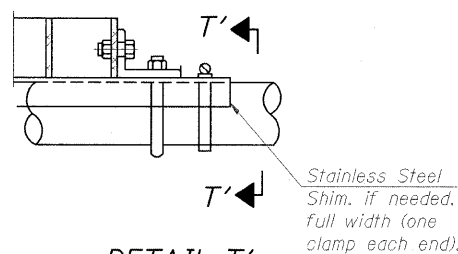
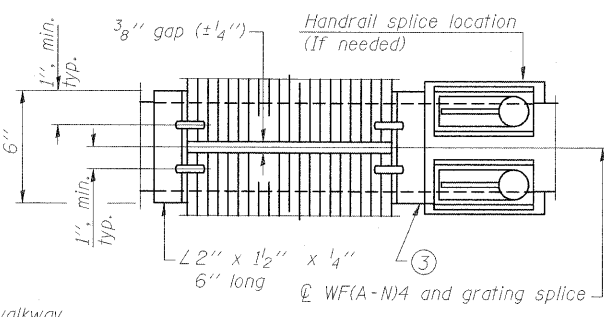


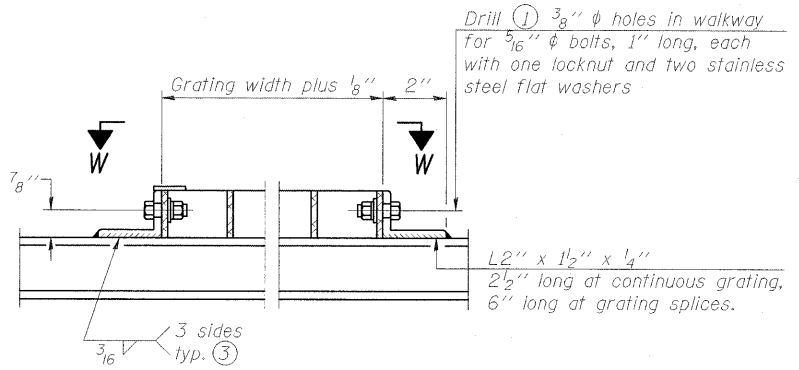
SECTION B-B



Details not shown same as Detail T. Alternate materials may be used subject to the Engineer's review and approval.



(AT WALKWAY GRATING SPLICE)



SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars shall be 3/16" x 1/2" on 1 3/16" centers and conform to ASTM B221 Alloy 6061-T6.
 Cross bars shall be 3/16" x 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

Aluminum Grating with modified "I" sections for main bearing bars shall meet the following requirements:
 Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.³ per bar, a depth of 1 1/2", spaced on 1 3/16" centers.
 Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Structure Number	Station	A	Ⓟ B	C	Ⓟ D
9S1001057L054.9	375+15 (I-57)	5 1/2"	6'-6"	4'-6"	11'-6"
9S1001057R053.2	1510+00 (I-57)	5 1/2"	6'-9"	4'-6"	11'-9"
9S1001057R052.2	1561+41 (I-57) N=384563.1, E=803503.9	5 1/2"	6'-6"	4'-6"	11'-6"
9S100L013R000.0	1799+76 (IL 13)	5 1/2"	4'-0"	4'-6"	8'-6"
9S100L013R000.1	1810+29 (IL 13)	9 1/2"	2'-6"	7'-0"	9'-6"
9S100L013R000.2	1817+04 (IL 13)	9 1/2"	2'-6"	7'-0"	9'-6"
9S100L013L000.3	833+55 (IL 13)	5 1/2"	3'-3"	4'-6"	8'-3"
9S1001057R000.4	15+13 (RAMP B)	7"	3'-10 1/2"	5'-3"	9'-7 1/2"
9S1001057L000.5	119+25 (RAMP D)	7"	3'-10 1/2"	5'-3"	9'-7 1/2"

- Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OS-A-II.)
- 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
- Tube to grating gap may vary from 0 to 1/2", max. to align walkway, allow for camber, etc.
- Based on actual height of tallest sign given on OS-A-I.

OS-A-10

1-20-11

FILE NAME = ...10978182-sht-sign@88-Truss-OS-A-10.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISED -
PLOT SCALE = 50.0000' / IN.	CHECKED - SD	DRAWN - JH	REVISED -
PLOT DATE = 10/7/2011	DATE - 10/07/11	CHECKED - SD	REVISED -

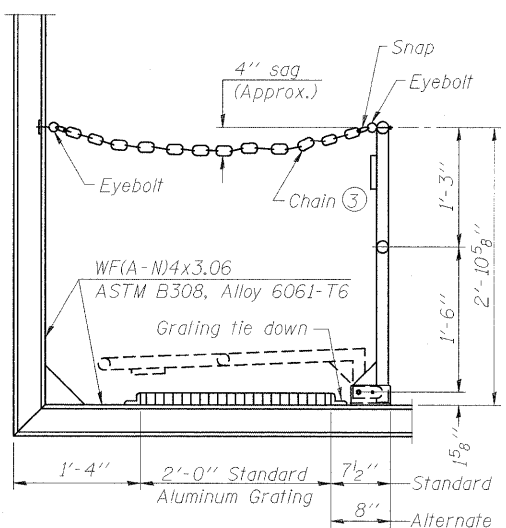
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
ALUMINUM WALKWAY DETAILS

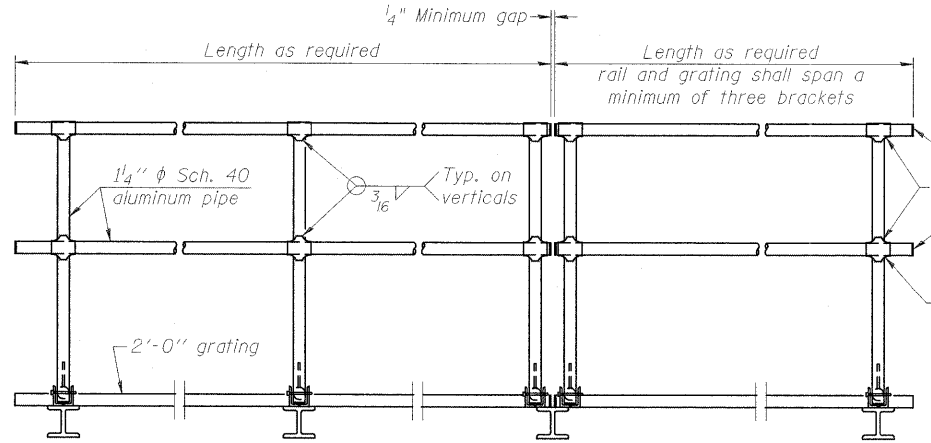
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* IXI-6-2HBK-2, HB-1,2; IX-DR-1		WILLIAMSON	968	501
* F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182

ILLINOIS FED. AID PROJECT

EFK·Moen, LLC
Civil Engineering Design



SIDE ELEVATION
(Showing safety chain w/o sign)

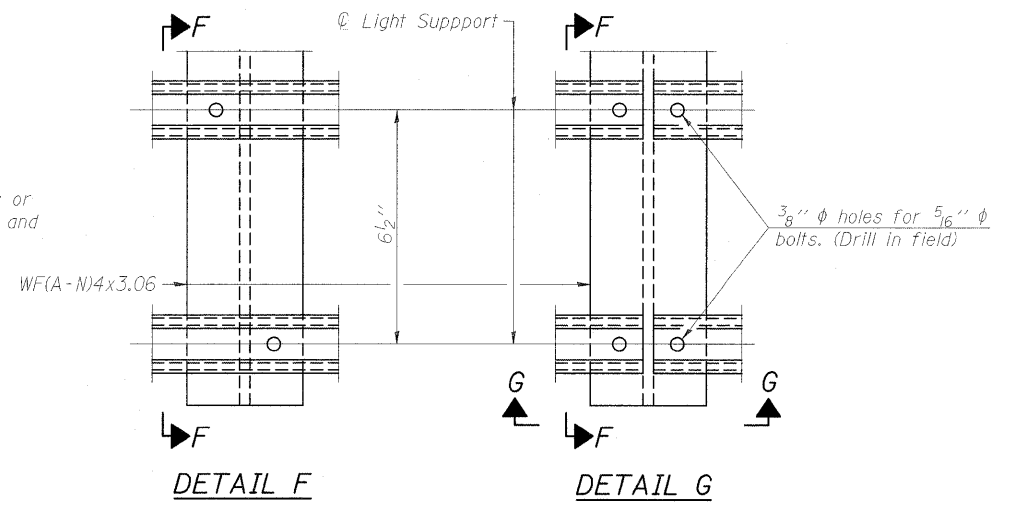


FRONT ELEVATION

HANDRAIL DETAILS

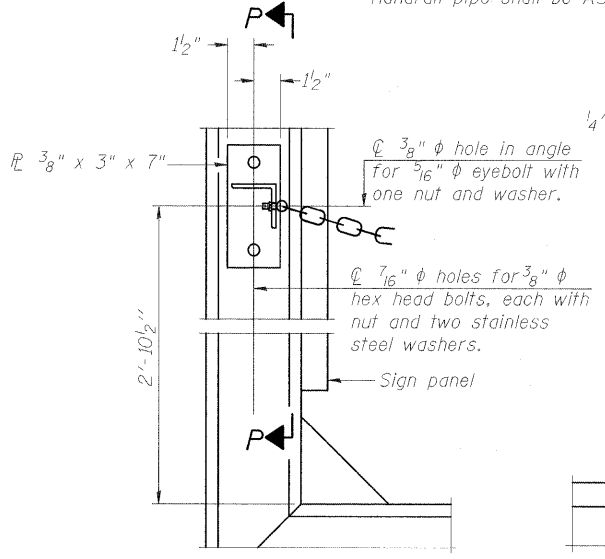
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

- ① Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends)
- ② Horizontal handrail member shall be continuous thru fitting. Provide 7/16" hole in fitting for 3/8" bolt. Field drill 1/16" hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 1/16" holes on top rail at ends only.)



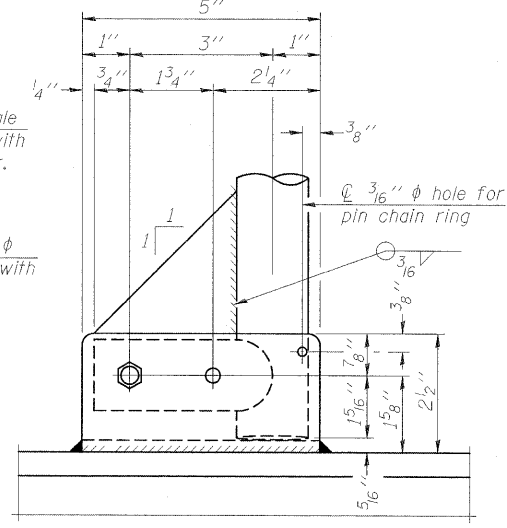
DETAIL F

DETAIL G

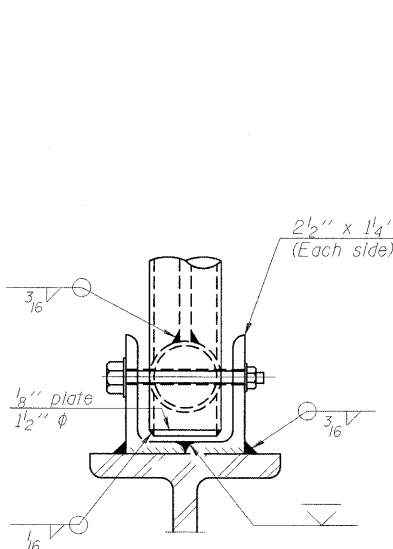


ALTERNATE SAFETY CHAIN ATTACHMENT
(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

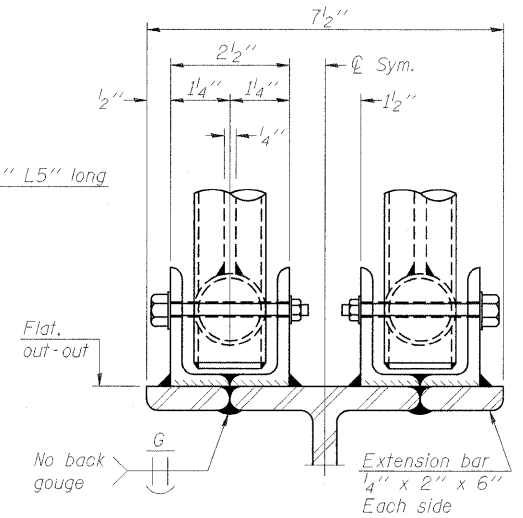


SIDE ELEVATION

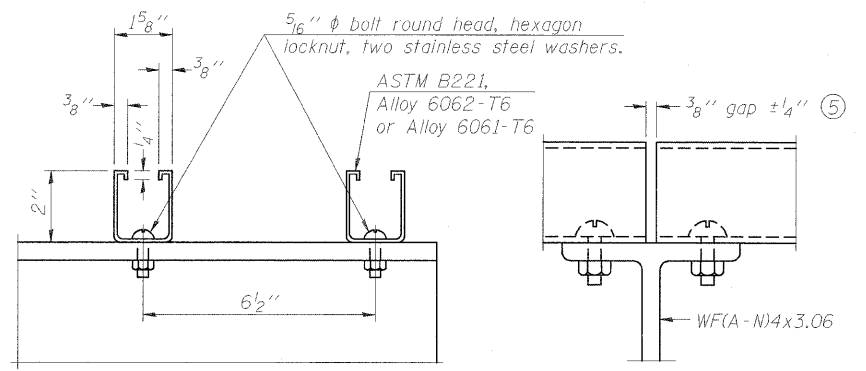


FRONT ELEVATION

See "Elevation" at right for dimensions.



ELEVATION AT HANDRAIL JOINT ④

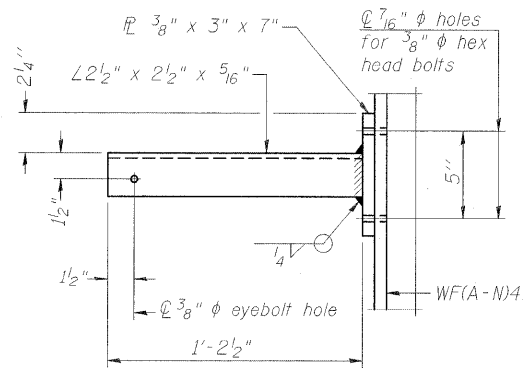


SECTION F-F

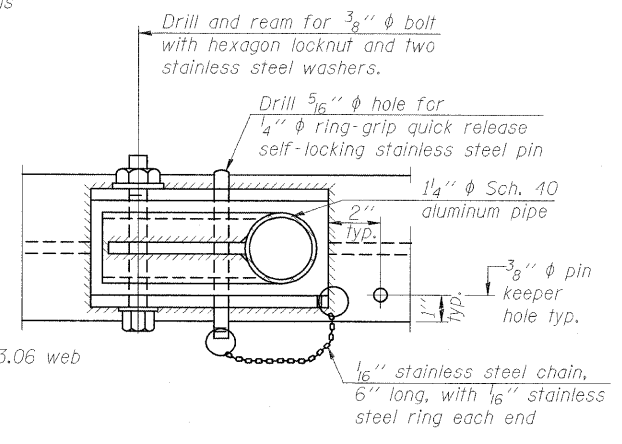
SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

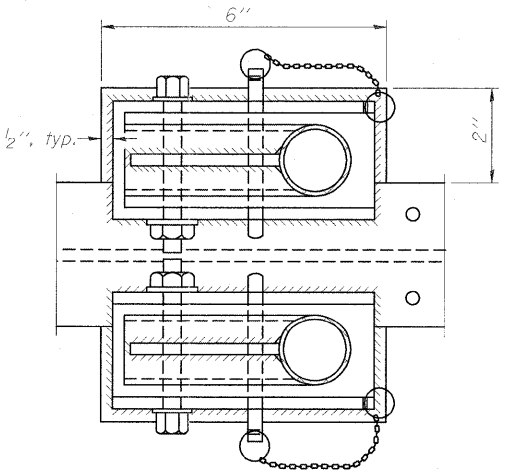
- ⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



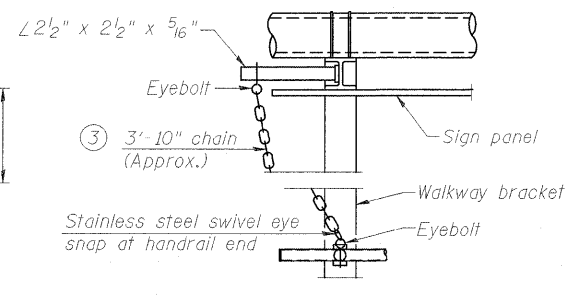
SECTION P-P



PLAN
DETAIL E HANDRAIL HINGE

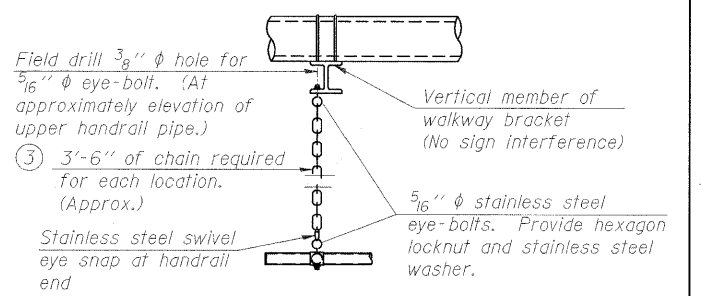


PLAN AT HANDRAIL JOINT
Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)



SAFETY CHAIN

One required for each end of each walkway.

- ③ 3/16" Type 304L stainless steel chain, approximately 12 links per foot.
- ④ Extrusions may be used in lieu of the details shown, with approval of the Engineer.

OS-A-11

1-20-11

FILE NAME = ...10978182-sht-sign089-Truss-OS-A-11.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES ALUMINUM HANDRAIL DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.00000 / IN.	CHECKED - SD	REVISD -	REVISD -			* (X1-6-2)HBK-2, HB-1-2; (X1-1R-1)	WILLIAMSON	968	502	
PLOT DATE = 10/7/2011	DATE - 10/07/11	REVISD -	REVISD -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		ILLINOIS FED. AID PROJECT	
						SCALE:	SHEET NO. 11 OF 15 SHEETS	STA.	TO STA.	

EFK•Moen, LLC
Civil Engineering Design

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
v4(E)	24	#9	F less 5"	—
#4 bar spiral (E) - see Side Elevation				

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

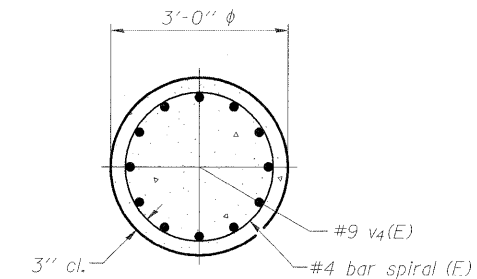
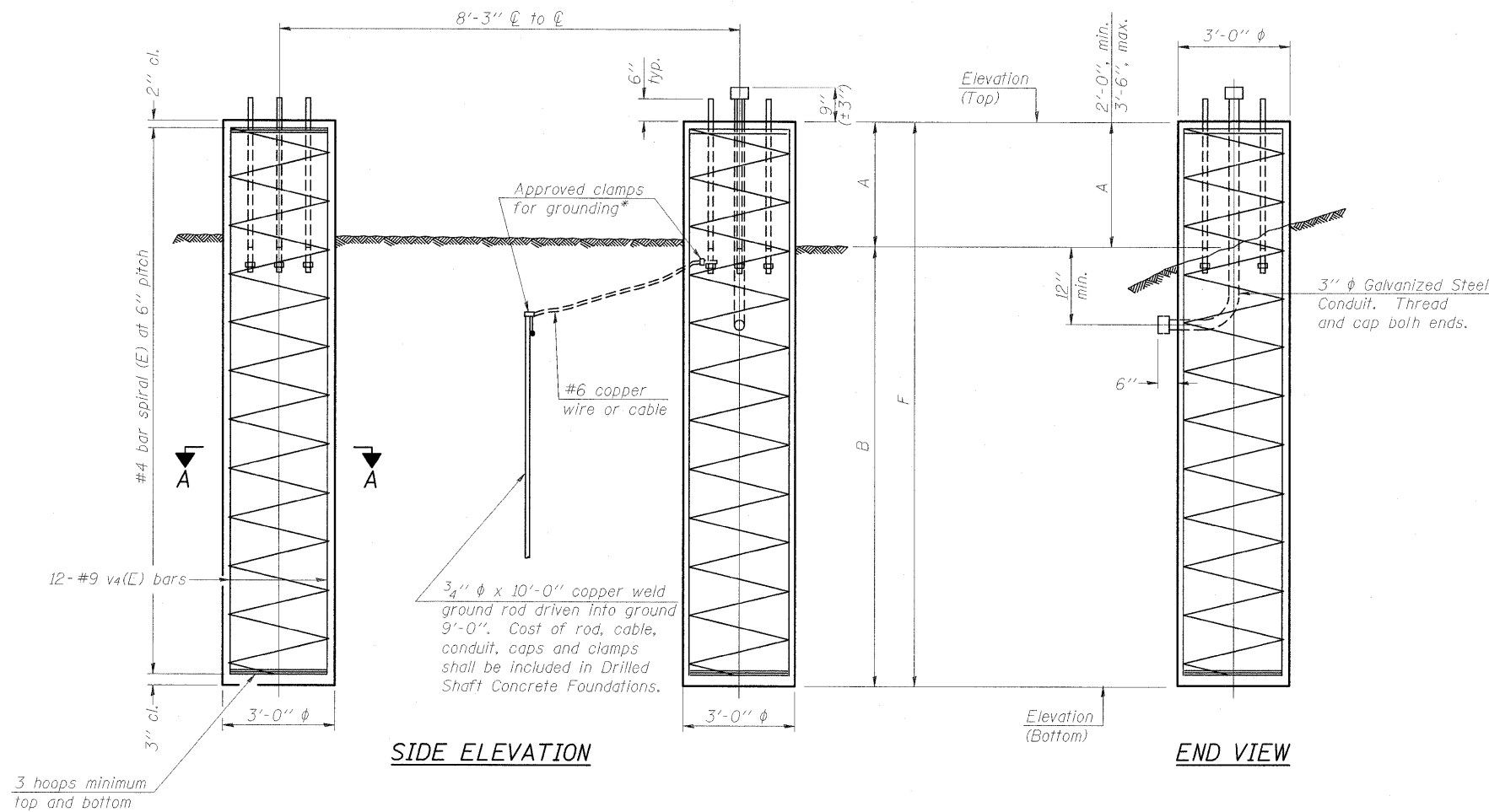
If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

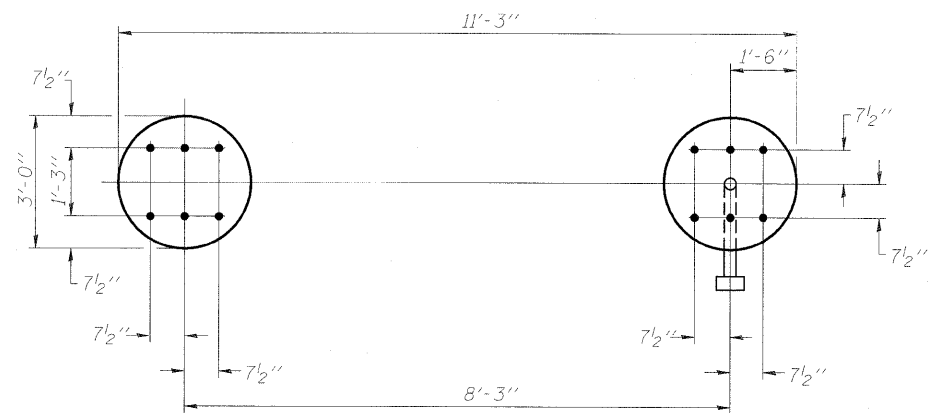
Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



SECTION A-A



PLAN

For anchor rod size and placement, see Support Frame Detail Sheet.

* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

**DETAILS FOR 10" Ø SUPPORT FRAME
TYPE I-A or II-A TRUSS**

Structure Number	Station	Left Foundation			Right Foundation			Class DS Concrete (Cu. Yds.)				
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top		Elevation Bottom	A	B	F
9S1001057L054.9	375+15 (I-57)	491.87	471.87	2'-0"	18'-0"	20'-0"	488.38	468.88	3'-0"	16'-6"	19'-6"	20.74
9S1001057R053.2	1510+00 (I-57)						463.23	444.73	2'-0"	16'-6"	18'-6"	9.69
9S1001057R052.2	1561+41 (I-57) N=384563.1, E=803503.9						466.29	447.29	2'-6"	16'-6"	19'-0"	9.95
9S100L013R000.0	1799+76 (IL 13)	457.50	439.00	2'-0"	16'-6"	18'-6"	452.71	433.21	3'-0"	16'-6"	19'-6"	19.90
9S100L013L000.3	833+55 (IL 13)	460.57	442.07	2'-0"	16'-6"	18'-6"	456.40	436.90	3'-0"	16'-6"	19'-6"	19.90
9S1001057R000.4	15+13 (RAMP B)	447.33	423.83	3'-0"	20'-6"	23'-6"	448.52	426.02	2'-0"	20'-6"	22'-6"	24.09
9S1001057L000.5	119+25 (RAMP D)	459.85	436.35	3'-0"	20'-6"	23'-6"	460.52	438.02	2'-0"	20'-6"	22'-6"	24.09

OS4-F3

1-20-11

FILE NAME = ...D978182-sht-sign@90-Truss-054-F3.dgn	USER NAME = Rob Heedy	DESIGNED - JH	REVISIONS -
PLOT SCALE = 50.0000' / IN.	CHECKED - SD	DATE - 10/07/11	REVISIONS -
PLOT DATE = 10/7/2011			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**OVERHEAD SIGN STRUCTURES
DRILLED SHAFT DETAILS**

SCALE: SHEET NO. 12 OF 15 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• IX1-6-2HBK-2, HB-1,2; (IX-1R-1	WILLIAMSON	968	503	
• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

EFK•Moen, LLC
Civil Engineering Design

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
v4(E)	24	#9	F less 5"	—
#4 bar spiral (E) - see Side Elevation				

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

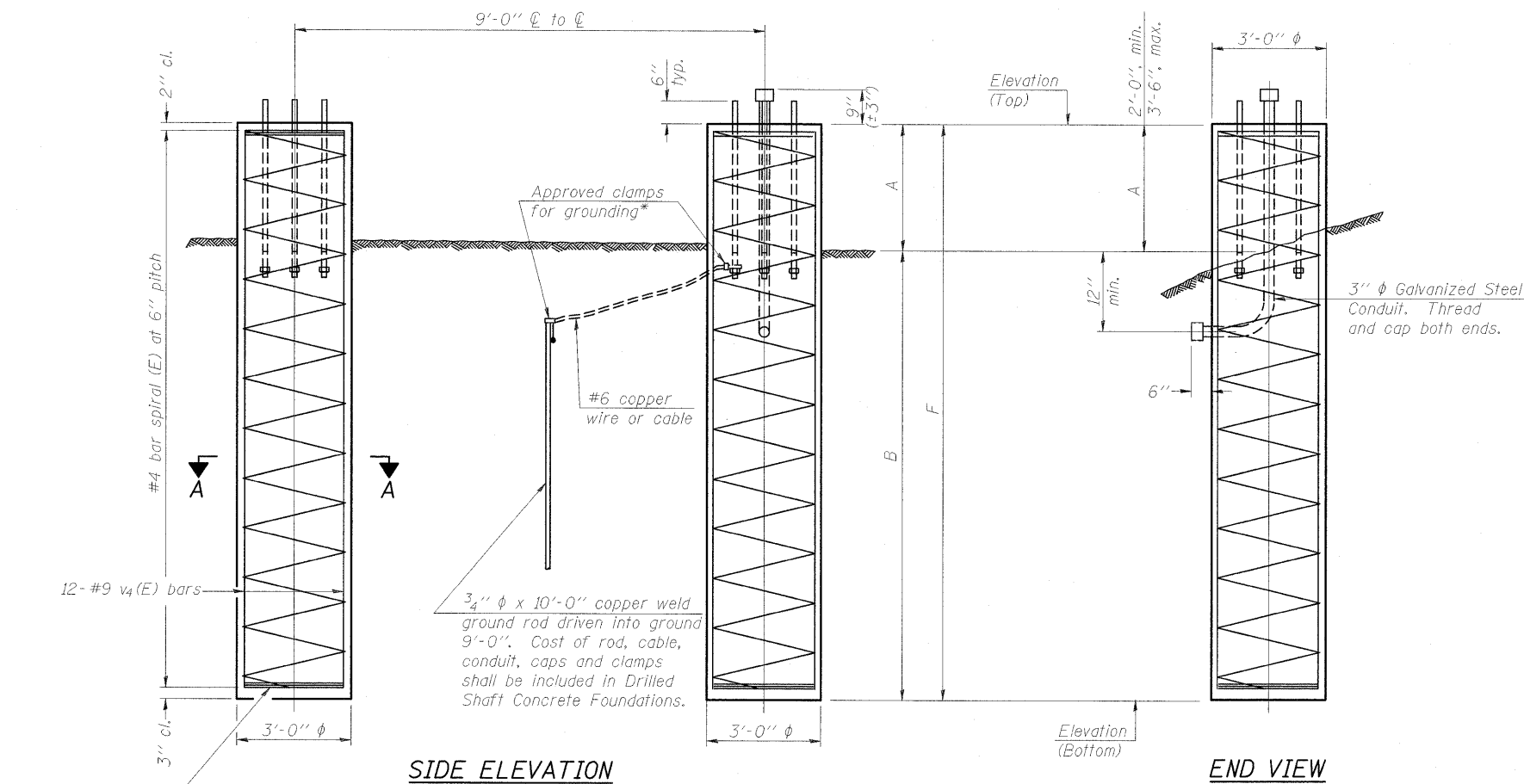
If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

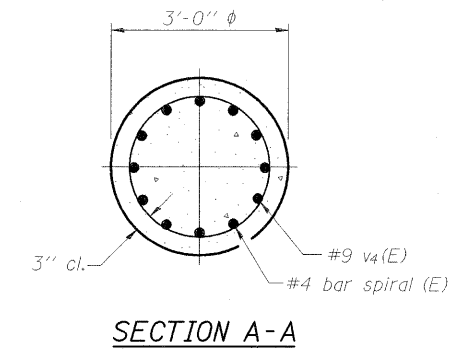
A normal surface finish followed by a Bridge Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



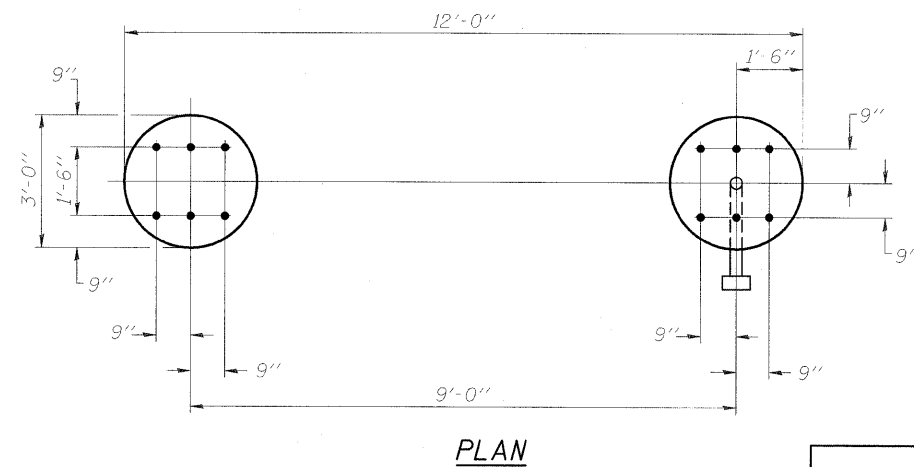
3 hoops minimum top and bottom

SIDE ELEVATION

END VIEW



SECTION A-A



PLAN

For anchor rod size and placement, see Support Frame Detail Sheet.

* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

DETAILS FOR 12" Ø SUPPORT FRAME TYPE III-A TRUSS

Structure Number	Station	Left Foundation					Right Foundation					Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top	Elevation Bottom	A	B	F	
9S100L013R000.1	1810+29 (IL 13)	446.59	417.59	2'-0"	27'-0"	29'-0"	446.59	417.59	2'-0"	27'-0"	29'-0"	30.37
9S100L013R000.2	1817+04 (IL 13)	446.34	417.34	2'-0"	27'-0"	29'-0"	446.34	417.34	2'-0"	27'-0"	29'-0"	30.37

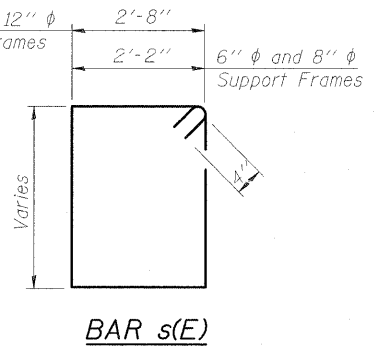
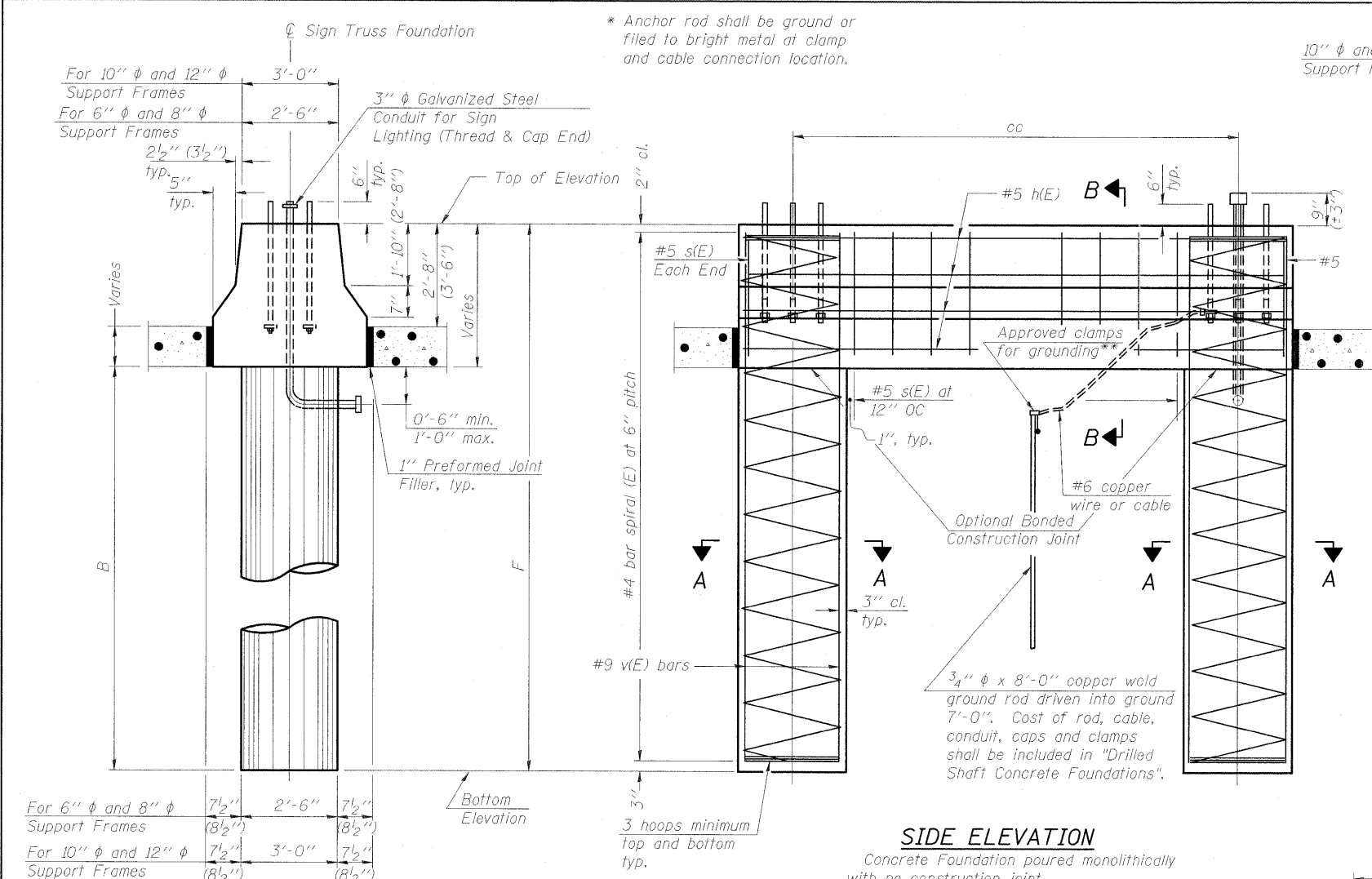
OS4-F4

1-20-11

EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...ND978182-sht-sigr@91-Truss-OS4-F4.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES DRILLED SHAFT DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50,0000 ' / IN.	CHECKED - SD	REVISIONS -	* IX1-6-2HBK-2, HB-1,2; IX-1R-1			WILLIAMSON	968	504		
PLOT DATE = 10/7/2011	DATE - 10/07/11	REVISIONS -	* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182				
			ILLINOIS FED. AID PROJECT							

NOTES:
 The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.
 If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.
 No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.
 Concrete shall be placed monolithically, without construction joints.
 Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.
 A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



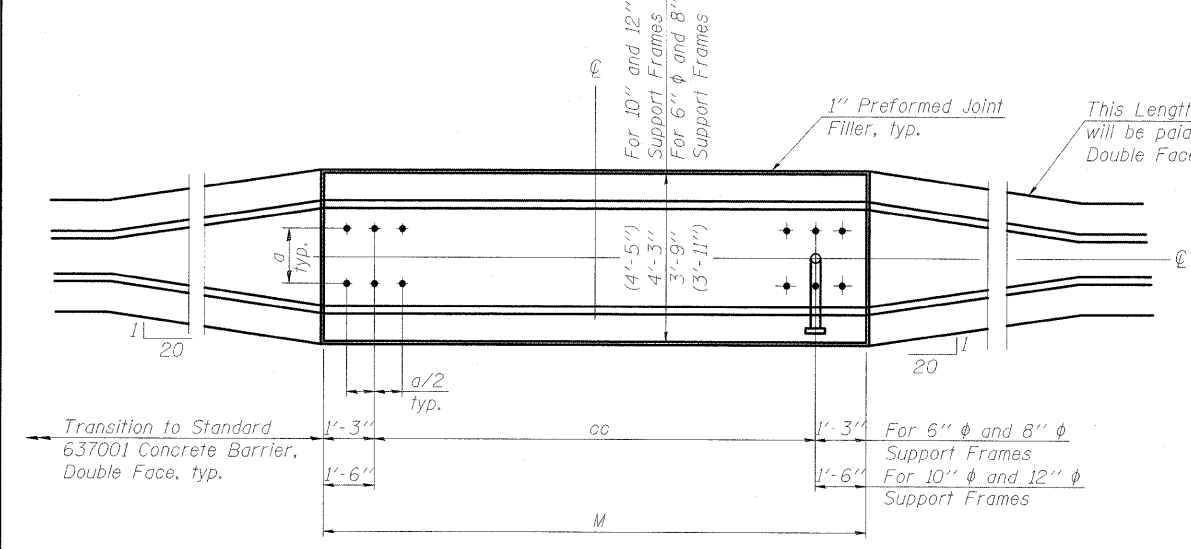
Pipe Support Frames	cc	M	a	a/2
6" φ	7'-0"	9'-6"	0'-11"	5 1/2"
8" φ	7'-6"	10'-0"	1'-1 1/2"	6 3/4"
10" φ	8'-3"	11'-3"	1'-3"	7 1/2"
12" φ	9'-0"	12'-0"	1'-6"	9"

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
h(E)	10	#5	M less 4"	—
s(E)	Varies	#5	Varies	□
v(E)	16	#9	F less 0'-5"	—
v(E)	24	#9	F less 0'-5"	—

#4(E) bar spiral - see Side Elevation

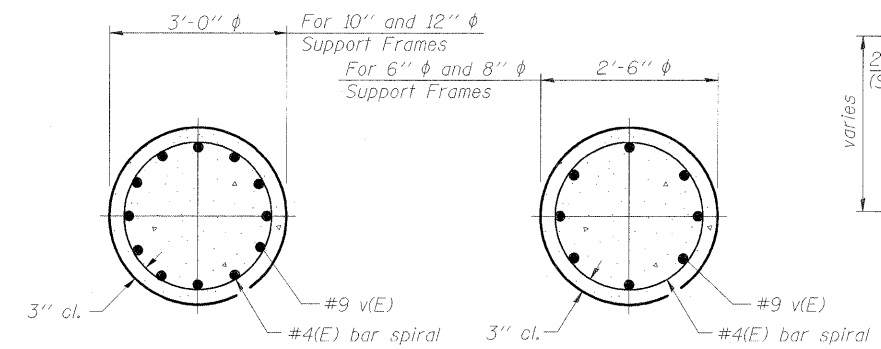
END VIEW



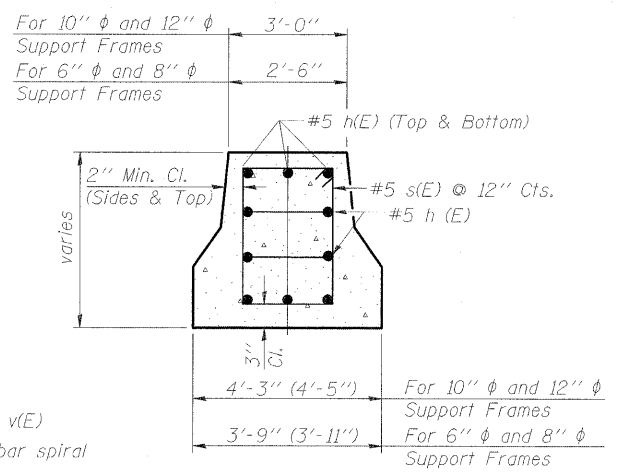
PLAN

SIDE ELEVATION
 Concrete Foundation poured monolithically with no construction joint.

All dimensions in parenthesis are for 42" high barrier.

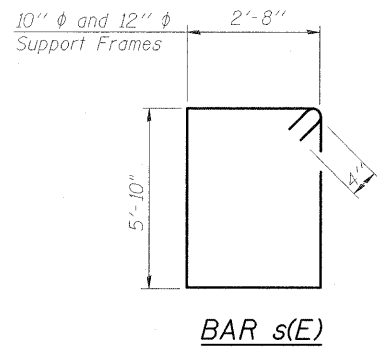
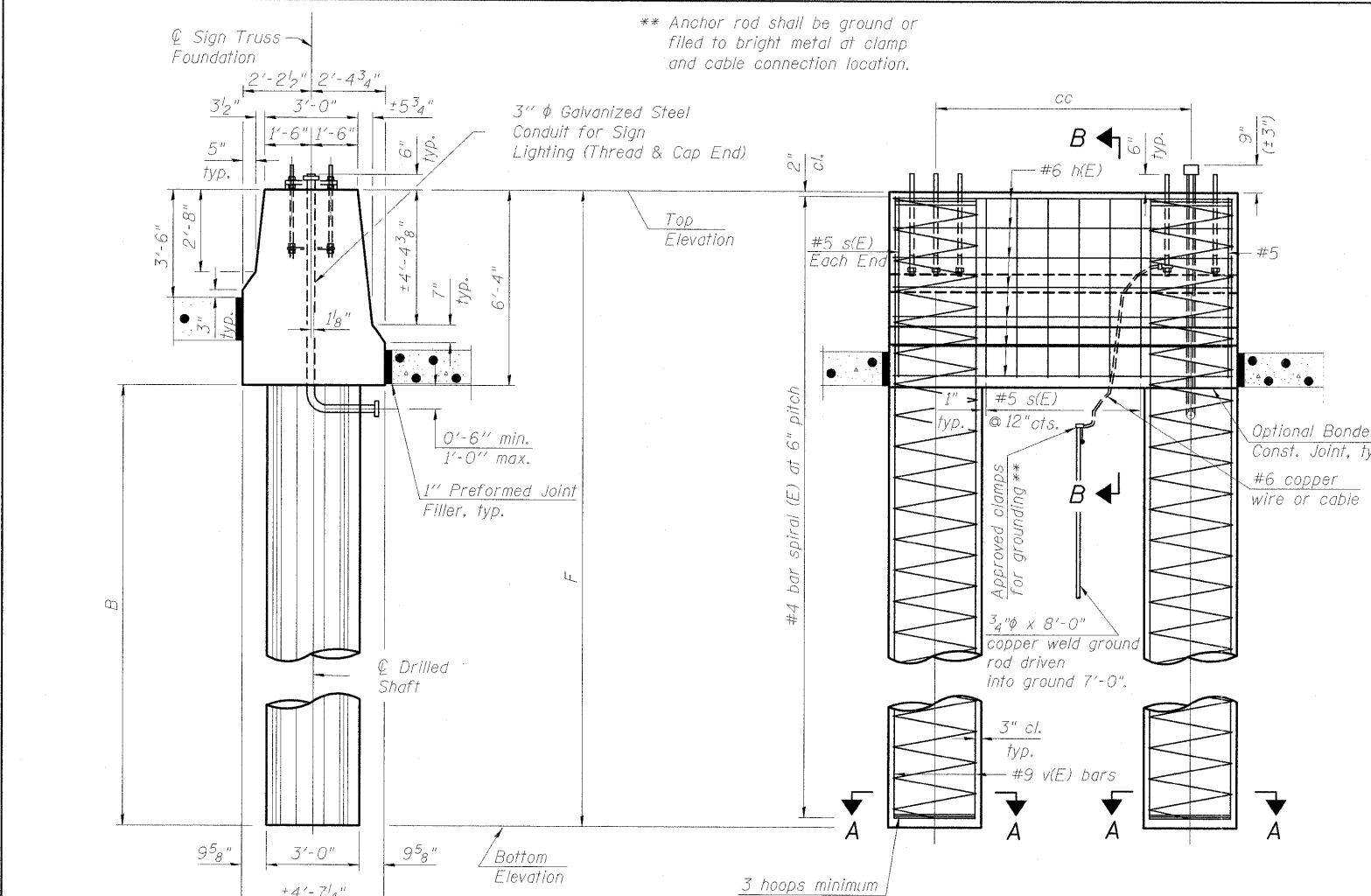


SECTION A-A



SECTION B-B

Structure Number	Station	Left Foundation				Right Foundation				Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	Elevation Top	Elevation Bottom	B	F	
9S1001057R052.2	1561+41	471.06	449.67	21'-4 5/8"	16'-6"					16.29



NOTES:
 The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.
 If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.
 No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.
 Concrete shall be placed monolithically, without construction joints.
 Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.
 A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.
 Cost of copper weld ground rod, cable, conduit, caps and clamps shall be included in "Drilled Shaft Concrete Foundations".

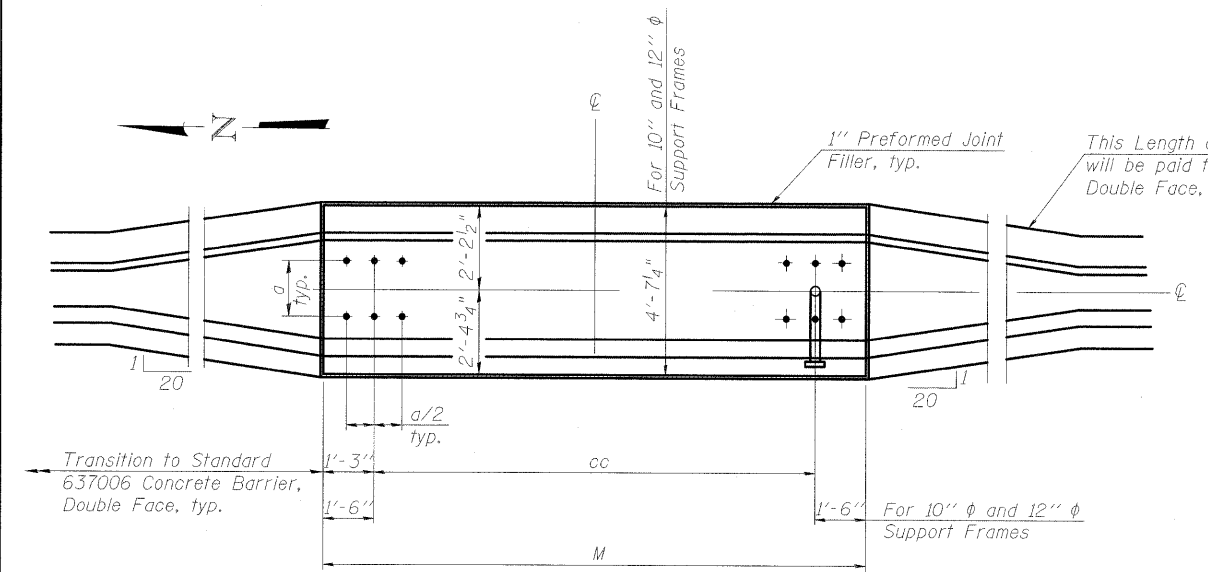
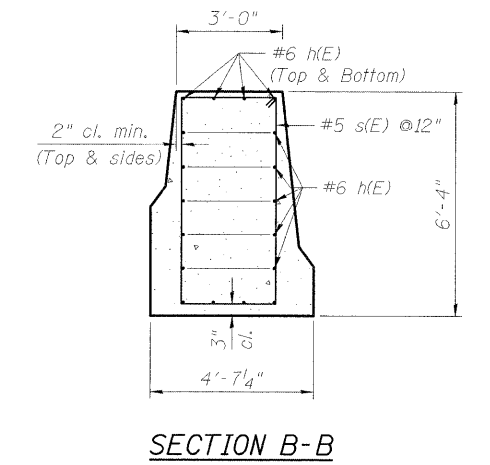
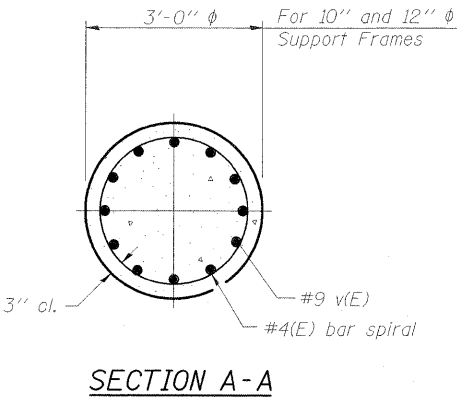
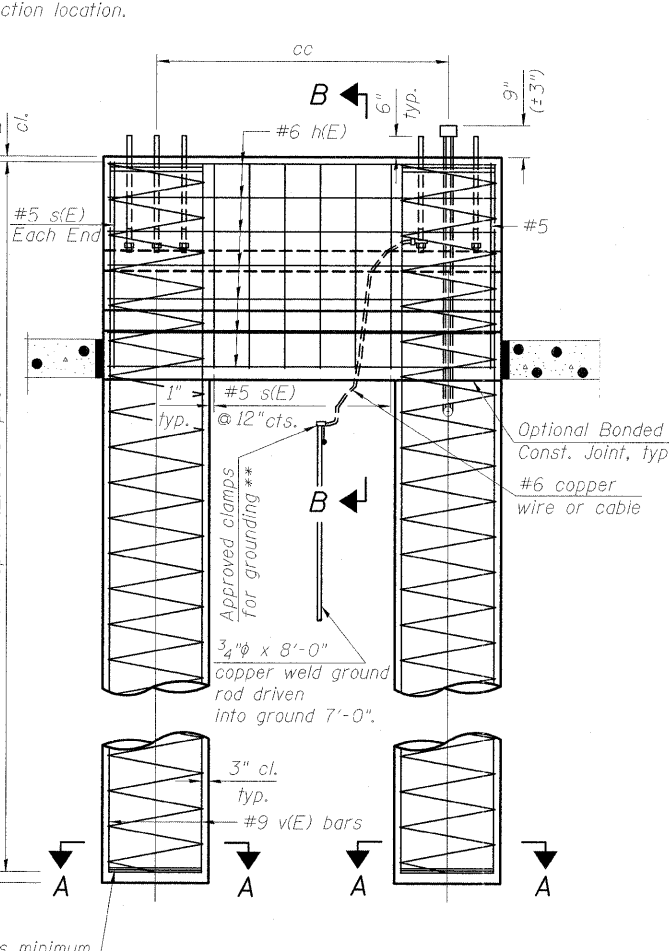
Pipe Support Frames	cc	M	a	a/2
6"φ	7'-0"	9'-6"	0'-11"	5 1/2"
8"φ	7'-6"	10'-0"	1'-1 1/2"	6 3/4"
10"φ	8'-3"	11'-3"	1'-3"	7 1/2"
12"φ	9'-0"	12'-0"	1'-6"	9"

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
h(E)	18	#6	M less 4"	—
s(E)	8	#5	17'-8"	□
v(E)	24	#9	F less 0'-5"	—

#4(E) bar spiral - see Side Elevation

SIDE ELEVATION
 Concrete Foundation poured monolithically with no construction joint.



Structure Number	Station	Left Foundation				Right Foundation				Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	Elevation Top	Elevation Bottom	B	F	
9S1001057R053.2	1510+00 (I-57)	467.05	444.21	16'-6"	22'-10"					18.86

OS4-MED2

EFK Moen, LLC
 Civil Engineering Design

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
 MEDIAN SUPPORT FOUNDATION DETAILS

FILE NAME = ...N0978182-sht-sign@93-Truss-OS4-MED.2.dgn	USER NAME = Rob Heady	DESIGNED - CW	REVISED -
PLOT SCALE = 5/8" = 1' IN.	CHECKED - CW	DRAWN - CW	REVISED -
PLOT DATE = 10/7/2011	DATE = 10/07/11		REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* I-57 AND F.A.P. 331	(X1-6-2)HBK-2, HB-1,2; (IX-1R-1)	WILLIAMSON	968	506
CONTRACT NO. 78182			ILLINOIS FED. AID PROJECT	

SCALE: SHEET NO. 15 OF 15 SHEETS STA. TO STA.

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:

Field Units
 $f_c = 3,500$ p.s.i.
 $f_y = 60,000$ p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specifications.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.

All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.

The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2) d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to ASTM F1554 Gr. 105.

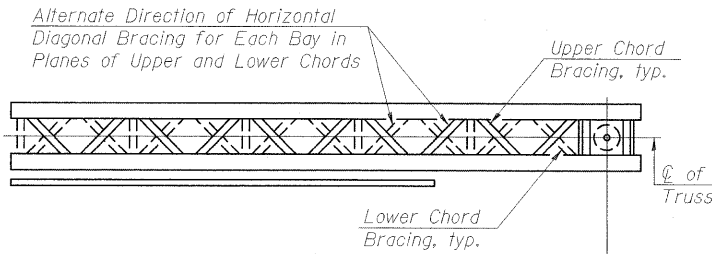
CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seal Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

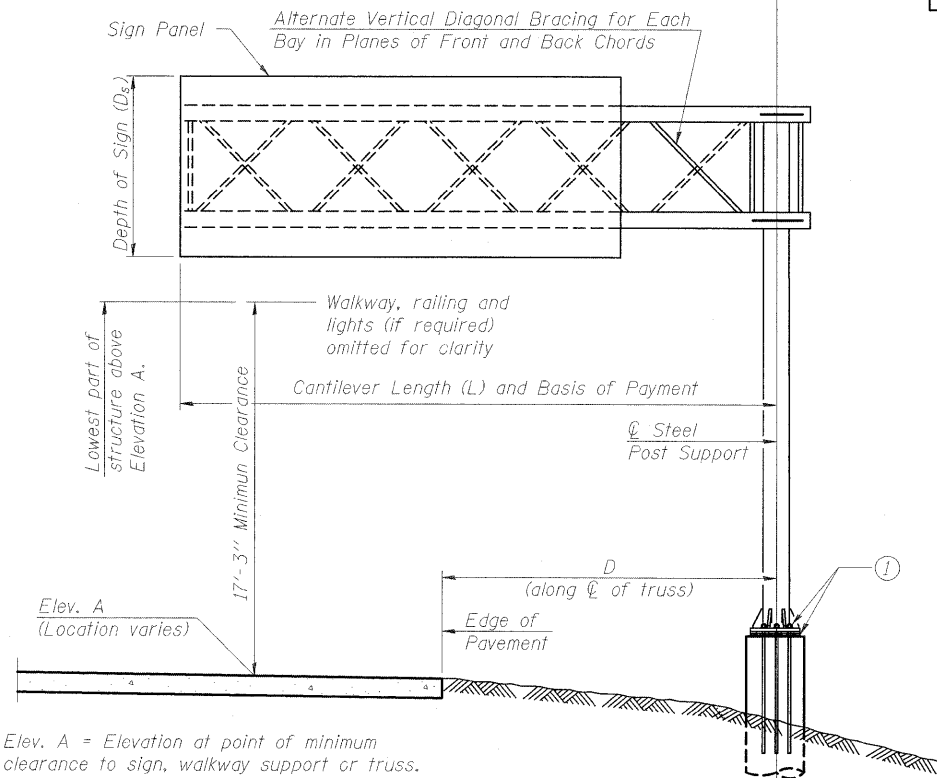
FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	D _s	Total Sign Area
9C1001057L054.0	1462+68 (I-57)	III-C-A	32	482.38	20	11	121
9C1001057R053.6	1492+80 (I-57)	II-C-A	27	472.40	15	11.5	143.75
9C1001057L053.5	1493+20 (I-57)	II-C-A	27	471.93	13'-3"	11	121
9C100L013R000.0	1808+33 (IL 13)	II-C-A	30	450.83	18	10	135
9C100L013L000.1	1819+67 (IL 13)	II-C-A	30	450.67	18	7.5	112.5

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



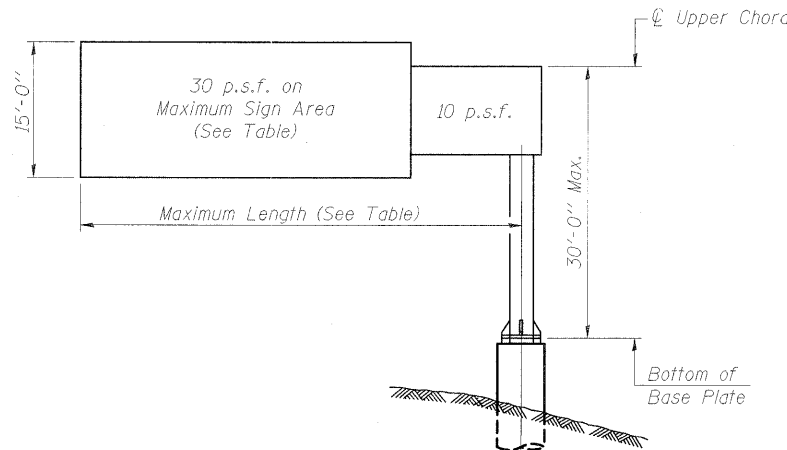
TYPICAL PLAN
(Walkway not shown)



TYPICAL ELEVATION
Looking in Direction of Traffic

Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

Sign support structures may be subject to damaging vibrations and oscillations when sign panels are not in place during erection or maintenance of the structure. To avoid these vibrations and oscillations, consideration should be given to attaching temporary blank sign panels to the structure.



DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards. Installations not within dimensional limits shown require special analysis for all components.

Note:

Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

1 After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.

* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.

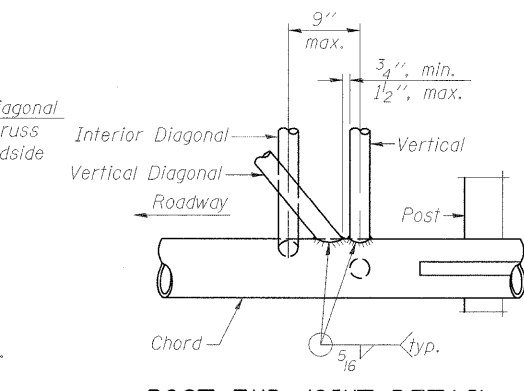
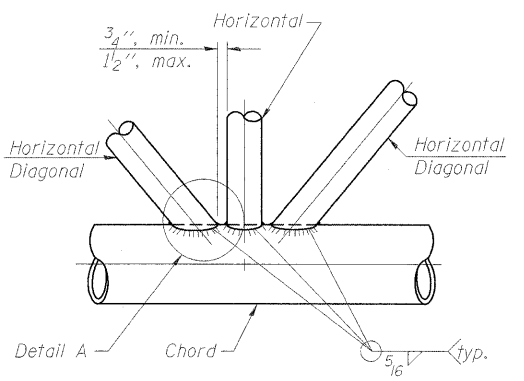
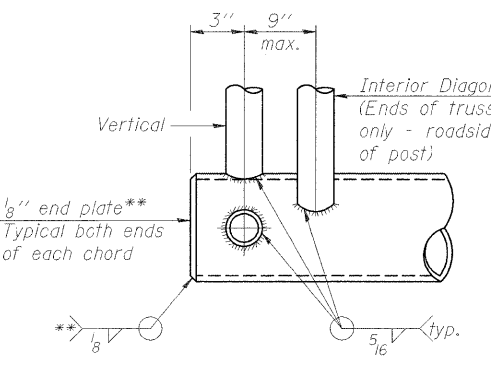
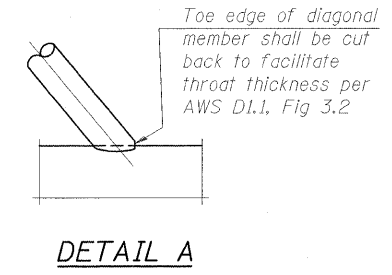
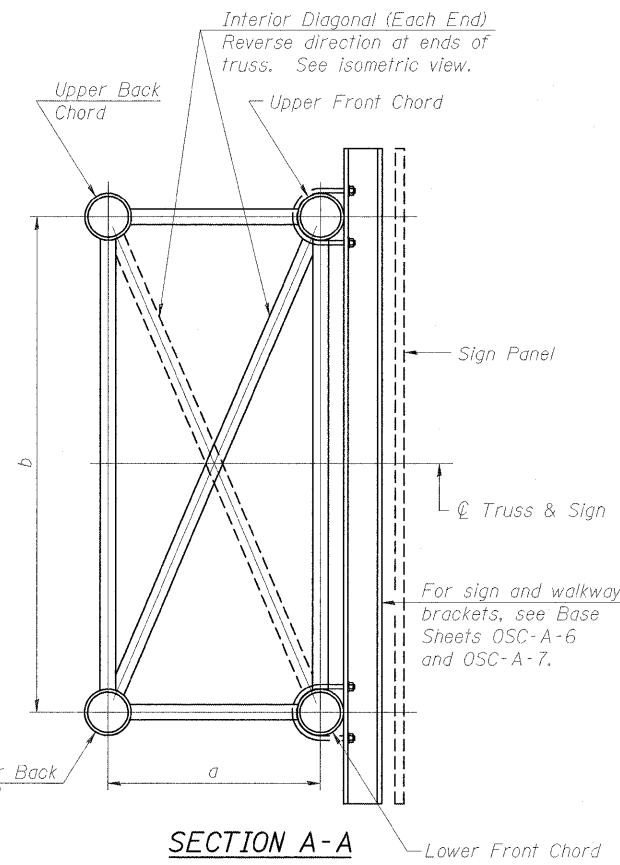
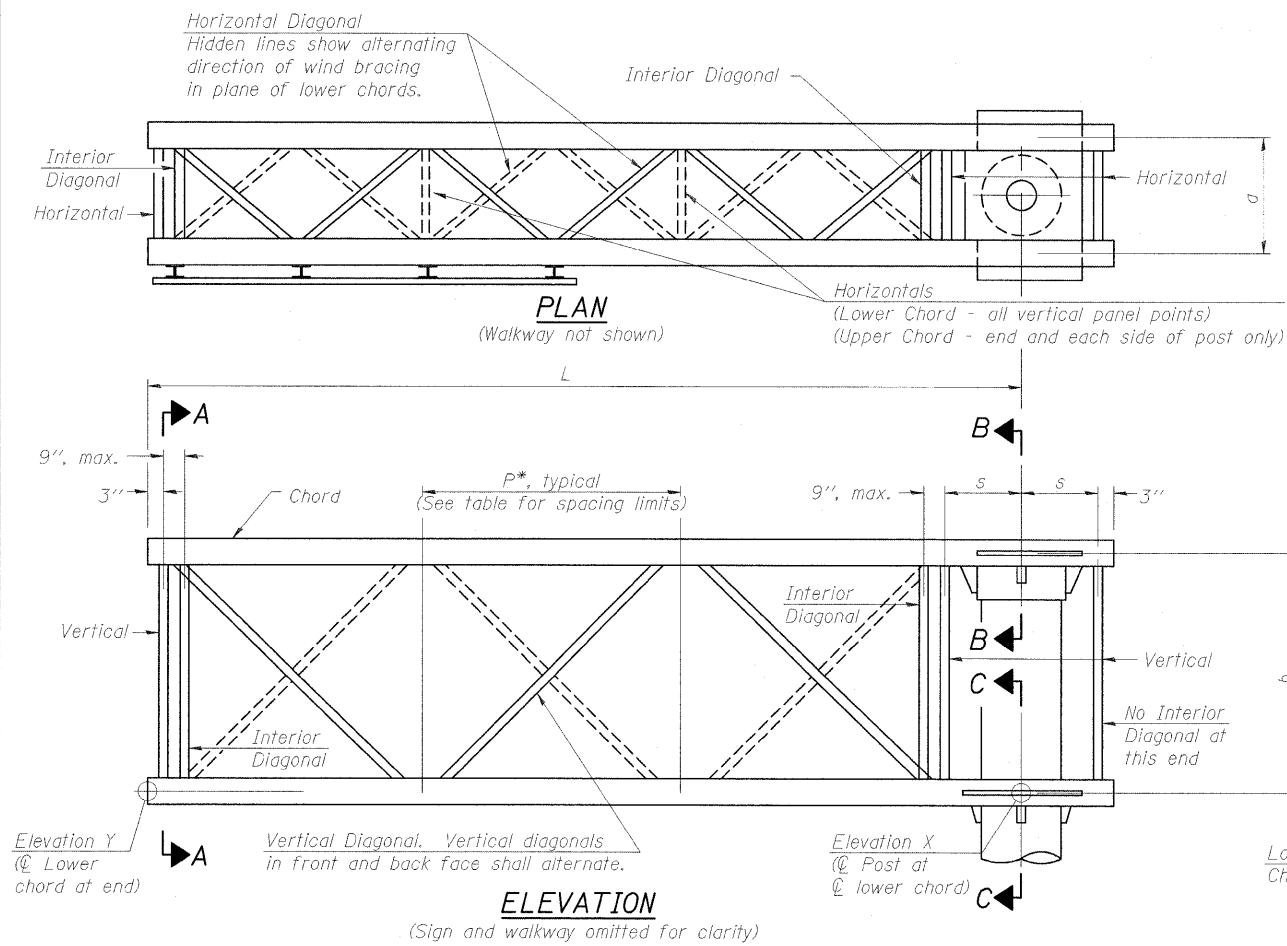
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE I-C-A	Foot	
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A	Foot	114
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE III-C-A	Foot	32
OVERHEAD SIGN STRUCTURE WALKWAY, CANTILEVER, TYPE A	Foot	72.5
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	34.56

OSC-A-1

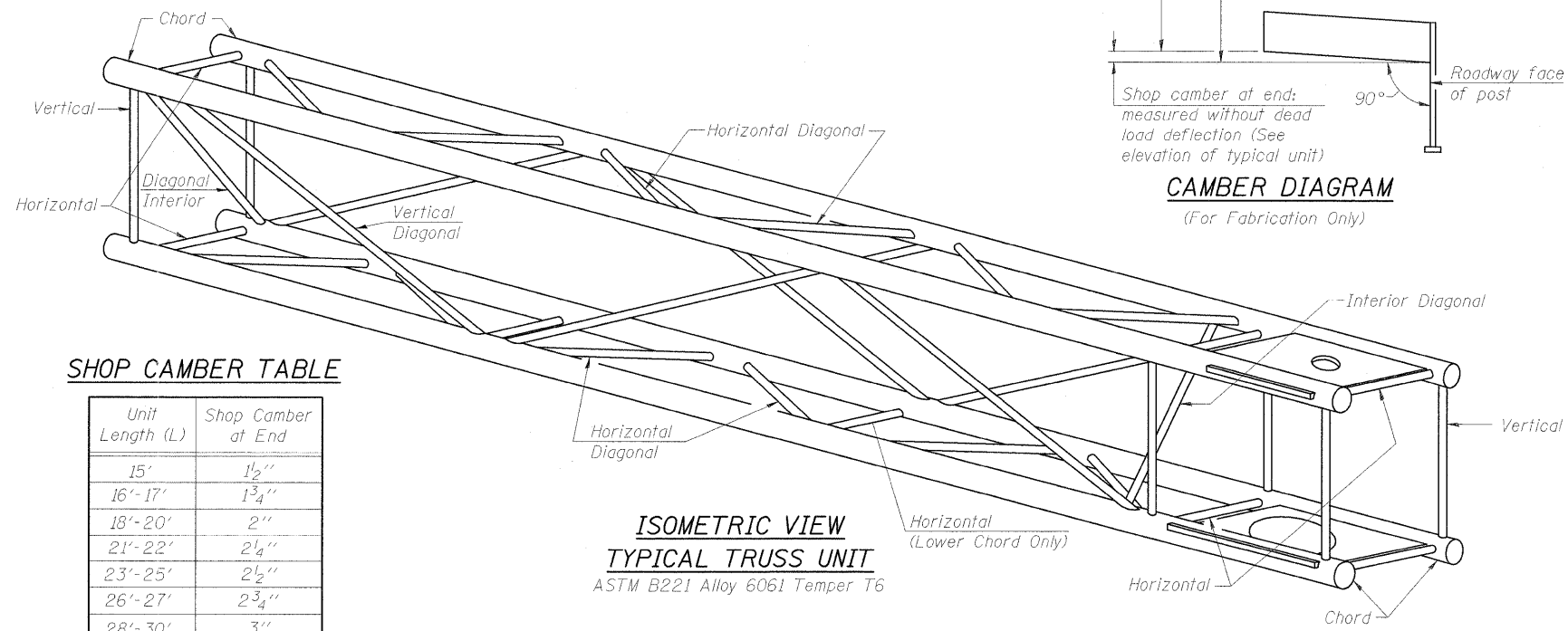
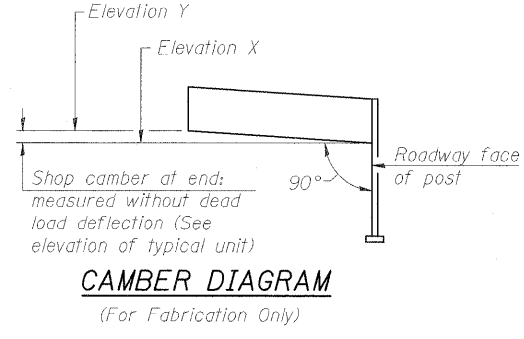
9-15-11

FILE NAME =	USER NAME = Rob Heedy	DESIGNED - JH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURES - GENERAL PLAN & ELEVATION ALUMINUM TRUSS & STEEL POST	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...10978182-sht-sign@94-Cantilever-OSC-A-1.dgn		DRAWN - JH	REVISED -			* IXI-6-2HBK-2, HB-1,2; IX-1R-1	WILLIAMSON	968	507	
PLOT SCALE = 50,0000 ' / IN.		CHECKED - SD	REVISED -			* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
PLOT DATE = 12/7/2011		DATE - 10/07/11	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE:						SHEET NO. 1 OF 9 SHEETS		STA. TO STA.		



CANTILEVER END JOINT DETAIL
 ** Contractor may alternatively use standard aluminum drive-fit cap to close ends.

POST END JOINT DETAIL



SHOP CAMBER TABLE

Unit Length (L)	Shop Camber at End
15'	1 1/2"
16'-17'	1 3/4"
18'-20'	2"
21'-22'	2 1/4"
23'-25'	2 1/2"
26'-27'	2 3/4"
28'-30'	3"
31'-32'	3 1/4"
33'-35'	3 1/2"
36'-37'	4"
38'-40'	4 1/2"

TRUSS UNIT TABLE

Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals	
					O.D.	Wall	O.D.	Wall
I-C-A	24"	54"	16"	36" min. to 48" max.	5"	5/16"	2 1/2"	5/16"
II-C-A	36"	66"	21"	42" min. to 54" max.	6 1/2"	5/16"	3 1/4"	5/16"
III-C-A (35' Max.)	36"	84"	21"	48" min. to 66" max.	7"	3/8"	3 1/2"	3/8"
III-C-A (>35' to 40')	36"	84"	21"	48" min. to 66" max.	8"	3/8"	3 1/2"	3/8"

*P = $\frac{L-s-3"}{\# \text{ Panels}}$

Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
9C1001057L054.0	1462+68 (I-57)	III-C-A	32	6	60.00"
9C1001057R053.6	1492+80 (I-57)	II-C-A	27	6	50.00"
9C1001057L053.5	1493+20 (I-57)	II-C-A	27	6	50.00"
9C100L013R000.0	1808+33 (IL 13)	II-C-A	30	7	48.00"
9C100L013L000.1	1819+67 (IL 13)	II-C-A	30	7	48.00"

OSC-A-2

9-15-11

FILE NAME = ...D978182-sht-sign@95-Cantilever-OSC-A-2.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISED -
PLOT SCALE = 50.0000' / IN.		DRAWN - JH	REVISED -
PLOT DATE = 10/7/2011		CHECKED - SD	REVISED -
		DATE - 10/07/11	REVISED -

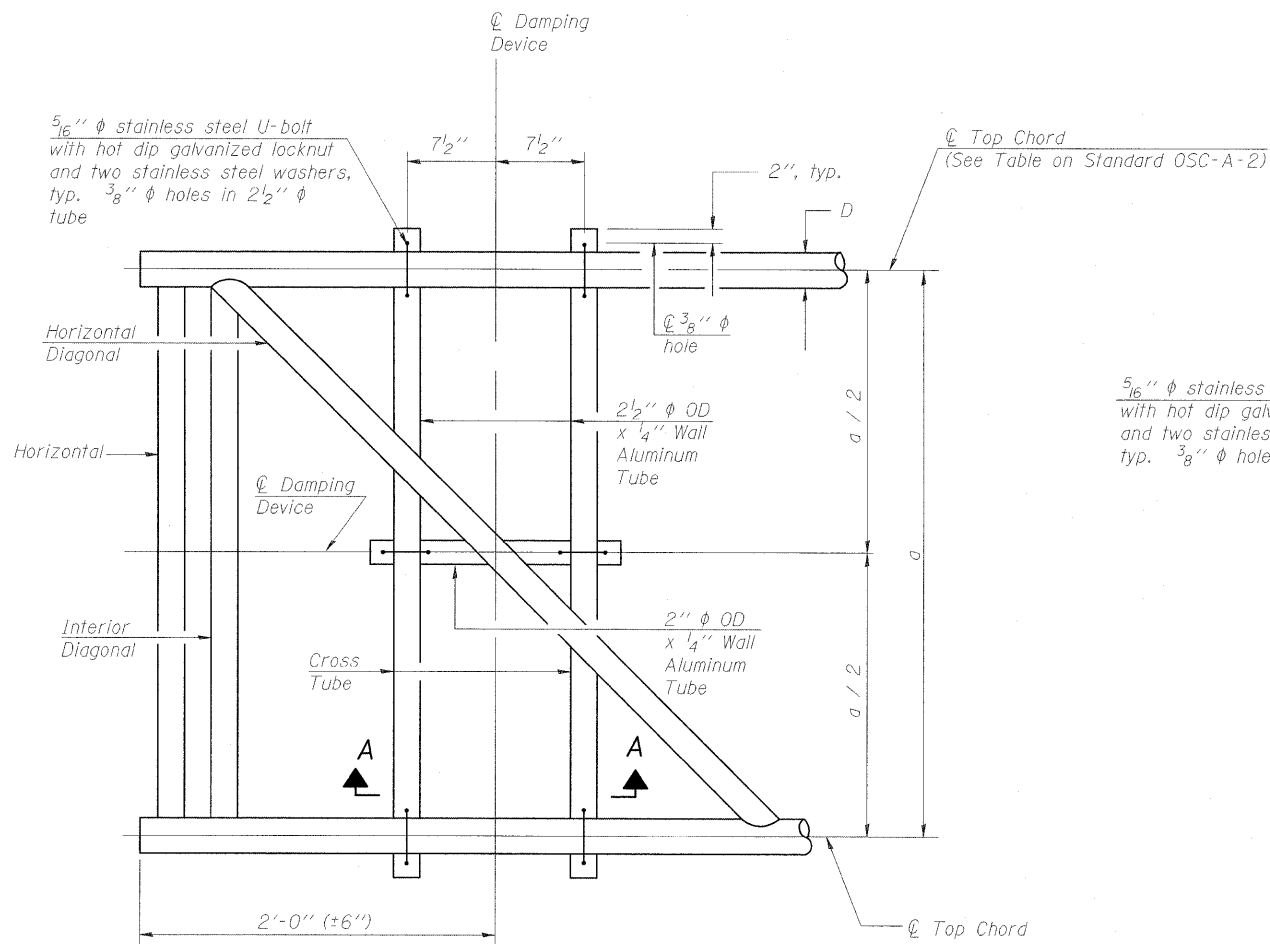
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES - TRUSS DETAILS
 ALUMINUM TRUSS & STEEL POST

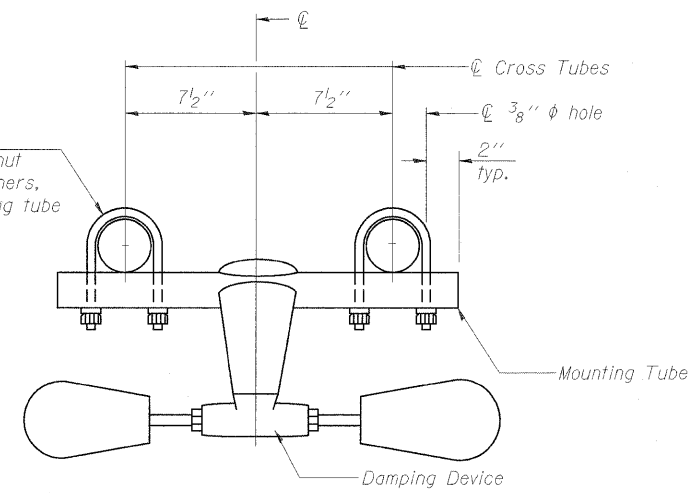
SCALE: SHEET NO. 2 OF 9 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 0X1-6-2H8K-2, HB-1,2; 0X-1R-1	WILLIAMSON	968	508	
* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		ILLINOIS FED. AID PROJECT	

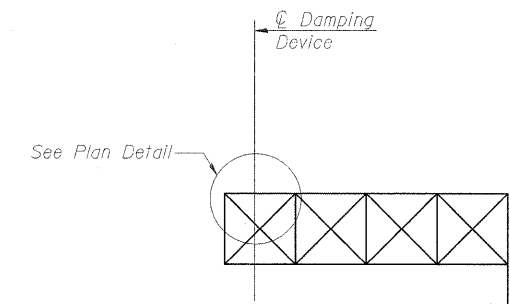
EFK Moen, LLC
 Civil Engineering Design



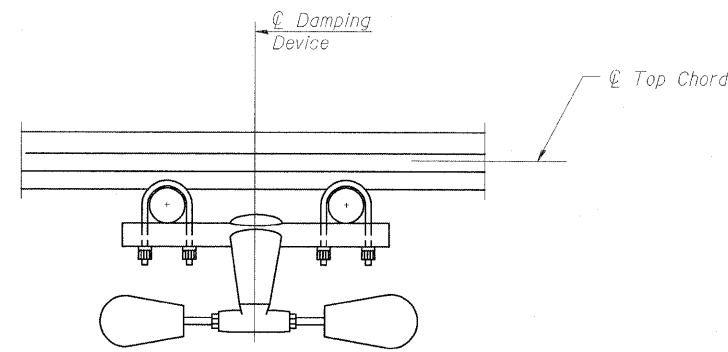
PLAN DETAIL



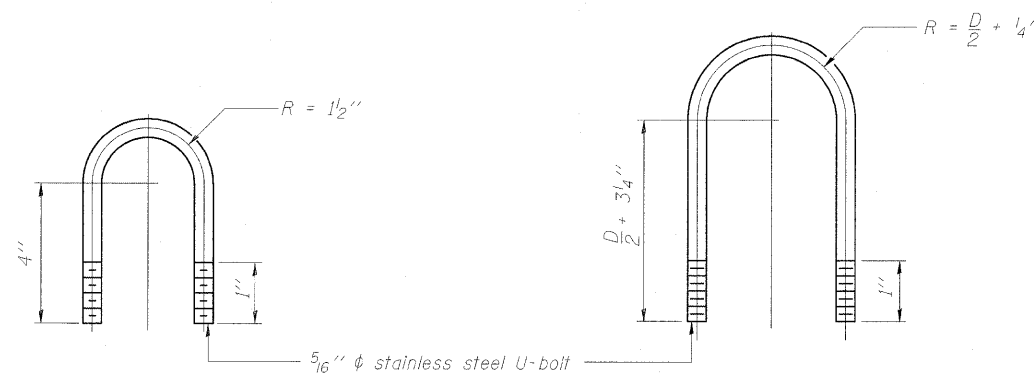
TRUSS DAMPING DEVICE CONNECTION DETAIL



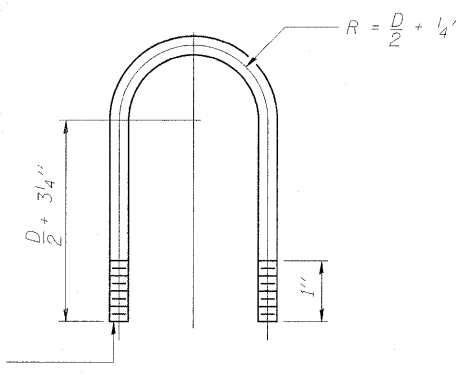
ELEVATION
Aluminum Cantilever Sign Structure



SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL
(Typical)



TOP CHORD TO CROSS TUBE U-BOLT DETAIL
(Typical)

GENERAL NOTES

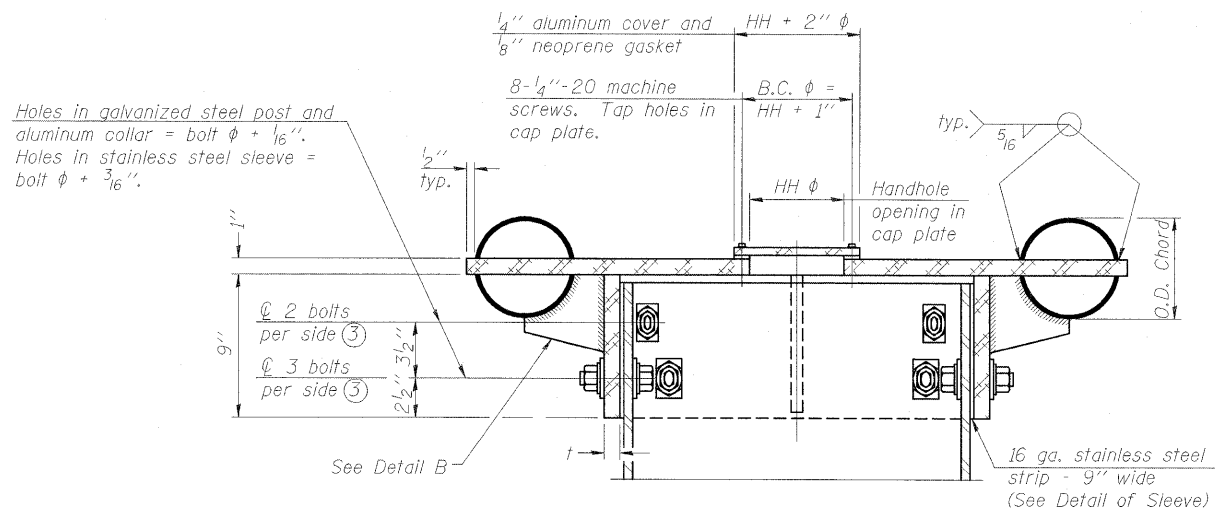
- Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)
- Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6

OSC-A-D

9-15-11

EFK Moen, LLC
Civil Engineering Design

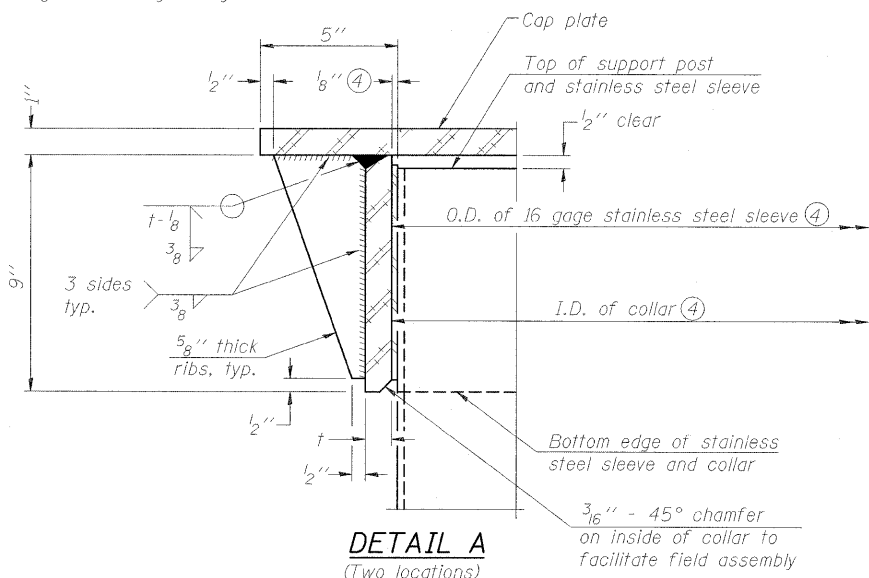
FILE NAME = ...D978182-sht-sign@96-Cantilever-OSC-A.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURE DAMPING DEVICE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - JH	REVISED -					* (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	509	
		CHECKED - SD	REVISED -			SCALE:	SHEET NO. 3 OF 9 SHEETS	STA.		CONTRACT NO. 78182		
		DATE - 10/07/11	REVISED -						ILLINOIS FED. AID PROJECT			



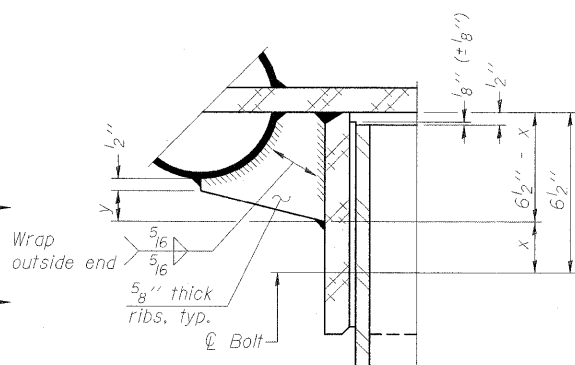
④ Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus $\frac{1}{8}$ " ($\pm \frac{1}{16}$ "). Maximum gap between post and collar at any location equals $\frac{1}{8}$ " before tightening bolts.

