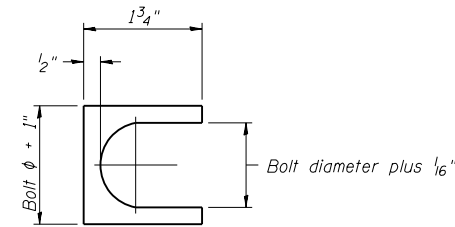
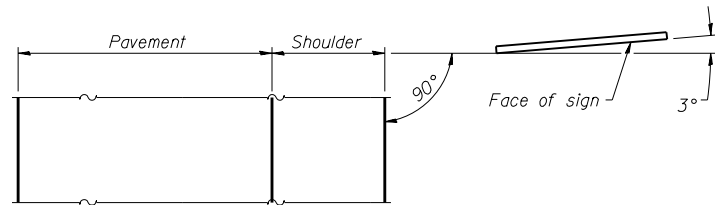


ELEVATION

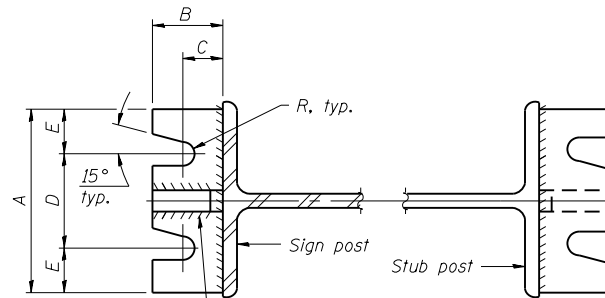


SHIM DETAIL

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

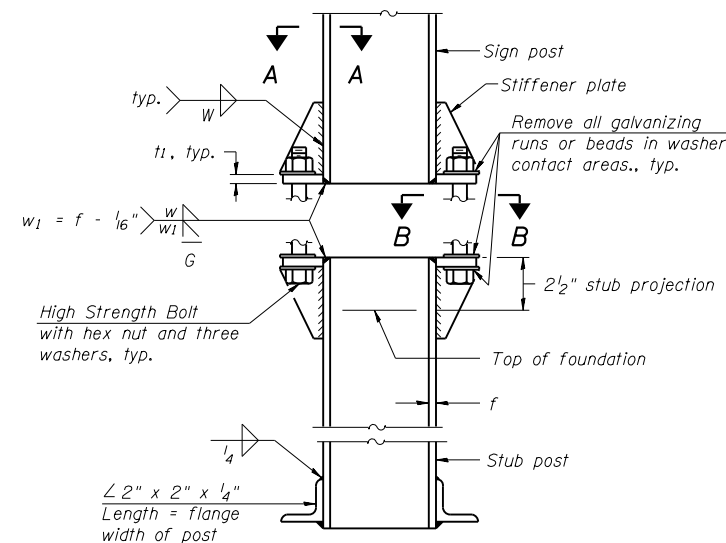


LOCATION SKETCH

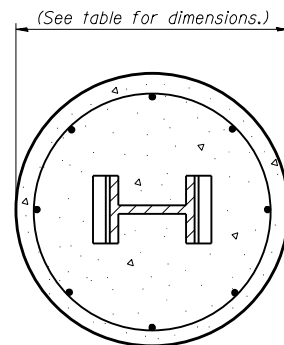


SECTION A-A

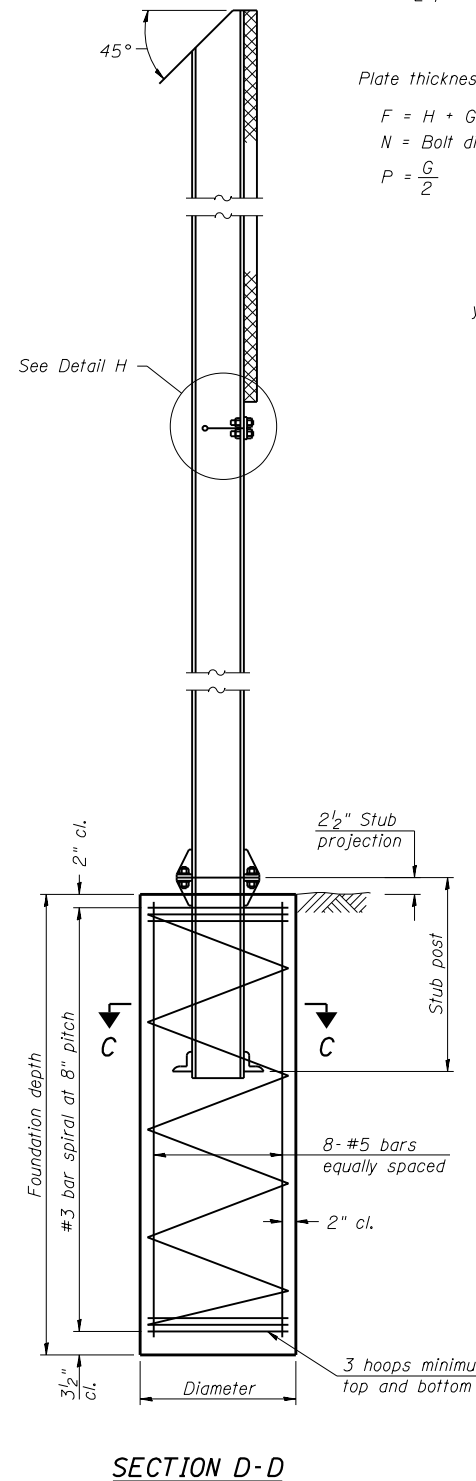
SECTION B-B



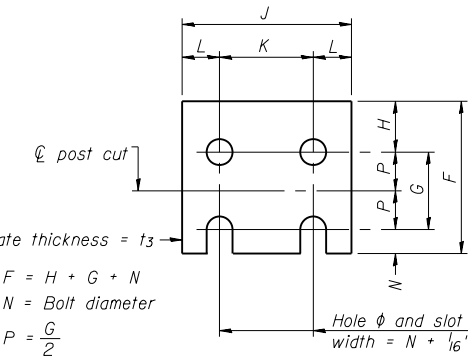
**ELEVATION
SIGN POST & STUB POST**



SECTION C-C

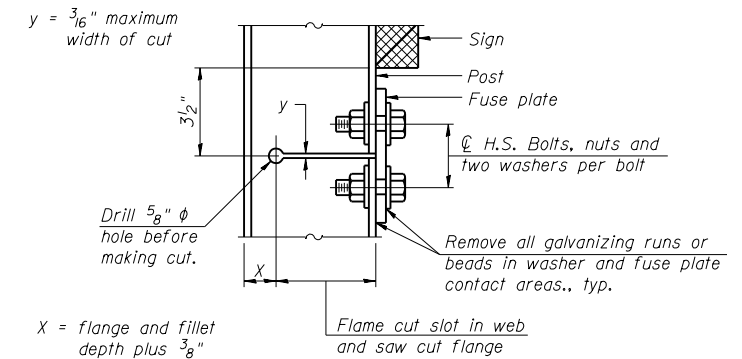


SECTION D-D

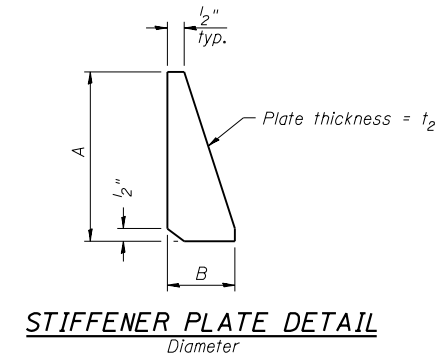


FUSE PLATE DETAIL
(Install with notches down.)

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

6-1-12

(Sheet 1 of 2)

**BREAK-AWAY WIDE FLANGE
STEEL SIGN POST DETAILS**

FILE NAME =	USER NAME = fagenrtd	DESIGNED -	REVISED -
pw:\planroom.dot.illinois.gov\PIDOT\Documents\IDOT Offices\District 4\Projects\Traffic Signs\Pinecrest Dr Signs\Pinecrest Drive		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/24/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BREAK-AWAY WIDE FLANGE
STEEL SIGN POST DETAILS**

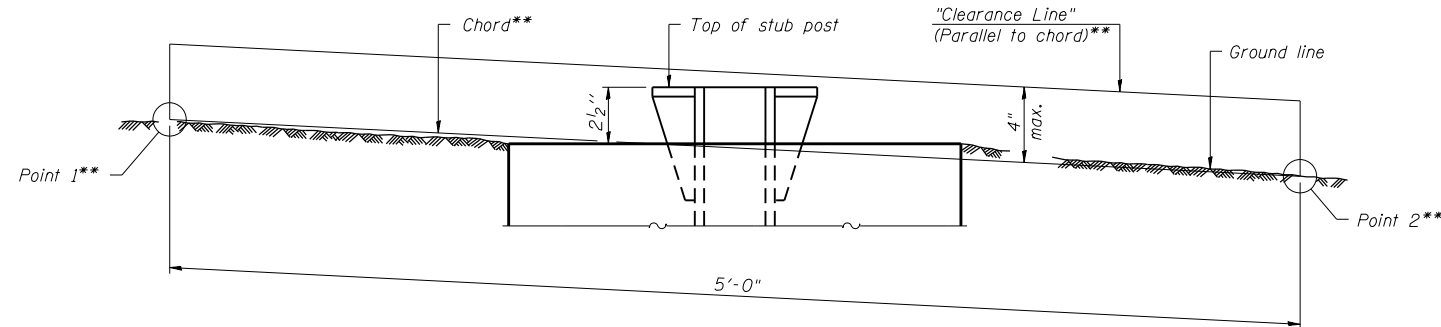
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-11B1)	TAZEWELL	212	101
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA				
	Foundation		Concrete (1) cu. yds.)	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		Vertical Bars Length	Bar Diameter	Spirals Length																lbs. (2)
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	11/32"	1 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 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	11/32"	1 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 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	13/32"	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 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	13/32"	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"	15/32"	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"	15/32"	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"	15/32"	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"	17/32"	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"	17/32"	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"	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"	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"	3/4" x 2 1/2"	3/4" 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"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	7/8" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"



**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

6-1-12

(Sheet 2 of 2)

**BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES**

FILE NAME =	USER NAME = fayentnd	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS	F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
p:\planroom.dot.illinois.gov\PWIDOT\Documents\IDOT Offices\District 4\Projects\Traffic Signs\Pinecrest Dr Signs\Pinecrest Drive Revised	DRAWN	CHECKED -	REVISED -			74	(90-14HB-11B1)	TAZEWELL	212	102		
Default	PLOT SCALE = 100.0000' / in.	DATE -	REVISED -			CONTRACT NO. 68894						
	PLOT DATE = 3/24/2020					ILLINOIS FED. AID PROJECT						
						SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.

ELECTRICAL WORK CONSTRUCTION NOTES

1. EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS AND TERRAIN PRIOR TO COMMENCING WORK ON THE PROJECT.
2. THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO THE INSTALLATION OF ANY COMPONENTS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
4. ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
5. THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03 UNLESS SPECIFIED OTHERWISE.
6. ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
7. ANY MAINTENANCE OF EXISTING ELECTRICAL FACILITIES WILL BE CONSIDERED EXTRA WORK IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
8. THE EXISTING LIGHTING SHALL REMAIN IN OPERATION DURING THE INSTALLATION OF THE PROPOSED LIGHTING AND TEMPORARY TRAFFIC SIGNAL COMPONENTS.
9. THE CONTRACTOR SHALL REMOVE HPS LAMPS FROM THE EXISTING FIXTURES PRIOR TO DISPOSAL. THE HPS LAMP SHALL BE DISPOSED OF AT A CERTIFIED RECYCLING FACILITY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED LUMINAIRES.
10. THE CONTRACTOR SHALL REMOVE EXISTING METAL HELIX FOUNDATIONS BY EXCAVATING 36", CUTTING THE FOUNDATION, AND BACKFILLING AS REQUIRED TO MATCH THE EXISTING GRADE. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR "REMOVE EXISTING LIGHTING SYSTEM."
11. THE TEMPORARY TRAFFIC SIGNAL CONTROLLER SHALL BE ORIENTED SO THAT THE DOOR IS FACING AWAY FROM TRAFFIC.
12. THE CONTRACTOR SHALL GROUND/SAFETY BOND ALL TRAFFIC SIGNAL AND LIGHTING STRUCTURES, EXPOSED METALLIC CONDUIT, HANDHOLES, CABINETS, ETC. IN ACCORDANCE WITH NEC REQUIREMENTS. THE COST OF THIS WORK SHALL BE INCLUDED THE COST OF THE PROPOSED ELECTRICAL CABLE.
12. POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE UNIT-DUCT AND CONDUIT PAY ITEMS.
13. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING UNIT-DUCT OR CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
14. THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE UNIT-DUCT AND CONDUIT.
15. THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION PAID FOR CLAIMS THAT ARISE FROM A FAILURE TO FULLY INVESTIGATE EXISTING FIELD CONDITIONS.
16. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW FUSEHOLDERS, FUSES, SURGE ARRESTORS, AND LUMINAIRE WIRING INSIDE THE POLE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED LUMINAIRES.
17. THE CONTRACTOR SHALL DISPOSE OF THE EXISTING LIGHT POLES, METAL FOUNDATIONS, LUMINAIRES, WIRING, ETC. OFF THE JOB SITE. THE SALVAGE COST OF THESE ITEMS SHALL BE INCLUDED IN THE BID PRICES FOR "REMOVE EXISTING LIGHTING SYSTEM."
18. COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC CONDUIT PUSHED OR TRENCHED.
19. THE CONTRACTOR SHALL FURNISH AND INSTALL UNDERGROUND CONDUIT, ELECTRIC SERVICE CONDUCTORS, AND GROUND WIRE FROM THE ELECTRIC SERVICE DISCONNECT TO THE LIGHTING CONTROLLER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF "ELECTRIC SERVICE INSTALLATION".
20. THE CONTRACTOR SHALL INSTALL THE TEMPORARY TRAFFIC SIGNALS AT THE EB RAMP AND ESTABLISH THE TEMPORARY LIGHTING CIRCUIT #1 IN THE TEMPORARY TRAFFIC SIGNAL CABINET PRIOR TO REMOVAL OF THE STRUCTURE THAT CARRIES FAHEY HOLLOW RD./ PINECREST DR. OVER I-74. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNALS.

ELECTRICAL WORK
SHEET 1 OF 15
NOT TO SCALE

MODEL: Default
FILE: \\miller\SIGLEN\WORKBOOKS\STDB\PLANS\Subarea03\Pinecrest\Lighting_02-25-20.dgn
Contract: Documents\Electrical\68894 - I-74 & Pinecrest Lighting_02-25-20.dgn

USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ELECTRICAL WORK CONSTRUCTION NOTES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	103
			CONTRACT NO. 68894	
		ILLINOIS	FED. AID PROJECT	

ELECTRICAL WORK SCHEDULE OF QUANTITIES			
ITEM DESCRIPTION	UNIT	TOTAL QTY.	I-74 & FAHEY HOLLOW RD./ PINECREST DR.
ELECTRIC SERVICE INSTALLATION	EACH	1.0	1.0
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1200.0	1200.0
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	504.0	504.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 10"	EACH	2.0	2.0
UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	5395.0	5395.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1844.0	1844.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1754.0	1754.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 3	FOOT	72.0	72.0
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	17.0	17.0
LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1.0	1.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM	EACH	11.0	11.0
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	11.0	11.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM, TWIN	EACH	3.0	3.0
BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	56.0	56.0
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	934.0	934.0
DRILL EXISTING FOUNDATION	EACH	1.0	1.0
DRILL EXISTING HANDHOLE	EACH	1.0	1.0
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2.0	2.0
CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	1.0	1.0
TRAFFIC COUNTER	EACH	1.0	1.0
FIBER OPTIC CABLE SPLICE - LATERAL	EACH	1.0	1.0
CLOSED CIRCUIT TELEVISION CABINET	EACH	1.0	1.0
REMOVE EXISTING LIGHTING SYSTEM	L SUM	1.0	1.0
CAT 5 ETHERNET CABLE	FOOT	45.0	45.0
TRAFFIC COUNTER POST, GALVANIZED STEEL	EACH	1.0	1.0
HELIX FOUNDATION AND BREAKAWAY DEVICE	EACH	1.0	1.0
BLUETOOTH DETECTOR	EACH	1.0	1.0
JUNCTION BOX (SPECIAL)	EACH	1.0	1.0
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	639.0	639.0
FIBER OPTIC ETHERNET DROP AND REPEAT SWITCH	EACH	1.0	1.0

ELECTRICAL WORK
SHEET 2 OF 15
NOT TO SCALE

MODEL Default
 FILE Name: S:\ENR\W\03\STDR\AS\Squa03\Pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (03-25-20).dgn

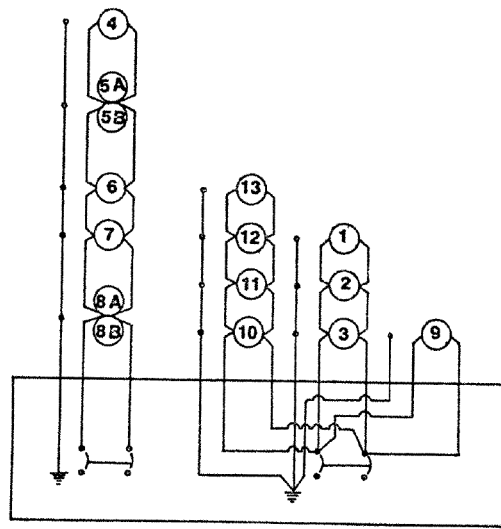
USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED ELECTRICAL WORK SCHEDULE OF QUANTITIES

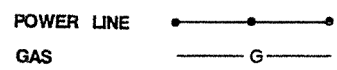
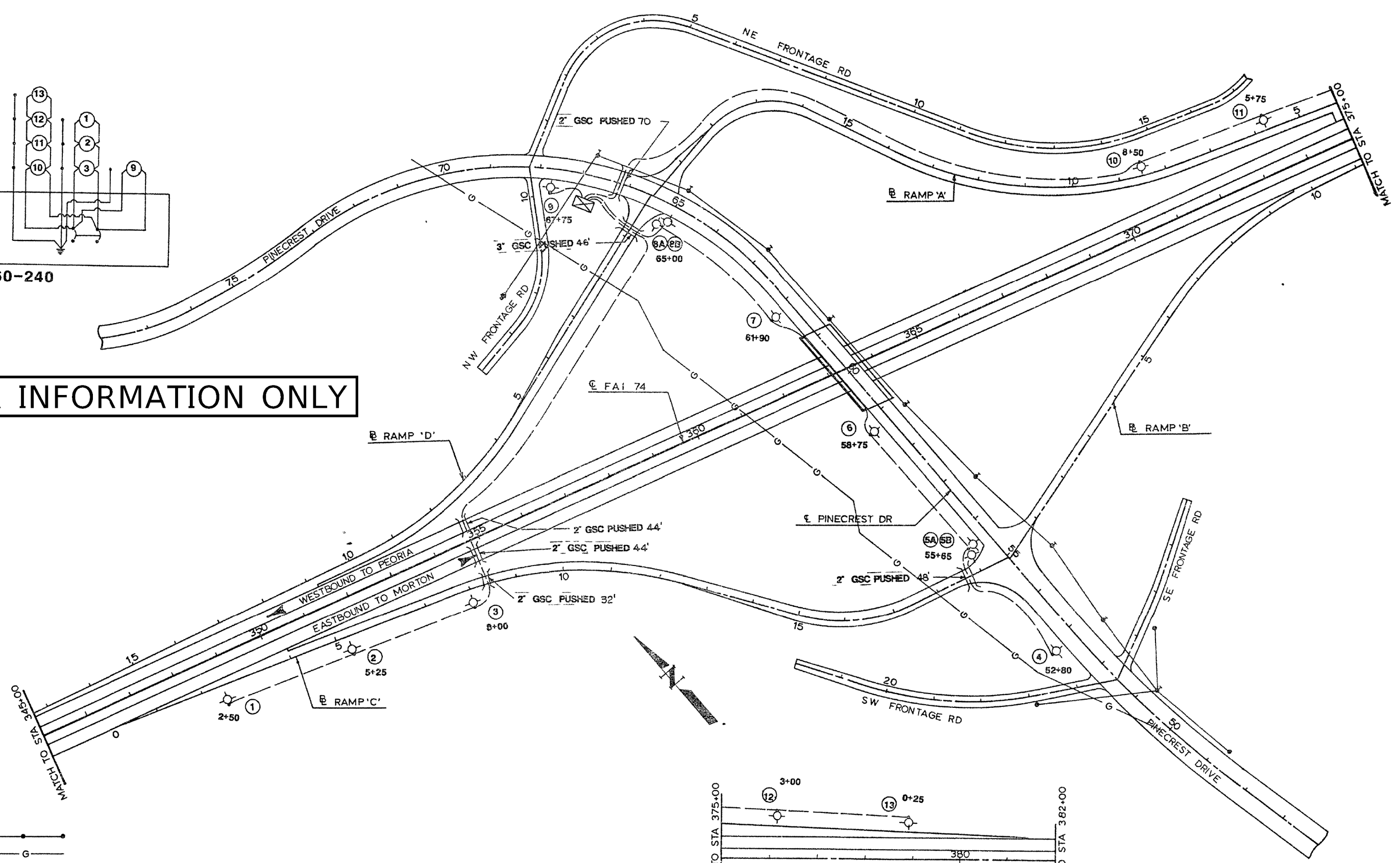
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	104
			CONTRACT NO. 68894	
			ILLINOIS FED. AID PROJECT	



CBRCS-60-240

FOR INFORMATION ONLY



ELECTRICAL WORK
 SHEET 3 OF 15
 NOT TO SCALE

MODEL: Default
 FILE: I:\miller_s\GENWIN\G03\STDR\IUS\Squid3\Pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (03.25.20).dgn

USER NAME = diaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1/32" = 153.7985' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

EXISTING LIGHTING PLANS			
I-74 & FAHEY HOLLOW RD/PINECREST DR. - TAZEWELL COUNTY			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	105
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



BILL OF MATERIALS		
DESCRIPTION	UNIT	QTY.
REMOVE EXISTING LIGHTING SYSTEM	L SUM	1.0

REMOVE EXISTING EXISTING LIGHTING SYSTEM - QTY. 1 LUMP SUM (INCLUDES ALL ITEMS LISTED BELOW)

THE FOLLOWING ITEMS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR OFF OF THE RIGHT-OF-WAY:

QTY.	ITEM
1.0	LIGHTING CONTROLLER CABINET (RE-USE EX. FOUNDATION)
1.0	ELECTRICAL SERVICE INSTALLATION
13.0	LIGHT POLE, STEEL, WITH HPS LUMINAIRE(S)
13.0	METAL HELIX FOUNDATION (SEE NOTE)
ALL	CONDUIT ATTACHED TO STRUCTURE
ALL	ELECTRICAL CABLE IN CONDUIT



- NOTES:
1. THE CONTRACTOR SHALL LOCATE EXISTING CABLE IN CONDUIT, REMOVE CABLE FROM CONDUIT AND ABANDON UNDERGROUND CONDUIT IN PLACE.
 2. EXISTING METAL HELIX FOUNDATIONS SHALL BE REMOVED BY EXCAVATING 36", CUTTING THE FOUNDATION AND BACKFILLING AS REQUIRED TO MATCH THE EXISTING GRADE.
 3. THE CONTRACTOR SHALL DISPOSE OF ALL ITEMS OFF OF THE RIGHT OF WAY AND REFLECT THE SALVAGE VALUE OF THESE ITEMS IN THE BID PRICE FOR "REMOVE EXISTING LIGHTING SYSTEM."

"R" INDICATES REMOVAL ITEM

LEGEND

	EX. LIGHT POLE & LUMINAIRE
	EX. LIGHTING CONTROLLER
	EX. ELECTRICAL SERVICE
	EX. CONDUIT/ UNIT DUCT
	EX. LIGHT POLE NUMBER
	EX. COMMUNICATIONS VAULT

ELECTRICAL WORK SHEET 4 OF 15
NOT TO SCALE

MODEL Default
FILE Name: S:\ENR\W\W\03\STDS\PLANS\Quad03\Pinecrest\Electrical\68894 - I-74 & Pinecrest Lighting (02-25-20).dgn

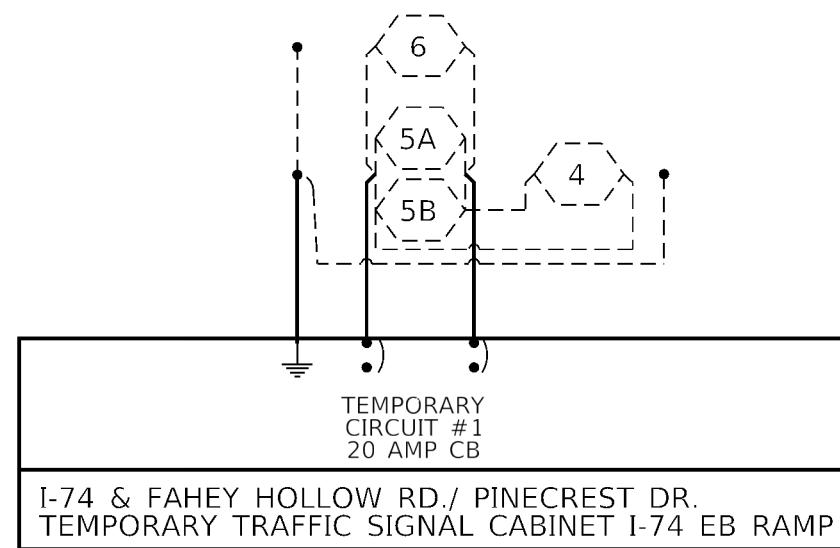
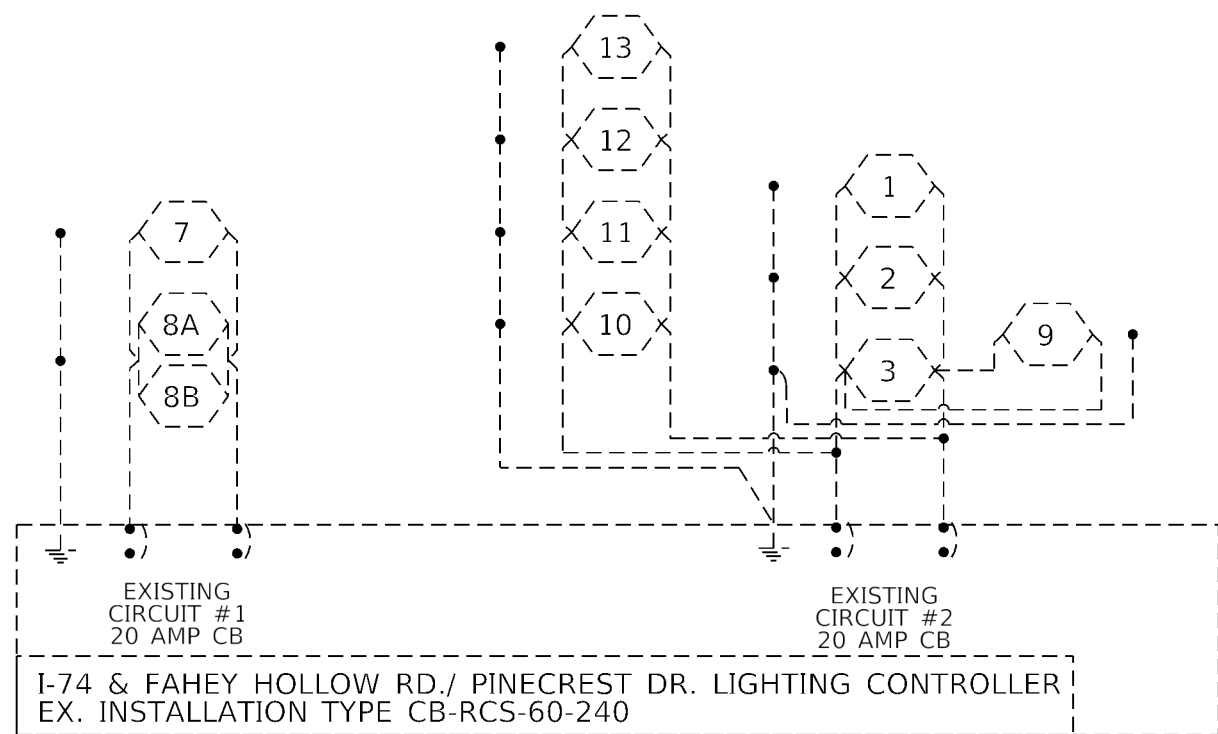
USER NAME = diazae	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1/32" = 153.7985' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL ITEMS			
I-74 & FAHEY HOLLOW RD./PINECREST DR. - TAZEWELL COUNTY			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	106
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

TEMPORARY LIGHTING CIRCUIT DIAGRAMS



- NOTES:**
1. THE CONTRACTOR SHALL ESTABLISH THE TEMPORARY ELECTRICAL SERVICE FOR THE TEMPORARY TRAFFIC SIGNALS AT I-74 EB RAMP. THE CONTRACTOR SHALL THEN CONNECT THE EXISTING LIGHT POLES 4, 5, AND 6 TO A CIRCUIT IN THE TEMPORARY TRAFFIC SIGNAL CABINET USING THE EXISTING CABLING AND A SECTION OF AERIAL CABLE BETWEEN THE TEMPORARY WOOD POLE IN THE NW QUADRANT AND POLE 5. (SEE ELECTRICAL WORK SHEET 6 FOR DETAILS)
 2. THIS WORK SHALL BE COMPLETED PRIOR TO THE REMOVAL OF THE EXISTING STRUCTURE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE BID PRICE FOR THE TEMPORARY TRAFFIC SIGNALS.
 3. UTILITY COSTS SHALL BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 105.09 OF THE STANDARD SPECIFICATIONS.

- LEGEND**
- EXISTING CABLE
 - TEMPORARY AERIAL CABLE
 - ⟨#⟩ EXISTING HPS LUMINAIRE WITH POLE NUMBER

ELECTRICAL WORK
SHEET 5 OF 15
NOT TO SCALE

MODEL: Default
FILE: \\miller\server\winwork\std\elms\sq\03\pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (02-25-20).dgn

USER NAME = diazae	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

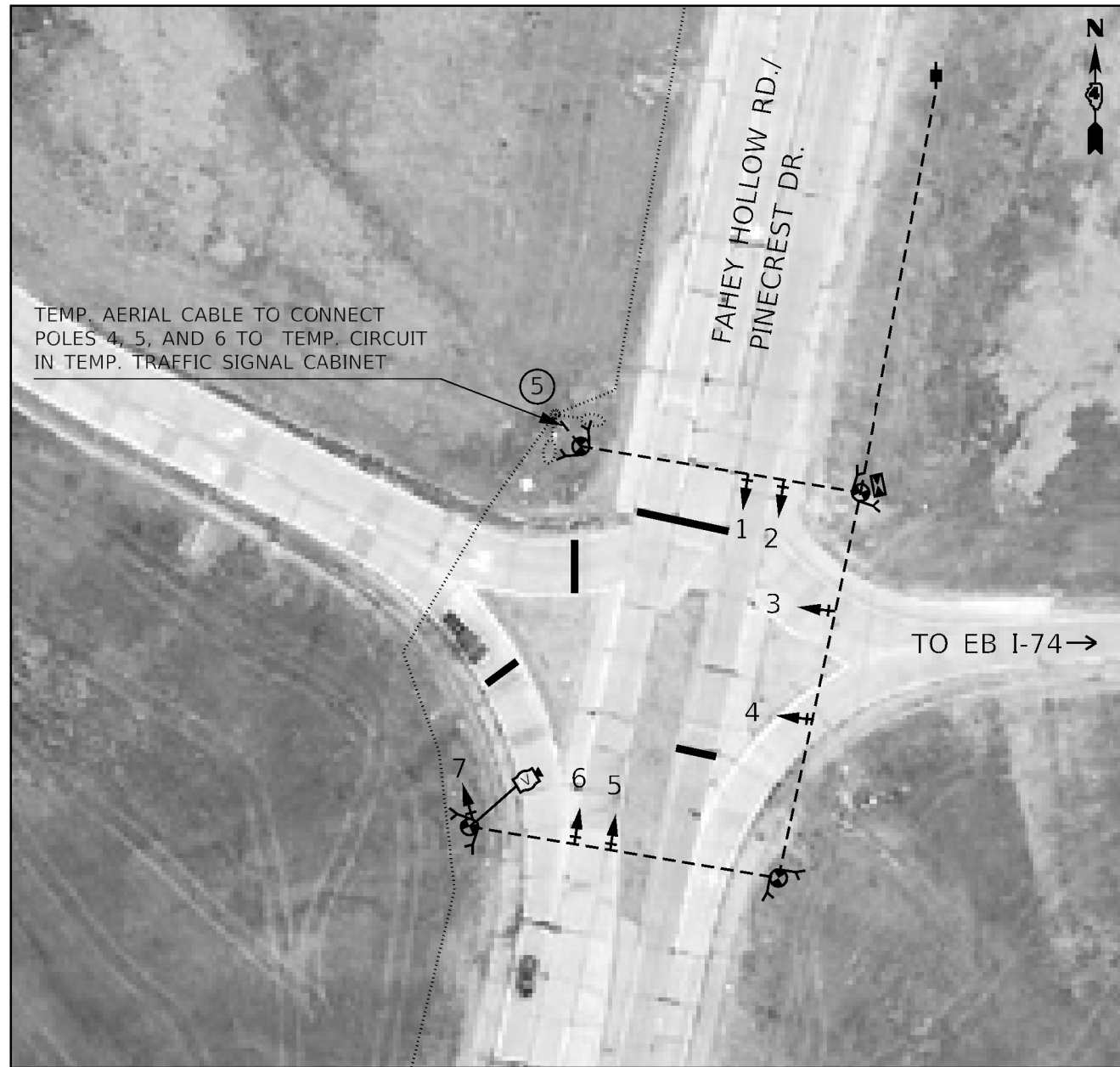
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CIRCUIT DIAGRAMS
I-74 & FAHEY HOLLOW RD./PINECREST DR. - TAZEWELL COUNTY**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	107
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

BILL OF MATERIALS		
DESCRIPTION	UNIT	QTY.
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1.0



NOTES:

- WOOD POLES SHALL BE LOCATED A MINIMUM OF 20 FT. FROM THE EDGE OF THE DRIVING LANE.
- THE CONTRACTOR SHALL LOCATE TEMPORARY WOOD POLES TO PREVENT CONFLICTS WITH THE EXISTING OVERHEAD ELECTRICAL LINES AND CONSTRUCTION STAGING. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO DETERMINE ALLOWABLE POLE OFFSETS AND POLE PLACEMENT FROM OVERHEAD ELECTRICAL LINES.

TEMPORARY TRAFFIC SIGNAL CONSTRUCTION NOTES:	
1.	THE CONTRACTOR SHALL FURNISH AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, SIGNAL HEADS, CONDUIT, WOOD POLES, GUY WIRE, TEMPORARY ELECTRICAL SERVICE, VIDEO DETECTION SYSTEM, TEMPORARY STRIPING, RETROREFLECTIVE BACKPLATES, BRACKETS, SPAN WIRE, MESSENGER WIRE, AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.
2.	THE CONTRACTOR SHALL INSTALL IDOT FURNISHED EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE THE TRAFFIC SIGNAL CONTROLLER AND CABINET.
3.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
4.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
5.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING THE IDOT SUPPLIED TRAFFIC SIGNAL CONTROLLER AND CABINET FROM THE IDOT TRAFFIC BUILDING LOCATED AT 1025 W. DETWEILLER DR., PEORIA TO THE JOB SITE. THE TRAFFIC SIGNAL CONTROLLER AND CABINET SHALL BE DELIVERED TO THE IDOT TRAFFIC BUILDING UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNALS.
6.	THE CONTRACTOR SHALL FURNISH AND INSTALL A NEW GRIDSMA RT VEHICLE VIDEO DETECTION SYSTEM (COMPLETE WITH CAMERA, CABLES, AND PROCESSOR) FOR USE WITH THE TEMPORARY TRAFFIC SIGNALS. THE CONTRACTOR SHALL FURNISH ALL CABLE, HARDWARE, BRACKETS, AND ACCESSORIES REQUIRED FOR A COMPLETELY FUNCTIONAL SYSTEM. UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNALS, THE VIDEO DETECTION SYSTEM SHALL BECOME THE PROPERTY OF THE DEPARTMENT. THE CONTRACTOR SHALL DELIVER THE VIDEO DETECTION SYSTEM, IN GOOD WORKING CONDITION, TO THE IDOT TRAFFIC BUILDING LOCATED AT 1025 W. DETWEILLER DR., PEORIA.
7.	THE TEMPORARY TRAFFIC SIGNAL SPAN WIRES AND CABLES SHALL BE ATTACHED TO THE WOOD POLES IN A MANNER APPROVED BY THE ENGINEER. ALL CABLES SHALL MAINTAIN AN 18 FT. CLEARANCE ABOVE THE HIGHEST POINT OF THE ROADWAY.
8.	ALL TRAFFIC SIGNAL HEADS SHALL HAVE 12" LENSES.
9.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
10.	THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
11.	THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS.
12.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMODATE CONSTRUCTION STAGING.
13.	WOOD POLES SHALL BE LOCATED A MINIMUM OF 20 FT. FROM THE EDGE OF THE DRIVING LANE.
14.	THE CONTRACTOR SHALL LOCATE TEMPORARY WOOD POLES TO PREVENT CONFLICTS WITH THE EXISTING OVERHEAD ELECTRICAL LINES AND CONSTRUCTION STAGING. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO DETERMINE ALLOWABLE POLE OFFSETS AND POLE PLACEMENT FROM OVERHEAD ELECTRICAL LINES.
15.	THE CONTRACTOR SHALL ESTABLISH THE TEMPORARY ELECTRICAL SERVICE FOR THE TEMPORARY TRAFFIC SIGNALS AT I-74 EB RAMP. THE CONTRACTOR SHALL THEN CONNECT THE EXISTING LIGHT POLES 4, 5, AND 6 TO A 20A CIRCUIT BREAKER IN THE TEMPORARY TRAFFIC SIGNAL CABINET USING THE EXISTING CABLING AND A SECTION OF AERIAL CABLE BETWEEN THE TEMPORARY WOOD POLE IN THE NW QUADRANT AND POLE 5. THIS WORK SHALL BE COMPLETED PRIOR TO THE REMOVAL OF THE STRUCTURE CARRYING FAHEY HOLLOW RD./ PINECREST DR. OVER I-74.
16.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION OF THE TEMPORARY TRAFFIC SIGNAL HEADS AS REQUIRED TO ACCOMMODATE THE PROPOSED CONSTRUCTION STAGING.
17.	ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE BID PRICE FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL SPAN WIRE AND CABLE
- 👁️ TEMPORARY WOOD POLE WITH GUY WIRES
- ➡️ TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- 📹 TEMPORARY VIDEO DETECTION CAMERA (FURNISHED BY CONTRACTOR)
- 📦 TEMPORARY CONTROLLER & CABINET (FURNISHED BY IDOT)
- ⚡ TEMPORARY ELECTRICAL SERVICE

ELECTRICAL WORK
SHEET 6 OF 15
NOT TO SCALE

MODEL Default
FILE Name: S:\ENR\W\W\68894\STDR\PLANS\Subarea03\Pinecrest\Final_Contract_Documents\Electrical\68894 - I-74 & Pinecrest Lighting (02-25-20).dgn

USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

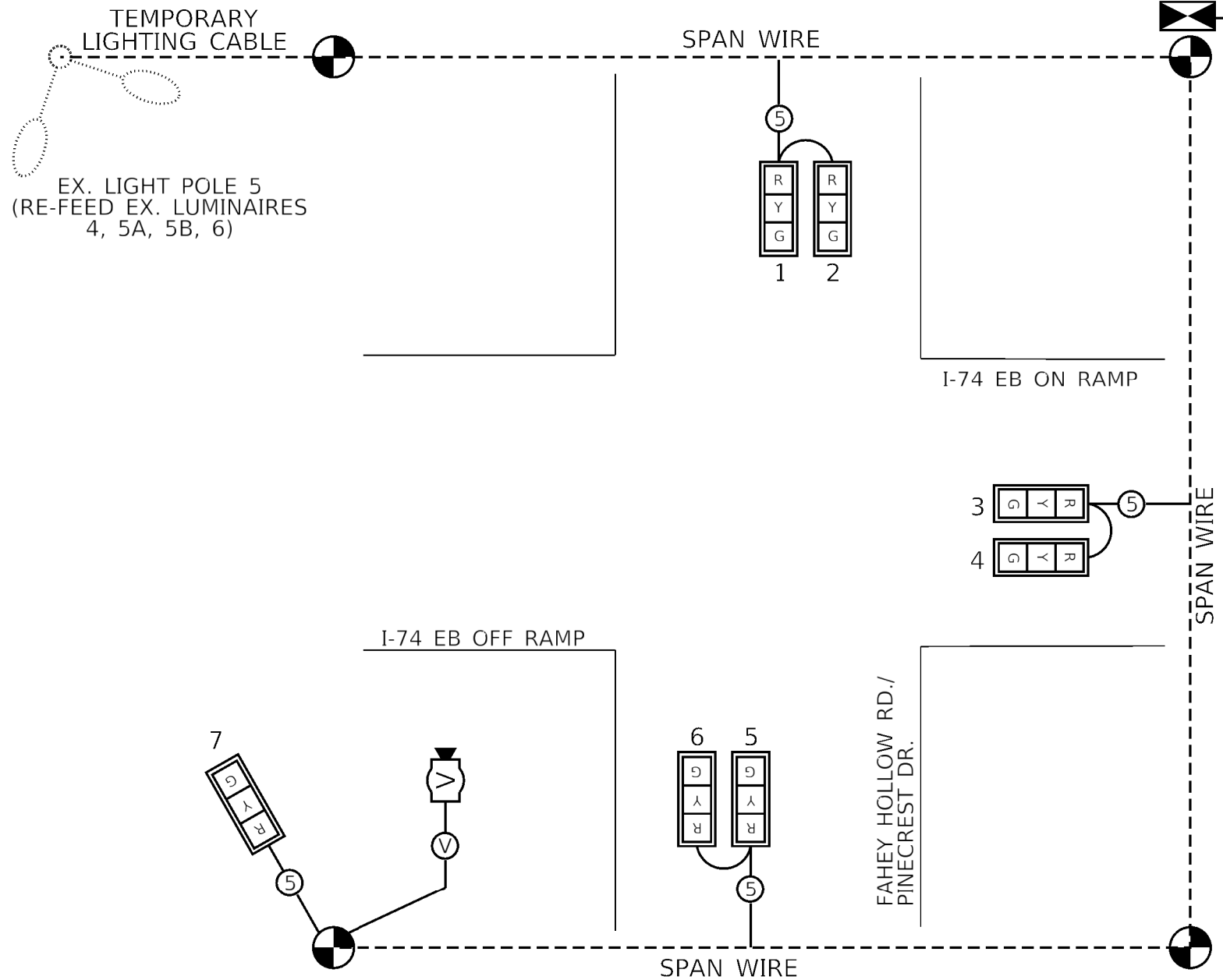
TEMPORARY TRAFFIC SIGNAL INSTALLATION
I-74 EB RAMP & FAHEY HOLLOW RD./PINECREST DR.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	108
CONTRACT NO. 68894			ILLINOIS FED. AID PROJECT	

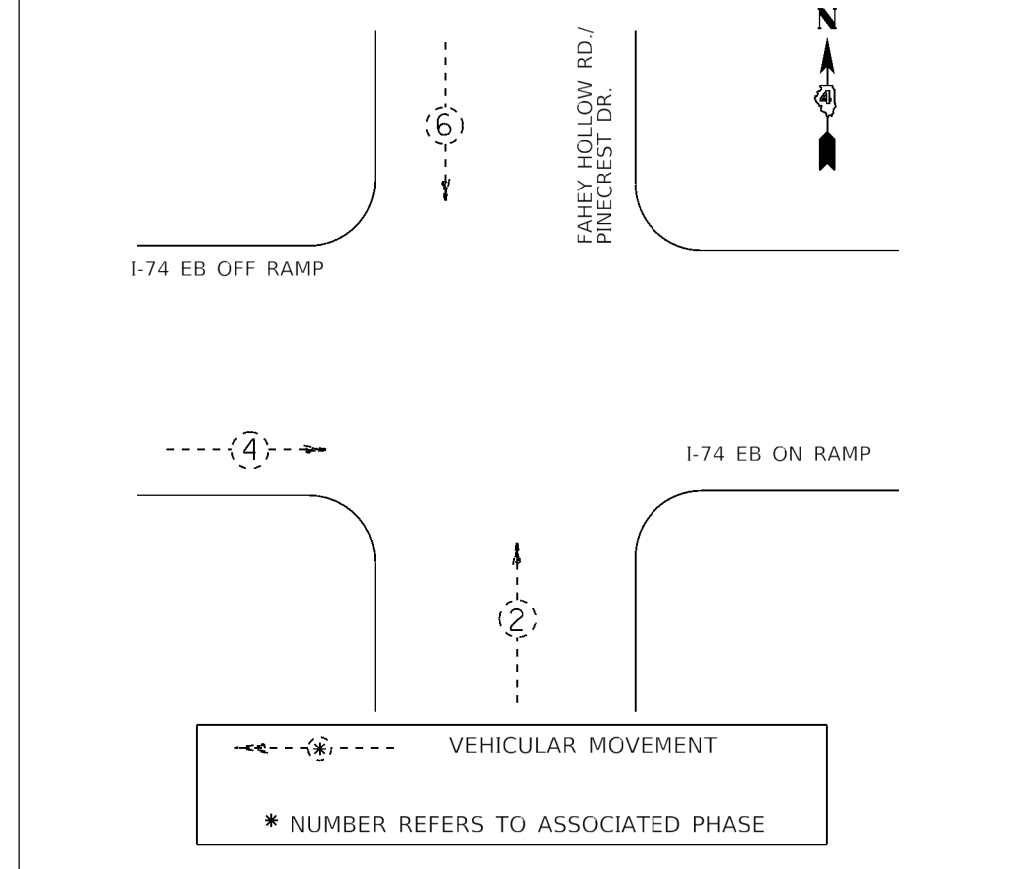
TEMPORARY CABLE DIAGRAM

TEMP. SERVICE FROM
UTILITY COMPANY



TEMPORARY PHASE DIAGRAM

NAME OF INTERSECTION I-74 EB RAMP & FAHEY HOLLOW / PINECREST
 TEMPORARY CONTROLLER: ECONOLITE ASC/3 (TS-2 TYPE 2) IN TYPE IV
 CABINET (IDOT FURNISHED)



THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE GROUNDED IN ACCORDANCE WITH NEC REQUIREMENTS.

TRAFFIC SIGNALS LEGEND

- TEMP. TRAFFIC SIGNAL CONTROLLER CABINET
- TEMP. ELECTRIC SERVICE
- TEMP. WOOD POLE
- TEMP. 3 SEC. SIGNAL HEAD W/BACKPLATE
- TEMP. VIDEO DETECTION CAMERA
- TEMP. VIDEO DETECTION CABLE
- TEMP. 5/C NO. 14 SIGNAL CABLE
- TEMP. 1/C NO. 6 CABLE
- TEMP. SPAN WIRE
- TEMP. 1/C NO. 6 CABLE
- TEMP. 1/C NO. 6 CABLE

ELECTRICAL WORK
SHEET 7 OF 15
NOT TO SCALE

MODEL: Default
FILE: \\miller\SIGLEN\W\W\G\3\STDR\AS\Squa03\Pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (03-25-20).dgn

USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1/32" = 1/32" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

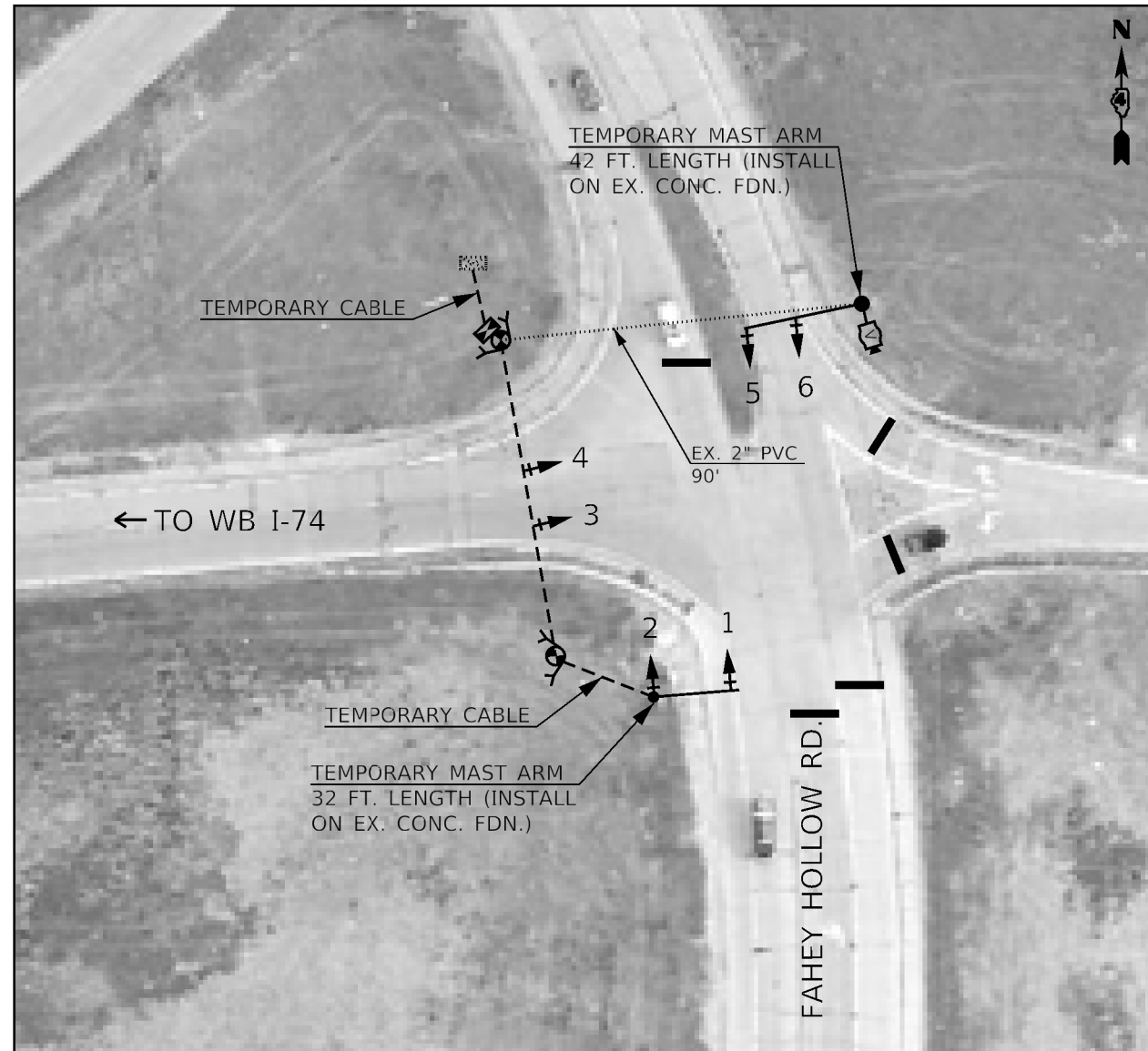
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL CABLE & PHASE DIAGRAMS
I-74 EB RAMP & FAHEY HOLLOW RD/PINECREST DR.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	109
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

BILL OF MATERIALS		
DESCRIPTION	UNIT	QTY.
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1.0



TEMPORARY TRAFFIC SIGNAL CONSTRUCTION NOTES:	
1.	THE CONTRACTOR SHALL FURNISH AND INSTALL EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE ALL CABLES, SIGNAL HEADS, CONDUIT, WOOD POLES, GUY WIRE, TEMPORARY ELECTRICAL SERVICE, VIDEO DETECTION SYSTEM, TEMPORARY STRIPING, RETROREFLECTIVE BACKPLATES, BRACKETS, SPAN WIRE, MESSENGER WIRE, AND ALL OTHER EQUIPMENT REQUIRED FOR THE INSTALLATION.
2.	THE CONTRACTOR SHALL INSTALL IDOT FURNISHED EQUIPMENT WITH RESPECT TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS SHALL INCLUDE MAST ARMS, STRAIN POLES, TRAFFIC SIGNAL CONTROLLER AND CABINET.
3.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
4.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
5.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING THE IDOT SUPPLIED TEMPORARY MAST ARMS FROM THE IDOT DISTRICT FOUR WAREHOUSE LOCATED AT 6515 W. US ROUTE 150, EDWARDS TO THE JOB SITE. THE MAST ARMS SHALL BE DELIVERED TO THE IDOT DISTRICT FOUR WAREHOUSE UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNALS.
6.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRANSPORTING THE IDOT SUPPLIED TRAFFIC SIGNAL CONTROLLER AND CABINET FROM THE IDOT TRAFFIC BUILDING LOCATED AT 1025 W. DETWEILLER DR., PEORIA TO THE JOB SITE. THE TRAFFIC SIGNAL CONTROLLER AND CABINET SHALL BE DELIVERED TO THE IDOT TRAFFIC BUILDING UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNALS.
7.	THE TEMPORARY MAST ARMS SHALL BE INSTALLED ON THE EXISTING CONCRETE FOUNDATIONS AS SHOWN IN THE PLANS.
8.	THE CONTRACTOR SHALL FURNISH AND INSTALL A NEW GRIDSMART VEHICLE VIDEO DETECTION SYSTEM (COMPLETE WITH CAMERA, CABLES, AND PROCESSOR) FOR USE WITH THE TEMPORARY TRAFFIC SIGNALS. THE CONTRACTOR SHALL FURNISH ALL CABLE, HARDWARE, BRACKETS, AND ACCESSORIES REQUIRED FOR A COMPLETELY FUNCTIONAL SYSTEM. UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNALS, THE VIDEO DETECTION SYSTEM SHALL BECOME THE PROPERTY OF THE DEPARTMENT. THE CONTRACTOR SHALL DELIVER THE VIDEO DETECTION SYSTEM, IN GOOD WORKING CONDITION, TO THE IDOT TRAFFIC BUILDING LOCATED AT 1025 W. DETWEILLER DR., PEORIA.
9.	THE CONTRACTOR SHALL FURNISH AND INSTALL ALL TRAFFIC SIGNAL HEADS AS SHOWN IN THE PLANS. THE CONTRACTOR SHALL FURNISH ALL CABLE, RETROREFLECTIVE BACKPLATES, BRACKETS, SPAN WIRE, MESSENGER WIRE, AND ALL HARDWARE REQUIRED FOR INSTALLATION.
10.	THE CONTRACTOR SHALL FURNISH AND INSTALL ALL LIGHTING AND TRAFFIC SIGNAL CABLING AS SHOWN ON THE PLAN SHEETS.
11.	THE TEMPORARY TRAFFIC SIGNAL SPAN WIRES AND CABLES SHALL BE ATTACHED TO THE WOOD POLES IN A MANNER APPROVED BY THE ENGINEER. ALL CABLES SHALL MAINTAIN AN 18 FT. CLEARANCE ABOVE THE HIGHEST POINT OF THE ROADWAY.
12.	ALL TRAFFIC SIGNAL HEADS SHALL HAVE 12" LENSES.
13.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS.
14.	THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR DIRECTED BY THE ENGINEER.
15.	THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS.
16.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE VIDEO DETECTION SYSTEM TO ACCOMODATE CONSTRUCTION STAGING.
17.	WOOD POLES SHALL BE LOCATED A MINIMUM OF 20 FT. FROM THE EDGE OF THE DRIVING LANE.
18.	THE CONTRACTOR SHALL LOCATE TEMPORARY WOOD POLES AND MAST ARMS TO PREVENT CONFLICTS WITH THE EXISTING OVERHEAD ELECTRICAL LINES AND CONSTRUCTION STAGING. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO DETERMINE ALLOWABLE POLE OFFSETS AND POLE PLACEMENT FROM OVERHEAD ELECTRICAL LINES.
19.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELOCATION OF THE TEMPORARY TRAFFIC SIGNAL HEADS AS REQUIRED TO ACCOMMODATE THE PROPOSED CONSTRUCTION STAGING.
20.	ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO COMPLY WITH THESE REQUIREMENTS SHALL BE INCLUDED IN THE BID PRICE FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL SPAN WIRE AND CABLE
- ⊕ TEMPORARY WOOD POLE WITH GUY WIRES
- ⊕ TEMPORARY TRAFFIC SIGNAL HEAD WITH BACKPLATE
- ⊕ TEMPORARY VIDEO DETECTION CAMERA (FURNISHED BY CONTRACTOR)
- ⊕ TEMPORARY CONTROLLER & CABINET (FURNISHED BY IDOT)
- ⊕ TEMPORARY ELECTRICAL SERVICE
- TEMPORARY MAST ARM, STD OR COMBINATION (FURNISHED BY IDOT)
- EXISTING UNDERGROUND CONDUIT

ELECTRICAL WORK
SHEET 8 OF 15
NOT TO SCALE

NOTES:

- WOOD POLES AND MAST ARMS SHALL BE LOCATED A MINIMUM OF 20 FT. FROM THE EDGE OF THE DRIVING LANE.
- THE CONTRACTOR SHALL LOCATE TEMPORARY WOOD POLES AND MAST ARMS TO PREVENT CONFLICTS WITH THE EXISTING OVERHEAD ELECTRICAL LINES AND CONSTRUCTION STAGING. THE CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES TO DETERMINE ALLOWABLE POLE OFFSETS AND POLE PLACEMENT FROM OVERHEAD ELECTRICAL LINES.

MODEL Default
FILE Name: S:\ENR\W\W\03\STD\ELAS\Squid03\Pinecrest\Final_Contract_Documents\Electrical\68894 - I-74 & Pinecrest Lighting (03-25-20).dgn

USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

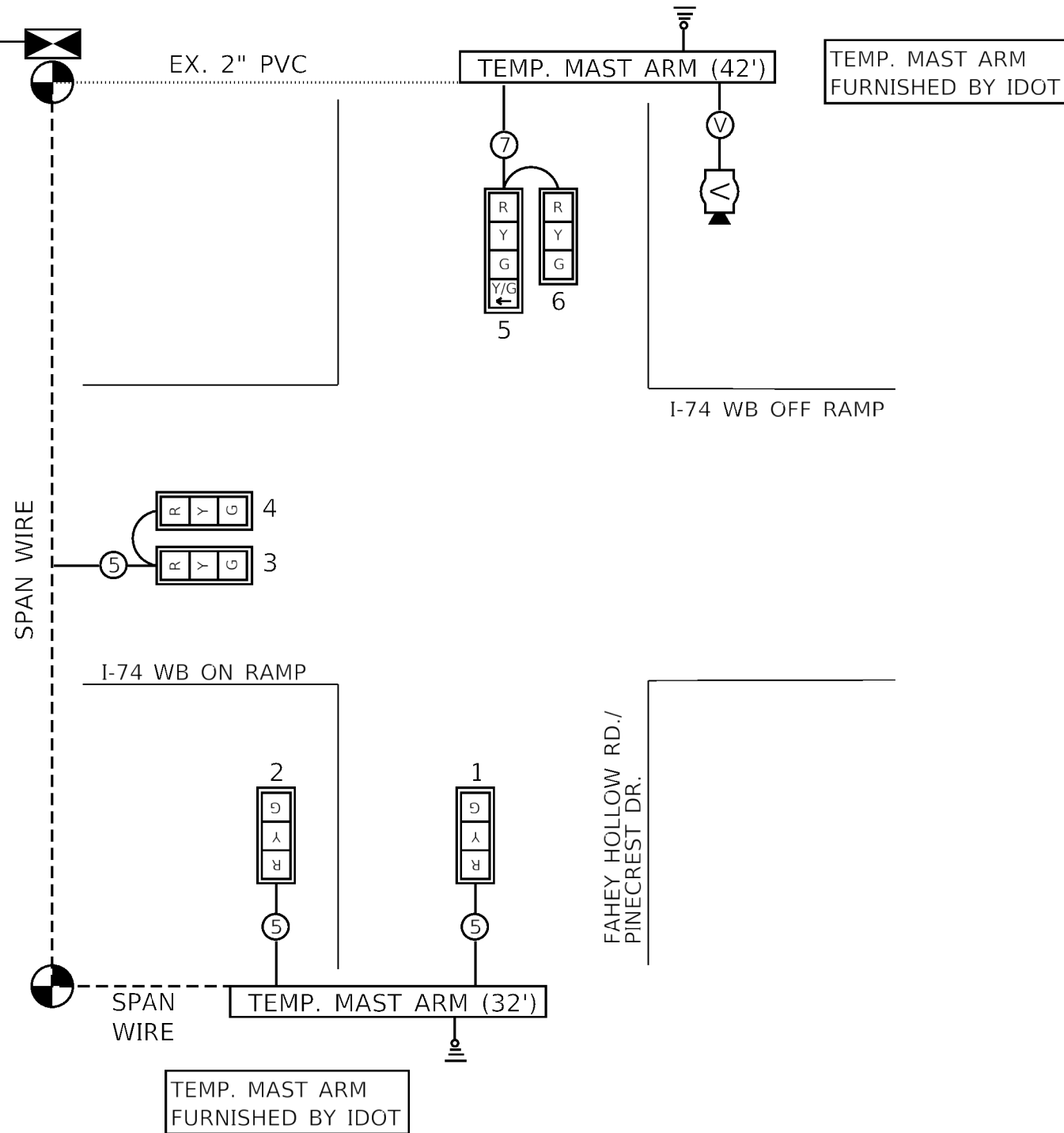
**TEMPORARY TRAFFIC SIGNAL INSTALLATION
I-74 WB RAMP & FAHEY HOLLOW RD/PINECREST DR.**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	110
			CONTRACT NO. 68894	
		ILLINOIS	FED. AID PROJECT	

EX. LIGHTING CONTROLLER

TEMPORARY CABLE DIAGRAM

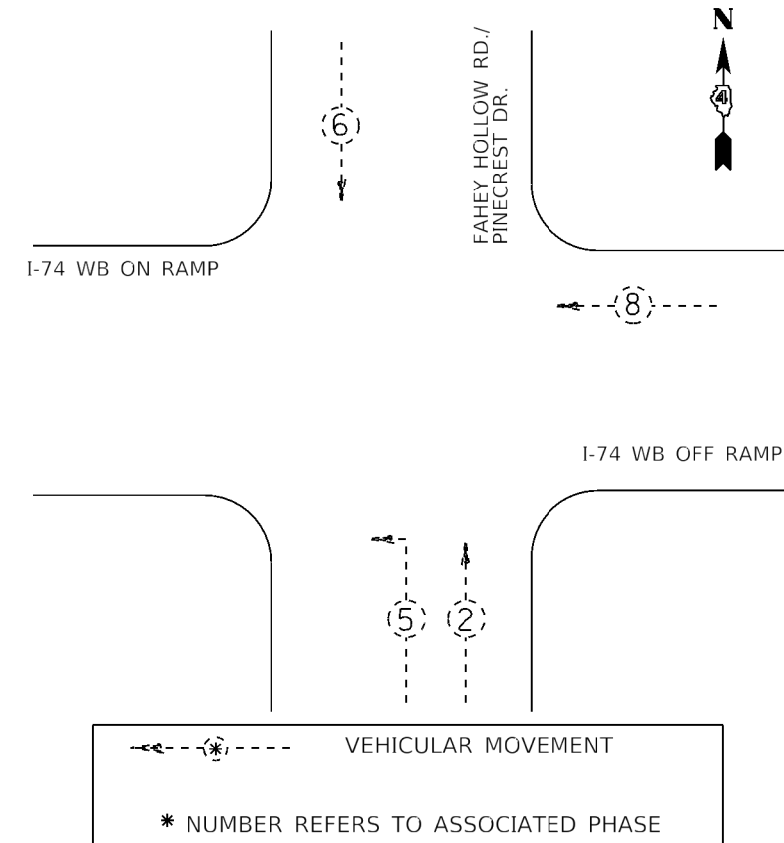


TRAFFIC SIGNALS LEGEND

- TEMP. TRAFFIC SIGNAL CONTROLLER CABINET
- TEMP. ELECTRIC SERVICE
- TEMP. WOOD POLE
- TEMP. 3 SEC. SIGNAL HEAD W/BACKPLATE
- TEMP. VIDEO DETECTION CAMERA
- EX. LIGHTING CONTROLLER
- TEMP. GROUND
- TEMP. 5/C NO. 14 SIGNAL CABLE
- TEMP. 7/C NO. 14 SIGNAL CABLE
- TEMP. VIDEO DETECTION CABLE
- TEMP. 1/C NO. 6 CABLE

TEMPORARY PHASE DIAGRAM

NAME OF INTERSECTION I-74 WB RAMP & FAHEY HOLLOW / PINECREST
 TEMPORARY CONTROLLER: ECONOLITE ASC/3 (TS-2 TYPE 2) IN TEMP. TYPE IV CABINET (IDOT FURNISHED)



THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE GROUNDED IN ACCORDANCE WITH NEC REQUIREMENTS.

ELECTRICAL WORK
 SHEET 9 OF 15
 NOT TO SCALE

MODEL: Default
 FILE: \\miller\3\ENR\WV\03\STDR\AS\Squa03\Pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (03-25-20).dgn

USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL CABLE & PHASE DIAGRAMS
 I-74 WB RAMP & FAHEY HOLLOW RD/PINECREST DR.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	111
			CONTRACT NO. 68894	
			ILLINOIS FED. AID PROJECT	

LIGHT POLE SCHEDULE

POLE NO.	ROUTE	STATION, OFFSET	POLE TYPE	MOUNTING HEIGHT (FT.)	ARM LENGTH (FT.)	LUMINAIRE	LUMINAIRE QTY.
1	FAHEY HOLLOW RD./ PINECREST DR.	68+45, 50.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
2	FAHEY HOLLOW RD./ PINECREST DR.	66+15, 60.0 LT	GALVANIZED STEEL, MAST ARM, TWIN	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	2.0
3	FAHEY HOLLOW RD./ PINECREST DR.	64+00, 45.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
4	FAHEY HOLLOW RD./ PINECREST DR.	61+50, 45.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
5	FAHEY HOLLOW RD./ PINECREST DR.	58+80, 45.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
6	FAHEY HOLLOW RD./ PINECREST DR.	56+30, 45.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
7	FAHEY HOLLOW RD./ PINECREST DR.	54+55, 60.0' LT	GALVANIZED STEEL, MAST ARM, TWIN	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	2.0
8	FAHEY HOLLOW RD./ PINECREST DR.	51+10, 45.0' LT	GALVANIZED STEEL, MAST ARM, TWIN	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	2.0
9	I-74	353+00, 105.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
10	I-74	350+40, 95.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
11	I-74	347+10, 85.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
12	I-74	374+95, 115.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
13	I-74	377+50, 95.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0
14	I-74	380+20, 90.0' LT	GALVANIZED STEEL, MAST ARM	45.0	15.0	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	1.0

ELECTRICAL WORK
SHEET 10 OF 15
NOT TO SCALE

MODEL Default
FILE Name: S:\ENR\WV\03\STD\ER\AS\Qua\03\Pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (03-25-20).dgn

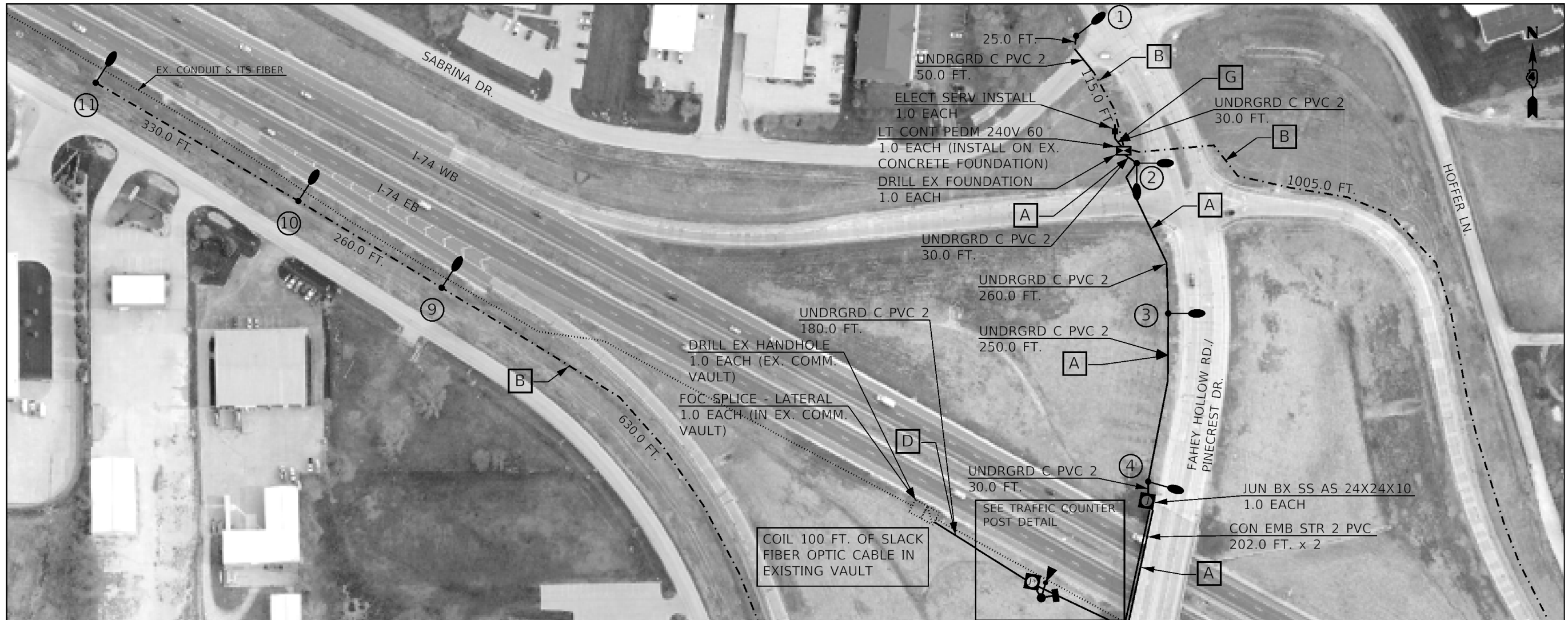
USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1/32" = 153.7985' / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

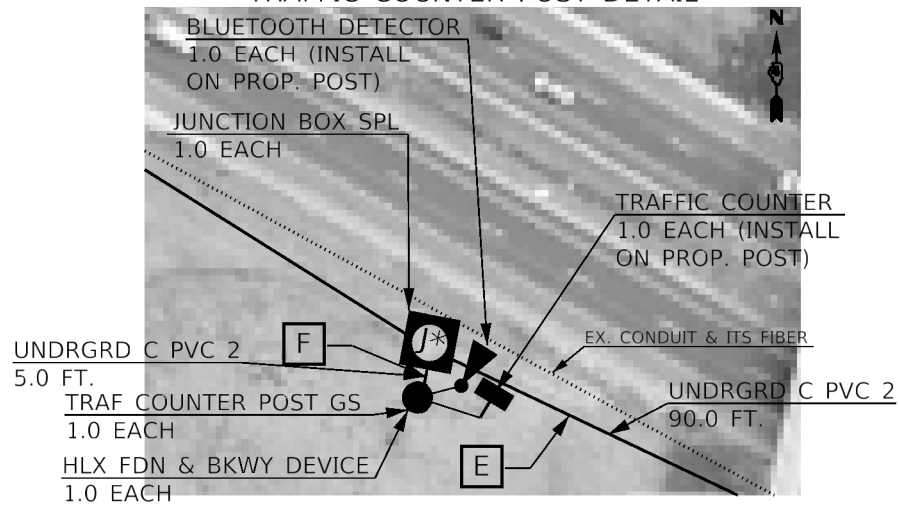
**PROPOSED HIGHWAY LIGHT POLE SCHEDULE
I-74 & FAHEY HOLLOW RD/PINECREST DR. - TAZEWELL COUNTY**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	112
			CONTRACT NO. 68894	
		ILLINOIS	FED. AID PROJECT	



TRAFFIC COUNTER POST DETAIL



- NOTES:
1. THE CONTRACTOR SHALL COIL 100 FT. OF SLACK FIBER OPTIC CABLE IN THE EXISTING COMMUNICATIONS VAULT.
 2. THE PROPOSED BLUETOOTH DETECTOR AND TRAFFIC COUNTER SHALL BE INSTALLED WITH THE COVER ALIGNED PARALLEL TO THE ROADWAY.

BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1.0
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	925.0
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	404.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 10"	EACH	1.0
UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	2415.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1550.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1550.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 3	FOOT	72.0
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	835.0
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	8.0
LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240VOLT, 60AMP	EACH	1.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM	EACH	6.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM, TWIN	EACH	1.0
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	7.0
BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	28.0
DRILL EXISTING FOUNDATION	EACH	1.0
DRILL EXISTING HANDHOLE	EACH	1.0
TRAFFIC COUNTER	EACH	1.0
TRAFFIC COUNTER POST, GALVANIZED STEEL	EACH	1.0
FIBER OPTIC CABLE SPLICE - LATERAL	EACH	1.0
HELIX FOUNDATION AND BREAKAWAY DEVICE	EACH	1.0
BLUETOOTH DETECTOR	EACH	1.0
JUNCTION BOX (SPECIAL)	EACH	1.0
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	456.0

CABLE LEGEND

- A** EC C XLP USE 1C 6 X 2
EC C XLP USE 1C 8 X 2
ELCBL C EGRDC 6 1C X 1
- B** UD 2#8 #8G XLP USE 3/4
- C** EC C XLP USE 1C 6 X 2
EC C XLP USE 1C 8 X 2
ELCBL C EGRDC 6 1C X 1
FOCC62.5/125 MM12SM24 X 1
- D** FOCC62.5/125 MM12SM24 X 1
- E** FOCC62.5/125 MM12SM24 X 1
CAT 5 ETHERNET CABLE X 1 (INCLUDED IN COST OF BLUETOOTH DETECTOR)
CABLE FOR TRAFFIC COUNTER X 1 (INCLUDED IN COST OF TRAFFIC COUNTER)
- F** CAT 5 ETHERNET CABLE X 1 (INCLUDED IN COST OF BLUETOOTH DETECTOR)
CABLE FOR TRAFFIC COUNTER X 1 (INCLUDED IN COST OF TRAFFIC COUNTER)
- G** EC C XLP USE 1C 3 X 2 (100A SERVICE)
ELCBL C EGRDC 6 1C X 1

LEGEND

- PROP. LIGHT POLE & LED LUMINAIRE
- PROP. LIGHTING CONTROLLER
- PROP. ELECTRICAL SERVICE
- EX. CONDUIT/ UNIT DUCT
- PROP. LIGHT POLE NUMBER
- EX. COMMUNICATIONS VAULT
- PROP. UNIT DUCT
- PROP. CONDUIT
- PROP. JUNCTION BOX
- PROP. JUNCTION BOX SPECIAL
- PROP. BLUETOOTH DETECTOR
- PROP. TRAFFIC COUNTER
- PROP. TRAFFIC COUNTER POST

ELECTRICAL WORK SHEET 11 OF 15 NOT TO SCALE

MODEL Default FILE Name: S:\ENR\W\G\B\STD\ER\AS\Squa\03\Pinecrest\Electrical\68894 - I-74 & Pinecrest Lighting (02-25-20).dgn

USER NAME = diazaa	DESIGNED -	REVISED -
PLOT SCALE = 1/32" = 153.7985" / in.	DRAWN -	REVISED -
PLOT DATE = 3/24/2020	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY LIGHTING PLANS	
I-74 & FAHEY HOLLOW RD/PINECREST DR. - TAZEWELL COUNTY	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	113
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



BILL OF MATERIALS		
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	275.0
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	100.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 10"	EACH	1.0
UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	2980.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	204.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	204.0
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	99.0
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	9.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM	EACH	5.0
LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., 15 FT. MAST ARM, TWIN	EACH	2.0
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6"	EACH	7.0
BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	28.0
CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	1.0
CLOSED CIRCUIT TELEVISION CABINET	EACH	1.0
CAT 5 ETHERNET CABLE	FOOT	45.0
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	183.0
FIBER OPTIC ETHERNET DROP AND REPEAT SWITCH	EACH	1.0

CABLE LEGEND

- A** EC C XLP USE 1C 6 X 2
EC C XLP USE 1C 8 X 2
ELCBL C EGRDC 6 1C X 1
- B** UD 2#8 #8G XLP USE 3/4
- C** EC C XLP USE 1C 6 X 2
EC C XLP USE 1C 8 X 2
ELCBL C EGRDC 6 1C X 1
FOCC62.5/125 MM12SM24 X 1
- D** FOCC62.5/125 MM12SM24 X 1
- E** FOCC62.5/125 MM12SM24 X 1
CAT 5 ETHERNET CABLE X 1 (INCLUDED IN COST OF BLUETOOTH DETECTOR)
CABLE FOR TRAFFIC COUNTER X 1 (INCLUDED IN COST OF TRAFFIC COUNTER)
- F** CAT 5 ETHERNET CABLE X 1 (INCLUDED IN COST OF BLUETOOTH DETECTOR)
CABLE FOR TRAFFIC COUNTER X 1 (INCLUDED IN COST OF TRAFFIC COUNTER)
- G** EC C XLP USE 1C 3 X 2 (100A SERVICE)
ELCBL C EGRDC 6 1C X 1

LEGEND

- PROP. LIGHT POLE & LED LUMINAIRE
- PROP. CCTV CABINET
- PROP. CCTV CAMERA, HD
- EX. CONDUIT/ UNIT DUCT
- PROP. LIGHT POLE NUMBER
- EX. COMMUNICATIONS VAULT
- PROP. UNIT DUCT
- PROP. CONDUIT
- PROP. JUNCTION BOX

ELECTRICAL WORK
SHEET 12 OF 15
NOT TO SCALE

MODEL Default
FILE Name: S:\ENR\W\W\G\B\STD\ENR\AS\Squa\03\Pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (02-25-20).dgn

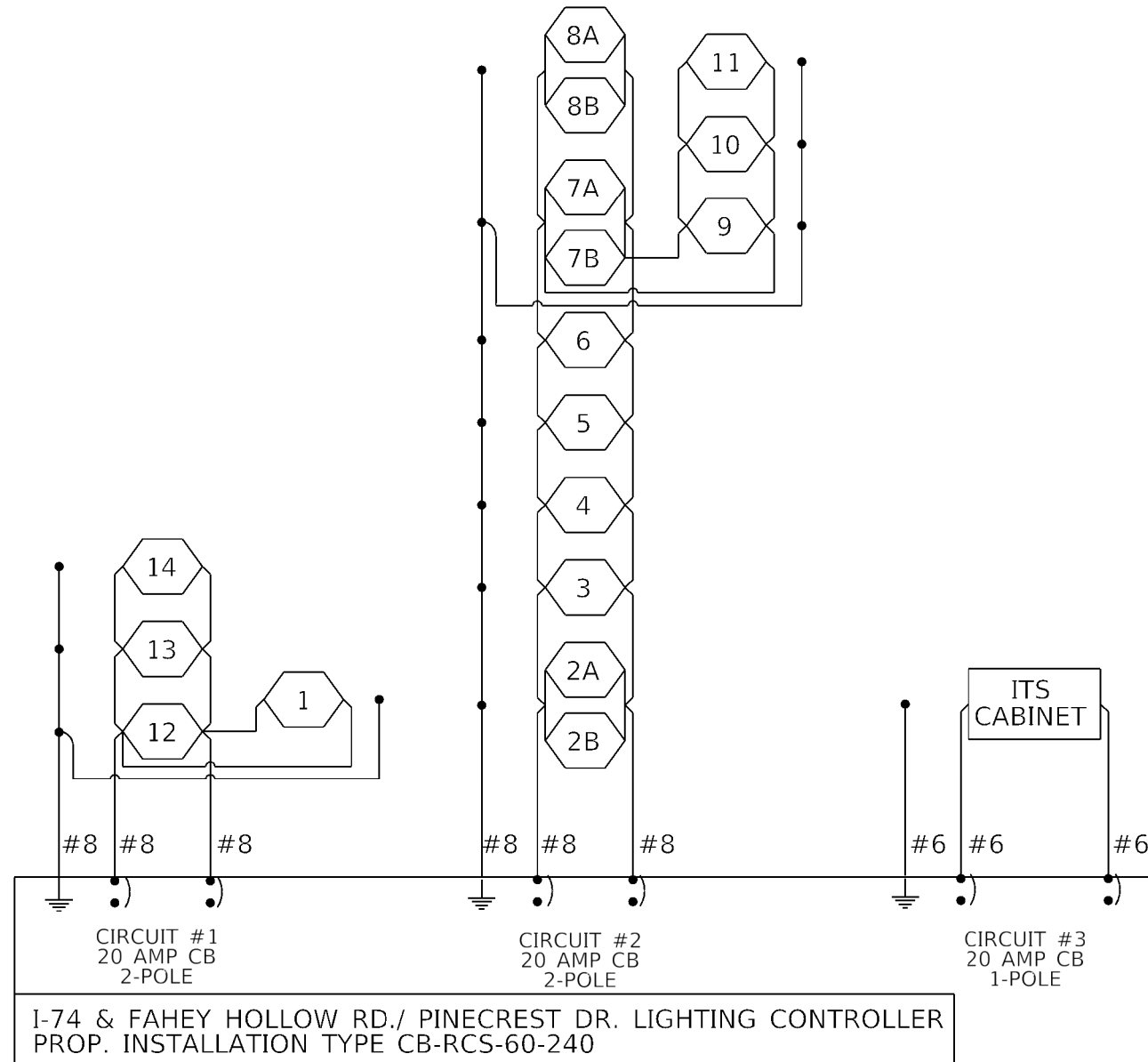
USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY LIGHTING PLANS - CONTINUED
I-74 & FAHEY HOLLOW RD/PINECREST DR. - TAZEWELL COUNTY
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	114
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68894	

PROPOSED CIRCUIT DIAGRAM



LUMINAIRE PERFORMANCE TABLE

PROJECT				
DATE	CONTRACT NUMBER	SECTION NUMBER	COUNTY	
12/12/2019	68894	(90-14HB-1)BR-1	TAZEWELL	
MARKED ROUTE NUMBER			MUNICIPALITY	
I-74			EAST PEORIA	
ROADWAY				
LANE WIDTH	*OF LANES	MEDIAN WIDTH	I.E.S SURFACE CLASSIFICATION	O-ZERO VALUE
12	2	N/A	R3	0.07
STRUCTURE				
MOUNTING HEIGHT	ARM LENGTH	SET BACK	NUMBER OF LUMINAIRES (HIGHMAST & SIGN LIGHTING ONLY)	
45 FT	15 FT	35 FT	N/A	
LUMINAIRE				
DESCRIPTION		I.E.S. LATERAL DISTRIBUTION	I.E.S. VERTICAL DISTRIBUTION	
LED, ROADWAY, OUTPUT DESIGNATION H		TYPE III	MEDIUM	
TOTAL LIGHT LOSS FACTOR (LLF)		BUG RATING	SHIELDS	DIMMING PROTOCOL
0.684		U = 0	N/A	0-10V
LAYOUT				
SPACING (TO NEAREST 5 FT)		CONFIGURATION (OPPOSITE, STAGGERED, 1 SIDED, OR MEDIUM)		
290 FT		SINGLE SIDED		
PERFORMANCE				
AVERAGE ILLUMINANCE, E_{AVE} (FC)		UNIFORMITY RATIO, E_{AVE}/E_{MIN}		
0.6		3.0		
AVERAGE LUMINANCE, L_{AVE} (CD/M ²)	UNIFORMITY RATIO, L_{AVE}/L_{MIN}	UNIFORMITY RATIO, L_{MAX}/L_{MIN}	VEILING LUMINANCE RATIO, L_V/L_{MIN}	
N/A	N/A	N/A	0.4:1	
LIGHT TRESSPASS				
DISTANCE TO ROW (BEHIND POLE)		MAX. HORIZONTAL ILLUMINANCE AT ROW, E	MAX. VERTICAL ILLUMINANCE AT ROW, E	
N/A		N/A	N/A	
NOTES				
1. SET BACK IS FROM EDGE OF PAVEMENT (WHITE LINE) EXCEPT FOR SIGN LUMINAIRES WHEN IT IS VERTICAL AND HORIZONTAL DISTANCE FROM THE SIGN TO THE LUMINAIRE.				
2. LIGHTING CALCULATIONS SHALL BE PERFORMED WITH ALL LUMINAIRES ORIENTED TOWARD AND PERPENDICULAR TO ROADWAY.				
3. TOTAL LIGHT LOSS FACTOR (LLF) = THE PRODUCT OF "LUMEN MAINTENANCE" (LLD) = 0.9, "DIRT DEPRECIATION" (LDD) = 0.8, AND "EQUIPMENT FACTORS" (EF) = 0.95.				
4. PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTABLE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS ABOVE.				

