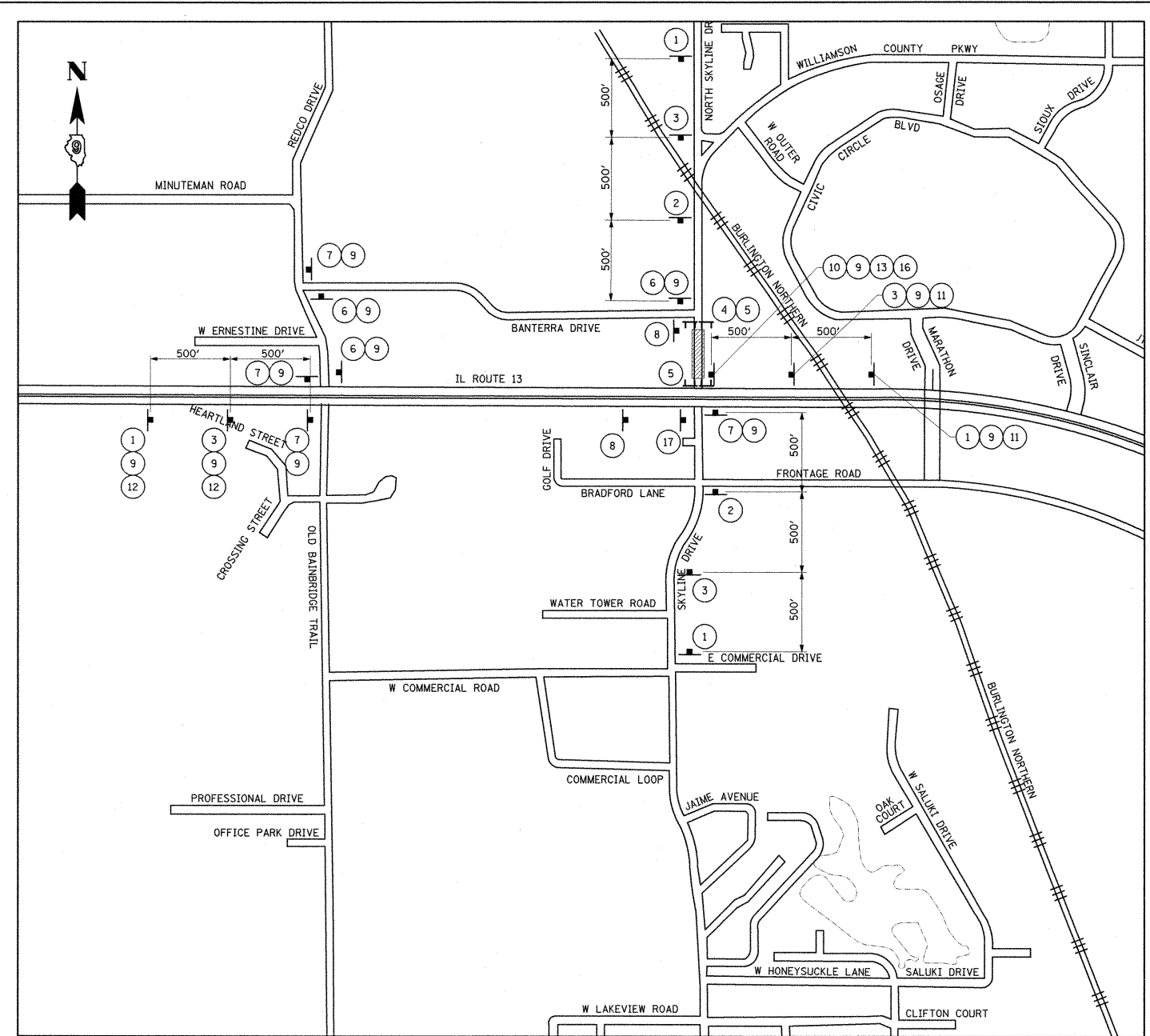


DETOUR-STAGE 1E
SKYLINE DRIVE SOUTH

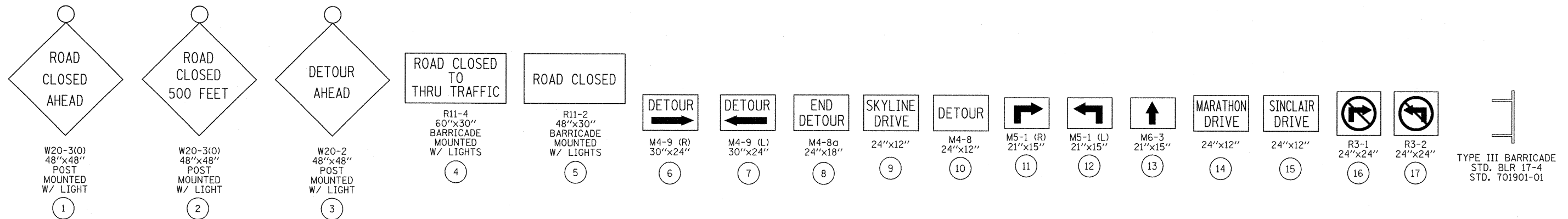
NOTES:
SIGNS SHOWN ARE IN ADDITION TO SPECIFIED TRAFFIC CONTROL STANDARDS AND SIGNS SHOWN IN MAINTENANCE OF TRAFFIC STAGING PLANS EXCEPT THE BARRICADES AND ROAD CLOSED SIGNS SHALL BE AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGING PLANS.



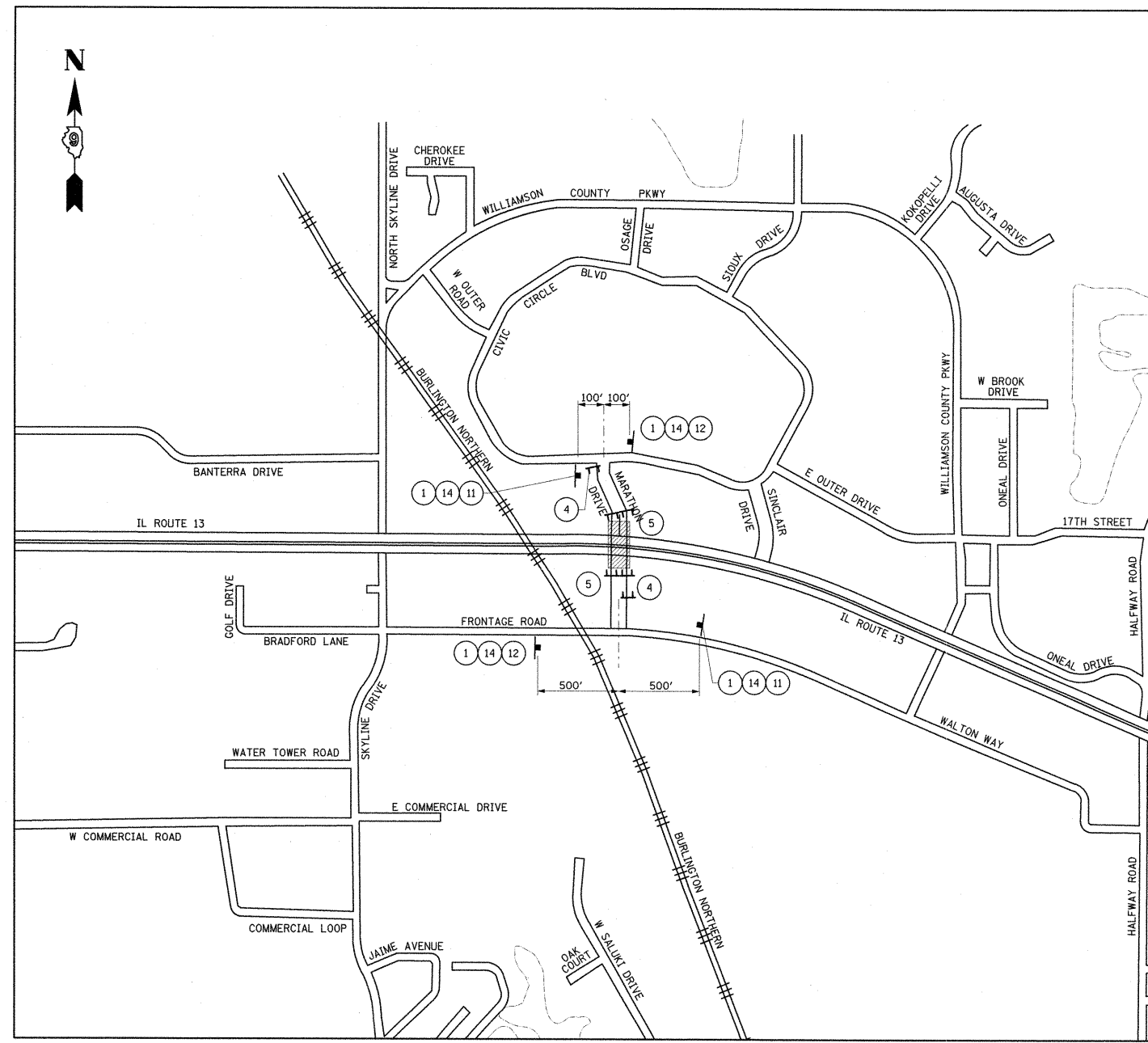
DETOUR-STAGE 2E
SKYLINE DRIVE NORTH

NOTES:
SIGNS SHOWN ARE IN ADDITION TO SPECIFIED TRAFFIC CONTROL STANDARDS AND SIGNS SHOWN IN MAINTENANCE OF TRAFFIC STAGING PLANS EXCEPT THE BARRICADES AND ROAD CLOSED SIGNS SHALL BE AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGING PLANS.

CLOSURE SHALL BE LIMITED TO 14 CALENDAR DAYS.

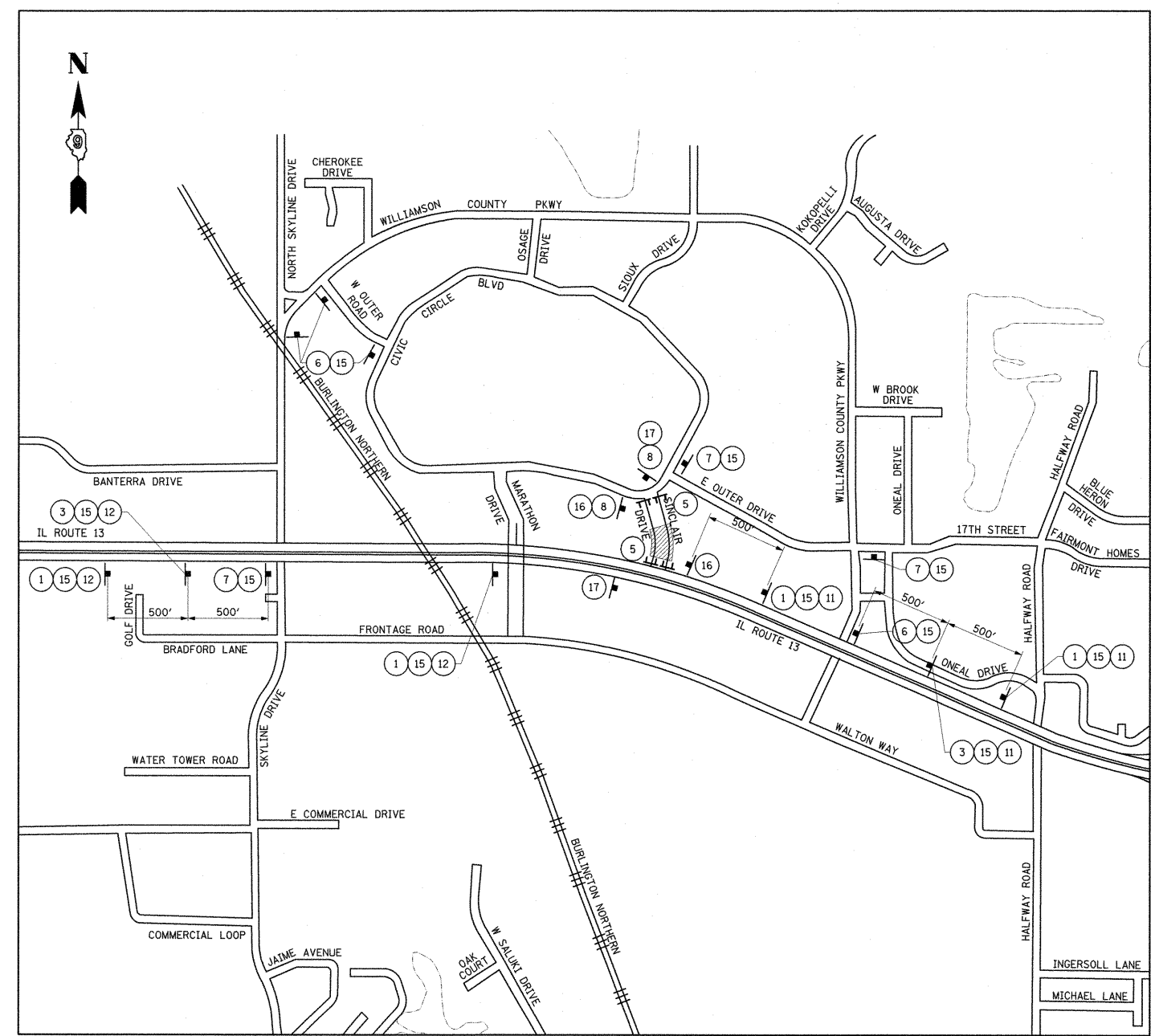


FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - KPF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC SKYLINE DRIVE DETOURS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\0906683\draw\CADD_Sheets\099885	1:\dot\0906683\draw\CADD_Sheets\099885	DRAWN - TAP	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	101	
		CHECKED - SPH	REVISED -			CONTRACT NO. 98859					
		DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					



CLOSURE-STAGE 2A THROUGH 2F
MARATHON DRIVE

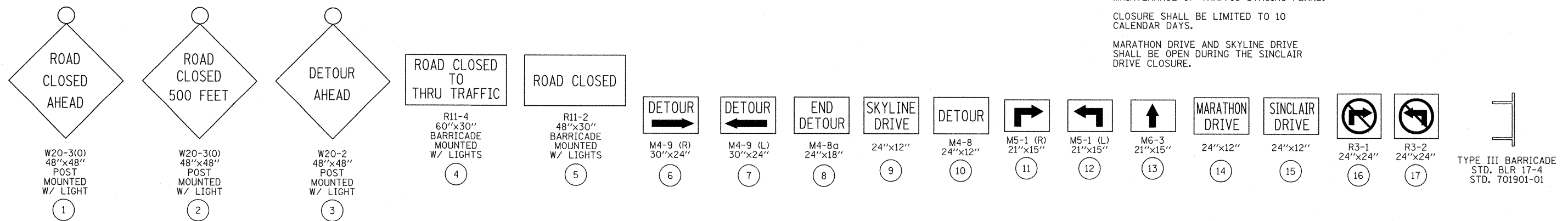
NOTES:
SIGNS SHOWN ARE IN ADDITION TO SPECIFIED TRAFFIC CONTROL STANDARDS AND SIGNS SHOWN IN MAINTENANCE OF TRAFFIC STAGING PLANS EXCEPT THE BARRICADES AND ROAD CLOSED SIGNS SHALL BE AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGING PLANS.



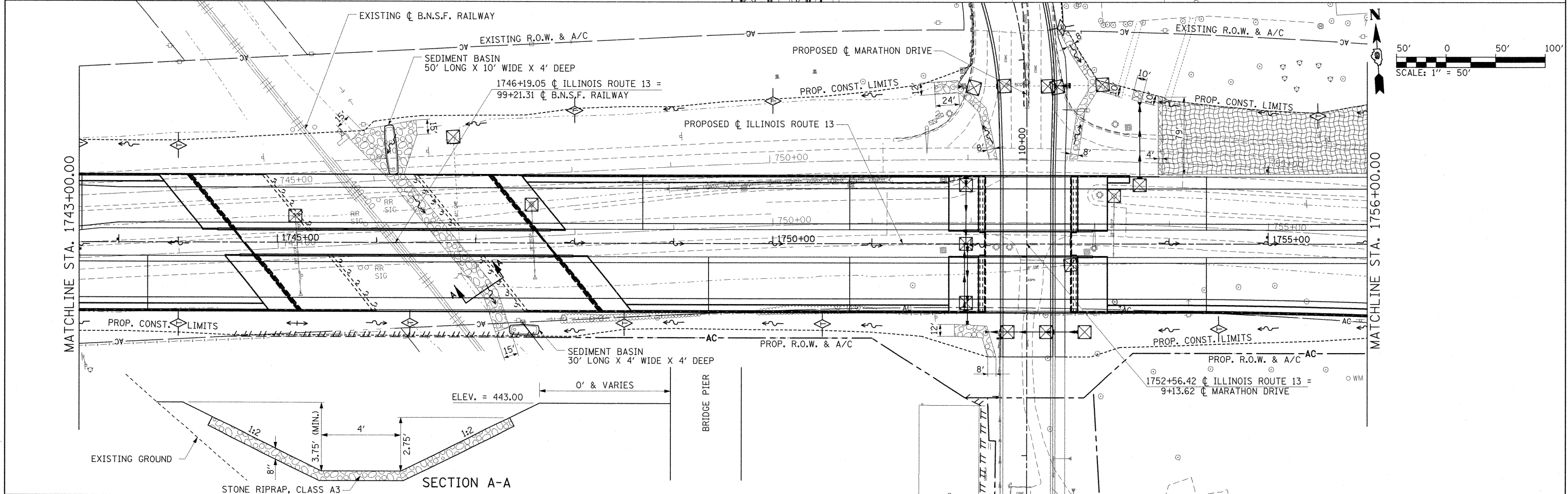
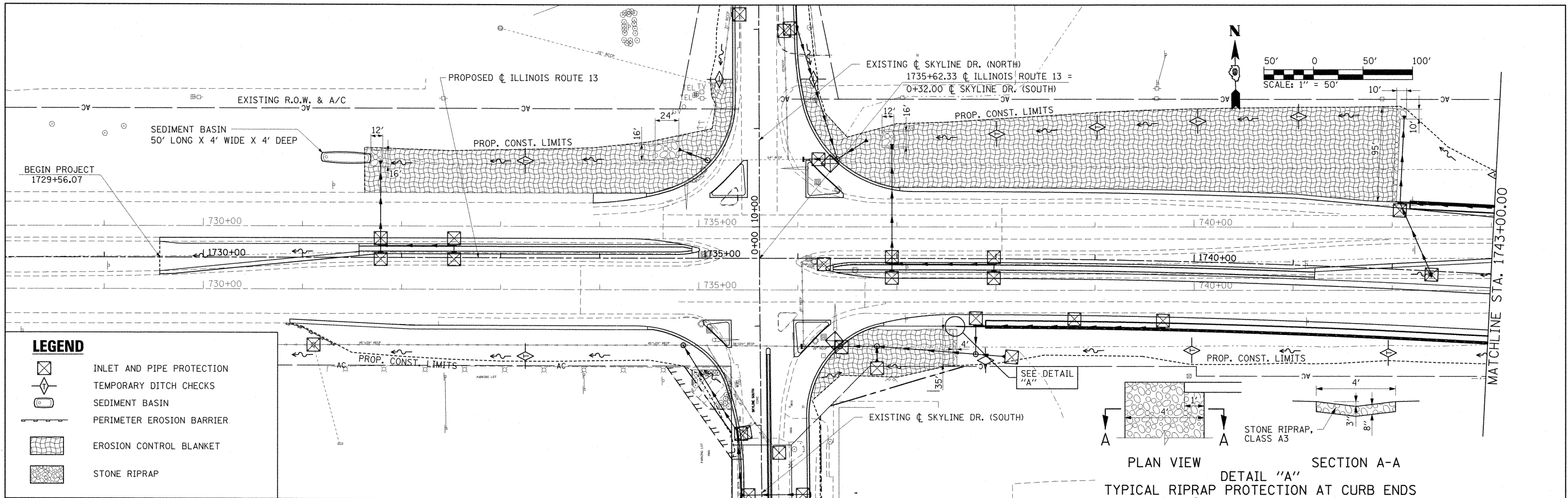
DETOUR-STAGE 2G
SINCLAIR DRIVE

NOTES:
SIGNS SHOWN ARE IN ADDITION TO SPECIFIED TRAFFIC CONTROL STANDARDS AND SIGNS SHOWN IN MAINTENANCE OF TRAFFIC STAGING PLANS EXCEPT SINCLAIR DRIVE BARRICADES AND ROAD CLOSED SIGNS SHALL BE AS SHOWN ON THE MAINTENANCE OF TRAFFIC STAGING PLANS.

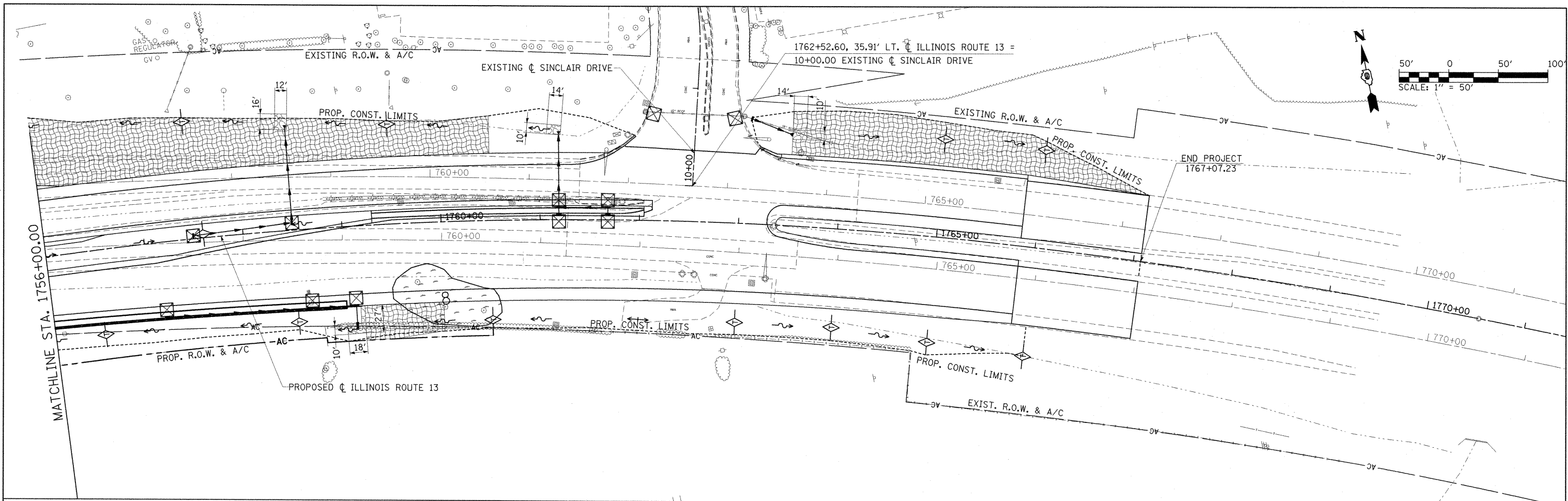
CLOSURE SHALL BE LIMITED TO 10 CALENDAR DAYS.
MARATHON DRIVE AND SKYLINE DRIVE SHALL BE OPEN DURING THE SINCLAIR DRIVE CLOSURE.



FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - KPF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC MARATHON DRIVE CLOSURE AND SINCLAIR DRIVE DETOUR	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\0986603\draw\CADD_Sheets\099885	shht-Detour@02.dgn	DRAWN - TAP	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	102	
	PLOT SCALE = 200.0000' / IN.	CHECKED - SPH	REVISED -			CONTRACT NO. 98859					
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					



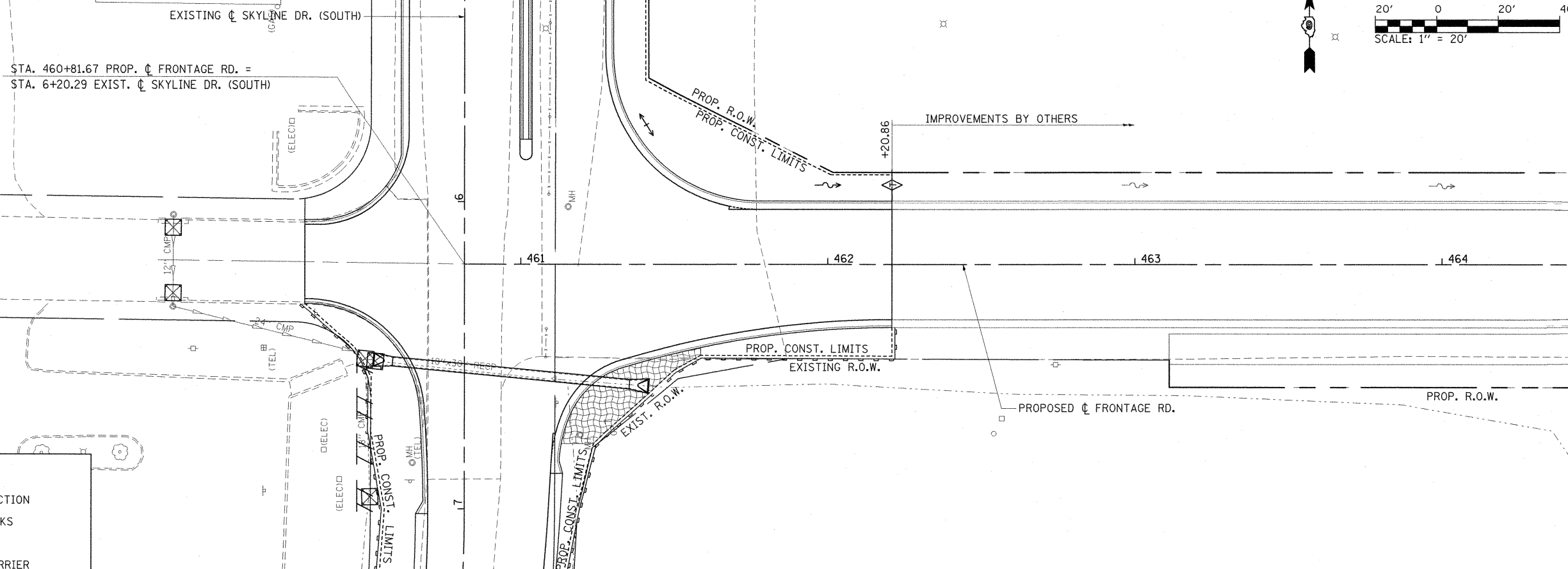
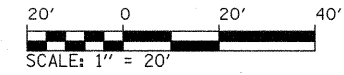
FILE NAME =	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\0906603\draw\CADD_Sheets\099885	OpenH&B Springfield	BMB	BMB			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	103	
		DRAWN -	REVISED -			CONTRACT NO. 98859					
		GLD	BMB			ILLINOIS FED. AID PROJECT					
		CHECKED -	REVISED -	SCALE: 1" = 50'							
		SPH	BMB	SHEET NO. OF SHEETS STA. 1729+56.07 TO STA. 1756+00.00							
		DATE -	REVISED -								
		12/9/11	BMB								









LEGEND

	INLET AND PIPE PROTECTION
	TEMPORARY DITCH CHECKS
	SEDIMENT BASIN
	PERIMETER EROSION BARRIER
	EROSION CONTROL BLANKET
	STONE RIPRAP

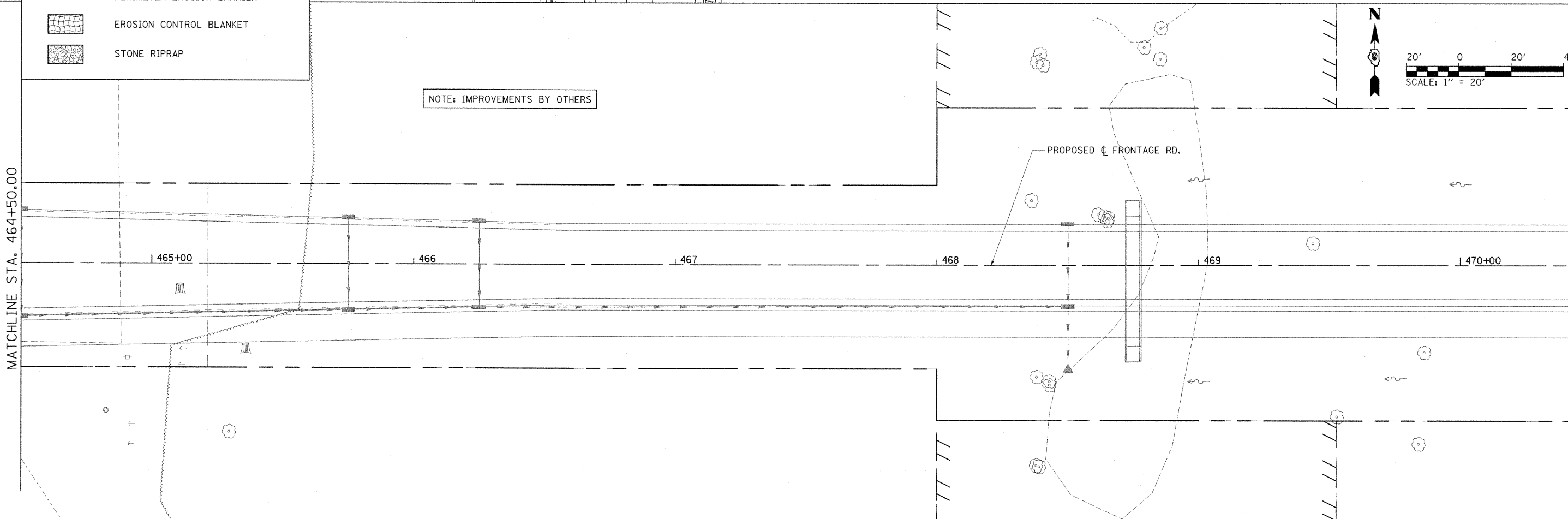
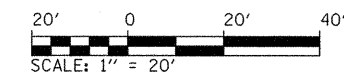
FILE NAME = I:\dot\0906603\draw\CADD_Sheets\099805	USER NAME = OpenH&B Springfield -sh-eros002.dgn	DESIGNED - BMB DRAWN - GLD	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN ILLINOIS ROUTE 13				F.A. RTE. 331	SECTION (1X-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 104
	PLOT SCALE = 50.0000' / IN.	CHECKED - SPH	REVISED -		SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. 1756+00	TO STA. 1767+07.23	CONTRACT NO. 98859				
	PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISED -		ILLINOIS FED. AID PROJECT								



LEGEND

-  INLET AND PIPE PROTECTION
-  TEMPORARY DITCH CHECKS
-  SEDIMENT BASIN
-  PERIMETER EROSION BARRIER
-  EROSION CONTROL BLANKET
-  STONE RIPRAP

NOTE: IMPROVEMENTS BY OTHERS



MATCHLINE STA. 464+50.00

MATCHLINE STA. 470+50.00

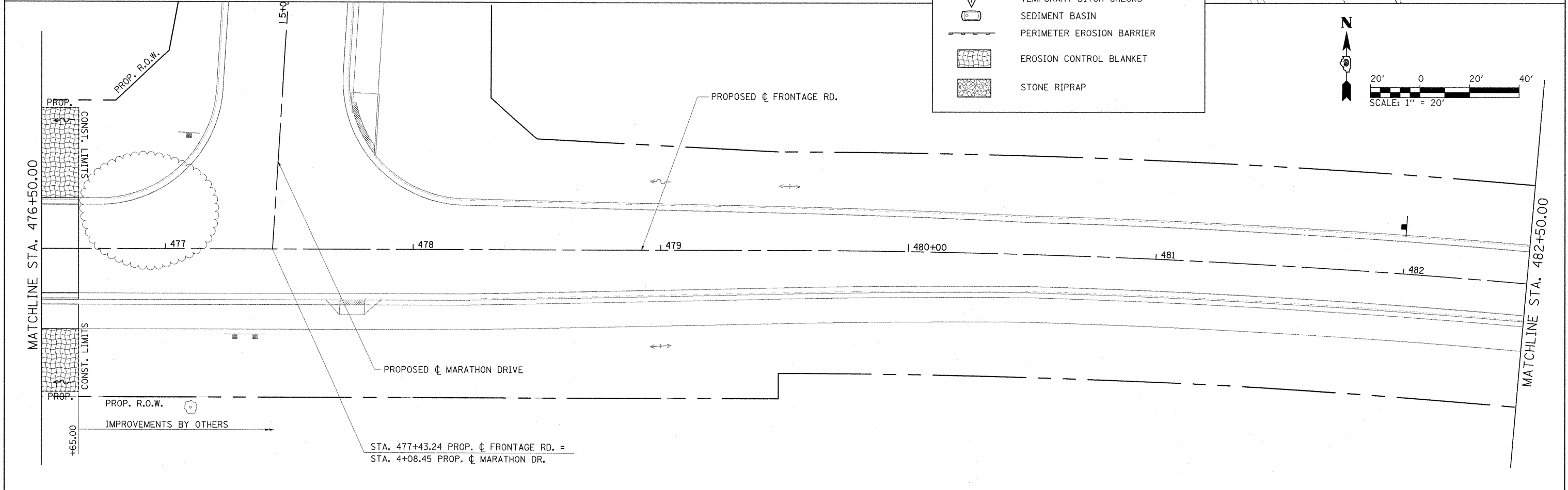
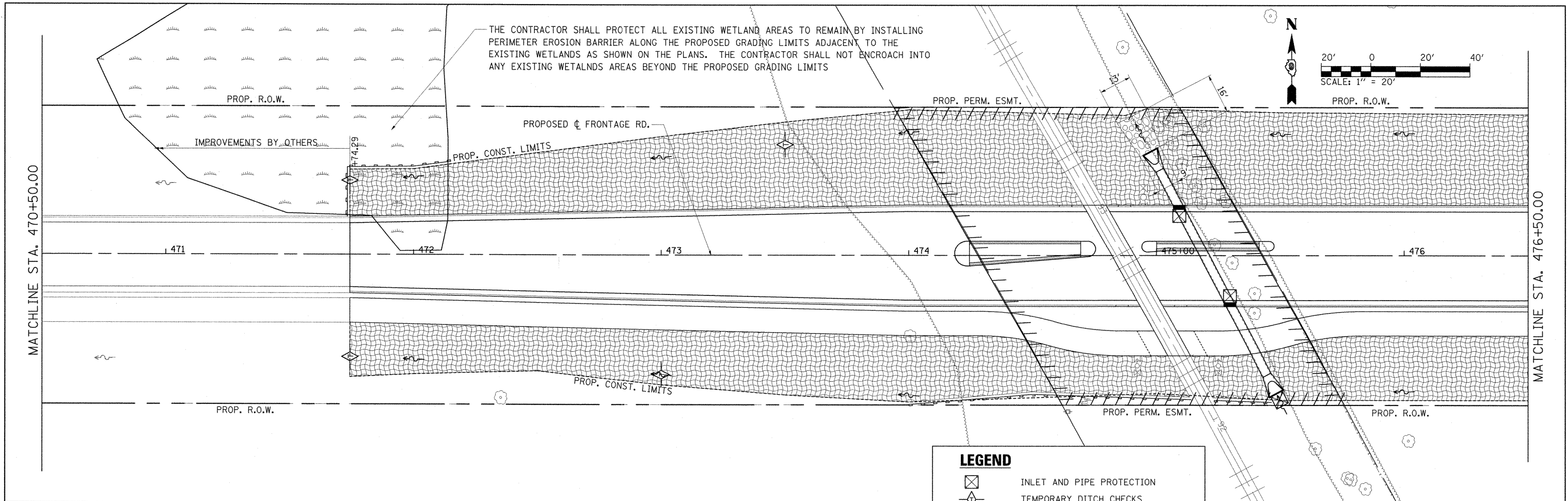
FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -
3:\dot\0906003\Draw\CADD_Sheets\099885	hshtreros003.dgn	DRAWN - GLD	REVISED -
	PLOT SCALE = 20.0000' / IN.	CHECKED - SPH	REVISED -
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EROSION AND SEDIMENT CONTROL PLAN
FRONTAGE ROAD**

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 460+81.67 TO STA. 462+20.86

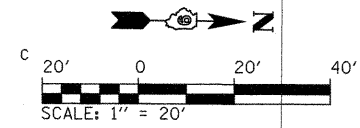
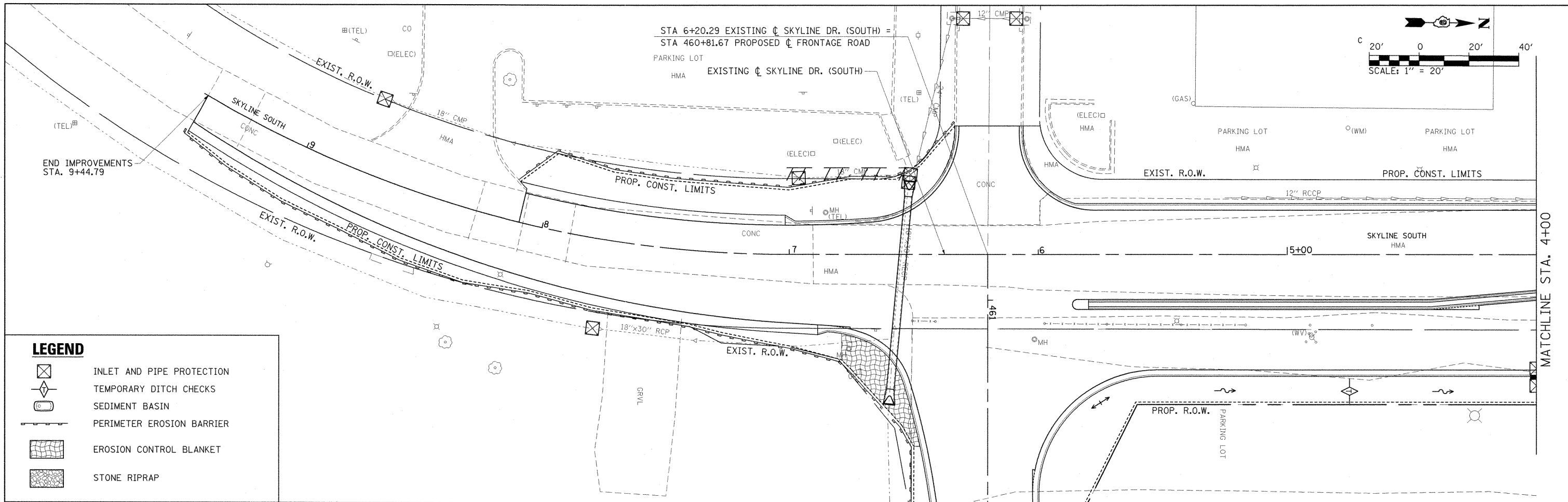
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	105
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				



LEGEND

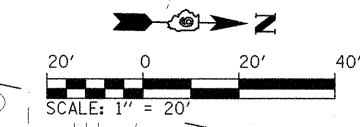
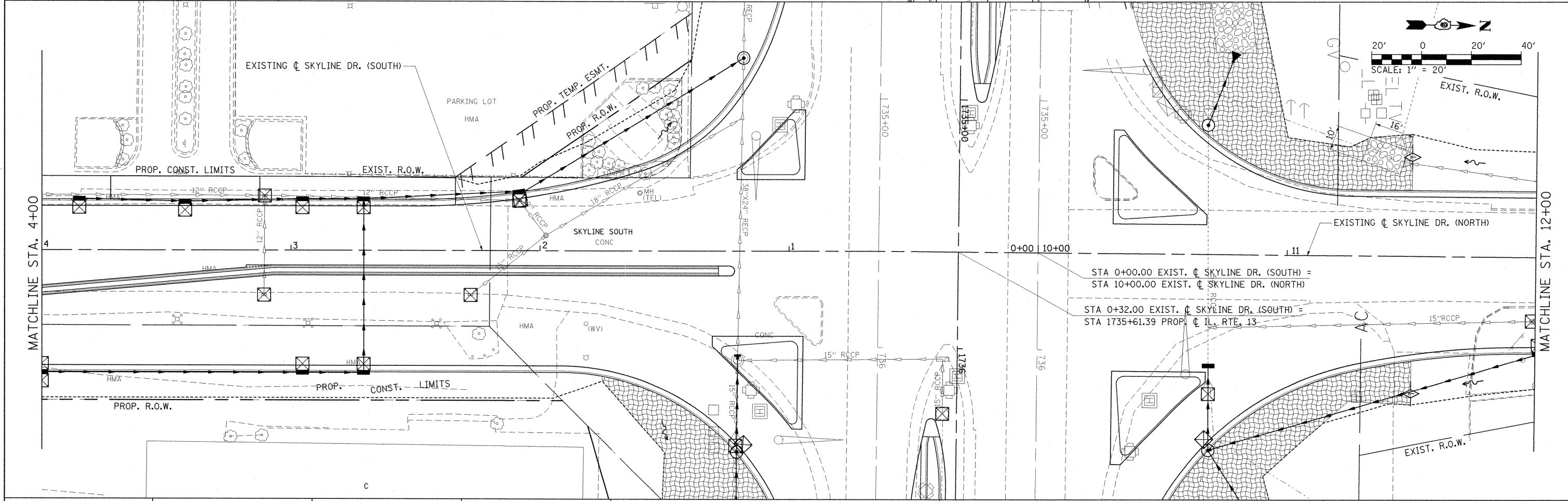
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- SEDIMENT BASIN
- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET
- STONE RIPRAP

FILE NAME = I:\dot\0906603\draw\CA00.Sheets\099885	USER NAME = OpenH&B Springfield sh-t-eros004.dgn	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN FRONTAGE ROAD			F.A. RTE. 331	SECTION (IX-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 106
	PLOT SCALE = 20.0000' / IN.	DRAWN - GLD	REVISED -		SCALE: 1" = 20'	SHEET NO.	OF SHEETS	STA. 471+74.29 TO STA. 476+65	CONTRACT NO. 98859			
	PLOT DATE = 12/12/2011	CHECKED - SPH	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE - 12/9/11	REVISED -									

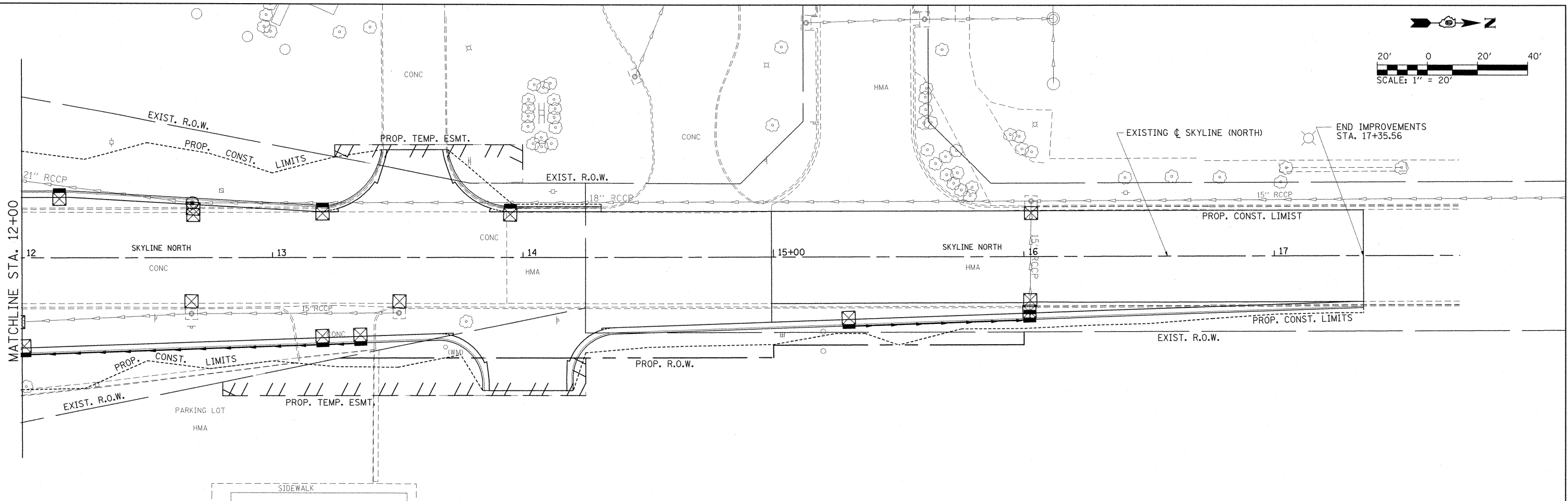
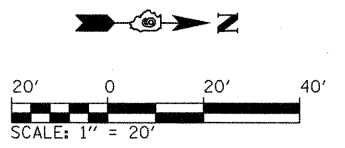


LEGEND

	INLET AND PIPE PROTECTION
	TEMPORARY DITCH CHECKS
	SEDIMENT BASIN
	PERIMETER EROSION BARRIER
	EROSION CONTROL BLANKET
	STONE RIPRAP



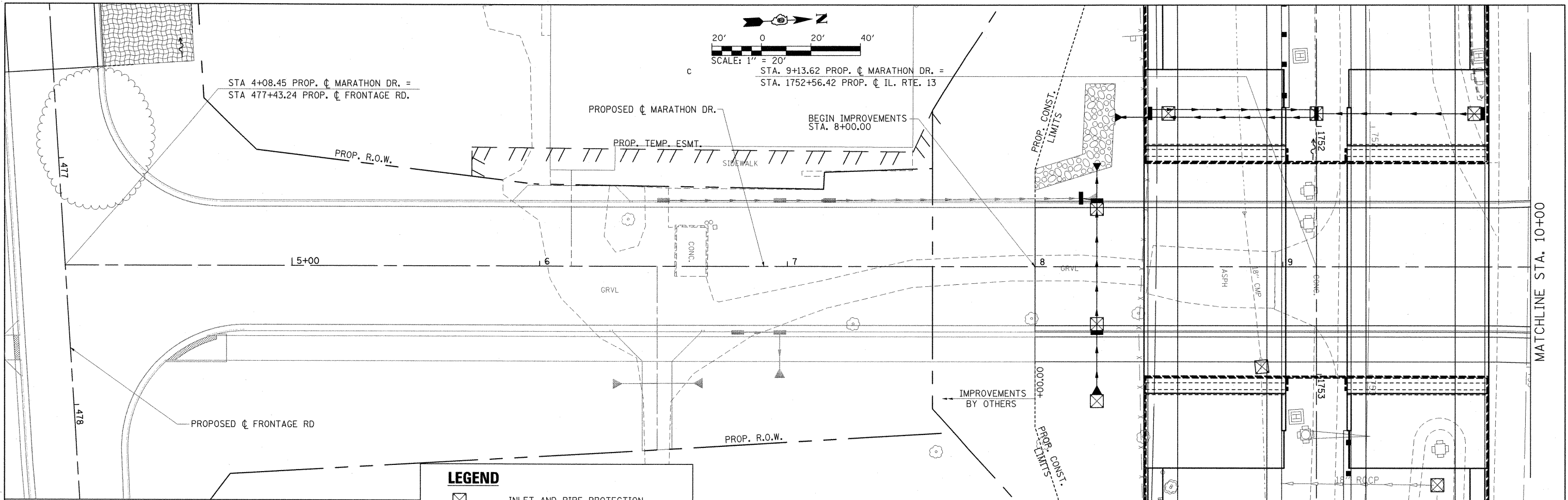
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PLOT SCALE = 20,0000' / IN.	CHECKED - SPH	REVISIED -	CONTRACT NO. 98859									
PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISIED -	ILLINOIS FED. AID PROJECT									
			SCALE: 1" = 20'					SHEET NO. OF SHEETS	STA. 9+44.47 TO STA. 12+00			



LEGEND

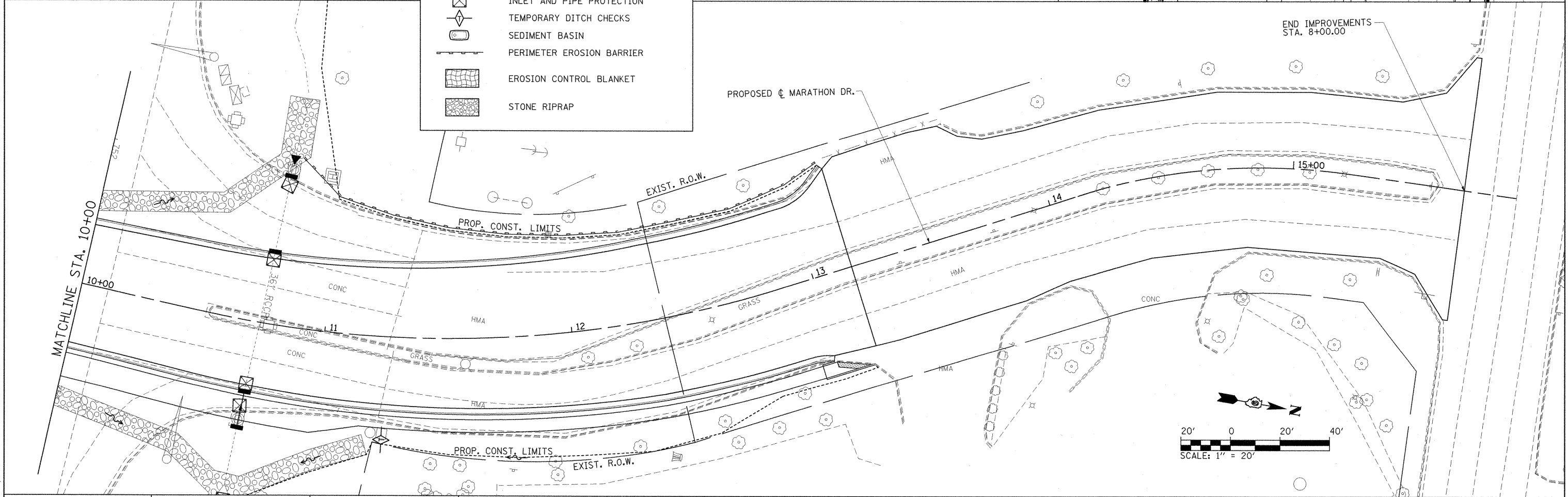
	INLET AND PIPE PROTECTION
	TEMPORARY DITCH CHECKS
	SEDIMENT BASIN
	PERIMETER EROSION BARRIER
	EROSION CONTROL BLANKET
	STONE RIPRAP

FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN SKYLINE DRIVE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\0906603\draw\CADD_Sheets\0998857-shr-eros008.dgn		DRAWN - GLD	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	108
PLOT SCALE = 20.0000' / IN.		CHECKED - SPH	REVISED -			CONTRACT NO. 98859				
PLOT DATE = 12/12/2011		DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE: 1" = 20'		SHEET NO. OF SHEETS		STA. 12+00 TO STA. 17+35.56		



LEGEND

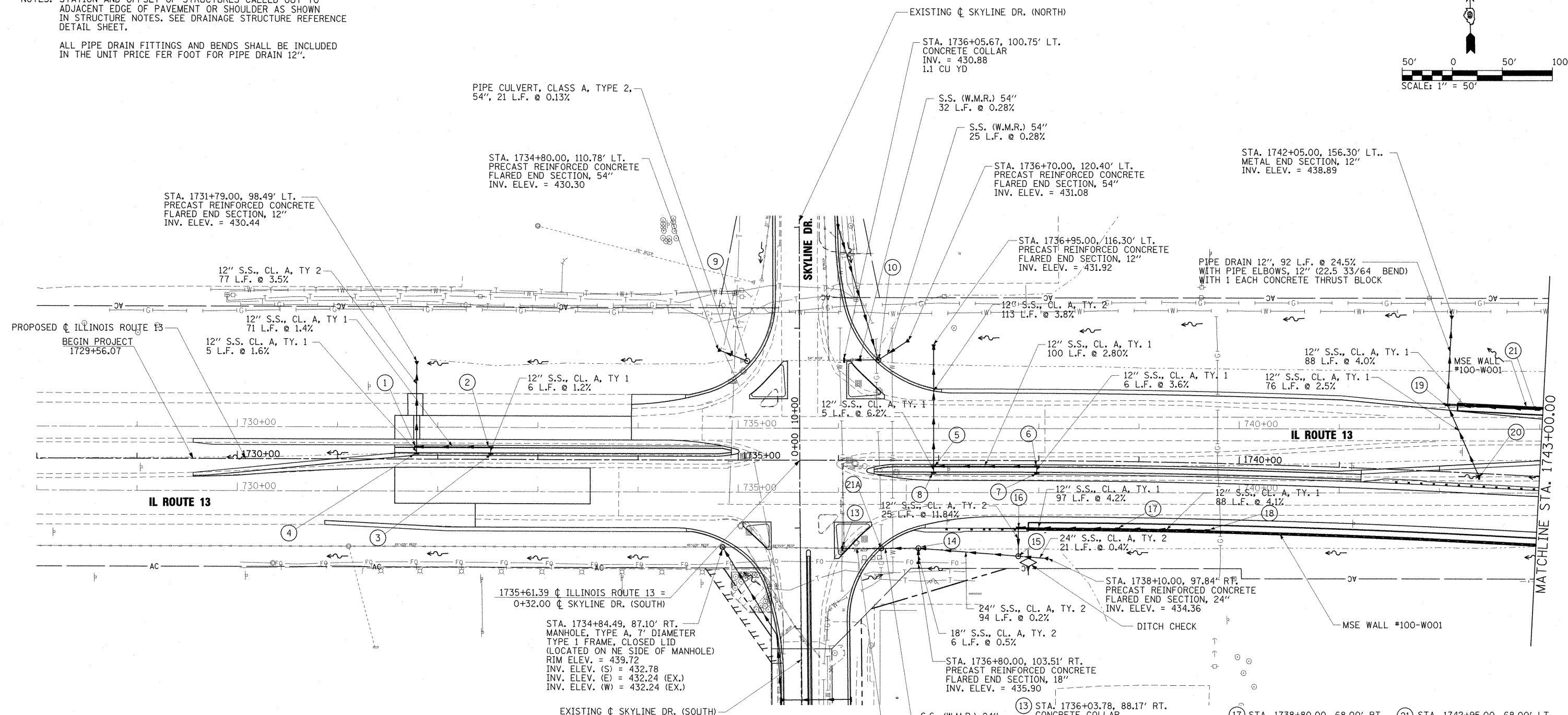
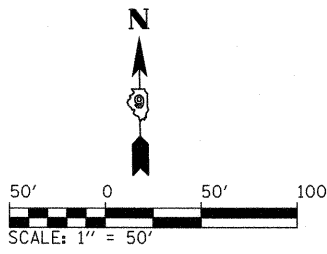
	INLET AND PIPE PROTECTION
	TEMPORARY DITCH CHECKS
	SEDIMENT BASIN
	PERIMETER EROSION BARRIER
	EROSION CONTROL BLANKET
	STONE RIPRAP



FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION AND SEDIMENT CONTROL PLAN MARATHON DRIVE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 20.0000 "/td> <td></td> <td>CHECKED - SPH</td> <td>REVISED -</td> <td colspan="4" style="text-align: center;">SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 8+00.00 TO STA. 15+69.57</td> <td colspan="2" style="text-align: center;">CONTRACT NO. 98859</td>		CHECKED - SPH	REVISED -					SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 8+00.00 TO STA. 15+69.57				CONTRACT NO. 98859	
PLOT DATE = 12/12/2011		DATE - 12/9/11	REVISED -					ILLINOIS FED. AID PROJECT					

NOTES: STATION AND OFFSET OF STRUCTURES CALLED OUT TO ADJACENT EDGE OF PAVEMENT OR SHOULDER AS SHOWN IN STRUCTURE NOTES. SEE DRAINAGE STRUCTURE REFERENCE DETAIL SHEET.

ALL PIPE DRAIN FITTINGS AND BENDS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR PIPE DRAIN 12".



- ① STA. 1731+79.00, 14.00' LT. MANHOLE, TYPE A, 4' DIAMETER, TYPE 3V FRAME AND GRATE
E.O.S. ELEV. = 437.36
INV. ELEV. (E) = 433.46
INV. ELEV. (S) = 433.96
INV. ELEV. (N) = 433.36
- ② STA. 1732+53.00, 14.00' LT. INLET, TYPE B, TYPE 3V FRAME & GRATE
E.O.S. ELEV. = 437.93
INV. ELEV. (S) = 434.53
INV. ELEV. (W) = 434.43
- ③ STA. 1732+53.00, 4.00' LT. INLET, TYPE A, TYPE 3V FRAME & GRATE
E.O.P. ELEV. = 437.62
INV. ELEV. (N) = 434.62
- ④ STA. 1731+79.00, 4.00' LT. INLET, TYPE A, TYPE 3V FRAME & GRATE
E.O.P. ELEV. = 437.04
INV. ELEV. (N) = 434.04

- ⑤ STA. 1736+95.00, 4.00' RT. MANHOLE, TYPE A, 4' DIAMETER, TYPE 3V FRAME AND GRATE,
E.O.P. ELEV. = 444.47
INV. ELEV. (E) = 442.45
INV. ELEV. (S) = 441.44
INV. ELEV. (N) = 436.45
- ⑥ STA. 1737+98.00, 4.00' RT. INLET, TYPE B, TYPE 3V FRAME AND GRATE
E.O.P. ELEV. = 448.24
INV. ELEV. (S) = 445.34
INV. ELEV. (W) = 445.24
- ⑦ STA. 1737+98.00, 14.00' RT. INLET, TYPE A, TYPE 3V FRAME AND GRATE
E.O.S. ELEV. = 448.54
INV. ELEV. (N) = 445.54
- ⑧ STA. 1736+95.00, 14.00' RT. INLET, TYPE A, TYPE 3V FRAME AND GRATE
E.O.S. ELEV. = 444.75
INV. ELEV. (N) = 441.75

- ⑨ STA. 1735+08.92, 99.78' LT. MANHOLE, TYPE A, 7' DIAMETER, TYPE 1 FRAME, CLOSED LID (LOCATED ON SOUTH SIDE OF MANHOLE)
RIM ELEV. = 439.89
INV. ELEV. (E) = 430.34 (EX.)
INV. ELEV. (W) = 436.45
- ⑩ STA. 1736+36.65, 100.61' LT. MANHOLE, TYPE A, 7' DIAMETER, TYPE 3V FRAME AND GRATE
E.O.P. ELEV. = 441.20
INV. ELEV. (N) = 431.70
INV. ELEV. (E) = 430.98
INV. ELEV. (W) = 430.97

- ⑬ STA. 1736+03.78, 88.17' RT. CONCRETE COLLAR
INV. ELEV. = 433.44 ± (EX.)
0.6 CU YD
- ⑭ STA. 1736+79.92, 87.94' RT. MANHOLE, TYPE A, 6' DIAMETER, TYPE 1 FRAME, CLOSED LID (LOCATED ON NORTH SIDE OF MANHOLE)
RIM ELEV. = 441.12
INV. ELEV. (E) = 433.94
INV. ELEV. (S) = 435.84
INV. ELEV. (W) = 433.84
- ⑮ STA. 1737+80.00, 95.66' RT. MANHOLE, TYPE A, 5' DIAMETER, TYPE 1 FRAME, CLOSED LID (LOCATED ON NORTH SIDE OF MANHOLE)
RIM ELEV. = 439.21
INV. ELEV. (E) = 434.26
INV. ELEV. (N) = 436.38
INV. ELEV. (W) = 434.16
- ⑯ STA. 1737+80.00, 68.00' RT. INLET, TYPE B, TYPE 20 FRAME AND GRATE
E.O.S. ELEV. = 447.34
INV. ELEV. (E) = 443.34
INV. ELEV. (S) = 439.34

- ⑰ STA. 1738+80.00, 68.00' RT. TYPE C INLET BOX, STANDARD 609006 (SPECIAL)
E.O.S. ELEV. = 451.43
INV. ELEV. (E) = 447.53
INV. ELEV. (W) = 447.43
- ⑱ STA. 1742+05.00, STA. 68.00' LT. MANHOLE, TYPE A, 4' DIAMETER, TYPE 20 FRAME AND GRATE
E.O.S. ELEV. = 464.84
INV. ELEV. (E) = 460.84
INV. ELEV. (S) = 460.84
INV. ELEV. (N) = 460.59
- ⑳ STA. 1742+40.00, 3.69' RT. INLET, TYPE A, WITH MEDIAN INLET (604101)
GRATE ELEV. = 465.25
INV. ELEV. (N) = 462.75

- ㉑ STA. 1742+95.00, 68.00' LT. TYPE C INLET BOX, STANDARD 609006 (SPECIAL)
E.O.S. ELEV. = 468.34
INV. ELEV. (W) = 464.34
- ㉒ STA. 1736+40.95, 86.89' RT. MANHOLE, TYPE A, 5' DIAMETER, TYPE 3V FRAME AND GRATE
E.O.P. ELEV. = 441.56
INV. ELEV. (E) = 433.66
INV. ELEV. (W) = 433.63

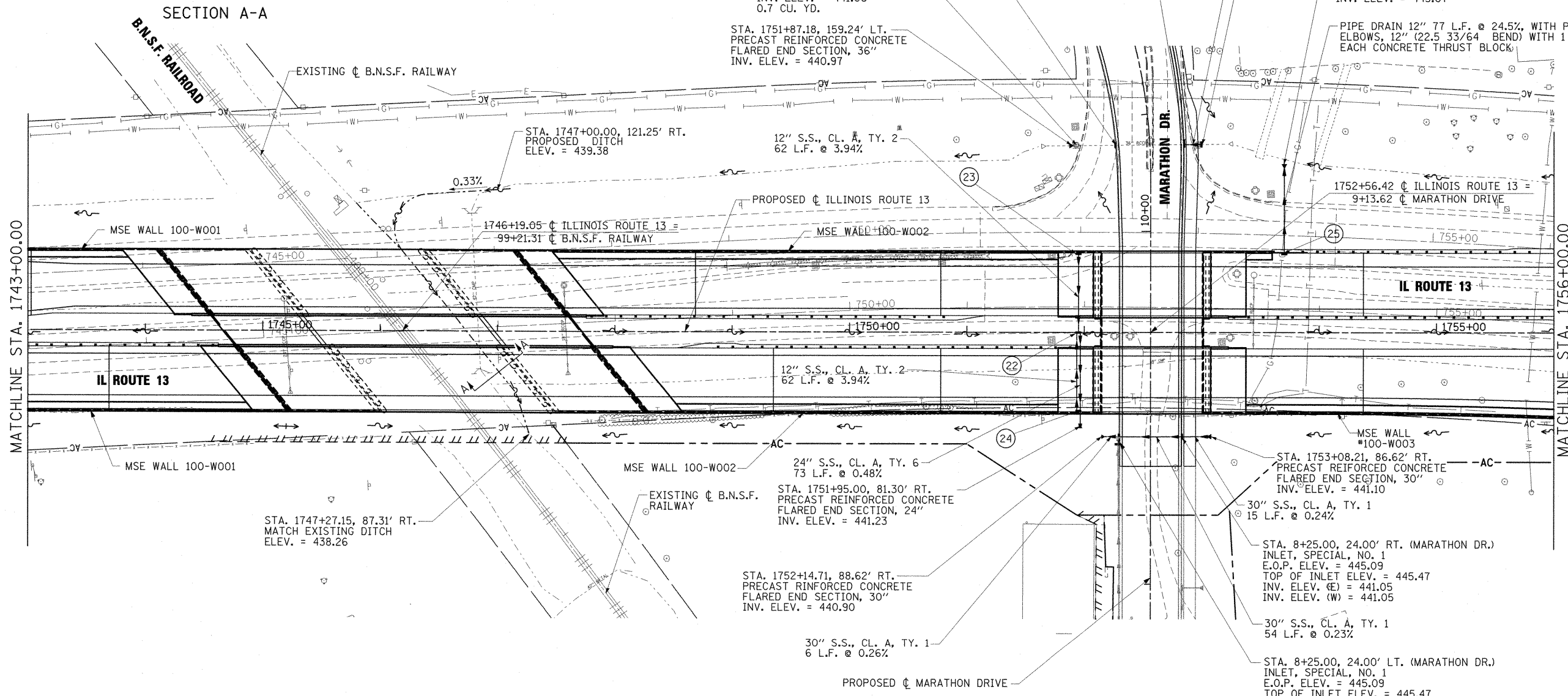
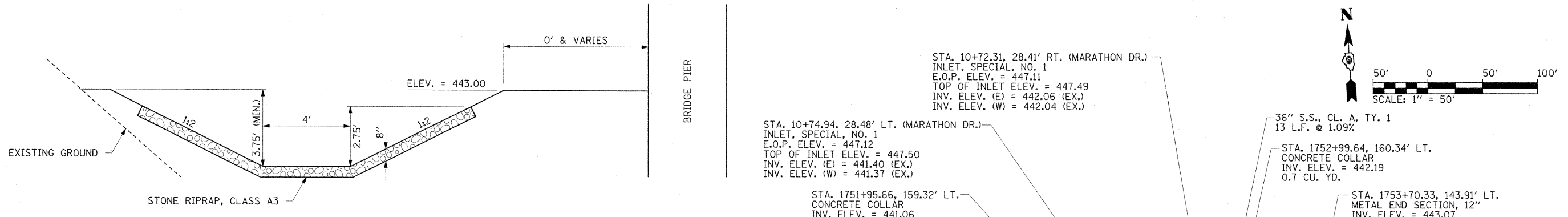
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	JMM	REVISED -	
	PLOT DATE = 12/14/2011	DATE -	12/9/11	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE PLAN
ILLINOIS ROUTE 13**

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 1729+00 TO STA. 1743+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	110
CONTRACT NO. 98859			ILLINOIS FED. AID PROJECT	



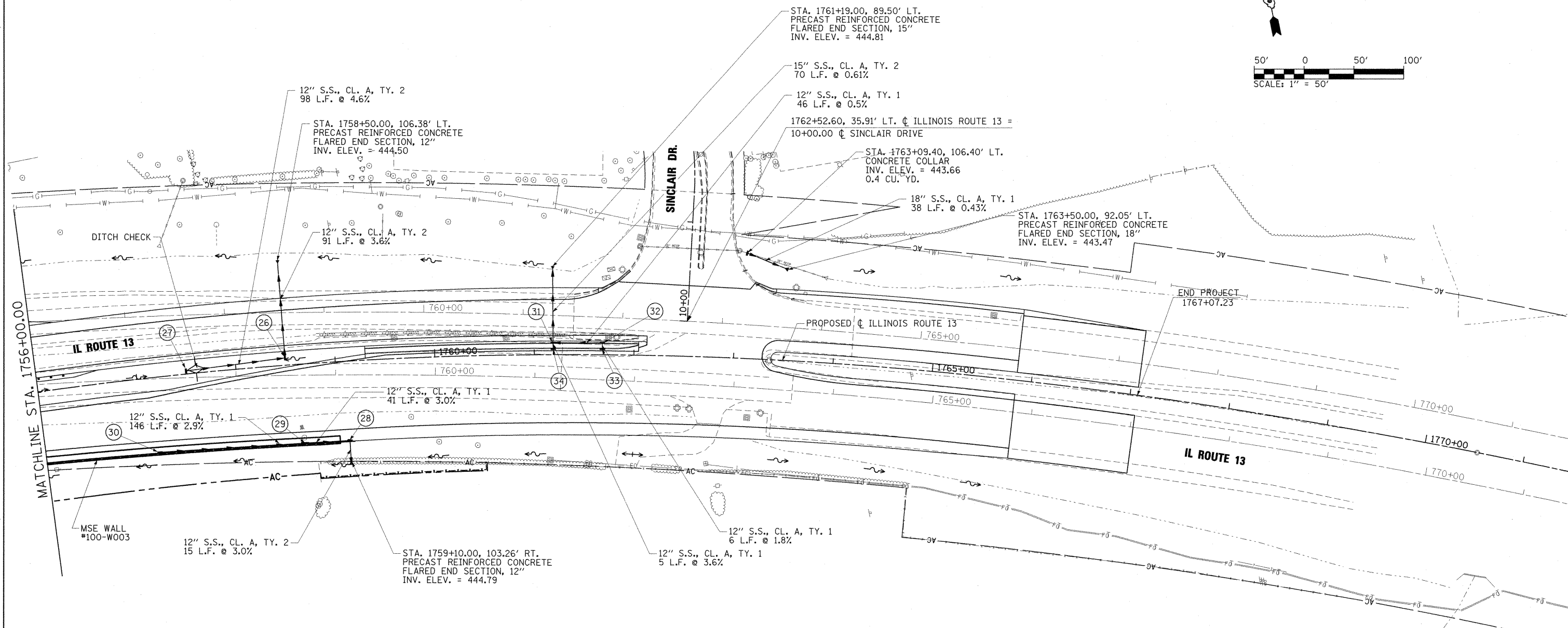
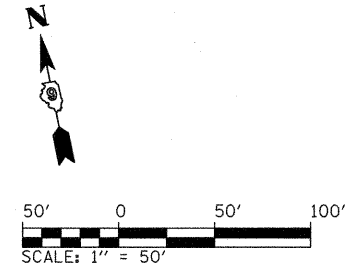
- (22) STA. 1751+95.00, 68.00' RT. FLUSH INLET BOX FOR MEDIAN STANDARD 542546, SPECIAL SEE STRUCTURAL DETAIL SHEET GRATE ELEV. = 469.36 INV. ELEV. (N) = 465.36 INV. ELEV. (S) = 465.36 INV. ELEV. (S) = 441.61
- (23) STA. 1751+95.00, 68.00' LT. TYPE C INLET BOX, STANDARD 609006 (SPECIAL) E.O.S. ELEV. = 471.79 INV. ELEV. (S) = 467.79
- (24) STA. 1751+95.00, 68.00' RT. TYPE C INLET BOX, STANDARD 609006 (SPECIAL) E.O.S. ELEV. = 471.79 INV. ELEV. (N) = 467.79
- (25) STA. 1753+70.33, 68.00' LT. TYPE E INLET BOX, STANDARD 610001 E.O.S. ELEV. = 466.71 INV. ELEV. (N) = 464.04

NOTES: STATION AND OFFSET OF STRUCTURES CALLED OUT TO ADJACENT EDGE OF PAVEMENT OR SHOULDER AS SHOWN IN STRUCTURE NOTES. SEE DRAINAGE STRUCTURE REFERENCE DETAIL SHEET.

ALL PIPE DRAIN FITTINGS AND BENDS SHALL BE INCLUDED IN THE UNIT PRICE PER FOOT FOR PIPE DRAIN 12".

FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - ARS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
I:\dot\0906603\draw\cadd\sheets\0906603	shd-drain02-Rte13.dgn	DRAWN - TAP	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	111	
PLOT SCALE = 50.0000 "/ IN.	CHECKED - JMM	REVISED -	REVISED -			CONTRACT NO. 98859					
PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					

NOTES: STATION AND OFFSET OF STRUCTURES CALLED OUT TO ADJACENT EDGE OF PAVEMENT OR SHOULDER AS SHOWN IN STRUCTURE NOTES. SEE DRAINAGE STRUCTURE REFERENCE DETAIL SHEET.

