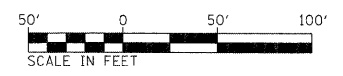

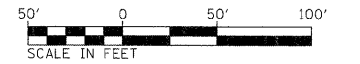
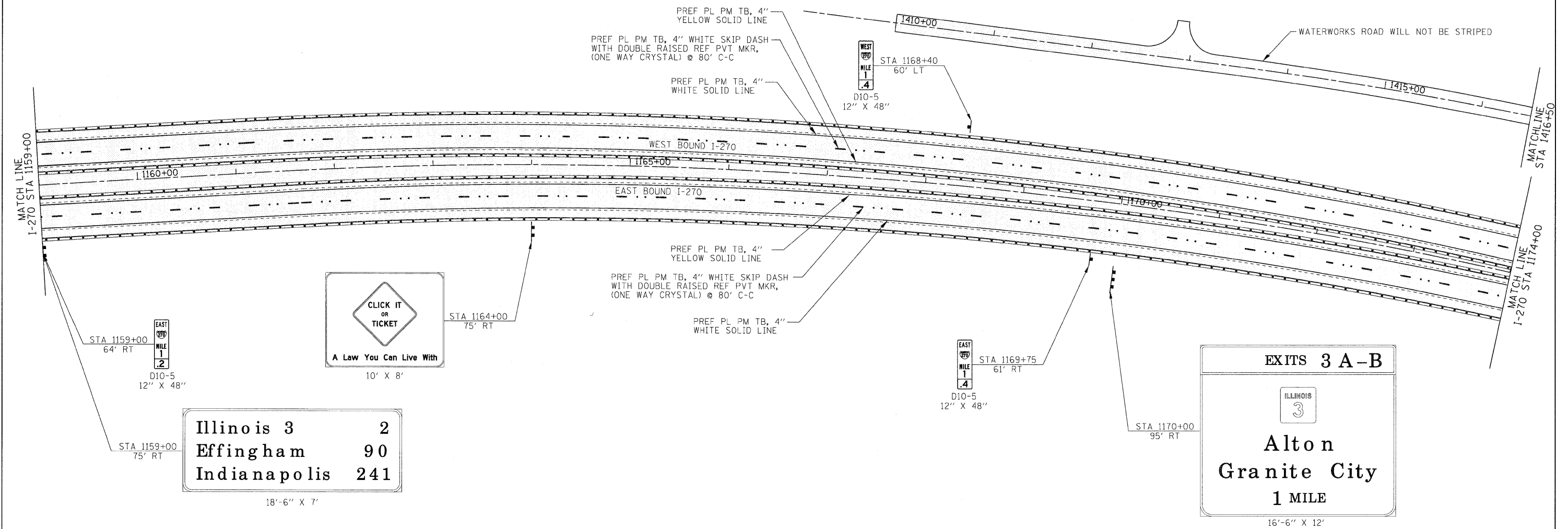
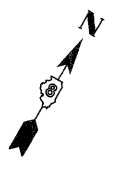


NOTE: SEE SCHEDULE FOR RUMBLE STRIP LOCATIONS.



FILE NAME = D876A91-Sht-PMK03.dgn 	USER NAME = pk1991	DESIGNED - PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PAVEMENT MARKING INTERSTATE 270		F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 301
	PLOT SCALE = 50.0000' / IN. PLOT DATE = 3/16/2011	DRAWN - PMK CHECKED - MPW DATE - 3/18/2011	REVISED - REVISED - REVISED -		SCALE: 1" = 50' SHEET NO. 3 OF 12 SHEETS STA. EX 148+00 TO STA. 1159+00	CONTRACT NO. 76A91 ILLINOIS FED. AID PROJECT					



FILE NAME = D876A91-Sht-PMK04.dgn
VOLKERT

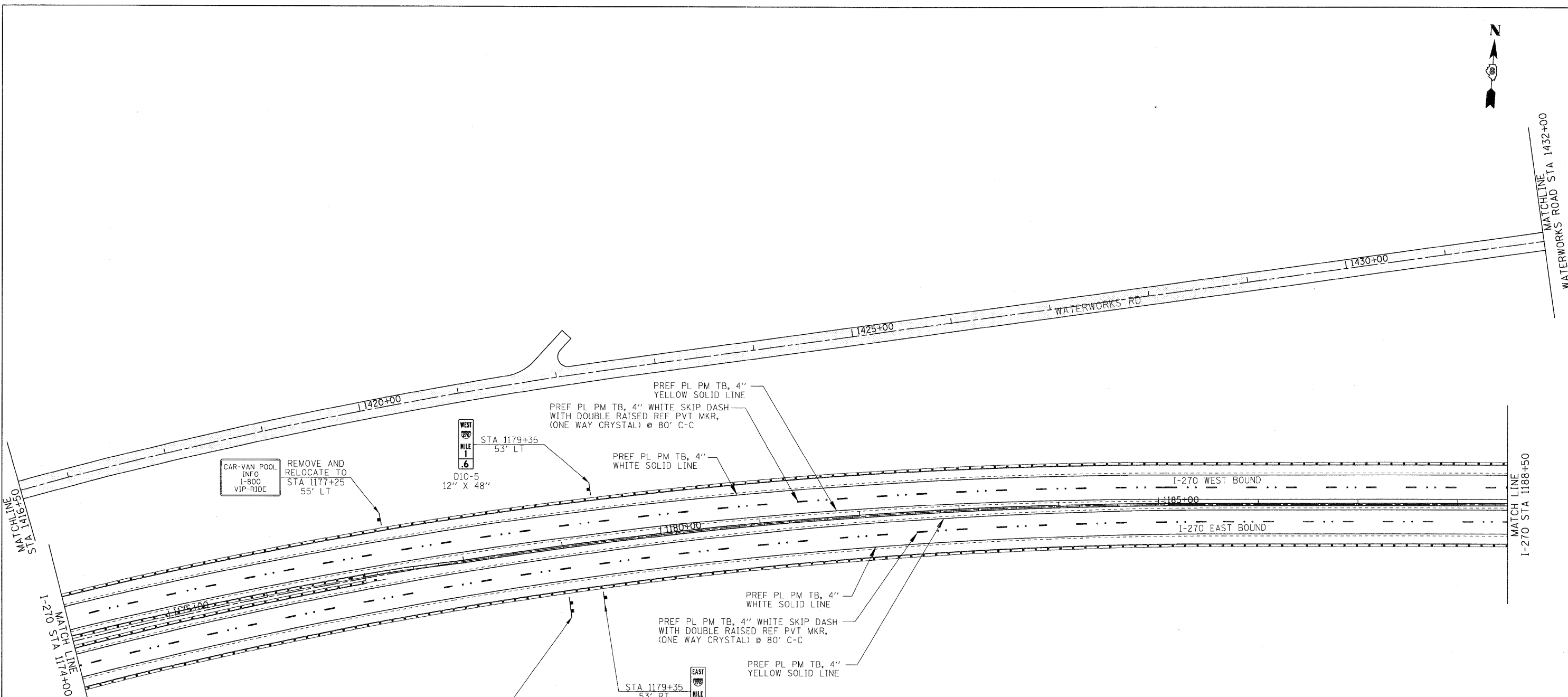
USER NAME = pkissel	DESIGNED - PMK	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - PMK	REVISED -
PLOT DATE = 3/16/2011	CHECKED - MPW	REVISED -
	DATE - 3/18/2011	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED PAVEMENT MARKING
 INTERSTATE 270**

SCALE: 1" = 50' SHEET NO. 4 OF 12 SHEETS STA. 1159+00 TO STA. 1174+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	302
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				



CAR-VAN POOL
INFO
1-800
VIP-RIDE

REMOVE AND
RELOCATE TO
STA 1177+25
55' LT

WEST
MILE
1
.6

STA 1179+35
53' LT

D10-5
12" X 48"

EAST
MILE
1
.6

STA 1179+35
53' RT

D10-5
12" X 48"

NOTICE

MOVE OVER - SLOW DOWN
FOR STOPPED
EMERGENCY OR
MAINTENANCE VEHICLES
IT'S THE LAW

16'-6" X 8'

STA 1179+00
65' RT



FILE NAME =
D876A91-Sht-PMK05.dgn

VOLKERT

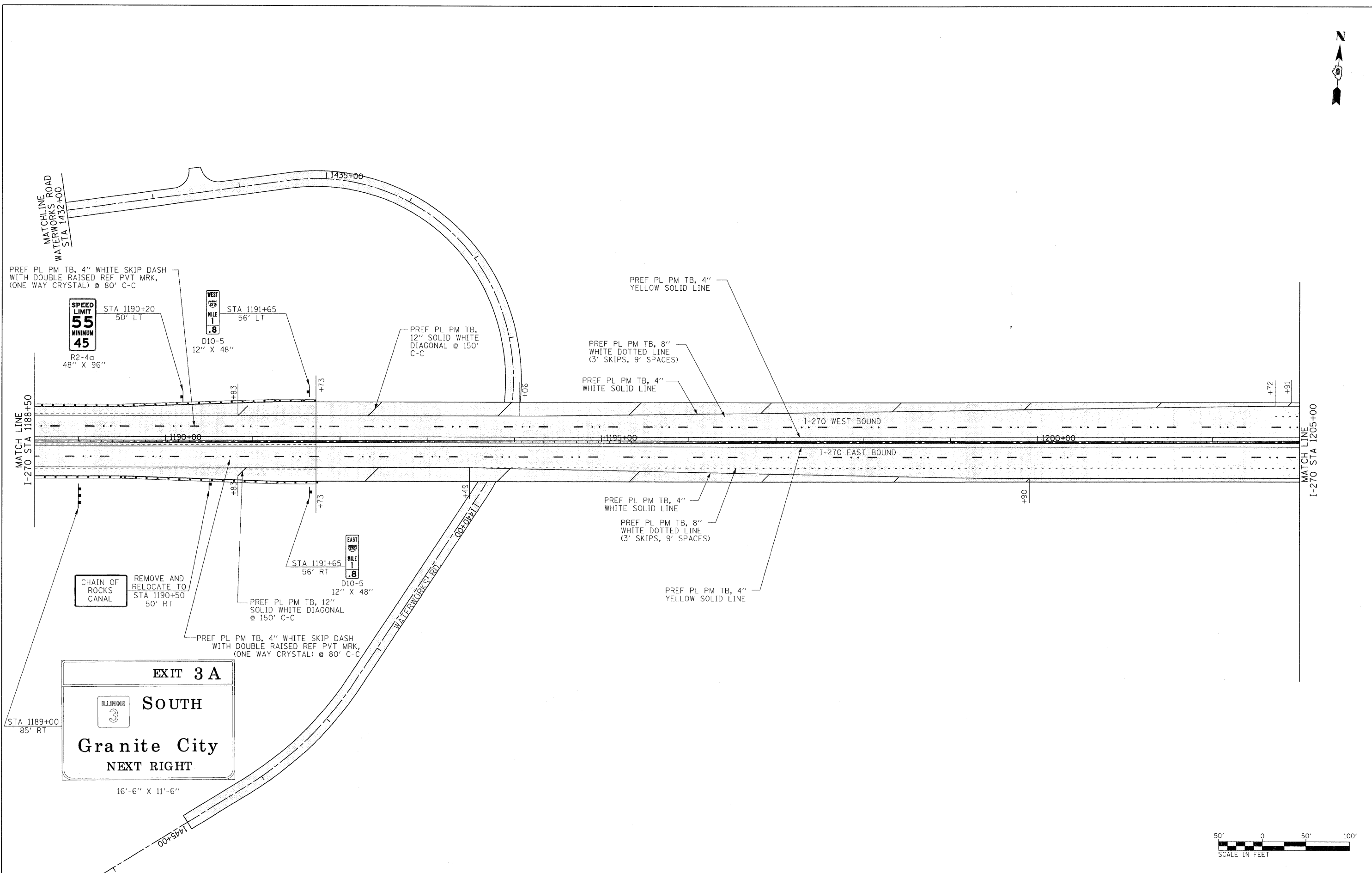
USER NAME = pkissel	DESIGNED - PMK	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - PMK	REVISED -
PLOT DATE = 3/16/2011	CHECKED - MPW	REVISED -
	DATE - 3/18/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PAVEMENT MARKING
INTERSTATE 270**

SCALE: 1" = 50' SHEET NO. 5 OF 12 SHEETS STA. 1174+00 TO STA. 1188+50

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	303
CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT	



PREF PL PM TB, 4" WHITE SKIP DASH WITH DOUBLE RAISED REF PVT MRK, (ONE WAY CRYSTAL) @ 80' C-C

SPEED LIMIT
55
MINIMUM
45

WEST
MILE
1
.8

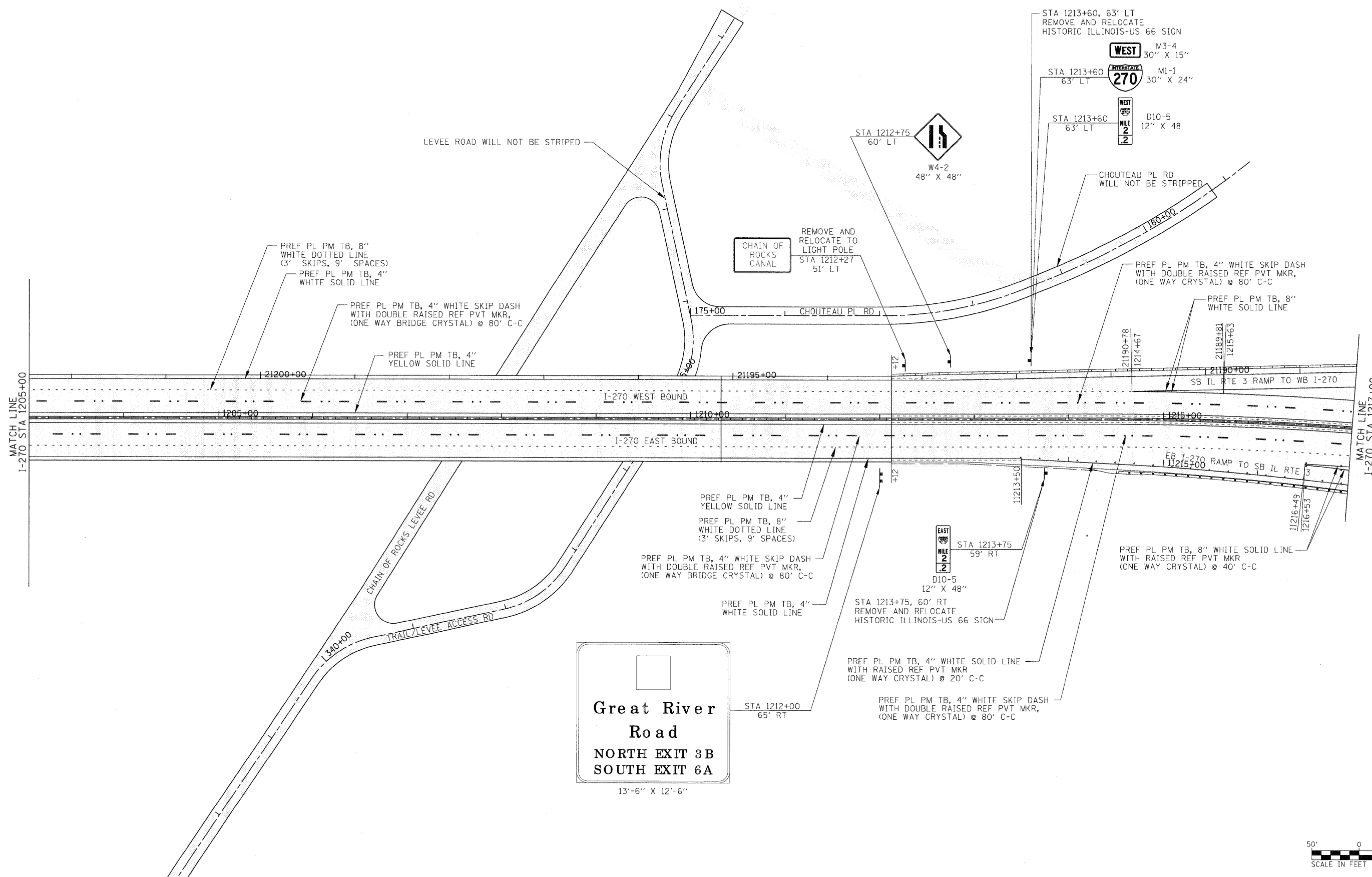
EAST
MILE
1
.8

CHAIN OF ROCKS CANAL

EXIT 3 A
ILLINOIS
3
SOUTH
Granite City
NEXT RIGHT



FILE NAME = DB76A91-Sht-PMK08.dgn VOLKERT	USER NAME = pkissel	DESIGNED - PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PAVEMENT MARKING INTERSTATE 270		F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 304
	PLOT SCALE = 50.0000' / IN. PLOT DATE = 3/18/2011	DRAWN - PMK CHECKED - MPW DATE - 3/18/2011	REVISED - REVISED - REVISED -		SCALE: 1" = 50' SHEET NO. 6 OF 12 SHEETS STA. 1188+50 TO STA. 1205+00	CONTRACT NO. 76A91 ILLINOIS FED. AID PROJECT					




Great River Road
 NORTH EXIT 3B
 SOUTH EXIT 6A
 13'-6" X 12'-6"

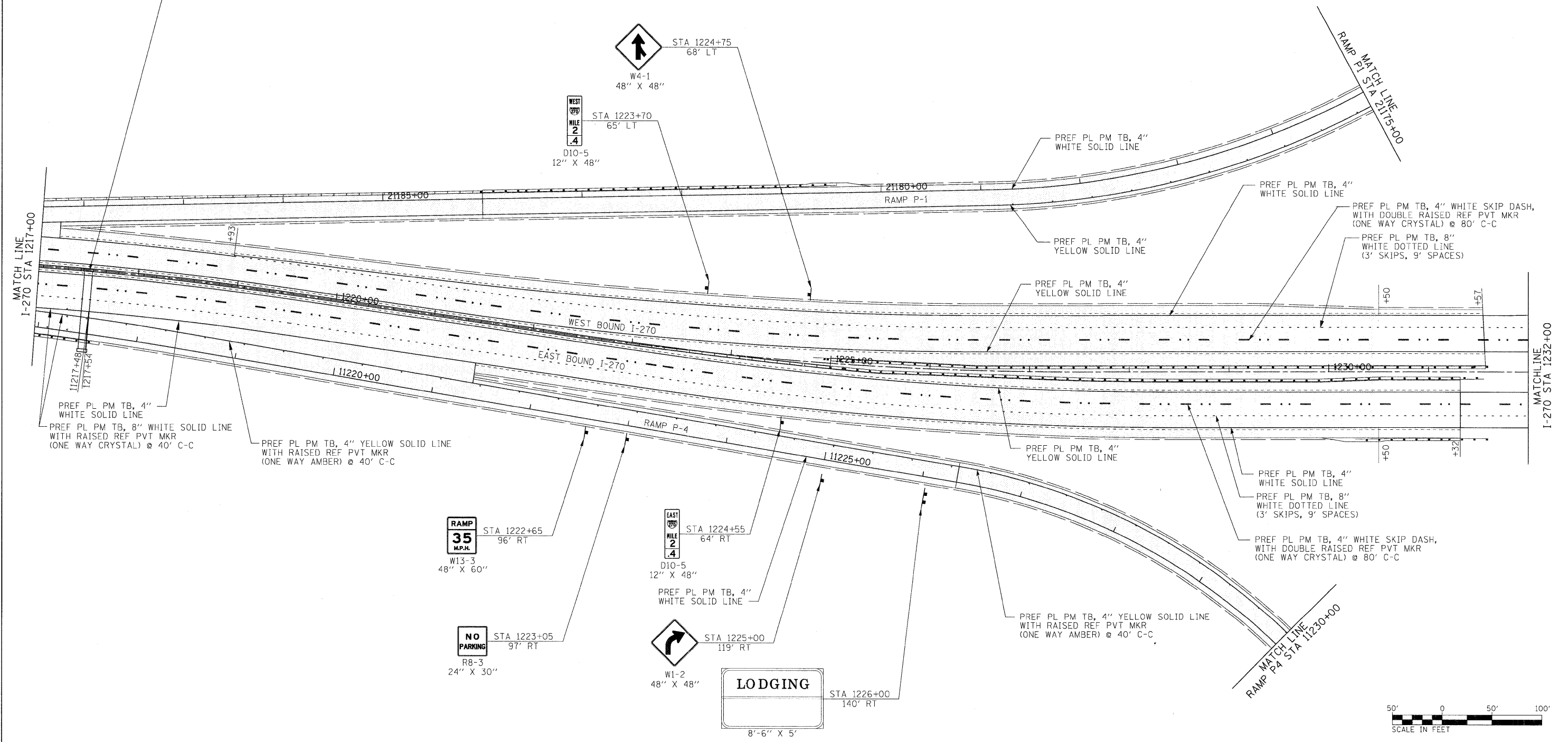


FILE NAME = D876A91-Sh1-PMK07.dgn	USER NAME = pk1991	DESIGNED - PMK DRAWN - PMK CHECKED - MPW DATE - 3/18/2011	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PAVEMENT MARKING INTERSTATE 270 SCALE: 1" = 50' SHEET NO. 7 OF 12 SHEETS STA. 1205+00 TO STA. 1217+00	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>F.A.I. RTE.</th> <th>SECTION</th> <th>COUNTY</th> <th>TOTAL SHEETS</th> <th>SHEET NO.</th> </tr> <tr> <td>270</td> <td>60-18-1</td> <td>MADISON</td> <td>712</td> <td>305</td> </tr> </table>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	270	60-18-1	MADISON	712	305
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.												
270	60-18-1	MADISON	712	305												
					CONTRACT NO. 76A91 ILLINOIS FED. AID PROJECT											





EXIT 4 <div style="border: 1px solid black; padding: 2px; margin: 5px auto; width: 40px; text-align: center;">ILLINOIS 203</div> <p style="text-align: center; margin: 0;">Granite City 1* MILES</p>	EXIT 3 B <div style="border: 1px solid black; padding: 2px; margin: 5px auto; width: 40px; text-align: center;">ILLINOIS 3</div> <p style="text-align: center; margin: 0;">NORTH Alton NEXT RIGHT</p>	EXIT 3 A <div style="border: 1px solid black; padding: 2px; margin: 5px auto; width: 40px; text-align: center;">ILLINOIS 3</div> <div style="border: 1px solid black; padding: 2px; margin: 5px auto; width: 40px; text-align: center;">SPUR</div> <p style="text-align: center; margin: 0;">SOUTH Granite City ↗</p>
--	--	--



FILE NAME = 0876A91-Sht-PMK08.dgn
VOLKERT

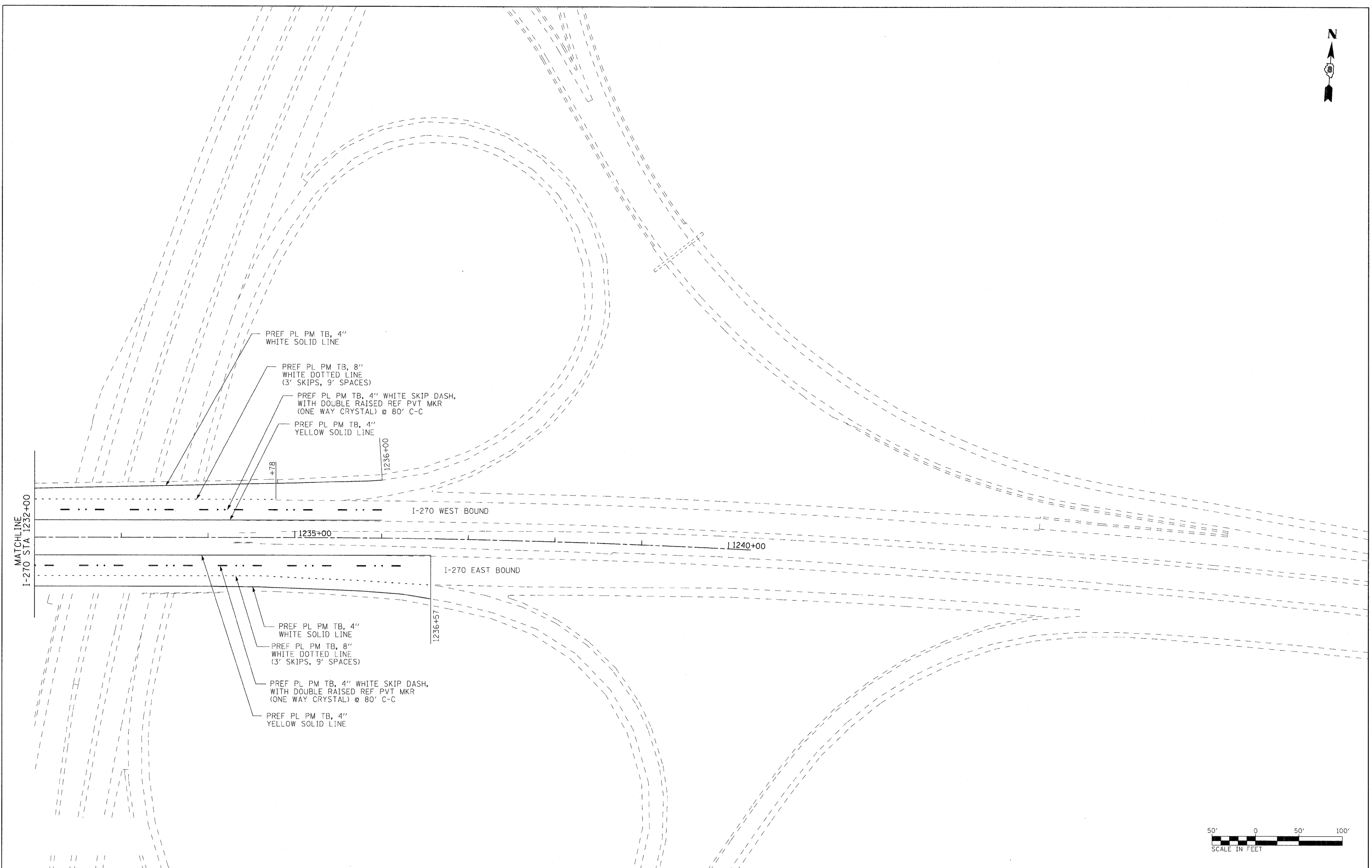
USER NAME = pkissal	DESIGNED - PMK	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - PMK	REVISED -
PLOT DATE = 3/16/2011	CHECKED - MPW	REVISED -
	DATE - 3/18/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PAVEMENT MARKING
INTERSTATE 270

SCALE: 1" = 50' SHEET NO. 8 OF 12 SHEETS STA. 1217+00 TO STA. 1232+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	306
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				



PREF PL PM TB, 4"
WHITE SOLID LINE

PREF PL PM TB, 8"
WHITE DOTTED LINE
(3' SKIPS, 9' SPACES)

PREF PL PM TB, 4" WHITE SKIP DASH,
WITH DOUBLE RAISED REF PVT MKR
(ONE WAY CRYSTAL) @ 80' C-C

PREF PL PM TB, 4"
YELLOW SOLID LINE

PREF PL PM TB, 4"
WHITE SOLID LINE

PREF PL PM TB, 8"
WHITE DOTTED LINE
(3' SKIPS, 9' SPACES)

PREF PL PM TB, 4" WHITE SKIP DASH,
WITH DOUBLE RAISED REF PVT MKR
(ONE WAY CRYSTAL) @ 80' C-C

PREF PL PM TB, 4"
YELLOW SOLID LINE

FILE NAME =
D876A91-Sht-PMK09.dgn

VOLKERT

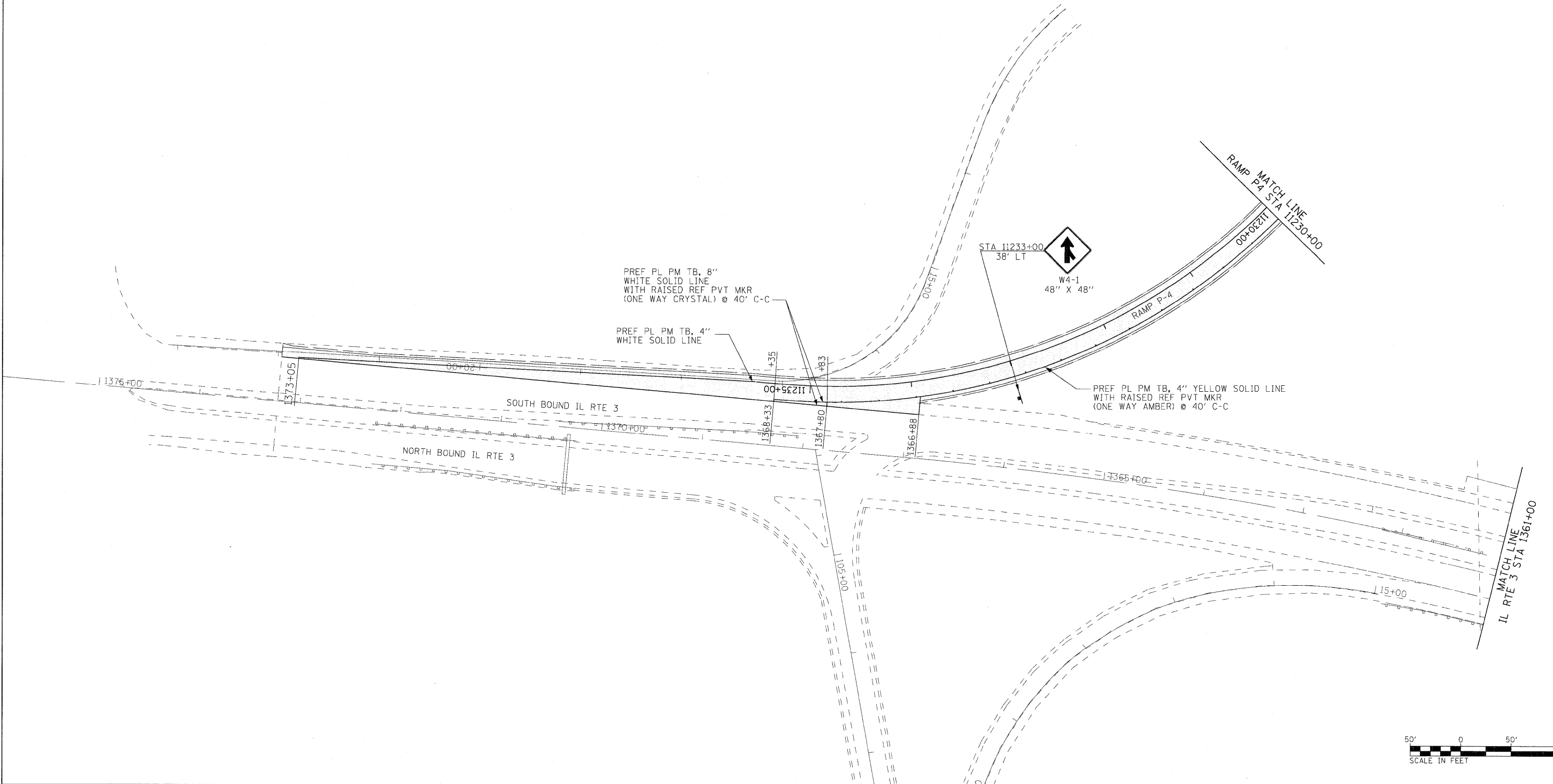
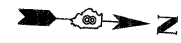
USER NAME = pk10001	DESIGNED - PMK	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - PMK	REVISED -
PLOT DATE = 3/16/2011	CHECKED - MPW	REVISED -
	DATE - 3/18/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PAVEMENT MARKING
INTERSTATE 270**

SCALE: 1' = 50' SHEET NO. 9 OF 12 SHEETS STA. 1232+00 TO STA. 1236+57

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	307
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				



FILE NAME =
D876A91_Sht-PMK10.dgn

VOLKERT

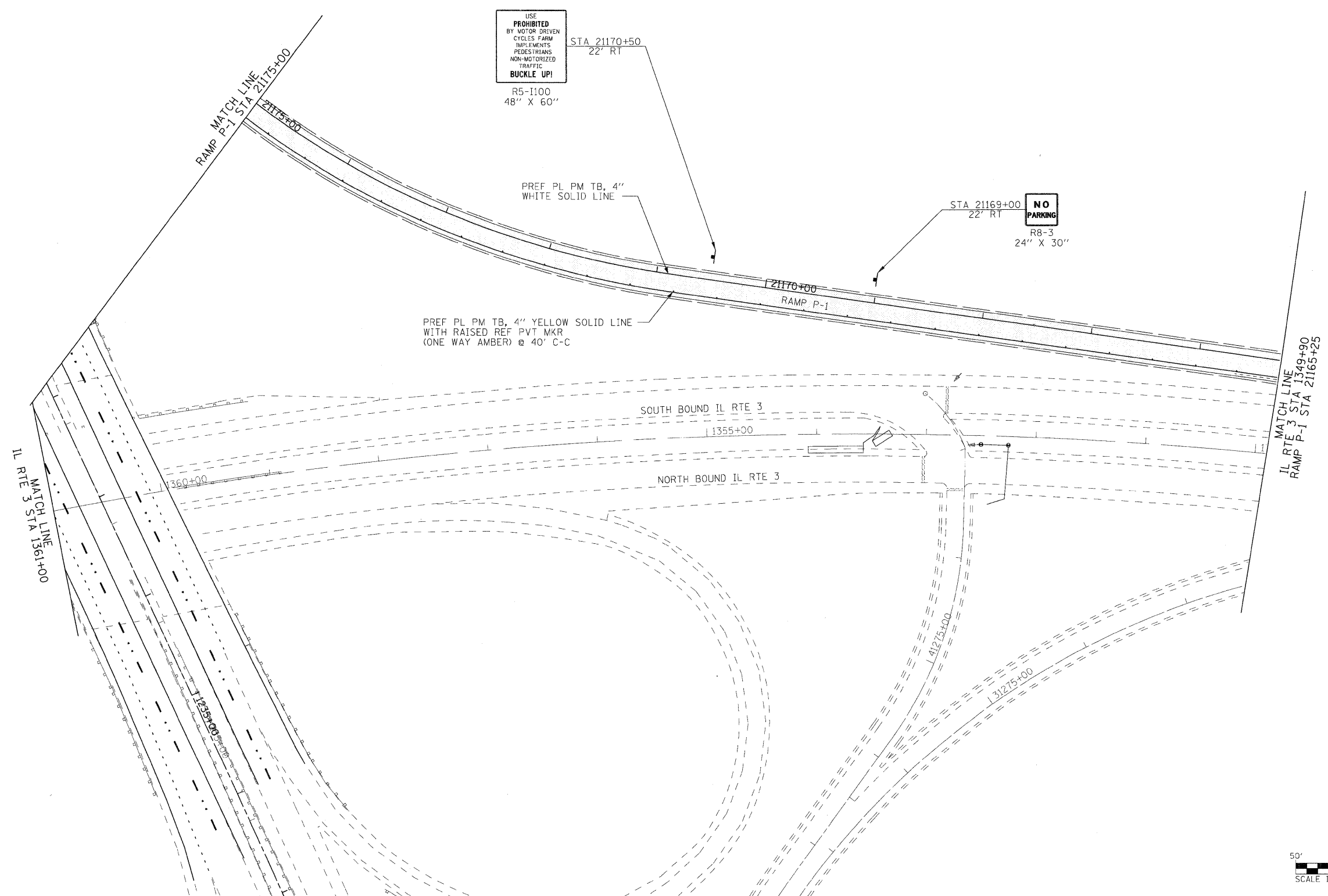
USER NAME = pk15901	DESIGNED - PMK	REVISED -
PLLOT SCALE = 50.0002' / IN.	DRAWN - PMK	REVISED -
PLLOT DATE = 3/16/2011	CHECKED - MPW	REVISED -
DATE - 3/18/2011	DATE - 3/18/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PAVEMENT MARKING
IL RTE 3**

SCALE: 1" = 50' SHEET NO. 10 OF 12 SHEETS STA. 1375+20 TO STA. 1361+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	308
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				

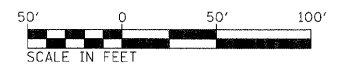



USE
PROHIBITED
BY MOTOR DRIVEN
CYCLES FARM
IMPLEMENTS
PEDESTRIANS
NON-MOTORIZED
TRAFFIC.
BUCKLE UP!
R5-I100
48" X 60"

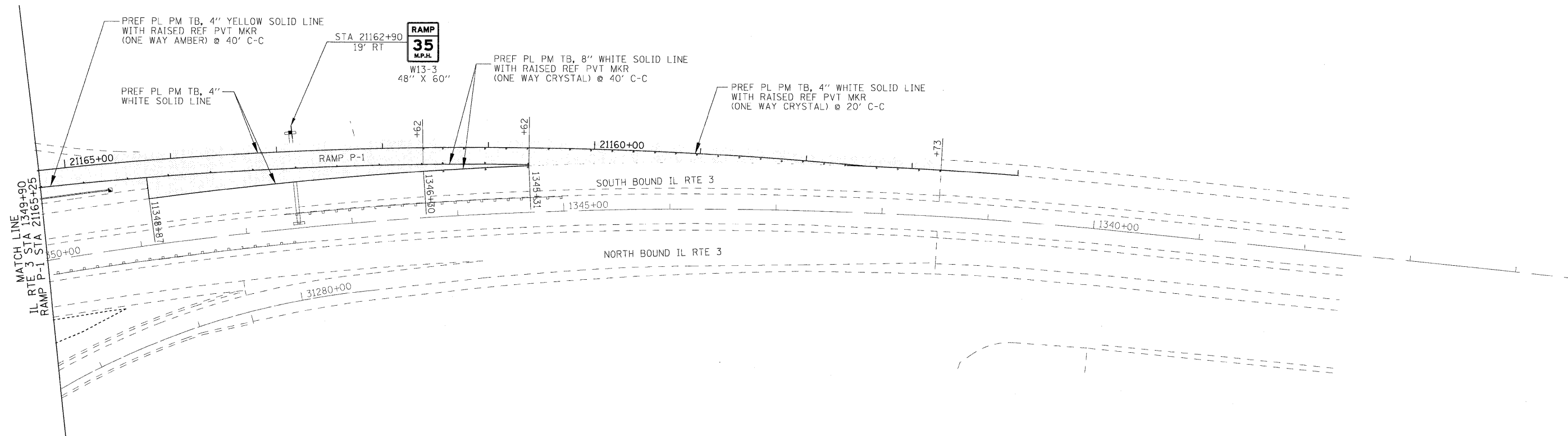
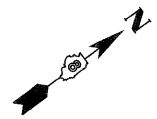
**NO
PARKING**
R8-3
24" X 30"

PREF PL PM TB, 4" YELLOW SOLID LINE
WITH RAISED REF PVT MKR
(ONE WAY AMBER) @ 40' C-C

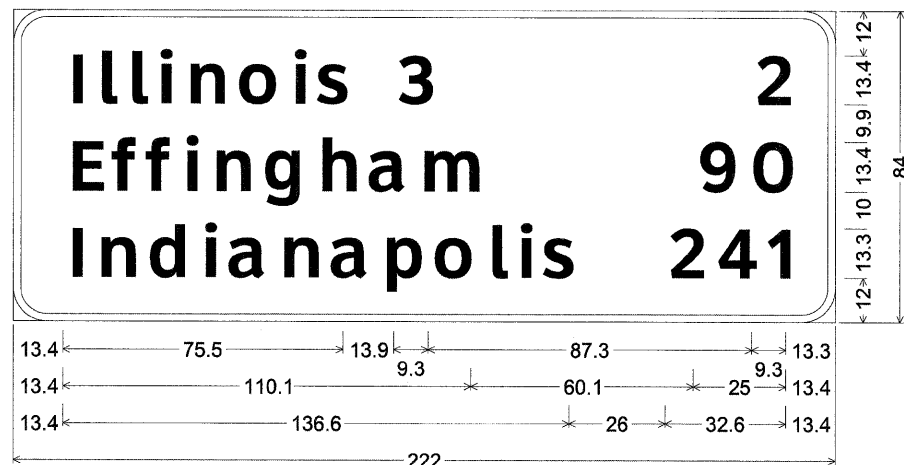
PREF PL PM TB, 4" WHITE SOLID LINE



FILE NAME = D876A91-Sht-PMK1L.dgn 	USER NAME = pkissel	DESIGNED - PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PAVEMENT MARKING IL RTE 3			F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 309
	PLOT SCALE = 50.0000' / IN. PLOT DATE = 3/16/2011	DRAWN - PMK CHECKED - MPW DATE - 3/18/2011	REVISED - REVISED - REVISED -		REVISED -	SCALE: 1" = 50'	SHEET NO. 11 OF 12 SHEETS	STA. 1361+00 TO STA. 1349+90	CONTRACT NO. 76A91		ILLINOIS FED. AID PROJECT	



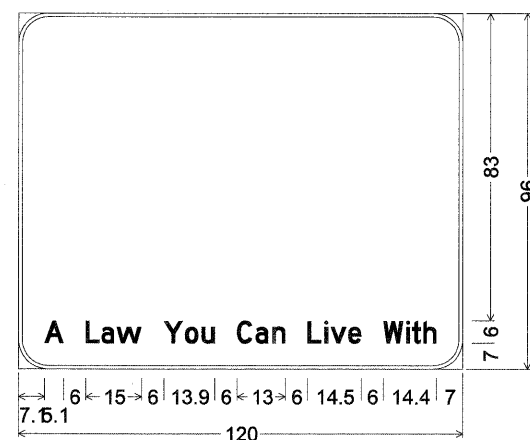
FILE NAME = DB76A91-Sht-PMK12.dgn VOLKERT	USER NAME = pk1sael	DESIGNED - PMK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED PAVEMENT MARKING IL RTE 3	F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 310
	PLOT SCALE = 50.0000 "/>									
PLOT DATE = 3/16/2011	CHECKED - MPW	DATE - 3/18/2011	REVISED -	SCALE: 1" = 50'	SHEET NO. 12 OF 12 SHEETS	STA. 1349+90	TO STA. 1335+37	ILLINOIS FED. AID PROJECT CONTRACT NO. 76A91		



9.0" Radius, 2.0" Border, White on Green;
 [Illinois 3] ClearviewHwy-5-W; [2] ClearviewHwy-5-W;
 [Effingham] ClearviewHwy-5-W; [90] ClearviewHwy-5-W;
 [Indianapolis] ClearviewHwy-5-W; [241] ClearviewHwy-5-W;
 Table of widths and spaces.

I	13.4	2.6	5.3	l	4.1	4.0	l	4.3	3.6	i	3.3	4.6	n	9.4	4.5	o	10.3	4.3	i	3.0	3.8	s	8.5	13.8	9.3	3	9.3								
2	87.3	9.3	13.3																																
E	13.4	8.5	3.3	f	6.4	2.8	f	6.4	3.6	i	3.1	4.8	n	9.3	4.5	g	9.6	5.1	h	9.3	4.3	a	9.9	4.1	15.1	m									
g	60.1	9.8	4.4	o	10.8	13.4																													
I	13.4	2.6	5.3	n	9.3	4.4	d	9.6	4.9	i	3.1	3.9	a	9.9	4.3	n	9.3	4.1	a	10.0	4.3	p	9.5	4.0	o	10.4	4.5	l	4.3	3.6	i	3.1	3.8	s	8.5
2	26.0	9.1	3.8	4	10.5	3.0	1	6.1	13.4																										

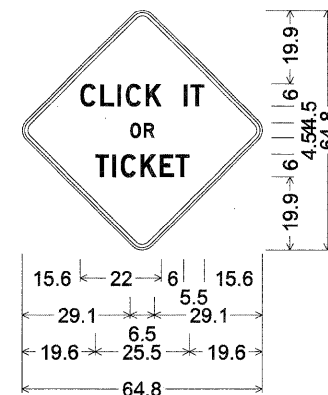
I-270 STA. 1159+00, 75.00 RT



8.0" Radius, 1.0" Border, Black on White;
 [A Law You Can Live With] D 2K;
 Table of widths and spaces.

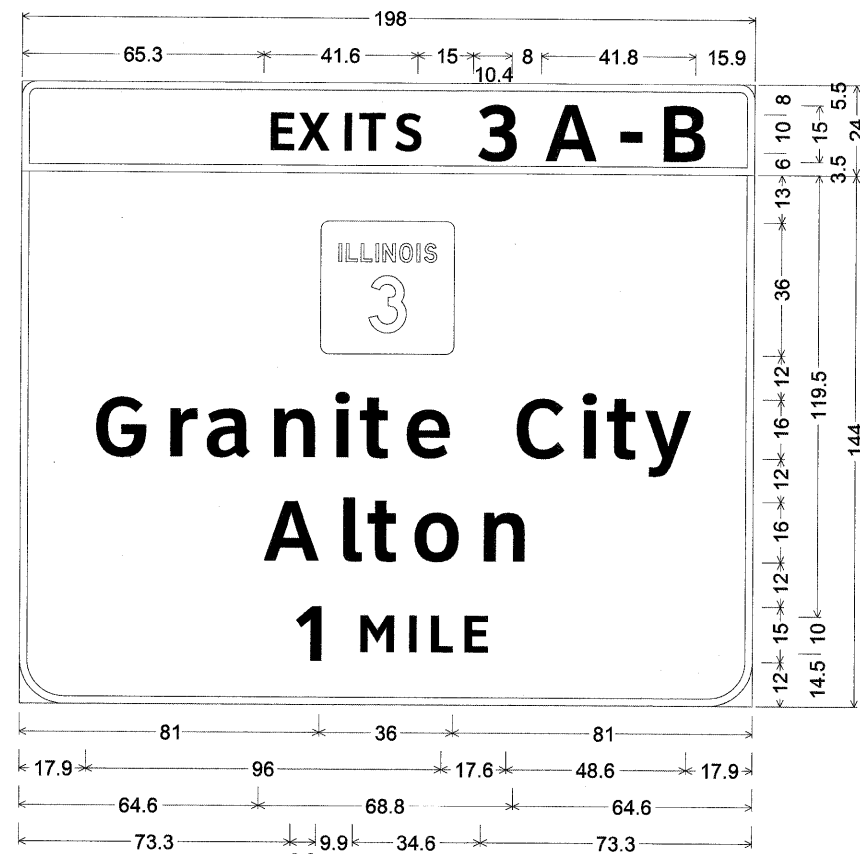
A	7.1	5.1	6.0	L	3.8	0.4	a	3.4	0.6	w	6.9
Y	6.0	5.1	0.5	o	3.8	0.8	u	3.5			
C	6.0	4.1	0.9	a	3.5	1.1	n	3.5			
L	6.0	3.8	0.8	i	0.9	0.8	v	4.1	0.5	e	3.6
W	6.0	5.4	0.8	0.9	0.6	2.4	0.6	3.6	7.1		

I-270 STA. 1164+00, 75.00 RT



48.0" across sides 3.8" Radius, 0.9" Border, 0.6" Indent, Black on Yellow;
 [CLICK IT] D 2K;
 [OR] D 2K;
 [TICKET] D 2K;
 Table of widths and spaces.

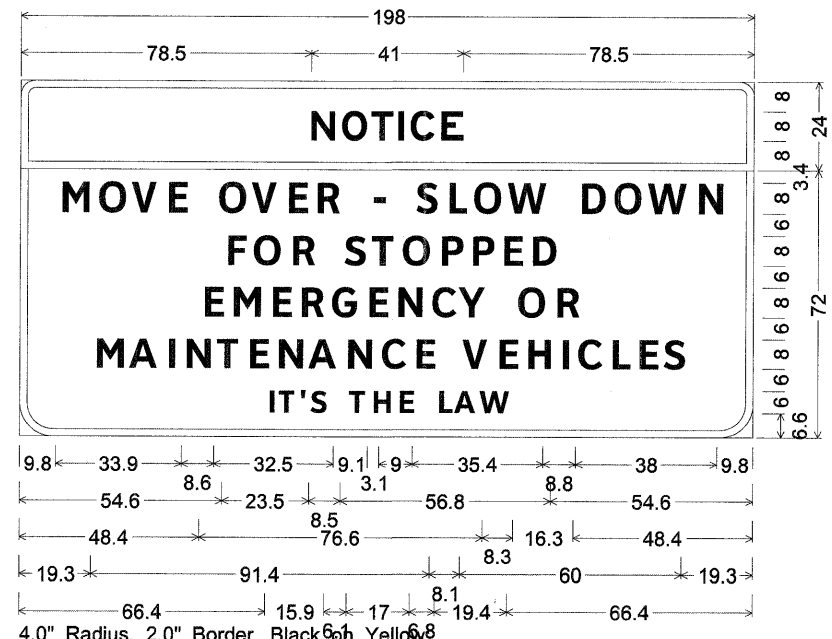
C	15.6	4.1	1.4	L	3.6	1.0	I	0.9	1.4	C	4.0	1.4	K	4.1
I	6.0	1.0	0.9	T	3.8	15.6								
O	29.1	2.9	0.9	R	2.8	29.1								
T	19.6	3.8	0.9	1.0	1.3	4.0	1.4	4.1	1.1	3.8	0.4	3.8	19.6	



4.0" Radius, 2.0" Border, White on Green;
 [EXITS] ClearviewHwy-5-W; [3] ClearviewHwy-5-W;
 [A-B] ClearviewHwy-5-W;
 12.0" Radius, 2.0" Border, White on Green;
 [Granite City] ClearviewHwy-5-W; [Alton] ClearviewHwy-5-W;
 [1 MILE] ClearviewHwy-5-W;
 Table of widths and spaces.

65.3	E	6.4	2.1	X	8.6	2.9	I	1.9	3.0	T	7.3	2.1	S	7.3	15.0	3	10.4			
				A	14.1	4.4	-	5.9	5.9	B	11.4	16.0								
81.0	3	36.0	81.0																	
17.9	G	13.9	5.6	r	7.4	3.6	a	12.0	5.1	n	11.1	5.6	i	3.9	4.0	t	7.9	4.1	e	11.9
				C	17.5	13.0	4.6	i	3.8	4.0	t	7.9	2.8	y	12.5	17.9				
64.6	A	15.0	4.6	l	5.0	3.3	t	7.8	4.1	o	12.4	5.4	n	11.1	64.8					
73.3	1	6.9	9.9	M	9.3	3.9	I	1.9	4.1	L	5.9	3.1	E	6.4	73.3					

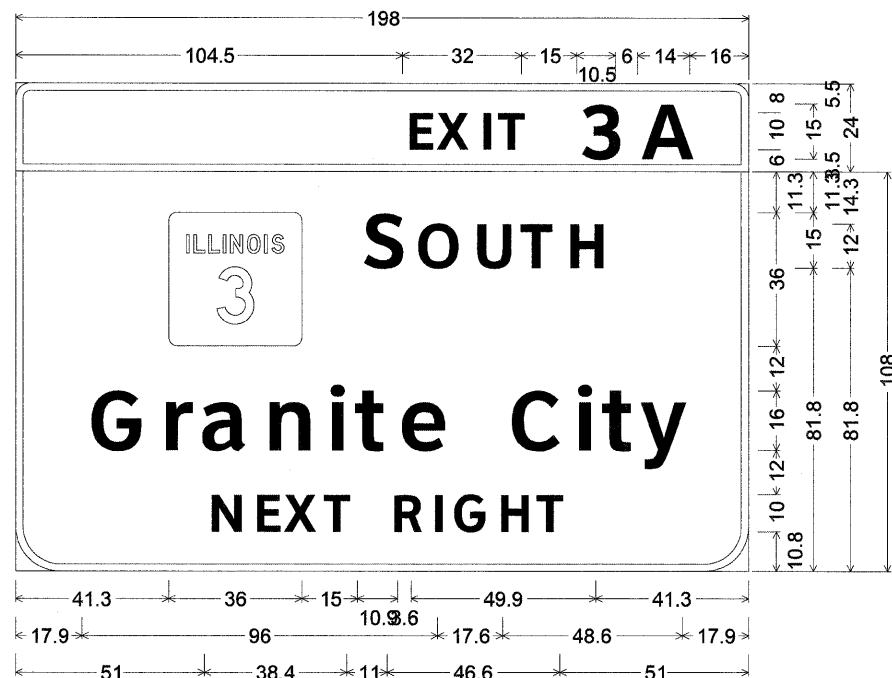
I-270 STA. 1170+00, 95.00 RT



4.0" Radius, 2.0" Border, Black on White;
 [NOTICE] E 2K;
 9.0" Radius, 2.0" Border, Black on White;
 [MOVE OVER - SLOW DOWN] ClearviewHwy-5-W;
 [FOR STOPPED] ClearviewHwy-5-W;
 [EMERGENCY OR] ClearviewHwy-5-W;
 [MAINTENANCE VEHICLES] ClearviewHwy-5-W;
 [IT'S THE LAW] ClearviewHwy-5-W;
 Table of widths and spaces.

78.5	N	6.4	1.9	O	6.6	1.3	T	5.9	1.4	I	1.4	1.9	C	6.4	1.9	E	6.0	78.4														
9.8	M	7.4	2.8	O	7.4	2.0	V	6.8	2.4	E	5.0	8.8	O	7.4	2.0	V	6.8	2.4	E	5.0	2.8	R	6.0									
				-	9.1	3.1	S	9.0	5.8	2.6	L	4.8	2.0	O	7.5	2.1	W	10.6														
				D	8.8	6.4	O	2.5	7.5	2.1	W	10.5	2.5	N	6.5	9.8																
54.6	F	4.9	2.3	O	7.4	2.9	R	6.0																								
				S	8.5	5.9	1.8	5.8	2.0	7.4	2.9	5.8	2.5	5.9	2.5	5.1	2.8	6.4	54.6													
48.4	E	5.1	2.8	M	7.3	3.1	E	5.1	2.8	R	6.0	2.4	G	6.9	3.0	E	5.0	2.8	N	6.5	2.9	C	6.5	1.4	Y	7.0						
				O	8.3	7.4	2.9	R	6.0	48.4																						
19.3	M	7.3	2.3	A	7.5	2.3	I	1.5	3.3	N	6.5	2.4	T	5.8	2.4	E	5.1	2.8	N	6.5	2.3	A	7.5	2.4	N	6.5	2.9	C	6.5	2.5	E	5.1
				V	8.1	6.9	2.4	E	5.0	2.8	H	6.0	3.3	I	1.5	2.9	C	6.5	2.5	L	4.6	2.6	E	5.1	2.1	S	5.8	19.3				
66.4	I	1.1	1.9	T	4.3	1.4	'	1.3	1.5	4.4	6.1	4.3	S	1.8	4.6	2.4	H	4.6	2.4	E	3.9											
				L	6.8	3.5	1.3	A	5.5	1.3	7.9	66.3																				

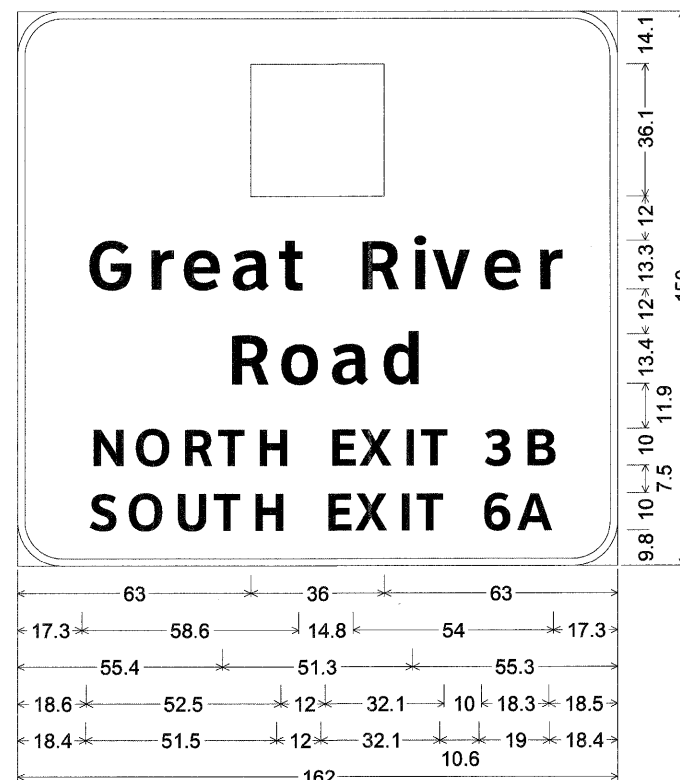
I-270 STA. 1179+00, 65.00 RT



4.0" Radius, 2.0" Border, White on Green;
 [EXIT] ClearviewHwy-5-W; [3] ClearviewHwy-5-W;
 [A] ClearviewHwy-5-W;
 12.0" Radius, 2.0" Border, White on Green;
 [SOUTH] ClearviewHwy-5-W; [Granite City] ClearviewHwy-5-W;
 [NEXT RIGHT] ClearviewHwy-5-W;
 Table of widths and spaces.

104.5	E	6.4	2.1	X	8.6	2.8	I	1.9	3.0	T	7.3	15.0	3	10.4	6.0	A	14.0	16.0	
41.3	3	36.0	15.0	S	10.9	3.6	O	11.1	4.4	U	9.3	3.6	8.6	3.6	9.3	H	9.3	41.3	
17.9	G	13.9	5.6	r	7.4	3.6	a	12.0	5.1	n	11.1	5.6	i	3.9	4.0	t	7.9	4.1	11.9
				C	13.0	4.6	3.8	4.0	7.9	2.8	y	12.5	17.9						
51.0	N	8.3	4.0	E	6.4	2.1	X	8.6	1.8	T	7.3								
				R	10.9	7.5	3.5	1.9	3.6	G	8.6	3.6	7.8	2.9	7.3	50.9			

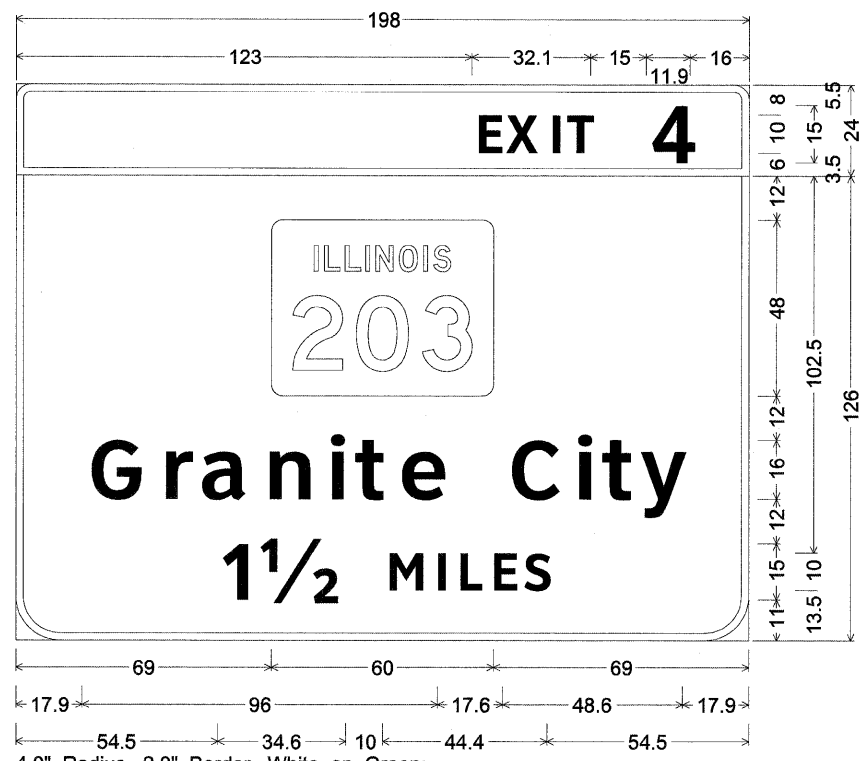
I-270 STA. 1189+00, 85.00 RT



12.0" Radius, 2.0" Border, White on Green;
 [Great River] ClearviewHwy-5-W;
 [Road] ClearviewHwy-5-W;
 [NORTH EXIT 3B] ClearviewHwy-5-W;
 [SOUTH EXIT 6A] ClearviewHwy-5-W;
 Table of widths and spaces.

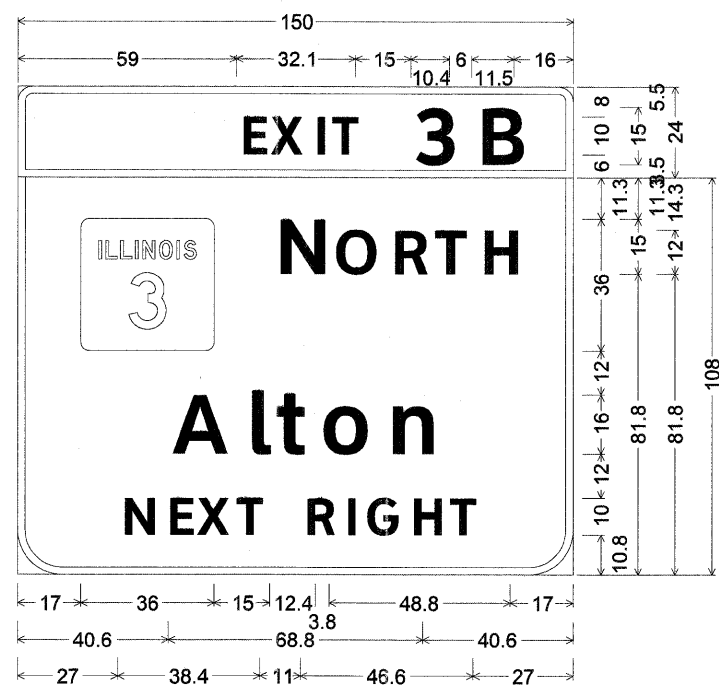
63.0	□	63.0															
17.3	G	11.5	4.8	r	6.1	3.4	9.8	3.6	a	10.0	2.9	6.5					
				R	14.8	9.9	4.3	3.1	3.1	10.1	3.1	9.8	4.5	6.1	17.3		
55.4	R	10.0	4.0	o	10.3	3.6	a	10.0	3.8	9.5	55.4						
18.6	N	8.3	3.5	O	9.3	3.5	R	7.6	2.4	7.3	2.9	7.8					
				E	11.9	6.4	2.1	8.6	2.9	1.9	3.0	7.1	10.1	7.0	3.6	7.6	18.6
18.4	S	7.3	2.8	O	9.3	3.5	U	7.8	3.0	T	7.1	3.1	7.6				
				E	12.0	6.4	2.1	8.8	2.6	2.0	3.0	7.3	10.5	7.3	2.4	9.4	18.3

I-270 STA. 1212+00, 65.00 RT



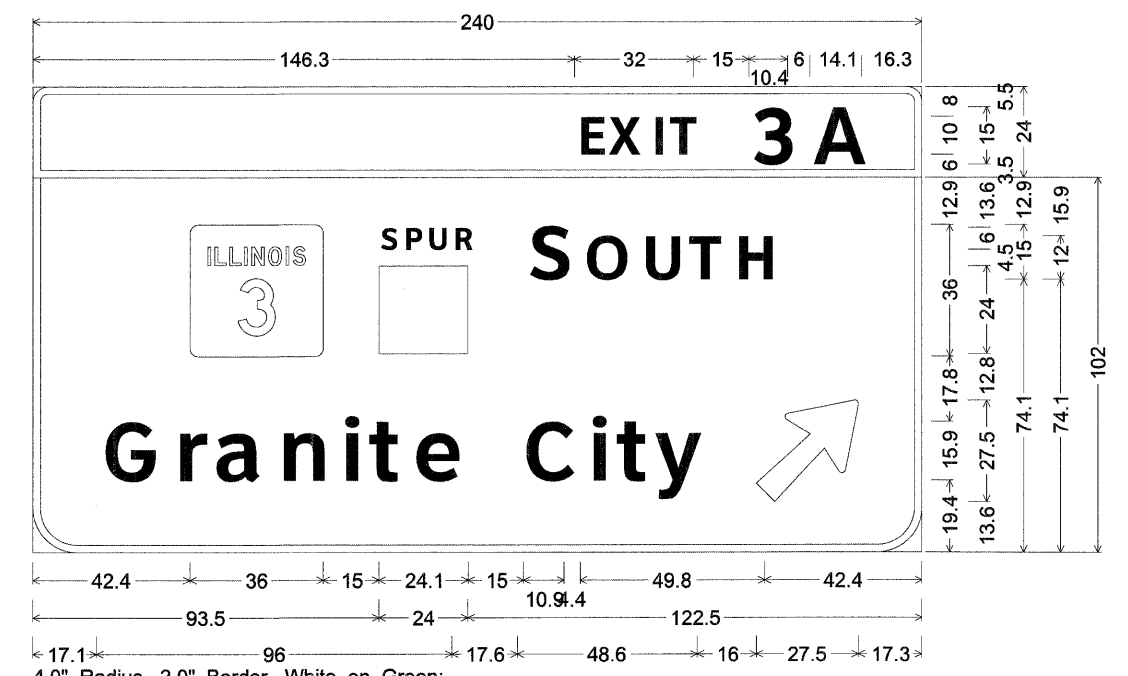
4.0" Radius, 2.0" Border, White on Green;
 [EXIT] ClearviewHwy-5-W; [4] ClearviewHwy-5-W;
 12.0" Radius, 2.0" Border, White on Green;
 [Granite City] ClearviewHwy-5-W; [1 1/2 MILES] ClearviewHwy-5-W;
 Table of widths and spaces.

123.0	E	6.4	2.1	X	8.8	2.8	I	1.8	3.0	T	7.3	14.9	11.9	16.0							
69.0	203	69.0																			
17.9	G	13.9	5.6	r	7.4	3.6	a	12.0	5.1	n	11.1	5.6	i	3.9	4.0	t	7.9	4.1	e	11.9	
17.5	C	13.0	4.6	i	3.8	4.0	t	7.9	2.8	y	12.5	17.9									
54.5	1	6.9	3.0	1/2	24.8	9.9	M	9.1	4.0	I	2.0	4.0	L	5.9	3.1	E	6.4	2.6	S	7.3	54.5



4.0" Radius, 2.0" Border, White on Green;
 [EXIT] ClearviewHwy-5-W; [3] ClearviewHwy-5-W;
 [B] ClearviewHwy-5-W;
 12.0" Radius, 2.0" Border, White on Green;
 [N ORTH] ClearviewHwy-5-W;
 [Alton] ClearviewHwy-5-W;
 [NEXT RIGHT] ClearviewHwy-5-W;
 Table of widths and spaces.

59.0	E	6.4	2.1	X	8.8	2.6	I	2.0	3.0	T	7.3	14.9	10.4	6.0	11.5	16.0					
17.0	3	36.0	15.0	N	12.4																
3.8	O	11.0	4.4	R	9.0	2.9	T	8.6	3.6	H	9.3	17.0									
40.6	A	15.0	4.6	l	5.0	3.3	t	7.8	4.1	o	12.4	5.4	n	11.1	40.8						
27.0	N	8.3	4.0	E	6.4	2.1	X	8.6	1.8	T	7.3										
10.9	R	7.5	3.5	I	1.9	3.6	G	8.6	3.6	H	7.8	2.9	T	7.3	26.9						



4.0" Radius, 2.0" Border, White on Green;
 [EXIT] ClearviewHwy-5-W; [3] ClearviewHwy-5-W; [A] ClearviewHwy-5-W;
 12.0" Radius, 2.0" Border, White on Green;
 [SPUR] ClearviewHwy-5-W; [S OUTH] ClearviewHwy-5-W;
 [Granite City] ClearviewHwy-5-W; Arrow 160 - 35.0" 45°;
 Table of widths and spaces.

146.3	E	6.3	2.1	X	8.6	2.9	I	1.9	3.0	T	7.3	14.9	10.4	6.0	14.1	16.3				
42.4	3	36.0	15.0	S	4.4	1.9	P	4.4	1.9	U	4.6	2.4	R	4.5	15.0	10.9				
4.4	O	11.1	4.4	U	9.3	3.5	T	8.6	3.6	H	9.3	42.4								
93.5	24.0	122.5																		
17.1	G	13.9	5.6	r	7.4	3.8	a	11.9	5.0	n	11.1	5.8	i	3.8	4.0	t	7.9	4.1	e	11.8
17.6	C	13.0	4.5	i	3.9	4.0	t	7.9	2.8	y	12.4	16.0	27.5	17.3						

I-270 STA. 1217+50, 80.00 RT



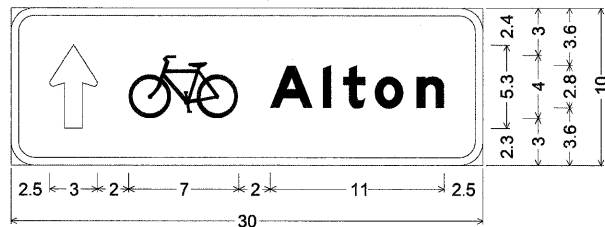
6.0" Radius, 1.3" Border, White on Brown;

[Historic] ClearviewHwy-5-W;

[Exit 3A] ClearviewHwy-5-W;

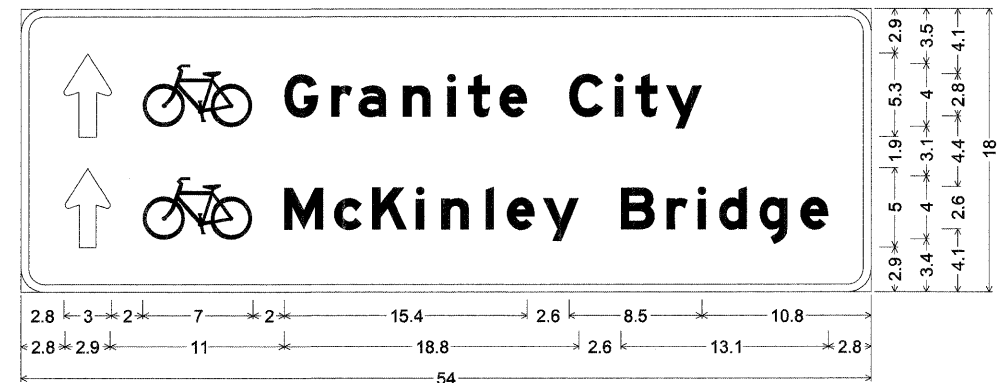
Table of widths and spaces.

10.6	H	6.3	2.9	i	1.9	2.1	s	5.1	1.9	t	3.9	2.0	o	6.3	2.6	r	3.8	2.1	i	1.9	2.5	c	5.4	10.8
18.0	66	36.0	18.0																					
13.1	E	5.1	1.6	x	6.3	1.8	i	1.9	2.0	t	3.9													
	3	8.1	5.5	2.1	A	7.5	13.1																	



1.5" Radius, 0.5" Border, White on Green;
 Standard Arrow Custom 5.3" X 3.0" 90°;
 Symbol RG025; [Alton] E Mod 2K;
 Table of widths and spaces.

