and an exhibit.
    - 1800' max. queue on EB exit ramp
    - Widening ramps to install dual lefts and rights at each exit and reduce queue, similar to the interchange at IL 159 (Fairview Heights)
    - Crash analysis conducted:
        - Right turn on red will not be allowed in proposed condition
        - Adding storage for Green Mount Road southbound right turn lane at Central Park Dr (south of the interchange)
        - Also adding entrance ramp auxiliary lane on Green Mount Road
        - Similar improvements at north intersection and signal timings improvements
15. Jim presented the I-64 widening project and exhibits, and a summary of improvements:
    - 18 foot shoulder which could be used for a future 4th travel lane.
    - Vertical clearance at both Green Mount Road and Lincoln Ave structures does not meet policy, resulting in reconstruction of I-64 through these sections.
    - Eastbound auxiliary lane reconstruction
    - Drainage improvements, maintaining existing drainage patterns

16. Jim reviewed the drainage areas/outlets through the project limits.
    - The Village noted that Drainage Area B drains to the box culverts under the Dierbergs development and during heavy rains the area becomes inundated.
        - The empty grassy area south of Target and east of Dierbergs retains lots of water during heavy rain events.
        - There are no issues regarding surface runoff from Target/Dierbergs during heavy rain events.
        - The Dierburgs parking lot has not had flooding issues
    - Village has heard of no drainage concerns from the church or Memorial Hospital.
17. Cindy noted that a public meeting will be held in the future and also stated that IDOT will be doing a noise study for the widening project. The Village has facilities for a Public Meeting if needed.
18. The following developer contacts were provided by the Village:
    - Brent Beumer – VP of Real Estate and Corporate Counsel, Dierberg Group
    - Brian Reichley - Director of Real Estate, BJC
    - Jeff Dossett - Memorial Hospital East Administrator
    - Mark Turner – President and CEO of Memorial Hospital
    - Jamie Auffenberg - Auffenberg Auto Group

These minutes constitute our understanding of the items discussed at the meeting.

If you have any questions, additions or corrections, please contact me at (217) 787-8050 or by email jmichael@cmtengr.com.

Prepared by Crawford, Murphy & Tilly, Inc.

By: _____ May 22, 2019
Jim Michael, P.E. Date

MEETING MINUTES

DATE: June 4, 2019

PROJECT: I-64 EB and WB ramps at Green Mount Road ramp repairs, traffic signal modification at interchanges and intersections

ATTENDEES:

Mike Buehlhern	Capstone Consulting, Consultant
Tony Erwin	St. Clair County Transit District, Director of Facilities
Norman Etling	St. Clair County, County Engineer
Randy Georgen	St. Clair County
Porsha Key	IDOT District 8, Project Studies Engineer
Matthew Meyer	IDOT District 8, Project Studies Engineer
Cindy Stafford	IDOT District 8, Location Studies Engineer
Bryan Werner	Metro East Parks and Recreation District, Director
Sarah Wiszkon	IDOT District 8, Senior Project Studies Engineer

A bicycle accommodation coordination meeting was held with St. Clair County to discuss proposed improvements to the I-64 interchange at Green Mount Road. The following is a summary of the meeting discussions.

DISCUSSION:

1. The project scope for I-64 interchange at Green Mount Road

2. It was explained that this project is being completed to improve the existing capacity and queueing issues at the interchange. Eventually IDOT may need to reconstruct the entire interchange, which would include replacing or widening the existing structure on Green Mount Road over the I-64 corridor

3. Porsha explained I-64 interchange project and the improvements involved. Improvements to the interchange include:

    - Reconstructing the interchange intersection islands
    - Widening to install east and westbound exit ramp dual left and right turn lanes

- Adding a northbound auxiliary right turn lane to the eastbound I-64 entrance ramp and a southbound auxiliary right turn lane to the westbound I-64 entrance ramp.
- Widening the south leg of the interchange intersection to accommodate the extension of the southbound right turn lane for Central Park Drive
- There will also be improvements made to the intersections of Green Mount Road at Regency Park and Central Park Drive.

4. It was explained improvements are to improve capacity at Green Mount Road ramp intersections and adjacent intersections. Additional signal coordination and timing adjustments will need to be made to help achieve better levels of capacity.

5. IDOT informed the county that because these proposed improvements are limited to the interchange intersections only, if the bridge is widened in the future, the recommendation of a 10 to 12-foot bidirectional side path will be considered at that time.

6. Cindy discussed funding for the both I-64 projects and where the project is in phase I. IDOT informed St. Clair County (SCC), Metro East Park and Recreation District (MEPRD) and St. Clair County Transit District (SCCTD) that this improvement is not funded in IDOT's FY 2019-2024 Proposed Highway Improvement Program.

7. SCCTD and consultant, from Capstone Consulting, questioned if there was a possibility that a separate bike/ped structure can be proposed?

   - SCCTD and SCC stated that they have interest in bike and pedestrian accommodations crossing I-64 (GMR, Lincoln Ave., IL 158), as this will help link existing and future bike/ ped facilities.
   - Discussed trying to finish the connections on the Troy-O'Fallon Trail, which needs a route over I-64, with a final connection into Scott Air Force Base.

8. SCCTD is considering moving the bus stop on the east side of Green Mount Road at the intersection with Green Mount Crossing Drive, as they feel this stop is a safety issue. SCCTD is currently evaluating their bus routes – this process should take about 9 months.

9. SCCTD provided a concept map of the area showing existing and planned future bike facilities. There is an online trail map – existing and future plans. Electronic files are available for download.

10. Cindy mentioned that Kevin Jemison is District 8's bicycle and pedestrian coordinator, so questions concerning bike and pedestrian accommodations proposals or to convey existing and future plans, etc. can be coordinated with him. Tony Erwin asked his information to be forwarded for future correspondence.

11. Matt briefly discussed the I-64 widening project. Improvements to the interstate include:

- closing in the median and adding a third lane in each direction along I-64 that ties together the previous Reider Road improvements and the closed median section to the west.
- The median shoulder will be wider than policy but will be designed to accommodate a future fourth lane.
- A profile change at Lincoln Avenue and Green Mount Road because of the bridge clearance requirements. IDOT will reconstruct and lower the pavement along the interstate at these two locations. Roadside ditches and drainage will need to be upgraded to accommodate these improvements.

12. Matt stated that there have been complaints about noise along the corridor.

13. SCCTD mentioned that they are getting all of the IDS's reviewed for their Green Mount Road widening improvement south of these project limits. No bike and pedestrian accommodations will be provided with this project, but the outside lanes will be 14 ft. wide.

14. SCCTD mentioned that the Railroads within the project limits required gates at any proposed bicycle and pedestrian crossings. Once the IDS's are reviewed/approved, they will begin the process of petitioning for the ROW.

Additional Notes:

Note for GMR IL 161 to IL 177 project:

SCCTD stated that they were not interested in accepting a jurisdictional transfer for the portion of Green Mount Road from IL 161 to IL 177.

SCCTD mentioned that they are considering using the existing SWIC nature trail as part of the proposed bike and pedestrian accommodations for the Green Mount Road widening project adjacent to SWIC. This will require SCCTD to take the maintenance responsibility and pay to improve this portion of the SWIC nature trail. SCCTD will keep IDOT updated on this development, as previously SCCTD confirmed with IDOT that they would like the proposed bike trail to be adjacent to Green Mount Road and not part of the SWIC nature trail.

STUDIES AND PLANS -- TELEPHONE MEMORANDUM

PARTY CALLED:	Mr. Brent Beumer (Dierbergs)
PARTY CALLING:	Matt Meyer (IDOT)

TIME: 3:20 ☐ AM ☒ PM DATE: 06-10-19

ROUTE(S):	I-64 (FAI 64)
SECTION(S):	82-7WRS-2
JOB NO.(S):	P-98-003-16
COUNTY(S):	St. Clair County

COMMENT(S):

Mr. Brent Beumer (Dierber's Vice President of Real Estate) called aboout IDOT's meeting with the Village of Shiloh. I am informed Mr. Beumer about the I-64 widening project, as well as the I-64/GMR interchange project. Mr. Beumer was informed that both project are not currently funded for construction. Once phase I is completed, phase II would take 18-24 months before construction could begin. This again would depend on project readiness and funding availability. Mr. Beumer thanked IDOT for the information and stated that they would be interested in attending any public meetings held for these two I-64 projects.

Mr. Beumer's phone # 636-532-8884

COPY(S) TO:

Illinois Department of Transportation

Memorandum

To:	Carl Puzey	Attn: Tim Craven
From:	Keith Roberts	By: Kirk Brown
Subject:	Structure to Remain in Place – SN 082-0344	
Date:	August 26, 2020	

FAI 64 (I-64)
Section 82-7WRS-2
St. Clair County
P-98-003-16
Contract 76K74

Widening, resurfacing, and bridge repair of I-64 from west of Greenmount Rd. to 1.1 mile west of IL Route 158.

District 8 is currently preparing a Project Report for the above-captioned project. The scope of work involves widening I-64 to provide three through lanes in each direction, along with improvements to the intersections of Green Mount Road with the I-64 ramps. This memo is a follow up to the e-mail of August 1, 2018 (attached).

Within the limits of the project, there exists a steel continuous steel stringer multi-beam girder structure (SN 082-0344) that carries Green Mount Road over I-64. While the structure is under the state's jurisdiction, the wearing surface is the responsibility of the county. Per the *Bridge Condition Report Procedures and Practices,* this memorandum is requesting concurrence for SN 082-0344 to remain in place in terms of this add lanes project. No work is proposed to the structure to accommodate the intersection improvements.

Condition of SN 082-0344:
The deck and beams are in good condition. There is a single beam end at the North Abutment East Fascia with minor rusting, but not worth painting at this time.

Proposed Work at SN 082-0344:
Replace the deck ends and mud walls with new strip seal joints. Seal the deck. Replace the old sign boards with the new reflective Z-sheating and remove the walkway and conduit associated with the old signs. In addition, the pier crash wall height will be increased. The profile under the structure is proposed to be lowered in order to provide policy clearance.

If you have any questions, or desire additional information, please contact either Ms. Cindy Stafford at 618-346-3151 or Mr. Matt Meyer at 618-346-3160.

Attachments

Exhibit 1 Master Structure Report and Inspection Reports
Exhibit 2 Original Plans
Exhibit 3 Photo of North Abutment East Fascia

From:	Stafford, Cindy J
To:	Grabowski, Paul A (DOT D8); Owen, Billie J
Cc:	Wiszkon, Sarah L; Meyer, Matthew C
Subject:	RE: I-64 PH I questions
Date:	Wednesday, September 2, 2020 9:22:58 AM
Attachments:	image001.png

We will idenify that it will be the responsibility of the conttractor. Thank you

From: Grabowski, Paul A (DOT D8)
Sent: Wednesday, September 02, 2020 9:20 AM
To: Owen, Billie J <Billie.Owen@illinois.gov>; Stafford, Cindy J <Cindy.Stafford@illinois.gov>
Cc: Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>; Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Subject: RE: I-64 PH I questions

It was handled by the contractor. Might be good to clarify that in your commitment. Paul

Paul A Grabowski, PE
Supervising Field Engineer in Construction
IDOT District 8 - Collinsville
Paul.A.Grabowski2@Illinois.gov
618/346-3353

Please consider the environment before printing this email

From: Owen, Billie J <Billie.Owen@illinois.gov>
Sent: Wednesday, September 2, 2020 8:38 AM
To: Stafford, Cindy J <Cindy.Stafford@illinois.gov>; Grabowski, Paul A (DOT D8) <Paul.A.Grabowski2@illinois.gov>
Cc: Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>; Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Subject: RE: I-64 PH I questions

I would assume the RE, but I have looped in Paul Grabowski on this since we had one a few years back. This is the Commitment we had in the plans for 76B50. Paul – do you know if this was handled by IDOT or the Contractor?

COMMITMENTS

1. CONSTRUCTION EQUIPMENT GREATER THAN 42 FEET IN HEIGHT BREACHES THE ST. LOUIS METRO-EAST AIRPORT NOTIFICATION SURFACE. IF EQUIPMENT GREATER THAN 42 FEET IN HEIGHT IS REQUIRED FOR CONSTRUCTION, THE DIVISION OF AERONAUTICS MUST BE CONTACTED PRIOR TO USING EQUIPMENT SO THAT PROPER FILING WITH THE FAA CAN BE COMPLETED.

   CONTACT INFO:
   ROBERT HAHN
   IDOT - DIVISION OF AERONAUTICS
   1 LANGHORNE BOND DRIVE
   SPRINGFIELD, IL 62707
   ROBERT.HAHN@ILLINOIS.GOV
   (217) 524-1580

Billie Owen
District 8 - Studies & Plans
Office 618-346-3209
Mobile 618-580-1806

Please consider the environment before printing this email

From: Stafford, Cindy J <Cindy.Stafford@illinois.gov>
Sent: Tuesday, September 01, 2020 2:33 PM
To: Owen, Billie J <Billie.Owen@illinois.gov>
Cc: Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>; Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Subject: I-64 PH Ii questions

Getting you a response shortly for the questions you had from Farnsworth. For the airport restriction issue, the only issue would be that the crane height and locations would need to be coordinated with FAA. We will add that as a commitment, but would that be something the contractor would be responsible for following thru on or the RE? We want to make sure we identify the right person.

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From: Hahn, Robert L
To: Meyer, Matthew C
Cc: Stafford, Cindy J; Wiszkon, Sarah L; Trapp, Dan
Subject: FW: I-64 widening project - Mid American Airport possible vertical constraints
Date: Tuesday, September 1, 2020 1:21:43 PM
Attachments: I-64 Location map FAA coord.docx

Matthew,

From the above attachment (for the area proposed), I would think the only think that might require FAA submittal would be the temp construction crane locations (if applicable).

- Criteria is: "any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes: 100 to 1 for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport described in 14 CFR 77.9(d) with its longest runway more than 3,200 ft. in actual length, excluding heliports"

To file electronically with the FAA – see the following site:

https://oeaaa.faa.gov/oeaaa/external/portal.jsp

I would expect at least 3 – 4 points to define temporary construction crane locations would suffice.

Thanks,

Robert Hahn
Airport Planning Engineer & Airspace Specialist
Illinois Department of Transportation – Div of Aero
1 Langhorne Bond Drive
Springfield, Illinois 62707
W 217-524-1580
Robert.Hahn@illinois.gov

From: Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Sent: Tuesday, September 1, 2020 10:52 AM
To: Hahn, Robert L <Robert.Hahn@illinois.gov>
Cc: Stafford, Cindy J <Cindy.Stafford@illinois.gov>; Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>
Subject: I-64 widening project - Mid American Airport possible vertical constraints

Hello Mr. Hahn,

I am working on a project that involves widening, resurfacing, and bridge repair on I-64 from west of

Green Mount Road to 1.1 miles west of IL Route 158 in St. Clair County. See the attached location map. The structure repairs on the structures carrying Green Mount Road and Lincoln Ave. over I-64 will be minor (structures to remain in place). We will be widening within the existing center grass median on I-64 to accommodate an additional lane in each direction. This proposed 6 lane section (3 in each direction) will then match the 6 lane section on I-64 just east and west of these project limits.

This location is near the Mid America STL airport in Belleville, IL. Right now we are just outlining what the potential costs and constraints might be. Can you please provide me with what our vertical constraints might be for airspace restrictions along I-64 from just west of Green Mount Road to 1.1 miles west of IL Route 158 (if any), or any commitments we need to include for follow up with FAA prior to construction? We are 1-2 years away from construction. Approximate distances would be fine for us at this point. Thanks in advance for any guidance you can provide.

Please let me know if you have any questions or need any additional information.

Matthew C. Meyer
Illinois Department of Transportation
Project Studies Engineer
(618) 346-3160

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From: Monroe, Joseph D
To: Stafford, Cindy J
Cc: Brase, Tiffany T; Wiszkon, Sarah L; Meyer, Matthew C
Subject: RE: I-64; Green Mount Rd to w/o IL Route 158 lighting
Date: Wednesday, September 2, 2020 12:30:47 PM

No, thanks. The existing system strains our budget to the point where we are prioritizing repairs and MCHD claims. Anything beyond what is absolutely required would not be prudent and negatively impact our ability to maintain all electrical items.

Thanks for asking,

JDM

From: Stafford, Cindy J <Cindy.Stafford@illinois.gov>
Sent: Wednesday, September 2, 2020 11:32 AM
To: Monroe, Joseph D <Joseph.Monroe@illinois.gov>
Cc: Brase, Tiffany T <Tiffany.Brase@illinois.gov>; Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>; Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Subject: I-64; Green Mount Rd to w/o IL Route 158 lighting

Joe, we are wrapping up the Project report for the add lanes improvement for I-64 from Green Mount to IL Route 158. In assessing whether continuous freeway lighting is warranted, we meet some of the warrants in Ch 56 for **consideration** of continuous freeway lighting. It is currently lighted at the interchanges.

Does Operations want us to include continuous freeway lighting in the scope of work? If not, then we will state in the report that any impacted lighting at the interchanges would need to be replaced.

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Agenda Item 3

FAI 64 (I-64)
Green Mount Road to Reider Road
O'Fallon St. Clair County

December 10, 2020

This project was previously presented at the April 3, 2019 Monitoring Meeting (Item 5). The scope of the project is to widen I-64 to accommodate 3 lanes in each direction from west of the Green Mount Road interchange to west of the Reider Road interchange.
The purpose of this meeting was to get BDE concurrence on the Phase I Traffic Management Plan (TMP).

After the project scope and location were reviewed, the Phase I TMP was discussed. The TMP will serve as the framework for providing an integrated strategy for construction of all improvements within the project corridor. The TMP will be implemented in a manner that minimizes disruption to motorists and local communities and residences affected by work zone delays, roadway closures, and detours.

The traffic mobility and queuing analysis was performed by the District. This analysis shows that both daytime and nighttime lane tapers and shifts will not result in significant queues and delays. Three construction staging concepts were evaluated. All three concepts maintain two lanes in each direction during construction. These concepts involved an alternative A that did not utilize crossovers, and alternatives B and C that did utilize crossovers. Alternative A involves construction on both directions of traffic at the same time, while both crossover alternatives allow one direction of traffic to be constructed at a time. Ultimately alternative A was chosen based on its relative simplicity and lower relative cost.

The preferred staging concept involves a preliminary stage (reconstruct the outside shoulder to handle construction traffic), stage 1 (shift traffic to the outside lanes while improvements are made within the existing center median), stage 2 (shift traffic onto new inside pavement while improvements are made to the outside lanes), and a finishing stage (mill and resurfacing improvements). The staging typical sections and plans were reviewed.

BDE and FHWA concurred with the Phase I TMP.

Matt Meyer, Location Studies

Agenda Item 7

FAI 64 (I-64)
Green Mount Road to Reider Road
O'Fallon St. Clair County

January 11, 2022

This project was previously presented at the December10, 2020 Monitoring Meeting (Item 3). The scope of the project is to widen I-64 to accommodate 3 lanes in each direction from west of the Green Mount Road interchange to west of the Reider Road interchange. The purpose of this meeting was to request sign off to process this project as a Federal Categorical Exclusion.

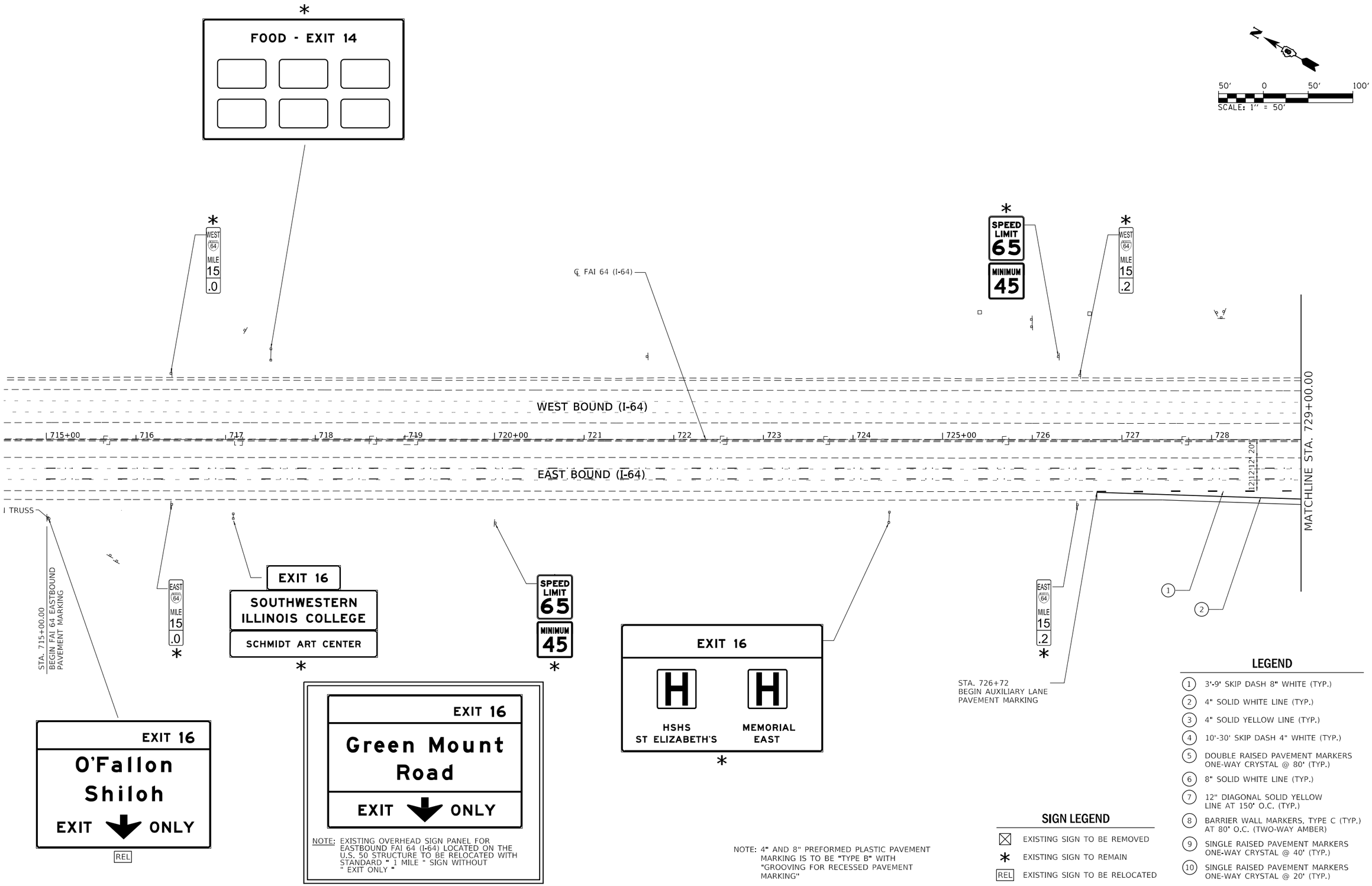
The project scope and location were reviewed. It was stated that the Phase I design is complete, and all applicable environmental clearances are complete for this project (Cultural Resources, Natural Resources, PESA, air, and noise). A noise study was completed for this project and 7 receptors were identified to have noise impacts due to this improvement. Four (4) noise walls were found to be feasible and reasonable for noise abatement. The proposed noise wall locations have been shown in the Phase I plans and the receptor vote for this noise wall will take place during Phase II.

A virtual Public Meeting was held on November 9, 2021, in which 45 people viewed live. Public comments have been received and are currently being addressed by the Department. Chris Fraley (FHWA) asked what type of comments have been received. It was noted that many of the comments pertained to Green Mount Road, and if the Department had any plans to make additional improvements to address traffic issues. After the virtual public meeting, the Department held stakeholder meetings with the City of O'Fallon and various property owners in the area to address this issue. It has been explained that the Department only has jurisdiction over I-64, the interchange ramps, and the structure that carries Green Mount Road over I-64. Future improvements to Green Mount Road would need to be performed by the City of O'Fallon or St. Clair County, both of which have jurisdiction over portions of Green Mount Road. It was also noted that many people had questions about the noise impacts and the proposed noise walls. Lastly, some people requested general additional information about the project.

FHWA agreed to sign off on the Federal Categorical Exclusion for this project, given that all public comments are addressed.

Matt Meyer, Location Studies

EXHIBIT I – PAVEMENT MARKING AND SIGNING SHEETS



NOTE: EXISTING OVERHEAD SIGN PANEL FOR EASTBOUND FAI 64 (I-64) LOCATED ON THE U.S. 50 STRUCTURE TO BE RELOCATED WITH STANDARD " 1 MILE " SIGN WITHOUT " EXIT ONLY "

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

SIGN LEGEND

☒	EXISTING SIGN TO BE REMOVED
*	EXISTING SIGN TO REMAIN
REL	EXISTING SIGN TO BE RELOCATED

LEGEND

1	3'-9' SKIP DASH 8" WHITE (TYP.)
2	4" SOLID WHITE LINE (TYP.)
3	4" SOLID YELLOW LINE (TYP.)
4	10'-30' SKIP DASH 4" WHITE (TYP.)
5	DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
6	8" SOLID WHITE LINE (TYP.)
7	12" DIAGONAL SOLID YELLOW LINE AT 150' O.C. (TYP.)
8	BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9	SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10	SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 1 OF 11 SHEETS | STA. 715+00 TO STA. 729+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

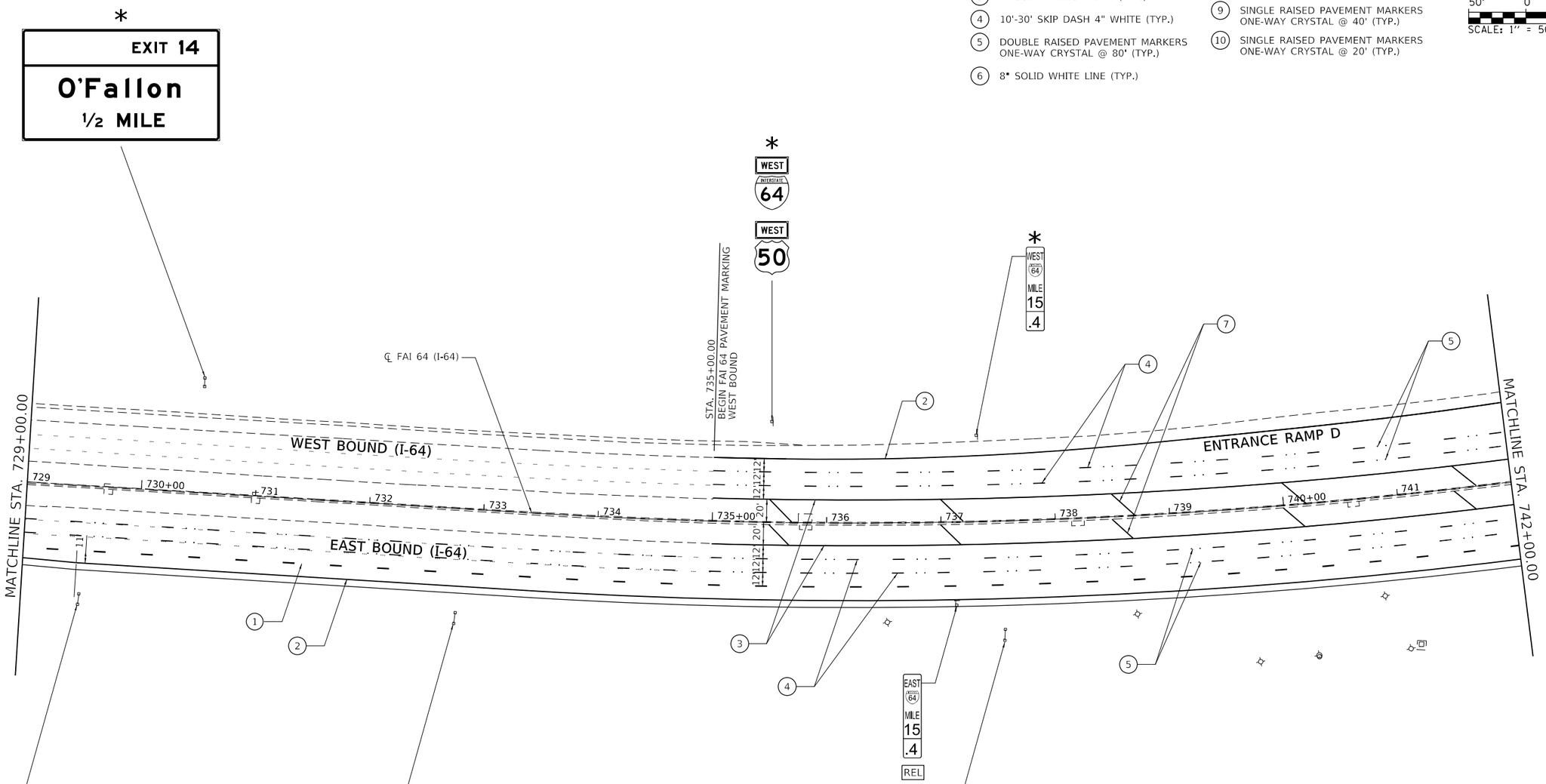
LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
6. 8" SOLID WHITE LINE (TYP.)
7. 12" DIAGONAL SOLID YELLOW LINE AT 150' O.C. (TYP.)
8. BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

N

50' 0 50' 100'

SCALE: 1" = 50'



FOOD - EXIT 16

REL

WEIGH STATION
A.V.I. TRUCKS
USE RIGHT LANE
PREPASS SITE

REL

GAS-EXIT 16

LODGING-EXIT 16

*

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- * EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 2 OF 11 SHEETS | STA. 729+00 TO STA. 742+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
6. 8" SOLID WHITE LINE (TYP.)
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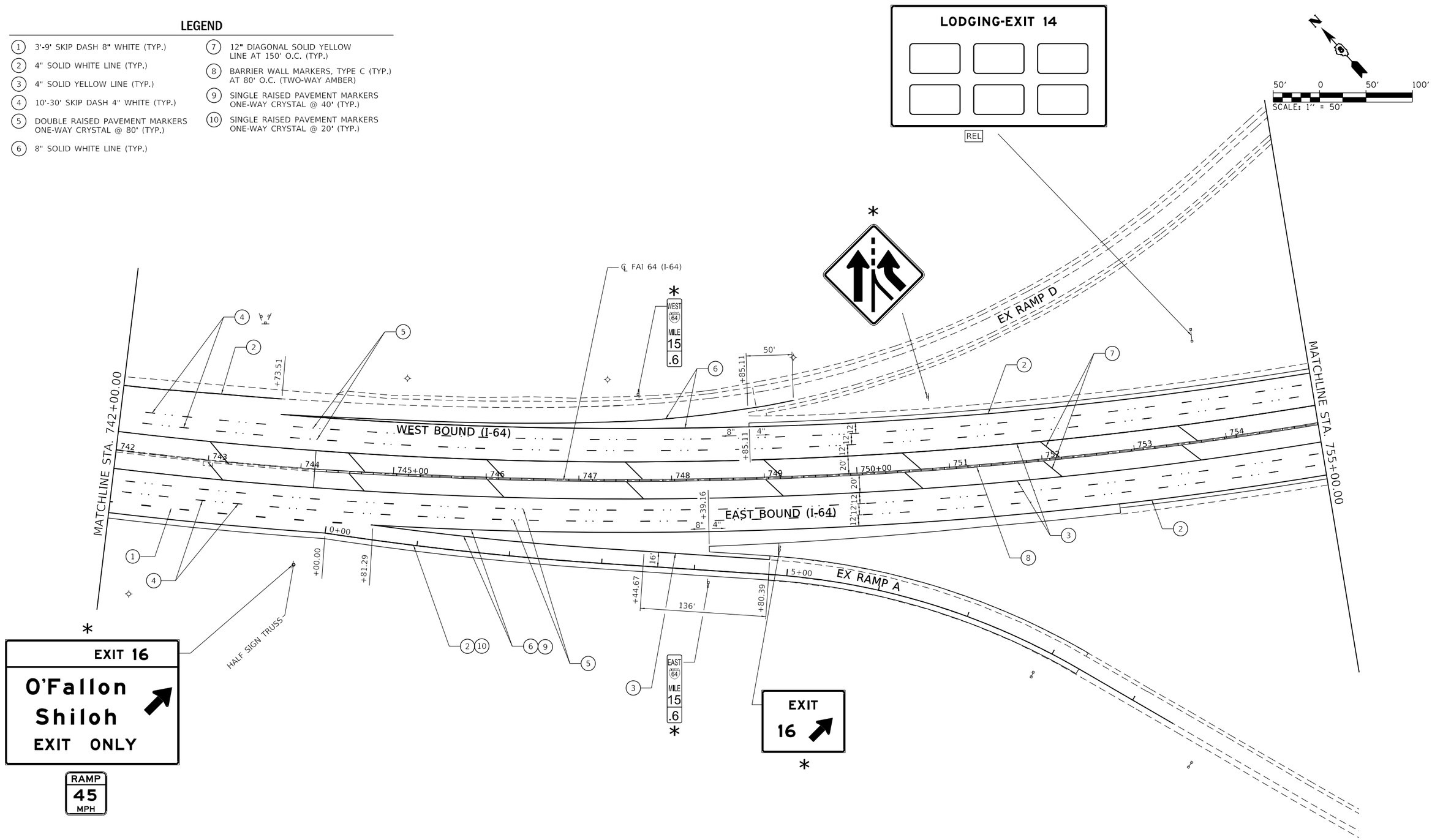
8. BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)



SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- * EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

MODEL: Default
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 3 OF 11 SHEETS | STA. 742+00 TO STA. 755+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

N

50′ 0 50′ 100′
SCALE: 1″ = 50′

EXIT 14
O'Fallon
1 MILE

WEST (64) MILE 15 .8

UTILITY SIGN

WEST (64) MILE 16 .0

EAST (64) MILE 15 .8

EAST (64) MILE 16 .0

WEIGH STATION
1 ¼ MILE

A.V.I. TRUCKS FOLLOW ONBOARD SIGNALS

GREEN MOUNT ROAD

EX RAMP C

EX RAMP B

℄ FAI 64 (I-64)

WEST BOUND (I-64)

EAST BOUND (I-64)

SN 062-0344

MATCHLINE STA. 755+00.00

MATCHLINE STA. 770+00.00

755+00 756 757 758 759 760+00 761 762 763 764 765+00 766 767 768 769

20′ 12′ 12′ 20′ 12′ 12′

50′

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- ✱ EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

LEGEND

1. 3'-9" SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
6. 8" SOLID WHITE LINE (TYP.)
7. 12" DIAGONAL SOLID YELLOW LINE AT 150' O.C. (TYP.)
8. BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

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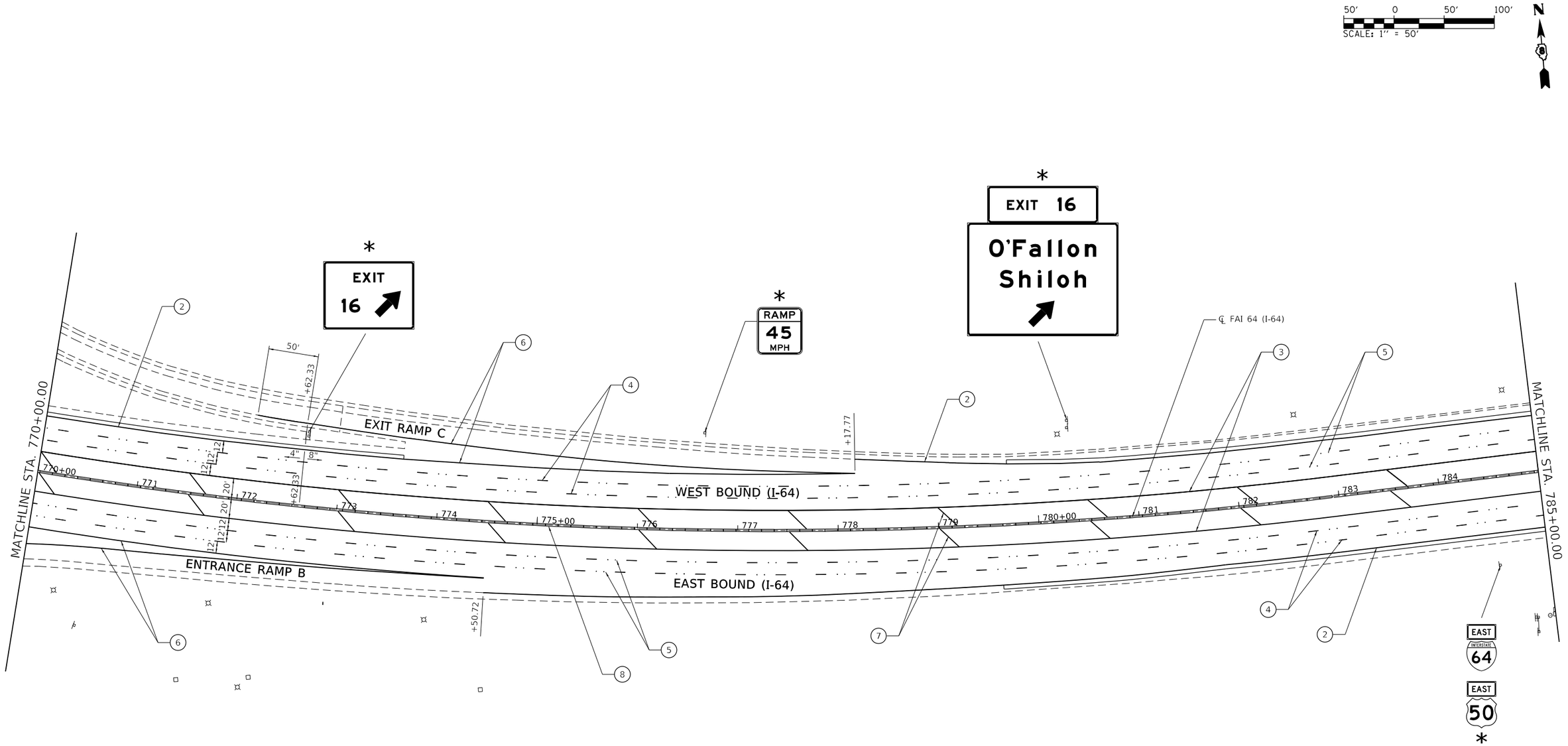
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 4 OF 11 SHEETS | STA. 755+00 TO STA. 770+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
6. 8" SOLID WHITE LINE (TYP.)
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8. BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- ✱ EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 5 OF 11 SHEETS | STA. 770+00 TO STA. 785+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

50′ 0 50′ 100′
SCALE: 1″ = 50′

N

*

GAS-EXIT 16

LODGING-EXIT 16

℄ FAI 64 (I-64)

MATCHLINE STA. 785+00.00

MATCHLINE STA. 800+00.00

WEST BOUND (I-64)

EAST BOUND (I-64)

785+00 786 787 788 789 790+00 791 792 793 794 795+00 796 797 798 799

12 12 12 20′ 12 12 12

TRUCKS OVER 8 TONS MUST WEIGH

*

EXITS 19A-B

50 ILLINOIS 158

Scott A.F. Base
Carlyle
2 MILES

REL

SPEED LIMIT 65

MINIMUM 45

*

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- * EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
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NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

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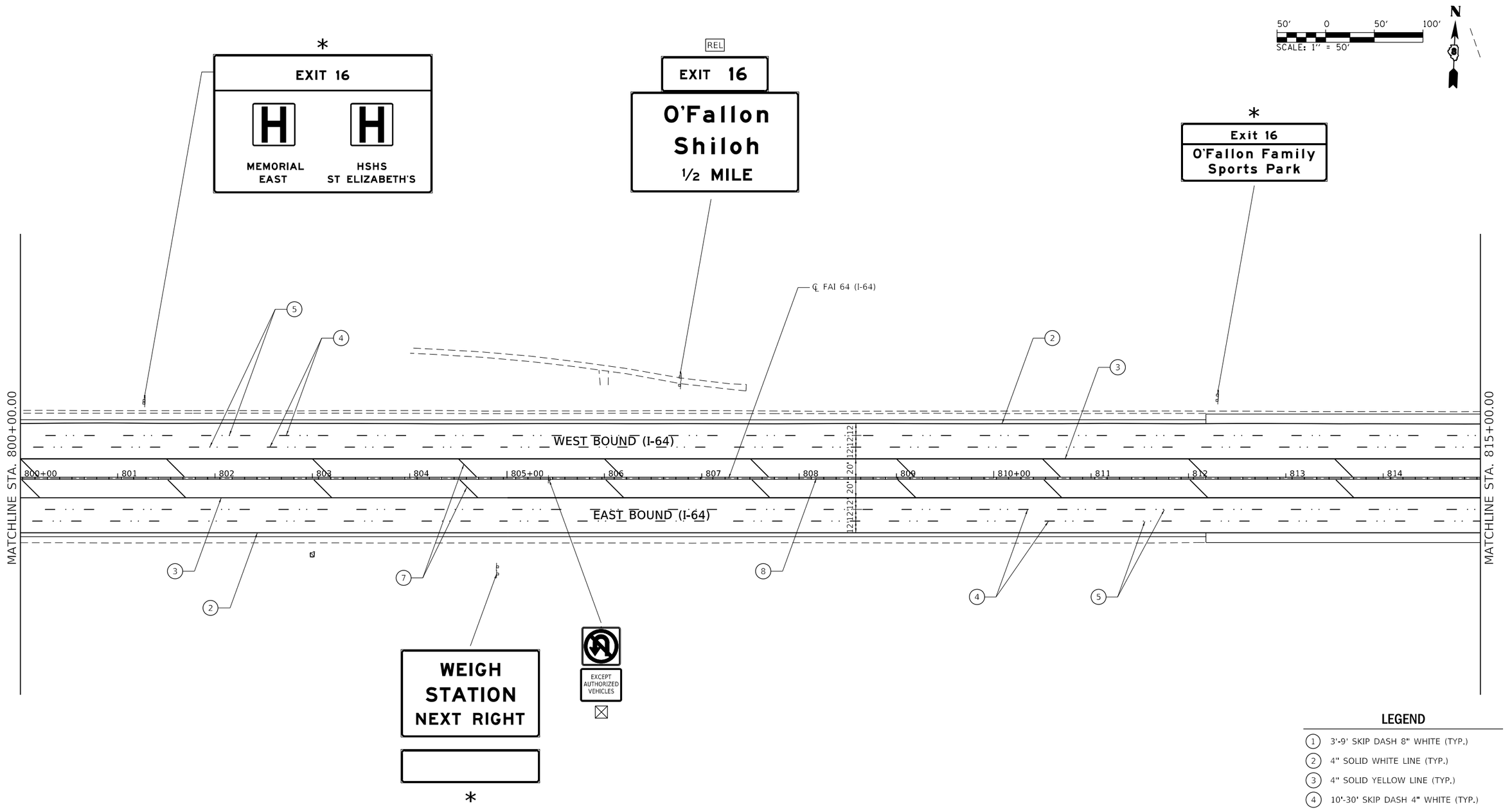
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 6 OF 11 SHEETS | STA. 785+00 TO STA. 800+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
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7. 12" DIAGONAL SOLID YELLOW LINE AT 150' O.C. (TYP.)
8. BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- * EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 7 OF 11 SHEETS | STA. 800+00 TO STA. 815+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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

N

LINCOLN AVE. (CH 43)

STATION EQUATION:
STA. 816+85.58 (BK)=
STA. 816+85.08 (AH)=

REL
FOOD - EXIT 16

MILE 17

EXIT 16
SOUTHWESTERN ILLINOIS COLLEGE
SCHMIDT ART CENTER

℄ FAI 64 (I-64)

MATCHLINE STA. 815+00.00

815+00 816 817 818 819 820+00 821 822 823 824 825+00 826 827 828 829

WEST BOUND (I-64)

EAST BOUND (I-64)

12' 12' 20'

MATCHLINE STA. 830+00.00

SN 082-0181

+93.24

+52.32

+60.89

4" 8"

50'

WEIGH STATION

RAMP 35 MPH

MILE 17

RAMP 35 MPH

DIM HEADLIGHTS

DIM HEADLIGHTS

WEIGH STATION ENTRANCE

KEEP 100 FT INTERVALS

KEEP 100 FT INTERVALS

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

SIGN LEGEND

☒	EXISTING SIGN TO BE REMOVED
*	EXISTING SIGN TO REMAIN
REL	EXISTING SIGN TO BE RELOCATED

LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
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10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I-64)

SCALE: 1" = 50' | SHEET 8 OF 11 SHEETS | STA. 815+00 TO STA. 830+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
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5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
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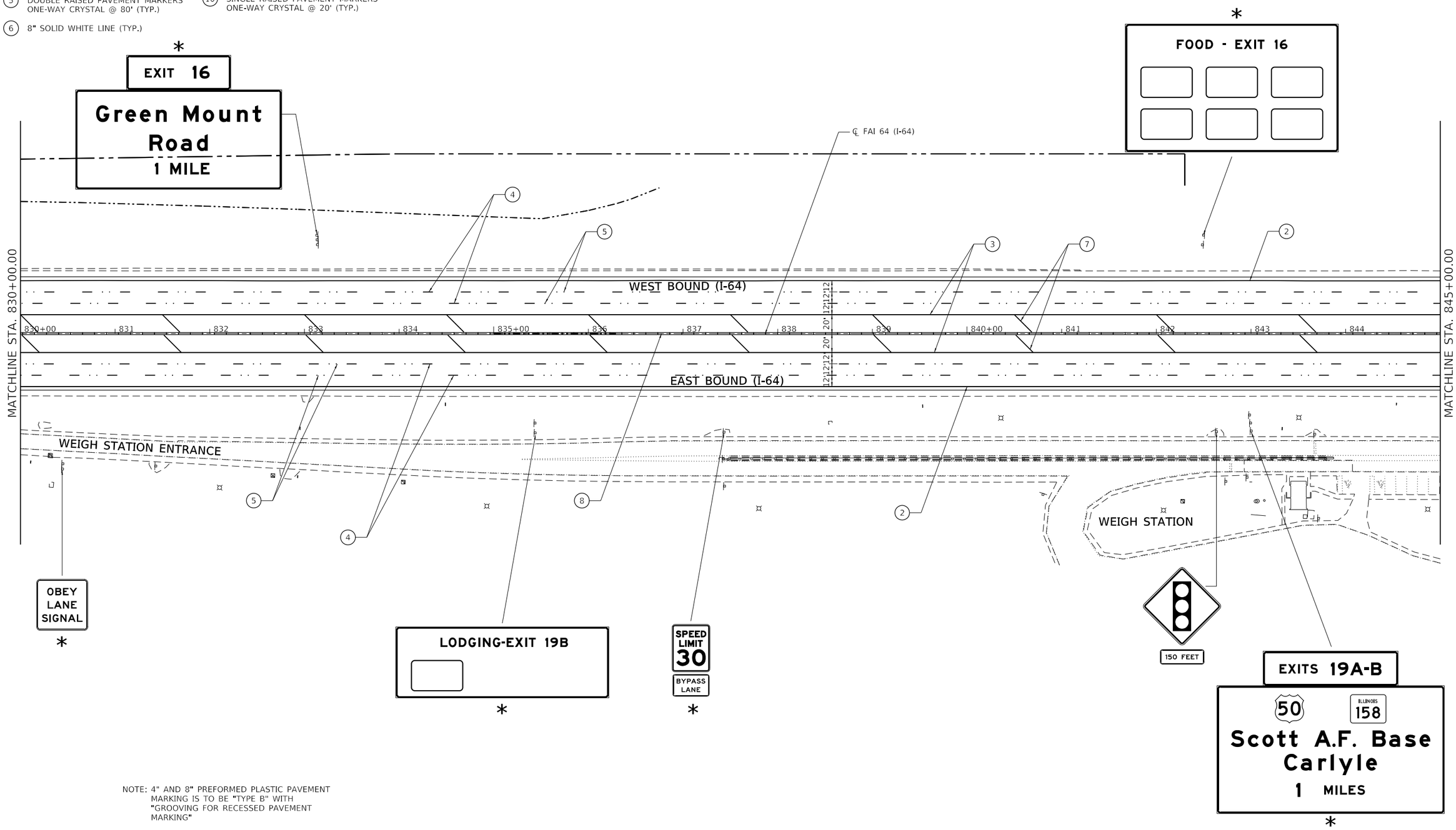
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- ✱ EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

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

N



NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

MODEL: Default
FILE NAME: ...\D876K74_Sht_PMK_009.dgn

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USER NAME = Matt Overbey	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/22/2020 (1:44:23 PM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 9 OF 11 SHEETS | STA. 830+00 TO STA. 845+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

50′ 0 50′ 100′
SCALE: 1″ = 50′

N

*

Illinois 159	5
East St Louis	16
St Louis	19

℄ FAI 64 (I-64)

MATCHLINE STA. 845+00.00

MATCHLINE STA. 860+00.00

WEST BOUND (I-64)

EAST BOUND (I-64)

845+00 846 847 848 849 850+00 851 852 853 854 855+00 856 857 858 859

20' 12' 12' 12' 12' 20'

WEIGH STATION EXIT

NO PARKING *

NO PARKING *

NO PARKING *

NOTICE
MOVE OVER - SLOW DOWN FOR STOPPED EMERGENCY OR MAINTENANCE VEHICLES IT'S THE LAW
*

FOOD - EXITS

19A	19A	19B
19B	19B	19B

*

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
6. 8" SOLID WHITE LINE (TYP.)
7. 12" DIAGONAL SOLID YELLOW LINE AT 150' O.C. (TYP.)
8. BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- * EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

MODEL: Default
FILE NAME: ...\0876K74_Sht_PMK_010.dgn

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USER NAME = Matt Overbey	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/22/2020 (1:44:23 PM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 10 OF 11 SHEETS | STA. 845+00 TO STA. 860+00

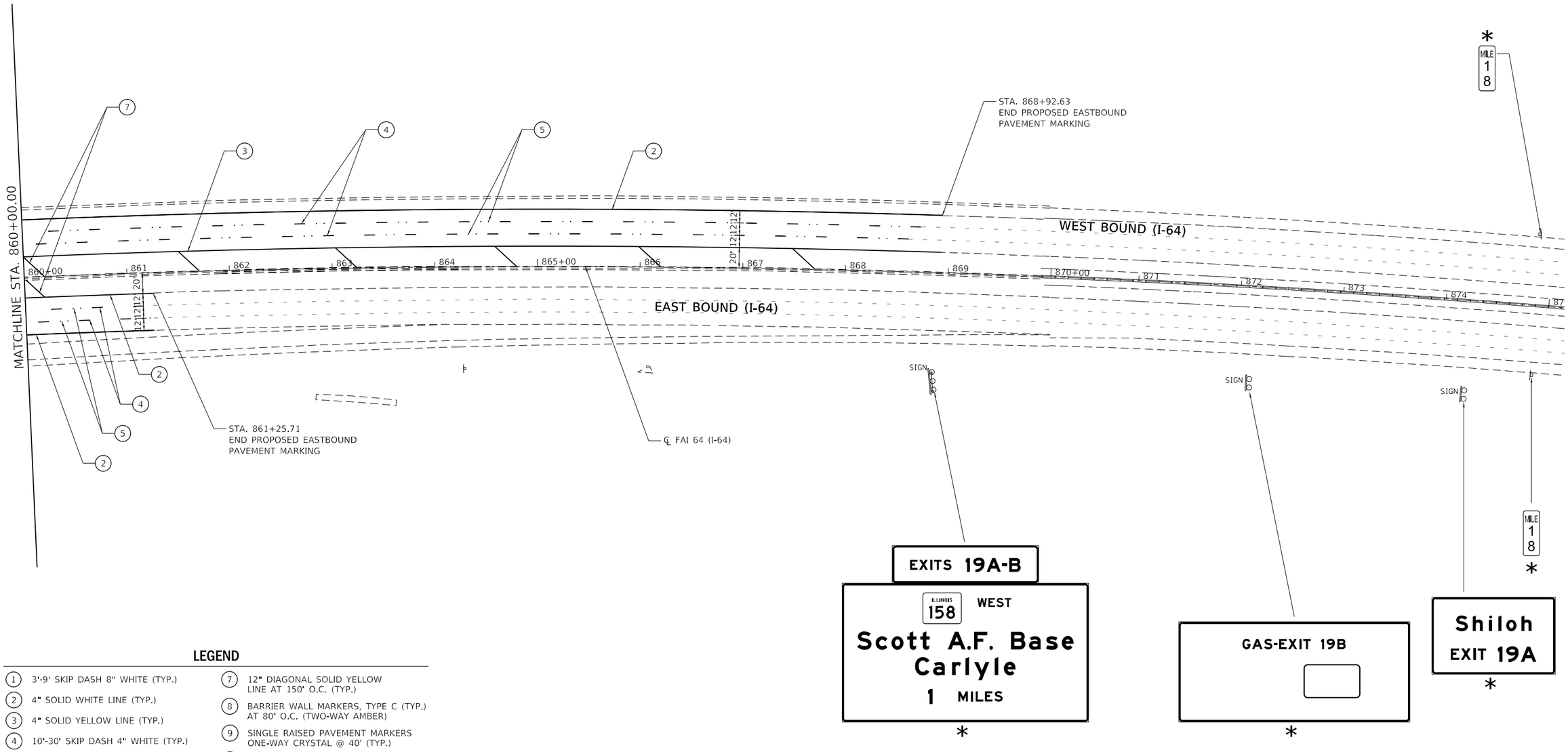
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SIGN LEGEND

- ☒ EXISTING SIGN TO BE REMOVED
- ✱ EXISTING SIGN TO REMAIN
- REL EXISTING SIGN TO BE RELOCATED

50′ 0 50′ 100′ N

SCALE: 1′′ = 50′



LEGEND

1. 3'-9' SKIP DASH 8" WHITE (TYP.)
2. 4" SOLID WHITE LINE (TYP.)
3. 4" SOLID YELLOW LINE (TYP.)
4. 10'-30' SKIP DASH 4" WHITE (TYP.)
5. DOUBLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 80' (TYP.)
6. 8" SOLID WHITE LINE (TYP.)
7. 12" DIAGONAL SOLID YELLOW LINE AT 150' O.C. (TYP.)
8. BARRIER WALL MARKERS, TYPE C (TYP.) AT 80' O.C. (TWO-WAY AMBER)
9. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 40' (TYP.)
10. SINGLE RAISED PAVEMENT MARKERS ONE-WAY CRYSTAL @ 20' (TYP.)

NOTE: 4" AND 8" PREFORMED PLASTIC PAVEMENT MARKING IS TO BE "TYPE B" WITH "GROOVING FOR RECESSED PAVEMENT MARKING"

MODEL: Default
FILE NAME: ...\D0706K74_Sht_PMK_01.dgn

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USER NAME = Matt Overbey	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/22/2020 (1:44:24 PM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
FAI 64 (I–64)

SCALE: 1" = 50' | SHEET 11 OF 11 SHEETS | STA. 860+00 | TO STA. 870+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EXHIBIT J – ENVIRONMENTAL COORDINATION

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request

A. Project Information

☑ Bio ☑ Cultural ☐ Wetlands ☑ Special Waste

Submittal Date: 07/11/2017 **Sequence No:** 20879
District: 8 **Requesting Agency:** DOH **Project No:**
Contract #: 76K74 **Job No.:** P- 98-003-16
Counties: St. Clair
Route: FAI 64 **Marked:** I-64
Street: **Section:** 82-7WRS-2
Municipality(ies) **Project Length:** 3.508 **km** 2.18 **miles**
FromTo (At): I-64 from W of Greenmount Rd to 1.1 mi W of IL 158
Quadrangle: O'Fallon **Township-Range-Section:** T24-R8W,7W-Sec 25, 36, 31, 32
Survey Completion Target Date 09/20/2019 **Anticipated Design Approval:** 03/20/2020 **Anticipated NEPA Processing:** CE

B. Reason for Submittal: (Check all that apply) ; includes SW Level 1 Screening Criteriea

Survey Types: B = Biological; C = Cultural; SW = Special Waste

B,C,SW ☑ Involves Acquisition of additional ROW or temporary or permanent easements. ha/ acres
SW ☐ On a state-maintained route, crosses or involves RR ROW (except a single rail rural ROW with no maintenance facilities).
B,C ☐ Requires In-Stream work (e.g., drainage structure runaround). Stream Name:
C ☐ Potential to affect a historic district or historic property.
C ☐ Involves replacement or rehabilitation of a bridge/culvert 40 years old or older.
SW ☑ Involves acquisition of, excavation (defined in BDE Manual 27-3.01) on, or subsurface utility relocation on State ROW.

☐ Other:

C. Project Description:

Widening, Resurfacing & Bridge Repair along I-64 from W of Greenmount Rd to 1.1 mi W of IL 158

Proposed Work: ☑ Roadway ☑ Bridge ☐ Railroad ☐ Airport ☐ Other

Tree Removal?: No **Number?:** 0 ha/ acres

Existing Bridge(s) Structure Number:	082-0344	**On Historic Bridge List:**	No
Existing Bridge(s) Structure Number:	082-0181	**On Historic Bridge List:**	No

Historic District Involved? No **Historic Buildings Involved?** No
Section 4(f) Lands Involved? No **Section 6(f) Lands Involved?** No
Wetland delineation performed by: **End. Species Consultation performed by:**

D. Funding:

☑ Federal ☐ State ☐ TBP ☐ MFT ☐ Local Non-MFT Other
☐ 404 Permit Required

E.

District Contact: Karen Geldert
Telephone #: (618) 346-3157 ext.
Env.Contact: Brian Macias
Telephone #: 6183463144

Local Contact:
Telephone #:
E-Mail:
Title/Company:

☐ Closed ☐ PSI/RMP Only ☐ ESR Rec'd in CO ☐ SW Rec'd

Special Waste

Special Waste Submittal Date: 07/11/2017 **Anticipated Design Approval:** 03/20/2020 **Cleared for Design Approval:**

Cleared for Letting: **Survey Target Date:** 09/20/2019

Step 1: Level 1 Screening Criteria - District Sign-Off [27-3.02(a)]*

Don't Know	**1. Acquisition of additional right-of-way or easements (temporary or permanent)**
No	**2. Railroad ROW (other than single rail rural ROW with no maintenance facilities)**
Yes	**3. Excavation or subsurface utility relocation**

** For a Local Roads project, Level 1 and Level 2 screening criteria apply to the state route/state jurisdiction portion of the project. For the non-state route portion of the project, the Local Roads Manual/procedures should be followed. If all responses are No, then the SWC may Sign-Off the project. Projects answering "Yes" or "Don't Know" to #2 above are not eligible for District Sign-Off and must go through the PESA process. If any response is "Yes" or "Don't Know", continue to Step 2: Level 2 Screening Criteria.*

☐ **District Sign-Off of Special Waste - Level 1:** ☐ **Validation - Level 1**

Conducted By: Brian Macias **Revised Level 1 Sign-Off Date:**

Position: Sr. Env. Specialist

Telephone #: 618-346-3144 **Ext.:**

Note: This Level 1 District Sign-Off is valid for a maximum of 6 months, after which it must be validated; enter a "Revised Level 1 Sign-Off Date" in the box to the right above and click the "Validation - Level 1" box.

Level 1 Screening Comments: *Include your name and date with your comments.*

Step 2: Level 2 Screening Criteria - District Sign-Off [27-3.02(b)]

☐ **If for any reason, the presence of any environmental condition cannot be determined from the site reconnaissance or from database searches, please check this box, add an explanation below, and submit for PESA.**

2.A. Does the project involve any of the following environmental conditions within the corresponding minimum search distance?

Environmental Condition	Minimum Search Distance	Database Search	Site Reconnaissance
Industrial and/or commercial property	0.25 miles		Yes
Other Environmental Conditions* (Please detail below 1)	Property & adjoining property		No
Crosses or otherwise involves RR ROW. (Please detail below 2)	Property & adjoining property		No
State UST	Property & adjoining property	No	
State LUST	0.5 miles	Yes	
State Voluntary Cleanup, Brownfield, or landfills	0.5 miles	No	
Federal NPL; NPL delisted; SEMS; SEMS NFRAP	1.0 miles; 0.5 miles; 0.5 miles; 0.5 miles, respectively	No	
Federal RCRA CORRACTS facilities; RCRA non-CORRACTS TSD facilities	1.0 miles; 0.5 miles, respectively	No	
Federal RCRA generators list	Property & adjoining property	No	
Federal Brownfield sites	0.5 miles	No	
Federal ERNS System	Property	No	

1. *Other Environmental Conditions are identified through site reconnaissance and include current and historic situations that may negatively af the property including the presence of, for example, illegal dumping, unknown containers, waste associated with "crack" or methamphetamir houses (i.e., discarded hazardous material on the outside of a property), battery piles, paint spills, abandoned transformers, surface staining vegetative damage, etc. Historic land uses that include any of these activiities also qualify.*

2. *Crosses or otherwise involves railroad ROW, other than a single rail rural ROW with no maintenance facilities.*

*** Describe Findings/Other Environmental Conditions:**

2.B. Were photographs taken of the site and/or surrounding area?

In an effort to identify any property or condition that may negatively affect the project site or potential historical, industrial and/or commercial use, the following sources of information can be helpful while screening the project.

2.C. Place a check next to each reference that is reviewed. (Optional)

☑ **Google - type aerial maps**	☑ **Extranet data**	☑ **Historic Aerial Photos**	☐ **Survey Books**	☐ **Other Files & Photos**
☐ **City Directories**	☐ **County Assessor**	☐ **Sanborn Fire Insurance Maps**	☐ **Plat Books**	
☑ **Other source (describe):**	IEPA Database, NETR Online			

If any historical reference indicates the possible presence of a property or condition that may negatively affect the project site, then a PESA is required.

If all responses for database search and site reconnaissance are "No", then the District Special Waste Coordinator may sign-off the project. Ensure the special waste box in section A is checked. The level 2 District Sign-off is valid for a maximum of six months. If any response for database search and site reconnaissance is "Yes", or if a database search or site reconnaissance is not performed or is inconclusive, then a PESA is required. See BDE Manual 27-3 for additional instructions.

☐ **District Sign-Off of Special Waste - Level 2:**

Prepared by (name): Brian Macias
Organization/firm: IDOT D8
Position/title: Sr. Env. Specialist
Telephone #: 618-346-3144 **Ext #:**
Email: Brian.Macias@illinois.gov

☐ **Validation - Level 2**

Revised Level 2 Sign-Off Date:
Cleared for Design Approval:

Note: This Level 2 District Sign-Off is valid for a maximum of 6 months. After that date, the District Sign-Off must be validated and a Revised Sign-Off Date entered in the box to the right above.

After this Level 1 or Level 2 District Sign-Off has been completed:
1. Email a screen shot or Adobe.pdf of the form to the Central Office, BDE, Environment Section, Geologic & Waste Assessment Unit for Processing.
2. Complete the Cleared for Design Approval step by clicking on the Dist/CBLRS tab and adding the date to the special waste cell.
3. Complete the Cleared for Letting step in a similar fashion.
4. Add explanatory note in the Addtl. Info tab.

For questions about this form, see the submittal instructions, contact the District Special Waste Coordinator or contact the BDE Geologic & Waste Assessment Unit.

Sequence No: **20879**

Memo Date:	07/11/2017	**Memo By:**	Brian Macias
Memo:	Survey Limits: I-64 from 1.2 mi W of Greenmount Rd to 1.1 mi. E of IL 158; 200' from the centerline on either side of the roadway; also include the interchange at Greenmount Road, 150' from the centerline of each ramp; Mainline Greenmount Rd from Regency Park Dr to Greenmount Crossing, 100' on either side of the centerline		
Memo Date:	07/11/2017	**Memo By:**	Brian Macias
Memo:	It has not yet been determined if any ROW will be required at this time. All proposed work will be done within existing ROW, if possible. However, ROW/easements may be required as the project design moves forward.		

Illinois Department of Transportation

Memorandum

To:	Jeffrey Keirn	Attn: Jennifer Hunt
From:	Maureen Addis	By: Brad Koldehoff
Subject:	Cultural Resource Clearance	
Date:	July 27, 2017	

St. Clair County
FAI 64, I-64
Sec. 82-7WRS-2
Job No. P-98-003-16
Seq. # 20879

For the above referenced project, IDOT's qualified professional Cultural Resources staff hereby make a **"No Historic Properties Affected"** finding pursuant to Section 106 of the National Historic Preservation Act.

This determination follows the stipulations of the Section 106 Programmatic Agreement for the Delegation of Authority for Minor Projects of the Federal Aid Highway Program in the State of Illinois, executed by FHWA, Illinois SHPO, IDOT and the Advisory Council on Historic Preservation. This project is consistent with the minor project types listed in Appendix B of the agreement.

The attached stamped IDOT Environmental Survey Request form documents that no further coordination for this project is required for cultural resources.

Attachment

BK:km

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request

A. Project Information ☑ Bio ☑ Cultural ☐ Wetlands ☑ Special Waste

Submittal Date: 07/11/2017 **Sequence No:** 20879
District: 8 **Requesting Agency:** DOH **Project No:**
Contract #: 76K74 **Job No.:** P- 98-003-16
Counties: St. Clair
Route: FAI 64 **Marked:** I-64
Street: **Section:** 82-7WRS-2
Municipality(ies) **Project Length:** 3.508 km 2.18 miles
FromTo (At): I-64 from W of Greenmount Rd to 1.1 mi W of IL 158
Quadrangle: O'Fallon **Township-Range-Section:** T24-R8W,7W-Sec 25, 36, 31, 32
Survey Completion Target Date 09/20/2019 **Anticipated Design Approval:** 03/20/2020 **Anticipated NEPA Processing:** CE

B. Reason for Submittal: (Check all that apply) ; includes SW Level 1 Screening Criteriea

Survey Types: B = Biological; C = Cultural; SW = Special Waste

B,C,SW ☑ Involves Acquisition of additional ROW or temporary or permanent easements. ha/ acres
SW ☐ On a state-maintained route, crosses or involves RR ROW (except a single rail rural ROW with no maintenance facilities).
B,C ☐ Requires In-Stream work (e.g., drainage structure runaround). Stream Name:
C ☐ Potential to affect a historic district or historic property.
C ☐ Involves replacement or rehabilitation of a bridge/culvert 40 years old or older.
SW ☑ Involves acquisition of, excavation (defined in BDE Manual 27-3.01) on, or subsurface utility relocation on State ROW.
☐ Other:

C. Project Description: Widening, Resurfacing & Bridge Repair along I-64 from W of Greenmount Rd to 1.1 mi W of IL 158

Proposed Work: ☑ Roadway ☑ Bridge ☐ Railroad ☐ Airport ☐ Other

Tree Removal?: No Number?: 0 ha/ acres

Existing Bridge(s) Structure Number:	082-0344	On Historic Bridge List:	No
Existing Bridge(s) Structure Number:	082-0181	On Historic Bridge List:	No

Historic District Involved? No Historic Buildings Involved? No
Section 4(f) Lands Involved? No Section 6(f) Lands Involved? No
Wetland delineation performed by: End. Species Consultation performed by:

D. Funding: ☑ Federal ☐ State ☐ TBP ☐ MFT ☐ Local Non-MFT Other
☐ 404 Permit Required

E.

District Contact:	Karen Geldert	Local Contact:	
Telephone #:	(618) 346-3157 ext.	Telephone #:	
Env.Contact:	Brian Macias	E-Mail:	
Telephone #:	6183463144	Title/Company:	

☐ Closed ☐ PSI/RMP Only ☐ ESR Rec'd in CO ☐ SW Rec'd

CULTURAL RESOURCES:
NO SURVEY OR FURTHER COORDINATION REQUIRED

Brad Koldehoff 7/27/17
SIGNED DATE

Illinois Department of Transportation

Memorandum

To:	Jeffrey Keirn	Attn:	Frank M. Opfer
From:	Maureen M. Addis	By:	Scott E. Stitt
Subject:	PESA Review		*Scott E. Stitt*
Date:	January 11, 2018		

Project:	FAI 64 (I-64): from W of Greenmount Rd to 1.1 mi W of IL 158		
District 8:	St. Clair County	Job #:	P-98-003-16
Requesting Agency:	DOH	Contract #:	76K74
Survey Target Date:	09/20/2019	Anticipated DA:	03/20/2020
Anticipated Letting:	Not provided	Section:	82-7WRS-2
BDE Sequence #:	20879	ISGS PESA #:	3439

Attached is a copy of the Preliminary Environmental Site Assessment (PESA) report prepared by the Illinois State Geological Survey (ISGS) for the subject project as described in your Special Waste Environmental Survey Request (ESR). Table 1 identifies sites along the project route that were determined to contain recognized environmental conditions (RECs). It is the opinion of this office, in consultation with the Chief Counsel's Office, that a preliminary site investigation (PSI) is required if any site identified in Table 1 of the PESA report involves any of the following situations:

- New right of way or easement (temporary or permanent);
- Railroad right-of-way, other than single rail rural with no maintenance facilities; or
- Building demolition / modification.

Additionally, a PSI is required if the project will have excavation or subsurface utility relocation on existing right-of-way adjoining a site identified in Table 1 of the PESA report.

If the district determines that they can avoid all the sites containing RECs, then a PSI is not required and the project will be in compliance with Departmental Policy D&E-11. If the district determines the project will involve a site containing a REC(s), then a PSI is required and the statewide special waste consultant should be requested to perform the PSI. Please notify this office of any actions you may decide to take concerning these sites (avoidance or further investigation). The PESA Response and Work Order form can be found on PMA.

The district should determine if any new right-of-way or easement will involve: any site identified in Table 1 of the PESA report, or any site adjoining a site listed in Table 4. For those identified situations, the District Bureau of Land Acquisition (DBLA) shall coordinate the acquisition with this office, Central Bureau of Land Acquisition, and the Chief Counsel's Office to determine if an "All Appropriate Inquiries" (AAI) assessment is required prior to the acquisition process for additional liability protection under CERCLA.

Other findings and recommendations of the report should be carefully considered. For questions regarding this report or the tasking of the statewide consultant, please contact Josh Venaas at 217/785-4181 or James R. Curtis at 217/558-4653.

Attachments

cc: Office of Chief Counsel – Rm. 313
Central Bureau of Land Acquisition – Rm. 210
District Bureau of Land Acquisition
District Utility Coordinator

IDOT Sequence #: 20879 **ISGS: 3439**
IDOT Job #: P98-003-16 **IDOT District #: 8**

PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT

FINAL REPORT

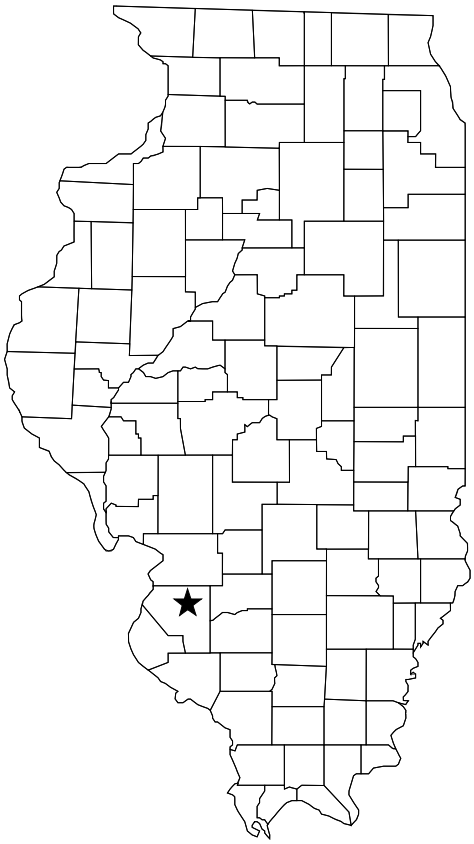
DATE: January 3, 2018

IDOT DESIGN DATE: March 20, 2020

SURVEY TARGET DATE: January 26, 2018

DATE REQUEST RECEIVED: July 18, 2017

LOCATION: FAI 64 (I-64), west of Green Mount Road to 1.8 km (1.1 mi) west of IL 158, O'Fallon and Shiloh, St. Clair County; O'Fallon quadrangle, T2N, R7W, Sections 31 and 32; T2N, R8W, Sections 25 and 36.



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GLOSSARY OF ACRONYMS

AAI	-	All Appropriate Inquiries
ACM	-	asbestos-containing material
AST	-	aboveground storage tank
ASTM	-	American Society for Testing and Materials
AULs	-	activity and use limitations (includes institutional controls, engineered barriers, and HAAs)
bgs	-	below ground surface
BOL	-	Bureau of Land (IEPA)
BTEX	-	benzene, toluene, ethylbenzene, and total xylenes
CDPH	-	Chicago Department of Public Health
CCDD	-	Clean construction and demolition debris
CERCLIS	-	Comprehensive Environmental Response, Compensation, and Liability Information System
CTA	-	Chicago Transit Authority
ERNS	-	Emergency Response Notification System
FEMA	-	Federal Emergency Management Agency
FHWA	-	Federal Highway Administration
FOIA	-	Freedom of Information Act
GIS	-	Geographic Information System
GRO	-	Groundwater Remediation Objective
HAA	-	Highway Authority Agreement
IDNR	-	Illinois Department of Natural Resources
IDOT	-	Illinois Department of Transportation
IEMA	-	Illinois Emergency Management Agency
IEPA	-	Illinois Environmental Protection Agency
IMD	-	Illinois Manufacturers Directory
ISGS	-	Illinois State Geological Survey
ISWS	-	Illinois State Water Survey
LUST	-	leaking underground storage tank
µg/kg	-	micrograms per kilogram (ppb)
µg/l	-	micrograms per liter (ppb)
mg/kg	-	milligrams per kilogram (ppm)
mg/l	-	milligrams per liter (ppm)
M.M.	-	mile marker
MOU	-	memorandum of understanding
M.P.	-	mile post
MSSA	-	Mahomet Sole Source Aquifer
MTBE	-	methyl tertiary butyl ether
NFR	-	No Further Remediation
NPL	-	National Priorities List
NRCS	-	Natural Resources Conservation Service
OER	-	Office of Emergency Response (IEPA)
OSFM	-	Office of the State Fire Marshal
PAA	-	Permit Access Agreement
PAH/PNA	-	polynuclear aromatic hydrocarbons
PCB	-	polychlorinated biphenyls
PESA	-	Preliminary Environmental Site Assessment
P.G.	-	Professional Geologist
ppb	-	parts per billion (equivalent to µg/kg for solids, and µg/l in liquids)
ppm	-	parts per million (equivalent to mg/kg in solids, and mg/l in liquids)
PRP	-	Potentially Responsible Party
PSI	-	Preliminary Site Investigation
RCRA	-	Resource Conservation and Recovery Act
REC	-	recognized environmental condition
ROW	-	right-of-way
SEMS	-	Superfund Enterprise Management System
SGRO	-	Soil Gas Remediation Objective
SIC	-	Standard Industrial Classification
SPLP	-	synthetic precipitation leaching procedure
SRO	-	Soil Remediation Objective
SRP	-	Site Remediation Program
SSTS	-	Section Seven Tracking System (USEPA)
SVOCs	-	semi-volatile organic compounds
TACO	-	Tiered Approach to Corrective Action Objectives (IEPA)
TCLP	-	toxicity characteristic leaching procedure
TPH	-	total petroleum hydrocarbons
TRI	-	Toxics Release Inventory
UIC	-	Underground Injection Control (IEPA)
USDA	-	United States Department of Agriculture
USEPA	-	United States Environmental Protection Agency
USGS	-	United States Geological Survey
UST	-	underground storage tank
VOC	-	volatile organic compounds

EXECUTIVE SUMMARY

This report presents the results of an environmental site assessment for the improvements to I-64 from west of Green Mount Road to 1.8 km (1.1 mi) west of IL 158, in O'Fallon and Shiloh, St. Clair County. This report was prepared on behalf of the Illinois Department of Transportation (IDOT) by the Illinois State Geological Survey (ISGS).

The following sites were examined for this project. The tables below list sites along the project for which recognized environmental conditions (RECs)* were identified for each address or address range (Table 1); sites along the project for which only de minimis conditions were identified (Table 2); sites along the project for which no RECs or de minimis conditions were identified (Table 3); and sites adjoining but not on the project that were identified on environmental databases (Table 4). Further investigation of sites with RECs may be desired.

Table 1. The following sites along the project were determined to contain RECs:

Property name IDOT parcel #	ISGS site #	REC(s), including de minimis conditions	Regulatory database(s)	Land use
ROW NA	3439-1	Evidence of chemical use; spills; fill; natural gas pipelines; transformer; potential ACM and lead paint	RCRA, BOL, IEMA	Transportation
Jack Schmitt Chevrolet NA	3439-2	Potential UST(s); former AST; potential chemical use; transformer; potential ACM and lead paint	None	Commercial
Auffenberg Hyundai NA	3439-8	USTs; potential UST(s); evidence of chemical use; natural gas pipeline; transformer; potential ACM and lead paint	BOL, UST	Commercial
Schaefer Autobody NA	3439-9	Potential UST(s); evidence of chemical use; natural gas pipeline; transformer; potential ACM and lead paint	BOL	Commercial

Newbold Toyota NA	3439-11	Potential UST(s); potential chemical use; former AST; natural gas pipeline; potential natural gas pipeline; transformer; potential ACM and lead paint	BOL	Commercial
ABRA Auto Body & Glass NA	3439-12	Potential UST(s); evidence of chemical use; solid waste; transformer; potential ACM and lead paint	RCRA, BOL	Commercial
Meyer Honda NA	3439-13	Potential UST(s); AST; drum; potential chemical container; evidence of chemical use; transformer; potential ACM and lead paint	BOL	Commercial
CarMax NA	3439-14	Potential UST(s); evidence of chemical use; potential injection well(s); transformers; potential ACM and lead paint	BOL, UIC	Commercial
Commercial building NA	3439-17	Evidence of former chemical use; transformer; potential ACM and lead paint	RCRA, BOL	Commercial
Buffalo Wild Wings NA	3439-18	Drum; transformer; potential ACM and lead paint	None	Commercial
The Blade NA	3439-27	Presence on the UST list; transformer; potential ACM and lead paint	UST	Commercial
Memorial Hospital East NA	3439-50	UST; ASTs; evidence of chemical use; natural gas pipeline; transformers; potential ACM and lead paint	RCRA, BOL, UST	Commercial

Table 2. The following sites along the project were determined to contain de minimis conditions only:

Property name IDOT parcel #	ISGS site #	De minimis condition(s)	Land use
Home Towne Suites NA	3439-3	Transformer; potential ACM and lead paint	Commercial
Extended Stay of America NA	3439-4	Transformer; potential ACM and lead paint	Commercial
Residence and vacant lot NA	3439-5	Transformer; potential ACM and lead paint	Residential/ vacant
Vacant land NA	3439-6	Natural gas pipeline; likely past pesticide and/or herbicide use	Agricultural
Enjoy Church NA	3439-7	Transformer; potential ACM and lead paint	Commercial
At Home NA	3439-10	Transformer; potential ACM and lead paint	Commercial
Commercial building NA	3439-15	Transformer; potential ACM and lead paint	Commercial
La-Z-Boy Furniture Galleries NA	3439-16	Transformer; potential ACM and lead paint	Commercial
Texas Roadhouse NA	3439-19	Transformer; potential ACM and lead paint	Commercial
Gold's Gym NA	3439-20	Transformer; potential ACM and lead paint	Commercial
Agricultural land NA	3439-21	Likely pesticide and/or herbicide use; transformer	Agricultural
Dewey's Pizza NA	3439-22	Transformer; potential ACM and lead paint	Commercial
Commercial building NA	3439-24	Transformer; potential ACM and lead paint	Commercial
Green Mount Corporate Center NA	3439-25	Transformer; potential ACM and lead paint	Commercial

PNC Bank NA	3439-26	Transformer; potential ACM and lead paint	Commercial
Drury Inn & Suites NA	3439-28	Transformer; potential ACM and lead paint	Commercial
Vacant land NA	3439-29	Transformer; likely past pesticide and/or herbicide use	Vacant
Vacant land NA	3439-30	Likely past pesticide and/or herbicide use	Vacant
O'Fallon Assembly of God NA	3439-31	Likely natural gas pipeline; transformers; potential ACM and lead paint	Commercial
Agricultural land NA	3439-32	Natural gas pipeline; likely pesticide and/or herbicide use	Agricultural
Residential buildings NA	3439-33	Natural gas pipeline; transformers; potential ACM	Residential
Commerce Bank NA	3439-34	Natural gas pipeline; transformer; potential ACM and lead paint	Commercial
Commercial building NA	3439-35	Natural gas pipeline; transformers; potential ACM and lead paint	Commercial
54th Street Grill & Bar NA	3439-36	Likely natural gas pipeline; transformer; potential ACM and lead paint	Commercial
Cracker Barrel NA	3439-37	Transformer; potential ACM and lead paint	Commercial
Arby's NA	3439-38	Transformer; potential ACM and lead paint	Commercial
Freddy's Frozen Custard & Steakburgers NA	3439-39	Transformer; potential ACM and lead paint	Commercial
Commercial building NA	3439-40	Transformer; potential ACM and lead paint	Commercial
Golden Corral Restaurant NA	3439-41	Transformer; potential ACM and lead paint	Commercial

Holiday Inn Express NA	3439-42	Transformer; potential ACM and lead paint	Commercial
Residential buildings NA	3439-43	Transformers; potential ACM	Residential
Residential buildings NA	3439-44	Transformers; potential ACM	Residential
Agricultural land NA	3439-45	Likely pesticide and/or herbicide use	Agricultural
Garden Salon & Spa NA	3439-47	Transformer; potential ACM and lead paint	Commercial
St. Clare of Assisi NA	3439-48	Transformer; potential ACM and lead paint	Commercial
Agricultural land NA	3439-49	Likely pesticide and/or herbicide use	Agricultural
Vacant land NA	3439-51	Likely past pesticide and/or herbicide use	Vacant
Vacant land NA	3439-52	Likely past pesticide and/or herbicide use	Vacant
Vacant land NA	3439-53	Likely past pesticide and/or herbicide use	Vacant

Table 3. The following sites along the project were determined not to contain RECs or de minimis conditions:

Property name IDOT parcel #	ISGS site #	Land use
Pond NA	3439-23	Pond
Vacant land NA	3439-46	Vacant

Table 4. The following additional sites, adjoining but not on the project, were identified on environmental databases:

Property name	ISGS site #	Regulatory database(s)	Land use

Auffenberg Ford North	3439-A	RCRA, BOL	Commercial
HSHS St. Elizabeth's Hospital	3439-B	RCRA, BOL	Commercial
Target	3439-C	RCRA, BOL	Commercial
Newbold BMW	3439-D	BOL	Commercial
Quest Diagnostics	3439-E	BOL	Commercial

* For all sites:

Where REC(s) are indicated as present, a condition was noted that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the site, as discussed in the text. Potential hazards were not verified by ISGS testing. Radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may also be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

Where RECs are not indicated as present, radon, biological hazards (such as mold, medical waste, or septic waste), and non-agricultural pesticides and/or herbicides may still be of concern. No further investigation concerning the presence or use of these factors was conducted for this PESA.

For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

The following data gaps exist for all PESAs:

- For residences, only areas visible from public roads are inspected.
- Interiors of buildings are not inspected.
- Interiors of agricultural areas are not inspected during growing seasons.

Radon and biological hazards are not considered in this PESA unless specifically noted.

NA = No parcel number was supplied by IDOT for this site.

Although potential natural hazards and undermining, if present, are described in this report, they are not considered as RECs or de minimis conditions for the purposes of this report, and are therefore not listed in the tables above. Wetlands and flooding hazards are not evaluated as part of this report.

INTRODUCTION

This is the **Final Report** of a preliminary environmental assessment by the ISGS of natural and man-made hazards that may be encountered on or along the ROW acquired for the improvements to I-64 from west of Green Mount Road to 1.8 km (1.1 mi) west of IL 158, in O'Fallon and Shiloh, St. Clair County (Attachment 1). Project features include the acquisition of additional ROW or easements and excavation or subsurface utility relocation. No railroad ROW involvement or in-stream work are anticipated for this project. No stationing information was provided by IDOT for this project. This report identifies and evaluates recognized environmental conditions (RECs) that may be indicative of releases or potential releases of hazardous substances on, at, in, or to the proposed project.

This assessment has been prepared using historical and geological information including aerial photographs, U.S. Geological Survey topographic maps, plat maps, file information of the ISGS regulatory file information from federal, state, and other agencies, and various other sources of information. An on-site investigation has been completed. The specific methods used to conduct the assessment are contained in "A Manual for Conducting Preliminary Environmental Site Assessments for Illinois Department of Transportation Infrastructure Projects" (Erdmann et al., 2014). If new information is received concerning this project that is considered to have a significant impact on the findings of this report, the report will be revised and resubmitted to IDOT Bureau of Design and Environment.

This Preliminary Environmental Site Assessment (PESA) was performed in compliance with the IDOT-ISGS PESA Manual (Erdmann et al., 2014) and not with the All Appropriate Inquiries environmental assessment standard (40 CFR Part 312) that took effect on November 1, 2006, or with the ASTM standard E1527-05 or E1527-13.

GEOLOGY

Bedrock geology. The topmost bedrock unit in the project area has been mapped as Pennsylvanian-age rocks of the Shelburn-Patoka Formation. This formation consists primarily of shales, limestone, and coals.

Surficial geology. In the portion of the project area near the eastern project limit, the total thickness of surficial deposits has been mapped as 8-15 m (25-50 ft). In the portion of the project area near the western project limit and the area in the vicinity of Lincoln Avenue/Cross Street, the total thickness of surficial deposits has been mapped as 15-30 m (50-100 ft). In the portion of the project in the vicinity of Green Mount Road, the total thickness of surficial deposits has been mapped as 30-60 m (100-200 ft). From the west project limit to west of Lincoln Avenue/Cross Street, the topmost surficial unit has been mapped as 6-15 m (20-50 ft) of Peoria and Roxana Silt, underlain by less than 6 m (20 ft) of the Glasford Formation. From west of Lincoln Avenue/Cross Street to the eastern project limit, the topmost surficial unit has been mapped as less than 6 m (20 ft) of Peoria and Roxana Silt, underlain by less than 6 m (20 ft) of the Pearl Formation, underlain by 6-15 m (20-50 ft) of the Glasford Formation. The Peoria and Roxana silt consists primarily of loess, the Glasford Formation consists primarily of glacially deposited silts and clays, and the Pearl Formation consists primarily of sands and gravels.

Soils. Along the project ROW, the NRCS has classified the Mascoutah silty clay loam, 0-2% slopes, as containing 33% to 100% hydric components. None of the other soils in the project area have been classified by NRCS as containing more than 33% hydric components. The NRCS has classified the Downsouth silt loam, 0-2% slopes, and the Wakenda silt loam, 5-10% slopes, eroded as non-prime farmland.

Coal mining. Illinois Coal Mine Maps of St. Clair County indicate that coal mining has taken place in the project area. The O'Fallon quadrangle map indicated the nearest former mine is located beneath the western half of the project (western project limit to approximate I-64 M.M. 16.1). This mine, operated by the Peabody Coal Company (Mine #533) from 1904 to 1960, worked the Herrin coal seam by the modified room-and-pillar method at a depth of 12-62 m (40-202 ft). The western half of the project area is undermined by the room-and-pillar method, and therefore may be subject to subsidence.

HYDROGEOLOGY

Due to project type or IDOT internal procedure, the sections on surficial public water supplies, groundwater recharge, groundwater protection areas, potential for contamination of shallow aquifers, and well log information are not included in this report.

Drainage direction. Surficial drainage in the project area is generally toward the south, in the direction of Richland Creek. However, since the project area is urbanized and storm drains and sewers are present, most surficial runoff will be controlled by the storm sewer system; such systems typically are designed to follow natural drainage patterns.

Neither the near-surface nor the shallow unconfined groundwater flow direction was specifically determined for this project, but they generally mimic local topography.

NATURAL FEATURES AND HAZARDS

Seismic risk. According to the U.S. Geological Survey, the project is located in an area where the peak horizontal ground accelerations on bedrock (expressed as a percentage of the gravitational acceleration, g) that have a 2% probability of being exceeded in 50 years are between 20% and 80% g. These accelerations are from the USGS 2014 national seismic hazard maps that incorporate the earthquake magnitudes and rates of return from historical events and expected maximum magnitudes from all known fault zones and background events for the general geologic setting. These accelerations on bedrock may be modified by the soils and be greater on the ground surface.

No other observed or known natural hazards were identified for this project.

PROJECT SITES

Project sites will be described from west to east along I-64 below. Attachment 1 contains a project location map. Attachment 2 contains maps of all sites discussed in this report. The versions of the

OSFM's UST database, IEPA's LUST database, IEPA's Bureau of Land database, and USEPA's SEMS database utilized for this report were all dated January 3, 2018. OSFM files were received on October 17, 2017. IEPA files were received on September 11 and 21, October 4, and November 22, 2017. No USEPA files were reviewed for this project. Fieldwork for this project was conducted on October 4-5 and November 20, 2017.

This project intersects previous ISGS PESAs as follows:

ISGS PESA #	Date submitted to IDOT	Intersects
622	March 30, 1994	Along entire project
1186	July 26, 2000	South side of I-64, east of Cross Street
2019	April 23, 2010	I-64, east of Cross Street
2330A	December 11, 2012	I-64 from the weigh station to east project limit
2513	June 14, 2012	I-64 at the western project limit
3282	August 26, 2016	South side of the I-64 interchange with Green Mount Road

Information from these earlier PESAs will be summarized in geographic order below. No sites in this project were covered in ISGS #622.

Data gaps applicable to the entire project area

The following data gaps applicable to the entire project area were noted for this project. Data gaps specific to individual sites are discussed in the site writeups below.

- Although Sanborn fire insurance maps were present for O'Fallon, they did not extend far enough west to cover the project area.

- Aerial photographs for 1962 and 1978 were missing from the University of Illinois collection for the entire project area. Aerial photograph indices were used for these years, which have lower resolution than individual photographs.

- Aerial photographs provided information only for those specific times covered by the photographs, as noted in the Information Sources section. No records were available for intervening years, and other land uses could have occurred in these years.

This project includes a bridge that has been present since before 1985, when lead paint was no longer used to paint bridges. Lead paint may be present at this structure.

Site 3439-1 (1186-1, 2513-3 [partial], 2019-2, 2330A-1). ROW, I-64 between approximate M.M. 14.7 and M.M. 17.6, O'Fallon and Shiloh (I-64 from south of US 50 interchange to east of Lincoln Avenue/Cross Street bridge; Attachment 2, pages 1-5). This site is occupied by I-64 and its associated ROW. Site features included a weigh station along the south side of I-64 at

approximate M.M. 17.4, near the eastern project limit (labeled 1a on Attachment 2, page 5). The weigh station included an office building with a propane AST near its southwest corner and a pad-mounted transformer at its southeast corner. Two natural gas pipeline markers were observed along the east and west sides of the ROW near M.M. 15.0. Other natural gas pipeline markers on Sites 3439-6 and 3439-11 indicated an east-west oriented pipeline. Two natural gas pipeline markers were observed along the north and south sides of I-64, immediately east of Green Mount Road (approximate M.M. 15.85). Other natural gas pipeline markers along the east side of Green Mount Road on Sites 3439-32 and 3439-35 indicated a north-south oriented pipeline. The approaches to S.N. 082-0181 and S.N. 082-0344 were elevated on fill of unknown composition.

The following painted bridges are present within the project area, listed below in structure number order. Location references and construction dates are taken from the IDOT bridge information website. Map location page references are to Attachment 2.

IDOT structure number	Location	Construction date	Map location. Attachment 2
S.N. 082-0181	Carries Lincoln Avenue/Cross Street over I-64	1971	1b on page 5
S.N. 082-0344	Carries Green Mount Road over I-64	2001	1c on page 3

On the 1863 through1965 plat maps, the site was under individual ownership. On the 1969 plat map, the site was represented as a set of dashed lines and may have indicated the site was under construction. On the 1972 through 1992 plat maps, the current highway was present. On the 1940 through 1968 aerial photographs, the site was under agricultural use, except for the portion of the site north of Site 3439-46 where a farmstead was present. On the 1988 through 2016 aerial photographs, the current highway and weigh station were present.

This site has one listing on the RCRA list and three listings on the BOL list, which will be discussed in IEPA number order below. IEMA non-LUST listings will be discussed following the BOL listings. Listings that could be located are assigned letters on Attachment 2, as noted below. Listings that could not be confidently located are not assigned letters.

1d, Attachment 2, page 1. Under the name “TCI-sunflower” and the address “I-64 E MM 15", this site appears on the BOL list (IEPA #1631105036). According to IEPA files, in June 1995, TCI-Sunflower applied for an IEPA generator number. The reason for the application was not stated. No further information was available in IEPA files regarding IEPA #1631105036.

1d, Attachment 2, page 1. Under the name “Delp Inc” and the address “I-64 E Mm15", this site appears on the BOL list (IEPA #1631105037). According to IEPA files, in June 1995, Delp applied for an IEPA generator number. The reason for the application was not stated. No further information was available in IEPA files regarding IEPA #1631105037.

Under the name “ILDOT FAI Rte 64 Bridges” and the address “From 25th Street to IL Rte 4", this site appears on the inactive RCRA list (USEPA #ILR000100883). Under the name “IDOT” and the address “St Clair Bridges & Hwy”, this site appears on the BOL list (IEPA #1638995004). According to IEPA files, in September 2000, IDOT registered the bridges along I-64 with USEPA and IEPA

as a generator of 100-1,000 kg/mo (220-2,200 lb/mo) toxic wastes and wastes containing lead. No specific bridges were identified in IEPA files. No further information was available in IEPA files regarding IEPA #1638995004.

1a, Attachment 2, page 5. Under the address “I-64 Weigh Station”, this site appears on the IEMA non-LUST list (IEMA #810742). According to IEMA records, in November 1981, approximately 40 liters (10 gallons) of diesel was released onto the ground “behind the weigh station.” Clean-up activities consisted of spading and turning the soil to facilitate dissipation.

The following information has been modified from ISGS #1186:

> Site employees indicated the location of this incident to be approximately 9 m (30 ft) south of the office building and adjacent to the north side of the parking area.

1a, Attachment 2, page 5. Under the address “Weight Scales on I-64", this site appears on the IEMA non-LUST list (IEMA #820128). According to IEMA records, in March 1982, approximately 180 kg (400 lb) of ammonium nitrate fertilizer was dumped adjacent to the scales from an overweight truck. IDOT employees were directed to spread the material around on the ground.

The following information has been modified from ISGS #1186:

> Site employees indicated the location of this incident to be approximately 40 m (140 ft) southeast of the office building.

1a; Attachment 2, page 5. Under the address “I-64 EB. O’Fallon Scales”, this site appears on the IEMA non-LUST list (IEMA #871038). According to IEMA records, in June 1987, approximately 60-75 liters (15-20 gallons) of paint-related material was spilled from a trailer.

The following information has been modified from ISGS #1186:

> Site employees indicated the location of the incident to be approximately 40 m (140 ft) east of the west side of the office building and adjacent to the south side of the parking area. An area of stressed vegetation was observed along the south side of the parking area in this location.

No further information was present in IEMA records regarding IEMA #810742, #820128, or #871038. No evidence of spills was observed during field work for this project.

In two boreholes completed at this site for ISGS #1186 in July 2000, no VOCs were detected. See ISGS #1186 for details.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gaps were identified at this site:

- The composition of the fill is unknown.

- Evidence from aerial photographs and the IDOT bridge information website indicates that the bridges at this site have been present since before 1985, when lead paint was no longer used to paint bridges. These bridges have been painted. It is unknown if lead paint is present at these structures.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building. Evidence from aerial photographs and the IDOT bridge information website indicates that the bridges at this site have been present since before 1985, when lead paint was no longer used to paint bridges. These bridges have been painted. It is unknown if lead paint is present at these structures.

The following RECs were identified at this site: Evidence of chemical use; spills; fill of unknown composition.

The following de minimis conditions were identified at this site: Natural gas pipelines; transformer; potential ACM and lead paint.

Site 3439-2 (2513-6). Jack Schmitt Chevrolet, 127 Regency Park, O'Fallon (southeast quadrant US 50 and Regency Park; Attachment 2, page 1). This site is occupied by a car dealership with a showroom in the south part of the building and a service center in the north part. A pad-mounted transformer was observed between the building and the north side of the site. This site did not appear on any of the regulatory lists checked for this project.

During fieldwork for ISGS #2513 in May 2012, a waste-oil AST was observed near the northeast corner of the building. No ASTs were observed during the fieldwork for this project.

On the 1863 through1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2016 aerial photographs, the current building was present. In the 1972 through 1996 city directories, no listings were found for this address. In the 2001 through 2016 city directories, the current occupant was listed.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gap was identified at this site:

- The status and location of any undocumented UST(s) associated with this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Potential UST(s); former AST; potential chemical use.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-3. Home Towne Suites, 148 Regency Park, O'Fallon (east side of Regency Park, between Schantz Drive and Carr Street; Attachment 2, page 1). This site is occupied by a hotel. A pad-mounted transformer was observed along the east side of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2003 aerial photographs, the site was under agricultural use. On the 2005 through 2008 aerial photographs, the site was vacant, with a grassy appearance. On the 2009 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-4. Extended Stay of America, 154 Regency Park, O'Fallon (east side of Regency Park, between Schantz Drive and Carr Street; Attachment 2, page 1). This site is occupied by

a hotel. A pad-mounted transformer was observed along the east side of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2016 aerial photographs, the current building was present. In the 1972 through 1996 city directories, no listings were found for this address. In the 2001 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-5. Residence and vacant lot, 1006 Carr Street and 1000 block of St. Clair Street, O'Fallon (northwest quadrant of Carr Street and Main Street; Attachment 2, page 1). This site is occupied by a residence with a detached garage and a vacant grassy lot. A pole-mounted transformer was observed northwest of the residence. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1952 plat maps, the site was under individual ownership. On the 1965 through 1992 plat maps, the site was in an area of small tracts without ownership information. On the 1940 aerial photograph, the site was under agricultural use. On the 1962 through 2016 aerial photographs, the current residence and vacant lot were present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or

stove and furnace insulation. Evidence from aerial photographs indicates that this residence was constructed before 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint may be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-6. Vacant land, 200 block of Regency Park, O'Fallon (south side of Carr Street at Main Street; Attachment 2, page 1). This site is occupied by grass-covered vacant land. Four natural gas pipeline markers were observed, spaced fairly evenly, across the north side of the site. Natural gas pipeline markers west of this site, on Sites 3439-1 and 3439-D, indicated the pipeline is oriented east-west. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2003 aerial photographs, the site was under agricultural use. On the 2004 through 2007 aerial photographs, the west half of the site was vacant, with a grassy appearance, and the east half of the site was under agricultural use. On the 2008 aerial photograph, the site was vacant land with a disturbed appearance. On the 2009 through 2014 aerial photographs, the site was under agricultural use. On the 2015 and 2016 aerial photographs, the site was vacant, with a grassy appearance except, the southeast corner which had a gravel-covered appearance.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; likely past pesticide and/or herbicide use based on former agricultural land use.

Site 3439-7. Enjoy Church, 251 Regency Park, O'Fallon (west side of Regency Park, south of Carr Street; Attachment 2, page 1). This site is occupied by a church. A pad-mounted transformer was observed at the southwest corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2016 aerial photographs, the current building was present. In the 1972 through 2011 city directories, no listings

were found for this address. In the 2016 city directory, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-8 (2513-A). Auffenberg Hyundai, 1300 Central Park Drive, O'Fallon (east side of Central Park Drive at Park Plaza Drive; Attachment 2, page 1). This site is occupied by a car dealership with a showroom in the east part of the building, and a service center in the west part. An UST, a dispenser, and a vent pipe were observed along the south side of the building, approximately 73 m (240 ft) west of the Central Park Drive centerline and 23 m (75 ft) south of the Park Plaza Drive centerline. According to a site employee, a waste-oil UST was located under a recent addition to the south side of the building, approximately 58 m (190 ft) west of the Central Park Drive centerline and 12 m (40 ft) south of the Park Plaza Drive centerline. A pad-mounted transformer was observed near the southwest corner of the building. A natural gas pipeline was observed in the Central Park Drive ROW near the northwest corner of the site. Natural gas pipeline markers observed north of the project area and on Site 32439-9 indicated the pipeline is oriented northwest-southeast along the northeast side of Central Park Drive.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1988 aerial photographs, the site was under agricultural use. On the 1998 through 2016 aerial photographs, the current building was present. In the 1972 through 1996 city directories, no listings were found for this address. In the 2001 through 2016 city directories, various auto sales companies were listed, including the current occupant since 2011.