ELECTRICAL WORK
SHEET 13 OF 15
NOT TO SCALE

MODEL: Default
FILE: \\miller\SUPLEN\WORKBOOKS\STDEP\AS\Squa03\Pinecrest\Final Contract Documents\Electrical\68894 - I-74 & Pinecrest Lighting (02-25-20).dgn

USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1/32" = 1/32" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

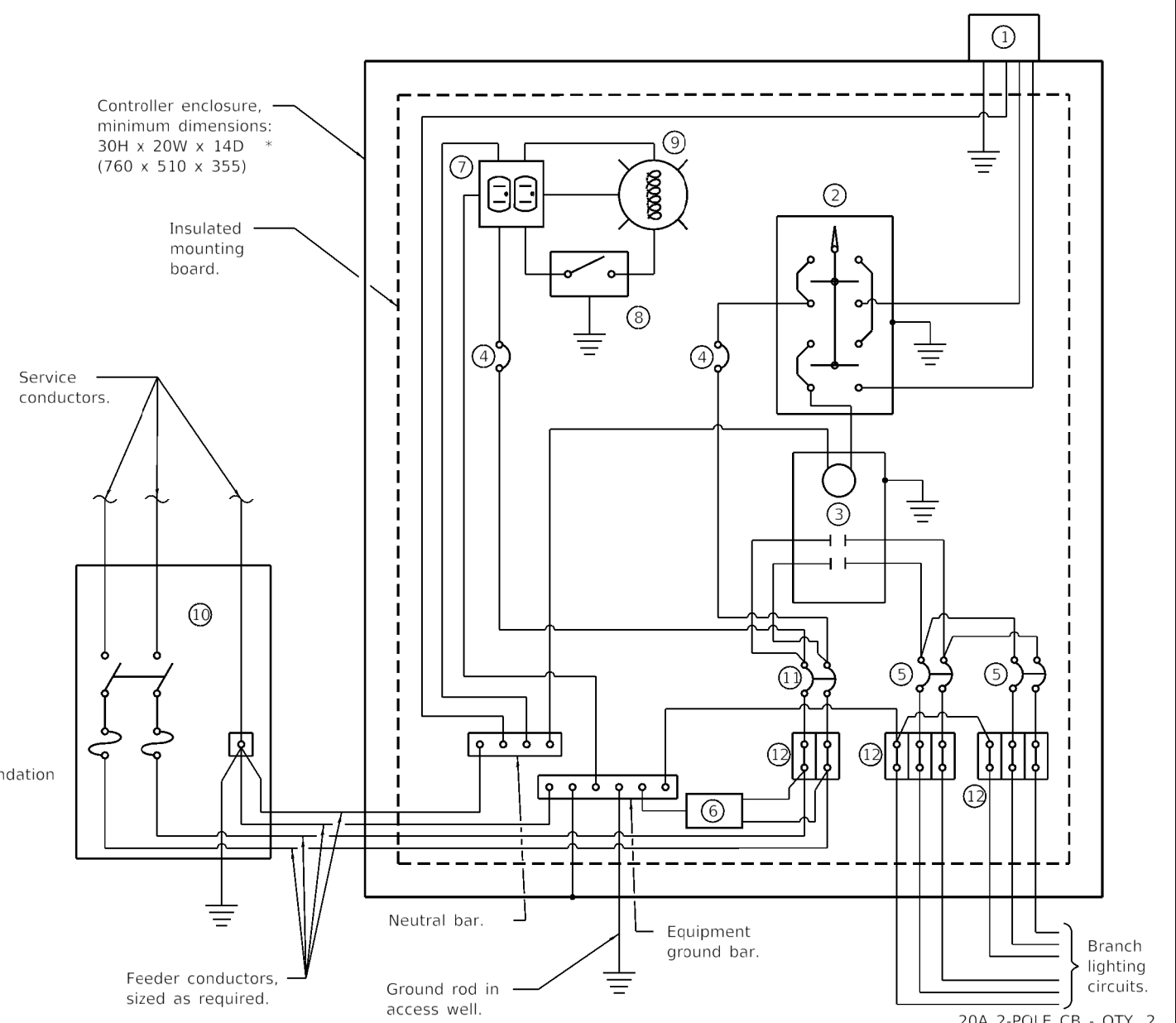
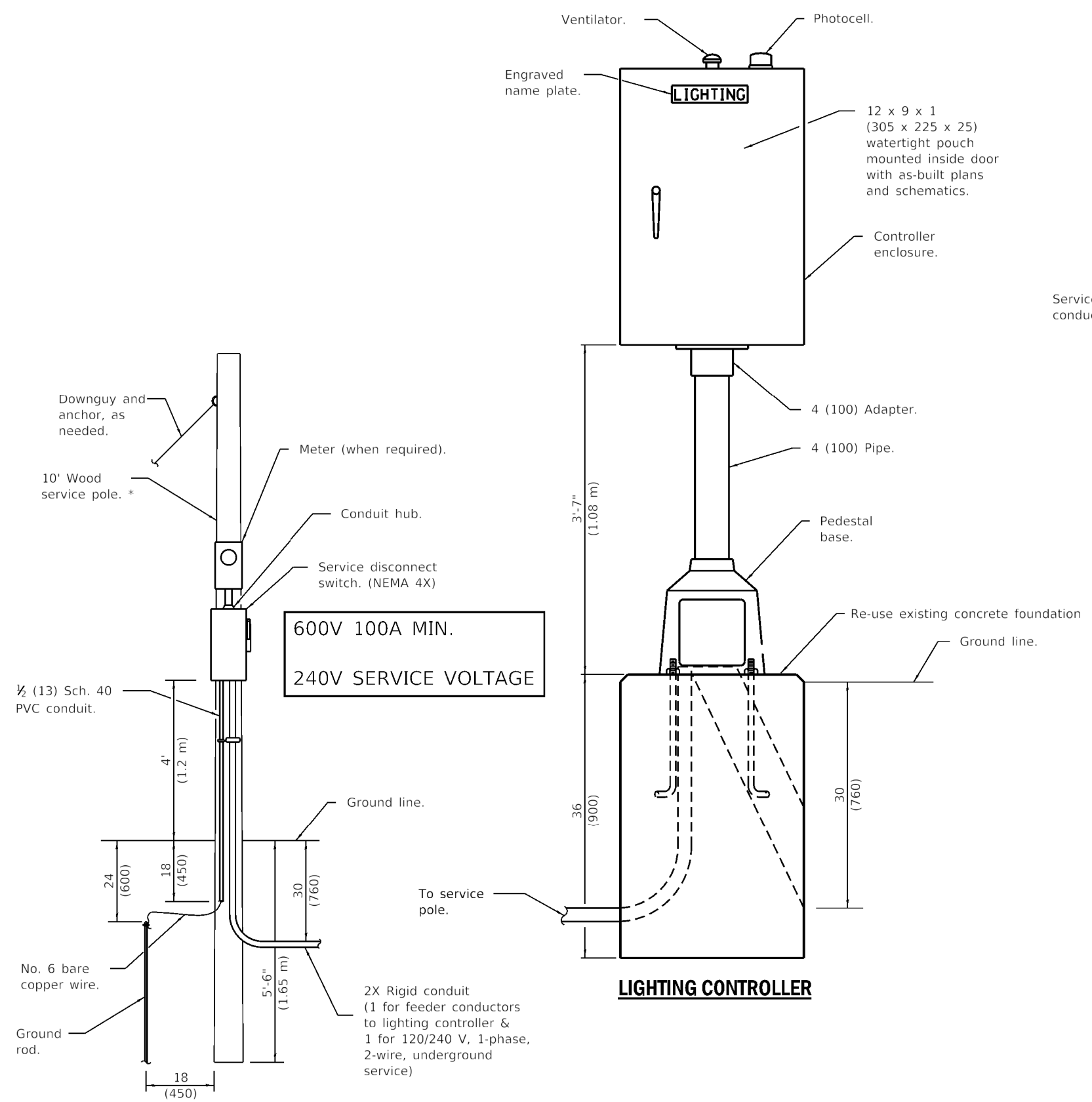
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CIRCUIT DIAGRAM & LUMINAIRE PERFORMANCE TABLE
I-74 & FAHEY HOLLOW RD./PINECREST DR. - TAZEWELL COUNTY

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	115
			CONTRACT NO. 68894	
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
 FILE: Model - SUGENWIN\WORK\STDR\PLANS\Submittal\Final Contract Documents\Electrical\68894 - 174 & Pinecrest Lighting (02-25-20).dgn



- ① Photocell with integral surge arrester.
 - ② HAND-OFF-AUTO selector switch.
 - ③ 60 amp*, electrically held contactor.
 - ④ 15 amp, 1-pole circuit breaker.
 - ⑤ 20 amp*, 2-pole circuit breaker (QTY 2.0 PLUS 2 SPARES). 20 amp* 1-pole circuit break (for CCTV Cabinet)
 - ⑥ Surge arrester.
 - ⑦ GFCI duplex receptacle.
 - ⑧ Single-pole, single-throw switch.
 - ⑨ LED light bulb, enclosed and gasketed with 800 lumen lamp.
 - ⑩ Service disconnect switch - 2-pole, 3-wire, 100 amp*, fused at 60 amp*, solid neutral in NEMA 4X enclosure having lockable external handle.
 - ⑪ 60 amp*, 2-pole circuit breaker.
 - ⑫ Terminal block sized for conductors as shown on plans.
- * Size larger as needed.

240V SERVICE VOLTAGE

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

ELECTRICAL WORK SHEET 14 OF 15

NOT TO SCALE

USER NAME = diazaa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 153.7985" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED LIGHTING CONTROLLER DETAIL
I-74 & FAHEY HOLLOW RD./PINECREST DR. - TAZEWELL COUNTY

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	116
			CONTRACT NO. 68894	
		ILLINOIS FED. AID PROJECT		

**MICROWAVE DETECTOR
INSTALLATION DETAILS**

HORIZONTAL OFFSET FT (M)	MOUNTING HEIGHT FT (M)		
	MINIMUM	MAXIMUM	RECOMMENDED
10.0 (3.0)	17.0 (5.2)	20.0 (6.1)	17.0 (5.2)
15.0 (4.6)	17.0 (5.2)	20.0 (6.1)	17.0 (5.2)
20.0 (6.1)	17.0 (5.2)	20.0 (6.1)	17.0 (5.2)
25.0 (7.6)	17.0 (5.2)	25.0 (7.6)	20.0 (6.1)
30.0 (9.1)	23.0 (7.0)	25.0 (7.6)	23.0 (7.0)
35.0 (10.7)	25.0 (7.6)	25.0 (7.6)	25.0 (7.6)
40.0 (12.2)	25.0 (7.6)	25.0 (7.6)	25.0 (7.6)
45.0 (13.7)	25.0 (7.6)	25.0 (7.6)	25.0 (7.6)
50.0 (15.2)	25.0 (7.6)	25.0 (7.6)	25.0 (7.6)

DIMENSIONS REFERENCED FROM THE EDGE OF PAVEMENT.

NOTES:

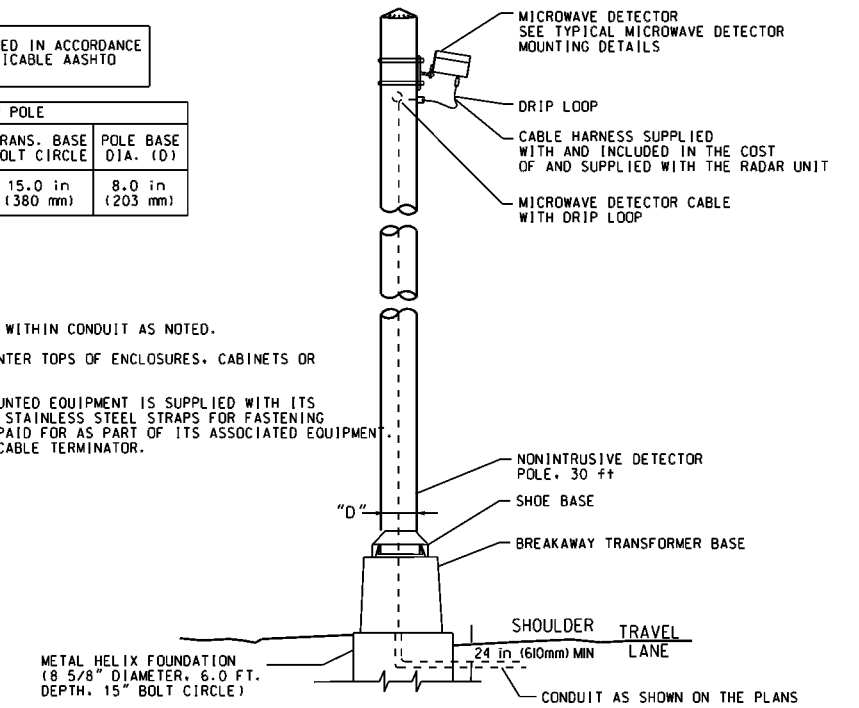
DETECTOR UNIT TO BE AIMED AT CENTER OF DETECTION ZONE. WHEN TWO DETECTORS ARE USED IN TANDEM AT A GIVEN LOCATION, DETECTION ZONE SHALL INCLUDE ALL TRAVEL LANES IN A SINGLE DIRECTION NEAREST EACH DETECTOR. WHEN A SINGLE DETECTOR IS USED AT A GIVEN LOCATION, THE DETECTOR ZONE SHALL INCLUDE ALL TRAVEL LANES IN BOTH DIRECTIONS. FINAL SETUP AND CALIBRATION TO BE PERFORMED BY MANUFACTURER'S FIELD REPRESENTATIVE IN CONJUNCTION WITH THE SYSTEMS INTEGRATOR.

POLE SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST APPLICABLE AASHTO STANDARD.

DETECTOR POLE			
SHAFT LENGTH	SHOE BASE BOLT CIRCLE	TRANS. BASE BOLT CIRCLE	POLE BASE DIA. (D)
28 ft (8.5 m)	11.0 in (280 mm)	15.0 in (380 mm)	8.0 in (203 mm)

NOTES:

- ALL CABLES TO BE INSTALLED WITHIN CONDUIT AS NOTED.
- CABLE/CONDUITS SHALL NOT ENTER TOPS OF ENCLOSURES, CABINETS OR PULL/JUNCTION BOXES.
- CABLE HARNESS FROM POLE MOUNTED EQUIPMENT IS SUPPLIED WITH ITS ASSOCIATED EQUIPMENT. ALL STAINLESS STEEL STRAPS FOR FASTENING CABLES BRACKETS, ETC. ARE PAID FOR AS PART OF ITS ASSOCIATED EQUIPMENT. PROVIDE DRIP LOOP AT EACH CABLE TERMINATOR.

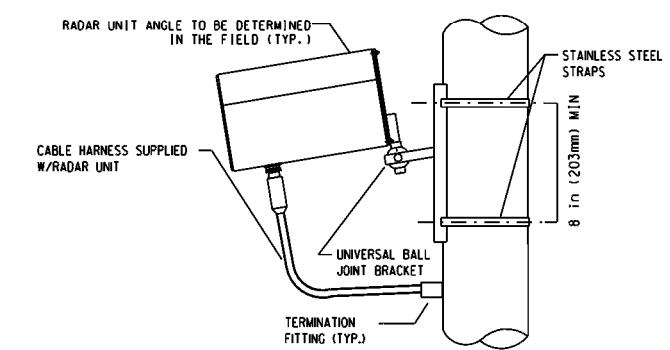


MICROWAVE DETECTOR POLE MOUNTING DETAIL

SEE MICROWAVE DETECTOR INSTALLATION TABLE FOR POLE OFFSET AND MOUNTING HEIGHT

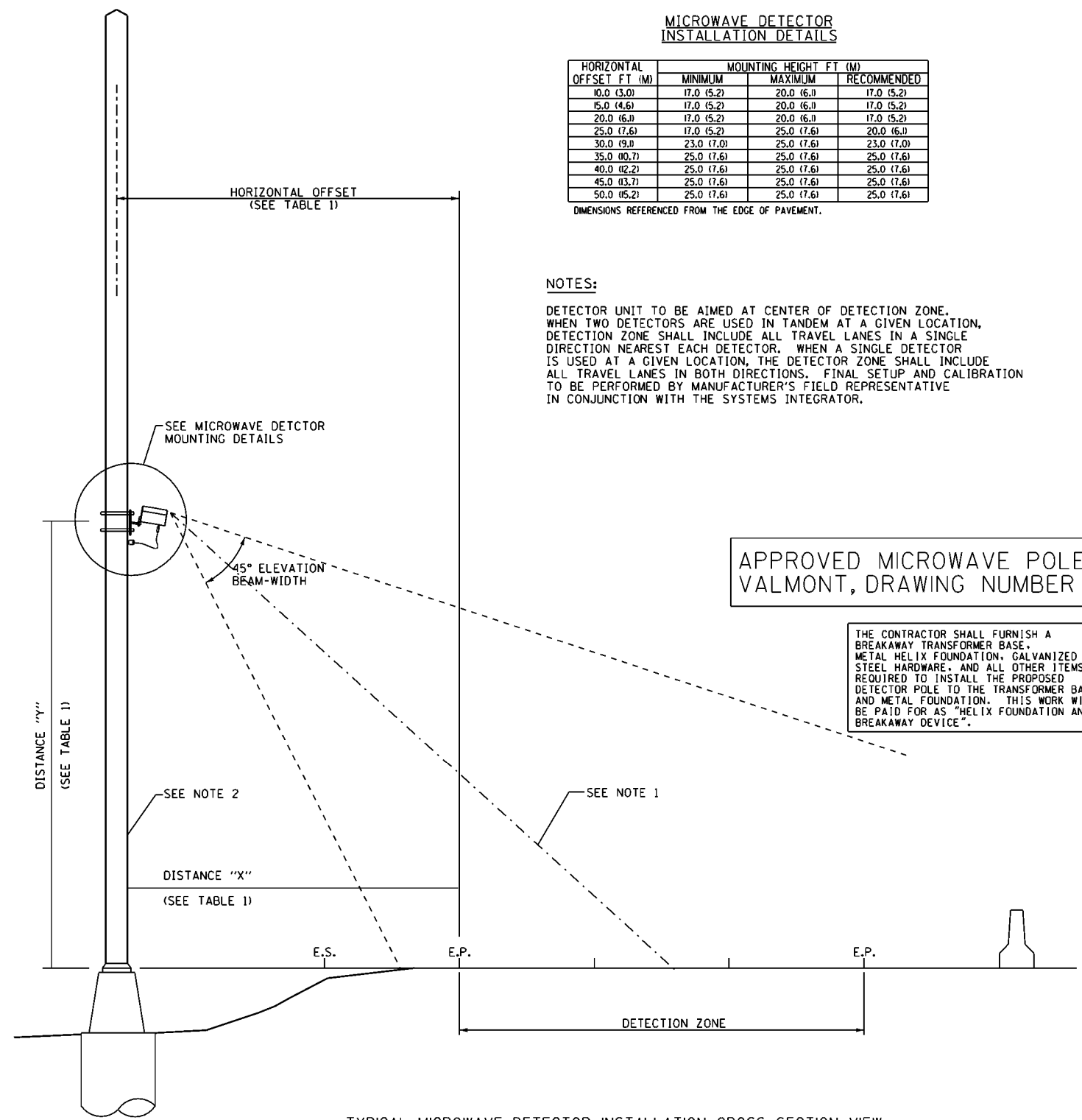
APPROVED MICROWAVE POLE DRAWING:
VALMONT, DRAWING NUMBER IL4894404

THE CONTRACTOR SHALL FURNISH A BREAKAWAY TRANSFORMER BASE, METAL HELIX FOUNDATION, GALVANIZED STEEL HARDWARE, AND ALL OTHER ITEMS REQUIRED TO INSTALL THE PROPOSED DETECTOR POLE TO THE TRANSFORMER BASE AND METAL FOUNDATION. THIS WORK WILL BE PAID FOR AS "HELIX FOUNDATION AND BREAKAWAY DEVICE".



MOUNTED TO VERTICAL POLE

MICROWAVE DETECTOR MOUNTING DETAILS



TYPICAL MICROWAVE DETECTOR INSTALLATION CROSS SECTION VIEW

ELECTRICAL WORK
SHEET 15 OF 15
NOT TO SCALE

MODEL: Default
FILE: \\miller\S\ENR\W\W\G\3\STD\EL\AS\S\qual\03\Pinacrest\Final Contract Documents\Electrical\68894 - 174 & Pinacrest Lighting (02-25-20).dgn

USER NAME = diaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 1/32" = 1/32" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MICROWAVE DETECTOR INSTALLATION AND POLE DETAILS

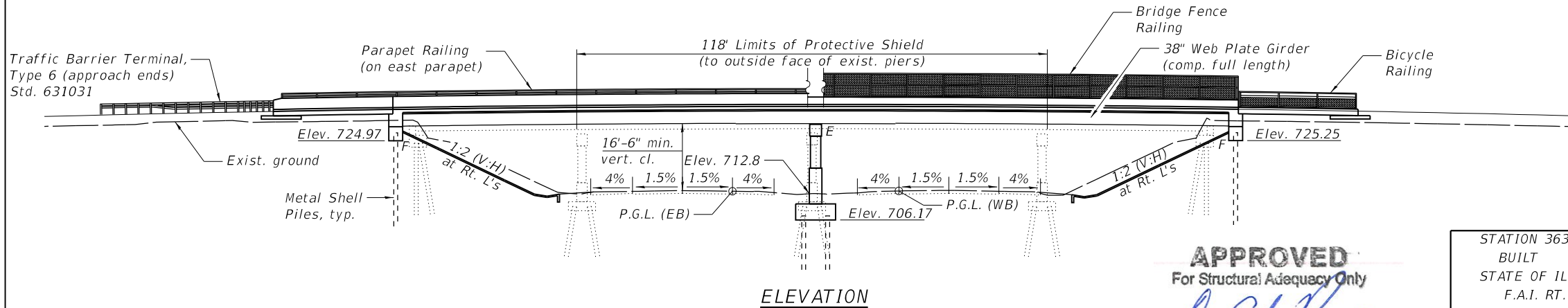
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	116A
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

Benchmark - Chiseled square on north end of parapet wall at northeast corner of S.N. 090-0091. Elev. 733.04.
 Existing Structure - S.N. 090-0091; Built in 1959 as F.A.I. Rt. 5, Section 90-14HB-1 at Sta. 363+40.81. Original structure was a 4-span continuous steel girder bridge, 33'-8" wide by 200'-2" long, with pile bent abutments and 3-column reinforced concrete piers. The structure was widened to 65'-2" in 1982 with a new concrete deck and additional steel girders, Section 90-14HB-1(BR). Several beams over the interstate below have been required to be replaced or straightened in 1993, 2008, 2010, 2012, and 2018 due to vehicular impact. The existing structure will be removed and replaced utilizing stage construction to maintain one lane of traffic in each direction on Pinecrest Drive.
 Salvage - None.

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Foundation Layout
4. Stage Construction Details
5. Temporary Concrete Barrier for Stage Construction
- 6.-9. Top of Slab Elevations
- 10.-11. Top of Approach Slab Elevations
12. Superstructure
- 13.-14. Superstructure Details
15. Integral Abutment Diaphragm Details
- 16.-19. Bridge Approach Slab Details
20. Bridge Fence Railing
21. Bicycle Railing
22. Parapet Railing
23. Structural Steel
24. Structural Steel Details
25. Bearing Details
- 26.-28. Abutment Details
29. Pier
30. Metal Shell Pile Details
31. Bar Splicer Assembly Details
32. Concrete Parapet Slipforming Option
- 33.-37. Soil Borings



APPROVED
 For Structural Adequacy Only
Carl Kasper
 Engineer of Bridges & Structures

STATION 363+40.81
 BUILT BY
 STATE OF ILLINOIS
 F.A.I. RT. 74
 SEC. (90-14HB-1)BR1
 LOADING HL-93
 STRUCTURE NO. 090-0181

NAME PLATE
 See Std. 515001

DESIGN SPECIFICATIONS
 2017 AASHTO LRFD Bridge Design Specifications, 8th Edition

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

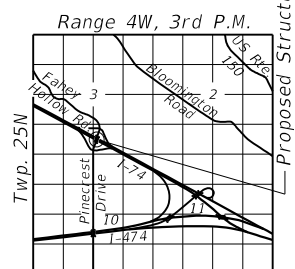
DESIGN STRESSES

FIELD UNITS

- f'c = 3,500 psi
- f'c = 4,000 psi (Superstructure)
- fy = 60,000 psi (Reinforcement)
- fy = 50,000 psi (M270 Grade 50) (primary)
- fy = 36,000 psi (M270 Grade 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.114 g
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.181 g
 Soil Site Class = D



LOCATION SKETCH

GENERAL PLAN AND ELEVATION

PINECREST DRIVE OVER

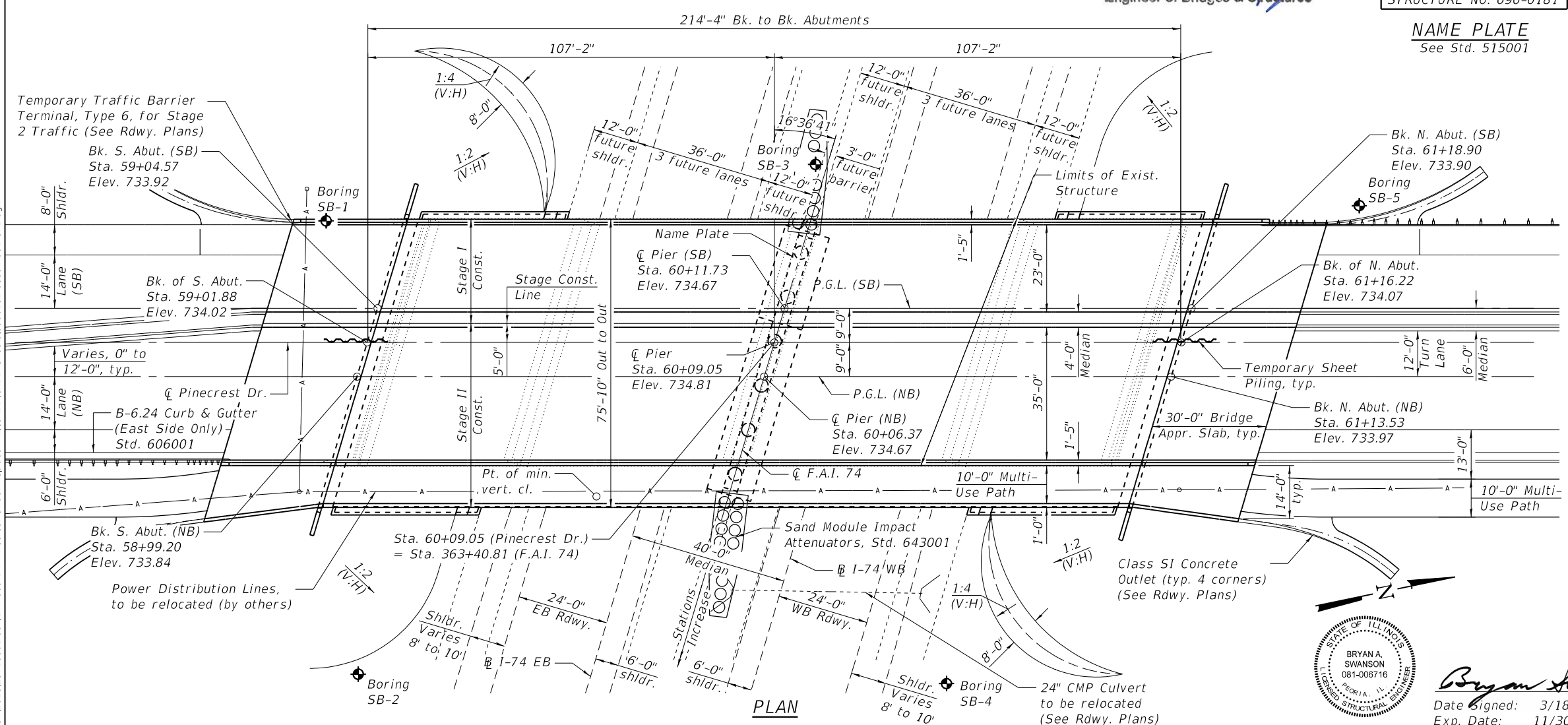
INTERSTATE 74

F.A.I. 74 - SEC. (90-14HB-1)BR1

TAZEWELL COUNTY

STA. 363+40.81

STRUCTURE NO. 090-0181



STATE OF ILLINOIS
 BRYAN A SWANSON
 081-006716
 PEORIA, IL
 LICENSED PROFESSIONAL ENGINEER

Bryan Swanson
 Date Signed: 3/18/2020
 Exp. Date: 11/30/2020

MODEL: Default
 FILE NAME: S:\237\2016\123716001_001 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-001-GPE.dgn
 3/20/2020 11:56:48 AM

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = baswanson	DESIGNED - BAS	REVISED -
PLOT SCALE =	CHECKED - LVM	REVISED -
PLOT DATE = 3/20/2020	DRAWN - BAS	REVISED -
	CHECKED - SMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	117
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1. Fasteners shall be hot dip galvanized. Bolts 7/8in. Ø, holes 1 1/16in. Ø, unless otherwise noted. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

Calculated weight of Structural Steel = 506,340 lbs. (M270, Gr. 50)
39,310 lbs. (M270, Gr. 36)

All structural steel shall be hot dip galvanized. See Special Provisions for "Hot Dip Galvanizing for Structural Steel."

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

Reinforcement bars designated (E) shall be epoxy coated.

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

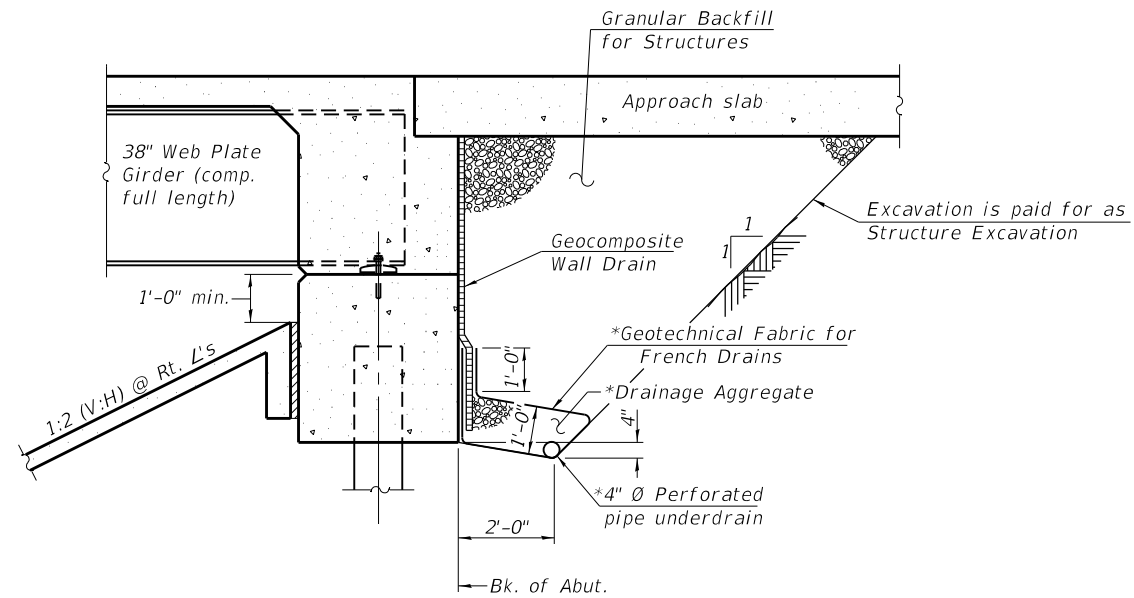
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to all exposed areas of the piers.

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

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

Removal of the existing slope wall shall be included in the cost of Removal of Existing Structures.



SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. L's)

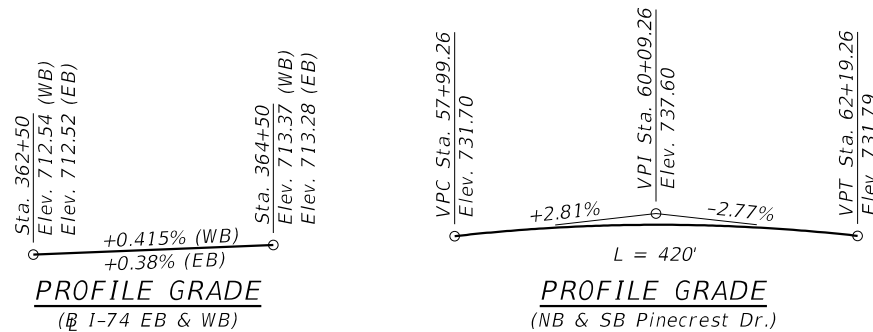
*Included in the cost of Pipe Underdrains for Structures 4". (See Special Provisions)

Note:

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Protective Shield	Sq. Yd.	854		854
Structure Excavation	Cu. Yd.		561	561
Concrete Structures	Cu. Yd.		413.4	413.4
Concrete Superstructure	Cu. Yd.	594.1		594.1
Bridge Deck Grooving	Sq. Yd.	1634		1634
Protective Coat	Sq. Yd.	2642		2642
Concrete Superstructure (Approach Slab)	Cu. Yd.	220.0		220.0
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	6204		6204
Reinforcement Bars, Epoxy Coated	Pound	213780	55160	268940
Bar Splicers	Each	901	194	1095
Bicycle Railing	Foot	59		59
Bridge Fence Railing	Foot	213		213
Parapet Railing	Foot	268		268
Slope Wall 4 Inch	Sq. Yd.		762	762
Furnishing Metal Shell Piles 16" x 0.375"	Foot		2304	2304
Driving Piles	Foot		2304	2304
Test Pile Metal Shells	Each		3	3
Pile Shoes	Each		52	52
Name Plates	Each		1	1
Elastomeric Bearing Assembly, Type I	Each	11		11
Anchor Bolts, 1"	Each	44		44
Anchor Bolts, 1 1/2"	Each	22		22
Temporary Sheet Piling	Sq. Ft.		477	477
Granular Backfill for Structures	Cu. Yd.		298	298
Concrete Sealer	Sq. Ft.		2735	2735
Geocomposite Wall Drain	Sq. Yd.		149	149
Pipe Underdrains for Structures 4"	Foot		236	236



MODEL: Default
FILE NAME: S:\237\2016\2371600\1.00 (177-009 D4 Pinecrest Struct Replace. Phil)\CADD\CADD Sheets\0900181-68894-002-General Data.dgn

MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
	PLOT SCALE =		CHECKED -	LVM	REVISED -	
	PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
			CHECKED -	SMA	REVISED -	

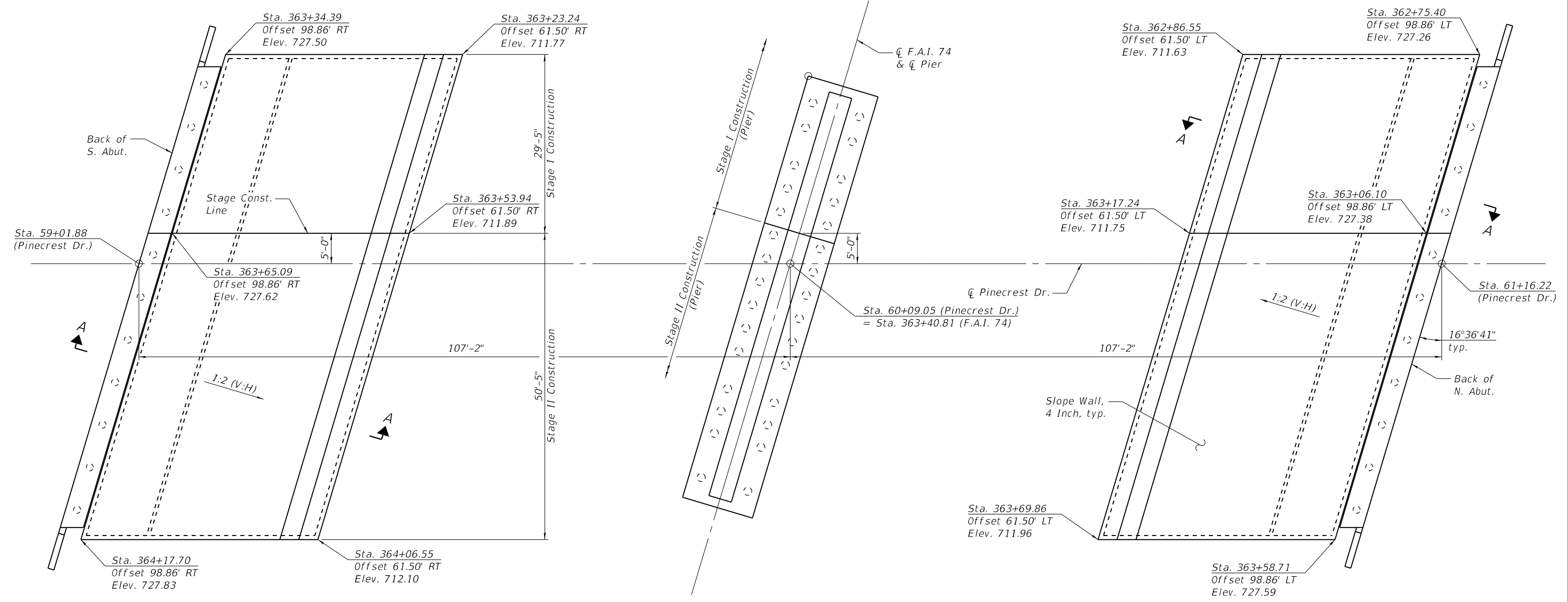
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 090-0181

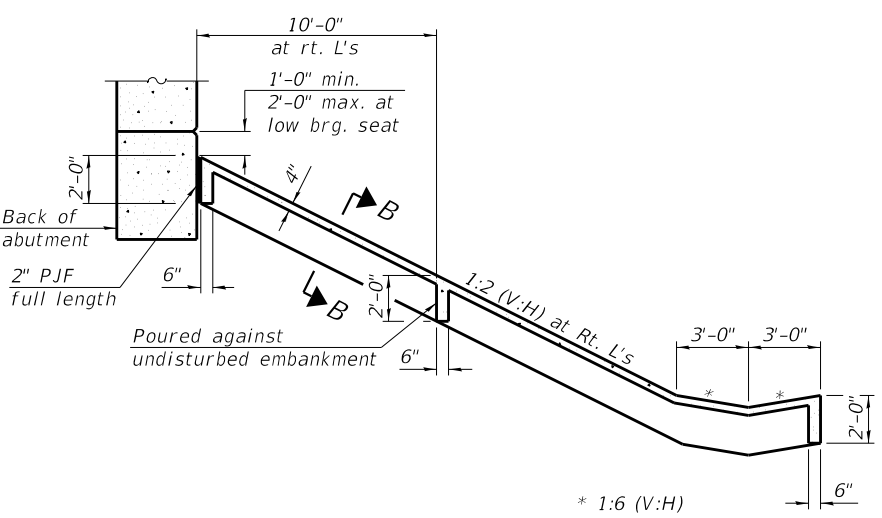
SHEET NO. 2 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	118
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

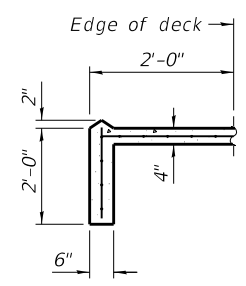
MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (1177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-003-Slopedwall Plan.dgn
 3/18/2020 8:20:33 PM



FOUNDATION LAYOUT



SECTION A-A
 THRU CONCRETE SLOPEWALL



SECTION B-B

Notes:
 Stations and offsets are shown relative to $\text{C} \text{ F.A.I. } 74$, unless noted otherwise.
 Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighting 58 lbs. per 100 sq. ft.
 Spacing of proposed piles in pier are shown to avoid existing battered piles. Further adjustments to miss these piles may be required as directed by the Engineer.



USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

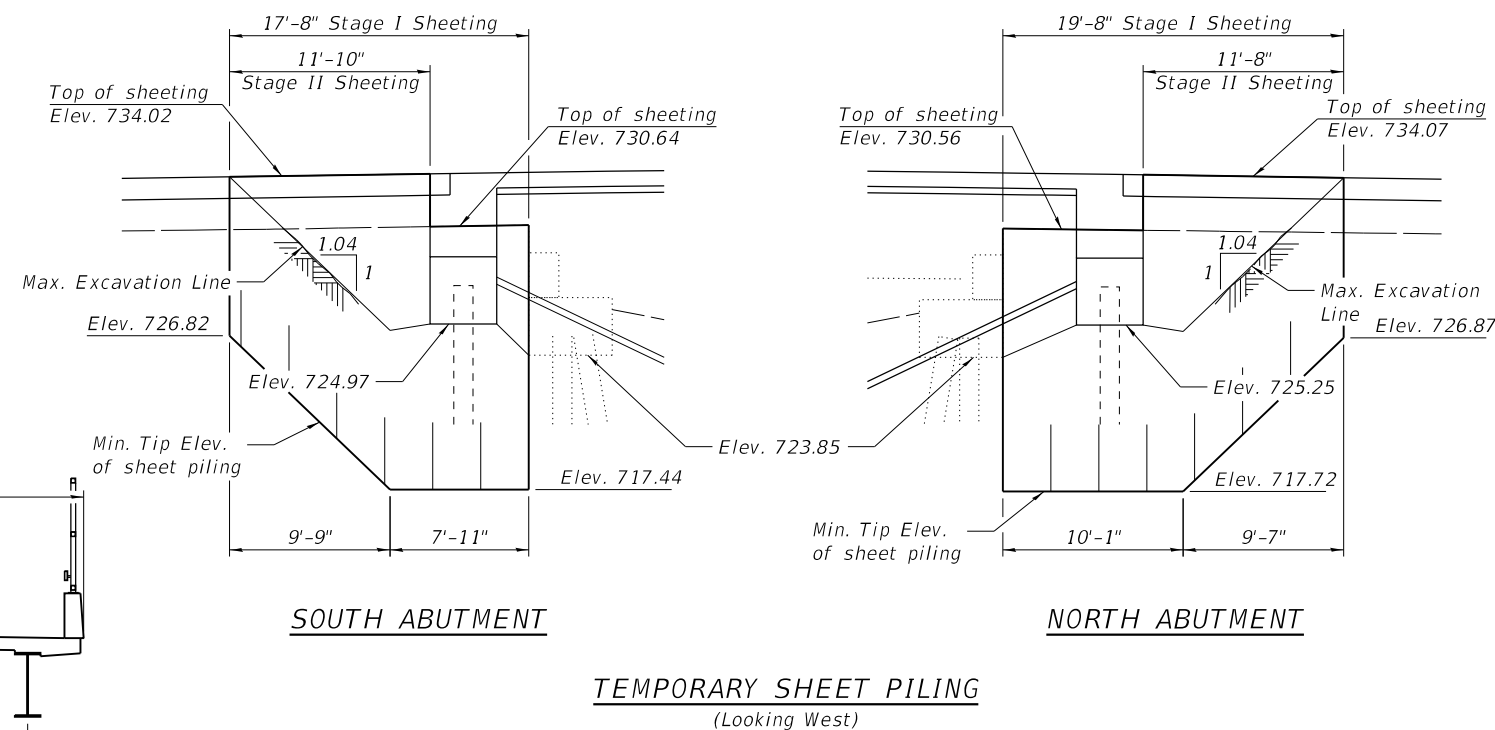
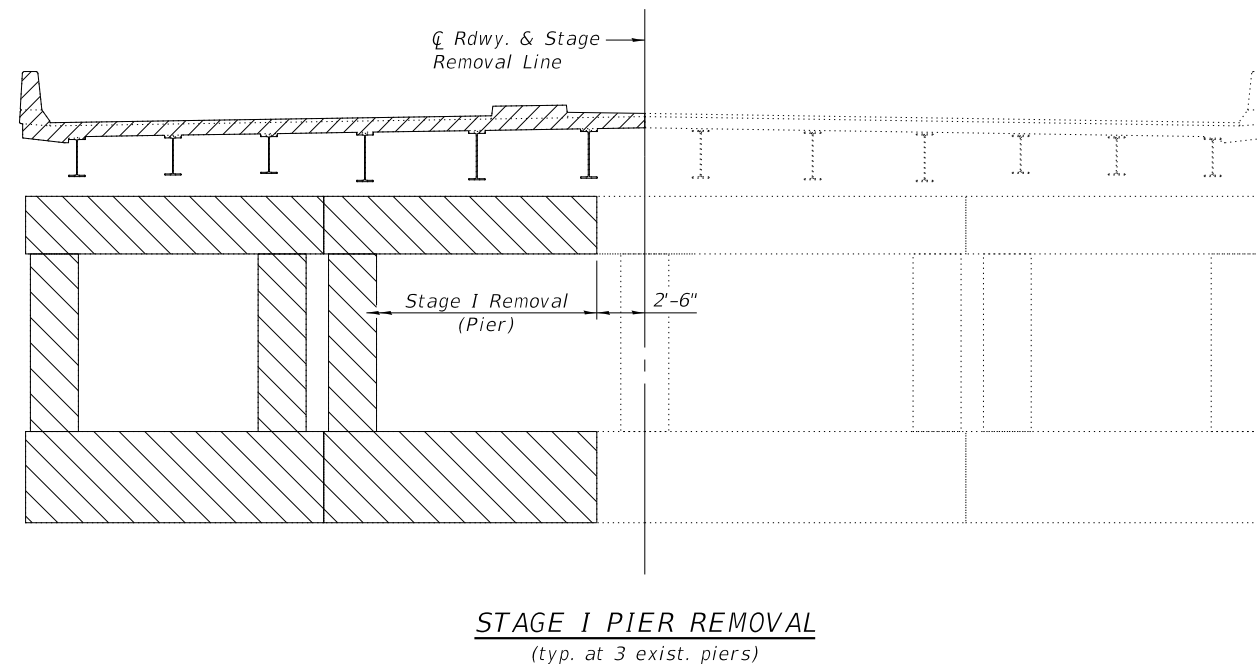
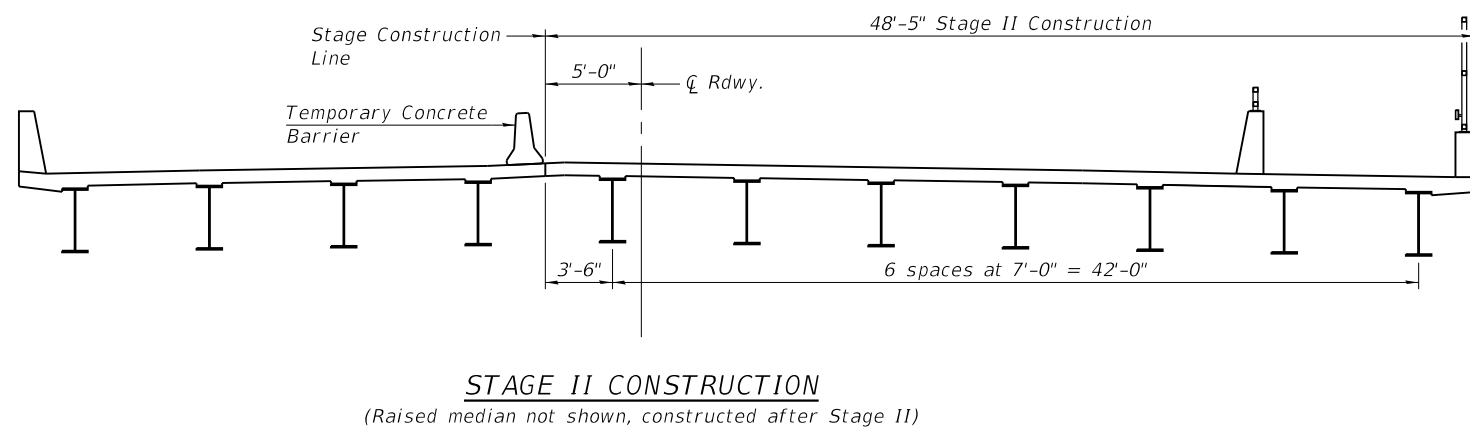
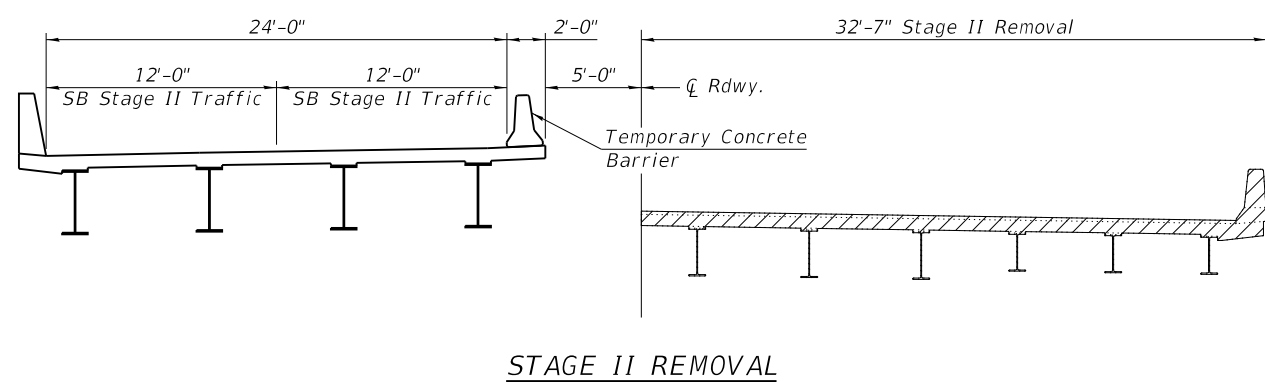
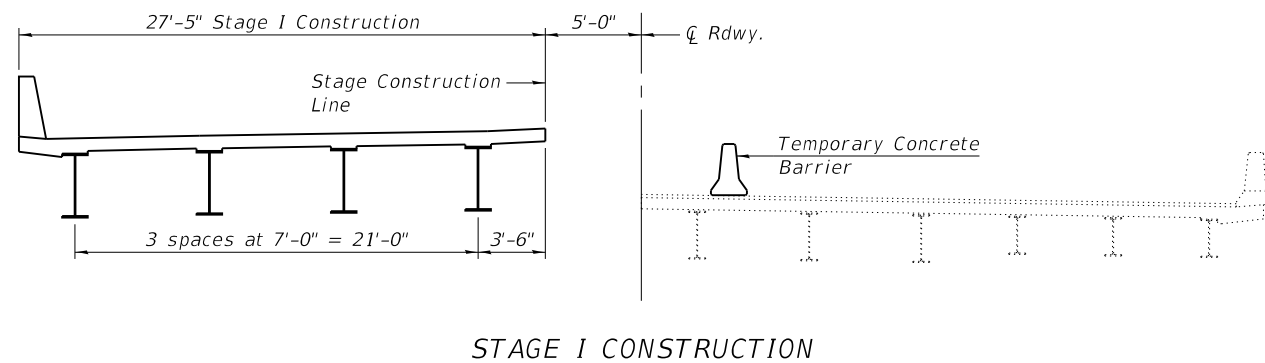
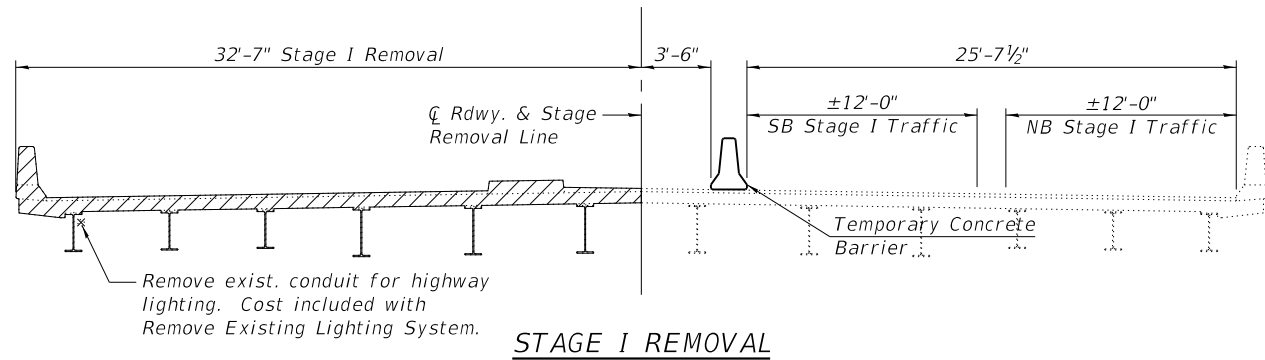
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT
 STRUCTURE NO. 090-0181

SHEET NO. 3 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	119
CONTRACT NO. 68894				

ILLINOIS FED. AID PROJECT



Notes:
 Sheet piling shall have a minimum section modulus = 5.3 in.³/ft.
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and approval by the Engineer.
 Staging cross sections are shown looking North.
 Hatched area indicates Removal of Existing Structures.
 For details of Temporary Concrete Barrier, see sheet 5 of 37. See Rdwy. Plans for quantities of Temporary Concrete Barrier.

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace Ph1)\CADD\CADD Sheets\0900181-68894-004-Staging Plan.dgn
 3/18/2020 8:20:35 PM



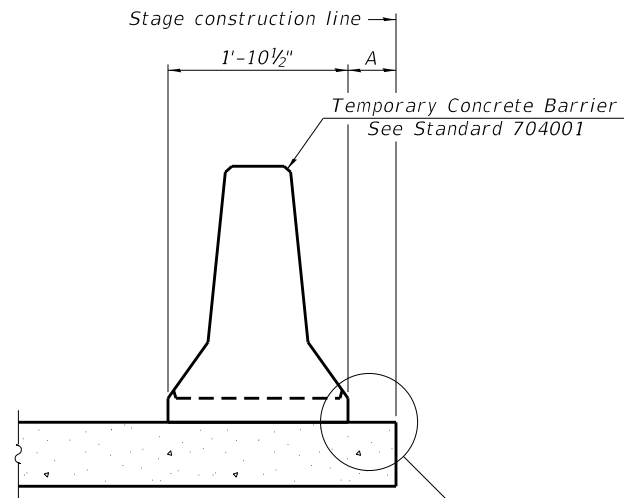
USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 090-0181

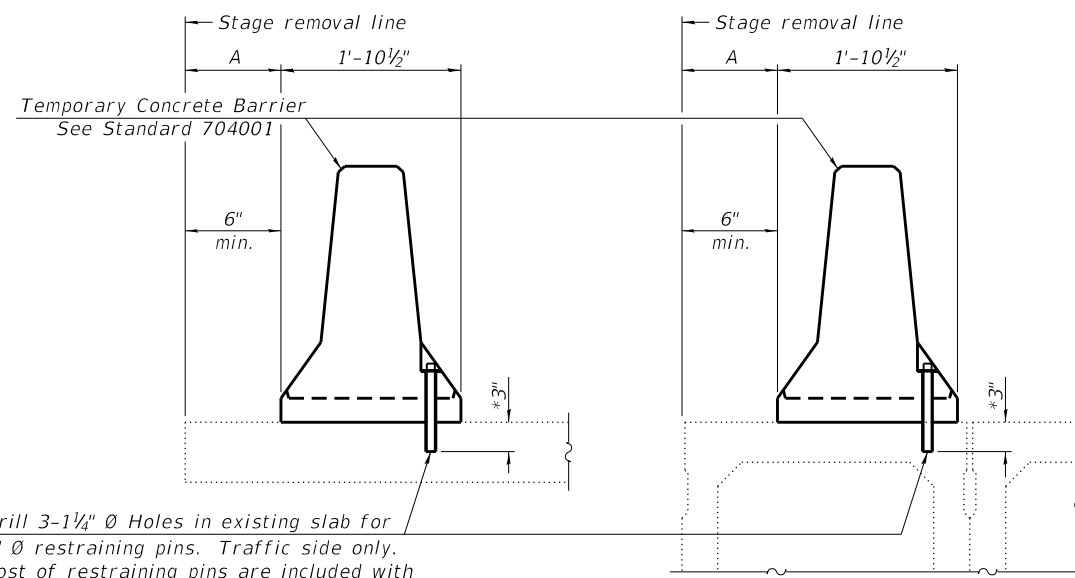
SHEET NO. 4 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	120
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

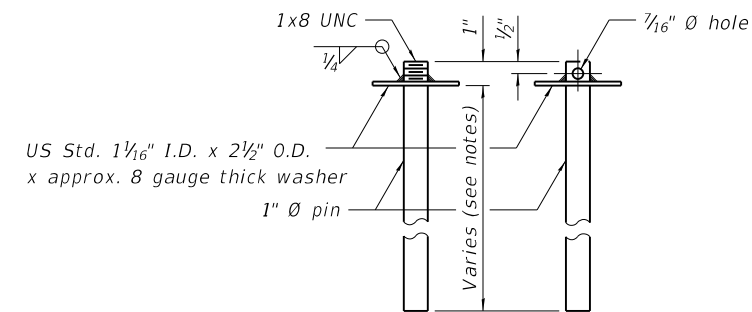


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

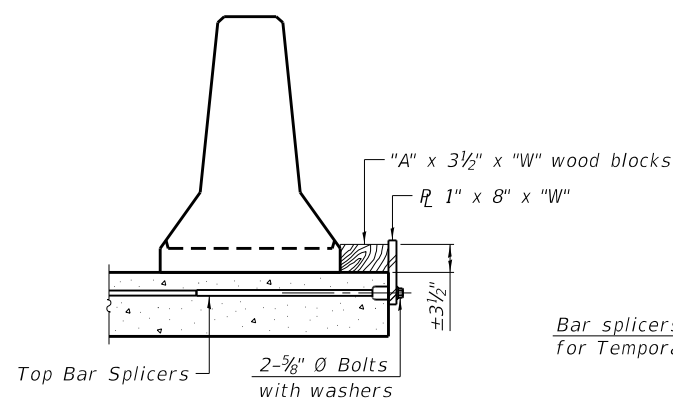
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

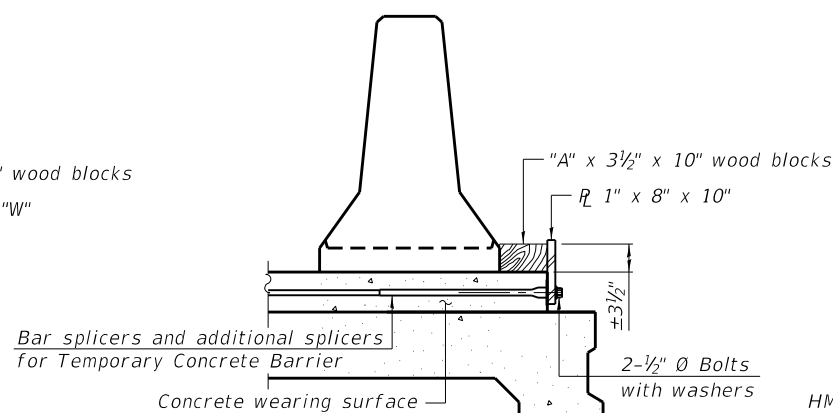


RESTRAINING PIN

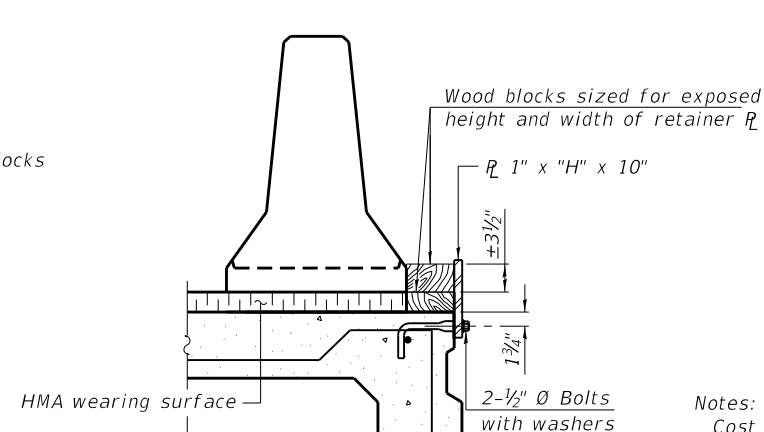
SECTIONS THRU SLAB OR DECK BEAM



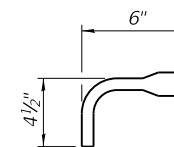
DETAIL I



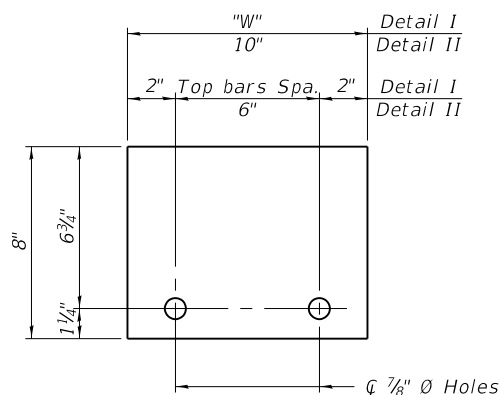
DETAIL II



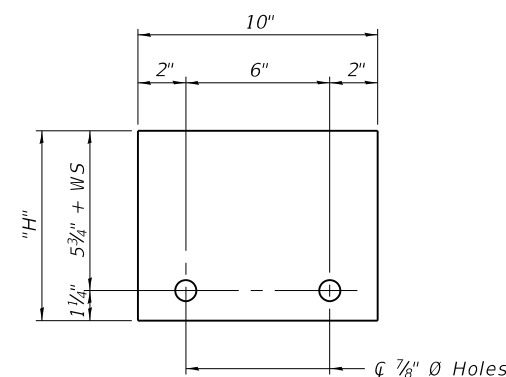
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER R 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER R 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate \bar{C} of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6' to accommodate the shear key clamping device.

- Detail I - Installation for a new bridge deck or bridge slab.
- Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct. Replace. Phi)\CADD\CADD Sheets\0900181-68894-005-Temp Barrier.dgn
3/18/2020 8:20:36 PM

R-27 2-17-2017

MAURER-STUTZ
ENGINEERS SURVEYORS

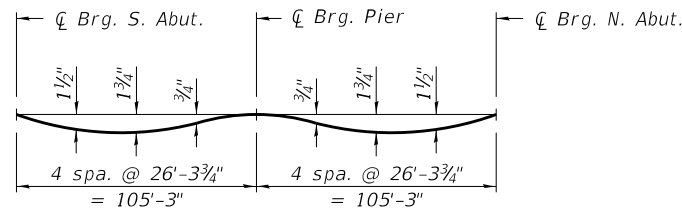
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 090-0181

SHEET NO. 5 OF 37 SHEETS

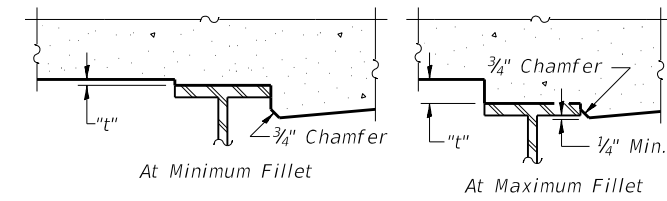
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	121
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



DEAD LOAD DEFLECTION DIAGRAM

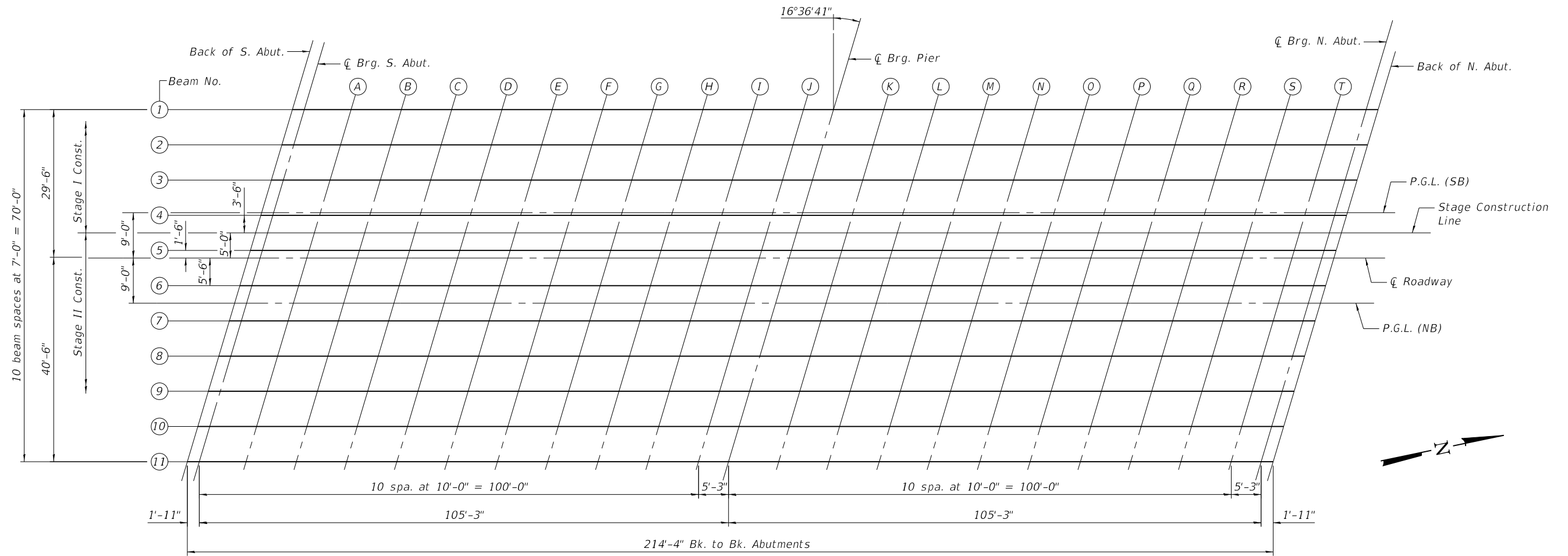
(Includes weight of concrete only.)

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 in tables on the following sheets.



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

FILLET HEIGHTS



PLAN

MODEL: Default
FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct Replace Phil)CADD\CADD Sheets\0900181-68894-006-TOS Elevations.dgn
3/18/2020 8:20:38 PM



USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

(Sheet 1 of 4)

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0181

SHEET NO. 6 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	122
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

BEAM 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of S. Abut., Crg. S. Abut., A through T, Crg. Pier, and Back of N. Abut.

BEAM 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of S. Abut., Crg. S. Abut., A through T, Crg. Pier, and Back of N. Abut.

BEAM 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of S. Abut., Crg. S. Abut., A through T, Crg. Pier, and Back of N. Abut.

P.G.L. (SB)

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of S. Abut., Crg. S. Abut., A through T, Crg. Pier, and Back of N. Abut.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of S. Abut., Crg. S. Abut., A through T, Crg. Pier, and Back of N. Abut.

STAGE CONSTRUCTION LINE

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Back of S. Abut., Crg. S. Abut., A through T, Crg. Pier, and Back of N. Abut.

MODEL: Default FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace. Phil)\CADD\CADD Sheets\0900181-68894-007-TOS Elevations.dgn

(Sheet 2 of 4)



Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include bmwagehoff, BAS, LVM, BAS, SMA, 3/18/2020.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS STRUCTURE NO. 090-0181

SHEET NO. 7 OF 37 SHEETS

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 74, (90-14HB-1)BR1, TAZEWELL, 212, 123.