2.5	3.0	2.0	7.0
A	I	t	o
2.0	2.6	0.8	0.5
0.8	1.4	0.5	1.9
0.8	1.8	1.8	2.4



1.5" Radius, 0.5" Border, White on Green;
 Standard Arrow Custom 5.3" X 3.0" 90°; Symbol RG025; [Granite City] E Mod 2K;
 Standard Arrow Custom 5.0" X 2.9" 90°; Symbol RG025; [McKinley Bridge] E Mod 2K;
 Table of widths and spaces.

2.8	3.0	2.0	7.0	2.0	2.1	0.8	1.4	0.4	1.8	1.0	1.8	1.0	0.5	0.8	1.4	0.6	1.8		
C	i	t	y																
2.6	2.1	0.9	0.5	0.8	1.4	0.5	2.3	10.8											
2.8	2.9	2.0	7.0	2.0	2.5	0.8	1.6	0.8	2.1	0.6	0.5	1.1	1.8	1.0	0.5	0.9	1.8	0.5	2.3
B	r	i	d	g	e														
2.6	2.1	0.8	1.4	0.6	0.5	0.9	1.8	0.8	1.8	0.8	1.6	2.8							

FILE NAME =
 0676A91-Sht-SIGN06.DGN

USER NAME = mtuch

DESIGNED - BH

REVISED - 09-17-10

PLOT SCALE = #SCALE#

CHECKED - SJM

REVISED -

PLOT DATE = Thursday, March 17, 2011 07:20:49

DATE - 09-17-10

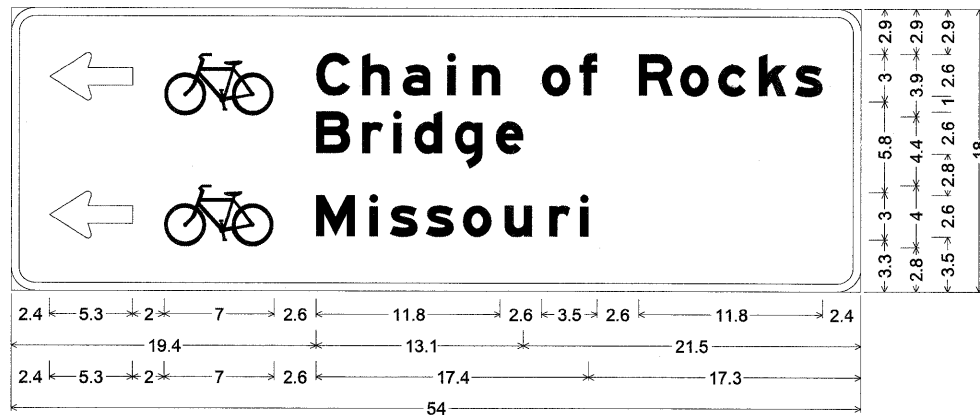
REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SIGN PANEL DETAIL
 INTERSTATE 270

SCALE: SHEET NO. 6 OF 7 SHEETS STA. TO STA.

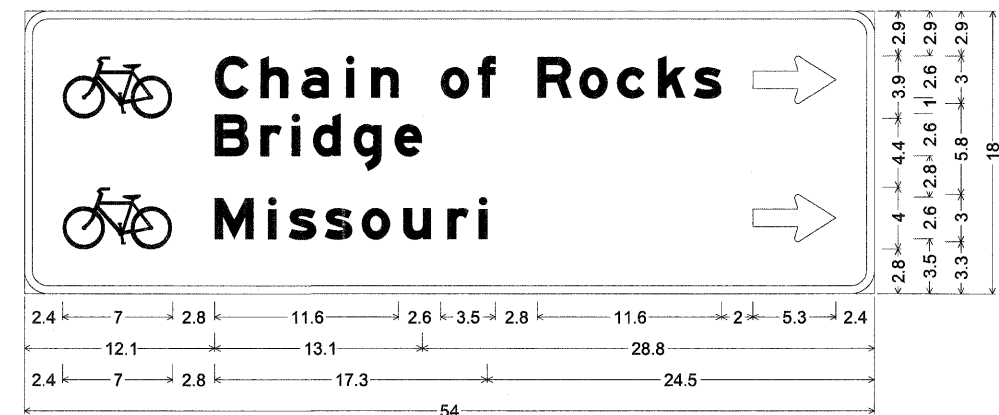
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	316
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				



1.5" Radius, 0.5" Border, White on Green;
 Standard Arrow Custom 5.3" X 3.0" 180°; Symbol RG025; [Chain of Rocks] E Mod 2K;
 [Bridge] E Mod 2K; Standard Arrow Custom 5.3" X 3.0" 180°; Symbol RG025;
 [Missouri] E Mod 2K;

Table of widths and spaces.

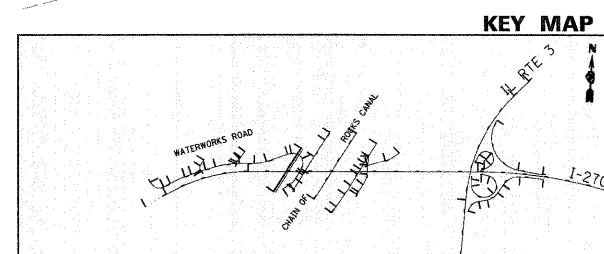
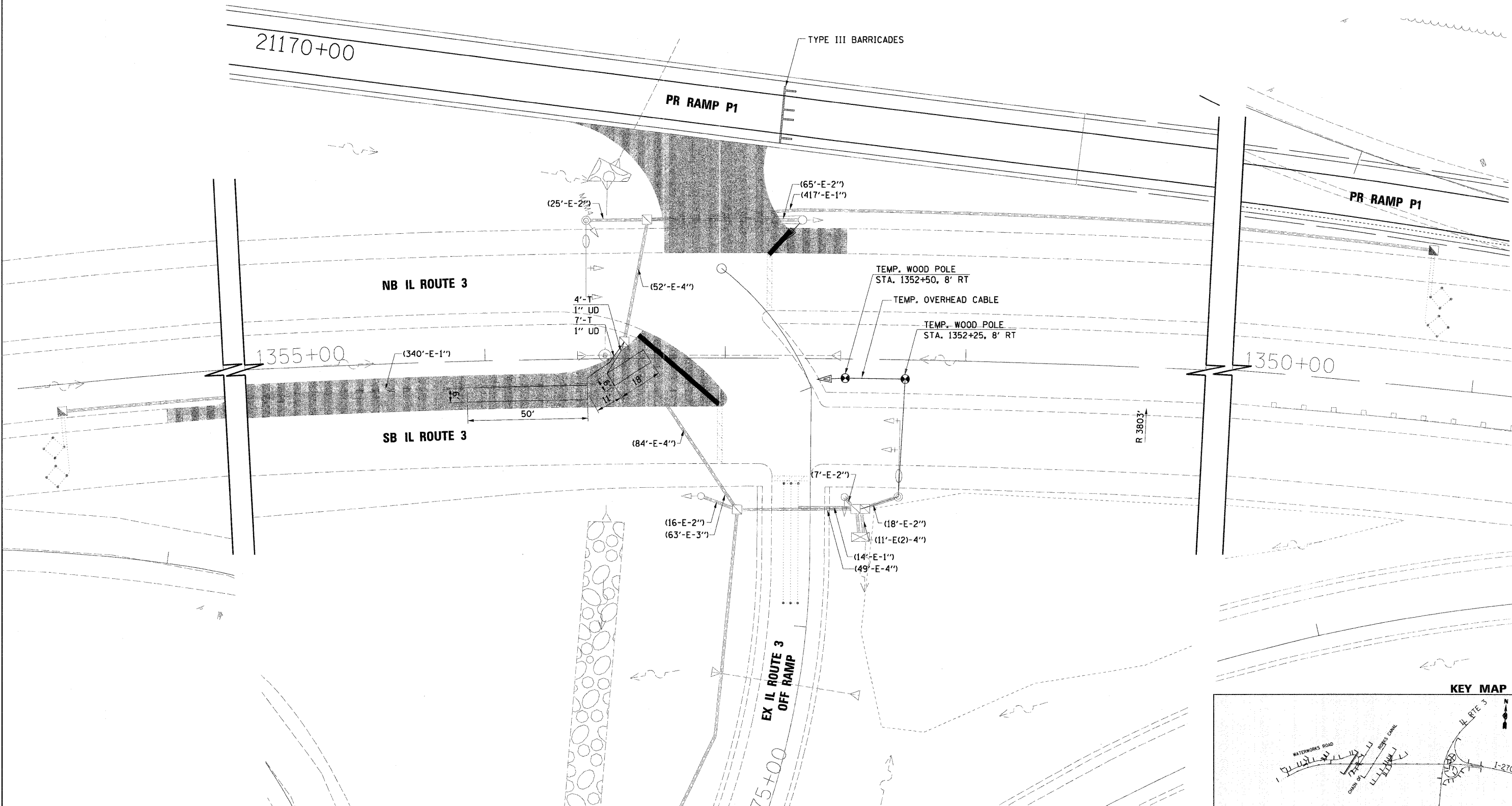
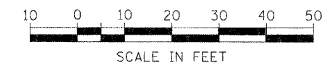
2.4	5.3	2.0	7.0	2.6	2.3	0.6	1.9	0.8	1.8	1.0	0.5	1.1	1.8	2.6	1.9	0.5	1.1			
		R	o	c	k	s														
		2.6	2.3	0.4	1.9	0.5	1.8	0.8	1.8	0.5	1.8	2.4								
19.4	B	r	i	d	g	e														
	2.1	0.8	1.4	0.5	0.6	0.9	1.6	0.9	1.8	0.8	1.8	21.4								
2.4	5.3	2.0	7.0	2.6	2.5	1.0	0.5	0.8	1.8	0.5	1.8	0.5	1.9	0.8	1.8	1.0	1.3	0.6	0.6	17.3



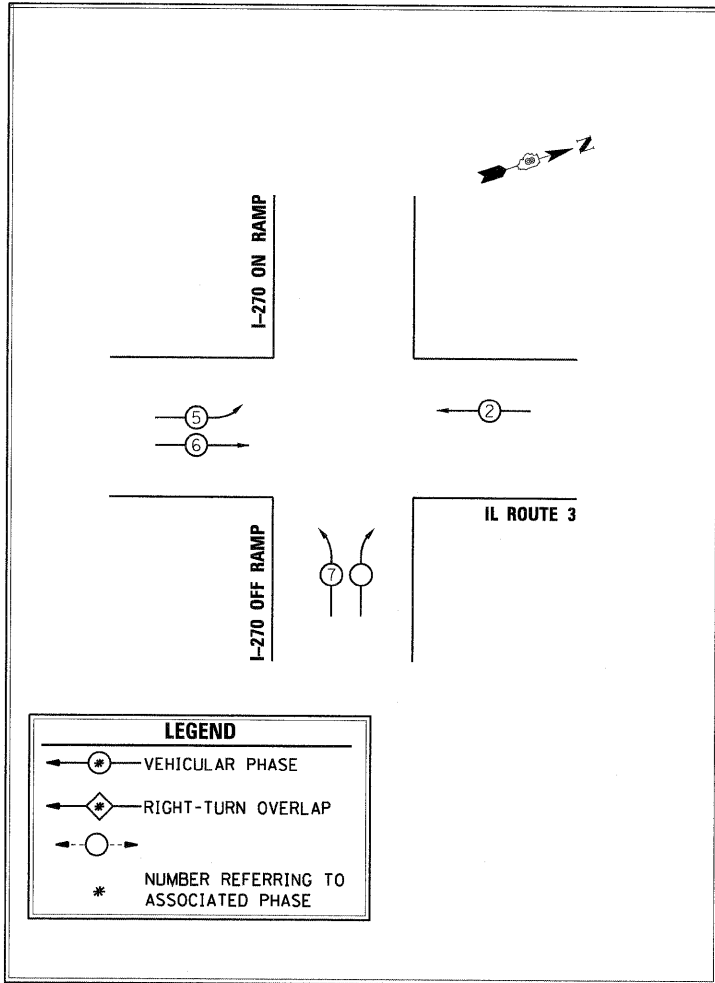
1.5" Radius, 0.5" Border, White on Green;
 Symbol RG025; [Chain of Rocks] E Mod 2K; [Bridge] E Mod 2K;
 Standard Arrow Custom 5.3" X 3.0" 0°; Symbol RG025; [Missouri] E Mod 2K;
 Standard Arrow Custom 5.3" X 3.0" 0°;

Table of widths and spaces.

2.4	7.0	2.8	2.1	0.8	1.6	0.9	1.8	1.0	0.5	1.1	1.8	2.6	1.9	0.5	1.1					
		R	o	c	k	s														
		2.8	2.1	0.5	1.8	0.5	1.8	0.9	1.8	0.4	1.8	2.0	5.3	2.4						
12.1	B	r	i	d	g	e														
	2.1	0.8	1.4	0.6	0.5	0.9	1.8	0.8	1.8	0.8	1.6	28.8								
2.4	7.0	2.8	2.4	0.9	0.5	0.8	1.8	0.5	1.8	0.5	1.9	0.8	1.8	1.0	1.4	0.6	0.5	16.9	5.3	2.4



FILE NAME = D876A91-sht-TSIG01.pln.dgn	USER NAME = malopez	DESIGNED - BH	REVISED - 09-17-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL PLANS IL ROUTE 3			F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 318
	PLOT SCALE = *SCALE*	DRAWN - BAH	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
	PLOT DATE = 3/17/2011	CHECKED - SJM	REVISED -								CONTRACT NO. 76A91	
		DATE - 09-17-10	REVISED -								CONTRACT NO. 76A91	



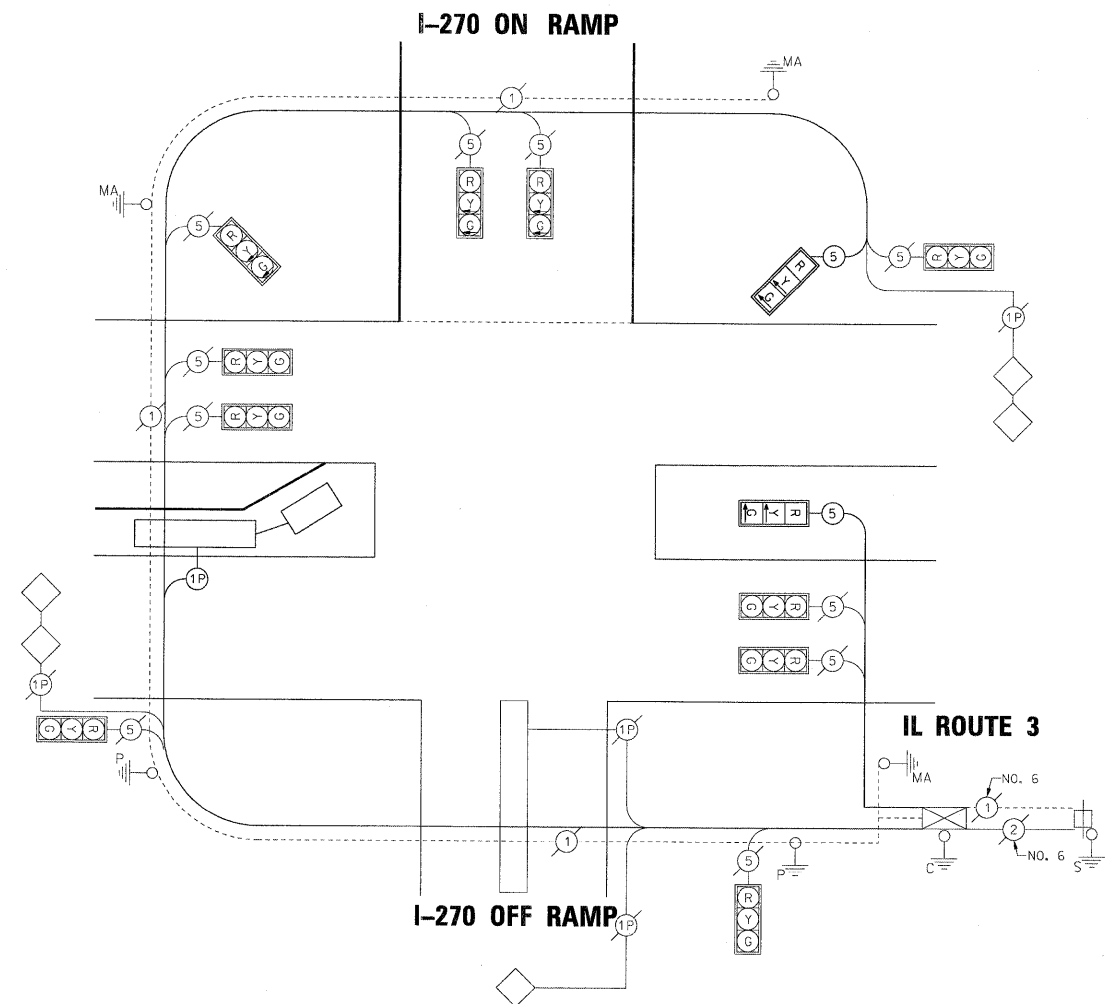
**IL ROUTE 3 AT I-270 OFF/ON RAMP
TEMPORARY ELECTRICAL LOAD CHART**

IL ROUTE 3			
INDICATION	NUMBER	WATTAGE EACH	BURN TIME (%)
RED	8	17	35
YELLOW	6	25	5
GREEN	6	15	60
YELLOW ARROW	2	12	5
GREEN ARROW	2	12	30

RAMP			
	NUMBER	WATTAGE EACH	BURN TIME (%)
RED	4	17	60
YELLOW	1	25	5
GREEN	1	15	35
YELLOW ARROW	3	12	5
GREEN ARROW	3	12	30

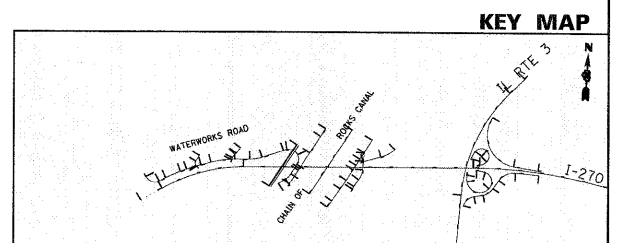
TRAFFIC SIGNAL CABINET			
ITEM	NUMBER	WATTAGE EACH	BURN TIME (%)
CONTROLLER	1	100	100

AGENCY RESPONSIBLE FOR ENERGY CHARGES: CONTRACTOR



CABLE DIAGRAM LEGEND

EXISTING	PROPOSED	
		CONTROLLER CABINET
		SERVICE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
		LIGHT DETECTOR
		CONFIRMATION BEACON
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
		DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SMI2F
		LIGHTING UNIT
		12" TRAFFIC SIGNAL SECTION
		SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
		GROUND CABLE ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
		GROUND ROD AT POST (P) OR MAST ARM (MA)
		GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		PEDESTRIAN PUSH-BUTTON
		TEMPORARY WOOD POLE
		VIDEO DETECTION CAMERA



GENERAL NOTES

1. NEW SPLICES, FUSES, FUSEHOLDER AND SURGE PROTECTORS SHALL BE PROVIDED AND INSTALLED FOR ALL LUMINAIRES BEING INSTALLED. THIS WORK SHALL BE INCLUDED IN THE COST OF THE LUMINAIRE.
2. ALL LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, ARTICLE 1069.06. LIGHTING UNIT NUMBERS, WATTAGE, AND VOLTAGE SHALL BE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
3. ALL MEASUREMENTS FOR ATTACHMENTS ARE APPROXIMATE. THE CONTRACTOR SHALL TAKE FIELD MEASUREMENTS AND FABRICATE TO FIT.
4. ALL LIGHTS SHALL OPERATE FROM DUSK TO DAWN DAILY FOR THE DURATION OF THIS PROJECT EXCEPT AS DESCRIBED IN NOTE 5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. SEE CANAL BRIDGE NOTE #8 FOR NAVIGATION LIGHTING.
5. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
6. ALL LUMINAIRES SCHEDULED FOR REMOVAL SHALL BE SALVAGED AND DELIVERED TO THE IDOT MAINTENANCE FACILITY IN ACCORDANCE WITH SECTION 842 OF THE STANDARD SPECIFICATIONS UNLESS NOTED OTHERWISE. THE LOCATION OF THE IDOT MAINTENANCE FACILITY IS 9601 ST. CLAIR AVENUE, FAIRVIEW HEIGHTS, IL. LUMINAIRES SHALL BE CRATED IN CONTAINERS ACCEPTABLE TO THE ENGINEER. LIGHT POLES SHALL NOT BE SALVAGED BUT SHALL BE REMOVED FROM THE JOB SITE AT THE CONTRACTOR'S EXPENSE.
7. THE CONDUIT SYSTEM SHALL NOT BE USED FOR GROUNDING/BONDING PURPOSES. THEREFORE, THE EQUIPMENT GROUNDING CONDUCTOR (GREEN GROUND) MUST BE CONTINUOUS THROUGHOUT EACH CIRCUIT. ALL LUMINAIRES, INCLUDING NAVIGATION, AND METAL PARTS MUST BE PROPERLY BONDED TO IT.
8. EACH CABLE SHALL BE UNIQUELY COLOR CODED FOR IDENTIFICATION IN ORDER TO DISTINGUISH BETWEEN CIRCUITS AND INDIVIDUAL CABLES WITHIN A CIRCUIT. COLOR CODING SHALL BE VISIBLE AT ALL POINTS OF ENTRY, SUCH AS JUNCTION BOXES, PULL BOXES, HANDHOLES, ETC.
9. ALL LUMINAIRES WILL MOUNT ON A HORIZONTAL MAST ARM. THE LUMINAIRES OF THE CANAL BRIDGE WILL BE MOUNTED HORIZONTALLY FROM TWIN MAST ARMS.
10. REMOVE EXISTING STAINLESS STEEL JUNCTION BOXES AND CONDUIT ATTACHED TO STRUCTURES. STAINLESS STEEL JUNCTION BOXES SHALL BE SALVAGED AND DELIVERED TO THE IDOT MAINTENANCE FACILITY.
11. COORDINATION WITH THE DEPARTMENT'S BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY TRENCHING SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/PUMP STATION/INTELLIGENT TRANSPORTATION SYSTEM FACILITIES AND TO COORDINATE OTHER FIELD ACTIVITIES.
12. A 9-1-1 ADDRESS AT THE PROPOSED SERVICE LOCATIONS ARE AS FOLLOWS:
 SERVICE TO CONTROLLER 1 (RIVER BRIDGE) - 18-1-13-36-00-000-001
 SERVICE TO CONTROLLER 2 (CANAL BRIDGE) - 18-1-14-30-00-000-007
 SERVICE TO CONTROLLER 2 (WEST OF CANAL) - NEW
 SERVICE TO CONTROLLER 3 (EAST OF CANAL) - NEW

 IF THERE ARE ANY QUESTIONS REGARDING THE ABOVE, CONTACT 9-1-1 COORDINATOR OF MADISON COUNTY AT (618) 692-7040 x5911.
13. COOPERATION BETWEEN THE CONTRACTORS SHALL BE AS PER ARTICLE 105.08 OF THE STANDARD SPECIFICATIONS.

GROUND MOUNTED POLE NOTES


1. AFTER NEW ELECTRIC CABLES ARE INSTALLED, FOUNDATIONS SHALL BE FILLED WITH FINE AGGREGATE ACCORDING TO ARTICLE 836.03. A STAINLESS STEEL SCREEN SHALL BE INSTALLED TO SEAL THE OPENING BELOW THE POLE BASE FROM RODENT ENTRY.
2. CONTRACTOR SHALL BE CAREFUL NOT TO DAMAGE EXISTING LIGHTING AND CAMERA CIRCUIT TO REMAIN. ANY DAMAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.

CANAL BRIDGE NOTES (SN#060-0345)

1. RUN 2 INCH GALVANIZED STEEL CONDUIT INSIDE THE MEDIAN TO THE LIGHT POLE FOUNDATIONS, UP INTO THE POLE PER THE PLAN DETAILS.
2. RUN RIGID 1 INCH GALVANIZED STEEL OR FLEXIBLE CONDUITS TO NAVIGATION LIGHTS. ASSOCIATED 1 INCH FLEXIBLE CONDUITS SHALL BE LIQUIDTIGHT FLEXIBLE NONMETALLIC CONDUIT.
3. INSTALL CONDUIT EXPANSION/DEFLECTION FITTINGS AT ALL BRIDGE EXPANSION JOINTS AS NOTED IN THE PLANS.
4. ALL STEEL PARTS AND FITTINGS PLACED ON THE BRIDGE SHALL BE STAINLESS STEEL, INCLUDING NUTS, BOLTS, AND WASHERS (UNLESS NOTED OTHERWISE). CONDUIT CLAMPS SHALL BE STAINLESS STEEL OR ENGINEER APPROVED EQUAL.
5. THE CONTRACTOR SHALL NOT DRILL INTO OR WELD METAL PARTS ONTO BRIDGE STRUCTURAL MEMBERS.
6. LIGHT POLES MOUNTED ON THE BRIDGE MEDIAN SHALL BE PROVIDED WITH VIBRATION ISOLATION MOUNTING PADS ACCORDING TO ARTICLE 1069.07 OF THE STANDARD SPECIFICATIONS. A STAINLESS STEEL SCREEN SHALL BE INSTALLED TO SEAL THE OPENING BELOW THE POLE BASE FROM RODENT ENTRY.
7. CONTRACTOR SHALL ENSURE EXISTING NAVIGATION AND AVIATION LIGHTS REMAIN IN OPERATION AS LONG AS OBSTRUCTIONS ARE PRESENT PER ARTICLE 801.11 OF THE STANDARD SPECIFICATIONS.
8. REMOVAL OF ELECTRIC CABLE FROM CONDUIT SHALL BE PAID FOR PER FOOT OF CONDUIT LENGTH REGARDLESS OF THE NUMBER OF CONDUCTORS INSIDE.

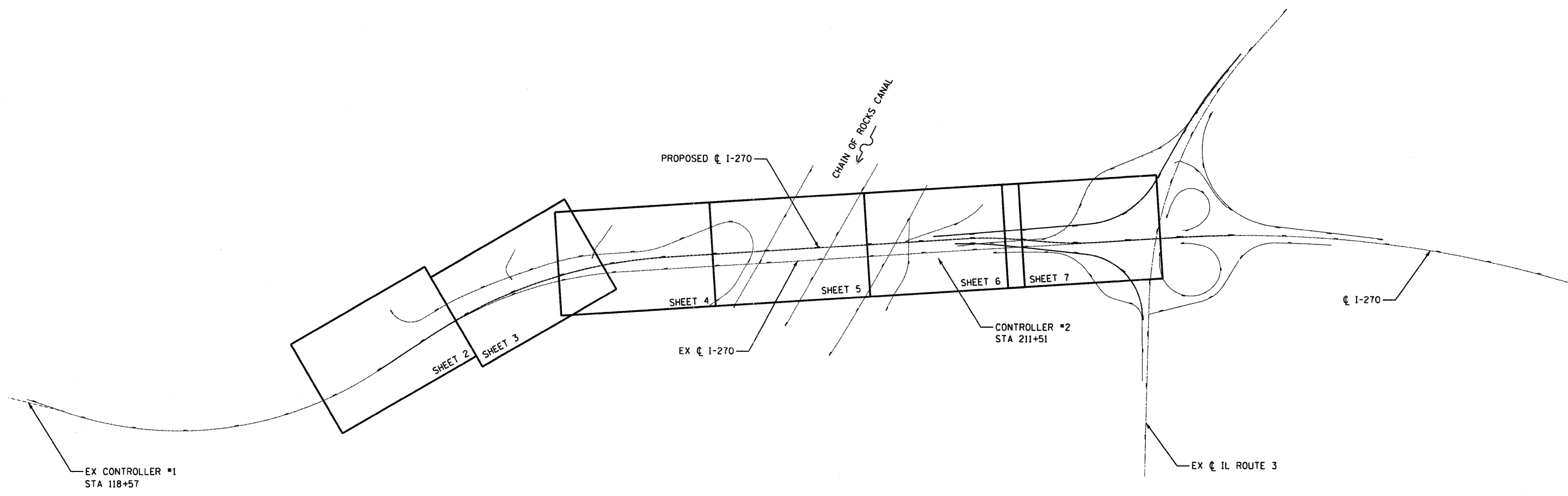
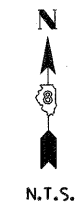
COMMITMENTS


NONE

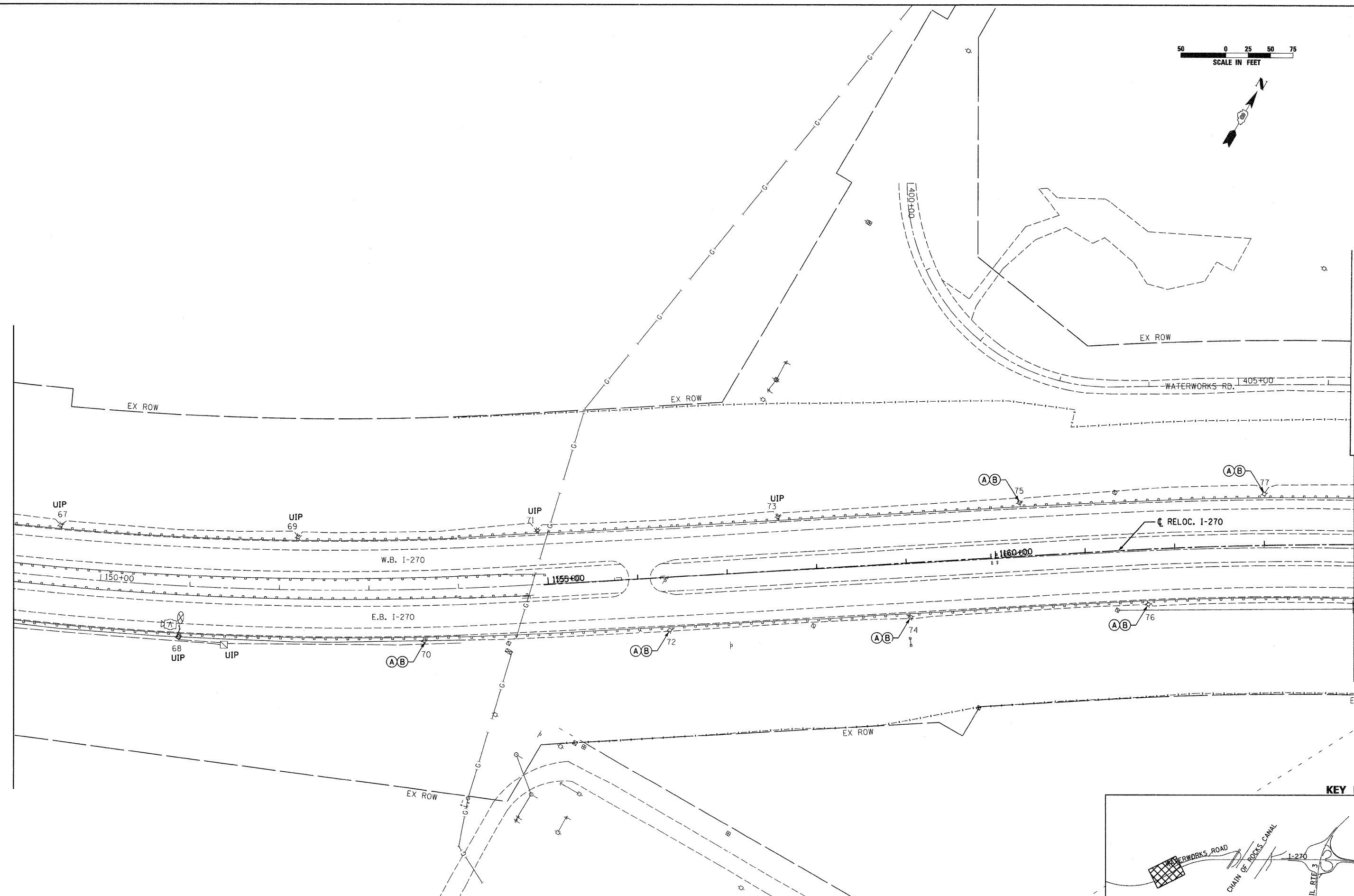
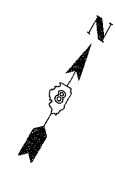
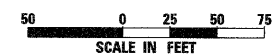
FILE NAME = #FILE#		USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ELECTRICAL NOTES INTERSTATE 270			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = #SCALE#	DRAWN -	REVISED -		270	60-1B-1	MADISON	712	320			
PLOT DATE = #DATE#	CHECKED -	REVISED -	SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.			CONTRACT NO. 76A91							
DATE 3/18/11	DATE	REVISED -	ILLINOIS FED. AID PROJECT										

LIGHTING LEGEND

(A)	REMOVE EXISTING LIGHTING UNIT, NO SALVAGE
(B)	REMOVAL OF POLE FOUNDATION
(C)	RESERVED
(D)	RESERVED
(E)	REMOVAL OF LIGHTING UNIT, SALVAGE
⊗	LIGHT UNIT TO BE REMOVED, APPROXIMATE LOCATION
99 ↗	LIGHT UNIT WITH IDENTIFICATION NUMBER
— — — — —	EXISTING GUARDRAIL
— — — — —	EXISTING UNDERGROUND CABLE
— — — — —	EXISTING CABLE IN CONDUIT
⊕	EXISTING ELECTRICAL SERVICE INSTALLATION
⊗	EXISTING LIGHTING CONTROLLER
⊠	EXISTING HANDHOLE, PORTLAND CEMENT CONCRETE
⊞	EXISTING JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE
⊞	EXISTING LIGHT POLE, 45 FT. M.H., 6 FT. DAVIT ARM WITH 250 WATT H.P.S. LUMINAIRE AND DETECTION OR CCTV CAMERA TO REMAIN
⊞	PROPOSED CONDUIT, PUSHED, 2-1/2" DIAMETER GALVANIZED STEEL
⊞	PROPOSED CONDUIT, ATTACHED TO STRUCTURE, 1" DIAMETER GALVANIZED STEEL OR FLEXIBLE
⊞	PROPOSED CONDUIT, EMBEDDED IN CONCRETE, 2" DIAMETER GALVANIZED STEEL
⊞	PROPOSED CONDUIT, IN TRENCH, 2-1/2" DIAMETER GALVANIZED STEEL
⊞	PROPOSED ELECTRIC CABLE ASSEMBLY IN TRENCH, 600V (XLP-TYPE USE), 3-1/C NO. 6
⊞	PROPOSED ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE), 2-1/C NO. 10
⊞	RESERVED
⊞	PROPOSED ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2-1/C NO. 6 AND 1/C NO. 6 GROUND
⊞	PROPOSED JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE
⊞	PROPOSED JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE
⊞	PROPOSED ELECTRIC SERVICE INSTALLATION, 240/480V, 1 PHASE
⊞	PROPOSED HANDHOLE, PORTLAND CEMENT CONCRETE
⊞	PROPOSED LIGHTING CONTROLLER, 100 AMP, 240/480V, 1 PHASE
⊞	LIGHT POLE, ALUMINUM, 45 FT. M.H., 12 FT. MAST ARM, POLE BASE MOUNTED, LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT AND 15" BOLT CIRCLE
⊞	LIGHT POLE, ALUMINUM, 45 FT. M.H., 12 FT. MAST ARM, TRANSFORMER BASE MOUNTED, LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT AND 15" BOLT CIRCLE
⊞	LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. MAST ARM, TRANSFORMER BASE MOUNTED, LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT AND 15" BOLT CIRCLE
⊞	LIGHT POLE, 45 FT. ALUMINUM M.H. WITH TWIN 6 FT. MAST ARMS, POLE BASE MOUNTED TO BRIDGE MEDIAN TWIN LUMINAIRES, EACH SODIUM VAPOR, 250 WATT, HORIZONTAL MOUNT TO MAST ARMS AND 13" BOLT CIRCLE
⊞	NAVIGATION LIGHT

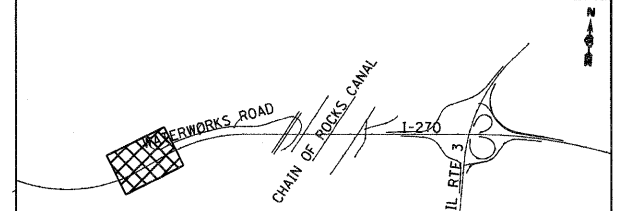


FILE NAME = *FILEL*		USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING REMOVAL KEY MAP INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = *SCALE*	DRAWN -	REVISED -				270	60-1B-1	MADISON	712	322
PLOT DATE = *DATE*	CHECKED -	REVISED -	SCALE: 1" = 500' SHEET NO. 1 OF 7 SHEETS STA. TO STA.			CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT			
	DATE 3/18/11	REVISED -										

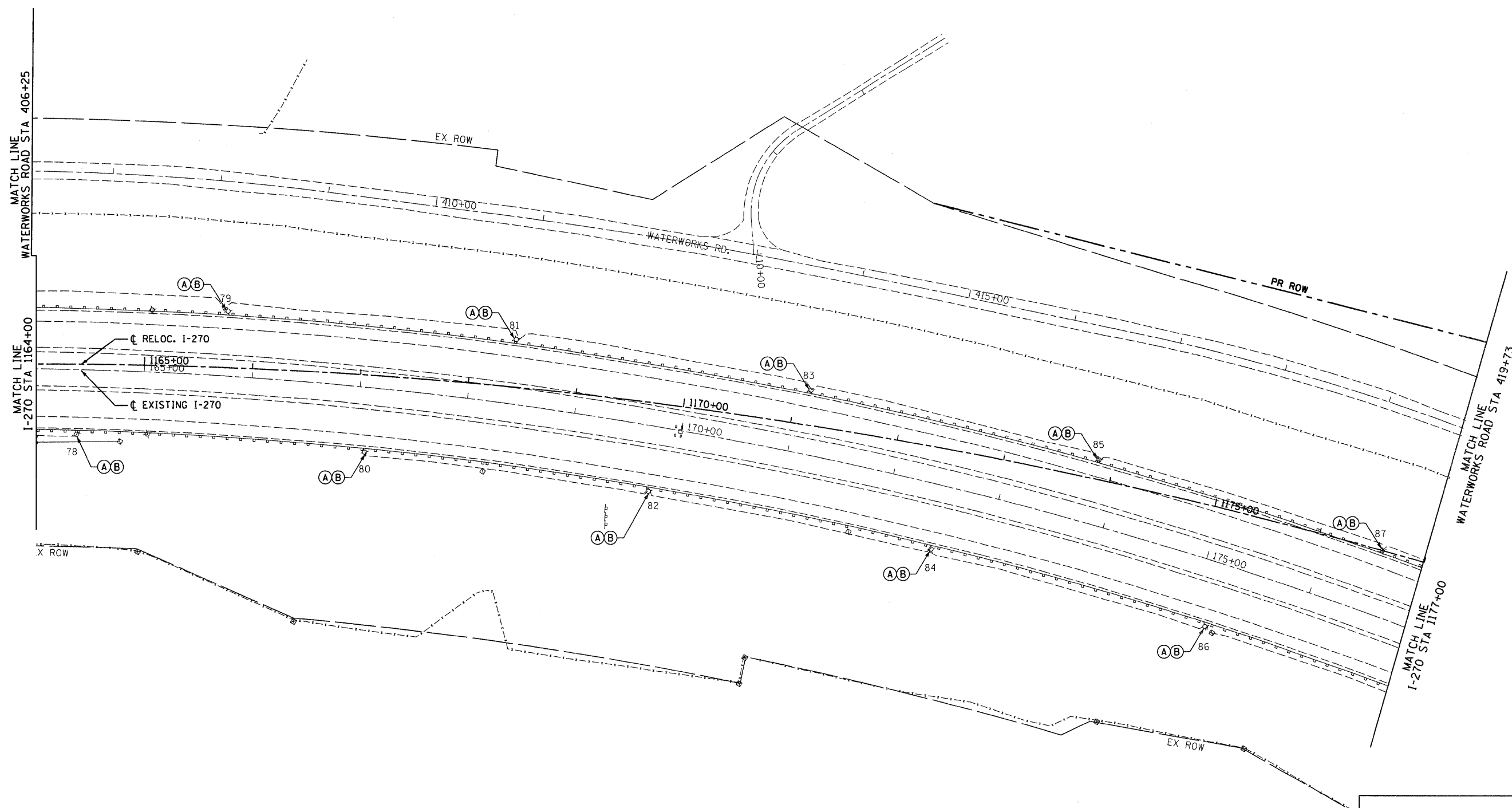


MATCH LINE
 WATERWORKS ROAD STA 406+25
 I-270 STA 1164+00
 MATCH LINE

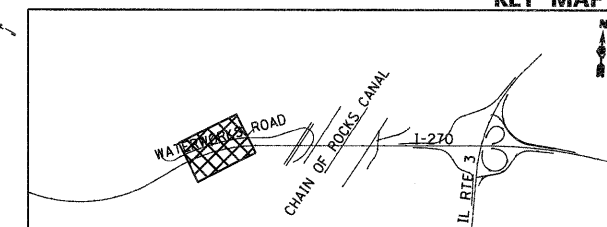
KEY MAP



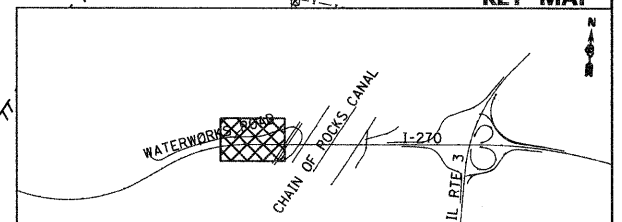
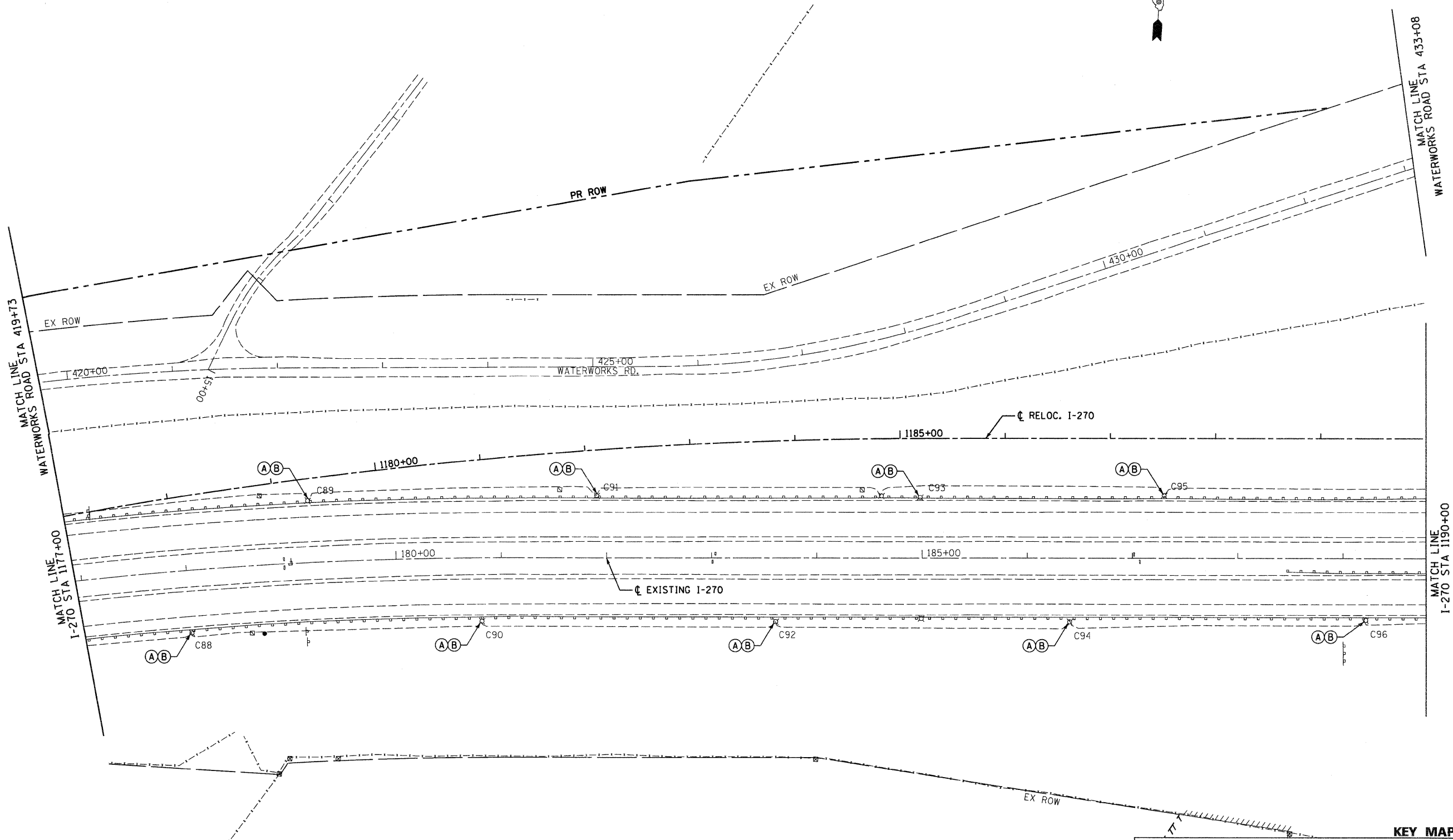
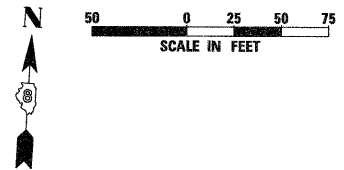
FILE NAME = #FILE#	USER NAME = #USER# PLOT SCALE = #SCALE# PLOT DATE = #DATE#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING REMOVAL PLANS INTERSTATE 270			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN SCR	REVISED -		SCALE: 1" = 50'			270	60-1B-1	MADISON	712	323
		CHECKED AAB	REVISED -		SHEET NO. 2 OF 7 SHEETS			STA. 1151+00 TO STA. 1164+00		CONTRACT NO. 76A91		ILLINOIS FED. AID PROJECT
DATE 3/18/11	REVISED -											



KEY MAP

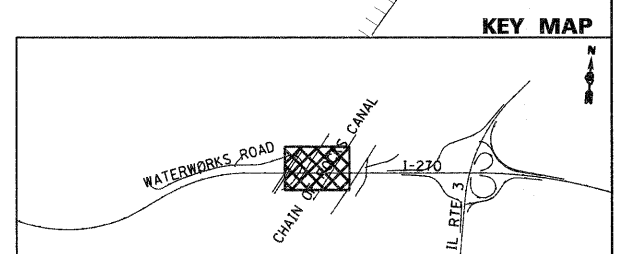
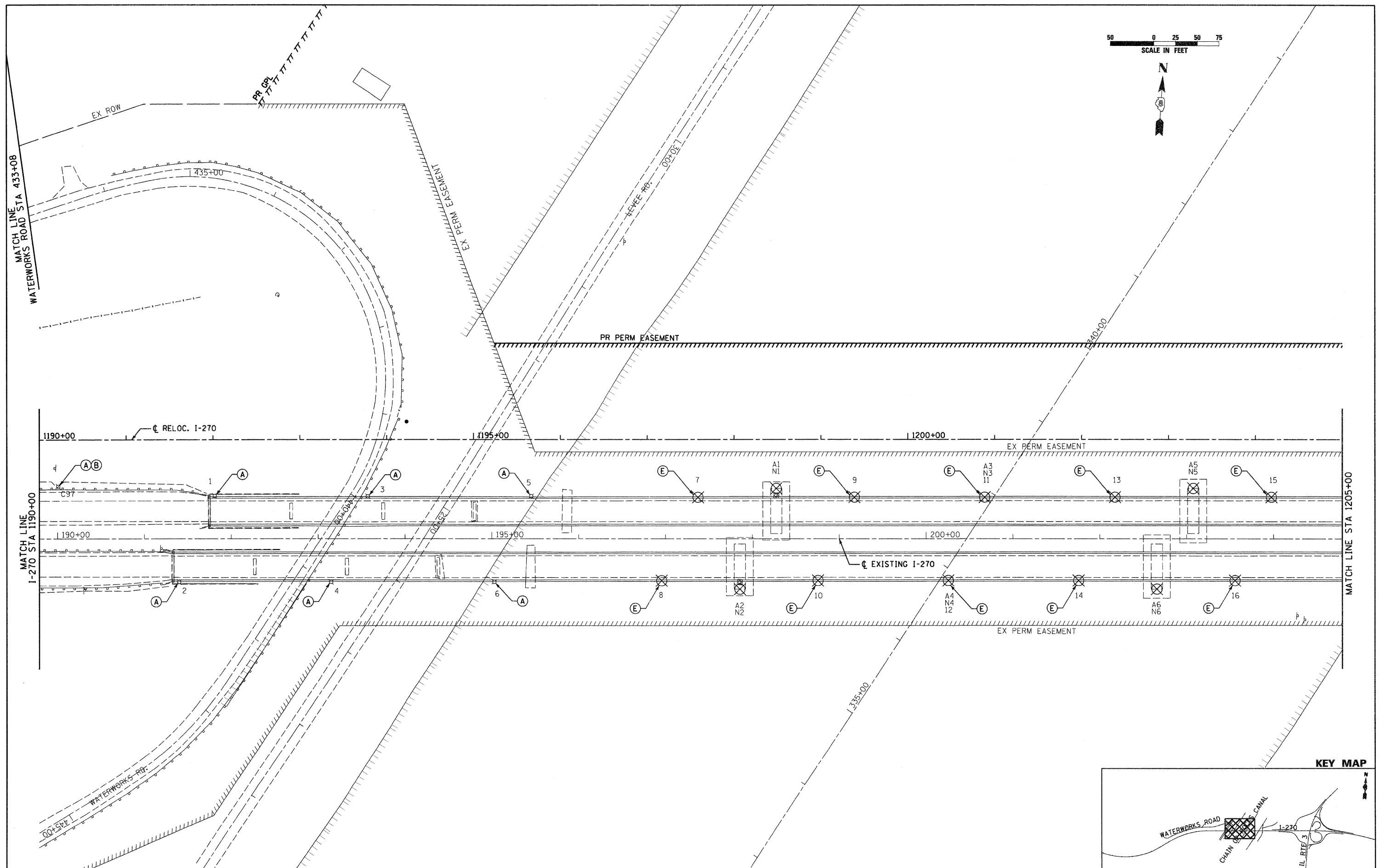
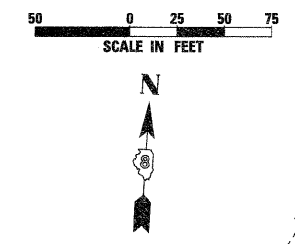


FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING REMOVAL PLANS INTERSTATE 270			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	ABNA engineering	DRAWN SCR	REVISED -		270	60-1B-1	MADISON	712	324			
PLOT SCALE = #SCALE#	CHECKED AAB	REVISED -	SCALE: 1" = 50'		SHEET NO. 3 OF 7 SHEETS	STA. 1164+00	TO STA. 1177+00	CONTRACT NO. 76A91				
PLOT DATE = #DATE#	DATE 3/18/11	REVISED -	ILLINOIS FED. AID PROJECT									



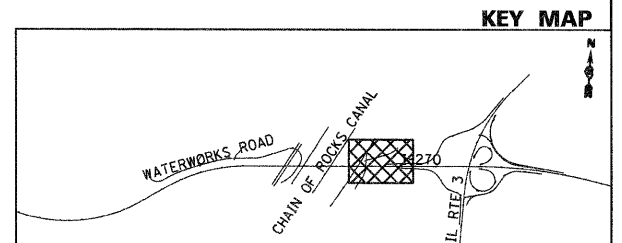
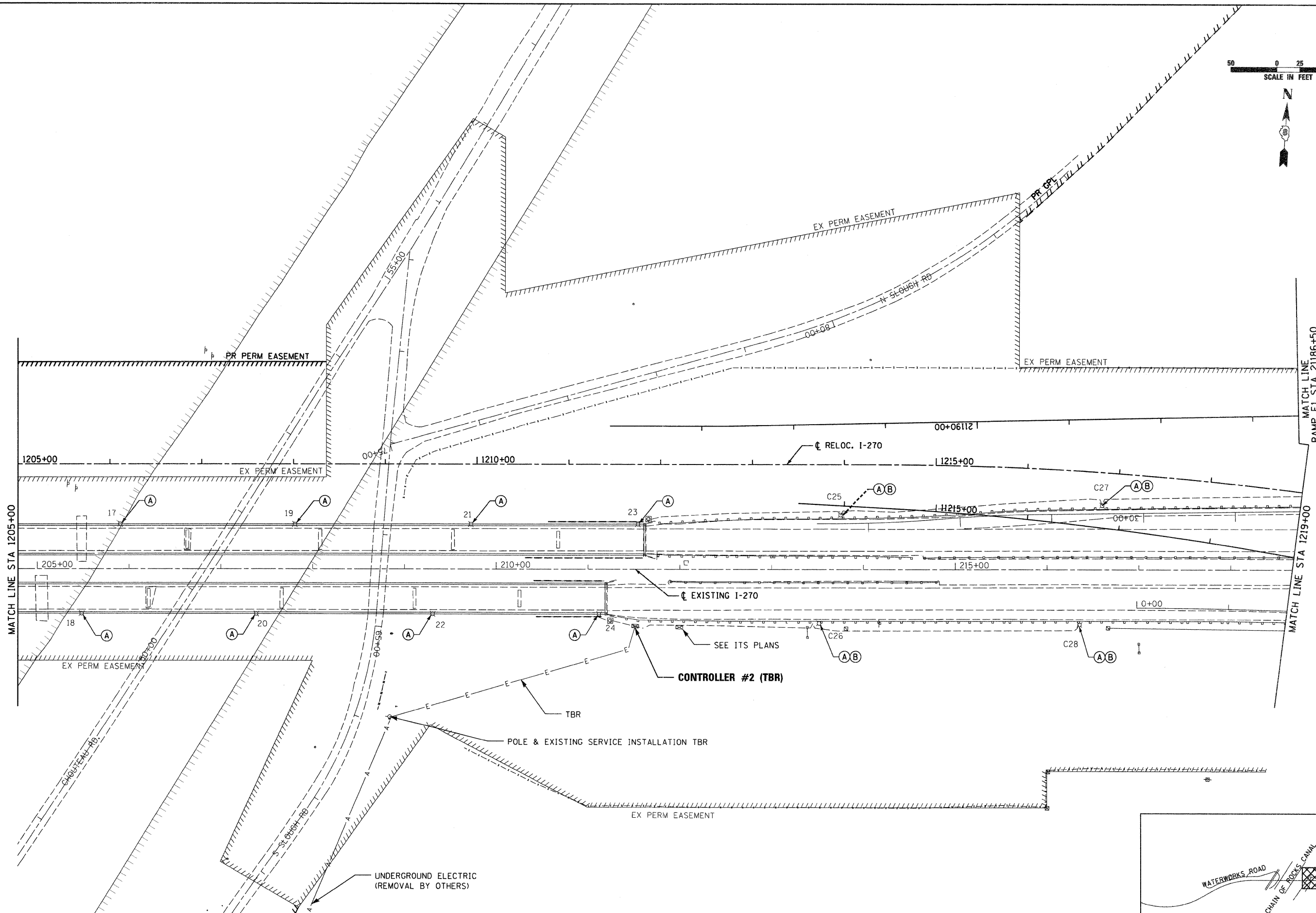
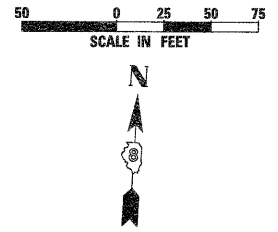
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING REMOVAL PLANS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	CHECKED AAB	REVISED -		270	60-1B-1	MADISON	712	325		
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -		SCALE: 1" = 50' SHEET NO. 4 OF 7 SHEETS STA. 1177+00 TO STA. 1190+00		CONTRACT NO. 76A91		ILLINOIS FED. AID PROJECT		





FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING REMOVAL PLANS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN SCR	REVISED -		SCALE: 1" = 50'	SHEET NO. 5 OF 7 SHEETS	270	60-1B-1	MADISON	712	326
	PLOT DATE = #DATE#	CHECKED AAB	REVISED -		STA. 1190+00	TO STA. 1205+00	CONTRACT NO. 76A91				
		DATE 3/18/11	REVISED -		ILLINOIS FED. AID PROJECT						

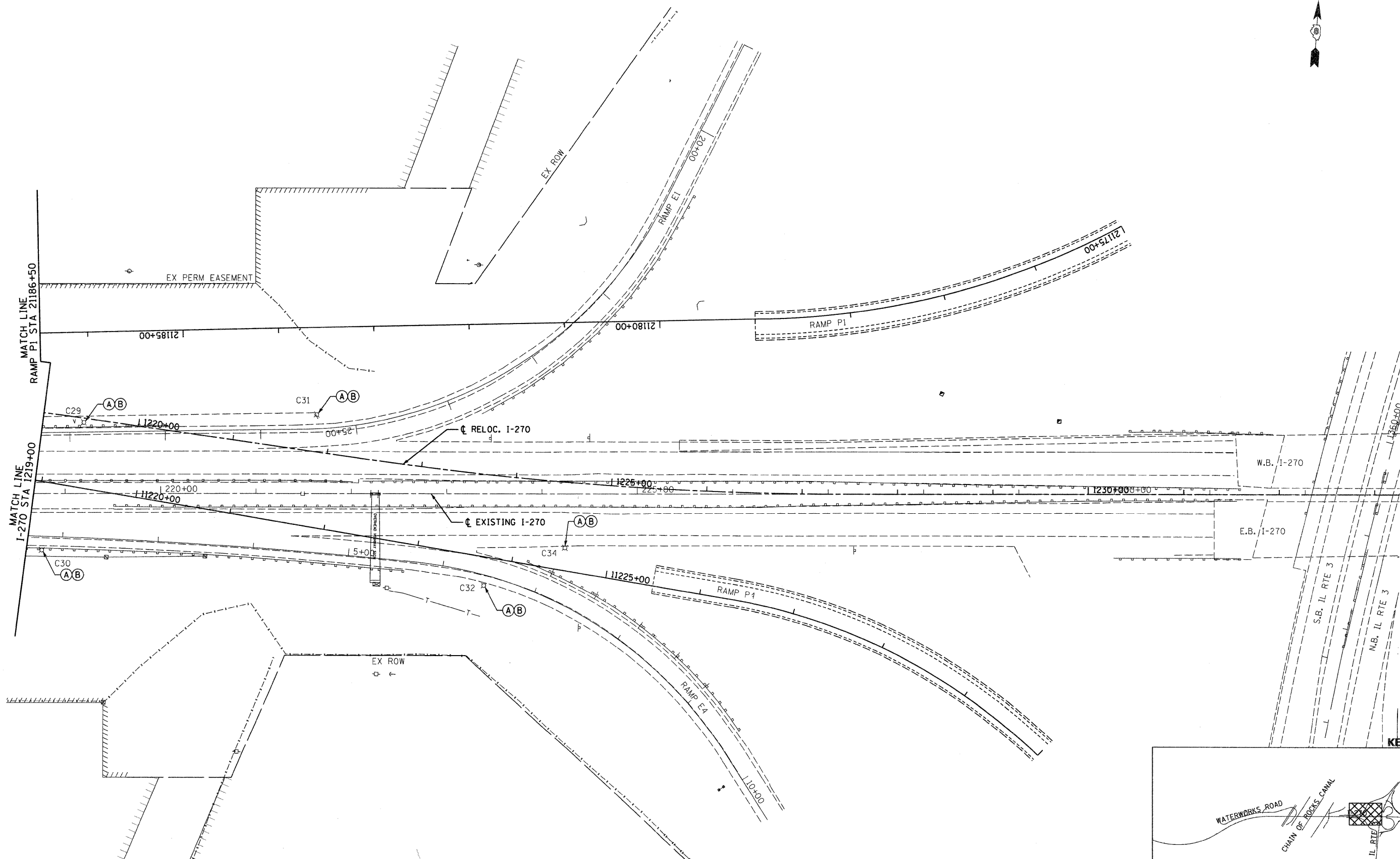




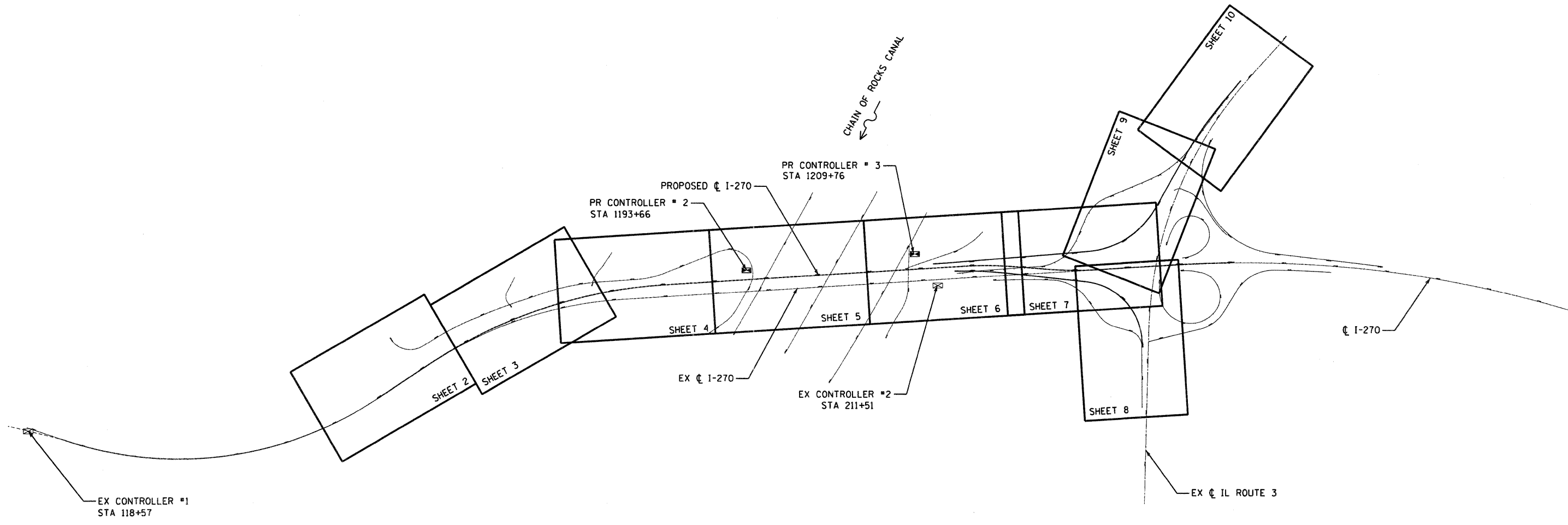
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING REMOVAL PLANS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN SCR	REVISED -		270	60-1B-1	MADISON	712	327			
		CHECKED AAB	REVISED -		SCALE: 1" = 50'		SHEET NO. 6 OF 7 SHEETS		STA. 1205+00 TO STA. 1219+00		CONTRACT NO. 76A91	
		DATE 3/18/11	REVISED -		ILLINOIS FED. AID PROJECT							




50 0 25 50 75
SCALE IN FEET



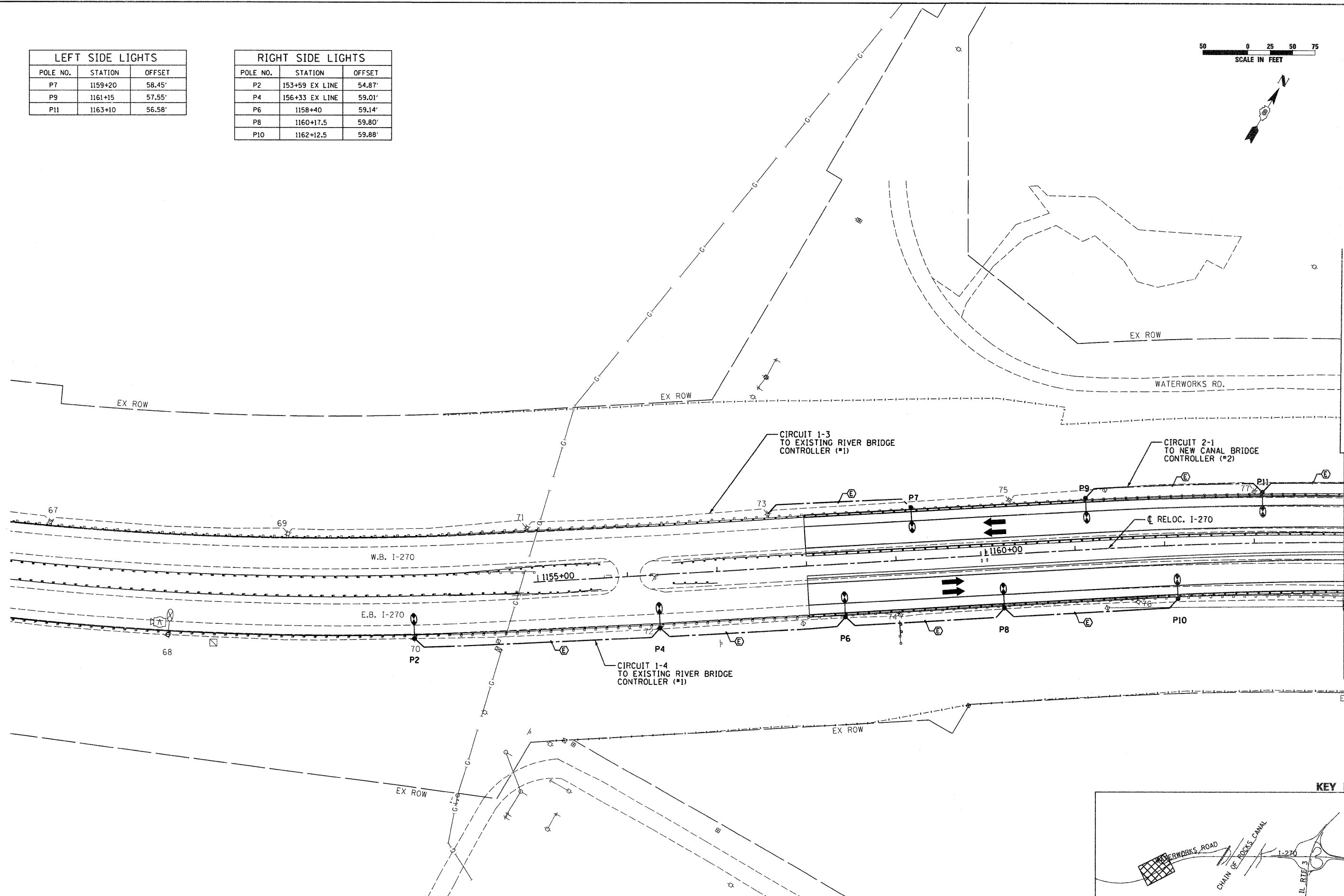
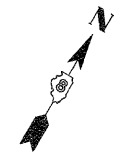
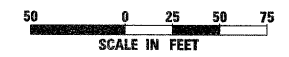
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING REMOVAL PLANS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	ABNA engineering	DRAWN SCR	REVISED -		SCALE: 1" = 50'	SHEET NO. 7 OF 7 SHEETS	STA. 1219+00 TO STA. 1233+00	270	60-1B-1	MADISON	712
	PLOT SCALE = #SCALE#	CHECKED AAB	REVISED -								
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -								
CONTRACT NO. 76A91											
ILLINOIS FED. AID PROJECT											



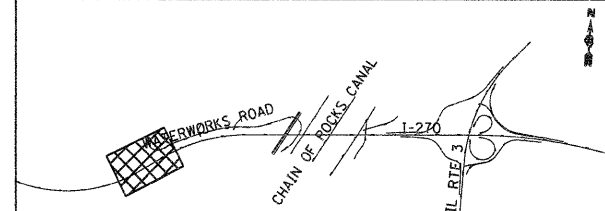
FILE NAME = *FILEL*		USER NAME = #USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING KEY MAP INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = #SCALE*	DRAWN -	REVISED -		270	60-1B-1	MADISON	712	329		
PLT DATE = #DATE*	CHECKED -	REVISED -	SCALE: 1" = 500'			SHEET NO. 1 OF 10 SHEETS		STA.	TO STA.	CONTRACT NO. 76A91		
DATE 3/18/11	REVISD -	REVISED -	ILLINOIS FED. AID PROJECT									

LEFT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P7	1159+20	58.45'
P9	1161+15	57.55'
P11	1163+10	56.58'

RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P2	1153+59 EX LINE	54.87'
P4	1156+33 EX LINE	59.01'
P6	1158+40	59.14'
P8	1160+17.5	59.80'
P10	1162+12.5	59.88'



KEY MAP

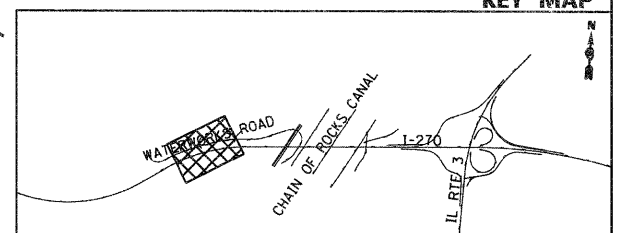
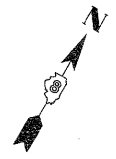
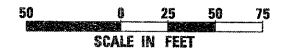


FILE NAME =	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS INTERSTATE 270			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN SCR	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 10 SHEETS	STA. 1151+00 TO STA. 1164+00	270	60-1B-1	MADISON	712	330	
	PLOT SCALE = #SCALE#	CHECKED AAB	REVISED -										
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -										
								CONTRACT NO. 76A91 ILLINOIS FED. AID PROJECT					



LEFT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P13	1165+05	55.59'
P15	1167+00	54.58'
P17	1168+95	53.54'
P19	1170+90	52.50'
P21	1172+85	51.43'
P23	1174+80	50.36'
P25	1176+75	49.28'

RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P12	1164+07.5	58.70'
P14	1166+02.5	57.49'
P16	1167+97.5	56.26'
P18	1169+92.5	55.00'
P20	1171+87.5	53.73'
P22	1173+82.5	52.44'
P24	1175+77.5	51.14'