SECTION B-B

Bolts, washers (including contoured washers), and locknuts shall be stainless steel.

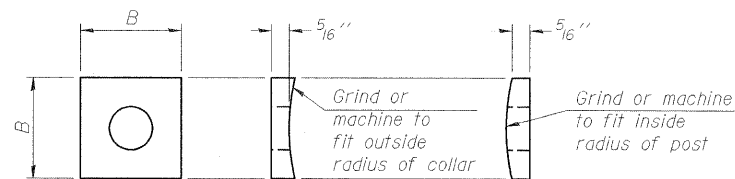


DETAIL A
(Two locations)



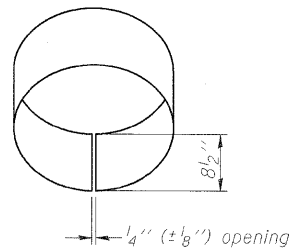
DETAIL B

Two locations
(For details not shown, see Detail C)



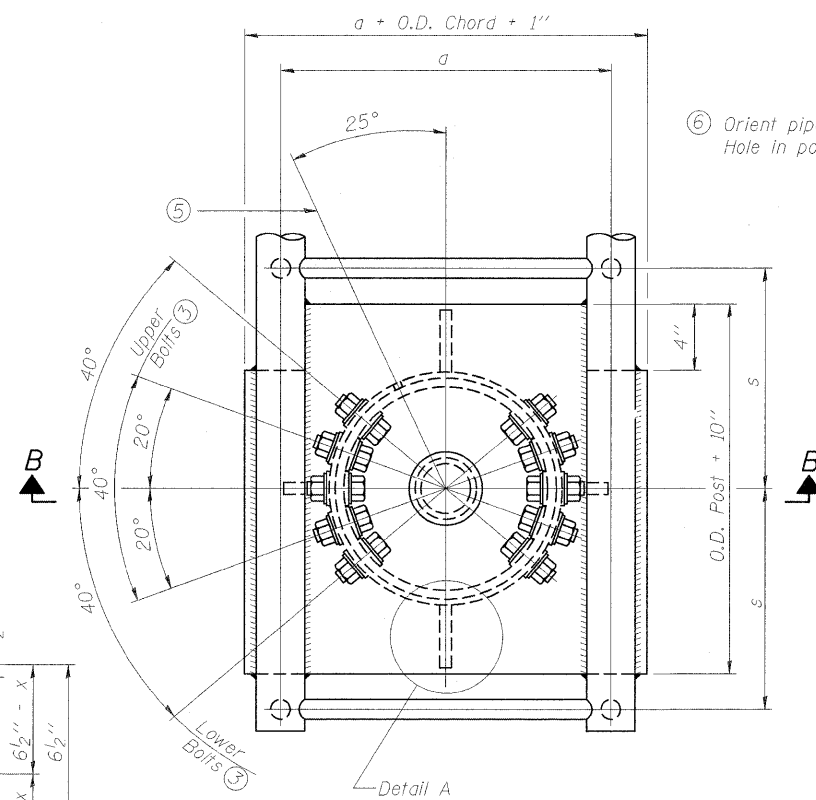
CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
7/8"	1"	2 1/2"
1"	1 1/8"	3"
1 1/4"	1 3/8"	3 1/4"



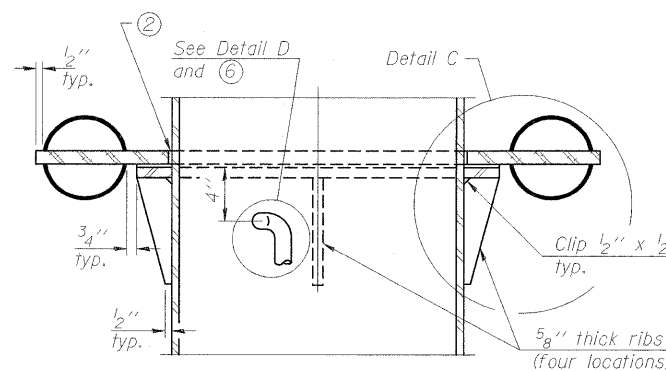
DETAIL OF STAINLESS STEEL SLEEVE

Weld to post after galvanizing.
(Prepare post surface to insure tight, uniform fit and allow welding.)
Welds to be 1/2" long at 6" cts. along top edge and at 1/4" opening.

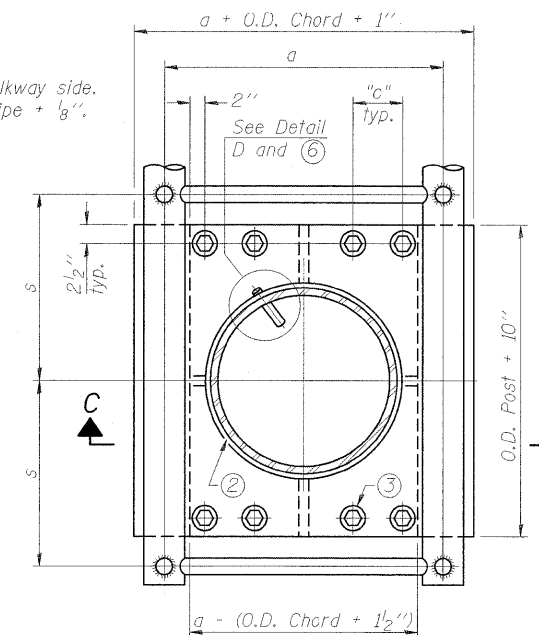


PLAN VIEW - TOP OF COLUMN

⑤ Optional full penetration weld in collar.
(Two locations maximum... (180° apart)... X-ray or UT 100%)

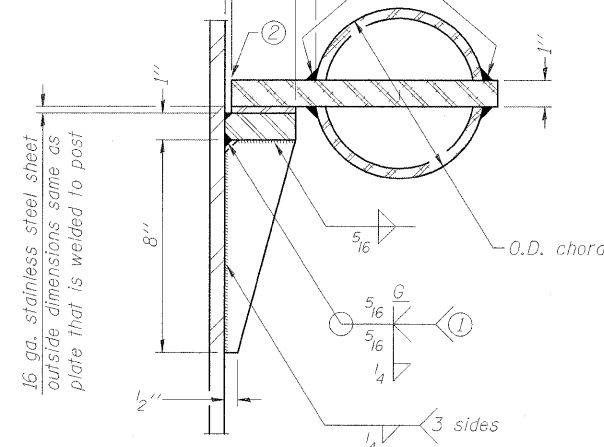


SECTION C-C



SECTION THRU POST ABOVE LOWER CHORDS

Hole in aluminum plate (and 16 ga. stnl. stl. sheet) to be O.D. post + 1/2"



DETAIL C

- ① Grind top if required to fully seat aluminum plate and stainless steel sheet.
- ② After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.
- ③ Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.

OSC-A-3

9-15-11

FILE NAME = ...D978182-sht-sign897-Cantilever-OSC-A-3.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISED -
PLOT SCALE = 50.0000 ' / IN.	DATE = 10/07/11	DRAWN - JH	REVISED -
PLOT DATE = 10/7/2011		CHECKED - SD	REVISED -
		DATE = 10/07/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

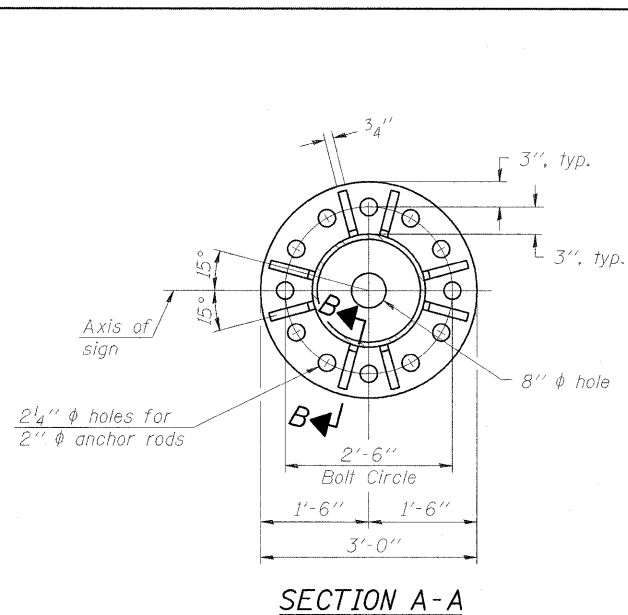
**CANTILEVER SIGN STRUCTURES - JUNCTURE DETAILS
ALUMINUM TRUSS & STEEL POST**

SCALE: SHEET NO. 4 OF 9 SHEETS STA. TO STA.

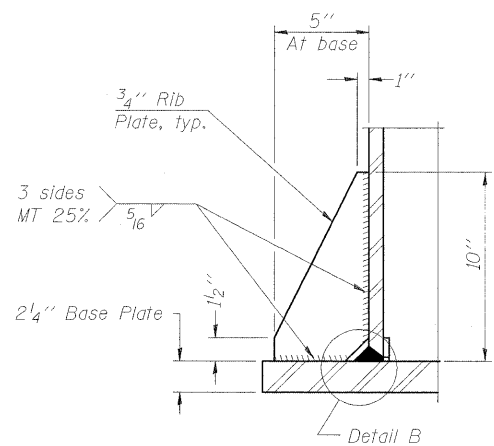
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* 0X1-6-2H8K-2, HB-1,2; 0X-1R-1		WILLIAMSON	968	510
* F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182

EFK • Moen, LLC
Civil Engineering Design

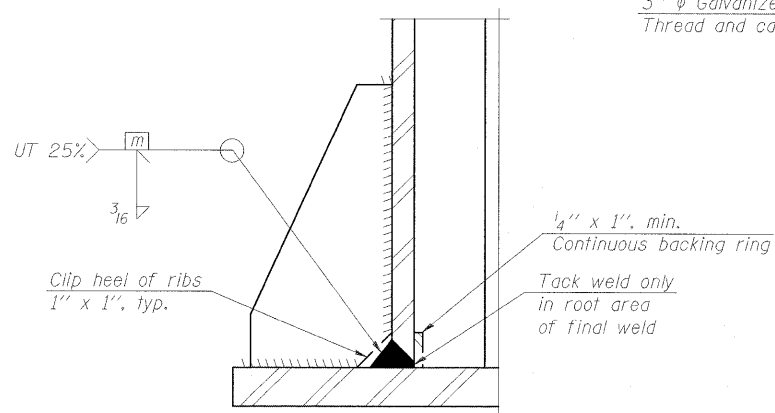
ILLINOIS FED. AID PROJECT



SECTION A-A

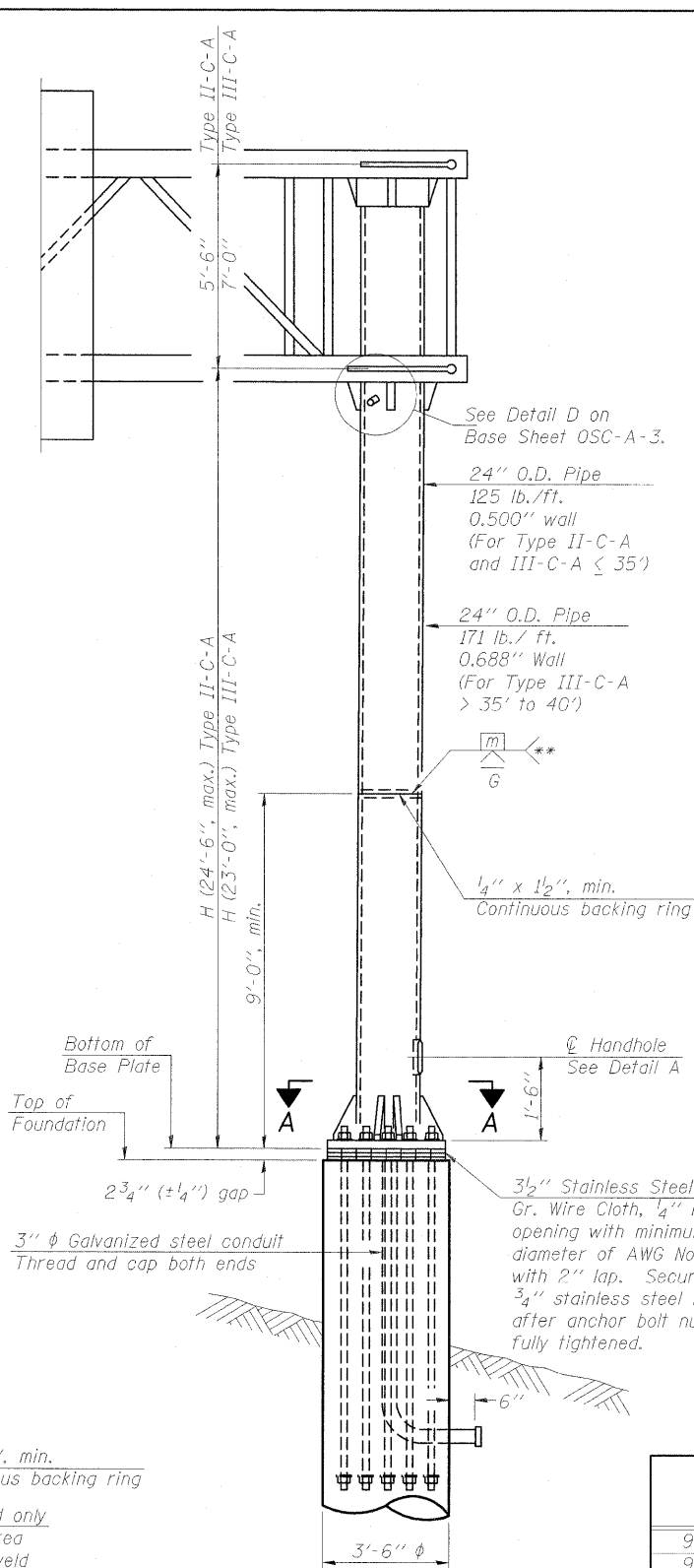


SECTION B-B



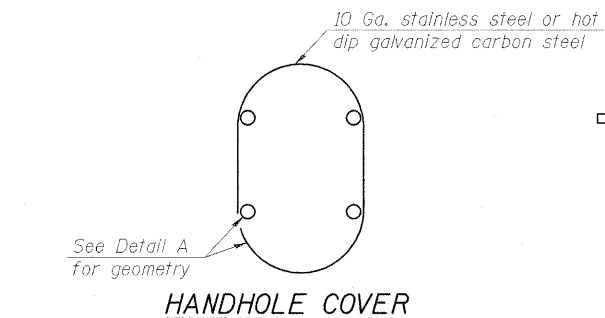
DETAIL B

(Typical rib)

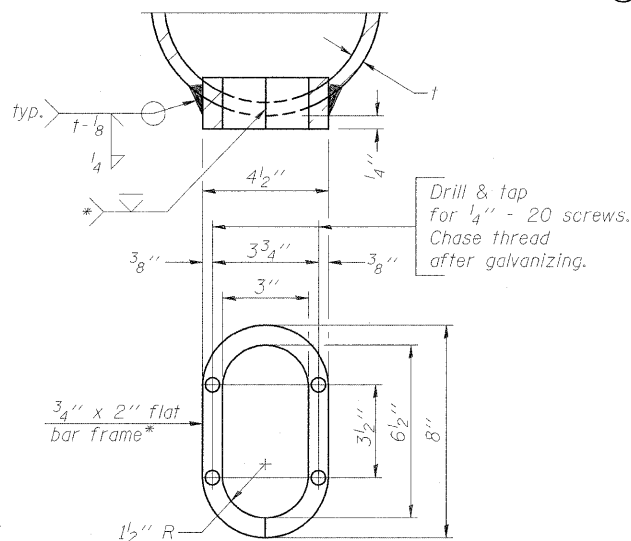


FRONT ELEVATION

For Foundation Details see Base Sheet OSC-A-9.



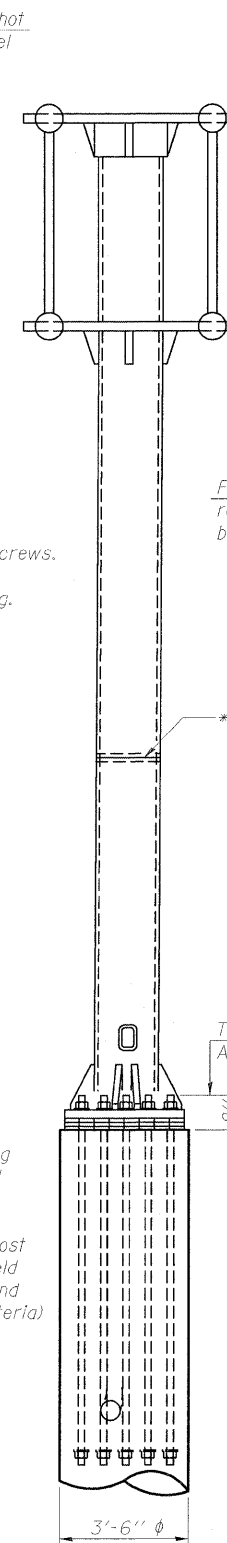
HANDHOLE COVER



DETAIL A

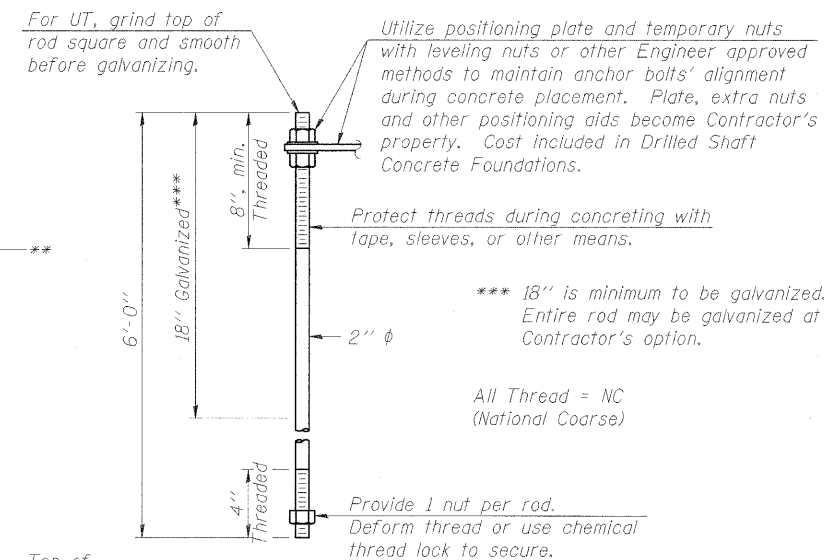
* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μ m or less.

** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.



SIDE ELEVATION

SUGGESTED POSITIONING PLATE



ANCHOR ROD DETAIL

Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize the upper 18" (minimum***) and associated AASHTO M291, Grade A, C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide a nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.

Structure Number	Station	H
9C1001057L054.0	1462+68 (I-57)	22'-3 1/8"
9C1001057R053.6	1492+80 (I-57)	24'-0"
9C1001057L053.5	1493+20 (I-57)	23'-6 3/8"
9C100L013R000.0	1808+33 (IL 13)	24'-3"
9C100L013L000.1	1819+67 (IL 13)	24'-4 1/2"

Note: "H" based on 15'-0" or actual sign height, whichever is greater.

OSC-A-5

9-15-11

FILE NAME =	USER NAME = Rob Heady	DESIGNED - JH	REVISED -
...D978182-sht-sign@98-Cantilever-OSC-A-5.dgn		DRAWN - JH	REVISED -
	PLOT SCALE = 50.0000 "/ IN.	CHECKED - SD	REVISED -
	PLOT DATE = 10/7/2011	DATE - 10/07/11	REVISED -

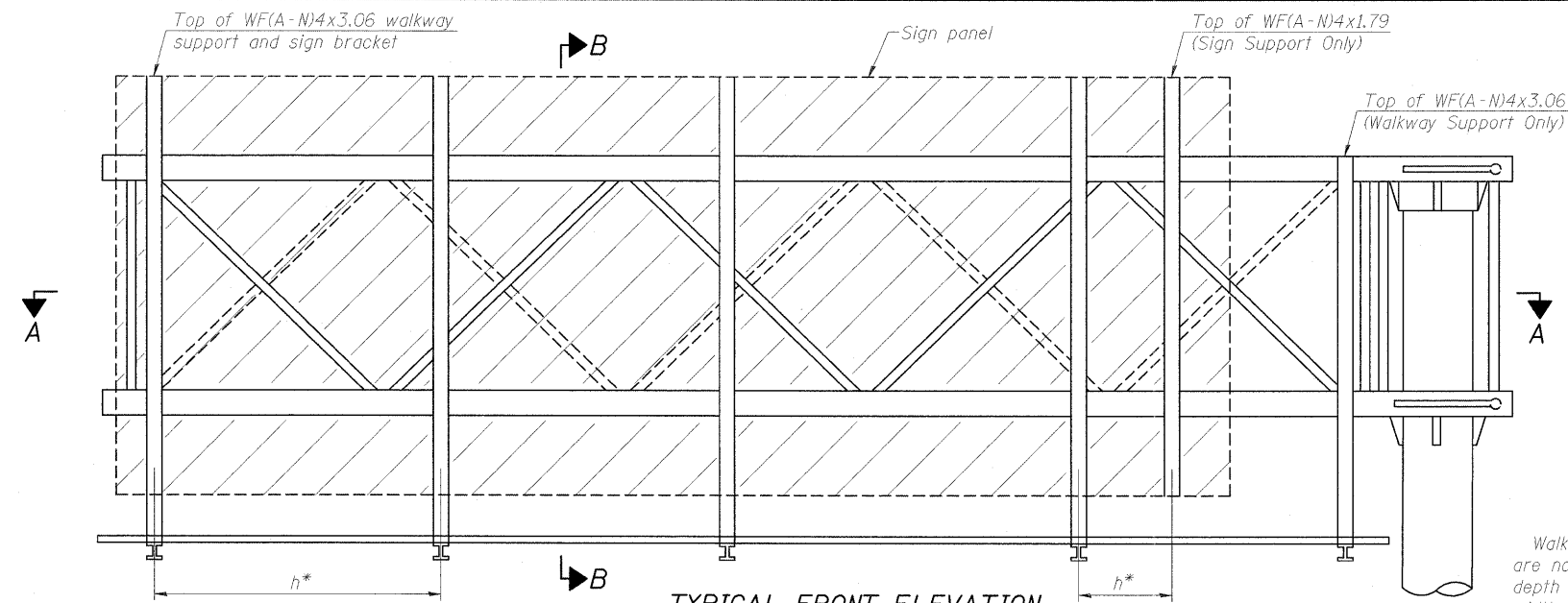
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES - TYPE II-C-A & III-C-A
TRUSS SUPPORT POST - ALUMINUM TRUSS & STEEL POST

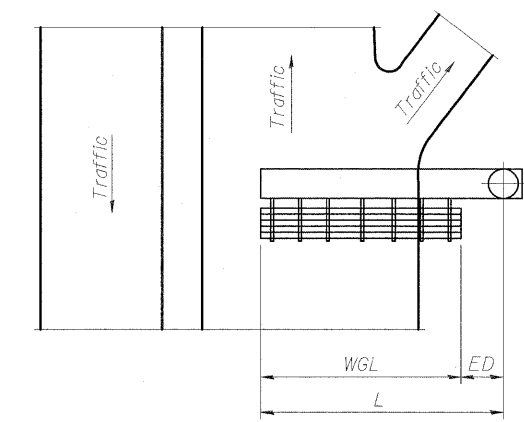
SCALE: SHEET NO. 5 OF 9 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0X1-6-2HBK-2, HB-1,2; 1X-1R-1	WILLIAMSON	968	511
	F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		
	ILLINOIS FED. AID PROJECT			

EFK•Moen, LLC
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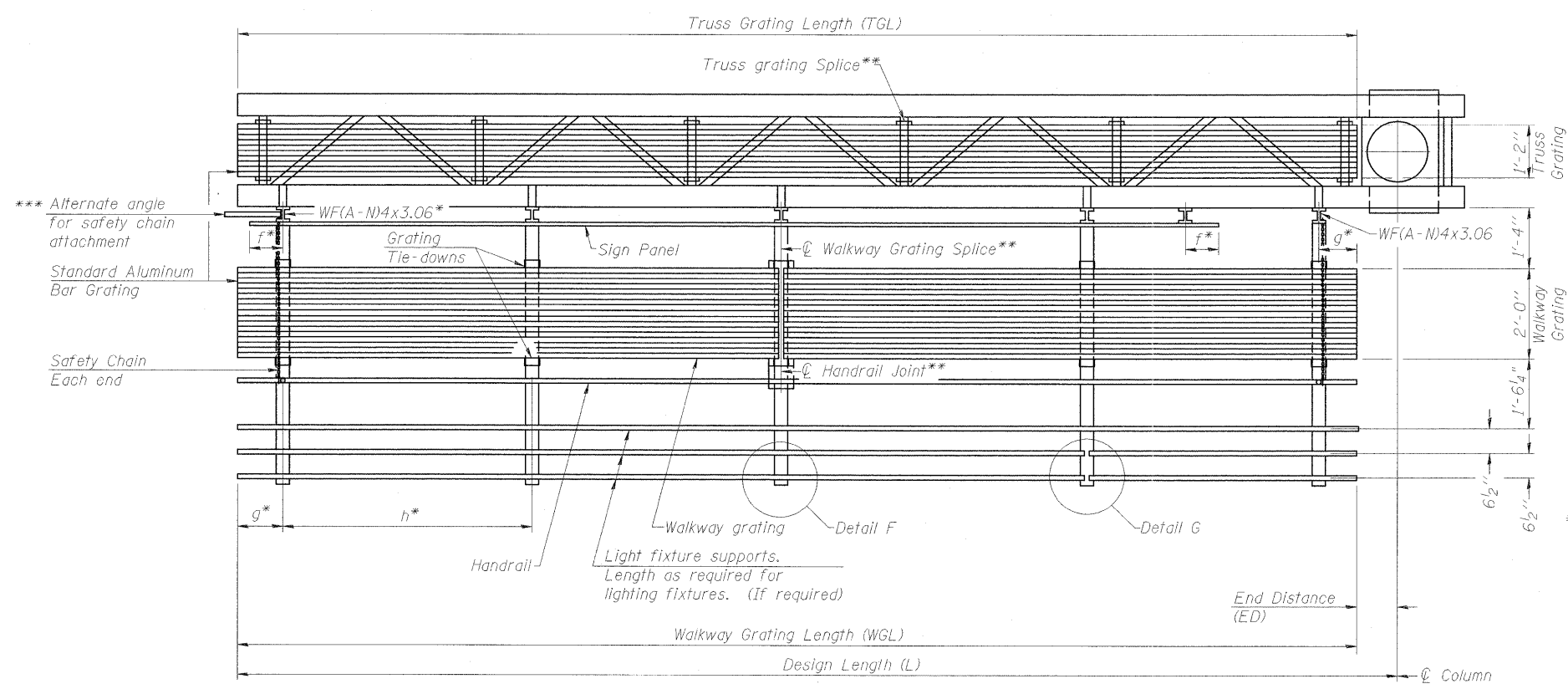


TYPICAL FRONT ELEVATION
With lights and handrail omitted for clarity.



PLAN
WALKWAY AND HANDRAIL SKETCH
(Road plan beneath truss varies)

Walkway and truss grating dimensions are nominal and may vary (width ±1/2", depth ±1/2") based on available standard widths.



SECTION A-A

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.

Handrail and walkway grating shall span a minimum of three brackets between splices.
** Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6'' \right)$$

Structure Number	Station	WGL	ED	TGL
9C1001057L054.0	1462+68 (I-57)	16'-0"	16'-0"	30'-6"
9C1001057R053.6	1492+80 (I-57)	12'-6"	14'-6"	25'-6"
9C1001057L053.5	1493+20 (I-57)	15'-0"	12'-0"	25'-6"
9C100L013R000.0	1808+33 (IL 13)	14'-0"	16'-0"	28'-6"
9C100L013L000.1	1819+67 (IL 13)	15'-0"	15'-0"	28'-6"

Notes:
Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:
f = 12" maximum, 4" minimum (End of sign to center of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to center of nearest bracket)
h = 6'-0" maximum (center to center sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)
*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet OSC-A-8
For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7.
For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet OSC-A-8.

BRACKET TABLE

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

OSC-A-6

9-15-11

FILE NAME = ...D978182-sht-sign@99-Cantilever-OSC-A-6.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISED -
PLOT SCALE = 50.0000' / IN.	DATE = 10/07/11	DRAWN - JH	REVISED -
PLOT DATE = 10/7/2011		CHECKED - SD	REVISED -
		DATE - 10/07/11	REVISED -

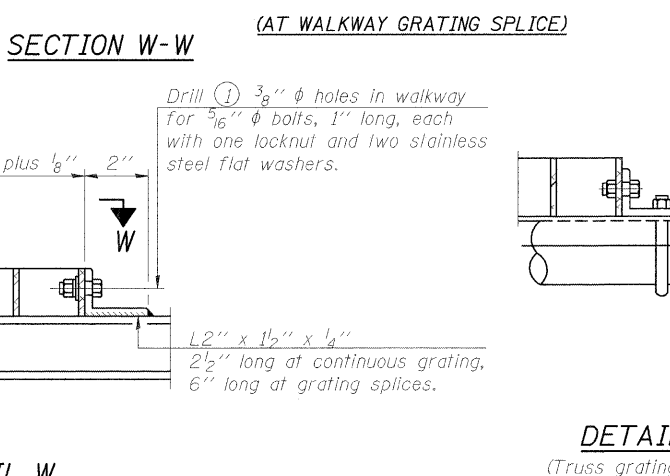
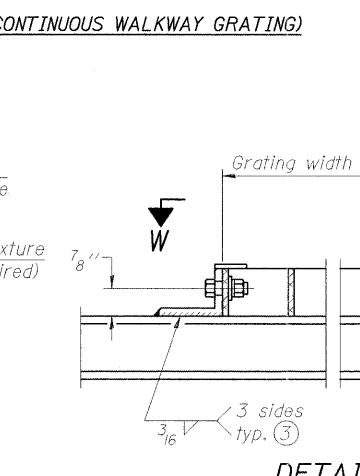
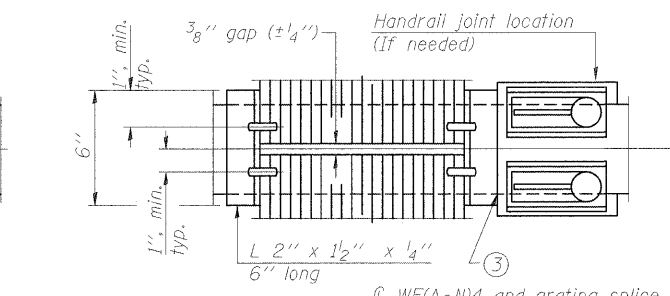
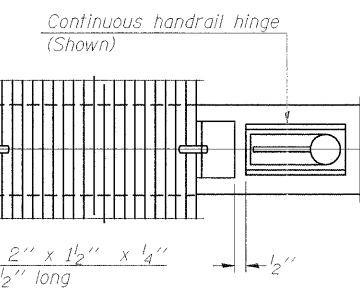
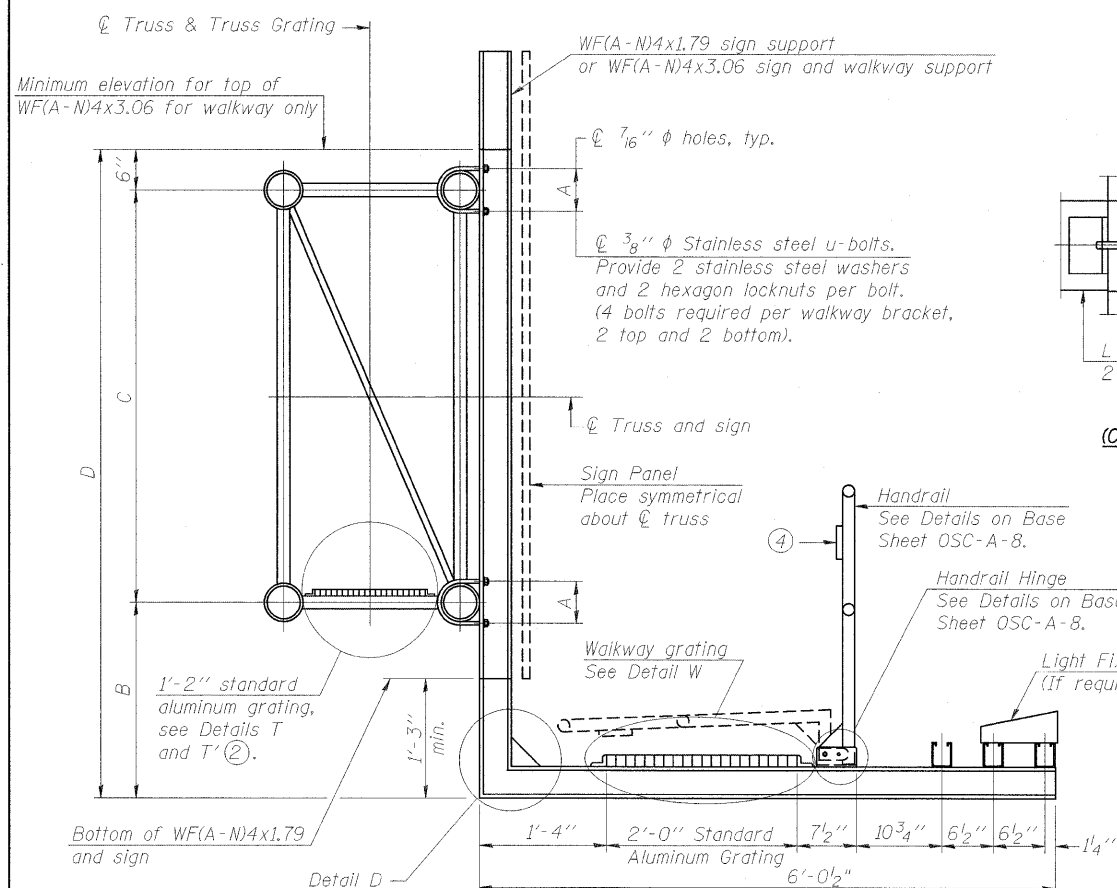
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES - ALUMINUM WALKWAY
DETAILS - ALUMINUM TRUSS & STEEL POST

SCALE: SHEET NO. 6 OF 9 SHEETS STA. TO STA.

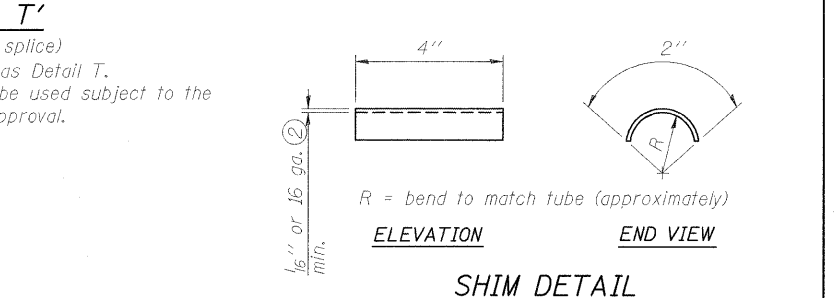
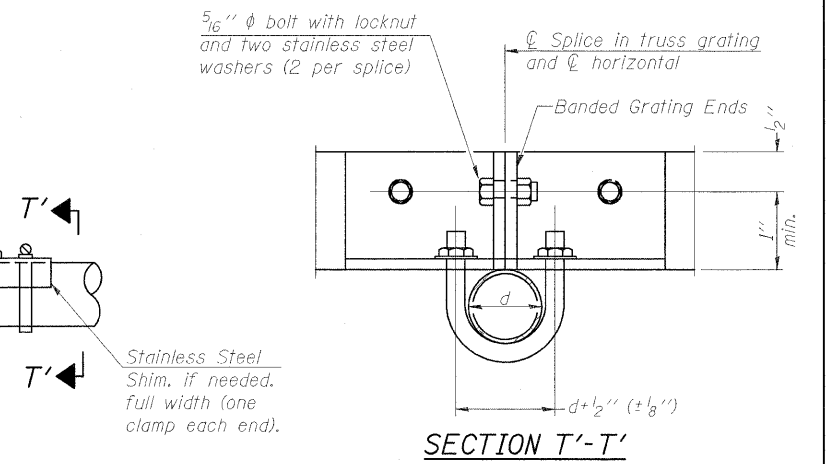
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* IXL-6-2HBK-2, HB-1,2; IXL-10R-1	WILLIAMSON	968	512	
* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			

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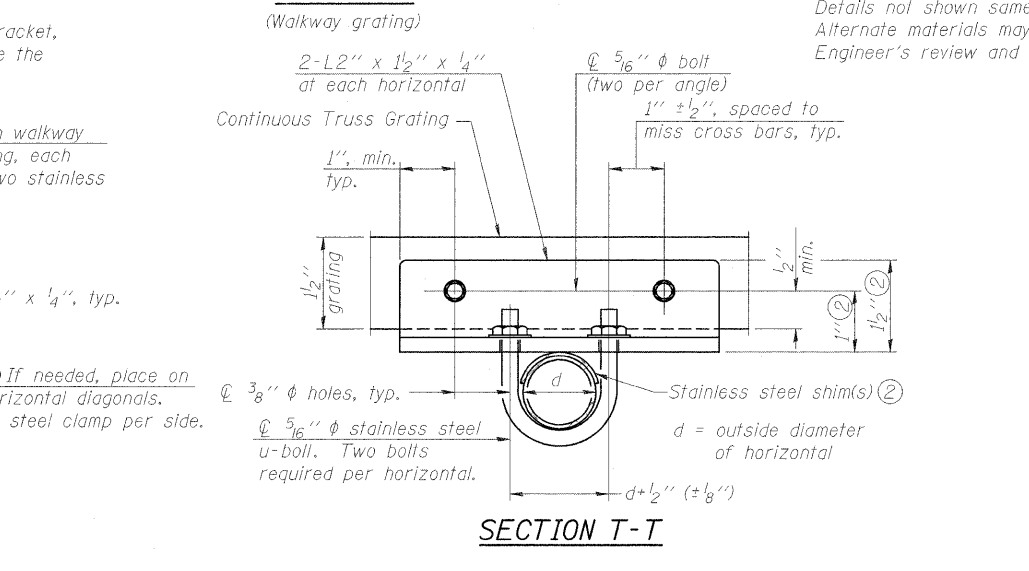
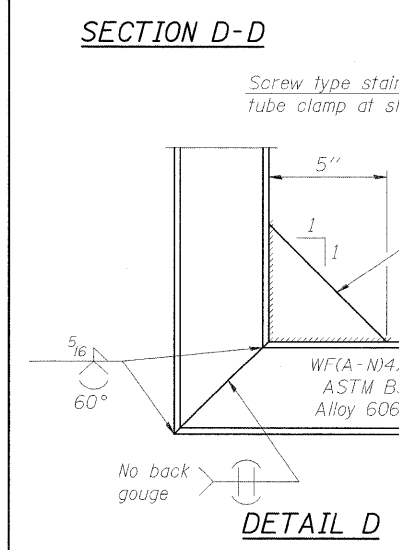
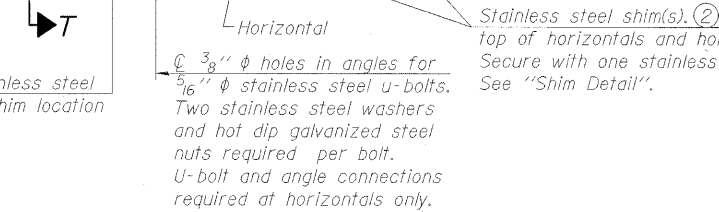
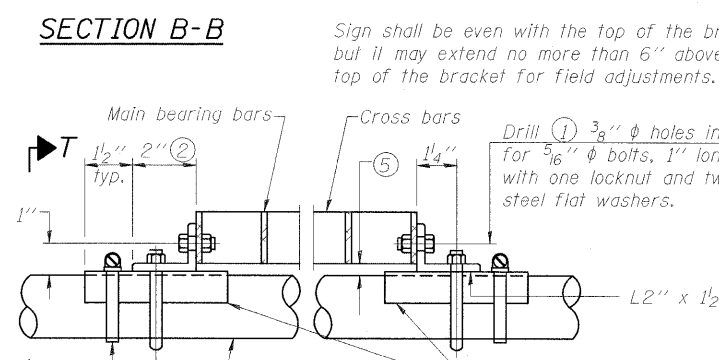
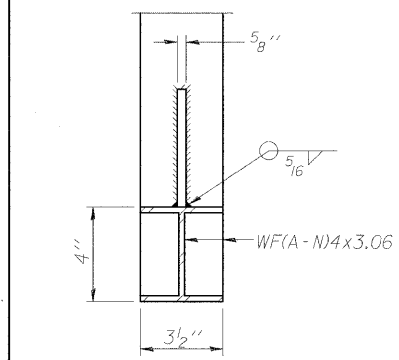


SPECIFICATIONS FOR STANDARD ALUMINUM GRATING
 Main Bearing Bars (MBB) shall be 3/16" x 1 1/2" on 1 3/16" centers and conform to ASTM B211 Alloy 6061-T6.
 Cross bars (CB) shall be 3/16" x 1 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR
 Aluminum Grating with modified "T" sections for main bearing bars shall meet the following requirements:
 Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.³ per bar, a depth of 1 1/2", spaced on 1 3/16" centers.
 Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.



- Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OSC-A-8.)
- 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
- Tube to grating gap may vary from 0 to 1/2", max. to align walkway, allow for camber, etc.
- Based on actual sign height. D_s, given on OSC-A-1.



Structure Number	Station	A	(6) B	C	(6) D
9C1001057L054.0	1462+68 (I-57)	7 1/2"	3'-3"	7'-0"	10'-9"
9C1001057R053.6	1492+80 (I-57)	7"	4'-3"	5'-6"	10'-6"
9C1001057L053.5	1493+20 (I-57)	7"	4'-0"	5'-6"	10'-0"
9C100L013R000.0	1808+33 (IL 13)	7"	3'-6"	5'-6"	9'-6"
9C100L013L000.1	1819+67 (IL 13)	7"	2'-3"	5'-6"	8'-3"

OSC-A-7

9-15-11

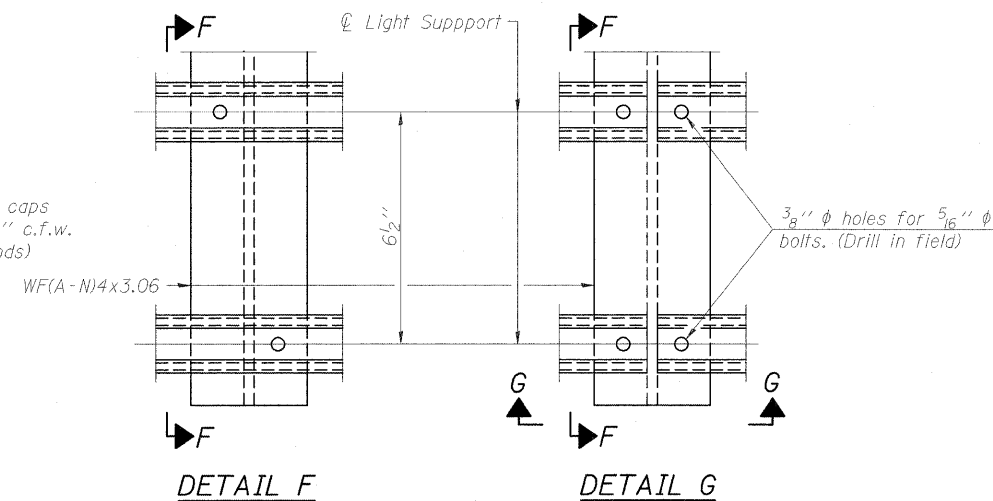
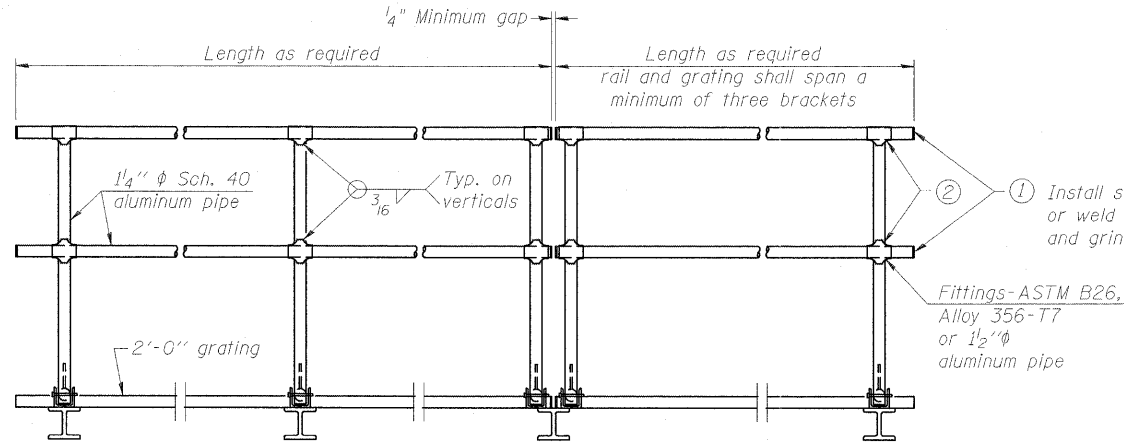
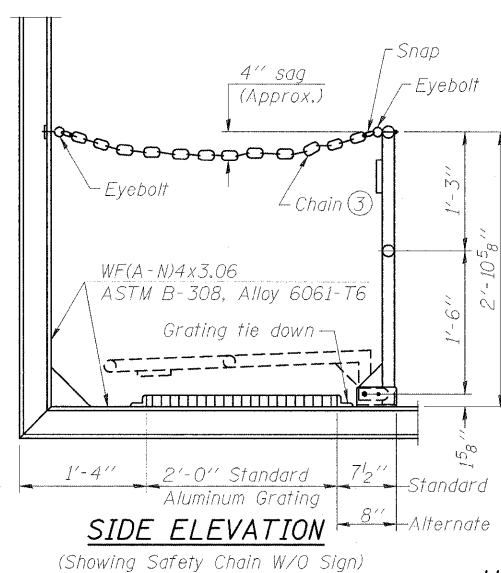
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PLOT SCALE = 50.0000' / IN.	CHECKED - SD	DATE - 10/07/11	REVISIONS -
PLOT DATE = 10/7/2011			

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES - WALKWAY DETAILS
 ALUMINUM TRUSS & STEEL POST

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• IX1-6-2HBK-2, HB-1,2; IX-10R-1	WILLIAMSON	968	513	
• F.A.I. 57 AND F.A.P. 331 CONTRACT NO. 78182 ILLINOIS FED. AID PROJECT				

EFK•Moen, LLC
 Civil Engineering Design



SIDE ELEVATION

FRONT ELEVATION

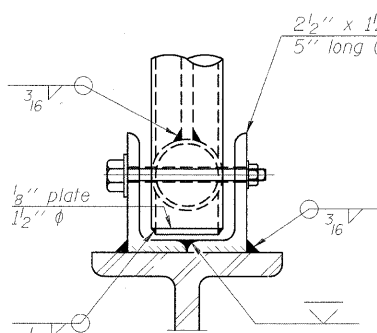
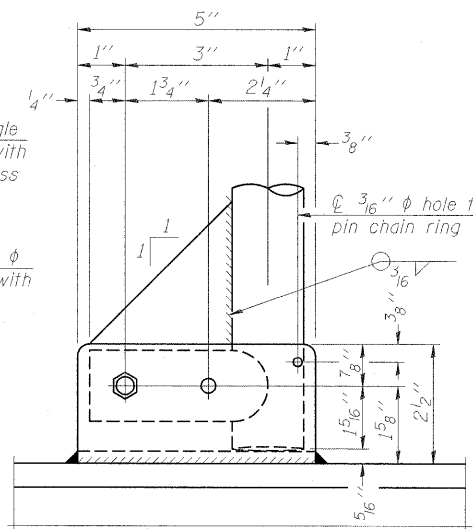
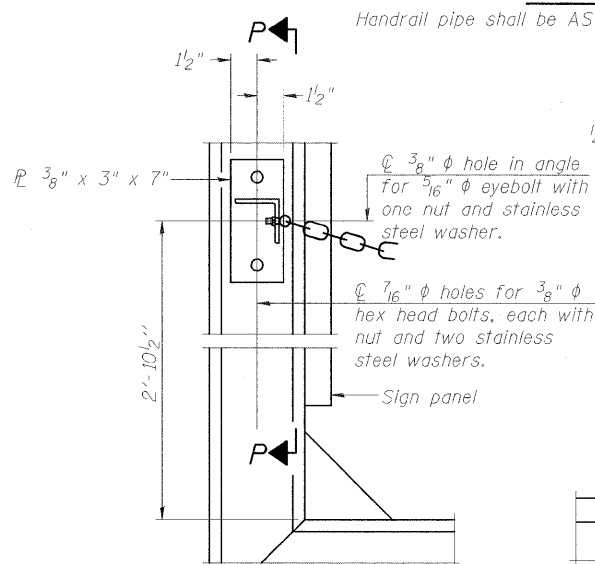
DETAIL F

DETAIL G

HANDRAIL DETAILS

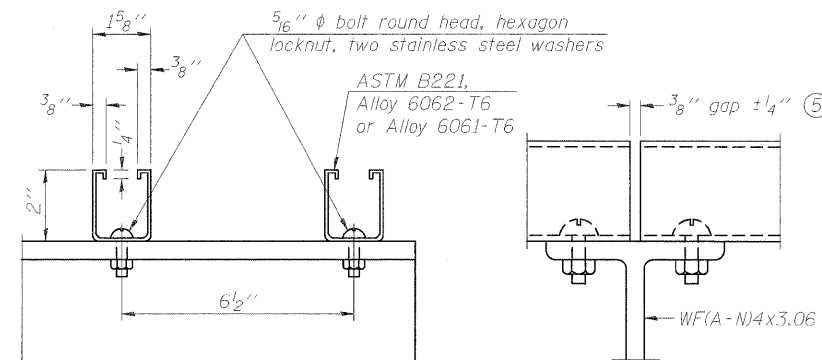
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

- ① Install standard force-fit end caps or weld 1/8" end plates with 1/8" c.f.w. and grind smooth. (All rail ends)
- ② Horizontal handrail member shall be continuous thru fitting. Provide 7/16" φ hole in fitting for 3/8" φ bolt. Field drill 7/16" φ hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" φ holes on top rail at ends only.)



ELEVATION AT HANDRAIL JOINT ④

Details not shown same as "FRONT ELEVATION"



SECTION F-F

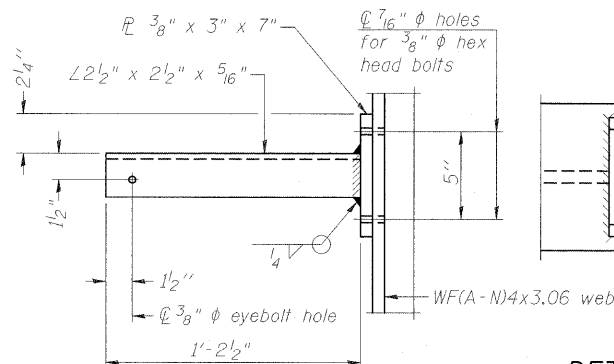
SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

- ⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

ALTERNATE SAFETY CHAIN ATTACHMENT

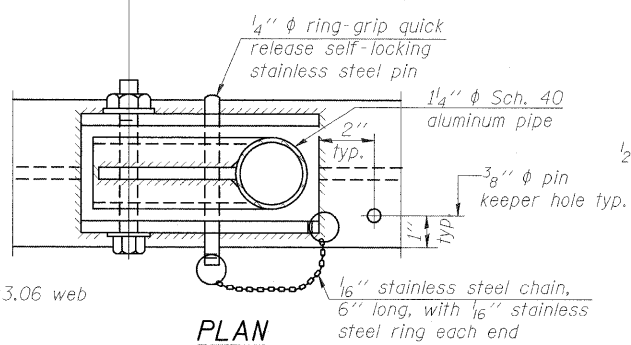
(With Sign Present)
Items not shown same as "Side Elevation" of "Handrail Details"



SECTION P-P

SIDE ELEVATION

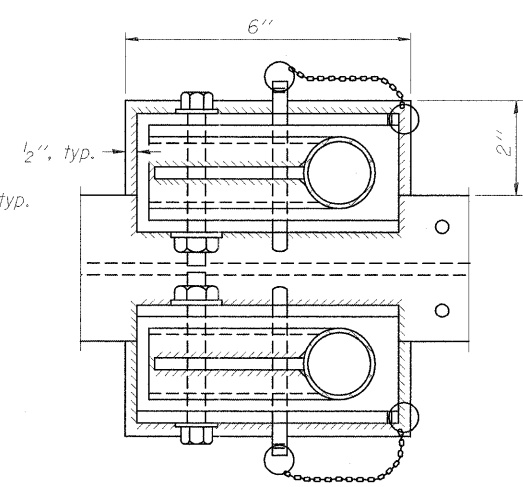
Drill and ream for 3/8" φ bolt with two hexagon locknuts and two stainless steel washers.



PLAN DETAIL E HANDRAIL HINGE

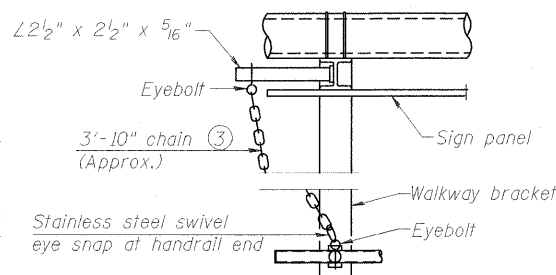
FRONT ELEVATION

Details not shown same as "ELEVATION" at right.



PLAN AT HANDRAIL JOINT

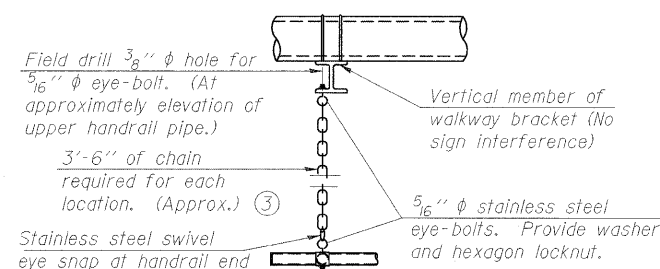
Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)

- ③ 3/16" Type 304L stainless steel chain, approximately 12 links per foot.
- ④ Extrusions may be used in lieu of the details shown, with approval of the Engineer.



SAFETY CHAIN

One required for each end of each walkway.

OSC-A-8

9-15-11

FILE NAME = ... \D978182-sht-sign181-Cantilever-OSC-A-8.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISED -
		DRAWN - JH	REVISED -
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	PLOT DATE = 10/7/2011	DATE - 10/07/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

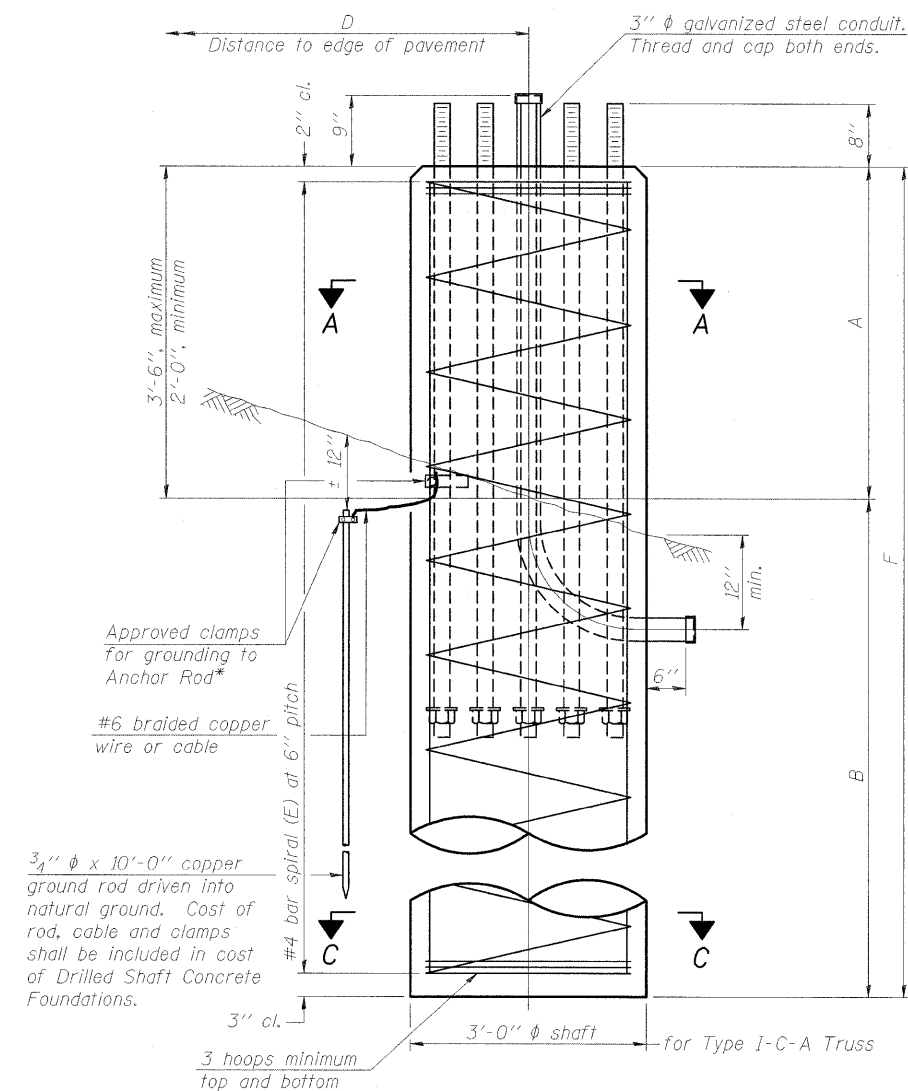
CANTILEVER SIGN STRUCTURES - HANDRAIL DETAILS
ALUMINUM TRUSS & STEEL POST

SCALE: SHEET NO. 8 OF 9 SHEETS STA. TO STA.

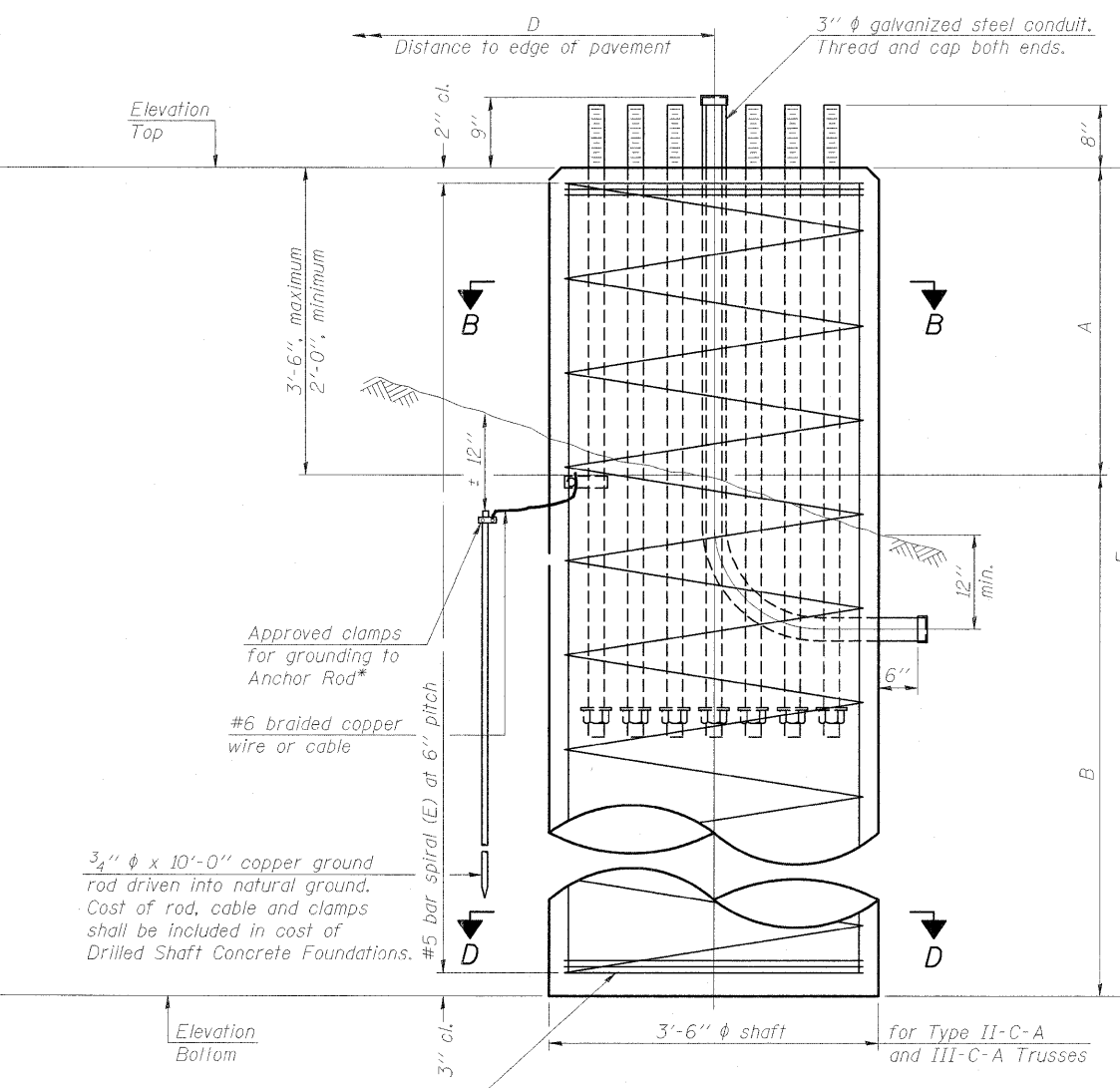
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	F.A.I. 57 AND F.A.P. 331		CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

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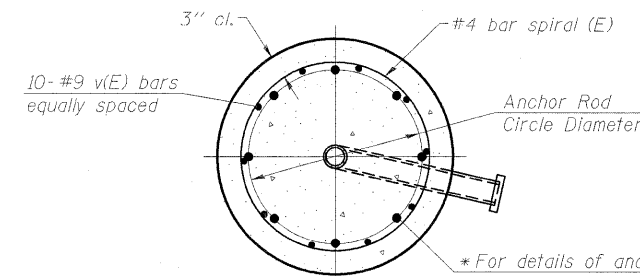
* Grind anchor rod to bright finish at ground clamp location before installing clamp.



ELEVATION

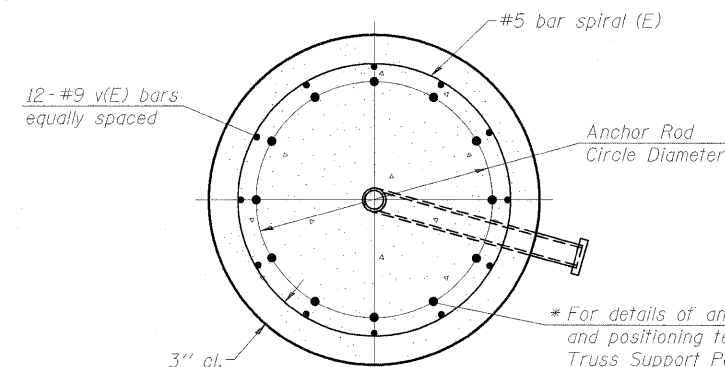


ELEVATION



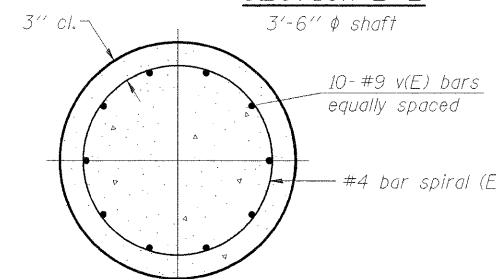
SECTION A-A

3'-0" ϕ shaft



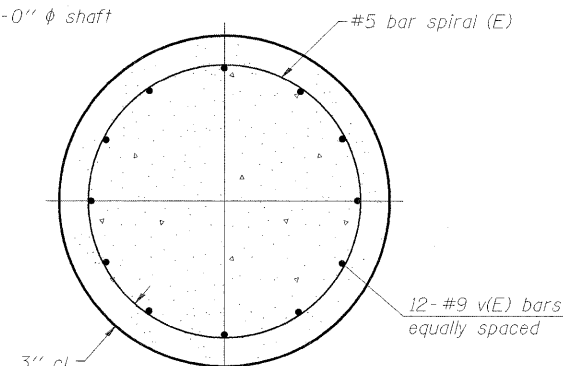
SECTION B-B

3'-6" ϕ shaft



SECTION C-C

3'-0" ϕ shaft



SECTION D-D

3'-6" ϕ shaft

NOTES:

The foundation dimensions shown in the Foundation Design Table are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Q_u) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown in the Foundation Data Table will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".

FOUNDATION DESIGN TABLE

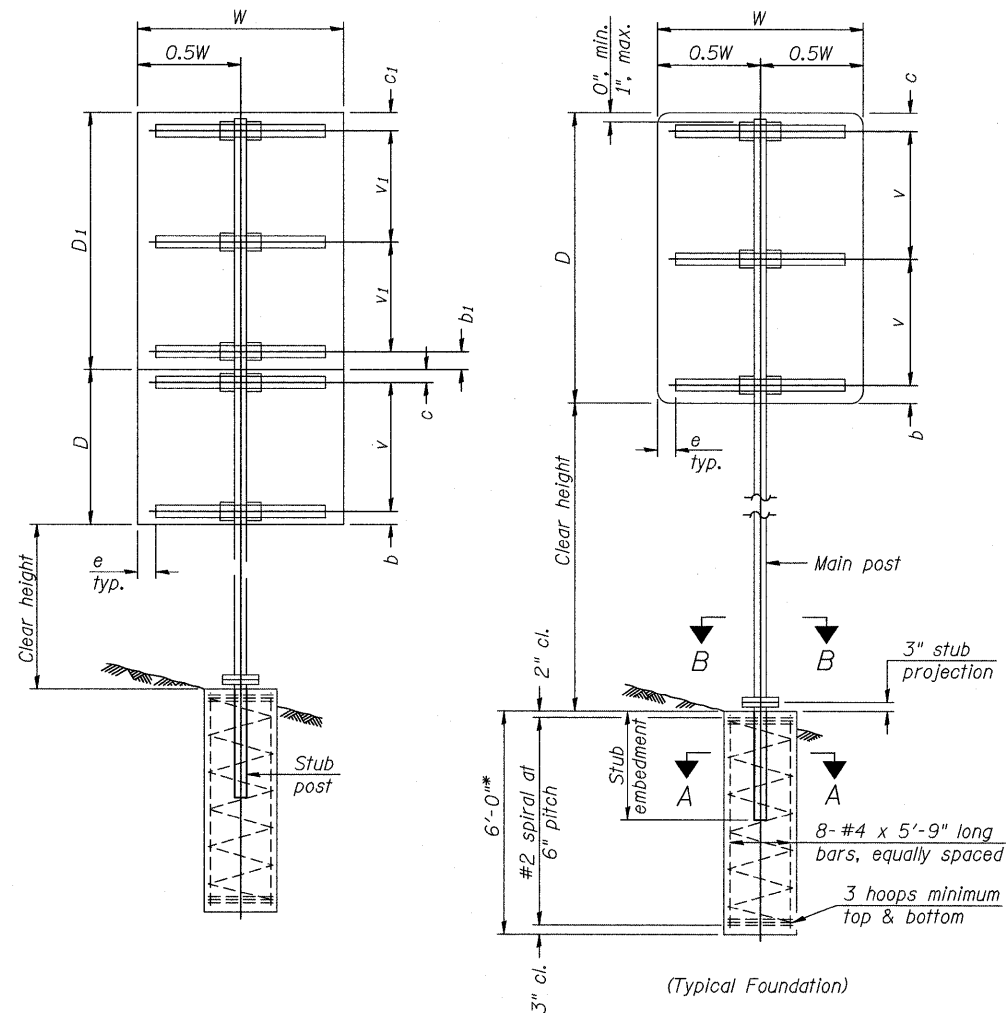
Truss Type	Post Base Sheet	Maximum Cantilever Length (ft)	Maximum Total Sign Area (sq ft)	Shaft Diameter (in)	"B" Depth (ft)	Anchor Rods		Anchor Rod Circle Diameter (in)
						No.	Diameter (in)	
I-C-A	OSC-A-4	25	170	3.0	16.0	8	2	22
II-C-A	OSC-A-5	30	170	3.5	17.0	12	2	30
II-C-A	OSC-A-5	30	340	3.5	21.5	12	2	30
III-C-A	OSC-A-5	35	170	3.5	19.0	12	2	30
III-C-A	OSC-A-5	35	250	3.5	22.5	12	2	30
III-C-A	OSC-A-5	35	400	3.5	26.5	12	2	30
III-C-A	OSC-A-5	40	400	3.5	32.0	12	2	30

FOUNDATION DATA TABLE

Structure Number	Station	Truss Type	Shaft Diameter	Elevation Top	Elevation Bottom	Q_u	A	B	F	Class DS Concrete Cubic Yards
9C1001057L054.0	1462+68 (I-57)	III-C-A	3'-6"	482.39	461.39	2.43	2'-0"	19'-0"	21'-0"	7.48
9C1001057R053.6	1492+80 (I-57)	II-C-A	3'-6"	471.42	452.42	1.88	2'-0"	17'-0"	19'-0"	6.77
9C1001057L053.5	1493+20 (I-57)	II-C-A	3'-6"	471.42	452.42	1.95	2'-0"	17'-0"	19'-0"	6.77
9C100L013R000.0	1808+33 (IL 13)	II-C-A	3'-6"	449.60	430.60	1.42	2'-0"	17'-0"	19'-0"	6.77
9C100L013L000.1	1819+67 (IL 13)	II-C-A	3'-6"	449.32	430.32	1.8	2'-0"	17'-0"	19'-0"	6.77

OSC-A-9

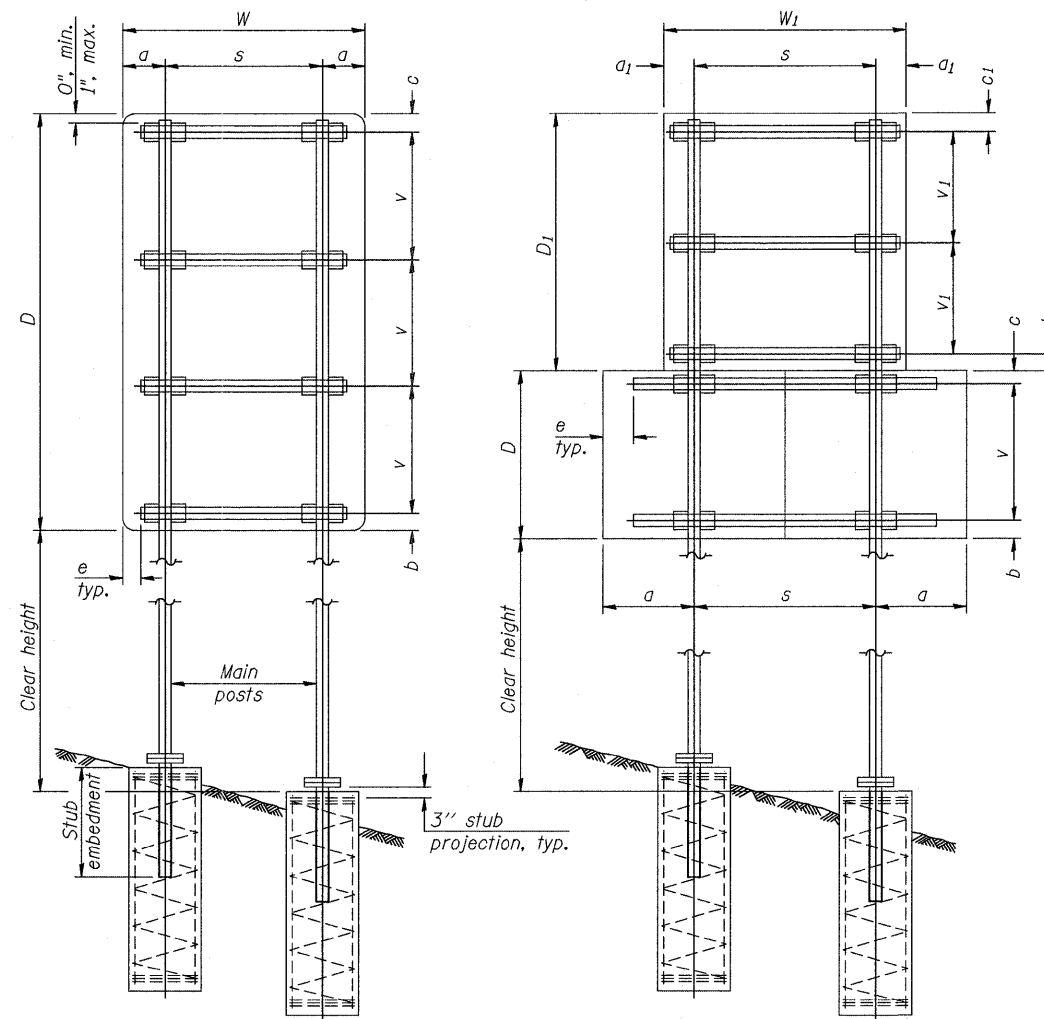
9-15-11



SINGLE POST ASSEMBLY EXAMPLES

* Dimensional changes required for varying site conditions shall be approved by the Engineer.

a or a₁ = 6" min. to 2'-0" max. (Approximately 0.2W or 0.2W₁)
 b or b₁ = 3" min. to 4" max
 c or c₁ = 3" min. to 4" max
 e = 0" min. to 6" max
 s = 3'-0" min. to 6'-0" max. (Approximately 0.6W or 0.6W₁)
 v or v₁ = 2'-0" min. to 2'-11" max.



DUAL POST ASSEMBLY EXAMPLES

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

One foundation requires 0.7 cubic yards of concrete and 46 pounds of reinforcement bars and spiral hoops.

LOADING: 80 mph wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
 Structural steel - 20,000 psi
 Reinforcing steel - 20,000 psi
 Concrete - 1,400 psi
 Footing soil pressure - 2,000 psf

After fabrication, the post, fuse plate, base plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

For Sections A-A and B-B, see Base Sheet BAT-A-2.

FOUNDATIONS:

All necessary excavation or drilling (except in rock); backfilling with excavated material; disposal of unsuitable or surplus material; formwork; and furnishing and placing the Class SI Concrete and reinforcement bars, shall be included in the pay item used for foundations.

The measurement of the tubular steel shall be computed on the basis of the weight per foot of the support, multiplied by the combined length of the main posts and stub posts.