Under the name "Auffenberg Hyunda [sic]" and the address "1300 Central Park", this site appears on the BOL list (IEPA #1631105075). Under the name "Auffenberg Hyundai" and the address "1300 Central Park", this site appears on the UST list (OSFM #6035308) with two registered USTs. According to OSFM files, one 37,850-liter (10,000-gallon) gasoline UST and one 1,892-liter (500-gallon) used-oil UST are currently in use (see above for the locations of these USTs). No further information was present in OSFM records regarding OSFM #6035308.

According to IEPA files, in February 2003, National Rental Car Sales applied for an IEPA generator number and, in June 2006, Auffenberg Hyundai applied for an IEPA generator number. The

reasons for the applications were not stated. No further information was present in IEPA files regarding IEPA #1631105075.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gap was identified at this site:

- The status and location of any undocumented UST(s) associated with this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: USTs; potential UST(s); evidence of chemical use.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformer; potential ACM and lead paint.

Site 3439-9. Schaefer Autobody, 1290 Central Park Drive, O'Fallon (southeast quadrant of Central Park Drive and Park Plaza Drive; Attachment 2, page 1). This site is occupied by an auto repair facility. A natural gas pipeline marker was observed at the southwest corner of the site. Natural gas pipeline markers northwest and southeast of this site on Sites 3439-8 and 3439-11 indicated the pipeline is oriented northwest-southeast along the northeast side of Central Park Drive. A pad-mounted transformer was observed at the south corner of the site.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1988 aerial photographs, the site was under agricultural use. On the 1998 aerial photograph, the site was vacant, with a disturbed appearance . On the 2003 through 2005 aerial photographs, the site was vacant, with a grassy appearance. On the 2006 through 2016 aerial photographs, the current building was present. In the 1972 through 2016 city directories, no listings were found for this address.

Under the name "Schaefer Autobody Center" and the address"1290 Central Park Dr" in O'Fallon, this site appears on the BOL list (IEPA #1631105115). According to IEPA files, in May 2017, Schaefer Autobody applied for an IEPA generator number. The reason for the application was not stated. No further information was present in IEPA files regarding IEPA #1631105115.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and

transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gap was identified at this site:

- The status and location of any undocumented UST(s) associated with this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Potential UST(s); evidence of chemical use.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformer; potential ACM and lead paint.

Site 3439-10. At Home, 1287 Central Park Drive, O'Fallon (southwest corner of Central Park Drive and Park Plaza Drive; Attachment 2, page 1). This site is occupied by a furniture store. A pad-mounted transformer was observed along the west side of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1988 aerial photographs, the site was under agricultural use. On the 1998 aerial photograph, the current building was under construction. On the 2003 through 2016 aerial photographs, the current building was present. In the 1972 through 1996 city directories, no listings were found for this address. In the 2001 through 2011 city directories, a different furniture store was listed. On the 2016 city directory, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be

present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-11. Newbold Toyota, 1282 Central Park Drive, O'Fallon (east side of Central Park Drive, south of Park Plaza Drive; Attachment 2, page 1). This site is occupied by a car dealership with a showroom in the east part of the building and a service center in the west part. A carwash building was located adjacent to the southwest of the showroom/service building. Two natural gas pipeline markers were observed along the west side of the site, north of the business's north entrance. This natural gas pipeline appeared to continue north-northeast from near the center of the site along the northeast side of Central Park Drive. No other natural gas pipeline markers were observed at this site. However, natural gas pipeline markers were observed at Sites 3439-1 and 3439-D to the east and west, and it is likely that an east-west oriented natural gas pipeline passes through the center of the site. A pad-mounted transformer was observed between the showroom/service building and the carwash building.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1988 aerial photographs, the site was under agricultural use. On the 1998 through 2016 aerial photographs, the current building was present. In the 1972 through 1996 city directories, no listings were found for this address. In the 2001 city directory, a different auto dealership was listed. In the 2006 through 2016 city directories, the current occupant was listed.

Under the name "Newbold Toyota BMW" and the address "1282 Central Park Dr", this site appears on the BOL list (IEPA #1631105062). According to IEPA files, IEPA conducted a tire-storage inspection at the site in March 2002. No violations were noted during the inspection. The inspector indicated that a used-oil AST was located along the southwest side of the building in the same location as the current carwash building. No further information was present in IEPA files regarding IEPA #1631105062. No ASTs were observed during the fieldwork conducted for this project.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gaps were identified at this site:

- No other natural gas pipeline markers were observed at this site. However, natural gas pipeline markers were observed at Sites 3439-1 and 3439-D to the east and west of the site, and it is likely that an east-west oriented natural gas pipeline passes through the center of the site.

- The status and location of any undocumented UST(s) associated with this site are unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in these buildings.

The following RECs were identified at this site: Potential UST(s); potential chemical use; former AST.

The following de minimis conditions were identified at this site: Natural gas pipeline; potential natural gas pipeline; transformer; potential ACM and lead paint.

Site 3439-12. ABRA Auto Body & Glass, 1274 Central Park Drive, O'Fallon (east side of Central Park Drive, south of Park Plaza Drive; Attachment 2, page 1). This site is occupied by an auto repair facility. Between 20 and 30 waste tires were observed in a pile adjacent to the fence at the northwest corner of the site. A pad-mounted transformer was observed at the northeast corner of the building.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2016 aerial photographs, the current building was present. In the 1972 through 1996 city directories, no listings were found for this address. In the 2001 through 2011 city directories, Collision Plus of O'Fallon was listed. In the 2016 city directory, the current occupant was listed.

Under the name "Abra Auto Body & Glass" and the address "1274 Central Park Dr", this site appears on the active RCRA list (USEPA #ILR000067017). Under the name "Abra Auto Body & Glass" and the address "1274 Central Park Dr", this site appears on the BOL list (IEPA #1631105052). According to IEPA files, in August 1999, Collision Plus of O'Fallon registered with USEPA and IEPA as a generator of 100-1,000 kg/mo (220-2,200 lb/mo) of ignitable wastes and wastes containing spent halogenated and non-halogenated solvents, still bottoms, and methyl ethyl ketone. In January 2013, Abra Auto Body & Glass registered with USEPA and IEPA as a generator of less than 100 kg/mo (220 lb/mo) of ignitable wastes and wastes containing spent halogenated and non-halogenated solvents and still bottoms, methyl ethyl ketone, and barium. No further information was present in IEPA files regarding IEPA #1631105052.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gap was identified at this site:

- The status and location of any undocumented UST(s) associated with this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Potential UST(s); evidence of chemical use; solid waste.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-13. Meyer Honda, 1268 Central Park Drive, O'Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a car dealership with a showroom in the east part of the building and a service center in the west part. A vertical AST and a 208-liter (55-gallon) drum were observed along the south side of the building near its west corner. The contents of the AST and drum are unknown. A pad-mounted transformer was observed along the southeast side of the building.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2016 aerial photographs, the current building was present. In the 1972 through 1996 city directories, no listings were found for this address. In the 2001 through 2016 city directories, the current occupant was listed.

Under the name "Meyer Honda" and the address "1268 Central Park Dr", this site appears on the BOL list (IEPA #1631105063). According to IEPA files, IEPA conducted a hazardous and non-hazardous waste handling inspection in September 2000. During the inspection, IEPA observed an unlabeled chemical container containing used oil. The chemical container was immediately labeled after the inspection, and the facility was found to be in compliance in October 2000. No further information was present in IEPA files regarding IEPA #1631105063. Because the inside of the building was not inspected, the status of the chemical container observed by the IEPA inspector is unknown.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, pumps or dispensers, protruding pipes, pipelines, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gaps were identified at this site:

- The contents of the AST and drum are unknown.

- Because the inside of the building was not inspected, the status of the chemical container observed by the IEPA inspector is unknown.

- The status and location of any undocumented UST(s) associated with this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Potential UST(s); AST; drum; potential chemical container; evidence of chemical use.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-14. CarMax, 1254 Central Park Drive, O'Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a car dealership with a showroom in the east part of the building and a service center in the west part. The west, north, and east sides of the site were not observed due to "Employee Only" signs and a fence. Two pad-mounted transformers were observed in the ROW along the southwest side of the site. A pad-mounted transformer was observed west of the southwest corner of the site.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2014 aerial photographs, the site was under agricultural use. On the 2015 aerial photograph, the current building was under construction. On the 2016 aerial photograph, the current building was present. In the 1972 through 2016 city directories, no listings were found for this address.

Under the name "Carmax Auto Superstores" and the address "1254 Central Park Dr", this site appears on the BOL list (IEPA #1631105113). According to IEPA files, in November 2016, Carmax applied for an IEPA generator number. The reason for the application was not stated. No further information was present in IEPA files regarding IEPA #1631105113.

Under the name "O'Fallon Carmax", and the address "1258 Central Park Dr", this site appears on the UIC list (facility ID #ILEA779). The address 1258 Central Park Drive is within the range of addresses applicable to this site. This UIC number does not have a corresponding number on the BOL list. A Carmax manager did not know about the existence, location, or purpose of the injection well. It could not be determined why this site appears on the UIC list. No injection wells were observed during fieldwork for this project. However, the inside of the building and the west, north, and east sides of the site were not inspected, and the status and locations of any injection wells at this site are unknown.

Potential hazards associated with vehicle repair facilities include waste oil, lubricants, and transmission fluids; spent solvents; waste paints and thinners; sludge from parts-cleaning tanks; oily sludge from floor sumps; used antifreeze; used lead-acid batteries; and undocumented UST(s).

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gaps were identified at this site:

- The west, north, and east sides of the site were not observed due to “Employee Only” signs and a fence.

- No injection wells were observed during fieldwork for this project. However, the inside of the building and the west, north, and east sides of the site were not inspected, and the status and locations of any injection wells at this site are unknown.

- The status and location of any undocumented UST(s) associated with this site are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following RECs were identified at this site: Potential UST(s); evidence of chemical use; potential injection well(s).

The following de minimis conditions were identified at this site: Transformers; potential ACM and lead paint.

Site 3439-15. Commercial building, 1246 Central Park Drive, O’Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a commercial building containing furniture and mattress stores (see address table for listings). A pad-mounted transformer was observed along the east side of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2003 aerial photographs, the site was under agricultural use. On the 2005 aerial photograph, the current building was under construction. On the 2006 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 city directory, the current occupants were listed. In the 2016 city directory, “O’Fallon Retail LLS” was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-16. La-Z-Boy Furniture Galleries, 1238 Central Park Drive, O'Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a furniture store. A pad-mounted transformer was observed at the southeast corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2005 aerial photographs, the site was under agricultural use. On the 2006 aerial photograph, the current building was under construction. On the 2007 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-17. Commercial building, 1230 Central Park Drive, O'Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a vacant commercial building. Signs on the building indicated the recent occupant was Gander Mountain, a sporting-goods store. A pad-mounted transformer was observed along the east side of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through1992 plat maps, the site was under individual ownership. On the 1940 through 2014 aerial photographs, the site was under agricultural use. On the 2015 and 2016 aerial photographs, the current building was present. In the 1972 through 2011 city directories, no listings were found for this address. In the 2016 city directory, Gander Mountain was listed.

Under the name “Gander Mountain 288” and the address “1230 Central Park Dr", this site appears on the active RCRA list (USEPA #ILR000187922) and BOL list (IEPA #1631105110). According to IEPA files, in February 2015, Gander Mountain registered with USEPA and IEPA as a generator of less than 100 kg/mo (220 lb/mo) of ignitable, corrosive, and reactive wastes. No further information was present in IEPA files regarding IEPA #1631105110.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following REC was identified at this site: Evidence of former chemical use.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-18. Buffalo Wild Wings, 1424 Central Park Circle, O’Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a restaurant. A 208-liter (55-gallon) drum was observed at the northwest corner of the building. The contents of the drum are unknown. A pad-mounted transformer was observed at the northeast corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2005 aerial photographs, the site was under agricultural use. On the 2006 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gap was identified at this site:

- The contents of the drum are unknown.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following REC was identified at this site: Drum.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-19. Texas Roadhouse, 1412 Central Park Circle, O'Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a restaurant. A pad-mounted transformer was observed at the southwest corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2005 aerial photographs, the site was under agricultural use. On the 2006 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-20. Gold's Gym, 1206 Central Park Drive, O'Fallon (southwest quadrant of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by a health club. A pad-mounted transformer was observed at the southwest corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2003 aerial photographs, the site was under agricultural use. On the 2005 through 2016 aerial photographs, the current building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 through 2011 city directories, a tanning salon was listed. In the 2016 city directory, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-21. Agricultural land, 1200 block of Central Park Drive and 200-300 blocks of Regency Park, O'Fallon (northwest and southwest quadrants of I-64 and Green Mount Road; Attachment 2, page 2). This site is occupied by agricultural land. A pad-mounted transformer was observed at the southwest corner of the agricultural land present at the southwest quadrant of I-64 and Green Mount Road. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 plat map, the site was under individual ownership. On the 1874 through 1952 plat maps, the site was under individual ownership with a southwest-northeast oriented railroad crossing the Central Park Drive portion of the site. On the 1965 through 1992 plat maps, the site was under individual ownership. On the 1940 aerial photograph, the site was under agricultural use, with a railroad crossing the Central Park Drive portion of the site. On the 1950 through 2016 aerial photographs, the site was under agricultural use.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed,

asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Likely pesticide and/or herbicide use based on agricultural land use; transformer.

Site 3439-22. Dewey's Pizza, 425 Regency Park, O'Fallon (southwest quadrant of Regency Park and Green Mount Road; Attachment 2, page 2). This site is occupied by a restaurant. A pad-mounted transformer was observed at the northeast corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2016 aerial photographs, the site was under agricultural use. In the 1972 through 2016 city directories, no listings were found for this address.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-23. Pond, 400 block of Regency Park, O'Fallon (southwest quadrant of Regency Park and Green Mount Road; Attachment 2, page 2). This site is occupied by a storm water retention pond. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2005 aerial photographs, the site was under agricultural use. On the 2006 aerial photograph, the site was being excavated. On the 2007 through 2016 aerial photographs, the current pond was present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed

at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs or de minimis conditions were identified at this site.

Site 3439-24. Commercial building, 445 Regency Park, O'Fallon (southwest quadrant of Regency Park and Green Mount Road; Attachment 2, page 2). This site is occupied by a commercial building that was under construction during the fieldwork for this project. A pad-mounted transformer was observed along the east side of the building. The address for this site was obtained from the St. Clair County GIS website. According to an internet search, the new commercial building will be a hotel. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2007 aerial photographs, the site was under agricultural use. On the 2008 through 2016 aerial photographs, the site was vacant, with a grassy appearance.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-25. Green Mount Corporate Center, 475 Regency Park, O'Fallon (southwest quadrant of Regency Park and Green Mount Road; Attachment 2, page 2). This site is occupied by a multi-story office building. Occupants included architecture, financial, and computer services offices. No potential hazards were identified in association with any of these occupants. A pad-mounted transformer was observed along the east side of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through

2007 aerial photographs, the site was under agricultural use. On the 2008 aerial photograph, the current building was under construction. On the 2009 through 2016 aerial photograph, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, architects, attorneys, and financial offices were listed. No potential hazards were identified in association with any of these occupants.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-26. PNC Bank, 1385 N. Green Mount Road, O'Fallon (southwest corner of Regency Park and Green Mount Road; Attachment 2, page 2). This site is occupied by a bank. A pad-mounted transformer was observed near the southwest corner of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2006 aerial photographs, the site was under agricultural use. On the 2007 through 2016 aerial photograph, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-27. The Blade, 1405 N. Green Mount Road, O'Fallon (northwest corner of Regency Park and Green Mount Road; Attachment 2, page 2). This site is occupied by a multi-story office building. Occupants included financial, medical and legal offices, a health club, and a restaurant. No potential hazards were identified in association with any of these occupants. A pad-mounted transformer was observed along the west side of the site.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2007 aerial photographs, the site was under agricultural use. On the 2008 through 2014 aerial photograph, the site was vacant, with either a disturbed or grassy appearance. On the 2015 aerial photograph, the current building was under construction. On the 2016 aerial photograph, the current building was present. In the 1972 through 2016 city directories, no listings were found for this address.

Under the name "Dickerson Petroleum", the address "1401 North Green Mount Road" appears on the UST list (OSFM #6043973) with three registered USTs. The address associated with this UST listing is an alternative address for this site. According to OSFM records, in March 2008, OSFM received an application to install two gasoline USTs and a diesel UST on this site. The application was rejected since the contractor's insurance expired. No further information was available in OSFM files regarding OSFM #6043973.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

The following REC was identified at this site: Presence on the UST list.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-28 (3282-2). Drury Inn & Suites, 1118 Central Park Drive, O'Fallon (northwest quadrant of Central Park Drive and Green Mount Road; Attachment 2, page 3). This site is occupied by a hotel. Two pad-mounted transformers were observed on the site, one at the southeast corner and one at the northeast corner. This site did not appear on any of the regulatory

lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use, with part of a farmstead present. On the 2003 aerial photograph, the site was under agricultural use. On the 2005 aerial photograph, the current building was under construction. On the 2006 through 2016 aerial photographs, the current building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-29 (3282-3). Vacant land, 1100 block of Central Park Drive, O'Fallon (northwest corner of Central Park Drive and Green Mount Road; Attachment 2, page 3). This site is occupied by vacant grass-covered land. A pad-mounted transformer was observed at the southeast corner of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership, with a building depicted in 1965 and 1972 through 1992. On the 1940 through 1950 aerial photographs, the site was under agricultural use, with part of a farmstead present. On the 1968 through 2003 aerial photographs, the site was under agricultural use. On the 2005 through 2016 aerial photographs, the site was vacant, with a grassy appearance.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; likely past pesticide and/or herbicide use based on former agricultural land use.

Site 3439-30 (3282-5). Vacant land, 1100 block of Central Park Drive, O'Fallon (southwest corner of Central Park Drive and Green Mount Road; Attachment 2, page 3). This site is occupied by vacant grass-covered land. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2003 aerial photographs, the site was under agricultural use. On the 2005 through 2016 aerial photographs, the site was vacant, with a grassy appearance.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Likely past pesticide and/or herbicide use based on former agricultural land use.

Site 3439-31. O'Fallon Assembly of God, 1400 N. Green Mount Road, O'Fallon (northeast corner of Green Mount Road and Pierce Boulevard; Attachment 2, page 3). This site is occupied by a church with a detached garage. Two pad-mounted transformers were observed, one at the northwest corner of the site and one along the north side of the building. No natural gas pipeline markers were observed at this site. However, natural gas pipeline markers were observed along the east side of Green Mount Road off the project north of this site and at Site 3439-33 south of this site, and it is likely that a north-south oriented natural gas pipeline passes through this site as well. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 plat map, the site was under individual ownership. On the 1874 through 1952 plat maps, the site was under individual ownership, with a southwest-northeast oriented railroad present. On the 1965 through 1992 plat maps, the site was under individual ownership. On the 1940 aerial photograph, the site was under agricultural use, with a railroad track present. On the 1950 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2016 aerial photographs, the current building is present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

The following data gap was identified at this site:

- No natural gas pipeline markers were observed at this site. However, natural gas pipeline markers were observed along the east side of Green Mount Road off the project north of this site and at Site 3439-33 south of this site, and it is likely that a natural gas pipeline passes through this site as well.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Likely natural gas pipeline; transformers; potential ACM and lead paint.

Site 3439-32. Agricultural land, 1300 block of N. Green Mount Road, O'Fallon (southeast corner of Green Mount Road and Pierce Boulevard; Attachment 2, page 3). This site is occupied by agricultural land. A natural gas pipeline marker was observed in the ROW at the northwest corner of the site. Other natural gas pipeline markers observed north and south of this site, north of the project limits and Site 3439-1 respectively, indicated the pipeline is oriented north-south along the east side of Green Mount Road. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 plat map, the site was under individual ownership. On the 1874 through 1952 plat maps, the site was under individual ownership with a southwest-northeast oriented railroad crossing the northwest corner of the site. On the 1965 through 1992 plat maps, the site was under individual ownership. On the 1940 aerial photograph, the site was under agricultural use, with a railroad track present. On the 1950 through 2016 aerial photographs, the site was under agricultural use.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 4 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Natural gas pipeline; likely pesticide and/or herbicide use based on agricultural land use.

Site 3439-33. Residential buildings, 531-569 Ponderosa Avenue, O'Fallon (southwest quadrant of Ponderosa Avenue and Bristlecone Drive; Attachment 2, page 3). This site is occupied by five multi-unit residential buildings. A natural gas pipeline marker was observed north of the residential building at 539 Ponderosa Avenue. No other natural gas pipeline markers were observed in this area, and the orientation of the pipeline in this area is unknown. One pad-mounted transformer was observed north of each of the residential buildings at 531 and 539 Ponderosa Avenue. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1988 aerial photographs, the site was under agricultural use. On the 1998 aerial photograph, the site was vacant, with a grassy appearance. On the 2003 through 2016 aerial photographs, the current residential buildings were present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gap was identified at this site:

- The orientation of the pipeline in this area is unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photographs indicates that these residential buildings were constructed after 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint is unlikely to be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformers; potential ACM.

Site 3439-34 (3282-6). Commerce Bank, 4400 Green Mount Crossing Drive, Shiloh (southeast corner of Green Mount Road and Green Mount Crossing Drive; Attachment 2, page 3). This site is occupied by a bank. A natural gas pipeline marker was observed in the ROW at the southwest corner of the site. Other natural gas pipeline markers observed north and south of this site, on Site 3439-35 and south of the project area respectively, indicated the pipeline is oriented north-south along the east side of Green Mount Road. A pad-mounted transformer was observed at the southwest corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 aerial photograph, the site was vacant, with a grassy appearance. On the 2005 through 2016 aerial photographs, the current residential building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformer; potential ACM and lead paint.

Site 3439-35 (3282-4). Commercial building, 3110-3120 Green Mount Crossing Drive, Shiloh (northeast corner of Green Mount Road and Green Mount Crossing Drive; Attachment 2, page 3). This site is occupied by a commercial building. Occupants included businesses typical of a shopping center (see address table for listings). No potential hazards were identified in association with any of these occupants. A natural gas pipeline marker was observed in the ROW at the northwest corner of the site. Other natural gas pipeline markers observed north and south of this site, on Sites 3439-36 and 3439-34 respectively, indicated the pipeline is oriented north-south along the east side of Green Mount Road. Two pad-mounted transformers were observed, one along the west side of the building and one at the northwest corner of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2003 aerial photographs, the site was under agricultural use. On the 2005 through 2016 aerial photographs, the current building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 through 2016 city directories, the current occupants were listed. No potential hazards were identified in association with any of these occupants.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformers; potential ACM and lead paint.

Site 3439-36 (3282-1). 54th Street Grill & Bar, 3140 Green Mount Crossing Drive, Shiloh (southeast quadrant of Green Mount Road and I-64; Attachment 2, page 3). This site is occupied by a restaurant. No natural gas pipeline markers were observed at this site. However, natural gas pipeline markers were observed along the east side of Green Mount Road north and south of this site, at Sites 3439-1 and 3439-35 respectively, and it is likely that a north-south oriented natural gas pipeline passes through this site as well. A pad-mounted transformer was observed at the southeast corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 aerial photograph, the site was vacant, with a grassy appearance. On the 2005 aerial photograph, the current building was under construction. On the 2006 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gap was identified at this site:

- No natural gas pipeline markers were observed at this site. However, natural gas pipeline markers were observed along the east side of Green Mount Road north and south of this site, at Sites 3439-1 and 3439-35 respectively, and it is likely that a north-south oriented natural gas pipeline passes through this site as well.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building,

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Likely natural gas pipeline; transformer; potential ACM and lead paint.

Site 3439-37. Cracker Barrel, 3160 Green Mount Crossing Drive, Shiloh (southeast quadrant of Green Mount Road and I-64; Attachment 2, page 3). This site is occupied by a restaurant. A pad-mounted transformer was observed south of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 aerial photograph, the site was vacant, with a grassy appearance. On the 2005 through 2016 aerial photographs, the current building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 city directory, an individual name was listed. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-38. Arby's, 3180 Green Mount Crossing Drive, Shiloh (southeast quadrant of Green Mount Road and I-64; Attachment 2, page 3). This site is occupied by a restaurant. A pad-mounted transformer was observed at the northeast corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 aerial photograph, the site was vacant, with a grassy appearance. On the 2005 through 2016 aerial photographs, the current building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers,

monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-39. Freddy's Frozen Custard & Steakburgers, 3320 Green Mount Crossing Drive, Shiloh (southeast quadrant of Green Mount Road and I-64; Attachment 2, page 3). This site is occupied by a restaurant. A pad-mounted transformer was observed along the south side of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 aerial photograph, the current building was under construction. On the 2005 through 2016 aerial photographs, the current building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 through 2011 city directories, a different restaurant was listed. In the 2016 city directory, no listings were found for this address.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-40. Commercial building, 3342-3356 Green Mount Crossing Drive, Shiloh

(southeast quadrant of Green Mount Road and I-64; Attachment 2, page 3). This site is occupied by a commercial building. Occupants included businesses typical of a shopping center (see address table for listings). No potential hazards were identified in association with any of the current occupants. A pad-mounted transformer was observed at the northwest corner of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2008 aerial photographs, the site was vacant, with a grassy appearance. On the 2009 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, occupants consistent with a shopping center were listed. No potential hazards were identified in association with any of these occupants.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-41. Golden Corral Restaurant, 3360 Green Mount Crossing Drive, Shiloh (southeast quadrant of Green Mount Road and I-64; Attachment 2, page 3). This site is occupied by a restaurant. A pad-mounted transformer was observed at the northwest corner of the site. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2006 aerial photographs, the site was vacant, with an unpaved parking lot along the south side of the site. On the 2007 through 2016 aerial photographs, the current building was present. In the 1972 through 2006 city directories, no listings were found for this address. In the 2011 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers,

monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-42. Holiday Inn Express, 3396 Green Mount Crossing Drive, Shiloh (northwest corner of Green Mount Crossing Drive and Fortune Boulevard; Attachment 2, page 4). This site is occupied by a hotel. A pad-mounted transformer was observed near the southwest corner of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1998 aerial photographs, the site was under agricultural use. On the 2003 through 2016 aerial photographs, the current building was present. In the 1972 through 2001 city directories, no listings were found for this address. In the 2006 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-43. Residential buildings, 401-525 Ponderosa Avenue, O'Fallon (southwest quadrant of Ponderosa Avenue and Bristlecone Drive; Attachment 2, page 4). This site is

occupied by 16 residential buildings. One pad-mounted transformer was observed north of each of the residential buildings at 463, 471, and 517 Ponderosa Avenue. A pad-mounted transformer was observed south of the building at 409 Ponderosa Avenue. One pole-mounted transformer was observed south of each of the buildings at 425, 435, and 455 Ponderosa Avenue. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1962 aerial photographs, the site was under agricultural use. On the 1978 aerial photograph, the site was vacant, with either a tree-covered or disturbed appearance and the current roadways present. On the 1988 aerial photograph, most of the residential buildings were present. On the 1998 through 2016 aerial photographs, the current residential buildings were present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photographs indicates that these residential buildings were constructed after 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint is unlikely to be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformers; potential ACM.

Site 3439-44. Residential buildings, 109-137 Sugar Pine Lane and 1501-1531 English Pine Lane, O'Fallon (southeast quadrant of Sugar Pine Lane and Ponderosa Avenue; Attachment 2, page 4). This site is occupied by 14 residential buildings. One pad-mounted transformer was observed east of the residential building at 109-111 Sugar Pine Lane. One pole-mounted transformer was observed south of each of the residential buildings at 119, 129, 133, and 137 Sugar Pine Lane. One pad-mounted transformer was observed north of each of the residential buildings at 1505-1507 and 1517-1519 English Pine Lane. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1968 aerial photographs, the site was under agricultural use. On the 1978 through 1998 aerial photograph, two residences different than the current buildings were present. On the 2003 aerial photograph, one of the current residential building was present. On the 2005 through 2016 aerial photographs, all of the current residential buildings were present.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers,

monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Evidence from aerial photographs indicates that these residential buildings were constructed after 1978. Lead paint was banned for residential use in the United States in 1978, and therefore lead paint is unlikely to be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformers; potential ACM.

Site 3439-45. Agricultural land, 1100 block of Fortune Boulevard, Shiloh (northeast corner of Green Mount Crossing Drive and Fortune Boulevard; Attachment 2, page 4). This site is occupied by agricultural land. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2016 aerial photographs, the site was under agricultural use.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Likely pesticide and/or herbicide use based on agricultural land use.

Site 3439-46. Vacant land, approximate I-64 M.M. 16.55, Shiloh (northeast quadrant of Green Mount Crossing Drive and Fortune Boulevard; Attachment 2, page 4). This site is occupied by vacant tree-covered land. Due to lack of access to the site, site observations were made from accessible areas along eastbound I-64. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1968 aerial photographs, the site was part of a farmstead. On the 1978 through 2016 aerial

photographs, the site was vacant tree-covered land.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gap was identified at this site:

- Due to lack of access to the site, site observations were made from accessible areas along eastbound I-64.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs or de minimis conditions were identified at this site.

Site 3439-47. Garden Salon & Spa, 1407 S. Lincoln Avenue, O'Fallon (northwest corner of Lincoln Avenue and I-64; Attachment 2, page 5). This site is occupied by a beauty salon. A pole-mounted transformer was observed along the north side of the site. A propane AST was observed south of the building. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1975 plat maps, the site was under individual ownership. On the 1980 through 1992 plat maps, the site was in an area of small tracts without ownership information. On the 1940 through 1968 aerial photographs, the site was under agricultural use. On the 1978 through 2016 aerial photographs, the current building was present. In the 1972 through 1977 city directories, no listings were found for this address. In the 1982 through 1992 city directories, a realty office was listed. In the 1996 city directory, no listings were found for this address. In the 2001 through 2016, various beauty salons were listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

The building on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in this building.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and

lead paint.

Site 3439-48. St. Clare of Assisi, 1411 Cross Street, O'Fallon (southwest corner of Cross Street and I-64; Attachment 2, page 5). This site is occupied by a church. A storage building was present at the southwest corner of the site, and a former residence, used as parish office, was present at the southeast corner of the site. A pad-mounted transformer was observed along the east side of the church. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership, with a building present in all years except 1899. The date of first development is unknown. On the 1940 through 2005 aerial photographs, the site was under agricultural use, with a farmstead present along the east side of the site. On the 2006 aerial photograph, the church building was under construction, and the residence associated with the farmstead was present. On the 2007 through 2009 aerial photographs, only the church and the office building were present. On the 2010 through 2016 aerial photographs, the current building configuration was present. In the 1972 through 1992 city directories, no listings were found for this address. In the 1996 city directory, an individual name was listed. In the 2001 city directory, no listings were found for this address. In the 2006 through 2016 city directories, the current occupant was listed.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gap was identified at this site:

- The date of first development of the site is unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in these buildings.

No RECs were identified at this site.

The following de minimis conditions were identified at this site: Transformer; potential ACM and lead paint.

Site 3439-49 (2019-1 [partial]). Agricultural land, 1400 block of S. Lincoln Avenue, O'Fallon (northeast corner of Lincoln Avenue and I-64; Attachment 2, page 5). This site is occupied by agricultural land. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2016 aerial photographs, the site was under agricultural use.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

No data gaps were identified at this site.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Likely pesticide and/or herbicide use based on agricultural land use.

Site 3439-50 (1186-1 [partial], 2019-3). Memorial Hospital East, 1404 Cross Street, Shiloh (southeast corner of Cross Street and I-64; Attachment 2, page 5). This site is occupied by a hospital. A medical office building was present along the east side of the site. An UST was observed north of the hospital building, approximately 90 m (300 ft) south of the I-64 median centerline and 310 m (1,020 ft) east of the Cross Street centerline. Two generators situated atop ASTs and a pad-mounted transformer were observed along the north side of the hospital. The contents of the ASTs are unknown. A liquid oxygen AST was observed northeast of the hospital. A pad-mounted transformer was observed along the north side of the site, and a pad-mounted transformer was observed at the southwest corner of the office building. Two natural gas pipeline markers were observed south of the office building. No other natural gas pipeline markers were observed in this area, and the orientation of the pipeline in this area is unknown.

On the 1863 plat map, the site was under individual ownership. On the 1874 through 1952 plat maps, the site was under individual ownership, with a building depicted at the northwest corner of the site in all years except 1899. On the 1965 through 1992 plat maps, the site was under individual ownership, with buildings depicted at the northwest corner and along the south side of the site. On the 1940 through 1962 aerial photographs, the north side of the site was under agricultural use, with a farmstead present along Cross Street. The south side of the site was occupied by wooded land and a residence. On the 1978 through 2012 aerial photographs, the north side of the site was under agricultural use, with a farmstead present along Cross Street. The south side of the site was occupied by wooded land and two residences. On the 2013 through 2015 aerial photographs, the hospital was under construction. On the 2016, the current hospital building was present. In the 1972 through 2016 city directories, no listings were found for this address.

Under the name “Memorial Hospital East”, the address “1402 Cross St" appears on the active RCRA list (USEPA #ILR000191759) and the BOL list (IEPA #1631255011). The address associated with the RCRA and BOL listings is an alternative address for this site. Under the name “Memorial Hospital East” and the address “1404 Cross Street”, this site appears on the UST list (OSFM #6045564) with one registered UST. According to OSFM records, a 75,700-liter (20,000-gallon) diesel UST is currently in use (see above for the location of this UST). No further information was available in OSFM files regarding OSFM #6045564.

According to IEPA files, in March 2016, Memorial Hospital East registered with USEPA and IEPA as a generator of 100-1,000 kg/mo (220-2,200 lb/mo) of ignitable wastes and wastes containing chromium, mercury, selenium, silver, m-cresol, cresol, non-halogenated solvents and still bottoms, 3-(acetonylbenzyl)-4-hdryoxcumar, epinephrine, nicotine, benzoic acid, azirino pyrrolo indole dione, cyclophosphamid, melphalan, phenol, and reserpine. No further information was present in IEPA files regarding IEPA #1631255011.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, pumps or dispensers, protruding pipes, drums, chemical containers, monitoring wells, solid waste, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gaps were identified at this site:

- The contents of the ASTs are unknown.

- The orientation of the pipeline in this area is unknown.

The buildings on this site may contain friable asbestos-containing materials as a component of floor tiles, wall and pipe insulation, roof materials, patching or painting compounds, ceiling materials, or stove and furnace insulation. Lead paint was banned for residential use in the United States in 1978, but has not been banned for industrial and commercial use. Therefore lead paint may be present in these buildings.

The following RECs were identified at this site: UST; ASTs; evidence of chemical use.

The following de minimis conditions were identified at this site: Natural gas pipeline; transformers; potential ACM and lead paint.

Site 3439-51 (1186-1 [partial], 2019-4, 2330A-2). Vacant land, approximate I-64 M.M. 17.50, Shiloh (southeast quadrant of I-64 and Cross Street; Attachment 2, page 5). This site is occupied by vacant tree-covered land. Due to lack of access to the site, site observations were made from accessible areas along eastbound I-64. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1968 aerial photographs, the site was partially under agricultural use and vacant partially-wooded land. On the 1978 through 2016 aerial photographs, the site was vacant wooded land.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gap was identified at this site:

- Due to lack of access to the site, site observations were made from accessible areas along eastbound I-64.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Likely past pesticide and/or herbicide use based on former agricultural land use.

Site 3439-52 (2019-1 [partial]). Vacant land, approximate I-64 M.M. 17.45, O'Fallon (northeast quadrant of I-64 and Lincoln Avenue; Attachment 2, page 5). This site is occupied by vacant fallow land. Due to lack of access to the site, site observations were made from accessible areas along eastbound I-64 and from the west end of Edgewater Drive. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 2013 aerial photographs, the site was under agricultural use. On the 2014 through 2016 aerial photographs, the site was vacant land, with a grassy appearance.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gap was identified at this site:

- Due to lack of access to the site, site observations were made from accessible areas along eastbound I-64 and from the west end of Edgewater Drive.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Likely past pesticide and/or herbicide use based on former agricultural land use.

Site 3439-53. Vacant land, approximate I-64 M.M. 17.55, O'Fallon (northeast quadrant of I-64 and Lincoln Avenue; Attachment 2, page 5). This site is occupied by vacant tree-covered land. Due to lack of access to the site, site observations were made from accessible areas of along eastbound I-64. This site did not appear on any of the regulatory lists checked for this project.

On the 1863 through 1992 plat maps, the site was under individual ownership. On the 1940 through 1978 aerial photographs, the site was under agricultural use. On the 1988 aerial photograph, the

site was vacant land, with a grassy appearance. On the 1998 through 2016 aerial photographs, the site was vacant wooded land.

No visual evidence of stressed vegetation, pits or depressions, mounding or soil piles, lagoons or surface impoundments, stained soil or pavement, water discoloration, fill, storage tanks (above or underground), pumps or dispensers, protruding pipes, pipelines, drums, chemical containers, monitoring wells, solid waste, transformers, non-petroleum chemical use or storage, or unusual or noxious odors was observed at this site during site inspections by ISGS on October 5 and November 20, 2017.

The following data gap was identified at this site:

- Due to lack of access to the site, site observations were made from accessible areas of along eastbound I-64.

Because there are no buildings present and no evidence of fill or demolition debris was observed, asbestos-containing materials and lead paint are unlikely to be present at this site.

No RECs were identified at this site.

The following de minimis condition was identified at this site: Likely past pesticide and/or herbicide use based on former agricultural land use.

ADJOINING SITES

The ISGS conducted a search of federal, state, and other environmental databases for reported environmental concerns on sites adjoining the project. For certain resources, the search distances may have been expanded when deemed applicable in the judgment of the project manager. Refer to the Appendix for complete citations for these databases and the date of update of each database. Sites along the project are listed in the preceding section. Sites adjoining the project that do not appear on regulatory databases are not included. The following sites adjoining, but not along, the project were identified.

Federal records

SEMS: NPL, Active, and Archived
None.

RCRA sites subject to corrective action (CORRACTS)
None.

RCRA sites – non-CORRACTS TSD
None.

RCRA sites – other
Site 3439-A. Auffenberg Ford North, 115 Regency Park, O'Fallon. USEPA #ILR000032599; IEPA #1631105045. Adjoining property to the north of Site 3439-2 (Attachment 2, page 1).

Site 3439-B. HSHS St. Elizabeth's Hospital, 1 St. Elizabeth's Boulevard, O'Fallon. USEPA #ILR000195693; IEPA #1631105117. Adjoining property to the east of Sites 3439-6, 3439-7, and 3439-21 and to the north of Site 3439-27 (Attachment 2, page 2).

Site 3439-C. Target, 3400 Green Mount Crossing, Shiloh. USEPA #ILR000140046; IEPA #1631255008. Adjoining property to the southeast of Site 3439-38, to the south of Sites 3439-39, 3439-40, and 3439-41, and to the southwest of Site 3439-42 (Attachment 2, page 3).

Brownfields pilot sites
None.

Non-LUST releases
None.

State records

Leaking underground storage tanks (LUST)
None.

Registered underground storage tanks (UST)
None.

IEPA Site Remediation Program
None.

IEPA Bureau of Land Inventory
Site 3439-A. Auffenberg Ford North, 115 Regency Park, O'Fallon. USEPA #ILR000032599; IEPA #1631105045. Adjoining property to the north of Site 3439-2 (Attachment 2, page 1).

Site 3439-B. HSHS St. Elizabeth's Hospital, 1 St. Elizabeth's Boulevard, O'Fallon. USEPA #ILR000195693; IEPA #1631105117. Adjoining property to the east of Sites 3439-6, 3439-7, and 3439-21 and to the north of Site 3439-27 (Attachment 2, page 2).

Site 3439-C. Target, 3400 Green Mount Crossing, Shiloh. USEPA #ILR000140046; IEPA #1631255008. Adjoining property to the southeast of Site 3439-38, to the south of Sites 3439-39, 3439-40, and 3439-41, and to the southwest of Site 3439-42 (Attachment 2, page 3).

Site 3439-D. Newbold BMW, 1283 Central Park Drive, O'Fallon. IEPA #1631105086. Adjoining property to the south of Site 3439-10 and to the west of Site 3439-11 (Attachment 2, page 1).

Site 3439-E. Quest Diagnostics, 1197 Fortune Boulevard, Shiloh. IEPA #1631255010. Adjoining property to the southeast of Site 3439-41, to the south of Site 3439-42, and to the southwest of Site 3439-45 (Attachment 2, page 4).

Brownfields
None.

Non-LUST releases

None.

Activity and Use Limitations (including institutional controls, engineered barriers, and Highway Authority Agreements)

None.

Municipal records

None.

Tribal records

There are no tribally owned lands in the state of Illinois; therefore, the checking of tribal records is not applicable for this report.

ORPHAN SITES

The following site that may be in the project area appears on regulatory databases, and regulatory information was reviewed for this site, but this site could not be located. Regulatory records did not contain sufficient information to determine the incident location. Regulatory files for orphan sites were only reviewed if, in the judgment of the project manager, the site had a reasonable probability of being in the project area. Other orphan sites, not listed below, may be present in the project area as well.

Name	Address	Data source
Kombrick, Albert	Back of Farm Field, O'Fallon	BOL (IEPA #1638010008)

CONCLUSIONS

(1) RECs were identified at the following sites along the project:

- Site 3439-1: ROW. Evidence of chemical use; spills; fill; natural gas pipelines; transformer; potential ACM and lead paint.
- Site 3439-2: Jack Schmitt Chevrolet. Potential UST(s); former AST; potential chemical use; transformer; potential ACM and lead paint.
- Site 3439-8: Auffenberg Hyundai. USTs; potential UST(s); evidence of chemical use; natural gas pipeline; transformer; potential ACM and lead paint.
- Site 3439-9: Schaefer Autobody. Potential UST(s); evidence of chemical use; natural gas pipeline; transformer; potential ACM and lead paint.
- Site 3439-11: Newbold Toyota. Potential UST(s); potential chemical use; former AST; natural gas pipeline; potential natural gas pipeline; transformer; potential ACM and lead paint.
- Site 3439-12: ABRA Auto Body & Glass. Potential UST(s); evidence of chemical use; solid waste; transformer; potential ACM and lead paint.
- Site 3439-13: Meyer Honda. Potential UST(s); AST; drum; potential chemical container; evidence of chemical use; transformer; potential ACM and lead paint.
- Site 3439-14: CarMax. Potential UST(s); evidence of chemical use; potential injection well(s); transformers; potential ACM and lead paint.
- Site 3439-17: Commercial building. Evidence of former chemical use; transformer; potential ACM and lead paint.
- Site 3439-18: Buffalo Wild Wings. Drum; transformer; potential ACM and lead paint.
- Site 3439-27: The Blade. Presence on the UST list; transformer; potential ACM and lead paint.
- Site 3439-50: Memorial Hospital East. UST; ASTs; evidence of chemical use; natural gas pipeline; transformers; potential ACM and lead paint.

(2) De minimis conditions were identified at the following sites along the project:

- Site 3439-3: Home Towne Suites. Transformer; potential ACM and lead paint.
- Site 3439-4: Extended Stay of America. Transformer; potential ACM and lead paint.
- Site 3439-5: Residence and vacant lot. Transformer; potential ACM and lead paint.
- Site 3439-6: Vacant land. Natural gas pipeline; likely past pesticide and/or herbicide use.
- Site 3439-7: Enjoy Church. Transformer; potential ACM and lead paint.
- Site 3439-10: At Home. Transformer; potential ACM and lead paint.
- Site 3439-15: Commercial building. Transformer; potential ACM and lead paint.
- Site 3439-16: La-Z-Boy Furniture Galleries. Transformer; potential ACM and lead paint.
- Site 3439-19: Texas Roadhouse. Transformer; potential ACM and lead paint.
- Site 3439-20: Gold's Gym. Transformer; potential ACM and lead paint.
- Site 3439-21: Agricultural land. Likely pesticide and/or herbicide use; transformer.
- Site 3439-22: Dewey's Pizza. Transformer; potential ACM and lead paint.
- Site 3439-24: Commercial building. Transformer; potential ACM and lead paint.
- Site 3439-25: Green Mount Corporate Center. Transformer; potential ACM and lead paint.
- Site 3439-26: PNC Bank. Transformer; potential ACM and lead paint.
- Site 3439-28: Drury Inn & Suites. Transformer; potential ACM and lead paint.
- Site 3439-29: Vacant land. Transformer; likely past pesticide and/or herbicide use.
- Site 3439-30: Vacant land. Likely past pesticide and/or herbicide use.

- Site 3439-31: O'Fallon Assembly of God. Likely natural gas pipeline; transformers; potential ACM and lead paint.
- Site 3439-32: Agricultural land. Natural gas pipeline; likely pesticide and/or herbicide use.
- Site 3439-33: Residential buildings. Natural gas pipeline; transformers; potential ACM.
- Site 3439-34: Commerce Bank. Natural gas pipeline; transformer; potential ACM and lead paint.
- Site 3439-35: Commercial building. Natural gas pipeline; transformers; potential ACM and lead paint.
- Site 3439-36: 54th Street Grill & Bar. Likely natural gas pipeline; transformer; potential ACM and lead paint.
- Site 3439-37: Cracker Barrel. Transformer; potential ACM and lead paint.
- Site 3439-38: Arby's. Transformer; potential ACM and lead paint.
- Site 3439-39: Freddy's Frozen Custard & Steakburgers. Transformer; potential ACM and lead paint.
- Site 3439-40: Commercial building. Transformer; potential ACM and lead paint
- Site 3439-41: Golden Corral Restaurant. Transformer; potential ACM and lead paint.
- Site 3439-42: Holiday Inn Express. Transformer; potential ACM and lead paint.
- Site 3439-43: Residential buildings. Transformers; potential ACM.
- Site 3439-44: Residential buildings. Transformers; potential ACM.
- Site 3439-45: Agricultural land. Likely pesticide and/or herbicide use.
- Site 3439-47: Garden Salon & Spa. Transformer; potential ACM and lead paint.
- Site 3439-48: St. Clare of Assisi. Transformer; potential ACM and lead paint.
- Site 3439-49: Agricultural land. Likely pesticide and/or herbicide use.
- Site 3439-51: Vacant land. Likely past pesticide and/or herbicide use.
- Site 3439-52: Vacant land. Likely past pesticide and/or herbicide use.
- Site 3439-53: Vacant land. Likely past pesticide and/or herbicide use.

(3) No RECs or de minimis conditions were identified at the following sites along the project:

- Site 3439-23: Pond.
- Site 3439-46: Vacant land.

(4) The following properties were identified that appear on environmental databases and that are adjoining, but not along, the project:

- Site 3439-A: Auffenberg Ford North. RCRA, BOL.
- Site 3439-B: HSHS St. Elizabeth's Hospital. RCRA, BOL.
- Site 3439-C: Target. RCRA, BOL.
- Site 3439-D: Newbold BMW. BOL.
- Site 3439-E: Quest Diagnostics. BOL.

(5) Illinois Coal Mine Maps of St. Clair County indicate that coal mining has taken place in the project area. The O'Fallon quadrangle map indicated the nearest former mine is located beneath the western half of the project (western project limit to approximate I-64 M.M. 16.1). This mine, operated by the Peabody Coal Company (Mine #533) from 1904 to 1960, worked the Herrin coal seam by the modified room-and-pillar method at a depth of 12-62 m (40-202 ft). The western half of the project area is undermined by the room-and-pillar method, and therefore may be subject to subsidence.

(6) According to the U.S. Geological Survey, the project is located in an area where the peak horizontal ground accelerations on bedrock (expressed as a percentage of the gravitational acceleration, g) that have a 2% probability of being exceeded in 50 years are between 20% and 80% g. These accelerations are from the USGS 2014 national seismic hazard maps that incorporate the earthquake magnitudes and rates of return from historical events and expected maximum magnitudes from all known fault zones and background events for the general geologic setting. These accelerations on bedrock may be modified by the soils and be greater on the ground surface.

(7) For the purposes of this report, the following are considered to be de minimis conditions:

- Normal use of lead-based paint on exteriors and interiors of buildings and structures.
- Use of asbestos-containing materials in building construction.
- Transformers in normal use, unless the transformers were observed to be leaking, appear on an environmental regulatory list, or were otherwise determined to pose a hazard not related to normal use.
- Agricultural use of pesticides and herbicides. In addition, most land in Illinois was under agricultural use prior to its conversion to residential, industrial, or commercial development. Pesticides, both regulated and otherwise, may have been used throughout the project area at any time. Unless specifically discussed elsewhere in this report, no information regarding past pesticide use that would be subject to enforcement action was located for this project, and such use is considered a de minimis condition.

ENDORSEMENTS

Project Manager: Dale Schmidt **Date:** January 3,2018

Approved: Mark R. Collier **Date:** January 3,2018

ADDRESS LISTINGS

The following addresses along the project were evaluated for this project. Addresses of sites, if any, adjoining but not along the project are not listed here; see text for discussion of these sites.

Property name and address	ISGS site #	Parcel #
ROW I-64 between approximate M.M. 14.7 and M.M. 17.6, O'Fallon and Shiloh	3439-1	NA
Jack Schmitt Chevrolet 127 Regency Park, O'Fallon	3439-2	NA
Home Towne Suites 148 Regency Park, O'Fallon	3439-3	NA
Extended Stay of America 154 Regency Park, O'Fallon	3439-4	NA
Residence 1006 Carr Street, O'Fallon	3439-5	NA
Vacant lot 1000 block of St. Clair Street, O'Fallon	3439-5	NA
Vacant land 200 block of Regency Park, O'Fallon	3439-6	NA
Enjoy Church 251 Regency Park, O'Fallon	3439-7	NA
Auffenberg Hyundai 1300 Central Park Drive, O'Fallon	3439-8	NA
Schaefer Autobody 1290 Central Park Drive, O'Fallon	3439-9	NA
At Home 1287 Central Park Drive, O'Fallon	3439-10	NA
Newbold Toyota 1282 Central Park Drive, O'Fallon	3439-11	NA
ABRA Auto Body & Glass 1274 Central Park Drive, O'Fallon	3439-12	NA
Meyer Honda 1268 Central Park Drive, O'Fallon	3439-13	NA
CarMax 1254 Central Park Drive, O'Fallon	3439-14	NA

Kloss Furniture 1246 Central Park Drive, Suite 1, O'Fallon	3439-15	NA
Mattress 1st 1246 Central Park Drive, Suite 2, O'Fallon	3439-15	NA
La-Z-Boy Furniture Galleries 1238 Central Park Drive, O'Fallon	3439-16	NA
Commercial building 1230 Central Park Drive, O'Fallon	3439-17	NA
Buffalo Wild Wings 1424 Central Park Circle, O'Fallon	3439-18	NA
Texas Roadhouse 1412 Central Park Circle, O'Fallon	3439-19	NA
Gold's Gym 1206 Central Park Drive, O'Fallon	3439-20	NA
Agricultural land 1200 block of Central Park Drive and 200-300 blocks of Regency Park, O'Fallon	3439-21	NA
Dewey's Pizza 425 Regency Park, O'Fallon	3439-22	NA
Pond 400 block of Regency Park, O'Fallon	3439-23	NA
Commercial building 445 Regency Park, O'Fallon	3439-24	NA
Green Mount Corporate Center 475 Regency Park, O'Fallon	3439-25	NA
PNC Bank 1385 N. Green Mount Road, O'Fallon	3439-26	NA
The Blade 1405 N. Green Mount Road, O'Fallon	3439-27	NA
Drury Inn & Suites 1118 Central Park Drive, O'Fallon	3439-28	NA
Vacant land 1100 block of Central Park Drive, O'Fallon	3439-29	NA
Vacant land 1100 block of Central Park Drive, O'Fallon	3439-30	NA

O'Fallon Assembly of God 1400 N. Green Mount Road, O'Fallon	3439-31	NA
Agricultural land 1300 block of N. Green Mount Road, O'Fallon	3439-32	NA
Residential building 531 Ponderosa Avenue, O'Fallon	3439-33	NA
Residential building 539 Ponderosa Avenue, O'Fallon	3439-33	NA
Residential building 547-551 Ponderosa Avenue, O'Fallon	3439-33	NA
Residential building 555-559 Ponderosa Avenue, O'Fallon	3439-33	NA
Residential building 569 Ponderosa Avenue, O'Fallon	3439-33	NA
Commerce Bank 4400 Green Mount Crossing Drive, Shiloh	3439-34	NA
Beauty Brands 3110 Green Mount Crossing Drive, Shiloh	3439-35	NA
St. Louis Bread Company 3120 Green Mount Crossing Drive, Shiloh	3439-35	NA
54th Street Grill & Bar 3140 Green Mount Crossing Drive, Shiloh	3439-36	NA
Cracker Barrel 3160 Green Mount Crossing Drive, Shiloh	3439-37	NA
Arby's 3180 Green Mount Crossing Drive, Shiloh	3439-38	NA
Freddy's Frozen Custard & Steakburgers 3320 Green Mount Crossing Drive, Shiloh	3439-39	NA
Dollar Tree 3342 Green Mount Crossing Drive, Shiloh	3439-40	NA
Famous Footwear 3356 Green Mount Crossing Drive, Shiloh	3439-40	NA
Golden Corral Restaurant 3360 Green Mount Crossing Drive, Shiloh	3439-41	NA
Holiday Inn Express 3396 Green Mount Crossing Drive, Shiloh	3439-42	NA

Residential building 401 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 405 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 409 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 415 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 419 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 425 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 429 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 435 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 445 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 455 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 463 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 471 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 501 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 509 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 517 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 525 Ponderosa Avenue, O'Fallon	3439-43	NA
Residential building 109-111 Sugar Pine Lane, O'Fallon	3439-44	NA
Residential building 119 Sugar Pine Lane, O'Fallon	3439-44	NA

Residential building 125 Sugar Pine Lane, O'Fallon	3439-44	NA
Residential building 129 Sugar Pine Lane, O'Fallon	3439-44	NA
Residential building 133 Sugar Pine Lane, O'Fallon	3439-44	NA
Residential building 137 Sugar Pine Lane, O'Fallon	3439-44	NA
Residential building 1501-1503 English Pine Lane, O'Fallon	3439-44	NA
Residential building 1505-1507 English Pine Lane, O'Fallon	3439-44	NA
Residential building 1509-1511 English Pine Lane, O'Fallon	3439-44	NA
Residential building 1513-1515 English Pine Lane, O'Fallon	3439-44	NA
Residential building 1517-1519 English Pine Lane, O'Fallon	3439-44	NA
Residential building 1521-1523 English Pine Lane, O'Fallon	3439-44	NA
Residential building 1525-1527 English Pine Lane, O'Fallon	3439-44	NA
Residential building 1529-1531 English Pine Lane, O'Fallon	3439-44	NA
Agricultural land 1100 block of Fortune Boulevard, Shiloh	3439-45	NA
Vacant land Approximate I-64 M.M. 16.55, Shiloh	3439-46	NA
Garden Salon & Spa 1407 S. Lincoln Avenue, O'Fallon	3439-47	NA
St. Clare of Assisi 1411 Cross Street, O'Fallon	3439-48	NA
Agricultural land 1400 block of S. Lincoln Avenue, O'Fallon	3439-49	NA
Memorial Hospital East 1404 Cross Street, Shiloh	3439-50	NA

Vacant land approximate I-64 M.M. 17.50, Shiloh	3439-51	NA
Vacant land approximate I-64 M.M. 17.45, O'Fallon	3439-52	NA
Vacant land approximate I-64 M.M. 17.55, O'Fallon	3439-53	NA

INFORMATION SOURCES

Website addresses listed below were accurate and active as of the date viewed or cited in the Appendix; however, websites change frequently and web addresses may be different in the future or may cease to exist entirely.

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APPENDIX

ISGS PRELIMINARY ENVIRONMENTAL SITE ASSESSMENT CHECKLIST

IDOT: P98-003-16 ISGS: 3439
City: O'Fallon and Shiloh
County: St. Clair
Location Coordinates: T2N, R7W, Sections 31 and 32; T2N, R8W, Sections 25 and 36

ISGS Lead: D. Schmidt

Task	Status*	Date	By
Original Material Copied	MF	07/18/17	ALE
IDOT Project Location Database – (All other projects/IDOT sites in the vicinity of the project)			
▸ Other Preliminary Environmental Site Assessments	MF	08/31/17	DRS
▸ Preliminary Site Investigations/Phase II Reports	NF	08/31/17	DRS
▸ Maintenance Facilities	NF	08/31/17	DRS
▸ Permit-Access Agreements	NF	08/31/17	DRS
▸ Draft Highway Authority Agreements/Highway Authority Agreements	NF	08/31/17	DRS
▸ Miscellaneous Sites	NF	08/31/17	DRS
Local Collections			
▸ County	MF	09/21/17	DRS
▸ City	NF	09/21/17	DRS
Geologic Information			
▸ ISGS Stack-Unit Map (GIS)	MF	09/20/17	DRS
▸ ISGS Glacial Drift in Illinois (GIS)	MF	09/20/17	DRS
▸ ISGS Bedrock Geology of Illinois (GIS)	MF	09/20/17	DRS
▸ USDA NRCS Soil Survey Maps	MF	09/20/17	DRS
▸ USDA NRCS Hydric Soils	MF	09/20/17	DRS
▸ USDA NRCS Prime Farmland Soils/	MF	09/20/17	DRS
Hydrogeologic Information (non-CE projects only)			
▸ IEPA Restricted Status List	NA	08/31/17	DRS
▸ USGS-IEPA SWAP-IL Public Water Supplies	NA	08/31/17	DRS
▸ ISGS Wells (GIS)	NA	08/31/17	DRS
▸ ISWS Public Water Supply Surface Water Intakes in Illinois (GIS)	NA	08/31/17	DRS
▸ Potential for Aquifer Contamination Map	NA	08/31/17	DRS
▸ Potential for Aquifer Recharge Map	NA	08/31/17	DRS
▸ Sole Source Aquifer Protection Program	NA	08/31/17	DRS
Hydrogeologic Information (all projects)			
▸ USGS-IEPA SWAP Wellhead Protection	NF	09/20/17	DRS
▸ USGS-IEPA SWAP Fact Sheets /IEPA Well Site Survey Reports	NF	09/20/17	DRS
Historical Records			
▸ Aerial Photographs	MF	09/20/17	DRS
▸ USGS Topographic Maps	MF	09/20/17	DRS
▸ Plat Maps	MF	09/20/17	DRS
▸ Sanborn Fire Insurance Maps: Chadwyck-Healey Inc.	NF	09/20/17	DRS
▸ Sanborn Fire Insurance Maps: University Publications of America	NF	09/20/17	DRS
▸ Sanborn Fire Insurance Maps: Rascher Publishing Company	NA	09/20/17	DRS
▸ City Directories	MF	09/20/17	DRS
▸ Industrial Directories (optional)	NA	09/20/17	DRS
▸ IEPA-ISGS Summary of Former Manufactured Gas Plant Sites (GIS)	NF	09/20/17	DRS
▸ ISGS Draft SEMS Site Coverage (GIS)	NF	09/20/17	DRS
▸ ISGS Draft LUST Site Coverage (GIS)	NF	09/20/17	DRS
▸ ISGS Draft Landfill Site Coverage (GIS)	NF	09/20/17	DRS

Task	Status*	Date	By
Federal Records			
▸ SEMS (NPL, Active, Archived)	NF	01/03/18	DRS
▸ Mercury Site Lists	NF	09/21/17	DRS
▸ RCRA CORRACTS	NF	01/03/18	DRS
▸ RCRA Non-CORRACTS TSD Facilities	NF	01/03/18	DRS
▸ RCRA (Other)	MF	01/03/18	DRS
▸ ERNS	NF	01/03/18	DRS
▸ Brownfields Pilot Sites	NF	12/07/17	DRS
▸ Toxics Release Inventory	NF	09/21/17	DRS
▸ SSTS	NF	09/21/17	DRS
▸ PCB Transformer Registration Database/PCB Activity Quarterly Reports	NF	09/21/17	DRS
USEPA Information Request			
▸ Sent	no	09/21/17	DRS
▸ Received	no	09/21/17	DRS
State Records			
▸ IEPA Brownfields	NF	09/05/17	DRS
▸ IEPA Bureau of Land Inventory	MF	01/03/18	DRS
▸ IEPA Illinois Water Quality Reports	NF	09/05/17	DRS
▸ IEPA LUST	NF	01/03/18	DRS
▸ IEPA Site Remediation Program	NF	01/03/18	DRS
▸ OSFM UST	MF	01/03/18	DRS
▸ IEMA non-LUST Incidents/IEPA OER lists	MF	01/03/18	DRS
▸ Activity and Use Limitations (AULs)	NF	09/19/17	DRS
▸ Groundwater Ordinances	NF	09/19/17	DRS
▸ Cook County Bridge List	NA	09/10/17	DRS
▸ IDOT Bridge List	MF	09/10/17	DRS
▸ Landfills (GIS)	NF	09/10/17	DRS
▸ State Underground Injection Control Inventory	MF	09/10/17	DRS
IEPA BOL Information Request			
▸ Sent	yes	09/07/17	DRS
	yes	09/18/17	DRS
	yes	09/30/17	DRS
	yes	11/27/17	DRS
▸ Received	yes	09/11/17	DRS
	yes	09/21/17	BLH
	yes	10/04/17	KGK
	yes	11/28/17	KGK
OSFM Information Request			
▸ Sent	yes	09/21/17	DRS
▸ Received	yes	10/17/17	DRS
Local Records			
▸ Municipal Records (optional)	no	09/21/17	DRS
Mining Maps and Publications			
▸ ISGS Quadrangle/County On-Line Coal Maps and Directories	MF	09/21/17	DRS
▸ ISGS Non-Coal Underground Mines	MF	09/21/17	DRS
▸ Lead Mining	NA	09/21/17	DRS
Oil and Gas Information			
▸ ISGS Oil and Gas Fields/Oil Wells (ILOIL GIS)	NF	09/21/17	DRS
▸ USDOT OPS Pipeline Integrity Management Mapping Application	NF	09/21/17	DRS
Natural Hazards			
▸ USGS Seismic Risk Map	MF	09/21/17	DRS
▸ ISGS Landslide Inventory (GIS)	NF	09/21/17	DRS
▸ Karst Terrains and Carbonate Rocks of Illinois Maps	NF	09/21/17	DRS

* MF = Material found within search radius; NF = Nothing found within search radius; NA = Not applicable

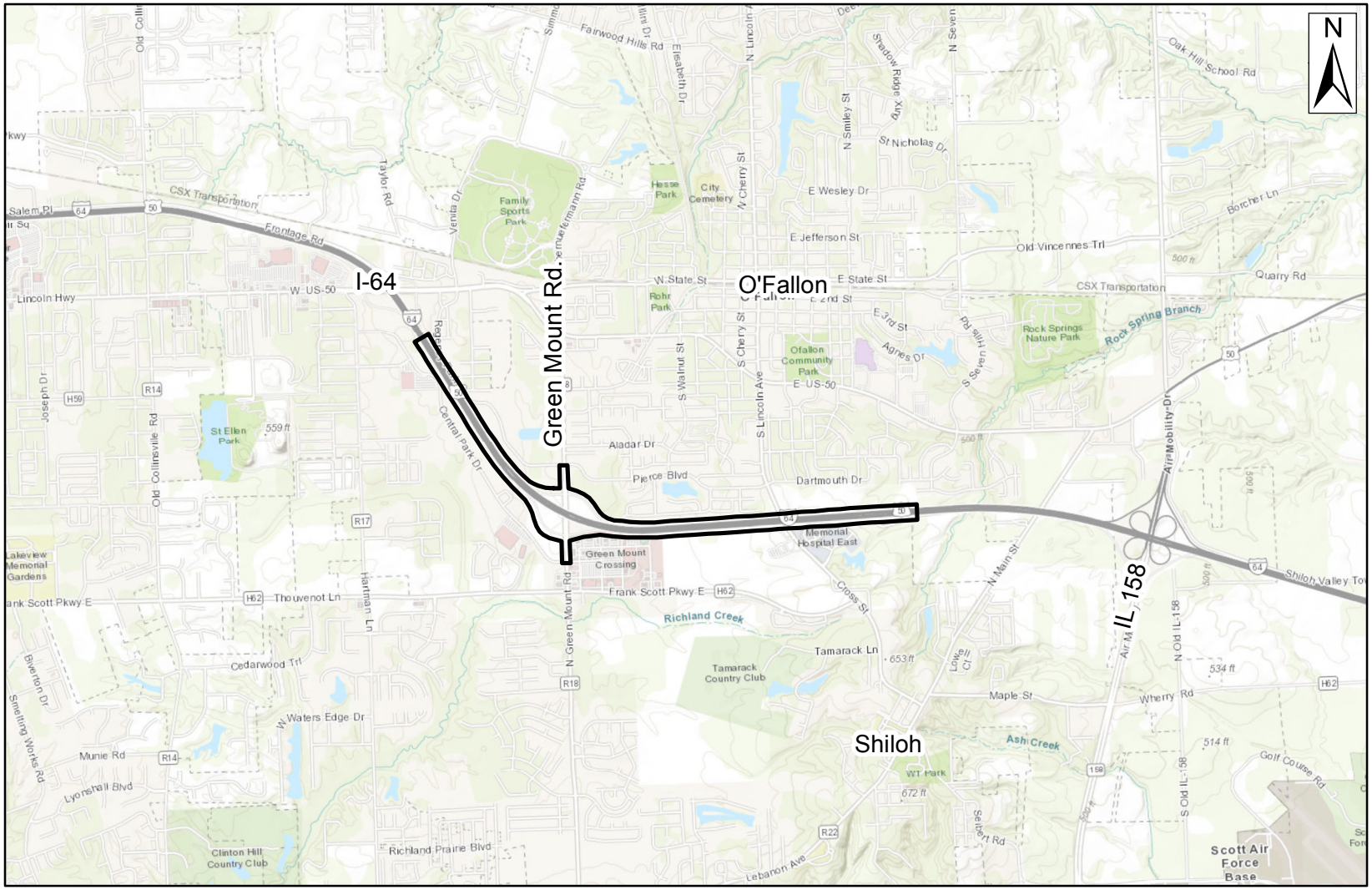
Date of Records Review Completion: January 3, 2018

LIST OF ATTACHMENTS

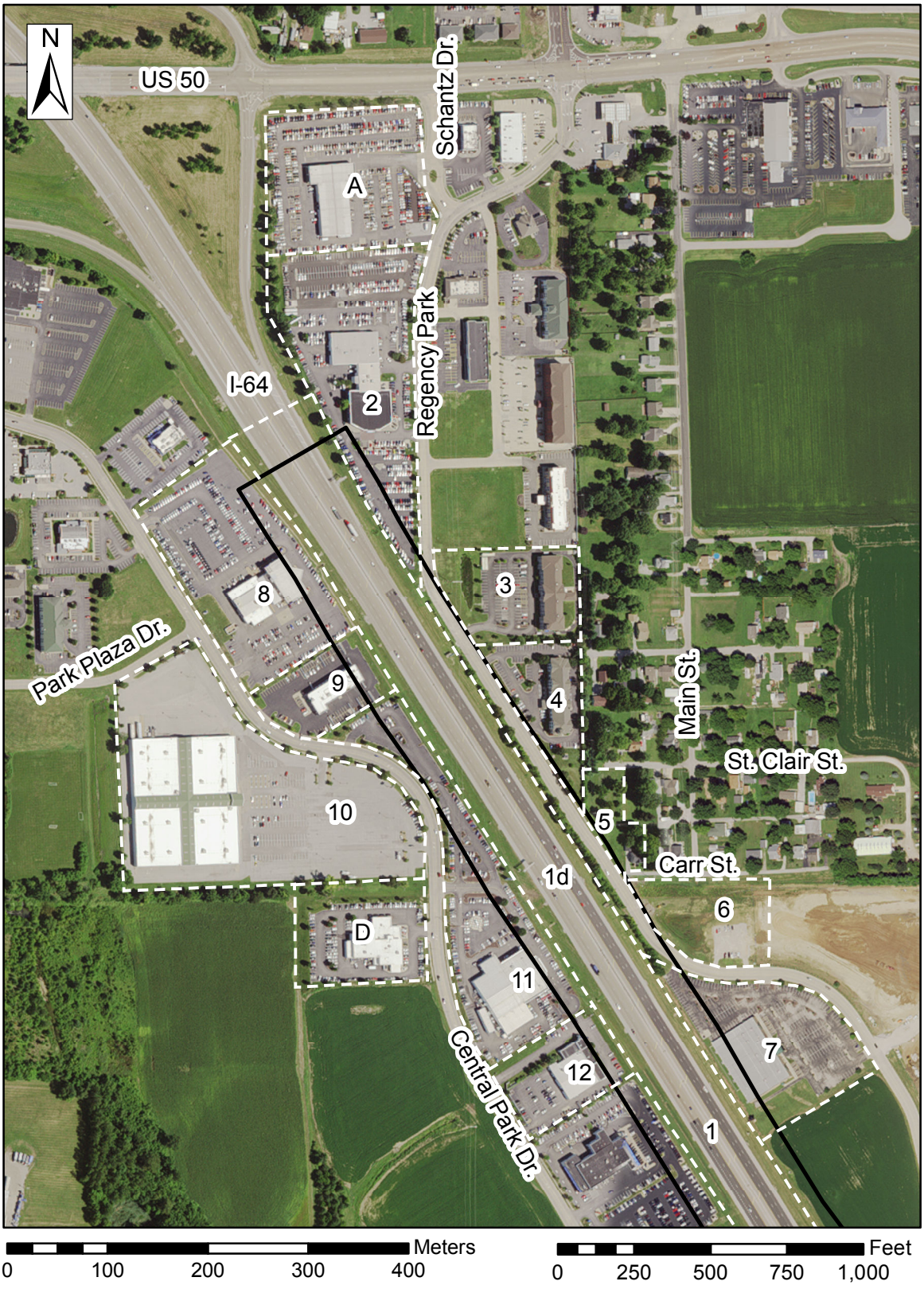
1. Project location map, ISGS #3439.

2. Site location maps (5 pages).

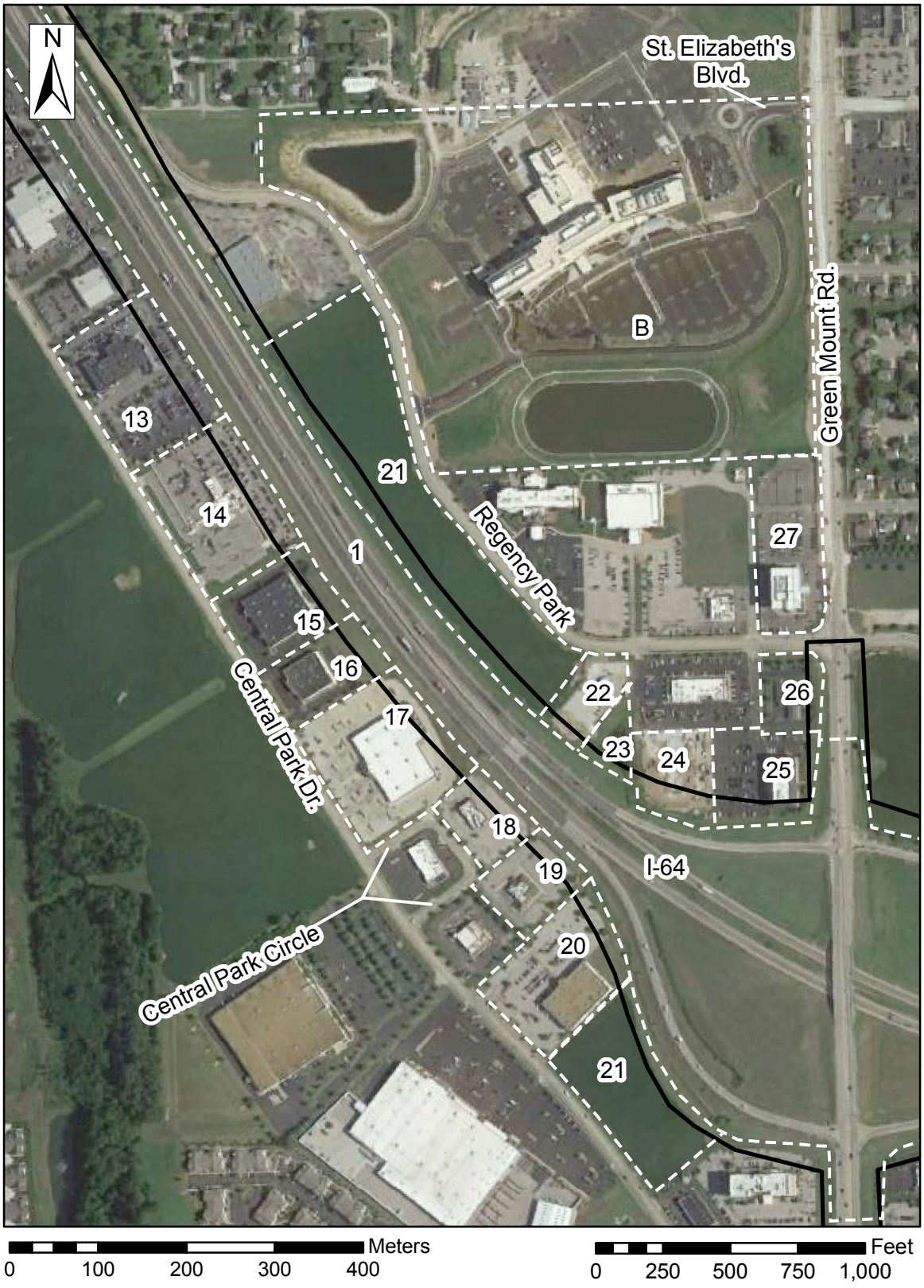
Attachment 1. Project location map, ISGS #3439.
Project area indicated by heavy black lines.



Attachment 2, page 1. Site location map, Sites 3439-1 through 3439-12.
All site boundaries are approximate and should not be used as actual parcel boundaries.

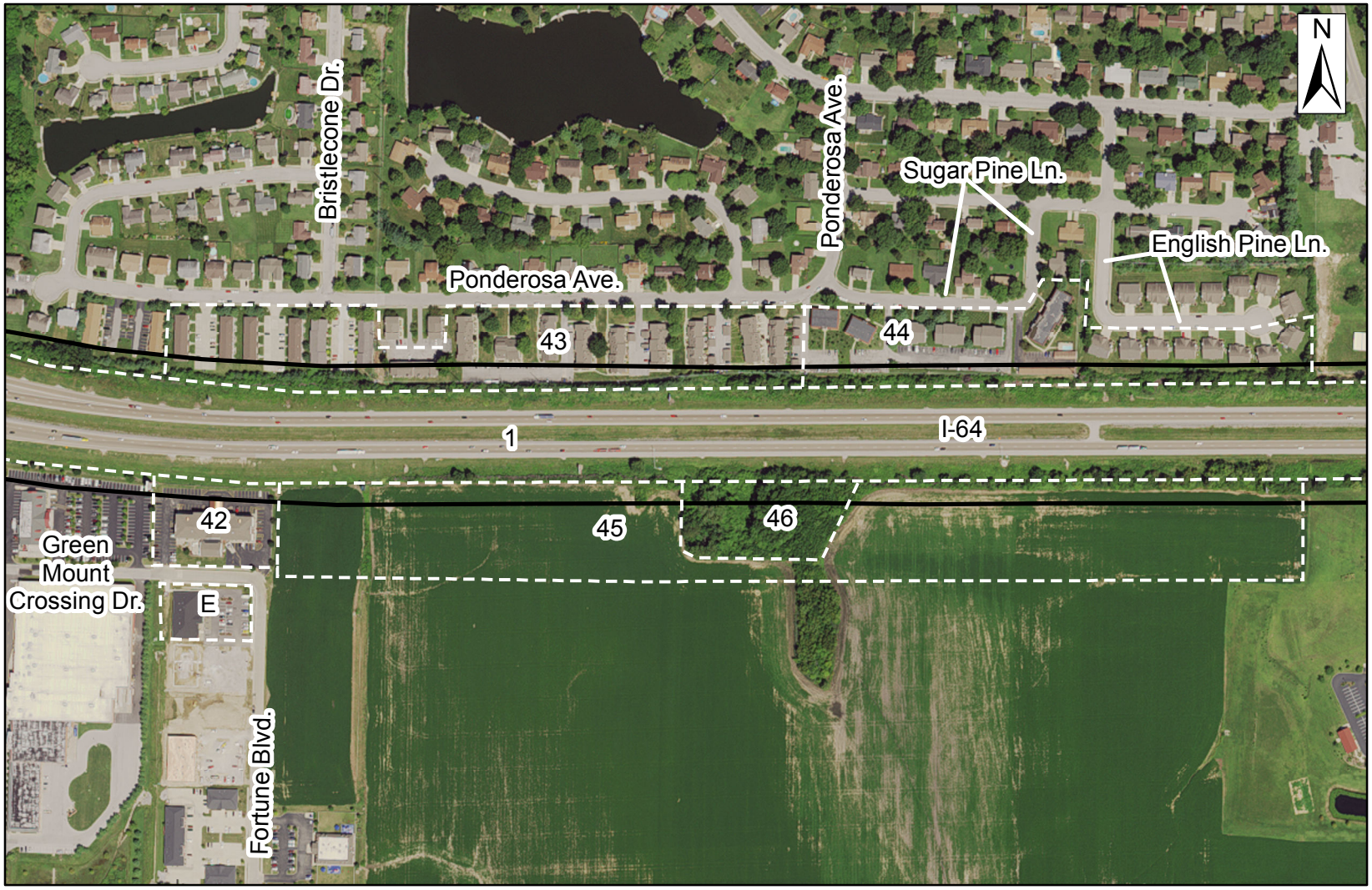


Attachment 2, page 2. Site location map, Sites 3439-1 and 3439-13 through 3439-27.
All site boundaries are approximate and should not be used as actual parcel boundaries.

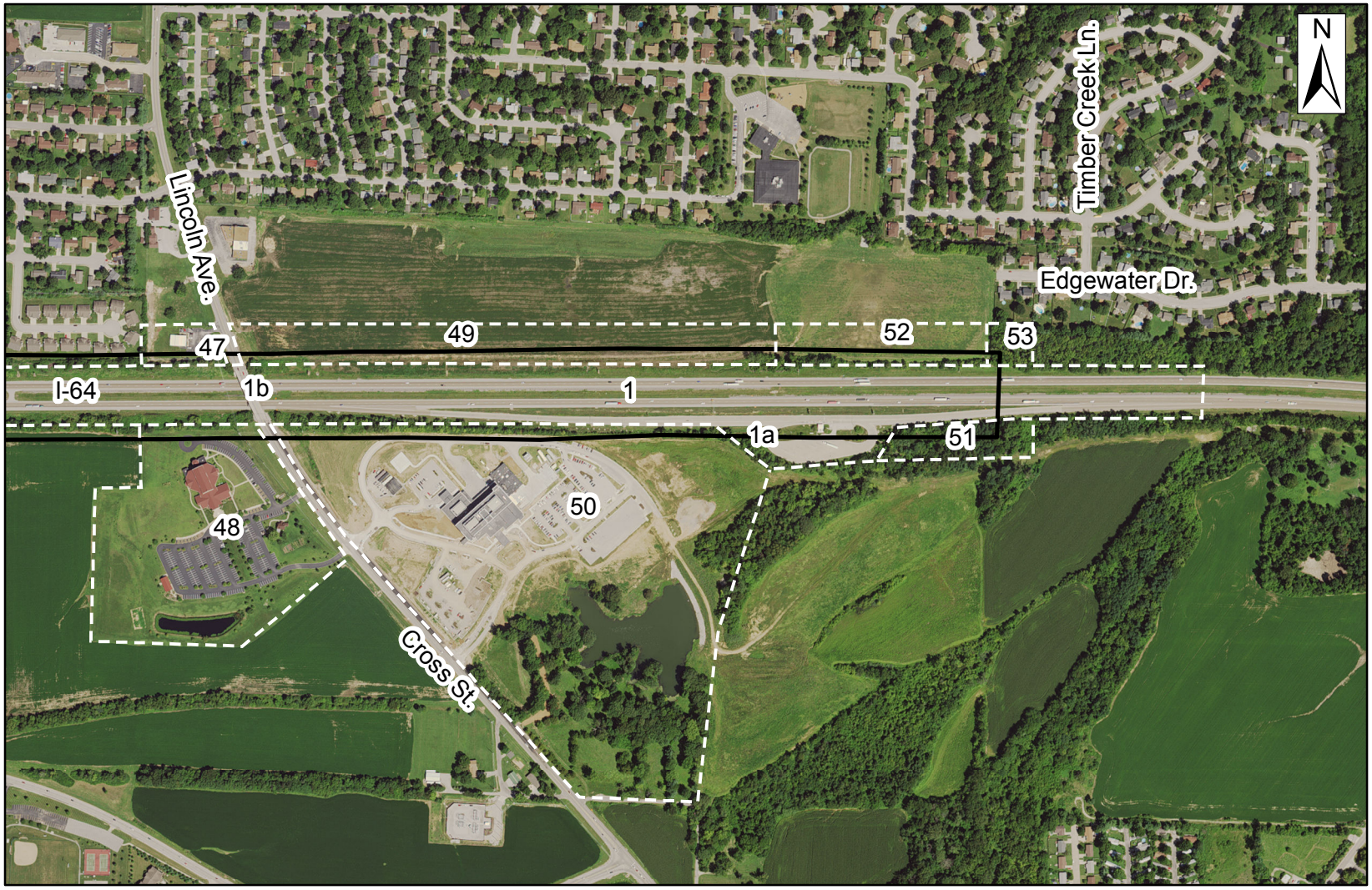


Attachment 2, page 3. Site location map, Sites 3439-1 and 3439-28 through 3439-41.
All site boundaries are approximate and should not be used as actual parcel boundaries.

Attachment 2, page 4. Site location map, Sites 3439-1 and 3439-42 through 3439-46.
All site boundaries are approximate and should not be used as actual parcel boundaries.



Attachment 2, page 5. Site location map, Sites 3439-1 and 3439-47 through 3439-53.
All site boundaries are approximate and should not be used as actual parcel boundaries.



ILLINOIS NATURAL HISTORY SURVEY
PRAIRIE RESEARCH INSTITUTE

MAMMAL SURVEY REPORT

Two Bridge Assessments at North Greenmount Road/CR-18 over I-64 and Cross Street over I-64, St. Clair County, Illinois

IDOT Sequence Number: 20879

Prepared by:
Jocelyn Karsk and Patricia Dickerson

INHS/IDOT Statewide Biological Survey & Assessment Program
2018: 13

14 February 2018

Project Summary

The Illinois Department of Transportation (IDOT) requested the Illinois Natural History Survey (INHS) conduct two bridge assessments for the Indiana bat (*Myotis sodalis*) and the northern long-eared bat (*Myotis septentrionalis*) at North Greenmount Road/ CR-18 over I-64 and Cross Street over I-64 in St. Clair County, Illinois (Sequence no.: 20879). Field work was conducted on 30 January 2018. Neither bats nor signs of bats were found. The project location map can be found in Figure 1, the Bridge/Structure Assessment Form can be found in Appendix A, the site photos are found in Appendix B.

Report Prepared By: Jocelyn Karsk, Assistant Mammalogist
Patricia Dickerson, Field Technician
GIS Figure Prepared by: Janet L. Jarvis, GIS Specialist

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Illinois Natural History Survey
Statewide Biological Survey and Assessment Program
1816 South Oak Street
Champaign, Illinois 61820

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Cover Photo: Looking southwest along east side of S.N. 082-0344 carrying North Greenmount Road over I-64 in St. Clair County on 30 January 2018.

Introduction

On 14 July 2017 the Bureau of Design & Environment at the Illinois Department of Transportation (IDOT) submitted a request of the Illinois Natural History Survey (INHS) to conduct two bridge assessments to assess the presence or absence of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) at North Greenmount Road/ CR-18 over I-64 and Cross Street over I-64 in St. Clair County, Illinois (Sequence no.: 20879). This project includes widening, resurfacing, and bridge repair along I-64 from west of Greenmount Road to 1.1 miles west of IL 158.

Records and Previous Surveys

The Illinois Natural Heritage Database (INHD), which is maintained by the Illinois Department of Natural Resources (IDNR), has two records of Indiana bat and one record of northern long-eared bat in St. Clair County, Illinois.

Natural History of Indiana Bats and Northern-Long Eared Bats

Indiana bats congregate in caves or abandoned mines for hibernation, but are more widely dispersed during the summer (Barbour and Davis 1969). Maternity colonies primarily roost beneath slabs of exfoliating bark on dead trees, but also have been found beneath the "shaggy" bark of certain live hickories (*Carya*) and oaks (*Quercus*), and in tree crevices (Cope et al. 1973; Humphrey et al. 1977; Gardner et al. 1991; Kurta et al. 1993a, b, 1996, 2002; Callahan et al. 1997; Carter 2003). Maternity colonies, however, recently have been found roosting in buildings (a church, house, and barn), artificial roosting structures (e.g., bat houses), and utility poles (Carter et al. 2001; Butchkoski and Hassinger 2002; Chenger 2003; Hendricks et al. 2005; Kurta 2005; Ritzi et al. 2005). Males and non-reproductive females use caves, mines, bridges, and artificial roosting structures as well as trees for diurnal roosts during summer (Mumford and Cope 1958; Gardner et al. 1991; Salyers et al. 1996; Ford et al. 2002; INHD).

Northern-long eared bats also congregate in caves or abandoned mines for hibernation and are more widely dispersed during the summer (Caceres and Barclay 2000). Their maternity colonies roost under exfoliating bark like the Indiana bat, however they are more likely than Indiana bats to roost in cracks, crevices, and cavities in trees (Foster and Kurta 1999; Carter and Feldhamer 2005; Lacki et al. 2009). They are also known to use artificial structures, such as barns and sheds, for roosts and are more likely to use them than Indiana bats (Krochmal and Sparks 2007; Henderson and Broders 2008; Timpone et al. 2010).

Roost trees housing maternity colonies of Indiana bats are relatively large, with a DBH (diameter at breast height) of at least 12 in (e.g., Gardner et al. 1991; Kurta et al. 1993a, 1996; Callahan et al. 1997; Whitaker and Brack 2002). Female and juvenile Indiana bats have been documented roosting in more than 30 species of trees (Kurta 2005). Tree species known to have been used by Indiana bat maternity colonies in Illinois are northern red oak (*Q. rubra*), white oak (*Q. alba*), post oak (*Q. stellata*), pin oak (*Q. palustris*), slippery elm (*Ulmus rubra*), American elm (*U. americana*), shagbark hickory (*C.* o*vata*), bitternut hickory (*C. cordiformis*), silver maple (*Acer saccharinum*), cottonwood (*Populus deltoides*), sycamore (*Platanus occidentalis*), green ash (*Fraxinus pennsylvanica*), and sweetgum (*Liquidambar styraciflua*) (Gardner et al. 1991; Kurta et al. 1993a; Carter 2003). A maternity colony uses more than one tree during the summer (e.g., Gardner et al. 1991; Kurta et al. 1996; Callahan et al. 1997), but the number of roost trees a colony requires is variable (Menzel et al. 2001). A colony in Michigan roosted in 23 trees (Kurta et al. 1996) and four Missouri colonies used 10-20 roost trees each (Callahan et al. 1997). In Michigan, members of a maternity colony occupied trees that were up to 5.1 mi apart during a

summer and traveled as much as 3.6 mi between roost trees overnight (Kurta et al. 2002). Individual roost trees have a limited "lifespan," making them an ephemeral resource (Gardner et al. 1991).

Tree species used by northern long-eared bats are similar to those used by Indiana bats (U.S. FWS 2014). Northern long-eared bats use trees with a larger range of diameters than Indiana bats (Lacki et al 2009). In addition, as with Indiana bats, northern long-eared bats are known to switch roosts during the maternity season (Patriquin et al. 2010; Johnson et al. 2012).

Trees used by Indiana bats in Illinois have been located in upland and floodplain forests, a swamp, and pastures (Gardner et al. 1991; Kurta et al. 1993a; Carter 2003). There is a consensus that Indiana bat maternity colonies occupy primary roosts that are exposed to high levels of solar radiation (Menzel et al. 2001). The death of an overstory tree creates a light-gap in the forest canopy that exposes remaining trees to solar radiation. Dead trees along forest edges or in areas impacted by flooding also have high levels of exposure to sunlight. Some alternate maternity roosts, as well as roosts used by male Indiana bats, are in shaded locations (Gardner et al. 1991; Callahan et al. 1997). Most Indiana bat roost trees have been close to (or surrounded by) water (e.g., Humphrey et al. 1977; Gardner et al. 1991; Callahan et al. 1997; Kurta et al. 1996, 2002; Carter 2003), but some have been found more than 1.2 mi from a perennial stream (Gardner et al. 1991; Kurta et al. 1993a). Trees occupied by reproductively active female and juvenile Indiana bats in Illinois (n = 56) were rarely within 1637 ft of a paved highway (Gardner et al. 1991). In contrast, a maternity colony in Indiana was found roosting in trees near a major highway (J.M. Mengelkoch, personal observation). Some adult male Indiana bats roosted less than 786 ft from a paved highway in Illinois (Gardner et al. 1991) and an adult male in West Virginia occupied a tree only 43 ft from a road (Ford et al. 2002).

Northern long-eared bat summer habitat includes a large assortment of wooded areas. They appear to tolerate more canopy cover than Indiana bats (U.S. FWS 2014).

Most Indiana bat maternity colonies in the Midwest have been found in landscapes that were a mosaic of forest and agricultural areas (Cope et al. 1973; Humphrey et al. 1977; Gardner et al. 1991; Kurta et al. 1993a, b, 2002; Callahan et al. 1997; Carter 2003). Despite the fact that they roost in trees, the presence of Indiana bats does not seem to be correlated with forest cover. In Missouri, for example, the amount of forest cover did not differ significantly between sites where Indiana bats were captured and not captured (Miller et al. 2002). In Illinois, Carter et al. (2002) found significantly fewer and smaller patches of urban development in the vicinity of Indiana bat roosts than at random sites. There also was less residential land around Indiana bat capture sites than unsuccessful netting sites in Missouri (Miller et al. 2002). Belwood (2002), however, documented a maternity colony occupying trees in a wooded subdivision in Ohio and a colony near the Indianapolis Airport occupies a rural area surrounded by urban/suburban development (Whitaker et al. 2004; Sparks et al. 2005).

Although more needs to be learned about habitat requirements of Indiana bat maternity colonies at the landscape level (Menzel et al. 2001; U.S. Fish and Wildlife Service 2007), it seems reasonable that sustainable habitat for Indiana bat would include a variety of snags, hickories, and numerous large, senescent trees that would provide future roost sites. Given the similarities between northern long-eared bats and Indiana bats, suitable summer habitat is likely very similar with the northern long-eared bat being slightly more flexible in its requirements (U.S. FWS 2014).

Requirements for foraging habitat are less restrictive; habitats used by foraging Indiana bats include riparian corridors, wetlands, upland forests, ponds, and fields (Menzel et al. 2001). Northern long-eared bats will forage in upland forests and forested hillsides (LaVal et al. 1977; Caceres and Pybus 1998; Brack and Whitaker 2001) and occasionally over water, roads, and clearings in the forest (van Zyll de Jong 1985).

The Indiana bat was listed as a federally endangered species in 1967 and the northern long-eared bat was listed as federally threatened on 2 April 2015. Recently, a rapidly spreading bat disease (white-nose syndrome, WNS) spread by the cold-adapted ascomycete fungus, *Pseudogymnoascus*

destructans has become a leading cause of mortality of several species of North American hibernating bats (Blehert et al. 2009; Frick et al. 2010). WNS was confirmed in Illinois bats by the Illinois Department of Natural Resources (IDNR) on 28 February 2013 (http://whitenosesyndrome.org/partner/illinois-department-natural-resources). Currently, 31 states, mostly in the eastern U.S., and five Canadian Provinces have been confirmed to exhibit WNS-infected bats (https://www.whitenosesyndrome.org/ ; accessed 8 May 2017). Seven species of bat are affected, namely, little brown bat (*M. lucifugus*), big brown bat (*Eptesicus fuscus*), northern long-eared bat, tri-colored bat (*Perimyotis subflavus*), eastern small-footed bat (*M. leibii*), the endangered Indiana bat, and the endangered gray bat (*M. grisescens*). As of 31 March 2016, WNS was confirmed in fourteen Illinois counties (http://wwx.inhs.illinois.edu/research/bat-wns/).

Methods

Two bridges (S.N. 082-0344 and S.N. 082-0181) within the project area were assessed for the presence of bats and/or bat sign by Jocelyn Karsk and Patricia Dickerson on 30 January 2018. All surfaces, crevices, and spaces that a bat might use were surveyed. A Bridge/Structure Assessment Form (Federal Highway Administration and Federal Railroad Administration 2017) was completed. Photos of the bridges were taken.

Results and Conclusions

One bridge carrying North Greenmount Road/CR-18 (082-0344) over I-64 and one bridge carrying Cross Street (082-0181) over I-64 in St. Clair County, Illinois were assessed (Figure 1). Neither bats nor sign of bats were observed (Appendices A and B).

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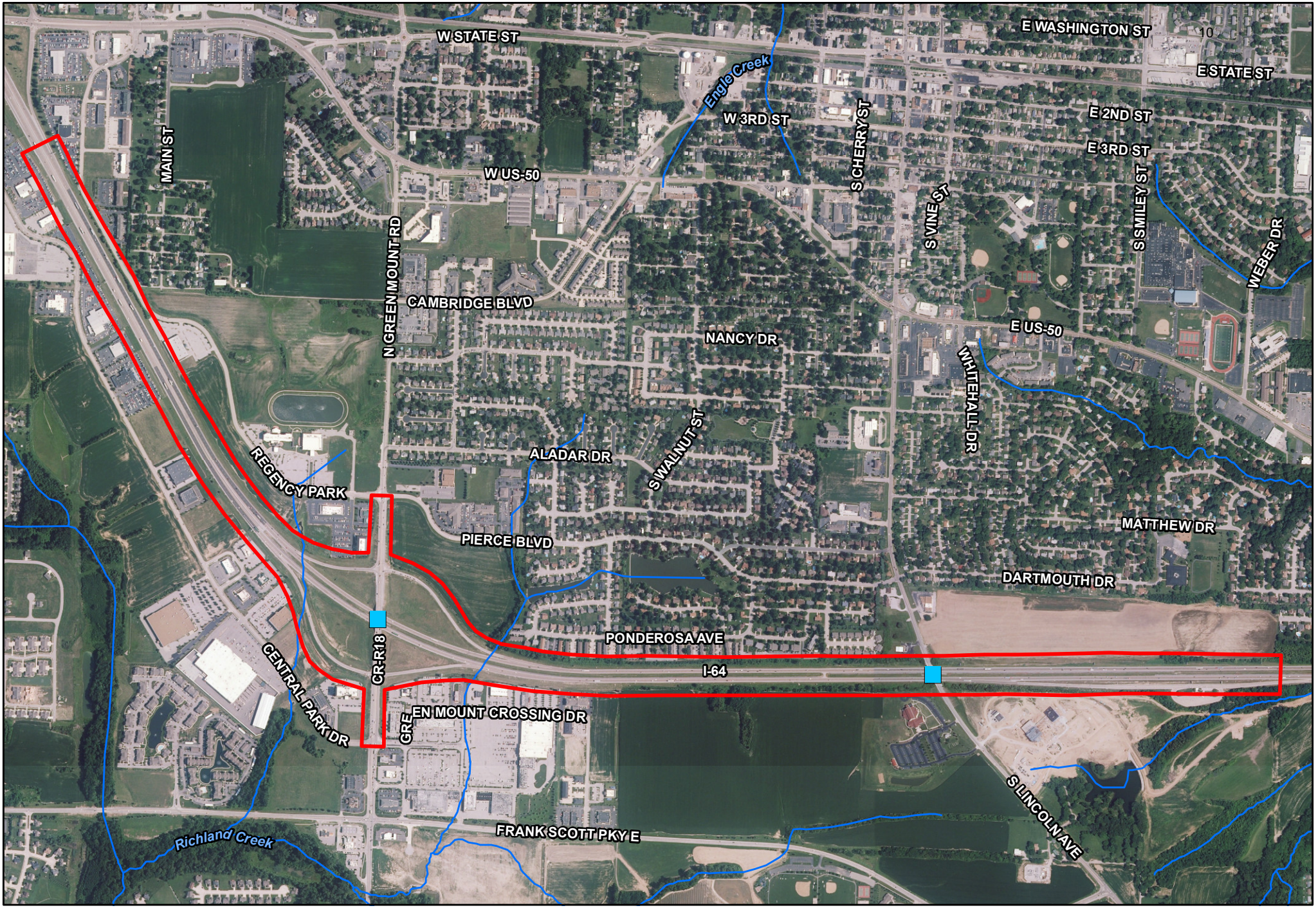

Figure 1. Bridge assessment at the crossings of CR-18 and South Lincoln Avenue over I-64 (Sequence no. 20878) St. Clair County, Illinois.

APPENDIX A: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
20879	N/A I-64	30 January 2018 10:30 AM	**Yes** **No**

Route	County	Federal Structure ID
North Greenmount Road	St. Clair	082-0344

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	X	**Crevices, rough surfaces or imperfections in concrete**		**Human disturbance or traffic under bridge/in culvert or at the structure**	High	Low	None
All crevices >12" deep & not sealed	X	**Spaces between walls, ceiling joists**		**Possible corridors for netting**	None/poor	Marginal	Excellent
All guardrails	X						
All expansion joints	see notes						
Spaces between concrete end walls and the bridge deck	X						

Vertical surfaces on concrete I-beams	X						

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)
- Live __number seen
- Dead __number seen

Photo documentation Y/N

Audible

Guano

Odor Y/N

Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Notes: Expansion joints between concrete guardrails NOT checked due to safety concerns with high volumes of traffic and no shoulder on bridge.

Assessment Conducted By: Jocelyn Karsk & Patricia Dickerson **Signature(s):** _____

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

APPENDIX A: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
20879	N/A I-64	30 January 2018 11:10 AM	**Yes** **No**

Route	County	Federal Structure ID
Cross Street	St. Clair	082-0181

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐

Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		Culverts/Other Structures		Summary Info (circle all that apply)			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	X	**Crevices, rough surfaces or imperfections in concrete**		**Human disturbance or traffic under bridge/in culvert or at the structure**	High	Low	None
All crevices >12" deep & not sealed	X	**Spaces between walls, ceiling joists**		**Possible corridors for netting**	None/poor	Marginal	Excellent
All guardrails	X						
All expansion joints	X						
Spaces between concrete end walls and the bridge deck	No - inaccessable 10+ feet tall						

Vertical surfaces on concrete I-beams	X						

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)
- Live __number seen
- Dead __number seen

Photo documentation Y/N

Guano

Odor Y/N

Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Audible

Assessment Conducted By: Jocelyn Karsk & Patricia Dickerson **Signature(s):** _____

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
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3. Any questions should be directed to the District Environmental Manager.

Appendix B: Site Photos

S.N. 082-0344

Looking south towards deck of structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking south at deck of structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking south at east side of structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking at north abutment of structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking south under structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking north toward deck of structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking north at deck of structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking north from under the structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking southwest at southern abutment of structure carrying North Greenmount Road over I-64 in St. Clair County, Illinois on 30 January 2018.

S.N. 082-0181

Looking south at deck of structure carrying Cross Street over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking south from west side of structure carrying Cross Street over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking south from under structure carrying Cross Street over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking south from east side of structure carrying Cross Street over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking north at deck from south end of structure carrying Cross Street over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking north from west side of structure carrying Cross Street over I-64 in St. Clair County, Illinois on 30 January 2018.

Looking north from under structure carrying Cross Street over I-64 in St. Clair County, Illinois on 30 January 2018.

Illinois Department of Transportation

Memorandum

To:	Jeffery L. Keirn	Attn: Kirk Brown
From:	Jack A. Elston	By: Thomas C. Brooks
Subject:	Natural Resources Review	
Date:	May 10, 2018	Thomas C Brooks

FAI 64
T 2N, R 7W, S 25
St. Clair County
Sequence # 20879

The proposed project is for the widening, resurfacing & bridge repair along I-64 from W of Greenmount Rd to 1.1 mi W of IL 158. The structures are numbers 082-0344 and 082-0181. The total length of the project is 2.18 miles.

The bridges are not crossing a stream. As such there will be no in stream work. There will be an unknown amount of right-of-way or temporary easement required for the completion of this project. No tree removal is anticipated. Land cover in the project vicinity is urban.