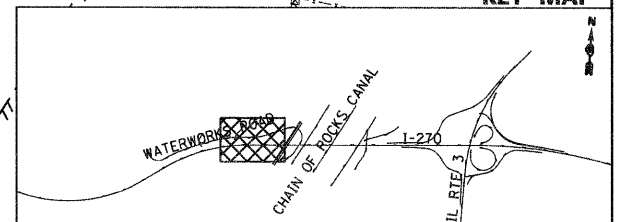
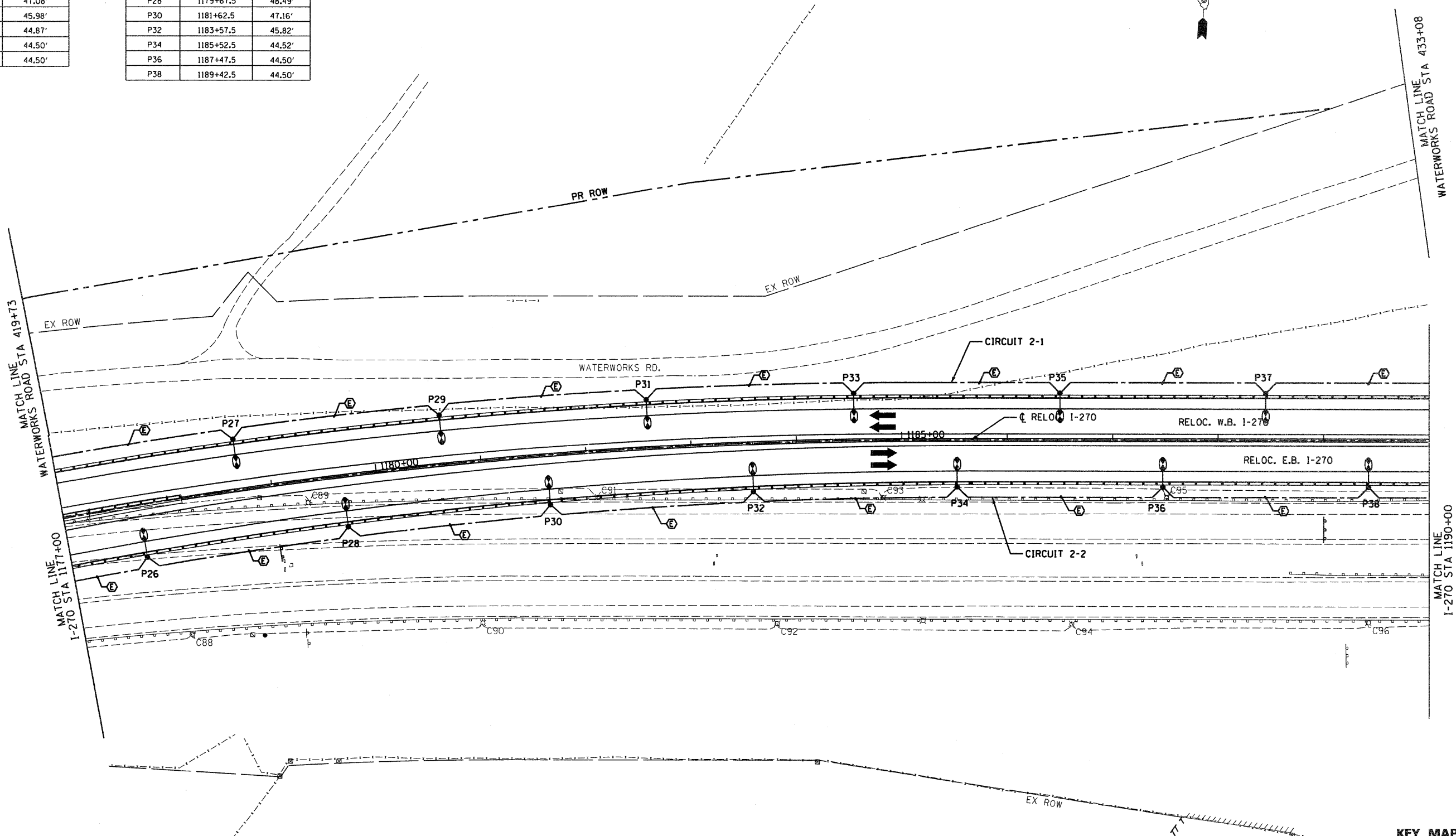
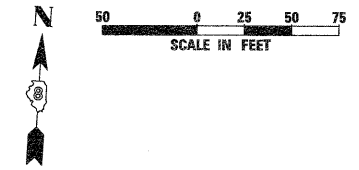


FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN SCR	REVISED -		270	60-1B-1	MADISON	712	331	CONTRACT NO. 76A91	
	PLOT DATE = #DATE#	CHECKED AAB	REVISED -		SCALE: 1" = 50'			SHEET NO. 3 OF 10 SHEETS			
	DATE 3/18/11		REVISED -								



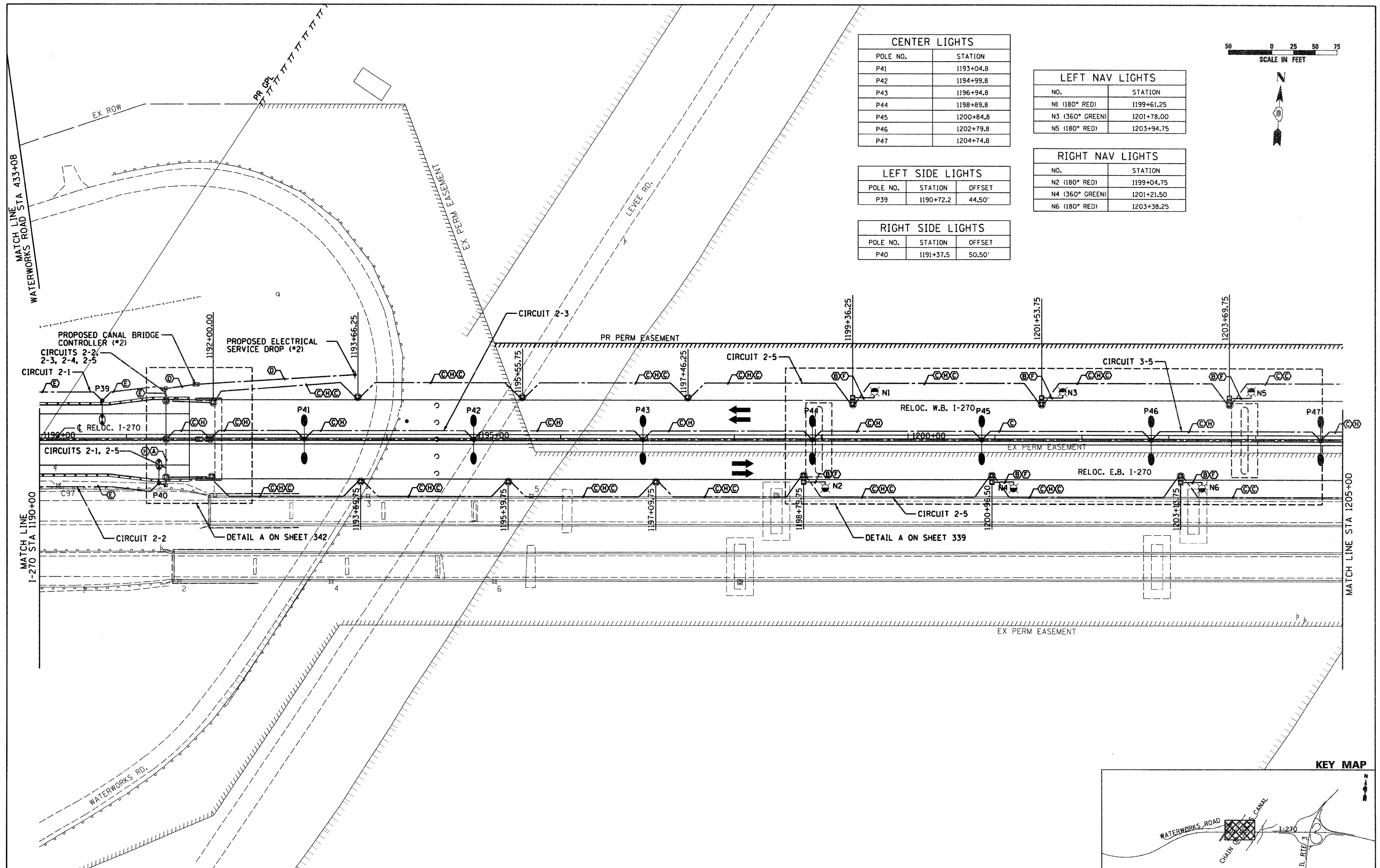
LEFT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P27	1178+70	48.18'
P29	1180+65	47.08'
P31	1182+60	45.98'
P33	1184+55	44.87'
P35	1186+50	44.50'
P37	1188+45	44.50'

RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P26	1177+72.5	49.82'
P28	1179+67.5	48.49'
P30	1181+62.5	47.16'
P32	1183+57.5	45.82'
P34	1185+52.5	44.52'
P36	1187+47.5	44.50'
P38	1189+42.5	44.50'



FILE NAME =	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS INTERSTATE 270			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN SCR	REVISED -		270	60-1B-1	MADISON	712	332			
	PLOT SCALE = #SCALE#	CHECKED AAB	REVISED -		SCALE: 1" = 50' SHEET NO. 4 OF 10 SHEETS STA. 1177+00 TO STA. 1190+00			CONTRACT NO. 76A91				
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -		ILLINOIS FED. AID PROJECT							





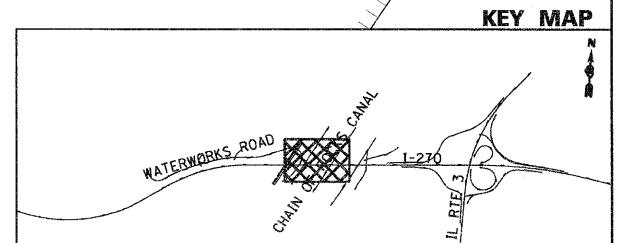
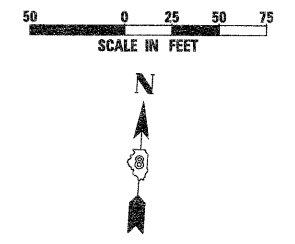
CENTER LIGHTS	
POLE NO.	STATION
P41	1193+04.8
P42	1194+99.8
P43	1196+94.8
P44	1198+89.8
P45	1200+84.8
P46	1202+79.8
P47	1204+74.8

LEFT NAV LIGHTS	
NO.	STATION
N1 (180° RED)	1199+61.25
N3 (360° GREEN)	1201+78.00
N5 (180° RED)	1203+94.75

LEFT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P39	1190+72.2	44.50'

RIGHT NAV LIGHTS	
NO.	STATION
N2 (180° RED)	1199+04.75
N4 (360° GREEN)	1201+21.50
N6 (180° RED)	1203+38.25

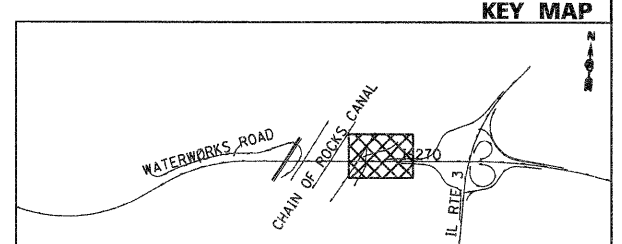
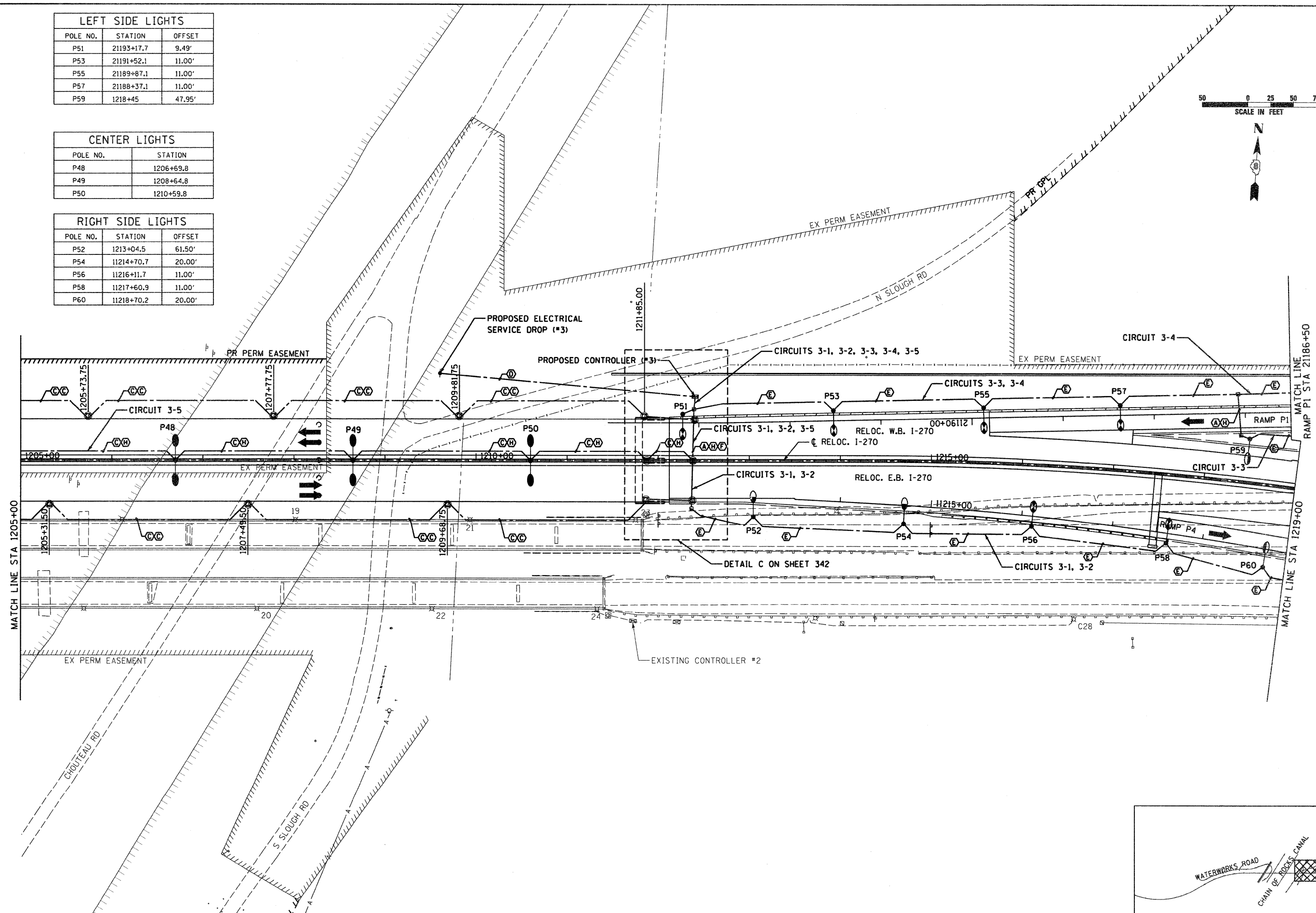
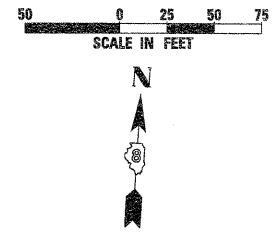
RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P40	1191+37.5	50.50'



LEFT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P51	21193+17.7	9.49'
P53	21191+52.1	11.00'
P55	21189+87.1	11.00'
P57	21188+37.1	11.00'
P59	1218+45	47.95'

CENTER LIGHTS	
POLE NO.	STATION
P48	1206+69.8
P49	1208+64.8
P50	1210+59.8

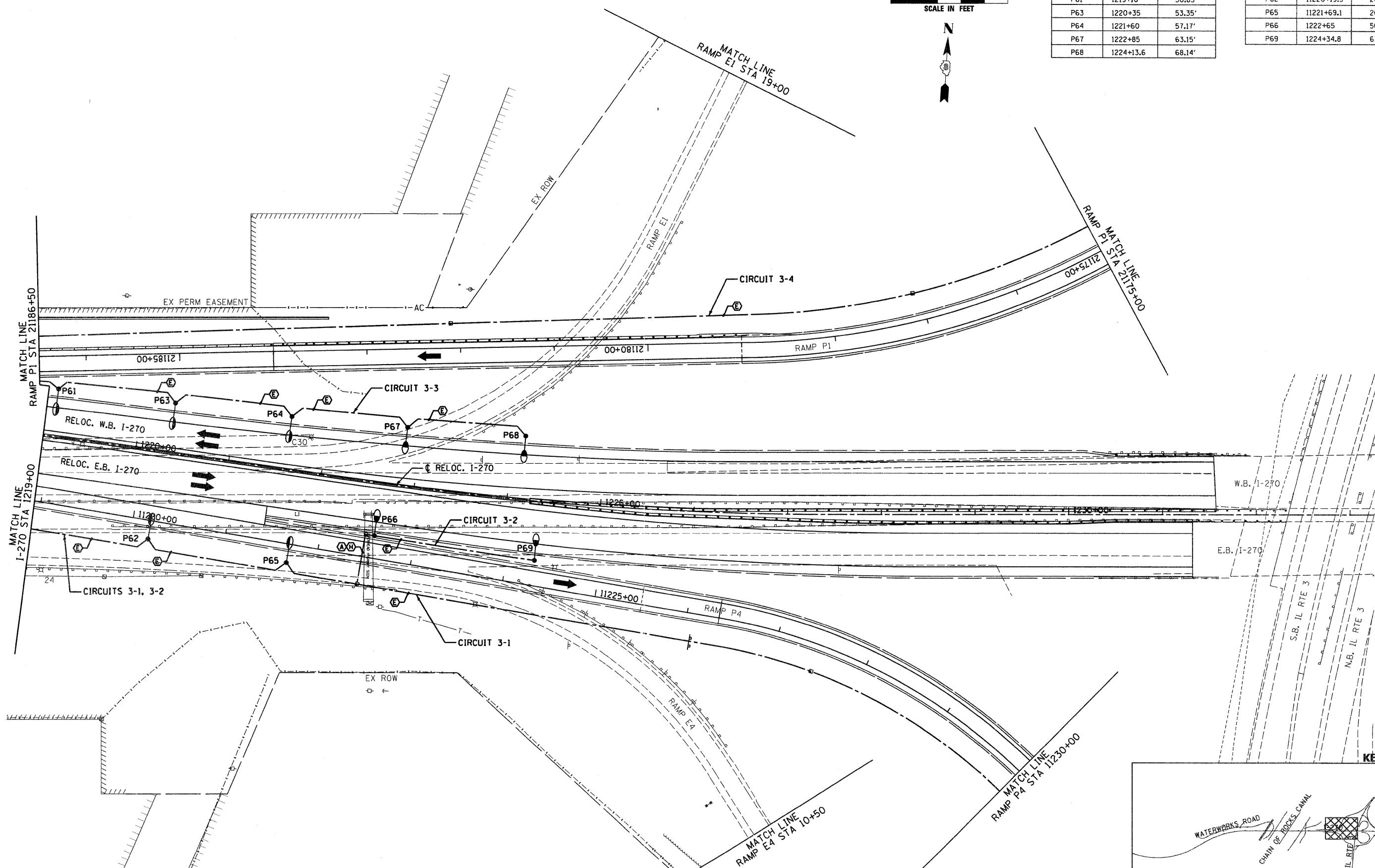
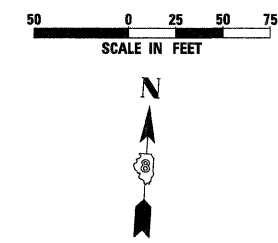
RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P52	1213+04.5	61.50'
P54	11214+70.7	20.00'
P56	11216+11.7	11.00'
P58	11217+60.9	11.00'
P60	11218+70.2	20.00'



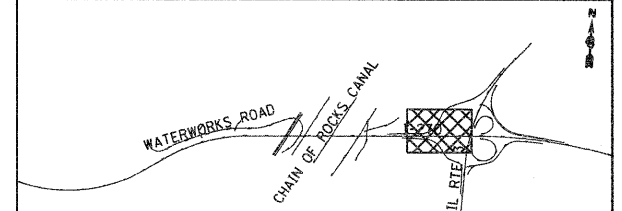
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	DRAWN SCR	REVISED -		SCALE: 1" = 50'	SHEET NO. 6 OF 10 SHEETS	STA. 1205+00 TO STA. 1219+00	270	60-1B-1	MADISON	712	334
	PLOT DATE = #DATE#	CHECKED AAB	REVISED -									
		DATE 3/18/11	REVISED -									
							CONTRACT NO. 76A91		ILLINOIS FED. AID PROJECT			

LEFT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P61	1219+10	50.85'
P63	1220+35	53.35'
P64	1221+60	57.17'
P67	1222+85	63.15'
P68	1224+13.6	68.14'

RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P62	11220+19.3	20.00'
P65	11221+69.1	20.00'
P66	1222+65	56.66'
P69	1224+34.8	63.55'

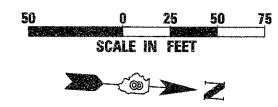


KEY MAP

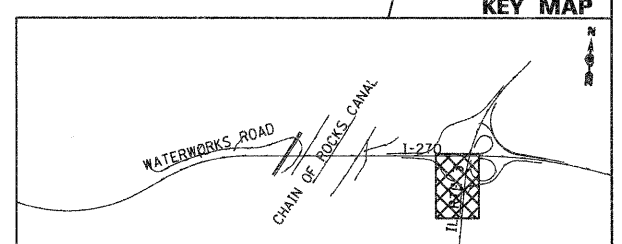
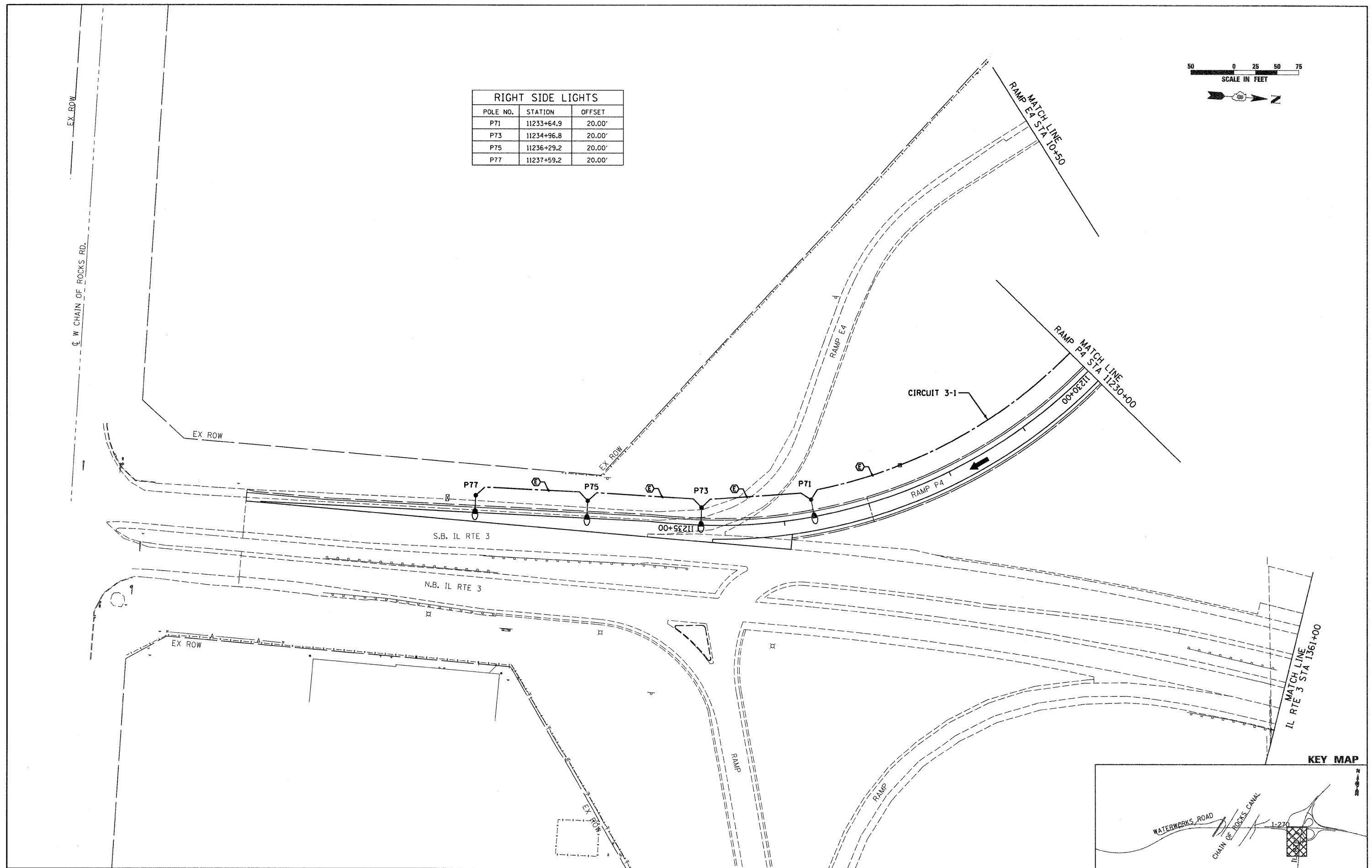


FILE NAME =	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN SCR	REVISED -		270	60-1B-1	MADISON	712	335			
	PLOT SCALE = #SCALE#	CHECKED AAB	REVISED -		SCALE: 1" = 50'		SHEET NO. 7 OF 10 SHEETS		STA. 1219+00 TO STA. 1233+00		CONTRACT NO. 76A91	
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -		ILLINOIS FED. AID PROJECT							



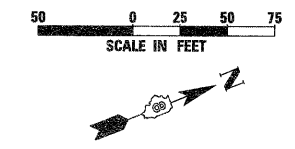


RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P71	11233+64.9	20.00'
P73	11234+96.8	20.00'
P75	11236+29.2	20.00'
P77	11237+59.2	20.00'

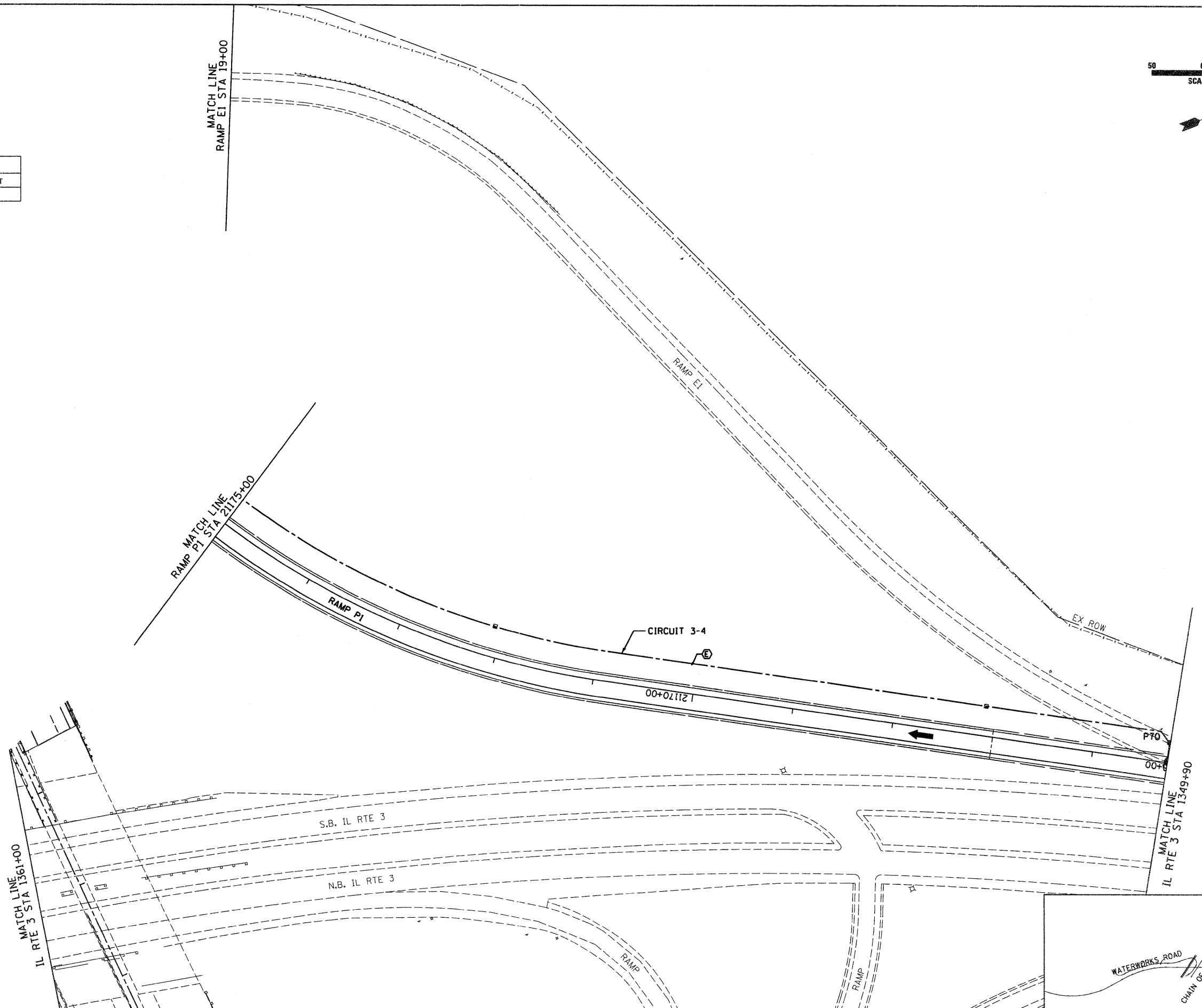


FILE NAME = *FILEL*	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS IL RTE 3			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE#	DRAWN SCR	REVISED -		270	60-1B-1	MADISON	712	336			
	PLOT DATE = #DATE#	CHECKED AAB	REVISED -		SCALE: 1" = 50' SHEET NO. 8 OF 10 SHEETS STA. 1375+20 TO STA. 1361+00			CONTRACT NO. 76A91				
	DATE 3/18/11	REVISED -	ILLINOIS FED. AID PROJECT									





RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P70	21165+25.6	20.00'



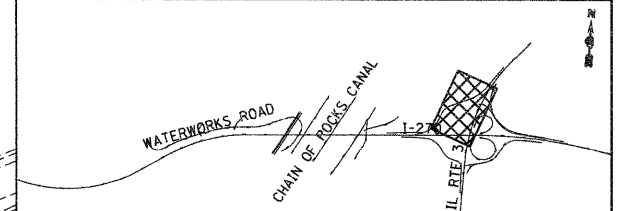
M1 MATCH LINE IL RTE 3 STA 1361+00


M2 MATCH LINE RAMP P1 STA 21175+00

M3 MATCH LINE RAMP E1 STA 19+00

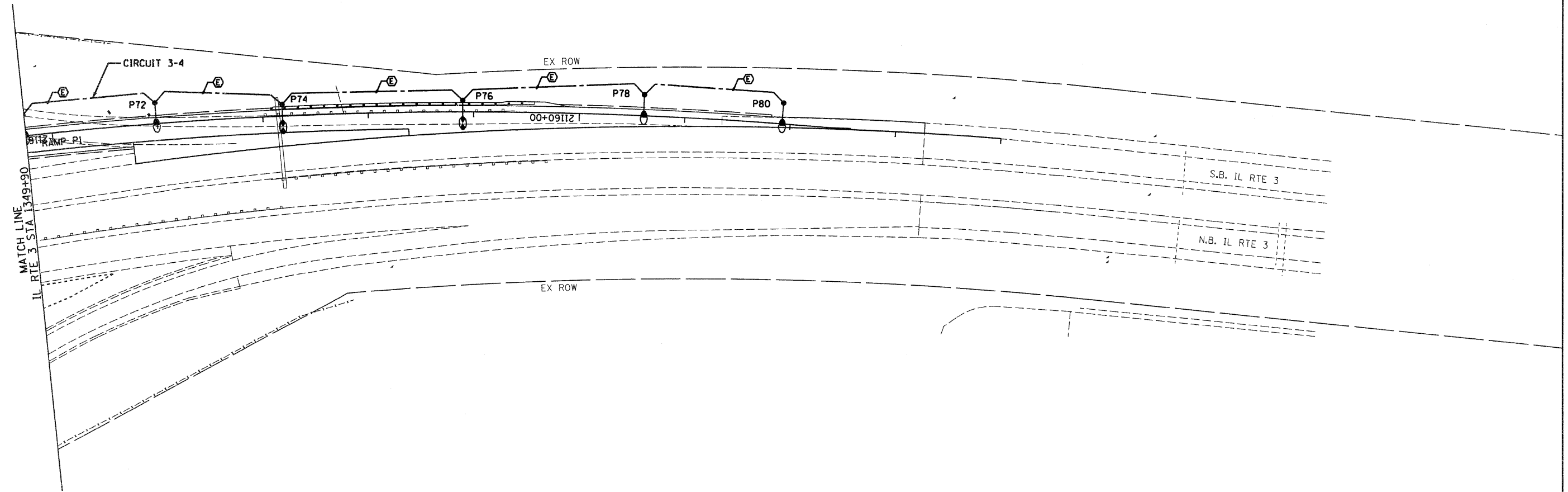
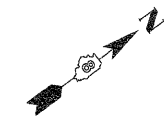
M4 MATCH LINE IL RTE 3 STA 1349+90

KEY MAP

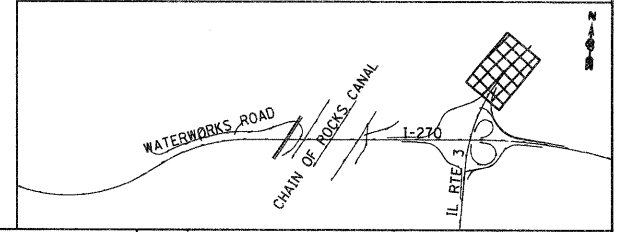


FILE NAME = \$FILEL\$		USER NAME = \$USER\$	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS IL RTE 3		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = \$SCALE\$	DRAWN SCR	REVISED -				270	60-1B-1	MADISON	712	337
		PLOT DATE = \$DATE\$	CHECKED AAB	REVISED -				CONTRACT NO. 76A91		ILLINOIS FED. AID PROJECT		
			DATE 3/18/11	REVISED -		SCALE: 1" = 50'	SHEET NO. 9 OF 10 SHEETS	STA. 1361+00	TO STA. 1349+90			

RIGHT SIDE LIGHTS		
POLE NO.	STATION	OFFSET
P72	21164+00.9	20.00'
P74	21162+81.2	11.00'
P76	21161+10.4	11.00'
P78	21159+39.0	20.00'
P80	21158+07.7	20.00'

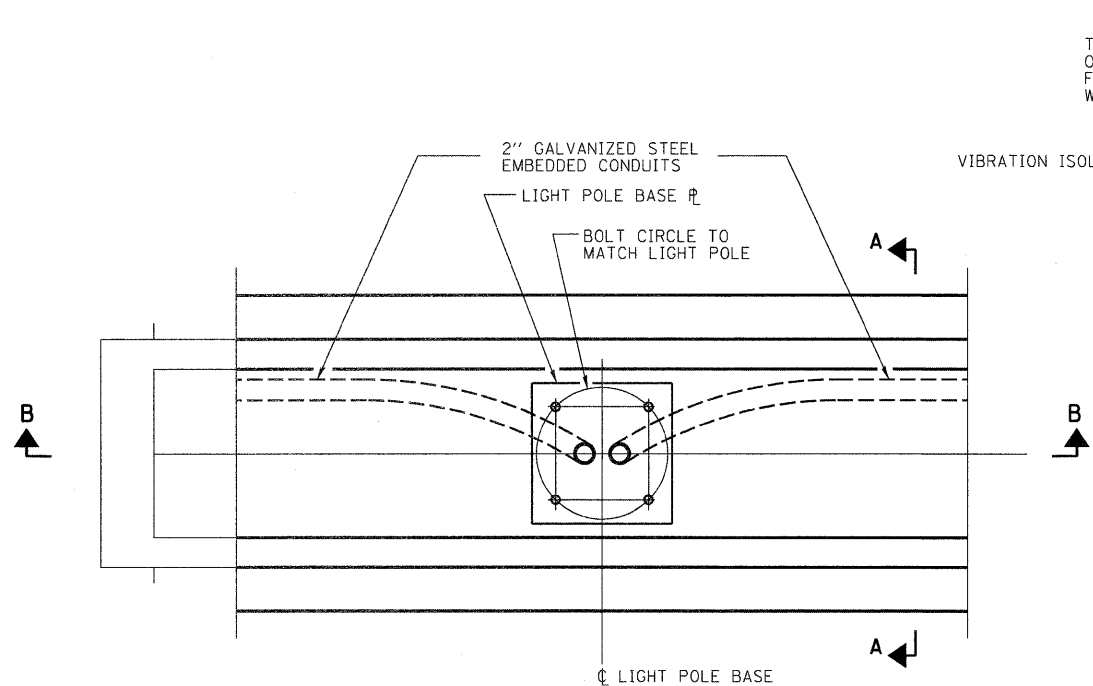


KEY MAP



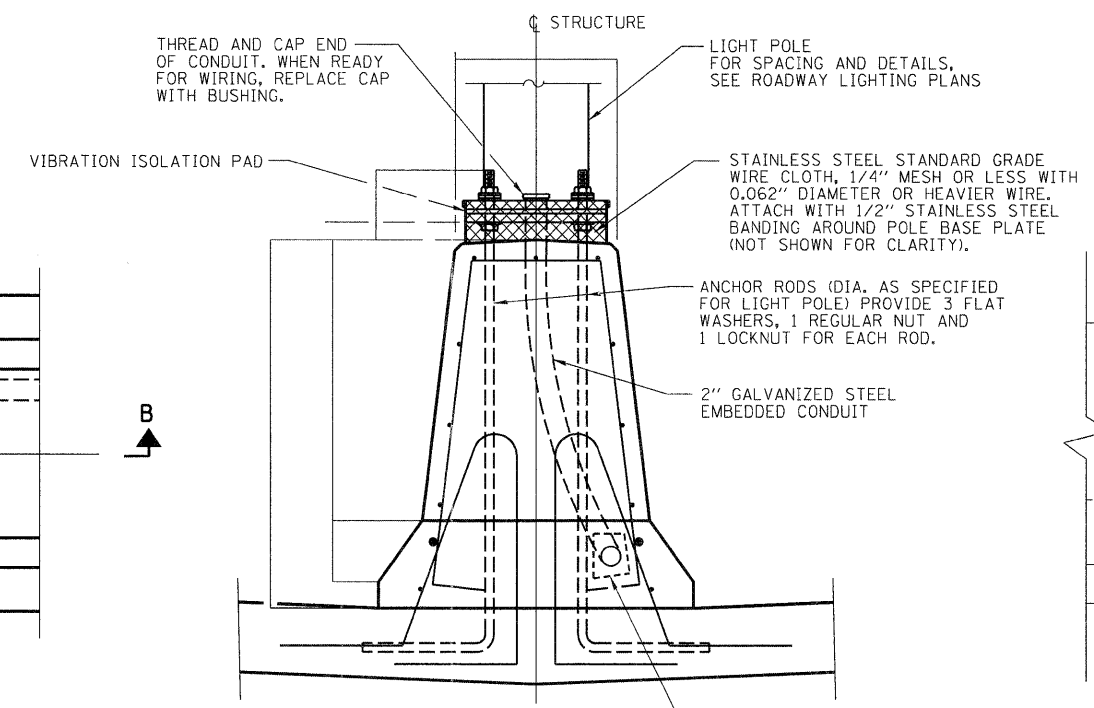
FILE NAME =	USER NAME = #USER#	DESIGNED FSM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY LIGHTING PLANS IL RTE 3	FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN SCR	REVISED -			270	60-1B-1	MADISON	712	338	
	PLOT SCALE = #SCALE#	CHECKED AAB	REVISED -			CONTRACT NO. 76A91					
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1" = 50'	SHEET NO. 10 OF 10 SHEETS		STA. 1349+90 TO STA. 1335+37			



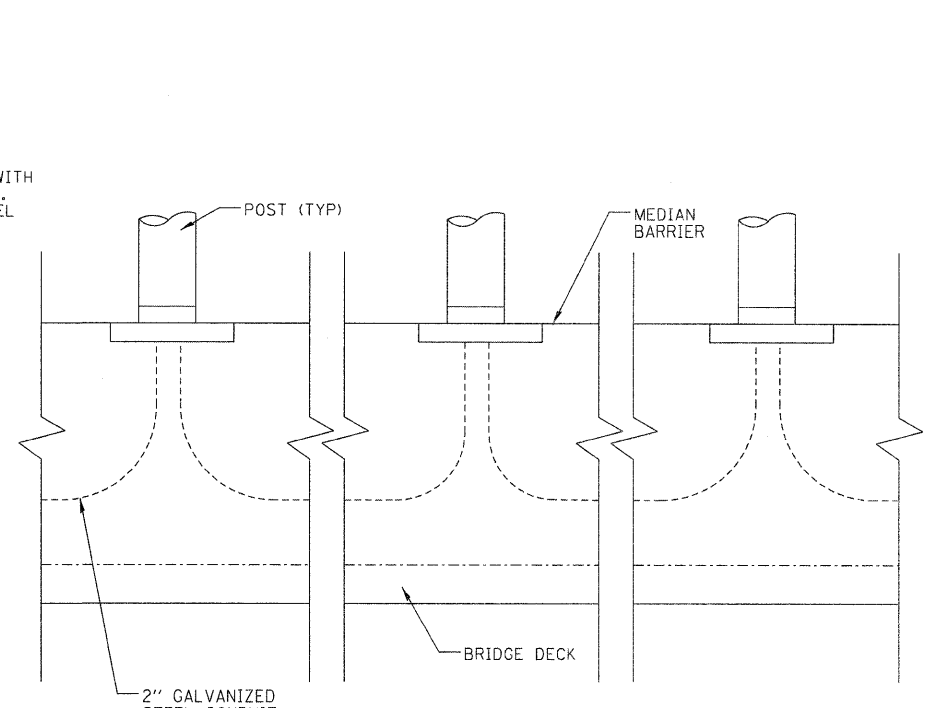


NOTE:
COST OF ANCHOR RODS AND
CONDUIT IS INCLUDED WITH
CONCRETE SUPERSTRUCTURE.

PLAN

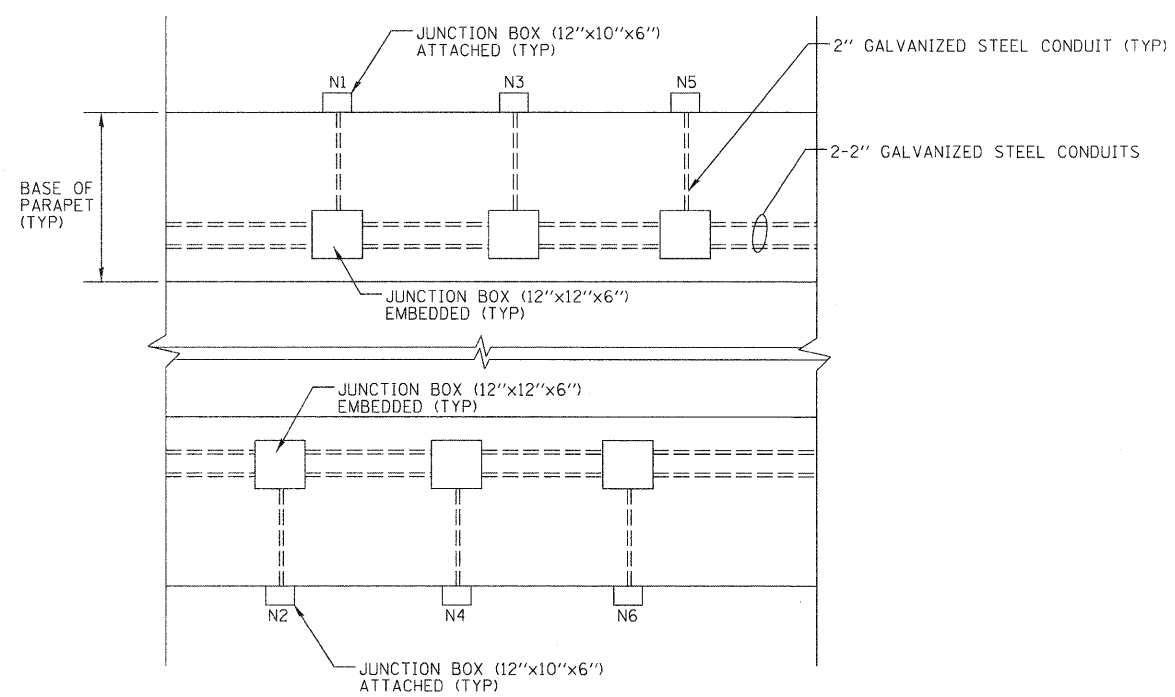


SECTION A-A

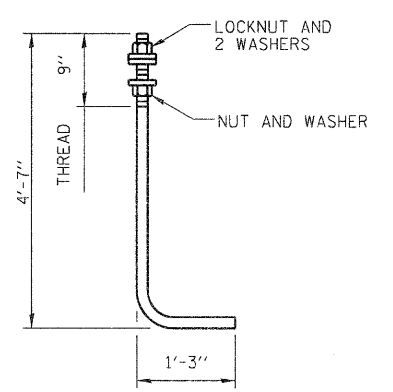


SECTION B-B

POLE LOCATION ON MEDIAN
(SEE NOTE 1) N.T.S.



DETAIL A
N.T.S.



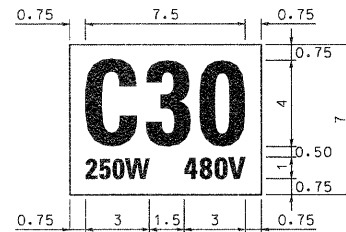
ANCHOR ROD

NOTES:
1. SEE SHEET 340 FOR POLE BASE WIRING DETAIL.

DIAMETER AS SPECIFIED FOR LIGHT POLES.
(ASTM F 1554 GRADE 105)

FILE NAME = *FILEL*	USER NAME = #USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS INTERSTATE 270	FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE*	CHECKED -	REVISED -			270	60-1B-1	MADISON	712	339
ABNA engineering	PLOT DATE = #DATE*	DATE 3/18/11	REVISED -	SCALE:	SHEET NO. 1 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 76A91		
								ILLINOIS FED. AID PROJECT		

NO BORDER, BLACK ON WHITE;
[C30] C 520 SPACING; [250W] C; [480V] C.

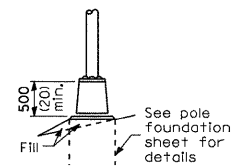


THE CONTRACTOR SHALL FURNISH AND INSTALL A LIGHT POLE IDENTIFICATION OF EACH NEW LIGHT POLE, AS SHOWN ABOVE, AND CONFORMING TO THE REQUIREMENTS OF SECTION 630 AND ARTICLE 1069.06 OF THE STANDARD SPECIFICATIONS.

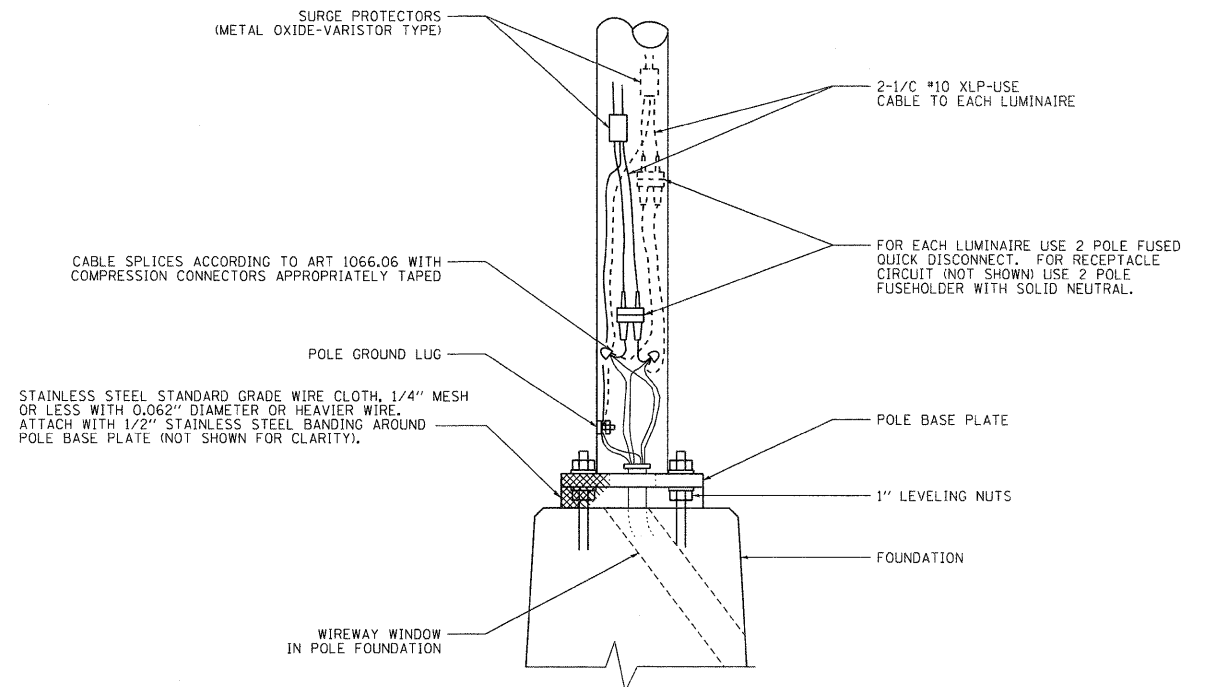
THE LIGHT POLE IDENTIFICATION PANEL SHALL BE MOUNTED, APPROXIMATELY 7 FT. ABOVE THE ADJACENT PAVEMENT GRADE, VISIBLE TO APPROACHING TRAFFIC.

LIGHT POLE IDENTIFICATION

N.T.S.



TRANSFORMER BASE

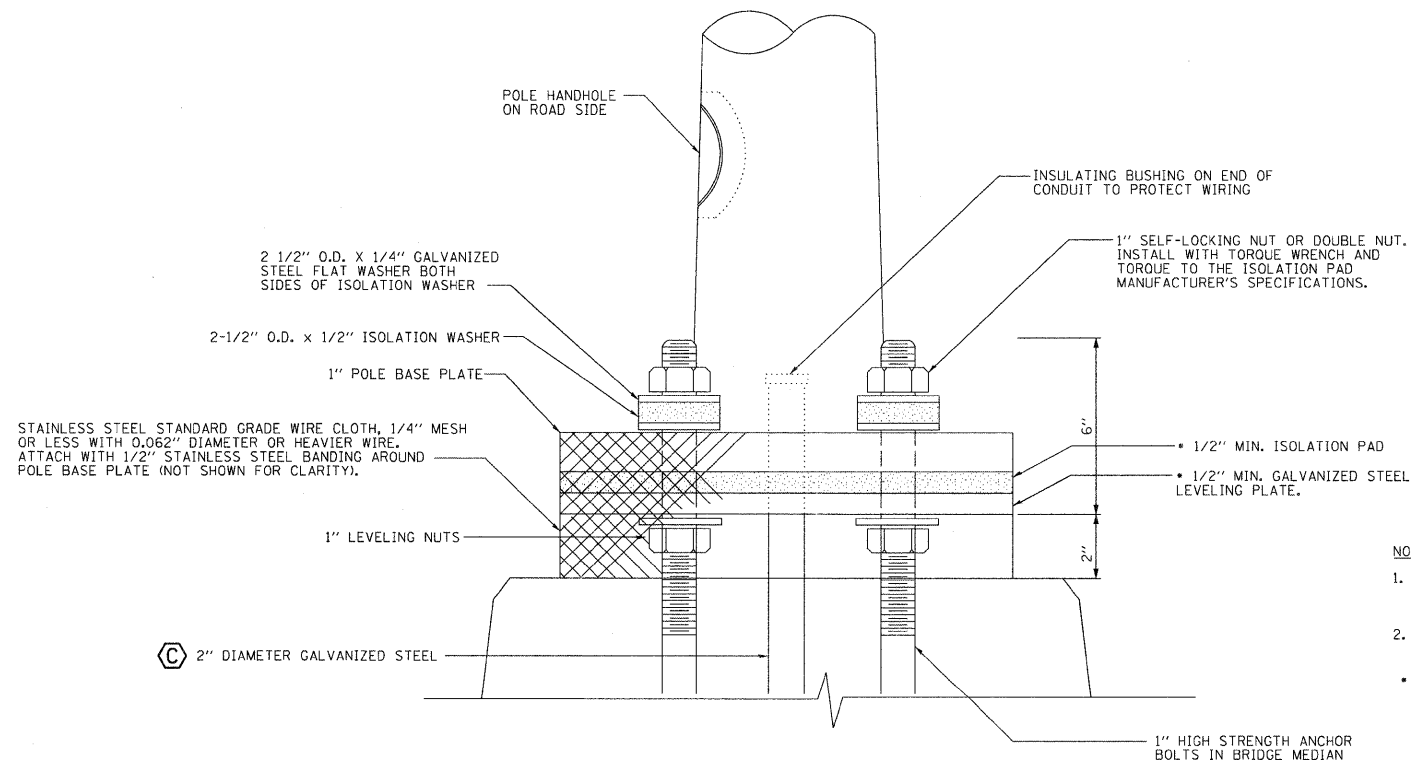


POLE BASE WIRING DETAIL

N.T.S.

NOTES:

1. 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.
2. ALL CABLE SPLICES SHALL BE TAPED UNLESS ANOTHER METHOD HAS BEEN SPECIFICALLY APPROVED BY THE ENGINEER.
3. FOR EXAMPLE PURPOSES, THE POLE IS SHOWN ON AN ANCHOR BASE. IF THE POLE IS REQUIRE TO BE SET ON A BREAKAWAY BASE, CONSULT THE STADARD SPECIFICATIONS.



POLE MOUNTED ON BRIDGE MEDIAN DETAIL

N.T.S.

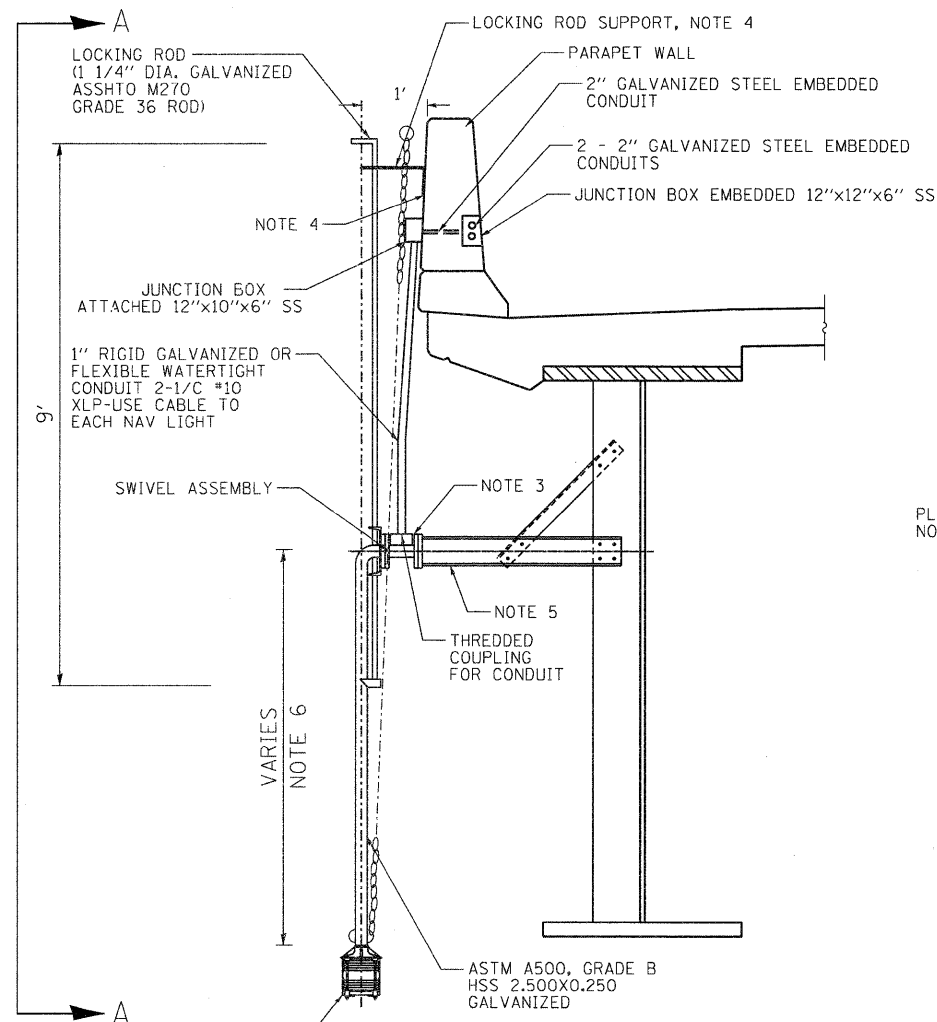
NOTES:

1. THICKNESS OF ISOLATION PAD AND WASHERS SHALL BE ACCORDING TO ISOLATION PAD MANUFACTURER'S RECOMMENDATIONS BASED UPON POLE HEIGHT AND LOADING.
2. ALL HARDWARE SHALL BE GALVANIZED OR STAINLESS STEEL, UNLESS NOTED OTHERWISE.

* ISOLATION PAD AND LEVELING PLATE ARE TO MATCH THE FOOTPRINT OF THE POLE BASE PLATE

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
*FILEL#		DRAWN -	REVISED -		SCALE:	SHEET NO. 2 OF 10 SHEETS	STA.	270	60-1B-1	MADISON	712	340
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -									
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -									CONTRACT NO. 76A91
ILLINOIS FED. AID PROJECT												

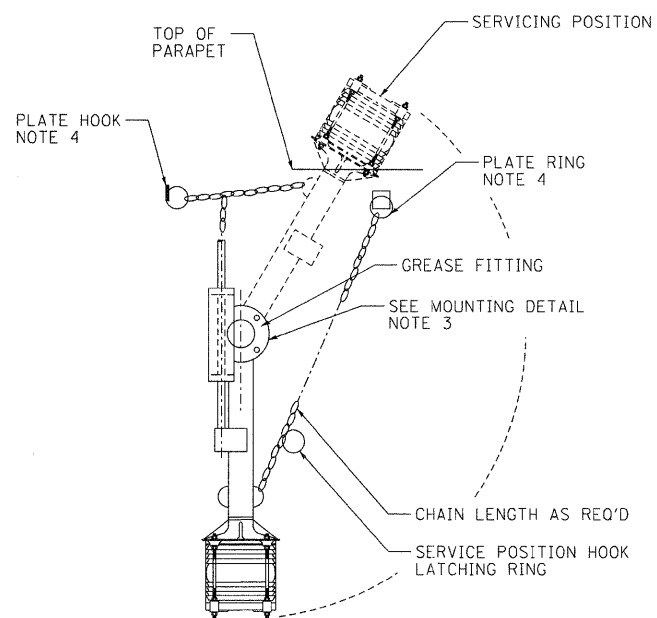




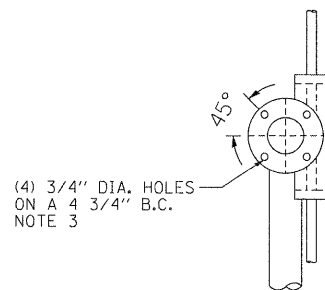
NAVIGATION LIGHT SUPPORT DETAIL
N.T.S.

NOTES:

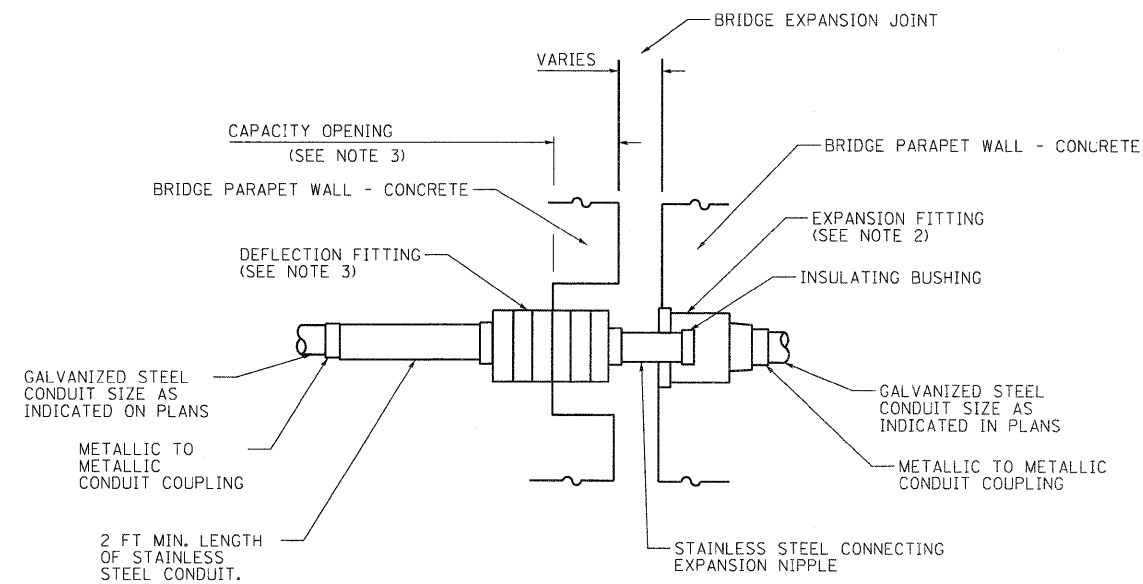
1. ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE.
2. THE CONTRACTOR SHALL COORDINATE THE NAVIGATION LIGHT ASSEMBLY WITH THE STRUCTURAL STEEL SHOP DRAWINGS. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL OF THE NAVIGATION LIGHT ASSEMBLY.
3. PIPE MOUNTING FLANGE TO HAVE (4) - 3/4" DIA. HOLES.
4. DRILL & PROVIDE EXPANSION ANCHORS. SEE STRUCTURAL DRAWINGS FOR LOCKING ROD SUPPORT AND ANCHORS. LOCATE PLATE RING AND PLATE HOOK 2" FROM TOP SURFACE OF CONCRETE AS INDICATED ON DETAIL.
5. FOR DIMENSIONS OF OTHER STRUCTURAL MEMBERS, REFER TO STRUCTURAL DRAWINGS.
6. TOP OF NAVIGATION LIGHT HOUSING SHALL BE AT THE SAME ELEVATION AS THE BOTTOM OF ADJACENT GIRDER.



SECTION A-A
NAVIGATION LIGHT FIXTURE
AND SUPPORT ATTACHMENT
N.T.S.



MOUNTING FLANGE DETAIL
N.T.S.



EXISTING CONDUIT EXPANSION / DEFLECTION COUPLING DETAIL

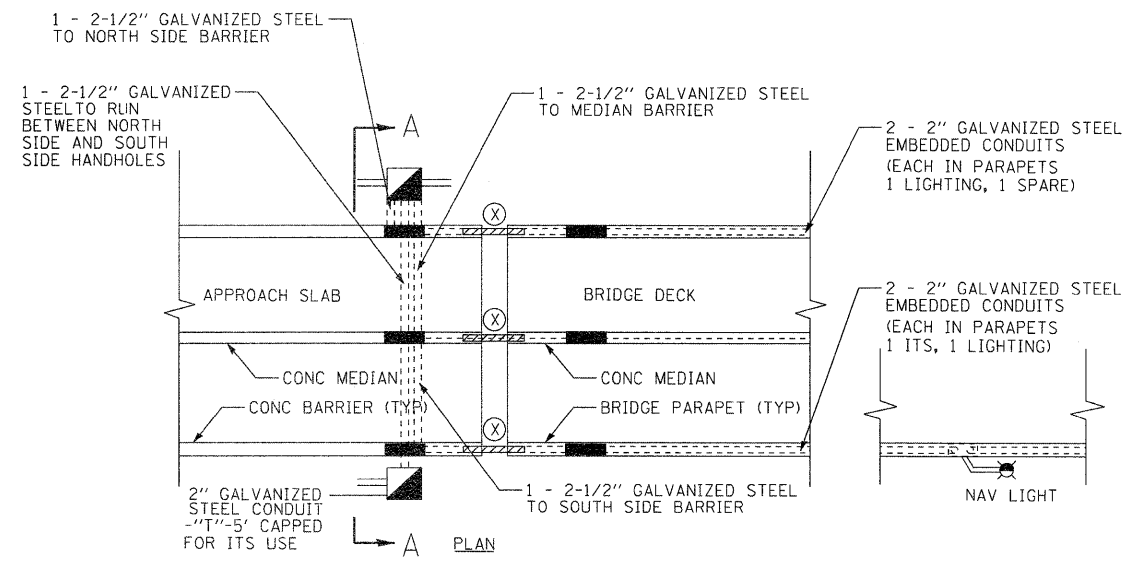
N.T.S.

NOTES:

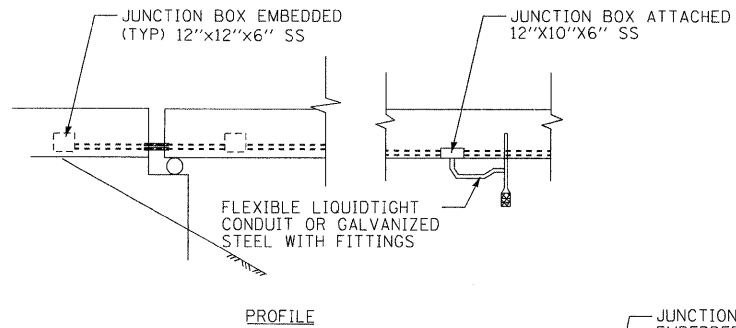
1. THE CONTRACTOR SHALL INSTALL A CONDUIT EXPANSION / DEFLECTION COUPLING AT THE JOINTS IN THE CONCRETE PARAPET ON THE BRIDGE CAPABLE OF ACCEPTING THE LONGITUDINAL MOVEMENT. THE METALLIC PARTS OF THE COUPLING SHALL BE MADE OF STAINLESS STEEL OR AS APPROVED BY THE ENGINEER. THE COST OF THE COUPLING SHALL BE A PART OF AND INCIDENTAL TO THE CONDUIT SYSTEM.
2. THE BARREL IN THE EXPANSION FITTING SHALL BE FULLY EMBEDDED IN THE CONCRETE ON ONE SIDE OF THE EXPANSION JOINT.
3. ONE HALF OF THE LENGTH OF THE DEFLECTION FITTING SHALL BE EMBEDDED IN THE CONCRETE ON THE OTHER SIDE OF THE EXPANSION JOINT. A CAVITY OPENING 3" LARGER THAN THE DIAMETER OF THE DEFLECTION SLEEVE LENGTH SHALL BE PROVIDED TO ENSURE PROPER PERFORMANCE OF THE COUPLING.
4. CAREFUL ATTENTION TO JOINT MOVEMENT OVER A RANGE OF TEMPERATURES SHALL BE COORDINATED WITH THE SELECTION AND INSTALLATION OF THE COUPLING TO ENSURE THE RANGE OF MOVEMENT OF THE COUPLING IS NOT EXCEEDED AT THE TEMPERATURE EXTREMES.
5. ALL MANUFACTURERS' INSTALLATION INSTRUCTIONS SHALL BE CAREFULLY FOLLOWED TO ENSURE OPTIMUM PERFORMANCE OF THE EXPANSION / DEFLECTION COUPLING.
6. THE CONTRACTOR SHALL INSTALL COUPLINGS AT ALL BRIDGE EXPANSION JOINTS AND SHALL BE RESPONSIBLE TO DETERMINE THE PROPER NUMBER OF COUPLINGS REQUIRED.
7. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY SUBSTITUTE TWO (2) STAINLESS STEEL JUNCTION BOXES ATTACHED TO THE BACK OF THE WALL AND CONNECTED BY A HIGH GRADE OF FLEXIBLE NON-METALLIC CONDUIT FOR ALL EXPANSION JOINTS. THIS SUBSTITUTION SHALL BE MADE AT NO COST TO THE DEPARTMENT.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS INTERSTATE 270	FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILE#		DRAWN -	REVISED -			270	60-1B-1	MADISON	712	341	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 76A91					
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. 3 OF 10 SHEETS		STA.	TO STA.		

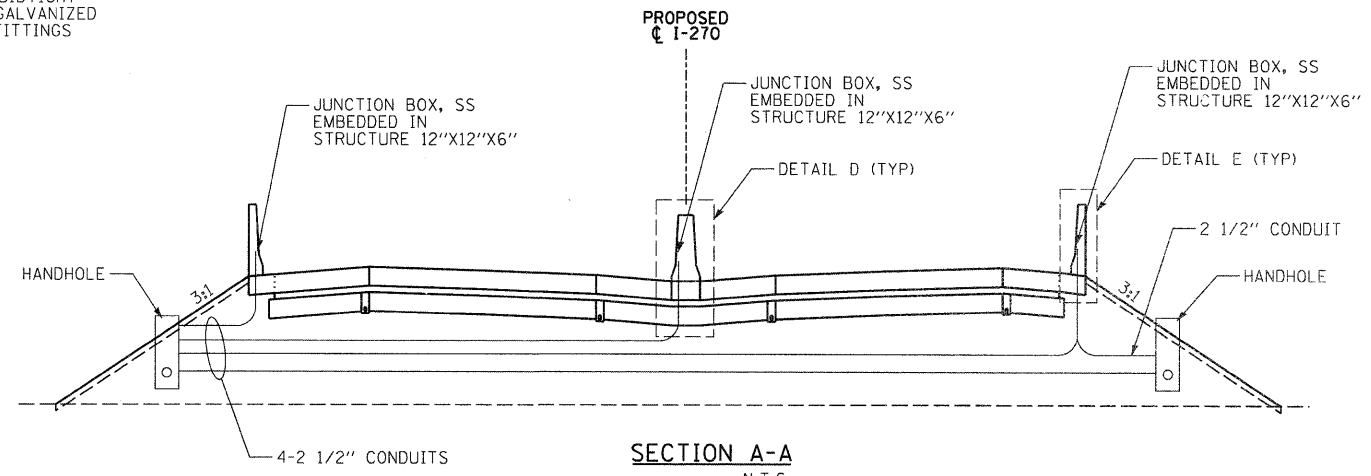




DETAIL A
N.T.S.