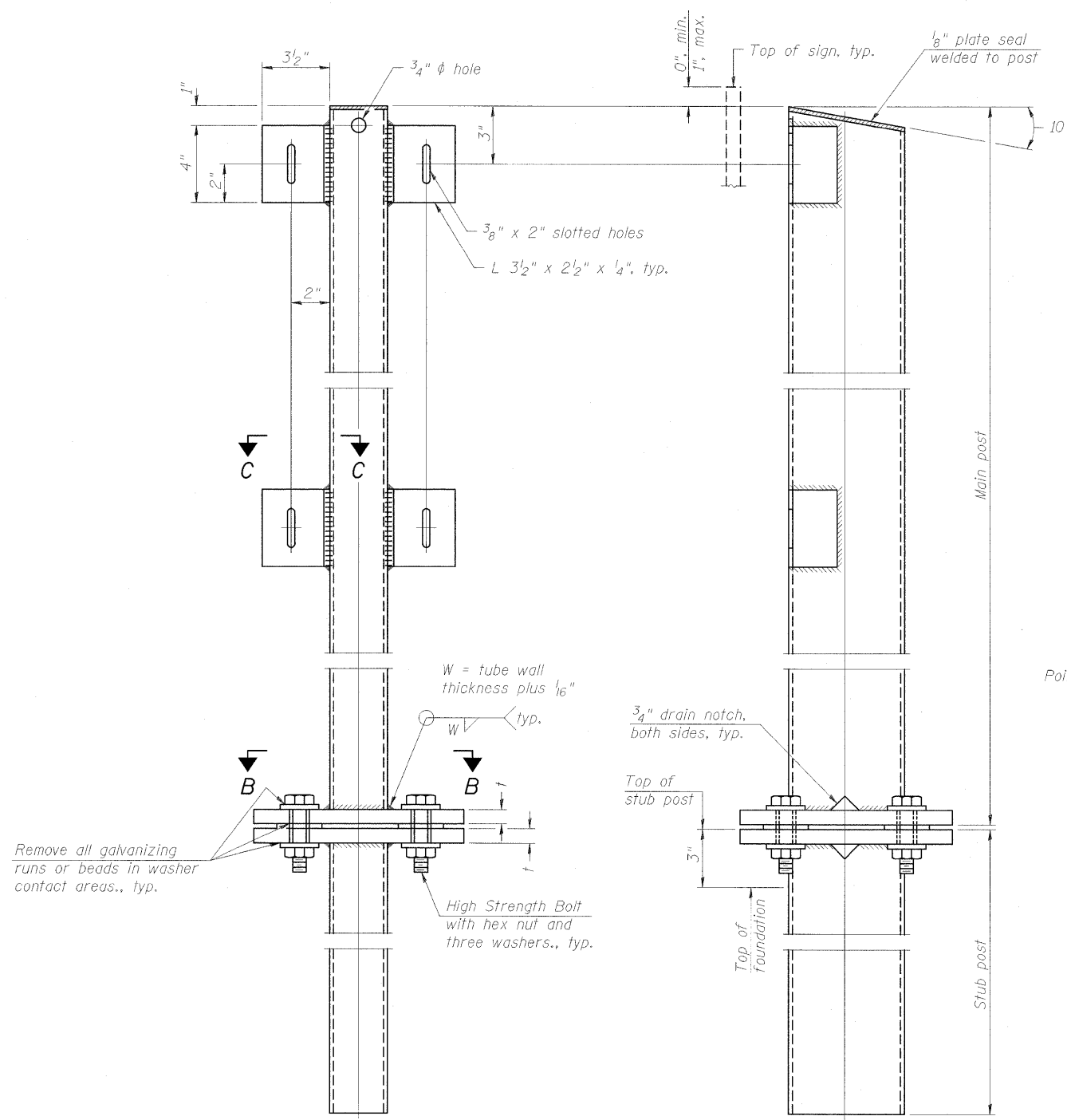
MAIN POST STEEL TUBING	WEIGHT PER FOOT (POUND)	STUB POST TABLE		MAIN POST TABLE				
		Stub Embedment	Stub Post Length	Bolt Size	A	t	R	Bolt Circle
3" x 2" x 1/4"	7.11	2'-0"	2'-3"	1/2" x 2 3/4"	8 1/4"	5/8"	9/32"	6 1/2"
4" x 2" x 1/4"	8.81	2'-0"	2'-3"	1/2" x 2 3/4"	8 1/4"	5/8"	9/32"	6 1/2"
4" x 3" x 1/4"	10.51	2'-3"	2'-6"	5/8" x 3 1/4"	10"	3/4"	11/32"	8"
5" x 3" x 1/4"	12.21	2'-3"	2'-6"	5/8" x 3 1/4"	10"	3/4"	11/32"	8"
6" x 3" x 1/4"	13.91	2'-3"	2'-6"	5/8" x 3 1/4"	11 1/2"	3/4"	11/32"	9 1/2"
6" x 4" x 1/4"	15.62	2'-3"	2'-6"	3/4" x 3 1/2"	11 1/2"	3/4"	13/32"	9 1/2"
6" x 4" x 5/16"	19.08	2'-3"	2'-6"	3/4" x 3 1/2"	11 1/2"	3/4"	13/32"	9 1/2"
7" x 5" x 1/4"	19.02	2'-6"	2'-9"	3/4" x 3 1/2"	1'-2"	3/4"	13/32"	1'-0"
8" x 4" x 1/4"	19.02	2'-6"	2'-9"	3/4" x 3 1/2"	1'-2"	3/4"	13/32"	1'-0"
8" x 6" x 1/4"	22.42	2'-6"	2'-9"	7/8" x 3 1/2"	1'-2"	3/4"	15/32"	1'-0"

BAT-A-1

1-20-11

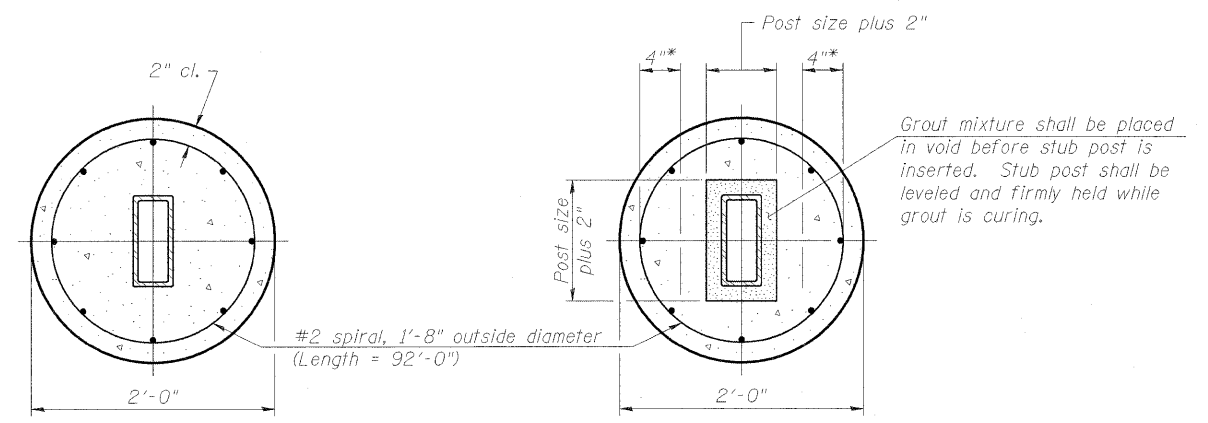
(Sheet 1 of 2)

FILE NAME = ... \D978182-sht-sign183-Tub Steel-BAT-A-1.dgn	USER NAME = Rob Heedy	DESIGNED - JH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY TUBULAR STEEL SIGN POSTS AND FOUNDATIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLCT SCALE = 50.000000' / IN.	DRAWN - JH	CHECKED - SD	REVISED -			• 0X1-6-2HBK-2, HB-1,2; 0X-10R-1	WILLIAMSON	968	516	
PLCT DATE = 10/7/2011	DATE - 10/07/11	REVISED -	REVISED -			• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
						ILLINOIS FED. AID PROJECT				
SCALE:		SHEET NO. 1 OF 2 SHEETS		STA.	TO STA.					



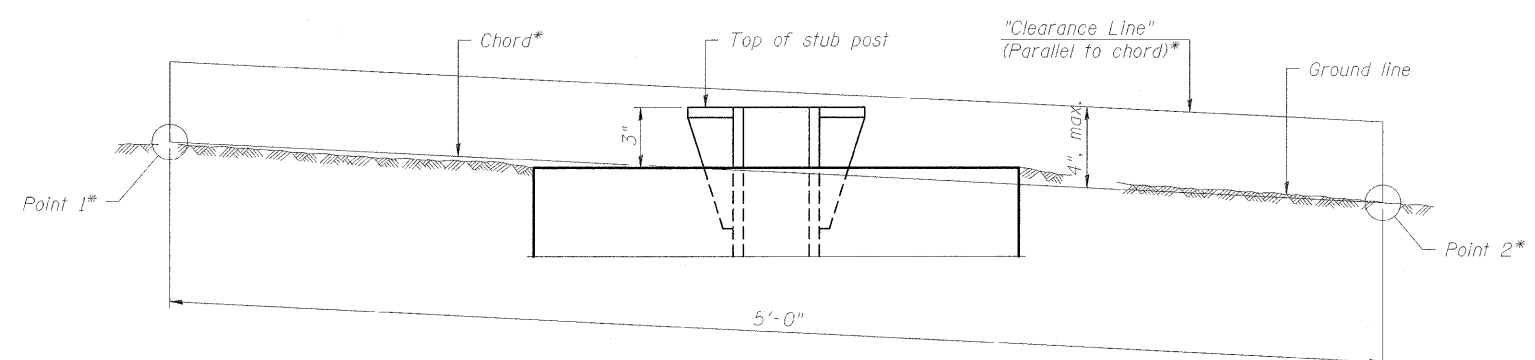
FRONT ELEVATION **SIDE ELEVATION**

MAIN POST & STUB POST



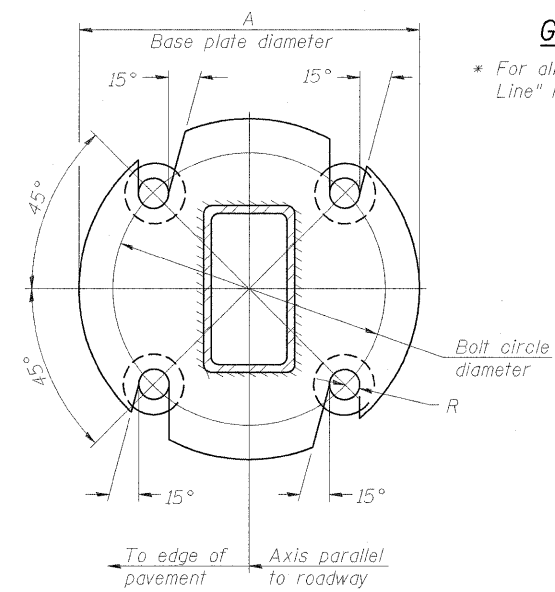
SECTION A-A (CAST-IN-PLACE) **OR** **SECTION A-A (PRECAST)**

* Hot dip galvanized lifting loops or inserts may be placed in precast foundation inside the spiral reinforcement but not within 6" of the long axis of the post. Inserts must be adequate for safely lifting a total of 3,000 pounds and must not interfere with installation of the stub post or proper functioning of the slip base.

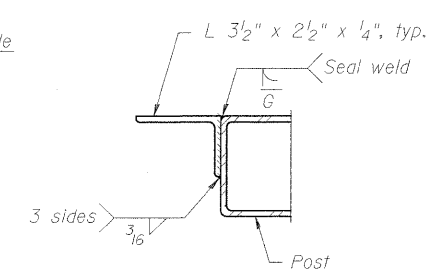


ELEVATION
GROUND LINE & STUB POST

* For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

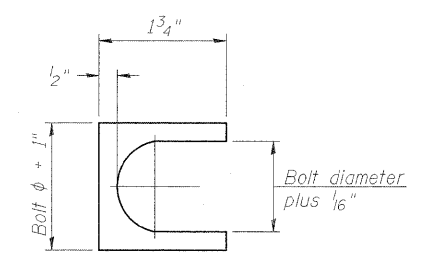


SECTION B-B



SECTION C-C

Weld continuously around corners.



SHIM DETAIL

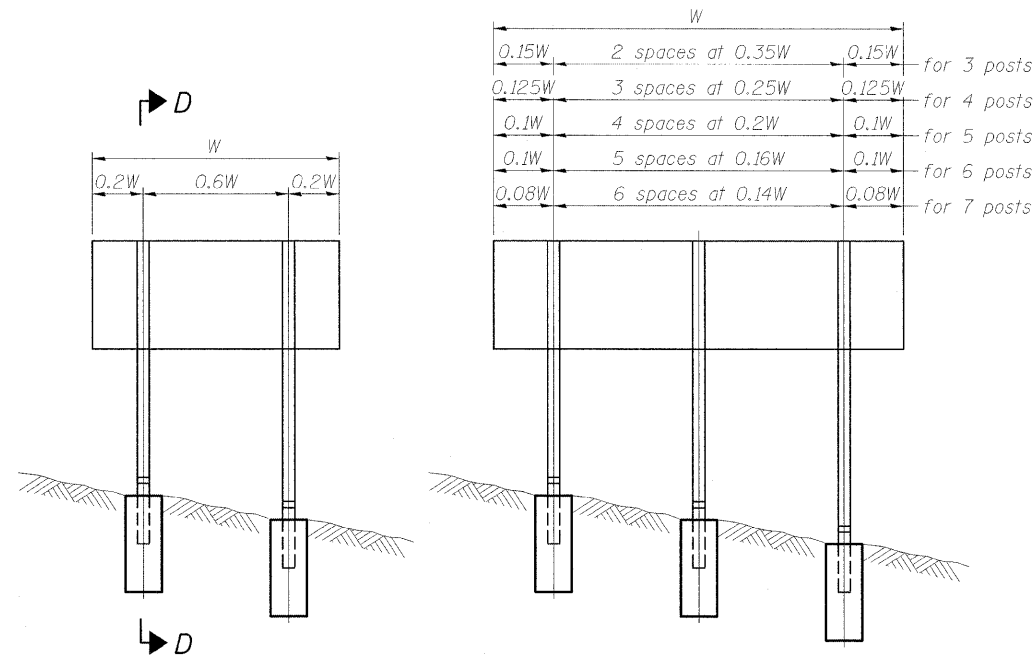
Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

BAT-A-2

1-20-11

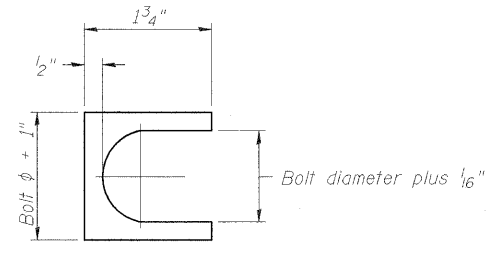
(Sheet 2 of 2)

FILE NAME = ... \D978182-shr-sign184-Tub Steel-BAT-A-2.dgn	USER NAME = Rob Heady	DESIGNED - JH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY TUBULAR STEEL SIGN POSTS AND DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.000000' / IN.	DRAWN - JH	CHECKED - SD	REVISED -			* 0X1-6-2HBK-2, HB-1,2; (1X-1JR-1	WILLIAMSON	968	517	
PLOT DATE = 10/7/2011	DATE - 10/07/11	REVISED -	REVISED -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	ILLINOIS FED. AID PROJECT		
						SCALE:	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	



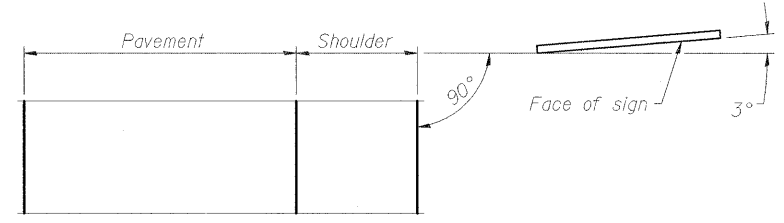
ELEVATION

0.15W	2 spaces at 0.35W	0.15W	for 3 posts
0.125W	3 spaces at 0.25W	0.125W	for 4 posts
0.1W	4 spaces at 0.2W	0.1W	for 5 posts
0.1W	5 spaces at 0.16W	0.1W	for 6 posts
0.08W	6 spaces at 0.14W	0.08W	for 7 posts

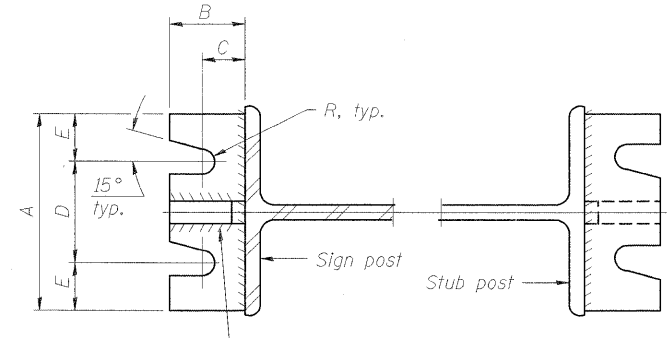


SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

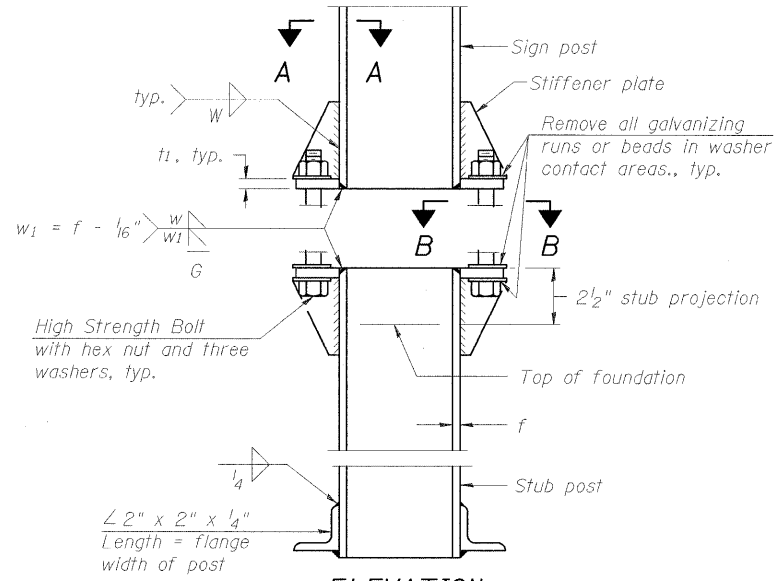


LOCATION SKETCH

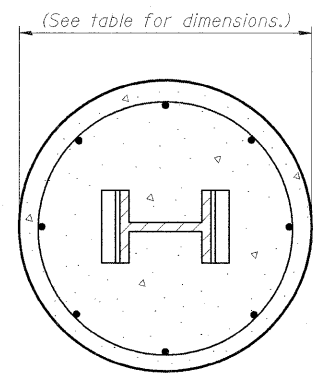


SECTION A-A

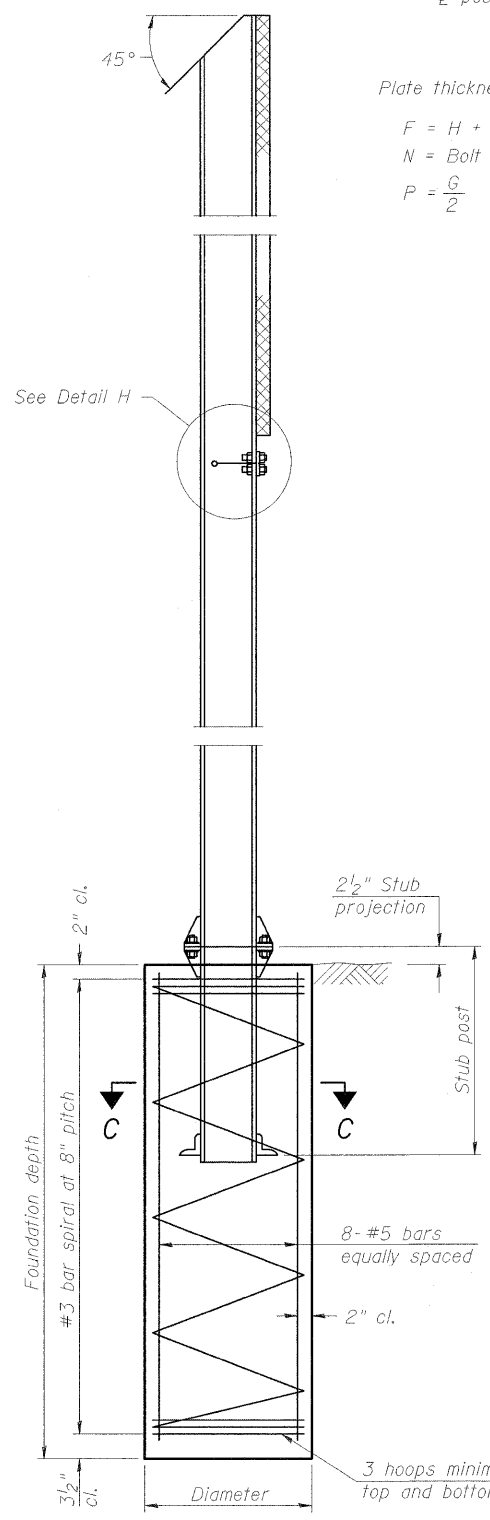
SECTION B-B



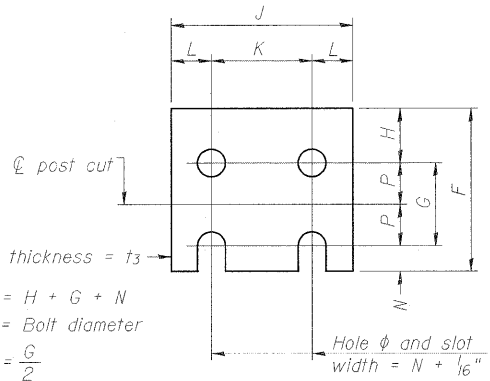
**ELEVATION
SIGN POST & STUB POST**



SECTION C-C



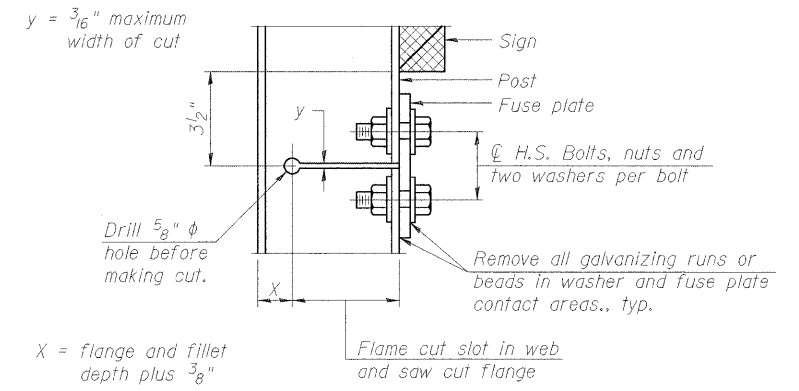
SECTION D-D



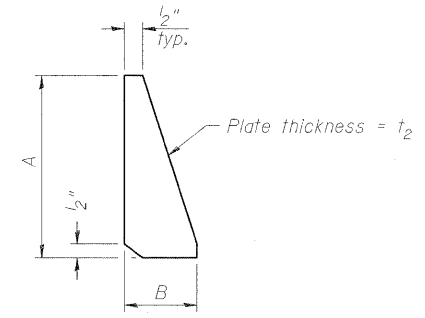
FUSE PLATE DETAIL

(Install with notches down.)

FUSE PLATE DATA		
N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"



DETAIL H



STIFFENER PLATE DETAIL

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1

1-20-11

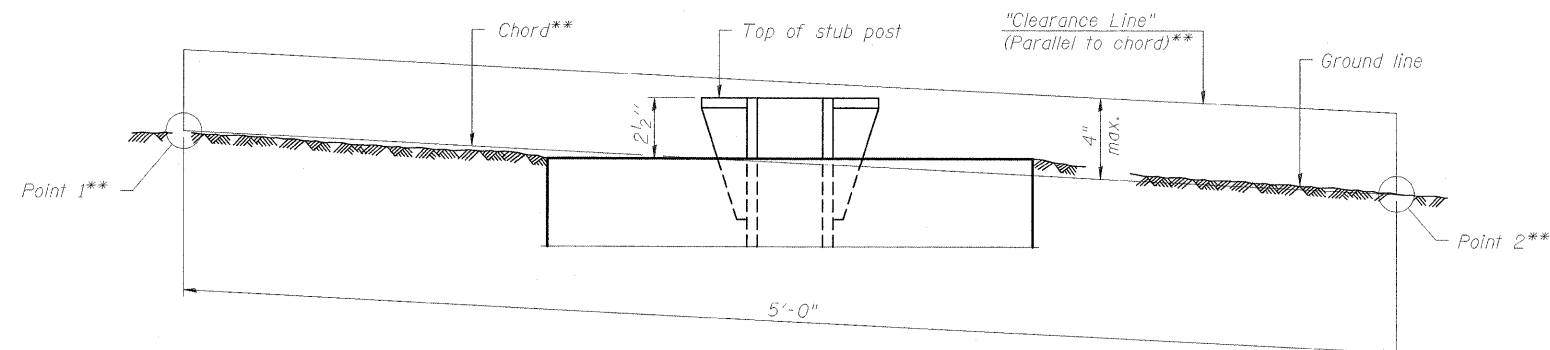
(Sheet 1 of 2)

FILE NAME = ...ND978182-sht-sign106-Wide Flange-BAW-A	USER NAME = Rob Heady	DESIGNED - JH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.000000 "/ IN.	DRAWN - JH	REVISD -	• (X1-6-2)HBK-2, HB-1,2; (IX-JR-1			WILLIAMSON	968	518		
PLOT DATE = 10/7/2011	CHECKED - SD	REVISD -	• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182				
	DATE - 10/07/11	REVISD -	ILLINOIS FED. AID PROJECT							
SCALE:		SHEET NO. 1 OF 2 SHEETS		STA.	TO STA.					

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA				
	Foundation			Reinforcement			Stub Post Length	Bolt Size	A	B	C	D	E	t ₁	t ₂	R	W	J	K	L	t ₃	
	Diameter	* Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Length																lbs. (2)
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/32"	5/16"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/32"	5/16"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/32"	3/8"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/32"	3/8"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 5/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 7/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 7/32"	3/8"	7"	3 1/2"	1 3/4"	1/2"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE																				
	Sign Height																				
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	---
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---	---
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---	---	---	
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	
W12x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	
W14x38	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W16x45	---	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"



ELEVATION
GROUND LINE & STUB POST

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

- (1) Quantity includes all concrete necessary for one foundation.
- (2) Includes reinforcement bars and spiral hooping for one foundation.

BAW-A-2

1-20-11

(Sheet 2 of 2)

FILE NAME = ...ND978182-sht-sign107-Wide Flange-BAW-A-2.dgn	USER NAME = Rob Heedy	DESIGNED - JH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST TABLES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.000000' / IN.	CHECKED - SD	DATE - 10/07/11	REVISED -			• IXI-6-2HBK-2, HB-1,2; IX-1JR-1	WILLIAMSON	968	519	
PLOT DATE = 10/7/2011	DATE - 10/07/11	REVISED -	• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182				
SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.						ILLINOIS FED. AID PROJECT				

GENERAL NOTES

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 Structural Welding Code (Steel) and the Standard Specifications.

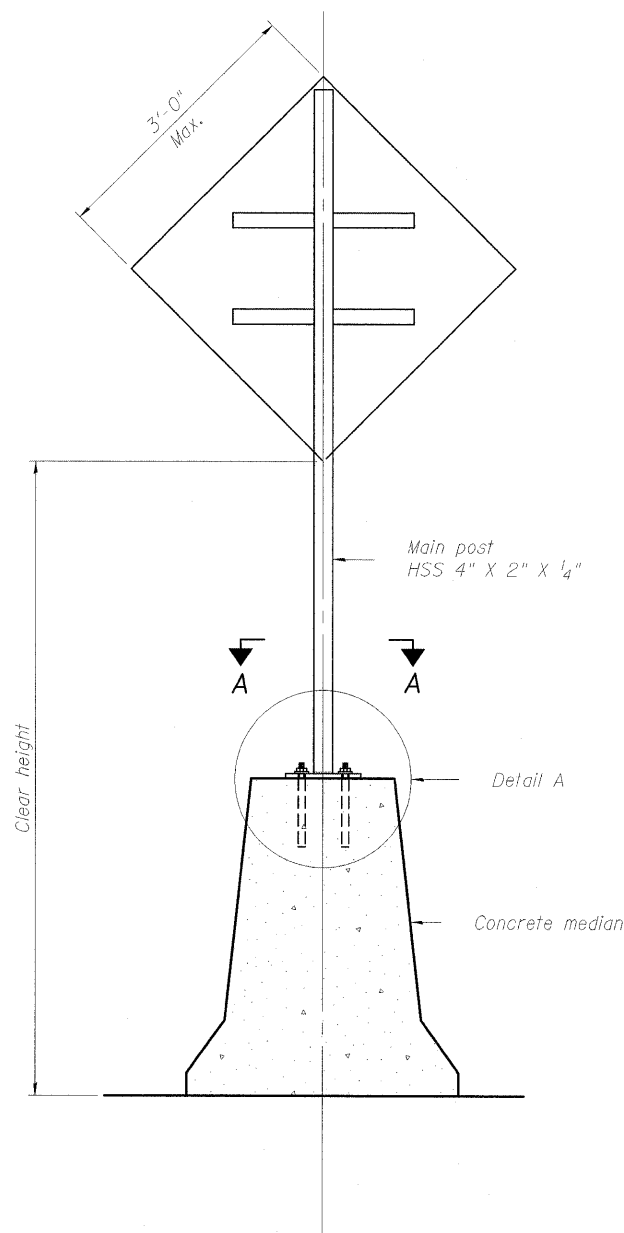
MATERIALS: All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 (M183, M223 Gr. 50.).

HIGH STRENGTH BOLTS: All bolts, washers, nuts and locknuts shall satisfy the requirements of ASTM designation A307 unless noted as "H.S." which shall require AASHTO M164 (A325), ASTM A449, or approved alternate. All fasteners shall be hot dip galvanized per AASHTO M232 unless otherwise specified.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

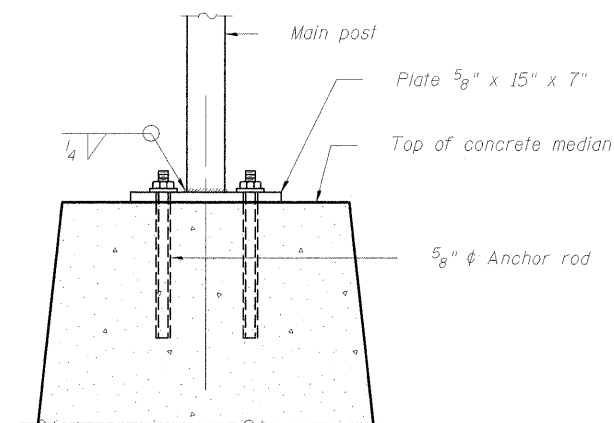
ANCHOR RODS: All-threaded rod shall conform to ASTM F1554 Grade 105, $\frac{5}{8}$ " ϕ x 12" long, each with one plate washer and locknut and be hot dip galvanized per AASHTO M232. They shall be either cast into the concrete or epoxy grouted in accordance with Section 584 of the Standard Specifications. Minimum embedment in concrete shall be 9".

All costs for material, equipment and labor for welding, high strength bolts, galvanizing, plates and anchor rods shall be incidental to the cost of HSS 4" X 2" X $\frac{1}{4}$ " sign support

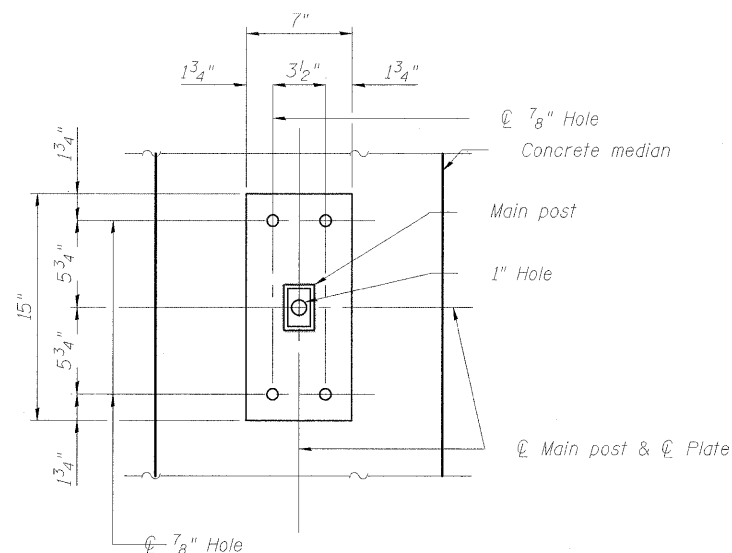


SINGLE POST ASSEMBLY

Dimensional changes required for varying site conditions shall be approved by the Engineer.



DETAIL A

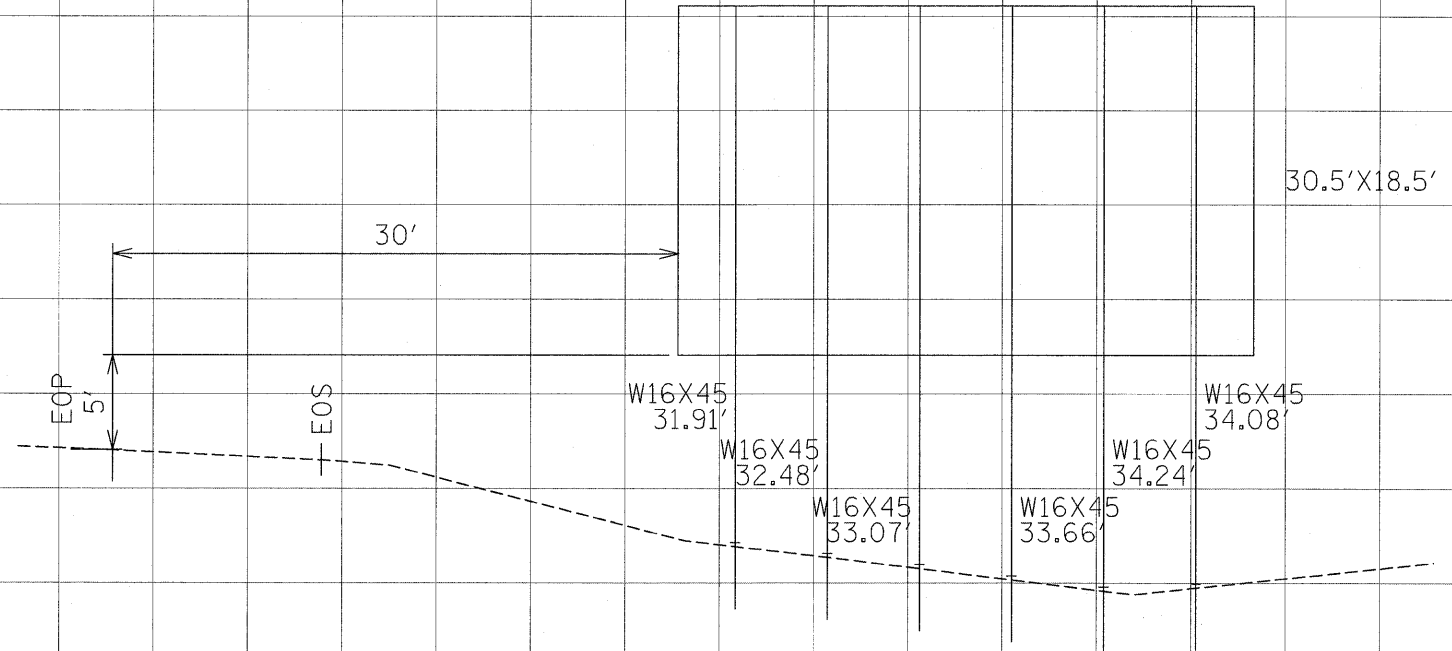
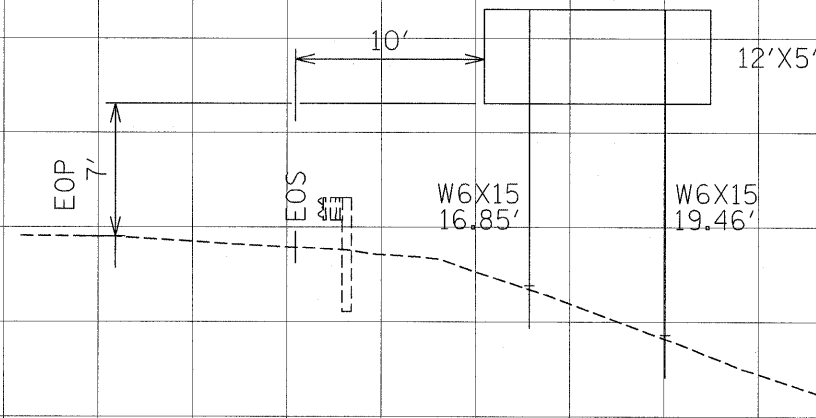


SECTION A-A

FILE NAME = ...D978182-sht-sign105-Tube Steel-Barrier	USER NAME = Rob Heady Sign.dgn PLOT SCALE = 50:1 1" / IN. PLOT DATE = 10/7/2011	DESIGNED - JH DRAWN - JH CHECKED - SD DATE - 10/07/11	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN CONNECTION TO MEDIAN BARRIER	SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
										• IX1-6-2HBK-2, HB-1,2; IX-1R-1	WILLIAMSON	968	520	
										• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		ILLINOIS FED. AID PROJECT	

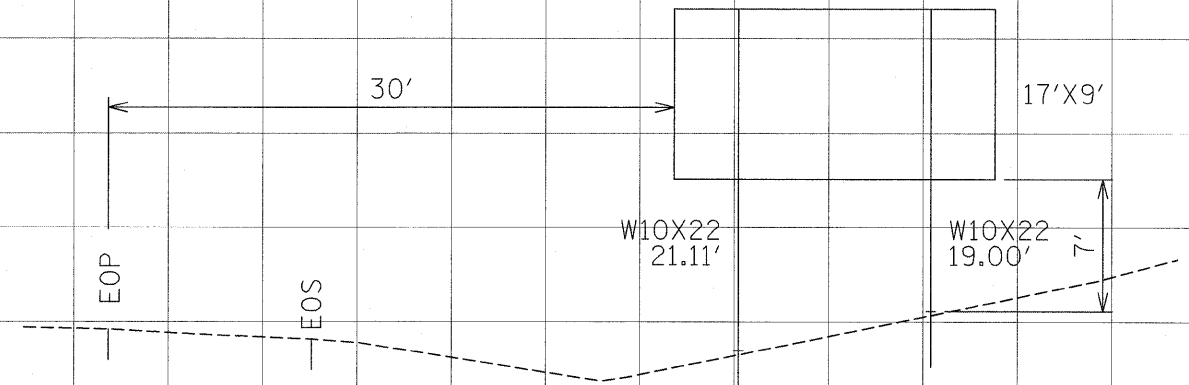
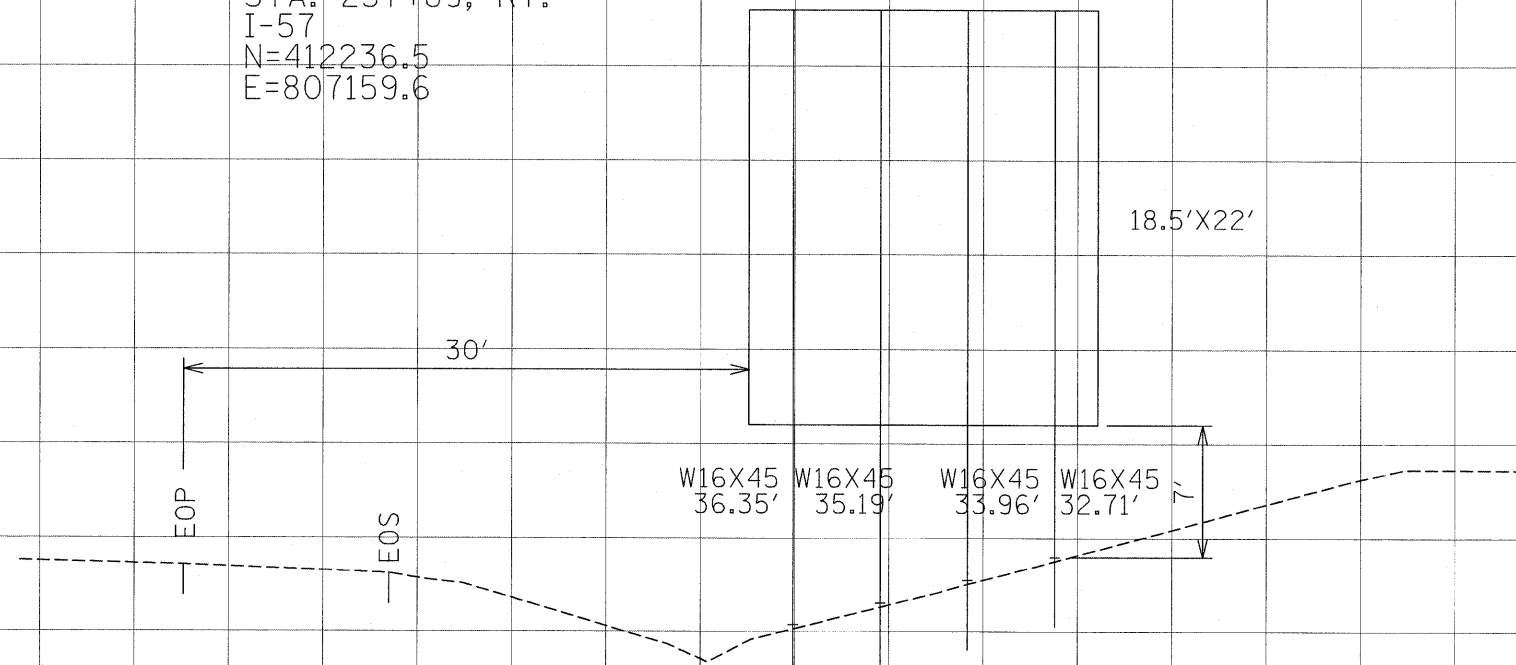
STA. 228+40, RT.
I-57
N=413185.6
E=807176.2

STA. 233+14, RT.
I-57
N=412711.1
E=807154.9



STA. 237+89, RT.
I-57
N=412236.5
E=807159.6

STA. 247+50, RT.
I-57
N=411275.5
E=807157.6



EFK Moen, LLC
Civil Engineering Design

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

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

FILE NAME = ...\\D978182-sht-sign108-122-Ground Mount Xsec.dgn

USER NAME = Rob Heady
DESIGNED - JD
DRAWN - MK
CHECKED - SD
DATE - 10/07/11

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS

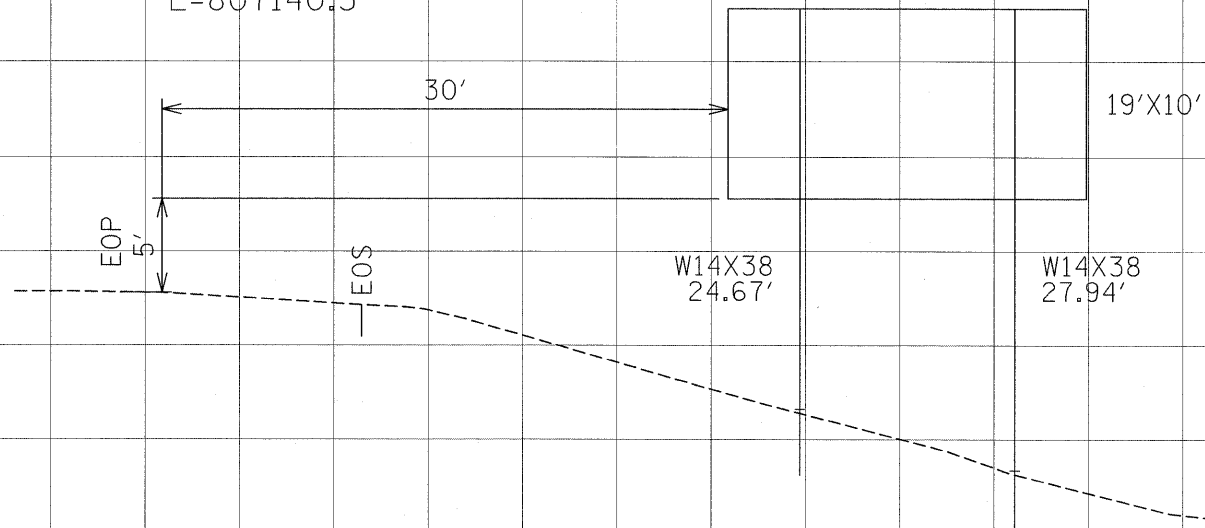
SCALE: 1" = 1'H SHEET NO. 1 OF 15 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HBK-2,HB-1,2;(X1X-1R-1	WILLIAMSON	968	521
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

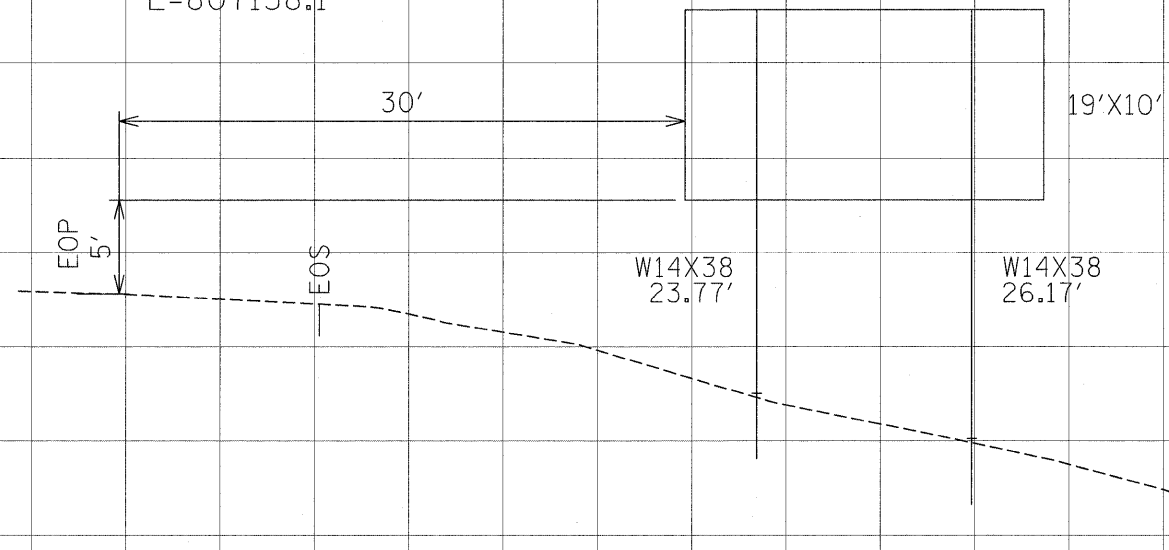
DATE	
BY	
FINAL SURVEY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

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

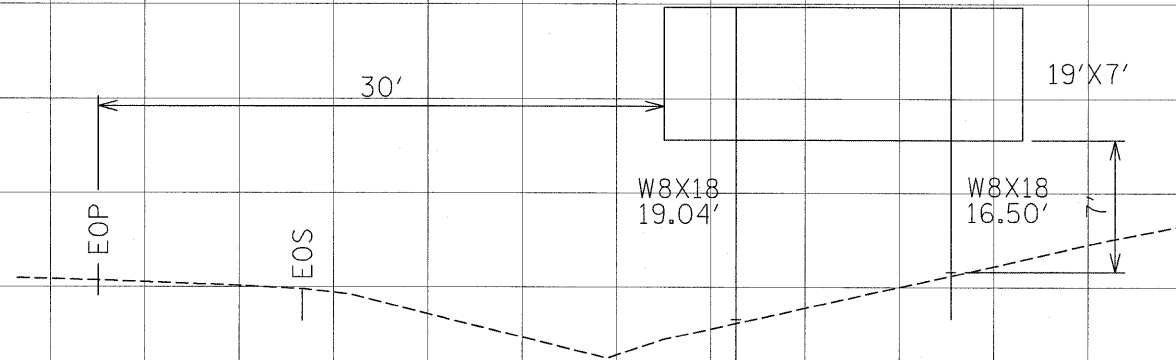
STA. 300+02, RT.
I-57
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E=807140.3



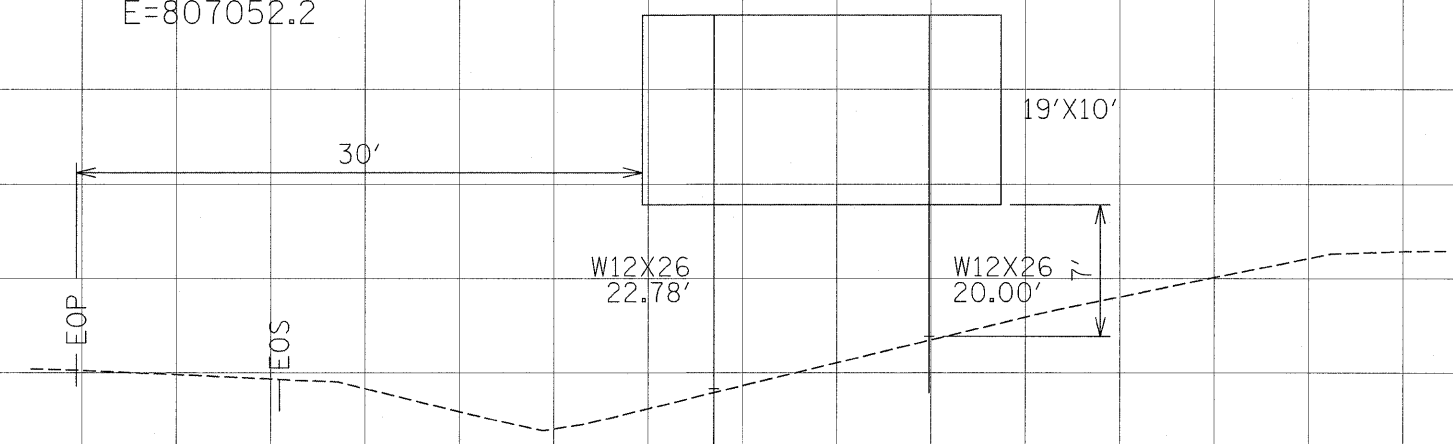
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I-57
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E=807138.1



STA. 316+06, RT.
I-57
N=404424.4
E=807120.6



STA. 324+14, RT.
I-57
N=403626.4
E=807052.2



EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...\\D978182-sht-sign108-122-Ground Mount Xsec.dgn

USER NAME = Brad Downen
PLOT SCALE = 5.0000' / IN.
PLOT DATE = 10/10/2011

DESIGNED - JD
DRAWN - MK
CHECKED - SD
DATE - 10/07/11

REVISED -
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REVISED -

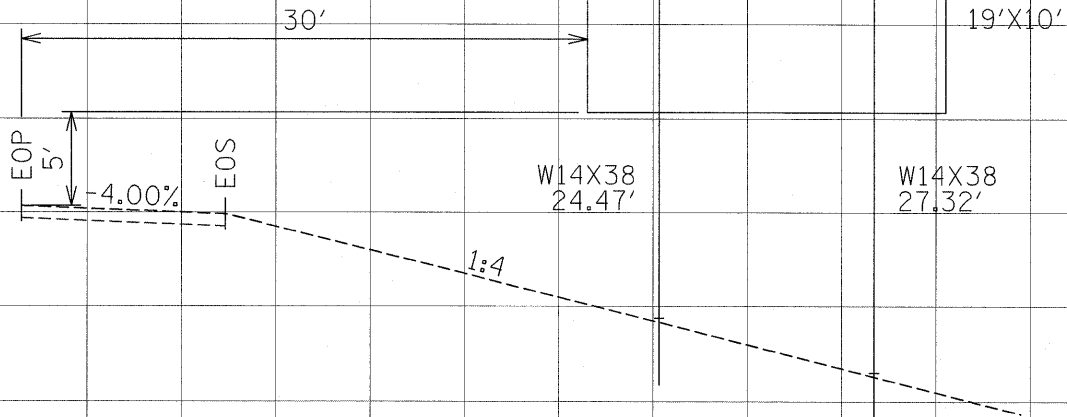
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS

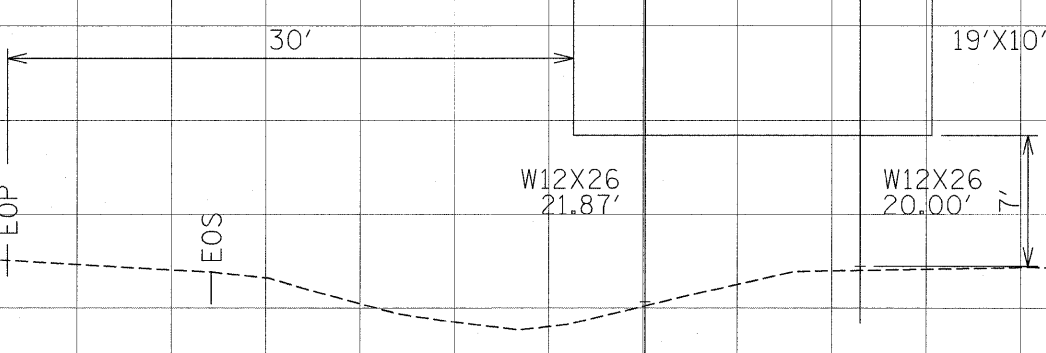
SCALE: 1"V = 1'H SHEET NO. 2 OF 15 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	OXI-6-2HBK-2,HB-1,2(XI-1)R-1	WILLIAMSON	968	522
• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

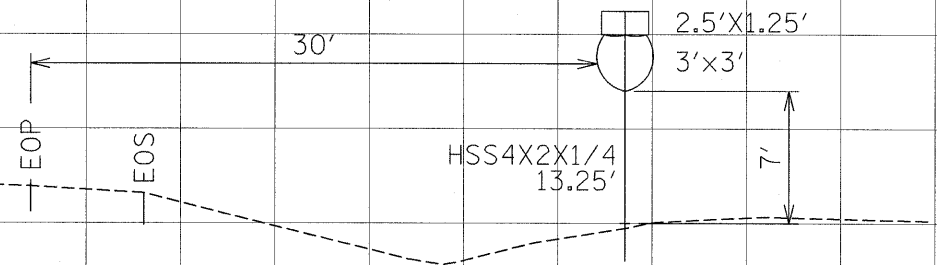
STA. 332+34, RT.
I-57
N=402822.6
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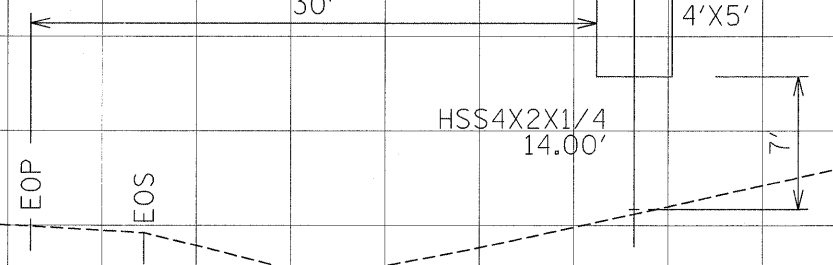
STA. 340+38, RT.
I-57
N=402044.7
E=806758.4



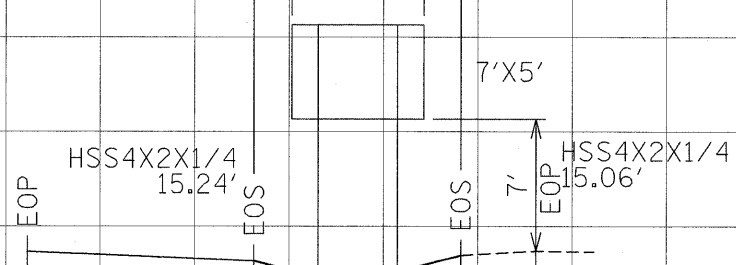
STA. 392+38, LT
I-57



STA. 397+28, LT
I-57



STA. 408+82, RT
I-57



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

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

EFK Moen, LLC
Civil Engineering Design

FILE NAME =	USER NAME = Brad Downen	DESIGNED - JD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GROUND MOUNT SIGN CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...D978182-sht-sign108-122-Ground Mount Xsec.dgn	PLOT SCALE = 5.0000' / IN.	DRAWN - MK	REVISED -			• XI-6-2HKB-2,HB-1,2(XI-1)R-1	WILLIAMSON	968	523	
PLOT DATE = 10/10/2011	DATE = 10/07/11	CHECKED - SD	REVISED -			• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	ILLINOIS FED. AID PROJECT		
		DATE = 10/07/11	REVISED -			SCALE: 1"V = 1'H	SHEET NO. 3 OF 15 SHEETS	STA.	TO STA.	

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

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

STA. 412+00, RT
I-57

40'

EOP RAMP H
5'

W10X22
22.60'

W10X22
22.54'

9.5'X10.5'

STA. 414+00, RT
I-57

26'

EOP RAMP H
7'

W10X22
24.05'

W10X22
25.07'

9.5'X10.5'

STA. 103+00, RT
RAMP D

26'

EOP
7'

EOS

W10X22
22.91'

W10X22
23.50'

9.5'X10.5'

STA. 105+00, RT
RAMP D

40'

EOP

W10X22
22.07'

W10X22
20.50'

9.5'X10.5'

EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...D978182-sht-sign108-122-Ground Mount Xsec.dgn

USER NAME = Brad Downen
PLOT SCALE = 5.0000' / IN.
PLOT DATE = 10/10/2011

DESIGNED - JD
DRAWN - MK
CHECKED - SD
DATE - 10/07/11

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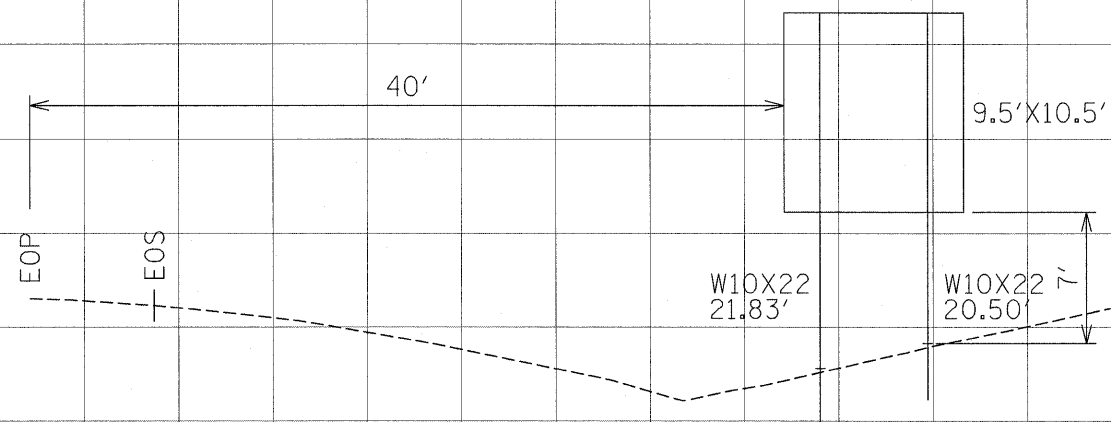
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS

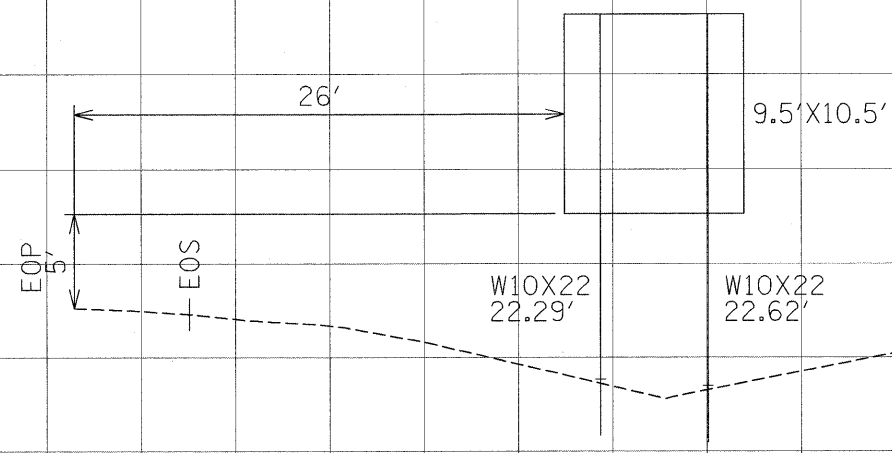
SCALE: 1"V : 1" H SHEET NO. 4 OF 15 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	0X1-6-2JHBK-2,HB-1,2X1X-1JR-1	WILLIAMSON	968	524
• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

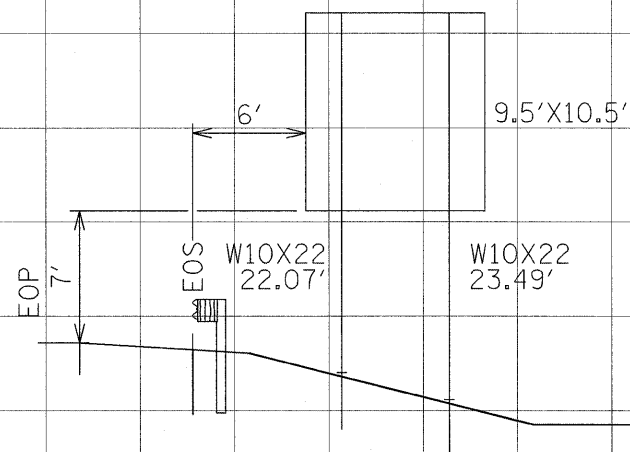
STA. 107+00, RT
RAMP D



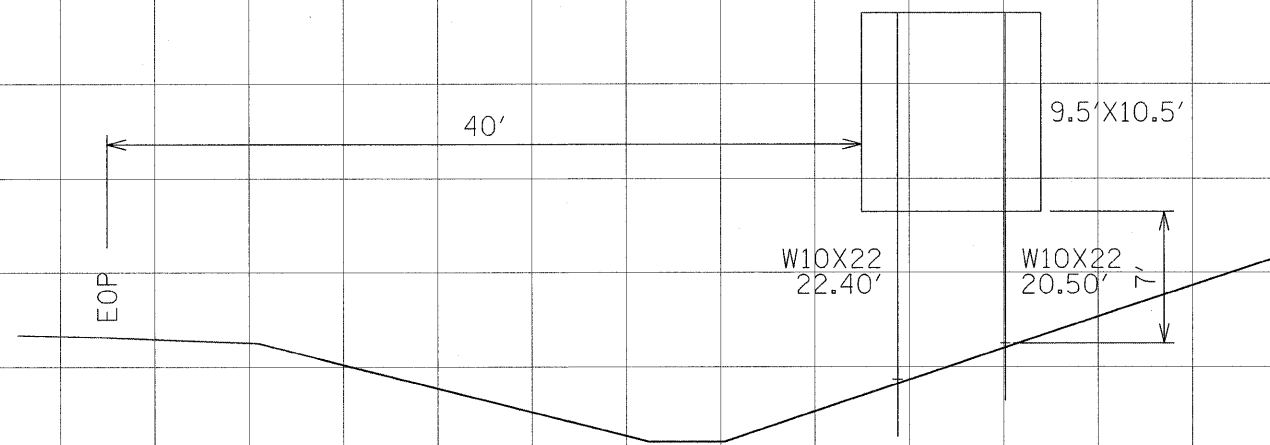
STA. 109+00, RT
RAMP D



STA. 114+25, RT
RAMP D



STA. 117+00, RT
RAMP D



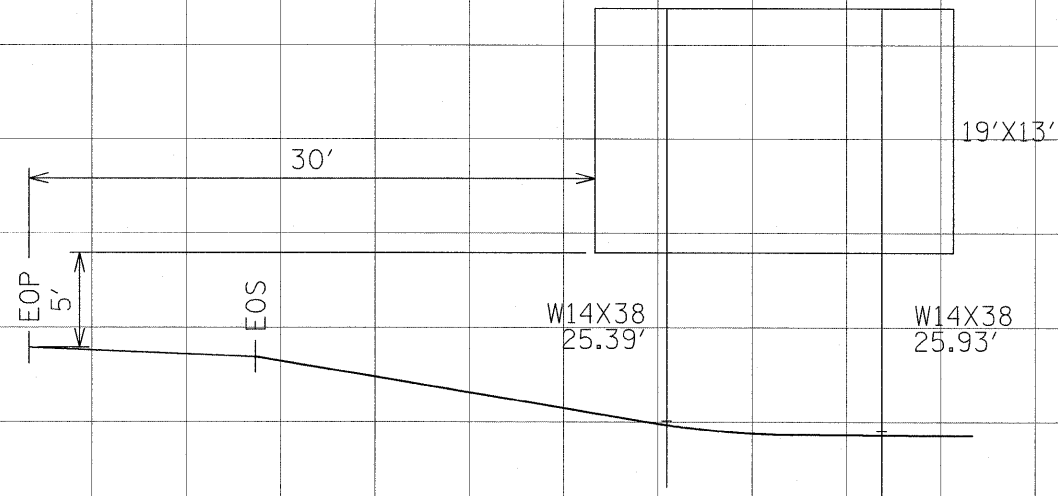
EFK Moen, LLC
Civil Engineering Design

DATE	
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FINAL SURVEY	
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TEMPLATE	
NOTE BOOK	
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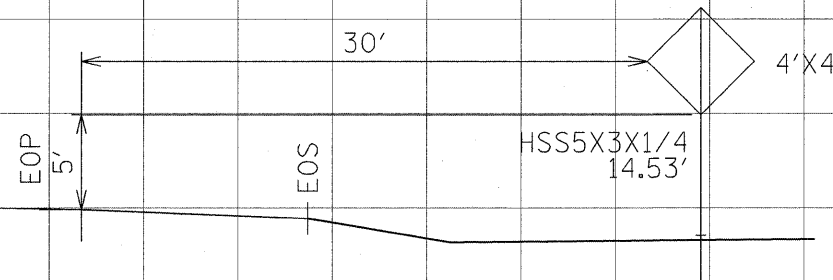
DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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FILE NAME =	USER NAME = Rob Heady	DESIGNED - JD	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GROUND MOUNT SIGN CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\0978182-sht-sign\108-122-Ground Mount Xsec.dgn	PLOT SCALE = 5,0000' / IN.	DRAWN - MK	REVISIONS -			* (X1-6-2)HBK-2,HB-1,2,(1X-1)R-1	WILLIAMSON	968	525	
PLOT DATE = 10/11/2011	DATE = 10/07/11	CHECKED - SD	REVISIONS -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
		REVISIONS -				ILLINOIS FED. AID PROJECT				
SCALE: 1"V : 1" H SHEET NO. 5 OF 15 SHEETS STA. TO STA.										

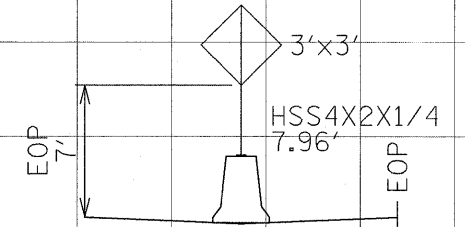
STA. 1481+30, RT
I-57



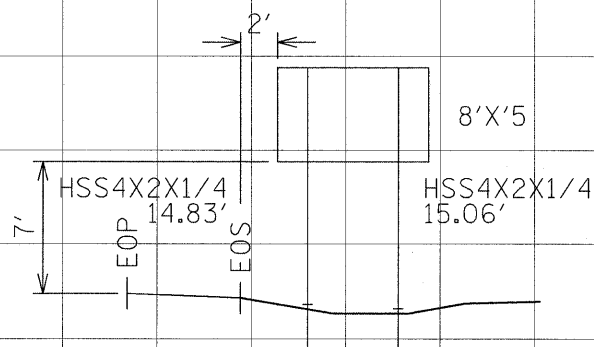
STA. 1484+71, RT
I-57



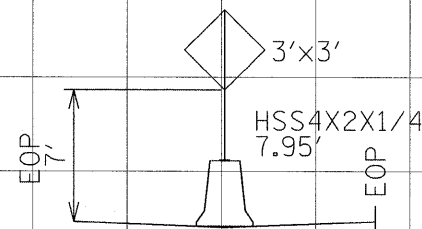
STA. 1485+40, CL
I-57



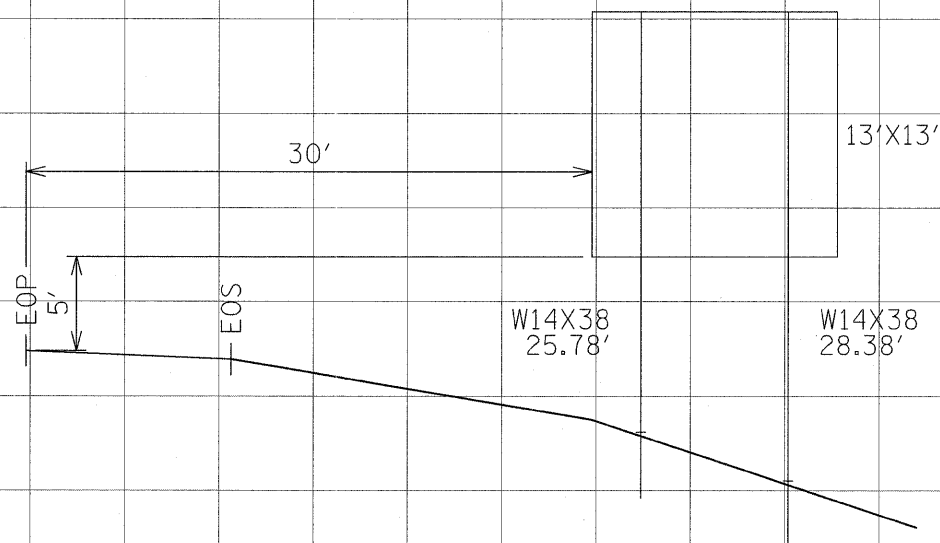
STA. 1486+96, LT.
I-57



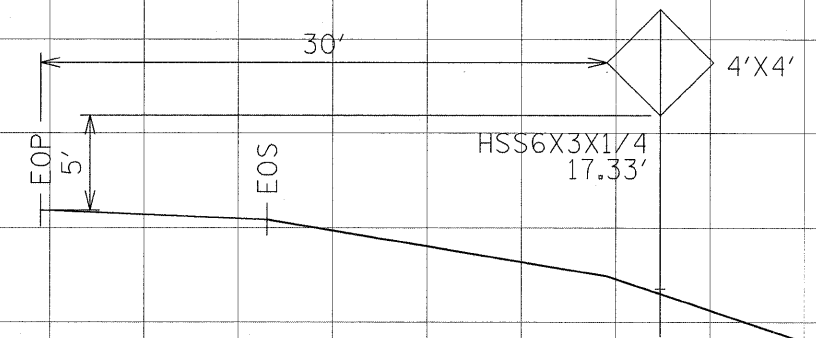
STA. 1497+40, CL
I-57



STA. 1499+68, RT
I-57



STA. 1501+90, RT
I-57



EFK Moen, LLC
Civil Engineering Design

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

FILE NAME = ...\\D978182-sht-sign108-122-Ground Mount Xsec.dwg

USER NAME = Brad Downen
 PLOT SCALE = 5,0000 ' / IN.
 PLOT DATE = 10/10/2011

DESIGNED - JD
 DRAWN - MK
 CHECKED - SD
 DATE - 10/07/11

REVISED -
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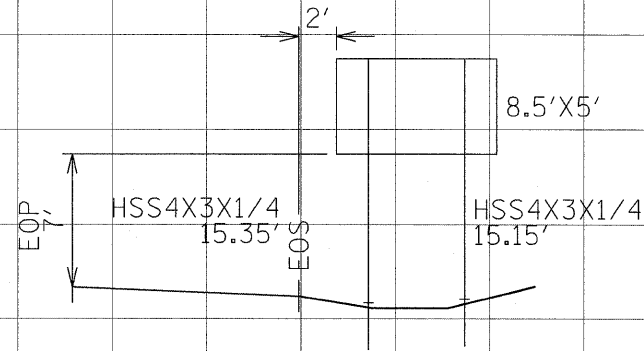
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS

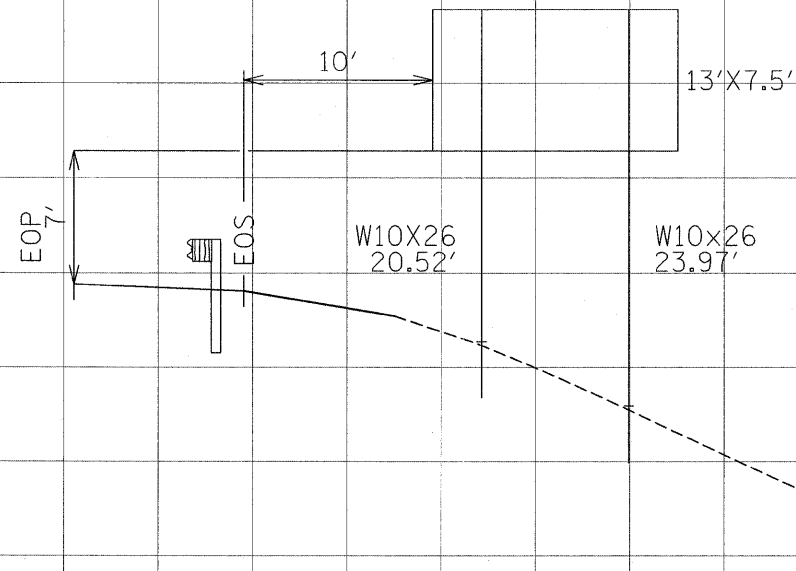
SCALE: 1"V : 1'H SHEET NO. 6 OF 15 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	(X1-6-2)HBK-2,HB-1,2H1X-1R-1	WILLIAMSON	968	526
	F.A.I. 57 AND F.A.P. 331		CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

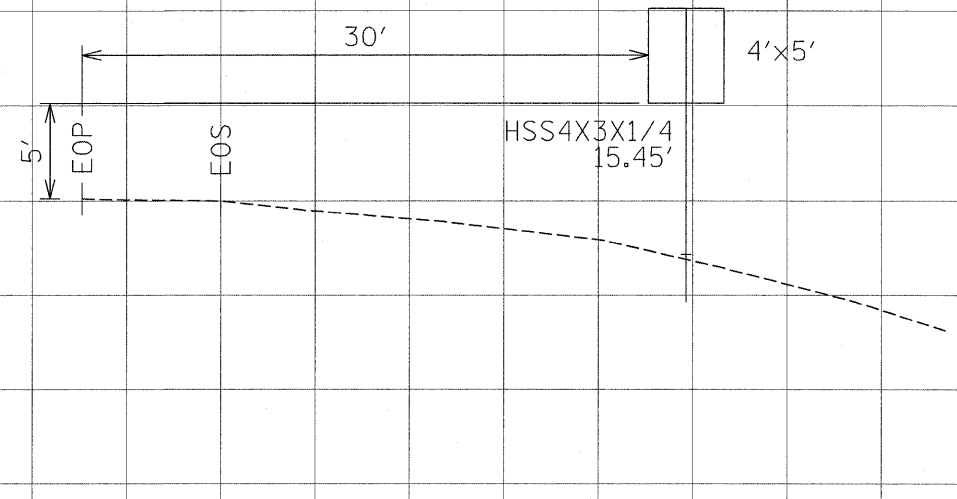
STA. 1502+14, LT
I-57



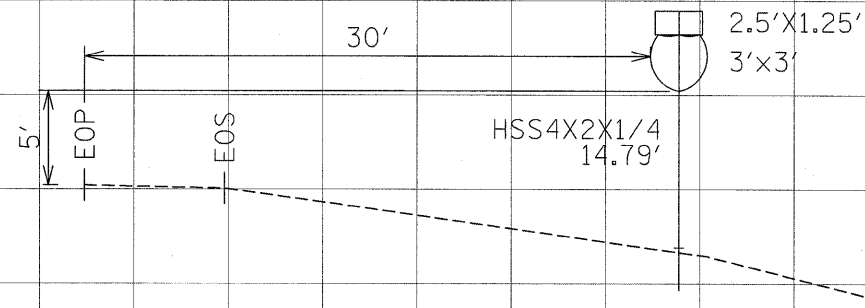
STA. 1507+57, RT
I-57



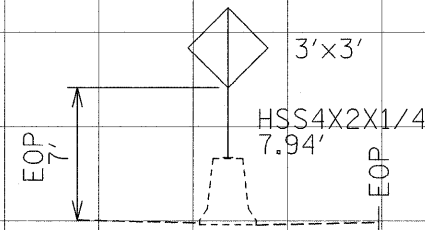
STA. 1535+46, RT
I-57



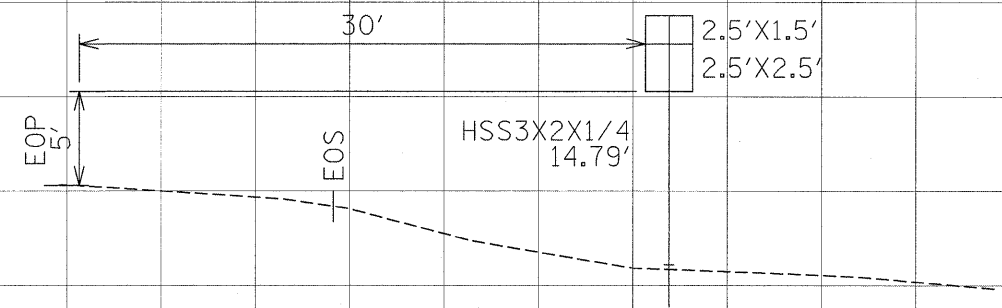
STA. 1540+46, RT
I-57



STA. 1541+52, CL
I-57



STA. 1541+82, LT
I-57



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

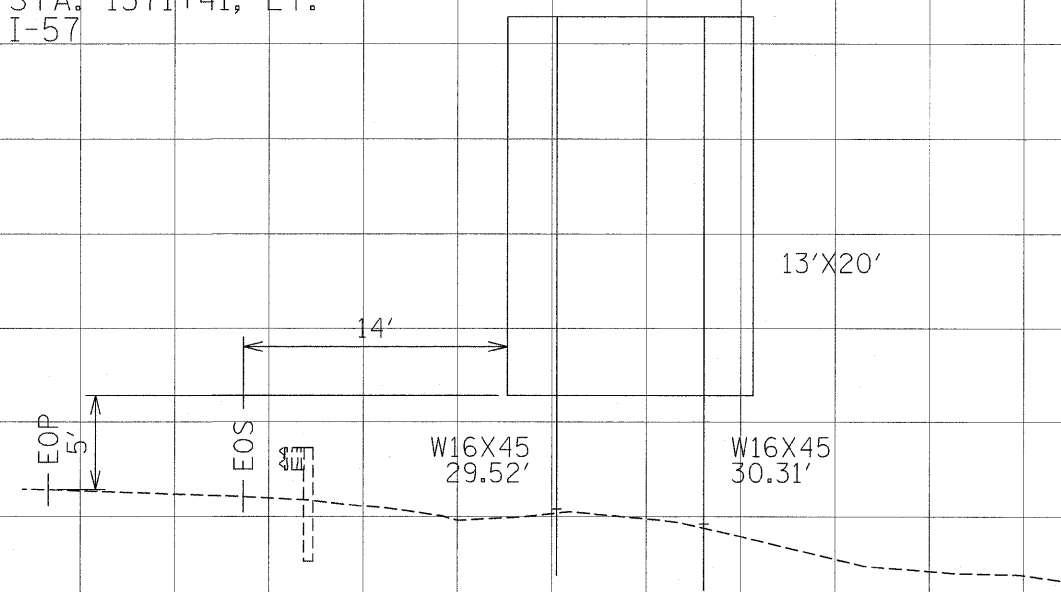
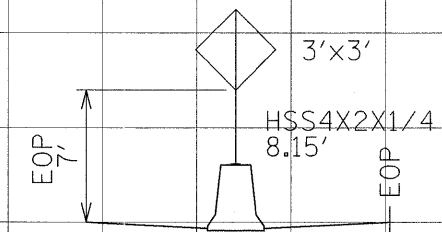
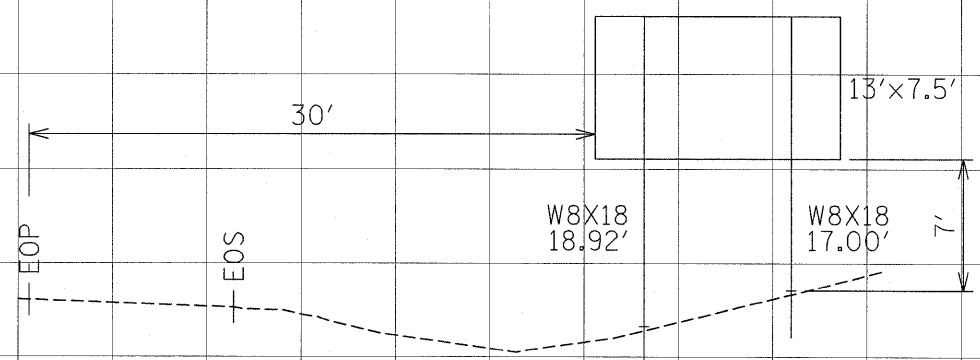
EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...\\D978182-sht-sign185-122-Ground Mount Xsec.dwg	USER NAME = Brad Danner	DESIGNED - JD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GROUND MOUNT SIGN CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 5,0000 ' / IN.	DATE = 10/07/11	DRAWN - MK	REVISED -			* (X1-6-2)HBK-2,HB-1,2,(1X-1)R-1	WILLIAMSON	968	527	
PLOT DATE = 10/10/2011	DATE = 10/07/11	CHECKED - SD	REVISED -			* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
		DATE = 10/07/11	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: 1" = 1'H						SHEET NO. 7 OF 15 SHEETS		STA. TO STA.		