Review for Illinois Endangered Species Protection and Illinois Natural Areas Preservation – Part 1075

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location. **Therefore, consultation under Part 1075 is terminated.**

This review for compliance with 17 Ill. Adm. Code Part 1075 is valid for two years unless new information becomes available that was not previously considered; the proposed improvement is modified; or additional species, essential habitat, or Natural Areas are identified in the vicinity. If the proposed improvement has not been implemented within two years of the date of this memorandum, or any of the above listed conditions develop, a new review will be necessary.

Review for Illinois Interagency Wetland Policy Act – Part 1090

The National Wetlands Inventory, Ducks Unlimited Wetlands Inventory, ground level and aerial photos, and topographic quadrangle maps were examined. There are no wetlands in the project vicinity. Soils are considered urban. **Therefore, the wetland review under Part 1090 is terminated.**

Review for Endangered Species Act - Section 7

The proposed improvement was reviewed in fulfillment of our obligation under Section 7(a)2 of the Endangered Species Act. Our review included use of the US Fish and Wildlife Service's Information for Planning and Conservation (IPaC) web-based review tool. Through IPaC, an official species list was received and is saved to the project folder. The list contains the endangered, threatened, proposed and candidate species and proposed and designated critical habitat that may be present within or in the vicinity of the proposed improvement. The following species are listed: Indiana bat (Ibat), Northern long-eared bat (NLEB), Least tern, Illinois cave amphipod, Pallid sturgeon, Decurrent false aster, Prairie bush clover, and Eastern prairie fringed orchid. There is no proposed or designated critical habitat in St. Clair County. Under 50 CFR 402.12(e), **the accuracy of the species list is limited to 90 days.**

Within IPaC there is a Determination Key for the NLEB and Ibat. We used the key to determine applicability of the project with the USFWS revised programmatic biological opinion for transportation projects dated 12-15-2016 and to assess what effect the project would have on NLEB or Ibat. We completed an IPaC qualification interview and determined that **the project is within the scope of the programmatic biological opinion and would have no effect on either the NLEB or Ibat.** Our determination is based on the results of the bridge/structure assessment. No bats or signs of bats were observed on the bridge. **Please note that the bridge/structure assessment that was conducted for this project is valid for two years and that an expired assessment will need to be updated prior to construction.**

We cross-referenced the preferred habitat of each of the remaining listed species with our knowledge of the project area and determined that the project will have no effect on those species.

Should the proposed improvement be modified or new information indicates listed or proposed species may be affected; consultation or additional coordination should be initiated.

KCK

Huff & Huff incorporated

A Subsidiary of GZA

Traffic Noise Analysis Report

Interstate Route 64 from West of Greenmount Street to West of Main Street St. Clair County, Illinois

October 2019
File No. 81.0220490.08

PREPARED FOR:
Illinois Department of Transportation

Huff & Huff, A Subsidiary of GZA
915 Harger Road, Suite 330 | Oak Brook, IL 60523
630-684-9100

GZA has 30 Offices Nationwide
www.huffnhuff.com www.gza.com

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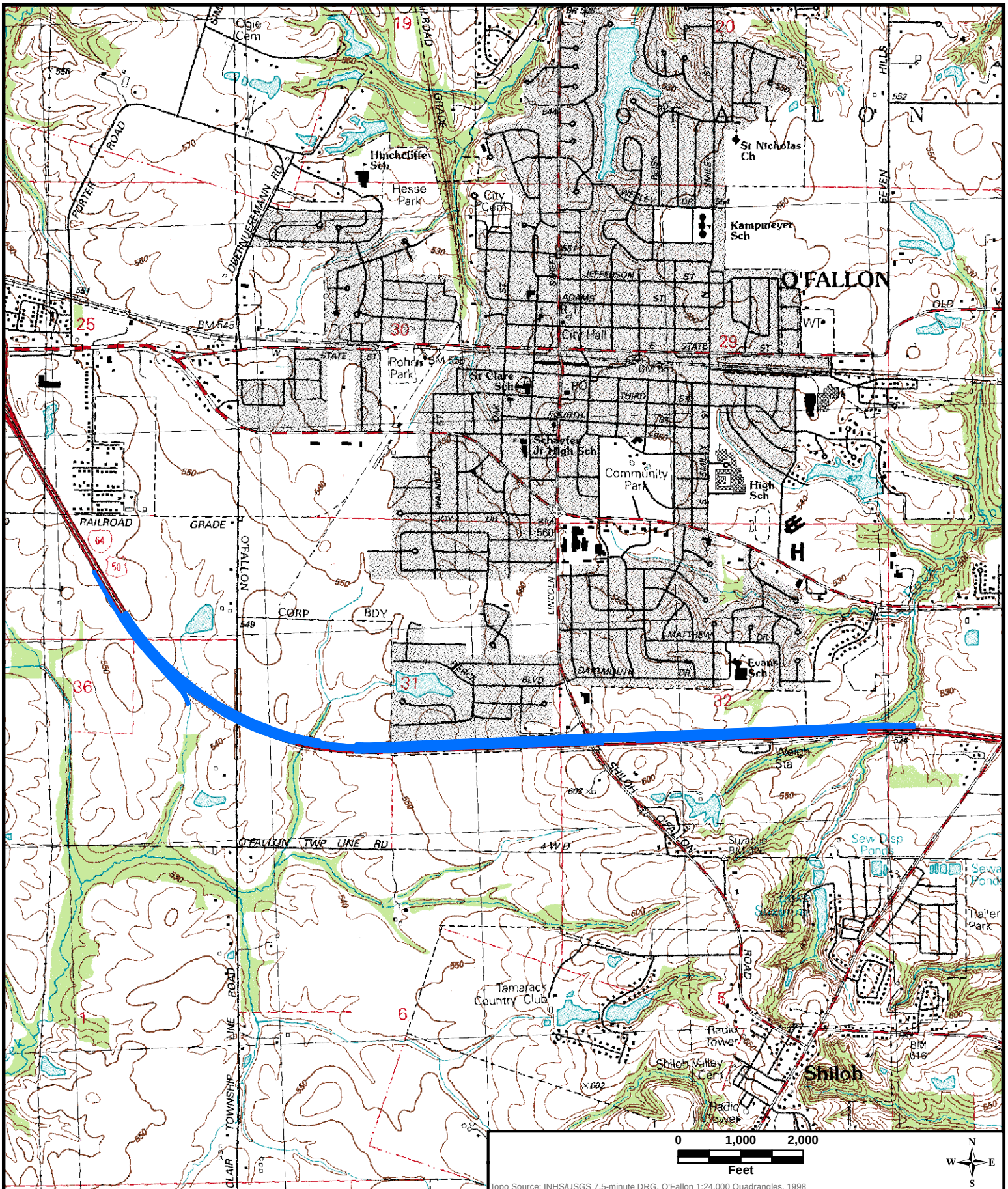
1.0 INTRODUCTION

This traffic noise study has been prepared to evaluate traffic noise for the roadway improvements to Interstate Route 64 (I-64) from west of Greenmount Street to west of Main Street. The noise study area, shown in Figure 1, is in St. Clair, Illinois. An additional through-lane will be added to the inside of the I-64 mainline, resulting in three through-lanes in each direction. The proposed study will evaluate existing and future traffic noise conditions, and if appropriate, potential noise abatement measures. The existing land use adjacent to the road is a mixture of commercial, residential, institutional, agricultural, and open land.

This report presents the Federal and state noise regulations (Section 2), a discussion of noise sensitive receptors (Section 3), field noise monitoring (Section 4), a description of the noise analysis methodology (Section 5), the analysis of the existing and future noise levels (Section 6), the noise abatement analysis (Section 7), the likelihood statement (Section 8), coordination with local officials for undeveloped lands (Section 9), construction noise (Section 10), and the noise analysis conclusion (Section 11).



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2.0 NOISE BACKGROUND AND REGULATIONS

2.1 NOISE BACKGROUND

Sound is caused by the vibration of air molecules and its loudness is measured on a logarithmic scale using units of decibels (dB). Sound is composed of a wide range of frequencies; however, the human ear is not uniformly sensitive to all frequencies. Therefore, the "A" weighted scale was devised to correspond with the ear's sensitivity. The A-weighting generally more heavily weighs noise levels in the humanly audible range and screens out noise levels that cannot be heard but are still generated, such as a high frequency dog whistle. The A-weighted unit is used because:

1) It is easily measured.

2) It approximates the human ear's sensitivity to sounds of different frequencies.

3) It matches attitudinal surveys of noise annoyance better than other noise measurements.

4) It has been adopted as the basic unit of environmental noise by many agencies around the world in dealing with community noise issues.

The equivalent sound level (Leq) is the steady-state, A-weighted sound level that contains the same amount of acoustic energy as the actual time-varying, A-weighted sound level over a specified period. If the period is 1 hour, the descriptor is the hourly equivalent sound level or Leq(h), which is widely used by state highway agencies as a descriptor of traffic noise. It is generally the equivalent level of sound (in decibels or dB(A)) that represents the level of sound, held constant over a specified period that reflects the same amount of energy as the actual fluctuating noise over that period. Leq is based on the energy average, not a noise level average.

2.2 FEDERAL REGULATIONS

Traffic noise analyses are required for all projects considered a Type I project. Federal regulations[1] define Type I projects as any of the following:

- The construction of a highway on new location,
- The physical alteration of an existing highway where there is either:
  - *Substantial Horizontal Alteration*. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition, or
  - *Substantial Vertical Alteration*. A project that removes shielding, therefore exposing the line-of-sight between the receptor and the traffic noise source (This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor.).
- The addition of a through-traffic lane(s) (This includes the addition of a through-traffic lane that functions as a HOV lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane.),
- The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane,

[1] Based on 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (adopted 2010).

- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange,
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane, or,
- The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

The proposed improvements to I-64 would be characterized as a Type I noise project as it includes an additional through-traffic lane in each direction.

Federal regulations establish noise abatement criteria (NAC), which are noise levels where noise abatement should be evaluated. Five separate NAC based upon land use are used by the Federal Highway Administration (FHWA) to assess potential noise impacts. A traffic noise impact occurs when noise levels approach, meet, or exceed the NAC listed in Table 1. In determining the applicable noise activity category for the study area, existing and proposed land uses were reviewed. The applicable NAC for all residential noise receptors evaluated is 67 dB(A).

TABLE 1. NOISE ABATEMENT CRITERIA - HOURLY WEIGHTED SOUND LEVELS

Activity Category[1]	$L_{eq}(h)$	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[1]	67	Exterior	Residential.
C[1]	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E[1]	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

[1] Includes undeveloped lands permitted for this activity category.

2.3 IDOT POLICY

Based on the Federal regulations, State Highway Authorities are allowed to establish the noise level determined to 'approach' the NAC as well as the increase in noise levels that determines a substantial increase. The Illinois Department of Transportation (IDOT) defines noise impacts as follows:

- Design-year traffic noise levels that approach, meet or exceed the NAC, with 'approach' defined as 1 dB(A) (for example, the approach value for the residential NAC of 67 dB(A) would be 66 dB(A)).

- Design-year traffic noise levels are a substantial increase over existing traffic-generated noise levels, defined as an increase of 15 dB(A) or greater.

3.0 NOISE RECEPTOR SELECTION

The land use within the study limits consists of residences, a church, restaurants with outdoor dining, hotels, a hospital, commercial properties, and agricultural lands. Figure 2 depicts land use based on field reviews and available aerial photography.

Receptor locations were selected based on land use adjacent to the I-64 project corridor to represent the land uses with established NAC. For this project, this includes residential areas (land use Activity Category B),a place of worship (land use Activity Category C), restaurants with outdoor dining, and hotels (land use Activity Category E). The remaining agricultural and commercial areas along the project corridor are characterized as land use Activity Category F or G, which do not have an established NAC.

The traffic noise study evaluates the study area using common noise environments (CNEs). A common noise environment is a group of receptors within the same activity category that are exposed to similar noise sources and levels. Within each of the CNEs, the closest receptor to I-64 was typically selected to represent the CNE, to represent the worst-case traffic noise condition. The represented receptors within the CNEs will have similar traffic noise levels as the selected receptor. CNEs typically are studied within 500 feet from the roadway. The distance of 500 feet is based on FHWA's 2010 performance evaluation of the Traffic Noise Model 2.5 (TNM), the model used to predict existing, no-build, and build noise levels for the proposed project.

Eleven receptors have been selected to represent the study area. Each receptor represents a CNE. According to IDOT policy, when determining traffic noise impacts, primary consideration shall be given to exterior areas where frequent human use occurs for Activity Categories A, B, C and E. Traffic noise impacts for land uses within Activity Category D shall be predicted for interior areas only if no exterior use areas are identified. Therefore, receptor locations were selected at outdoor locations of frequent human use. Because exterior areas of frequent human use were identified for all receptors, no interior noise monitoring or prediction occurred.

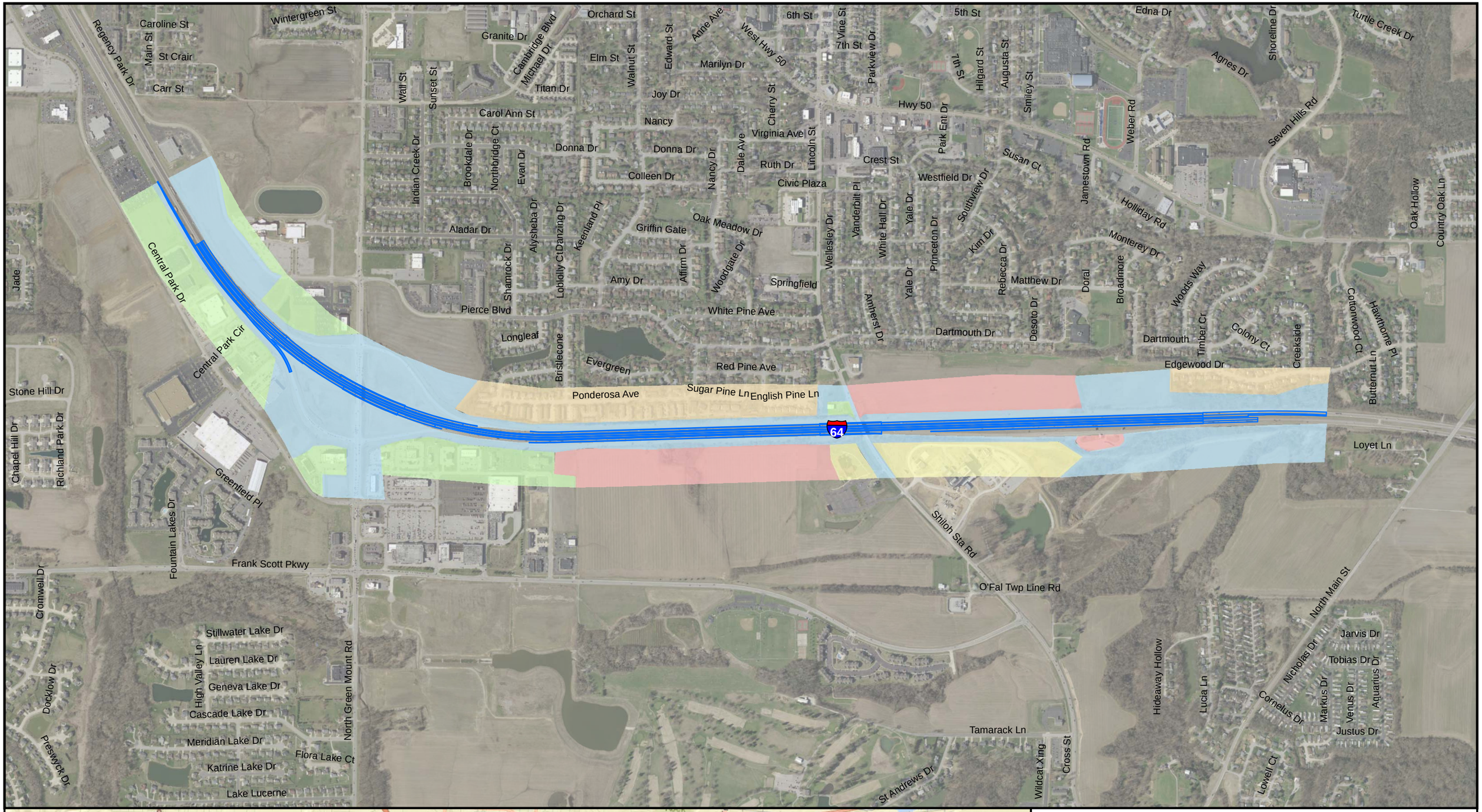
Table 2 lists the receptor number, the land use category and associated NAC, the receptor type, and the approximate distance to the existing I-64 mainline edge of pavement. Figure 3 depicts the aerial photograph of the study area with the receptors and CNEs depicted. Receptor locations are between 115 feet and 470 feet from the mainline existing edge of pavement.

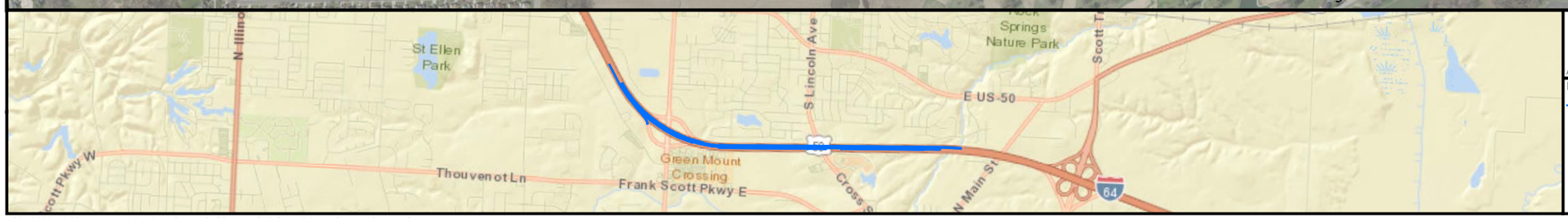
The vacant and undeveloped areas within the project area, shown as land use Activity Category G in Figure 3, were reviewed to determine if any were permitted for development. Based on the information available from the governing agencies with permitting jurisdiction, there are no existing permits for development within the project limits.

TABLE 2. NOISE RECEPTOR LOCATIONS

Receptor/CNE Number	Receptor Type	Activity Category / NAC (dB(A))	Distance to IL 64 Mainline Existing Edge of Pavement, ft.
R1	Restaurant with outdoor dinning	E / 72	470
R2	Hotel	E / 72	200
R3	Restaurant with outdoor dinning	E / 72	415*
R4	Restaurant with outdoor dinning	E / 72	240
R5	MFR	B / 67	190
R6	Hotel	E / 72	235
R7	MFR	B / 67	135
R8	MFR	B / 67	115
R9	Place of Worship	C / 67	250
R10	Hospital with Inpatient Care	C / 67	320

Note: Distance to I-64 existing edge of pavement is presented. Per IDOT guidance, sensitive receptors beyond 500 feet from the traffic noise source (proposed improvements) may be considered for analysis.
* Distance listed is to Green Mount Road, as this is the closest roadway within the project limit.
SFR denotes Single Family Residential
MFR denotes Multiple Family Residential





0 500 1,000
Feet

Aerial Source: ESRI Online World Imagery

Legend

Proposed Improvements

Activity Category
- B
- C
- E
- F
- G

Huff & Huff, Inc.

Figure 2
Land Use Map
I-64 Improvements
O'Fallon and Shiloh, Illinois

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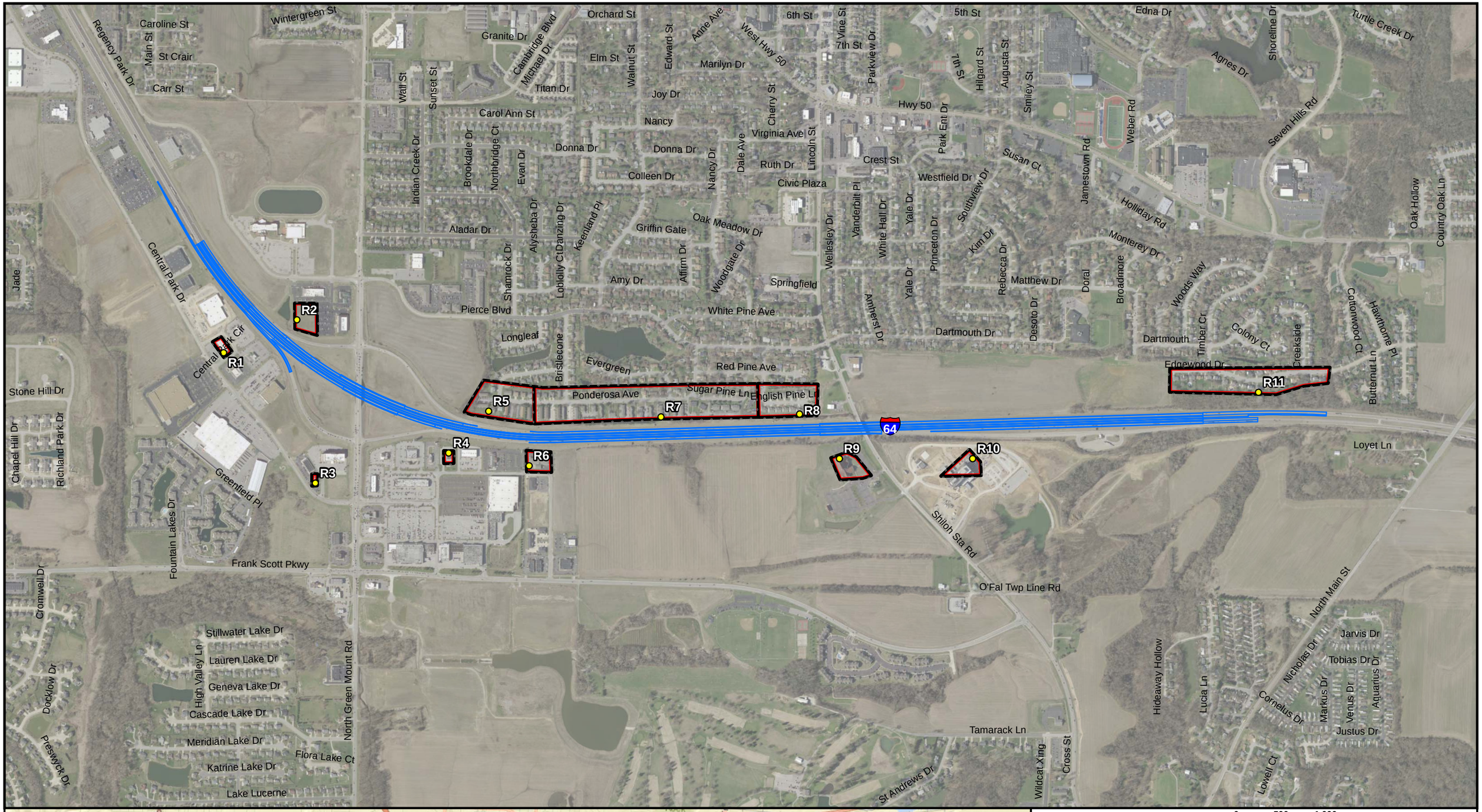

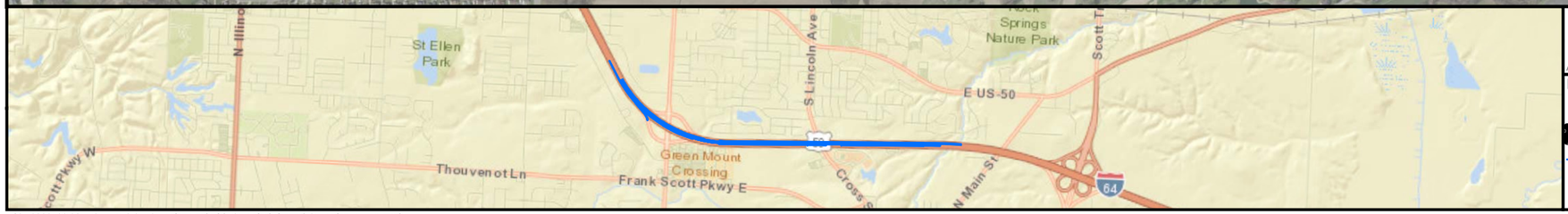

0 500 1,000
Feet

Aerial Source: ESRI Online World Imagery

Legend

- Noise Receptor
- Common Noise Environment
- Proposed Improvements

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Figure 3
Noise Receptor Location Map
I-64 Improvements
O'Fallon and Shiloh, Illinois

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4.0 FIELD NOISE MEASUREMENTS

Actual noise level measurements (noise monitoring) provide a "snapshot" of existing site conditions. The traffic volumes and conditions during the actual noise level measurements need to be considered when evaluating field measurements as typical for the area. The following methodology was used to collect noise level measurements.

Traffic noise levels measured during noise monitoring events are representative of the traffic characteristics (volume, speed and composition) for the period measured. This may or may not be the peak-hour noise condition at the location being measured. In addition, the noise levels also are influenced by other noise sources in the area (other than the traffic noise) and the characteristics of the location (such as shielding afforded by existing berms or structures). Consequently, comparison of the noise levels between locations also needs to consider the variations in site characteristics in addition to varying traffic conditions. Noise monitoring was conducted by Kaskaskia Engineering Group staff at 5 representative receptor locations –R1, R2, R4, R7, and R9. The noise monitoring results were compared with TNM results for existing conditions present during the monitoring to validate the noise model.

4.1 TRAFFIC VOLUMES

Traffic volumes along roadways adjacent to receptors were counted during field monitoring. The number of cars and trucks were recorded separately along with any other noise sources observed during monitoring. The traffic volumes were counted as a total for each direction during the

15-minute noise monitoring periods. The traffic volumes counted were extrapolated to hourly volumes. This procedure is accepted by the Federal Highway Administration as a representative noise monitoring method, detailed in IDOT's "Highway Noise Assessment Manual," Section 3.5.2.

4.2 TIME AND DAY FOR MEASUREMENTS

Noise monitoring is typically conducted during the period representing free-flow conditions. This may or may not be during the peak hour traffic volumes, as traffic may be stop and go during this period or at a reduced travel speed. Traffic was moving steadily on adjacent roadways during the measurements. Noise monitoring was conducted at all locations on July 30, 2019 between 8:30 AM to 12:00 PM.

4.3 WEATHER CONDITIONS

Weather conditions have some effect on noise measurement readings. Noise measurements cannot be taken if wind speed exceeds 12 mph. A wind screen was used at all times during the monitoring to reduce wind noise. The conditions during the monitoring are summarized as follows:

WEATHER CONDITIONS DURING THE NOISE MONITORING

Condition	Required	Actual*
Pavement	Dry	Dry
Humidity	Less than 90%	45 - 72%
Temperature	14 to 112 degrees F	75 - 84 degrees F
Wind Speed	Less than 11 mph	3 -9 mph

* NWS Data

The weather conditions during the noise monitoring were within the recommended ranges for all parameters listed.

4.4 INSTRUMENTATION

A Quest Sound Pro DL-2 sound level meter was used for monitoring the actual noise level. The Leq was recorded using the "A" weighted scale. Leq is the equivalent level of sound (in decibels or dB(A)) that represents the level of sound, held constant over a specified period. This reflects the same amount of energy as the actual fluctuating noise over that time period. The instrument was calibrated prior to use. The instrument was set up approximately 5 feet from the ground and the measurement was conducted for 15 minutes. The noise meter was placed in an outdoor location where human activity typically occurs or in a location representative of that location.

4.5 FIELD NOISE MONITORING RESULTS

Table 3 compares the noise monitoring results for the 5 monitored locations to the TNM modeled existing noise levels. Noise monitored levels ranged from 63 dB(A) to 73 dB(A). The difference between modeled and monitored noise levels indicates that the TNM model accurately represents the project area and its characteristics. Sections 5 and 6 describe the TNM modeling methodology and results. Monitored noise levels are within 3 dB(A) of the modeled noise levels using the traffic volumes observed during the monitoring period, which validates the TNM model. The impact analysis and abatement evaluation will be conducted using the build traffic noise model results.

TABLE 3. NOISE MONITORING RESULTS, L_{eq}

Receptor	Noise Level Monitored, dB(A)	Modeled Existing Noise Level, dB(A)*	Difference Between Modeled and Monitored, dB(A)
R1	70	70	0
R2	63	63	0
R4	72	69	-3
R7	71	69	-2
R9	73	72	-1

*Modeling methodology and results are presented in Section 5 and Section 6, respectively.

5.0 NOISE ANALYSIS METHODOLOGY

Modeling traffic noise levels at receptors within the project limits was conducted utilizing the FHWA-approved TNM. Prediction of noise levels is one step in assessing potential noise impacts and abatement strategies. Traffic noise levels for the receptor sites were predicted using existing (2019) and future (2040) traffic volumes.

Inputs into TNM include traffic volume, traffic mix (cars, heavy trucks, and medium trucks), traffic controls, receptor distance, elevation, and average speeds during free-flowing traffic conditions. Information sources used in the analysis are briefly described in the following subsections.

5.1 TRAFFIC VOLUMES

Peak hourly traffic volumes on I-64 and major crossroads were provided by the project team for the 2019 and 2040 time periods. The 2019 and 2040 time periods represented existing and future traffic conditions, respectively.

5.2 TRAFFIC COMPOSITION

Three types of vehicles (cars, medium trucks, and heavy trucks) were input into TNM. Truck composition for the roadways was determined based on the traffic counts provided. The percentage of automobiles on I-64 is estimated between 86 percent and 87 percent with medium and heavy trucks combined accounting for between 13 percent and 14 percent of total traffic. Truck traffic is primarily heavy trucks, accounting for between 10 percent and 12 percent of the total traffic. The range in values is associated with the variation in traffic volumes that occur within the project limits.

5.3 RECEPTOR DISTANCE/ELEVATION

Table 2 includes receptor distances from the nearest I-64 existing edge of pavement. The selected representative receptors include residences, a place of worship, a hospital, restaurants with outdoor dining, and hotels. The distance and elevation of each receptor directly affects the predicted traffic noise level. Receptor distances from I-64 vary from 115 feet at Receptor R8 to 470 feet at Receptor R1. The specific location of each receptor is based upon identifying the location where outdoor activity occurs per IDOT Policy.

5.4 SPEED CONDITIONS

Generally, the average speed during free flow traffic conditions was used for the noise analysis and was input into the model as the posted speed limit. The existing and proposed speed limit for I-64 is 65 miles per hour.

6.0 TNM RESULTS

6.1 EXISTING, NO-BUILD AND BUILD RECEPTOR NOISE EVALUATION

Existing (2019), No-Build (2040), and Build (2040) traffic noise levels were predicted for the 11 receptor sites utilizing TNM. Table 4 presents the existing (2019) and projected (2040) noise levels for the 11 receptor sites, as well as the anticipated difference in noise levels for these two time periods.

The existing 2019 noise levels range from 59 dB(A) at R3 to 74 dB(A) at R8. The projected No-Build 2040 traffic noise levels range from 60 dB(A) at R3 to 75 dB(A) at R8. Generally, receptor noise levels either increase by 1 dB(A) from the existing scenario to the 2040 No-Build scenario. Any increase in traffic noise levels is due to an increase in traffic volumes.

The projected Build 2040 traffic noise levels range from 60 dB(A) at R3 to 75 dB(A) at R8. The projected Build 2040 noise levels generally remain the same or increase between 1 dB(A) and

5 dB(A) from the existing condition. Increases in noise levels are due to an increase in traffic volumes, the proposed additional traffic lane in each direction, and the proposed slight shift of portions of I-64.

Under the proposed 2040 Build scenario, seven receptor locations approach or exceed the FHWA NAC, and therefore warrant a noise abatement analysis. None of the receptors are considered impacted due to a substantial increase (an increase of 15 dB(A) or greater) in traffic noise levels.

TABLE 4. NOISE IMPACT SUMMARY – TNM MODELING RESULTS

Receptor / CNE Number	NAC (dB(A))	Distance to I-64 Mainline Existing Edge of Pavement, ft.	Existing 2019 Noise Level, dB(A)	No-Build 2040 Noise Level, dB(A)	Build 2040 Noise Level, dB(A)	Increase in Build Noise Levels over Existing Noise Levels, dB(A)
R1	72	470	63	64	65	2
R2	72	200	68	69	**72**	4
R3	72	415*	59	60	60	1
R4	72	240	69	70	71	2
R5	67	190	73	74	**74**	1
R6	72	235	68	69	70	2
R7	67	135	72	73	**74**	2
R8	67	115	74	75	**75**	1
R9	67	250	68	69	**70**	2
R10	67	320	67	68	**69**	2
R11	67	225	66	67	**71**	5

Bold and highlighted data indicates the noise levels approach, meet, or exceed the NAC in future build condition
Note: Distance to I-64 existing edge of pavement is presented. Per IDOT guidance, sensitive receptors beyond 500 feet from the traffic noise source (proposed improvements) may be considered for analysis.
* Distance listed is to Green Mount Road, as this is the closest roadway within the project limit.

7.0 ABATEMENT ANALYSIS

7.1 ABATEMENT ALTERNATIVES

Traffic noise abatement measures were considered for the 7 impacted receptors that approach, meet, or exceed the appropriate FHWA NAC, as shown in Table 4. The most feasible approach to abating noise impacts in this area would be to construct a noise barrier. This may include a noise wall, an earth berm or a combination of both. Noise barriers placed adjacent to the roadway will attenuate traffic-related noise and are the most practical measure for this project. An effective noise barrier must be tall enough to break the line-of-sight between the receptor and source and typically extends beyond the last receptor four times the distance between the receptor and noise barrier. Noise barriers have a zone of effectiveness, or shadow zone, which is generally within 200 feet of the noise barrier. Therefore, less noise reduction is achieved as the distance between the receptor and the noise barrier increases.

TNM was used to perform the noise barrier feasibility and reasonableness evaluation for the 7 impacted receptors. When determining if an abatement measure is feasible and reasonable, the noise reductions achieved, number of residences benefited, total cost, and total cost per residence benefited are considered.

7.2 FEASIBILITY AND REASONABLENESS

An analysis of noise abatement measures (noise barriers) was conducted in conformance with FHWA requirements contained in Title 23 Code of Federal Regulations Part 772, and IDOT policy (Chapter 26 of the IDOT Bureau of Design and Environmental Manual) for each of the impacted receptors. In order for a noise abatement measure to be recommended for construction, it must meet both the feasibility and reasonableness criteria, described below.

Feasibility

The feasibility evaluation is a combination of acoustical and engineering factors considered in the evaluation of a noise abatement measure. The acoustical portion of the IDOT policy, as required by FHWA regulations, considers noise abatement to be feasible if it achieves at least a 5 dB(A) traffic noise reduction at two impacted receptors. Factors including but not limited to safety, barrier height, topography, drainage, utilities, maintenance, and access issues also are considered.

Reasonableness

As per the FHWA regulations, a noise abatement measure is determined to be reasonable when all three of the following reasonableness criteria are met:

- cost effectiveness of the highway traffic noise abatement measure;
- achievement of IDOT's noise reduction design goal; and,
- consideration of the viewpoints of the benefited receptors (property owners and residents) if all other criteria are achieved.

A noise abatement measure is considered cost-effective to construct if the noise wall construction cost per benefited receptor is less than the allowable cost per benefited receptor. A benefited receptor is any receptor that is afforded at least a 5 dB(A) traffic noise reduction from the proposed noise abatement measure. The FHWA regulations allow each State Highway Authority to establish cost criteria for determining cost effectiveness.

IDOT policy[2] establishes that the actual cost per benefited receptor be based on a noise wall cost of $30 per square foot, which includes engineering, materials, and construction. The base value allowable cost is $30,000 per benefited receptor, which can be increased based on three factors as summarized below:

- the absolute noise level of the benefited receptors in the design year build scenario before noise abatement;
- the incremental increase in noise level between the existing noise level at the benefited receptor and the predicted build noise level before noise abatement; and
- the date of development compared to the construction date of the highway. These factors are considered for all benefited receptors.

ABSOLUTE NOISE LEVEL CONSIDERATION

Predicted Build Noise Level Before Noise Abatement	Dollars Added to Base Value Cost per Benefited Receptor
Less than 70 dB(A)	$0
70 to 74 dB(A)	$1,000
75 to 79 dB(A)	$2,500
80 dB(A) or greater	$5,000

Source**:** IDOT Highway Traffic Noise Assessment Manual

INCREASE IN NOISE LEVEL CONSIDERATION

Incremental Increase in Noise Level Between the Existing Noise Level and the Predicted Build Noise Level Before Noise Abatement	Dollars Added to Base Value Cost per Benefited Receptor
Less than 5 dB(A)	$0
5 to 9 dB(A)	$1,000
10 to 14 dB(A)	$2,500
15 dB(A) or greater	$5,000

Source: IDOT Highway Traffic Noise Assessment Manual

[2] Chapter 26 of the IDOT Bureau of Design and Environment Manual

NEW ALIGNMENT / CONSTRUCTION DATE CONSIDERATION

Project is on new alignment OR the receptor existed prior to the original construction of the highway	Dollars Added to Base Value Cost per Benefited Receptor
No for both	$0
Yes for either	$5,000

Note: No single optional reasonableness factor shall be used to determine that a noise abatement measure is unreasonable.
Source: IDOT Highway Traffic Noise Assessment Manual

The IDOT noise reduction design goal is to achieve an 8 dB(A) traffic noise reduction for at least one benefited receptor. If a noise abatement measure is feasible, achieves the cost-effective criterion, and achieves the IDOT noise reduction design goal, then the viewpoints of benefited receptors are solicited on the construction of the noise wall.

7.3 NOISE WALL ANALYSIS

TNM was used to perform the noise wall feasibility and reasonableness analyses for the potential noise barriers. When determining if an abatement measure was feasible and reasonable, the noise reductions achieved, number of residences benefited, total cost, and total cost per residence benefited are considered.

Five potential noise walls were evaluated for the 7 impacted receptors. This includes a shared noise wall for receptors R5, R7, and R8 due to their close proximity.

All but one of the noise walls (B3) were found to be feasible, meaning they could achieve at least a 5 dB(A) reduction at two or more impacted receptors. Noise barrier B3 was not acoustically feasible because there is only a single receptor present, and IDOT policy finds noise abatement to be feasible if it achieves at least a 5 dB(A) traffic noise reduction at two impacted receptors.

All of the feasible noise barriers would meet the first criterion of reasonableness, as they achieve the IDOT noise reduction design goal of at least an 8 dB(A) traffic noise reduction at one or more benefited receptors.

The four feasible noise walls that also achieve the noise reduction design goal were then evaluated for cost-effectiveness. Table 5 summarizes the results of the adjusted allowable cost per benefited receptor determination. Each benefited receptor received a base allowable barrier cost of $30,000, which could be increased based upon absolute noise level considerations, increase in noise level considerations, and new alignment/construction data considerations. The range of these cost adjustment considerations per barrier is summarized as “Adjustment Factor Range” in Table 5. Table 6 summarizes the results of the noise abatement evaluation.

TABLE 5. ADJUSTED ALLOWABLE COST PER BENEFITED RECEPTOR SUMMARY

Barrier Name	CNE(s) Benefited	Benefited Receptors	Adjustment Range	Adjusted Allowable Cost Per Benefited Receptor
B1	R2	100	$1,000	$31,000
B2	R5-R7-R8	219	$0 to $2,500	$31,114
B3	R9	Does not meet Feasibility Criteria of 2 Impacted Receptors Receiving at least a 5 dB(A) Reduction		
B4	R10	120	$1,000	$31,000
B5	R11	63	$1,000 to $2,500	$31,373

Note: No values are provided in the table for barriers that are not reasonable or feasible.

TABLE 6. NOISE WALL COST REASONABLENESS EVALUATION

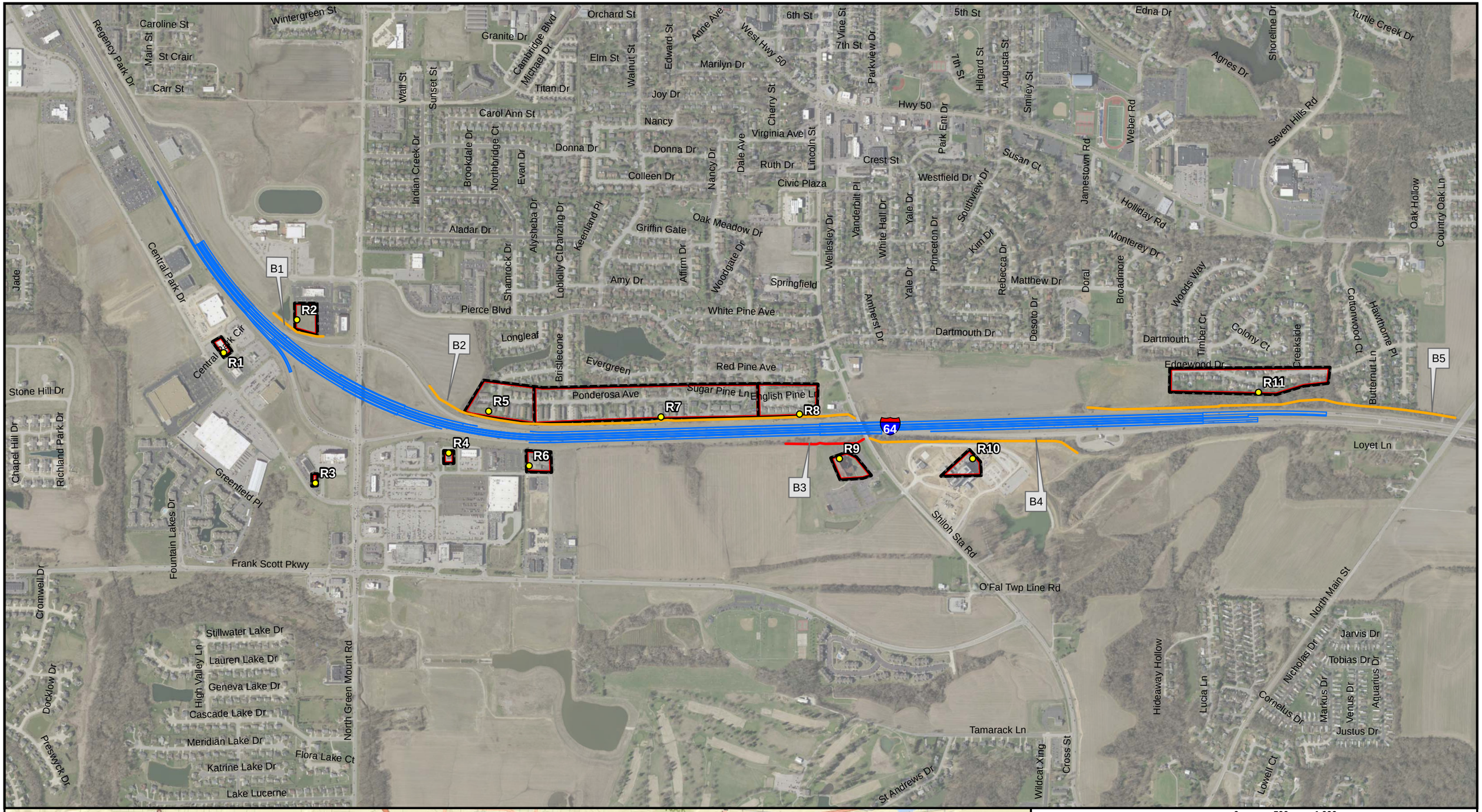
Barrier Name	CNE(s) Benefited	Benefited Receptors[2]	Barrier Length (ft)	Ave. Barrier Height (ft)	Barrier Construction Cost[3]	Actual Cost per Benefited Receptor	Adjusted Allowable Cost per Benefited Receptor[4]	Ratio[5]	Finding
B1	R2	100	641	15	$288,450	$2,885	$31,000	0.09	Cost-Effective
B2	R5-R7-R8	219	4,887	16	$2,345,760	$10,711	$31,114	0.34	Cost-Effective
B3	R9	Does not meet Feasibility Criteria of 2 Impacted Receptors Receiving at least a 5 dB(A) Reduction						NA	Not feasible
B4	R10	120	2,404	17	$1,226,040	$10,217	$31,000	0.33	Cost-Effective
B5	R11	63	4,234	15.5	$1,975,161	$31,352	$31,373	1.00	Cost-Effective

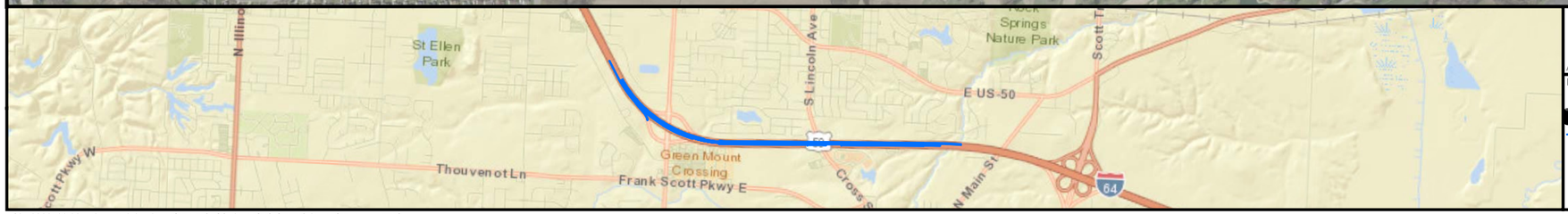
[1] Barrier length and height are not listed for barriers that are not reasonable or feasible
[2] Any receptor receiving at least a 5 dB(A) reduction due to the proposed barrier
[3] Based on the IDOT policy value of $30 per square foot
[4] Per IDOT traffic noise policy and the reasonableness analysis
[5] Ratio of actual build cost of a barrier per benefitted receptor to the adjusted allowable cost per benefitted receptor. This is used to determine if a barrier can be cost-effective through cost averaging. For a single noise abatement measure to be considered as part of a cost-averaging evaluation, this ratio must not exceed 2.0 (the cost of noise abatement per benefitted receptor may not exceed two times the adjusted allowable noise abatement cost per benefitted receptor).

Five noise barrier locations were studied for this project. Of the five barriers, one was not feasible. The four remaining noise barriers were feasible and reasonable as stand-alone noise barriers. Cost-averaging was not considered as all feasible barriers were cost-effective on a stand-alone basis.

Viewpoint Solicitation

Per FHWA, the solicitation of viewpoints should occur following approval of the final noise abatement design, which would mean voting would best occur in Phase II, contract plan preparation. Viewpoints solicitation in Phase II presents a fully realized noise barrier design and aesthetic for voting. Due to the long-term nature of the project, it is recommended that the viewpoint solicitation process for this project occur during Phase II.





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Aerial Source: ESRI Online World Imagery

Legend

- Noise Receptor
- Common Noise Environment
- Proposed Improvements

Noise Barrier

- Feasible/Reasonable Barrier
- Not Feasible Barrier

Huff & Huff, Inc.

Figure 4
Analyzed Noise Barrier Location Map
I-64 Improvements
O'Fallon and Shiloh, Illinois

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8.0 LIKELIHOOD STATEMENT

The noise barriers were determined to meet the feasibility criteria, the noise reduction design goal, and the cost effectiveness criteria as identified in Table 6. In order to determine if noise barriers will be implemented, viewpoints solicitation still needs to occur. Viewpoints solicitation will occur after the project's final design is approved. If the project's final design is different from the preliminary design, IDOT will determine if revisions to the traffic noise analysis are necessary. A final decision on noise abatement will not be made until the project's final design is approved and the public involvement processes are complete.

9.0 COORDINATION WITH LOCAL OFFICIALS FOR UNDEVELOPED LANDS

Figure 2 depicts the land use within the project limits. Several undeveloped parcels of land exist along the corridor. For planning purposes, the Year 2040 Build scenario was analyzed to predict traffic noise levels for the undeveloped areas. Noise level contours were developed at 66 dB(A) and 71 dB(A) noise levels to determine where the NAC would be approached in the Build scenario. The 66 dB(A) contour is associated with noise impacts for future Activity Categories B and C lands, and the 71 dB(A) contour is associated with noise impacts for future Activity Category E lands.

Appendix A includes letters to be sent to the local officials having jurisdiction over the undeveloped lands, and an exhibit (as an attachment to the letter), depicting the approximate distances where the NACs are approached.

10.0 CONSTRUCTION NOISE

Trucks and machinery used for construction produce noise that may affect some land uses and activities during the construction period. Residents along the alignment will at some time experience perceptible construction noise from implementation of the project. To minimize or eliminate the effect of construction noise on these receptors, mitigation measures have been incorporated into the Illinois Department of Transportation's Standard Specifications for Road and Bridge Construction as Article 107.35.

11.0 CONCLUSION

This traffic noise study has been conducted to evaluate traffic noise impacts for proposed I-64 improvements from west of Green Mt. Street to west of Main Street. Traffic noise was evaluated at 11 receptor locations. The Existing 2019 noise levels range from 59 dB(A) to 74 dB(A). The projected No-Build 2040 traffic noise levels range from 60 dB(A) to 75 dB(A). Receptor noise levels increase by 1 dB(A) from the existing scenario to the 2040 No-Build scenario. Any increase in traffic noise levels from the Existing to the No Build scenario is due to an increase in traffic volumes.

The projected Build 2040 traffic noise levels range from 60 dB(A) to 75 dB(A). The projected Build 2040 noise levels generally increase between 1 dB(A) and 5 dB(A) from the existing condition. Increases in noise levels from the Existing condition to the Build scenario are due to an increase in traffic volumes, the proposed additional traffic lane in each direction, and the proposed slight shift of portions of I-64.

Under the proposed 2040 Build scenario, seven receptor locations are considered impacted because they approach, meet or exceed the FHWA NAC, and therefore warrant a noise abatement analysis. None of the receptors are considered impacted due to a substantial increase in traffic noise levels from existing conditions.

Five noise walls were evaluated for the seven impacted receptors. All but one of the noise walls were determined to be feasible. All feasible noise walls meet the noise reduction design goal of 8 dB(A) at a minimum of one benefitted receptor.

The four feasible noise walls that also achieve the noise reduction design goal were then evaluated for economic reasonableness. Based on the evaluation, all four noise walls would be economically reasonable on a stand-alone perspective, as the actual cost per benefited receptor does not exceed the adjusted allowable cost per benefited receptor.

Highway traffic noise abatement measures at these four locations will be presented to the public for viewpoints solicitation during Phase II, contract plan preparation.

If it subsequently develops during final design that constraints not foreseen in the preliminary design occur, or public input substantially changes reasonableness, the abatement measures may need to be modified or removed from the project plans. A final decision on the installation of abatement measures will be made during the project's final design phase.

REFERENCES

IDOT Bureau of Design and Environment (BDE) Manual, Chapter 26-6, Noise Analyses.

IDOT Bureau of Design and Environment (BDE) Manual, Appendix D, Guidance on EA/EIS Preparation.

IDOT Highway Traffic Noise Assessment Manual, 2017 Addition.

FHWA Construction Noise Handbook, FHWA-HEP-06-015, August 2006

FHWA Noise Measurement Handbook, FHWA-HEP-18-065, June 1, 2018

23 CFR 772 “Procedures for Abatement of Highway Traffic Noise and Construction Noise”, July 13, 2010.

FHWA Highway Traffic Noise: Analysis and Abatement Guidance, FHEA-HEP-10-025, December 2011.

FHWA Highway Noise Barrier Design Handbook, FHWA-EP-00-005, February 2000

Appendix A – Local Agency Noise Coordination

[DATE]

Ted Shekell
Community Development Director
City of O'Fallon
255 S Lincoln Avenue
2nd Floor
O'Fallon, IL 62269

Re: Traffic Noise Information for Undeveloped Lands
Interstate 64 (west of Green Mt. Street to west of Main Street)

The Illinois Department of Transportation is currently conducting environmental (Phase I) preliminary engineering studies for proposed improvements to Interstate 64 (I-64) from west of Green Mt. Street to west of Main Street in St. Clair County, IL.

As part of the Phase I Environmental Study for this proposed project, projected future traffic noise levels were evaluated for lands (either currently under your jurisdiction or land that may come under your jurisdiction) near the proposed roadway improvement. For your information, this study area includes land that may be planned for future development in a comprehensive land use plan.

This letter includes an exhibit showing the predicted design year (2040) build traffic noise levels for the undeveloped lands along the project corridor within your jurisdiction. This information is for your use in planning and permitting future development. We recommend that you carefully consider the future predicted noise levels to avoid potential issues of public concern over incompatible noise levels.

The figure shows currently vacant/future development areas in blue or red, and also shows the distance from the center of the nearest outside I-64 mainline travel lane (based on the proposed improvement) to both the 66- and 71-dB(A) noise level contours.

- A 66-dB(A) noise contour represents noise levels that would be a noise impact for residential areas, schools, places of worship, medical offices, recreational areas, and institutional uses.
- A 71-dB(A) noise contour represents noise levels that would be a noise impact for hotels, restaurants, and offices.

To help with your future planning and discernment regarding permitting decisions, we encourage you to obtain the Federal Highway Administration (FHWA) publication titled *Entering the Quiet Zone: Noise Compatible Land Use Planning*. This publication can be obtained from the FHWA website:

www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/quitezon.pdf

For additional information regarding traffic noise, regulations and policy, noise analyses or noise abatement, we encourage you to visit the Department's web site at: http://www.dot.il.gov/. Click on the "Environment" link and then the "Traffic Noise" link to access this information.

Sincerely,

Distance to 66 dB(A) Curve:
500 Feet

Distance to 71 dB(A) Curve:
300 Feet

Distance from ramp to 66 dB(A) Curve:
200 Feet

Distance from ramp to 71 dB(A) Curve:
25 Feet

Distance to 66 dB(A) Curve: 400 Feet

Distance to 71 dB(A) Curve:
225 Feet

Distance from ramp to 66 dB(A) Curve:
100 Feet

Distance from ramp to 71 dB(A) Curve:
20 Feet

Distance to 66 dB(A) Curve: 450 Feet

Distance to 71 dB(A) Curve:
225 Feet

Distance to 66 dB(A) Curve: 450 Feet

Distance to 71 dB(A) Curve:
225 Feet

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Aerial Source: ESRI Online World Imagery

Legend

Proposed Improvements

Activity Category
- B
- C
- E
- F
- G

Huff & Huff, Inc.

I-64 Improvements
O'Fallon and Shiloh, Illinois

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[DATE]

Brian Manion
Shiloh Village Planning Commission Chairperson
Village of Shiloh
#1 Park Drive
Shiloh, IL 62269

Re: Traffic Noise Information for Undeveloped Lands
Interstate 64 (west of Green Mt. Street to west of Main Street)

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Aerial Source: ESRI Online World Imagery

Legend

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- G

Huff & Huff, Inc.

I-64 Improvements
O'Fallon and Shiloh, Illinois

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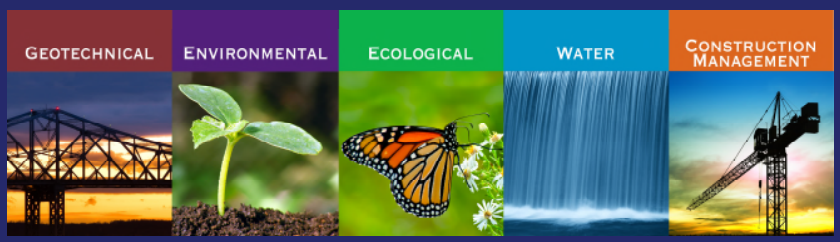


Huff & Huff, a Subsidiary of GZA

Attention: Central Office BD&E
Environment Section
Room 330

Environmental Survey Request Addendum

A. Project Information

☐ Bio ☐ Cultural ☐ Wetlands ☑ Special Waste

Submittal Date: 04/06/2021 **Sequence No:** 20879 A

District: 8 **Requesting Agency:** DOH **Project No:**

Contract #: 76K74 **Job No.:** P- 98-003-16

Counties: St. Clair

Route: FAI 64 **Marked:** I-64

Street: **Section:** 82-7WRS-2

Municipality(ies): **Project Length:** 3.5084 **km** 2.18 **miles**

FromTo (At): I-64 from W of Greenmount Rd to 1.1 mi W of IL 158

Quadrangle: O'Fallon **Township-Range-Section:** T24-R8W,7W-Sec 25, 36, 31, 32

Survey Target Date: 10/06/2021 **Anticipated Design Approval:** 03/20/2020 **Anticipated NEPA Processing:** CE

B. Reason for Submittal: (Check all that apply) ; includes SW Level 1 Screening Criteriea

Survey Types: B = Biological; C = Cultural; SW = Special Waste

B,C,SW ☐ **Involves Acquisition of additional ROW or temporary or permanent easements. Addendum:** ____ **acres**
Total Project: ____ **acres**

SW ☐ **On a state-maintained route, crosses or involves RR ROW (except a single rail rural ROW with no maintenance facilities).**

B,C ☐ **Requires In-Stream work (e.g., drainage structure runaround). Stream Name:**

C ☐ **Potential to affect a historic district or historic property.**

C ☐ **Involves replacement or rehabilitation of a bridge/culvert 40 years old or older.**

SW ☐ **Involves acquisition of, excavation (defined in BDE Manual 27-3.01) on, or subsurface utility relocation on State ROW.**

☑ **Other:** PESA resubmittal

C. Addendum Description:

Addendum being submitted for an updated PESA

D.

Tree Removal?: No **Number?:** ____ ____ **ha/** ____ **acres** ☐ **Within Mahomet SSA Project Review Area**

Wetland delineation performed by: **End. Species Consultation performed by:**

E.

Contact Person:	Matt Meyer	**Local Contact Person:**	
Telephone #:	(618) 346-3160 ext.	**Telephone #:**	
Env.Contact:	Brian Macias	**E-Mail:**	
Telephone #:	(618) 346-3144 ext.	**Title/Company:**	

F.

☑ **Update Entire Project**

☐ **Addendum Only**

☐ **Closed** ☐ **PSI/RMP Only** ☐ **ESR Rec'd in CO** ____ ☐ **SW Rec'd** ____

Sequence No: **20879 A**

Memo Date:	04/06/2021	**Memo By:**	Brian Macias
Memo:	PESA 3439 expired on 01/03/2021. Therefore, a the district is requesting an updated report.		
Memo Date:	04/06/2021	**Memo By:**	Brian Macias
Memo:	The survey limits will remain the same as the original ESR.		

PESA Response/Work Order

Attention: Central Office BD&E
Environment Section
Special Waste Unit
Room 330

Submittal Date: 07/11/2017 **Sequence No:** 20879 ☐

District: 8 **Requesting Agency:** DOH **Project No:**

Contract #: 76K74 **Job No.:** P- 98-003-16

Counties: St. Clair

Route: FAI 64 **Marked:** I-64

Street: **Section:** 82-7WRS-2

Municipality(ies): **Project Length:** 3.5084 **km** 2.18 **miles**

FromTo (At): I-64 from W of Greenmount Rd to 1.1 mi W of IL 158

Quadrangle: O'Fallon **Township-Range-Section:** T24-R8W,7W-Sec 25, 36, 31, 32

Anticipated Design Approval: 3/20/2020 **Anticipated Letting Date:** 06/17/2022

PESA Response **PESA Number:** **Submittal Date:** 07/07/2021

Action Taken by District:

- ☐ **District will not need ROW from the contaminated property**
- ☐ **Avoid Site**
- ☐ **Excavation will not exceed recommended depths**
- ☐ **Further Investigation**
- ☑ **Other - Use Comments Section** 07/07/2021

Comments: The following sites containing REC's may be impacted during construction activities, or lie adjacent to areas of construction: 3439V-1,2,8,9,11,12,13,14,17,18,30,53

Contact Person: Brian Macias **Telephone:** (618) 346-3144 ext.

Work Order **Submittal Date:** 07/07/2021

Project Description: Widening, Resurfacing & Bridge Repair along I-64 from W of Greenmount Rd to 1.1 mi W of IL 158

Survey Type: ☐ **Potential Waste Site(s)** ☑ **UST-LUST** ☑ **Miscellaneous and Testing**

Reason Why Site(s) Cannot Be Avoided: Proposed interstate widening

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

Illinois Department of Transportation

PESA Response / PSI Work Order

Print Form | E-mail | Reset Form

District	County	Municipality	Route	Marked	Street	Project Location To/From	Work Description
8	Madison		FAI 64	I-064		I-64 from W of Green Mount Rd to 1.1 mi W of IL 158	Widening, Resurfacing & Bridge Repair

Requesting Agency	IDOT Job Number	Contract Number	Section Number	BDE Sequence Number	ISGS PESA Number	Anticipated Letting Date	PS&E Date	Submittal to BDE Date
DOH	P-98-003-16	76K74	82-7WRS-2	20879A	3439	02/15/22	03/25/22	07/07/21

Form Preparer - Title,Organization,Phone	Others Involved (Names, Title, Organization, Phone)	Additional Information
Brian Macias, Sr. Env. Specialist, 618-346-3144	Matt Meyer, IDOT D8 Project Engineer, 618-346-3160	

Property Identification		BDE USE ONLY FOR RMP PROJECTS		RECs		Regulatory Issues		ROW Acquisition or Easement				Proposed Construction			Estimated Volume of Soil Excavation (CY)	Notes
Parcel Name, as identified in the PESA, (include street address when available)	Site ID PESA#	BDE Classification	BDE Notes	(Yes/ No)	If Yes, describe RECs	Possible UST(s)	Regulatory Program	ROW Partial Take	ROW Full Take	Temporary Easement	Permanent Easement	Construction Activity on or adjoining (list all)	Stationing (From / To) (include off-sets)	Max Depth of Excavation (feet)		
ROW	3439V-1			No	Evidence of chemical use; spills; fill; natural gas pipelines; transformer; potential ACM and lead paint	No	RCRA, BOL, IE	Yes	No	No	No	EXCAVATION, PAVEMENT WIDENING, DITCHING, SOTRM SEWER	726+72.00 TO 883 +60.00 198' LT, 350' RT	8.84	51,533.0	Within ROW
Jack Schmitt Chevrolet	3439V-2			Yes	Potential UST(s); former AST; potential chemical use; transformer; potential ACM and lead paint	Yes	None									No Excavation within ROW. Site is outside of Project Limits.
Auffenberg Hyundai	3439V-8			Yes	USTs; potential UST(s); evidence of chemical use; natural gas pipeline; transformer; potential ACM and lead paint	Yes	BOL, UST									No Excavation within ROW. Site is outside of Project Limits.
Schaefer Autobody	3439V-9			Yes	Potential UST(s); evidence of chemical use; natural gas pipeline; transformer; potential ACM and lead paint	Yes	BOL									No Excavation within ROW. Site is outside of Project Limits.
Newbold Toyota	3439V-11			Yes	Potential UST(s); potential chemical use; former AST; natural gas pipeline; potential natural gas pipeline; transformer; potential ACM and lead paint	Yes	BOL									No Excavation within ROW Site is outside of Project Limits.
Caliber Collision	3439V-12			Yes	Potential UST(s); evidence of chemical use; solid waste; transformer; potential ACM and lead paint	Yes	RCRA, BOL									No Excavation within ROW. Site is outside of Project Limits.
Serra Honda of O'Fallon	3439V-13			Yes	Potential UST(s); AST; drum; potential chemical container; evidence of chemical use; transformer; potential ACM and lead paint	Yes	BOL	No	No	No	No	EXCAVATION, PAVEMENT WIDENING, DITCHING	726+72.00 TO 728 +00.00, 123.6' RT	3.17	41.4	
CarMax	3439V-14			Yes	Potential UST(s); evidence of chemical use; potential injection well(s); transformers; potential ACM and lead paint	Yes	BOL, UIC	No	No	No	No	EXCAVATION, PAVEMENT WIDENING, DITCHING	728+00.00 TO 733 +50.00, 126.4' RT	3.08	430.6	
Commercial building	3439V-17			Yes	Evidence of former chemical use; transformer; potential ACM and lead paint	No	RCRA, BOL	No	No	No	No	EXCAVATION, PAVEMENT WIDENING, DITCHING	739+00.00 TO 744 +00.00, 126.6' RT	7.00	314.6	

Parcel Name, as identified in the PESA, (include street address when available)	Site ID PESA#	BDE Classification	BDE Notes	(Yes/ No)	If Yes, describe RECs	Possible UST(s)	Regulatory Program	ROW Partial Take	ROW Full Take	Temporary Easement	Permanent Easement	Construction Activity on or adjoining (list all)	Stationing (From / To) (include off-sets)	Max Depth of Excavation (feet)	Volume of Soil Excavation (CY)	Notes
Buffalo Wild Wings	3439V-18			Yes	Drum; transformer; potential ACM and lead paint	No	None	No	No	No	No	EXCAVATION, PAVEMENT WIDENING, STORM SEWER	744+00.00 TO 747 +50.00, 144.2' RT	6.75	1,265.9	
The Blade	3439V-30			Yes	Presence on the UST list; transformer; potential ACM and lead paint	Yes	UST	No	No	No	No					No Excavation within ROW. Site is outside of Project Limits.
Memorial Hospital East	3439V-53			Yes	UST; ASTs; evidence of chemical use; natural gas pipeline; transformers; potential ACM and lead paint	Yes		No	No	No	No	EXCAVATION, PAVEMENT WIDENING, DITCHING, STORM SEWER	817+50.00 TO 841 +00.00, 163.8' RT	5.15	5,682.8	
													Total Estimated Yards		59,268.3	

Add Row Protect

Highway Authority Agreements (HAA) within Construction Area

PESA Site Number	Corresponding HAA Number(s)

Add Row

Additional Information that could be used to help refine the soil management strategy

Is the project expected to be a net ☐ Importer ☐ Exporter of soil? Estimated Volume

Design Contact Name
Matt Meyer

Email
Matthew.Meyer@illinois.gov

Phone
(618) 346-3160

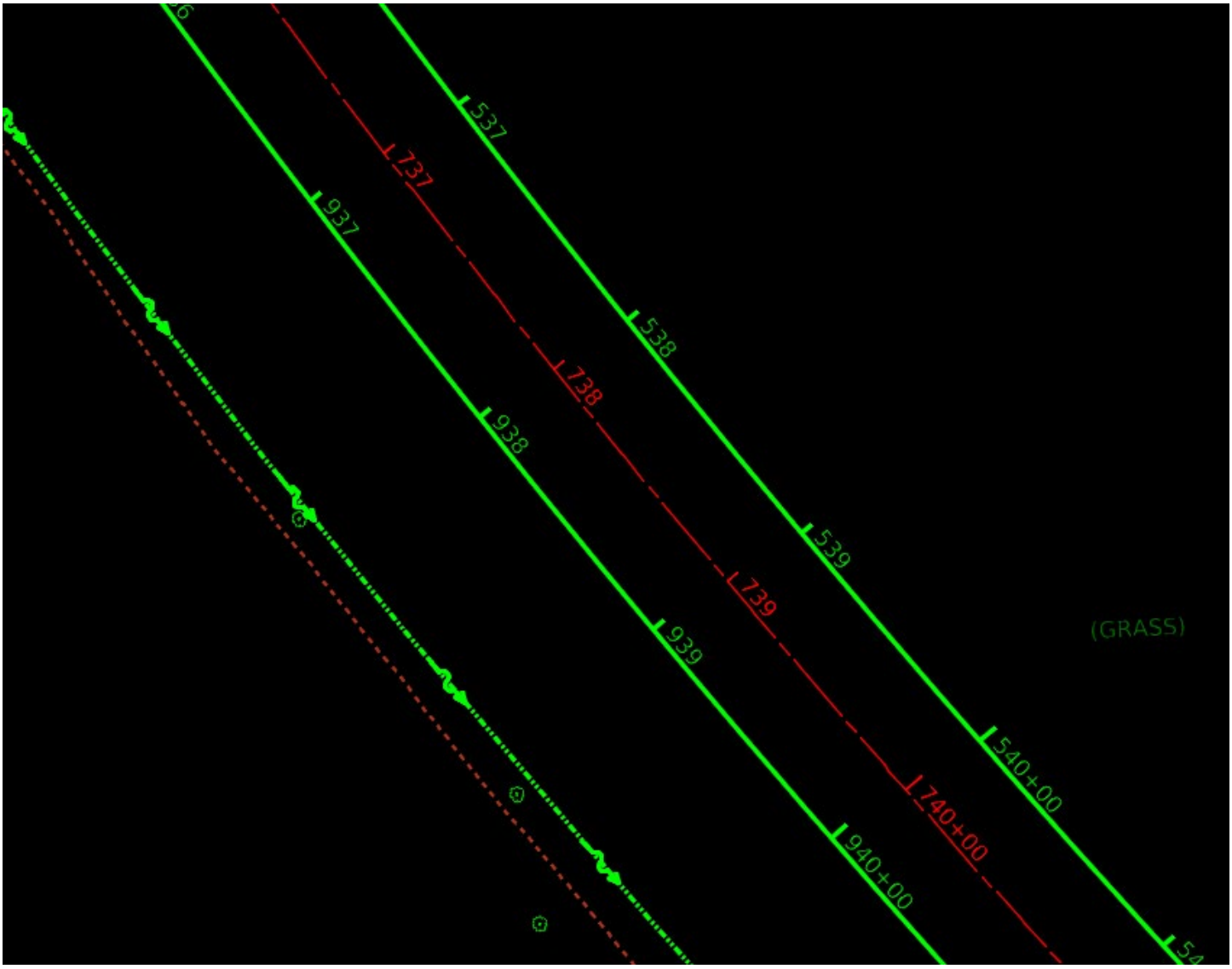
Notes
The amount of soil to be imported or exported has not been determined.

Instruction Sheet

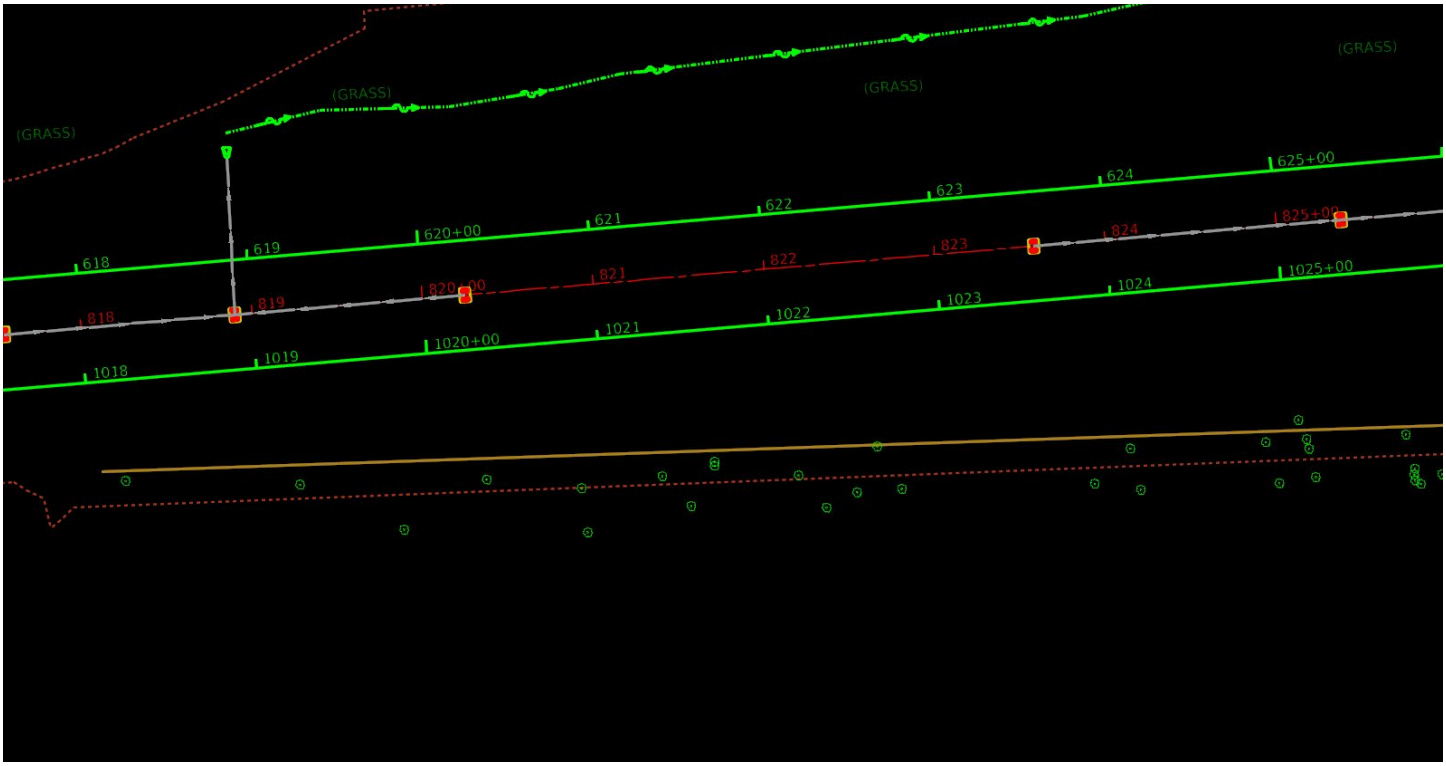
Completion of the PESA Response / Work Order Form is the responsibility of the District Special Waste Coordinator, or equivalent personnel for local roads projects. This form is to be filled out completely. If a PESA site will be avoided, or no construction activity is planned, indicate that in the notes section. This is a checks and balance system to verify that sites are not missed. This form should be saved in a PDF format and sent electronically to BDE with supporting documentation including: 1) a site location map that clearly defines the extent of the work area (aerial or topographic maps), 2) plan sheets (to scale) depicting the planned construction areas, 3) other pertinent information not included in this form.

1. **District**	Indicate the IDOT District number that the work will be completed using drop-menu.
2. **County**	Indicate the county where the work will be completed using drop-menu.
3. **Municipality**	Indicate the municipality where the work is to be completed in. If unincorporated, indicate "Unincorporated"
4. **Route**	Indicate the assigned route name (example FAP 779, FAU 7706, etc.)
5. **Marked**	Indicate the common name of the route (example Business 55, etc.)
6. **Street**	Indicate the local street name (example Lincoln Pkw/Business 55)
7. **Project Location To/From**	Indicate the description that includes the entire area of construction.
8. **Work Description**	Indicate the description of the work to be completed. Provide adequate detail.
9. **Requesting Agency**	Indicate using drop-menu whether Department of Highways (DOH), Local Roads, (Local) or Safety.
10. **IDOT Job Number**	Indicate the 8-digit IDOT job number (alpha-numeric) assigned to the project.
11. **Contract Number**	Indicate the 5-digit alpha-numeric contract number(s) for the project. If there are multiple contract numbers, please indicate each contract number, separated with a comma(,).
12. **Section Number**	Indicate the road section number applied to the route that construction work will be completed on.
13. **BDE Sequence Number**	Indicate the BDE Sequence Number assigned to the project.
14. **ISGS PESA Number**	Indicate the Illinois State Geologic Survey PESA number for the associated project.
15. **Anticipated Letting Date**	Indicate the anticipated letting date. Please note, if the letting date is changed for any reason, please notify BDE of the change.
16. **PS&E Date**	Indicate the Illinois State Geologic Survey PESA number for the associated project.
17. **Submittal Date**	Indicate the date PESA Response/Work Order Form is submitted to the Bureau of Design and Environment (BDE)
18. **Form Preparer, Title, Organization, Phone**	Indicate the name of the person who filled out this form. Also, if the person is not an IDOT employee, please indicate the organization that employs this person. This information is important if there are questions or corrections that are needed.
19. **Others Involved (Names, Tittle, Organization, Phone)**	Indicate the name, title, organization and phone number of others that may play a prominent role in the project, but did not fill out BDE 2735.
20. **Additional Information**	Indicate any additional information that may be pertinent to the project.
21. **Property Identification**	Provide the parcel name, as identified in the PESA. Include the street address , as listed in the PESA.
22. **PESA Site #**	Indicate the PESA Site Number as it appears in the PESA report
23. **BDE Classification**	To be used by BDE ONLY for risk management projects. Drop-down menu based on Section 669 of the Spec. Book.
24. **BDE Notes**	To be used by BDE ONLY for risk management projects. Description of rationale for BDE Classification. Form to be returned to District for RPM projects only.
25. **RECs?**	
Yes/No	Indicate whether the site has a REC called out in the PESA
If Yes / Described RECs	Describe the RECs, as indicated in the PESA for each individual site. This information can be copied and pasted from the PDF version of the PESA Report, Table 1.
26. **Possible UST(s)/Other Remedial Program?**	Indicate YES or NO from the drop-down menu if underground storage tanks (USTs) or other regulatory concerns were present, historically removed or suspected in the PESA or if there is institutional knowledge of USTs or other regulatory concerns at the site.
27. **Regulatory Program**	If Section 27 is Yes, use drop-down menu to select appropriate regulatory issue. If Section 27 is No, leave blank.
28. **ROW Acquisition or Easement**	
ROW Partial Take	Indicate YES or NO regarding a Right-of-Way Partial Take
ROW Full Take	Indicate YES or NO regarding a Right-of-Way Full Take
Temporary Easement	Indicate YES or NO if a temporary easement is needed for this project
Permanent Easement	Indicate YES or NO if a permanent easement is needed for this project
29. **Proposed Construction**	
Construction Activity (List All)	List all construction activities that will be completed on or adjacent to the REC site. It is acceptable to use separate rows (see example sheet) if multiple activities are planned.
Stationing (From / To)	Indicate the stationing (to the nearest 1 foot), including applicable offsets for each construction activity (see the example sheet for clarification)
30. **Maximum Depth of Excavation (feet)**	Indicate the maximum depth of excavation planned for each phase of the project. Use a separate line if multiple depths are planned within **(feet)** the same work area. (see example sheet)
31. **Estimated Volume of Soil Excavation (cy)**	Indicate the estimated volume of soil that is to be excavated to complete each task of the planned work.
32. **Notes**	Indicate any project related information that would be beneficial to BDE, Statewide Contractors or Prime Contractors regarding the anticipated scope of work, known RECs or site conditions.
33. **Attachments**	Attach drawings to all submittals showing the area of construction and activities to be completed. The drawings should be submitted in a format directed by the District (CADD, MicroStation, PDF, etc.)

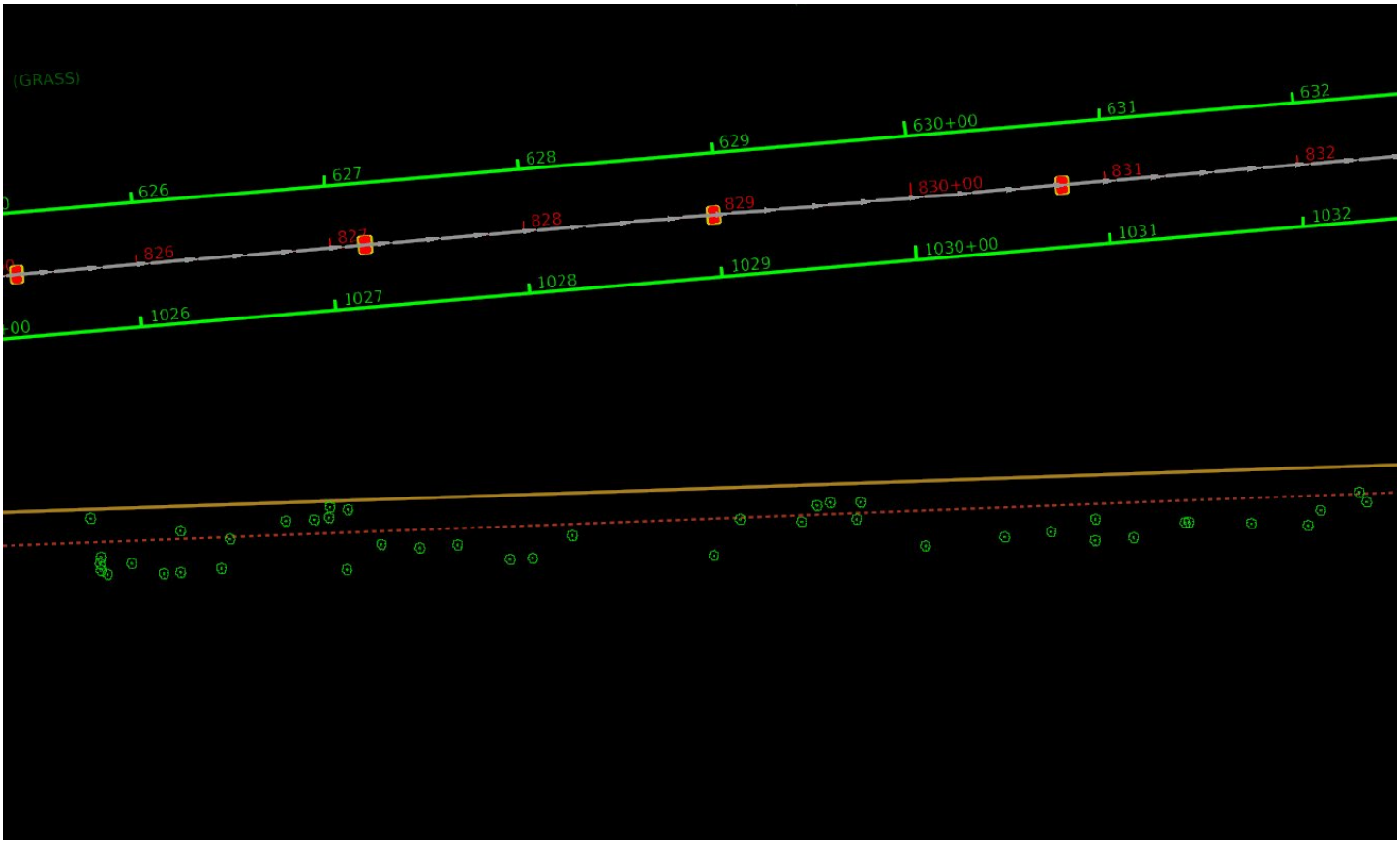
I-64 widening tree impacts



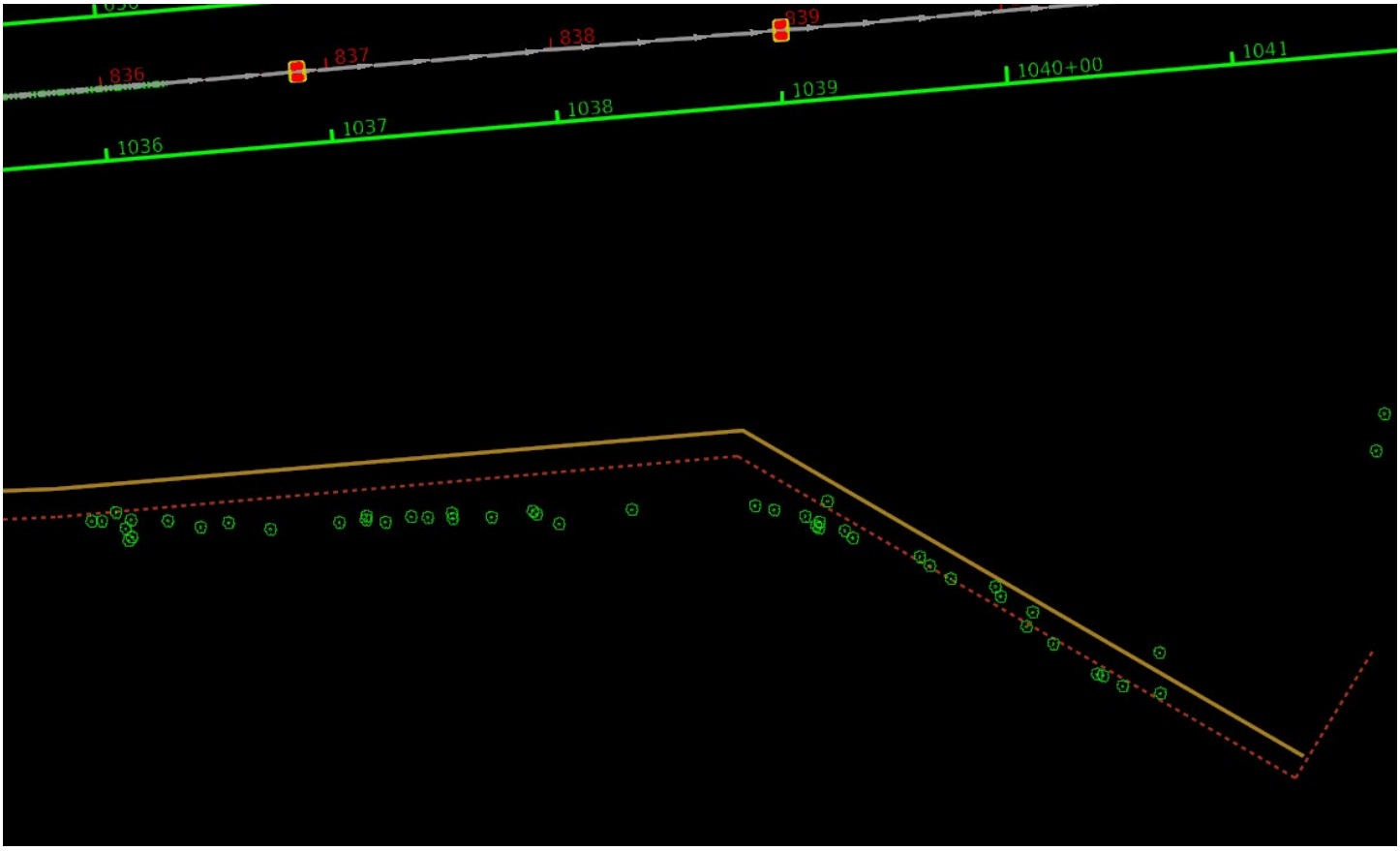
2 trees impacted



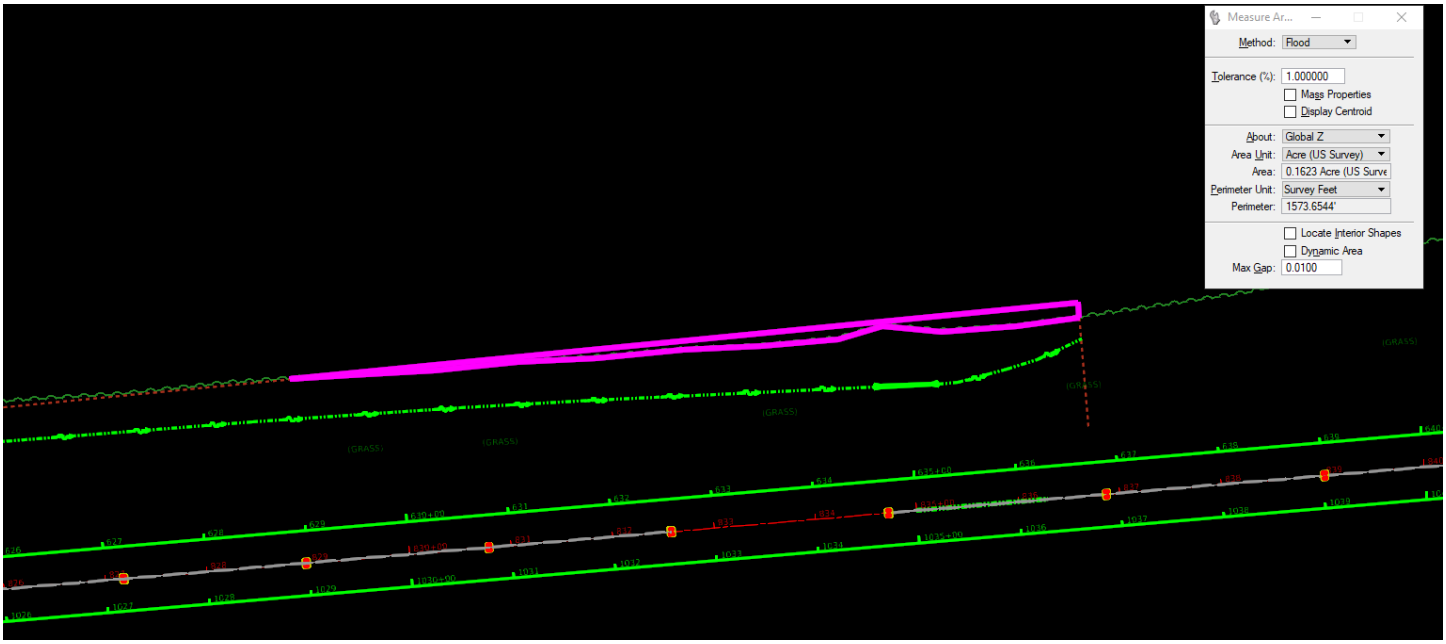
15 trees impacted



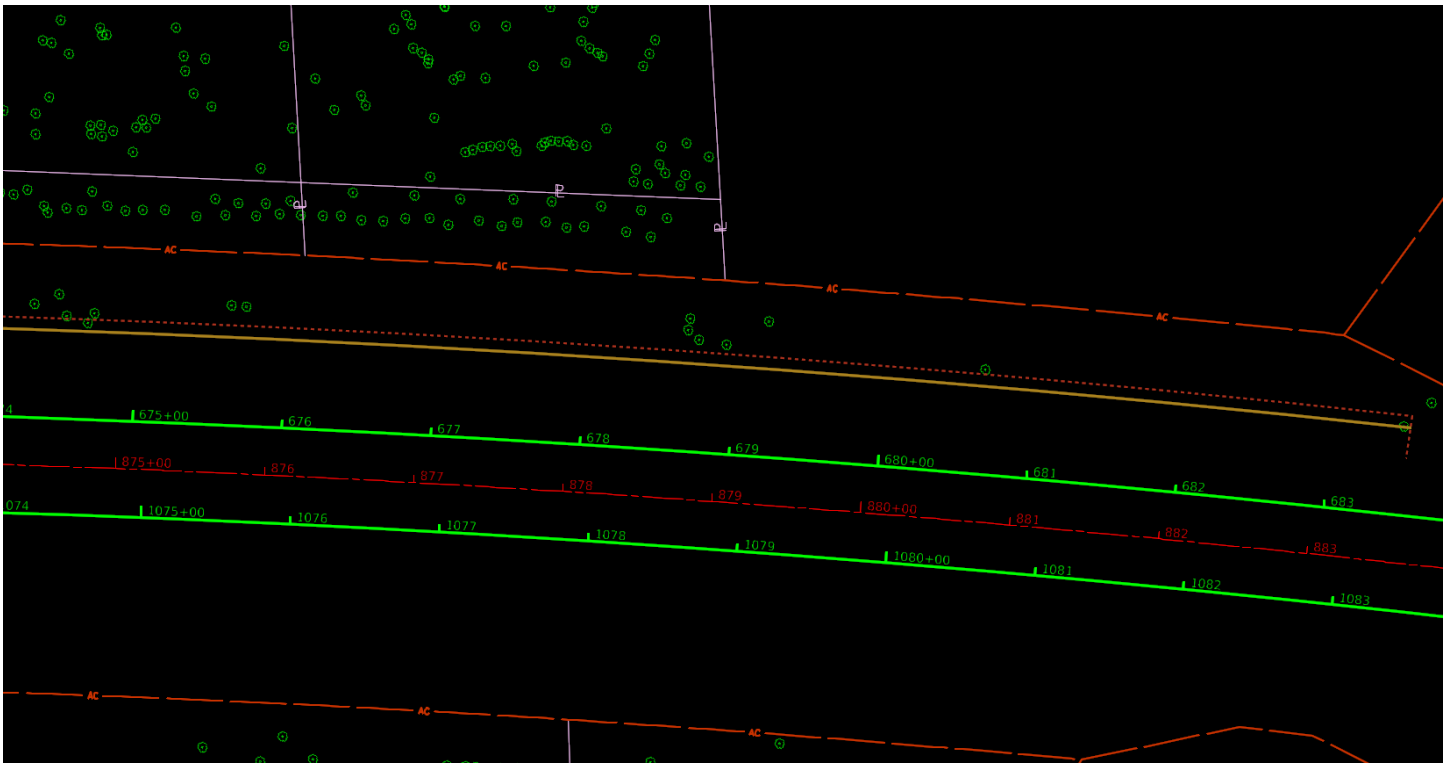
16 trees impacted



15 trees impacted



0.16 acres if tree line impacted



5 trees impacted

Total 53 trees

0.16 acres of tree line

EXHIBIT K – TRAFFIC MANAGEMENT PLAN

DRAFT

TRAFFIC MANAGEMENT PLAN

Interstate 64 Widening

I-64 near O'Fallon IL
0.65 miles west of N Green Mt Rd to 0.98 miles east of S Lincoln Ave

PTB 181/014: WO #1 I-64
F.A.I. 64 – SECTION 87-7WRS-2
ST. CLAIR COUNTY, ILLINOIS
JOB NO. P-98-003-16
CONTRACT NO: 76K74

Authored By:
Kaskaskia Engineering Group, LLC
KEG No. 16-1120.01

Prepared for:
Illinois Department of Transportation
Region 5, District 8
Collinsville

December 2020

Kaskaskia
Engineering Group, LLC

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9.0 TRANSPORTATION OPERATIONS PLAN 15
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11.0 CONTINGENCY PLAN 16
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EXHIBITS:

A. Location Map
B. Typical Cross Sections
C. Existing Traffic Data & Forecast
D. Workzone Queue Analysis
E. Crash Analysis Memorandum
F. Construction Staging Typical Sections and Plan Sheets
G. Staging Concept Alternative Analysis
H. Project Emails

1.0 EXECUTIVE SUMMARY

The primary purpose of this Traffic Management Plan (TMP) is to serve as the framework for providing an integrated strategy for construction of all improvements within the Interstate 64 (I-64) corridor. The strategy for traffic management will be implemented in a manner that minimizes disruption to motorists and local communities and residences affected by work zone delays, roadway closures, and detours. The TMP serves as a fundamental role in meeting the goals set by the Federal Work Zone Mobility Rule and the Safety Engineering Policy Memorandum, Safety 3-07 for all Federally Funded Projects:

Safety

1. Zero worker fatalities for traffic-related work zone crashes.
2. Reduce the number of motorist fatalities in traffic-related work zone crashes by 10% each year with the eventual goal of eliminating all of these fatalities.
3. Eliminating crashes and reducing fatalities and serious injuries caused by queuing.
4. Reduce the number of work zone crashes by 5% from each year prior.

Mobility

Mobility shall be defined as moving road users efficiently through or around a work zone area (site specific or regionally) with minimum delay compared to baseline travel when no work zone is present while not compromising safety. The following goals are thresholds for traffic mobility on projects that affect traffic flow:

1. Delays caused by work zones should not exceed five (5) minutes per mile of project length with a maximum of thirty (30) minutes above the normal recurring traffic delay. If a project is less than 1 mile in length, delays caused by work zones should not exceed five (5) minutes.
2. Queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

See section **5.0 Work Zone Impacts Assessment** for the queuing analysis performed as part of this report.

This project has been designated as a significant route according to the Significant Route Map. The purpose is to expand I-64 to a six lane cross section from 0.8 miles west of Green Mount Road to 0.5 miles west of IL Route 158, a length of 3 miles in O'Fallon and Shiloh, St. Clair County, Illinois. The project is a continuation of the six lane expansion and barrier median construction, which has previously been completed beyond each of the project's termini. The Location Map is attached as Exhibit A. The project will consists of enclosing the existing median ditch to accommodate an additional 12' future lane and shoulders in each direction. This includes the construction of a concrete barrier wall and enclosed storm sewer and median inlets. The project will also include reconstructing I-64 to lower the roadway profile under the Green Mount Road Bridge (S.N. 082-0344) and the County Highway 43/Lincoln Ave bridge (S.N. 082-0181).

Two lanes of traffic will be maintained in each direction during construction, this will require utilizing the shoulders and shifting the travel lanes prior to the workzone. The tapers and temporary lane configurations will be maintained by applicable sections of the Standard Specifications for Road and Bridge Construction, relevant sections from the Illinois Manual on Uniform Traffic Control Devices (ILMUTCD), the Special Provisions, and any unique details and highway standards contained within the plans.

The potential work zone impacts are addressed in the Public Information Plan (PIP), the Transportation Operation Plan (TOP), and the Traffic Control Plan (TCP). The proposed project

meets the work zone mobility goals established with BSE Memo 3-07.

2.0 TMP ROLES AND RESPONSIBILITIES

2.1 TMP Manager

The District TMP Manager will be responsible for the oversight and implementation of this TMP. The TMP Manager will also be responsible for coordination with the Resident Engineer and implementing changes to the TMP during construction as deemed necessary.

2.2 Stakeholders

The most significant stakeholders in this TMP are the District, the Contractor that is awarded the project, and the general motoring public.

2.3 Approval Contracts & TMP Implementation Task Leaders

Any resolution or approvals for general questions or minor changes posed by the Contractor and general coordination with the Contractor shall be the responsibility of District personnel:

Resident Engineer
Supervising Field Engineer
Traffic Control Supervisor

Incident management will be the responsibility of the following personnel:

Resident Engineer
Supervising Field Engineer

If a cataclysmic event would occur or substantial overages in cost are being incurred by the District due to changes in the TMP, then the following personnel will be responsible for approving major changes to the TMP:

Construction Engineer
Project Implementation Engineer
Regional Engineer

Any coordination needed with the general public during Phase II and Phase III of the project will be the responsibility of the following District personnel:

Public Information Coordinator:

3.0 EXISTING FACILITIES

Interstate I-64 is a state-maintained Class I truck route with a 65 MPH speed limit and is surrounded by a semi-rural area. The traffic and forecast data for this section of I-64 is presented in Table 3.1.

Table 3.1 – Traffic Data

Traffic Data	
Description	**I-64**
2017 ADT [vpd]	64,700
2018 ADT [vpd]	65,500
2038 ADT [vpd]	83,100
P.U. & P.C. [%]	87.1%
S.U. (Bus, 6T, 3A) [%]	2.5%
M.U. (All Semi) [%]	10.4%
ADT Max. Dir. Dist. [%]	100%

The existing I-64 roadway is typically composed of two, 12-foot-wide lanes in each direction. Outside hot-mix asphalt (HMA) shoulders are typically 10 feet wide and the inside HMA shoulders are typically 6 feet wide. The open median is generally 65 feet wide edge-to-edge.

West of the Green Mount Road interchange to the project's western limits, the roadway is comprised of three, 12-foot-wide lanes in each direction with 10 feet wide HMA outside shoulders. The median is comprised of 20 feet wide HMA inside shoulders in each direction and a concrete barrier wall. This condition also exists at the eastern project terminus.

Of note, the interstate is oriented in a northeast/southwest direction at the western end of the project. It bends through a turn and is oriented in an east/west direction beyond its intersection with Green Mount Road. The roadway is superelevated as it passes under the Green Mount Road overpass.

A crash analysis was conducted along I-64 for the years 2011-2016, from the west project limit (milepost 15.0) to the east project limit (milepost 17.90). As shown on Exhibit 1, the west project limits are located 0.8 miles west of Green Mount Road and the east project limits are located 2.8 miles west of IL Route 158. The 2011 to 2016 crash data analyzed was provided by the Illinois Department of Transportation (IDOT). According to IDOT, this study area of I-64 is not identified as part of the high-priority five-percent segments or intersections statewide.

A total of 149 crashes occurred during the five year analysis period (2011-2016); four (4) fatalities were recorded, 22 A or B level injuries were recorded, and three (3) C level injuries were recorded. The study noted that approximately 70% of the crashes occurred in the eastbound direction. Unsurprisingly, Rear End crashes accounted for a significant portion (28.9%) of the recorded crashes; given the one-way nature of divided interstates, the prevalence of Rear End crashes is expected. Fixed Object crashes also accounted for virtually the same percentage (28.2%) as Rear End; the presence of a median barrier (both cable and concrete), signs along the edge of the roadway, and the two underpasses' infrastructure along the studied segment account for the number of Fixed Object crashes. Sideswipe Same Direction crashes accounted for 20.8% all reports; similar to Rear End, the one-way nature of the interstate accounts for this trend.

4.0 PROJECT DESCRIPTION

The project will reconstruct and widen I-64 from a four lane (two in each direction) configuration to a six lane (3 in each direction) configuration. This will consist of enclosing the existing median ditch to accommodate an additional 12' future fourth lane and shoulders in each direction. The open drainage system will be replaced with an enclosed storm sewer and median inlets along the face of the proposed concrete median barrier. The project will also include lowering the roadway profile under the Green Mount Road overpass (S.N. 082-0344) and the County Highway 43/Lincoln Ave overpass (S.N. 082-0181). Also included is the reconstruction of the eastbound auxiliary lane at Green Mount Road exit ramp and the construction of noise walls.

5.0 WORK ZONE IMPACTS ASSESSMENT

It is anticipated that the proposed reconstruction and widening may have an impact on the mobility and safety of the motoring public along I-64. The traffic volumes may present safety issues for the traveling public and workers in the construction zone. Strategies to enhance driver awareness should be considered to reduce the risk of work zone crashes and promote construction worker safety.