CONTRACT NO. 68894

ILLINOIS FED. AID PROJECT

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	59+02.33	-1.50	734.05	734.05
└ Brg. S. Abut.	59+04.24	-1.50	734.07	734.07
A	59+14.24	-1.50	734.21	734.26
B	59+24.24	-1.50	734.33	734.43
C	59+34.24	-1.50	734.44	734.57
D	59+44.24	-1.50	734.53	734.68
E	59+54.24	-1.50	734.62	734.76
F	59+64.24	-1.50	734.68	734.81
G	59+74.24	-1.50	734.74	734.83
H	59+84.24	-1.50	734.78	734.84
I	59+94.24	-1.50	734.81	734.83
J	60+04.24	-1.50	734.83	734.83
└ Brg. Pier	60+09.50	-1.50	734.83	734.83
K	60+19.50	-1.50	734.82	734.83
L	60+29.50	-1.50	734.81	734.84
M	60+39.50	-1.50	734.77	734.85
N	60+49.50	-1.50	734.73	734.84
O	60+59.50	-1.50	734.67	734.81
P	60+69.50	-1.50	734.60	734.75
Q	60+79.50	-1.50	734.52	734.66
R	60+89.50	-1.50	734.42	734.54
S	60+99.50	-1.50	734.31	734.39
T	61+09.50	-1.50	734.18	734.21
└ Brg. N. Abut.	61+14.75	-1.50	734.11	734.11
Back of N. Abut.	61+16.66	-1.50	734.08	734.08

└ ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	59+01.88	0.00	734.02	734.02
└ Brg. S. Abut.	59+03.80	0.00	734.04	734.04
A	59+13.80	0.00	734.18	734.24
B	59+23.80	0.00	734.30	734.41
C	59+33.80	0.00	734.41	734.55
D	59+43.80	0.00	734.51	734.66
E	59+53.80	0.00	734.59	734.74
F	59+63.80	0.00	734.66	734.78
G	59+73.80	0.00	734.71	734.81
H	59+83.80	0.00	734.76	734.81
I	59+93.80	0.00	734.79	734.81
J	60+03.80	0.00	734.80	734.81
└ Brg. Pier	60+09.05	0.00	734.81	734.81
K	60+19.05	0.00	734.80	734.81
L	60+29.05	0.00	734.78	734.82
M	60+39.05	0.00	734.75	734.83
N	60+49.05	0.00	734.71	734.82
O	60+59.05	0.00	734.65	734.79
P	60+69.05	0.00	734.58	734.73
Q	60+79.05	0.00	734.50	734.64
R	60+89.05	0.00	734.40	734.52
S	60+99.05	0.00	734.29	734.37
T	61+09.05	0.00	734.17	734.20
└ Brg. N. Abut.	61+14.30	0.00	734.09	734.09
Back of N. Abut.	61+16.22	0.00	734.07	734.07

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	59+00.24	5.50	733.91	733.91
└ Brg. S. Abut.	59+02.16	5.50	733.94	733.94
A	59+12.16	5.50	734.08	734.13
B	59+22.16	5.50	734.20	734.30
C	59+32.16	5.50	734.31	734.45
D	59+42.16	5.50	734.41	734.56
E	59+52.16	5.50	734.49	734.64
F	59+62.16	5.50	734.57	734.69
G	59+72.16	5.50	734.62	734.72
H	59+82.16	5.50	734.67	734.72
I	59+92.16	5.50	734.70	734.72
J	60+02.16	5.50	734.72	734.72
└ Brg. Pier	60+07.41	5.50	734.72	734.72
K	60+17.41	5.50	734.72	734.73
L	60+27.41	5.50	734.70	734.74
M	60+37.41	5.50	734.68	734.75
N	60+47.41	5.50	734.63	734.74
O	60+57.41	5.50	734.58	734.72
P	60+67.41	5.50	734.51	734.66
Q	60+77.41	5.50	734.43	734.57
R	60+87.41	5.50	734.33	734.46
S	60+97.41	5.50	734.23	734.31
T	61+07.41	5.50	734.10	734.13
└ Brg. N. Abut.	61+12.66	5.50	734.03	734.03
Back of N. Abut.	61+14.58	5.50	734.01	734.01

P.G.L. (NB)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	58+99.20	9.00	733.84	733.84
└ Brg. S. Abut.	59+01.11	9.00	733.87	733.87
A	59+11.11	9.00	734.01	734.07
B	59+21.11	9.00	734.14	734.24
C	59+31.11	9.00	734.25	734.38
D	59+41.11	9.00	734.35	734.50
E	59+51.11	9.00	734.43	734.58
F	59+61.11	9.00	734.51	734.63
G	59+71.11	9.00	734.57	734.66
H	59+81.11	9.00	734.61	734.67
I	59+91.11	9.00	734.64	734.67
J	60+01.11	9.00	734.66	734.67
└ Brg. Pier	60+06.37	9.00	734.67	734.67
K	60+16.37	9.00	734.67	734.68
L	60+26.37	9.00	734.65	734.69
M	60+36.37	9.00	734.63	734.70
N	60+46.37	9.00	734.59	734.70
O	60+56.37	9.00	734.53	734.67
P	60+66.37	9.00	734.47	734.62
Q	60+76.37	9.00	734.39	734.53
R	60+86.37	9.00	734.29	734.41
S	60+96.37	9.00	734.19	734.27
T	61+06.37	9.00	734.06	734.09
└ Brg. N. Abut.	61+11.62	9.00	734.00	734.00
Back of N. Abut.	61+13.53	9.00	733.97	733.97

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	58+98.15	12.50	733.77	733.77
└ Brg. S. Abut.	59+00.07	12.50	733.80	733.80
A	59+10.07	12.50	733.94	734.00
B	59+20.07	12.50	734.07	734.17
C	59+30.07	12.50	734.18	734.32
D	59+40.07	12.50	734.29	734.44
E	59+50.07	12.50	734.37	734.52
F	59+60.07	12.50	734.45	734.57
G	59+70.07	12.50	734.51	734.60
H	59+80.07	12.50	734.56	734.61
I	59+90.07	12.50	734.59	734.61
J	60+00.07	12.50	734.61	734.61
└ Brg. Pier	60+05.32	12.50	734.62	734.62
K	60+15.32	12.50	734.62	734.63
L	60+25.32	12.50	734.60	734.64
M	60+35.32	12.50	734.58	734.65
N	60+45.32	12.50	734.54	734.65
O	60+55.32	12.50	734.49	734.62
P	60+65.32	12.50	734.42	734.57
Q	60+75.32	12.50	734.34	734.49
R	60+85.32	12.50	734.25	734.37
S	60+95.32	12.50	734.14	734.23
T	61+05.32	12.50	734.03	734.06
└ Brg. N. Abut.	61+10.57	12.50	733.96	733.96
Back of N. Abut.	61+12.49	12.50	733.93	733.93

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	58+96.07	19.50	733.64	733.64
└ Brg. S. Abut.	58+97.98	19.50	733.67	733.67
A	59+07.98	19.50	733.81	733.87
B	59+17.98	19.50	733.94	734.04
C	59+27.98	19.50	734.06	734.19
D	59+37.98	19.50	734.16	734.31
E	59+47.98	19.50	734.25	734.40
F	59+57.98	19.50	734.33	734.45
G	59+67.98	19.50	734.39	734.48
H	59+77.98	19.50	734.44	734.50
I	59+87.98	19.50	734.48	734.50
J	59+97.98	19.50	734.50	734.51
└ Brg. Pier	60+03.23	19.50	734.51	734.51
K	60+13.23	19.50	734.51	734.52
L	60+23.23	19.50	734.50	734.54
M	60+33.23	19.50	734.48	734.55
N	60+43.23	19.50	734.44	734.55
O	60+53.23	19.50	734.39	734.53
P	60+63.23	19.50	734.33	734.48
Q	60+73.23	19.50	734.25	734.40
R	60+83.23	19.50	734.17	734.29
S	60+93.23	19.50	734.06	734.15
T	61+03.23	19.50	733.95	733.98
└ Brg. N. Abut.	61+08.49	19.50	733.88	733.88
Back of N. Abut.	61+10.40	19.50	733.86	733.86

(Sheet 3 of 4)

MODEL: Default
FILE NAME: S:\237\2016\2371600\1.00 (177-009 D4 Pincrest Struct Replace_Pll)\CADD\Sheet\0900181-68894-008-TOS Elevations.dgn

MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = bmwagehof	DESIGNED - BAS	REVISED -
	PLOT SCALE =	CHECKED - LVM	REVISED -
	PLOT DATE = 3/18/2020	DRAWN - BAS	REVISED -
		CHECKED - SMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0181

SHEET NO. 8 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEVELL	212	124
ILLINOIS				FED. AID PROJECT
CONTRACT NO. 68894				

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	58+93.98	26.50	733.48	733.48
☉ Brg. S. Abut.	58+95.89	26.50	733.51	733.51
A	59+05.89	26.50	733.66	733.71
B	59+15.89	26.50	733.79	733.89
C	59+25.89	26.50	733.91	734.05
D	59+35.89	26.50	734.02	734.17
E	59+45.89	26.50	734.11	734.26
F	59+55.89	26.50	734.19	734.31
G	59+65.89	26.50	734.26	734.35
H	59+75.89	26.50	734.31	734.37
I	59+85.89	26.50	734.35	734.37
J	59+95.89	26.50	734.38	734.38
☉ Brg. Pier	60+01.14	26.50	734.38	734.38
K	60+11.14	26.50	734.39	734.40
L	60+21.14	26.50	734.38	734.42
M	60+31.14	26.50	734.36	734.44
N	60+41.14	26.50	734.33	734.44
O	60+51.14	26.50	734.28	734.42
P	60+61.14	26.50	734.22	734.37
Q	60+71.14	26.50	734.15	734.30
R	60+81.14	26.50	734.06	734.19
S	60+91.14	26.50	733.96	734.05
T	61+01.14	26.50	733.85	733.88
☉ Brg. N. Abut.	61+06.40	26.50	733.78	733.78
Back of N. Abut.	61+08.31	26.50	733.76	733.76

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	58+91.89	33.50	733.32	733.32
☉ Brg. S. Abut.	58+93.80	33.50	733.35	733.35
A	59+03.80	33.50	733.50	733.56
B	59+13.80	33.50	733.64	733.74
C	59+23.80	33.50	733.76	733.90
D	59+33.80	33.50	733.87	734.02
E	59+43.80	33.50	733.96	734.11
F	59+53.80	33.50	734.05	734.17
G	59+63.80	33.50	734.12	734.21
H	59+73.80	33.50	734.17	734.23
I	59+83.80	33.50	734.21	734.24
J	59+93.80	33.50	734.24	734.25
☉ Brg. Pier	59+99.06	33.50	734.25	734.25
K	60+09.06	33.50	734.26	734.27
L	60+19.06	33.50	734.26	734.30
M	60+29.06	33.50	734.24	734.31
N	60+39.06	33.50	734.21	734.32
O	60+49.06	33.50	734.17	734.30
P	60+59.06	33.50	734.11	734.26
Q	60+69.06	33.50	734.04	734.18
R	60+79.06	33.50	733.95	734.08
S	60+89.06	33.50	733.86	733.94
T	60+99.06	33.50	733.75	733.78
☉ Brg. N. Abut.	61+04.31	33.50	733.68	733.68
Back of N. Abut.	61+06.22	33.50	733.66	733.66

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of S. Abut.	58+89.80	40.50	733.18	733.18
☉ Brg. S. Abut.	58+91.71	40.50	733.21	733.21
A	59+01.71	40.50	733.37	733.42
B	59+11.71	40.50	733.51	733.61
C	59+21.71	40.50	733.63	733.77
D	59+31.71	40.50	733.74	733.89
E	59+41.71	40.50	733.84	733.99
F	59+51.71	40.50	733.93	734.05
G	59+61.71	40.50	734.00	734.09
H	59+71.71	40.50	734.06	734.11
I	59+81.71	40.50	734.10	734.13
J	59+91.71	40.50	734.13	734.14
☉ Brg. Pier	59+96.97	40.50	734.15	734.15
K	60+06.97	40.50	734.16	734.17
L	60+16.97	40.50	734.16	734.19
M	60+26.97	40.50	734.14	734.21
N	60+36.97	40.50	734.11	734.22
O	60+46.97	40.50	734.07	734.21
P	60+56.97	40.50	734.02	734.17
Q	60+66.97	40.50	733.95	734.09
R	60+76.97	40.50	733.87	733.99
S	60+86.97	40.50	733.77	733.86
T	60+96.97	40.50	733.67	733.70
☉ Brg. N. Abut.	61+02.22	40.50	733.60	733.60
Back of N. Abut.	61+04.13	40.50	733.58	733.58

(Sheet 4 of 4)

MODEL: Default
FILE NAME: S:\237\2016\2371600\1.00 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-009-TOS Elevations.dgn
3/18/2020 8:20:43 PM

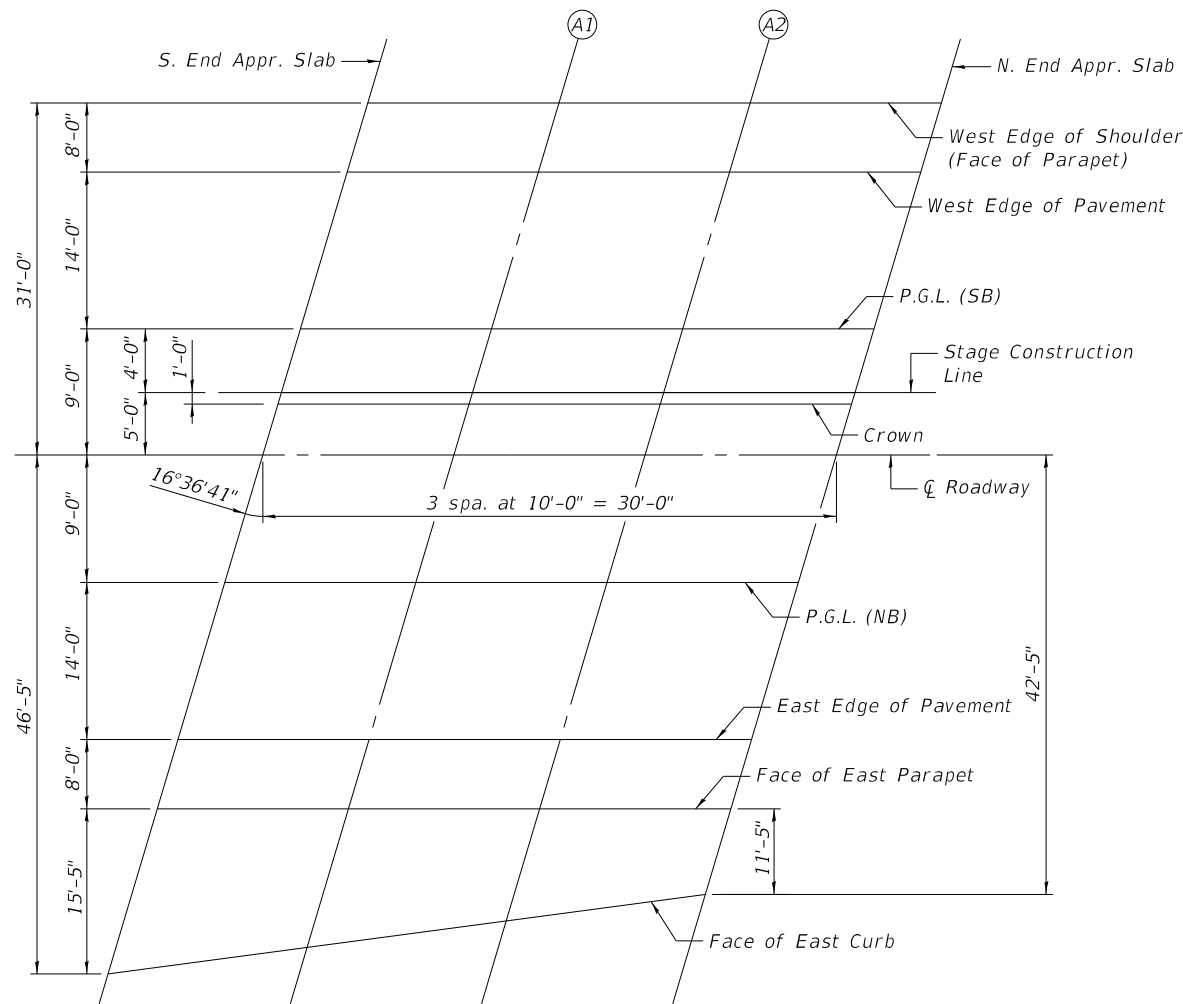
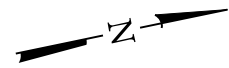
	USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
			CHECKED -	LVM	REVISED -	
	PLOT SCALE =		DRAWN -	BAS	REVISED -	
	PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 090-0181**

SHEET NO. 9 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	125
CONTRACT NO. 68894				
ILLINOIS		FED. AID PROJECT		



PLAN

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+82.18	-31.00	733.20
A1	58+92.18	-31.00	733.36
A2	59+02.18	-31.00	733.52
N. End Apr. Slab	59+12.18	-31.00	733.65

CL ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+72.93	0.00	733.54
A1	58+82.93	0.00	733.72
A2	58+92.93	0.00	733.88
N. End Apr. Slab	59+02.93	0.00	734.03

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+79.79	-23.00	733.32
A1	58+89.79	-23.00	733.49
A2	58+99.79	-23.00	733.64
N. End Apr. Slab	59+09.79	-23.00	733.78

P.G.L. (NB)

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+70.24	9.00	733.36
A1	58+80.24	9.00	733.54
A2	58+90.24	9.00	733.70
N. End Apr. Slab	59+00.24	9.00	733.86

P.G.L. (SB)

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+75.61	-9.00	733.46
A1	58+85.61	-9.00	733.63
A2	58+95.61	-9.00	733.79
N. End Apr. Slab	59+05.61	-9.00	733.93

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+66.07	23.00	733.07
A1	58+76.07	23.00	733.25
A2	58+86.07	23.00	733.43
N. End Apr. Slab	58+96.07	23.00	733.59

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+74.42	-5.00	733.58
A1	58+84.42	-5.00	733.76
A2	58+94.42	-5.00	733.92
N. End Apr. Slab	59+04.42	-5.00	734.07

FACE OF EAST PARAPET

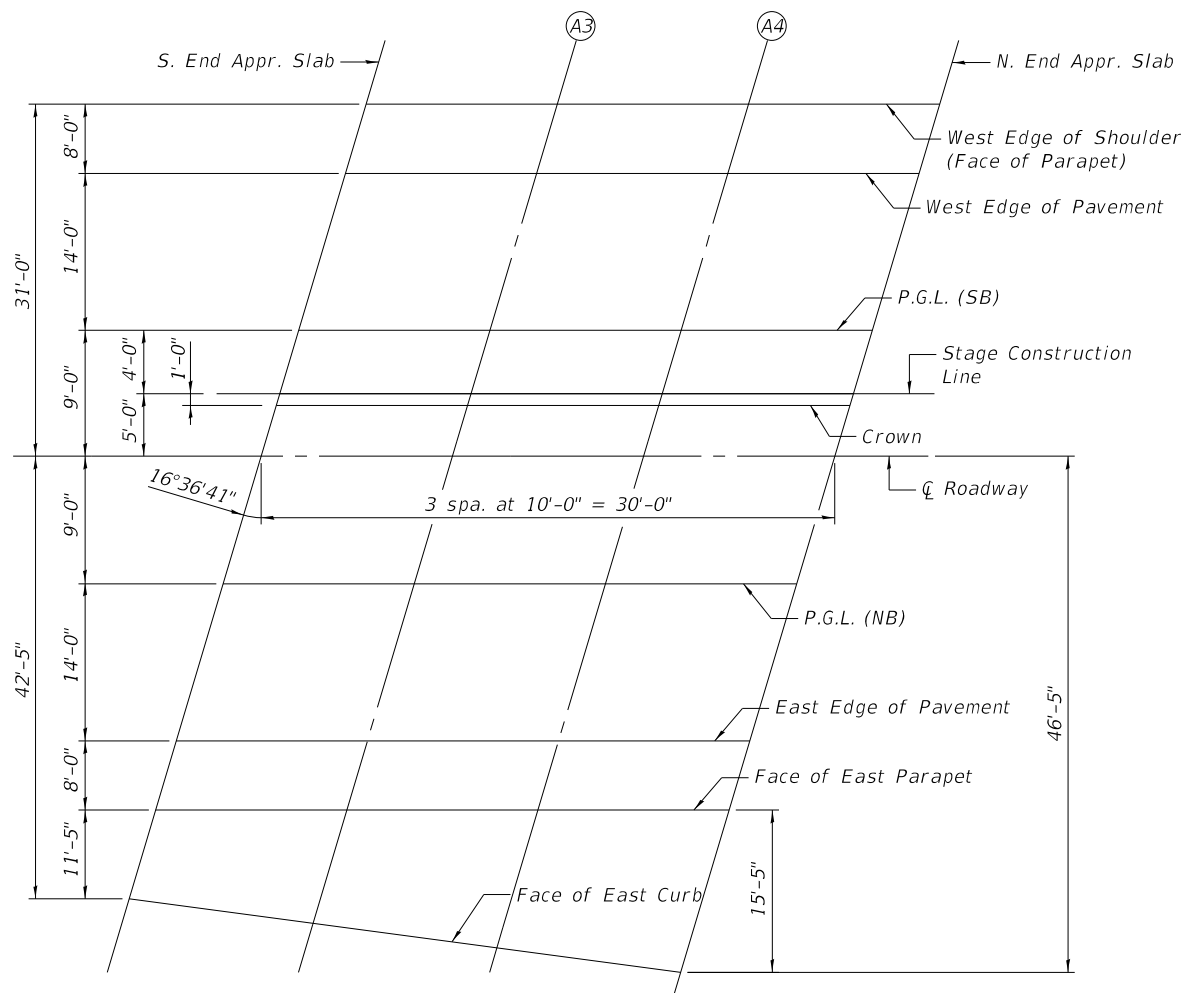
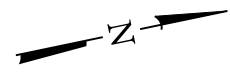
Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+63.68	31.00	732.86
A1	58+73.68	31.00	733.05
A2	58+83.68	31.00	733.23
N. End Apr. Slab	58+93.68	31.00	733.39

CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+74.12	-4.00	733.62
A1	58+84.12	-4.00	733.80
A2	58+94.12	-4.00	733.96
N. End Apr. Slab	59+04.12	-4.00	734.11

FACE OF EAST CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End Apr. Slab	58+59.08	46.42	732.54
A1	58+69.48	45.08	732.76
A2	58+79.88	43.75	732.97
N. End Apr. Slab	58+90.27	42.42	733.16



PLAN

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+24.42	-31.00	733.44
A3	61+34.42	-31.00	733.29
A4	61+44.42	-31.00	733.12
N. End Appr. Slab	61+54.42	-31.00	732.93

CL ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+15.17	0.00	734.08
A3	61+25.17	0.00	733.94
A4	61+35.17	0.00	733.78
N. End Appr. Slab	61+45.17	0.00	733.61

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+22.03	-23.00	733.64
A3	61+32.03	-23.00	733.49
A4	61+42.03	-23.00	733.32
N. End Appr. Slab	61+52.03	-23.00	733.14

P.G.L. (NB)

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+12.49	9.00	733.98
A3	61+22.49	9.00	733.84
A4	61+32.49	9.00	733.69
N. End Appr. Slab	61+42.49	9.00	733.52

P.G.L. (SB)

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+17.86	-9.00	733.91
A3	61+27.86	-9.00	733.76
A4	61+37.86	-9.00	733.60
N. End Appr. Slab	61+47.86	-9.00	733.42

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+08.31	23.00	733.83
A3	61+18.31	23.00	733.69
A4	61+28.31	23.00	733.54
N. End Appr. Slab	61+38.31	23.00	733.38

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+16.66	-5.00	734.08
A3	61+26.66	-5.00	733.93
A4	61+36.66	-5.00	733.77
N. End Appr. Slab	61+46.66	-5.00	733.60

FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+05.92	31.00	733.70
A3	61+15.92	31.00	733.57
A4	61+25.92	31.00	733.42
N. End Appr. Slab	61+35.92	31.00	733.26

CROWN

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+16.37	-4.00	734.13
A3	61+26.37	-4.00	733.98
A4	61+36.37	-4.00	733.82
N. End Appr. Slab	61+46.37	-4.00	733.65

FACE OF EAST CURB

Location	Station	Offset	Theoretical Grade Elevations
S. End Appr. Slab	61+02.52	42.42	733.57
A3	61+12.12	43.75	733.43
A4	61+21.72	45.08	733.27
N. End Appr. Slab	61+31.33	46.42	733.11

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-011-North Appr Elev.dgn
3/18/2020 8:20:46 PM



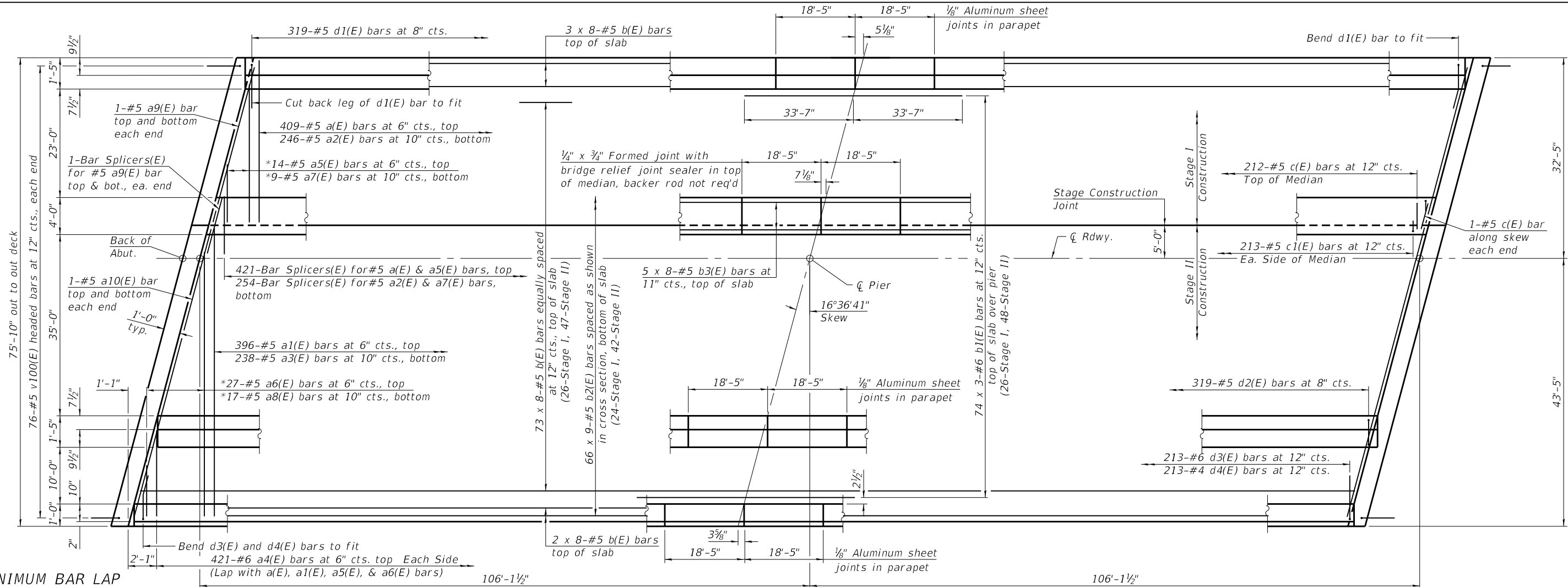
USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 090-0181

SHEET NO. 11 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEVELL	212	127
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



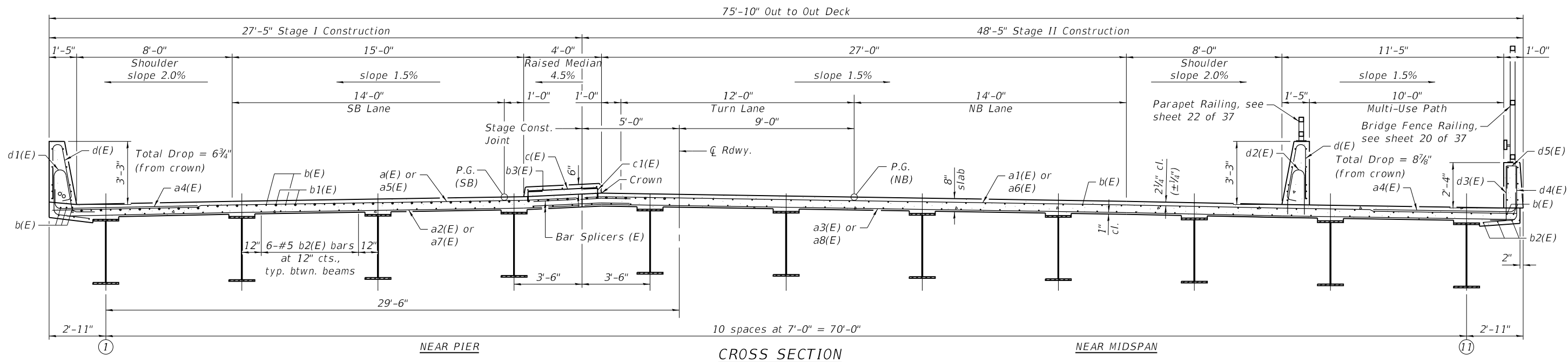
MINIMUM BAR LAP

(Deck)
 #5 bar = 3'-6"
 #6 bar = 3'-7"

* See Field Cutting Diagram on sheet 14 of 37.

PLAN

Notes:
 See sheets 13 and 14 of 37 for superstructure details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See sheet 31 of 37 for Bar Splicer details.

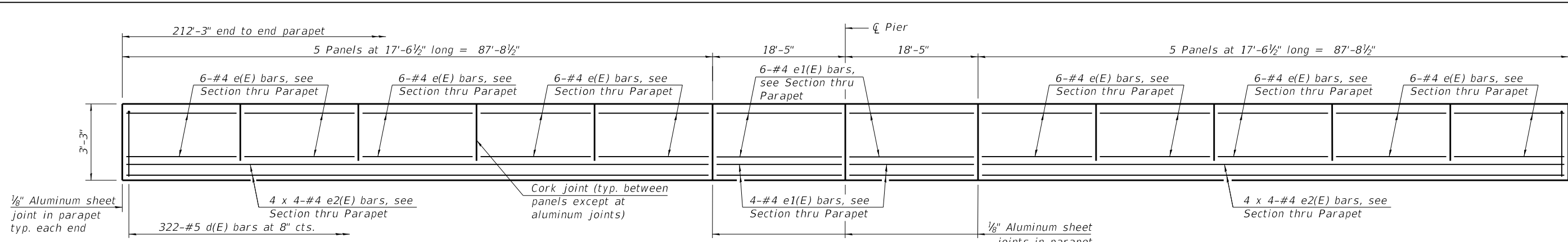


CROSS SECTION

(Looking North)

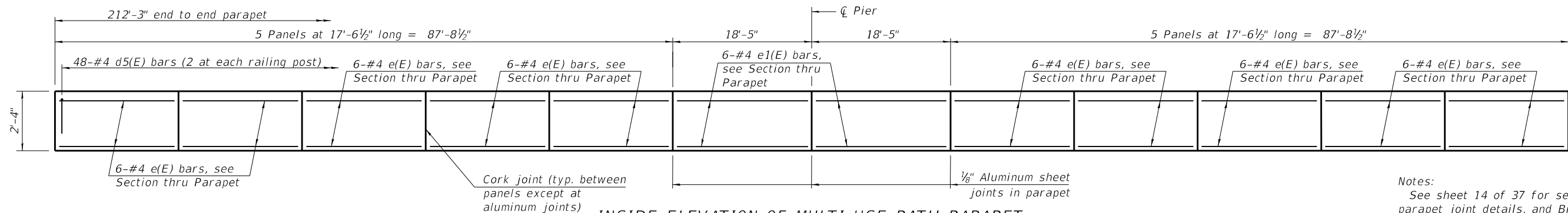
MODEL: Default
 FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct Replace PH)CADD\CADD Sheets\09001811-68894-012-Superstructure.dgn
 3/18/2020 8:21:00 PM

	USER NAME = bmwagehof	DESIGNED - BAS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 090-0181	F.A.I. RTE. 74	SECTION (90-14HB-1)BR1	COUNTY TAZEWELL	TOTAL SHEETS 212	SHEET NO. 128	
	PLOT SCALE =	DRAWN - BAS	REVISED -			CONTRACT NO. 68894					
	PLOT DATE = 3/18/2020	CHECKED - SMA	REVISED -			ILLINOIS FED. AID PROJECT					



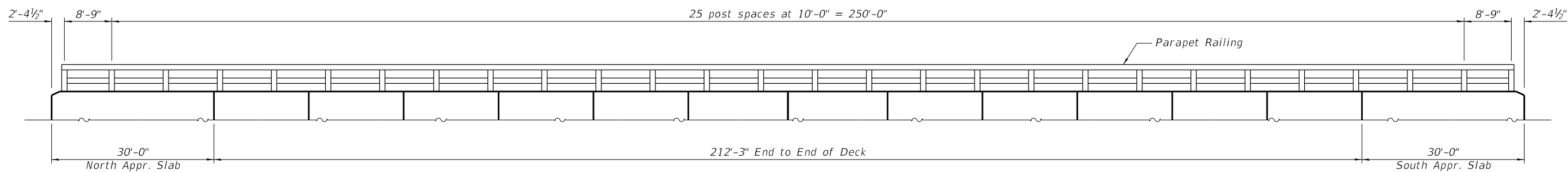
INSIDE ELEVATION OF 39" PARAPET
(East and West Parapet)

MINIMUM BAR LAP
#4 bar = 2'-5"

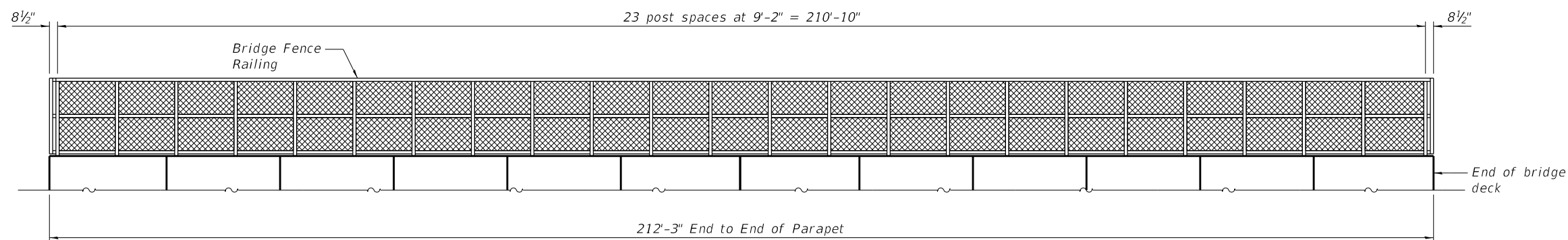


INSIDE ELEVATION OF MULTI-USE PATH PARAPET

Notes:
See sheet 14 of 37 for sections thru parapets, parapet joint details, and Bill of Material.
Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.
See sheets 20 and 22 of 37 for Parapet and Bridge Fence Railing details.



PARAPET RAILING ELEVATION
(Looking East, on East Parapet)



BRIDGE FENCE RAILING ELEVATION
(Looking East, on Multi-Use Path Parapet)

(Sheet 1 of 2)

MODEL: Default
FILE NAME: S:\237\2016\2371600\1.00 (177-009 D4 Pinecrest Struct Replace Phi)\CADD\CADD Sheets\0900181-68894-013-Superstructure Details 1.dgn
3/18/2020 8:21:02 PM

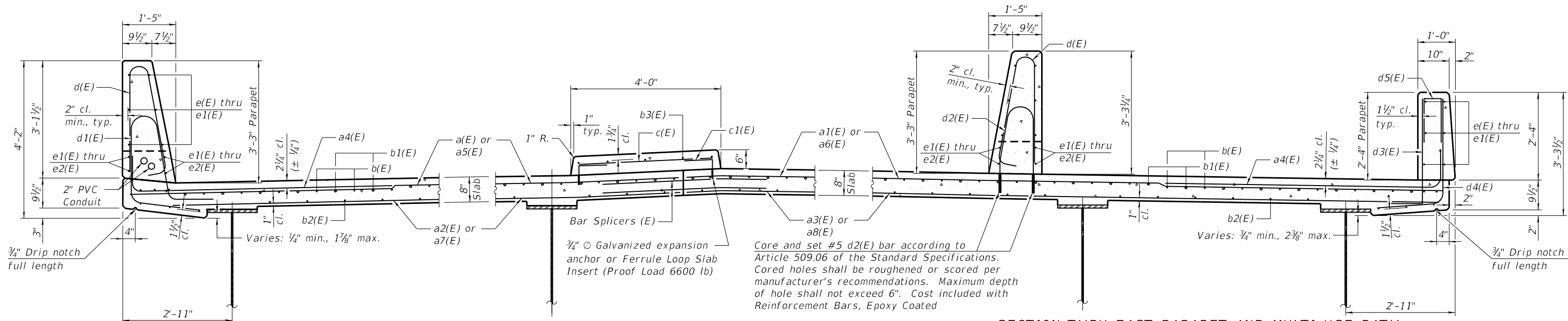
MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = bmwagehoft	DESIGNED - BAS	REVISED -
	PLOT SCALE =	CHECKED - LVM	REVISED -
	PLOT DATE = 3/18/2020	DRAWN - BAS	REVISED -
		CHECKED - SMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0181

SHEET NO. 13 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	129
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



SECTION THRU WEST PARAPET

SECTION THRU MEDIAN

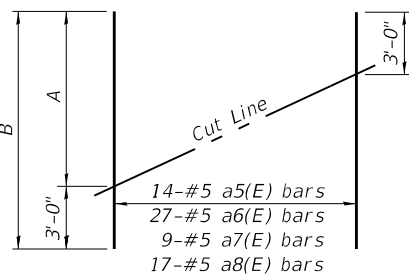
SECTION THRU EAST PARAPET AND MULTI-USE PATH

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	409	#5	27'-1"	—
a1(E)	396	#5	47'-11"	—
a2(E)	246	#5	26'-7"	—
a3(E)	238	#5	47'-11"	—
a4(E)	842	#6	8'-4"	—
a5(E)	14	#5	28'-5"	—
a6(E)	27	#5	49'-3"	—
a7(E)	9	#5	26'-10"	—
a8(E)	17	#5	48'-2"	—
a9(E)	4	#5	28'-3"	—
a10(E)	4	#5	50'-0"	—
b(E)	624	#5	29'-8"	—
b1(E)	222	#6	24'-10"	—
b2(E)	594	#5	26'-9"	—
b3(E)	40	#5	29'-8"	—
c(E)	214	#5	3'-6"	—
c1(E)	426	#5	1'-4"	—
d(E)	644	#5	6'-5"	—
d1(E)	319	#5	8'-0"	—
d2(E)	319	#5	4'-11"	—
d3(E)	213	#6	3'-9"	—
d4(E)	213	#4	4'-7"	—
d5(E)	48	#4	2'-0"	—
e(E)	180	#4	17'-2"	—
e1(E)	52	#4	18'-1"	—
e2(E)	64	#4	23'-9"	—
m(E)	10	#6	28'-3"	—
m1(E)	10	#6	50'-2"	—
m2(E)	72	#6	6'-11"	—
m3(E)	16	#6	2'-8"	—
m4(E)	16	#6	3'-4"	—
s10(E)	154	#5	7'-5"	—
s11(E)	132	#5	10'-9"	—
v100(E)	152	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated		Lbs.	130030	
Concrete Superstructure		Cu. Yds.	576.0	

A & B DIMENSIONS

Bar	A	B
a5(E)	25'-5"	28'-5"
a6(E)	46'-3"	49'-3"
a7(E)	23'-10"	26'-10"
a8(E)	45'-2"	48'-2"

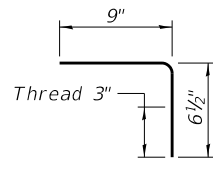


FIELD CUTTING DIAGRAM

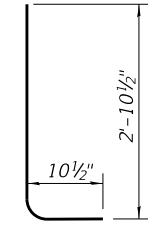
Order a5(E) thru a8(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

Notes:

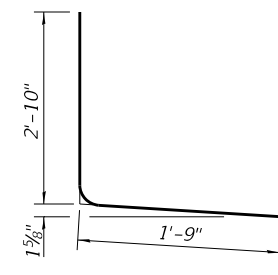
The 1/8" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
 See Lighting Plans for quantities and details of PVC Conduit. Maintain 1 1/2" clearance from reinforcing bars in parapet.



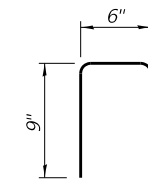
BAR c1(E)



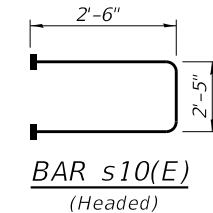
BAR d3(E)



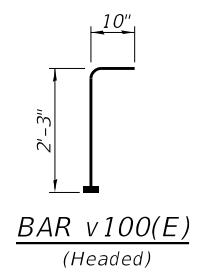
BAR d4(E)



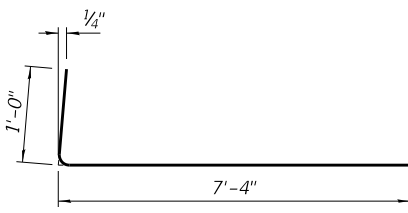
BAR d5(E)



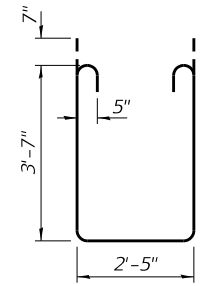
BAR s10(E)
(Headed)



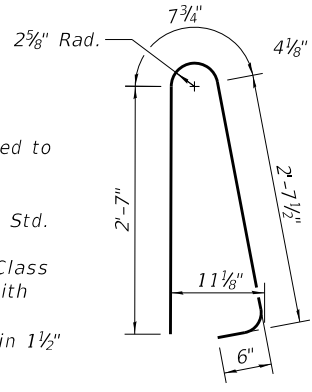
BAR v100(E)
(Headed)



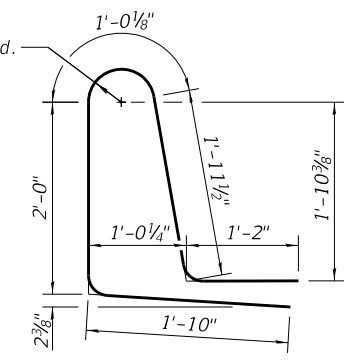
BAR a4(E)



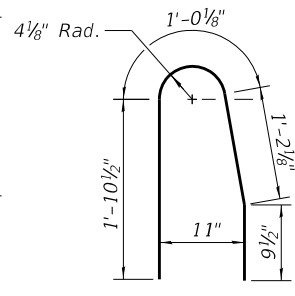
BAR s11(E)



BAR d(E)



BAR d1(E)



BAR d2(E)

(Sheet 2 of 2)

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-014-Superstructure Details 2.dgn
3/18/2020 8:21:04 PM



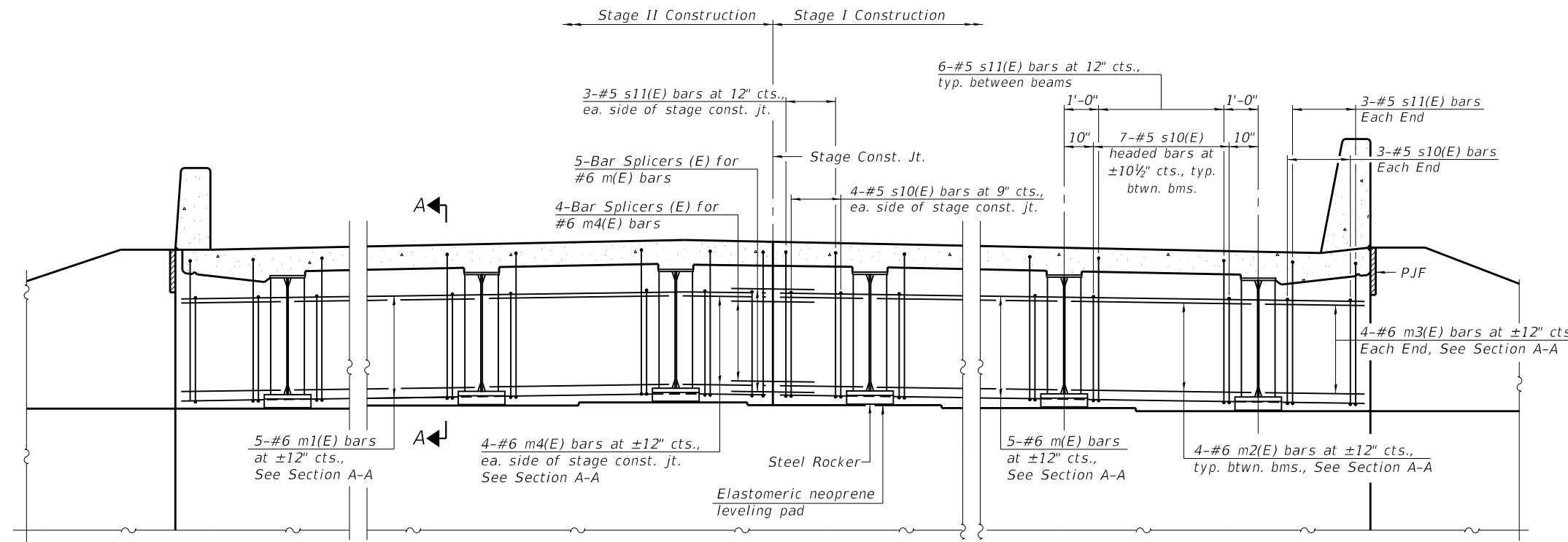
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

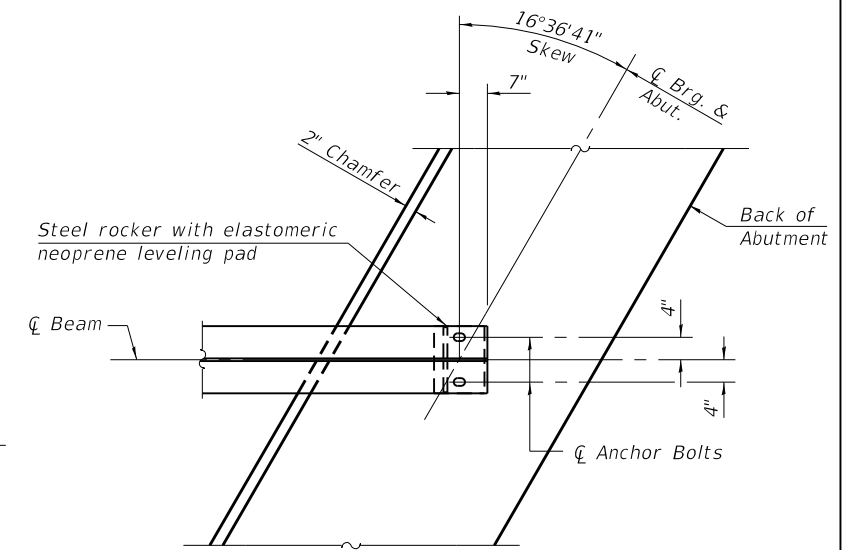
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-0181

SHEET NO. 14 OF 37 SHEETS

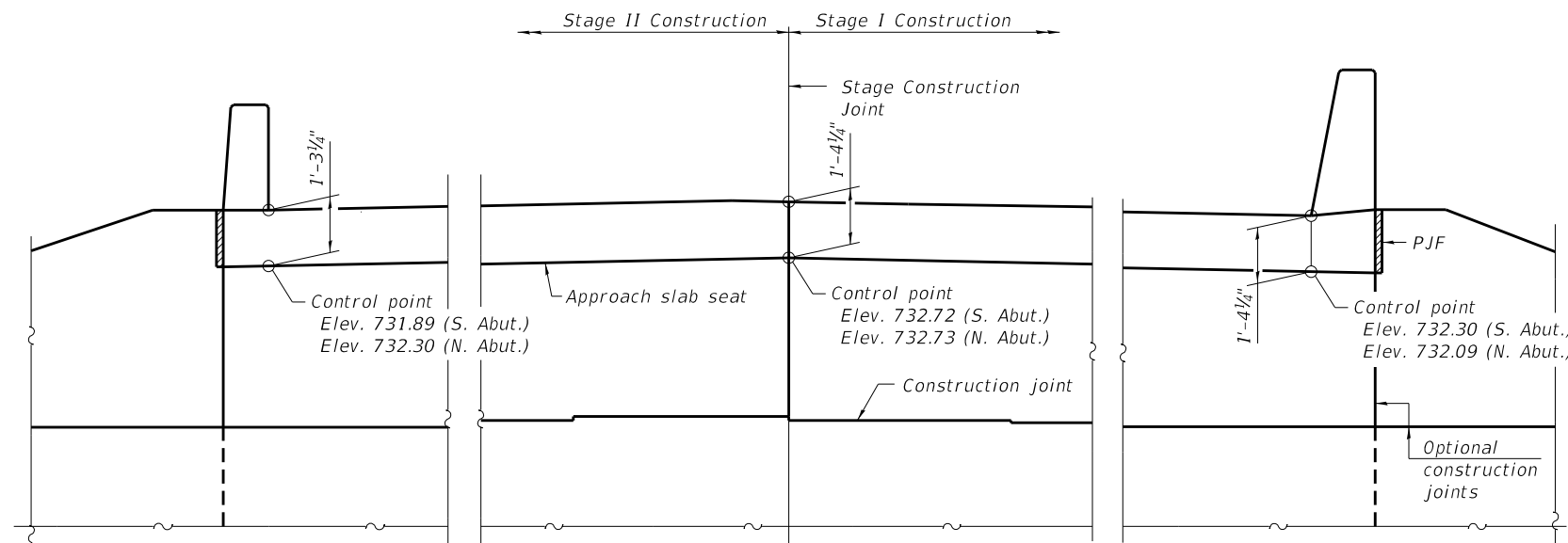
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	130
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



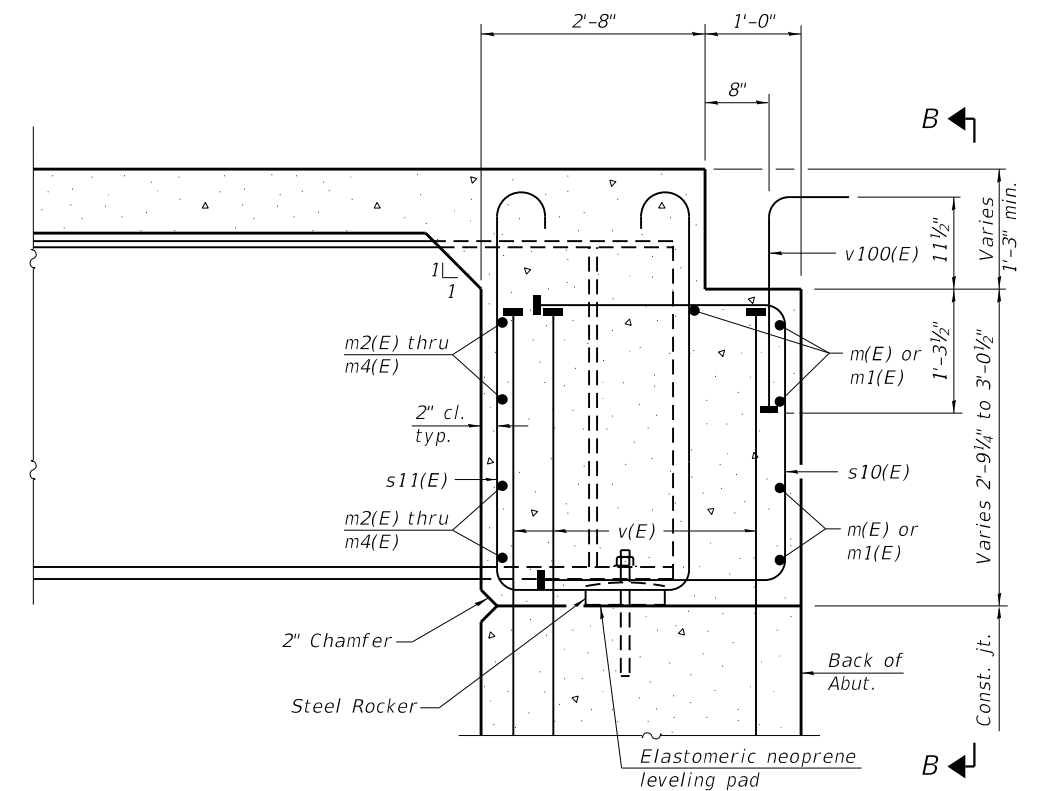
DIAPHRAGM AT ABUTMENT
(South Abutment shown, North Abutment similar)



PLAN AT ABUTMENT
(Showing bottom flange of beam)



VIEW B-B
(North Abutment shown, South Abutment similar)



SECTION A-A
(at Rt. L's)

Notes:
See sheet 14 of 37 for superstructure details and Bill of Material.
See sheet 18 of 37 for P.J.F. details.
The s10(E) and s11(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.

MODEL: Default
FILE NAME: S:\237\2016\2371600\1.00 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-015-Abutment Diaphragm.dgn
3/18/2020 8:21:06 PM

MAURER-STUTZ
ENGINEERS SURVEYORS

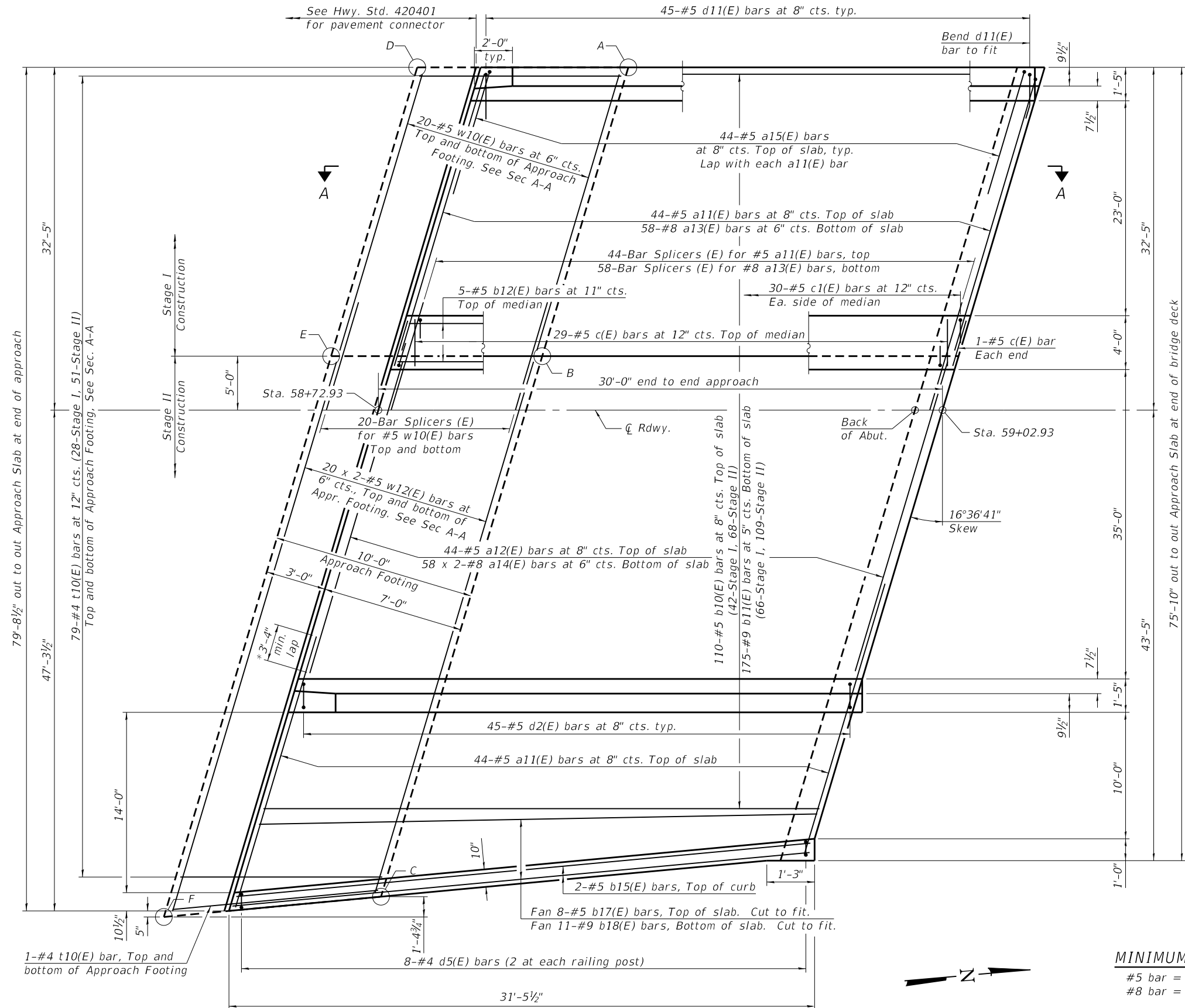
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 090-0181

SHEET NO. 15 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	131
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



TOP AND BOTTOM ELEVATIONS FOR SOUTH APPROACH FOOTING

Point	Top	Bottom
A	732.05	731.21
B	732.37	731.53
C	731.40	730.56
D	731.87	731.03
E	732.19	731.35
F	731.19	730.35

Notes:
 See sheet 18 of 37 for section views.
 See sheet 19 of 37 for Section A-A, approach details, and Bill of Material.

MINIMUM BAR LAP
 #5 bar = 3'-2" (appr. ftg.)
 #8 bar = 4'-9"

* Applicable to minimum lap between a11(E) and a12(E) bars.

PLAN

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pincrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-016-South Appr. Slab.dgn
 3/18/2020 8:21:08 PM



USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

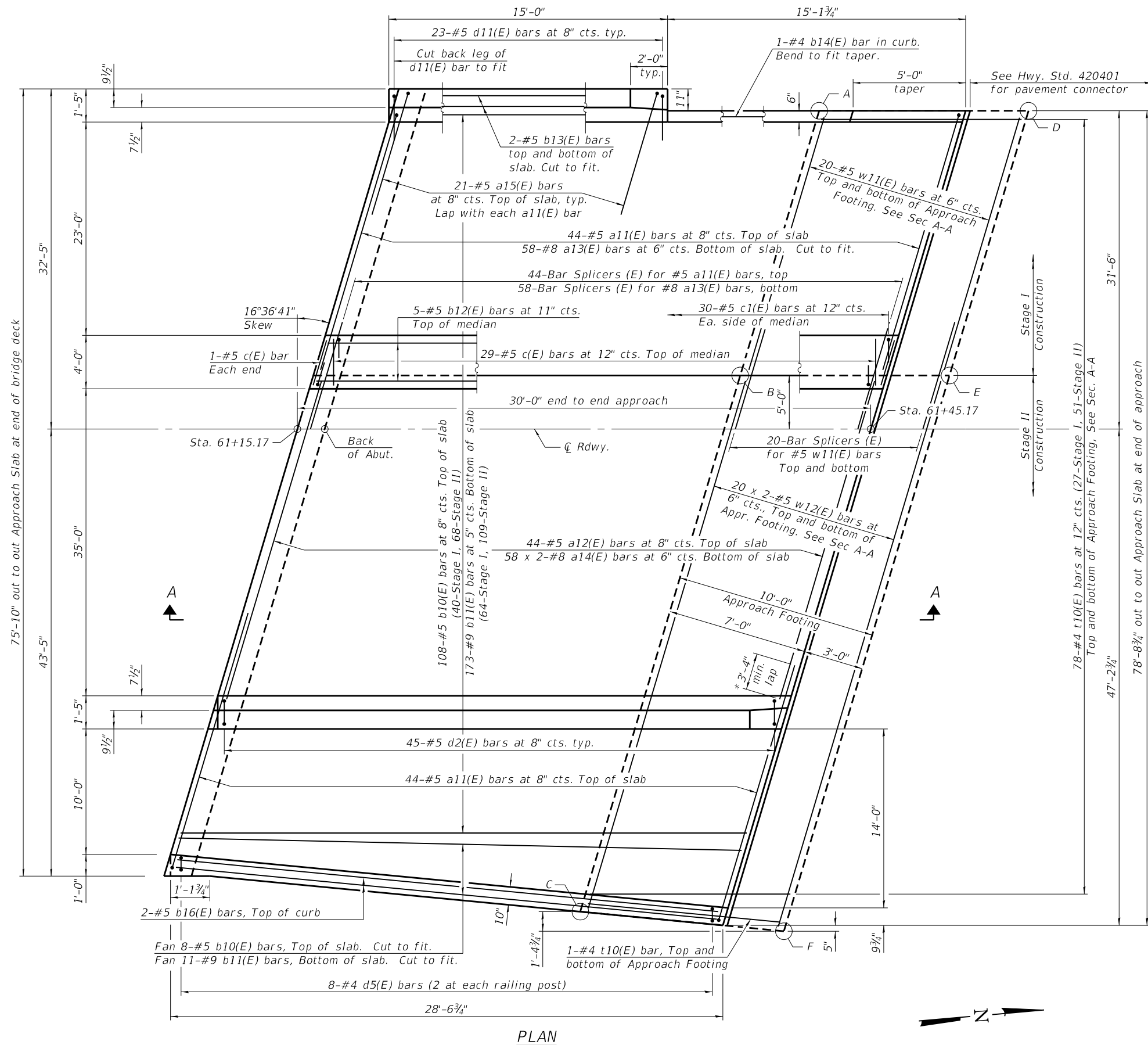
**SOUTH BRIDGE APPROACH SLAB
 STRUCTURE NO. 090-0181**

SHEET NO. 16 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	132
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

**TOP AND BOTTOM ELEVATIONS
FOR NORTH APPROACH FOOTING**

Point	Top	Bottom
A	731.79	730.95
B	732.38	731.54
C	731.97	731.13
D	731.60	730.76
E	732.19	731.35
F	731.77	730.93



PLAN

Notes:
See sheet 18 of 37 for section views.
See sheet 19 of 37 for Section A-A, approach details,
and Bill of Material.

MINIMUM BAR LAP
#5 bar = 3'-2" (appr. ftg.)
#8 bar = 4'-9"

* Applicable to minimum lap between a11(E) and a12(E) bars.

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\09001811-68894-017-North Appr. Slab.dgn
3/18/2020 8:21:09 PM



USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

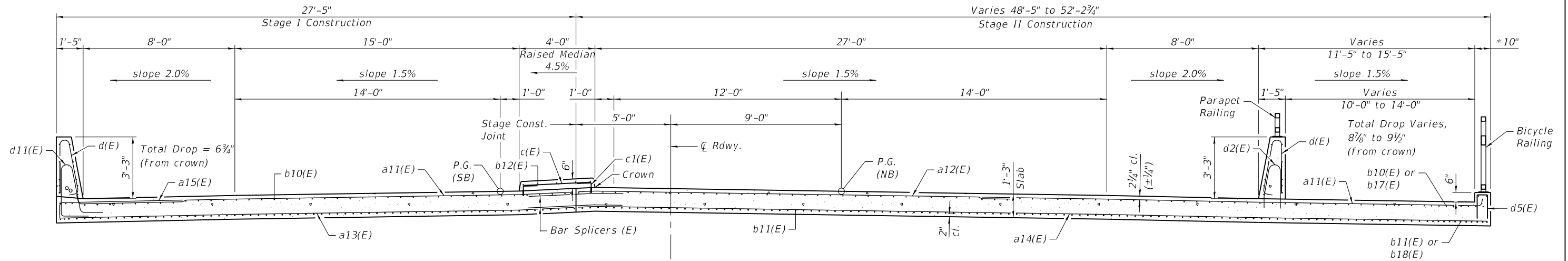
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH BRIDGE APPROACH SLAB
STRUCTURE NO. 090-0181**

SHEET NO. 17 OF 37 SHEETS

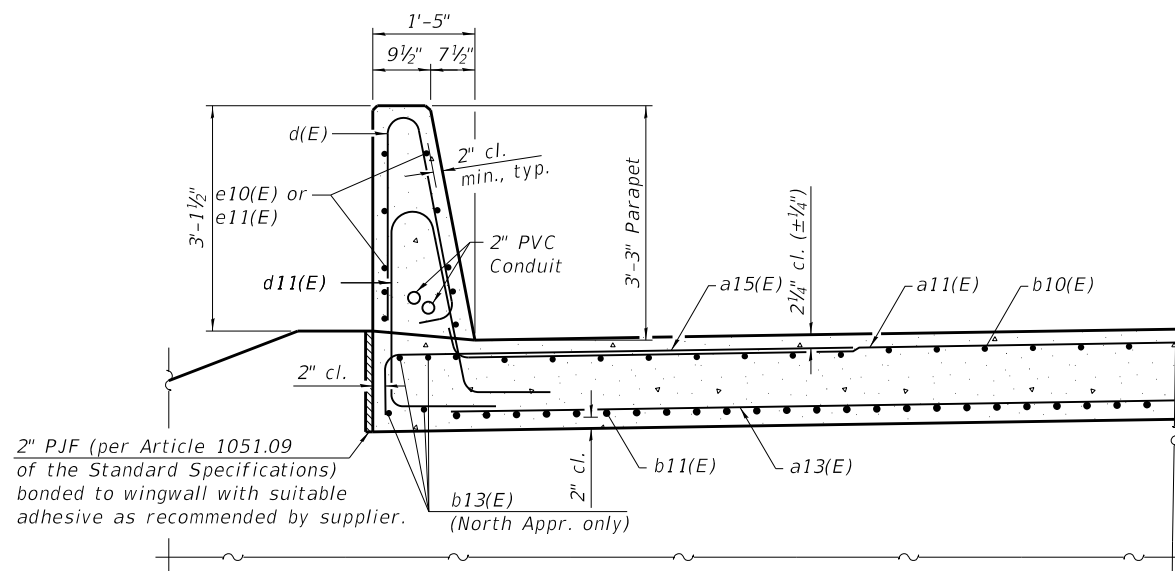
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	133
CONTRACT NO. 68894				

ILLINOIS FED. AID PROJECT

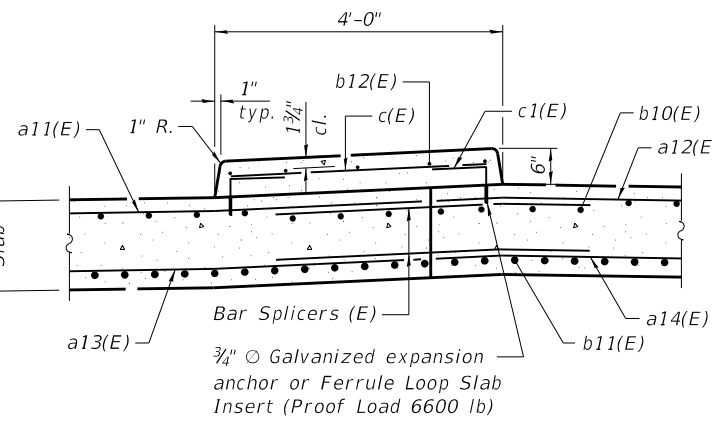


* Measured perpendicular to face of curb.

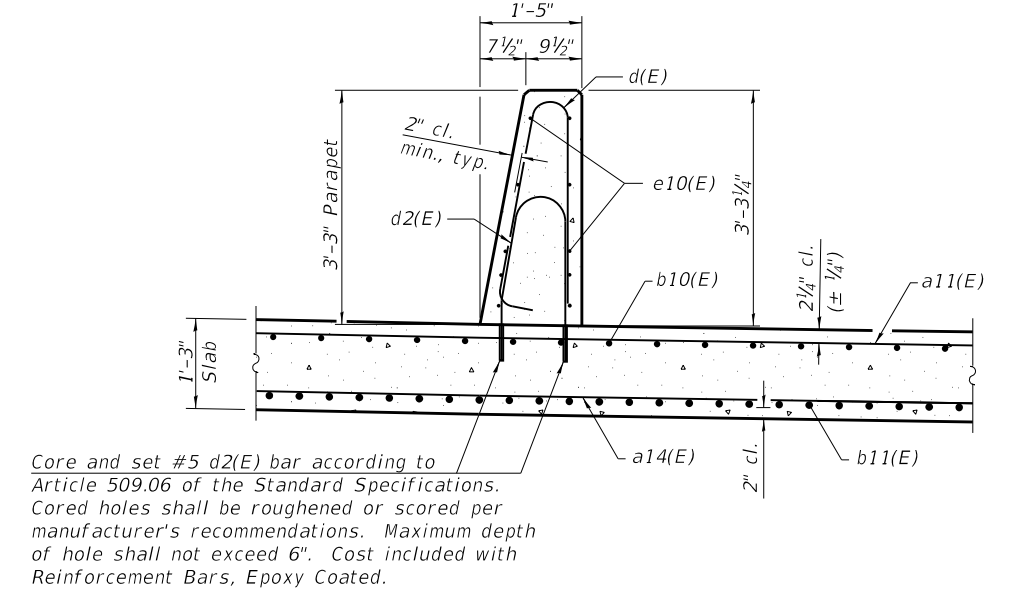
CROSS SECTION
(Looking North)



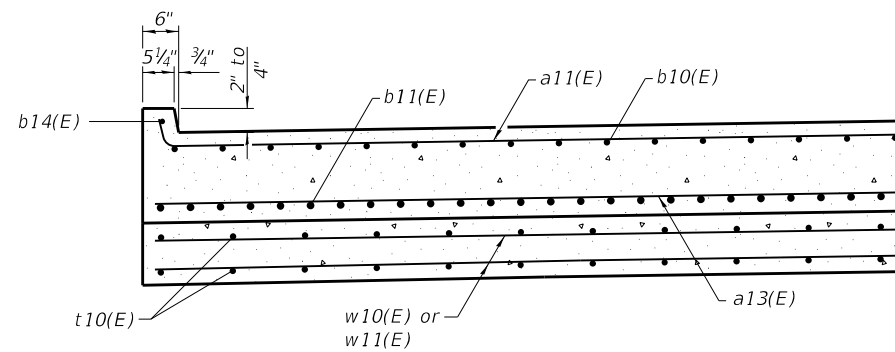
SECTION THRU WEST PARAPET
(showing detail at abutment)



SECTION THRU MEDIAN

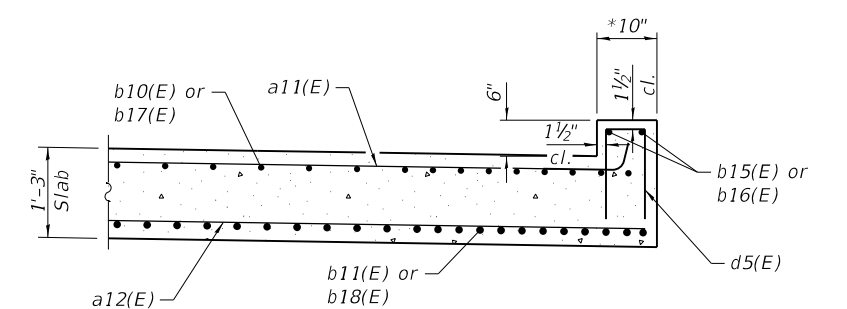


SECTION THRU EAST PARAPET



SECTION THRU WEST CURB
(showing Approach Footing)

Notes:
See Sheet 21 of 37 for details of Bicycle Railing.
See Sheet 22 of 37 for details of Parapet Railing.
For bar details and Bill of Material, see Sheet 19 of 37.
See Lighting Plans for quantities and details of PVC Conduit. Maintain 1 1/2" clearance from reinforcing bars in parapet.



SECTION THRU EAST CURB

(Sheet 1 of 2)

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-018-Appr Slab Details.dgn
3/18/2020 8:21:11 PM

MAURER-STUTZ
ENGINEERS SURVEYORS

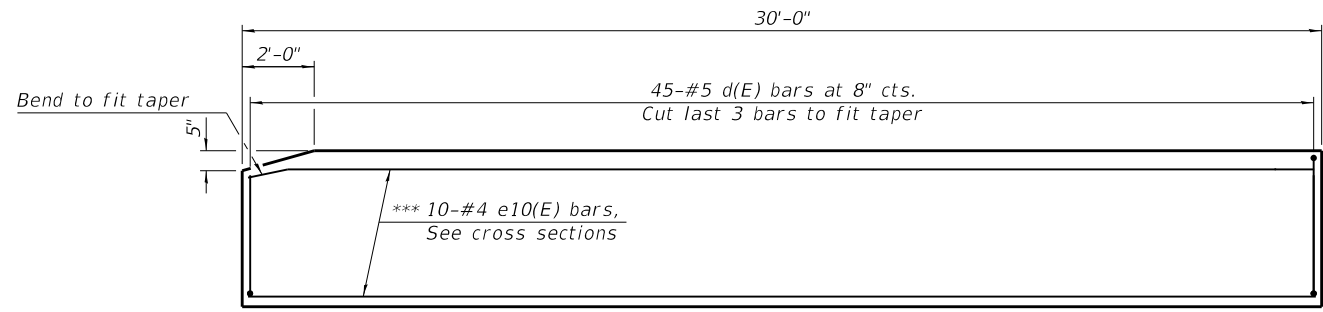
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 090-0181

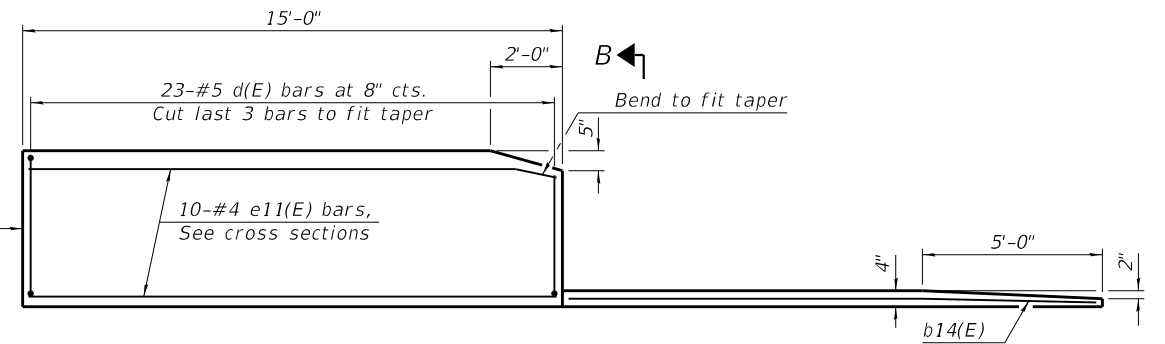
SHEET NO. 18 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	134
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF WEST PARAPET
(South Approach Only, East Parapet similar at each approach)

*** Cut e10(E) bars to fit in east parapet at each approach

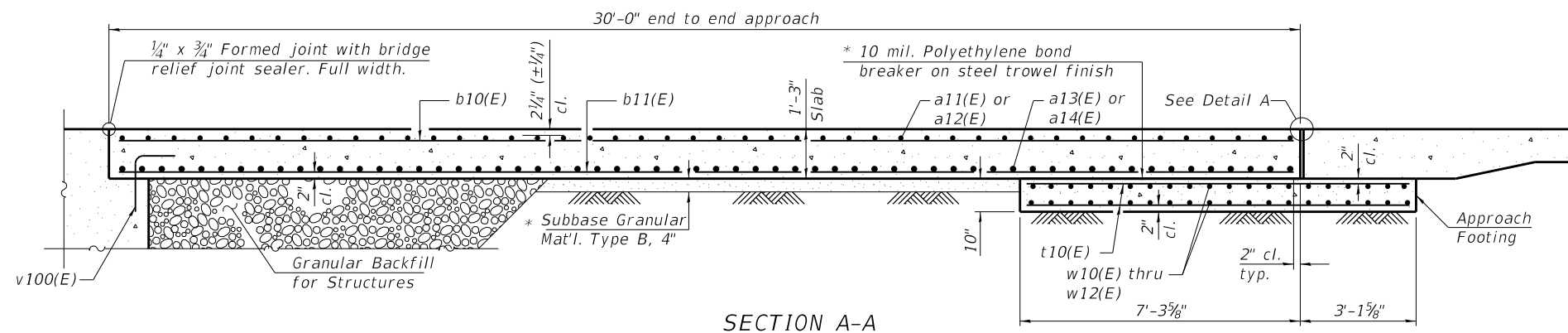


INSIDE ELEVATION OF WEST PARAPET AND CURB
(North Approach only)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

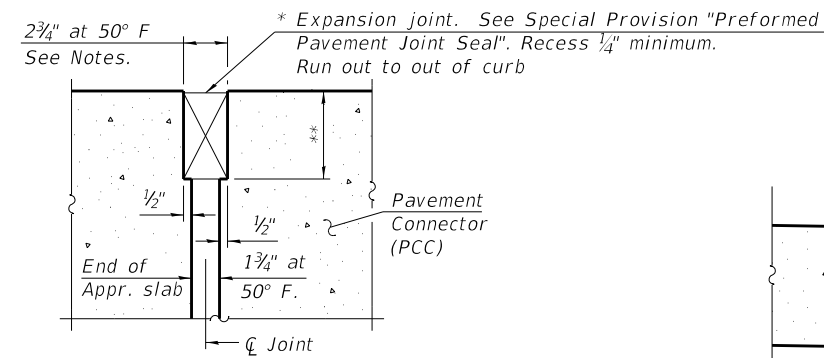
Parapet and median concrete shall be paid for as Concrete Superstructure. Approach slab shall be paid for as Concrete Superstructure (Approach Slab). Approach footing concrete shall be paid for as Concrete Structures. The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf. Cost of excavation for approach footing included with Concrete Structures. For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 37. For Parapet Railing spacing on east parapet, see sheet 13 of 37.



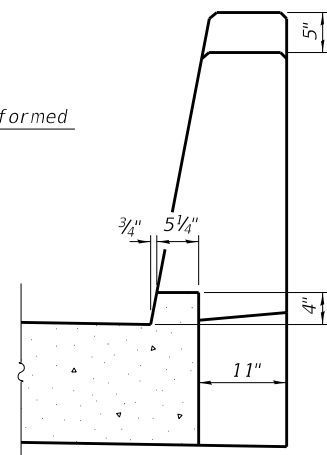
SECTION A-A

**TWO APPROACHES
BILL OF MATERIAL**

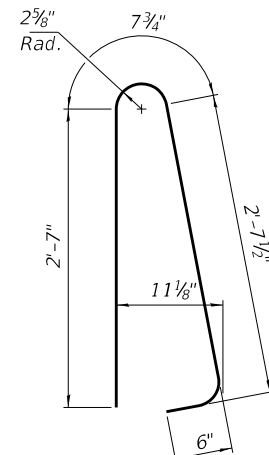
Bar	No.	Size	Length	Shape
a11(E)	176	#5	27'-9"	—
a12(E)	88	#5	30'-2"	—
a13(E)	116	#8	28'-3"	—
a14(E)	232	#8	29'-6"	—
a15(E)	65	#5	7'-4"	—
b10(E)	226	#5	29'-8"	—
b11(E)	359	#9	29'-8"	—
b12(E)	10	#5	29'-8"	—
b13(E)	4	#5	14'-6"	—
b14(E)	1	#4	14'-10"	—
b15(E)	2	#5	31'-2"	—
b16(E)	2	#5	28'-6"	—
b17(E)	8	#5	31'-1"	—
b18(E)	11	#9	31'-1"	—
c(E)	62	#5	3'-6"	—
c1(E)	120	#5	1'-4"	—
d(E)	158	#5	6'-5"	—
d2(E)	90	#5	4'-11"	—
d5(E)	16	#4	2'-0"	—
d11(E)	68	#5	8'-6"	—
e10(E)	30	#4	30'-0"	—
e11(E)	10	#4	14'-8"	—
t10(E)	318	#4	10'-1"	—
w10(E)	40	#5	28'-3"	—
w11(E)	40	#5	27'-3"	—
w12(E)	160	#5	28'-11"	—
Concrete Superstructure		Cu. Yd.	18.1	
Concrete Superstructure (Approach Slab)		Cu. Yd.	220.0	
Concrete Structures		Cu. Yd.	50.9	
Reinforcement Bars, Epoxy Coated		Pound	93030	



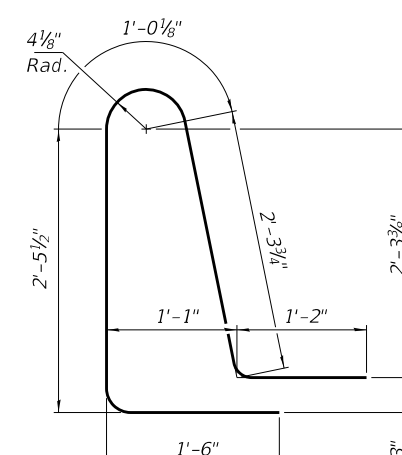
DETAIL A
(@ Rt. L's)



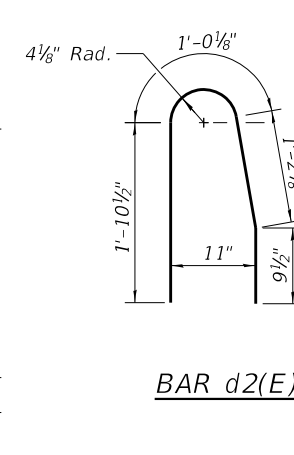
VIEW B-B



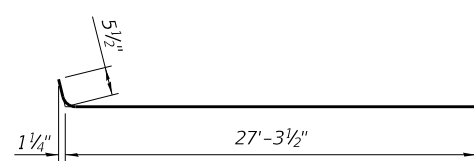
BAR d(E)



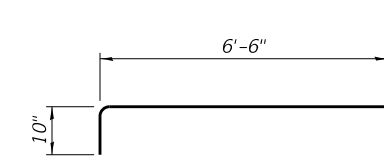
BAR d11(E)



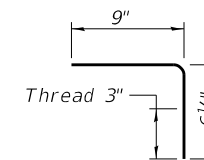
BAR d2(E)



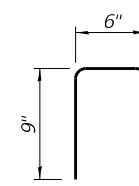
BAR a11(E)



BAR a15(E)



BAR c1(E)



BAR d5(E)

(Sheet 2 of 2)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct. Replace. Ph1)\CADD\CADD Sheets\0900181-68894-019-Appr. Slab Details.dgn
3/18/2020 8:21:13 PM



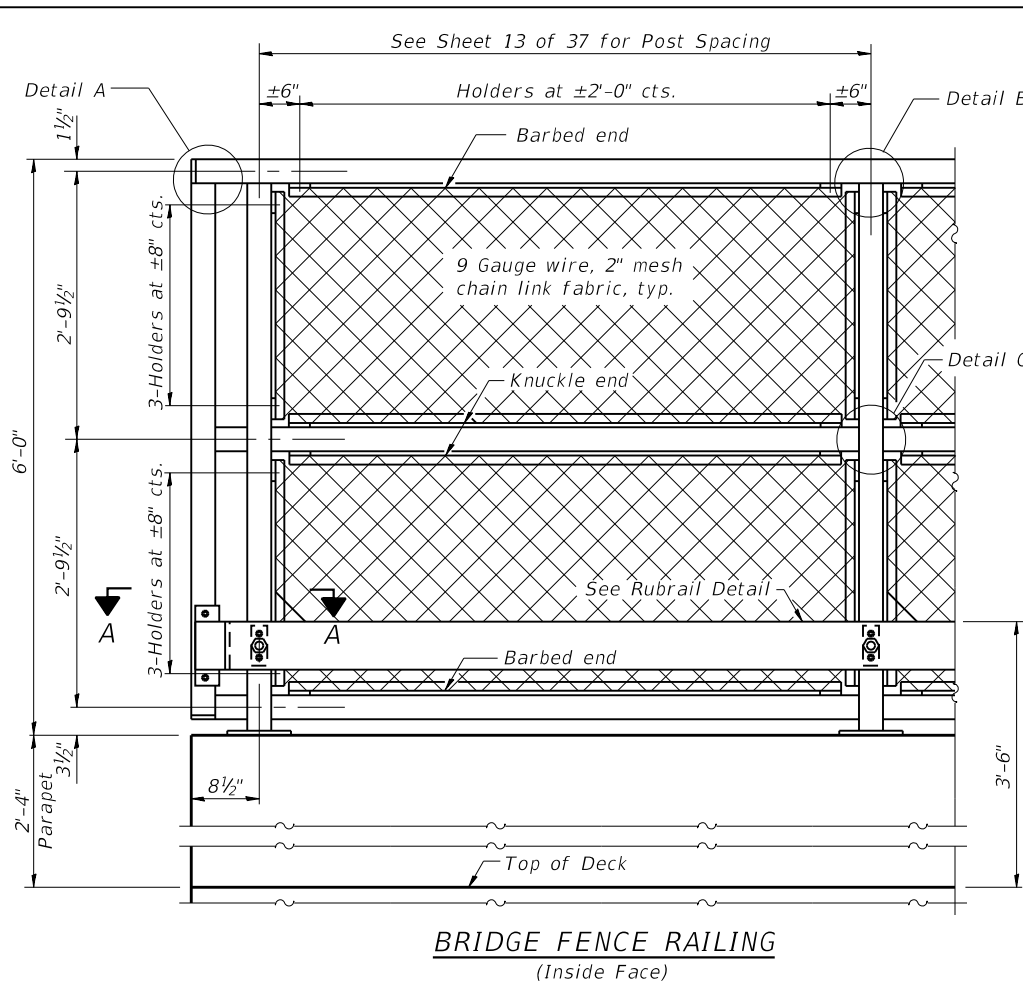
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

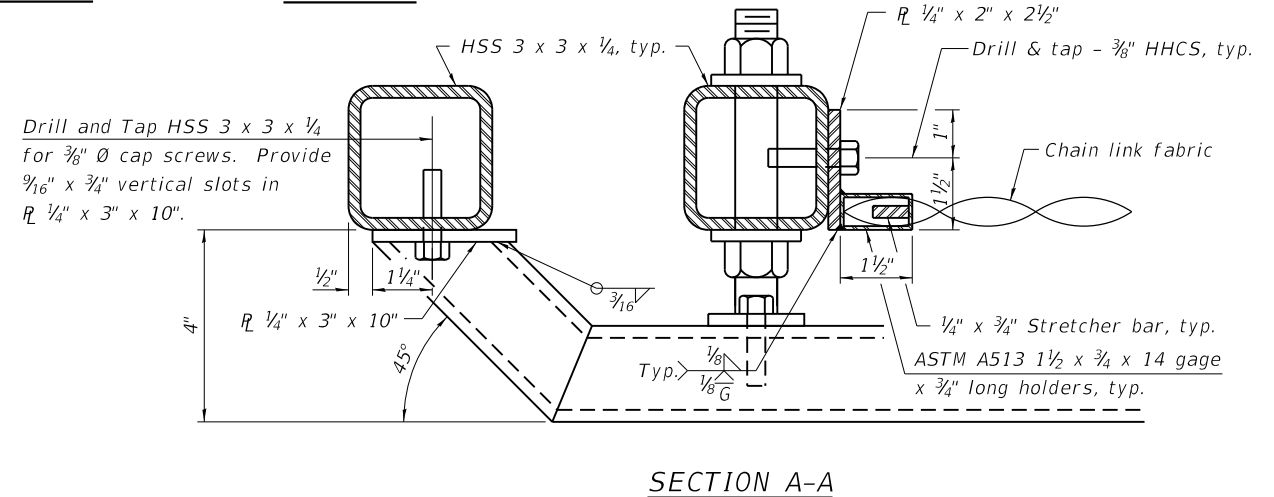
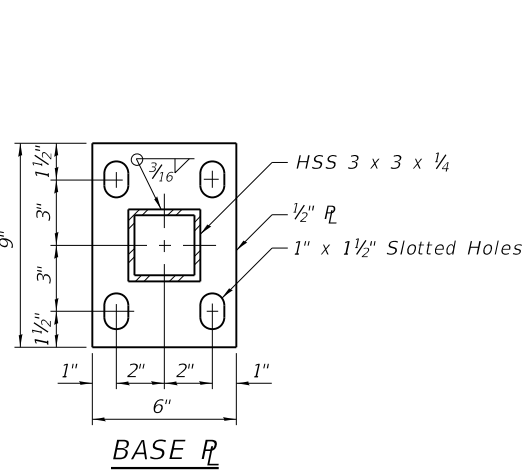
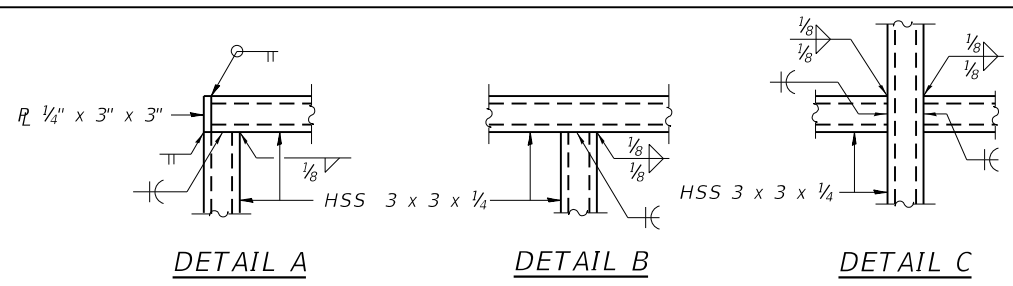
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 090-0181

SHEET NO. 19 OF 37 SHEETS

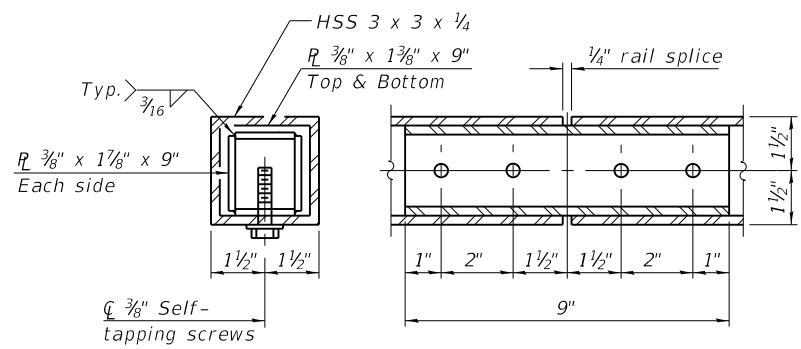
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	135
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



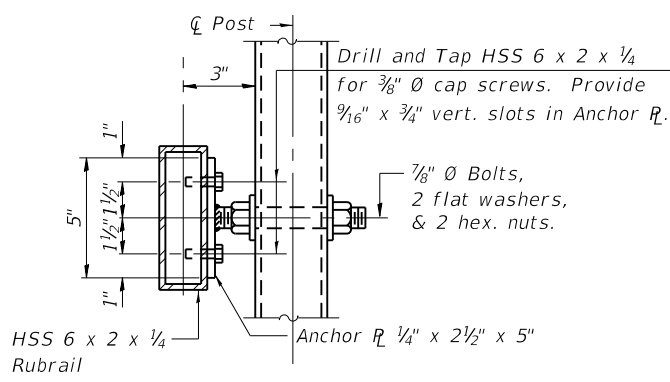
BRIDGE FENCE RAILING
(Inside Face)



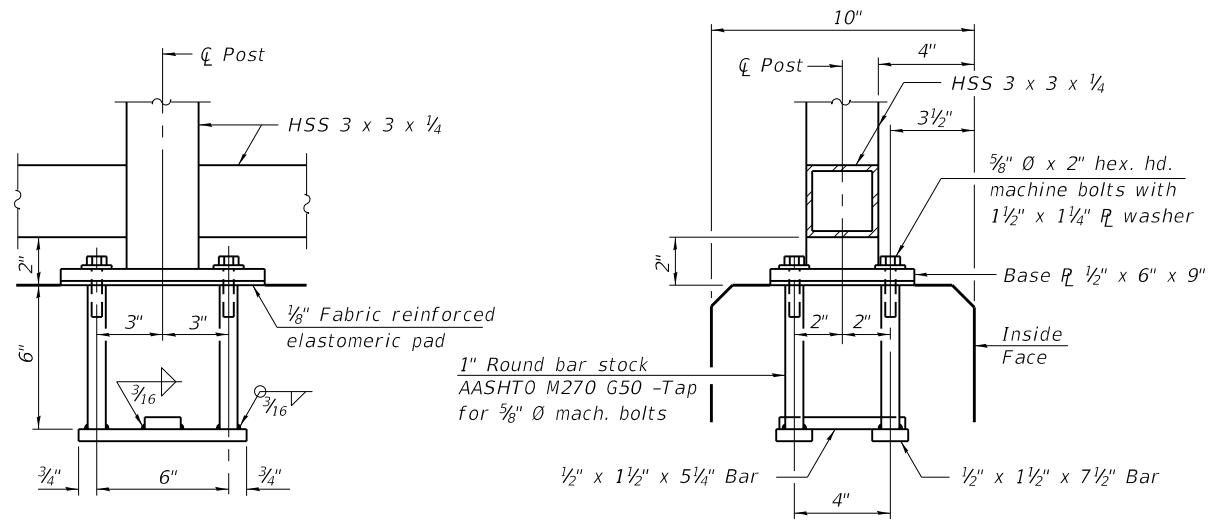
SECTION A-A



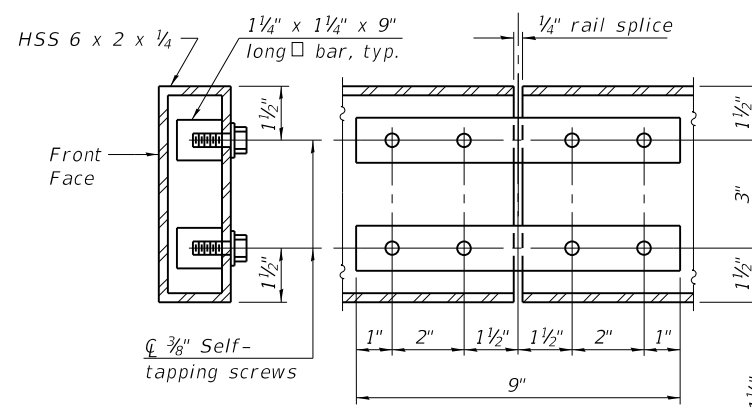
RAIL SPLICE



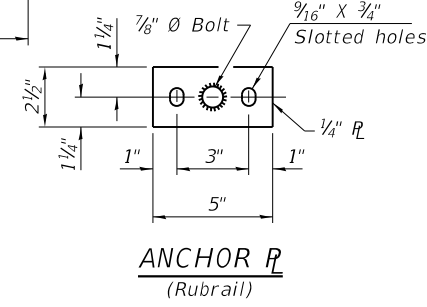
SECTION



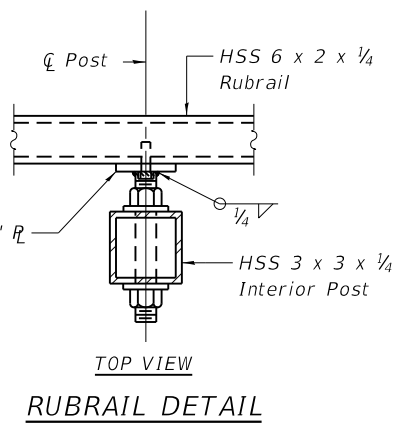
ANCHOR BOLT DETAILS



RUBRAIL SPLICE



ANCHOR R
(Rubrail)



RUBRAIL DETAIL

Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
CVN testing may be omitted for the Bridge Fence Railing.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	213

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace Ph1)\CADD\CADD Sheets\0900181-68894-020-Bridge Fence Railing.dgn
3/18/2020 8:21:15 PM



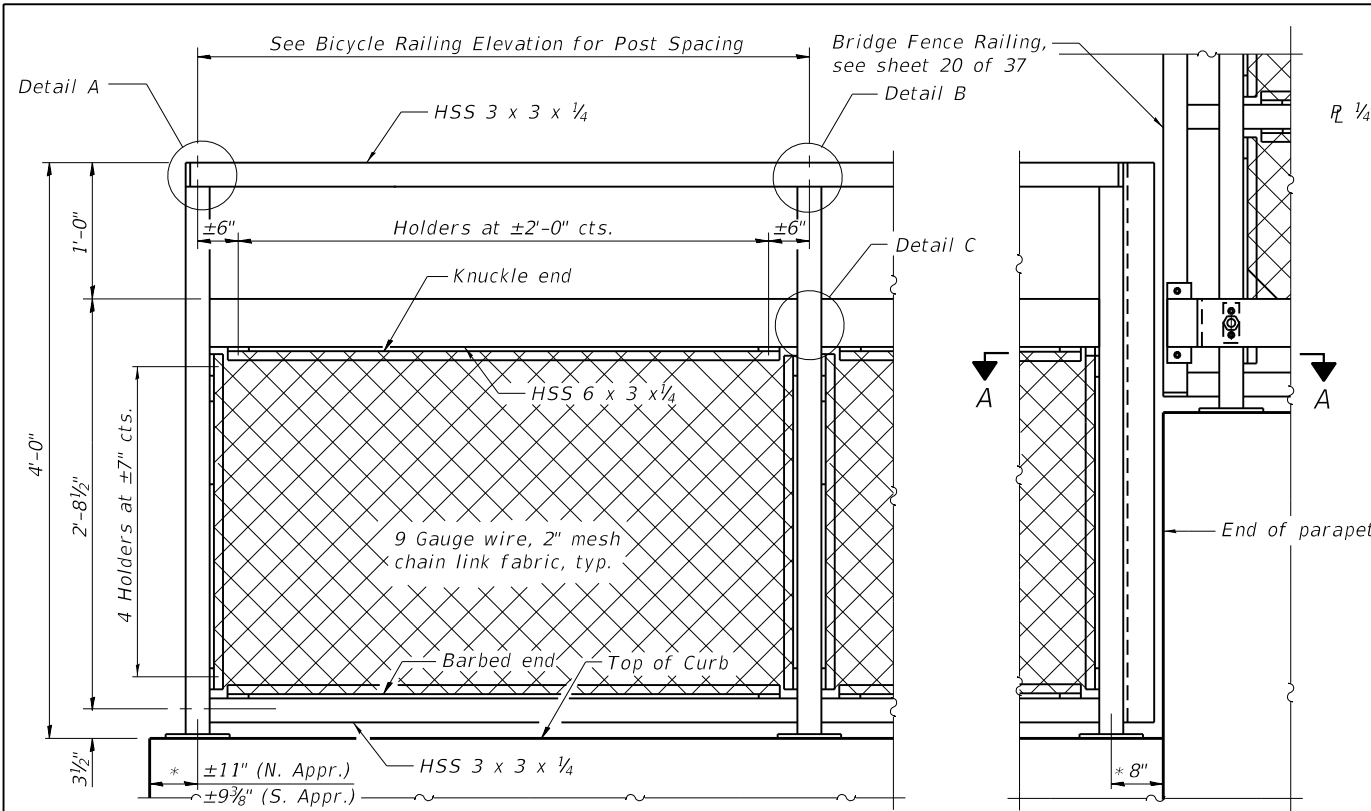
USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, PARAPET MOUNTED
STRUCTURE NO. 090-0181

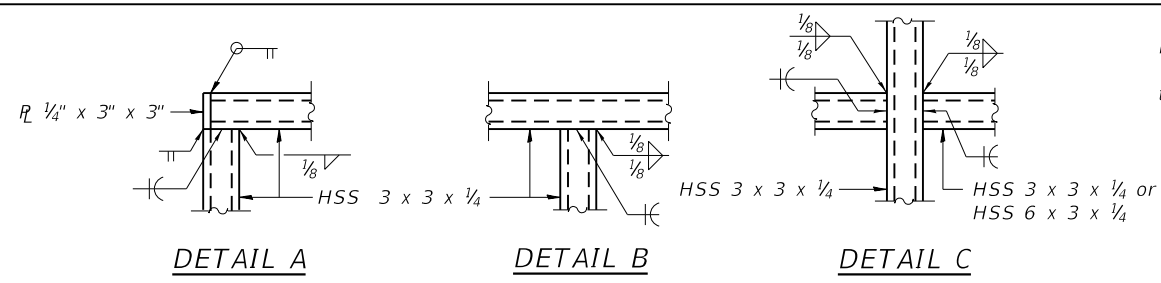
SHEET NO. 20 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	136
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



BICYCLE RAILING
(Inside Face)

* Measured at face of curb.