STA. 1553+01, LT.
I-57

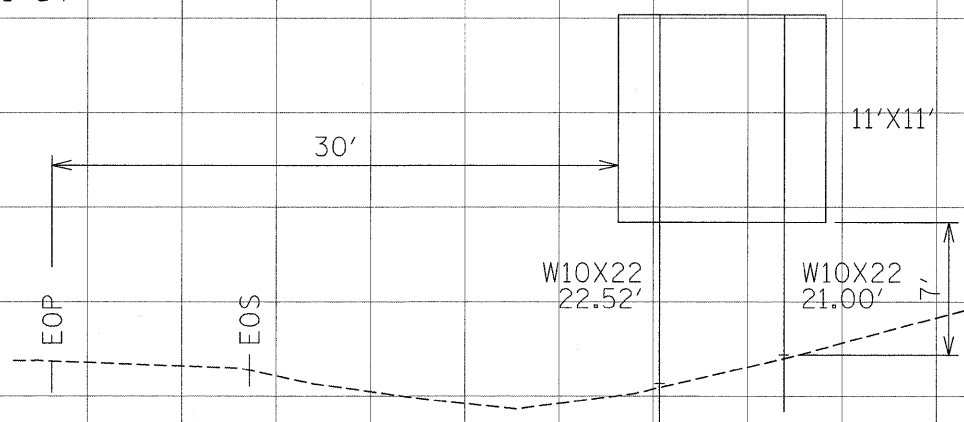
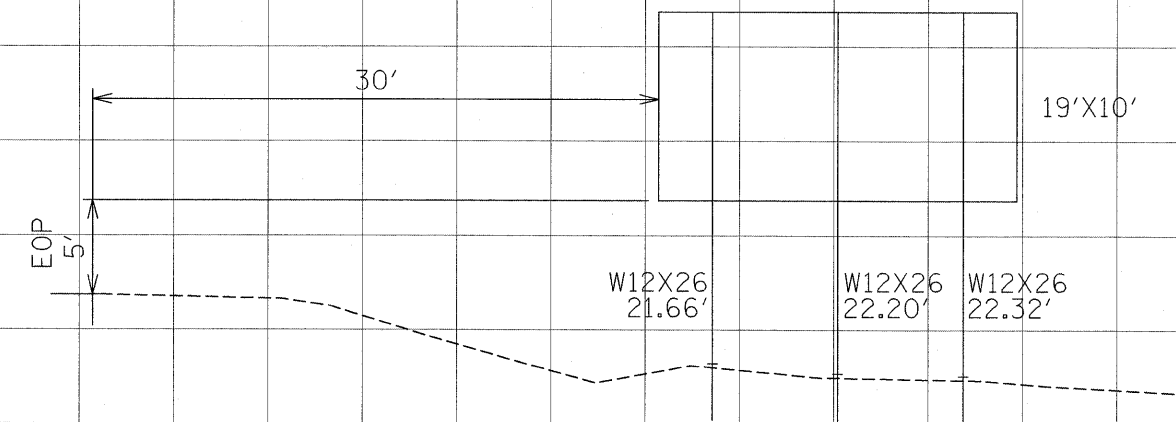
STA. 1553+52, CL.
I-57

STA. 1571+41, LT.
I-57



STA. 4+45, LT.
I-57

STA. 14+65, LT.
I-57



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

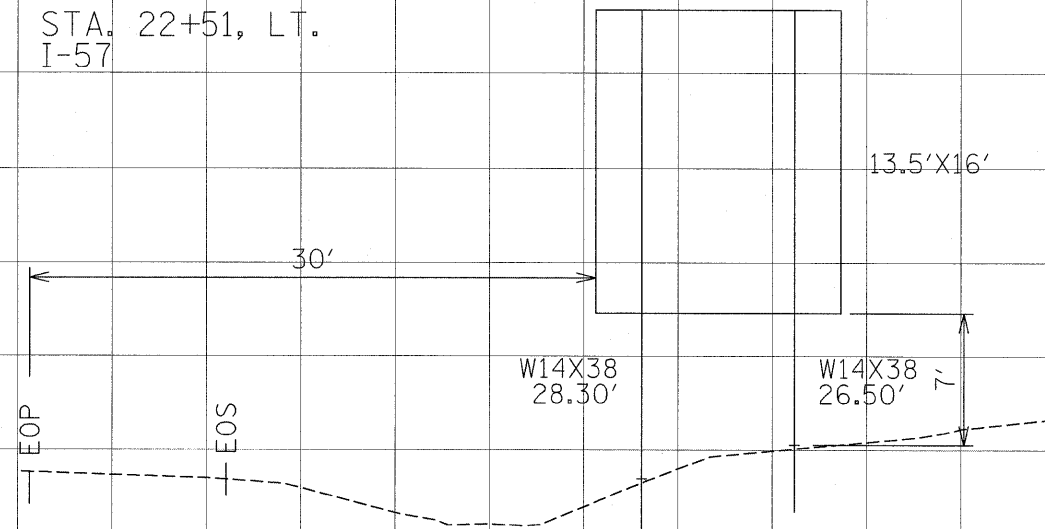
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BY	
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REPLATE	
NOTE BOOK	
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EFK Moen, LLC
Civil Engineering Design

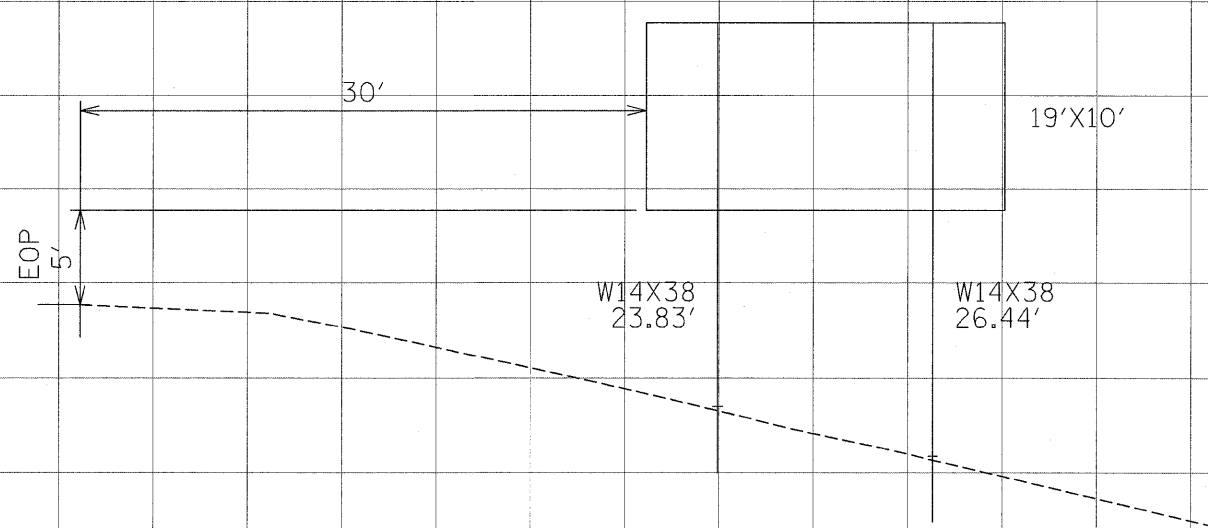
DATE	
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ORIGINAL SURVEY	
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NOTED	
PLOTTED	
AREA	
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DATE	
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ORIGINAL SURVEY	
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PLOTTED	
AREA	
CHECKED	
NO.	

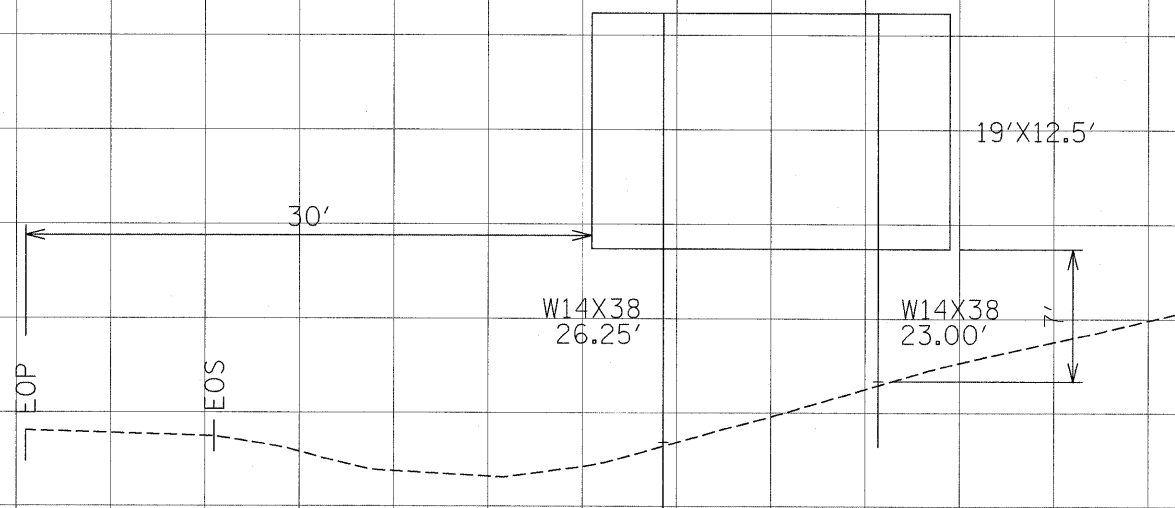
STA. 22+51, LT.
I-57



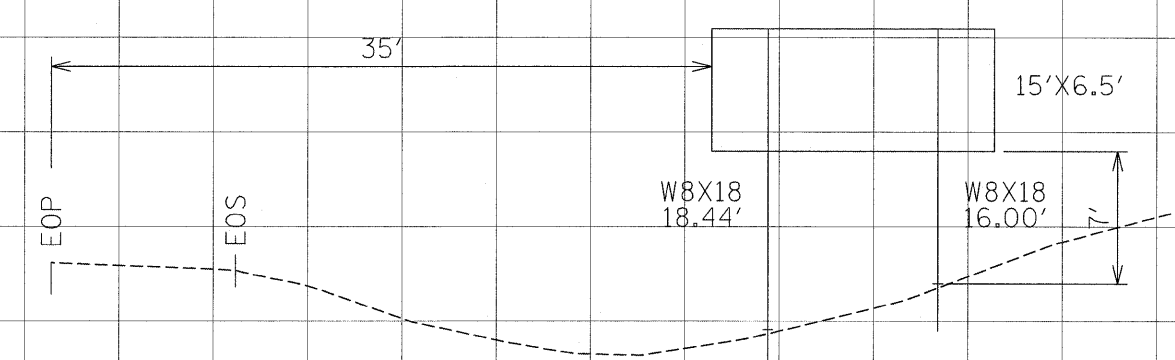
STA. 30+47, LT.
I-57



STA. 38+45, LT.
I-57



STA. 46+40, LT.
I-57



EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...D978182-sht-sign188-122-Ground Mount Xsec.dgn

USER NAME = Brad Downen
PLOT SCALE = 5.0000' / IN.
PLOT DATE = 10/10/2011

DESIGNED - JD
DRAWN - MK
CHECKED - SD
DATE - 10/07/11

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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS

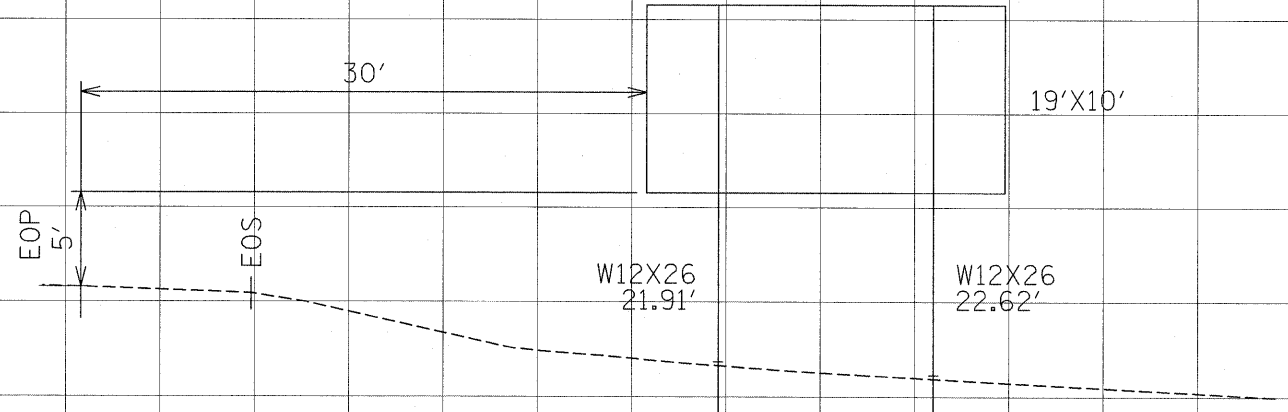
SCALE: 1"V : 1"H SHEET NO. 9 OF 15 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	OXI-6-2JHBK-2,HB-1,2,1X-1R-1	WILLIAMSON	968	529
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

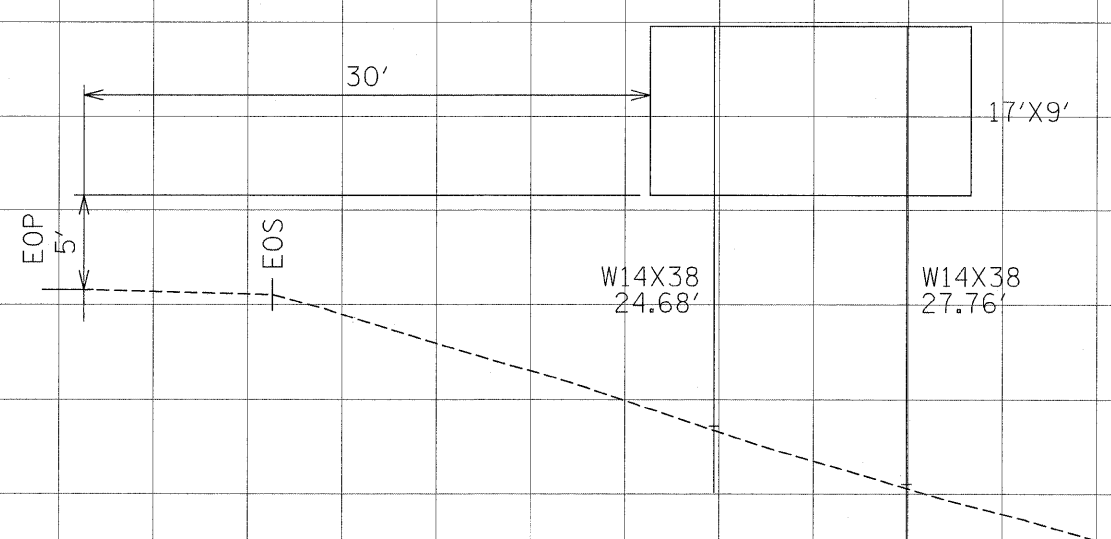
DATE	
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NOTE BOOK	
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DATE	
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SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

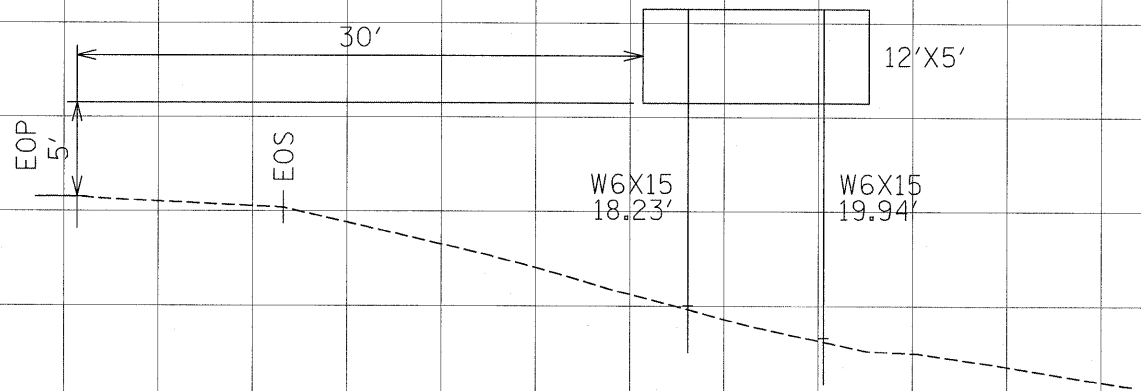
STA. 62+49, LT.
I-57
N=377468.9
E=801721.3



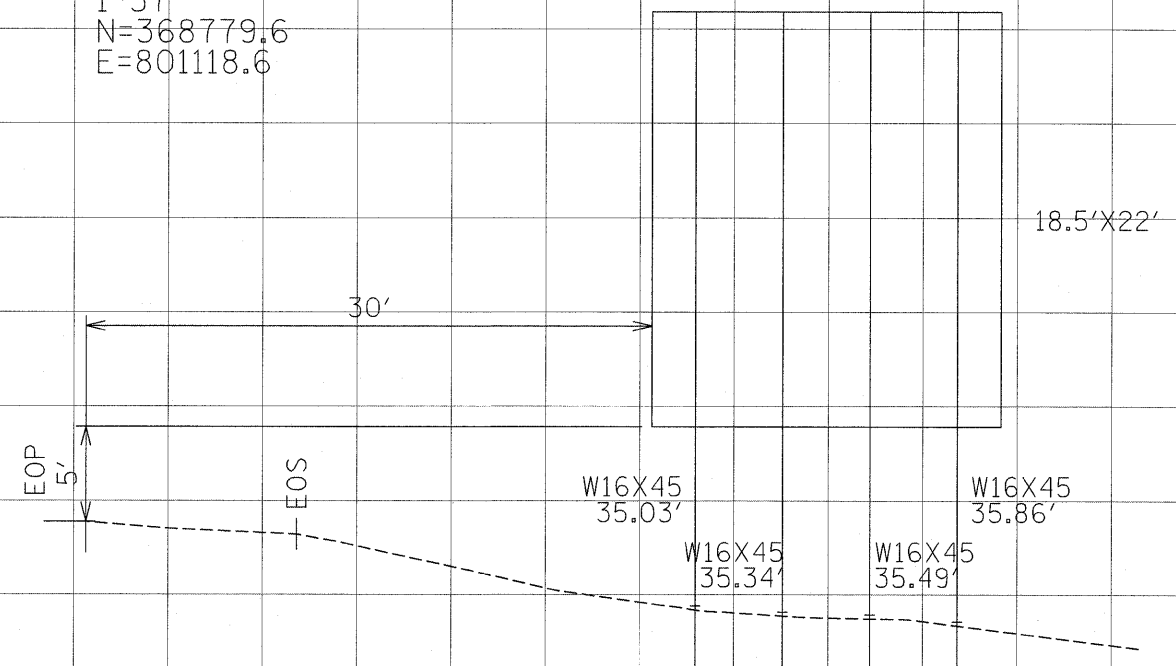
STA. 128+85, LT.
I-57
N=370892.9
E=801272.7



STA. 141+97, LT.
I-57
N=369575.6
E=801207.5



STA. 149+92, LT.
I-57
N=368779.6
E=801118.6



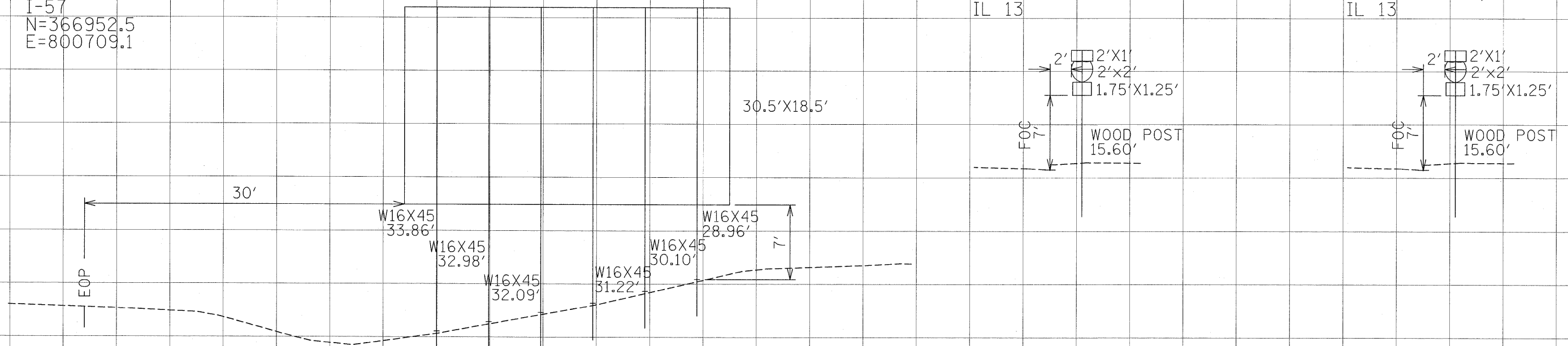
EFK Moen, LLC
Civil Engineering Design

FILE NAME =	USER NAME = Brad Downen	DESIGNED - JD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GROUND MOUNT SIGN CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D978182-sht-sig-108-122-Ground Mount Xsec.dgn	PLOT SCALE = 5.0000' / IN.	DRAWN - MK	REVISED -			* (X1-6-2)HBK-2,HB-1,2;(X1-1)R-1	WILLIAMSON	968	530	
PLOT DATE = 10/10/2011	DATE = 10/07/11	CHECKED - SD	REVISED -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
						ILLINOIS FED. AID PROJECT				
SCALE: 1" = 1'						SHEET NO. 10 OF 15 SHEETS		STA. TO STA.		

STA. 168+50, LT.
I-57
N=366952.5
E=800709.1

STA. 1791+28, LT
IL 13

STA. 1793+36, RT
IL 13

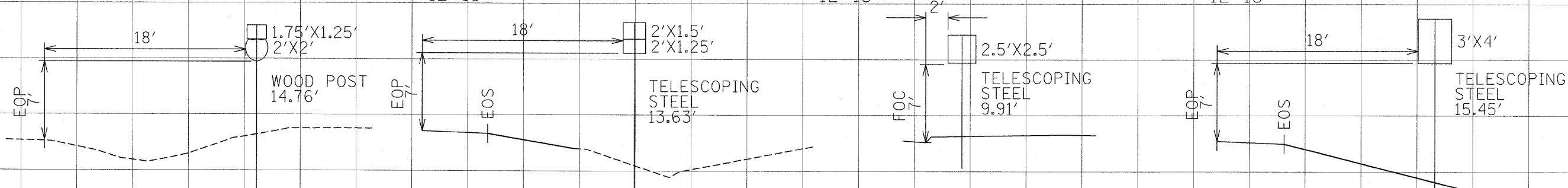


STA. 1796+76, RT
IL 13

STA. 1799+24, LT
IL 13

STA. 1799+76, LT
IL 13

STA. 1801+16, LT
IL 13

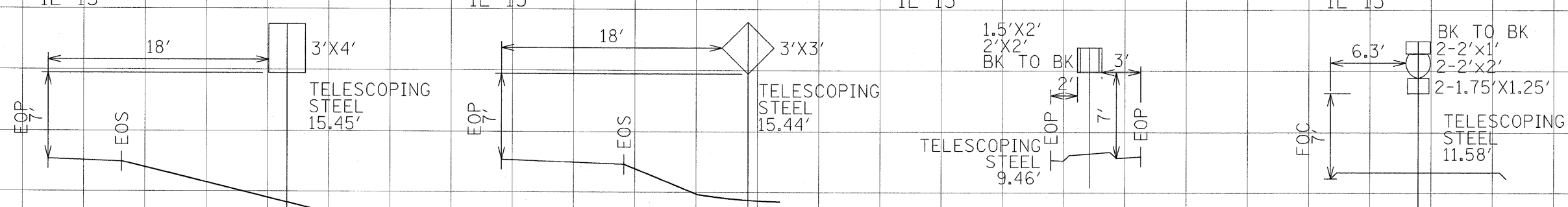


STA. 1805+26, RT
IL 13

STA. 1807+71, LT
IL 13

STA. 1812+15, LT
IL 13

STA. 1813+59, LT
IL 13



EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...D978182-sht-sign188-122-Ground Mount Xsec.dgn
USER NAME = Brad Downen
PLOT SCALE = 5.0000' / IN.
PLOT DATE = 10/10/2011

DESIGNED - JD
DRAWN - MK
CHECKED - SD
DATE - 10/07/11

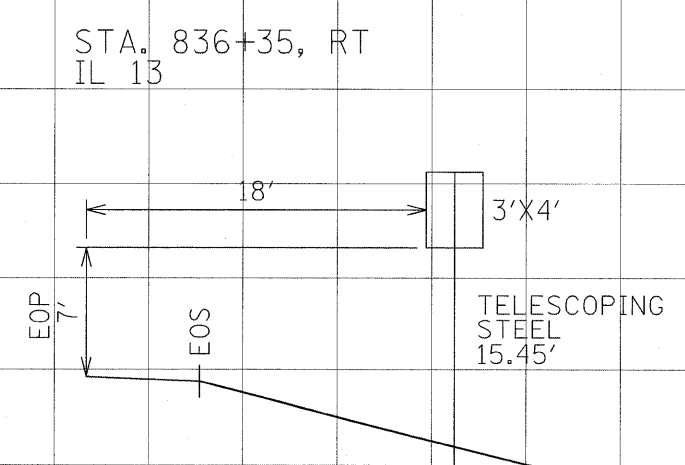
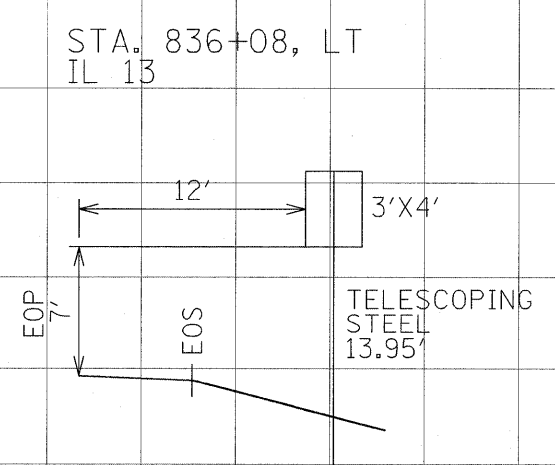
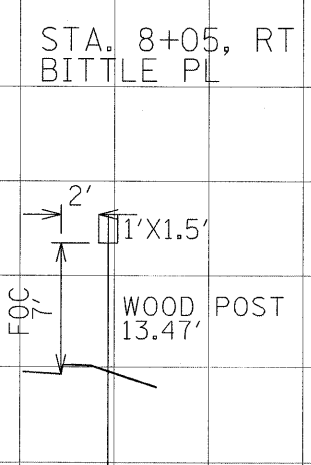
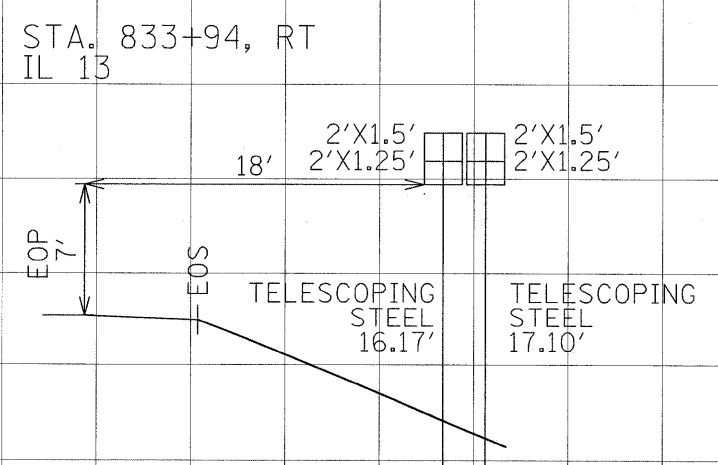
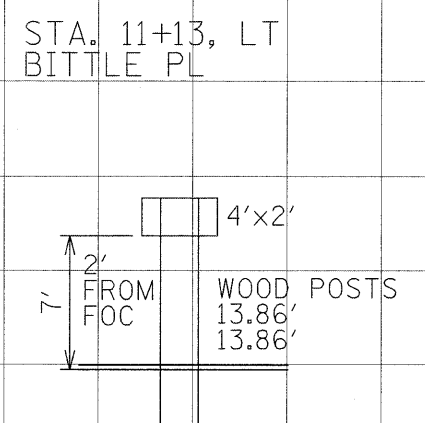
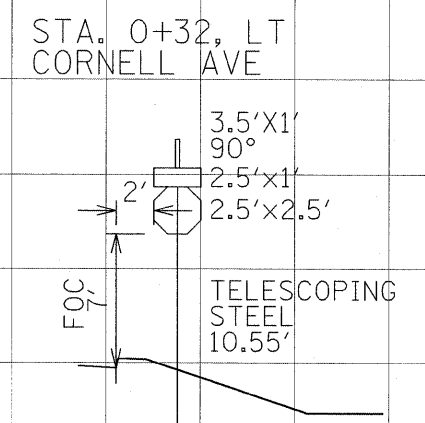
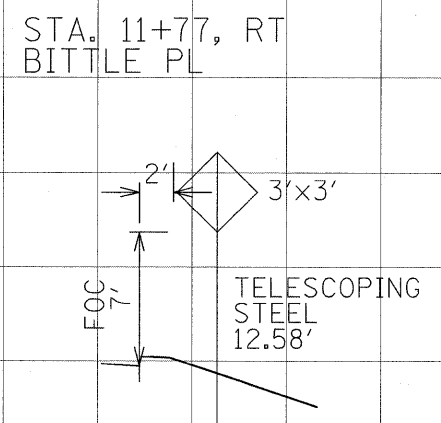
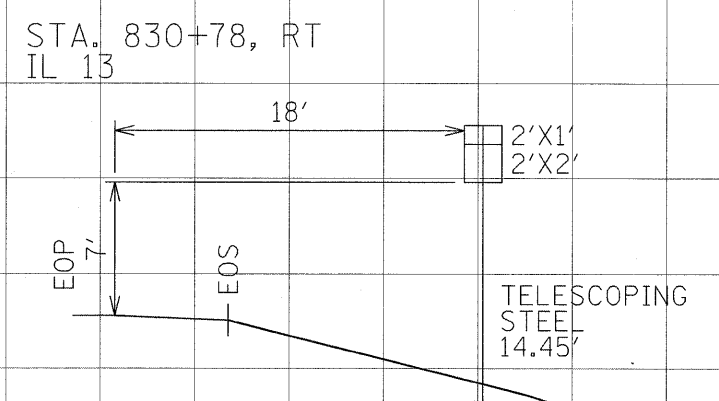
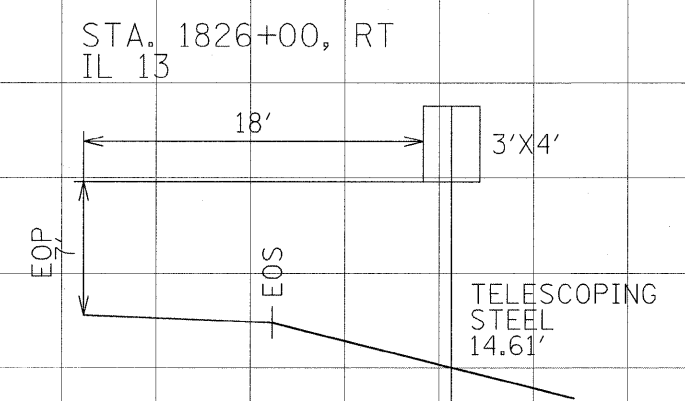
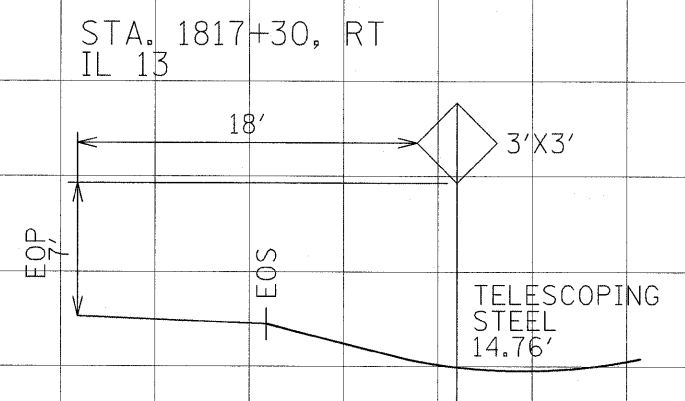
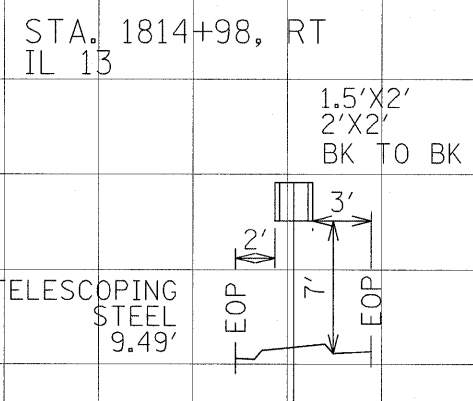
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS
SCALE: 1" = 1'
SHEET NO. 11 OF 15 SHEETS
STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	0X1-6-2HMK-2,HB-1,2HIX-1R-1	WILLIAMSON	968	531
•	F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182
ILLINOIS FED. AID PROJECT				

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS	
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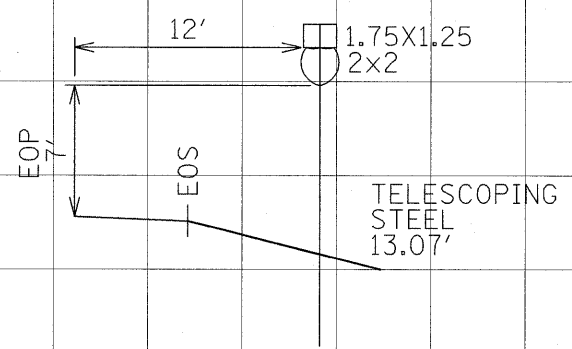
EFK Moen, LLC
Civil Engineering Design

FILE NAME =	USER NAME = Brad Downen	DESIGNED - JD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GROUND MOUNT SIGN CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\\D978182-sht-sign\18-122-Ground Mount Xsec.dgn		DRAWN - MK	REVISED -			• (X1-6-2HKB-2,HB-1,2)(IX-1R-1	WILLIAMSON	968	532	
PLOT SCALE = 5.0000' / IN.		CHECKED - SD	REVISED -			• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
PLOT DATE = 10/10/2011		DATE - 10/07/11	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE: 1"V : 1" H	SHEET NO. 12 OF 15 SHEETS		STA.	TO STA.	

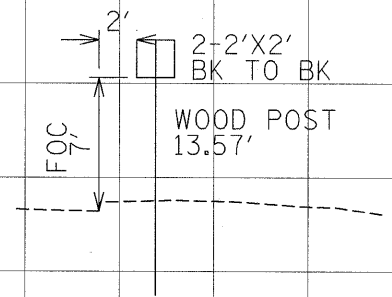
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BY	
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BY	
SURVEYED	
PLOTTED	
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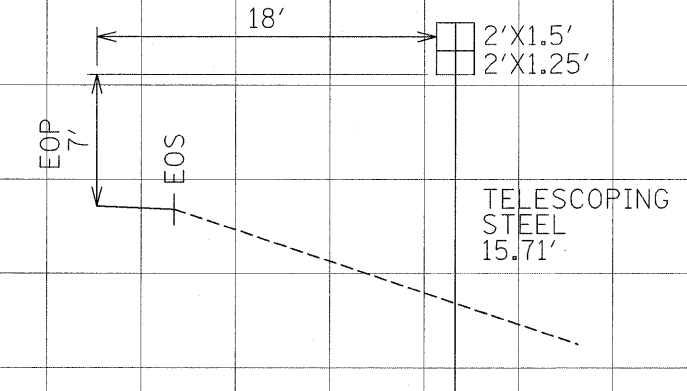
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IL 13



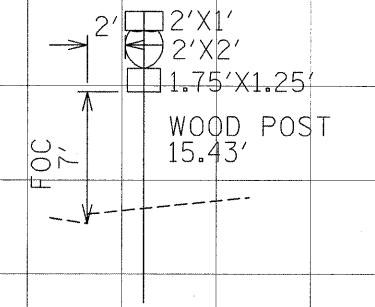
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BITTLE PL



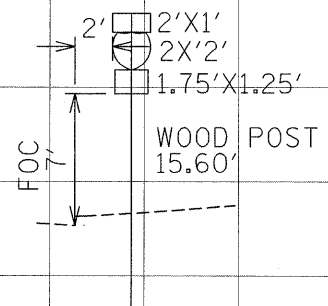
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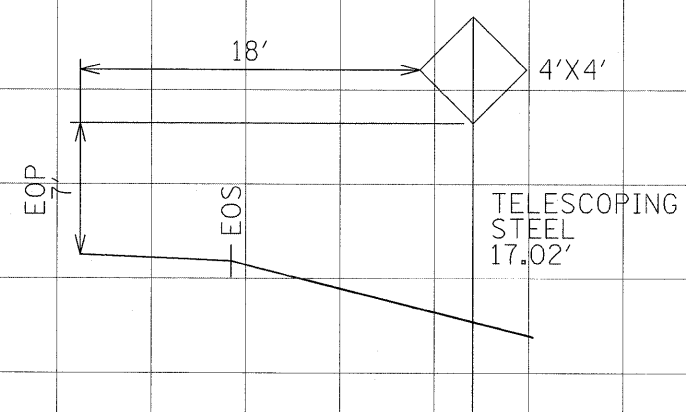
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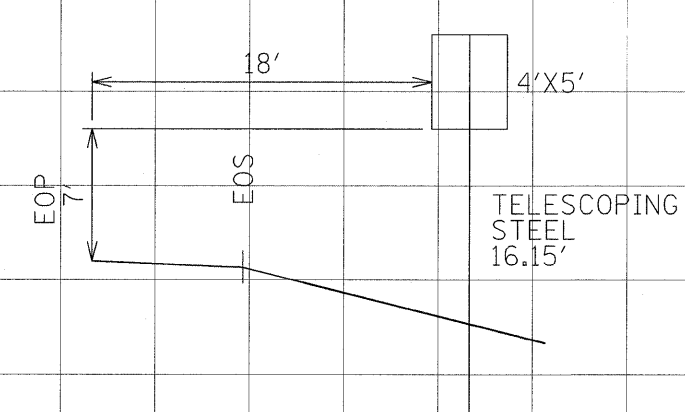
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IL 13



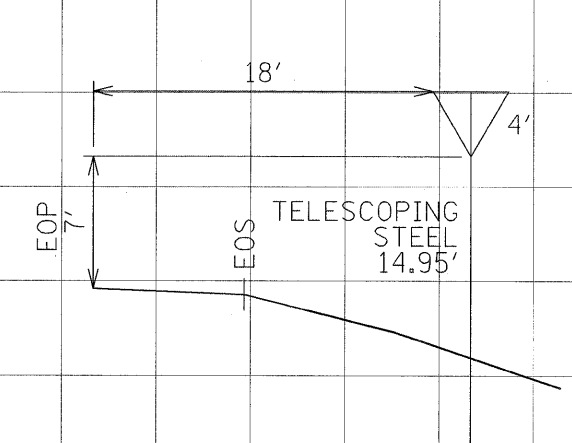
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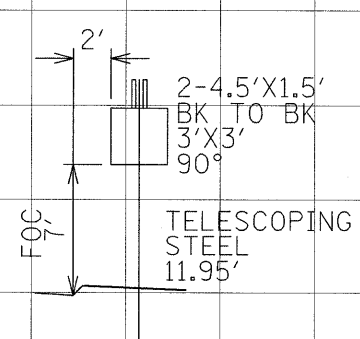
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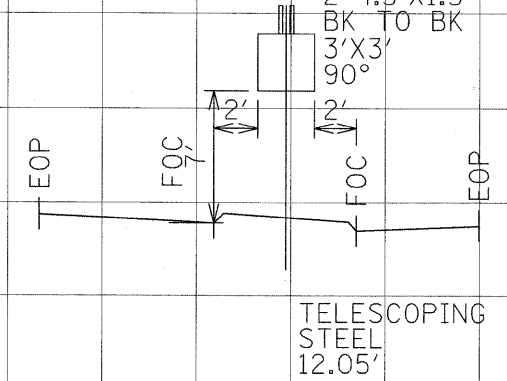
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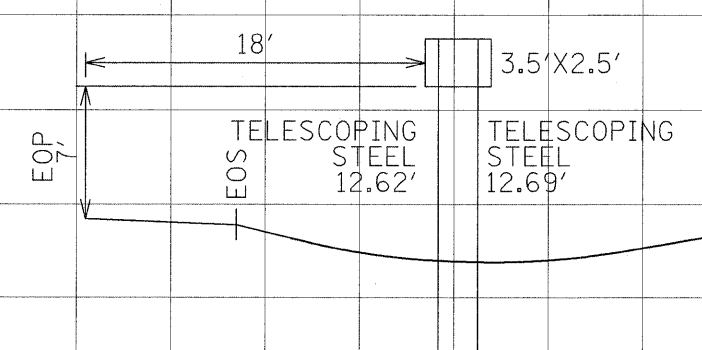
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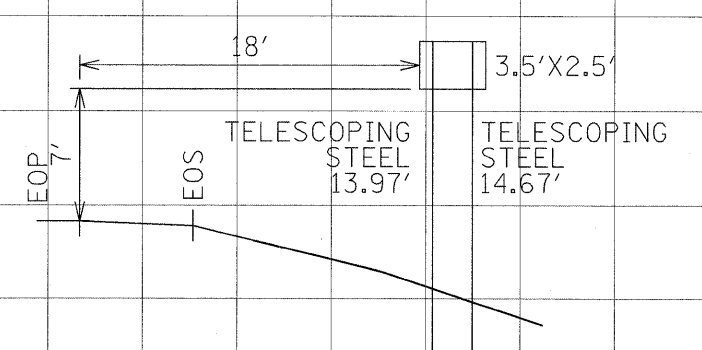
STA. 21+15, RT
RAMP B



STA. 18+97, RT
RAMP B



STA. 18+97, LT
RAMP B



EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...\\0978182-shr\sign\106-122-Ground Mount Xsec.dwg

USER NAME = Brad Downen
PLOT SCALE = 5.0000' / IN.
PLOT DATE = 10/10/2011

DESIGNED - JD
DRAWN - MK
CHECKED - SD
DATE - 10/07/11

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS

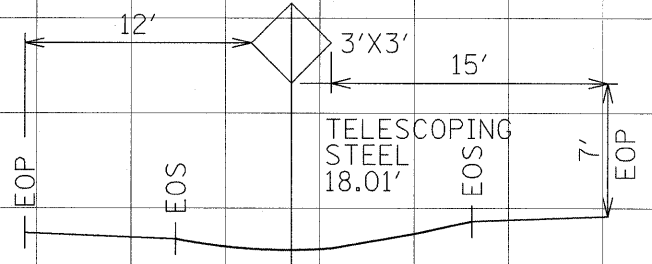
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• X1-6-2HKB-2, HB-1, 2, 1X-1R-1		WILLIAMSON	968	533
• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

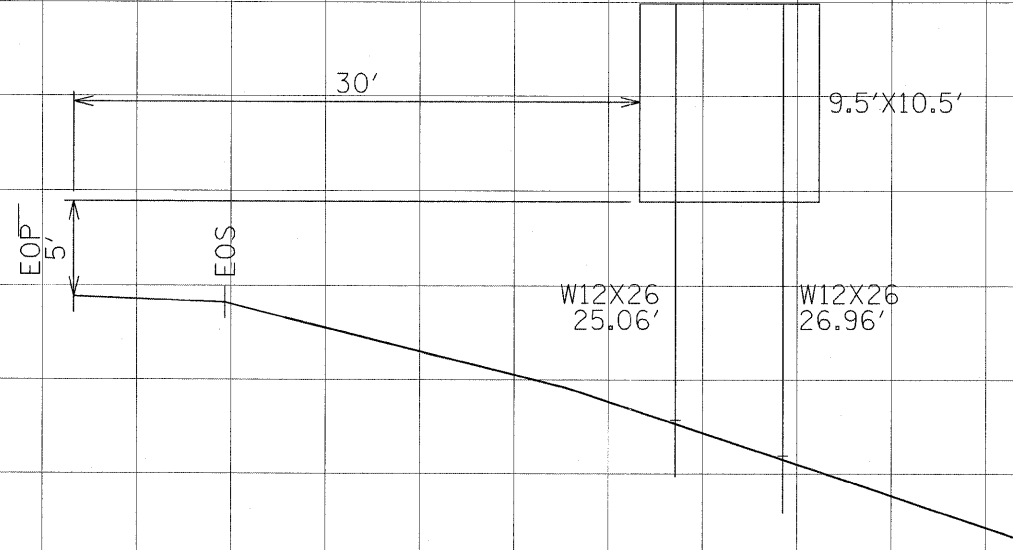
DATE _____ BY _____
 SURVEYED _____ PLOTTED _____
 ORIGINAL SURVEY _____ NOTE BOOK _____
 NO. _____ AREAS CHECKED _____

DATE _____ BY _____
 SURVEYED _____ PLOTTED _____
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 NO. _____ AREAS CHECKED _____

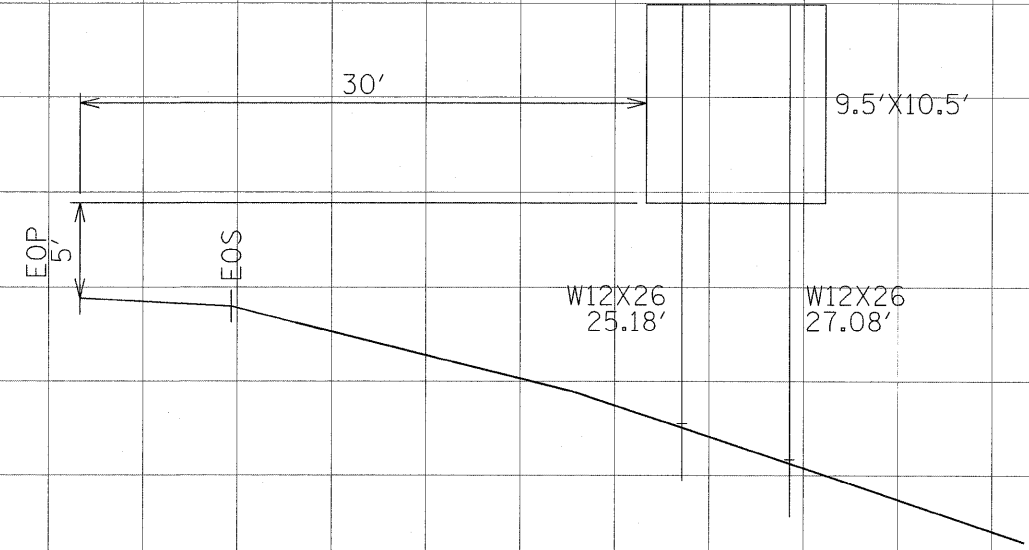
STA. 18+75, RT
RAMP B



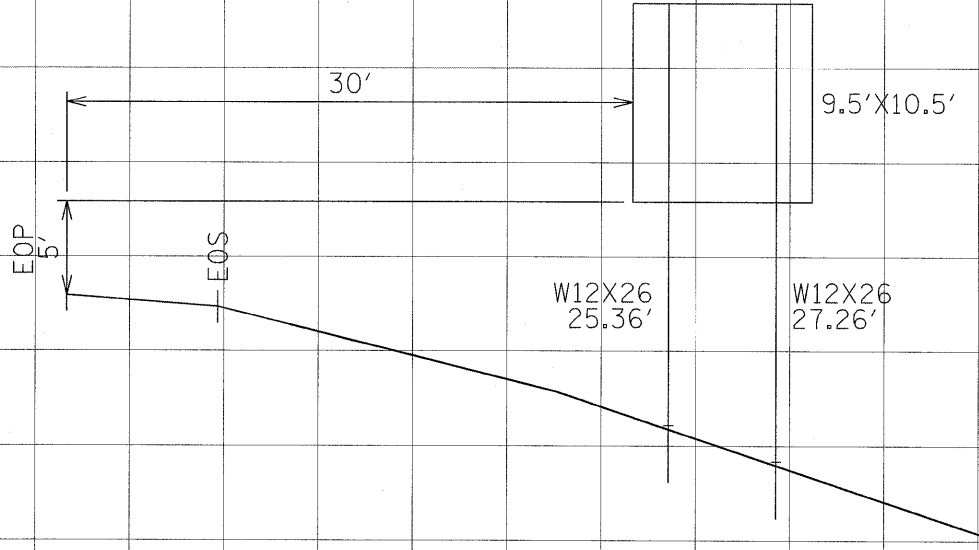
STA. 13+00, RT
RAMP B



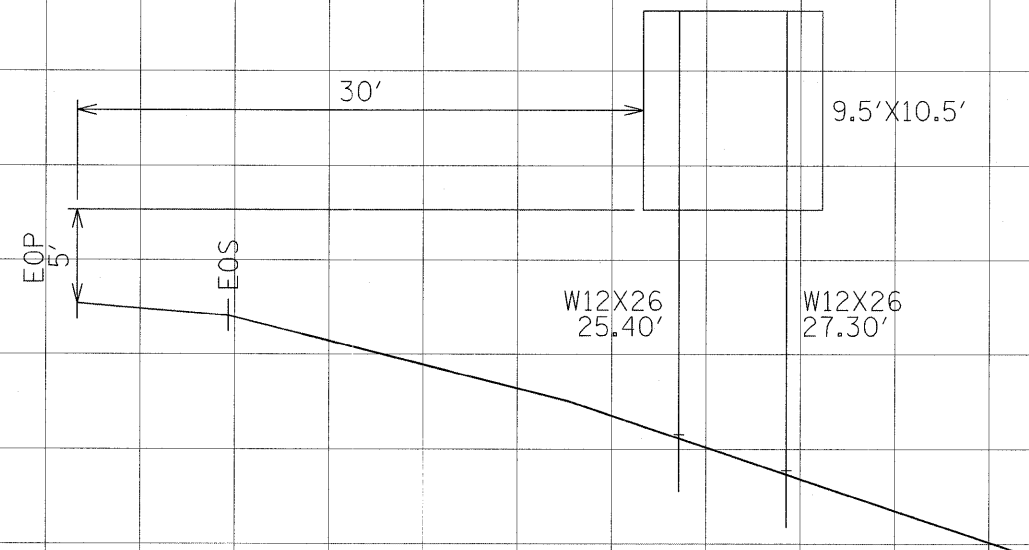
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RAMP B



STA. 11+00, RT
RAMP B



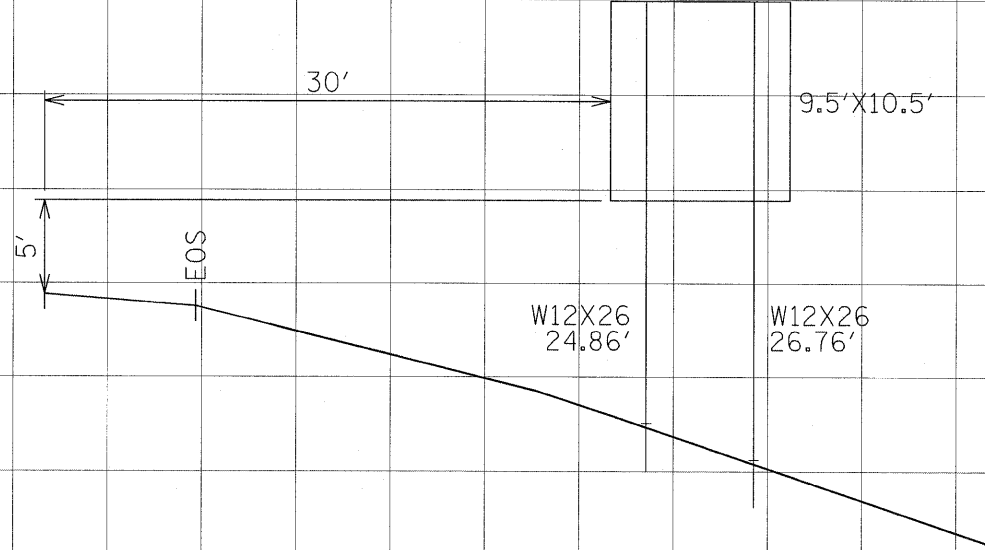
STA. 10+00, RT
RAMP B



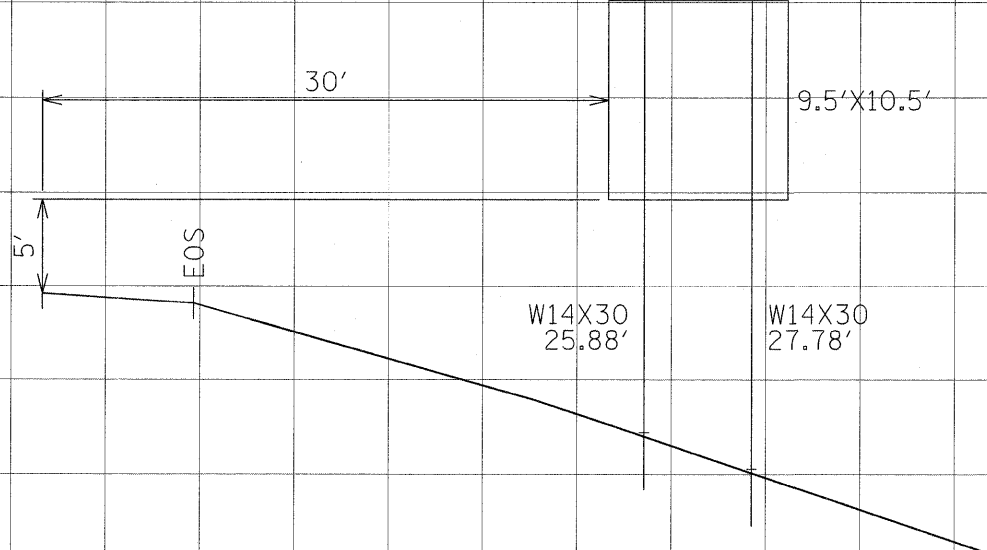
EFK Moen, LLC
Civil Engineering Design

FILE NAME = ...ND978182-sht-sign188-122-Ground Mount Xsec.dgn	USER NAME = Brad Downen	DESIGNED - JD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GROUND MOUNT SIGN CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 5.0000' / IN.	DRAWN - MK	REVISED -			* OX1-6-2HMK-2,HB-1,2(1X)-1R-1	WILLIAMSON	968	534	
	PLOT DATE = 10/10/2011	CHECKED - SD	REVISED -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
		DATE - 10/07/11	REVISED -			ILLINOIS FED. AID PROJECT				
SCALE: 1" = 1'						SHEET NO. 14 OF 15 SHEETS STA. TO STA.				

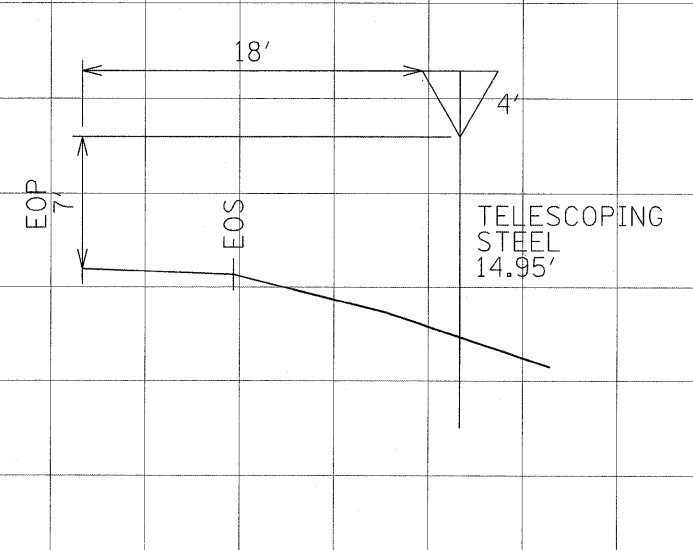
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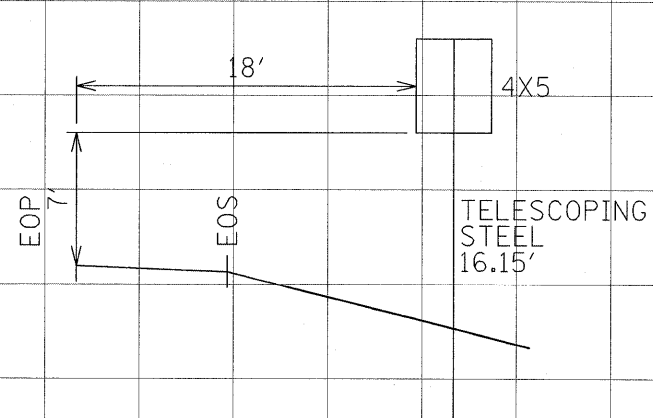
STA. 8+00, RT
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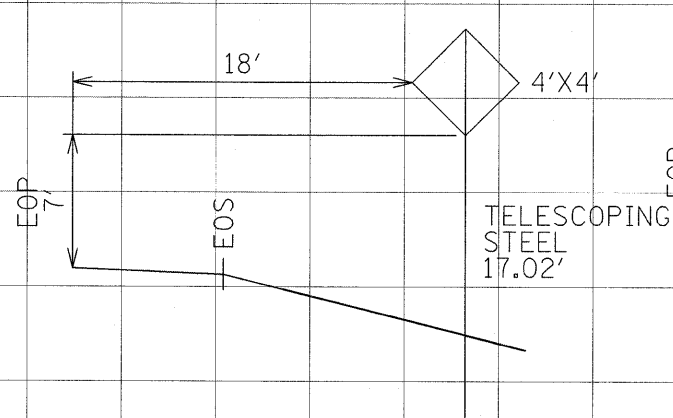
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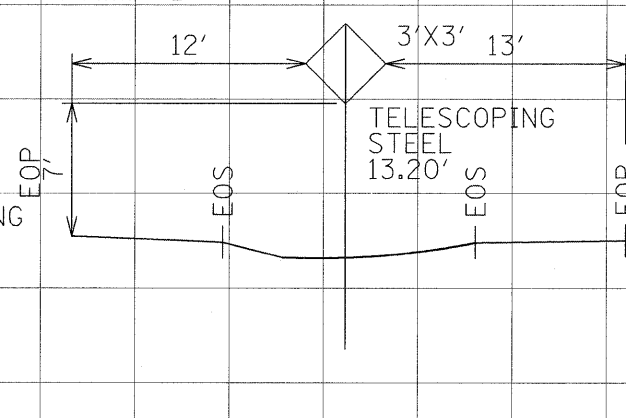
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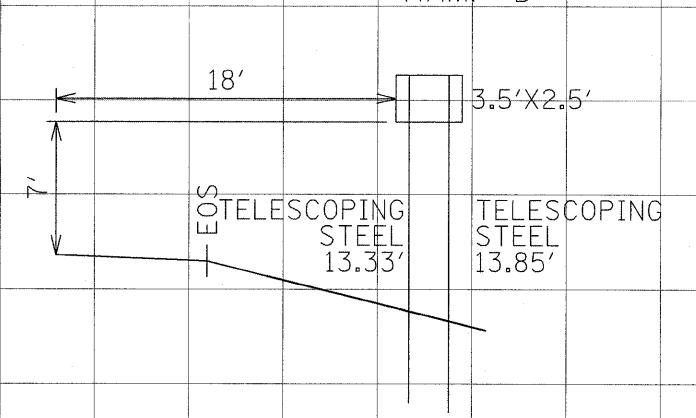
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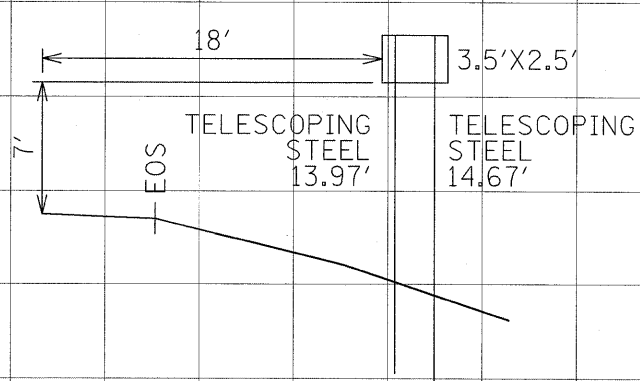
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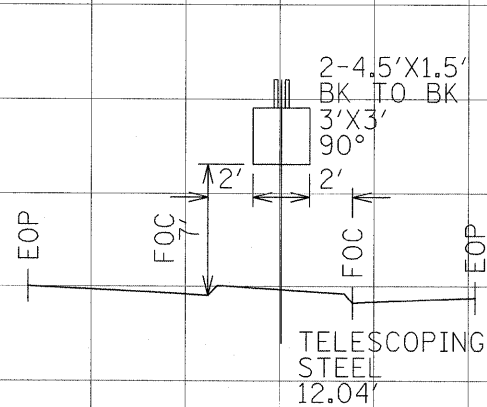
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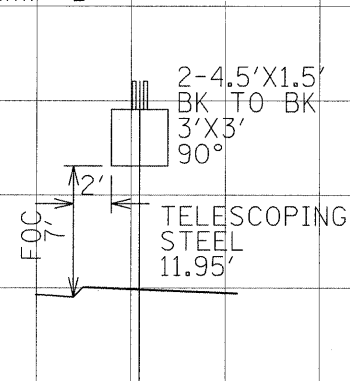
STA. 126+75, LT
RAMP D



STA. 129+27, RT
RAMP D



STA. 129+99, LT
RAMP D



EFK Moen, LLC
Civil Engineering Design

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

DATE	
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NO.	
AREAS CHECKED	
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PLOTTED	
SURVEY	
ORIGINAL	
NOTE BOOK	

FILE NAME = ...D978182-sht-sign08-122-Ground Mount Xsec.dgn
PLOT SCALE = 5.0000' / IN.
PLOT DATE = 10/10/2011

USER NAME = Brad Downen
DESIGNED - JD
DRAWN - MK
CHECKED - SD
DATE - 10/07/11

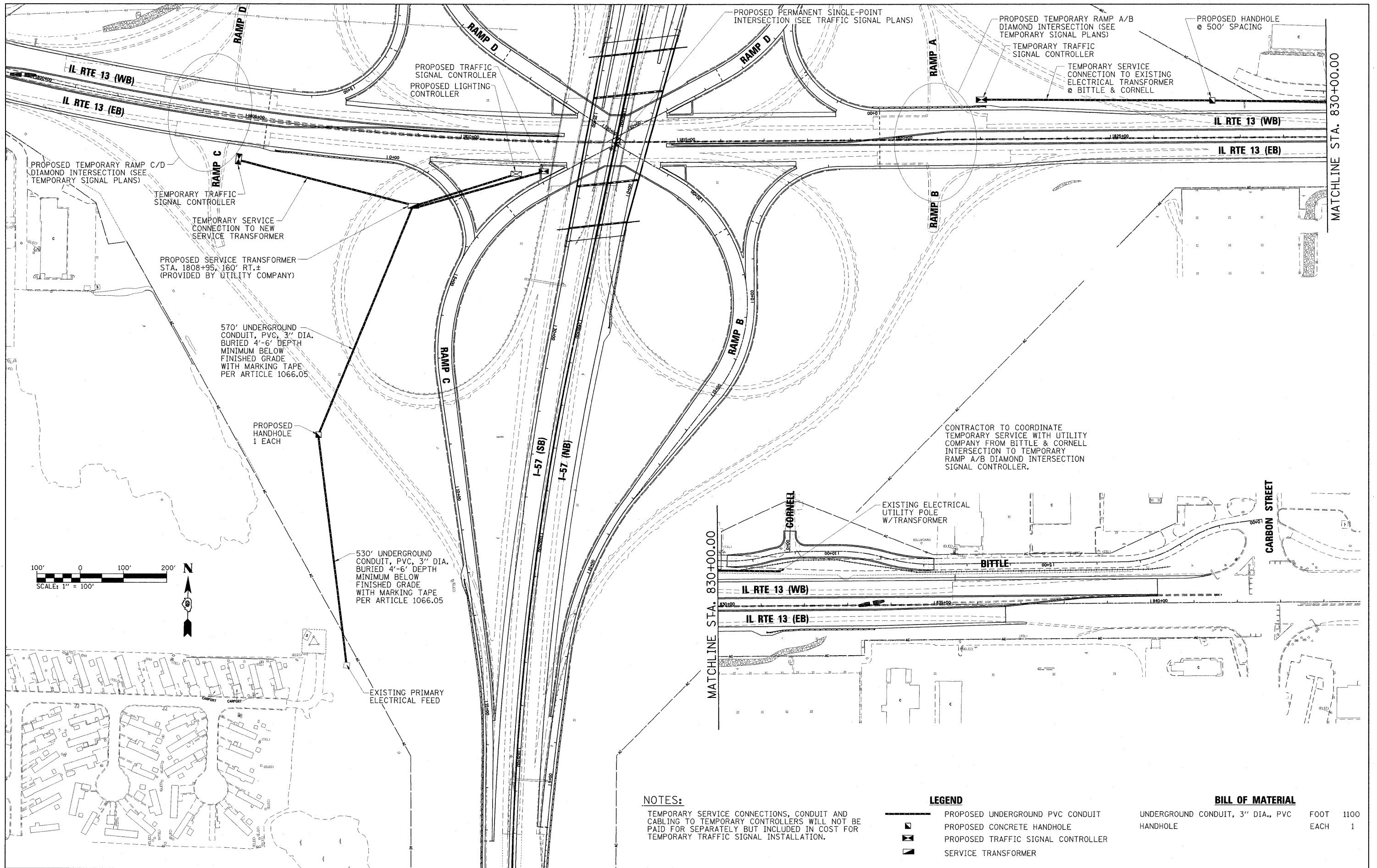
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND MOUNT SIGN CROSS SECTIONS

SCALE: 1"V : 1" H SHEET NO. 15 OF 15 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	0X1-6-2(H)BK-2(HB-1,2)(IX-1R-1	WILLIAMSON	968	535
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				



MATCHLINE STA. 830+00.00

MATCHLINE STA. 830+00.00

NOTES:
 TEMPORARY SERVICE CONNECTIONS, CONDUIT AND CABLING TO TEMPORARY CONTROLLERS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN COST FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.

LEGEND

	PROPOSED UNDERGROUND PVC CONDUIT
	PROPOSED CONCRETE HANDHOLE
	PROPOSED TRAFFIC SIGNAL CONTROLLER
	SERVICE TRANSFORMER

BILL OF MATERIAL

UNDERGROUND CONDUIT, 3" DIA., PVC	FOOT	1100
HANDHOLE	EACH	1

FILE NAME = ...AD978182-sht-ts008A.dgn	USER NAME = Rob Heady	DESIGNED - BSE	REVISED -
		DRAWN - BSE	REVISED -
		CHECKED - SPH	REVISED -
		DATE - 10/07/11	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ELECTRIC SERVICE INSTALLATION DETAILS
 I-57 AND IL ROUTE 13**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	536
*	F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182

ILLINOIS FED. AID PROJECT

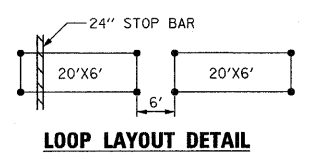
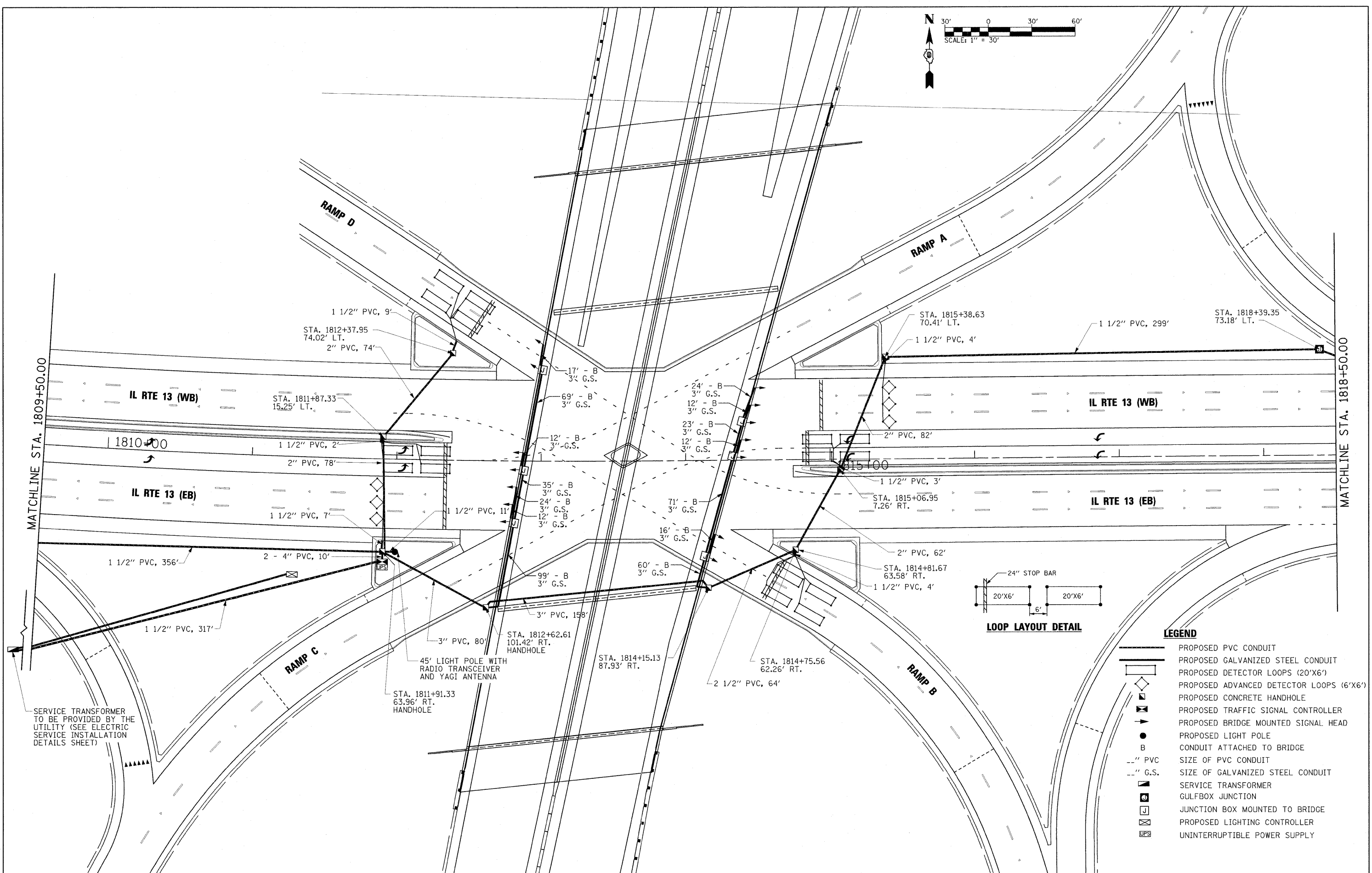
GENERAL TRAFFIC SIGNAL NOTES

1. ALL NON-ESSENTIAL ELECTRIC CABLE SHALL BE REMOVED FROM EXISTING CONDUIT THAT IS TO BE REUSED FOR INSTALLATION OF PROPOSED ELECTRIC CABLE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE PROPOSED ELECTRIC CABLE PAY ITEM.
2. THE FURNISHING AND INSTALLATION OF THE 1 1/4 IN. CONDUIT WITH ITS TRENCHING AND BACKFILL FROM THE LOOP SAWCUT TO THE SPLICE POINT SHALL BE INCLUDED IN THE LOOP INSTALLATION UNLESS SHOWN OTHERWISE ON THE PLANS.
3. THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.
4. SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.
5. ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2 IN. MINIMUM DIAMETER EXCEPT THOSE PLACED UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAWCUT.
6. EXISTING SURFACE DISTURBED DURING EXCAVATION FOR FOUNDATIONS AND PUSH PITS SHALL BE RESTORED TO THE LIMITS AND CONDITION SPECIFIED BY THE ENGINEER OR AS SHOWN ON THE PLANS. UNLESS NOTED OTHERWISE ON THE PLANS THE REMOVAL AND RESTORATION SHALL BE INCLUDED IN THE CONTRACT.
7. CABLE QUANTITIES ARE MEASURED IN PLAN VIEW.
8. SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.
9. THE LOCATION OF THE DETECTOR LOOPS AND TRAFFIC SIGNAL FOUNDATIONS, AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.
10. ALL DETECTOR LOOPS SHALL BE INSTALLED PRIOR TO PLACING HMA SURFACE COURSE.
11. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO THE SHUT-DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.
12. THE TRAFFIC OPERATIONS ENGINEER SHALL BE NOTIFIED PRIOR TO CONSTRUCTION OF MAST ARM AND CONTROLLER FOUNDATIONS, HANDHOLES, GULFBOX JUNCTIONS, AND TEMPORARY SIGNALS AND SHALL APPROVE THE LOCATIONS OF EACH AND MAY ADJUST THEM TO FIT FIELD CONDITIONS.

BILL OF MATERIAL

ITEM	QUANTITY	UNIT
SERVICE INSTALLATION, TYPE A (MODIFIED)	1	EACH
UNDERGROUND CONDUIT, 1 1/2" DIA., PVC	1038	FOOT
UNDERGROUND CONDUIT, 2" DIA., PVC	296	FOOT
UNDERGROUND CONDUIT, 2 1/2" DIA., PVC	64	FOOT
UNDERGROUND CONDUIT, 3" DIA., PVC	238	FOOT
UNDERGROUND CONDUIT, 4" DIA., PVC	10	FOOT
CONDUIT ATTACHED TO STRUCTURE, 3" DIA., GAV. STL	538	FOOT
HANDHOLE	8	EACH
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	1	EACH
GULFBOX JUNCTION	2	EACH
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 14" X 12" X 6"	6	EACH
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	3892	FOOT
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	2159	FOOT
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 4 2C	317	FOOT
SIGNAL HEAD, POLYCARBONATE, LED 1 FACE, 3-SECTION, BRACKET MOUNTED	14	EACH
TRAFFIC SIGNAL BACKPLATE	14	EACH
INDUCTION LOOP DETECTOR AMPLIFIER WITH SYSTEM OUTPUT	4	EACH
DETECTOR LOOP, TYPE I	1906	FOOT
UNINTERRUPTABLE POWER SUPPLY, EXTENDED	1	EACH
RADIO TRANSCEIVER	1	EACH
LIGHT POLE, WEATHERING STEEL, 45 FEET	1	EACH

FILE NAME = ...D978182-shr-TS000B.dgn	USER NAME = Rob Heady	DESIGNED - BSE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL TRAFFIC SIGNAL NOTES AND BILL OF MATERIAL I-57 AND IL ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GLD	REVISED -			* (X1-6-2)HBK-2, HB-1,2 (IX-1)R-1	WILLIAMSON	968	537	
		CHECKED - SPH	REVISED -			* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
		DATE - 10/07/11	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE: N/A	SHEET NO. OF SHEETS	STA.	TO STA.			



- LEGEND**
- PROPOSED PVC CONDUIT
 - PROPOSED GALVANIZED STEEL CONDUIT
 - ◻ PROPOSED DETECTOR LOOPS (20'X6')
 - ◻ PROPOSED ADVANCED DETECTOR LOOPS (6'X6')
 - ◻ PROPOSED CONCRETE HANDHOLE
 - ◻ PROPOSED TRAFFIC SIGNAL CONTROLLER
 - ◻ PROPOSED BRIDGE MOUNTED SIGNAL HEAD
 - ◻ PROPOSED LIGHT POLE
 - B CONDUIT ATTACHED TO BRIDGE
 - " PVC SIZE OF PVC CONDUIT
 - " G.S. SIZE OF GALVANIZED STEEL CONDUIT
 - ◻ SERVICE TRANSFORMER
 - ◻ GULFBOX JUNCTION
 - ◻ JUNCTION BOX MOUNTED TO BRIDGE
 - ◻ PROPOSED LIGHTING CONTROLLER
 - ◻ UNINTERRUPTIBLE POWER SUPPLY

FILE NAME = ...\\0978182-shr-ts001.dgn

USER NAME = Rob Heady
 DESIGNED - BSE
 DRAWN - RAH
 CHECKED - SPH
 PLOT DATE = 10/10/2011

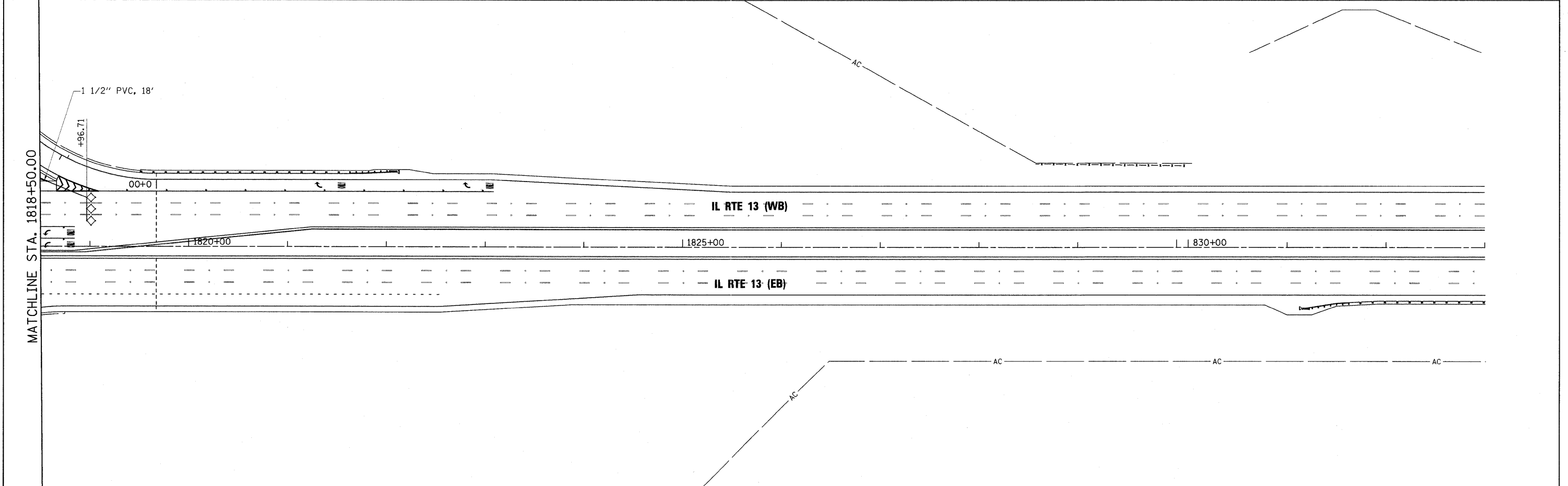
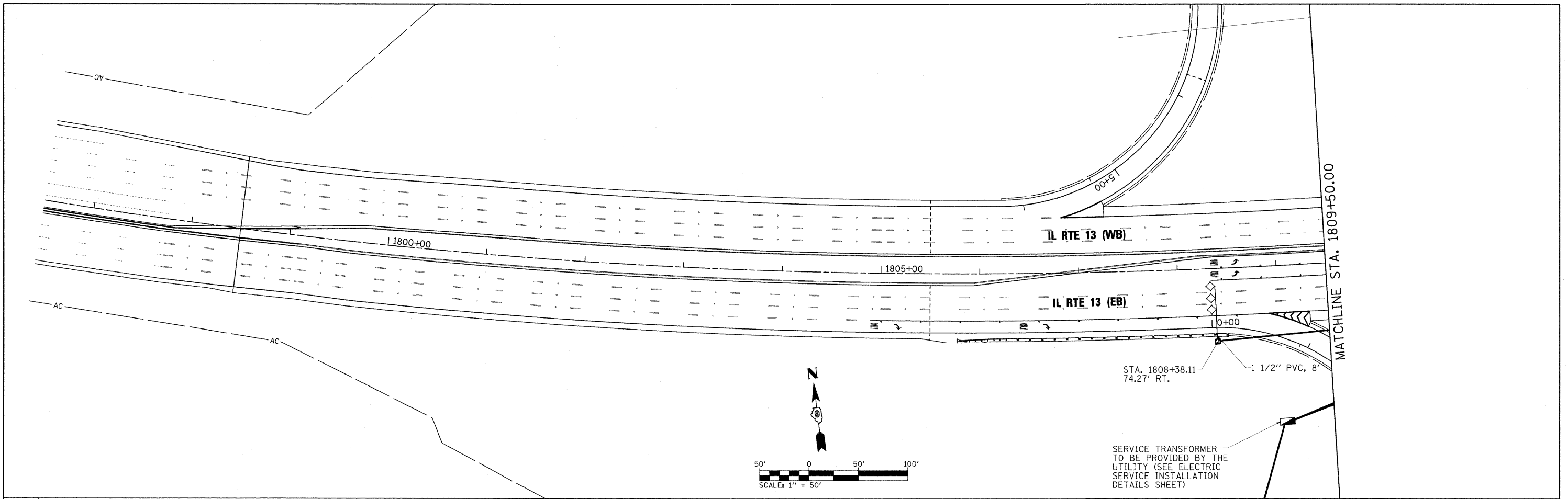
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

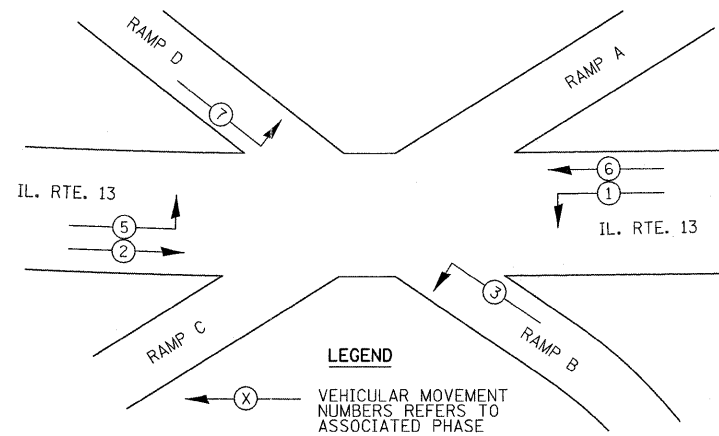
**PROPOSED TRAFFIC SIGNAL PLAN
 ILLINOIS ROUTE 13**

SCALE: 1" = 30' SHEET NO. OF SHEETS STA. 1811+00.00 TO STA. 1818+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	0X1-6-2HKB-2, HB-1,2; 0X-1R-1	WILLIAMSON	968	538
•	F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182
ILLINOIS FED. AID PROJECT				

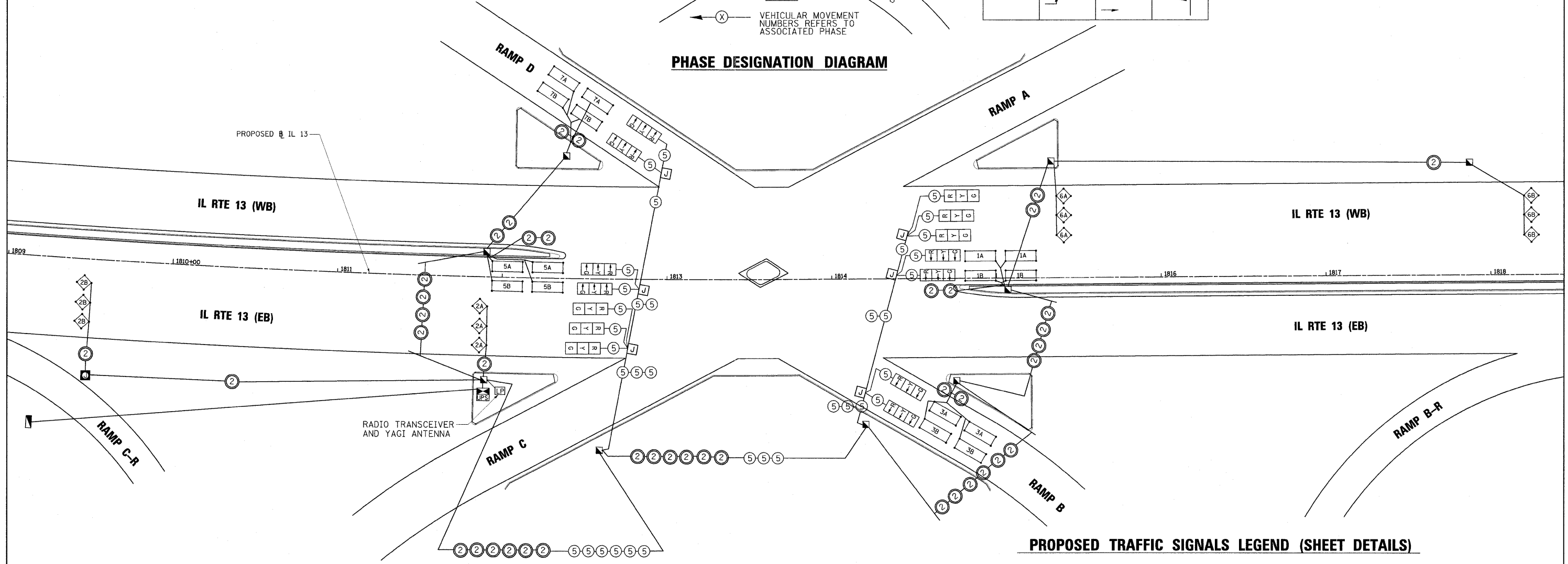


FILE NAME = ...D978182-sh1-ts002.dgn	USER NAME = Rob Heady	DESIGNED - BSE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL ADVANCE DETECTOR LOOPS ILLINOIS ROUTE 13		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - RAH	REVISED -				* (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	539	
	PLOT DATE = 10/10/2011	CHECKED - SPH	REVISED -				* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
	DATE = 10/07/11	REVISED -		SCALE: 1" = 50'		SHEET NO. OF SHEETS	STA. 1780+00.00 TO STA. 1811+00.00		ILLINOIS FED. AID PROJECT		



	IL. 13	IL. 13	RAMP
MOVEMENT			

PHASE DESIGNATION DIAGRAM



RADIO TRANSCIVER AND YAGI ANTENNA

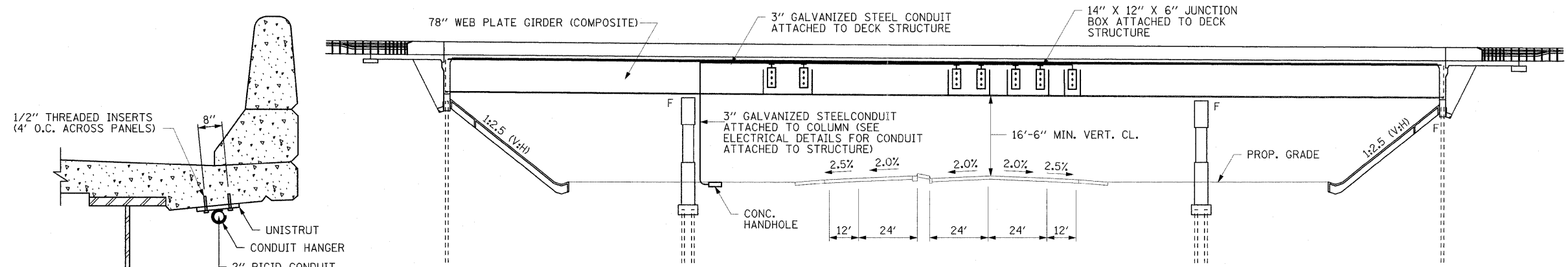
PROPOSED TRAFFIC SIGNALS LEGEND (SHEET DETAILS)

- PROPOSED LIGHT POLE
- SIGNAL SECTION 12"
- TRAFFIC SIGNAL WITH BACKPLATE
- TRAFFIC SIGNAL CONTROLLER CABINET
- HANDHOLE
- JUNCTION BOX ATTACHED TO STRUCTURE
- SERVICE TRANSFORMER
- NUMBER IN CIRCLE INDICATES NUMBER OF CONDUCTORS IN THAT CABLE
- INDICATES 2/C TWISTED, SHIELDED CABLE IN CONDUIT
- INDICATED MULTIPLE CABLES
- (4) NUMBER IN PARENTHESIS INDICATES PHASE
- PROPOSED LIGHT CONTROLLER
- GULFBOX JUNCTION
- PROPOSED DETECTOR LOOPS, 20'X6'
- PROPOSED ADVANCED LOOPS, 5'X5'
- INDICATES 5'X5' ADVANCED LOOPS; NUMBER INDICATES PHASE, LETTER INDICATES AMPLIFIER, "S" INDICATES SYSTEM LOOP

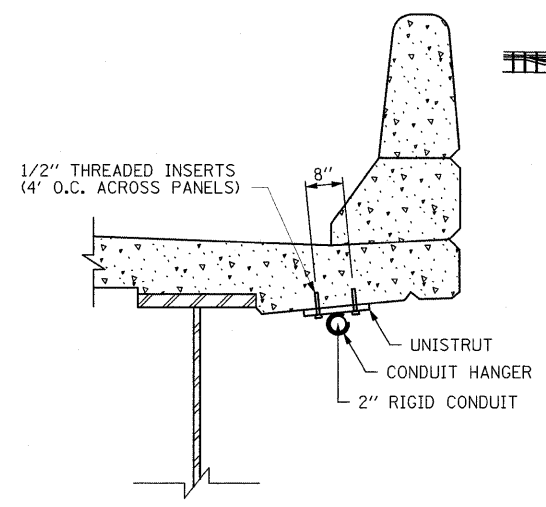
NOTES:

1. ALL SIGNAL LENSES SHALL BE 12 INCHES.
2. ALL CABLES SHALL BE A.W.G. #14 UNLESS OTHERWISE NOTED
3. GROUNDING AND BONDING, SHALL BE IN ACCORDANCE WITH STANDARD 873001-02 METAL JUNCTION BOXES SHALL ALSO BE GROUNDED SIMILAR TO HANDHOLES.
4. SEE NEXT SHEET FOR DETAILS ON ITEMS ATTACHED TO STRUCTURE.