As discussed in Section 1.0, all federally funded projects must meet mobility goals established in the Federal Work Zone Mobility Rule and the Safety Engineering Policy Memorandum, Safety 3-07 for all Federally Funded Projects. The following goals are thresholds for traffic mobility on projects that affect traffic flow:

1. Delays caused by work zones should not exceed five (5) minutes per mile of project length with a maximum of thirty (30) minutes above the normal recurring traffic delay. If a project is less than 1 mile in length, delays caused by work zones should not exceed five (5) minutes.
2. Queues caused by work zones should be no more than 1.5 miles beyond pre-existing queues.

The traffic mobility and queuing analysis was performed by the District in February 2020 as part of initial project development. The analysis examined a full 24-hour period with two lanes open in each direction. As the memo states, "since no lane closures are expected no backup is expected." These results are summarized below:

- I-64 East of Green Mount Road
    - Eastbound I-64
        - No significant delays developed during the studied intervals
            - Average delay per vehicle is between 0 and 1 minutes
        - No significant queues developed during the studied intervals
    - Westbound I-64
        - No significant delays developed during the studied intervals
            - Average delay per vehicle is between 0 and 1 minutes
        - No significant queues developed during the studied intervals
- I-64 West of Green Mount Road
    - Eastbound I-64
        - No significant delays developed during the studied intervals
            - Average delay per vehicle is between 0 and 1 minutes
        - No significant queues developed during the studied intervals
    - Westbound I-64

- No significant delays developed during the studied intervals
    - Average delay per vehicle is between 0 and 1 minutes
- No significant queues developed during the studied intervals

The results of the queuing analysis suggest that both daytime and nighttime lane tapers and shifts will not result in significant queues and delays greater than those defined by the BSE Memo 3-07 Work Zone Safety and Mobility Rule. However, because this queue analysis does not take into account the conditions beyond the initial taper, the maximum queue severity, length, and accompanying delays may be greater than presented in the results of this analysis. See Exhibit D for the queuing analysis.

CONCLUSION

It is indicated by the results of the queue and traffic safety analyses that the proposed construction staging, maintaining two lanes in each direction, will result in compliance with BSE Memo 3-07. The project will have some impact on the travel time for motorists through the work zone but without developing an unacceptable queue.

In order to alleviate potential queuing and enhance safety by alerting drivers of slowed or stopped traffic ahead in real time, a Real Time Traffic Control System will be included in the contract.

6.0 SEQUENCE OF OPERATIONS

Below is a breakdown of the proposed sequence of construction operations. Refer to Exhibit F for staging typical cross sections and plan sheets. Note, three alternate staging concepts were considered and analyzed regarding their respective cost, duration, and ease of construction.

- Concept A
    - Maintain two lanes in each direction
    - Two primary construction stages
    - No crossovers
- Concept B
    - Maintain two lanes in each direction with eastbound one-way crossovers on either side of Green Mount Road interchange
    - Three primary stages
    - Temporary lane shifts outside of Green Mount Road interchange
- Concept C
    - Maintain two lanes in each direction with one-way crossovers at each end of project
    - Three primary stages

Ultimately, Concept A was selected based on its relative simplicity and lower relative cost. See Exhibit G for the complete alternative analysis.

To maintain two lanes in each direction with two primary stages, the sequence of operations is as follows:

0. Preliminary Stage
    a. Maintain two lanes of traffic in each direction on existing lanes.
    b. Reconstruct outside shoulder pavement to accommodate traffic load and to maintain cross slope.

1. Primary Stage 1
    a. Shift traffic to two outside lanes in each direction.
    b. Maintain access to Green Mount Road ramps in both directions.
    c. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and concrete barrier wall construction within the median and inside lanes.
2. Primary Stage 2
    a. Shift traffic onto new inside pavement and maintain two lanes in each direction.
    b. Maintain access to eastbound weigh station
    c. Maintain access to Green Mount Road ramps in both directions.
    d. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and construction of outside shoulders and lanes.
3. Finishing Stage
    a. Green Mount Road eastbound I-64 off ramp. Mill and resurface with flaggers.
    b. Off-peak hour temporary lane closures as needed to finish construction and cleanup.

Note, given the restricted shoulder width and altered geometrics during construction operations, crash investigations for minor incidents must occur outside of the project limits.

7.0 TRAFFIC CONTROL PLAN

Traffic control shall be in accordance with the applicable sections of the Standard Specifications for Road and Bridge Construction, the applicable guidelines contained in the Illinois Manual on Uniform Traffic Control Devices for Streets and Highways, these Special Provisions and any special details and highway standards contained herein and in the plans.

Special attention is called to Articles 107.09 and 107.14 of the Standard Specifications, the following Highway Standards relating to Traffic Control, and the listed Supplemental Specifications and Recurring Special Provisions.

Highway Standards:

- 701101-05 Off-Road Operations, Multilane, 15’ to 24” from Pavement Edge
- 701106-02 Off-Road Operations, Multilane, More than 15’ Away
- 701400-09 Approach to Lane Closure, Freeway / Expressway
- 701401-12 Lane Closure, Freeway / Expressway
- 701402-12 Lane Closure, Freeway / Expressway, With Barrier
- 701411-09 Lane Closure, Multilane, At Entrance or Exit Ramp, For Speeds ≥ 45 MPH to 55 MPH
- 701422-10 Lane Closure, Multilane, For Speeds ≥ 45 MPH to 55 MPH
- 701423-10 Lane Closure, Multilane, With Barrier, For Speeds ≥ 45 MPH to 55 MPH
- 701428-01 Traffic Control Setup and Removal Freeway / Expressway
- 701446-10 Two Lane Closure, Freeway / Expressway
- 701901-08 Traffic Control Devices
- 704001-08 Temporary Concrete Barrier

Special Provisions:

- Changeable Message Sign
- Cooperation Between Contractors
- Sequence of Operations
- Speed Display Trailer (BDE)
- Temporary Traffic Control Device Deployment and Removal

- Traffic Control Removal
- Real Time Traffic Control System
- Crash Investigation Signage

Limits of Construction:
The Contractor shall coordinate the items of work in order to keep hazards and traffic inconveniences to a minimum, as specified below.

1. The Contractor shall provide, erect and maintain all the necessary barricades, cones, drums, flags and lights for the warning and protection of traffic, as required by Sections 107 and 701 through 704 of the Standard Specifications.

2. Dual display “ROAD CONSTRUCTION AHEAD” signs and “BE PREPARED TO STOP” signs shall be placed along the eastbound and westbound I-64 lanes approaching the work zone as directed by the Engineer and shall be included in the cost of various traffic control pay items in the contract plans.

3. In addition to the flaggers required by the various standards, additional flaggers shall be provided, if required by the Engineer, and they will be paid in accordance with Article 109.04 of the Standard Specifications.

4. The Contractor shall have responsibility for all Traffic Control Devices throughout the entire project. Any additional work or material shall be considered included in the contract unit price for the various traffic control pay items in the contract plans.

5. Any inconveniences or delays caused by the Contractor in complying with this Special Provision will be considered as included in the contract unit price of the various traffic control pay items in the contract plans and no additional compensation will be allowed.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701101
Traffic Control and Protection, Standard 701101 shall be used for work on I-64 that is 2’ to 15’ away from the edge of pavement.

Traffic Control and Protection, Standard 701101 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701106
Traffic Control and Protection, Standard 701106 shall be used for work on I-64 that is more than 15’ away from the edge of pavement.

Traffic Control and Protection, Standard 701106 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701400
Traffic Control and Protection, Standard 701400 shall be used on I-64 for approaches to work zones requiring a lane closure on I-64.

Traffic Control and Protection, Standard 701400 will not be measured for payment in accordance with Article 701.19 (a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701401

Traffic Control and Protection, Standard 701401 shall be used on I-64 for work areas requiring a lane closure on I-64. This standard shall always be used in conjunction with Traffic Control and Protection, Standard 701400 and Traffic Control and Protection, Standard 701401.

Traffic Control and Protection, Standard 701401 will be measured for payment on an each basis, in accordance with Article 701.19 (b) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701402

Traffic Control and Protection, Standard 701402 shall be used on I-64 for work areas requiring a lane closure on I-64 utilizing temporary concrete barriers. This standard shall always be used in conjunction with Traffic Control and Protection, Standard 701400 and Traffic Control and Protection, Standard 701402.

Traffic Control & Protection, Standard 701402 will be paid for at the contract unit price per each as TRAFFIC CONTROL AND PROTECTION, STANDARD 701402 at the location specified.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701411

Traffic Control and Protection, Standard 701411 shall be used on I-64 for operations requiring lane closures on I-64 in close proximity to the entrance and exit ramps at the interchanges. The interchange ramps, shall, at all times, be kept open to traffic. The yield signs required by Standard 701411 shall be placed as directed by the Engineer. Additional drums or cones shall be required 200 feet prior to the ramp opening on the mainline. The devices shall be placed at 50 foot centers to help delineate the location of the ramp opening. Dual display BE PREPARED TO STOP signs shall be placed at all ramp locations within the project limits. No additional compensation will be allowed for complying with these requirements.

Traffic Control & Protection, Standard will be paid for at the contract unit price per each as TRAFFIC CONTROL AND PROTECTION, STANDARD 701411 at the location specified.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701422

Traffic Control and Protection, Standard 701422 shall be used on I-64 for work areas in which any vehicle, equipment, works or their activities will encroach on the lane adjacent to the shoulder, on the shoulder, or in the left lane.

Traffic Control and Protection, Standard 701422 will be measured for payment on an each basis, in accordance with Article 701.19 (b) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701423

Traffic Control and Protection, Standard 701423 shall be used on I-64 for work areas in which temporary concrete barrier is utilized in conjunction with activities that encroach on the pavement, shoulder, edge of pavement, or in the left lane.

Traffic Control & Protection, Standard 701423 will be paid for at the contract unit price per each as TRAFFIC CONTROL AND PROTECTION, STANDARD 701423 at the location specified.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701428

Traffic Control and Protection, Standard 701428 shall be used for setup and removal of lane closures on freeways/expressways having ADT greater than 25,000.

Traffic Control and Protection, Standard 701428 will not be measured for payment on, in accordance with article 701.19(a) of the Standard Specifications.

TRAFFIC CONTROL AND PROTECTION, STANDARD 701446

This Standard is to be used when two lanes are to be closed on a freeway/expressway. Specifications applicable to Standards 701401 shall be applicable to this Standard.

Traffic Control and Protection, Standard 701446 will be measured for payment on an each basis, in accordance with article 701.19(b) of the Standard Specifications.

TRAFFIC CONTROL – ADDITIONAL SIGNING ON ENTRANCE RAMPS

The Contractor shall install Dual Displayed "Road Construction Ahead" & "Be Prepared to Stop" signs at all entrance ramps located within the project limits.

These signs shall be in place and in operation continuously from the first closure, until no further lane closures are needed.

CHANGEABLE MESSAGE SIGN (BDE)

This work shall consist of furnishing, placing, and maintaining changeable message sign(s) at the location(s) shown on the plans or as directed by the Engineer.

The sign(s) shall be trailer mounted. The message panel shall be at least 7 ft (2.1 m) above the pavement, present a level appearance, and be capable of displaying up to eight characters in each of three lines at a time. Character height shall be 18 inches (450 mm).

The message panel shall be of either a bulb matrix or disc matrix design controlled by an onboard computer capable of storing a minimum of 99 programmed messages for instant recall. The computer shall be capable of being programmed to accept messages created by the operator via an alpha-numeric keyboard and able to flash any six messages in sequence. The message panel shall also be capable of being controlled by a computer from a remote location via a cellular linkage. The Contractor shall supply the modem, the cellular phone, and the necessary software to run the sign from a remote computer at a location designated by the Engineer. The Contractor shall promptly program and/or reprogram the computer to provide the messages as directed by the Engineer.

The message panel shall be visible from ¼ mile (400 m) under both day and night conditions. The letters shall be legible from 750 ft (250 m).

The sign shall include automatic dimming for nighttime operation and a power supply capable of providing 24 hours of uninterrupted service.

The Contractor shall provide all preventive maintenance efforts s(he) deems necessary to achieve uninterrupted service. If service is interrupted for any cause and not restored within 24 hours, the Engineer will cause such work to be performed as may be necessary to provide this service. The cost of such work shall be borne by the Contractor or deducted from current or future compensation due the Contractor.

When the sign(s) are displaying messages, they shall be considered a traffic control device. At all times when no message is displayed, they shall be considered equipment.

Basis of Payment: When portable changeable message signs are shown on the Standard, this work will not be paid for separately, but shall be considered as included in the cost of the Standard.

For all other portable changeable message signs, this work will be paid for at the contract unit price per CALENDAR DAY for CHANGEABLE MESSAGE SIGN. Any portion of one calendar day during which the sign is operated as directed by the Engineer shall be paid as one full calendar day.

COOPERATION BETWEEN CONTRACTORS

There is a possibility that other contractor operations may be ongoing within the proposed project limits at the same time as work included in this contract is being performed. The Contractor for this section shall cooperate and coordinate with any other contractors performing work adjacent to this project in accordance with Article 105.08 of the Standard Specifications. Any delays resulting from noncompliance with this requirement shall be considered incidental to the contract and no additional compensation will be allowed.

SPEED DISPLAY TRAILER (BDE)

Effective: April 2, 2014
Revised: January 1, 2017

Revise the third paragraph of Article 701.11 of the Standard Specifications to read:

"When not being utilized to inform and direct traffic, sign trailers, speed display trailers, arrow boards, and portable changeable message boards shall be treated as nonoperating equipment."

Add the following to Article 701.15 of the Standard Specifications:

"(m) Speed Display Trailer. A speed display trailer is used to enhance safety of the traveling public end workers in work zones by alerting drivers of their speed, thus deterring them from driving above the posted work zone speed limit."

Add the following to the Article 701.20 of the Standard Specifications:

"(k) When speed display trailers are shown on the Standard, this work will not be paid for separately but shall be considered as included in the cost of the Standard.

For all other speed display trailers, this work will be paid for at the contract unit price per calendar month or fraction thereof for each trailer as SPEED DISPLAY TRAILER."

Add the following to the Article 1106.02 of the Standard Specifications:

"(o) Speed Display Trailer. The speed display trailer shall consist of a LED speed indicator display with self-contained, one-direction radar mounted on an orange see-through trailer. The height of the display and radar shall be such that it will function and be visible when located behind the concrete barrier.

The speed measurement shall be by radar and provide a minimum detection distance of 1000 ft (300 m). The radar shall have an accuracy of +/-1 mile per hour.

The speed indicator display shall face approaching traffic and shall have a sign legend of "YOUR SPEED" immediately above or below the speed display. The sign letters shall be

between 5 and 8 in. (125 and 200 mm) in height. The digital speed display shall show two digits (00 to 99) in mph. The color of the changeable message legend shall be a yellow legend on black background. The minimum height of the numerals shall be 18 in. (450 mm), and the nominal legibility distance shall be at least 750 ft (250 m).

The speed indicator display shall be equipped with a violation alert that flashes the displayed detected speed when the work zone posted speed limit is exceeded. The speed indicator shall have a maximum speed cutoff. On roadway facilities with a normal posted speed limit greater than or equal to 45 mph, the detected speeds of vehicles traveling more than 25 mph over the work zone speed limit shall not be displayed. On facilities with normal posted speed limit of less than 45 mph, the detected speeds of vehicles traveling more than 15 mph over the work zone speed limit shall not be displayed. On any roadway facility if detected speeds are less than 25 mph, they shall not be displayed. The display shall include automatic dimming for nighttime operation.

The speed indicator measurement and display functions shall be equipped with the power supply capable of providing 24 hours of uninterrupted service."

TEMPORARY TRAFFIC CONTROL DEVICE DEPLOYMENT AND REMOVAL
Effective: January 1, 2014

If the Contractor's operations require them to have lane closures in either driving or passing lanes, the Contractor shall deploy and pick up their traffic control devices (drums, barricades, etc.) from the closed lane side. Dragging devices across the open lanes of traffic will not be allowed. Failure to comply with this Special Provision will result in traffic control deficiency deduction being assessed as specified in Article 105.03(b) of the Standard Specifications.

TRAFFIC CONTROL REMOVAL
Effective: October 13, 2011

All lanes shall be open to traffic and all lane closure traffic control shall be removed during non-work hours, unless required by the Contractor's operation or authorized by the Engineer. Failure to open all lanes to traffic during non-work hours will result in a traffic control deficiency, per Article 105.03 of the Standard Specifications.

REAL-TIME TRAFFIC CONTROL SYSTEM
Rev.: October 10, 2019

Description: This item shall consist of furnishing, installing, maintaining, relocating, and removal of an automated portable Real-Time Traffic Control System (RTTCS) meeting the requirements noted herein and providing the maintenance of the system during the duration of the work.

The Contractor shall furnish said system for measuring and delivering condition-responsive alerts on the project.

The RTTCS components shall be installed at the locations shown in the plans. The RTTCS shall be installed and operational two weeks prior to any lane closures on the project and shall remain in place until directed by the engineer to remove the system or a portion thereof.

The RTTCS shall consist of, at a minimum:

• A Real-Time Traffic Monitoring Sensor. Each sensor shall be capable of communicating with other components of this system.
• A Real-Time Traffic Warning Sign. Each unit shall consist of:
    • Warning signs with sign legend as shown in the plans.
    • Each sign shall have amber wigwag LED flashing lights (two flashers per sign) attached, with a minimum lens size of 12 inches. The flash pattern and flash sequence shall comply with the Manual of Uniform Traffic Control devices (MUTCD), Chapter 4L.
    • Remote communication hardware and software and controllers capable of activating flashing beacons.
• One Real-Time Traffic Control Central Base Unit equipped with appropriate hardware, software, and dedicated network connection. To maintain accurate and reliable communication between all components of the system.

The exact locations of all devices shall be determined as part of an on-site communications analysis with the Contractor.

The RTTCS shall meet the following specifications:

• The RTTCS shall be a proven system that has been successfully deployed and operated in actual work zone and congestion areas.

• The RTTCS shall be capable of identifying stopped / slowed traffic conditions. The system shall self-test for communication or sensor failures.

• The RTTCS shall operate continuously (24 hours, 7 days a week) when in place and visible to the motoring public.

• The sensors shall be of a type whose accuracy is not degraded by inclement weather or degraded visibility conditions including, but not limited to precipitation, fog, darkness, excessive dust, and road debris.

• The RTTCS shall be capable of acquiring traffic data for a minimum of two (2) lanes of traffic in the same direction.

• Traffic sensors shall sequentially activate the flashers as the queue extends and be capable of only activating specific flashers.

• The RTTCS shall be capable of activating a message board.

• The RTTCS shall utilize static signs with two wigwag flashing beacons that only activate when slowed or stop traffic is detected to convey real-time traffic condition information to motorists.

• The flashers shall activate whenever the average traffic speeds fall below 30 mph and turn off when the average speed returns to above 45 mph. These speed thresholds shall be capable of being changed based on actual field trials and the location of the sensor.

• The RTTCS shall have a reliable communication system and provide warnings to the system manager and the Resident Engineer when communication or device failures are detected.

• The RTTCS shall be capable of notifying the Resident Engineer and Communications Center when the flashing beacons are activated.

• The RTTCS and flashers shall have a reliable power source.

- The RTTCS shall allow authorized users remotely to manually override the system during apparent system failures.

- Critical system operator control functions shall be password protected.

- The RTTCS shall have reporting features to a secure website. The website shall, at a minimum, show the current speeds at each detector location and whether the warning flashers are activated. The website shall provide access to archival data for the duration of the project. This data shall be printable.

- The RTTCS shall provide data logging the system events and key detection data. The data is to include the dates and times that the system was activated, which signs were activated, duration of the activation, and average speeds at each detections device. The data shall be provided to the Resident Engineer at the close of the project in Microsoft Excel ®, latest format.

- If during the duration of the project, it is found that the distances or locations in relation to each other and/or to the taper, detectors or warning signs need to be relocated due to a change in the traffic conditions or queuing patterns, a one-time adjustment is included in the cost of the Real-Time Traffic Control Sensor Unit.

- The RTTCS components may be relocated as deemed necessary by the Engineer

- During winter shut-down all trailers shall be removed from the right of way and the signs shall be removed as directed by the engineer. All removal, storage, and reinstallation shall be included in the cost of the Real-time Traffic Control Senor Units.

System Performance: After the RTTCS is in place and operational, knowledgeable contractor personnel shall be available for one work week (until Friday at 8:00 PM) after the lane closures are in place to ensure that the system is functioning properly. The responsible individual shall be capable of responding within 15 minutes during the first week and shall have sufficient resources to correct any issues with the RTTCS at that time.

To ensure a prompt response to incidents involving the integrity of the RTTCS devices, the Contractor shall provide a telephone number where a responsible individual can be contacted on a 24-hour-a-day basis. The Contractor shall dispatch sufficient resources within two hours of notification to make needed corrections of deficiencies. All deficiencies shall be corrected within 12 hours. If the Contractor fails to restore the RTTCS to full operation within the time limits specified above, the Resident Engineer will impose a daily monetary Traffic Control Deficiency Deduction for each calendar day (or portion thereof) the deficiency exists, as described in Article 105.03 of the Standard Specifications.

Additional Real-Time Traffic Control Sensor units installed as directed by the Engineer after the initial deployment of the system shall be in operation and accepted by the Engineer within fourteen (14) calendar days after the Contractor receives written notification of changes from the Engineer. If the Contractor fails to update the RTTCS to full operation within the time limits specified above, the Engineer will impose a daily monetary Traffic Control Deficiency Deduction for each calendar day (or portion thereof) the deficiency exists, as described in Article 105.03 of the Standard Specifications.

A traffic control deficiency deduction will be made for each individual component of the RTTCS that is not functioning correctly. Individual components of the RTTCS are traffic sensors, central base station, and signs with flashers.

Method of Measurement: This work will be measured for payment as follows.

Real-Time Traffic Control Warning Sign will be measured on a calendar month basis per each unit, which each unit consists of one warning sign with two amber LED flashing lights attached and remote communication hardware and software and controllers capable of communicating with other components of this system.

Real-Time Traffic Monitoring Sensor will be measured on a calendar month basis per each unit, which each unit includes, one traffic sensor, remote communication hardware and software, and controllers capable of communicating with other components of this system. Any additional sensors shown in the plans shall be included in the Real-Time Traffic Control Sensor Unit cost.

Real-Time Traffic Control Central Base Unit will be measured on a calendar month basis, which includes all hardware, software, website, and communications network necessary to run the Real-Time Traffic Control System.

Basis of Payment: This work will be paid for as follows.

Real-Time Traffic Control Warning Sign shall be paid for at the contract unit price per calendar month or fraction thereof for REAL-TIME TRAFFIC CONTROL WARNING SIGN.

Real-Time Traffic Monitoring Sensor Unit shall be paid for at the contract unit price per calendar month or fraction thereof for REAL-TIME TRAFFIC MONITORING SENSOR UNIT.

Real-Time Traffic Control Central Base Unit shall be paid for at the contract unit price per calendar month or fraction thereof for REAL-TIME TRAFFIC CONTROL CENTRAL BASE UNIT.

CRASH INVESTIGATION SIGNAGE

This work shall consist of furnishing, placing, and maintaining crash investigation sign(s) at the location(s) shown on the plans or as directed by the Engineer.

The contractor shall furnish and install a modified MUTCD R16-4 sign(s) stating “Fender Bender Move Vehicles Out of Work Zone.” Signs shall be present for each direction and placed near the beginning, prior to vehicles entering the work zone and throughout the work zone as shown on the plans or as directed by the Engineer.

Crash Investigation signage will not be measured for payment and shall be included in the cost of other items.

8.0 PUBLIC INFORMATION PLAN

The public shall be informed of the impending construction and proposed improvements. In accordance with guidelines established in IDOT BDE 19-2.01, State public involvement/public hearing procedures must provide one or more public hearings, or the opportunity for hearings. It will be necessary to identify and inform all affected residents, businesses, major employers, schools, State and local agencies, and any neighborhood associations. In addition, all local and State Emergency Managements Services (EMS) will need to be informed.

It is suggested that prior to PS&E approval, if a public meeting is held, a notice should be published in a number of formats including, the local newspaper, radio/television, IDOT’s social media accounts, and the social media accounts of local agencies (i.e. St. Clair County, City of O’Fallon, Village of Shiloh, Scott Air Force Base, etc.). Postcards with the public meeting

information should be mailed to residents/businesses near the project limits, local agencies, and special interest stakeholders. A project website will be created for this project to provide up to date information.

Additionally, similar outreach methods should be part of an ongoing effort to keep the public informed as construction progresses. Notifications of upcoming construction, lane closures, or staging changes should be disseminated prior to any such events. Again, it will be important to make use of numerous formats to ensure widespread public awareness. Below is a list of identified project stakeholders, note this is not an exhaustive list and additional stakeholders may be identified as the project progresses.

Six Portable Changeable Message Signs will be required for seven days each prior the beginning of construction operations to inform the traveling public of the upcoming delays that may be caused by the project. The signs will be located as follows:

1. One sign on I-64 EB at the beginning of the project.
2. One sign on I-64 WB at the beginning of the project.
3. One sign on NB Greenmount Road before the I-64 entrance ramp.
4. One sign on SB Greenmount Road before the I-64 entrance ramp.
5. One sign on NB IL 158/Air Mobility Drive before the I-64 interchange.
6. One sign on SB IL 158/Air Mobility Drive before the I-64 interchange.

It is advised, but not required, that the District hold a public meeting as covered in BDE 19-3.03 for coordination with the businesses and general public potentially affected by the proposed improvements prior to the approval of the PS&E for the project.

The Contractor shall notify the Department's Bureau of Operations and the individuals and organizations listed below at least ten days prior to the start of the project.

IDOT Traffic Operations Engineer
IDOT Maintenance Field Engineer
St. Clair County Engineer
St. Clair County Sheriff
St. Clair County 911 Coordinator
IL State Police
EMS Services
Memorial Hospital East
HSHS St. Elizabeth's Hospital
Scott Air Force Base

These agencies, organizations, and individuals shall also be notified when the project is complete.

9.0 TRANSPORTATION OPERATIONS PLAN

Cooperative police enforcement from the State Police will encourage drivers to obey posted speed limits within the work zone and provide a quick response to incidents or emergencies.

It is recommended photo enforcement be used to promote work zone speed limits. This coupled with the presence of two radar speed trailers may improve traffic safety and help protect workers and the traveling public. Traffic signs will be posted to warn drivers of the increased penalties of

work zone speed limit violations.

Timely traffic control inspections will be conducted to ensure that all work traffic control devices are in the correct location and operating properly. Deficiencies in work zone traffic control device operation and/or placement shall be corrected promptly.

10.0 TMP MONITORING

The management strategies within the TMP shall be continuously monitored throughout the project to determine if they meet safety and mobility goals. If the safety and mobility conditions are unfavorable, adjustments shall be implemented. Details of the successes and failures of the TMP as well as implemented changes will be included in the Work Zone TMP Summary reports to be submitted by the Resident Engineer/Technician at the conclusion of the project.

If the Contractor fails to carry out the TMP Strategies as shown in the plans and contract documents, Traffic Control Deficiency Deductions will be administered according to Article 105.03(B) of the Standard Specifications for Road and Bridge Construction.

11.0 CONTINGENCY PLAN

1. Trigger Points

a. There are several events that could happen along the project corridor during construction that would significantly increase delays and queue lengths within the project limits.

i. Multi-car collision or construction accident within the project limits that would reduce the number of effective through lanes to one or none. Lack of sufficient shoulder space for management of these occurrences would further exacerbate the issue.

ii. Unanticipated, heavier-than-normal traffic volumes due to closure of adjacent lanes.

2. Decision Tree

a. The resident engineer shall report to the Supervising Field Engineer who then shall then report to the Construction Engineer. The Construction Engineer, who is the Section Chief, reports directly to the District Bureau Chief of Project Implementation to determine when any contingency plan shall be put into action. Should the given situation require further approval, the District Bureau Chief of Projection Implementation shall report to the Regional Deputy Director for any additional approvals required.

3. Contractor's Contingency Plan

a. The resident engineer shall be informed that a contingency plan to alleviate excessive queues, caused by the above events, is required prior to the start of construction and will be a topic of review at the preconstruction conference. The contingency plan should also address what the Contractor's proposed standby equipment will be for peak hours and incident/emergency management strategies that are proposed.

12.0 TMP IMPLEMENTATION COSTS

The estimated costs required to implement the various traffic control strategies with an added 20% contingency include:

Cost Item	Estimated Cost with 20% Contingency
Temporary Concrete Barrier (27,400 ft.)	$988,000.00
Relocate Temp Concrete Barrier (22,200 ft.)	$205,000.00
Temporary Pavement Marking - Line 6" (49,600 ft.)	$26,000.00
Changeable Message Sign (16 Months)	$309,000.00
Total	**$1,528,000.00**

The estimated costs were disseminated from a historical average cost from previously awarded prices from lettings in 2019 as published in the IDOT Transportation Bulletin Archives.

EXHIBIT A

LOCATION MAP

Location Map

I-64 - Six Lane Expansion
Green Mount Road to West of IL Route 158
St. Clair County, IL

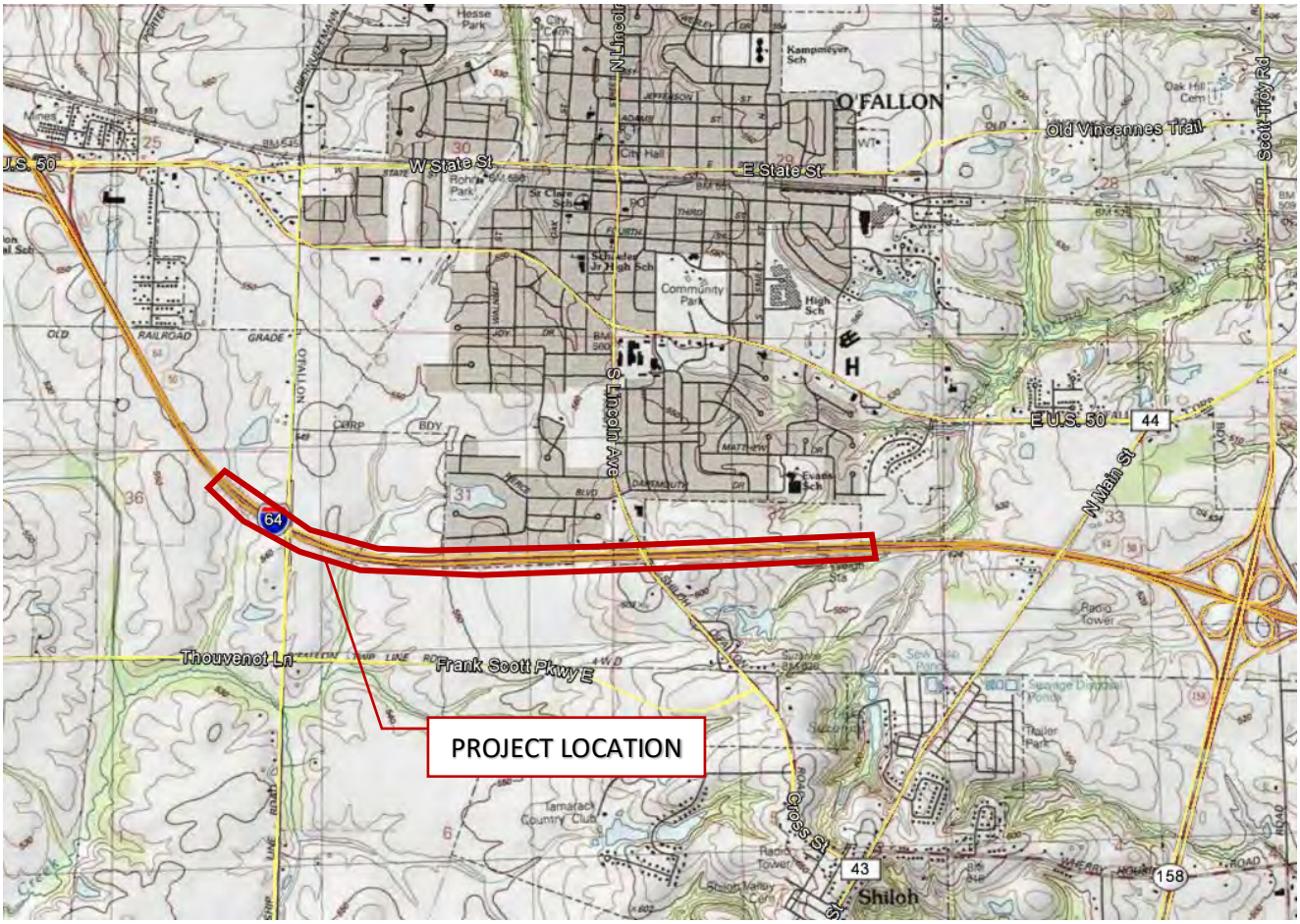
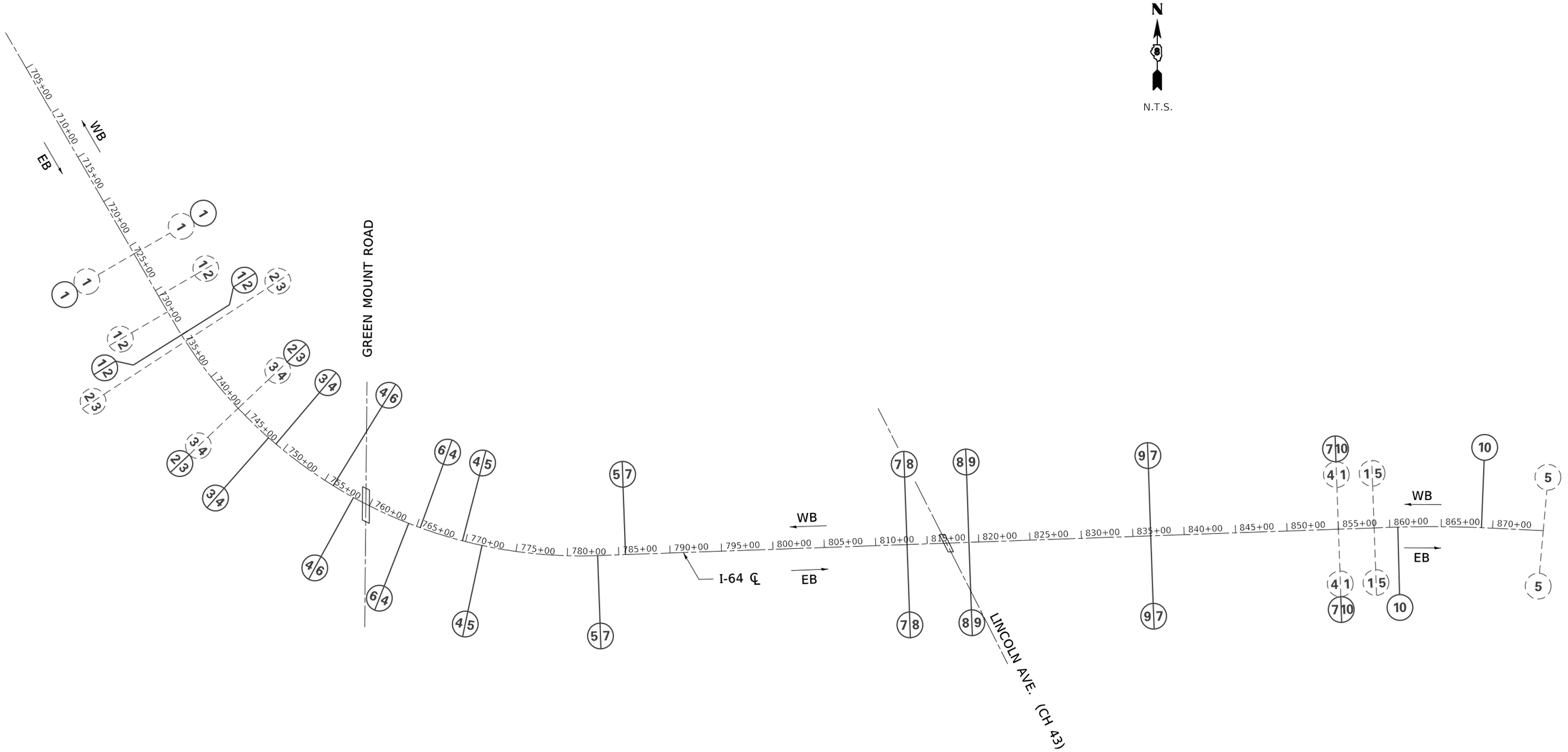


EXHIBIT B

TYPICAL CROSS SECTIONS

I–64 PRELIMINARY WIDENING PLANS



LEGEND

(1) EXISTING TYPICAL SECTION RANGE

1 PROPOSED TYPICAL SECTION RANGE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PLANVIEW DIAGRAM
FAI 64 (I–64)

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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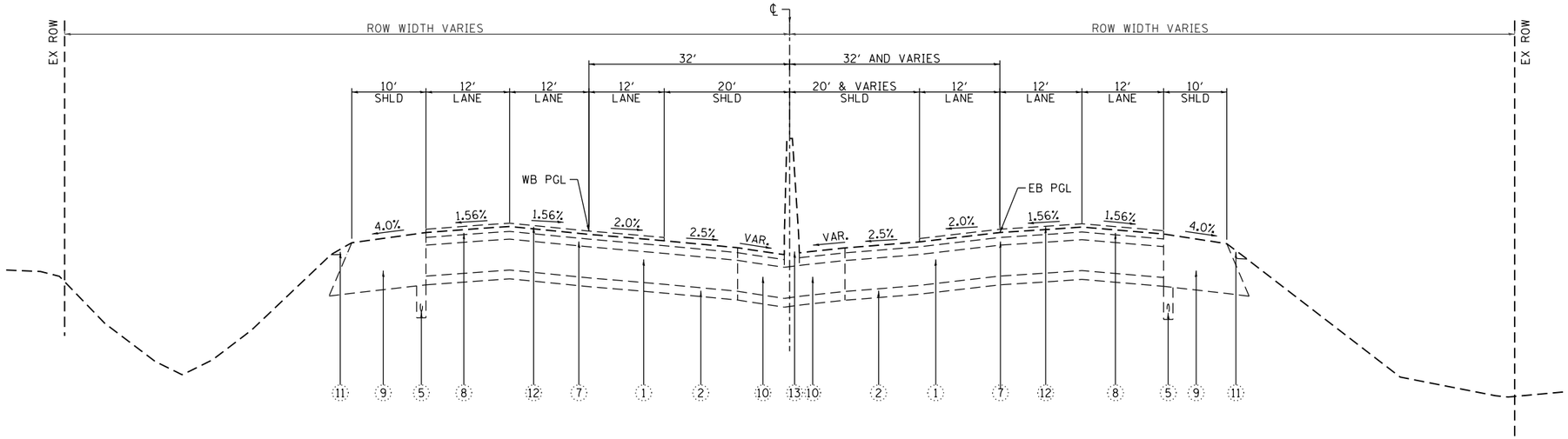
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

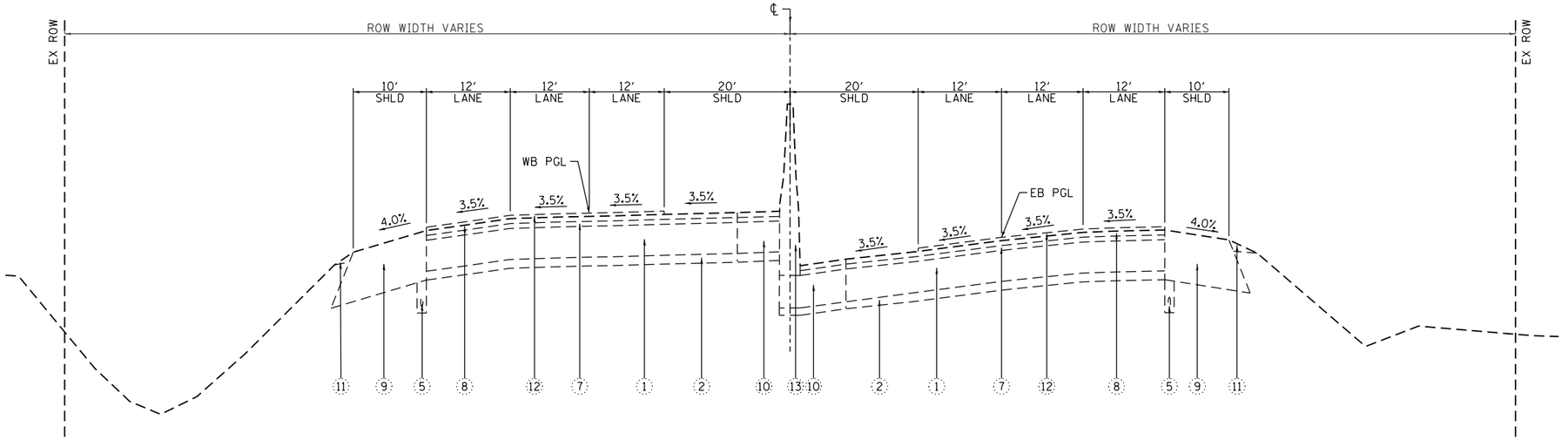


TYPICAL SECTION
EXISTING FAI 64 (I–64) (1)

STA. 726+72.08 TO STA. 732+09.69 (EB)
STA. 726+72.08 TO STA. 730+77.89 (WB)
STA. 855+12.28 TO STA. 857+80.69

EXISTING LEGEND

1. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT
2. EXISTING STABILIZED SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING PIPE UNDERDRAINS
6. EXISTING BITUMINOUS OVERLAY
7. EXISTING BITUMINOUS BINDER COURSE, N 105
8. EXISTING BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT
9. EXISTING BITUMINOUS SHOULDERS
10. EXISTING PCC SHOULDERS
11. EXISTING AGGREGATE SHOULDER TYPE B WEDGE
12. EXISTING MICRO-SURFACING
13. EXISTING CONCRETE BARRIER
14. EXISTING HIGH TENSION MEDIAN CABLE BARRIER



TYPICAL SECTION
EXISTING FAI 64 (I–64) (2)

STA. 730+77.89 TO STA. 735+74.76 (WB)
STA. 732+09.69 TO STA. 735+74.76 (EB)

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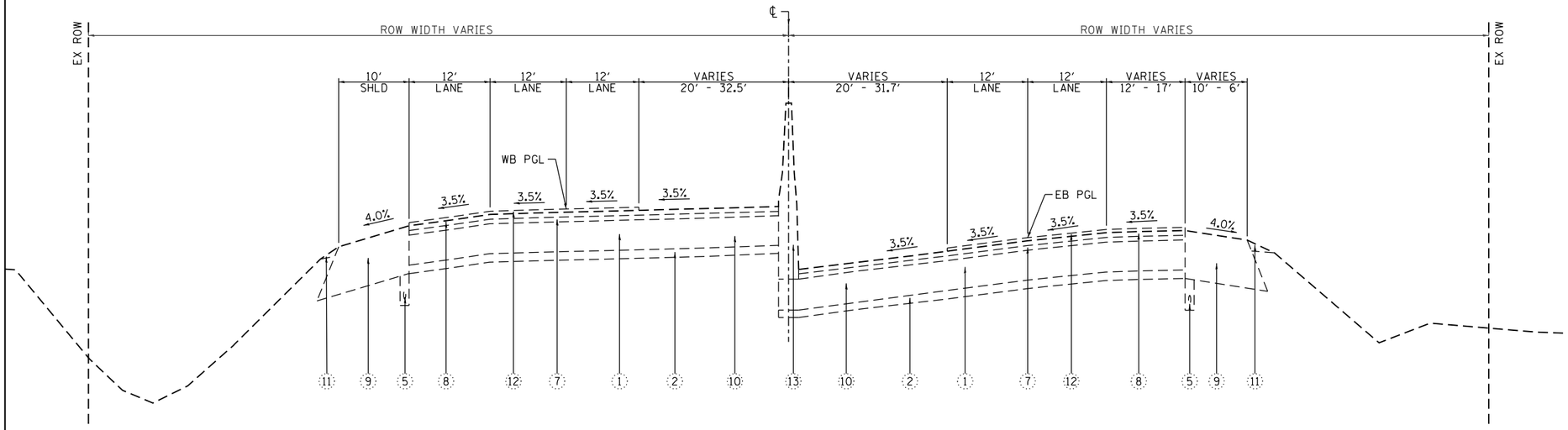
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
EXISTING CONDITIONS

SCALE: N/A | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



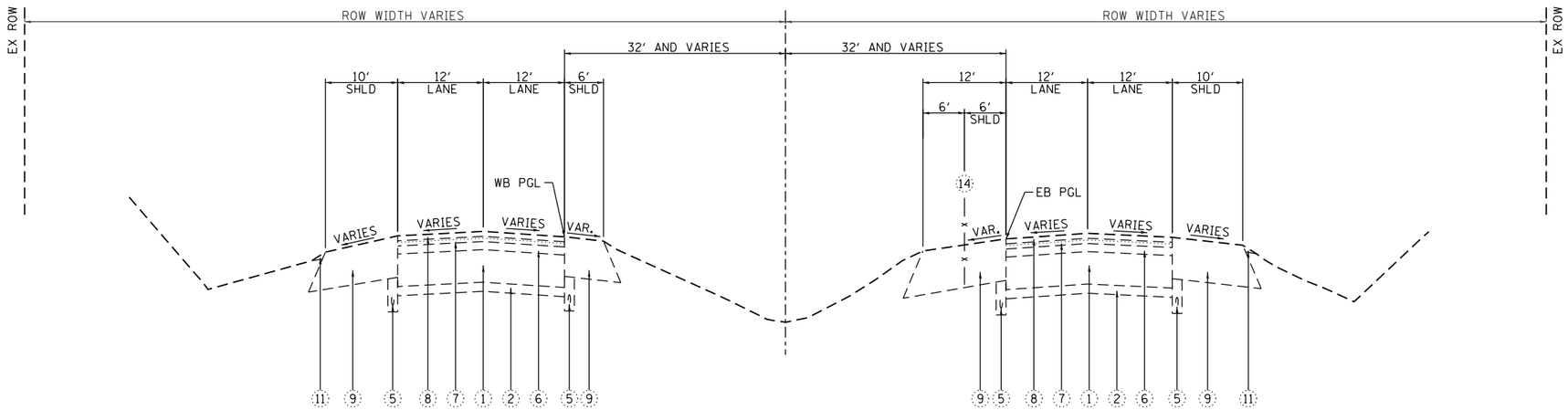
TYPICAL SECTION

EXISTING FAI 64 (I–64) (3)

STA. 735+74.76 TO STA. 744+15.00

EXISTING LEGEND

1. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT
2. EXISTING STABILIZED SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING PIPE UNDERDRAINS
6. EXISTING BITUMINOUS OVERLAY
7. EXISTING BITUMINOUS BINDER COURSE, N 105
8. EXISTING BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT
9. EXISTING BITUMINOUS SHOULDERS
10. EXISTING PCC SHOULDERS
11. EXISTING AGGREGATE SHOULDER TYPE B WEDGE
12. EXISTING MICRO-SURFACING
13. EXISTING CONCRETE BARRIER
14. EXISTING HIGH TENSION MEDIAN CABLE BARRIER



TYPICAL SECTION

EXISTING FAI 64 (I–64) (4)

STA. 744+15.00 TO STA. 855+12.28

MODEL: SHT 002-EXISTING
FILE NAME: ...\0876K74-sht-typicals.dgn

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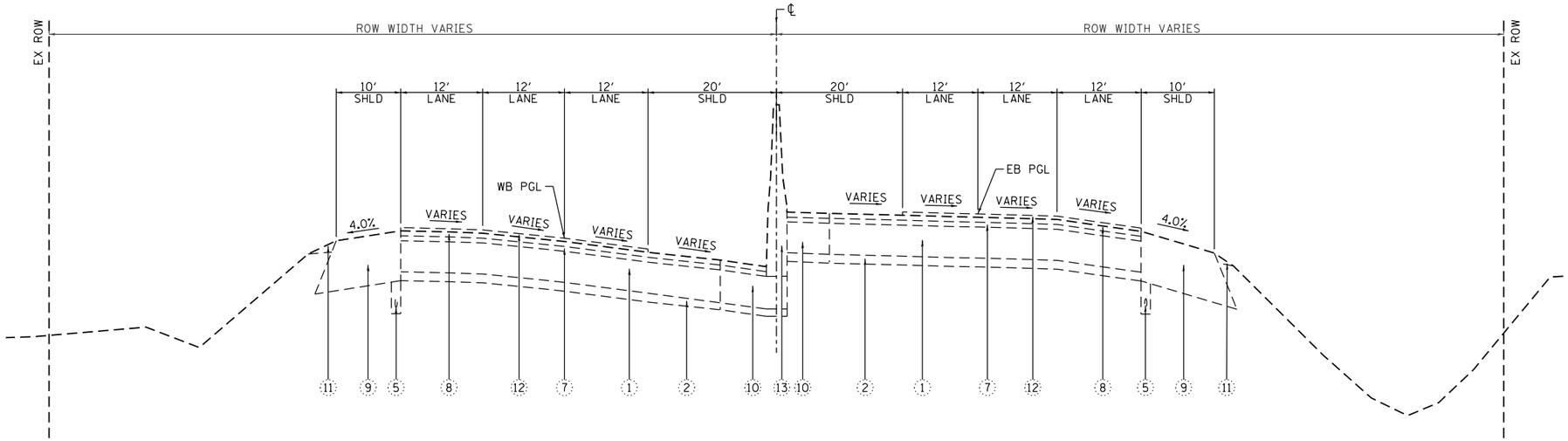
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
EXISTING CONDITIONS

SCALE: N/A | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

EXISTING FAI 64 (I–64) (5)

STA. 857+80.69 TO STA 902+79.57

EXISTING LEGEND

1. EXISTING CONTINUOUSLY REINFORCED PCC PAVEMENT
2. EXISTING STABILIZED SUB-BASE
4. EXISTING AGGREGATE SHOULDER
5. EXISTING PIPE UNDERDRAINS
6. EXISTING BITUMINOUS OVERLAY
7. EXISTING BITUMINOUS BINDER COURSE, N 105
8. EXISTING BITUMINOUS CONCRETE SURFACE COURSE, STONE MATRIX ASPHALT
9. EXISTING BITUMINOUS SHOULDERS
10. EXISTING PCC SHOULDERS
11. EXISTING AGGREGATE SHOULDER TYPE B WEDGE
12. EXISTING MICRO-SURFACING
13. EXISTING CONCRETE BARRIER
14. EXISTING HIGH TENSION MEDIAN CABLE BARRIER

MODEL: Sht 003>EXISTING
FILE NAME: ...\D876\C74-sht-typicals.dgn

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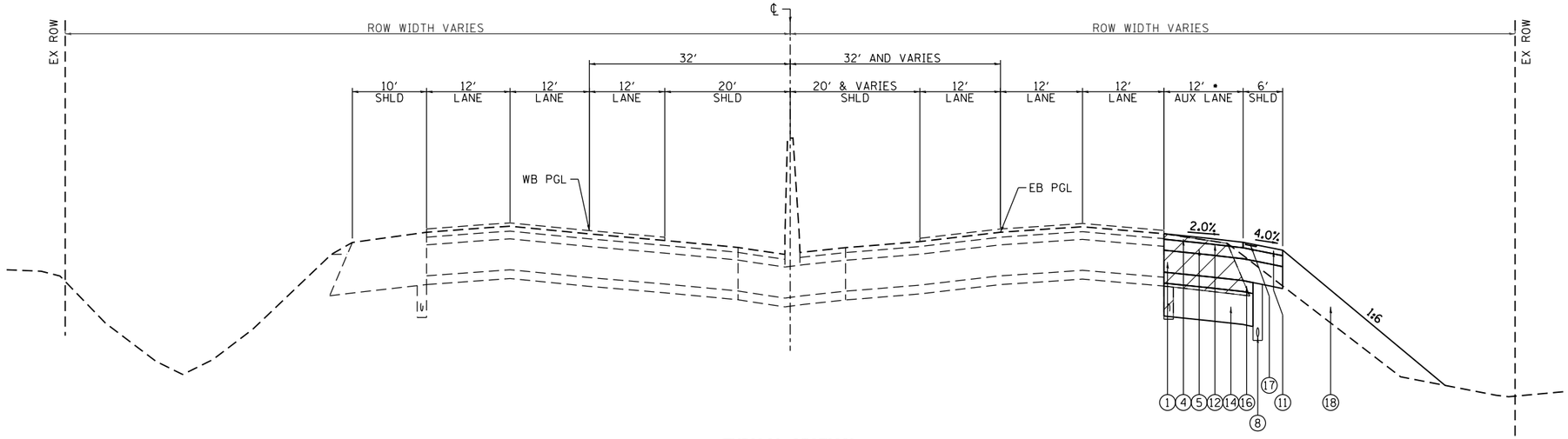
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
EXISTING CONDITIONS

SCALE: N/A | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



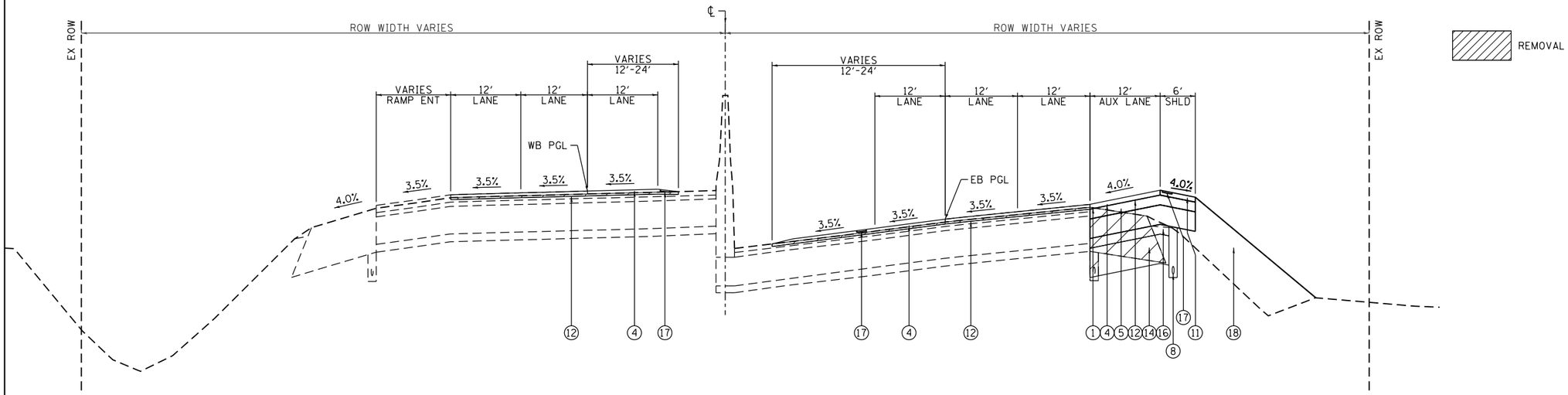
TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) – AUXILIARY LANE (1)

STA. 726+72.08 TO STA. 735+00.00
NOTE: AUXILIARY LANE TAPERS FROM 1' AT STA. 726+72.08 TO 12' AT STA. 729+47.08
AUXILIARY LANE S.E. TRANSITION STA. 732+04.89 TO STA. 733+84.89

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) – AUXILIARY LANE (2)

STA. 735+00.00 TO STA. 744+15.00
STA. 735+00.00 TO STA. 740+30.95 (AUX. LANE)

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 004-PROP PRJ
FILE NAME: ...\D876C74-sht-typicals.dgn

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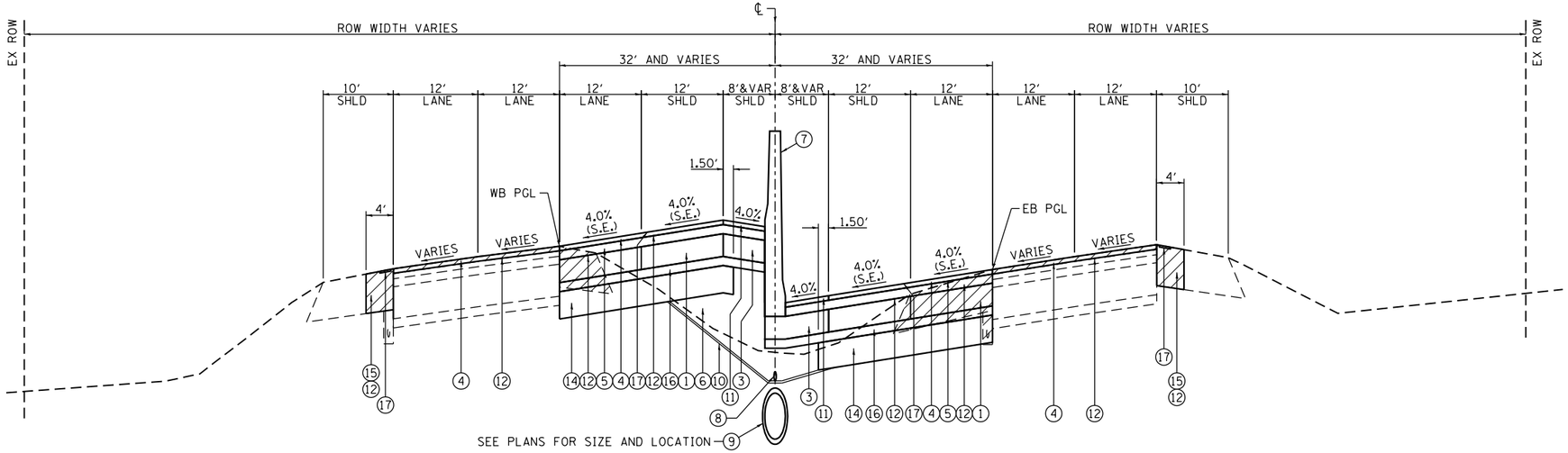
TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

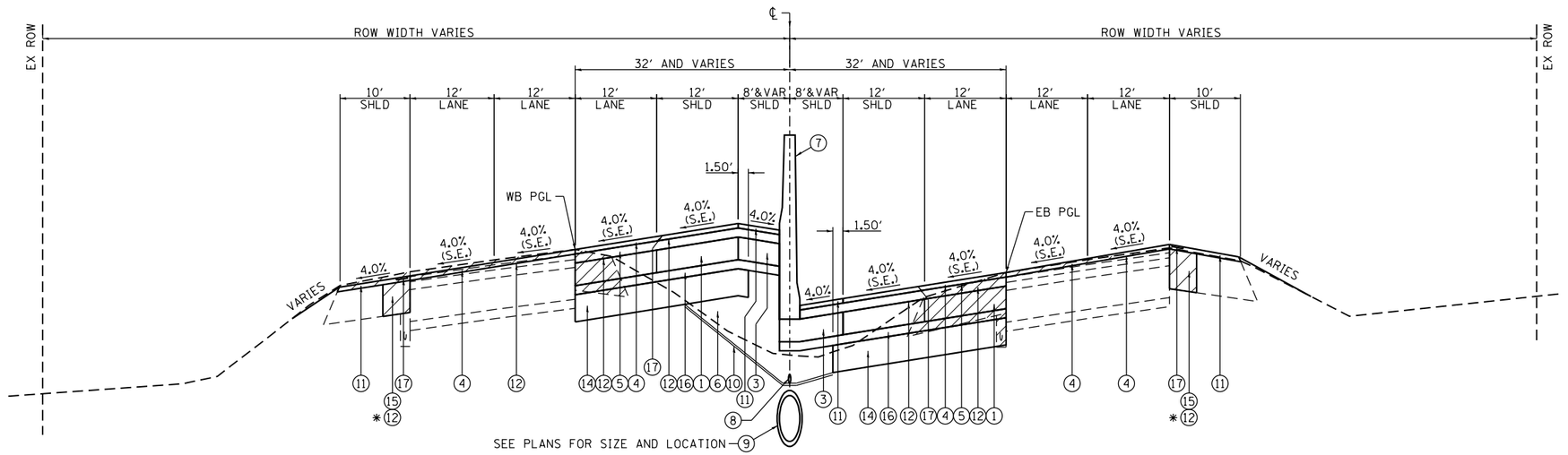


TYPICAL SUPERELEVATION SECTION
PROPOSED WIDENING FAI 64 (I–64) (3)

STA. 744+15.00 TO STA. 748+50.00 (EB)
STA. 744+15.00 TO STA. 749+50.00 (WB)

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8″
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8″
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4″
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6″
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ″C″, N50, 2″
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4″
14. AGGREGATE BASE COURSE, TYPE A, 12″
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13″ (2″ SURFACE COURSE, 11″ BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4″
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



TYPICAL SUPERELEVATION SECTION
PROPOSED WIDENING FAI 64 (I–64) (4)

STA. 748+50.00 TO STA. 757+97.87 (EB)
STA. 749+50.00 TO STA. 757+01.46 (WB)
STA. 764+63.22 TO STA. 769+00.00 (EB)
STA. 765+12.12 TO STA. 772+00.00 (WB)

* SHOULDER RECONSTRUCTION LIMITS
STA. 748+85.11 TO STA. 757+01.46 (WB)
STA. 752+77.56 TO STA. 757+97.55 (EB)
STA. 764+63.00 TO STA. 769+79.88 (EB)
STA. 765+12.12 TO STA. 773+62.41 (WB)

NOTES:
1. OUTSIDE 4′ SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 005-PROP PR2
FILE NAME: ...\D876\C74-sht-1-typicals.dgn

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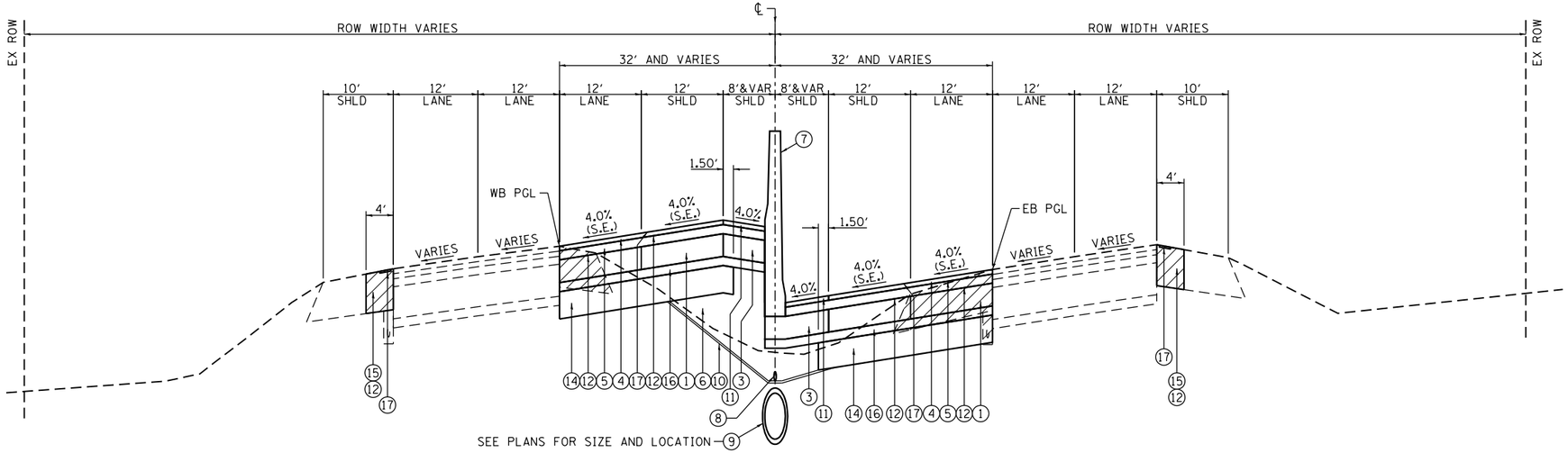
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 5 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



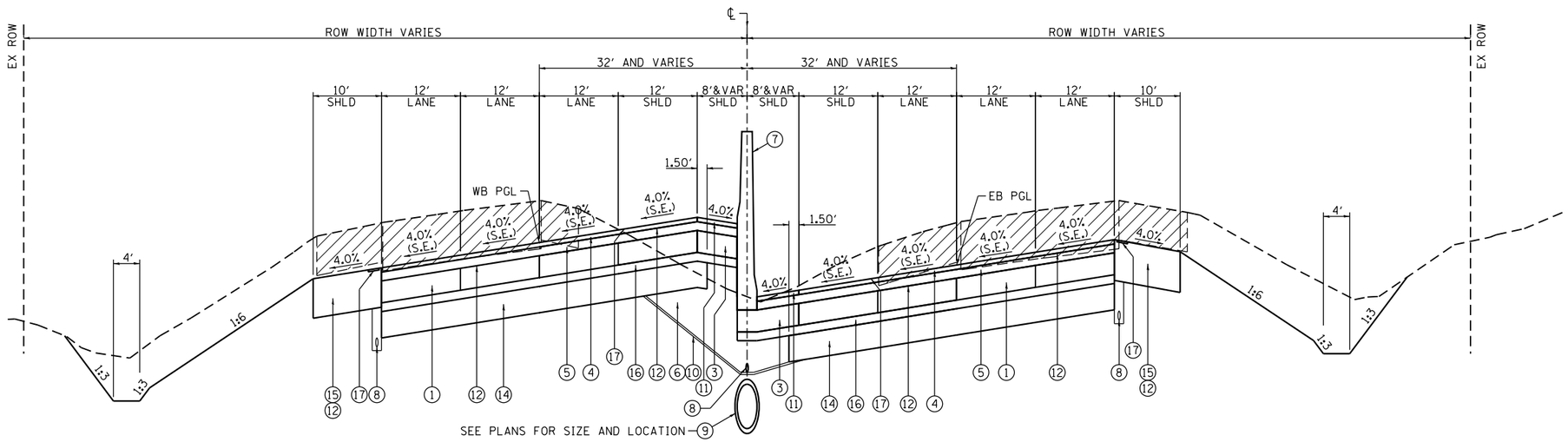
TYPICAL SUPERELEVATION SECTION
PROPOSED WIDENING FAI 64 (I–64) (5)

STA. 769+00.00 TO STA. 783+24.86 (EB)
STA. 772+00.00 TO STA. 785+28.86 (WB)

NOTE: S.E. TRANSITION FOR MEDIAN WIDENING STA. 782+34.86 TO STA. 785+28.86 WB
S.E. TRANSITION FOR MEDIAN WIDENING STA. 782+34.86 TO STA. 783+24.86 EB

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8″
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8″
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2″
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4″
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6″
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ″C″, N50, 2″
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4″
14. AGGREGATE BASE COURSE, TYPE A, 12″
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13″ (2″ SURFACE COURSE, 11″ BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4″
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



REMOVAL

TYPICAL SUPERELEVATION SECTION
PROPOSED RECONSTRUCTION FAI 64 (I–64) (6)

STA. 757+01.46 TO STA. 765+12.12 (WB)
STA. 757+97.87 TO STA. 764+63.22 (EB)

NOTES:
1. OUTSIDE 4′ SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 006-PROP PR3
FILE NAME: ...\D876\C74-ill-1\plots\ts.dgn

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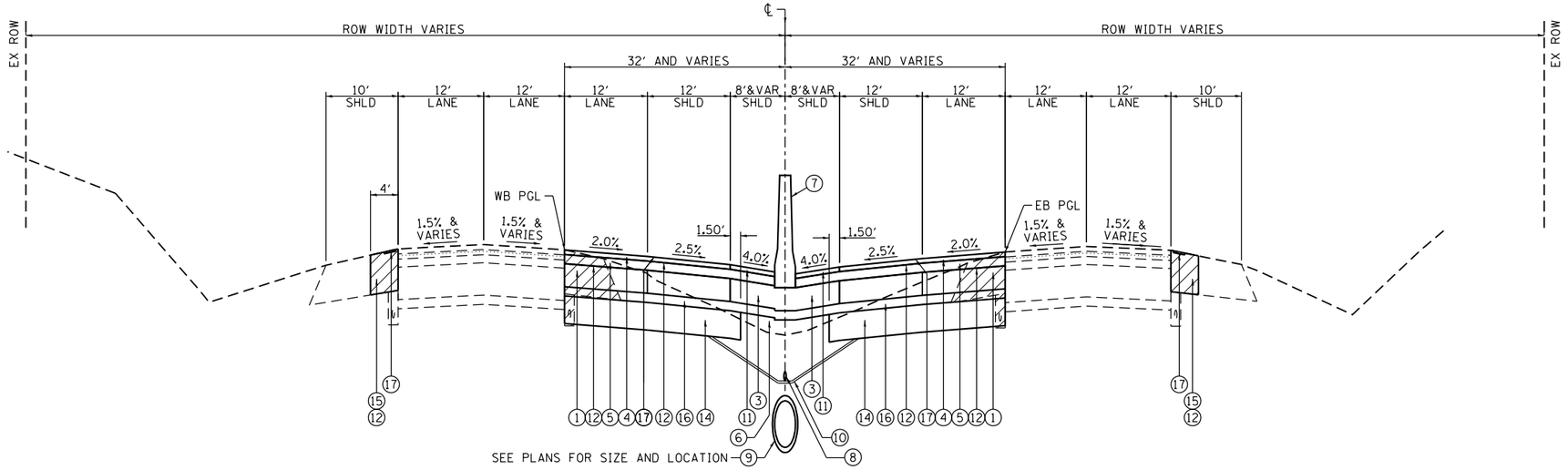
TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 6 OF 9 SHEETS | STA. | TO STA.

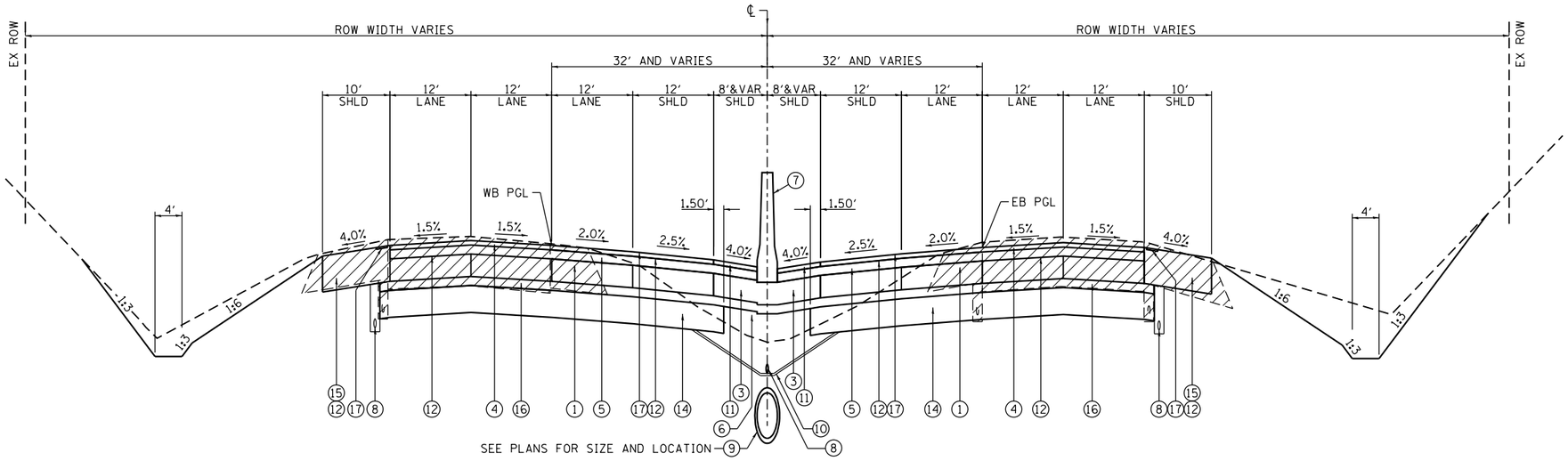
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) (7)

STA. 785+28.86 TO STA. 812+18.00 (WB)
STA. 783+24.86 TO STA. 812+18.00 (EB)
STA. 836+75.00 TO STA. 855+11.50



TYPICAL SECTION

PROPOSED RECONSTRUCTION FAI 64 (I–64) (8)

STA. 812+18.00 TO STA. 819+07.00

REMOVAL

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 007-PROP PR4
FILE NAME: ...\D876C74-sht-1ypicals.dgn

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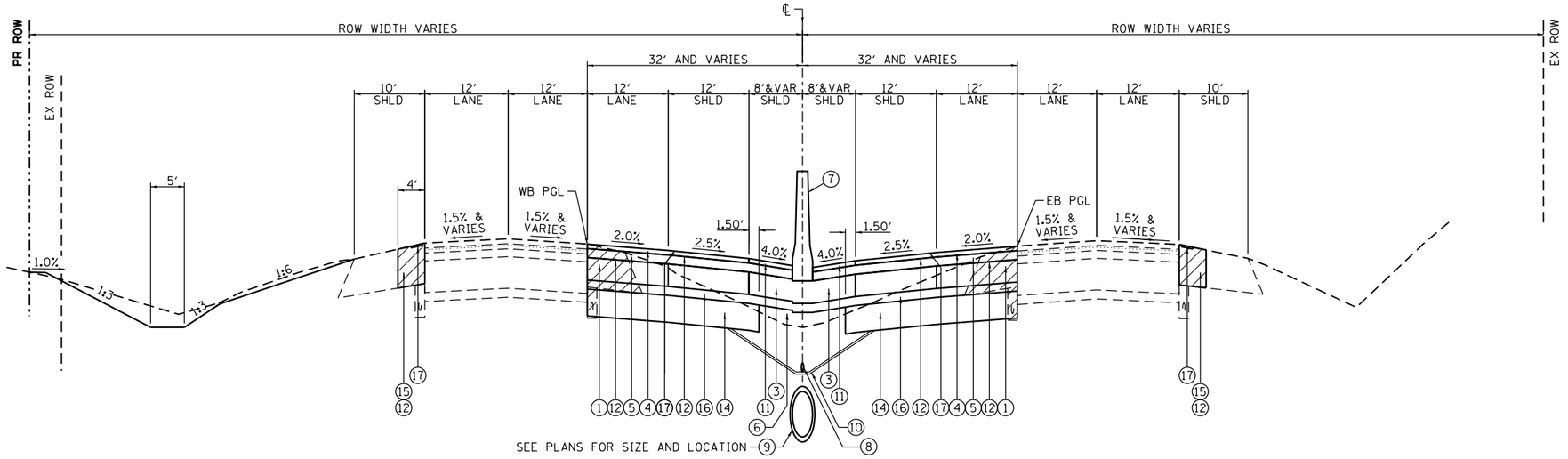
TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



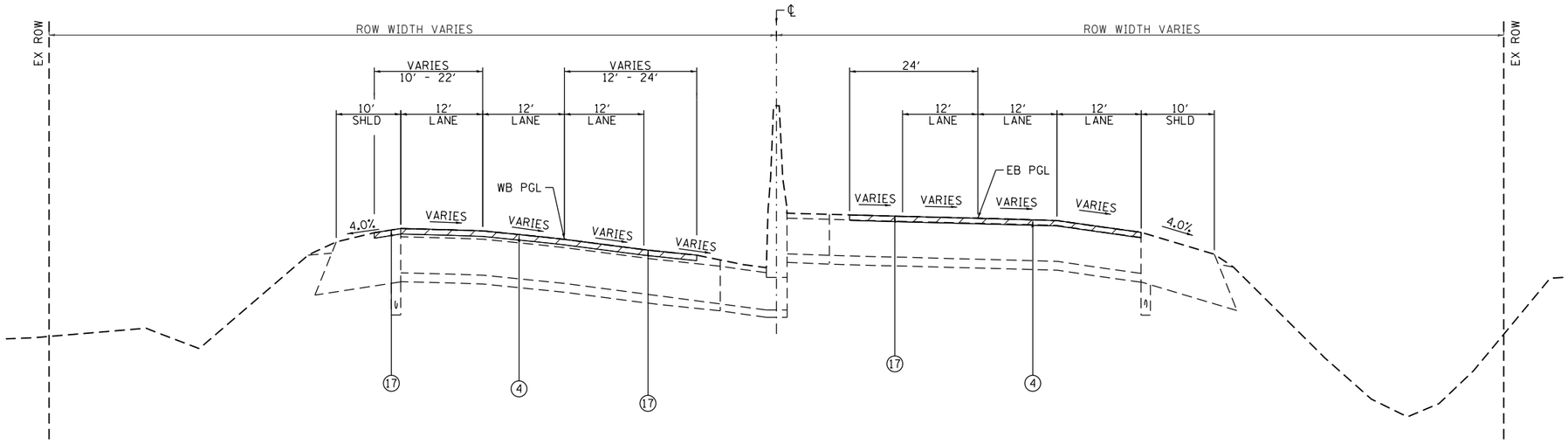
TYPICAL SECTION

PROPOSED WIDENING FAI 64 (I–64) (9)

STA. 819+07.00 TO STA. 836+75.00

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT



REMOVAL

TYPICAL SECTION

PROPOSED FAI 64 (I–64) (10)

STA. 855+11.50 TO STA. 868+92.63 (WB)
STA. 855+11.50 TO STA. 861+25.71 (EB)

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 008-PROP PRS
FILE NAME: ...\D876C74-sht-typicals.dgn

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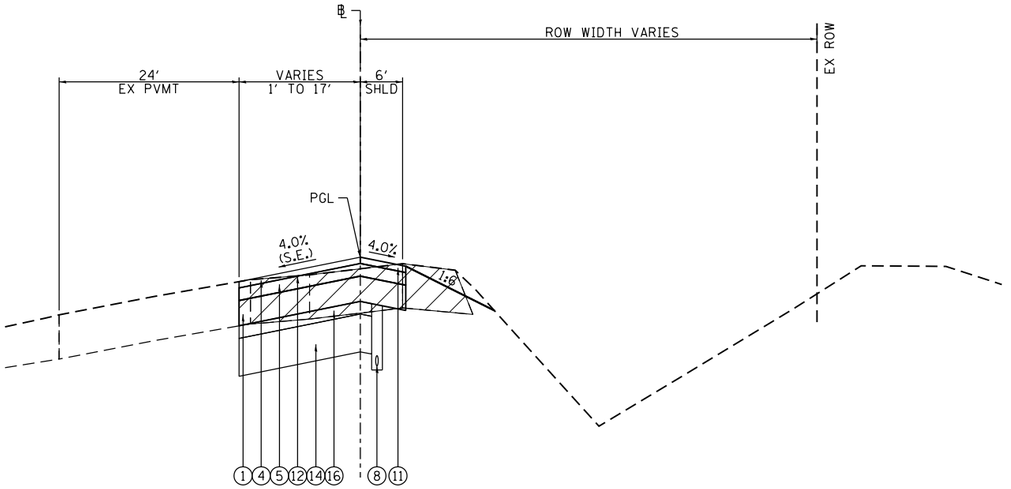
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: N/A | SHEET 8 OF 9 SHEETS | STA. | TO STA.

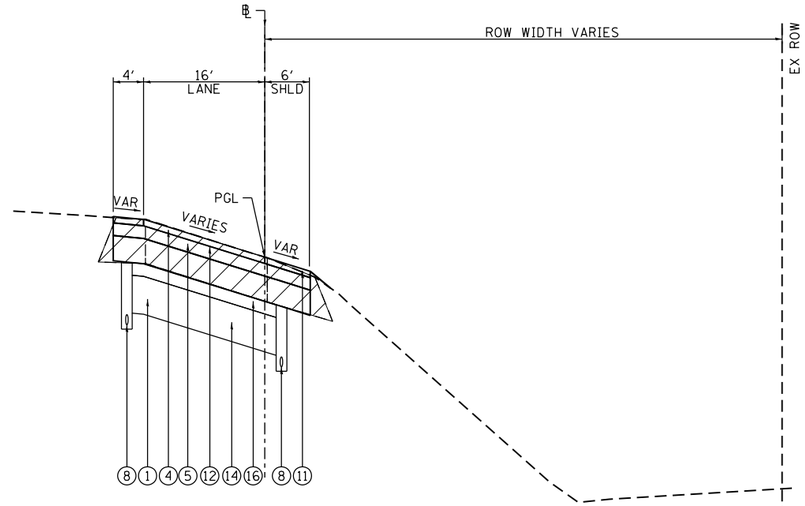
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R1)

STA. 0+00 TO STA. 0+63.00



TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R3)

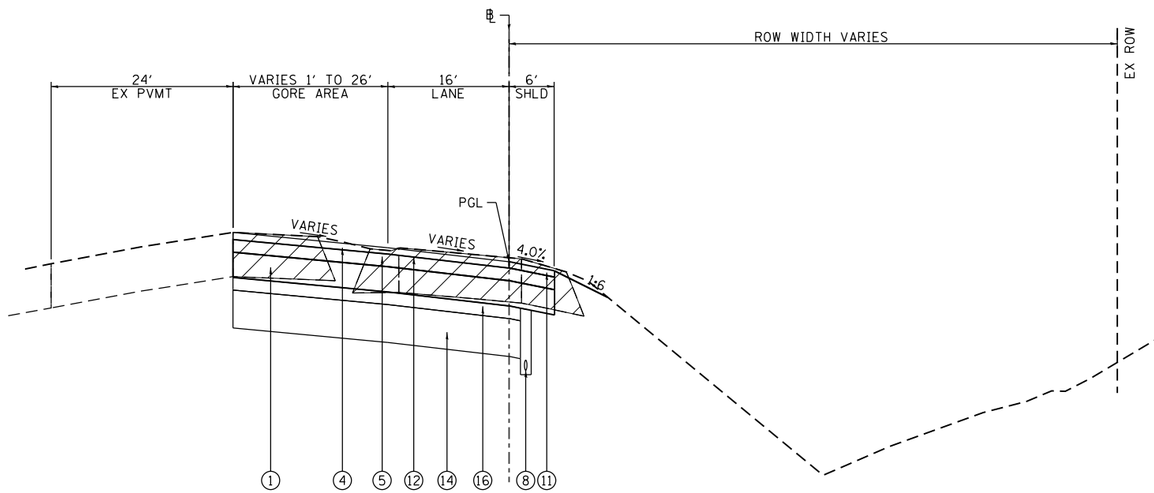
STA. 4+15.11 TO STA. 4+80.38

NOTE: S.E. TRANSITION STA. 0+98.29 (+2.0%) TO STA. 3+08.29 (6.36% EX)

PROPOSED LEGEND

1. CONTINOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT, 8''
3. PORTLAND CEMENT CONCRETE SHOULDERS, 8''
4. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, N80, 2''
5. POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, FC, N90, 4''
6. POROUS GRANULAR EMBANKMENT, SUBGRADE
7. CONCRETE BARRIER, DOUBLE FACE, 42 INCH HEIGHT
8. PIPE UNDERDRAIN, 6''
9. STORM SEWER
10. FILTER FABRIC
11. HOT-MIX ASPHALT SURFACE COURSE, MIX ''C'', N50, 2''
12. BITUMINOUS MATERIALS (PRIME COAT)
13. CONCRETE MEDIAN SURFACE, 4''
14. AGGREGATE BASE COURSE, TYPE A, 12''
15. HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13'' (2'' SURFACE COURSE, 11'' BINDER COURSE)
16. STABILIZED SUBBASE - HOT-MIX ASPHALT, 4''
17. SHOULDER RUMBLE STRIPS, 16 INCH
18. EMBANKMENT

REMOVAL

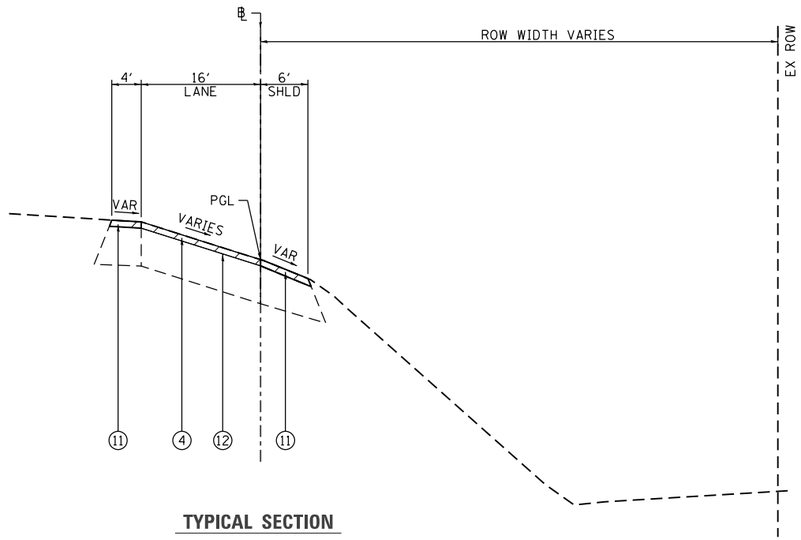


TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R2)

STA. 0+63.00 TO STA. 4+15.11

NOTE: S.E. TRANSITION STA. 0+98.29 (-4.0%) TO STA. 3+08.29 (+2.0%)



TYPICAL SECTION

PROPOSED RECONSTRUCTION RAMP A (R4)

STA. 4+80.38 TO STA. 8+33.08

NOTE: S.E. TRANSITION STA. 0+98.29 (+2.0%) TO STA. 3+08.29 (6.36% EX)

NOTES:

1. OUTSIDE 4' SHOULDER REPLACEMENT, SEE PLAN VIEW FOR LIMITS.
2. SEEDING, CLASS 2A AND MULCH, METHOD 2 SHALL BE USED ON ALL SIDE SLOPES.

MODEL: SHT 009>PROP RAMP
FILE NAME: ...\D876\C74-sht-1typicals.dgn

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Copyright CMT, Inc.

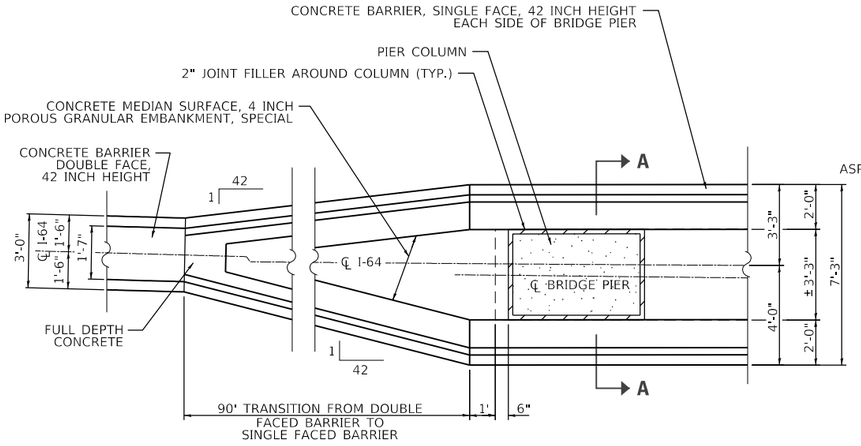
USER NAME = Matt Overbey	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/27/2020 (9:17:22 AM)	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED EXIT TERMINAL RECONSTRUCTION FAI 64 (I-64)

SCALE: N/A | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

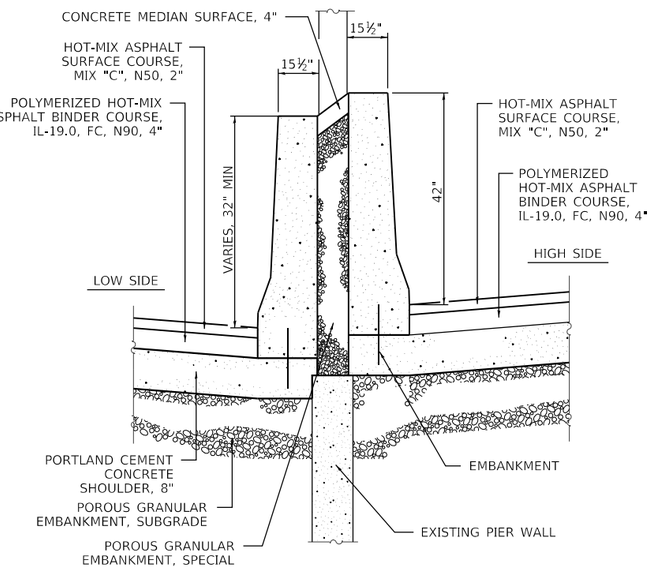


PLAN

BARRIER TRANSITION AT BRIDGE PIER

N. GREEN MOUNT ROAD BRIDGE

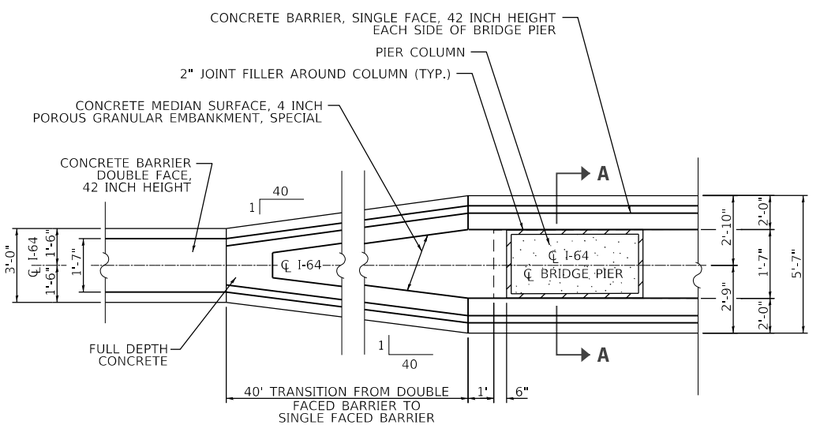
STA. 758+39.96 TO STA. 760+90.50



SECTION B–B

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

N. GREEN MOUNT BRIDGE PIER

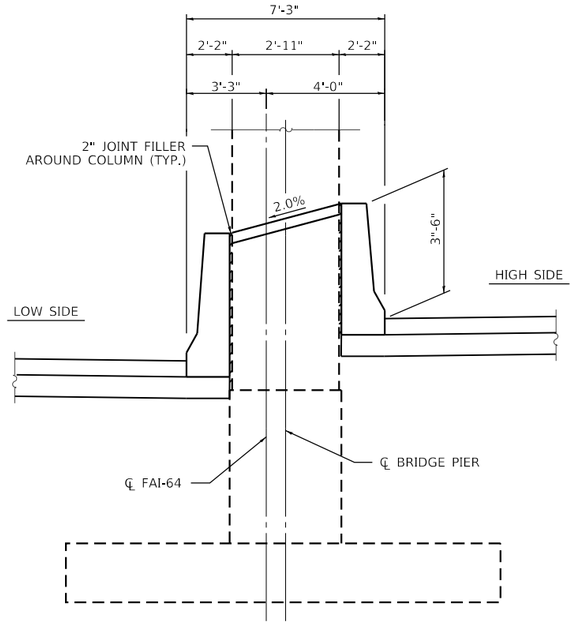


PLAN

BARRIER TRANSITION AT BRIDGE PIER

LINCOLN AVE (CH43) BRIDGE

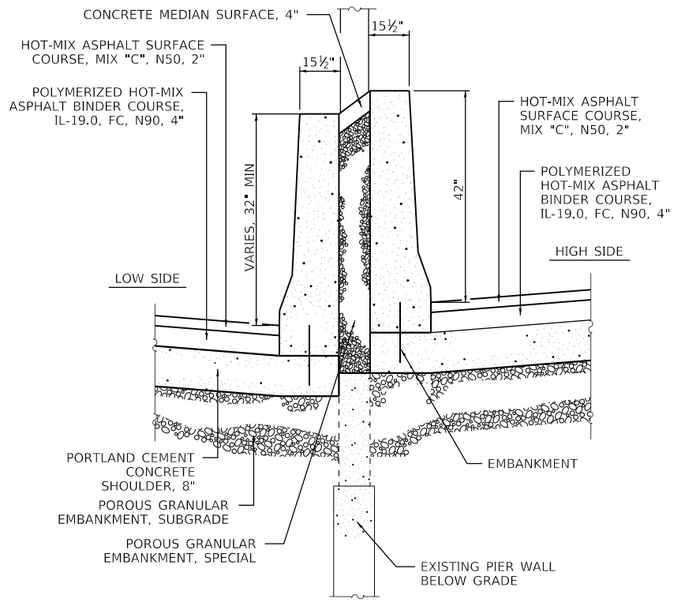
STA. 816+21.50 TO STA. 817.49.01



SECTION A–A

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

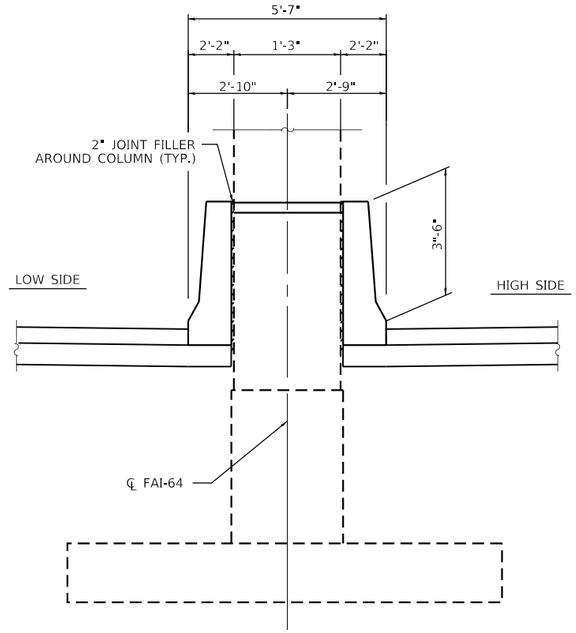
N. GREEN MOUNT BRIDGE PIER



SECTION A–A

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

LINCOLN AVE (CH43) BRIDGE PIER



SECTION B–B

CONCRETE BARRIER, SINGLE FACE, 42 INCH HEIGHT

LINCOLN AVE (CH43) BRIDGE PIER

MODEL: SHT 010-PROP DETAIL
FILE NAME: ...\0876K74-tht-typicals.dgn

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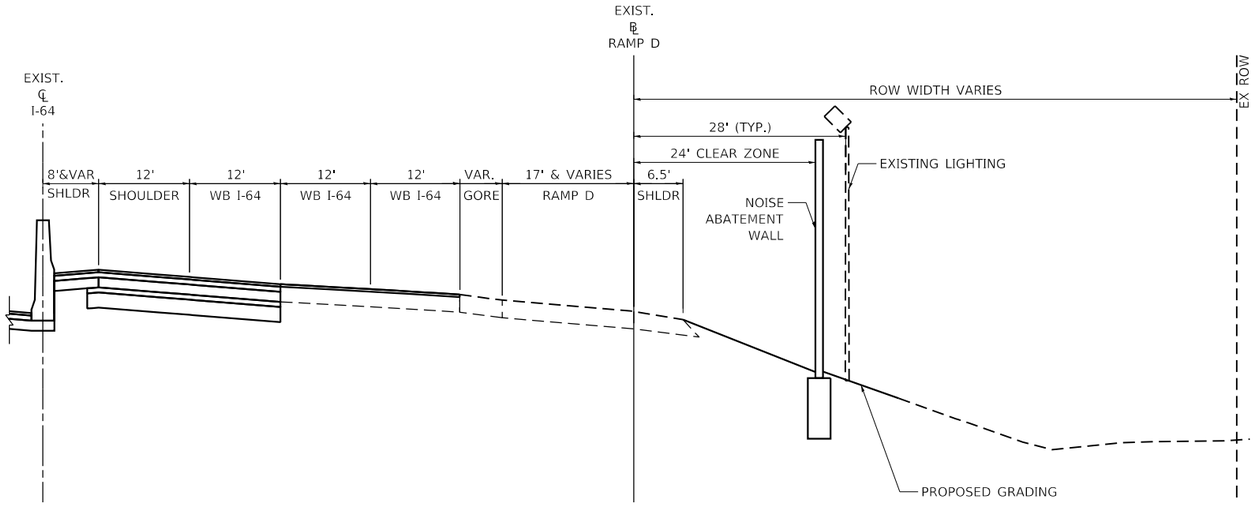
USER NAME = Matt Overbey	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/27/2020 (9:17:22 AM)	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
PROPOSED WIDENING FAI 64 (I–64)

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N1)

(LOOKING WEST)
STA. 3+00.00 TO STA. 11+50.00 (RAMP D)

MODEL: Typical B1
FILE NAME: ...\D8786K74-sht-Typicals Noise Walls.dgn

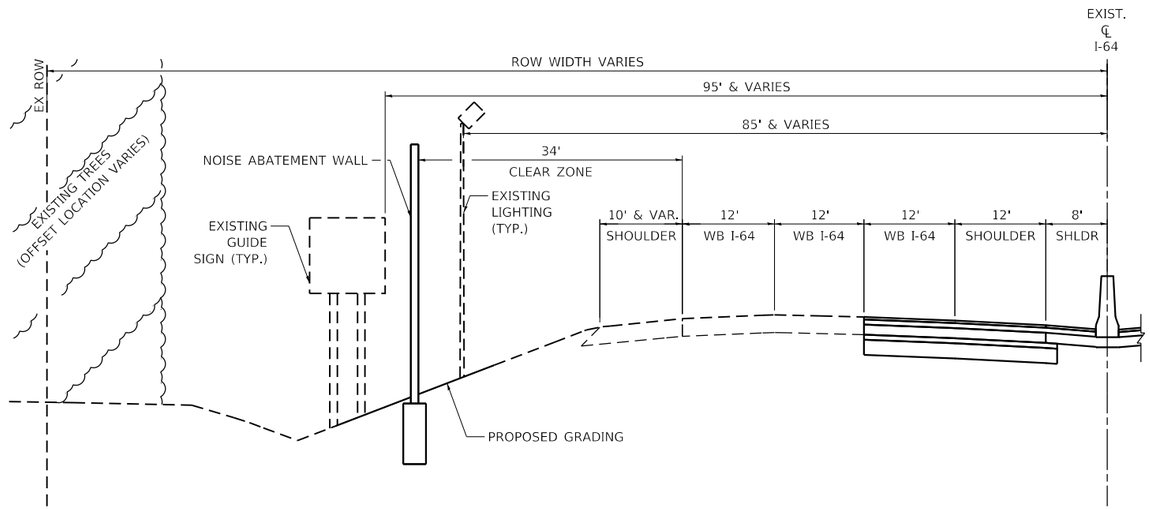
USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PROPOSED NOISE WALL

SCALE: N/A | SHEET 1 OF 4 SHEETS | STA. 3+00.00 TO STA. 11+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N2)

(LOOKING EAST)
STA. 14+00.00 (RAMP C) TO STA. 816+20.00 (I-64)

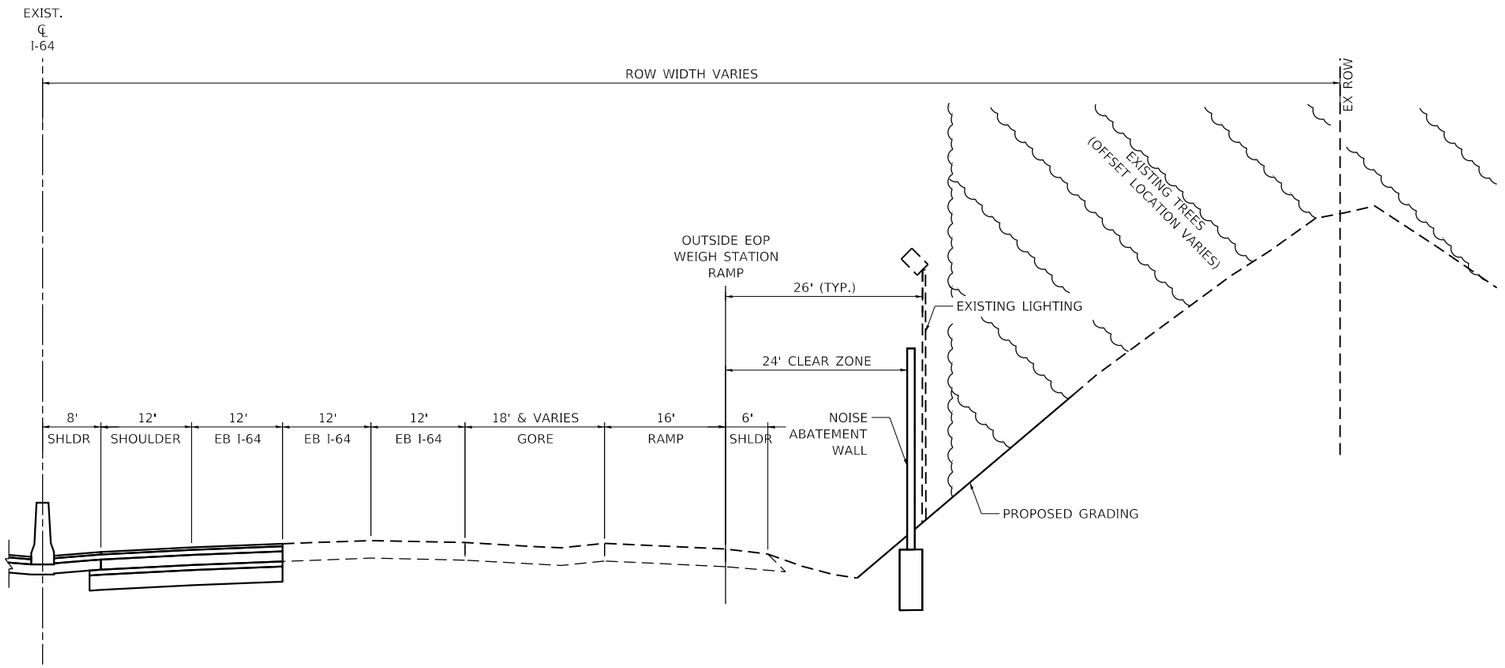
MODEL: Typical B2
FILE NAME: ...\D876K74-IN-Typicals Noise Wall.dgn

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	**STATE OF ILLINOIS**
	DRAWN - MJO	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

TYPICAL SECTION
PROPOSED NOISE WALL

SCALE: N/A | SHEET 2 OF 4 SHEETS | STA. 14+00.00 | TO STA. 816+20.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N3)

(LOOKING EAST)
STA. 818+50.00 TO 841+05.00 (I-64)

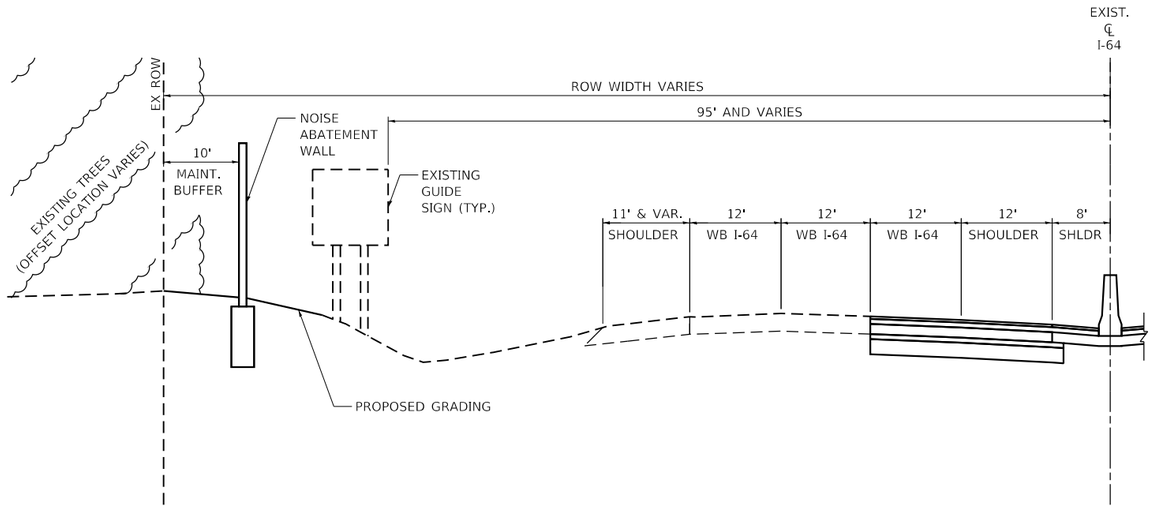
MODEL: Typical B4
FILE NAME: ...\D8764K74-sht-Typicals Noise Walls.dgn

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	**STATE OF ILLINOIS**
	DRAWN - MJO	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

TYPICAL SECTION
PROPOSED NOISE WALL

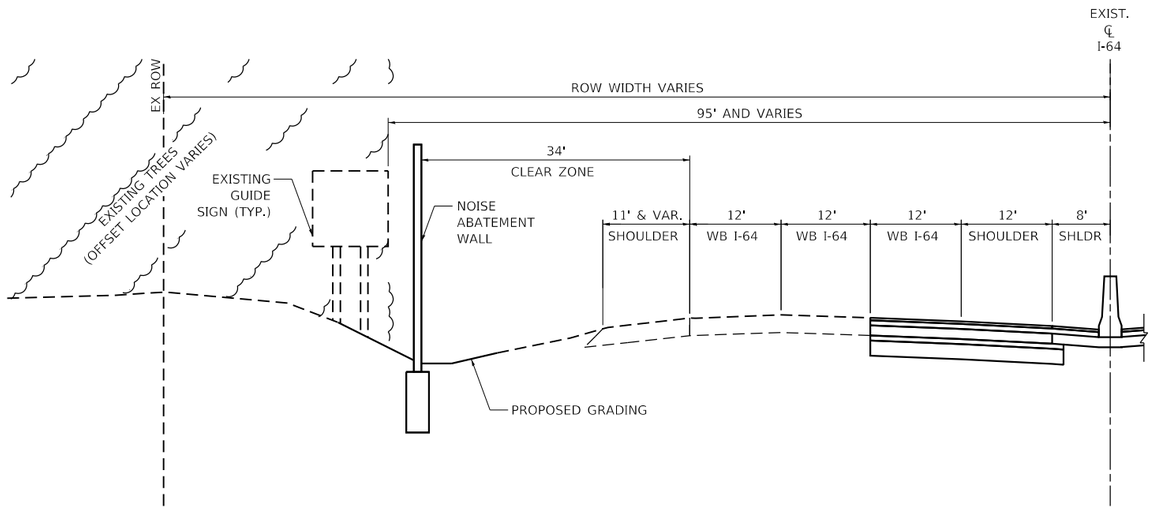
SCALE: N/A | SHEET 3 OF 4 SHEETS | STA. 818+50.00 | TO STA. 841+05.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION
PROPOSED NOISE WALL NEAR RIGHT OF WAY (N4)

(LOOKING EAST)
STA. 842+00.00 R1 TO STA. 853+40.00 R1 (I-64)



TYPICAL SECTION
PROPOSED NOISE WALL AT CLEAR ZONE (N5)

(LOOKING EAST)
STA. 853+40.00 R1 TO STA. 883+60.00 R2 (I-64)

NOTE: GUIDE SIGNS ARE NOT BLOCKED BY VEGETATION NEAR GUIDE SIGN LOCATIONS THE VEGETATION OFFSETS ARE GREATER TO MAINTAIN GUIDE SIGN VISIBILITY.