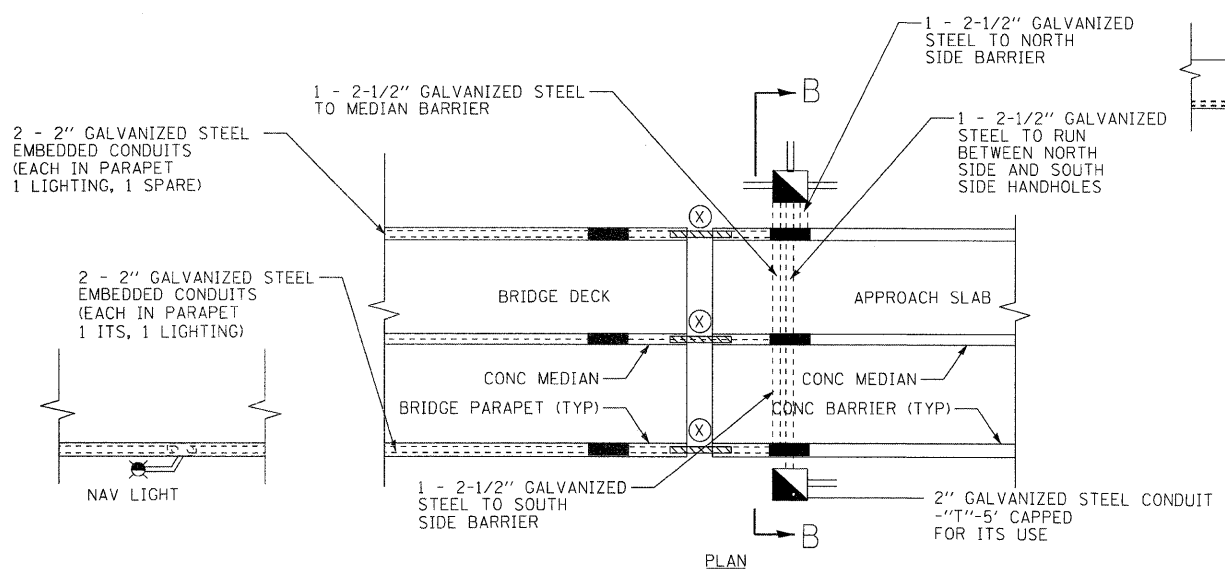


PROFILE

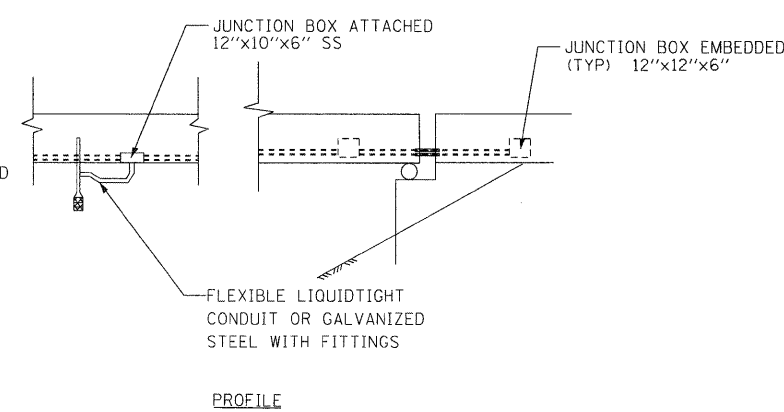


SECTION A-A
N.T.S.

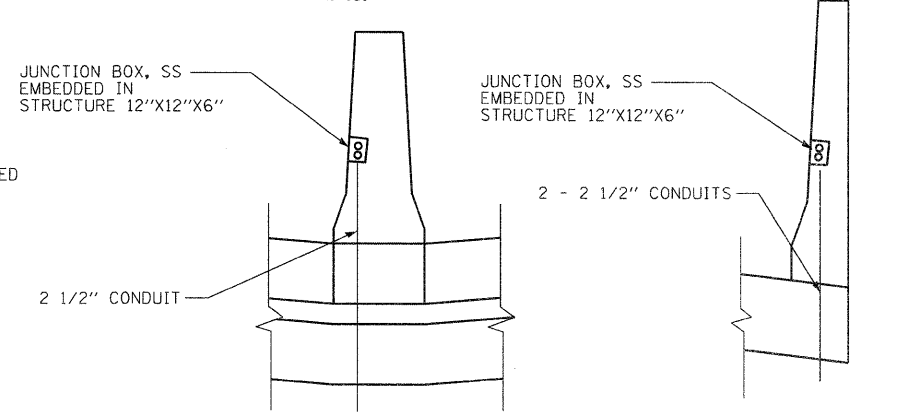
LEGEND
 (X) EXPANSION FITTING
 ■ JUNCTION BOX



DETAIL C
N.T.S.

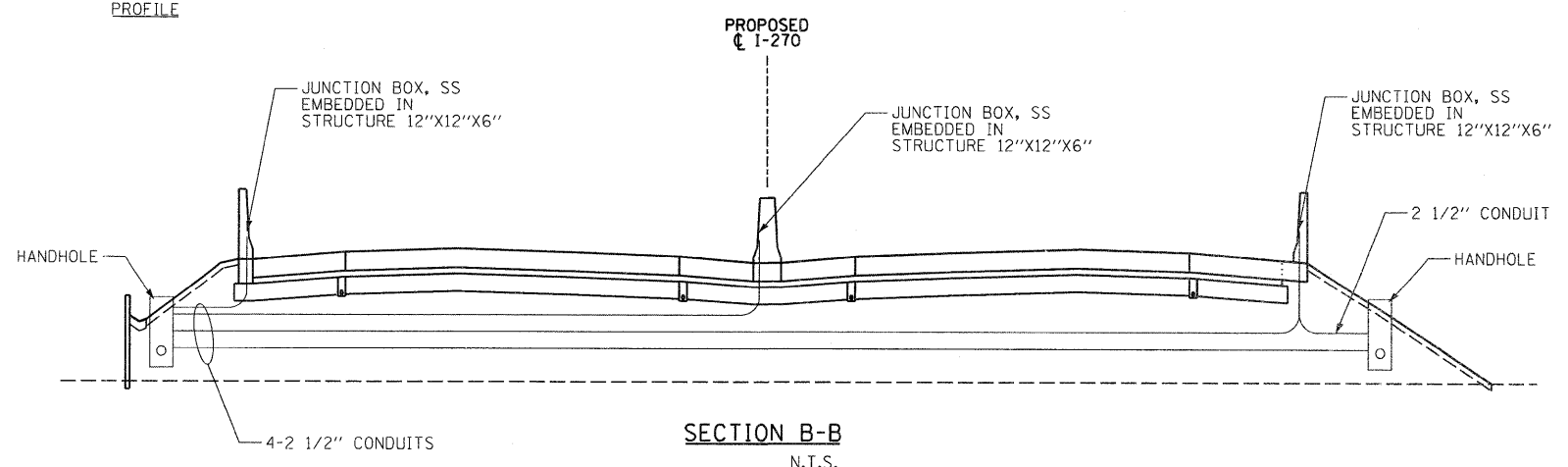


PROFILE



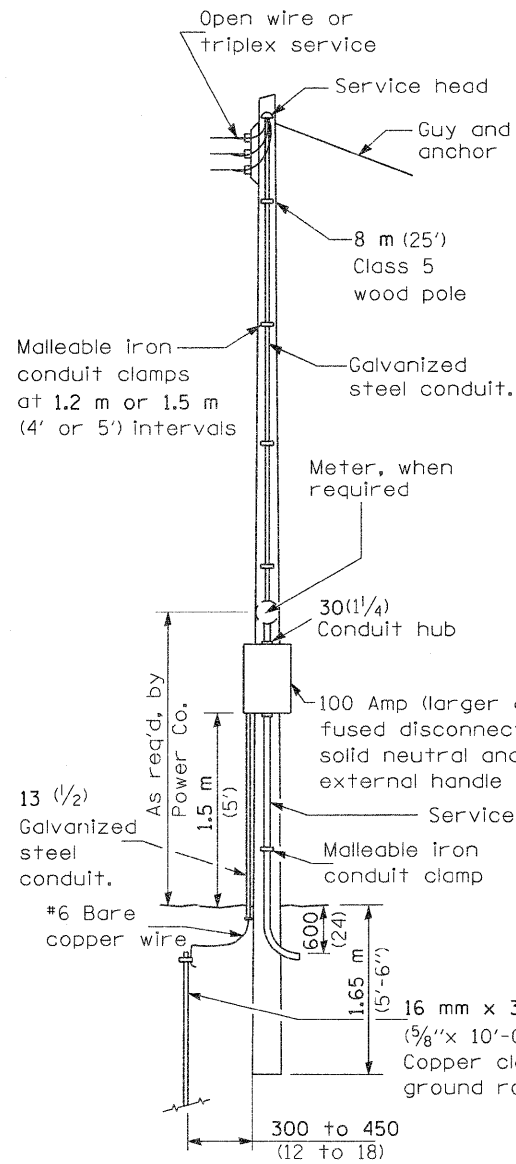
DETAIL D
N.T.S.

DETAIL E
N.T.S.

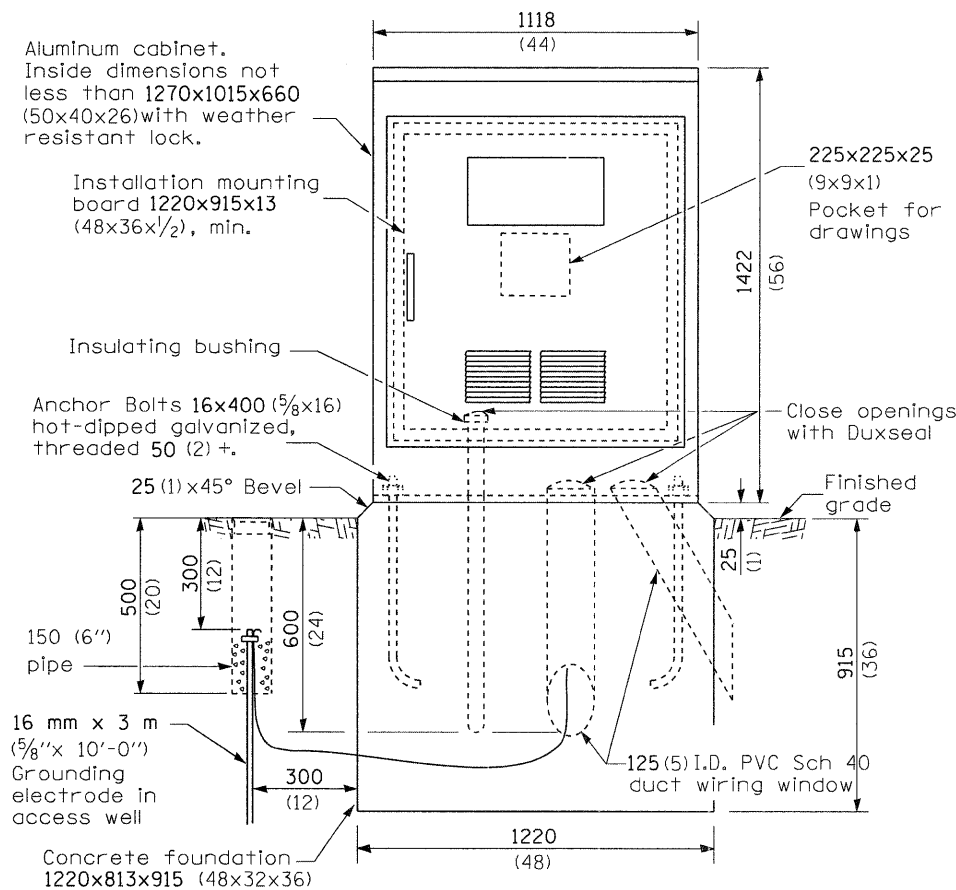


SECTION B-B
N.T.S.

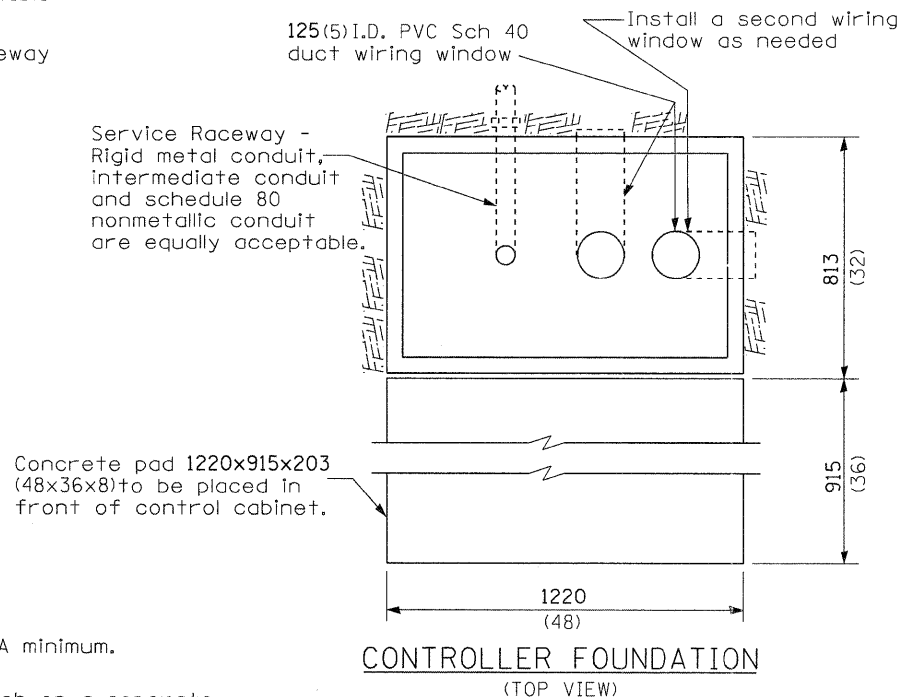
FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING DETAILS INTERSTATE 270			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		270	60-1B-1	MADISON	712	342			
		CHECKED -	REVISED -		SCALE: SHEET NO. 4 OF 10 SHEETS STA. TO STA.			CONTRACT NO. 76A91				
		DATE 3/18/11	REVISED -		ILLINOIS FED. AID PROJECT							



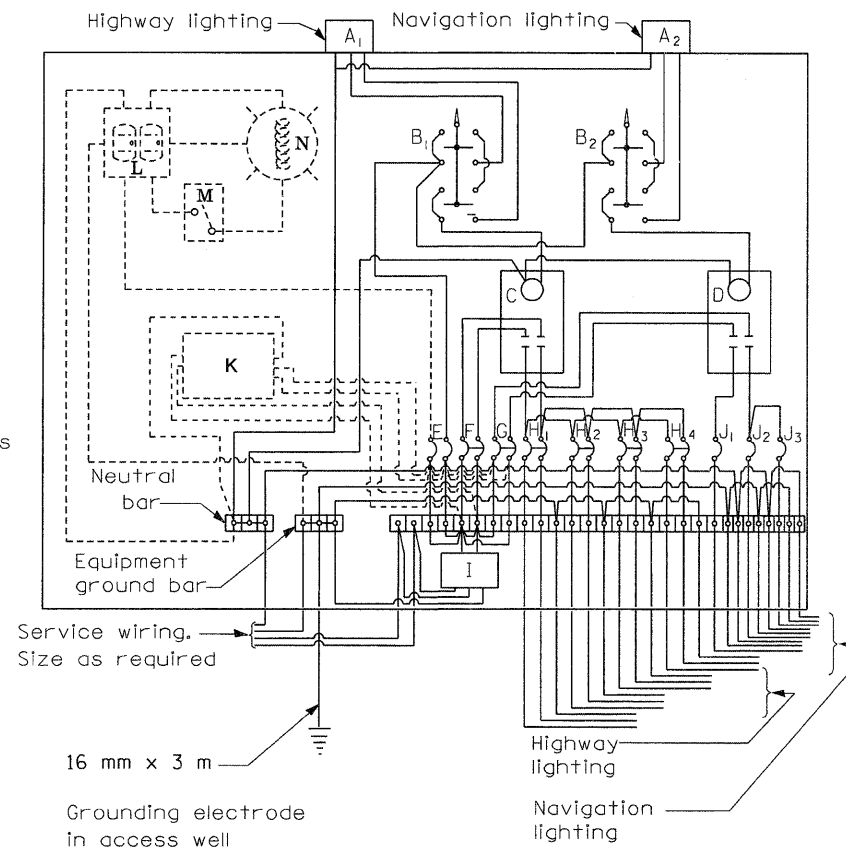
SERVICE POLE



CONTROL INSTALLATION (FRONT VIEW)



CONTROLLER FOUNDATION (TOP VIEW)



- A1 Photocell (remote mount in urban areas)
 - A2
 - B1
 - B2
 - C, D 3 position selector switch
 - E 100 amp* & 30 amp* electrically held contactors
 - F 15 amp, 1 pole, circuit breaker
 - G 100 amp*, 2 pole, main circuit breaker
 - H 30 amp*, 2 pole, main circuit breaker
 - I 30 amp*, 2 pole, branch circuit breaker, 2 spare required, only 1 shown
 - J Surge arrester
 - K 20 amp*, single pole circuit breaker, 2 spare
 - L Transformer (see notes), 2 KVA*, 240/480V primary, 120/240V sec, single phase
 - M GFCI duplex receptacle
 - N Single pole, single throw switch
 - O Shielded security fixture with 100W lamp
- (* = Size larger as needed)

GENERAL NOTES

- 1) This drawing depicts the basic configuration of the lighting controller. Branch circuit breakers shall be provided and oriented as required by the plan sheets and details.
- 2) Wiring shall be panel board fashion. All bends shall be right angles. All runs shall be vertical or parallel to panel board. Wires shall be grouped or laced.
- 3) All control installation components shall be U.L. listed.
- 4) Label equipment ground and neutral.
- 5) Locate service pole and control installation adjacent to R.O.W. line with a minimum distance of 9 m (30') from the edge of pavement. See plans for approx. location, exact location shall be established by the Engineer.
- 6) The underground service entrance wiring shall not exceed 46 m (150'). Total aerial and underground service between the control installation and primary transformer shall not exceed 76 m (250').
- 7) Raceways shall terminate 75 mm (3 in.) above top of concrete foundation.
- 8) For 480 V service, a step down transformer (dashed lines) is required.
- 9) Add receptacle, light, and switch in control cabinet, when specified.
- 10) Two (2) spare branch breakers are required but are not shown.

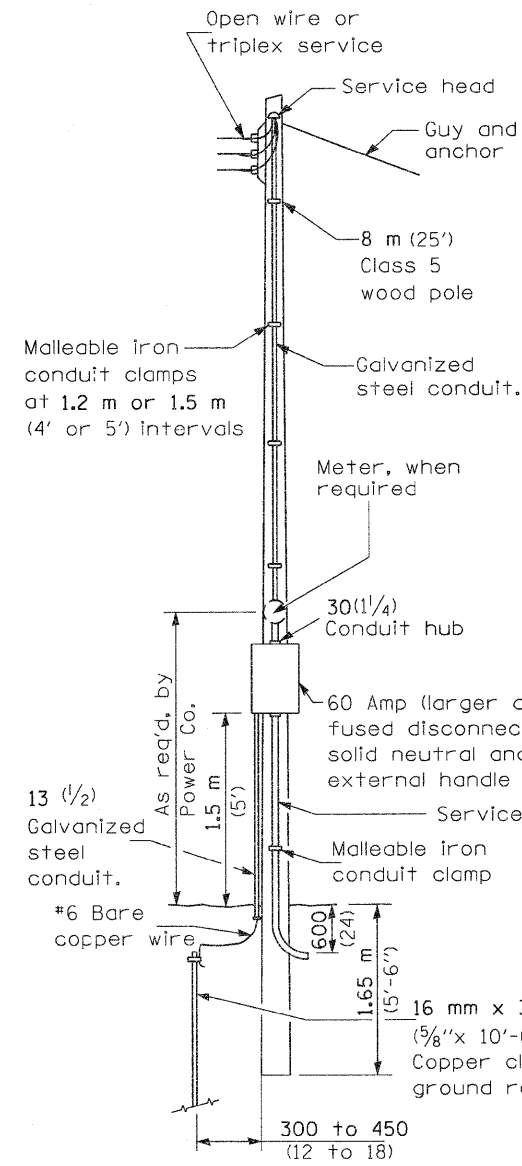
240 V. SERVICE
 480 V. SERVICE

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

CONTROLLER (DUAL) 2 NOTES

1. The step down transformer shall be sized 2 KVA minimum.
2. The roadway and navigation lighting shall be each on a separate main breaker, contactor and HOA switch. The main breaker and contactor for the roadway and navigation lighting shall be rated each at 100 amp. and 30 amp. respectively.

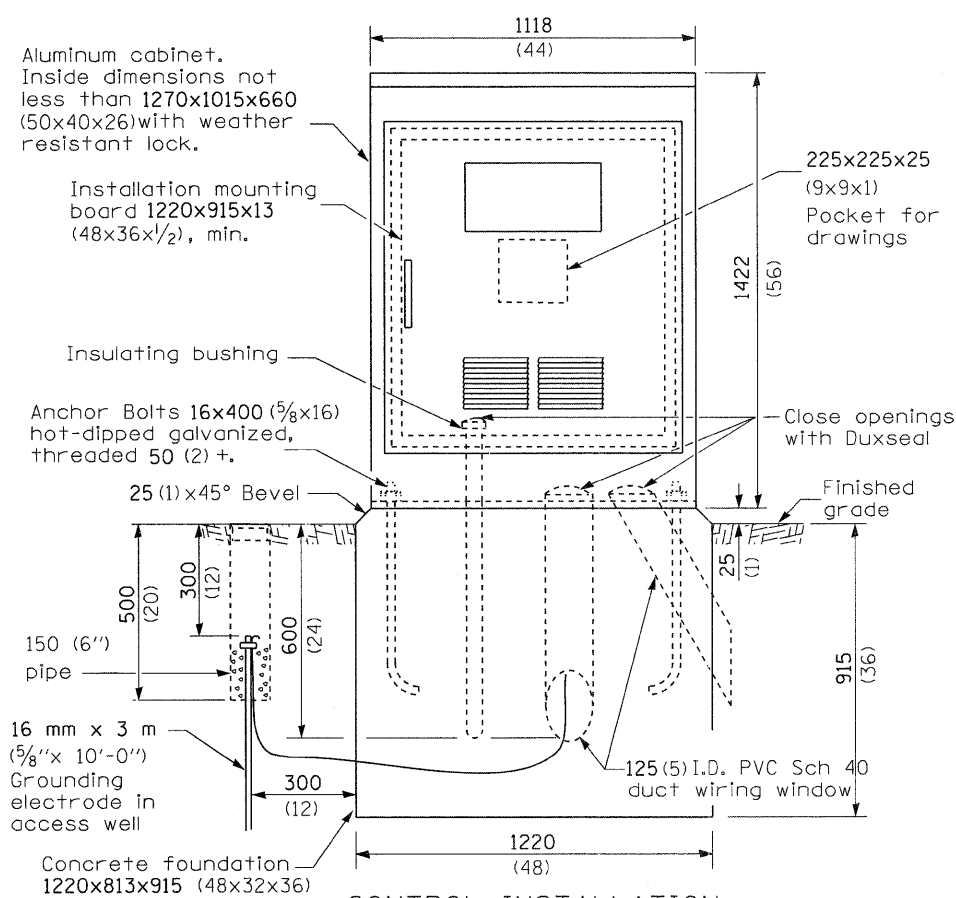
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROL INSTALLATION INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		270	60-1B-1	MADISON	712	343		
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT			
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -		SCALE:	SHEET NO. 5 OF 10 SHEETS	STA.	TO STA.			



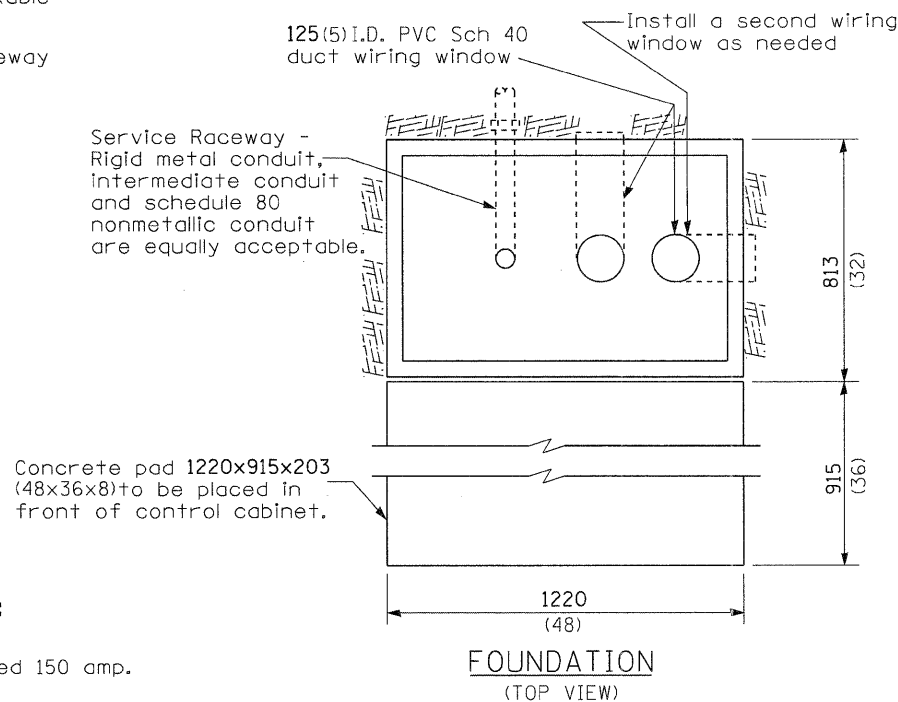
SERVICE POLE

CONTROLLER 3 NOTES:

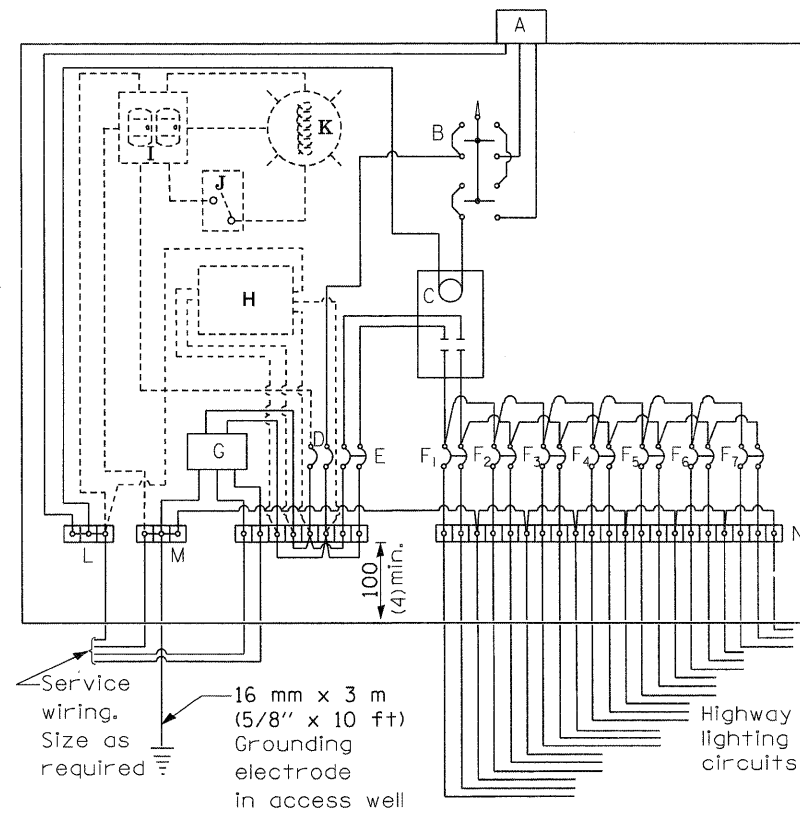
1. The contactor in controller 3 shall be rated 150 amp.



CONTROL INSTALLATION (FRONT VIEW)



FOUNDATION (TOP VIEW)



CONTROL SCHEMATIC CONTROLLER #3

MATERIALS

- A Photocell w/ integral surge arrester (remote mount in urban areas)
 - B 3 position selector switch HAND-OFF-AUTO
 - C 100 amp* electrically held contactor, 120V operating coil
 - D 15 amp, 1 pole, circuit breaker
 - E 100 amp*, 2 pole, main circuit breaker
 - F 30 amp*, 2 pole, branch circuit breaker (typ). 1 spare c.b. required, not shown
 - G Surge arrester
 - H Transformer (see notes), 1 KVA*, 240/480V primary, 120/240V sec, single phase
 - I GFCI duplex receptacle
 - J Single pole, single throw switch
 - K Shielded security fixture with 100W lamp
 - L Neutral bar
 - M Equipment ground bar
 - N Terminal block (typ)
- (* = Size larger as needed)

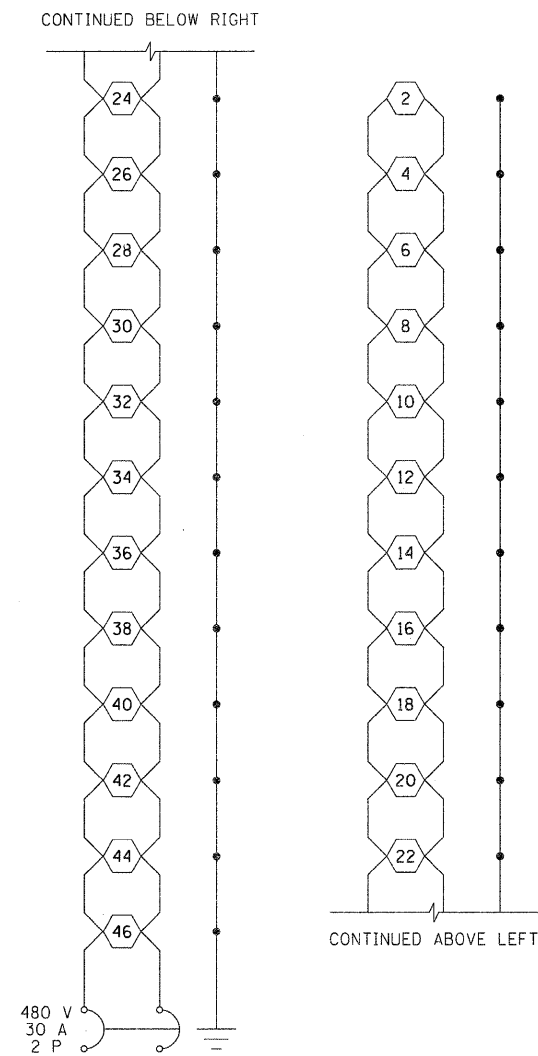
GENERAL NOTES

- 1) This drawing depicts the basic configuration of the lighting controller. Branch circuit breakers shall be provided and oriented as required by the plan sheets and details.
- 2) Locate service pole and control installation adjacent to R.O.W. line with a minimum distance of 9 m (30') from the edge of pavement. Locate in close proximity to the utility transformer so the service drop does not exceed 46 m (150ft) and the total distance of overhead and underground cable (utility transformer to lighting controller) does not exceed 76 m (250ft). Exact location shall be established by the Engineer.
- 3) Wiring shall be panel board fashion. All bends shall be right angles. All runs shall be vertical or parallel to panel board. Wires shall be grouped or laced.
- 4) All control installation components shall be U.L. listed.
- 5) Add receptacle, light, and switch in control cabinet.
- 6) For 480 V service, a step down transformer (dashed lines) is required.
- 7) Raceways shall terminate 75 mm (3 in.) above top of concrete foundation.
- 8) Label equipment ground buss and neutral buss.

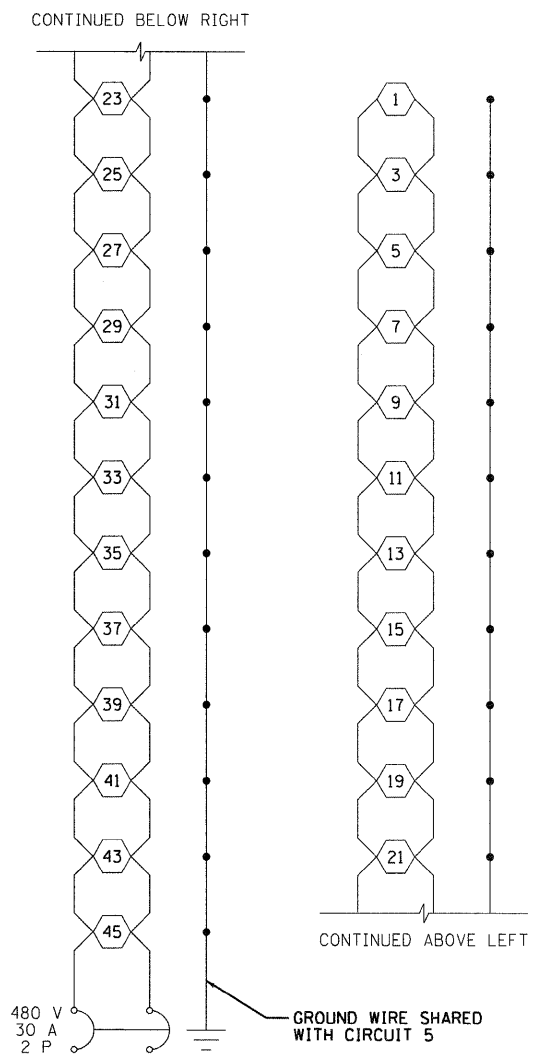
- 240 V. SERVICE
- 480 V. SERVICE

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

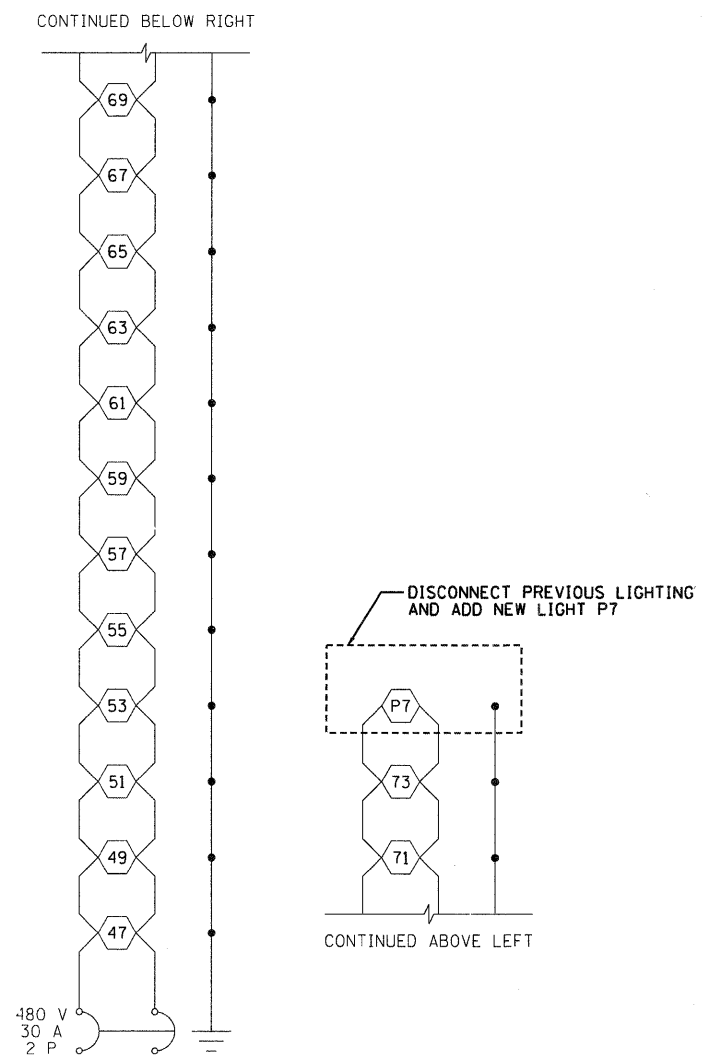
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROL INSTALLATION INTERSTATE 270			FA1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		270	60-1B-1	MADISON	712	344			
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE: SHEET NO. 6 OF 10 SHEETS STA. TO STA.			CONTRACT NO. 76A91				
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -		ILLINOIS FED. AID PROJECT							



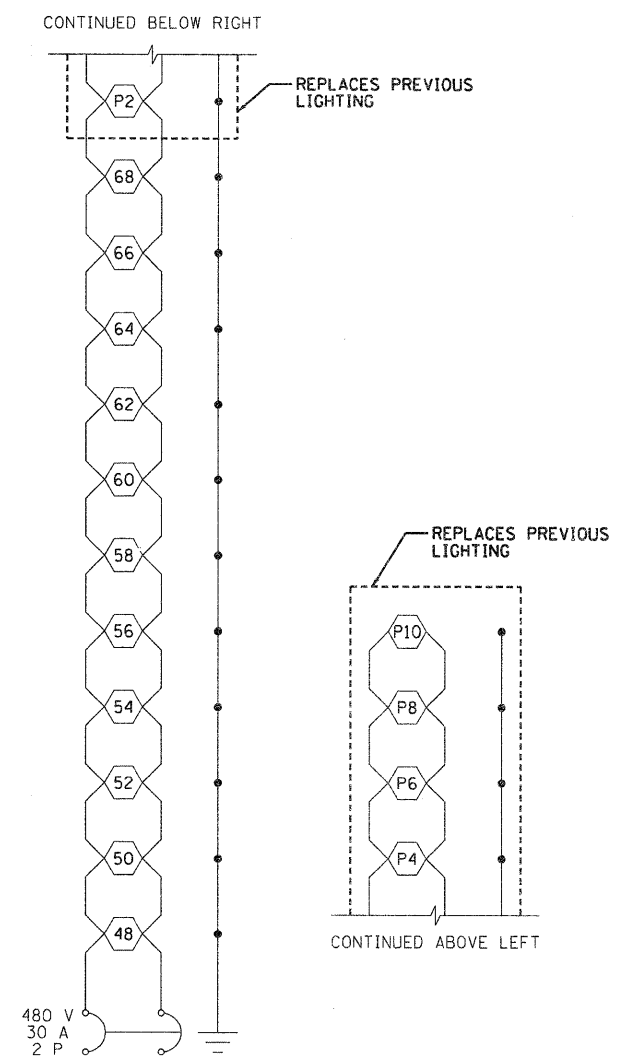
CONTROLLER 1 CIRCUIT 1



CONTROLLER 1 CIRCUIT 2



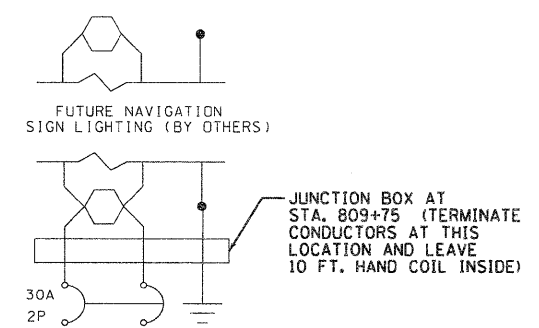
CONTROLLER 1 CIRCUIT 3



CONTROLLER 1 CIRCUIT 4

NOTES:

1. THE THREE GROUND WIRES FROM THE CONTROLLER TO THE RIVER BRIDGE SHALL BE AS FOLLOWS:
 ONE FOR THE SOUTH SIDE OF THE RIVER BRIDGE
 ONE FOR THE NORTH SIDE OF THE RIVER BRIDGE
 ONE FOR THE GROUND MOUNTED POLES ON THE NORTH SIDE OF I-270

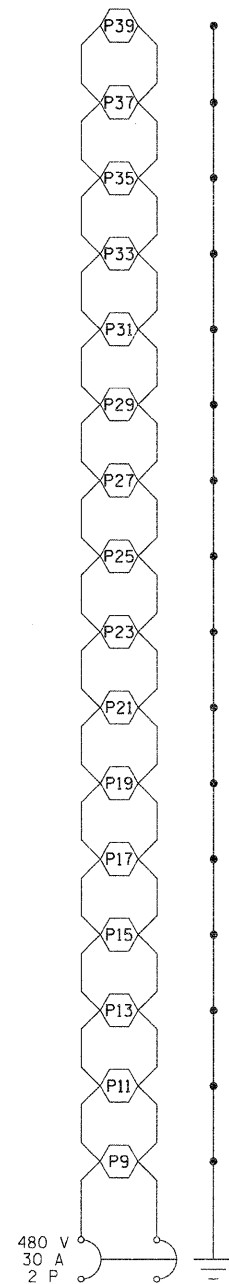


CONTROLLER 1 CKT 5 (AT RIVER BRIDGE)

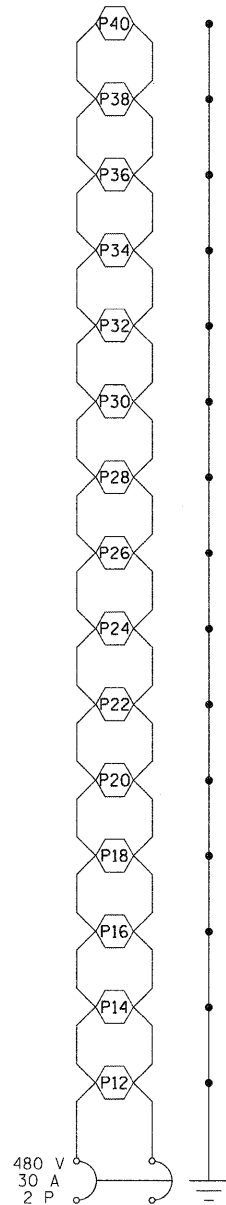
EXISTING CONTROLLER 1 AT RIVER BRIDGE WIRING DIAGRAM

FILE NAME = *FILEL*	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROLLER WIRING DIAGRAM INTERSTATE 270			FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = #SCALE#	DRAWN -	REVISED -		SCALE:	SHEET NO. 7 OF 10 SHEETS	STA.	TO STA.	270	60-1B-1	MADISON	712	345
	PLOT DATE = #DATE#	CHECKED -	REVISED -					CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT		
		DATE 3/18/11	REVISED -										

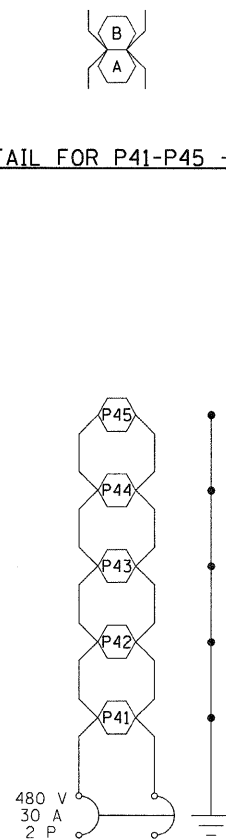




CONTROLLER 2 CIRCUIT 1

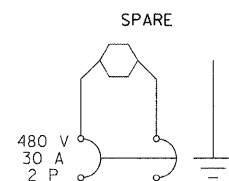


CONTROLLER 2 CIRCUIT 2

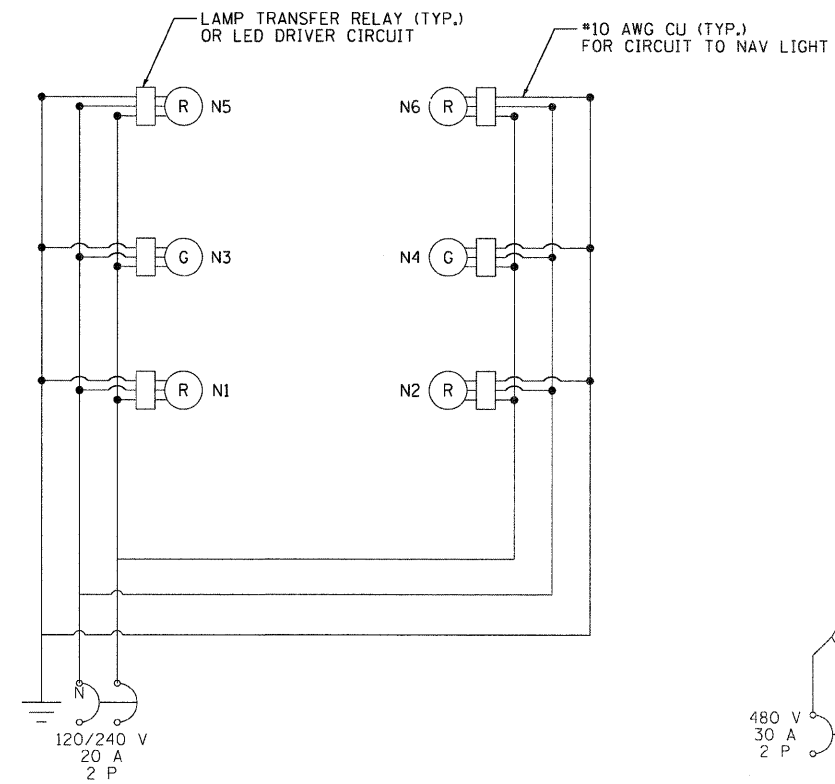


CONTROLLER 2 CIRCUIT 3

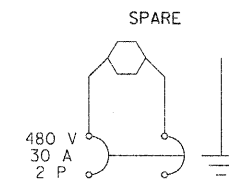
DETAIL FOR P41-P45 - CKT3



CONTROLLER 2 CIRCUIT 4



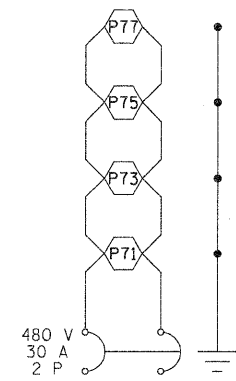
CONTROLLER 2 CIRCUIT 5
(NAV LIGHT CIRCUIT)
(2 SPARES NOT SHOWN)



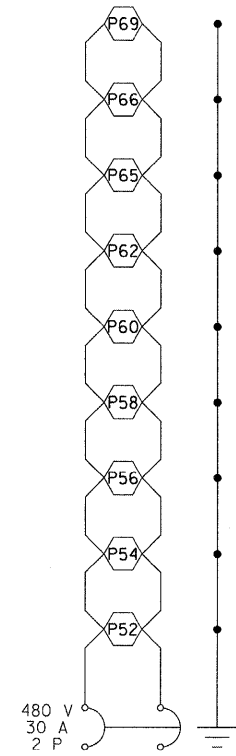
CONTROLLER 2 CIRCUIT 6

NEW CONTROLLER (DUAL) 2 WIRING DIAGRAM

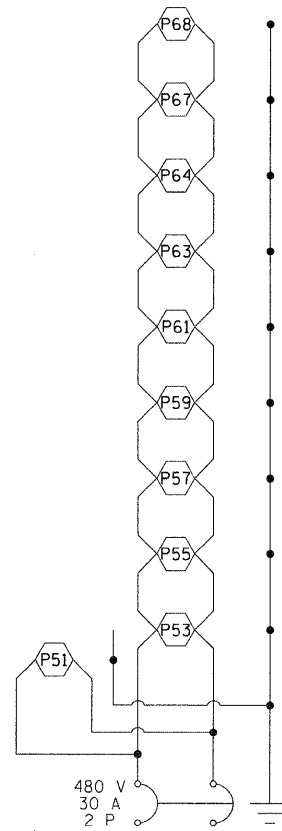
FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROLLER WIRING DIAGRAM		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILE#		DRAWN -	REVISED -		INTERSTATE 270		270	60-1B-1	MADISON	712	346
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		SCALE:	SHEET NO. 8 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 76A91		
	PLOT DATE = #DATE#	DATE 3/18/11	REVISED -		ILLINOIS FED. AID PROJECT						



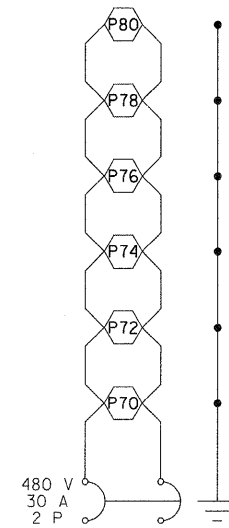
CONTROLLER 3 CIRCUIT 1



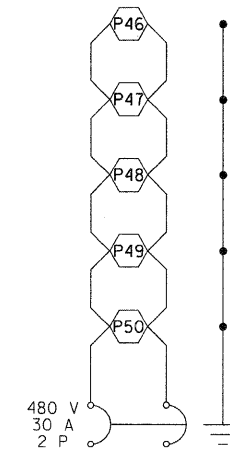
CONTROLLER 3 CIRCUIT 2



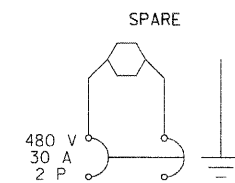
CONTROLLER 3 CIRCUIT 3



CONTROLLER 3 CIRCUIT 4



CONTROLLER 3 CIRCUIT 5




CONTROLLER 3 CIRCUIT 6



DETAIL FOR P46-P50 - CKT5

NEW CONTROLLER 3 WIRING DIAGRAM

FILE NAME = *FILE*		USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROLLER WIRING DIAGRAM INTERSTATE 270		FAI	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = *SCALE*	DRAWN -	REVISED -		270	60-1B-1	MADISON	712	347		
PLOT DATE = *DATE*	CHECKED -	REVISED -	SCALE:			SHEET NO. 9 OF 10 SHEETS	STA.	TO STA.	CONTRACT NO. 76A91			
DATE 3/18/11	REVIS	REVIS						ILLINOIS FED. AID PROJECT				

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE

I-270 Pole Mounted Luminaires

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	14-42 FT
	Number of Lanes	2-3
	Median Width	6 FT
	IES Surface Classification	R3
	Q-Zero Value	0.07
LIGHT POLE DATA:	Mounting Height	45 FT
	Pole Set-Back from Edge of Pavement	11-30 FT
	Aiming Angle	N/A
	Mast Arm	12-15 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	27500
	IES Vertical Distribution	M
	IES Control Distribution	C
	IES Lateral Distribution	3 (III)
	Total Light Loss Factor	0.7
LAYOUT DATA:	Spacing	105 - 210 FT
	Configuration	STG
	Luminaire Overhang Over Edge of Pavement Lane	0 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and accepted 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})	0.9 FC
	Uniformity Ratio, (E _{Ave} /E _{Min})	3.0
LUMINANCE:	Average Luminance: (L _{Ave})	0.6
	Uniformity Ratios: (L _{Ave} /L _{Min})	3.5
	(L _{Max} /L _{Min})	6.0
	Maximum Veiling Luminance Ratio: (L _V /L _{Ave})	0.3

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE

I-270 Canal Bridge Luminaires

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	36 FT
	Number of Lanes	3
	Median Width	4 FT
	IES Surface Classification	R3
	Q-Zero Value	0.07
LIGHT POLE DATA:	Mounting Height	48.5 FT
	Pole Set-Back from Edge of Pavement	MEDIAN
	Aiming Angle	0 DEGREES
	Mast Arm	6 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	27500
	IES Vertical Distribution	M
	IES Control Distribution	C
	IES Lateral Distribution	3 (III)
	Total Light Loss Factor	0.7
LAYOUT DATA:	Spacing	195 FT
	Configuration	DUAL CTR
	Luminaire Overhang Over Edge of Pavement Lane	2 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and accepted 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})	0.9 FC
	Uniformity Ratio, (E _{Ave} /E _{Min})	3.0
LUMINANCE:	Average Luminance: (L _{Ave})	0.6
	Uniformity Ratios: (L _{Ave} /L _{Min})	3.5
	(L _{Max} /L _{Min})	6.0
	Maximum Veiling Luminance Ratio: (L _V /L _{Ave})	0.3

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE

I-270 Canal Navigation Luminaires

GIVEN CONDITIONS

ROADWAY DATA:	Pavement Width	N/A
	Number of Lanes	N/A
	Median Width	N/A
	IES Surface Classification	N/A
	Q-Zero Value	N/A
LIGHT POLE DATA:	Mounting Height	BELOW PARAPET
	Pole Set-Back from Edge of Pavement	N/A
	Aiming Angle	N/A
LUMINAIRE DATA:	Lamp Type	LED
	Lamp Lumens	USCG CRITERIA
	IES Vertical Distribution	N/A
	IES Control Distribution	FRESNAL LENS
	IES Lateral Distribution	RED 180 DEG. GREEN 360 DEG.
	Total Light Loss Factor	0.7
LAYOUT DATA:	Spacing	CHANNEL LIMITS
	Configuration	N/A
	Luminaire Overhang Over Edge of Pavement Lane	N/A

NOTE: Variations from the above specified IES distribution pattern may be requested and accepted 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})	USCG CRITERIA
	Uniformity Ratio, (E _{Ave} /E _{Min})	N/A
LUMINANCE:	Average Luminance: (L _{Ave})	N/A
	Uniformity Ratios: (L _{Ave} /L _{Min})	N/A
	(L _{Max} /L _{Min})	N/A
	Maximum Veiling Luminance Ratio: (L _V /L _{Ave})	N/A



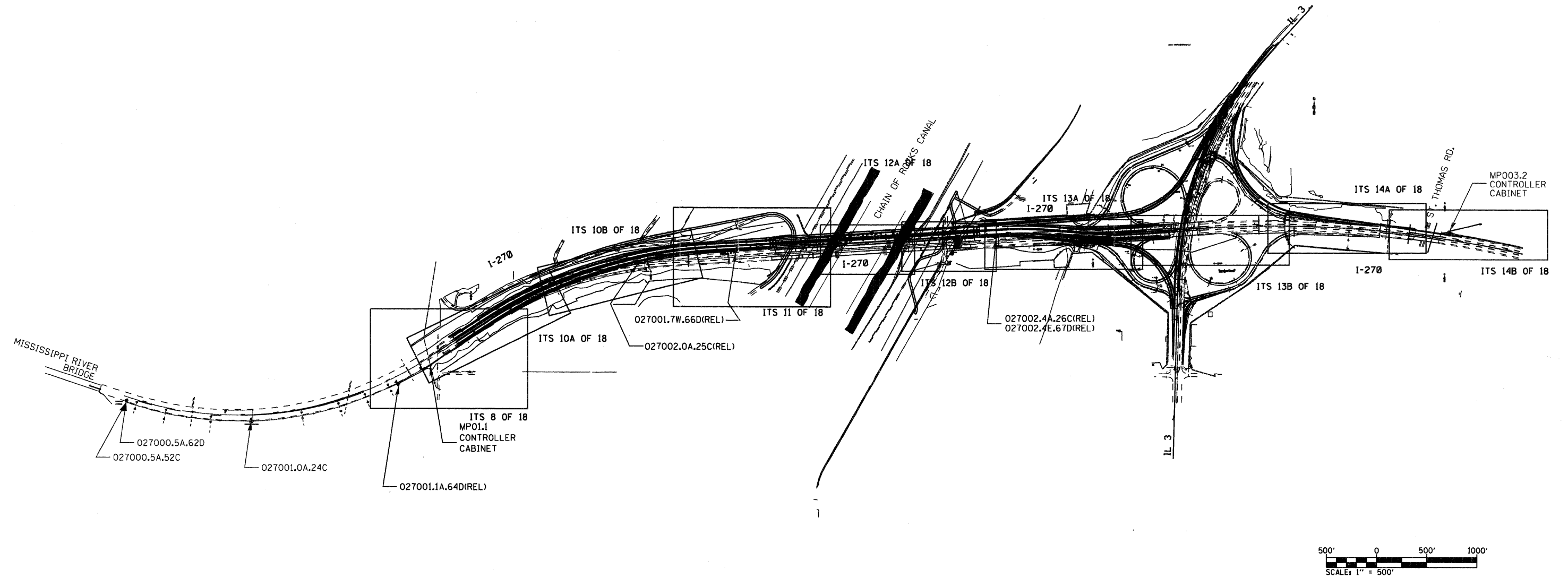
STANDARDS

814001-02 814006-02 836001
878001-08

ITS ELEMENTS	STA.	PLAN SHEET
CCTV		
0270005A.52C(EX.)	123+50	ITS 1 OF 18
027001.0A.24C(EX.)	136+00	ITS 1 OF 18
027002.0A.25C(REL)	1178+00	ITS 10B OF 18
027002.4A.26C(REL)	11215+00	ITS 12A OF 18
DETECTION		
027000.5E.62D(EX.)	123+50	ITS 1 OF 18
027001.1A.64D(REL)	150+90	ITS 8 OF 18
027001.7W.66D(REL)	1188+00	ITS 10B OF 18
027002.4E.67D(REL)	11215+00	ITS 12A OF 18
CONTROLLERS		
270MP01.1 CONTRL.	154+35	ITS 8 & 10A OF 18
270MP03.2 CONTRL.	258+89	ITS 13B OF 18
270MP04.5 CONTRL.	327+00*	ITS 15-18 OF 18
270MP05.9 CONTRL.	399+20*	ITS 15-18 OF 18
255MP30.9 CONTRL.	1619+00*	ITS 15-18 OF 18

*THESE CONTROLLERS ARE SCHEMATICALLY REFERENCED, ONLY. THE PLANS DO NOT SHOW THEIR ACTUAL LOCATION.

FIELD EQUIPMENT NUMBERING SYSTEM	
EXAMPLE : 006402.8W.11D	
0064	DESIGNATES HIGHWAY WHERE FIELD EQUIPMENT IS LOCATED.
006402.8	DESIGNATES MILE MARKER WHERE FIELD EQUIPMENT IS LOCATED.
006402.8W	DESIGNATES DIRECTION VIDEO DETECTOR IS MONITORING TRAFFIC OR DIRECTION TRAFFIC IS TRAVELLING TO RECEIVE DMS MESSAGE.
006402.8W.11	NUMBER ASSIGNED TO THAT FIELD EQUIPMENT
006402.8W.11D	A = ALL DIRECTIONS D = VEHICLE DETECTION C = CAMERA (P/T/Z SURVEILLANCE) H = HAR SIGNAGE WITH BEACON R = RADAR DETECTION



ITS 1 OF 18

FILE NAME = c:\p\work\p\dot\prestonme\dms64842\0676a91-sh-t-itsplan.dgn	USER NAME = prestonme	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS PLAN SHEET LAYOUT & ELEMENT SCHEDULES			F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.0000' / IN.	CHECKED - ---	REVISED - ---	270					60-1B-1	MADISON	112	349	
PLOT DATE = 3/14/2011	DATE - ---	REVISED - ---	CONTRACT NO. 76A91									
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES			CONSTRUCTION TYPE CODE 0021											
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	027000.5E.62D 0270005A.52C & 027001.0A.24C	027001.1E.64D (REL)	MPO1.1 CONTROLLER (REL)	027002.0A.25C (REL)	027001.7W.66D (REL)	MPO2.4 CONTROLLER	027002.4A.26C (REL)	027002.4E.67D (REL)	MPO3.2 CONTROLLER (EX)	FIBER CABLE SYSTEM	TCM
80300100	LOCATING UNDERGROUND CABLE	FOOT	150		50	50							50	
81012500	CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	985			30			955					
81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	545	145	360		30	10						
81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	15						15					
81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	20		1		7	3	4				5	
81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2			1							1	
87100110	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 6F	FOOT	3818			405		3413						
8702130	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1000						1000					
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	6660	145	360	30	30	10	970				5115	
83060830	LIGHT POLE, GALVANIZED STEEL, 45 FT. M.H., TENON MOUNT	EACH	2		1			1						
83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	21		7			7		7				
86300305	CONTROLLER CABINET TYPE III, SPECIAL	EACH	1							1				
87800210	CONCRETE FOUNDATION, TYPE D (SPECIAL)	FOOT	7			3.5			3.5					
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	10						10					
89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	11732	2578	885		4856	3413						
X0323150	JUNCTION BOX, ALUMINUM, ATTACHED TO STRUCTURE, 18" X 18" X 10"	EACH	4		1		1	1		1				
X0325073	MODIFY EXISTING CONTROLLER CABINET TYPE B	EACH	1			1								
X0325076	WIDE AREA NETWORK	L SUM	1			0.5			0.2			0.1		0.2
X0325077	FIBER OPTIC UTILITY MARKER	EACH	29											29
X0325482	REMOVE EXISTING ITS EQUIPMENT	EACH	1			0.2	0.2	0.2	0.3					0.1
X0325483	SFP-GE-L SFP MODULE	EACH	1						1					
X0325484	SFP-GE-Z SFP MODULE	EACH	2			1							1	
X0325487	WIRED COMMUNICATION DATA CONVERTOR	EACH	1								1			
X0326091	LIGHT POLE, STEEL 50 FT. WITH CAMERA LOWERING SYSTEM	EACH	2				1			1				
X0326092	RELOCATE CLOSED CIRCUIT TELEVISION SURVEILLANCE CAMERA SYSTEM	EACH	2				1			1				
X0326094	RELOCATE EXISTING ITS CONTROLLER CABINET	EACH	1			1								
X0326104	RELOCATE RADAR DETECTOR SYSTEM	EACH	3		1			1			1			
X0326259	DIGITAL VIDEO ENCODER	EACH	4			3			1					
X0326342	DIGITAL VIDEO DECODER	EACH	4											4
X0326912	3000 LAYER 2 SWITCH	EACH	2			1			1					
X0327096	ETHERNET MODEM	EACH	6	1	1	3		1						
X8100065	CONDUIT IN TRENCH, 4" DIA., PVC TYPE C	FOOT	5115										5115	
X8102020	CONDUIT PUSHED, 4" DIA., PVC SCHEDULE 80	FOOT	45										45	
X8710075	FIBER OPTIC CABLE IN CONDUIT, 72 COND. S.M. F.O.	FOOT	11900										11900	
Z0033090	ELECTRIC CABLE IN CONDUIT, TRACER, NO.14 1C	FOOT	8550										8550	
	STAGED VEHICLE DETECTION AND SURVEILLANCE	L SUM	1				0.25	0.25		0.25	0.25			

FILE NAME =	USER NAME = prestonne	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS SCHEDULE OF QUANTITIES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\p\p\dot\prestonne\dms64842\0876e91-sh1-11aplendgn	DRAWN - ---	REVISED - ---	270					60-1B-1	MADISON	712	350	
PLOT SCALE = 50.0000' / IN.	CHECKED - ---	REVISED - ---	CONTRACT NO. 76A91					ILLINOIS FED. AID PROJECT				
PLOT DATE = 3/14/2011	DATE - ---	REVISED - ---	SCALE: -----					SHEET NO. ___ OF ___ SHEETS	STA. ----- TO STA. -----			

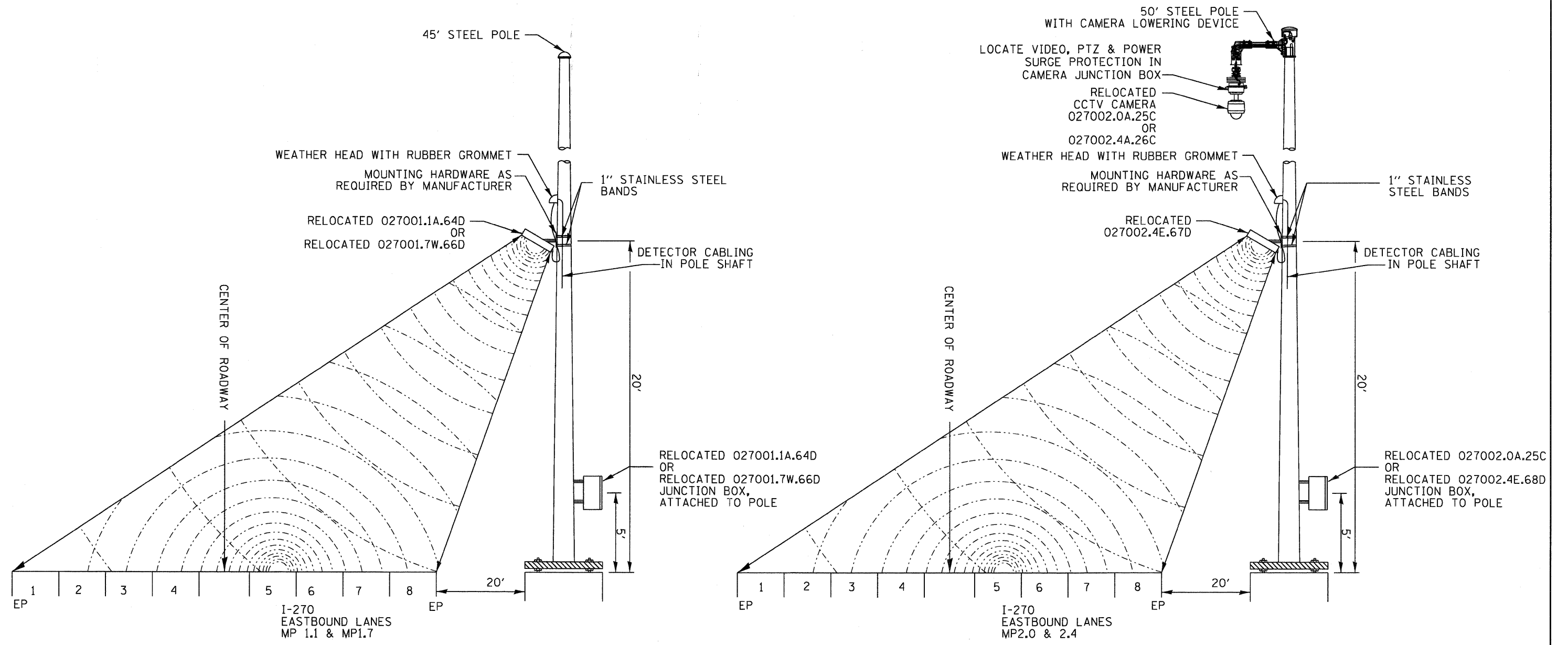
LEGEND

ALUM	ALUMINUM
EP	EDGE OF PAVEMENT
TW SH	TWISTED SHIELDED
PWR CBL	POWER CABLE
F.O.	FIBER OPTIC
J.B.	JUNCTION BOX
GSC	GALVANIZED STEEL CONDUIT
PVCC	POLYVINYL CHLORIDE CONDUIT
FGC	FIBER GLASS CONDUIT
SVDS	STAGED VEHICLE DETECTION AND SURVEILLANCE
	EXISTING HANDHOLE
	EXISTING DOUBLE HANDHOLE
	EXISTING CONTROLLER
	EXISTING SERVICE INSTALLATION
	EXISTING GALVANIZED STEEL CONDUIT
	EXISTING JUNCTION BOX
	EXISTING SIGN TRUSS
	EXISTING HIGHWAY LIGHTING UNIT
	EXISTING UNDERGROUND LIGHTING CABLES
	EXISTING CCTV CAMERA
	EXISTING LIGHT POLE, SIZE SPECIFIED
	EXISTING RADAR VEHICLE DETECTOR
	PROPOSED HANDHOLE
	PROPOSED DOUBLE HANDHOLE
	PROPOSED CONTROLLER
	PROPOSED CONDUIT: "T" TRENCH, "P" PUSH "ATS" ATTACHED TO STRUCTURE, SIZE SPECIFIED
	PROPOSED SERVICE INSTALLATION
	PROPOSED CCTV CAMERA
	PROPOSED JUNCTION BOX, SIZE SPECIFIED
	PROPOSED LIGHT POLE, SIZE SPECIFIED
	PROPOSED RADAR VEHICLE DETECTOR

GENERAL NOTES

1. PROPOSED EQUIPMENT LOCATIONS ARE LOCATION SENSITIVE AND ARE APPROXIMATE TO ENSURE THE OPTIMUM FIELD OF VIEW. ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD, PER THE MANUFACTURER REPRESENTATIVES' RECOMMENDATIONS AND THE ENGINEER'S APPROVAL. LINDA LEONARD OF THE BUREAU OF OPERATIONS SHALL BE CONTACTED FOR ACTUAL CAMERA LOCATION VERIFICATION.
2. ALL MATERIALS SUPPLIED SHALL CONFORM TO SECTION 106 OF THE STANDARD SPECIFICATIONS FOR CONTROL OF MATERIALS.
3. THE CONTROLLER CABINETS AND JUNCTION BOXES SHALL BE UNPAINTED ALUMINUM SHEET METAL UNLESS OTHERWISE SPECIFIED ON THE PLANS.
4. UNDERGROUND CABLE MARKING TAPE SHALL BE INSTALLED WITH ALL TRENCH AND BACKFILL FOR ELECTRICAL WORK IN ACCORDANCE WITH ARTICLES 819.05 AND 1066.05 OF THE STANDARD SPECIFICATIONS.
5. THE CONTRACTOR SHALL NOT DRILL ANY HOLES IN THE BEAMS, DECK, OR SUBSTRUCTURE OF THE BRIDGE, UNLESS APPROVED BY THE ENGINEER.
6. ALL GROUND RODS SUPPLIED FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH ARTICLE 1087.01. ALL CONNECTIONS TO GROUND RODS SHALL BE MADE VIA EXOTHERMIC WELD, COMPRESSION CLAMPS WILL NOT BE ALLOWED.
7. COORDINATION WITH THE DEPARTMENT'S BUREAU OF OPERATIONS IS REQUIRED BEFORE ANY TRENCHING SHALL BE DONE TO LOCATE HIGHWAY LIGHTING/PUMP STATION/ITS FACILITIES AND TO COORDINATE OTHER FIELD ACTIVITIES.
8. BENDING RADIUS OF FIBER OPTIC CABLE SHALL NOT BE LESS THAN SIX (6) INCHES.
9. ALL HANDHOLES SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE PER SECTION 814 OF THE STANDARD SPECIFICATIONS. THE LEGEND ON THE COVER SHALL BE "ITS". SLOPE HANDHOLE TO MATCH FINAL GRADE ELEVATION.
10. ALL UTILITIES AND DRAINAGE STRUCTURES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY ATTEMPT TO CONSTRUCT ANY COMPONENT OF THE VARIOUS ITS EQUIPMENT SYSTEMS. THE COST FOR LOCATING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRENCH AND BACKFILL FOR ELECTRICAL WORK (SEE INLET AND PIPE PROTECTION SCHEDULE).
11. A 9-1-1 ADDRESS MUST BE OBTAINED FROM THE MADISON COUNTY 9-1-1 COORDINATOR PRIOR TO OBTAINING ELECTRIC/ TELEPHONE SERVICE AT THE PROJECT LOCATIONS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER/TECHNICIAN A MINIMUM OF SIX WEEKS IN ADVANCE OF THE ANTICIPATED DATE THAT ELECTRIC/TELEPHONE SERVICE WILL BE REQUIRED IN ORDER THAT THE NECESSARY ADDRESS CAN BE OBTAINED. IF THERE ARE ANY QUESTIONS REGARDING THE ABOVE, CONTACT THE 9-1-1 COORDINATOR AT 618-692-7040, EXT. 5911 FOR MADISON COUNTY.
12. ALL FIBER BACKBONE CONDUIT SHALL BE PLACED A MINIMUM OF 5' FROM EDGE OF PAVEMENT. FINAL LOCATION SHALL BE APPROVED BY THE ENGINEER.
13. THE CONTRACTOR SHALL BE REQUIRED TO PERFORM FIELD MEASUREMENTS TO VERIFY DIMENSIONS OF EXISTING STRUCTURES PRIOR TO ORDERING MOUNTING HARDWARE.
14. FIBER OPTIC CABLE PULL TENSION WILL BE LIMITED BY PROVIDING JUNCTION BOXES OR HANDHOLES AT INTERVALS NO GREATER THAN 750 FEET.
15. THE SERVICE INSTALLATION TYPE A WOOD POLE SHALL BE PROVIDED PER SECTION 805, ELECTRICAL INSTALLATION TRAFFIC SIGNALS OF THE SUPPLEMENTARY SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
16. A 1/4" DIA. NYLON ROPE SHALL BE INSTALLED IN ALL CONDUIT RUNS THE COST OF THE PULL ROPE SHALL BE INCLUDED IN THE PROPOSED ELECTRIC CABLE INSTALLATION AND/OR FIBER OPTIC CABLE IN THAT CABLE.

FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS LEGEND AND GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwidot\prestonme\dms64842\108701-shr-itsplan.dgn	DRAWN -	REVISED -	270			60-1B-1	MADISON	712	351	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 76A91							
PLOT DATE = 3/14/2011	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
						SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____		



RADAR VEHICLE DETECTOR

DETAIL

NOT TO SCALE
LOCATIONS:

1. RELOCATED 027001.1A.64D
OR
RELOCATED 027001.7W.66D
LIGHT POLE, STEEL, 45 FT.
W/2 LANES PER DIRECTION

2. RELOCATED 027002.0A.25C
LIGHT POLE, STEEL,
50 FT. WITH CAMERA LOWERING DEVICE
W/2 LANES PER DIRECTION

3. RELOCATED 027002.4A.26C &
RELOCATED 027002.4E.67D
LIGHT POLE, STEEL,
50 FT. WITH CAMERA LOWERING DEVICE
W/3 LANES PER DIRECTION

FILE NAME =	USER NAME = prestonne	DESIGNED -	REVISED -
ci:\p\work\p\dot\prestonne\dms64842\0676e91-shr-1stplan.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 3/14/2011		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ITS RADAR VEHICLE DETECTION DETAILS

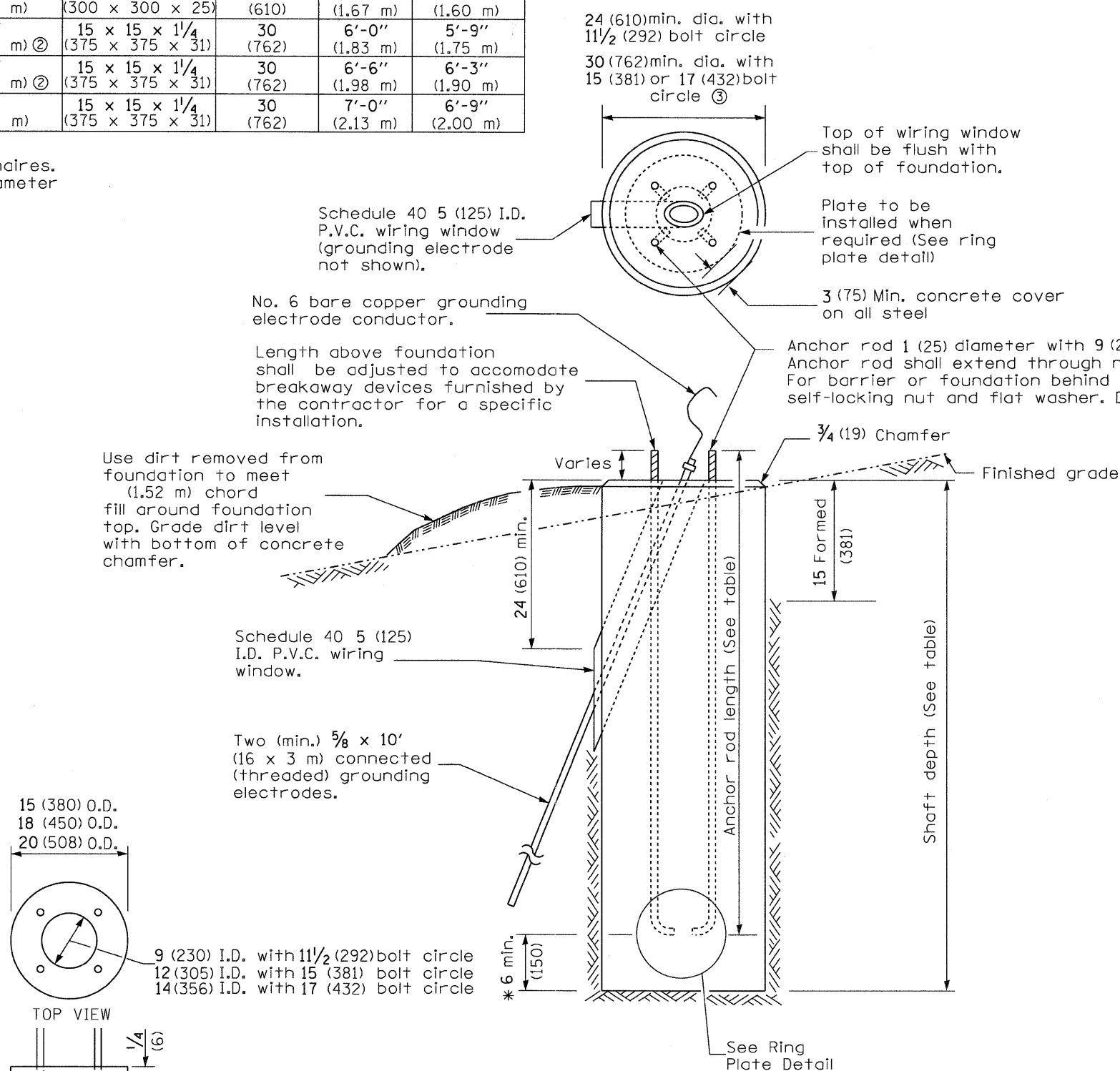
SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____

F.A.R. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	352
FED. ROAD DIST. NO. _____			ILLINOIS FED. AID PROJECT	

CONTRACT NO. 76A91

LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	METAL FOUNDATION			CONCRETE FOUNDATION		
		SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH ①
< 30' (9.1 m)	11 1/2 (292)	8 5/8 (220)	6' (1.83 m)	12 x 12 x 1 (300 x 300 x 25)	24 (610)	5'-0" (1.52 m)	4'-9" (1.45 m)
31'-35' (9.4 m - 10.7 m)	11 1/2 (292)	8 5/8 (220)	6' (1.83 m)	12 x 12 x 1 (300 x 300 x 25)	24 (610)	5'-6" (1.67 m)	5'-3" (1.60 m)
36'-40' (10.9 m - 12.2 m)	15 (381)③	8 5/8 (220)	6' (1.83 m)②	15 x 15 x 1 1/4 (375 x 375 x 31)	30 (762)	6'-0" (1.83 m)	5'-9" (1.75 m)
41'-45' (12.5 m - 13.7 m)	15 (381)③	8 5/8 (220)	6' (1.83 m)②	15 x 15 x 1 1/4 (375 x 375 x 31)	30 (762)	6'-6" (1.98 m)	6'-3" (1.90 m)
46'-50' (14.0 m - 15.2 m)	15 (381)③	8 5/8 (220)	8' (2.44 m)	15 x 15 x 1 1/4 (375 x 375 x 31)	30 (762)	7'-0" (2.13 m)	6'-9" (2.00 m)

- ① Length does not include 4 (100) hook.
- ② 8 5/8 x 8'-0" (220 x 2.44 m) for twin luminaires.
- ③ Use the maximum allowable bolt circle diameter (typ. 17(430)) for a transformer base.



RING PLATE DETAIL
(When rock is encountered and foundation is shallower)

CONCRETE FOUNDATION
* If the required anchor rod length above top of foundation is less than 3 (75), anchor rods may be lowered below 6 (150).

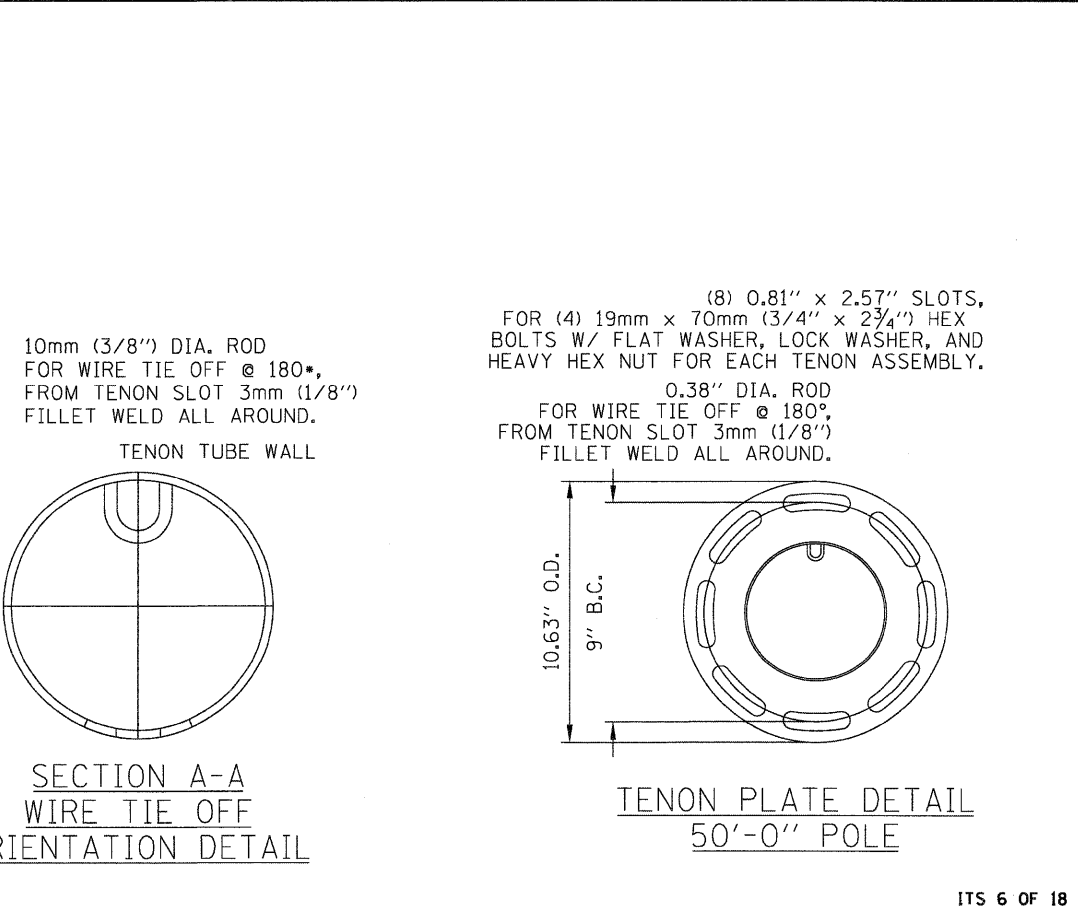
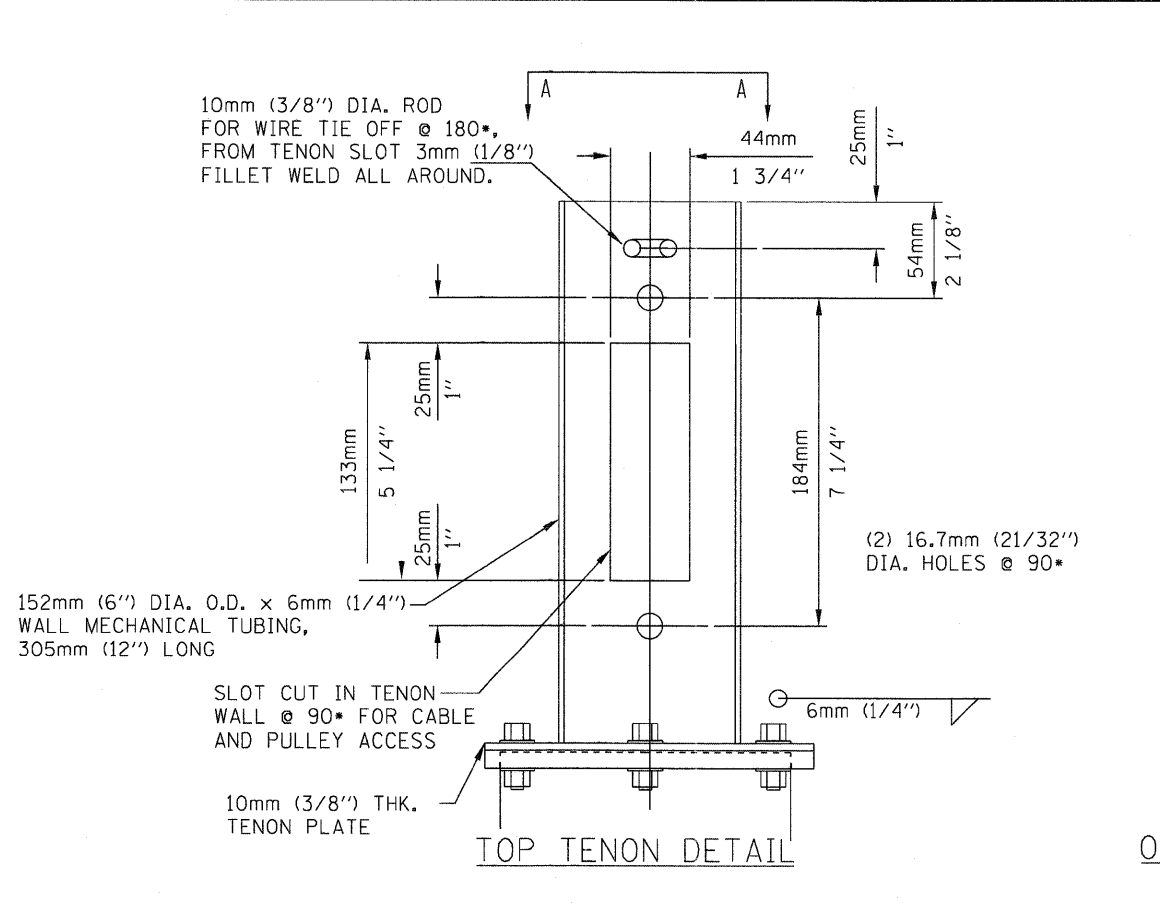
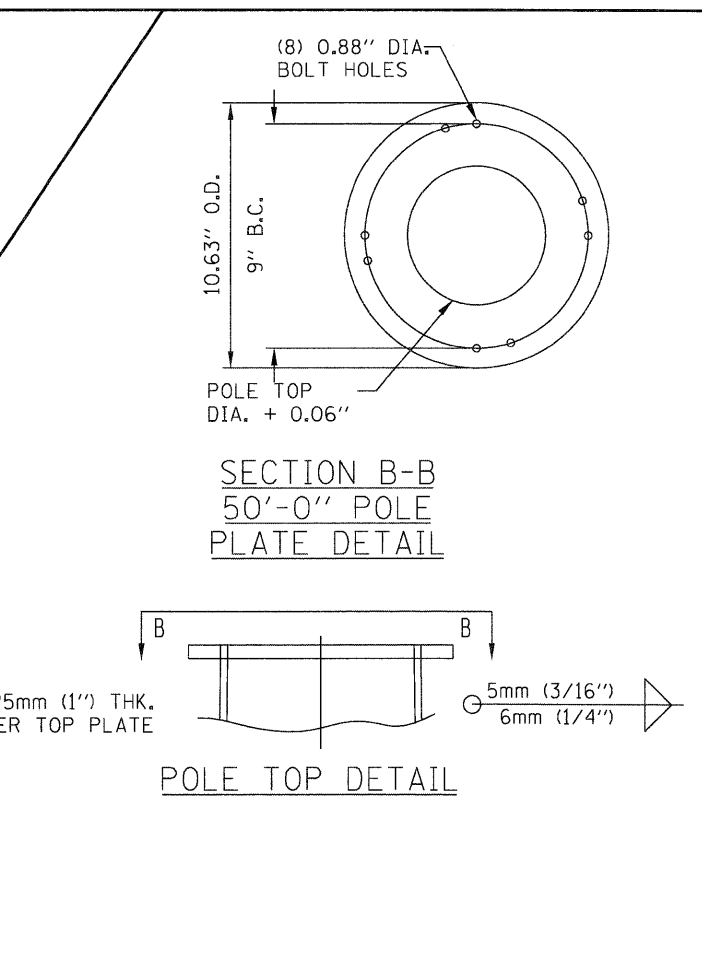
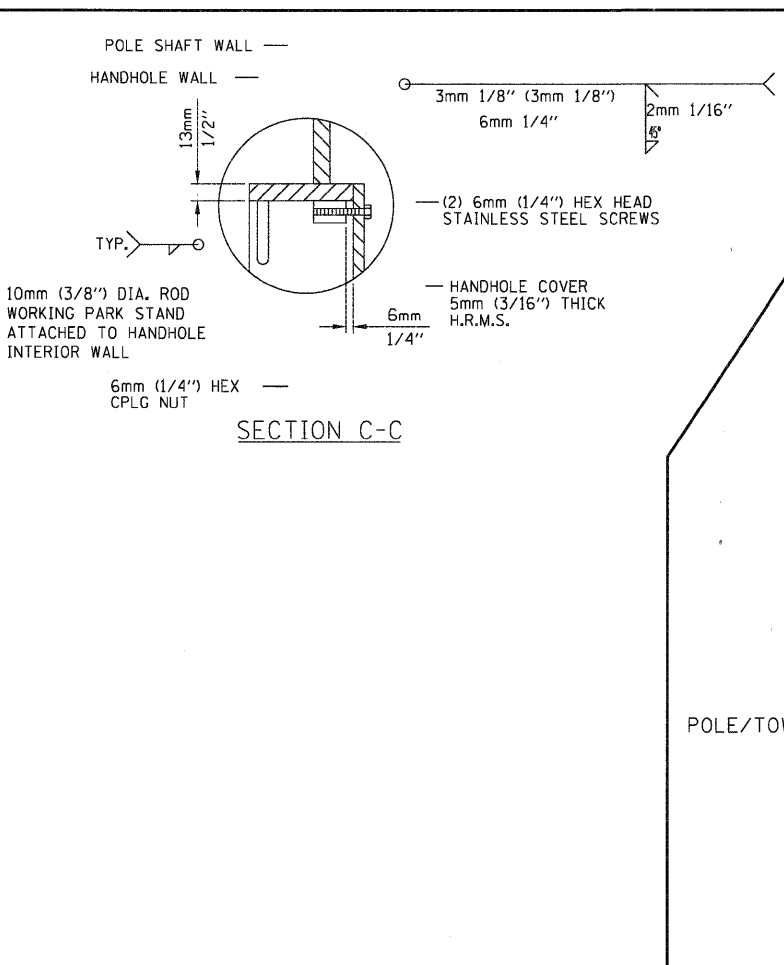
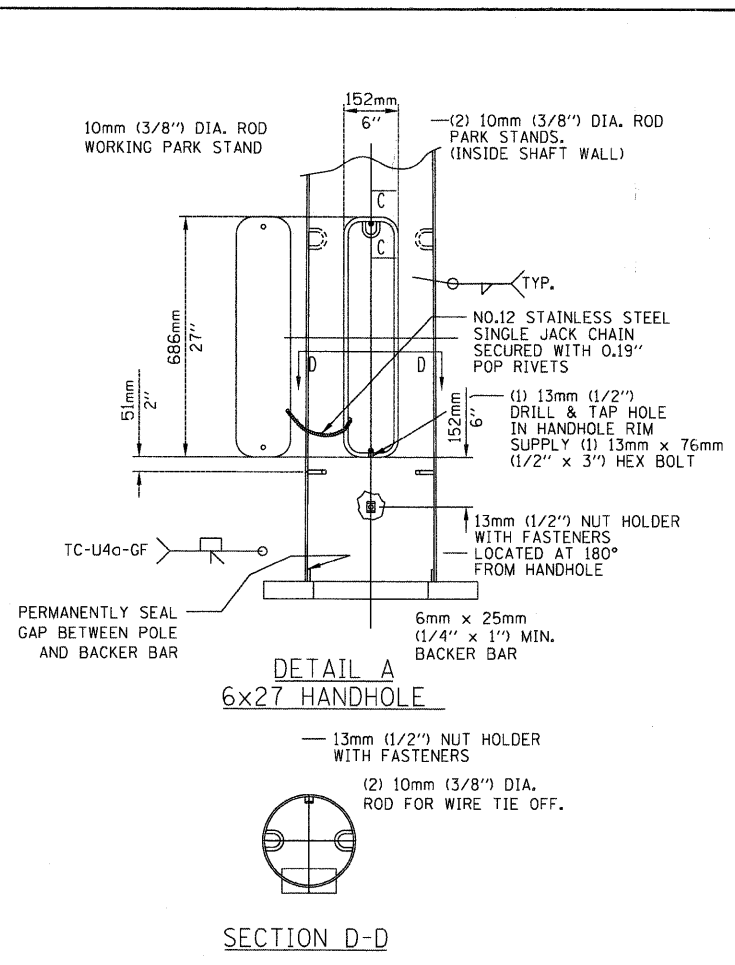
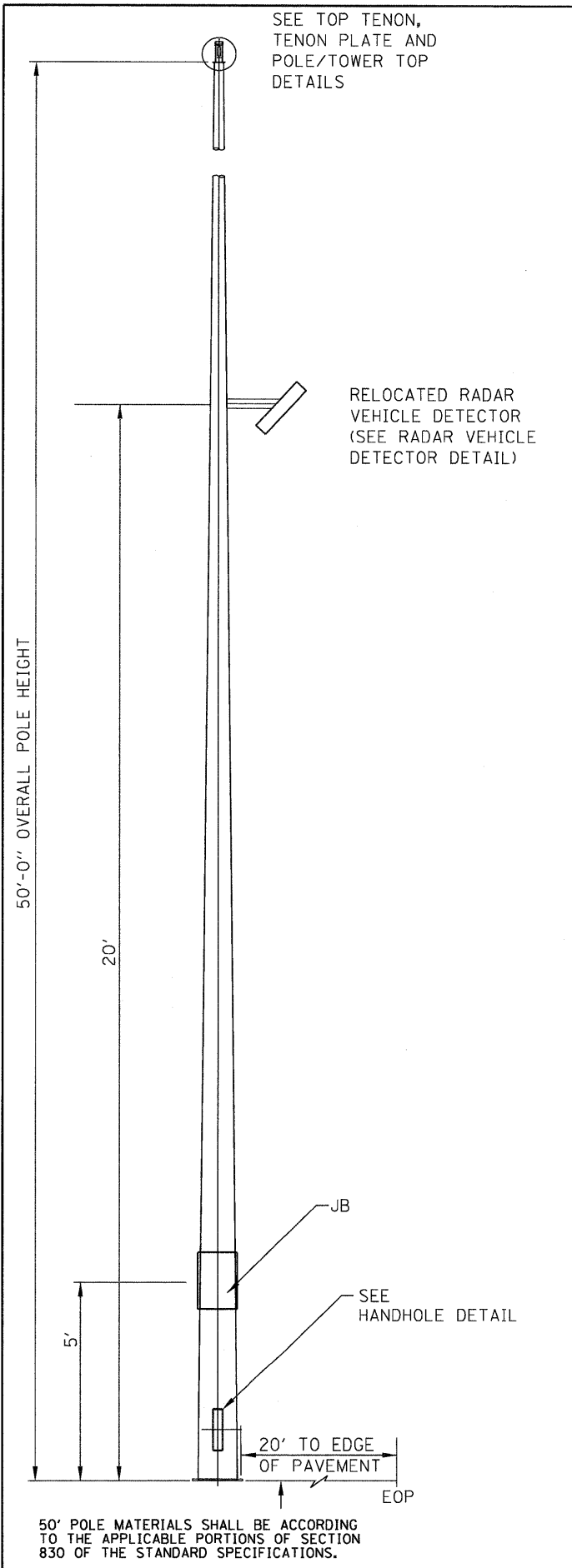
GENERAL NOTES

All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The Contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance of metal foundations and notify the Engineer if other conditions are encountered.

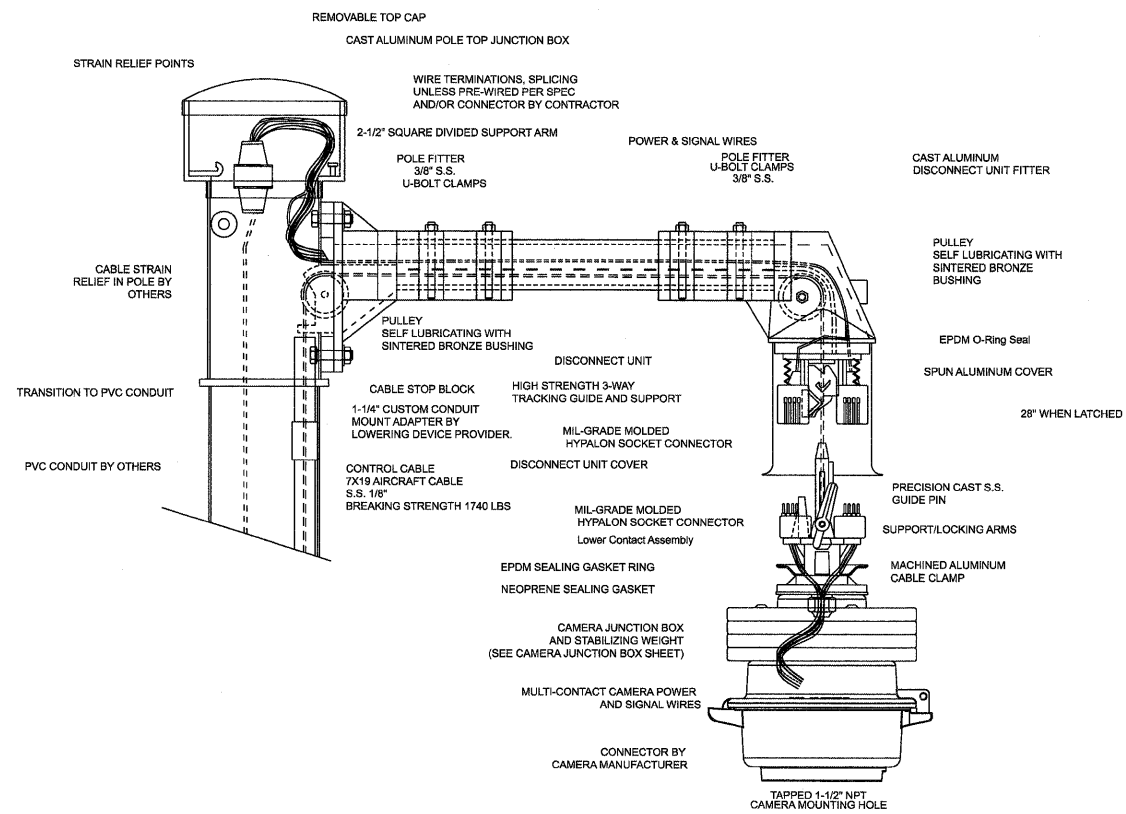
Anchor rod shall be increased in diameter as needed for 50' (15.2 m) mounting height or above. The Contractor shall match the breakaway device size or slotted hole size in the pole base plate to accommodate larger rod sizes.

Transformer bases shall not be used on metal foundations.

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

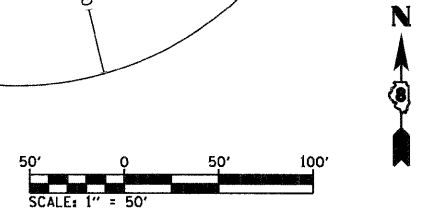
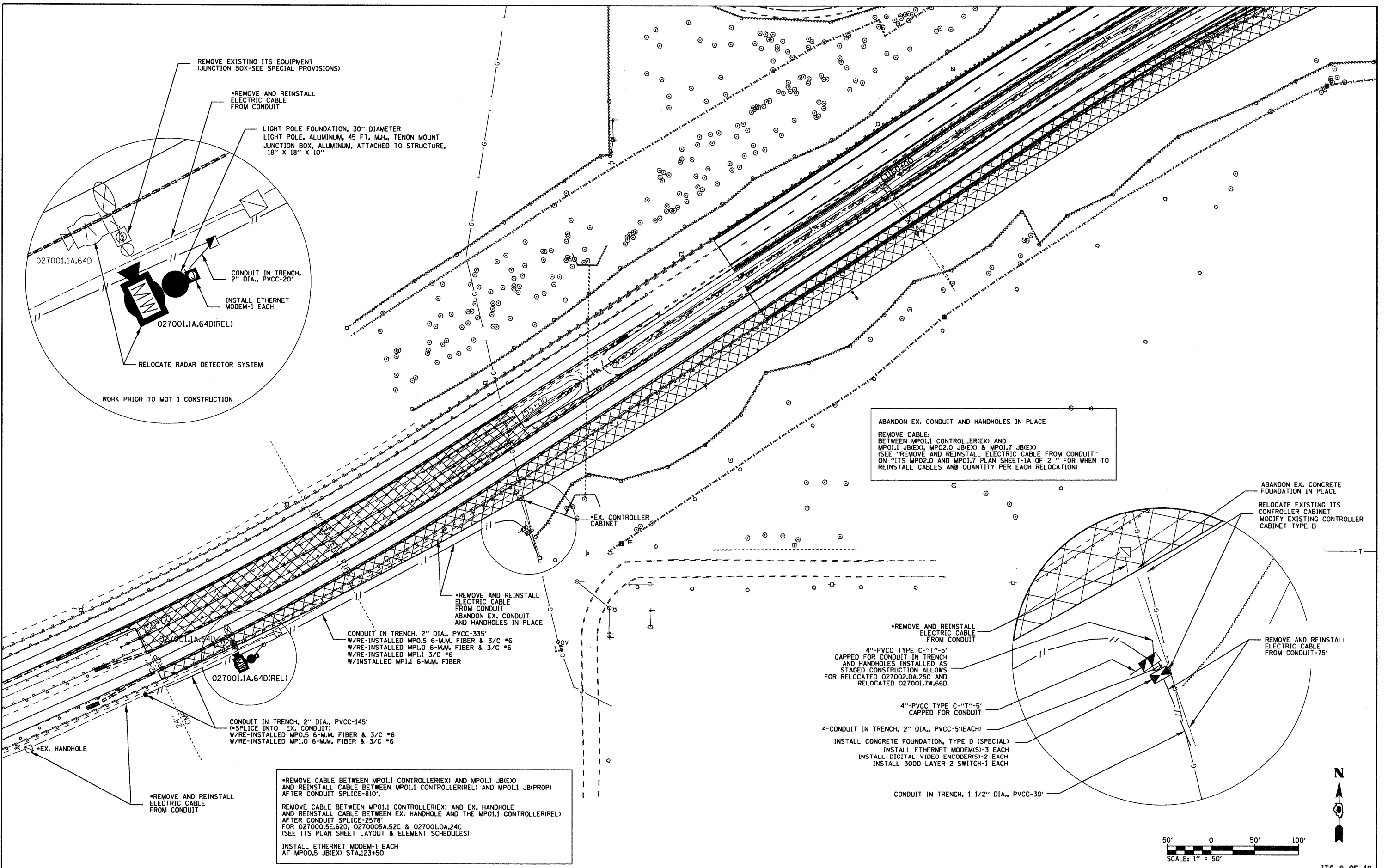


FILE NAME =	USER NAME = prestonme	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS POLE FOUNDATION DETAILS POLE MOUNTED CCTV DETAIL WITH CAMERA LOWERING DEVICE 1 OF 2	FAL RTR.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pe_work\p\dot\prestonme\dms64842\0876a91-sh-t-toplan.dgn	DRAWN - ---	REVISED - ---	REVISED - ---			270	60-18-1	MADISON	712	354	
PLOT SCALE = 50.0000 "/td> <td>CHECKED - ---</td> <td>REVISED - ---</td> <td>REVISED - ---</td> <td colspan="6" style="text-align: right;">CONTRACT NO. 76A91</td>	CHECKED - ---	REVISED - ---	REVISED - ---			CONTRACT NO. 76A91					
PLOT DATE = 3/14/2011	DATE - ---	REVISED - ---	REVISED - ---			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

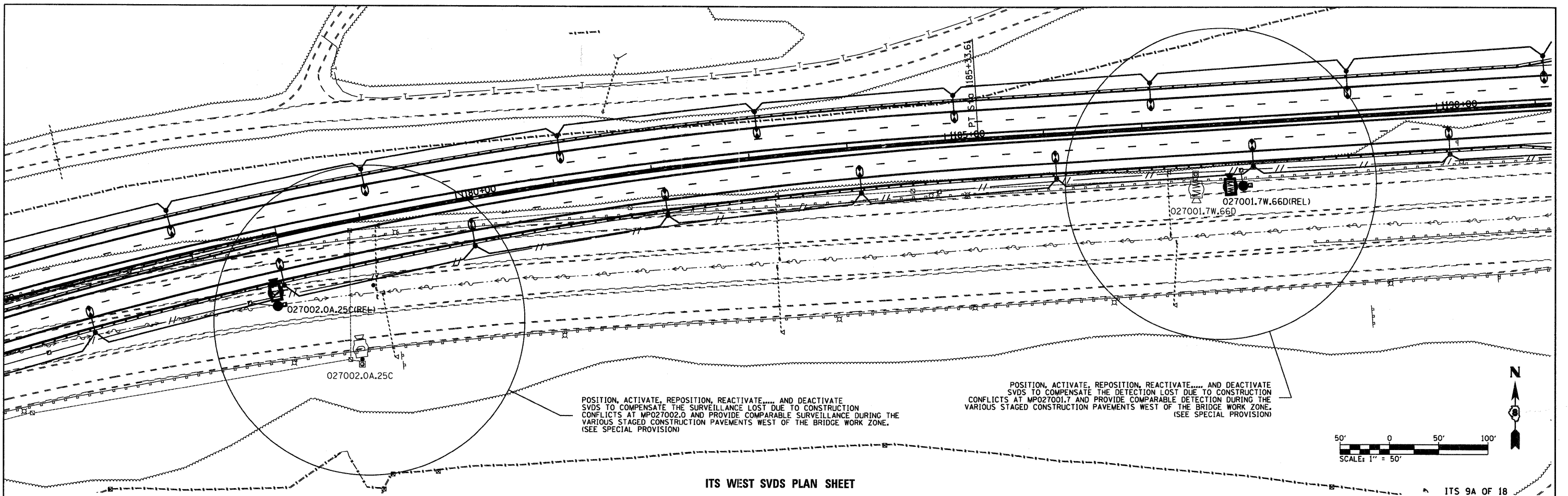


CAMERA LOWERING DEVICE FOR POLE MOUNTING MULTI-FUNCTION SURVEILLANCE CAMERAS

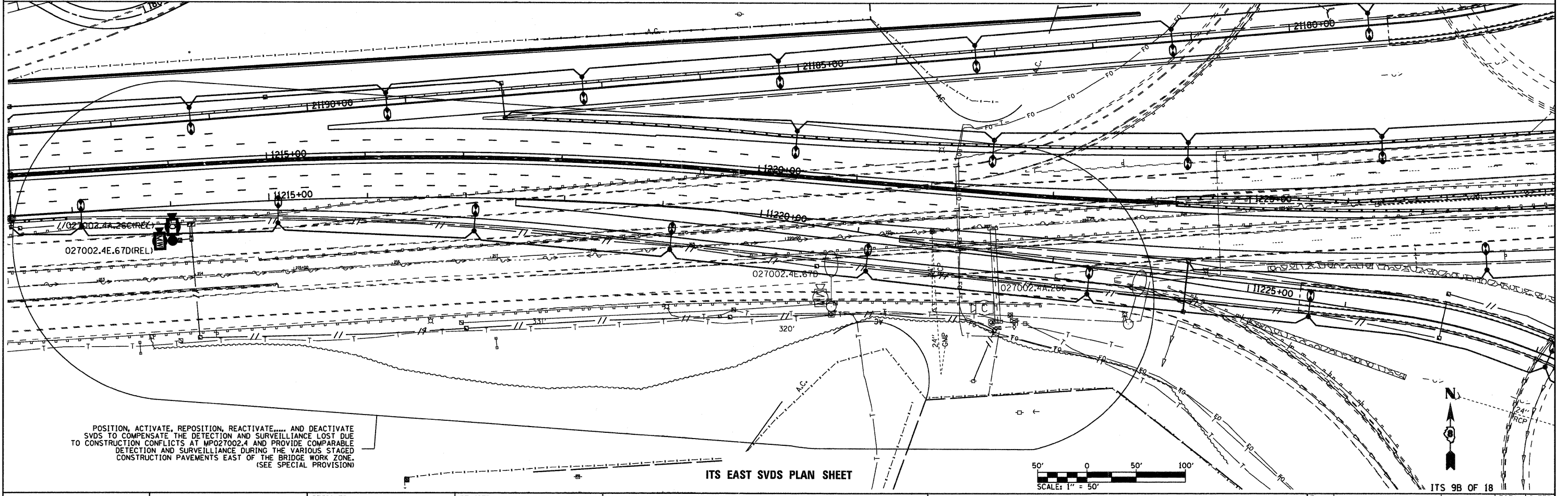
FILE NAME =	USER NAME = prestonme	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS POLE MOUNTED CCTV WITH CAMERA LOWERING DEVICE DETAIL 2 OF 2	F.A.L. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\p\work\p\p\dot\prestonme\dms64842\0876a91-sh1-taplendgn	PLOT SCALE = 50.0000' / IN.	CHECKED - ---	REVISED - ---			270	60-1B-1	MADISON	712	355	
PLOT DATE = 3/14/2011	DATE - ---	REVISED - ---	SCALE: -----			SHEET NO. -- OF -- SHEETS	STA. ----- TO STA. -----	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
						CONTRACT NO. 76A91					



FILE NAME =	USER NAME = prestonne	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS MP0.5, MP1.0, MP01.1, MP02.0 & MP01.7 WORK PRIOR TO MOT 1 CONSTRUCTION PLAN SHEET	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\pwidot\prestonne\dms64842\0876091-shr-itsplan.dgn		DRAWN -	REVISED -			270	60-1B-1	MADISON	112	356
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76A91				
PLOT DATE = 3/14/2011		DATE -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



ITS WEST SVDS PLAN SHEET



ITS EAST SVDS PLAN SHEET

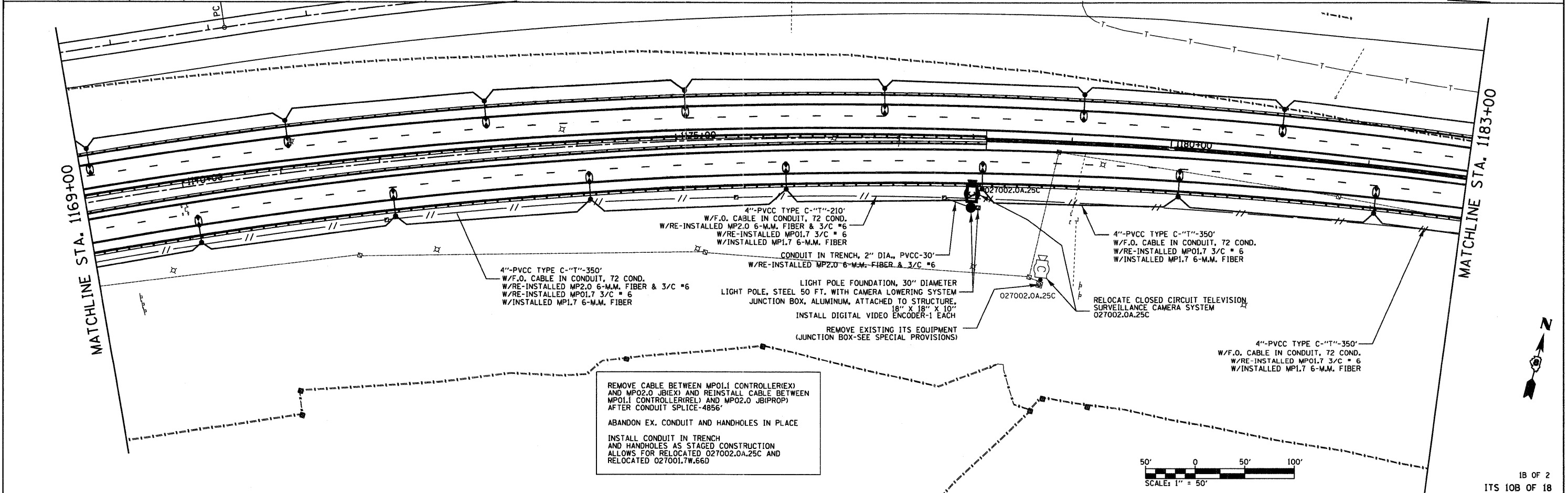
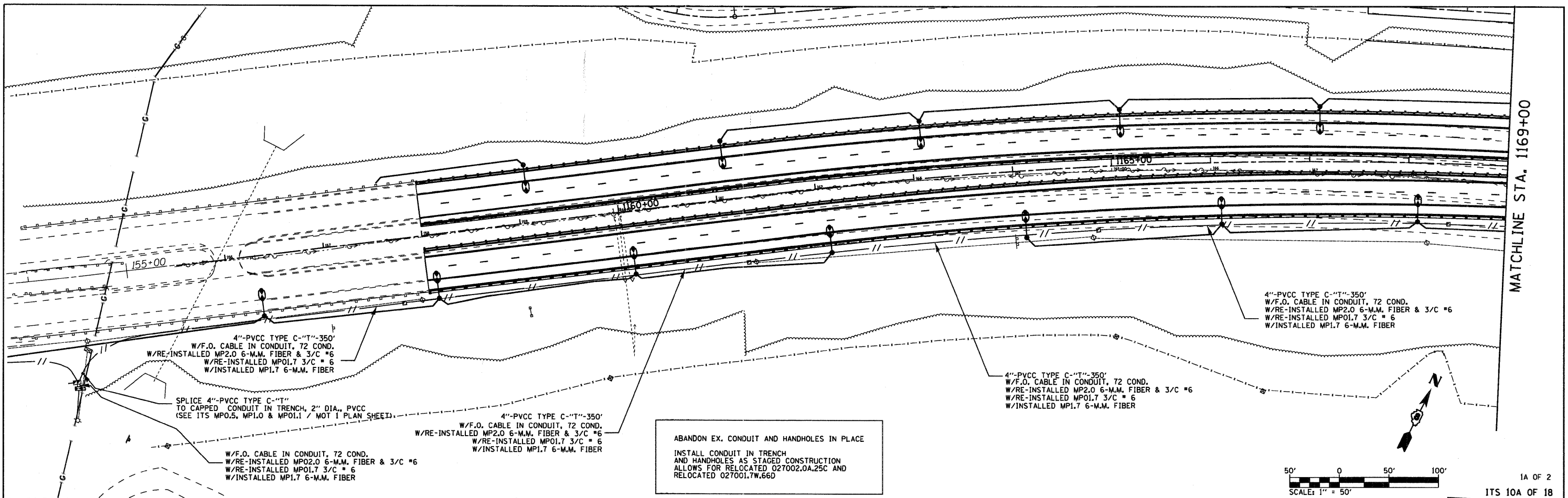
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITS WEST SVDS AND EAST SVDS PLAN SHEET

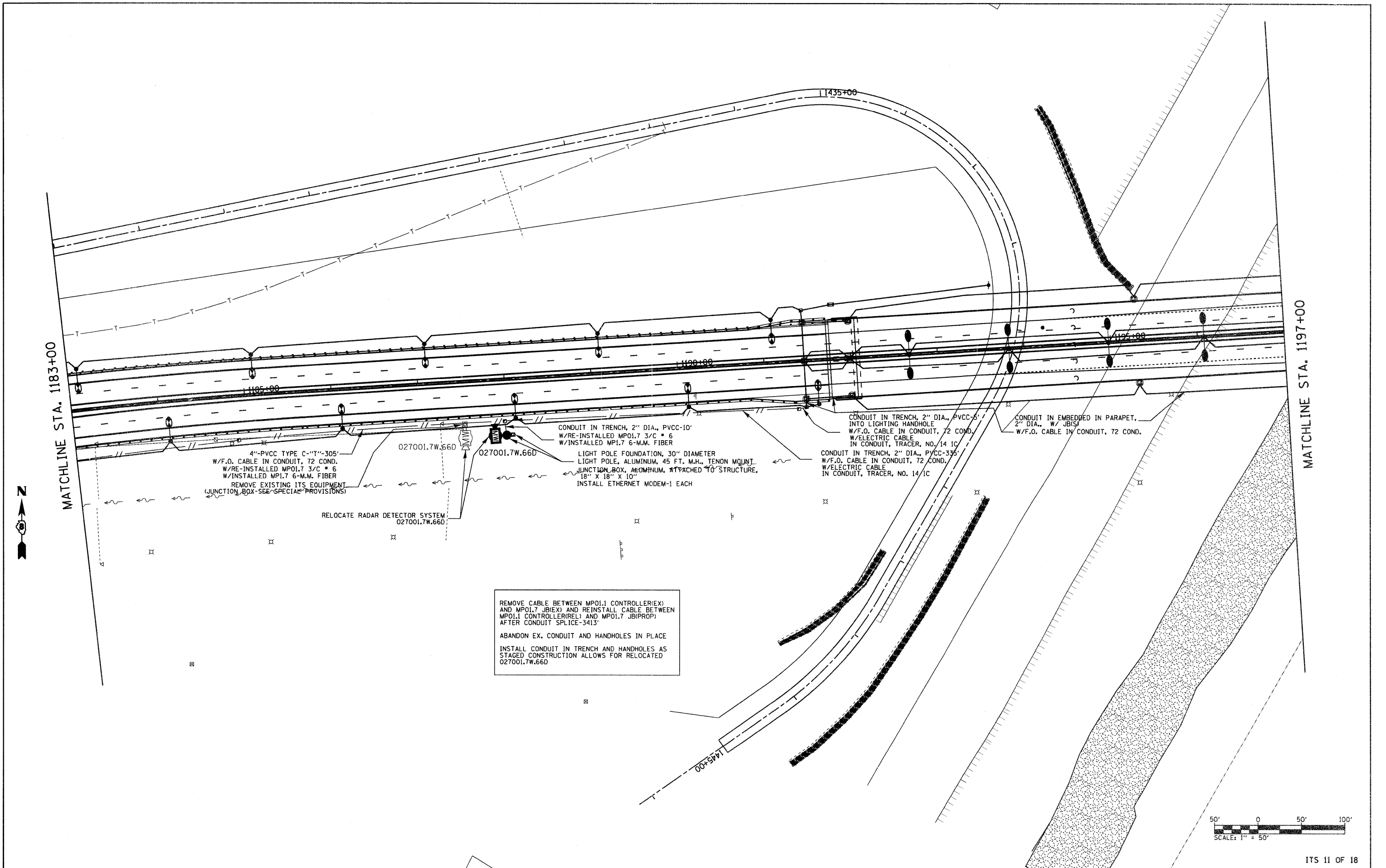
FILE NAME =	USER NAME = prestonm	DESIGNED -	REVISED -
c:\pwork\pwidot\prestonm\dms64842\0876e91-sh-itsplan.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

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

FED. ROAD DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ILLINOIS FED. AID PROJECT	60-1B-1	MADISON	112	357
CONTRACT NO. 76A91				



FILE NAME =	USER NAME = prestonne	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS MP02.0 AND MP01.7 PLAN SHEET 1A & 1B OF 2			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\prdot\prestonne\dms64842\0876e91-sh-t\toplan.dgn		DRAWN -	REVISD -		270	60-1B-1	MADISON	712	358			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISD -		CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT				
PLOT DATE = 3/14/2011		DATE -	REVISD -		SCALE: _____ SHEET NO. _____ OF _____ SHEETS STA. _____ TO STA. _____							



4"-PVC TYPE C-T"-305'
 W/F.O. CABLE IN CONDUIT, 72 COND.
 W/RE-INSTALLED MP01.7 3/C * 6
 W/INSTALLED MP1.7 6-M.M. FIBER
 REMOVE EXISTING ITS EQUIPMENT
 (JUNCTION BOX-SEE SPECIAL PROVISIONS)

RELOCATE RADAR DETECTOR SYSTEM
 027001.7W.66D

CONDUIT IN TRENCH, 2" DIA., PVC-10'
 W/RE-INSTALLED MP01.7 3/C * 6
 W/INSTALLED MP1.7 6-M.M. FIBER

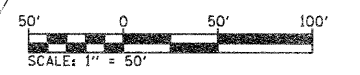
LIGHT POLE FOUNDATION, 30" DIAMETER
 LIGHT POLE, ALUMINUM, 45 FT. M.H., TENON MOUNT.
 JUNCTION BOX, ALUMINUM, ATTACHED TO STRUCTURE,
 18" X 18" X 10"
 INSTALL ETHERNET MODEM-1 EACH

CONDUIT IN TRENCH, 2" DIA., PVC-5'
 INTO LIGHTING HANDHOLE
 W/F.O. CABLE IN CONDUIT, 72 COND.
 W/ELECTRIC CABLE
 IN CONDUIT, TRACER, NO. 14 1C

CONDUIT IN EMBEDDED IN PARAPET,
 2" DIA., W/ JB(S)
 W/F.O. CABLE IN CONDUIT, 72 COND.

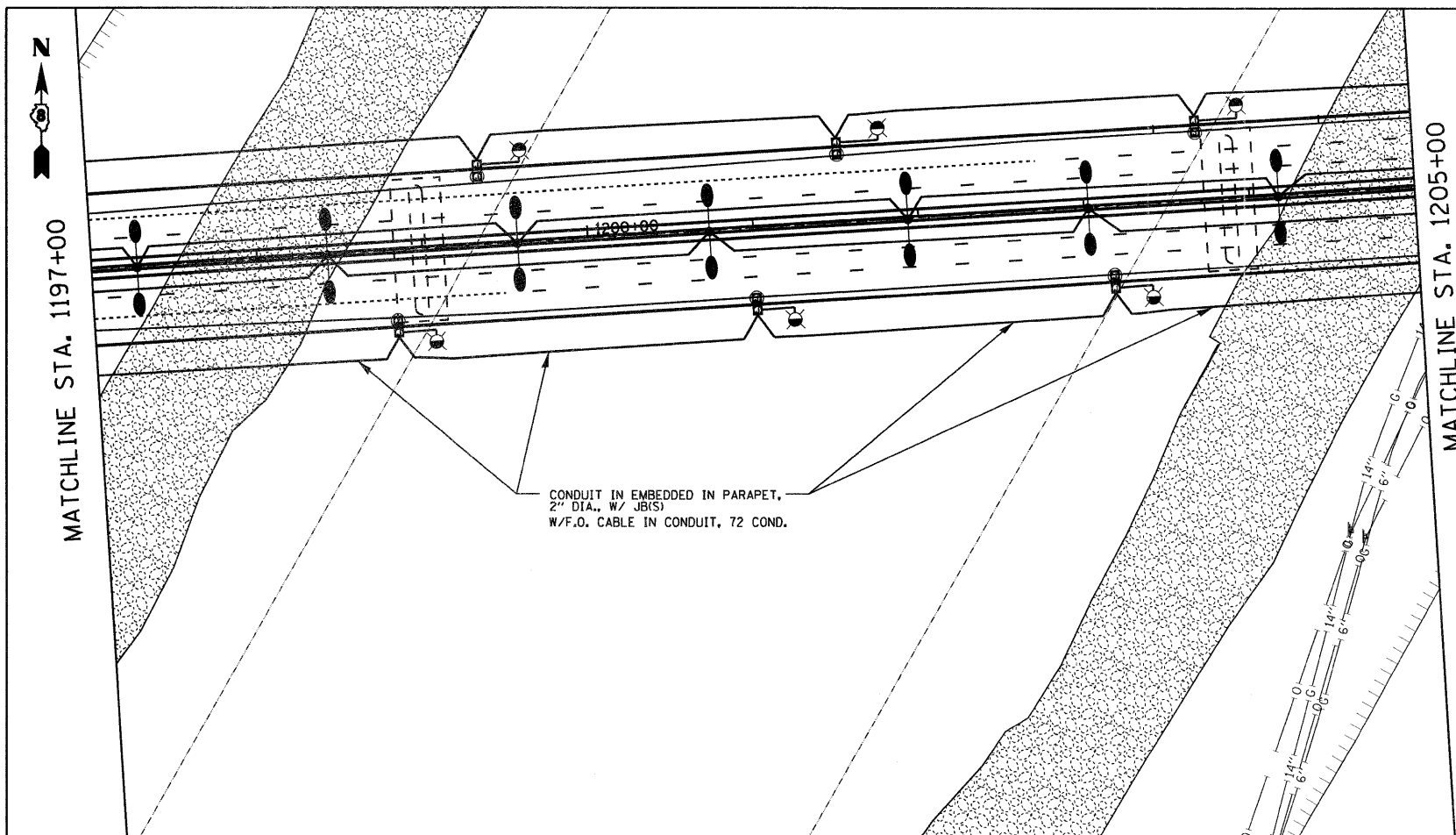
CONDUIT IN TRENCH, 2" DIA., PVC-335'
 W/F.O. CABLE IN CONDUIT, 72 COND.
 W/ELECTRIC CABLE
 IN CONDUIT, TRACER, NO. 14 1C

REMOVE CABLE BETWEEN MP01.1 CONTROLLER(EX)
 AND MP01.7 JB(EX) AND REINSTALL CABLE BETWEEN
 MP01.1 CONTROLLER(REL) AND MP01.7 JB(POP)
 AFTER CONDUIT SPLICE-3413'
 ABANDON EX. CONDUIT AND HANDHOLES IN PLACE
 INSTALL CONDUIT IN TRENCH AND HANDHOLES AS
 STAGED CONSTRUCTION ALLOWS FOR RELOCATED
 027001.7W.66D



ITS 11 OF 18

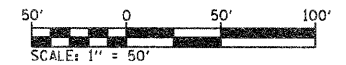
FILE NAME =	USER NAME = prestonma	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS MP02.0 AND MP01.7 PLAN SHEET 2 OF 2			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\prestonma\dms64842\0876e91-shr-1.tbl.dgn		DRAWN - ---	REVISED - ---		270	60-1B-1	MADISON	712	359			
PLOT SCALE = 50.0000' / IN.		CHECKED - ---	REVISED - ---		CONTRACT NO. 76A91							
PLOT DATE = 4/8/2011		DATE - ---	REVISED - ---		ILLINOIS FED. AID PROJECT							
				SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____						



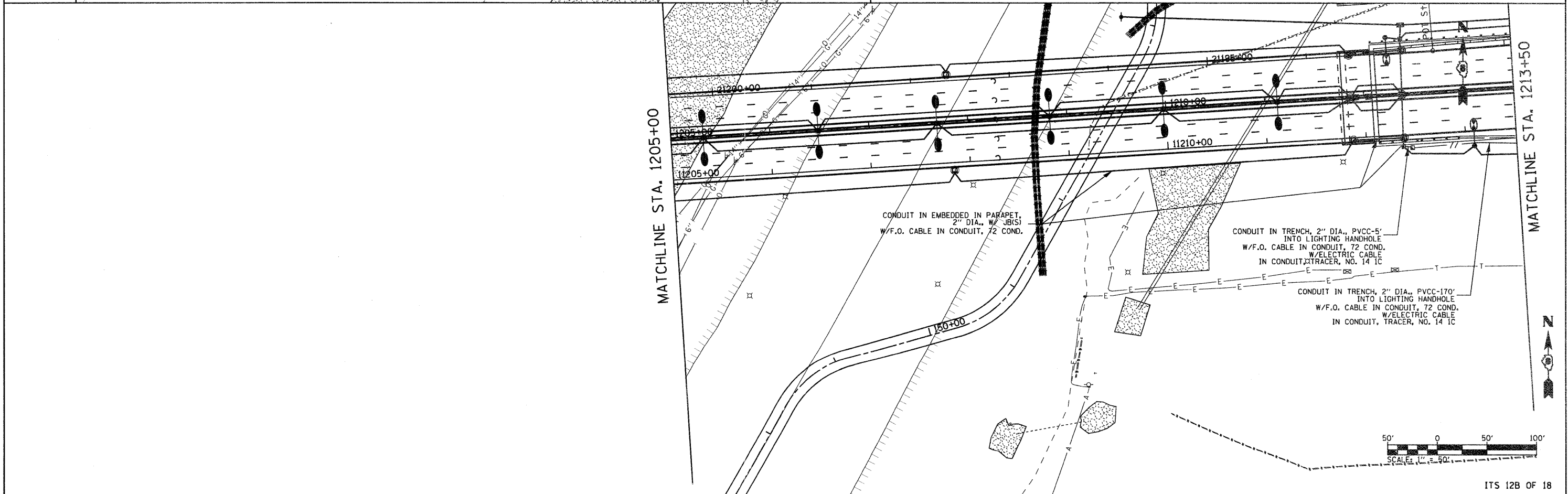
MATCHLINE STA. 1205+00

MATCHLINE STA. 1197+00

CONDUIT IN EMBEDDED IN PARAPET,
2" DIA., W/ JB(S)
W/F.O. CABLE IN CONDUIT, 72 COND.



ITS 12A OF 18



MATCHLINE STA. 1205+00

MATCHLINE STA. 1213+50

CONDUIT IN EMBEDDED IN PARAPET,
2" DIA., W/ JB(S)
W/F.O. CABLE IN CONDUIT, 72 COND.

CONDUIT IN TRENCH, 2" DIA., PVCC-5'
INTO LIGHTING HANDHOLE
W/F.O. CABLE IN CONDUIT, 72 COND.
W/ELECTRIC CABLE
IN CONDUIT, TRACER, NO. 14 IC

CONDUIT IN TRENCH, 2" DIA., PVCC-170'
INTO LIGHTING HANDHOLE
W/F.O. CABLE IN CONDUIT, 72 COND.
W/ELECTRIC CABLE
IN CONDUIT, TRACER, NO. 14 IC



ITS 12B OF 18

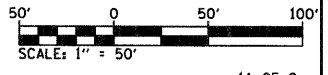
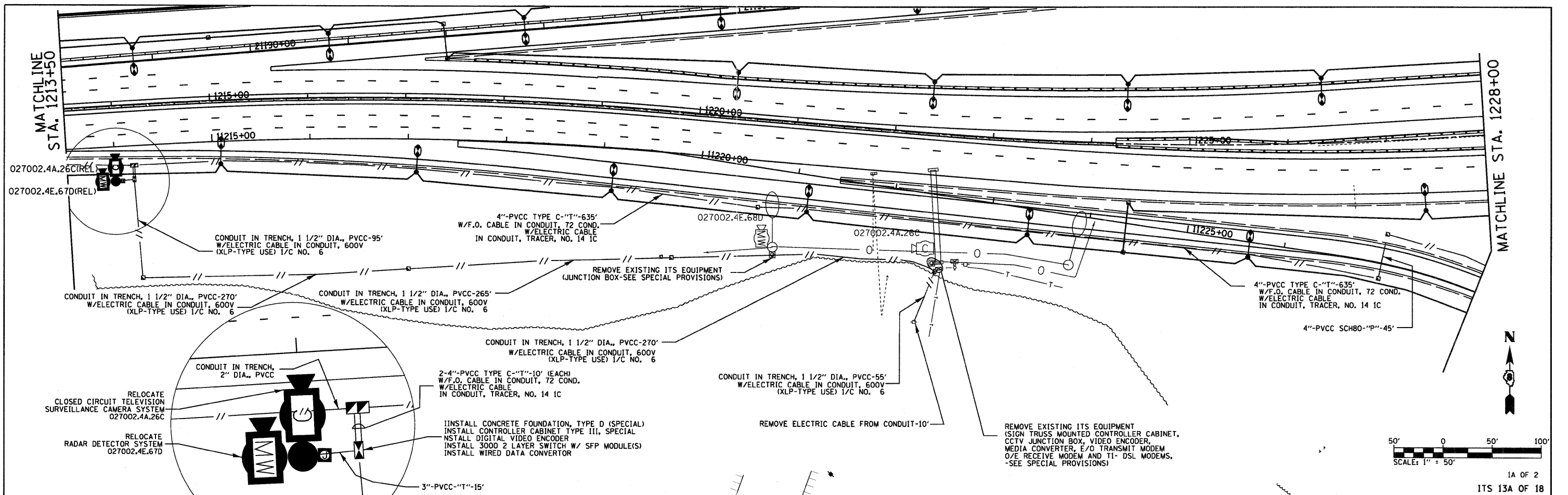
FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -
cr\pwork\pwidot\prestonme\dms64842\0876e91-shr-1tsp1an.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 4/8/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

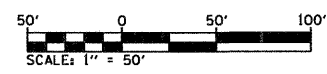
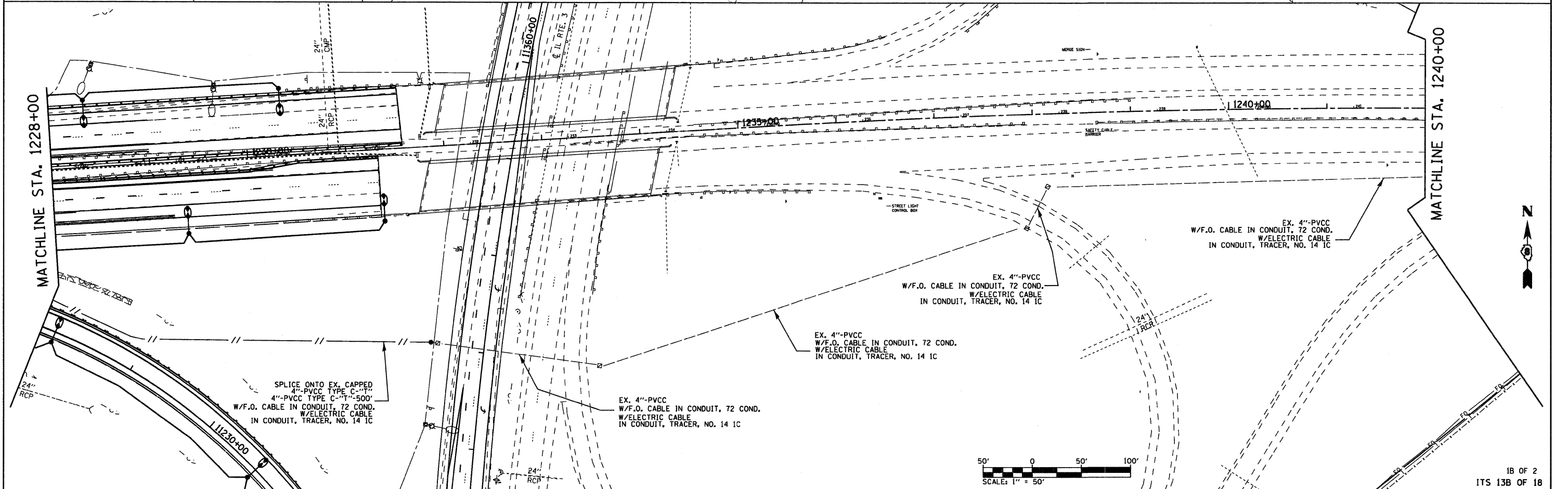
**ITS MP0.7 AND MP0.4
PLAN SHEET**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	360
CONTRACT NO. 76A91				
FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT				

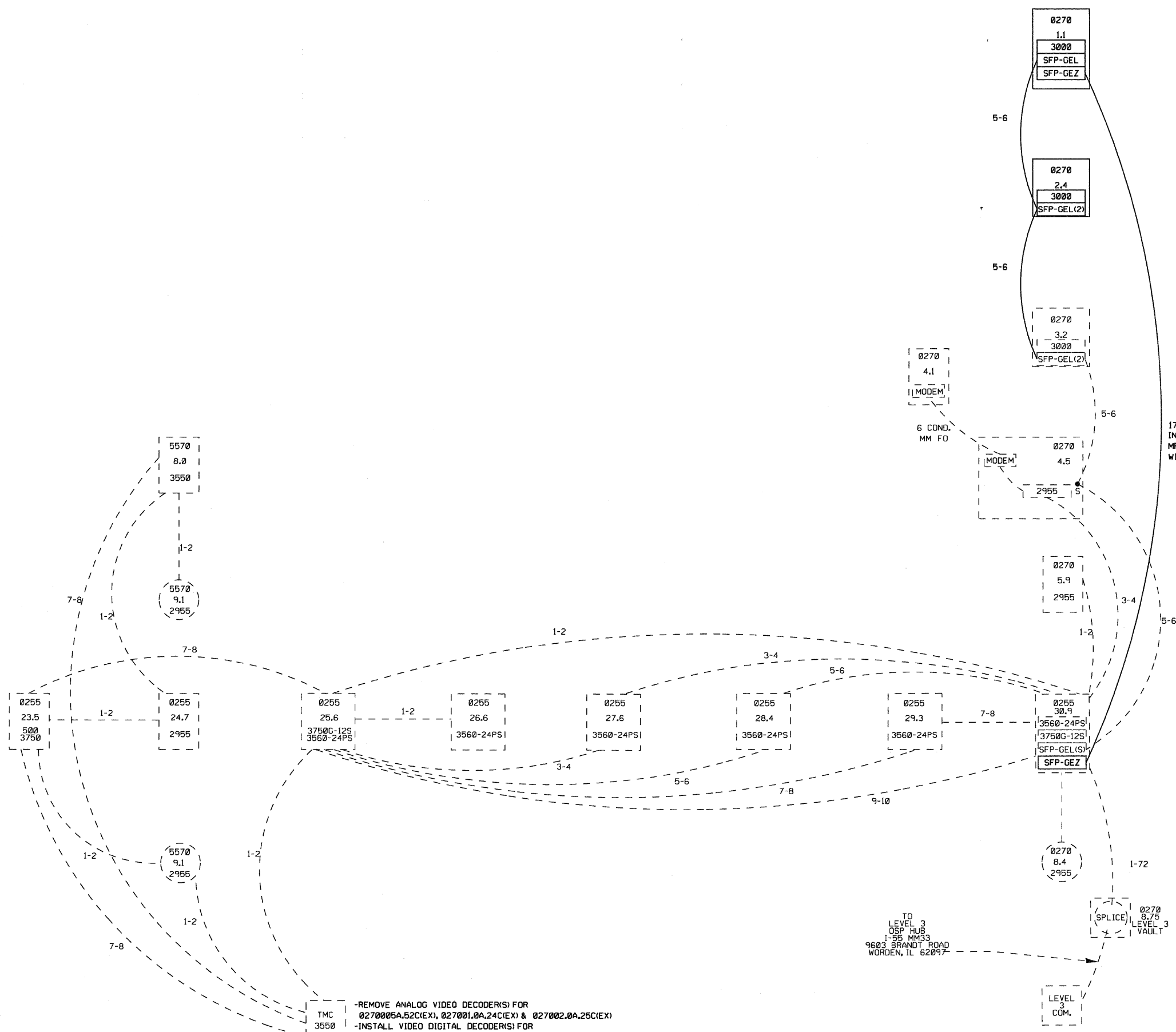


1A OF 2
ITS 13A OF 18



1B OF 2
ITS 13B OF 18

FILE NAME =	USER NAME = prestonne	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ITS MP02.4 & MP03.2 PLAN SHEET 1 OF 2			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\p\work\pwsdot\prestonne\dms64842\0876e9l-shr-istp1endgn		DRAWN -	REVISED -		270	60-1B-1	MADISON	712	361			
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76A91							
PLOT DATE = 3/14/2011		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



→ ODD TO THE NORTH
 ← EVEN TO THE SOUTH
 ↓ ODD TO THE EAST
 ↑ EVEN TO THE WEST

17-18
 INSURE CONTINUITY OF 17-18 THRU
 MP02.4, MP032, MP04.5 AND MP05.9
 WITH SPLICES AS NEEDED

TMC 3550
 -REMOVE ANALOG VIDEO DECODER(S) FOR
 0270005A.52C(EX), 027001.0A.24C(EX) & 027002.0A.25C(EX)
 -INSTALL VIDEO DIGITAL DECODER(S) FOR
 0270005A.52C(EX), 027001.0A.24C(EX) & 027002.0A.25C(REL)

TO
 LEVEL 3
 OSP HUB
 1-55 MM33
 9603 BRANDT ROAD
 WORDEN, IL 62097

LEVEL
 3
 COM.

FILE NAME =	USER NAME = prestonne	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMUNICATION SYSTEM COVER SHEET			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwidot\prestonne\dms64842\0876e91-shr-itsplan.dgn	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -					270	60-1B-1	MADISON	712	363
PLOT DATE = 3/14/2011	DATE -	REVISED -	REVISED -		CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT				
					SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____					

LOCATION (FIBERS ON WEST SIDE)

FIBER	027003.2	027002.4
1-2	S	S
3-4	S	S
5-6	T	T
7-8	S	S
9-10	S	S
11-12	S	S
13-14	S	S
15-16	S	S
17-18	T	T
19-20	S	S
21-22	S	S
23-24	S	S
25-26	S	S
27-28	S	S
29-30	S	S
31-32	S	S
33-34	S	S
35-36	S	S
37-72	S	S

LOCATION (FIBERS ON EAST SIDE)

FIBER	027001.1	027002.4	027003.2
1-2	-B-	S	S
3-4	-B-	S	S
5-6	T	T	E
7-8	-B-	S	S
9-10	-B-	S	S
11-12	-B-	S	S
13-14	-B-	S	S
15-16	-B-	S	S
17-18	T	T	E
19-20	-B-	S	S
21-22	-B-	S	S
23-24	-B-	S	S
25-26	-B-	S	S
27-28	-B-	S	S
29-30	-B-	S	S
31-32	-B-	S	S
33-34	-B-	S	S
35-36	-B-	S	S
37-72	-B-	S	S

INSURE CONTINUITY OF 17-18 THRU 270MP04.5 AND 270MP05.9 TO 255MP30.9 WITH SPLICES AS NEEDED.