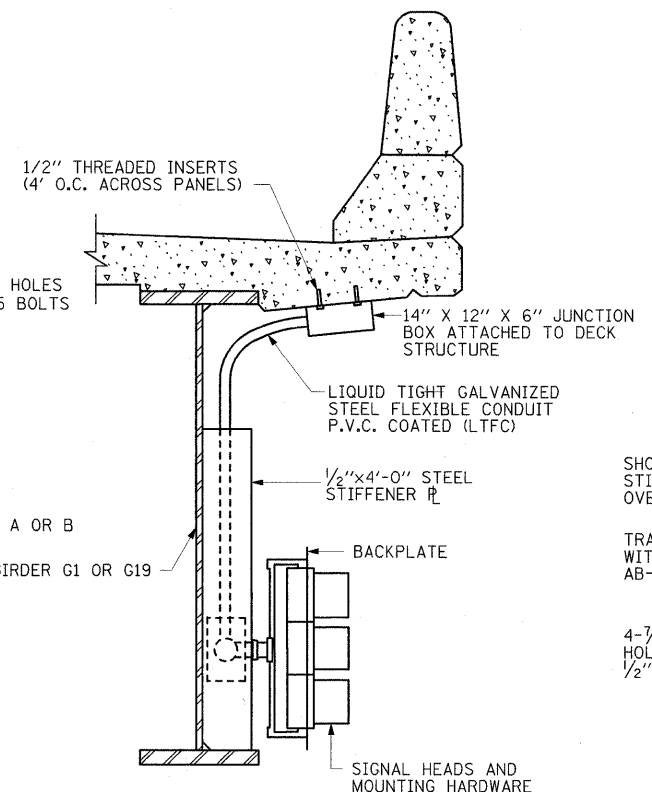
FILE NAME = ... \D978182-sh-t-ts003.dgn	USER NAME = Roo Heady	DESIGNED - BSE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL CABLE DIAGRAM ILLINOIS ROUTE 13			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - RAH	REVISED -		SCALE: N.T.S.	SHEET NO.	OF	SHEETS	STA.	TO STA.	WILLIAMSON	968	540
		CHECKED - SPH	REVISED -								* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	
		DATE - 10/07/11	REVISED -								ILLINOIS FED. AID PROJECT		



BRIDGE ELEVATION



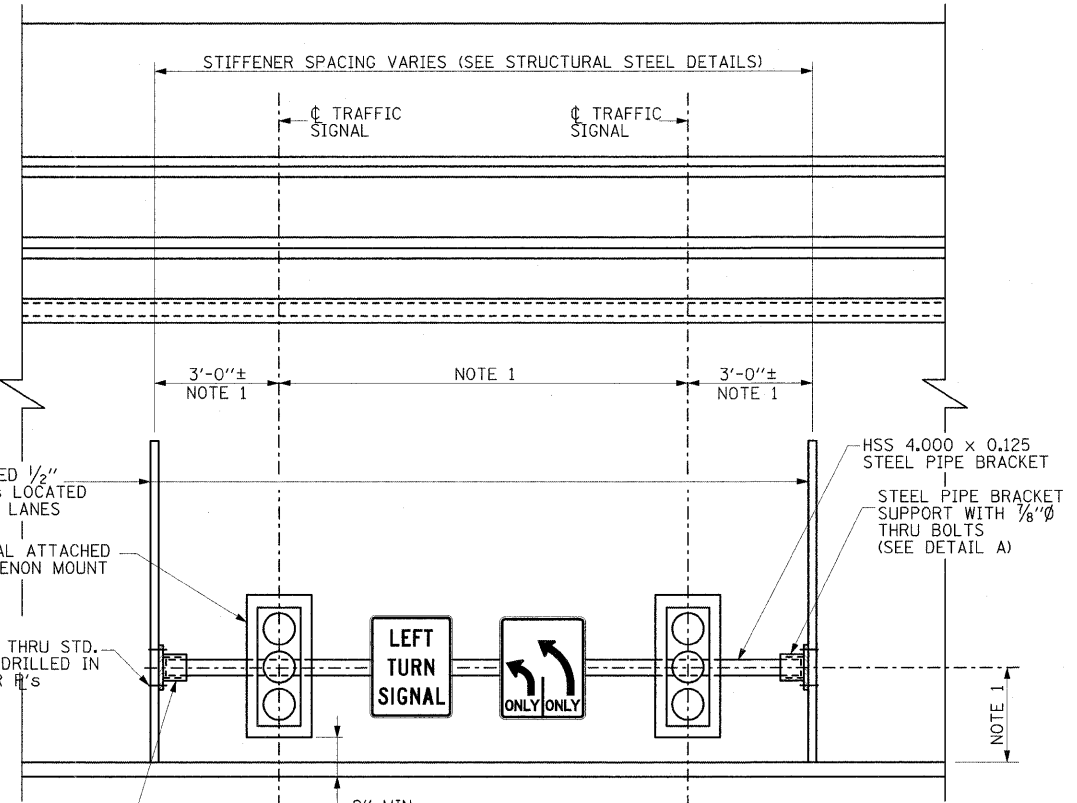
CONDUIT DETAIL



ELEVATION

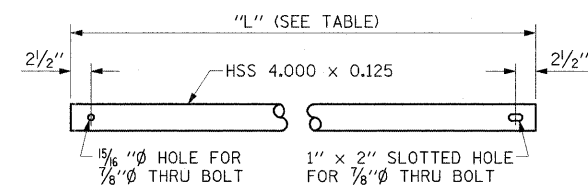
PIPE BRACKET SUPPORT

NOTE: FIELD DRILL HOLED IN DESIGNATED STIFFENERS FOR PIPE BRACKET SUPPORT



FRONT VIEW

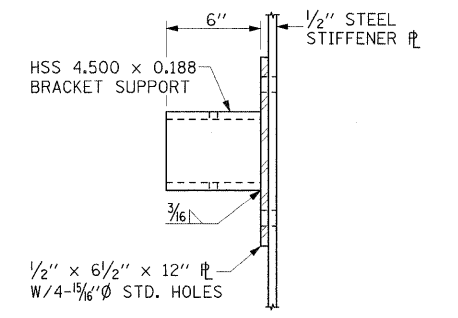
STEEL PIPE BRACKET SUPPORT WITH 7/8" THRU BOLTS (SEE DETAIL B)



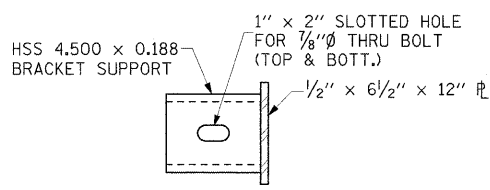
STEEL PIPE BRACKET DETAIL

LENGTH	# REQUIRED
5'-9 1/2"	2
17'-11 1/2"	2
18'-3 1/2"	2
18'-3 1/2"	1
23'-0 1/2"	1

PIPE LENGTH SCHEDULE, "L"

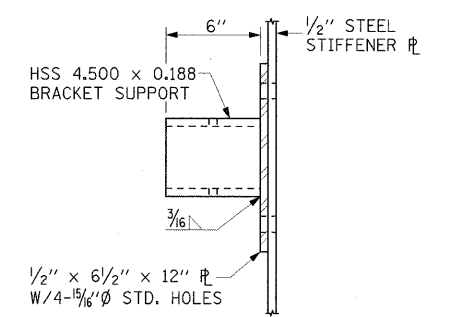


FRONT VIEW

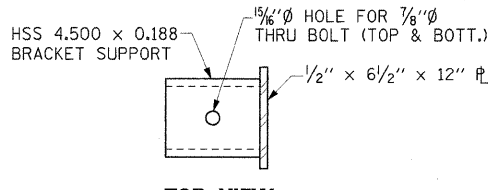


TOP VIEW

DETAIL A - SLOTTED HOLE SUPPORT
(14 REQUIRED)



FRONT VIEW



TOP VIEW

DETAIL B - STANDARD HOLE SUPPORT
(14 REQUIRED)

TRAFFIC SIGNAL HEAD EXTERIOR GIRDER CONNECTION DETAILS

NOTE: TWO HARDENED WASHERS SHALL BE REQUIRED OVER ALL OVERSIZED HOLES.

NOTES:

1. FINAL DIMENSIONS TO BE DETERMINED BY INSTALLER IN THE FIELD.

FILE NAME = ...ND978182-shr-ts004.dgn	USER NAME = Rob Heady	DESIGNED - BSE / BPD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL DETAILS ILLINOIS ROUTE 13				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 25.0000' / IN.	DRAWN - BSE / GLD	REVISED -		SCALE: N.T.S.	SHEET NO.	OF	SHEETS	STA.	TO STA.	WILLIAMSON	968	541
	PLOT DATE = 10/10/2011	CHECKED - SPH	REVISED -								F.A.I. 57 AND F.A.P. 331		
		DATE - 10/07/11	REVISED -								CONTRACT NO. 78182		

GENERAL LIGHTING NOTES:

1. ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
2. EXISTING LIGHT POLES AND FOUNDATIONS TO BE REMOVED, AND ALL ASSOCIATED HARDWARE AND APPURTENANCES, SHALL NOT BE SALVAGED BUT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE.
3. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
4. CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE "UNDERGROUND CONDUIT" PAY ITEM.
6. PROPOSED LIGHT POLES TO BE INSTALLED AT A 20 FEET SETBACK FROM THE EDGE OF TRAVELED PAVEMENT OR 4 FEET BEHIND THE GUARDRAIL UNLESS NOTED OTHERWISE ON THE PLANS. NO POLES TO BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.
7. NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT APPROVAL OF THE ENGINEER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
9. ALL RELOCATIONS AND ADJUSTMENTS TO EXISTING LIGHTING UNITS TO SERVE AS TEMPORARY LIGHTING DUE TO STAGING OR CONSTRUCTION SHALL BE MADE AT NO ADDITIONAL COST. ADDITIONAL AERIAL CABLE SPANS SHALL BE FURNISHED AND INSTALLED AS DIRECTED BY THE ENGINEER, AND THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
10. BREAKAWAY DEVICES SHALL NOT BE INSTALLED FOR POLES LOCATED BEHIND THE GUARDRAIL OR MOUNTED ON BRIDGE PARAPET WALLS.
11. CONTRACTOR SHALL BE REQUIRED TO VERIFY AS-BUILT LOCATIONS OF ANY PROPOSED DRAINAGE OR UNDERGROUND STRUCTURES PRIOR TO CONSTRUCTING LIGHT POLE FOUNDATIONS AND MAKE NECESSARY ADJUSTMENTS TO ACCOMMODATE THESE FACILITIES.

BILL OF MATERIAL

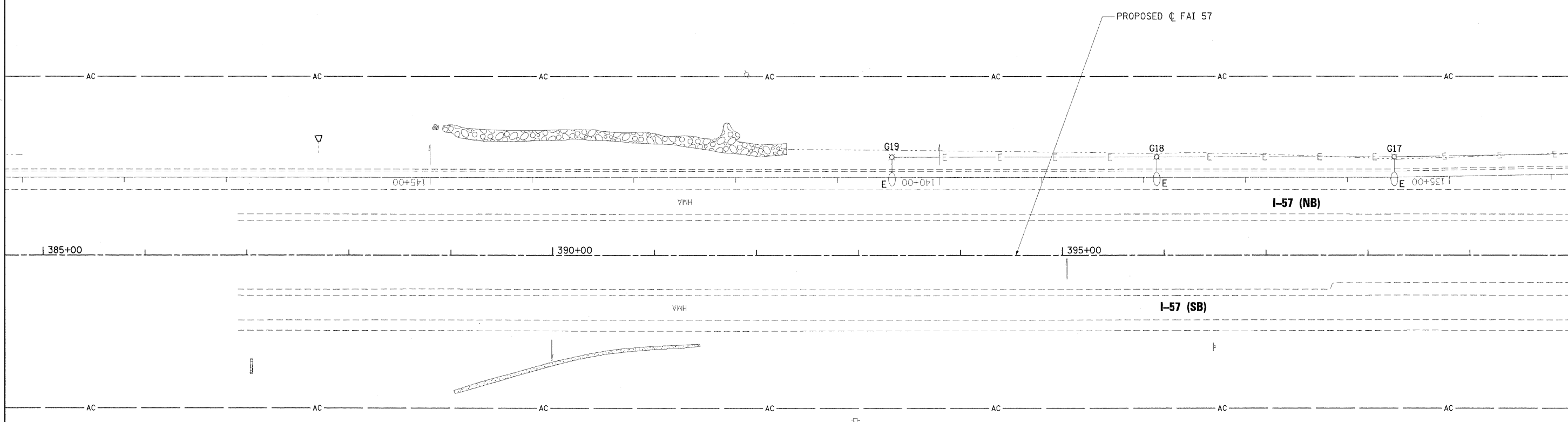
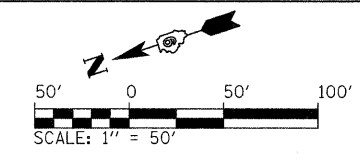
PAY ITEM	DESCRIPTION	UNIT	QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	2
81028350	UNDERGROUND CONDUIT, 2" DIA. PVC	FOOT	1,145
81028370	UNDERGROUND CONDUIT, 3" DIA. PVC	FOOT	441
	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	60
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	890
81300530	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 10" X 6"	EACH	10
81603000	UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	7,819
81603030	UNIT DUCT, 600V, 2-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	10,795
81603040	UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	9,239
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	968
81702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	794
82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	114
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	13
82104000	LUMINAIRE, SODIUM VAPOR, MULTI-MOUNT, 400 WATT	EACH	6
82107300	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	10
82500360	LIGHTING CONTROLLER, BASE MOUNTED, 480 VOLT, 100 AMP	EACH	1
82500380	LIGHTING CONTROLLER, BASE MOUNTED, 480 VOLT, 200 AMP	EACH	1
83009300	LIGHT POLE, ALUMINUM, 45 FT. M.H., 8 FT. MAST ARM	EACH	4
83009600	LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. MAST ARM	EACH	114
83010600	LIGHT POLE, ALUMINUM, 50 FT. M.H., 15 FT. MAST ARM	EACH	9
83062735	LIGHT POLE, WEATHERING STEEL, 45 FT. M.H., TENON MOUNT - TWIN	EACH	1
83600357	LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 8'	EACH	137
83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	480
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	19
84200804	REMOVAL OF POLE FOUNDATION	EACH	32
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	13
84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	2
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	2
84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	2
X8410102	TEMPORARY LIGHTING SYSTEM	L. SUM	1

INDEX OF SHEETS

- L1 GENERAL LIGHTING NOTES, BILL OF MATERIAL AND INDEX OF SHEETS
- L2 - L16 EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLANS
- L17 - L30 PROPOSED LIGHTING PLANS
- L31 - L42 LIGHTING DETAILS

L1

FILE NAME =	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL LIGHTING NOTES, BILL OF MATERIAL AND INDEX OF SHEETS INTERSTATE 57	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...D978182-shr-Light-L-1-notes-index-1-57.dgn	DRAWN - GLD (CMT)	REVISED -				* (X1-6-2)HBK-2, HB-1,2; (X-1R-1	WILLIAMSON	968	542	
PLOT SCALE = 30.0000' / IN.	CHECKED -	REVISED -				* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
PLOT DATE = 10/13/2011	DATE - 10/7/2011	REVISED -							ILLINOIS FED. AID PROJECT	
				SCALE: N.T.S.	SHEET NO. L1 OF L42 SHEETS	STA.	TO STA.			



FOR INFORMATION ONLY
NO ELECTRICAL WORK ON THIS SHEET

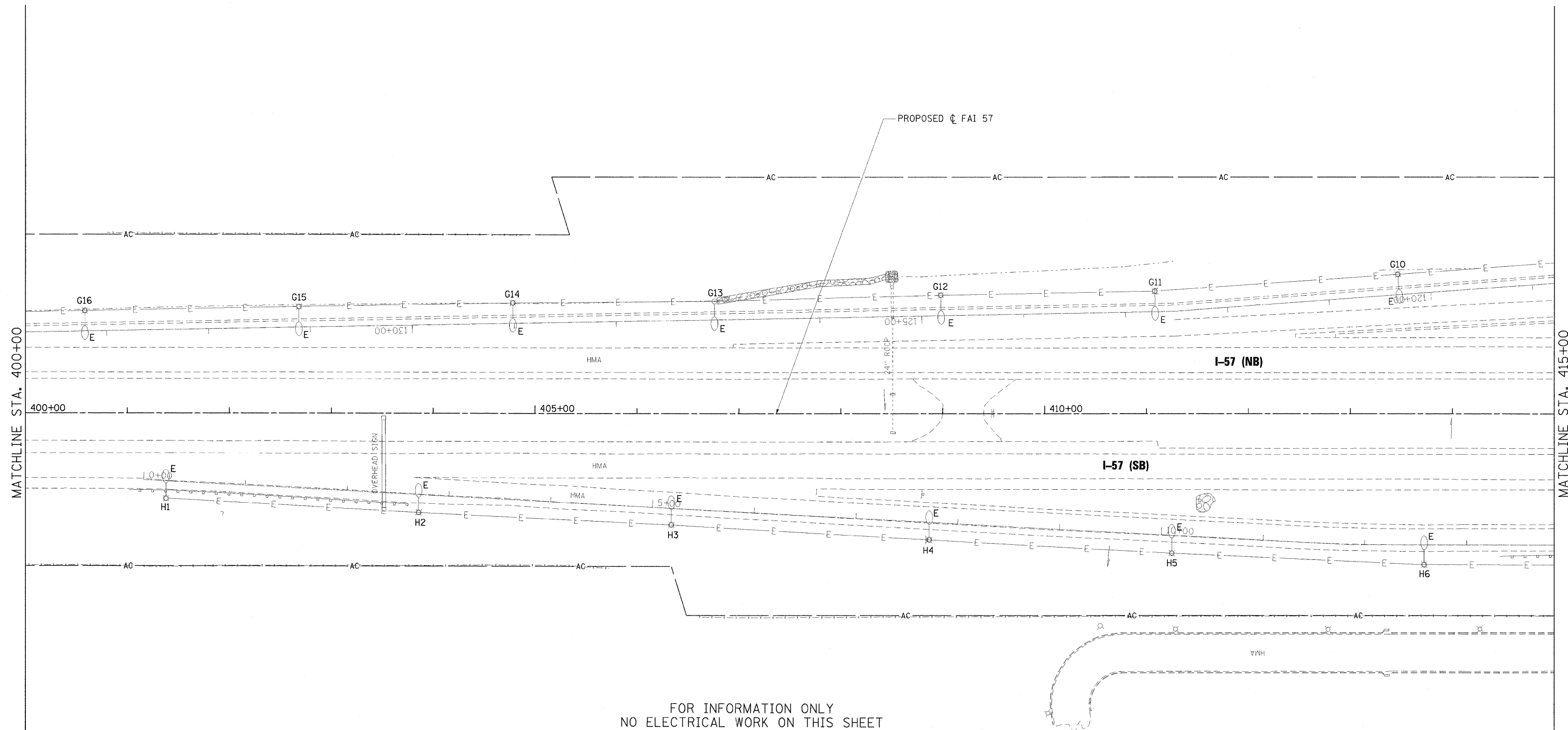
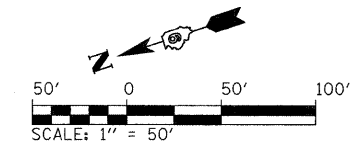
LEGEND

- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

FILE NAME = ...D978182-shr-Light-I57.001.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -				* (X1-6-2)HBK-2, HB-1,2; (X-1R-1	WILLIAMSON	968	543	
	PLOT DATE = 10/12/2011	CHECKED -	REVISED -				* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	[ILLINOIS] FED. AID PROJECT		
	DATE = 10/7/2011	REVISED -		SCALE: 1" = 50'	SHEET NO. L2 OF L42 SHEETS	STA. 385+00 TO STA. 400+00					



LEGEND

- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

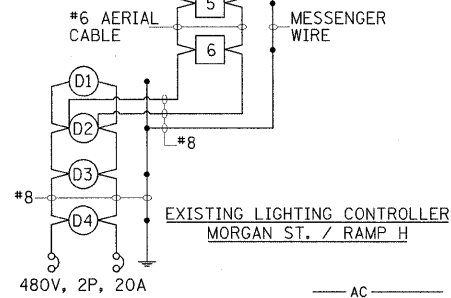
L3

FILE NAME = ...D978182-shr-Light-157_002.dgn	USER NAME = Gery Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN INTERSTATE 57	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	CHECKED - GLD (CMT)	REVISED -			* 01-6-2HMK-2, HB-1,2; 01-1R-1	WILLIAMSON	968	544	
	PLOT DATE = 10/12/2011	DATE - 10/7/2011	REVISED -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	ILLINOIS FED. AID PROJECT		

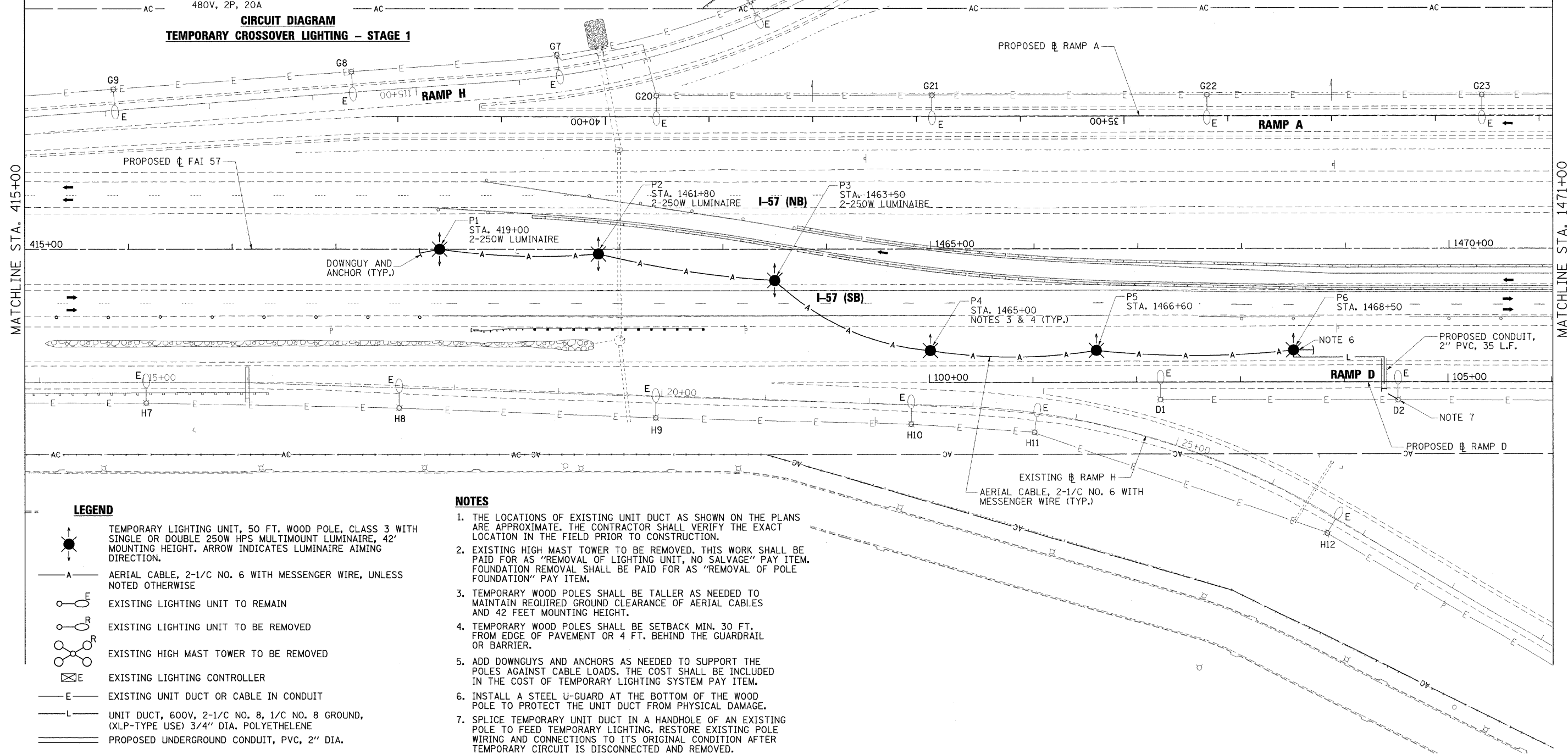
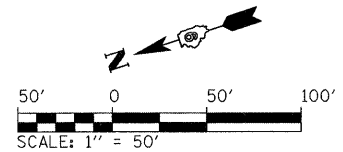
SCALE: 1" = 50' SHEET NO. L3 OF L42 SHEETS STA. 400+00 TO STA. 415+00

LEGEND

- EXISTING 400W LUMINAIRE
- TEMPORARY 250W LUMINAIRE (2 LUMINAIRES AS NOTED)



CIRCUIT DIAGRAM
TEMPORARY CROSSOVER LIGHTING - STAGE 1



- TEMPORARY LIGHTING UNIT, 50 FT. WOOD POLE, CLASS 3 WITH SINGLE OR DOUBLE 250W HPS MULTIMOUNT LUMINAIRE, 42' MOUNTING HEIGHT. ARROW INDICATES LUMINAIRE AIMING DIRECTION.
- A — AERIAL CABLE, 2-1/C NO. 6 WITH MESSENGER WIRE, UNLESS NOTED OTHERWISE
- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- ⊗ EXISTING HIGH MAST TOWER TO BE REMOVED
- ⊗ EXISTING LIGHTING CONTROLLER
- E — EXISTING UNIT DUCT OR CABLE IN CONDUIT
- L — UNIT DUCT, 600V, 2-1/C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE) 3/4" DIA. POLYETHELENE
- — PROPOSED UNDERGROUND CONDUIT, PVC, 2" DIA.








NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.
3. TEMPORARY WOOD POLES SHALL BE TALLER AS NEEDED TO MAINTAIN REQUIRED GROUND CLEARANCE OF AERIAL CABLES AND 42 FEET MOUNTING HEIGHT.
4. TEMPORARY WOOD POLES SHALL BE SETBACK MIN. 30 FT. FROM EDGE OF PAVEMENT OR 4 FT. BEHIND THE GUARDRAIL OR BARRIER.
5. ADD DOWNGUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLES AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY LIGHTING SYSTEM PAY ITEM.
6. INSTALL A STEEL U-GUARD AT THE BOTTOM OF THE WOOD POLE TO PROTECT THE UNIT DUCT FROM PHYSICAL DAMAGE.
7. SPLICE TEMPORARY UNIT DUCT IN A HANDHOLE OF AN EXISTING POLE TO FEED TEMPORARY LIGHTING. RESTORE EXISTING POLE WIRING AND CONNECTIONS TO ITS ORIGINAL CONDITION AFTER TEMPORARY CIRCUIT IS DISCONNECTED AND REMOVED.

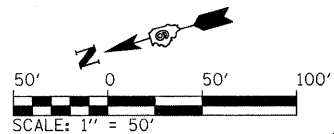
L4

FILE NAME = ...D978182-sh1-Light-157_003.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN INTERSTATE 57	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,0000' / IN.	DRAWN - GLD (CMT)	REVISED -			* 0X1-6-2H8K-2, HB-1,2; 0X-1R-1	WILLIAMSON	968	545	
	PLOT DATE = 10/12/2011	CHECKED -	REVISED -			* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
		DATE = 10/7/2011	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE: 1" = 50'	SHEET NO. L4 OF L42 SHEETS		STA. 415+00	TO STA. 1471+00	

LEGEND

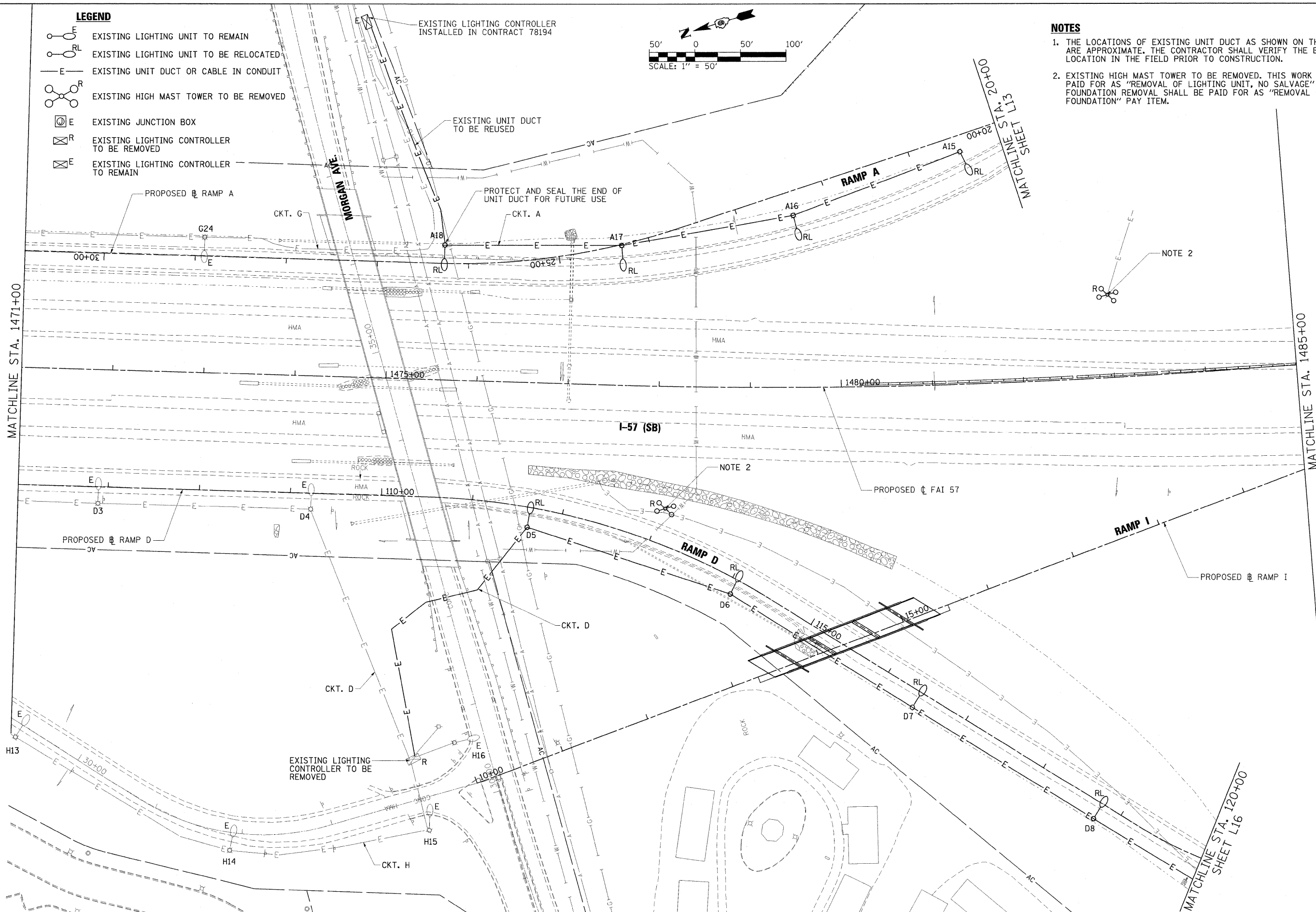
-  EXISTING LIGHTING UNIT TO REMAIN
-  EXISTING LIGHTING UNIT TO BE RELOCATED
-  EXISTING UNIT DUCT OR CABLE IN CONDUIT
-  EXISTING HIGH MAST TOWER TO BE REMOVED
-  EXISTING JUNCTION BOX
-  EXISTING LIGHTING CONTROLLER TO BE REMOVED
-  EXISTING LIGHTING CONTROLLER TO REMAIN

EXISTING LIGHTING CONTROLLER
INSTALLED IN CONTRACT 78194



NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.



MATCHLINE STA. 1471+00

MATCHLINE STA. 1485+00

MATCHLINE STA. 120+00
SHEET L16

L5

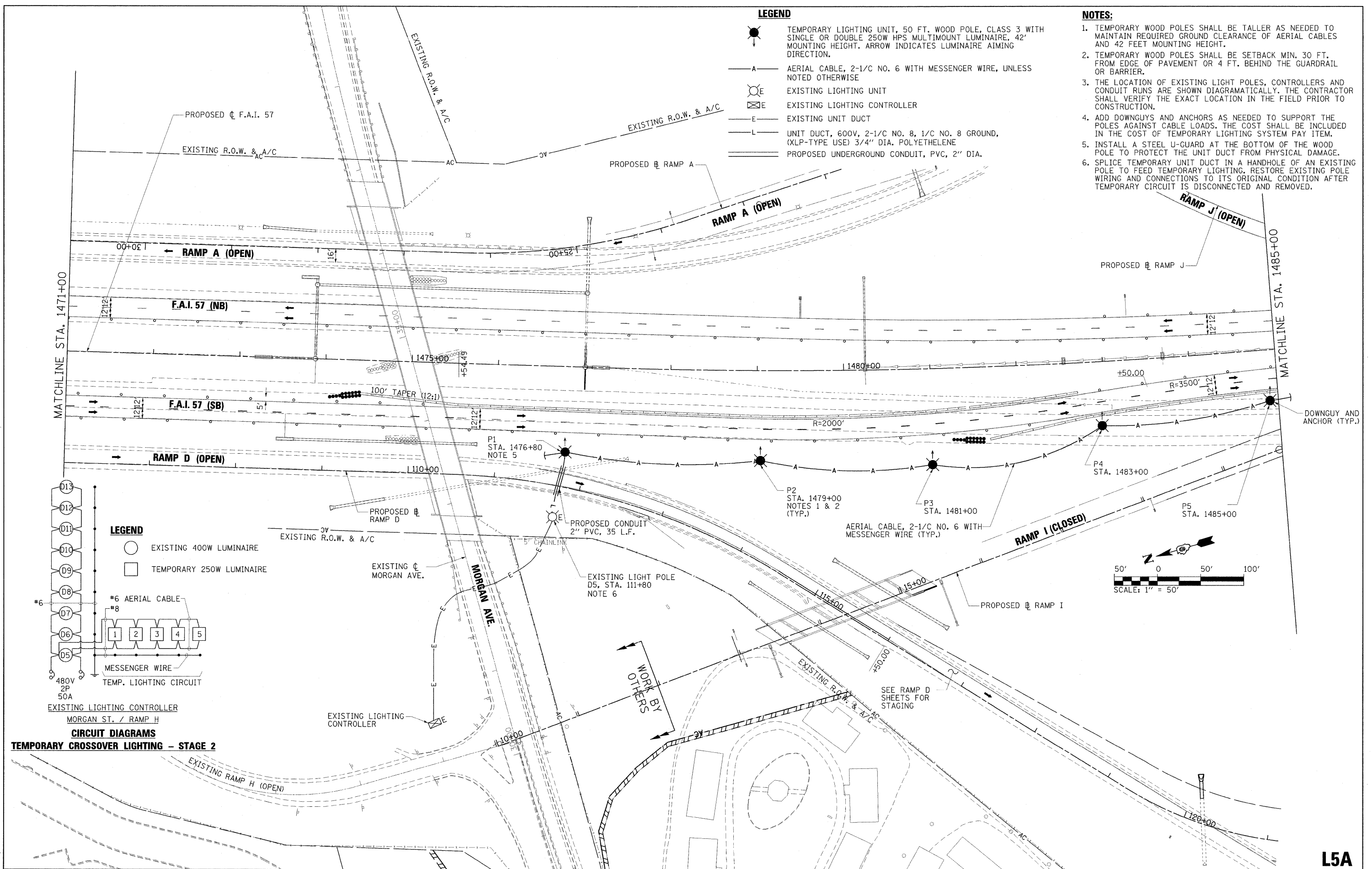
FILE NAME = ...ND978182-shr-Light-157.004.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN INTERSTATE 57	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GLD (CMT)	REVISED -			• (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	546	
		CHECKED -	REVISED -			• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
		DATE - 10/7/2011	REVISED -			ILLINOIS FED. AID PROJECT				
						SCALE: 1" = 50'	SHEET NO. L5 OF L42 SHEETS	STA. 1471+00	TO STA. 1485+00	

LEGEND

- TEMPORARY LIGHTING UNIT, 50 FT. WOOD POLE, CLASS 3 WITH SINGLE OR DOUBLE 250W HPS MULTIMOUNT LUMINAIRE, 42' MOUNTING HEIGHT. ARROW INDICATES LUMINAIRE AIMING DIRECTION.
- AERIAL CABLE, 2-1/2 NO. 6 WITH MESSENGER WIRE, UNLESS NOTED OTHERWISE
- EXISTING LIGHTING UNIT
- EXISTING LIGHTING CONTROLLER
- EXISTING UNIT DUCT
- UNIT DUCT, 600V, 2-1/2 NO. 8, 1/2 NO. 8 GROUND, (XLP-TYPE USE) 3/4" DIA. POLYETHELENE
- PROPOSED UNDERGROUND CONDUIT, PVC, 2" DIA.

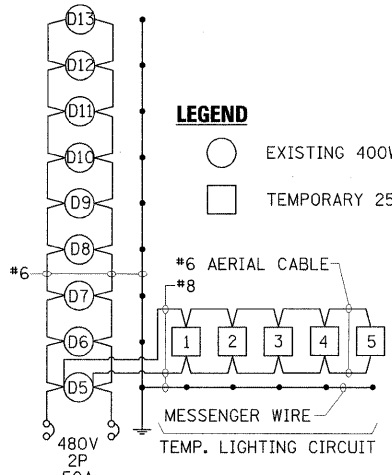
NOTES:

1. TEMPORARY WOOD POLES SHALL BE TALLER AS NEEDED TO MAINTAIN REQUIRED GROUND CLEARANCE OF AERIAL CABLES AND 42 FEET MOUNTING HEIGHT.
2. TEMPORARY WOOD POLES SHALL BE SETBACK MIN. 30 FT. FROM EDGE OF PAVEMENT OR 4 FT. BEHIND THE GUARDRAIL OR BARRIER.
3. THE LOCATION OF EXISTING LIGHT POLES, CONTROLLERS AND CONDUIT RUNS ARE SHOWN DIAGRAMMATICALLY. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
4. ADD DOWNGUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLES AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY LIGHTING SYSTEM PAY ITEM.
5. INSTALL A STEEL U-GUARD AT THE BOTTOM OF THE WOOD POLE TO PROTECT THE UNIT DUCT FROM PHYSICAL DAMAGE.
6. SPLICE TEMPORARY UNIT DUCT IN A HANDHOLE OF AN EXISTING POLE TO FEED TEMPORARY LIGHTING. RESTORE EXISTING POLE WIRING AND CONNECTIONS TO ITS ORIGINAL CONDITION AFTER TEMPORARY CIRCUIT IS DISCONNECTED AND REMOVED.

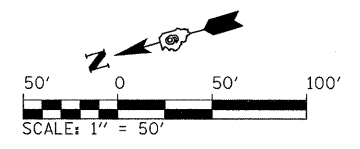


LEGEND

- EXISTING 400W LUMINAIRE
- TEMPORARY 250W LUMINAIRE



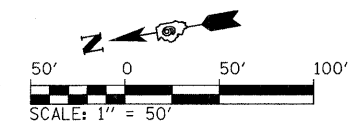
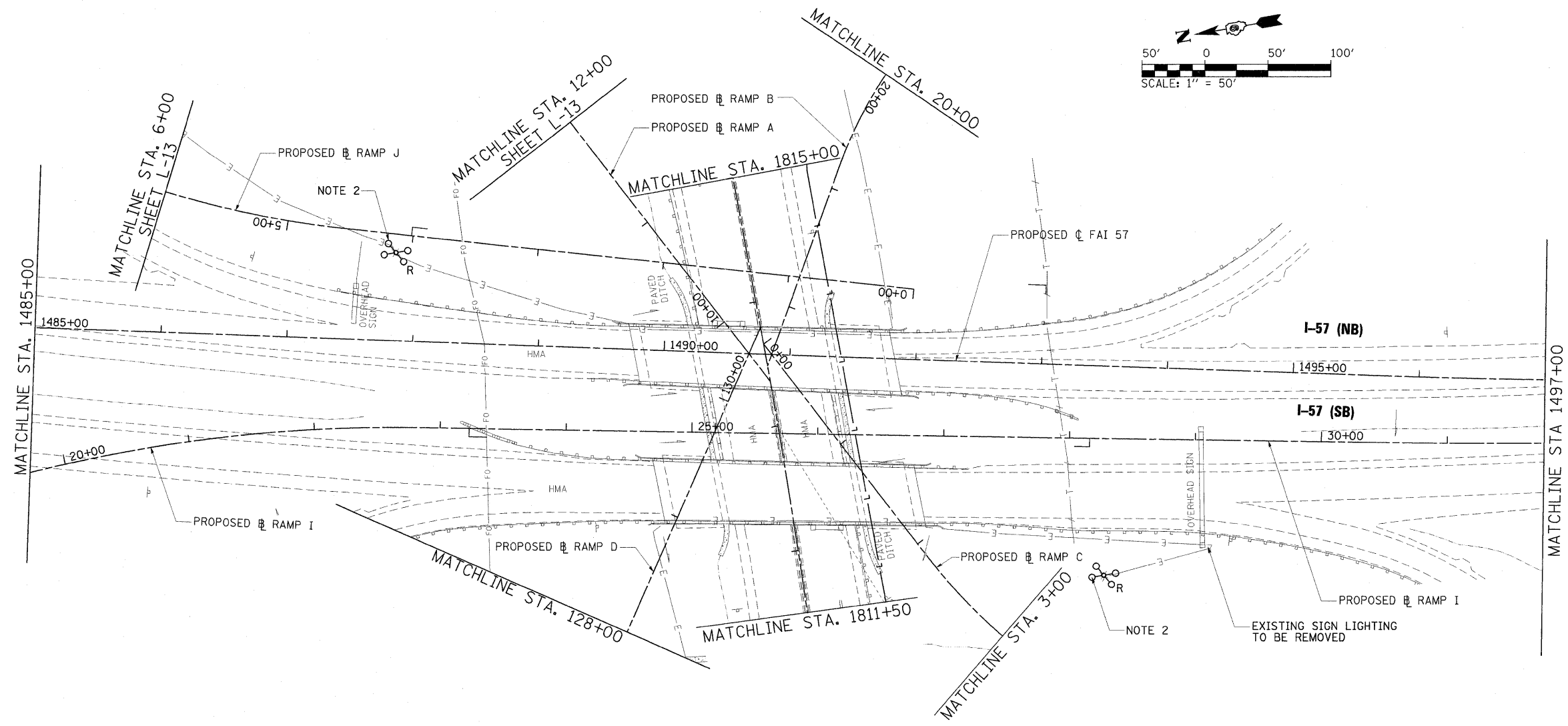
CIRCUIT DIAGRAMS
TEMPORARY CROSSOVER LIGHTING - STAGE 2



L5A

FILE NAME = ...D978182-sh1-Light-157-005A.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHTING PLAN STAGE 2	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -			• (X1-6-2)HBK-2, HB-1,2; (X-1R-1	WILLIAMSON	968	547	
	PLOT DATE = 10/12/2011	CHECKED -	REVISED -			• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
	DATE = 10/7/2011	REVISD -	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: 1" = 50' SHEET NO. L5A OF L42 SHEETS STA. 1471+00 TO STA. 1485+00



LEGEND

- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

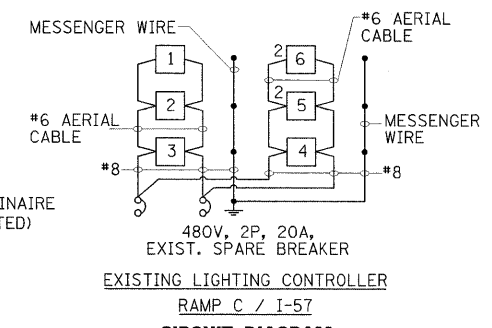
1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

L6

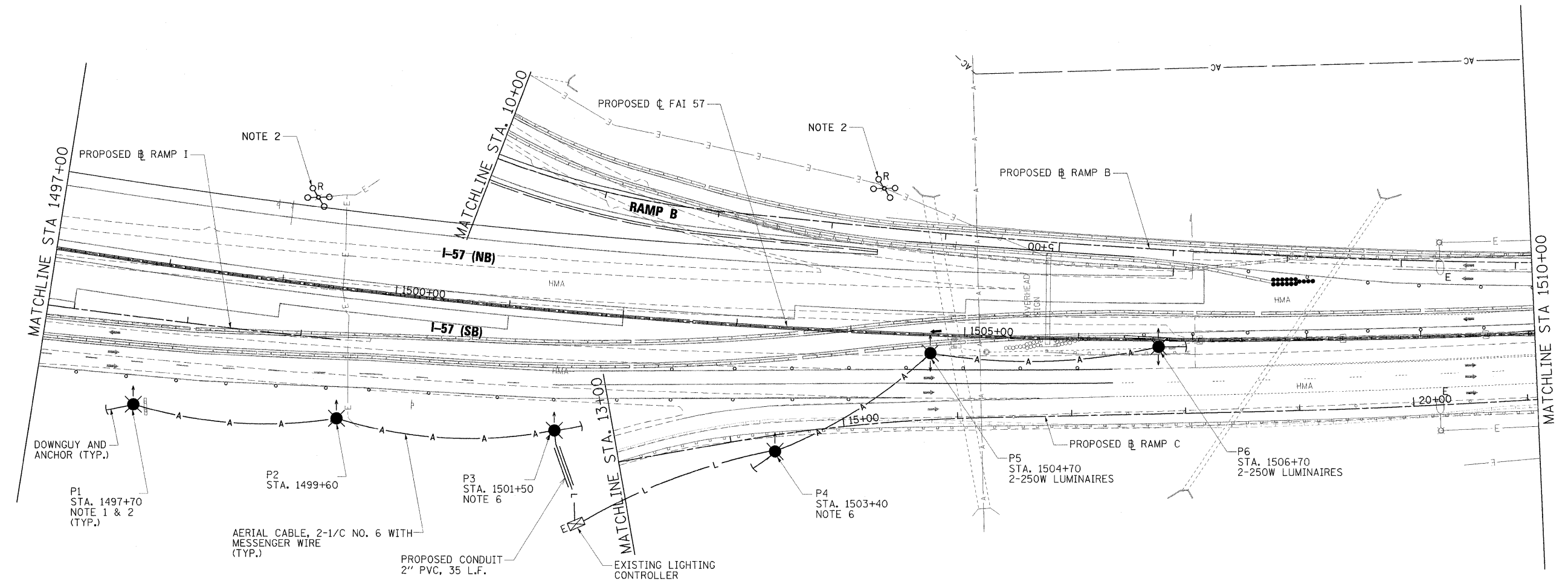
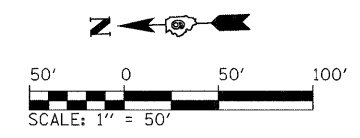
FILE NAME = ...V0978182-shit-Light-157_005.dgn	USER NAME = Rob Heedy	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L6 OF L42 SHEETS	STA. 1485+00 TO STA. 1497+00	* (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	548	
		CHECKED -	REVISED -					* F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182
		DATE - 10/7/2011	REVISED -					ILLINOIS FED. AID PROJECT				

LEGEND

□ TEMPORARY 250W LUMINAIRE
(2 LUMINAIRES AS NOTED)



CIRCUIT DIAGRAM
TEMPORARY CROSSOVER LIGHTING - STAGE 1



LEGEND

- TEMPORARY LIGHTING UNIT, 50 FT. WOOD POLE, CLASS 3 WITH SINGLE OR DOUBLE 250W HPS MULTIMOUNT LUMINAIRE, 42' MOUNTING HEIGHT. ARROW INDICATES LUMINAIRE AIMING DIRECTION.
- AERIAL CABLE, 2-1/8 NO. 6 WITH MESSENGER WIRE, UNLESS NOTED OTHERWISE
- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING HIGH MAST TOWER TO BE REMOVED
- EXISTING LIGHTING CONTROLLER
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- UNIT DUCT, 600V, 2-1/8 NO. 8, 1/8 NO. 8 GROUND, (XLP-TYPE USE) 3/4" DIA. POLYETHYLENE
- PROPOSED UNDERGROUND CONDUIT, PVC, 2" DIA.

NOTES

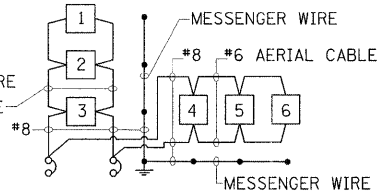
1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.
3. TEMPORARY WOOD POLES SHALL BE TALLER AS NEEDED TO MAINTAIN REQUIRED GROUND CLEARANCE OF AERIAL CABLES AND 42 FEET MOUNTING HEIGHT.
4. TEMPORARY WOOD POLES SHALL BE SETBACK MIN. 30 FT. FROM EDGE OF PAVEMENT OR 4 FT. BEHIND THE GUARDRAIL OR BARRIER.
5. ADD DOWNGUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLES AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY LIGHTING SYSTEM PAY ITEM.
6. INSTALL A STEEL U-GUARD AT THE BOTTOM OF THE WOOD POLE TO PROTECT THE UNIT DUCT FROM PHYSICAL DAMAGE.

L7

FILE NAME = ...10978182-shc-Light-I57_006.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN INTERSTATE 57	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -	* 0X1-6-2H8K-2, HB-1,2; 0X-1R-1			WILLIAMSON	968	549		
PLOT DATE = 10/12/2011	CHECKED -	REVISED -	* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182				
DATE = 10/7/2011	REVISID -		ILLINOIS FED. AID PROJECT							
SCALE: 1" = 50'						SHEET NO. L7 OF L42 SHEETS		STA. 1497+00 TO STA. 1510+00		

LEGEND

□ TEMPORARY 250W LUMINAIRE
#6 AERIAL CABLE



480V, 2P, 20A,
EXIST. SPARE BREAKER
EXISTING LIGHTING CONTROLLER
RAMP C / I-57

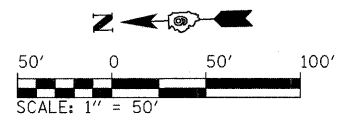
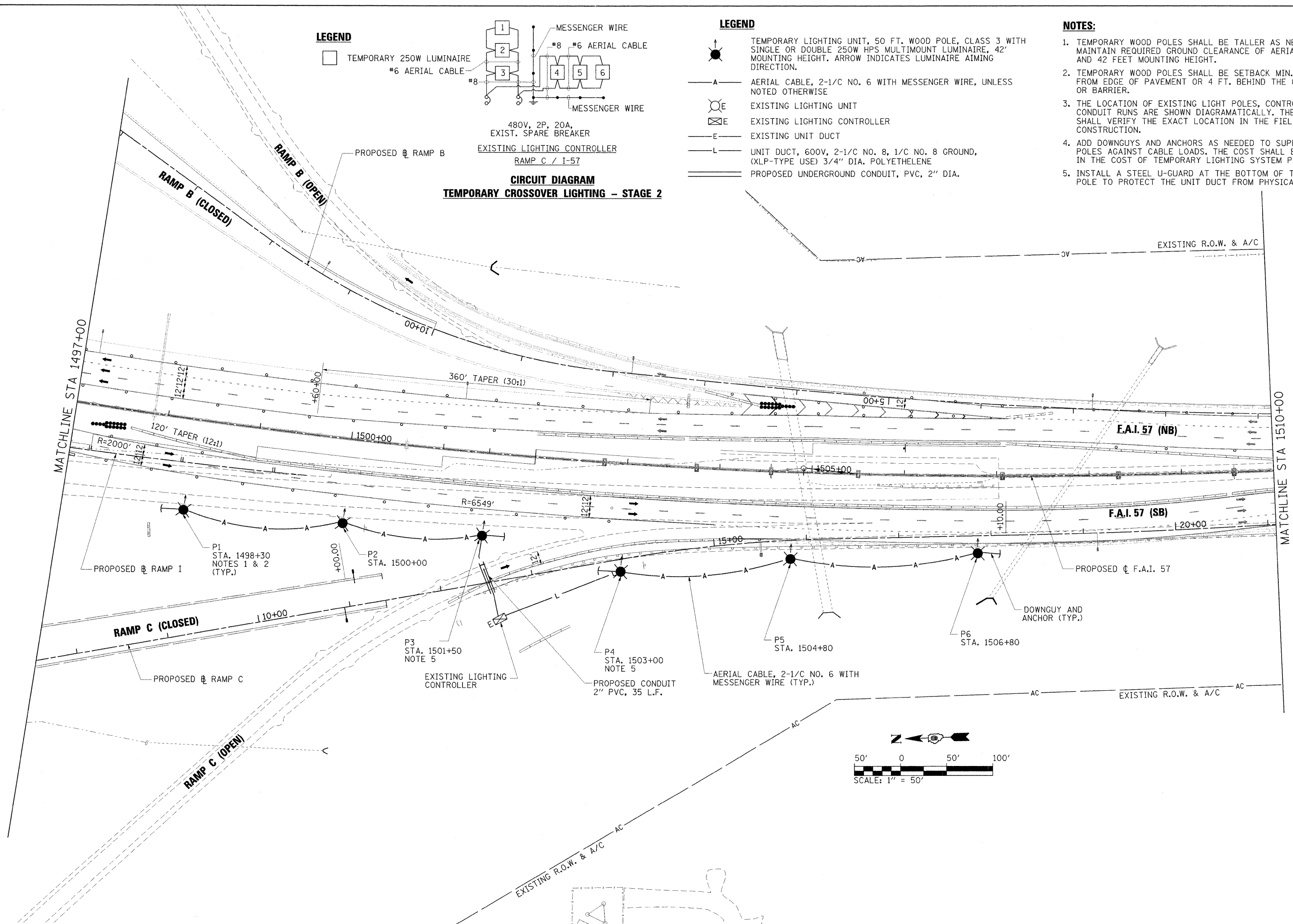
**CIRCUIT DIAGRAM
TEMPORARY CROSSOVER LIGHTING - STAGE 2**

LEGEND

- TEMPORARY LIGHTING UNIT, 50 FT. WOOD POLE, CLASS 3 WITH SINGLE OR DOUBLE 250W HPS MULTIMOUNT LUMINAIRE, 42' MOUNTING HEIGHT. ARROW INDICATES LUMINAIRE AIMING DIRECTION.
- A— AERIAL CABLE, 2-1/C NO. 6 WITH MESSENGER WIRE, UNLESS NOTED OTHERWISE
- ⊗ E EXISTING LIGHTING UNIT
- ⊗ E EXISTING LIGHTING CONTROLLER
- E— EXISTING UNIT DUCT
- L— UNIT DUCT, 600V, 2-1/C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE) 3/4" DIA. POLYETHELENE
- ==== PROPOSED UNDERGROUND CONDUIT, PVC, 2" DIA.

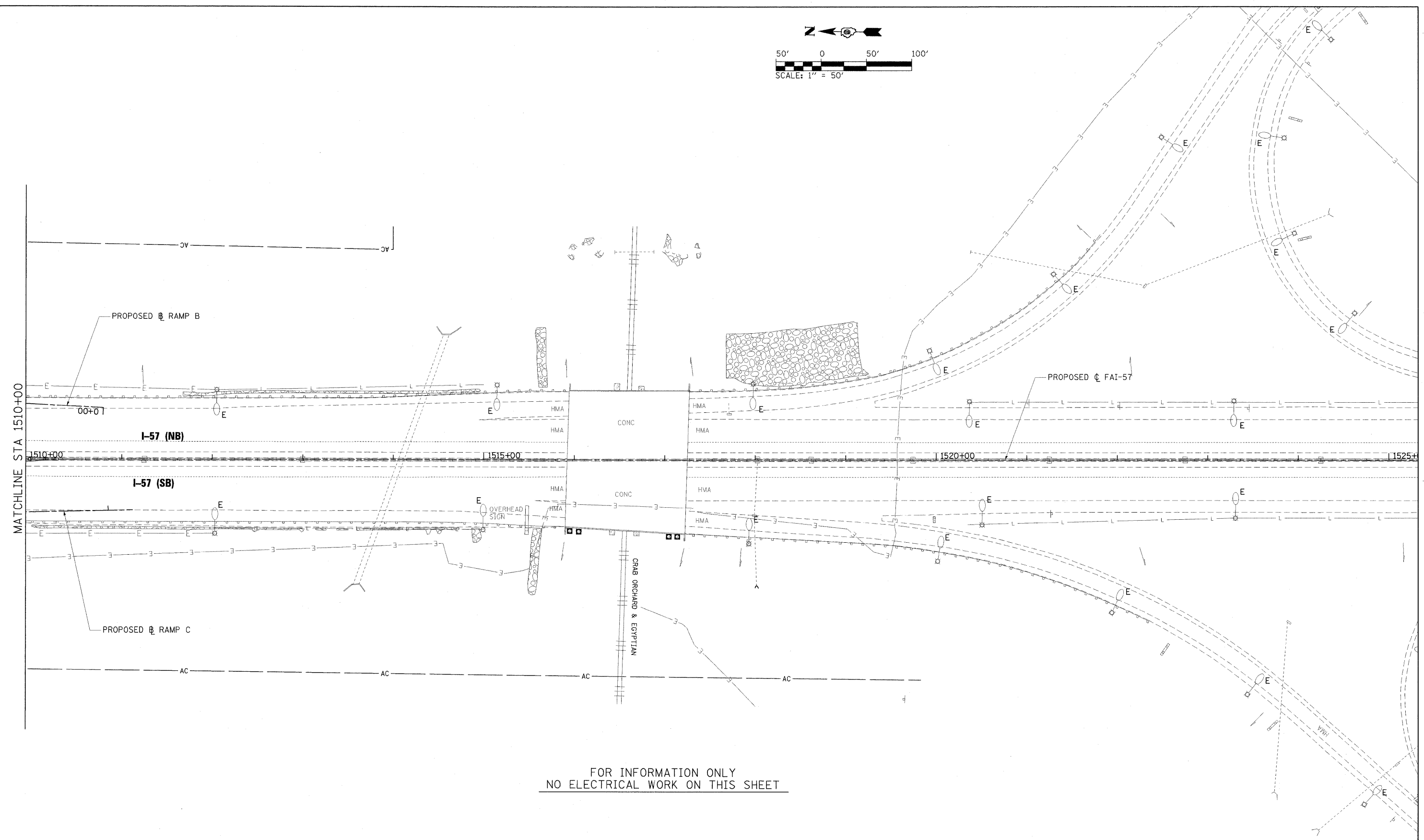
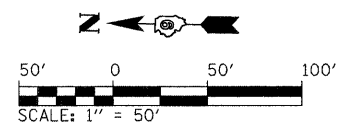
NOTES:

1. TEMPORARY WOOD POLES SHALL BE TALLER AS NEEDED TO MAINTAIN REQUIRED GROUND CLEARANCE OF AERIAL CABLES AND 42 FEET MOUNTING HEIGHT.
2. TEMPORARY WOOD POLES SHALL BE SETBACK MIN. 30 FT. FROM EDGE OF PAVEMENT OR 4 FT. BEHIND THE GUARDRAIL OR BARRIER.
3. THE LOCATION OF EXISTING LIGHT POLES, CONTROLLERS AND CONDUIT RUNS ARE SHOWN DIAGRAMATICALLY. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
4. ADD DOWNGUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLES AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY LIGHTING SYSTEM PAY ITEM.
5. INSTALL A STEEL U-GUARD AT THE BOTTOM OF THE WOOD POLE TO PROTECT THE UNIT DUCT FROM PHYSICAL DAMAGE.



FILE NAME = ...D978182-sh1-Light-157.d07A.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHTING PLAN STAGE 2	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L7A OF L42 SHEETS	• 01-6-2HKB-2, HB-1,2; 01-1R-1	WILLIAMSON	968	550
	PLOT DATE = 10/12/2011	CHECKED -	REVISED -		STA. 1497+00 TO STA. 1510+00		• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		
		DATE - 10/7/2011	REVISED -				ILLINOIS FED. AID PROJECT			

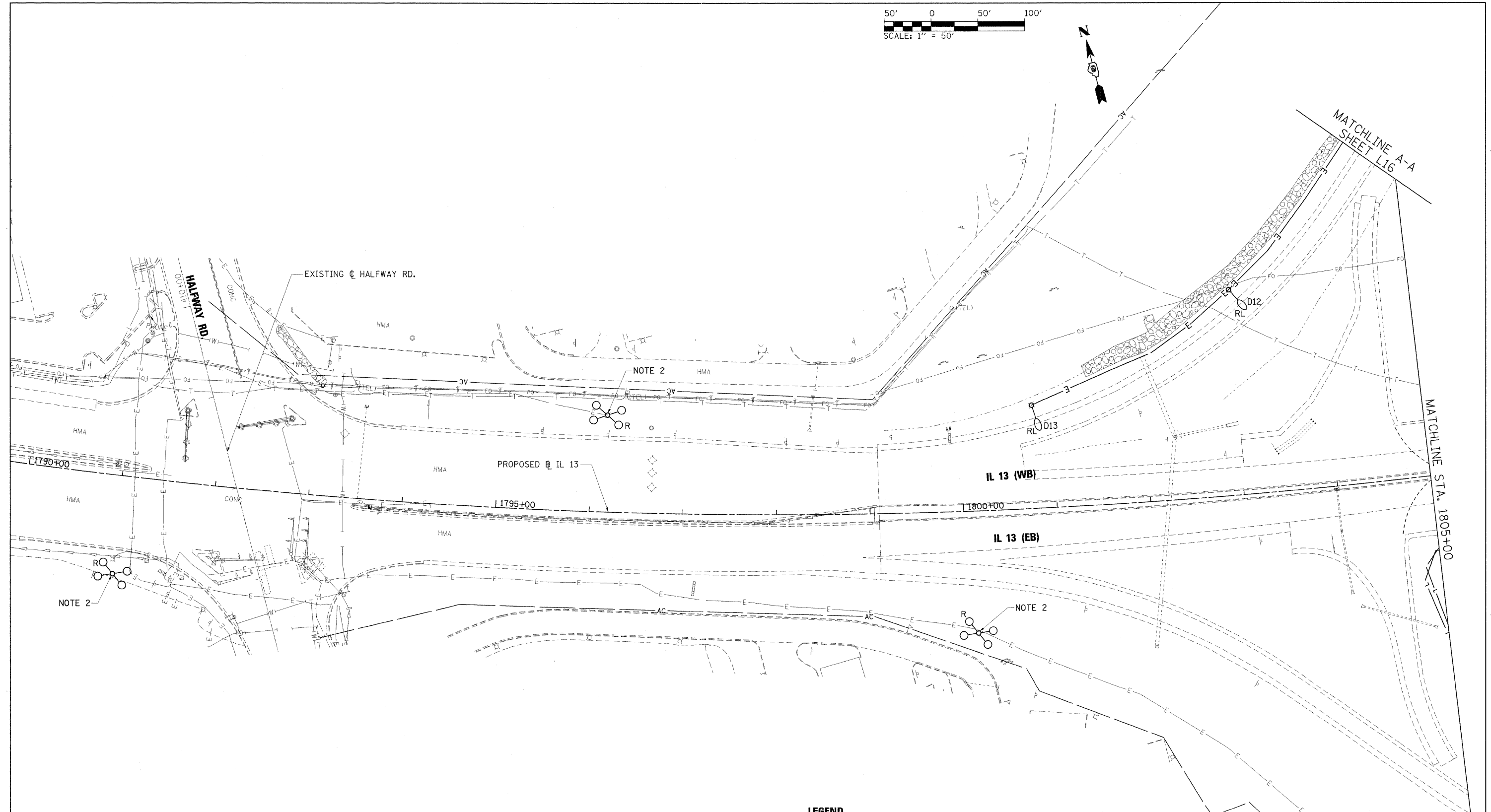
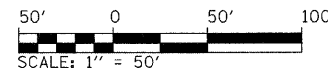
L7A



FOR INFORMATION ONLY
NO ELECTRICAL WORK ON THIS SHEET

L8

FILE NAME = ...D978182-sht-Light-157_007.dgn	USER NAME = Rob Heady	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		* (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	551			
PLOT DATE = 10/7/2011	CHECKED -	DATE - 10/7/2011	REVISED -		* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		ILLINOIS FED. AID PROJECT			
					SCALE: 1" = 50'	SHEET NO. L8 OF L42 SHEETS	STA. 1510+00 TO STA. 1525+00				



LEGEND

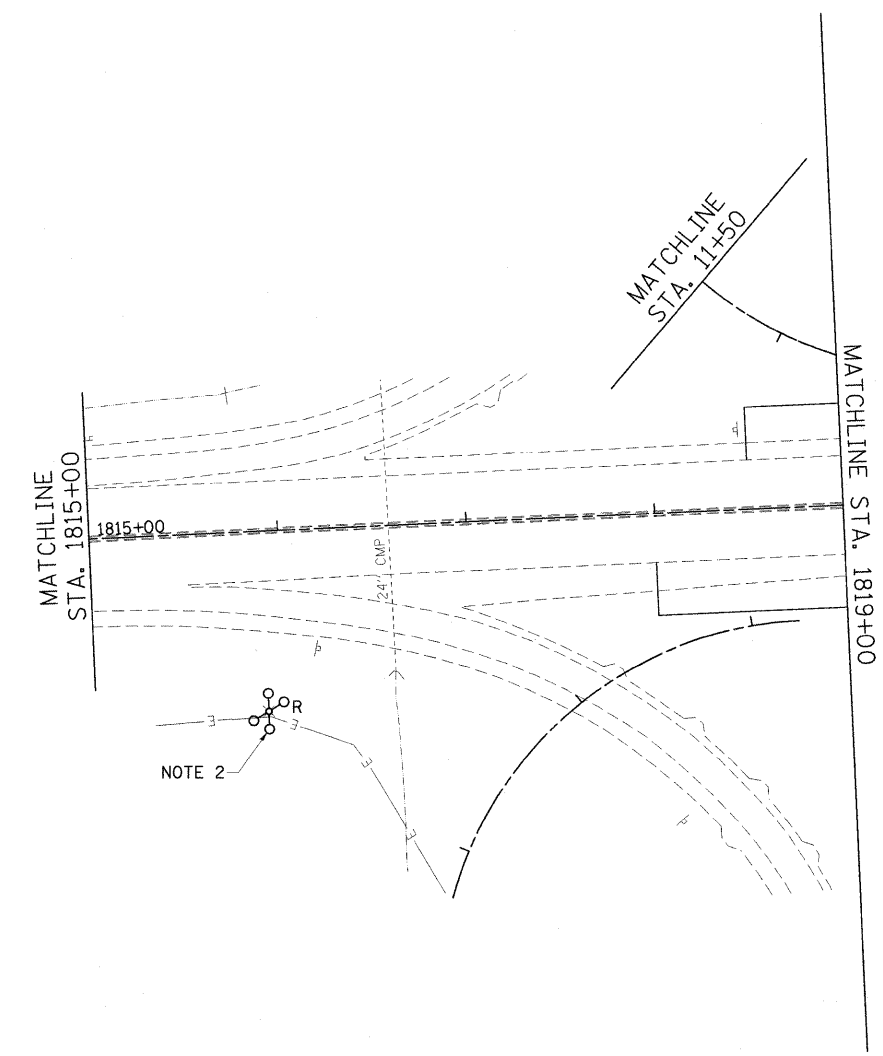
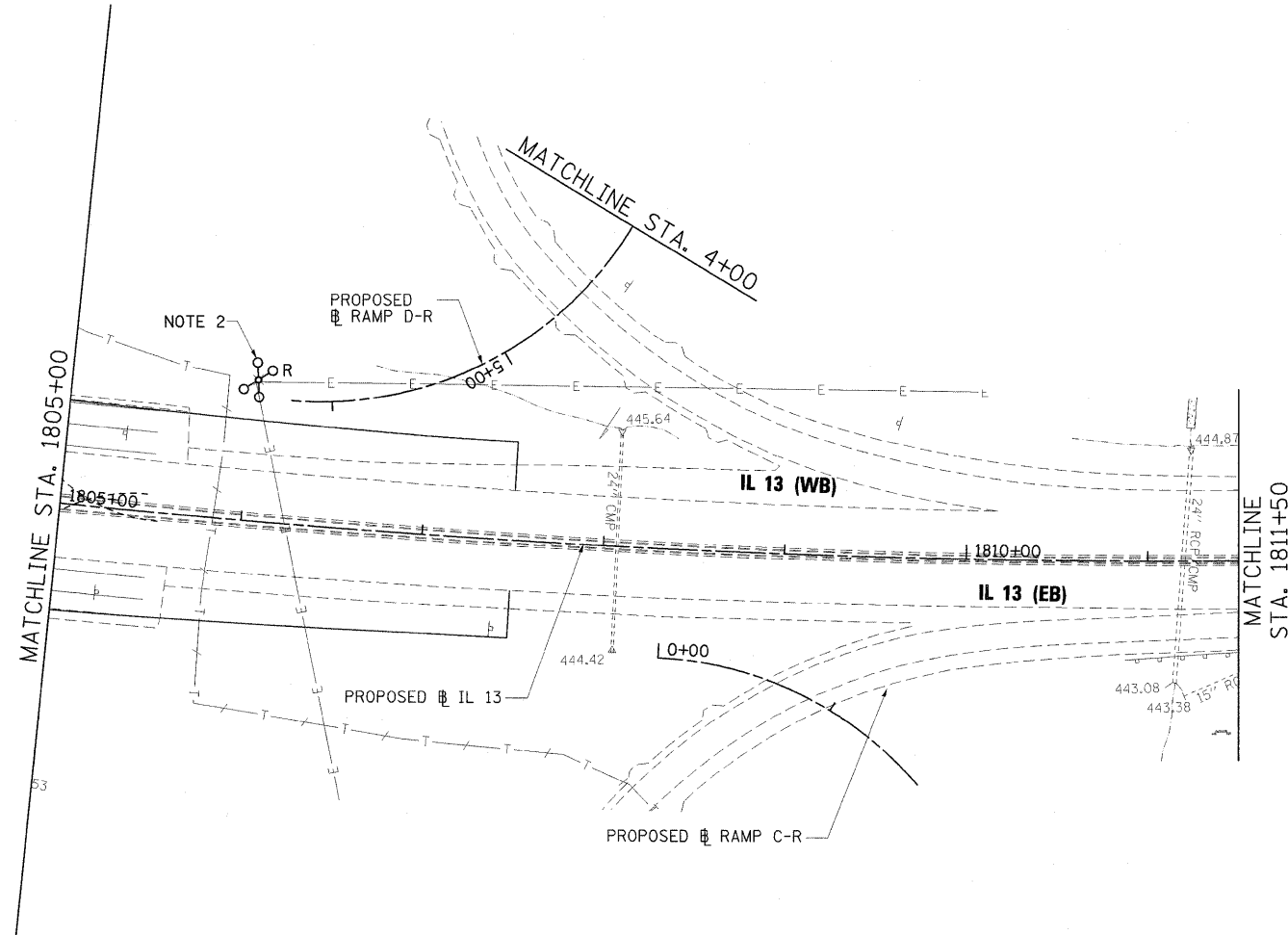
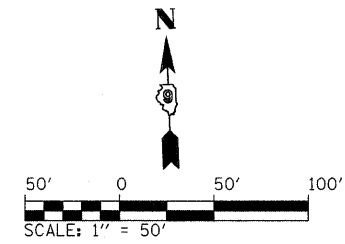
- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE RELOCATED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

L9

FILE NAME = ...ND978182-shr-Light-IL13_008.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -			* 0X1-6-2H8K-2, HB-1,2; 0X-DR-1	WILLIAMSON	968	552	
	PLOT DATE = 10/13/2011	CHECKED -	REVISED -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
	DATE = 10/7/2011	REVISED -			SCALE: 1" = 50'	SHEET NO. L9 OF L42 SHEETS	STA. 1790+00	TO STA. 1805+00	ILLINOIS FED. AID PROJECT	



LEGEND

- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT SHALL SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

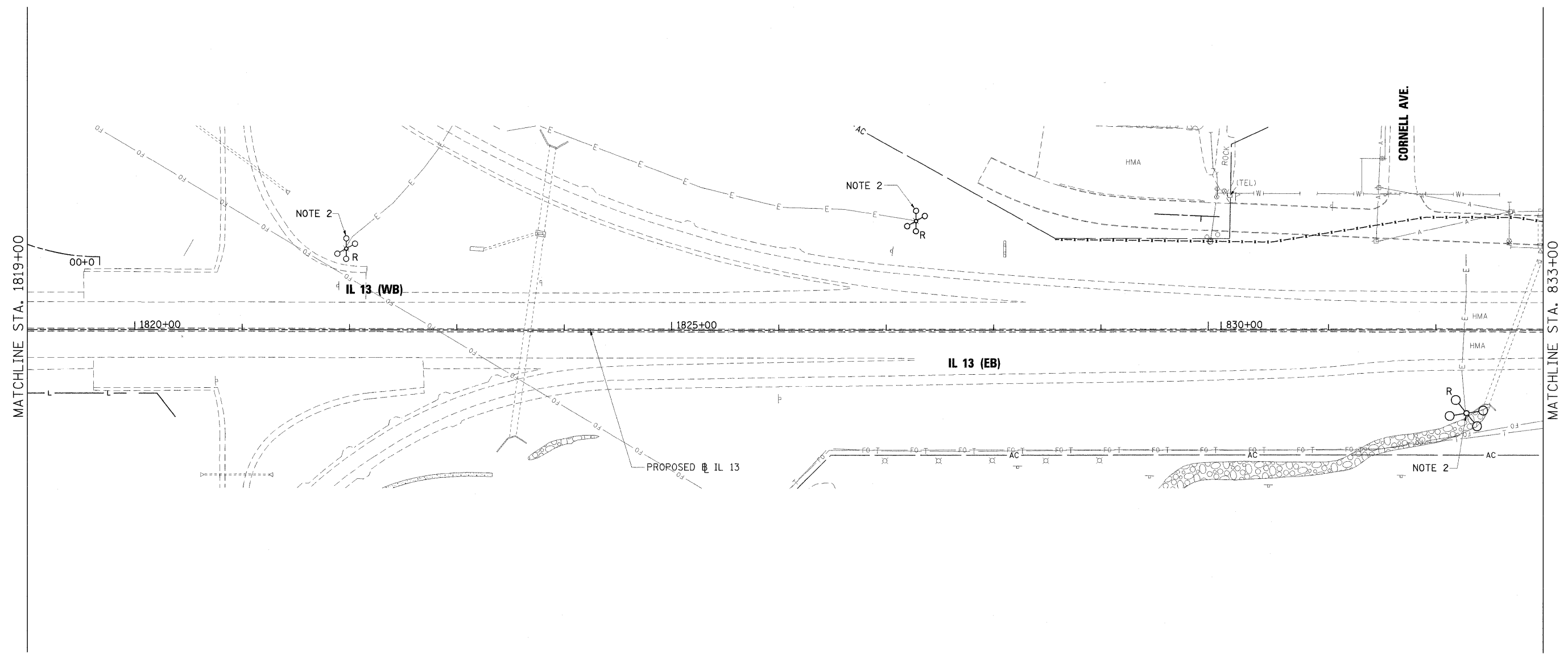
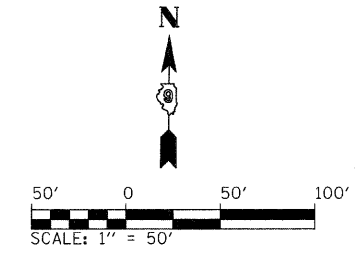
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	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -
	PLOT DATE = 10/7/2011	CHECKED -	REVISED -
		DATE = 10/7/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN
ILLINOIS ROUTE 13**

SCALE: 1" = 50' SHEET NO. L10 OF L42 SHEETS STA. 1805+00 TO STA. 1819+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
• 01-6-2HDK-2, HB-1,2; (IX)-1R-1		WILLIAMSON	968	553
• F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182
ILLINOIS FED. AID PROJECT				