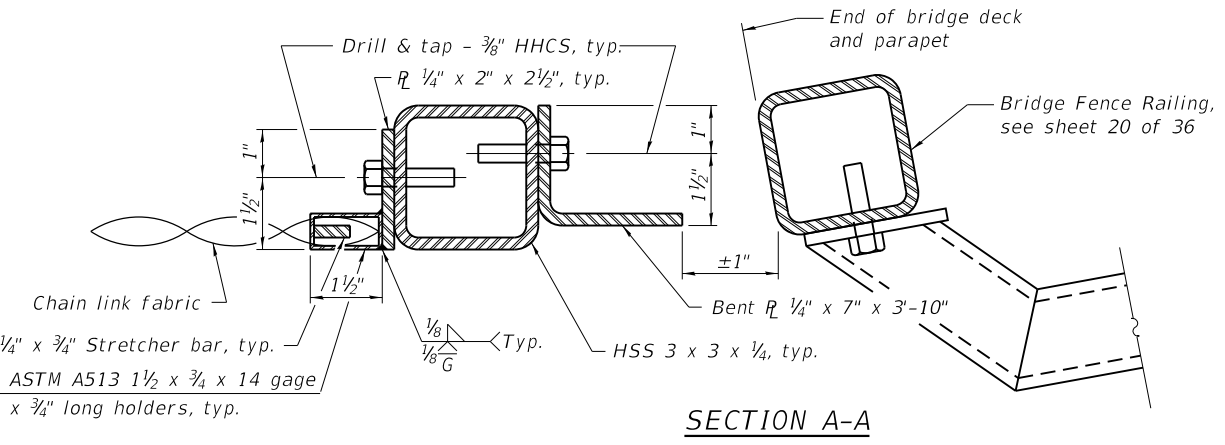


DETAIL A

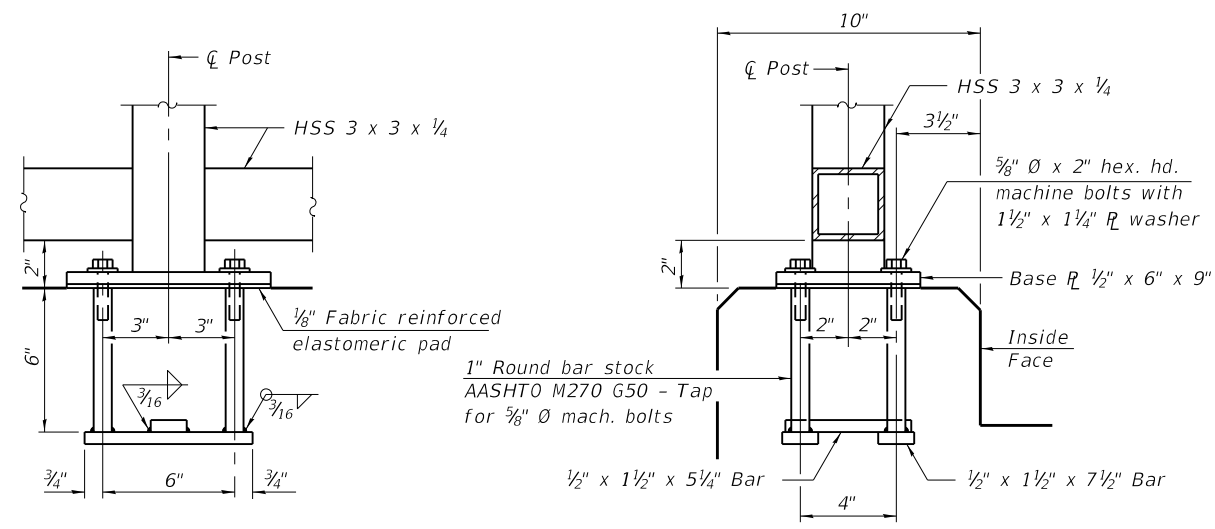
DETAIL B

DETAIL C

Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
CVN testing may be omitted for the Bicycle Railing.

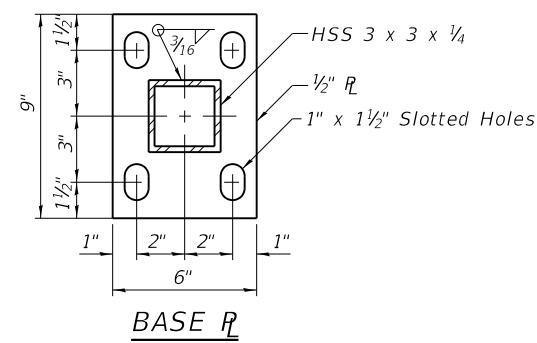


SECTION A-A

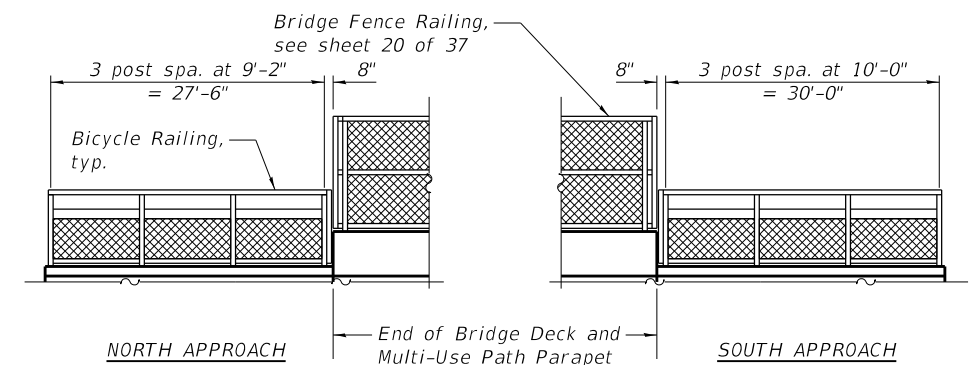


ANCHOR BOLT DETAILS

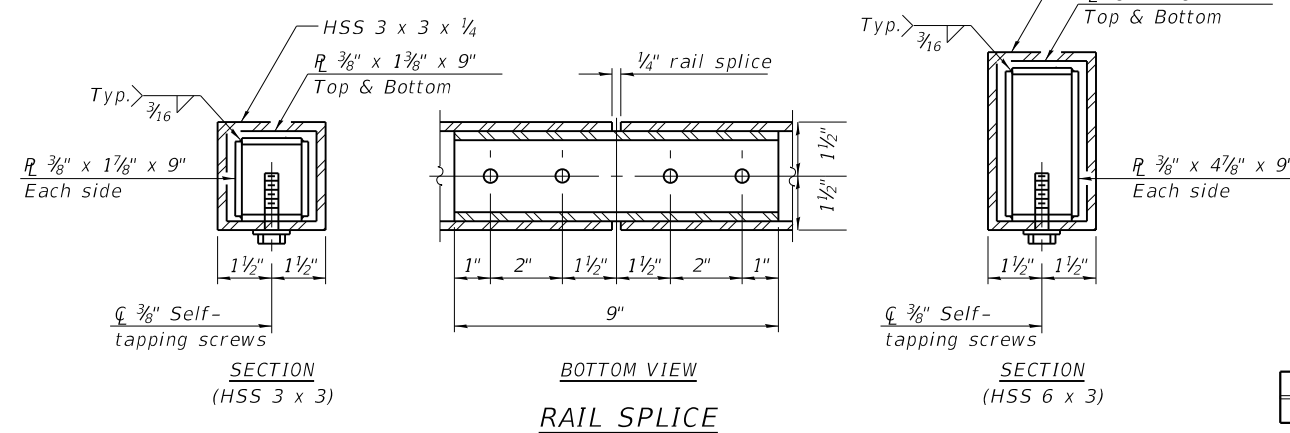
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BASE PLATE



BICYCLE RAILING ELEVATION
(Looking East)



SECTION (HSS 3 x 3)

BOTTOM VIEW RAIL SPLICE

SECTION (HSS 6 x 3)

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	59

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (1177-009 D4 Pincrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-021-Bicycle Railing.dgn
3/18/2020 8:21:17 PM



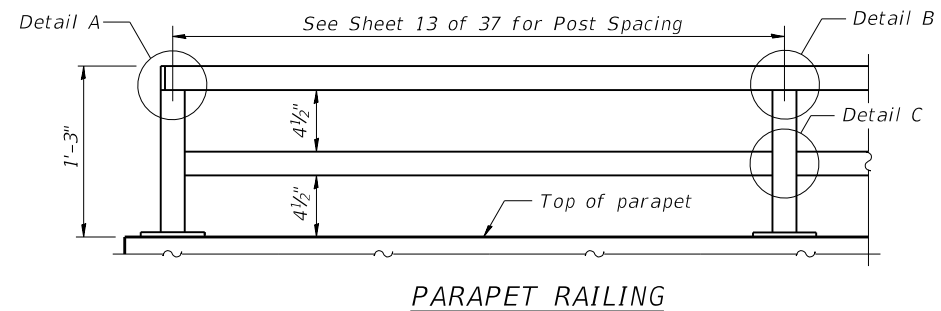
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

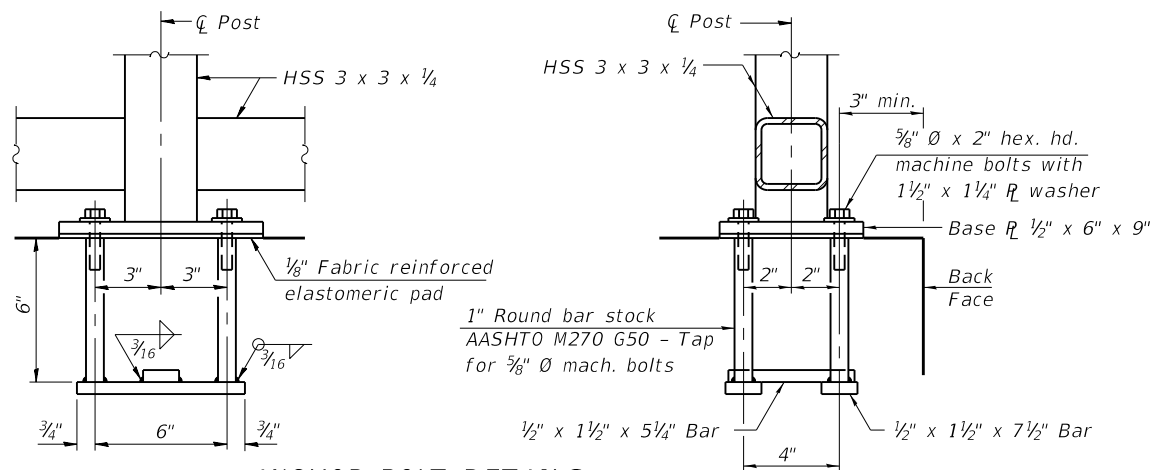
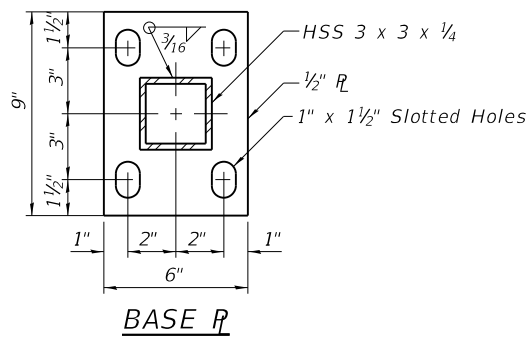
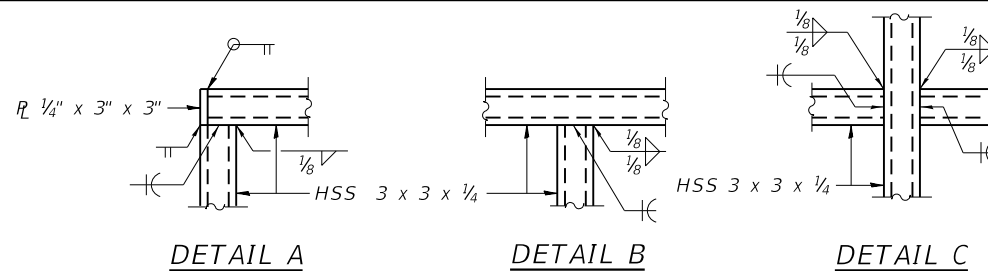
BICYCLE RAILING
STRUCTURE NO. 090-0181

SHEET NO. 21 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	137
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

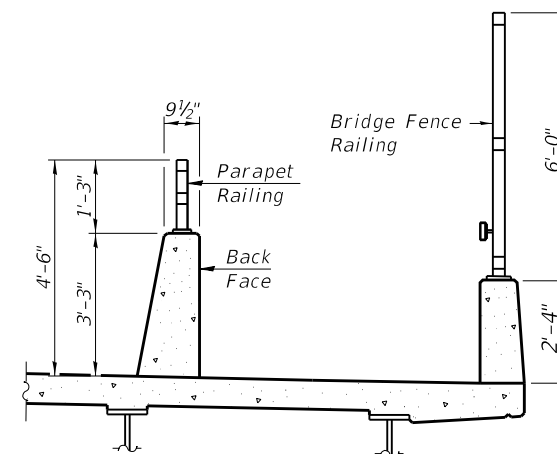


PARAPET RAILING

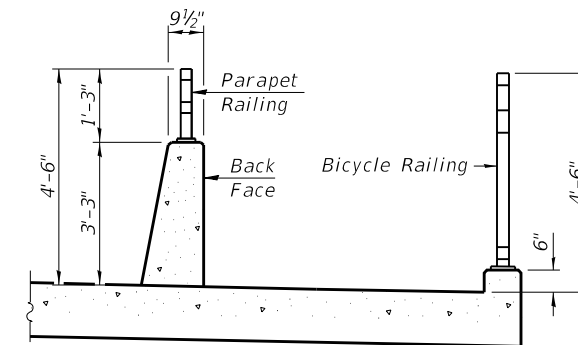


ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



SECTION THRU BRIDGE DECK



SECTION THRU APPROACH SLAB

Note:

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 All structural steel tubing, post and railing, for parapet railing shall be CVN tested according to 1006.34(b) of the Standard Specifications.
 See sheet 20 of 37 for Bridge Fence Railing.
 See sheet 21 of 37 for Bicycle Railing.

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	268

MODEL: Default
FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct Replace Ph)CADD\CADD Sheets\0900181-68894-02-Parapet Railing.dgn
3/18/2020 8:21:18 PM



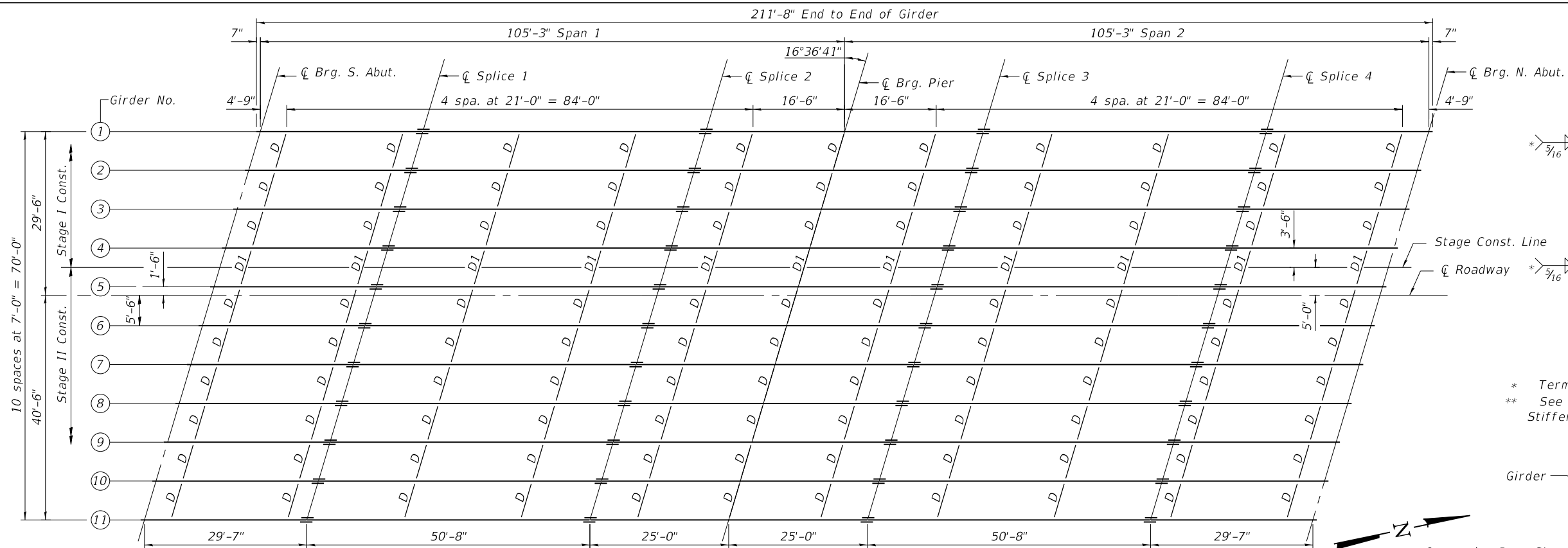
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

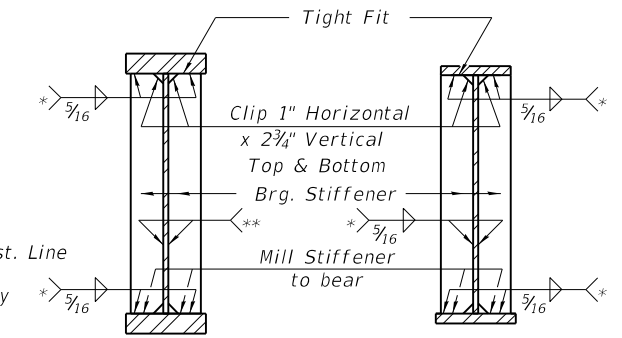
PARAPET RAILING
STRUCTURE NO. 090-0181

SHEET NO. 22 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	138
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

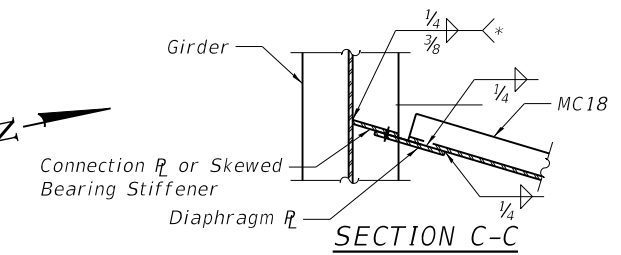


FRAMING PLAN

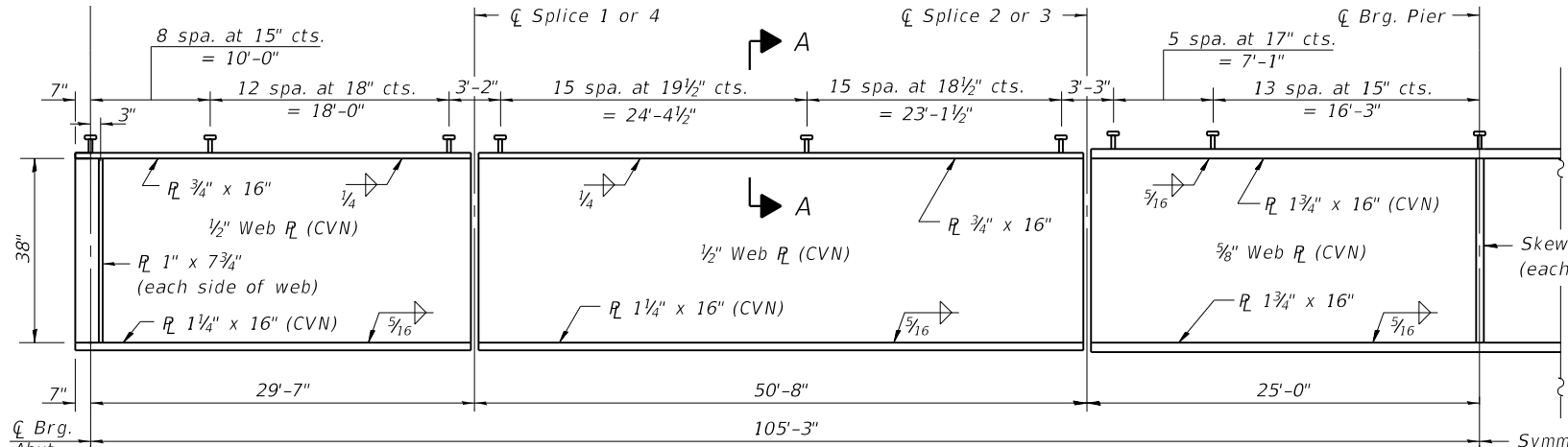


SECTION AT PIER SECTION AT ABUTMENT

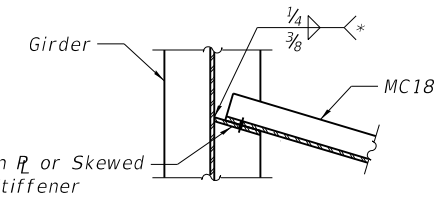
* Terminate 1/4" (±1/8") from the end of plate intersects.
 ** See Diaphragm details for web weld of skewed Bearing Stiffener.



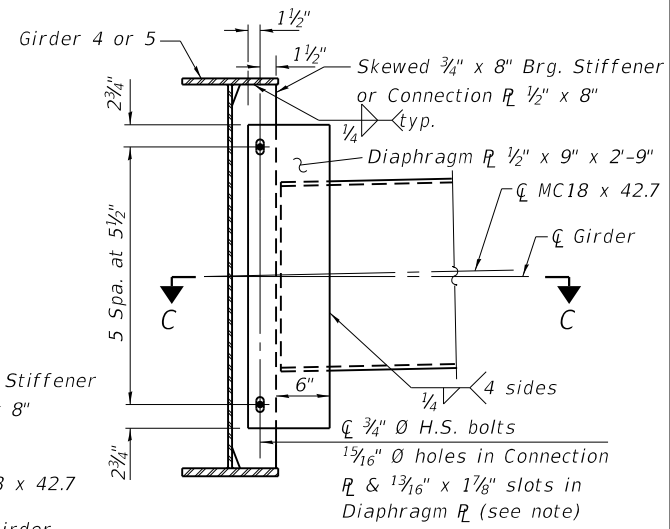
SECTION C-C



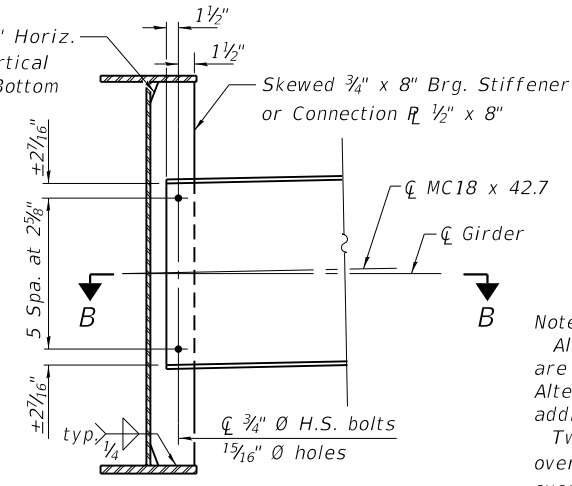
GIRDER ELEVATION



SECTION B-B

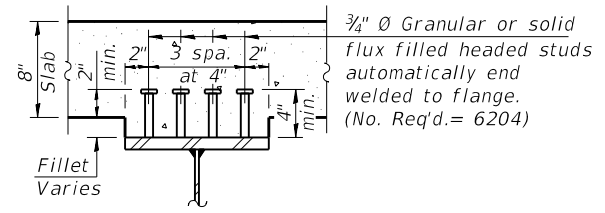


INTERIOR DIAPHRAGM D1 (11 Required)



INTERIOR DIAPHRAGM D (99 Required)

Note:
 Alternate channels of equal depth and larger weight are permitted to facilitate material acquisition. Alternate channels, if utilized, shall be provided at no additional cost to the Department.
 Two hardened washers required for each set of oversized holes. Provide a 3/16" x 3" x 3" R washer over each slotted hole.
 Bolts in slots shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members.



SECTION A-A

Notes:
 All girder plates and bearing stiffeners shall be AASHTO M270, Grade 50.
 "CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
 Girders have bearing stiffeners and connection plates as required by design. Additional stiffeners may be added at the Contractor's expense as necessary to prevent distortion of the girders during galvanizing. The Contractor shall coordinate with the fabricator and the galvanizer to determine if additional stiffeners are necessary, and where these should be placed. Any proposed changes shall be submitted to the Engineer for approval prior to making any changes and documented on the shop drawings.
 Temporary stiffener angles shall be bolted to each side of the splice ends of each girder segment to prevent distortion during galvanizing. Temporary stiffener angles shall bolt or fit tight against top and bottom flanges and include spacer tubes to minimize damage to galvanizing during removal. Cost included with Furnishing and Erecting Structural Steel.
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 See sheet 24 of 37 for Splice Details.

MODEL: Default FILE NAME: SA237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-023-Structural Steel.dgn



USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

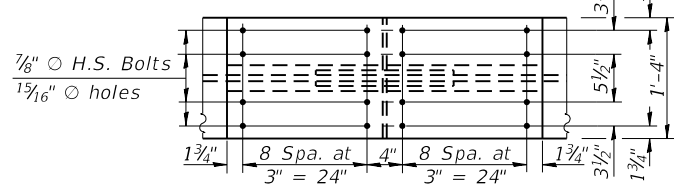
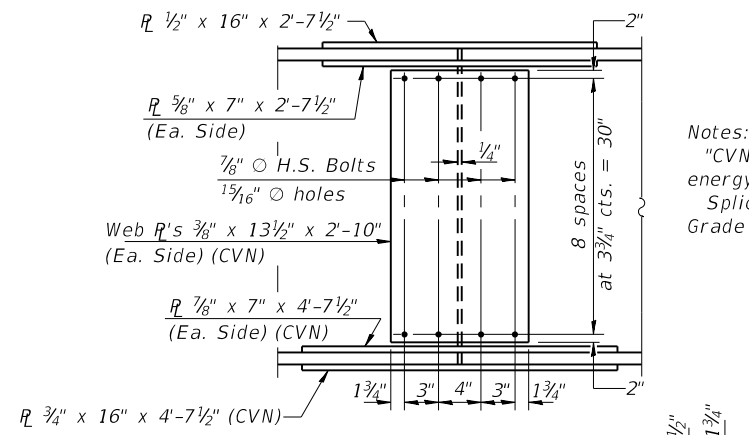
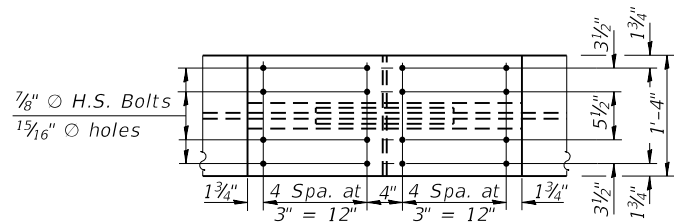
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
 STRUCTURE NO. 090-0181

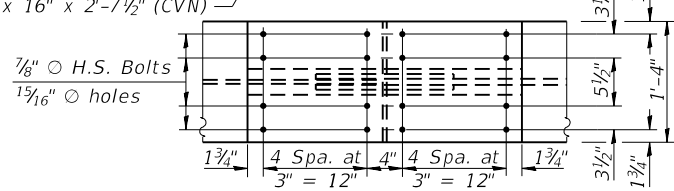
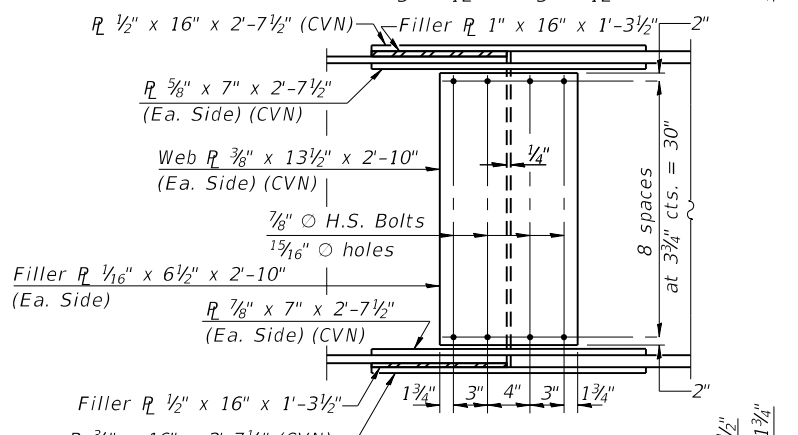
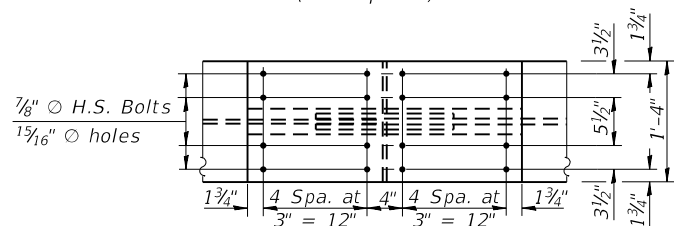
SHEET NO. 23 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	139
CONTRACT NO. 68894				

ILLINOIS FED. AID PROJECT



FIELD SPLICE 1 & 4 DETAIL
(22 Required)

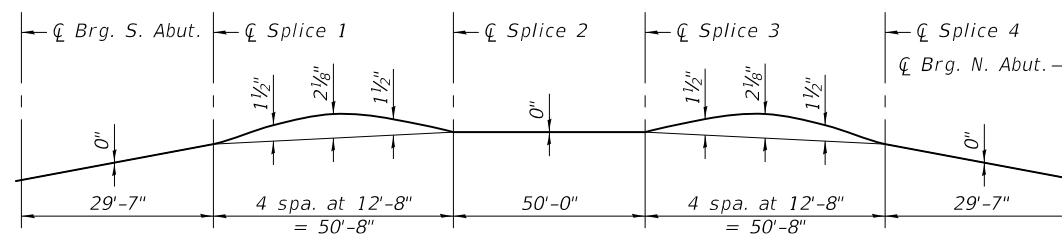


FIELD SPLICE 2 & 3 DETAIL
(22 Required)

Notes:
"CVN" denotes Charpy-V-Notch impact energy requirements, zone 2.
Splice plates shall be AASHTO M270 Grade 50.

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 2	Pier	
I_s	(in ⁴)	13995	24993
$I_c(n)$	(in ⁴)	38248	51711
$I_c(3n)$	(in ⁴)	28045	38772
$I_c(cr)$	(in ⁴)	-	28954
S_s	(in ³)	818	1205
$S_c(n)$	(in ³)	1111	1519
$S_c(3n)$	(in ³)	1030	1402
$S_c(cr)$	(in ³)	-	1272
DC1	(k/')	0.950	1.049
MDC1	(k)	642	1584
DC2	(k/')	0.160	0.160
MDC2	(k)	116	243
DW	(k/')	0.325	0.325
MDW	(k)	235	493
LLDF		0.569	0.569
$M_{\xi+IM}$	(k)	1342	1555
M_u (Strength I)	(k)	3649	5745
$\phi F Mn$	(k)	5348	6326
$f_s DC1$	(ksi)	9.4	15.8
$f_s DC2$	(ksi)	1.4	2.3
$f_s DW$	(ksi)	2.7	4.7
$f_s (\xi+IM)$	(ksi)	14.5	14.7
f_s (Service II)	(ksi)	32.4	41.9
0.95Rh Fyf	(ksi)	47.5	47.5
f_s (Total)(Strength I)	(ksi)	-	-
$\phi F Fn$	(ksi)	-	-
Vf	(k)	31.0	31.1

	Abut.		Pier		
	Interior	Exterior	Interior	Exterior	
LLDF	0.743	0.557	0.743	0.557	
OCF	-	1.060	-	-	
R_{DC1}	(k)	35.2	35.4	134.4	135.1
R_{DC2}	(k)	6.1	6.1	21.5	21.5
R_{DW}	(k)	12.4	12.4	43.6	43.6
R_{ξ}	(k)	73.2	54.8	137.3	102.9
R_{Im}	(k)	16.6	12.4	26.4	19.8
R_{Total}	(k)	143.5	121.1	363.2	322.9



CAMBER DIAGRAM

TOP OF WEB ELEVATIONS
(For Fabrication Only)

Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8	Girder 9	Girder 10	Girder 11
☐ Brg. S. Abut.	732.89	733.00	733.08	733.16	733.28	733.14	733.01	732.87	732.72	732.56	732.42
☐ Splice 1	733.35	733.46	733.55	733.63	733.76	733.64	733.51	733.38	733.23	733.08	732.95
☐ Splice 2	733.45	733.58	733.69	733.78	733.92	733.82	733.70	733.58	733.46	733.32	733.20
☐ Brg. Pier	733.43	733.57	733.68	733.78	733.93	733.83	733.72	733.61	733.49	733.36	733.25
☐ Splice 3	733.40	733.55	733.67	733.78	733.93	733.84	733.74	733.63	733.52	733.40	733.29
☐ Splice 4	733.21	733.37	733.49	733.62	733.79	733.71	733.62	733.53	733.43	733.32	733.23
☐ Brg. N. Abut.	732.70	732.87	733.00	733.14	733.32	733.24	733.16	733.09	732.99	732.89	732.81

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- LLDF: Live Load Distribution Factor
- $M_{\xi+IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 $M_{\xi+IM}$
- $\phi F Mn$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- $f_s DC1$: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1 / S_{nc}
- $f_s DC2$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2 / $S_c(3n)$ or MDC2 / $S_c(cr)$ as applicable.
- $f_s DW$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW / $S_c(3n)$ or MDW / $S_c(cr)$ as applicable.
- $f_s (\xi+IM)$: Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\xi+IM} / S_c(n)$ or $M_{\xi+IM} / S_c(cr)$ as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\xi+IM)$
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 ($f_s DC1 + f_s DC2$) + 1.5 $f_s DW + 1.75 f_s (\xi+IM)$
- $\phi F Fn$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- Vf: Maximum factored shear range in span computed according to Article 6.10.10.
- OCF: Obtuse Correction Factor

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pincrest Struct Replace Ph1)\CADD\CADD Sheets\0900181-68894-024-Steel Details.dgn
3/18/2020 8:21:21 PM



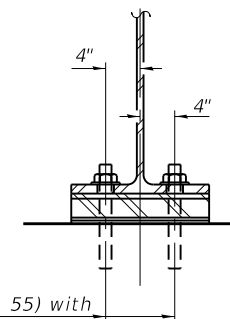
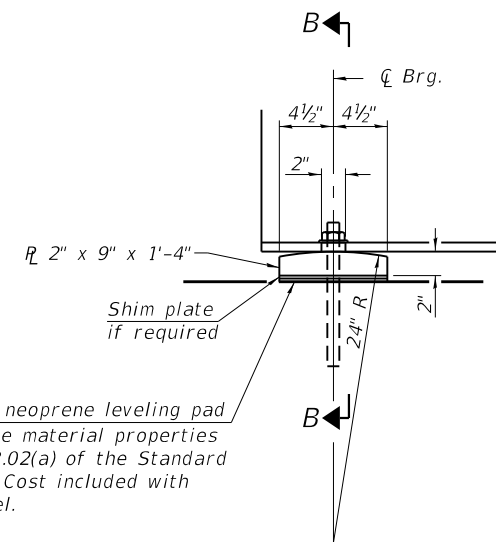
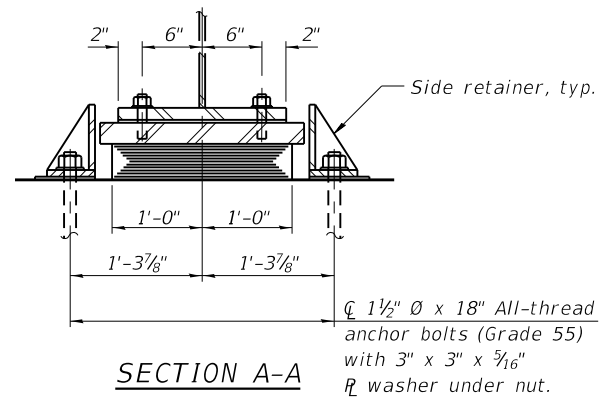
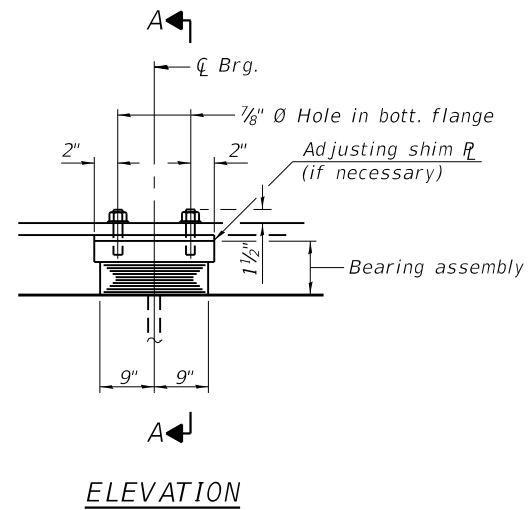
USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 090-0181

SHEET NO. 24 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	140
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



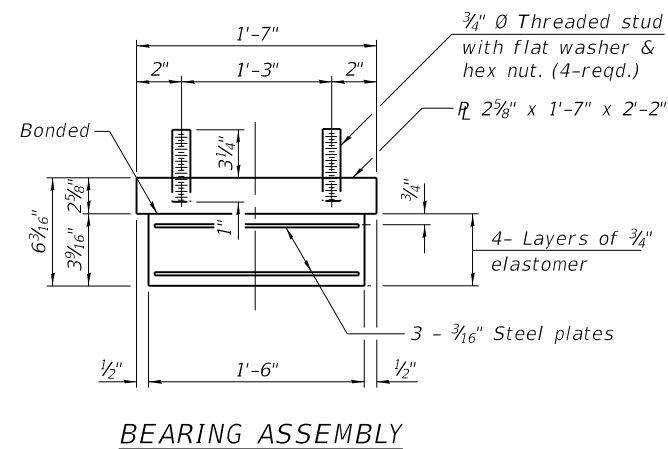
ELEVATION

SECTION A-A

ELEVATION AT ABUTMENT

SECTION B-B

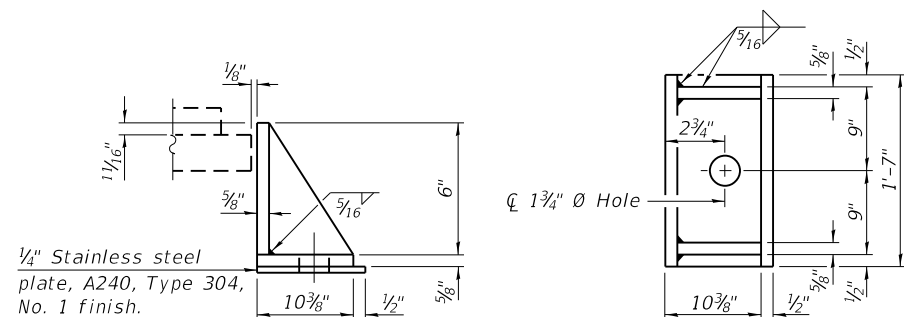
TYPE I ELASTOMERIC EXP. BRG.
(11 required)



BEARING ASSEMBLY

Notes:
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.
 All bearing plates, side retainers, anchor bolts, nuts, and washers shall be galvanized according to AASHTO M111 OR M232 as applicable.
 Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
 Side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
 Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
 Anchor bolts shall be according to Article 521.06 of the Standard Specifications.

Note:
 Shim plates shall not be placed under bearing assembly.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

FIXED BEARING
(22 required)

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	11
Anchor Bolts, 1"	Each	44
Anchor Bolts, 1 1/2"	Each	22

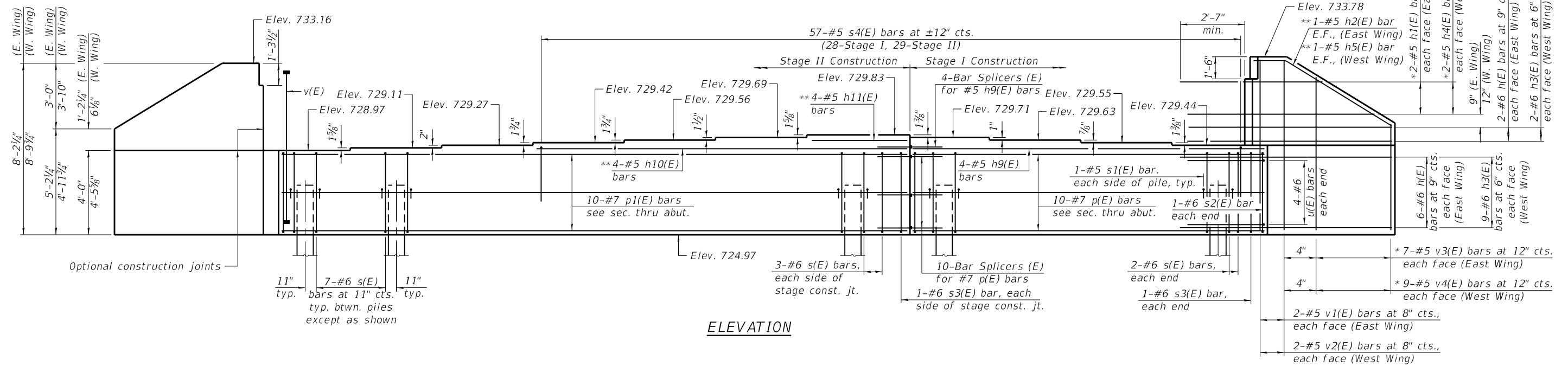
MODEL: Default
 FILE NAME: SA2372016123716001.00 (1177-009 D1 Pinecrest Struct Replace Phi)CADD\CADD Sheets\09001811-68894-025-Bearing Details.dgn
 3/18/2020 8:21:24 PM

USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

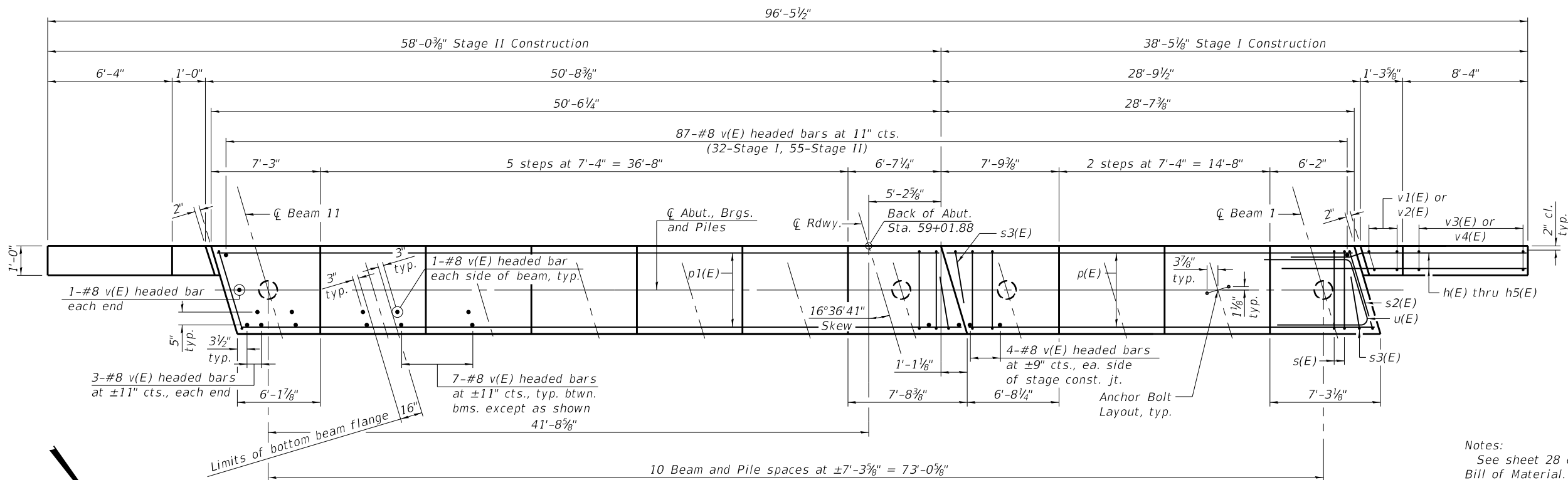
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	141
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

* See field cutting diagram on sheet 28 of 37.

** Cut to fit.



ELEVATION



PLAN

Notes:
 See sheet 28 of 37 for abutment details and Bill of Material.
 Pour steps monolithically with cap.
 For details of piles, see sheet 30 of 37.

PILE DATA

Type: Metal Shell-16 in. dia. x 0.375 in. walls with pile shoes
 Nominal Required Bearing: 376 kips
 Factored Resistance Available: 207 kips
 Est. Length: 48 ft.
 No. Production Piles: 10
 No. Test Piles: 1

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
 STRUCTURE NO. 090-0181

SHEET NO. 26 OF 37 SHEETS

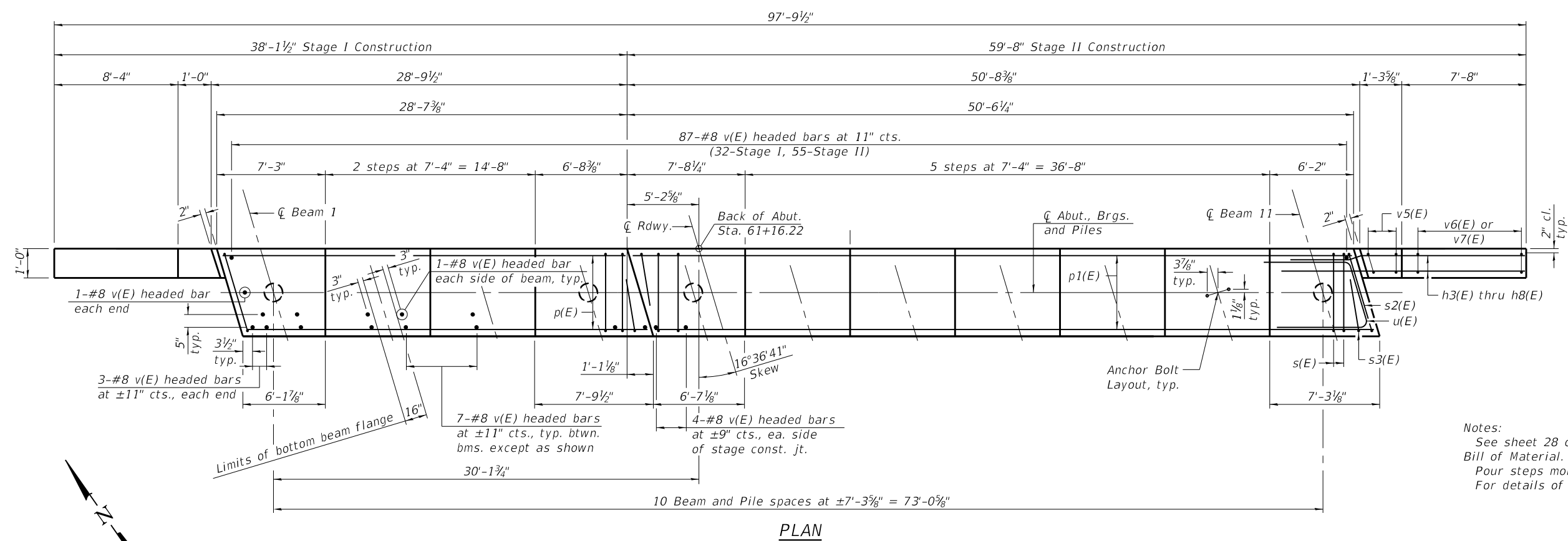
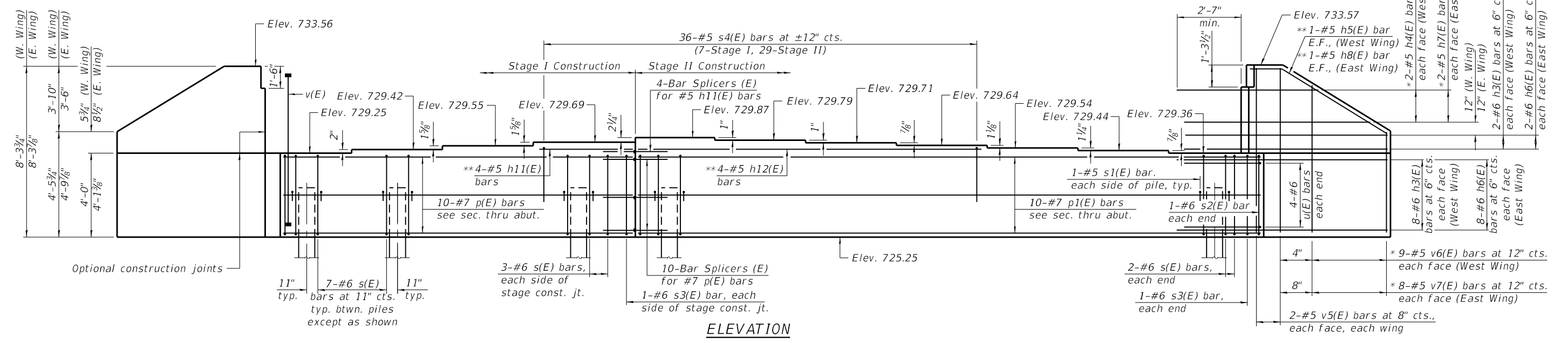
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	142
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (1177-009 D4 Pinecrest Struct Replace PH)\CADD\CADD Sheets\0900181-68894-026-South Abutment.dgn
 3/18/2020 8:21:25 PM

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME =	bmwagehoff	DESIGNED -	MMC	REVISED -	
PLOT SCALE =		CHECKED -	BB	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

* See field cutting diagram on sheet 28 of 37.
 ** Cut to fit.



PILE DATA
 Type: Metal Shell-16 in. dia. x 0.375 in. walls with pile shoes
 Nominal Required Bearing: 376 kips
 Factored Resistance Available: 207 kips
 Est. Length: 49 ft.
 No. Production Piles: 10
 No. Test Piles: 1

Notes:
 See sheet 28 of 37 for abutment details and Bill of Material.
 Pour steps monolithically with cap.
 For details of piles, see sheet 30 of 37.

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (1177-009 D4 Pincrest Struct Replace PH)\CADD\CADD Sheets\09001811-68894-027-North Abutment.dgn
 3/18/2020 8:21:27 PM



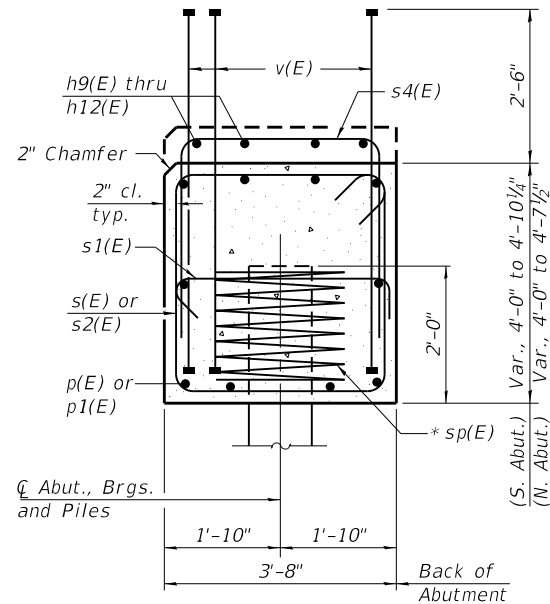
USER NAME	=	bmwagehoft	DESIGNED	-	MMC	REVISED	-
CHECKED	-	BB	CHECKED	-	SMA	REVISED	-
PLOT SCALE	=		DRAWN	-	BAS	REVISED	-
PLOT DATE	=	3/18/2020	CHECKED	-		REVISED	-

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
 STRUCTURE NO. 090-0181

SHEET NO. 27 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	143
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



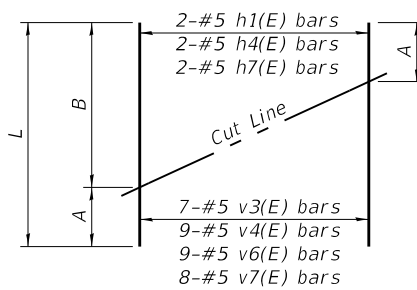
SEC. THRU ABUT.

Dimensions at right angles to abutment.

* 1-#4 sp(E) spiral (2'-0" Ø; 3" pitch; 1½ extra turns top and bottom, around each pile

A, B, & L DIMENSIONS

Bar	A	B	L
h1(E)	7'-3"	9'-4"	16'-7"
h4(E)	7'-11"	10'-1"	18'-0"
h7(E)	7'-2"	9'-4"	16'-6"
v3(E)	4'-11"	7'-9"	12'-8"
v4(E)	4'-8"	8'-4"	13'-0"
v6(E)	4'-2"	7'-10"	12'-0"
v7(E)	4'-6"	7'-9"	12'-3"



FIELD CUTTING DIAGRAM

Order applicable bars full length. Cut as shown and use remainder of bars in opposite face.

BILL OF MATERIAL SOUTH ABUTMENT

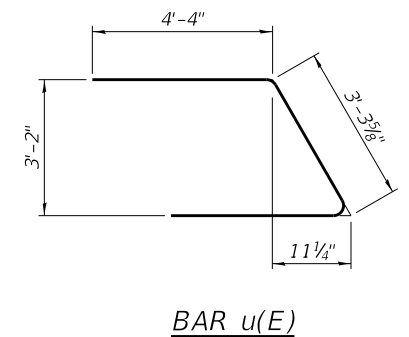
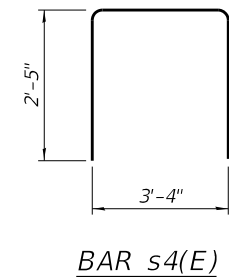
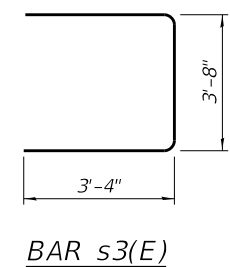
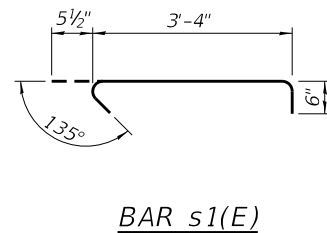
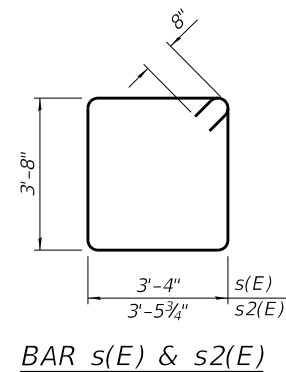
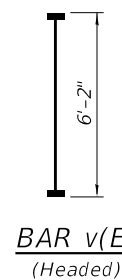
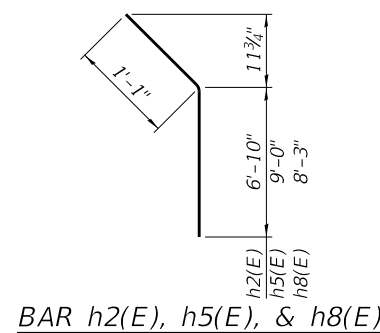
Bar	No.	Size	Length	Shape
h(E)	16	#6	11'-0"	—
h1(E)	2	#5	16'-7"	—
h2(E)	2	#5	7'-11"	—
h3(E)	22	#6	13'-0"	—
h4(E)	2	#5	18'-0"	—
h5(E)	2	#5	10'-1"	—
h9(E)	4	#5	28'-3"	—
h10(E)	4	#5	29'-4"	—
h11(E)	4	#5	7'-4"	—
p(E)	10	#7	28'-3"	—
p1(E)	10	#7	50'-2"	—
s(E)	73	#6	15'-4"	□
s1(E)	22	#5	4'-4"	⌋
s2(E)	2	#6	15'-8"	□
s3(E)	4	#6	10'-4"	⌋
s4(E)	57	#5	8'-2"	⌋
sp(E)	11	#4	1'-9"	⌋
u(E)	8	#6	12'-0"	⌋
v(E)	186	#8	6'-2"	—
v1(E)	4	#5	7'-10"	—
v2(E)	4	#5	8'-5"	—
v3(E)	7	#5	12'-8"	—
v4(E)	9	#5	13'-0"	—
Structure Excavation	Cu. Yd.	152		
Concrete Structures	Cu. Yd.	51.8		
Reinforcement Bars, Epoxy Coated	Pound	9000		
Furnishing Metal Shell Piles, 16"x0.375"	Foot	480		
Driving Piles	Foot	480		
Test Pile, Metal Shells	Each	1		
Pile Shoes	Each	11		

BILL OF MATERIAL NORTH ABUTMENT

Bar	No.	Size	Length	Shape
h3(E)	20	#6	13'-0"	—
h4(E)	2	#5	18'-0"	—
h5(E)	2	#5	10'-1"	—
h6(E)	20	#6	12'-4"	—
h7(E)	2	#5	16'-6"	—
h8(E)	2	#5	9'-4"	—
h11(E)	4	#5	7'-4"	—
h12(E)	4	#5	29'-4"	—
p(E)	10	#7	28'-3"	—
p1(E)	10	#7	50'-2"	—
s(E)	73	#6	15'-4"	□
s1(E)	22	#5	4'-4"	⌋
s2(E)	2	#6	15'-8"	□
s3(E)	4	#6	10'-4"	⌋
s4(E)	36	#5	8'-2"	⌋
sp(E)	11	#4	1'-9"	⌋
u(E)	8	#6	12'-0"	⌋
v(E)	186	#8	6'-2"	—
v5(E)	8	#5	7'-11"	—
v6(E)	9	#5	12'-0"	—
v7(E)	8	#5	12'-3"	—
Structure Excavation	Cu. Yd.	141		
Concrete Structures	Cu. Yd.	50.0		
Reinforcement Bars, Epoxy Coated	Pound	8780		
Furnishing Metal Shell Piles, 16"x0.375"	Foot	490		
Driving Piles	Foot	490		
Test Pile, Metal Shells	Each	1		
Pile Shoes	Each	11		

Notes:
Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.

** Length is height of spiral.



MODEL: Default
FILE NAME: SA2372016123716001.00 (1177-009 D4 Pincrest Struct Replace PH)CADD\CADD Sheets\0900181-68894-028-Abutment Details.dgn
3/18/2020 8:21:28 PM



USER NAME =	bmwagehof	DESIGNED -	MMC	REVISED -	
CHECKED -	BB	REVISIONS -			
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 090-0181

SHEET NO. 28 OF 37 SHEETS

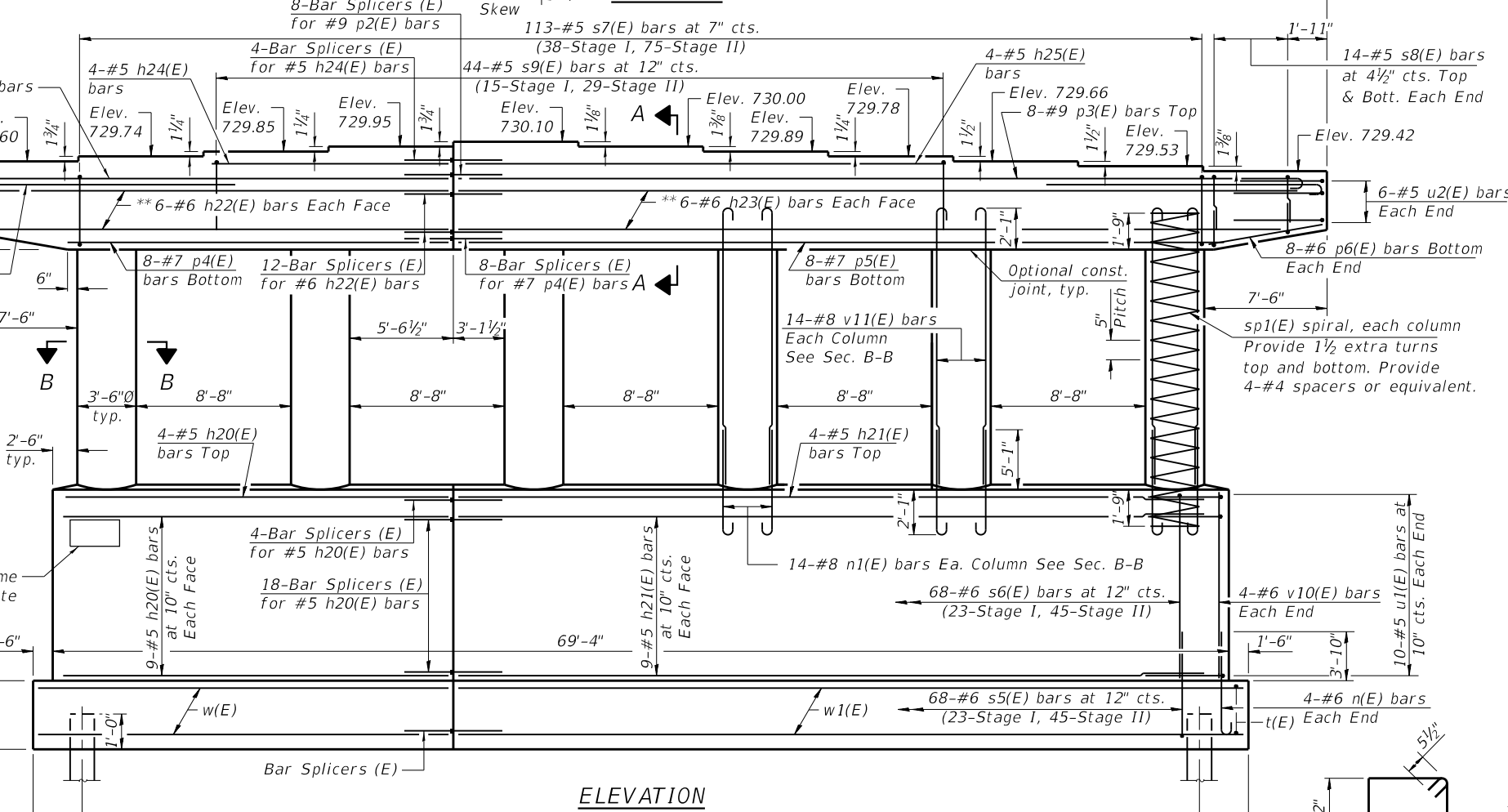
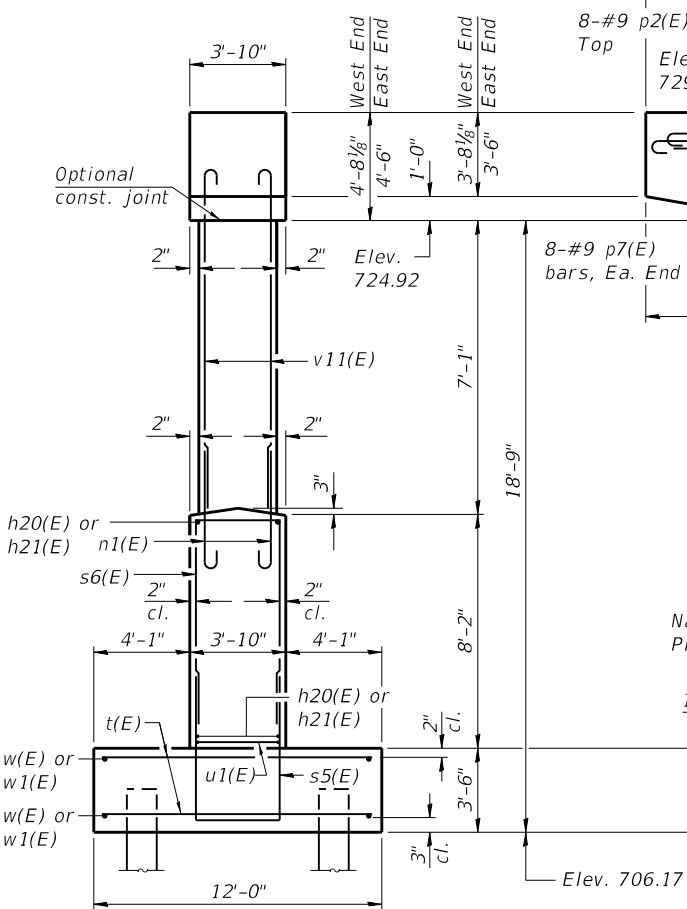
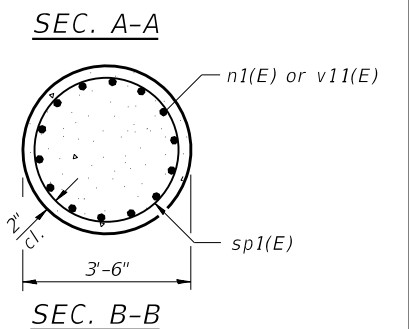
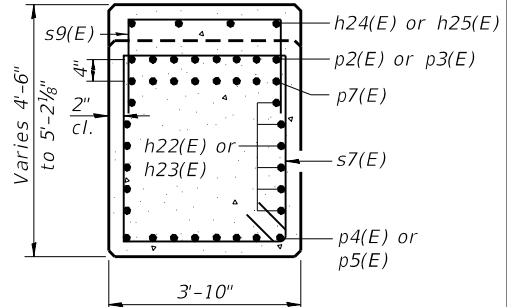
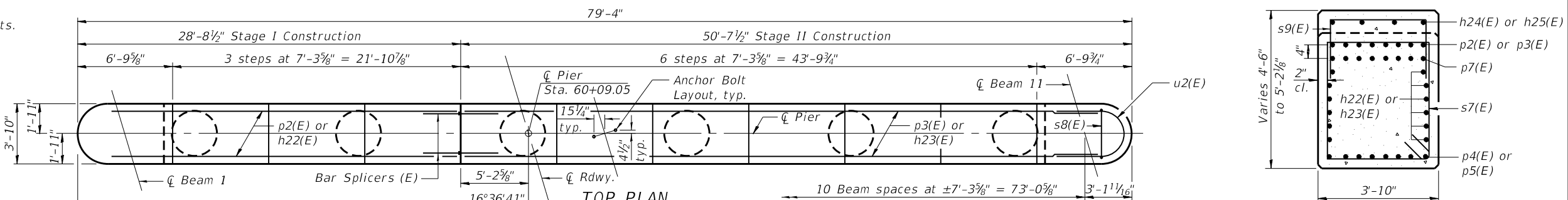
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	144
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 30 of 37.