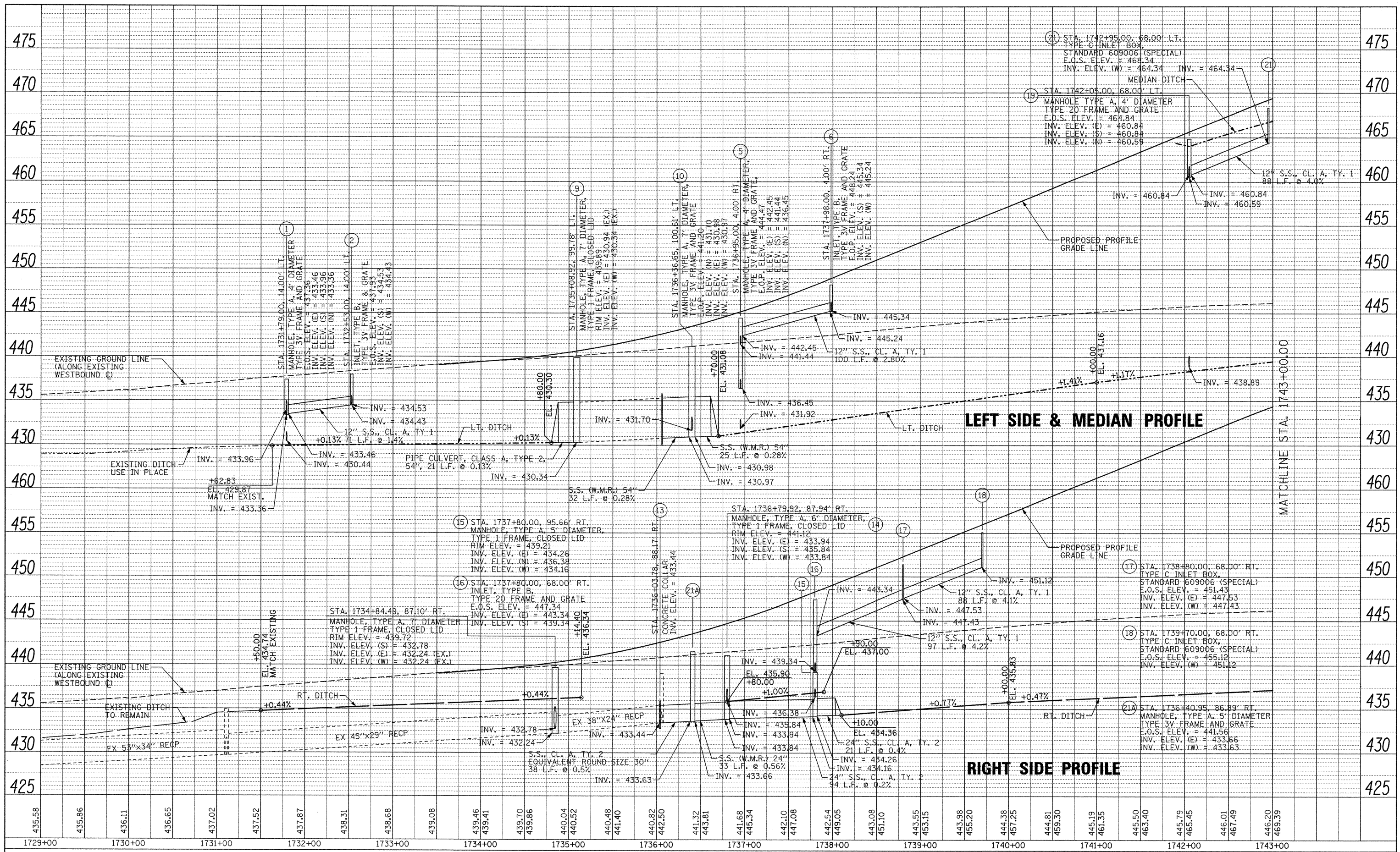


- (26) STA. 1758+50.00, 7.45' LT. INLET, TYPE B, WITH MEDIAN INLET (604106) GRATE ELEV. = 452.47 INV. ELEV. (W) = 448.07 INV. ELEV. (N) = 447.97
- (27) STA. 1757+50.00, 3.04' LT. INLET, TYPE A, WITH MEDIAN INLET (604101) GRATE ELEV. = 454.61 INV. ELEV. (E) = 452.11
- (28) STA. 1759+10.00, 80.00' RT. MANHOLE, TYPE A, 4' DIAMETER TYPE 20 FRAME AND GRATE E.O.S. ELEV. = 451.04 INV. ELEV. (W) = 447.04 INV. ELEV. (S) = 445.42
- (29) STA. 1758+65.00, 79.72' RT. TYPE C INLET BOX, STANDARD 609006 (SPECIAL) E.O.S. ELEV. = 452.26 INV. ELEV. (W) = 448.36 INV. ELEV. (E) = 448.26
- (30) STA. 1757+15.00, 75.74' RT. TYPE C INLET BOX, STANDARD 609006 (SPECIAL) E.O.S. ELEV. = 456.57 INV. ELEV. (E) = 452.57
- (31) STA. 1761+19.00, 14.00' LT. MANHOLE, TYPE A, 4' DIAMETER, TYPE 3V FRAME AND GRATE E.O.S. ELEV. = 448.37 INV. ELEV. (E) = 445.27 INV. ELEV. (S) = 445.55 INV. ELEV. (N) = 445.27
- (32) STA. 1761+68.25, 14.00' LT. INLET, TYPE B, TYPE 3V FRAME AND GRATE E.O.S. ELEV. = 448.16 INV. ELEV. (S)(W) = 445.49
- (33) STA. 1761+68.25, 4.00' LT. INLET, TYPE A, TYPE 3V FRAME AND GRATE E.O.P. ELEV. = 448.37 INV. ELEV. (N) = 445.59
- (34) STA. 1761+19.00, 4.00' LT. INLET, TYPE A, TYPE 3V FRAME AND GRATE E.O.P. ELEV. = 448.71 INV. ELEV. (N) = 445.71

FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - ARS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\8906603\draw\cadd\sheet\0998859	p-shd-drain003-Rte13.dgn	DRAWN - TAP	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	112	
	PLOT SCALE = 50.0000' / IN.	CHECKED - JMM	REVISED -			CONTRACT NO. 98859					
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'		SHEET NO. 3 OF 3 SHEETS		STA. 1756+00 TO STA. 1768+00		

DATE	
BY	
PLANNED	
DESIGNED	
CHECKED	
DATE	
BY	
NOTE BOOK	
NO.	
CADD FILE NAME	

DATE	
BY	
PROFILE	
DESIGNED	
CHECKED	
DATE	
BY	
NOTE BOOK	
NO.	
STRUCTURE NOTATION'S CHFD	



FILE NAME = L:\DOT\9986803\Draw\CADD_Sheets\0998859

USER NAME = OpenH&B Springfield
 sht:prof-drain01.dgn
 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 12/14/2011

DESIGNED - ARS
 DRAWN - TAP
 CHECKED - JMM
 DATE - 12/9/11

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

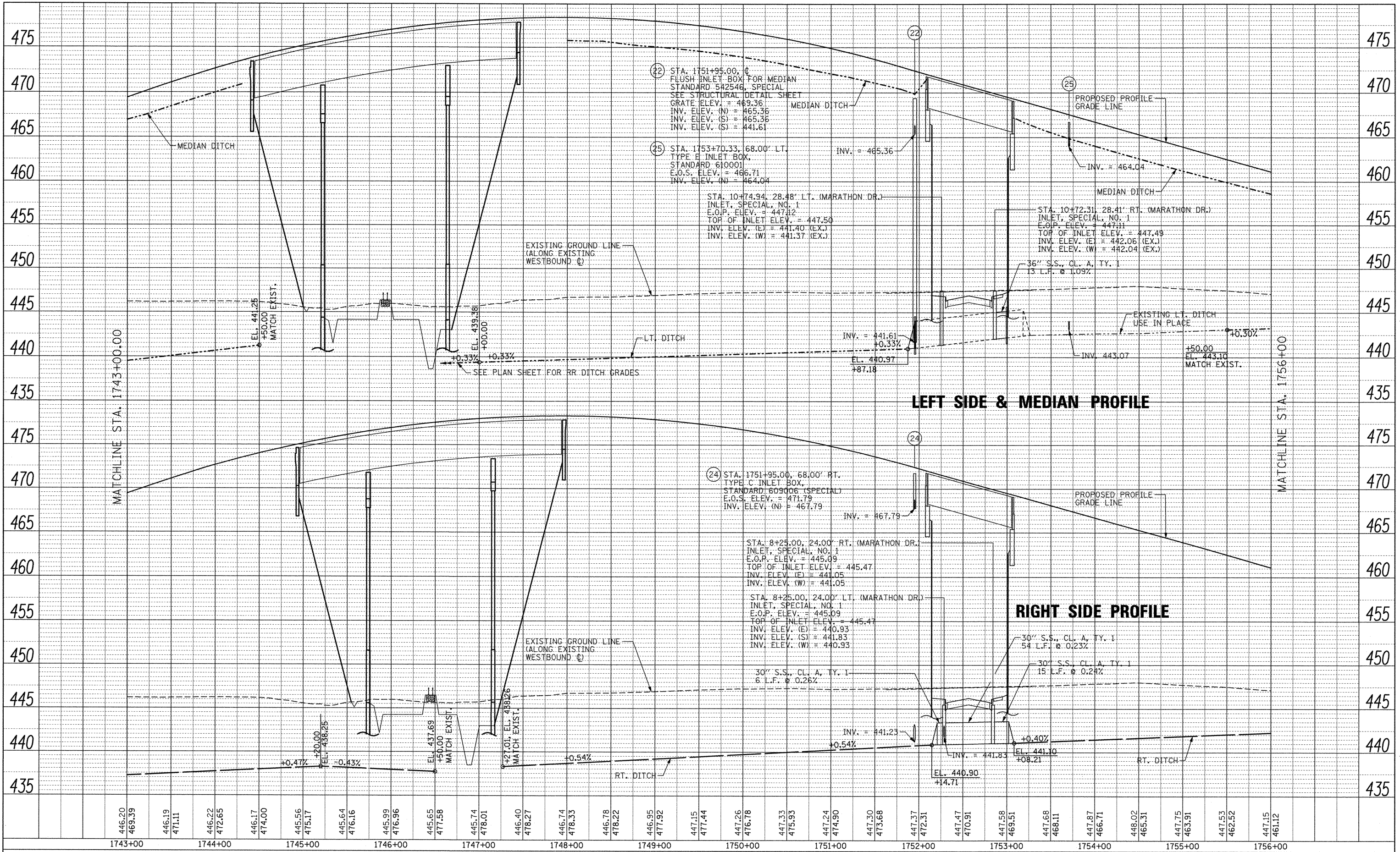
**PROFILE - DRAINAGE
 ILLINOIS ROUTE 13**

SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 1729+00 TO STA. 1743+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	113
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATION CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

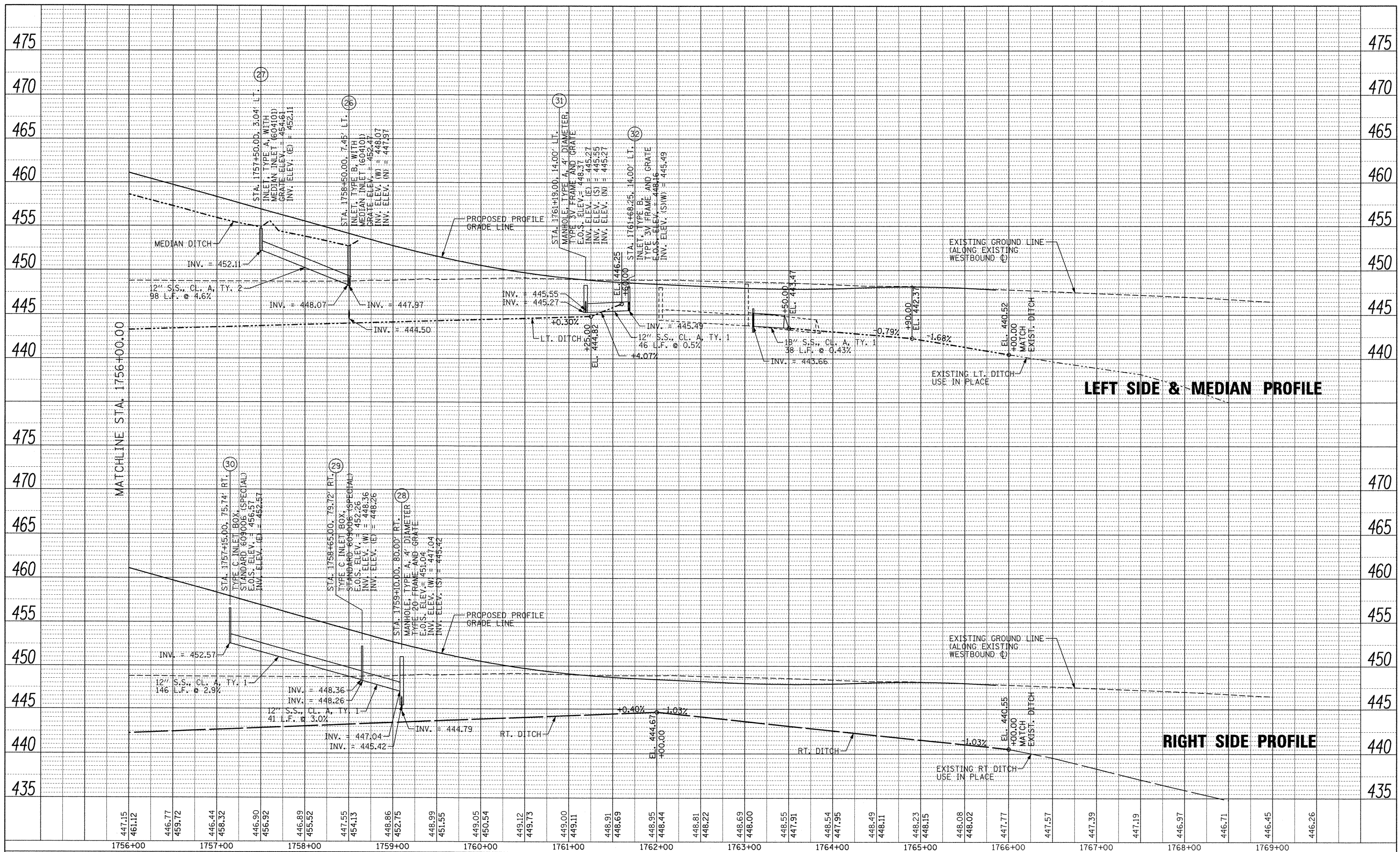
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	ALIGNMENT CHECKED	
	STRUCTURE NOTATION CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	



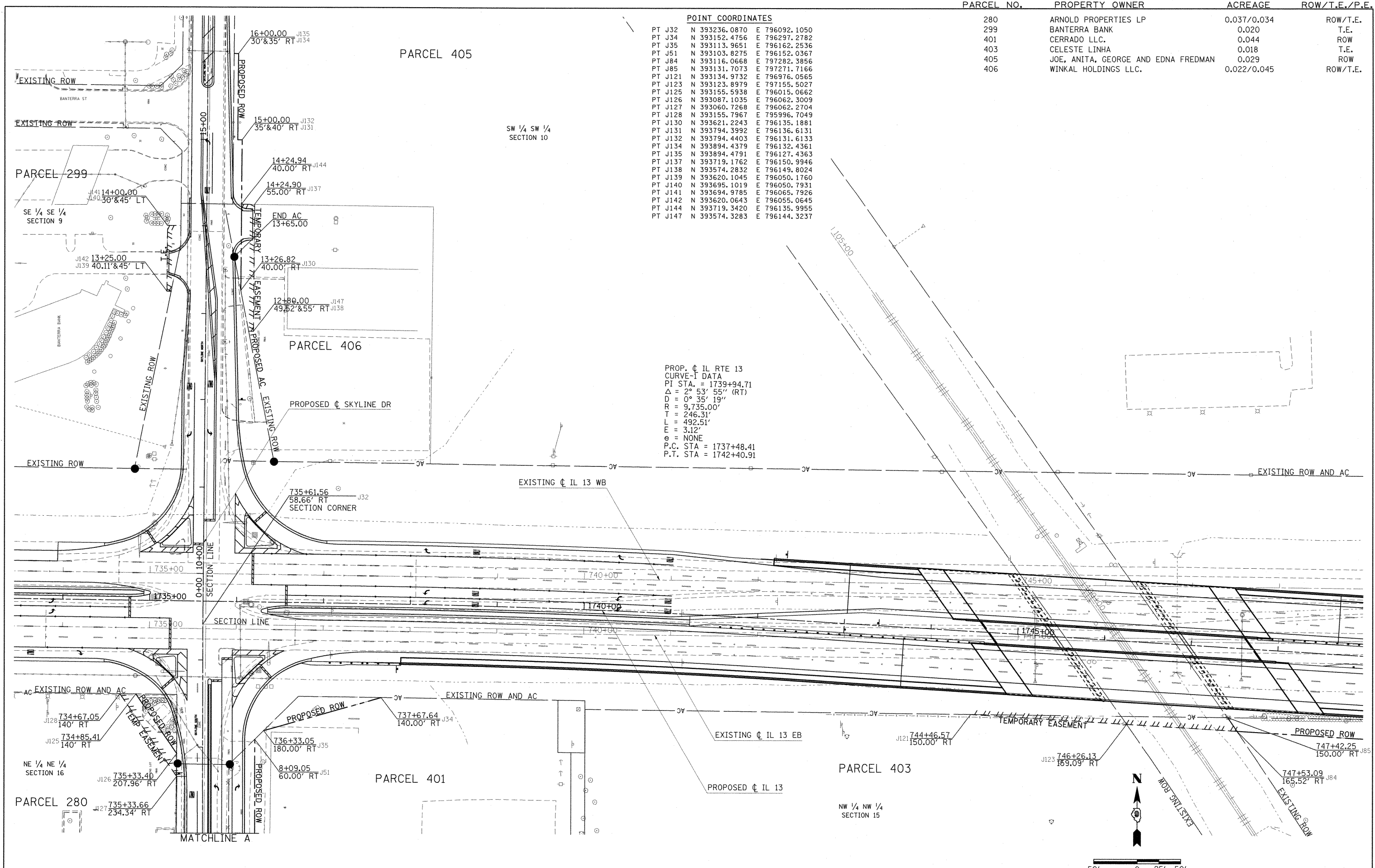
FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - ARS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE - DRAINAGE ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1:\dot\0986503\draw\cadd\sheet\0998859\ht-prof-drain02.dgn	PLOT SCALE = 50.0000' / IN.	DRAWN - TAP	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	114
PLOT DATE = 12/14/2011	DATE = 12/9/11	CHECKED - JMM	REVISED -			CONTRACT NO. 98859			ILLINOIS FED. AID PROJECT	
		DATE = 12/9/11	REVISED -			SCALE: 1"=50'	SHEET NO. 2 OF 3 SHEETS	STA. 1743+00 TO STA. 1756+00		

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

PROFILE	SURVEYED	BY	DATE
	PLotted		
	B.M. NOTED		
	STRUCTURE NOTATIONS CHKD		
	NO. _____		



FILE NAME = I:\dot\0906603\draw\cadd\sheet\09980859-ht-prof-drain003.dgn	USER NAME = OpenH&B Springfield	DESIGNED - ARS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE - DRAINAGE ILLINOIS ROUTE 13	F.A. RTE. 331	SECTION (IX-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 115		
PLT SCALE = 50.0000' / IN.	CHECKED - JMM	REVISIED -	SCALE: 1"=50'			SHEET NO. 3 OF 3 SHEETS	STA. 1756+00 TO STA. 1769+00	ILLINOIS FED. AID PROJECT				
PLT DATE = 12/14/2011	DATE - 12/9/11	REVISIED -										
CONTRACT NO. 98859												



POINT COORDINATES

PT J32	N 393236.0870	E 796092.1050
PT J34	N 393152.4756	E 796297.2782
PT J35	N 393113.9651	E 796162.2536
PT J51	N 393103.8275	E 796152.0367
PT J84	N 393116.0668	E 797282.3856
PT J85	N 393131.7073	E 797271.7166
PT J121	N 393134.9732	E 796976.0565
PT J123	N 393123.8979	E 797155.5027
PT J125	N 393155.5938	E 796015.0662
PT J126	N 393087.1035	E 796062.3009
PT J127	N 393060.7268	E 796062.2704
PT J128	N 393155.7967	E 795996.7049
PT J130	N 393621.2243	E 796135.1881
PT J131	N 393794.3992	E 796136.6131
PT J132	N 393794.4403	E 796131.6133
PT J134	N 393894.4379	E 796132.4361
PT J135	N 393894.4791	E 796127.4363
PT J137	N 393719.1762	E 796150.9946
PT J138	N 393574.2832	E 796149.8024
PT J139	N 393620.1045	E 796050.1760
PT J140	N 393695.1019	E 796050.7931
PT J141	N 393694.9785	E 796065.7926
PT J142	N 393620.0643	E 796055.0645
PT J144	N 393719.3420	E 796135.9955
PT J147	N 393574.3283	E 796144.3237

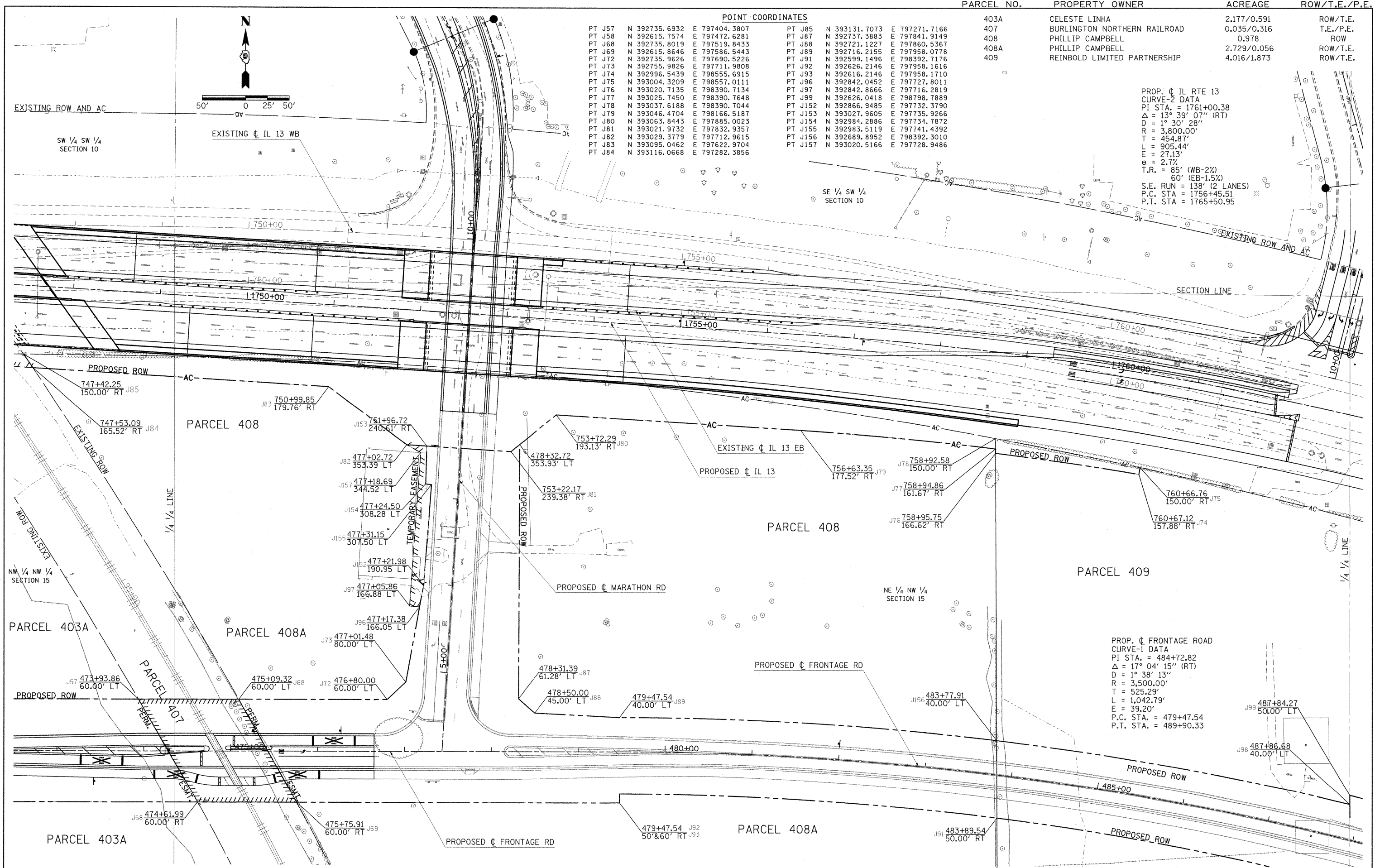
PARCEL NO.	PROPERTY OWNER	ACREAGE	ROW/T.E./P.E.
280	ARNOLD PROPERTIES LP	0.037/0.034	ROW/T.E.
299	BANTERRA BANK	0.020	T.E.
401	CERRADO LLC.	0.044	ROW
403	CELESTE LINHA	0.018	T.E.
405	JOE, ANITA, GEORGE AND EDNA FREDMAN	0.029	ROW
406	WINKAL HOLDINGS LLC.	0.022/0.045	ROW/T.E.

PROP. ϕ IL RTE 13
 CURVE-T DATA
 PI STA. = 1739+94.71
 $\Delta = 2^\circ 53' 55''$ (RT)
 $D = 0^\circ 35' 19''$
 $R = 9,735.00'$
 $T = 246.31'$
 $L = 492.51'$
 $E = 3.12'$
 $\theta = \text{NONE}$
 P.C. STA = 1737+48.41
 P.T. STA = 1742+40.91

FILE NAME I:\dot\09066803\draw\cadd\sheet\099885	USER NAME = OpenH&B Springfield =sht-rowplan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 12/12/2011	DATE = 12/9/11	REVISED -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY PLANS		F.A. RTE. 331	SECTION (1X-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 116
SCALE: 1"=50'	PROJECT NON-FA	JOB NO. R99-004-03		CONTRACT NO. 98859		
SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



POINT COORDINATES					
PT J57	N 392735.6932	E 797404.3807	PT J85	N 393131.7073	E 797271.7166
PT J58	N 392615.7574	E 797472.6281	PT J87	N 392737.3883	E 797841.9149
PT J68	N 392735.8019	E 797519.8433	PT J88	N 392721.1227	E 797860.5367
PT J69	N 392615.8646	E 797586.5443	PT J89	N 392716.2155	E 797958.0778
PT J72	N 392735.9626	E 797690.5226	PT J91	N 392599.1496	E 798392.7176
PT J73	N 392755.9826	E 797711.9808	PT J92	N 392626.2146	E 797958.1616
PT J74	N 392996.5439	E 798555.6915	PT J93	N 392616.2146	E 797958.1710
PT J75	N 393004.3209	E 798557.0111	PT J96	N 392842.0452	E 797727.8011
PT J76	N 393020.7135	E 798390.7134	PT J97	N 392842.8666	E 797716.2819
PT J77	N 393025.7450	E 798390.7648	PT J99	N 392626.0418	E 798798.7889
PT J78	N 393037.6188	E 798390.7044	PT J152	N 392866.9485	E 797732.3790
PT J79	N 393046.4704	E 798166.5187	PT J153	N 393027.9605	E 797735.9266
PT J80	N 393063.8443	E 797885.0023	PT J154	N 392984.2886	E 797734.7872
PT J81	N 393021.9732	E 797832.9357	PT J155	N 392983.5119	E 797741.4392
PT J82	N 393029.3779	E 797712.9615	PT J156	N 392689.8952	E 798392.3010
PT J83	N 393095.0462	E 797622.9704	PT J157	N 393020.5166	E 797728.9486
PT J84	N 393116.0668	E 797282.3856			

PARCEL NO.	PROPERTY OWNER	ACREAGE	ROW/T.E./P.E.
403A	CELESTE LINHA	2.177/0.591	ROW/T.E.
407	BURLINGTON NORTHERN RAILROAD	0.035/0.316	T.E./P.E.
408	PHILLIP CAMPBELL	0.978	ROW
408A	PHILLIP CAMPBELL	2.729/0.056	ROW/T.E.
409	REINBOLD LIMITED PARTNERSHIP	4.016/1.873	ROW/T.E.

PROP. ϕ IL RTE 13
 CURVE-2 DATA
 PI STA. = 1761+00.38
 $\Delta = 13^\circ 39' 07''$ (RT)
 $D = 1^\circ 30' 28''$
 $R = 3,800.00'$
 $T = 454.87'$
 $L = 905.44'$
 $E = 27.13'$
 $e = 2.7\%$
 $T.R. = 85'$ (WB-2%)
 $60'$ (EB-1.5%)
 $S.E. RUN = 138'$ (2 LANES)
 $P.C. STA = 1756+45.51$
 $P.T. STA = 1765+50.95$

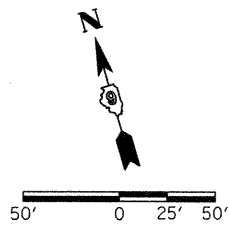
PROP. ϕ FRONTAGE ROAD
 CURVE-1 DATA
 PI STA. = 484+72.82
 $\Delta = 17^\circ 04' 15''$ (RT)
 $D = 1^\circ 38' 13''$
 $R = 3,500.00'$
 $T = 525.29'$
 $L = 1,042.79'$
 $E = 39.20'$
 $P.C. STA. = 479+47.54$
 $P.T. STA. = 489+90.33$

FILE NAME I:\dot\0906603\draw\cadd\sheet\099885	USER NAME = OpenH&B Springfield sht-rowplan.dgn	DESIGNED - DRAWN - CHECKED - DATE - 12/9/11	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIGHT OF WAY PLANS PROJECT NON-FA SHEET NO. OF SHEETS	J.A. RTE. 331	SECTION (1X-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 117	CONTRACT NO. 98859
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SCALE: 1"=50'
 JOB NO. R99-004-03
 STA. TO STA.
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

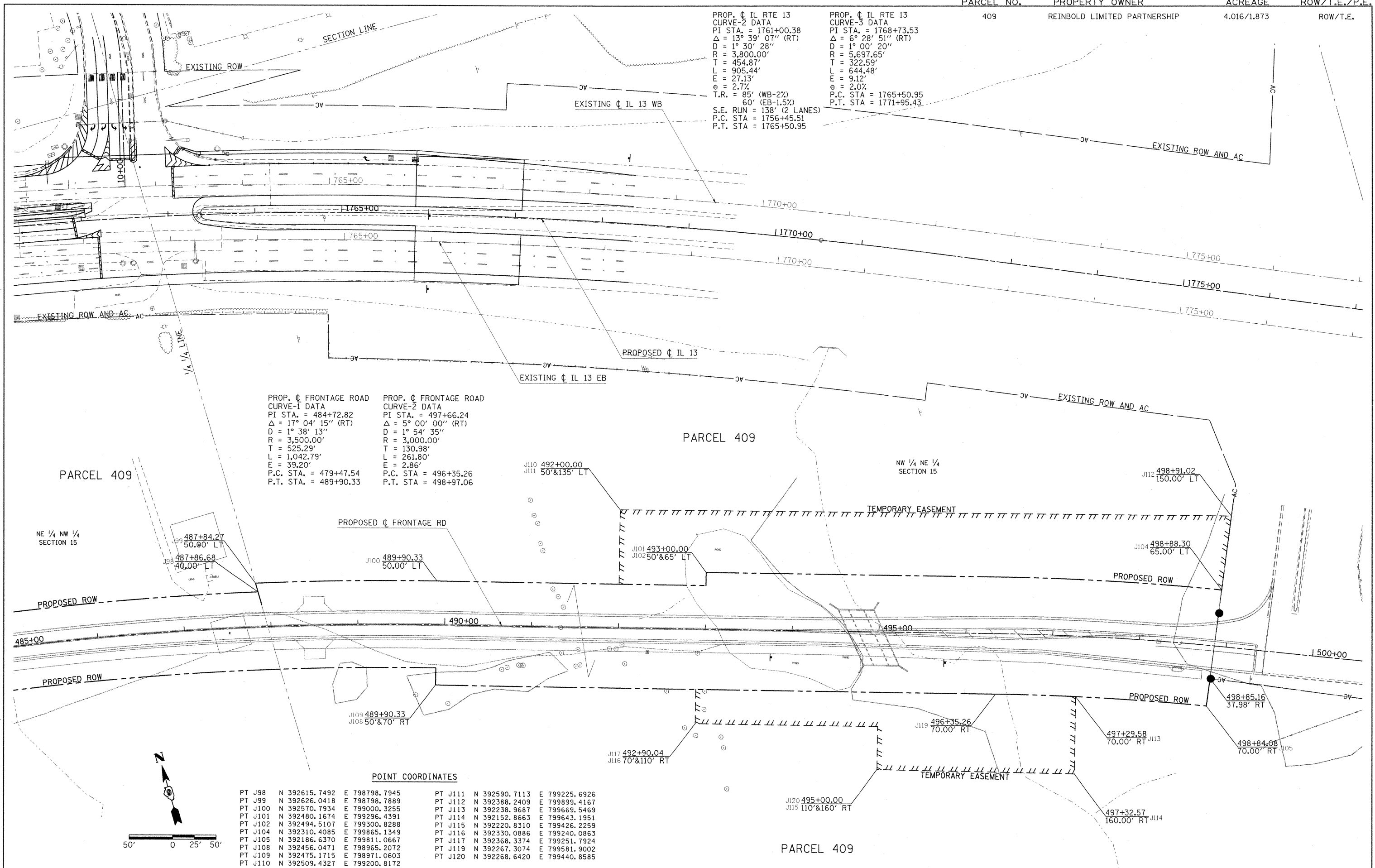
PARCEL NO. 409 PROPERTY OWNER REINBOLD LIMITED PARTNERSHIP ACREAGE 4.016/1.873 ROW/T.E./P.E. ROW/T.E.
 PROP. C IL RTE 13 CURVE-2 DATA PI STA. = 1761+00.38 Δ = 13° 39' 07" (RT) D = 1° 30' 28" R = 3,800.00' T = 454.87' L = 905.44' E = 27.13' e = 2.7% T.R. = 85' (WB-2%) 60' (EB-1.5%) S.E. RUN = 138' (2 LANES) P.C. STA = 1756+45.51 P.T. STA = 1765+50.95
 PROP. C IL RTE 13 CURVE-3 DATA PI STA. = 1768+73.53 Δ = 6° 28' 51" (RT) D = 1° 00' 20" R = 5,697.65' T = 322.59' L = 644.48' E = 9.12' e = 2.0% P.C. STA = 1765+50.95 P.T. STA = 1771+95.43

PROP. C FRONTAGE ROAD CURVE-1 DATA PI STA. = 484+72.82 Δ = 17° 04' 15" (RT) D = 1° 38' 13" R = 3,500.00' T = 525.29' L = 1,042.79' E = 39.20' P.C. STA. = 479+47.54 P.T. STA. = 489+90.33
 PROP. C FRONTAGE ROAD CURVE-2 DATA PI STA. = 497+66.24 Δ = 5° 00' 00" (RT) D = 1° 54' 35" R = 3,000.00' T = 130.98' L = 261.80' E = 2.86' P.C. STA. = 496+35.26 P.T. STA. = 498+97.06



POINT COORDINATES

PT J98	N 392615.7492	E 798798.7945	PT J111	N 392590.7113	E 799225.6926
PT J99	N 392626.0418	E 798798.7889	PT J112	N 392388.2409	E 799899.4167
PT J100	N 392570.7934	E 799000.3255	PT J113	N 392238.9687	E 799669.5469
PT J101	N 392480.1674	E 799296.4391	PT J114	N 392152.8663	E 799643.1951
PT J102	N 392494.5107	E 799300.8288	PT J115	N 392220.8310	E 799426.2259
PT J104	N 392310.4085	E 799865.1349	PT J116	N 392330.0886	E 799240.0863
PT J105	N 392186.6370	E 799811.0667	PT J117	N 392368.3374	E 799251.7924
PT J108	N 392456.0471	E 798965.2072	PT J119	N 392267.3074	E 799581.9002
PT J109	N 392475.1715	E 798971.0603	PT J120	N 392268.6420	E 799440.8585
PT J110	N 392509.4327	E 799200.8172			



PARCEL NO. PROPERTY OWNER ACREAGE ROW/T.E./P.E.

281	ABSHER'S	0.110	ROW
401A	CERRADO LLC.	0.904	ROW
403A	CELESTE LINHA	2.177/0.591	ROW/P.E.

SW 1/4 SW 1/4 SECTION 10

PARCEL 403A

MATCHLINE A

PARCEL 401A

STA 460+81.67 SECTION LINE CROSSES Q FRONTAGE RD

4+39.74 60.00' RT J50

462+01.67 30.00' LT J49

465+21.47 30.00' LT J48

J55 468+00
J56 307.60' & 138.91' LT
J62

469+52.66 138.76' LT J63

469+52.59 60.00' LT J64

473+93.86 60.00' LT J57

465+00

470+00

474+61.99 60.00' RT J58

463+11.20 40.00' RT J39

465+21.40 40.00' RT J47

J60 468+00.00
J59 407.60' & 150' RT
J67

469+52.59 60' & 150' RT J65
J66

PARCEL 281

PARCEL 403A

PARCEL 401A

EXIST. CURVE EXSKYS
PI STA. = 8+26.72
 Δ = 30° 52' 34" (RT)
D = 12° 34' 43"
R = 455.50'
T = 125.79'
L = 245.46'
E = 17.05'
P.C. STA. = 7+00.93
P.T. STA. = 9+46.39

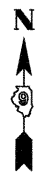
NE 1/4 NE 1/4 SECTION 16

NW 1/4 NW 1/4 SECTION 15

NE 1/4 NW 1/4 SECTION 15

POINT COORDINATES

PT J30	N 392513.9367	E 796123.8183	PT J54	N 392593.8444	E 796137.2899
PT J31	N 392512.8068	E 796130.7265	PT J55	N 392705.1340	E 796810.5513
PT J39	N 392634.6737	E 796321.8209	PT J56	N 392735.1340	E 796810.5230
PT J40	N 392634.5690	E 796210.6175	PT J57	N 392735.6932	E 797404.3807
PT J41	N 392618.7394	E 796137.2775	PT J58	N 392615.7574	E 797472.6281
PT J43	N 392443.7836	E 796100.7000	PT J59	N 392615.1340	E 796810.6360
PT J47	N 392634.8717	E 796532.0206	PT J60	N 392635.1340	E 796810.6172
PT J48	N 392704.8717	E 796532.0182	PT J62	N 392814.0408	E 796810.4487
PT J49	N 392704.5705	E 796212.2215	PT J63	N 392814.0408	E 796963.1093
PT J50	N 392734.5141	E 796152.2200	PT J64	N 392735.2776	E 796963.1093
PT J52	N 392427.0841	E 796092.2976	PT J65	N 392615.2777	E 796963.2223
PT J53	N 392426.2256	E 796094.6583	PT J66	N 392525.2777	E 796963.3070
			PT J67	N 392525.1340	E 796810.7208



50' 0 25' 50'

FILE NAME I:\dot\0906603\draw\cadd\sheet\0998851\sh-rt\rowplan.dgn	USER NAME = Gary Davis	DESIGNED -	REVISED -
PLOT SCALE = 50.0000' / IN.	CHECKED -	DRAWN -	REVISED -
PLOT DATE = 12/7/2011	DATE = 12/9/11		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

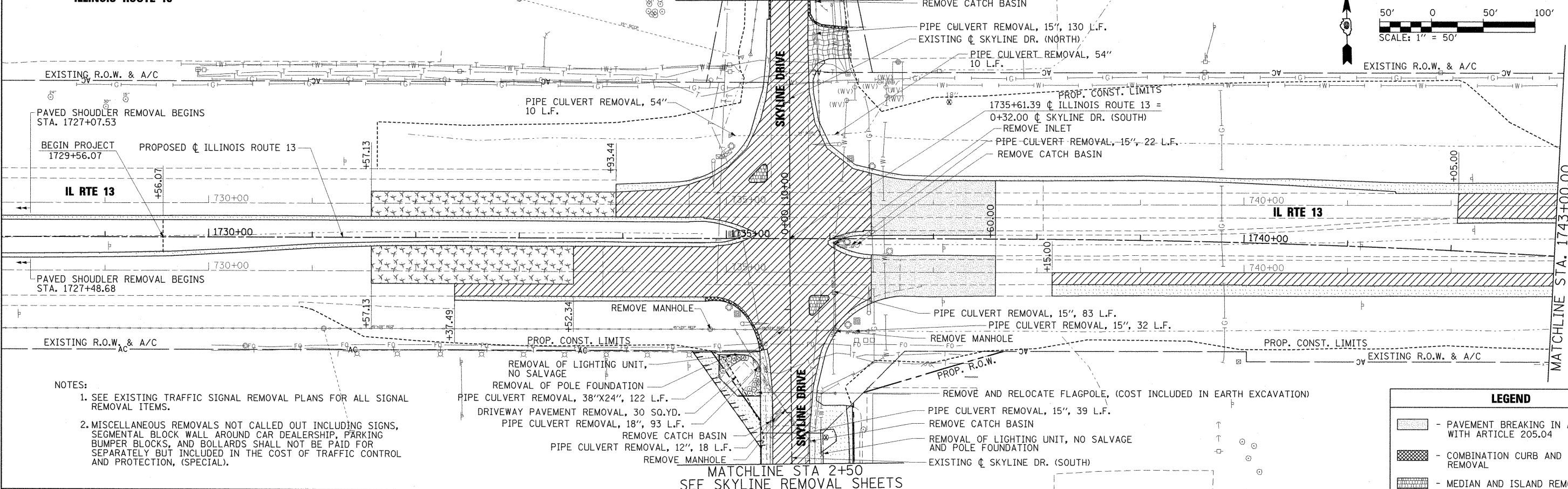
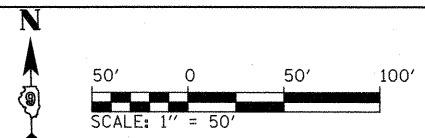
RIGHT OF WAY PLANS

PROJECT NON-FA	JOB NO. R99-004-03
SHEET NO. OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	119
			CONTRACT NO. 98859	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

ILLINOIS ROUTE 13

MATCHLINE STA 12+00
SEE SKYLINE REMOVAL SHEETS

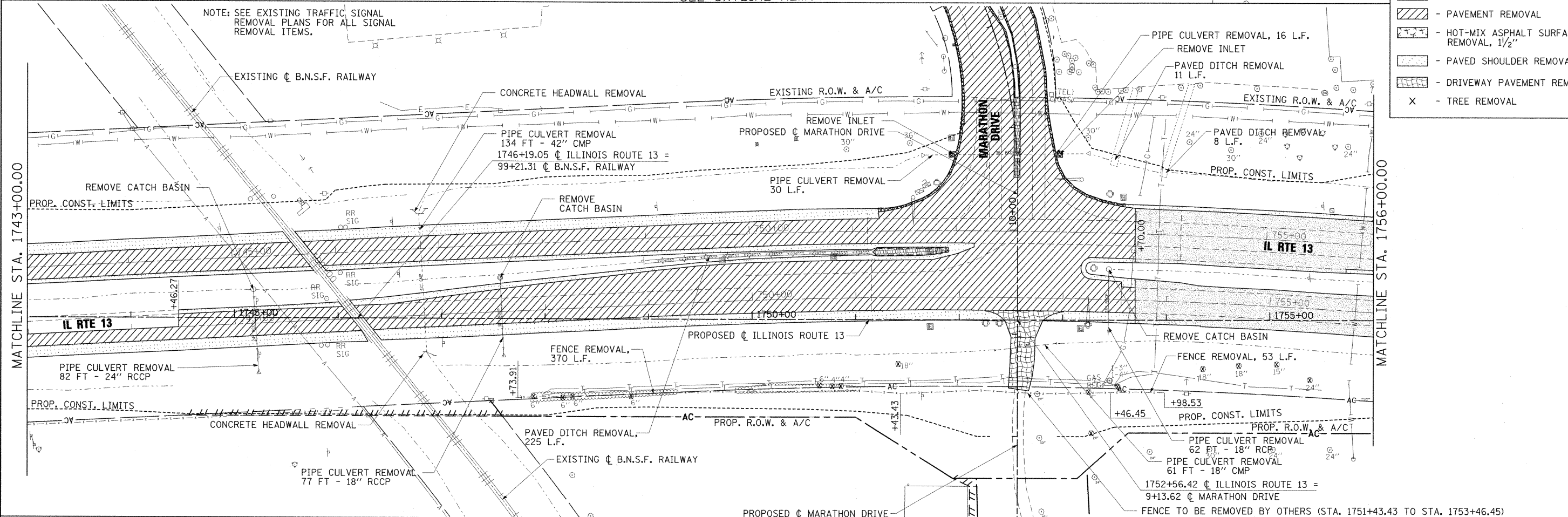


- NOTES:**
1. SEE EXISTING TRAFFIC SIGNAL REMOVAL PLANS FOR ALL SIGNAL REMOVAL ITEMS.
 2. MISCELLANEOUS REMOVALS NOT CALLED OUT INCLUDING SIGNS, SEGMENTAL BLOCK WALL AROUND CAR DEALERSHIP, PARKING BUMPER BLOCKS, AND BOLLARDS SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

LEGEND

	- PAVEMENT BREAKING IN ACCORDANCE WITH ARTICLE 205.04
	- COMBINATION CURB AND GUTTER REMOVAL
	- MEDIAN AND ISLAND REMOVAL
	- PAVEMENT REMOVAL
	- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
	- PAVED SHOULDER REMOVAL
	- DRIVEWAY PAVEMENT REMOVAL
X	- TREE REMOVAL

MATCHLINE STA 2+50
SEE SKYLINE REMOVAL SHEETS



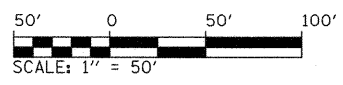
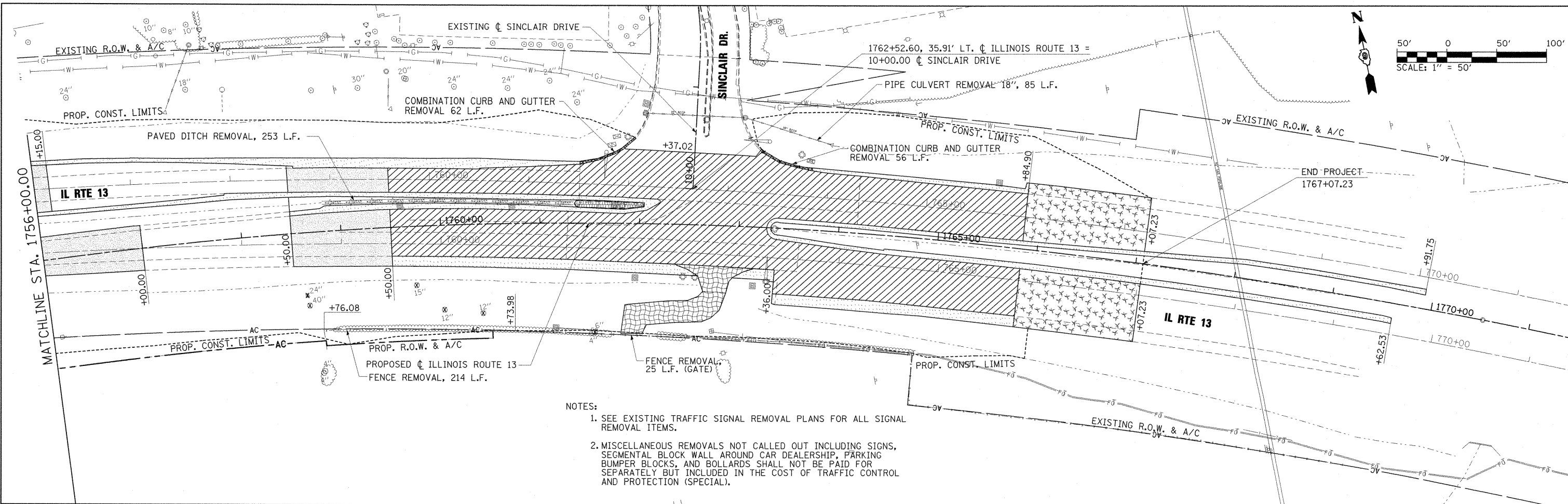
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PLOT SCALE = 50.0000' / IN.	CHECKED - KPF & SPH	REVISED -	REVISED -
PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
ILLINOIS ROUTE 13**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 1729+37.13 TO STA. 1756+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	120
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				

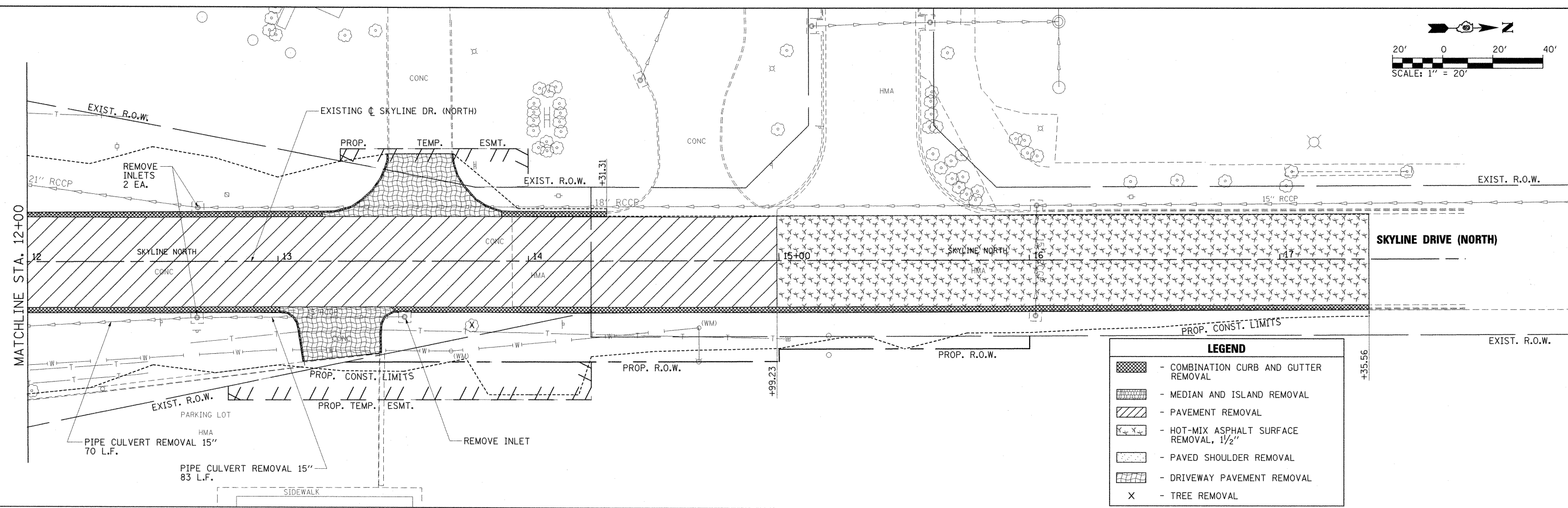
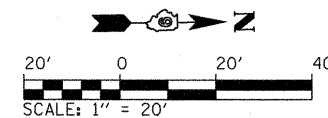


- NOTES:
1. SEE EXISTING TRAFFIC SIGNAL REMOVAL PLANS FOR ALL SIGNAL REMOVAL ITEMS.
 2. MISCELLANEOUS REMOVALS NOT CALLED OUT INCLUDING SIGNS, SEGMENTAL BLOCK WALL AROUND CAR DEALERSHIP, PARKING BUMPER BLOCKS, AND BOLLARDS SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).

LEGEND

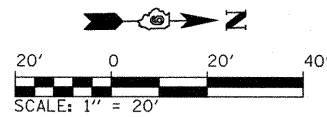
- PAVEMENT BREAKING IN ACCORDANCE WITH ARTICLE 205.04
- COMBINATION CURB AND GUTTER REMOVAL
- MEDIAN AND ISLAND REMOVAL
- PAVEMENT REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- PAVED SHOULDER REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- X - TREE REMOVAL

FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\0906603\draw\CADD_Sheets\D99885	shtr-rem002.dgn	DRAWN - JWH	REVISED -			331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	121	
	PLOT SCALE = 50.0000' / IN.	CHECKED - KPF & SPH	REVISED -			SCALE: 1" = 50'		SHEET NO. OF SHEETS		STA. 1756+00 TO STA. 1768+27.13	
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					



LEGEND	
	- COMBINATION CURB AND GUTTER REMOVAL
	- MEDIAN AND ISLAND REMOVAL
	- PAVEMENT REMOVAL
	- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
	- PAVED SHOULDER REMOVAL
	- DRIVEWAY PAVEMENT REMOVAL
X	- TREE REMOVAL

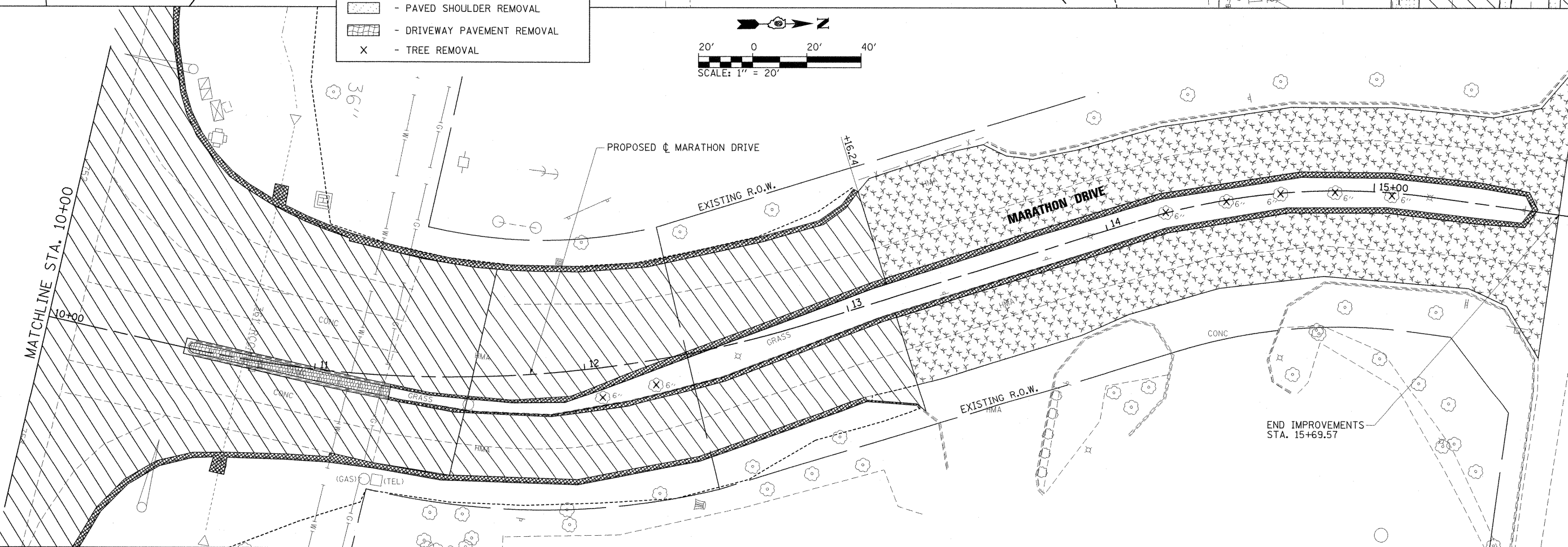
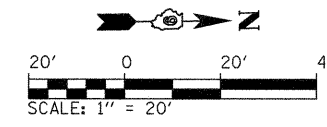
FILE NAME = I:\dot\0906603\draw\CADD_Sheets\099885	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN SKYLINE DRIVE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	14-rem@04Skyline.dgn	DRAWN - GLD	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	123
	PLOT SCALE = 20.0000' / IN.	CHECKED - SPH	REVISED -			CONTRACT NO. 98859				
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT				
						SCALE: 1" = 20'	SHEET NO.	OF	SHEETS	STA. 12+00 TO STA. 17+74



BRUSH PILE
53' LONG X 45' WIDE
11.477

15+00
PROPOSED ϕ MARATHON DRIVE
GRVL
PROPOSED ϕ FRONTAGE ROAD
11.478

LEGEND	
	- COMBINATION CURB AND GUTTER REMOVAL
	- MEDIAN AND ISLAND REMOVAL
	- PAVEMENT REMOVAL
	- HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
	- PAVED SHOULDER REMOVAL
	- DRIVEWAY PAVEMENT REMOVAL
	- TREE REMOVAL



FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -
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	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -

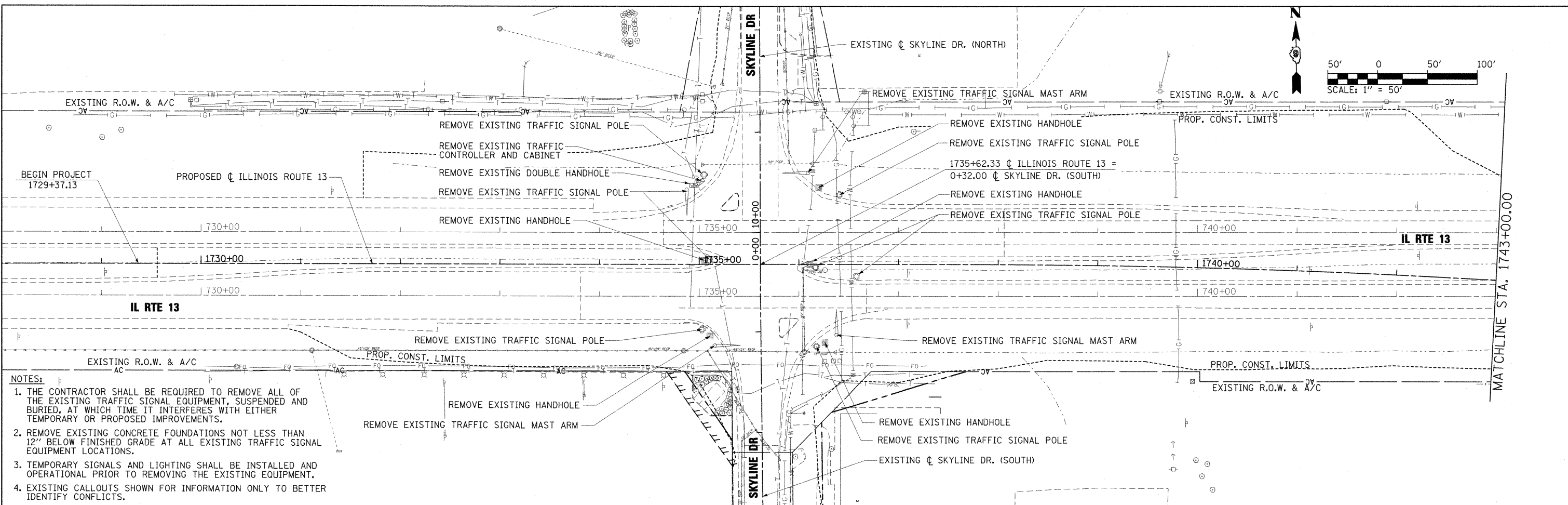
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**REMOVAL PLAN
MARATHON DRIVE**

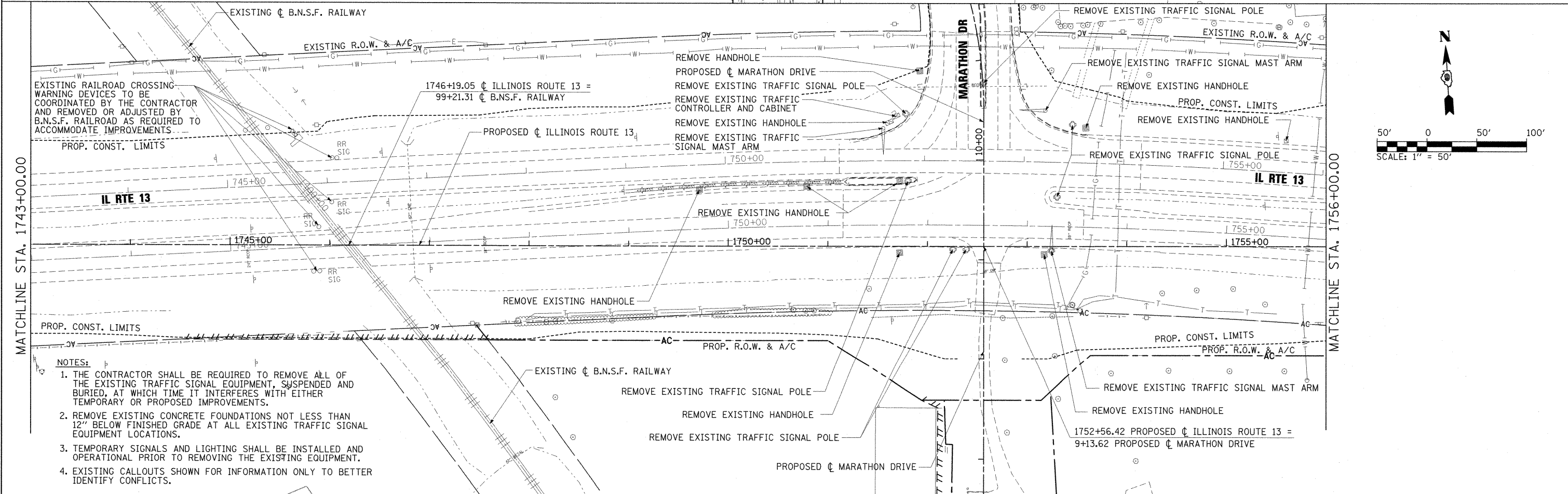
SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 8+00.00 TO STA. 15+69.57

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	124
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

MATCHLINE STA. 10+00

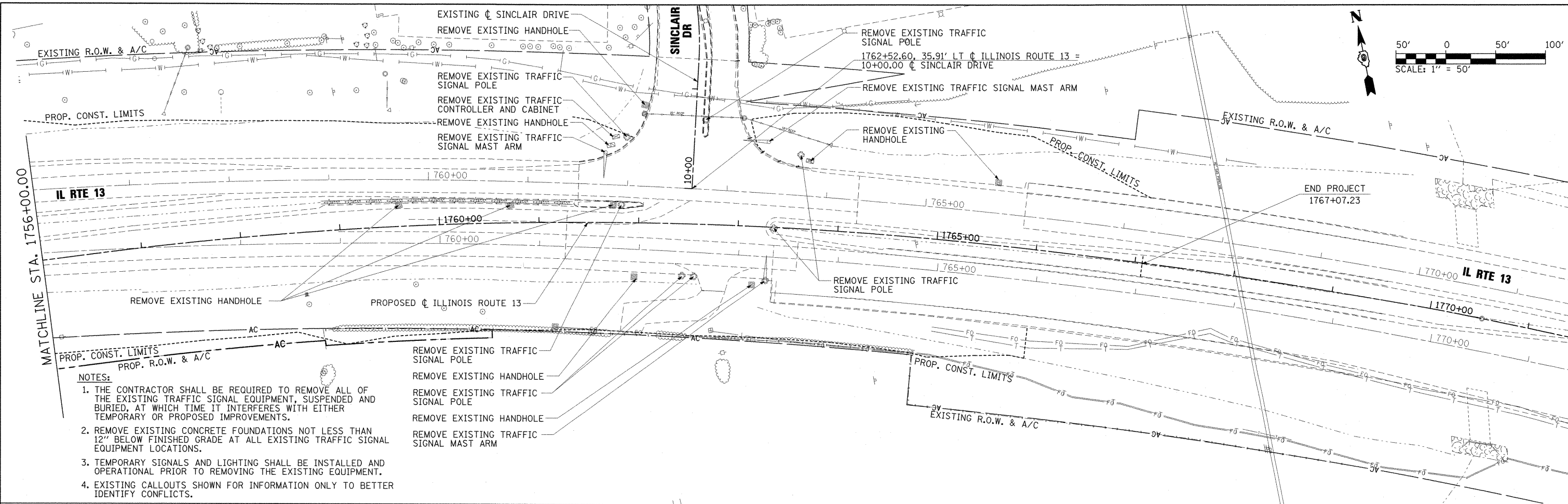


- NOTES:**
1. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT, SUSPENDED AND BURIED, AT WHICH TIME IT INTERFERES WITH EITHER TEMPORARY OR PROPOSED IMPROVEMENTS.
 2. REMOVE EXISTING CONCRETE FOUNDATIONS NOT LESS THAN 12" BELOW FINISHED GRADE AT ALL EXISTING TRAFFIC SIGNAL EQUIPMENT LOCATIONS.
 3. TEMPORARY SIGNALS AND LIGHTING SHALL BE INSTALLED AND OPERATIONAL PRIOR TO REMOVING THE EXISTING EQUIPMENT.
 4. EXISTING CALLOUTS SHOWN FOR INFORMATION ONLY TO BETTER IDENTIFY CONFLICTS.



- NOTES:**
1. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT, SUSPENDED AND BURIED, AT WHICH TIME IT INTERFERES WITH EITHER TEMPORARY OR PROPOSED IMPROVEMENTS.
 2. REMOVE EXISTING CONCRETE FOUNDATIONS NOT LESS THAN 12" BELOW FINISHED GRADE AT ALL EXISTING TRAFFIC SIGNAL EQUIPMENT LOCATIONS.
 3. TEMPORARY SIGNALS AND LIGHTING SHALL BE INSTALLED AND OPERATIONAL PRIOR TO REMOVING THE EXISTING EQUIPMENT.
 4. EXISTING CALLOUTS SHOWN FOR INFORMATION ONLY TO BETTER IDENTIFY CONFLICTS.

FILE NAME =	USER NAME = Gary Davis	DESIGNED - KPF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TRAFFIC SIGNAL REMOVAL PLAN ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\0986603\draw\cadd\sheet\099885\shg\sig\rem001.dgn		DRAWN - GLD	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	125	
PLOT SCALE = 50,0000' / IN.		CHECKED - SPH	REVISED -			SCALE: 1" = 50'		SHEET NO. OF SHEETS		STA. 1729+37.13 TO STA. 1756+00.00	
PLOT DATE = 12/9/2011		DATE - 12/9/11	REVISED -			CONTRACT NO. 98859 ILLINOIS FED. AID PROJECT					



- NOTES:**
1. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT, SUSPENDED AND BURIED, AT WHICH TIME IT INTERFERES WITH EITHER TEMPORARY OR PROPOSED IMPROVEMENTS.
 2. REMOVE EXISTING CONCRETE FOUNDATIONS NOT LESS THAN 12" BELOW FINISHED GRADE AT ALL EXISTING TRAFFIC SIGNAL EQUIPMENT LOCATIONS.
 3. TEMPORARY SIGNALS AND LIGHTING SHALL BE INSTALLED AND OPERATIONAL PRIOR TO REMOVING THE EXISTING EQUIPMENT.
 4. EXISTING CALLOUTS SHOWN FOR INFORMATION ONLY TO BETTER IDENTIFY CONFLICTS.

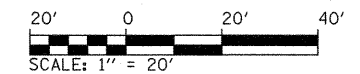
FILE NAME = I:\dot\0906603\draw\cadd\sheet\099885	USER NAME = Gary Davis	DESIGNED - KPF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TRAFFIC SIGNAL REMOVAL PLAN ILLINOIS ROUTE 13			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	CHECKED - SPH	REVISED -					331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	126
PLOT DATE = 12/9/2011	DATE = 12/9/11	REVISED -	REVISED -	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 1756+00 TO STA. 1768+27.13			CONTRACT NO. 98859 ILLINOIS FED. AID PROJECT					

PR 2-CC
95' - 300'
Ø 1 = 8'

PR 2-CC RADIUS POINTS
 (A) STA. 1733+93.54, 56.12' LT.
 (B) STA. 1734+68.22, 67.71' LT.
 (C) STA. 11+27.34, 24.00' LT. (SKYLINE N.)

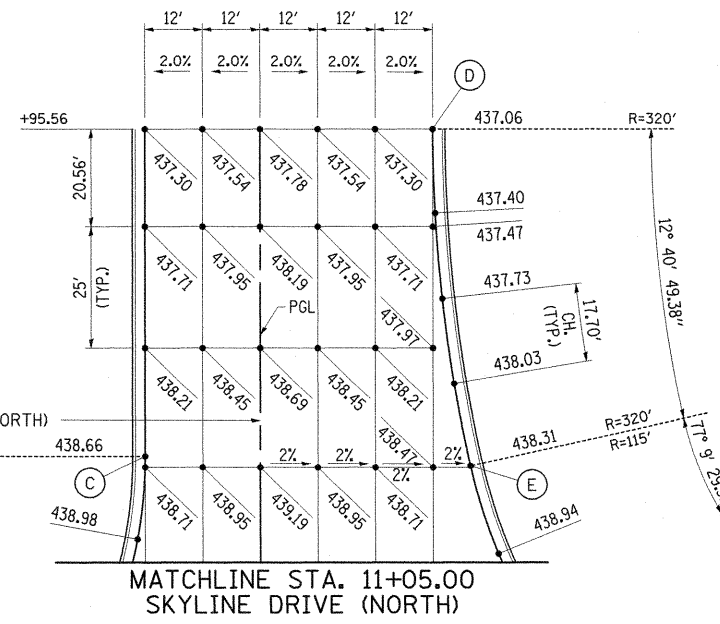
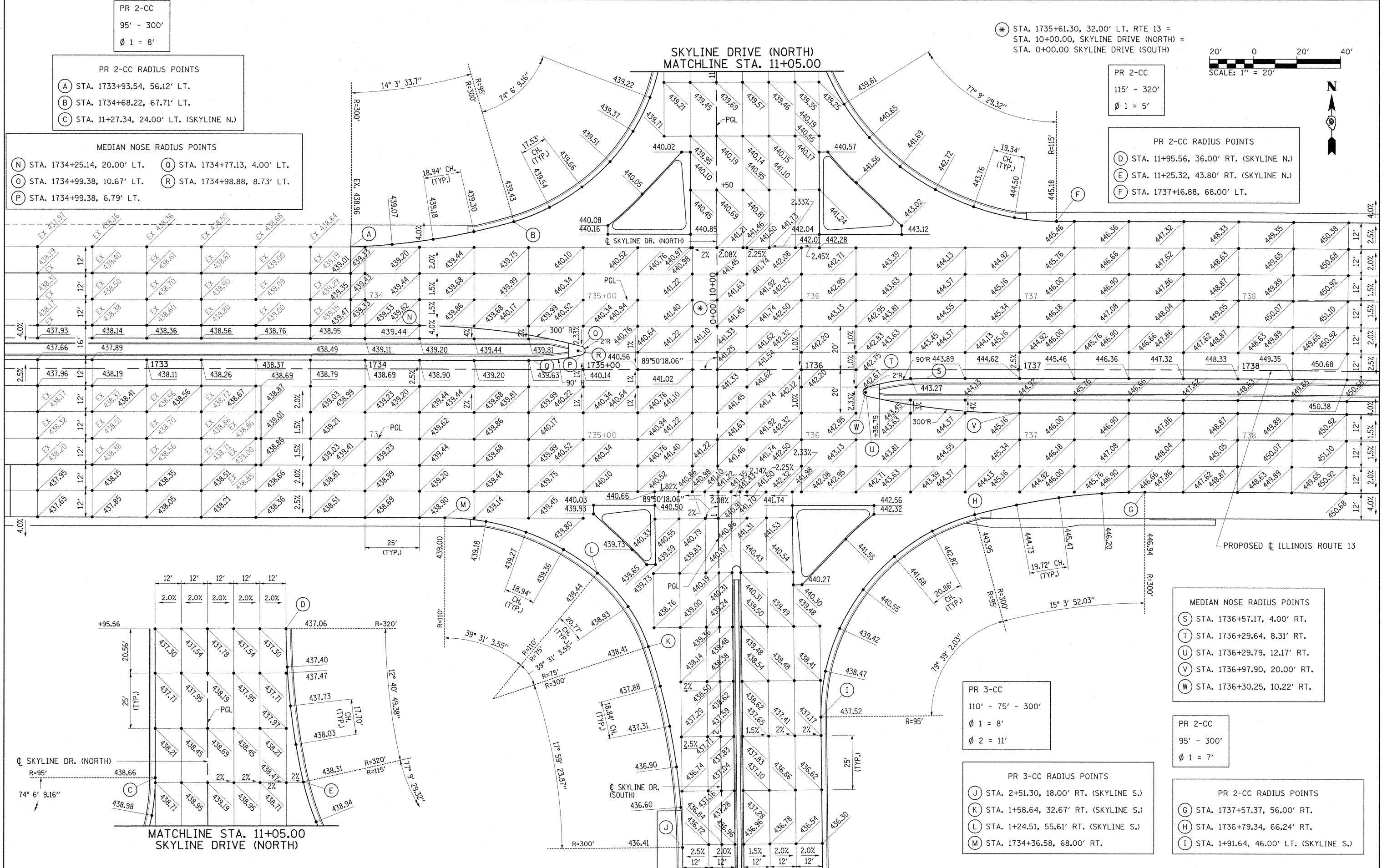
MEDIAN NOSE RADIUS POINTS
 (N) STA. 1734+25.14, 20.00' LT.
 (O) STA. 1734+77.13, 4.00' LT.
 (P) STA. 1734+99.38, 10.67' LT.
 (R) STA. 1734+98.88, 8.73' LT.

⊙ STA. 1735+61.30, 32.00' LT. RTE 13 =
 STA. 10+00.00, SKYLINE DRIVE (NORTH) =
 STA. 0+00.00 SKYLINE DRIVE (SOUTH)



PR 2-CC
115' - 320'
Ø 1 = 5'

PR 2-CC RADIUS POINTS
 (D) STA. 11+95.56, 36.00' RT. (SKYLINE N.)
 (E) STA. 11+25.32, 43.80' RT. (SKYLINE N.)
 (F) STA. 1737+16.88, 68.00' LT.



MEDIAN NOSE RADIUS POINTS
 (S) STA. 1736+57.17, 4.00' RT.
 (T) STA. 1736+29.64, 8.31' RT.
 (U) STA. 1736+29.79, 12.17' RT.
 (V) STA. 1736+97.90, 20.00' RT.
 (W) STA. 1736+30.25, 10.22' RT.

PR 3-CC
110' - 75' - 300'
Ø 1 = 8'
Ø 2 = 11'

PR 3-CC RADIUS POINTS
 (J) STA. 2+51.30, 18.00' RT. (SKYLINE S.)
 (K) STA. 1+58.64, 32.67' RT. (SKYLINE S.)
 (L) STA. 1+24.51, 55.61' RT. (SKYLINE S.)
 (M) STA. 1734+36.58, 68.00' RT.

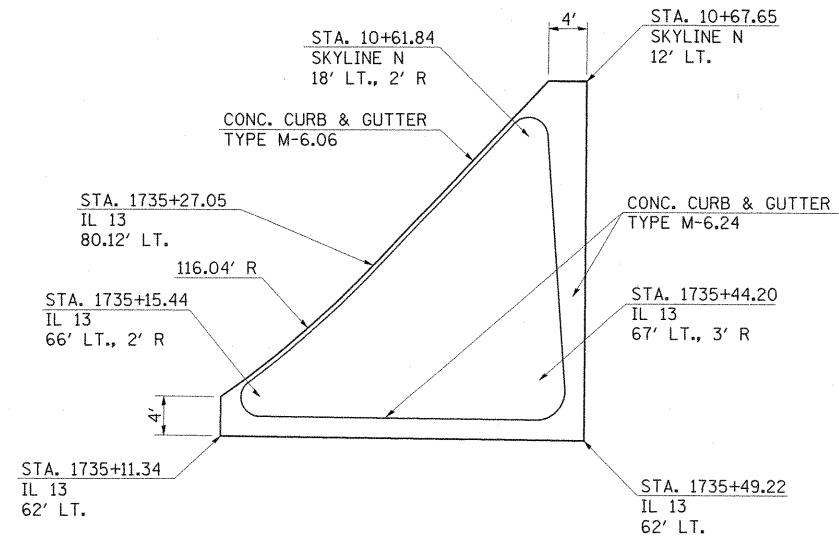
PR 2-CC
95' - 300'
Ø 1 = 7'

PR 2-CC RADIUS POINTS
 (G) STA. 1737+57.37, 56.00' RT.
 (H) STA. 1736+79.34, 66.24' RT.
 (I) STA. 1+91.64, 46.00' LT. (SKYLINE S.)

ILLINOIS 13 AND SKYLINE DRIVE ISLAND DETAILS

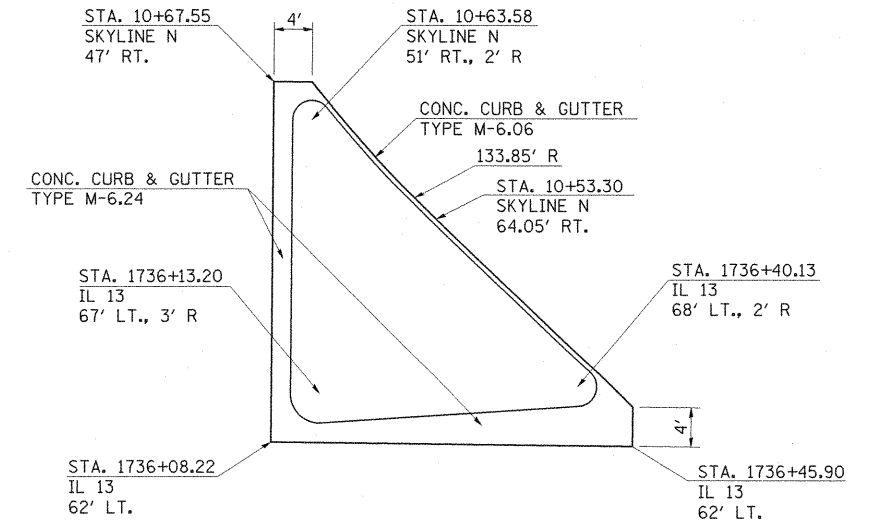
NORTHWEST ISLAND DETAIL

NOT TO SCALE



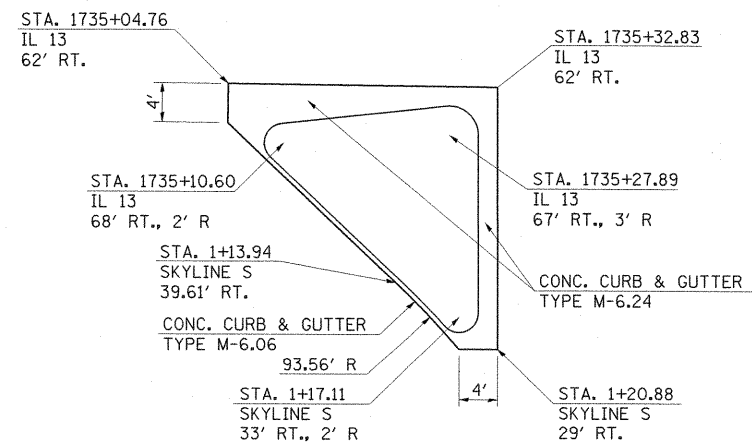
NORTHEAST ISLAND DETAIL

NOT TO SCALE



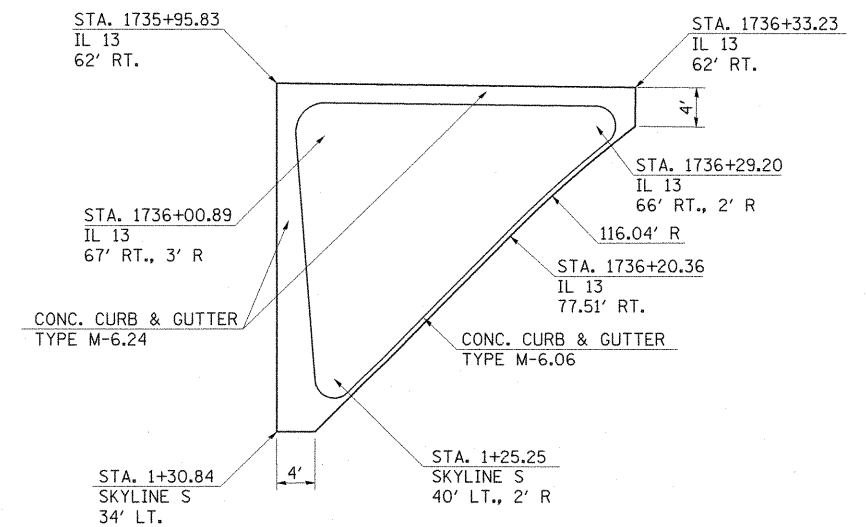
SOUTHWEST ISLAND DETAIL

NOT TO SCALE

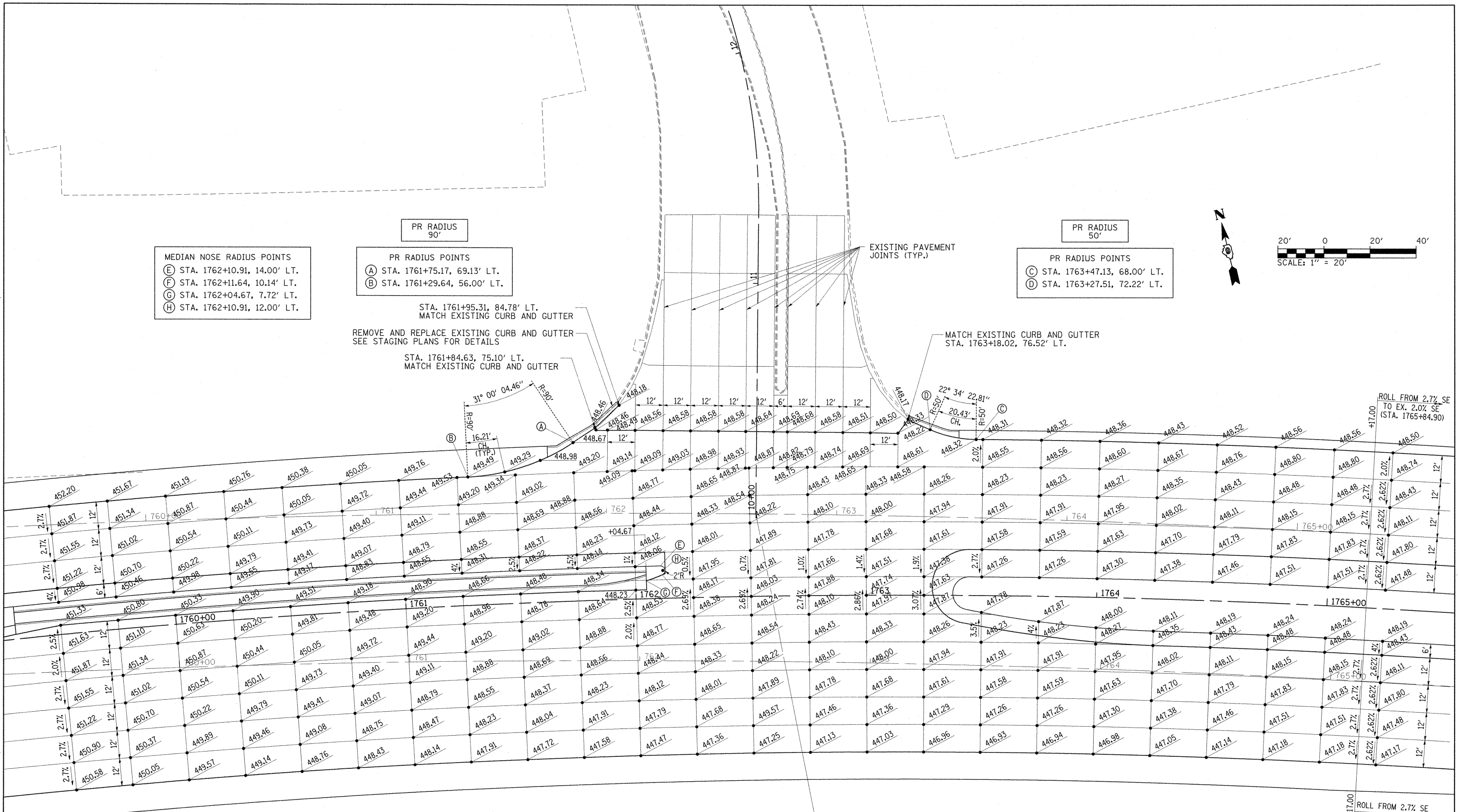


SOUTHEAST ISLAND DETAIL

NOT TO SCALE



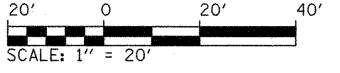
FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ISLAND DETAILS ILLINOIS ROUTE 13 AND SKYLINE DR.			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
L:\IDOT\0906603\Draw\CADD\Sheets\099889	9-sh1-intersec002.dgn	DRAWN - GLD	REVISED -		331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	128			
	PLOT SCALE = 50.0000' / IN.	CHECKED - SPH	REVISED -		CONTRACT NO. 98859							
	PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE: N.T.S.	SHEET NO.	OF	SHEETS	STA.	TO	STA.		



MEDIAN NOSE RADIUS POINTS
 (E) STA. 1762+10.91, 14.00' LT.
 (F) STA. 1762+11.64, 10.14' LT.
 (G) STA. 1762+04.67, 7.72' LT.
 (H) STA. 1762+10.91, 12.00' LT.

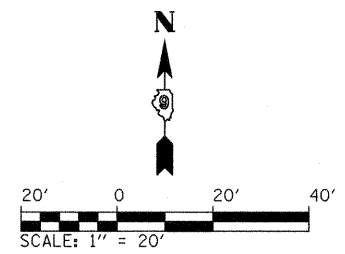
PR RADIUS POINTS
 (A) STA. 1761+75.17, 69.13' LT.
 (B) STA. 1761+29.64, 56.00' LT.

PR RADIUS POINTS
 (C) STA. 1763+47.13, 68.00' LT.
 (D) STA. 1763+27.51, 72.22' LT.