LEGEND

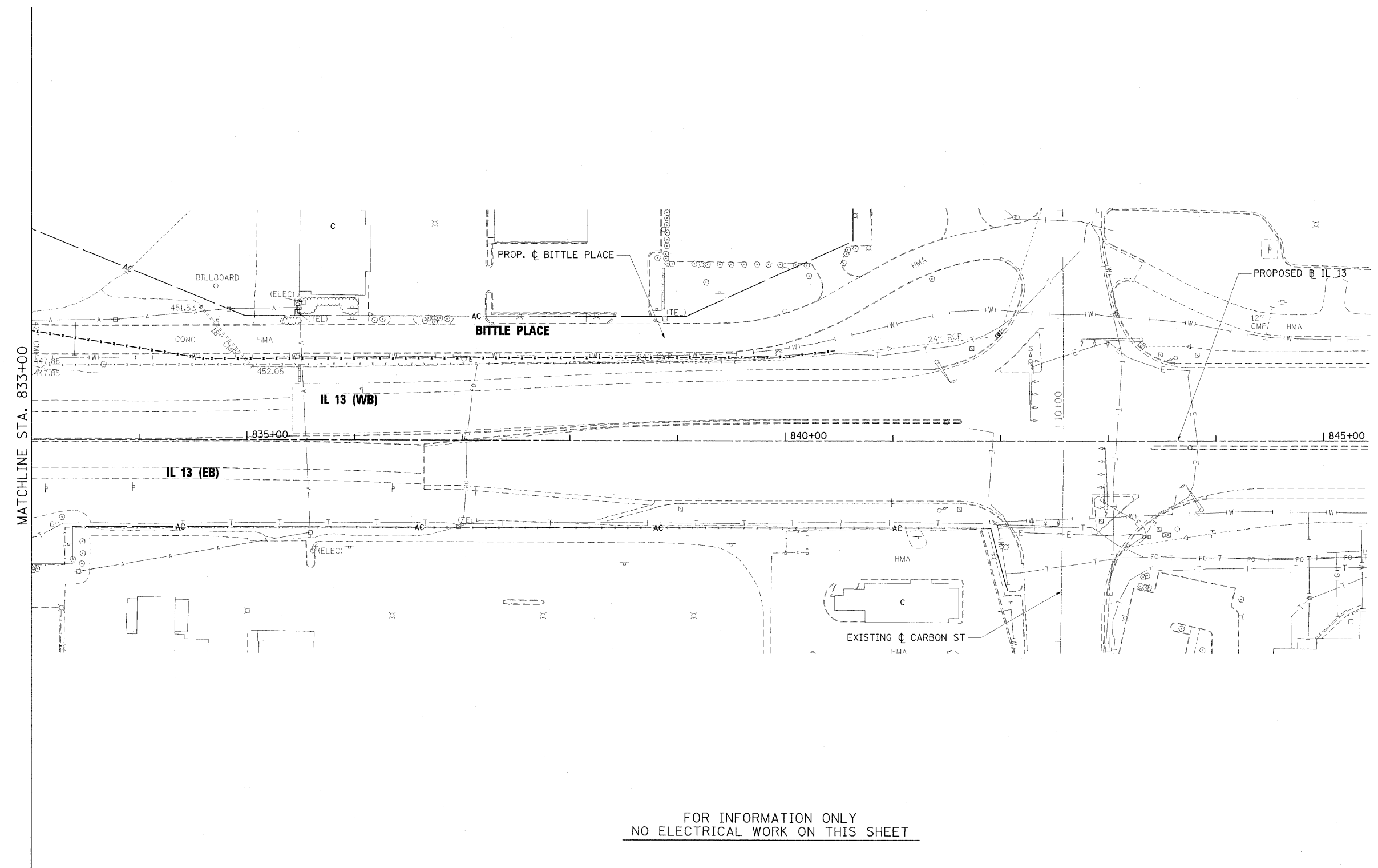
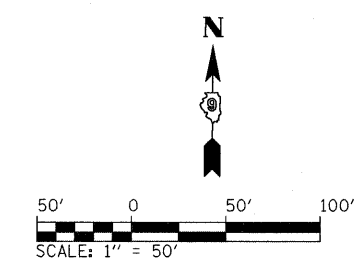
- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

L11

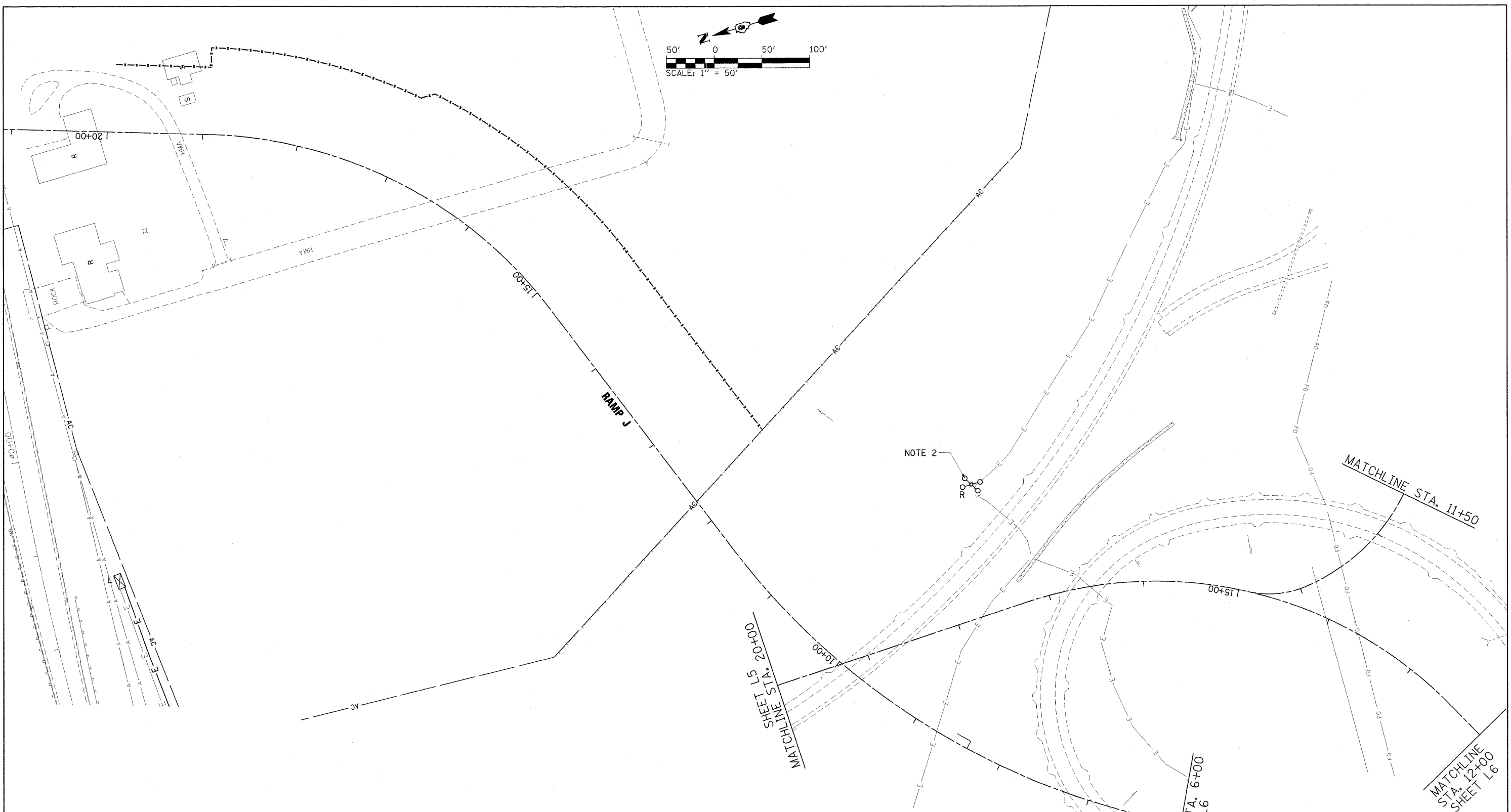
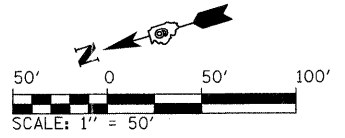
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	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		• (X1-6-2)HBK-2, HB-1,2; (IX-1R-1	WILLIAMSON	968	554			
	PLOT DATE = 10/12/2011	CHECKED -	REVISED -		• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182					
	DATE = 10/7/2011	REVISID -		SCALE: 1" = 50'	SHEET NO. L11 OF L42 SHEETS	STA. 1819+00 TO STA. 833+00	ILLINOIS FED. AID PROJECT				







FOR INFORMATION ONLY
 NO ELECTRICAL WORK ON THIS SHEET

L12

FILE NAME = ...N0978182-sh1-Light-IL13.011.dgn	USER NAME = Rob Heady	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN ILLINOIS ROUTE 13		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		* (X1-6-2)HBK-2, HB-1,2; (X-1)R-1	WILLIAMSON	968	555			
	PLOT DATE = 10/7/2011	CHECKED -	REVISED -		* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182					
	DATE - 10/7/2011	REVISED -		SCALE: 1" = 50'	SHEET NO. L12 OF L42 SHEETS	STA. 833+00 TO STA. 848+00	ILLINOIS FED. AID PROJECT				



LEGEND

-  EXISTING LIGHTING UNIT TO REMAIN
-  EXISTING LIGHTING UNIT TO BE REMOVED
-  EXISTING UNIT DUCT OR CABLE IN CONDUIT
-  EXISTING HIGH MAST TOWER TO BE REMOVED

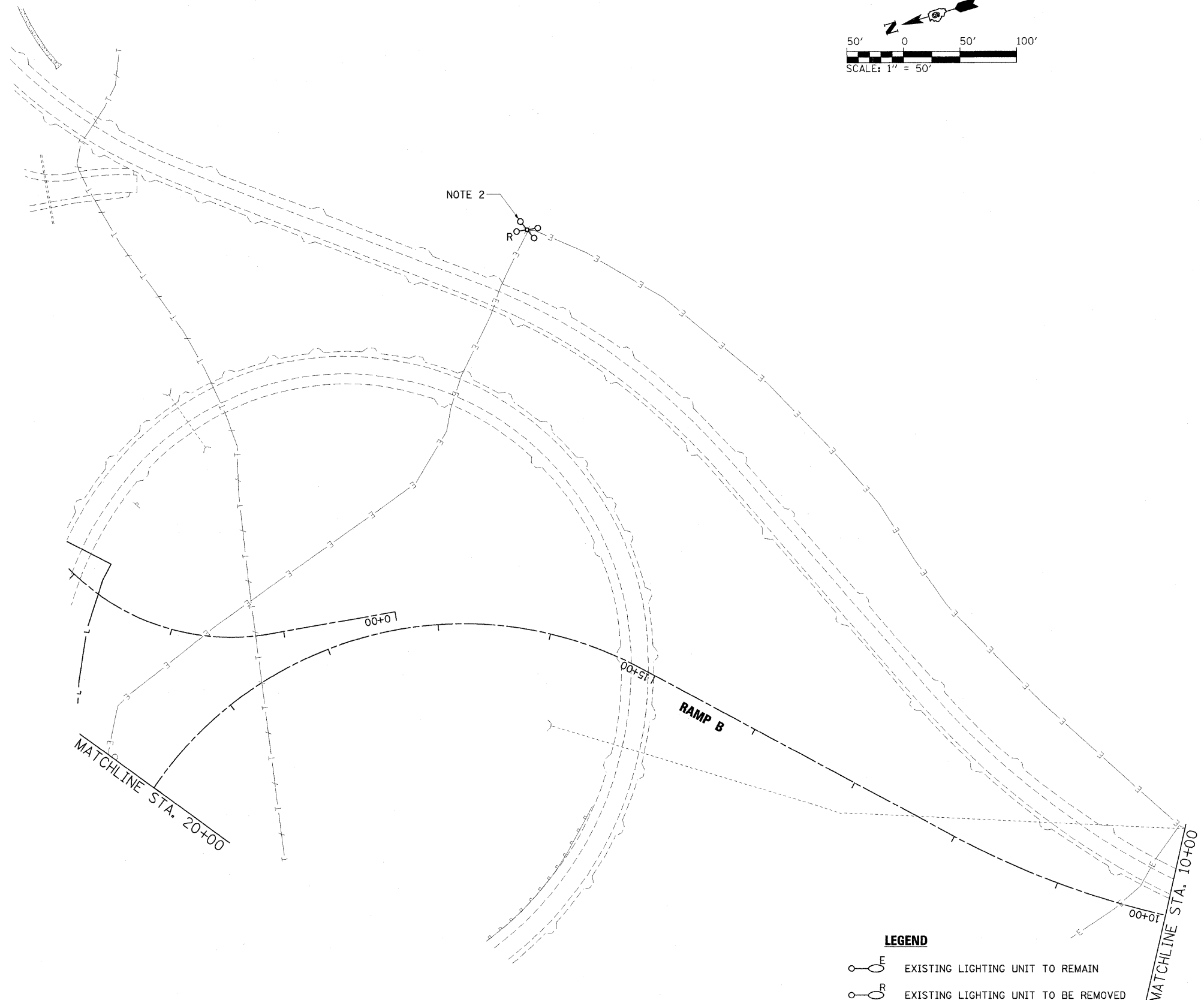
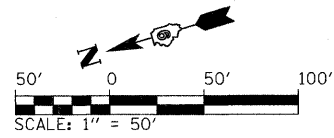
NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

L13

FILE NAME = ...D978182-ght-Light-RAMPA.012.dgn	USER NAME = Rob Heady	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN RAMP A	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -	REVISED -			• (X1-6-2)HBK-2, HB-1,2; (1X-1R-1	WILLIAMSON	968	556	
PLOT DATE = 10/10/2011	CHECKED -	REVISED -	REVISED -			• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
DATE = 10/7/2011	REVISOR -	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: 1" = 50' SHEET NO. L13 OF L42 SHEETS STA. 12+00 TO STA. 28+00



LEGEND

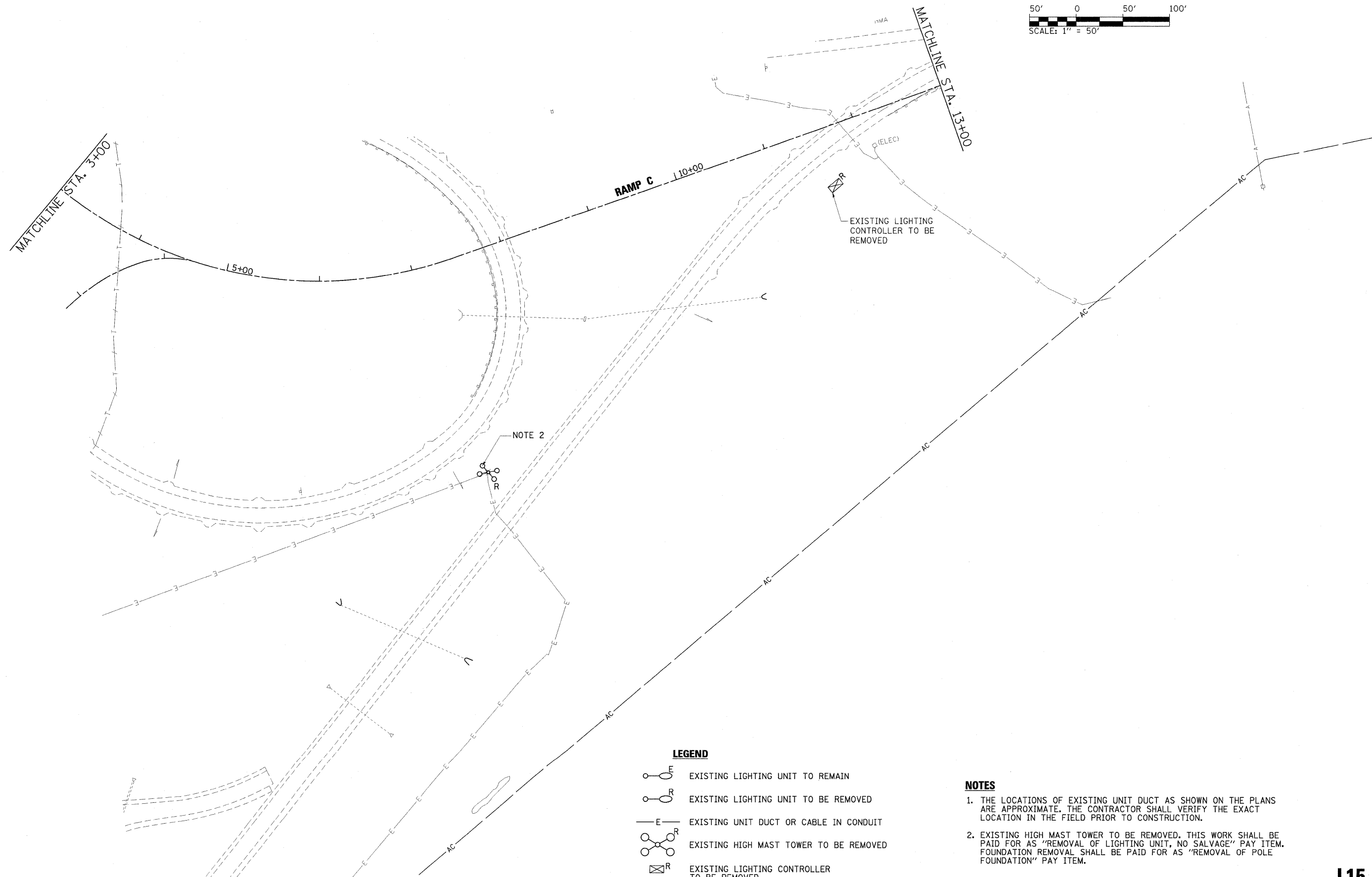
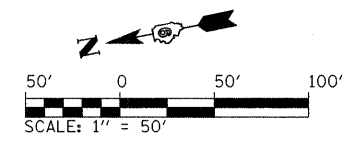
- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE REMOVED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

L14

FILE NAME = ...D978182-sht-Light-RAMPB.013.dgn	USER NAME = Rob Heedy	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN RAMP B		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLCT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L14 OF L42 SHEETS	STA. 5+50	TO STA. 22+50.06	* 01-6-2H8K-2, HB-1,2; (1X-1R-1	WILLIAMSON	968
PLCT DATE = 10/7/2011	DATE = 10/7/2011	REVISOR -	REVISOR -					* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182
								ILLINOIS FED. AID PROJECT			

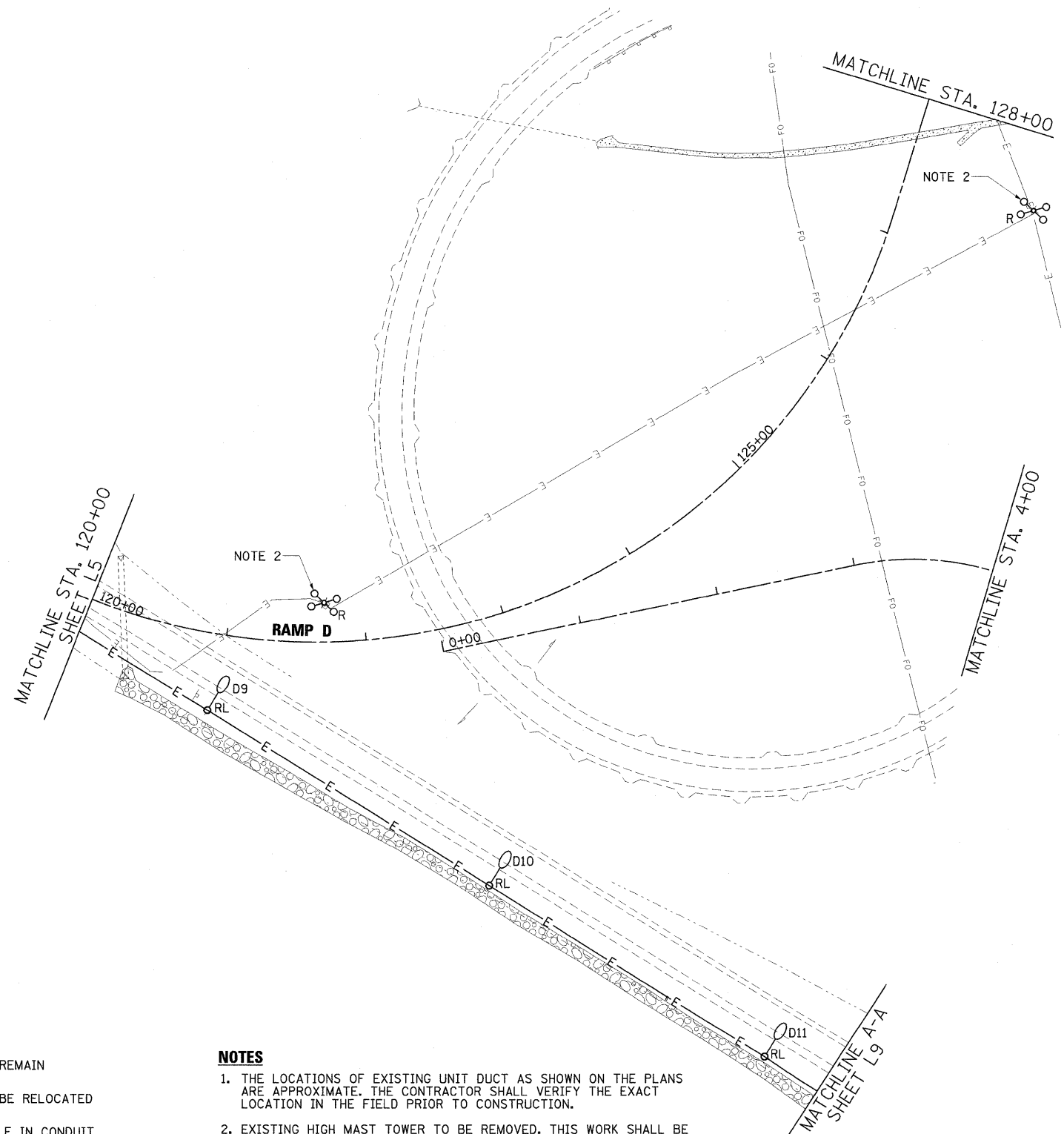
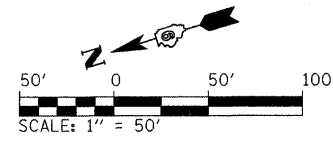


- LEGEND**
- EXISTING LIGHTING UNIT TO REMAIN
 - EXISTING LIGHTING UNIT TO BE REMOVED
 - EXISTING UNIT DUCT OR CABLE IN CONDUIT
 - EXISTING HIGH MAST TOWER TO BE REMOVED
 - EXISTING LIGHTING CONTROLLER TO BE REMOVED

- NOTES**
1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
 2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

FILE NAME = ...N0978182-sht-Light-RAMP_C.014.dgn	USER NAME = Rob Heedy	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN RAMP C		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50' SHEET NO. L15 OF L42 SHEETS STA. 1+00 TO STA. 17+00		*	(X1-6-2)HBK-2, HB-1,2; (X-1R-1	WILLIAMSON	968	558
		CHECKED -	REVISED -				*	F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182
		DATE - 10/7/2011	REVISED -					ILLINOIS FED. AID PROJECT			

L15



LEGEND

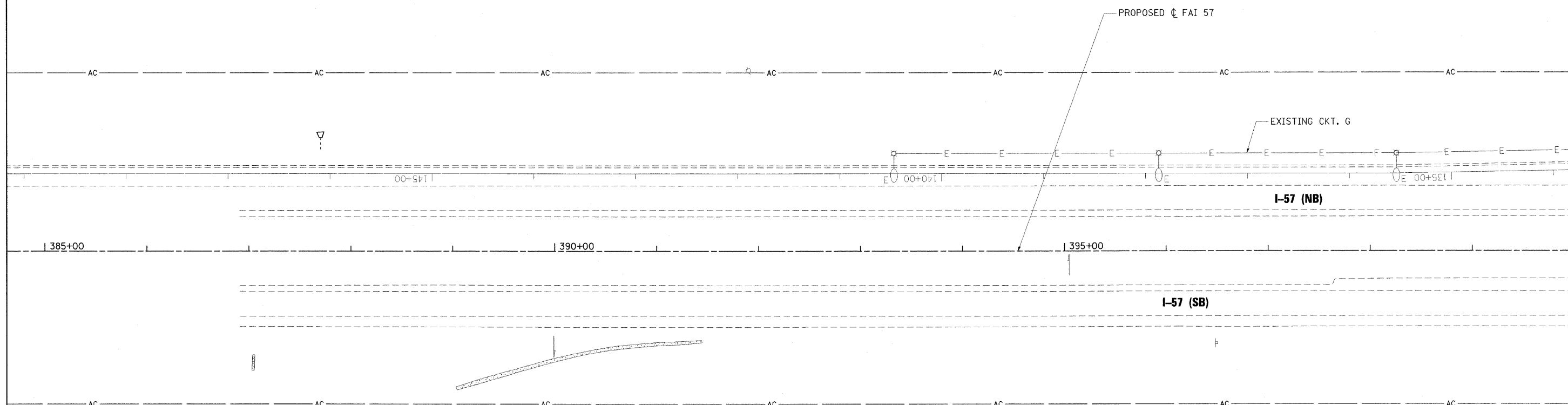
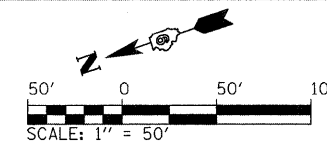
- EXISTING LIGHTING UNIT TO REMAIN
- EXISTING LIGHTING UNIT TO BE RELOCATED
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- EXISTING HIGH MAST TOWER TO BE REMOVED

NOTES

1. THE LOCATIONS OF EXISTING UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION IN THE FIELD PRIOR TO CONSTRUCTION.
2. EXISTING HIGH MAST TOWER TO BE REMOVED. THIS WORK SHALL BE PAID FOR AS "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM. FOUNDATION REMOVAL SHALL BE PAID FOR AS "REMOVAL OF POLE FOUNDATION" PAY ITEM.

L16

FILE NAME = ...\\D978182-sht-Light-RAMPD_015.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN RAMP D	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -			* IX1-6-2HBK-2, HB-1,2; IX-1JR-1	WILLIAMSON	968	559	
	PLOT DATE = 10/13/2011	CHECKED -	REVISED -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
	DATE = 10/7/2011	REVISED -		SCALE: 1" = 50'	SHEET NO. L16 OF L42 SHEETS	STA. 112+00	TO STA. 129+00	ILLINOIS FED. AID PROJECT		



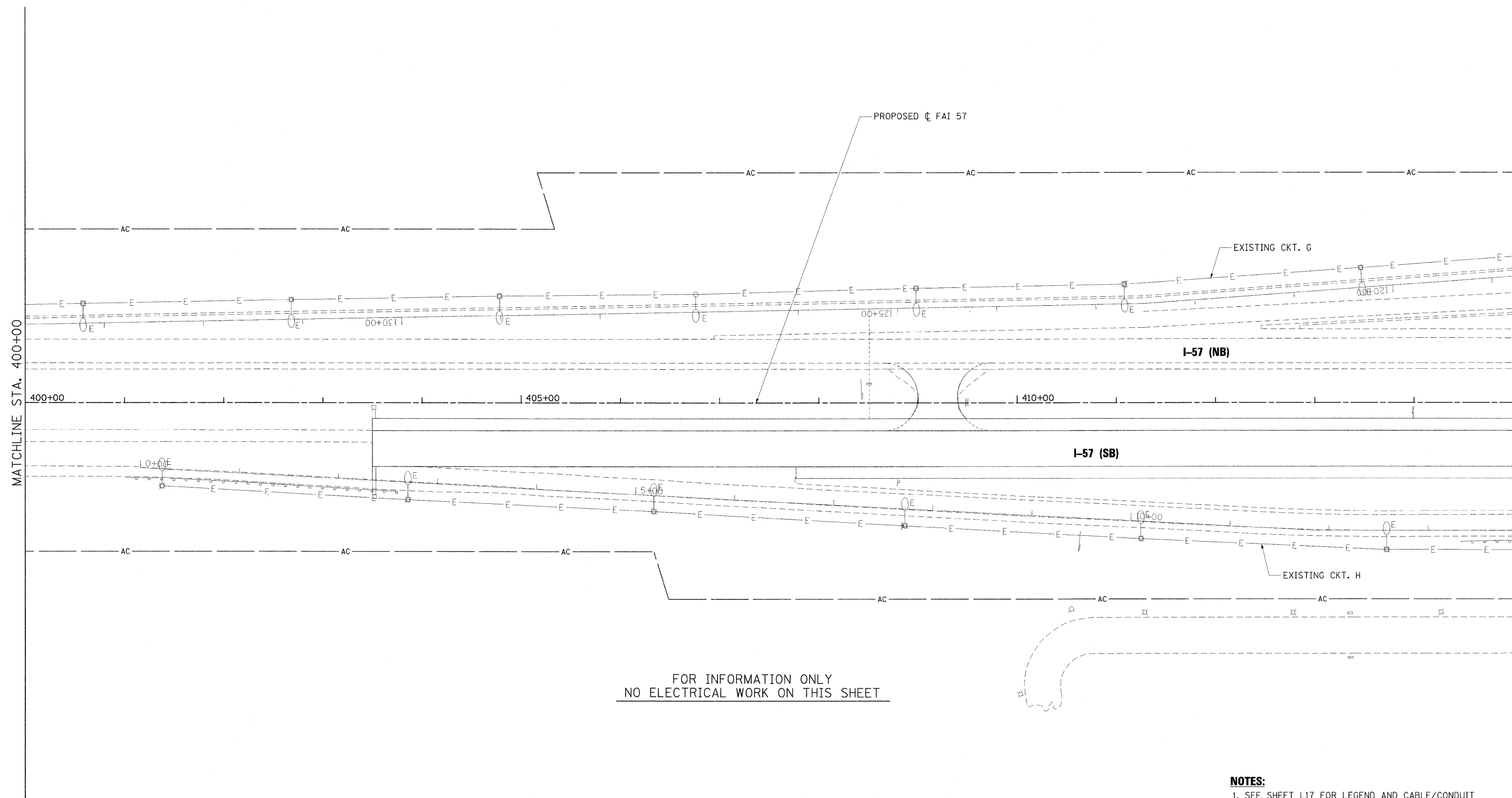
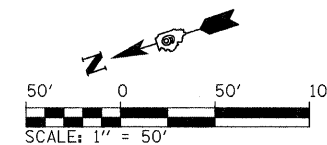
FOR INFORMATION ONLY
NO ELECTRICAL WORK ON THIS SHEET

- | | |
|---|--|
| <p>LEGEND</p> <ul style="list-style-type: none"> EXISTING LIGHTING UNIT TO REMAIN RELOCATED LIGHTING UNIT, 50 FT. ALUMINUM POLE, 15 FT. MAST ARM, 400 HPS LUMINAIRE, M-C-3 EXISTING UNIT DUCT OR CABLE IN CONDUIT PROPOSED LIGHTING UNIT, 50 FT. ALUMINUM POLE, 15 FT. MAST ARM, 400W HPS LUMINAIRE, M-C-3 PROPOSED LIGHTING UNIT, 45 FT. ALUMINUM POLE, 15 FT. MAST ARM, 250W HPS LUMINAIRE, M-C-3 PROPOSED LIGHTING CONTROLLER SERVICE INSTALLATION PROPOSED UNIT DUCT PROPOSED UNDERGROUND CONDUIT, PVC, SIZE AS NOTED PROPOSED LIGHTING UNIT, 45 FT. ALUMINUM POLE, 8 FT. MAST ARM, 400W HPS LUMINAIRE, M-C-3, MOUNTED ON BRIDGE PARAPET WALL PROPOSED LIGHTING UNIT, 45 FT. WEATHERING STEEL POLE, TENON MOUNT, 2-400W MULTIMOUNT LUMINAIRES. ARROW INDICATES LUMINAIRE AIMING DIRECTION. PROPOSED JUNCTION BOX | <p>CABLE /CONDUIT SCHEDULE</p> <ul style="list-style-type: none"> (A) UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHELENE (B) UNIT DUCT, 600V, 2-1C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHELENE (C) UNIT DUCT, 600V, 2-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHELENE (E) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE) 2-1C NO. 8, 1/C NO. 8 GROUND IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE (F) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE) 2-1C NO. 6, 1/C NO. 8 GROUND IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE (F) 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE (EMPTY) (G) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE), 2-1C NO. 10, 1/C NO. 10 GROUND IN 1" DIA. RGC CONDUIT ATTACHED TO STRUCTURE (H) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE), 2-1C NO. 10, 1/C NO. 10 GROUND IN 1" DIA. LIQUID TIGHT FLEXIBLE CONDUIT |
|---|--|

MATCHLINE STA. 400+00

L17

FILE NAME = ... \D978182-sht-Light-I57_001P.cgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS INTERSTATE 57			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L17 OF L42 SHEETS	STA. 385+00	TO STA. 400+00	*	(X1-6-2)HBK-2, HB-1,2; (X-1)R-1	WILLIAMSON	968	560
		CHECKED -	REVISED -						*	F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182
		DATE - 10/7/2011	REVISED -							ILLINOIS FED. AID PROJECT			



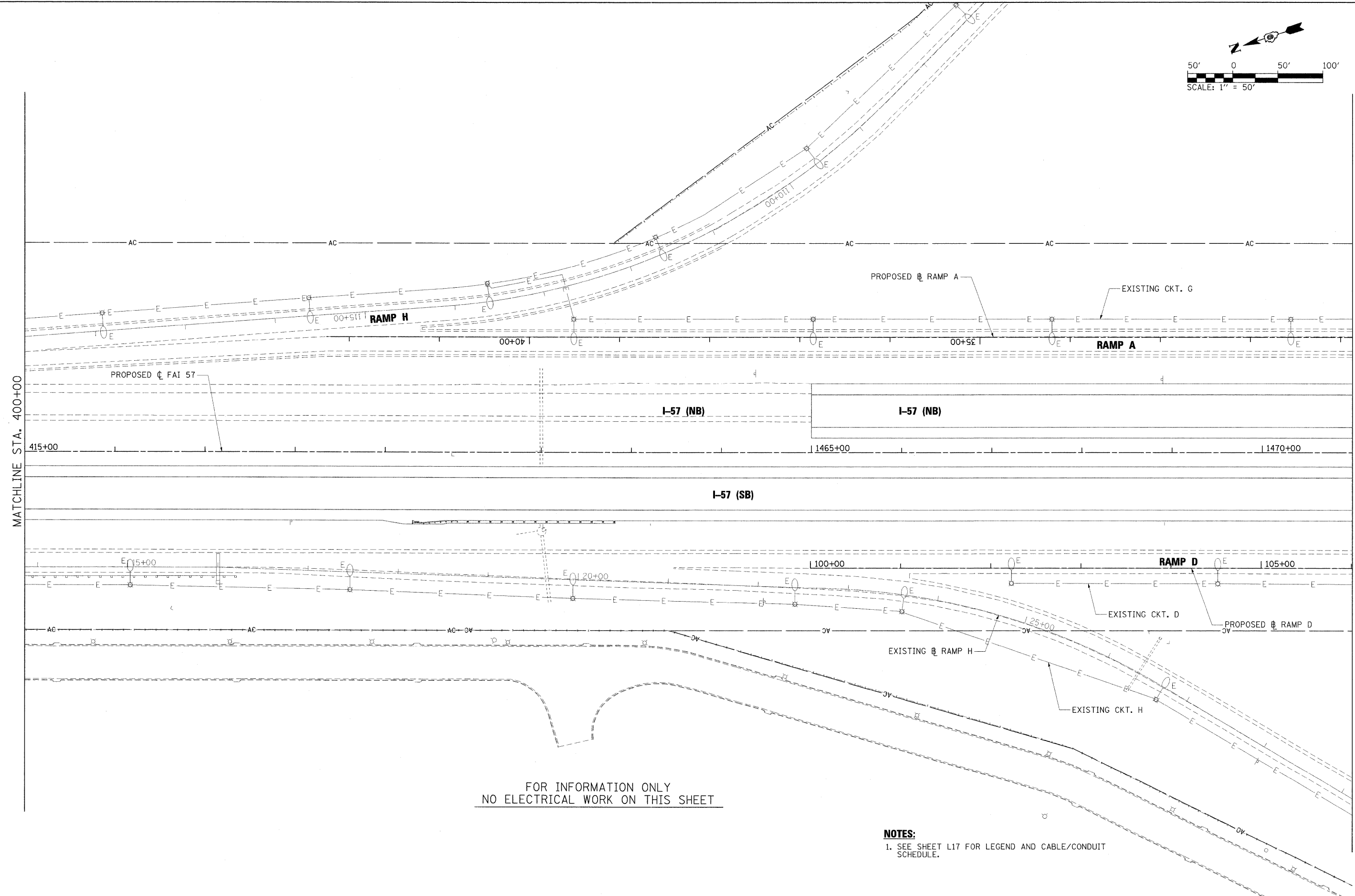
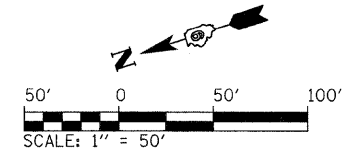
FOR INFORMATION ONLY
NO ELECTRICAL WORK ON THIS SHEET

- NOTES:**
1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L18

FILE NAME = ...D970102-shd-Light-I57_002P.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -				*	01-6-2HDK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	561
	PLOT DATE = 10/17/2011	CHECKED -	REVISED -				*	F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	ILLINOIS FED. AID PROJECT	

SCALE: 1" = 50' SHEET NO. L18 OF L42 SHEETS STA. 400+00 TO STA. 415+00

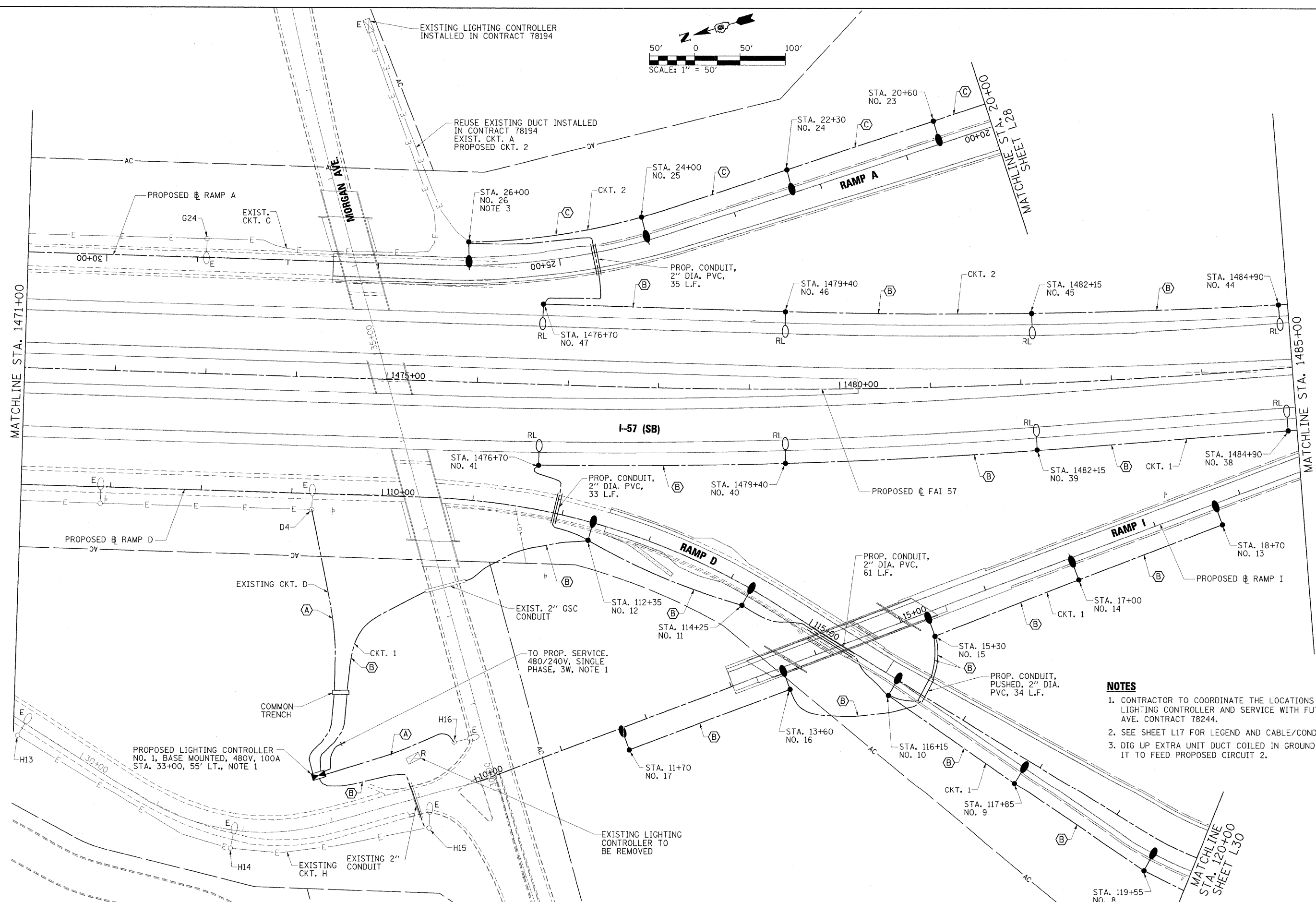
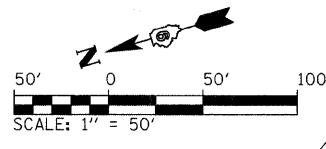


FOR INFORMATION ONLY
NO ELECTRICAL WORK ON THIS SHEET

NOTES:
1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L19

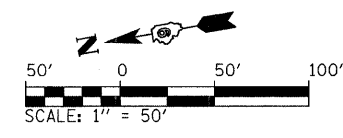
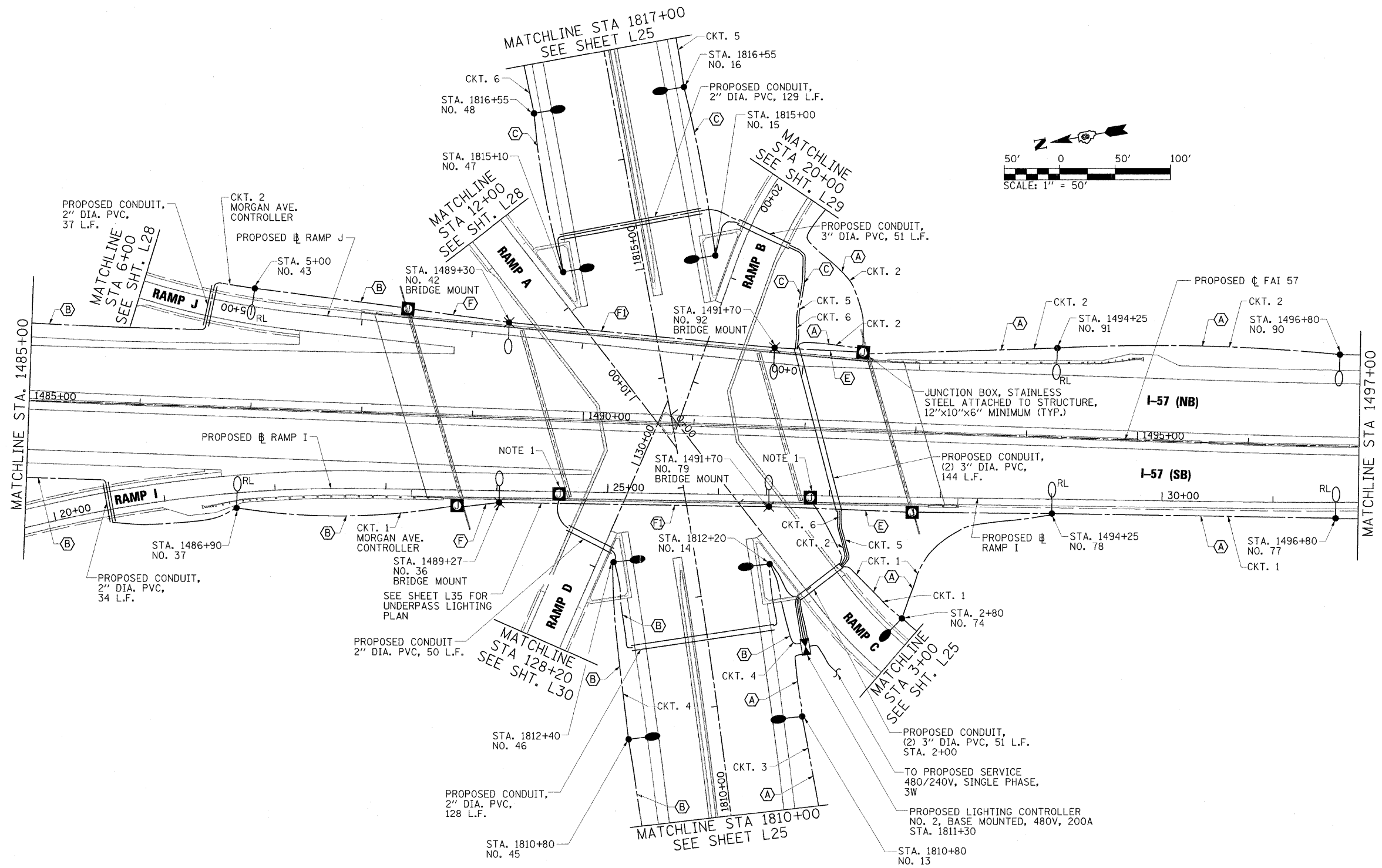
FILE NAME = ...D0978182-sh1-Light-I57_003P.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L19 OF L42 SHEETS	STA. 415+00 TO STA. 1471+00	* OX1-6-21HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	562
PLOT DATE = 10/17/2011	DATE = 10/7/2011	CHECKED -	REVISED -				* F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182
							ILLINOIS FED. AID PROJECT				



- NOTES**
1. CONTRACTOR TO COORDINATE THE LOCATIONS OF PROPOSED LIGHTING CONTROLLER AND SERVICE WITH FUTURE MORGAN AVE. CONTRACT 78244.
 2. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.
 3. DIG UP EXTRA UNIT DUCT COILED IN GROUND AND REUSE IT TO FEED PROPOSED CIRCUIT 2.

L20

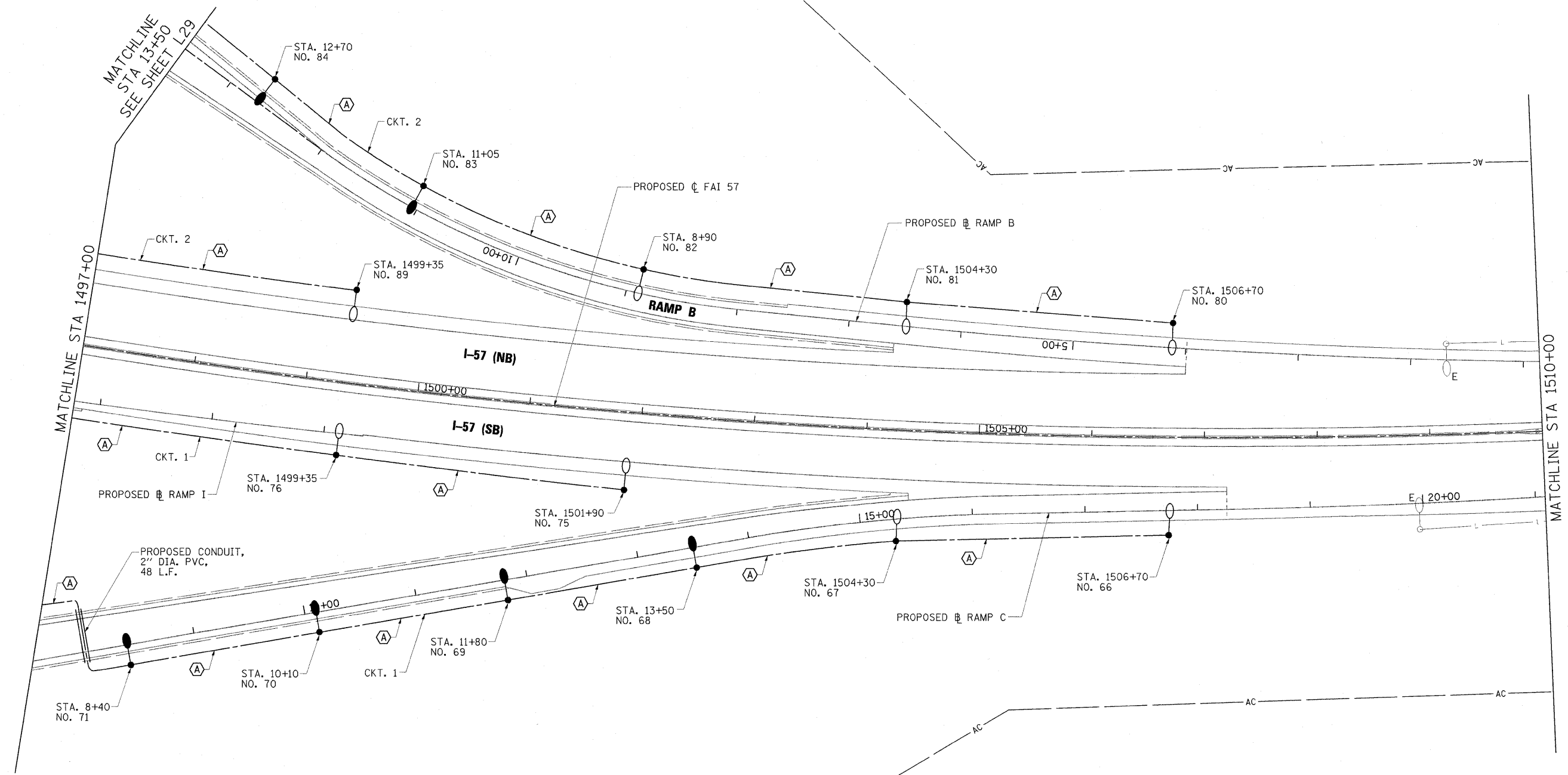
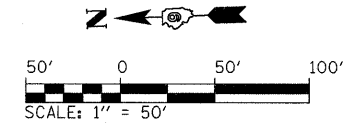
FILE NAME = ...\\0978182-sht-Light-157_004P.dgn	USER NAME = Brad Downen	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L20 OF L42 SHEETS	STA. 1471+00 TO STA. 1485+00	* (X1-6-2WBK-2, HB-1,2; (X-1R-1	WILLIAMSON	968	563	
	PLOT DATE = 10/17/2011	CHECKED -	REVISED -					* F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182
		DATE - 10/07/11	REVISED -									ILLINOIS FED. AID PROJECT



- NOTES:**
1. JUNCTION BOX FOR PROPOSED UNDERPASS LIGHTING. SEE SHEET L35 & L36 FOR DETAILS
 2. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L21

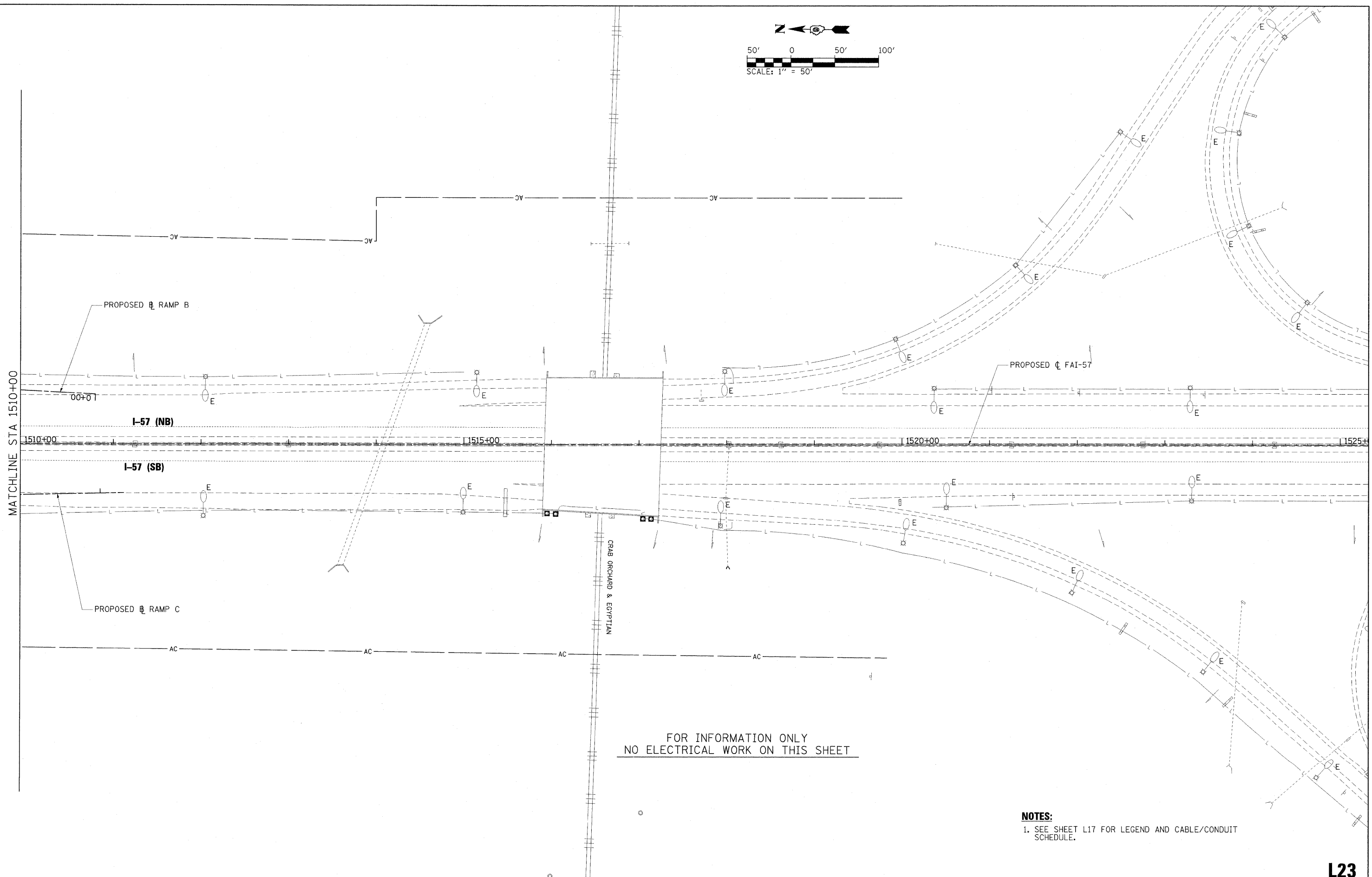
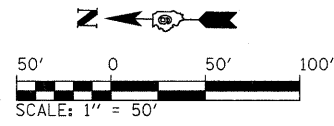
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		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L21 OF L42 SHEETS	STA. 1485+00 TO STA. 1497+00	(X1-6-2)HBK-2, HB-1,2; (X-1)R-1	WILLIAMSON	968	564
		CHECKED -	REVISED -					* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182
		DATE - 10/07/11	REVISED -					ILLINOIS FED. AID PROJECT			



NOTES:
 1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L22

FILE NAME = ...D978182-sht-Light-157_006P.dgn	USER NAME = Rob Heady	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L22 OF L42 SHEETS	STA. 1497+00 TO STA. 1510+00	* 0X1-6-2HBK-2, HB-1,2; 0X-1JR-1	WILLIAMSON	968	565	
		CHECKED -	REVISED -					* F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182
		DATE - 10/07/11	REVISED -					ILLINOIS FED. AID PROJECT				

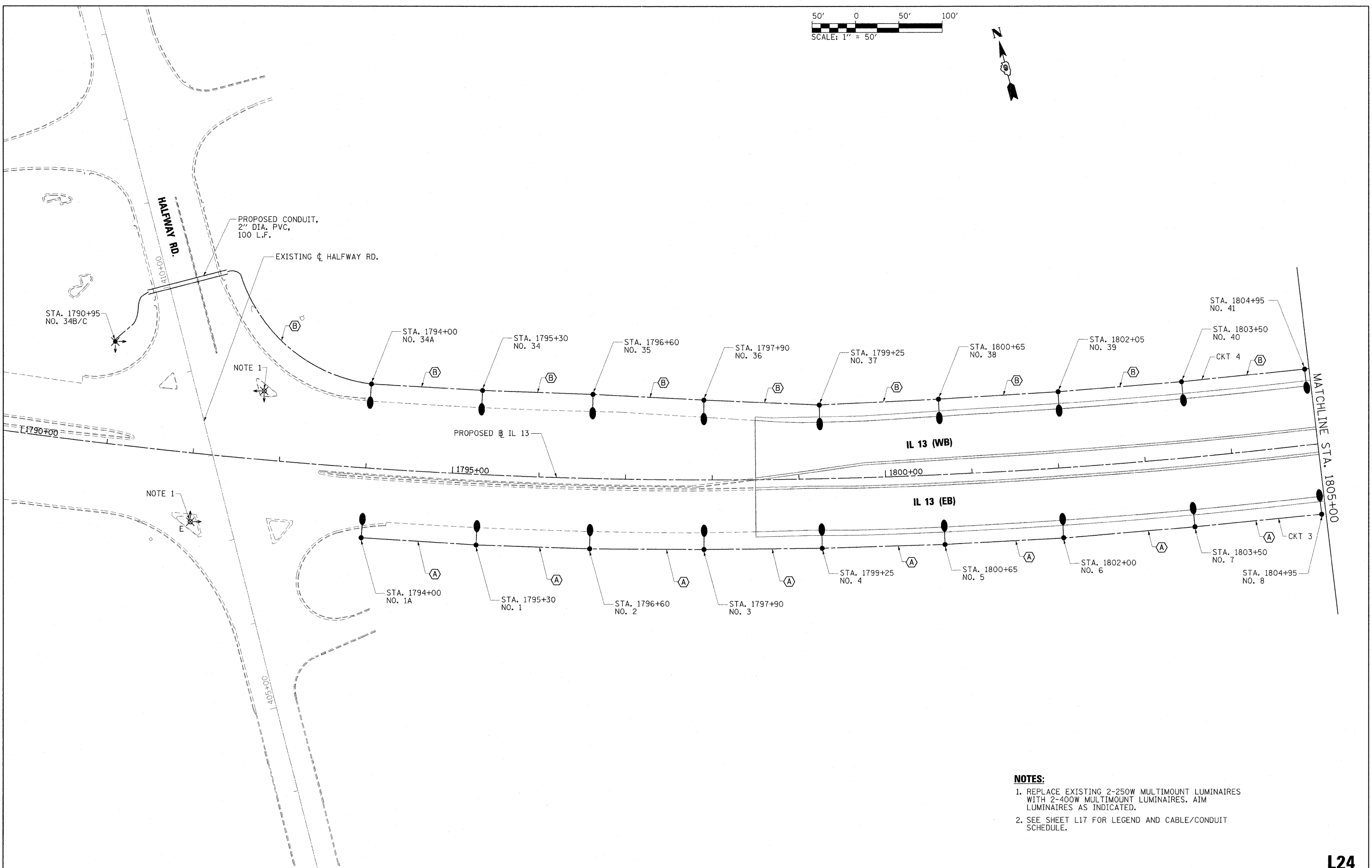
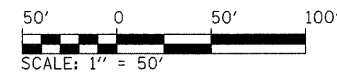


FOR INFORMATION ONLY
NO ELECTRICAL WORK ON THIS SHEET

NOTES:
1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L23

FILE NAME = ...N0978182-shr-Light-157.007P.dgn	USER NAME = Rob Heady	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L23 OF L42 SHEETS	STA. 1510+00 TO STA. 1525+00	• (X1-6-2)HBK-2, HB-1,2; (1X-1)R-1	WILLIAMSON	968	566	
		CHECKED -	REVISED -					• F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182
		DATE - 10/07/11	REVISED -					ILLINOIS FED. AID PROJECT				

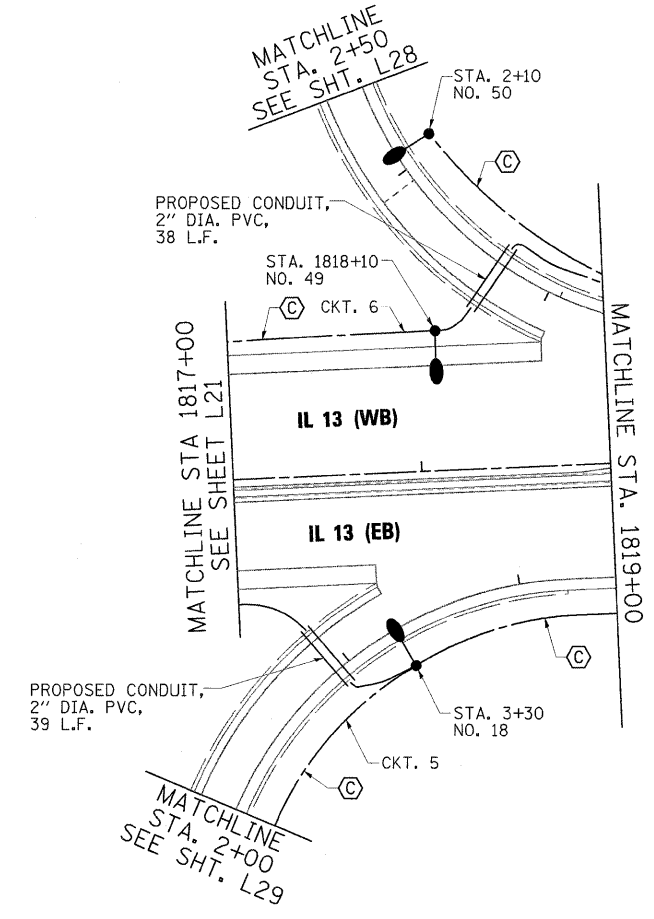
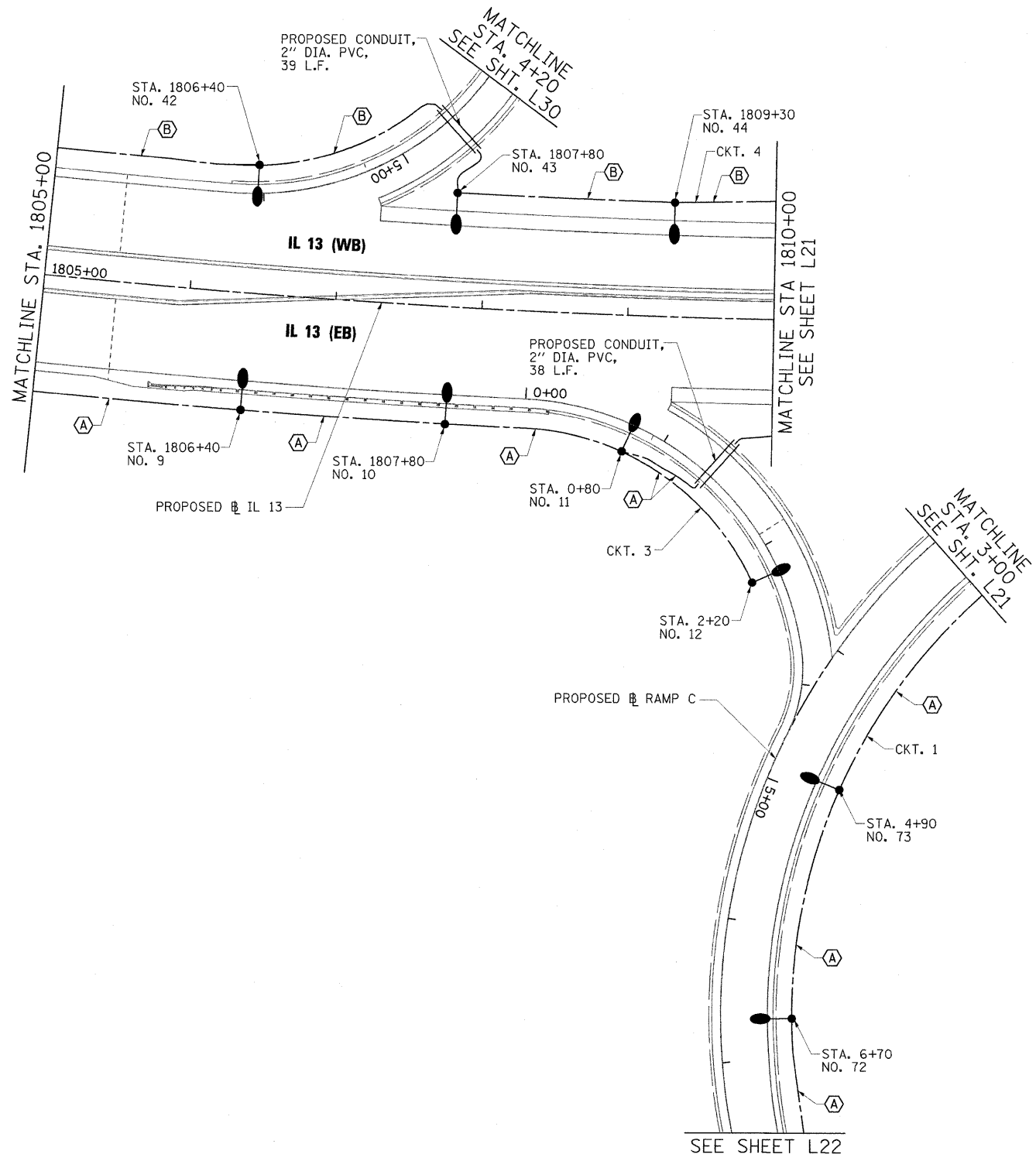
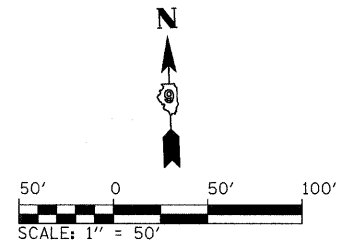


NOTES:

1. REPLACE EXISTING 2-250W MULTIMOUNT LUMINAIRES WITH 2-400W MULTIMOUNT LUMINAIRES. AIM LUMINAIRES AS INDICATED.
2. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L24

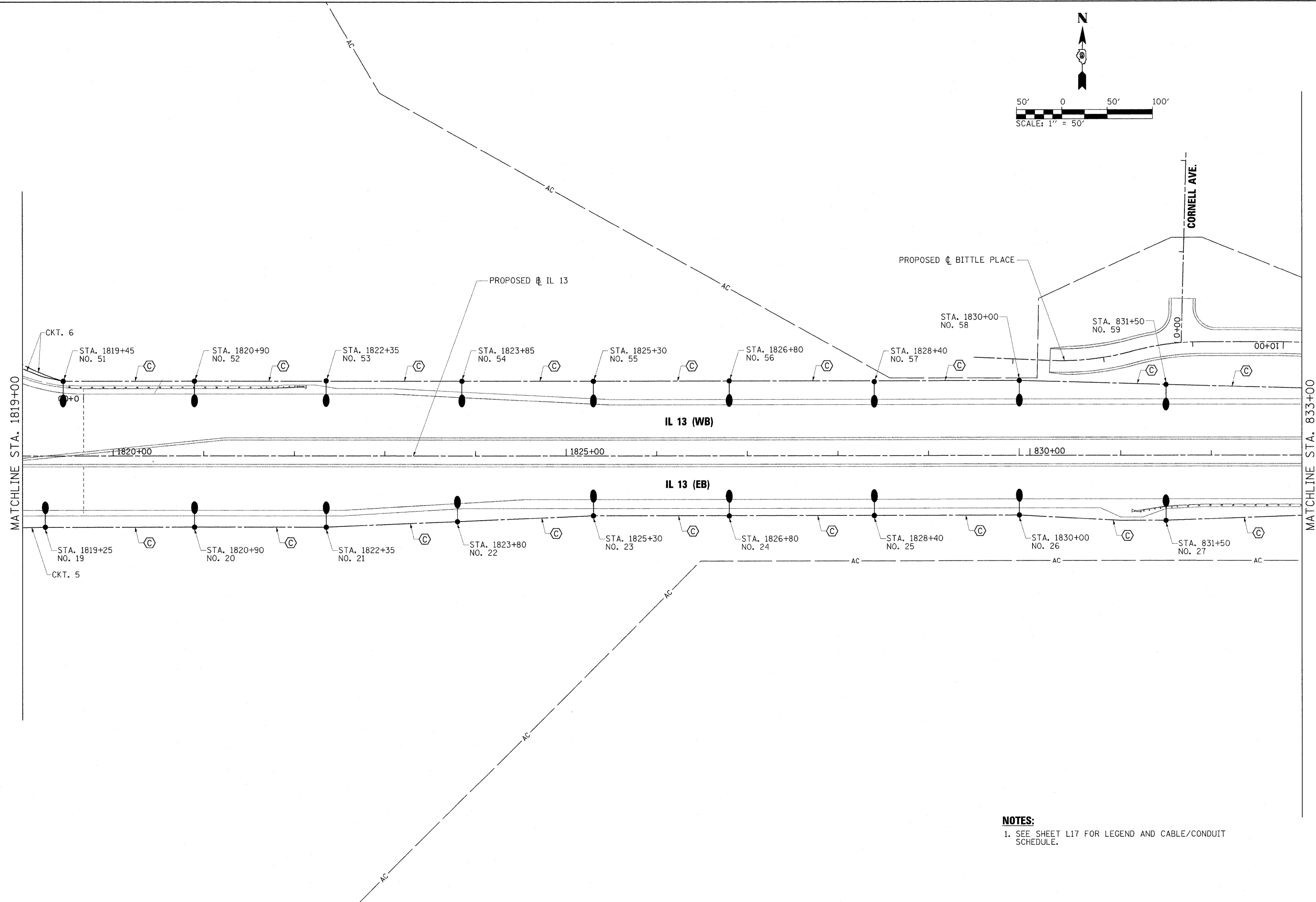
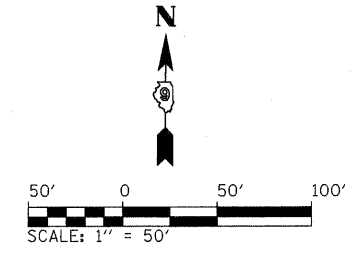
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	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -				* (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	567	
	PLOT DATE = 10/10/2011	CHECKED -	REVISED -				* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
	DATE - 10/07/11	REVISED -		SCALE: 1" = 50'		SHEET NO. L24 OF L42 SHEETS	STA. 1790+00 TO STA. 1805+00		ILLINOIS FED. AID PROJECT		



NOTES:
 1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L25

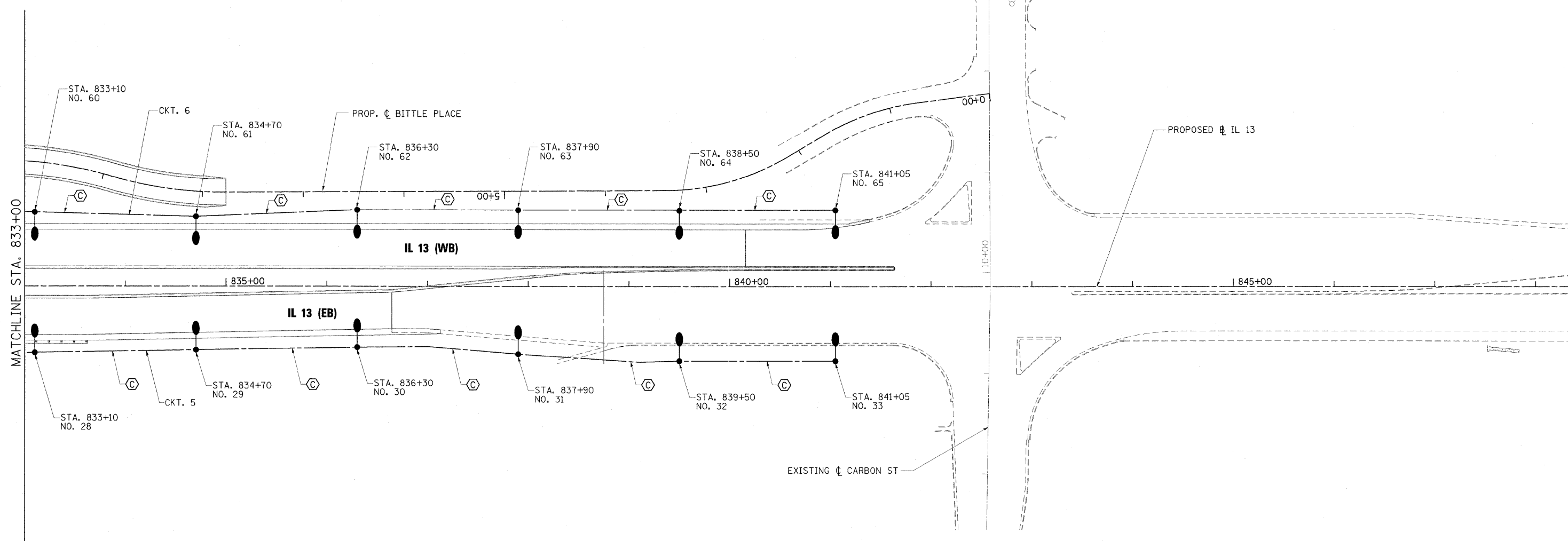
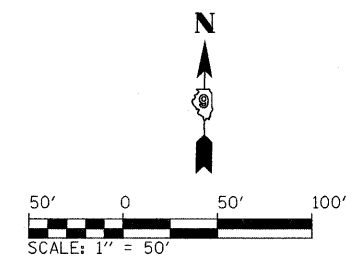
FILE NAME = ...D978182-shd-Light-IL13_009P.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GLD (CMT)	REVISED -			• 0X1-6-2HBK-2, HB-1,2; 0X-1R-1	WILLIAMSON	968	568	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISIED -	REVISIED -			• F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
PLOT DATE = 10/11/2011	DATE - 10/07/11	REVISIED -	REVISIED -			ILLINOIS FED. AID PROJECT				
					SCALE: 1" = 50'	SHEET NO. L25 OF L42 SHEETS		STA. 1805+00 TO STA. 1819+00		



NOTES:
 1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L26

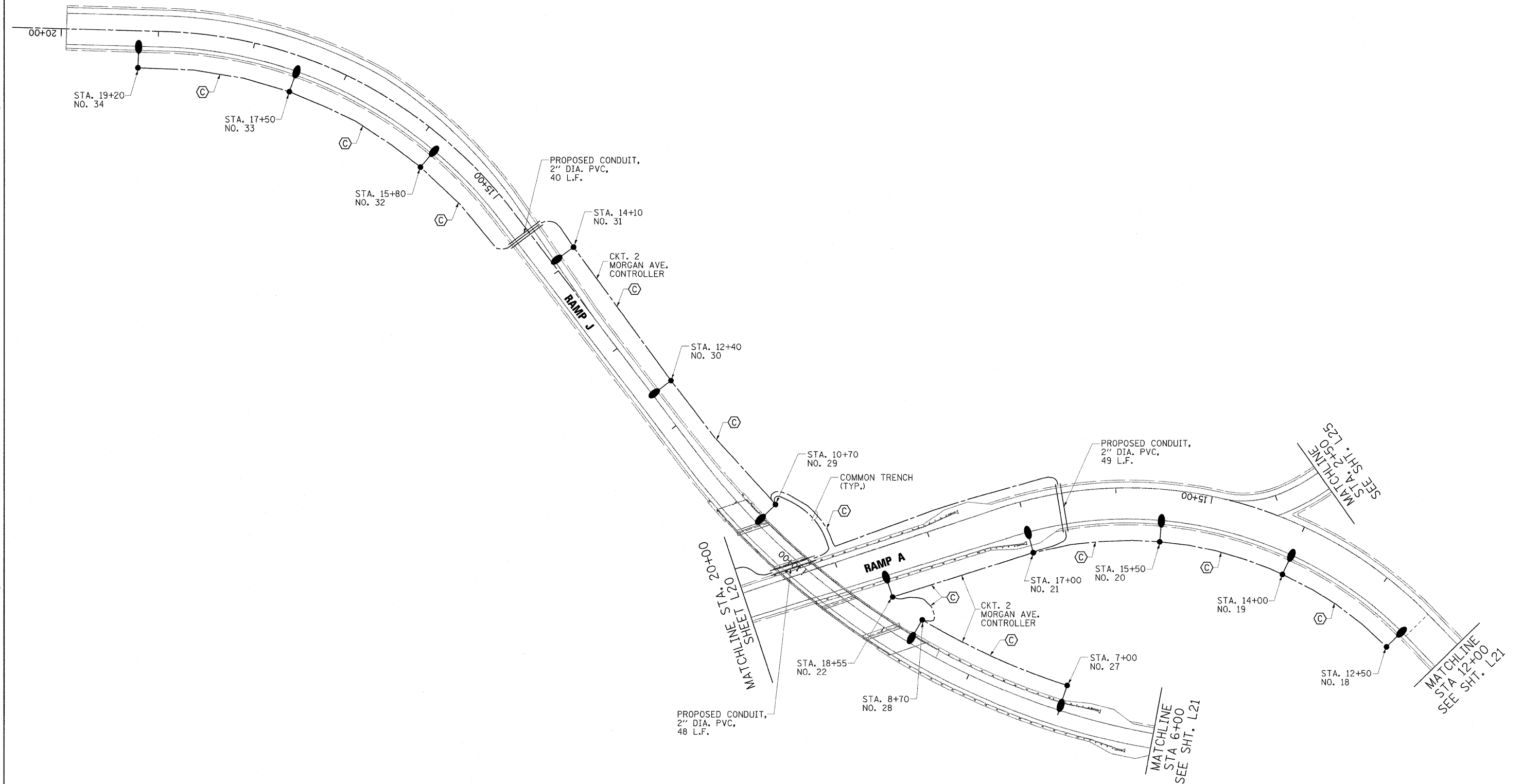
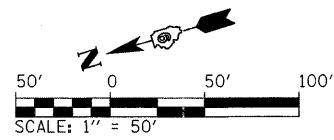
FILE NAME = ...D978182-sht-Light-IL13.010.dgn	USER NAME = Rob Heady	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS ILLINOIS ROUTE 13			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L26 OF L42 SHEETS	STA. 1819+00 TO STA. 833+00	* (X1-6-2)HBK-2, HB-1,2; (IX-1R-1	WILLIAMSON	968	569	
		CHECKED -	REVISED -					* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
		DATE - 10/07/11	REVISED -					ILLINOIS FED. AID PROJECT				



NOTES:
 1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L27

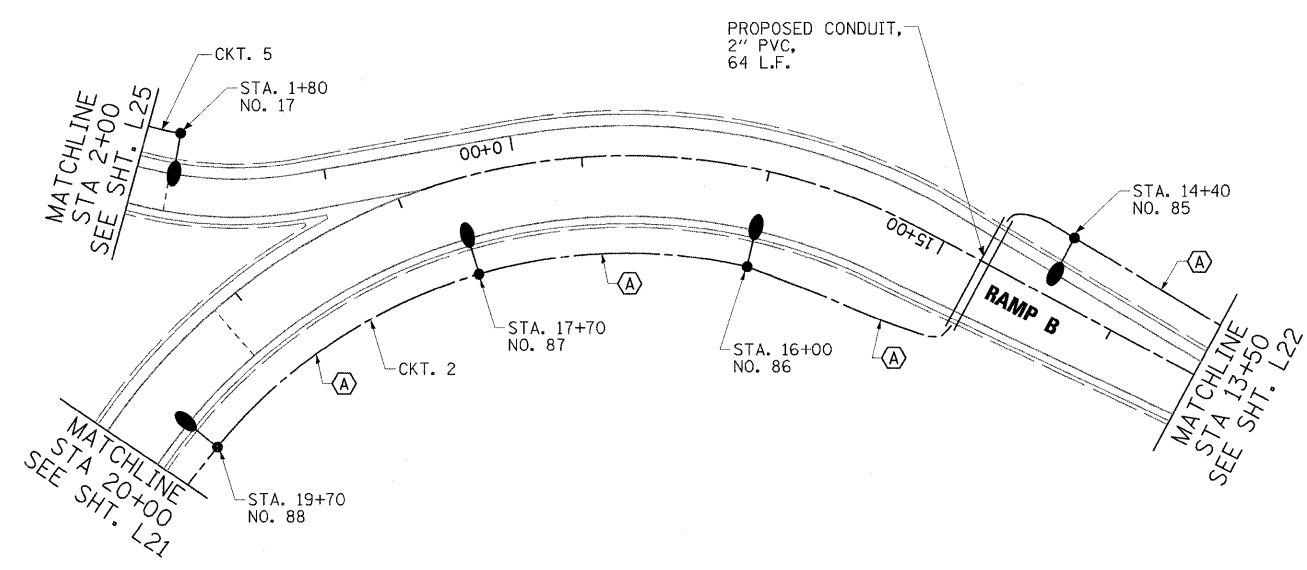
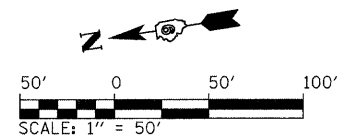
FILE NAME = ...D978182-shr-Light-IL13_01P.dgn	USER NAME = Rob Heady	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS ILLINOIS ROUTE 13		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		• (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	570			
	PLOT DATE = 10/10/2011	CHECKED -	REVISED -		• F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182					
	DATE = 10/07/11	REVISD -		SCALE: 1" = 50'	SHEET NO. L27 OF L42 SHEETS	STA. 833+00 TO STA. 848+00	ILLINOIS FED. AID PROJECT				



NOTES:
 1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L28

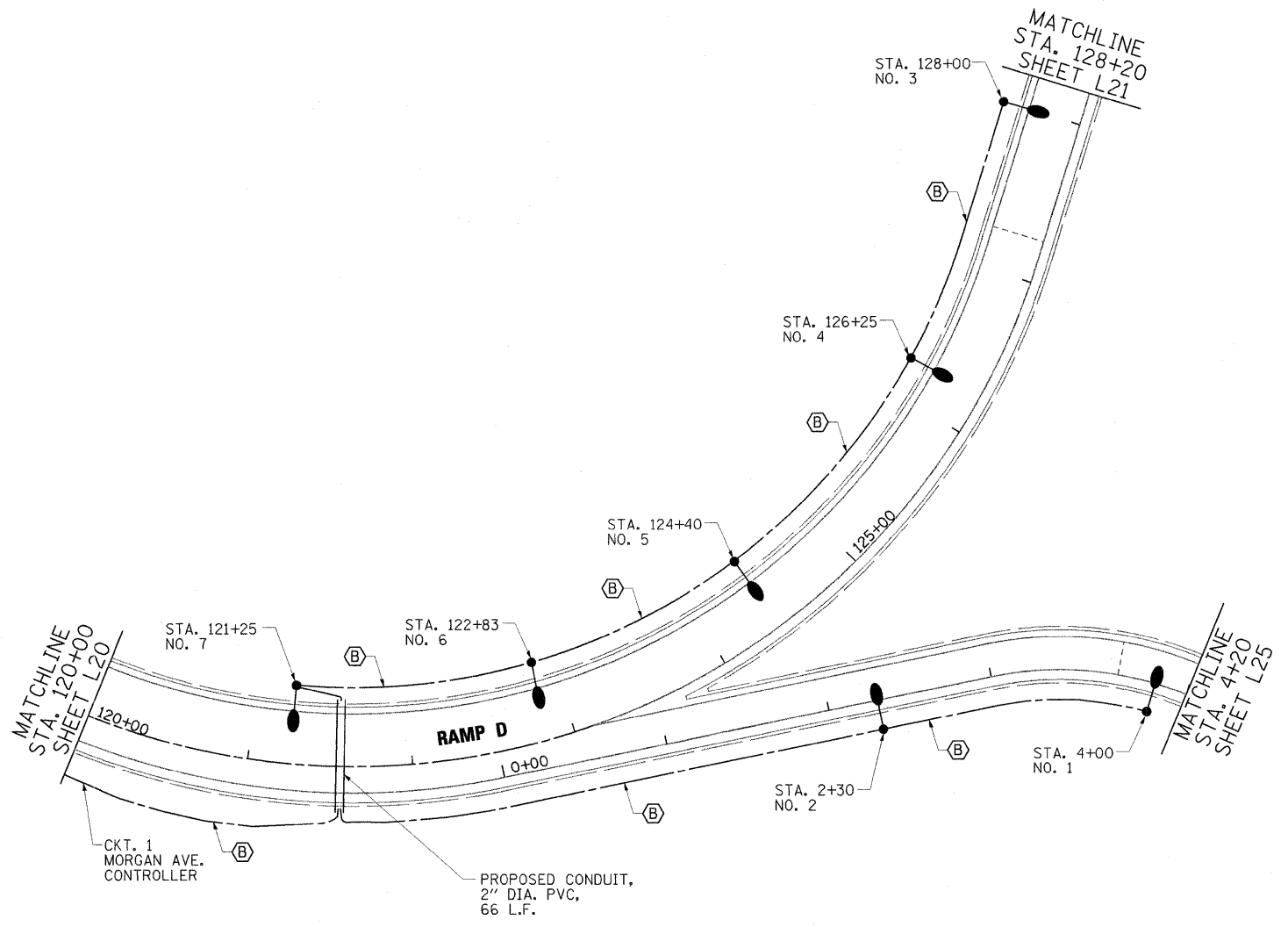
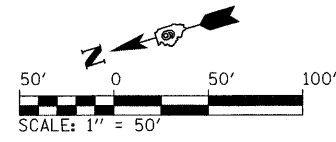
FILE NAME = ... \0978182-sht-Light-RAMPA_012P.dgn	USER NAME = Gary Davis	DESIGNED IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS RAMP A			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L28 OF L42 SHEETS	STA. 12+00 TO STA. 28+00	* (X1-6-2)HBK-2, HB-1,2; (X-1)R-1	WILLIAMSON	968	571	
		PLOT SCALE = 50,0000 ' / IN.	REVISED -					* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
		PLOT DATE = 10/17/2011	REVISED -					(ILLINOIS) FED. AID PROJECT				



NOTES:
 1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L29

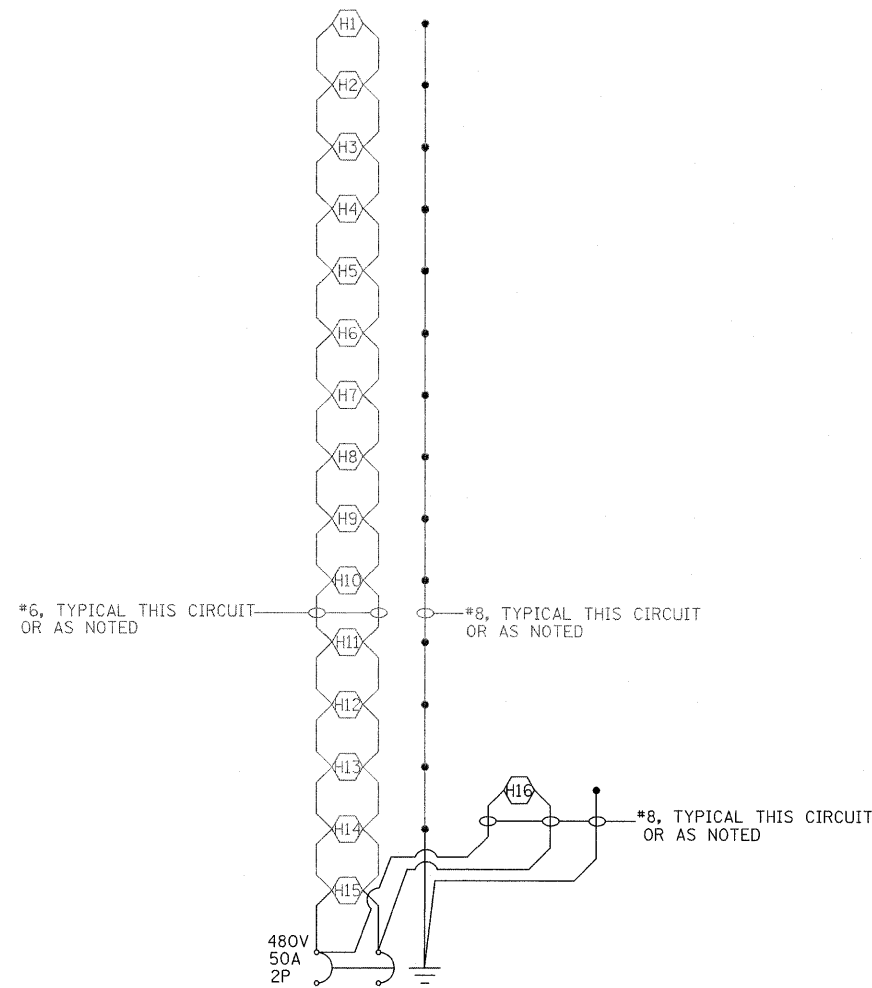
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	PLOT SCALE = 50.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 50'	SHEET NO. L29 OF L42 SHEETS	STA. 5+50	TO STA. 22+50.06	* OX1-6-2HDK-2, HB-1,2; (1X)-1R-1	WILLIAMSON	968	572
	PLOT DATE = 10/17/2011	DATE - 10/07/11	REVISED -					* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		ILLINOIS FED. AID PROJECT	



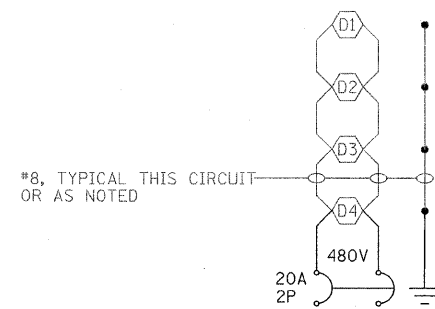
NOTES:
 1. SEE SHEET L17 FOR LEGEND AND CABLE/CONDUIT SCHEDULE.