** Cut or bend bottom row of h22(E) & h23(E) bars to fit in tapered ends.

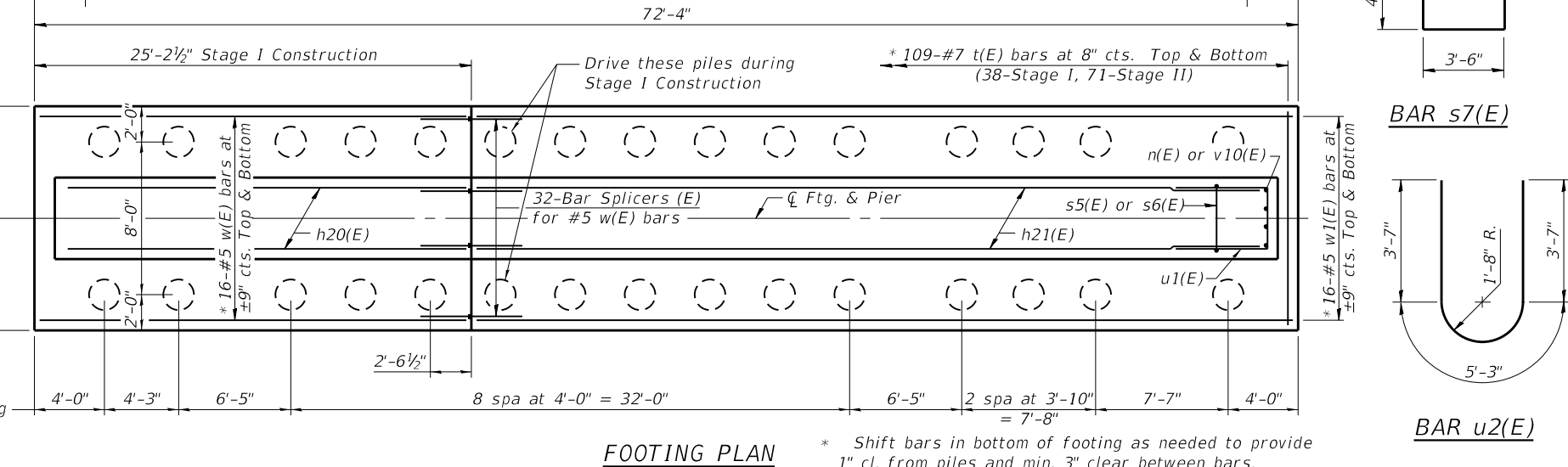
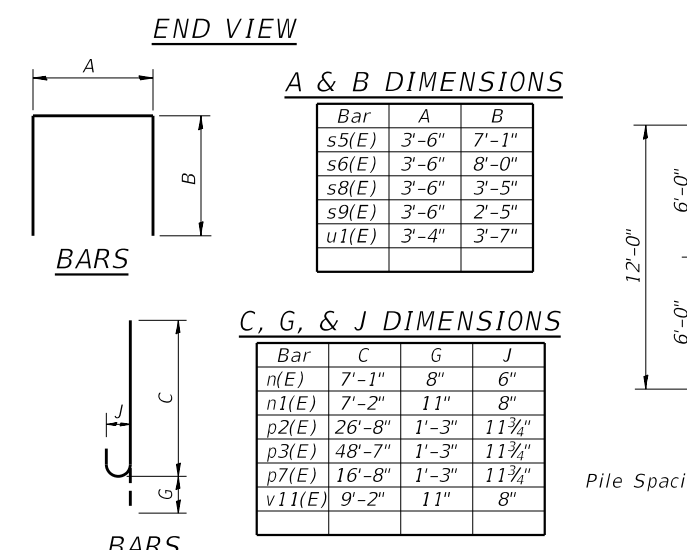
PILE DATA

Type: Metal Shell-16 in. dia. x 0.375 in. walls with pile shoes
 Nominal Required Bearing: 400 kips
 Factored Resistance Available: 220 kips
 Est. Length: 46 ft
 No. Production Piles: 29
 No. Test Piles: 1



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	22	#5	23'-5"	—
h21(E)	22	#5	45'-4"	—
h22(E)	12	#6	26'-8"	—
h23(E)	12	#6	48'-7"	—
h24(E)	4	#5	14'-3"	—
h25(E)	4	#5	28'-10"	—
n(E)	8	#6	7'-9"	U
n1(E)	84	#8	8'-1"	U
p2(E)	8	#9	27'-11"	U
p3(E)	8	#9	49'-10"	U
p4(E)	8	#7	21'-6"	—
p5(E)	8	#7	43'-5"	—
p6(E)	16	#6	7'-1"	—
p7(E)	16	#9	17'-11"	U
s5(E)	68	#6	17'-8"	U
s6(E)	68	#6	19'-6"	U
s7(E)	113	#5	16'-3"	□
s8(E)	56	#5	10'-4"	U
s9(E)	44	#5	8'-4"	U
sp1(E)	6	#5	10'-7"	~
t(E)	218	#7	11'-8"	—
u1(E)	20	#5	10'-6"	U
u2(E)	12	#5	12'-5"	U
v10(E)	8	#6	8'-0"	—
v11(E)	84	#8	10'-1"	U
w(E)	32	#5	24'-10"	—
w1(E)	32	#5	46'-9"	—
Structure Excavation		Cu. Yd.	268	
Concrete Structures		Cu. Yd.	260.7	
Reinforcement Bars, Epoxy Coated		Pound	28100	
Furnishing Metal Shell Piles, 16"x0.375"		Foot	1334	
Driving Piles		Foot	1334	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	30	
Concrete Sealer		Sq. Ft.	2735	



MODEL: Default
 FILE NAME: SA2372016123716001.0 (177-009 D4 Pinecrest Struct. Replace. Pile)CADD Sheets\0900181-68894-025-Pier.dgn
 3/18/2020 8:21:30 PM

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = bmwagehof	DESIGNED - MMC	REVISED -
PLOT SCALE =	CHECKED - BB	REVISED -
PLOT DATE = 3/18/2020	DRAWN - BAS	REVISED -
	CHECKED - SMA	REVISED -

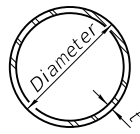
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER
STRUCTURE NO. 090-0181

SHEET NO. 29 OF 37 SHEETS

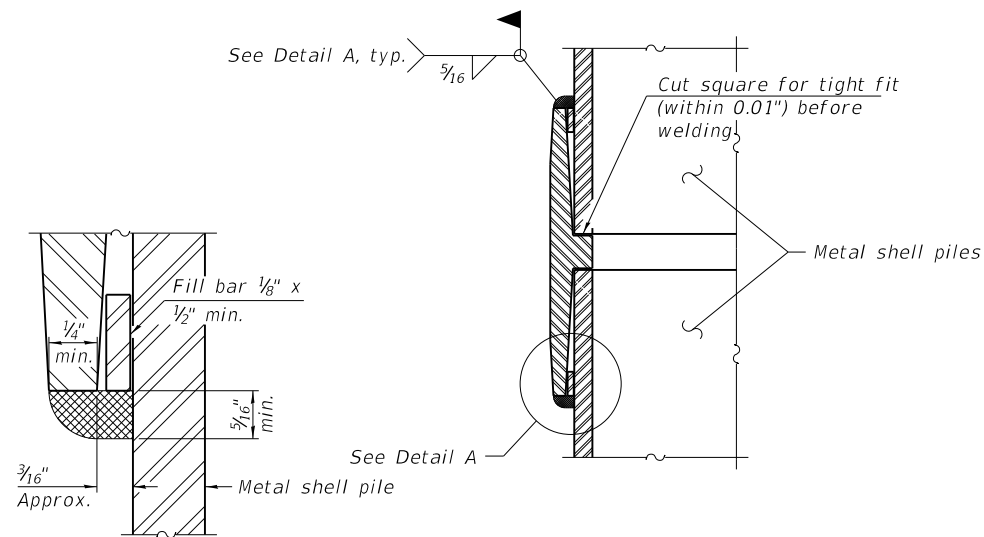
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	145

CONTRACT NO. 68894
 ILLINOIS FED. AID PROJECT

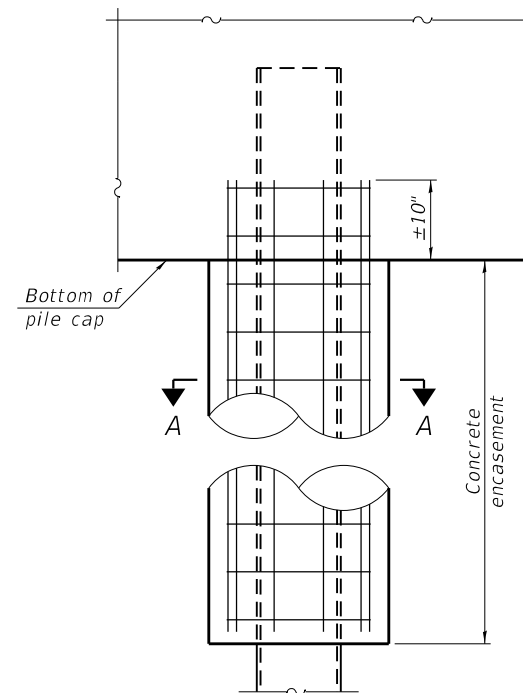


METAL SHELL PILE TABLE

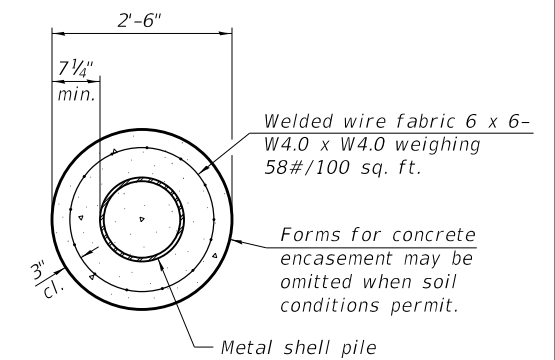
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A

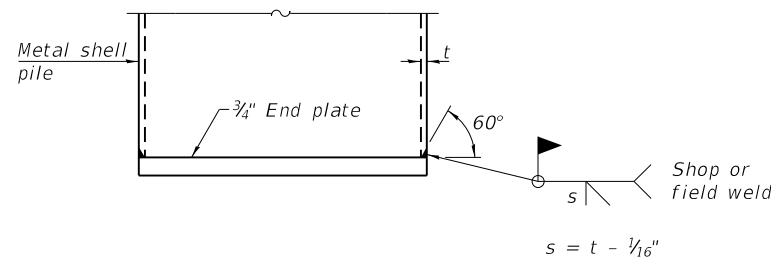


ELEVATION



SECTION A-A

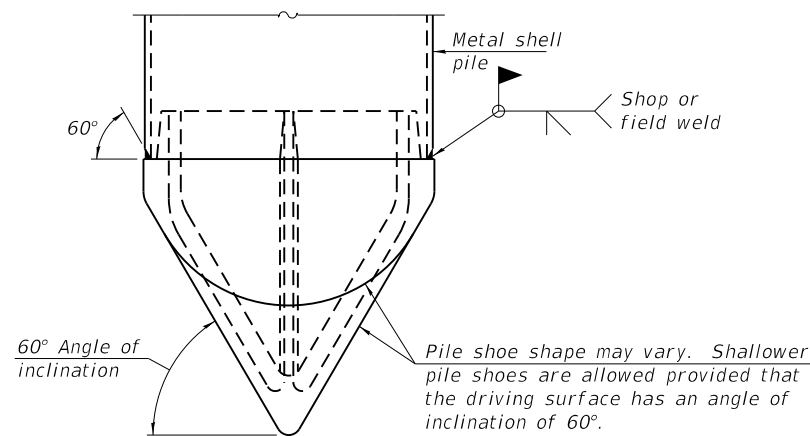
INDIVIDUAL PILE CONCRETE ENCASUREMENT
(When specified)



END PLATE ATTACHMENT

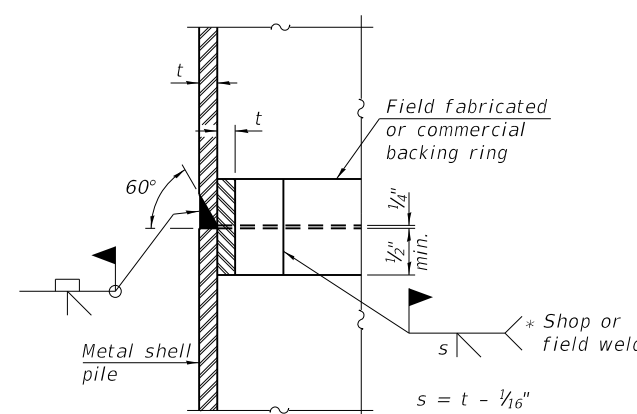
WELDED COMMERCIAL SPLICE

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



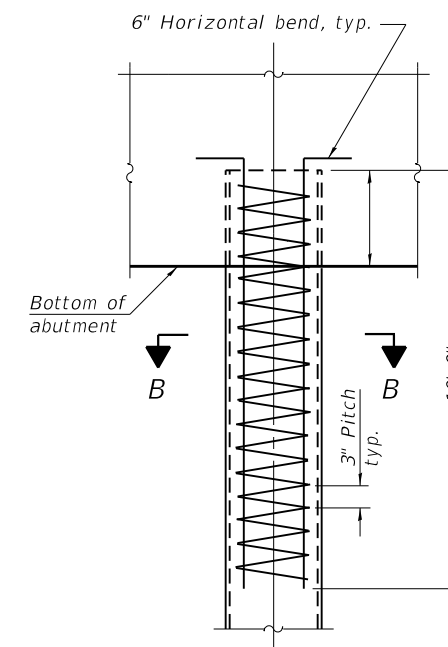
PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

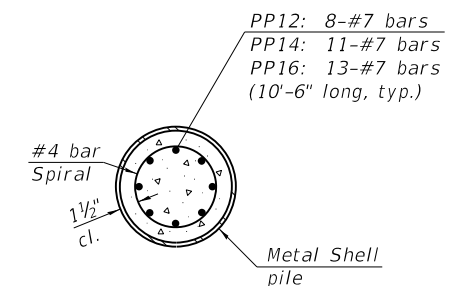


COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION



SECTION B-B

REINFORCEMENT AT ABUTMENTS
(Omit when concrete encasement is specified)

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

F-MS 1-1-2020



USER NAME =	bmwagehof	DESIGNED -	MMC	REVISED -	
		CHECKED -	BB	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

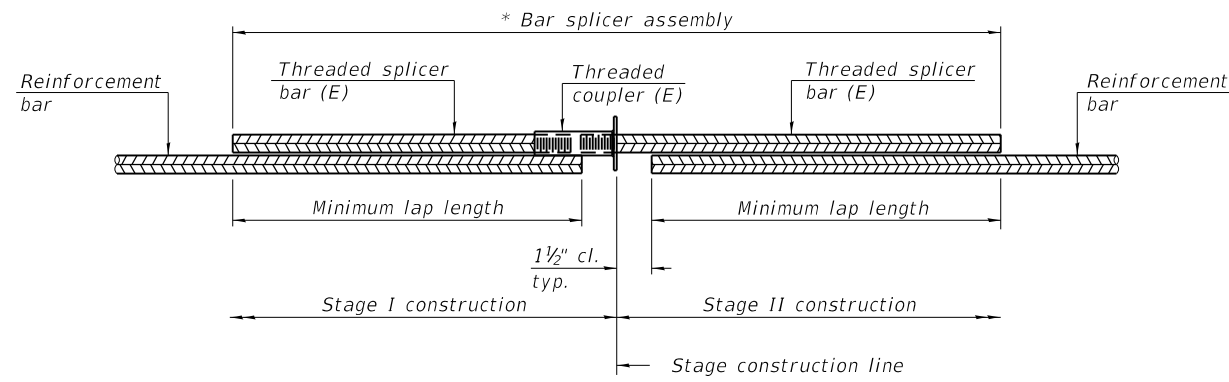
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 090-0181

SHEET NO. 30 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	146
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: S:\237\2016\23716001.00 (1177-009 D4 Pinecrest Struct. Replace. PH)\CADD\CADD Sheets\0900181-68894-030-MS Pile.dgn
3/18/2020 8:21:32 PM

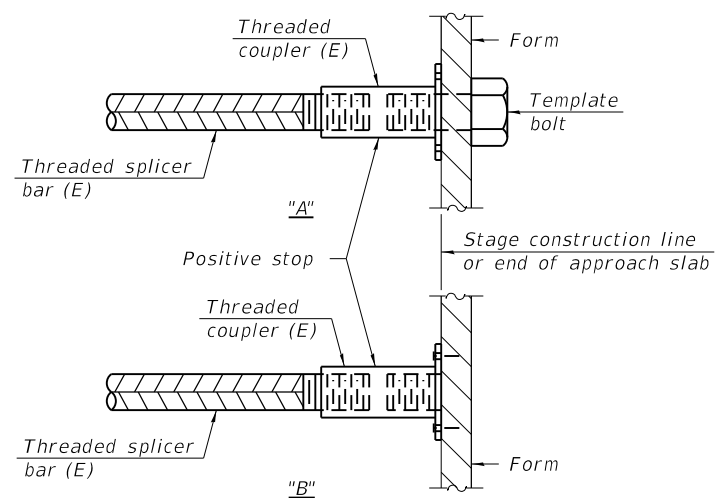


STANDARD BAR SPLICER ASSEMBLY PLAN
 (All components shall be provided from one supplier)

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	679	3'-6"
Diaphragm	#6	18	4'-0"
Approach Slab	#5	88	3'-4"
Approach Slab	#8	116	4'-9"
Approach Footing	#5	80	3'-2"
Abutments	#5	8	3'-7"
Abutments	#7	20	5'-0"
Pier Footing	#5	32	3'-7"
Pier Crash Wall	#5	22	3'-7"
Pier Cap Beam	#9	8	6'-7"
Pier Cap Beam	#7	8	4'-5"
Pier Cap Beam	#6	12	4'-4"
Pier Cap Beam	#5	4	3'-7"

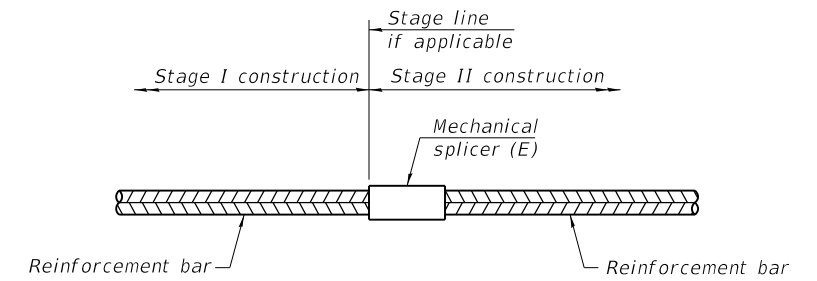


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: Default
 FILE NAME: S:\237\2016\2371600\1.00 (177-009 D4 Pinecrest Struct Replace. Phil)\CADD\CADD Sheets\0900181-68894-031-Bar Splicers.dgn

BSD-1

1-1-2020



USER NAME =	bmwagehof	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

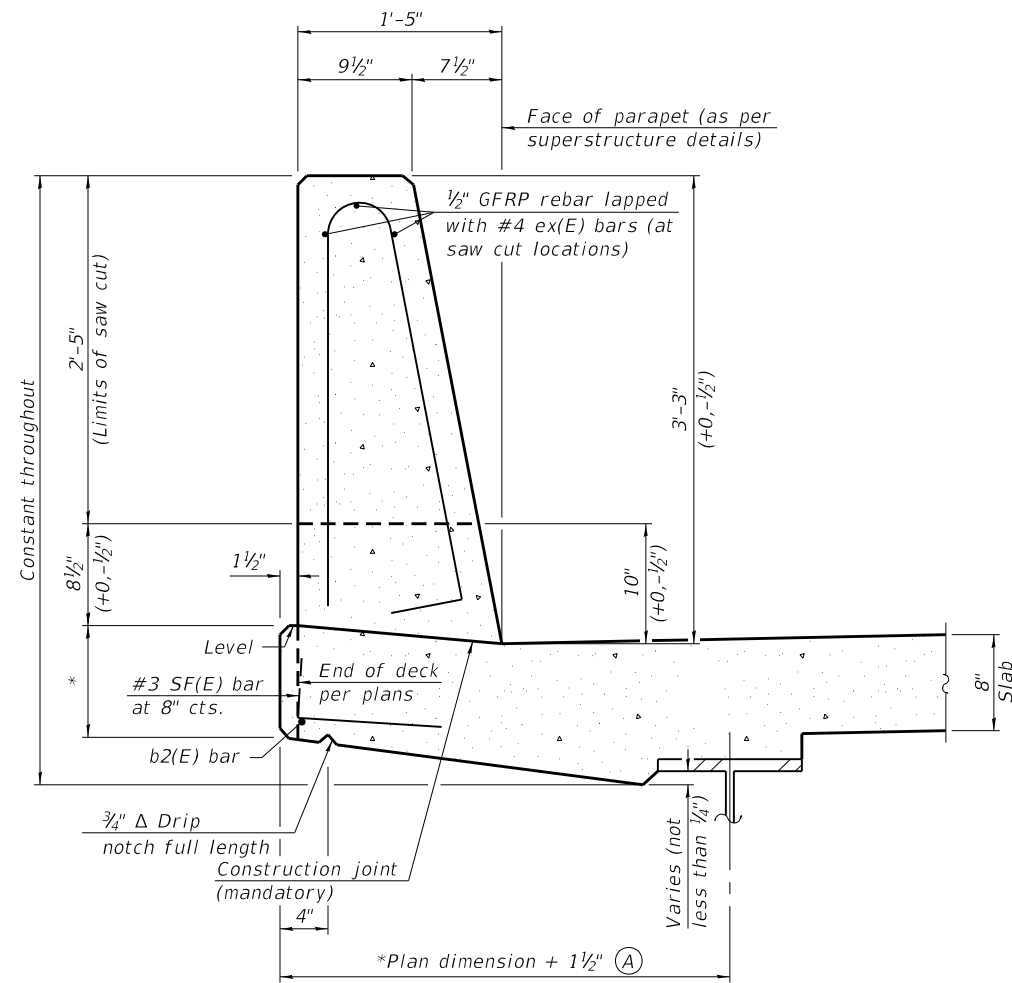
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 090-0181

SHEET NO. 31 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	147
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

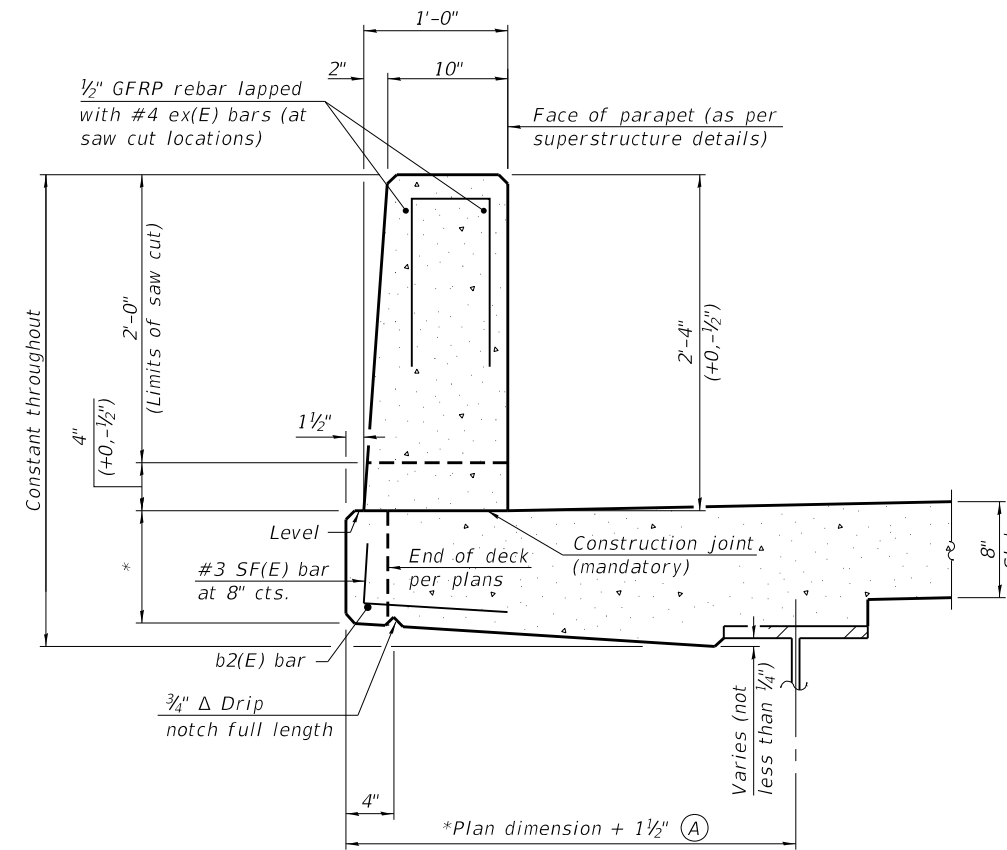
GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00367 cu. yds./ft. for West Parapet and 0.00855 cu. yds./ft. for Multi-Use Path Parapet.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.



**39" CONSTANT-SLOPE
PARAPET SECTION**

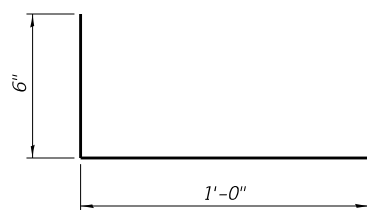
(Showing dimensions, d(E), and 1/2" Ø GFRP rebar)
(West Parapet shown, East Parapet similar)



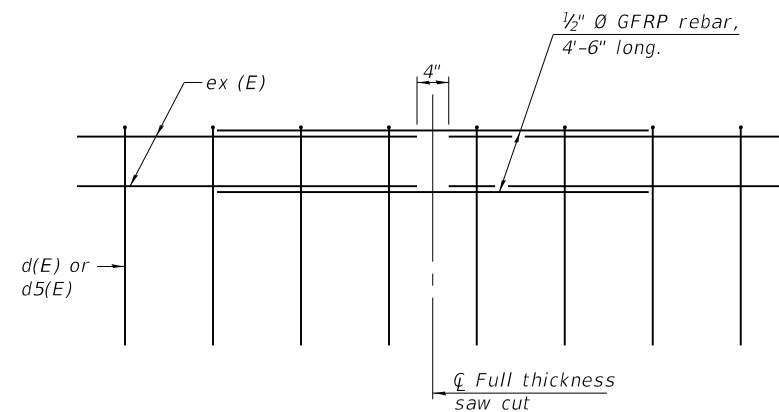
**28" MULTI-USE PATH
PARAPET SECTION**

(Showing dimensions, d5(E), and 1/2" Ø GFRP rebar)

*See Superstructure Details.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

MODEL: Default
FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct Replace PH)CADD\CADD Sheets\0900181-68894-032-Slip Forming.dgn
3/18/2020 8:21:34 PM



USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
PLOT SCALE =		CHECKED -	LVM	REVISED -	
PLOT DATE =	3/18/2020	DRAWN -	BAS	REVISED -	
		CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 090-0181

SHEET NO. 32 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	148
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

ROUTE FAI 74 (I-74) DESCRIPTION South Abutment for Pinecrest Drive over I-74 LOGGED BY TC
SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude
COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter Upon Completion After	D E P T H	B L O W S	U C S Qu	M O I S T
090-0091 383+40.81										704.2				
BORING NO. SB-1 Station 363+43.88 Offset 122.2 ft RT Ground Surface Elev. 729.19														
TOPSOIL														
		2				4								
SILTY CLAY: Brown, medium		2.0		25		5	0.5	18						
		4	B			6	B							
becomes stiff		3				3								
		4	0.9	18		4	1.7	18						
		5	S			5	B							
		3				3								
		4	2.6	26		3	0.7	18						
		5	B			6	B							
becomes gray, medium		3				5								
		4	3.1	26		6	1.8	15						
		4	B			7	B							
		3				5								
		3	1.4	26		8	2.6	15						
		3	B			12	B							
becomes stiff		3				5								
		4	1.7	26		7	3.0	16						
		5	B			11	B							
		5	2.3	27										
		6	S											
SILTY CLAY: Gray, medium LL 29 PL 19 PI 10		2				5								
		3	0.5	24		7	3.0	16						
		4	B			11	B							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAI 74 (I-74) DESCRIPTION South Abutment for Pinecrest Drive over I-74 LOGGED BY TC
SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude
COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter Upon Completion After	D E P T H	B L O W S	U C S Qu	M O I S T
090-0091 383+40.81										704.2				
BORING NO. SB-1 Station 363+43.88 Offset 122.2 ft RT Ground Surface Elev. 729.19														
CLAY: Gray, trace gravel, very stiff (continued)														
		5				5								
		6	1.9	17		6	1.9	17						
		10	B			10	B							
		7				7								
		8	3.1	13		8	3.1	13						
		13	B			13	B							
<low recovery> contains gravel		7				11								
		12				16	3.6	13						
		13				19	B							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAI 74 (I-74) DESCRIPTION South Abutment for Pinecrest Drive over I-74 LOGGED BY TC
SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude
COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. Station	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. Stream Bed Elev.	D E P T H	B L O W S	U C S Qu	M O I S T	Groundwater Elev.: First Encounter Upon Completion After	D E P T H	B L O W S	U C S Qu	M O I S T
090-0091 383+40.81										704.2				
BORING NO. SB-1 Station 363+43.88 Offset 122.2 ft RT Ground Surface Elev. 729.19														
CLAY: Gray, trace gravel, very stiff (continued)														
		12				12								
		16		18		16								
		22				22								
		12				12								
		20	0.8	24		20	0.8	24						
		24	B			24	B							
contains gravel		12				12								
		16				16								
		22				22								

End of Boring
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

MODEL: Default
FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct Replace Phil)CADD\CADD Sheets\0900181-68894-033-Soil Borings.dgn
3/18/2020 8:21:36 PM



USER NAME =	bmwagehoft	DESIGNED -	BAS	REVISED -	
		CHECKED -	LVM	REVISED -	
PLOT SCALE =		DRAWN -	BAS	REVISED -	
PLOT DATE =	3/18/2020	CHECKED -	SMA	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
STRUCTURE NO. 090-0181

SHEET NO. 33 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	149
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

(Sheet 1 of 5)



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering

SOIL BORING LOG

Page 1 of 2

Date 1/24/18

ROUTE FAI 74 (I-74) DESCRIPTION Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 090-0091
Station 383+40.81
BORING NO. SB-2
Station 364+55.81
Offset 80.0 ft RT
Ground Surface Elev. 711.52 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft
Groundwater Elev.:
First Encounter 702.5 ft
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode	DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode
0-4	SILTY CLAY: Brown, stiff			0-5	CLAY: Gray, stiff (continued)		
4-5		0.7	B	5-8		2.5	B
5-2	becomes brown to red, medium	0.3	B	2-3	becomes dark gray	2.6	B
2-3				3-3	trace gravel	4.3	P
3-3	becomes brown to gray	1.1	B	6-6	CLAYEY SILT: Gray, very stiff	2.2	B
3-2				6-7		2.6	B
2-5	becomes stiff	0.5	B	7-10	SAND: Gray, medium to coarse grained, medium dense	3.2	B
5-7				10-11		4.0	B
5-6	becomes brown, trace gravel	3.9	B	11-15			
6-9				15-16			
7-7	SILTY CLAY: Brown to gray, very stiff	2.9	B	16-18			
10-11	LL 24 PL 13 PI 11			18-20			
5-8	CLAY: Gray, stiff	3.1	B				
8-5							
5-6							
6-8		4.0	B				
8-20							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
Kaskaskia Engineering

SOIL BORING LOG

Page 2 of 2

Date 1/24/18

ROUTE FAI 74 (I-74) DESCRIPTION Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

STRUCT. NO. 090-0091
Station 383+40.81
BORING NO. SB-2
Station 364+55.81
Offset 80.0 ft RT
Ground Surface Elev. 711.52 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft
Groundwater Elev.:
First Encounter 702.5 ft
Upon Completion _____ ft
After _____ Hrs. _____ ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode	DEPTH (ft)	SOIL DESCRIPTION	UCS (tsf)	Failure Mode
0-10	CLAY: Gray, trace gravel (continued)			0-7	CLAY: Gray, trace gravel (continued)		
10-12	with gravel <low recovery>	2.3	P	7-8		2.6	B
12-15				8-11		2.6	B
15-5				11-16			
5-5	trace gravel			16-6			
5-8				6-8			
8-11				8-10			
11-15				10-14			
15-16				14-8	wood fragments		
16-11				8-10	trace organics	0.9	B
11-15				10-14			
15-16				14-20			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

MODEL: Default
FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct Replace Phil)CADD\CADD Sheets\0900181-68894-034-Soil Borings.dgn

MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = bmwagehoft	DESIGNED - BAS	REVISED -
	PLOT SCALE =	CHECKED - LVM	REVISED -
	PLOT DATE = 3/18/2020	DRAWN - BAS	REVISED -
		CHECKED - SMA	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
STRUCTURE NO. 090-0181

SHEET NO. 34 OF 37 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	150
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 1/25/18

ROUTE FAI 74 (I-74) DESCRIPTION Center Pier for Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil properties (D, L, U, M, O, I, S, T).

Main soil log table with columns for depth (ft), soil description, and blow count data (D, L, U, M, O, I, S, T).

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/25/18

ROUTE FAI 74 (I-74) DESCRIPTION Center Pier for Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil properties (D, L, U, M, O, I, S, T).

Main soil log table with columns for depth (ft), soil description, and blow count data (D, L, U, M, O, I, S, T).

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/25/18

ROUTE FAI 74 (I-74) DESCRIPTION Center Pier for Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil properties (D, L, U, M, O, I, S, T).

Main soil log table with columns for depth (ft), soil description, and blow count data (D, L, U, M, O, I, S, T).

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

MODEL: Default FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct Replace Phil)CADD\CADD Sheets\0900181-68894-035-Soil Borings.dgn

Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, and REVISIONS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORINGS STRUCTURE NO. 090-0181

SHEET NO. 35 OF 37 SHEETS

Table with columns for F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.



SOIL BORING LOG

Date 1/23/18

ROUTE FAI 74 (I-74) DESCRIPTION North Abutment for Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for Soil Description, Depth (ft), and Blows (B, U, M, O, I, S, T). Includes data for SILTY CLAY, CLAY, and SHELBY TUBE RECOVERY.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/23/18

ROUTE FAI 74 (I-74) DESCRIPTION North Abutment for Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for Soil Description, Depth (ft), and Blows (B, U, M, O, I, S, T). Includes data for CLAY, SAND, and CLAY.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 1/23/18

ROUTE FAI 74 (I-74) DESCRIPTION North Abutment for Pinecrest Drive over I-74 LOGGED BY TC

SECTION (90-14HB-1)BR-1 LOCATION SEC. 3, TWP. 25N, RNG. 4W, Latitude, Longitude

COUNTY Tazewell DRILLING METHOD MUD ROTARY HAMMER TYPE AUTO

Table with columns for Soil Description, Depth (ft), and Blows (B, U, M, O, I, S, T). Includes data for CLAY.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

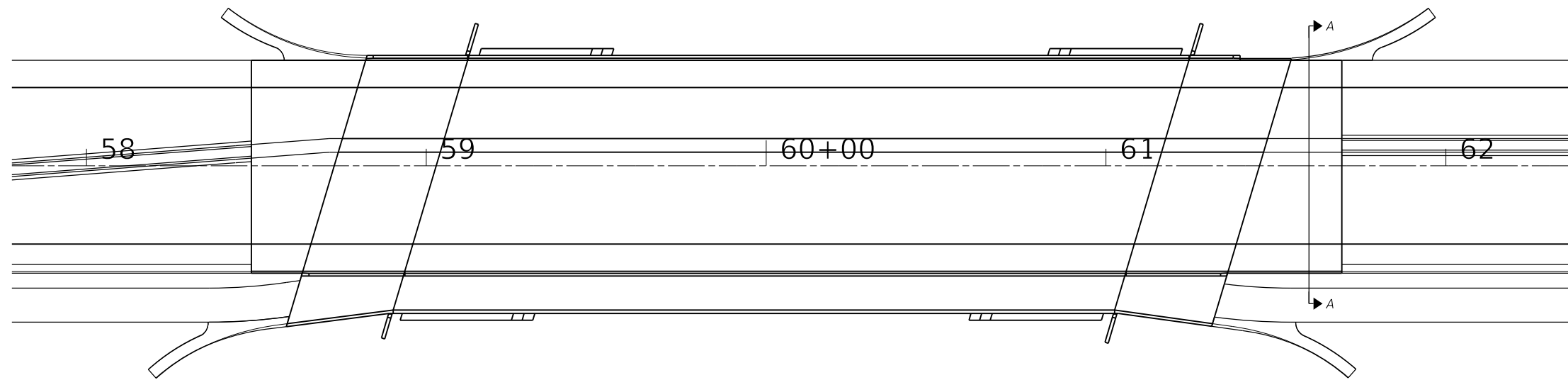
MODEL: Default FILE NAME: SA2372016123716001.00 (177-009 D4 Pinecrest Struct. Replace. Phil)CADD\CADD Sheets\0900181-68894-037-Soil Borings.dgn

Table with columns for USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISIONS.

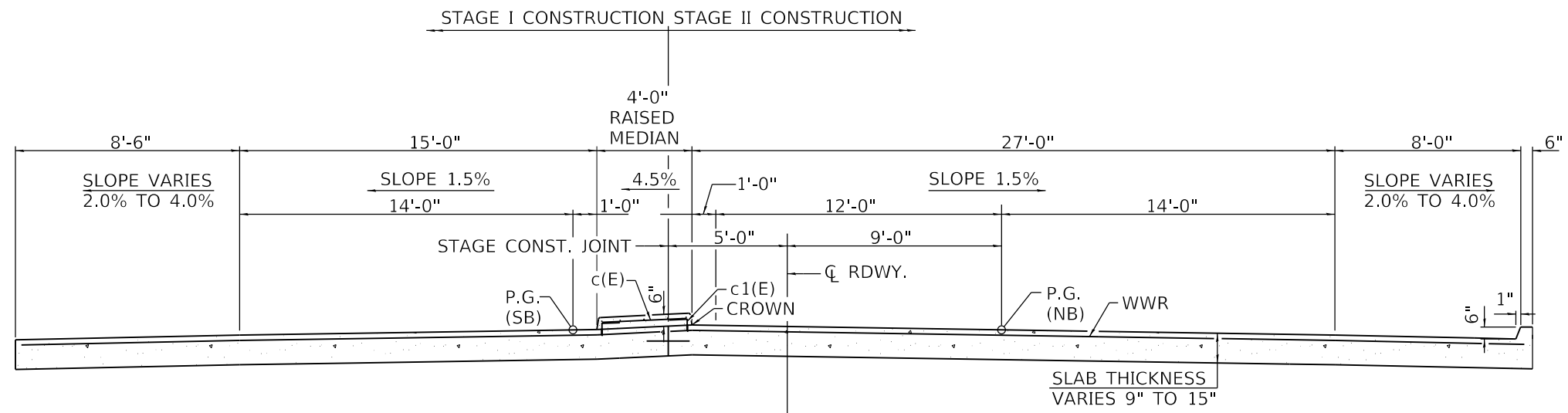
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORINGS STRUCTURE NO. 090-0181 SHEET NO. 37 OF 37 SHEETS

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



PLAN



SECTION A-A
NOT TO SCALE

SEE STANDARD 420401-13 (PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB) FOR MORE DETAILS

MODEL: D:\p1\177-2009_04_Pinecrest_Struct_Replace_Plan\CADD\CADD Sheets\14-48894-14-Bridge Approach_Connectors_Detail.dgn
FILE NAME: 3/18/2020 10:23:16 AM 177-2009_04_Pinecrest_Struct_Replace_Plan\CADD\CADD Sheets\14-48894-14-Bridge Approach_Connectors_Detail.dgn



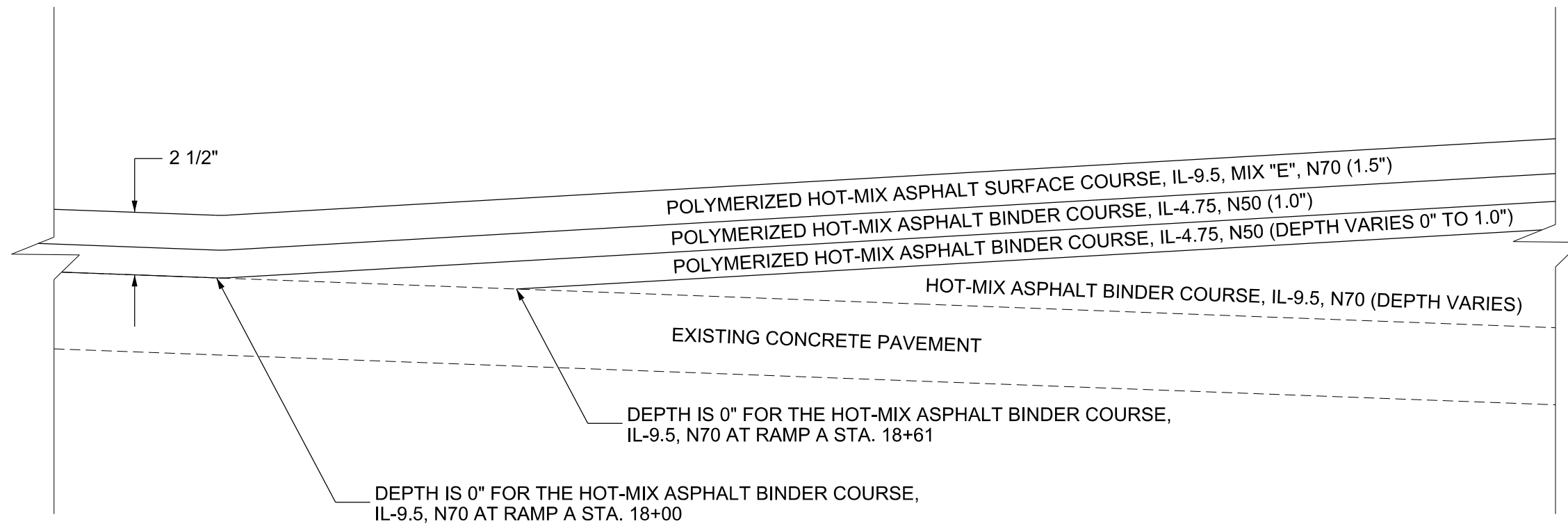
USER NAME = bmwagehoft	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/18/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
BRIDGE APPROACH CONNECT DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	154
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



ELEVATION VIEW OF PROPOSED RAMP PAVEMENT

NOTE:
THIS DETAIL APPLIES TO THE PROPOSED
BINDER BUILD-UP ON RAMP A.

NOT TO SCALE

MODEL: D:\dgn\177-2009_04_Pinecrest_Struct_Replace_PAV\CADD\CADD_Sheets\0468894-1-1-Details\Ramp_Binder_Build_Up.dgn
FILE NAME: 3/18/2020 16:23:16 6001.00 (177-2009_04_Pinecrest_Struct_Replace_PAV\CADD\CADD_Sheets\0468894-1-1-Details\Ramp_Binder_Build_Up.dgn)

MAURER-STUTZ
ENGINEERS SURVEYORS

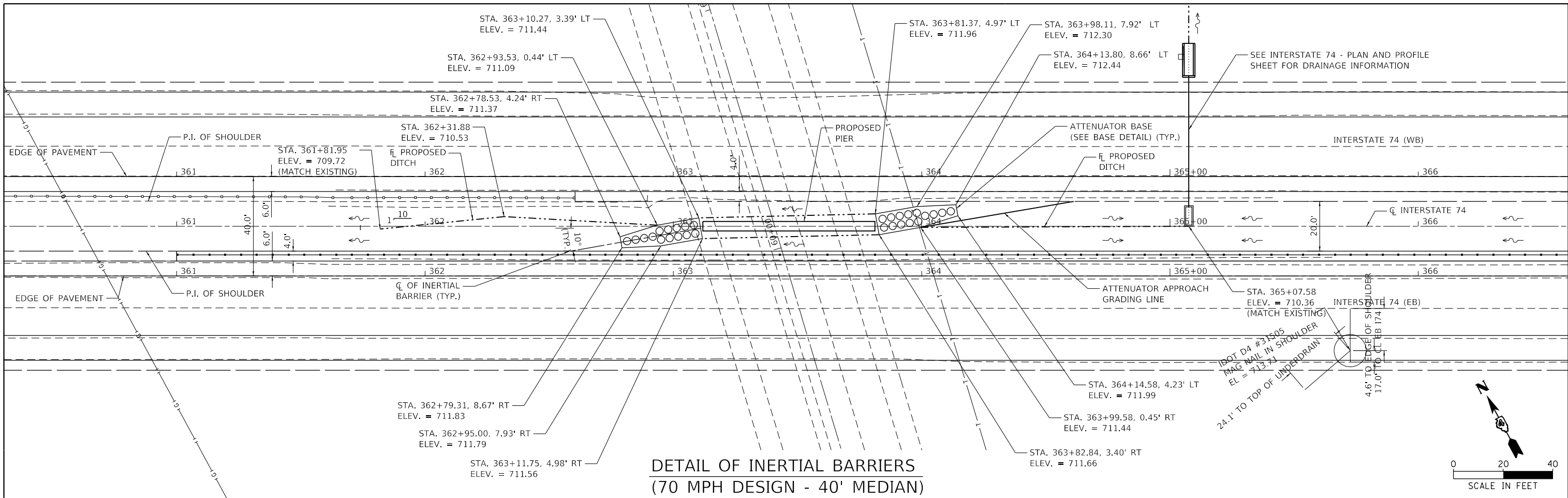
USER NAME = bmwagehoft	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 9.6000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/18/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

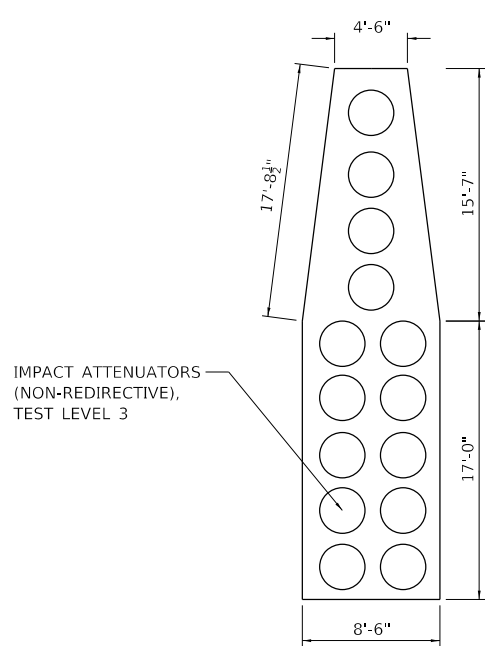
PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
RAMP BINDER BUILD UP DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	155
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68894	

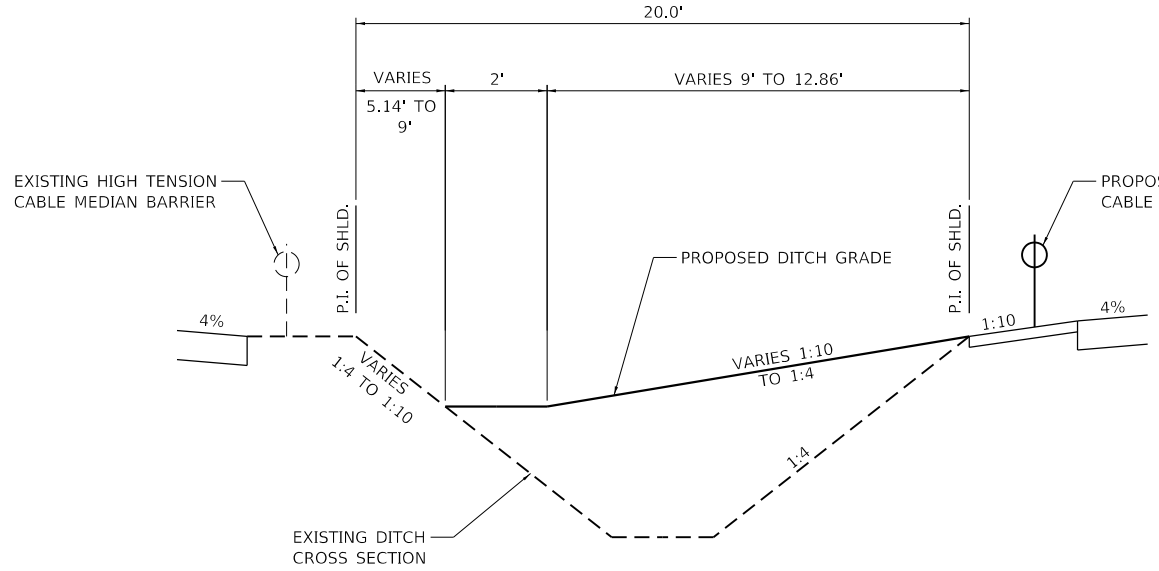


**DETAIL OF INERTIAL BARRIERS
(70 MPH DESIGN - 40' MEDIAN)**

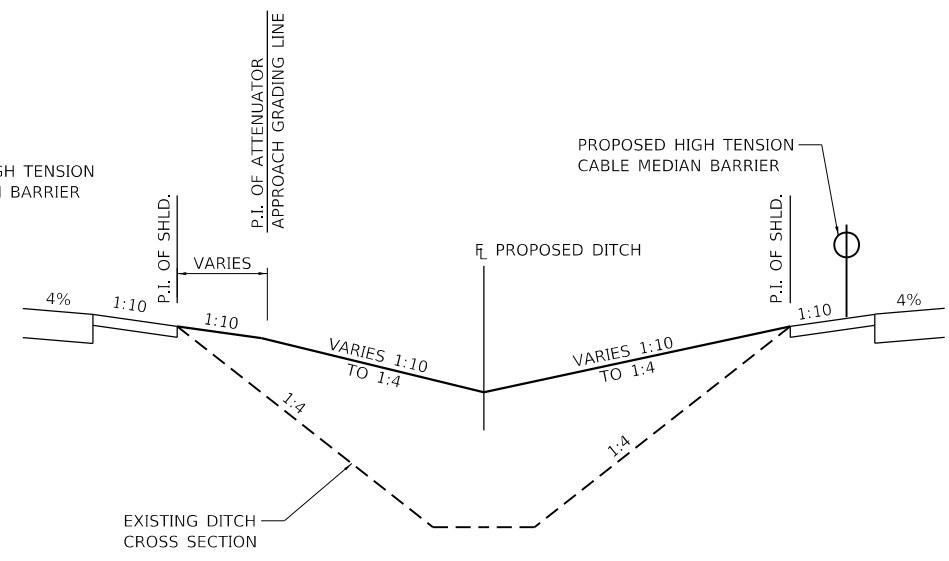


ATTENUATOR BASE DETAIL

NOTE: SEE D4 CADD STANDARD 650002-D4 (MEDIAN SAND MODULE IMPACT ATTENUATOR 40' MEDIAN) AND HIGHWAY STANDARD 643001 SAND MODULE IMPACT ATTENUATORS FOR ADDITIONAL INFORMATION.



**MEDIAN GRADING TYPICAL SECTION
WEST SIDE OF PIER
(LOOKING EAST)**



**MEDIAN GRADING TYPICAL SECTION
EAST SIDE OF PIER
(LOOKING EAST)**

MODEL: D:\cadd\... FILE NAME: S:\27\2016\2716001.00_1177-009_D4_Pinecrest_Struct_Replace_PhilCADD\CADD_Sheets\0468894-Phil-Sand_Module_Detail.dgn

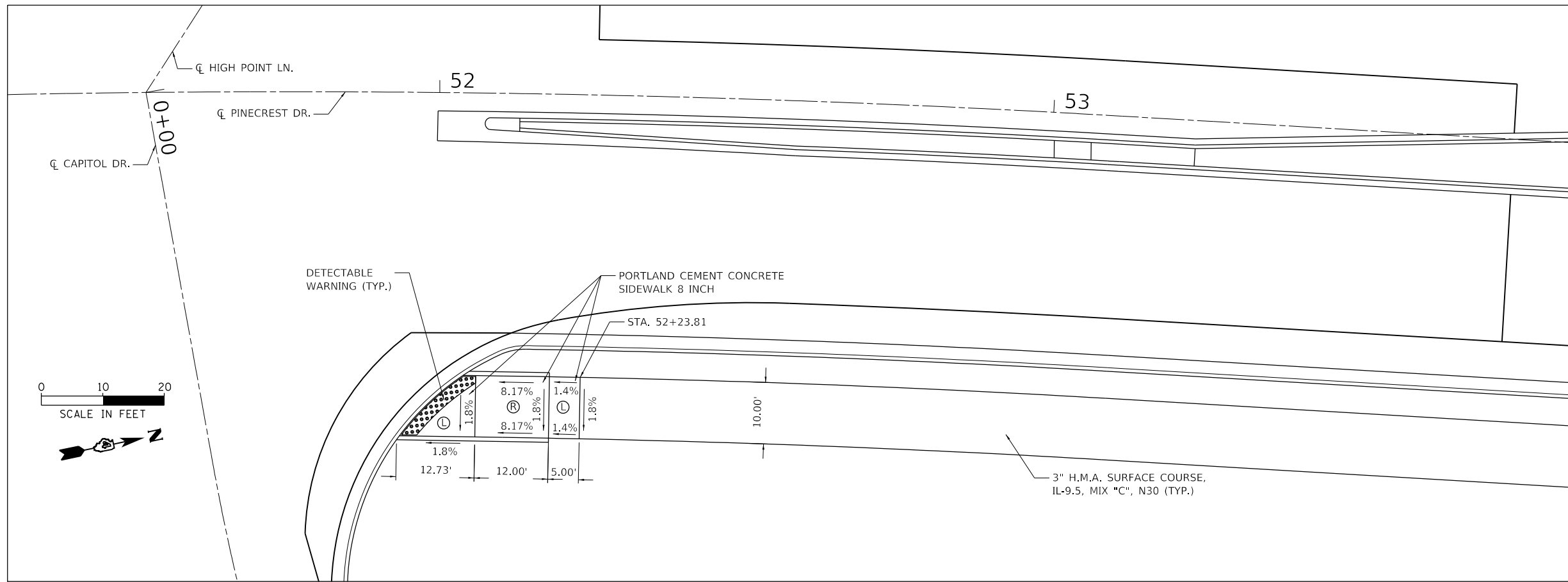


USER NAME = bmwagehoft	DESIGNED -	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/18/2020	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT SAND MODULE ATTENUATOR DETAIL			
SCALE:	SHEET	OF	SHEETS
STA.	TO STA.		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	156
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

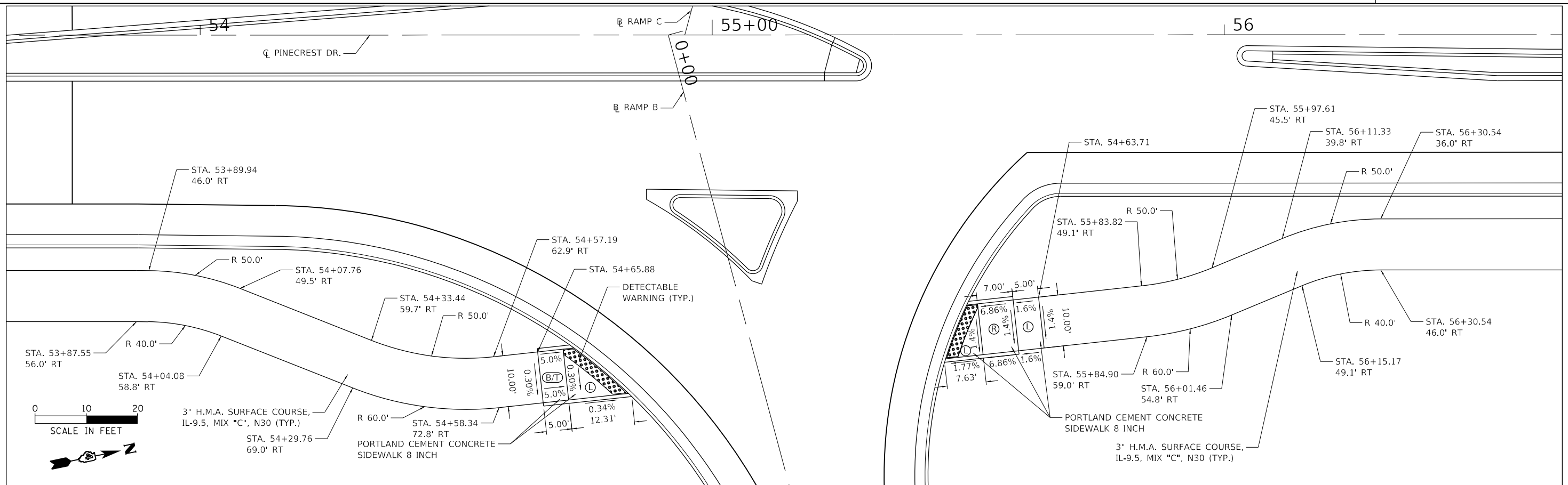


LEGEND

- DETECTABLE WARNING
- RAMP
- LANDING
- BLENDED TRANSITION

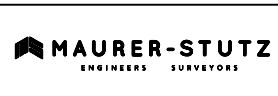
NOTE: LANDING SLOPE SHALL BE NO GREATER THAN 2% IN ALL DIRECTIONS

CAPITOL DRIVE ADA



RAMP B NORTH AND SOUTH ADA

MODEL: D:\p1\177-2009_04_Pinecrest_Struct_Replac.pbx\177-2009_04_Pinecrest_Struct_Replac_Plan\CADD\CADD_Sheets\177-2009_04_Pinecrest_Struct_Replac_Plan\CADD-Ramp-D5a.dgn

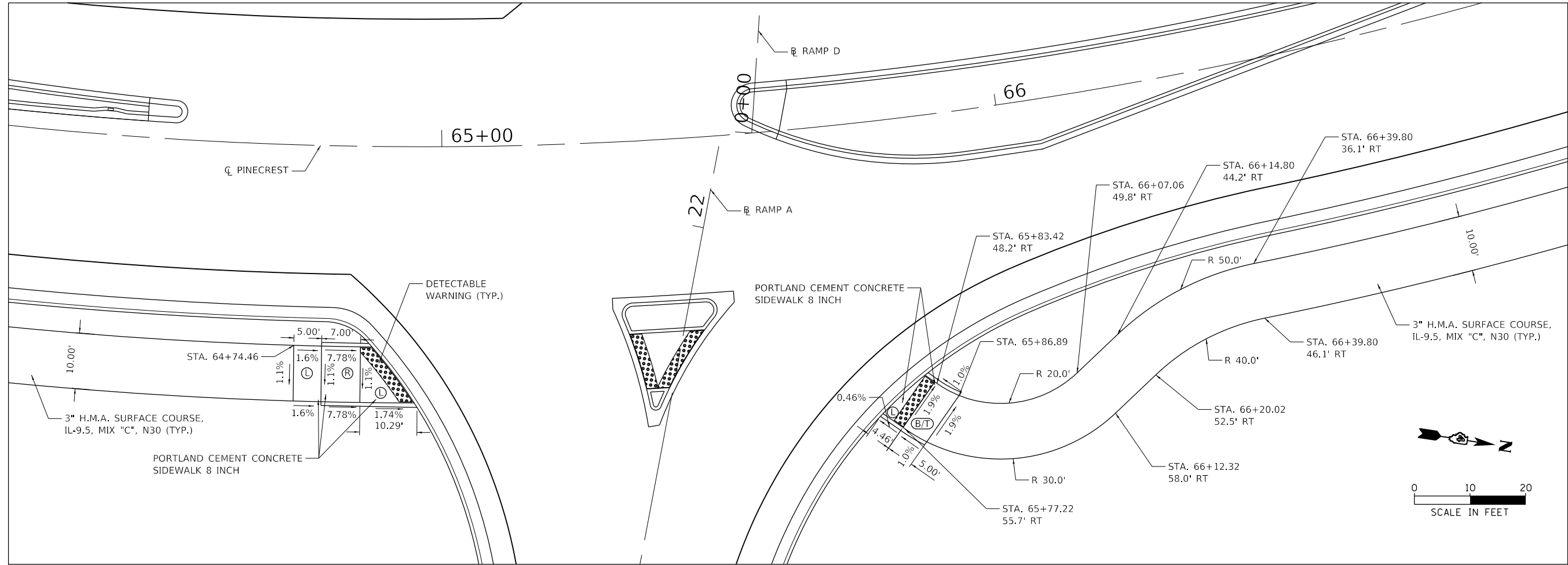


USER NAME = bmwagehoft	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/18/2020	CHECKED -	REVISED -
	DATE -	REVISED -

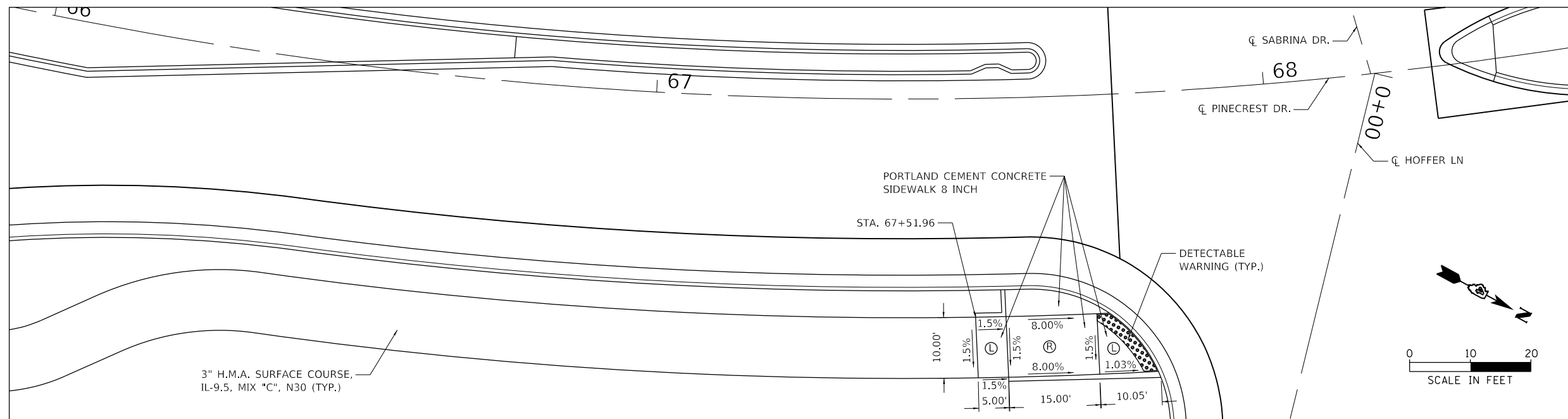
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT ADA CURB RAMPS			
SCALE:	SHEET 1	OF 2 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	157
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				



RAMP A NORTH, RAMP A SOUTH, RAMP A ISLAND ADA



HOFFER LANE ADA

LEGEND

- DETECTABLE WARNING
- RAMP
- LANDING
- BLENDED TRANSITION

NOTE: LANDING SLOPE SHALL BE NO GREATER THAN 2% IN ALL DIRECTIONS

MODEL: D:\dgn\... FILE NAME: 2023716001.DWG DATE: 3/18/2020



USER NAME = bmwagehoft	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/18/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

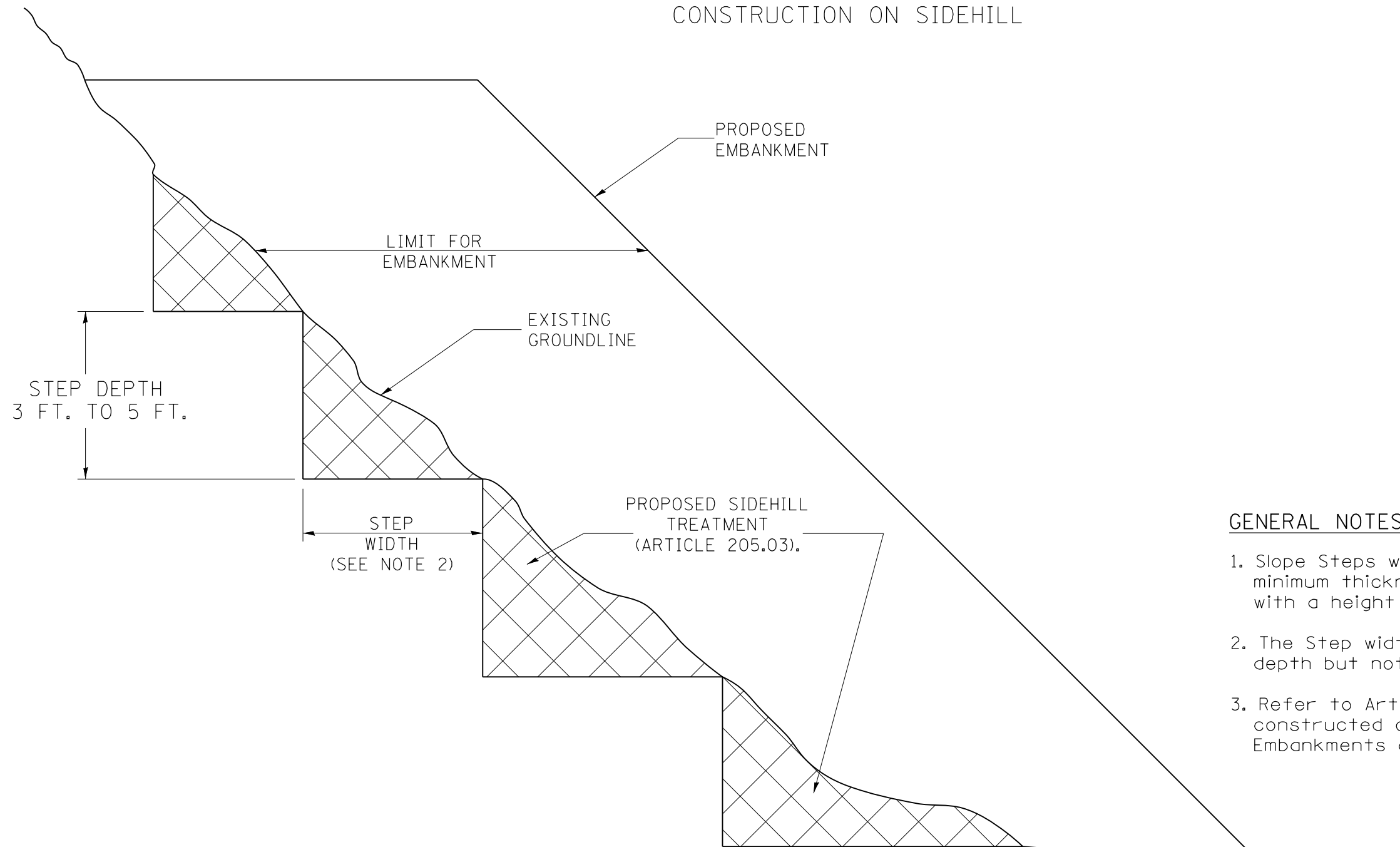
**PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
ADA CURB RAMPS**

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	158
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

SLOPE STEPS DETAIL

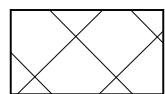
TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "sliver fills" and on all fills with a height of 10 feet or greater.
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT
(IN ACCORDANCE WITH
205 OF THE STANDARD SPECIFICATION).

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

1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.
5-30-18	MINOR CORRECTION	R.D.

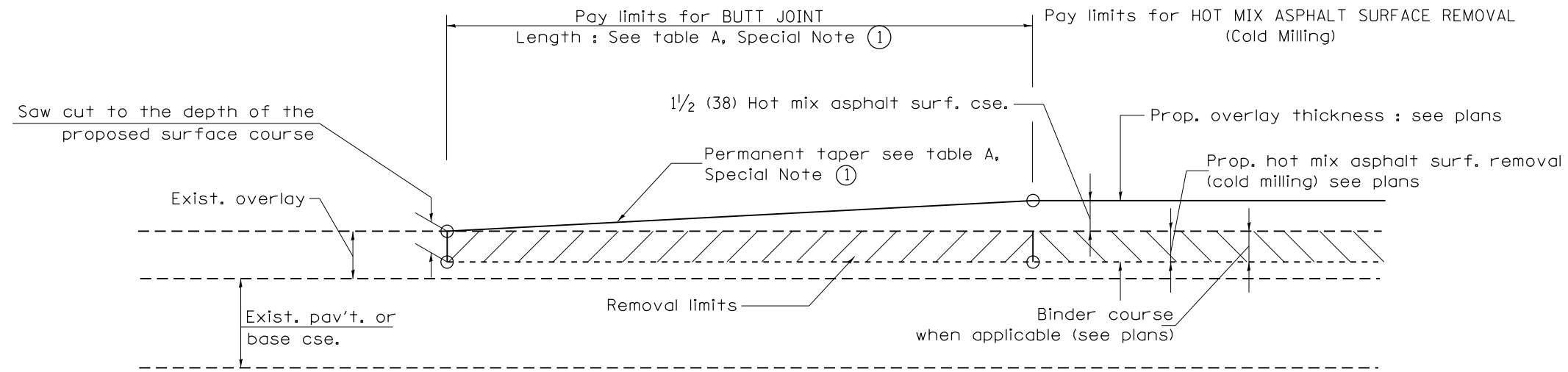
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SLOPE STEPS DETAIL

NOT TO SCALE

CADD STD. 205001-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	159
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
CONTRACT NO.				



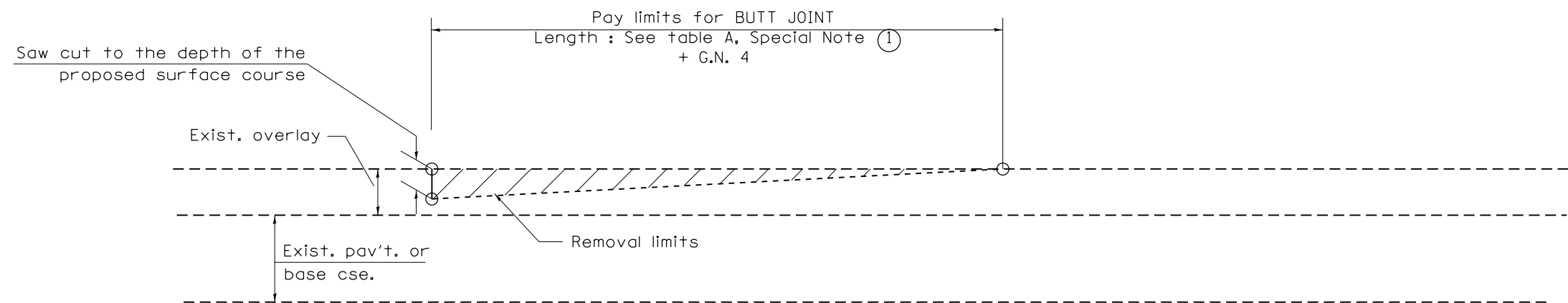
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

**TABLE A
TAPER RATES**

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	BUTT JOINT TAPER RATE	1:480	1:240
②	TEMPORARY RAMP TAPER RATE	1:80	1:40

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.
4. The length of butt joint is based on the taper rate times change in cold milling depth within the butt joint pay limits, unless otherwise indicated.
5. Temporary ramps are paid for separately and not included in the cost of the butt joints.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

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

01-01-97	RENUM. C-23.01, NEW REVISION BOX	T.P.	08-21-13	MAJOR MODIFICATIONS	R.D.
04-01-97	CORRECTION TO DEPTH	J.A.	04-12-16	MINOR CORRECTIONS	R.D.
09-15-05	REVISED DESIGNER NOTE	M.M.A.	02-14-17	ADDED NOTE 5	R.D.
10-16-06	REVISED TO 2007 SPEC.	M.A.	07-16-19	Wording and Spelling corrections	R.D.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

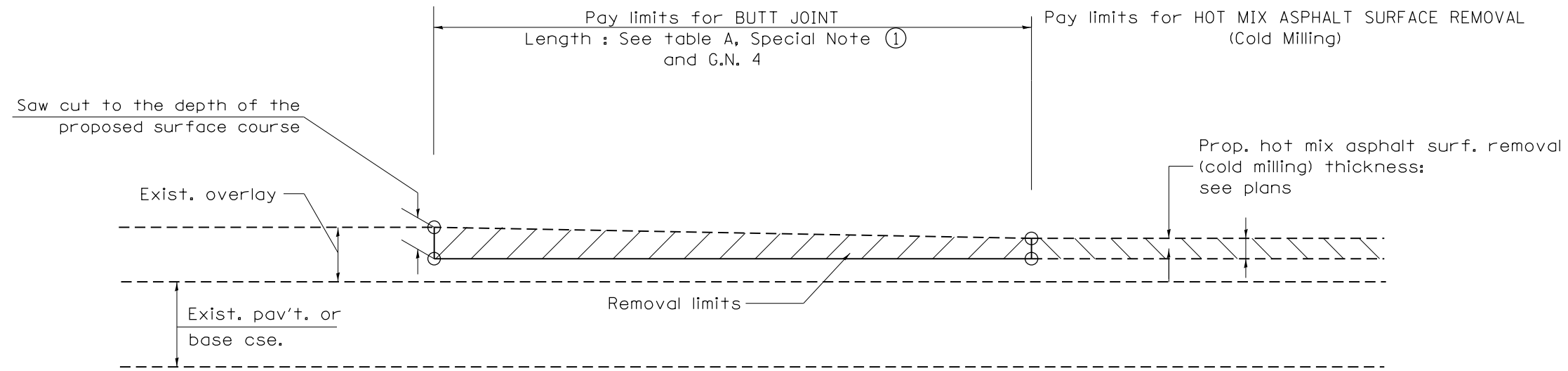
BUTT JOINTS

NOT TO SCALE

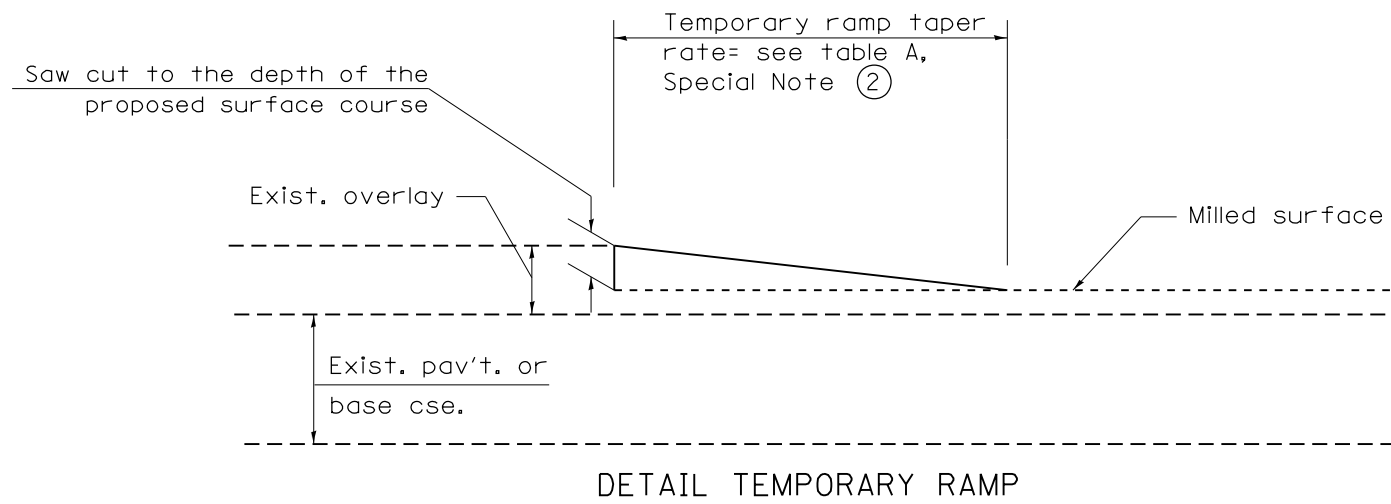
SHT. 1 OF 3
CADD STD. 406101-D4

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	160

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



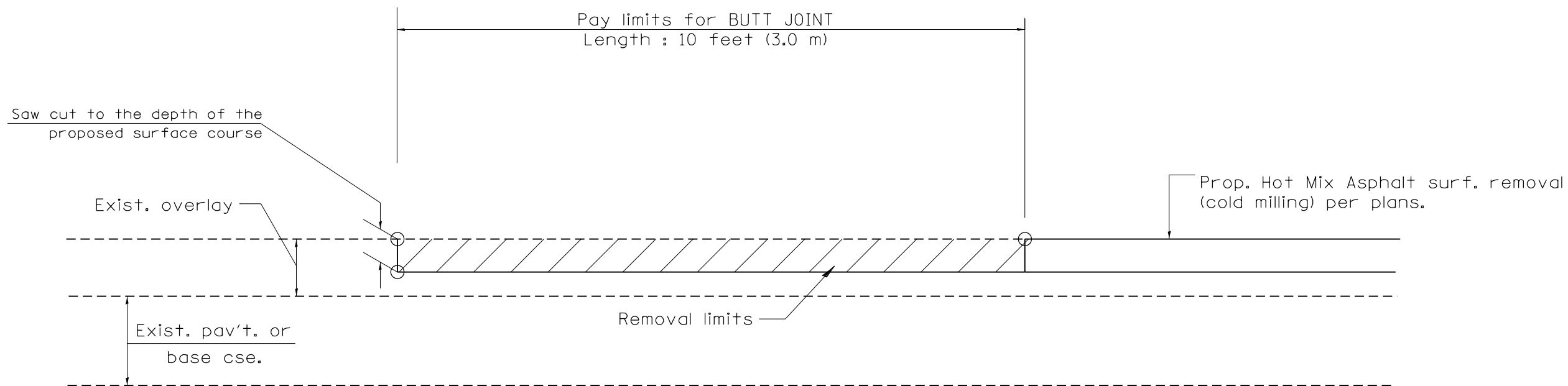
CASE 3 : HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER



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

				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		BUTT JOINTS		SHT. 2 OF 3 CADD STD. 406101-D4	
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
74	(90-14HB-1)BRI	TAZEWELL	212	161					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT							

NOT TO SCALE

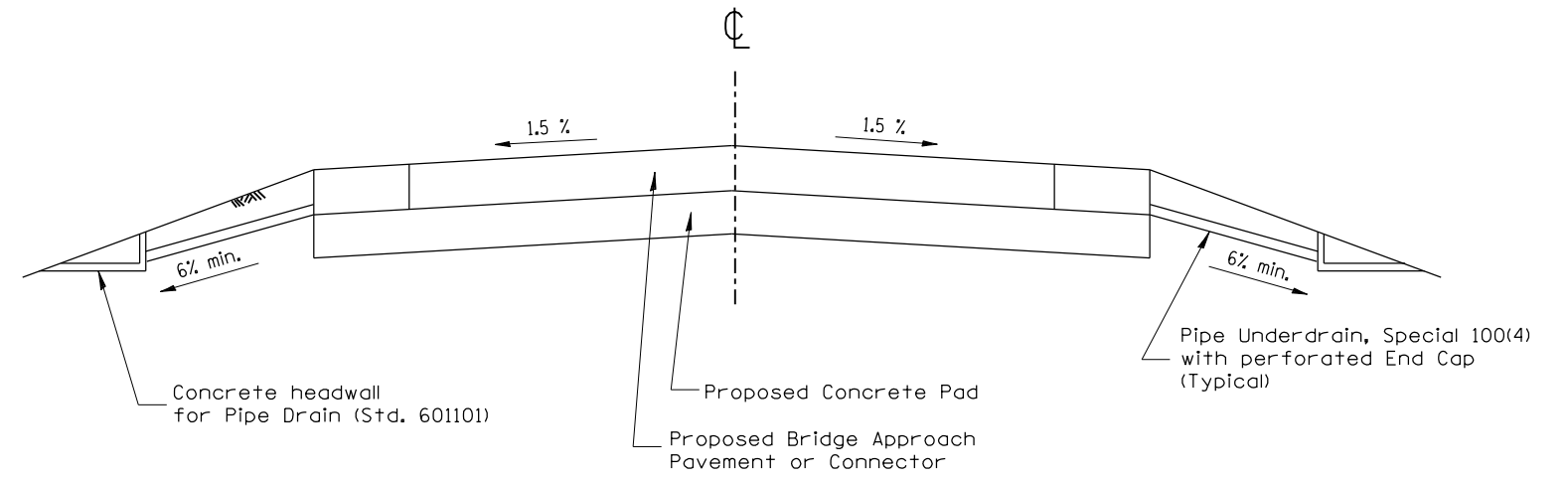
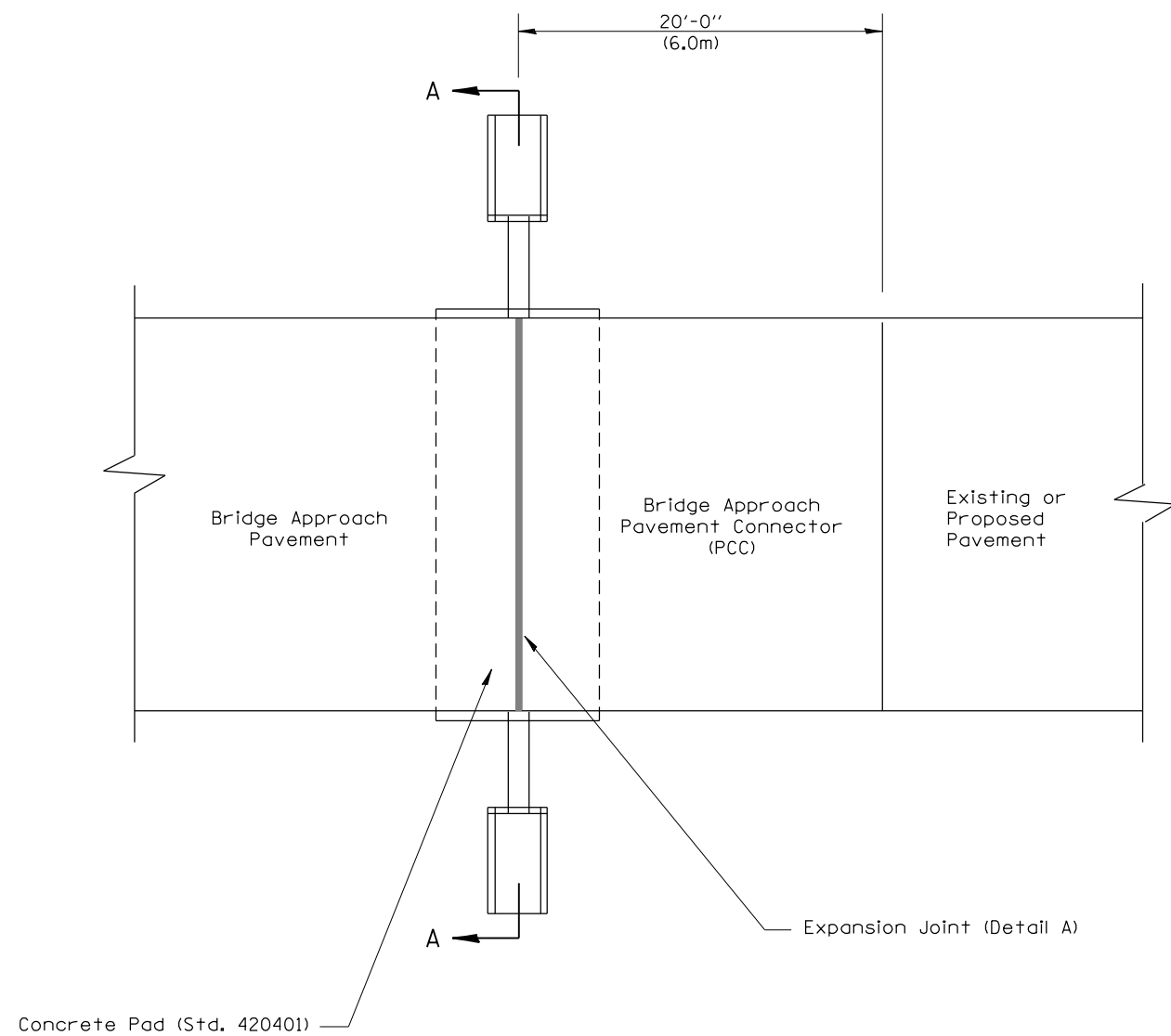


CASE 4 : SINGLE LIFT OVERLAY WITH EQUIVALENT DEPTH
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER

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

					STATE OF ILLINOIS	BUTT JOINTS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					DEPARTMENT OF TRANSPORTATION				74	(90-14HB-1)BR1	TAZEWELL	212	162
									SHT. 3 OF 3				
									CADD STD. 406101-D4				
									FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

NOT TO SCALE



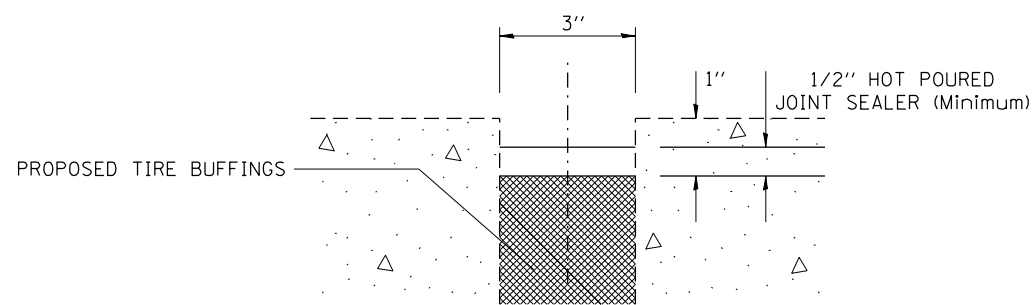
SECTION A-A

GENERAL NOTES:

1. All work shall be done as directed by the Engineer.
2. All work shall be done in accordance with Standard 420401 except as shown herein.
3. The concrete headwalls and pipe underdrain special will be in accordance with Section 601.
4. The bridge approach pavement connector (pcc) shall be constructed similar to section G-G for existing construction rigid pavement as shown Standard 420401. Adjacent to PCC base course or pavement deformed bars will be required. Adjacent to bituminous pavement deformed bars will not be required. Use buffings from the tire retreading industry.
5. This work will be paid for in feet of PIPE UNDERDRAIN, SPECIAL, 4", and each of CONCRETE HEADWALL FOR PIPE DRAIN. The cost of providing and installing the tire buffings and hot-poured joint sealer is included in the cost of the Approach Pavement Connector.
6. Use buffings from the tire retreading industry.
7. Ensure tire buffings are clean, dry, and without any contamination.
8. Remove existing material and replace tire buffings.
9. Place loose buffings and strike off level.
10. Compact buffings by spading with a square-nose shovel.
11. Use hot-poured joint sealer that meets the requirement of Article 1050.02 and according to the applicable section of Article 420.12 of the Standard Specifications.
12. Avoid guardrail posts when constructing shoulders.