1762+52.60, 35.91' LT. ϕ ILLINOIS ROUTE 13 =
 10+00.00 EXISTING ϕ SINCLAIR DRIVE

FILE NAME = L:\DOT\0906603\Draw\CADD_Sheets\D99885	USER NAME = OpenH&B Springfield 9-shl-intersec003.dgn	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSECTION DETAIL ILLINOIS ROUTE 13 AND SINCLAIR DR.	F.A. RTE. 331	SECTION (IX-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 129		
PLOT SCALE = 20.0000' / IN.	CHECKED - SPH	REVISED -	SCALE: 1" = 20'			SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 98859				
PLOT DATE = 12/14/2011	DATE = 12/9/11	REVISED -	ILLINOIS FED. AID PROJECT									

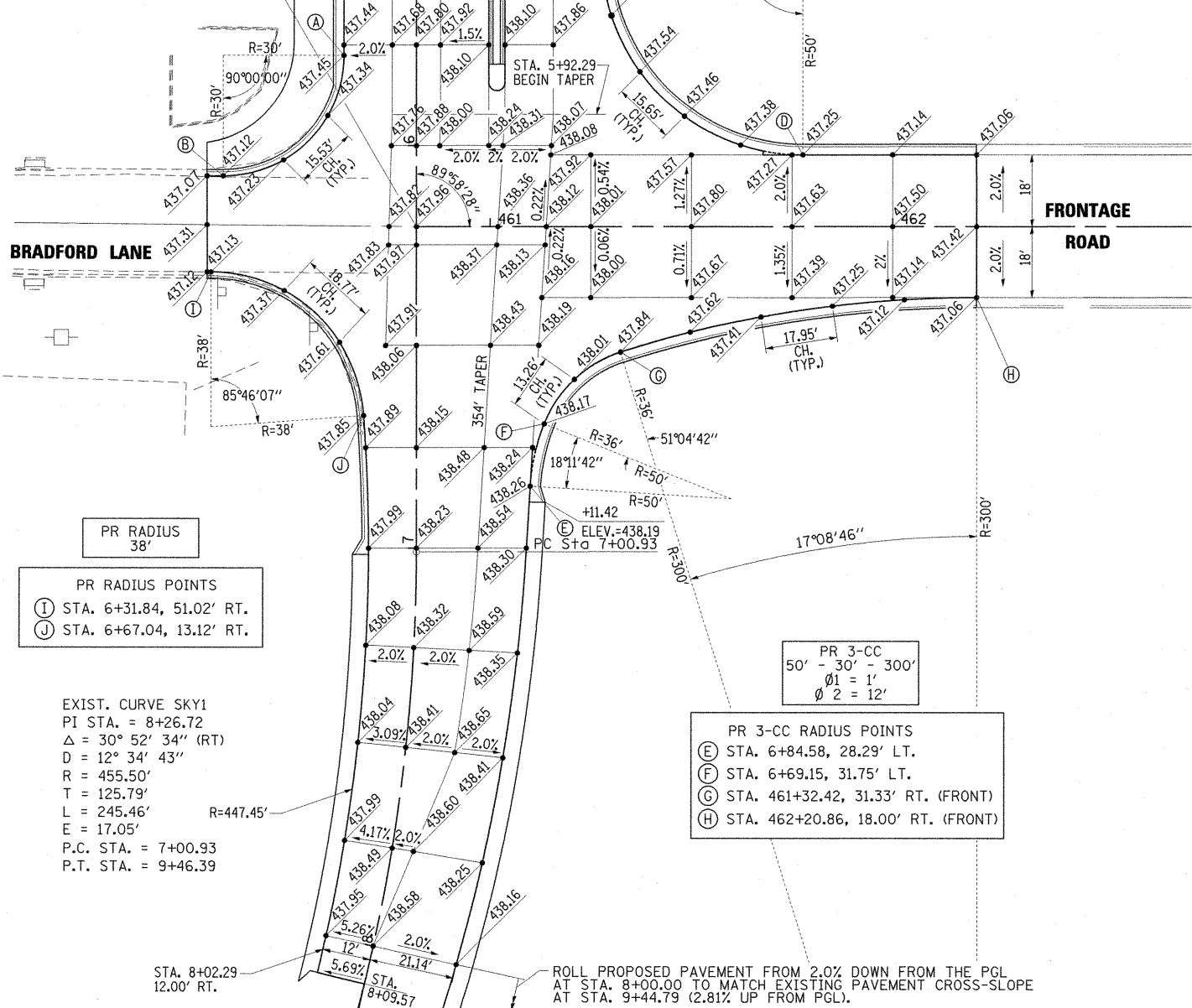


EXISTING ϕ SKYLINE DR. (SOUTH)

PR RADIUS
30'

PR RADIUS POINTS
 (A) STA. 5+77.55, 18.00' RT.
 (B) STA. 6+07.55, 48.00' RT.

STA. 460+81.67 PROP. ϕ FRONTAGE RD. =
 STA. 6+20.29 EXIST. ϕ SKYLINE DR.
 SOUTH



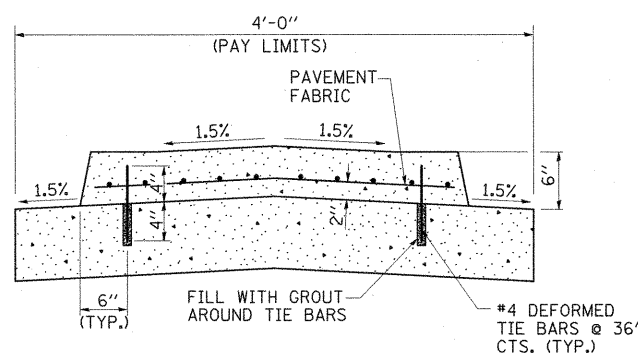
PR RADIUS
38'

PR RADIUS POINTS
 (I) STA. 6+31.84, 51.02' RT.
 (J) STA. 6+67.04, 13.12' RT.

EXIST. CURVE SKY1
 PI STA. = 8+26.72
 Δ = 30° 52' 34" (RT)
 D = 12° 34' 43"
 R = 455.50'
 T = 125.79'
 L = 245.46'
 E = 17.05'
 P.C. STA. = 7+00.93
 P.T. STA. = 9+46.39

PR 3-CC
 50' - 30' - 300'
 $\phi 1 = 1'$
 $\phi 2 = 12'$

PR 3-CC RADIUS POINTS
 (E) STA. 6+84.58, 28.29' LT.
 (F) STA. 6+69.15, 31.75' LT.
 (G) STA. 461+32.42, 31.33' RT. (FRONT)
 (H) STA. 462+20.86, 18.00' RT. (FRONT)



SECTION A-A

PR RADIUS
50'

PR RADIUS POINTS
 (C) STA. 5+52.25, 46.00' LT.
 (D) STA. 461+77.70, 18.00' LT. (FRONT)

ROLL PROPOSED PAVEMENT FROM 2.0% DOWN FROM THE PGL
 AT STA. 8+00.00 TO MATCH EXISTING PAVEMENT CROSS-SLOPE
 AT STA. 9+44.79 (2.81% UP FROM PGL).

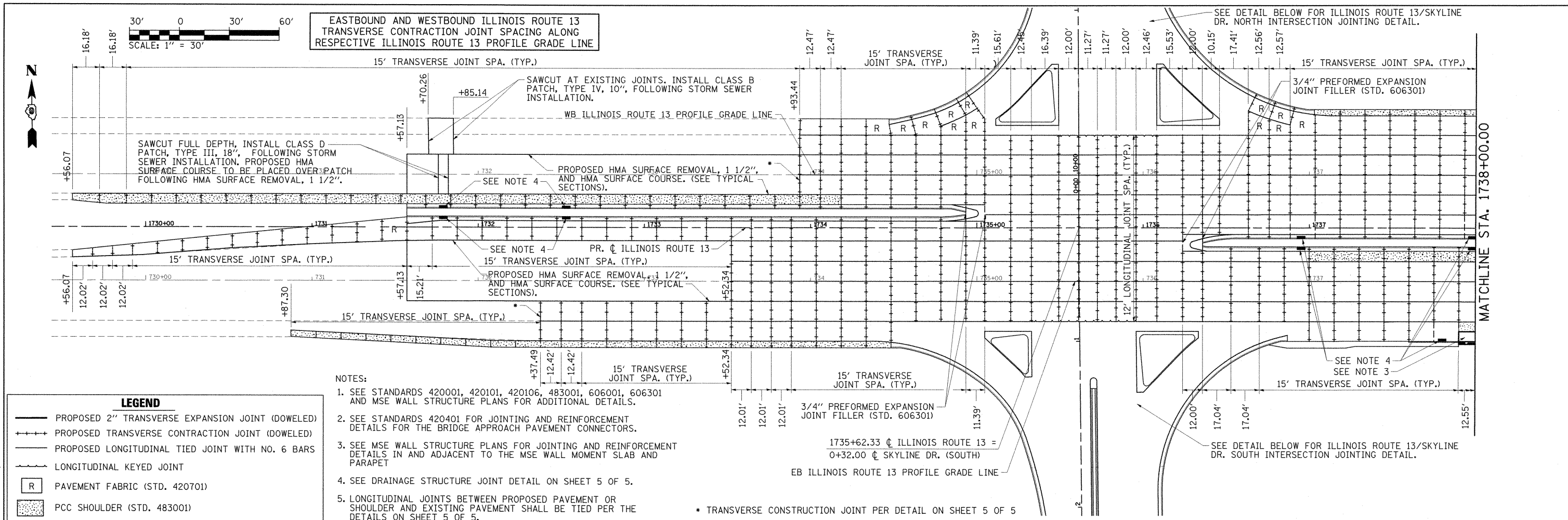
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	PLOT SCALE = 20.0000' / IN.	CHECKED - SPH	REVISED -
	PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAIL
 FRONTAGE ROAD - SKYLINE DR. AND MARATHON DR.

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	130
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				

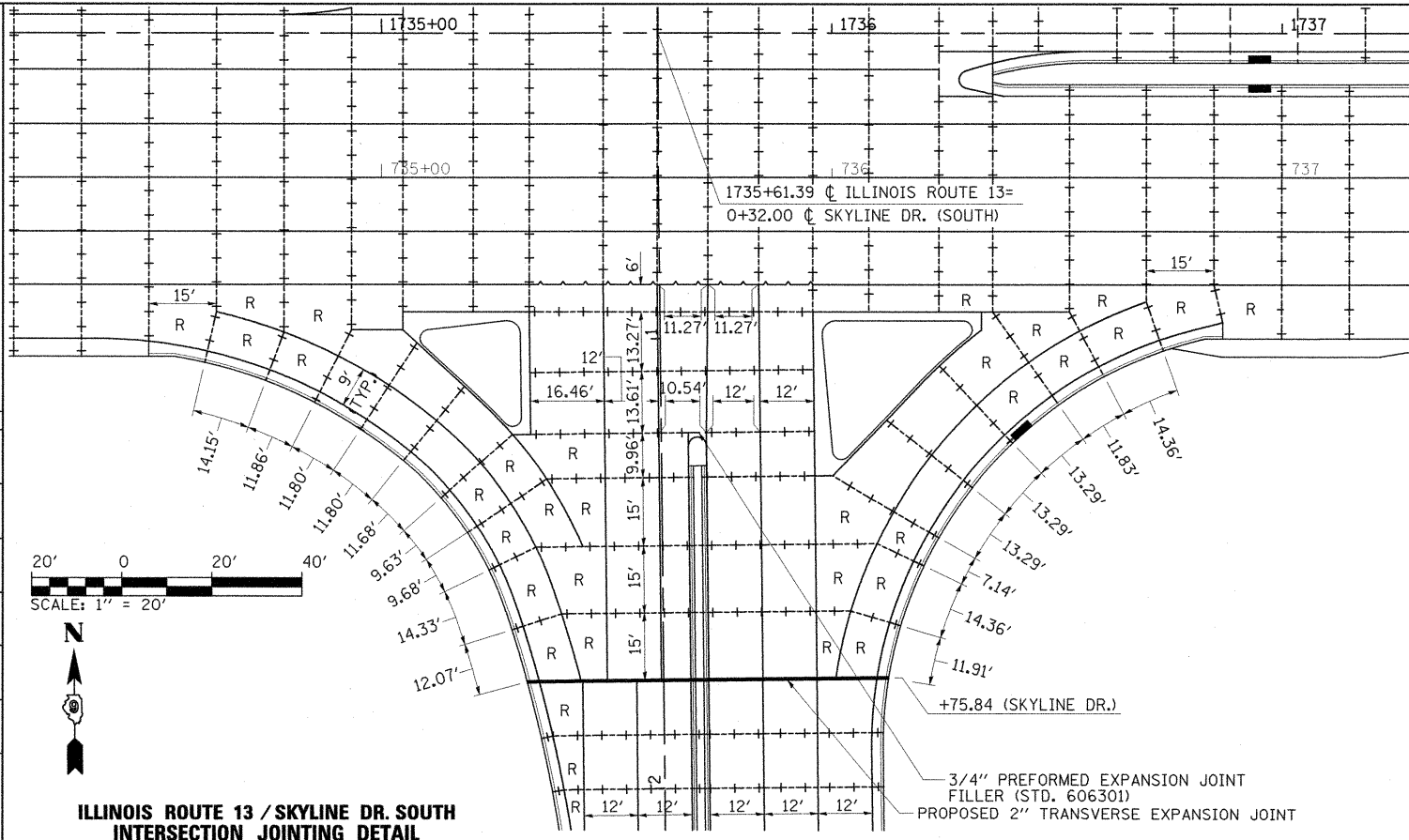
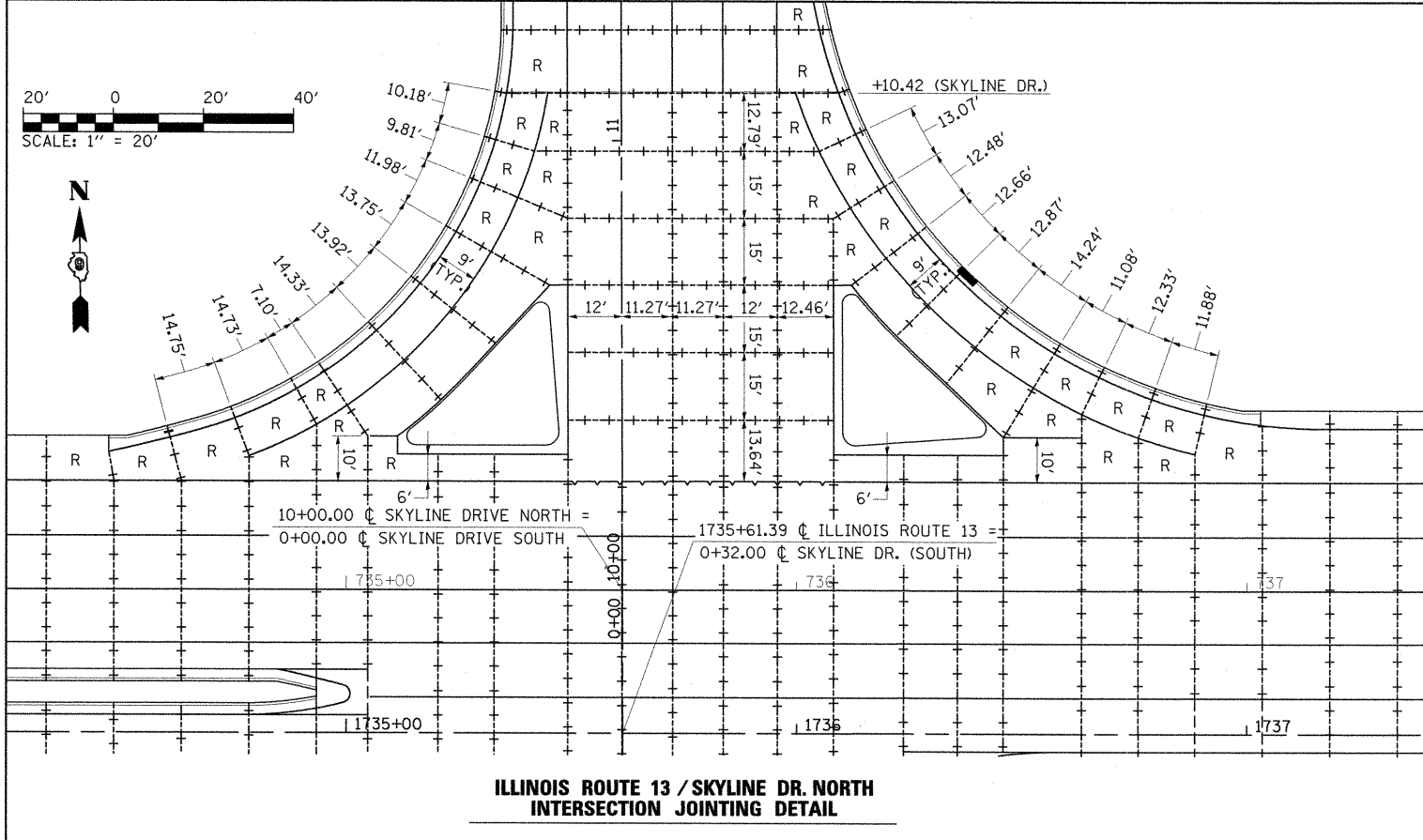


LEGEND

- PROPOSED 2" TRANSVERSE EXPANSION JOINT (DOWELED)
- PROPOSED TRANSVERSE CONTRACTION JOINT (DOWELED)
- PROPOSED LONGITUDINAL TIED JOINT WITH NO. 6 BARS
- LONGITUDINAL KEYED JOINT
- PAVEMENT FABRIC (STD. 420701)
- PCC SHOULDER (STD. 483001)

- NOTES:
1. SEE STANDARDS 420001, 420101, 420106, 483001, 606001, 606301 AND MSE WALL STRUCTURE PLANS FOR ADDITIONAL DETAILS.
 2. SEE STANDARDS 420401 FOR JOINTING AND REINFORCEMENT DETAILS FOR THE BRIDGE APPROACH PAVEMENT CONNECTORS.
 3. SEE MSE WALL STRUCTURE PLANS FOR JOINTING AND REINFORCEMENT DETAILS IN AND ADJACENT TO THE MSE WALL MOMENT SLAB AND PARAPET
 4. SEE DRAINAGE STRUCTURE JOINT DETAIL ON SHEET 5 OF 5.
 5. LONGITUDINAL JOINTS BETWEEN PROPOSED PAVEMENT OR SHOULDER AND EXISTING PAVEMENT SHALL BE TIED PER THE DETAILS ON SHEET 5 OF 5.

* TRANSVERSE CONSTRUCTION JOINT PER DETAIL ON SHEET 5 OF 5



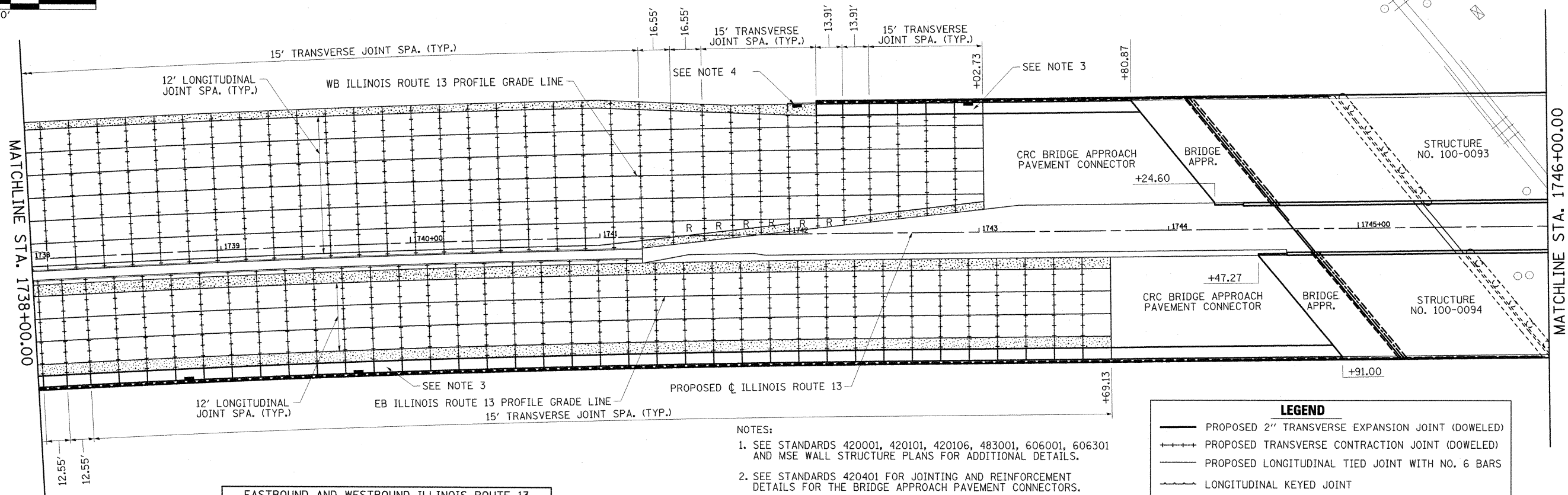
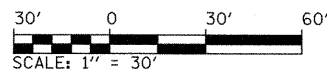
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PLOT DATE = 12/14/2011		DATE - 12/9/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINTING PLAN
ILLINOIS ROUTE 13**

SCALE: 1" = 20'/30' SHEET NO. 1 OF 5 SHEETS STA. BEGIN TO STA. 1746+00.00

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	131
CONTRACT NO. 98859			ILLINOIS FED. AID PROJECT	



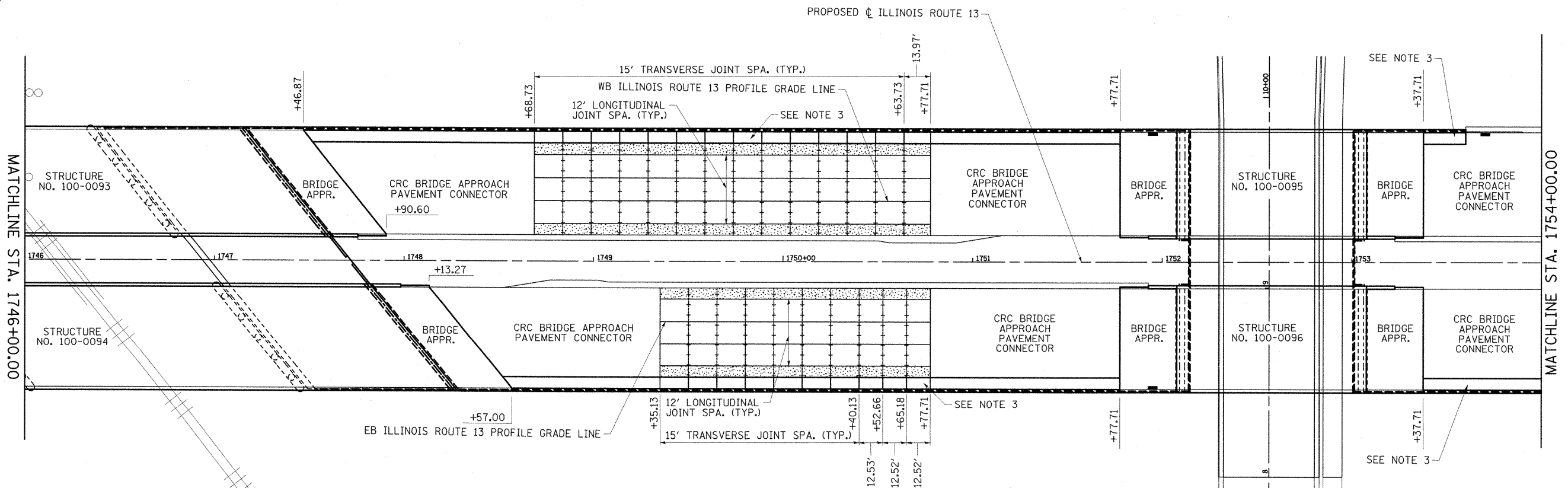
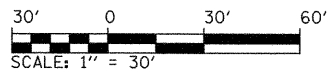
EASTBOUND AND WESTBOUND ILLINOIS ROUTE 13
TRANSVERSE CONTRACTION JOINT SPACING ALONG
RESPECTIVE ILLINOIS ROUTE 13 PROFILE GRADE LINE

NOTES:

1. SEE STANDARDS 420001, 420101, 420106, 483001, 606001, 606301 AND MSE WALL STRUCTURE PLANS FOR ADDITIONAL DETAILS.
2. SEE STANDARDS 420401 FOR JOINTING AND REINFORCEMENT DETAILS FOR THE BRIDGE APPROACH CONNECTORS.
3. SEE MSE WALL STRUCTURE PLANS FOR JOINTING AND REINFORCEMENT DETAILS IN AND ADJACENT TO THE MSE WALL MOMENT SLAB AND PARAPET
4. SEE DRAINAGE STRUCTURE JOINT DETAIL ON SHEET 5 OF 5.

LEGEND

- PROPOSED 2" TRANSVERSE EXPANSION JOINT (DOWELED)
- PROPOSED TRANSVERSE CONTRACTION JOINT (DOWELED)
- PROPOSED LONGITUDINAL TIED JOINT WITH NO. 6 BARS
- LONGITUDINAL KEYED JOINT
- [R] PAVEMENT FABRIC (STD. 420701)
- [Stippled] PCC SHOULDER (STD. 483001)



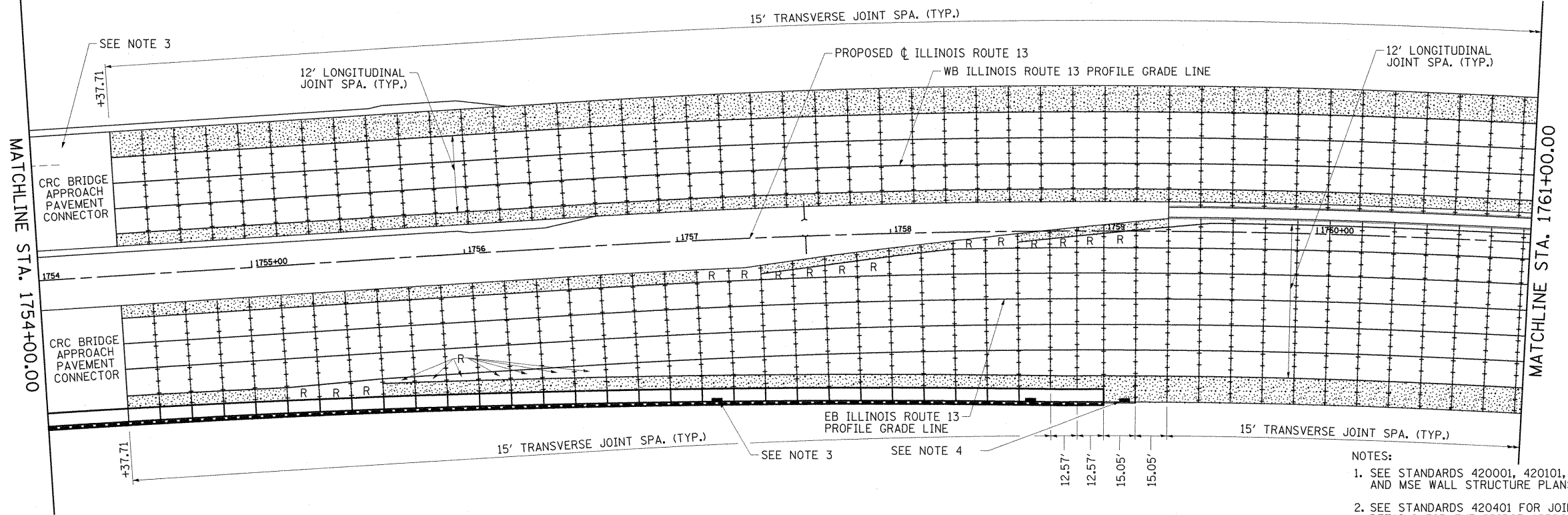
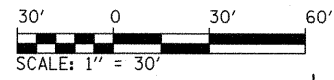
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		CHECKED - SPH	REVISED -
		DATE - 12/9/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**JOINTING PLAN
ILLINOIS ROUTE 13**

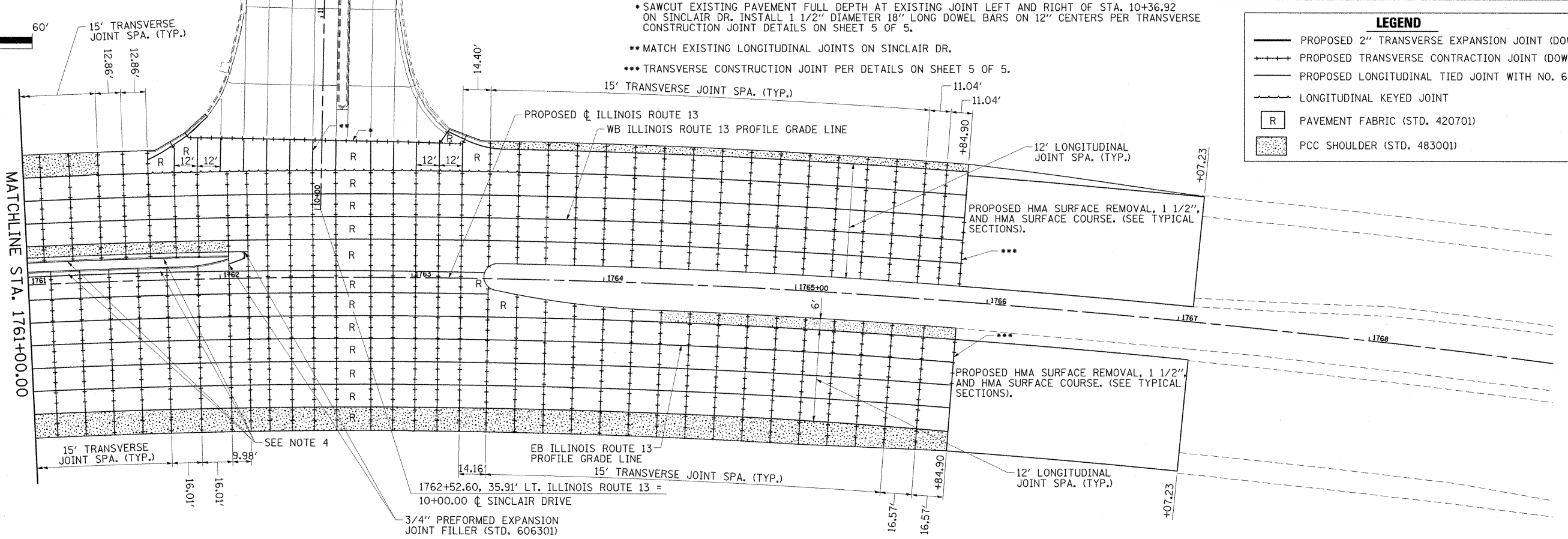
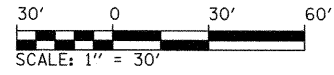
SCALE: 1" = 30' SHEET NO. 2 OF 5 SHEETS STA. 1738+00.00 TO STA. 1754+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	132
ILLINOIS FED. AID PROJECT			CONTRACT NO. 98859	



EASTBOUND AND WESTBOUND ILLINOIS ROUTE 13 TRANSVERSE CONTRACTION JOINT SPACING ALONG RESPECTIVE ILLINOIS ROUTE 13 PROFILE GRADE LINE

- NOTES:
1. SEE STANDARDS 420001, 420101, 420106, 483001, 606001, 606301 AND MSE WALL STRUCTURE PLANS FOR ADDITIONAL DETAILS.
 2. SEE STANDARDS 420401 FOR JOINTING AND REINFORCEMENT DETAILS FOR THE BRIDGE APPROACH PAVEMENT CONNECTORS.
 3. SEE MSE WALL STRUCTURE PLANS FOR JOINTING AND REINFORCEMENT DETAILS IN AND ADJACENT TO THE MSE WALL MOMENT SLAB AND PARAPET
 4. SEE DRAINAGE STRUCTURE JOINT DETAIL ON SHEET 5 OF 5.



LEGEND	
	PROPOSED 2" TRANSVERSE EXPANSION JOINT (DOWELED)
	PROPOSED TRANSVERSE CONTRACTION JOINT (DOWELED)
	PROPOSED LONGITUDINAL TIED JOINT WITH NO. 6 BARS
	LONGITUDINAL KEYED JOINT
	PAVEMENT FABRIC (STD. 420701)
	PCC SHOULDER (STD. 483001)

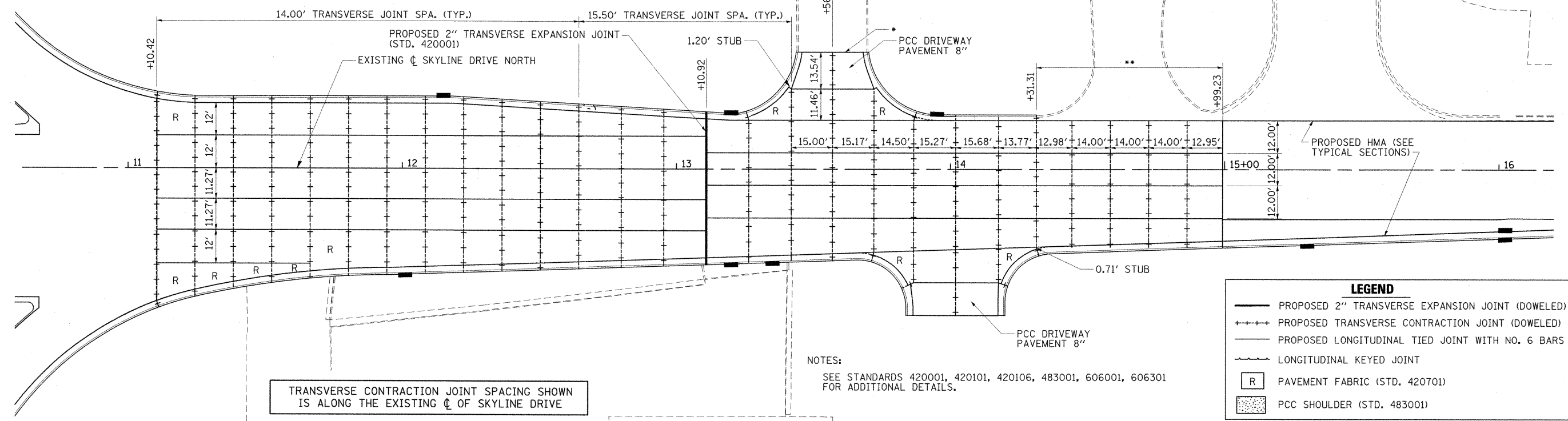
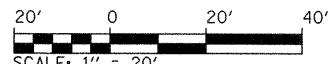
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	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINTING PLAN
ILLINOIS ROUTE 13

SCALE: 1" = 30' SHEET NO. 3 OF 5 SHEETS STA. 1754+00.00 TO STA. END

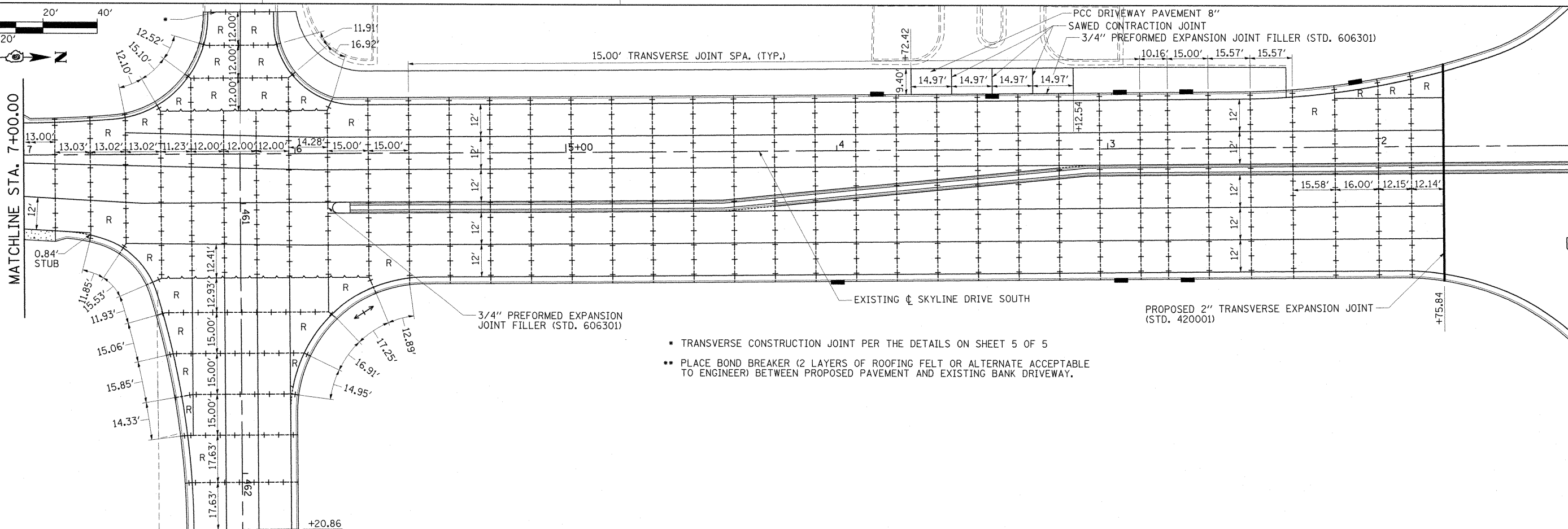
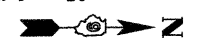
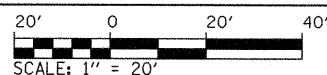
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	133
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				



TRANSVERSE CONTRACTION JOINT SPACING SHOWN IS ALONG THE EXISTING ϕ OF SKYLINE DRIVE

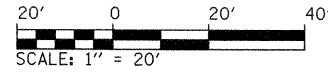
NOTES:
SEE STANDARDS 420001, 420101, 420106, 483001, 606001, 606301 FOR ADDITIONAL DETAILS.

LEGEND	
	PROPOSED 2" TRANSVERSE EXPANSION JOINT (DOWELED)
	PROPOSED TRANSVERSE CONTRACTION JOINT (DOWELED)
	PROPOSED LONGITUDINAL TIED JOINT WITH NO. 6 BARS
	LONGITUDINAL KEYED JOINT
	PAVEMENT FABRIC (STD. 420701)
	PCC SHOULDER (STD. 483001)



- TRANSVERSE CONSTRUCTION JOINT PER THE DETAILS ON SHEET 5 OF 5
- PLACE BOND BREAKER (2 LAYERS OF ROOFING FELT OR ALTERNATE ACCEPTABLE TO ENGINEER) BETWEEN PROPOSED PAVEMENT AND EXISTING BANK DRIVEWAY.

FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB / KPF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINTING PLAN SKYLINE DRIVE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\0906603\draw\cadd\sheet\099885	shht-joining004.dgn	DRAWN - TAP	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	134	
	PLOT SCALE = 20.0000' / IN.	CHECKED - SPH	REVISED -			CONTRACT NO. 98859					
	PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					

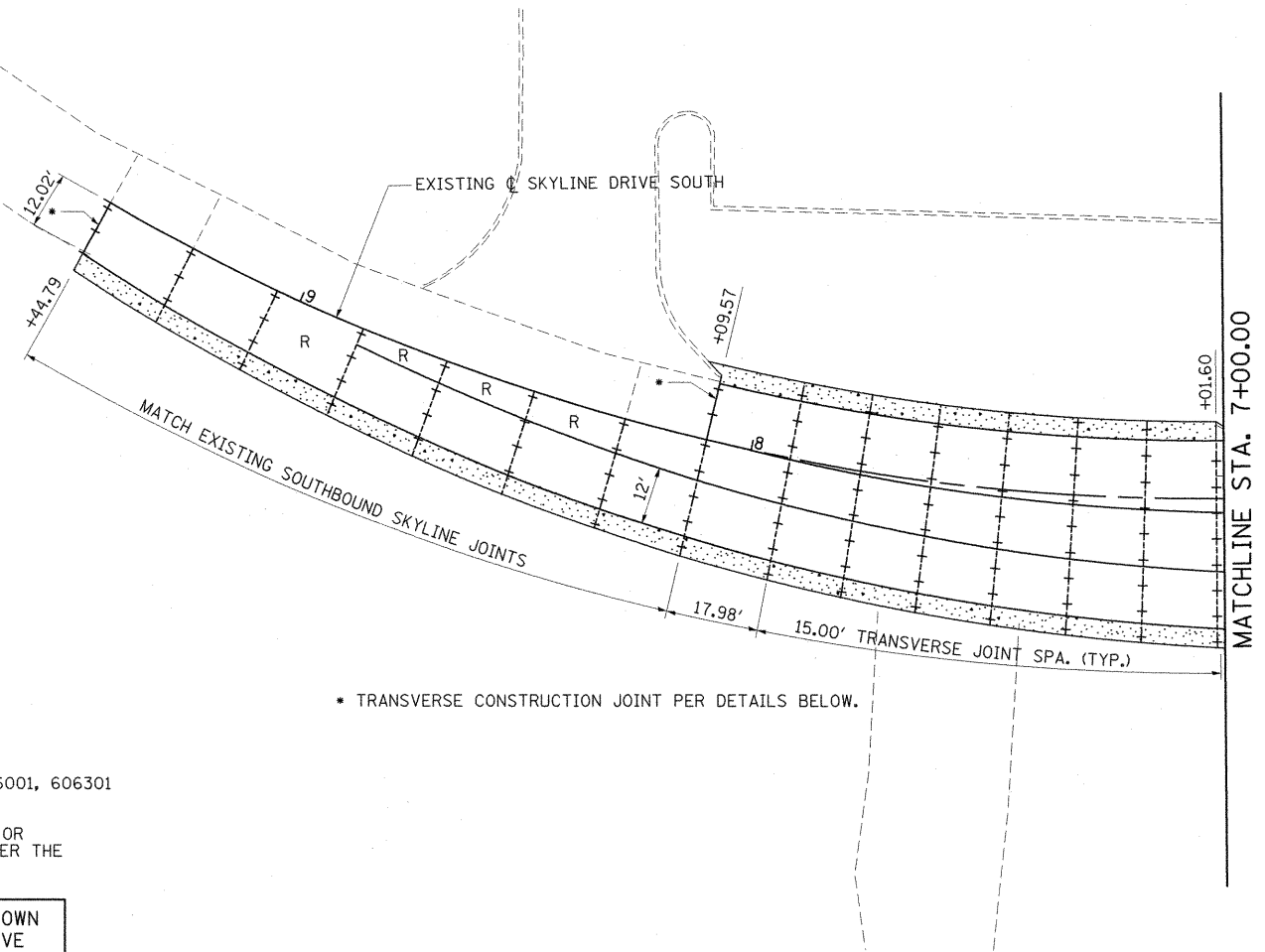


LEGEND	
	PROPOSED 2" TRANSVERSE EXPANSION JOINT (DOWELED)
	PROPOSED TRANSVERSE CONTRACTION JOINT (DOWELED)
	PROPOSED LONGITUDINAL TIED JOINT WITH NO. 6 BARS
	LONGITUDINAL KEYED JOINT
	PAVEMENT FABRIC (STD. 420701)
	PCC SHOULDER (STD. 483001)

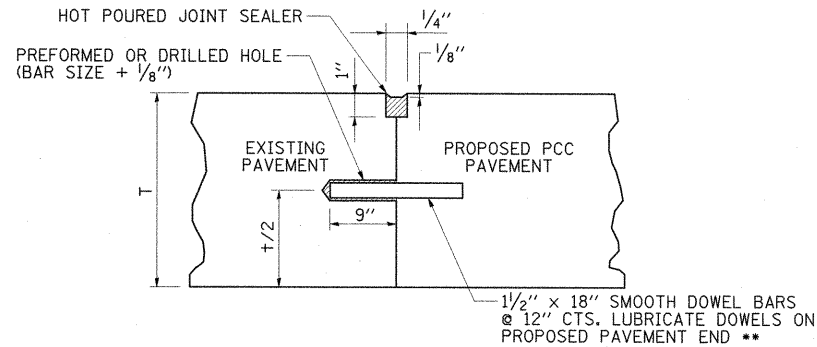
NOTES:

- SEE STANDARDS 420001, 420101, 420106, 483001, 606001, 606301 FOR ADDITIONAL DETAILS.
- LONGITUDINAL JOINTS BETWEEN PROPOSED PAVEMENT OR SHOULDER AND EXISTING PAVEMENT SHALL BE TIED PER THE DETAILS BELOW.

TRANSVERSE CONTRACTION JOINT SPACING SHOWN IS ALONG THE PROPOSED CL OF SKYLINE DRIVE

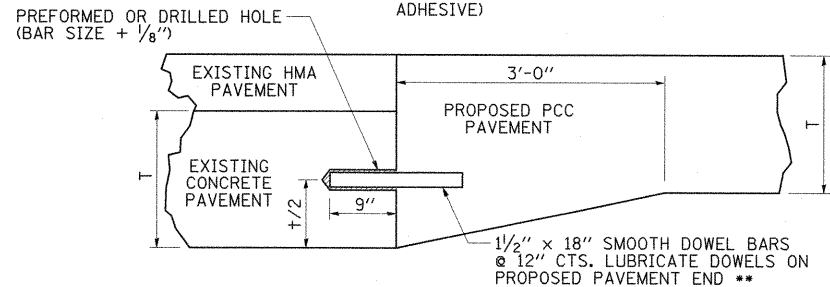


• TRANSVERSE CONSTRUCTION JOINT PER DETAILS BELOW.



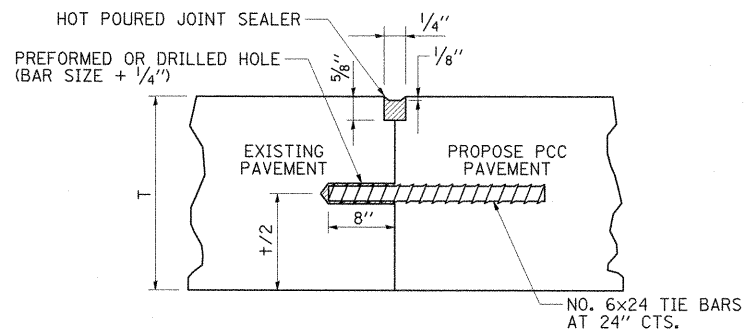
**TRANSVERSE CONSTRUCTION JOINT
DETAIL FOR EXISTING CONCRETE PAVEMENT *****

(DOWEL BAR GROUTED IN PLACE WITH AN APPROVED NON-SHRINK GROUT OR CHEMICAL ADHESIVE)



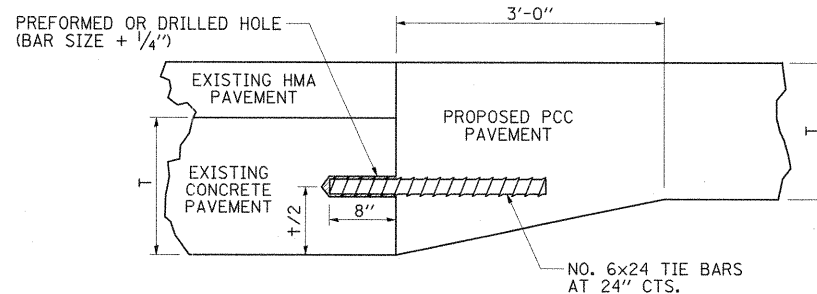
**TRANSVERSE CONSTRUCTION JOINT
DETAIL FOR EXISTING CONCRETE PAVEMENT
WITH HMA OVERLAY**

(DOWEL BAR GROUTED IN PLACE WITH AN APPROVED NON-SHRINK GROUT OR CHEMICAL ADHESIVE)



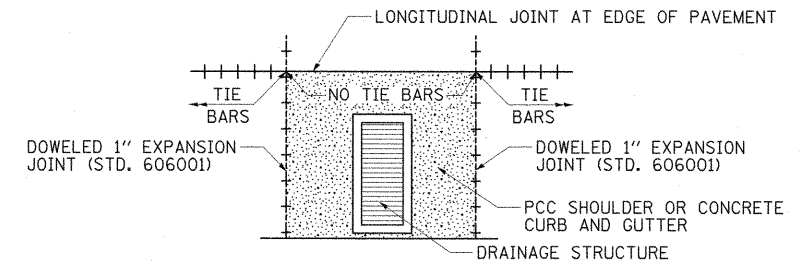
**LONGITUDINAL CONSTRUCTION JOINT
DETAIL FOR PROPOSED PAVEMENT OR SHOULDER
ADJACENT TO EXISTING CONCRETE PAVEMENT *****

(TIE BAR GROUTED IN PLACE PER ART. 420.05)



**LONGITUDINAL CONSTRUCTION JOINT
DETAIL FOR PROPOSED PAVEMENT OR SHOULDER
ADJACENT TO EXISTING CONCRETE PAVEMENT WITH HMA OVERLAY**

(TIE BAR GROUTED IN PLACE PER ART. 420.05)



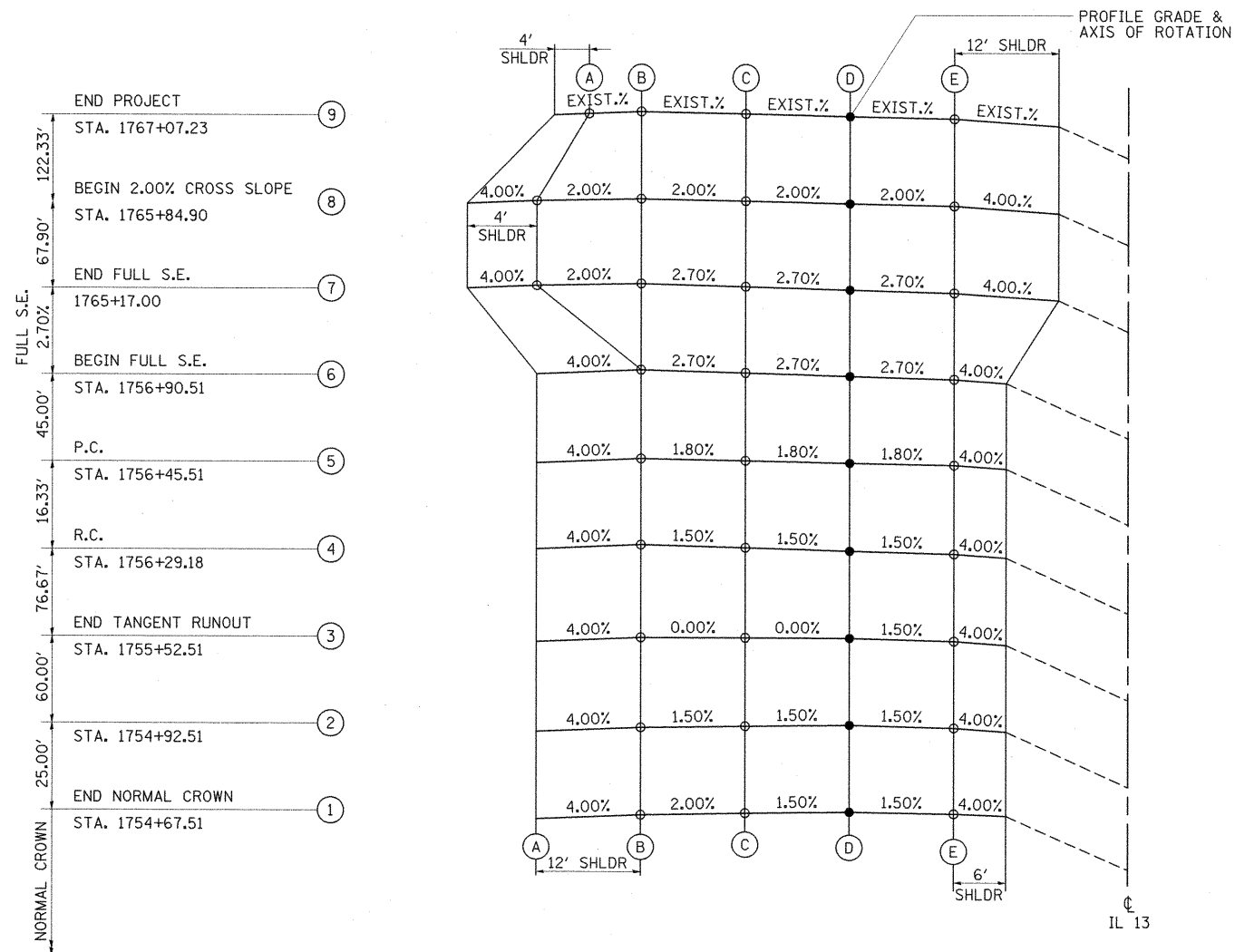
**DRAINAGE STRUCTURE
JOINT DETAIL**

** ADJUST DOWEL DIAMETER PER CHART ON STD. 420001 WHEN EXISTING OR PROPOSED PAVEMENT THICKNESS IS LESS THAN 8".

*** CENTER DOWEL OR TIE BAR ON THINNER PAVEMENT SECTION IF CONCRETE PAVEMENT THICKNESSES DIFFER.

FILE NAME = I:\dot\0906603\draw\cadd\sheet\099885-shr-jointing005.dgn	USER NAME = OpenH8B Springfield	DESIGNED - BMB / KPF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINTING PLAN SKYLINE DRIVE AND DETAILS	F.A. RTE. 331	SECTION (1X-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 135		
PLOT SCALE = 20.0000' / IN.	CHECKED - SPH	REVISIED -	SCALE: 1"= 20'			SHEET NO. 5 OF 5 SHEETS	STA. N/A TO STA. N/A	CONTRACT NO. 98859				
PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISIED -	[ILLINOIS] FED. AID PROJECT									

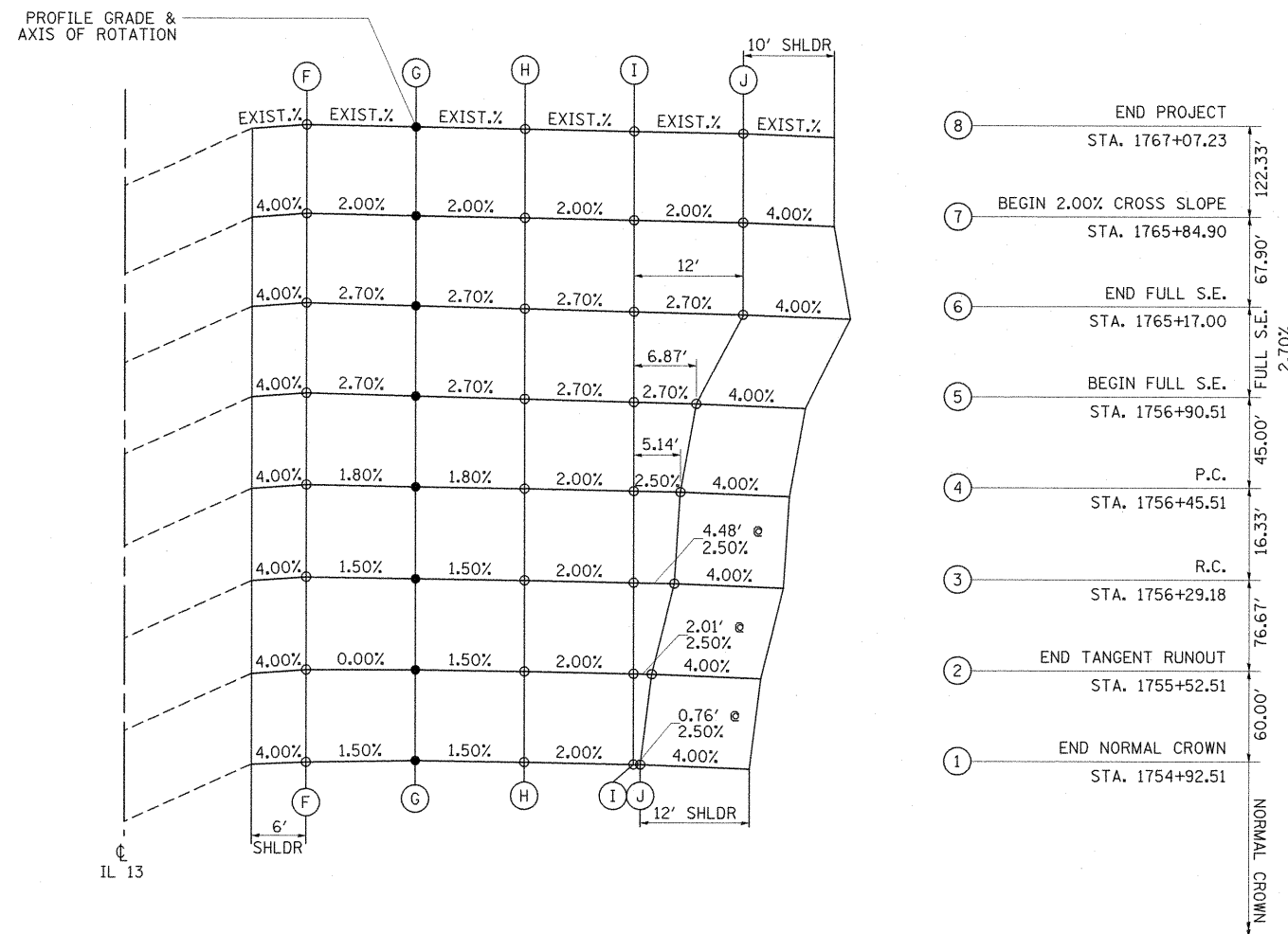
WESTBOUND IL 13



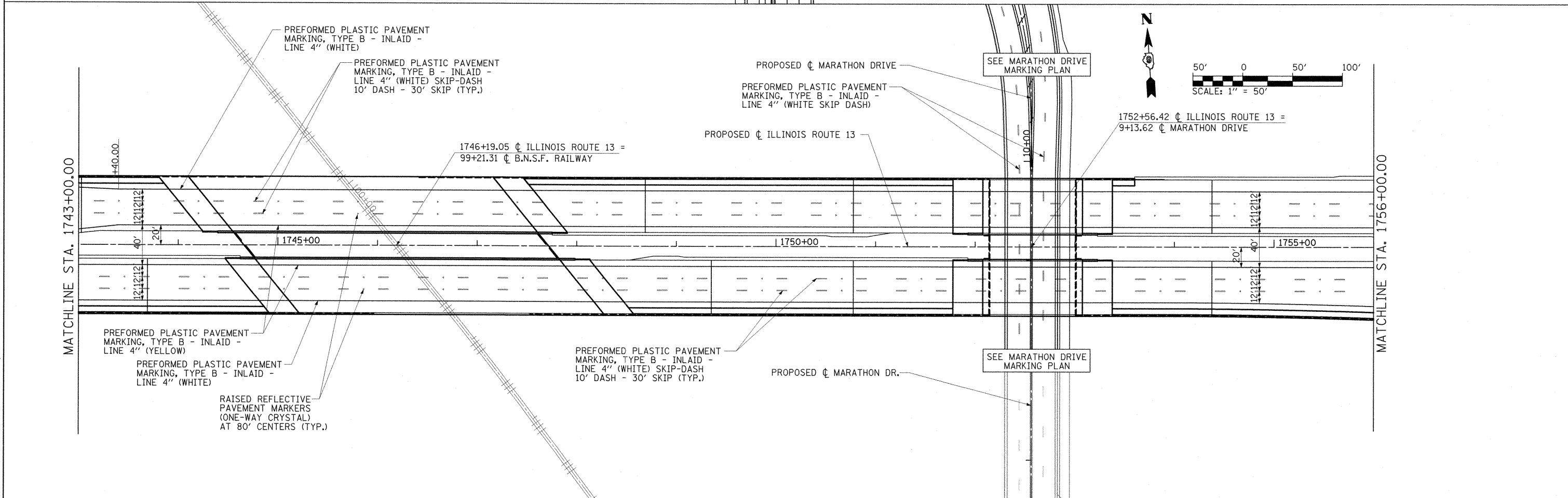
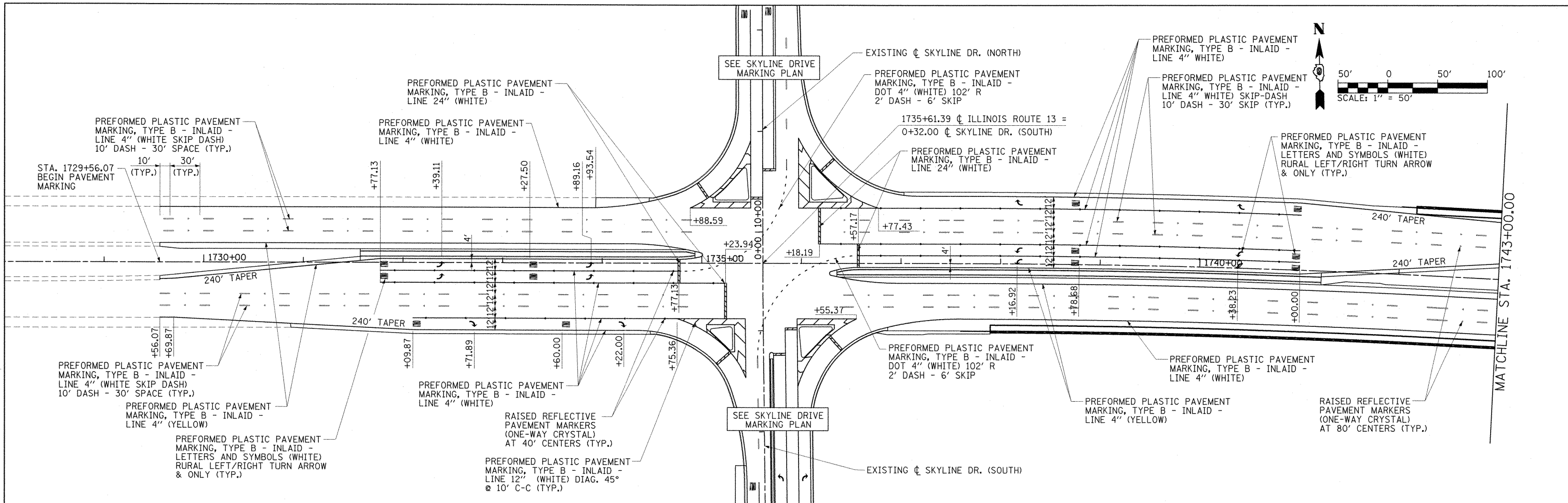
PROFILE GRADE ELEVATIONS					
SECTION	A	B	C	D	E
1	-	464.40	464.64	464.82	464.64
2	-	463.76	463.94	464.12	463.94
3	-	462.45	462.45	462.45	462.27
4	-	460.66	460.48	460.30	460.12
5	-	460.28	460.06	459.85	459.63
6	-	459.23	458.91	458.59	458.26
7	448.54	448.78	448.45	448.13	447.81
8	448.07	448.31	448.07	447.83	447.59
9	446.94	447.27	447.59	447.45	447.14

PROP. ϕ IL RTE 13
 CURVE-2 DATA
 PI STA. = 1761+00.38
 $\Delta = 13^\circ 39' 07''$ (LT)
 $D = 1^\circ 30' 28''$
 $R = 3,800.00'$
 $T = 454.87'$
 $L = 905.44'$
 $E = 27.13'$
 $e = 2.70\%$
 T.R. = 85' (WB-2%)
 60' (EB-1.5%)
 S.E. RUN = 138' (2 LANES)
 P.C. STA. = 1756+45.51
 P.C.C. STA. = 1765+50.95

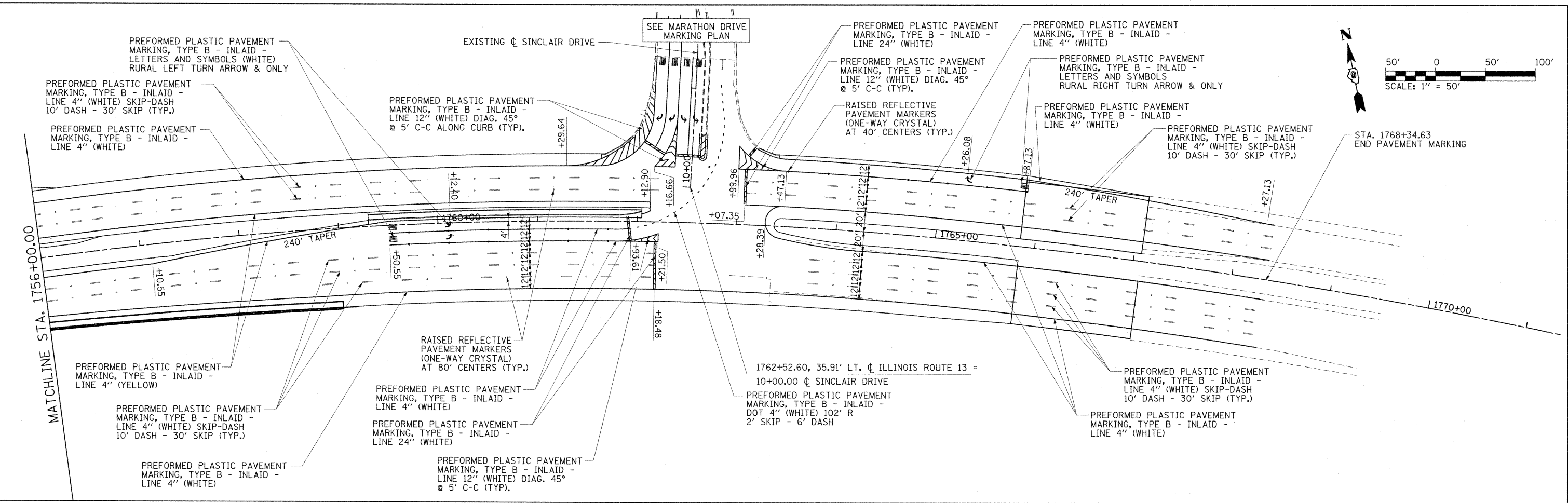
EASTBOUND IL 13



PROFILE GRADE ELEVATIONS					
SECTION	F	G	H	I	J
1	463.94	464.12	463.94	463.70	463.68
2	462.45	462.45	462.27	462.03	461.98
3	460.48	460.30	460.12	459.88	459.77
4	460.06	459.85	459.63	459.39	459.26
5	458.91	458.59	458.26	457.94	457.75
6	448.45	448.13	447.81	447.48	447.16
7	448.07	447.83	447.59	447.35	447.11
8	447.63	447.47	447.18	446.89	446.57



FILE NAME = I:\dot\0906603\draw\cadd\sheet\099885	USER NAME = OpenH&B Springfield sh-pmts\sgn01.dgn	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN ILLINOIS ROUTE 13			F.A. RTE. 331	SECTION (1X-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 137
	PLOT SCALE = 50.0000' / IN.	CHECKED - SPH	REVISED -		SCALE: 1" = 50'	SHEET NO.	OF SHEETS	STA. 1729+56.07 TO STA. 1756+00.00	CONTRACT NO. 98859			
	PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISED -		ILLINOIS FED. AID PROJECT							



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 PLOT DATE = 12/12/2011

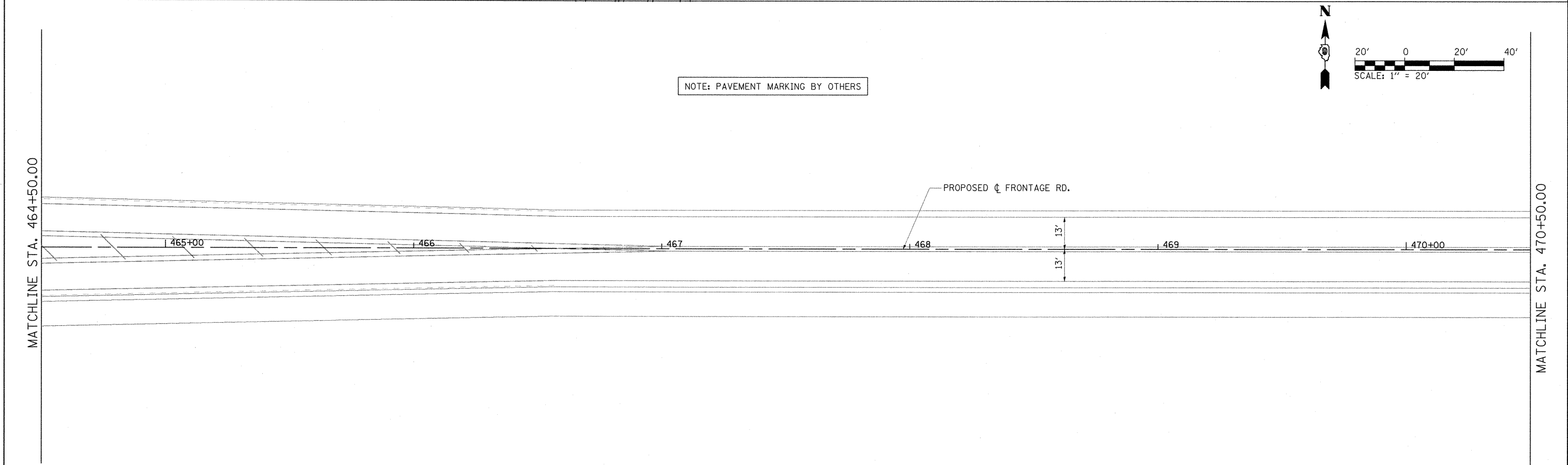
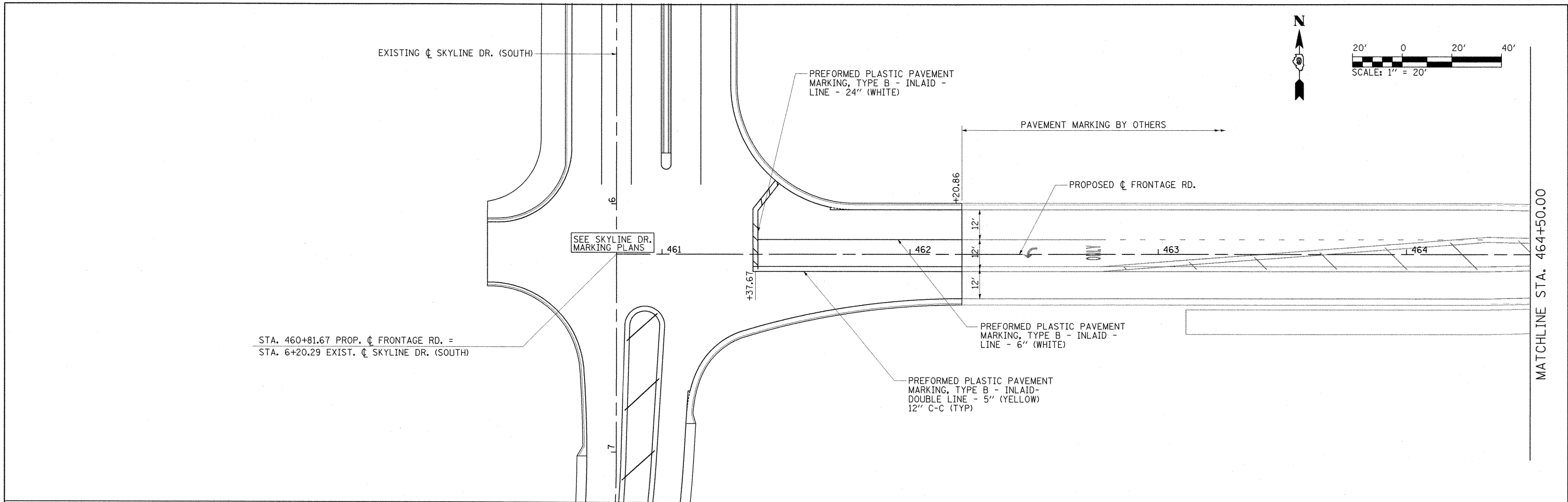
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 DRAWN - TAP
 CHECKED - SPH
 DATE - 12/9/11

REVISED -
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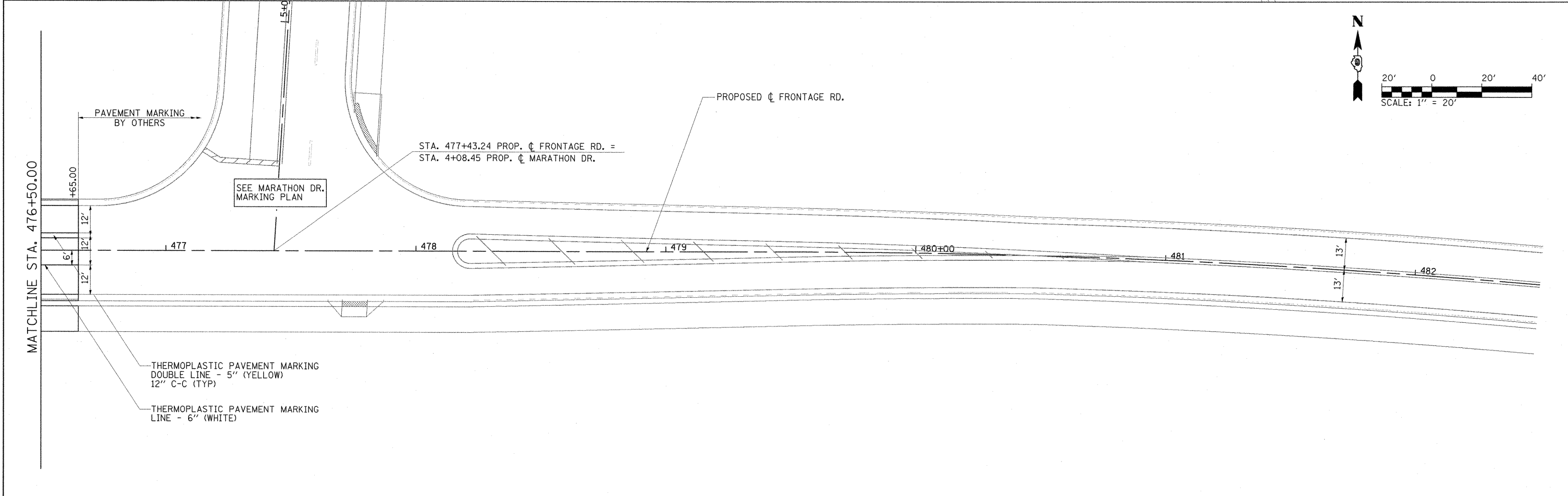
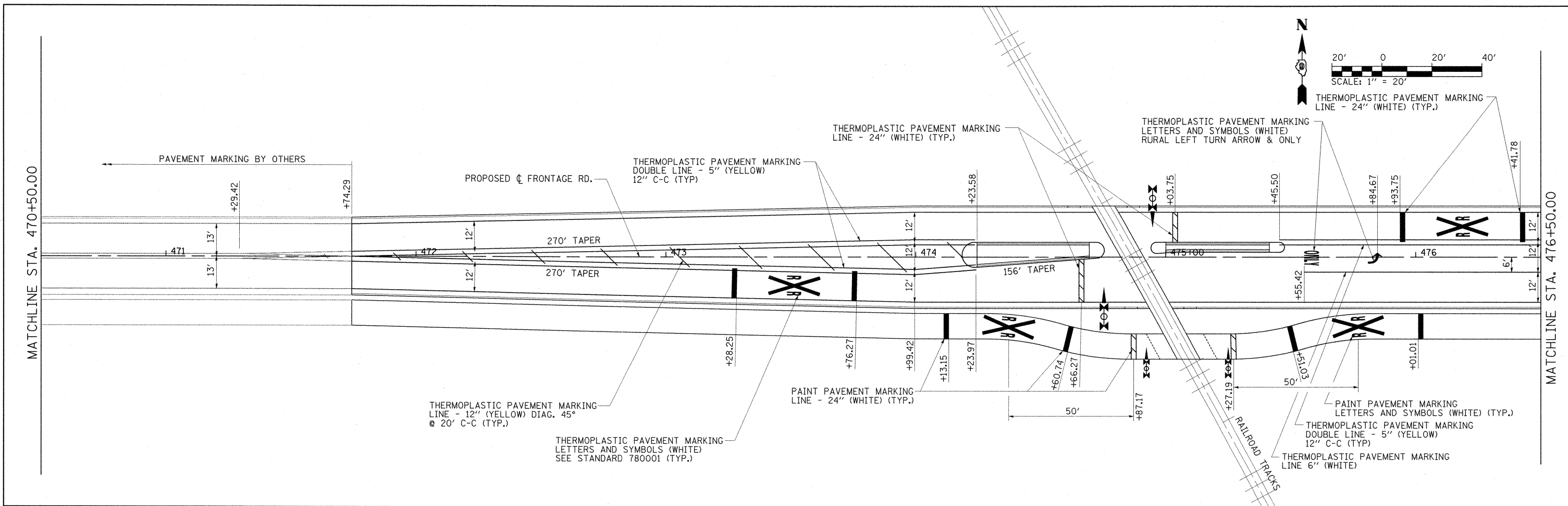
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
 ILLINOIS ROUTE 13**
 SCALE: 1" = 50' SHEET NO. OF SHEETS STA. 1756+00 TO STA. 1768+27.13

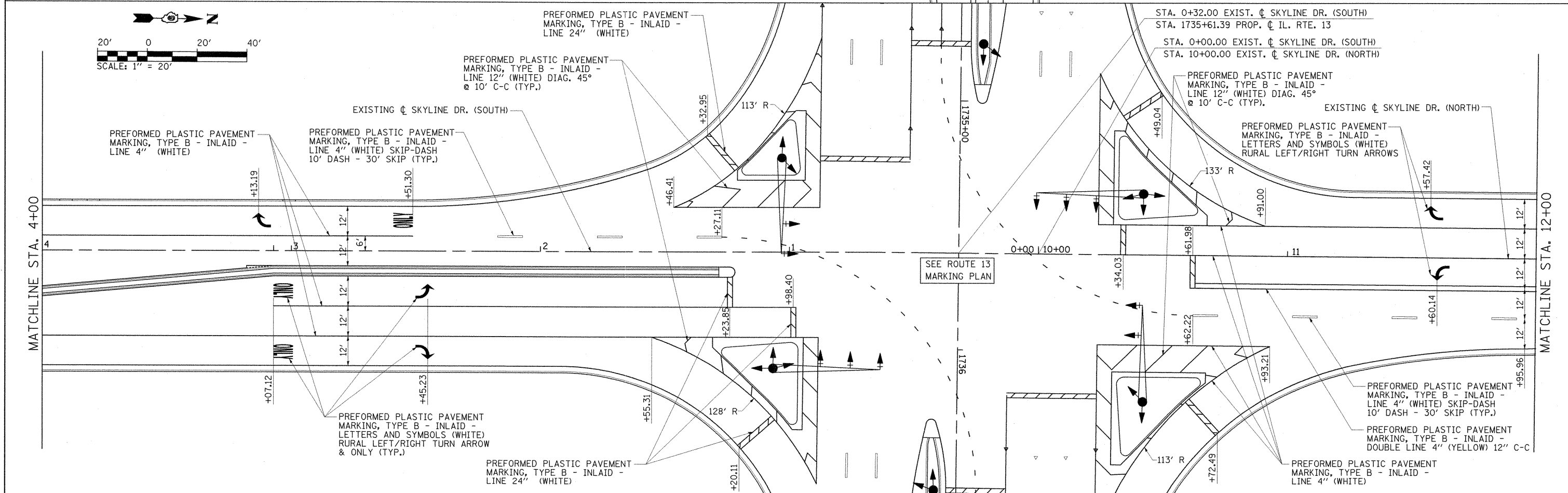
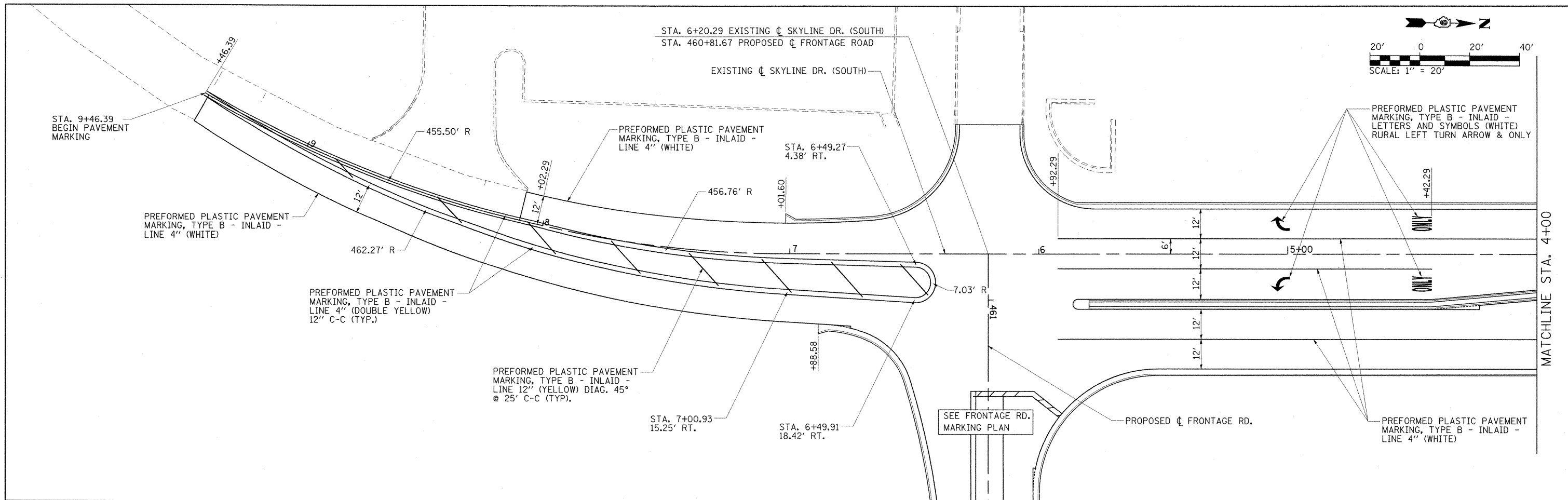
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	138
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				