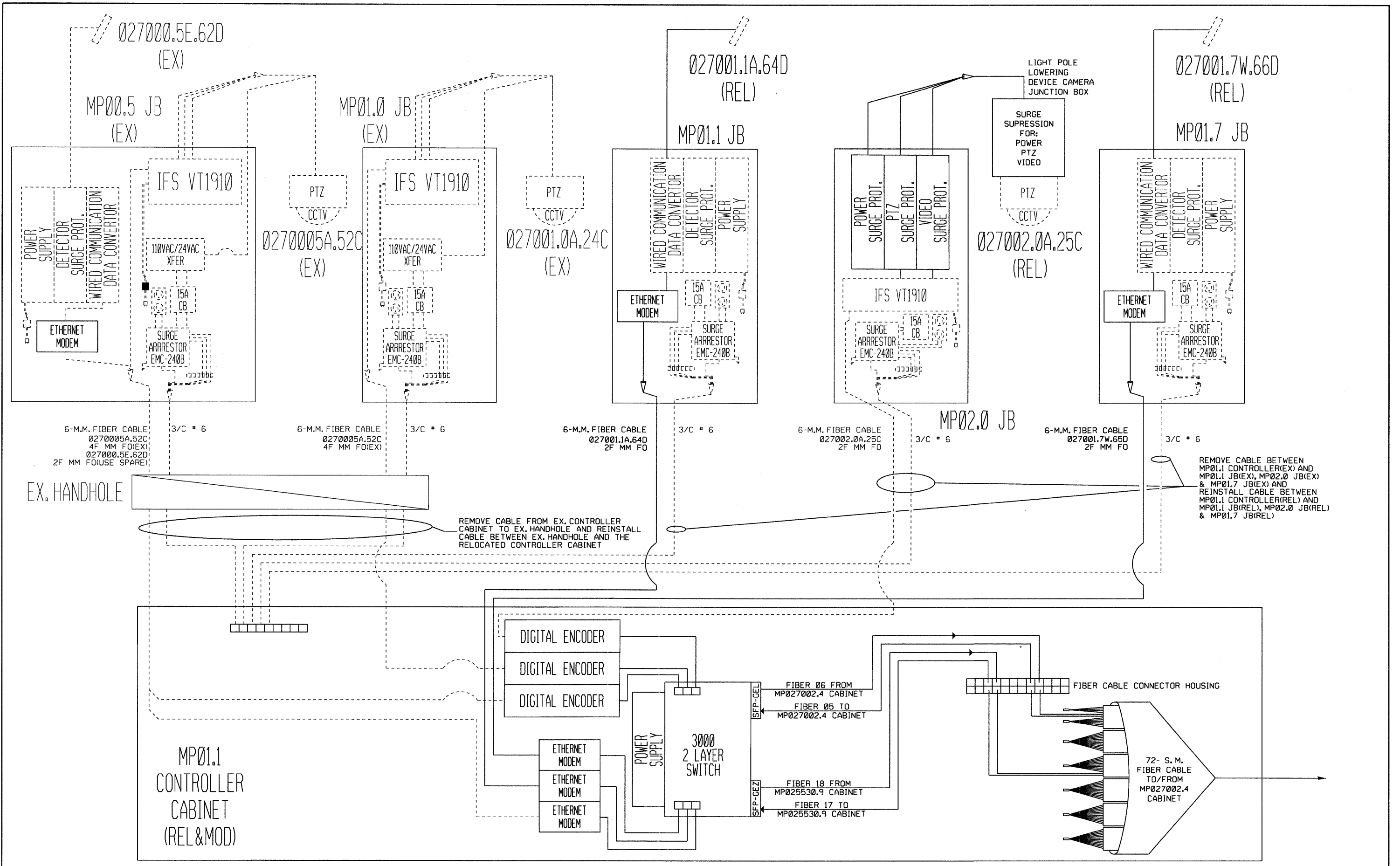
TOTAL SPLICES=146
TOTAL TERMINATIONS=18

T=TERMINATE
S=SPLICE FIBER
-UC--UNCUT FIBER RUN
-B--BARE (UNUSED)
E= EXISTING TERMINATED FIBER

LOCATION	LAYER 2 SWITCH	SFP-GE-L	SFP-GE-Z	WIRED COMMUNICATION DATA CONVERTOR	DIGITAL ENCODER	DIGITAL DECODER	ETHERNET MODEM
MP027000.5 JB(EX)							1
MP027001.1 JB				1			1
MP027001.1 CABINET (REL)	1	1	1		3		8
MP027002.0 JB							
MP027001.7 JB							1
MP027002.4 CABINET	1	2		1	1		
MP027003.2 CABINET(EX)							
MP025530.9 CABINET (EX)			1				
TMC						4	
TOTALS:	2	3	2	2	4	4	6

SFP-GE-L = SINGLE-MODE FIBER-OPTIC LINK SPANS OF UP TO 10 KM
SFP-GE-Z = SINGLE-MODE FIBER-OPTIC LINK SPANS OF UP TO APPROXIMATELY 70 KM IN LENGTH

FILE NAME =	USER NAME = prestonne	DESIGNED - ---	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TERMINATION-SPLICES TOTALS & SWITCH SCHEDULE			F.A.I. RATE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pe_work\pwidot\prestonne\dms64842\0876e91-sht-11splan.dgn	DRAWN - ---	REVISED - ---	270					60-1B-1	MADISON	712	364	
PLOT SCALE = 50,0000 ' / IN.	CHECKED - ---	REVISED - ---	SCALE: _____ SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____			FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT						
PLOT DATE = 3/14/2011	DATE - -----	REVISED - ---				CONTRACT NO. 76A91						

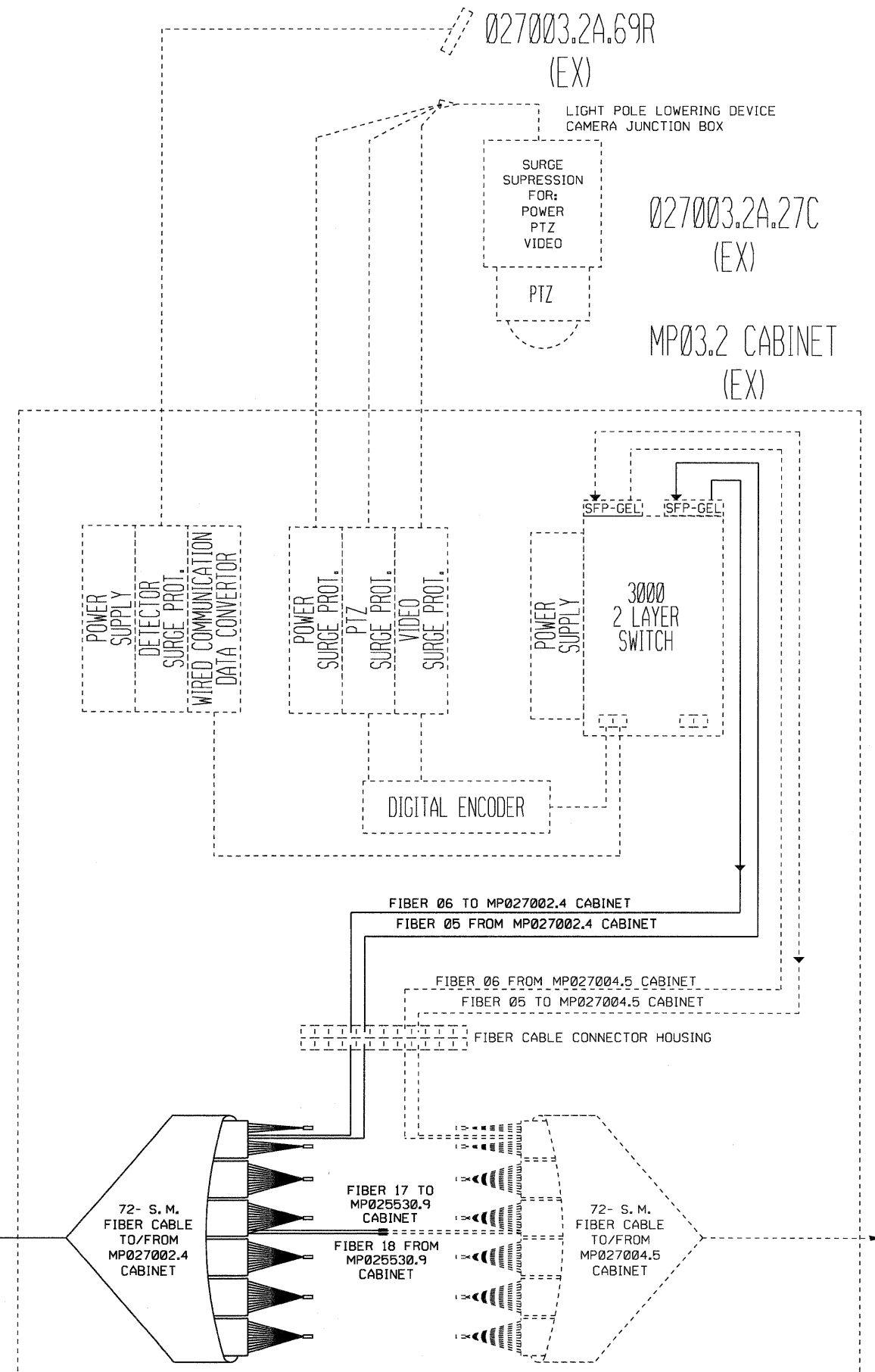
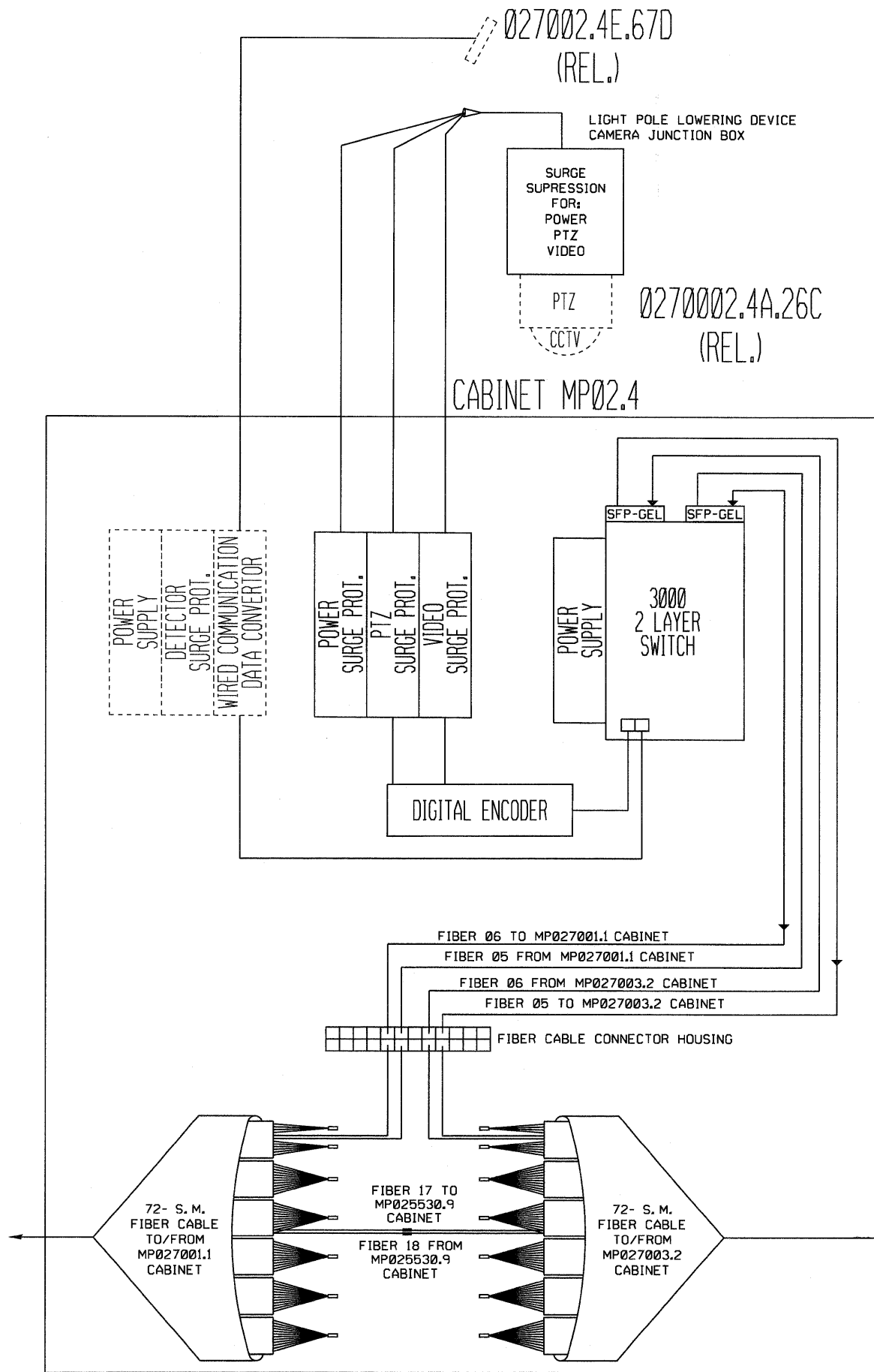


FILE NAME =	USER NAME = prestonne	DESIGNED -	REVISED -
ci:\p\work\p\dot\prestonne\dms64842\0876a91-sh1-tsp1en.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -
PLOT DATE = 3/14/2011		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**COMMUNICATION SHEET
MP027001.1 CABINET TO MP027002.4 CABINET**

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	365
CONTRACT NO. 76A91				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



ITS 18 OF 18

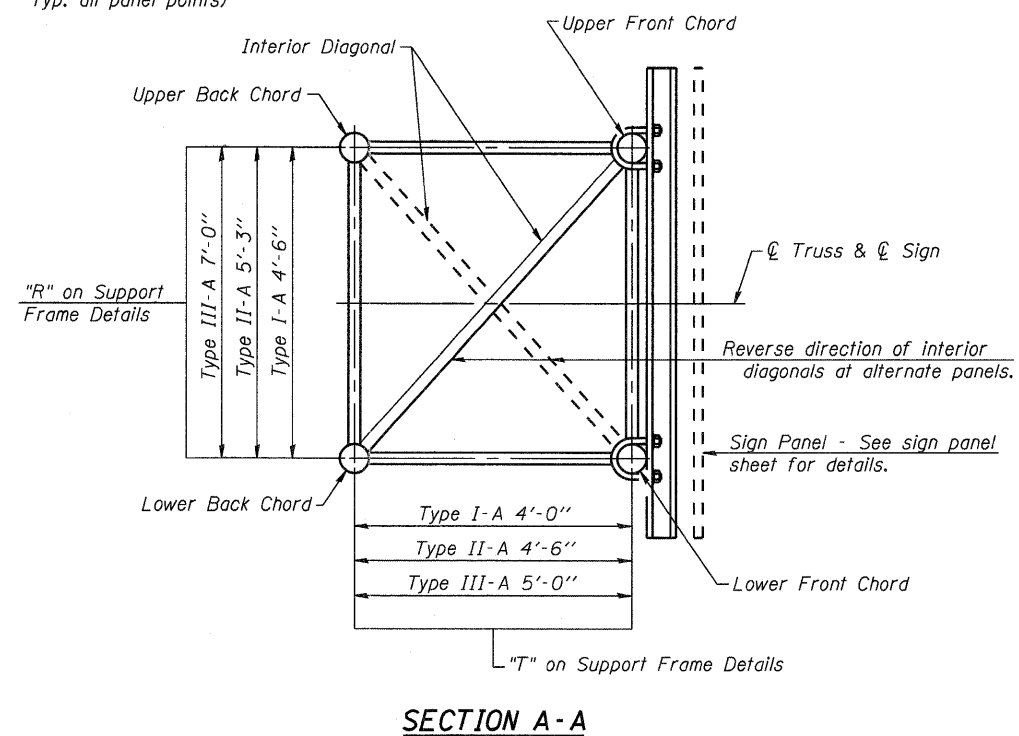
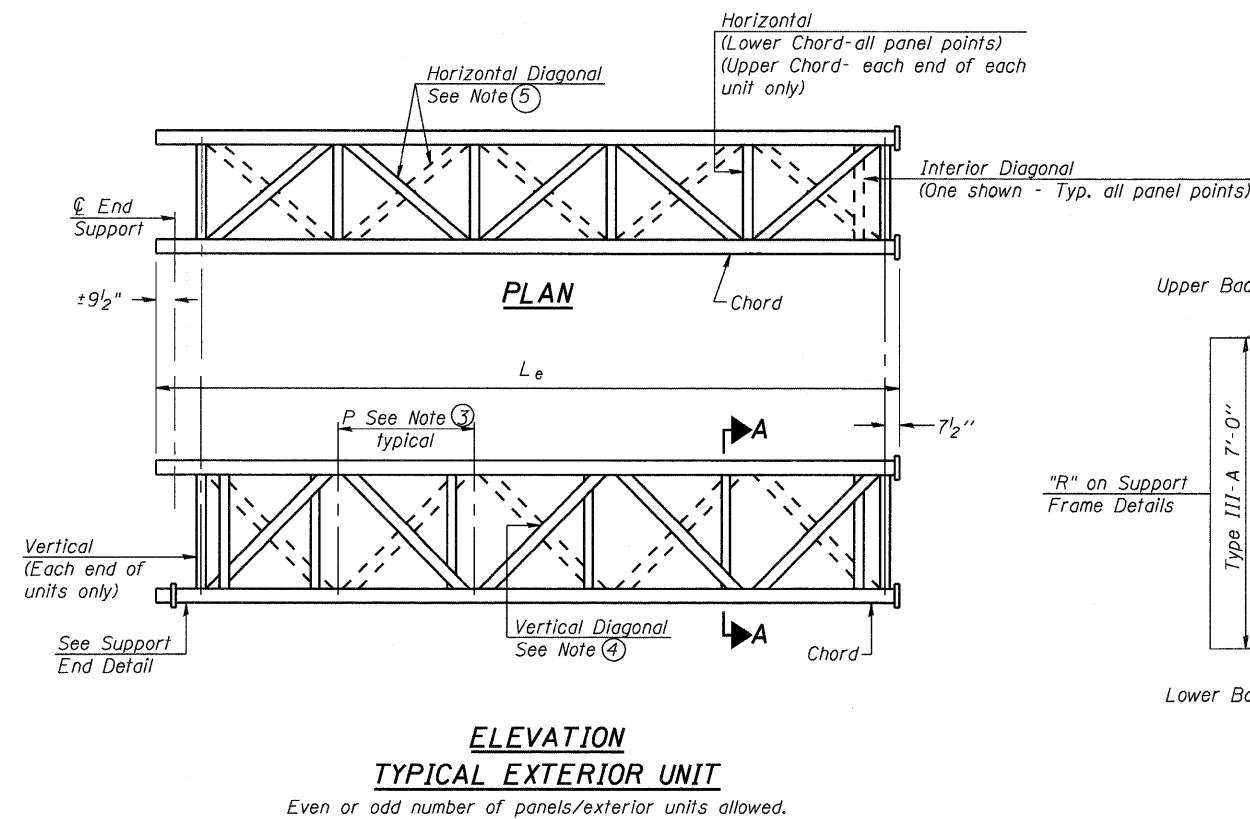
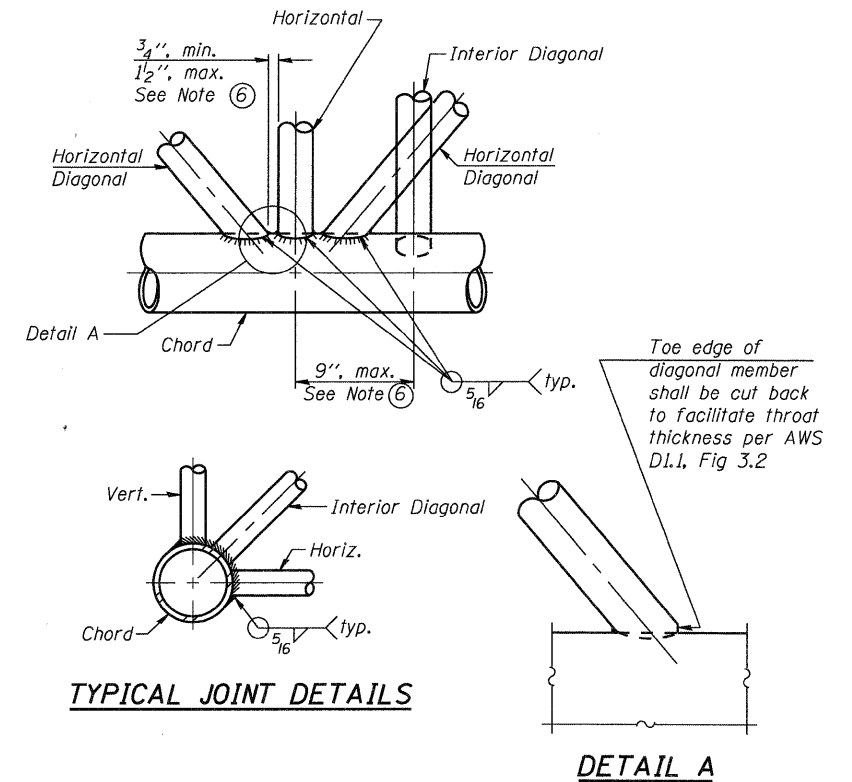
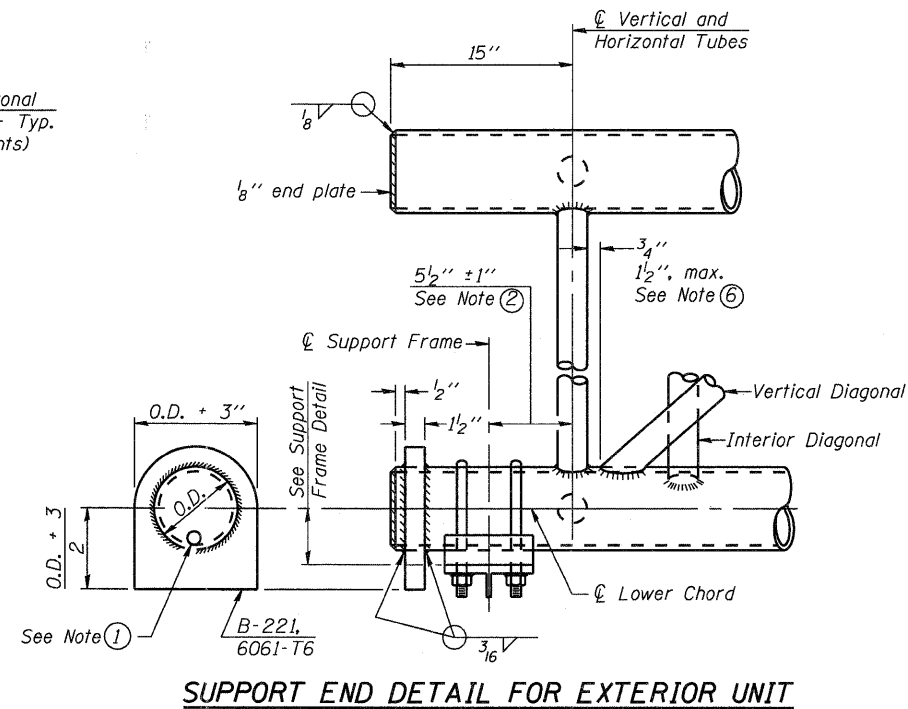
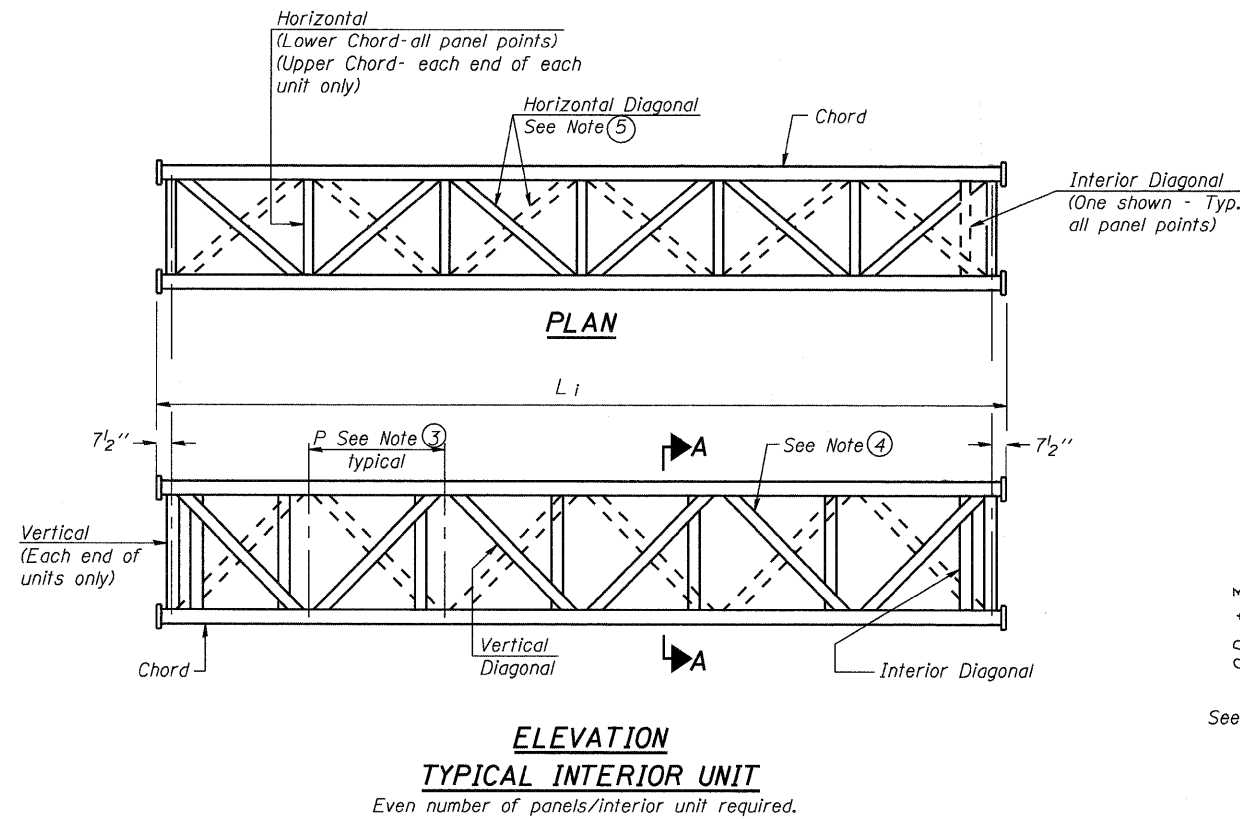
FILE NAME =	USER NAME = prestonme	DESIGNED -	REVISED -
cs:\pwork\pwidot\prestonme\dms64842\0876e91-sht-itsplan.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000 / IN.		CHECKED -	REVISED -
PLOT DATE = 3/14/2011		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COMMUNICATION SHEET
MP027002.4 CABINET TO MP027003.2 CABINET

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

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	366
FED. ROAD DIST. NO. ILLINOIS/FED. AID PROJECT			CONTRACT NO. 76A91	



- ① Contractor may alternatively use standard aluminum drive-fit cap to close end. 1/2" ϕ drain hole in end plate/drive-fit cap. (Typ. at ends of all chords)
- ② 5 1/2" end dimension may vary by $\pm 1"$ to provide uniform panel spacing (P).
- ③ Panel spacing (P) shall be uniform for entire truss and between 4'-0" and 5'-0" for Type I-A or 4'-0" and 5'-6" for Types II-A and III-A.
- ④ Vertical Diagonals in front and back face shall alternate.
- ⑤ Hidden lines show wind bracing alternates direction between planes of top and bottom chords.
- ⑥ All diagonals shall be detailed for minimum offset from the panel point based on the following: Offset shall be such as to provide a 3/4" minimum to 1 1/2" maximum clearance between any diagonal and any horizontal or vertical member, and to provide clearance for U-bolt connections of signs or walkway brackets.

OS-A-2 1-20-11

FILE NAME = ... \D876A91-002-sign-os-a-2.dgn

USER NAME = .CFC.
DESIGNED - MCB
CHECKED - GJB
DRAWN - CFC
PLOT SCALE = 0:1.000000 1' / IN.
PLOT DATE = 3/14/2011

DESIGNED - MCB
CHECKED - GJB
DRAWN - CFC
CHECKED - MCB

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

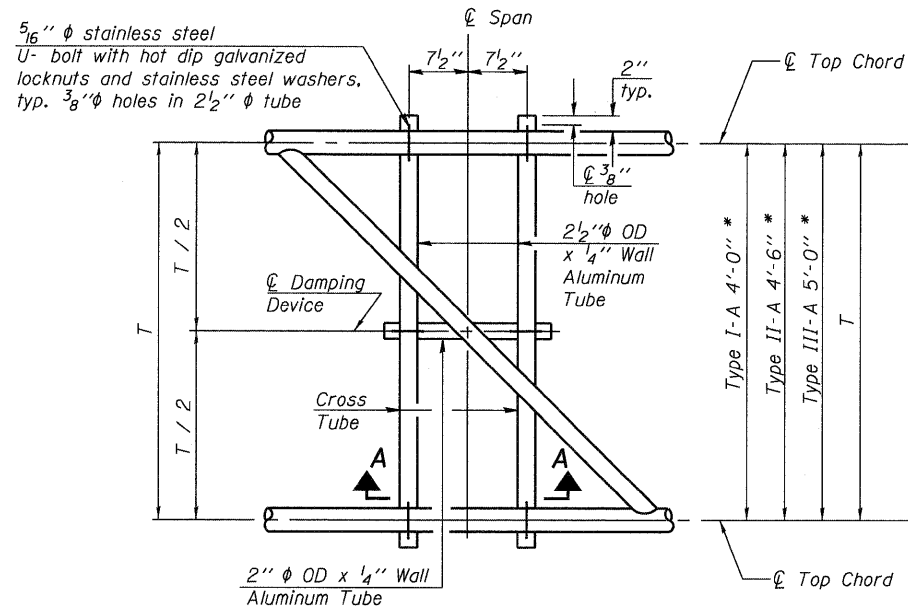
OVERHEAD SIGN STRUCTURES - ALUMINUM TRUSS
DETAILS FOR TRUSS TYPES I-A, II-A AND III-A

SHEET NO. 2 OF 11 SHEETS

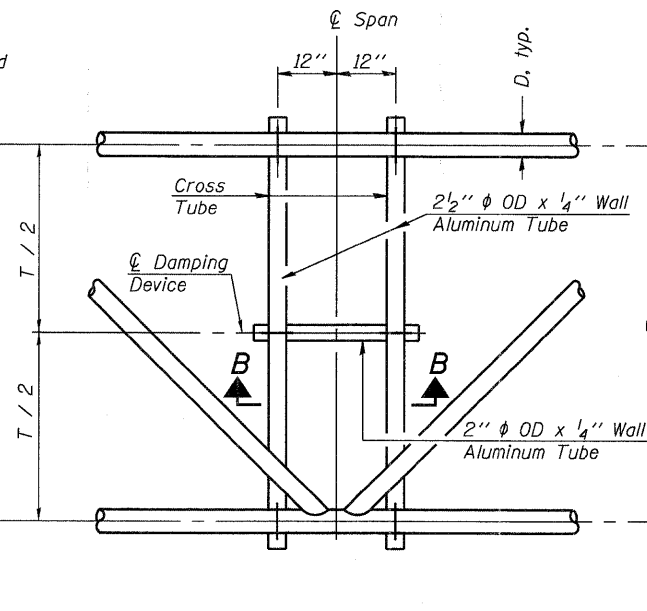
CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	368
				CONTRACT NO. 76A91
ILLINOIS FED. AID PROJECT				

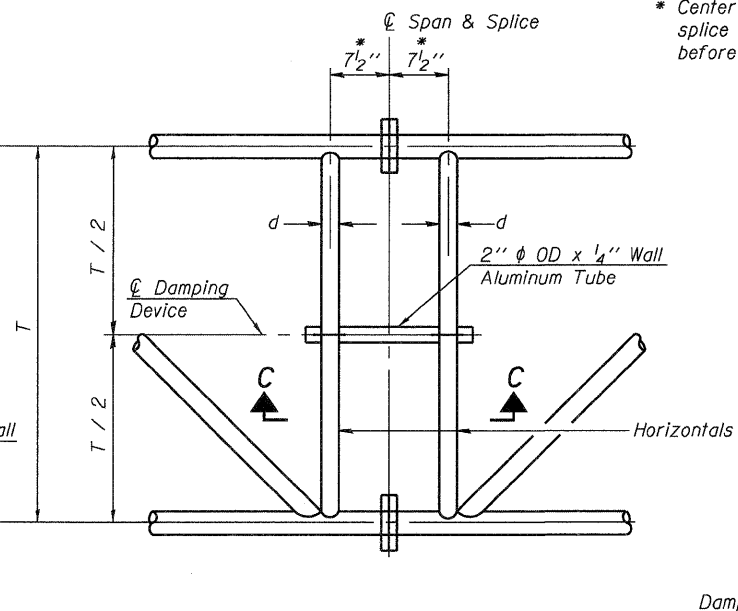
CB PROJECT NO. 08829



PLAN DETAIL "A"
 ☉ Span between Panel Points

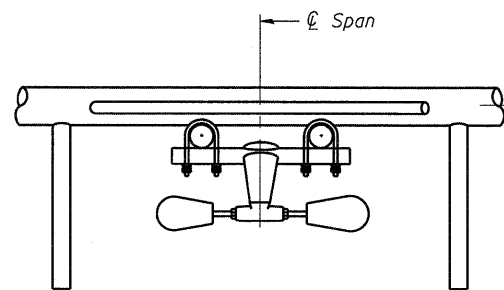


PLAN DETAIL "B"
 ☉ Span at Panel Point

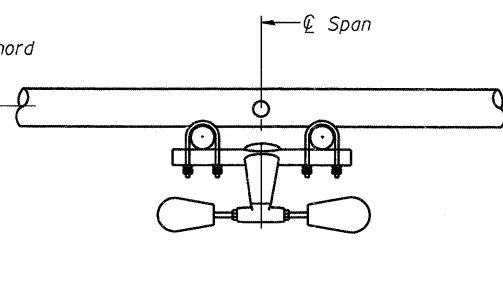


PLAN DETAIL "C"
 ☉ Span at ☉ Chord Splice

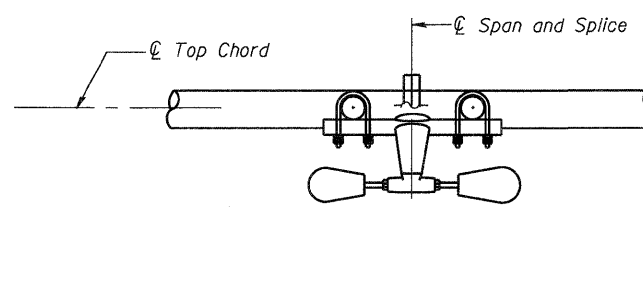
* Center of horizontal to center of splice dimension may vary. Verify before drilling holes in mounting tube.



SECTION A-A

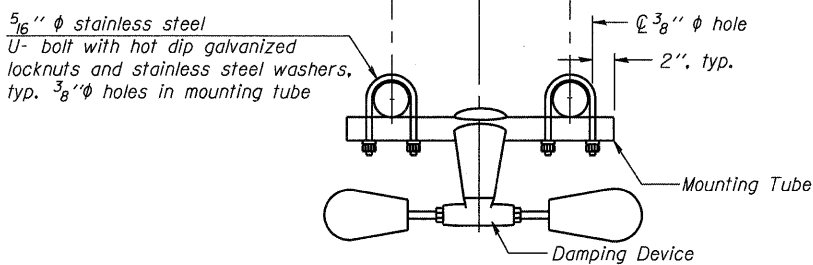


SECTION B-B

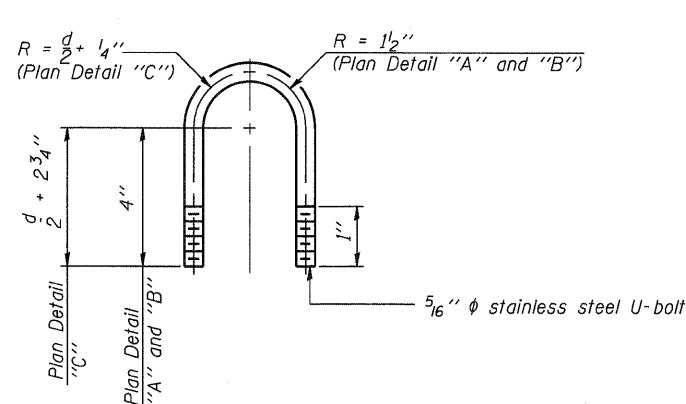


SECTION C-C

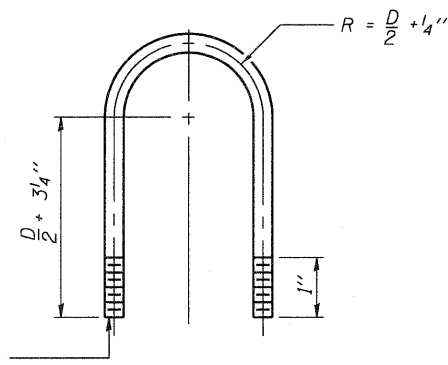
NOTES
 Damper: One damper per truss. (31 lbs. minimum Stockbridge-Type Aluminum - 29" minimum between ends of weights) Cost included in Overhead Sign Structure...
 Materials: Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6. Cost included in Overhead Sign Structure...



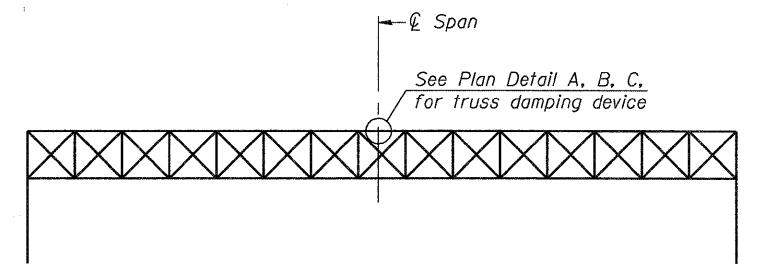
TRUSS DAMPING DEVICE CONNECTION DETAIL
 (Typical)



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL
 (Typical)



TOP CHORD TO CROSS TUBE U-BOLT DETAIL
 (Typical - Detail "A" and "B")



ELEVATION
 Aluminum Overhead Sign Truss

OS-A-D

1-20-11

FILE NAME = ... \D876A91-004-sign-08-a-d.dgn
 PLOT SCALE = 0:1.000000 ' = 1" IN.
 PLOT DATE = 3/14/2011

USER NAME = .CFC.
 DESIGNED - MCB
 CHECKED - GJB
 DRAWN - CFC
 CHECKED - MCB

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

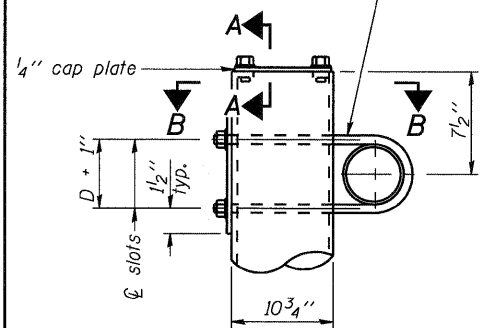
OVERHEAD SIGN STRUCTURE
 DAMPING DEVICE

SHEET NO. 4 OF 11 SHEETS

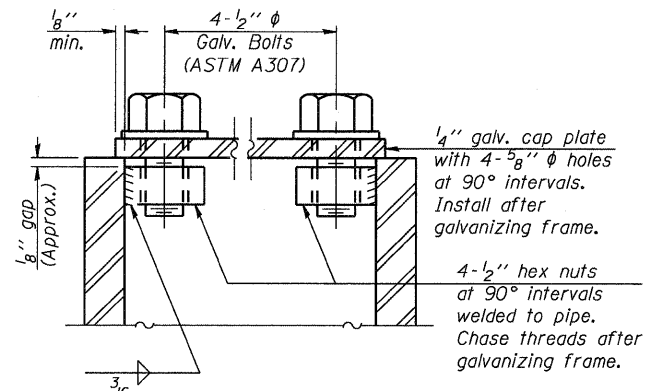
CB Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	370
				CONTRACT NO. 76A91
ILLINOIS FED. AID PROJECT				

3/4" φ stainless steel U-bolt.
Provide two washers and two hexagon locknuts. ④
1 3/16" x 2" slots on 10" φ pipe.
(4 slots required per pipe)

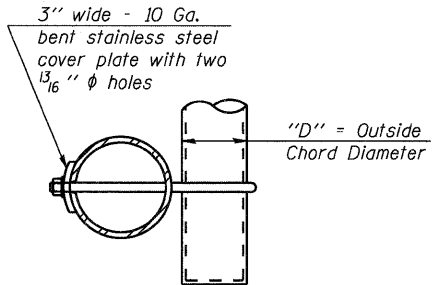


DETAIL A

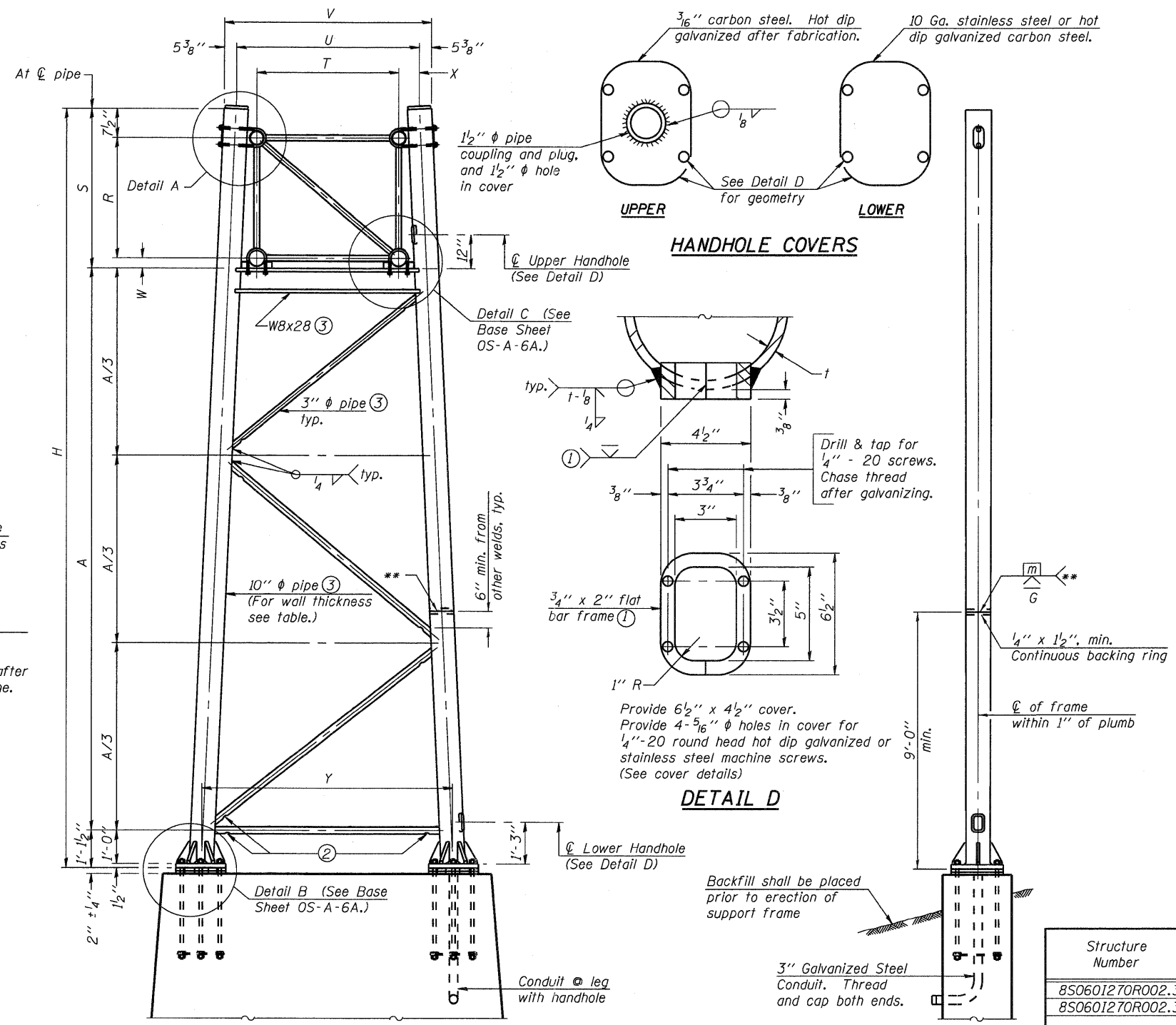


SECTION A-A

As an alternate to bolts, may use galvanized drive-fit caps installed after galvanizing frame.



SECTION B-B



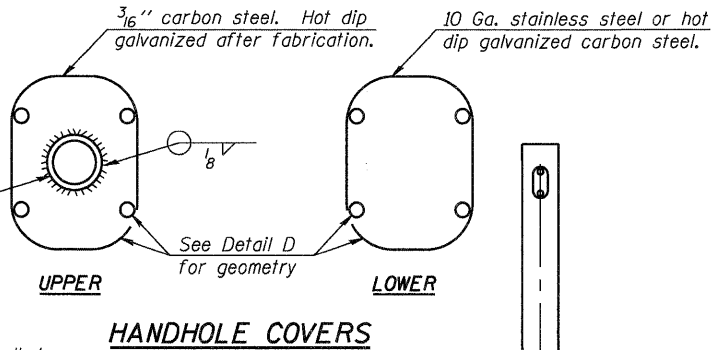
For Foundation Details, see base sheet OS-F3 (Spread Footing) or OS4-F3 (Drilled Shaft).

SIDE ELEVATION

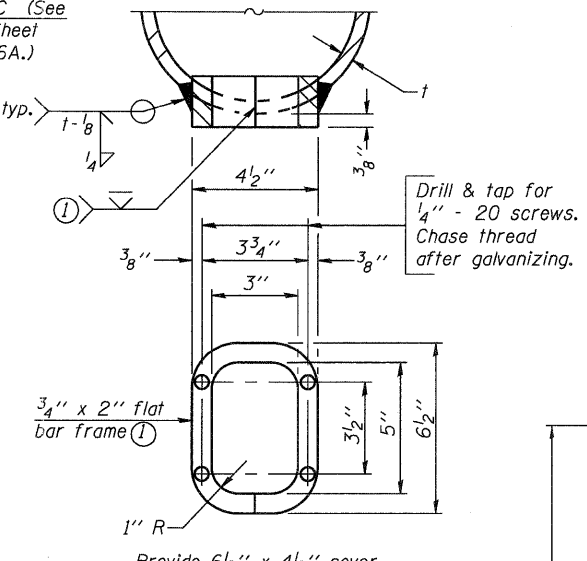
10" φ PIPE TRUSS SUPPORT FRAME

** One butt welded joint is allowed only on one post per support frame. If used, weld procedure must be pre-approved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

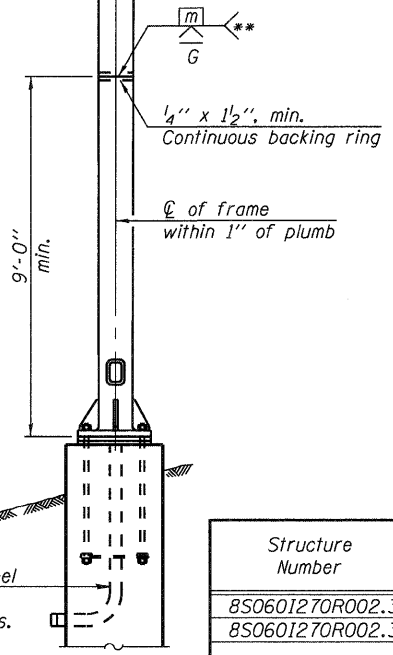
Truss Type	Dimensions							
	R	S	T	U	V	W	X	Y
I-A	4'-6"	5'-5 1/2"	4'-0"	5'-6"	6'-4 3/4"	4"	9"	8'-3"
II-A ⑤	5'-3"	6'-3 1/4"	4'-6"	6'-1"	6'-11 3/4"	4 3/4"	9 1/2"	8'-3"



HANDHOLE COVERS



DETAIL D



END ELEVATION

Support Design Loads: See Base Sheet OS-A-1 for design and loading criteria.
Load combinations checked include deadload plus:
a) 100% wind normal to sign, 20% parallel to sign
b) 60% wind normal to sign, 30% parallel to sign

- ① In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 μin or less.
- ② Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.
- ③ Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet OS-A-1.
- ④ See General Notes for fasteners.
- ⑤ Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.
- ⑥ "H" based on 15'-0" or actual sign height, whichever is greater.

Structure Number	Station	Support		Truss Type	Pipe Wall Thickness	H ⑥	A
		Left	Right				
850601270R002.3	1217+50	X		II-A	0.365"	25'-8 1/4"	18'-3 1/2"
850601270R002.3	1217+50		X	II-A	0.365"	29'-10 3/8"	22'-5 5/8"

OS-A-6

1-20-11

FILE NAME = ... \D876A91-005-sign-os-a-6.dgn
CB PROJECT NO. 08029

USER NAME = .MML.
PLOT SCALE = 0:1.000000 1' / IN.
PLOT DATE = 3/16/2011

DESIGNED - MCB
CHECKED - GJB
DRAWN - CFC
CHECKED - MCB

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

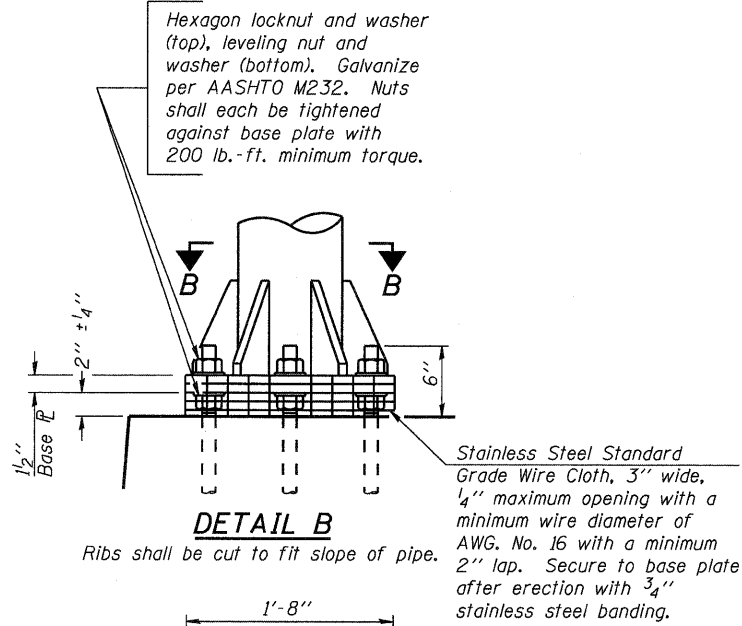
OVERHEAD SIGN STRUCTURES
SUPPORT FRAME FOR ALUMINUM TRUSS

SHEET NO. 5 OF 11 SHEETS

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS-
- STRUCTURAL ENGINEERS-
- LAND SURVEYORS-
Design Firm License No. 184-002703

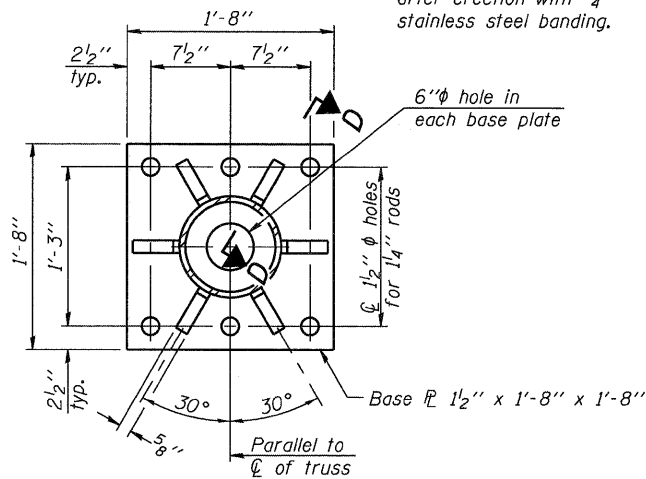
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	371

CONTRACT NO. 76A91
ILLINOIS FED. AID PROJECT

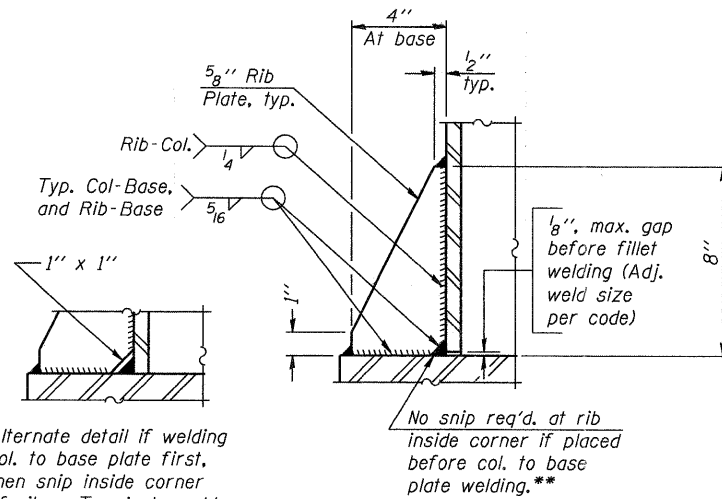


DETAIL B

Ribs shall be cut to fit slope of pipe.

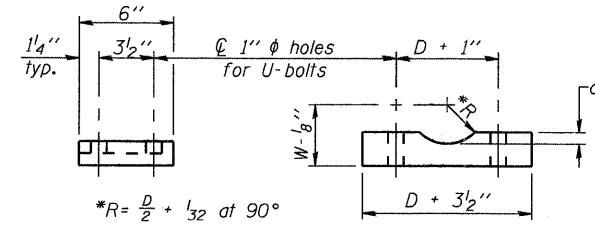


SECTION B-B



SECTION D-D

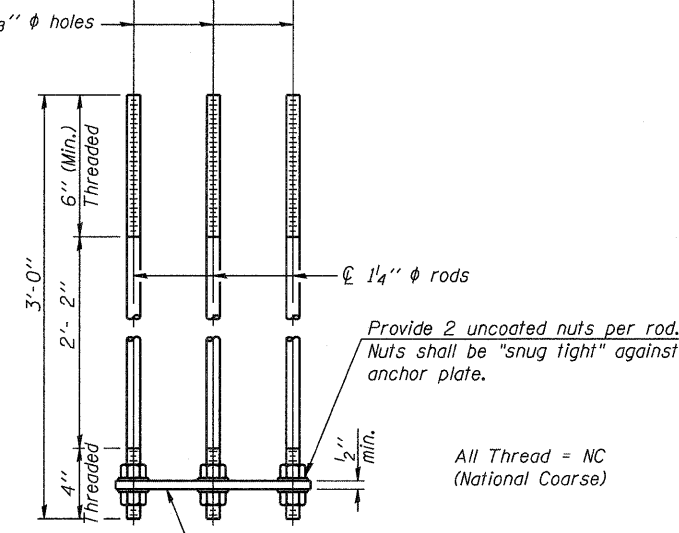
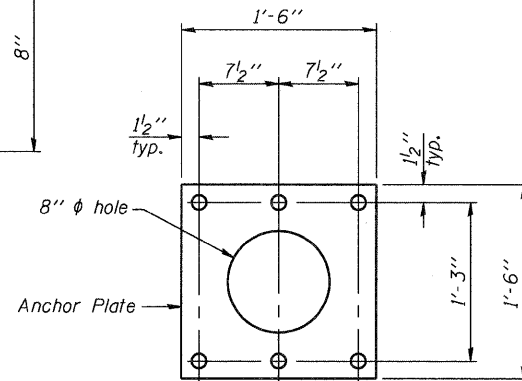
** Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib 1/4" from snip.



SADDLE SHIM DETAIL

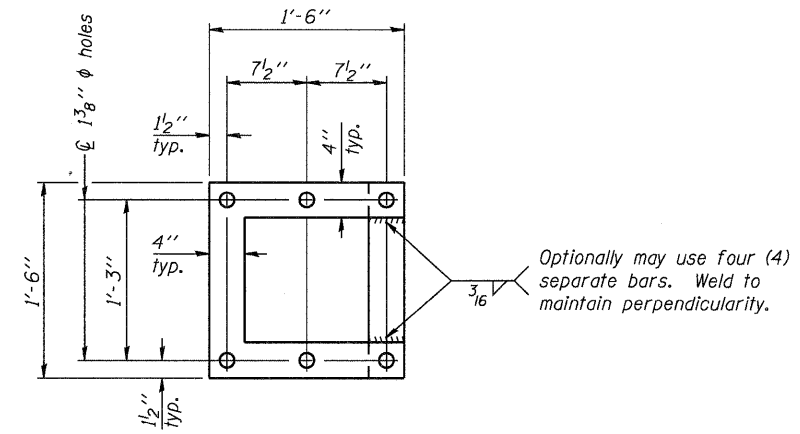
ASTM B26 Alloy 356-F or ASTM B209 Alloy 6061-T651 (4 required per sign truss)

Truss Chord Nominal Dia.	a
5"	3/4"
5 1/2"	13/16"
6"	7/8"
6 1/2"	15/16"
7"	1"



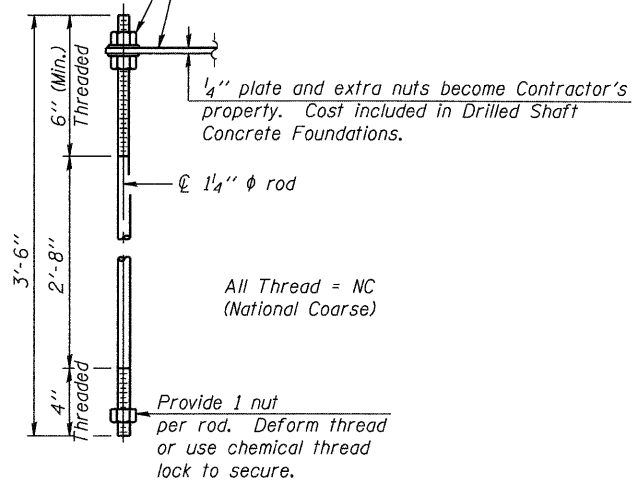
ANCHOR ROD DETAIL
Spread Footing Foundation

Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize upper 12" minimum per AASHTO M232. No welding shall be permitted on rods.

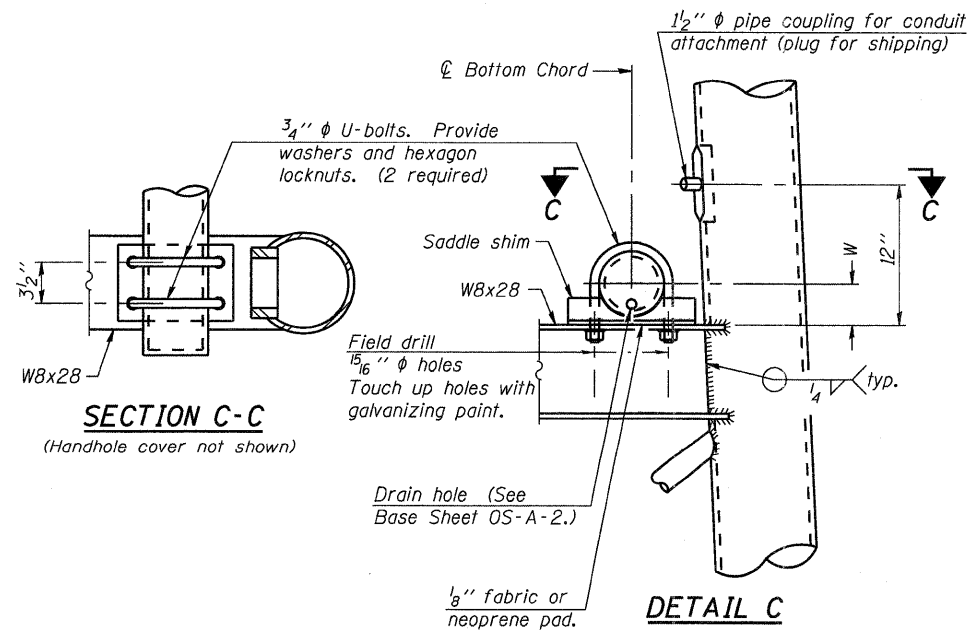


POSITIONING PLATE(S)

At each location, provide 1/4" thick positioning plate(s) and six (6) additional nuts to be used with leveling nuts to maintain anchor bolts position during concrete placement.



ANCHOR ROD DETAIL
Drilled Shaft Foundation



SECTION C-C

(Handhole cover not shown)

DETAIL C

10" ϕ PIPE SUPPORT FRAME DETAILS

OS-A-6A

1-20-11

FILE NAME = ...\\0876A91-006-sign-os-a-6a.dgn
USER NAME = _CFC_

DESIGNED - MCB
CHECKED - GJB
DRAWN - CFC
PLOT SCALE = 0:1.000000 ' = 1" IN.
PLOT DATE = 3/14/2011

REVISD -
REVISD -
REVISD -
REVISD -

DESIGNED - MCB
CHECKED - GJB
DRAWN - CFC
PLOT SCALE = 0:1.000000 ' = 1" IN.
PLOT DATE = 3/14/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
SUPPORT FRAME DETAILS - ALUMINUM TRUSS

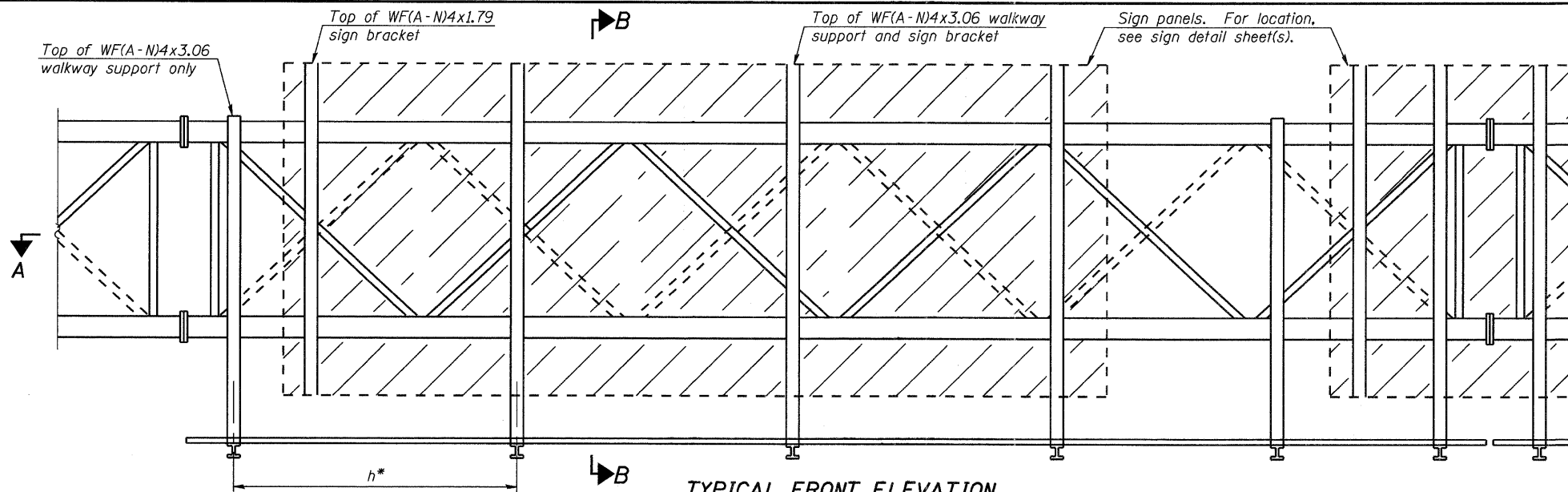
SHEET NO. 6 OF 11 SHEETS

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -

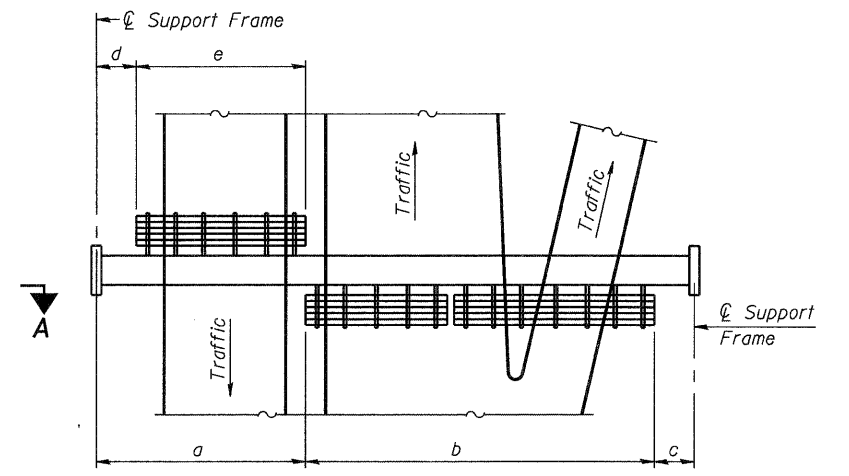
Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	372
				CONTRACT NO. 76A91

ILLINOIS FED. AID PROJECT



TYPICAL FRONT ELEVATION
 With lights and handrail omitted for clarity.
 For Section B-B, see Base Sheet OS-A-10.



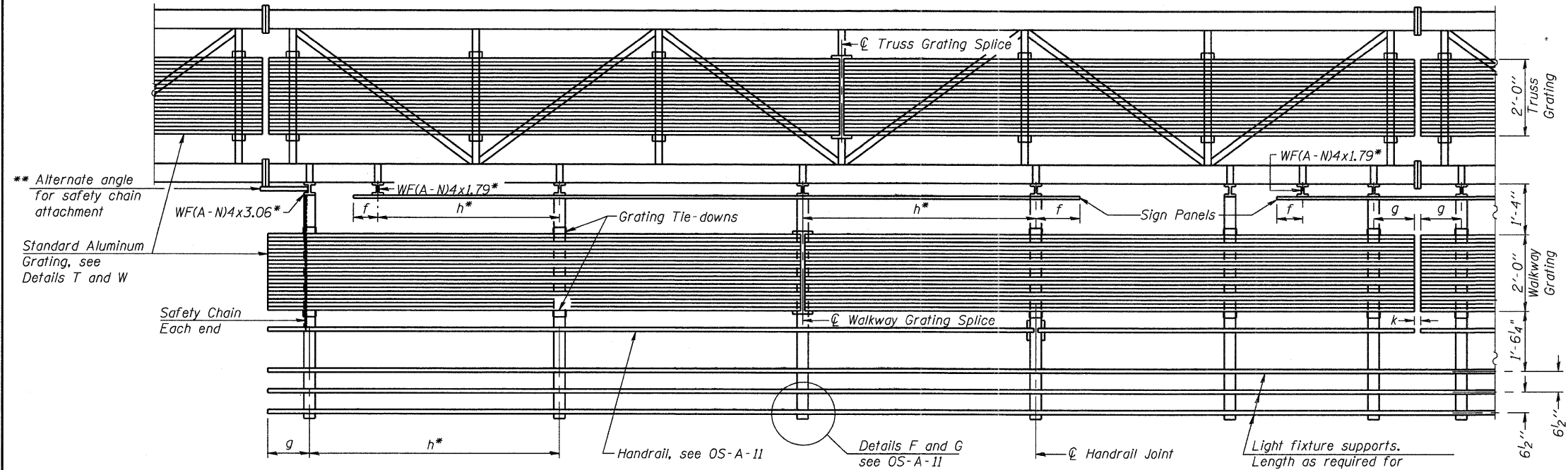
PLAN WALKWAY AND HANDRAIL SKETCH
 (Road plan beneath truss varies)

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06 ASTM B308, Alloy 6061-T6		
Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

Notes:
 * Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:
 f = 12" maximum, 4" minimum (End of sign to ϕ of nearest bracket)
 g = 12" maximum, 4" minimum (End of walkway grating to ϕ of nearest support bracket)
 h = 6'-0" maximum (ϕ to ϕ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)
 k = 2" maximum gap between adjacent walkway grating sections and handrail ends

** If walkway bracket at safety chain location is behind sign, add angle to bracket, see Alternate Safety Chain Attachment on Base Sheet OS-A-11.
 For Details T and W, Section B-B and Grating Splice Details see Base Sheet OS-A-10.
 For Handrail Details see Base Sheet OS-A-11.



SECTION A-A

Handrail and walkway shall span a minimum of three brackets between splices and/or gap joints. Place all sign and walkway brackets as close to panel points as practical. Handrail joints, grating, and light support splices placed as needed.

Structure Number	Station	a	b	c	d	e	Walkway Grating and Handrail Lengths
8S0601270R002.3	1217+50	5'-6"	58'-0"	16'-6"	-	-	58'-0"

Truss grating to facilitate inspection shall run full length (center to center of support frames) $\pm 12"$ on overhead trusses. Cost of truss grating is included in "Overhead Sign Structure".

Walkway and Truss Grating width dimensions are nominal and may vary $\pm 1/2"$ based on available standard widths.