MODEL: Typical B5
FILE NAME: ...\D8768674-sht-Typicals Noise Walls.dgn

USER NAME = Matt Overbey	DESIGNED - MJO	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
	DRAWN - MJO	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - KLT	REVISED -	
PLOT DATE = 5/27/2020 (9:17:23 AM)	DATE - 04/01/2020	REVISED -	

TYPICAL SECTION
PROPOSED NOISE WALL

SCALE: N/A | SHEET 4 OF 4 SHEETS | STA. 842+00.00 TO STA. 883+60.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
64		ST. CLAIR		
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EXHIBIT C

EXISTING TRAFFIC DATA & FORECAST

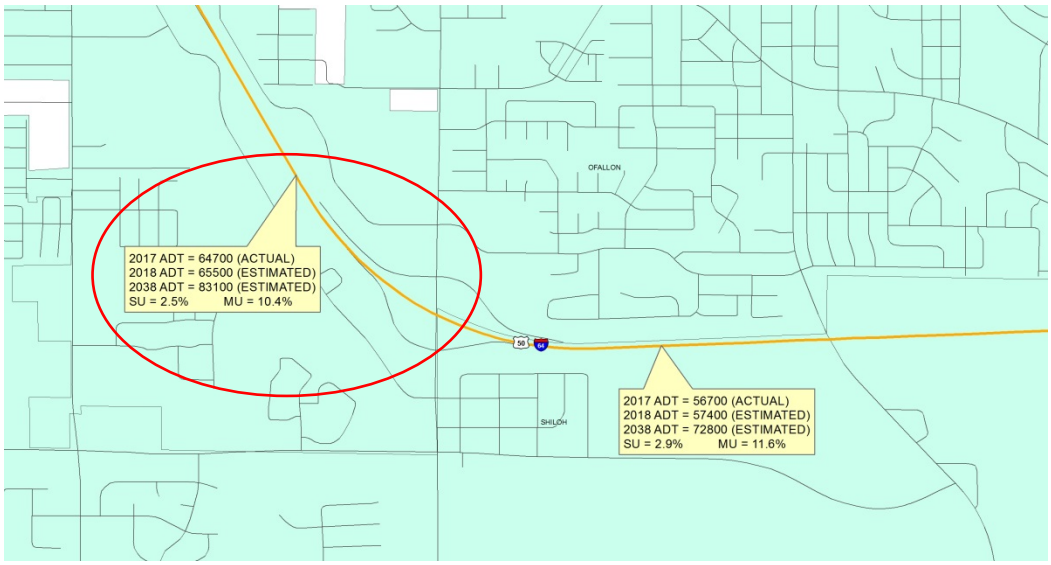
Illinois Department of Transportation

Memorandum

To:	Cindy Stafford	Attn: Porsha Key
From:	Gwen Lagemann	By: Dan Muskopf
Subject:	Traffic Data Request	
Date:	August 8, 2017	

Location: FAI 64 (I-64)
Section 82-7WRS-2
St Clair County
Job No. P-98-003-16
Contract No. 76K74

The traffic data for the above location is as follows:



If you have any questions, or require additional data, please contact Dan Muskopf @ (x3154).

Dkm

S:\Programming_Traffic_Counts\Word Documents\Projections\2017 PROJECTIONS\FAI 64 (I-64) Widening resurfacing and bridge repair from W of Greenmount Rd to W of IL 158 76K74 JN (D-98-003-16).docx

EXHIBIT D

WORKZONE QUEUE ANALYSIS

Illinois Department of Transportation

Memorandum

To:	Tiffany Brase	Attn: Cindy Stafford
From:	Gwen Lagemann	By: Dan Muskopf
Subject:	Traffic Queuing	
Date:	February 21, 2020	

FAI 64 (I-64)
Section 82.7WRS-2
St Clair County
Contract Number 76K74
Job Number P-98-003-16

Widening, Resurfacing & Bridge Repair I-64 from W of Green Mount Rd to 1.1 mi W of IL 158

Attached is a copy of the Queuing Analysis for your use.

Since no ln closures are expected no backup is expected. The worse cause analysis is provided for 2 locations.

The attached information is a guide to help determine the magnitude of queues for various lane closure conditions. Due to the varying nature of traffic, exact lengths of queues cannot be provided.

If you have any questions or require additional information, please contact Gwen Lagemann (3150).

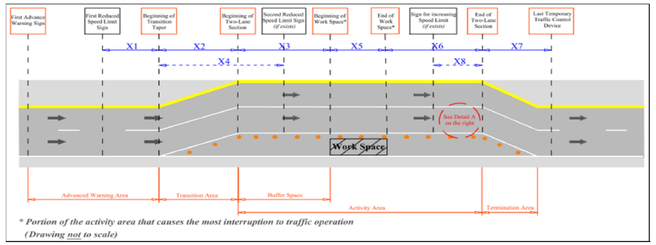
PROJECT INFORMATION

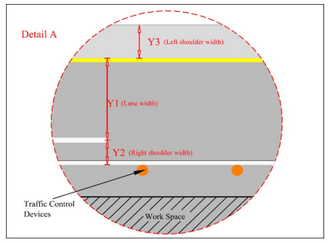
Project Name	64 WIDENING	**Date**	2/20/2020
Project Number	76K74	**Year of Analysis**	2019
Site	E OF GREENMOUNT RD	**Analyst Name**	EB

STEP 1: WZ GEOMETRIC DATA FOR PROJECT NUMBER 76K74

Number of open lanes outside the work zone	Number of open lanes in the work zone	Select interval length (min) for analysis	Select start of analysis	Speed limit outside of the work zone (mph)
2	2	○ 15 min ○ 30 min ● 60 min (DEFAULT)	12:00 AM	65

Prepare sketches like below and enter the values of "X1-X8" and "Y1-Y3" in the cells.





CLICK TO SHOW Intermediate Calculations for Lane and Shoulder Width

Enter horizontal and lateral distances in row 33	Distance X1 (Write "0" if there is no speed limit reduction) (ft)	Distance Z1 (ft)	Distance Z2 (ft)	Distance Z3 (ft)	Distance X2 (ft)	Distance X3 (ft)	Distance X4 (Write "0" if there is no second speed limit) (ft)	Distance X5 (ft)	Distance X6 (ft)	Distance X7 (ft)	Distance X8 (Write "0" if there is no speed limit increase sign after Work Space) (ft)	Lane width Y1 (ft)	Right shoulder width Y2 (ft)	Left shoulder width Y3 (ft)
	4,200				1,000	500	0	5,000	100	1,000	0	11.0	2.0	2.0

CLICK to SHOW Advanced Inputs for Capacity and Speed Adjustments

STEPS 2-7: WZ TRAFFIC CONTROL CONDITIONS FOR PROJECT NUMBER 76K74

CLICK TO SHOW ALL INTERVALS IN 24 HOURS

CLICK TO SHOW ONLY SELECTED INTERVALS

Start of Interval	End of Interval	Put "Y" if this interval is analyzed	Put "Y" if crew or construction equipment is closer than 9 ft to edge of travel lane.	Select the first speed limit from the drop down menu	Select the second speed limit from the drop down menu	Put "C" for long term work zones (concrete barriers are used), and "O" for short term work zones (other devices such as cones and drums are used).	Put "L" for low work intensity, "M" for moderate work intensity, "H" for high work intensity.	Put "F" if flagger is present.	Put "Y" if the traffic will be asked to stop temporarily in this interval.	For how many minutes will the traffic be stopped in this interval?	Select the Speed Control Technique (if any) from the drop down menu. Otherwise, leave it blank.	If there is any additional speed reduction due to any other factors not considered so far, enter here. *Otherwise, leave it blank.* (mph)	Select capacity adjustment factors (CAFs) due to inclement weather condition. Otherwise leave it as 100%.	Select percent capacity increase for urban areas, Otherwise leave it as 0%.	Select percent capacity reduction due to night time operation. Otherwise leave it as 0%.	Enter percent capacity reduction if you know effect of other factors such as ramp, and unevenness of pavement. Otherwise leave it as 0%.	Free flow speed (mph)	Speed reduction due to work intensity (mph)	Adjusted free-flow speed (mph)	Maximum flow rate (pcphpl)	Speed at maximum flow rate (mph)	Prevailing capacity (pcphpl)
12:00 AM	1:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
1:00 AM	2:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
2:00 AM	3:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
3:00 AM	4:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
4:00 AM	5:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
5:00 AM	6:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
6:00 AM	7:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
7:00 AM	8:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
8:00 AM	9:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
9:00 AM	10:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
10:00 AM	11:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
11:00 AM	12:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
12:00 PM	1:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
1:00 PM	2:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
2:00 PM	3:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
3:00 PM	4:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
4:00 PM	5:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
5:00 PM	6:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
6:00 PM	7:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
7:00 PM	8:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
8:00 PM	9:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
9:00 PM	10:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
10:00 PM	11:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
11:00 PM	12:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580

STEP 8: PASSENGER CAR EQUIVALENCY (PCE) FOR PROJECT NUMBER 76K74			LENGTH OF ANALYZED SECTION AND TRAFFIC VOLUME			
Terrain Type and PCE values for Specific Grade	PCE for heavy vehicles	Put "Y" if there is variation in traffic demand within an interval	Max Distance from X7 this Analysis Covers (in miles) *(Default is 10 miles)*	Headway in closed lane (in seconds) *(Default is 2.0 sec)*	Increase or decrease on the expected traffic volume (in percent)	To get the ORGINAL expec traffic volumes, put zero in M3, and CLICK here CLICK here to UPDATE expected traffic volumes
Level	2.0	N	10	2.0	0%	

STEPS 9-10: TRAFFIC VOLUME AND PERCENT TRUCKS DATA FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Percentage of single-unit trucks (%)	Percentage of combination trucks (%)	Percentage of recreational vehicles (%)	Expected traffic volume during the interval (veh)	Heavy vehicle adjustment factor	Adjusted volume (pcph)	Capacity (vphpl)
12:00 AM	1:00 AM	5.0	42.7	0.0	241	0.68	356	1,074
1:00 AM	2:00 AM	2.1	44.6	0.0	193	0.68	283	1,081
2:00 AM	3:00 AM	4.6	45.1	0.0	175	0.67	262	1,059
3:00 AM	4:00 AM	1.7	44.5	0.0	238	0.68	348	1,081
4:00 AM	5:00 AM	1.9	31.1	0.0	431	0.75	573	1,188
5:00 AM	6:00 AM	2.2	16.9	0.0	1,210	0.84	1,441	1,327
6:00 AM	7:00 AM	2.0	12.7	0.0	2,158	0.87	2,475	1,378
7:00 AM	8:00 AM	2.3	9.4	0.0	2,411	0.90	2,693	1,521
8:00 AM	9:00 AM	2.7	12.1	0.0	1,948	0.87	2,236	1,480
9:00 AM	10:00 AM	2.9	16.5	0.0	1,795	0.84	2,143	1,423
10:00 AM	11:00 AM	2.5	18.9	0.0	1,795	0.82	2,179	1,400
11:00 AM	12:00 PM	2.3	15.2	0.0	1,894	0.85	2,225	1,446
12:00 PM	1:00 PM	2.6	16.7	0.0	1,924	0.84	2,295	1,424
1:00 PM	2:00 PM	2.9	17.7	0.0	1,877	0.83	2,264	1,409
2:00 PM	3:00 PM	2.4	15.4	0.0	1,993	0.85	2,348	1,443
3:00 PM	4:00 PM	2.1	13.4	0.0	2,269	0.87	2,621	1,471
4:00 PM	5:00 PM	1.9	10.9	0.0	2,619	0.89	2,954	1,507
5:00 PM	6:00 PM	1.4	10.5	0.0	2,301	0.89	2,575	1,519
6:00 PM	7:00 PM	1.9	14.8	0.0	1,581	0.86	1,845	1,456
7:00 PM	8:00 PM	1.8	20.6	0.0	936	0.82	1,146	1,291
8:00 PM	9:00 PM	2.8	23.7	0.0	718	0.79	908	1,249
9:00 PM	10:00 PM	1.6	20.8	0.0	620	0.82	759	1,291
10:00 PM	11:00 PM	1.1	27.8	0.0	436	0.78	562	1,226
11:00 PM	12:00 AM	4.0	35.4	0.0	379	0.72	528	1,134

STEPS 11-15: VEHICLE OCCUPANCY AND COST FIGURES FOR PROJECT NUMBER 76K74

Show Costs Based on WZ SPEED LIMIT

Show Costs Based on SP LIMIT OUTSIDE WZ

Show Costs Based on BOTH Speed Limits

Average number of occupants in a passenger car. *(Default is 1.25)*	Average number of occupants in a recreational vehicle. *(Default is 2.00)*	Hourly delay cost for a single-unit truck ($/hr)	Hourly delay cost for a combination truck ($/hr)	Hourly delay cost for a recreational vehicle ($/hr)	Hourly delay cost for a passenger car ($/hr)
1.25	2.00	$25	$30	$21	$21

HIDE / SHOW DETAILS

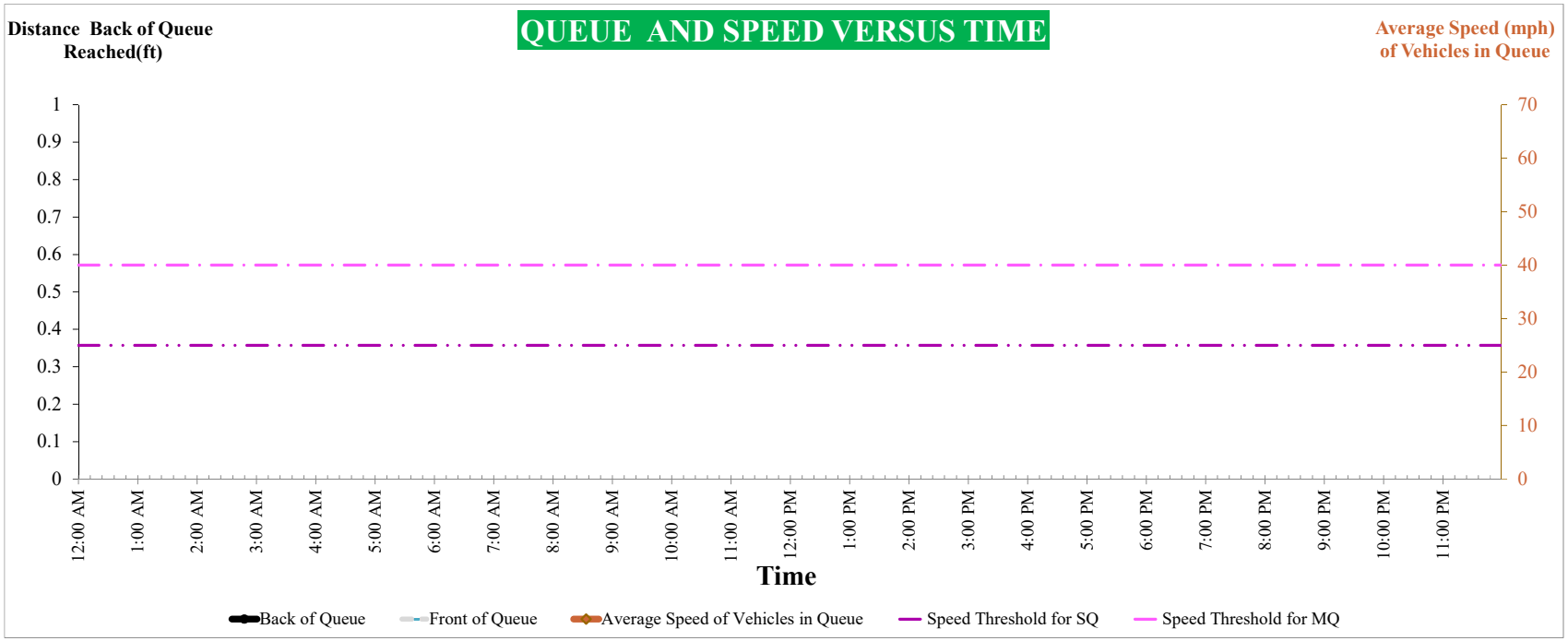
RESULTS FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Study period	No. of vehicles in queue*	Average spacing between vehicles in queue (ft)	Front-of-queue (ft)	Back-of-queue (ft)	Distance queue occupied (ft)	Average speed in queue (mph)	Average delay per vehicle (hr)		Delay experienced by all vehicles (hr)		Users' costs ($)						Summary of Users' Costs ($)	
													Severe Queue (SQ)		Moderate Queue (MQ)		Slower Moving Vehicles (SMV)		All (SQ+MQ+SMV)	
									Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ
12:00 AM	1:00 AM	1	0	0	0	0	0	-	0.00	0.00	0.2	1.1	-	-	-	-	$6.65	$30.25	$6.65	$30.25
1:00 AM	2:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	0.9	-	-	-	-	$5.35	$24.32	$5.35	$24.32
2:00 AM	3:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	0.8	-	-	-	-	$4.85	$22.04	$4.85	$22.04
3:00 AM	4:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	1.1	-	-	-	-	$6.60	$29.99	$6.60	$29.99
4:00 AM	5:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.4	1.9	-	-	-	-	$11.73	$53.32	$11.73	$53.32
5:00 AM	6:00 AM	1	0	-	-	-	-	-	0.00	0.00	1.4	5.7	-	-	-	-	$37.59	$152.07	$37.59	$152.07
6:00 AM	7:00 AM	1	0	-	-	-	-	-	0.00	0.01	5.8	15.9	-	-	-	-	$154.03	$425.43	$154.03	$425.43
7:00 AM	8:00 AM	1	0	-	-	-	-	-	0.00	0.00	2.8	12.1	-	-	-	-	$73.32	$321.66	$73.32	$321.66
8:00 AM	9:00 AM	1	0	-	-	-	-	-	0.00	0.00	1.2	8.5	-	-	-	-	$30.69	$226.19	$30.69	$226.19
9:00 AM	10:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.8	7.5	-	-	-	-	$21.63	$201.48	$21.63	$201.48
10:00 AM	11:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.9	7.6	-	-	-	-	$24.42	$205.46	$24.42	$205.46
11:00 AM	12:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.1	8.2	-	-	-	-	$29.17	$219.95	$29.17	$219.95
12:00 PM	1:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.3	8.6	-	-	-	-	$34.85	$230.08	$34.85	$230.08
1:00 PM	2:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.2	8.3	-	-	-	-	$31.80	$222.04	$31.80	$222.04
2:00 PM	3:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.5	9.0	-	-	-	-	$39.83	$242.49	$39.83	$242.49
3:00 PM	4:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.4	11.2	-	-	-	-	$64.86	$298.98	$64.86	$298.98
4:00 PM	5:00 PM	1	0	-	-	-	-	-	0.00	0.00	3.9	14.2	-	-	-	-	$104.15	$377.95	$104.15	$377.95
5:00 PM	6:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.3	11.2	-	-	-	-	$62.49	$298.40	$62.49	$298.40
6:00 PM	7:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.0	5.6	-	-	-	-	$0.00	$149.05	$0.00	$149.05
7:00 PM	8:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.9	4.2	-	-	-	-	$25.10	$114.14	$25.10	$114.14
8:00 PM	9:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.7	3.2	-	-	-	-	$19.33	$87.89	$19.33	$87.89
9:00 PM	10:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.6	2.8	-	-	-	-	$16.63	$75.63	$16.63	$75.63
10:00 PM	11:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.4	2.0	-	-	-	-	$11.81	$53.71	$11.81	$53.71
11:00 PM	12:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.4	1.7	-	-	-	-	$10.36	$47.12	$10.36	$47.12
						Maximum distance back-of-queue reached (ft)	Maximum distance queue occupied (ft)				SUM Delay	SUM Delay	SUM SQ	SUM SQ	SUM MQ	SUM MQ	SUM SMV	SUM SMV	SUM All	SUM All
						0	*0*				*30.9*	*153.3*	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$827.24*	*$4,109.63*	*$827.24*	*$4,109.63*

**: At the end of the corresponding interval or when there is no more vehicle in queue*

PROJECT INFORMATION			
Project Name	64 WIDENING	Date	2/20/2020
Project Number	76K74	Year of Analysis	2019
Site	OF GREENMOUNT R	Analyst Name	EB

EXPLANATIONS:
There is Severe Queue (SQ) if the average speed drops below the "Speed Threshold for SQ".
There is Moderate Queue (MQ) if the average speed drops below the "Speed Threshold for MQ".



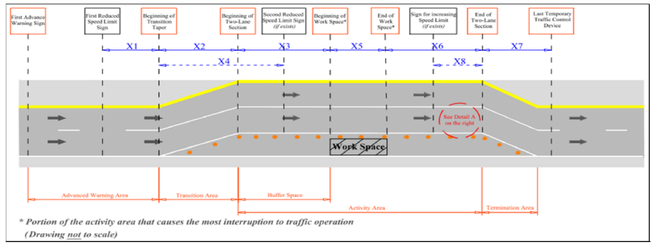
PROJECT INFORMATION

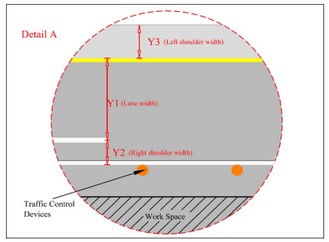
Project Name	64 WIDENING	**Date**	2/20/2020
Project Number	76K74	**Year of Analysis**	2019
Site	E OF GREENMOUNT RD	**Analyst Name**	WB

STEP 1: WZ GEOMETRIC DATA FOR PROJECT NUMBER 76K74

Number of open lanes outside the work zone	Number of open lanes in the work zone	Select interval length (min) for analysis	Select start of analysis	Speed limit outside of the work zone (mph)
2	2	○ 15 min ○ 30 min ● 60 min (DEFAULT)	12:00 AM	65

Prepare sketches like below and enter the values of "X1-X8" and "Y1-Y3" in the cells.





CLICK TO SHOW Intermediate Calculations for Lane and Shoulder Width

Enter horizontal and lateral distances in row 33	Distance X1 (Write "0" if there is no speed limit reduction) (ft)	Distance Z1 (ft)	Distance Z2 (ft)	Distance Z3 (ft)	Distance X2 (ft)	Distance X3 (ft)	Distance X4 (Write "0" if there is no second speed limit) (ft)	Distance X5 (ft)	Distance X6 (ft)	Distance X7 (ft)	Distance X8 (Write "0" if there is no speed limit increase sign after Work Space) (ft)	Lane width Y1 (ft)	Right shoulder width Y2 (ft)	Left shoulder width Y3 (ft)
	4,200				1,000	500	0	5,000	100	1,000	0	11.0	2.0	2.0

CLICK to SHOW Advanced Inputs for Capacity and Speed Adjustments

STEPS 2-7: WZ TRAFFIC CONTROL CONDITIONS FOR PROJECT NUMBER 76K74

CLICK TO SHOW ALL INTERVALS IN 24 HOURS

CLICK TO SHOW ONLY SELECTED INTERVALS

Start of Interval	End of Interval	Put "Y" if this interval is analyzed	Put "Y" if crew or construction equipment is closer than 9 ft to edge of travel lane.	Select the first speed limit from the drop down menu	Select the second speed limit from the drop down menu	Put "C" for long term work zones (concrete barriers are used), and "O" for short term work zones (other devices such as cones and drums are used).	Put "L" for low work intensity, "M" for moderate work intensity, "H" for high work intensity.	Put "F" if flagger is present.	Put "Y" if the traffic will be asked to stop temporarily in this interval.	For how many minutes will the traffic be stopped in this interval?	Select the Speed Control Technique (if any) from the drop down menu. Otherwise, leave it blank.	If there is any additional speed reduction due to any other factors not considered so far, enter here. *Otherwise, leave it blank.* (mph)	Select capacity adjustment factors (CAFs) due to inclement weather condition. Otherwise leave it as 100%.	Select percent capacity increase for urban areas, Otherwise leave it as 0%.	Select percent capacity reduction due to night time operation. Otherwise leave it as 0%.	Enter percent capacity reduction if you know effect of other factors such as ramp, and unevenness of pavement. Otherwise leave it as 0%.	Free flow speed (mph)	Speed reduction due to work intensity (mph)	Adjusted free-flow speed (mph)	Maximum flow rate (pcphpl)	Speed at maximum flow rate (mph)	Prevailing capacity (pcphpl)
12:00 AM	1:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
1:00 AM	2:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
2:00 AM	3:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
3:00 AM	4:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
4:00 AM	5:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
5:00 AM	6:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
6:00 AM	7:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
7:00 AM	8:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
8:00 AM	9:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
9:00 AM	10:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
10:00 AM	11:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
11:00 AM	12:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
12:00 PM	1:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
1:00 PM	2:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
2:00 PM	3:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
3:00 PM	4:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
4:00 PM	5:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
5:00 PM	6:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
6:00 PM	7:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
7:00 PM	8:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
8:00 PM	9:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
9:00 PM	10:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
10:00 PM	11:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
11:00 PM	12:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580

STEP 8: PASSENGER CAR EQUIVALENCY (PCE) FOR PROJECT NUMBER 76K74			LENGTH OF ANALYZED SECTION AND TRAFFIC VOLUME			
Terrain Type and PCE values for Specific Grade	PCE for heavy vehicles	Put "Y" if there is variation in traffic demand within an interval	Max Distance from X7 this Analysis Covers (in miles) *(Default is 10 miles)*	Headway in closed lane (in seconds) *(Default is 2.0 sec)*	Increase or decrease on the expected traffic volume (in percent)	To get the ORGINAL expec traffic volumes, put zero in M3, and CLICK here CLICK here to UPDATE expected traffic volumes
Level	2.0	N	10	2.0	0%	

STEPS 9-10: TRAFFIC VOLUME AND PERCENT TRUCKS DATA FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Percentage of single-unit trucks (%)	Percentage of combination trucks (%)	Percentage of recreational vehicles (%)	Expected traffic volume during the interval (veh)	Heavy vehicle adjustment factor	Adjusted volume (pcph)	Capacity (vphpl)
12:00 AM	1:00 AM	2.2	22.6	0.0	372	0.80	464	1,271
1:00 AM	2:00 AM	1.5	35.6	0.0	194	0.73	266	1,157
2:00 AM	3:00 AM	4.1	40.8	0.0	196	0.69	284	1,094
3:00 AM	4:00 AM	8.7	50.0	3.7	218	0.62	354	973
4:00 AM	5:00 AM	3.5	44.9	0.0	314	0.67	466	1,065
5:00 AM	6:00 AM	2.8	20.3	0.0	762	0.81	938	1,284
6:00 AM	7:00 AM	3.0	10.0	0.0	1,581	0.88	1,787	1,399
7:00 AM	8:00 AM	2.2	8.4	0.0	1,878	0.90	2,077	1,537
8:00 AM	9:00 AM	3.8	13.6	0.0	1,564	0.85	1,836	1,448
9:00 AM	10:00 AM	3.7	19.1	0.0	1,444	0.81	1,773	1,384
10:00 AM	11:00 AM	3.3	17.3	0.0	1,529	0.83	1,844	1,409
11:00 AM	12:00 PM	2.9	15.8	0.0	1,640	0.84	1,947	1,432
12:00 PM	1:00 PM	2.5	15.1	0.0	1,815	0.85	2,134	1,445
1:00 PM	2:00 PM	2.2	16.3	0.0	1,876	0.84	2,223	1,434
2:00 PM	3:00 PM	2.3	15.4	0.0	2,098	0.85	2,469	1,444
3:00 PM	4:00 PM	1.5	11.9	0.0	2,593	0.88	2,940	1,499
4:00 PM	5:00 PM	1.4	7.8	0.0	2,903	0.92	3,170	1,556
5:00 PM	6:00 PM	1.2	7.9	0.0	2,423	0.92	2,643	1,558
6:00 PM	7:00 PM	0.9	11.8	0.0	1,732	0.89	1,952	1,508
7:00 PM	8:00 PM	1.7	11.0	0.0	1,338	0.89	1,508	1,402
8:00 PM	9:00 PM	1.0	12.6	0.0	1,108	0.88	1,259	1,391
9:00 PM	10:00 PM	1.5	12.9	0.0	869	0.87	994	1,382
10:00 PM	11:00 PM	0.5	21.2	0.0	581	0.82	707	1,299
11:00 PM	12:00 AM	0.6	21.8	0.0	509	0.82	623	1,291

STEPS 11-15: VEHICLE OCCUPANCY AND COST FIGURES FOR PROJECT NUMBER 76K74

Show Costs Based on WZ SPEED LIMIT

Show Costs Based on SP LIMIT OUTSIDE WZ

Show Costs Based on BOTH Speed Limits

Average number of occupants in a passenger car. *(Default is 1.25)*	Average number of occupants in a recreational vehicle. *(Default is 2.00)*	Hourly delay cost for a single-unit truck ($/hr)	Hourly delay cost for a combination truck ($/hr)	Hourly delay cost for a recreational vehicle ($/hr)	Hourly delay cost for a passenger car ($/hr)
1.25	2.00	$25	$30	$21	$21

HIDE / SHOW DETAILS

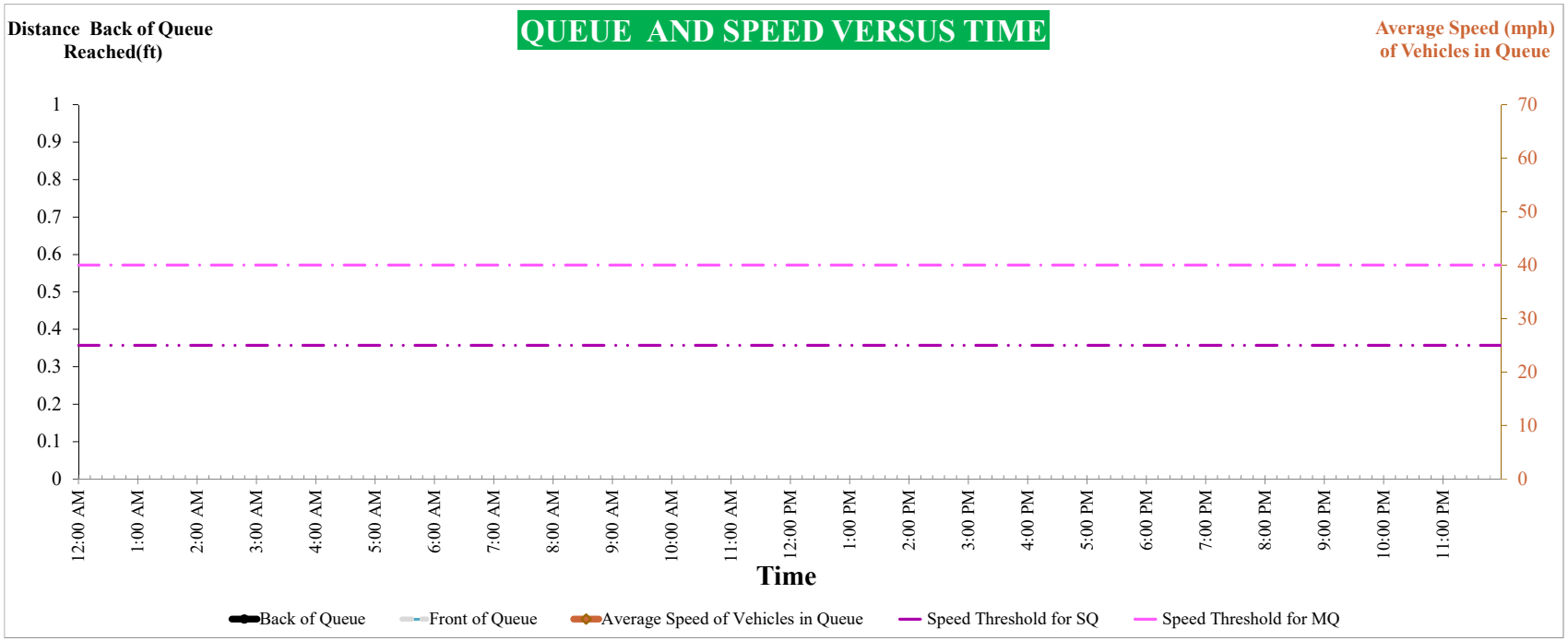
RESULTS FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Study period	No. of vehicles in queue*	Average spacing between vehicles in queue (ft)	Front-of-queue (ft)	Back-of-queue (ft)	Distance queue occupied (ft)	Average speed in queue (mph)	Average delay per vehicle (hr)		Delay experienced by all vehicles (hr)		Users' costs ($)						Summary of Users' Costs ($)	
													Severe Queue (SQ)		Moderate Queue (MQ)		Slower Moving Vehicles (SMV)		All (SQ+MQ+SMV)	
									Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ
12:00 AM	1:00 AM	1	0	0	0	0	0	-	0.00	0.00	0.4	1.7	-	-	-	-	$10.00	$45.48	$10.00	$45.48
1:00 AM	2:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	0.9	-	-	-	-	$5.31	$24.15	$5.31	$24.15
2:00 AM	3:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	0.9	-	-	-	-	$5.40	$24.55	$5.40	$24.55
3:00 AM	4:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	1.0	-	-	-	-	$6.19	$28.16	$6.19	$28.16
4:00 AM	5:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.3	1.4	-	-	-	-	$8.70	$39.55	$8.70	$39.55
5:00 AM	6:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.8	3.4	-	-	-	-	$20.42	$92.84	$20.42	$92.84
6:00 AM	7:00 AM	1	0	-	-	-	-	-	0.00	0.01	2.9	9.0	-	-	-	-	$78.12	$238.05	$78.12	$238.05
7:00 AM	8:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.6	7.6	-	-	-	-	$16.97	$201.97	$16.97	$201.97
8:00 AM	9:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.0	5.5	-	-	-	-	$0.00	$146.11	$0.00	$146.11
9:00 AM	10:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.0	4.8	-	-	-	-	$0.00	$129.35	$0.00	$129.35
10:00 AM	11:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.0	5.4	-	-	-	-	$0.00	$144.45	$0.00	$144.45
11:00 AM	12:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.2	6.2	-	-	-	-	$4.63	$165.70	$4.63	$165.70
12:00 PM	1:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.8	7.6	-	-	-	-	$21.15	$202.54	$21.15	$202.54
1:00 PM	2:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.1	8.1	-	-	-	-	$28.76	$217.99	$28.76	$217.99
2:00 PM	3:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.9	9.9	-	-	-	-	$50.54	$265.64	$50.54	$265.64
3:00 PM	4:00 PM	1	0	-	-	-	-	-	0.00	0.00	3.8	14.0	-	-	-	-	$102.04	$373.38	$102.04	$373.38
4:00 PM	5:00 PM	1	0	-	-	-	-	-	0.00	0.01	5.1	16.6	-	-	-	-	$135.13	$440.00	$135.13	$440.00
5:00 PM	6:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.6	12.0	-	-	-	-	$70.30	$318.80	$70.30	$318.80
6:00 PM	7:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.2	6.5	-	-	-	-	$5.33	$174.74	$5.33	$174.74
7:00 PM	8:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.8	6.5	-	-	-	-	$46.96	$172.55	$46.96	$172.55
8:00 PM	9:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.1	5.0	-	-	-	-	$29.40	$133.66	$29.40	$133.66
9:00 PM	10:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.9	3.9	-	-	-	-	$23.06	$104.85	$23.06	$104.85
10:00 PM	11:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.6	2.6	-	-	-	-	$15.60	$70.95	$15.60	$70.95
11:00 PM	12:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.5	2.3	-	-	-	-	$13.68	$62.21	$13.68	$62.21
						Maximum distance back-of-queue reached (ft)	Maximum distance queue occupied (ft)				SUM Delay	SUM Delay	SUM SQ	SUM SQ	SUM MQ	SUM MQ	SUM SMV	SUM SMV	SUM All	SUM All
						0	*0*				*26.1*	*142.8*	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$697.70*	*$3,817.65*	*$697.70*	*$3,817.65*

**: At the end of the corresponding interval or when there is no more vehicle in queue*

PROJECT INFORMATION			
Project Name	64 WIDENING	Date	2/20/2020
Project Number	76K74	Year of Analysis	2019
Site	OF GREENMOUNT R	Analyst Name	WB

EXPLANATIONS:
There is Severe Queue (SQ) if the average speed drops below the "Speed Threshold for SQ".
There is Moderate Queue (MQ) if the average speed drops below the "Speed Threshold for MQ".



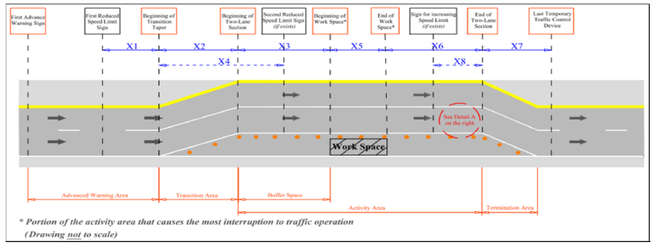
PROJECT INFORMATION

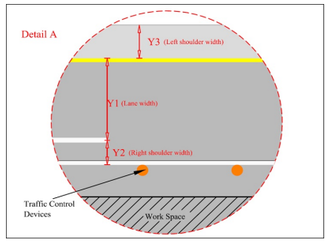
Project Name	64 WIDENING	**Date**	2/20/2020
Project Number	76K74	**Year of Analysis**	2019
Site	W OF GREENMOUNT RD	**Analyst Name**	EB

STEP 1: WZ GEOMETRIC DATA FOR PROJECT NUMBER 76K74

Number of open lanes outside the work zone	Number of open lanes in the work zone	Select interval length (min) for analysis	Select start of analysis	Speed limit outside of the work zone (mph)
2	2	○ 15 min ○ 30 min ● 60 min (DEFAULT)	12:00 AM	65

Prepare sketches like below and enter the values of "X1-X8" and "Y1-Y3" in the cells.





CLICK TO SHOW Intermediate Calculations for Lane and Shoulder Width

Enter horizontal and lateral distances in row 33	Distance X1 (Write "0" if there is no speed limit reduction) (ft)	Distance Z1 (ft)	Distance Z2 (ft)	Distance Z3 (ft)	Distance X2 (ft)	Distance X3 (ft)	Distance X4 (Write "0" if there is no second speed limit) (ft)	Distance X5 (ft)	Distance X6 (ft)	Distance X7 (ft)	Distance X8 (Write "0" if there is no speed limit increase sign after Work Space) (ft)	Lane width Y1 (ft)	Right shoulder width Y2 (ft)	Left shoulder width Y3 (ft)
	4,200				1,000	500	0	5,000	100	1,000	0	11.0	2.0	2.0

CLICK to SHOW Advanced Inputs for Capacity and Speed Adjustments

STEPS 2-7: WZ TRAFFIC CONTROL CONDITIONS FOR PROJECT NUMBER 76K74

CLICK TO SHOW ALL INTERVALS IN 24 HOURS

CLICK TO SHOW ONLY SELECTED INTERVALS

Start of Interval	End of Interval	Put "Y" if this interval is analyzed	Put "Y" if crew or construction equipment is closer than 9 ft to edge of travel lane.	Select the first speed limit from the drop down menu	Select the second speed limit from the drop down menu	Put "C" for long term work zones (concrete barriers are used), and "O" for short term work zones (other devices such as cones and drums are used).	Put "L" for low work intensity, "M" for moderate work intensity, "H" for high work intensity.	Put "F" if flagger is present.	Put "Y" if the traffic will be asked to stop temporarily in this interval.	For how many minutes will the traffic be stopped in this interval?	Select the Speed Control Technique (if any) from the drop down menu. Otherwise, leave it blank.	If there is any additional speed reduction due to any other factors not considered so far, enter here. *Otherwise, leave it blank.* (mph)	Select capacity adjustment factors (CAFs) due to inclement weather condition. Otherwise leave it as 100%.	Select percent capacity increase for urban areas, Otherwise leave it as 0%.	Select percent capacity reduction due to night time operation. Otherwise leave it as 0%.	Enter percent capacity reduction if you know effect of other factors such as ramp, and unevenness of pavement. Otherwise leave it as 0%.	Free flow speed (mph)	Speed reduction due to work intensity (mph)	Adjusted free-flow speed (mph)	Maximum flow rate (pcphpl)	Speed at maximum flow rate (mph)	Prevailing capacity (pcphpl)
12:00 AM	1:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
1:00 AM	2:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
2:00 AM	3:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
3:00 AM	4:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
4:00 AM	5:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
5:00 AM	6:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
6:00 AM	7:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
7:00 AM	8:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
8:00 AM	9:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
9:00 AM	10:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
10:00 AM	11:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
11:00 AM	12:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
12:00 PM	1:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
1:00 PM	2:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
2:00 PM	3:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
3:00 PM	4:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
4:00 PM	5:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
5:00 PM	6:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
6:00 PM	7:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
7:00 PM	8:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
8:00 PM	9:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
9:00 PM	10:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
10:00 PM	11:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
11:00 PM	12:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580

STEP 8: PASSENGER CAR EQUIVALENCY (PCE) FOR PROJECT NUMBER 76K74			LENGTH OF ANALYZED SECTION AND TRAFFIC VOLUME			
Terrain Type and PCE values for Specific Grade	PCE for heavy vehicles	Put "Y" if there is variation in traffic demand within an interval	Max Distance from X7 this Analysis Covers (in miles) *(Default is 10 miles)*	Headway in closed lane (in seconds) *(Default is 2.0 sec)*	Increase or decrease on the expected traffic volume (in percent)	To get the ORGINAL expec traffic volumes, put zero in M3, and CLICK here CLICK here to UPDATE expected traffic volumes
Level	2.0	N	10	2.0	0%	

STEPS 9-10: TRAFFIC VOLUME AND PERCENT TRUCKS DATA FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Percentage of single-unit trucks (%)	Percentage of combination trucks (%)	Percentage of recreational vehicles (%)	Expected traffic volume during the interval (veh)	Heavy vehicle adjustment factor	Adjusted volume (pcph)	Capacity (vphpl)
12:00 AM	1:00 AM	3.4	27.4	0.0	351	0.76	459	1,212
1:00 AM	2:00 AM	3.3	32.5	0.0	274	0.74	372	1,168
2:00 AM	3:00 AM	3.2	40.3	0.0	221	0.70	317	1,105
3:00 AM	4:00 AM	7.1	46.7	0.0	240	0.65	369	1,028
4:00 AM	5:00 AM	4.3	40.1	0.0	322	0.69	465	1,095
5:00 AM	6:00 AM	3.5	21.3	0.0	751	0.80	937	1,266
6:00 AM	7:00 AM	2.5	10.4	0.0	1,668	0.89	1,883	1,400
7:00 AM	8:00 AM	2.1	9.6	0.0	2,000	0.90	2,234	1,521
8:00 AM	9:00 AM	3.2	14.1	0.0	1,775	0.85	2,082	1,449
9:00 AM	10:00 AM	4.5	18.3	0.0	1,550	0.81	1,903	1,384
10:00 AM	11:00 AM	3.6	17.8	0.0	1,626	0.82	1,974	1,400
11:00 AM	12:00 PM	2.4	17.2	0.0	1,876	0.84	2,244	1,421
12:00 PM	1:00 PM	2.7	14.5	0.0	1,845	0.85	2,162	1,450
1:00 PM	2:00 PM	1.8	16.5	0.0	1,989	0.85	2,353	1,437
2:00 PM	3:00 PM	1.7	13.4	0.0	2,265	0.87	2,607	1,476
3:00 PM	4:00 PM	1.8	10.4	0.0	2,710	0.89	3,041	1,515
4:00 PM	5:00 PM	1.1	7.4	0.0	3,082	0.92	3,344	1,566
5:00 PM	6:00 PM	1.1	7.2	0.0	2,880	0.92	3,119	1,569
6:00 PM	7:00 PM	1.2	10.9	0.0	1,957	0.89	2,194	1,516
7:00 PM	8:00 PM	0.9	10.6	0.0	1,402	0.90	1,563	1,417
8:00 PM	9:00 PM	1.2	11.9	0.0	1,309	0.88	1,480	1,397
9:00 PM	10:00 PM	1.3	12.5	0.0	1,070	0.88	1,218	1,389
10:00 PM	11:00 PM	1.1	16.9	0.0	704	0.85	831	1,339
11:00 PM	12:00 AM	1.7	18.4	0.0	593	0.83	712	1,316

STEPS 11-15: VEHICLE OCCUPANCY AND COST FIGURES FOR PROJECT NUMBER 76K74

Show Costs Based on WZ SPEED LIMIT

Show Costs Based on SP LIMIT OUTSIDE WZ

Show Costs Based on BOTH Speed Limits

Average number of occupants in a passenger car. *(Default is 1.25)*	Average number of occupants in a recreational vehicle. *(Default is 2.00)*	Hourly delay cost for a single-unit truck ($/hr)	Hourly delay cost for a combination truck ($/hr)	Hourly delay cost for a recreational vehicle ($/hr)	Hourly delay cost for a passenger car ($/hr)
1.25	2.00	$25	$30	$21	$21

HIDE / SHOW DETAILS

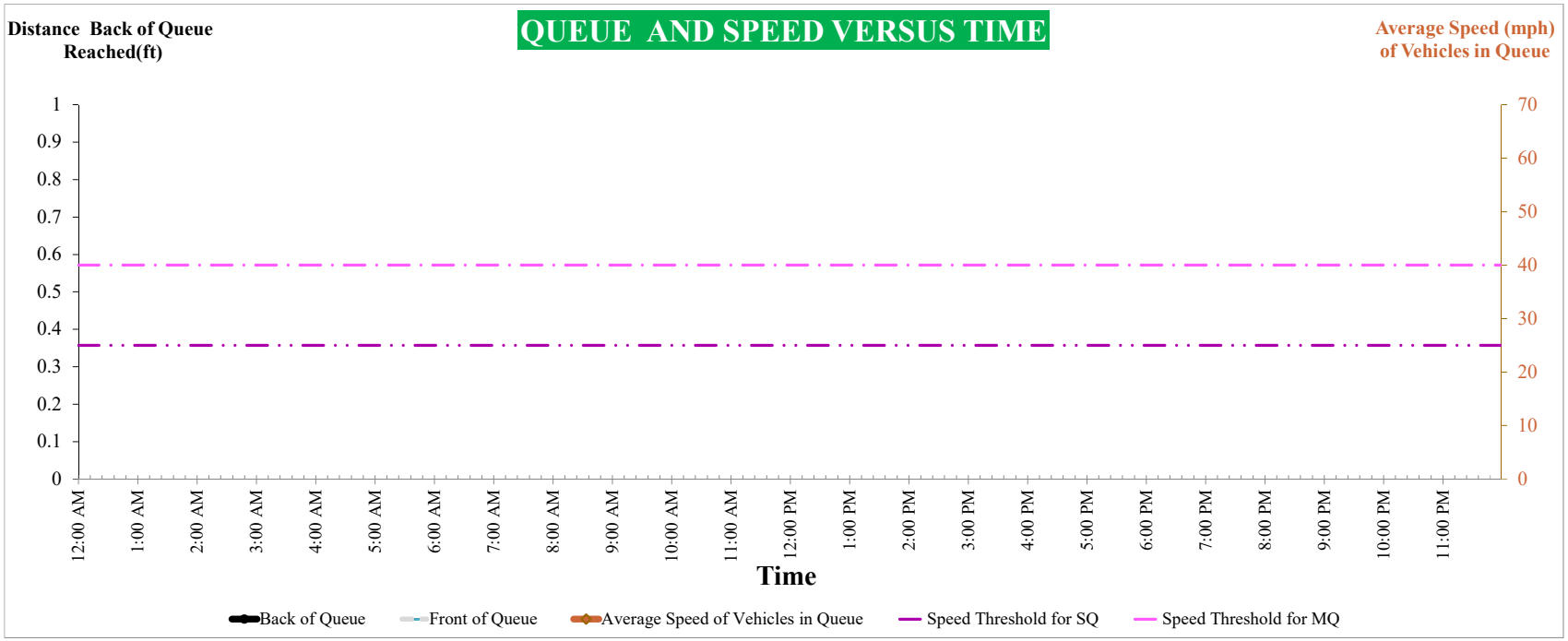
RESULTS FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Study period	No. of vehicles in queue*	Average spacing between vehicles in queue (ft)	Front-of-queue (ft)	Back-of-queue (ft)	Distance queue occupied (ft)	Average speed in queue (mph)	Average delay per vehicle (hr)		Delay experienced by all vehicles (hr)		Users' costs ($)						Summary of Users' Costs ($)	
													Severe Queue (SQ)		Moderate Queue (MQ)		Slower Moving Vehicles (SMV)		All (SQ+MQ+SMV)	
									Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ
12:00 AM	1:00 AM	1	0	0	0	0	0	-	0.00	0.00	0.3	1.6	-	-	-	-	$9.50	$43.17	$9.50	$43.17
1:00 AM	2:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.3	1.2	-	-	-	-	$7.46	$33.94	$7.46	$33.94
2:00 AM	3:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	1.0	-	-	-	-	$6.09	$27.67	$6.09	$27.67
3:00 AM	4:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	1.1	-	-	-	-	$6.65	$30.25	$6.65	$30.25
4:00 AM	5:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.3	1.5	-	-	-	-	$8.86	$40.28	$8.86	$40.28
5:00 AM	6:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.7	3.4	-	-	-	-	$20.15	$91.59	$20.15	$91.59
6:00 AM	7:00 AM	1	0	-	-	-	-	-	0.00	0.01	3.4	10.0	-	-	-	-	$89.16	$265.43	$89.16	$265.43
7:00 AM	8:00 AM	1	0	-	-	-	-	-	0.00	0.00	1.2	8.7	-	-	-	-	$31.23	$231.27	$31.23	$231.27
8:00 AM	9:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.6	7.2	-	-	-	-	$16.57	$192.82	$16.57	$192.82
9:00 AM	10:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.0	5.7	-	-	-	-	$0.83	$152.76	$0.83	$152.76
10:00 AM	11:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.3	6.2	-	-	-	-	$6.86	$167.41	$6.86	$167.41
11:00 AM	12:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.1	8.2	-	-	-	-	$30.32	$220.08	$30.32	$220.08
12:00 PM	1:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.9	7.8	-	-	-	-	$23.66	$208.32	$23.66	$208.32
1:00 PM	2:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.5	9.0	-	-	-	-	$40.19	$242.89	$40.19	$242.89
2:00 PM	3:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.4	11.1	-	-	-	-	$63.87	$297.44	$63.87	$297.44
3:00 PM	4:00 PM	1	0	-	-	-	-	-	0.00	0.00	4.3	15.0	-	-	-	-	$115.58	$399.74	$115.58	$399.74
4:00 PM	5:00 PM	1	0	-	-	-	-	-	0.00	0.01	6.0	18.3	-	-	-	-	$158.62	$484.16	$158.62	$484.16
5:00 PM	6:00 PM	1	0	-	-	-	-	-	0.00	0.01	4.9	16.3	-	-	-	-	$129.49	$431.15	$129.49	$431.15
6:00 PM	7:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.0	8.4	-	-	-	-	$27.51	$223.04	$27.51	$223.04
7:00 PM	8:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.0	7.0	-	-	-	-	$53.79	$185.35	$53.79	$185.35
8:00 PM	9:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.6	6.3	-	-	-	-	$43.77	$166.81	$43.77	$166.81
9:00 PM	10:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.1	4.8	-	-	-	-	$28.38	$129.04	$28.38	$129.04
10:00 PM	11:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.7	3.2	-	-	-	-	$18.79	$85.43	$18.79	$85.43
11:00 PM	12:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.6	2.7	-	-	-	-	$15.86	$72.09	$15.86	$72.09
						Maximum distance back-of-queue reached (ft)	Maximum distance queue occupied (ft)				SUM Delay	SUM Delay	SUM SQ	SUM SQ	SUM MQ	SUM MQ	SUM SMV	SUM SMV	SUM All	SUM All
						0	*0*				*35.7*	*165.5*	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$953.18*	*$4,422.14*	*$953.18*	*$4,422.14*

**: At the end of the corresponding interval or when there is no more vehicle in queue*

PROJECT INFORMATION			
Project Name	64 WIDENING	Date	2/20/2020
Project Number	76K74	Year of Analysis	2019
Site	OF GREENMOUNT I	Analyst Name	EB

EXPLANATIONS:
There is Severe Queue (SQ) if the average speed drops below the "Speed Threshold for SQ".
There is Moderate Queue (MQ) if the average speed drops below the "Speed Threshold for MQ".



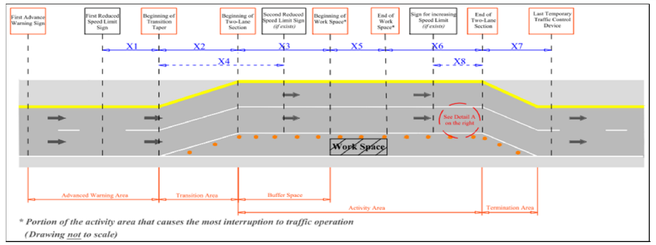
PROJECT INFORMATION

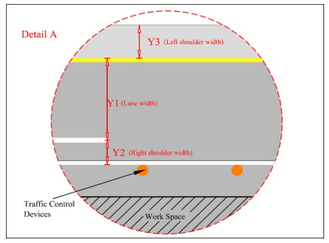
Project Name	64 WIDENING	**Date**	2/20/2020
Project Number	76K74	**Year of Analysis**	2019
Site	W OF GREENMOUNT	**Analyst Name**	WB

STEP 1: WZ GEOMETRIC DATA FOR PROJECT NUMBER 76K74

Number of open lanes outside the work zone	Number of open lanes in the work zone	Select interval length (min) for analysis	Select start of analysis	Speed limit outside of the work zone (mph)
2	2	○ 15 min ○ 30 min ● 60 min (DEFAULT)	12:00 AM	65

Prepare sketches like below and enter the values of "X1-X8" and "Y1-Y3" in the cells.





CLICK TO SHOW Intermediate Calculations for Lane and Shoulder Width

Enter horizontal and lateral distances in row 33	Distance X1 (Write "0" if there is no speed limit reduction) (ft)	Distance Z1 (ft)	Distance Z2 (ft)	Distance Z3 (ft)	Distance X2 (ft)	Distance X3 (ft)	Distance X4 (Write "0" if there is no second speed limit) (ft)	Distance X5 (ft)	Distance X6 (ft)	Distance X7 (ft)	Distance X8 (Write "0" if there is no speed limit increase sign after Work Space) (ft)	Lane width Y1 (ft)	Right shoulder width Y2 (ft)	Left shoulder width Y3 (ft)
	4,200				1,000	500	0	5,000	100	1,000	0	11.0	2.0	2.0

CLICK to SHOW Advanced Inputs for Capacity and Speed Adjustments

STEPS 2-7: WZ TRAFFIC CONTROL CONDITIONS FOR PROJECT NUMBER 76K74

CLICK TO SHOW ALL INTERVALS IN 24 HOURS

CLICK TO SHOW ONLY SELECTED INTERVALS

Start of Interval	End of Interval	Put "Y" if this interval is analyzed	Put "Y" if crew or construction equipment is closer than 9 ft to edge of travel lane.	Select the first speed limit from the drop down menu	Select the second speed limit from the drop down menu	Put "C" for long term work zones (concrete barriers are used), and "O" for short term work zones (other devices such as cones and drums are used).	Put "L" for low work intensity, "M" for moderate work intensity, "H" for high work intensity.	Put "F" if flagger is present.	Put "Y" if the traffic will be asked to stop temporarily in this interval.	For how many minutes will the traffic be stopped in this interval?	Select the Speed Control Technique (if any) from the drop down menu. Otherwise, leave it blank.	If there is any additional speed reduction due to any other factors not considered so far, enter here. *Otherwise, leave it blank.* (mph)	Select capacity adjustment factors (CAFs) due to inclement weather condition. Otherwise leave it as 100%.	Select percent capacity increase for urban areas, Otherwise leave it as 0%.	Select percent capacity reduction due to night time operation. Otherwise leave it as 0%.	Enter percent capacity reduction if you know effect of other factors such as ramp, and unevenness of pavement. Otherwise leave it as 0%.	Free flow speed (mph)	Speed reduction due to work intensity (mph)	Adjusted free-flow speed (mph)	Maximum flow rate (pcphpl)	Speed at maximum flow rate (mph)	Prevailing capacity (pcphpl)
12:00 AM	1:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
1:00 AM	2:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
2:00 AM	3:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.6	1,586	46.7	1,586
3:00 AM	4:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
4:00 AM	5:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
5:00 AM	6:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
6:00 AM	7:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
7:00 AM	8:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
8:00 AM	9:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
9:00 AM	10:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
10:00 AM	11:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
11:00 AM	12:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
12:00 PM	1:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
1:00 PM	2:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
2:00 PM	3:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
3:00 PM	4:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
4:00 PM	5:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
5:00 PM	6:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
6:00 PM	7:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	0.00%	0.00%	62.0	5.0	58.1	1,699	50.0	1,699
7:00 PM	8:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
8:00 PM	9:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
9:00 PM	10:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
10:00 PM	11:00 PM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580
11:00 PM	12:00 AM	Y	Y	55	55	C	H	N	N		Speed Monitoring Display		100.00%	9.35%	7.00%	0.00%	62.0	5.0	53.4	1,580	46.5	1,580

STEP 8: PASSENGER CAR EQUIVALENCY (PCE) FOR PROJECT NUMBER 76K74			LENGTH OF ANALYZED SECTION AND TRAFFIC VOLUME			
Terrain Type and PCE values for Specific Grade	PCE for heavy vehicles	Put "Y" if there is variation in traffic demand within an interval	Max Distance from X7 this Analysis Covers (in miles) *(Default is 10 miles)*	Headway in closed lane (in seconds) *(Default is 2.0 sec)*	Increase or decrease on the expected traffic volume (in percent)	To get the ORGINAL expec traffic volumes, put zero in M3, and CLICK here CLICK here to UPDATE expected traffic volumes
Level	2.0	N	10	2.0	0%	

STEPS 9-10: TRAFFIC VOLUME AND PERCENT TRUCKS DATA FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Percentage of single-unit trucks (%)	Percentage of combination trucks (%)	Percentage of recreational vehicles (%)	Expected traffic volume during the interval (veh)	Heavy vehicle adjustment factor	Adjusted volume (pcph)	Capacity (vphpl)
12:00 AM	1:00 AM	2.3	42.3	0.0	265	0.69	383	1,097
1:00 AM	2:00 AM	3.6	50.0	1.1	225	0.65	348	1,025
2:00 AM	3:00 AM	0.9	47.1	0.0	221	0.68	327	1,072
3:00 AM	4:00 AM	3.9	41.5	0.0	258	0.69	375	1,087
4:00 AM	5:00 AM	1.8	29.2	0.0	504	0.76	660	1,206
5:00 AM	6:00 AM	1.2	15.2	0.0	1,386	0.86	1,613	1,358
6:00 AM	7:00 AM	1.6	11.6	0.0	2,372	0.88	2,685	1,396
7:00 AM	8:00 AM	2.8	8.9	0.0	2,629	0.90	2,937	1,521
8:00 AM	9:00 AM	2.1	13.1	0.0	2,099	0.87	2,418	1,475
9:00 AM	10:00 AM	2.5	15.1	0.0	2,001	0.85	2,353	1,445
10:00 AM	11:00 AM	3.3	15.9	0.0	1,960	0.84	2,336	1,426
11:00 AM	12:00 PM	2.5	14.6	0.0	1,993	0.85	2,334	1,451
12:00 PM	1:00 PM	2.8	16.2	0.0	1,973	0.84	2,348	1,428
1:00 PM	2:00 PM	3.2	16.1	0.0	1,990	0.84	2,374	1,424
2:00 PM	3:00 PM	2.4	16.7	0.0	2,148	0.84	2,558	1,427
3:00 PM	4:00 PM	2.3	10.2	0.0	2,369	0.89	2,665	1,511
4:00 PM	5:00 PM	2.1	8.0	0.0	2,572	0.91	2,832	1,544
5:00 PM	6:00 PM	1.6	9.2	0.0	2,272	0.90	2,517	1,534
6:00 PM	7:00 PM	1.8	14.6	0.0	2,059	0.86	2,397	1,460
7:00 PM	8:00 PM	1.5	18.3	0.0	1,295	0.83	1,551	1,319
8:00 PM	9:00 PM	2.1	17.1	0.0	972	0.84	1,159	1,326
9:00 PM	10:00 PM	1.7	19.8	0.0	701	0.82	852	1,301
10:00 PM	11:00 PM	1.4	26.5	0.0	588	0.78	752	1,236
11:00 PM	12:00 AM	1.0	31.3	0.0	406	0.76	537	1,195

STEPS 11-15: VEHICLE OCCUPANCY AND COST FIGURES FOR PROJECT NUMBER 76K74

Show Costs Based on WZ SPEED LIMIT

Show Costs Based on SP LIMIT OUTSIDE WZ

Show Costs Based on BOTH Speed Limits

Average number of occupants in a passenger car. *(Default is 1.25)*	Average number of occupants in a recreational vehicle. *(Default is 2.00)*	Hourly delay cost for a single-unit truck ($/hr)	Hourly delay cost for a combination truck ($/hr)	Hourly delay cost for a recreational vehicle ($/hr)	Hourly delay cost for a passenger car ($/hr)
1.25	2.00	$25	$30	$21	$21

HIDE / SHOW DETAILS

RESULTS FOR PROJECT NUMBER 76K74

Start of Interval	End of Interval	Study period	No. of vehicles in queue*	Average spacing between vehicles in queue (ft)	Front-of-queue (ft)	Back-of-queue (ft)	Distance queue occupied (ft)	Average speed in queue (mph)	Average delay per vehicle (hr)		Delay experienced by all vehicles (hr)		Users' costs ($)						Summary of Users' Costs ($)	
													Severe Queue (SQ)		Moderate Queue (MQ)		Slower Moving Vehicles (SMV)		All (SQ+MQ+SMV)	
									Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ	Based on WZ speed limit	Based on speed limit outside of the WZ
12:00 AM	1:00 AM	1	0	0	0	0	0	-	0.00	0.00	0.3	1.2	-	-	-	-	$7.32	$33.28	$7.32	$33.28
1:00 AM	2:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	1.0	-	-	-	-	$6.31	$28.71	$6.31	$28.71
2:00 AM	3:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.2	1.0	-	-	-	-	$6.15	$27.95	$6.15	$27.95
3:00 AM	4:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.3	1.2	-	-	-	-	$7.11	$32.34	$7.11	$32.34
4:00 AM	5:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.5	2.3	-	-	-	-	$13.68	$62.19	$13.68	$62.19
5:00 AM	6:00 AM	1	0	-	-	-	-	-	0.00	0.00	2.1	7.0	-	-	-	-	$57.37	$188.25	$57.37	$188.25
6:00 AM	7:00 AM	1	0	-	-	-	-	-	0.00	0.01	6.7	18.3	-	-	-	-	$179.52	$489.04	$179.52	$489.04
7:00 AM	8:00 AM	1	0	-	-	-	-	-	0.00	0.00	3.9	14.2	-	-	-	-	$102.60	$376.34	$102.60	$376.34
8:00 AM	9:00 AM	1	0	-	-	-	-	-	0.00	0.00	1.8	9.8	-	-	-	-	$46.89	$260.70	$46.89	$260.70
9:00 AM	10:00 AM	1	0	-	-	-	-	-	0.00	0.00	1.5	9.1	-	-	-	-	$40.35	$243.81	$40.35	$243.81
10:00 AM	11:00 AM	1	0	-	-	-	-	-	0.00	0.00	1.4	8.9	-	-	-	-	$38.38	$237.58	$38.38	$237.58
11:00 AM	12:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.4	9.0	-	-	-	-	$38.79	$241.01	$38.79	$241.01
12:00 PM	1:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.5	9.0	-	-	-	-	$39.47	$240.29	$39.47	$240.29
1:00 PM	2:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.6	9.1	-	-	-	-	$41.63	$244.49	$41.63	$244.49
2:00 PM	3:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.2	10.4	-	-	-	-	$57.76	$279.59	$57.76	$279.59
3:00 PM	4:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.6	11.8	-	-	-	-	$70.33	$314.25	$70.33	$314.25
4:00 PM	5:00 PM	1	0	-	-	-	-	-	0.00	0.00	3.4	13.5	-	-	-	-	$90.52	$356.78	$90.52	$356.78
5:00 PM	6:00 PM	1	0	-	-	-	-	-	0.00	0.00	2.2	10.9	-	-	-	-	$57.68	$289.37	$57.68	$289.37
6:00 PM	7:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.7	9.5	-	-	-	-	$44.61	$254.52	$44.61	$254.52
7:00 PM	8:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.8	6.4	-	-	-	-	$49.32	$172.12	$49.32	$172.12
8:00 PM	9:00 PM	1	0	-	-	-	-	-	0.00	0.00	1.0	4.4	-	-	-	-	$25.94	$117.93	$25.94	$117.93
9:00 PM	10:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.7	3.2	-	-	-	-	$18.78	$85.39	$18.78	$85.39
10:00 PM	11:00 PM	1	0	-	-	-	-	-	0.00	0.00	0.6	2.7	-	-	-	-	$15.90	$72.30	$15.90	$72.30
11:00 PM	12:00 AM	1	0	-	-	-	-	-	0.00	0.00	0.4	1.8	-	-	-	-	$11.05	$50.26	$11.05	$50.26
						Maximum distance back-of-queue reached (ft)	Maximum distance queue occupied (ft)				SUM Delay	SUM Delay	SUM SQ	SUM SQ	SUM MQ	SUM MQ	SUM SMV	SUM SMV	SUM All	SUM All
						0	*0*				*39.9*	*175.5*	*$0.00*	*$0.00*	*$0.00*	*$0.00*	*$1,067.47*	*$4,698.52*	*$1,067.47*	*$4,698.52*

**: At the end of the corresponding interval or when there is no more vehicle in queue*

PROJECT INFORMATION			
Project Name	64 WIDENING	Date	2/20/2020
Project Number	76K74	Year of Analysis	2019
Site	W OF GREENMOUNT	Analyst Name	WB

EXPLANATIONS:
There is Severe Queue (SQ) if the average speed drops below the "Speed Threshold for SQ".
There is Moderate Queue (MQ) if the average speed drops below the "Speed Threshold for MQ".

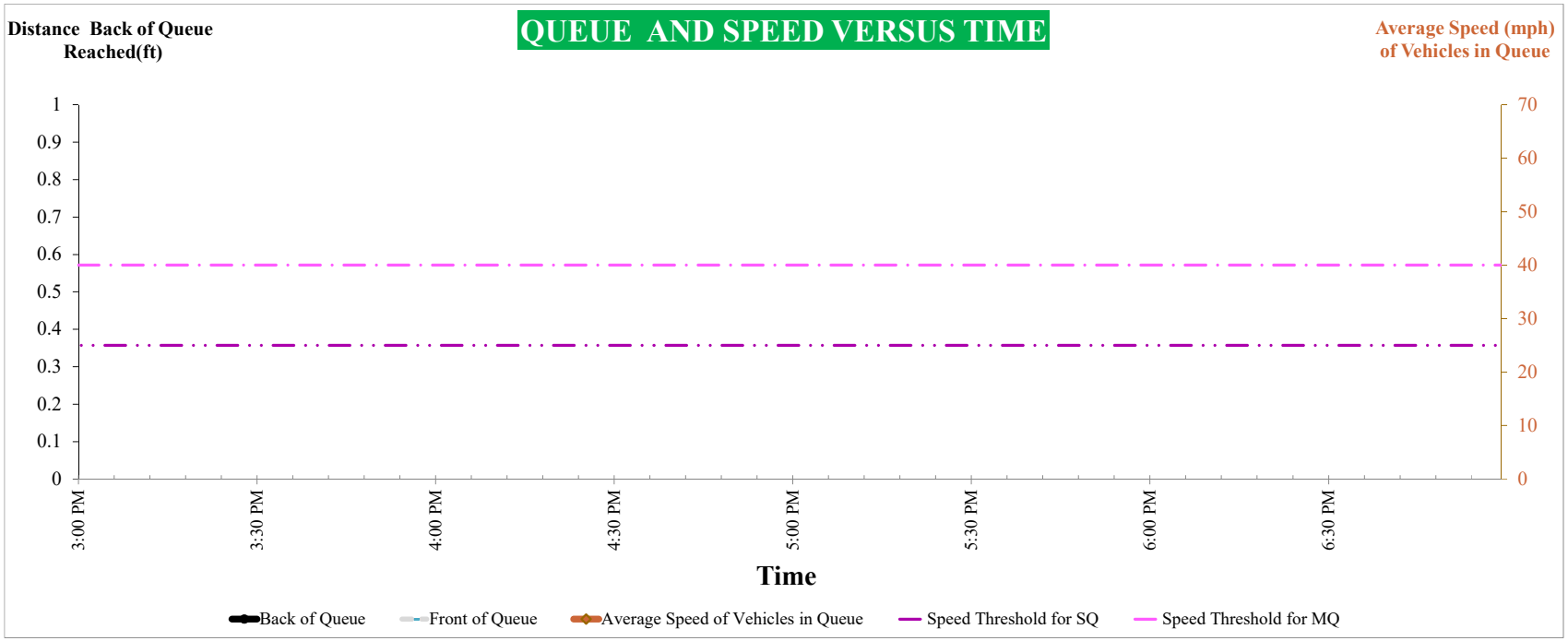


EXHIBIT E

CRASH ANALYSIS MEMORANDUM

I-64 Six Lane Expansion
West of Green Mount Road to West of IL 158

Phase I
Route FAI-64
Job Number: P-98-003-16
PTB 181/014 - Work Order 1
St. Clair County

Illinois Department of Transportation
District 8

CMT Project No. 16066-10-02

Crash Analysis

March 2019

CMT
Engineers and Consultants

2750 West Washington Street
Springfield, Il 62702

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C. Overall Crash Analysis by Severity

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1.2 Crashes by Severity
1.3 Road Surface Conditions
1.4 Time of Day/Day of Week
1.5 Other Significant Conditions
1.6 Contributing Factors
1.7 Countermeasures

Segment 2 – Eastbound I-64, West of Green Mount Road Interchange

2.1 Crashes by Type
2.2 Crashes by Severity
2.3 Road Surface Conditions
2.4 Time of Day /Day of Week
2.5 Other Significant Conditions
2.6 Contributing Factors
2.7 Countermeasures

Segment 3 - Westbound I-64, Green Mount Road Interchange

3.1 Crashes by Type
3.2 Crashes by Severity
3.3 Road Surface Conditions
3.4 Time of Day/Day of Week
3.5 Other Significant Conditions
3.6 Contributing Factors
3.7 Countermeasures

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Segment 4 - Eastbound I-64, Green Mount Road Interchange

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- **4.3 Road Surface Conditions**
- **4.4 Time of Day/Day of Week**
- **4.5 Other Significant Conditions**
- **4.6 Contributing Factors**
- **4.7 Countermeasures**

Segment 5 – Westbound I-64, East of Green Mount Road Interchange

- **5.1 Crashes by Type**
- **5.2 Crashes by Severity**
- **5.3 Road Surface Conditions**
- **5.4 Time of Day/Day of Week**
- **5.5 Other Significant Conditions**
- **5.6 Contributing Factors**
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Segment 6 – Eastbound I-64, East of Green Mount Road Interchange

- **6.1 Crashes by Type**
- **6.2 Crashes by Severity**
- **6.3 Road Surface Conditions**
- **6.4 Time of Day/Day of Week**
- **6.5 Other Significant Conditions**
- **6.6 Contributing Factors**
- **6.7 Countermeasures**

E. Conclusion

Appendix

1. **Exhibit 1: Logical Segment Map**
2. **Exhibit 2: Crash Frequency & Crash Type Diagram**

Appendix

A. Introduction

A crash analysis was conducted along I-64 for the years 2011-2016, from the west project limit (milepost 15.0) to the east project limit (milepost 17.90). As shown on Exhibit 1, the west project limits are located 0.8 miles west of Green Mount Road and the east project limits are located 2.8 miles west of IL Route 158. The 2011 to 2016 crash data analyzed was provided by the Illinois Department of Transportation (IDOT). According to IDOT, this study area of I-64 is not identified as part of the high-priority five-percent segments or intersections statewide.

FAI-64 Interstate is a state-maintained Class 1 truck route through a semi-rural surrounding area. Within the study area, there are 3–12 foot travel lanes with a 40 foot flush paved median and concrete barrier west of the Green Mount Road interchange and 2–12 foot travel lanes with 6 foot paved shoulders adjacent to the turf median and 10 foot wide paved outside shoulders through the interchange and to the east to MP 17.64. From MP 17.64 to 17.90 there are 3–12 foot travel lanes with a 40 foot flush paved median and concrete barrier. The posted speed limit is 65mph on I-64 with 45mph posted on the interchange ramps at Green Mount Road.

The study area was subdivided into six segments to prioritize crash locations. Table A shows the safety mile stations of six logical segments, separated by direction of travel, which focus on the areas east and west of the Green Mount Road Interchange and the interchange itself. The functional length is defined as the length of I-64 measured along the centerline including the limits of the entrance/exit ramps.

Table A. Logical Segments by Direction of Travel and Safety Mile Station

	Safety Mile Station	Functional Length
Segment 1 – Westbound I-64, West of Green Mount Rd Interchange	15.0-15.50	0.5 Mile
Segment 2 – Eastbound I-64, West of Green Mount Rd Interchange	15.0-15.50	0.5 Mile
Segment 3 - Westbound I-64, Green Mount Rd Interchange	15.51-16.20	0.69 Mile
Segment 4 - Eastbound I-64, Green Mount Rd Interchange	15.51-16.20	0.69 Mile
Segment 5 - Westbound I-64, East of Green Mount Rd Interchange	16.21-17.90	1.69 Mile
Segment 6 - Eastbound I-64, East of Green Mount Rd Interchange	16.21-17.90	1.69 Mile

See Exhibit 1: Logical Segment Map in the Appendix for a graphical layout of the segments. In the analysis, each segment's data was also separated into westbound and eastbound travel lanes.

B. Overall Crash Analysis by Type

This crash analysis reviewed 149 total crashes between 2011 and 2016 within the project limits. Exhibit 2: Crash Frequency & Crash Type Diagram (2011-2016) in the Appendix visualizes the crash data by segment. Table 1 illustrates the total crashes by type and direction. The overall data shows that Rear End (29%), Fixed Object (28%), and Sideswipe Same Direction (21%) crash types are the most prevalent within the study limits.

Figure 1A. Summary of Total Crashes by Type along I-64

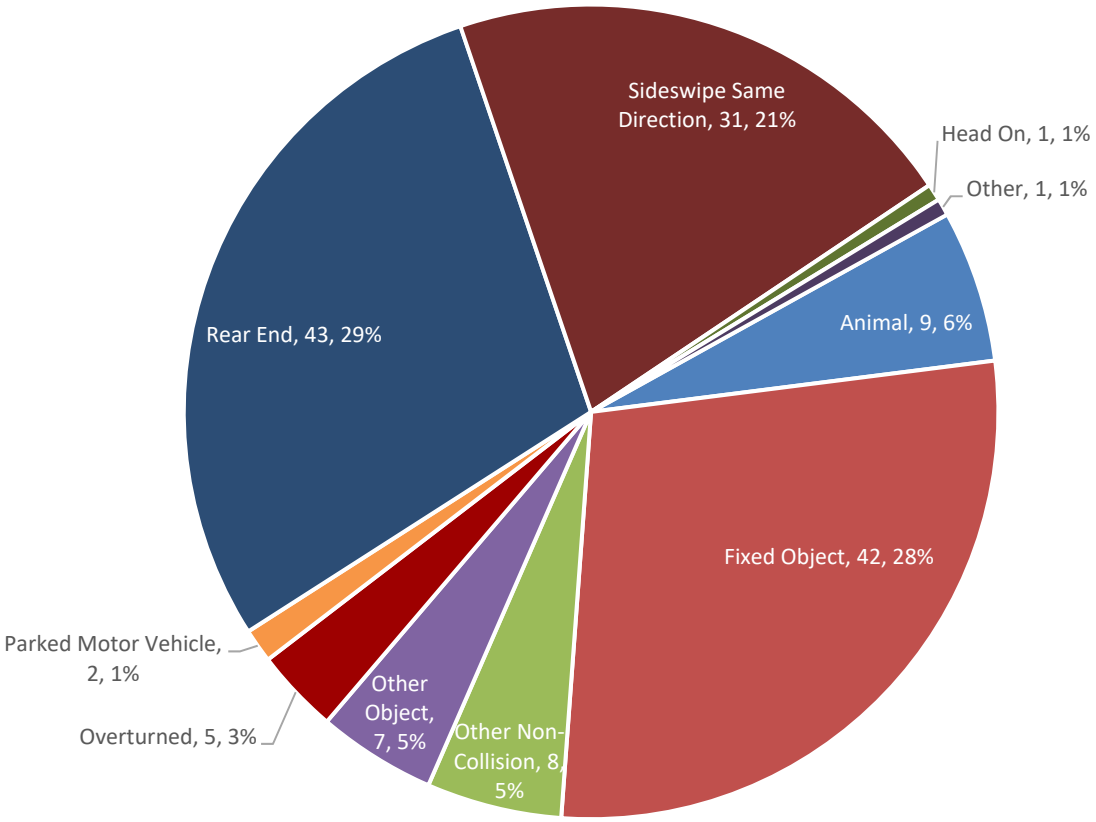


Table 1. Summary of Total Crashes by Type along I-64, 2011-2016

		Westbound		Eastbound		Total	
Crash Type	Animal	6	13%	3	3%	9	6%
	Fixed Object	14	31%	28	27%	42	28%
	Other Non-Collision	3	7%	5	5%	8	5%
	Other Object	2	4%	5	5%	7	5%
	Overturned	3	7%	2	2%	5	3%
	Parked Motor Vehicle	1	2%	1	1%	2	1%
	Rear End	7	16%	36	35%	43	29%
	Sideswipe Same Direction	8	18%	23	22%	31	21%
	Head On	1	2%	0	0%	1	1%
	Other	0	0%	1	1%	1	1%
	Total	45	100%	104	100%	149	100%

C. Overall Crash Analysis by Severity

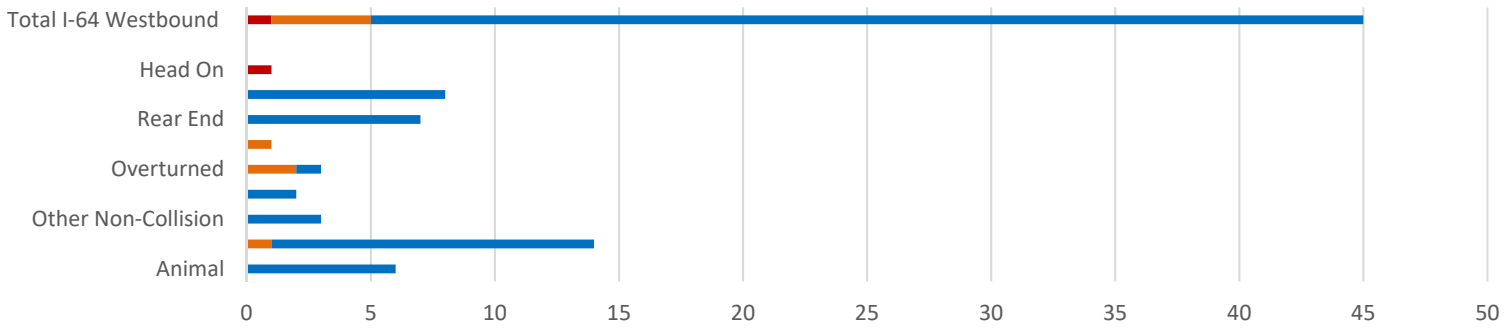
Crashes are categorized by five severity levels, a brief description of each is provided below. Each crash is classified by the highest severity injury sustained. ***Note that some crashes involve multiple injuries.***

- Type K (Fatal) – A traffic crash involving at least one motor vehicle in transport in which at least one person dies within 30 days after the motor vehicle crash in which the injury occurred.
- Type A (Incapacitating injury) — A crash that involves any injury, other than fatal, that prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Inclusions: severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.
- Type B (Non-incapacitating injury) — A crash that involves any injury, other than a fatal or incapacitating injury, that is evident to observers at the scene of the crash. Inclusions: lumps on the head, abrasions, bruises, and minor lacerations.
- Type C (Reported, not evident injury) — A crash that involves any injury reported or claimed that is not listed above. Inclusions: momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea, hysteria.
- Property Damage Only — A crash that involves no injuries or fatalities, but damage is caused to either vehicle and the costs of the damage is assessed to be at least $1,500 when all drivers are insured, or $500 if any of the drivers are uninsured.

Source: Manual on Classification of Motor Vehicle Traffic Crashes, Eighth Edition

Of the 149 total crashes within the I-64 project limits, 22 crashes resulted in severe Injury (Types A or B) being reported and 4 crashes resulted in Injury Type K (Fatal) being reported. Figures 2A and 2B summarize crash data by type and crash severity for I-64 westbound and I-64 eastbound respectively.

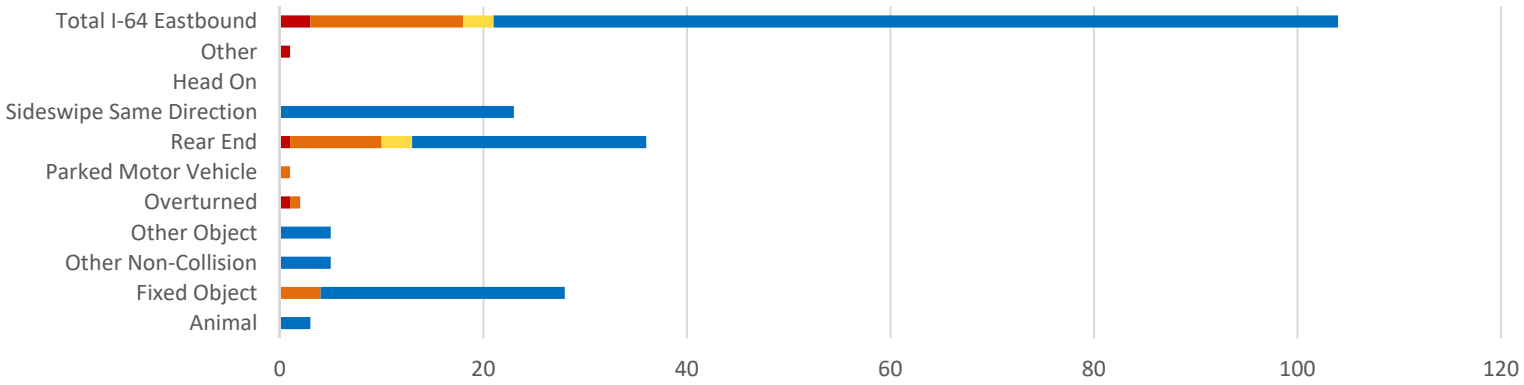
Figure 2A. Crash Severity by Type along I-64 Westbound, 2011-2016



	Animal	Fixed Object	Other Non-Collision	Other Object	Overturned	Parked Motor Vehicle	Rear End	Sideswipe Same Direction	Head On	Other	Total I-64 Westbound
Fatality (Type K)	0	0	0	0	0	0	0	0	1	0	1
Injury (Type A or B)	0	1	0	0	2	1	0	0	0	0	4
Injury (Type C)	0	0	0	0	0	0	0	0	0	0	0
Non-Injury	6	13	3	2	1	0	7	8	0	0	40

Of the 45 total westbound crashes in the study area, there were 5 crashes (11%) that resulted in severe injuries being documented in the police reports. These 5 crashes were documented as Injury Type A (1 Overturned type), Injury Type B (3 crashes; 1 Fixed Object type, 1 Overturned type, and 1 Parked Motor Vehicle type) and Injury Type K (1 crash, Head On type). There were no crashes documented as Injury Type C in the westbound travel direction.

Figure 2B. Crash Severity by Type along I-64 Eastbound, 2011-2016



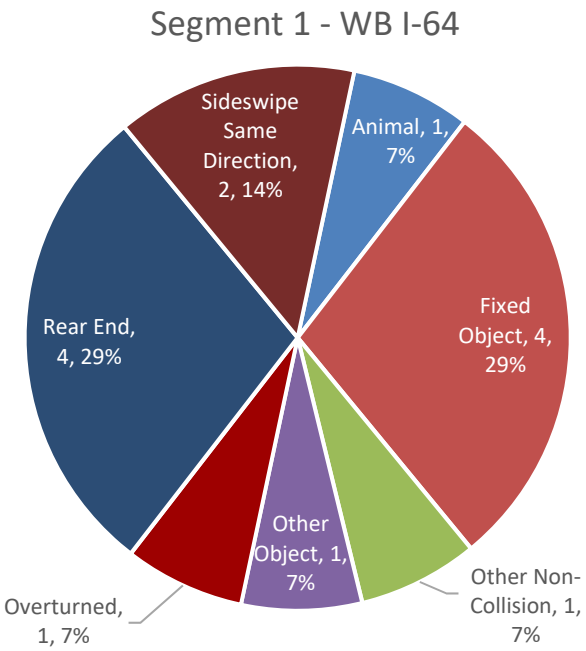
	Animal	Fixed Object	Other Non-Collision	Other Object	Overturned	Parked Motor Vehicle	Rear End	Sideswipe Same Direction	Head On	Other	Total I-64 Eastbound
Fatality (Type K)	0	0	0	0	1	0	1	0	0	1	3
Injury (Type A or B)	0	4	0	0	1	1	9	0	0	0	15
Injury (Type C)	0	0	0	0	0	0	3	0	0	0	3
Non-Injury	3	24	5	5	0	0	23	23	0	0	83

Of the 104 total eastbound crashes in the study area, there were 18 crashes (17%) that resulted in severe injuries being documented in the police reports. Six crashes were documented as resulting in Injury Type A (3 Rear End type, 1 Fixed Object type, 1 Overturned type, 1 Parked Motor Vehicle type). Nine crashes were documented as resulting in Injury Type B (6 Rear End type, 3 Fixed Object type). Three crashes resulted in documentation of Injury Type K (1 Rear End type, 1 Other, 1 Overturned type).

See Section D: Logical Segment Assessment for additional details regarding crashes with documented injuries. Fatal crashes are described in detail within the Segment in which they occurred. See Exhibit 2 in the Appendix for visual location of crashes resulting in severe Injury.

D. Logical Segment Assessment

Segment 1 – Westbound I-64, West of Green Mount Road Interchange



1.1 Crashes by Type and Location

A total of 14 crashes occurred within Segment 1 from 2011 to 2016. The most common crash types for the segment of WB I-64 West of Green Mount Road were *Rear End Type* (29%, 4), *Fixed Object Type* (29%, 4) and *Sideswipe Same Direction Type* (14%, 2). These three crash types make up 72% of the total crashes within Segment 1.

Rear End Crashes

The police reports indicated that one Rear End type crash resulted from ice causing loss of vehicle control. Two Rear End crashes noted drivers failing to reduce speed for slowing or stopped traffic for a construction zone ahead. The final Rear End type crash in this Segment was due to driver error while changing lanes.

Fixed Object Crashes

Two Fixed Object type crashes in this Segment involved vehicles hitting the center median concrete barrier. The other two Fixed Object type crashes involved vehicles hitting off-roadway fences. All Fixed Object crashes in this Segment happened during rain and wet pavement conditions according to the police reports indicating that the crashes occurred due to weather and road condition (rain caused loss of control). Weather and wet road surface conditions are contributing factors to this crash type.

Sideswipe Same Direction Crashes

Police reports noted the drivers were changing lanes at the time of the crash in both Sideswipe Same Direction crashes. Based on the reported locations of these crashes at MP 15.12 and 15.14, there are no travel lanes merging or tapering. Driver error is the contributing factor to Sideswipe Same Direction crashes in Segment 1.

Summary of Crashes by Type and Location

Rear End type crashes in this Segment occurred due to driver error for failure to slow or change lanes and due to weather and road conditions. The Fixed Object type crashes all have wet pavement as a contributing factor to the crash. The Sideswipe Same Direction crashes in this Segment were due to driver error. The location of these crashes is not a contributing factor.

1.2 Crashes by Severity

See Exhibit 2 in the Appendix. There were two crashes in Segment 1 that were documented as resulting in Injury Type B. One crash was a Fixed Object type where the motorist hit the median concrete barrier due to wet pavement conditions (heavy rain caused loss of control) as noted in the police report. The second crash involved an overturned motorcycle that noted a rear tire blowout in the police report as the cause of the crash.

1.3 Road Surface Conditions

Segment 1 – Westbound I-64, West of Green Mount Road Interchange

Condition	Number of Crashes
Dry	8
Wet	5
Snow/Slush	0
Ice	1

Within Segment 1, 6 (43%) of the 14 total crashes occurred when the pavement was wet or icy. Also, one crash in Segment 1 that resulted in a severe Injury (Type B) was related to wet pavement.

1.4 Time of Day/Day of Week

Segment 1 – Westbound I-64, West of Green Mount Road Interchange

Condition	Numbers of Crashes
Day	7
Dawn/Dusk	0
Night	7

Of the 14 total crashes that occurred in Segment 1, 4 occurred in the morning (midnight to noon), 6 occurred during the day (noon to 5pm), and 3 occurred at night (5pm to midnight). Twenty-eight percent (28%, 4 of 14) of WB crashes occurred within the PM peak period of 3:00pm to 7:00pm on

weekdays. Eighty-six percent (12 of 14) of the crashes occurred on weekdays, while only 2 crashes occurred during the weekend. Although there are no distinct patterns in the time of day these crashes occurred, with 86% occurring on weekdays, increased traffic volumes on weekdays is a contributing factor of Segment 1 crashes.

1.5 Other Significant Conditions

None identified.

1.6 Contributing Factors

After reviewing the crash data for Segment 1, it was concluded that the contributing factors for the predominant crash types are:

1. Driver error
2. Weather/road condition
3. Traffic congestion

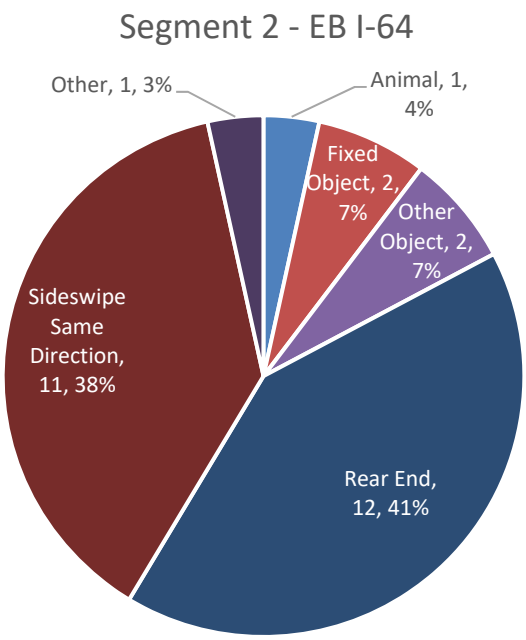
The location of crashes is not a contributing factor to the crash types within Segment 1.

1.7 Countermeasures

In Segment 1, widening the section of I-64 east of the entrance ramp to provide three travel lanes throughout the entire segment would alleviate traffic congestion. This would also extend a contiguous typical section of three travel lanes in each direction.

Although no countermeasure can be proposed to address driver error, providing a skid resistant surface on I-64 can help to reduce crashes occurring on wet pavement. Currently the CRS value for the pavement in this section of WB I-64 is 7.8, which is considered excellent condition.

Segment 2 – Eastbound I-64, West of Green Mount Road Interchange



2.1 Crashes by Type and Location

A total of 29 crashes occurred within Segment 2 from 2011 to 2016. The most common crash type for this segment of EB I-64 West of Green Mount Road were *Rear End Type* (41%, 12) followed by *Sideswipe Same Direction Type* (38%, 11).

Rear End Crashes

See Figure 2.1a for details. Eighty-three (83%, 10 of 12) of the Rear End type crashes occurred in the far-right exit lane to Green Mount Road. The far-right travel lane becomes an exit only lane approximately 0.5 miles west of the exit ramp terminal. Police reports stated drivers failed to reduce speed for the conditions of slow or stopped traffic ahead in all 10 Rear End crashes occurring in the far-right lane. Thirty percent (3 of 10) of the far-right lane Rear End crashes were documented as resulting in Injury Type A or B. Traffic congestion, due to vehicle queuing backup on the exit 16 ramp, is a contributing factor for this crash type in Segment 2.

Fig. 2.1a - Rear End Crash Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201201018678	15.04	Far-Right	Slow/Stop In Traffic
201400185795	15.45	Far-Right	Slow/Stop In Traffic
201400202864	15.48	Far-Right	Slow/Stop In Traffic
201501282620	15.35	Far-Right	Slowing to Stop
201501284891	15.36	Far-Right	Stopped
201601107504	15.16	Far-Right	Slow
201601102520	15.20	Far-Right	Slow/Stop In Traffic
201601280811	15.24	Far-Right	Slow/Stop In Traffic
201601293167	15.27	Far-Right	Slow/Stop In Traffic
201601086315	15.34	Left crossing to Far-Right	Changing Lanes
201601285252	15.36	Far-Right	Slow/Stop In Traffic
201601211222	15.43	Left	Changing Lanes

Fixed Object Crashes

The two Fixed Object type crashes in this Segment involved vehicles hitting the concrete median barrier and a delineator post adjacent to the ramp exit lane. Per the police report, the motorist striking the barrier was in the far-right lane and lost control while attempting to merge left after noting the lane ended. The motorist who struck the delineator post was driving on the shoulder with two flat tires for some time according to the police report. Driver error is a factor contributing to this type of crash in Segment 2.

Sideswipe Same Direction Crashes

There were 11 Sideswipe Same Direction type crashes in this Segment. This Segment consists of 3 EB travel lanes with the far-right lane as an "exit only" lane to Green Mount Road. Police reports noted the driver was changing lanes at the time of the crash in 55% (6) of these type of crashes, 3 of which involved motorists in the far-right exit lane swerving/changing lanes to move into the center through lane of EB I-64, as stated in the police reports. One crash noted traffic congestion ahead in the police report as a factor of the crash. No Injuries reported for this type of crash in this Segment. Driver error when changing lanes is the contributing factor for this crash type in Segment 2. The location for this type of crash, specifically within the "exit only" lane, is a contributing factor for this crash type.