L30

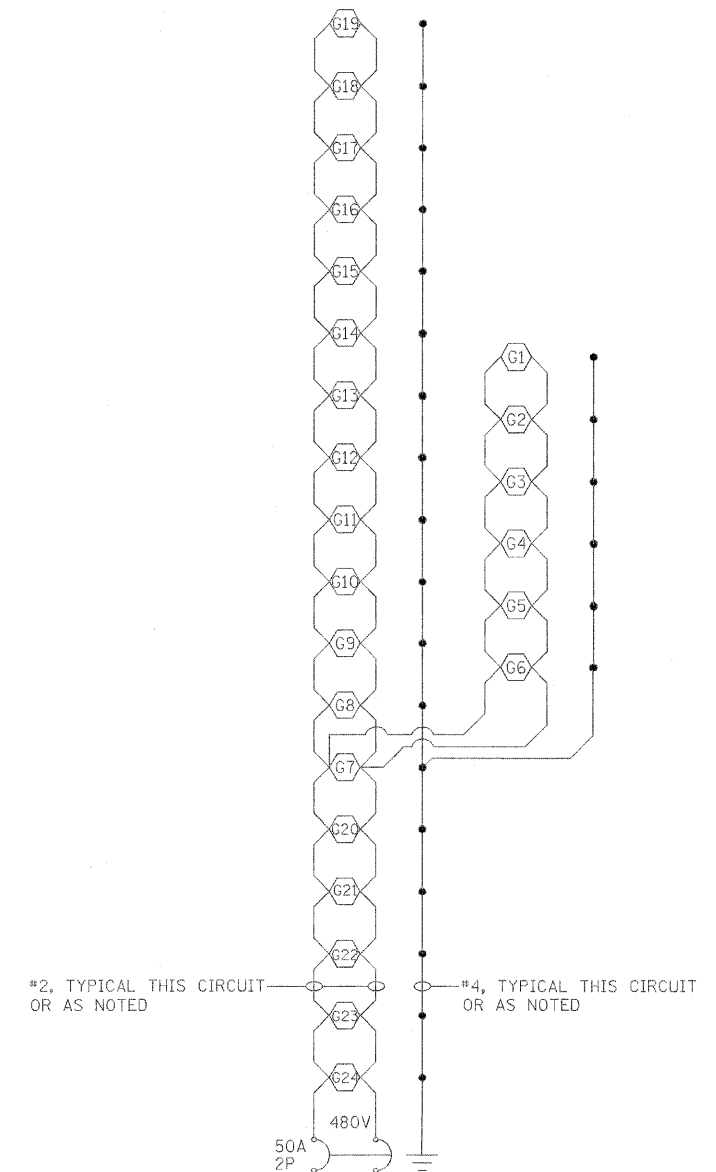
FILE NAME = ...D0978182-shr-Light-RAMPD_015P.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING PLANS RAMP D	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,0000' / IN.	DRAWN - GLD (CMT)	REVISED -			* (X1-6-2)HBK-2, HB-1,2; (X-1)R-1	WILLIAMSON	968	573	
	PLOT DATE = 10/17/2011	CHECKED -	REVISED -			* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182			
	DATE = 10/07/11	REVISED -		SCALE: 1" = 50' SHEET NO. L30 OF L42 SHEETS STA. 112+00 TO STA. 129+00		ILLINOIS FED. AID PROJECT				



EXISTING LIGHTING CKT H
PROPOSED LIGHTING CONTROLLER#1 BASE MOUNTED



EXISTING LIGHTING CKT D
PROPOSED LIGHTING CONTROLLER#1 BASE MOUNTED



EXISTING LIGHTING CKT G
EXISTING LIGHTING CONTROLLER (SOUTHWEST OF MORGAN AVE.)

NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

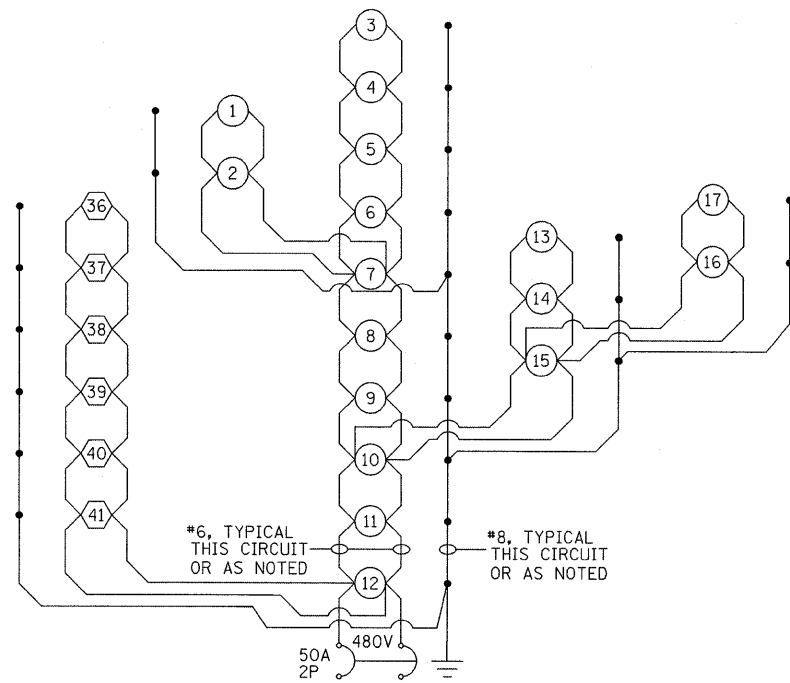
⬡ 400W PROPOSED LUMINAIRE

⬢ SIGN LIGHTING, NUMBER OF 150W LUMINAIRES AS INDICATED

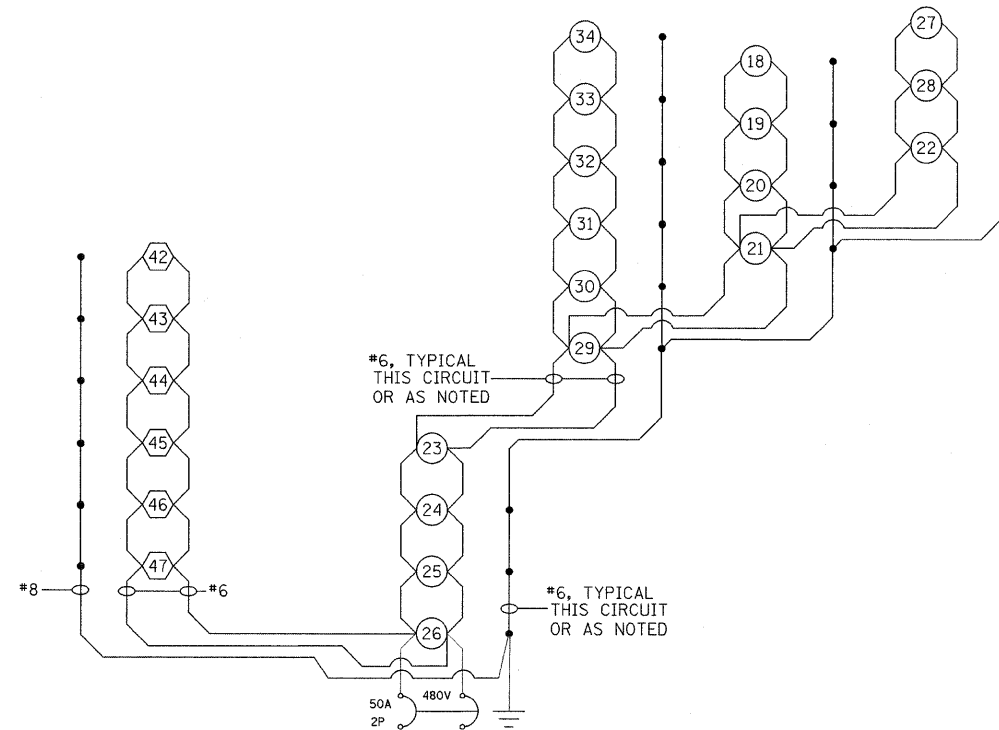
□ JUNCTION BOX

L31

FILE NAME = ...AD978182-shd-T_light.dtl-L31.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIRING DIAGRAM (MORGAN AVE. CONTROLLER) INTERSTATE 57	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1.0000" / IN.	DRAWN - GLD (CMT)	REVISED -			* 0X1-6-2HDK-2, HB-1,2; 0X-1R-1	WILLIAMSON	968	574	
PLOT DATE = 10/17/2011	CHECKED -	DATE - 10/07/11	REVISED -	SCALE: N.T.S.	SHEET NO. L31 OF L42 SHEETS	STA.	TO STA.	* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	ILLINOIS FED. AID PROJECT



LIGHTING CKT 1
PROPOSED LIGHTING CONTROLLER#1 BASE MOUNTED
(NORTH SIDE OF MORGAN AVE.)



LIGHTING CKT 2
EXISTING LIGHTING CONTROLLER (SOUTH SIDE OF MORGAN AVE.)

NOTES:

- ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

⬡ 400W PROPOSED LUMINAIRE

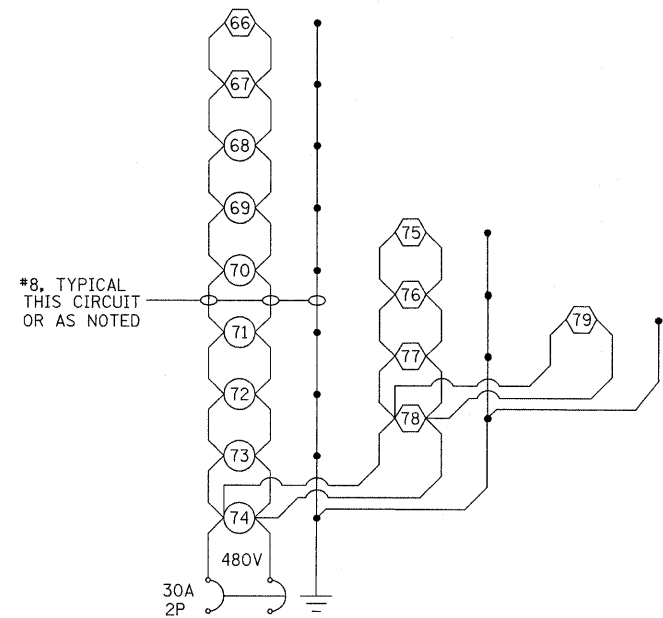
○ 250W PROPOSED LUMINAIRE

⊠ SIGN LIGHTING, NUMBER OF 150W LUMINAIRES AS INDICATED

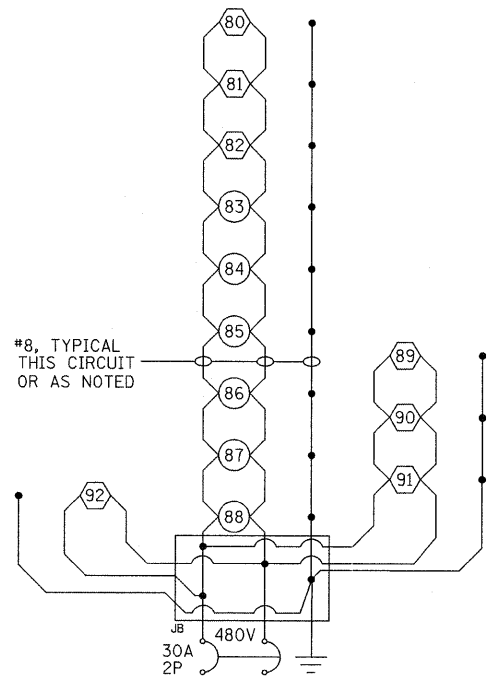
□ JUNCTION BOX

L32

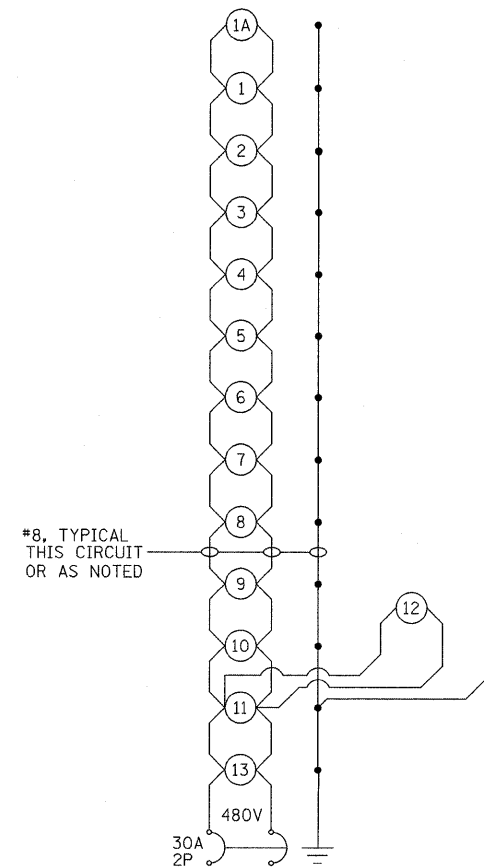
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	PLOT SCALE = 1/8" = 1' IN.	DRAWN - GLD (CMT)	REVISED -				* 0X1-6-2HKB-2, HB-1,2; 0X-1R-1	WILLIAMSON	968	575	
PLOT DATE = 10/17/2011	DATE = 10/07/11	CHECKED -	REVISED -	SCALE: N.T.S.	SHEET NO. L32 OF L42 SHEETS	STA. TO STA.	* F.A.I. 57 AND F.A.P. 331		CONTRACT NO. 78182		
							ILLINOIS FED. AID PROJECT				



LIGHTING CKT 1
PROPOSED LIGHTING CONTROLLER#2 BASE MOUNTED



LIGHTING CKT 2
PROPOSED LIGHTING CONTROLLER#2 BASE MOUNTED

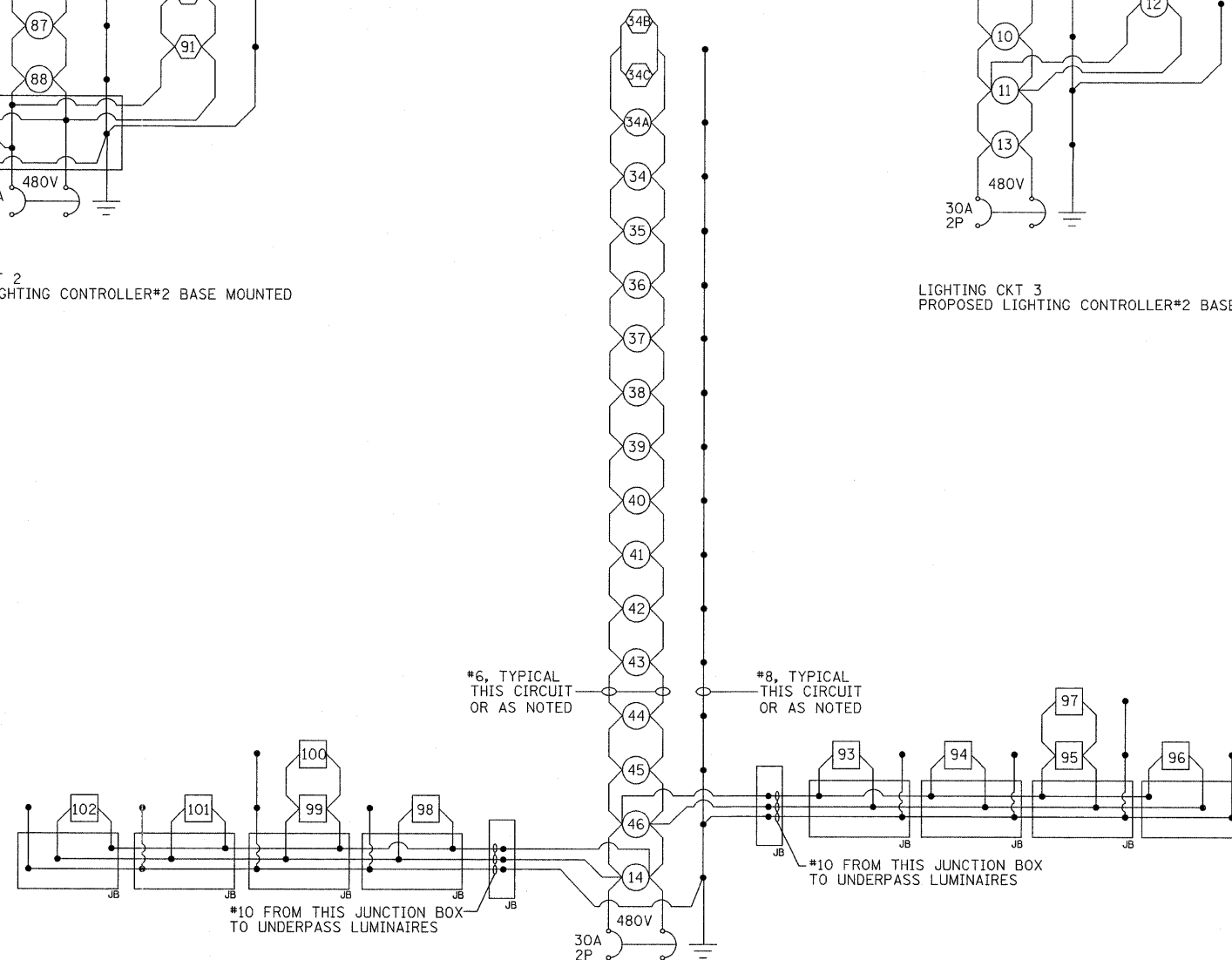


LIGHTING CKT 3
PROPOSED LIGHTING CONTROLLER#2 BASE MOUNTED

NOTES:

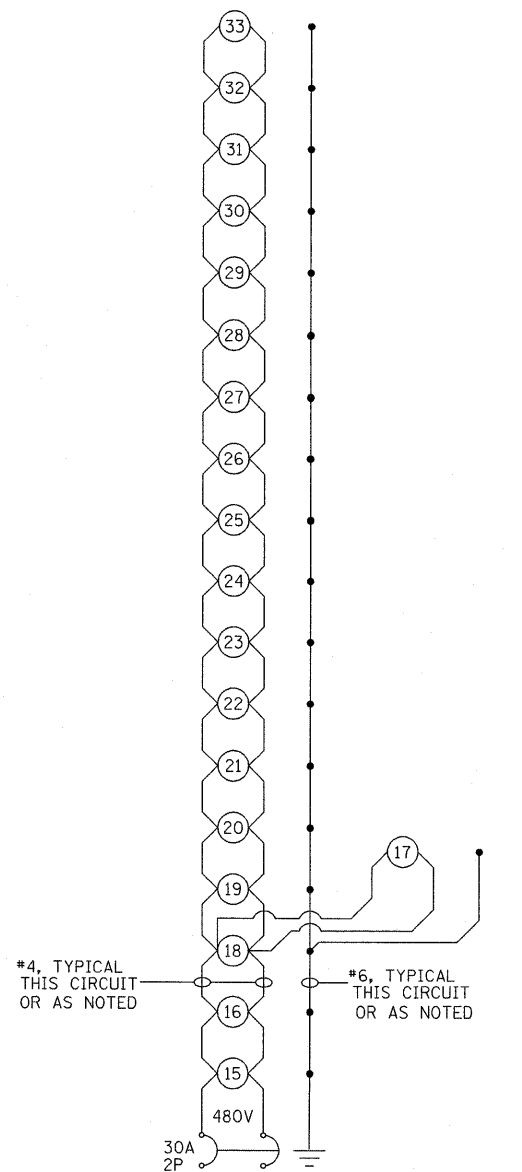
- ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

- 400W PROPOSED LUMINAIRE
- 250W PROPOSED LUMINAIRE
- 150W PROPOSED UNDERPASS LUMINAIRE
- JUNCTION BOX

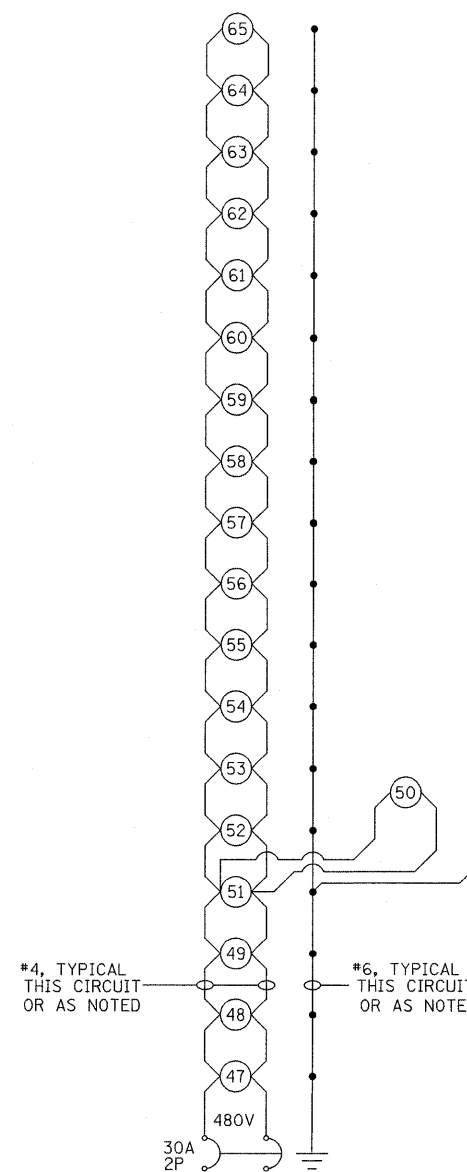


LIGHTING CKT 4
PROPOSED LIGHTING CONTROLLER#2 BASE MOUNTED

FILE NAME = ...N0978182-sh1-T.lght.d1-L33.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIRING DIAGRAM (IL-13 CONTROLLER) INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1/8" = 1' IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: N.T.S.	SHEET NO. L33 OF L42 SHEETS	STA.	TO STA.	* (X1-6-2)HBK-2, HB-1,2; (IX-1)R-1	WILLIAMSON	968	576
	PLOT DATE = 10/17/2011	CHECKED -	REVISED -						* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182		
		DATE - 10/7/2011	REVISED -						ILLINOIS FED. AID PROJECT			



LIGHTING CKT 5
PROPOSED LIGHTING CONTROLLER#2 BASE MOUNTED



LIGHTING CKT 6
PROPOSED LIGHTING CONTROLLER#2 BASE MOUNTED

NOTES:

1. ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.

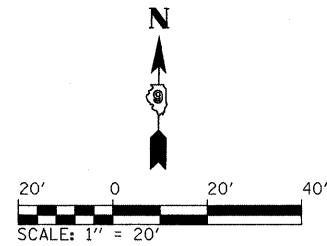
○ 250W PROPOSED LUMINAIRE

⊞ SIGN LIGHTING, NUMBER OF 150W LUMINAIRES AS INDICATED

□ JUNCTION BOX

L34

FILE NAME = ...D978182-shr-T..light.dtl-L34.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIRING DIAGRAM (IL-13 CONTROLLER) INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1.000" / IN.	DRAWN - GLD (CMT)	REVISED -				* (X1-6-2)HBK-2, HB-1,2; (X1-1R-1	WILLIAMSON	968	577	
	PLOT DATE = 10/17/2011	CHECKED -	REVISED -				* F.A.I. 57 AND F.A.P. 331	CONTRACT NO. 78182	ILLINOIS FED. AID PROJECT		
	DATE - 10/7/2011	REVISED -		SCALE: N.T.S.	SHEET NO. L34 OF L42 SHEETS	STA. TO STA.					



LEGEND

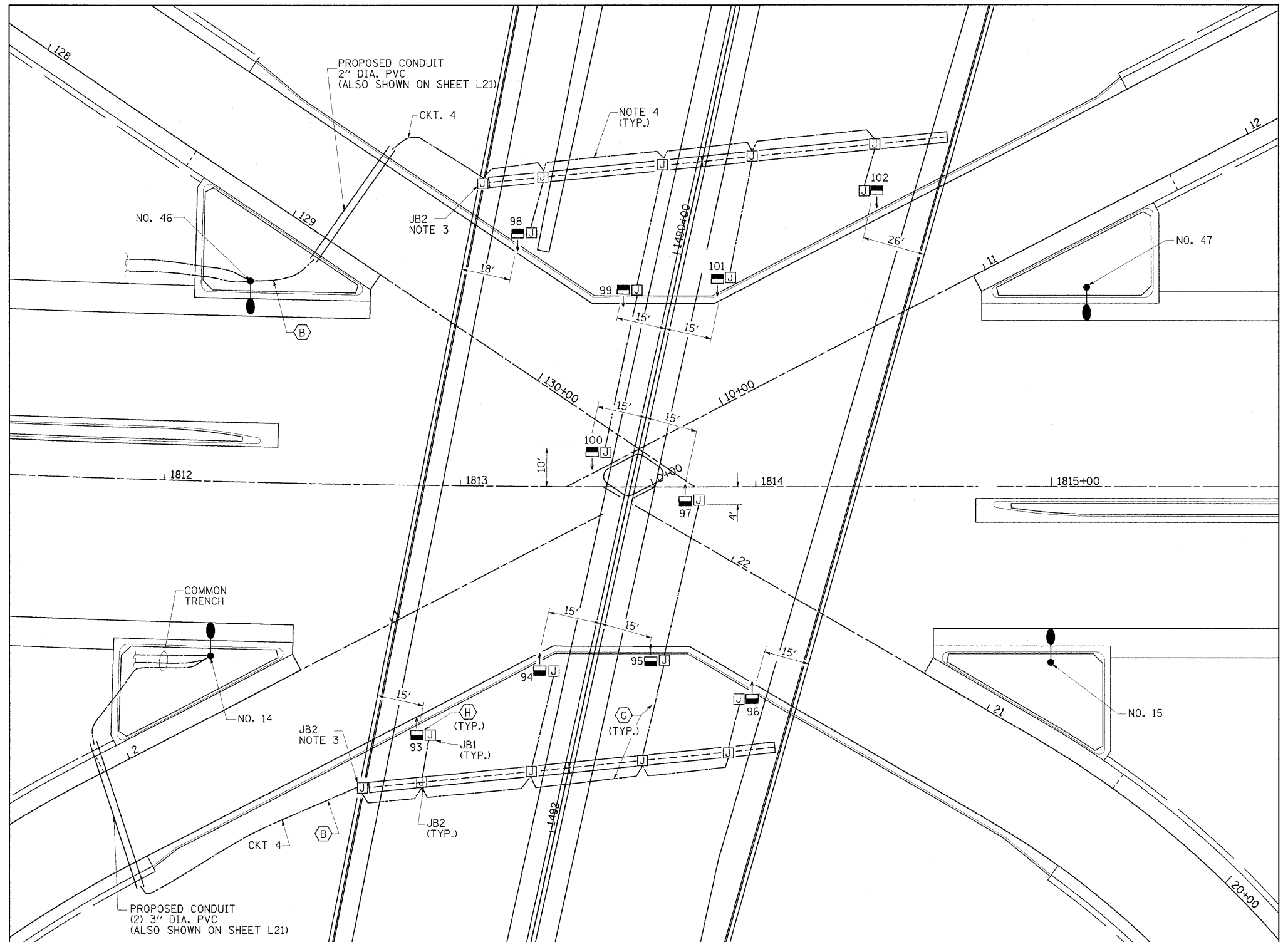
- PROPOSED UNDERPASS LUMINAIRE, 150W HPS, SUSPENDED FROM BRIDGE DECK, ARROW INDICATES LUMINAIRE AIMING DIRECTION
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, SIZE TO NEC BUT SHALL NOT BE SMALLER THAN:
 JB1 - 6" x 6" x 4"
 JB2 - 12" x 10" x 6"

NOTES:

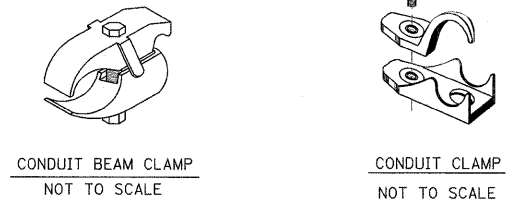
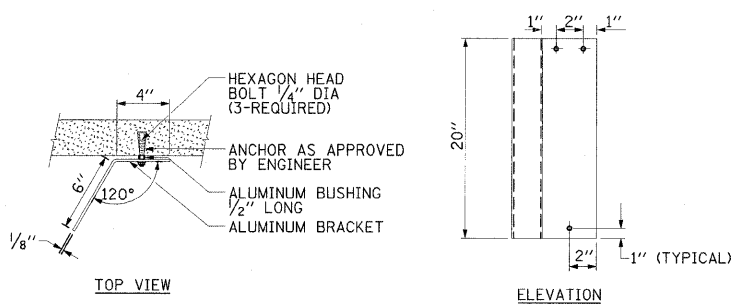
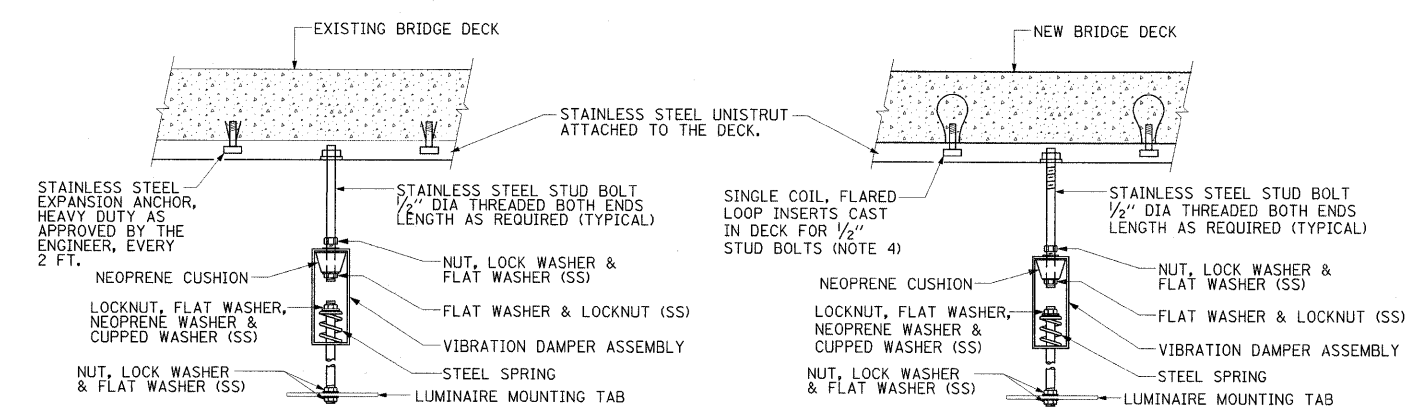
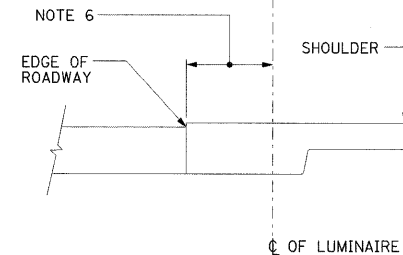
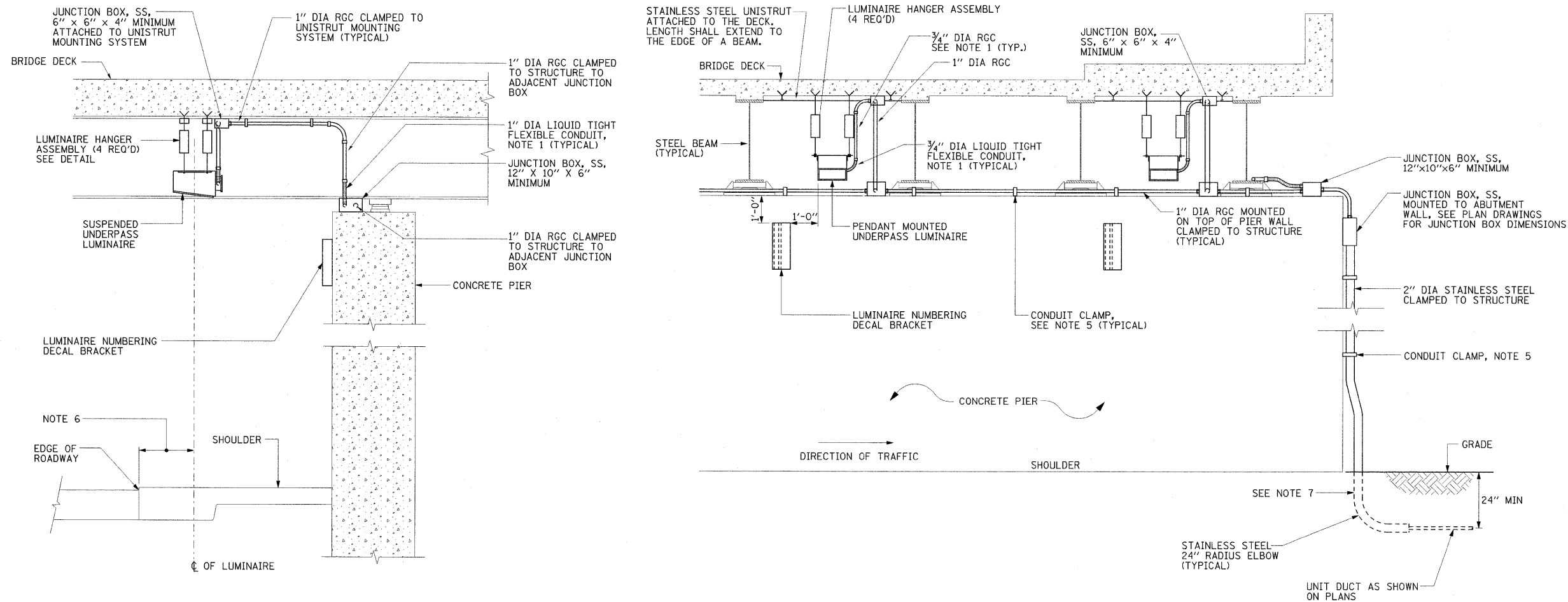
1. PROPOSED UNDERPASS LUMINAIRES SHALL BE PENDANT MOUNTED, OFFSET 2 FEET FROM EDGE OF ROADWAY UNLESS NOTED OTHERWISE. SEE DRAWING L36 FOR PENDANT MOUNTED UNDERPASS LIGHTING DETAILS.
2. UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
3. CONDUIT AND WIRING FROM JUNCTION BOX AT BRIDGE ABUTMENT TO THE UNDERPASS LUMINAIRE(S) SHALL BE INCIDENTAL TO THE COST OF THE UNDERPASS LUMINAIRE(S). THIS INCLUDES ALL APPURTENANCES INCLUDING, BUT NOT LIMITED TO; STRAPS, CLAMPS, HANGERS, FITTINGS, ATTACHMENTS, HARDWARE, JUNCTION BOXES, ETC.
4. CONDUIT ATTACHED TO STRUCTURE SHALL BE RIGID GALVANIZED CONDUIT UNLESS NOTED OTHERWISE. ALL HARDWARE SHALL BE STAINLESS STEEL AND ALL CONDUIT APPURTENANCES, AS NOTED ABOVE, SHALL BE HOT DIP GALVANIZED OR STAINLESS STEEL. ANY CONDUIT THAT PENETRATES THE GROUND SHALL BE STAINLESS STEEL.

CABLE /CONDUIT SCHEDULE

- (G) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE), 2-1C NO. 10, 1/C NO. 10 GROUND IN 1" DIA. RCC CONDUIT ATTACHED TO STRUCTURE.
- (H) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE), 2-1C NO. 10, 1/C NO. 10 GROUND IN 1" DIA. LIQUID TIGHT FLEXIBLE CONDUIT.



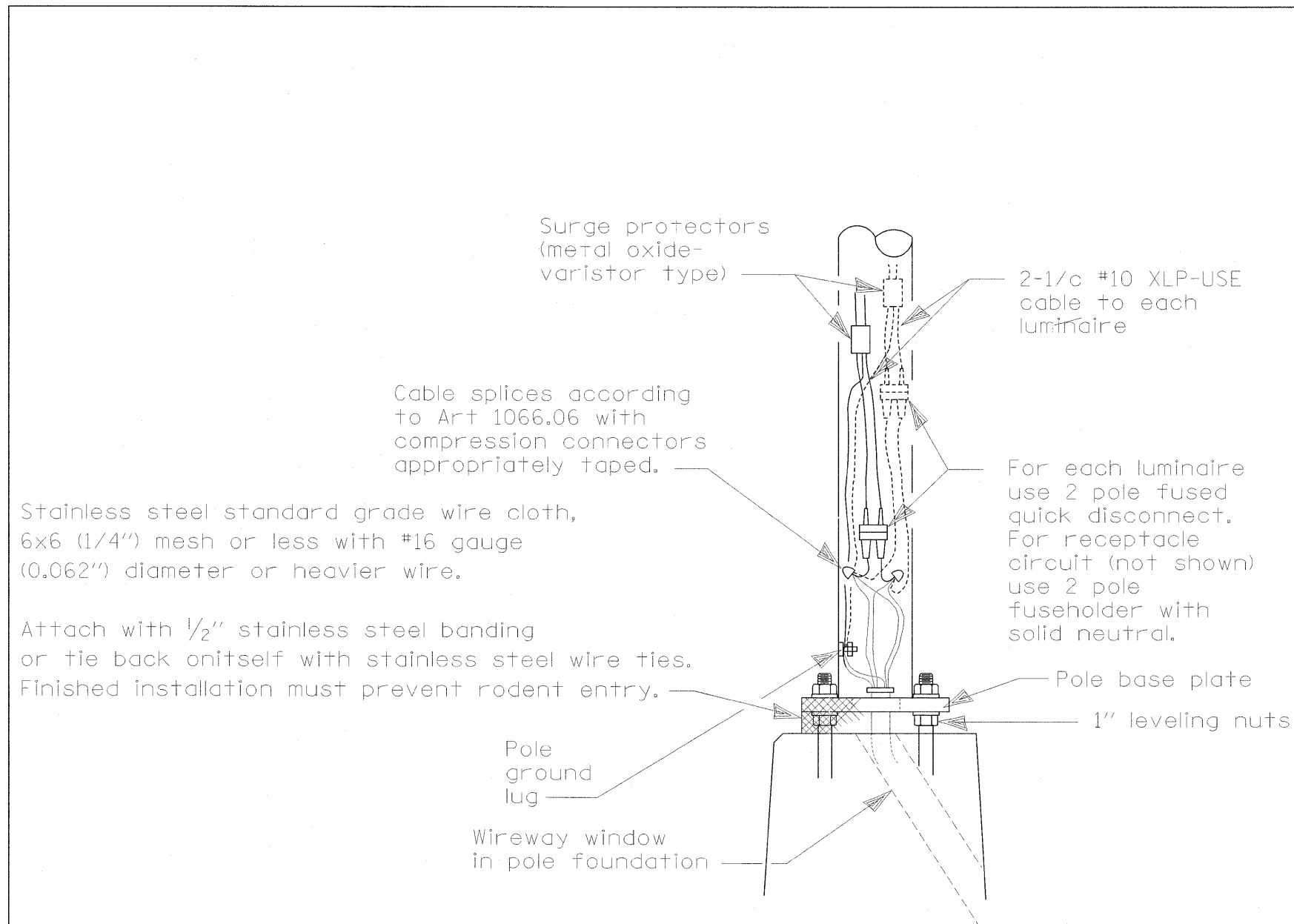
FILE NAME = ...N0978182-shft-T_light.dtl-L35.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	UNDERPASS LIGHTING PLAN INTERSTATE 57			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000' / IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: 1" = 20'	SHEET NO. L35 OF L42 SHEETS	STA. 1810+50	TO STA. 1816+00	* (X1-6-2)HBK-2, HB-1,2; (X-1)R-1	WILLIAMSON	968	578
PLOT DATE = 10/7/2011	DATE - 10/7/2011	CHECKED -	REVISED -					* F.A.I. 57 AND F.A.P. 331				CONTRACT NO. 78182
								ILLINOIS FED. AID PROJECT				



- NOTES:**
- LIQUID TIGHT FLEXIBLE NON-METALIC CONDUIT SHALL BE RESISTANT TO OIL, WATER, CHEMICAL, AND UV AND SHALL BE SUITABLE FOR OUTDOOR, DIRECT BURY, AND EXTREME COLD USE ACCORDING TO NEC ART. 356. THE CONDUIT LENGTH SHALL NOT EXCEED 6 FT. CONDUIT FITTINGS SHALL BE STAINLESS STEEL.
 - SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
 - THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS AND STAINLESS STEEL UNISTRUT WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
 - THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY STAINLESS STEEL ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
 - SECURE THE CONDUIT WITH CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION.
 - ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS LUMINAIRE.
 - ALL HARDWARE ATTACHED TO THE BRIDGE DECK (CLAMPS, JUNCTION BOXES, LUMINAIRE HANGERS) SHALL BE STAINLESS STEEL AND SHALL BE ATTACHED TO STAINLESS STEEL UNISTRUT SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING UNISTRUT AND INSERT LOCATIONS WITH BRIDGE DECK CONTRACTOR.

L36

FILE NAME = ...ND979182-shr-T.Lght.dtl-L36.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUSPENDED MOUNT UNDERPASS LUMINAIRE INSTALLATION DETAILS INTERSTATE 57		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1:000' / IN.	DRAWN - GLD (CMT)	REVISED -		SCALE: N.T.S.	SHEET NO. L36 OF L42 SHEETS	STA.	TO STA.	* (X1-6-2)HBK-2, HB-1,2; (X-1)R-1	WILLIAMSON	968	579
	PLOT DATE = 10/17/2011	CHECKED -	REVISED -						* F.A.I. 57 AND F.A.P. 331			
		DATE - 10/7/2011	REVISED -						ILLINOIS FED. AID PROJECT			CONTRACT NO. 78182



Stainless steel standard grade wire cloth, 6x6 (1/4") mesh or less with #16 gauge (0.062") diameter or heavier wire.

Attach with 1/2" stainless steel banding or tie back on itself with stainless steel wire ties. Finished installation must prevent rodent entry.

Pole ground lug

Wireway window in pole foundation

WIRING DETAIL

NO SCALE

GENERAL NOTES

All taped splices shall use 2 layers of electrical tape over 3 layers of rubber tape as required by the Standard Specifications. Coat the finished taped splice with bonding compound.

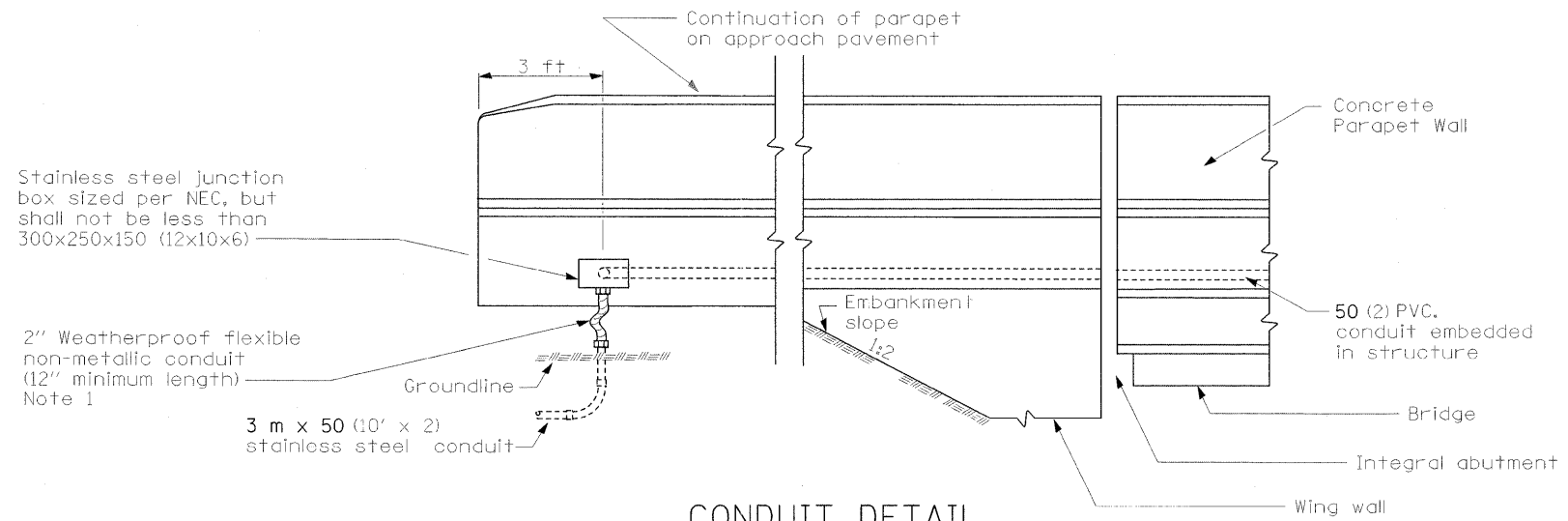
All cable splices shall be taped unless another method has been specifically approved by the Engineer.

For example purposes the pole is shown on an anchor base. If the pole is required to be set on a breakaway base, consult the Standard Specifications.

All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS	POLE HANDHOLE WIRING
7/31/08	Updated	
		DRAFT

LGT008A.DGN **L37**



CONDUIT DETAIL
(Integral Abutment)

NOTES:

- Liquid tight flexible non-metallic conduit shall be resistant to oil, water chemical, and UV and shall be suitable for outdoor direct bury and extreme cold use according to NEC Art. 356. Conduit length shall not exceed 6'. Conduit fittings shall be stainless steel.

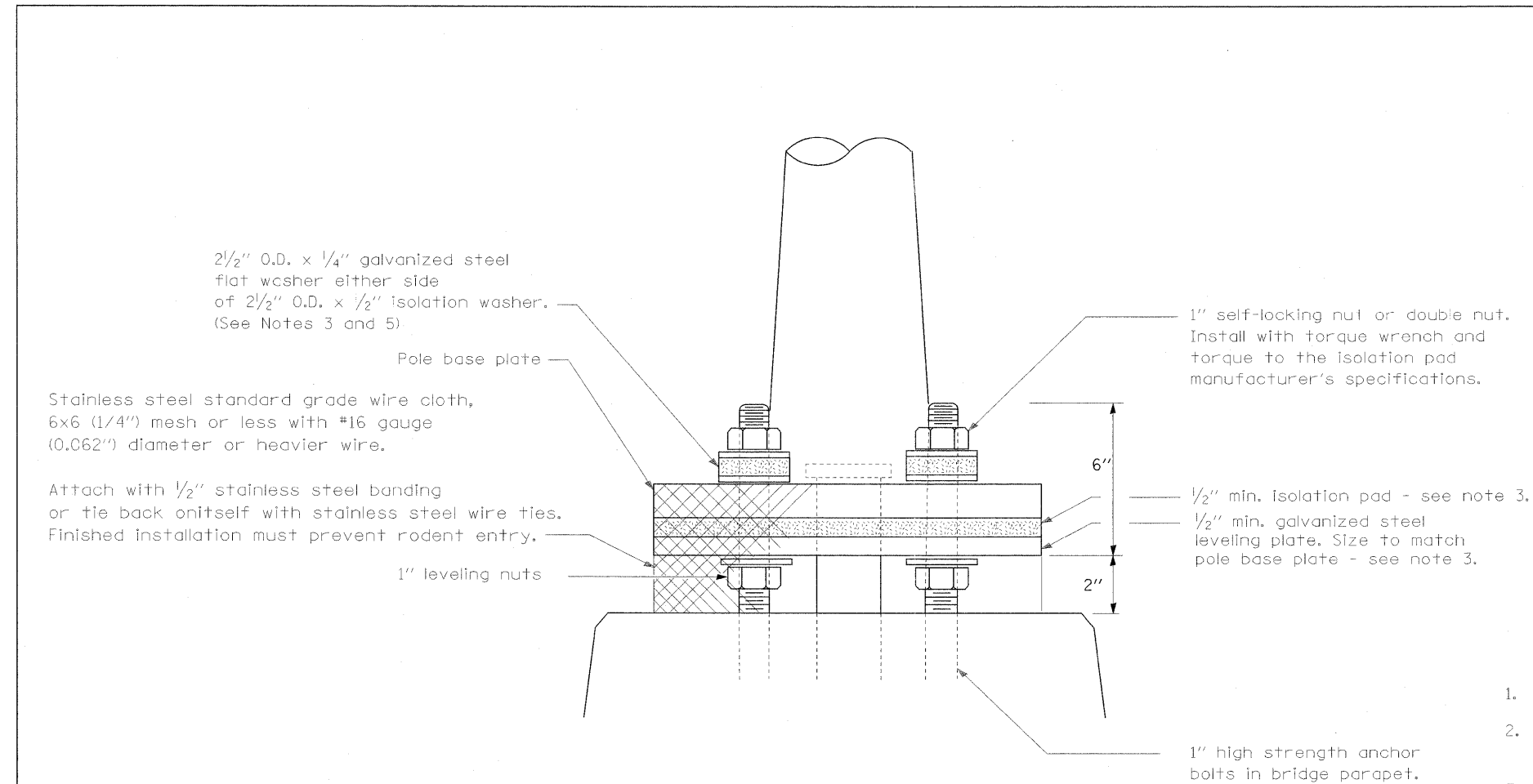
All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
7-31-08	Updated

CONDUIT EXITING
PARAPET ON
APPROACH PAVEMENT

DRAFT

LGT002B.DGN **L39**



Pole Mounted on Bridge Parapet Detail

GENERAL NOTES

1. Locate poles over bridge piers where possible.
2. The vibration isolation pad and leveling plate shall match the footprint of the pole base plate.
3. Thickness of isolation pad and washers shall be according to the isolation pad manufacturer's recommendations based upon pole height and loading.
4. Should the length of the exposed anchor bolts be too short on an existing bridge to mount the poles as shown, then the leveling plate shall be mounted directly on the concrete and leveled with stainless steel washers. Remove concrete as directed by the Engineer to fully thread the top nut.
5. The diameter of the flat washer on either side of isolation washer shall be at least the same as the diameter of the isolation washer.

All dimensions are in millimeters (Inches) unless otherwise shown.

DATE	REVISIONS
7/31/08	Updated

POLE MOUNTED
ON BRIDGE PARAPET

DRAFT

LGT018A.DGN **L40**

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - PROPOSED LIGHTING

6/21/11

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	48 FT
	Number Of Lanes	4
	Median Width	16 FT
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	50 FT
	Mast Arm Length	15 FT
	Pole Set-Back From Edge Of Pavement	20 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	50000
	IES Vertical Distribution	M
	IES Control Of Distribution	FC
	IES Lateral Distribution	3
	Total Light Loss Factor	0.684
LAYOUT DATA:	Spacing	260 FT
	Configuration	Opposite
	Luminaire Overhang Over Edge Of Pavement Lane	-5 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Average Horizontal Illumination, (E_{Ave})	0.90 fc
	Uniformity Ratio, (E_{Ave}/E_{Min})	3.0
LUMINANCE:	Average Luminance: (L_{Ave})	0.60 Cd/m ²
	Uniformity Ratios: (L_{Ave}/L_{Min})	3.5
	(L_{Max}/L_{Min})	6.0
	Maximum Veiling Luminance Ratio: (L_v/L_{Ave})	0.3

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ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - PROPOSED LIGHTING

6/21/11

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	36 FT
	Number Of Lanes	3
	Median Width	32 FT
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	45 FT
	Mast Arm Length	15 FT
	Pole Set-Back From Edge Of Pavement	20 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	28000
	IES Vertical Distribution	M
	IES Control Of Distribution	FC
	IES Lateral Distribution	3
	Total Light Loss Factor	0.684
LAYOUT DATA:	Spacing	160 FT
	Configuration	Opposite
	Luminaire Overhang Over Edge Of Pavement Lane	-5 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Average Horizontal Illumination, (E_{Ave})	0.90 fc
	Uniformity Ratio, (E_{Ave}/E_{Min})	3.0
LUMINANCE:	Average Luminance: (L_{Ave})	0.60 Cd/m ²
	Uniformity Ratios: (L_{Ave}/L_{Min})	3.5
	(L_{Max}/L_{Min})	6.0
	Maximum Veiling Luminance Ratio: (L_v/L_{Ave})	0.3

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ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - 150W UNDERPASS

7/6/11

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	60 FT
	Number Of Lanes	5
	Median Width	N/A
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	16.5 FT
	Mast Arm Length	
	Pole Set-Back From Edge Of Pavement	2 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	16,000
	IES Vertical Distribution	Med
	IES Control Of Distribution	
	IES Lateral Distribution	4
	Total Light Loss Factor	0.6
LAYOUT DATA:	Spacing	60 FT
	Configuration	Staggered
	Luminaire Overhang Over Edge Of Pavement Lane	-2 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Average Horizontal Illumination, (E_{Ave})	1.8 fc
	Uniformity Ratio, (E_{Ave}/E_{Min})	3.0
LUMINANCE:	Average Luminance: (L_{Ave})	0.9 Cd/m ²
	Uniformity Ratios: (L_{Ave}/L_{Min})	3.5
	(L_{Max}/L_{Min})	6.0
	Maximum Veiling Luminance Ratio: (L_v/L_{Ave})	0.3

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5/16/11

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - TEMPORARY LIGHTING

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	24 FT
	Number Of Lanes	2
	Median Width	FT
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	42 FT
	Mast Arm Length	FT
	Pole Set-Back From Edge Of Pavement	30 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	28000
	IES Vertical Distribution	M
	IES Control Of Distribution	NC
	IES Lateral Distribution	3
	Total Light Loss Factor	0.684
LAYOUT DATA:	Spacing	200 FT
	Configuration	One Side
	Luminaire Overhang Over Edge Of Pavement Lane	-30 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Average Horizontal Illumination, (E_{Ave})	0.60 fc
	Uniformity Ratio, (E_{Ave}/E_{Min})	3.0
LUMINANCE:	Average Luminance: (L_{Ave})	0.40 Cd/m ²
	Uniformity Ratios: (L_{Ave}/L_{Min})	3.5
	(L_{Max}/L_{Min})	6.0
	Maximum Veiling Luminance Ratio: (L_v/L_{Ave})	0.3

MS:cs:s:\gen\wpdocs\cks\luminaireperformancetable

6/21/11

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - TEMPORARY LIGHTING

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	48 FT
	Number Of Lanes	4
	Median Width	FT
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	52 FT
	Mast Arm Length	FT
	Pole Set-Back From Edge Of Pavement	30 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	50000
	IES Vertical Distribution	M
	IES Control Of Distribution	NC
	IES Lateral Distribution	3
	Total Light Loss Factor	0.684
LAYOUT DATA:	Spacing	220 FT
	Configuration	One Side
	Luminaire Overhang Over Edge Of Pavement Lane	-30 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance of variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.

ILLUMINATION:	Average Horizontal Illumination, (E_{Ave})	0.90 fc
	Uniformity Ratio, (E_{Ave}/E_{Min})	3.0
LUMINANCE:	Average Luminance: (L_{Ave})	0.60 Cd/m ²
	Uniformity Ratios: (L_{Ave}/L_{Min})	3.5
	(L_{Max}/L_{Min})	6.0
	Maximum Veiling Luminance Ratio: (L_v/L_{Ave})	0.3

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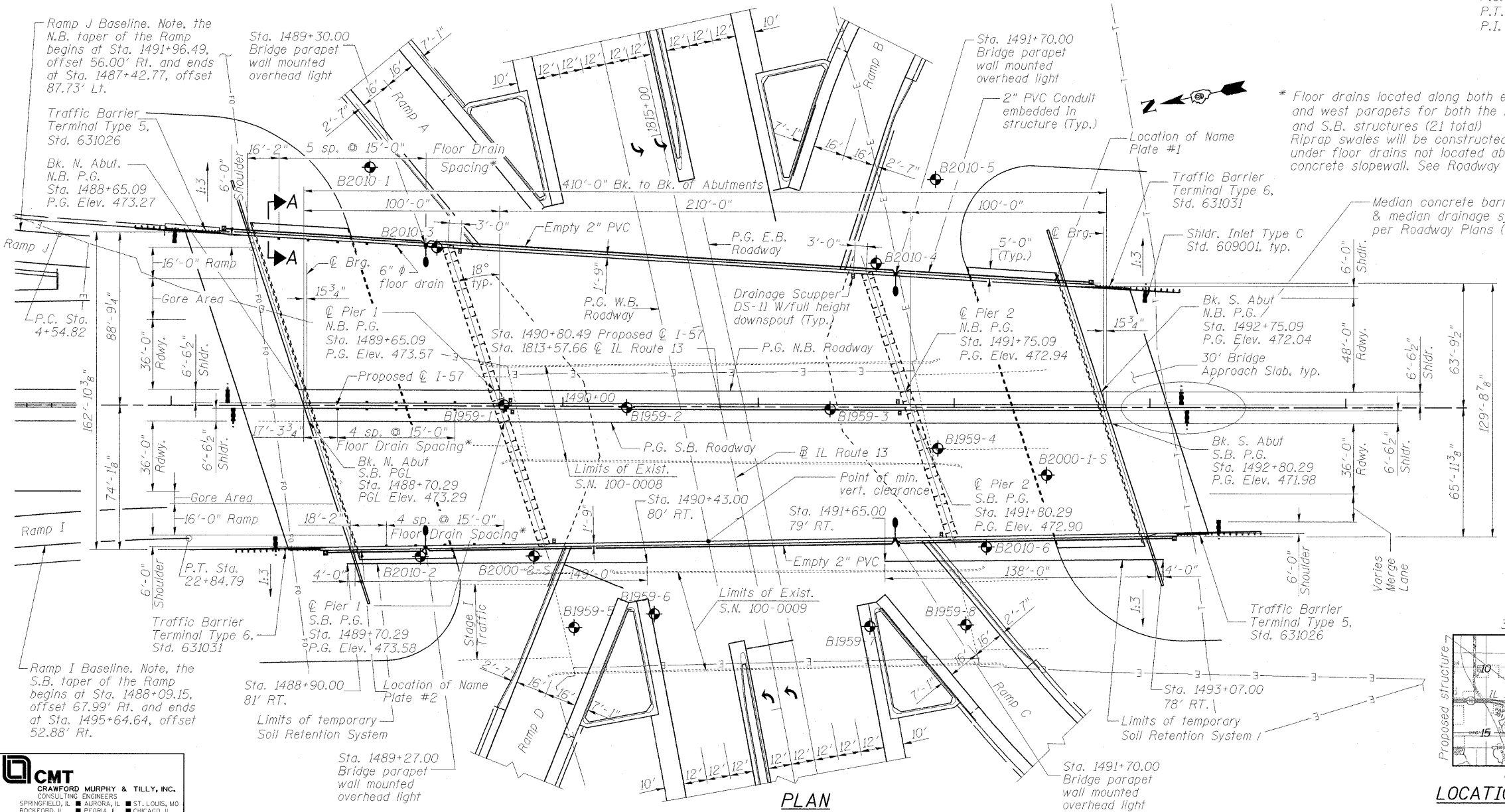
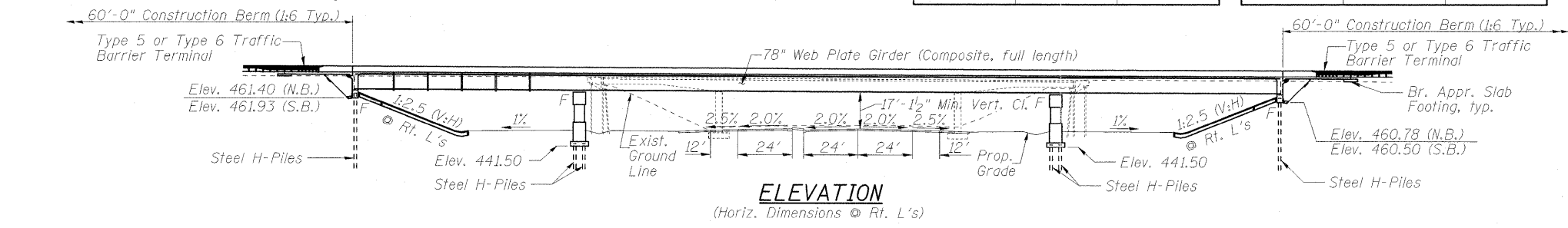
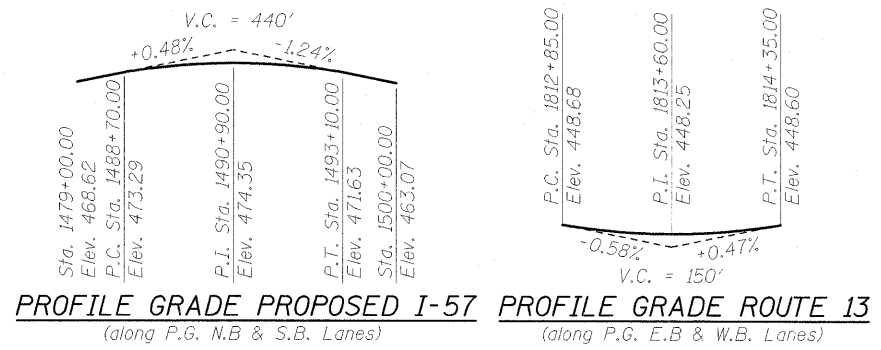
Bench Mark: IDOT District 9 Survey Control Point for I-57, Point No. NDPC11. Aluminum Permanent Survey Marker (PSM) set in concrete cap stamped "CP11 1489+00", located in I-57 median north of bridge over new Route 13. 49.5' Right of the I-57 NBL CL at Sta. 1489+00. Elevation = 470.137

Existing Structures: S.N. 100-0008 (N.B.) and S.N. 100-0009 (S.B.) built in 1959 as F.A.I. Route 57, Sec XI-6 HB-1 and XI-6 HB-2 at Sta. 1490+79.70 & Sta. 1491+10.38, respectively. Existing structures consist of two separate three span deck plate girder bridges (51' - 104'-3" - 51'). The back to back of abutment length is 210'-3" and the out to out bridge width is variable 48' min. to 53' max (±6"). Structure is supported on pile bent abutments and multiple column piers supported on piles. Existing structure 100-0008 is to be removed and replaced with staged traffic by shifting I-57 horizontal alignments onto 100-0009. After new structures have been opened, existing Structure 100-0009 is to be removed

Salvage: None.

BORINGS

BORING	STATION	OFFSET	BORING	STATION	OFFSET
B1959-1	1489+70	1' Lt.	B2000-1-S	1492+47	34' Rt.
B1959-2	1490+33	0' Rt.	B2000-2-S	1489+85	77' Rt.
B1959-3	1491+37	1' Rt.	B2010-1	1489+01	122' Lt.
B1959-4	1491+92	21' Rt.	B2010-2	1489+27	77' Rt.
B1959-5	1490+06	113' Rt.	B2010-3	1489+36	81' Lt.
B1959-6	1490+47	106' Rt.	B2010-4	1491+60	74' Lt.
B1959-7	1491+57	112' Rt.	B2010-5	1491+90	116' Rt.
B1959-8	1492+06	111' Rt.	B2010-6	1492+17	71' Rt.



CURVE DATA

IL Route 13	Ramp I	Ramp J
PROP. CURVE PR13-2	PROP. CURVE 1	PROP. CURVE 1
$\Delta = 13^\circ 26' 51''$ (LT)	$\Delta = 15^\circ 08' 25''$ (RT)	$\Delta = 53^\circ 16' 45''$ (RT)
$D = 0^\circ 57' 50''$	$D = 4^\circ 46' 29''$	$D = 7^\circ 32' 20''$
$T = 700.71$	$T = 159.48$	$T = 381.24'$
$L = 1394.99$	$L = 317.10$	$L = 706.72'$
$E = 41.16'$	$E = 10.55'$	$E = 90.26'$
$R = 5943.56'$	$R = 1200.00'$	$R = 760.00'$
$e = N.C.$	$e = 7.0\%$	$e = 8.0\%$
P.C. = Sta. 1799+75.68	P.C. = Sta. 19+67.69	P.C. = Sta. 4+54.82
P.T. = Sta. 1813+70.67	P.T. = Sta. 22+84.79	P.T. = Sta. 11+61.54
P.I. = Sta. 1806+76.39	P.I. = Sta. 21+27.17	P.I. = Sta. 8+36.06

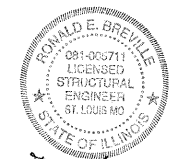
DESIGN SPECIFICATIONS
2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interims.

DESIGN STRESSES
FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
 $f_y = 36,000$ psi (M270 Grade 36)

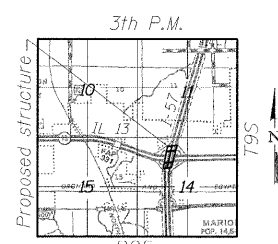
LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.277
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.759
Soil Site Class = C

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Rob Headly
ENGINEER OF BRIDGES AND STRUCTURES



Ronald E. Breville
4 Oct 2011
EXP. 30 NOV 2012



GENERAL PLAN & ELEVATION
I-57 OVER ILLINOIS ROUTE 13
F.A.I. ROUTE 57
SECTION (X1-6-2)HBK-2
WILLIAMSON COUNTY
STA. 1490+80.49
STRUCTURE NO. 100-0088 (N.B.) &
STRUCTURE NO. 100-0089 (S.B.)

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, ILL. ■ AURORA, ILL. ■ ST. LOUIS, MO
ROCKFORD, ILL. ■ PEORIA, ILL. ■ CHICAGO, ILL.

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USER NAME = Rob Headly
DESIGNED - BPD
CHECKED - WLB
DRAWN - GLD
CHECKED - BPD
PLOT SCALE =
PLOT DATE = 10/3/2011

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REVISÉ -
REVISÉ -
REVISÉ -
REVISÉ -

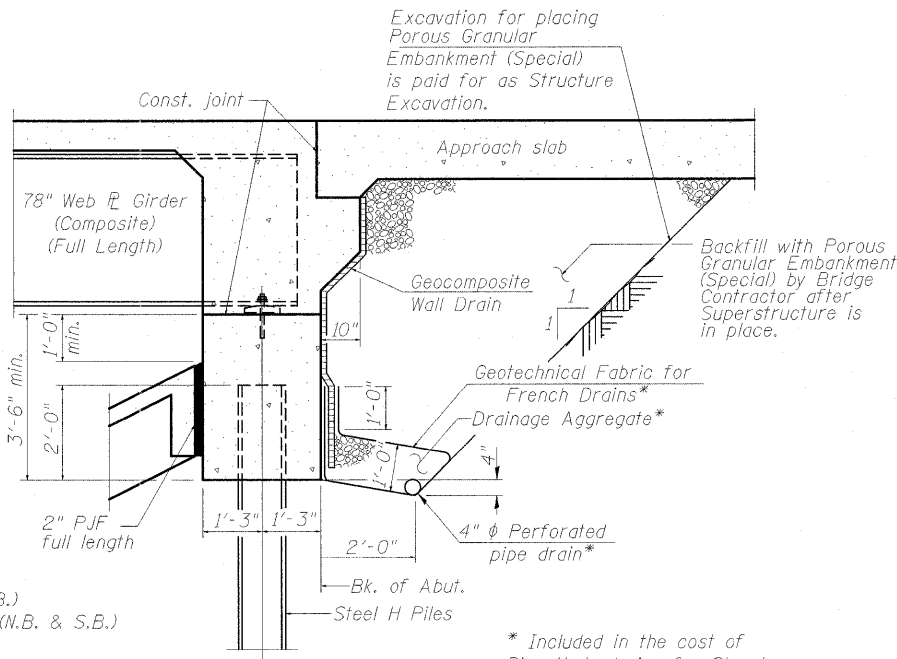
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	X1-6-2)HBK-2	WILLIAMSON	968	586
F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

SHEET NO.	TITLE	SHEET NO.	TITLE
1.	General Plan and Elevation	39.	South Bridge Approach Slab Details (Sht. 1) (S.B.)
2.	General data	40.	South Bridge Approach Slab Details (Sht. 2) (S.B.)
3.	Footing Layout	41.	Framing Plan (N.B.)
4.	Stage Construction Details	42.	Framing Plan (S.B.)
5.-9.	Top of Slab Elevations (N.B.)	43.	Structural Steel Details (N.B.)
10.-14.	Top of Slab Elevations (S.B.)	44.	Structural Steel Details (S.B.)
15.	North Approach Slab Elevations (N.B.)	45.	Structural Steel Details - I (N.B. & S.B.)
16.	South Approach Slab Elevations (N.B.)	46.	Structural Steel Details - II (N.B. & S.B.)
17.	North Approach Slab Elevations (S.B.)	47.	North Abutment (N.B.)
18.	South Approach Slab Elevations (S.B.)	48.	South Abutment (N.B.)
19.	Superstructure I (N.B.)	49.	Wingwalls (N.B.)
20.	Superstructure II (N.B.)	50.	North Abutment (S.B.)
21.	Superstructure Details - I (N.B.)	51.	South Abutment (S.B.)
22.	Superstructure Details - II (N.B.)	52.	Wingwalls (S.B.)
23.	Superstructure I (S.B.)	53.	Pier 1 (N.B.)
24.	Superstructure II (S.B.)	54.	Pier 1 Details (N.B.)
25.	Superstructure Details - I (S.B.)	55.	Pier 2 (N.B.)
26.	Superstructure Details - II (S.B.)	56.	Pier 2 Details (N.B.)
27.	Aesthetic Details - I (N.B.)	57.	Pier 1 (S.B.)
28.	Aesthetic Details - II (N.B.)	58.	Pier 1 Details (S.B.)
29.	Aesthetic Details - I (S.B.)	59.	Pier 2 (S.B.)
30.	Aesthetic Details - II (S.B.)	60.	Pier 2 Details (S.B.)
31.	Integral Abutment diaphragm Details (N.B.)	61.	Aesthetic Details - Pier 1 and Pier 2 (N.B.)
32.	Integral Abutment diaphragm Details (S.B.)	62.	Aesthetic Details - Pier 1 and Pier 2 (S.B.)
33.	North Bridge Approach Slab Details (Sht. 1) (N.B.)	63.	Form Liner Series for Parapet and Piers (N.B. & S.B.)
34.	North Bridge Approach Slab Details (Sht. 2) (N.B.)	64.	Bar Splicer Assembly and Mechanical Splicer Details (N.B. & S.B.)
35.	South Bridge Approach Slab Details (Sht. 1) (N.B.)	65.	Drainage Scupper, DS-II (N.B. & S.B.)
36.	South Bridge Approach Slab Details (Sht. 2) (N.B.)	66.	HP Pile Details (N.B. & S.B.)
37.	North Bridge Approach Slab Details (Sht. 1) (S.B.)	67.-75.	Boring Logs I Thru IX (S.B. & N.B.)
38.	North Bridge Approach Slab Details (Sht. 2) (S.B.)		



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

STATION 1490+80.49
BUILT 201_ BY
STATE OF ILLINOIS
F.A.I. RT 57 SEC. (X1-6-2)HKB-2
LOADING HL-93
STR. NO. 100-0088

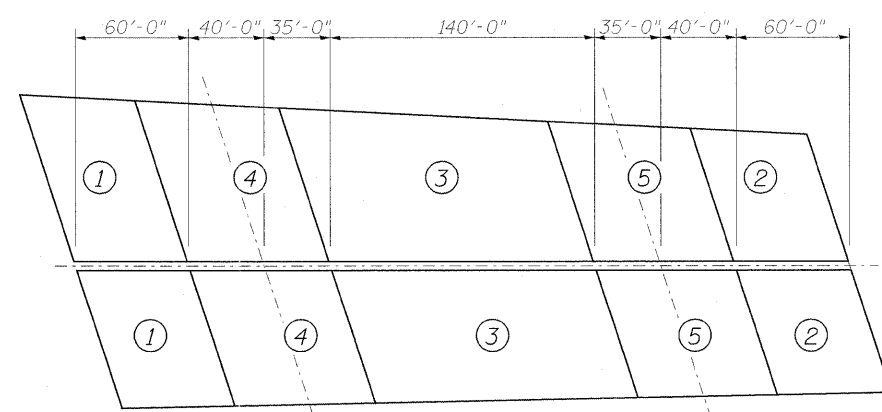
NAME PLATE #1
See Std. 515001
(Locate Name Plate on S.E. corner of parapet)

STATION 1490+80.49
BUILT 201_ BY
STATE OF ILLINOIS
F.A.I. RT 57 SEC. (X1-6-2)HKB-2
LOADING HL-93
STR. NO. 100-0089

NAME PLATE #2
See Std. 515001
(Locate Name Plate on N.W. corner of parapet)

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 2,800,304 lbs. (Grade 50)
Calculated weight of Structural Steel = 146,903 lbs. (Grade 36)
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Concrete Sealer shall be applied to designated areas of the piers.
- The embankment configuration shown shall be the minimum embankment that must be placed and compacted prior to construction of the abutments.
- When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precaution to deal with the presence of lead on this project.
- Slipforming of the parapets is not allowed.

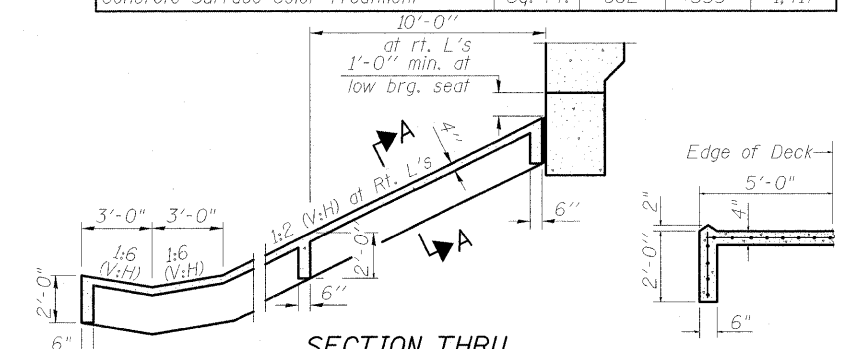


POURING SEQUENCE

Note:
The Contractor may submit a request for an alternate or a continuous pouring sequence for approval by the engineer.

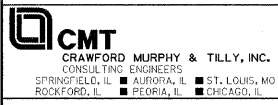
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.		4,699	4,699
Concrete Structures	Cu. Yd.		1,211.0	1,211.0
Concrete Superstructure	Cu. Yd.	2,439.4		2,439.4
Bridge Deck Grooving	Sq. Yd.	7,122		7,122
Concrete Encasement	Cu. Yd.		115.0	115.0
Form Liner Textured Surface	Sq. Ft.	862	555	1,417
Protective Coat	Sq. Yd.	8,236		8,236
Furnishing and Erecting Structural Steel	L. Sum	0.94		0.94
Stud Shear Connectors	Each	26,415		26,415
Reinforcement Bars, Epoxy Coated	Pound	681,560	235,660	917,220
Bar Splicers	Each	300		300
Slope Wall 4 Inch	Sq. Yd.		1,761	1,761
Furnishing Steel Piles HP 14x89	Foot		7,609	7,609
Driving Piles	Foot		7,609	7,609
Test Pile Steel HP 14x89	Each		1	1
Name Plates	Each	2		2
Anchor Bolts, 1"	Each	76		76
Anchor bolts 1 1/2"	Each	76		76
Concrete Sealer	Sq. Ft.		11,103	11,103
Geocomposite Wall Drain	Sq. Yd.		408	408
Porous Granular Embankment, Special	Cu. Yd.		945	945
Drainage Scuppers, DS-II	Each	8		8
Pipe Underdrains for Structures, 4"	Foot		438	438
Floor Drains	Each		21	21
Temporary Soil Retention System	Sq. Ft.		5,224	5,224
Removal of Existing Structures	Each		2	2
Preformed Joint Strip Seal	Foot		440	440
Staining Concrete Structures	Sq. Yd.	346	1,235	1,581
Concrete Surface Color Treatment	Sq. Ft.	862	555	1,417



SECTION THRU CONCRETE SLOPEWALL SECTION A-A

Note:
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58lbs. per 100 sq. ft.