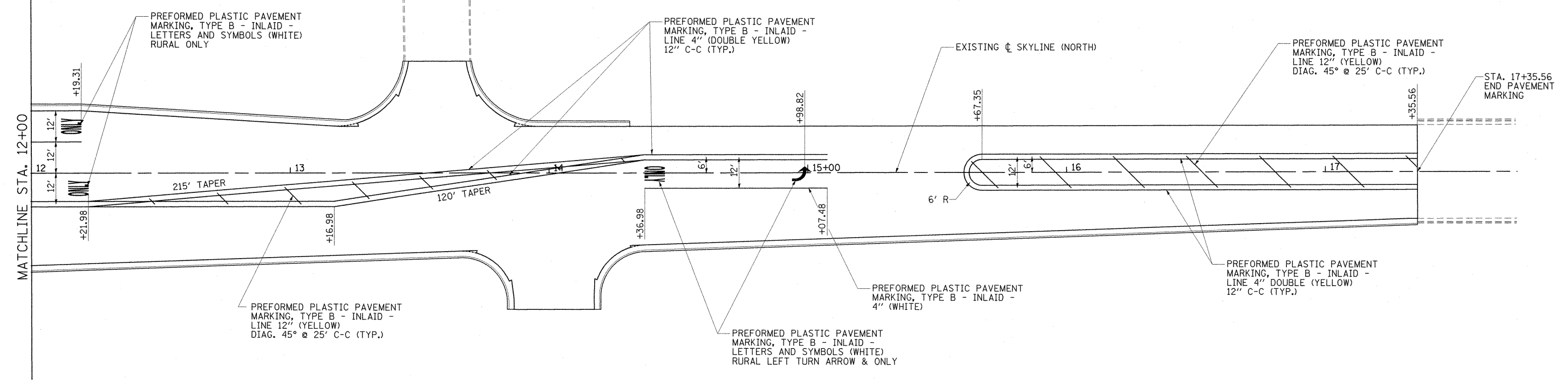
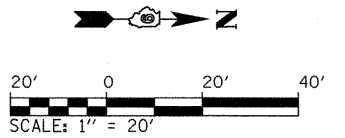
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	PLOT SCALE = 20.0000' / IN.	CHECKED - SPH	REVISED -		SCALE: 1" = 20'			SHEET NO. OF SHEETS STA. 460+81.67 TO STA. 464+50		CONTRACT NO. 98859		
	PLOT DATE = 12/12/2011	DATE - 12/9/11	REVISED -		ILLINOIS FED. AID PROJECT							



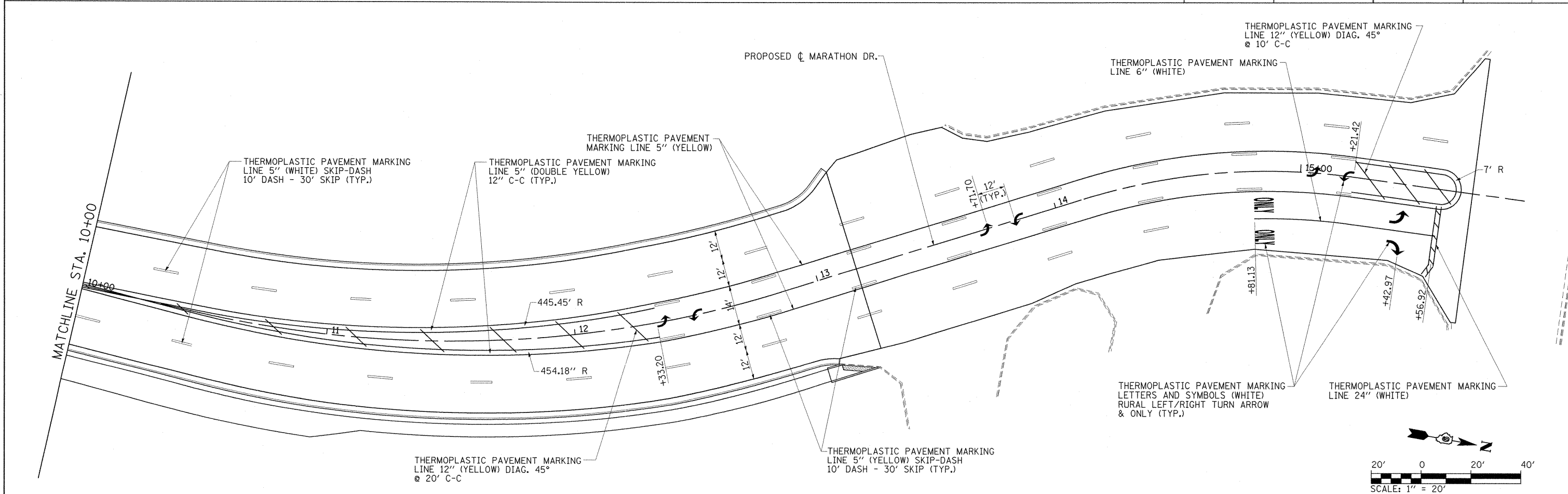
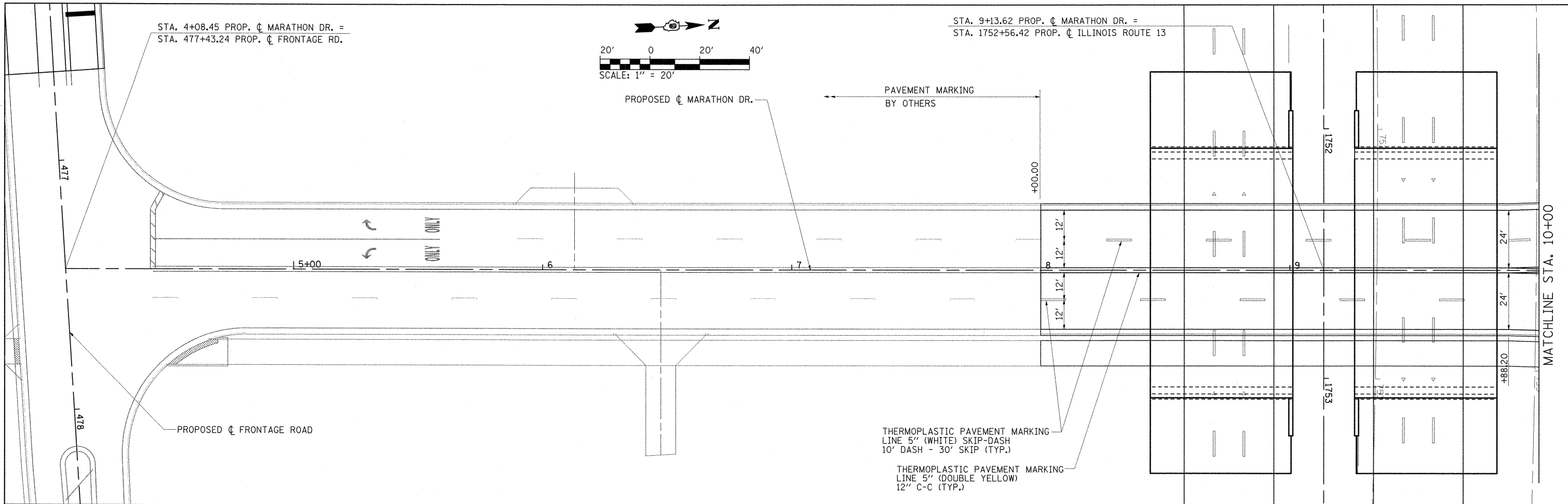
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	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -		ILLINOIS FED. AID PROJECT							



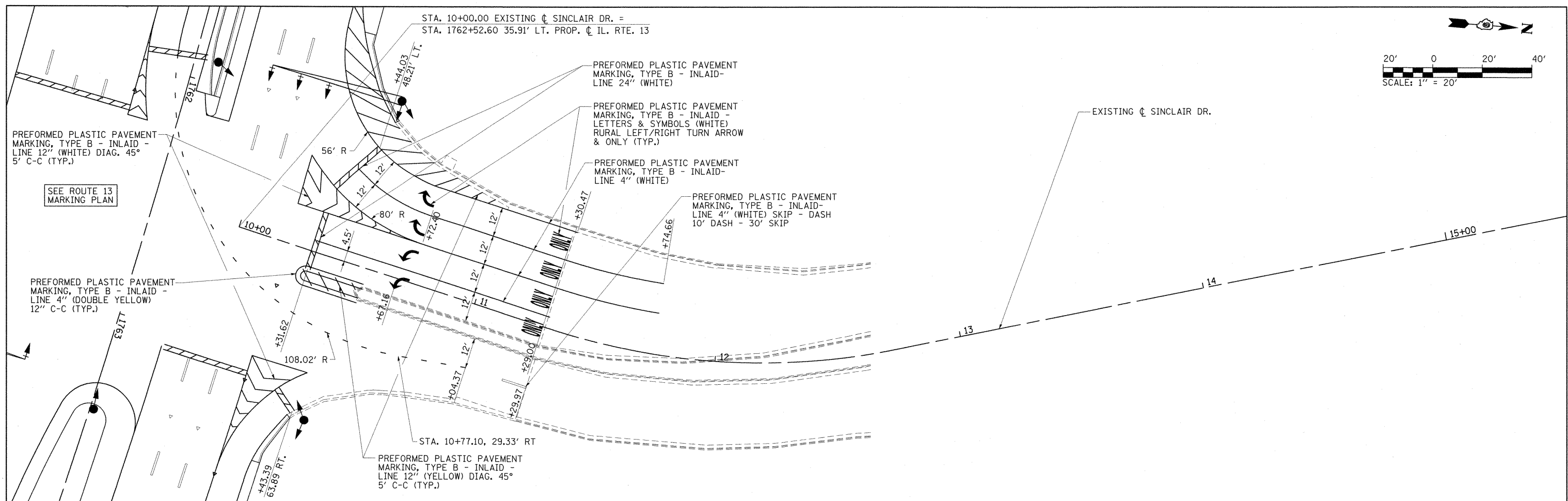
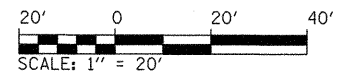
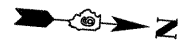
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1:\dot\0906603\draw\cadd\sheet\0998859-shr-pmts\pms\07.dgn	DRAWN - TAP	REVISED -	331			(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	141	
PLOT SCALE = 20,0000 ' / IN.	CHECKED - SPH	REVISED -	CONTRACT NO. 98859							
PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -	ILLINOIS FED. AID PROJECT							



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		DRAWN - TAP	REVISED -		331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	142				
		CHECKED - SPH	REVISED -		SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 12+00 TO STA. 17+74				CONTRACT NO. 98859				
		DATE - 12/9/11	REVISED -		ILLINOIS FED. AID PROJECT								



FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - BMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN MARATHON DRIVE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 20.0000 ' / IN.	CHECKED - SPH	REVISED -			CONTRACT NO. 98859					
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: 1" = 20'		SHEET NO. OF SHEETS		STA. 4+09.13 TO STA. 15+90.62			



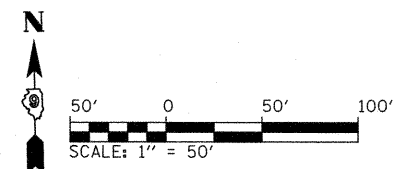
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	PLOT DATE = 12/9/2011	DATE - 12/9/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING PLAN
SINCLAIR DRIVE**

SCALE: 1" = 20' SHEET NO. OF SHEETS STA. 10+00 TO STA. 15+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	144
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				



SKYLINE DR
STOP
 EXISTING TO REMAIN

ADOPT A HIGHWAY
 STA. 15+00
 RELOCATE EXISTING

CLASS III TRUCK ROUTE
 STA. 13+00
 RELOCATE EXISTING

SKYLINE DR
 STA. 1735+37
 RELOCATE EXISTING

LEFT TURN SIGNAL
 STA. 1734+77
 STA. 1735+24
 R10-10L (3036)

W4-2 (3636)
 STA. 11+90

LEFT TURN YIELD ON GREEN
 STA. 10+42
 STA. 10+42
 R10-12L (3036)

SPEED LIMIT 45
 STA. 1729+50
 R2-1 (3648)

RIGHT TURN LANE
 STA. 1742+30
 ATTACH TO LIGHT POLE
 R3-1100R (2424)

LEFT TURN LANE
 EXISTING TO REMAIN

RIGHT TURN LANE
 STA. 1729+69
 R3-1100R (2424)

LEFT TURN YIELD ON GREEN
 STA. 1+03
 STA. 1+06
 R10-12L (3036)

LEFT TURN SIGNAL
 STA. 1736+20
 STA. 1736+57
 R10-10L (3036)

SPEED LIMIT 45
 STA. 1737+85
 R2-1 (3648)

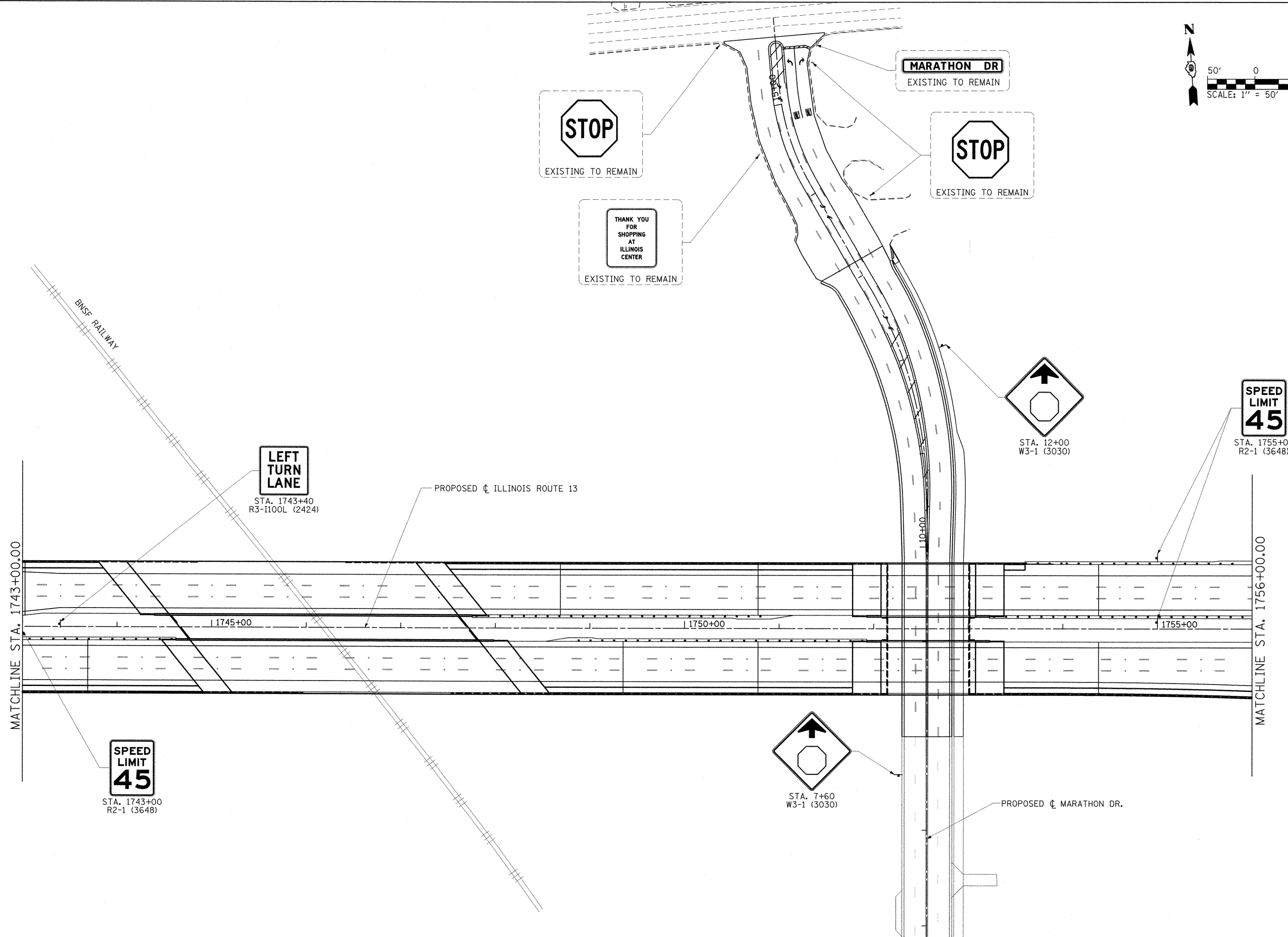
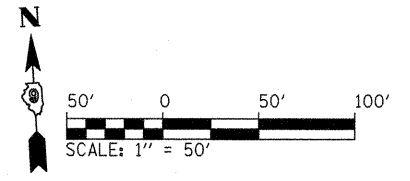
SKYLINE DR
 STA. 1736+08
 RELOCATE EXISTING

EXISTING ϕ SKYLINE DR. (SOUTH)

PROPOSED ϕ ILLINOIS ROUTE 13

MATCHLINE STA. 1743+00.00

FILE NAME = I:\dot\0906603\draw\cadd\sheets\099805	USER NAME = OpenH&B Springfield PLOT SCALE = 50.0000' / IN. PLOT DATE = 12/12/2011	DESIGNED - BJD DRAWN - GLD CHECKED - BMB DATE - 11/18/11	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING PLAN ILLINOIS ROUTE 13	F.A. RTE. 331	SECTION (1X-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 145	CONTRACT NO. 98859 ILLINOIS FED. AID PROJECT
	SCALE: 1" = 50' SHEET NO. 1 OF 6 SHEETS STA1729+56.07 TO STA1756+00.00										



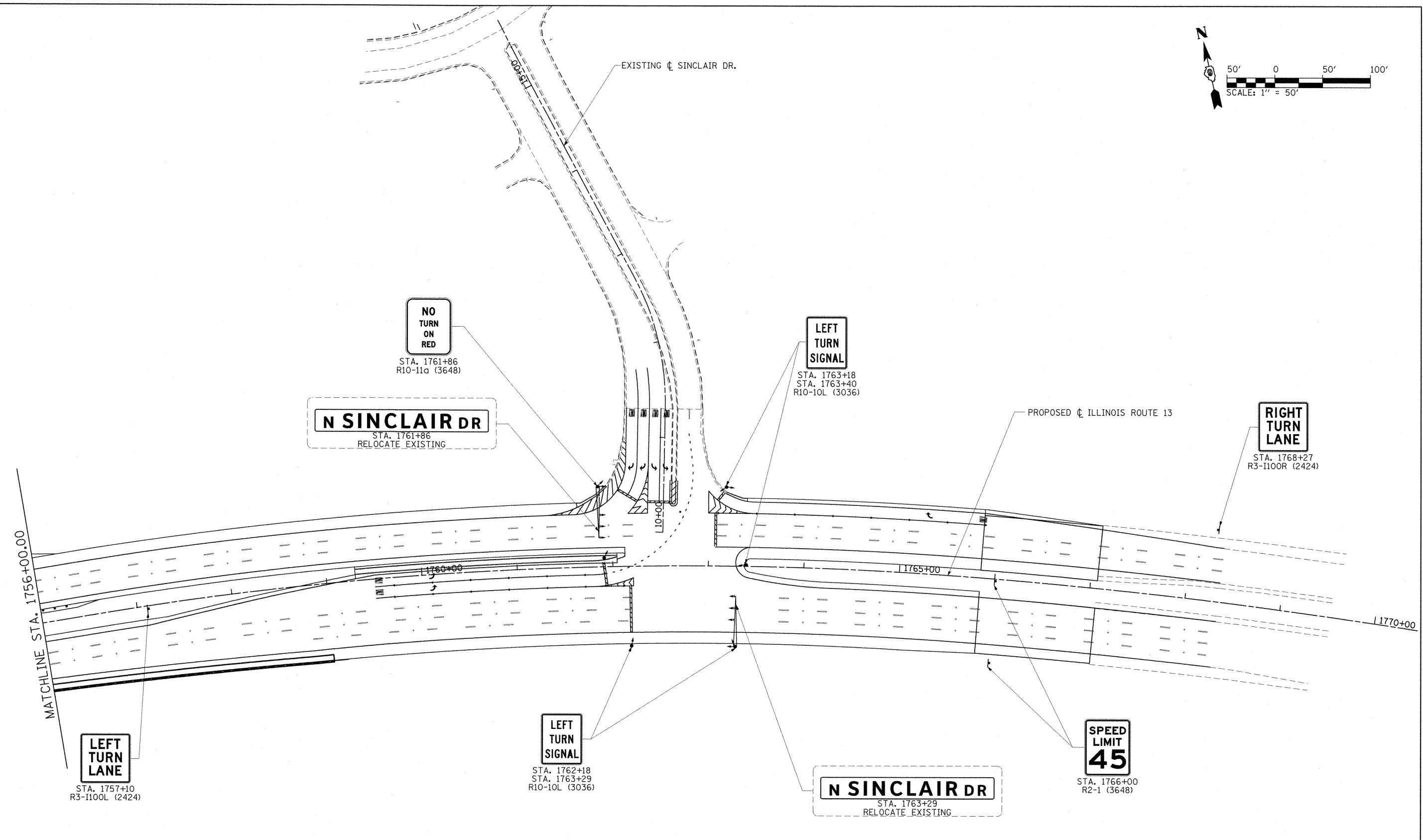
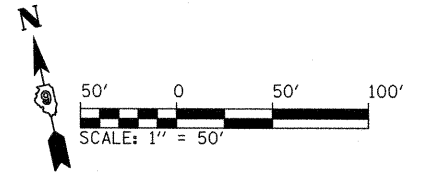
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

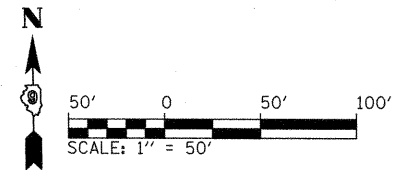
**SIGNING PLAN
ILLINOIS ROUTE 13**

SCALE: 1" = 50' SHEET NO. 2 OF 6 SHEETS STA.1729+56.07 TO STA.1756+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	146
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				



FILE NAME = I:\dot\0906603\draw\cadd\sheets\0998859	USER NAME = OpenH&B Springfield	DESIGNED - BJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING PLAN ILLINOIS ROUTE 13	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLT SCALE = 50.0000' / IN.	CHECKED - BMB	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	147	
	PLT DATE = 12/12/2011	DATE - 11/18/11	REVISED -			SCALE: 1" = 50' SHEET NO. 3 OF 6 SHEETS STA1729+56.07 TO STA1756+00.00			CONTRACT NO. 98859		
							ILLINOIS FED. AID PROJECT				



**RIGHT LANE
MUST
TURN RIGHT**
STA. 2+30
R3-7R (3030)

EXISTING \oslash SKYLINE DR. (SOUTH)

**RIGHT LANE
MUST
TURN RIGHT**
STA. 5+00
R3-7R (3030)

STOP
STA. 461+53
R1-1 (3636)

W3-1 (3030)
STA. 464+75

SKYLINE DR
STA. 466+75
W2-1 (3030)
W16-8 (2808)

MATCHLINE STA. 471+00.00

STOP
EXISTING
TO REMAIN

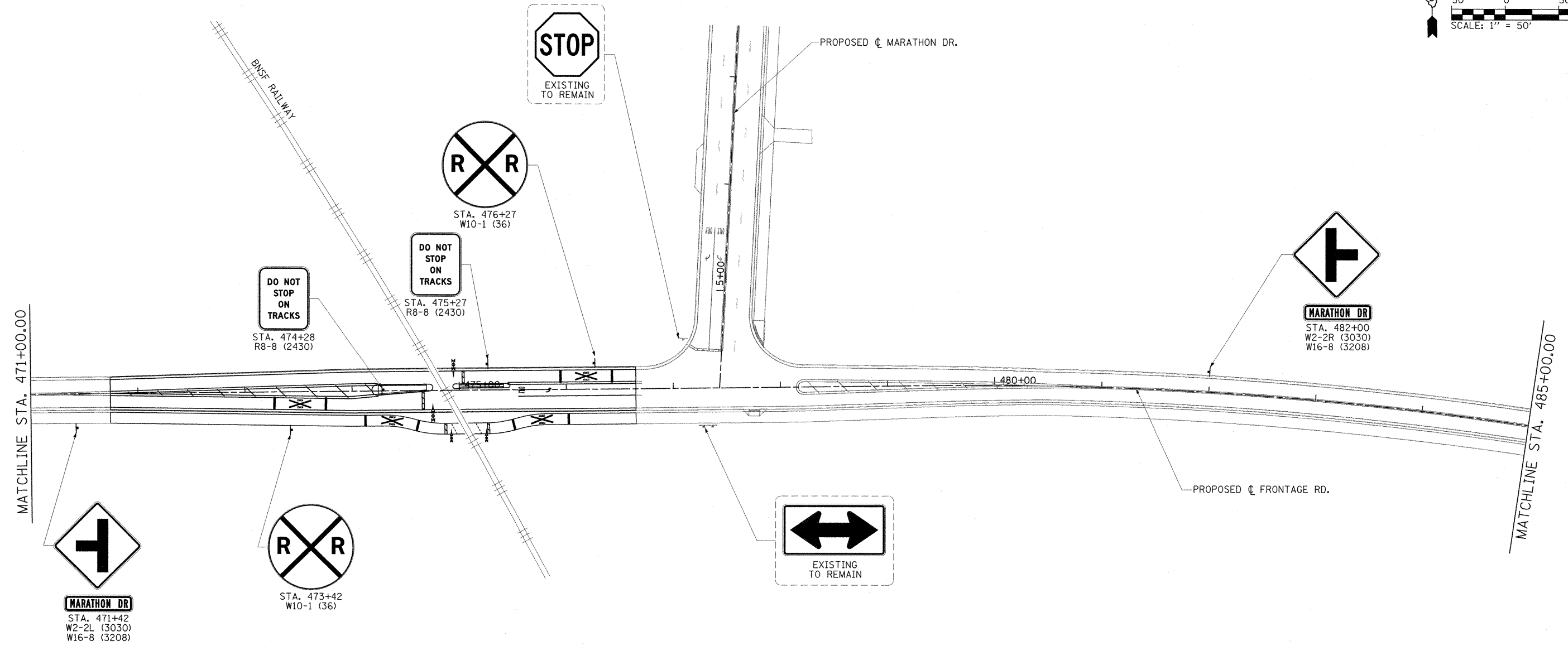
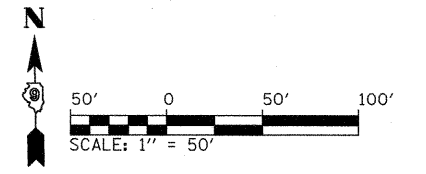
**SPEED
LIMIT
25**
EXISTING
TO REMAIN

PROPOSED \oslash FRONTAGE RD.

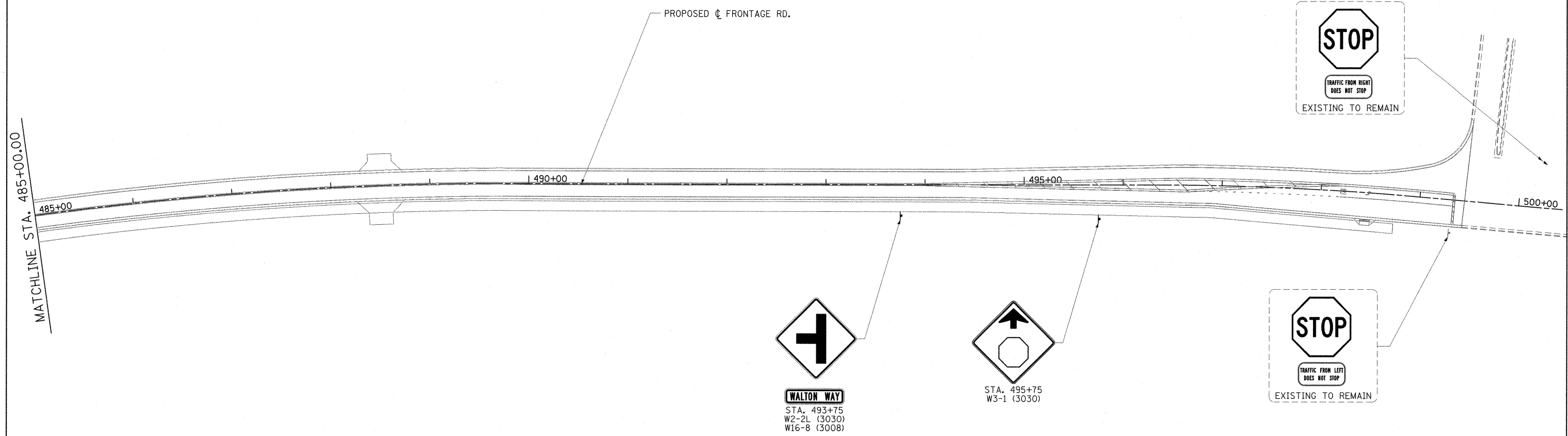
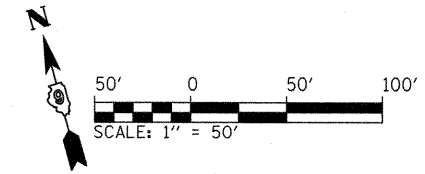
465+00

470+00

FILE NAME =	USER NAME = DpenH&B Springfield	DESIGNED - BJD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING PLAN FRONTAGE ROAD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
i:\dot\8906603\draw\cadd\sheets\99859	9-shr-sign-front_001.dgn	DRAWN - GLD	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	148	
	PLOT SCALE = 50.0000' / IN.	CHECKED - BMB	REVISED -			CONTRACT NO. 98859					
	PLOT DATE = 12/12/2011	DATE - 11/18/11	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: 1" = 50'		SHEET NO. 4 OF 6 SHEETS		STA. 1729+56.07 TO STA. 1756+00.00			



FILE NAME = I:\dot\0986603\draw\cadd\sheets\099885	USER NAME = OpenH&B Springfield PLOT SCALE = 50.0000' / IN. PLOT DATE = 12/14/2011	DESIGNED - BJD DRAWN - GLD CHECKED - BMB DATE - 11/18/11	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING PLAN FRONTAGE ROAD	F.A. RTE. 331 SECTION (IX-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367 SHEET NO. 149	CONTRACT NO. 98859 ILLINOIS FED. AID PROJECT
	SCALE: 1" = 50'		SHEET NO. 5 OF 6 SHEETS			STA. 1729+56.07 TO STA. 1756+00.00			



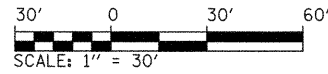
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**












**SIGNING PLAN
FRONTAGE ROAD**

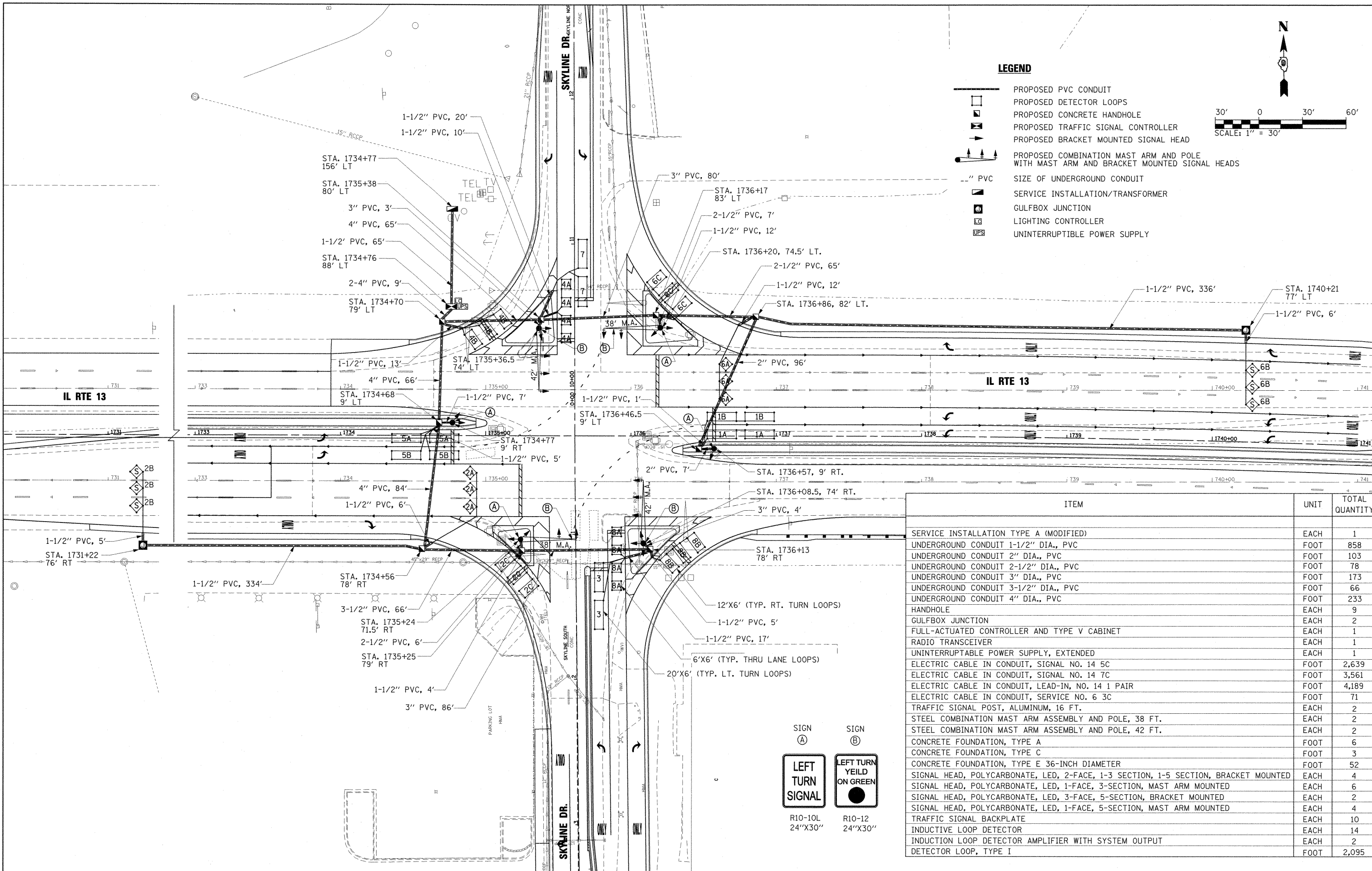
SCALE: 1" = 50' SHEET NO. 6 OF 6 SHEETS STA. 1729+56.07 TO STA. 1756+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	150
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

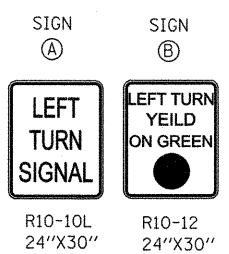


LEGEND

-  PROPOSED PVC CONDUIT
-  PROPOSED DETECTOR LOOPS
-  PROPOSED CONCRETE HANDHOLE
-  PROPOSED TRAFFIC SIGNAL CONTROLLER
-  PROPOSED BRACKET MOUNTED SIGNAL HEAD
-  PROPOSED COMBINATION MAST ARM AND POLE WITH MAST ARM AND BRACKET MOUNTED SIGNAL HEADS
-  SIZE OF UNDERGROUND CONDUIT
-  SERVICE INSTALLATION/TRANSFORMER
-  GULFBBOX JUNCTION
-  LIGHTING CONTROLLER
-  UNINTERRUPTIBLE POWER SUPPLY



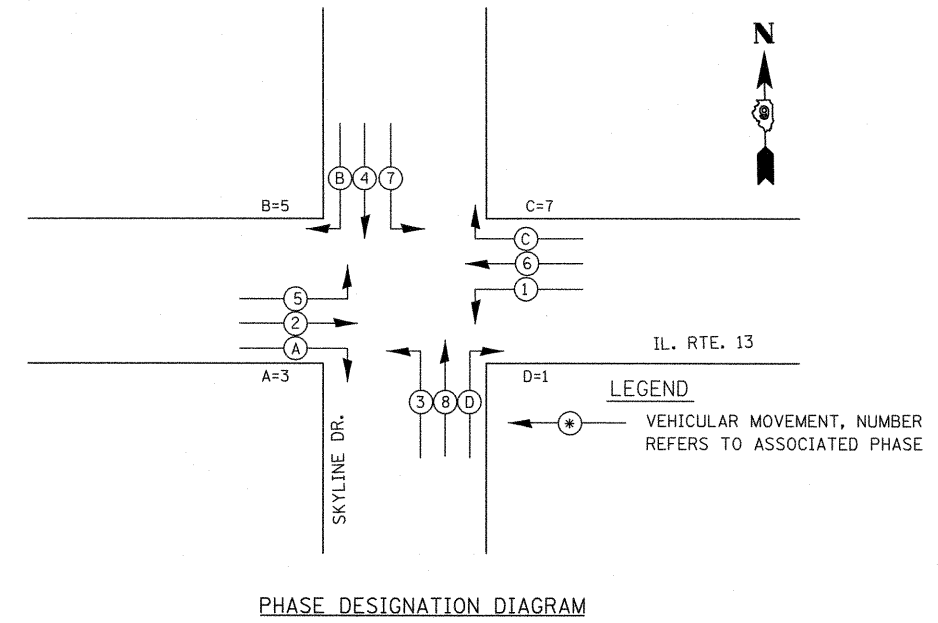
ITEM	UNIT	TOTAL QUANTITY
SERVICE INSTALLATION TYPE A (MODIFIED)	EACH	1
UNDERGROUND CONDUIT 1-1/2" DIA., PVC	FOOT	858
UNDERGROUND CONDUIT 2" DIA., PVC	FOOT	103
UNDERGROUND CONDUIT 2-1/2" DIA., PVC	FOOT	78
UNDERGROUND CONDUIT 3" DIA., PVC	FOOT	173
UNDERGROUND CONDUIT 3-1/2" DIA., PVC	FOOT	66
UNDERGROUND CONDUIT 4" DIA., PVC	FOOT	233
HANDHOLE	EACH	9
GULFBBOX JUNCTION	EACH	2
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
RADIO TRANSCEIVER	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,639
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	3,561
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	4,189
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 3C	FOOT	71
TRAFFIC SIGNAL POST, ALUMINUM, 16 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	6
CONCRETE FOUNDATION, TYPE C	FOOT	3
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	52
SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6
SIGNAL HEAD, POLYCARBONATE, LED, 3-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	14
INDUCTION LOOP DETECTOR AMPLIFIER WITH SYSTEM OUTPUT	EACH	2
DETECTOR LOOP, TYPE I	FOOT	2,095



NOTES

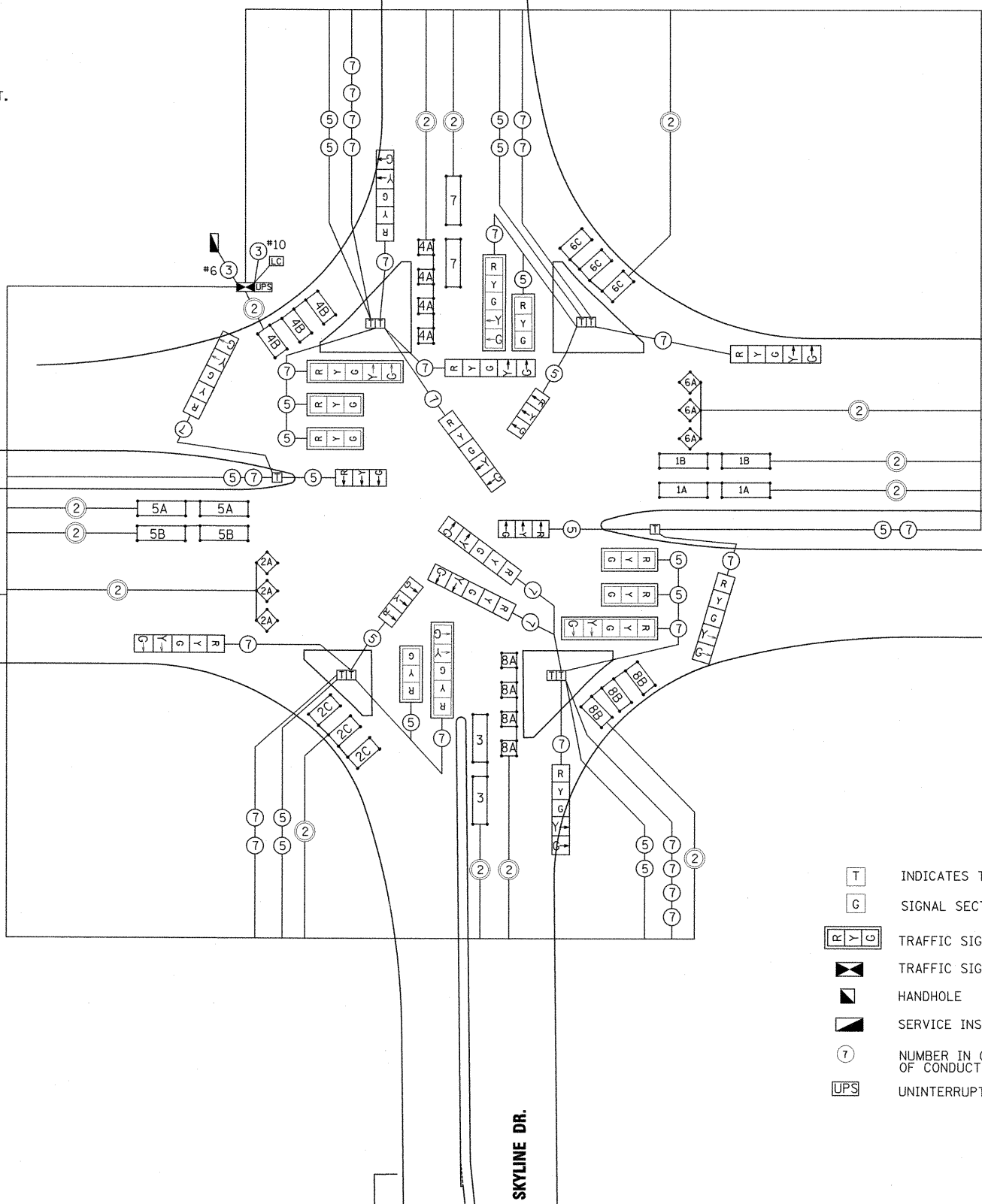
1. ALL SIGNAL LENSES SHALL BE 12 INCHES.
2. ELECTRIC CABLE DENOTED AS #10, 3/C BEING INSTALLED TO THE COMBINATION MAST ARM POLES SHALL NOT GO THROUGH THE TERMINAL BLOCK BUT SHOULD BE SPliced IN THE POLE. SEE LIGHT POLE FOUNDATION DETAIL.
3. ALL CABLES SHALL BE A.W.G. #14 UNLESS OTHERWISE NOTED
4. SEE LIGHTING PLANS FOR COMBINATION MAST ARM LIGHTING.
5. ELECTRIC SERVICE IS SUPPLIED BY AMEREN CIPS.
6. PROPOSED COAXIAL CABLE AND ANTENNA INCLUDED IN THE COST OF FULL-ACTUATED CONTROLLER IN THE TYPE V CABINET.
7. PROPOSED 2/C ELECTRIC CABLE SHOWN IN CABLE DIAGRAM ARE PAID FOR IN FEET AS ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 (1 PAIR).

	IL. 13	IL. 13	SKYLINE DR.	SKYLINE DR.
MOVEMENT				



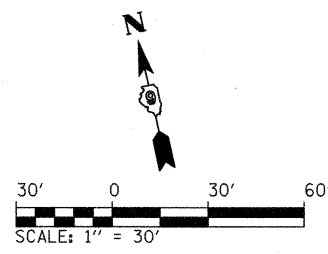
IL RTE 13

IL RTE 13



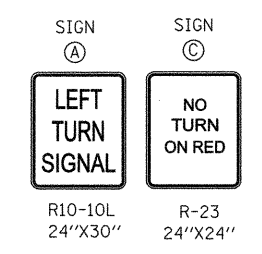
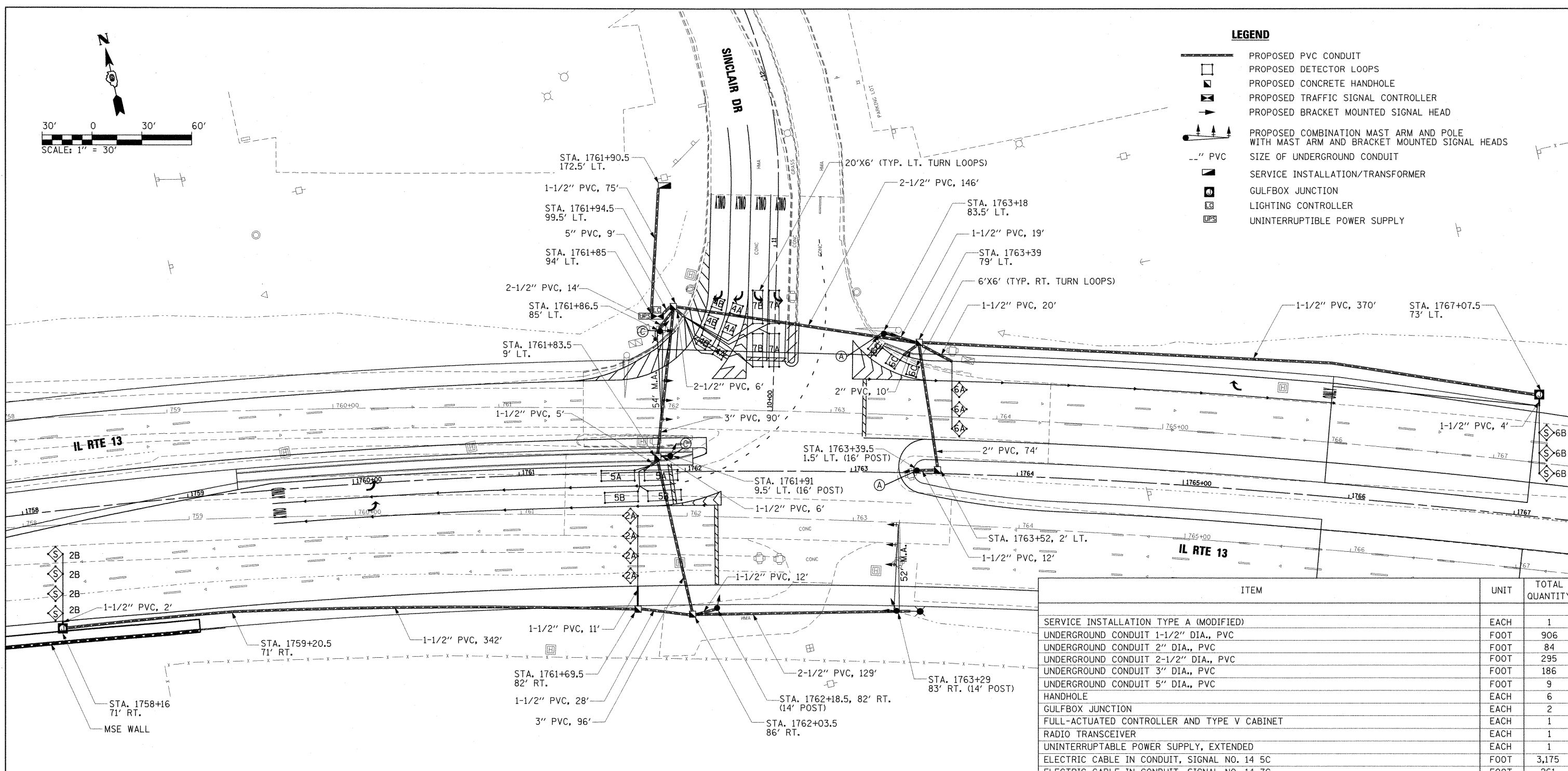
PROPOSED TRAFFIC SIGNALS LEGEND

- INDICATES TERMINAL BLOCK IN MAST ARM POLE BASE
- SIGNAL SECTION 12"
- TRAFFIC SIGNAL WITH BACKPLATE
- TRAFFIC SIGNAL CONTROLLER CABINET
- HANDHOLE
- SERVICE INSTALLATION/TRANSFORMER
- NUMBER IN CIRCLE INDICATES NUMBER OF CONDUCTORS IN THAT CABLE
- UNINTERRUPTIBLE POWER SUPPLY
- INDICATES 2/C TWISTED, SHIELDED CABLE IN CONDUIT
- INDICATED MULTIPLE CABLES
- NUMBER IN PARENTHESIS INDICATES PHASE
- PROPOSED LIGHT CONTROLLER
- GULFBOX JUNCTION
- PROPOSED DETECTOR LOOPS, SIZE VARIES
- PROPOSED ADVANCED LOOPS, 5'X5'
- INDICATES 5'X5' ADVANCED LOOPS; NUMBER INDICATES PHASE, LETTER INDICATES AMPLIFIER, "S" INDICATES SYSTEM LOOP



LEGEND

- PROPOSED PVC CONDUIT
- PROPOSED DETECTOR LOOPS
- PROPOSED CONCRETE HANDHOLE
- PROPOSED TRAFFIC SIGNAL CONTROLLER
- PROPOSED BRACKET MOUNTED SIGNAL HEAD
- PROPOSED COMBINATION MAST ARM AND POLE WITH MAST ARM AND BRACKET MOUNTED SIGNAL HEADS
- SIZE OF UNDERGROUND CONDUIT
- SERVICE INSTALLATION/TRANSFORMER
- GULFBOX JUNCTION
- LIGHTING CONTROLLER
- UNINTERRUPTIBLE POWER SUPPLY

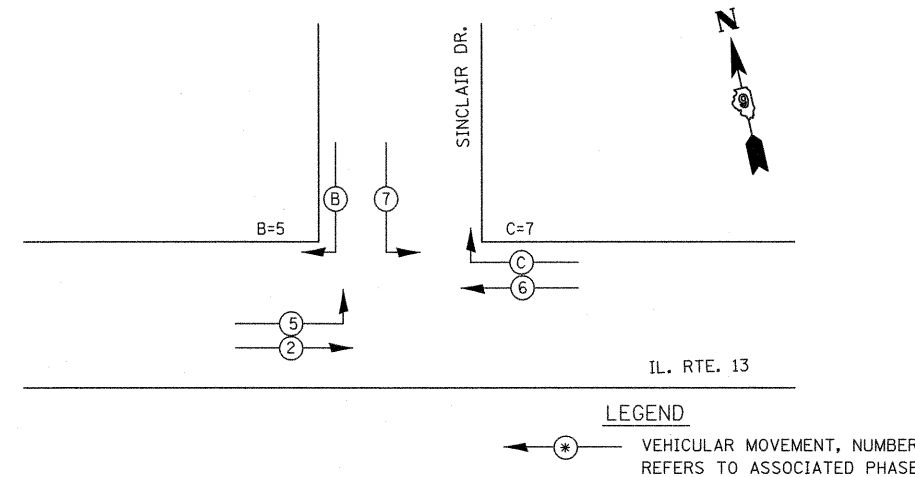


ITEM	UNIT	TOTAL QUANTITY
SERVICE INSTALLATION TYPE A (MODIFIED)	EACH	1
UNDERGROUND CONDUIT 1-1/2" DIA., PVC	FOOT	906
UNDERGROUND CONDUIT 2" DIA., PVC	FOOT	84
UNDERGROUND CONDUIT 2-1/2" DIA., PVC	FOOT	295
UNDERGROUND CONDUIT 3" DIA., PVC	FOOT	186
UNDERGROUND CONDUIT 5" DIA., PVC	FOOT	9
HANDHOLE	EACH	6
GULFBOX JUNCTION	EACH	2
FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
RADIO TRANSCEIVER	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3,175
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	261
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2,080
ELECTRIC CABLE IN CONDUIT, SERVICE NO. 6 3C	FOOT	81
TRAFFIC SIGNAL POST, ALUMINUM, 14 FT.	EACH	2
TRAFFIC SIGNAL POST, ALUMINUM, 16 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE C	FOOT	3
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6
SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
TRAFFIC SIGNAL BACKPLATE	EACH	6
INDUCTIVE LOOP DETECTOR	EACH	9
INDUCTION LOOP DETECTOR AMPLIFIER WITH SYSTEM OUTPUT	EACH	2
DETECTOR LOOP, TYPE I	FOOT	1,490

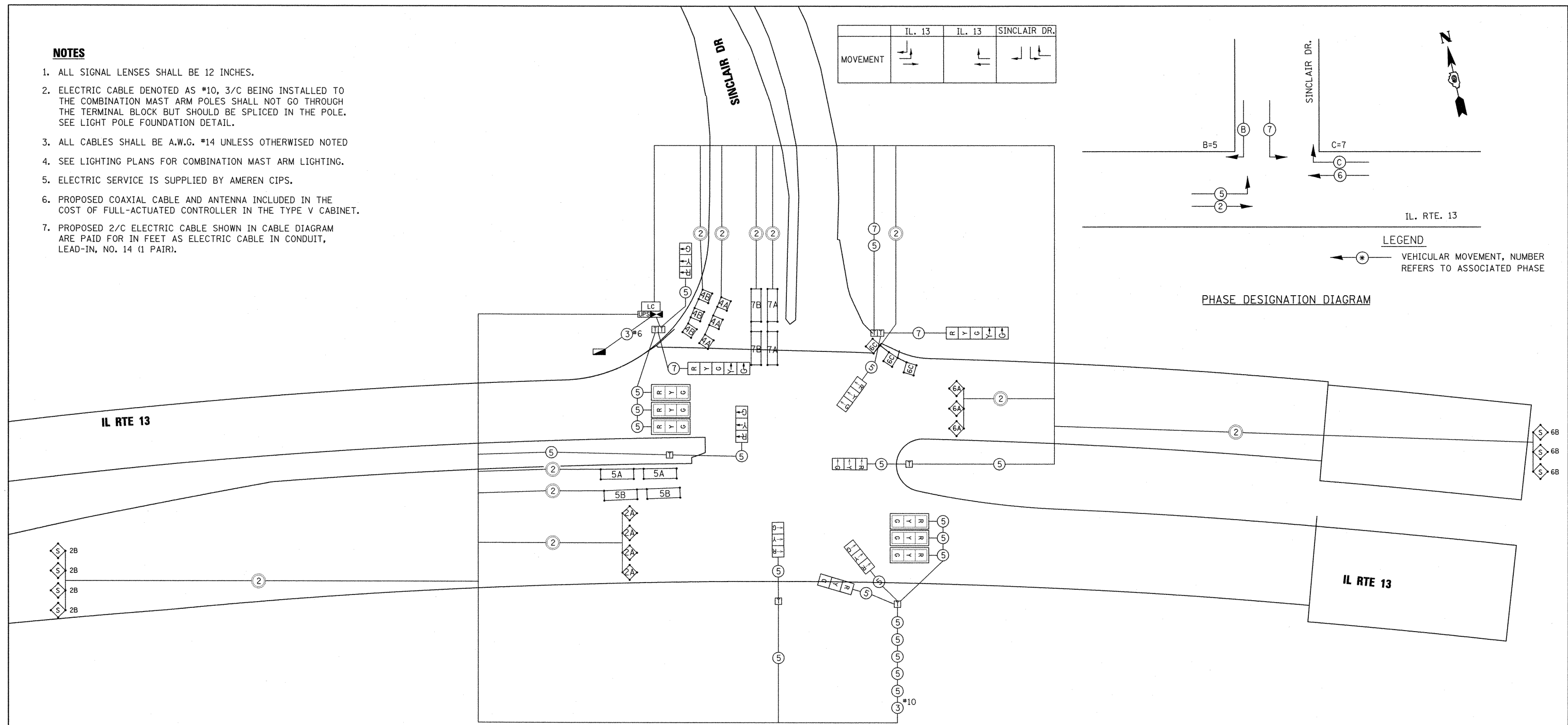
NOTES

1. ALL SIGNAL LENSES SHALL BE 12 INCHES.
2. ELECTRIC CABLE DENOTED AS #10, 3/C BEING INSTALLED TO THE COMBINATION MAST ARM POLES SHALL NOT GO THROUGH THE TERMINAL BLOCK BUT SHOULD BE SPLICED IN THE POLE. SEE LIGHT POLE FOUNDATION DETAIL.
3. ALL CABLES SHALL BE A.W.G. #14 UNLESS OTHERWISE NOTED
4. SEE LIGHTING PLANS FOR COMBINATION MAST ARM LIGHTING.
5. ELECTRIC SERVICE IS SUPPLIED BY AMEREN CIPS.
6. PROPOSED COAXIAL CABLE AND ANTENNA INCLUDED IN THE COST OF FULL-ACTUATED CONTROLLER IN THE TYPE V CABINET.
7. PROPOSED 2/C ELECTRIC CABLE SHOWN IN CABLE DIAGRAM ARE PAID FOR IN FEET AS ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 (1 PAIR).

	IL. 13	IL. 13	SINCLAIR DR.
MOVEMENT			



PHASE DESIGNATION DIAGRAM



PROPOSED TRAFFIC SIGNALS LEGEND (SHEET DETAILS)

- INDICATES TERMINAL BLOCK IN MAST ARM POLE BASE
- SIGNAL SECTION 12"
- TRAFFIC SIGNAL WITH BACKPLATE
- TRAFFIC SIGNAL CONTROLLER CABINET
- HANDHOLE
- SERVICE INSTALLATION/TRANSFORMER
- NUMBER IN CIRCLE INDICATES NUMBER OF CONDUCTORS IN THAT CABLE
- UNINTERRUPTIBLE POWER SUPPLY
- INDICATES 2/C TWISTED, SHIELDED CABLE IN CONDUIT
- INDICATED MULTIPLE CABLES
- NUMBER IN PARENTHESIS INDICATES PHASE
- PROPOSED LIGHT CONTROLLER
- GULFBOX JUNCTION
- PROPOSED DETECTOR LOOPS, SIZE VARIES
- PROPOSED ADVANCED LOOPS, 5'X5'
- INDICATES 5'X5' ADVANCED LOOPS: NUMBER INDICATES PHASE, LETTER INDICATES AMPLIFIER, "S" INDICATES SYSTEM LOOP

FILE NAME =	USER NAME = OpenH8B Springfield	DESIGNED - QUIGG/MJO	REVISED -
3:\dot\0906603\draw\cadd_sheets\099885	ts-SINCLAIR003.dgn	DRAWN - GLD	REVISED -
	PLOT SCALE = 30.0000 "/ IN.	CHECKED - SPH	REVISED -
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

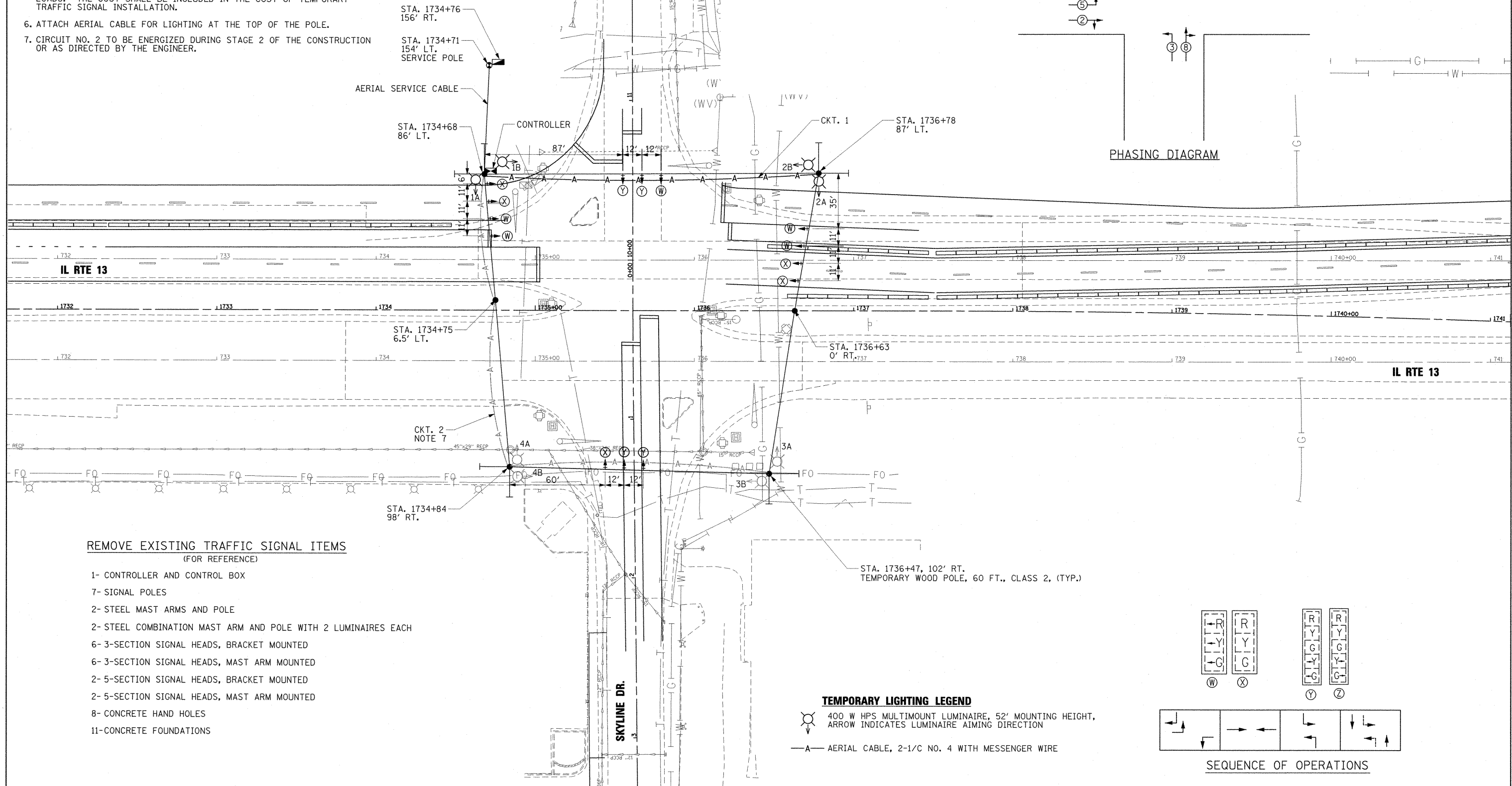
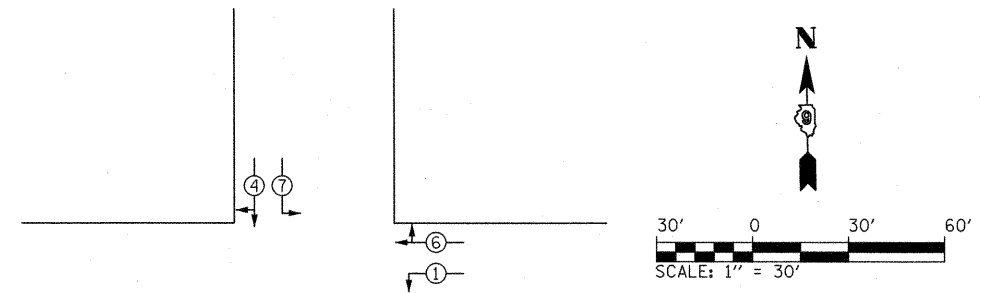
**TRAFFIC SIGNAL CABLE DIAGRAM
ILLINOIS ROUTE 13 AND SINCLAIR DRIVE**

SCALE: 1" = 30' SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	154
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

NOTES:

1. THE TEMPORARY SIGNALS MUST BE INSTALLED AND THE EXISTING SIGNALS REMOVED BEFORE THE WIDENING AT THE INTERSECTION CAN BE COMPLETED.
2. SUFFICIENT CABLE SHALL BE COILED AT THE NEAR POLE TO ALLOW MOVING SIGNAL HEADS DURING THE MULTIPLE CONSTRUCTION STAGING LOCATIONS WITHOUT ADDING NEW CABLE.
3. SIGNAL HEAD LOCATIONS SHOWN ARE BASED ON THE POLE LOCATIONS SHOWN. FINAL SIGNAL HEAD LOCATIONS SHOULD BE DETERMINED IN THE FIELD FOR EACH SUBSTAGE AND APPROVED BY DISTRICT 9.
4. TEMPORARY LIGHTING LUMINAIRES SHALL BE FED FROM CIRCUIT BREAKERS IN THE TRAFFIC SIGNAL CONTROLLER.
5. ADD GUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLE AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
6. ATTACH AERIAL CABLE FOR LIGHTING AT THE TOP OF THE POLE.
7. CIRCUIT NO. 2 TO BE ENERGIZED DURING STAGE 2 OF THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.

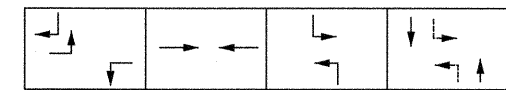
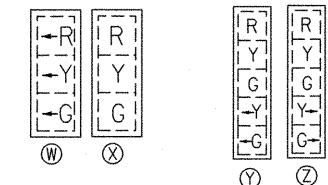


REMOVE EXISTING TRAFFIC SIGNAL ITEMS
(FOR REFERENCE)

- 1- CONTROLLER AND CONTROL BOX
- 7- SIGNAL POLES
- 2- STEEL MAST ARMS AND POLE
- 2- STEEL COMBINATION MAST ARM AND POLE WITH 2 LUMINAIRES EACH
- 6- 3-SECTION SIGNAL HEADS, BRACKET MOUNTED
- 6- 3-SECTION SIGNAL HEADS, MAST ARM MOUNTED
- 2- 5-SECTION SIGNAL HEADS, BRACKET MOUNTED
- 2- 5-SECTION SIGNAL HEADS, MAST ARM MOUNTED
- 8- CONCRETE HAND HOLES
- 11- CONCRETE FOUNDATIONS

TEMPORARY LIGHTING LEGEND

- 400 W HPS MULTIMOUNT LUMINAIRE, 52' MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION
- A- AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE



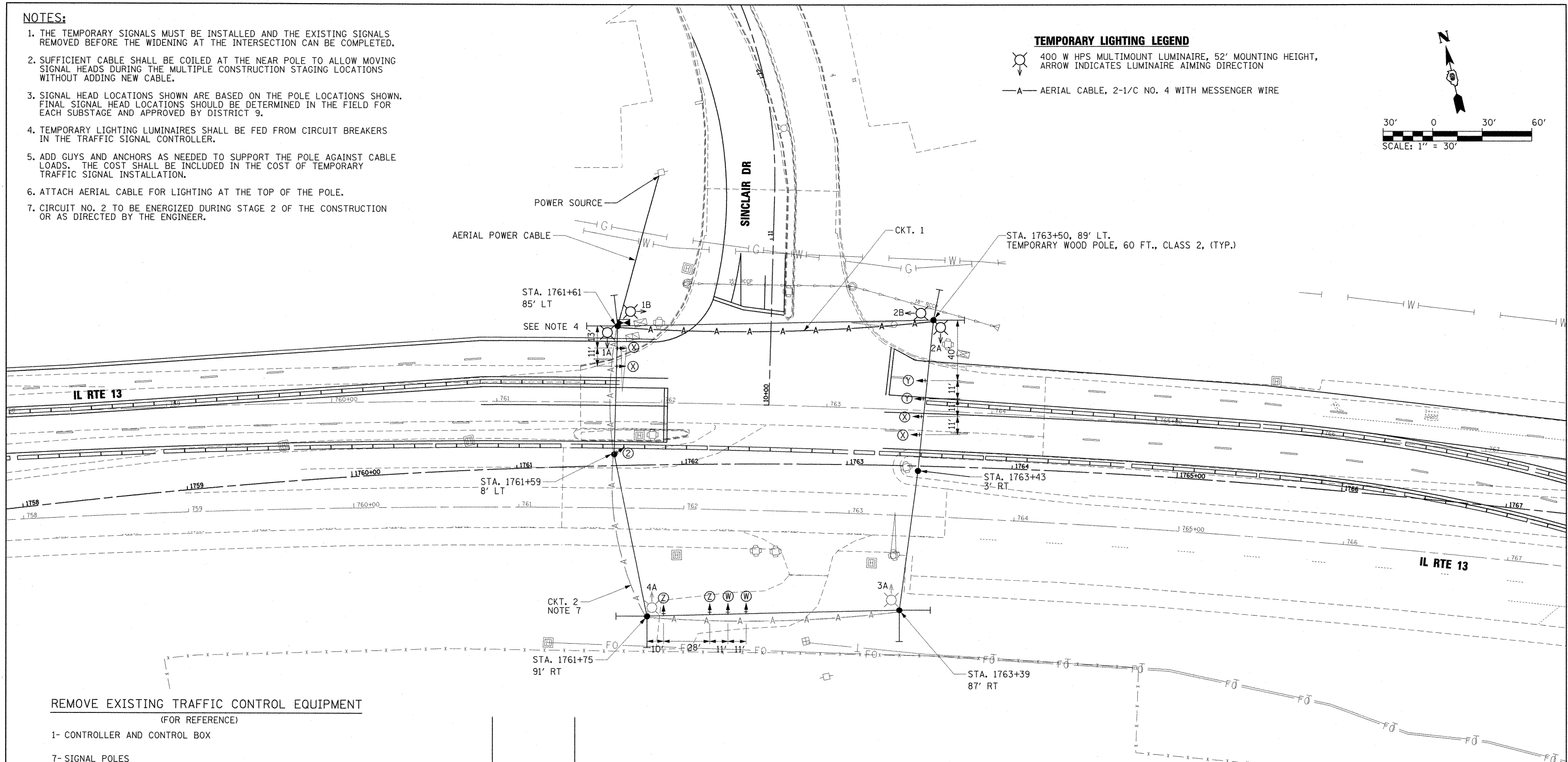
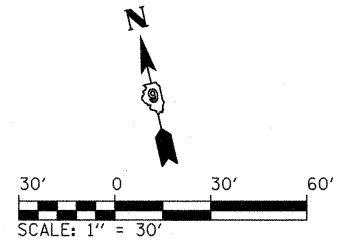
FILE NAME =	USER NAME = OpenH8B Springfield	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SIGNAL & LIGHTING PLAN STAGE 1 (VARIOUS SUBSTAGES) ILLINOIS ROUTE 13 AND SKYLINE DRIVE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I:\dot\0906603\draw\cadd\sheets\0998859\sh-t-TEMPORARY-1A-SKYLINE002.dgn	DRAWN - GLD (CMT)	REVISED -	331			(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	155	
PLOT SCALE = 30.0000 / IN.	CHECKED - SPH	REVISED -	CONTRACT NO. 98859							
PLOT DATE = 12/13/2011	DATE - 12/9/11	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE: 1" = 30'		SHEET NO. OF SHEETS		STA. TO STA.		

NOTES:

1. THE TEMPORARY SIGNALS MUST BE INSTALLED AND THE EXISTING SIGNALS REMOVED BEFORE THE WIDENING AT THE INTERSECTION CAN BE COMPLETED.
2. SUFFICIENT CABLE SHALL BE COILED AT THE NEAR POLE TO ALLOW MOVING SIGNAL HEADS DURING THE MULTIPLE CONSTRUCTION STAGING LOCATIONS WITHOUT ADDING NEW CABLE.
3. SIGNAL HEAD LOCATIONS SHOWN ARE BASED ON THE POLE LOCATIONS SHOWN. FINAL SIGNAL HEAD LOCATIONS SHOULD BE DETERMINED IN THE FIELD FOR EACH SUBSTAGE AND APPROVED BY DISTRICT 9.
4. TEMPORARY LIGHTING LUMINAIRES SHALL BE FED FROM CIRCUIT BREAKERS IN THE TRAFFIC SIGNAL CONTROLLER.
5. ADD GUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLE AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
6. ATTACH AERIAL CABLE FOR LIGHTING AT THE TOP OF THE POLE.
7. CIRCUIT NO. 2 TO BE ENERGIZED DURING STAGE 2 OF THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.

TEMPORARY LIGHTING LEGEND

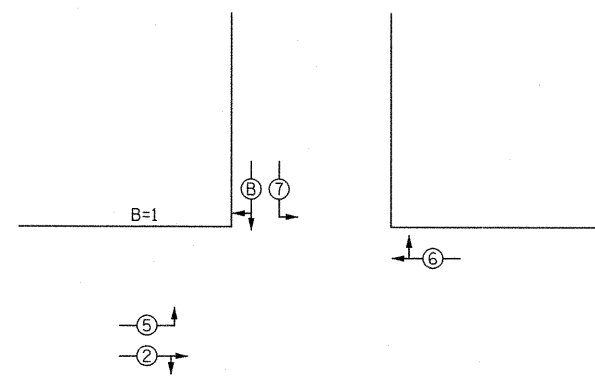
- 400 W HPS MULTIMOUNT LUMINAIRE, 52' MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION
- AERIAL CABLE, 2-1/8" NO. 4 WITH MESSENGER WIRE



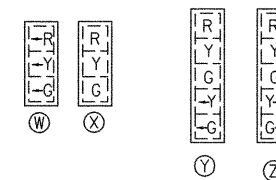
REMOVE EXISTING TRAFFIC CONTROL EQUIPMENT

(FOR REFERENCE)

- 1- CONTROLLER AND CONTROL BOX
- 7- SIGNAL POLES
- 1- STEEL MAST ARM AND POLE
- 2- COMBINATION MAST ARM POLE WITH TWO LUMINAIRES EACH
- 8- 3-SECTION SIGNAL HEADS, BRACKET MOUNTED
- 6- 3-SECTION SIGNAL HEADS, MAST ARM MOUNTED
- 9- CONCRETE HANDHOLE
- 11- CONCRETE FOUNDATION



PHASING DIAGRAM

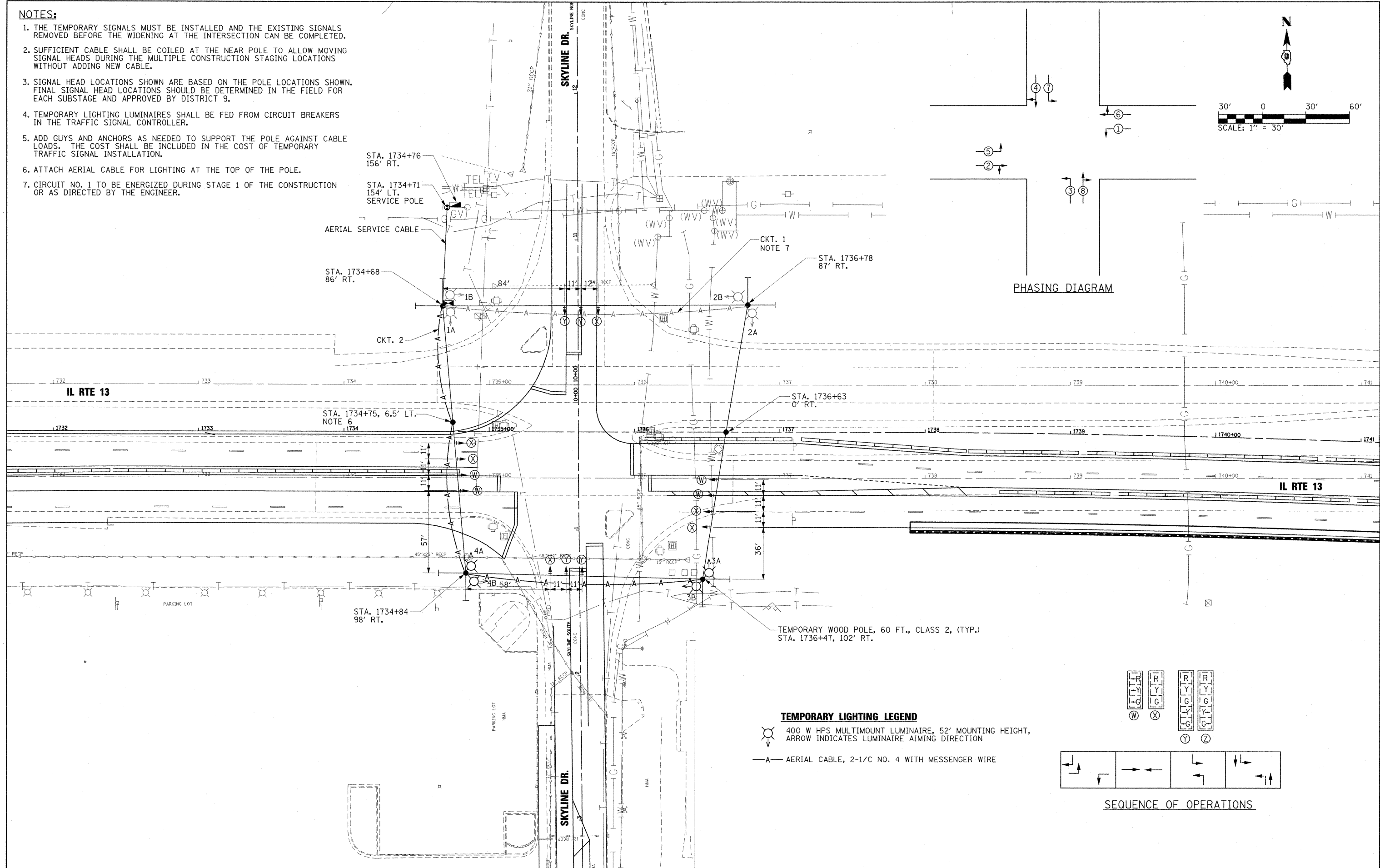
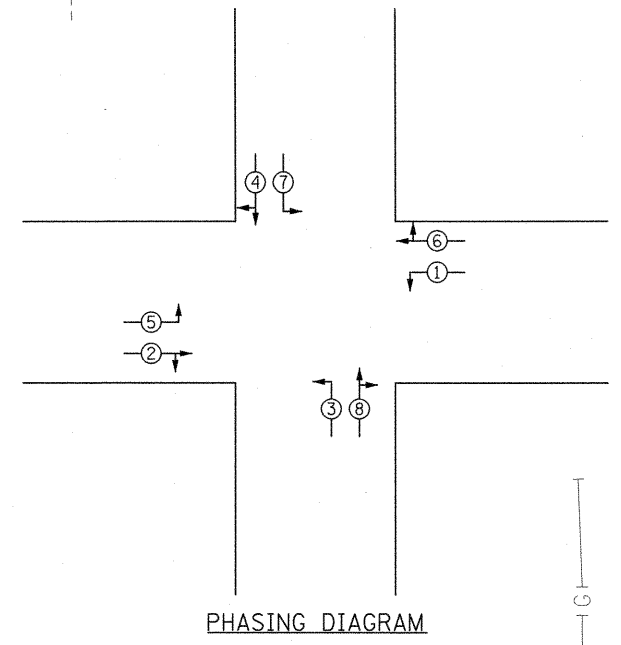
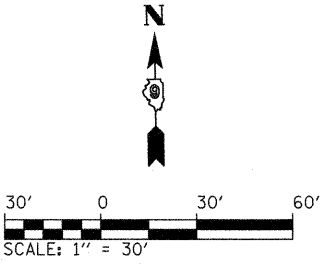


SEQUENCE OF OPERATIONS

FILE NAME =	USER NAME = OpenH8B Springfield	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SIGNAL & LIGHTING PLAN STAGE 1 (VARIOUS SUBSTAGES) ILLINOIS ROUTE 13 AND SINCLAIR DRIVE				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I:\dot\0906603\draw\oad\sheet\0998859-sh1-ts-TEMPORARY-1A-SINCLAIR002.dgn		DRAWN - GLD (CMT)	REVISED -		331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	156				
PLOT SCALE = 30.0000 "/ IN.		CHECKED - SPH	REVISED -		SCALE: 1" = 30' SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 98859				
PLOT DATE = 12/13/2011		DATE - 12/9/11	REVISED -		ILLINOIS FED. AID PROJECT								

NOTES:

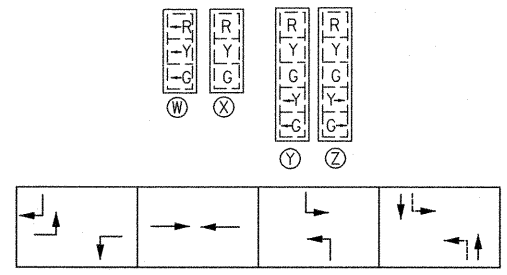
1. THE TEMPORARY SIGNALS MUST BE INSTALLED AND THE EXISTING SIGNALS REMOVED BEFORE THE WIDENING AT THE INTERSECTION CAN BE COMPLETED.
2. SUFFICIENT CABLE SHALL BE COILED AT THE NEAR POLE TO ALLOW MOVING SIGNAL HEADS DURING THE MULTIPLE CONSTRUCTION STAGING LOCATIONS WITHOUT ADDING NEW CABLE.
3. SIGNAL HEAD LOCATIONS SHOWN ARE BASED ON THE POLE LOCATIONS SHOWN. FINAL SIGNAL HEAD LOCATIONS SHOULD BE DETERMINED IN THE FIELD FOR EACH SUBSTAGE AND APPROVED BY DISTRICT 9.
4. TEMPORARY LIGHTING LUMINAIRES SHALL BE FED FROM CIRCUIT BREAKERS IN THE TRAFFIC SIGNAL CONTROLLER.
5. ADD GUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLE AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
6. ATTACH AERIAL CABLE FOR LIGHTING AT THE TOP OF THE POLE.
7. CIRCUIT NO. 1 TO BE ENERGIZED DURING STAGE 1 OF THE CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.