Summary of Crashes by Type and Location

Traffic congestion causing slow or stopped traffic is the contributing factor for this Segment's Rear End type crashes and Sideswipe Same Direction type crashes. Unsuccessfully changing lanes (driver error) and location contributed to Sideswipe Same Direction type crashes in this Segment. Driver error is the factor contributing to Fixed Object type crashes in Segment 2.

2.2 Crashes by Severity

See Exhibit 2 in the Appendix. There were 4 crashes in Segment 2 that were documented as resulting in Injury Type A, B or K. All of those crashes resulting in severe Injuries occurred in the far-right exit only lane to Green Mount Road and 3 of 4 were Rear End type crashes. As discussed in Section 2.1, slow/stopped traffic was noted in the police reports as a factor for these crashes. The only non-rear end type crash with reported severe injuries was an Other type and is described below.

Fatal Crash (Injury Type K)

- On 6/24/12 at 2:12 AM a pedestrian was fatally struck by an EB passing car while appearing to flag down the passing vehicle as stated in the police report. The EB motorist was in the far-right lane for exit 16 to Green Mount Road. The pedestrian's vehicle was parked on the outside shoulder with the hood up. Weather was clear and the pavement was dry. There is no roadway lighting at this location.

  There is no information from the police report indicating that shoulder width or lighting are contributing factors for this crash. ***No indication was given in the police report that the passing***

motorist could not move over a lane to provide a clear buffer for the disabled vehicle. A contributing factor of this crash is driver error.

2.3 Road Surface Conditions

Segment 2 – Eastbound I-64, West of Green Mount Road Interchange

Condition	Number of Crashes
Dry	22
Wet	5
Snow/Slush	1
Ice	1

Wet, snow or ice road surface conditions were listed in 24% (7) of the Segment 2 crash reports. All crashes resulting in severe Injuries occurred with dry pavement conditions.

2.4 Time of Day/Day of Week

Segment 2 – Eastbound I-64, West of Green Mount Road Interchange

Condition	Numbers of Crashes
Day	9
Dawn/Dusk	3
Night	17

Sixty-two percent (62%, 17 of 29) crashes in this Segment occurred in darkness. Eight reports for night time crashes listed the lighting as "darkness, lighted road". However, the crash reports do not indicate that insufficient/poor roadway lighting contributed to crashes in this Segment.

Eighty-three percent (83%, 24 of 29) EB crashes occurred on weekdays in Segment 2. Forty-eight percent (48%, 14 of 29) of crashes occurred during the PM peak period (3:00pm to 7:00pm) on weekdays; 8 of which were Rear End type crashes. The higher percentage of crashes during the PM peak for Segment 2 suggests the increased traffic volumes during the peak traffic period for the eastbound direction is a contributing factor to crashes.

2.5 Other Significant Conditions

At the beginning of Segment 2, the outside eastbound travel lane becomes an exit only lane at approximately MP 15.0 where there is an overhead sign indicating the lane designation as "exit only". There were 11 crashes in Segment 2 occurring in this exit only lane, with 3 resulting in Injury Type A or B. Police reports consistently noted slow/stopped traffic in the exit only lane and on the ramp. Because the intersection of the exit ramp 16 and Green Mount Road is signalized, queueing backups on the exit ramp indicate that signal timing is insufficient to dissipate the queue.

2.6 Contributing Factors

After reviewing the crash data for Segment 2, it was concluded that the contributing factors for the predominant crash types are:

1. Traffic congestion, due to queuing in the outside exit only lane and the PM peak period (3:00 to 7:00 PM)
2. Weather/road surface condition
3. Driver error

2.7 Countermeasures

For Segment 2, the following countermeasures are recommended to address the contributing factor of traffic congestion:

a. The intersection of I-64 exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and signal improvements are outside of I-64 Widening project limits.

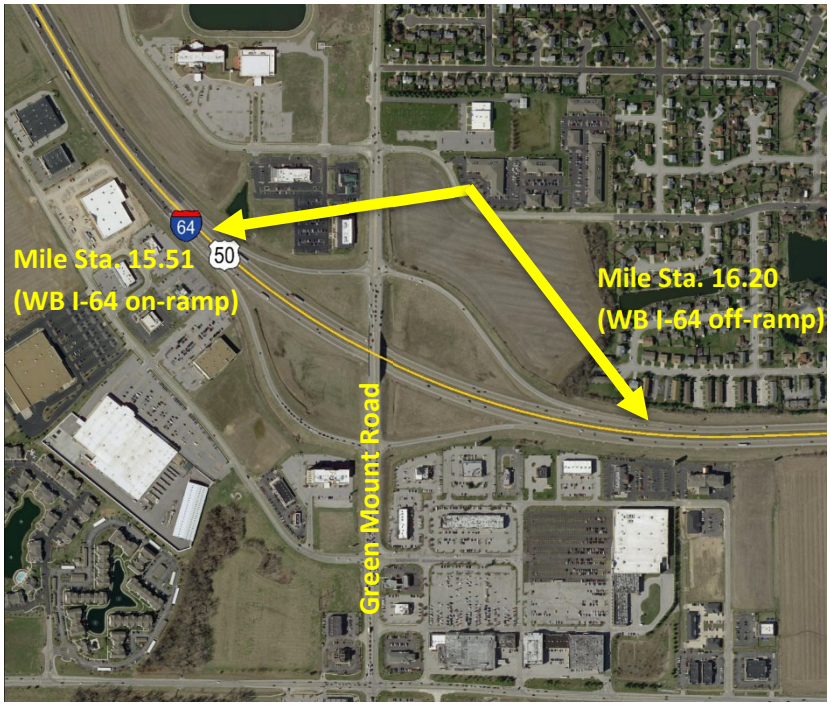
b. The addition of one EB travel lane to the current existing three lane section would alleviate traffic congestion downstream of Segment 2 as a contributing crash factor. This would also extend a contiguous typical section of 3 travel lanes in each direction, which currently exists both east and west of the project limits.

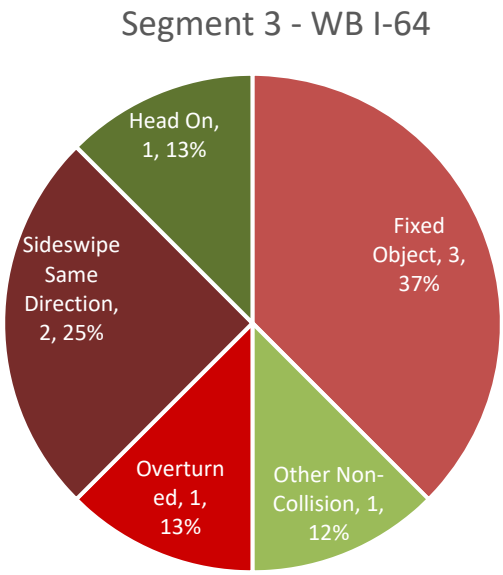
c. Additional signage or pavement markings could be added to assist drivers in making decisions to merge left safely to continue travel on eastbound I-64. This countermeasure could potentially reduce the number of Fixed Object and Sideswipe Same Direction type crashes in this Segment.

To address the contributing factor of weather and wet road surface conditions, providing a skid resistant surface on I-64 can help to reduce crashes occurring on wet pavement and currently this Segment of EB I-64 has a CRS value of 7.8, which is considered excellent condition.

No countermeasure can address driver error for failure to safely change lanes. Widening of I-64 pavement would provide additional space for drivers to maneuver to avoid a crash. Driver error was a contributing factor to the one crash resulting in fatal Injury for this Segment.

Segment 3 – Westbound I-64, Green Mount Road Interchange





3.1 Crashes by Type and Location

A total of eight crashes occurred in Segment 3 from 2011 to 2016. The predominate crash types in Segment 3 are *Fixed Object Type* (37%, 3) and *Sideswipe Same Direction Type* (25%, 2).

Fixed Object Crashes

The fixed objects hit in this Segment include:

1. A lodging informational sign at MP 16.17 with the police report listing contributory causes as swerving to avoid another vehicle and wet pavement.
2. Median cable barrier at MP 16.15 with the driver stating not feeling well and potentially blacking out while driving.
3. The concrete median barrier at MP 15.66 from loss of vehicle control due to rain and wet pavement.

The location of these crashes is not a contributing factor.

Sideswipe Same Direction Crashes

The two Sideswipe Same Direction type crashes occurred while drivers were changing lanes according to the police reports. The crashes for this type were documented as occurring at mile post 15.66 and mile post 15.72, which is immediately prior to convergence of the Green Mount Road entrance ramp at approx. mile post 15.60. One crash involved a motorist passing in the right lane while the other vehicle attempted to change lanes from the left to right lane. The proximity to the entrance ramp is a contributing factor in these crashes.

Summary of Crashes by Type and Location

The Sideswipe Same Direction type crashes in this Segment are attributed to drivers failing to safely change lanes near a merging entrance ramp. Fixed Object crashes in Segment 3 have contributing factors of driver physical condition and wet road surface conditions.

3.2 Crashes by Severity

See Exhibit 2 in the Appendix. There was one crash that resulted in Injury Type A involving a wrong-way driver, believed to have suffered a diabetic emergency according to the police report, who was traveling east on the westbound I-64 shoulder near MP 15.6. This crash location is one tenth of a mile east of where the concrete barrier centered in the median ends and the cable barrier on the edge of the EB I-64 shoulder begins. The lack of a continuous concrete median barrier in this Segment is a contributing factor to crashes resulting in severe Injury.

There was one crash in Segment 3 that resulted in Injury Type K (Fatal).

Fatal Crash (Injury Type K)

- One fatal crash occurred at 1:32 AM on 11/10/12 when an EB wrong-way driver in the left WB lane collided with a WB tractor trailer just east of Green Mount Road. The WB tractor trailer is noted in the police report as having changed lanes into the left lane to pass another truck and upon seeing the wrong way driver in that lane both the tractor trailer and the wrong-way driver swerved to the median shoulder in an attempt to avoid the crash. Weather was clear and the pavement was dry. There is no roadside lighting at this location.

  No information provided in the police report on how the vehicle came to be driving the wrong direction. Based on location, the crash occurred prior to the westbound off ramp, which could have been a potential wrong-way entry onto the westbound travel lanes. Another possible assumption could be that the driver was eastbound and somehow crossed the median to the wrong side of I-64. ***A concrete barrier median, installation of roadway lighting and/or additional signage may have prevented this head-on collision. A contributing factor of this crash is driver error for wrong-way driving.***

3.3 Road Surface Conditions

Segment 3 - Westbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Dry	5
Wet	3
Snow/Slush	0
Ice	0

Wet road surface conditions were listed in 38% (3 of 8) of the Segment 3 crash reports. No crashes resulting in severe Injuries documented wet pavement at the time of crash.

3.4 Time of Day /Day of Week

Segment 3 - Westbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Day	3
Dawn/Dusk	1
Night	4

Of the 8 total crashes that occurred in Segment 3, 3 (37.5%) occurred in the morning (midnight to noon), 2 (25%) occurred during the day (noon to 5pm), and 3 (37.5%) occurred at night (5pm to midnight). There are roadside lights at the terminal of the entrance ramp and the remainder of Segment 3 is unlit. Four (50%) crashes occurred during the weekend, while 4 (50%) crashes occurred on a weekday. There are no apparent patterns to time of day or day of week for Segment 3 crashes.

3.5 Other Significant Conditions

In this Segment, there is a 6' wide inside paved shoulder adjacent to the WB travel lanes and a median cable barrier along the eastbound shoulder. Per BDE design criteria, the left (inside) paved shoulders are required to be 10' wide. The 6' wide paved shoulders do not meet current design standards and therefore provide less space for drivers to maneuver safely in avoiding a crash.

3.6 Contributing Factors

After reviewing the crash data for Segment 3, it was concluded that the contributing factors for the predominant crash types are:

1. Driver error while changing lanes/direction of travel
2. Location proximity to an entrance ramp
3. Weather/road conditions

The absence of a continuous solid concrete median barrier and/or roadside lighting may have contributed to the Head On type and Overturned type crashes that resulted in severe Injury in this Segment.

3.7 Countermeasures

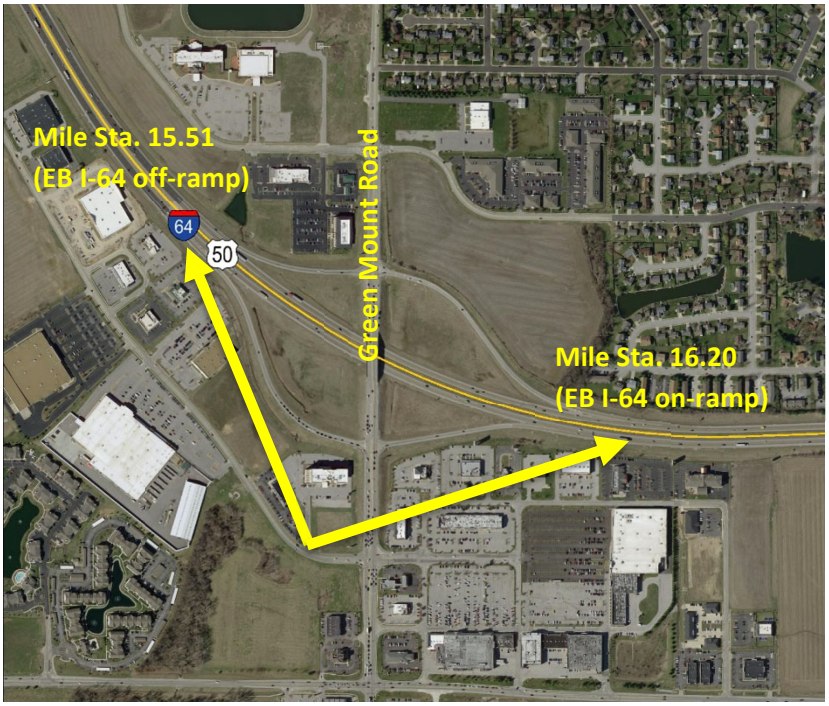
For Segment 3, the following countermeasures are recommended:

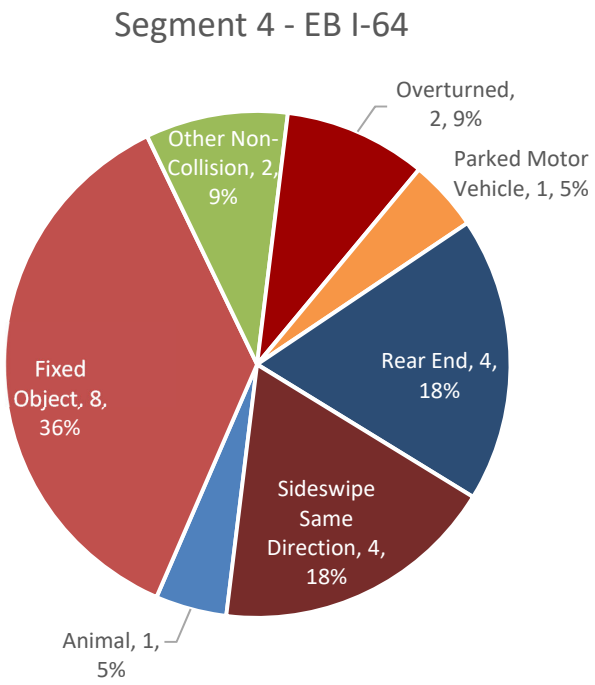
a. Widening I-64 westbound to provide an additional travel lane for vehicles to use would reduce weaving conflicts and congestion near the merging interchange ramp.

b. Extending the concrete median barrier from adjacent I-64 segments could prevent crashes resulting in severe Injury.

Currently the CRS value for the pavement in this section of WB I-64 is 7.8, which is considered excellent condition. Therefore, no countermeasure is proposed to address the contributing factor of wet pavement due to weather conditions**.**

Segment 4 – Eastbound I-64, Green Mount Road Interchange





4.1 Crashes by Type and Location

A total of 22 crashes occurred in Segment 4 from 2011 to 2016. The predominate crash types in Segment 4 are *Rear End Type* (18%,4), *Fixed Object Type* (36%, 8) and *Sideswipe Same Direction Type* (18%, 4).

Rear End Crashes

Rear End crashes in this segment occurred within a tenth of a mile of MP 15.6, which is the location of where the exit ramp to Green Mount Road physically diverges from the eastbound I-64. Two of the four (50%) crashes of this type reported slowed or stopped traffic ahead; both of which occurred due to stopped/slow traffic on the exit ramp to Green Mount Road. The pavement condition was dry for all Rear End crash types in this Segment. Traffic congestion is a contributing factor for this crash type in Segment 2.

Fig. 4.1a – Rear End Crashes Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201501065277	15.55	Exit Only	Stop/Slow In Traffic
201501138689	15.64	Left	Straight Ahead
201501199852	15.65	Left	Straight Ahead
201601079207	15.52	Exit Only	Stopped

Fixed Object Crashes

Fifty percent of the Fixed Object crashes in this Segment involved hitting the median cable or concrete barrier; three of which reported wet or icy pavement conditions. Two of the eight (25%) Fixed Object crashes involved hitting the outside fencing along the Interstate where the police reports indicate drivers lost control prior to running off the roadway; one of which reported wet pavement conditions. One vehicle struck the "Exit 16" sign in a failed attempt to re-enter I-64 from the exit ramp according to a witness statement in the police report. The location of these crashes is not a contributing factor.

Sideswipe Same Direction Crashes

Fig. 4.1a – Sideswipe Same Direction Crashes Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201101282786	15.55	Center	Changing Lanes near exit ramp
201301375476	15.75	Center	Changing Lanes near entrance ramp
201400031242	15.55	Center	Construction Zone lane reduction
201501242144	16.18	Center	Straight Ahead near entrance ramp

Fifty percent (2 of 4) of the Sideswipe Same Direction type crashes occurred while drivers were changing lanes according to the police reports. The other two crashes of this type in Segment 4 are attributed to driver error for failure to stay in lane. Pavement condition was dry for all crashes of this type in Segment 4. The location and proximity to an exit or entrance ramp is a contributing factor.

Summary of Crashes by Type and Location

Slow or stopped traffic is a contributing factor to Rear End crashes in Segment 4. Contributing factors to Fixed Object crashes include wet or icy pavement and driver error. Driver error and location are contributing factors in the Sideswipe Same Direction type crashes for Segment 4.

4.2 Crashes by Severity

See Exhibit 2 in the Appendix. Twenty-three percent (5 of 22) of crashes in Segment 4 were documented as resulting in severe Injury Type A, B, or K.

There were 2 crashes resulting in Injury Type A. One was an Overturned type crash involving an overturned oil truck whose driver reported falling asleep prior to overturning over the median cable barrier. The other crash resulting in Injury Type A involved a parked vehicle disabled on the outside shoulder prior to the exit ramp to Green Mount Road and the motorist in the far-right lane indicated they drifted over the rumble strip and rear ended the parked vehicle. The pavement surface was wet at the time of this crash.

One Rear End type crash with a contributing factor of backed up traffic in the far-right exit lane to Green Mount Road resulted in Injury Type B. One Fixed Object type crash occurred where the driver failed to stay on the Green Mount Road exit ramp and hit the "Exit 16" sign resulted in Injury Type B. The driver stated they "spaced out" and drove off the road, whereas a witness stated it appeared Unit 1 swerved to get back onto the Interstate.

Fatal Crash (Injury Type K)

- A fatal crash occurred on 9/28/14 at 5:00 PM when an EB motorcyclist lost control just east of the Green Mount Road overpass. The motorcyclist was slowing for construction zone traffic ahead when motorcycle overturned and sent rider sliding across the pavement. Weather was clear and the pavement was dry. ***Driver failed to slow for traffic ahead, possible countermeasures are unknown.***

4.3 Road Surface Conditions

Segment 4 - Eastbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Dry	15
Wet	5
Snow/Slush	0
Ice	2

Wet, snow or icy road surface conditions were listed in 32% (7 of 22) of the Segment 4 crash reports. Only one crash resulting in severe Injuries (Type A) noted wet pavement at the time of Rear End type crash.

4.4 Time of Day /Day of Week

Segment 4 - Eastbound I-64, Green Mount Road Interchange

Condition	Number of Crashes
Day	11
Dawn/Dusk	1
Night	11

Of the total 22 crashes that occurred within Segment 4, 7 (32%) crashes occurred in the morning (midnight to noon), 8 (36%) occurred during the day (noon to 5pm), and 7 (32%) occurred at night (5pm to midnight). Seventeen crashes occurred on a weekday, while 5 (23%) occurred during the weekend. With 77% of crashes occurring on weekdays, increased traffic volumes on weekdays is a contributing factor of Segment 4 crashes.

Five of the seven reports for night time crashes listed the lighting as "darkness, lighted road", however, the crash reports do not indicate that insufficient/poor roadway lighting is contributing to crashes.

4.5 Other Significant Conditions

Two crashes in Segment 4 were noted as occurring within construction zones.

4.6 Contributing Factors

After reviewing the crash data for Segment 4, it was concluded that the contributing factors for the predominant crash types are:

1. Traffic congestion and location, due to queuing in the eastbound outside exit lane and congestion on mainline I-64
2. Wet/icy road surface conditions
3. Driver error

4.7 Countermeasures

For Segment 4, the following countermeasures are recommended to address the contributing factor of traffic congestion:

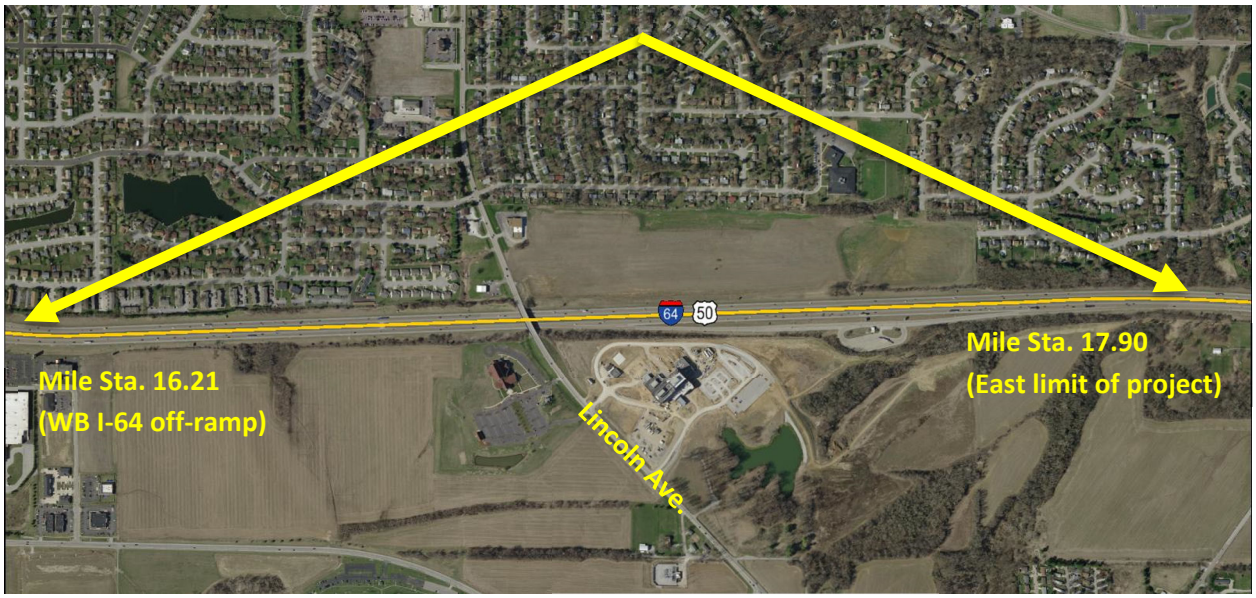
a. The intersection of exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and traffic signal improvements are outside of I-64 Widening project limits.

b. Widening I-64 and the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) downstream of Segment 4. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits.

Currently the CRS value for the pavement in this section of WB I-64 is 7.8, which is considered excellent condition. Therefore, no countermeasure is proposed to address the contributing factor of wet pavement due to weather conditions.

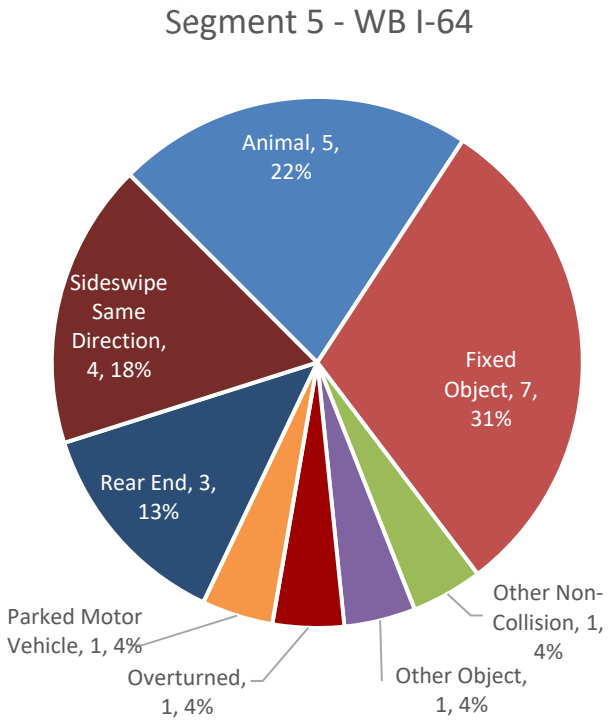
Although no countermeasure can be proposed to address driver error, widening I-64 to three travel lanes in each direction would provide additional space for drivers to maneuver to avoid a crash.

Segment 5 – Westbound I-64, East of Green Mount Road Interchange



5.1 Crashes by Type and Location

A total of 23 crashes occurred within Segment 5 from 2011 to 2016. The predominate crash types for this segment were *Animal Type* (22%, 5), *Fixed Object Type* (31%, 7), and *Sideswipe Same Direction Type* (18%, 4).



Animal Crashes

All the Animal type crashes in this Segment involved deer. Two occurred at night and three occurred during daylight hours indicating that insufficient roadway lighting was not a contributing factor. These crashes occurred between May and August, suggesting that vegetation overgrowth could have been a contributing factor to drivers not seeing deer present. Two crashes occurred at MP 17.82 near a wooded area and the remainder were at varying locations. Location may be a contributing factor to animal crashes.

Fixed Object Crashes

Six (86%) Fixed Object crashes in Segment 5 involved vehicles hitting the median cable barrier which alternates location in this Segment from the edge of the westbound 12' paved shoulder to the edge of the eastbound paved shoulder. One Fixed Object crash involved a motorist swerving to avoid a

deer and hitting the concrete slope wall under the Lincoln Ave. overpass. All Fixed Object crashes in this Segment occurred in dry pavement conditions.

Sideswipe Same Direction Crashes

All four crashes of this type in Segment 5 occurred at varying mile post locations and fifty percent (2 of 4) indicated intentional lane changing in the police report at the time of the crash. The other two crashes note driver error to stay in lane and possible alcohol impairment in one crash. The location of these crashes is not a contributing factor.

Summary of Crashes by Type and Location

The contributing factor for Animal type crashes could be location and vegetation overgrowth along the roadside. Contributing factors to Fixed Object crashes and Sideswipe Same Direction crashes include driver error due to alcohol impairment, failing to change lanes, and swerving to avoid objects.

5.2 Crashes by Severity

See Exhibit 2 in the Appendix. There was only one crash in Segment 5 which resulted in documentation of Injury Type B. This crash involved a vehicle in the far-right lane failing to reduce speed, rear ending a parked car on the outside shoulder and then overturning. The motorist was cited with failure to reduce speed to avoid crash per the police report. The vehicle overturning as a result of the crash indicates that speed and driver error are the contributing factors.

5.3 Road Surface Conditions

Segment 5 – Westbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Dry	23
Wet	0
Snow/Slush	0
Ice	0

All crashes in this Segment occurred during dry weather and road surface conditions. Weather and road surfaces conditions are not contributing crash factors for this Segment.

5.4 Time of Day/Day of Week

Segment 5 - Westbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Day	13
Dawn/Dusk	0
Night	10

Eight (35%) crashes occurred in the morning (midnight to noon), 6 (26%) occurred during the day (noon to 5pm), and 9 (39%) occurred at night (5pm to midnight). Fifteen (65%) crashes occurred on

a weekday and 8 (35%) occurred during the weekend. Twenty-two percent (5 of 23) of crashes occurred during the PM peak period (3:00pm to 7:00pm) on weekdays; all of which were different crash type. The higher percentage of crashes during the PM peak for Segment 5 suggests the increase in motorists during a peak traffic period for the westbound direction is a contributing factor to crashes.

5.5 Other Significant Conditions

Five crashes (22%) in Segment 5 occurred on a weekday in a construction zone. Of these, 2 were Rear End type, 1 Fixed Object, 1 Animal and 1 Parked Motor Vehicle which resulted in Injury Type B. Driver error for failing to reduce speed as stated in the police reports and observe construction zone traffic control measures is a contributing factor of crashes in this Segment.

5.6 Contributing Factors

After reviewing the crash data for Segment 5, it was concluded that the contributing factors for the predominant crash types are:

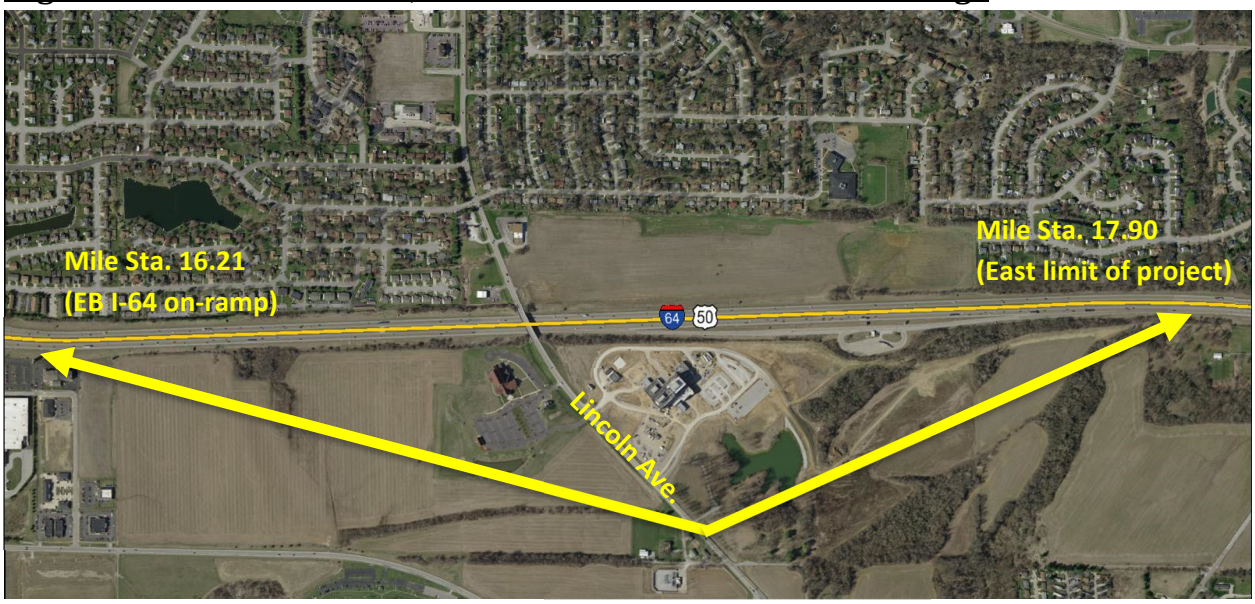
1. Location and/or vegetation overgrowth
2. Driver error
3. Traffic congestion during the PM peak period (3:00 to 7:00 PM)

5.7 Countermeasures

No countermeasure can be proposed to address driver error. The addition of one WB travel lane to the current existing two-lane section would alleviate traffic congestion downstream of Segment 5 as a contributing crash factor. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits.

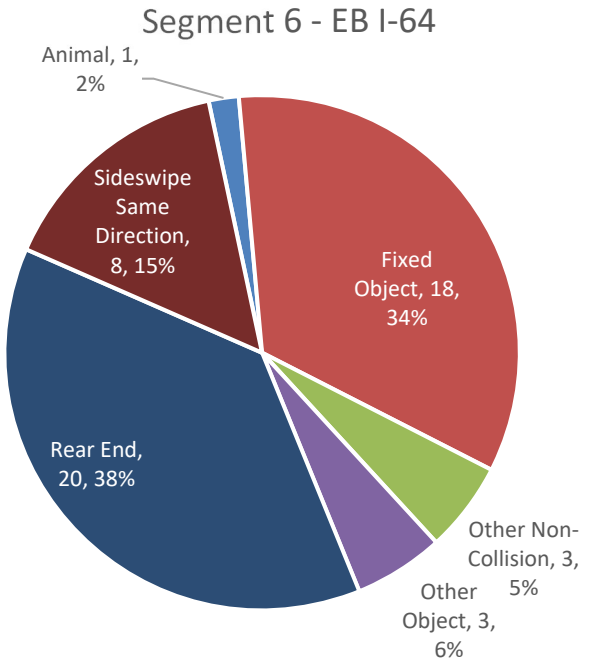
Maintenance by clearing of vegetation within the ROW in the locations of the Animal type crashes may reduce the amount of those crashes for this Segment.

Segment 6 – Eastbound I-64, East of Green Mount Road Interchange



6.1 Crashes by Type and Location

A total of 53 crashes occurred within Segment 6 from 2011 to 2016. The predominate crash types for this segment were *Rear End Type* (38%, 20), *Fixed Object Type* (34%, 18), and *Sideswipe Same Direction Type* (15%, 8).



Rear End Crashes

Sixty percent (12 of 20) of Rear End crashes in this Segment noted stopped or slow traffic ahead with four of twelve (33%) specifically noting in the police reports that the crash occurred within a construction zone. Rear End crashes within work zones did indicate that drivers failed to reduce speed to the construction zones. The location of these crashes within a construction zone is a contributing factor.

Fixed Object Crashes

Sixty-six percent (12 of 18) of Fixed Object crashes in this Segment involved vehicles hitting the median cable barrier. Thirty-three percent (6 of 18) occurred in construction zones and involved vehicles

hitting temporary traffic control devices. The location of these crashes within a construction zone is a contributing factor.

Sideswipe Same Direction Crashes

Fig. 6.1a – Sideswipe Same Direction Crashes Location & Traffic Condition

Year/Crash ID	Mile Post	Lane Location	Traffic Condition
201101112614	16.29	Right	Merging
201201343184	16.29	Right	Skidding/Control Loss
201501088143	16.29	Right	Merging
201501088968	16.78	Right	Changing Lanes
201400264796	17.12	Right	Construction Zone
201501284905	17.12	Left	Changing Lanes
201400107807	17.81	Right	Passing/Overtaking
201501119848	17.82	Right	Straight Ahead

Fifty percent (4 of 8) noted drivers specifically changing lanes or merging at the time of the crash. One crash of this type occurred in snow/slushy pavement surface conditions and the remainder occurred in dry conditions. Three (38%) crashes occurred at mile post 16.29, which is near the end of entrance ramp taper. There is a weigh station with an I-64 exit ramp at MP 17.0 and an I-64 entrance ramp at MP 17.80. Fifty percent (4 of 8) crashes occurred near the ramps for the weigh station. Therefore, location is a contributing factor for Sideswipe Same Direction crashes.

Summary of Crashes by Type and Location

Stopped or slowed traffic due to traffic congestion or construction work zones is a contributing factor to Rear End crashes in this Segment. The location of the crashes within a construction work zone is also a contributing factor to the Fixed Object type crashes. Driver error for failure to safely change lanes and location are contributing factors to the Sideswipe Same Direction crashes.

6.2 Crashes by Severity

See Exhibit 2 in the Appendix. This Segment had 9 crashes which were reported as resulting in severe Injury Type A, B or K. All three Injury Type A and the five Injury Type B resulted from the predominant crash types of Rear End or Fixed Object. Three Rear End type crashes resulting in Injury Type A, Injury Type B, or Injury Type K noted stopped/slow traffic in the police report. Two Fixed Object crashes resulting in Injury Type A or Injury Type B were reported as crashes occurring in a construction work zone.

Fatal Crash (Injury Type K)

- Both drivers were fatally injured in a rear end crash on 5/29/2016 at 4:14 AM on EB I-64. An open, almost finished can of beer was found in the vehicle that rear ended the other car involved. Weather was clear and the pavement was dry. No witness descriptions provided. ***This crash appears to be due to alcohol impairment.***

6.3 Road Surface Conditions

Segment 6 - Eastbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Dry	45
Wet	4
Snow/Slush	3
Ice	1

Within Segment 6, 15% (8 of 53) of the total crashes occurred when the pavement was wet, snowy, or icy. Two of the crashes in Segment 6 that resulted in severe Injury Type B had snow or slush as a contributing factor.

6.4 Time of Day/Day of Week

Segment 6 - Eastbound I-64, East of Green Mount Road Interchange

Condition	Number of Crashes
Day	33
Dawn/Dusk	1
Night	19

Twenty-two (42%) crashes in this Segment occurred in the morning (midnight to noon), 19 (36%) occurred during the day (noon to 5pm), and 12 (23%) occurred at night (5pm to midnight). Twenty-eight percent (15 of 53) of crashes occurred within the PM peak period (3:00pm to 7:00pm), with 13 of the 15 (87%) occurring on weekdays. Eight crashes (15%) occurred during the AM peak period (5:00am to 9:00am), all of which occurred on weekdays. Thirty-eight crashes (72%) occurred on a weekday and 15 (28%) occurred during the weekend. With 72% of crashes occurring on a weekday and 64% of crashes occurring during a peak traffic period, traffic congestion is a contributing factor of crashes for Segment 6.

6.5 Other Significant Conditions

Fifteen crashes (28%) in Segment 6 noted that crashes occurred in a construction zone, of which 11 of the 15 (73%) occurred on a weekday. Of the 15 construction zone crashes, 4 were Rear End type, 7 Fixed Object (2 resulting in severe Injury), 1 Animal, 1 Sideswipe Same Direction, and 2 Other-Non Collision types. Driver error for failing to reduce speed and observe construction traffic control measures is a contributing factor of crashes in this Segment.

In this segment, eastbound and westbound traffic are separated by an open ditch and 6’ paved shoulders. Median cable barrier alternates sides of the Interstate and paved shoulders are 12’ wide where cable barrier is present. Per BDE design criteria, the left (inside) paved shoulders are required to be 10’ wide. The 6’ wide paved shoulders do not meet current design standards providing less space for drivers to maneuver safely in avoiding a crash.

6.6 Contributing Factors

After reviewing the crash data for Segment 6, it was concluded that the contributing factors for the predominant crash types are:

1. Traffic congestion due to slow or stopped traffic, especially during peak weekday traffic period
2. Location near merging entrance and exit ramps
3. Location of construction work zone
4. Weather/road surface conditions
5. Driver error

6.7 Countermeasures

For Segment 6, the following countermeasures are recommended to address the contributing factors of traffic congestion and location near merging ramps:

a. Widening I-64 by the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) within Segment 6. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening I-64 would also provide an additional travel lane for vehicles to use and would reduce weaving near the merging interchange ramp.

b. Increasing the inside paved shoulder width would provide drivers with increased space to maneuver safely in avoidance of a crash.

Currently the CRS value for the pavement in this section of I-64 is 7.8, which is considered excellent condition. Therefore, no countermeasure is proposed to address the contributing factor of wet pavement due to weather conditions.

E. Conclusion

After reviewing the crash data for all Segments, the following is a summary of contributing factors identified:

1. Driver error (All Segments)
2. Weather and wet/snow/icy road surface conditions (Segment 1, 2, 3, 4, 6)
3. Traffic congestion due to queuing in the outside exit only lane and ramp (Segment 2, 4
4. Traffic congestion due to increased traffic on weekdays and/or during the PM peak period (Segment 1, 2, 5, 6)
5. Location proximity to a ramp (entrance or exit) (Segment 3, 4, 6)
6. Continuous concrete median barrier (Segment 3)
7. Vegetation overgrowth and location (Segment 5)
8. Location of construction work zone (Segment 6)

The following countermeasures for I-64 are recommended to create safer roadways based on the analysis of the predominant crash types identified and the contributing factors of crashes in each Segment.

For Segment 1 – Westbound I-64, West of Green Mount Road Interchange

a. Widening I-64 east of the westbound entrance ramp to provide three travel lanes throughout the entire segment would alleviate traffic congestion, extending a contiguous typical section of three travel lanes in each direction.

For Segment 2 – Eastbound I-64, West of Green Mount Road Interchange

a. The intersection of I-64 exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and signal improvements are outside of I-64 Widening project limits.

b. The addition of one EB travel lane to the current existing three lane section would alleviate traffic congestion downstream of Segment 2 as a contributing crash factor. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening of I-64 pavement would also provide additional space for drivers to maneuver to avoid a crash.

c. Additional signage or pavement markings could be added to assist drivers in making decisions to merge left safely to continue travel on eastbound I-64. This countermeasure could potentially reduce the number of Fixed Object and Sideswipe Same Direction type crashes in this Segment.

For Segment 3 – Westbound I-64, Green Mount Road Interchange

a. Widening I-64 westbound to provide an additional travel lane for vehicles to use would reduce weaving near the merging interchange ramp.

b. Extending and connecting the concrete median barrier from adjacent I-64 segments could prevent crashes resulting in severe Injury.

For Segment 4 – Eastbound I-64, Green Mount Road Interchange

a. The intersection of exit ramp 16 and Green Mount Road needs to be reviewed to reduce queuing of traffic onto eastbound I-64. Ramp is currently a single lane for approx. 1,900 feet with 200 feet of left/right specific turn lanes at the signal. Intersection and traffic signal improvements are outside of I-64 Widening project limits.

b. Widening I-64 and the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) downstream of Segment 4. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening I-64 would also provide additional space for drivers to maneuver to avoid a crash.

For Segment 5 – Westbound I-64, East of Green Mount Road Interchange

a. The addition of one WB travel lane to the current existing two-lane section would alleviate traffic congestion downstream of Segment 5 as a contributing crash factor. This would also extend a contiguous typical section of 3 travel lanes in each direction, which currently exists both east and west of the project limits.

b. Maintenance by clearing of vegetation within the ROW, specifically in the locations of Animal type crashes may reduce the amount of those crashes for this Segment.

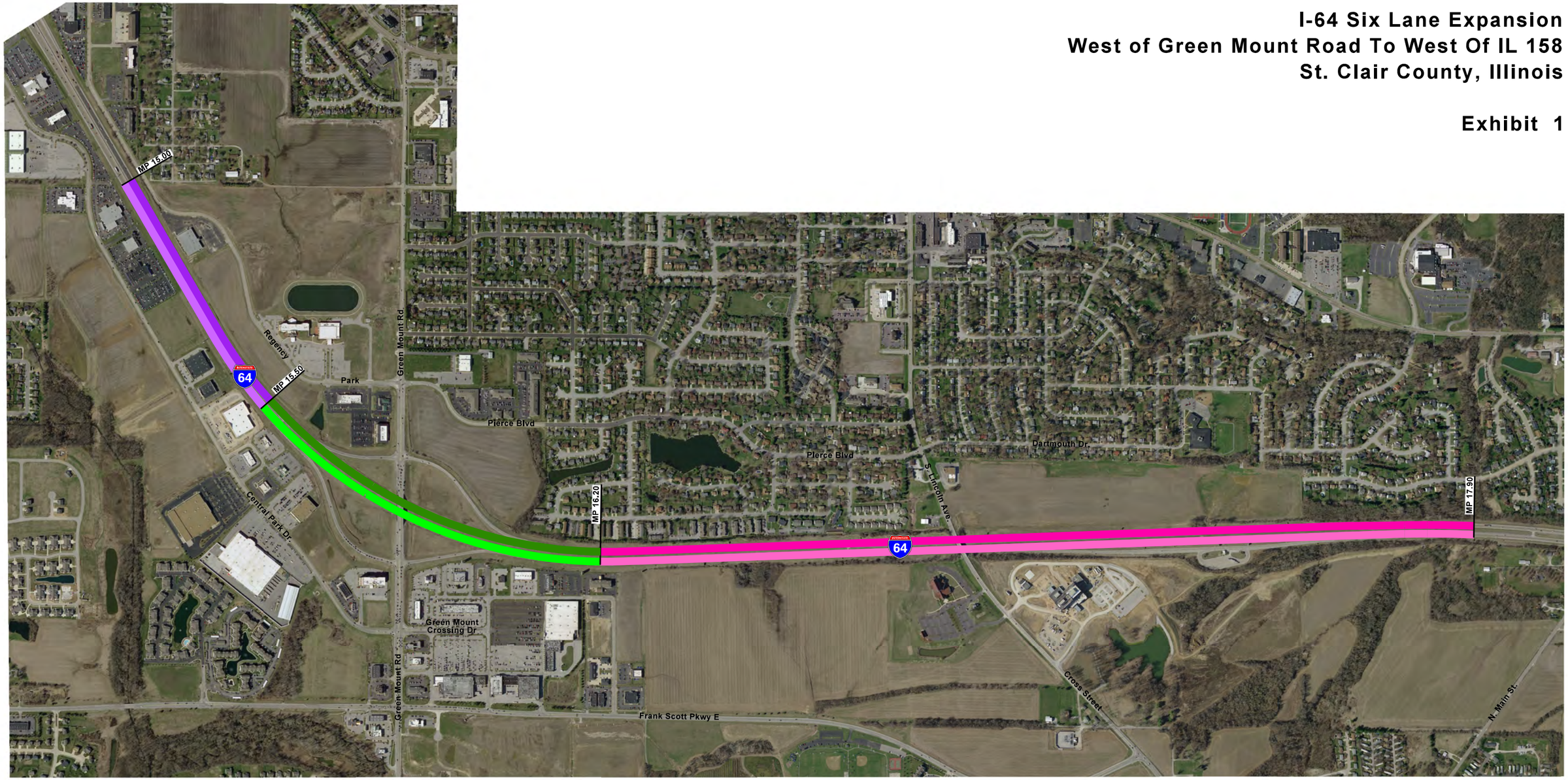
For Segment 6 – Eastbound I-64, East of Green Mount Road Interchange

a. Widening I-64 by the addition of one EB travel lane to the current existing two-lane section would alleviate traffic congestion (slow or stopped traffic) within Segment 6. This would also extend a contiguous typical section of three travel lanes in each direction, which currently exists both east and west of the project limits. Widening I-64 would also provide an additional travel lane for vehicles to use and would reduce weaving near the merging interchange ramp.

b. Increasing the inside paved shoulder width would provide drivers with increased space to maneuver safely in avoidance of a crash.

I-64 Six Lane Expansion
West of Green Mount Road To West Of IL 158
St. Clair County, Illinois

Exhibit 1



Legend

Crash Study Logical Segments

- SEGMENT 1 - Westbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 2 - Eastbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 3 - Westbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 4 - Eastbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 5 - Westbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90
- SEGMENT 6 - Eastbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90

N

500′ 0 500′ 1000′

FEET

Logical Segment Map

Designed By: **KLT**
Drawn By: **EMM**
Checked By: **KLT**
Date: **2/14/2019**

CMT Engineers and Consultants

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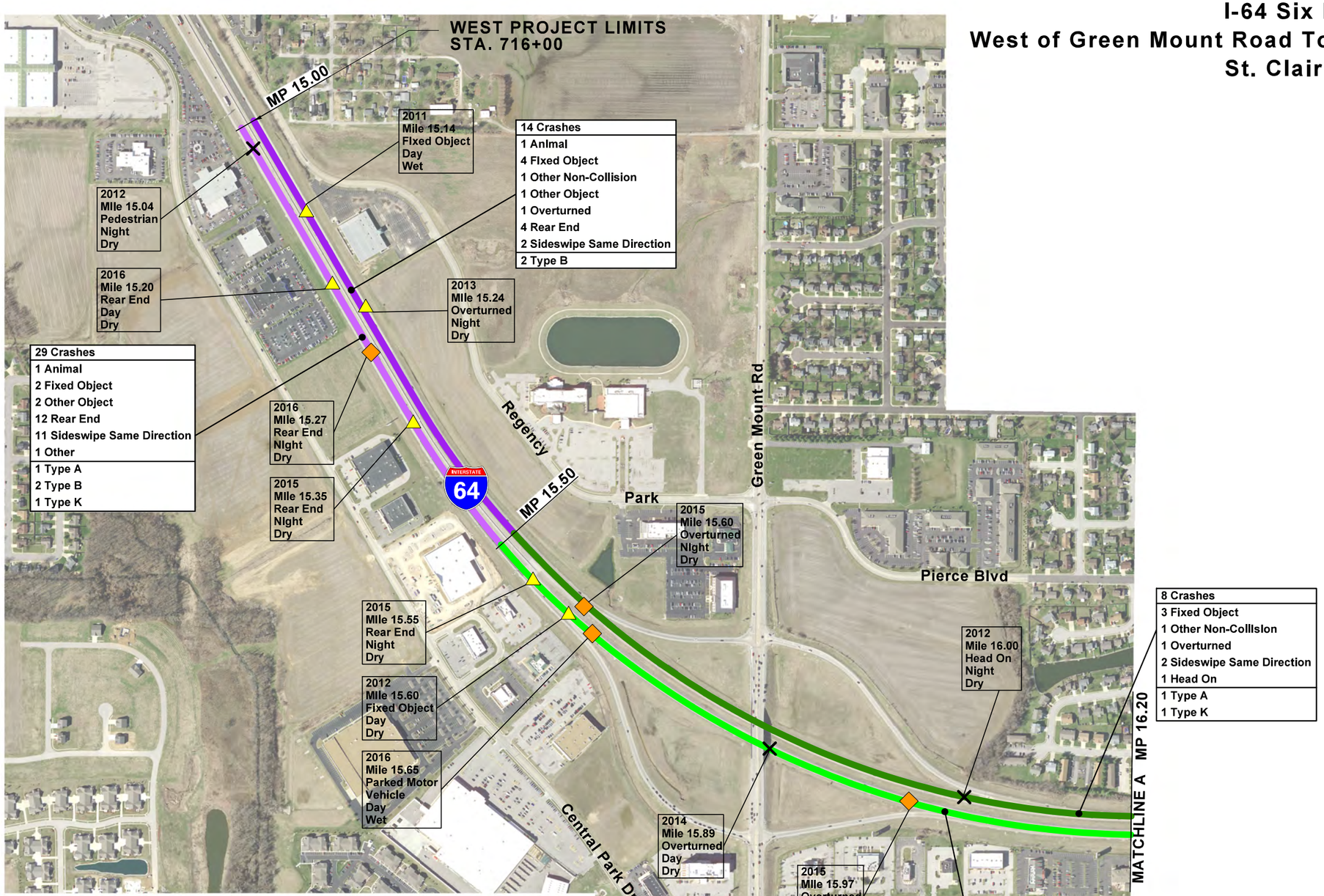
I-64 Six Lane Expansion
West of Green Mount Road To West Of IL 158
St. Clair County, Illinois

Exhibit 2
Sheet 1 of 2

Crash Labels

Year
Mile Location
Crash Type
Time of Day/Lighting
Road Surface Cond.



14 Crashes
1 Animal
4 FIxed Object
1 Other Non-Collision
1 Other Object
1 Overturned
4 Rear End
2 Sideswipe Same Direction
2 Type B

29 Crashes
1 Animal
2 Fixed Object
2 Other Object
12 Rear End
11 Sideswipe Same Direction
1 Other
1 Type A
2 Type B
1 Type K

8 Crashes
3 Fixed Object
1 Other Non-CollIsIon
1 Overturned
2 Sideswipe Same Direction
1 Head On
1 Type A
1 Type K

22 Crashes
1 Animal
8 Fixed Object
2 Other Non-Collision
2 Overturned
1 Parked Motor Vehicle
4 Rear End
4 Sideswipe Same Direction
2 Type A
2 Type B
1 Type K

N

300′ 0 300′ 600′
FEET

Legend

Crash Study Logical Segments

- SEGMENT 1 - Westbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 2 - Eastbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 3 - Westbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 4 - Eastbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 5 - Westbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90
- SEGMENT 6 - Eastbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90

Crash Severity

- Injury Type K (Fatal)
- Injury Type A
- Injury Type B
- Injury Type C (not shown)
- Property Damage Only (not shown)

Crash Frequency & Crash Type Diagram (2011-2016)

Designed By: KLT
Drawn By: EMM
Checked By: KLT
Date: 3/20/2019

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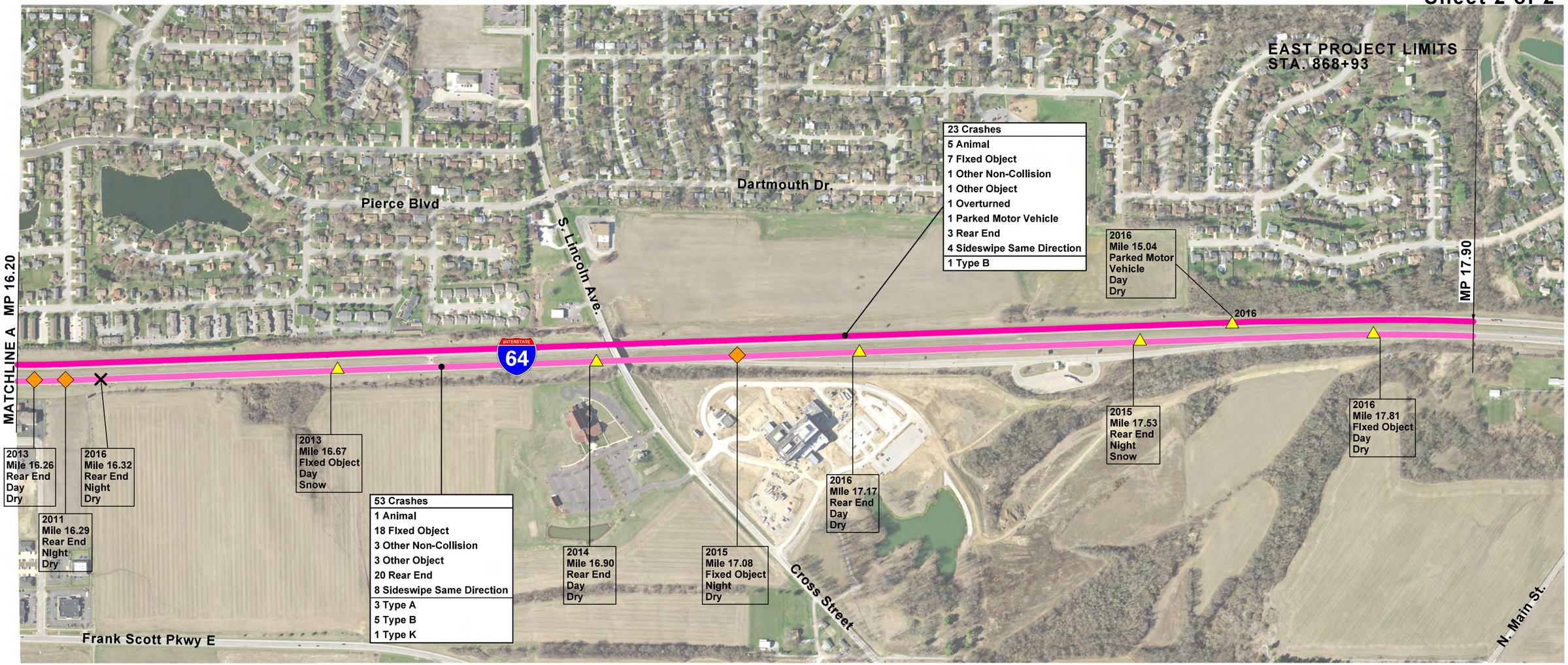
I-64 Six Lane Expansion
West of Green Mount Road To West Of IL 158
St. Clair County, Illinois

Exhibit 2
Sheet 2 of 2

Crash Labels

Year
Mile Location
Crash Type
Time of Day/Lighting
Road Surface Cond.



Legend

Crash Study Logical Segments

- SEGMENT 1 - Westbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 2 - Eastbound I-64, West of Green Mount Interchange - MP 15.00 to MP 15.50
- SEGMENT 3 - Westbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 4 - Eastbound I-64, Green Mount Road Interchange - MP 15.51 to MP 16.20
- SEGMENT 5 - Westbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90
- SEGMENT 6 - Eastbound I-64, East of Green Mount Interchange - MP 16.21 to MP 17.90

Crash Severity

- Injury Type K (Fatal)
- Injury Type A
- Injury Type B
- Injury Type C (not shown)
- Property Damage Only (not shown)

N

300′ 0 300′ 600′
FEET

Crash Frequency & Crash Type Diagram (2011-2016)

Designed By: KLT
Drawn By: EMM
Checked By: KLT
Date: 3/20/2019

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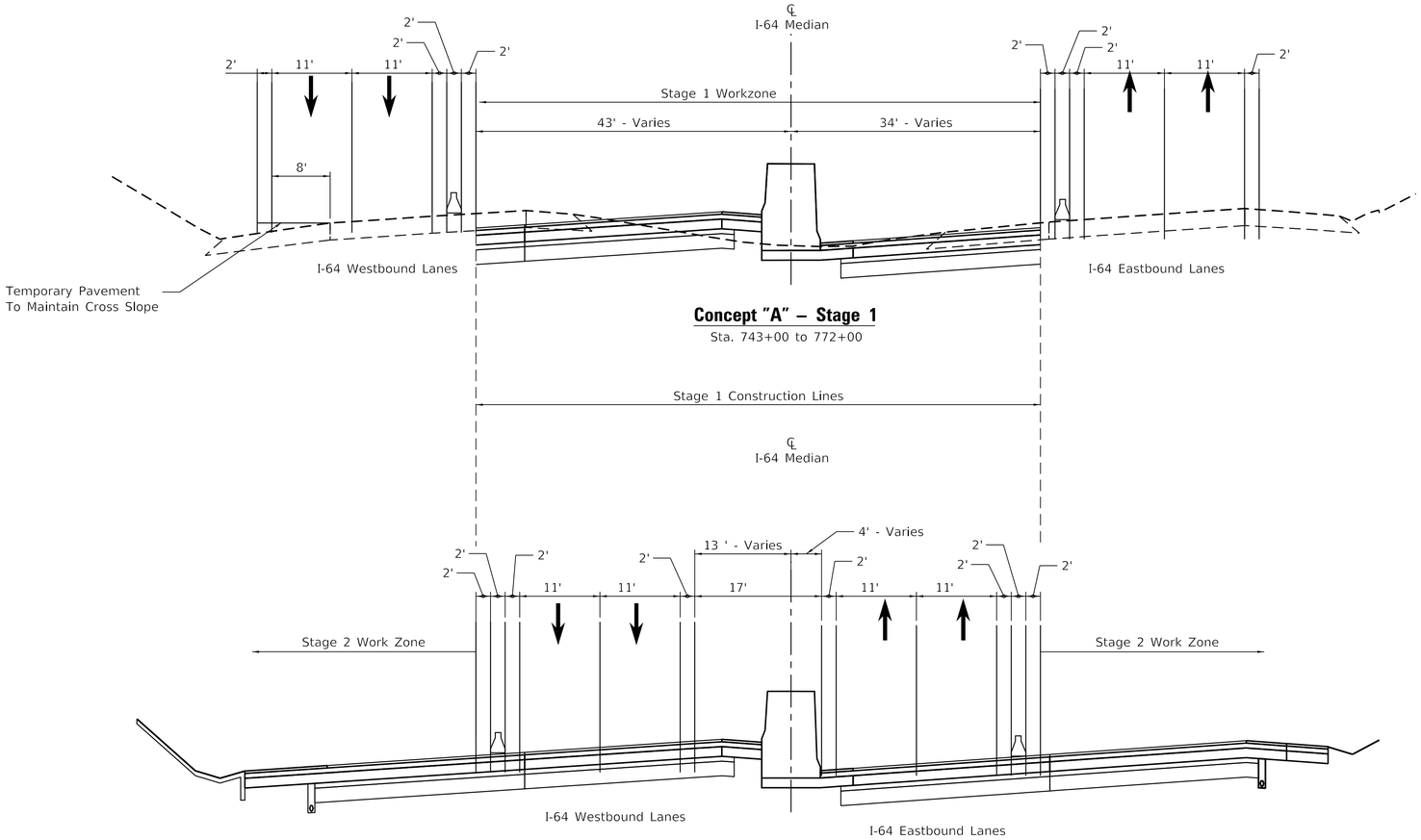
EXHIBIT F

CONSTRUCTION STAGING TYPICAL SECTIONS AND PLAN SHEETS



Concept "A" – Stage 1

Sta. 743+00 to 772+00

Concept "A" – Stage 2

Sta. 743+00 to 772+00

NOTE: MAINTAIN 11.0 FT. LANE WIDTH WITH 2.0 FT. CLEARANCE ALONG EACH SIDE ON ALL ENTRANCE/EXITS

MODEL: Sheet - Concept A
FILE NAME: P:\16-1120.01 I-64 TNP - CMT\10 CAD\CADD Sheets\D876K74-MOT-Typsect- ConceptA-I64-sheet01.dgn

USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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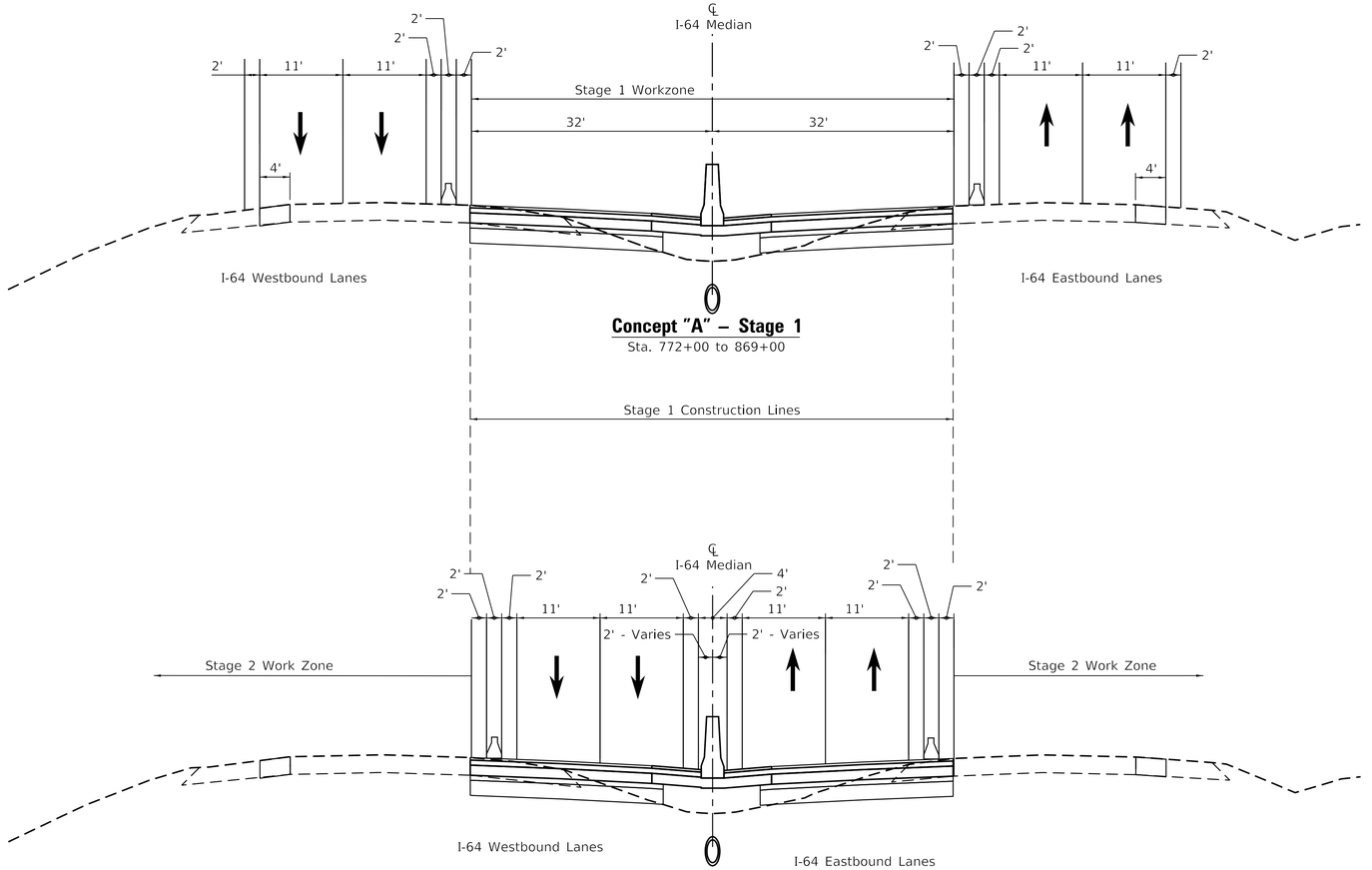

Concept "A" – Stage 1
Sta. 772+00 to 869+00

Concept "A" – Stage 2
Sta. 772+00 to 869+00

NOTE: MAINTAIN 11.0 FT. LANE WIDTH WITH 2.0 FT. CLEARANCE ALONG EACH SIDE ON ALL ENTRANCE/EXITS

MODEL: Sheet - Concept A
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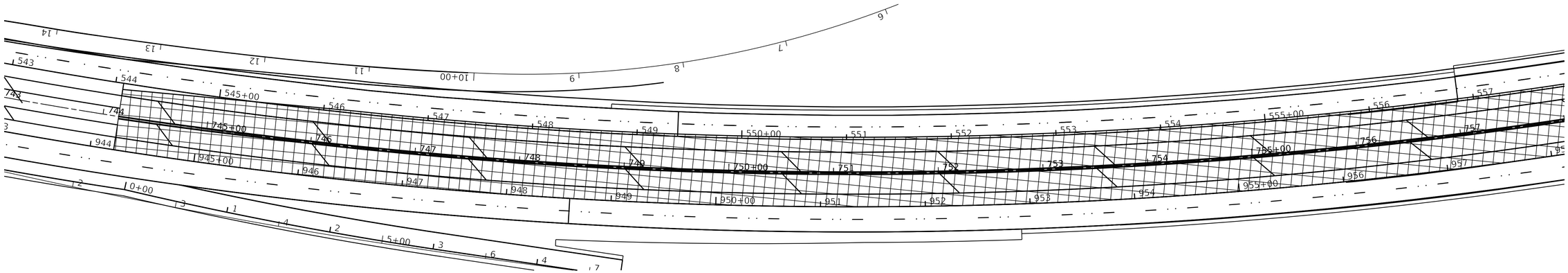
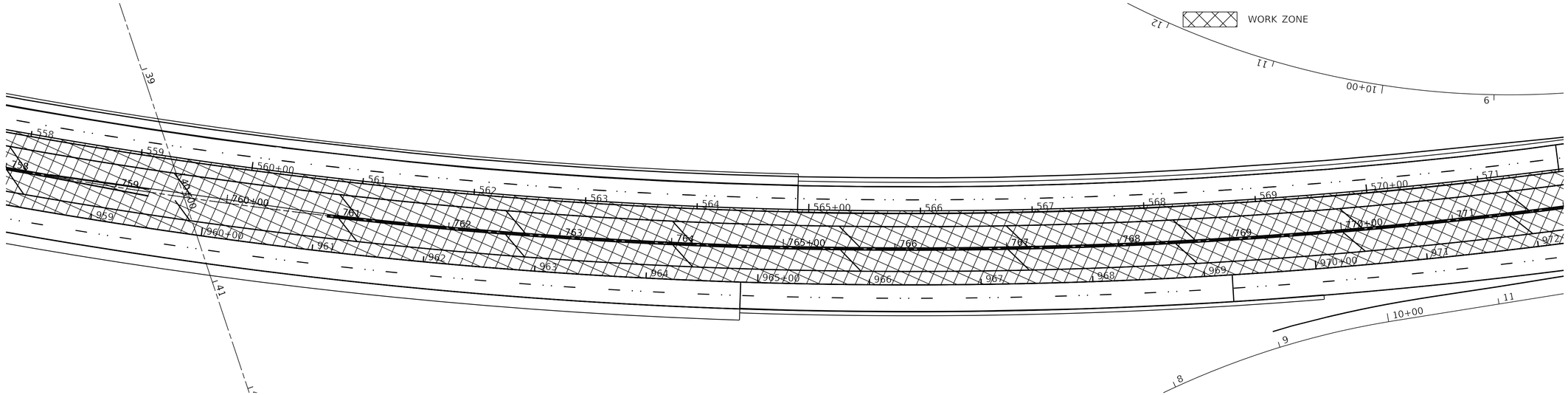
CONTRACT NO.

ILLINOIS | FED. AID PROJECT



CONCEPT "A" – STAGE 1



CONCEPT "A" – STAGE 1

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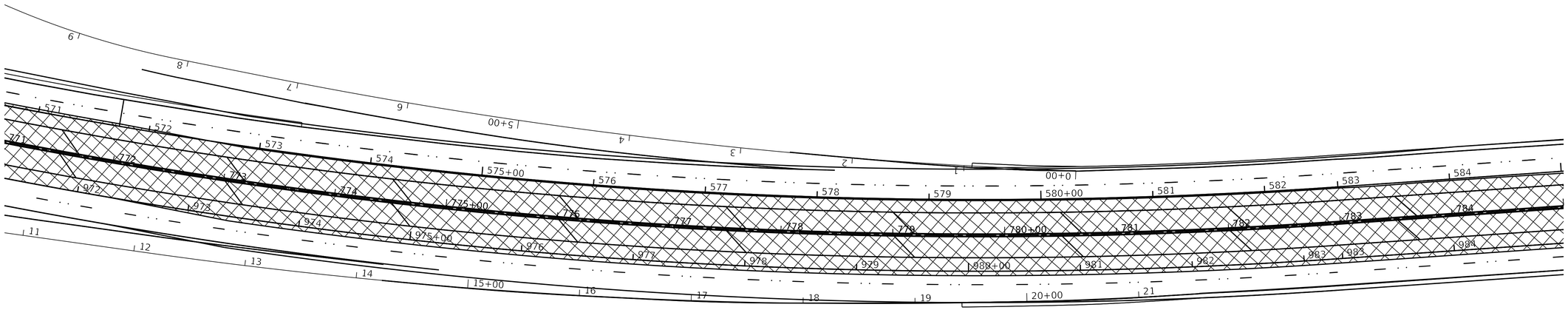
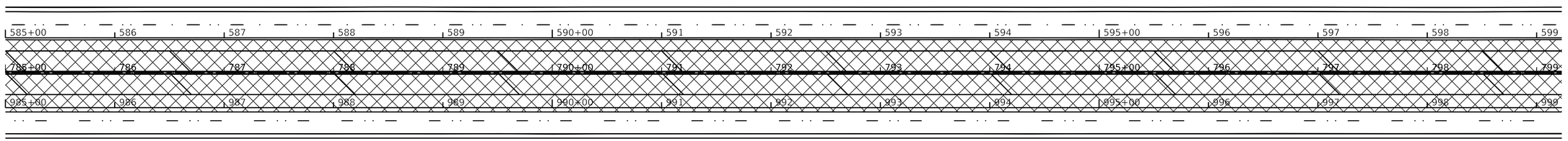


CONCEPT "A" – STAGE 1

LEGEND

WORK ZONE



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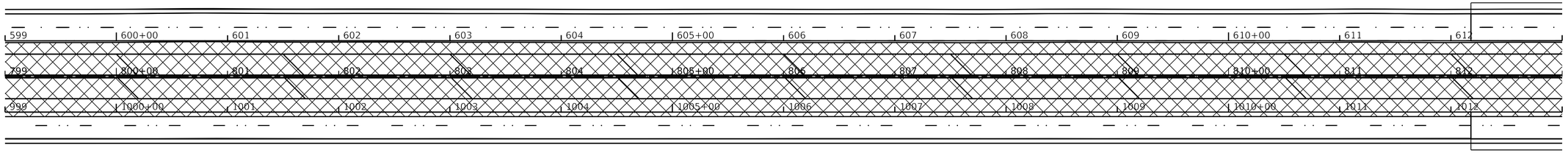

CONCEPT "A" – STAGE 1

LEGEND

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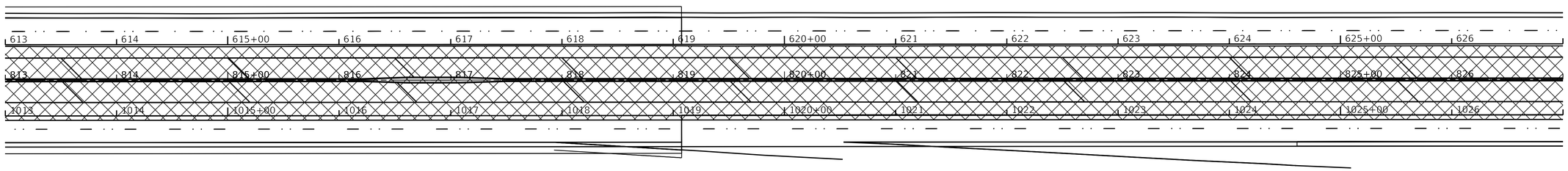

CONCEPT "A" – STAGE 1

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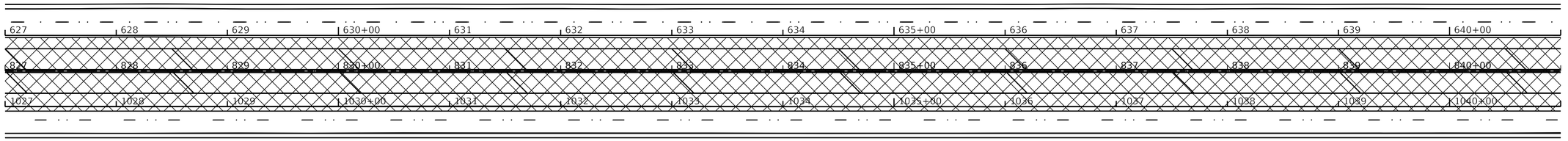
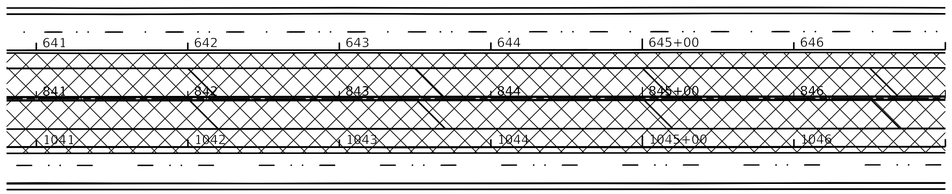


CONCEPT "A" – STAGE 1

LEGEND

WORK ZONE



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SCALE: | SHEET OF SHEETS | STA. | TO STA.

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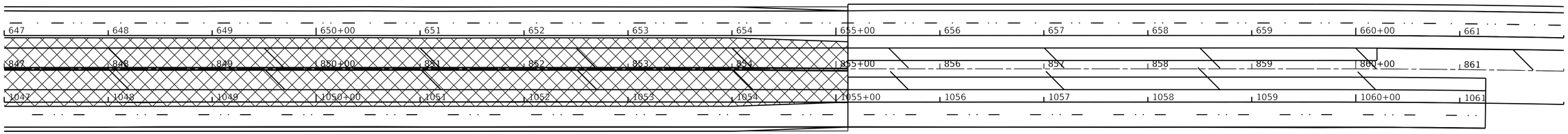
CONTRACT NO.

ILLINOIS | FED. AID PROJECT



CONCEPT "A" – STAGE 1

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SCALE: | SHEET OF SHEETS | STA. TO STA.

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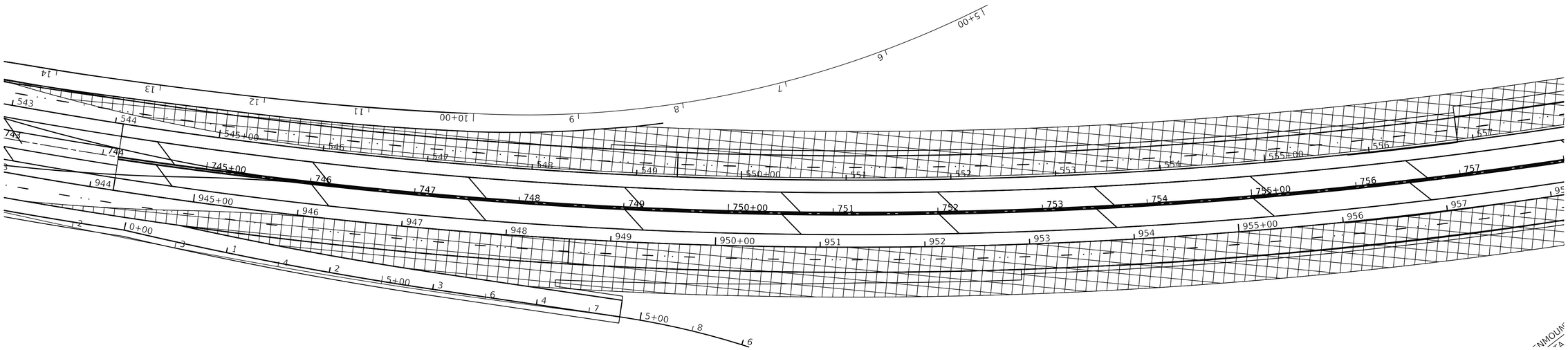
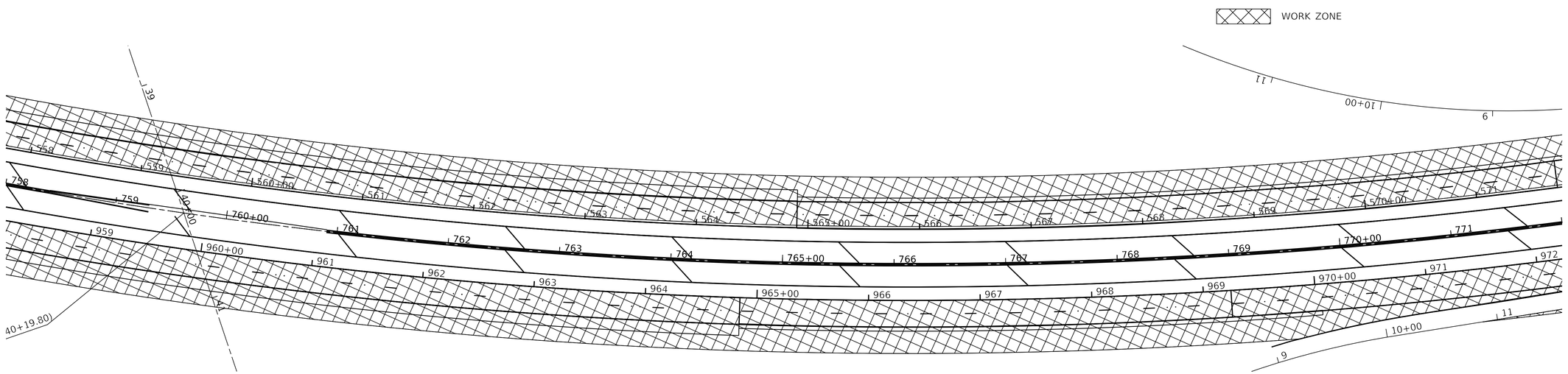
CONTRACT NO.

ILLINOIS | FED. AID PROJECT



CONCEPT "A" – STAGE 2



CONCEPT "A" – STAGE 2

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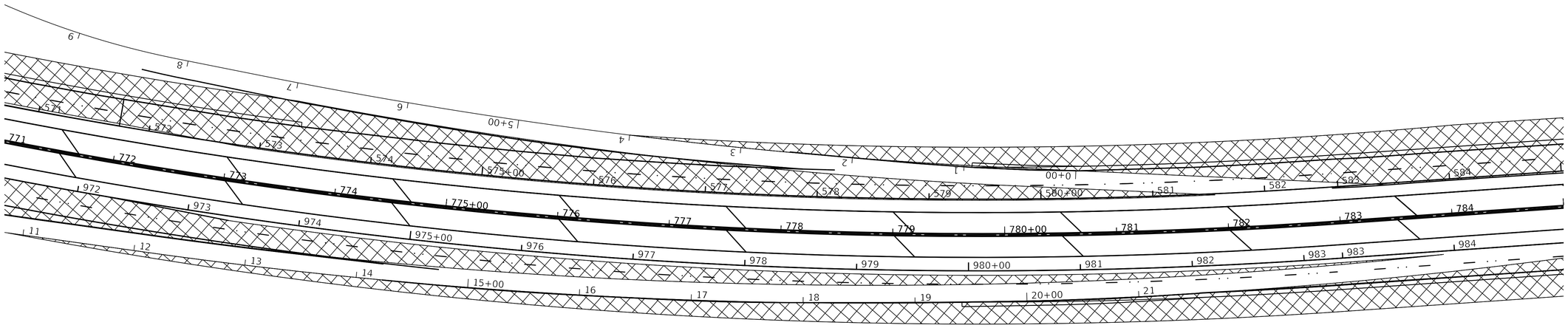
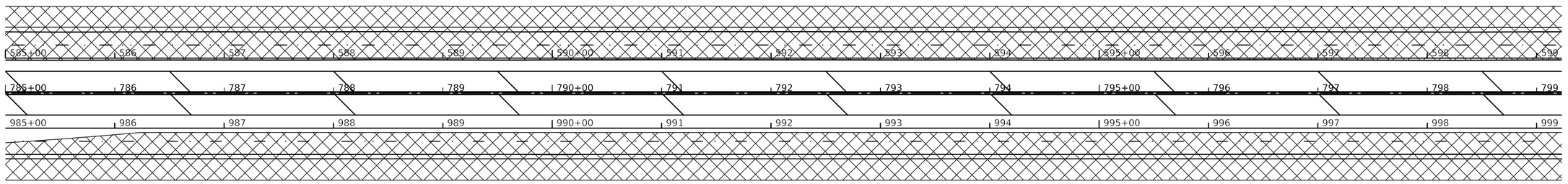


CONCEPT "A" – STAGE 2

LEGEND

WORK ZONE



CONCEPT "A" – STAGE 2

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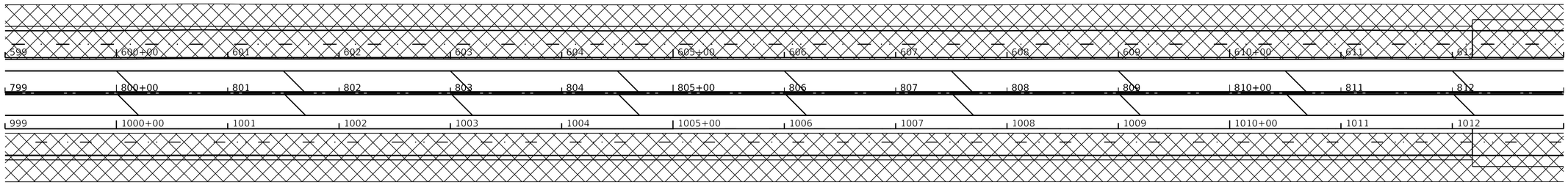
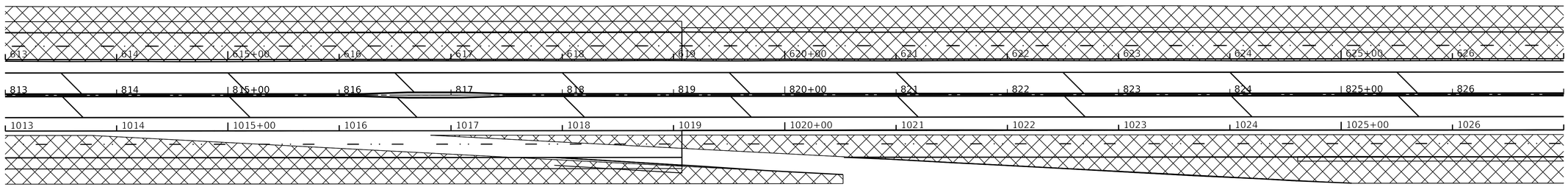


CONCEPT "A" – STAGE 2

LEGEND

WORK ZONE



CONCEPT "A" – STAGE 2

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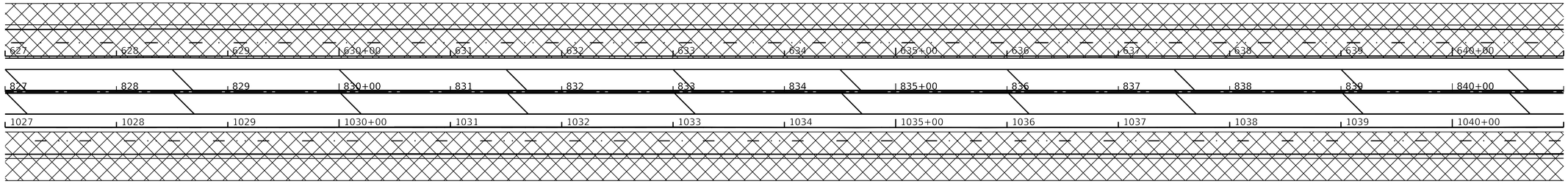
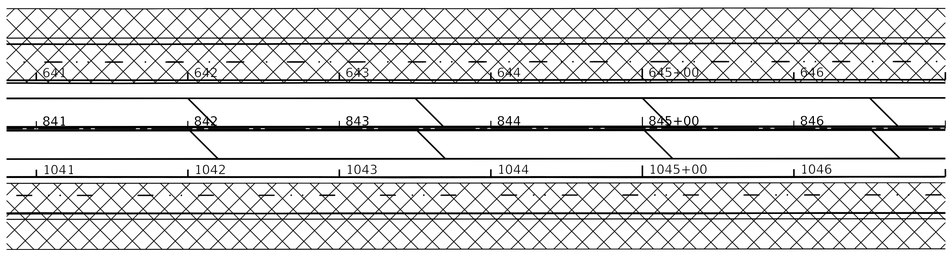


CONCEPT "A" – STAGE 2

LEGEND

WORK ZONE



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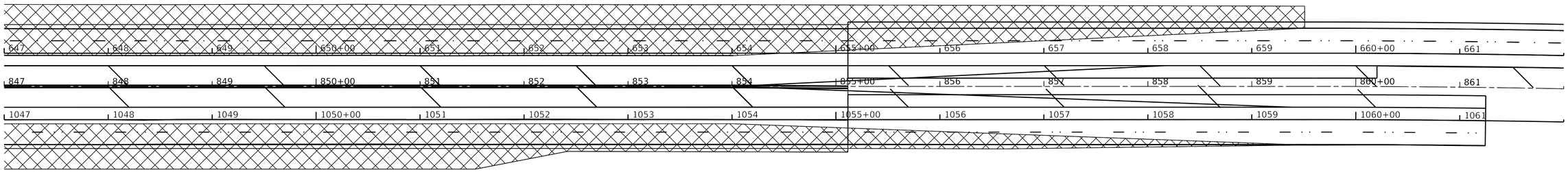

CONCEPT "A" – STAGE 2

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

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

EXHIBIT G

STAGING CONCEPT ALTERNATIVE ANALYSIS

STAGING CONCEPT ALTERNATIVE ANALYSIS.

Concept A - Maintain two lanes in each direction with no crossovers. Two Primary Stages:

0. ***Preliminary Stage***
    a. Maintain two lanes of traffic in each direction on existing lanes.
    b. Reconstruct outside shoulder pavement to accommodate traffic load and to maintain cross slope.
1. ***Primary Stage 1***
    a. Shift traffic to two outside lanes in each direction.
    b. Maintain access to Green Mount Road ramps in both directions.
    c. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and concrete barrier wall construction within the median and inside lanes.
2. ***Primary Stage 2***
    a. Shift traffic onto new inside pavement and maintain two lanes in each direction.
    b. Maintain access to weigh station east of Lincoln Ave.
    c. Maintain access to Green Mount Road ramps in both directions.
    d. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and construction of outside shoulders and lanes.
3. ***Finishing Stage***
    a. Green Mount Road eastbound I-64 off ramp. Mill and resurface with flaggers.
    b. Off-peak hour temporary lane closures as needed to finish construction and cleanup.

Concept B - Maintain two lanes in each direction with eastbound one-way crossovers on either side of Green Mount Road interchange. Temporary lane shifts used along eastbound lanes, outside of Green Mount interchange. Three Primary Stages:

0. ***Preliminary Stage***
    a. Maintain two lanes of traffic in each direction on existing lanes.
    b. Reconstruct outside shoulders to accommodate traffic load and to maintain cross slopes.
1. ***Primary Stage 1***
    a. Shift eastbound traffic from Station 772+00 to 869+00 to temporary outside lanes in each direction.
    b. Maintain access to Green Mount Road ramps in both directions.
    c. Shift westbound traffic onto outside pavement/shoulder, maintain two lanes.
    d. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and concrete barrier wall construction within the median and inside lanes.
    e. Construct crossover prior to Stage 2.
2. ***Primary Stage 2***
    a. Shift eastbound traffic from Station 772+00 to 869+00 to new inside pavement and maintain two lanes.
    b. Maintain access to Green Mount Road ramps in both directions.
    c. Shift westbound lanes onto new inside pavement and maintain two lanes.
    d. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and construction of outside shoulders and lanes.
3. ***Primary Stage 3***
    a. From Station 743+00 to 772+00 shift eastbound traffic onto inside shoulder/lane of westbound side.
    b. Maintain access to Green Mount Road ramps in both directions.
    c. Maintain two lanes in each direction.

d. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and construction shoulders and lanes along eastbound side from Station 743+00 to 772+00.

4. Finishing Stage

a. Off-peak temporary lane closures to remove crossover and finish construction.

Concept C - Maintain two lanes in each direction with one-way crossovers at each end of the project. Three Primary Stages:

0. Preliminary Stage

a. Maintain two lanes of traffic in each direction on existing lanes.
b. Reconstruct outside westbound shoulders to accommodate traffic load and to maintain cross slopes.

1. Primary Stage 1

a. Shift westbound traffic onto outside pavement/shoulder, maintain two lanes.
b. Maintain access to Green Mount Road ramps in both directions.
c. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and concrete barrier wall construction within the median and westbound inside lanes.
d. Construct crossover prior to Stage 2.

2. Primary Stage 2

a. Eastbound lanes remain open.
b. Maintain access to Green Mount Road ramps in both directions.
c. Shift westbound lanes onto new inside pavement and maintain two lanes.
d. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and construction of outside shoulders and lanes.

3. Primary Stage 3

a. Use crossover to shift eastbound traffic onto inside shoulder/lane of westbound side.
b. Maintain access to Green Mount Road ramps in both directions.
c. Maintain two lanes in each direction.
d. Perform all earthwork, storm sewer construction, subgrade, pavement structure, and construction shoulders and lanes along eastbound side.

4. Finishing Stage

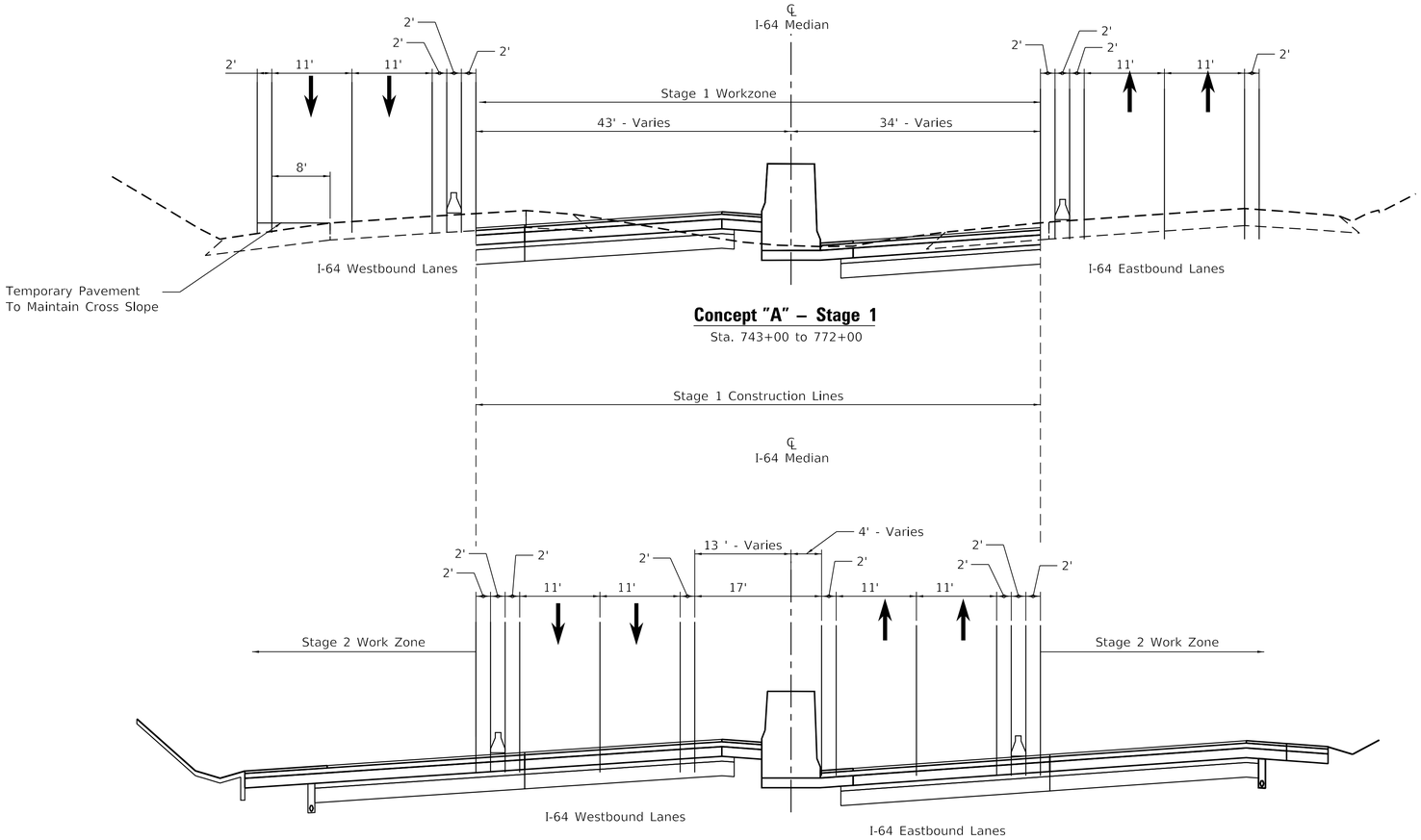
a. Off-peak temporary lane closures to remove crossover and finish construction.

CONCEPT COMPARISON CHART

Description	Concept A	Concept B	Concept C
Relative Cost	Least Expensive. No crossovers.	Most expensive. Mix of crossovers and staging options used in Concept A.	Similar is cost to Concept B. Potentially slight savings due to entire project utilizing crossovers.
Construction Duration	Least time required.	Most time required due to complexity and crossover locations.	More than Concept A, but less that Concept B. Crossover location less “complex.”
Advantages	Most traditional staging layout. Similar staging to I-64/Rieder Road project. No need for crossovers.	Allows for eastbound side of roadway under Green Mount Road to be constructed concurrently. Improved contractor safety within crossover limits.	Allows for eastbound side of I-64 to be constructed concurrently. Improved contractor safety within crossover limits. Less complexity than Concept B. Shoulder width only concern in stage 1.
Disadvantages	Shoulder widths are at minimum requirements and require reconstruction. Narrow construction stage line.	Requires additional material and time to construct and remove crossovers. Increased complexity. Multiple stages required. Shoulder widths are at minimum requirements and require reconstruction.	Requires additional material and time to construct and remove crossovers. Increased complexity over Concept A. Multiple stages required.

CONCEPT SELECTION

Concept A is the recommended staging alternative given its comparative simplicity and overall lower relative cost. The lack of crossovers reduces additional construction requirements and time commitments. The staging design is also considered “traditional” which should improve driver comfort and safety; the motoring public will not navigate any complex crossovers and will remain on their respective sides of the interstate through the construction zone.



Concept "A" – Stage 1

Sta. 743+00 to 772+00

Concept "A" – Stage 2

Sta. 743+00 to 772+00

NOTE: MAINTAIN 11.0 FT. LANE WIDTH WITH 2.0 FT. CLEARANCE ALONG EACH SIDE ON ALL ENTRANCE/EXITS

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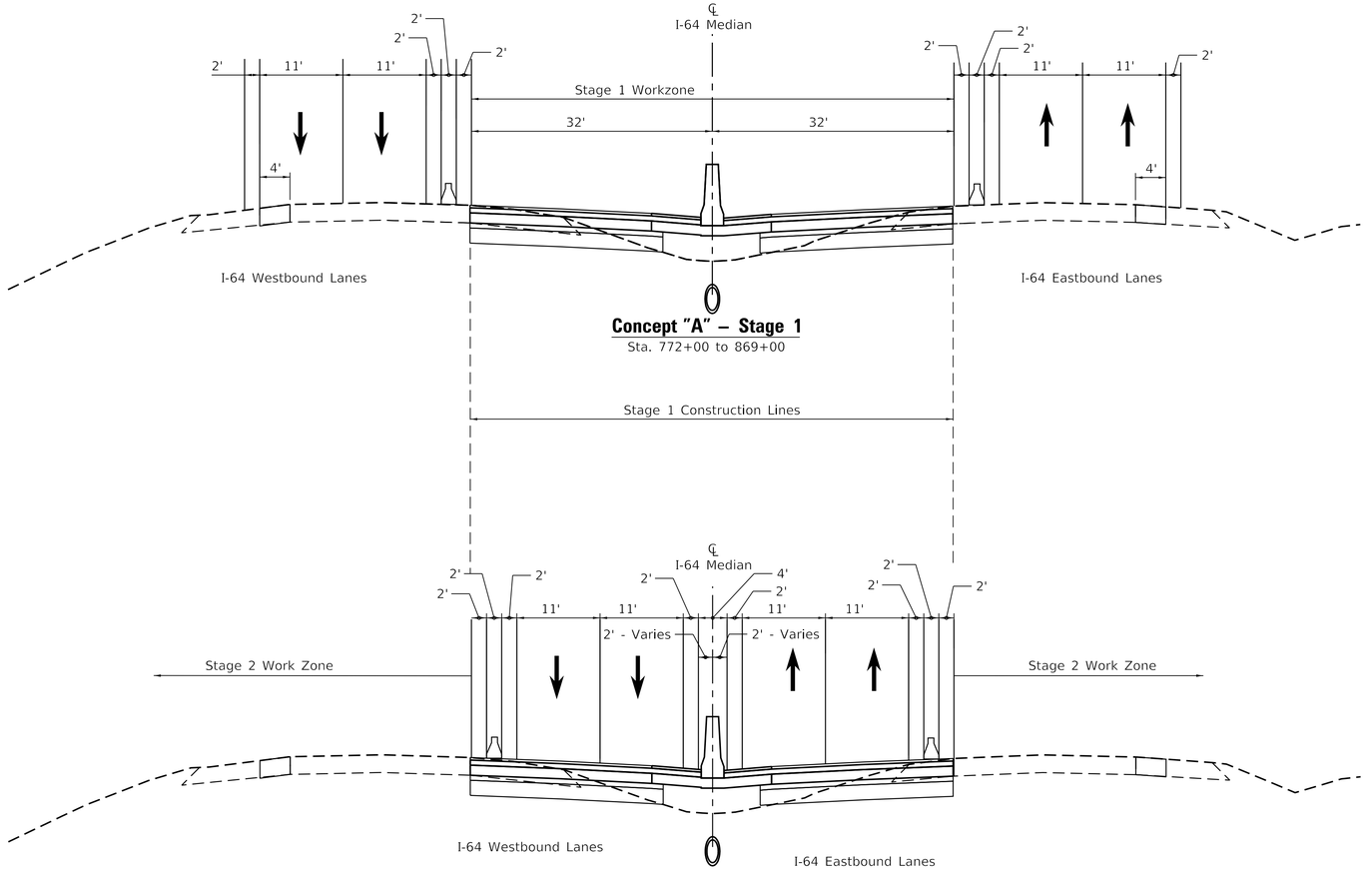

Concept "A" – Stage 1
Sta. 772+00 to 869+00

Concept "A" – Stage 2
Sta. 772+00 to 869+00

NOTE: MAINTAIN 11.0 FT. LANE WIDTH WITH 2.0 FT. CLEARANCE ALONG EACH SIDE ON ALL ENTRANCE/EXITS

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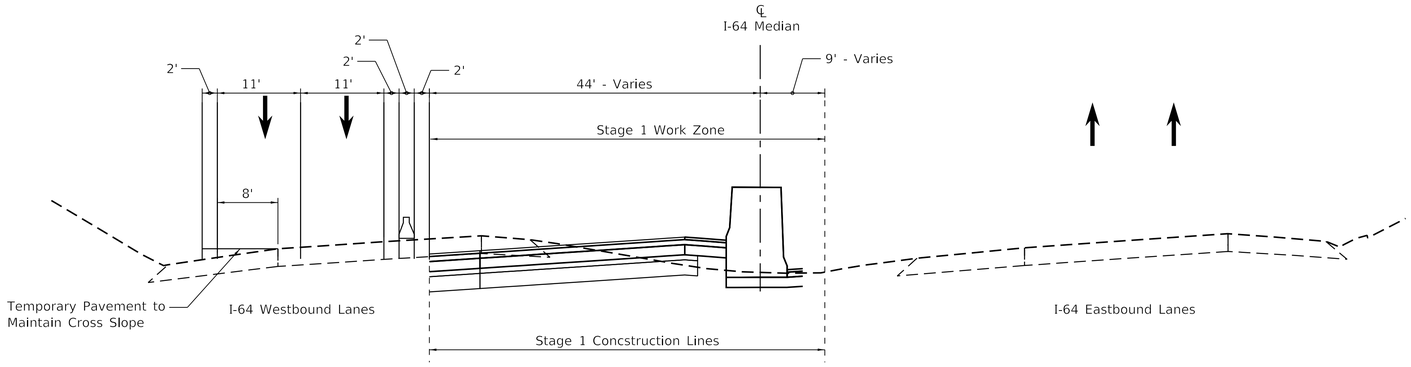
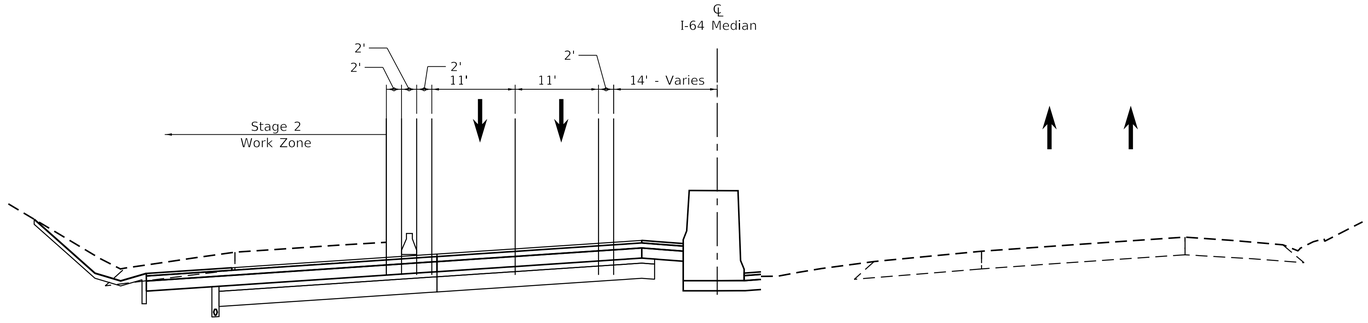
CONTRACT NO.