Concrete Pad (Std. 420401)

Expansion Joint (Detail A)



JOINT DETAIL

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

01-01-97	RENUM. H-6.09, NEW REVISION BOX, NOTES	T.P.	08-12-12	UPDATED JOINT MATERIAL TO BUFFINGS	R.D.
02-22-97	REVISED SECTION A-A				
03-01-97	CORRECT STD. NO. IN NOTES	J.A.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

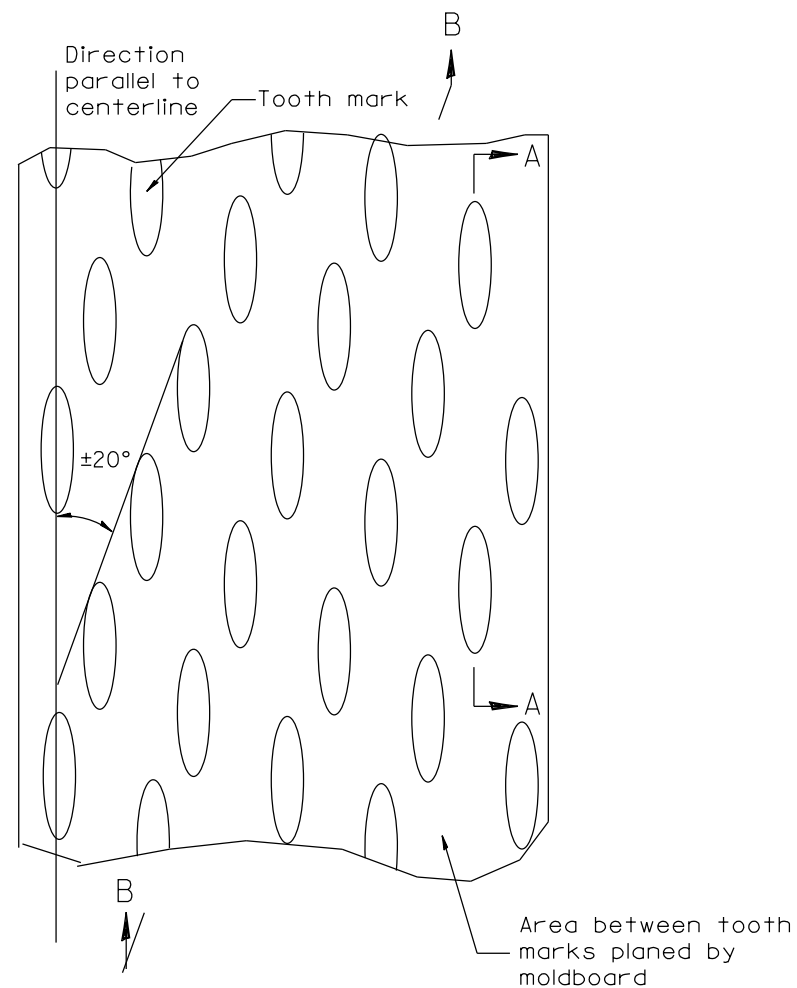
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH DETAIL

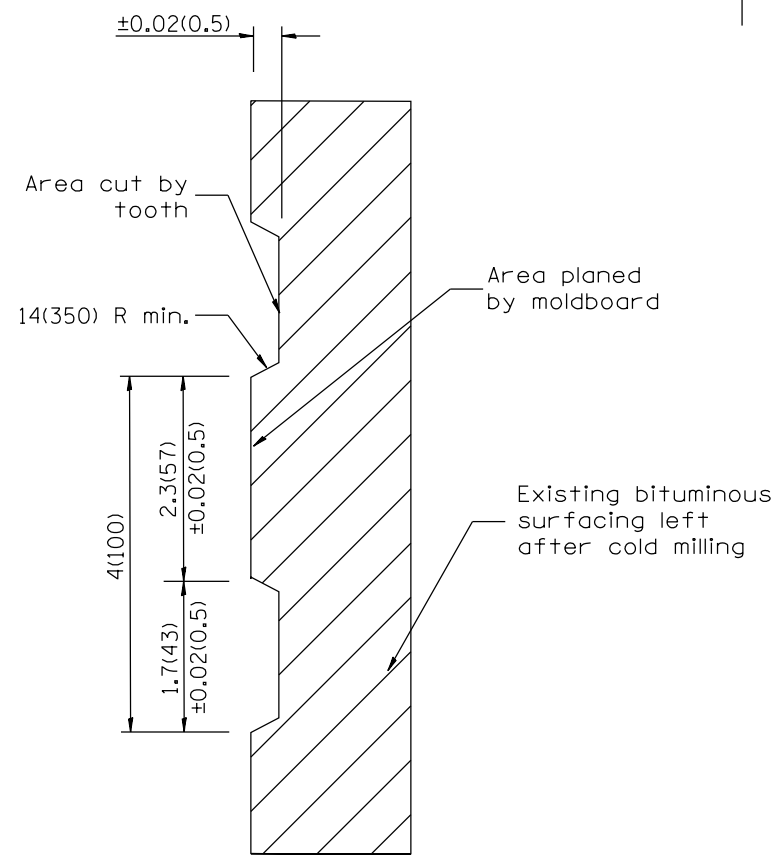
NOT TO SCALE

CADD STD. 420401-D4

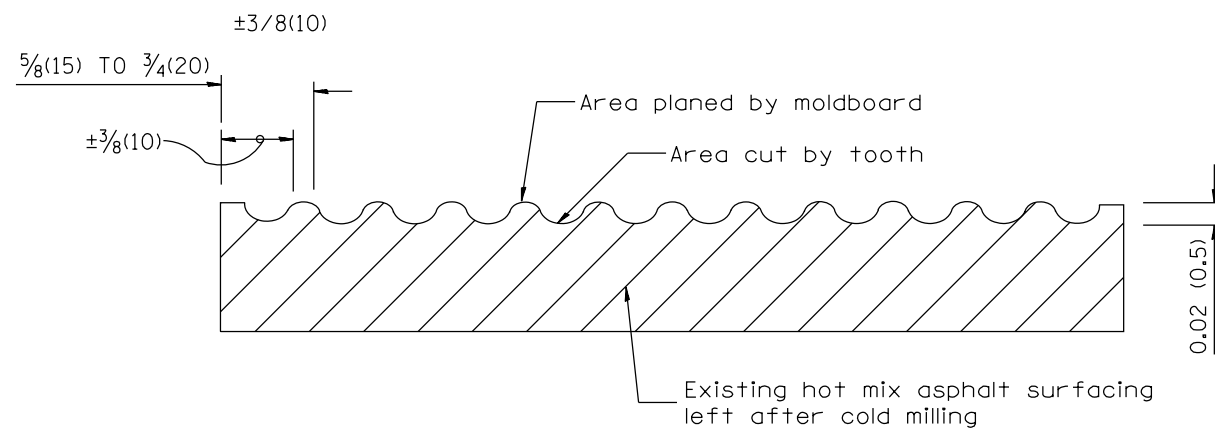
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	163
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.

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

01-01-97	RENUM. C-104.01, NEW REVISION BOX	T.P.
04-20-98	REMOVED MILLING DETAIL FROM STANDARD	J.A.
09-08-98	CORRECT NOTE LEADER PLACEMENT	R.W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

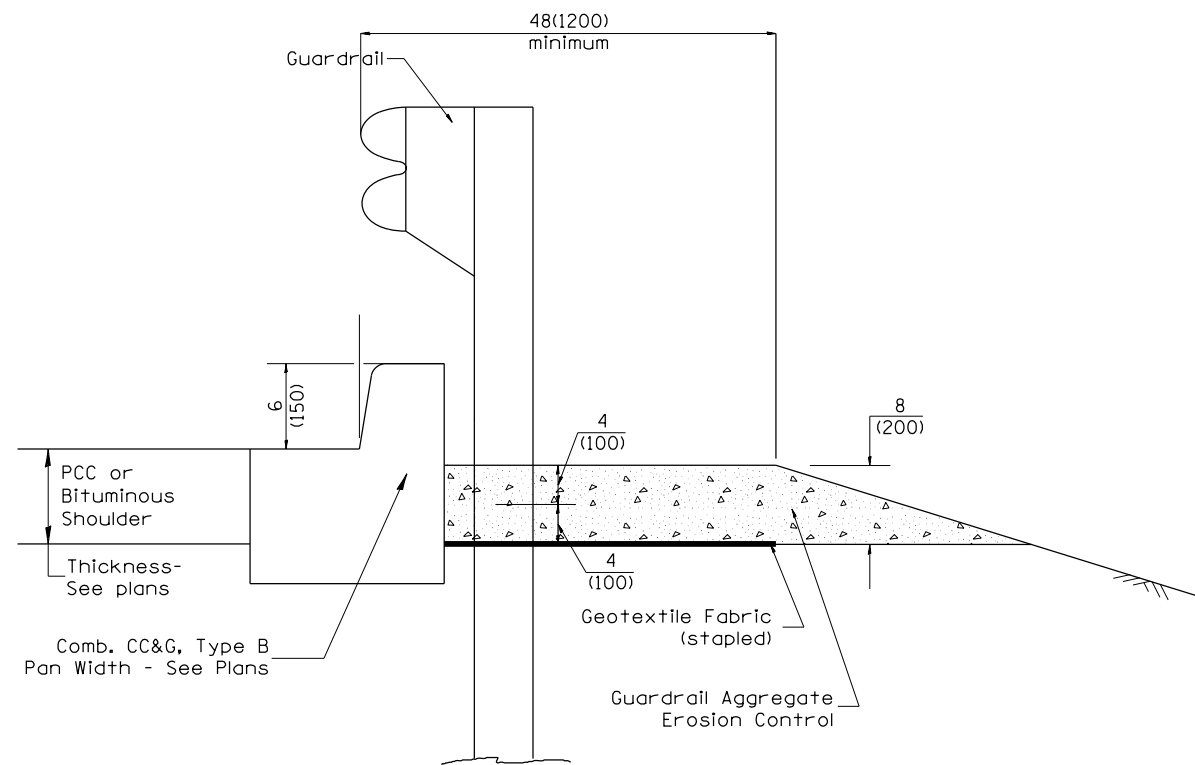
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

NOT TO SCALE

CADD STD. 440001-D4

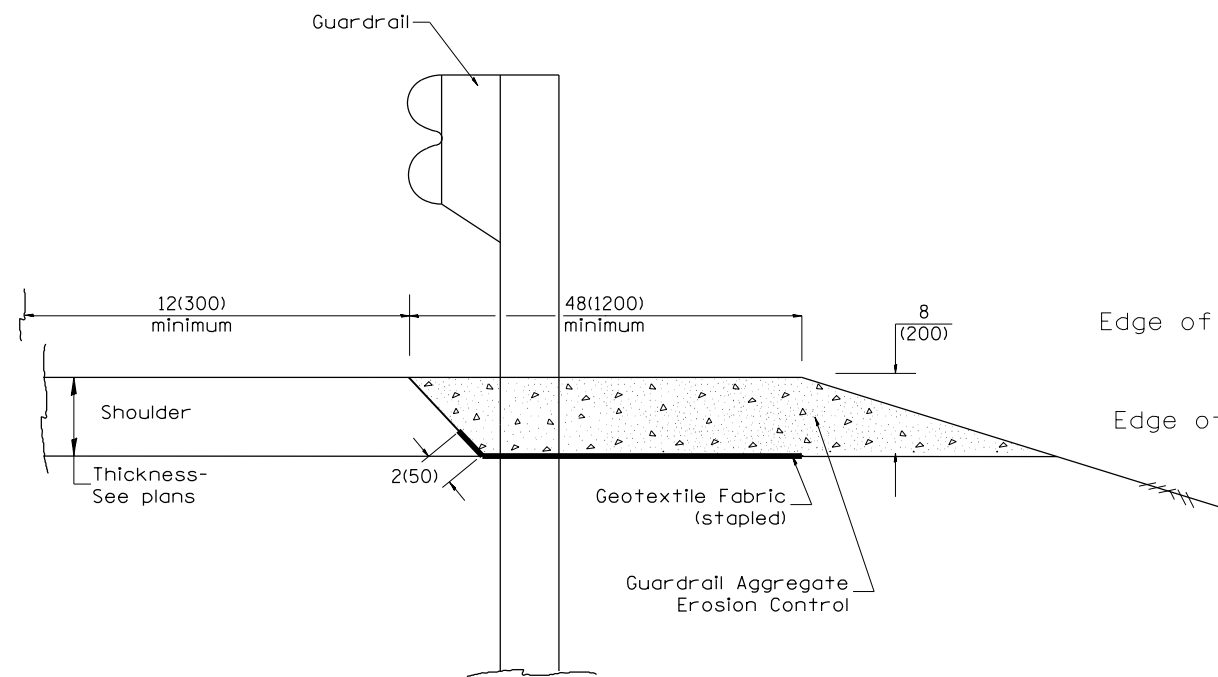
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	164
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



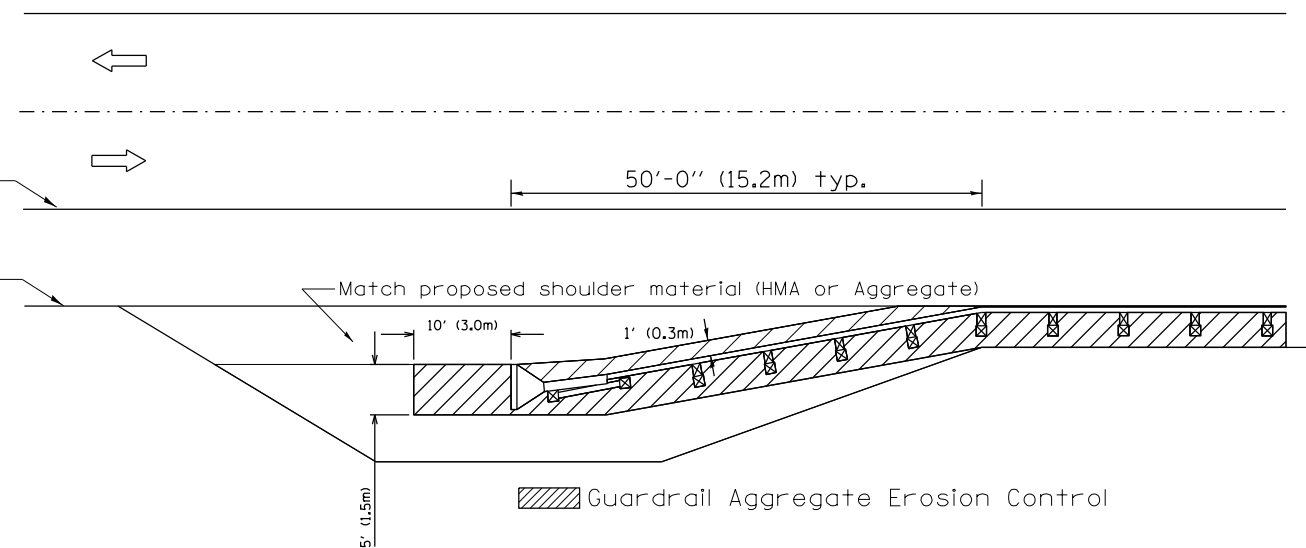
TYPICAL SECTION WITH COMBINATION CONCRETE CURB & GUTTER

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.



TYPICAL SECTION WITHOUT EROSION CONTROL CURB



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

03-07-11	ADDED DETAIL SHOWING PLAN VIEW	R.D.	5-30-18	CHANGE B CURB TO CC&G	R.D.
08-10-12	REVISED CURB "B" AND AGGREGATE	R.D.	07-16-19	SPELLING CORRECTIONS	R.D.
07-15-15	ADDRESSED SHOULDER INLET CURB	R.D.			
01-26-17	REVISED	R.D.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

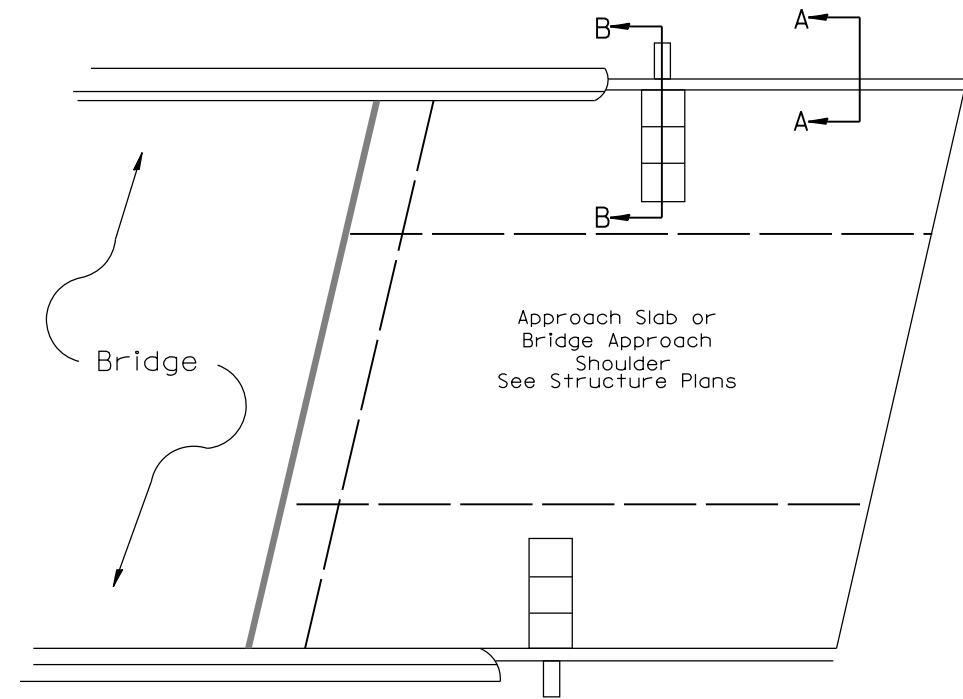
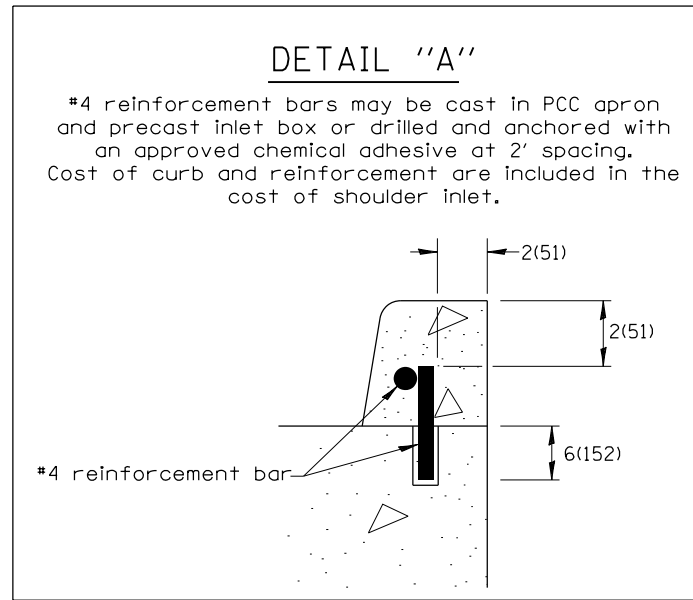
NOT TO SCALE

GUARDRAIL EROSION CONTROL TREATMENTS

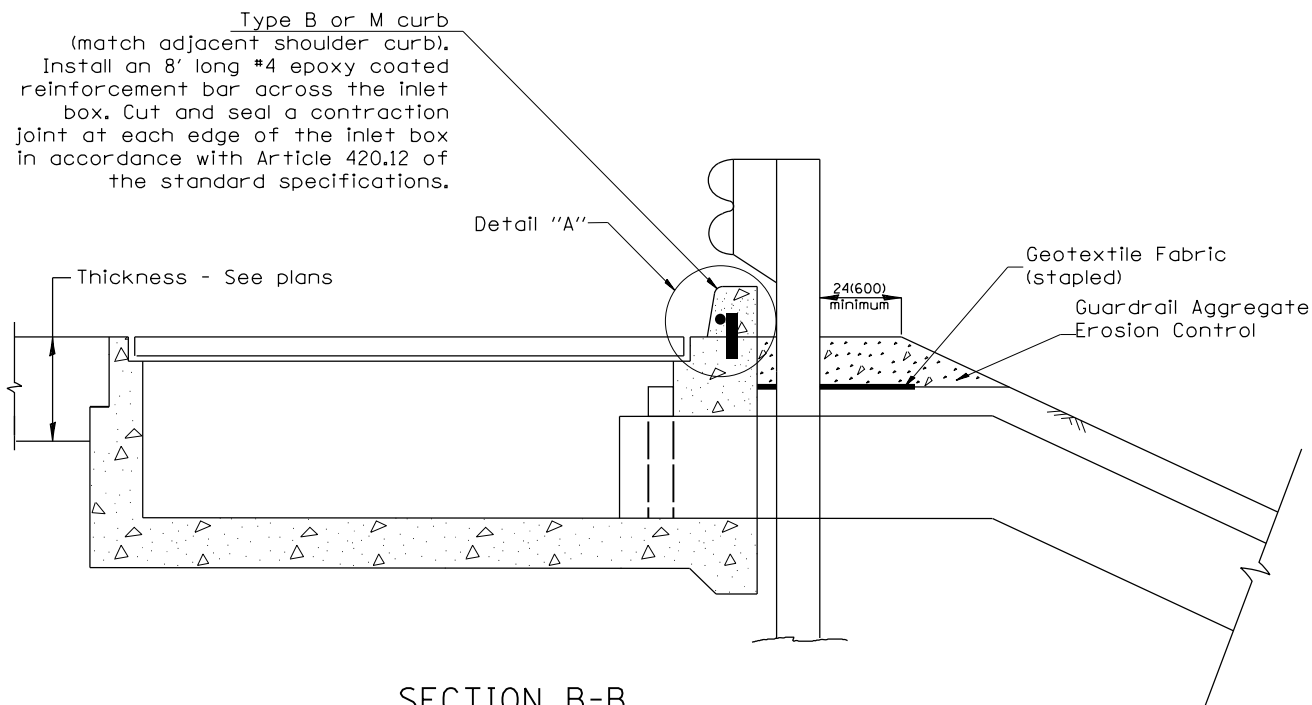
SHT. 1 OF 2
CADD STD. 630101-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	165

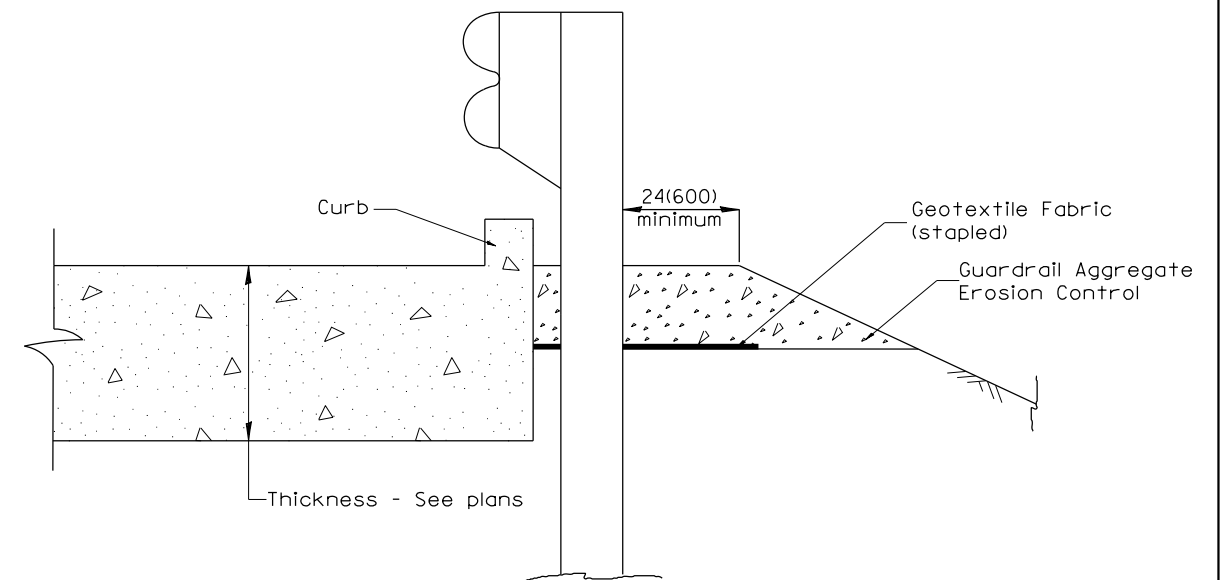
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



PLAN VIEW
APPROACH SLAB OR SHOULDER PLACEMENT



SECTION B-B
TYPICAL SECTION AT INLETS
TYPE E, F & G (HIGHWAY STANDARD 610001)



SECTION A-A
TYPICAL SECTION WITH BRIDGE APPROACH CURB

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

--	--	--	--	--	--	--	--	--	--

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

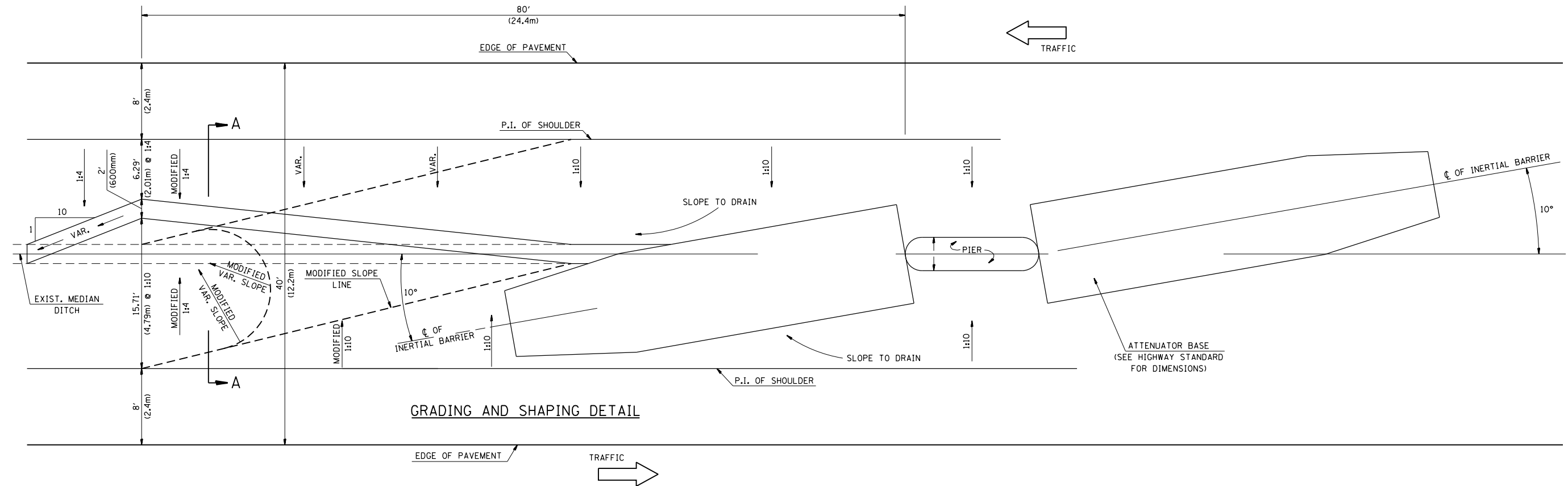
NOT TO SCALE

SHT. 2 OF 2
CADD STD. 630101-D4

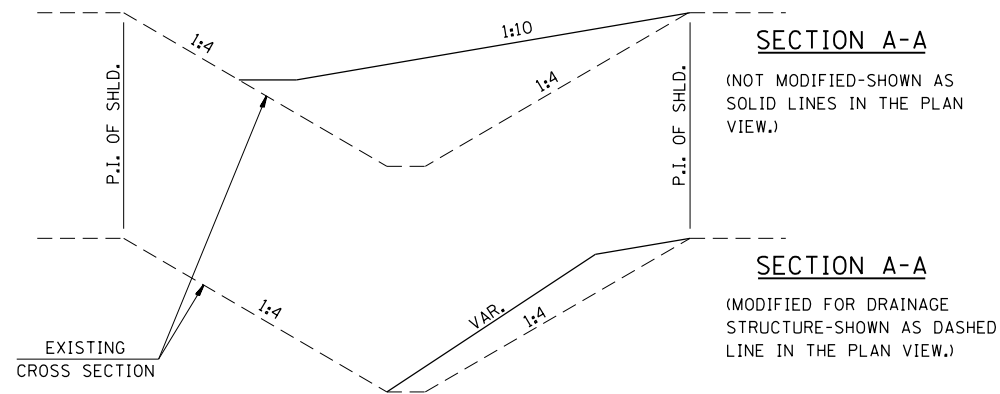
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	166

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

DETAIL OF INERTIAL BARRIERS (70 MPH DESIGN – 40' MEDIAN)



GRADING AND SHAPING DETAIL



GENERAL NOTES

1. ALL 1:10 SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 1:10 OR FLATTER.
2. ANY EXISTING DRAINAGE STRUCTURES LOCATED WITHIN THE 80' (24.4m) WORKING AREA SHALL BE MODIFIED OR LEFT IN PLACE AS SHOWN ON THE PLANS, WHERE THE EXISTING DRAINAGE STRUCTURES ARE TO REMAIN IN PLACE, THE SLOPES ARE TO BE CONSTRUCTED AS SHOWN AS MODIFIED SLOPES ON THIS DETAIL AND AS DIRECTED BY THE ENGINEER.
3. THE SLOPES AS SHOWN ON THIS DETAIL SHALL APPLY TO BOTH ENDS OF THE BRIDGE PIERS.
4. ATTENUATOR BASE AND BARREL ARRAY SHALL BE INSTALLED IN ACCORDANCE WITH STATE STANDARD 643001 AND MANUFACTURER'S SPECIFICATIONS.
5. IN AREAS OF 1:10 SLOPES PRECEDING THE ATTENUATOR IN THE MEDIAN INSTALLATION, FOUR WOOD POSTS SHALL BE PLACED AT 5' (1.5m) INTERVALS IN THE MEDIAN ϕ , SEE SPECIAL PROVISIONS.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H)

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

01-01-97	RENUM. F-3.02a, NEW REVISION BOX, REVISED	T.P.	03-15-12	REMOVED BARRELS	R.D.
	TITLE BOX, REVISED NOTES		08-25-15	REVISED BASE DIMENSIONS	R.D.
08-02	REVISED & ADDED	M.A.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MEDIAN SAND MODULE IMPACT ATTENUATOR
40' MEDIAN**

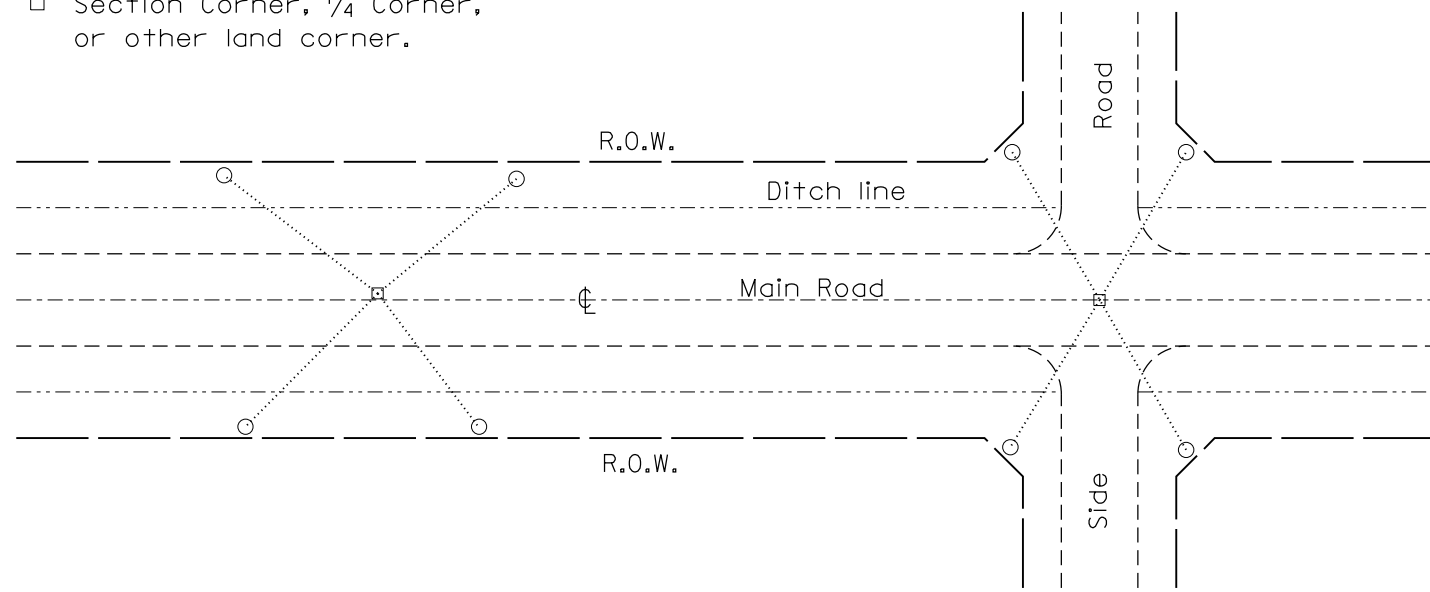
NOT TO SCALE

CADD STD. 650002-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	167
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PERMANENT SURVEY TIES

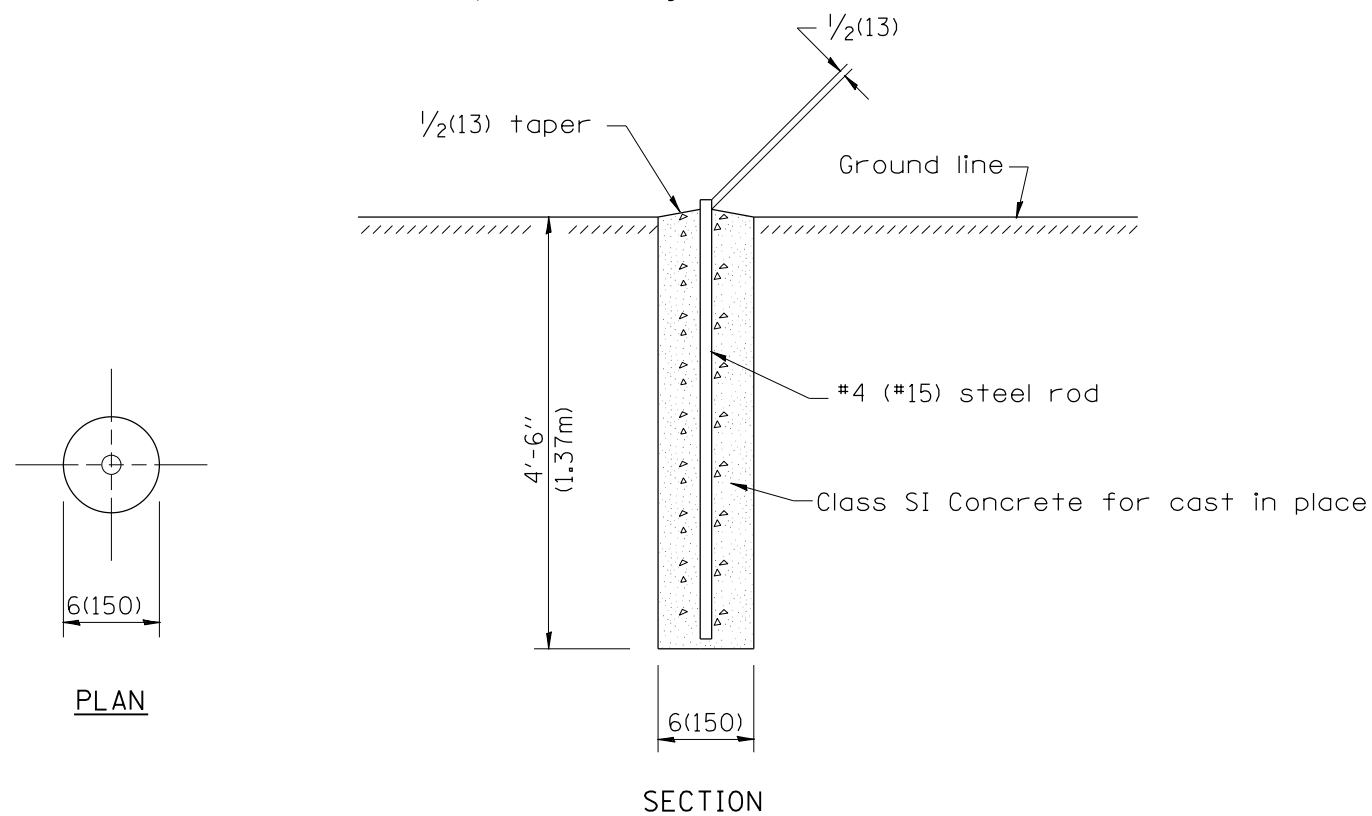
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



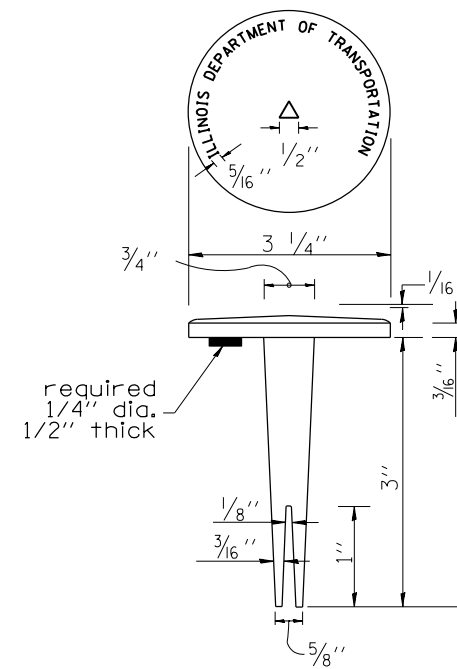
TYPICAL APPLICATION

GENERAL NOTES

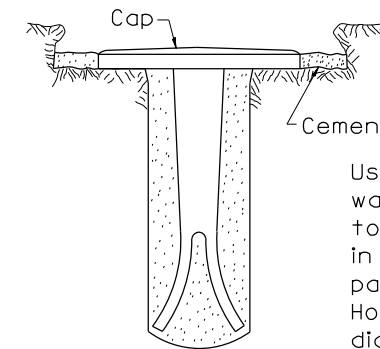
1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the surveyor setting the PSM. All ties shall be turned over to the IDOT Chief of Surveys or Chief of Plats for recordation.
4. All documentation shall be performed by a PLS



PERMANENT SURVEY MARKERS

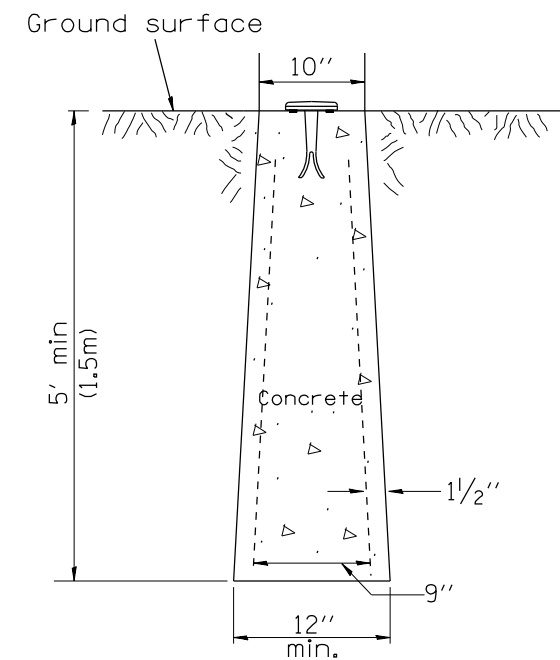


BRASS TABLET



Tablet constructed in rock ledge or concrete.

TYPE I



**TYPE II
CAST-IN-PLACE MARKER**

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
3. The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s, P.C.'s, and P.I.'s located within the R.O.W. of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
4. The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
5. The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

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

01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
	TITLE BOX, ADD DESIGNER NOTE		01-04-11	REVISED FOR CORRECTIONS	R.D.
07-07-98	ADD DESIGNER NOTE	J.A.	08-21-13	CHANGED MIN. DIAMETER	R.D.
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.	08-25-15	REVISED MATERIAL	R.D.

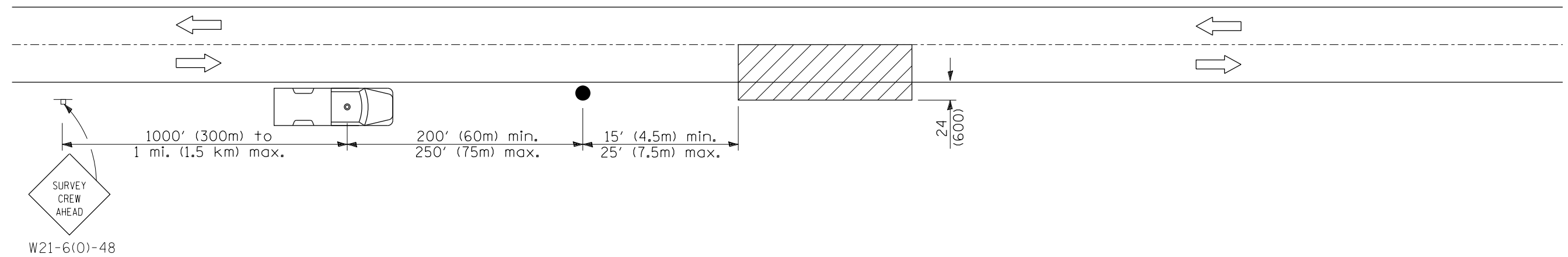
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

**PERMANENT SURVEY TIE &
PERMANENT SURVEY MARKERS TY.I - TY.II**

CADD STD. 667101-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)B1	TAZEWELL	212	168
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SYMBOLS



Work area



Sign on portable or permanent support



Truck with flashing amber light and dual emergency flashers

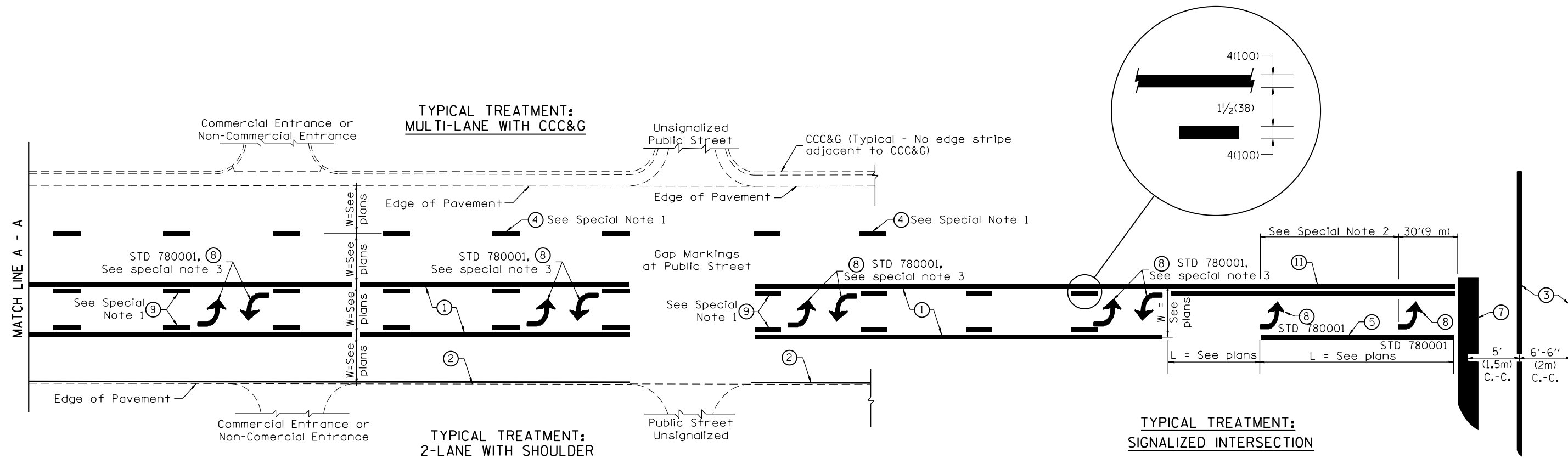


Flagger with traffic control sign

TYPICAL APPLICATIONS
Utility operations

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

01-01-97	RENUM. E-3.04, METRICS, NEW REVISION BOX, REVISED	T.P.				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NIGHTTIME LIGHTING INSPECTION	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TITLE BOX							74	(90-14HB-1)BRI	TAZEWELL	212	169
10-16-06	REVISED TO 2007 SPEC.	M.A.						CONTRACT NO.				
							NOT TO SCALE	CADD STD. 701301-D4		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m)min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m)min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) ⑩
- ⑪ 4(100) Double Solid (Yellow) ⑪

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.
3. Refer to Article 780.13 for letter, number and symbol areas (sq. ft.)
4. Areas are grooved 1" beyond each edge for the following symbols:
Through Arrow= 14.8 sq. ft.
Large Left or Right Arrow= 21.9 sq. ft.
2 Arrow Combination Left (or Right) and Through= 34.9 sq. ft.
Wrong Way Arrow= 29.5 sq. ft.
Railroad Crossing Symbol= 69.8 sq. ft.
(For further information, refer to BDE Special Provision: Grooving for Recessed Pavement Markings)

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.	
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.	2/29/16	ADDED GROOVING AREAS	R.D.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.	07-16-19	SPELLING CORRECTIONS	R.D.
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

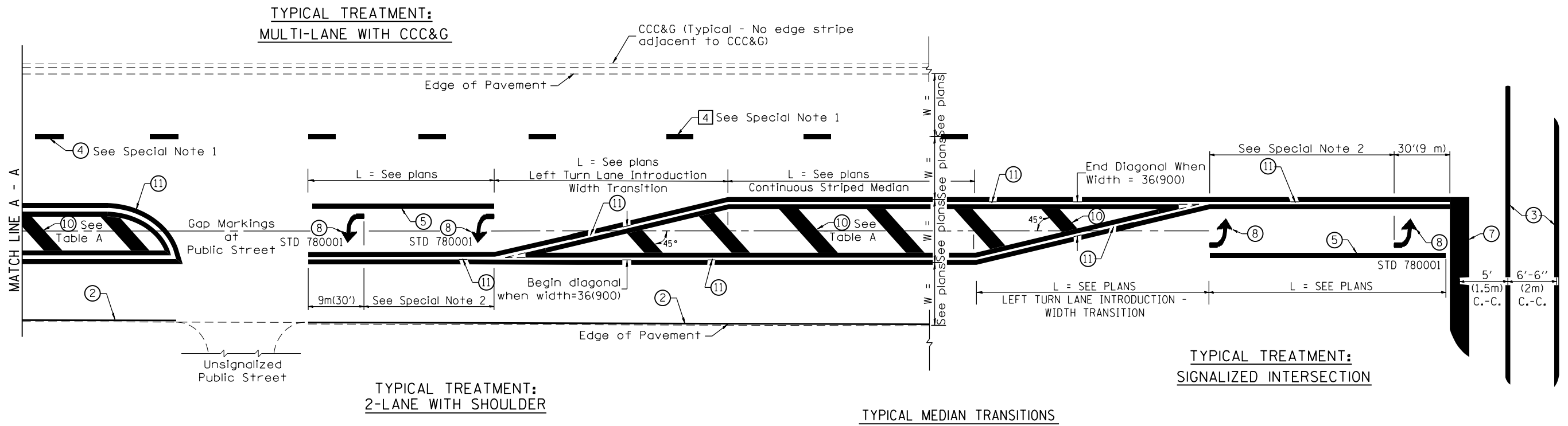
NOT TO SCALE

TYPICAL PAVEMENT MARKINGS

SHT. 1 OF 2
CADD STD. 780001-D4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BRI	TAZEWELL	212	170

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

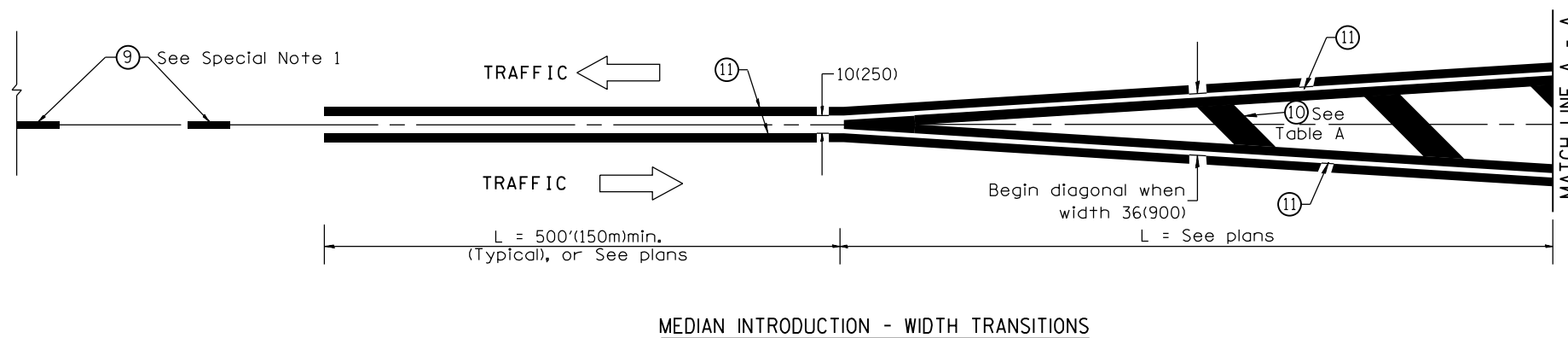


FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A

RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



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

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-l74_Median.dgn



USER NAME = hmsjehlich
 PLOT SCALE = 1/8" = 10.000' - 1/8"
 PLOT DATE = 3/18/2020

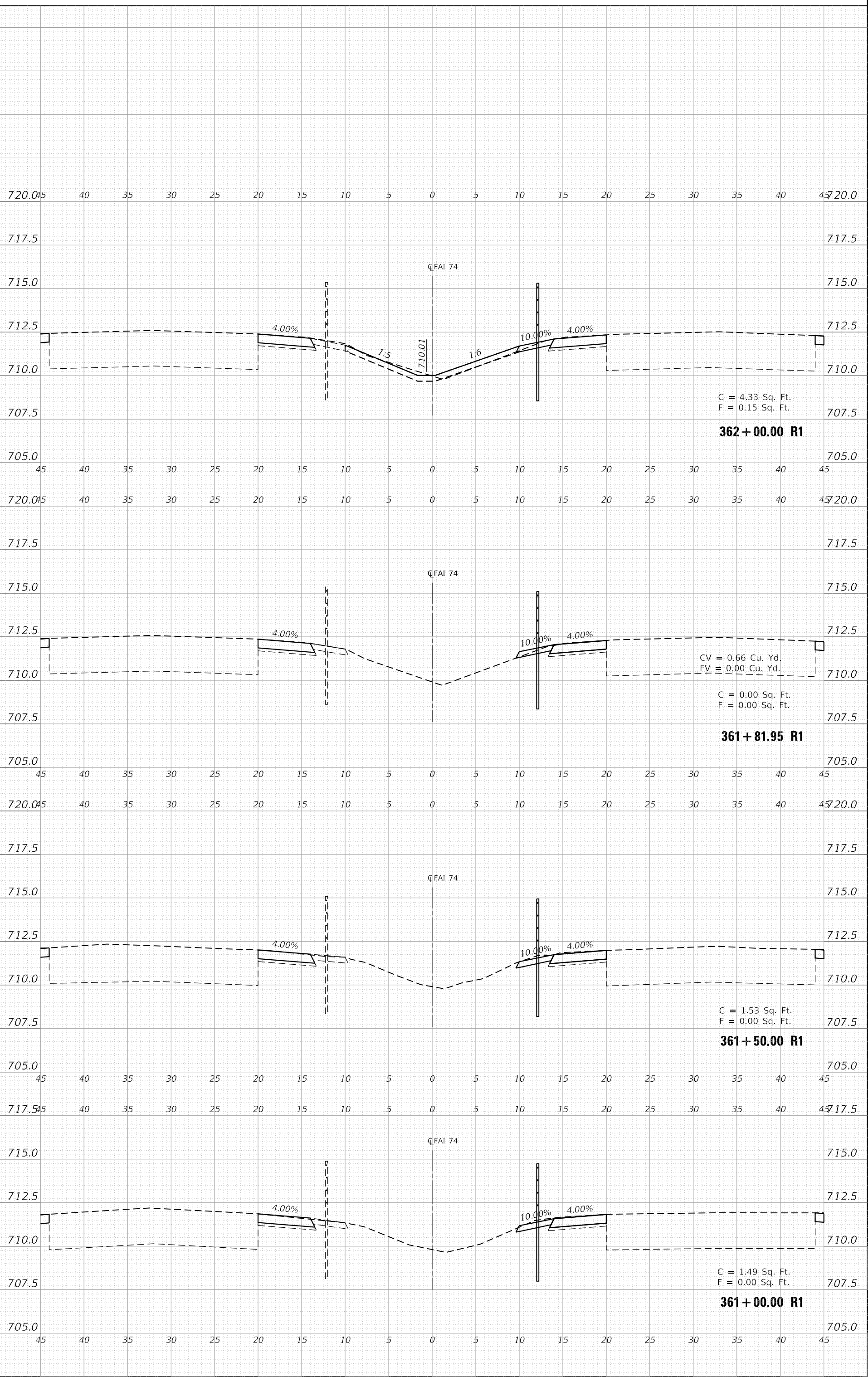
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: _____
 PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 I74 MEDIAN DITCH CROSS SECTIONS
 SHEET 1 OF 41 SHEETS STA. 361+00.05 R1 TO STA. 362+00.00 R1

F.A.I. RTE: 74
 SECTION (90-14HB-1)R1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 TOTAL SHEET SHEETS NO. 212 172
 ILLINOIS FED. AID PROJECT



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHH\CADD\CADD Sheets\D468894-sht-xsc-174_Median.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmsjghehrt
 PLOT SCALE = 1/16,000" = 1/8" = 1/16"
 PLOT DATE = 3/18/2020

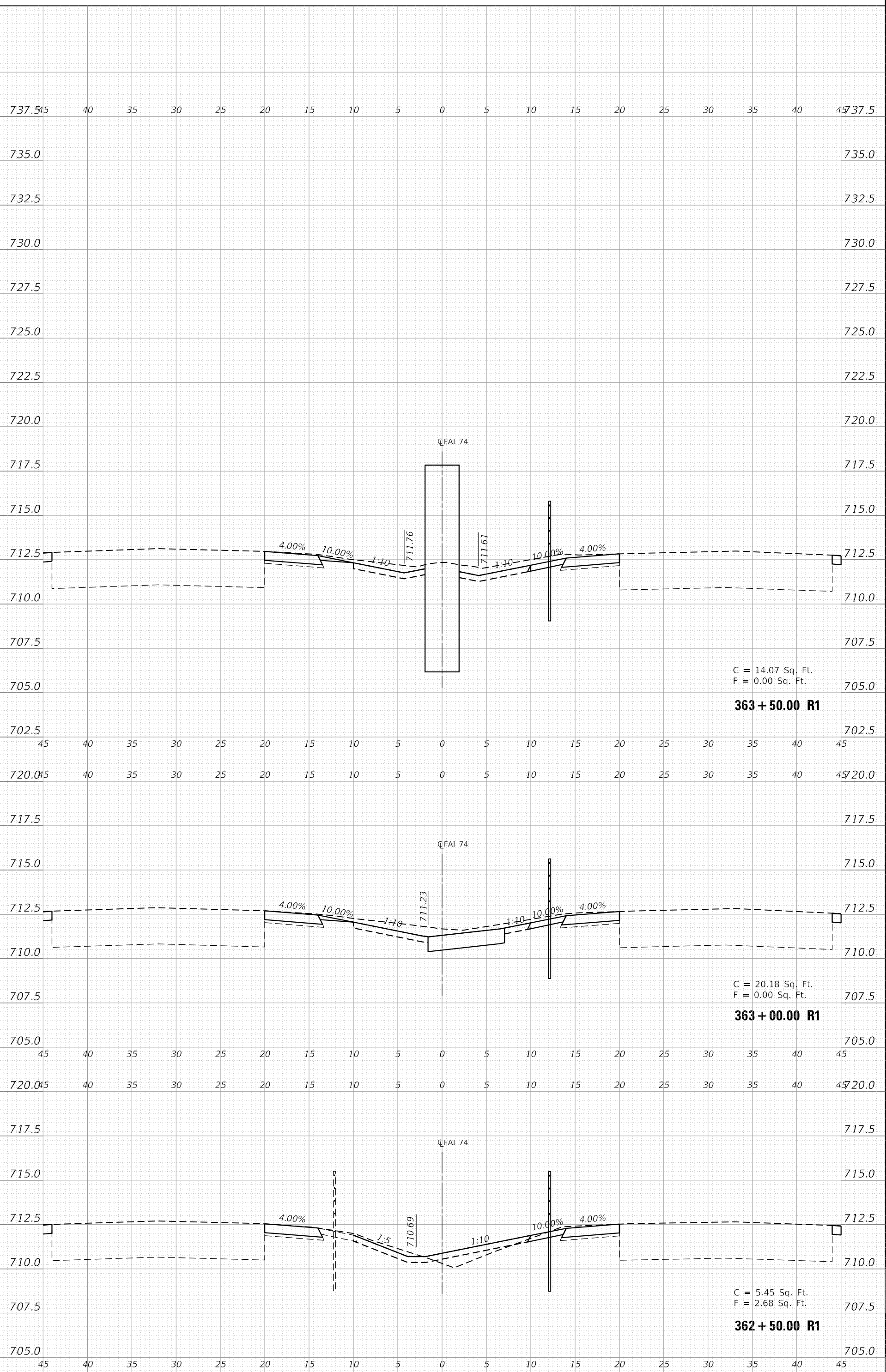
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1" = 40'
 SHEET 2 OF 41 SHEETS STA. 362+50.00 R1 TO STA. 363+50.00 R1

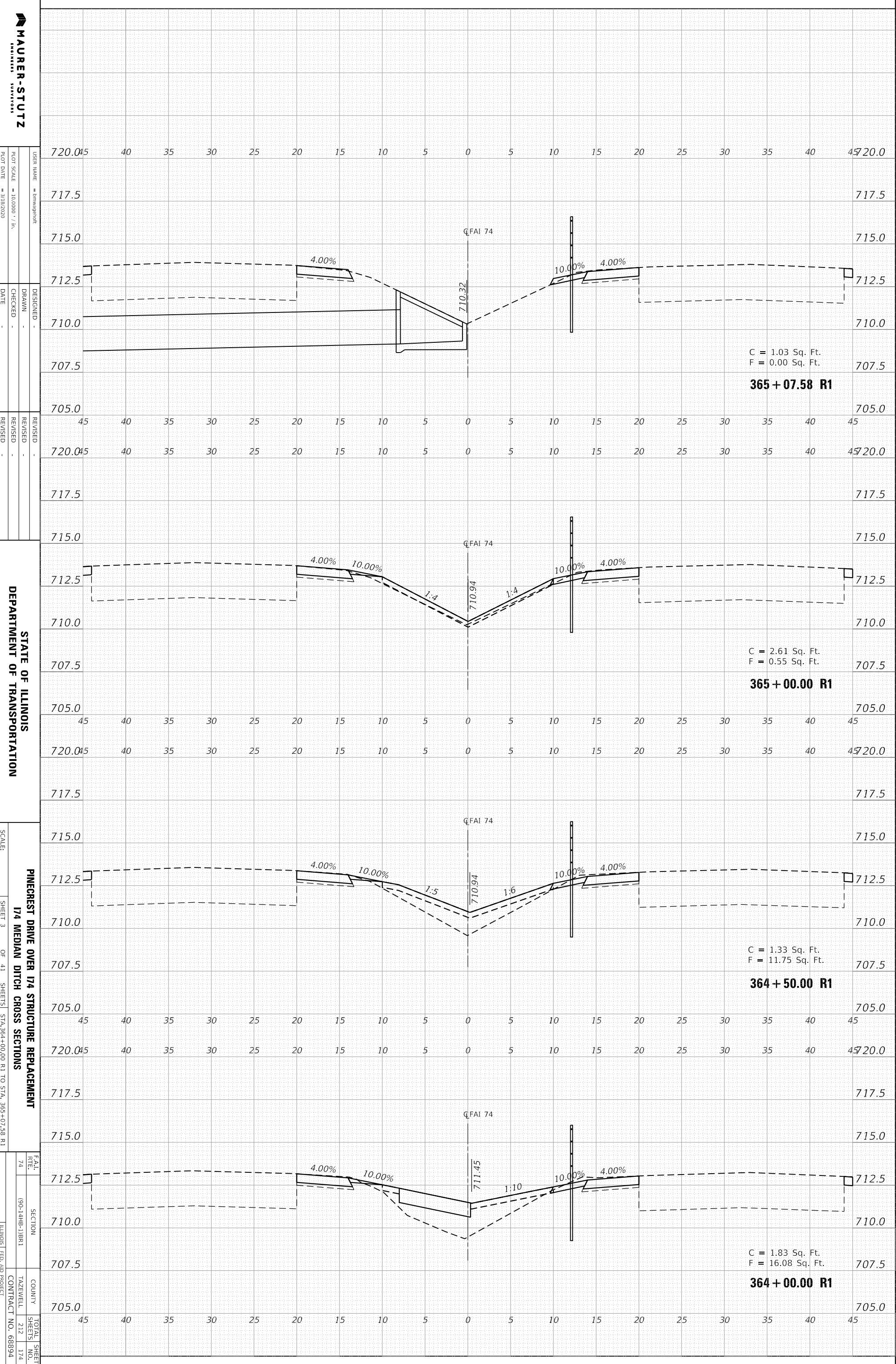
FAI RTE: 74
 SECTION: (90-149B-1)BRI
 COUNTY: TAZEWELL
 CONTRACT NO.: 68894
 TOTAL SHEET NO.: 212
 SHEETS: 173



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-174_Median.dgn



MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hms@maurer-stutz.com
 PLOT SCALE = 1/8" = 10.000' - 1/8"
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

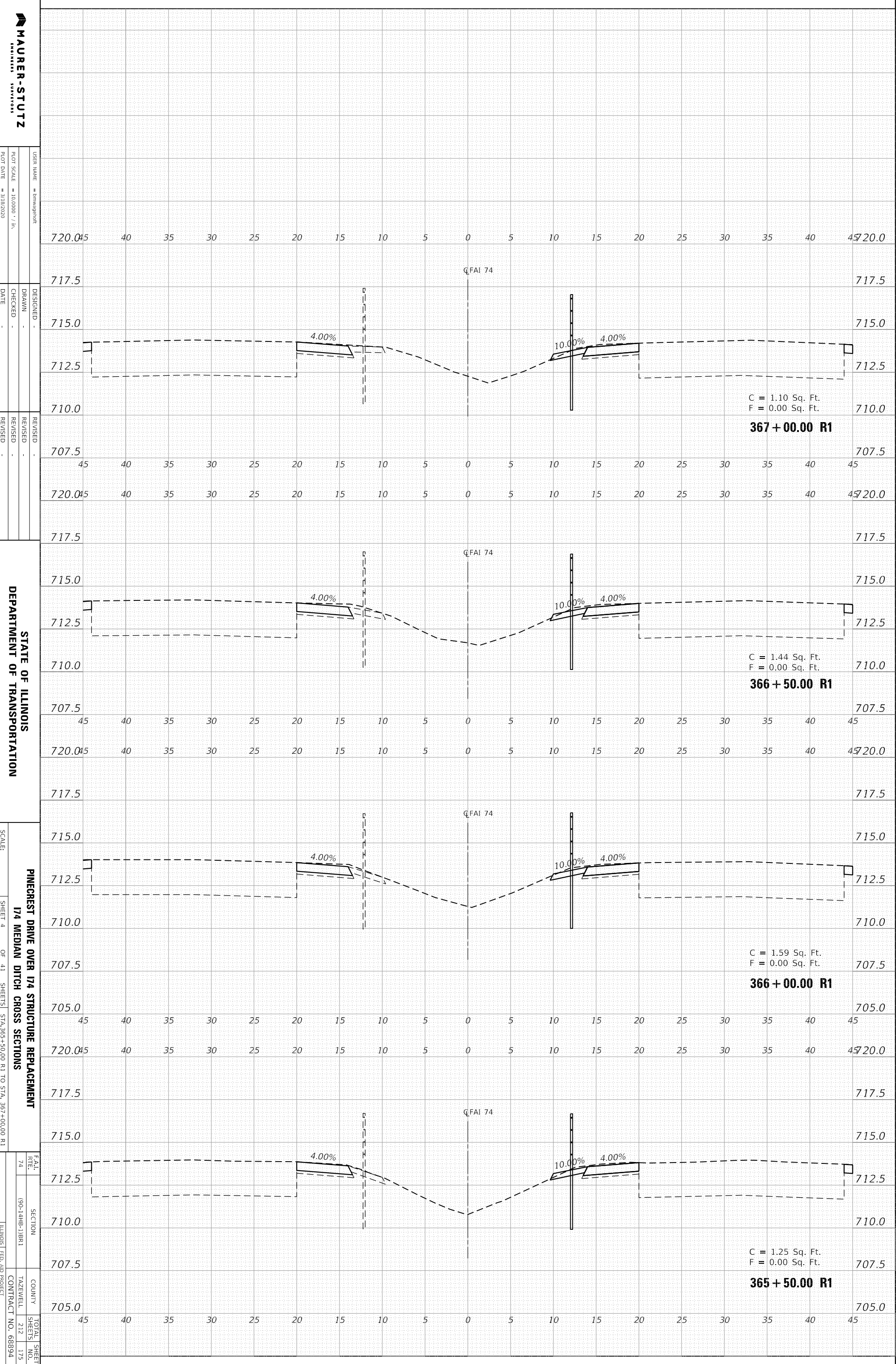
SCALE: 1" = 40'
 SHEET 3 OF 41 SHEETS
 STA. 364+00.00 R1 TO STA. 365+07.58 R1

FAI RTE: 74
 SECTION: (90-14HB-1)BRI
 COUNTY: TAZEWELL
 CONTRACT NO.: 68894
 TOTAL SHEET SHEETS: 212
 NO.: 174
 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-174_Median.dgn



MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmsjgheh
 PLOT SCALE = 1/16,000" = 1/8" = 1/16"
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 4 OF 41 SHEETS STA. 365+50.00 R1 TO STA. 367+00.00 R1
 PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 I74 MEDIAN DITCH CROSS SECTIONS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
74	(90-14HB-1)BRI	TAZEWELL	212 175
ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68894	

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHH\CADD\CADD Sheets\D468894-sht-xsc-174_Median.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmsjehfht
 PLOT SCALE = 1/4" = 10.000' - 1/4"
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: _____
 PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 I74 MEDIAN DITCH CROSS SECTIONS
 SHEET 5 OF 41 SHEETS STA. 367+50.00 R1 TO STA. 367+50.00 R1

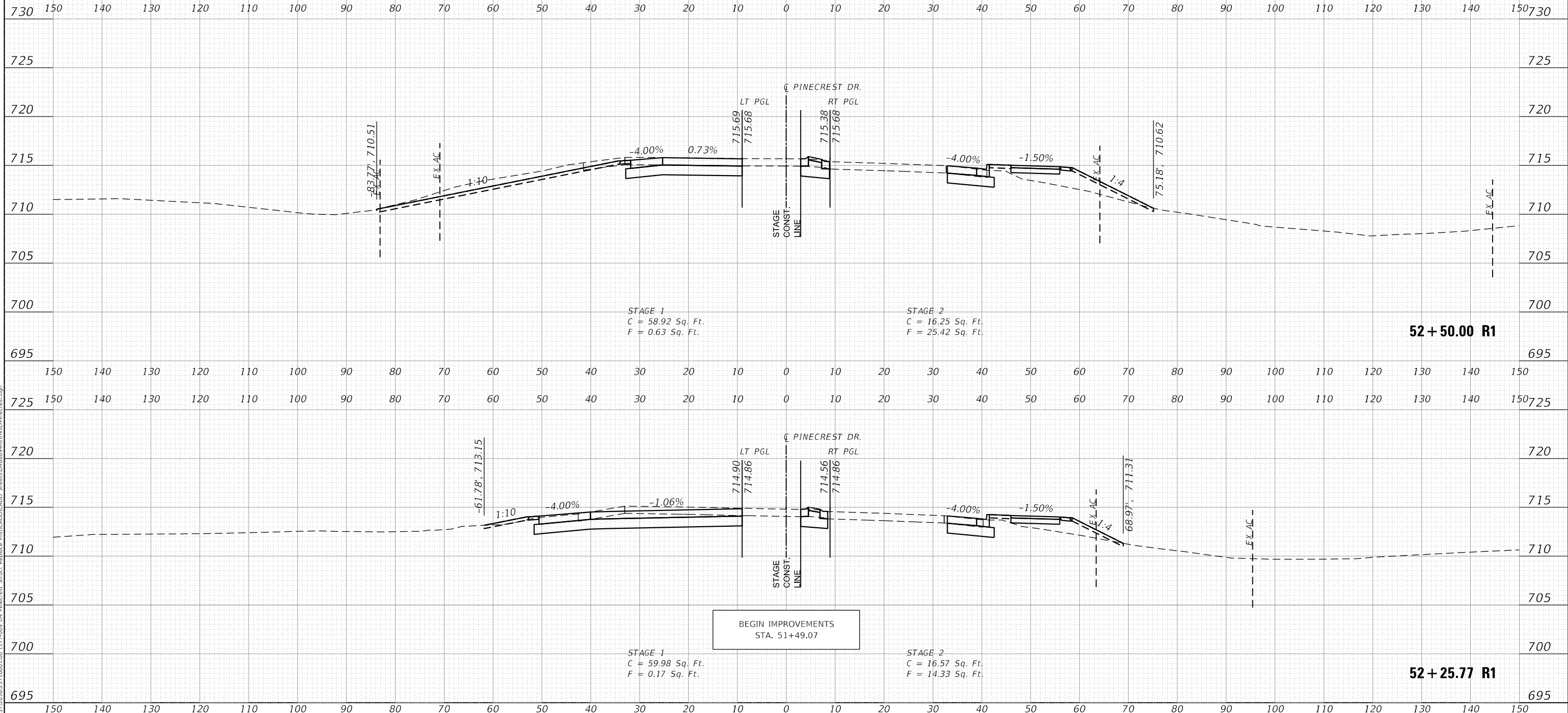
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS, NO.
74	(90-14HB-1)R1	TAZEWELL	212 176
ILLINOIS	FED. AID PROJECT	CONTRACT NO. 68894	



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

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

MODEL: Defa01r
 FILE NAME: S:\23730\62371600\LOD 117-000 D4 Pinecrest Struct Replace PHICAD\CADD Sheets\DWG\90-14HB-1\Struct-Pinecrest.dgn



USER NAME =	bmwagehoft	DESIGNED -	REVISD -
		DRAWN -	REVISD -
PLOT SCALE =	20.0000' / in.	CHECKED -	REVISD -
PLOT DATE =	3/18/2020	DATE -	REVISD -

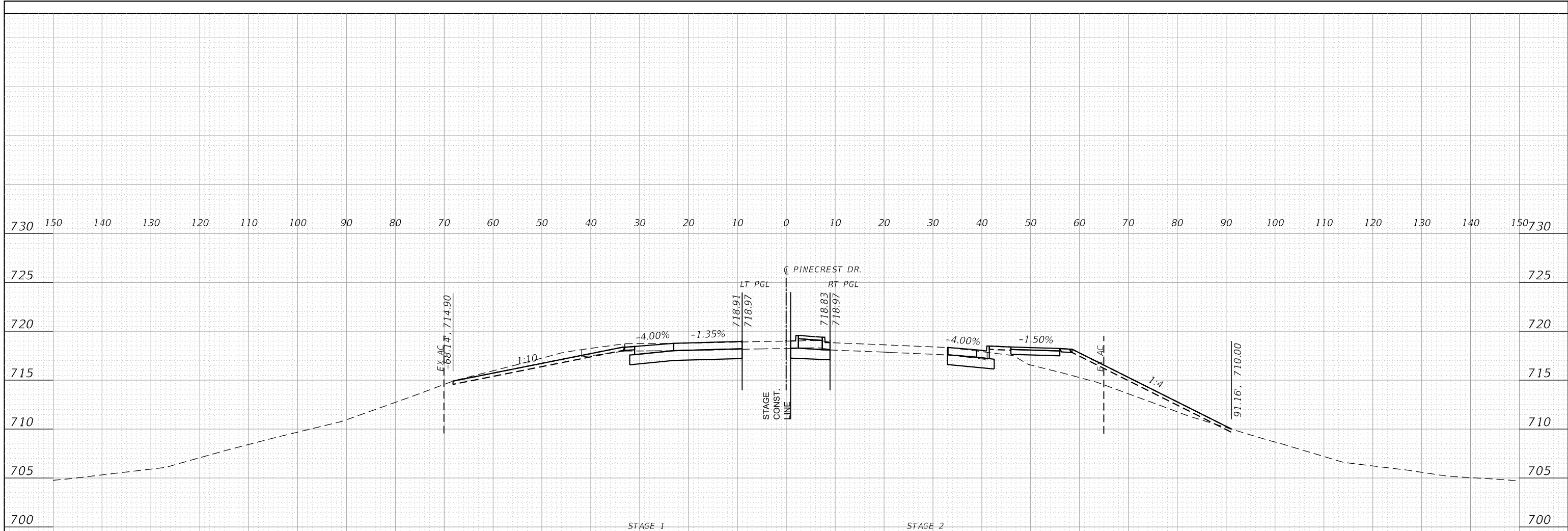
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER 174 STRUCTURE REPLACEMENT
 PINECREST CROSS SECTIONS

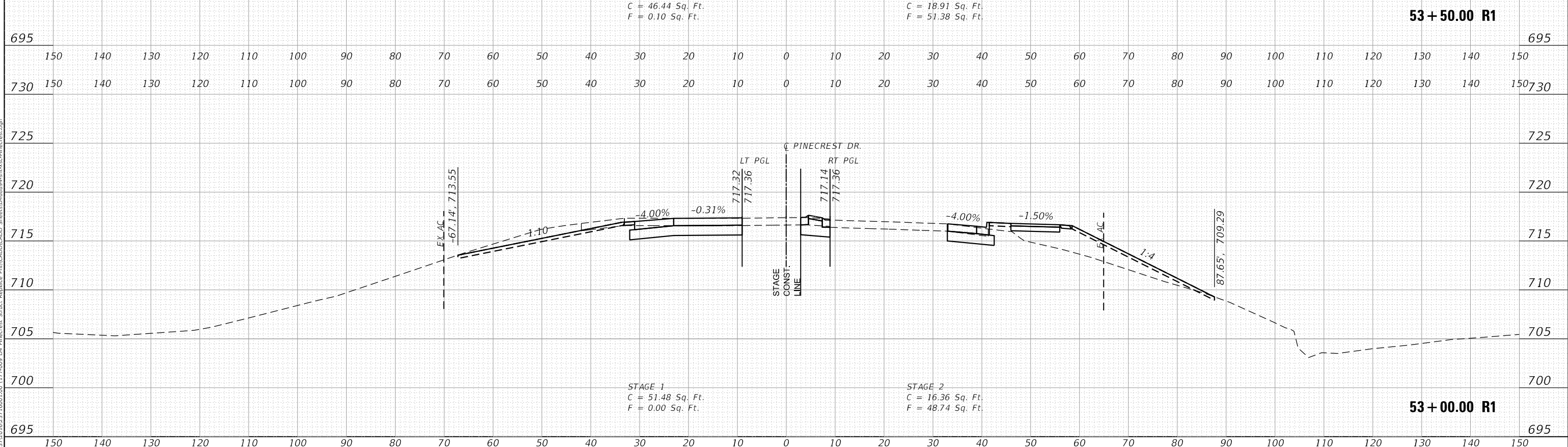
SCALE: SHEET 6 OF 33 SHEETS STA. 52+25.77 R1 TO STA. 52+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	177
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

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



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



MODEL: Defa01r
FILE NAME: S:\23730\62371600\08 (177-000) D4 Pinecrest Struct Replace PHICADD\CADD Sheets\046894\53+50.00 R1\53+00.00 R1.dgn



USER NAME =	bmwagehoft	DESIGNED -	REVISD -
		DRAWN -	REVISD -
PLOT SCALE =	20.0000' / in.	CHECKED -	REVISD -
PLOT DATE =	3/18/2020	DATE -	REVISD -

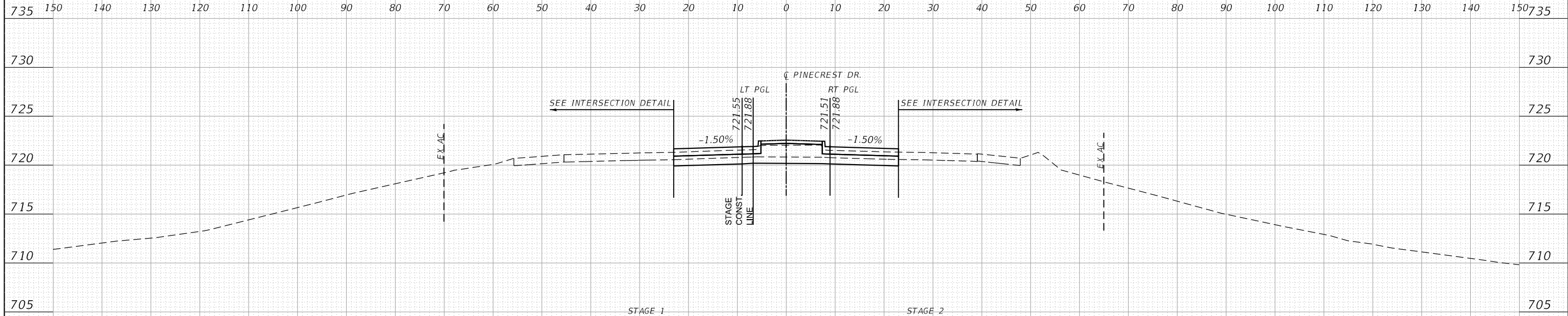
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
PINECREST CROSS SECTIONS

SCALE: SHEET 3 OF 33 SHEETS STA. 53+00.00 R1 TO STA. 53+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	178
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

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

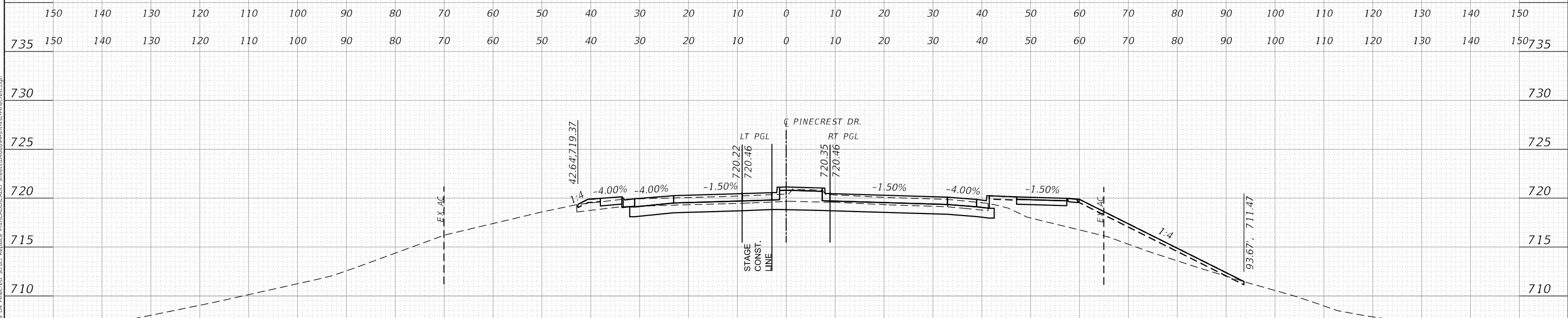


STAGE 1
C = 18.05 Sq. Ft.
F = 11.48 Sq. Ft.