TEMPORARY LIGHTING LEGEND

400 W HPS MULTIMOUNT LUMINAIRE, 52' MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION

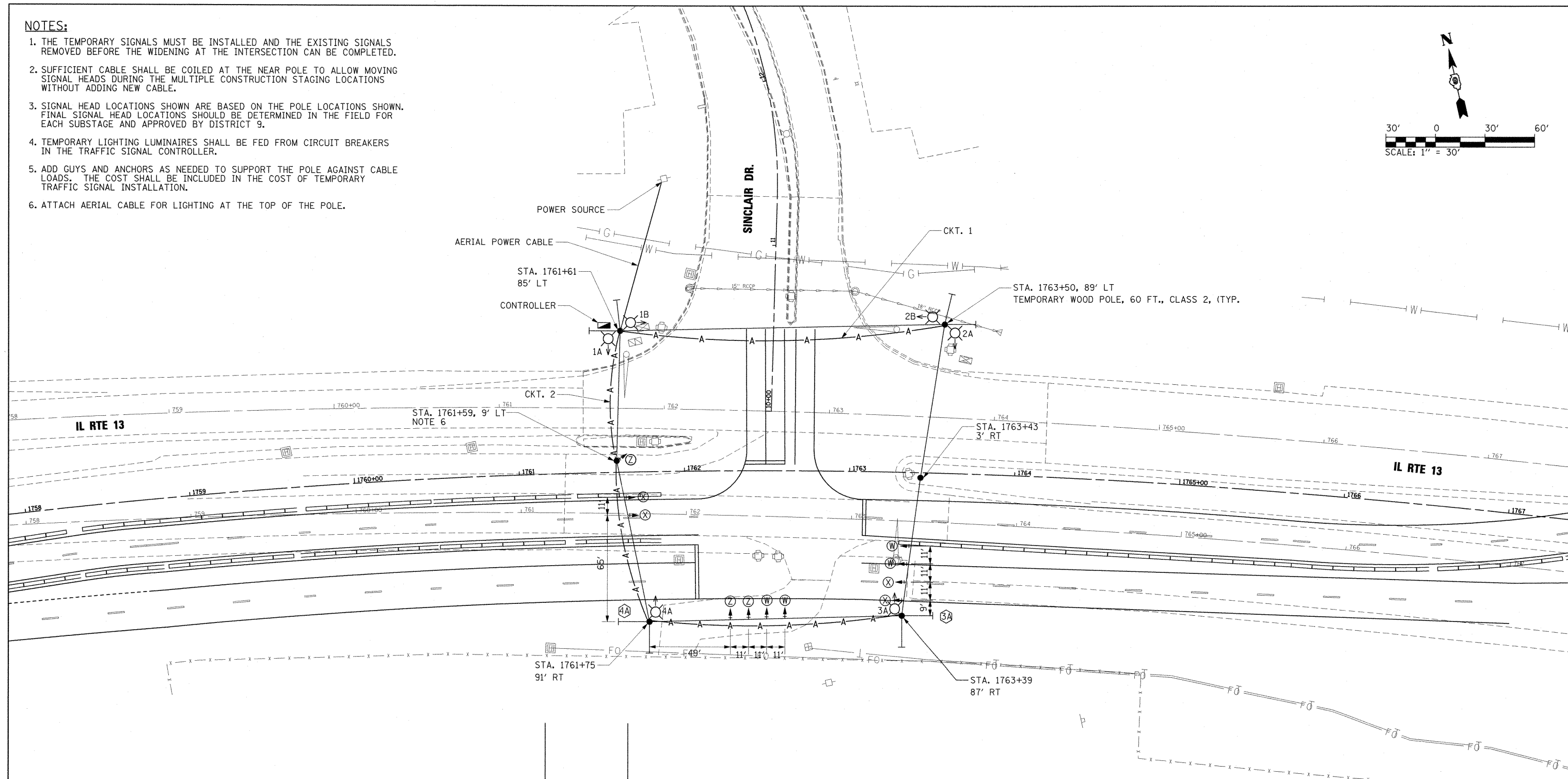
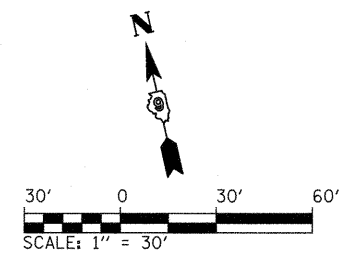
AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE



FILE NAME = I:\dot\8906603\draw\cadd\sheet\099885	USER NAME = OpenH&B Springfield	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SIGNAL & LIGHTING PLAN STAGE 2 (VARIOUS SUBSTAGES) ILLINOIS ROUTE 13 AND SKYLINE DRIVE			F.A. RTE. = 331	SECTION = (1X-1) VB-1, B-1, N-4, R-3	COUNTY = WILLIAMSON	TOTAL SHEETS = 367	SHEET NO. = 157
	PLOT SCALE = 30,0000 ' / IN.	CHECKED - SPH	REVISED -					SCALE: 1" = 30'	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 98859	
PLOT DATE = 12/13/2011	DATE = 12/9/11	REVISOR -	REVISOR -									

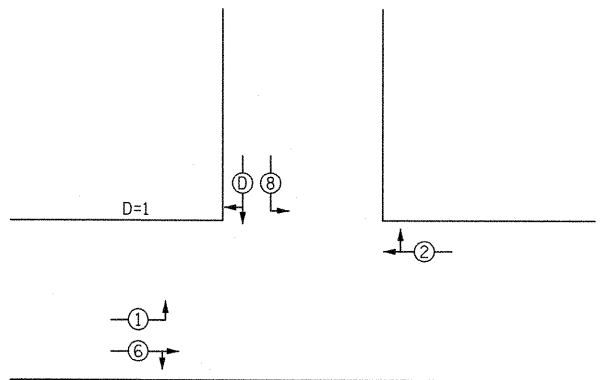
NOTES:

1. THE TEMPORARY SIGNALS MUST BE INSTALLED AND THE EXISTING SIGNALS REMOVED BEFORE THE WIDENING AT THE INTERSECTION CAN BE COMPLETED.
2. SUFFICIENT CABLE SHALL BE COILED AT THE NEAR POLE TO ALLOW MOVING SIGNAL HEADS DURING THE MULTIPLE CONSTRUCTION STAGING LOCATIONS WITHOUT ADDING NEW CABLE.
3. SIGNAL HEAD LOCATIONS SHOWN ARE BASED ON THE POLE LOCATIONS SHOWN. FINAL SIGNAL HEAD LOCATIONS SHOULD BE DETERMINED IN THE FIELD FOR EACH SUBSTAGE AND APPROVED BY DISTRICT 9.
4. TEMPORARY LIGHTING LUMINAIRES SHALL BE FED FROM CIRCUIT BREAKERS IN THE TRAFFIC SIGNAL CONTROLLER.
5. ADD GUYS AND ANCHORS AS NEEDED TO SUPPORT THE POLE AGAINST CABLE LOADS. THE COST SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
6. ATTACH AERIAL CABLE FOR LIGHTING AT THE TOP OF THE POLE.

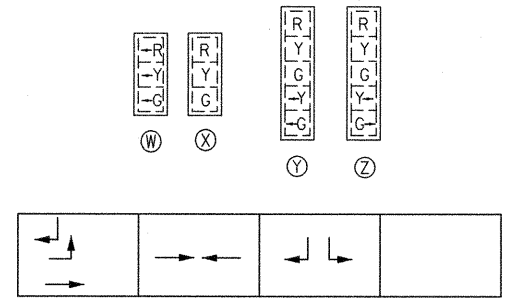


TEMPORARY LIGHTING LEGEND

- 400 W HPS MULTIMOUNT LUMINAIRE, 52' MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION
- AERIAL CABLE, 2-1/8 NO. 4 WITH MESSENGER WIRE



PHASING DIAGRAM



SEQUENCE OF OPERATIONS

FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY SIGNAL & LIGHTING PLAN STAGE 2 (VARIOUS SUBSTAGES) ILLINOIS ROUTE 13 AND SINCLAIR DRIVE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367			158				
						CONTRACT NO. 98859		ILLINOIS FED. AID PROJECT		
PLOT SCALE = 30,0000' / IN.	CHECKED - SPH	DATE - 12/9/11	REVISED -			SCALE: 1" = 30'	SHEET NO.	OF SHEETS	STA.	TO STA.

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - PROPOSED LIGHTING

04/06/11

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	24 FT
	Number Of Lanes	2
	Median Width	14 FT
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	45 FT
	Mast Arm Length	NA FT
	Pole Set-Back From Edge Of Pavement	30 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	29000
	IES Vertical Distribution	M
	IES Control Of Distribution	NC
	IES Lateral Distribution	3
	Total Light Loss Factor	0.684
LAYOUT DATA:	Spacing	220 FT
	Configuration	Opposite
	Luminaire Overhang Over Edge Of Pavement Lane	-30 FT

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

PERFORMANCE REQUIREMENTS

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

ILLUMINATION:	Average Horizontal Illumination, (E _{Ave})	0.90 fc
	Uniformity Ratio, (E _{Ave} /E _{Min})	4.0
LUMINANCE:	Average Luminance: (L _{Ave})	0.60 Cd/m ²
	Uniformity Ratios: (L _{Ave} /L _{Min})	3.5
	(L _{Max} /L _{Min})	6.0
	Maximum Veiling Luminance Ratio: (L _v /L _{Ave})	0.4

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ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - UNDERPASS LIGHTING

04/08/11

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	24 FT
	Number Of Lanes	2
	Median Width	NA FT
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	16 FT
	Mast Arm Length	NA FT
	Pole Set-Back From Edge Of Pavement	25 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	16000
	IES Vertical Distribution	M
	IES Control Of Distribution	NC
	IES Lateral Distribution	4
	Total Light Loss Factor	0.684
LAYOUT DATA:	Spacing	45 FT
	Configuration	Opposite
	Luminaire Overhang Over Edge Of Pavement Lane	-25 FT

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

PERFORMANCE REQUIREMENTS

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

ILLUMINATION:	Average Horizontal Illumination, (E _{Ave})	0.90 fc
	Uniformity Ratio, (E _{Ave} /E _{Min})	4.0
LUMINANCE:	Average Luminance: (L _{Ave})	0.60 Cd/m ²
	Uniformity Ratios: (L _{Ave} /L _{Min})	3.5
	(L _{Max} /L _{Min})	6.0
	Maximum Veiling Luminance Ratio: (L _v /L _{Ave})	0.4

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GENERAL LIGHTING NOTES:

- EXISTING LIGHT POLES, LUMINAIRES AND FOUNDATIONS TO BE REMOVED, AND ALL ASSOCIATED HARDWARE AND APPURTENANCES, SHALL NOT BE SALVAGED BUT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
- CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE "UNDERGROUND CONDUIT" PAY ITEM.
- NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT APPROVAL OF THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- BREAKAWAY DEVICES SHALL NOT BE INSTALLED FOR POLES LOCATED BEHIND RETAINING WALL OR MOUNTED ON BRIDGE PARAPET WALLS.

BILL OF MATERIAL

PAY ITEM	DESCRIPTION	UNIT	QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	3
81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	450
81028370	UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	80
81100605	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	60
81300560	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 18" X 6"	EACH	4
81603000	UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1,034
81603010	UNIT DUCT, 600V, 2-1C NO. 10, 1/C NO. 10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1,200
	UNIT DUCT, 600V, 4-1C NO. 10, 1/C NO. 10 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	550
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	4,521
82103900	LUMINAIRE, SODIUM VAPOR, MULTI MOUNT, 250 WATT	EACH	29
82107300	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	8
82500330	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240 VOLT, 60 AMP	EACH	3
83062730	LIGHT POLE, WEATHERING STEEL, 45 FT. M.H., TENON MOUNT	EACH	18
83062735	LIGHT POLE, WEATHERING STEEL, 45 FT. M.H., TENON MOUNT-TWIN	EACH	1
83600357	LIGHT POLE FOUNDATION METAL, 15" BOLT CIRCLE, 8" X 8"	EACH	19
83800650	BREAKAWAY DEVICE, COUPLING, WITH STAINLESS STEEL SCREEN	EACH	68
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	4
84200804	REMOVAL OF POLE FOUNDATION	EACH	4
X8410102	TEMPORARY LIGHTING SYSTEM	L SUM	1
	LUMINAIRE, METAL HALIDE, SURFACE MOUNT, ACCENT TO WATT	EACH	8

FILE NAME =	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -
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PLOT DATE = 1/26/2012		DATE - 12/9/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

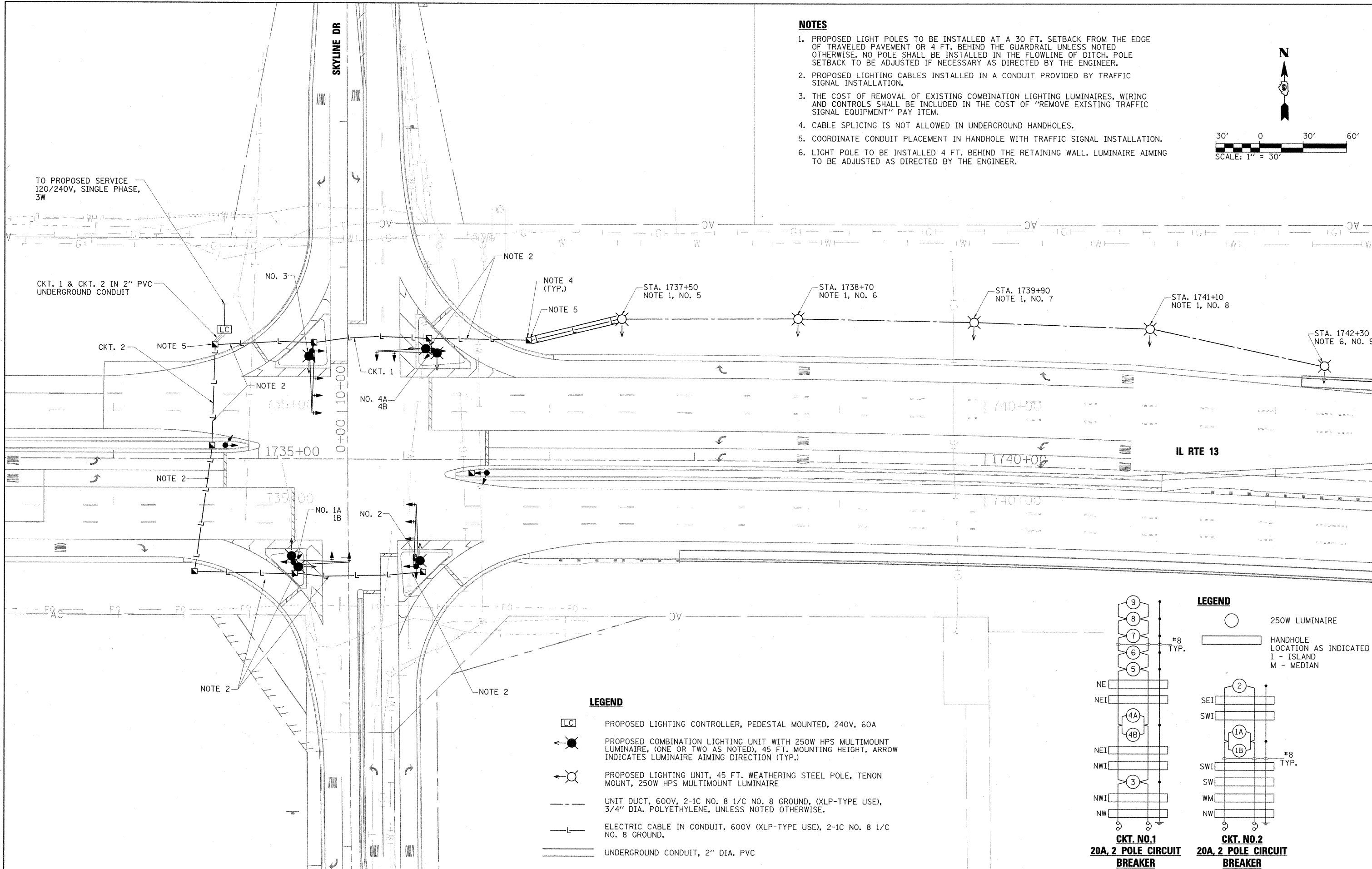
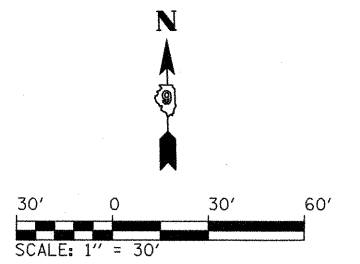
GENERAL LIGHTING NOTES & BILL OF MATERIAL
SKYLINE DR. - MARATHON DR. - SINCLAIR DR. - IL RT 13 INTERSECTIONS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	159
CONTRACT NO. 98859			ILLINOIS FED. AID PROJECT	

NOTES

1. PROPOSED LIGHT POLES TO BE INSTALLED AT A 30 FT. SETBACK FROM THE EDGE OF TRAVELED PAVEMENT OR 4 FT. BEHIND THE GUARDRAIL UNLESS NOTED OTHERWISE. NO POLE SHALL BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.
2. PROPOSED LIGHTING CABLES INSTALLED IN A CONDUIT PROVIDED BY TRAFFIC SIGNAL INSTALLATION.
3. THE COST OF REMOVAL OF EXISTING COMBINATION LIGHTING LUMINAIRES, WIRING AND CONTROLS SHALL BE INCLUDED IN THE COST OF "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT" PAY ITEM.
4. CABLE SPLICING IS NOT ALLOWED IN UNDERGROUND HANDHOLES.
5. COORDINATE CONDUIT PLACEMENT IN HANDHOLE WITH TRAFFIC SIGNAL INSTALLATION.
6. LIGHT POLE TO BE INSTALLED 4 FT. BEHIND THE RETAINING WALL. LUMINAIRE AIMING TO BE ADJUSTED AS DIRECTED BY THE ENGINEER.

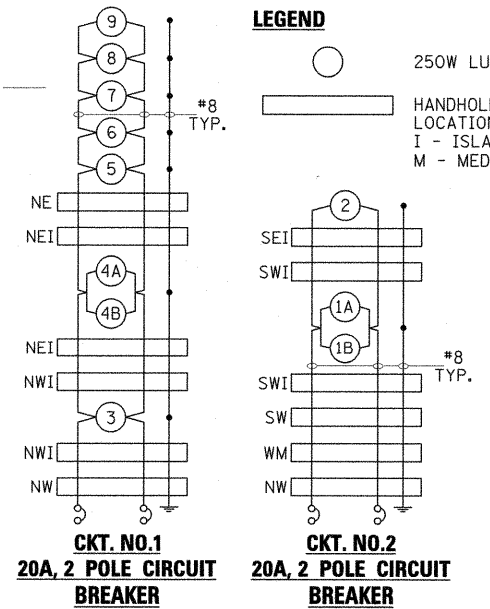


LEGEND

- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A
- PROPOSED COMBINATION LIGHTING UNIT WITH 250W HPS MULTIMOUNT LUMINAIRE, (ONE OR TWO AS NOTED), 45 FT. MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION (TYP.)
- PROPOSED LIGHTING UNIT, 45 FT. WEATHERING STEEL POLE, TENON MOUNT, 250W HPS MULTIMOUNT LUMINAIRE
- UNIT DUCT, 600V, 2-1C NO. 8 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE, UNLESS NOTED OTHERWISE.
- ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE), 2-1C NO. 8 1/C NO. 8 GROUND.
- UNDERGROUND CONDUIT, 2" DIA. PVC

LEGEND

- 250W LUMINAIRE
- HANDHOLE LOCATION AS INDICATED
I - ISLAND
M - MEDIAN



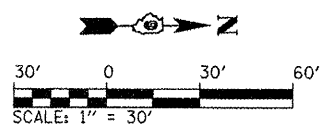
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PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED LIGHTING PLAN
SKYLINE DR. - IL RT 13 INTERSECTION**

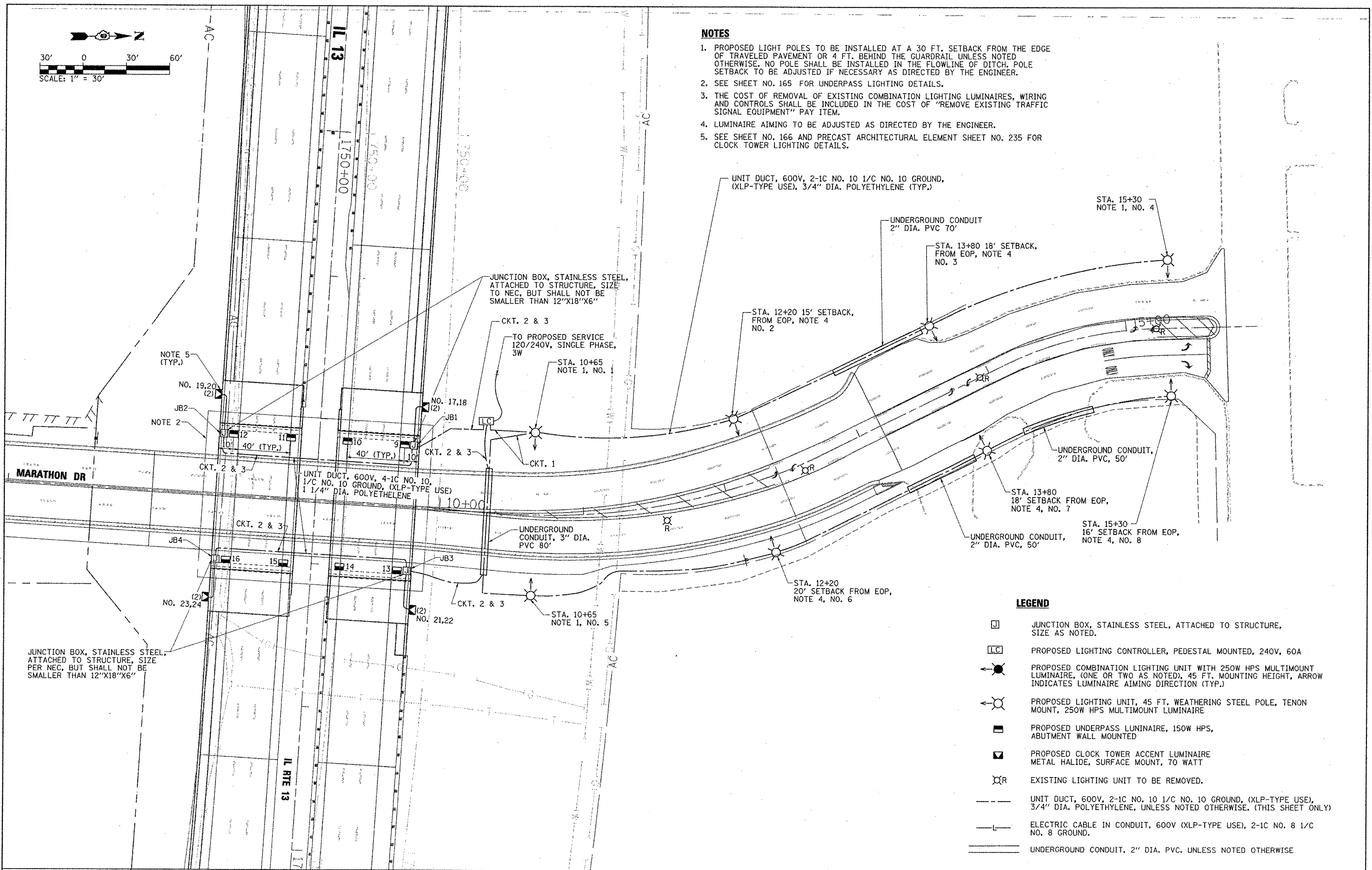
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	160
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				



NOTES

1. PROPOSED LIGHT POLES TO BE INSTALLED AT A 30 FT. SETBACK FROM THE EDGE OF TRAVELED PAVEMENT OR 4 FT. BEHIND THE GUARDRAIL UNLESS NOTED OTHERWISE. NO POLE SHALL BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.
2. SEE SHEET NO. 165 FOR UNDERPASS LIGHTING DETAILS.
3. THE COST OF REMOVAL OF EXISTING COMBINATION LIGHTING LUMINAIRES, WIRING AND CONTROLS SHALL BE INCLUDED IN THE COST OF "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT" PAY ITEM.
4. LUMINAIRE AIMING TO BE ADJUSTED AS DIRECTED BY THE ENGINEER.
5. SEE SHEET NO. 166 AND PRECAST ARCHITECTURAL ELEMENT SHEET NO. 235 FOR CLOCK TOWER LIGHTING DETAILS.



LEGEND

- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, SIZE AS NOTED.
- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A
- PROPOSED COMBINATION LIGHTING UNIT WITH 250W HPS MULTIMOUNT LUMINAIRE, (ONE OR TWO AS NOTED), 45 FT. MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION (TYP.)
- PROPOSED LIGHTING UNIT, 45 FT. WEATHERING STEEL POLE, TENON MOUNT, 250W HPS MULTIMOUNT LUMINAIRE
- PROPOSED UNDERPASS LUMINAIRE, 150W HPS, ABUTMENT WALL MOUNTED
- PROPOSED CLOCK TOWER ACCENT LUMINAIRE METAL HALIDE, SURFACE MOUNT, 70 WATT
- EXISTING LIGHTING UNIT TO BE REMOVED.
- UNIT DUCT, 600V, 2-1C NO. 10 1/C NO. 10 GROUND, (XLP-TYPE USE), 3/4\"/>

FILE NAME = I:\dot\0985603\draw\cadd\sheet\0998859\shht-Light002-Rt13.dgn	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -
PLOT SCALE = 30.0000 / IN.		DRAWN - GLD (ICMT)	REVISED -
PLOT DATE = 1/26/2012		CHECKED -	REVISED -
		DATE - 12/9/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

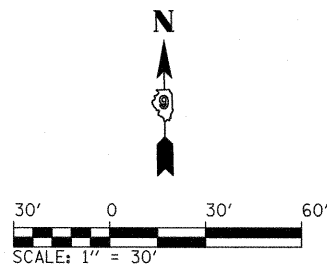
**PROPOSED LIGHTING PLAN
MARATHON DR. - IL RT 13 INTERSECTION**

SCALE: 1" = 30' SHEET NO. OF SHEETS STA. TO STA.

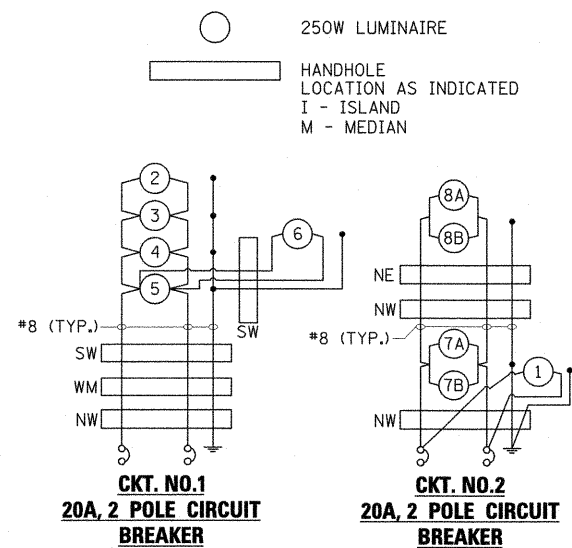
F.A. RTE. 331	SECTION (IX-1) VB-1, B-1, N-4, R-3	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 161
CONTRACT NO. 98859			ILLINOIS FED. AID PROJECT	

NOTES

1. PROPOSED LIGHT POLES TO BE INSTALLED AT A 30 FT. SETBACK FROM THE EDGE OF TRAVELED PAVEMENT OR 4 FT. BEHIND THE GUARDRAIL UNLESS NOTED OTHERWISE. NO POLE SHALL BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE ADJUSTED IF NECESSARY AS DIRECTED BY THE ENGINEER.
2. PROPOSED LIGHTING CABLES INSTALLED IN A CONDUIT PROVIDED BY TRAFFIC SIGNAL INSTALLATION.
3. THE COST OF REMOVAL OF EXISTING COMBINATION LIGHTING LUMINAIRES, WIRING AND CONTROLS SHALL BE INCLUDED IN THE COST OF "REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT" PAY ITEM.
4. CABLE SPLICING IS NOT ALLOWED IN UNDERGROUND HANDHOLES.
5. COORDINATE CONDUIT PLACEMENT IN HANDHOLE WITH TRAFFIC SIGNAL INSTALLATION.
6. LIGHT POLE TO BE INSTALLED 4 FT. BEHIND THE RETAINING WALL. LUMINAIRE AIMING TO BE ADJUSTED AS DIRECTED BY THE ENGINEER.

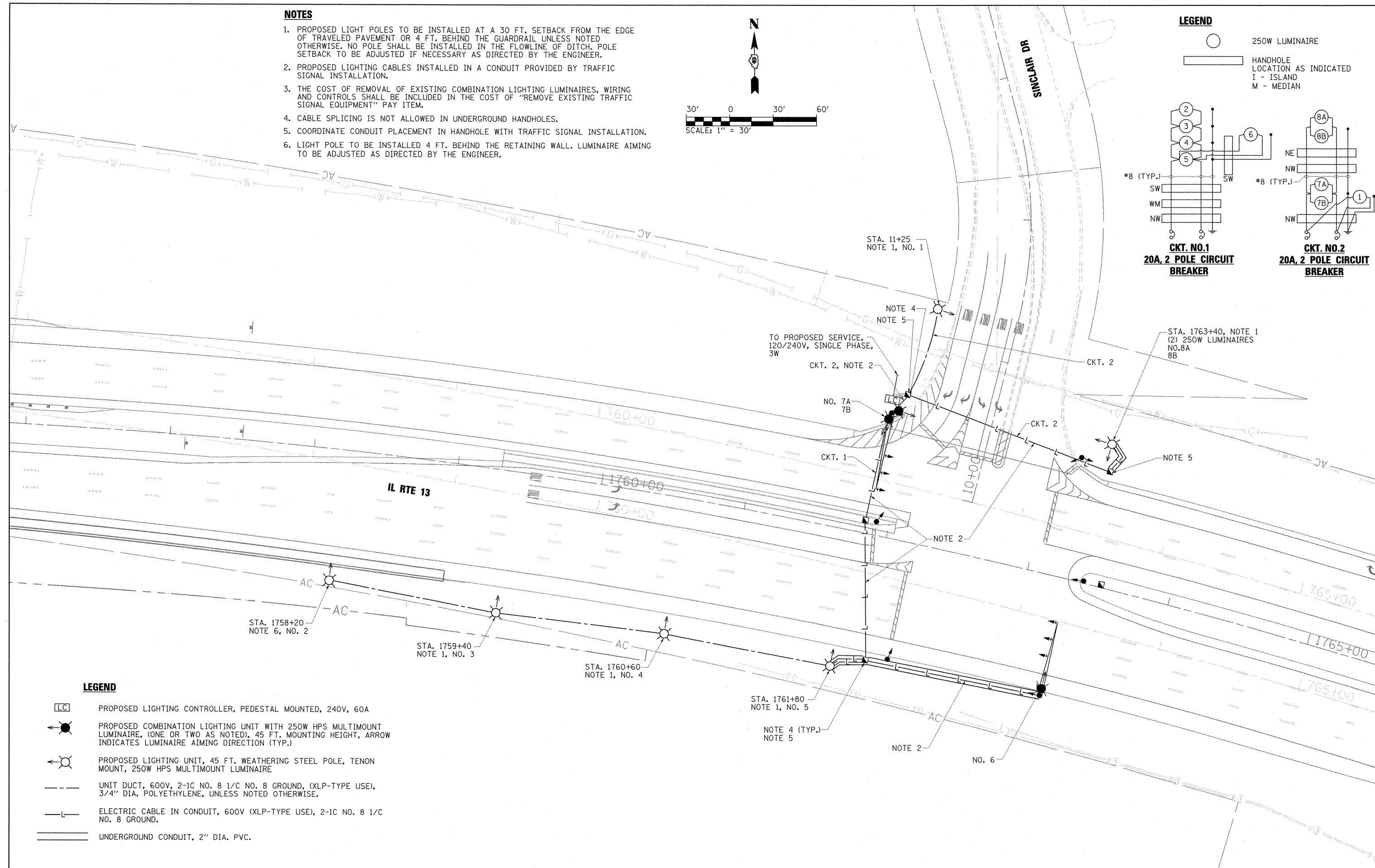


LEGEND

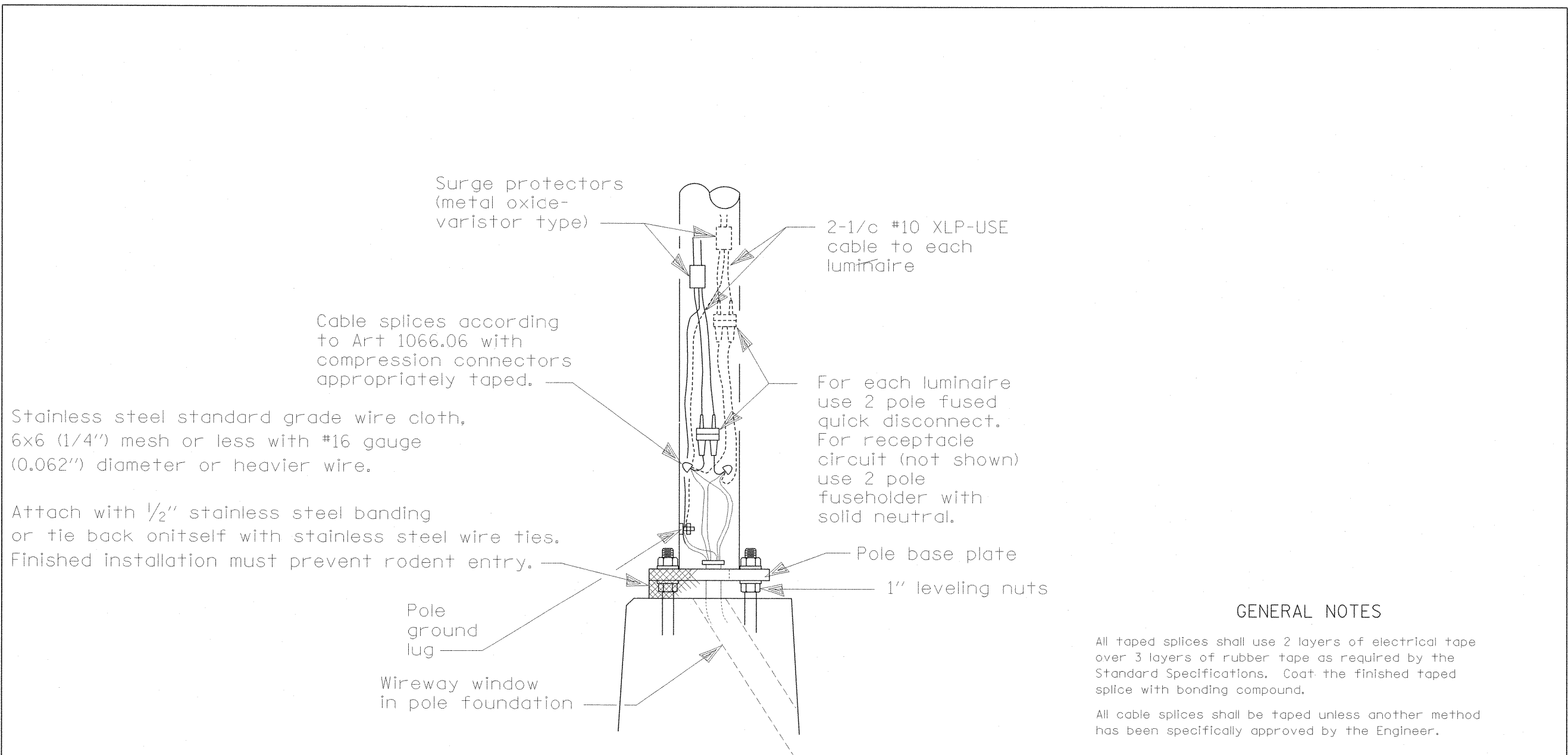


LEGEND

- PROPOSED LIGHTING CONTROLLER, PEDESTAL MOUNTED, 240V, 60A
- PROPOSED COMBINATION LIGHTING UNIT WITH 250W HPS MULTIMOUNT LUMINAIRE, (ONE OR TWO AS NOTED), 45 FT. MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION (TYP.)
- PROPOSED LIGHTING UNIT, 45 FT. WEATHERING STEEL POLE, TENON MOUNT, 250W HPS MULTIMOUNT LUMINAIRE
- UNIT DUCT, 600V, 2-1C NO. 8 1/2 NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE, UNLESS NOTED OTHERWISE.
- ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE), 2-1C NO. 8 1/2 NO. 8 GROUND.
- UNDERGROUND CONDUIT, 2" DIA. PVC.



FILE NAME =	USER NAME = OpenH&B Springfield	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED LIGHTING PLAN SINCLAIR DR. - IL RT 13 INTERSECTION	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
I:\dot\0906603\draw\cadd\sheet\099885	sh-t-light\003-Rte13.dgn	DRAWN - GLD (CMT)	REVISED -			331	(1X-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	162	
	PLOT SCALE = 30.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 98859					
	PLOT DATE = 12/14/2011	DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					



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

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

Pole
ground
lug
Wireway window
in pole foundation

Surge protectors
(metal oxide-
varistor type)

2-1/2" #10 XLP-USE
cable to each
luminaire

For each luminaire
use 2 pole fused
quick disconnect.
For receptacle
circuit (not shown)
use 2 pole
fuseholder with
solid neutral.

Pole base plate
1" leveling nuts

WIRING DETAIL

NO SCALE

GENERAL NOTES

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

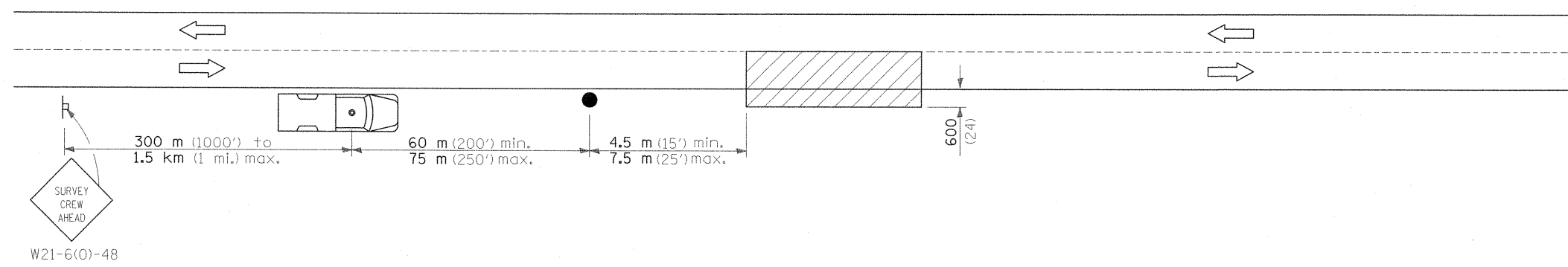
All cable splices shall be taped unless another method has been specifically approved by the Engineer.

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



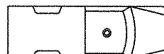

All dimensions are in millimeters (Inches) unless otherwise shown.

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

LGTO08A.DGN



SYMBOLS

-  Work area
-  Sign on portable or permanent support
-  Truck with flashing amber light and dual emergency flashers
-  Flagger with traffic control sign

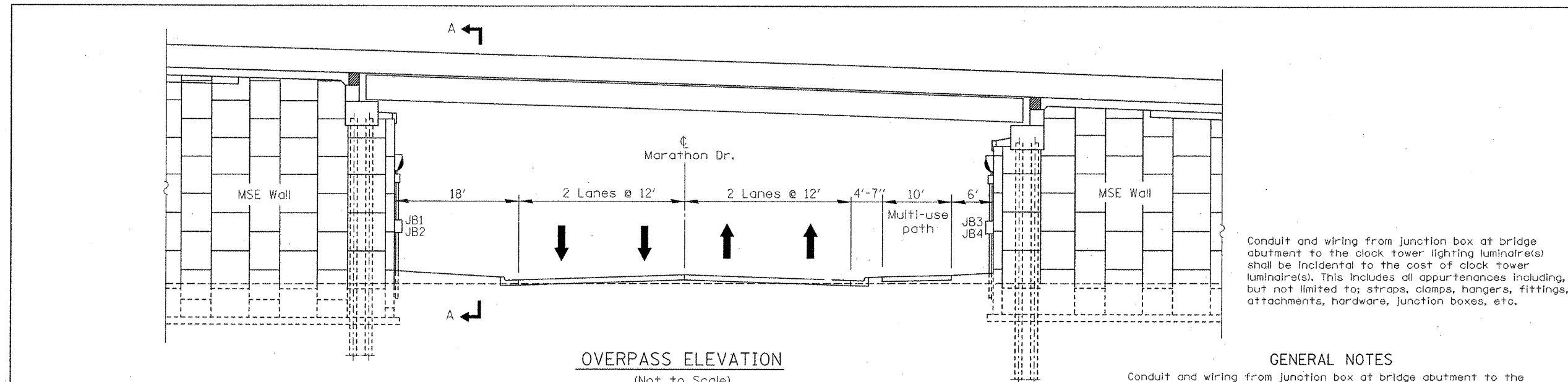
TYPICAL APPLICATIONS
Utility operations

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

DATE	REVISIONS

DETAIL FOR NIGHTTIME LIGHTING INSPECTION

LGT017.M32



Conduit and wiring from junction box at bridge abutment to the clock tower lighting luminaire(s) shall be incidental to the cost of clock tower luminaire(s). This includes all appurtenances including, but not limited to; straps, clamps, hangers, fittings, attachments, hardware, junction boxes, etc.

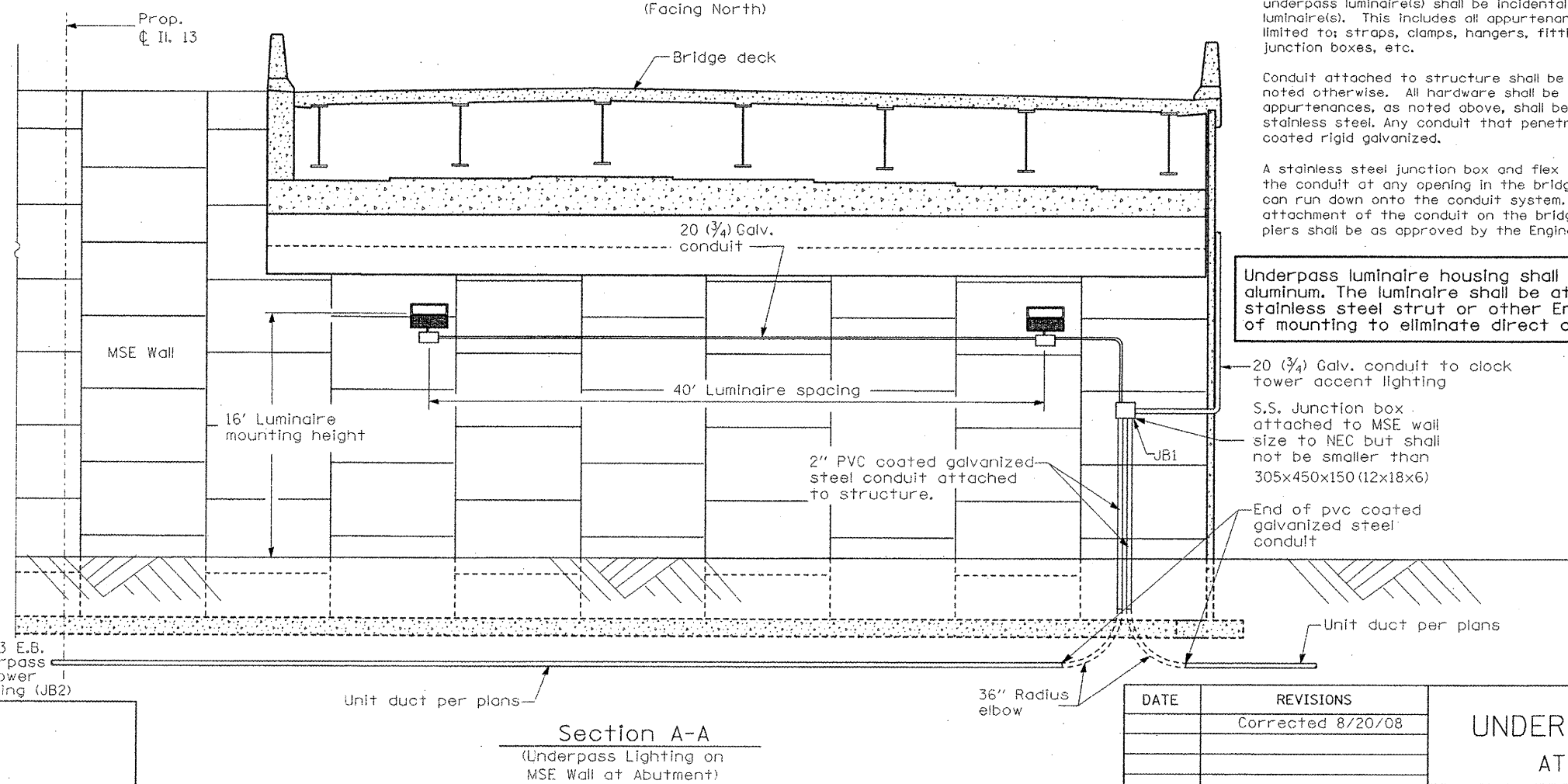
GENERAL NOTES

Conduit and wiring from junction box at bridge abutment to the underpass luminaire(s) shall be incidental to the cost of the underpass luminaire(s). This includes all appurtenances including, but not limited to; straps, clamps, hangers, fittings, attachments, hardware, junction boxes, etc.

Conduit attached to structure shall be rigid galvanized conduit unless noted otherwise. All hardware shall be stainless steel and all conduit appurtenances, as noted above, shall be hot dip galvanized or stainless steel. Any conduit that penetrates the ground shall be PVC coated rigid galvanized.

A stainless steel junction box and flex conduit shall be installed in the conduit at any opening in the bridge deck where road salt can run down onto the conduit system. Routing and method of attachment of the conduit on the bridge structure and across piers shall be as approved by the Engineer.

Underpass luminaire housing shall be heavy duty die cast aluminum. The luminaire shall be attached to the wall using stainless steel strut or other Engineer approved means of mounting to eliminate direct contact with concrete.



20 (3/4) Galv. conduit to clock tower accent lighting

S.S. Junction box attached to MSE wall size to NEC but shall not be smaller than 305x450x150 (12x18x6)

End of pvc coated galvanized steel conduit

Unit duct per plans

36" Radius elbow

Unit duct per plans

Section A-A
(Underpass Lighting on MSE Wall at Abutment)

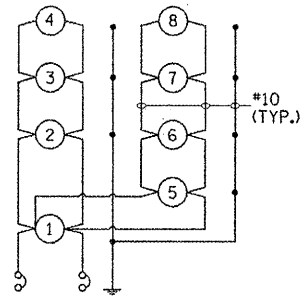
DATE	REVISIONS
	Corrected 8/20/08

**UNDERPASS LIGHTING
AT ABUTMENTS
DRAFT**

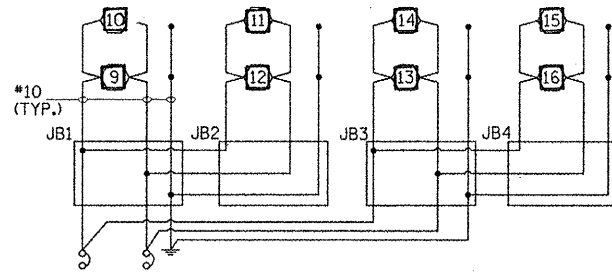
LGT019C.DGN

LEGEND

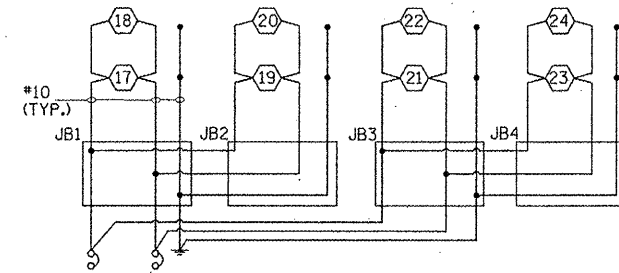
- 150W LUMINAIRE
- 250W LUMINAIRE
- ⬡ 70W LUMINAIRE



CKT. NO. 1
20A, 2 POLE CIRCUIT
BREAKER

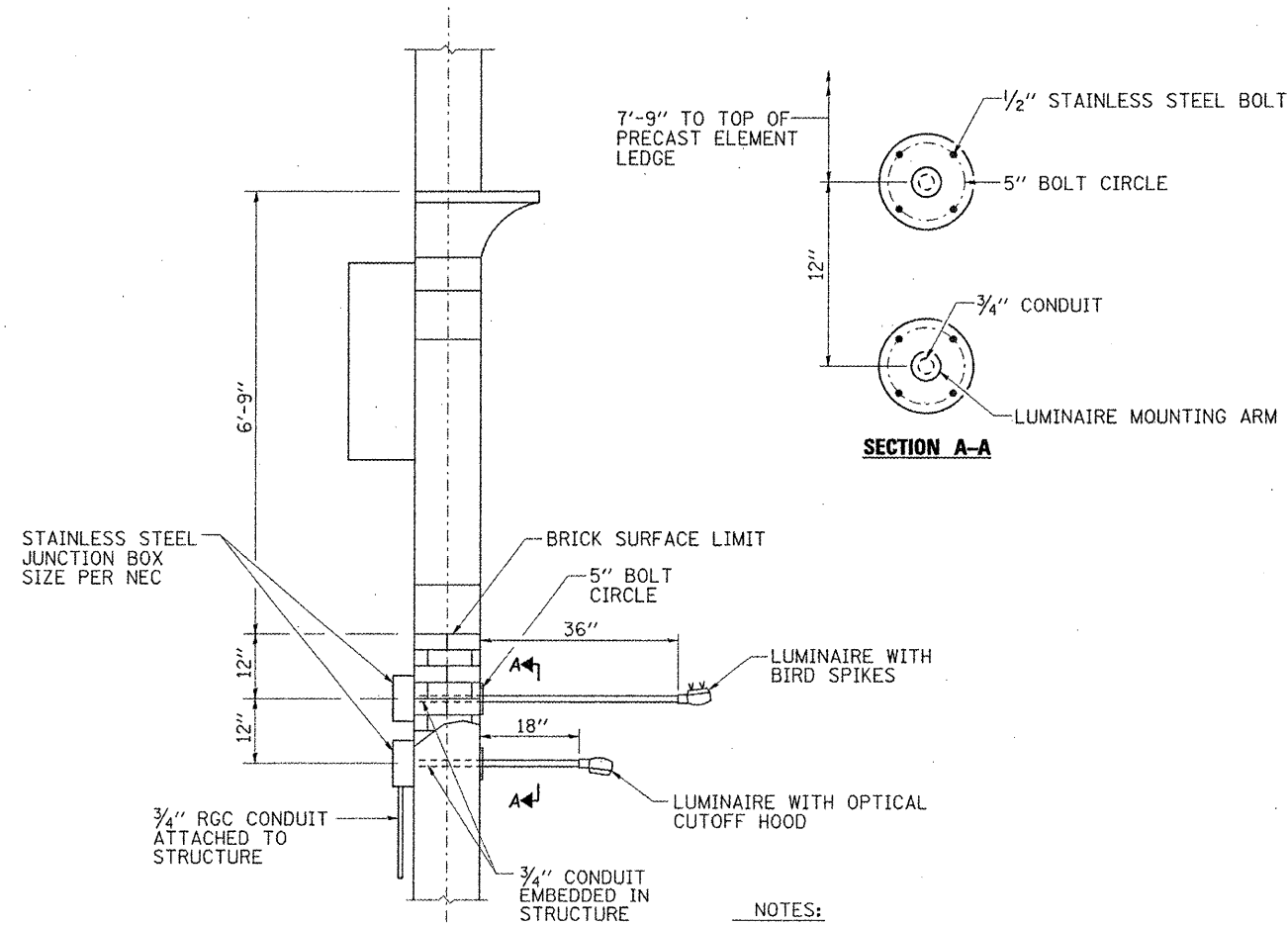


CKT. NO. 2
20A, 2 POLE CIRCUIT
BREAKER



CKT. NO. 3
20A, 2 POLE CIRCUIT
BREAKER

NOTE:
SMALLER JB's NOT SHOWN.



CLOCK TOWER ACCENT LIGHTING DETAIL
N.T.S.

NOTES:

1. ALL EXPOSED FASTENERS, BOLTS, CLAMPS, JUNCTION BOXES AND MOUNTING HARDWARE SHALL BE STAINLESS STEEL.
2. ANY PROPOSED LIGHTING HOLES REQUIRED FOR MOUNTING OR CONDUIT SHALL BE CAST INTO CONCRETE, NO DRILLING WILL BE ALLOWED.
3. ELECTRICALLY BOND ALL JUNCTION BOXES PER NEC.

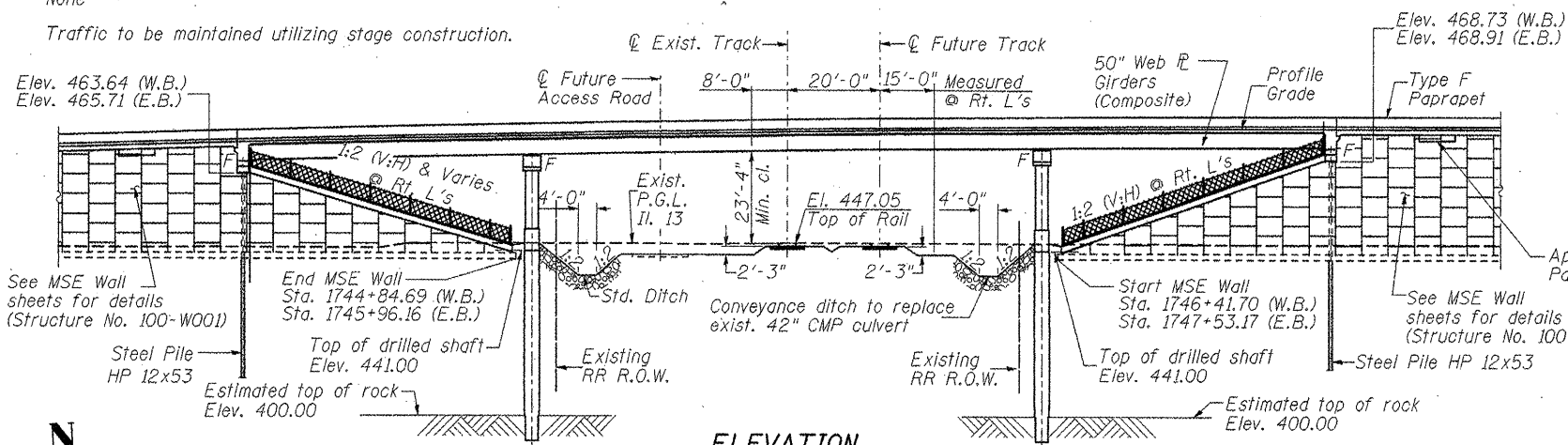
FILE NAME =	USER NAME = Gary Davis	DESIGNED - IDOT CENTRAL OFFICE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED LIGHTING DETAILS MARATHON DR. - IL RT 13 INTERSECTION	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1:\dot\0986603\draw\cadd\sheet\099885	Light009-Rte13.dgn	DRAWN - GLD (CMT)	REVISED -			331	(IX-1) VB-1, B-1, N-4, R-3	WILLIAMSON	367	166	
PLOT SCALE = 30.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 98859					
PLOT DATE = 1/26/2012		DATE - 12/9/11	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1" = 30'	SHEET NO. OF SHEETS		STA.	TO STA.		

Benchmark #18: Sta. 1735+10.91 +/-, 72.25 +/- right (IL Route 13).
 Cut square on the East corner of a traffic signal handhole rim, on the island in the SW quad of Rte. 13 and Skyline Drive, 37' right of the centerline of Rte. 13 EBL @ Sta. 735+13
 Elev. 439.099

Benchmark #19: Sta. 1763+29.58 +/-, 53.73 +/- right (IL Route 13).
 Cut square in the concrete FDN of a combination mast arm assembly SE quad of IL Rte 13 EBL and Sinclair Dr. 20' South of the centerline of Rte. 13 EBL.
 Elev. 448.329

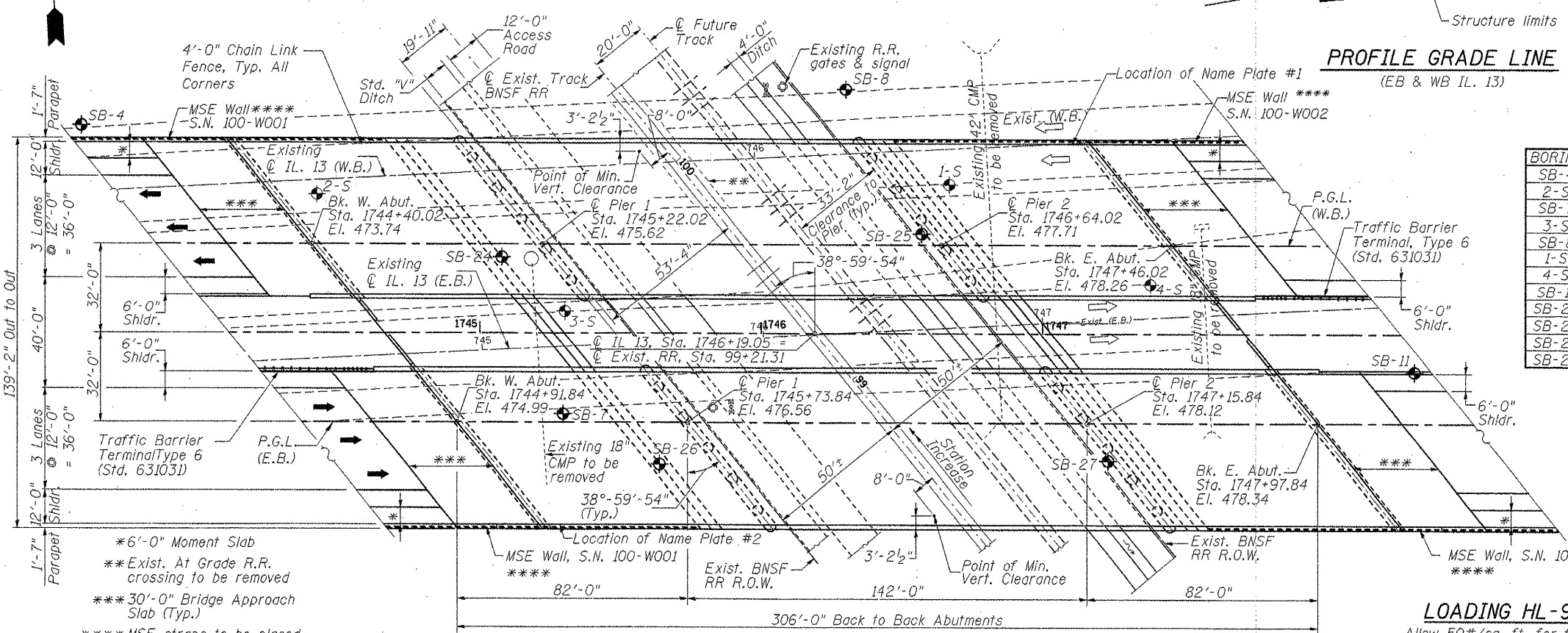
Existing Structure:
 None

Traffic to be maintained utilizing stage construction.



ELEVATION
 (Looking North)

Note: No freefall drains will be permitted in the span over the tracks or within 10'-0" cross arms of a railroad pole line.



DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications with 2010 Interim Revisions
 2009 AASHTO Guide Specifications for LRFD Seismic Bridge Design with 2010 Interim Revisions

PLAN

DESIGN STRESSES

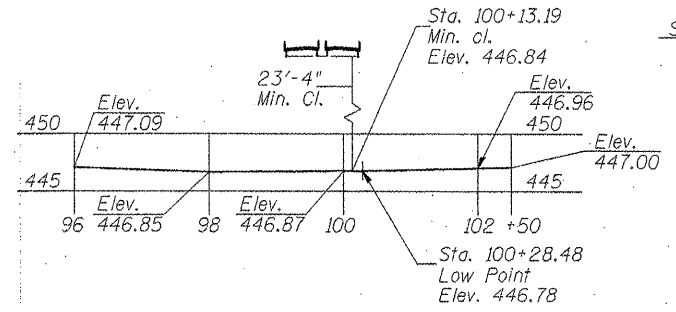
FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)
 $f_y = 36,000$ psi (M270 Grade 36)

LOADING HL-93

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

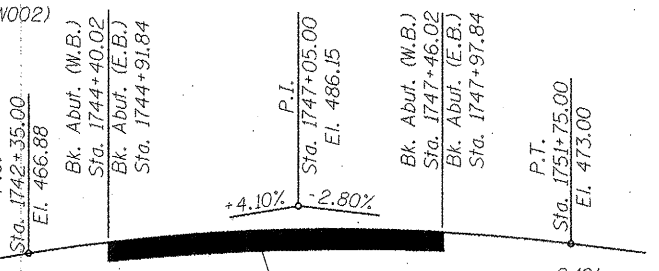
SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{d1}) = 0.275 g
 Design Spectral Acceleration at 0.2 sec. (S_{d5}) = 0.754g
 Soil Site Class = C



EXISTING PROFILE GRADE - BNSF RR

(Looking West)
 The BNSF mile marker at Marion is 178.9.

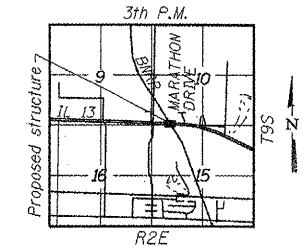


PROFILE GRADE LINE

(EB & WB IL. 13)

BORINGS

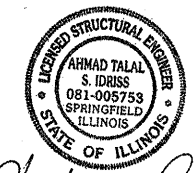
BORING	LOCATION
SB-4	1743+57, 74' Lt.
2-S	1744+49, 42' Lt.
SB-7	1745+30, 29' Rt.
3-S	1745+30, 8' Lt.
SB-8	1746+30, 88' Lt.
1-S	1746+67, 53' Lt.
4-S	1747+41, 19' Lt.
SB-11	1748+33, 13' Rt.
SB-24	1745+08, 27' Lt.
SB-25	1746+57, 36' Lt.
SB-26	1745+64, 47' Rt.
SB-27	1747+23, 46' Rt.



LOCATION SKETCH

APPROVED
 For Structural Adequacy Only

Scott P. Pappas (PE)
 Engineer of Bridges & Structures



Ahmad T. Idriss
 Ahmad T. Idriss, P.E., S.E.
 Illinois Licensed Structural Engineer
 License Number: 081-005753
 Expiration Date: November 30, 2012



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 12/7/2011	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

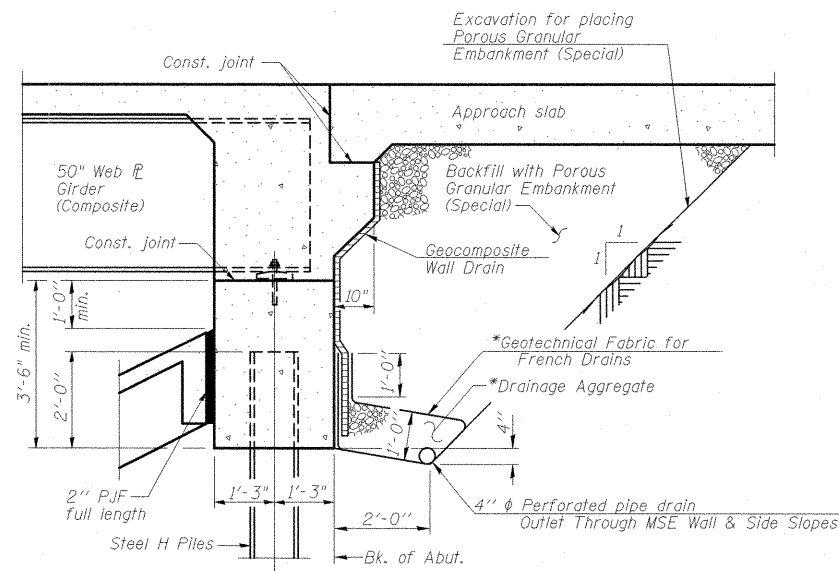
GENERAL PLAN AND ELEVATION
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1)VB-1	WILLIAMSON	367	167
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

SHEET NO. S-1 OF S-41 SHEETS

GENERAL NOTES

- Fasteners shall be AASHTO M164 Type I, mechanically galvanized bolts. Bolts $\frac{3}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of AASHTO M 270 Grade 50 Structural Steel = 1,011,340 lb. Calculated weight of AASHTO M 270 Grade 36 Structural Steel = 72,690 lb.
- All structural steel shall be AASHTO M 270 Grade 50 unless noted otherwise.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be reddish brown, Munsell No. 2.5YR 3/4.
- Slip forming of the parapet is not allowed.
- Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



SECTION THRU INTEGRAL ABUTMENT

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

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110). Rodent screens shall be installed at the outfalls, cost shall be included in the cost of Pipe Underdrains for Structures, 4"

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.		192.0	192.0
Porous Granular Embankment, Special	Cu. Yd.		152.4	152.4
Concrete Structures	Cu. Yd.		1,482.3	1,482.3
Concrete Superstructure	Cu. Yd.	1,513.2		1,513.2
Bridge Deck Grooving	Sq. Yd.	4,230		4,230
Protective Coat	Sq. Yd.	5,084		5,084
Furnishing and Erecting Structural Steel	L. Sum	0.8		0.8
Stud Shear Connectors	Each	16,944		16,944
Reinforcement Bars, Epoxy Coated	Pound	411,460	233,320	644,780
Bar Splicers	Each	228		228
Slope Wall, 4-inch	Sq. Yd.		2,559	2,559
Furnishing Steel Piles HP12X53	Foot		2,280	2,280
Driving Piles	Foot		2,280	2,280
Test Pile Steel HP12X53	Each		4	4
Pile Shoes	Each		44	44
Name Plates	Each	2		2
Anchor Bolts, 1"	Each		64	64
Anchor Bolts, 1 1/4"	Each		64	64
Geocomposite Wall Drain	Sq. Yd.		251	251
Chain Link Fence, 4'	Foot		240	240
Drilled Shaft in Soil	Cu. Yd.		596.4	596.4
Drilled Shaft in Rock	Cu. Yd.		58.8	58.8
Pipe Underdrains for Structures, 4"	Foot		312	312
Mechanical Splicers	Each		400	400

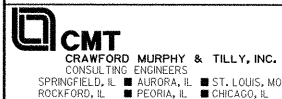
STATION 1745+93.02
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 331 SEC. (IX-DVB-1
LOADING HL93
STR. NO. 100-0093

NAME PLATE #1
See Std. 515001-03

STATION 1746+44.84
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 331 SEC. (IX-DVB-1
LOADING HL93
STR. NO. 100-0094

NAME PLATE #2
See Std. 515001-03

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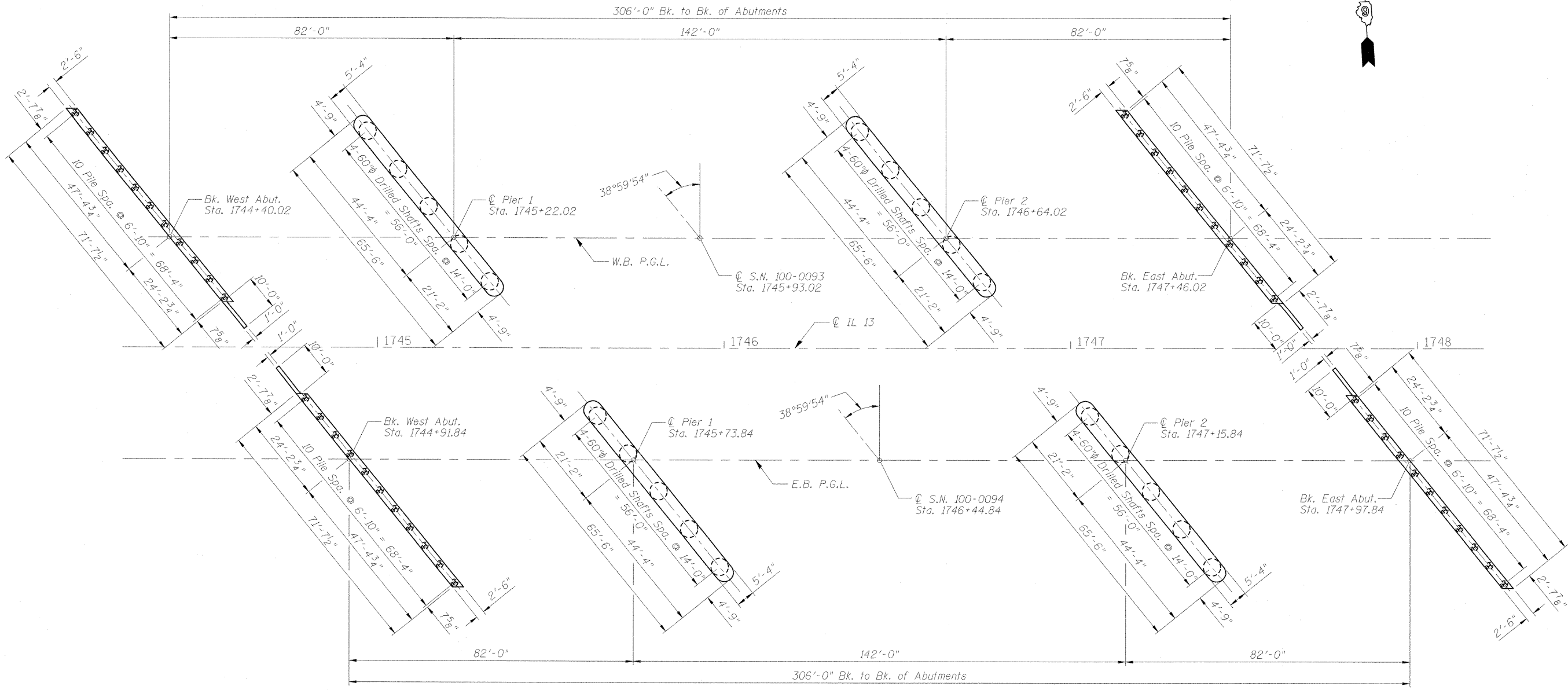
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	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 1/18/2012	CHECKED - ATI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL NOTES AND BILL OF MATERIAL
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)**

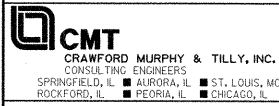
SHEET NO. S-2 OF S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-DVB-1	WILLIAMSON	367	168
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				



FOUNDATION LAYOUT PLAN

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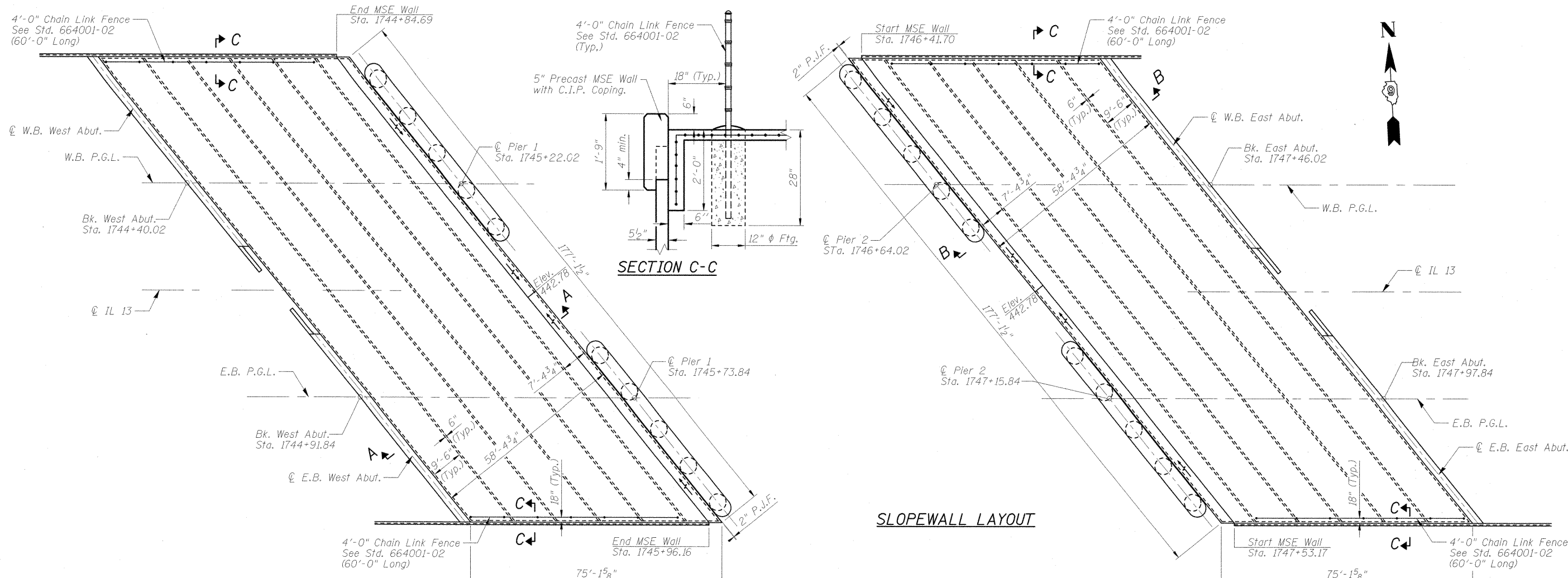
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	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 12/7/2011	CHECKED - ATI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOUNDATION LAYOUT PLAN
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)**

SHEET NO. S-3 OF S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1)VB-1	WILLIAMSON	367	169
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				

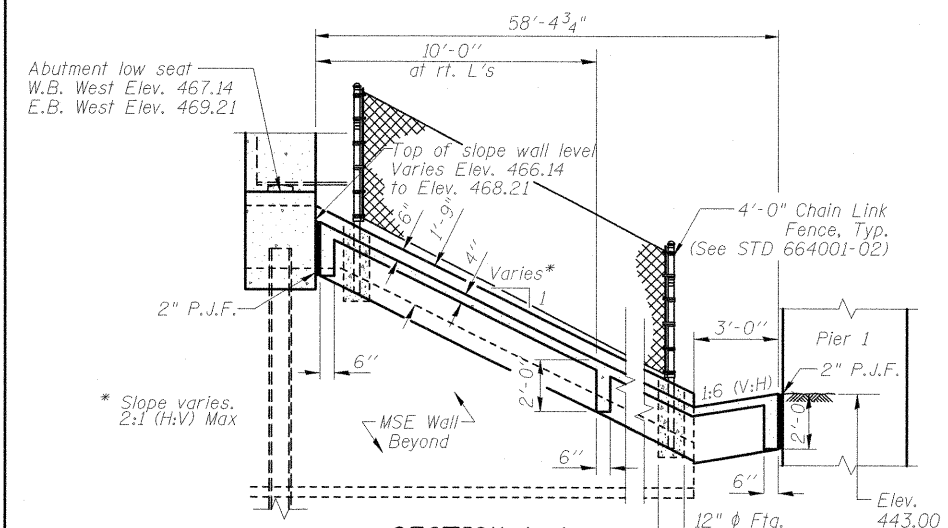
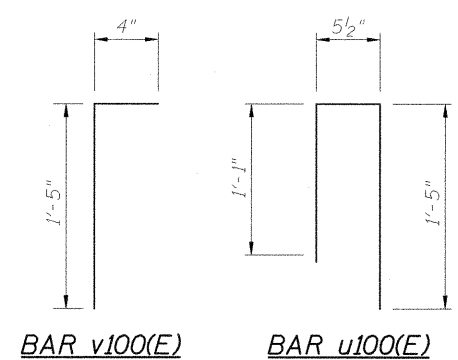


SECTION C-C

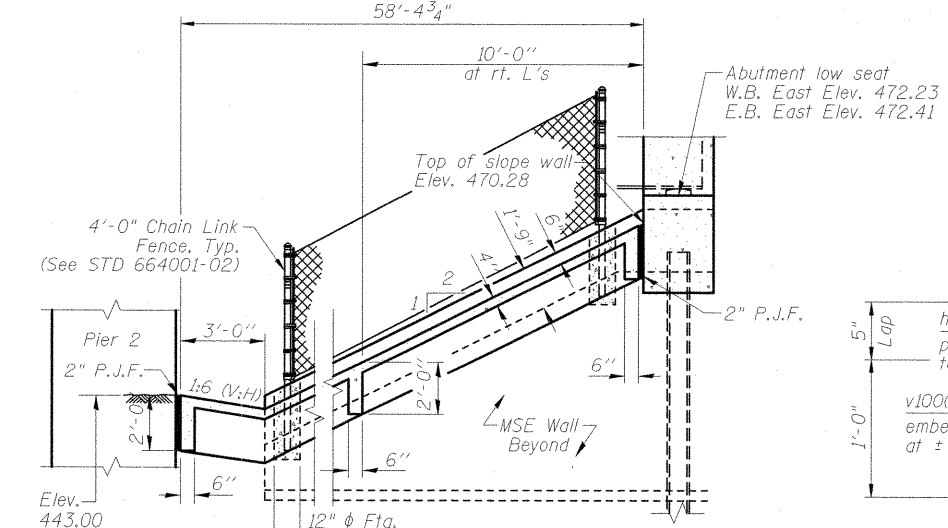
SLOPEWALL LAYOUT

Note:

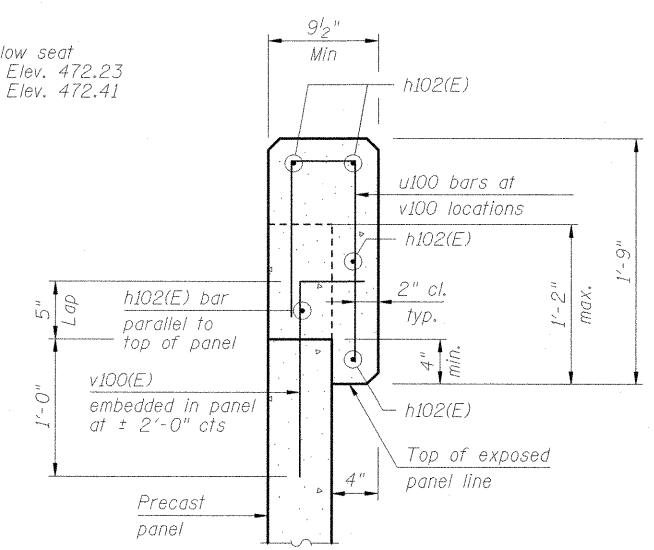
Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.