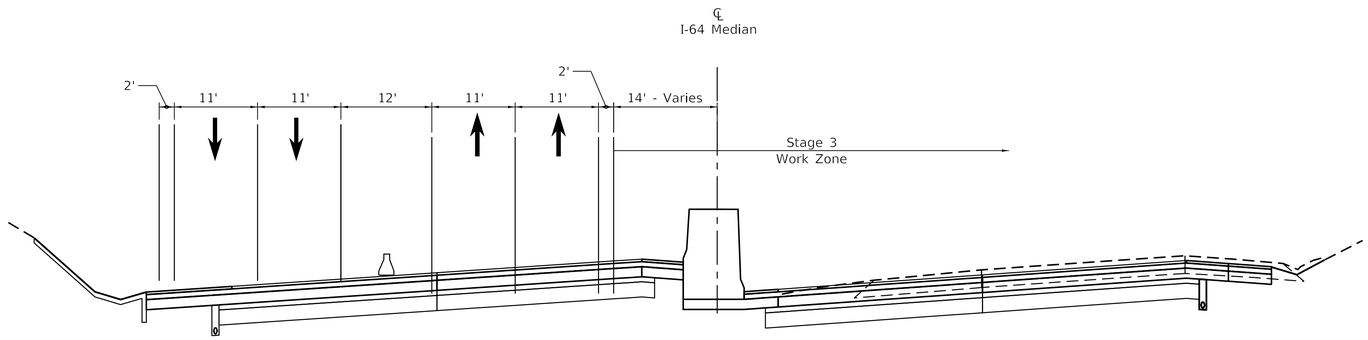
ILLINOIS | FED. AID PROJECT



Concept B – Stage 1
Sta. 743+00 to 772+00



Concept B – Stage 2
Sta. 743+00 to 772+00



Concept B – Stage 3
Sta. 743+00 to 772+00

NOTE: MAINTAIN 11.0 FT. LANE WIDTH WITH 2.0 FT. CLEARANCE ALONG EACH SIDE ON ALL ENTRANCE/EXITS

MODEL: Sheet - Concept B
FILE NAME: P:\16-1120.01 I-64 TMP - CM\110 CAD\CADD Sheets\D3976K74-NOT-Typsect- ConceptB64-sheet01.dgn

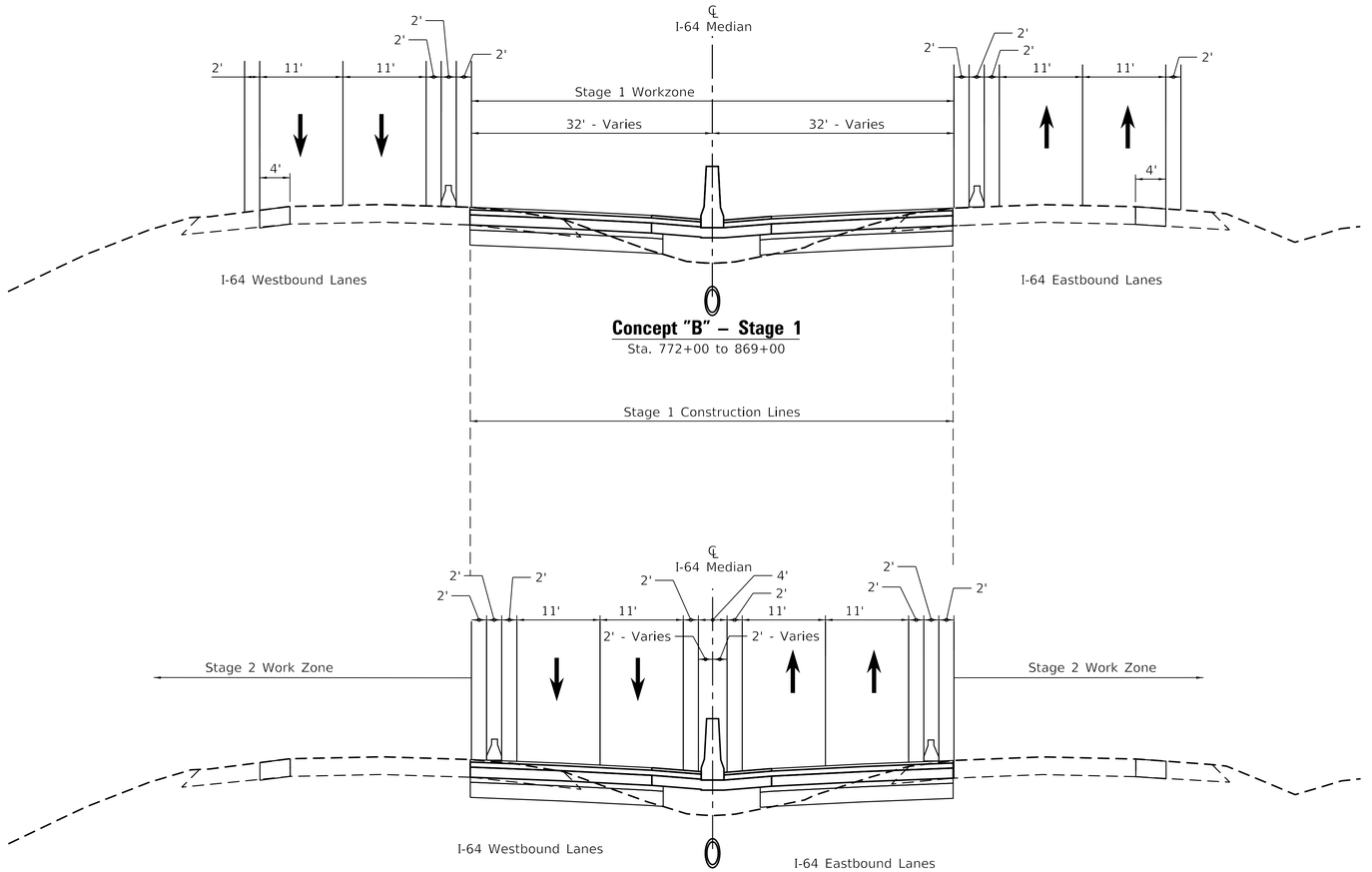
USER NAME = gdc	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET OF SHEETS | STA. TO STA.

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

CONTRACT NO.
ILLINOIS | FED. AID PROJECT



Concept "B" – Stage 1
Sta. 772+00 to 869+00

Concept "B" – Stage 2
Sta. 772+00 to 869+00

NOTE: MAINTAIN 11.0 FT. LANE WIDTH WITH 2.0 FT. CLEARANCE ALONG EACH SIDE ON ALL ENTRANCE/EXITS

MODEL: Sheet - Concept A
FILE NAME: P:\16-120.01 I-64 TMP - CMT\10 CADVCADD Sheets\D8767K7A-HOT-typsect- ConceptB-I64-sheet02.dgn

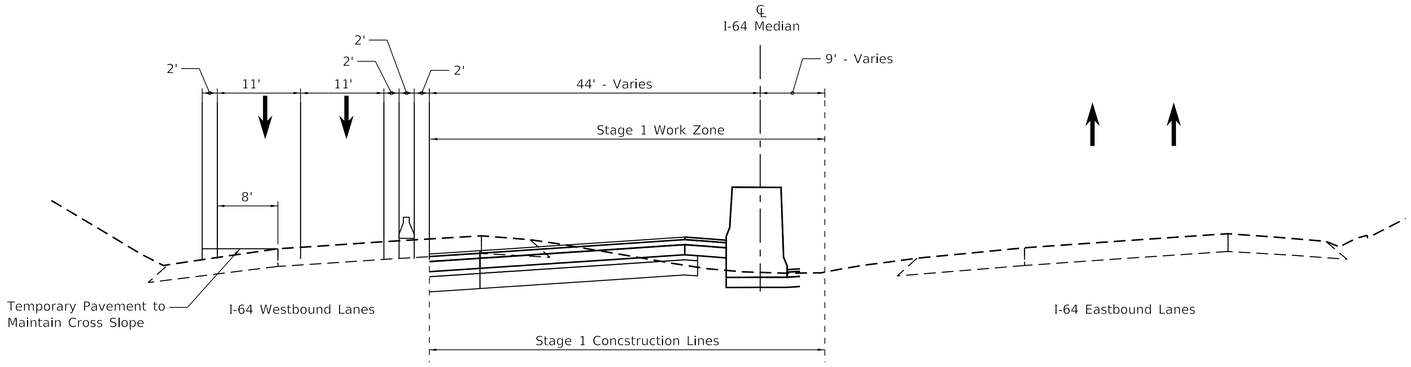
USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. TO STA.

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

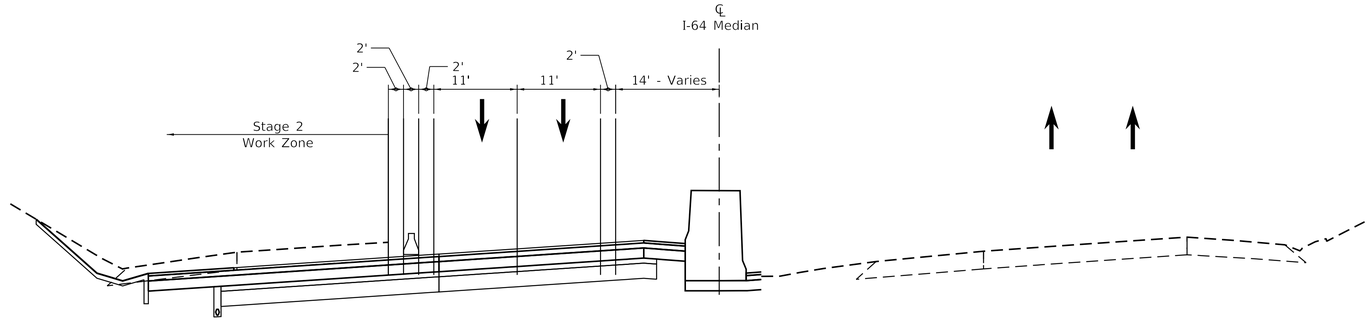
CONTRACT NO.

ILLINOIS | FED. AID PROJECT



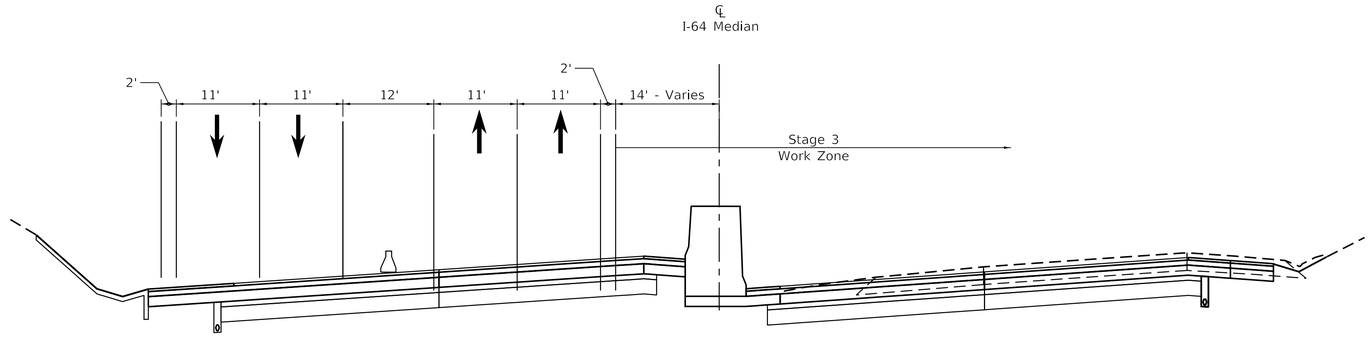
Concept C – Stage 1

Sta. 743+00 to 869+00



Concept C – Stage 2

Sta. 743+00 to 869+00



Concept C – Stage 3

Sta. 743+00 to 869+00

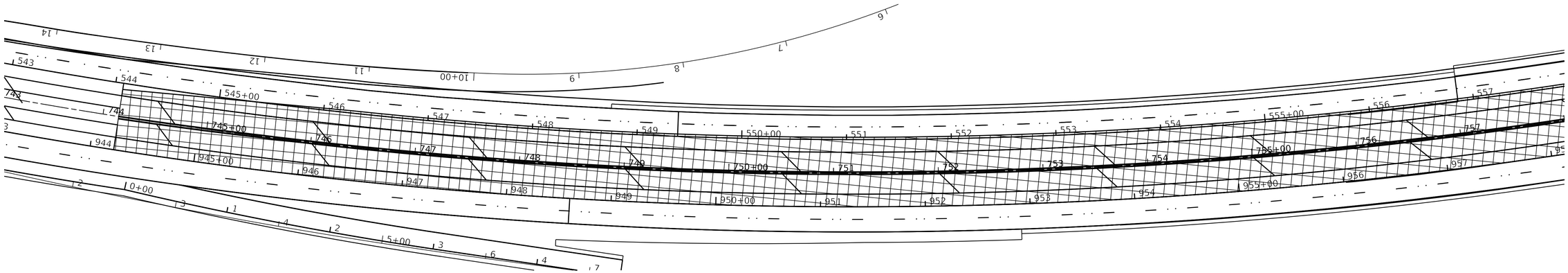
NOTE: MAINTAIN 11.0 FT. LANE WIDTH WITH 2.0 FT. CLEARANCE ALONG EACH SIDE ON ALL ENTRANCE/EXITS

MODEL: Sheet - Concept B
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\D3976K74-NOT-Typesect- ConceptC-I64-sheet01.dgn

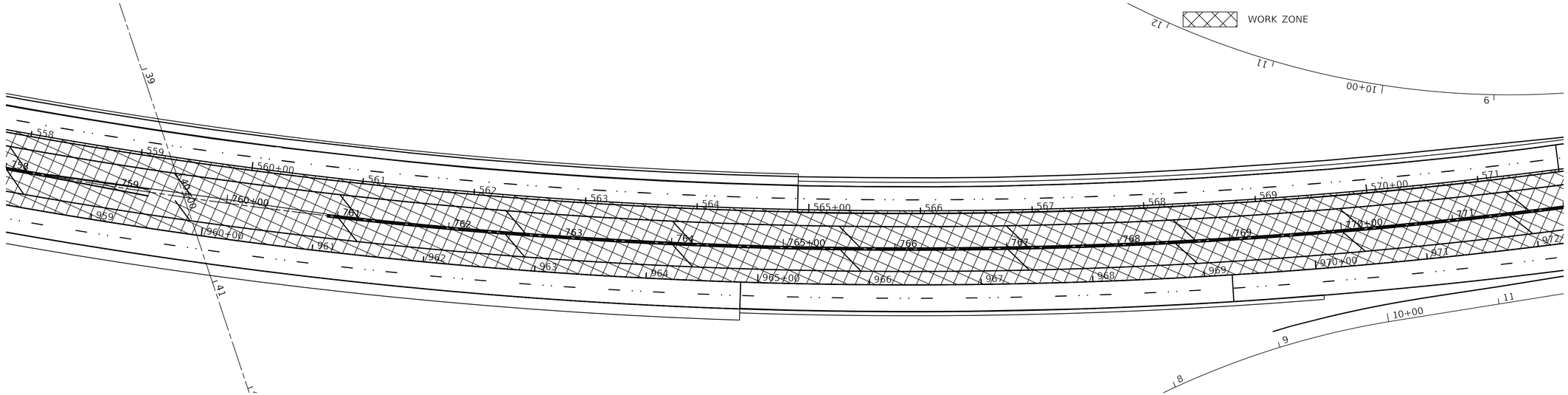
USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE:	SHEET OF SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



CONCEPT "A" – STAGE 1

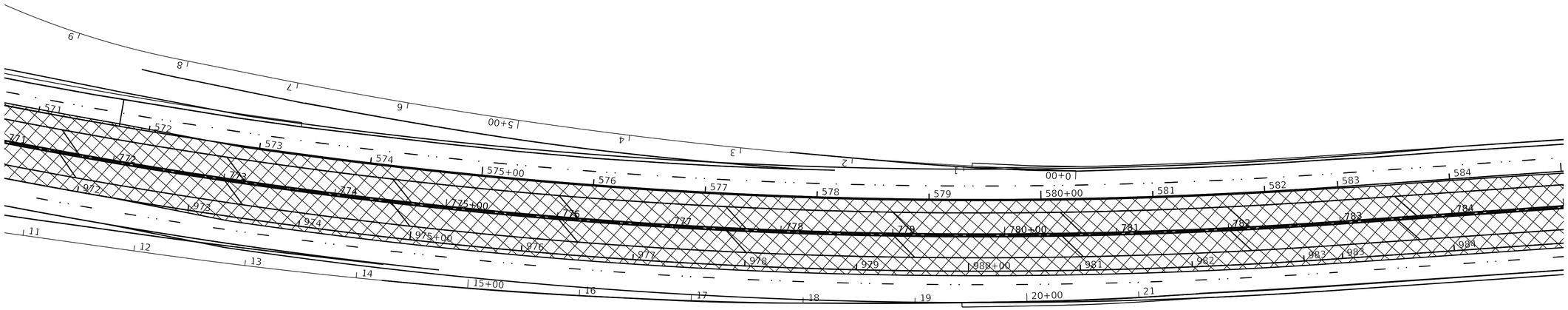


CONCEPT "A" – STAGE 1

MODEL: Default
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\D876K74-MOT-ConceptA-Stage1-sheet01.dgn

USER NAME = gdc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

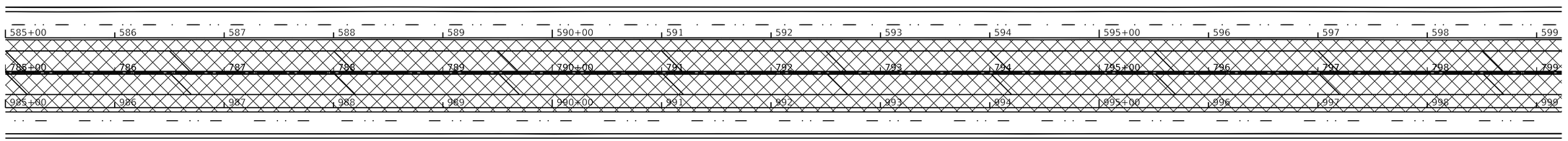
SCALE:	SHEET OF SHEETS	STA.	TO STA.	F.A. RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
					CONTRACT NO.
				ILLINOIS	FED. AID PROJECT



CONCEPT "A" – STAGE 1

LEGEND

WORK ZONE



CONCEPT "A" – STAGE 1

MODEL: Default
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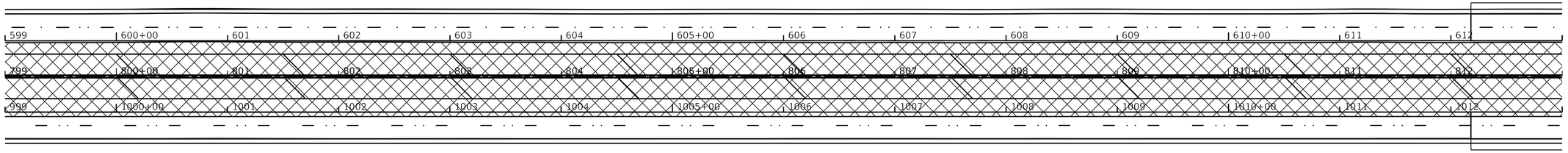
USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

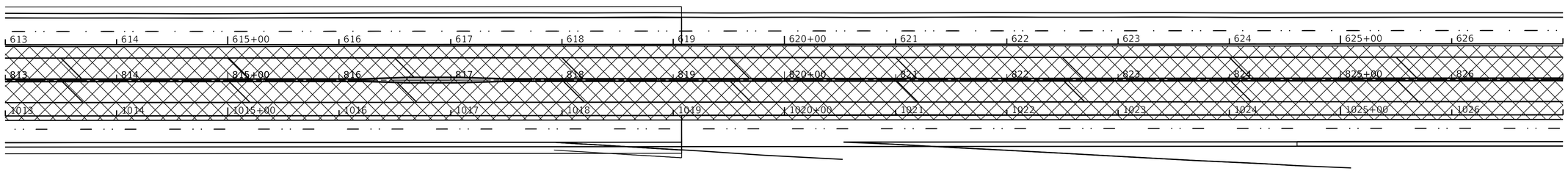
SCALE:	SHEET OF SHEETS	STA.	TO STA.	F.A. RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
					CONTRACT NO.
					ILLINOIS FED. AID PROJECT



CONCEPT "A" – STAGE 1

LEGEND

WORK ZONE

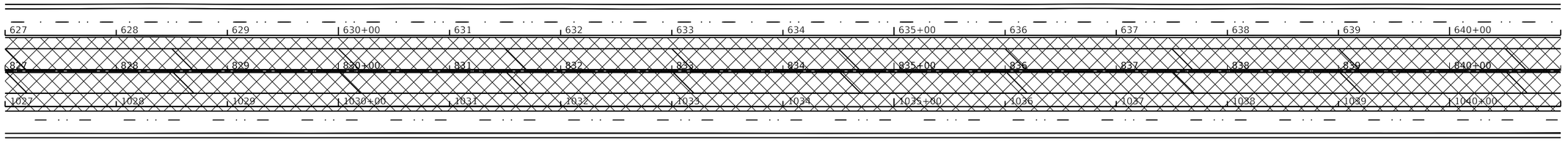


CONCEPT "A" – STAGE 1

USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE:	SHEET OF SHEETS	STA.	TO STA.	F.A. RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
					CONTRACT NO.
				ILLINOIS	FED. AID PROJECT

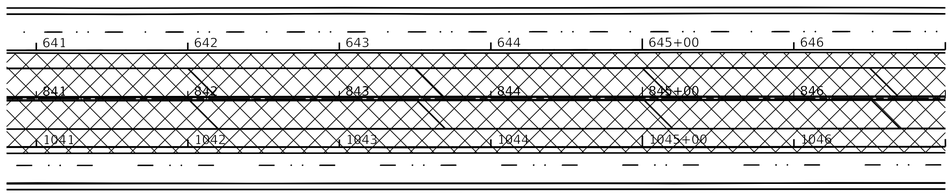
MODEL: Default
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\D876K74-MOT-ConceptA-Stage1-sheet03.dgn



CONCEPT "A" – STAGE 1

LEGEND

WORK ZONE



CONCEPT "A" – STAGE 1

MODEL: Default
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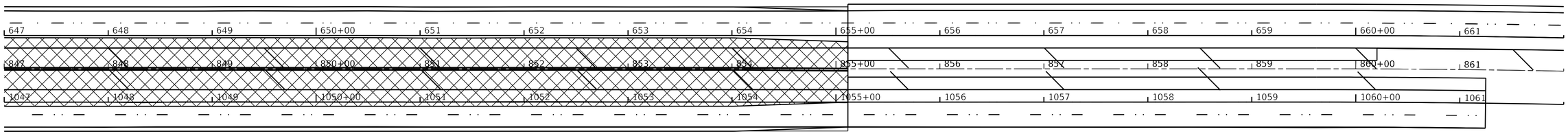
USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. | TO STA.

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

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



CONCEPT "A" – STAGE 1

WORK ZONE

MODEL: Default
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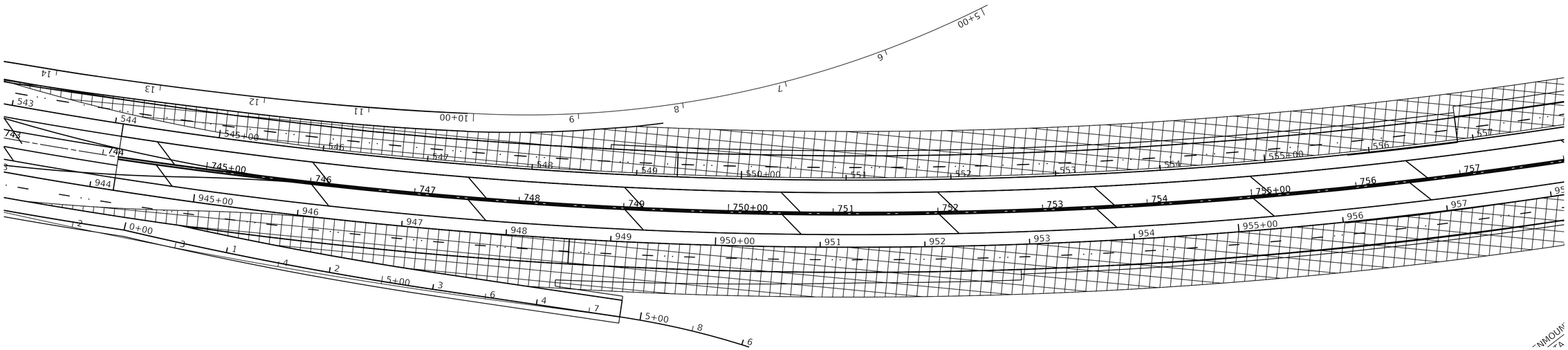
USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. TO STA.

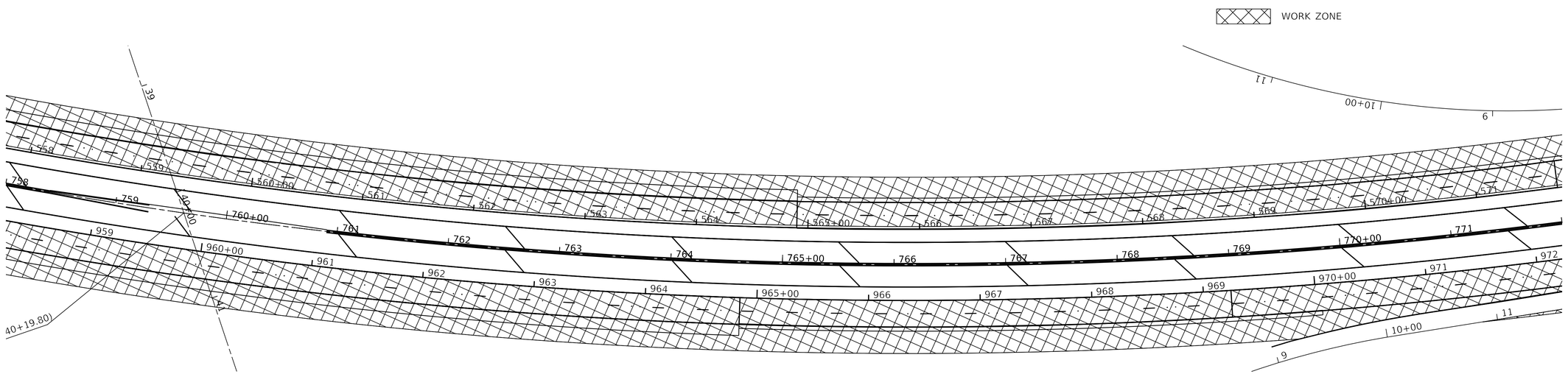
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



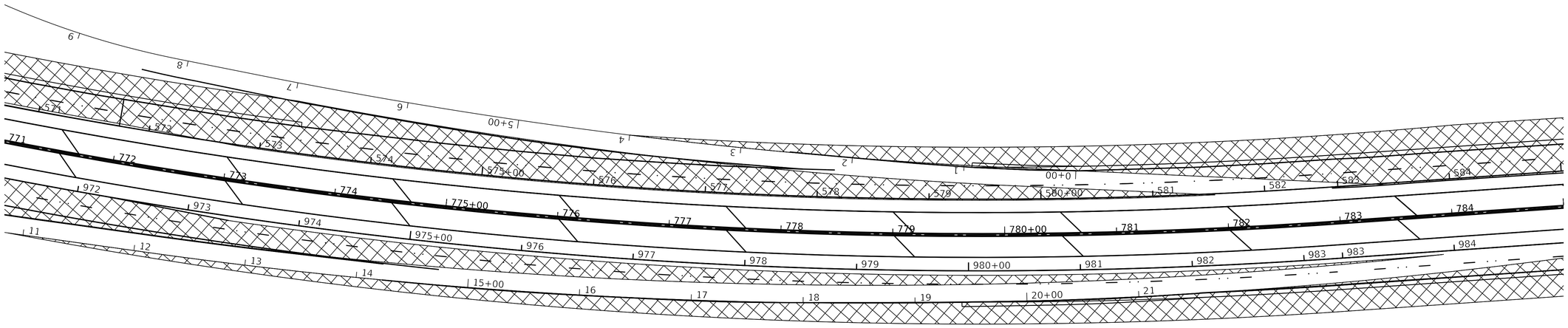
CONCEPT "A" – STAGE 2



CONCEPT "A" – STAGE 2

USER NAME = gdc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -							
PLOT SCALE = 1:50	CHECKED -	REVISED -					CONTRACT NO.		
PLOT DATE = 3/20/2019	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

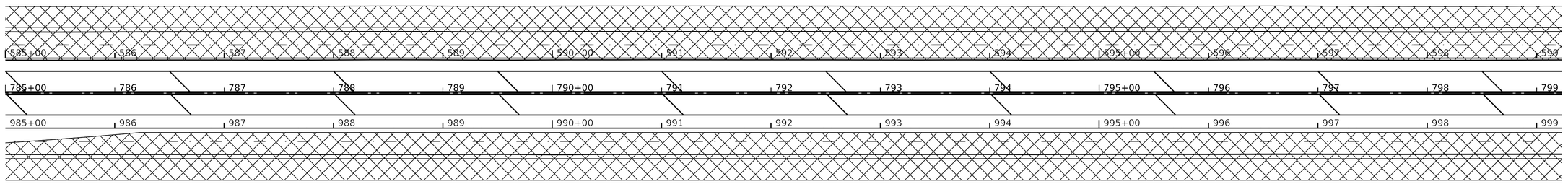
MODEL: Default
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\D876K74-MOT-ConceptA-Stage2-sheet06.dgn



CONCEPT "A" – STAGE 2

LEGEND

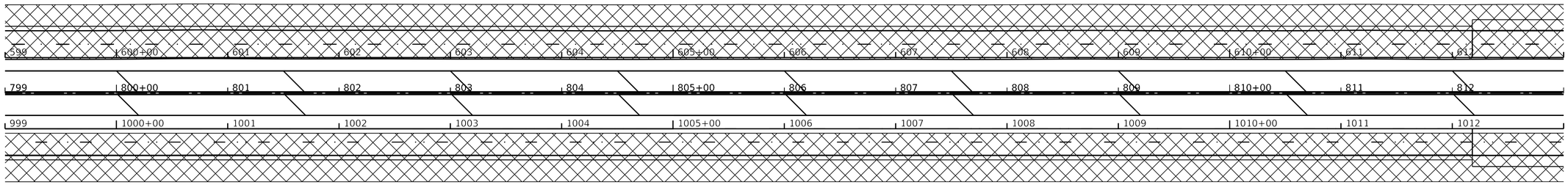
WORK ZONE



CONCEPT "A" – STAGE 2

USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**						
PLOT SCALE = 1:50	CHECKED -	REVISED -						CONTRACT NO.	
PLOT DATE = 3/20/2019	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

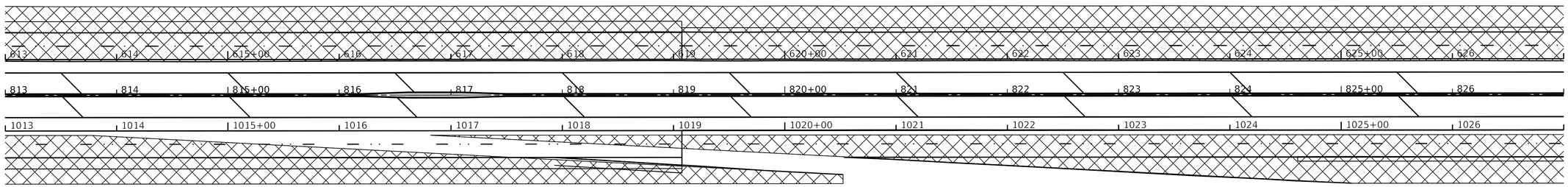
MODEL: Default
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\D8766744-MOT-ConceptA-Stage2-sheet07.dgn



CONCEPT "A" – STAGE 2

LEGEND

WORK ZONE



CONCEPT "A" – STAGE 2

MODEL: Default
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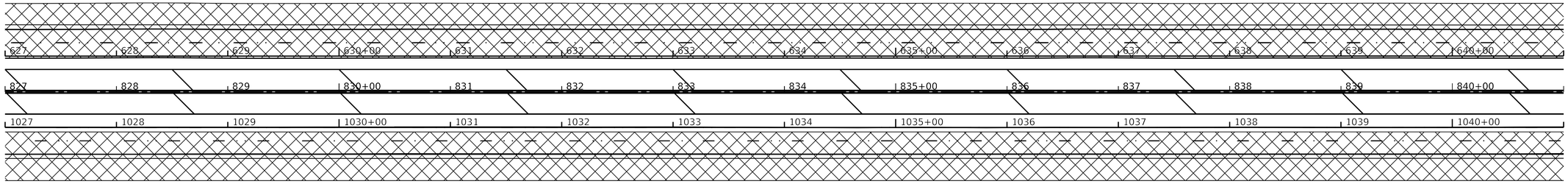
USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 12/4/2020	DATE -	REVISED -	

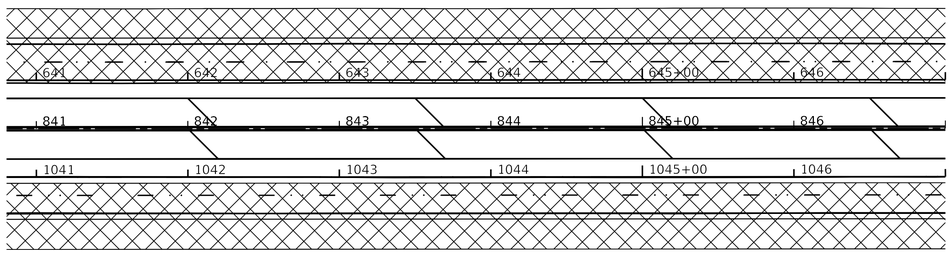
SCALE:	SHEET OF SHEETS	STA.	TO STA.	F.A. RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
					CONTRACT NO.
					ILLINOIS FED. AID PROJECT



CONCEPT "A" – STAGE 2

LEGEND

WORK ZONE



CONCEPT "A" – STAGE 2

MODEL: Default
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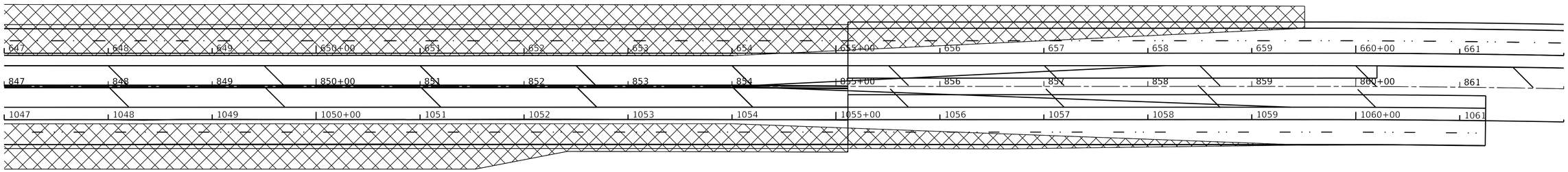
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE:	SHEET OF SHEETS	STA.	TO STA.	F.A. RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
					CONTRACT NO.
				ILLINOIS	FED. AID PROJECT



CONCEPT "A" – STAGE 2

WORK ZONE

MODEL: Default
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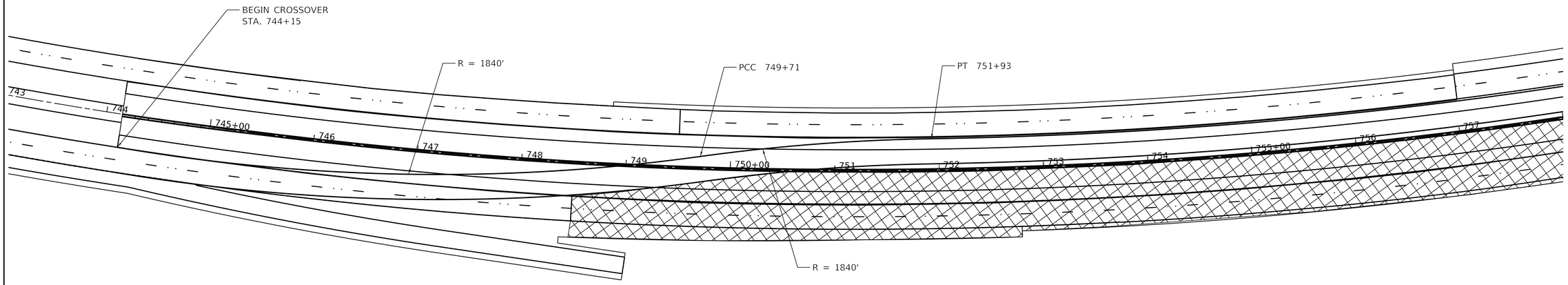
USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 12/4/2020	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. TO STA.

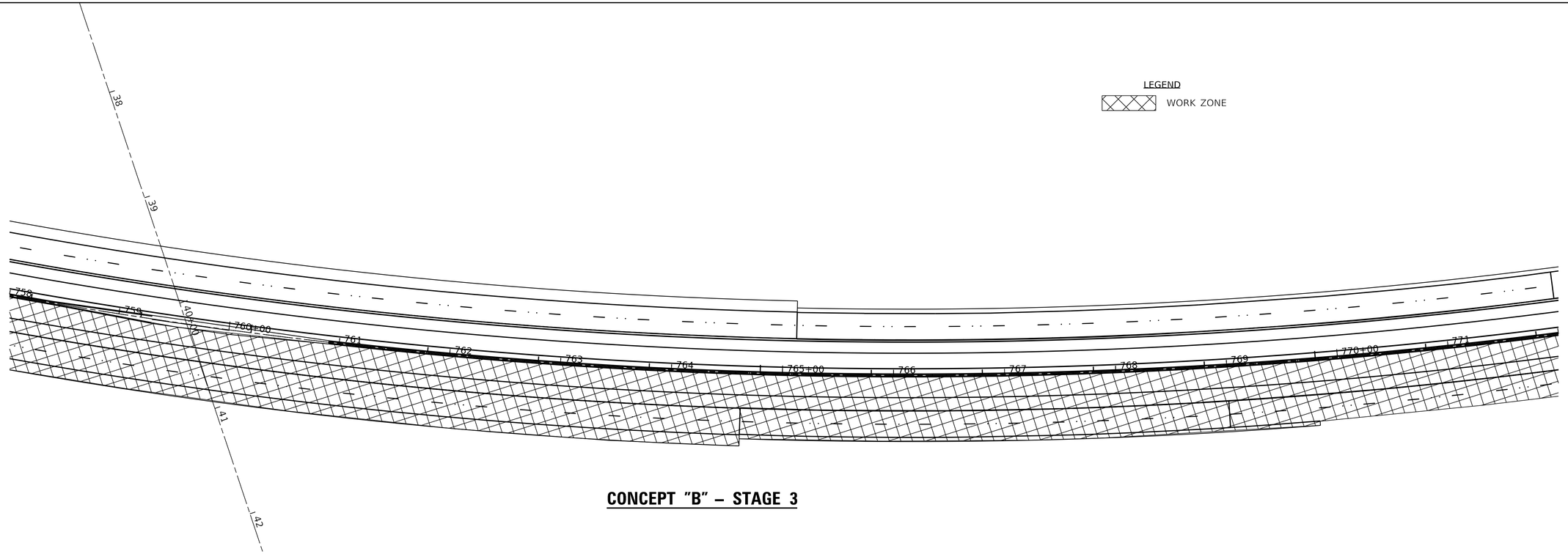
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



CONCEPT "B" – STAGE 3



CONCEPT "B" – STAGE 3

USER NAME = gdc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE:	SHEET OF SHEETS	STA.	TO STA.	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.	CONTRACT NO.
					ILLINOIS FED. AID PROJECT

MODEL: Default
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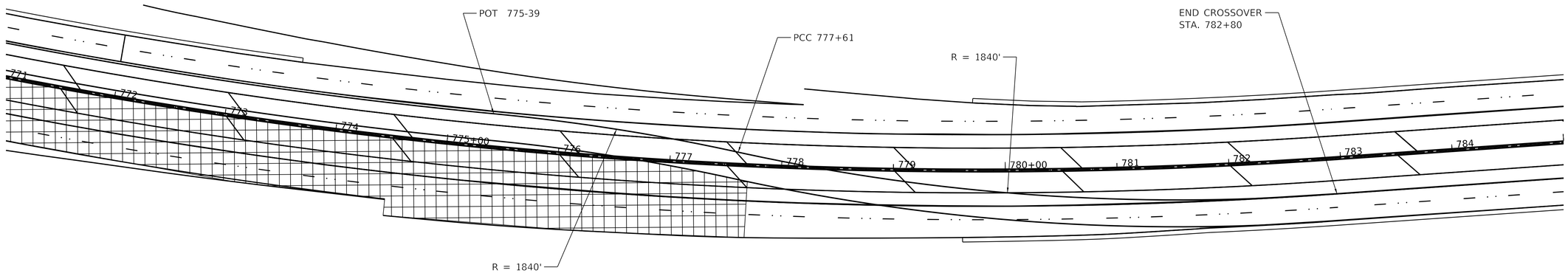


CONCEPT "B" – STAGE 3

LEGEND

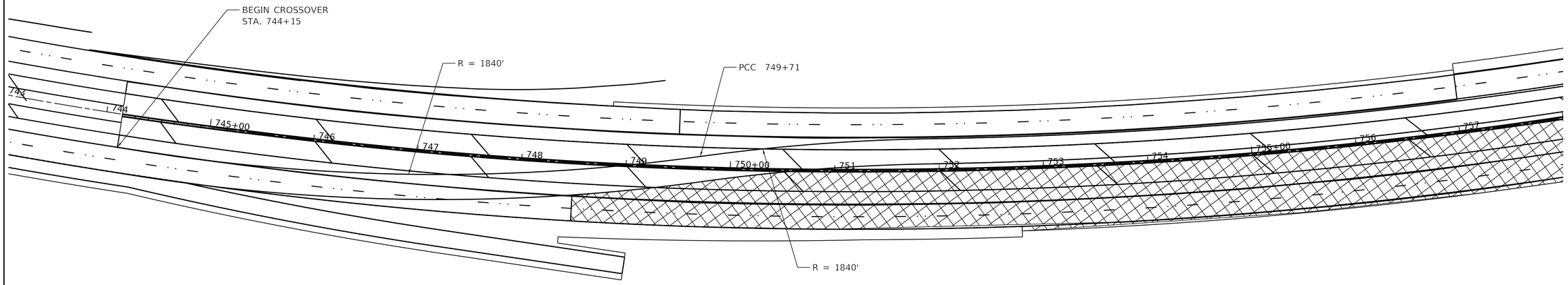
WORK ZONE

MODEL: Default
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\D876K74-MOT-Concept1-sheet02.dgn

USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE:	SHEET OF SHEETS	STA.	TO STA.	

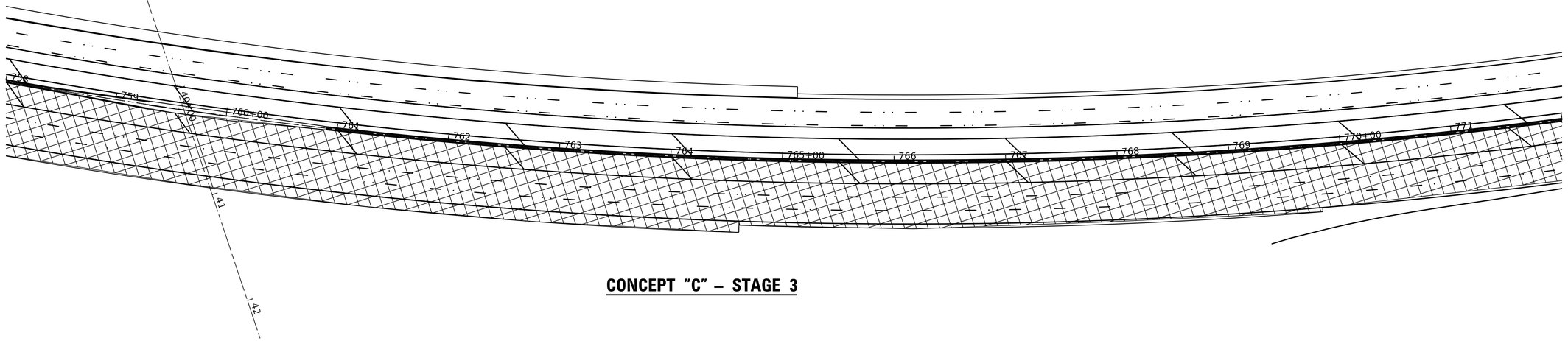
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



CONCEPT "C" – STAGE 3

LEGEND

WORK ZONE



CONCEPT "C" – STAGE 3

USER NAME = gdc	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

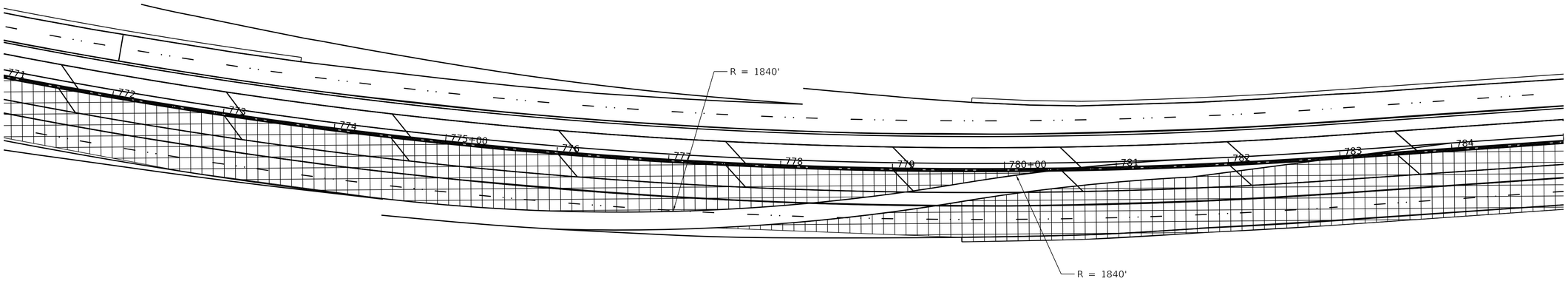
SCALE: | SHEET OF SHEETS | STA. | TO STA.

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

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

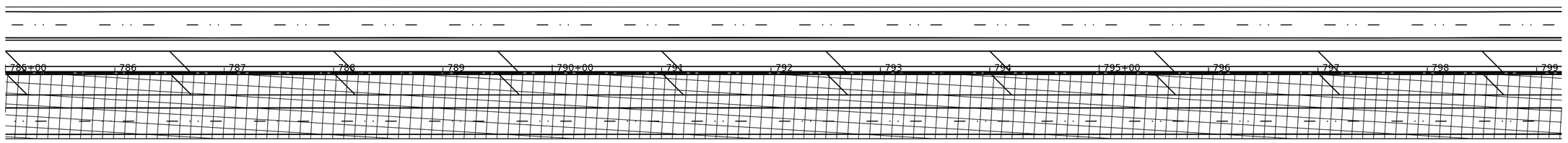
MODEL: Default
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\D8T6K74-MOT-Concept2-sheet01.dgn



CONCEPT "C" – STAGE 3

LEGEND

WORK ZONE



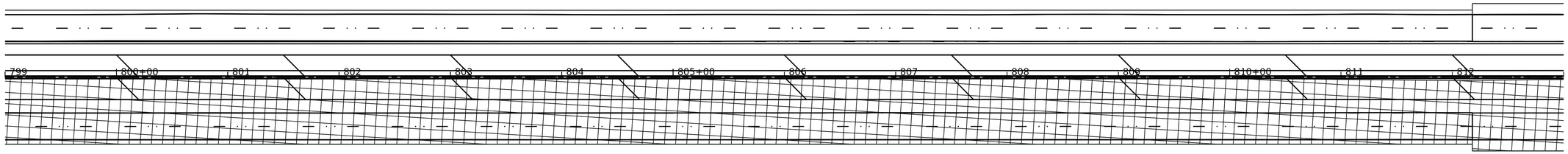
CONCEPT "C" – STAGE 3

MODEL: Default
FILE NAME: P:\16-1120.01 I-64 TMP - CMT\10 CAD\CADD Sheets\DB76K74-MOT-Concept2-sheet02.dgn

USER NAME = gdc	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. TO STA.

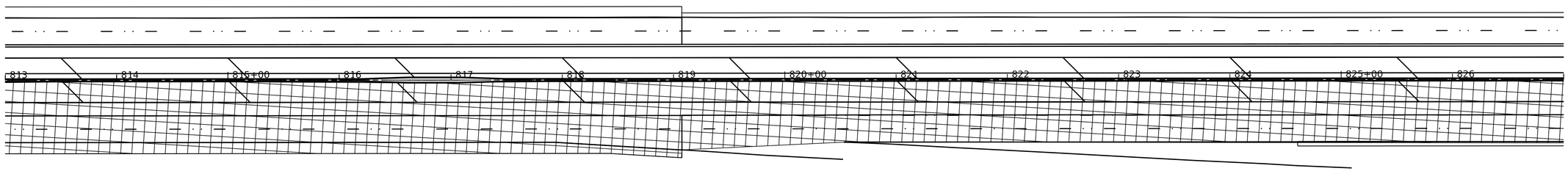
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		



CONCEPT "C" – STAGE 3

LEGEND

WORK ZONE



CONCEPT "C" – STAGE 3

MODEL: Default
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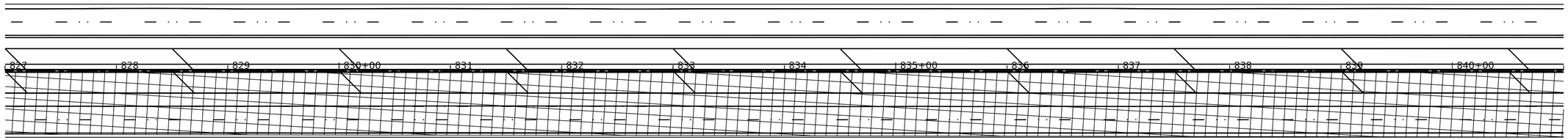
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

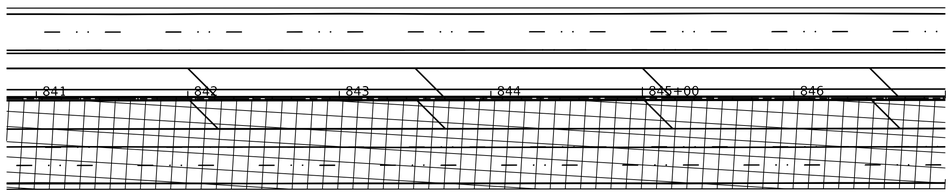
SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A. RTE.	SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
							CONTRACT NO.
						ILLINOIS	FED. AID PROJECT



CONCEPT "C" – STAGE 3

LEGEND

WORK ZONE



CONCEPT "C" – STAGE 3

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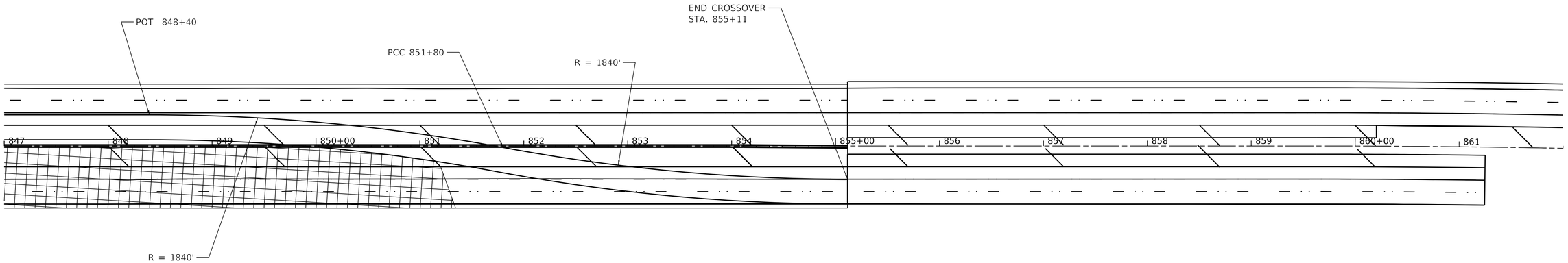
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. TO STA.

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

CONTRACT NO.

ILLINOIS | FED. AID PROJECT



CONCEPT "C" – STAGE 3

LEGEND

WORK ZONE

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USER NAME = gdc	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 1:50	CHECKED -	REVISED -	
PLOT DATE = 3/20/2019	DATE -	REVISED -	

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

EXHIBIT H

PROJECT EMAILS

From: Meyer, Matthew C
To: Jim Michael
Cc: Stafford, Cindy J; Wiszkon, Sarah L; Kristin Timmons
Subject: RE: I-64 widening - TMP
Date: Thursday, June 25, 2020 1:22:24 PM

External Message: *This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.*

Hello Jim,

The staging concept comparison chart that you submitted shows that concept A is the least expensive and requires the least amount of construction duration. Therefore, this would be the District's preference.

Matthew C. Meyer
Illinois Department of Transportation
Project Studies Engineer
(618) 346-3160

Please consider the environment before printing this email

From: Jim Michael <jmichael@cmtengr.com>
Sent: Thursday, June 25, 2020 11:36 AM
To: Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Cc: Stafford, Cindy J <Cindy.Stafford@illinois.gov>; Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>; Kristin Timmons <ktimmons@cmtengr.com>
Subject: [External] RE: I-64 widening - TMP

Matt,

In terms of the TMP , at our last coordination meeting we were looking for a specific direction to pursue on the TMP based on the original submittal along with IDOT's review comments and CMT's response to comments. At this point we felt that dragging three concepts forward for further analysis was not practical or desired. Is there one of these concepts provided that IDOT concurs with so we can finalize this task?

Thanks,

Jim

JIM MICHAEL, P.E. | Project Manager

Crawford, Murphy & Tilly | Engineers & Consultants
2750 West Washington Street | Springfield, IL | 62702
Direct: 217.572.1055 |Office: 217.787.8050 |Fax: 217.787.4183
jmichael@cmtengr.com

www.cmtengr.com | *Centered in Value* | *2014 Midwest Design Firm of the Year*

From: Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Sent: Wednesday, June 24, 2020 11:52 AM
To: Jim Michael <jmichael@cmtengr.com>
Cc: Stafford, Cindy J <Cindy.Stafford@illinois.gov>; Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>; Kristin Timmons <ktimmons@cmtengr.com>
Subject: I-64 widening - TMP

External Message: *This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.*

Hello Jim,

We are looking through our project schedules and submittals to update our D8 staff.

In discussion today, the TMP for this I-64 widening project was brought up. We have provided you with our comments on the staging concepts and the queuing analysis. I realize that you are currently also putting together the PM exhibits, but this is another task that can be completed concurrently.

Please give me an estimated TMP submittal date. Thanks Jim.

Matthew C. Meyer
Illinois Department of Transportation
Project Studies Engineer
(618) 346-3160

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Gregory Hickey

From: Kristin Timmons <ktimmons@cmtengr.com>
Sent: Thursday, January 3, 2019 10:46 AM
To: Gregory Hickey
Cc: Lance D. Chrisman; Jim Michael
Subject: FW: I-64 Widening - Transportation Management Plan
Attachments: Transportation Management Plan.pdf

Greg,
See correspondence from District below. I will send a follow up email with a link to download the design files and sample TMP for I-270.

KRISTIN TIMMONS | Crawford, Murphy & Tilly
Project Manager

From: Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Sent: Wednesday, January 2, 2019 10:41 AM
To: Kristin Timmons <ktimmons@cmtengr.com>
Cc: Stafford, Cindy J <Cindy.Stafford@illinois.gov>; Wiszkon, Sarah L <Sarah.Wiszkon@illinois.gov>; Jim Michael <jmichael@cmtengr.com>; Key, Porsha S. <Porsha.Key@Illinois.gov>
Subject: RE: I-64 Widening - Transportation Management Plan

Hello Kristin,

Responses to your questions are below:

Would the District provide a recent sample TMP or list of the District's TMP requirements?

1. Use the TMP done for the I-64 widening and Rieder Rd. interchange improvement as an example. This is just an example and not meant as the policy to follow for every project, as each project is unique. The requirements for a TMP are outlined in the BDE Manual Ch 13.

We understand the project is most likely going to be classified as a Major Impact – Please confirm.

2. Not sure what "Major Impact" means, but I-64 is a significant route due to the amount of traffic it carries. Construction on this significant route will have a major impact on traffic.

The original scope states IDOT will provide the Queuing Analysis. Typically, the Queuing Analysis is performed using WZQ-ProV1.44 Spreadsheet – Please confirm the Queuing Analysis format the District will be using.

a. We will provide the District with the following input needed to conduct the queuing analysis:
   - Work zone specifications:
     - Lane closures (how many lanes will be closed)
     - Lane and shoulder widths
     - Taper lengths
     - Distances relating to how long the work zone will be
     - Intended work zone speed limit
     - Proximity of construction to edge of travel way
     - Confirm various configurations that are typical for interstate construction (e.g., concrete barriers will be used over cones/drums)

b. The District will provide the following output for incorporation in the TMP:

- A memo discussing the results of the spreadsheet analysis and whether or not it meets the Work Zone Safety and Mobility Rule (BSE Memo 3-07)
- Technical documentation/output of analysis/calculations

c. If Mobility is not met, Form BSPE WZ 2 should be filled out and include the appropriate attachments (Request for Exception to Compliance with the Work Zone Safety and Mobility Rule).

3. The Queuing analysis provided by IDOT is similar to what is shown in the I-64 widening and Rider Rd. interchange improvement TMP (Exhibit E).
   a.& b. We will perform the Queuing Analysis for the job. We will provide the WZQ-ProV1.44 Spreadsheet since the consultant will provide the necessary input data as stated in 3a.
   c. the requirements are outline in 13-1.05

What is the intended scope for the Traffic Control Plan (TCP Strategies), Public Information Plan (PIP), and the Transportation Operations Plan (TOP) sections of the TMP?

i. We would like clarification regarding the District's expectations for these items.

4. Scope for TCP – You will develop this, PIP – The PIP in the TMP is geared toward the public information plan for advising the public of traffic changes during construction. Such as message boards, press releases, etc. This is meant as the general scope for what will be done. This will be developed by the consultant, TOP – You will develop this (See BDE CH 13).
5.

Does the District require any specific forms as part of Phase I/TMP development?

6. No, unless the TMP does not meet goals. See example TMP.

Are there any District specific preferences for the I-64 corridor regarding the MOT approach or concepts that should be incorporated? The following is from the 6/28/2017 project scoping meeting

7. No, but if the consultant has preliminary concepts they want to discuss with the district as they are being developed, we are available. See example TMP.

Attached is an example TMP from IL 15. It was a small job that met goals, but gives an example of how simple the TMP can be. I will also be sending another TMP example through our large file transfer site, as it is too large to e-mail. This is the TMP for the I-270 over the Mississippi River project, which is more complex.

Let me know if you have any questions.

Matthew C. Meyer
Illinois Department of Transportation
Project Studies Engineer
(618) 346-3160

Please consider the environment before printing this email

From: Kristin Timmons <ktimmons@cmtengr.com>
Sent: Monday, December 17, 2018 11:18 AM
To: Meyer, Matthew C <Matthew.Meyer@illinois.gov>
Cc: Stafford, Cindy J <Cindy.Stafford@illinois.gov>; Jim Michael <jmichael@cmtengr.com>; Key, Porsha S. <Porsha.Key@Illinois.gov>
Subject: [External] I-64 Widening - Transportation Management Plan

Matt,
We have started coordinating with our sub consultant (Kaskakia) on the TMP for the I-64 widening project. Early in the work order, we received the FHWA TMP templates and TMP samples from Karen Geldert (*TMP Contract 64G59….pdf and TMP Combined IL 15.pdf*). Upon review of the TMP samples, it appears the format and level of detail vary a good deal. Also attached is a sample TMP from our sub (*70789 TMP.pdf*) that is similar in format and content to the FHWA TMP templates.

Prior to moving forward with the TMP, we are requesting clarification or confirmation on the following scope related items:

1- Would the District provide a recent sample TMP or list of the District's TMP requirements?

2- We understand the project is most likely going to be classified as a Major Impact – Please confirm.

3- The original scope states IDOT will provide the Queuing Analysis. Typically, the Queuing Analysis is performed using WZQ-ProV1.44 Spreadsheet – Please confirm the Queuing Analysis format the District will be using.
   a. We will provide the District with the following input needed to conduct the queuing analysis:
      - Work zone specifications:
        - Lane closures (how many lanes will be closed)
        - Lane and shoulder widths
        - Taper lengths
        - Distances relating to how long the work zone will be
        - Intended work zone speed limit
        - Proximity of construction to edge of travel way
        - Confirm various configurations that are typical for interstate construction (e.g., concrete barriers will be used over cones/drums)
   b. The District will provide the following output for incorporation in the TMP:
      - A memo discussing the results of the spreadsheet analysis and whether or not it meets the Work Zone Safety and Mobility Rule (BSE Memo 3-07)
      - Technical documentation/output of analysis/calculations
   c. If Mobility is not met, Form BSPE WZ 2 should be filled out and include the appropriate attachments (Request for Exception to Compliance with the Work Zone Safety and Mobility Rule).

4- What is the intended scope for the Traffic Control Plan (TCP Strategies), Public Information Plan (PIP), and the Transportation Operations Plan (TOP) sections of the TMP?
   i. We would like clarification regarding the District's expectations for these items.

5- Does the District require any specific forms as part of Phase I/TMP development?

6- Are there any District specific preferences for the I-64 corridor regarding the MOT approach or concepts that should be incorporated? The following is from the 6/28/2017 project scoping meeting :

   Traffic Management Plan – the District will conduct a queuing analysis for CMT to review and incorporate into a traffic management plan. The proposed construction staging concept should assume providing two lanes of interstate traffic in each direction during all stages of construction. The traffic management plan is not anticipated to be a separate deliverable but will be included in the project report as an appendix and summarized in the text. The District will look for a sample plan recently completed and provide for CMT to consider.

Please let us know if you have questions.

Thank you,

KRISTIN TIMMONS, P.E. | Project Manager

Crawford, Murphy & Tilly | Engineers & Consultants
2750 West Washington Street | Springfield, IL | 62702
Direct: 217.572.1099 | Mobile: 217.891.2522 | Fax: 217.787.4183
ktimmons@cmtengr.com

www.cmtengr.com | *Centered in Value*

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EXHIBIT L – COST ESTIMATE

Illinois Department of Transportation

Project I-64 Widening

Route FAI 64

Section 87-7WRS-2

County ST. CLAIR

Phase I
Estimate of Cost

Location of Improvement: I-64 from west of Green Mount Road to west of IL Route 158 in St. Clair County

Phase I Cost Estimate

Code Number	Item	Unit of Measure	Quantity	Unit Price	Total Cost
20100500	TREE REMOV ACRES	ACRE	2	$9,250.00	$18,500.00
20200100	EARTH EXCAVATION	CU YD	52835	$12.50	$660,437.50
20700220	POROUS GRAN EMBANK	CU YD	10687	$60.00	$641,220.00
25000200	SEEDING CL 2	ACRE	20	$750.00	$15,000.00
25000400	NITROGEN FERT NUTR	POUND	1800	$1.50	$2,700.00
25000500	PHOSPHORUS FERT NUTR	POUND	1800	$1.50	$2,700.00
25000600	POTASSIUM FERT NUTR	POUND	1800	$1.50	$2,700.00
25100115	MULCH METHOD 2	ACRE	20	$1,150.00	$23,000.00
25100630	EROSION CONTR BLANKET	SQ YD	18608	$1.25	$23,260.00
28000250	TEMPORARY EROS CONTR SEED	POUND	2040	$2.00	$4,080.00
28000305	TEMP DITCH CHECKS	FOOT	656	$10.00	$6,560.00
28000400	PERIMETER EROS BAR	FOOT	13222	$2.50	$33,055.00
28000500	INLET & PIPE PROTECT	EACH	183	$150.00	$27,450.00
28100105	STONE RIPRAP CL A3	SQ YD	820	$50.00	$41,000.00
28200200	FILTER FABRIC	SQ YD	820	$5.00	$4,100.00
31200500	STAB SUBBASE HMA 4	SQ YD	88535	$20.00	$1,770,700.00
35101100	AGG BASE CSE A 12	SQ YD	72793	$10.00	$727,930.00
40600275	BIT MATLS PR CT	POUND	236502	$0.75	$177,376.50
40600290	BIT MATLS TACK CT	POUND	40088	$1.50	$60,132.00
40603240	P HMA BC IL19.0 N90	TON	19712	$120.00	$2,365,440.00
40604000	HMA SC IL-9.5FG C N50	TON	2340	$100.00	$234,000.00
40605034	P SC SNA 12.5 E N80	TON	18012	$150.00	$2,701,800.00
40701941	HMA PAVT FD 13	SQ YD	11766	$85.00	$1,000,110.00
42100100	CONT REINF PCC PVT 8	SQ YD	72957	$100.00	$7,295,700.00
44000100	PAVEMENT REM	SQ YD	9663	$10.00	$96,630.00
44000157	HMA SURF REM 2	SQ YD	89085	$5.00	$445,425.00
44004250	PAVED SHLD REMOVAL	SQ YD	37026	$12.50	$462,825.00
48300300	PCC SHOULDERS 8	SQ YD	19727	$55.00	$1,084,985.00
50104650	SLOPE WALL REMOVAL	SQ YD	350	$50.00	$17,500.00
50105220	PIPE CULVERT REMOV	FOOT	395	$15.00	$5,925.00
50300100	FLOOR DRAINS	EACH	3	$700.00	$2,100.00
51100100	SLOPE WALL 4INCH	SQ YD	350	$130.00	$45,500.00
54213669	PRC FLAR END SEC 24	EACH	5	$1,000.00	$5,000.00
54213681	PRC FLAR END SEC 36	EACH	1	$1,500.00	$1,500.00
54213693	PRC FLAR END SEC 48	EACH	2	$1,750.00	$3,500.00
542A0229	P CUL CL A 1 24	FOOT	261	$75.00	$19,575.00
542A0241	P CUL CL A 1 36	FOOT	80	$120.00	$9,600.00
542A0253	P CUL CL A 1 48	FOOT	227	$130.00	$29,510.00
550A0070	STORM SEW CL A 1 15	FOOT	1244	$40.00	$49,760.00
550A0090	STORM SEW CL A 1 18	FOOT	2745	$45.00	$123,525.00
550A0120	STORM SEW CL A 1 24	FOOT	4900	$50.00	$245,000.00
550A0140	STORM SEW CL A 1 30	FOOT	410	$60.00	$24,600.00
59000200	EPOXY CRACK INJECTION	FOOT	160	$75.00	$12,000.00
60108106	PIPE UNDERDRAINS, TYPE 1, 6"	FOOT	52154	$8.50	$443,309.00
60270005	DR STR T5 W/1 T22F&G	EACH	40	$7,500.00	$300,000.00
60270055	DR STR T5 W/2 T22F&G	EACH	47	$7,500.00	$352,500.00
63200310	GUARDRAIL REMOV	FOOT	536	$7.50	$4,020.00
63200400	CABLE ROAD GD REM	FOOT	5264	$8.50	$44,744.00
63700164	CONC BAR 1F 42HT	FOOT	756	$120.00	$90,720.00
63700900	CONC BARRIER BASE	FOOT	10718	$85.00	$911,030.00
72400200	REMOV SIN PAN ASSY TB	EACH	1	$200.00	$200.00
72400600	RELOC SIN PAN ASSY TB	EACH	7	$200.00	$1,400.00
73602000	REM OVHD SN STR-BR MT	EACH	1	$6,250.00	$6,250.00
78003110	PREF PL PM TB LINE 4	FOOT	65463	$2.50	$163,657.50
78003140	PREF PL PM TB LINE 8	FOOT	5085	$5.00	$25,425.00
78003150	PREF PL PM TB LINE 12	FOOT	4538	$12.00	$54,456.00
78100100	RAISED REFL PAVT MKR	EACH	1444	$32.00	$46,208.00
78200011	BARR WALL REF TYPE C	EACH	278	$15.00	$4,170.00
X1700084	CONC BAR 2 FACE 42"SP	FOOT	10718	$85.00	$911,030.00
X7830070	GRV RCSD PVT MRKG 5	FOOT	65105	$0.50	$32,552.50
X7830076	GRV RCSD PVT MRKG 9	FOOT	5085	$1.50	$7,627.50
X7830076	GRV RCSD PVT MRKG 9	FOOT	5085	$1.50	$7,627.50
X0301423	NOISE AB WALL GRD MT	SQ FT	34480	$40.00	$1,379,200.00
Z0012754	STRUCTURAL REPAIR OF CONCRETE DP =< 5	SQ FT	15	$300.00	$4,500.00
Z0021906	SILICONE JOINT SEALER, 1.5"	FOOT	96	$70.00	$6,720.00
67100100	MOBILIZATION (6%)	L SUM	1	$1,518,573.00	$1,518,573.00
	ROW				
	TRAFFIC CONTROL (8%)	L SUM	1	$2,147,150.00	$2,147,150.00
	CONTINGENCY (20%)	L SUM	1	$5,797,297.00	$5,797,297.00
TOTAL ESTIMATED COST OF WORK INCLUDING ALL LABOR, MATERIALS AND PROFITS.					$34,783,780.00

Programming has reviewed the scope of work as presented in this report, as well as the cost estimate.

Gwen Lagemann, P.E.
Programming Engineer

EXHIBIT M – STAKEHOLDER INVOLVEMENT PLAN

Illinois Department of Transportation

Interstate 64 Widening Project St. Clair County

STAKEHOLDER INVOLVEMENT PLAN

October 19, 2021

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CONCLUSION **10**

ACRONYMS

BDE	Bureau of Design and Environment
CE	Categorical Exclusion
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDOT	Illinois Department of Transportation
NEPA	National Environmental Policy Act of 1969
SIP	Stakeholder Involvement Plan
SN	Structure Number

Introduction

The Illinois Department of Transportation (IDOT) in cooperation with the Federal Highway Administration (FHWA), is conducting a Phase 1 study to evaluate the six lane expansion on Interstate 64 from west of Green Mount Road to west of IL Route 158 in O'Fallon, and Shiloh, St. Clair County. The project will consist of enclosing the existing median ditch to accommodate an additional 12 ft. through lane, and wider shoulders in each direction. The open drainage system will be replaced with an enclosed storm sewer and median inlets along the face of the proposed concrete median barrier. The project will also include lowering the roadway profile under the Green Mount Road bridge (SN 082-0344) and the County Highway 43/ Lincoln Ave. bridge (SN 082-0181) to assure policy vertical clearances. Due to the need for a noise study, this project will be developed as a Federally Approved Categorical Exclusion.

Project Background

Interstate 64 is a full access controlled east-west facility that serves local, regional, and interstate traffic as part of the National Highway System. This interstate carries significant traffic through the St. Louis metropolitan area and the metro east. This project is located in the City of O'Fallon and the Village of Shiloh in St. Clair County, Illinois. The study area is approximately 3 miles long and includes the Green Mount Road interchange.

Interstate 64 was originally constructed in 1975 and consisted of 4 – 12 ft. lanes. These 4 lanes accommodated 2 lanes for eastbound and westbound travel. Due to increasing development and traffic in the area an interchange was constructed at Green Mount Road in 2000. Interstate 64 was widened to accommodate 6 – 12 ft. lanes in 2004 from west of IL Route 157 to west of Green Mount Road. These 6 lanes now accommodated 3 lanes for eastbound and westbound travel. In 2014, a new interchange was constructed at Reider Road. As part of that improvement, Interstate 64 was widened to 6 – 12 ft. lanes from west of IL Route 158 to east of Reider Road. Again these 6 lanes now accommodated 3 lanes for eastbound and westbound travel. The 4-lane portion of Interstate 64 in between these improvements is a gap in the 6-lane interstate configuration. This study will evaluate widening Interstate 64 to match the 6-lane configuration east and west of the project limits.

Interstate 64 Project Area

Purpose of Stakeholder Involvement Plan

Goals and Objectives

Recognizing the value that stakeholders bring to the transportation planning process, the project team will follow the Context Sensitive Solutions (CSS) process. This process helps ensure that any recommended transportation improvements take into consideration the input of those who have a stake in the system. A stakeholder is any person or organization who is interested in or directly affected by the project, such as property owners adjacent to the corridor, residents, businesses, elected officials and motorists. Stakeholder involvement is critical because they help the project team understand their community concerns and values in order to help develop better solutions. Additionally, stakeholders help the team generate project awareness.

Using the CSS process, the stakeholder involvement plan (SIP) for the Interstate 64 Widening Project will meet the following objectives:

- Identify stakeholders;
- Understand key issues, concerns, opportunities, and challenges of the study area;
- Establish a process that allows all stakeholders to obtain information and provide input;
- Build trust with key stakeholders;
- Use stakeholder input to inform the decision-making process and final recommendation;
- Identify transportation problems which can and should be addressed by project;
- Identify reasonable alternate solutions to address identified problems, with stakeholder input & concurrence;
- Choose preferred solution with stakeholder input; and

- Treat all parties with respect and dignity, in a transparent manner and in a way that ensures their input was duly heard and considered.

This SIP provides a road map for public participation throughout Phase I of the Interstate 64 Widening Project. The rest of this plan outlines various techniques and tools to help meet the objectives. It will remain flexible throughout the project and will be amended when necessary. Ultimately the stakeholder involvement process will help design a final outcome that reflects a collaborative process that includes input from stakeholders and the general public.

Project Study Group

The Project Study Group (PSG) is comprised of various organizations that will guide Phase I of the Interstate 64 Widening Project. The PSG will oversee the development of environmental studies, preliminary engineering, design and stakeholder involvement using the CSS process. The study of this project is led by the Illinois Department of Transportation (IDOT), in cooperation with the Federal Highway Administration (FHWA). IDOT has hired a consultant team led by Crawford, Murphy & Tilly Engineers & Consultants. The PSG will meet throughout the project process and ensure compliance with the SIP.

The Project Study Group (PSG) includes members from:

- Illinois Department of Transportation – District 8
- Federal Highway Administration
- Illinois Department of Transportation - Bureau of Design and Environment
- Crawford, Murphy & Tilly Engineers & Consultants
- Vector Communications

Stakeholder Identification

One of the first steps of any stakeholder involvement program is to identify the stakeholders. The initial list of stakeholders for Phase I of the IL Route 111 over I-64 Project has been compiled and is listed below.

Members of the PSG will coordinate with the following organizations and groups:

- City of O'Fallon
- Village of Shiloh
- St. Clair County
- FAA Mid-America Airport
- Representatives of Illinois Legislative Districts 56, 57, 112, 113 and 114

The project team will also coordinate throughout Phase 1 with environmental resource agency representatives to keep them abreast of what is happening and to get their input. Such

interagency coordination is important in the CSS process. Below is the initial list of environmental resource agencies.

- Illinois Department of Natural Resources
- State Historic Preservation Officer
- Illinois Environmental Protection Agency
- U.S. Fish and Wildlife Services

Stakeholder Involvement Ground Rules

The SIP will be based on ground rules for the respectful interaction of all parties involved in the process. The ground rules are tentative and will be applied with the implementation of the SIP. These ground rules must be agreed upon by the stakeholders; therefore, modifications may be made upon stakeholder review and input.

The rules include the following:

- Stakeholder input on the project will be valued and considered in accordance with the goal of reaching the best solutions to issues discovered in the planning process.
- The list of stakeholders is subject to revisions/additions at any time.
- Participants must keep an open mind while remaining open and honest.
- Participants must work collaboratively and cooperatively to seek a solution.
- Participants in the process must treat one another with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.
- Final decisions will be made by IDOT and FHWA.

Public Engagement Tools/Techniques

Stakeholder Meetings

Early communication with elected officials and local agencies will initially be accomplished through stakeholder meetings or written correspondence. The project study group will conduct these one-on-one and group meetings to introduce the project and to obtain information about the project area's current conditions, possible constraints and potential opportunities. The meetings will also inform the project team of the best methods for public outreach and engagement with the stakeholders' constituents. Notes will be taken at each meeting and become part of the project's stakeholder involvement documentation. Project handouts and/or other appropriate materials will be prepared for distribution at such meetings or presentations.

Mailing Database

A mailing database will be developed at the start of the Interstate 64 Widening Project and will expand and gain new contacts as project study group members meet with stakeholders, a project web page is created where visitors can sign-up to be on the project mailing list and public meetings are held where attendees can also sign-up. An initial stakeholder database will be created by IDOT that includes the names of adjacent property owners to the extent of those that can be determined. The database will be used to communicate project information, updates, and public involvement opportunities to stakeholders, such as public meetings.

Website

A project website will be established and housed on IDOT's website as a tool for both public outreach and engagement. This website will include general study information, contact information, and the technical documents that will be produced during the project. The site will be a centralized information source for learning about the project, getting updates, and downloading public meeting displays and other project materials.

Virtual Public Meeting

Public meetings represent an important opportunity for direct engagement with the larger, general public. Due to the nature of the improvements with this project, it was determined that only one public meeting will be required. Given the current COVID-19 pandemic, it was determined that a virtual public meeting will be held for this project. During this virtual public meeting, participants will be able to listen to a live presentation from members of the project study group as well as view displays that contain information about the project. This information will include the proposed design and potential impacts. Participants of this live virtual public meeting will also be able to submit questions and comments that will be monitored throughout the presentation and answered live by project study group members at the end of the meeting. After the live virtual public meeting, the presentation will be available on the project website, where comments can also be submitted up to two weeks after the live virtual public meeting. A critical function of the public meeting is to educate and inform the public about the process, the project and to obtain input. Attendee input is critical to achieving the tenants of a CSS process because it will help shape the project study group develop a preliminary design that addresses the public's needs and concerns.

A meeting report will be prepared following the public meeting summarizing participants' comments. These summaries will be made public via the study's website.

The PSG will announce meeting information to appropriate audiences via emails and mailings, flyers/posters, press advisories, and/or other materials. Electronic message boards located in the project corridor will also advertise the public meetings. The consultant will coordinate the distribution of materials to residences in unincorporated areas.

Brochure/Mailings/Flyer

A brochure and a direct mail postcard will be produced and distributed to stakeholders and property owners adjacent to the study corridor. The postcard will introduce the project to the public prior to virtual public meeting, as well as provide a website link to register for the virtual public meeting. Flyers will also be used to promote the virtual public meeting. They will be prepared in English with the Spanish translation included.

The tentative schedule for Public Involvement is outlined below.

Tentative Target Dates	Task
2017	Project Begins
2019 - 2021	Stakeholder Meetings
September 2021	Direct Mailer distribution
November 2021	Virtual Public Meeting (VPM)
November 2021	VPM Presentation posted on website
November – December 2021	Continued stakeholder meetings
February 2022	Final project report submitted

Communications Protocol

Stakeholder comments and questions will come in the form of emails, website comment forms, standard mail, phone calls and public meeting comment forms. Feedback obtained during project meetings will be recorded in the form of meeting notes. For questions received via the comment forms, a response letter will be mailed. Comment forms from both public meetings will be summarized in the Public Involvement Record section of the Project Report. For stakeholder meetings and inquiries occurring outside scheduled public meetings, meeting minutes will be done to summarize the discussions. This will help to ensure that stakeholders' issues are understood and addressed as part of the CSS process, so a preliminary design can be created that meets the community's needs.

Plan Monitoring/Updates

This stakeholder involvement plan will be regularly reviewed for effectiveness and will be updated/amended as appropriate. Plan administration includes, but is not limited to:

- Maintaining a current database of study participants, along with area residents and business owners;
- Maintaining a detailed public involvement record (log) that includes stakeholder contacts, meetings, and comments; and
- Ensuring two-way communications and timely responses to stakeholders through formal and informal channels.

Stakeholder and public involvement activities will be reviewed with the study team on a regular basis. Direct feedback will be solicited from the public during meetings (comment forms) to determine their effectiveness.

Conclusion

Through both stakeholder involvement and outreach, the overall goal of CSS for the Interstate 64 Widening Project is to get public input early and often and consider that input at key points in the project development process. This SIP details the tools and techniques the project study group will employ to offer stakeholders and the general public the opportunity to learn about and provide feedback regarding this project.

EXHIBIT N – PUBLIC MEETING INFORMATION

Illinois Department of Transportation

I-64: Green Mount Road to Illinois 158
PRELIMINARY ENGINEERING STUDIES

VIRTUAL PUBLIC INFORMATION MEETING

I-64 Expansion and I-64/ Green Mount Road Interchange Improvements

Tuesday, November 9, 2021

6 – 7 p.m.

https://projectmeetingonline.com/i-64/

Welcome! The Illinois Department of Transportation is holding a Virtual Public Information Meeting to present the proposed improvements along I-64 from Green Mount Road to Illinois 158. All interested parties are encouraged to visit the public meeting website and register at:

https://projectmeetingonline.com/i-64/

to participate in the virtual meeting. The meeting presentation will be presented during the time shown above and available for viewing after the initial presentation.

Purpose of the Virtual Meeting

The purpose of the meeting is to introduce the project's proposed improvements and receive questions or comments. Exhibits and aerial maps are included in the presentation and available for review. Questions and comments may be submitted online in the Q&A box during the presentation or following the presentation via the comment form. Written correspondence regarding this project can also be mailed to IDOT at the address to the right. Public meeting comments can be submitted until November 23, 2021.

What is the I-64 Project?

IDOT, in cooperation with the Federal Highway Administration, is conducting pre-liminary engineering studies of I-64 from Green Mount Road to Illinois 158 in St. Clair County, Illinois. The studies include evaluating I-64 and the interchange at Green Mount Road for capacity and mobility improvements to reduce delays and improve safety. The preliminary engineering and environmental studies are known as the Phase I study. During this phase, proposed geometry, environmental concerns, and right-of-way requirements are defined. A project report will be developed that documents this process.

If you have questions or comments about the project or public involvement, please contact Matt Meyer, Project Manager by:

Phone: (618) 346-3160

Email: matthew.meyer@illinois.gov

Mail: Illinois Department of Transportation
Attn: Mr. Matthew Meyer
1102 Eastport Plaza Drive
Collinsville, IL 62234

Illinois Department of Transportation

Overview & Scope

I-64 is proposed to be expanded from 4-lanes to 6-lanes from the existing 6-lane section, which ends west of Green Mount Road to the existing 6-lane section that begins west of Illinois 158. Interchange improvements at Green Mount Road are included in the project scope. This will include widening the existing entrance and exit ramps and Green Mount Road to provide additional turn lanes. These improvements to I-64 and the Green Mount Road interchange will improve the capacity and operations of the interstate.

Why is this project needed?

The need to make improvements within this section of I-64 is due to several factors, including heavy traffic volumes that exceed roadway capacity, fewer lanes than east and west of project, excessive delays at the Green Mount Road interchange and the interstate doesn't meet all current design policies.

Funding Status

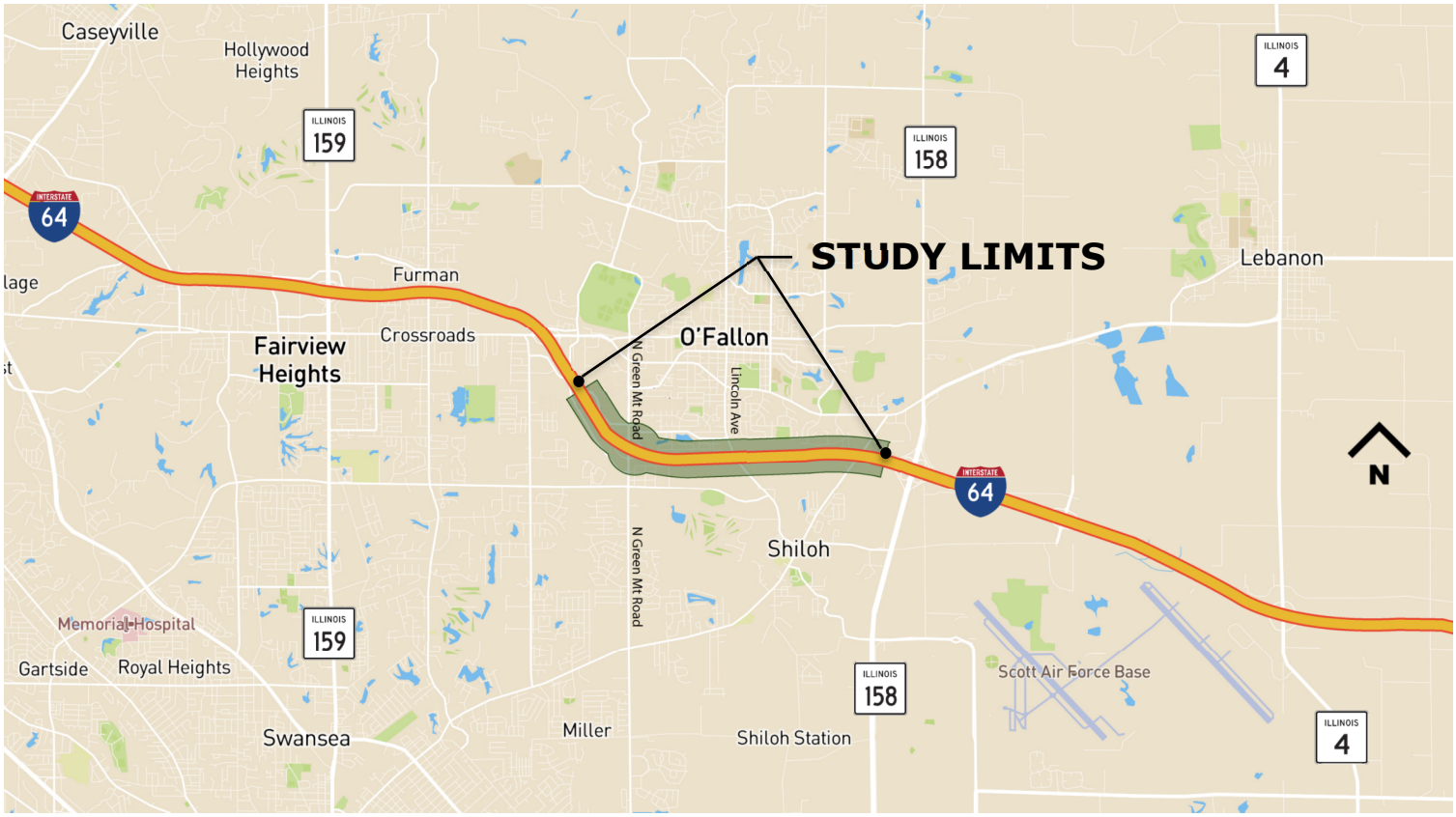
All engineering and construction is currently included in the Department's Fiscal Year 2022-2027 Proposed Highway Improvement Program.

Get Involved / Provide Comments

If you are interested in taking part in the public involvement for this project or have any questions about the public involvement for this project, comment forms are available on the project website: https://idot.illinois.gov/projects/I-64-Green-Mount-Road.html

Resources

The project website will be updated following presentation of the virtual public meeting on Nov. 9, 2021. A pdf of the meeting content will also be available on the website. IDOT thanks you for your support and patience.



Illinois Department of Transportation

Virtual Public Meeting

November 9, 2021, 5:00-6:30 p.m.

I-64: Green Mount Rd to IL Route 158

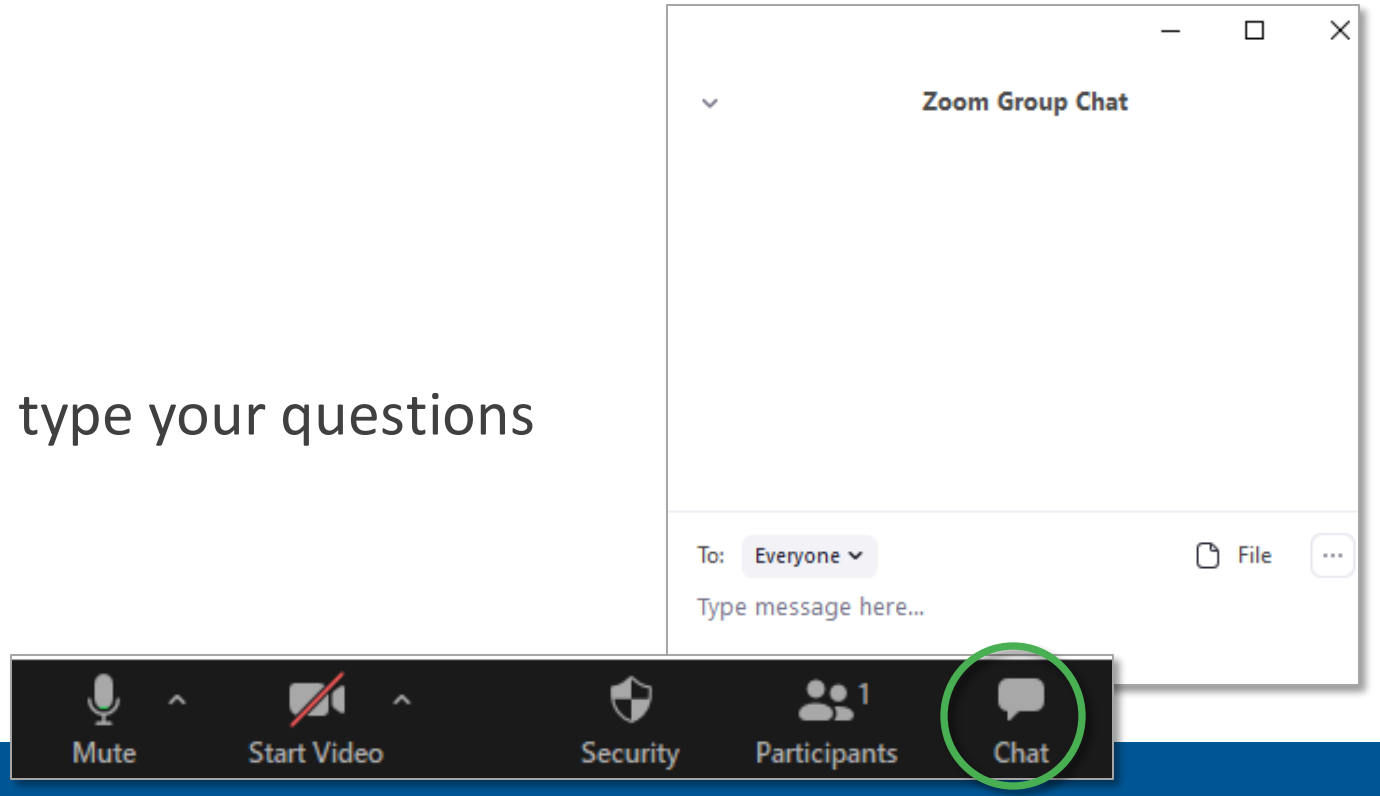
PRELIMINARY ENGINEERING STUDIES

Agenda

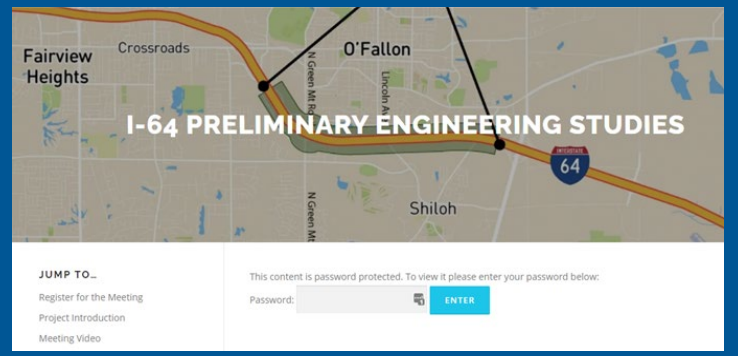
01
Introduction
& Presenters
02
Detailed Project
Improvements
03
Environmental
Issues
04
Conclusion
+ Q&A

Q&A Instructions

For live answers from our panel, type your questions in the Zoom group chat box.