STAGE 2
C = 28.17 Sq. Ft.
F = 109.13 Sq. Ft.

54 + 50.00 R1

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



STAGE 1
C = 23.92 Sq. Ft.
F = 4.65 Sq. Ft.

STAGE 2
C = 37.42 Sq. Ft.
F = 68.34 Sq. Ft.

54 + 00.00 R1

MODEL: Defn.rvt
FILE NAME: S:\237370\62371600\108\1177-000 D4 Pinecrest Struct Replace PHICAD\CADD Sheets\DWG\94-151-151-151-Pinecrest.dgn



USER NAME = bmwagehoft	DESIGNED -	REVISD -
	DRAWN -	REVISD -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISD -
PLOT DATE = 3/18/2020	DATE -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
PINECREST CROSS SECTIONS

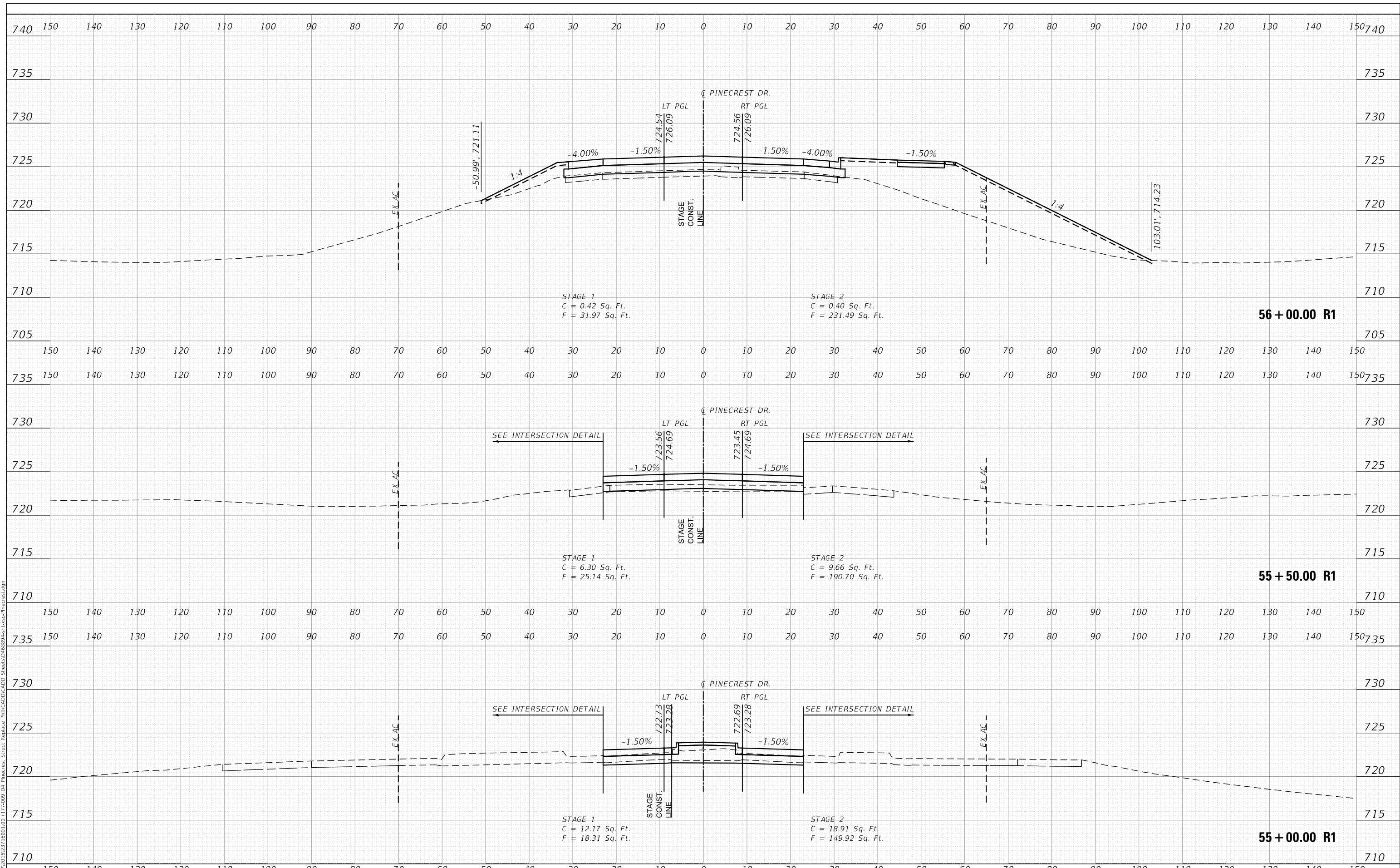
SCALE: SHEET 6 OF 33 SHEETS STA. 54+00.00 R1 TO STA. 54+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	179
			CONTRACT NO. 68894	
			ILLINOIS FED. AID PROJECT	

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

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

MODEL: Defaul
 FILE NAME: S:\23730\62371600\08 (177-009) D4 Pinecrest Struct Replace PHICAD\CADD Sheets\DWG\989-14HB-1\cvs-Pinecrest.dgn



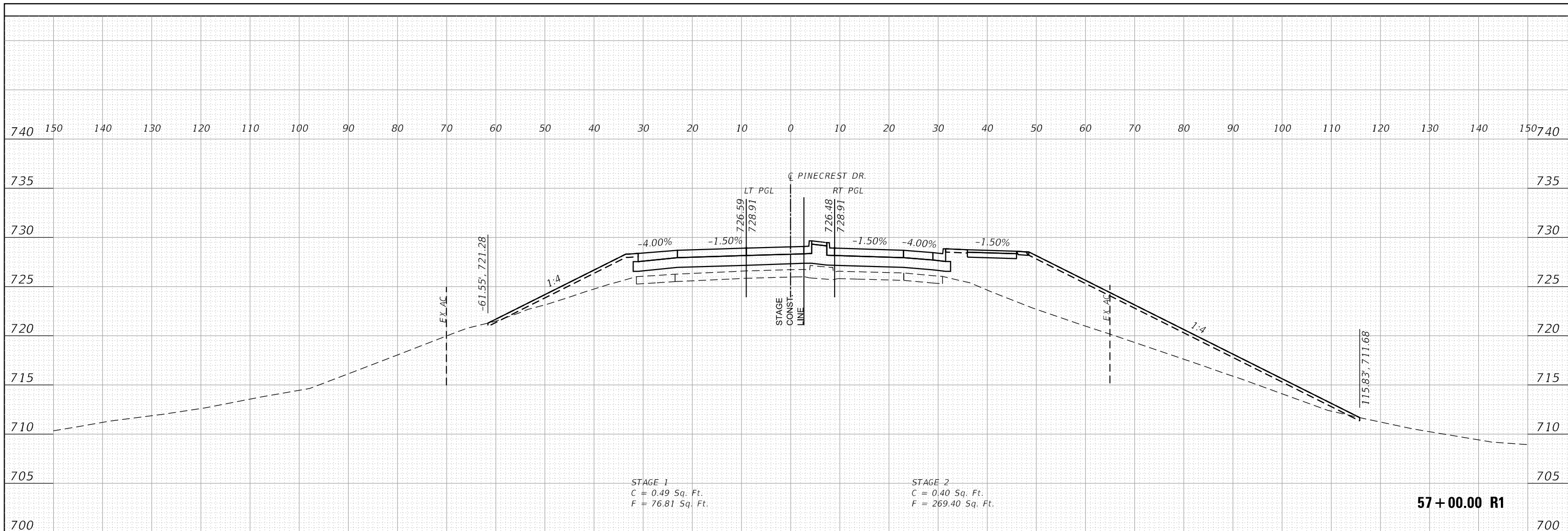
USER NAME = bmwagehoft	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/18/2020	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

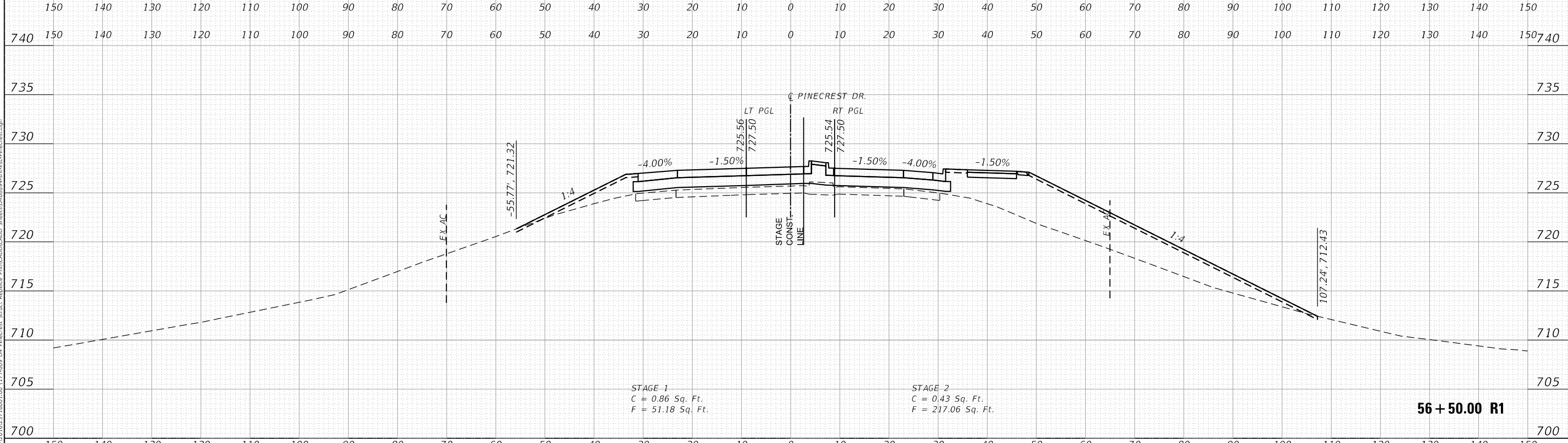
PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT	
PINECREST CROSS SECTIONS	
SCALE:	SHEET 9 OF 33 SHEETS STA.55+00.00 R1 TO STA. 56+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	180
CONTRACT NO. 68894			ILLINOIS FED. AID PROJECT	

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



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



MODEL: Defnair
FILE NAME: S:\2373\1016\23716001\08_1177-000_D4_Pinecrest_Struct_Replace_Plan\CADD\CADD_Sheets\DWG\891451\cvs-Pinecrest.dgn



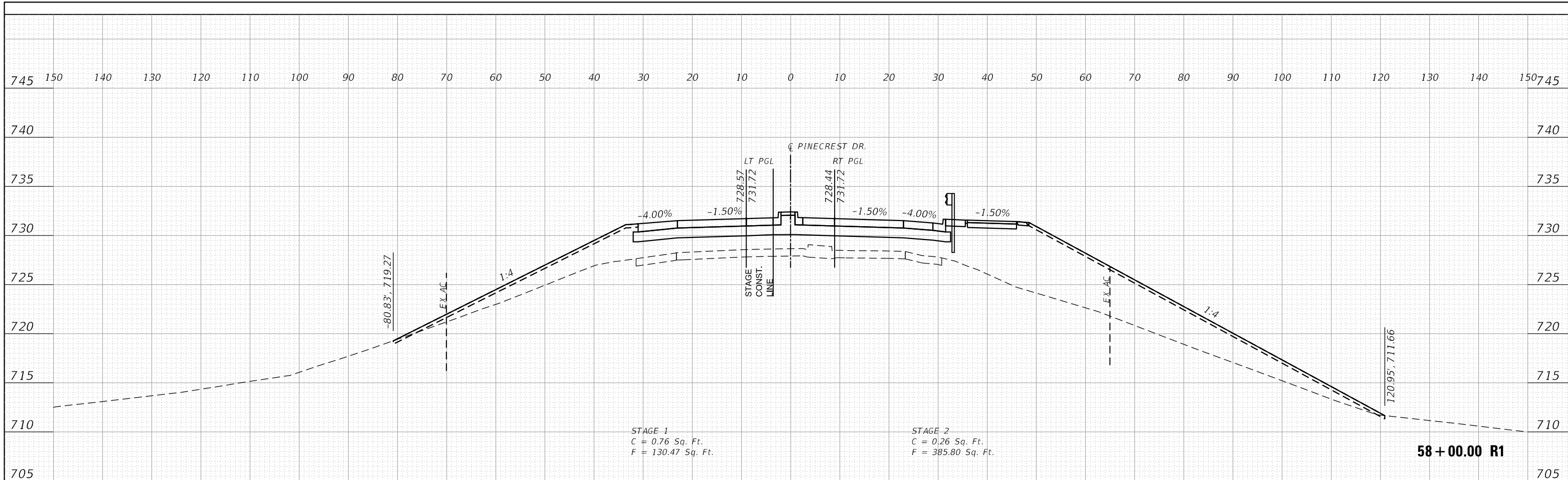
USER NAME = bmwagehoft	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/18/2020	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

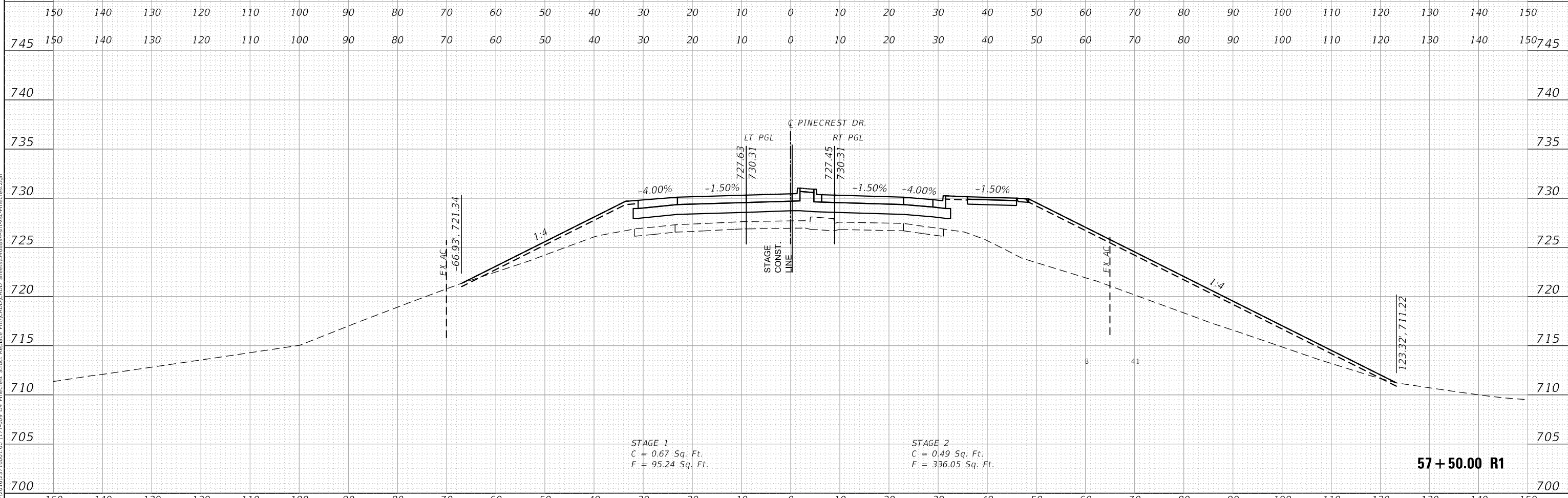
PINECREST DRIVE OVER 174 STRUCTURE REPLACEMENT PINECREST CROSS SECTIONS		
SCALE:	SHEET 80 OF 88 SHEETS	STA.56+50.00 R1 TO STA. 57+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	181
CONTRACT NO. 68894				
ILLINOIS FED. AID PROJECT				

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



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



MODEL: Defaul
 FILE NAME: S:\2373\2016\23716001\08 (177-000) 04 Pinecrest Struct Replace PHICAD\CADD Sheets\DWG\89145\hvac-Pinecrest.dgn



USER NAME =	bmwagehoft	DESIGNED -	REVISD -
		DRAWN -	REVISD -
PLOT SCALE =	20.0000' / in.	CHECKED -	REVISD -
PLOT DATE =	3/18/2020	DATE -	REVISD -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER 174 STRUCTURE REPLACEMENT
 PINECREST CROSS SECTIONS

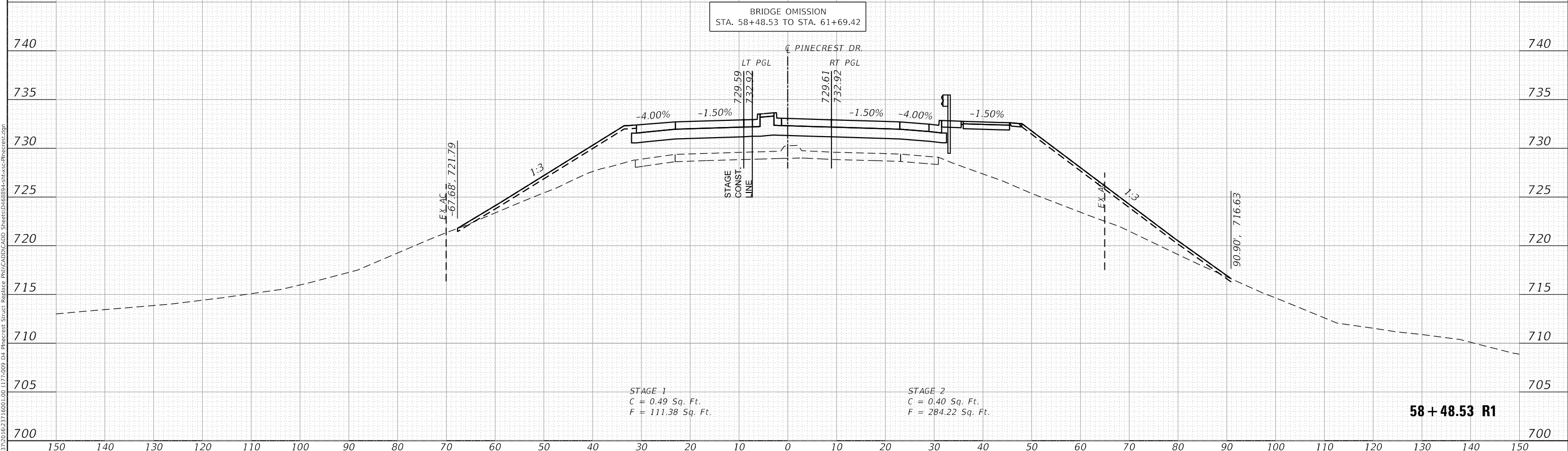
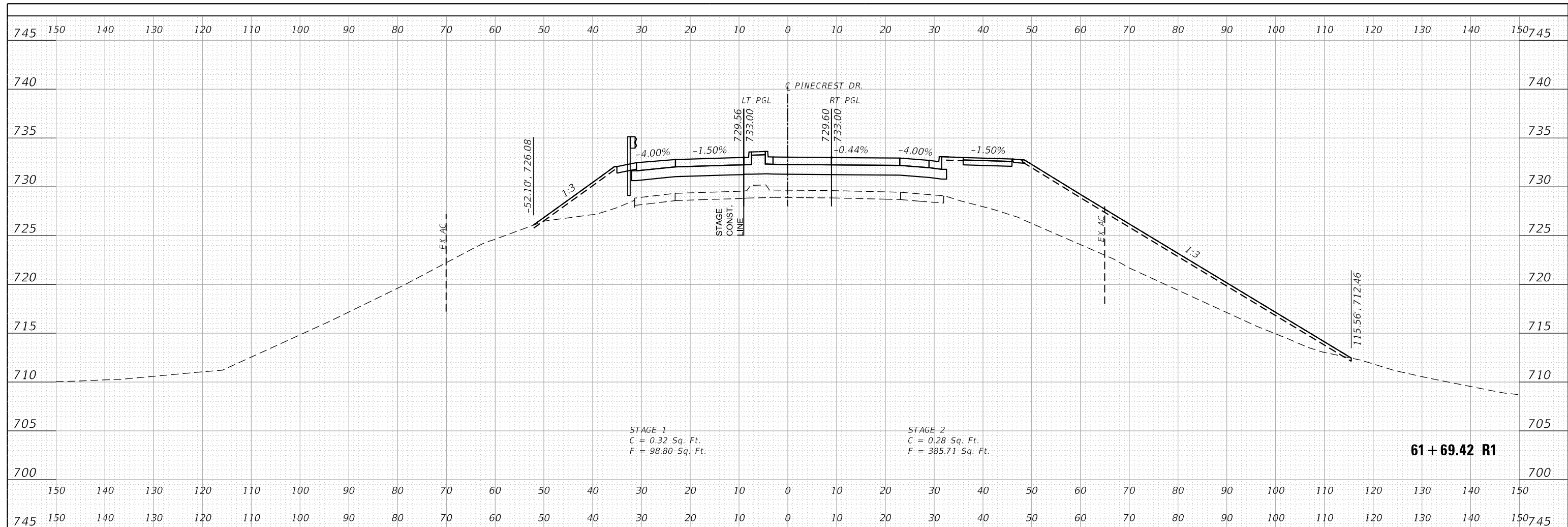
SCALE: SHEET 91 OF 93 SHEETS STA. 57+50.00 R1 TO STA. 58+00.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	182
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

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

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

MODEL: Defa01r
 FILE NAME: S:\23730 16\23716001\08 1177-009 04 Pinecrest Struct Replace PHICAD\CADD Sheets\DWG\894-1516-xc-Pinecrest.dgn



USER NAME = bmwagehoft	DESIGNED -	REVISED -
PLOT SCALE = 20.0000 ' / in.	DRAWN -	REVISED -
PLOT DATE = 3/18/2020	CHECKED -	REVISED -
	DATE -	REVISED -

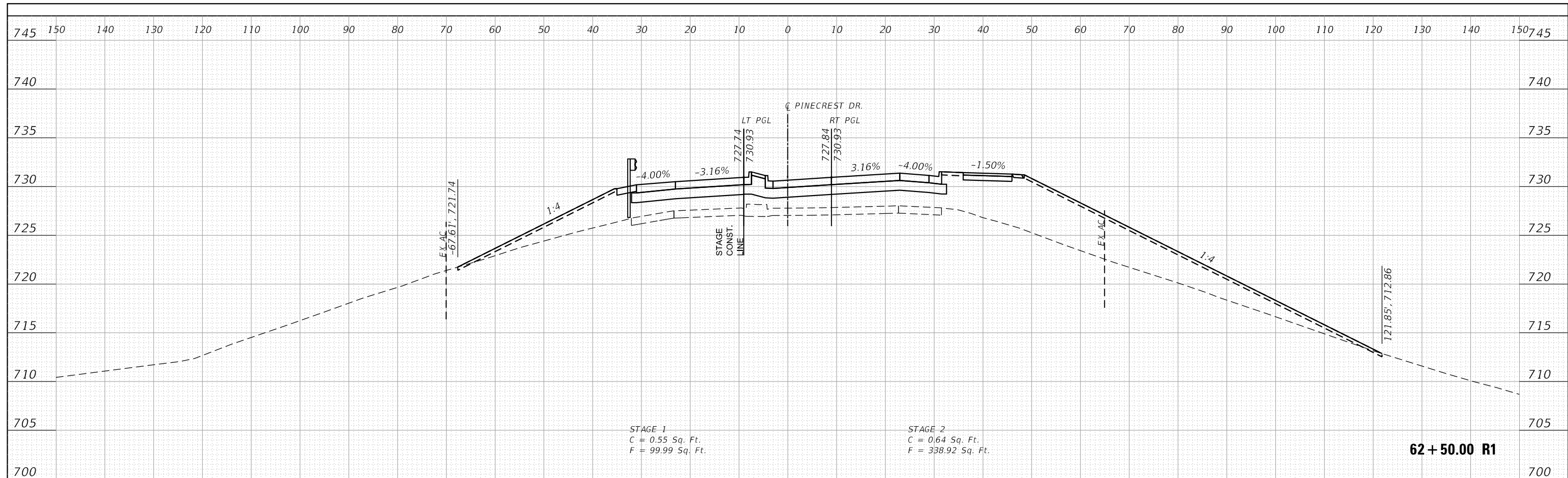
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 PINECREST CROSS SECTIONS

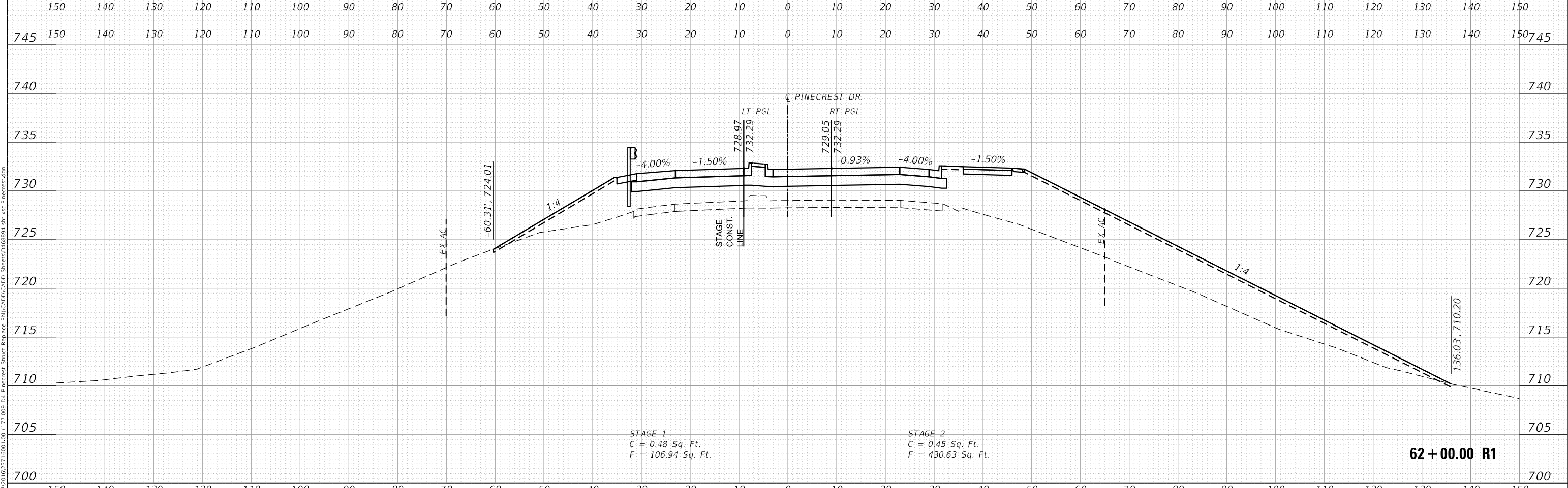
SCALE: SHEET 10 OF 33 SHEETS STA. 58+48.53 R1 TO STA. 61+69.42 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	183
				CONTRACT NO. 68894
ILLINOIS FED. AID PROJECT				

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



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



MODEL: Defa01r
FILE NAME: S:\2373\2016\23716001\08 (177-009) 04 Pinecrest Struct Replace PHICAD\CADD Sheets\DWG\89145\cvc-Pinecrest.dgn



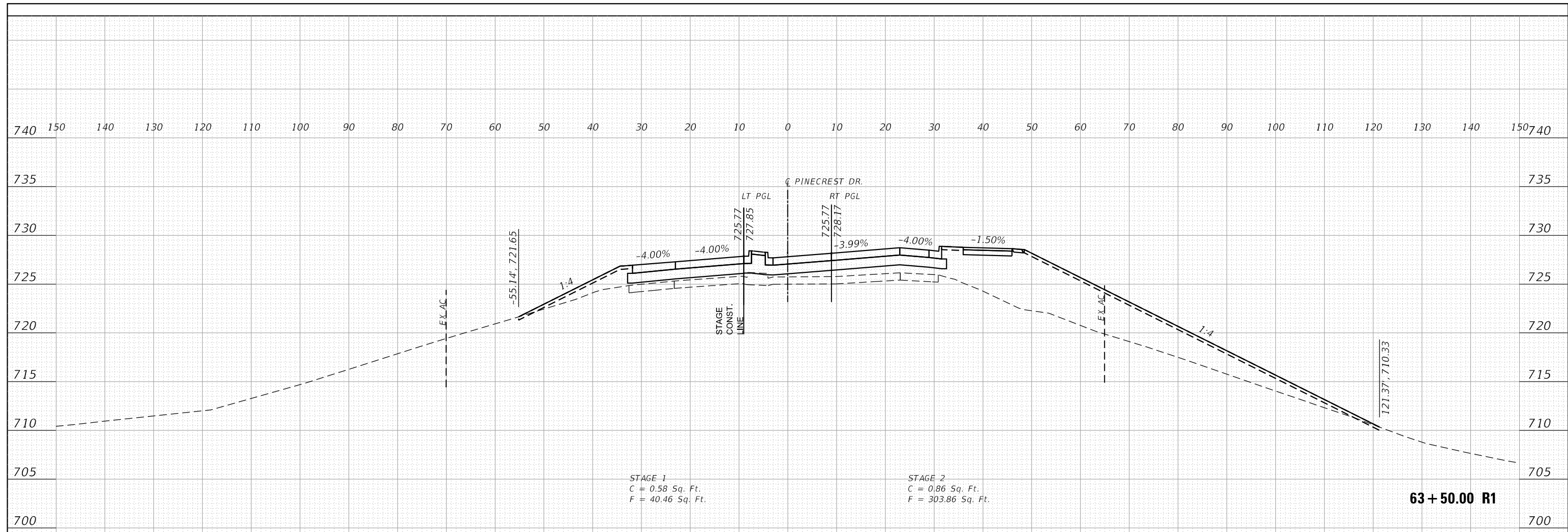
USER NAME = bmwagehoft	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/18/2020	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

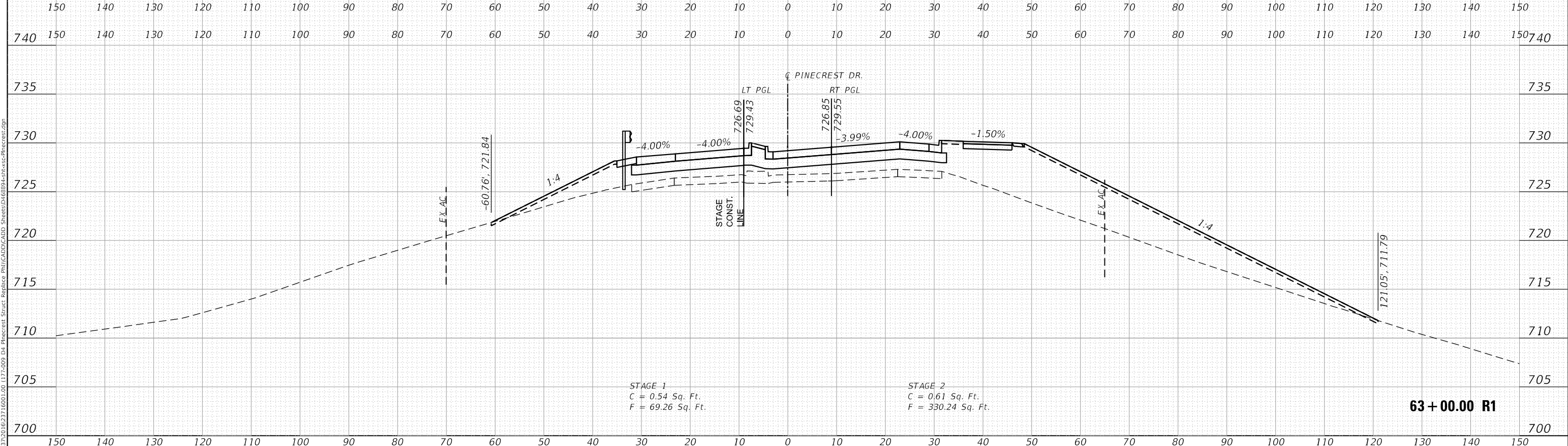
PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT PINECREST CROSS SECTIONS		
SCALE:	SHEET 13 OF 38 SHEETS	STA. 62+00.00 R1 TO STA. 62+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	184
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

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



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



MODEL: Defa01r
 FILE NAME: S:\2373\2016\23716001\08 (177-000) 04 Pinecrest Struct Replace PHICADD\CADD Sheets\04689914\stbxc-Pinecrest.dgn



USER NAME = bmwagehoft	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/18/2020	DATE -	REVISED -

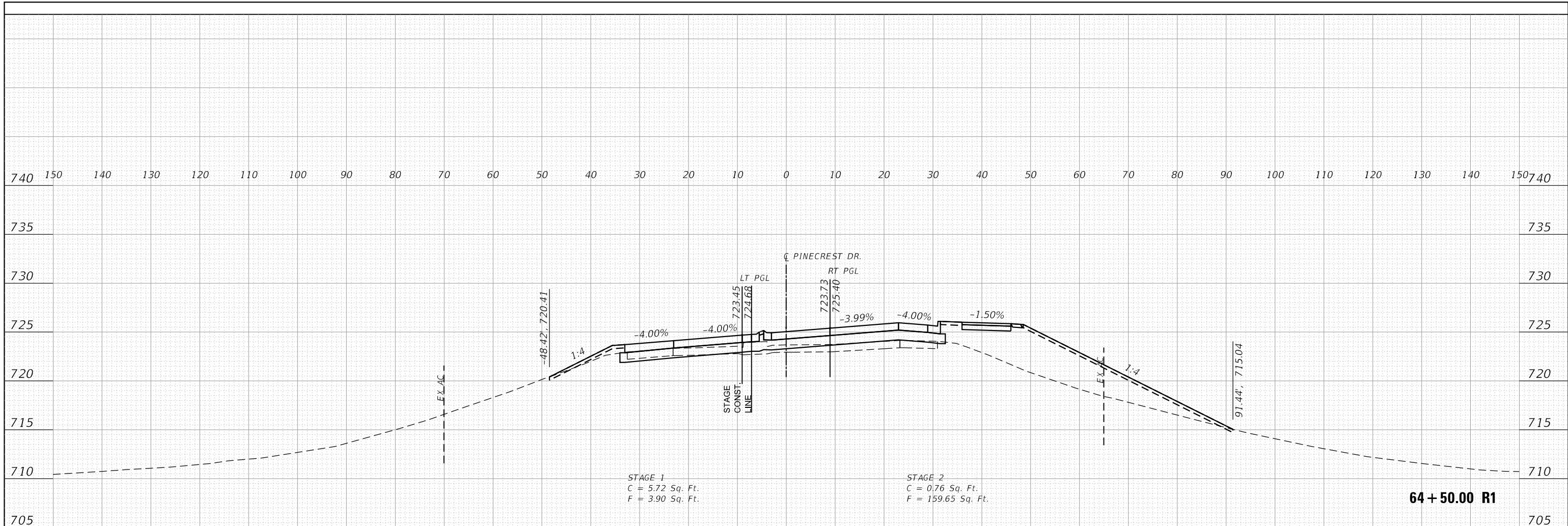
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 PINECREST CROSS SECTIONS

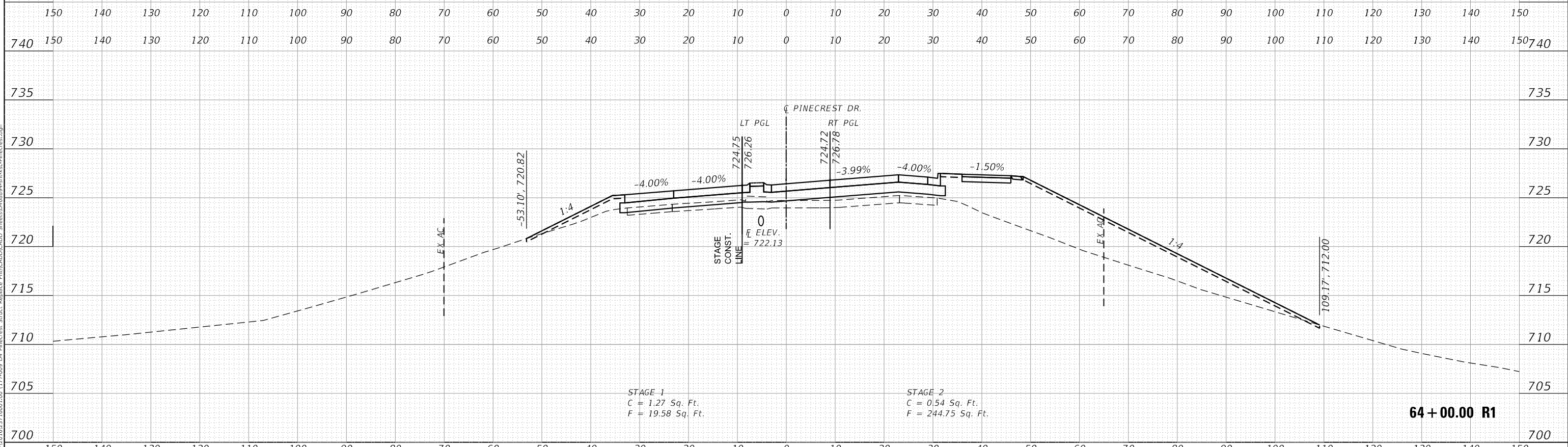
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	185
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

SCALE: SHEET 12 OF 33 SHEETS STA.63+00.00 R1 TO STA. 63+50.00 R1

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



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



MODEL: Defnair
FILE NAME: S:\2373\1016\23716001\08_1177-000 D4 Pinecrest Struct Replace PHICAD\CADD Sheets\0468894-15\cvs-Pinecrest.dgn



USER NAME =	bmwagehoft	DESIGNED -	REVISD -
		DRAWN -	REVISD -
PLOT SCALE =	20.0000 ' / in.	CHECKED -	REVISD -
PLOT DATE =	3/18/2020	DATE -	REVISD -

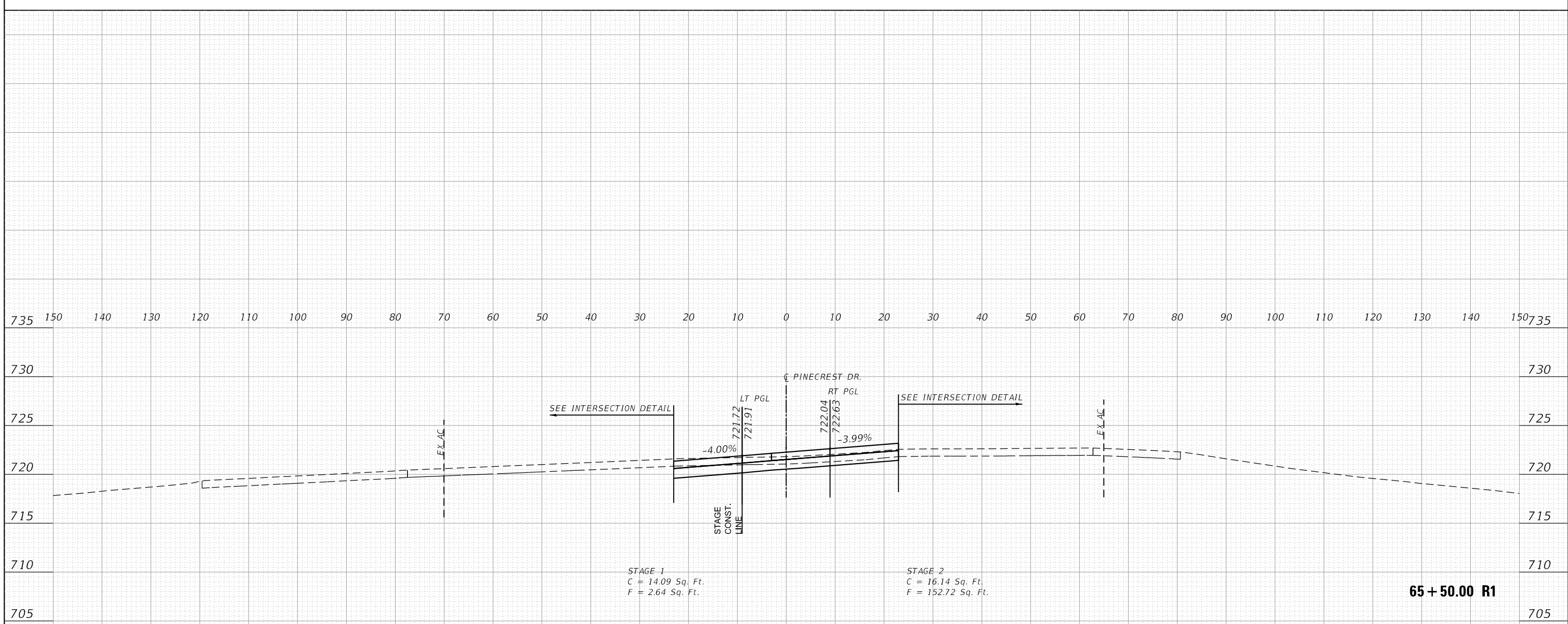
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
PINECREST CROSS SECTIONS**

SCALE: SHEET 15 OF 33 SHEETS STA. 64+00.00 R1 TO STA. 64+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	186
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

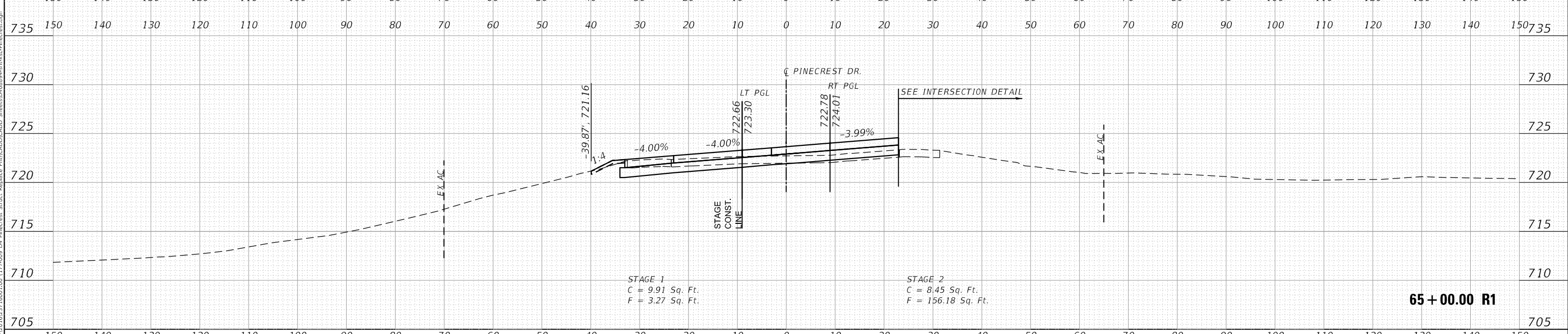


STAGE 1
C = 14.09 Sq. Ft.
F = 2.64 Sq. Ft.

STAGE 2
C = 16.14 Sq. Ft.
F = 152.72 Sq. Ft.

65+50.00 R1

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



STAGE 1
C = 9.91 Sq. Ft.
F = 3.27 Sq. Ft.

STAGE 2
C = 8.45 Sq. Ft.
F = 156.18 Sq. Ft.

65+00.00 R1



USER NAME =	bmwagehoft	DESIGNED -	REVISD -
		DRAWN -	REVISD -
PLOT SCALE =	20.0000 ' / in.	CHECKED -	REVISD -
PLOT DATE =	3/18/2020	DATE -	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
PINECREST CROSS SECTIONS

SCALE: SHEET 16 OF 33 SHEETS STA.65+00.00 R1 TO STA. 65+50.00 R1

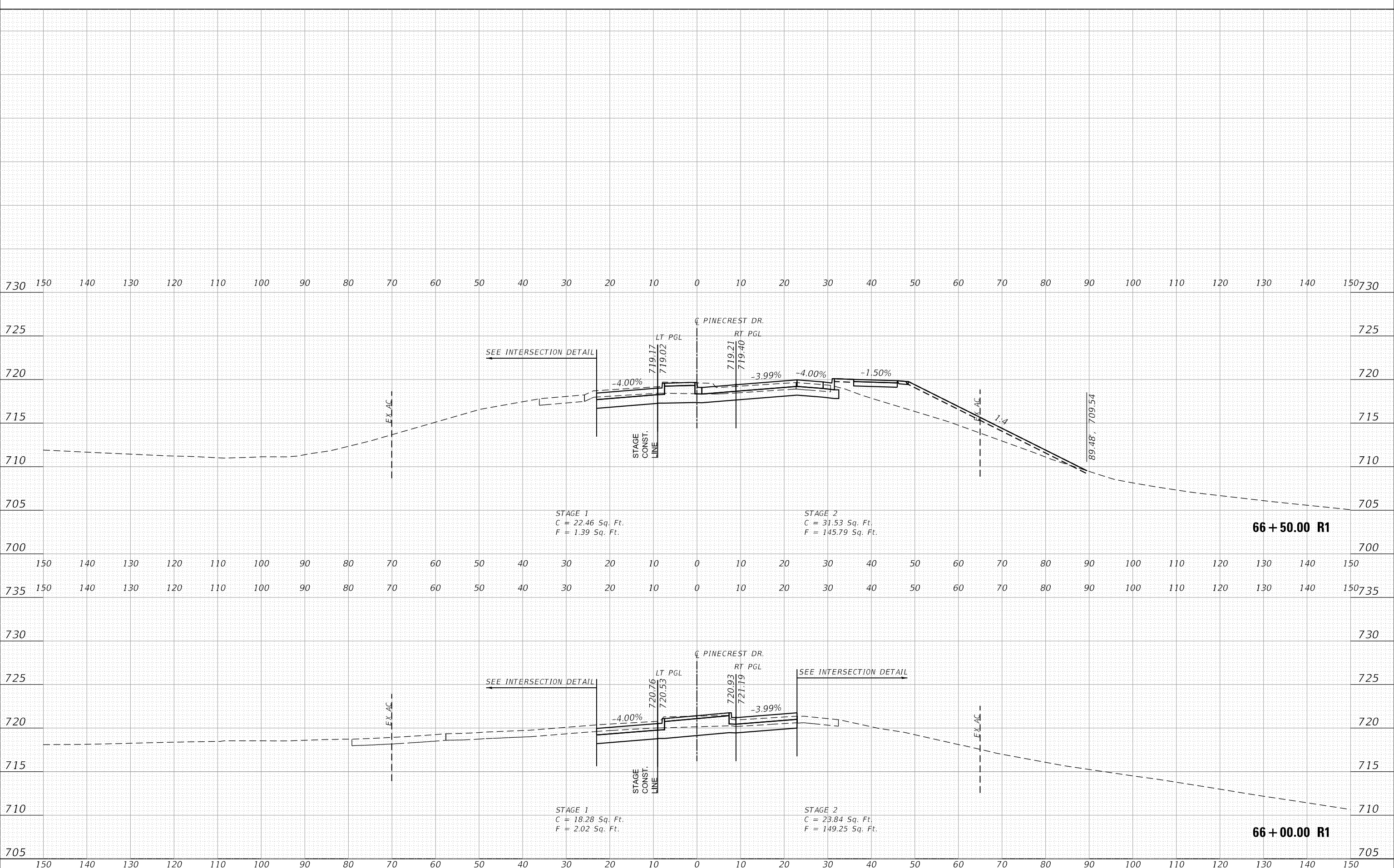
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	187
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

MODEL: Defa01r
FILE NAME: S:\237370\62371600\LOD (177-000) D4 Pinecrest Struct Replace PHICADD\CADD Sheets\D46894\14hb-1\cxc-Pinecrest.dgn

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

MODEL: Defa01r
 FILE NAME: S:\237370\62371600\LOD 1177-000 D4 Pinecrest Struct Replace PHICADD\CADD Sheets\046894\148148\csc-Pinecrest.dgn



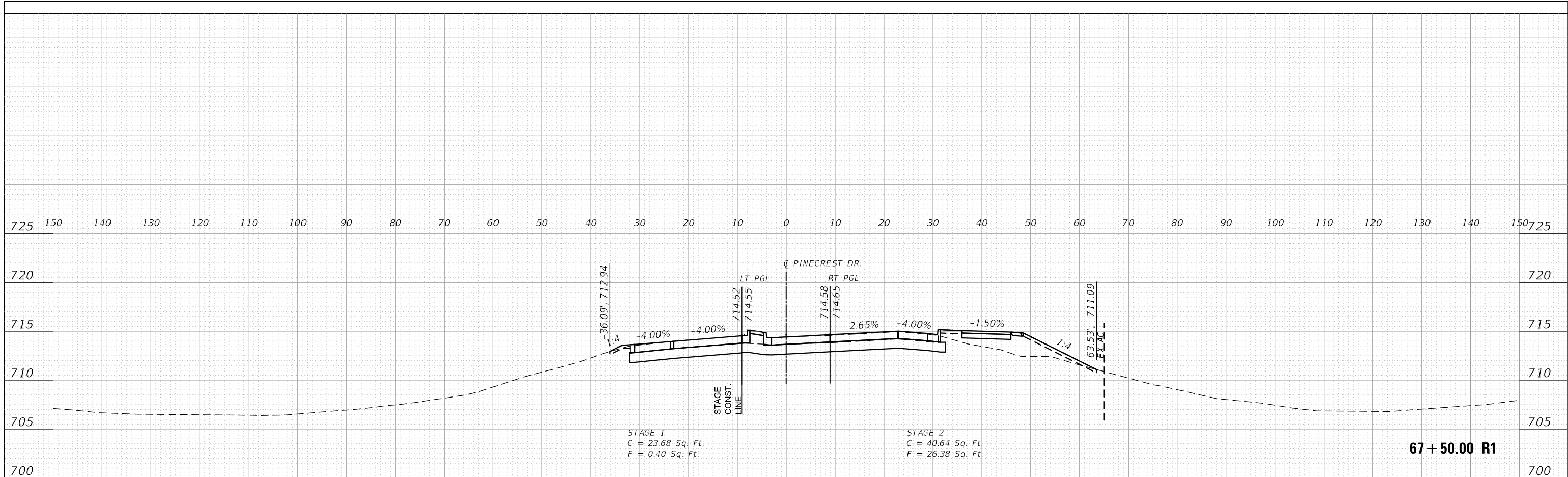
USER NAME = bmwagehoft	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/18/2020	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

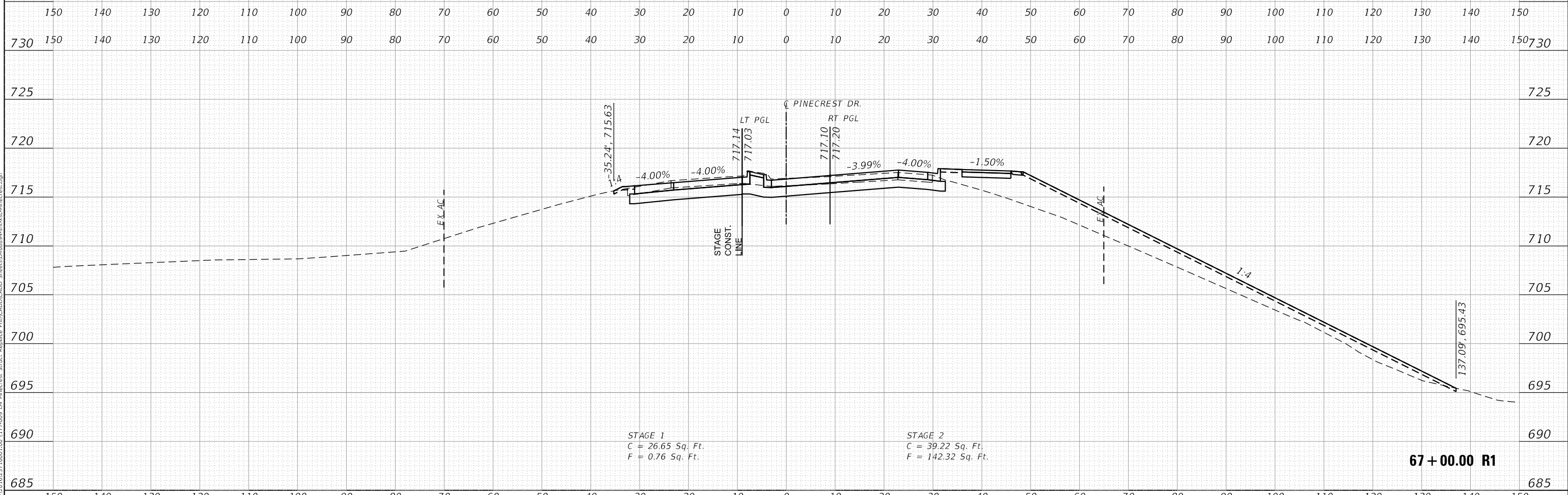
PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT PINECREST CROSS SECTIONS		
SCALE:	SHEET 15 OF 33 SHEETS	STA.66+00.00 R1 TO STA. 66+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	188
			CONTRACT NO. 68894	
			ILLINOIS FED. AID PROJECT	

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



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



MODEL: Defa01r
FILE NAME: S:\2373\1016\23716001\08_1177-000 D4 Pinecrest Struct Replace PHICAD\CADD Sheets\0468894-14\cvc-Pinecrest.dgn



USER NAME = bmwagehoft	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 3/18/2020	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
PINECREST CROSS SECTIONS**

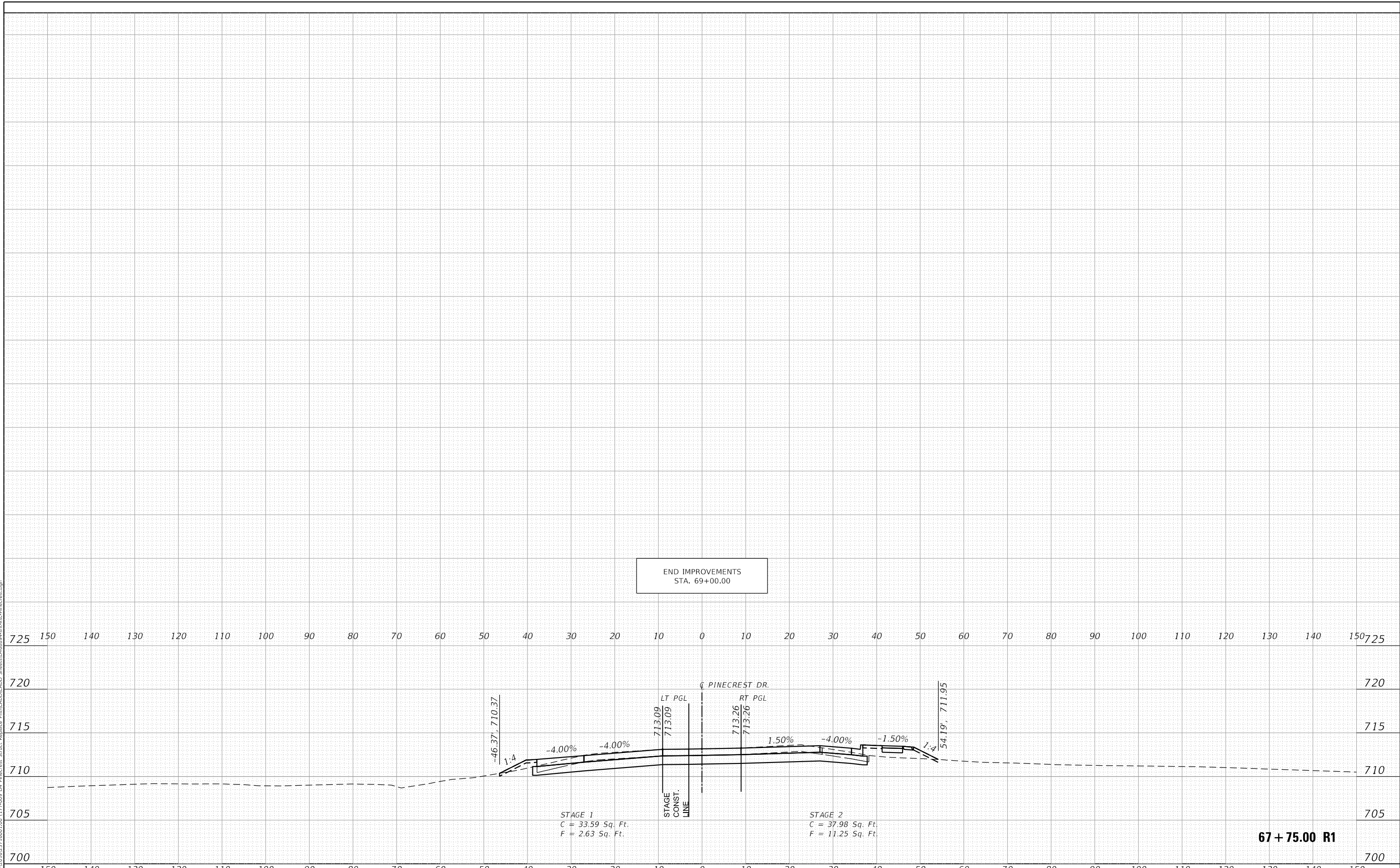
SCALE: SHEET 16 OF 33 SHEETS STA.67+00.00 R1 TO STA. 67+50.00 R1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	189
				CONTRACT NO. 68894
				ILLINOIS FED. AID PROJECT

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

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

MODEL: Defn.rvt
FILE NAME: S:\237370\62371600\08_1177-009_04_Pinecrest_Struct_Replace_Plan\CADD\CADD_Sheets\DWG\89-14HB-1-19-2020-Pinecrest.dgn



STAGE 1
C = 33.59 Sq. Ft.
F = 2.63 Sq. Ft.

STAGE 2
C = 37.98 Sq. Ft.
F = 11.25 Sq. Ft.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
PINECREST CROSS SECTIONS

SCALE: SHEET 19 OF 41 SHEETS STA. 67+75.00 R1 TO STA. 67+75.00 R1

67 + 75.00 R1



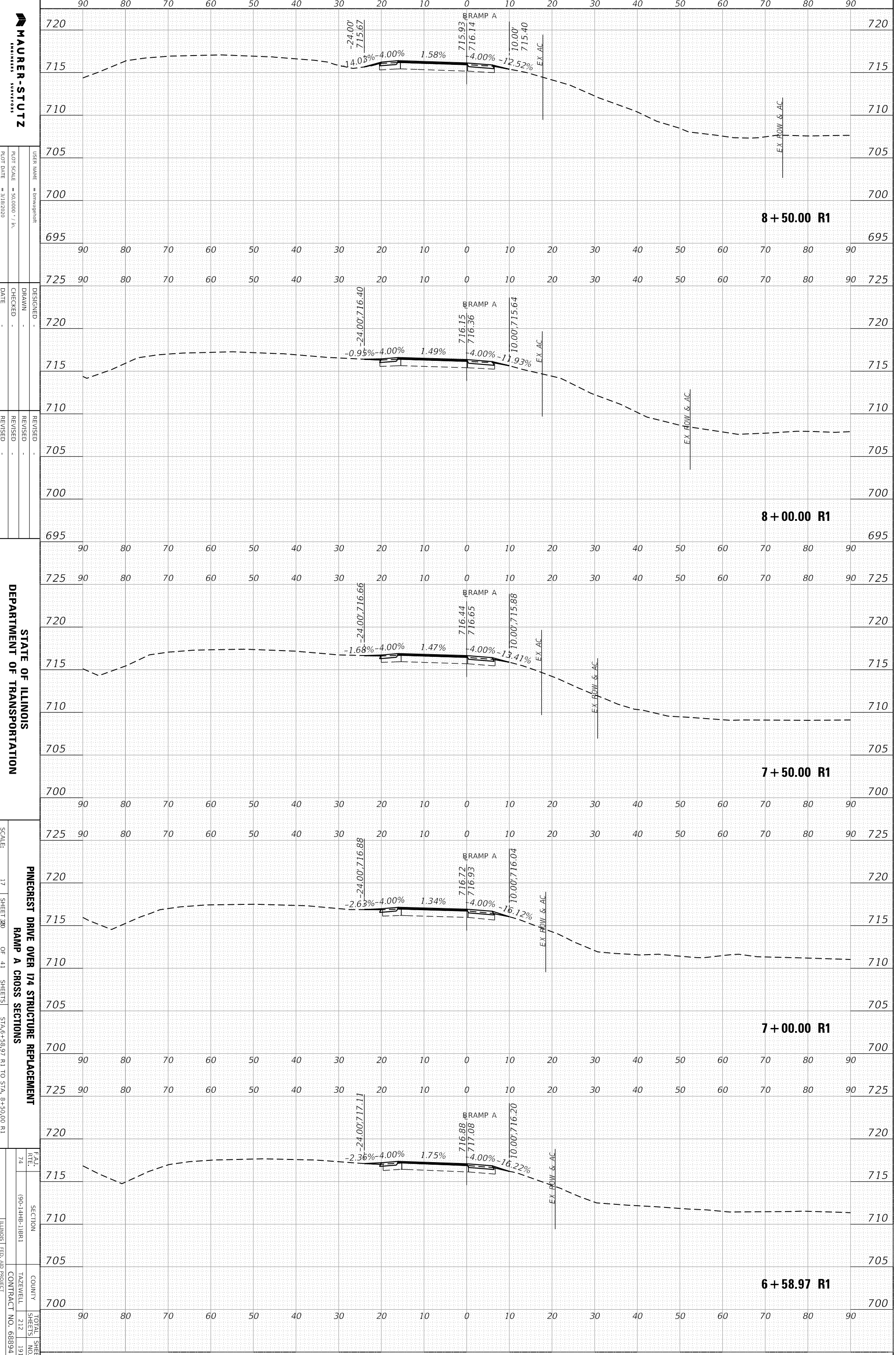
USER NAME = bmwagehoft	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/18/2020	DATE -	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(90-14HB-1)BR1	TAZEWELL	212	190
				CONTRACT NO. 68894
		ILLINOIS	FED. AID PROJECT	

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHH\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn



MAURER-STUTZ
 ENGINEERS SURVEYORS

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISIONS
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP A CROSS SECTIONS

F.A.I. RITE: 74
 SECTION: (90-14HB-1)R1
 COUNTY: TAZEWELL
 CONTRACT NO.: 68894
 TOTAL SHEET SHEETS: 212 / 191
 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmwajeh@hst
 PLOT SCALE = 50.0000' = 1" = 1/2"
 PLOT DATE = 3/18/2020

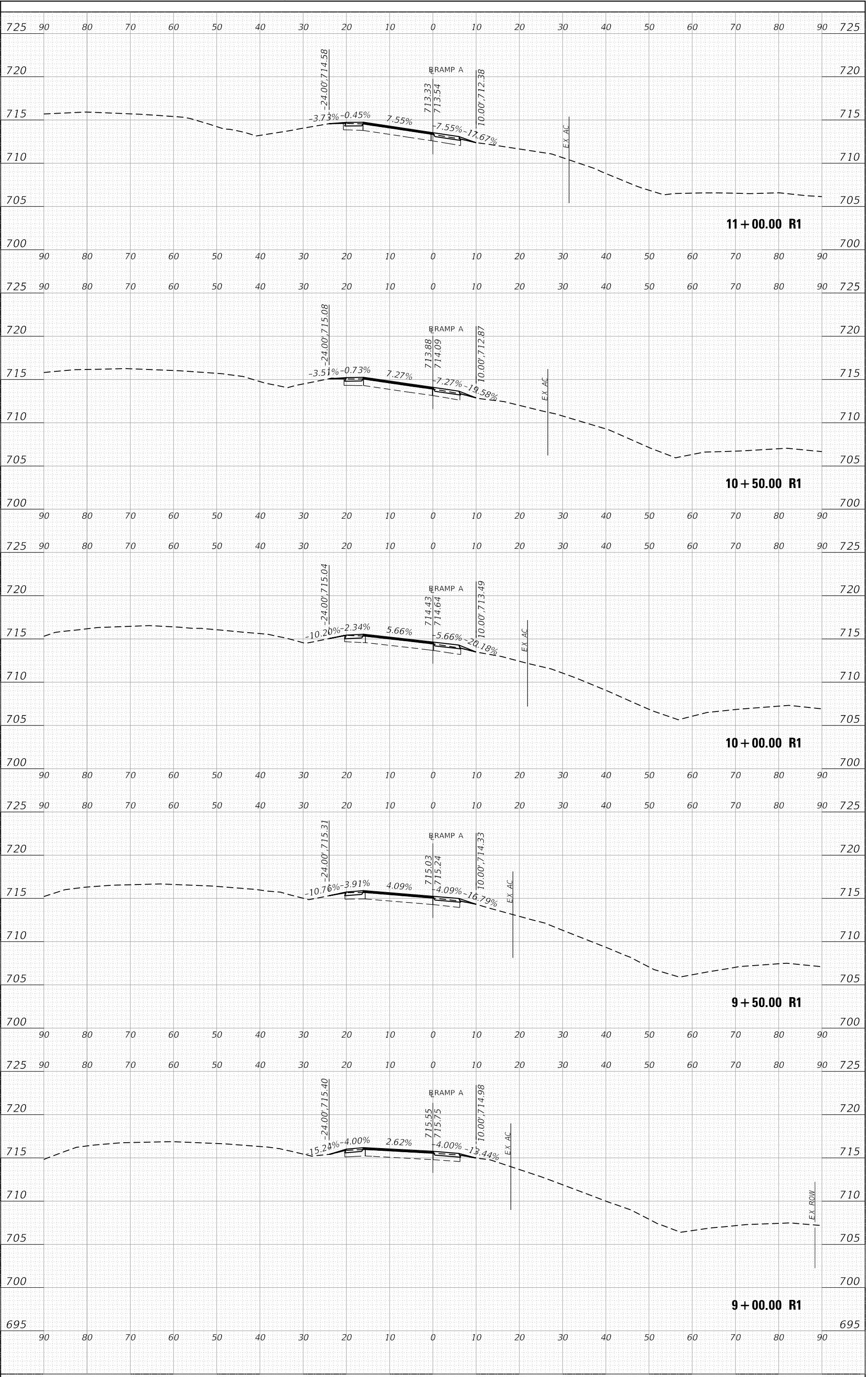
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP A CROSS SECTIONS
 SCALE: 18 SHEET 280 OF 41 SHEETS STA. 9+00.00 R1 TO STA. 11+00.00 R1

F.A.I. RITE: 74 SECTION: (90-148B-1)BRI COUNTY: TAZEWELL TOTAL SHEET SHEETS: 212 192 ILLINOIS FED. AID PROJECT CONTRACT NO. 68894



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmgajehfht
 PLOT SCALE = 50.0000' = 1" = 1/200'
 PLOT DATE = 3/18/2020

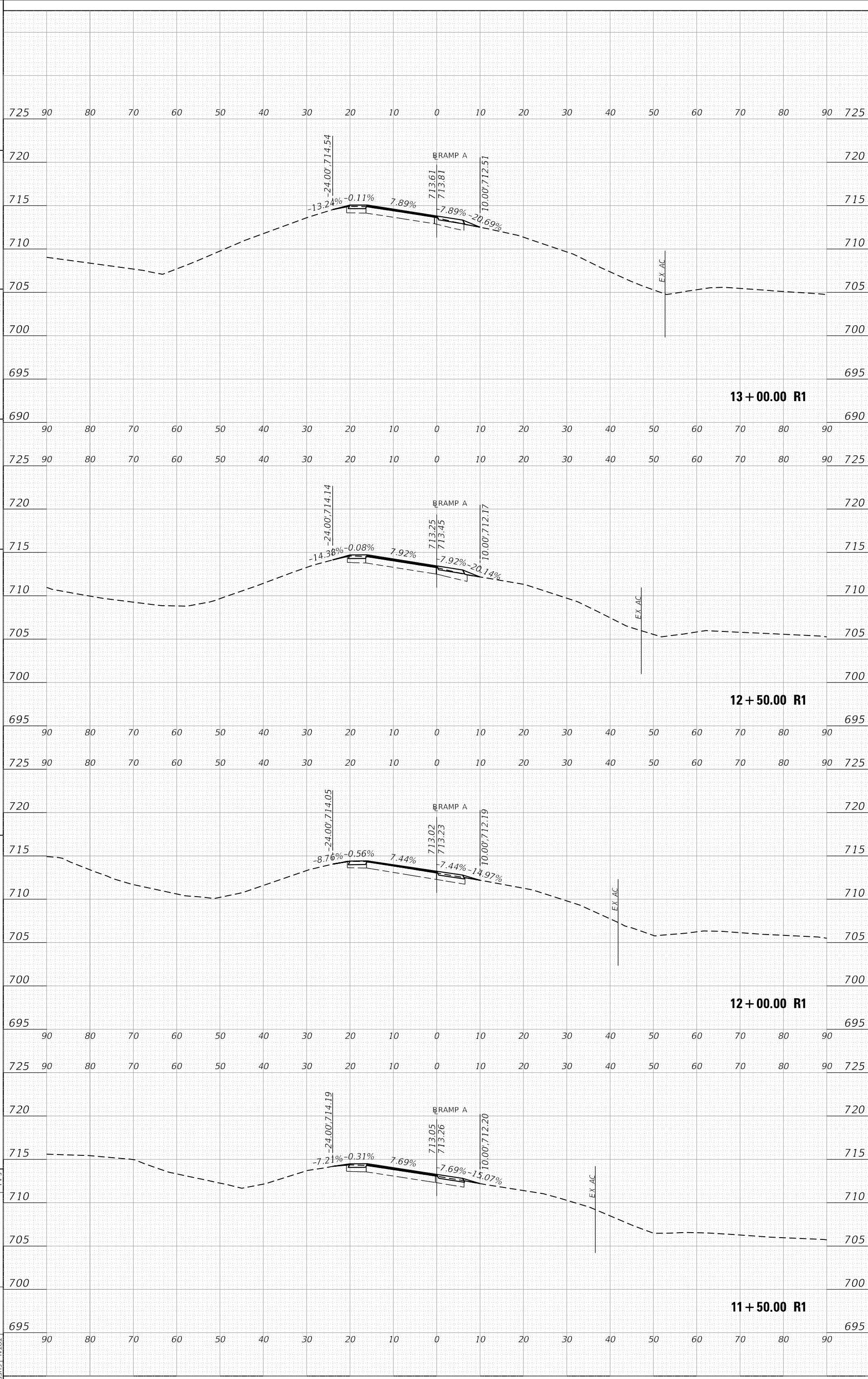
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 19 SHEET 322 OF 41 SHEETS STA. 11+50.00 R1 TO STA. 13+00.00 R1
 PINCREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP A CROSS SECTIONS

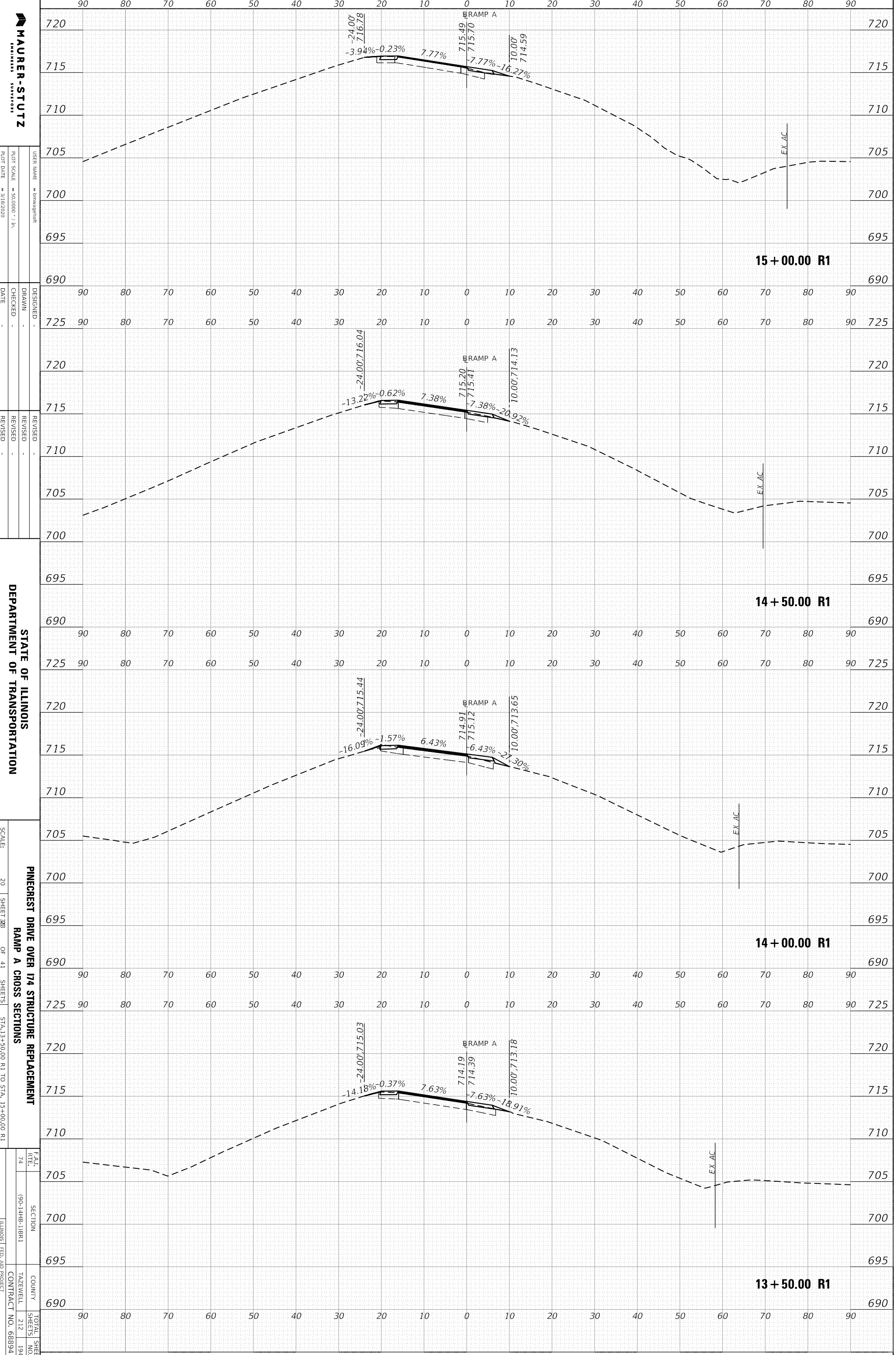
F.A.I. RITE: 74 SECTION: (90-14HB-1)BR1 COUNTY: TAZEWELL TOTAL SHEET SHEETS: 212 193 ILLINOIS FED. AID PROJECT CONTRACT NO. 68894



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHH\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn



MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmsajeh@hst
 PLOT SCALE = 50.0000' = 1" = 100'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISIONS

NO.	DATE	DESCRIPTION

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 20' = 1" SHEET 288 OF 41 SHEETS STA. 13+50.00 R1 TO STA. 15+00.00 R1

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP A CROSS SECTIONS

F.A.I. RITE	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
74	(90-14HB-1)R1	TAZEWELL	212 194
ILLINOIS	FED. AID PROJECT	CONTRACT NO.	68894

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn



USER NAME = hmsajehit
 PLOT SCALE = 50.0000' = 1" = 100'
 PLOT DATE = 3/18/2020

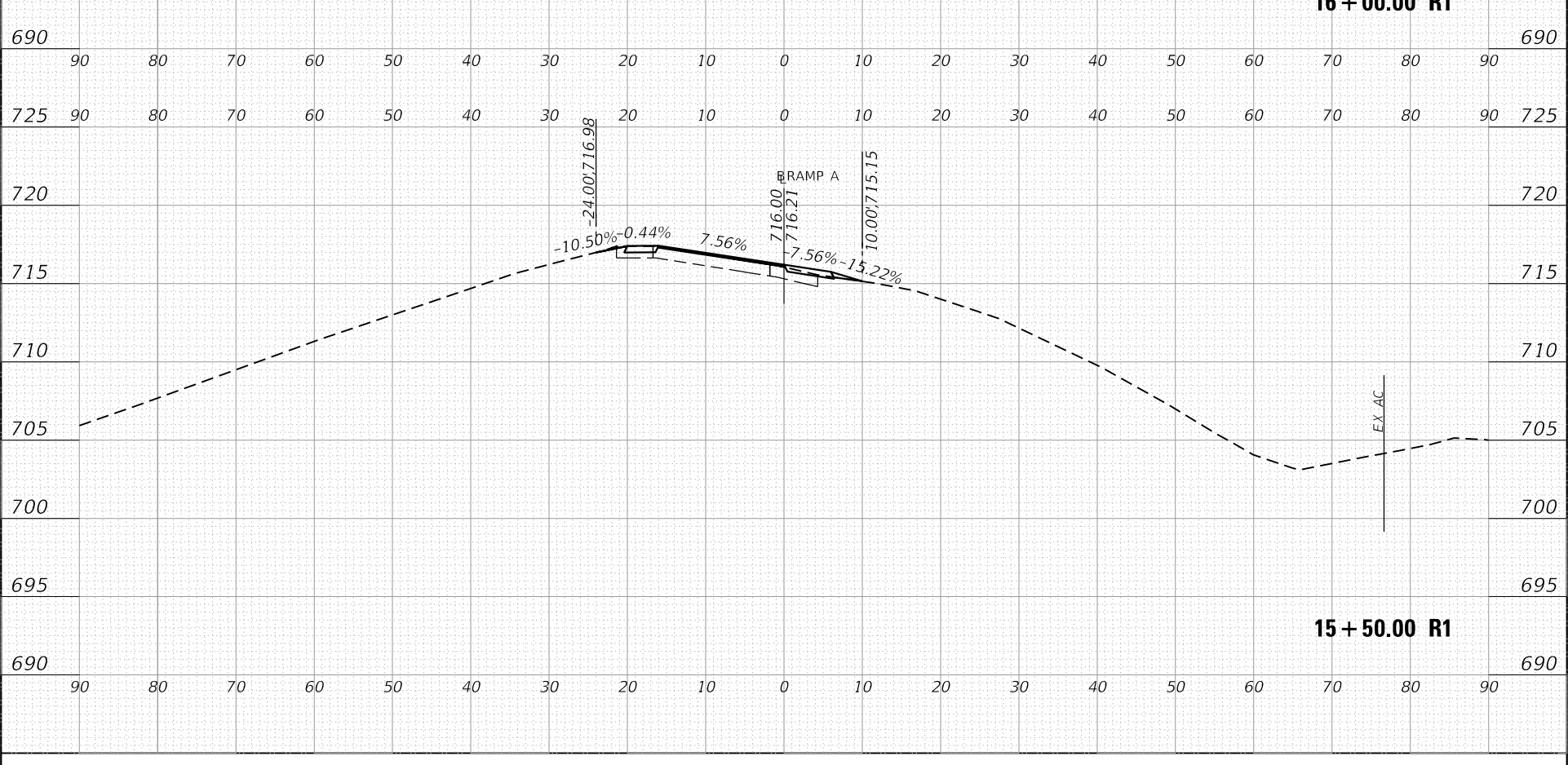
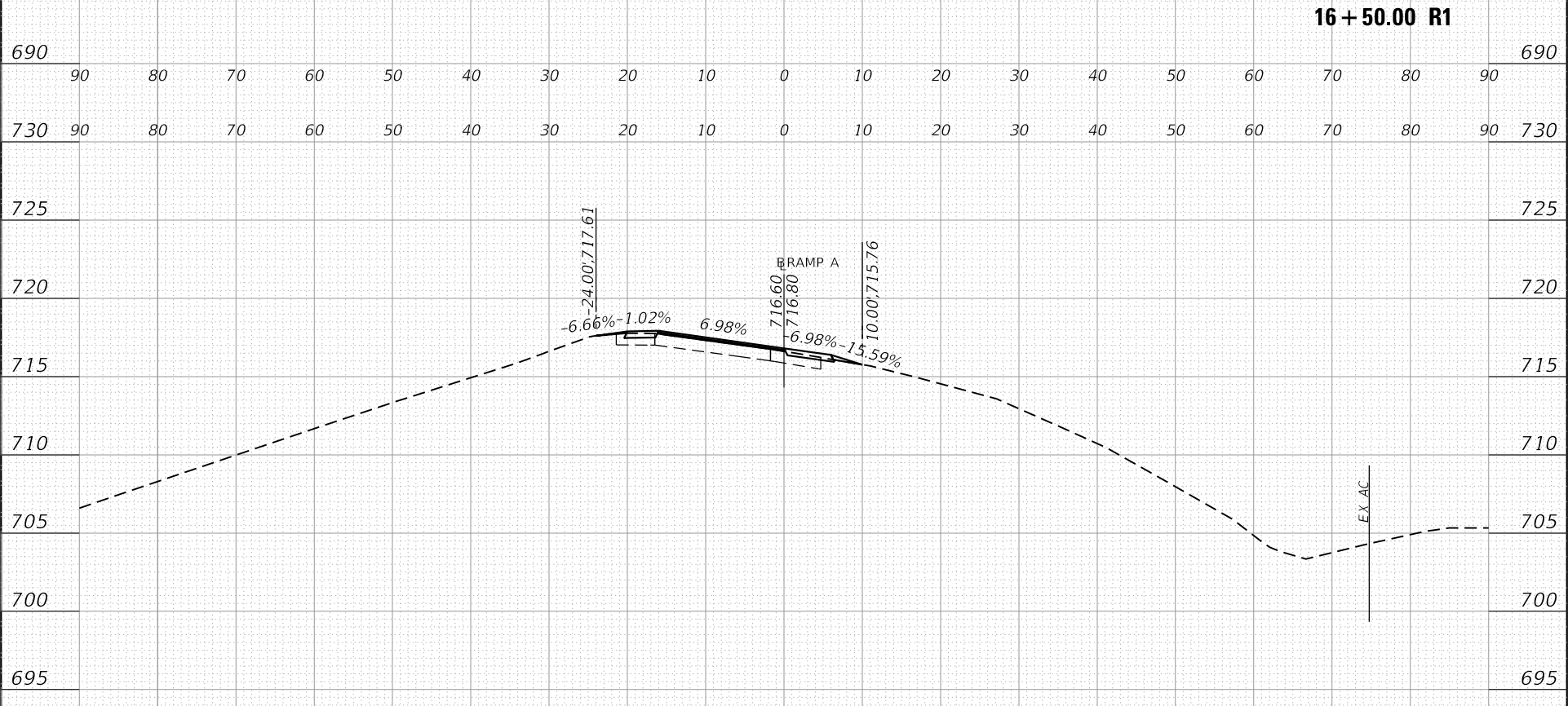
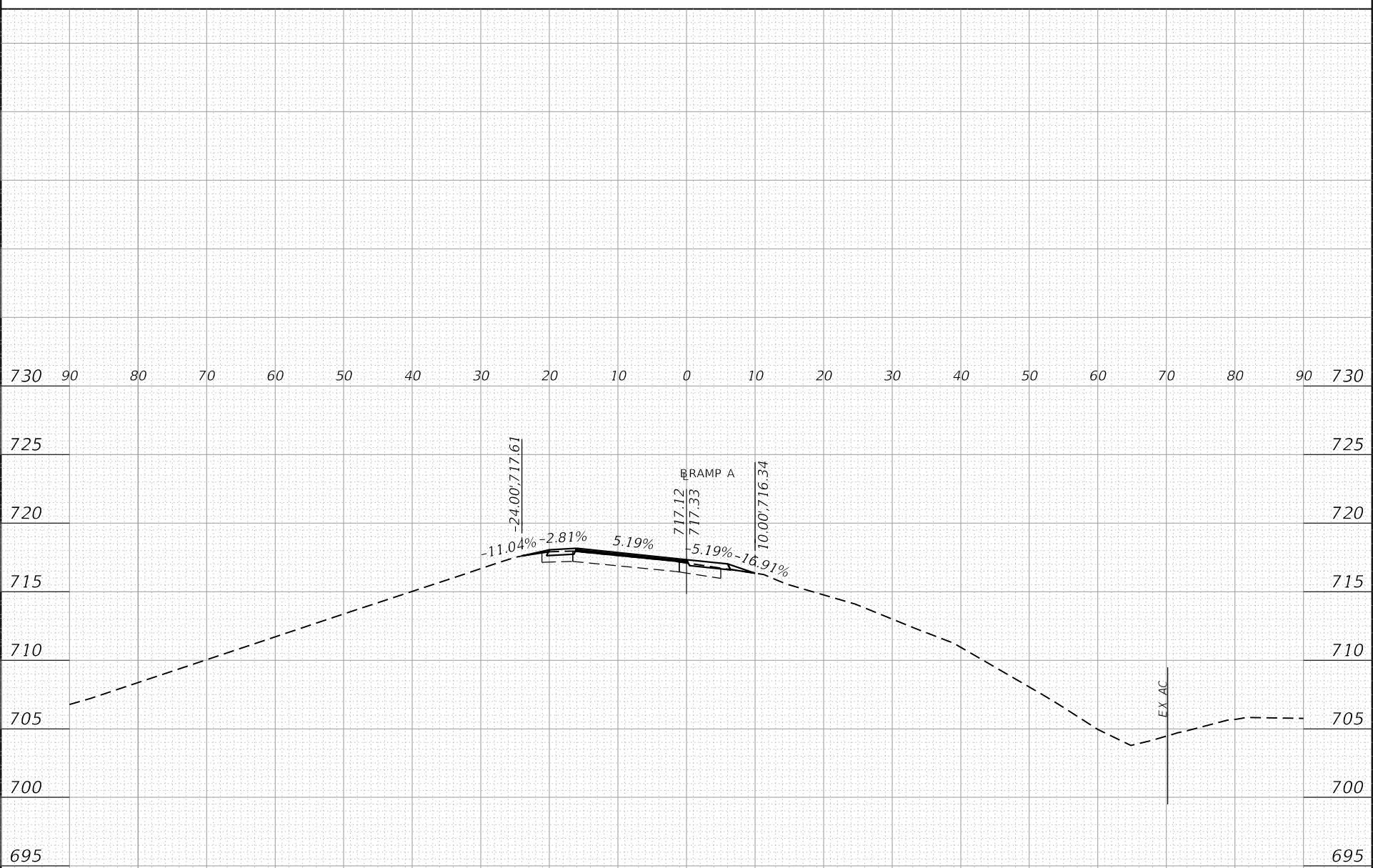
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 21 SHEET 20H OF 41 SHEETS
 PINCREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP A CROSS SECTIONS
 STA. 15+50.00 R1 TO STA. 16+50.00 R1

F.A.I. RTE: 74
 SECTION (90-14HB-1)B1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 ILLINOIS FED. AID PROJECT
 TOTAL SHEET SHEETS NO. 212 195



ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn



USER NAME = hmsjehlich
 PLOT SCALE = 50.0000' = 1" / 50'
 PLOT DATE = 3/18/2020

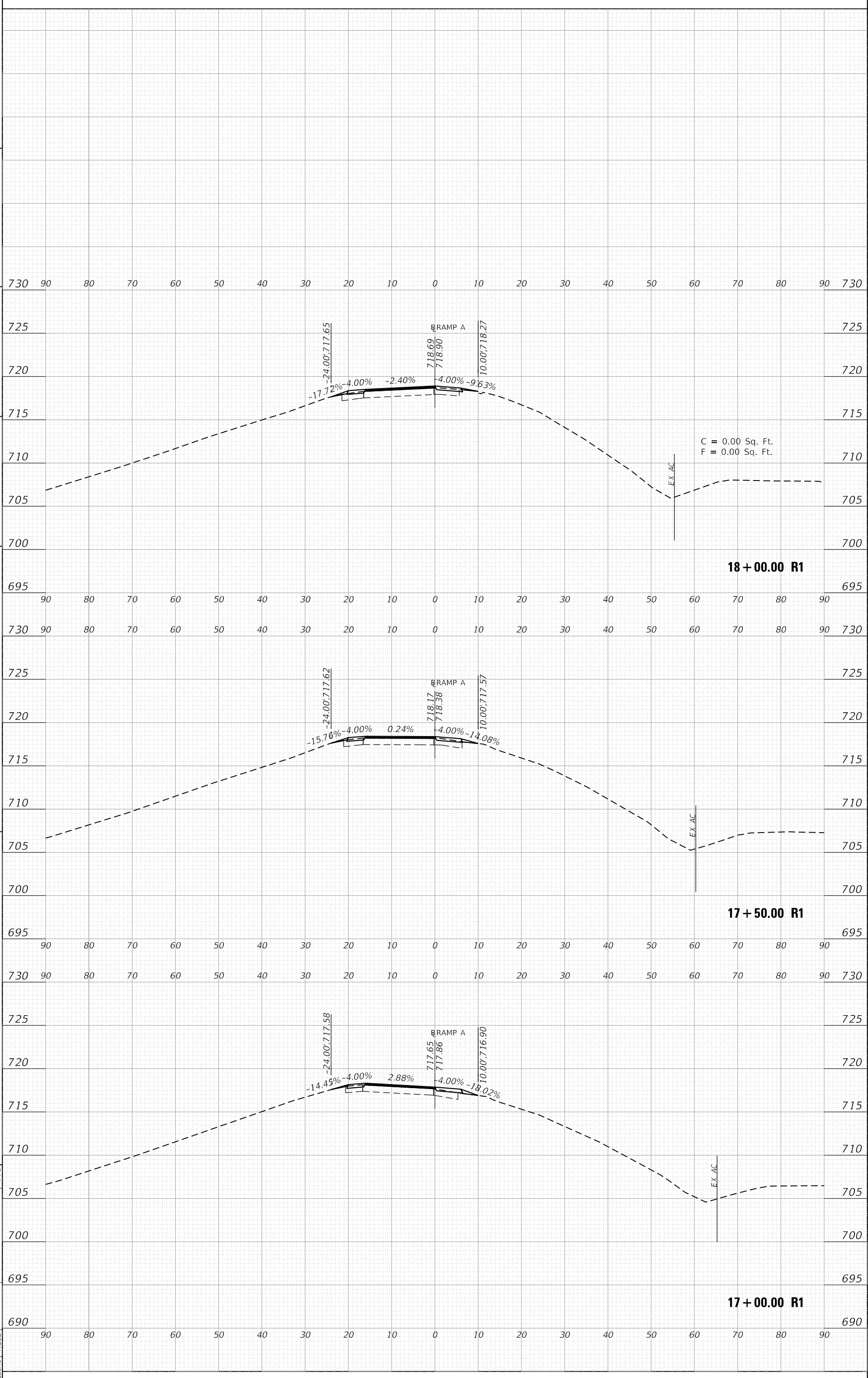
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 22 SHEET 28B OF 41 SHEETS STA. 17+00.00 R1 TO STA. 18+00.00 R1
 PINCREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP A CROSS SECTIONS

F.A.I. RITE: 74 SECTION: COUNTY: TAZEWELL
 SHEETS: 196 CONTRACT NO.: 68894
 ILLINOIS FED. AID PROJECT



C = 0.00 Sq. Ft.
 F = 0.00 Sq. Ft.