SECTION A-A



SECTION B-B



C.I.P. COPING DETAIL

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
*** h102(E)	20	#4	18'-1"	—
*** u100(E)	34	#4	2'-11 1/2"	—
*** v100(E)	34	#4	1'-9"	—
Sloped wall, 4-inch			Sq. Yd.	2,559
Chain Link Fence, 4'			Foot	240

***For information purposes only. Cost of C.I.P. Coping and associated items will not be paid for separately, but shall be included for payment in the contract unit price for Mechanically Stabilized Earth Retaining Wall.

FILE NAME = I:\data\0906603\rdm\cadd\sheet\structural\plans\brdg\slpewall.dgn

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

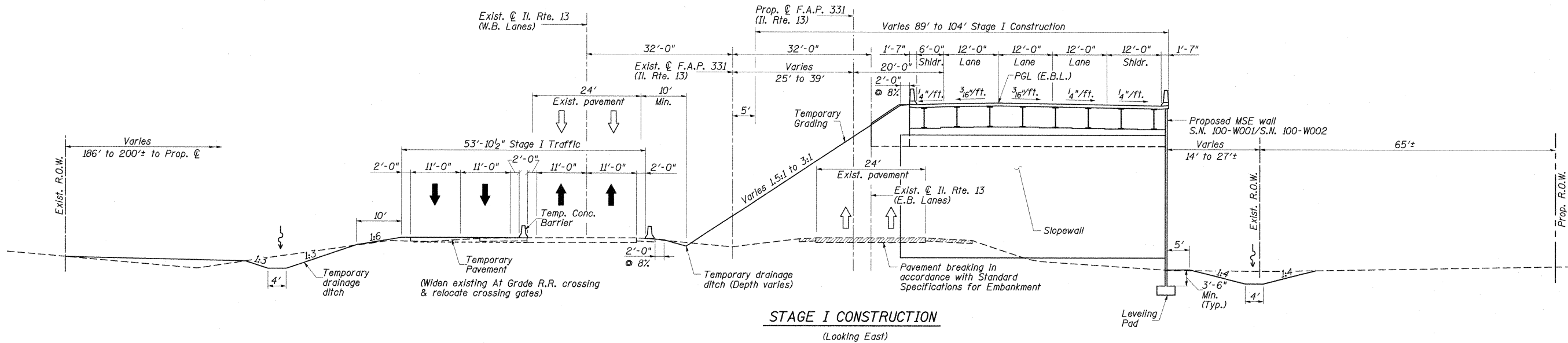
USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 12/7/2011	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

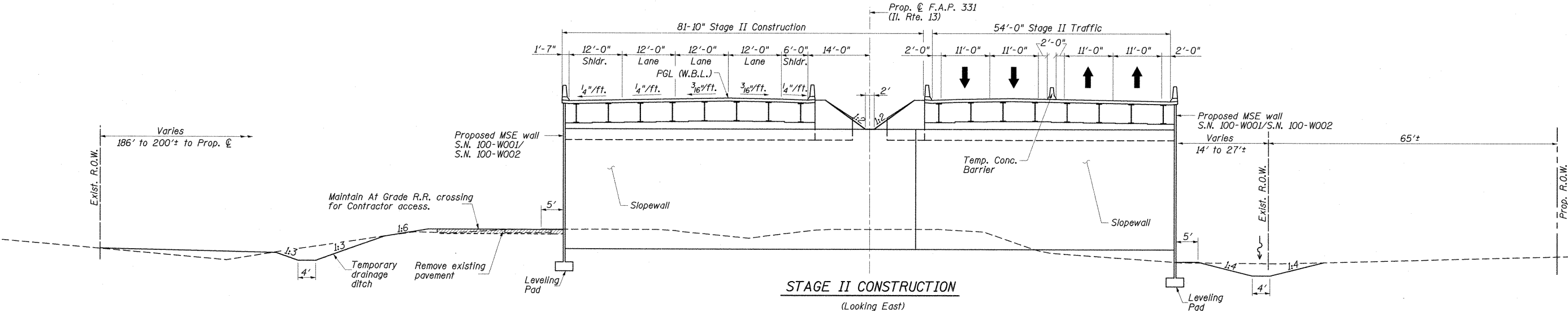
SLOPEWALL DETAILS
 STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

SHEET NO. S-4 OF S-41 SHEETS

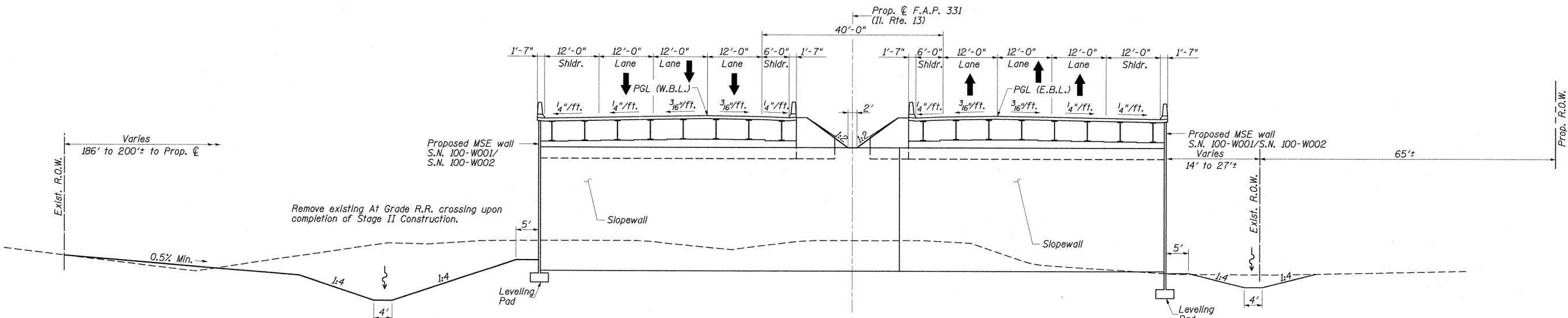
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1)VB-1	WILLIAMSON	367	170
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				



STAGE I CONSTRUCTION
(Looking East)



STAGE II CONSTRUCTION
(Looking East)



FINAL ROADWAY RECONFIGURATION
(Looking East)

Note:
See Roadway Plans for Temporary Concrete Barrier quantity.

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

USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 12/7/2011	CHECKED - ATI	REVISED -

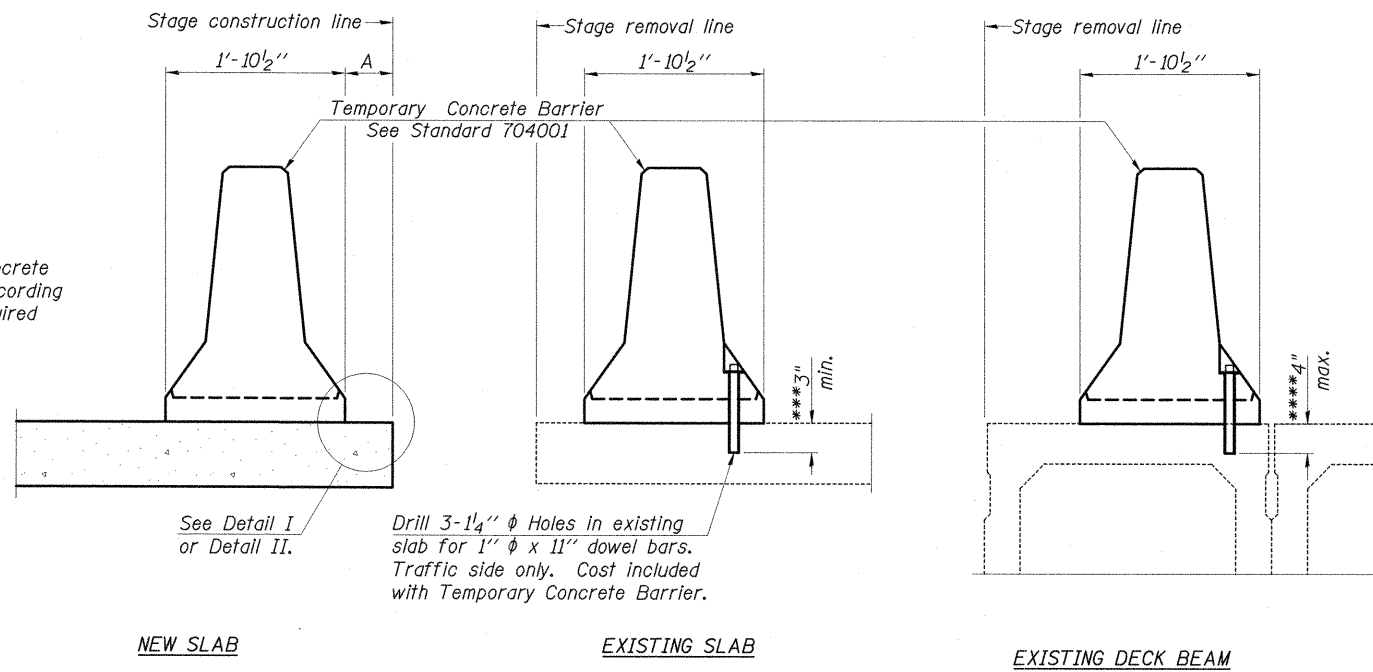
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

F.A.P. RTE. 331	SECTION 11X-11VB-1	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 171
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

SHEET NO. S-5 OF S-41 SHEETS

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

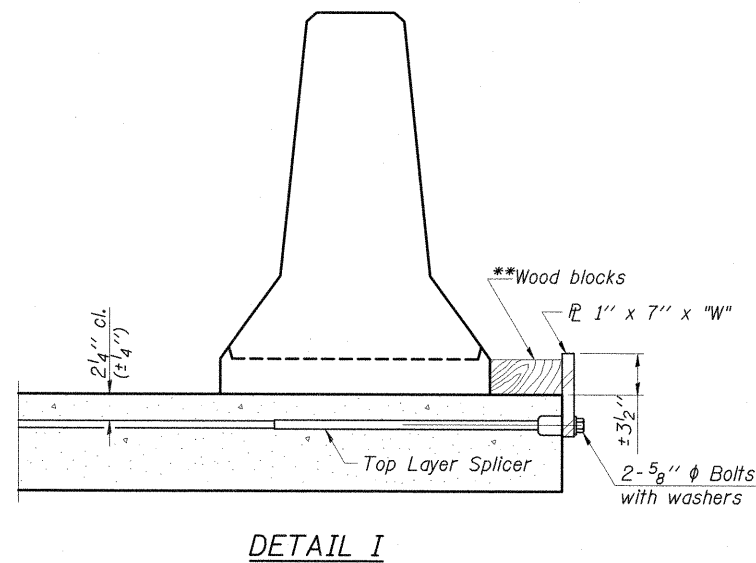
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

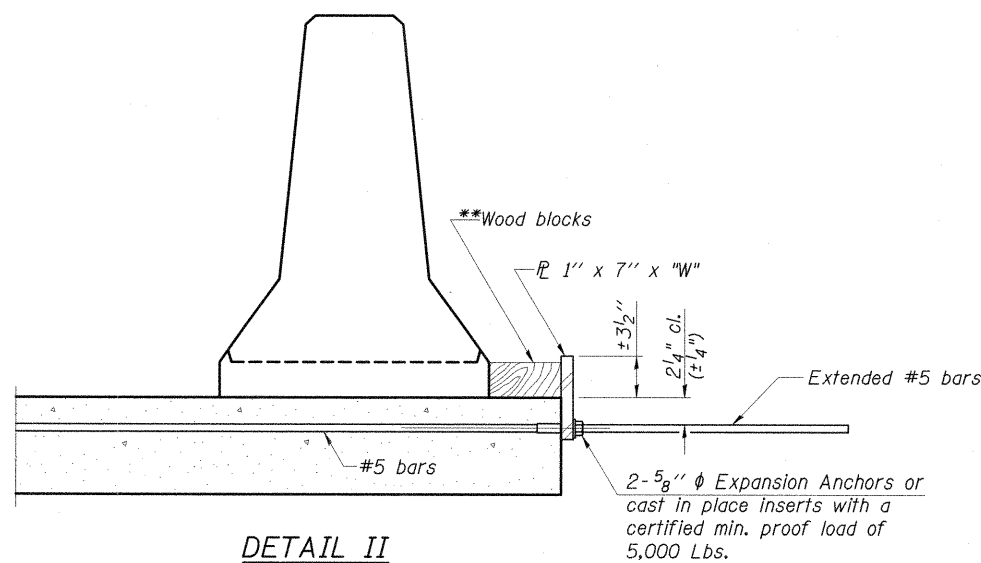
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

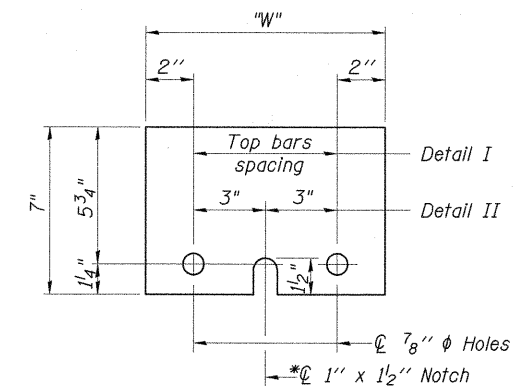
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

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R-27

7-1-10

USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 12/7/2011	CHECKED - ATI	REVISED -

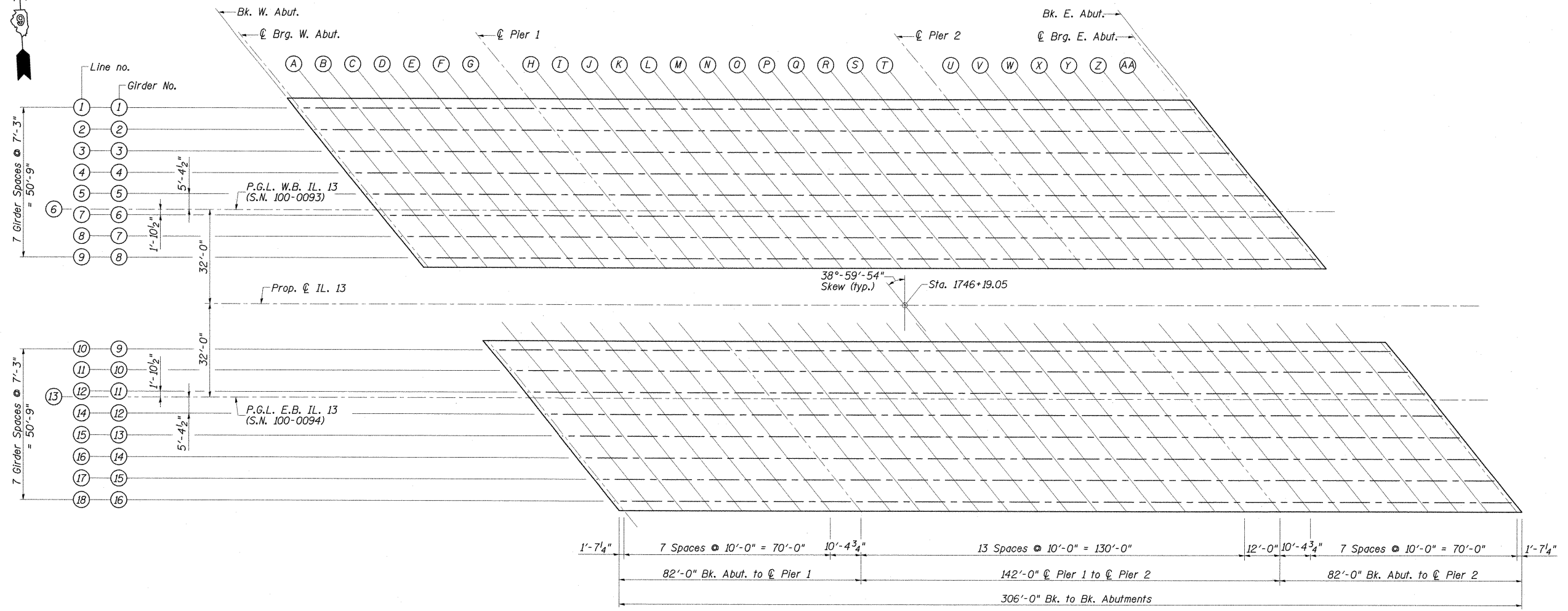
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)**

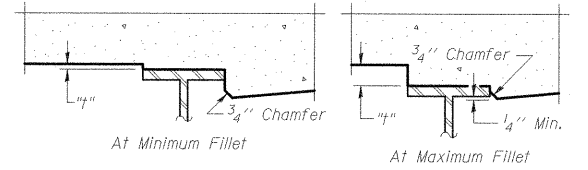
SHEET NO. S-6 OF S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1)VB-1	WILLIAMSON	367	172
				CONTRACT NO. 98859

ILLINOIS FED. AID PROJECT

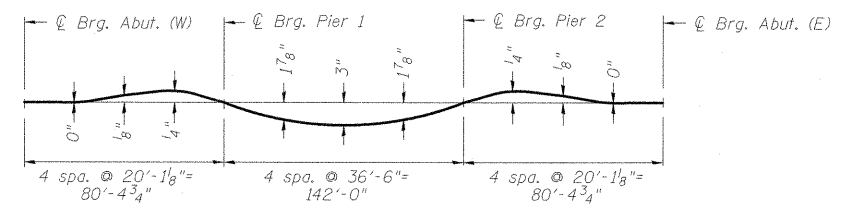


LAYOUT PLAN FOR DECK ELEVATIONS



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

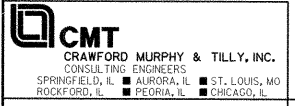
FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on the following sheets.

FILE NAME = I:\v\d\1\9906603\01\aa\Cadd\sheet\structural\plans\brdg\rr\bridge\DECK ELEVATION.LDGN



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 12/7/2011	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS I
 STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

F.A.P. RTE. 331	SECTION (1X-1)VB-1	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 173
CONTRACT NO. 98859				

SHEET NO. S-7 OF S-41 SHEETS

ILLINOIS FED. AID PROJECT

GIRDER 1 - (LINE NO.1)

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+12.19	-34.375	472.339	472.339
CL W. Abut	1744+13.80	-34.375	472.384	472.384
A	1744+23.80	-34.375	472.659	472.662
B	1744+33.80	-34.375	472.927	472.930
C	1744+43.80	-34.375	473.187	473.188
D	1744+53.80	-34.375	473.440	473.435
E	1744+63.80	-34.375	473.686	473.674
F	1744+73.80	-34.375	473.924	473.908
G	1744+83.80	-34.375	474.155	474.142
CL Pier 1	1744+94.19	-34.375	474.387	474.387
H	1745+04.19	-34.375	474.604	474.639
I	1745+14.19	-34.375	474.812	474.891
J	1745+24.19	-34.375	475.014	475.142
K	1745+34.19	-34.375	475.208	475.385
L	1745+44.19	-34.375	475.394	475.610
M	1745+54.19	-34.375	475.574	475.816
N	1745+64.19	-34.375	475.746	476.000
O	1745+74.19	-34.375	475.911	476.155
P	1745+84.19	-34.375	476.068	476.290
Q	1745+94.19	-34.375	476.218	476.405
R	1746+04.19	-34.375	476.361	476.500
S	1746+14.19	-34.375	476.496	476.585
T	1746+24.19	-34.375	476.624	476.666
CL Pier 2	1746+36.19	-34.375	476.768	476.768
U	1746+46.58	-34.375	476.884	476.869
V	1746+56.58	-34.375	476.988	476.971
W	1746+66.58	-34.375	477.085	477.072
X	1746+76.58	-34.375	477.174	477.168
Y	1746+86.58	-34.375	477.257	477.257
Z	1746+96.58	-34.375	477.331	477.335
AA	1747+06.58	-34.375	477.409	477.412
CL E. Abut	1747+16.58	-34.375	477.469	477.469
Bk. E. Abut	1747+18.19	-34.375	477.478	477.478

GIRDER 2 - (LINE NO.2)

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+18.06	-27.125	472.653	472.653
CL W. Abut	1744+19.67	-27.125	472.697	472.697
A	1744+29.67	-27.125	472.968	472.971
B	1744+39.67	-27.125	473.231	473.235
C	1744+49.67	-27.125	473.487	473.488
D	1744+59.67	-27.125	473.736	473.731
E	1744+69.67	-27.125	473.978	473.965
F	1744+79.67	-27.125	474.212	474.195
G	1744+89.67	-27.125	474.438	474.425
CL Pier 1	1745+00.06	-27.125	474.666	474.666
H	1745+10.06	-27.125	474.878	474.913
I	1745+20.06	-27.125	475.082	475.161
J	1745+30.06	-27.125	475.279	475.408
K	1745+40.06	-27.125	475.469	475.647
L	1745+50.06	-27.125	475.652	475.867
M	1745+60.06	-27.125	475.827	476.069
N	1745+70.06	-27.125	475.994	476.249
O	1745+80.06	-27.125	476.155	476.400
P	1745+90.06	-27.125	476.308	476.530
Q	1746+00.06	-27.125	476.454	476.641
R	1746+10.06	-27.125	476.592	476.731
S	1746+20.06	-27.125	476.723	476.812
T	1746+30.06	-27.125	476.847	476.889
CL Pier 2	1746+42.06	-27.125	476.985	476.985
U	1746+52.45	-27.125	477.097	477.082
V	1746+62.45	-27.125	477.197	477.180
W	1746+72.45	-27.125	477.289	477.276
X	1746+82.45	-27.125	477.375	477.368
Y	1746+92.45	-27.125	477.453	477.453
Z	1747+02.45	-27.125	477.523	477.527
AA	1747+12.45	-27.125	477.596	477.600
CL E. Abut	1747+22.45	-27.125	477.652	477.652
Bk. E. Abut	1747+24.06	-27.125	477.660	477.660

GIRDER 3 - (LINE NO.3)

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+23.93	-19.875	472.964	472.964
CL W. Abut	1744+25.54	-19.875	473.008	473.008
A	1744+35.54	-19.875	473.274	473.278
B	1744+45.54	-19.875	473.534	473.537
C	1744+55.54	-19.875	473.785	473.786
D	1744+65.54	-19.875	474.030	474.025
E	1744+75.54	-19.875	474.267	474.255
F	1744+85.54	-19.875	474.497	474.480
G	1744+95.54	-19.875	474.719	474.706
CL Pier 1	1745+05.93	-19.875	474.942	474.942
H	1745+15.93	-19.875	475.150	475.185
I	1745+25.93	-19.875	475.350	475.429
J	1745+35.93	-19.875	475.543	475.672
K	1745+45.93	-19.875	475.728	475.906
L	1745+55.93	-19.875	475.906	476.122
M	1745+65.93	-19.875	476.077	476.319
N	1745+75.93	-19.875	476.241	476.495
O	1745+85.93	-19.875	476.397	476.641
P	1745+95.93	-19.875	476.545	476.768
Q	1746+05.93	-19.875	476.687	476.874
R	1746+15.93	-19.875	476.821	476.960
S	1746+25.93	-19.875	476.947	477.037
T	1746+35.93	-19.875	477.067	477.109
CL Pier 2	1746+47.93	-19.875	477.200	477.200
U	1746+58.32	-19.875	477.308	477.293
V	1746+68.32	-19.875	477.403	477.386
W	1746+78.32	-19.875	477.491	477.478
X	1746+88.32	-19.875	477.572	477.566
Y	1746+98.32	-19.875	477.646	477.647
Z	1747+08.32	-19.875	477.722	477.726
AA	1747+18.32	-19.875	477.781	477.784
CL E. Abut	1747+28.32	-19.875	477.833	477.833
Bk. E. Abut	1747+29.93	-19.875	477.840	477.840

GIRDER 4 - (LINE NO.4)

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+29.80	-12.625	473.273	473.273
CL W. Abut	1744+31.41	-12.625	473.316	473.316
A	1744+41.41	-12.625	473.579	473.582
B	1744+51.41	-12.625	473.833	473.837
C	1744+61.41	-12.625	474.081	474.082
D	1744+71.41	-12.625	474.321	474.316
E	1744+81.41	-12.625	474.554	474.542
F	1744+91.41	-12.625	474.779	474.763
G	1745+01.41	-12.625	474.997	474.984
CL Pier 1	1745+11.80	-12.625	475.216	475.216
H	1745+21.80	-12.625	475.419	475.454
I	1745+31.80	-12.625	475.615	475.694
J	1745+41.80	-12.625	475.804	475.932
K	1745+51.80	-12.625	475.985	476.162
L	1745+61.80	-12.625	476.159	476.374
M	1745+71.80	-12.625	476.325	476.567
N	1745+81.80	-12.625	476.484	476.739
O	1745+91.80	-12.625	476.636	476.881
P	1746+01.80	-12.625	476.780	477.002
Q	1746+11.80	-12.625	476.917	477.105
R	1746+21.80	-12.625	477.047	477.186
S	1746+31.80	-12.625	477.169	477.259
T	1746+41.80	-12.625	477.285	477.327
CL Pier 2	1746+53.80	-12.625	477.413	477.413
U	1746+64.19	-12.625	477.516	477.501
V	1746+74.19	-12.625	477.607	477.590
W	1746+84.19	-12.625	477.691	477.678
X	1746+94.19	-12.625	477.767	477.761
Y	1747+04.19	-12.625	477.837	477.838
Z	1747+14.19	-12.625	477.909	477.913
AA	1747+24.19	-12.625	477.963	477.967
CL E. Abut	1747+34.19	-12.625	478.010	478.010
Bk. E. Abut	1747+35.80	-12.625	478.017	478.017

GIRDER 5 - (LINE NO.5)

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+35.67	-5.375	473.545	473.545
CL W. Abut	1744+37.28	-5.375	473.588	473.588
A	1744+47.28	-5.375	473.846	473.849
B	1744+57.28	-5.375	474.096	474.100
C	1744+67.28	-5.375	474.339	474.340
D	1744+77.28	-5.375	474.575	474.570
E	1744+87.28	-5.375	474.804	474.791
F	1744+97.28	-5.375	475.025	475.008
G	1745+07.28	-5.375	475.238	475.225
CL Pier 1	1745+17.67	-5.375	475.453	475.453
H	1745+27.67	-5.375	475.652	475.687
I	1745+37.67	-5.375	475.843	475.922
J	1745+47.67	-5.375	476.027	476.156
K	1745+57.67	-5.375	476.204	476.381
L	1745+67.67	-5.375	476.374	476.589
M	1745+77.67	-5.375	476.536	476.778
N	1745+87.67	-5.375	476.691	476.945
O	1745+97.67	-5.375	476.838	477.083
P	1746+07.67	-5.375	476.978	477.200
Q	1746+17.67	-5.375	477.111	477.298
R	1746+27.67	-5.375	477.236	477.376
S	1746+37.67	-5.375	477.354	477.444
T	1746+47.67	-5.375	477.465	477.507
CL Pier 2	1746+59.67	-5.375	477.588	477.588
U	1746+70.06	-5.375	477.687	477.672
V	1746+80.06	-5.375	477.774	477.756
W	1746+90.06	-5.375	477.853	477.840
X	1747+00.06	-5.375	477.926	477.919
Y	1747+10.06	-5.375	478.000	478.001
Z	1747+20.06	-5.375	478.058	478.062
AA	1747+30.06	-5.375	478.108	478.112
CL E. Abut	1747+40.06	-5.375	478.151	478.151
Bk. E. Abut	1747+41.67	-5.375	478.158	478.158

P.G.L. - (LINE NO.6)

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+40.02	0.000	473.743	473.743
CL W. Abut	1744+41.63	0.000	473.785	473.785
A	1744+51.63	0.000	474.039	474.043
B	1744+61.63	0.000	474.287	474.291
C	1744+71.63	0.000	474.527	474.528
D	1744+81.63	0.000	474.759	474.754
E	1744+91.63	0.000	474.985	474.973
F	1745+01.63	0.000	475.203	475.186
G	1745+11.63	0.000	475.413	475.400
CL Pier 1	1745+22.02	0.000	475.624	475.624
H	1745+32.02	0.000	475.820	475.855
I	1745+42.02	0.000	476.008	476.087
J	1745+52.02	0.000	476.189	476.318
K	1745+62.02	0.000	476.363	476.540
L	1745+72.02	0.000	476.529	476.744
M	1745+82.02	0.000	476.688	476.930
N	1745+92.02	0.000	476.840	477.094
O	1746+02.02	0.000	476.984	477.229
P	1746+12.02	0.000	477.121	477.343
Q	1746+22.02	0.000	477.250	477.438
R	1746+32.02	0.000	477.373	477.512
S	1746+42.02	0.000	477.488	477.577
T	1746+52.02	0.000	477.595	477.637
CL Pier 2	1746+64.02	0.000		

GIRDER 6 - (LINE NO.7)

Location	Station	* Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+41.54	1.875	473.753	473.753
CL W. Abut	1744+43.15	1.875	473.795	473.795
A	1744+53.15	1.875	474.048	474.051
B	1744+63.15	1.875	474.294	474.298
C	1744+73.15	1.875	474.533	474.534
D	1744+83.15	1.875	474.765	474.760
E	1744+93.15	1.875	474.989	474.977
F	1745+03.15	1.875	475.206	475.189
G	1745+13.15	1.875	475.415	475.402
CL Pier 1	1745+23.54	1.875	475.625	475.625
H	1745+33.54	1.875	475.820	475.855
I	1745+43.54	1.875	476.007	476.086
J	1745+53.54	1.875	476.187	476.316
K	1745+63.54	1.875	476.359	476.537
L	1745+73.54	1.875	476.524	476.740
M	1745+83.54	1.875	476.682	476.925
N	1745+93.54	1.875	476.833	477.087
O	1746+03.54	1.875	476.976	477.221
P	1746+13.54	1.875	477.112	477.334
Q	1746+23.54	1.875	477.240	477.428
R	1746+33.54	1.875	477.361	477.501
S	1746+43.54	1.875	477.475	477.565
T	1746+53.54	1.875	477.582	477.624
CL Pier 2	1746+65.54	1.875	477.700	477.700
U	1746+75.93	1.875	477.793	477.778
V	1746+85.93	1.875	477.876	477.859
W	1746+95.93	1.875	477.951	477.938
X	1747+05.93	1.875	478.029	478.023
Y	1747+15.93	1.875	478.090	478.091
Z	1747+25.93	1.875	478.143	478.147
AA	1747+35.93	1.875	478.189	478.193
CL E. Abut	1747+45.93	1.875	478.228	478.228
Bk. E. Abut	1747+47.54	1.875	478.233	478.233

GIRDER 7 - (LINE NO.8)

Location	Station	* Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+47.41	9.125	473.790	473.790
CL W. Abut	1744+49.02	9.125	473.831	473.831
A	1744+59.02	9.125	474.080	474.084
B	1744+69.02	9.125	474.322	474.326
C	1744+79.02	9.125	474.557	474.558
D	1744+89.02	9.125	474.784	474.779
E	1744+99.02	9.125	475.004	474.992
F	1745+09.02	9.125	475.216	475.200
G	1745+19.02	9.125	475.422	475.408
CL Pier 1	1745+29.41	9.125	475.627	475.627
H	1745+39.41	9.125	475.817	475.852
I	1745+49.41	9.125	476.000	476.079
J	1745+59.41	9.125	476.176	476.304
K	1745+69.41	9.125	476.344	476.521
L	1745+79.41	9.125	476.505	476.720
M	1745+89.41	9.125	476.658	476.901
N	1745+99.41	9.125	476.804	477.059
O	1746+09.41	9.125	476.943	477.188
P	1746+19.41	9.125	477.075	477.297
Q	1746+29.41	9.125	477.199	477.386
R	1746+39.41	9.125	477.316	477.455
S	1746+49.41	9.125	477.425	477.515
T	1746+59.41	9.125	477.527	477.570
CL Pier 2	1746+71.41	9.125	477.640	477.640
U	1746+81.80	9.125	477.729	477.715
V	1746+91.80	9.125	477.808	477.790
W	1747+01.80	9.125	477.879	477.866
X	1747+11.80	9.125	477.952	477.946
Y	1747+21.80	9.125	478.009	478.010
Z	1747+31.80	9.125	478.058	478.062
AA	1747+41.80	9.125	478.099	478.103
CL E. Abut	1747+51.80	9.125	478.134	478.134
Bk. E. Abut	1747+53.41	9.125	478.139	478.139

GIRDER 8 - (LINE NO.9)

Location	Station	* Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+53.28	16.375	473.802	473.802
CL W. Abut	1744+54.89	16.375	473.842	473.842
A	1744+64.89	16.375	474.087	474.090
B	1744+74.89	16.375	474.325	474.329
C	1744+84.89	16.375	474.555	474.556
D	1744+94.89	16.375	474.778	474.773
E	1745+04.89	16.375	474.993	474.981
F	1745+14.89	16.375	475.202	475.185
G	1745+24.89	16.375	475.403	475.389
CL Pier 1	1745+35.28	16.375	475.603	475.603
H	1745+45.28	16.375	475.789	475.825
I	1745+55.28	16.375	475.968	476.047
J	1745+65.28	16.375	476.139	476.268
K	1745+75.28	16.375	476.303	476.480
L	1745+85.28	16.375	476.460	476.675
M	1745+95.28	16.375	476.609	476.851
N	1746+05.28	16.375	476.751	477.005
O	1746+15.28	16.375	476.885	477.130
P	1746+25.28	16.375	477.012	477.235
Q	1746+35.28	16.375	477.132	477.320
R	1746+45.28	16.375	477.245	477.384
S	1746+55.28	16.375	477.350	477.439
T	1746+65.28	16.375	477.448	477.490
CL Pier 2	1746+77.28	16.375	477.555	477.555
U	1746+87.67	16.375	477.640	477.625
V	1746+97.67	16.375	477.714	477.697
W	1747+07.67	16.375	477.791	477.778
X	1747+17.67	16.375	477.850	477.844
Y	1747+27.67	16.375	477.902	477.903
Z	1747+37.67	16.375	477.947	477.951
AA	1747+47.67	16.375	477.984	477.988
CL E. Abut	1747+57.67	16.375	478.014	478.014
Bk. E. Abut	1747+59.28	16.375	478.019	478.019

GIRDER 9 - (LINE NO.10)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+78.58	-16.375	474.411	474.411
CL W. Abut	1744+80.19	-16.375	474.448	474.448
A	1744+90.19	-16.375	474.674	474.677
B	1745+00.19	-16.375	474.893	474.897
C	1745+10.19	-16.375	475.105	475.106
D	1745+20.19	-16.375	475.309	475.304
E	1745+30.19	-16.375	475.506	475.494
F	1745+40.19	-16.375	475.696	475.679
G	1745+50.19	-16.375	475.878	475.865
CL Pier 1	1745+60.58	-16.375	476.060	476.060
H	1745+70.58	-16.375	476.227	476.262
I	1745+80.58	-16.375	476.387	476.466
J	1745+90.58	-16.375	476.540	476.668
K	1746+00.58	-16.375	476.685	476.862
L	1746+10.58	-16.375	476.823	477.038
M	1746+20.58	-16.375	476.954	477.196
N	1746+30.58	-16.375	477.077	477.331
O	1746+40.58	-16.375	477.193	477.438
P	1746+50.58	-16.375	477.301	477.524
Q	1746+60.58	-16.375	477.403	477.590
R	1746+70.58	-16.375	477.497	477.636
S	1746+80.58	-16.375	477.583	477.673
T	1746+90.58	-16.375	477.663	477.705
CL Pier 2	1747+02.58	-16.375	477.748	477.748
U	1747+12.97	-16.375	477.823	477.809
V	1747+22.97	-16.375	477.879	477.862
W	1747+32.97	-16.375	477.927	477.914
X	1747+42.97	-16.375	477.968	477.961
Y	1747+52.97	-16.375	478.001	478.002
Z	1747+62.97	-16.375	478.027	478.031
AA	1747+72.97	-16.375	478.046	478.050
CL E. Abut	1747+82.97	-16.375	478.058	478.058
Bk. E. Abut	1747+84.58	-16.375	478.059	478.059

GIRDER 10 - (LINE NO.11)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+84.45	-9.125	474.681	474.681
CL W. Abut	1744+86.06	-9.125	474.718	474.718
A	1744+96.06	-9.125	474.940	474.943
B	1745+06.06	-9.125	475.154	475.158
C	1745+16.06	-9.125	475.362	475.362
D	1745+26.06	-9.125	475.562	475.557
E	1745+36.06	-9.125	475.754	475.742
F	1745+46.06	-9.125	475.940	475.923
G	1745+56.06	-9.125	476.118	476.104
CL Pier 1	1745+66.45	-9.125	476.295	476.295
H	1745+76.45	-9.125	476.458	476.493
I	1745+86.45	-9.125	476.614	476.693
J	1745+96.45	-9.125	476.762	476.891
K	1746+06.45	-9.125	476.903	477.080
L	1746+16.45	-9.125	477.037	477.252
M	1746+26.45	-9.125	477.163	477.405
N	1746+36.45	-9.125	477.282	477.536
O	1746+46.45	-9.125	477.394	477.638
P	1746+56.45	-9.125	477.498	477.720
Q	1746+66.45	-9.125	477.595	477.782
R	1746+76.45	-9.125	477.684	477.824
S	1746+86.45	-9.125	477.767	477.856
T	1746+96.45	-9.125	477.842	477.884
CL Pier 2	1747+08.45	-9.125	477.932	477.932
U	1747+18.84	-9.125	477.993	477.978
V	1747+28.84	-9.125	478.044	478.027
W	1747+38.84	-9.125	478.088	478.075
X	1747+48.84	-9.125	478.124	478.118
Y	1747+58.84	-9.125	478.153	478.154
Z	1747+68.84	-9.125	478.175	478.179
AA	1747+78.84	-9.125	478.190	478.193
CL E. Abut	1747+88.84	-9.125	478.197	478.197
Bk. E. Abut	1747+90.45	-9.125	478.197	478.197

GIRDER 11 - (LINE NO.12)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+90.32	-1.875	474.926	474.926
CL W. Abut	1744+91.93	-1.875	474.962	474.962
A	1745+01.93	-1.875	475.180	475.183
B	1745+11.93	-1.875	475.390	475.394
C	1745+21.93	-1.875	475.593	475.594
D	1745+31.93	-1.875	475.789	475.784
E	1745+41.93	-1.875	475.977	475.965
F	1745+51.93	-1.875	476.158	476.142
G	1745+61.93	-1.875	476.332	476.319
CL Pier 1	1745+72.32	-1.875	476.505	476.505
H	1745+82.32	-1.875	476.663	476.699
I	1745+92.32	-1.875	476.815	476.894
J	1746+02.32	-1.875	476.959	477.088
K	1746+12.32	-1.875	477.096	477.273
L	1746+22.32	-1.875	477.225	477.440
M	1746+32.32	-1.875	477.347	477.589
N	1746+42.32	-1.875	477.462	477.716
O	1746+52.32	-1.875	477.569	477.814
P	1746+62.32	-1.875	477.669	477.891
Q	1746+72.32	-1.875	477.762	477.949
R	1746+82.32	-1.875	477.847	477.986
S	1746+92.32	-1.875	477.925	478.014
T	1747+02.32	-1.875	477.996	478.038

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

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+91.84	0.000	474.989	474.989
CL W. Abut	1744+93.45	0.000	475.025	475.025
A	1745+03.45	0.000	475.241	475.245
B	1745+13.45	0.000	475.451	475.455
C	1745+23.45	0.000	475.653	475.654
D	1745+33.45	0.000	475.847	475.842
E	1745+43.45	0.000	476.035	476.022
F	1745+53.45	0.000	476.214	476.198
G	1745+63.45	0.000	476.387	476.374
CL Pier 1	1745+73.84	0.000	476.559	476.559
H	1745+83.84	0.000	476.716	476.751
I	1745+93.84	0.000	476.866	476.945
J	1746+03.84	0.000	477.009	477.138
K	1746+13.84	0.000	477.145	477.322
L	1746+23.84	0.000	477.273	477.488
M	1746+33.84	0.000	477.394	477.636
L	1746+43.84	0.000	477.508	477.762
O	1746+53.84	0.000	477.614	477.859
P	1746+63.84	0.000	477.713	477.935
Q	1746+73.84	0.000	477.804	477.992
R	1746+83.84	0.000	477.889	478.028
S	1746+93.84	0.000	477.965	478.055
T	1747+03.84	0.000	478.035	478.077
CL Pier 2	1747+15.84	0.000	478.119	478.119
U	1747+26.23	0.000	478.174	478.159
V	1747+36.23	0.000	478.220	478.202
W	1747+46.23	0.000	478.258	478.245
X	1747+56.23	0.000	478.289	478.283
Y	1747+66.23	0.000	478.313	478.314
Z	1747+76.23	0.000	478.329	478.333
AA	1747+86.23	0.000	478.338	478.342
CL E. Abut	1747+96.23	0.000	478.340	478.340
Bk. E. Abut	1747+97.84	0.000	478.340	478.340

GIRDER 12 - (LINE NO.14)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1744+96.19	5.375	475.001	475.001
CL W. Abut	1744+97.80	5.375	475.036	475.036
A	1745+07.80	5.375	475.249	475.253
B	1745+17.80	5.375	475.456	475.459
C	1745+27.80	5.375	475.654	475.655
D	1745+37.80	5.375	475.846	475.841
E	1745+47.80	5.375	476.030	476.018
F	1745+57.80	5.375	476.207	476.190
G	1745+67.80	5.375	476.376	476.363
CL Pier 1	1745+78.19	5.375	476.544	476.544
H	1745+88.19	5.375	476.699	476.734
I	1745+98.19	5.375	476.846	476.925
J	1746+08.19	5.375	476.985	477.114
K	1746+18.19	5.375	477.118	477.295
L	1746+28.19	5.375	477.243	477.458
M	1746+38.19	5.375	477.360	477.603
N	1746+48.19	5.375	477.471	477.725
O	1746+58.19	5.375	477.574	477.819
P	1746+68.19	5.375	477.670	477.892
Q	1746+78.19	5.375	477.758	477.945
R	1746+88.19	5.375	477.839	477.978
S	1746+98.19	5.375	477.913	478.002
T	1747+08.19	5.375	477.989	478.031
CL Pier 2	1747+20.19	5.375	478.059	478.059
U	1747+30.58	5.375	478.111	478.096
V	1747+40.58	5.375	478.153	478.136
W	1747+50.58	5.375	478.189	478.175
X	1747+60.58	5.375	478.216	478.210
Y	1747+70.58	5.375	478.237	478.238
Z	1747+80.58	5.375	478.250	478.254
AA	1747+90.58	5.375	478.256	478.259
CL E. Abut	1748+00.58	5.375	478.254	478.254
Bk. E. Abut	1748+02.19	5.375	478.254	478.254

GIRDER 13 - (LINE NO.15)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1745+02.06	12.625	475.011	475.011
CL W. Abut	1745+03.67	12.625	475.046	475.046
A	1745+13.67	12.625	475.255	475.258
B	1745+23.67	12.625	475.457	475.460
C	1745+33.67	12.625	475.651	475.652
D	1745+43.67	12.625	475.838	475.833
E	1745+53.67	12.625	476.018	476.006
F	1745+63.67	12.625	476.190	476.174
G	1745+73.67	12.625	476.355	476.342
CL Pier 1	1745+84.06	12.625	476.519	476.519
H	1745+94.06	12.625	476.669	476.704
I	1746+04.06	12.625	476.812	476.891
J	1746+14.06	12.625	476.947	477.076
K	1746+24.06	12.625	477.075	477.253
L	1746+34.06	12.625	477.196	477.411
M	1746+44.06	12.625	477.310	477.552
N	1746+54.06	12.625	477.416	477.670
O	1746+64.06	12.625	477.514	477.759
P	1746+74.06	12.625	477.606	477.828
Q	1746+84.06	12.625	477.690	477.877
R	1746+94.06	12.625	477.767	477.906
S	1747+04.06	12.625	477.836	477.925
T	1747+14.06	12.625	477.908	477.950
CL Pier 2	1747+26.06	12.625	477.973	477.973
U	1747+36.45	12.625	478.020	478.005
V	1747+46.45	12.625	478.058	478.041
W	1747+56.45	12.625	478.089	478.076
X	1747+66.45	12.625	478.113	478.107
Y	1747+76.45	12.625	478.129	478.130
Z	1747+86.45	12.625	478.138	478.142
AA	1747+96.45	12.625	478.139	478.143
CL E. Abut	1748+06.45	12.625	478.134	478.134
Bk. E. Abut	1748+08.06	12.625	478.132	478.132

GIRDER 14 - (LINE NO.16)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1745+07.93	19.875	474.985	474.985
CL W. Abut	1745+09.54	19.875	475.018	475.018
A	1745+19.54	19.875	475.223	475.226
B	1745+29.54	19.875	475.421	475.424
C	1745+39.54	19.875	475.611	475.612
D	1745+49.54	19.875	475.794	475.788
E	1745+59.54	19.875	475.969	475.957
F	1745+69.54	19.875	476.137	476.121
G	1745+79.54	19.875	476.298	476.285
CL Pier 1	1745+89.93	19.875	476.457	476.457
H	1745+99.93	19.875	476.603	476.638
I	1746+09.93	19.875	476.741	476.820
J	1746+19.93	19.875	476.872	477.001
K	1746+29.93	19.875	476.996	477.173
L	1746+39.93	19.875	477.113	477.328
M	1746+49.93	19.875	477.222	477.464
N	1746+59.93	19.875	477.323	477.578
O	1746+69.93	19.875	477.418	477.663
P	1746+79.93	19.875	477.505	477.727
Q	1746+89.93	19.875	477.585	477.772
R	1746+99.93	19.875	477.657	477.796
S	1747+09.93	19.875	477.732	477.822
T	1747+19.93	19.875	477.790	477.832
CL Pier 2	1747+31.93	19.875	477.849	477.849
U	1747+42.32	19.875	477.892	477.878
V	1747+52.32	19.875	477.926	477.909
W	1747+62.32	19.875	477.953	477.940
X	1747+72.32	19.875	477.972	477.966
Y	1747+82.32	19.875	477.984	477.985
Z	1747+92.32	19.875	477.989	477.993
AA	1748+02.32	19.875	477.986	477.989
CL E. Abut	1748+12.32	19.875	477.976	477.976
Bk. E. Abut	1748+13.93	19.875	477.973	477.973

GIRDER 15 - (LINE NO.17)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1745+13.80	27.125	474.955	474.955
CL W. Abut	1745+15.41	27.125	474.988	474.988
A	1745+25.41	27.125	475.189	475.192
B	1745+35.41	27.125	475.382	475.386
C	1745+45.41	27.125	475.568	475.569
D	1745+55.41	27.125	475.746	475.741
E	1745+65.41	27.125	475.917	475.905
F	1745+75.41	27.125	476.081	476.065
G	1745+85.41	27.125	476.238	476.224
CL Pier 1	1745+95.80	27.125	476.393	476.393
H	1746+05.80	27.125	476.534	476.569
I	1746+15.80	27.125	476.668	476.747
J	1746+25.80	27.125	476.795	476.924
K	1746+35.80	27.125	476.914	477.092
L	1746+45.80	27.125	477.027	477.242
M	1746+55.80	27.125	477.131	477.374
N	1746+65.80	27.125	477.229	477.483
O	1746+75.80	27.125	477.319	477.564
P	1746+85.80	27.125	477.402	477.624
Q	1746+95.80	27.125	477.477	477.665
R	1747+05.80	27.125	477.555	477.694
S	1747+15.80	27.125	477.616	477.705
T	1747+25.80	27.125	477.669	477.711
CL Pier 2	1747+37.80	27.125	477.724	477.724
U	1747+48.20	27.125	477.762	477.747
V	1747+58.20	27.125	477.792	477.775
W	1747+68.20	27.125	477.814	477.801
X	1747+78.20	27.125	477.829	477.823
Y	1747+88.20	27.125	477.837	477.837
Z	1747+98.20	27.125	477.837	477.841
AA	1748+08.20	27.125	477.830	477.833
CL E. Abut	1748+18.20	27.125	477.815	477.815
Bk. E. Abut	1748+19.80	27.125	477.812	477.812

GIRDER 16 - (LINE NO.18)

Location	Station	** Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1745+19.67	34.375	474.924	474.924
CL W. Abut	1745+21.28	34.375	474.956	474.956
A	1745+31.28	34.375	475.152	475.155
B	1745+41.28	34.375	475.341	475.345
C	1745+51.28	34.375	475.522	475.523
D	1745+61.28	34.375	475.697	475.692
E	1745+71.28	34.375	475.863	475.851
F	1745+81.28	34.375	476.023	476.006
G	1745+91.28	34.375	476.175	476.162
CL Pier 1	1746+01.68	34.375	476.325	476.325
H	1746+11.68	34.375	476.463	476.498
I	1746+21.68	34.375	476.592	476.671
J	1746+31.68	34.375	476.715	476.844
K	1746+41.68	34.375	476.830	477.007
L	1746+51.68	34.375	476.938	477.153
M	1746+61.68	34.375	477.038	477.281
N	1746+71.68	34.375	477.131	477.386
O	1746+81.68	34.375	477.217	477.462
P	1746+91.68	34.375	477.296	477.518
Q	1747+01.68	34.375	477.367	477.554
R	1747+11.68	34.375	477.441	477.580
S	1747+21.68	34.375	477.497	477.586
T	1747+31.68	34.375	477.546	477.588
CL Pier 2	1747+43.68	34.3		

NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1743+80.87	-36.000	471.392
A1	1743+90.87	-36.000	471.691
A2	1744+00.87	-36.000	471.983
Bk. W. Abut.	1744+10.87	-36.000	472.268

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1743+90.59	-24.000	471.933
A1	1744+00.59	-24.000	472.225
A2	1744+10.59	-24.000	472.510
Bk. W. Abut.	1744+20.59	-24.000	472.787

EDGE OF PAVEMENT & SLOPE CHANGE

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+00.30	-12.000	472.467
A1	1744+10.30	-12.000	472.752
A2	1744+20.30	-12.000	473.030
Bk. W. Abut.	1744+30.30	-12.000	473.300

℄ ROADWAY & P.G.L.

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+10.02	0.000	472.932
A1	1744+20.02	0.000	473.209
A2	1744+30.02	0.000	473.480
Bk. W. Abut.	1744+40.02	0.000	473.300

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+19.74	12.000	473.014
A1	1744+29.74	12.000	473.285
A2	1744+39.74	12.000	473.548
Bk. W. Abut.	1744+49.74	12.000	473.804

SOUTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+24.60	18.000	473.022
A1	1744+34.60	18.000	473.289
A2	1744+44.60	18.000	473.549
Bk. W. Abut.	1744+54.60	18.000	473.801

NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+16.87	-36.000	477.437
A3	1747+26.87	-36.000	477.490
A4	1747+36.87	-36.000	477.535
End E. Appr. Pav't.	1747+46.87	-36.000	477.573

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+26.59	-24.000	477.738
A3	1747+36.59	-24.000	477.784
A4	1747+46.59	-24.000	477.822
End E. Appr. Pav't.	1747+56.59	-24.000	477.853

EDGE OF PAVEMENT & SLOPE CHANGE

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+36.30	-12.000	478.033
A3	1747+46.30	-12.000	478.071
A4	1747+56.30	-12.000	478.102
End E. Appr. Pav't.	1747+66.30	-12.000	478.126

℄ ROADWAY & P.G.L.

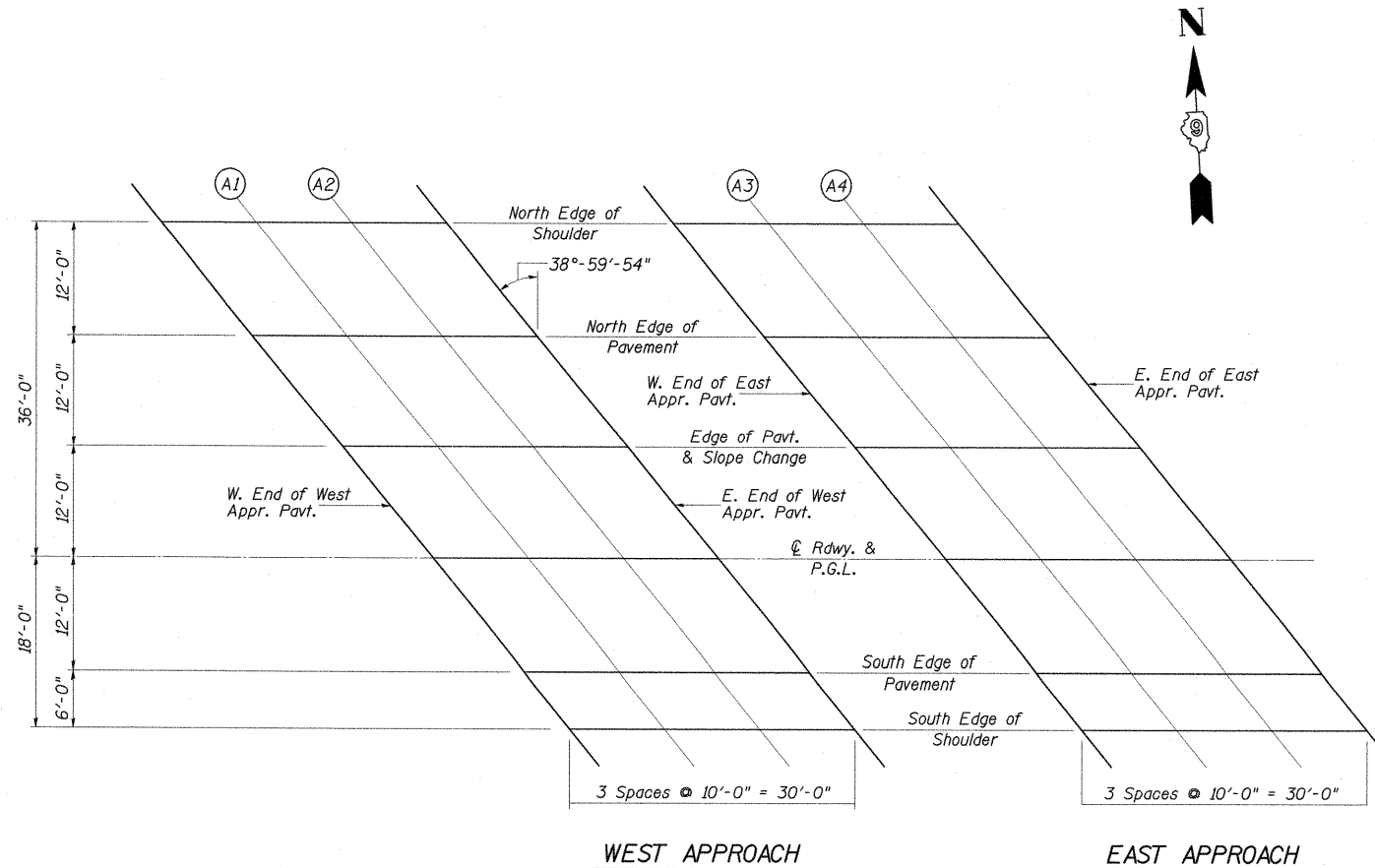
LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+46.02	0.000	478.257
A3	1747+56.02	0.000	478.289
A4	1747+66.02	0.000	478.312
End E. Appr. Pav't.	1747+76.02	0.000	478.329

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+55.74	12.000	478.100
A3	1747+65.74	12.000	478.124
A4	1747+75.74	12.000	478.141
End E. Appr. Pav't.	1747+85.74	12.000	478.151

SOUTH EDGE OF SHOULDER

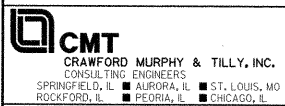
LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+60.60	18.000	477.988
A3	1747+70.60	18.000	478.008
A4	1747+80.60	18.000	478.022
End E. Appr. Pav't.	1747+90.60	18.000	478.027



PLAN
(S.N.100-0093)

NOTE:
All offsets from W.B. P.G.L.

FILE NAME = J:\data\090603\draw\cadd\sheet\structural\plans\brsf - bridge\APPROACH SLAB ELEV.S.dgn



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 12/7/2011	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB ELEVATIONS
STRUCTURE NO. 100-0093 (W.B.)

SHEET NO. 5-11 OF 5-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1)VB-1	WILLIAMSON	367	177
			CONTRACT NO. 98859	

ILLINOIS FED. AID PROJECT

NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+47.26	-18.000	473.617
B1	1744+57.26	-18.000	473.867
B2	1744+67.26	-18.000	474.110
Bk. W. Abut.	1744+77.26	-18.000	474.346

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+52.12	-12.000	473.864
B1	1744+62.12	-12.000	474.111
B2	1744+72.12	-12.000	474.351
Bk. W. Abut.	1744+82.12	-12.000	474.583

CL ROADWAY & P.G.L.

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+61.84	0.000	474.292
B1	1744+71.84	0.000	474.532
B2	1744+81.84	0.000	474.764
Bk. W. Abut.	1744+91.84	0.000	474.989

EDGE OF PAVEMENT & SLOPE CHANGE

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+71.56	12.000	474.338
B1	1744+81.56	12.000	474.570
B2	1744+91.56	12.000	474.796
Bk. W. Abut.	1745+01.56	12.000	475.014

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+81.27	24.000	474.314
B1	1744+91.27	24.000	474.539
B2	1745+01.27	24.000	474.757
Bk. W. Abut.	1745+11.27	24.000	474.968

SOUTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
End W. Appr. Pav't.	1744+90.99	36.000	474.283
B1	1745+00.99	36.000	474.501
B2	1745+10.99	36.000	474.712
Bk. W. Abut.	1745+20.99	36.000	474.916

NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+83.26	-18.000	478.024
B3	1747+93.26	-18.000	478.028
B4	1748+03.26	-18.000	478.024
End E. Appr. Pav't.	1748+13.26	-18.000	478.014

NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+88.12	-12.000	478.152
B3	1747+98.12	-12.000	478.152
B4	1748+08.12	-12.000	478.145
End E. Appr. Pav't.	1748+18.12	-12.000	478.131

ROADWAY & P.G.L.

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1747+97.84	0.000	478.340
B3	1748+07.84	0.000	478.333
B4	1748+17.84	0.000	478.319
End E. Appr. Pav't.	1748+27.84	0.000	478.297

EDGE OF PAVEMENT & SLOPE CHANGE

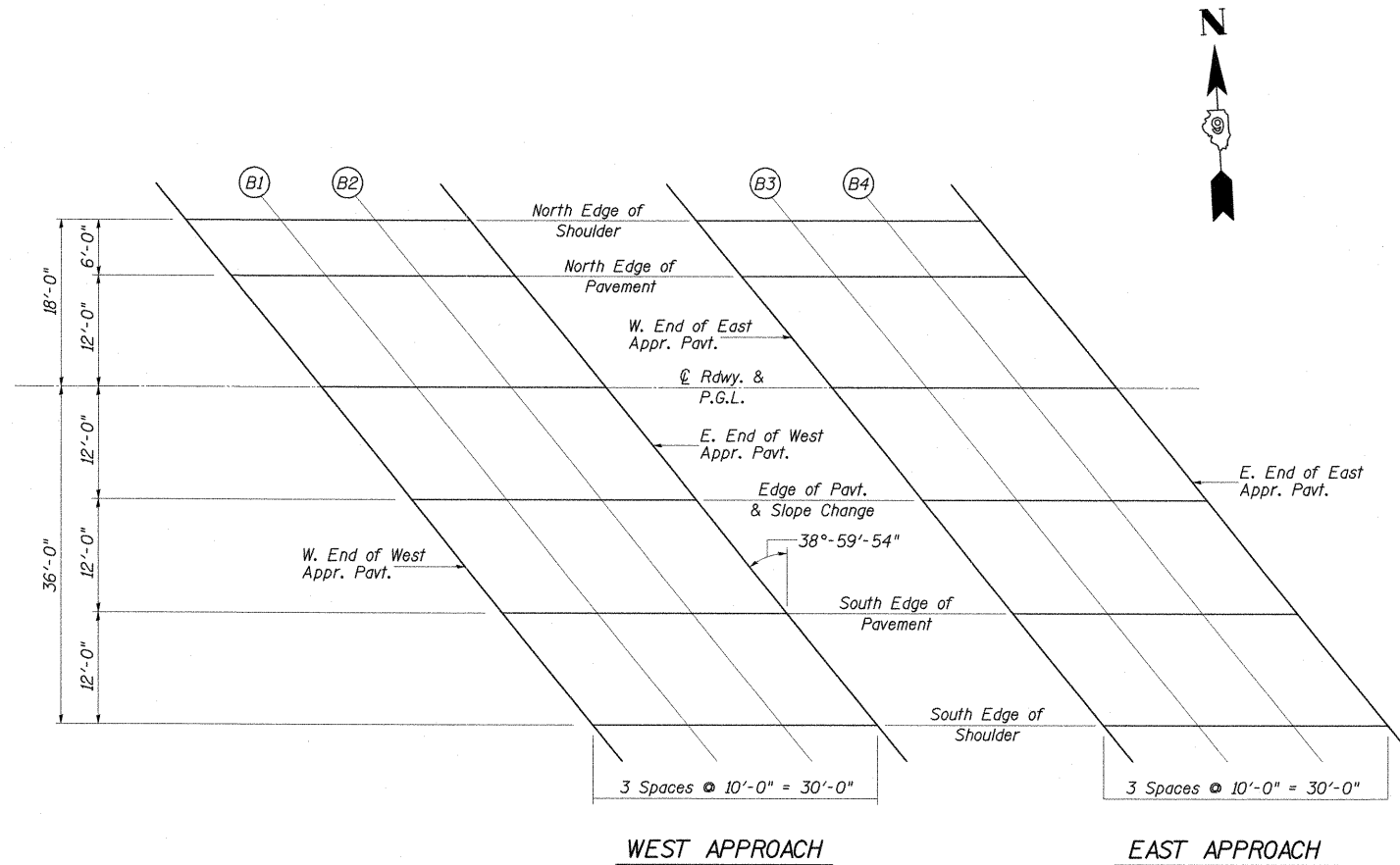
LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1748+07.56	12.000	478.146
B3	1748+17.56	12.000	478.132
B4	1748+27.56	12.000	478.110
End E. Appr. Pav't.	1748+37.56	12.000	478.082

SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1748+17.27	24.000	477.882
B3	1748+27.27	24.000	477.861
B4	1748+37.27	24.000	477.833
End E. Appr. Pav't.	1748+47.27	24.000	477.797

SOUTH EDGE OF SHOULDER

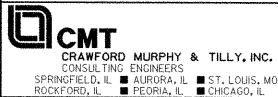
LOCATION	STATION	OFFSET (FT)	THEORETICAL GRADE ELEVATIONS
Bk. E. Abut.	1748+26.99	36.000	477.612
B3	1748+36.99	36.000	477.584
B4	1748+46.99	36.000	477.548
End E. Appr. Pav't.	1748+56.99	36.000	477.505



PLAN
(S.N.100-0094)

NOTE:
All offsets from E.B. P.G.L.

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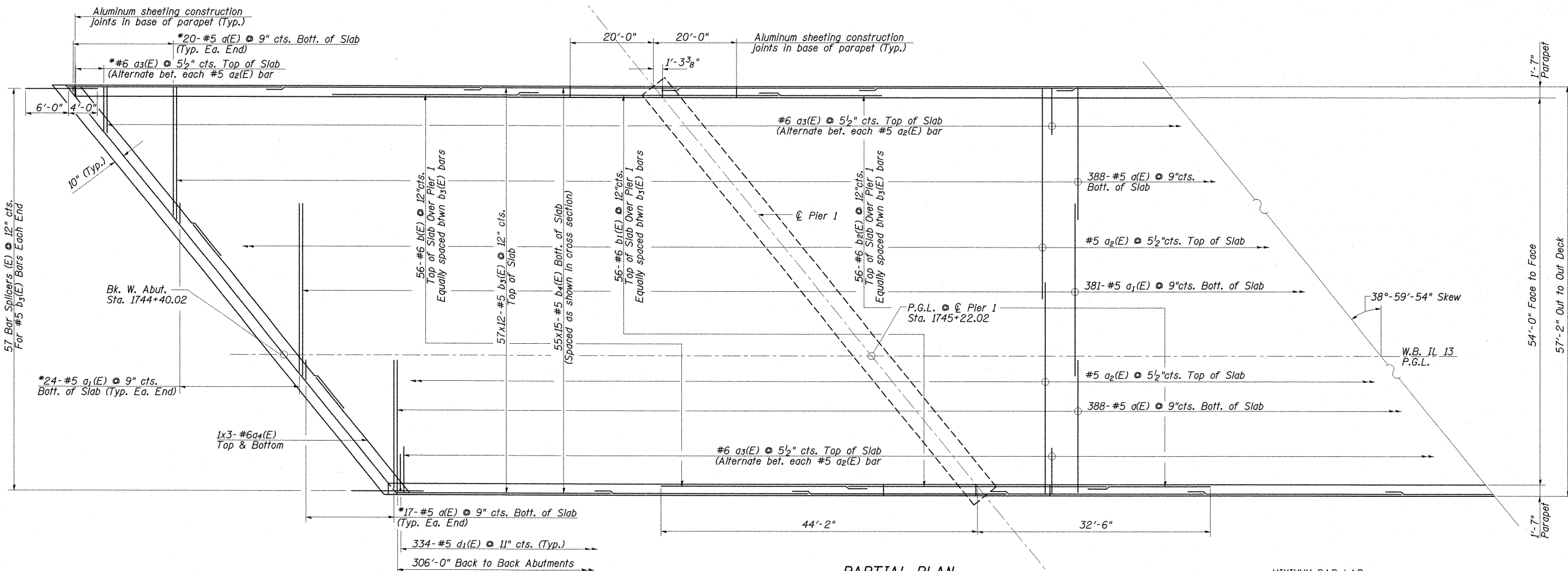
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PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 12/7/2011	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB ELEVATIONS
STRUCTURE NO. 100-0094 (E.B.)

SHEET NO. S-12 OF S-41 SHEETS

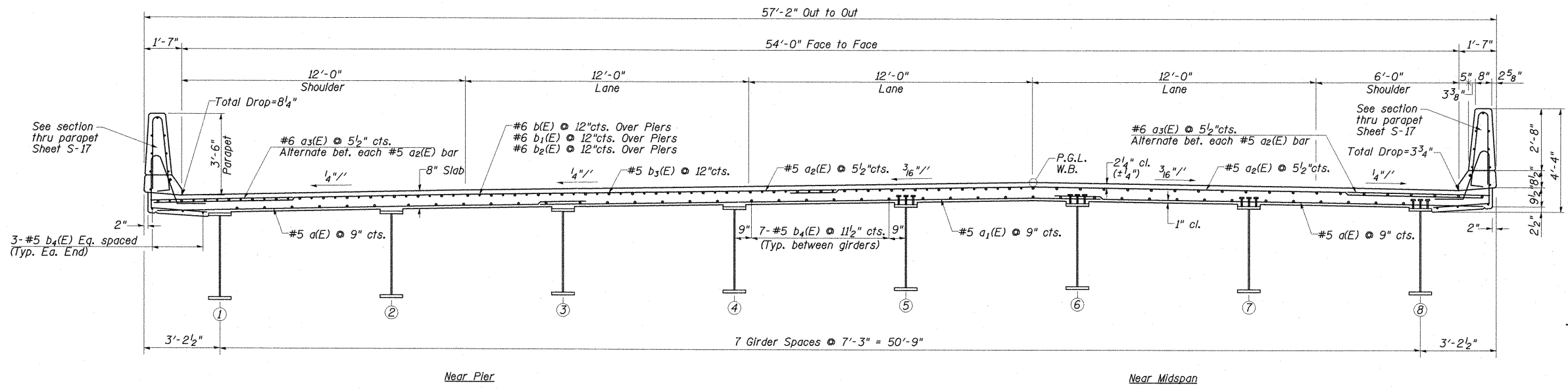
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1)VB-1	WILLIAMSON	367	178
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				



PARTIAL PLAN
(S.N. 100-0093 W.B.)

MINIMUM BAR LAP
#5 bar = 3'-3"
#6 bar = 3'-10"

*Order a(E), a1(E), a2(E) & a3(E) Bars full length.
Cut to fit skew and use remainder of bars in opposite end.

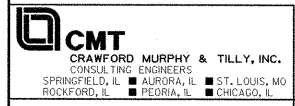


TYPICAL CROSS SECTION
(Looking East)

NOTES:

1. Bars indicated thus 57x12-#5 etc. indicates 57 lines of bars with 12 lengths per line.
2. See Sheet S-17 of S-41 for parapet reinforcement.
3. See Sheet S-17 of S-41 for parapet details and S.N. 100-0093 Superstructure Bill of Material
4. See Sheet S-20 of S-41 for bar splicer details.

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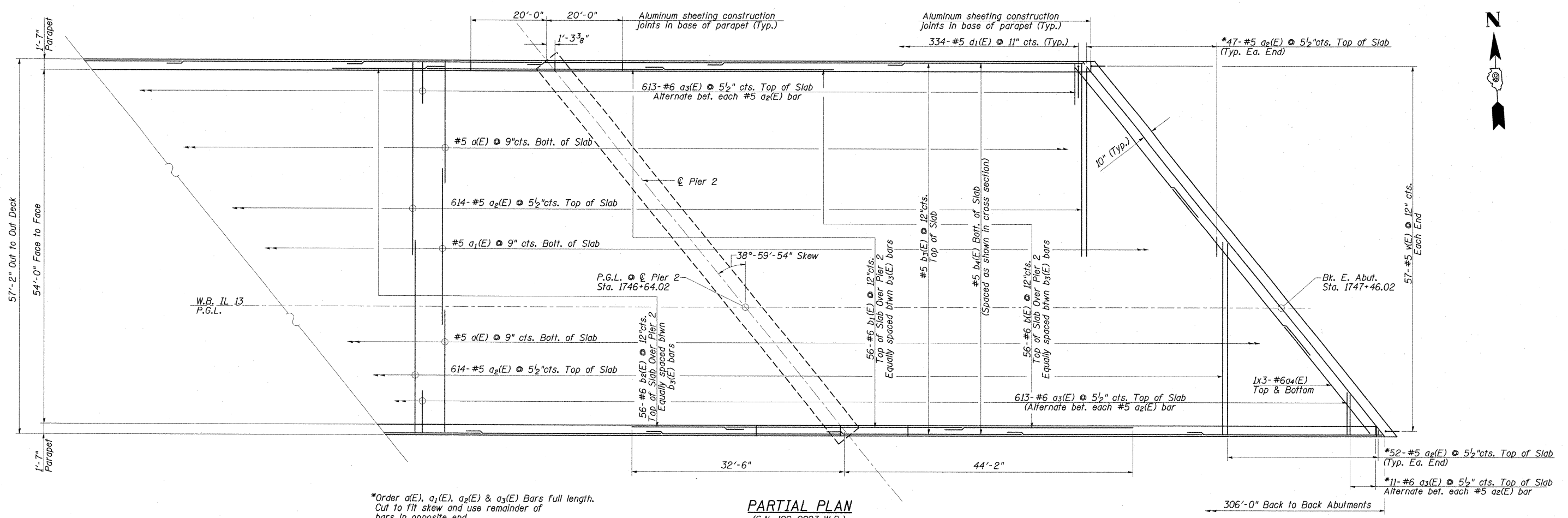
USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/10/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE I
STRUCTURE NO. 100-0093 (W.B.)

SHEET NO. S-130F OF S-41 SHEETS

F.A.P. RTE. 331	SECTION (IX-IVB-1)	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 179
CONTRACT NO. 98859				ILLINOIS FED. AID PROJECT



*Order a(E), a₁(E), a₂(E) & a₃(E) Bars full length. Cut to fit skew and use remainder of bars in opposite end.

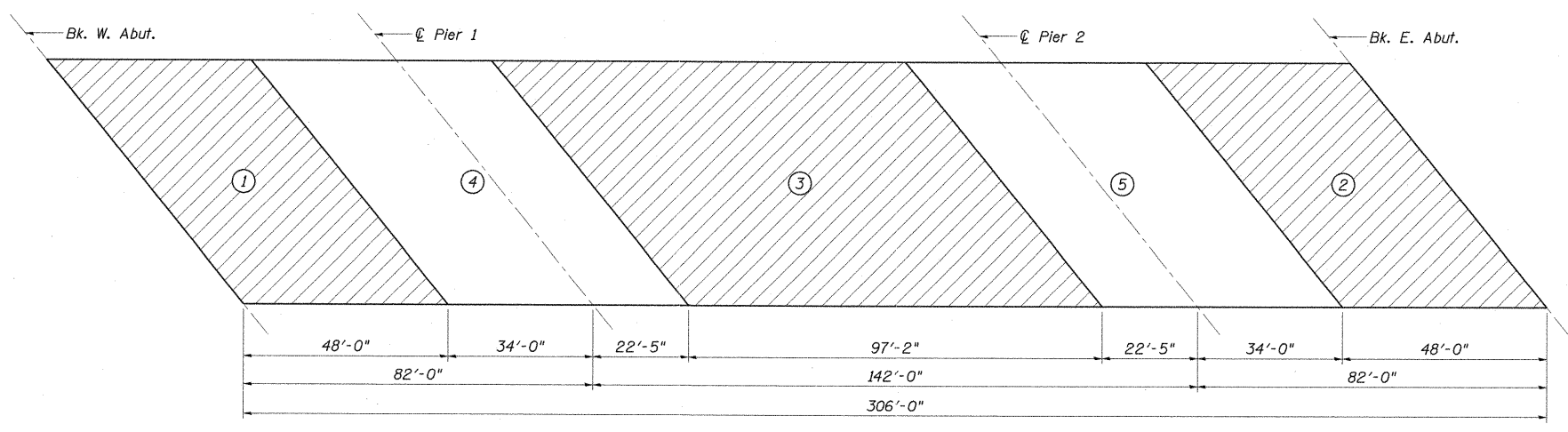
PARTIAL PLAN
(S.N. 100-0093 W.B.)

MINIMUM BAR LAP

- #4 bar = 2'-7"
- #5 bar = 3'-3"
- #6 bar = 3'-10"
- #8 bar = 6'-9"

NOTES:

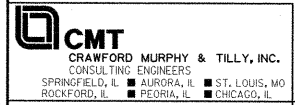
1. Bars indicated thus 57x12-#5 etc. indicates 57 lines of bars with 12 lengths per line.
2. See Sheet S-17 of S-41 for parapet reinforcement.
3. See Sheet S-17 of S-41 for parapet details and S.N. 100-0093 Superstructure Bill of Material
4. See Sheet S-20 of S-41 for bar splicer details.
5. When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - a. At least 72 hours shall have elapsed from the end of the previous pour.
 - b. The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.



① Indicates pouring sequence

DECK POURING SEQUENCE

Contractor may propose alternate pouring sequence. Coordinate w/RE prior to construction.



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/18/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

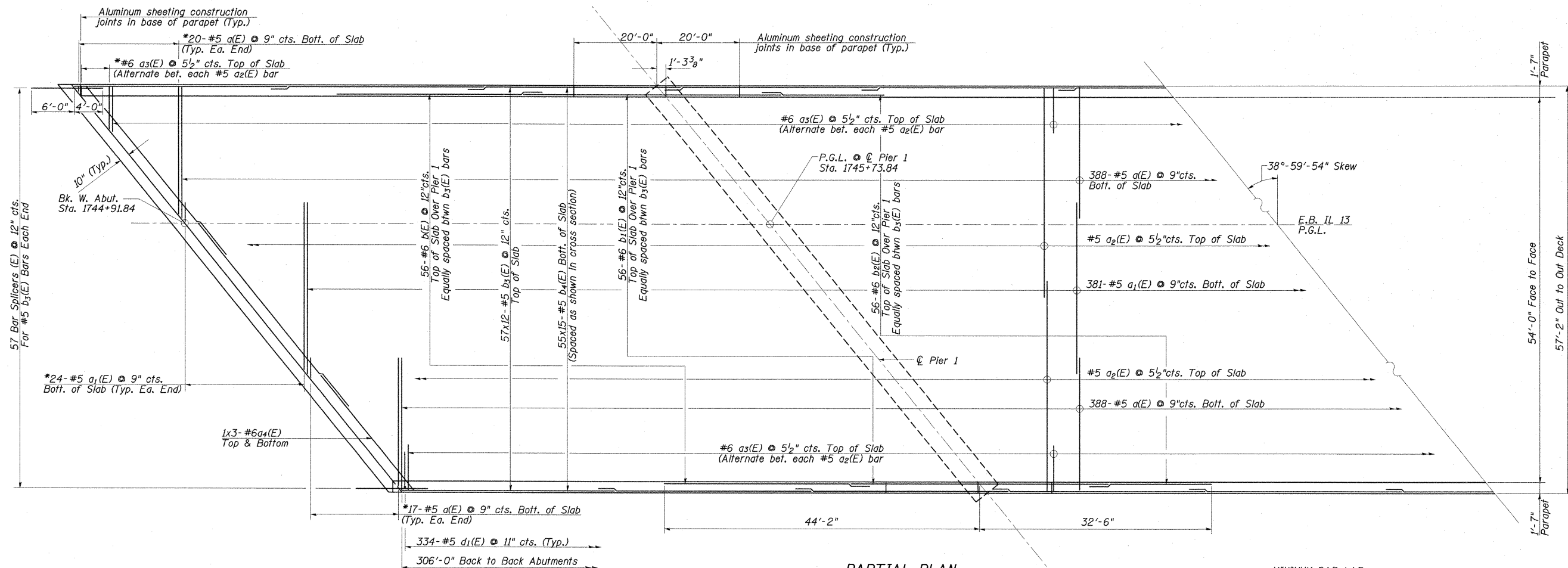
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE II
STRUCTURE NO. 100-0093 (W.B.)

F.A.P. RTE. 331	SECTION (1X-DVB-1)	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 180
CONTRACT NO. 98859			ILLINOIS FED. AID PROJECT	

SHEET NO. S-14 OF S-41 SHEETS

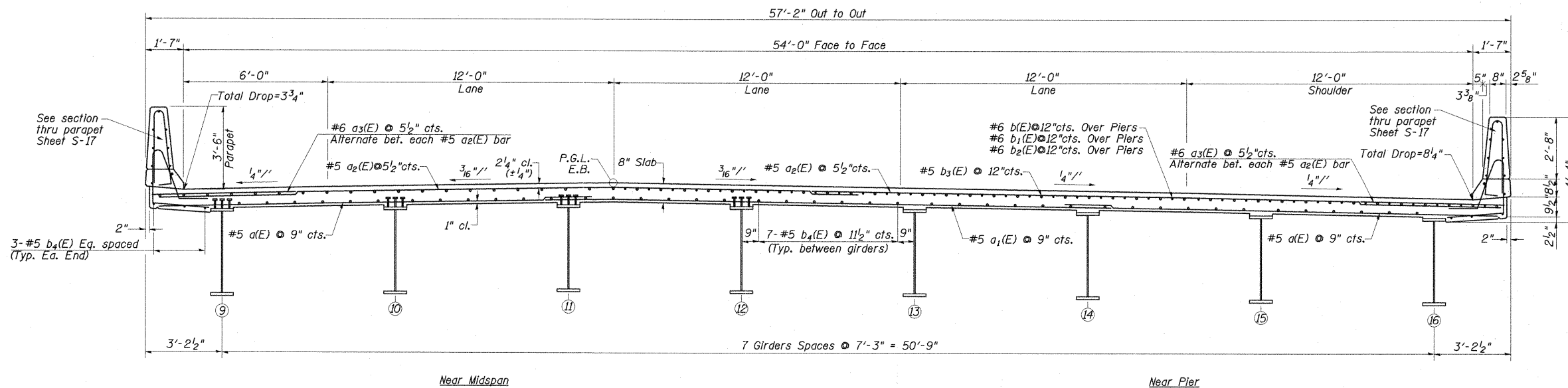
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PARTIAL PLAN
(S.N. 100-0094 E.B.)