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DESIGNED - BPD
CHECKED - WLB
DRAWN - GLD
PLOT DATE = 12/14/2011

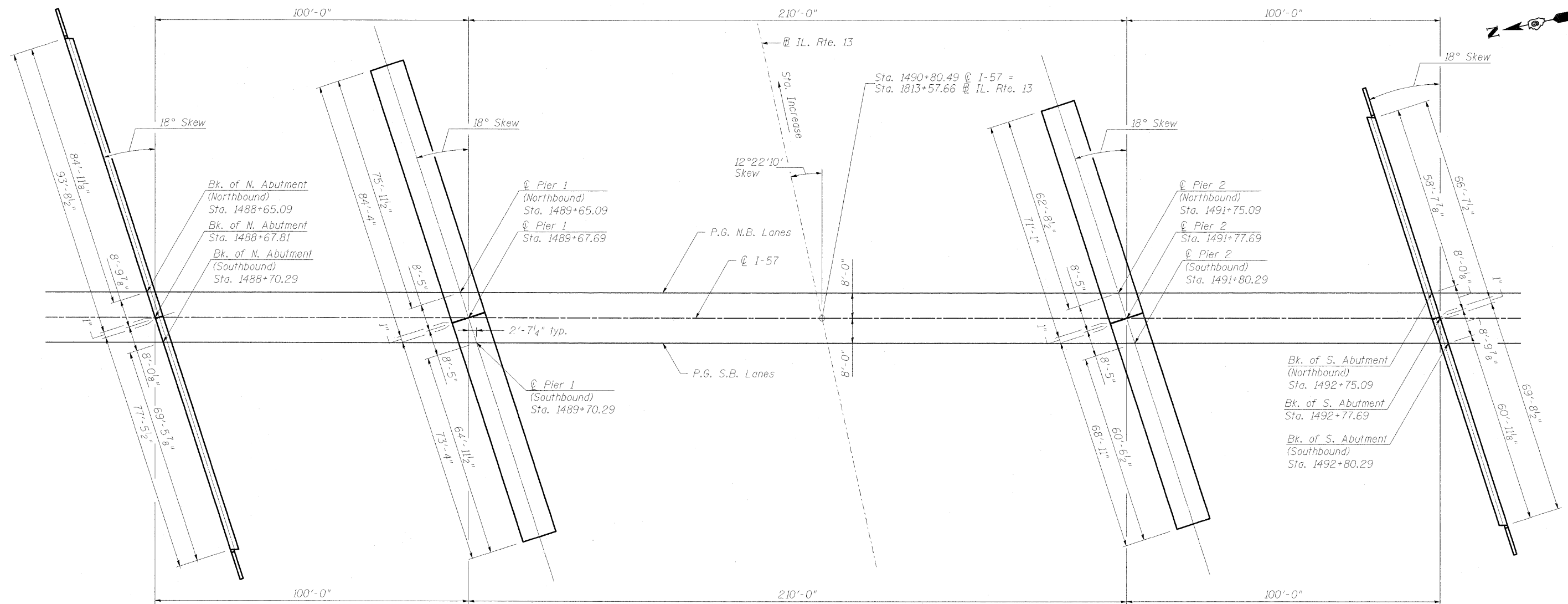
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

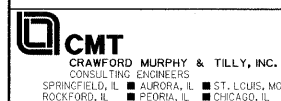
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SHEET NO. 2 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	587
*	F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182

ILLINOIS FED. AID PROJECT



Notes:
 See Sheets 47, 48, 50 and 51 of 75 for abutment pile layouts.
 See Sheets 54, 56, 58 and 60 of 75 for pier pile layouts.



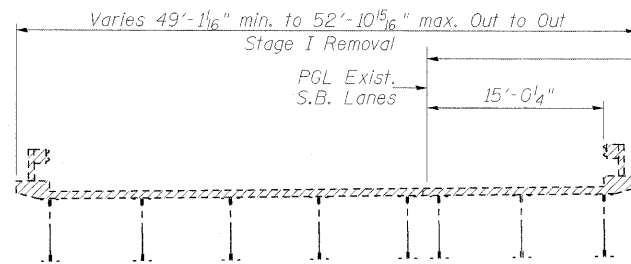
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 PLOT SCALE =
 PLOT DATE = 10/7/2011

DESIGNED - BPD	REVISIONS
CHECKED - WLB	1
DRAWN - GLD	2
CHECKED - BPD	3

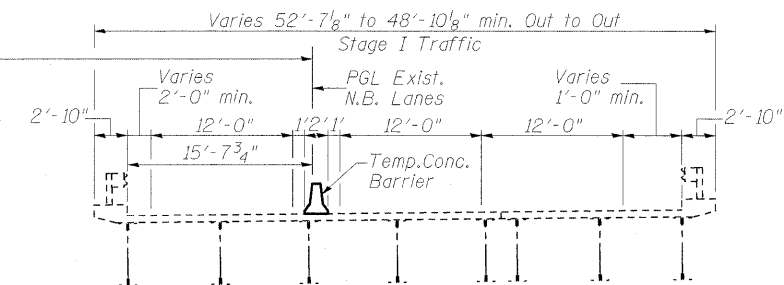
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FOOTING LAYOUT
 STRUCTURE NO. 100-0088 (N.B.) & 100-0089 (S.B.)**

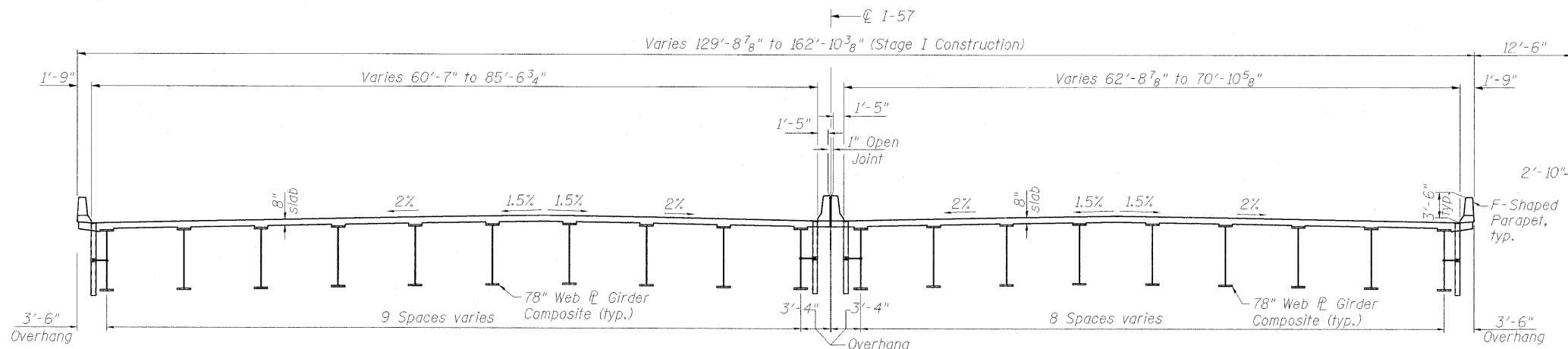
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*	(X1-6-2)HBK-2	WILLIAMSON	968	588
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
[ILLINOIS] FED. AID PROJECT				



STAGE I REMOVAL

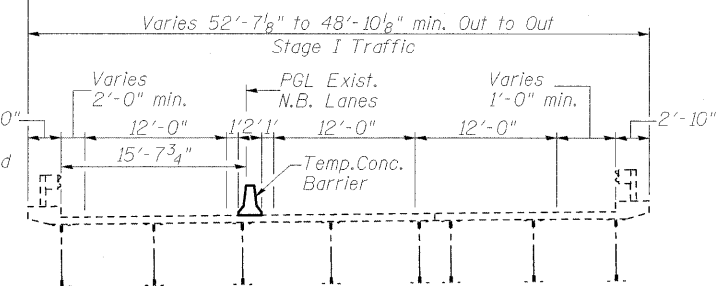


STAGE I TRAFFIC

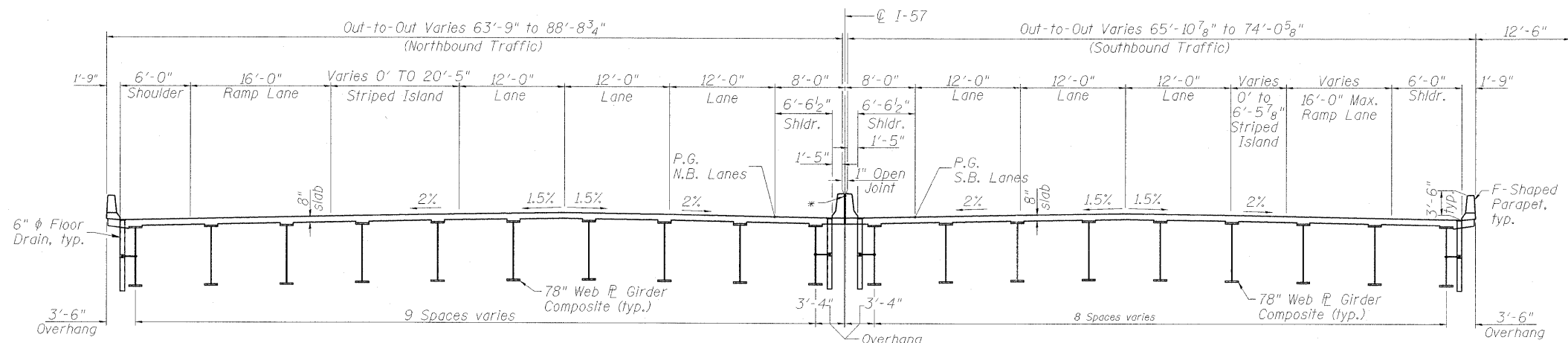


STAGE I CONSTRUCTION

Notes:
 All dimensions are measured at Rt. L's to C I-57 unless noted otherwise.
 Bridge underpass lighting required between girders, not shown.
 * Preformed Joint Seal (2 1/2")

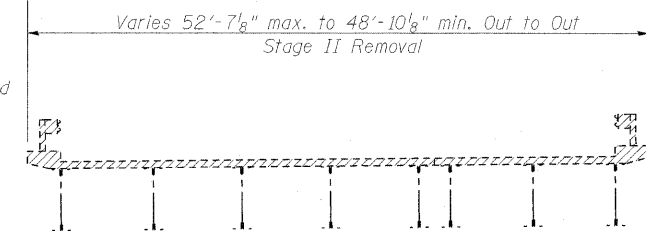


STAGE I TRAFFIC



PROPOSED CROSS SECTION

Notes:
 (Showing finished traffic lanes)
 All dimensions are measured at Rt. L's to C I-57 unless noted otherwise.
 Bridge underpass lighting required between girders, not shown.
 * Preformed Joint Seal (2 1/2")



STAGE II REMOVAL



FILE NAME = ...004_STAGE CONSTRUCTION DETAILS.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

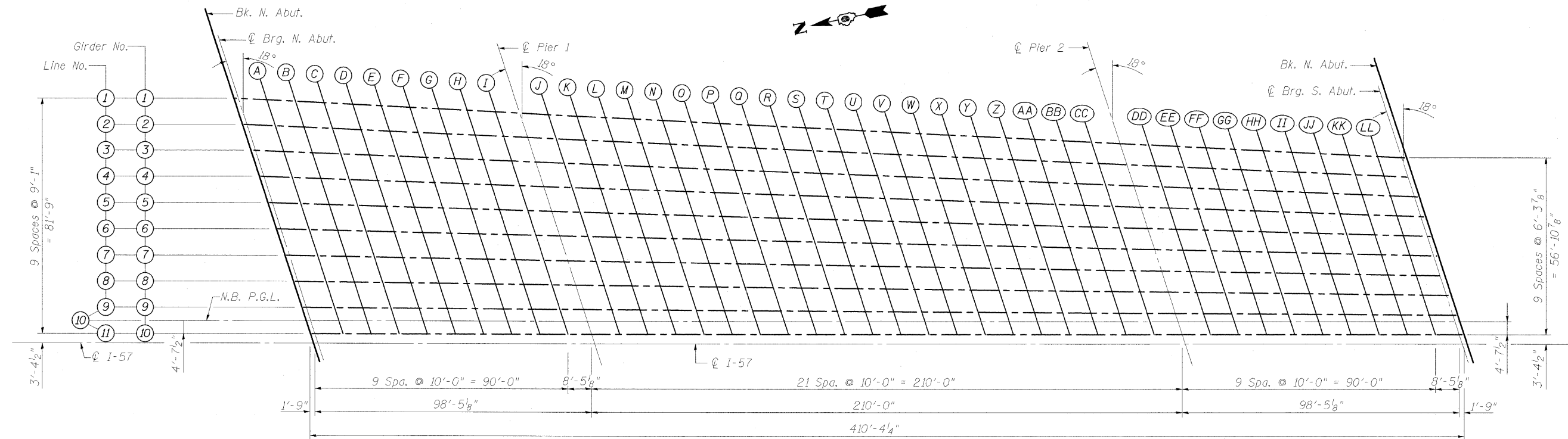
DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 CHECKED - BPD

REVISED -
 REVISED -
 REVISED -
 REVISED -

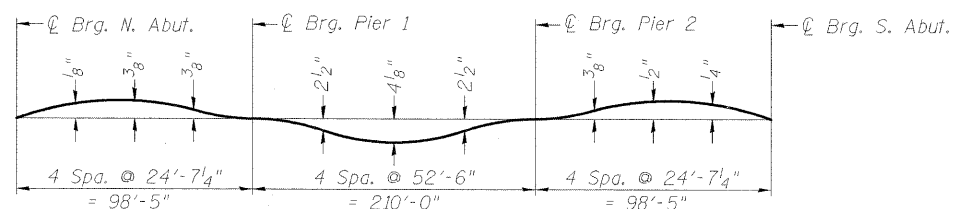
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 100-0088 (N.B.) & 100-0089 (S.B.)
 SHEET NO. 4 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	589
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				



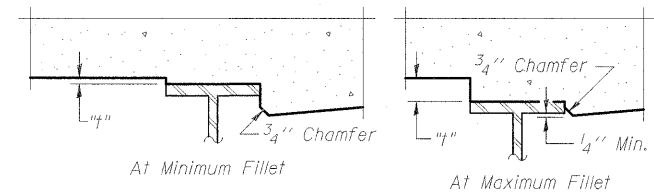
LAYOUT PLAN FOR DECK ELEVATIONS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 6 thru 9 of 75.



To determine "h": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 6 thru 9 of 75, minus slab thickness, equals the fillet heights "h" above top flange of beams.

FILLET HEIGHTS



FILE NAME = ... \005_TOP OF SLAB ELEVS-I-NB.dgn
USER NAME = Rob Heedy
PLOT SCALE =
PLOT DATE = 10/7/2011

DESIGNED - BPD	REVISED -
CHECKED - WLB	REVISED -
DRAWN - GLD	REVISED -
CHECKED - BPD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 100-0088 (N.B.)

SHEET NO. 5 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HBK-2	WILLIAMSON	968	590
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

GIRDER 1 (LINE NO. 1)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+40.01	-77.192	472.562	472.562
☉ Brg. N. Abut.	1488+41.35	-77.112	472.570	472.570
A	1488+51.33	-76.515	472.630	472.626
B	1488+61.31	-75.919	472.690	472.682
C	1488+71.30	-75.323	472.750	472.736
D	1488+81.28	-74.726	472.807	472.788
E	1488+91.26	-74.130	472.861	472.835
F	1489+01.24	-73.533	472.910	472.880
G	1489+11.23	-72.937	472.956	472.924
H	1489+21.21	-72.340	472.998	472.969
I	1489+31.19	-71.744	473.036	473.017
☉ Pier 1	1489+41.99	-71.098	473.072	473.072
J	1489+51.97	-70.502	473.102	473.136
K	1489+61.95	-69.906	473.128	473.195
L	1489+71.94	-69.309	473.150	473.261
M	1489+81.92	-68.713	473.168	473.321
N	1489+91.90	-68.116	473.182	473.377
O	1490+01.88	-67.520	473.193	473.428
P	1490+11.87	-66.924	473.199	473.470
Q	1490+21.85	-66.327	473.202	473.503
R	1490+31.83	-65.731	473.200	473.524
S	1490+41.81	-65.134	473.195	473.530
T	1490+51.79	-64.538	473.186	473.526
U	1490+61.78	-63.941	473.173	473.502
V	1490+71.76	-63.345	473.156	473.473
W	1490+81.74	-62.748	473.135	473.422
X	1490+91.72	-62.152	473.110	473.367
Y	1491+01.71	-61.556	473.082	473.299
Z	1491+11.69	-60.959	473.049	473.225
AA	1491+21.67	-60.363	473.013	473.145
BB	1491+31.65	-59.766	472.972	473.061
CC	1491+41.63	-59.170	472.928	472.979
☉ Brg. Pier 2	1491+56.15	-58.302	472.857	472.857
DD	1491+66.13	-57.706	472.803	472.782
EE	1491+76.11	-57.109	472.746	472.712
FF	1491+86.10	-56.513	472.684	472.645
GG	1491+96.08	-55.917	472.619	472.579
HH	1492+06.06	-55.320	472.549	472.513
II	1492+16.04	-54.724	472.476	472.446
JJ	1492+26.03	-54.127	472.399	472.376
KK	1492+36.01	-53.531	472.318	472.302
LL	1492+45.99	-52.934	472.233	472.225
☉ Brg. S. Abut.	1492+56.79	-52.289	472.137	472.137
Bk. S. Abut.	1492+58.13	-52.209	472.124	472.124

GIRDER 2 (LINE NO. 2)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+42.96	-68.113	472.758	472.758
☉ Brg. N. Abut.	1488+44.30	-68.042	472.766	472.766
A	1488+54.29	-67.510	472.824	472.820
B	1488+64.27	-66.978	472.883	472.875
C	1488+74.26	-66.446	472.941	472.927
D	1488+84.24	-65.914	472.996	472.976
E	1488+94.23	-65.382	473.047	473.021
F	1489+04.22	-64.850	473.094	473.064
G	1489+14.20	-64.318	473.138	473.106
H	1489+24.19	-63.786	473.177	473.148
I	1489+34.17	-63.254	473.212	473.194
☉ Pier 1	1489+44.72	-62.692	473.246	473.246
J	1489+54.71	-62.160	473.273	473.307
K	1489+64.69	-61.628	473.297	473.364
L	1489+74.68	-61.096	473.316	473.428
M	1489+84.66	-60.564	473.332	473.485
N	1489+94.65	-60.032	473.344	473.539
O	1490+04.64	-59.500	473.352	473.588
P	1490+14.62	-58.968	473.356	473.628
Q	1490+24.61	-58.436	473.356	473.658
R	1490+34.59	-57.904	473.352	473.676
S	1490+44.58	-57.372	473.345	473.680
T	1490+54.56	-56.840	473.333	473.673
U	1490+64.55	-56.309	473.318	473.647
V	1490+74.54	-55.777	473.299	473.614
W	1490+84.52	-55.245	473.275	473.562
X	1490+94.51	-54.713	473.248	473.504
Y	1491+04.49	-54.181	473.217	473.432
Z	1491+14.48	-53.649	473.182	473.356
AA	1491+24.47	-53.117	473.143	473.274
BB	1491+34.45	-52.585	473.101	473.187
CC	1491+44.44	-52.053	473.054	473.103
☉ Brg. Pier 2	1491+58.42	-51.308	472.982	472.982
DD	1491+68.41	-50.776	472.926	472.905
EE	1491+78.39	-50.244	472.867	472.833
FF	1491+88.38	-49.712	472.803	472.764
GG	1491+98.36	-49.180	472.735	472.695
HH	1492+08.35	-48.648	472.664	472.628
II	1492+18.34	-48.116	472.588	472.558
JJ	1492+28.32	-47.584	472.509	472.486
KK	1492+38.31	-47.052	472.425	472.410
LL	1492+48.29	-46.520	472.338	472.331
☉ Brg. S. Abut.	1492+58.84	-45.958	472.242	472.242
Bk. S. Abut.	1492+60.18	-45.887	472.230	472.230

GIRDER 3 (LINE NO. 3)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+45.91	-59.021	472.954	472.954
☉ Brg. N. Abut.	1488+47.25	-58.958	472.962	472.962
A	1488+57.24	-58.492	473.019	473.015
B	1488+67.23	-58.025	473.076	473.068
C	1488+77.22	-57.559	473.132	473.119
D	1488+87.21	-57.092	473.185	473.165
E	1488+97.20	-56.625	473.234	473.208
F	1489+07.18	-56.159	473.278	473.248
G	1489+17.17	-55.692	473.319	473.288
H	1489+27.16	-55.225	473.356	473.328
I	1489+37.15	-54.759	473.389	473.371
☉ Pier 1	1489+47.45	-54.277	473.419	473.419
J	1489+57.44	-53.811	473.444	473.478
K	1489+67.43	-53.344	473.465	473.533
L	1489+77.42	-52.878	473.483	473.594
M	1489+87.41	-52.411	473.496	473.650
N	1489+97.40	-51.944	473.505	473.701
O	1490+07.38	-51.478	473.511	473.748
P	1490+17.37	-51.011	473.513	473.785
Q	1490+27.36	-50.545	473.510	473.812
R	1490+37.35	-50.078	473.504	473.828
S	1490+47.34	-49.611	473.494	473.830
T	1490+57.33	-49.145	473.480	473.820
U	1490+67.32	-48.678	473.463	473.792
V	1490+77.31	-48.211	473.441	473.756
W	1490+87.30	-47.745	473.415	473.701
X	1490+97.29	-47.278	473.386	473.640
Y	1491+07.28	-46.812	473.352	473.566
Z	1491+17.26	-46.345	473.315	473.487
AA	1491+27.25	-45.878	473.274	473.402
BB	1491+37.24	-45.412	473.229	473.313
CC	1491+47.23	-44.945	473.180	473.227
☉ Brg. Pier 2	1491+60.69	-44.316	473.107	473.107
DD	1491+70.68	-43.850	473.049	473.028
EE	1491+80.67	-43.383	472.987	472.954
FF	1491+90.66	-42.916	472.921	472.882
GG	1492+00.65	-42.450	472.851	472.811
HH	1492+10.64	-41.983	472.777	472.742
II	1492+20.62	-41.517	472.700	472.670
JJ	1492+30.61	-41.050	472.618	472.595
KK	1492+40.60	-40.583	472.533	472.518
LL	1492+50.59	-40.117	472.443	472.436
☉ Brg. S. Abut.	1492+60.90	-39.635	472.347	472.347
Bk. S. Abut.	1492+62.23	-39.573	472.334	472.334



FILE NAME = ...:\006.TOP OF SLAB ELEVATIONS-11-NB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 CHECKED - BPD

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
 STRUCTURE NO. 100-0088 (N.B.)
 SHEET NO. 6 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	591
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

GIRDER 4 (LINE NO. 4)

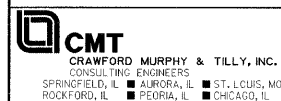
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+48.87	-49.928	473.150	473.150
⊕ Brg. N. Abut.	1488+50.20	-49.875	473.157	473.157
A	1488+60.19	-49.474	473.213	473.210
B	1488+70.18	-49.073	473.269	473.261
C	1488+80.18	-48.672	473.323	473.309
D	1488+90.17	-48.271	473.373	473.354
E	1489+00.16	-47.870	473.420	473.394
F	1489+10.15	-47.469	473.462	473.432
G	1489+20.14	-47.068	473.500	473.469
H	1489+30.14	-46.667	473.535	473.506
I	1489+40.13	-46.266	473.565	473.547
⊕ Pier 1	1489+50.19	-45.863	473.592	473.592
J	1489+60.18	-45.461	473.615	473.649
K	1489+70.17	-45.060	473.633	473.701
L	1489+80.17	-44.660	473.648	473.760
M	1489+90.16	-44.259	473.659	473.814
N	1490+00.15	-43.858	473.666	473.863
O	1490+10.14	-43.457	473.670	473.907
P	1490+20.13	-43.056	473.669	473.942
Q	1490+30.13	-42.655	473.664	473.967
R	1490+40.12	-42.254	473.656	473.980
S	1490+50.11	-41.853	473.643	473.979
T	1490+60.10	-41.452	473.627	473.967
U	1490+70.09	-41.051	473.607	473.936
V	1490+80.09	-40.650	473.583	473.897
W	1490+90.08	-40.249	473.555	473.839
X	1491+00.07	-39.848	473.523	473.776
Y	1491+10.06	-39.447	473.487	473.699
Z	1491+20.05	-39.046	473.447	473.617
AA	1491+30.05	-38.645	473.404	473.530
BB	1491+40.04	-38.244	473.356	473.438
CC	1491+50.03	-37.843	473.305	473.350
⊕ Brg. Pier 2	1491+62.96	-37.325	473.232	473.232
DD	1491+72.95	-36.924	473.172	473.151
EE	1491+82.94	-36.523	473.108	473.074
FF	1491+92.94	-36.122	473.039	473.000
GG	1492+02.93	-35.721	472.966	472.926
HH	1492+12.92	-35.320	472.888	472.852
II	1492+22.91	-34.919	472.806	472.776
JJ	1492+32.90	-34.518	472.720	472.697
KK	1492+42.90	-34.117	472.630	472.615
LL	1492+52.89	-33.716	472.537	472.529
⊕ Brg. S. Abut.	1492+62.95	-33.313	472.438	472.438
Bk. S. Abut.	1492+64.28	-33.259	472.425	472.425

GIRDER 5 (LINE NO. 5)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+51.82	-40.836	473.346	473.346
⊕ Brg. N. Abut.	1488+53.15	-40.792	473.353	473.353
A	1488+63.14	-40.457	473.408	473.404
B	1488+73.14	-40.122	473.462	473.454
C	1488+83.13	-39.787	473.514	473.500
D	1488+93.13	-39.452	473.562	473.542
E	1489+03.12	-39.117	473.605	473.579
F	1489+13.12	-38.782	473.645	473.615
G	1489+23.11	-38.447	473.681	473.649
H	1489+33.11	-38.112	473.713	473.685
I	1489+43.10	-37.777	473.741	473.723
⊕ Pier 1	1489+52.92	-37.448	473.765	473.765
J	1489+62.91	-37.113	473.785	473.819
K	1489+72.91	-36.778	473.801	473.869
L	1489+82.90	-36.443	473.814	473.926
M	1489+92.90	-36.108	473.823	473.977
N	1490+02.89	-35.773	473.826	474.023
O	1490+12.89	-35.438	473.825	474.064
P	1490+22.88	-35.104	473.820	474.094
Q	1490+32.88	-34.769	473.812	474.114
R	1490+42.87	-34.434	473.799	474.123
S	1490+52.86	-34.099	473.783	474.119
T	1490+62.86	-33.764	473.762	474.101
U	1490+72.85	-33.429	473.738	474.066
V	1490+82.85	-33.094	473.710	474.023
W	1490+92.84	-32.759	473.678	473.961
X	1491+02.84	-32.424	473.642	473.893
Y	1491+12.83	-32.089	473.602	473.812
Z	1491+22.82	-31.754	473.558	473.726
AA	1491+32.82	-31.419	473.510	473.635
BB	1491+42.81	-31.085	473.459	473.539
CC	1491+52.81	-30.750	473.403	473.447
⊕ Brg. Pier 2	1491+65.23	-30.333	473.329	473.329
DD	1491+75.22	-29.998	473.264	473.243
EE	1491+85.22	-29.663	473.196	473.162
FF	1491+95.21	-29.329	473.124	473.085
GG	1492+05.21	-28.994	473.048	473.008
HH	1492+15.20	-28.659	472.968	472.932
II	1492+25.20	-28.324	472.884	472.854
JJ	1492+35.19	-27.989	472.796	472.774
KK	1492+45.19	-27.654	472.705	472.690
LL	1492+55.18	-27.319	472.609	472.602
⊕ Brg. S. Abut.	1492+65.01	-26.990	472.511	472.511
Bk. S. Abut.	1492+66.34	-26.945	472.498	472.498

GIRDER 6 (LINE NO. 6)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+54.78	-31.744	473.521	473.521
⊕ Brg. N. Abut.	1488+56.10	-31.708	473.528	473.528
A	1488+66.10	-31.440	473.580	473.576
B	1488+76.09	-31.171	473.631	473.622
C	1488+86.09	-30.903	473.679	473.665
D	1488+96.09	-30.634	473.722	473.702
E	1489+06.08	-30.366	473.762	473.736
F	1489+16.08	-30.097	473.798	473.768
G	1489+26.07	-29.828	473.830	473.799
H	1489+36.07	-29.560	473.858	473.830
I	1489+46.07	-29.291	473.883	473.866
⊕ Pier 1	1489+55.66	-29.033	473.902	473.902
J	1489+65.66	-28.765	473.919	473.953
K	1489+75.65	-28.496	473.932	474.000
L	1489+85.65	-28.228	473.940	474.052
M	1489+95.65	-27.959	473.945	474.100
N	1490+05.64	-27.691	473.946	474.144
O	1490+15.64	-27.422	473.943	474.182
P	1490+25.63	-27.153	473.936	474.210
Q	1490+35.63	-26.885	473.926	474.229
R	1490+45.63	-26.616	473.911	474.235
S	1490+55.62	-26.348	473.892	474.229
T	1490+65.62	-26.079	473.870	474.209
U	1490+75.62	-25.810	473.843	474.172
V	1490+85.61	-25.542	473.813	474.125
W	1490+95.61	-25.273	473.779	474.061
X	1491+05.61	-25.005	473.741	473.991
Y	1491+15.60	-24.736	473.699	473.908
Z	1491+25.60	-24.468	473.653	473.820
AA	1491+35.60	-24.199	473.603	473.726
BB	1491+45.59	-23.930	473.547	473.626
CC	1491+55.59	-23.662	473.482	473.524
⊕ Brg. Pier 2	1491+67.51	-23.342	473.398	473.398
DD	1491+77.51	-23.073	473.324	473.303
EE	1491+87.50	-22.804	473.246	473.212
FF	1491+97.50	-22.536	473.164	473.125
GG	1492+07.50	-22.267	473.078	473.038
HH	1492+17.49	-21.999	472.988	472.952
II	1492+27.49	-21.730	472.894	472.864
JJ	1492+37.48	-21.461	472.796	472.774
KK	1492+47.48	-21.193	472.695	472.680
LL	1492+57.48	-20.924	472.589	472.582
⊕ Brg. S. Abut.	1492+67.06	-20.667	472.484	472.484
Bk. S. Abut.	1492+68.39	-20.631	472.470	472.470



FILE NAME = ...007_TOP OF SLAB ELEVATIONS-III-NB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

DESIGNED - BPD	REVISIONS -
CHECKED - WLB	REVISIONS -
DRAWN - GLD	REVISIONS -
CHECKED - BPD	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III
STRUCTURE NO. 100-0088 (N.B.)**

SHEET NO. 7 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	592
* F.A.I. 57 AND F.A.P. 331		CONTRACT NO. 78182		
[ILLINOIS] FED. AID PROJECT				

GIRDER 7 (LINE NO. 7)

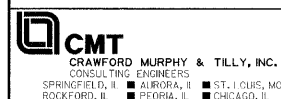
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+57.73	-22.652	473.631	473.631
⊖ Brg. N. Abut.	1488+59.05	-22.625	473.637	473.637
A	1488+69.05	-22.423	473.682	473.678
B	1488+79.05	-22.222	473.725	473.717
C	1488+89.04	-22.020	473.765	473.751
D	1488+99.04	-21.818	473.800	473.780
E	1489+09.04	-21.616	473.832	473.806
F	1489+19.04	-21.414	473.860	473.829
G	1489+29.04	-21.212	473.883	473.852
H	1489+39.03	-21.010	473.903	473.875
I	1489+49.03	-20.808	473.919	473.903
⊖ Pier 1	1489+58.39	-20.619	473.931	473.931
J	1489+68.39	-20.417	473.939	473.973
K	1489+78.39	-20.215	473.944	474.012
L	1489+88.38	-20.013	473.945	474.056
M	1489+98.38	-19.811	473.941	474.097
N	1490+08.38	-19.610	473.934	474.132
O	1490+18.38	-19.408	473.923	474.163
P	1490+28.38	-19.206	473.908	474.182
Q	1490+38.37	-19.004	473.889	474.193
R	1490+48.37	-18.802	473.866	474.191
S	1490+58.37	-18.600	473.840	474.176
T	1490+68.37	-18.398	473.809	474.148
U	1490+78.37	-18.196	473.775	474.102
V	1490+88.36	-17.994	473.736	474.047
W	1490+98.36	-17.792	473.694	473.975
X	1491+08.36	-17.590	473.648	473.896
Y	1491+18.36	-17.388	473.597	473.805
Z	1491+28.36	-17.187	473.543	473.708
AA	1491+38.35	-16.985	473.485	473.606
BB	1491+48.35	-16.783	473.423	473.500
CC	1491+58.35	-16.581	473.358	473.398
⊖ Brg. Pier 2	1491+69.78	-16.350	473.278	473.278
DD	1491+79.78	-16.148	473.204	473.182
EE	1491+89.78	-15.946	473.125	473.092
FF	1491+99.77	-15.744	473.043	473.004
GG	1492+09.77	-15.542	472.958	472.918
HH	1492+19.77	-15.340	472.868	472.832
II	1492+29.77	-15.138	472.774	472.744
JJ	1492+39.77	-14.936	472.677	472.654
KK	1492+49.76	-14.735	472.575	472.560
LL	1492+59.76	-14.533	472.470	472.463
⊖ Brg. S. Abut.	1492+69.12	-14.344	472.367	472.367
Bk. S. Abut.	1492+70.44	-14.317	472.353	472.353

GIRDER 8 (LINE NO. 8)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+60.68	-13.560	473.509	473.509
⊖ Brg. N. Abut.	1488+62.00	-13.542	473.515	473.515
A	1488+72.00	-13.407	473.561	473.557
B	1488+82.00	-13.272	473.604	473.595
C	1488+92.00	-13.137	473.643	473.629
D	1489+02.00	-13.002	473.679	473.659
E	1489+12.00	-12.868	473.710	473.684
F	1489+21.99	-12.733	473.738	473.707
G	1489+31.99	-12.598	473.761	473.730
H	1489+41.99	-12.463	473.781	473.753
I	1489+51.99	-12.328	473.797	473.781
⊖ Pier 1	1489+61.12	-12.204	473.808	473.808
J	1489+71.12	-12.070	473.817	473.851
K	1489+81.12	-11.935	473.821	473.889
L	1489+91.12	-11.800	473.821	473.933
M	1490+01.12	-11.665	473.817	473.972
N	1490+11.12	-11.530	473.809	474.007
O	1490+21.11	-11.395	473.797	474.037
P	1490+31.11	-11.260	473.781	474.056
Q	1490+41.11	-11.125	473.762	474.065
R	1490+51.11	-10.990	473.738	474.063
S	1490+61.11	-10.855	473.711	474.047
T	1490+71.11	-10.720	473.679	474.018
U	1490+81.11	-10.586	473.644	473.971
V	1490+91.11	-10.451	473.605	473.915
W	1491+01.11	-10.316	473.562	473.842
X	1491+11.11	-10.181	473.515	473.762
Y	1491+21.11	-10.046	473.464	473.670
Z	1491+31.10	-9.911	473.409	473.572
AA	1491+41.10	-9.776	473.350	473.469
BB	1491+51.10	-9.641	473.288	473.362
CC	1491+61.10	-9.506	473.221	473.260
⊖ Brg. Pier 2	1491+72.05	-9.358	473.144	473.144
DD	1491+82.05	-9.223	473.069	473.048
EE	1491+92.05	-9.088	472.990	472.957
FF	1492+02.05	-8.954	472.908	472.869
GG	1492+12.05	-8.819	472.821	472.782
HH	1492+22.05	-8.684	472.731	472.696
II	1492+32.04	-8.549	472.637	472.607
JJ	1492+42.04	-8.414	472.539	472.516
KK	1492+52.04	-8.279	472.437	472.422
LL	1492+62.04	-8.144	472.331	472.324
⊖ Brg. S. Abut.	1492+71.17	-8.021	472.230	472.230
Bk. S. Abut.	1492+72.49	-8.003	472.216	472.216

GIRDER 9 (LINE NO. 9)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+63.64	-4.467	473.349	473.349
⊖ Brg. N. Abut.	1488+64.96	-4.458	473.355	473.355
A	1488+74.96	-4.390	473.401	473.397
B	1488+84.96	-4.323	473.444	473.435
C	1488+94.96	-4.255	473.483	473.469
D	1489+04.96	-4.188	473.518	473.498
E	1489+14.96	-4.120	473.549	473.522
F	1489+24.96	-4.052	473.576	473.545
G	1489+34.96	-3.985	473.599	473.568
H	1489+44.96	-3.917	473.618	473.591
I	1489+54.96	-3.850	473.634	473.618
⊖ Pier 1	1489+63.86	-3.790	473.644	473.644
J	1489+73.86	-3.722	473.652	473.686
K	1489+83.86	-3.654	473.656	473.725
L	1489+93.86	-3.587	473.656	473.769
M	1490+03.86	-3.519	473.653	473.809
N	1490+13.86	-3.451	473.645	473.841
O	1490+23.86	-3.384	473.634	473.875
P	1490+33.86	-3.316	473.618	473.893
Q	1490+43.86	-3.249	473.599	473.903
R	1490+53.86	-3.181	473.575	473.901
S	1490+63.86	-3.113	473.548	473.885
T	1490+73.86	-3.046	473.517	473.855
U	1490+83.86	-2.978	473.482	473.809
V	1490+93.86	-2.911	473.443	473.753
W	1491+03.86	-2.843	473.400	473.680
X	1491+13.86	-2.775	473.354	473.600
Y	1491+23.86	-2.708	473.303	473.507
Z	1491+33.86	-2.640	473.249	473.410
AA	1491+43.86	-2.573	473.190	473.307
BB	1491+53.86	-2.505	473.128	473.201
CC	1491+63.86	-2.437	473.061	473.099
⊖ Brg. Pier 2	1491+74.32	-2.367	472.988	472.988
DD	1491+84.32	-2.299	472.914	472.892
EE	1491+94.32	-2.231	472.836	472.802
FF	1492+04.32	-2.164	472.753	472.714
GG	1492+14.32	-2.096	472.667	472.628
HH	1492+24.32	-2.029	472.578	472.542
II	1492+34.32	-1.961	472.484	472.454
JJ	1492+44.32	-1.893	472.386	472.364
KK	1492+54.32	-1.826	472.284	472.270
LL	1492+64.32	-1.758	472.179	472.172
⊖ Brg. S. Abut.	1492+73.22	-1.698	472.082	472.082
Bk. S. Abut.	1492+74.54	-1.689	472.067	472.067



FILE NAME = ...1000.TOP OF SLAB ELEVATIONS-IV-NB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

DESIGNED -	BPD	REVISED -	
CHECKED -	WLB	REVISED -	
DRAWN -	GLD	REVISED -	
CHECKED -	BPD	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 100-0088 (N.B.)

SHEET NO. 8 OF 75 SHEETS

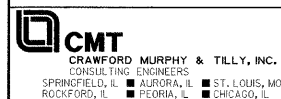
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	0X1-6-2HKBK-2	WILLIAMSON	968	593
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

P.G.L. (LINE NO. 10)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+65.09	0.000	473.266	473.266
⊕ Brg. N. Abut.	1488+66.40	0.000	473.273	473.273
A	1488+76.40	0.000	473.320	473.316
B	1488+86.40	0.000	473.363	473.355
C	1488+96.40	0.000	473.403	473.389
D	1489+06.40	0.000	473.439	473.419
E	1489+16.40	0.000	473.471	473.444
F	1489+26.40	0.000	473.499	473.468
G	1489+36.40	0.000	473.523	473.491
H	1489+46.40	0.000	473.543	473.515
I	1489+56.40	0.000	473.559	473.543
⊕ Pier 1	1489+65.09	0.000	473.570	473.570
J	1489+75.09	0.000	473.579	473.613
K	1489+85.09	0.000	473.584	473.652
L	1489+95.09	0.000	473.585	473.697
M	1490+05.09	0.000	473.582	473.738
N	1490+15.09	0.000	473.575	473.774
O	1490+25.09	0.000	473.564	473.806
P	1490+35.09	0.000	473.550	473.826
Q	1490+45.09	0.000	473.531	473.836
R	1490+55.09	0.000	473.509	473.834
S	1490+65.09	0.000	473.483	473.820
T	1490+75.09	0.000	473.452	473.790
U	1490+85.09	0.000	473.418	473.745
V	1490+95.09	0.000	473.380	473.689
W	1491+05.09	0.000	473.338	473.617
X	1491+15.09	0.000	473.292	473.537
Y	1491+25.09	0.000	473.243	473.445
Z	1491+35.09	0.000	473.189	473.349
AA	1491+45.09	0.000	473.131	473.246
BB	1491+55.09	0.000	473.070	473.141
CC	1491+65.09	0.000	473.004	473.040
⊕ Brg. Pier 2	1491+75.09	0.000	472.935	472.935
DD	1491+85.09	0.000	472.862	472.841
EE	1491+95.09	0.000	472.785	472.751
FF	1492+05.09	0.000	472.704	472.665
GG	1492+15.09	0.000	472.619	472.579
HH	1492+25.09	0.000	472.530	472.495
II	1492+35.09	0.000	472.437	472.408
JJ	1492+45.09	0.000	472.341	472.318
KK	1492+55.09	0.000	472.240	472.226
LL	1492+65.09	0.000	472.135	472.129
⊕ Brg. S. Abut.	1492+73.78	0.000	472.041	472.041
Bk. S. Abut.	1492+75.09	0.000	472.027	472.027

GIRDER 10 (LINE NO. 11)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+66.59	4.625	473.181	473.181
⊕ Brg. N. Abut.	1488+67.91	4.625	473.187	473.187
A	1488+77.91	4.625	473.234	473.230
B	1488+87.91	4.625	473.277	473.269
C	1488+97.91	4.625	473.316	473.302
D	1489+07.91	4.625	473.351	473.331
E	1489+17.91	4.625	473.383	473.356
F	1489+27.91	4.625	473.410	473.379
G	1489+37.91	4.625	473.433	473.402
H	1489+47.91	4.625	473.453	473.425
I	1489+57.91	4.625	473.468	473.453
⊕ Pier 1	1489+66.59	4.625	473.479	473.479
J	1489+76.59	4.625	473.487	473.521
K	1489+86.59	4.625	473.491	473.560
L	1489+96.59	4.625	473.492	473.604
M	1490+06.59	4.625	473.488	473.645
N	1490+16.59	4.625	473.481	473.681
O	1490+26.59	4.625	473.470	473.712
P	1490+36.59	4.625	473.455	473.731
Q	1490+46.59	4.625	473.436	473.740
R	1490+56.59	4.625	473.413	473.738
S	1490+66.59	4.625	473.386	473.723
T	1490+76.59	4.625	473.355	473.693
U	1490+86.59	4.625	473.320	473.647
V	1490+96.59	4.625	473.282	473.590
W	1491+06.59	4.625	473.239	473.518
X	1491+16.59	4.625	473.193	473.438
Y	1491+26.59	4.625	473.142	473.345
Z	1491+36.59	4.625	473.088	473.248
AA	1491+46.59	4.625	473.030	473.145
BB	1491+56.59	4.625	472.968	473.039
CC	1491+66.59	4.625	472.902	472.937
⊕ Brg. Pier 2	1491+76.59	4.625	472.832	472.832
DD	1491+86.59	4.625	472.758	472.737
EE	1491+96.59	4.625	472.680	472.647
FF	1492+06.59	4.625	472.599	472.560
GG	1492+16.59	4.625	472.513	472.474
HH	1492+26.59	4.625	472.424	472.388
II	1492+36.59	4.625	472.330	472.301
JJ	1492+46.59	4.625	472.233	472.211
KK	1492+56.59	4.625	472.132	472.118
LL	1492+66.59	4.625	472.027	472.020
⊕ Brg. S. Abut.	1492+75.28	4.625	471.932	471.932
Bk. S. Abut.	1492+76.59	4.625	471.918	471.918



FILE NAME = ... \009_TOP OF SLAB ELEVS-V-NB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

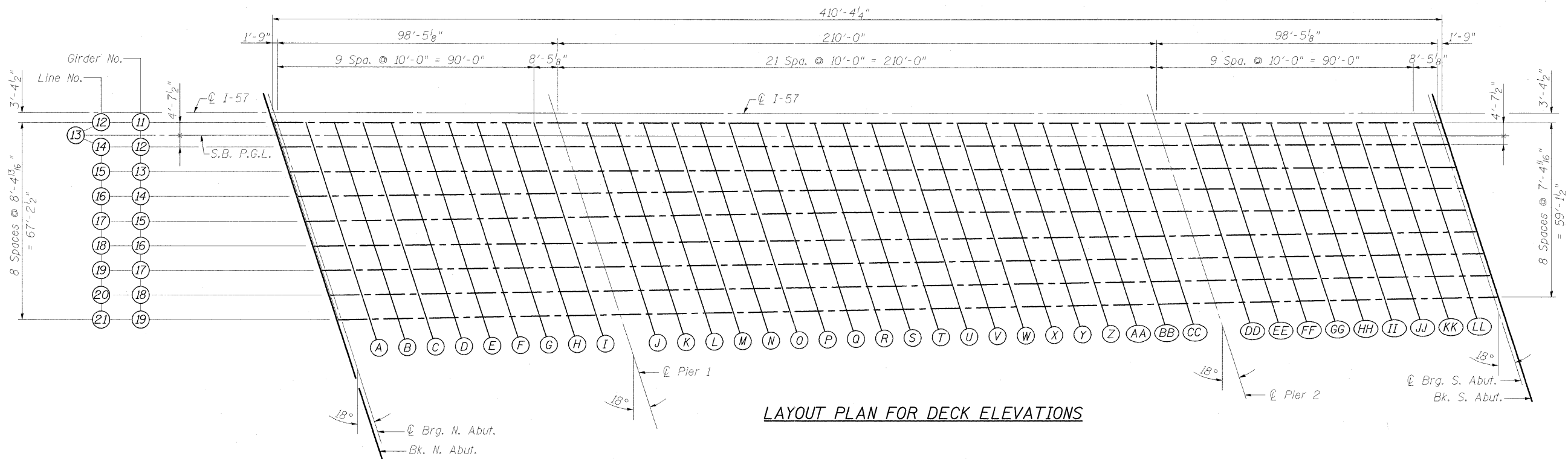
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 CHECKED - WLB
 DRAWN - GLD
 CHECKED - BPD

REVISED -
 REVISED -
 REVISED -
 REVISED -

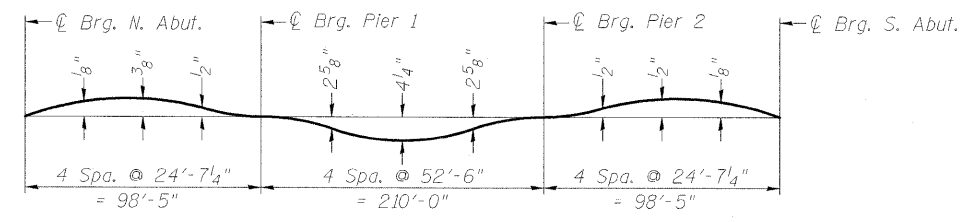
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS V
 STRUCTURE NO. 100-0088 (N.B.)
 SHEET NO. 9 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HBK-2	WILLIAMSON	968	594
* F.A.I. 57 AND F.A.P. 331		CONTRACT NO. 78182		
ILLINOIS FED. AID PROJECT				



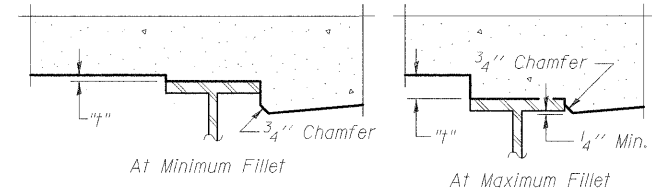
LAYOUT PLAN FOR DECK ELEVATIONS



DEAD LOAD DEFLECTION DIAGRAM

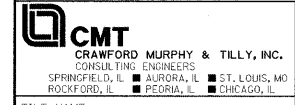
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 11 thru 14 of 75.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 11 thru 14 of 75, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



FILE NAME = ...\\010.TOP OF SLAB ELEVS-I-SB.dgn
USER NAME = Rob Heady
PLOT SCALE =
PLOT DATE = 10/7/2011

DESIGNED - BPD
CHECKED - WLB
DRAWN - GLD
CHECKED - BPD

REVISIONS:
REVISION NO. | DATE | DESCRIPTION
1 | |
2 | |
3 | |
4 | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS I
STRUCTURE NO. 100-0089 (S.B.)

SHEET NO. 10 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
* F.A.I. 57 AND F.A.P. 331	(X1-6-2)HBK-2	WILLIAMSON	968	595
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78182	

GIRDER 11 (LINE NO. 12)

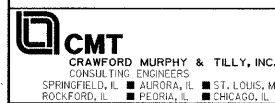
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+68.79	-4.625	473.192	473.192
⊕ Brg. N. Abut.	1488+70.10	-4.625	473.198	473.198
A	1488+90.10	-4.625	473.244	473.238
B	1488+90.10	-4.625	473.286	473.274
C	1489+00.10	-4.625	473.324	473.306
D	1489+10.10	-4.625	473.359	473.334
E	1489+20.10	-4.625	473.389	473.358
F	1489+30.10	-4.625	473.415	473.380
G	1489+40.10	-4.625	473.438	473.403
H	1489+50.10	-4.625	473.457	473.426
I	1489+60.10	-4.625	473.471	473.454
⊕ Pier 1	1489+68.79	-4.625	473.481	473.481
J	1489+78.79	-4.625	473.488	473.525
K	1489+88.79	-4.625	473.492	473.565
L	1489+98.79	-4.625	473.491	473.610
M	1490+08.79	-4.625	473.487	473.653
N	1490+18.79	-4.625	473.479	473.689
O	1490+28.79	-4.625	473.467	473.722
P	1490+38.79	-4.625	473.451	473.741
Q	1490+48.79	-4.625	473.431	473.753
R	1490+58.79	-4.625	473.407	473.749
S	1490+68.79	-4.625	473.379	473.733
T	1490+78.79	-4.625	473.348	473.701
U	1490+88.79	-4.625	473.312	473.655
V	1490+98.79	-4.625	473.273	473.596
W	1491+08.79	-4.625	473.229	473.521
X	1491+18.79	-4.625	473.182	473.438
Y	1491+28.79	-4.625	473.131	473.343
Z	1491+38.79	-4.625	473.076	473.242
AA	1491+48.79	-4.625	473.017	473.136
BB	1491+58.79	-4.625	472.954	473.027
CC	1491+68.79	-4.625	472.887	472.924
⊕ Brg. Pier 2	1491+78.79	-4.625	472.816	472.816
DD	1491+88.79	-4.625	472.741	472.719
EE	1491+98.79	-4.625	472.663	472.629
FF	1492+08.79	-4.625	472.580	472.541
GG	1492+18.79	-4.625	472.494	472.455
HH	1492+28.79	-4.625	472.404	472.369
II	1492+38.79	-4.625	472.309	472.281
JJ	1492+48.79	-4.625	472.211	472.190
KK	1492+58.79	-4.625	472.109	472.096
LL	1492+68.79	-4.625	472.003	471.997
⊕ Brg. S. Abut.	1492+77.47	-4.625	471.908	471.908
Bk. S. Abut.	1492+78.79	-4.625	471.893	471.893

P.G.L. (LINE NO. 13)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+70.29	0.000	473.291	473.291
⊕ Brg. N. Abut.	1488+71.60	0.000	473.298	473.298
A	1488+81.60	0.000	473.343	473.337
B	1488+91.60	0.000	473.385	473.373
C	1489+01.60	0.000	473.422	473.404
D	1489+11.60	0.000	473.456	473.431
E	1489+21.60	0.000	473.486	473.454
F	1489+31.60	0.000	473.512	473.477
G	1489+41.60	0.000	473.533	473.498
H	1489+51.60	0.000	473.552	473.521
I	1489+61.60	0.000	473.566	473.548
⊕ Pier 1	1489+70.29	0.000	473.575	473.575
J	1489+80.29	0.000	473.582	473.618
K	1489+90.29	0.000	473.585	473.657
L	1490+00.29	0.000	473.584	473.702
M	1490+10.29	0.000	473.579	473.744
N	1490+20.29	0.000	473.570	473.780
O	1490+30.29	0.000	473.557	473.812
P	1490+40.29	0.000	473.541	473.831
Q	1490+50.29	0.000	473.520	473.842
R	1490+60.29	0.000	473.496	473.837
S	1490+70.29	0.000	473.467	473.821
T	1490+80.29	0.000	473.435	473.789
U	1490+90.29	0.000	473.399	473.741
V	1491+00.29	0.000	473.359	473.682
W	1491+10.29	0.000	473.315	473.607
X	1491+20.29	0.000	473.267	473.523
Y	1491+30.29	0.000	473.215	473.427
Z	1491+40.29	0.000	473.159	473.326
AA	1491+50.29	0.000	473.100	473.220
BB	1491+60.29	0.000	473.036	473.110
CC	1491+70.29	0.000	472.969	473.006
⊕ Brg. Pier 2	1491+80.29	0.000	472.898	472.898
DD	1491+90.29	0.000	472.822	472.800
EE	1492+00.29	0.000	472.743	472.709
FF	1492+10.29	0.000	472.660	472.621
GG	1492+20.29	0.000	472.573	472.534
HH	1492+30.29	0.000	472.482	472.448
II	1492+40.29	0.000	472.387	472.359
JJ	1492+50.29	0.000	472.289	472.268
KK	1492+60.29	0.000	472.186	472.173
LL	1492+70.29	0.000	472.080	472.074
⊕ Brg. S. Abut.	1492+78.98	0.000	471.984	471.984
Bk. S. Abut.	1492+80.29	0.000	471.969	471.969

GIRDER 12 (LINE NO. 14)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+71.52	3.779	473.373	473.373
⊕ Brg. N. Abut.	1488+72.83	3.776	473.379	473.379
A	1488+82.83	3.751	473.423	473.418
B	1488+92.83	3.726	473.464	473.452
C	1489+02.83	3.701	473.501	473.482
D	1489+12.83	3.676	473.533	473.508
E	1489+22.83	3.652	473.562	473.531
F	1489+32.83	3.627	473.587	473.552
G	1489+42.83	3.602	473.608	473.573
H	1489+52.83	3.577	473.625	473.595
I	1489+62.83	3.552	473.638	473.621
⊕ Pier 1	1489+71.44	3.531	473.646	473.646
J	1489+81.44	3.506	473.652	473.689
K	1489+91.44	3.481	473.654	473.727
L	1490+01.44	3.456	473.652	473.771
M	1490+11.44	3.432	473.647	473.812
N	1490+21.44	3.407	473.637	473.847
O	1490+31.44	3.382	473.623	473.878
P	1490+41.44	3.357	473.606	473.896
Q	1490+51.44	3.332	473.584	473.906
R	1490+61.44	3.308	473.559	473.901
S	1490+71.44	3.283	473.529	473.883
T	1490+81.44	3.258	473.496	473.850
U	1490+91.44	3.233	473.459	473.802
V	1491+01.44	3.208	473.418	473.741
W	1491+11.44	3.183	473.373	473.665
X	1491+21.44	3.159	473.324	473.580
Y	1491+31.44	3.134	473.272	473.483
Z	1491+41.44	3.109	473.215	473.381
AA	1491+51.44	3.084	473.154	473.273
BB	1491+61.44	3.059	473.090	473.163
CC	1491+71.44	3.034	473.022	473.058
⊕ Brg. Pier 2	1491+81.27	3.010	472.951	472.951
DD	1491+91.27	2.985	472.874	472.852
EE	1492+01.27	2.960	472.794	472.760
FF	1492+11.27	2.936	472.710	472.671
GG	1492+21.27	2.911	472.623	472.583
HH	1492+31.27	2.886	472.531	472.496
II	1492+41.27	2.861	472.435	472.407
JJ	1492+51.27	2.836	472.336	472.315
KK	1492+61.27	2.811	472.232	472.219
LL	1492+71.27	2.787	472.125	472.119
⊕ Brg. S. Abut.	1492+79.87	2.766	472.029	472.029
Bk. S. Abut.	1492+81.19	2.762	472.014	472.014



FILE NAME = ... \011.TOP OF SLAB ELEVS-II-SB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/17/2011

DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 CHECKED - BPD

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II
 STRUCTURE NO. 100-0089 (S.B.)

SHEET NO. 11 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	596
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				

GIRDER 13 (LINE NO. 15)

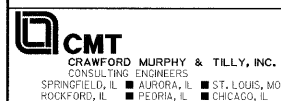
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+74.25	12.184	473.553	473.553
⊕ Brg. N. Abut.	1488+75.56	12.177	473.559	473.559
A	1488+85.56	12.128	473.602	473.596
B	1488+95.56	12.078	473.641	473.629
C	1489+05.56	12.028	473.676	473.658
D	1489+15.56	11.979	473.708	473.683
E	1489+25.56	11.929	473.735	473.704
F	1489+35.56	11.879	473.758	473.723
G	1489+45.56	11.830	473.778	473.742
H	1489+55.56	11.780	473.793	473.763
I	1489+65.56	11.730	473.805	473.788
⊕ Pier 1	1489+74.09	11.688	473.812	473.812
J	1489+84.09	11.638	473.816	473.852
K	1489+94.09	11.589	473.816	473.889
L	1490+04.09	11.539	473.813	473.932
M	1490+14.09	11.489	473.806	473.971
N	1490+24.09	11.439	473.794	474.005
O	1490+34.09	11.390	473.779	474.034
P	1490+44.09	11.340	473.760	474.051
Q	1490+54.09	11.290	473.737	474.059
R	1490+64.09	11.241	473.710	474.052
S	1490+74.09	11.191	473.679	474.033
T	1490+84.09	11.141	473.645	473.998
U	1490+94.09	11.092	473.606	473.948
V	1491+04.09	11.042	473.563	473.886
W	1491+14.09	10.992	473.517	473.808
X	1491+24.09	10.943	473.467	473.722
Y	1491+34.09	10.893	473.412	473.623
Z	1491+44.09	10.843	473.354	473.520
AA	1491+54.09	10.793	473.292	473.410
BB	1491+64.09	10.744	473.226	473.299
CC	1491+74.09	10.694	473.156	473.192
⊕ Brg. Pier 2	1491+83.75	10.646	473.085	473.085
DD	1491+93.75	10.596	473.007	472.985
EE	1492+03.75	10.547	472.926	472.892
FF	1492+13.75	10.497	472.840	472.801
GG	1492+23.75	10.447	472.751	472.712
HH	1492+33.75	10.398	472.658	472.623
II	1492+43.75	10.348	472.561	472.532
JJ	1492+53.75	10.298	472.460	472.439
KK	1492+63.75	10.249	472.355	472.342
LL	1492+73.75	10.199	472.246	472.240
⊕ Brg. S. Abut.	1492+82.28	10.156	472.150	472.150
Bk. S. Abut.	1492+83.59	10.150	472.135	472.135

GIRDER 14 (LINE NO. 16)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+76.98	20.588	473.691	473.691
⊕ Brg. N. Abut.	1488+78.29	20.578	473.697	473.697
A	1488+88.29	20.504	473.739	473.733
B	1488+98.29	20.429	473.777	473.765
C	1489+08.29	20.354	473.810	473.792
D	1489+18.29	20.280	473.840	473.815
E	1489+28.29	20.205	473.866	473.835
F	1489+38.29	20.131	473.889	473.854
G	1489+48.29	20.056	473.907	473.872
H	1489+58.29	19.981	473.921	473.891
I	1489+68.29	19.907	473.932	473.915
⊕ Pier 1	1489+76.74	19.844	473.937	473.937
J	1489+86.74	19.769	473.941	473.977
K	1489+96.74	19.695	473.940	474.013
L	1490+06.74	19.620	473.935	474.054
M	1490+16.74	19.545	473.927	474.092
N	1490+26.74	19.471	473.914	474.125
O	1490+36.74	19.396	473.898	474.153
P	1490+46.74	19.322	473.878	474.168
Q	1490+56.74	19.247	473.853	474.176
R	1490+66.74	19.173	473.825	474.167
S	1490+76.74	19.098	473.793	474.147
T	1490+86.74	19.023	473.758	474.111
U	1490+96.74	18.949	473.718	474.060
V	1491+06.74	18.874	473.674	473.996
W	1491+16.74	18.800	473.626	473.917
X	1491+26.74	18.725	473.575	473.830
Y	1491+36.74	18.650	473.519	473.730
Z	1491+46.74	18.576	473.460	473.625
AA	1491+56.73	18.501	473.397	473.515
BB	1491+66.73	18.427	473.330	473.402
CC	1491+76.73	18.352	473.259	473.294
⊕ Brg. Pier 2	1491+86.23	18.281	473.188	473.188
DD	1491+96.23	18.207	473.109	473.087
EE	1492+06.23	18.132	473.026	472.992
FF	1492+16.23	18.057	472.940	472.901
GG	1492+26.23	17.983	472.849	472.810
HH	1492+36.23	17.908	472.755	472.721
II	1492+46.23	17.834	472.657	472.629
JJ	1492+56.23	17.759	472.555	472.534
KK	1492+66.23	17.684	472.449	472.436
LL	1492+76.23	17.610	472.339	472.333
⊕ Brg. S. Abut.	1492+84.63	17.547	472.243	472.243
Bk. S. Abut.	1492+85.99	17.537	472.228	472.228

GIRDER 15 (LINE NO. 17)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+79.71	28.992	473.680	473.680
⊕ Brg. N. Abut.	1488+81.02	28.979	473.686	473.686
A	1488+91.02	28.879	473.729	473.723
B	1489+01.02	28.780	473.768	473.757
C	1489+11.02	28.680	473.804	473.785
D	1489+21.02	28.581	473.835	473.810
E	1489+31.02	28.481	473.863	473.832
F	1489+41.02	28.382	473.887	473.852
G	1489+51.02	28.282	473.906	473.871
H	1489+61.02	28.183	473.922	473.892
I	1489+71.02	28.083	473.934	473.917
⊕ Pier 1	1489+79.39	28.000	473.941	473.941
J	1489+89.39	27.900	473.946	473.982
K	1489+99.39	27.801	473.947	474.020
L	1490+09.39	27.701	473.944	474.063
M	1490+19.39	27.602	473.937	474.103
N	1490+29.39	27.502	473.926	474.137
O	1490+39.39	27.403	473.911	474.167
P	1490+49.39	27.303	473.893	474.184
Q	1490+59.39	27.204	473.870	474.193
R	1490+69.39	27.104	473.843	474.186
S	1490+79.39	27.004	473.813	474.167
T	1490+89.38	26.905	473.779	474.132
U	1490+99.38	26.805	473.741	474.083
V	1491+09.38	26.706	473.698	474.020
W	1491+19.38	26.606	473.652	473.943
X	1491+29.38	26.507	473.602	473.857
Y	1491+39.38	26.407	473.549	473.758
Z	1491+49.38	26.308	473.491	473.655
AA	1491+59.38	26.208	473.429	473.546
BB	1491+69.38	26.109	473.364	473.435
CC	1491+79.38	26.009	473.294	473.329
⊕ Brg. Pier 2	1491+88.71	25.917	473.226	473.226
DD	1491+98.71	25.817	473.149	473.127
EE	1492+08.71	25.717	473.068	473.033
FF	1492+18.71	25.618	472.983	472.944
GG	1492+28.71	25.518	472.894	472.855
HH	1492+38.71	25.419	472.801	472.767
II	1492+48.71	25.319	472.705	472.677
JJ	1492+58.71	25.219	472.604	472.584
KK	1492+68.71	25.120	472.500	472.487
LL	1492+78.71	25.020	472.392	472.386
⊕ Brg. S. Abut.	1492+87.08	24.938	472.298	472.298
Bk. S. Abut.	1492+88.39	24.924	472.283	472.283



FILE NAME = ... \B12.TOP OF SLAB ELEVS-III-SB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 CHECKED - BPD
 REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS III
 STRUCTURE NO. 100-0089 (S.B.)
 SHEET NO. 12 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HKB-2	WILLIAMSON	968	597
* F.A.I. 57 AND F.A.P. 331		CONTRACT NO. 78182		
ILLINOIS FED. AID PROJECT				

GIRDER 16 (LINE NO. 18)

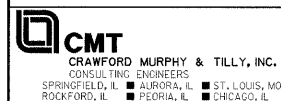
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+82.44	37.397	473.559	473.559
⊕ Brg. N. Abut.	1488+83.75	37.380	473.565	473.565
A	1488+93.75	37.256	473.608	473.602
B	1489+03.75	37.132	473.647	473.635
C	1489+13.75	37.007	473.682	473.664
D	1489+23.75	36.883	473.714	473.689
E	1489+33.75	36.758	473.741	473.710
F	1489+43.75	36.634	473.765	473.730
G	1489+53.74	36.509	473.785	473.750
H	1489+63.74	36.385	473.801	473.771
I	1489+73.74	36.260	473.812	473.796
⊕ Pier 1	1489+82.04	36.156	473.819	473.819
J	1489+92.04	36.032	473.824	473.861
K	1490+02.04	35.908	473.824	473.897
L	1490+12.04	35.783	473.821	473.940
M	1490+22.04	35.659	473.813	473.979
N	1490+32.04	35.534	473.802	474.013
O	1490+42.04	35.410	473.786	474.042
P	1490+52.03	35.285	473.767	474.058
Q	1490+62.03	35.161	473.744	474.067
R	1490+72.03	35.036	473.716	474.059
S	1490+82.03	34.912	473.685	474.039
T	1490+92.03	34.787	473.650	474.004
U	1491+02.03	34.663	473.612	473.953
V	1491+12.03	34.538	473.569	473.890
W	1491+22.03	34.414	473.522	473.812
X	1491+32.03	34.289	473.471	473.725
Y	1491+42.03	34.164	473.417	473.626
Z	1491+52.03	34.040	473.359	473.522
AA	1491+62.03	33.915	473.296	473.413
BB	1491+72.03	33.791	473.230	473.301
CC	1491+82.02	33.666	473.160	473.194
⊕ Brg. Pier 2	1491+91.19	33.552	473.092	473.092
DD	1492+01.19	33.428	473.014	472.992
EE	1492+11.19	33.303	472.933	472.899
FF	1492+21.19	33.179	472.847	472.808
GG	1492+31.19	33.054	472.758	472.719
HH	1492+41.19	32.930	472.665	472.630
II	1492+51.19	32.805	472.568	472.539
JJ	1492+61.18	32.681	472.467	472.446
KK	1492+71.18	32.556	472.362	472.349
LL	1492+81.18	32.432	472.253	472.247
⊕ Brg. S. Abut.	1492+89.48	32.328	472.159	472.159
Bk. S. Abut.	1492+90.79	32.312	472.144	472.144

GIRDER 17 (LINE NO. 19)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+85.17	45.801	473.402	473.402
⊕ Brg. N. Abut.	1488+86.48	45.781	473.408	473.408
A	1488+96.48	45.632	473.451	473.445
B	1489+06.48	45.482	473.489	473.478
C	1489+16.48	45.333	473.524	473.506
D	1489+26.48	45.183	473.555	473.530
E	1489+36.47	45.034	473.582	473.551
F	1489+46.47	44.884	473.605	473.570
G	1489+56.47	44.735	473.624	473.589
H	1489+66.47	44.585	473.639	473.610
I	1489+76.47	44.436	473.651	473.634
⊕ Pier 1	1489+84.69	44.313	473.657	473.657
J	1489+94.69	44.163	473.661	473.698
K	1490+04.69	44.014	473.662	473.735
L	1490+14.69	43.864	473.658	473.777
M	1490+24.69	43.715	473.651	473.817
N	1490+34.68	43.565	473.639	473.850
O	1490+44.68	43.415	473.624	473.880
P	1490+54.68	43.266	473.605	473.896
Q	1490+64.68	43.116	473.581	473.905
R	1490+74.68	42.967	473.554	473.897
S	1490+84.68	42.817	473.523	473.877
T	1490+94.68	42.668	473.488	473.842
U	1491+04.68	42.518	473.450	473.792
V	1491+14.68	42.369	473.407	473.728
W	1491+24.67	42.219	473.360	473.650
X	1491+34.67	42.070	473.310	473.563
Y	1491+44.67	41.920	473.255	473.464
Z	1491+54.67	41.771	473.197	473.360
AA	1491+64.67	41.621	473.135	473.251
BB	1491+74.67	41.472	473.069	473.139
CC	1491+84.67	41.322	472.999	473.032
⊕ Brg. Pier 2	1491+93.67	41.187	472.932	472.932
DD	1492+03.67	41.038	472.855	472.833
EE	1492+13.67	40.888	472.773	472.739
FF	1492+23.67	40.739	472.688	472.649
GG	1492+33.67	40.589	472.599	472.560
HH	1492+43.66	40.440	472.506	472.471
II	1492+53.66	40.290	472.409	472.381
JJ	1492+63.66	40.141	472.308	472.287
KK	1492+73.66	39.991	472.203	472.190
LL	1492+83.66	39.842	472.094	472.089
⊕ Brg. S. Abut.	1492+91.88	39.719	472.002	472.002
Bk. S. Abut.	1492+93.19	39.699	471.987	471.987

GIRDER 18 (LINE NO. 20)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+87.90	54.205	473.246	473.246
⊕ Brg. N. Abut.	1488+89.21	54.182	473.251	473.251
A	1488+99.21	54.008	473.293	473.288
B	1489+09.21	53.833	473.331	473.320
C	1489+19.21	53.658	473.366	473.347
D	1489+29.20	53.484	473.396	473.371
E	1489+39.20	53.309	473.422	473.391
F	1489+49.20	53.135	473.445	473.410
G	1489+59.20	52.960	473.463	473.428
H	1489+69.20	52.786	473.478	473.448
I	1489+79.20	52.611	473.489	473.472
⊕ Pier 1	1489+87.34	52.469	473.495	473.495
J	1489+97.34	52.294	473.498	473.535
K	1490+07.34	52.120	473.498	473.571
L	1490+17.34	51.945	473.494	473.613
M	1490+27.33	51.771	473.486	473.652
N	1490+37.33	51.596	473.474	473.686
O	1490+47.33	51.421	473.458	473.714
P	1490+57.33	51.247	473.438	473.730
Q	1490+67.33	51.072	473.415	473.738
R	1490+77.33	50.898	473.387	473.729
S	1490+87.32	50.723	473.356	473.710
T	1490+97.32	50.549	473.320	473.673
U	1491+07.32	50.374	473.281	473.623
V	1491+17.32	50.199	473.238	473.559
W	1491+27.32	50.025	473.190	473.480
X	1491+37.32	49.850	473.139	473.392
Y	1491+47.32	49.676	473.084	473.292
Z	1491+57.31	49.501	473.026	473.188
AA	1491+67.31	49.327	472.963	473.078
BB	1491+77.31	49.152	472.896	472.966
CC	1491+87.31	48.978	472.826	472.858
⊕ Brg. Pier 2	1491+96.15	48.823	472.760	472.760
DD	1492+06.15	48.649	472.682	472.660
EE	1492+16.15	48.474	472.600	472.566
FF	1492+26.15	48.299	472.514	472.475
GG	1492+36.14	48.125	472.425	472.386
HH	1492+46.14	47.950	472.331	472.297
II	1492+56.14	47.776	472.234	472.206
JJ	1492+66.14	47.601	472.132	472.112
KK	1492+76.14	47.427	472.027	472.014
LL	1492+86.14	47.252	471.918	471.912
⊕ Brg. S. Abut.	1492+94.28	47.109	471.826	471.826
Bk. S. Abut.	1492+95.59	47.087	471.811	471.811



FILE NAME = ... \013.TOP OF SLAB ELEVS-IV-58.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

DESIGNED - BPD	REVISED -
CHECKED - WLB	REVISED -
DRAWN - GLD	REVISED -
CHECKED - BPD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

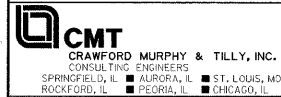
**TOP OF SLAB ELEVATIONS IV
STRUCTURE NO. 100-0089 (S.B.)**

SHEET NO. 13 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)H8K-2	WILLIAMSON	968	598
* F.A.I. 57 AND F.A.P. 331		CONTRACT NO. 78182		
ILLINOIS FED. AID PROJECT				

BEAM 19 (LINE NO. 21)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1488+90.63	62.609	473.089	473.089
⊙ Brg. N. Abut.	1488+91.94	62.583	473.094	473.094
A	1489+01.94	62.383	473.136	473.130
B	1489+11.94	62.184	473.173	473.161
C	1489+21.93	61.984	473.207	473.188
D	1489+31.93	61.784	473.237	473.212
E	1489+41.93	61.585	473.262	473.231
F	1489+51.93	61.385	473.284	473.249
G	1489+61.93	61.185	473.302	473.267
H	1489+71.92	60.986	473.316	473.287
I	1489+81.92	60.786	473.327	473.310
⊙ Pier 1	1489+89.99	60.625	473.332	473.332
J	1489+99.99	60.425	473.335	473.372
K	1490+09.99	60.225	473.334	473.408
L	1490+19.98	60.026	473.330	473.449
M	1490+29.98	59.826	473.321	473.488
N	1490+39.98	59.626	473.309	473.520
O	1490+49.98	59.427	473.292	473.549
P	1490+59.98	59.227	473.272	473.564
Q	1490+69.97	59.027	473.248	473.571
R	1490+79.97	58.828	473.220	473.562
S	1490+89.97	58.628	473.188	473.542
T	1490+99.97	58.429	473.152	473.505
U	1491+09.97	58.229	473.112	473.453
V	1491+19.96	58.029	473.068	473.389
W	1491+29.96	57.830	473.020	473.309
X	1491+39.96	57.630	472.969	473.221
Y	1491+49.96	57.430	472.913	473.121
Z	1491+59.96	57.231	472.854	473.016
AA	1491+69.95	57.031	472.791	472.905
BB	1491+79.95	56.831	472.723	472.793
CC	1491+89.95	56.632	472.652	472.684
⊙ Brg. Pier 2	1491+98.63	56.458	472.587	472.587
DD	1492+08.63	56.259	472.509	472.487
EE	1492+18.63	56.059	472.427	472.392
FF	1492+28.62	55.859	472.340	472.301
GG	1492+38.62	55.660	472.250	472.211
HH	1492+48.62	55.460	472.156	472.122
II	1492+58.62	55.260	472.058	472.030
JJ	1492+68.62	55.061	471.956	471.936
KK	1492+78.61	54.861	471.851	471.838
LL	1492+88.61	54.661	471.741	471.735
⊙ Brg. S. Abut.	1492+96.68	54.500	471.650	471.650
Bk. S. Abut.	1492+97.99	54.474	471.635	471.635



FILE NAME = ... \014.TOP OF SLAB ELEVS-V-SB.dgn
 USER NAME = Rob Heady
 PLOT SCALE =
 PLOT DATE = 10/7/2011

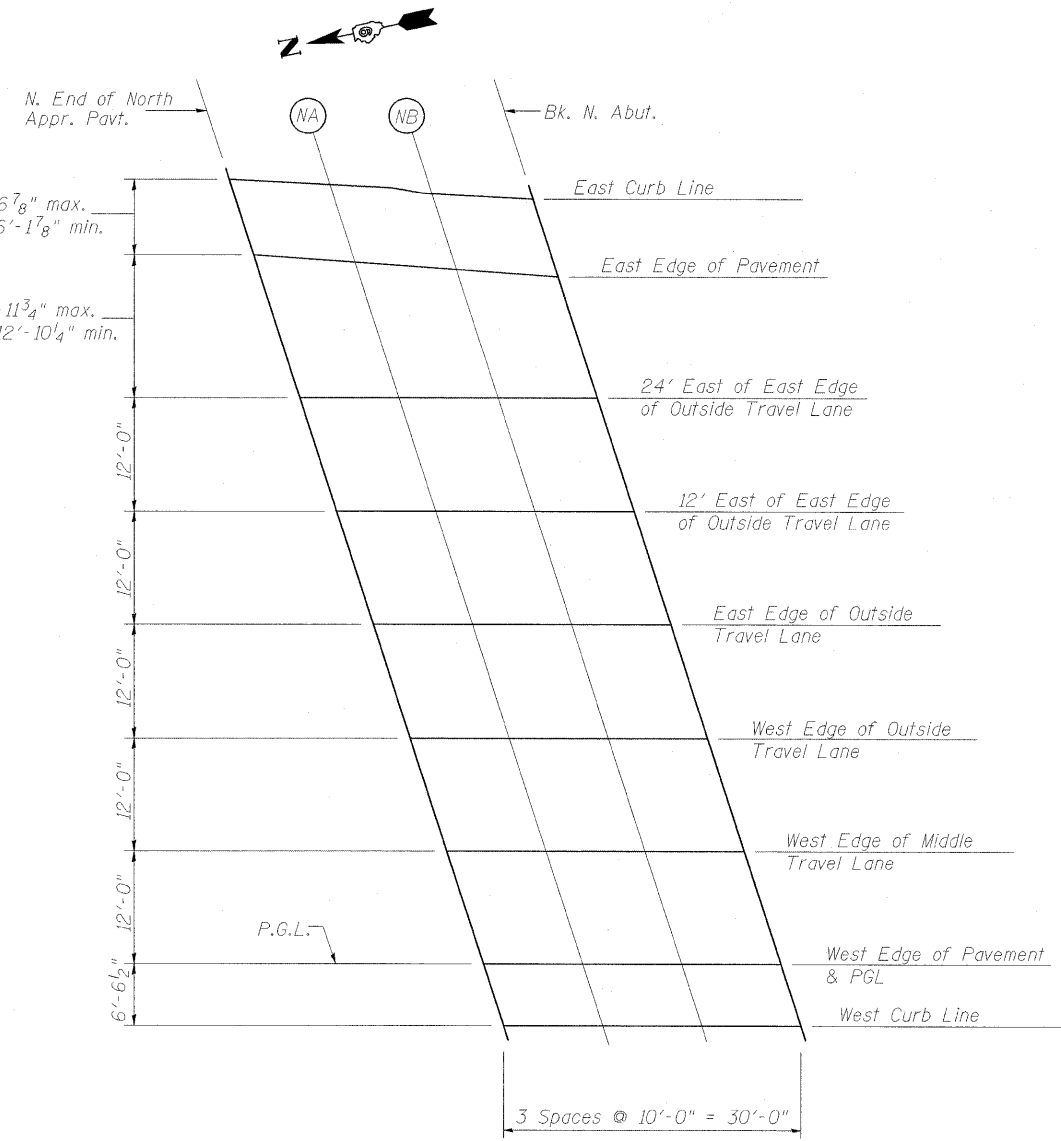
DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 CHECKED - BPD

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS V
 STRUCTURE NO. 100-0089 (S.B.)**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HBK-2	WILLIAMSON	968	599
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				



PLAN - NORTH APPROACH

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+08.59	-81.545	472.238
NA	1488+18.82	-80.841	472.342
NB	1488+29.19	-79.698	472.442
Bk. N. Abut.	1488+39.43	-78.983	472.524

WEST EDGE OF OUTSIDE TRAVEL LANE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+27.29	-24.000	473.481
NA	1488+37.29	-24.000	473.553
NB	1488+47.29	-24.000	473.601
Bk. N. Abut.	1488+57.29	-24.000	473.649

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+10.73	-74.975	472.391
NA	1488+20.96	-74.260	472.489
NB	1488+31.19	-73.544	472.580
Bk. N. Abut.	1488+41.43	-72.828	472.656

WEST EDGE OF MIDDLE TRAVEL LANE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+31.19	-12.000	473.330
NA	1488+41.19	-12.000	473.392
NB	1488+51.19	-12.000	473.440
Bk. N. Abut.	1488+61.19	-12.000	473.488

24' EAST OF EAST EDGE OF OUTSIDE TRAVEL LANE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+15.59	-60.000	472.734
NA	1488+25.59	-60.000	472.809
NB	1488+35.59	-60.000	472.883
Bk. N. Abut.	1488+45.59	-60.000	472.933

WEST EDGE OF PAVEMENT & PGL

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+35.09	0.000	473.122
NA	1488+45.09	0.000	473.170
NB	1488+55.09	0.000	473.218
Bk. N. Abut.	1488+65.09	0.000	473.266

12' EAST OF EAST EDGE OF OUTSIDE TRAVEL LANE

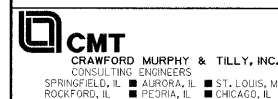
Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+19.49	-48.000	473.003
NA	1488+29.49	-48.000	473.078
NB	1488+39.49	-48.000	473.144
Bk. N. Abut.	1488+49.49	-48.000	473.192

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+37.22	6.542	473.002
NA	1488+47.22	6.542	473.050
NB	1488+57.22	6.542	473.098
Bk. N. Abut.	1488+67.22	6.542	473.146

EAST EDGE OF OUTSIDE TRAVEL LANE

Location	Station	Offset	Theoretical Grade Elevations
End N. Appr. Pav't.	1488+23.39	-36.000	473.272
NA	1488+33.39	-36.000	473.347
NB	1488+43.39	-36.000	473.402
Bk. N. Abut.	1488+53.39	-36.000	473.450



FILE NAME = ... \015_N.APPROACH PAVMT ELEV_NB.dgn
 USER NAME = Rob Heady
 DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 PLOT DATE = 10/7/2011

DESIGNED - BPD
 CHECKED - WLB
 DRAWN - GLD
 PLOT DATE = 10/7/2011

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF N. APPROACH SLAB ELEVATIONS
 STRUCTURE NO. 100-0088 (N.B.)

SHEET NO. 15 OF 75 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(X1-6-2)HBK-2	WILLIAMSON	968	600
* F.A.I. 57 AND F.A.P. 331			CONTRACT NO. 78182	
ILLINOIS FED. AID PROJECT				