OS-A-9

1-20-11

FILE NAME = ... \DB76A91-007-sign-os-a-9.dgn
 PLOT SCALE = 0:1.000000 1' / IN.
 PLOT DATE = 3/14/2011

USER NAME = _CFC_
 DESIGNED - MCB
 CHECKED - GJB
 DRAWN - CFC
 CHECKED - MCB

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

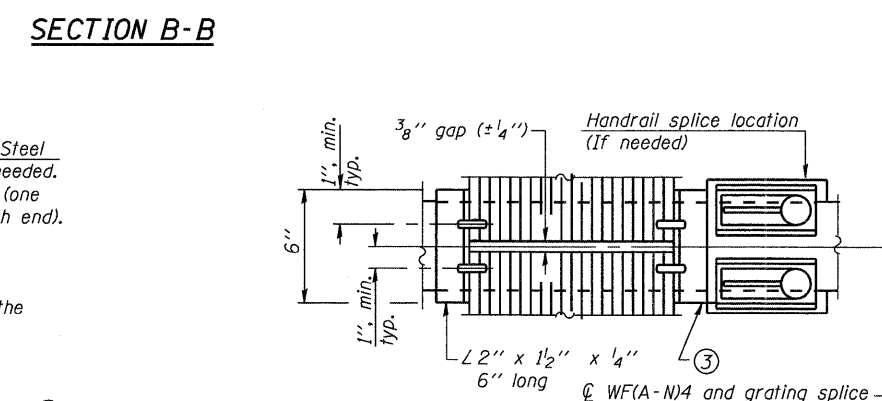
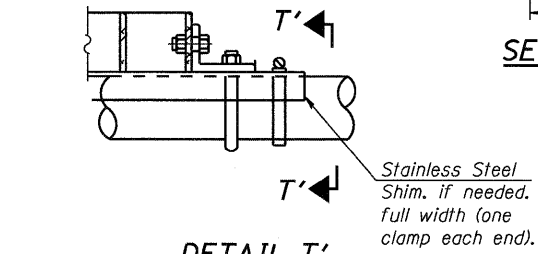
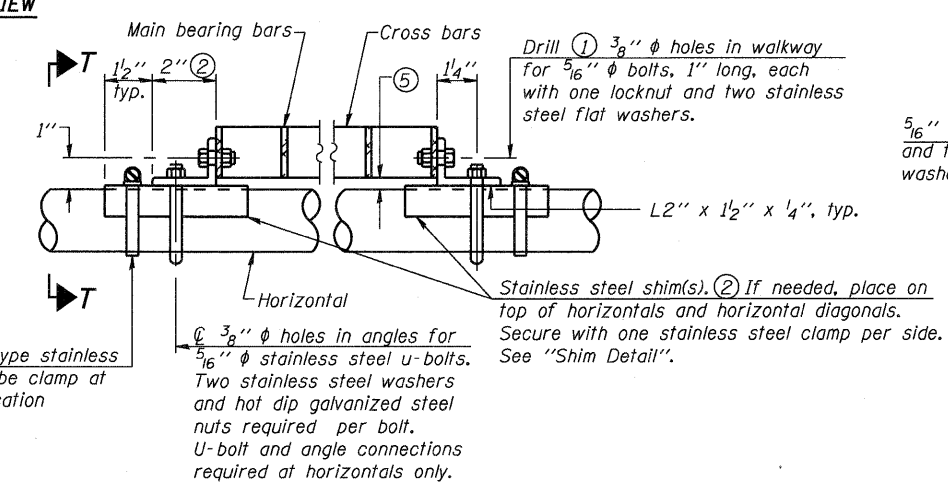
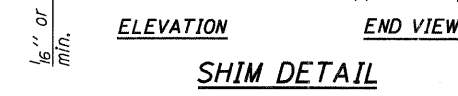
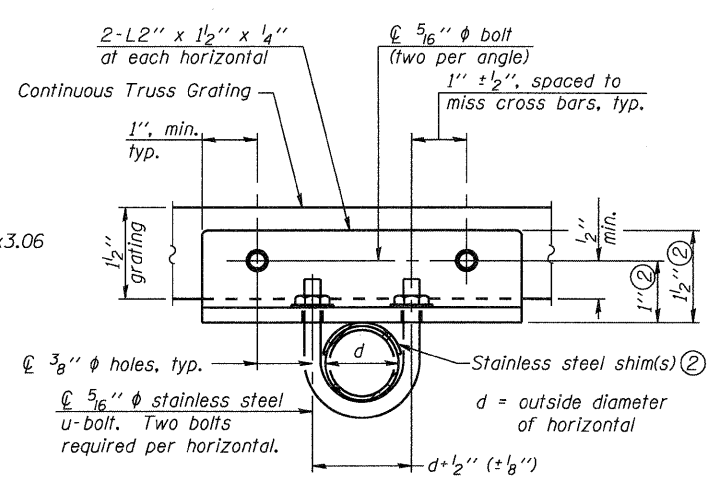
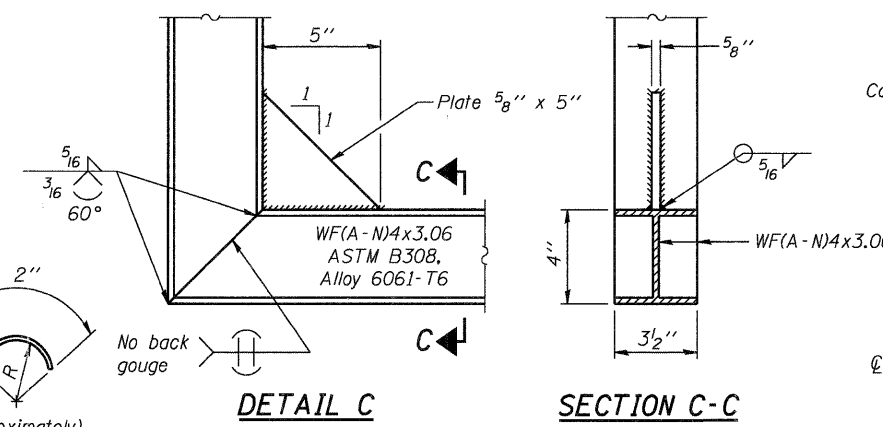
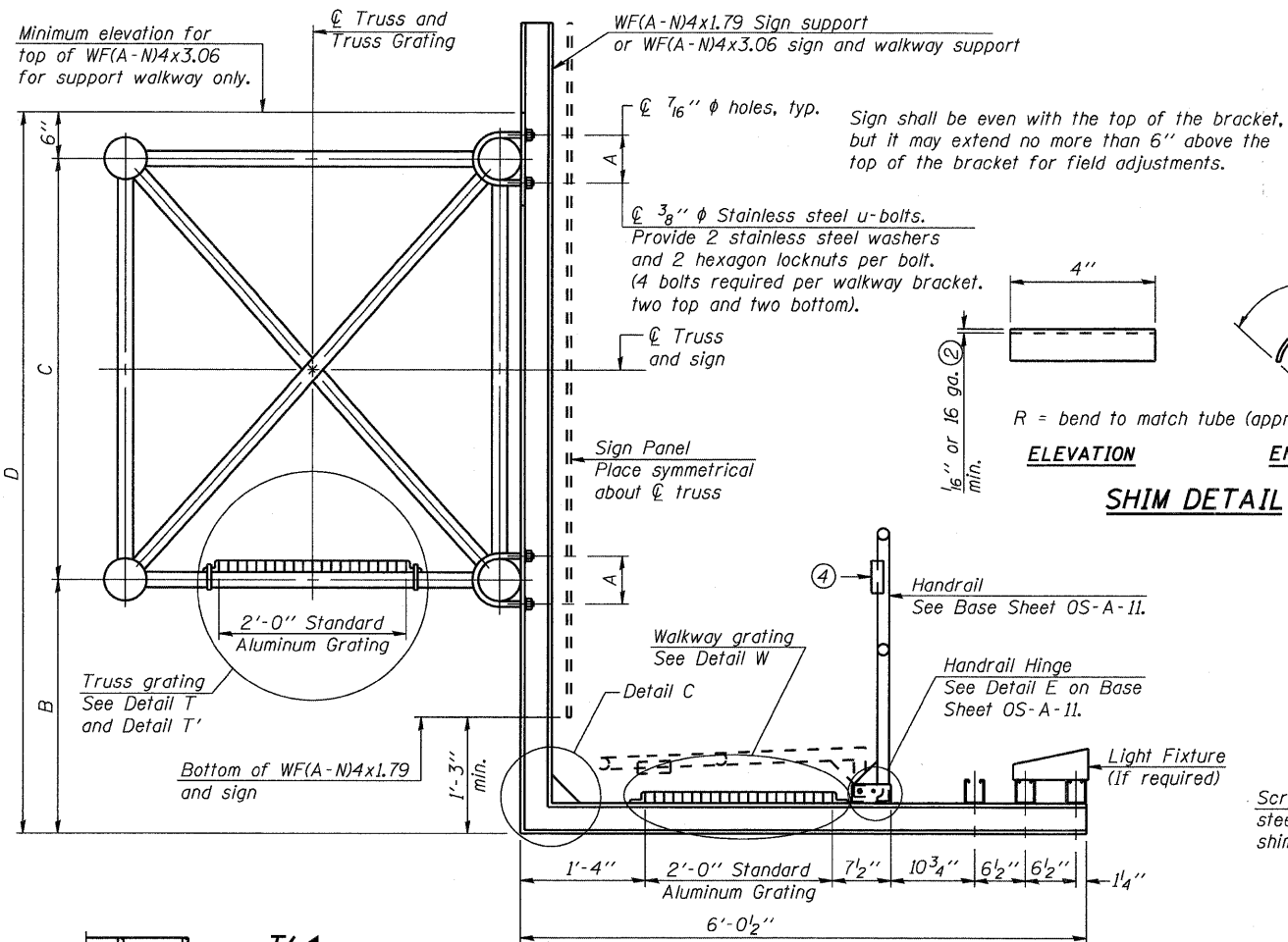
OVERHEAD SIGN STRUCTURES
 ALUMINUM WALKWAY DETAILS

SHEET NO. 7 OF 11 SHEETS

CB Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	373
CONTRACT NO. 76A91				

ILLINOIS FED. AID PROJECT



SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

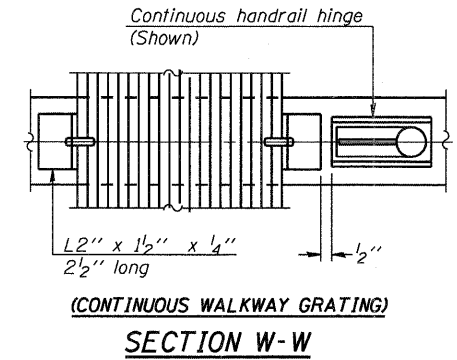
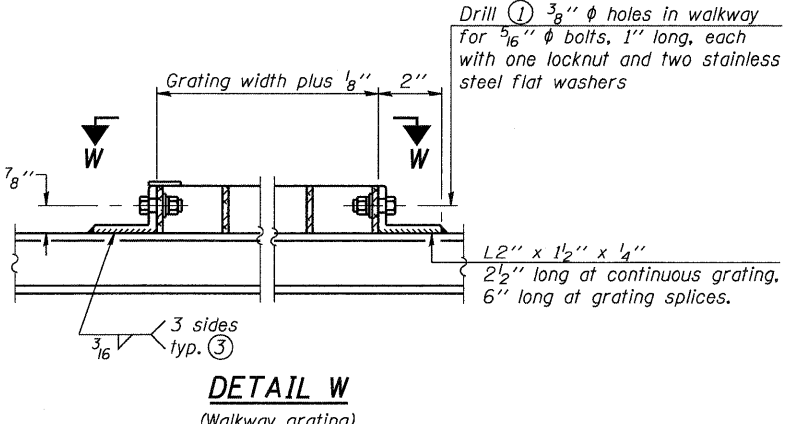
Main Bearing Bars shall be 3/16" x 1/2" on 1 3/16" centers and conform to ASTM B221 Alloy 6061-T6.
 Cross bars shall be 3/16" x 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

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

Structure Number	Station	A	⑥ B	C	⑥ D
BS0601270R002.3	1217+50	5'-5 5/16"	5'-1 1/2"	5'-3"	10'-10 1/2"

- Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OS-A-11.)
- 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
- Tube to grating gap may vary from 0 to 1/2", max. to align walkway, allow for camber, etc.
- Based on actual height of tallest sign given on OS-A-1.



OS-A-10

1-20-11

FILE NAME = ... \0876A91-008-sign-os-a-10.dgn	USER NAME = .MML.	DESIGNED - MCB	REVISED -
PLOT SCALE = 0:1.000000 1' / IN.	PLOT DATE = 3/16/2011	CHECKED - GJB	REVISED -
		DRAWN - CFC	REVISED -
		CHECKED - MCB	REVISED -

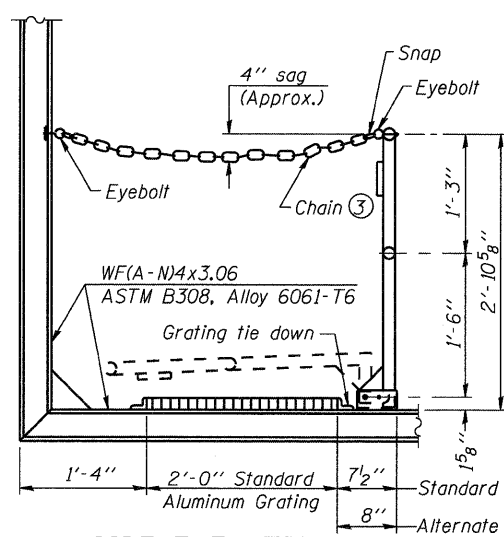
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
ALUMINUM WALKWAY DETAILS

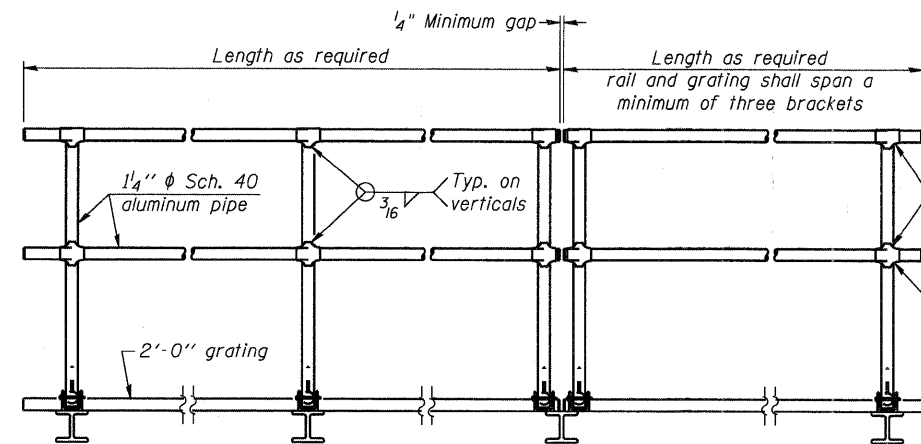
SHEET NO. 8 OF 11 SHEETS

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	374
				CONTRACT NO. T6A91
ILLINOIS FED. AID PROJECT				



SIDE ELEVATION
(Showing safety chain w/o sign)

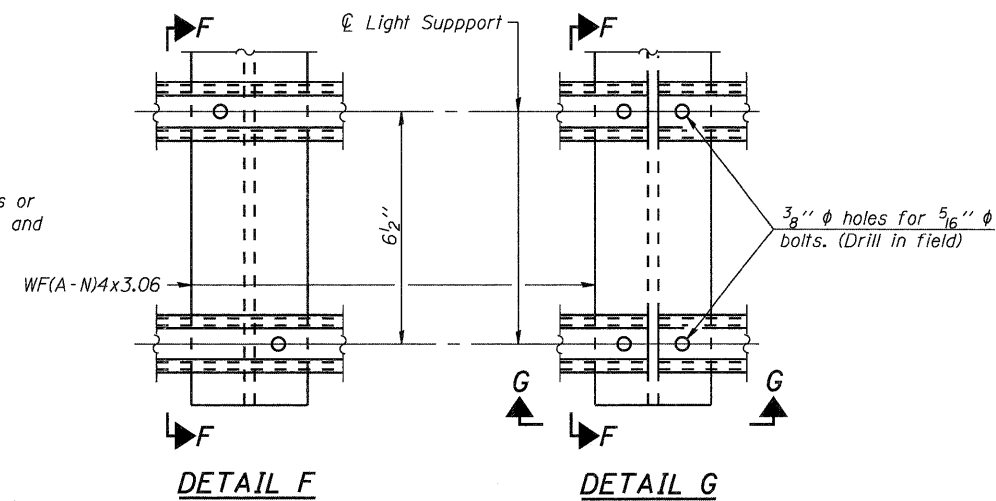


FRONT ELEVATION

HANDRAIL DETAILS

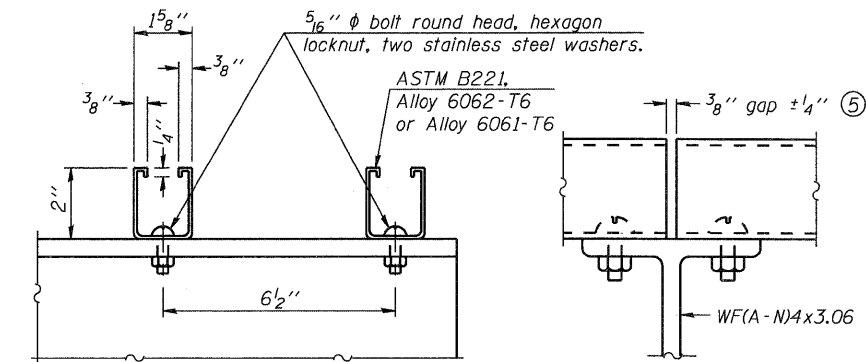
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

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



DETAIL F

DETAIL G

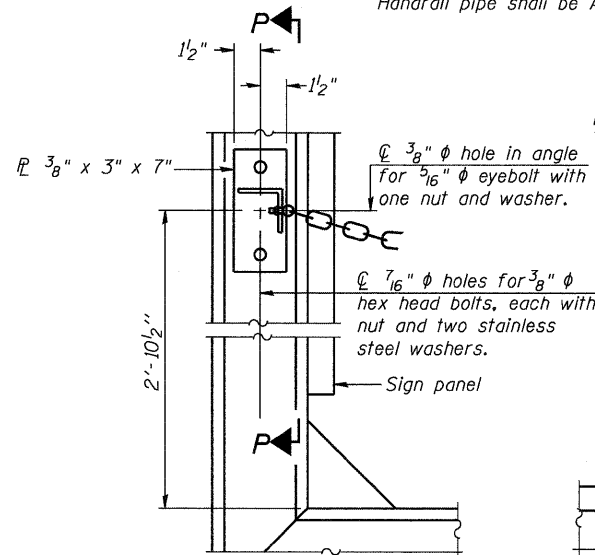


SECTION F-F

SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

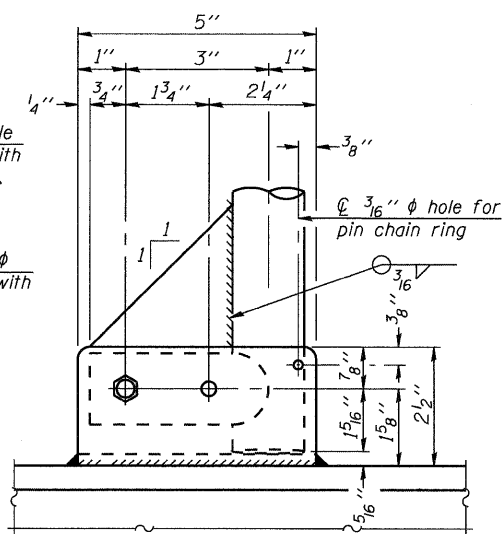
- Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



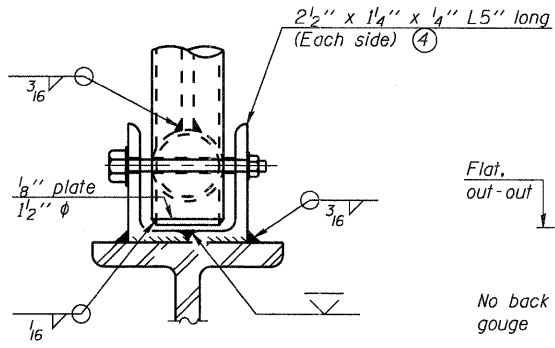
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)

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



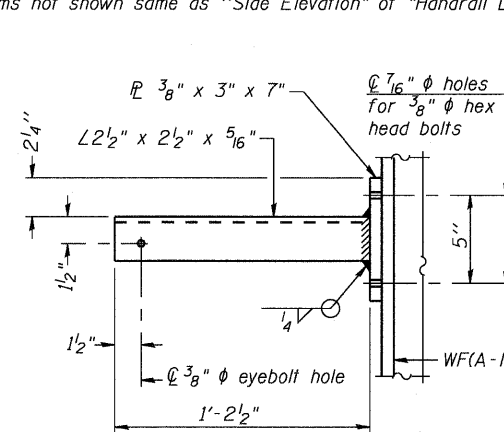
SIDE ELEVATION



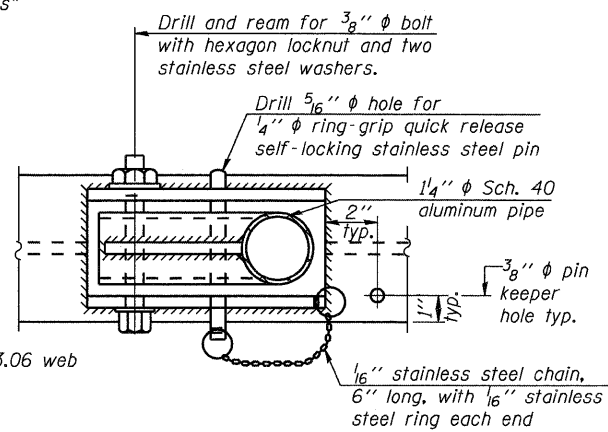
FRONT ELEVATION

See "Elevation" at right for dimensions.

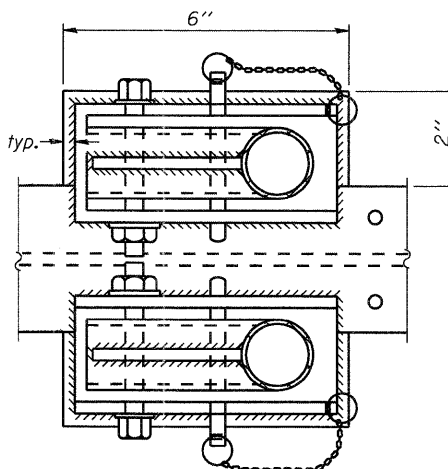
ELEVATION AT HANDRAIL JOINT ④



SECTION P-P

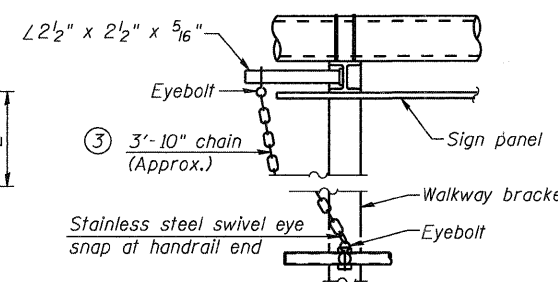


**PLAN
DETAIL E HANDRAIL HINGE**



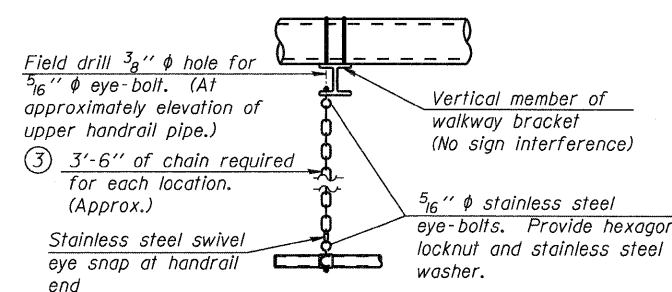
PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

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



SAFETY CHAIN

One required for each end of each walkway.

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

OS-A-11 1-20-11

FILE NAME = ...ND876A91-009-sign-os-a-11.dgn	USER NAME = .CFC.	DESIGNED - MCB	REVISED -
		CHECKED - GJB	REVISED -
	PLOT SCALE = 0:1.000000 1' / IN.	DRAWN - CFC	REVISED -
	PLOT DATE = 3/14/2011	CHECKED - MCB	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
ALUMINUM HANDRAIL DETAILS

SHEET NO. 9 OF 11 SHEETS

F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 375
	CONTRACT NO. 76A91			
ILLINOIS FED. AID PROJECT				

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

BAR LIST - EACH FOUNDATION

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

NOTES:

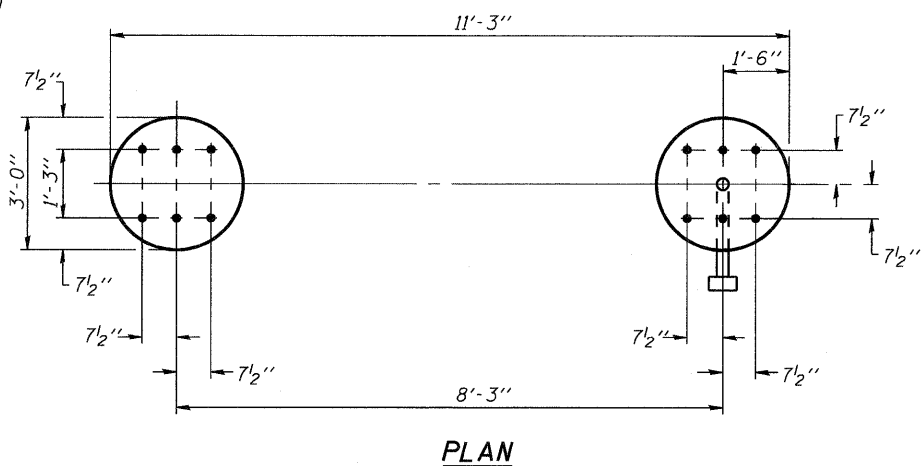
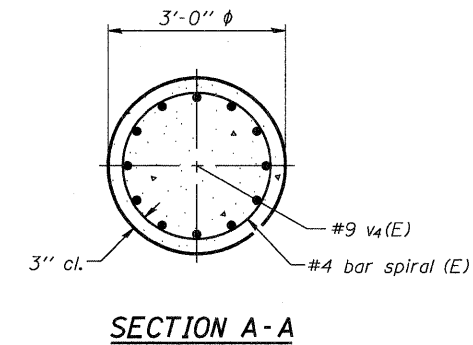
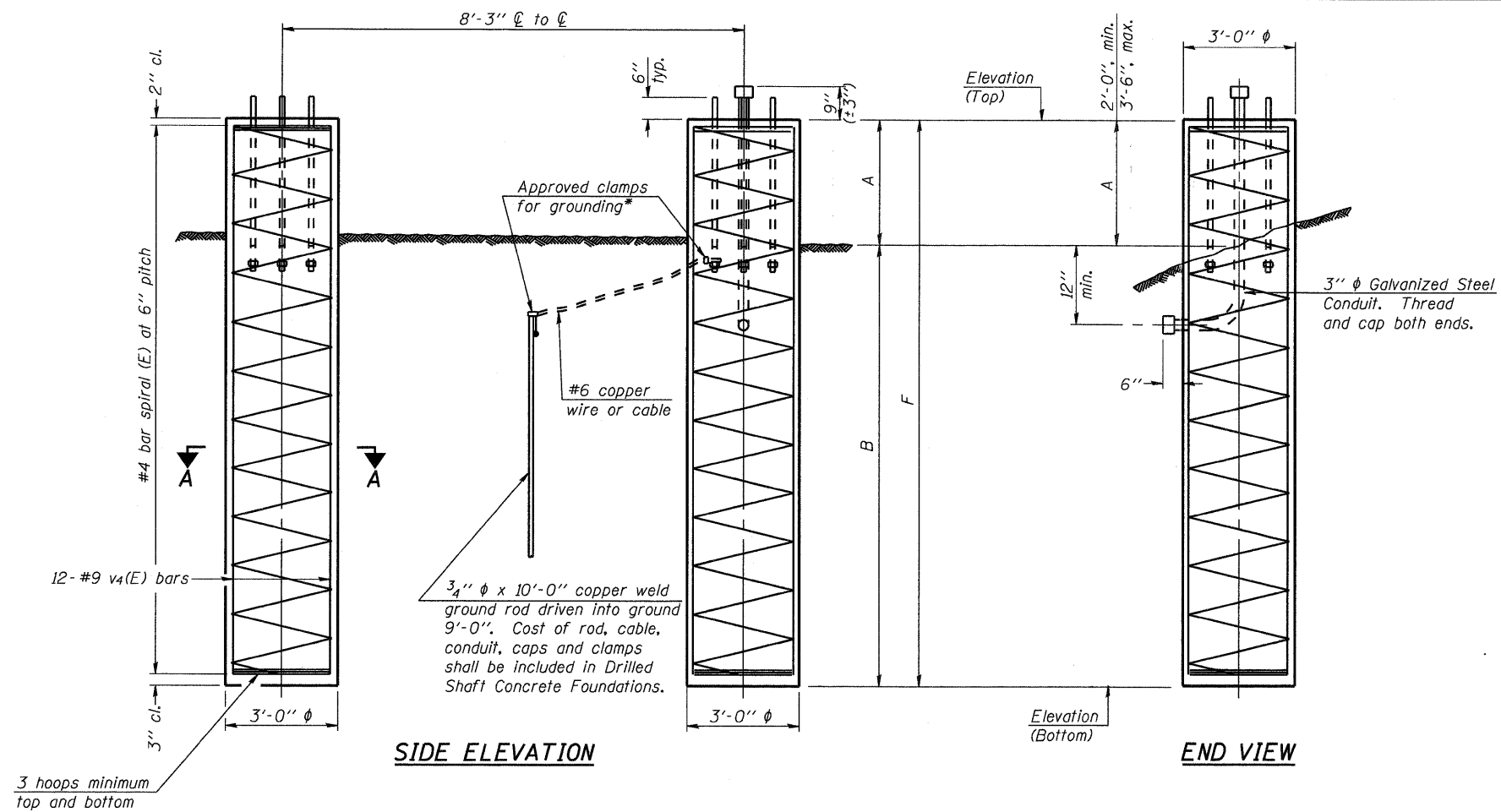
The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Q_u) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included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

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

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

Concrete shall be placed monolithically, without construction joints. Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

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



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

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

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

Structure Number	Station	Left Foundation					Right Foundation					Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top	Elevation Bottom	A	B	F	
8S0601270R002.3	1217+50						448.40	415.00	2'-0"	31'-6"	33'-6"	17.5

OS4-F3

1-20-11

FILE NAME = ... \0876A91-010-sign-os4-f3.dgn

USER NAME = .CFC.

DESIGNED - MCB

REvised -

CHECKED - GJB

REvised -

PLOT SCALE = 0:1.000000 1' / IN.

DRAWN - CFC

REvised -

PLOT DATE = 3/14/2011

CHECKED - MCB

REvised -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
DRILLED SHAFT DETAILS

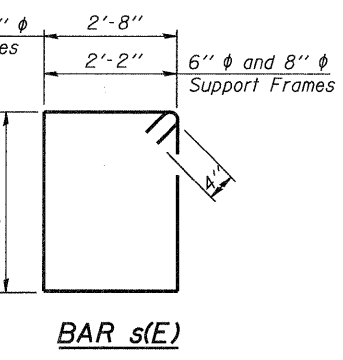
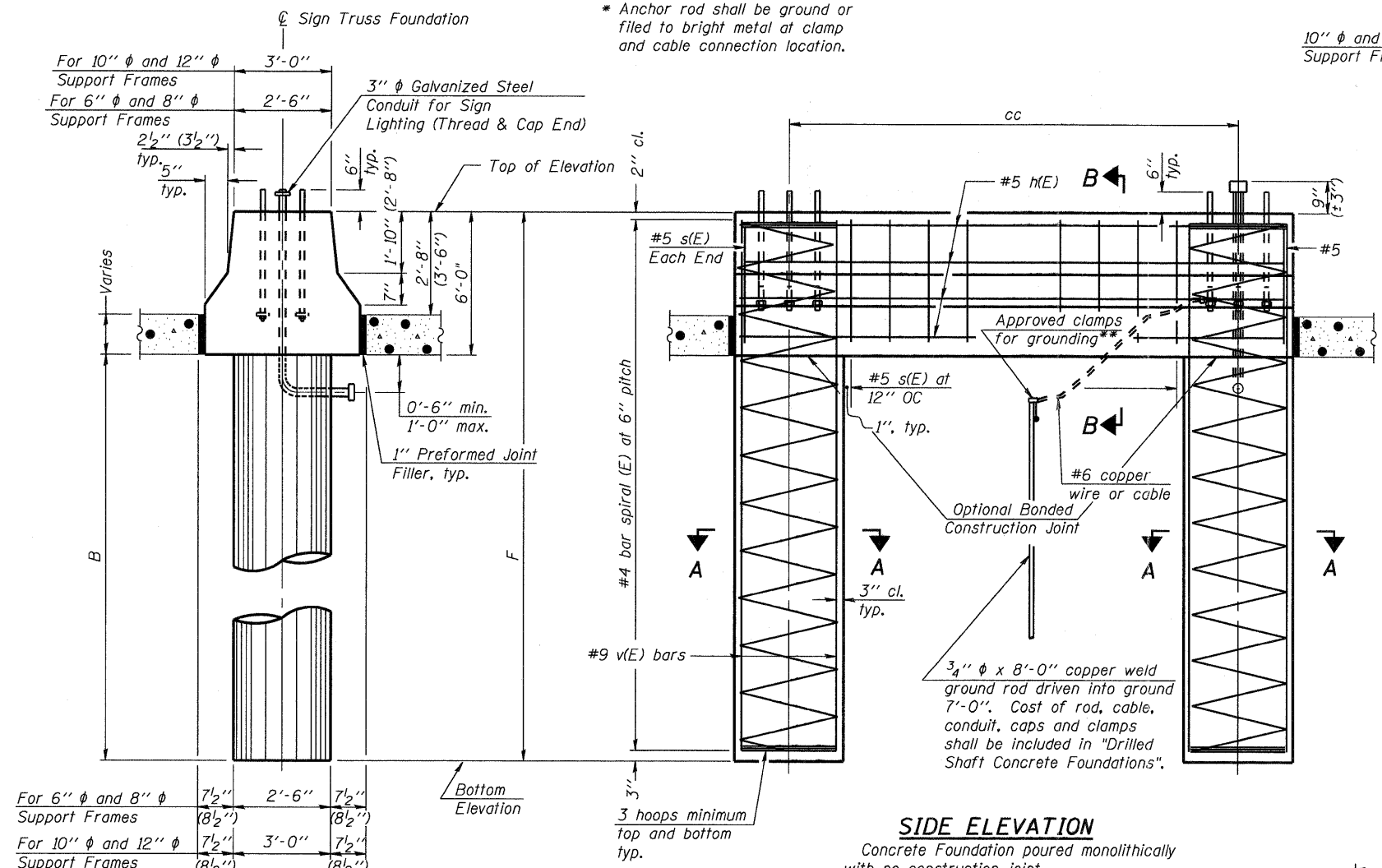
SHEET NO. 10 OF 11 SHEETS

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	376
				CONTRACT NO. 76A91
ILLINOIS FED. AID PROJECT				

CB PROJECT NO. 08029

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

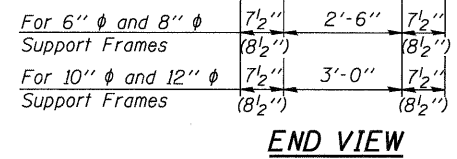


Pipe Support Frames	cc	M	a	a/2
6"φ	7'-0"	9'-6"	0'-11"	5 1/2"
8"φ	7'-6"	10'-0"	1'-1 1/2"	6 3/4"
10"φ	8'-3"	11'-3"	1'-3"	7 1/2"
12"φ	9'-0"	12'-0"	1'-6"	9"

BAR LIST - EACH FOUNDATION

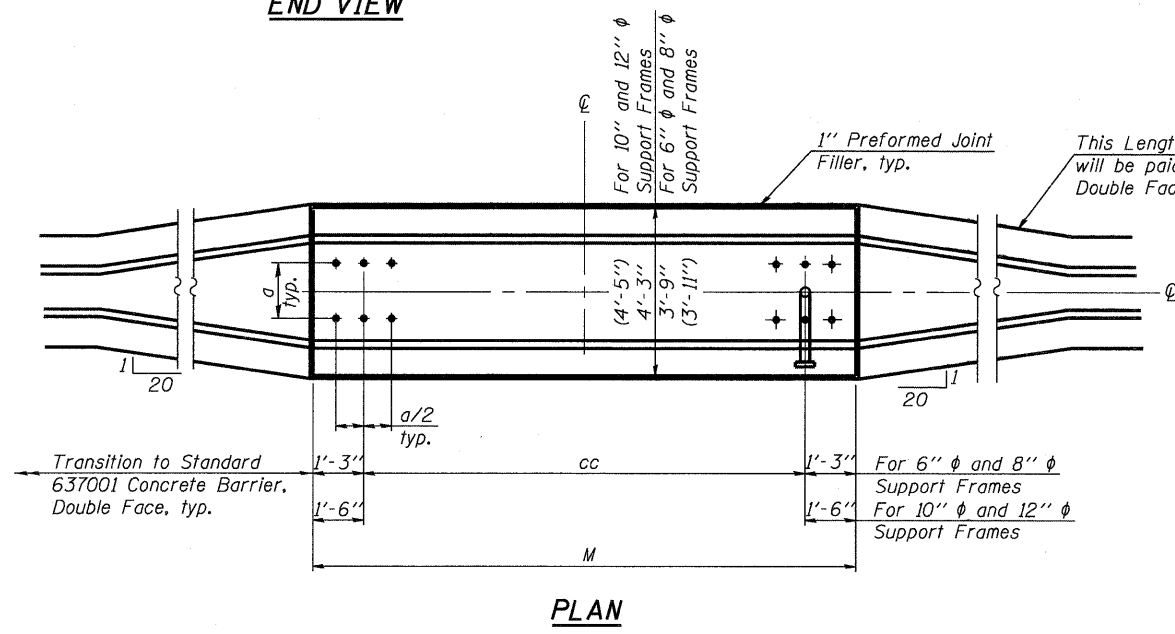
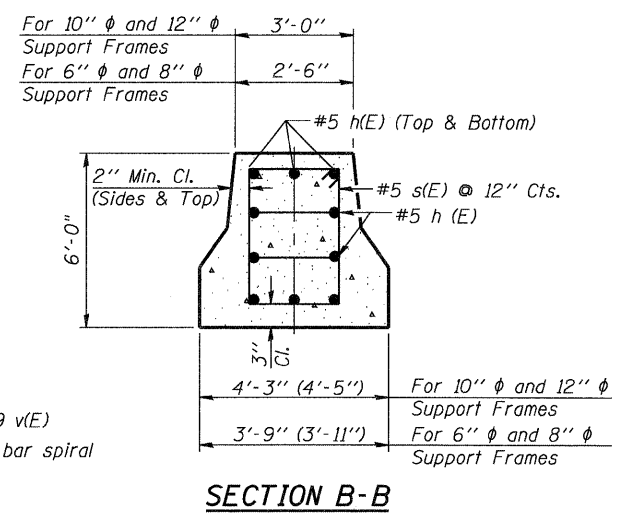
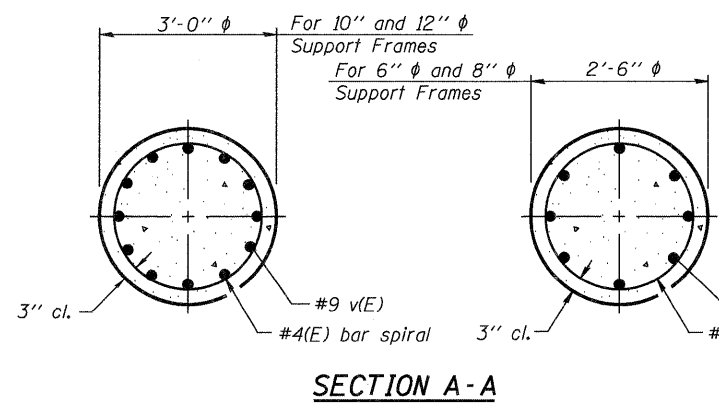
Bar	Number	Size	Length	Shape
h(E)	10	#5	10'-11"	—
s(E)	12	#5	17'-2"	□
v(E)	24	#9	39'-1"	—

#4(E) bar spiral - see Side Elevation



SIDE ELEVATION
 Concrete Foundation poured monolithically with no construction joint.

All dimensions in parenthesis are for 42" high barrier.



Structure Number	Station	Left Foundation				Right Foundation				Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	Elevation Top	Elevation Bottom	B	F	
8S0601270R002.3	1217+50	452.6	413.1	33'-6"	39'-6"					27.2

OS4-MED

1-20-11

FILE NAME = ... \D876A91-011-sign-os4-med.dgn	USER NAME = .MML.	DESIGNED - MCB	REvised -
PLOT SCALE = 0:1.000000 1' = 1/4" IN.	DRAWN - CFC	CHECKED - GJB	REvised -
PLOT DATE = 3/16/2011	CHECKED - MCB		REvised -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

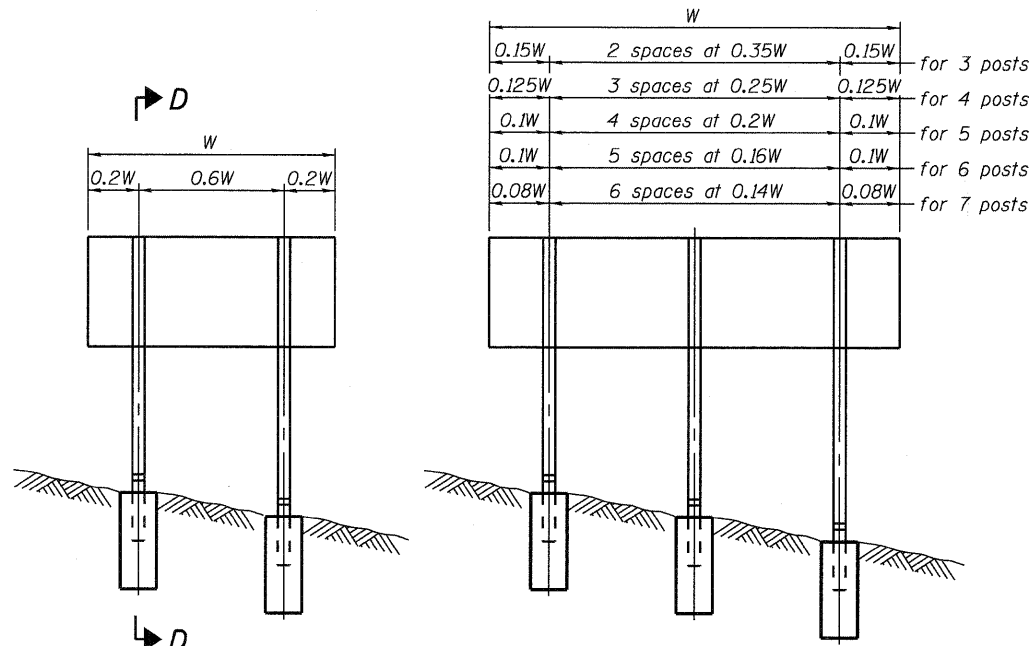
OVERHEAD SIGN STRUCTURES
 MEDIAN SUPPORT FOUNDATION DETAILS

SHEET NO. 11 OF 11 SHEETS

CB Coombe-Bloxdorf P.C.
 - CIVIL ENGINEERS -
 - STRUCTURAL ENGINEERS -
 - LAND SURVEYORS -
 Design Firm License No. 184-002703

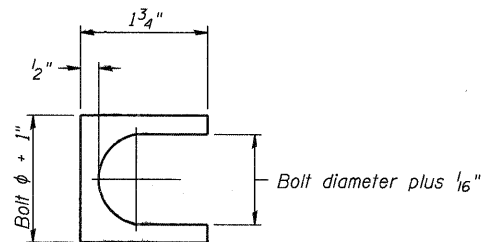
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	377

CONTRACT NO. 76A91
 ILLINOIS FED. AID PROJECT



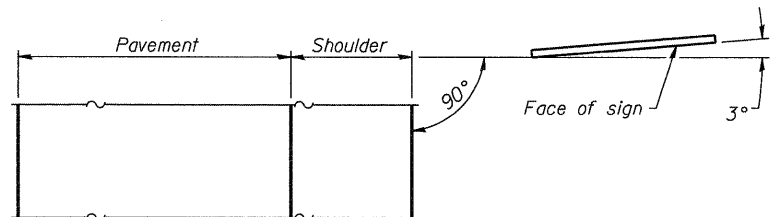
ELEVATION

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

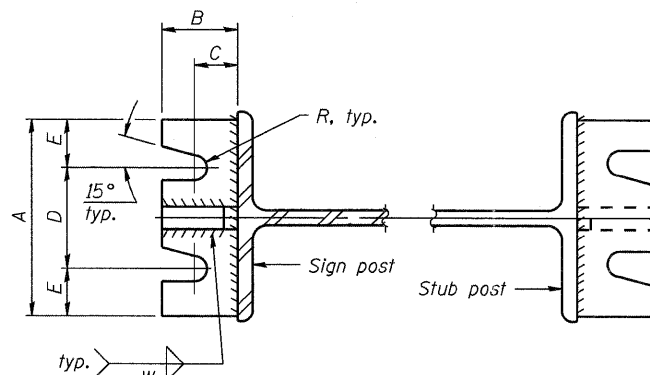


SHIM DETAIL

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

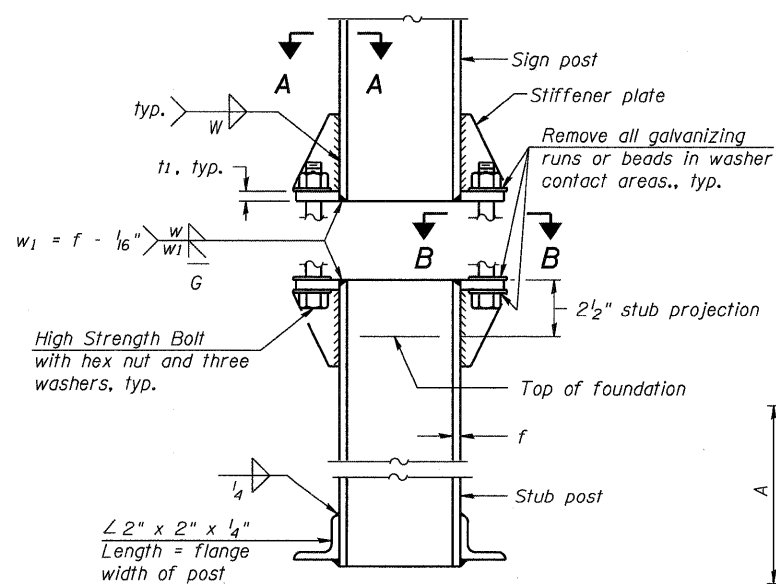


LOCATION SKETCH

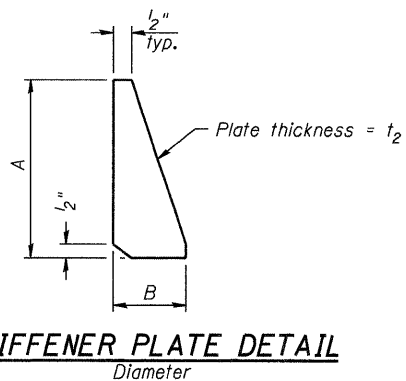


SECTION A-A

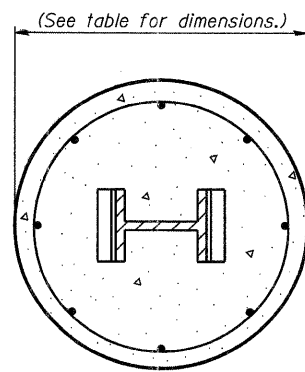
SECTION B-B



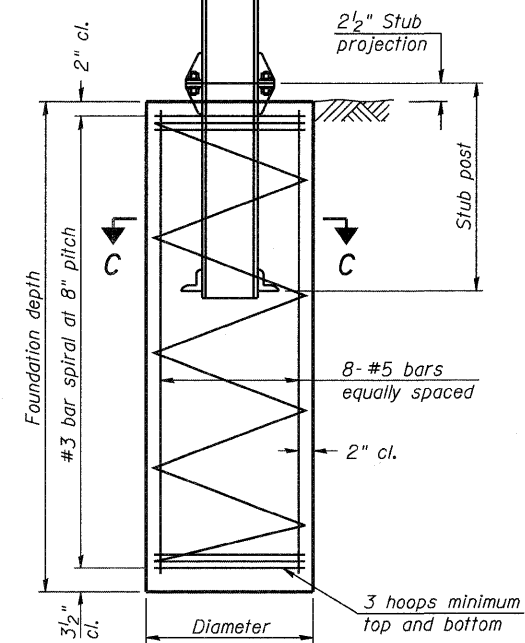
**ELEVATION
SIGN POST & STUB POST**



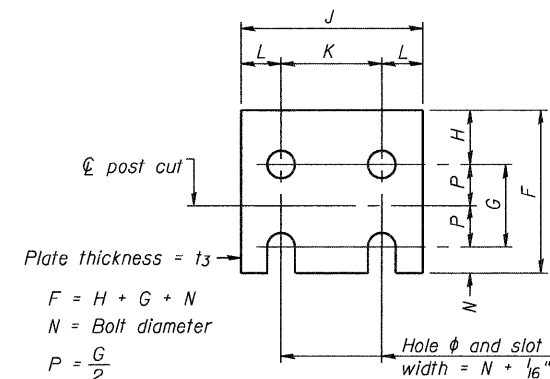
STIFFENER PLATE DETAIL



SECTION C-C



SECTION D-D

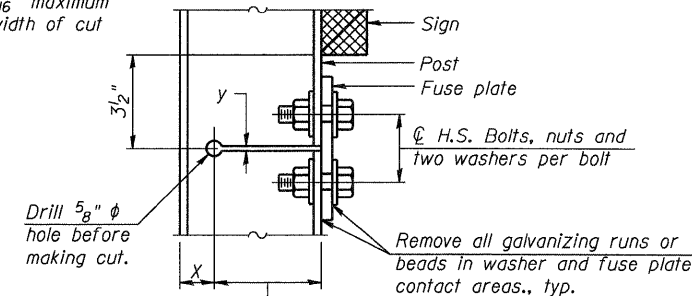


FUSE PLATE DETAIL
(Install with notches down.)

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

Plate thickness = t_3
 $F = H + G + N$
 $N = \text{Bolt diameter}$
 $P = \frac{G}{2}$

$y = \frac{3}{16}$ " maximum width of cut



$X = \text{flange and fillet depth plus } \frac{3}{8}$ "

Flame cut slot in web and saw cut flange

DETAIL H

GENERAL NOTES

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

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

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

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

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

BAW-A-1

1-20-11

FILE NAME = ...76A91-001-sign-baw-a-1.dgn

USER NAME = .CFC.

DESIGNED - MCB

REVISIONS -

CHECKED - GJB

REVISIONS -

PLOT SCALE = 0.1000000 1' / IN.

DRAWN - CFC

REVISIONS -

PLOT DATE = 3/14/2011

CHECKED - MCB

REVISIONS -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BREAK-AWAY WIDE FLANGE
 STEEL SIGN POST DETAILS

SHEET NO. 1 OF 2 SHEETS

CB Coombe-Bloxdorf P.C.
 -CIVIL ENGINEERS-
 -STRUCTURAL ENGINEERS-
 -LAND SURVEYORS-
 Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	378

CONTRACT NO. 76A91

ILLINOIS FED. AID PROJECT

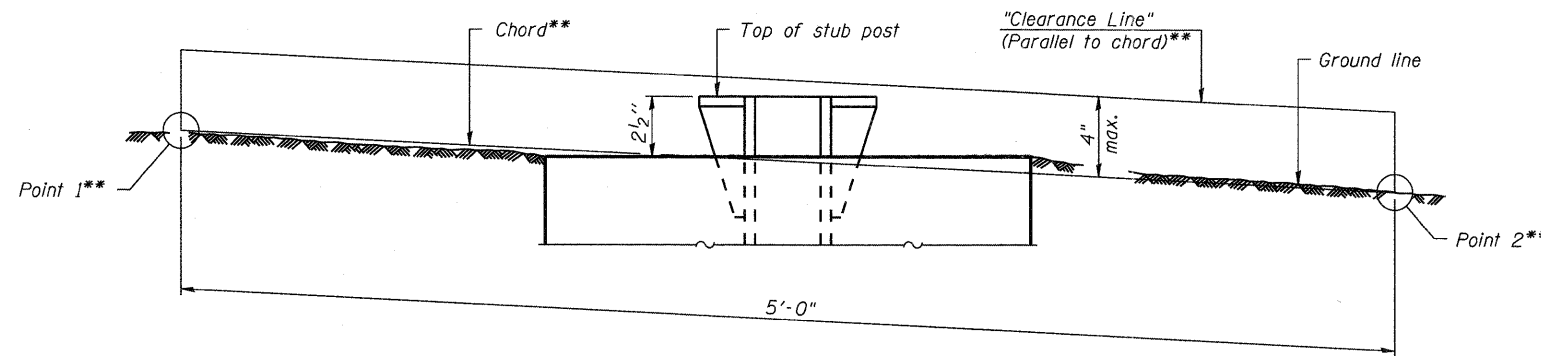
(Sheet 1 of 2)

CB PROJECT NO. 08029

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA				
	Foundation			Reinforcement			Stub Post Length	Bolt Size	A	B	C	D	E	t ₁	t ₂	R	W	J	K	L	t ₃	
	Diameter	*Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Length																lbs. (2)
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3 1/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/2"	5/16"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 3/2"	5/16"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	17/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	17/32"	3/8"	7"	3 1/2"	1 3/4"	1/2"

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

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



**ELEVATION
GROUND LINE & STUB POST**

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

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

BAW-A-2

1-20-11

FILE NAME = ...76A91-002-sign-baw-a-2.dgn

USER NAME = .CFC.

DESIGNED - MCB

REVISIONS -

CHECKED - GJB

REVISIONS -

PLOT SCALE = 0:1.000000 1' / IN.

DRAWN - CFC

REVISIONS -

PLOT DATE = 3/14/2011

CHECKED - MCB

REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES

SHEET NO. 2 OF 2 SHEETS

CB Coombe-Bloxdorf P.C.
- CIVIL ENGINEERS -
- STRUCTURAL ENGINEERS -
- LAND SURVEYORS -
Design Firm License No. 184-002703

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	379
CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT	

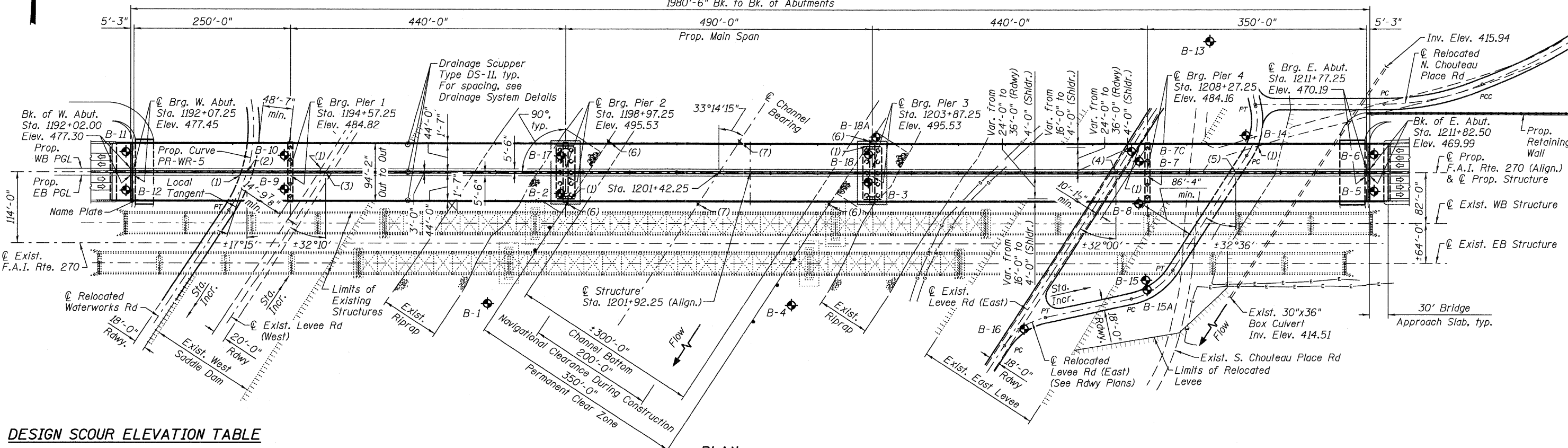
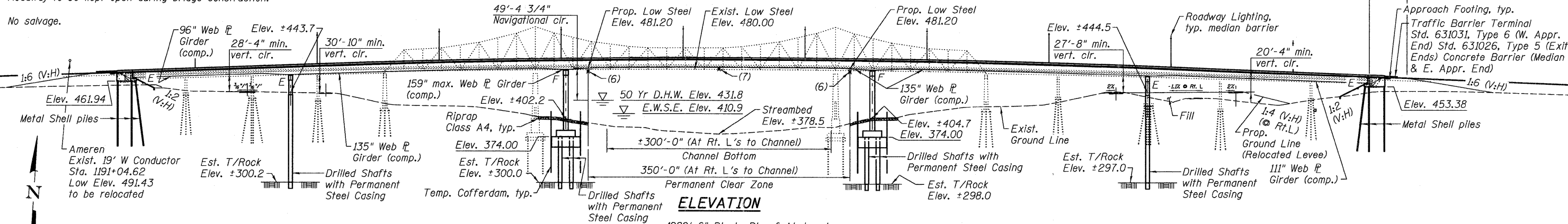
CB PROJECT NO. 00029

Bench Mark: BM 270-11 - Cut square on the center of the pier base for EB I270 bridge, just east of the east bank of the Chain of Rocks Canal, Elev. 429.361;
 BM 270-20 - Cut square at SE corner of the pier base for WB I270 bridge over Chain of Rocks Canal, west side of Waterworks Rd (marked BM9), Elev. 443.974.

Existing Structures: SN 060-0036 (EB) & SN 060-0037 (WB) originally built in 1963 to carry FAI-270, bridge deck repairs, microsilica overlay added in late 1995. Structures consist of two identical 12-span bridges. Each has four approach spans at the west end (95'-8 1/2", 106'-0 1/2", 105'-3 1/4", 106'-7 1/4") and five approach spans at the east end (115'-3 1/8", 144'-7 1/8", 144'-8 1/8", 114'-8 5/8", 95'-8 1/2"). The approach spans are continuous steel plate girders. The main spans consist of a three-span cantilevered through truss (240'-7 3/8", 480'-0", 240'-7 3/8"). The back to back abutment length is 1,991'-11" and the out to out bridge width is 36'-0" each. Stay-in-place forms are still in place beneath the deck. Structures to be kept open and removed after a new bridge is constructed.

Roadway to be kept open during bridge construction.

No salvage.



DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	Pier 2	Pier 3
	*	*

* No scour potential

SCOPE OF WORK

1. Construct new bridge.
2. Remove existing EB & WB structures.

DESIGN STRESSES

FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)
 fy = 50,000 psi (M270 Grade 50W)
 fy = 70,000 psi (M270 Grade HPS 70W) for flanges at pier locations only

LOADING HL-93
 Allow 50 psf for future wearing surface.

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications (AASHTO LRFD - Vehicle Live Load Deflection Criteria L/800)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.23g
 Design Spectral Acceleration at 0.2 sec. (SDS) = 0.50g
 Soil Site Class = D

APPROVED
 FOR STRUCTURAL ADEQUACY ONLY

A. Carl Pappas
 ENGINEER OF BRIDGES AND STRUCTURES



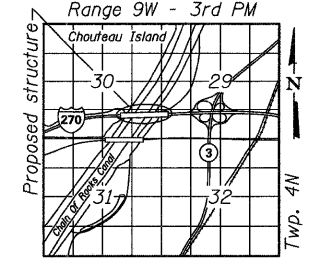
BY: *[Signature]* DATE: 3/16/2011
 HDR ENGINEERING, INC.
 SHTS. 380-446, 451-460, 469-478, 483

LICENSE EXPIRES 11-30-12



BY: *[Signature]* DATE: 3/16/2011
 McDONOUGH ASSOCIATES
 SHTS. 447-450, 461-468, 479-482

LICENSE EXPIRES 11-30-12



LOCATION SKETCH

GENERAL PLAN & ELEVATION

I-270 OVER CHAIN OF ROCKS CANAL PUBLIC WATERS
F.A.I. RTE. 270 - SEC. 60-1B-1
MADISON COUNTY
STATION 1201+92.25
STRUCTURE NO. 060-0345



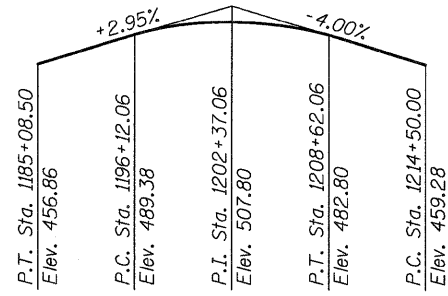
USER NAME = jmgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-001-GPE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

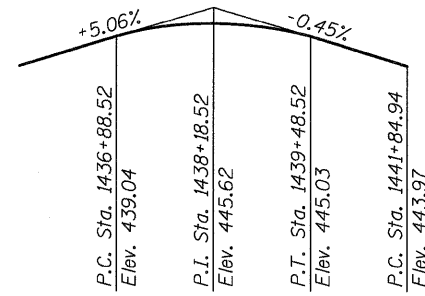
BRIDGE SHEET NO. 1 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	380
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				

3/16/2011 3:16:23 PM
 c:\pwworking\hmc\0549104\0600345-76A91-001-GPE.dgn
 jmgus

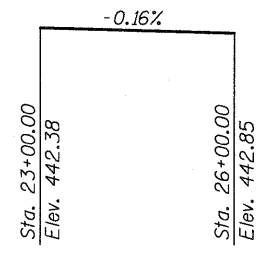


LVC = 1,250'
PROFILE GRADE
(along Prop. I-270 WB & EB P.G.L.)

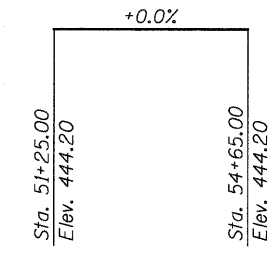


LVC = 260'
PROFILE GRADE
(along Relocated Waterworks Rd)

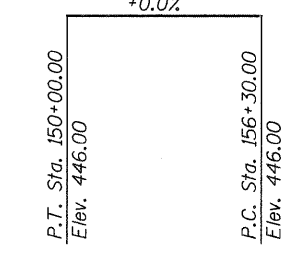
CURVE DATA
Prop. Curve PR-WR-5
 $\Delta = 57^\circ 58' 38''$ (RT)
 $D = 23^\circ 52' 24''$
 $R = 240.00'$
 $T = 132.97'$
 $L = 242.86'$
 $E = 34.37'$
 $e = N/A$
 $T.R. = N/A$
 $S.E. RUN = N/A$
 $P.C. Sta. = 1437+45.83$
 $P.T. STA. = 1439+88.69$
 $PI Sta. = 1438+78.81$



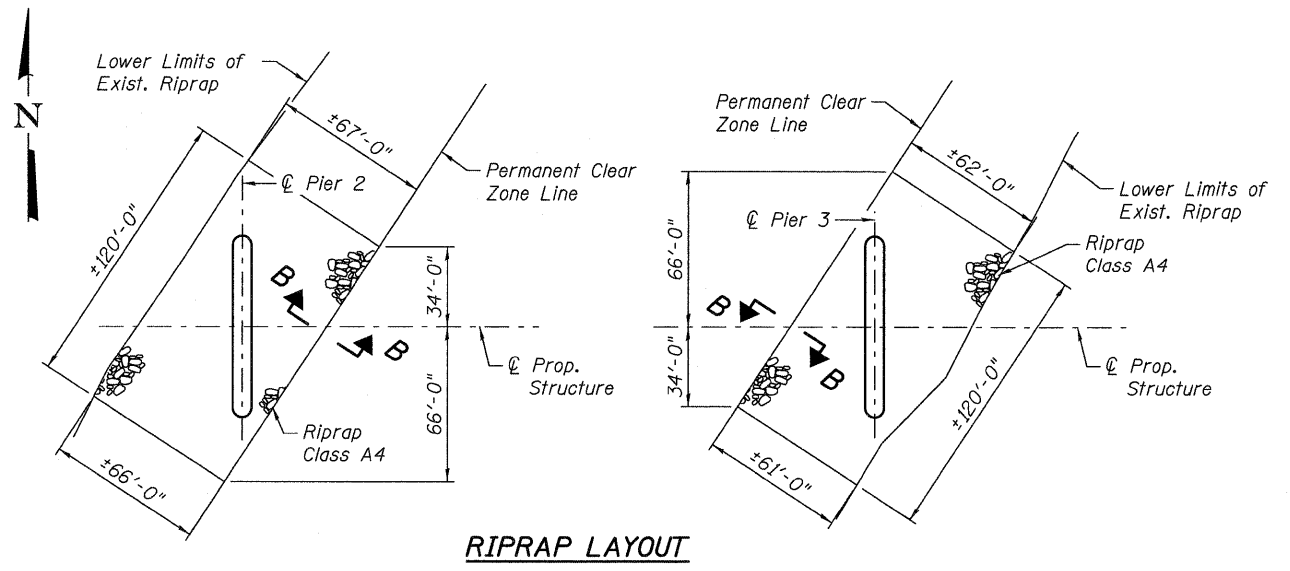
PROFILE GRADE
(along Exist. Levee Rd (West))



PROFILE GRADE
(along Exist. Levee Rd (East))



PROFILE GRADE
(along Relocated Levee Rd (East))

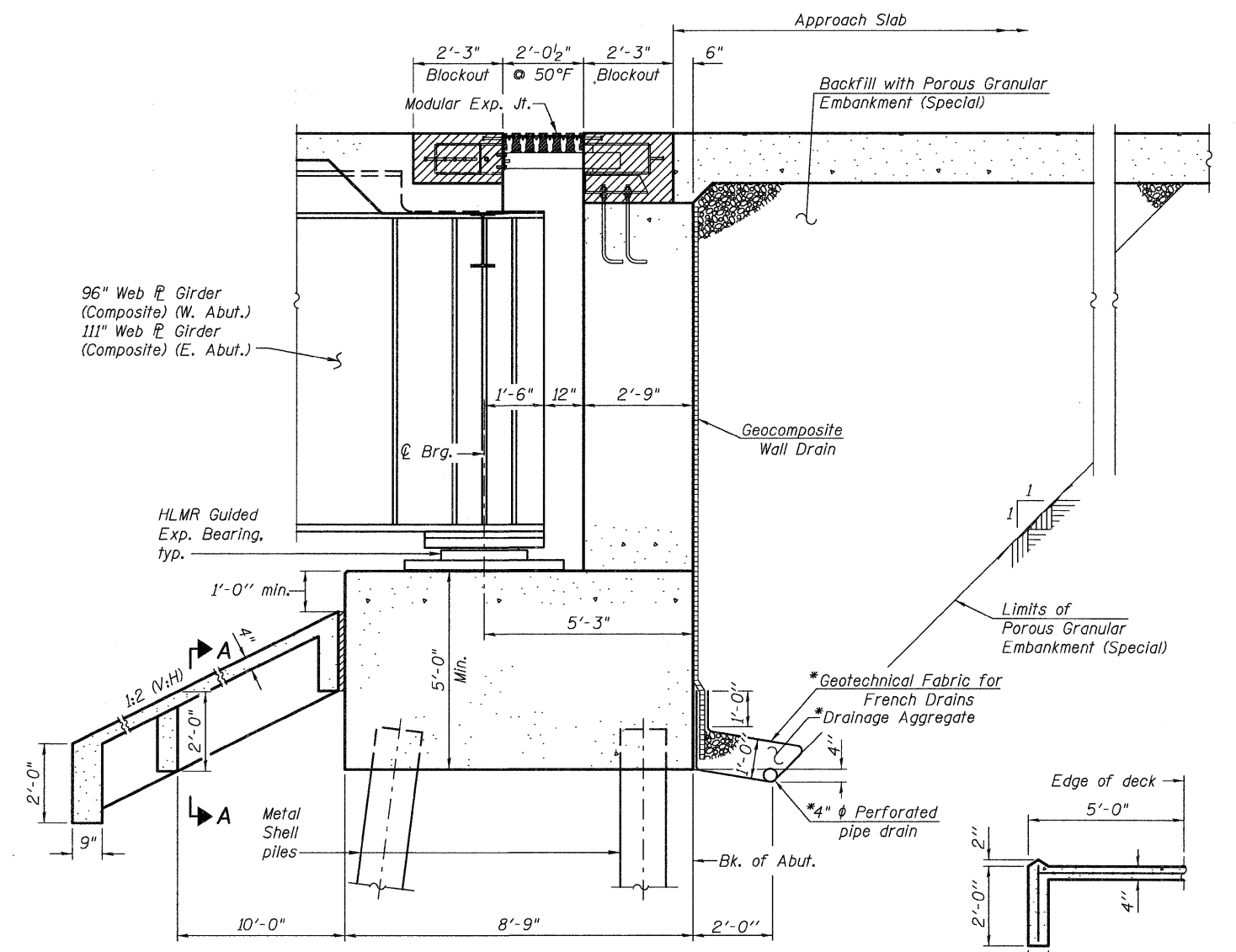


RIPRAP LAYOUT

WATERWAY INFORMATION

Drainage Area = *701,000 Sq Mi		Low Grade Elev. N/A							
Flood Yr.	Freq.	**Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.	
	10	690,000	19,651	19,788	425.1	0	425.1	425.1	
Design	50	925,000	25,625	25,785	431.8	0	431.8	431.8	
Base	100	1,020,000	27,486	27,654	433.8	0	433.8	433.8	
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	1,020,000	-	-	437.9	0	437.9	437.9	

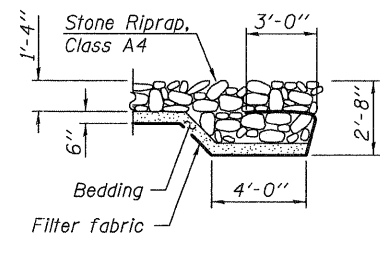
* Drainage Area is for Mississippi River Elevations. Actual Chain of Rocks Canal Drainage Area to I-270 is 0.461 Sq Mi.
** Flow rates are for main Mississippi River bridge, Chain of Rocks Canal flows are negligible.



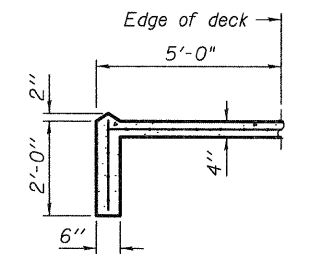
SECTION THRU ABUTMENTS

*Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION B-B



SECTION A-A

c:\pwworking\jmg\0549104\0600345-76A91-002-GND.dgn jmgus 3/15/2011 2:10:05 PM



USER NAME = jmgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-002-GND.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 060-0345
BRIDGE SHEET NO. 2 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	381
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 7/8 in. diameter, holes 15/16 in. diameter, unless otherwise noted.
2. Calculated weight of Structural Steel (excluding inspection walkway) = 20,344,590 lbs
AASHTO M270 GR HPS 70W = 2,603,810 lbs
AASHTO M270 GR 50W = 17,740,780 lbs
Calculated weight of Structural Steel (inspection walkway only) = 195,000 lbs
3. All structural steel shall be AASHTO M 270 Grade 50W, except at flanges over the piers which shall be AASHTO M 270 Grade HPS 70W, as shown in the plans. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars shall conform to the requirements of ASTM A706 Gr 60. See Special Provisions.
6. Reinforcement bars designated (E) shall be epoxy coated.
7. If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior girder at each of these additional bracket locations.
8. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
9. Concrete Sealer shall be applied to the designated areas of the abutments.
10. All structural steel and exposed surfaces of bearings within a distance of 10 ft. each way from the deck joints shall be painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
11. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
12. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
13. The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.
14. Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.
15. 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.
16. The Contractor is alerted that camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown in the Contract Drawings. Any deviation from this pouring sequence will result in changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The plan and calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.
17. The erection of the structural steel shall be accomplished by a steel erection contractor or sub-contractor certified as an Advanced Certified Steel Erector (ACSE) by AISC. See special provision for "Erection of Complex Steel Structures".
18. Slipforming of the Parapets is not allowed.
19. In addition to the cofferdam requirements in section 502 of the Standard Specifications, the Contractor shall furnish, install, provide temporary power, and subsequently remove one 180 degree red navigation light on the upstream and downstream sides of each cofferdam adjacent to the navigation channels. The cost is included in Cofferdam (Location-1) and Cofferdam (Location-2).
20. Construction and demolition activities shall be coordinated and approved in writing by the United States Coast Guard (USCG) and the United States Army Corps of Engineers (USACE). No additional compensation or time will be allowed for USCG or USACE restrictions.
21. Maintain existing navigation lights on the existing structures until the existing structures are removed. Proposed navigation light shall be operational before the existing navigational lights are removed.
22. The longitudinal limits of the protective shield on both the EB and WB existing I-270 structures are from CL Pier 1 to CL Pier 4, from CL Pier 5 to CL Pier 6, from CL Pier 7 to CL Pier 10. The existing piers are numbered sequentially from west to east.