MINIMUM BAR LAP
#5 bar = 3'-3"
#6 bar = 3'-10"

*Order a(E), a₁(E), a₂(E) & a₃(E) Bars full length.
Cut to fit skew and use remainder of bars in opposite end.

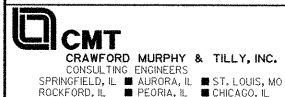


TYPICAL CROSS SECTION
(Looking East)

NOTES:

1. Bars indicated thus 57x12-#5 etc. indicates 57 lines of bars with 12 lengths per line.
2. See Sheet S-17 of S-41 for parapet reinforcement.
3. See Sheet S-17 of S-41 for parapet details and S.N. 100-0093 Superstructure Bill of Material
4. See Sheet S-20 of S-41 for bar splicer details.

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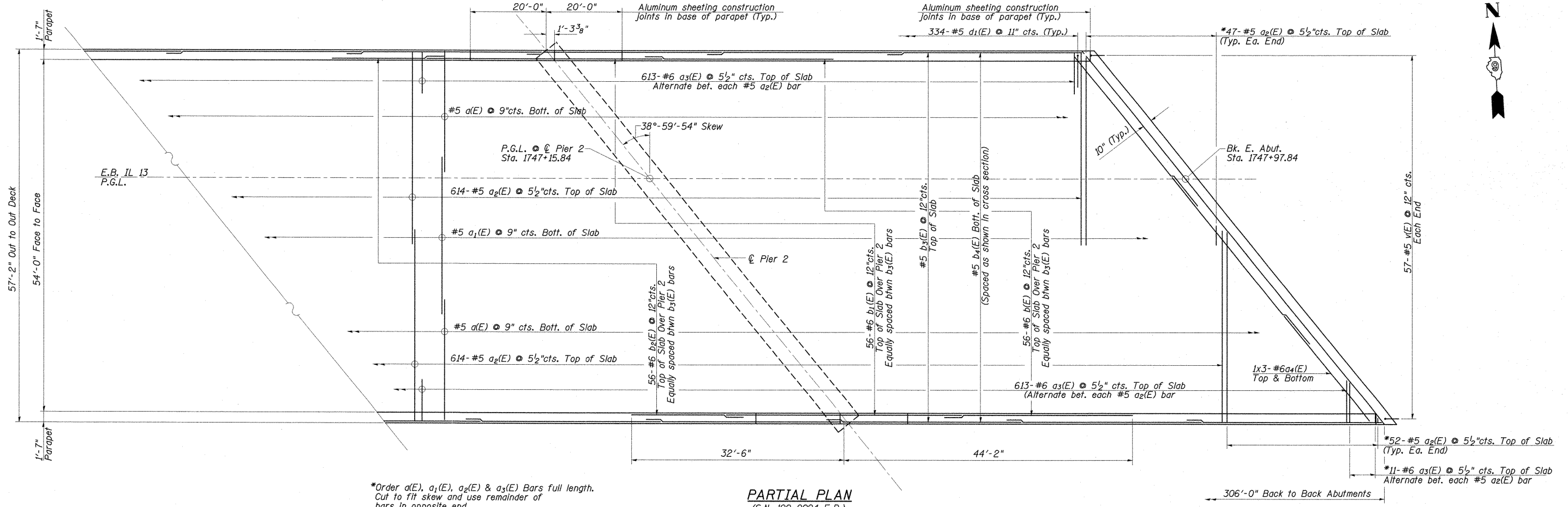
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PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/18/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE I
STRUCTURE NO. 100-0094 (E.B.)

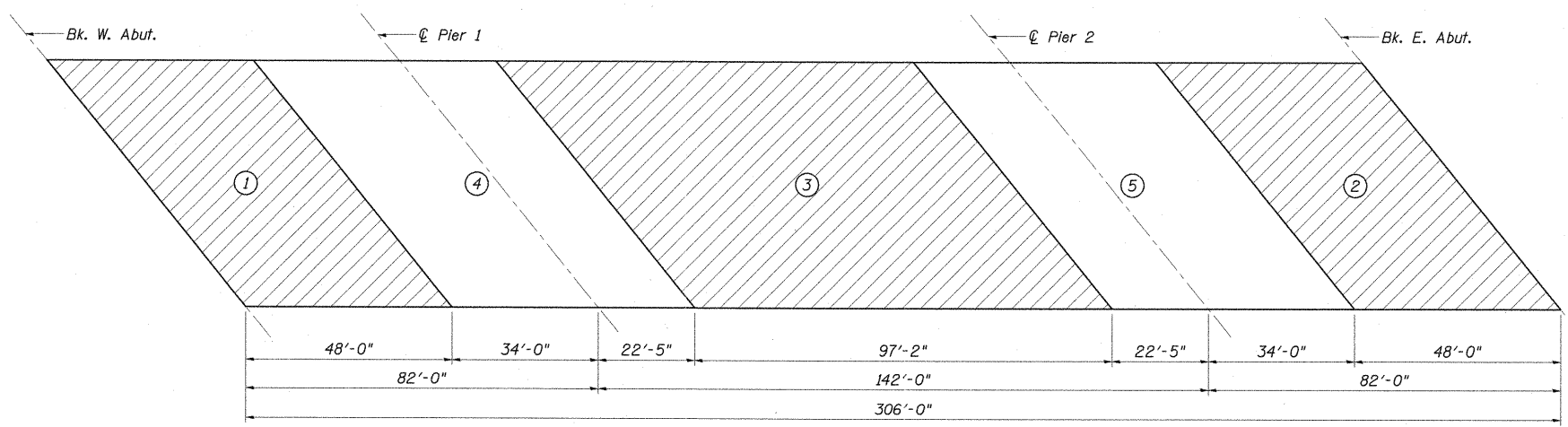
SHEET NO. S-15 OF S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1VB-1)	WILLIAMSON	367	181
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				



MINIMUM BAR LAP
 #4 bar = 2'-7"
 #5 bar = 3'-3"
 #6 bar = 3'-10"
 #8 bar = 6'-9"

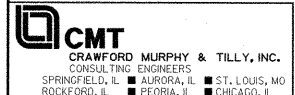
- NOTES:**
- Bars indicated thus 57x12-#5 etc. indicates 57 lines of bars with 12 lengths per line.
 - See Sheet S-17 of S-41 for parapet reinforcement.
 - See Sheet S-17 of S-41 for parapet details and S.N. 100-0093 Superstructure Bill of Material
 - See Sheet S-20 of S-41 for bar splicer details.
 - When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.



① Indicates pouring sequence

DECK POURING SEQUENCE

Contractor may propose alternate pouring sequence. Coordinate w/RE prior to construction.



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 1/10/2012	CHECKED - ATI	REVISED -

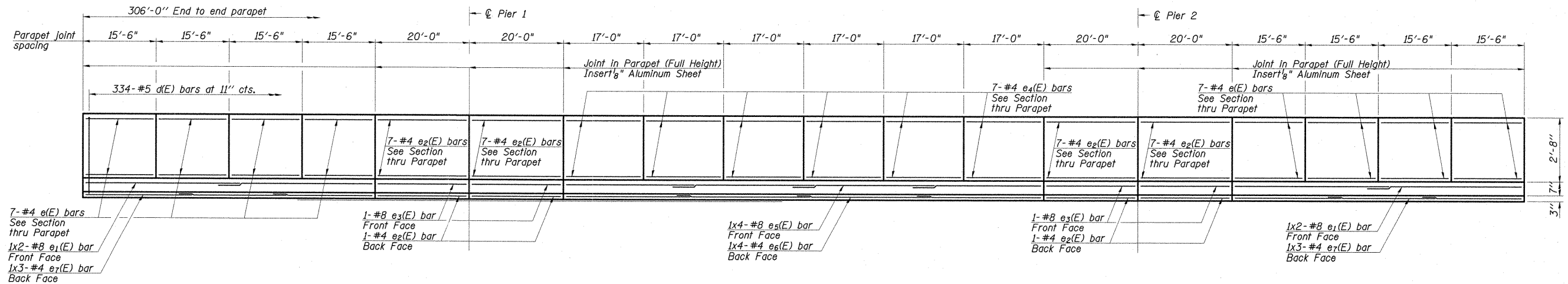
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE II
STRUCTURE NO. 100-0094 (E.B.)**

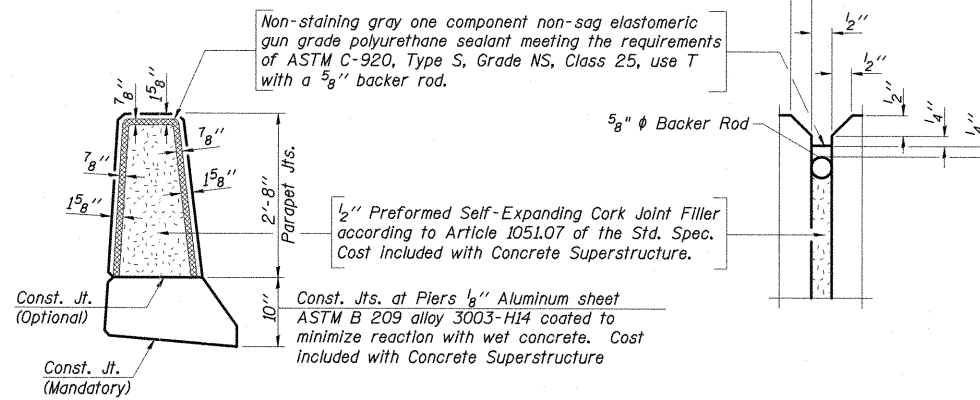
F.A.P. RTE. 331	SECTION (IX-DVB-1)	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 182
CONTRACT NO. 98859				ILLINOIS FED. AID PROJECT

SHEET NO. S-16 OF S-41 SHEETS

FILE NAME = I:\s\100000000\Drawings\Structural\plans\unref\rr_bridg\SUPERSTRUCTURE.EB.2.dgn



INSIDE ELEVATION OF PARAPET
(North Parapet shown, South opposite)



PARAPET JOINT DETAILS

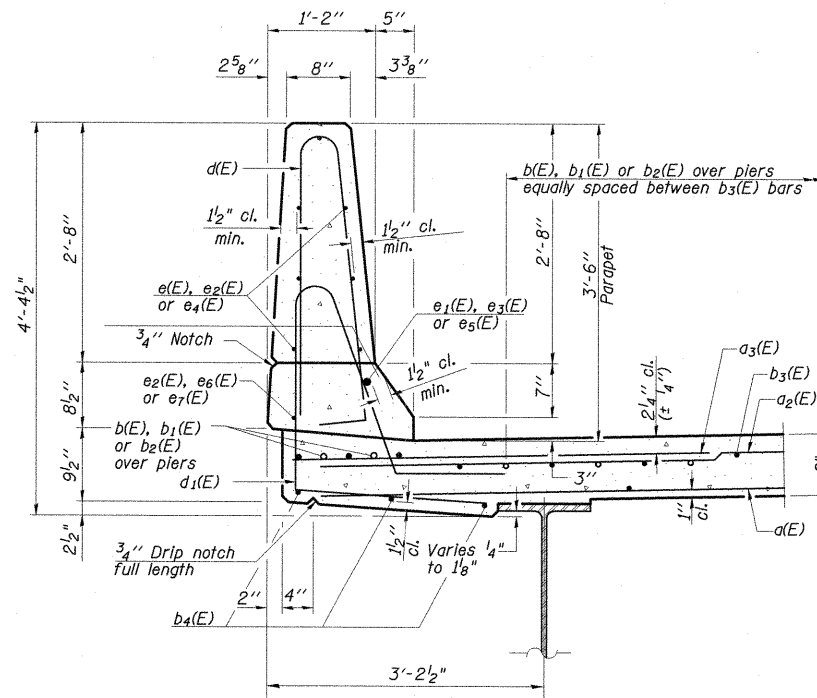
MINIMUM BAR LAP
#4 bar = 2'-7"
#8 bar = 6'-9"

**S.N. 100-0093 (W.B.)
SUPERSTRUCTURE
BILL OF MATERIAL**

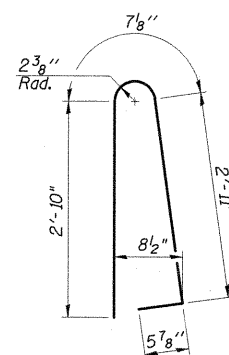
Bar	No.	Size	Length	Shape
a(E)	813	#5	19'-1"	—
a1(E)	405	#5	24'-6"	—
a2(E)	1327	#5	29'-11"	—
a3(E)	1237	#6	6'-6"	—
a4(E)	12	#6	26'-6"	—
b(E)	112	#6	30'-0"	—
b1(E)	112	#6	36'-0"	—
b2(E)	112	#6	18'-4"	—
b3(E)	684	#5	28'-6"	—
b4(E)	825	#5	23'-5"	—
d(E)	668	#5	6'-10"	┘
d1(E)	668	#5	7'-11"	┘
e(E)	112	#4	15'-2"	—
e1(E)	8	#8	34'-3"	—
e2(E)	64	#4	19'-8"	—
e3(E)	8	#8	19'-8"	—
e4(E)	84	#4	16'-8"	—
e5(E)	8	#8	30'-6"	—
e6(E)	8	#4	27'-5"	—
e7(E)	12	#4	22'-4"	—
m(E)	12	#6	26'-4"	—
m1(E)	32	#6	13'-2"	—
m2(E)	14	#6	9'-0"	—
m3(E)	4	#6	2'-10"	—
m4(E)	24	#8	28'-3"	—
s(E)	138	#5	6'-10"	┘
s1(E)	138	#5	12'-8"	┘
v(E)	114	#5	3'-6"	┘
Reinforcement Bars, Epoxy Coated	Pound		156,850	
Concrete Superstructure	Cu. Yd.		591.8	
Bridge Deck Grooving	Sq. Yd.		1,768	
Protective Coat	Sq. Yd.		2,125	
Bar Splicers	Each		114	

**S.N. 100-0094 (E.B.)
SUPERSTRUCTURE
BILL OF MATERIAL**

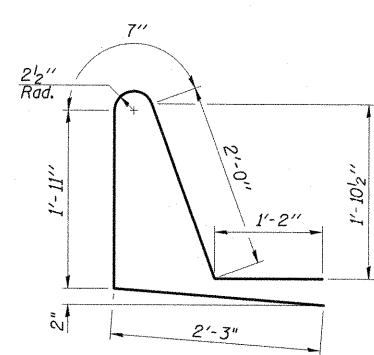
Bar	No.	Size	Length	Shape
a(E)	813	#5	19'-1"	—
a1(E)	405	#5	24'-6"	—
a2(E)	1327	#5	29'-11"	—
a3(E)	1237	#6	6'-6"	—
a4(E)	12	#6	26'-6"	—
b(E)	112	#6	30'-0"	—
b1(E)	112	#6	36'-0"	—
b2(E)	112	#6	18'-4"	—
b3(E)	684	#5	28'-6"	—
b4(E)	825	#5	23'-5"	—
d(E)	668	#5	6'-10"	┘
d1(E)	668	#5	7'-11"	┘
e(E)	112	#4	15'-2"	—
e1(E)	8	#8	34'-3"	—
e2(E)	64	#4	19'-8"	—
e3(E)	8	#8	19'-8"	—
e4(E)	84	#4	16'-8"	—
e5(E)	8	#8	30'-6"	—
e6(E)	8	#4	27'-5"	—
e7(E)	12	#4	22'-4"	—
m(E)	12	#6	26'-4"	—
m1(E)	32	#6	13'-2"	—
m2(E)	14	#6	9'-0"	—
m3(E)	4	#6	2'-10"	—
m4(E)	24	#8	28'-3"	—
s(E)	138	#5	6'-10"	┘
s1(E)	138	#5	12'-8"	┘
v(E)	114	#5	3'-6"	┘
Reinforcement Bars, Epoxy Coated	Pound		156,850	
Concrete Superstructure	Cu. Yd.		592.0	
Bridge Deck Grooving	Sq. Yd.		1,768	
Protective Coat	Sq. Yd.		2,125	
Bar Splicers	Each		114	



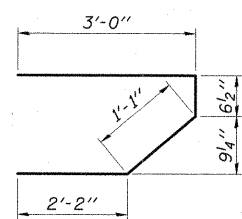
SECTION THRU PARAPET



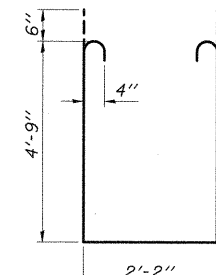
BAR d(E)



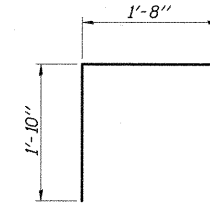
BAR d1(E)



BAR s(E)



BAR s1(E)



BAR v(E)

Note:
Slipforming of the parapet is not allowed.



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/10/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

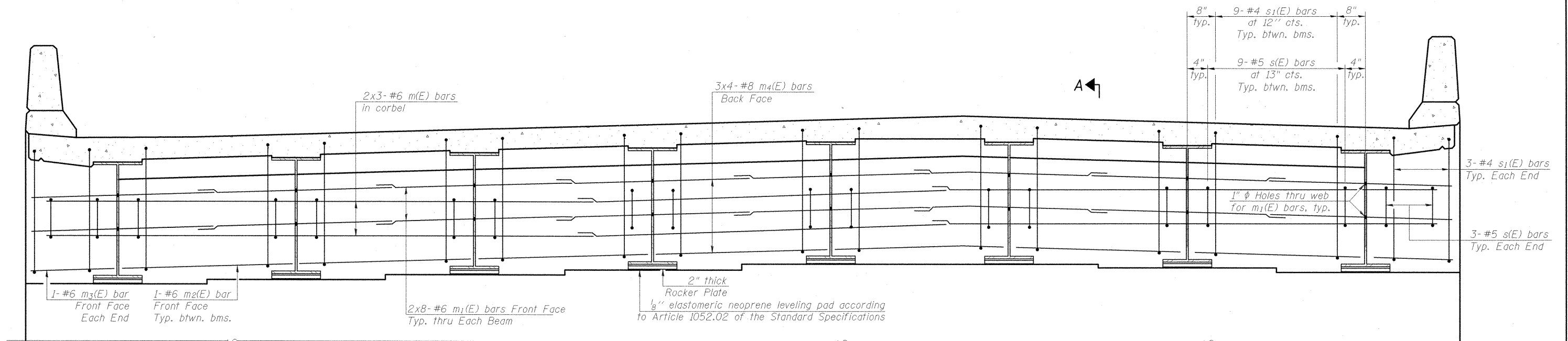
**PARAPET ELEVATION AND DETAILS
STRUCTURE NO. 100-0093 (W.B.) & STRUCTURE NO. 100-0094 (E.B.)**

SHEET NO. S-17 OF S-38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1)VB-1	WILLIAMSON	367	183
				CONTRACT NO. 98859

ILLINOIS FED. AID PROJECT

FILE NAME: I:\s\0986603\dr\aw\cadd\sheet\structural\plans\shaf - bridge\PARAPET ELEV & DETAIL.dwg



DIAPHRAGM ELEVATION AT ABUTMENT

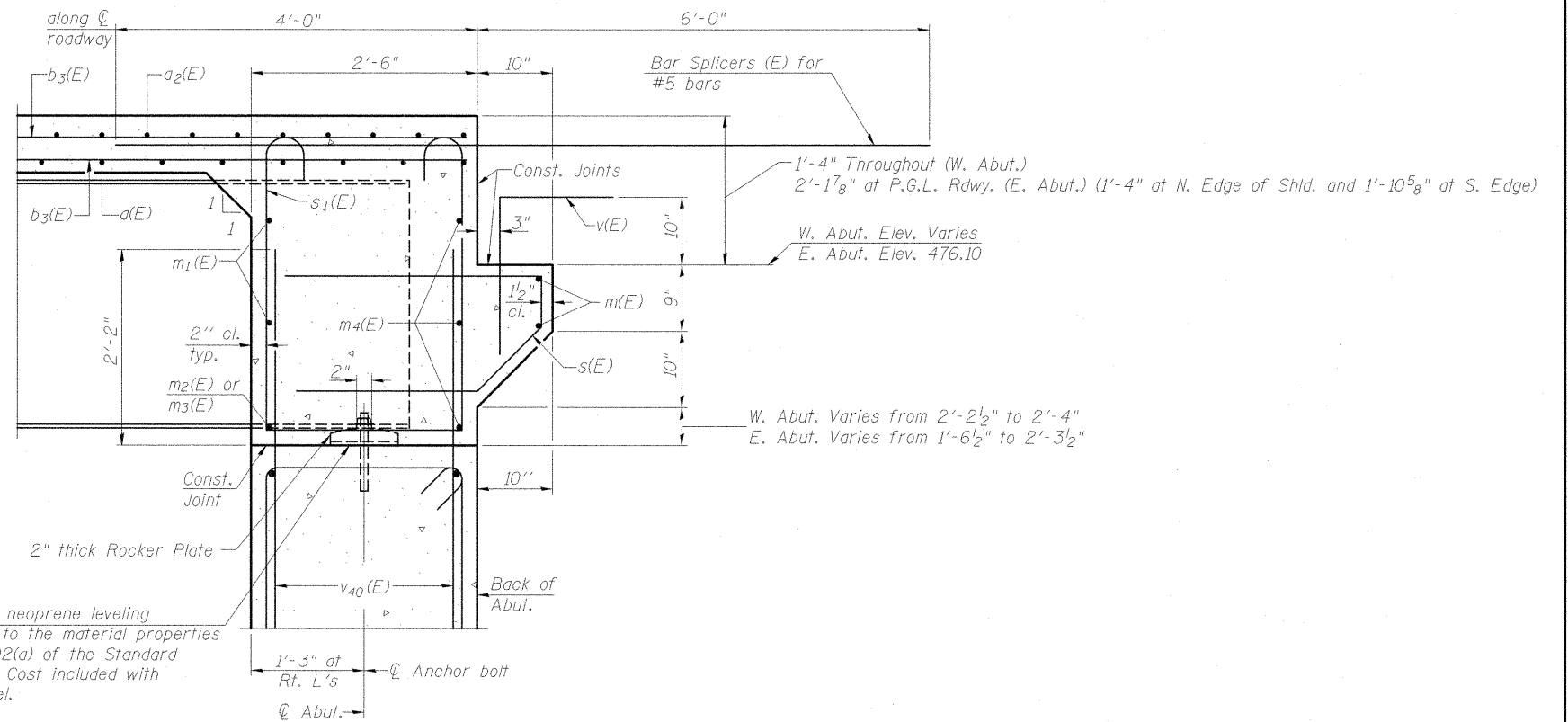
(EAST ABUT. - LOOKING EAST)
(WEST ABUT. - OPP. HAND)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on Sheet S-17 of S-41.
Concrete in diaphragm is included with Concrete Superstructure on Sheet S-17 of S-41.
For details of bars s(E) & s1(E) see Sheet S-17 of S-41.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP

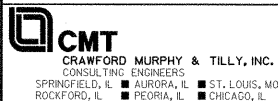
#6 bar = 3'-10"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

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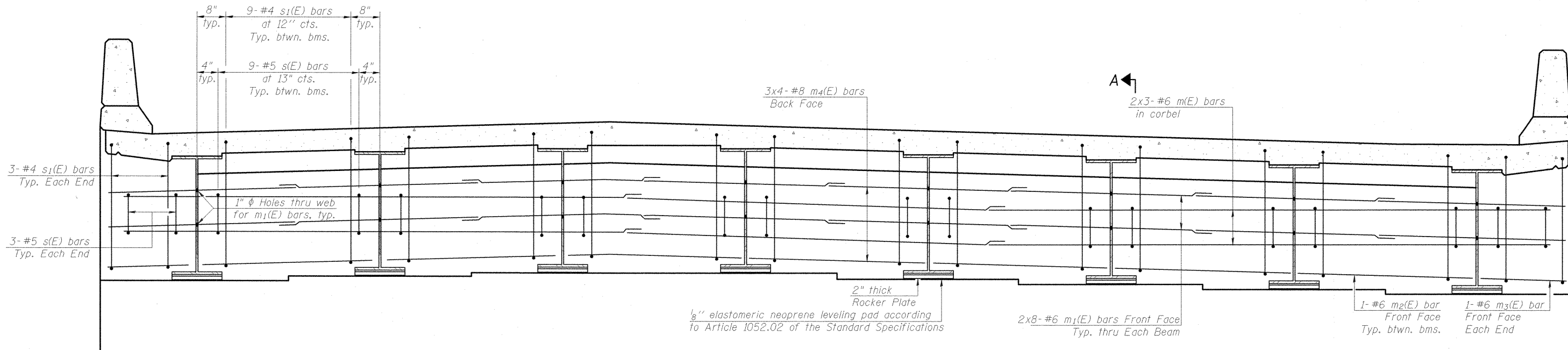
USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 12/7/2011	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BACKWALL DETAILS
STRUCTURE NO. 100-0093 (W.B.)**

SHEET NO. S-18 OF S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX-1VB-1	WILLIAMSON	367	184
CONTRACT NO. 98859				
ILLINOIS FED. AID PROJECT				



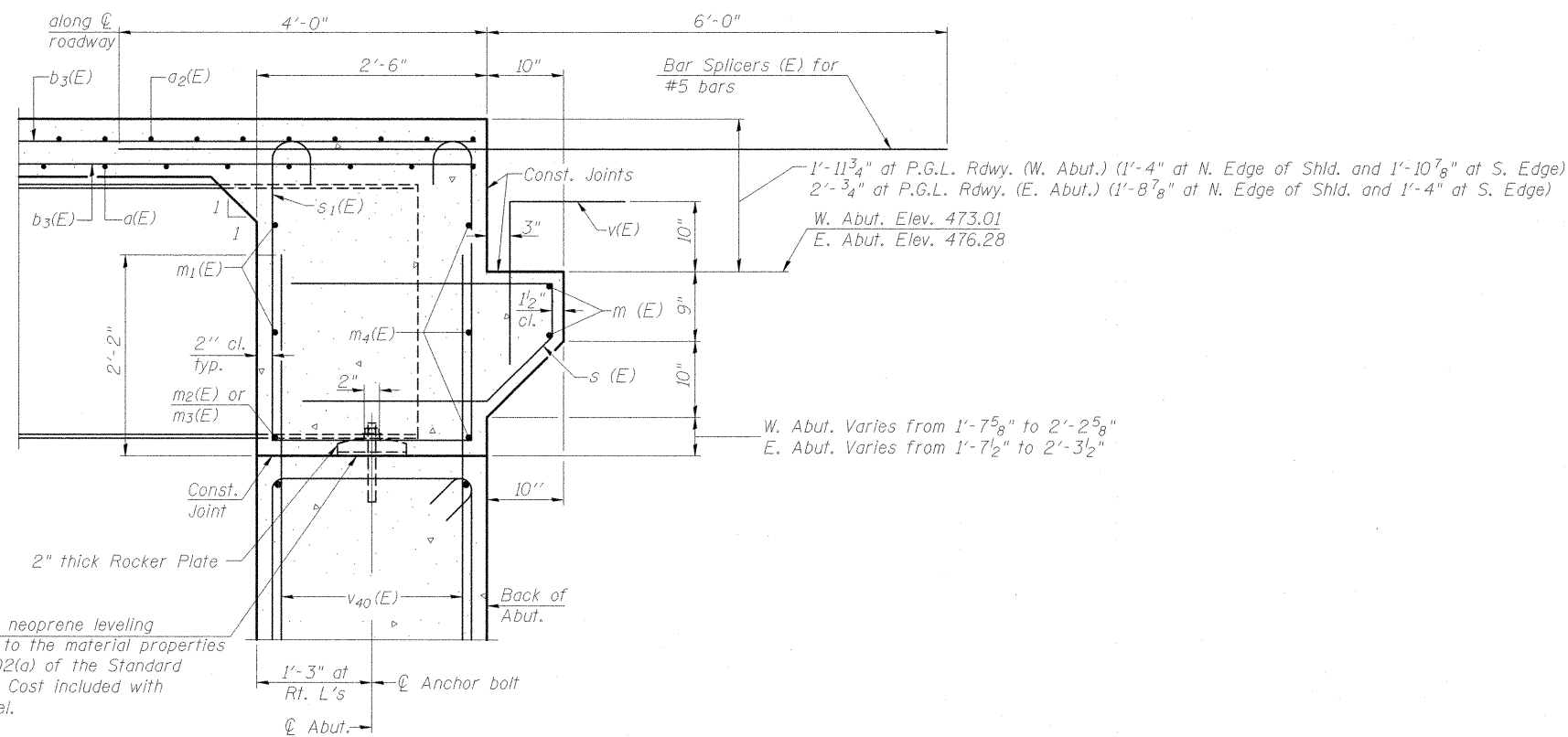
DIAPHRAGM ELEVATION AT ABUTMENT

(EAST ABUT. - LOOKING EAST)
(WEST ABUT. - OPP. HAND)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on Sheet S-17 of S-41.
Concrete in diaphragm is included with Concrete Superstructure on Sheet S-17 of S-41.
For details of bars s(E) & s1(E) see Sheet S-17 of S-41.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP

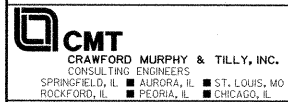
#6 bar = 3'-10"



SECTION A-A

Dimensions at right angles to abutment, except as shown.

FILE NAME = I:\doc\1906603\of\an\road\shetra\structural\plans\brdg\rr_brdge\BACKWALL_DETAIL S.EB.dgn



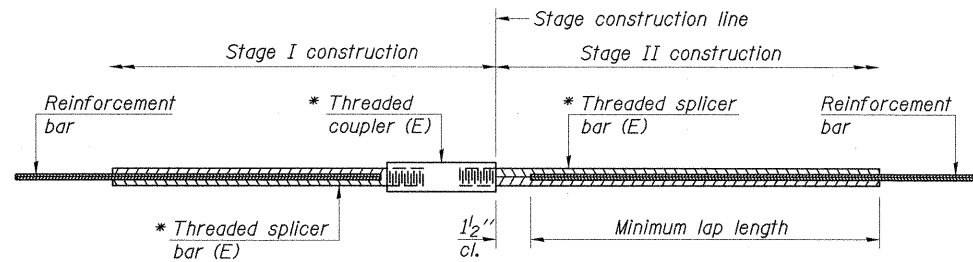
USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 12/7/2011	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BACKWALL DETAILS
STRUCTURE NO. 100-0094 (E.B.)**

SHEET NO. S-190F S-41 SHEETS

F.A.P. RTE. 331	SECTION (1X-1VB-1)	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 185
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

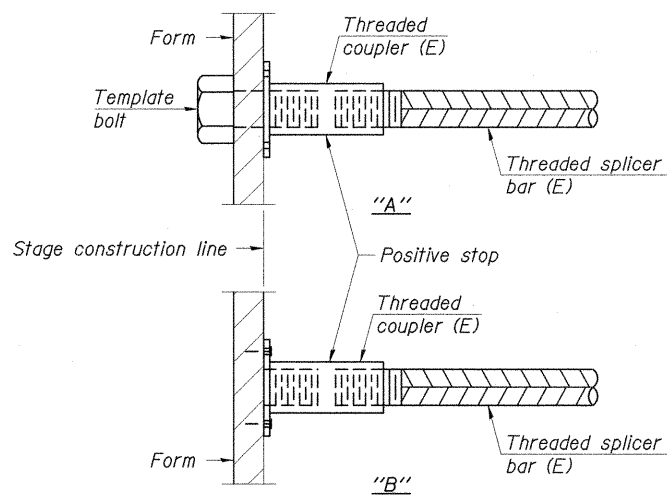
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
 Table 2: Black bar, Top bar lap, 0.8 Class C
 Table 3: Epoxy bar, 0.8 Class C
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

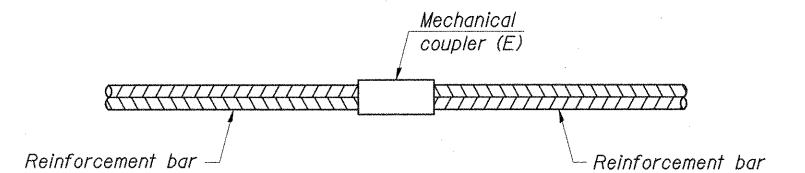
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

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



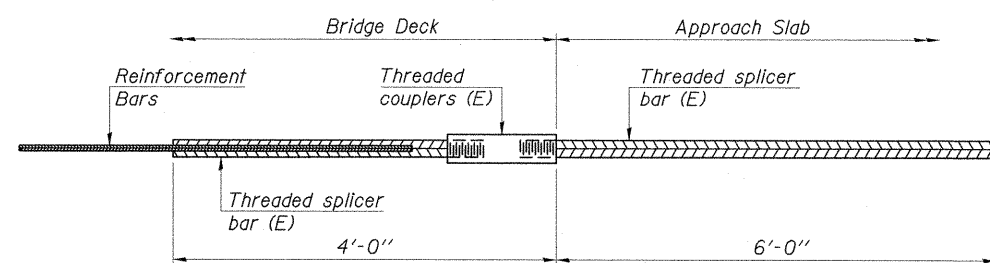
INSTALLATION AND SETTING METHODS

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



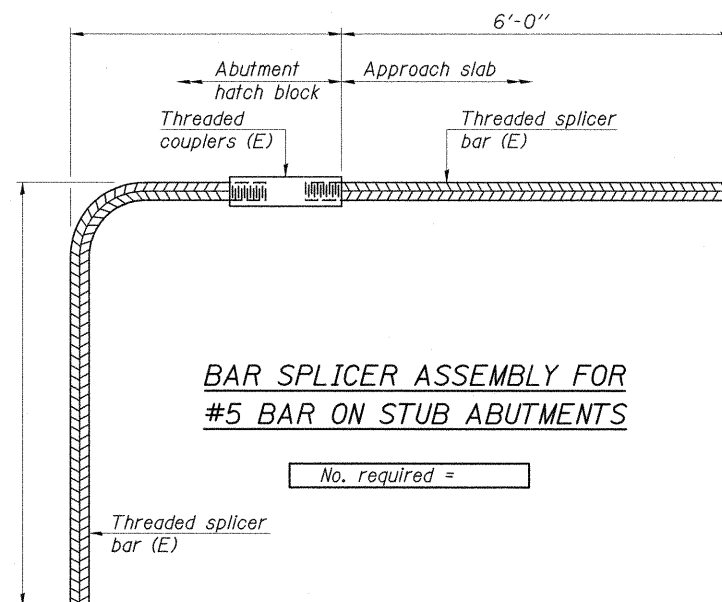
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Str. No. 100-0093 Pier 1	#11	100
Str. No. 100-0093 Pier 2	#11	100
Str. No. 100-0094 Pier 1	#11	100
Str. No. 100-0094 Pier 2	#11	100
Total No. Required		400



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

No. required = 228



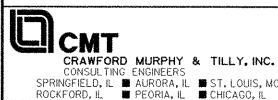
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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BSD-1

7-1-10

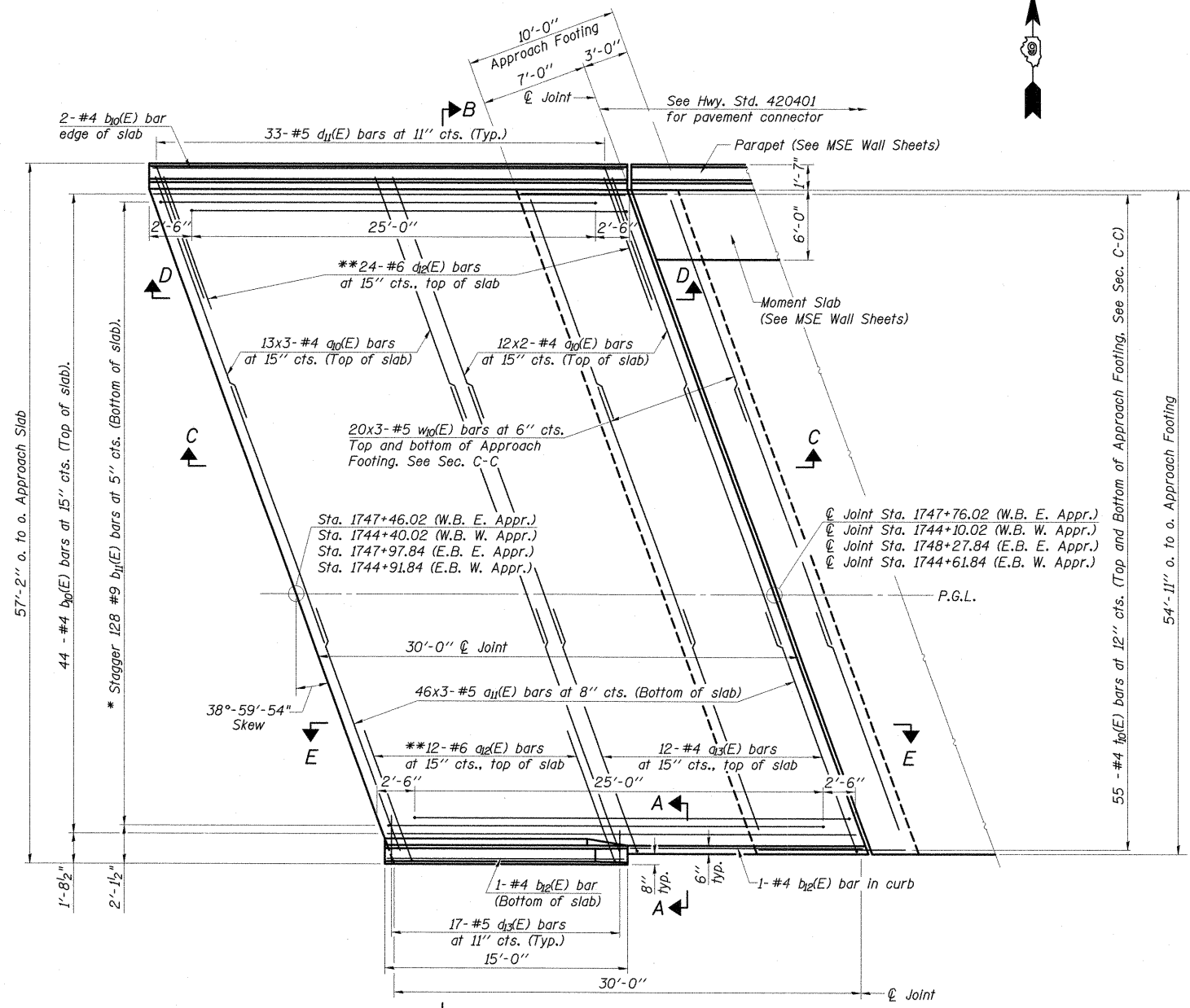
USER NAME = Gory Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 12/7/2011	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

SHEET NO. S-200F S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1)VB-1	WILLIAMSON	367	186
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				



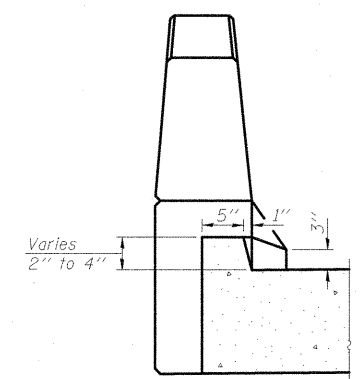
PLAN
 (East Approach S.N. 100-0093 shown.
 West Approach and S.N. 100-0094 similar)

* Tilt #9b1(E) bars as required to maintain clearance.
 ** Space between a0(E), typ. each parapet.

MIN. BAR LAPS
 #4 Bar = 2'-0"
 #5 Bar = 2'-6"

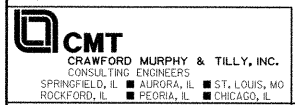
NOTES:

1. See Sheet S-22 of S-41 for Sections C-C, D-D, & E-E, and Approach Slab Bill of Material.
2. a0(E) and a1(E) bar spacings measured along @ Rdwy.
3. Bars indicated thus 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



VIEW A-A

FILE NAME = I:\doc\0986803\draw\cadd\sheet\structural\plans\brdg\app\APPROACH SLAB DETAILS I.dgn



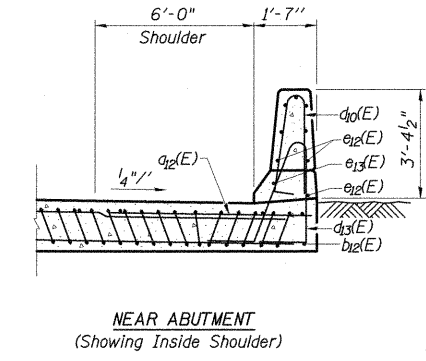
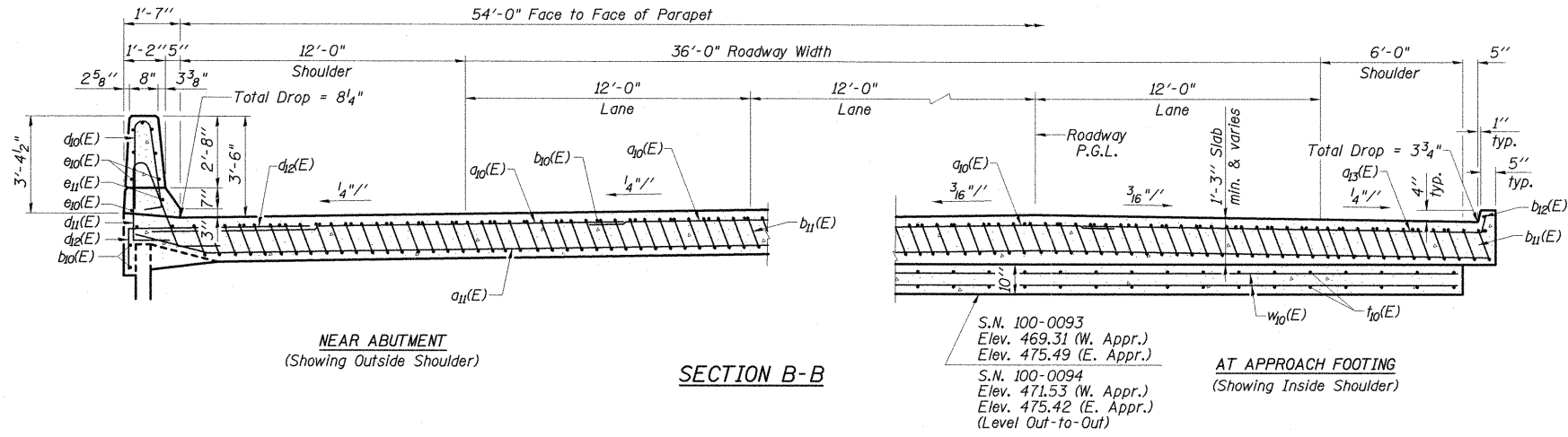
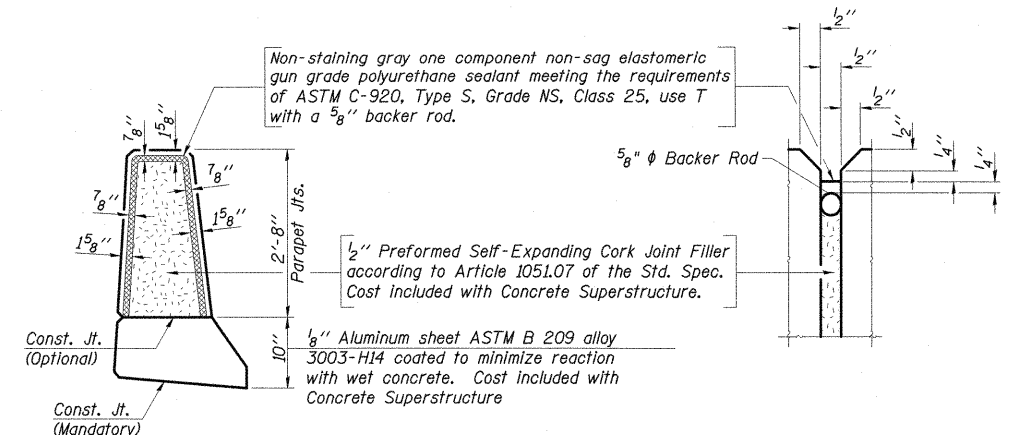
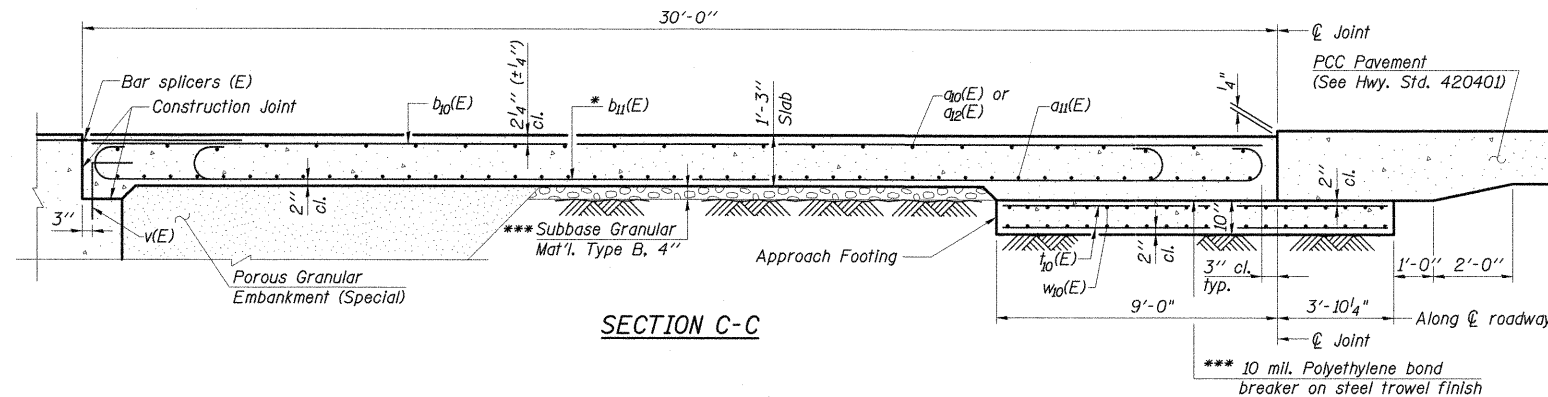
USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 12/7/2011	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS I
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

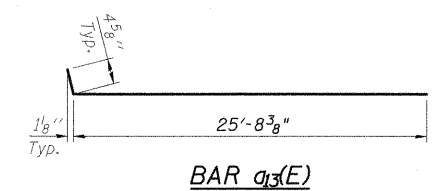
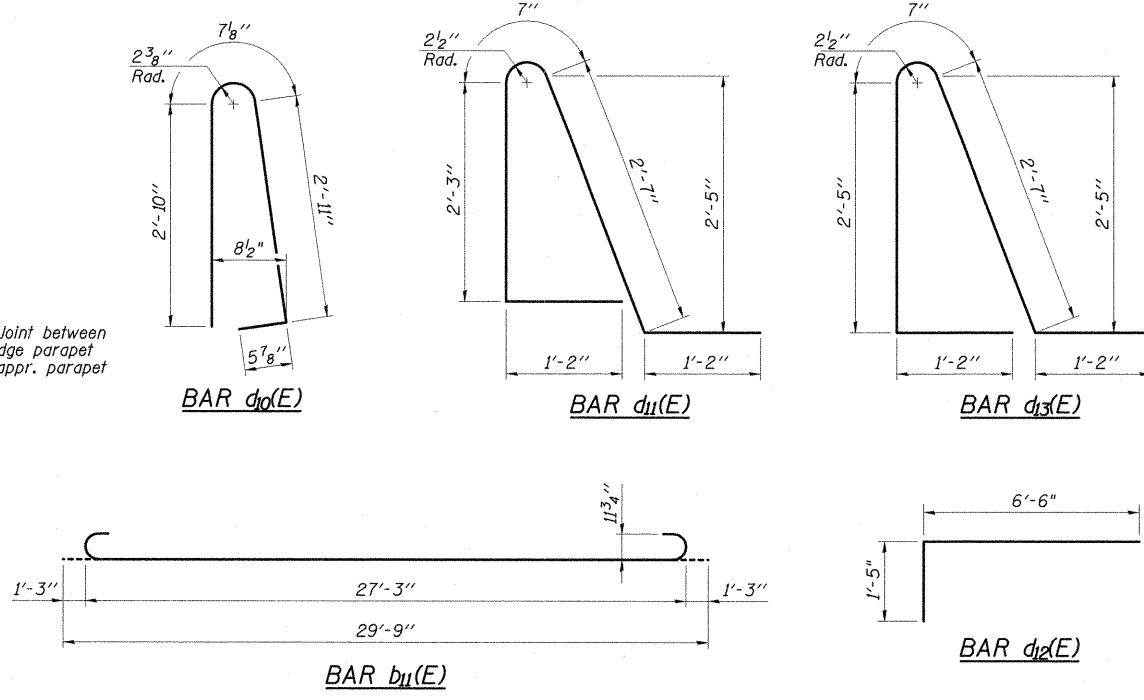
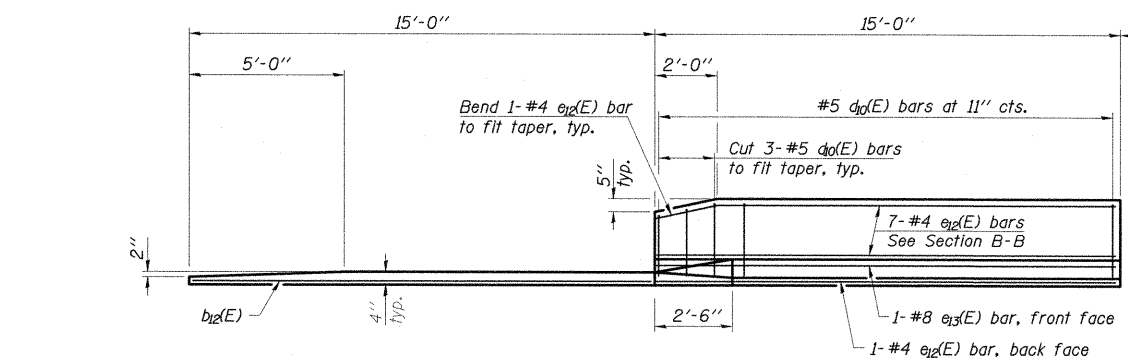
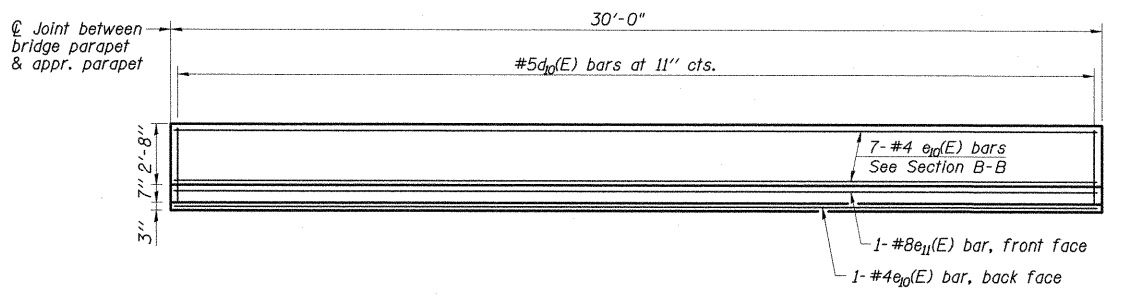
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1)VB-1	WILLIAMSON	367	187
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				

SHEET NO. S-21 OF S-41 SHEETS



FOUR APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a ₁₀ (E)	252	#4	25'-8"	
a ₁₁ (E)	552	#5	26'-0"	
a ₁₂ (E)	48	#6	6'-6"	
a ₁₃ (E)	48	#4	26'-1"	
b ₁₀ (E)	184	#4	29'-8"	
b ₁₁ (E)	512	#9	29'-9"	
b ₁₂ (E)	8	#4	14'-8"	
d ₁₀ (E)	200	#5	6'-10"	
d ₁₁ (E)	132	#5	7'-9"	
d ₁₂ (E)	96	#6	7'-11"	
d ₁₃ (E)	68	#5	7'-11"	
e ₁₀ (E)	32	#4	29'-8"	
e ₁₁ (E)	4	#8	29'-8"	
e ₁₂ (E)	32	#4	14'-8"	
e ₁₃ (E)	4	#8	14'-8"	
t ₁₀ (E)	440	#4	12'-6"	
w ₁₀ (E)	480	#5	24'-8"	
Bridge Deck Grooving	Sq. Yd.		694	
Protective Coat	Sq. Yd.		834	
Concrete Superstructure	Cu. Yd.		329.4	
Concrete Structures	Cu. Yd.		87.2	
Reinforcement Bars, Epoxy Coated	Pound		97,760	

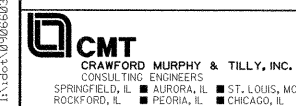


- NOTES:**
- See Sheet S-21 of S-41 for Detail A and Views B-B & G-G.
 - Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 - Approach footing concrete shall be paid for as Concrete Structures.
 - Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 - For v(E) bar details, see Sheets S-13 thru S-19 of S-41.
 - The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 - For bar splicer details, see Sheet S-20 of S-41.
 - Cost of excavation for approach footing included with Concrete Structures.
 - For Porous Granular Embankment (Special) and drainage treatment details, see Sheet S-2 of S-41.
 - For additional parapet details, see Sheet S-17 of S-41.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

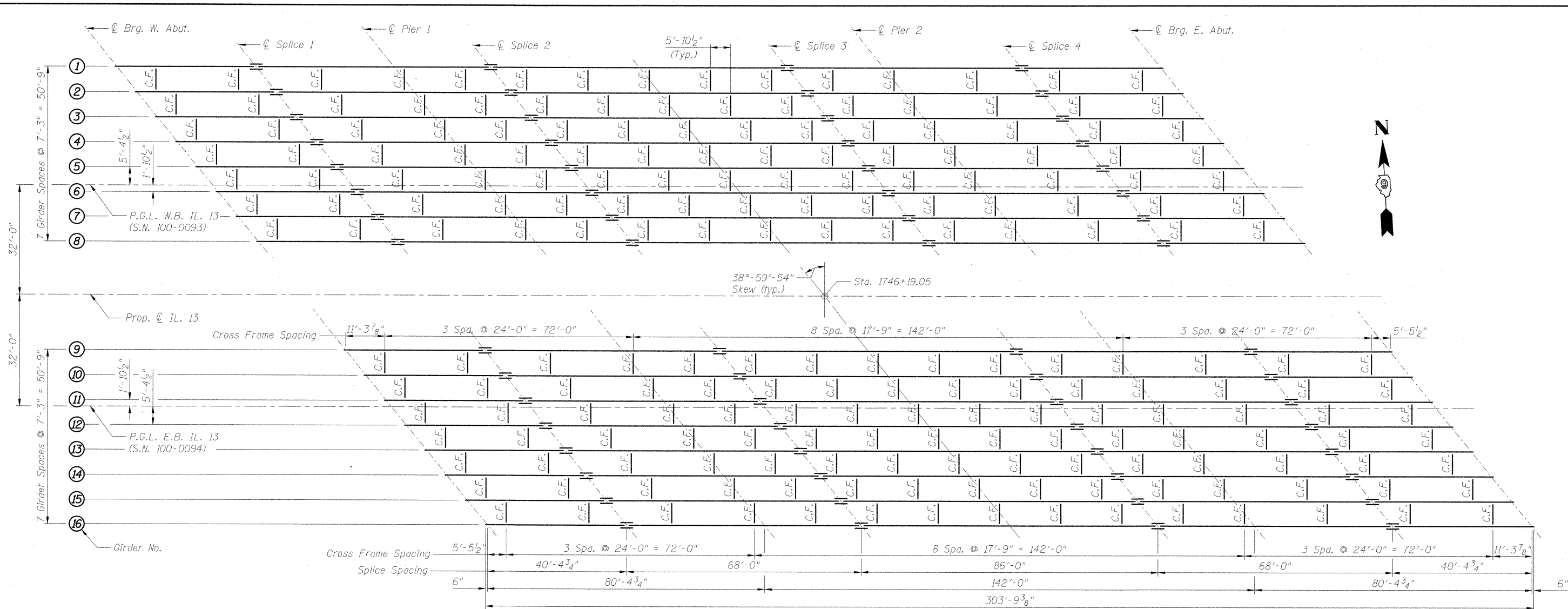
APPROACH SLAB DETAILS II
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)
SHEET NO. S-22 OF S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1)VB-1	WILLIAMSON	367	188
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

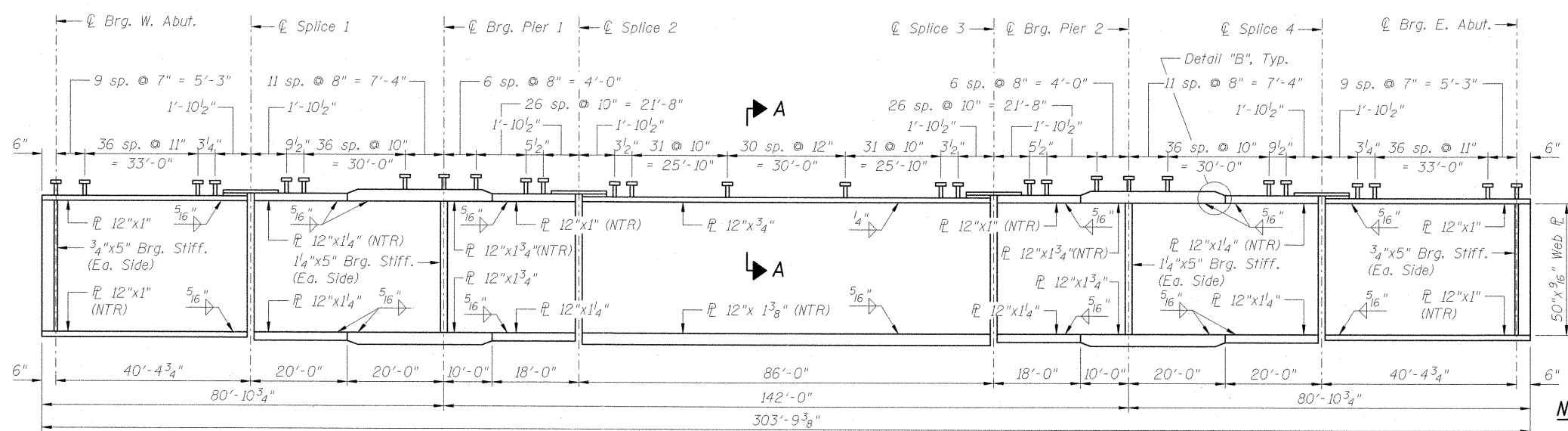


USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 12/7/2011	CHECKED - ATI	REVISED -

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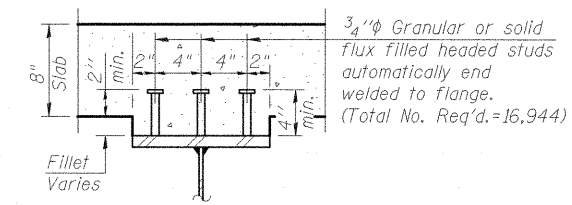


FRAMING PLAN

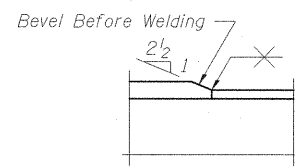


GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.



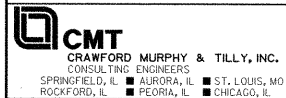
SECTION A-A



DETAIL "B"

NOTES:

- All steel for flanges, webs and bearings shall be AASHTO M270 Grade 50.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/10/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FRAMING PLAN AND ELEVATION
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)**

SHEET NO. S-230F S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1)VB-1	WILLIAMSON	367	189
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				

FILE NAME = J:\v\d\0906603\draw\cadd\sheet\structural\plans\brgf - rrr\bridge\FRAMING PLAN.DTL.S.DGN

TOP OF WEB ELEVATIONS STR. NO. 100-0093 *								
Location	Girder 1	Girder 2	Girder 3	Girder 4	Girder 5	Girder 6	Girder 7	Girder 8
⊕ Brg. W. Abut.	471.571	471.885	472.195	472.504	472.775	472.982	473.019	473.030
⊕ Splice 1	472.568	472.864	473.157	473.448	473.702	473.892	473.911	473.905
⊕ Pier 1	473.499	473.778	474.054	474.328	474.565	474.737	474.739	474.715
⊕ Splice 2	474.258	474.524	474.789	475.050	475.275	475.435	475.425	475.389
⊕ Splice 3	475.700	475.930	476.157	476.382	476.569	476.692	476.645	476.573
⊕ Pier 2	475.880	476.097	476.312	476.525	476.700	476.816	476.756	476.672
⊕ Splice 4	476.288	476.488	476.686	476.881	477.040	477.143	477.067	476.965
⊕ Brg. E. Abut.	476.657	476.840	477.020	477.198	477.339	477.415	477.321	477.202

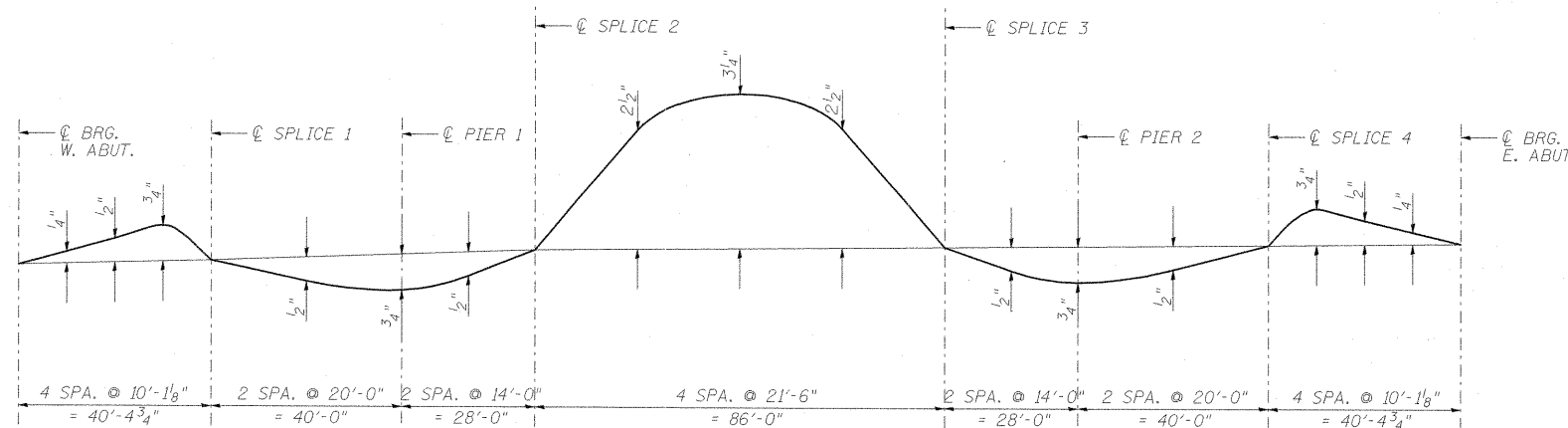
TOP OF WEB ELEVATIONS STR. NO. 100-0094 *								
Location	Girder 9	Girder 10	Girder 11	Girder 12	Girder 13	Girder 14	Girder 15	Girder 16
⊕ Brg. W. Abut.	473.635	473.905	474.150	474.224	474.233	474.206	474.176	474.143
⊕ Splice 1	474.435	474.688	474.915	474.971	474.964	474.919	474.871	474.822
⊕ Pier 1	475.172	475.407	475.617	475.656	475.631	475.569	475.504	475.437
⊕ Splice 2	475.793	476.016	476.214	476.242	476.205	476.130	476.054	475.975
⊕ Splice 3	476.817	477.003	477.164	477.154	477.080	476.969	476.865	476.749
⊕ Pier 2	476.864	477.038	477.187	477.165	477.079	476.956	476.836	476.707
⊕ Splice 4	477.083	477.240	477.371	477.332	477.229	477.088	476.945	476.800
⊕ Brg. E. Abut.	477.245	477.384	477.498	477.442	477.321	477.163	477.003	476.840

* For Fabrication Only

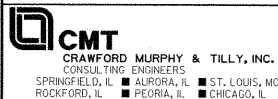
INTERIOR GIRDER REACTION TABLE HL93 Loading				
	W. Abut.	Pier 1	Pier 2	E. Abut.
R _{DC1} (k)	19.99	120.93	120.93	19.99
R _{DC2} (k)	2.69	16.24	16.24	2.69
R _{DW} (k)	7.87	47.54	47.54	7.87
R _{ℓ + IM} (k)	93.26	165.51	165.51	80.88
R _{Total} (k)	123.80	350.21	350.22	111.42

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1/ 0.6 Sp. 3	Pier 1/ Pier 2	0.5 Sp. 2
I _s (in ⁴)	21467	33990	21832
I _{c(n)} (in ⁴)	51508	71281	59467
I _{c(3n)} (in ⁴)	38255	53294	42731
I _{c(cr)} (in ⁴)		39833	
S _s (in ³)	826	1271	961
S _{c(n)} (in ³)	1154	1777	1377
S _{c(3n)} (in ³)	1049	2960	1251
S _{c(cr)} (in ³)		1661	
DC1 (k/ft)	0.931	0.993	0.937
M _{DC1} (k)	154	1422	904
DC2 (k/ft)	0.13	0.13	0.13
M _{DC2} (k)	31	164	151
DW (k/ft)	0.366	0.366	0.366
M _{DW} (k)	89	481	442
M _{ℓ + IM} (k)	1062	1284	1671
M _u (Strength I) (k)	2223	4951	4906
φ _r M _n (k)	4615	5294	5135
f _s DC1 (ksi)	2.2	13.4	11.3
f _s DC2 (ksi)	0.3	1.2	1.3
f _s DW (ksi)	0.9	3.5	3.9
f _s (ℓ + IM) (ksi)	12.2	9.3	16.0
f _s (Service II) (ksi)	19.3	30.2	37.3
0.95R _n F _{yr} (ksi)	47.5	47.5	47.5
f _s (Total)(Strength I) (ksi)	24.4	46.8	47.8
φ _r F _n (ksi)			
V _r (k)	35.4	55.0	40.9

- 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 (in⁴ and in³).
- 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 (in⁴ and in³).
- 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 (in⁴ and in³).
- 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 dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_{ℓ + IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ + IM}
- φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (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).
M_{DC1} / 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).
M_{DC2} / S_{c(3n)} or M_{DC2} / 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).
M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
- f_s (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{ℓ + IM} / S_{c(3n)} or M_{ℓ + 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 (ℓ + IM)
- 0.95R_nF_{yr}: 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 (ℓ + IM)
- φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).
- V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



CAMBER DIAGRAM



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 1/10/2012	CHECKED - ATI	REVISED -

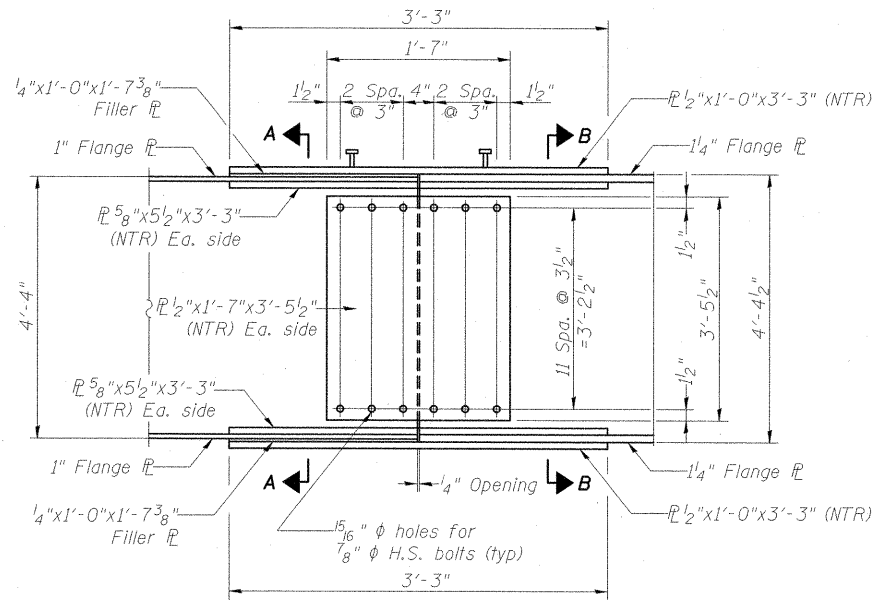
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CAMBER DIAGRAM
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)**

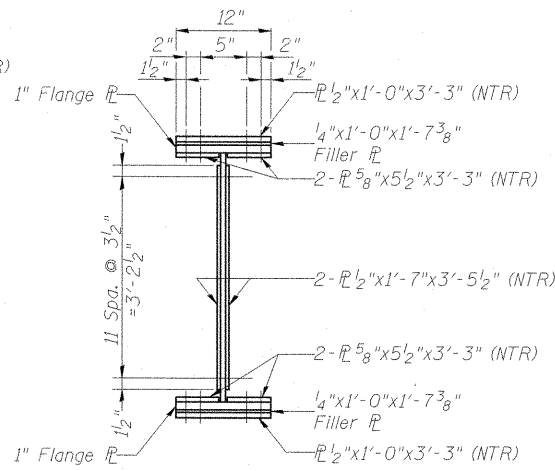
SHEET NO. S-240F S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	1X-1VB-1	WILLIAMSON	367	190
CONTRACT NO. 98859				

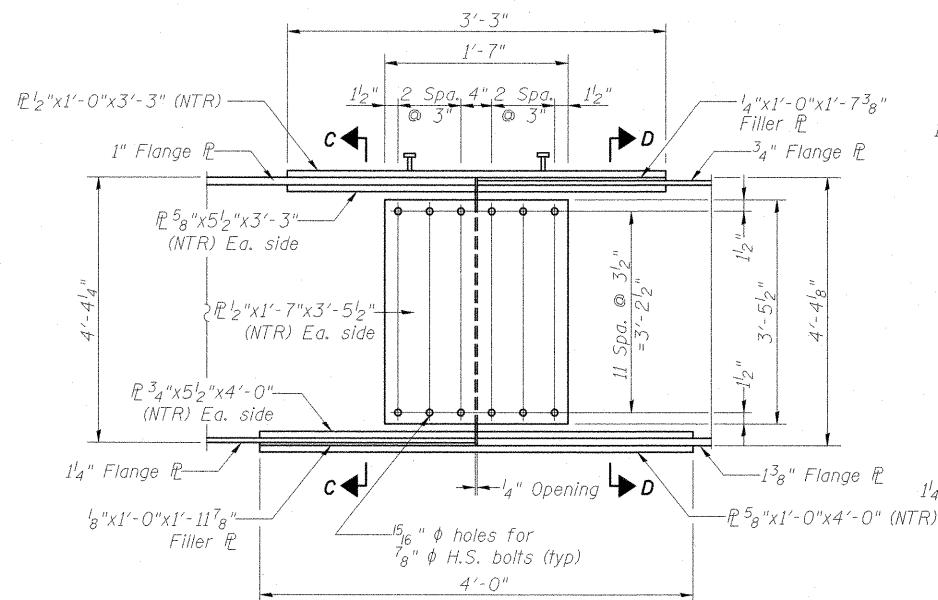
ILLINOIS FED. AID PROJECT



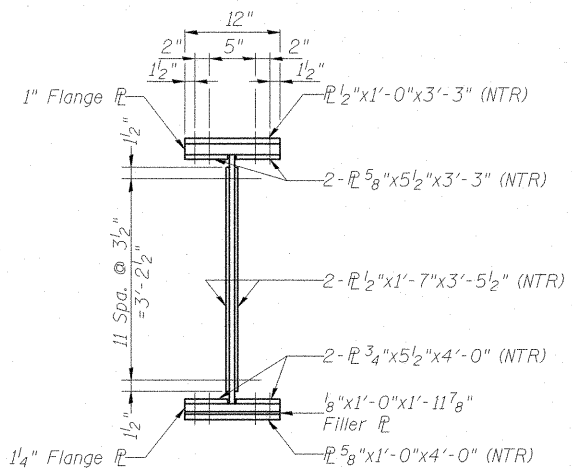
SPLICE-1 & 4 ELEVATION



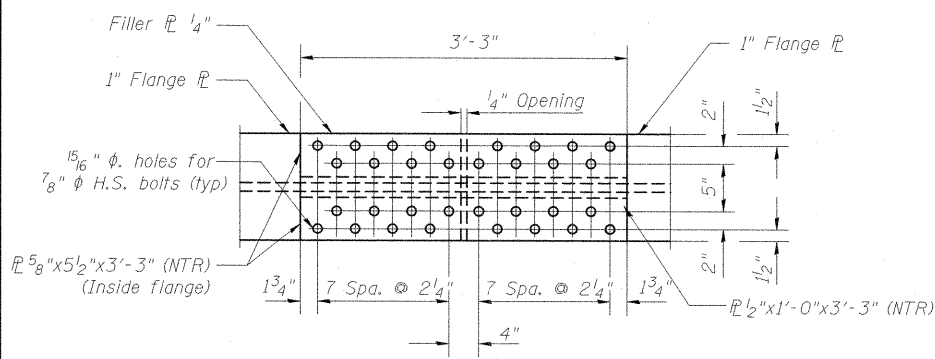
SECTION A-A



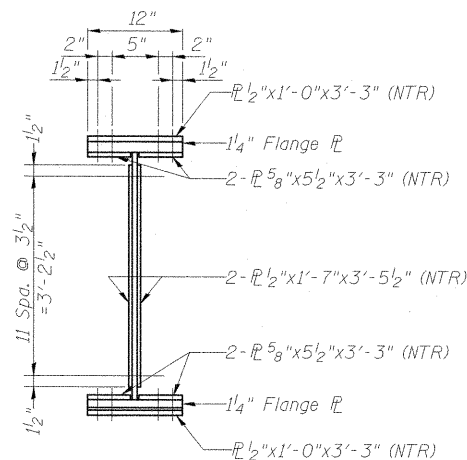
SPLICE-2 & 3 ELEVATION



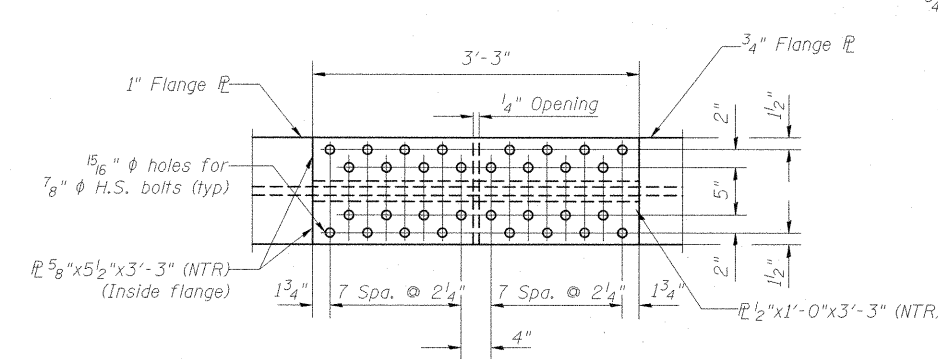
SECTION C-C



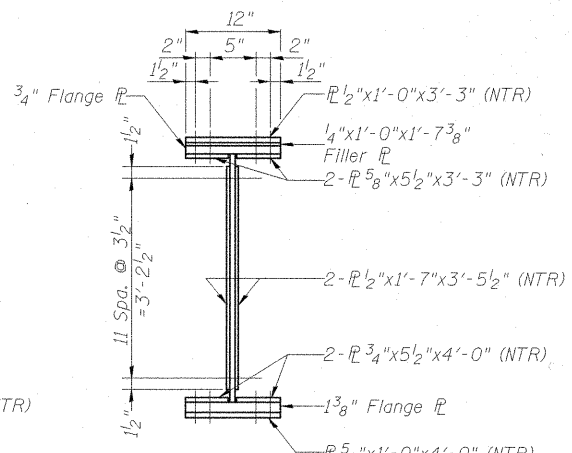
TOP VIEW



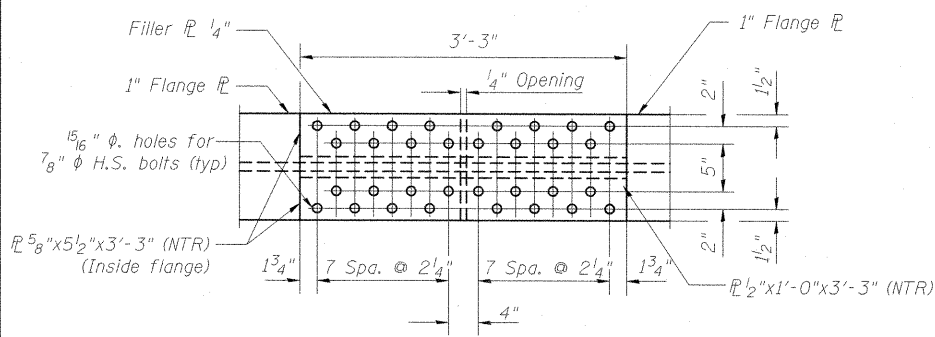
SECTION B-B



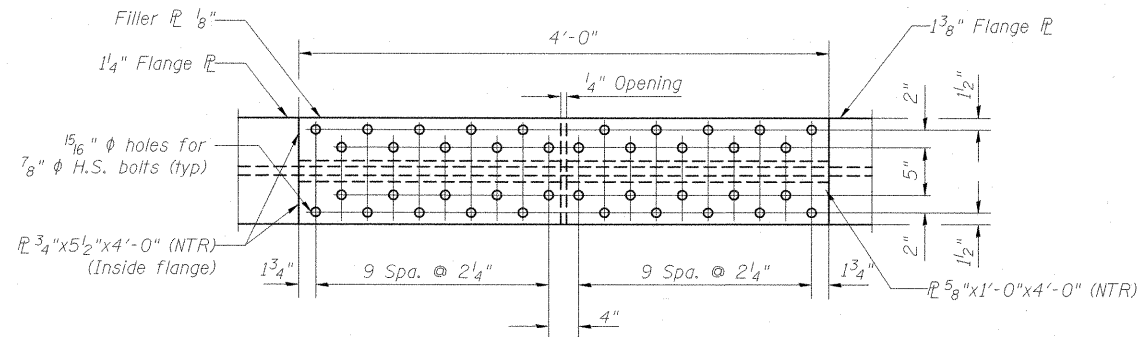
TOP VIEW



SECTION D-D



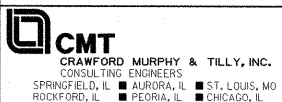
BOTTOM VIEW



BOTTOM VIEW

Notes:

- All structural steel shall be AASHTO M 270 Grade 50.
- Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 1/10/2012	CHECKED - ATI	REVISED -

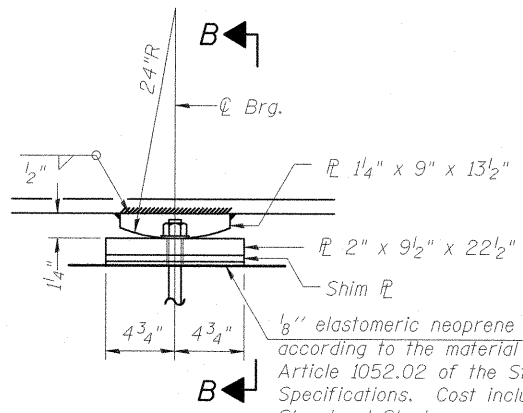
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SPLICE DETAILS
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

SHEET NO. S-25OF S-41 SHEETS

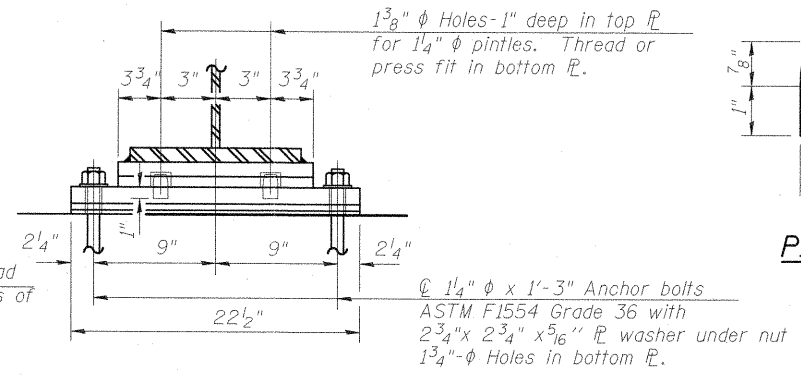
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				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

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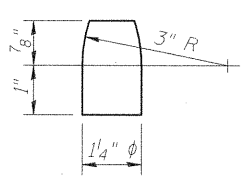


ELEVATION

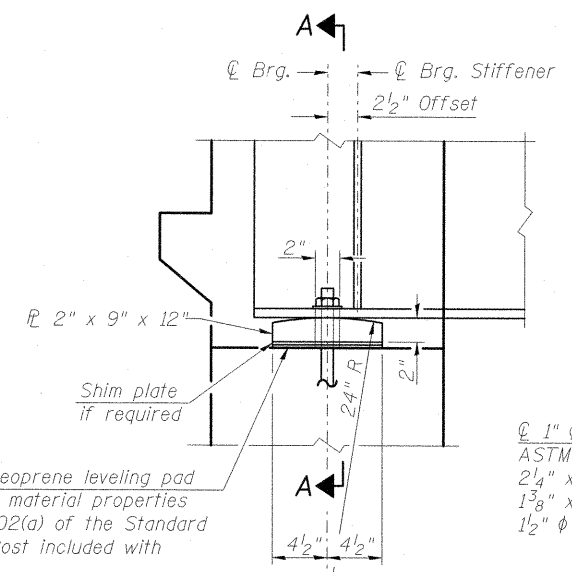
FIXED BEARING - PIER 1 & 2



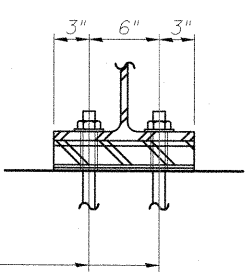
SECTION B-B



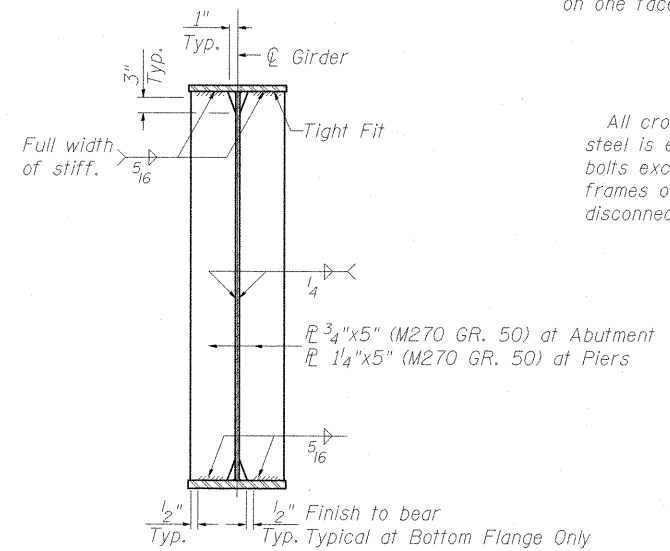
PINTLE



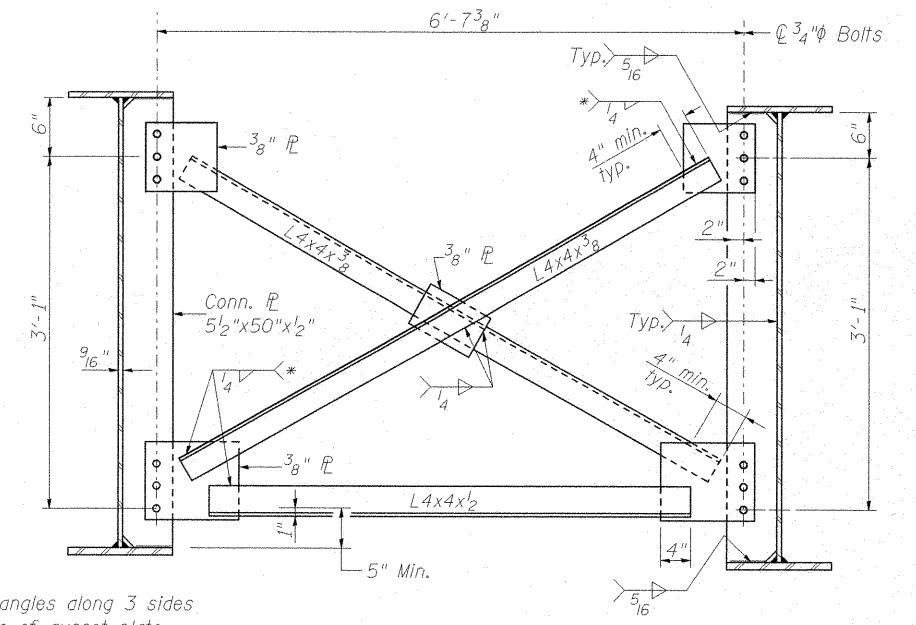
ELEVATION AT INTEGRAL ABUTMENT



SECTION A-A



BEARING STIFFENERS AT ABUTMENT AND PIERS



TYPICAL INTERIOR CROSS FRAME

(105 Required for S.N. 100-0093 (W.B.))
(105 Required for S.N. 100-0094 (E.B.))