To access this presentation and additional materials or submit comments later, **visit our meeting website.**



https://projectmeetingonline.com/i-64/

Share Your Input

ProjectMeeting
Online.com/I-64/

Matthew Meyer
IDOT Project Studies Engineer

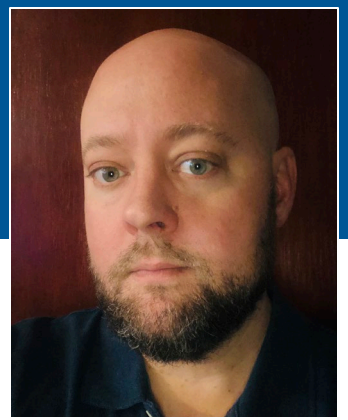
matthew.meyer@illinois.gov

Attn: Matthew Meyer
Illinois Department of Transportation
1102 Eastport Plaza Drive
Collinsville, IL 62234

Presentation Team

Tiffany Brase, PE
Studies and Plans Engineer

IDOT, District 8



Matthew Meyer
Project Studies Engineer

IDOT, District 8

Porsha Key
Project Studies Engineer

IDOT, District 8

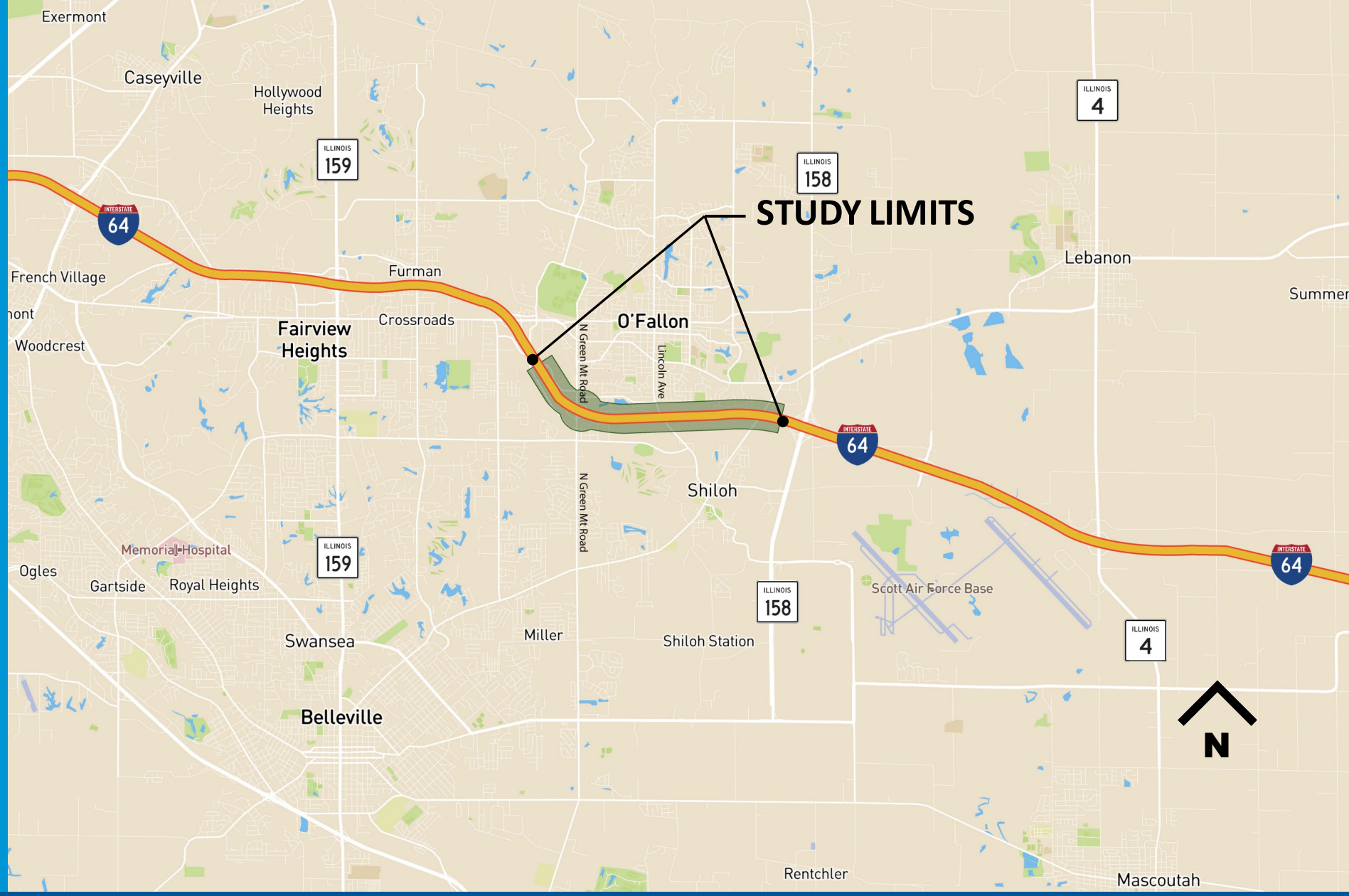
Jim Michael, PE
Project Manager

Crawford, Murphy & Tilly

Kristin Timmons, PE
Project Design Engineer

Crawford, Murphy & Tilly

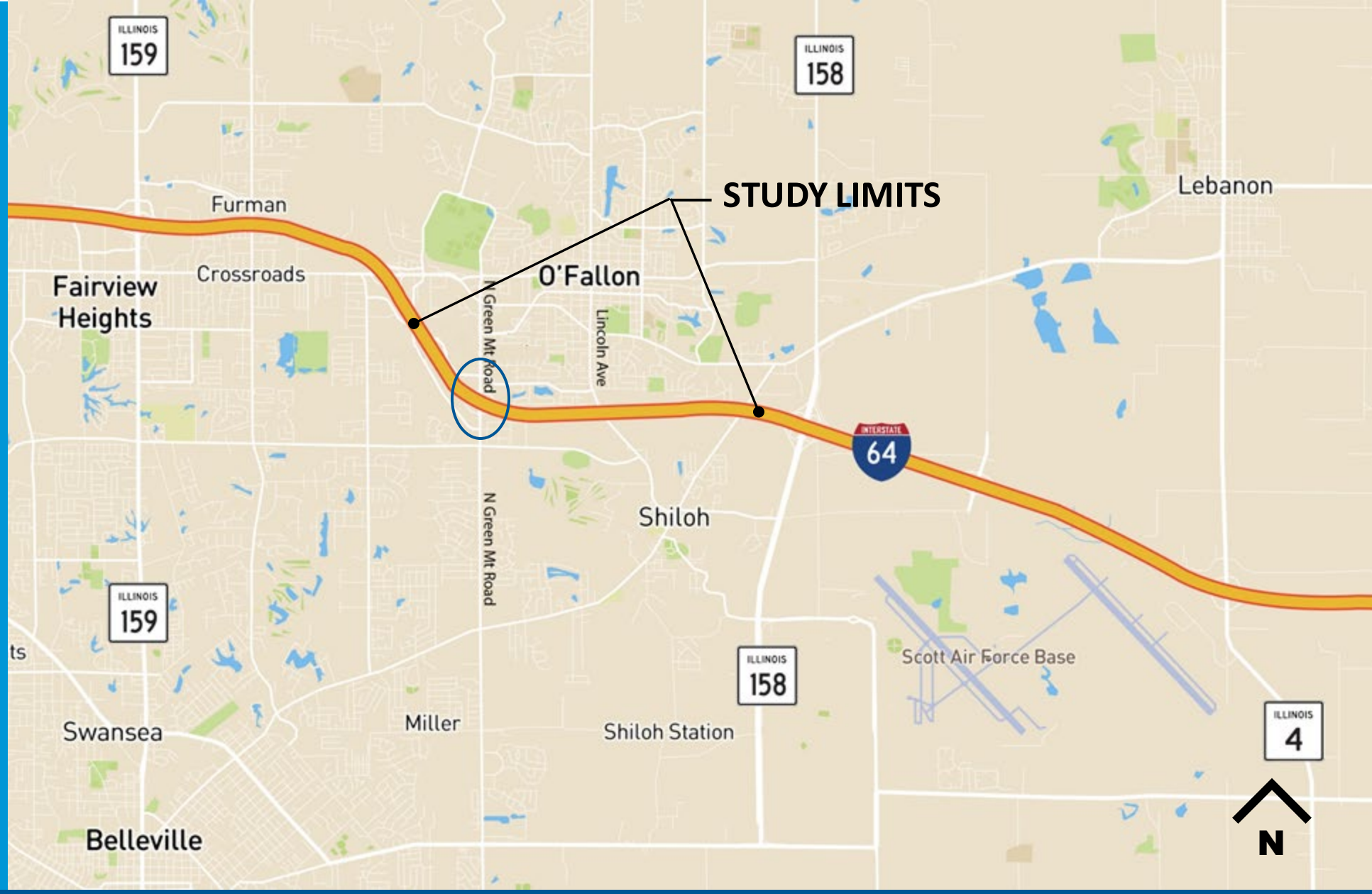
Study Location



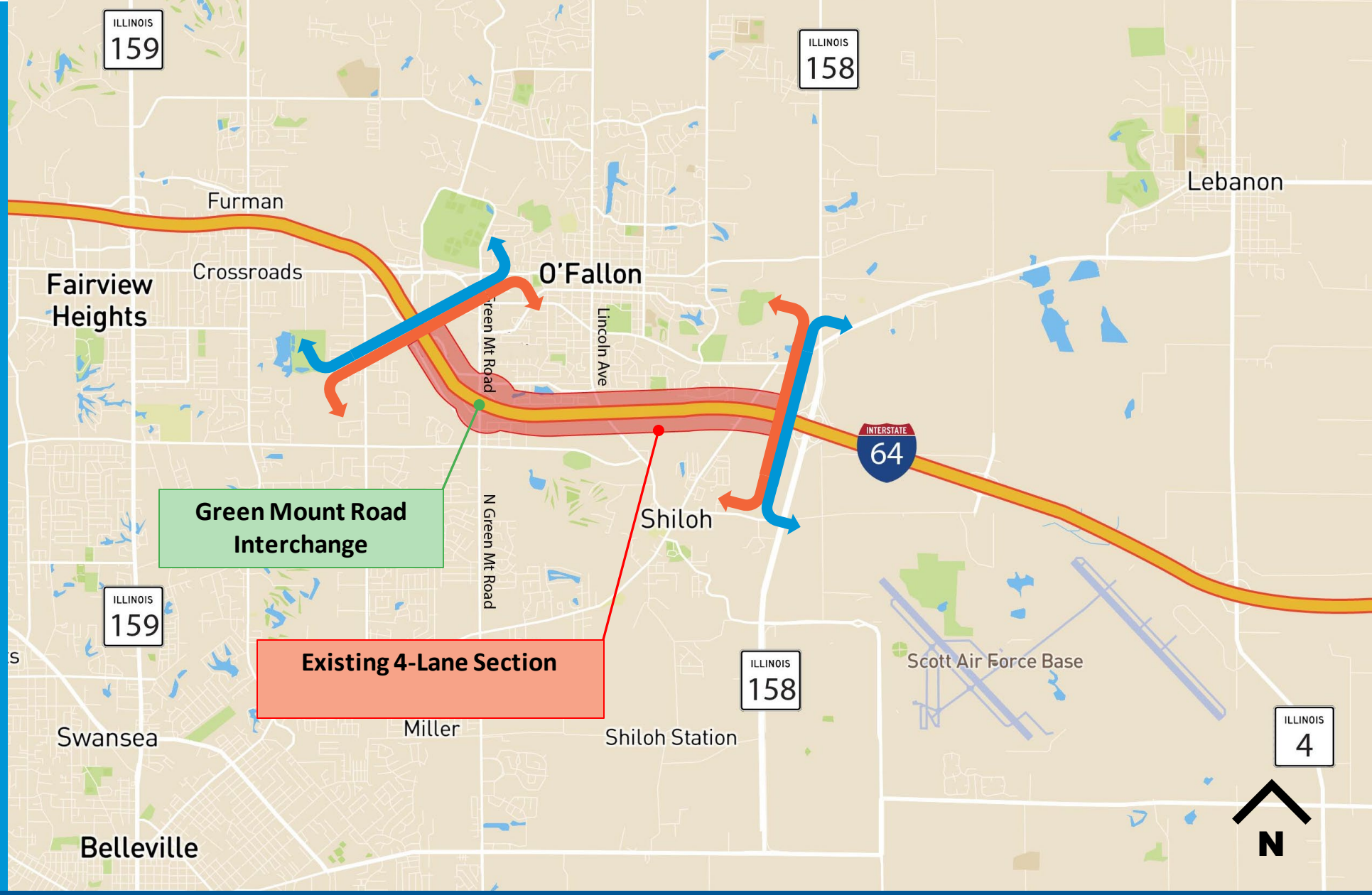
Purpose of Meeting

- Show Why I-64 Needs Improvement
- Provide Information about the Existing Roadway and Interchange
- Present the Proposed Improvements
- Receive Input about the Project

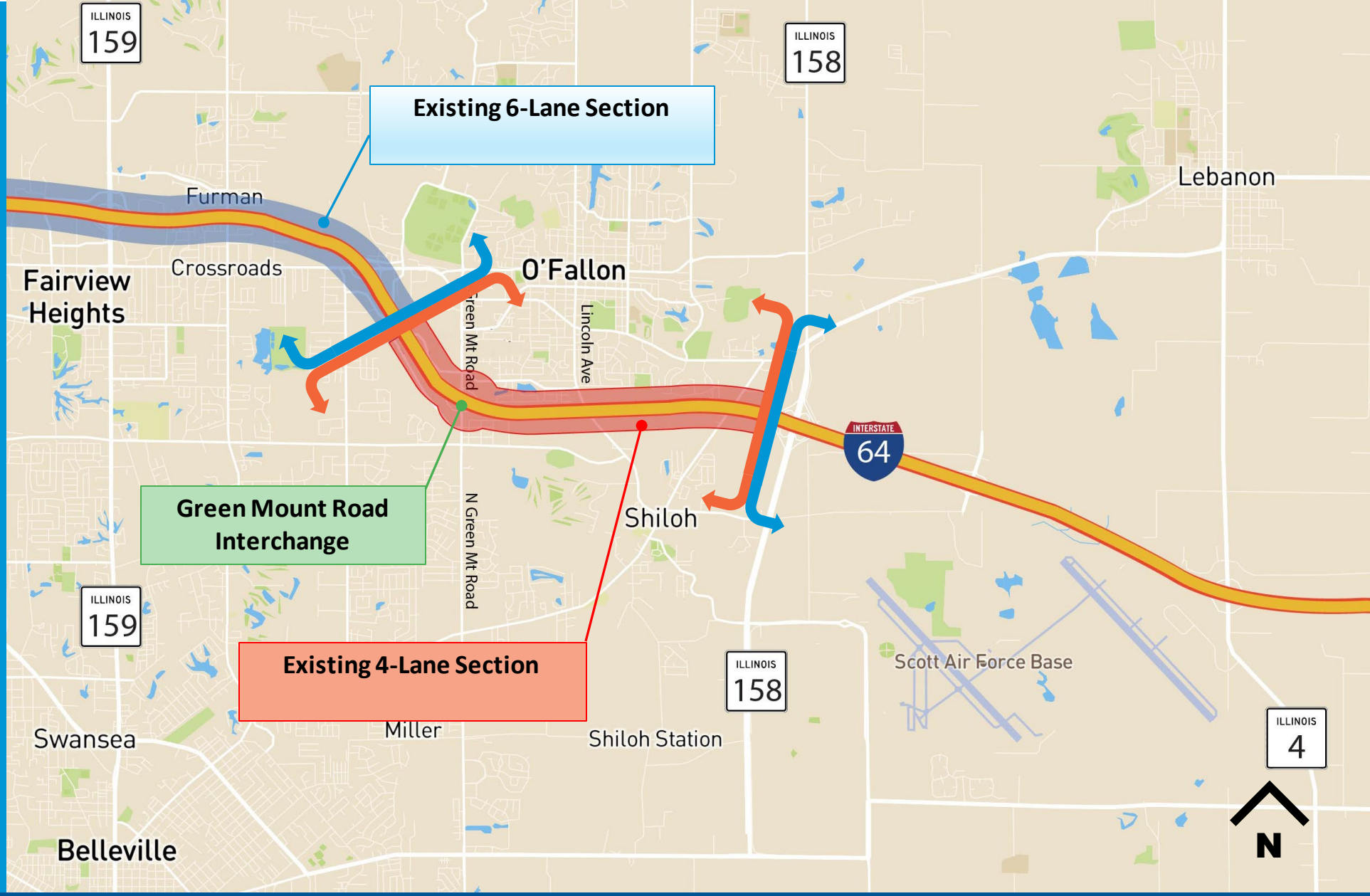
Project Location & History



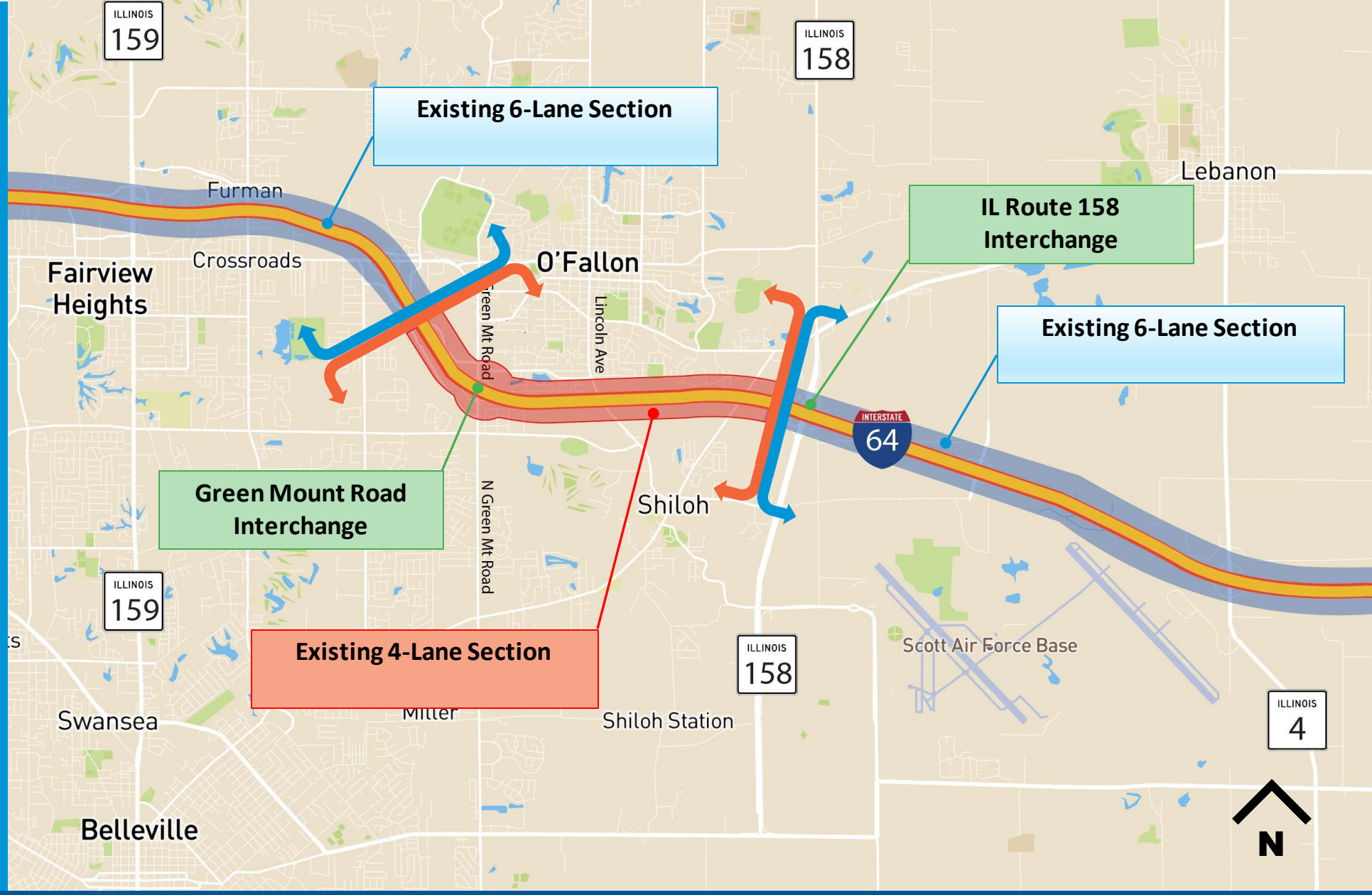
Project Location & History



Project Location & History



Project Location & History



Project Need

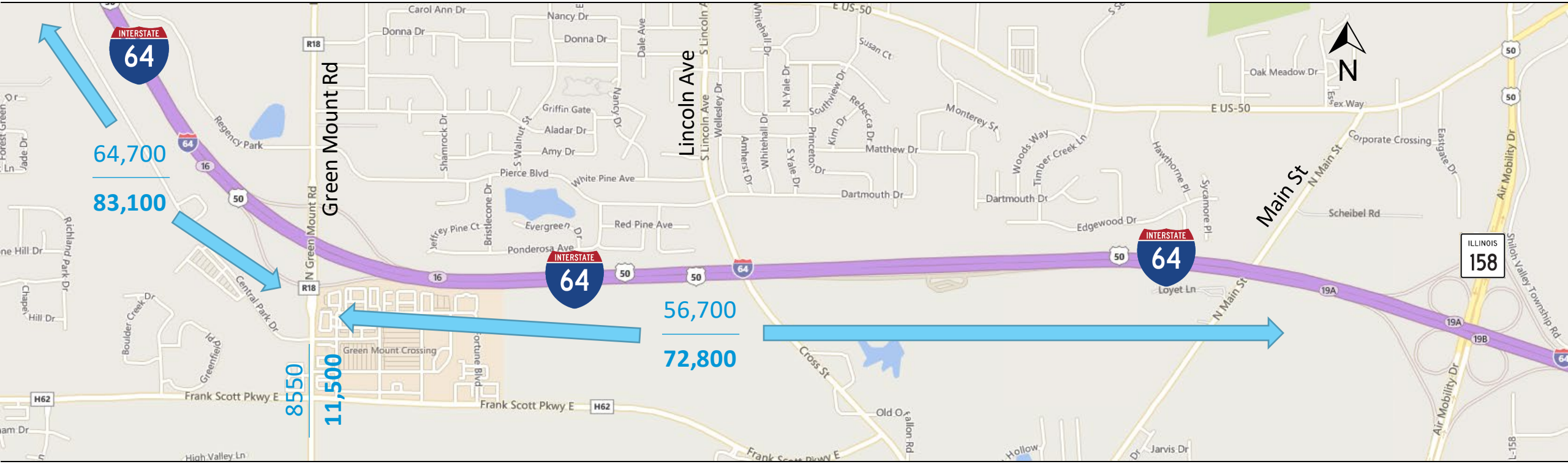
- Heavy traffic volumes exceed roadway capacity
- Fewer lanes than east and west of project
- Excessive delays at Green Mount Road Interchange
- Current roadway doesn't meet standards

Traffic Volumes

Legend

Existing – 2018

Projected – 2038

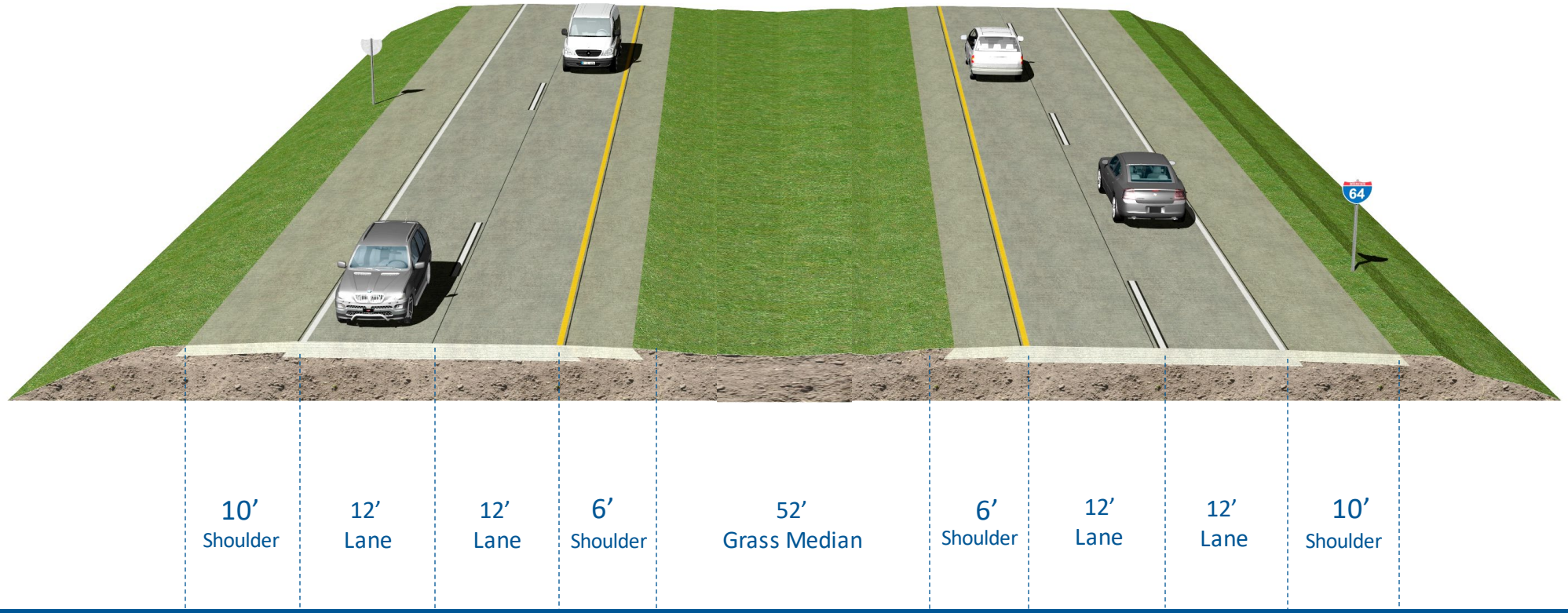


I-64: 28% Average Daily Traffic Increase (Projected 2038)

Green Mount Road: 34.5% Average Daily Traffic Increase (Projected 2038)

Existing Typical Section

I-64 Mainline



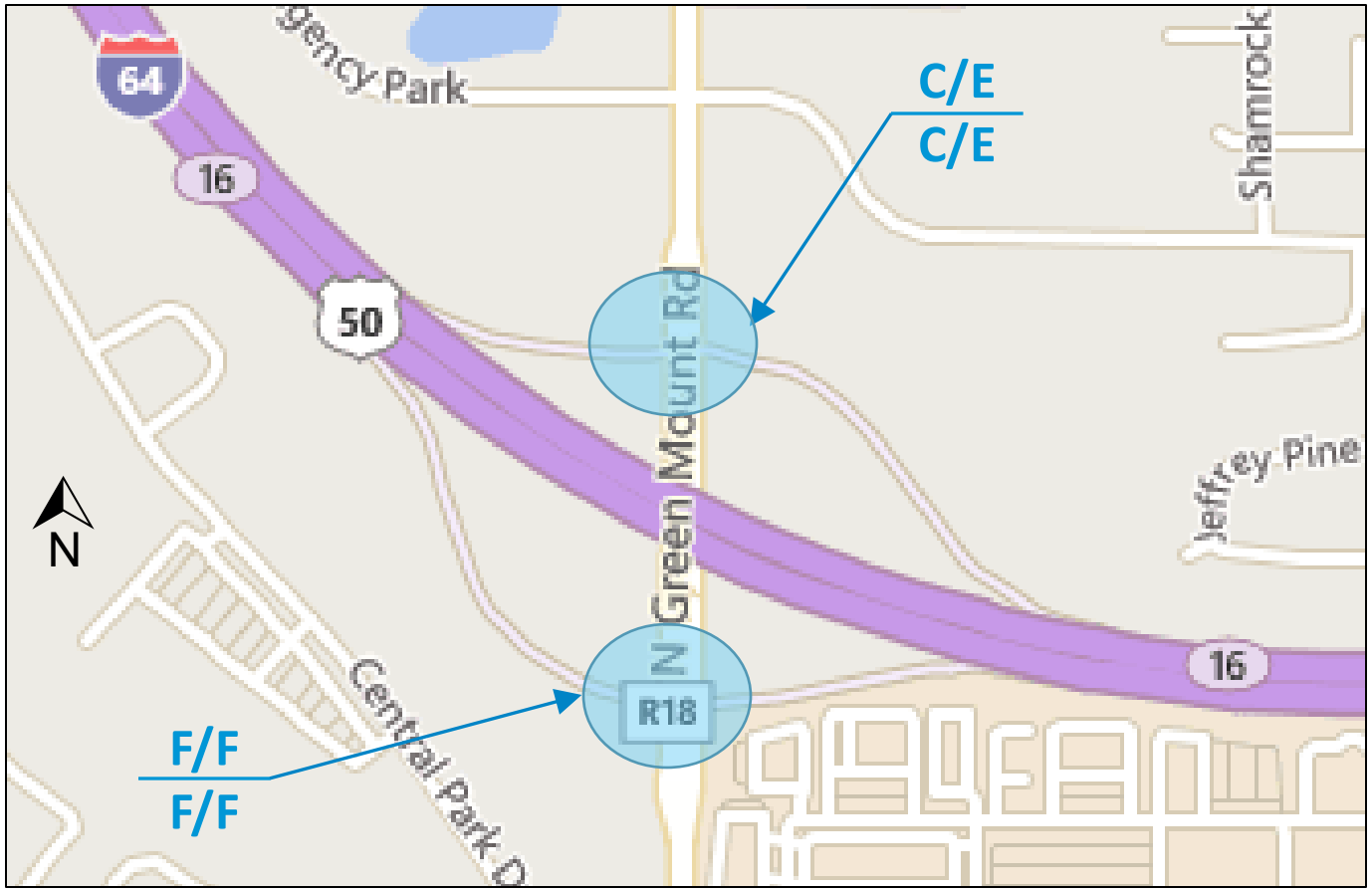
Level Of Service (LOS)

Legend

2018 Existing / 2038 No Build AM/PM (EB)

2018 Existing / 2038 No Build AM/PM (WB)

Green Mount Road & I-64 Ramp Intersections
Existing LOS Grades

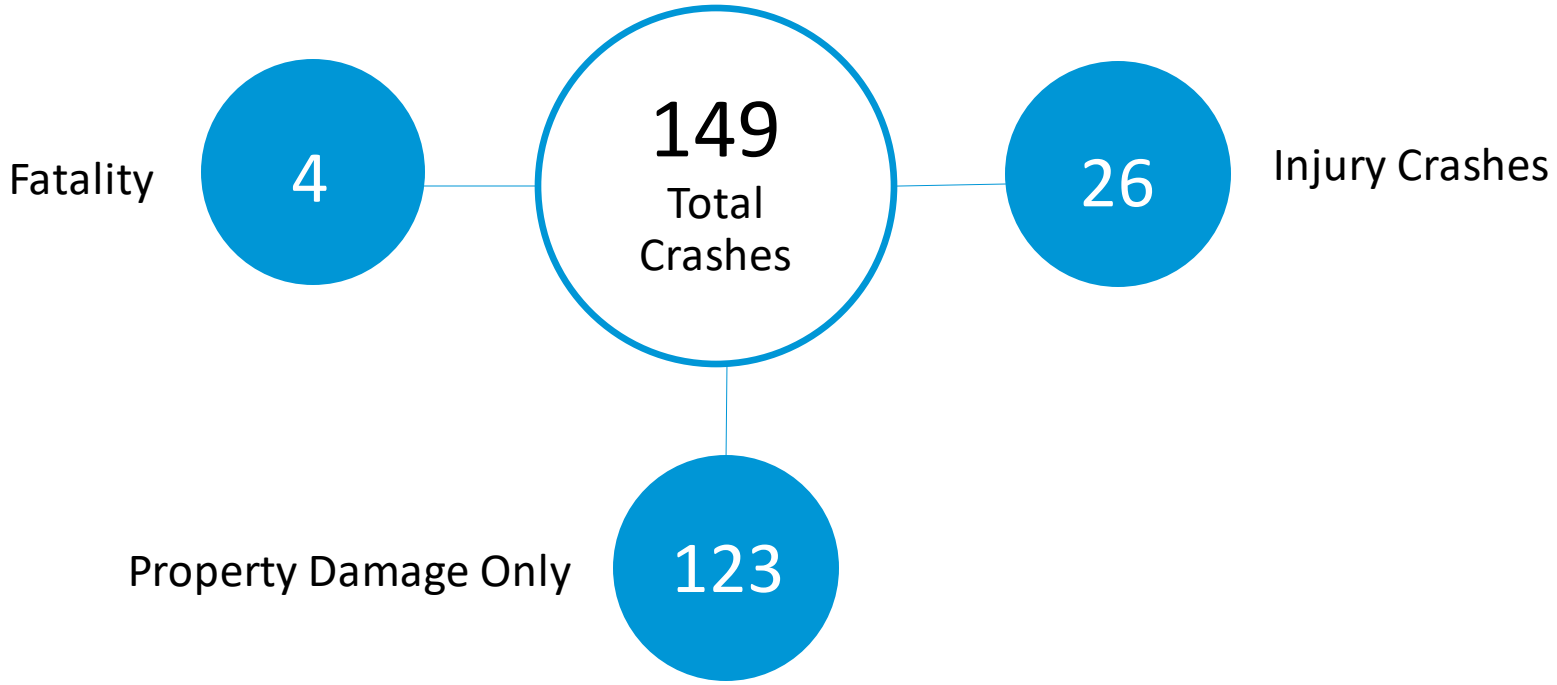


Legend

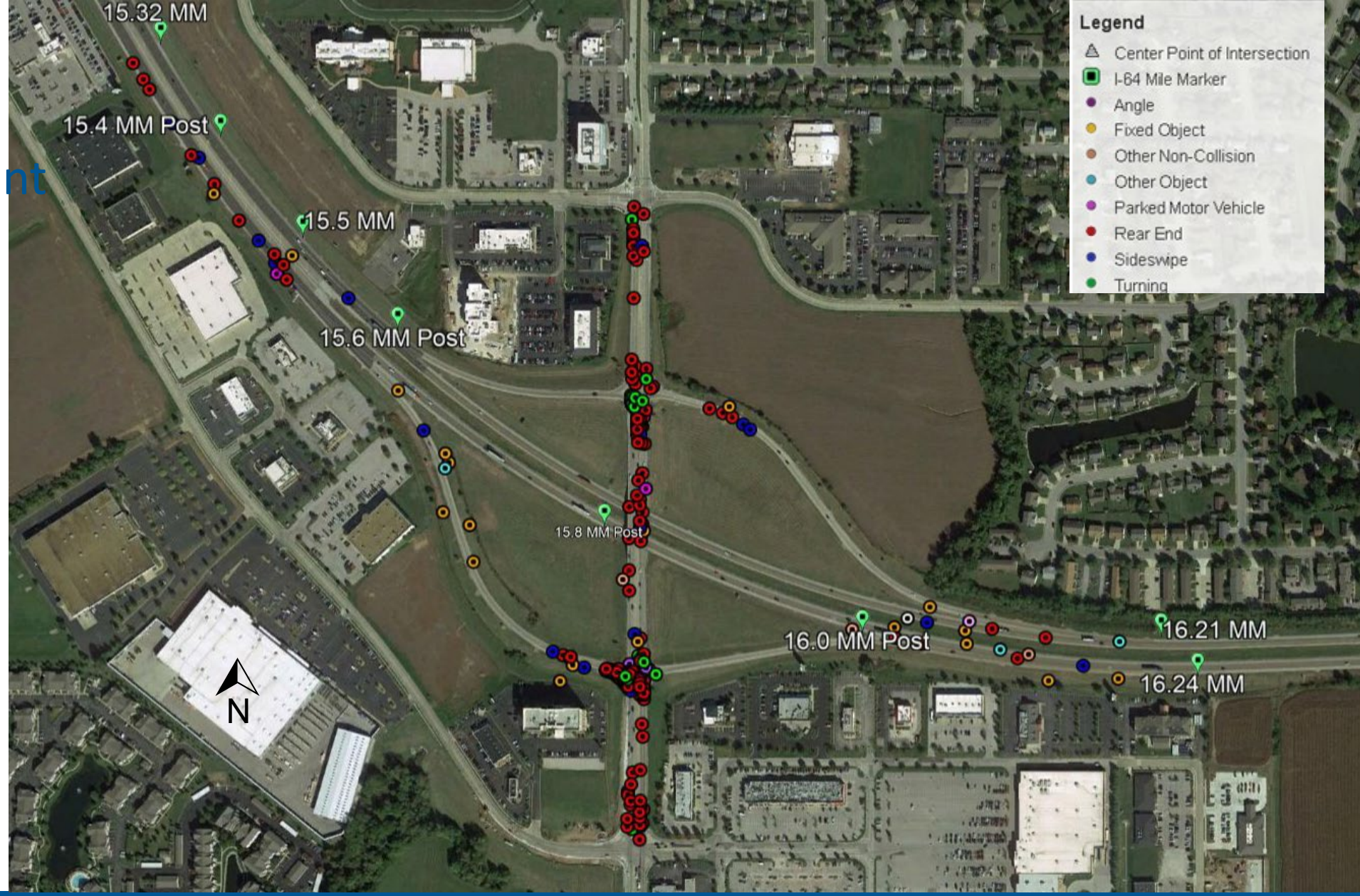
2018 Existing / 2038 No Build AM/PM (WB)

Project Crash History

I-64 Mainline crash data from 2011-2016



I-64 & Green Mount Road Interchange Crash Data 2012-2016



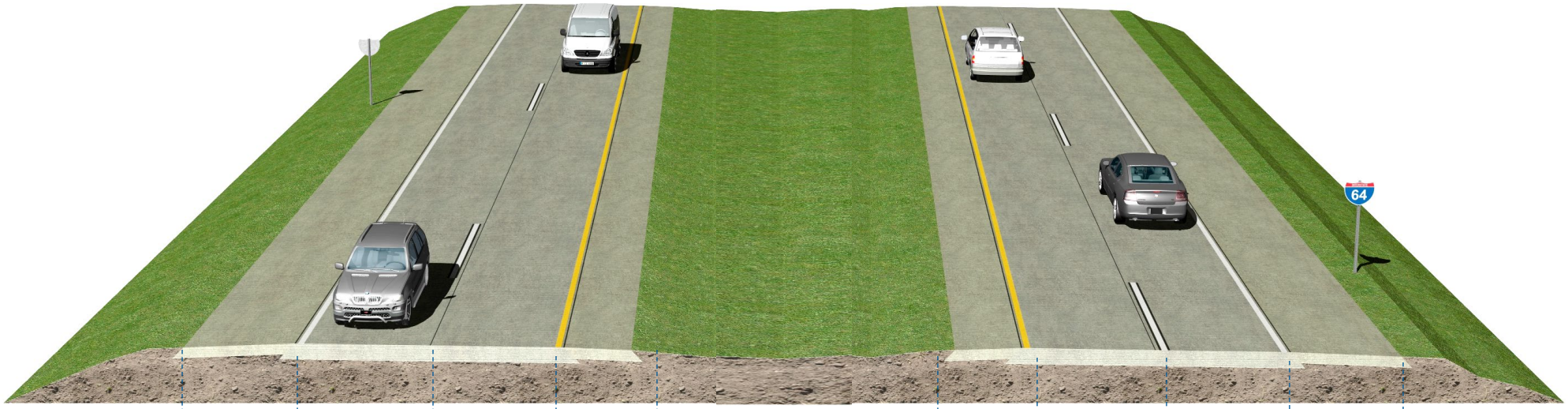
Delays at EB I-64 Off Ramp to Green Mount Road

Project Purpose

- Improve traffic capacity, operations and safety on I-64
- Improve mobility at the I-64/ GMR interchange
- Assure bridge clearance is sufficient for structures over I-64 within the study area

Existing Typical Section

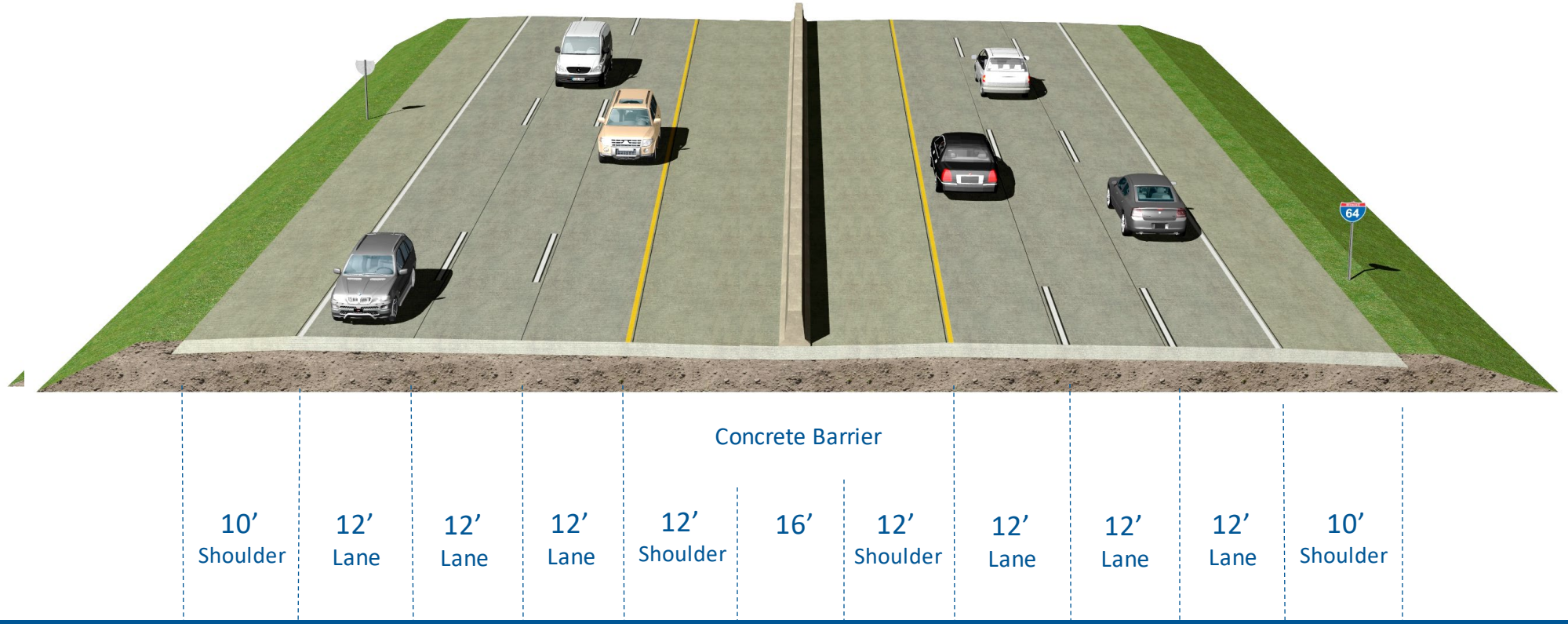
I-64 Mainline



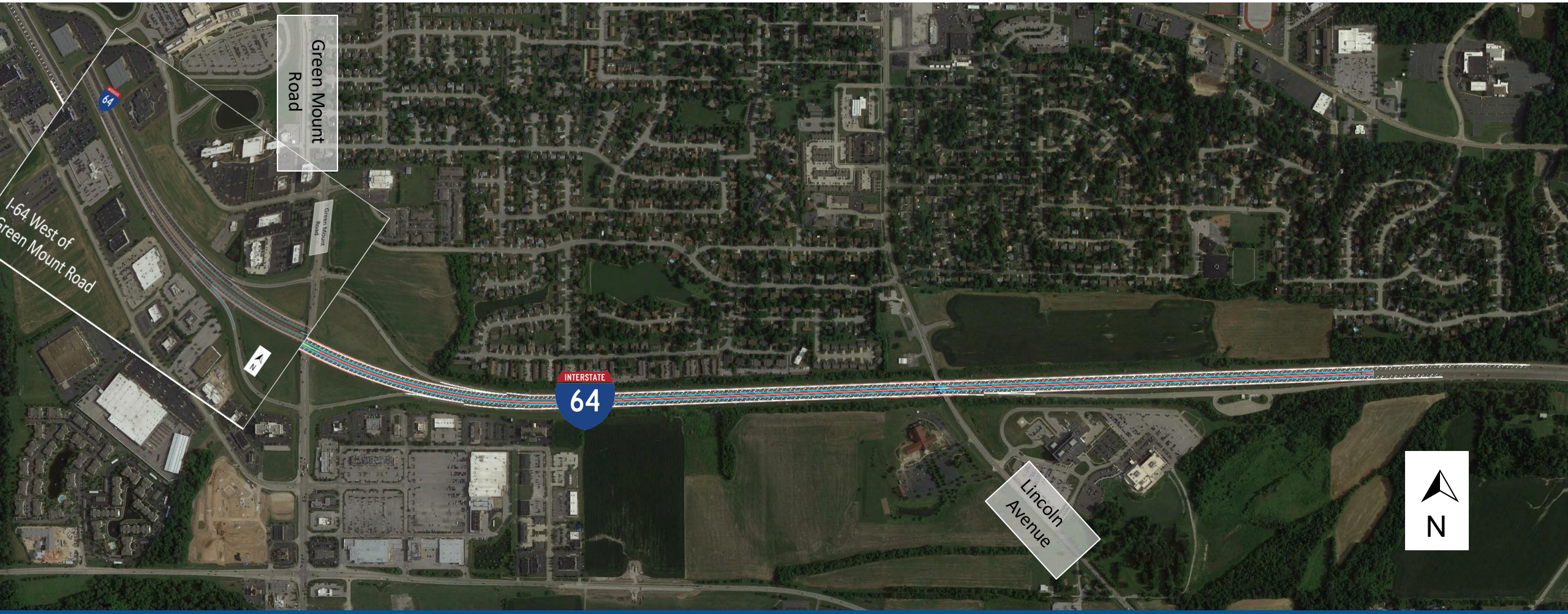
10’ Shoulder	12’ Lane	12’ Lane	6’ Shoulder	52’ Grass Median	6’ Shoulder	12’ Lane	12’ Lane	10’ Shoulder

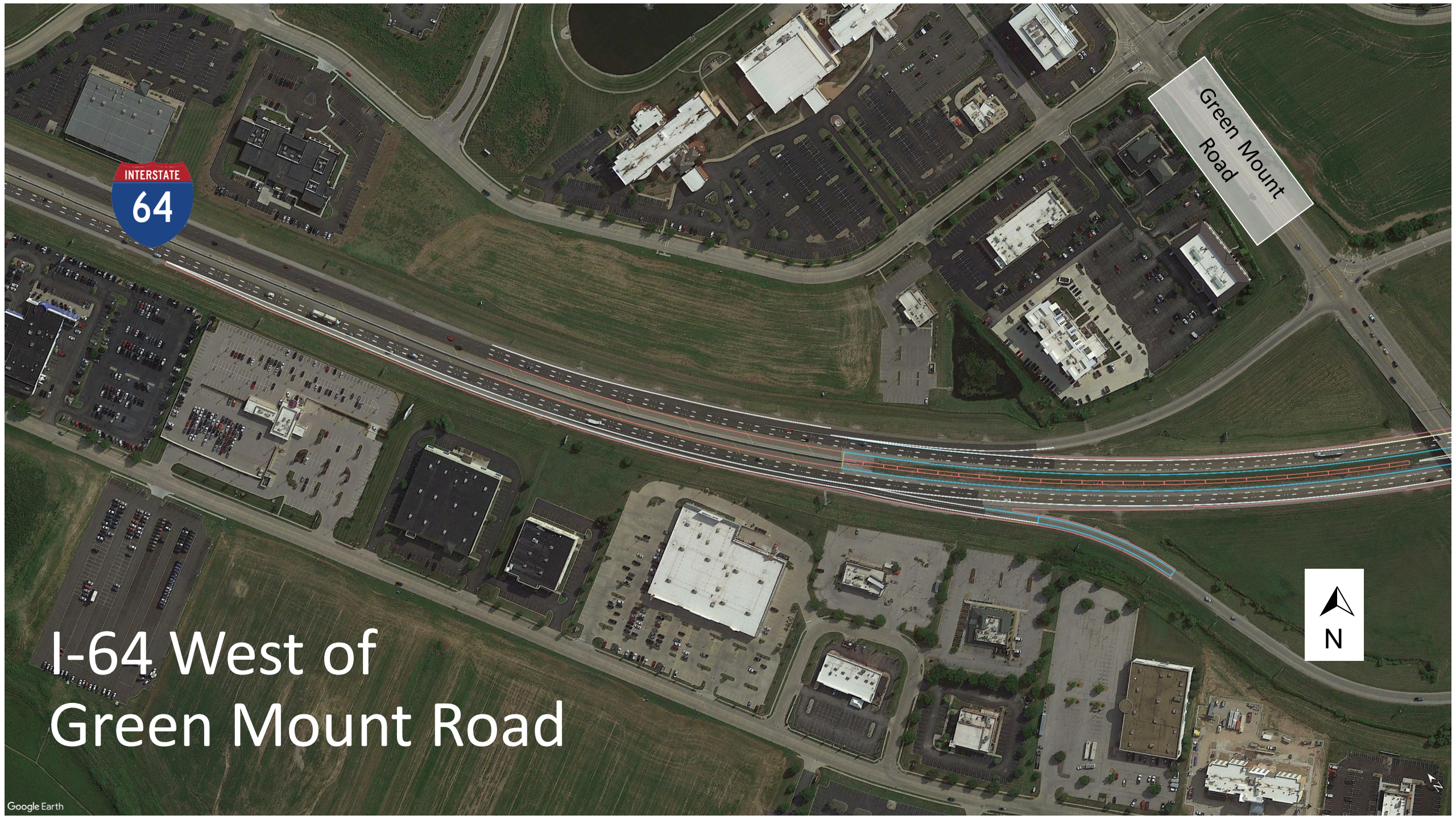
Proposed Improvement: Typical Section

PROPOSED I-64 Mainline

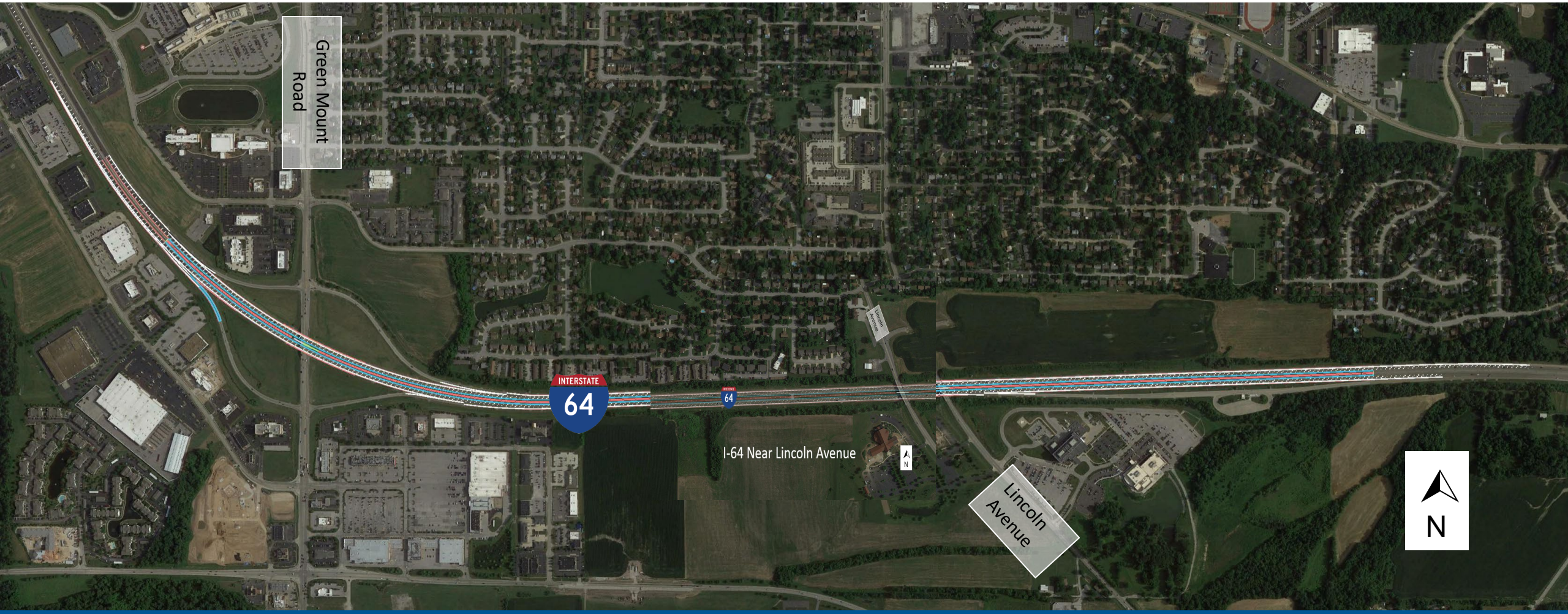


Proposed Improvement – Plan View



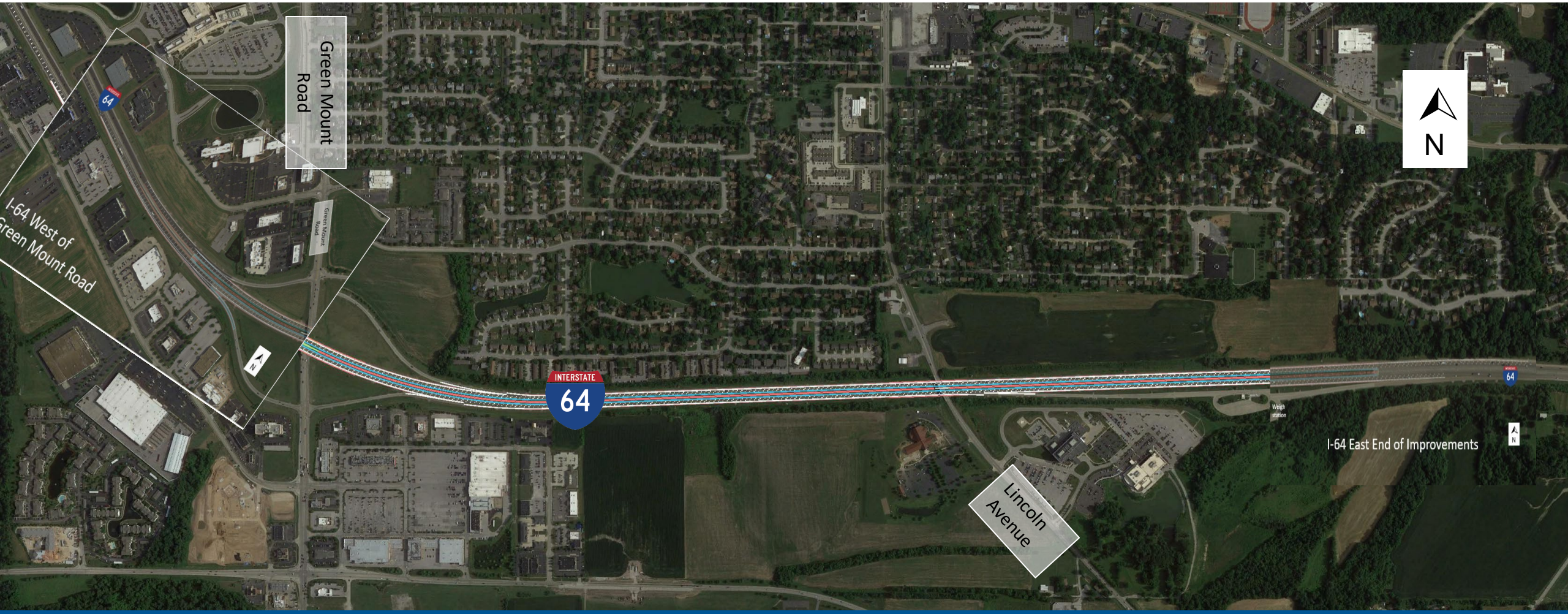

INTERSTATE
64
Green Mount Road
N
I-64 West of
Green Mount Road
Google Earth

Proposed Improvement – Plan View



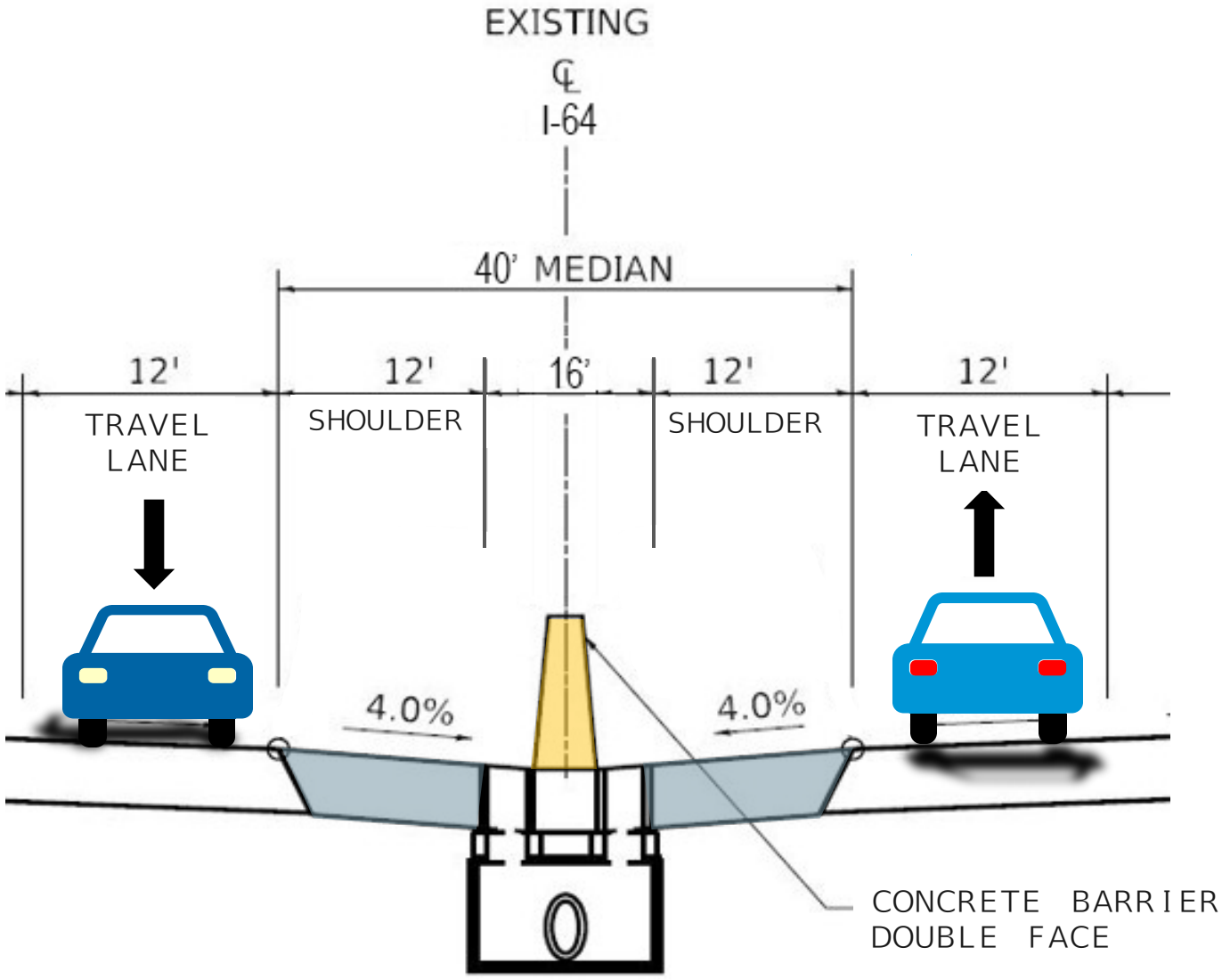
I-64 Near Lincoln Avenue

Proposed Improvement – Plan View



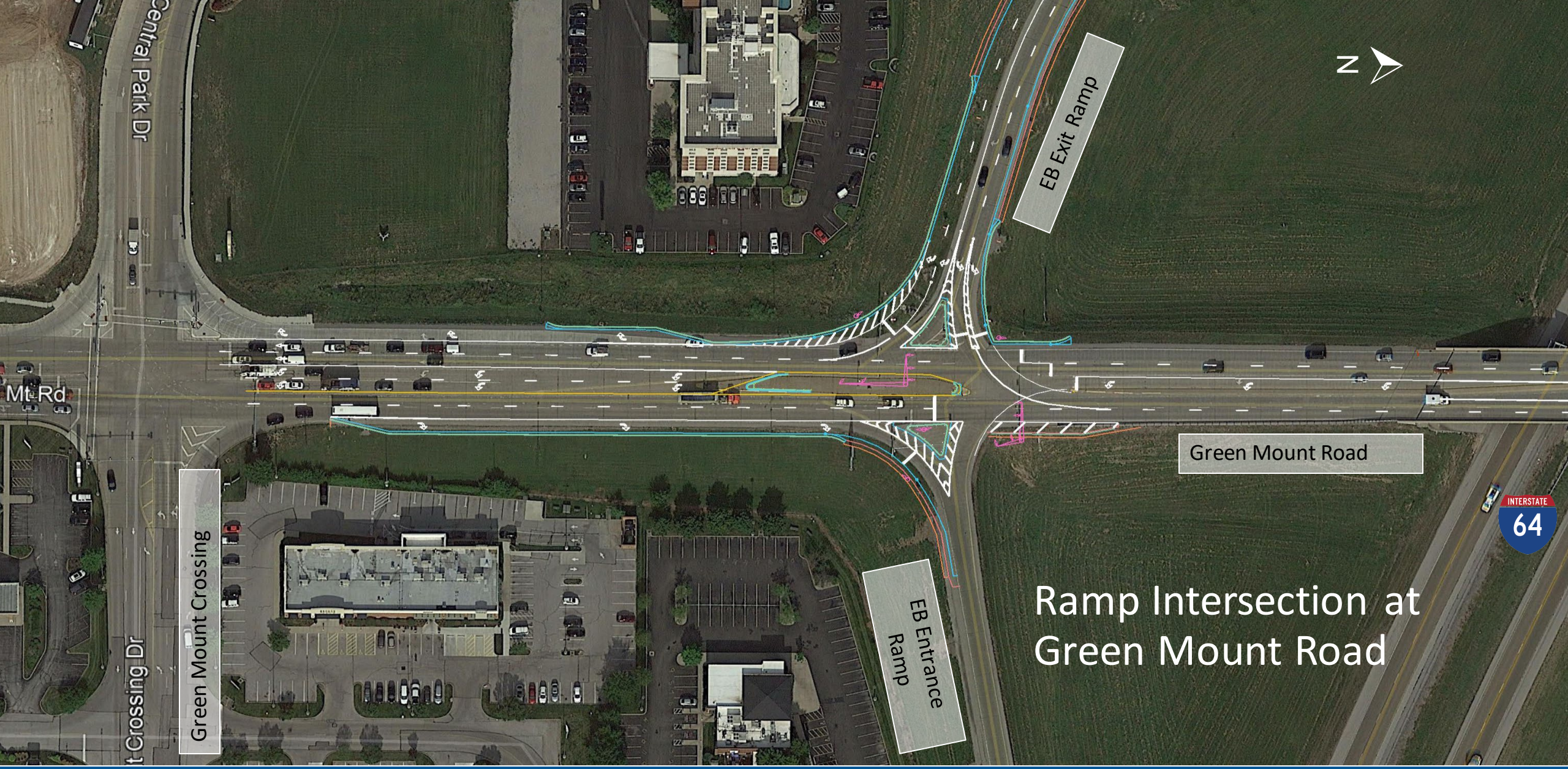
I-64 East End of Improvements

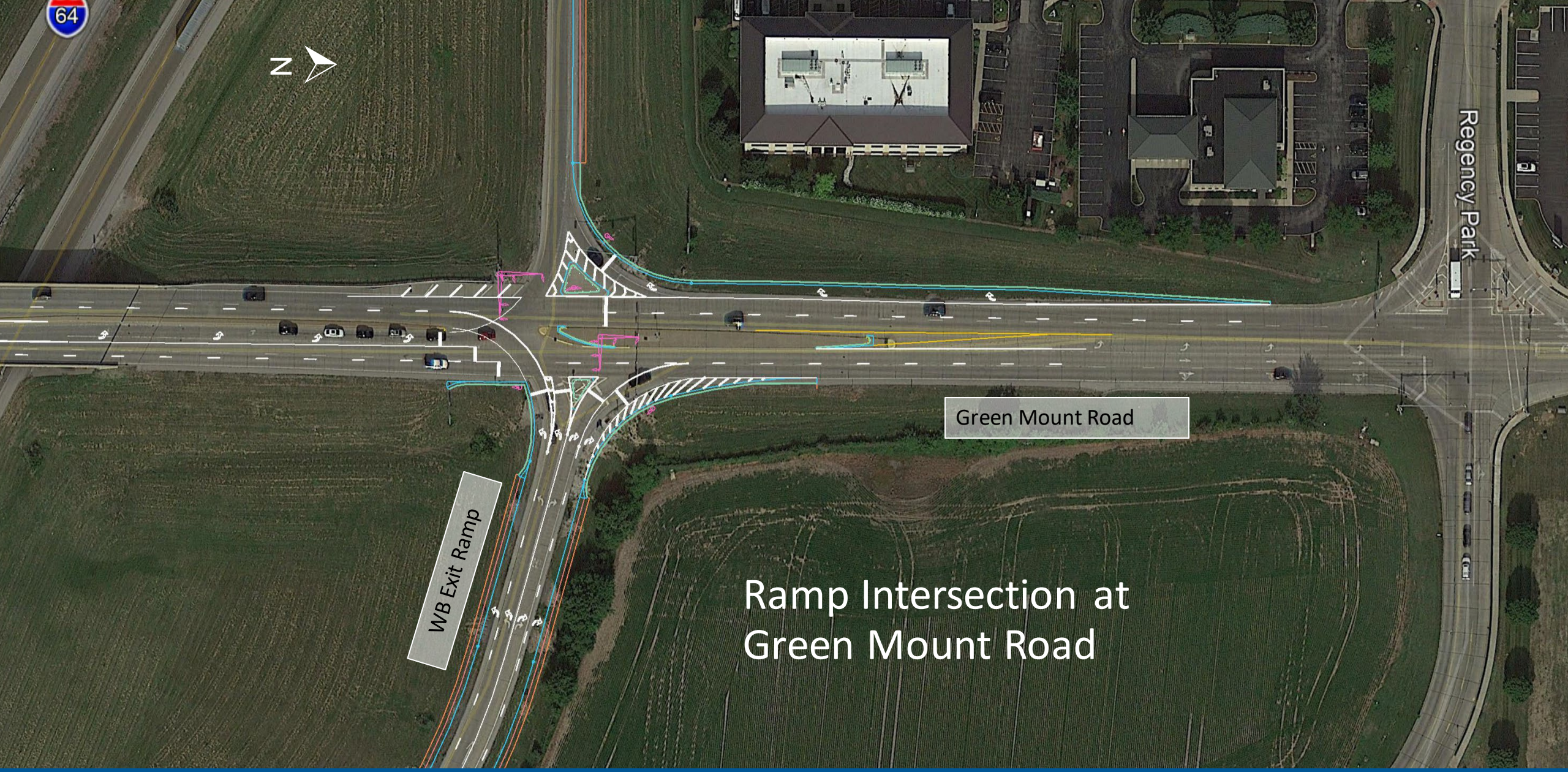
I-64 Proposed Drainage



I-64 Proposed Right Of Way Needs

I-64 & Green Mount Road
Interchange
Green Mount Road
INTERSTATE
64
N


Central Park Dr
Mt Rd
Green Mount Crossing
t Crossing Dr
EB Exit Ramp
EB Entrance Ramp
Green Mount Road
N
INTERSTATE
64
Ramp Intersection at Green Mount Road

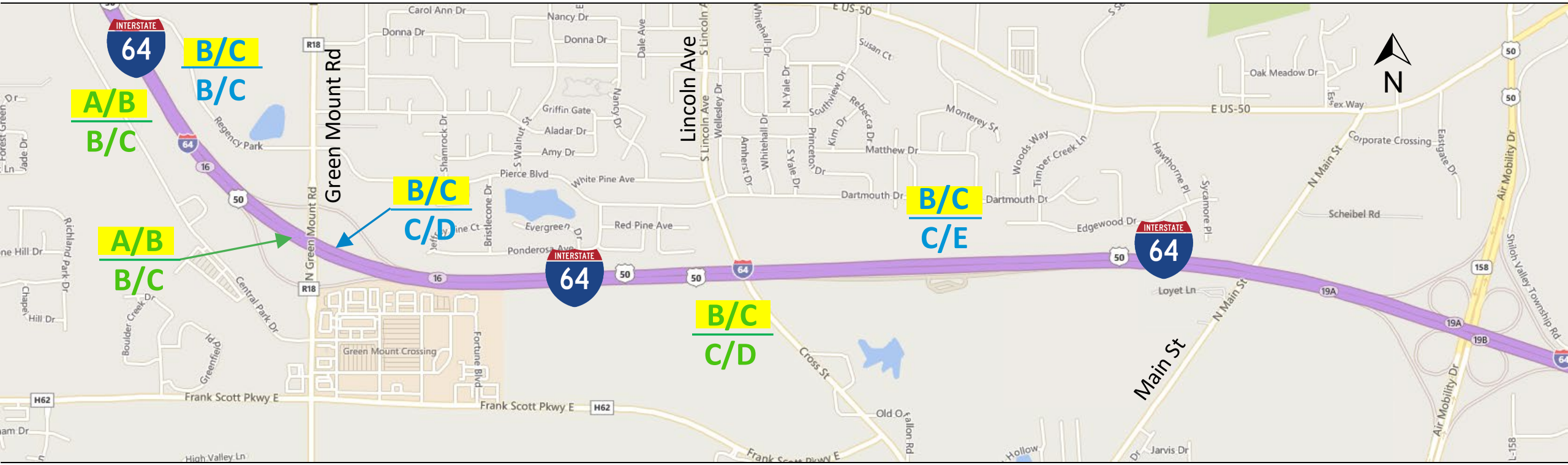

64
N
Regency Park
Green Mount Road
WB Exit Ramp
Ramp Intersection at
Green Mount Road

I-64 Proposed Level of Service (LOS) Grades

Legend

2038 Proposed / 2038 No Build AM/PM (EB)

2038 Proposed / 2038 No Build AM/PM (WB)



Green Mount Road & Ramp Intersections
Proposed LOS Grades

Legend

2038 Proposed / 2038 No Build AM/PM (WB)

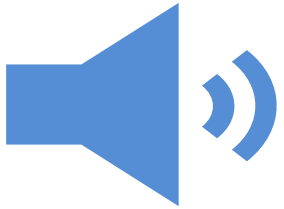
National Environmental Policy Act (NEPA) Process

- The purpose of the NEPA is to ensure that environmental factors are weighted equally when compared to other factors in the decision-making process.
- Compliance required for project to receive Federal Funding
- Environmental resources agencies and review process

What Environmental Resources were Assessed?

- Natural Habitats
- Threatened and Endangered Species
- Historic Resources
- Wetlands
- Floodplains
- Water Quality
- Air Quality
- Noise
- Community Impacts
- Special Waste
- Parks and Recreation
- Wildlife Refuges
- Farmland

Environmental Concern - Noise



Changes in dBA Detected by Human Ear

$0-3$ dBA	5 dBA	15 dBA
Not Detected	Detected	Detected Significant Impact

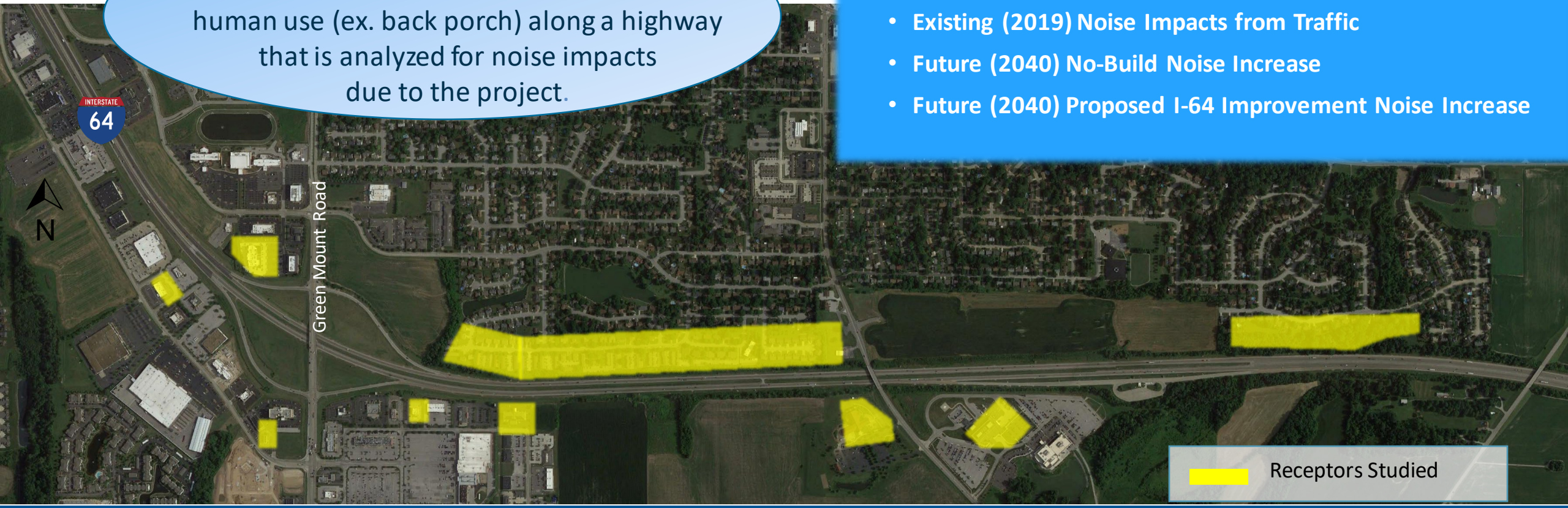
How Are Noise Impacts Determined?

"RECEPTORS"

A receptor is an ***outdoor*** area of ***frequent*** human use (ex. back porch) along a highway that is analyzed for noise impacts due to the project.

Noise Impacts on Receptors Considered:

- **Existing (2019) Noise Impacts from Traffic**
- **Future (2040) No-Build Noise Increase**
- **Future (2040) Proposed I-64 Improvement Noise Increase**



How do Noise Levels Change?

Noise Level Summary	
No-Build 2040	➢ 1 dBA increase in traffic noise (due to increase in traffic volumes in the next 20 years)
Proposed 2040 I-64 Widening Improvement	➢ Between 1 and 5 dBA increase in traffic noise (due to increase in traffic volumes in the next 20 years and the proposed improvements)

How is Noise Reduced Where There are Impacts?

- ✓ Noise walls are studied where noise impacts are predicted
- ✓ Noise walls must be "feasible and reasonable"

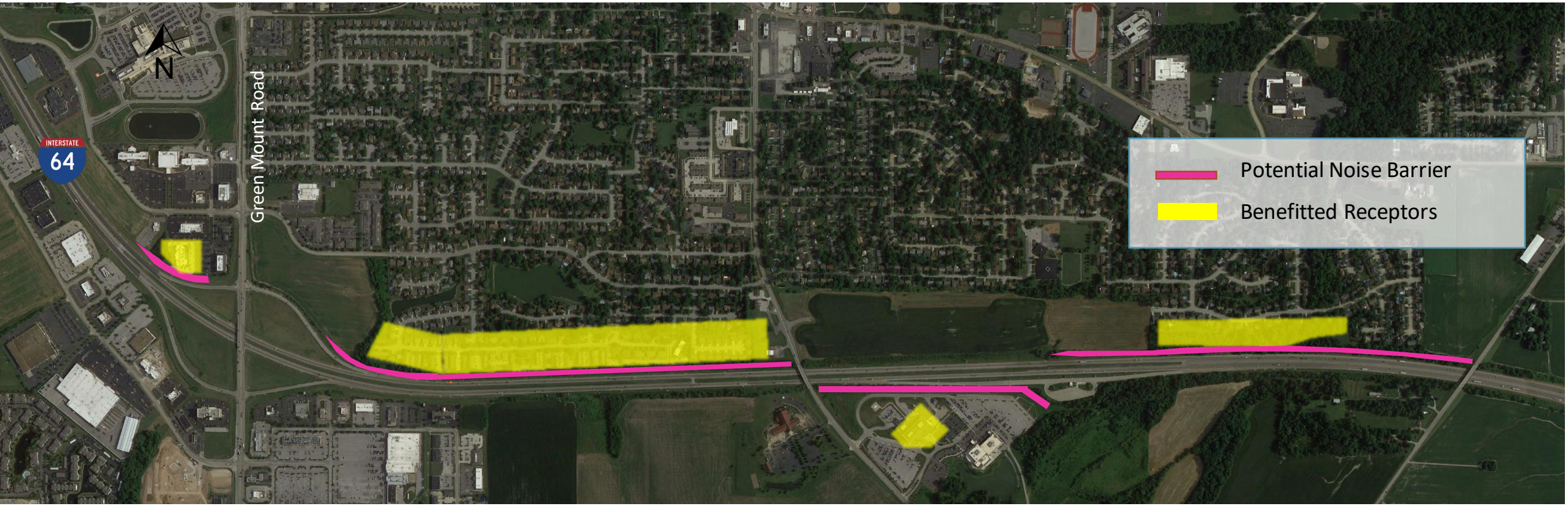
5 noise walls studied for the impacted receptors

4 walls were feasible

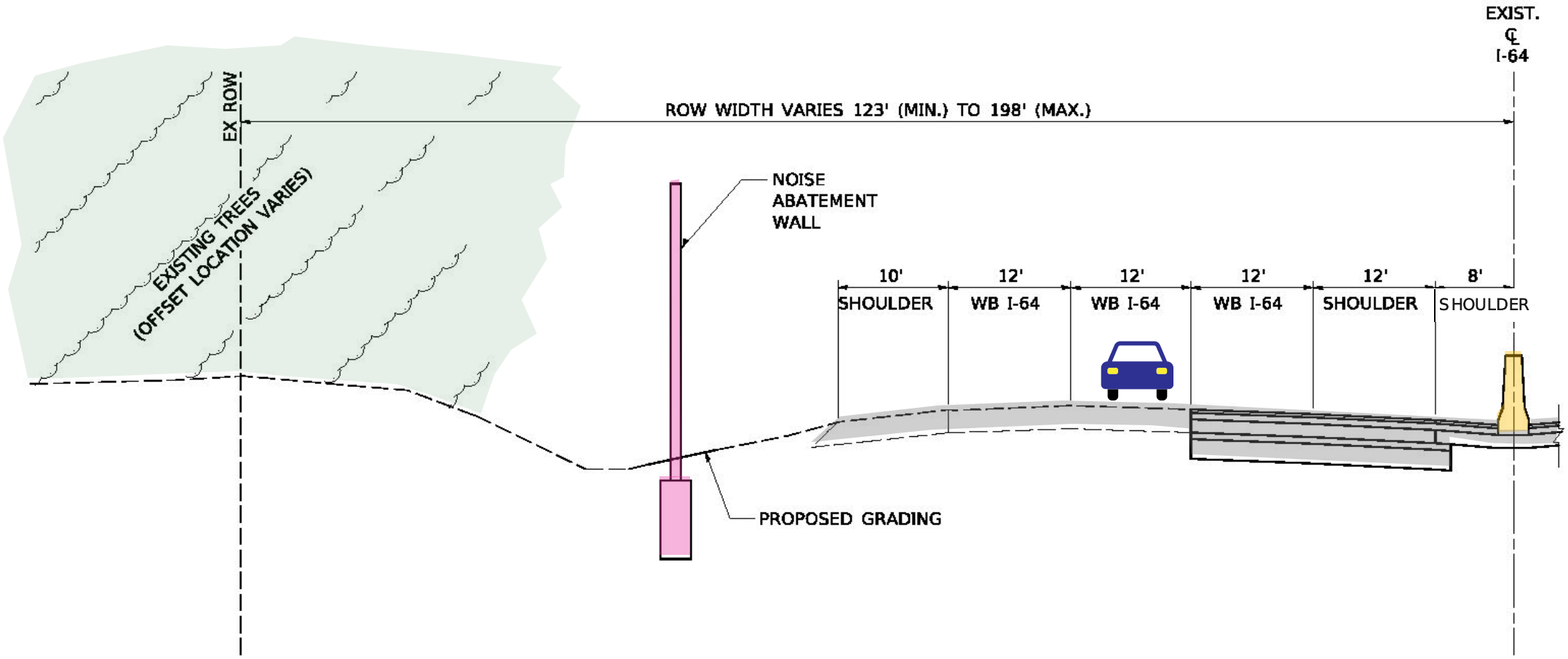
4 walls were reasonable

NEXT STEP → **BENEFITTED RECEPTOR VOTE**

Reasonable & Feasible Noise Barrier Locations



Noise Wall Typical Section



(LOOKING EAST)
STA. 853+40.00 R1 TO STA. 883+60.00 R2 (I-64)

Context Sensitive Solutions (CSS)

Contest Sensitive Solutions (CSS) is an interdisciplinary approach that seeks effective, multi modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities which fit into and reflect the project's surroundings – its "context".

CSS seeks answers to transportation problems through early, frequent, and meaningful communication with stakeholders, and a flexible and create approach to design. The resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.

Project Timeline

We are here

Phase I

Preliminary Design & Environmental Studies

Estimated 24-Month Duration

Phase II

Final Design and Contract Plan Preparation; ROW Acquisition

Estimated 24-Month Duration

Phase III

Construction of Project

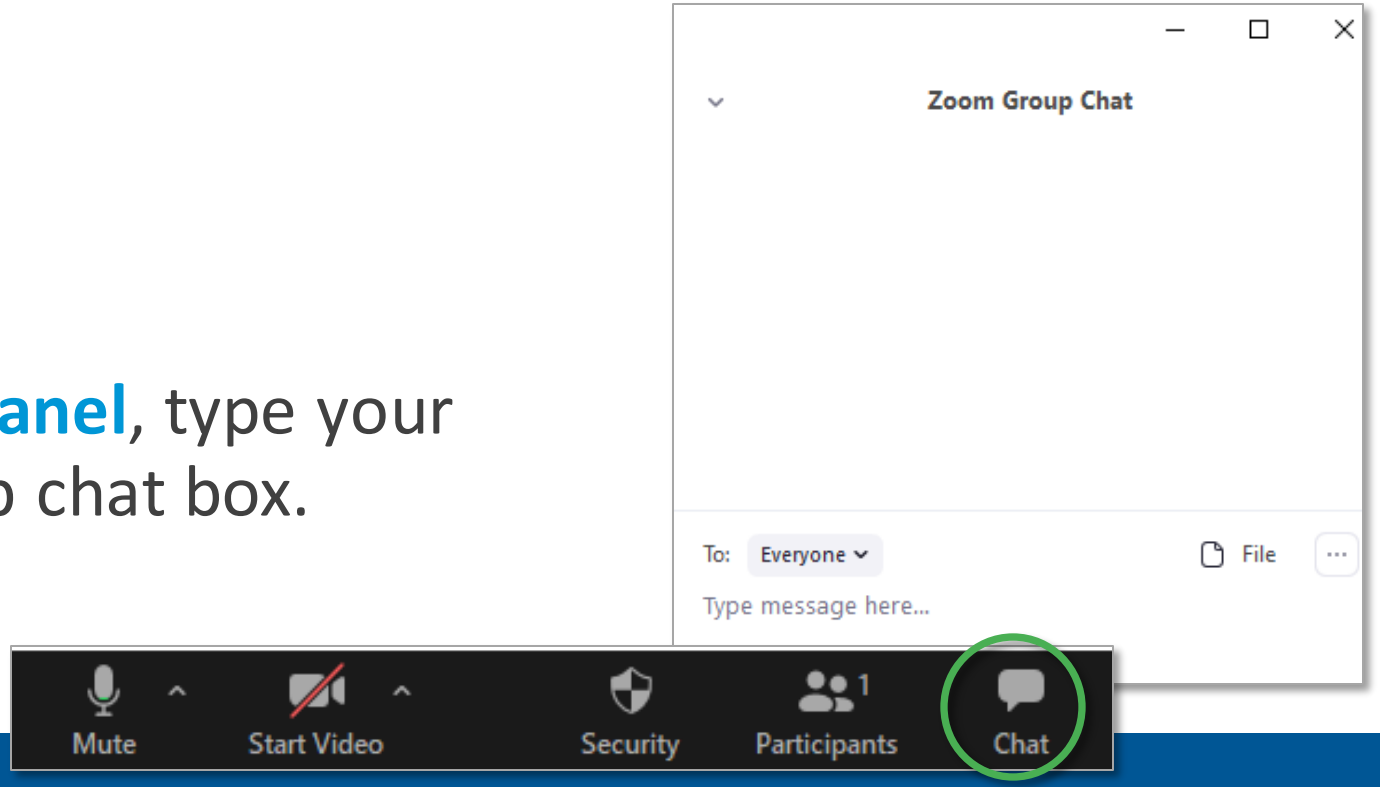
Estimated 2 Construction Seasons

Thank you.

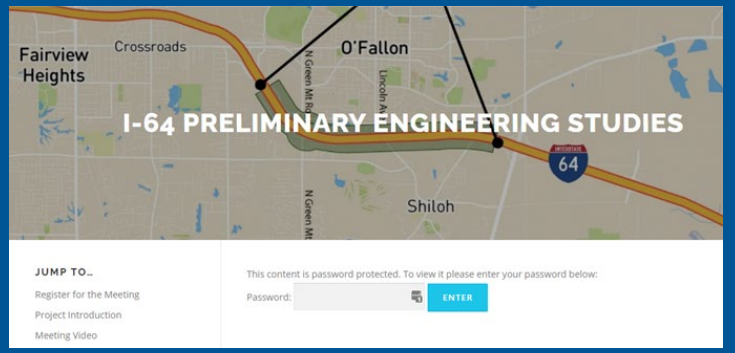
I-64: Green Mount Rd to IL Route 158
PRELIMINARY ENGINEERING STUDIES

Q&A Instructions

For live answers from our panel, type your questions in the Zoom group chat box.



To access this presentation and additional materials or submit comments later, **visit our meeting website**.



https://projectmeetingonline.com/i-64/

Questions?

Share Your Input

ProjectMeetingOnline.com/
I-64-PublicMeeting

Matthew Meyer
IDOT Project Manager

Matthew.meyer@illinois.gov

Attn: Matthew Meyer
Illinois Department of Transportation

1102 Eastport Plaza Drive
Collinsville, IL 62234

11/09/21 I-64 Improvements Virtual Public Meeting live comments			
Question	**Asker Name**	**Asker Email**	**Answer(s)**
What are the plans for ramps at Lincoln for hospital access	James Grinnell	jimgrinnell7@gmail.com	Any new points of access would require approval from FHWA. There are contraints due to the spacing of the adjacent interchanges. This would need to be evaluated as a separate project. At this point we are proposing to improve the safety on mainline I-64 with this project.
Will a sound wall be built along the northern side of the construction project?	Brent Reeves	BREEVES@MCKENDREE.EDU	Three noise barriers are proposed with this project on the north side of I-64 and one is proposed on the south side of I-64. These noise barrier locations are only potential at this time. The next step will be a receptor survey to see if the benefited recptors are in favor of these noise walls. This survey will occur in the next phase of project development.
I live in Mascoutah and want to post the link to the presentation in a local Facebook group. What is the link and what is contact information for Mr. Murphy, email and mailing address.Thank you for such a Great presentation!!	Charles Jefferson	ghoostdoog42@gmail.com	This presentation will be available on the project website. You can also contact Matt Meyer or mail comments to IDOT D8.
16' for the concrete barrier median does not seem right. Please explain.	Michael Pritchett	mdpritchett@icloud.com	The median will be 16 ft. wide, but the barrier width will be approximately 3 ft. wide at the base.

Can these bridges be constructed similar to bridges at Olive blvd and I-270	James Grinnell	jimgrinnell7@gmail.com	At this time IDOT is not reconstructing the structure that carries Green Mount Road over I-64 or the structure that carries Lincoln Ave. over I-64. Green Mount Road is under St. Clair County jurisdiction and north of the structure is the jurisdiction of the City of O'Fallon. The structure is under IDOT jurisdiction, but the structure is not in a condition that would require replacement. The Lincoln Ave. structure is under local jurisdiction so this is not an IDOT bridge to replace in the instance that it requires such..
3 questions concerning Green Mount Overpass:	Herb Roach	hroach@ofallon.org	response is given next to each specific question.
Will the exit and entrance ramps for the weight station be modified/updated to current standards?	Michael Pritchett	mdpritchett@icloud.com	The weigh station entrance and exit ramps meet current IDOT policy and they will not be affected by this project.
1. Any Bike Path.... Any added Guard Rails	Herb Roach	hroach@ofallon.org	A bicycle and pedestrian analysis was done as part of this study. The current constraints for these accommodations on Green Mount Road is the structure that carries Green Mount Road over I-64. As mentioned before, bridge improvement or replacement is not warranted. Sidewalks are being proposed to connect with existing sidewalks and bus stop locations. When the structure requires improvement or replacement, then IDOT will consider bike and pedestrian accommodations on Green Mount Road across the structure.

Has IDOT considered other interchange types for Green Mount Road, such as a Diverging Diamond Interchange? The DDI is much safer and provides more capacity than the existing type.	Rick Mantay	rick.mantay@gmail.com	At this time IDOT has not evaluated a new interchange type for this interchange. This will occur when the structure that carries Green Mount Road over I-64 requires replacement.
Any thought of sound barriers on east end of work on the north side of I-64	Herb Roach	hroach@ofallon.org	This questions was addressed in a previous question.
Please again show the locaton of the proposed additional righ of way needed for this project.	Michael Pritchett	mdpritchett@icloud.com	The proposed ROW for this project is on the north side of I-64 just east of Lincoln Ave. This ROW is required for ditch grading to assure policy ditch slopes in this area.
I have several questions so please bear with me. Has any thought & planning been given in providing a dedicated and safe sidewalk/walkway in two areas: 1) along the west side of Green Mount road from Regency Park to Central Park drives (to include across I-64? There are quite a few hotels and restaurants/places to gather and having safe viable option of going on foot would be appreciated. 2) a better suited pedestrian cross walk across Green Mount at Central Park interchange for same reasons stated	John Valentine	John.valentine@charter.net	This questions was addressed in a previous question.

Are the City of O'Fallon and the Village of Shiloh contributing any funds for aesthetic landscaping at the Green Mount Interchange?	Rick Mantay	rick.mantay@gmail.com	At this point landscaping plans have not been developed. This can be coordinated with the City of O'Fallon and Village of Shiloh during PH 2 when the contract plans are being developed. IDOT looks forward to coordinating with both agencies on this issue. This work may require participation, but again this will be worked out duriing the contract plans and preparation phase.
Has anyone considered viability of creating (or at least preparing) for possible east bound exit only from I-64 to the area near or just east of Memorial hospital?	John Valentine	John.valentine@charter.net	Any new points of access would require approval from the FHWA, similar to the previous interchange question.. If new access is considered, it would need to provide access to the east and west.
Someone previously mentioned ramps at Green Mount being modified and keeping consideration for bike lanes. As cyclist, I am not aware of any dedicated and relatively safe bike lanes cross I-64 on Green Mount and navigating through the Green Mount traffic corridor. Can this be evaluated further and potentially included with lanes for cyclists?	John Valentine	John.valentine@charter.net	This questions was addressed in a previous question.

There are locations along the alignment that currently experience flooding due to stormwater runoff from the interstate. I was wondering how this is being addressed and if storm water detention of some kind is begin incorporated into the plans.	Jeff Taylor	jtaylor@ofallon.org	IDOT is providing additional drainage facilities to handle the additional storm water run-off from I-64. These facilities will replace the existing ditch and will be located under the proposed median. This storm water system will direct storm water to outfalls similar to the existing drainage patterns. Existing and proposed run-off rates were evaluated. Any sensitive areas downstream were accommodated with the propsed design so that this run-off does not negatively impact these areas.
Has there been any consideration given to expanding capacity for the NB Green Mount Road to WB I-64 movement? Either with an additional NBL turn lane or a new loop ramp similar to the IL 159 interchange? Similar to how the eastbound off ramp carries substantial volume during the evening, this movement carries a substantial amount of traffic in the morning.	Jonathan Deves	jdeves@cbbtraffic.com	With this improvement IDOT is improving the mobility through this intersection by providing additional turn lanes. Additional right and left turns lanes from the ramp are being proposed. The improvement includes extending the NB to WB left turn lane, which will provide additional storage for queued vehicles. By providing additional turn lanes on the WB off ramp and adjusting the signal timing for the other lanes, this will allow more vehiciles to move through this inersection.
Will traffic be allowed throughout the construction? Does this include offramp use?	Frank	frankjlancia@gmail.com	Yes. Traffic will be allowed through the work zone, but at lower speeds. At this time IDOT is not sure of ramp closures, but this will be vetted through the PH 2 construction plan development. This will be coordinated with the local agencies.

Will bike lanes be included over Green Mount Road to tie development on south side into existing bike trail to the north? Pedestrians are seen walking along the bridge from time to time.	Sheila Kimlinger	skimlinger@twm-inc.com	This questions was addressed in a previous question.
Are pedestrian/bike paths planned?	Mike Rosborg	mike_rosborg@yahoo.com	This questions was addressed in a previous question.
Has there been an economic impact study for this project? For example, would one expect local businesses to see an X% increase? Further, could you expound upon the statement related to pedestrian access provided by O'Fallon and Shiloh?	Alan Beck	alan.beck@wustl.edu	This type of impact study is not part of the PH 1 report. This is taken into consideration but not in a detailed analysis.
Are pedestrian accomindations being added to the Green Mount Road Bridge?	Jeff Taylor	jtaylor@ofallon.org	This questions was addressed in a previous question.
Would Green Mount Road just south of I-64 be widened or adjusted at all (in front of the Dierbergs/Target) to handle the increased offload volume of traffic from the improved ramps?	Scott Christensen	sfchristensen@charter.net	This is the jurisdiction of St. Clair County, so this would be a St. Calir County question.
The East Bound auxilary lane to Green Mount road is short, has extending the aux lane to HWY 50 been considered? The extension would significantly reduce merging and weaving on I-64.	Rick Mantay	rick.mantay@gmail.com	The exit ramp to Green Mount Road is being extended significantly, but will not connect to the auxillary lane for W. Highway 50.
Are any landscaping enhancements being considered with this project?	Michael Pritchett	mdpritchett@icloud.com	This questions was addressed in a previous question.
please show the contact information again.	Rick Mantay	rick.mantay@gmail.com	This information was shown and can be viewed on the project website.
Was the intersection of Green Mount and Central Park analyzed in the study? The ADT on this road according to IDOT GIS map is 31,500 not the 11,000 shown at the begining of the presentation.	Jeff Taylor	jtaylor@ofallon.org	This intersection was not analyzed because this intersection is St. Clair County's jurisdiction. You will need to zoom in close to get the correct ADT's on the IDOT GIS map.

Thank you all for this.	Frank	frankjlancia@gmail.com	No response required.
thank you for this presentation. It was well done.	Michael Pritchett	mdpritchett@icloud.com	No response required.
Compleation Date	Herb Roach	hroach@ofallon.org	This project in included in the current FY 2022-2027 Proposed Highway Improvement Program.
Can you clarify no sidewalks on GMR. Ridge?	Mike Rosborg	mike_rosborg@yahoo.com	This questions was addressed in a previous question.
Who is paying for this project?	Sharon Gugliotta	sgugliotta@charter.net	This project in included in the current FY 2022-2027 Proposed Highway Improvement Program.
Thank you Laurna!!!	Charles Jefferson	ghoostdoog42@gmail.com	No response required.

From: Brase, Tiffany T
To: Johnson, Dawn Y.
Cc: Stafford, Cindy J; Meyer, Matthew; Wiszkon, Sarah L
Subject: FW: [External] New Entry: PUBLIC COMMENTS - I-64 Preliminary Engineering Studies
Date: Monday, November 1, 2021 6:40:58 AM

Dawn – I don't know why I am getting all of these comments. Please do something so that I no longer get them. My staff will create a summary of the comments and we will discuss any out of the ordinary.

Thanks
Tiffany

From: Virtual Public Meeting - I-64 Preliminary Engineering Studies <jjacobson@cmtengr.com>
Sent: Friday, October 29, 2021 12:51 PM
To: Brase, Tiffany T <Tiffany.Brase@illinois.gov>
Subject: [External] New Entry: PUBLIC COMMENTS - I-64 Preliminary Engineering Studies

Name

Brent Reeves

Email

brlr1999@gmail.com

Phone

(161) 874-1450

Address

547 Ponderosa Ave.
O'Fallon, IL
62269
US

Comments:

As a resident of O'Fallon for 40 years and a resident on Ponderosa Ave. for the past 10 of those years, I have always wanted sound walls added to the north side of I-64 where the residential apartments and townhomes are within feet of the highway. The noise has been always load and it seems to be getting loader every year. The air brakes on trucks are the worst sound you can hear at 2:00 am. I would be most appreciative if some sort of sound barrier could be added within this improvement area! I will do my best to attend the virtual meeting to share my thoughts on this as well.

I am a... (check all that apply)

Resident

I heard about this Virtual Public Meeting via... (check all that apply)

Email

My preferred method of communication is...

Email

Sent from Project Meeting Online

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From: Meyer, Matthew
To: brlr1999@gmail.com
Cc: Stafford, Cindy J; Wiszkon, Sarah L; Jim Michael
Subject: I-64 Improvements - Virtual Public Meeting comment response
Date: Thursday, January 13, 2022 1:19:00 PM
Attachments: 2021-11-01 Reeves e-mailed comment.pdf
I-64 Virtual Public Meeting - potential noise wall locations.pdf

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Hello Mr. Reeves,

Thank you for taking the time to comment on the I-64 improvement project from Green Mount Road to IL Route 158 (submitted comment attached for reference). This project is currently included for construction in the Department's FY 2022-2027 Proposed Highway Improvement Program, subject to fund availability and project readiness.

You commented that you would like for the Department to consider installing a sound barrier within this improvement to reduce traffic noise. Because this project involves widening to accommodate additional lanes of traffic, noise impacts were evaluated with a noise study. In this study it was determined that 4 noise walls are feasible and reasonable for this project. These potential noise walls are proposed on the north and side of I-64. See the attached exhibit from the virtual public meeting showing the potential noise wall locations.

IDOT is beginning the next phase of engineering, Phase II, which involves the preparation of contract plans and specifications and land acquisition. During this phase, the benefited receptors of these 4 noise walls will have the opportunity to vote to confirm if they are in favor of these noise walls. The benefited receptors include business owners, residential property owners and tenants, for example. If over 50% of the benefited receptors vote in favor of any individual noise wall, then IDOT will include them in the project scope. Each person eligible to vote for the construction of the noise walls will receive a mailed invitation to participate in an on-line poll or to mail in their response.

Thank you again for your input and continued interest in this project. You are invited to visit the I-64 improvements website for the latest project information, schedule, and announcements at https://idot.illinois.gov/projects/I-64-Green-Mount-Road.html. If you have any additional questions or comments regarding the project, please contact me.

Matthew C. Meyer
Illinois Department of Transportation
Project Studies Engineer
(618) 346-3160

Please consider the environment before printing this email

From: Stafford, Cindy J
Sent: Wednesday, November 3, 2021 2:54 PM
To: memanuel@gmail.com
Cc: Czuprynski, Victoria A. <Victoria.A.Czuprynski@Illinois.gov>; Gremer, Christopher L. <Christopher.L.Gremer@illinois.gov>; Roberts, Keith W <Keith.Roberts@illinois.gov>; Johnson, Dawn Y. <Dawn.Johnson@Illinois.gov>; Schatteman, Joe <Joe.Schatteman@illinois.gov>; Brown, Kirk H <Kirk.Brown@illinois.gov>; Brase, Tiffany T <Tiffany.Brase@illinois.gov>
Subject: FW: Web Email from Mark Emanuel - #136810

Mr. Emanuel, thank you for your e-mail. I believe your are commenting on the proposed improvement to I-64 from Green Mount Road to w/o of IL Route 158 and improvements to the Green Mount Road ramp intersections? If so, my reply below is regarding that project.

Currently we are progressing with completion of our PH I studies and have a consulting firm selected to assist us with PH II engineering, which consists of preparation of contract plans and specifications. PH II is also when we will acquire any right-of-way (ROW) that may be needed for a project. This improvement is currently included in the Department's FY 2022-2027 Proposed Highway Improvement Program.

Regarding the possibility of a DDI at the interchange, the additional turn lanes proposed at the ramp intersection will help improve operations of those intersections and reduce delays. At this time, the footprint of the bridge limits the range of options we have for improving the operations of the interchange. In the future, once the bridge warrants rehabilitation or replacement, we will evaluate what, if any, larger improvements can be done to the interchange to accommodate long term traffic growth.

Thank you for your interest in this project. We will add your name to the project mailing list for any future public involvement activities.

Regards,

Cindy Stafford, P.E.
Location Studies Engineer
Illinois Department of Transportation
Region 5/District 8
(618) 346-3151

-----Original Message-----
From: memanuel@gmail.com
Sent: Tuesday, November 2, 2021 10:47 AM
Subject: Web Mail from Mark Emanuel

Web Page: IDOT Home Page
Name: Mark Emanuel
Address: 415 Ottwein Road
Troy, IL 62294
Work #: 314-803-4166

Question:
This project can't be completed soon enough, and I'm all in favor of it. Traffic backs up on the I64 eastbound off-ramp trying to turn left in the existing single turn lane configuration, even during non-peak hours. If there's any way to accelerate the one-to-two turn lane configuration prior to the widening of the mainline I64, make it happen. IDOT should also strongly consider a diverging diamond intersection if the existing bridge dimensions allow for it.

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From: Dominic Goszewski
To: Meyer, Matthew
Subject: [External] Public input sought on I-64 widening project in St. Clair County
Date: Saturday, November 6, 2021 12:57:29 AM

This could be another highway rouse to put taxpayers on the hook for decades of unaffordable maintenance costs. Great for the big transportation lobbyists and gas/tire/insurance/concrete/DOT contractor companies. Terrible for local municipalities and taxpayers. Decades of well studied highway expansions across the country show a direct correlation between adding lanes and increased wait times due to a phenomenon called "induced demand". Not only this but the construction costs and yearly maintenance costs of each mile of new lane is absurd compared to the direct economic benefit of doing so. Taxpayers subsidize these projects which accomplish the exact opposite that they advertise. Lane additions cost more money, only create temporary jobs, put taxpayers on the hook for maintenance which they can not afford to cover, and in the end increase average congestion wait times through induced demand and other phenomenon like "phantom traffic" which is caused by things like unnecessary lane switching. We need to get out of the rut of having a transportation philosophy straight out of 1960. Over half a century of highway projects unsustainably built and yet we still beg for more roads as if they aren't already over $600 billion in the hole for maintenance they can't cover by the incoming funding sources. And we wonder why there's all the potholes.

Please consider the reality of induced traffic demand data, and the cost to the taxpayers when discussing this project. It may look like a short term win, but it is also a long term liability.

Thank you,
-Dom

From:	Meyer, Matthew
To:	Dominic Goszewski
Cc:	Stafford, Cindy J; Wiszkon, Sarah L; Jim Michael
Subject:	I-64 Improvements - e-mailed comment response
Date:	Thursday, January 13, 2022 1:18:00 PM
Attachments:	2021-11-06 Goszewski e-mail comment.pdf

Hello Mr. Goszewski,

Thank you for taking the time to comment on the I-64 improvement project from Green Mount Road to IL Route 158 (submitted comment attached for reference). You expressed concerns regarding the need for this improvement.

There are currently heavy peak hour traffic volumes along this section of I-64 which result in poor levels of service represented in traffic delays and crashes. As a result, in the 5 year period analyzed as part of this study, 149 crashes occurred of which there were 4 fatalities in addition to other crashes with sever injuries. One segment within the project limits has been identified as a section of freeway statewide that experiences a higher level of severe injury related crashes than similar freeways statewide. Also, there is continued development in the vicinity which also increases the traffic in the area. In addition to the congestion experienced on mainline I-64, the Green Mount Road interchange is experiencing delays and traffic back-ups, especially at the EB I-64 off-ramp. The queues at the EB I-64 off ramp will extend into the mainline at times, which in turn creates a safety issue along mainline I-64. Lastly, the existing inside shoulder widths on I-64 within the project limits do not meet current policy.

Widening I-64 within the existing median to provide additional through lanes and policy shoulders will improve traffic capacity, operations and safety on I-64. This proposed 6-lane configuration matches the I-64 configuration east and west of the project limits. Providing additional turn lanes at the I-64 and Green Mount Road interchange ramp intersections will help improve operations of these intersections and reduce delays.

Thank you again for your input and continued interest in this project. You are invited to visit the I-64 improvements website for the latest project information, schedule, and announcements at https://idot.illinois.gov/projects/I-64-Green-Mount-Road.html. If you have any additional questions or comments regarding the project, please contact me.

Matthew C. Meyer
Illinois Department of Transportation
Project Studies Engineer
(618) 346-3160

Please consider the environment before printing this email

From: Brian Hoefener
To: Meyer, Matthew
Subject: [External] I-64 Grren Mount Road Mailing List Sign Up
Date: Monday, November 8, 2021 7:48:52 AM

Please include me on updates.

Thank you,
Brian Hoefener
1204 Loblolly Ct
O'Fallon, IL 62269

From:	Meyer, Matthew
To:	Brian Hoefener
Cc:	Stafford, Cindy J; Wiszkon, Sarah L; Jim Michael
Subject:	I-64 Improvements - e-mail comment response
Date:	Thursday, January 13, 2022 1:17:00 PM
Attachments:	2021-11-08 Hoefener e-mail comment.pdf

Hello Mr. Hoefener,

Thank you for taking the time to comment on the I-64 improvement project from Green Mount Road to IL 158. You will be added to the project mailing list for any future public involvement activities.

Also, you are invited to visit the I-64 improvements website for the latest project information, schedule, and announcements at https://idot.illinois.gov/projects/I-64-Green-Mount-Road.html. If you have any additional questions or comments regarding the project, please contact me.

Matthew C. Meyer
Illinois Department of Transportation
Project Studies Engineer
(618) 346-3160

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