18 + 00.00 R1

17 + 50.00 R1

17 + 00.00 R1

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmwajeh@hst
 PLOT SCALE = 50.0000" = 1"
 PLOT DATE = 3/18/2020

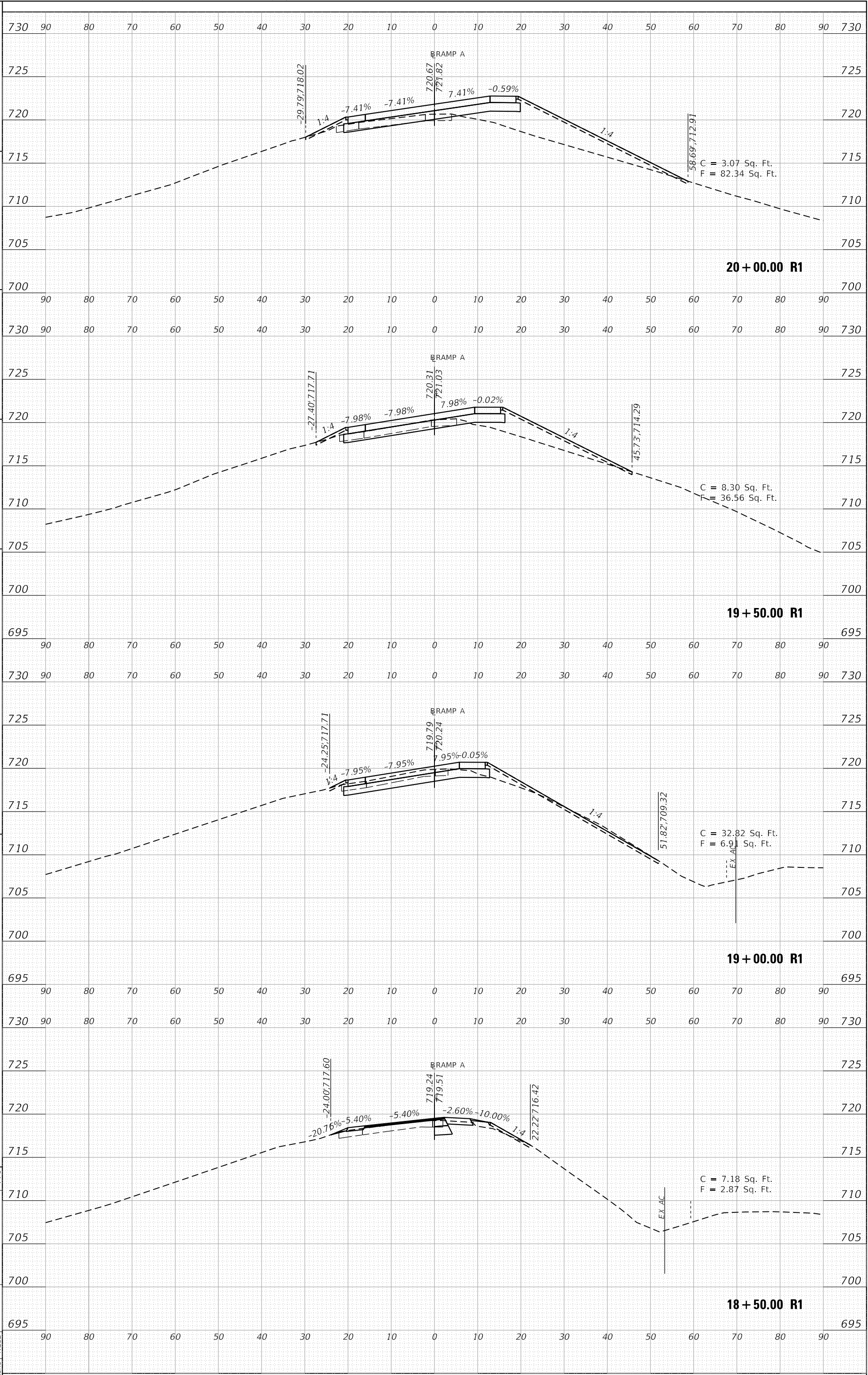
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 23 SHEET 285 OF 41 SHEETS
 STA. 18+50.00 R1 TO STA. 20+00.00 R1

SECTION 74
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 TOTAL SHEET NO. 212 OF 197



ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp A.dgn



USER NAME = hmsjehlich
 PLOT SCALE = 50.0000' = 1" / 50'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 24

SHEET 207 OF 41 SHEETS

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP A CROSS SECTIONS
 STA. 20+50.00 R1 TO STA. 21+02.18 R1

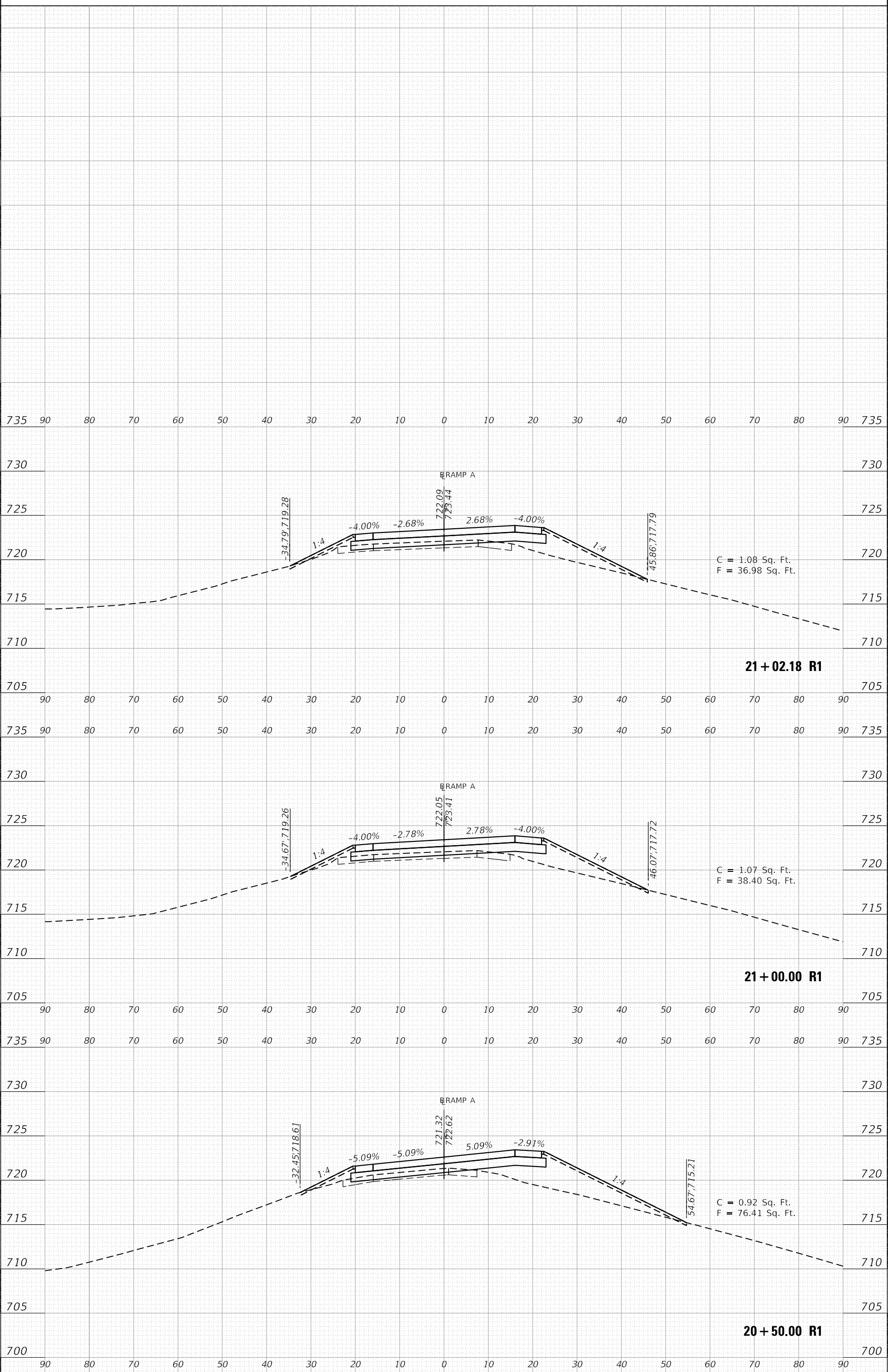
F.A.I. RTE. 74

SECTION (90-14HB-1)R1

COUNTY TAZEWELL

CONTRACT NO. 68894

ILLINOIS FED. AID PROJECT



21 + 02.18 R1

21 + 00.00 R1

20 + 50.00 R1

TOTAL SHEET SHEETS NO. 212 198

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\I468894-sht-xsc-Ramp B.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hms@maurer-stutz.com
 PLOT SCALE = 240.0000' = 1" = 100'
 PLOT DATE = 3/18/2020

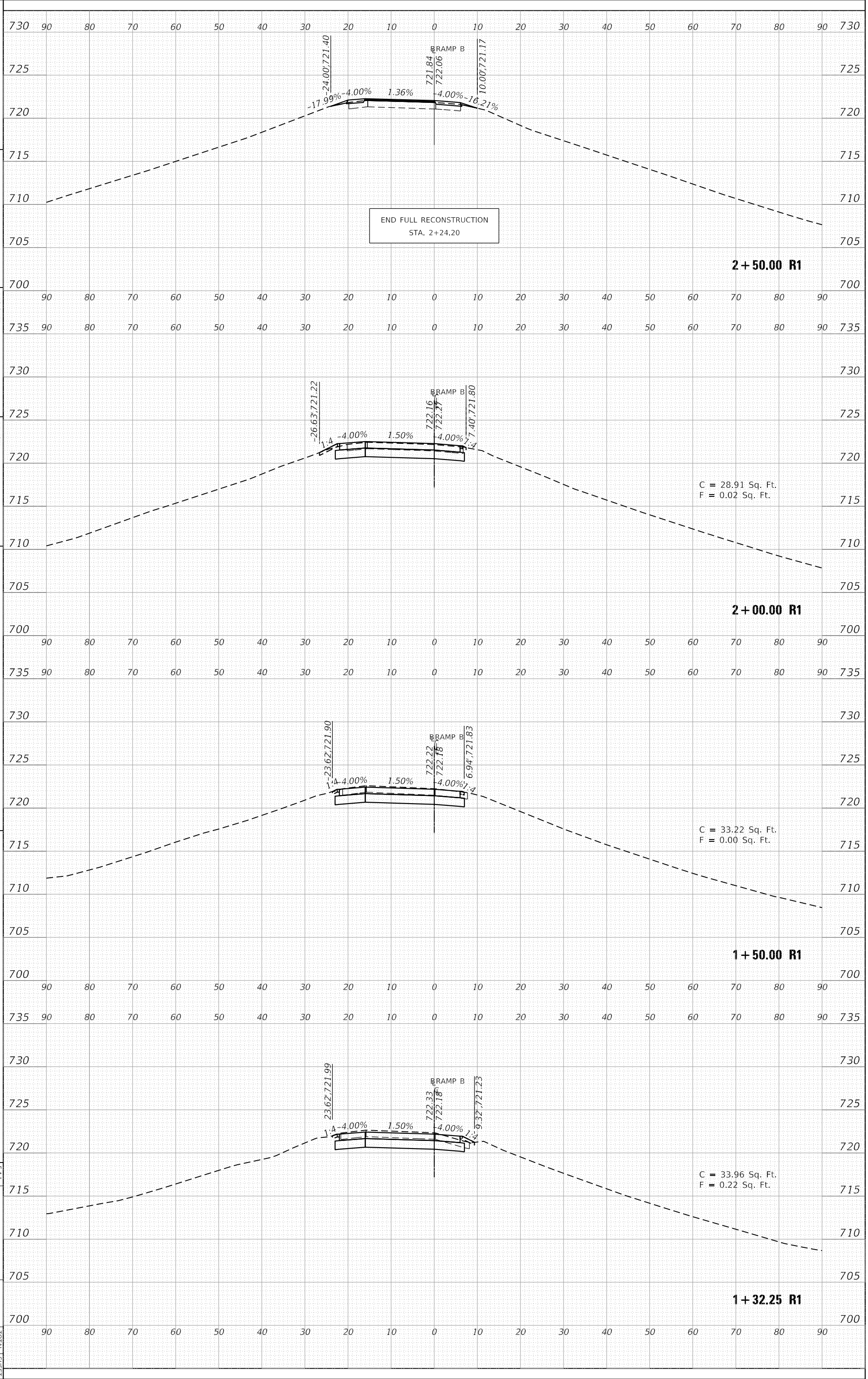
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
RAMP B CROSS SECTIONS
 SCALE: SHEET 28 OF 41 SHEETS STA. 1+32.25 R1 TO STA. 2+50.00 R1

F.A.I. RTE. 74 SECTION COUNTY TAZEWELL TOTAL SHEET SHEETS NO. 212 199 ILLINOIS FED. AID PROJECT CONTRACT NO. 68894



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\468894-sht-xsc-Ramp B.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmwajeh@hst
 PLOT SCALE = 240.0000' = 1" = 100'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

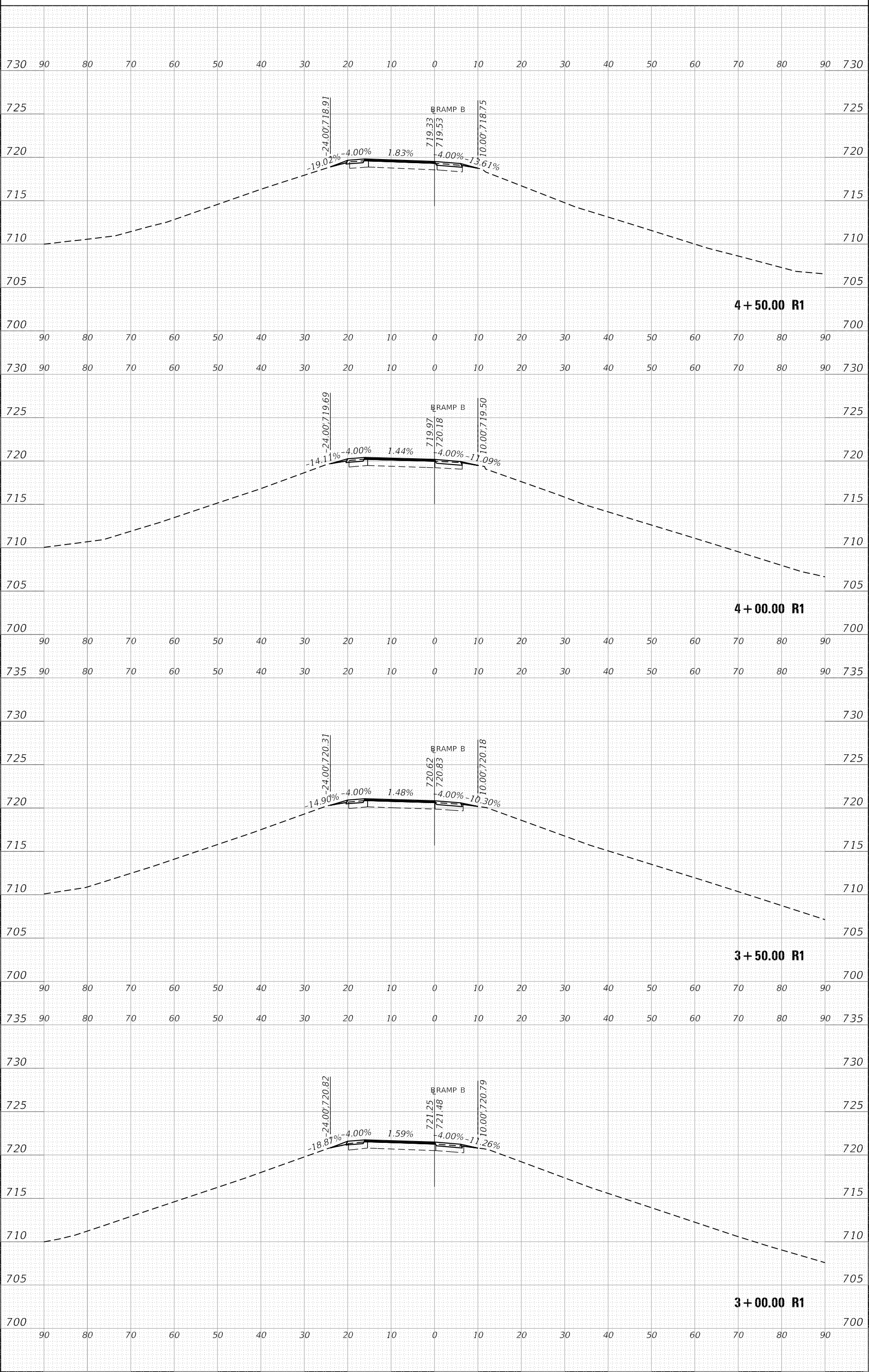
REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
RAMP B CROSS SECTIONS
 SHEET 29 OF 41 SHEETS
 STA. 3+00.00 R1 TO STA. 4+50.00 R1

F.A.I. RTE. 74
 SECTION (90-148B-1)B1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 ILLINOIS FED. AID PROJECT
 TOTAL SHEET SHEETS NO. 212 200



ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp B.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmwajeh@hst
 PLOT SCALE = 240.0000' = 1" = 100'
 PLOT DATE = 3/18/2020

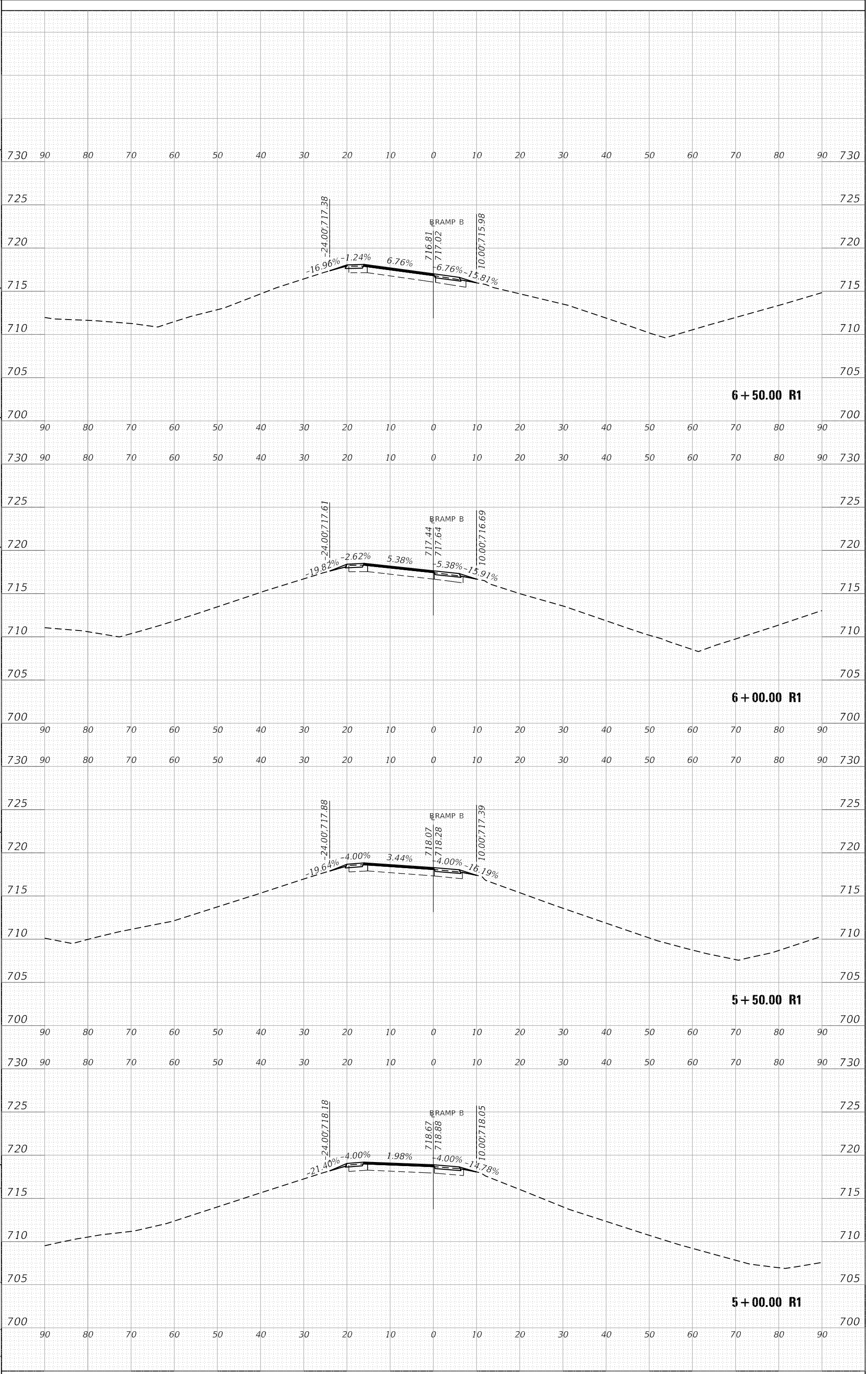
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1" = 100'
 SHEET 30 OF 41 SHEETS
 STA. 5+00.00 R1 TO STA. 6+50.00 R1

F.A.I. R.T.E. 74
 SECTION (90-14HB-1)BR1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 TOTAL SHEET SHEETS 212 NO. 201



ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp B.dgn



USER NAME = hms@maurer-stutz.com
 PLOT SCALE = 240.0000' = 1" = 100.0000'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

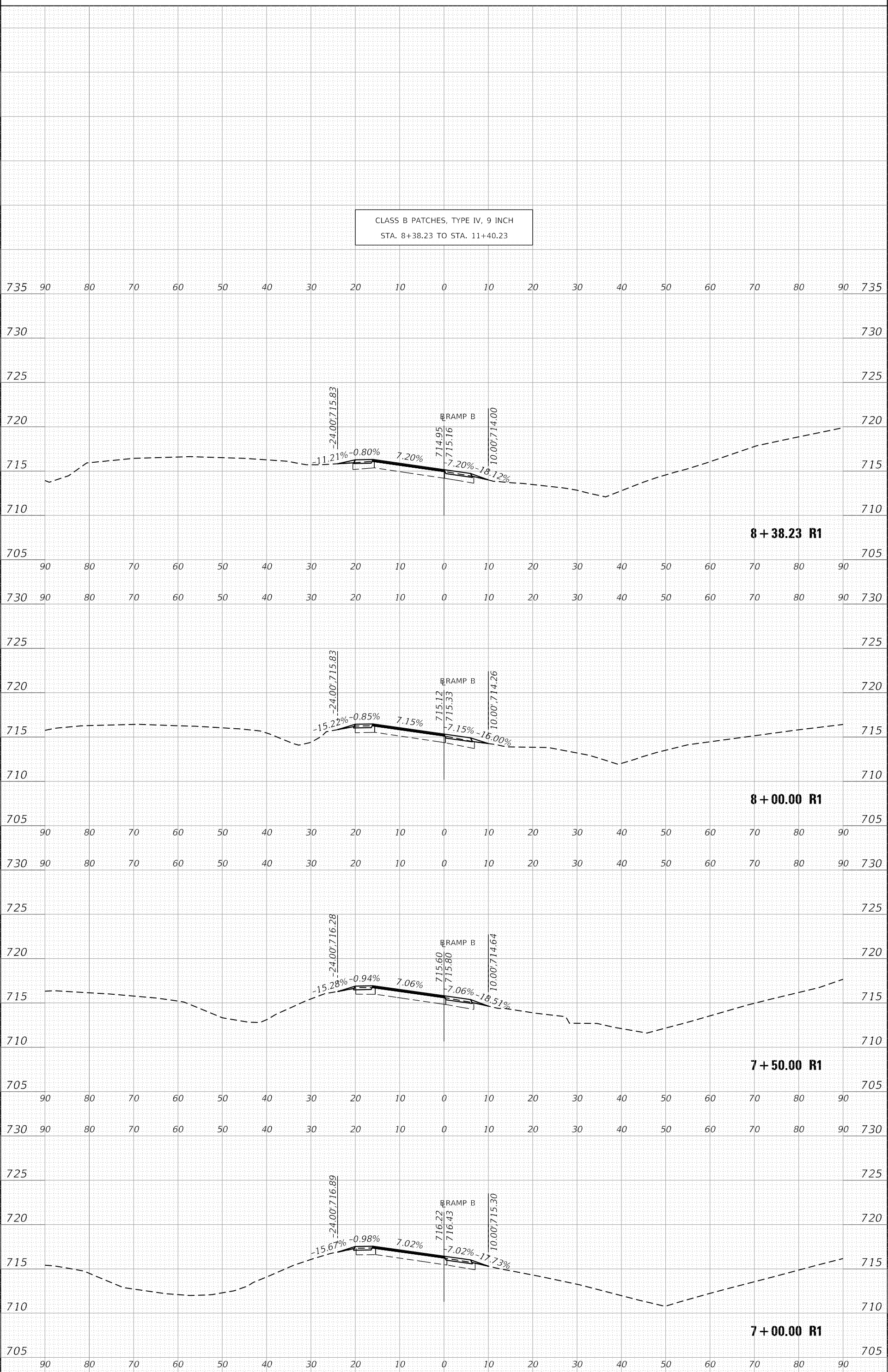
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 31 OF 41 SHEETS STA. 7+00.00 R1 TO STA. 8+38.23 R1
 PINCREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP B CROSS SECTIONS

F.A.I. RITE: 74 SECTION: COUNTY: TAZEWELL CONTRACT NO.: 68894
 ILLINOIS FED. AID PROJECT TOTAL SHEET SHEETS: 212 202

CLASS B PATCHES, TYPE IV, 9 INCH
 STA. 8+38.23 TO STA. 11+40.23



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\468894-sht-xsc-Ramp C.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmsjehfht
 PLOT SCALE = 20.0000' = 1" = 1/200
 PLOT DATE = 3/18/2020

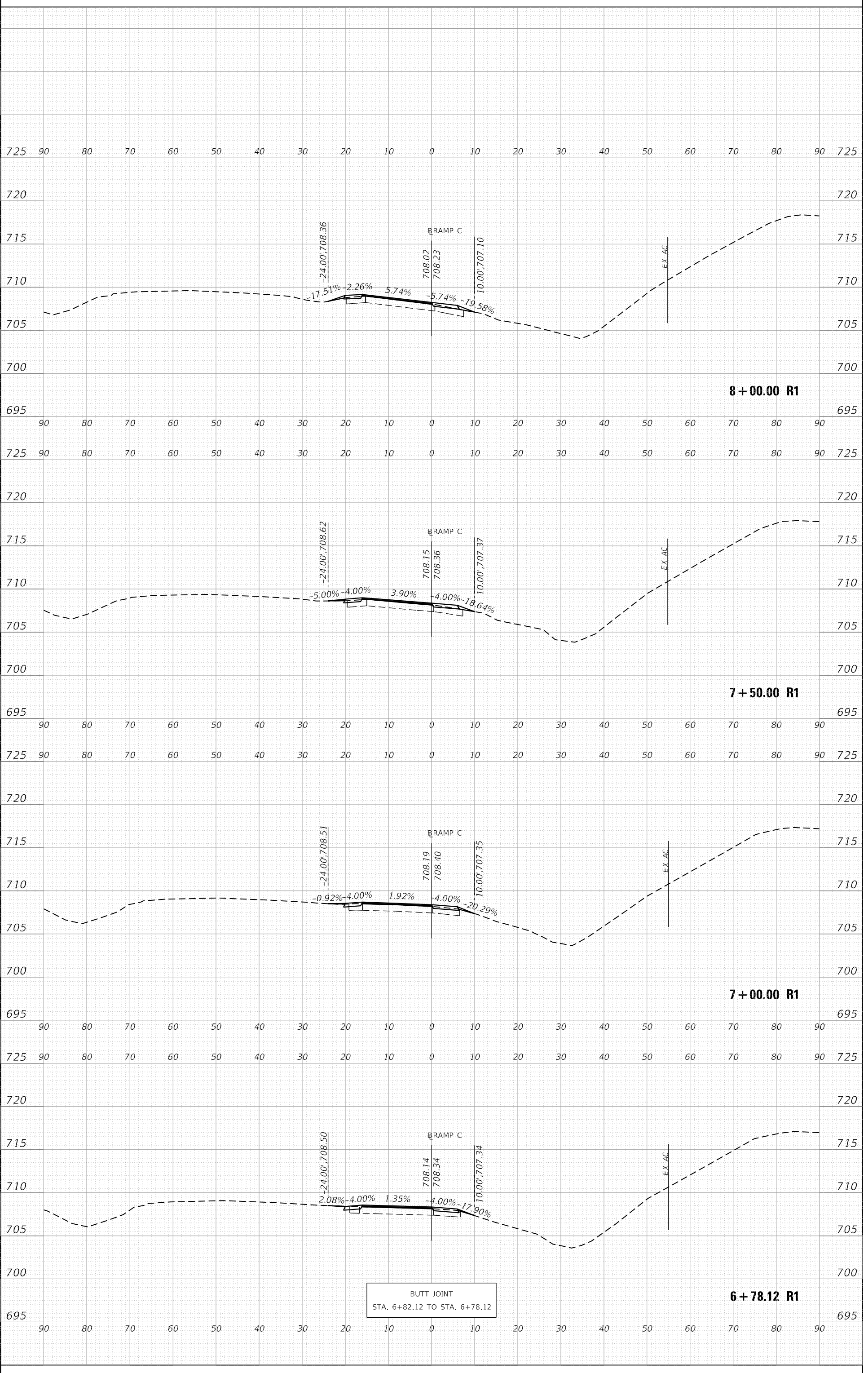
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1" = 20'
 SHEET 32 OF 41 SHEETS
 STA. 6+78.12 R1 TO STA. 8+00.00 R1

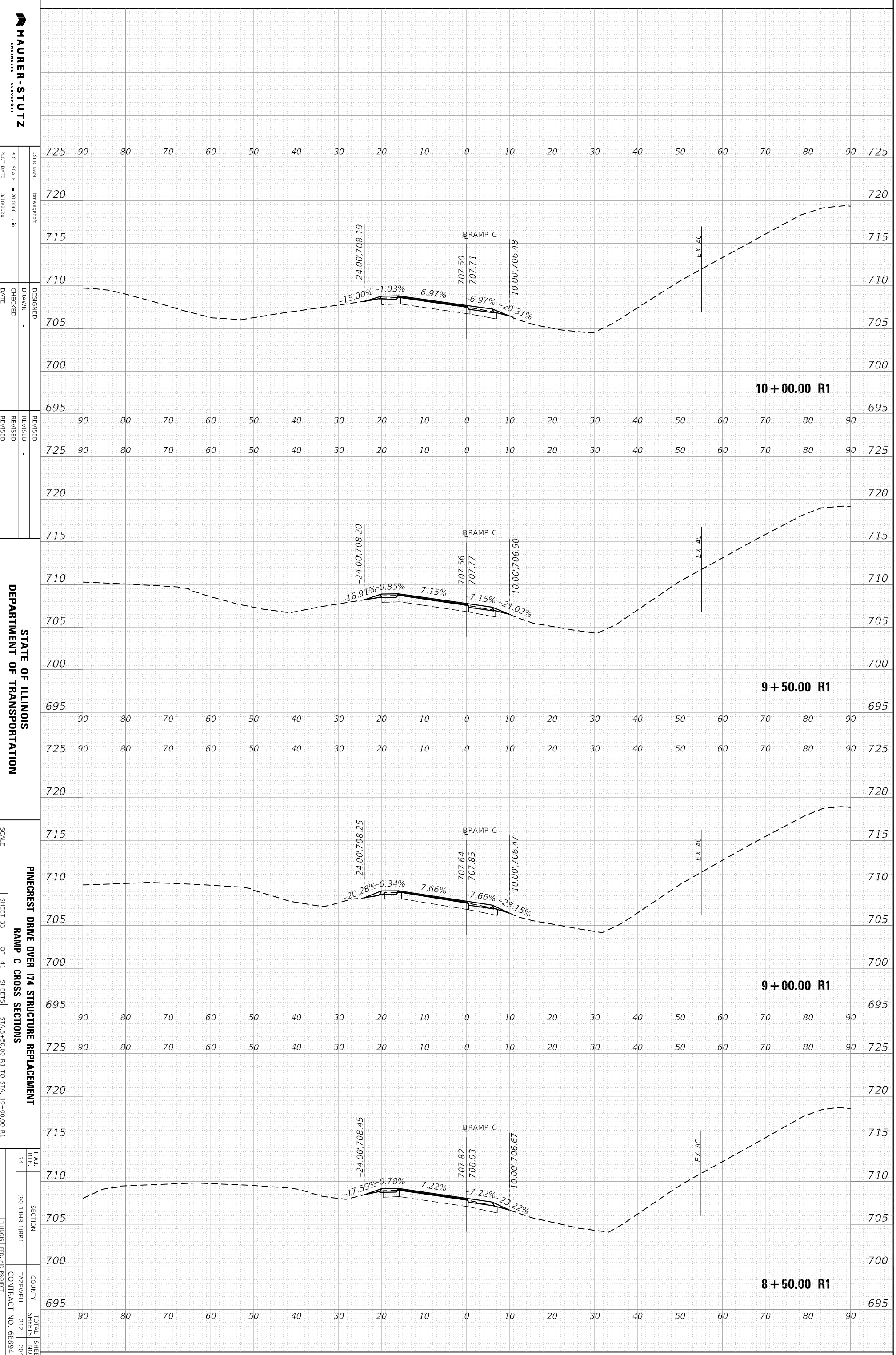
F.A.I. R.T.E. 74
 SECTION (90-149B-1)B.R1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 TOTAL SHEET SHEETS NO. 212 203



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp C.dgn



MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmsjghehrt
 PLOT SCALE = 240,000' = 1" in.
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP C CROSS SECTIONS
 SHEET 33 OF 41 SHEETS
 STA. 8+50.00 R1 TO STA. 10+00.00 R1

F.A.I. RTE. 74
 SECTION (90-14HB-1)B1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 TOTAL SHEET SHEETS NO. 212 204
 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp C.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmwahle
 PLOT SCALE = 240,000' = 1" = 1000'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

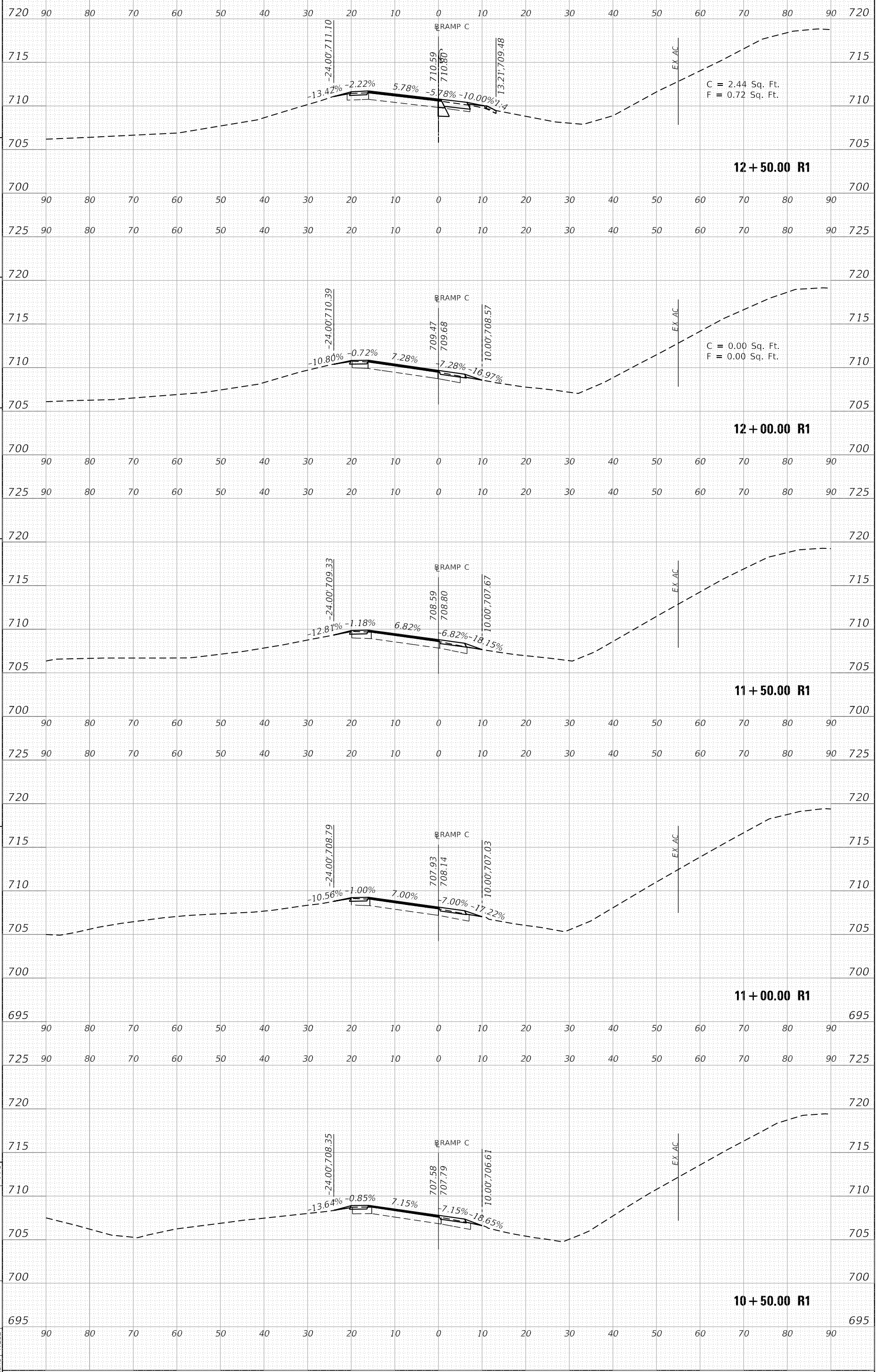
REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
RAMP C CROSS SECTIONS
 SHEET 34 OF 41 SHEETS STA. 10+50.00 R1 TO STA. 12+50.00 R1

F.A.I. RTE. 74
 SECTION (90-149B-1)B1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 ILLINOIS FED. AID PROJECT
 TOTAL SHEET SHEETS NO. 212 205



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp C.dgn

MAURER-STUTZ
 ENGINEERS
 SURVEYORS

USER NAME = hms\jshelton
 PLOT SCALE = 20.0000' = 1" = 1/2000'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

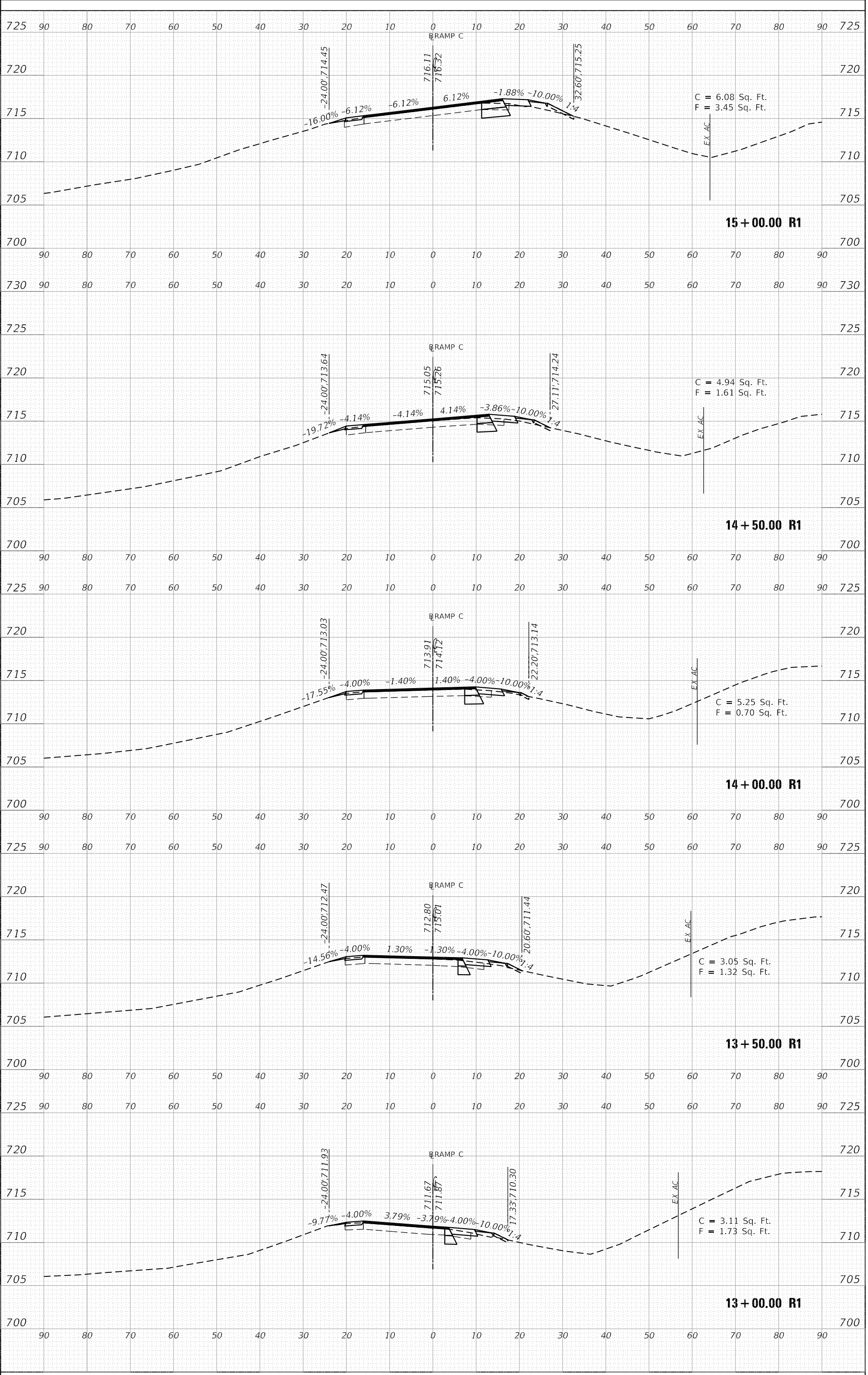
REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
RAMP C CROSS SECTIONS

F.A.I. RTE. 74
 SECTION (90-148B-1)BR1
 COUNTY TAZEWELL
 CONTRACT NO. 68894
 TOTAL SHEET SHEETS NO. 212 206



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

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

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp C.dgn

MAURER-STUTZ
 ENGINEERS
 SURVEYORS

USER NAME = hmgajehfht
 PLOT SCALE = 20.0000' = 1" = 1/200'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP C CROSS SECTIONS

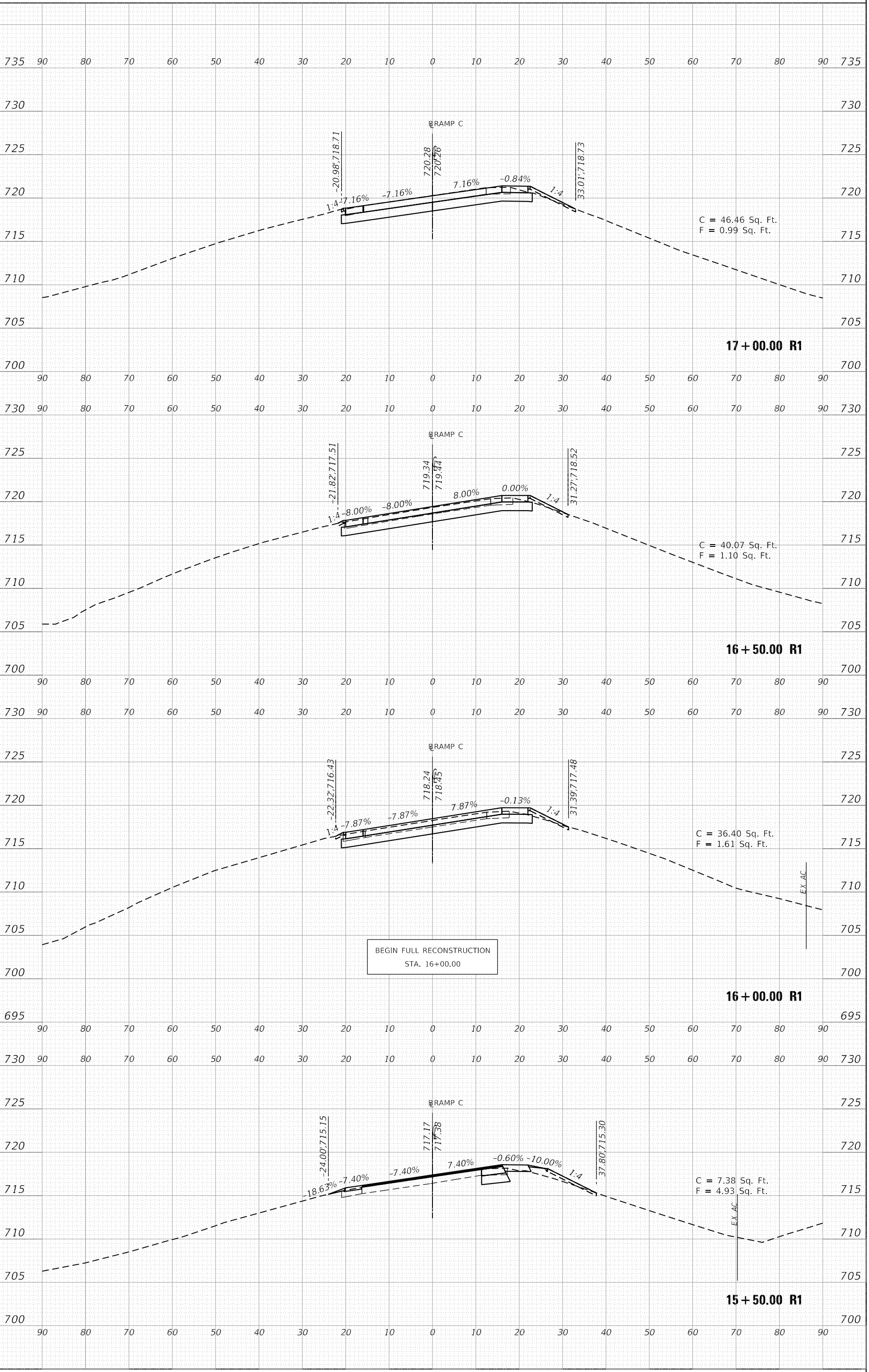
F.A.I. R.T.E. 74

SECTION (90-14HB-1)B1

COUNTY TAZEWELL

CONTRACT NO. 68894

ILLINOIS FED. AID PROJECT



C = 46.46 Sq. Ft.
 F = 0.99 Sq. Ft.

C = 40.07 Sq. Ft.
 F = 1.10 Sq. Ft.

C = 36.40 Sq. Ft.
 F = 1.61 Sq. Ft.

C = 7.38 Sq. Ft.
 F = 4.93 Sq. Ft.

BEGIN FULL RECONSTRUCTION
 STA. 16+00.00

17 + 00.00 R1

16 + 50.00 R1

16 + 00.00 R1

15 + 50.00 R1

EX. AC

EX. AC

TOTAL SHEET SHEETS NO. 212 207

ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHH\CADD\CADD Sheets\D468894-sht-xsc-Ramp C.dgn



USER NAME = hmsjg@hst
 PLOT SCALE = 20.0000" = 1'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

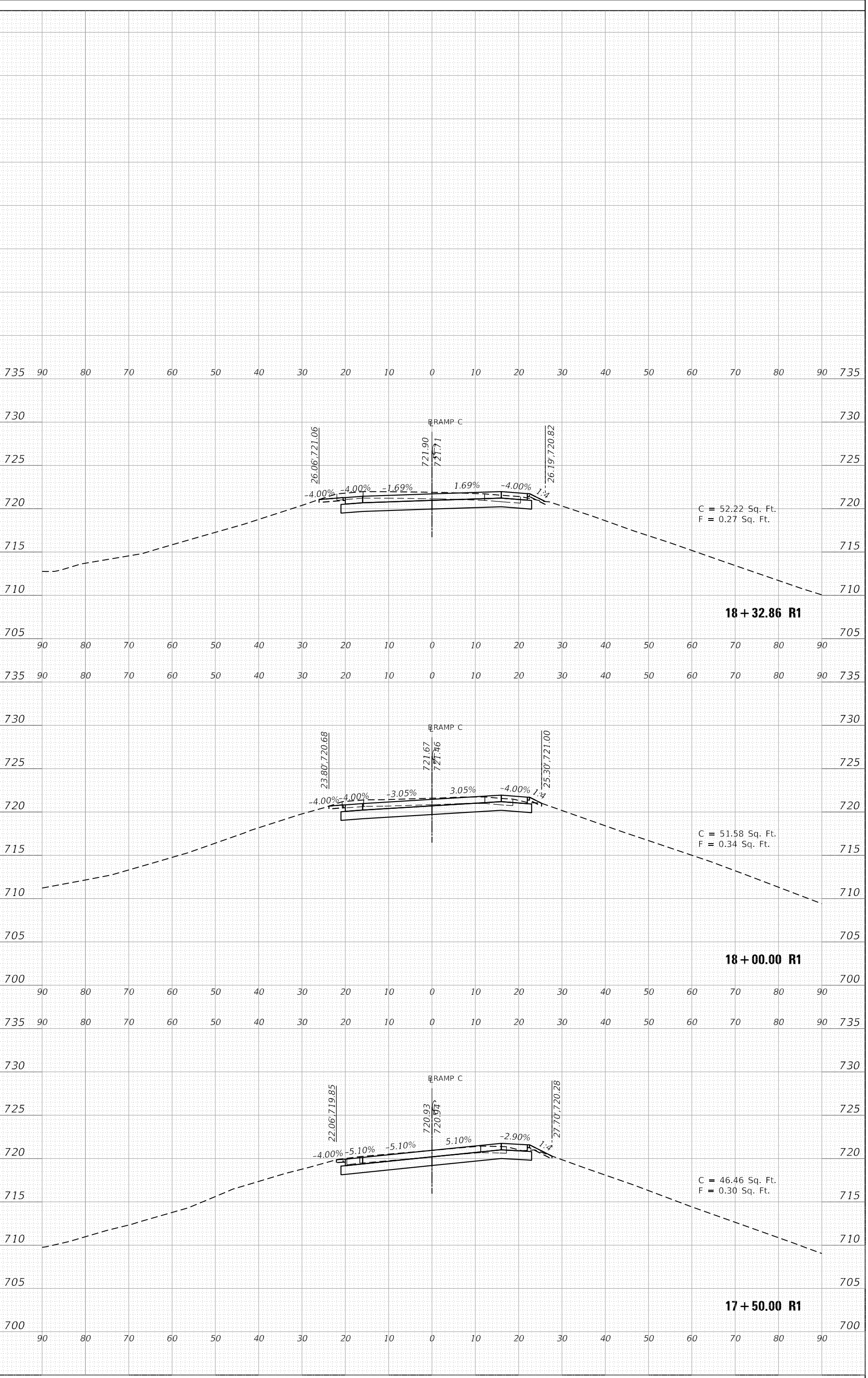
REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP C CROSS SECTIONS
 SHEET 37 OF 41 SHEETS STA. 17+50.00 R1 TO STA. 18+32.86 R1

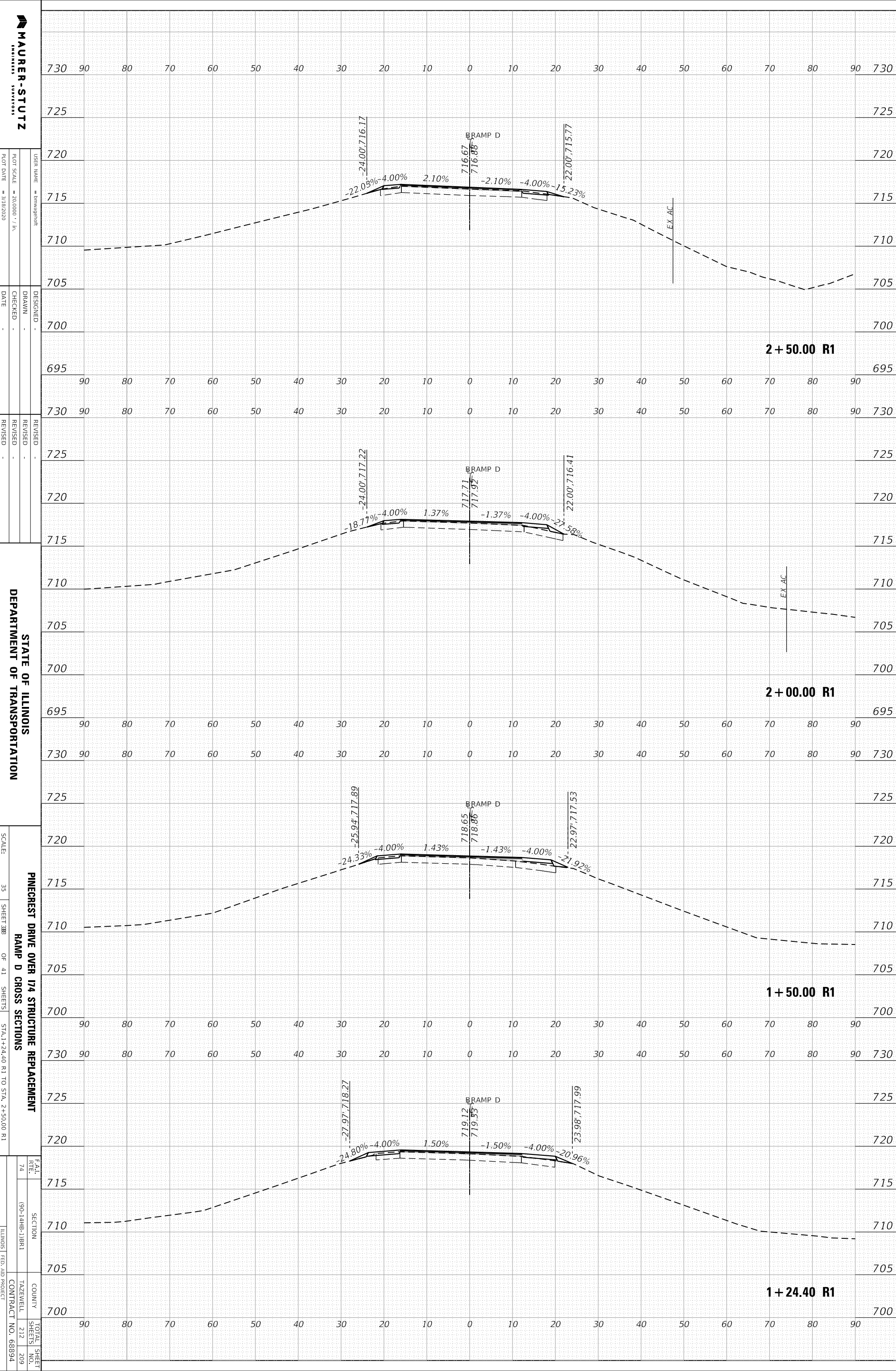
F.A.I. RTE. 74 SECTION (90-14HB-1)BRI COUNTY TAZEWELL CONTRACT NO. 68894 TOTAL SHEET SHEETS NO. 212 208 ILLINOIS FED. AID PROJECT



ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp D.dgn



MAURER-STUTZ ENGINEERS SURVEYORS

USER NAME = hmwajeh@hst
 PLOT SCALE = 24.0000" = 1' in.
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: 35 SHEET 38B OF 41 SHEETS STA. 1+24.40 R1 TO STA. 2+50.00 R1

PINECREST DRIVE OVER I74 STRUCTURE REPLACEMENT RAMP D CROSS SECTIONS

F.A.I. R.T.E. 74
 SECTION (90-14HB-1)B.R1
 COUNTY TAZEWELL
 CONTRACT NO. 68894

TOTAL SHEET SHEETS NO. 212 209
 ILLINOIS FED. AID PROJECT

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp D.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmvajehdi
 PLOT SCALE = 240.0000' = 1" = 100'
 PLOT DATE = 3/18/2020

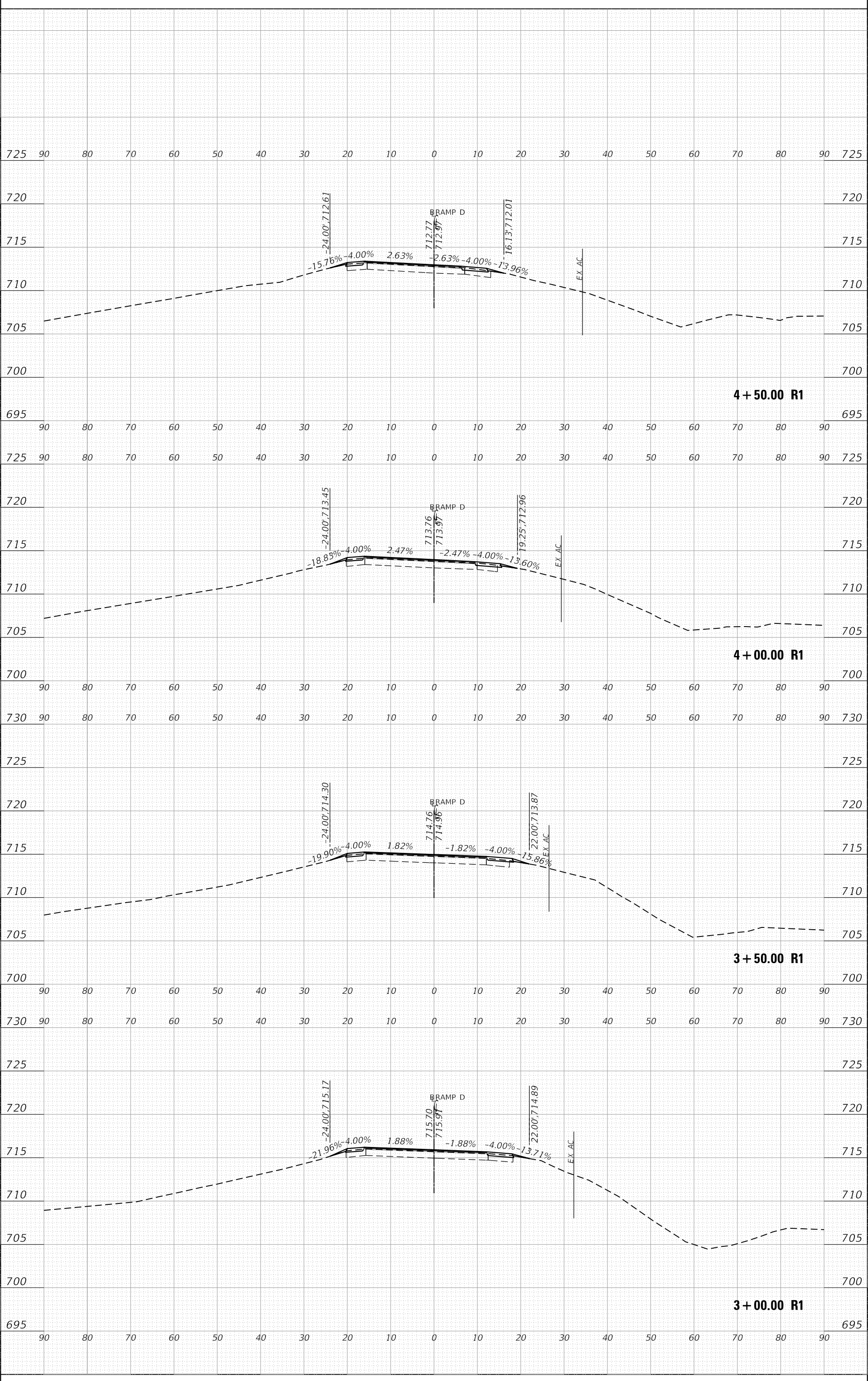
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 36 SHEET 38B OF 41 SHEETS
 PINCREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP D CROSS SECTIONS
 STA. 3+00.00 R1 TO STA. 4+50.00 R1

F.A.I. RITE: 74
 SECTION: (90-14HB-1)B1
 COUNTY: TAZEWELL
 CONTRACT NO.: 68894
 TOTAL SHEET SHEETS: 212
 NO.: 210



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp D.dgn

MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmgajehfht
 PLOT SCALE = 240,000" = 1" = 1/4"
 PLOT DATE = 3/18/2020

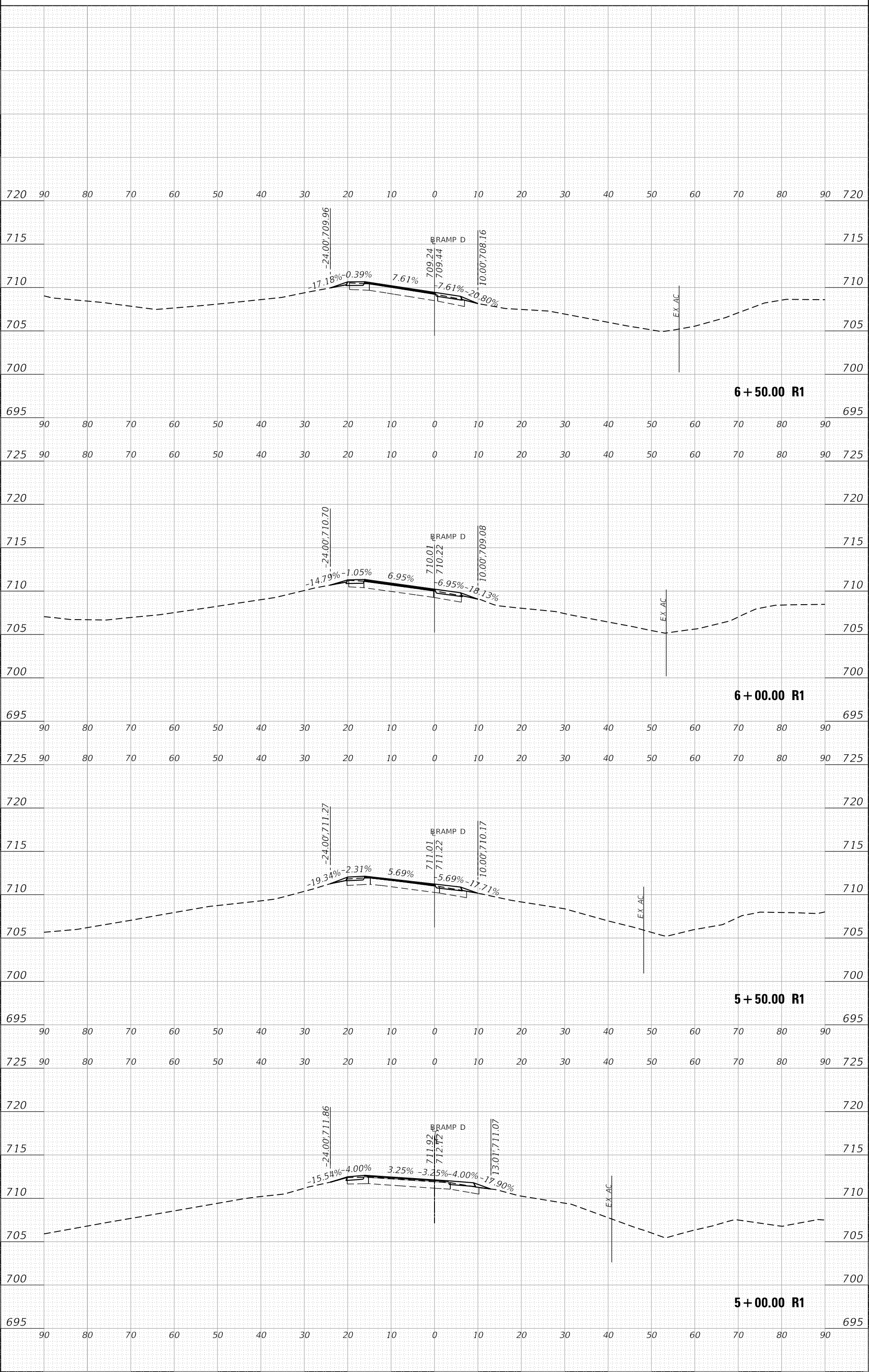
DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 37 SHEET 380 OF 41 SHEETS
 STA. 5+00.00 R1 TO STA. 6+50.00 R1

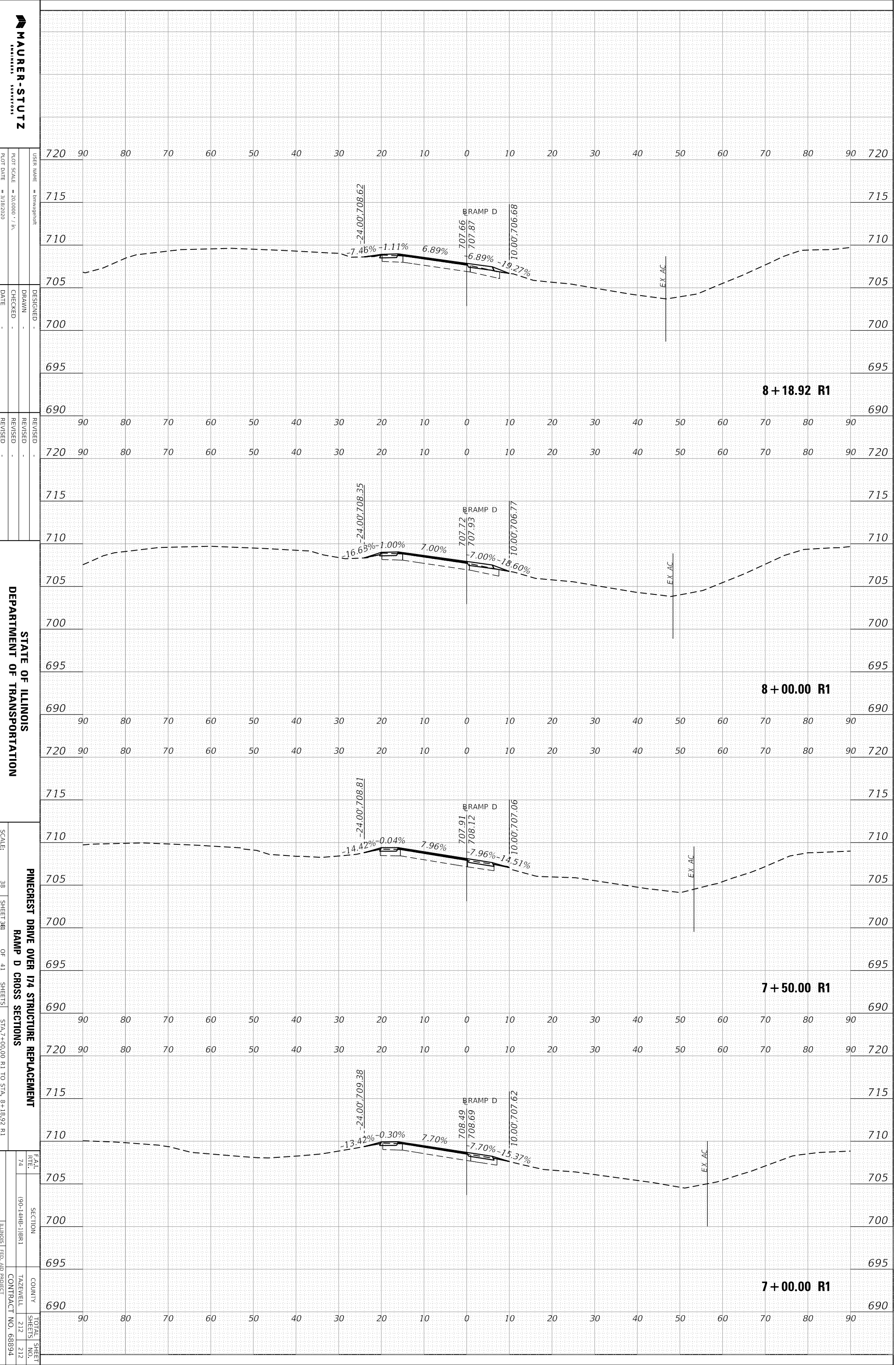
F.A.I. RITE: 74
 SECTION: (90-14HB-1)BRI
 COUNTY: TAZEWELL
 CONTRACT NO.: 68894
 TOTAL SHEET SHEETS: 212
 NO.: 211



ORIGINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

FINAL SURVEY	SURVEYED _____	BY _____	DATE _____
NOTE BOOK	PLOTTED _____		
	TEMPLATE _____		
	AREAS _____		
	AREAS CHECKED _____		

MODEL: Default
 FILE NAME: S:\237\2016\23716001.00 (177-009 D4 Pinecrest Struct Replace PHII\CADD\CADD Sheets\D468894-sht-xsc-Ramp D.dgn



MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME = hmsjghehrt
 PLOT SCALE = 240000' = 1" = 100'
 PLOT DATE = 3/18/2020

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 38 SHEET 38B OF 41 SHEETS
 PINCREST DRIVE OVER I74 STRUCTURE REPLACEMENT
 RAMP D CROSS SECTIONS
 STA. 7+00.00 R1 TO STA. 8+18.92 R1

F.A.I. RITE: 74
 SECTION: (90-14HB-1)B1
 COUNTY: TAZEWELL
 CONTRACT NO.: 68894
 ILLINOIS FED. AID PROJECT
 TOTAL SHEET SHEETS: 212 / 212