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

Detail 5/16" diameter holes for all 3/4" diameter bolts.

Two hardened washers required for each set of oversized holes.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	64
Anchor Bolts, 1 1/4"	Each	64

NOTES

- All steel for flanges, webs and bearings shall be AASHTO M270 Grade 50.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
- Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade bolts will not be allowed.

Location	SHIM PLATE THICKNESS			
	W. Abut.	Pier 1	Pier 2	E. Abut.
Girder 1	-	1/8"	1/8"	-
Girder 2	-	1/8"	1/8"	-
Girder 3	-	1/8"	1/8"	-
Girder 4	-	1/8"	1/8"	-
Girder 5	-	1/8"	1/8"	-
Girder 6	-	1/8"	1/8"	-
Girder 7	3/8"	1/8"	1/4"	-
Girder 8	5/8"	5/8"	1/8"	-
Girder 9	-	1/8"	1/8"	-
Girder 10	-	1/8"	1/8"	-
Girder 11	-	1/8"	1/2"	-
Girder 12	-	5/8"	1/8"	-
Girder 13	1/8"	3/8"	1/8"	-
Girder 14	1/2"	3/8"	1/8"	-
Girder 15	1/8"	1/4"	1/8"	-
Girder 16	1/2"	1/4"	1/8"	-

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USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 1/18/2012	CHECKED - ATI	REVISED -

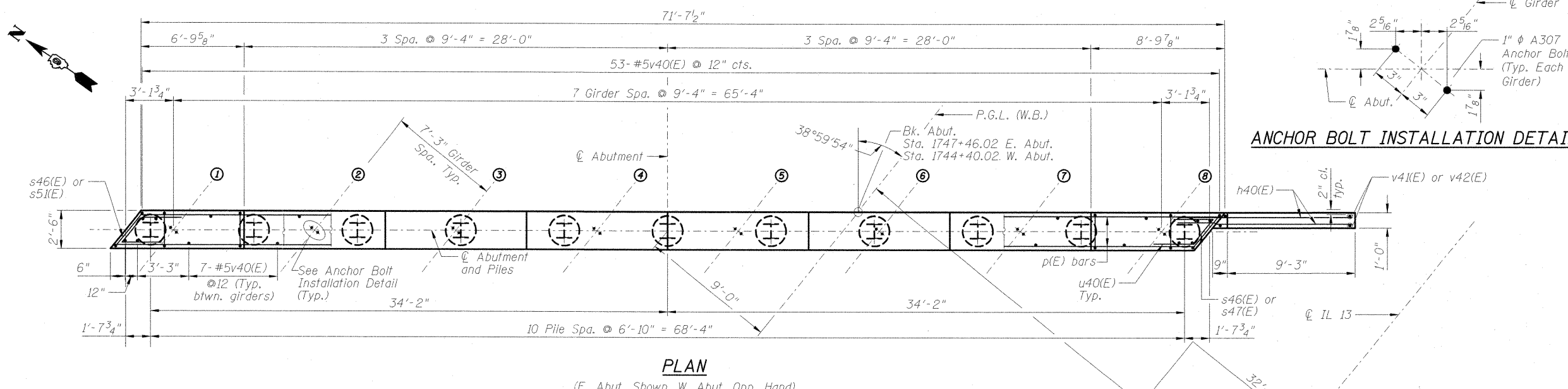
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING AND BEARING DETAILS
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)

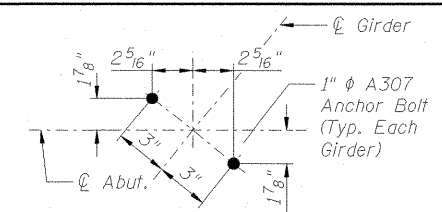
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1)VB-1	WILLIAMSON	367	192
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				

SHEET NO. S-26OF S-41 SHEETS

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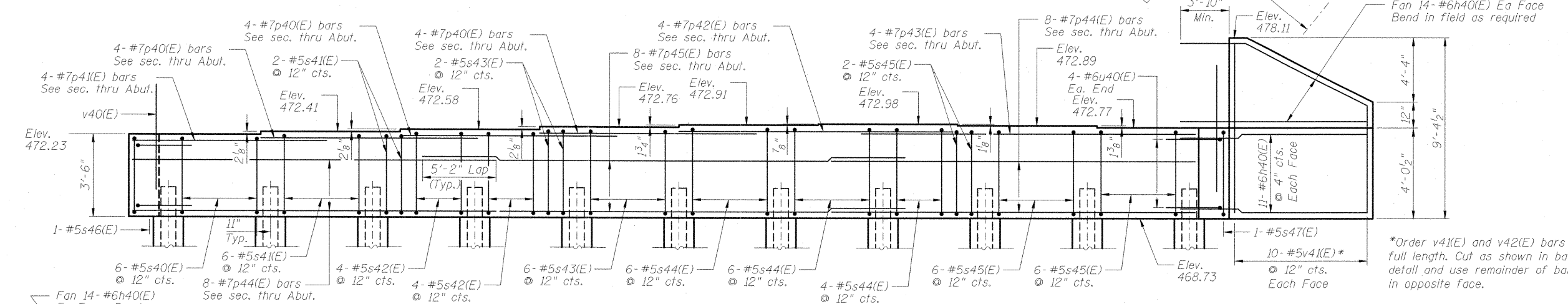
ANCHOR BOLT INSTALLATION DETAIL



PLAN
(E. Abut. Shown, W. Abut. Opp. Hand)

BILL OF MATERIAL
(East Abutment)

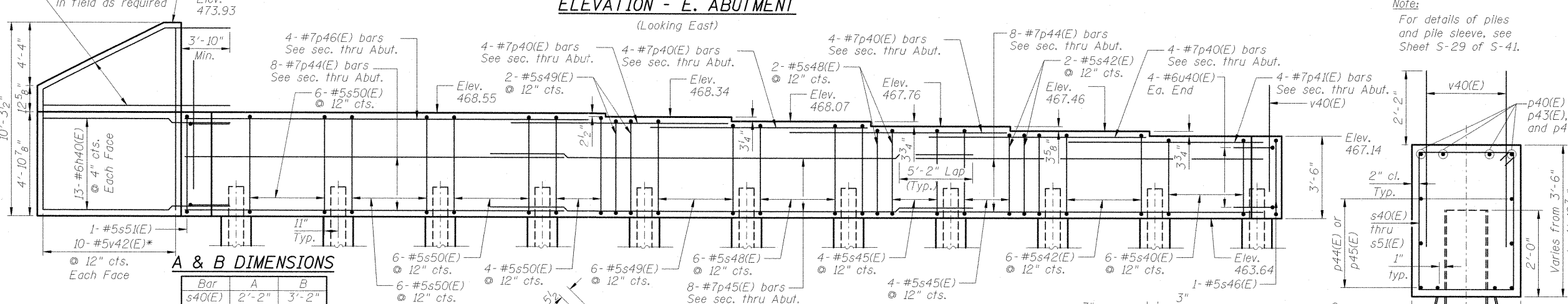
Bar	No.	Size	Length	Shape
h40(E)	50	#6	14'-5"	
p40(E)	12	#7	14'-6"	
p41(E)	4	#7	13'-0"	
p42(E)	4	#7	18'-4"	
p43(E)	4	#7	22'-4"	
p44(E)	16	#7	24'-7"	
p45(E)	8	#7	32'-6"	
s40(E)	6	#5	11'-7"	
s41(E)	8	#5	11'-11"	
s42(E)	8	#5	12'-3"	
s43(E)	8	#5	12'-7"	
s44(E)	16	#5	12'-11"	
s45(E)	14	#5	12'-9"	
s46(E)	1	#5	12'-10"	
s47(E)	1	#5	14'-0"	
u40(E)	8	#6	7'-10"	
v40(E)	106	#5	4'-4"	
v41(E)	10	#5	13'-9"	
Concrete Structures	Cu. Yd.		29.0	
Reinforcement Bars, Epoxy Coated	Pound		4,740	
Furnishing Steel Piles HP12X53	Foot		580	
Driving Piles	Foot		580	
Test Pile Steel HP12X53	Each		1	
Pile Shoes	Each		11	



ELEVATION - E. ABUTMENT
(Looking East)

BILL OF MATERIAL
(West Abutment)

Bar	No.	Size	Length	Shape
h40(E)	54	#6	14'-5"	
p40(E)	16	#7	14'-6"	
p41(E)	4	#7	13'-0"	
p44(E)	16	#7	24'-7"	
p45(E)	8	#7	32'-6"	
p46(E)	4	#7	25'-2"	
s40(E)	6	#5	11'-7"	
s42(E)	8	#5	12'-3"	
s45(E)	8	#5	12'-9"	
s46(E)	1	#5	12'-10"	
s48(E)	8	#5	13'-5"	
s49(E)	8	#5	14'-0"	
s50(E)	22	#5	14'-5"	
s51(E)	1	#5	15'-8"	
u40(E)	8	#6	7'-10"	
v40(E)	106	#5	4'-4"	
v42(E)	10	#5	15'-7"	
Concrete Structures	Cu. Yd.		32.3	
Reinforcement Bars, Epoxy Coated	Pound		4,900	
Furnishing Steel Piles HP12X53	Foot		550	
Driving Piles	Foot		550	
Test Pile Steel HP12X53	Each		1	
Pile Shoes	Each		11	

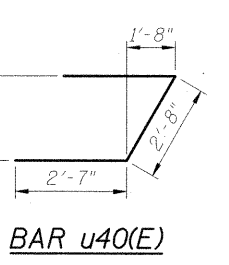


ELEVATION - W. ABUTMENT
(Looking West)

Note:
For details of piles and pile sleeve, see Sheet S-29 of S-41.

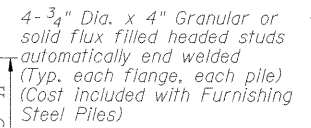
A & B DIMENSIONS

Bar	A	B
s40(E)	2'-2"	3'-2"
s41(E)	2'-2"	3'-2"
s42(E)	2'-2"	3'-6"
s43(E)	2'-2"	3'-8"
s44(E)	2'-2"	3'-10"
s45(E)	2'-2"	3'-9"
s46(E)	2'-9 1/2"	3'-2"
s47(E)	2'-9 1/2"	3'-9"
s48(E)	2'-2"	4'-1"
s49(E)	2'-2"	4'-4 1/2"
s50(E)	2'-2"	4'-7"
s51(E)	2'-9 1/2"	4'-7"



BARS s40(E) thru s51(E)
BAR u40(E)
BAR v41(E)
BAR v42(E)

SEISMIC PILE DETAIL



SECTION THRU ABUT.

Type: HP 12x53
Nominal Required Bearing: 418 k
Factored Resistance Available: 230 k
Est. Length: 58 ft (E. Abut.), 55 ft (W. Abut.)
No. Production Piles: 11 Incl. 1 Test Pile (E. Abut.)
11 Incl. 1 Test Pile (W. Abut.)

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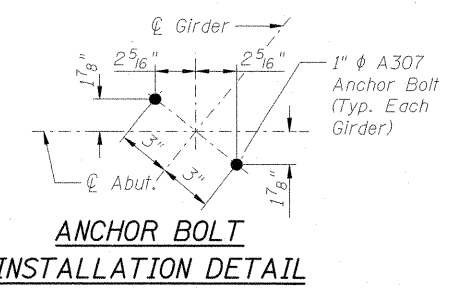
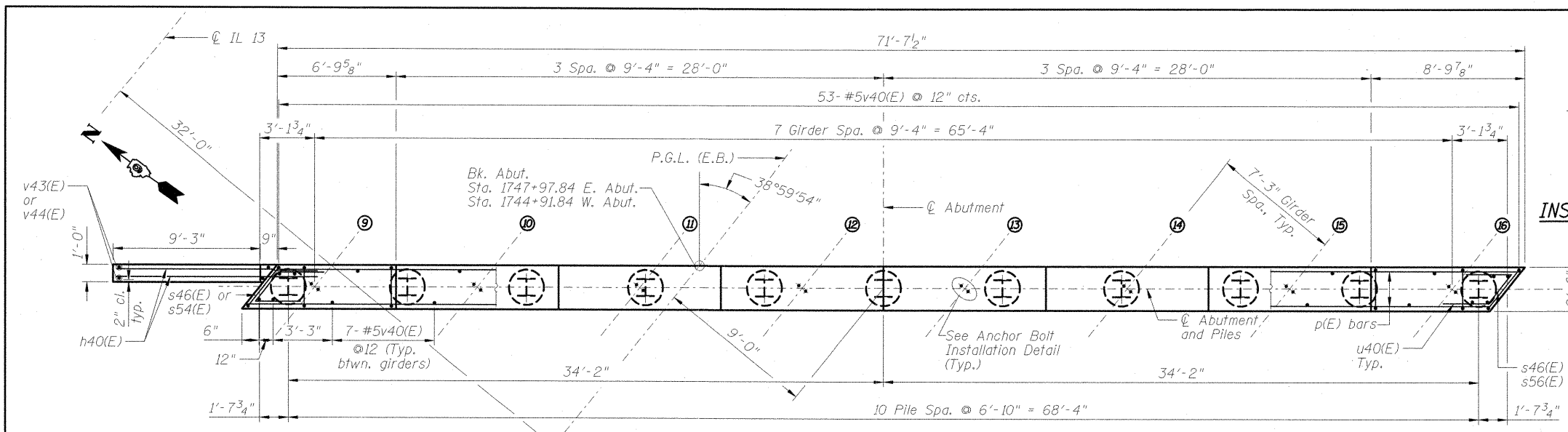
USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/10/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 100-0093 (W.B.)
SHEET NO. S-27OF S-41 SHEETS

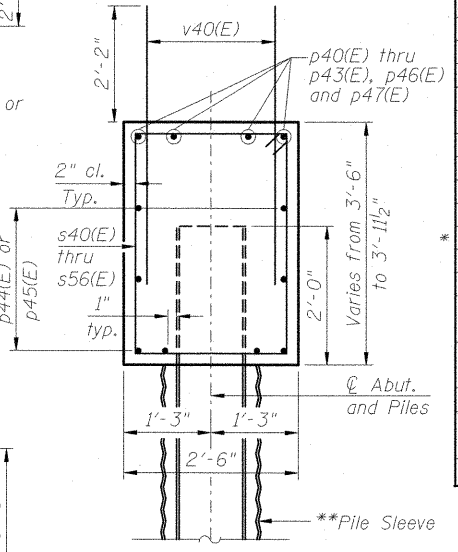
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1)VB-1	WILLIAMSON	367	193
				CONTRACT NO. 98859
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\v\d\100-0093\001\Drawings\Structural\Plans\Abutment Details.WB.dgn



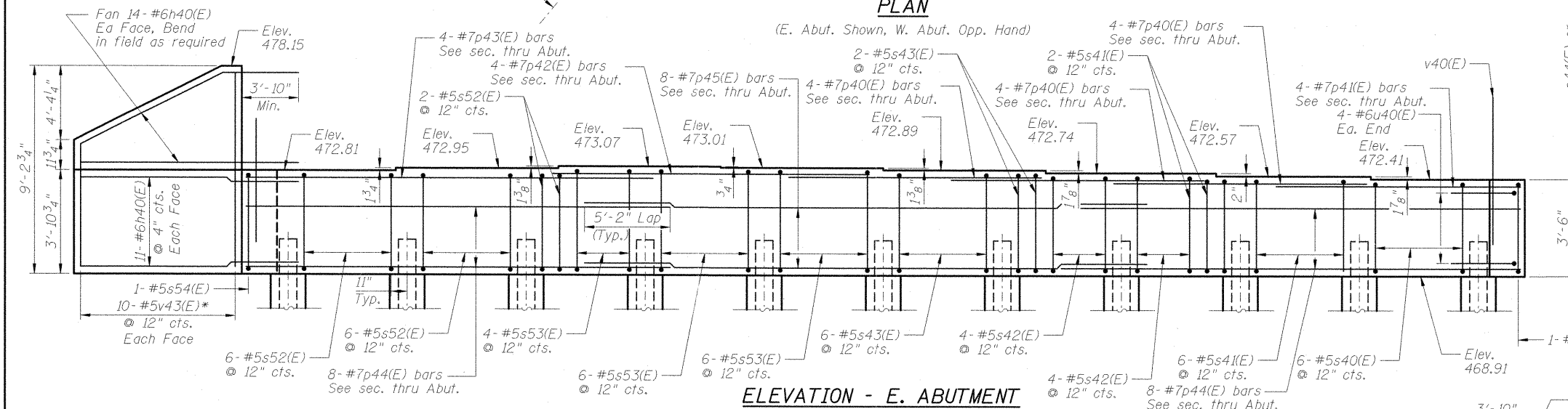
BILL OF MATERIAL
(East Abutment)

Bar	No.	Size	Length	Shape
h40(E)	50	#6	14'-5"	
p40(E)	12	#7	14'-6"	
p41(E)	4	#7	13'-0"	
p42(E)	4	#7	18'-4"	
p43(E)	4	#7	22'-4"	
p44(E)	16	#7	24'-7"	
p45(E)	8	#7	32'-6"	
s40(E)	6	#5	11'-7"	
s41(E)	8	#5	11'-11"	
s42(E)	8	#5	12'-3"	
s43(E)	8	#5	12'-7"	
s46(E)	1	#5	12'-10"	
s52(E)	14	#5	12'-5"	
s53(E)	16	#5	12'-10"	
s54(E)	1	#5	13'-8"	
u40(E)	8	#6	7'-10"	
v40(E)	106	#5	4'-4"	
v43(E)	10	#5	13'-5"	
Concrete Structures	Cu. Yd.		28.5	
Reinforcement Bars, Epoxy Coated	Pound		4,730	
Furnishing Steel Piles HP12X53	Foot		580	
Driving Piles	Foot		580	
Test Pile Steel HP12X53	Each		1	
Pile Shoes	Each		11	

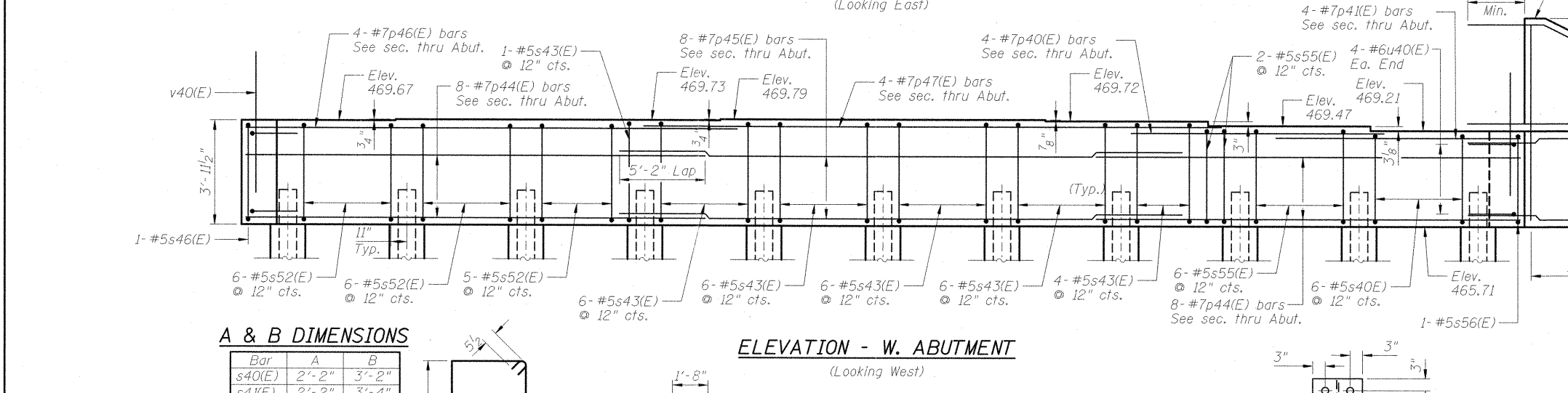


BILL OF MATERIAL
(West Abutment)

Bar	No.	Size	Length	Shape
h40(E)	48	#6	14'-5"	
p40(E)	4	#7	14'-6"	
p41(E)	4	#7	13'-0"	
p44(E)	16	#7	24'-7"	
p45(E)	8	#7	32'-6"	
p46(E)	4	#7	26'-2"	
p47(E)	4	#7	33'-2"	
s40(E)	6	#5	11'-7"	
s43(E)	29	#5	12'-7"	
s46(E)	1	#5	12'-10"	
s52(E)	17	#5	12'-5"	
s55(E)	8	#5	12'-1"	
s56(E)	1	#5	13'-9"	
u40(E)	8	#6	7'-10"	
v40(E)	106	#5	4'-4"	
v44(E)	10	#5	12'-7"	
Concrete Structures	Cu. Yd.		28.6	
Reinforcement Bars, Epoxy Coated	Pound		4,590	
Furnishing Steel Piles HP12X53	Foot		570	
Driving Piles	Foot		570	
Test Pile Steel HP12X53	Each		1	
Pile Shoes	Each		11	

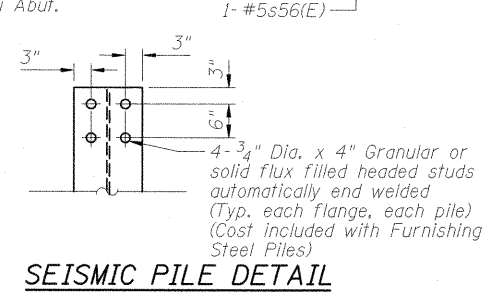
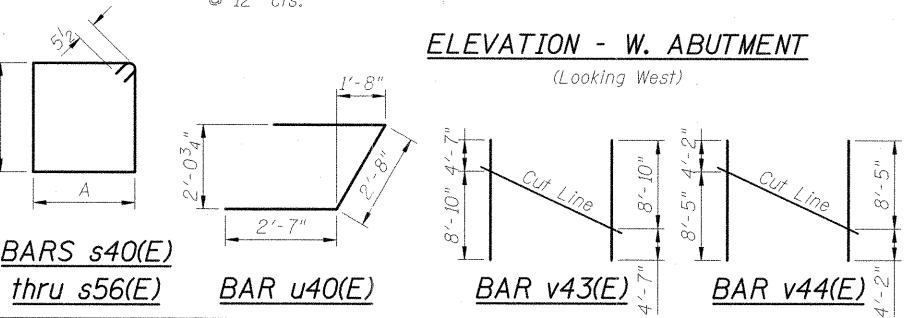


SECTION THRU ABUT.
**Cost included in the unit cost of Furnishing Steel Piles HP12X53



A & B DIMENSIONS

Bar	A	B
s40(E)	2'-2"	3'-2"
s41(E)	2'-2"	3'-4"
s42(E)	2'-2"	3'-6"
s43(E)	2'-2"	3'-8"
s46(E)	2'-9 1/2"	3'-2"
s52(E)	2'-2"	3'-7"
s53(E)	2'-2"	3'-9 1/2"
s54(E)	2'-9 1/2"	3'-7"
s55(E)	2'-2"	3'-5"
s56(E)	2'-9 1/2"	3'-7 1/2"



*Order v43(E) and v44(E) bars full length. Cut as shown in bar detail and use remainder of bars in opposite face.

PILE DATA

Type: HP 12x53
Nominal Required Bearing: 418 k
Factored Resistance Available: 230 k
Est. Length: 58 ft (E. Abut.), 57 ft (W. Abut.)
No. Production Piles: 11 Incl. 1 Test Pile (E. Abut.)
11 Incl. 1 Test Pile (W. Abut.)

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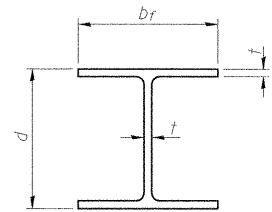
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PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/10/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT DETAILS
STRUCTURE NO. 100-0094 (E.B.)
SHEET NO. S-280F S-41 SHEETS

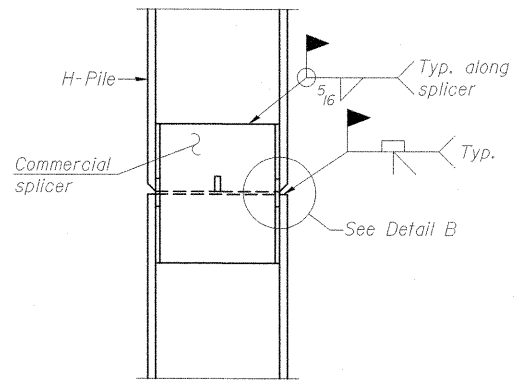
F.A.P. RTE. 331	SECTION (1X-1)VB-1	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 194
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				

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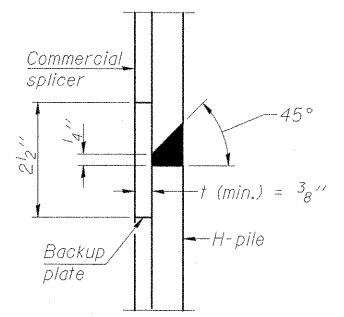
STEEL PILE TABLE

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

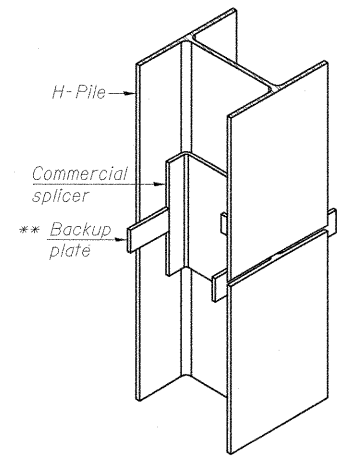


ELEVATION

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

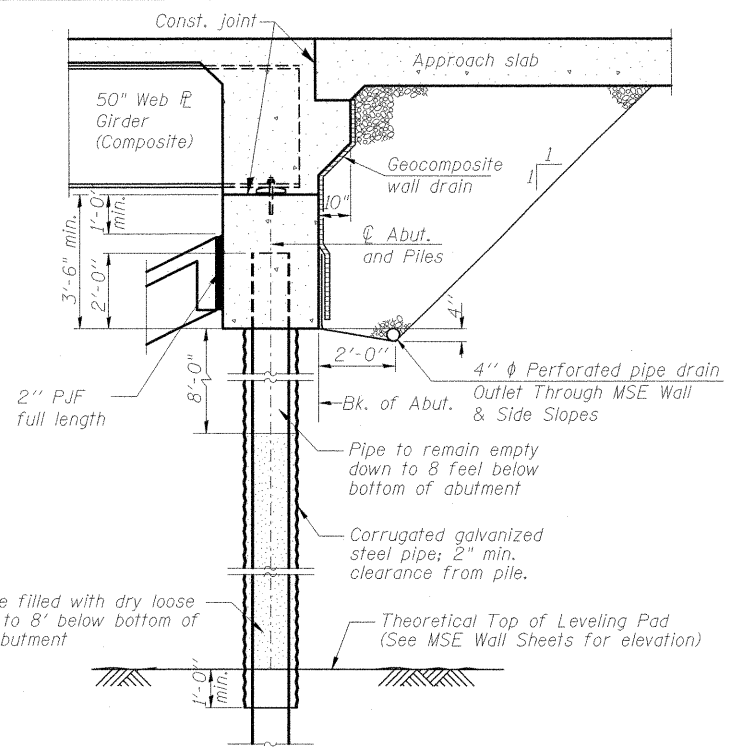


DETAIL "B"

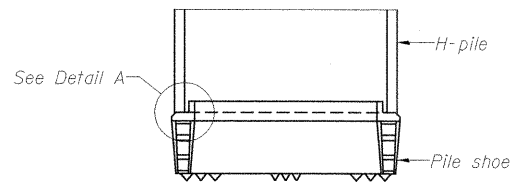


ISOMETRIC VIEW

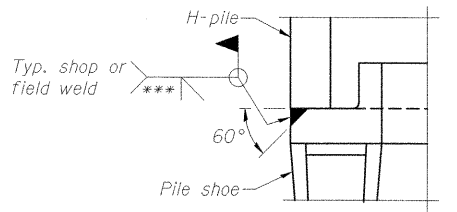
WELDED COMMERCIAL SPLICE



PILE SLEEVE VERTICAL LIMITS

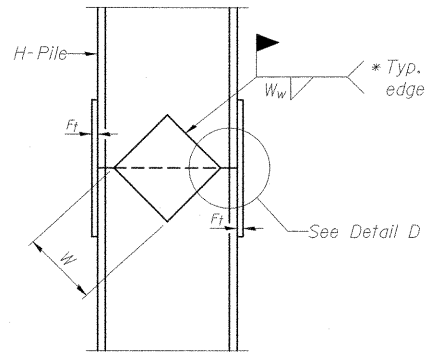


ELEVATION

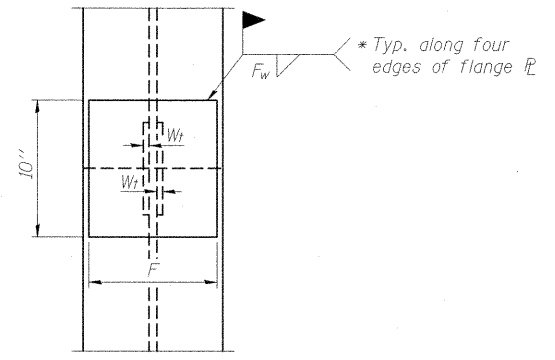


DETAIL A

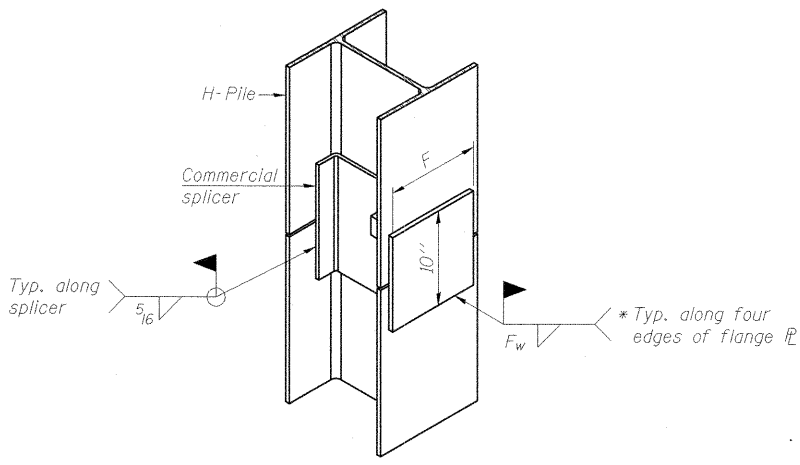
H-PILE SHOE ATTACHMENT



ELEVATION



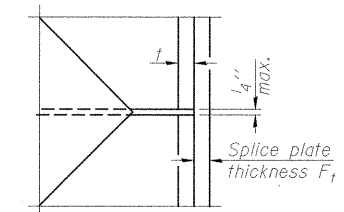
END VIEW



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 8/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 8/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5 8/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 8/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5 8/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5 8/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

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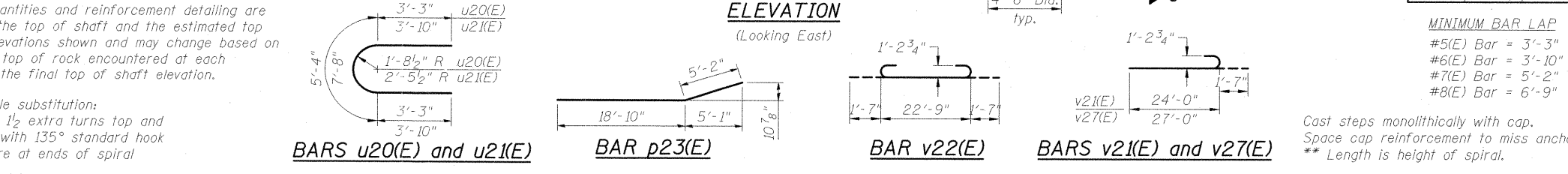
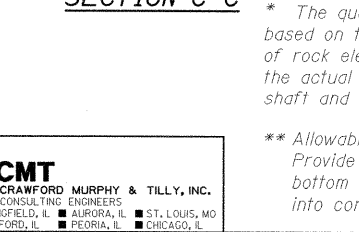
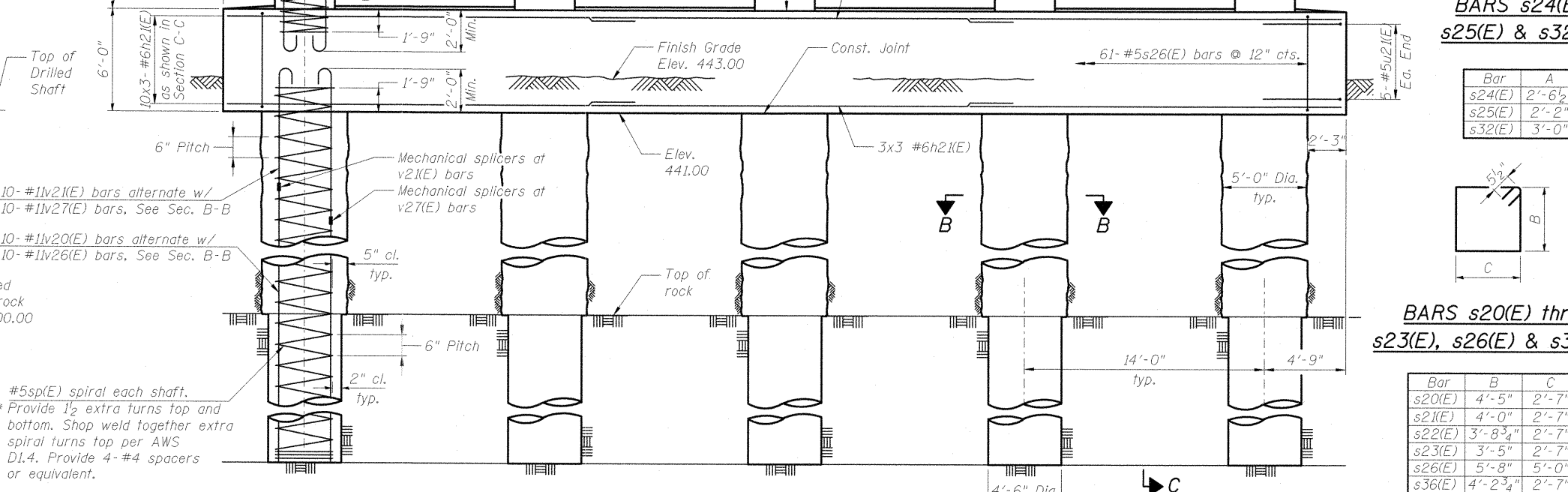
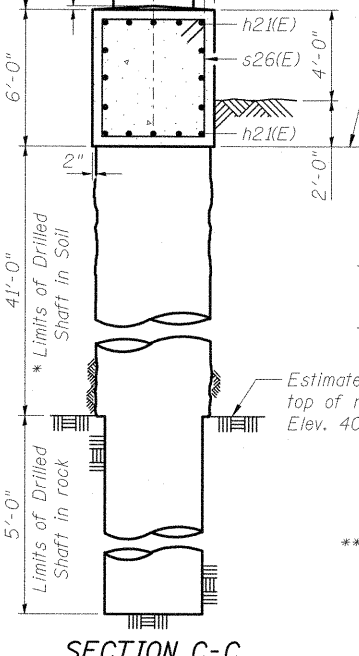
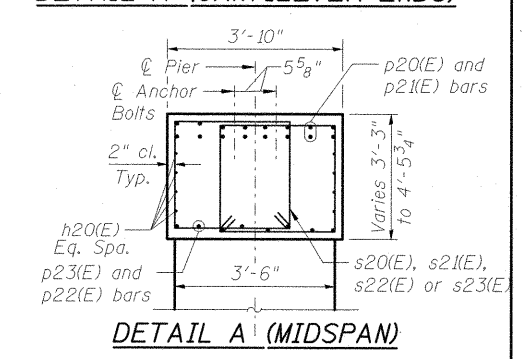
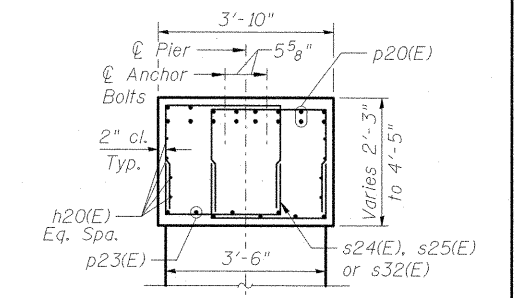
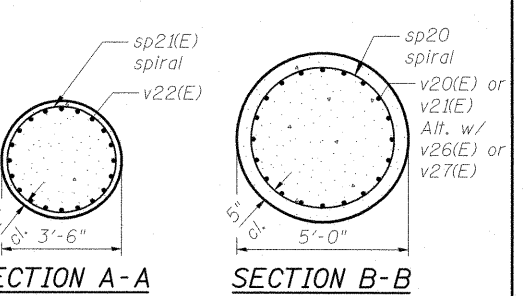
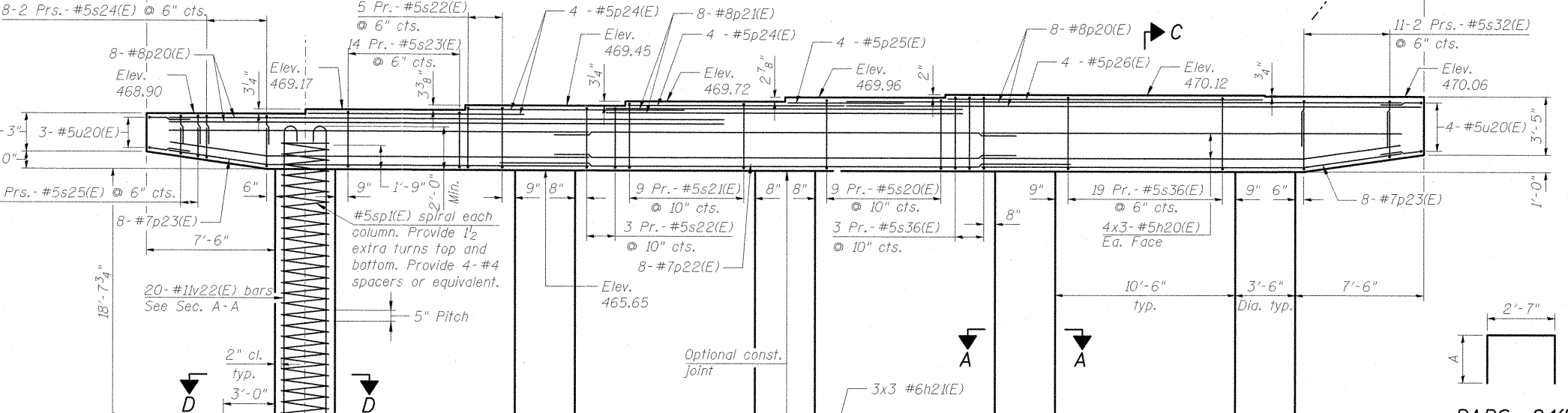
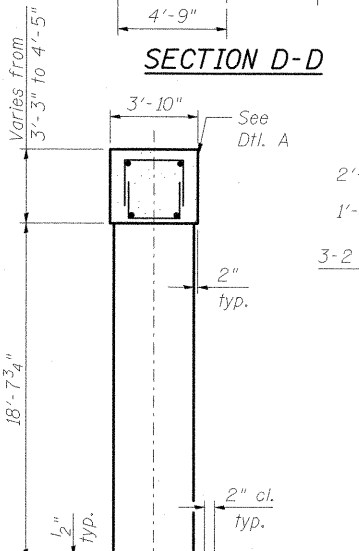
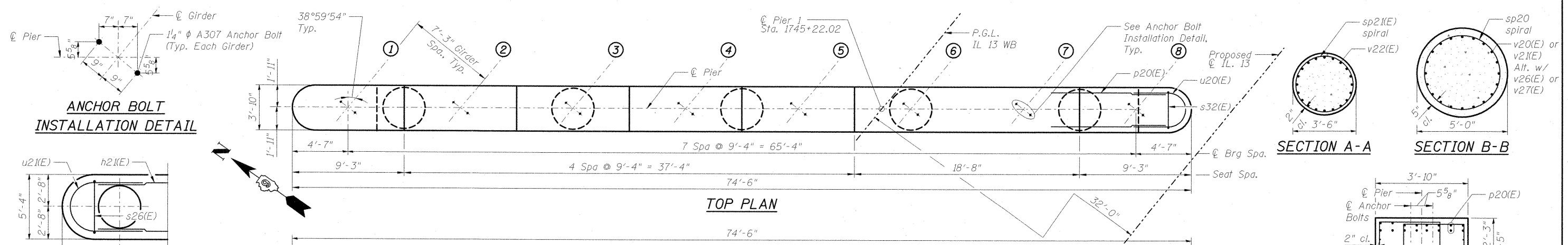
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PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 12/7/2011	DRAWN - GLD	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PILE DETAILS
STRUCTURE NO. 100-0093 (W.B.) & 100-0094 (E.B.)**

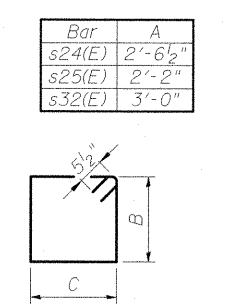
SHEET NO. S-290F S-41 SHEETS

F.A.P. RTE. 331	SECTION (1X-1VB-1)	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 195
CONTRACT NO. 98859				ILLINOIS FED. AID PROJECT



BARS s24(E), s25(E) & s32(E)

Bar	A
s24(E)	2'-6 1/2"
s25(E)	2'-2"
s32(E)	3'-0"



BARS s20(E) thru s23(E), s26(E) & s36(E)

Bar	B	C
s20(E)	4'-5"	2'-7"
s21(E)	4'-0"	2'-7"
s22(E)	3'-8 3/4"	2'-7"
s23(E)	3'-5"	2'-7"
s26(E)	5'-8"	5'-0"
s36(E)	4'-2 3/4"	2'-7"

MINIMUM BAR LAP

- #5(E) Bar = 3'-3"
- #6(E) Bar = 3'-10"
- #7(E) Bar = 5'-2"
- #8(E) Bar = 6'-9"

Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. ** Length is height of spiral.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	24	#5	25'-9"	—
h21(E)	48	#6	22'-8"	—
p20(E)	32	#8	31'-9"	—
p21(E)	16	#8	20'-9"	—
p22(E)	8	#7	33'-2"	—
p23(E)	16	#7	24'-0"	—
p24(E)	12	#5	12'-7"	—
p25(E)	4	#5	6'-9"	—
p26(E)	4	#5	18'-4"	—
s20(E)	18	#5	14'-11"	□
s21(E)	18	#5	14'-1"	□
s22(E)	16	#5	13'-7"	□
s23(E)	28	#5	12'-11"	□
s24(E)	32	#5	7'-8"	□
s25(E)	12	#5	6'-11"	□
s26(E)	61	#5	22'-3"	□
s32(E)	44	#5	8'-7"	□
s36(E)	44	#5	14'-7"	□
sp(E)	5	#5	47'-9"	—
sp(E)	5	#5	22'-3"	—
u20(E)	7	#5	11'-10"	—
u21(E)	10	#5	15'-4"	—
v20(E)	50	#11	24'-0"	—
v21(E)	50	#11	25'-7"	—
v22(E)	100	#11	25'-11"	—
v26(E)	50	#11	21'-0"	—
v27(E)	50	#11	28'-7"	—
Structure Excavation		Cu. Yd.	48.0	
Concrete Structures		Cu. Yd.	319.2	
Reinforcement Bars, Epoxy Coated		Pound	52,800	
Mechanical Splicers		Each	100	
Drilled Shaft in Soil		Cu. Yd.	149.1	
Drilled Shaft in Rock		Cu. Yd.	14.7	

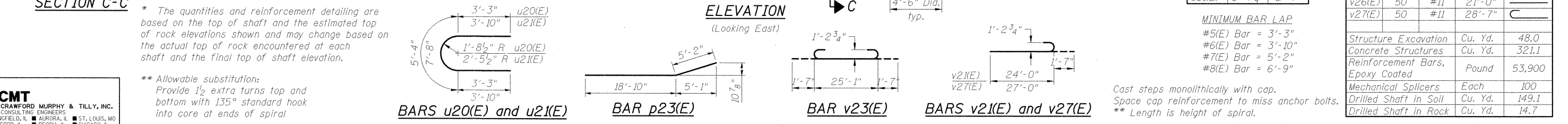
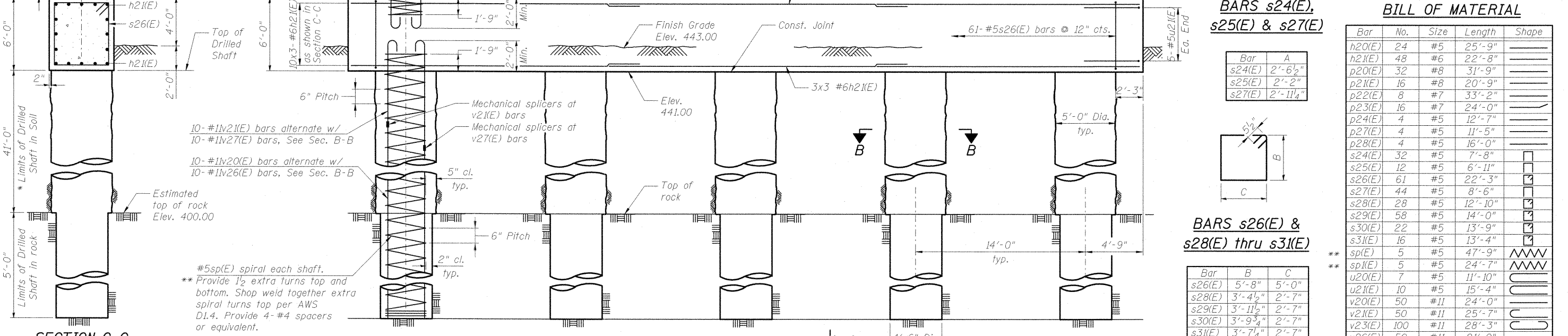
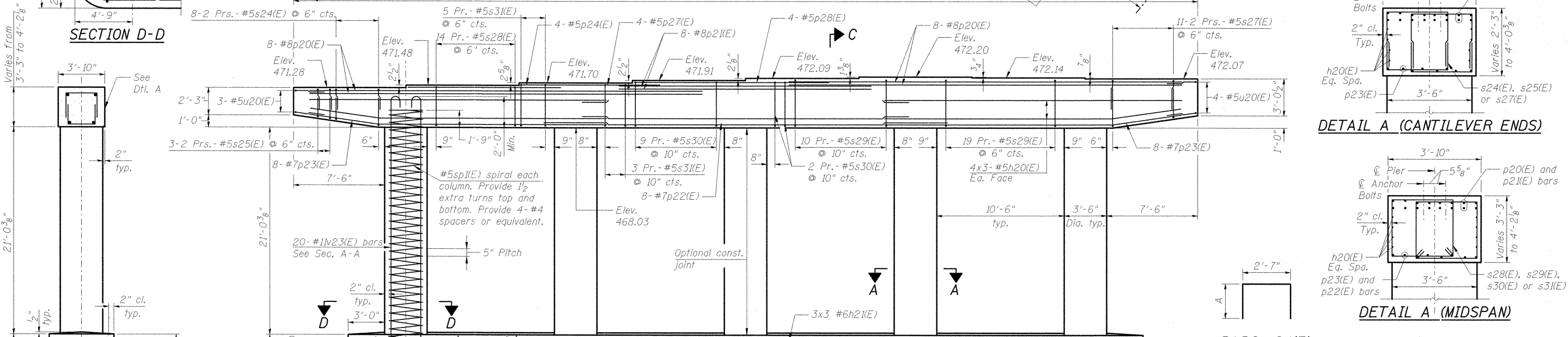
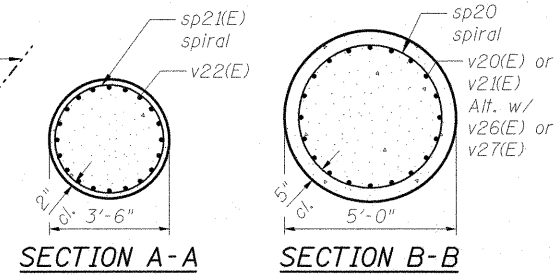
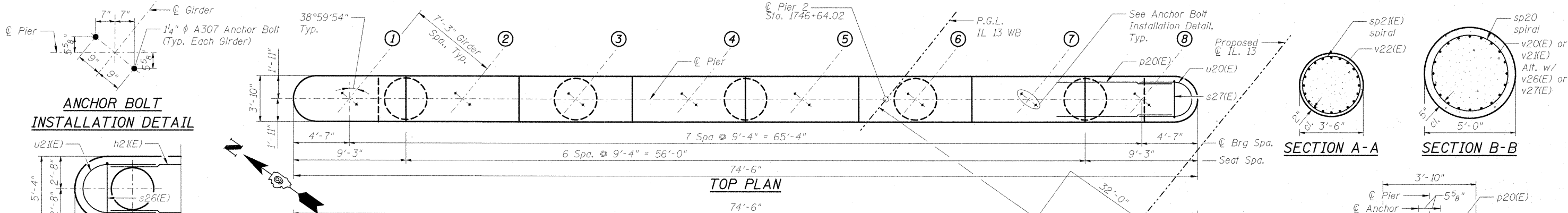
CMT
 CRAIG MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 SPRINGFIELD, IL AURORA, IL ST. LOUIS, MO
 ROCKFORD, IL PEORIA, IL CHICAGO, IL

USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 1/10/2012	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 DETAILS
STRUCTURE NO. 100-0093 (W.B.)
 SHEET NO.S-30 OF S-41 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(X)-1VB-1	WILLIAMSON	367	196
CONTRACT NO. 98859			ILLINOIS FED. AID PROJECT	



BARS s24(E), s25(E) & s27(E)

Bar	A
s24(E)	2'-6 1/2"
s25(E)	2'-2"
s27(E)	2'-11 1/4"

BARS s26(E) & s28(E) thru s31(E)

Bar	B	C
s26(E)	5'-8"	5'-0"
s28(E)	3'-4 1/2"	2'-7"
s29(E)	3'-11 1/2"	2'-7"
s30(E)	3'-9 3/4"	2'-7"
s31(E)	3'-7 1/4"	2'-7"

MINIMUM BAR LAP
 #5(E) Bar = 3'-3"
 #6(E) Bar = 3'-10"
 #7(E) Bar = 5'-2"
 #8(E) Bar = 6'-9"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	24	#5	25'-9"	—
h21(E)	48	#6	22'-8"	—
p20(E)	32	#8	31'-9"	—
p21(E)	16	#8	20'-9"	—
p22(E)	8	#7	33'-2"	—
p23(E)	16	#7	24'-0"	—
p24(E)	4	#5	12'-7"	—
p27(E)	4	#5	11'-5"	—
p28(E)	4	#5	16'-0"	—
s24(E)	32	#5	7'-8"	□
s25(E)	12	#5	6'-11"	□
s26(E)	61	#5	22'-3"	□
s27(E)	44	#5	8'-6"	□
s28(E)	28	#5	12'-10"	□
s29(E)	58	#5	14'-0"	□
s30(E)	22	#5	13'-9"	□
s31(E)	16	#5	13'-4"	□
sp(E)	5	#5	47'-9"	≡
sp1(E)	5	#5	24'-7"	≡
u20(E)	7	#5	11'-10"	—
u21(E)	10	#5	15'-4"	—
v20(E)	50	#11	24'-0"	—
v21(E)	50	#11	25'-7"	—
v23(E)	100	#11	28'-3"	—
v26(E)	50	#11	21'-0"	—
v27(E)	50	#11	28'-7"	—
Structure Excavation		Cu. Yd.	48.0	
Concrete Structures		Cu. Yd.	321.1	
Reinforcement Bars, Epoxy Coated		Pound	53,900	
Mechanical Splicers		Each	100	
Drilled Shaft in Soil		Cu. Yd.	149.1	
Drilled Shaft in Rock		Cu. Yd.	14.7	

Cast steps monolithically with cap.
 Space cap reinforcement to miss anchor bolts.
 ** Length is height of spiral.

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

** Allowable substitution:
 Provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral

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 ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

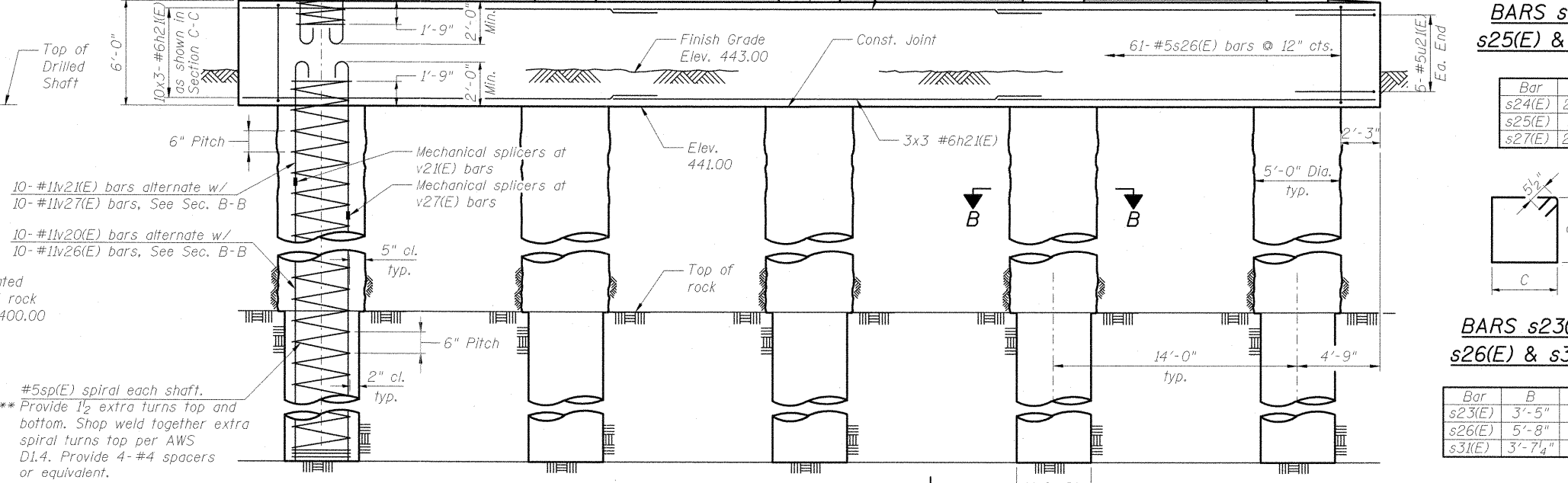
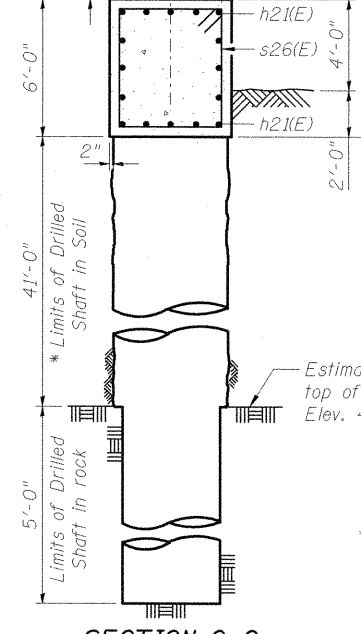
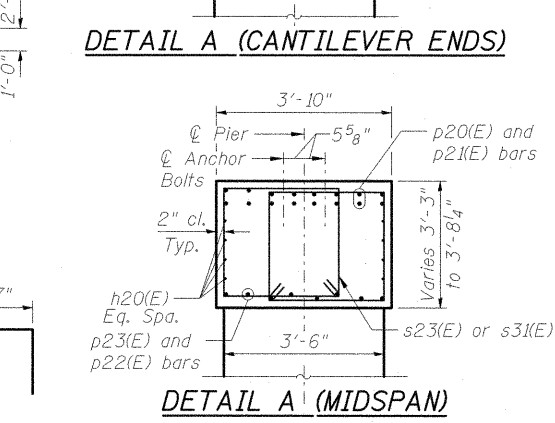
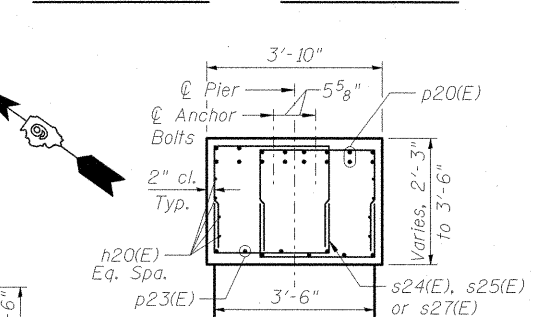
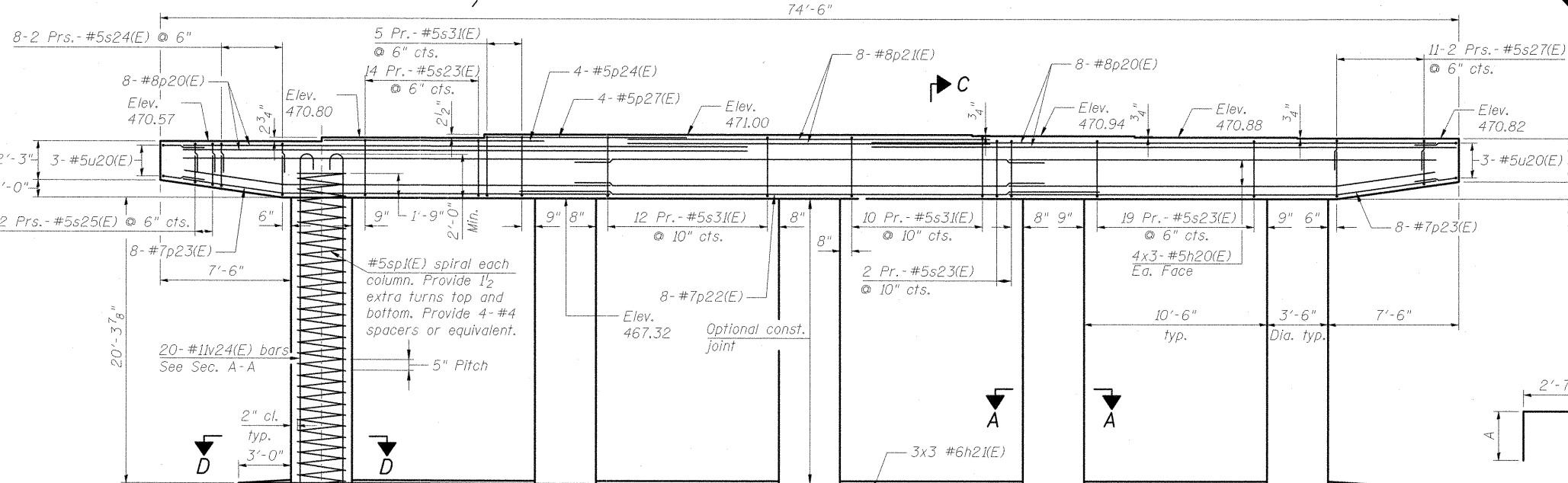
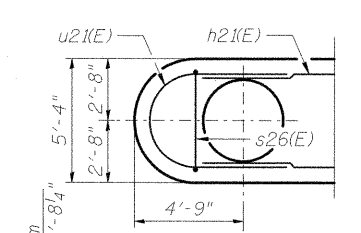
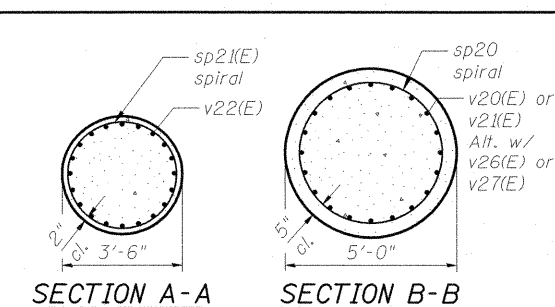
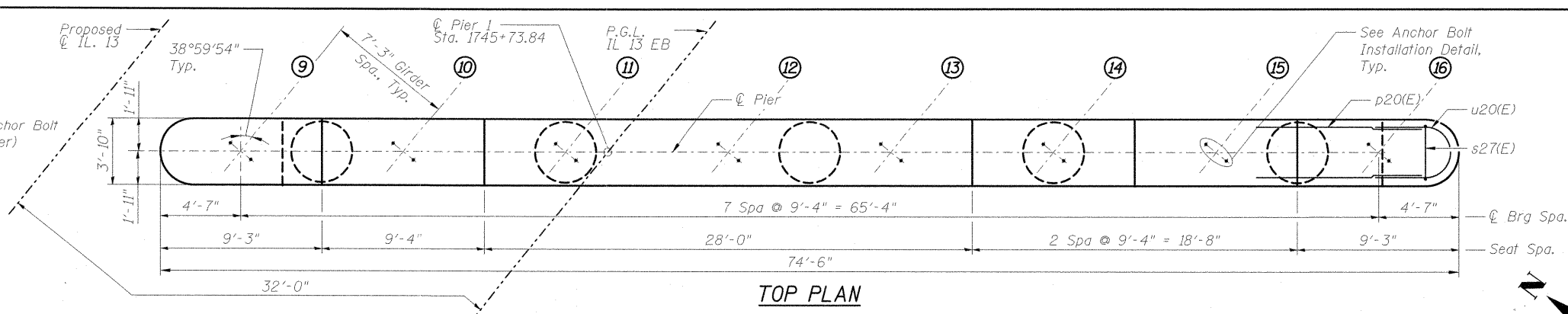
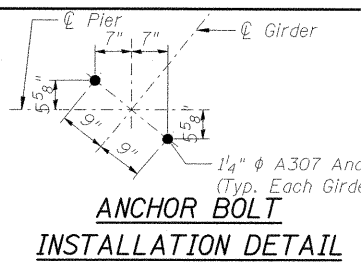
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PLOT SCALE =	CHECKED - ATI	REVISED -
PLOT DATE = 1/10/2012	DRAWN - GLD	REVISED -
	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 DETAILS
STRUCTURE NO. 100-0093 (W.B.)

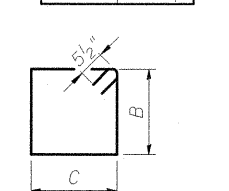
F.A.P. RTE. 331	SECTION (1X-1VB-1)	COUNTY WILLIAMSON	TOTAL SHEETS 367	SHEET NO. 197
CONTRACT NO. 98B59			ILLINOIS FED. AID PROJECT	

SHEET NO. S-310F S-41 SHEETS



BARS s24(E), s25(E) & s27(E)

Bar	A
s24(E)	2'-6 1/2"
s25(E)	2'-2"
s27(E)	2'-11 1/4"



BARS s23(E), s26(E) & s31(E)

Bar	B	C
s23(E)	3'-5"	2'-7"
s26(E)	5'-8"	5'-0"
s31(E)	3'-7 1/4"	2'-7"

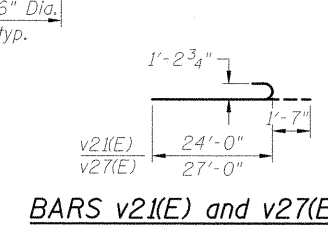
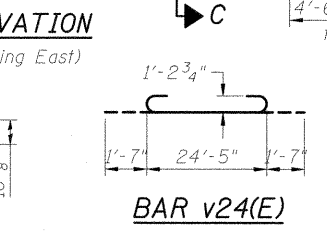
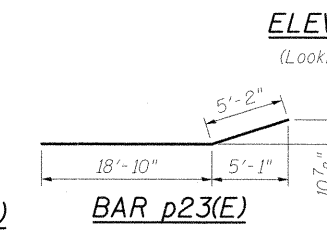
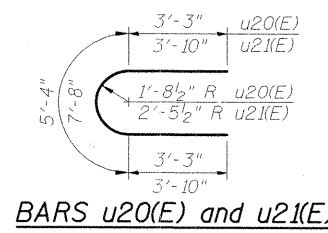
MINIMUM BAR LAP
 #5(E) Bar = 3'-3"
 #6(E) Bar = 3'-10"
 #7(E) Bar = 5'-2"
 #8(E) Bar = 6'-9"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	24	#5	25'-9"	
h21(E)	48	#6	22'-8"	
p20(E)	32	#8	31'-9"	
p21(E)	16	#8	20'-9"	
p22(E)	8	#7	33'-2"	
p23(E)	16	#7	24'-0"	
p24(E)	4	#5	12'-7"	
p27(E)	4	#5	11'-5"	
s23(E)	70	#5	12'-11"	
s24(E)	32	#5	7'-8"	
s25(E)	12	#5	6'-11"	
s26(E)	61	#5	22'-3"	
s27(E)	44	#5	8'-6"	
s31(E)	54	#5	13'-4"	
sp(E)	5	#5	47'-9"	
sp1(E)	5	#5	23'-11"	
u20(E)	6	#5	11'-10"	
u21(E)	10	#5	15'-4"	
v20(E)	50	#11	24'-0"	
v21(E)	50	#11	25'-7"	
v24(E)	100	#11	27'-7"	
v26(E)	50	#11	21'-0"	
v27(E)	50	#11	28'-7"	
Structure Excavation		Cu. Yd.	48.0	
Concrete Structures		Cu. Yd.	317.1	
Reinforcement Bars, Epoxy Coated		Pound	53,410	
Mechanical Splicers		Each	100	
Drilled Shaft in Soil		Cu. Yd.	149.1	
Drilled Shaft in Rock		Cu. Yd.	14.7	

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

** Allowable substitution: Provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral



Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. ** Length is height of spiral.

FILE NAME: I:\data\98859\03\draw\as04\draw\structural\plans\shaf-rr-bridge\PIER1.S BRIDGE.dgn

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 CONSULTING ENGINEERS
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 ROCKFORD, IL ■ PEORIA, IL ■ CHICAGO, IL

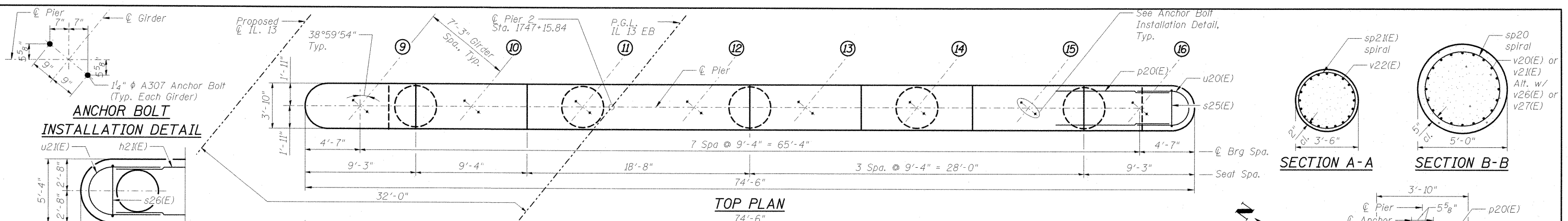
USER NAME = Gary Davis	DESIGNED - MCC	REVISED -
	CHECKED - ATI	REVISED -
PLOT SCALE =	DRAWN - GLD	REVISED -
PLOT DATE = 1/10/2012	CHECKED - ATI	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

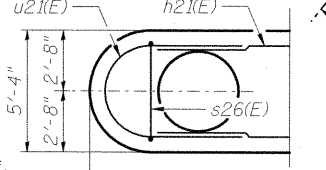
PIER 1 DETAILS
 STRUCTURE NO. 100-0094 (E.B.)

SHEET NO. S-32 OF S-41 SHEETS

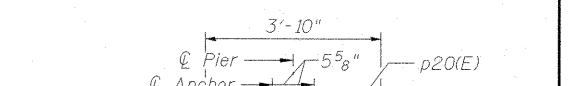
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(1X-1)VB-1	WILLIAMSON	367	198
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				



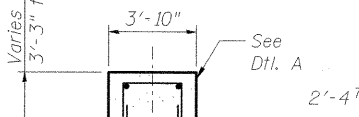
**ANCHOR BOLT
INSTALLATION DETAIL**



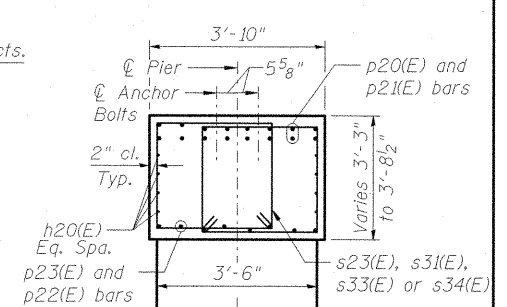
SECTION A-A SECTION B-B



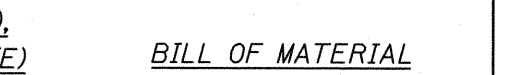
SECTION D-D



DETAIL A (CANTILEVER ENDS)

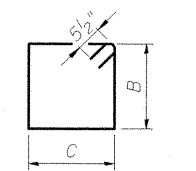


DETAIL A (MIDSPAN)



BARS s24(E), s25(E) & s35(E)

Bar	A
s24(E)	2'-6 1/2"
s25(E)	2'-2"
s35(E)	2'-8"



BARS s23(E), s26(E) s31(E), s33(E) & s34(E)

Bar	B	C
s23(E)	3'-5"	2'-7"
s26(E)	5'-8"	5'-0"
s31(E)	3'-7 1/4"	2'-7"
s33(E)	3'-3 1/2"	2'-7"
s34(E)	3'-6 1/2"	2'-7"

MINIMUM BAR LAP
 #5(E) Bar = 3'-3"
 #6(E) Bar = 3'-10"
 #7(E) Bar = 5'-2"
 #8(E) Bar = 6'-9"

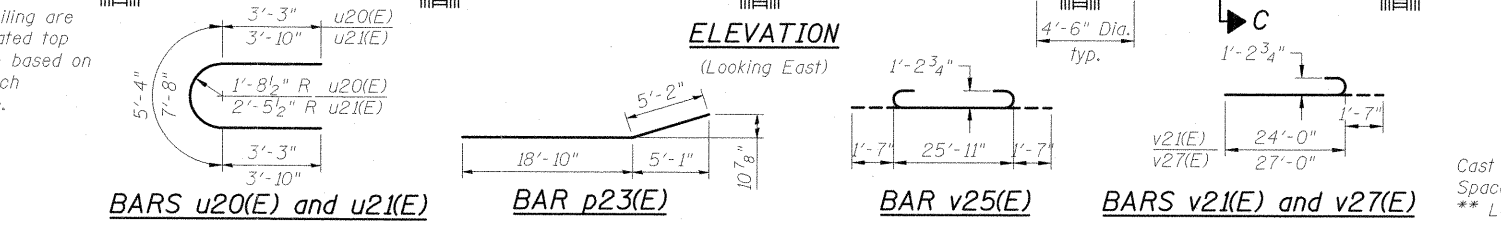
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h20(E)	24	#5	25'-9"	
h21(E)	48	#6	22'-8"	
p20(E)	32	#8	31'-9"	
p21(E)	16	#8	20'-9"	
p22(E)	8	#7	33'-2"	
p23(E)	16	#7	24'-0"	
p24(E)	8	#5	12'-7"	
p27(E)	8	#5	11'-5"	
s23(E)	16	#5	12'-11"	
s24(E)	32	#5	7'-8"	
s25(E)	16	#5	6'-11"	
s26(E)	61	#5	22'-3"	
s31(E)	20	#5	13'-4"	
s33(E)	28	#5	12'-8"	
s34(E)	60	#5	13'-2"	
s35(E)	40	#5	7'-11"	
sp(E)	5	#5	47'-9"	~
sp1(E)	5	#5	25'-5"	~
u20(E)	6	#5	11'-10"	
u21(E)	10	#5	15'-4"	
v20(E)	50	#11	24'-0"	
v21(E)	50	#11	25'-7"	
v25(E)	100	#11	29'-1"	
v26(E)	50	#11	21'-0"	
v27(E)	50	#11	28'-7"	
Structure Excavation			Cu. Yd.	48.0
Concrete Structures			Cu. Yd.	319.3
Reinforcement Bars, Epoxy Coated			Pound	54,250
Mechanical Splicers			Each	100
Drilled Shaft in Soil			Cu. Yd.	149.1
Drilled Shaft in Rock			Cu. Yd.	14.7

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

** Allowable substitution: Provide 1/2 extra turns top and bottom with 135° standard hook into core at ends of spiral

ELEVATION (Looking East)



Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. ** Length is height of spiral.

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USER NAME = Gary Davis	DESIGNED = MCC	REVISED =
	CHECKED = ATI	REVISED =
PLOT SCALE =	DRAWN = GLD	REVISED =
PLOT DATE = 1/10/2012	CHECKED = ATI	REVISED =

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PIER 2 DETAILS
STRUCTURE NO. 100-0094 (E.B.)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
331	(IX)-IVB-1	WILLIAMSON	367	199
			CONTRACT NO. 98859	
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\Jobs\0906503\Draws\Structural\plans\pier 2.s BRIDGE.dgn