The transverse limits of the protective shield are described in the standard specifications.
23. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
24. Cofferdam Excavation pay limits are amended in Article 502.12 to "The horizontal dimensions used in computing the volume will not extend beyond vertical planes 8 ft outside of the edges of the pier footings".
25. Seal Coat Concrete pay limits are amended in Article 503.21 to "The horizontal dimensions used will be the average measurement from center to center of the interlocks of the sheet piling in opposite walls of the cofferdam, but in no case will these dimensions be taken as more than 8 ft beyond the neat lines of the footing in any direction, except that provision may be made for a sump at one end of the cofferdam if necessary".
26. Plans for the existing bridge are available for review at the IDOT District 8 office.
27. Due to the large volumes of concrete placed in the substructure units of this Contract, excessive heats of hydration may be present. The Contractor is alerted that the provisions of Article 1020.14 (b) of the Standard Specifications may apply in these cases.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	-	1,264	1,264
Stone Riprap, Class A4	Sq. Yd.	-	1,602	1,602
Filter Fabric	Sq. Yd.	-	1,602	1,602
Removal of Existing Structures	Each	-	-	2
Slope Wall Removal	Sq. Yd.	-	3,175	3,175
Protective Shield	Sq. Yd.	10,700	-	10,700
Structure Excavation	Cu. Yd.	-	82.6	82.6
Cofferdam Excavation	Cu. Yd.	-	16,671	16,671
Cofferdam (Location-1)	Each	-	1	1
Cofferdam (Location-2)	Each	-	1	1
Concrete Structures	Cu. Yd.	-	7,538.0	7,538.0
Concrete Superstructure	Cu. Yd.	6,469.8	-	6,469.8
Bridge Deck Grooving	Sq. Yd.	19,272	-	19,272
Seal Coat Concrete	Cu. Yd.	-	6,101.2	6,101.2
Protective Coat	Sq. Yd.	23,216	-	23,216
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Furnishing and Erecting Structural Steel	Pound	195,000	-	195,000
Stud Shear Connectors	Each	36,090	-	36,090
Reinforcement Bars	Pound	-	719,170	719,170
Reinforcement Bars, Epoxy Coated	Pound	1,914,170	1,508,510	3,422,680
Bar Splicers	Each	-	172	172
Slope Wall 4 Inch	Sq. Yd.	-	884	884
Furnishing Metal Pile Shells 14"x0.312"	Foot	-	4,527	4,527
Driving Piles	Foot	-	4,527	4,527
Test Pile Metal Shells	Each	-	2	2
Name Plates	Each	1	-	1
Permanent Casing	Foot	-	2,920	2,920
Drilled Shaft in Soil	Cu. Yd.	-	3,058.0	3,058.0
Drilled Shaft in Rock	Cu. Yd.	-	387.2	387.2
Anchor Bolt 1 1/4" dia.	Each	240	-	240
Anchor Bolt 1 1/2" dia.	Each	160	-	160
Concrete Sealer	Sq. Ft.	-	3,794	3,794
Geocomposite Wall Drain	Sq. Yd.	-	527	527
Pipe Underdrains for Structures, 4"	Foot	-	392	392
Modular Expansion Joint 21"	Foot	176.0	-	176.0
Drainage System	L. Sum	1	-	1
Drainage Scupper, DS-11	Each	76	-	76
High Load Multi-Rotation Bearings, Fixed, 2,000k	Each	20	-	20
High Load Multi-Rotation Bearings, Guided Expansion, 550k	Each	20	-	20
High Load Multi-Rotation Bearings, Guided Expansion, 1,700k	Each	20	-	20
Cross Hole Sonic Logging	Each	-	30	30
Mechanical Splicers	Each	-	2,512	2,512
Metal Grating	L. Sum	1	-	1

INDEX OF SHEETS

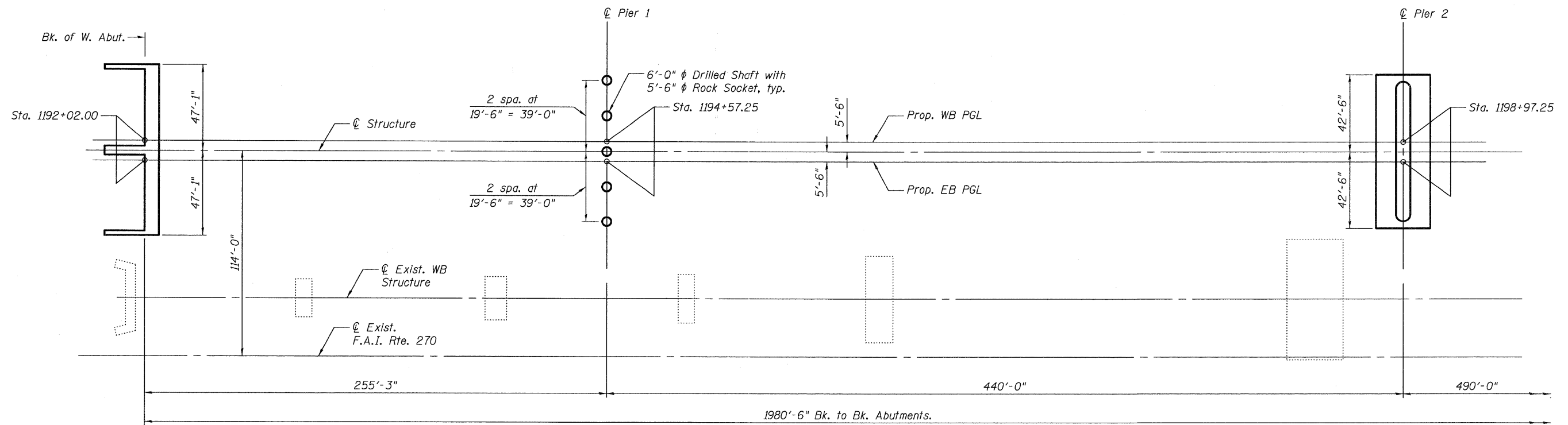
- 1 General Plan & Elevation
- 2 General Data
- 3 General Notes and Bill of Material
- 4 Footing Layout
- 5-9 Top of Slab Elevations Layout
- 10-25 Top of Slab Elevations
- 26 Top of West Approach Slab Elevations
- 27 Top of East Approach Slab Elevations
- 28 Deck Pouring Sequence
- 29-33 Superstructure Plan
- 34 Superstructure Details - Deck Section
- 35-36 Superstructure Details - Parapet Elevation
- 37-38 Superstructure Details - Median Barrier Elevation
- 39 Superstructure Details
- 40 Superstructure Details - Bill of Material
- 41-42 West Bridge Approach Slab Details
- 43-44 East Bridge Approach Slab Details
- 45-46 Modular Expansion Joint Details
- 47 Drainage Scupper DS-11
- 48-52 Framing Plan
- 53-57 Girder Elevation
- 58 Steel Details - Tables
- 59 Steel Details - Lateral Bracing
- 60-61 Steel Details - Cross Frames
- 62 Steel Details - Stiffeners & Connection Plates
- 63 Steel Details - Splices
- 64 Steel Details - Nav Light Support, Drip Details
- 65 Steel Details - Bottom Flange Protection
- 66-67 Steel Details - Camber Diagrams & Top of Web Elev Table
- 68-71 Steel Details - Inspection Walkway Details
- 72-77 Steel Details - Conceptual Steel Erection Sequence
- 78 HLMR Bearing Details - Fixed - Piers 2 & 3
- 79 HLMR Bearing Details - Guided Expansion - E. & W. Abutments
- 80 HLMR Bearing Details - Guided Expansion - Piers 1 & 4
- 81 HLMR Bearing Details - Notes
- 82 W. Abutment - Plan & Elevation
- 83 W. Abutment - Footing Plan
- 84 W. Abutment - Wingwalls
- 85 W. Abutment - Bill of Material
- 86 E. Abutment - Plan & Elevation
- 87 E. Abutment - Footing Plan
- 88 E. Abutment - Wingwalls
- 89 E. Abutment - Bill of Material
- 90 Pier 1 - Plan & Elevation
- 91 Pier 1 - Plans & Bill of Material
- 92 Pier 2 - Elevation
- 93 Pier 2 - Plans
- 94 Pier 2 - Sections & Bill of Material
- 95 Pier 3 - Elevation
- 96 Pier 3 - Plans
- 97 Pier 3 - Sections & Bill of Material
- 98 Pier 4 - Plan & Elevation
- 99 Pier 4 - Plans & Bill of Material
- 100 Foundation Details - Metal Shell Piles
- 101-103 Drainage System Details
- 104 Bar Splicer Assembly and Mechanical Splicer Details
- 105-133 Soil Boring Logs

STATION 1201+92.25
BUILT BY
STATE OF ILLINOIS
F.A.I. RT. 270 SEC. 60-1B-1
LOADING HL-93
STRUCTURE NO. 060-0345

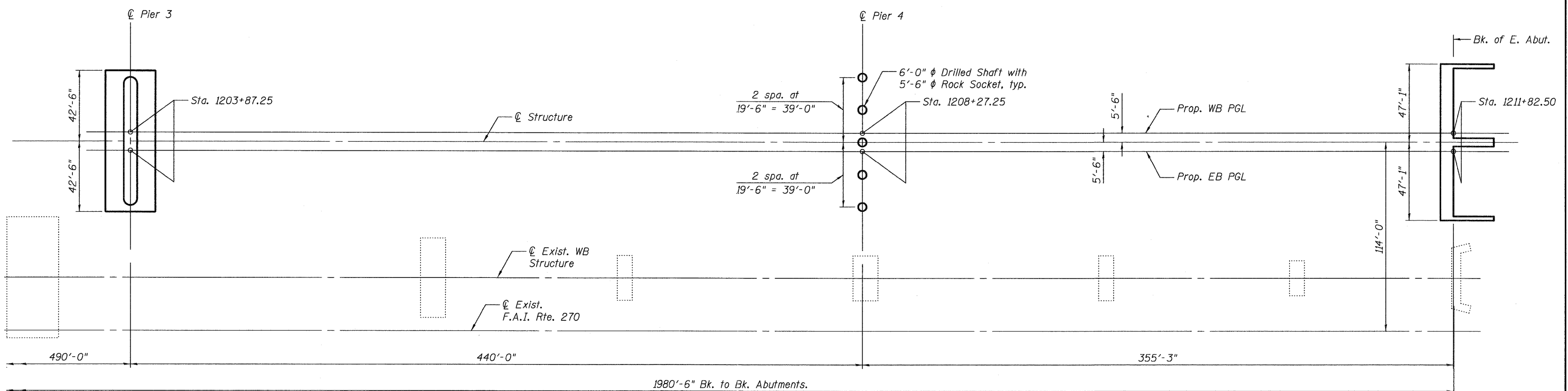
NAME PLATE
See Std. 515001

4/20/2011 4:48:24 PM c:\pwworking\oma\d0549104\0600345-76A91-003-GNN.dgn jmgus

HDR HDR ENGINEERING, INC.	USER NAME = jmgus	DESIGNED - BWC	REVISED - LGP 4/20/2011	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES AND BILL OF MATERIAL STRUCTURE NO. 060-0345	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	FILE NAME = 0600345-76A91-003-GNN.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	382	
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			BRIDGE SHEET NO. 3 OF 133 SHEETS					
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			CONTRACT NO. 76A91					
ILLINOIS FED. AID PROJECT											



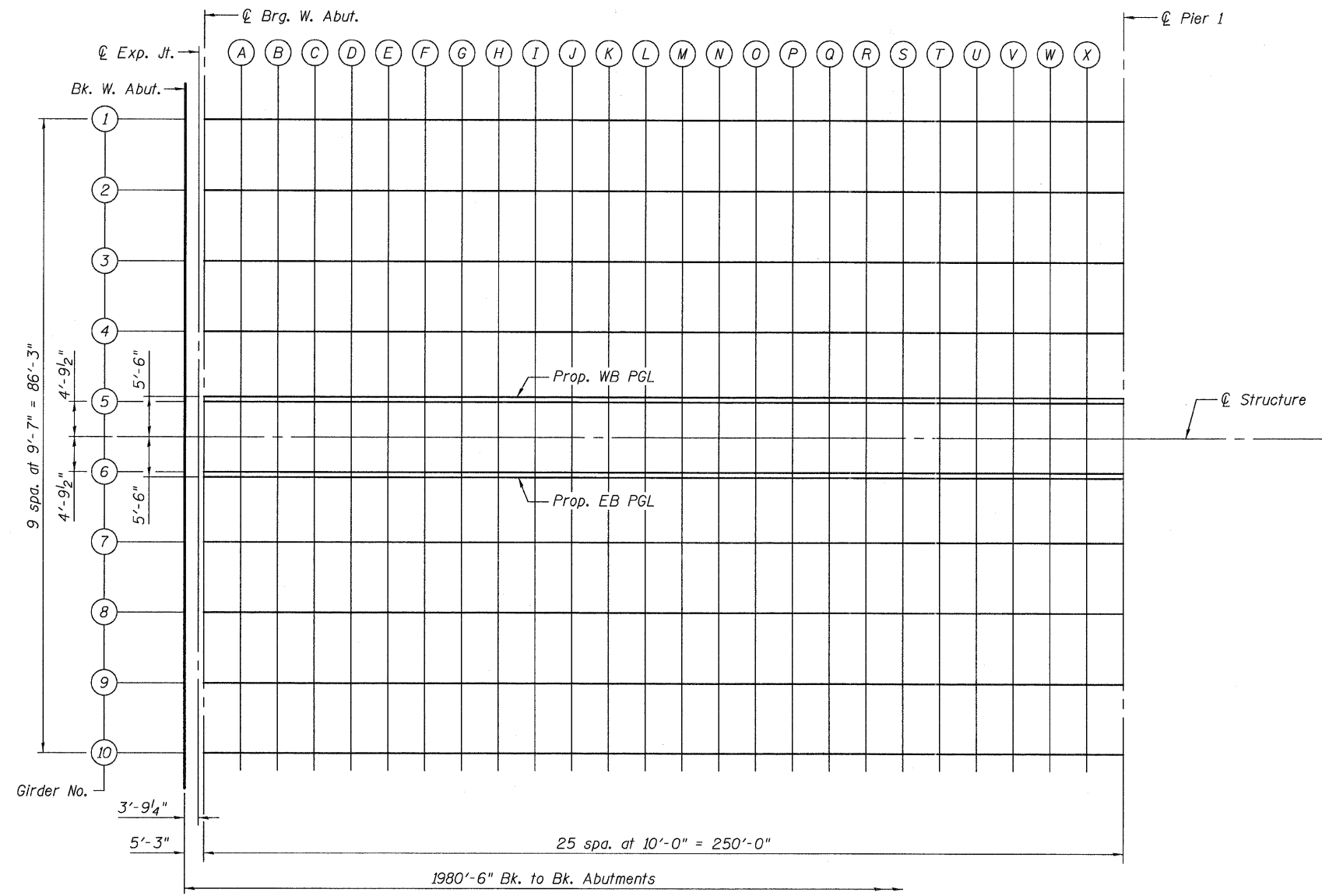
PARTIAL PLAN



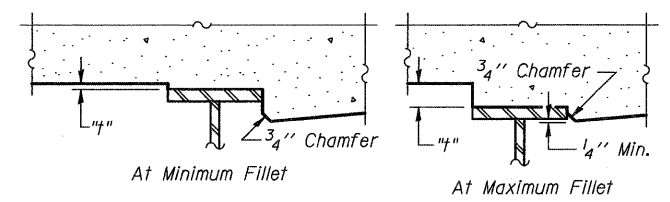
PARTIAL PLAN

3/15/2011 2:12:21 PM
 c:\pwworking\hmc\d0549104\0600345-76A91-004-FTL.dgn
 jmgus

 HDR ENGINEERING, INC.	USER NAME = jmgus	DESIGNED - BWC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FOOTING LAYOUT STRUCTURE NO. 060-0345	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-004-FTL.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	383
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			CONTRACT NO. 76A91				
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			ILLINOIS FED. AID PROJECT				
BRIDGE SHEET NO. 4 OF 133 SHEETS										

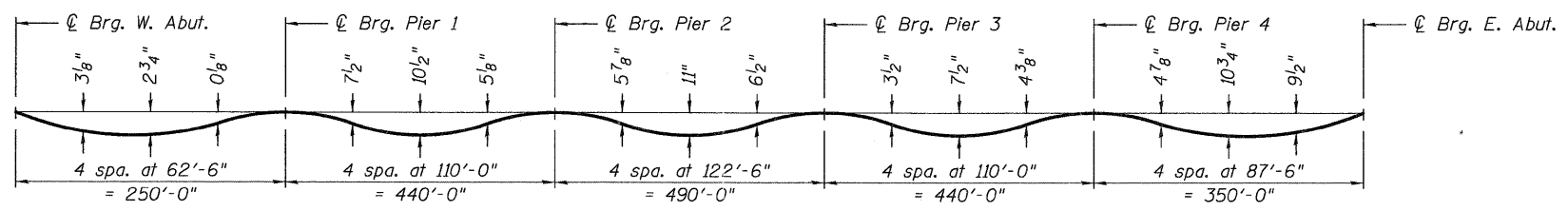


PARTIAL PLAN - SPAN 1



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at the locations indicated on the plan view. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 10 thru 25 of 133, minus slab thickness, equals the fillet heights "t" above top flange of girders.

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 sheets 10 thru 25 of 133.

c:\pwworking\hmc\d0549104\0600345-76A91-005-TSE.dgn
 jmjgus
 3/15/2011 2:11:26 PM



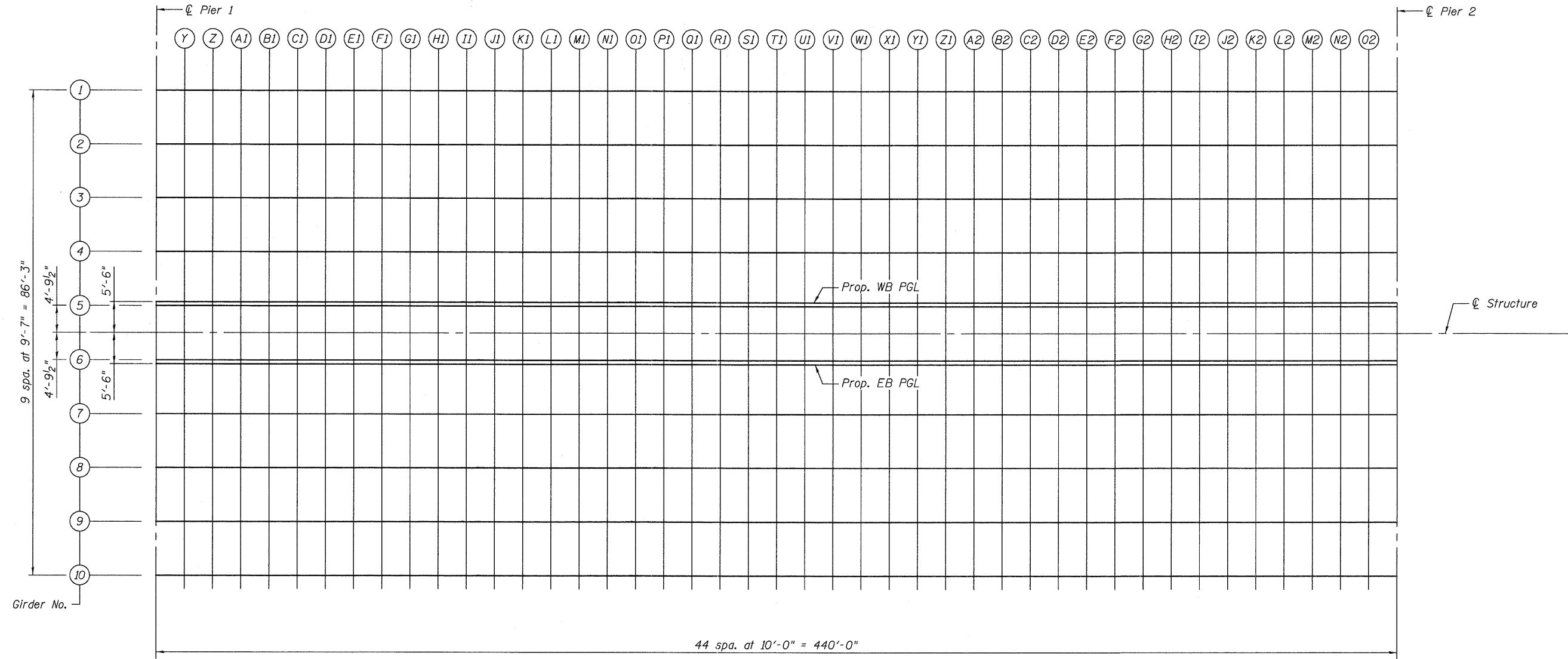
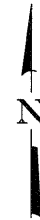
USER NAME = jmjgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-005-TSE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 060-0345**

BRIDGE SHEET NO. 5 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	384
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				

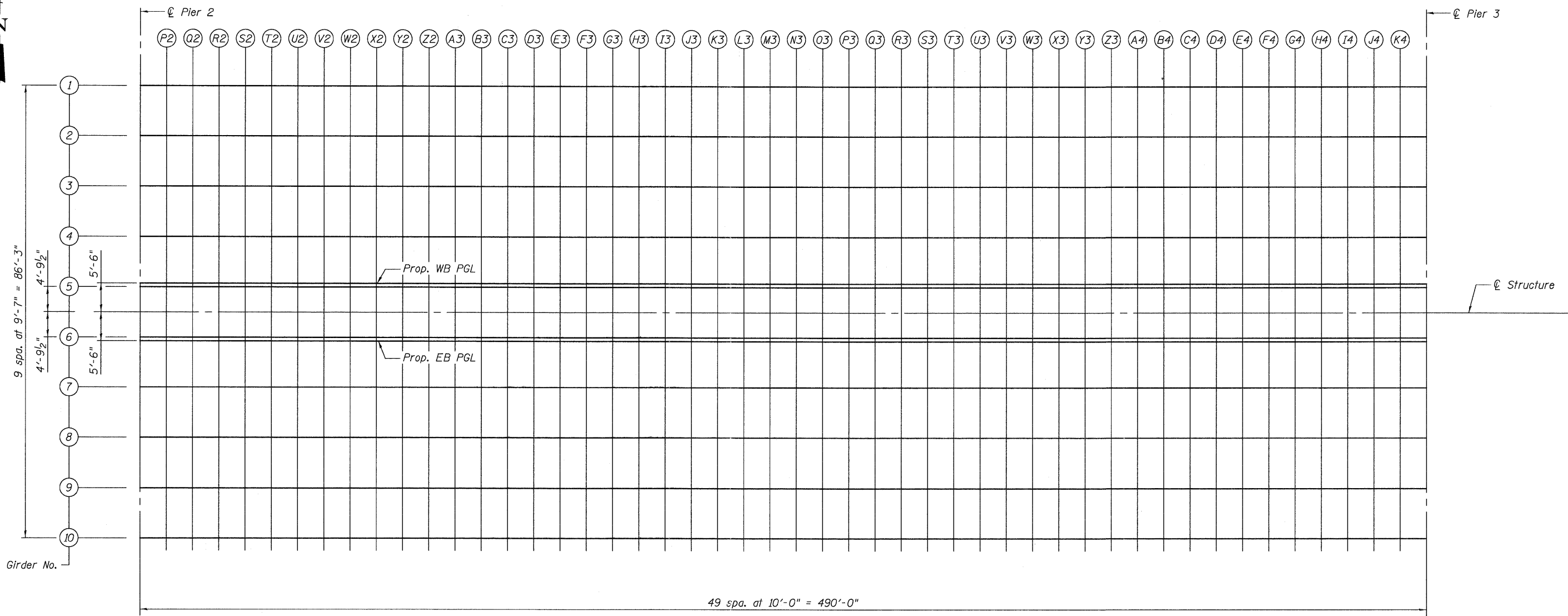


PARTIAL PLAN - SPAN 2

cs:\pwork\king\ome\d0549\04\0600345-76A91-006-TSE.dgn
jmgus

3/15/2011
2:11:30 PM

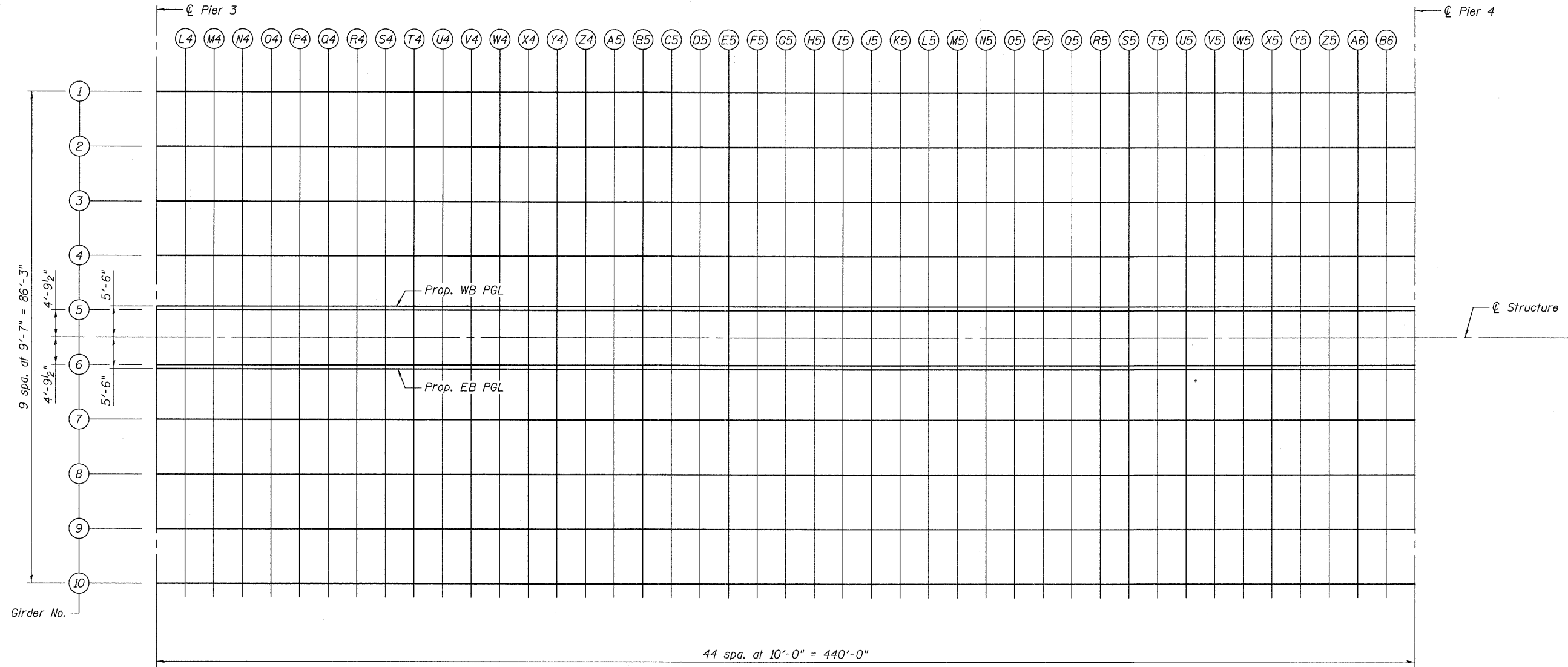
	USER NAME = jmgus	DESIGNED - BWC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS LAYOUT STRUCTURE NO. 060-0345	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-006-TSE.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	385
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			CONTRACT NO. 76A91				
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			ILLINOIS FED. AID PROJECT				
BRIDGE SHEET NO. 6 OF 133 SHEETS										



PARTIAL PLAN - SPAN 3

cs:\pwworking\omc\0549104\0600345-76A91-007-TSE.dgn
 jmlgus
 3/15/2011 2:11:35 PM

	USER NAME = jmlgus	DESIGNED - BWC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS LAYOUT STRUCTURE NO. 060-0345	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-007-TSE.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	386
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			CONTRACT NO. 76A91				
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			BRIDGE SHEET NO. 7 OF 133 SHEETS				
						ILLINOIS FED. AID PROJECT				

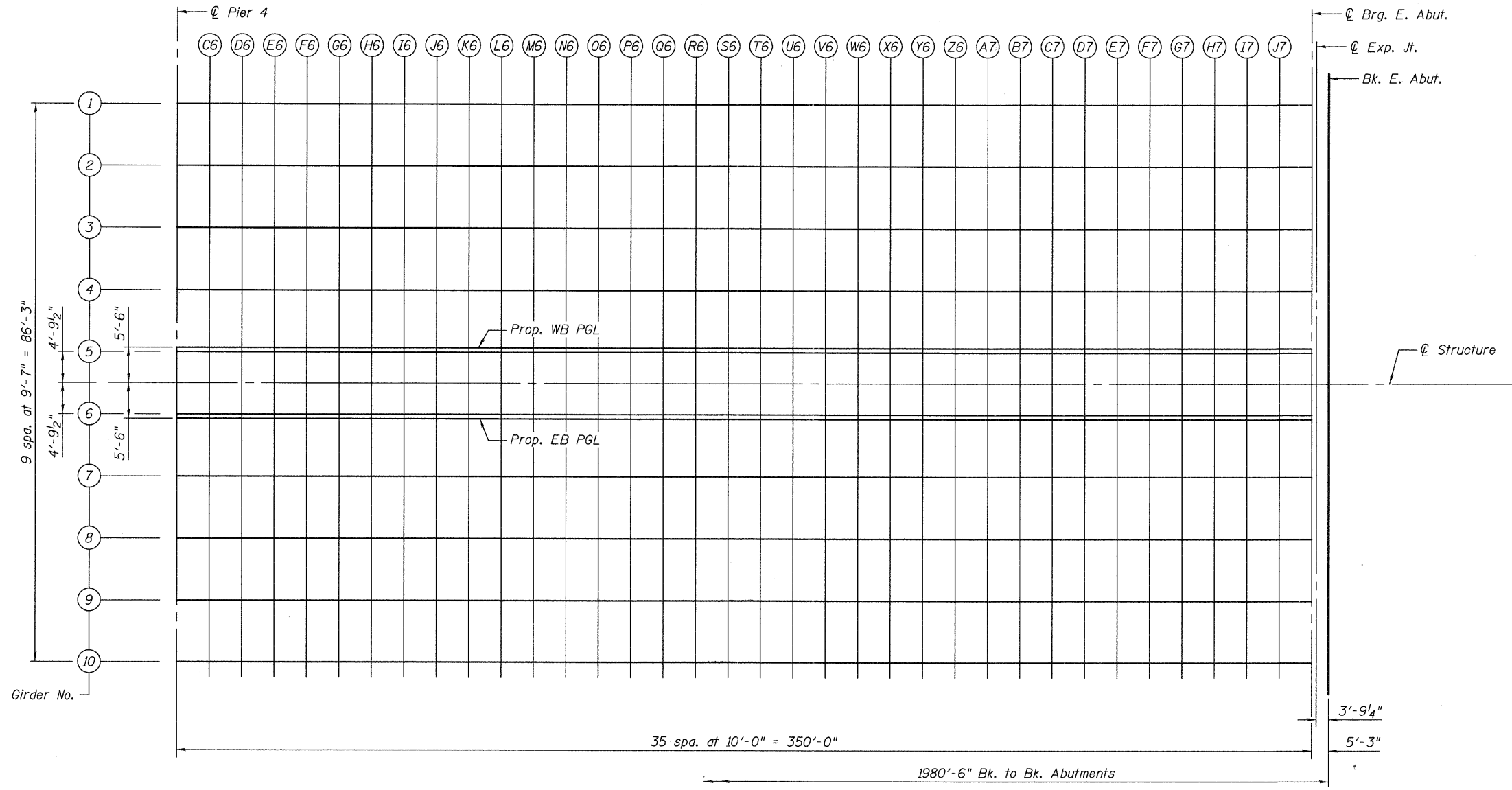


PARTIAL PLAN - SPAN 4

c:\pwworking\king\oma\0549\04\0600345-76A91-008-TSE.dgn
jmgus

3/15/2011
2:44:40 PM

	USER NAME = jmgus	DESIGNED - BWC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS LAYOUT STRUCTURE NO. 060-0345	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-008-TSE.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	387
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			CONTRACT NO. 76A91				
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			ILLINOIS FED. AID PROJECT				
BRIDGE SHEET NO. 8 OF 133 SHEETS										



PARTIAL PLAN - SPAN 5

c:\pwworking\oma\0549104\0600345-76A91-009-TSE.dgn jmlgus

3/15/2011 2:11:45 PM



USER NAME = jmlgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-009-TSE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 060-0345**

BRIDGE SHEET NO. 9 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	388
CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT	

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	-43.12	477.51	477.51
CL. EXP. JT.	1192+05.77	-43.12	477.62	477.62
CL. BRG. W. ABUT.	1192+07.25	-43.12	477.67	477.67
A	1192+17.25	-43.12	477.96	478.01
B	1192+27.25	-43.12	478.26	478.36
C	1192+37.25	-43.12	478.55	478.70
D	1192+47.25	-43.12	478.85	479.04
E	1192+57.25	-43.12	479.14	479.36
F	1192+67.25	-43.12	479.43	479.68
G	1192+77.25	-43.12	479.73	480.00
H	1192+87.25	-43.12	480.02	480.30
I	1192+97.25	-43.12	480.32	480.60
J	1193+07.25	-43.12	480.61	480.89
K	1193+17.25	-43.12	480.91	481.17
L	1193+27.25	-43.12	481.20	481.44
M	1193+37.25	-43.12	481.50	481.72
N	1193+47.25	-43.12	481.79	481.98
O	1193+57.25	-43.12	482.09	482.24
P	1193+67.25	-43.12	482.38	482.49
Q	1193+77.25	-43.12	482.68	482.75
R	1193+87.25	-43.12	482.97	483.00
S	1193+97.25	-43.12	483.27	483.27
T	1194+07.25	-43.12	483.56	483.53
U	1194+17.25	-43.12	483.86	483.82
V	1194+27.25	-43.12	484.15	484.10
W	1194+37.25	-43.12	484.45	484.41
X	1194+47.25	-43.12	484.74	484.72
CL. BRG. PIER 1	1194+57.25	-43.12	485.03	485.03
Y	1194+67.25	-43.12	485.33	485.37
Z	1194+77.25	-43.12	485.62	485.70
A1	1194+87.25	-43.12	485.92	486.05
B1	1194+97.25	-43.12	486.21	486.40
C1	1195+07.25	-43.12	486.51	486.76
D1	1195+17.25	-43.12	486.80	487.12
E1	1195+27.25	-43.12	487.10	487.48
F1	1195+37.25	-43.12	487.39	487.84
G1	1195+47.25	-43.12	487.69	488.20
H1	1195+57.25	-43.12	487.98	488.55
I1	1195+67.25	-43.12	488.28	488.91
J1	1195+77.25	-43.12	488.57	489.25
K1	1195+87.25	-43.12	488.87	489.60
L1	1195+97.25	-43.12	489.16	489.93
M1	1196+07.25	-43.12	489.46	490.27
N1	1196+17.25	-43.12	489.75	490.59
O1	1196+27.25	-43.12	490.04	490.90
P1	1196+37.25	-43.12	490.32	491.20
Q1	1196+47.25	-43.12	490.60	491.49
R1	1196+57.25	-43.12	490.87	491.76
S1	1196+67.25	-43.12	491.14	492.03
T1	1196+77.25	-43.12	491.40	492.28
U1	1196+87.25	-43.12	491.66	492.52

GIRDER 1 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	-43.12	491.91	492.75
W1	1197+07.25	-43.12	492.15	492.96
X1	1197+17.25	-43.12	492.39	493.17
Y1	1197+27.25	-43.12	492.62	493.36
Z1	1197+37.25	-43.12	492.85	493.54
A2	1197+47.25	-43.12	493.07	493.72
B2	1197+57.25	-43.12	493.29	493.88
C2	1197+67.25	-43.12	493.50	494.04
D2	1197+77.25	-43.12	493.71	494.19
E2	1197+87.25	-43.12	493.91	494.33
F2	1197+97.25	-43.12	494.10	494.46
G2	1198+07.25	-43.12	494.29	494.60
H2	1198+17.25	-43.12	494.47	494.72
I2	1198+27.25	-43.12	494.65	494.84
J2	1198+37.25	-43.12	494.82	494.97
K2	1198+47.25	-43.12	494.99	495.09
L2	1198+57.25	-43.12	495.15	495.22
M2	1198+67.25	-43.12	495.31	495.35
N2	1198+77.25	-43.12	495.46	495.48
O2	1198+87.25	-43.12	495.60	495.61
CL. BRG. PIER 2	1198+97.25	-43.12	495.74	495.74
P2	1199+07.25	-43.12	495.87	495.88
Q2	1199+17.25	-43.12	496.00	496.02
R2	1199+27.25	-43.12	496.13	496.17
S2	1199+37.25	-43.12	496.24	496.31
T2	1199+47.25	-43.12	496.35	496.46
U2	1199+57.25	-43.12	496.46	496.61
V2	1199+67.25	-43.12	496.56	496.76
W2	1199+77.25	-43.12	496.65	496.90
X2	1199+87.25	-43.12	496.74	497.05
Y2	1199+97.25	-43.12	496.83	497.19
Z2	1200+07.25	-43.12	496.90	497.32
A3	1200+17.25	-43.12	496.98	497.46
B3	1200+27.25	-43.12	497.04	497.58
C3	1200+37.25	-43.12	497.10	497.69
D3	1200+47.25	-43.12	497.16	497.80
E3	1200+57.25	-43.12	497.21	497.90
F3	1200+67.25	-43.12	497.25	497.99
G3	1200+77.25	-43.12	497.29	498.07
H3	1200+87.25	-43.12	497.33	498.14
I3	1200+97.25	-43.12	497.35	498.19
J3	1201+07.25	-43.12	497.38	498.25
K3	1201+17.25	-43.12	497.39	498.28
L3	1201+27.25	-43.12	497.40	498.30
M3	1201+37.25	-43.12	497.41	498.32
N3	1201+47.25	-43.12	497.41	498.32
O3	1201+57.25	-43.12	497.40	498.31
P3	1201+67.25	-43.12	497.39	498.29
Q3	1201+77.25	-43.12	497.38	498.27
R3	1201+87.25	-43.12	497.35	498.22
S3	1201+97.25	-43.12	497.33	498.17
T3	1202+07.25	-43.12	497.29	498.10
U3	1202+17.25	-43.12	497.25	498.02
V3	1202+27.25	-43.12	497.21	497.94

GIRDER 1 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	-43.12	497.16	497.85
X3	1202+47.25	-43.12	497.10	497.74
Y3	1202+57.25	-43.12	497.04	497.63
Z3	1202+67.25	-43.12	496.98	497.51
A4	1202+77.25	-43.12	496.90	497.37
B4	1202+87.25	-43.12	496.83	497.24
C4	1202+97.25	-43.12	496.74	497.10
D4	1203+07.25	-43.12	496.65	496.95
E4	1203+17.25	-43.12	496.56	496.80
F4	1203+27.25	-43.12	496.46	496.65
G4	1203+37.25	-43.12	496.35	496.49
H4	1203+47.25	-43.12	496.24	496.34
I4	1203+57.25	-43.12	496.13	496.20
J4	1203+67.25	-43.12	496.00	496.04
K4	1203+77.25	-43.12	495.88	495.90
CL. BRG. PIER 3	1203+87.25	-43.12	495.74	495.74
L4	1203+97.25	-43.12	495.60	495.60
M4	1204+07.25	-43.12	495.46	495.46
N4	1204+17.25	-43.12	495.31	495.32
O4	1204+27.25	-43.12	495.15	495.18
P4	1204+37.25	-43.12	494.99	495.04
Q4	1204+47.25	-43.12	494.83	494.91
R4	1204+57.25	-43.12	494.65	494.77
S4	1204+67.25	-43.12	494.48	494.64
T4	1204+77.25	-43.12	494.29	494.49
U4	1204+87.25	-43.12	494.10	494.35
V4	1204+97.25	-43.12	493.91	494.20
W4	1205+07.25	-43.12	493.71	494.05
X4	1205+17.25	-43.12	493.50	493.88
Y4	1205+27.25	-43.12	493.29	493.72
Z4	1205+37.25	-43.12	493.08	493.55
A5	1205+47.25	-43.12	492.85	493.35
B5	1205+57.25	-43.12	492.63	493.16
C5	1205+67.25	-43.12	492.39	492.95
D5	1205+77.25	-43.12	492.15	492.73
E5	1205+87.25	-43.12	491.91	492.51
F5	1205+97.25	-43.12	491.66	492.27
G5	1206+07.25	-43.12	491.40	492.02
H5	1206+17.25	-43.12	491.14	491.76
I5	1206+27.25	-43.12	490.88	491.50
J5	1206+37.25	-43.12	490.60	491.21
K5	1206+47.25	-43.12	490.33	490.93
L5	1206+57.25	-43.12	490.04	490.62
M5	1206+67.25	-43.12	489.75	490.30
N5	1206+77.25	-43.12	489.46	489.98
O5	1206+87.25	-43.12	489.16	489.65
P5	1206+97.25	-43.12	488.85	489.30
Q5	1207+07.25	-43.12	488.54	488.95
R5	1207+17.25	-43.12	488.23	488.59
S5	1207+27.25	-43.12	487.90	488.22
T5	1207+37.25	-43.12	487.57	487.84
U5	1207+47.25	-43.12	487.24	487.46
V5	1207+57.25	-43.12	486.90	487.08
W5	1207+67.25	-43.12	486.56	486.69

3/15/2011 2:11:49 PM
 c:\pwworking\hmr\dwg\0549104\0600345-76A91-010-TSE.dgn
 jmgus



USER NAME = jmgus
 FILE NAME = 0600345-76A91-010-TSE.DGN
 PLOT SCALE = NONE
 PLOT DATE = 3/18/2011

DESIGNED - BWC
 CHECKED - LGP
 DRAWN - JM
 CHECKED - BSK

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 060-0345

BRIDGE SHEET NO. 10 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	389
CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT	

GIRDER 1 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	-43.12	486.21	486.30
Y5	1207+87.25	-43.12	485.85	485.91
Z5	1207+97.25	-43.12	485.49	485.52
A6	1208+07.25	-43.12	485.12	485.13
B6	1208+17.25	-43.12	484.75	484.75
CL. BRG. PIER 4	1208+27.25	-43.12	484.37	484.37
C6	1208+37.25	-43.12	483.99	484.00
D6	1208+47.25	-43.12	483.60	483.64
E6	1208+57.25	-43.12	483.21	483.28
F6	1208+67.25	-43.12	482.81	482.92
G6	1208+77.25	-43.12	482.41	482.57
H6	1208+87.25	-43.12	482.01	482.23
I6	1208+97.25	-43.12	481.61	481.89
J6	1209+07.25	-43.12	481.21	481.56
K6	1209+17.25	-43.12	480.81	481.23
L6	1209+27.25	-43.12	480.41	480.90
M6	1209+37.25	-43.12	480.01	480.57
N6	1209+47.25	-43.12	479.61	480.24
O6	1209+57.25	-43.12	479.21	479.90
P6	1209+67.25	-43.12	478.81	479.56
Q6	1209+77.25	-43.12	478.41	479.21
R6	1209+87.25	-43.12	478.01	478.85
S6	1209+97.25	-43.12	477.61	478.48
T6	1210+07.25	-43.12	477.21	478.11
U6	1210+17.25	-43.12	476.81	477.73
V6	1210+27.25	-43.12	476.41	477.35
W6	1210+37.25	-43.12	476.01	476.95
X6	1210+47.25	-43.12	475.61	476.54
Y6	1210+57.25	-43.12	475.21	476.13
Z6	1210+67.25	-43.12	474.81	475.70
A7	1210+77.25	-43.12	474.41	475.26
B7	1210+87.25	-43.12	474.01	474.81
C7	1210+97.25	-43.12	473.61	474.36
D7	1211+07.25	-43.12	473.21	473.89
E7	1211+17.25	-43.12	472.81	473.41
F7	1211+27.25	-43.12	472.41	472.93
G7	1211+37.25	-43.12	472.01	472.43
H7	1211+47.25	-43.12	471.61	471.93
I7	1211+57.25	-43.12	471.21	471.43
J7	1211+67.25	-43.12	470.81	470.92
CL. BRG. E. ABUT.	1211+77.25	-43.12	470.41	470.41
CL. EXP. JT.	1211+78.73	-43.12	470.35	470.35
BK. E. ABUT.	1211+82.50	-43.12	470.20	470.20

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	-33.54	477.67	477.67
CL. EXP. JT.	1192+05.77	-33.54	477.78	477.78
CL. BRG. W. ABUT.	1192+07.25	-33.54	477.82	477.82
A	1192+17.25	-33.54	478.12	478.17
B	1192+27.25	-33.54	478.41	478.51
C	1192+37.25	-33.54	478.71	478.86
D	1192+47.25	-33.54	479.00	479.19
E	1192+57.25	-33.54	479.30	479.52
F	1192+67.25	-33.54	479.59	479.84
G	1192+77.25	-33.54	479.89	480.16
H	1192+87.25	-33.54	480.18	480.46
I	1192+97.25	-33.54	480.48	480.76
J	1193+07.25	-33.54	480.77	481.05
K	1193+17.25	-33.54	481.07	481.33
L	1193+27.25	-33.54	481.36	481.60
M	1193+37.25	-33.54	481.66	481.88
N	1193+47.25	-33.54	481.95	482.14
O	1193+57.25	-33.54	482.25	482.40
P	1193+67.25	-33.54	482.54	482.65
Q	1193+77.25	-33.54	482.83	482.90
R	1193+87.25	-33.54	483.13	483.16
S	1193+97.25	-33.54	483.42	483.42
T	1194+07.25	-33.54	483.72	483.69
U	1194+17.25	-33.54	484.01	483.97
V	1194+27.25	-33.54	484.31	484.26
W	1194+37.25	-33.54	484.60	484.56
X	1194+47.25	-33.54	484.90	484.88
CL. BRG. PIER 1	1194+57.25	-33.54	485.19	485.19
Y	1194+67.25	-33.54	485.49	485.53
Z	1194+77.25	-33.54	485.78	485.86
A1	1194+87.25	-33.54	486.08	486.21
B1	1194+97.25	-33.54	486.37	486.56
C1	1195+07.25	-33.54	486.67	486.92
D1	1195+17.25	-33.54	486.96	487.28
E1	1195+27.25	-33.54	487.26	487.64
F1	1195+37.25	-33.54	487.55	488.00
G1	1195+47.25	-33.54	487.85	488.36
H1	1195+57.25	-33.54	488.14	488.71
I1	1195+67.25	-33.54	488.43	489.06
J1	1195+77.25	-33.54	488.73	489.41
K1	1195+87.25	-33.54	489.02	489.75
L1	1195+97.25	-33.54	489.32	490.09
M1	1196+07.25	-33.54	489.61	490.42
N1	1196+17.25	-33.54	489.91	490.75
O1	1196+27.25	-33.54	490.20	491.06
P1	1196+37.25	-33.54	490.48	491.36
Q1	1196+47.25	-33.54	490.76	491.65
R1	1196+57.25	-33.54	491.03	491.92
S1	1196+67.25	-33.54	491.30	492.19
T1	1196+77.25	-33.54	491.56	492.44
U1	1196+87.25	-33.54	491.81	492.67

GIRDER 2 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	-33.54	492.06	492.90
W1	1197+07.25	-33.54	492.31	493.12
X1	1197+17.25	-33.54	492.55	493.33
Y1	1197+27.25	-33.54	492.78	493.52
Z1	1197+37.25	-33.54	493.01	493.70
A2	1197+47.25	-33.54	493.23	493.88
B2	1197+57.25	-33.54	493.45	494.04
C2	1197+67.25	-33.54	493.66	494.20
D2	1197+77.25	-33.54	493.87	494.35
E2	1197+87.25	-33.54	494.07	494.49
F2	1197+97.25	-33.54	494.26	494.62
G2	1198+07.25	-33.54	494.45	494.76
H2	1198+17.25	-33.54	494.63	494.88
I2	1198+27.25	-33.54	494.81	495.00
J2	1198+37.25	-33.54	494.98	495.13
K2	1198+47.25	-33.54	495.15	495.25
L2	1198+57.25	-33.54	495.31	495.38
M2	1198+67.25	-33.54	495.47	495.51
N2	1198+77.25	-33.54	495.62	495.64
O2	1198+87.25	-33.54	495.76	495.77
CL. BRG. PIER 2	1198+97.25	-33.54	495.90	495.90
P2	1199+07.25	-33.54	496.03	496.04
Q2	1199+17.25	-33.54	496.16	496.18
R2	1199+27.25	-33.54	496.28	496.32
S2	1199+37.25	-33.54	496.40	496.47
T2	1199+47.25	-33.54	496.51	496.62
U2	1199+57.25	-33.54	496.62	496.77
V2	1199+67.25	-33.54	496.72	496.92
W2	1199+77.25	-33.54	496.81	497.06
X2	1199+87.25	-33.54	496.90	497.21
Y2	1199+97.25	-33.54	496.98	497.34
Z2	1200+07.25	-33.54	497.06	497.48
A3	1200+17.25	-33.54	497.13	497.61
B3	1200+27.25	-33.54	497.20	497.74
C3	1200+37.25	-33.54	497.26	497.85
D3	1200+47.25	-33.54	497.32	497.96
E3	1200+57.25	-33.54	497.37	498.06
F3	1200+67.25	-33.54	497.41	498.15
G3	1200+77.25	-33.54	497.45	498.23
H3	1200+87.25	-33.54	497.48	498.29
I3	1200+97.25	-33.54	497.51	498.35
J3	1201+07.25	-33.54	497.53	498.40
K3	1201+17.25	-33.54	497.55	498.44
L3	1201+27.25	-33.54	497.56	498.46
M3	1201+37.25	-33.54	497.57	498.48
N3	1201+47.25	-33.54	497.57	498.48
O3	1201+57.25	-33.54	497.56	498.47
P3	1201+67.25	-33.54	497.55	498.45
Q3	1201+77.25	-33.54	497.53	498.42
R3	1201+87.25	-33.54	497.51	498.38
S3	1201+97.25	-33.54	497.48	498.32
T3	1202+07.25	-33.54	497.45	498.26
U3	1202+17.25	-33.54	497.41	498.18
V3	1202+27.25	-33.54	497.37	498.10

c:\pwworking\omc\d0549104\0600345-76A91-011-TSE.dgn
 jmlgus
 3/15/2011 2:15:56 PM



USER NAME = jmlgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-011-TSE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0345

BRIDGE SHEET NO. 11 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	390
CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT	

GIRDER 2 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	-33.54	497.32	498.01
X3	1202+47.25	-33.54	497.26	497.90
Y3	1202+57.25	-33.54	497.20	497.79
Z3	1202+67.25	-33.54	497.13	497.66
A4	1202+77.25	-33.54	497.06	497.53
B4	1202+87.25	-33.54	496.99	497.40
C4	1202+97.25	-33.54	496.90	497.26
D4	1203+07.25	-33.54	496.81	497.11
E4	1203+17.25	-33.54	496.72	496.96
F4	1203+27.25	-33.54	496.62	496.81
G4	1203+37.25	-33.54	496.51	496.65
H4	1203+47.25	-33.54	496.40	496.50
I4	1203+57.25	-33.54	496.29	496.36
J4	1203+67.25	-33.54	496.16	496.20
K4	1203+77.25	-33.54	496.03	496.05
CL. BRG. PIER 3	1203+87.25	-33.54	495.90	495.90
L4	1203+97.25	-33.54	495.76	495.76
M4	1204+07.25	-33.54	495.62	495.62
N4	1204+17.25	-33.54	495.47	495.48
O4	1204+27.25	-33.54	495.31	495.34
P4	1204+37.25	-33.54	495.15	495.20
Q4	1204+47.25	-33.54	494.98	495.06
R4	1204+57.25	-33.54	494.81	494.93
S4	1204+67.25	-33.54	494.63	494.79
T4	1204+77.25	-33.54	494.45	494.65
U4	1204+87.25	-33.54	494.26	494.51
V4	1204+97.25	-33.54	494.07	494.36
W4	1205+07.25	-33.54	493.87	494.21
X4	1205+17.25	-33.54	493.66	494.04
Y4	1205+27.25	-33.54	493.45	493.88
Z4	1205+37.25	-33.54	493.23	493.70
A5	1205+47.25	-33.54	493.01	493.51
B5	1205+57.25	-33.54	492.78	493.31
C5	1205+67.25	-33.54	492.55	493.11
D5	1205+77.25	-33.54	492.31	492.89
E5	1205+87.25	-33.54	492.07	492.67
F5	1205+97.25	-33.54	491.82	492.43
G5	1206+07.25	-33.54	491.56	492.18
H5	1206+17.25	-33.54	491.30	491.92
I5	1206+27.25	-33.54	491.03	491.65
J5	1206+37.25	-33.54	490.76	491.37
K5	1206+47.25	-33.54	490.48	491.08
L5	1206+57.25	-33.54	490.20	490.78
M5	1206+67.25	-33.54	489.91	490.46
N5	1206+77.25	-33.54	489.62	490.14
O5	1206+87.25	-33.54	489.32	489.81
P5	1206+97.25	-33.54	489.01	489.46
Q5	1207+07.25	-33.54	488.70	489.11
R5	1207+17.25	-33.54	488.38	488.74
S5	1207+27.25	-33.54	488.06	488.38
T5	1207+37.25	-33.54	487.73	488.00
U5	1207+47.25	-33.54	487.40	487.62
V5	1207+57.25	-33.54	487.06	487.24
W5	1207+67.25	-33.54	486.72	486.85


GIRDER 2 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	-33.54	486.37	486.46
Y5	1207+87.25	-33.54	486.01	486.07
Z5	1207+97.25	-33.54	485.65	485.68
A6	1208+07.25	-33.54	485.28	485.29
B6	1208+17.25	-33.54	484.91	484.91
CL. BRG. PIER 4	1208+27.25	-33.54	484.53	484.53
C6	1208+37.25	-33.54	484.15	484.16
D6	1208+47.25	-33.54	483.76	483.80
E6	1208+57.25	-33.54	483.37	483.44
F6	1208+67.25	-33.54	482.97	483.08
G6	1208+77.25	-33.54	482.57	482.73
H6	1208+87.25	-33.54	482.17	482.39
I6	1208+97.25	-33.54	481.77	482.05
J6	1209+07.25	-33.54	481.37	481.72
K6	1209+17.25	-33.54	480.97	481.39
L6	1209+27.25	-33.54	480.57	481.06
M6	1209+37.25	-33.54	480.17	480.73
N6	1209+47.25	-33.54	479.77	480.40
O6	1209+57.25	-33.54	479.37	480.06
P6	1209+67.25	-33.54	478.97	479.72
Q6	1209+77.25	-33.54	478.57	479.37
R6	1209+87.25	-33.54	478.17	479.01
S6	1209+97.25	-33.54	477.77	478.64
T6	1210+07.25	-33.54	477.37	478.27
U6	1210+17.25	-33.54	476.97	477.89
V6	1210+27.25	-33.54	476.57	477.51
W6	1210+37.25	-33.54	476.17	477.11
X6	1210+47.25	-33.54	475.77	476.70
Y6	1210+57.25	-33.54	475.37	476.29
Z6	1210+67.25	-33.54	474.97	475.86
A7	1210+77.25	-33.54	474.57	475.42
B7	1210+87.25	-33.54	474.17	474.97
C7	1210+97.25	-33.54	473.77	474.52
D7	1211+07.25	-33.54	473.37	474.05
E7	1211+17.25	-33.54	472.97	473.57
F7	1211+27.25	-33.54	472.57	473.09
G7	1211+37.25	-33.54	472.17	472.59
H7	1211+47.25	-33.54	471.77	472.09
I7	1211+57.25	-33.54	471.37	471.59
J7	1211+67.25	-33.54	470.97	471.08
CL. BRG. E. ABUT.	1211+77.25	-33.54	470.57	470.57
CL. EXP. JT.	1211+78.73	-33.54	470.51	470.51
BK. E. ABUT.	1211+82.50	-33.54	470.36	470.36

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	-23.96	477.65	477.65
CL. EXP. JT.	1192+05.77	-23.96	477.75	477.75
CL. BRG. W. ABUT.	1192+07.25	-23.96	477.80	477.80
A	1192+17.25	-23.96	478.10	478.15
B	1192+27.25	-23.96	478.39	478.49
C	1192+37.25	-23.96	478.69	478.84
D	1192+47.25	-23.96	478.98	479.17
E	1192+57.25	-23.96	479.28	479.50
F	1192+67.25	-23.96	479.57	479.82
G	1192+77.25	-23.96	479.86	480.13
H	1192+87.25	-23.96	480.16	480.44
I	1192+97.25	-23.96	480.45	480.73
J	1193+07.25	-23.96	480.75	481.03
K	1193+17.25	-23.96	481.04	481.30
L	1193+27.25	-23.96	481.34	481.58
M	1193+37.25	-23.96	481.63	481.85
N	1193+47.25	-23.96	481.93	482.12
O	1193+57.25	-23.96	482.22	482.37
P	1193+67.25	-23.96	482.52	482.63
Q	1193+77.25	-23.96	482.81	482.88
R	1193+87.25	-23.96	483.11	483.14
S	1193+97.25	-23.96	483.40	483.40
T	1194+07.25	-23.96	483.70	483.67
U	1194+17.25	-23.96	483.99	483.95
V	1194+27.25	-23.96	484.29	484.24
W	1194+37.25	-23.96	484.58	484.54
X	1194+47.25	-23.96	484.87	484.85
CL. BRG. PIER 1	1194+57.25	-23.96	485.17	485.17
Y	1194+67.25	-23.96	485.46	485.50
Z	1194+77.25	-23.96	485.76	485.84
A1	1194+87.25	-23.96	486.05	486.18
B1	1194+97.25	-23.96	486.35	486.54
C1	1195+07.25	-23.96	486.64	486.89
D1	1195+17.25	-23.96	486.94	487.26
E1	1195+27.25	-23.96	487.23	487.61
F1	1195+37.25	-23.96	487.53	487.98
G1	1195+47.25	-23.96	487.82	488.33
H1	1195+57.25	-23.96	488.12	488.69
I1	1195+67.25	-23.96	488.41	489.04
J1	1195+77.25	-23.96	488.71	489.39
K1	1195+87.25	-23.96	489.00	489.73
L1	1195+97.25	-23.96	489.30	490.07
M1	1196+07.25	-23.96	489.59	490.40
N1	1196+17.25	-23.96	489.88	490.72
O1	1196+27.25	-23.96	490.17	491.03
P1	1196+37.25	-23.96	490.46	491.34
Q1	1196+47.25	-23.96	490.73	491.62
R1	1196+57.25	-23.96	491.01	491.90
S1	1196+67.25	-23.96	491.27	492.16
T1	1196+77.25	-23.96	491.53	492.41
U1	1196+87.25	-23.96	491.79	492.65

3/15/2011 2:12:04 PM
 c:\pwworking\ome\d0549104\0600345-76A91-012-TSE.dgn
 jmiqus

 HDR ENGINEERING, INC.	USER NAME = jmiqus	DESIGNED - BWC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 060-0345	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-012-TSE.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	391
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			CONTRACT NO. 76A91				
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			ILLINOIS FED. AID PROJECT				
BRIDGE SHEET NO. 12 OF 133 SHEETS										

GIRDER 3 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	-23.96	492.04	492.88
W1	1197+07.25	-23.96	492.29	493.10
X1	1197+17.25	-23.96	492.52	493.30
Y1	1197+27.25	-23.96	492.76	493.50
Z1	1197+37.25	-23.96	492.99	493.68
A2	1197+47.25	-23.96	493.21	493.86
B2	1197+57.25	-23.96	493.42	494.01
C2	1197+67.25	-23.96	493.64	494.18
D2	1197+77.25	-23.96	493.84	494.32
E2	1197+87.25	-23.96	494.04	494.46
F2	1197+97.25	-23.96	494.24	494.60
G2	1198+07.25	-23.96	494.43	494.74
H2	1198+17.25	-23.96	494.61	494.86
I2	1198+27.25	-23.96	494.79	494.98
J2	1198+37.25	-23.96	494.96	495.11
K2	1198+47.25	-23.96	495.13	495.23
L2	1198+57.25	-23.96	495.29	495.36
M2	1198+67.25	-23.96	495.44	495.48
N2	1198+77.25	-23.96	495.59	495.61
O2	1198+87.25	-23.96	495.74	495.75
CL. BRG. PIER 2	1198+97.25	-23.96	495.88	495.88
P2	1199+07.25	-23.96	496.01	496.02
Q2	1199+17.25	-23.96	496.14	496.16
R2	1199+27.25	-23.96	496.26	496.30
S2	1199+37.25	-23.96	496.38	496.45
T2	1199+47.25	-23.96	496.49	496.60
U2	1199+57.25	-23.96	496.59	496.74
V2	1199+67.25	-23.96	496.69	496.89
W2	1199+77.25	-23.96	496.79	497.04
X2	1199+87.25	-23.96	496.88	497.19
Y2	1199+97.25	-23.96	496.96	497.32
Z2	1200+07.25	-23.96	497.04	497.46
A3	1200+17.25	-23.96	497.11	497.59
B3	1200+27.25	-23.96	497.18	497.72
C3	1200+37.25	-23.96	497.24	497.83
D3	1200+47.25	-23.96	497.29	497.93
E3	1200+57.25	-23.96	497.34	498.03
F3	1200+67.25	-23.96	497.39	498.13
G3	1200+77.25	-23.96	497.43	498.21
H3	1200+87.25	-23.96	497.46	498.27
I3	1200+97.25	-23.96	497.49	498.33
J3	1201+07.25	-23.96	497.51	498.38
K3	1201+17.25	-23.96	497.53	498.42
L3	1201+27.25	-23.96	497.54	498.44
M3	1201+37.25	-23.96	497.54	498.45
N3	1201+47.25	-23.96	497.54	498.45
O3	1201+57.25	-23.96	497.54	498.45
P3	1201+67.25	-23.96	497.53	498.43
Q3	1201+77.25	-23.96	497.51	498.40
R3	1201+87.25	-23.96	497.49	498.36
S3	1201+97.25	-23.96	497.46	498.30
T3	1202+07.25	-23.96	497.43	498.24
U3	1202+17.25	-23.96	497.39	498.16
V3	1202+27.25	-23.96	497.34	498.07

GIRDER 3 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	-23.96	497.29	497.98
X3	1202+47.25	-23.96	497.24	497.88
Y3	1202+57.25	-23.96	497.18	497.77
Z3	1202+67.25	-23.96	497.11	497.64
A4	1202+77.25	-23.96	497.04	497.51
B4	1202+87.25	-23.96	496.96	497.37
C4	1202+97.25	-23.96	496.88	497.24
D4	1203+07.25	-23.96	496.79	497.09
E4	1203+17.25	-23.96	496.69	496.93
F4	1203+27.25	-23.96	496.59	496.78
G4	1203+37.25	-23.96	496.49	496.63
H4	1203+47.25	-23.96	496.38	496.48
I4	1203+57.25	-23.96	496.26	496.33
J4	1203+67.25	-23.96	496.14	496.18
K4	1203+77.25	-23.96	496.01	496.03
CL. BRG. PIER 3	1203+87.25	-23.96	495.88	495.88
L4	1203+97.25	-23.96	495.74	495.74
M4	1204+07.25	-23.96	495.59	495.59
N4	1204+17.25	-23.96	495.44	495.45
O4	1204+27.25	-23.96	495.29	495.32
P4	1204+37.25	-23.96	495.13	495.18
Q4	1204+47.25	-23.96	494.96	495.04
R4	1204+57.25	-23.96	494.79	494.91
S4	1204+67.25	-23.96	494.61	494.77
T4	1204+77.25	-23.96	494.43	494.63
U4	1204+87.25	-23.96	494.24	494.49
V4	1204+97.25	-23.96	494.04	494.33
W4	1205+07.25	-23.96	493.84	494.18
X4	1205+17.25	-23.96	493.64	494.02
Y4	1205+27.25	-23.96	493.43	493.86
Z4	1205+37.25	-23.96	493.21	493.68
A5	1205+47.25	-23.96	492.99	493.49
B5	1205+57.25	-23.96	492.76	493.29
C5	1205+67.25	-23.96	492.53	493.09
D5	1205+77.25	-23.96	492.29	492.87
E5	1205+87.25	-23.96	492.04	492.64
F5	1205+97.25	-23.96	491.79	492.40
G5	1206+07.25	-23.96	491.54	492.16
H5	1206+17.25	-23.96	491.28	491.90
I5	1206+27.25	-23.96	491.01	491.63
J5	1206+37.25	-23.96	490.74	491.35
K5	1206+47.25	-23.96	490.46	491.06
L5	1206+57.25	-23.96	490.18	490.76
M5	1206+67.25	-23.96	489.89	490.44
N5	1206+77.25	-23.96	489.59	490.11
O5	1206+87.25	-23.96	489.29	489.78
P5	1206+97.25	-23.96	488.99	489.44
Q5	1207+07.25	-23.96	488.68	489.09
R5	1207+17.25	-23.96	488.36	488.72
S5	1207+27.25	-23.96	488.04	488.36
T5	1207+37.25	-23.96	487.71	487.98
U5	1207+47.25	-23.96	487.38	487.60
V5	1207+57.25	-23.96	487.04	487.22
W5	1207+67.25	-23.96	486.69	486.82

GIRDER 3 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	-23.96	486.34	486.43
Y5	1207+87.25	-23.96	485.99	486.05
Z5	1207+97.25	-23.96	485.63	485.66
A6	1208+07.25	-23.96	485.26	485.27
B6	1208+17.25	-23.96	484.89	484.89
CL. BRG. PIER 4	1208+27.25	-23.96	484.51	484.51
C6	1208+37.25	-23.96	484.13	484.14
D6	1208+47.25	-23.96	483.74	483.78
E6	1208+57.25	-23.96	483.34	483.41
F6	1208+67.25	-23.96	482.94	483.05
G6	1208+77.25	-23.96	482.54	482.70
H6	1208+87.25	-23.96	482.14	482.36
I6	1208+97.25	-23.96	481.74	482.02
J6	1209+07.25	-23.96	481.34	481.69
K6	1209+17.25	-23.96	480.94	481.36
L6	1209+27.25	-23.96	480.54	481.03
M6	1209+37.25	-23.96	480.14	480.70
N6	1209+47.25	-23.96	479.74	480.37
O6	1209+57.25	-23.96	479.34	480.03
P6	1209+67.25	-23.96	478.94	479.69
Q6	1209+77.25	-23.96	478.54	479.34
R6	1209+87.25	-23.96	478.14	478.98
S6	1209+97.25	-23.96	477.74	478.61
T6	1210+07.25	-23.96	477.34	478.24
U6	1210+17.25	-23.96	476.94	477.86
V6	1210+27.25	-23.96	476.54	477.48
W6	1210+37.25	-23.96	476.14	477.08
X6	1210+47.25	-23.96	475.74	476.67
Y6	1210+57.25	-23.96	475.34	476.26
Z6	1210+67.25	-23.96	474.94	475.83
A7	1210+77.25	-23.96	474.54	475.39
B7	1210+87.25	-23.96	474.14	474.94
C7	1210+97.25	-23.96	473.74	474.49
D7	1211+07.25	-23.96	473.34	474.02
E7	1211+17.25	-23.96	472.94	473.54
F7	1211+27.25	-23.96	472.54	473.06
G7	1211+37.25	-23.96	472.14	472.56
H7	1211+47.25	-23.96	471.74	472.06
I7	1211+57.25	-23.96	471.34	471.56
J7	1211+67.25	-23.96	470.94	471.05
CL. BRG. E. ABUT.	1211+77.25	-23.96	470.54	470.54
CL. EXP. JT.	1211+78.73	-23.96	470.48	470.48
BK. E. ABUT.	1211+82.50	-23.96	470.33	470.33

c:\pwworking\oma\cd54904\0600345-76A91-013-TSE.dgn
3/15/2011 2:12:11 PM
jmgus



USER NAME = jmgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-013-TSE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0345**

F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 392
BRIDGE SHEET NO. 13 OF 133 SHEETS			CONTRACT NO. 76A91	
ILLINOIS FED. AID PROJECT				

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	-14.37	477.48	477.48
CL. EXP. JT.	1192+05.77	-14.37	477.59	477.59
CL. BRG. W. ABUT.	1192+07.25	-14.37	477.64	477.64
A	1192+17.25	-14.37	477.93	477.98
B	1192+27.25	-14.37	478.22	478.32
C	1192+37.25	-14.37	478.52	478.67
D	1192+47.25	-14.37	478.81	479.00
E	1192+57.25	-14.37	479.11	479.33
F	1192+67.25	-14.37	479.40	479.65
G	1192+77.25	-14.37	479.70	479.97
H	1192+87.25	-14.37	479.99	480.27
I	1192+97.25	-14.37	480.29	480.57
J	1193+07.25	-14.37	480.58	480.86
K	1193+17.25	-14.37	480.88	481.14
L	1193+27.25	-14.37	481.17	481.41
M	1193+37.25	-14.37	481.47	481.69
N	1193+47.25	-14.37	481.76	481.95
O	1193+57.25	-14.37	482.06	482.21
P	1193+67.25	-14.37	482.35	482.46
Q	1193+77.25	-14.37	482.65	482.72
R	1193+87.25	-14.37	482.94	482.97
S	1193+97.25	-14.37	483.23	483.23
T	1194+07.25	-14.37	483.53	483.50
U	1194+17.25	-14.37	483.82	483.78
V	1194+27.25	-14.37	484.12	484.07
W	1194+37.25	-14.37	484.41	484.37
X	1194+47.25	-14.37	484.71	484.69
CL. BRG. PIER 1	1194+57.25	-14.37	485.00	485.00
Y	1194+67.25	-14.37	485.30	485.34
Z	1194+77.25	-14.37	485.59	485.67
A1	1194+87.25	-14.37	485.89	486.02
B1	1194+97.25	-14.37	486.18	486.37
C1	1195+07.25	-14.37	486.48	486.73
D1	1195+17.25	-14.37	486.77	487.09
E1	1195+27.25	-14.37	487.07	487.45
F1	1195+37.25	-14.37	487.36	487.81
G1	1195+47.25	-14.37	487.66	488.17
H1	1195+57.25	-14.37	487.95	488.52
I1	1195+67.25	-14.37	488.24	488.87
J1	1195+77.25	-14.37	488.54	489.22
K1	1195+87.25	-14.37	488.83	489.56
L1	1195+97.25	-14.37	489.13	489.90
M1	1196+07.25	-14.37	489.42	490.23
N1	1196+17.25	-14.37	489.72	490.56
O1	1196+27.25	-14.37	490.01	490.87
P1	1196+37.25	-14.37	490.29	491.17
Q1	1196+47.25	-14.37	490.57	491.46
R1	1196+57.25	-14.37	490.84	491.73
S1	1196+67.25	-14.37	491.11	492.00
T1	1196+77.25	-14.37	491.37	492.25
U1	1196+87.25	-14.37	491.62	492.48

GIRDER 4 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	-14.37	491.87	492.71
W1	1197+07.25	-14.37	492.12	492.93
X1	1197+17.25	-14.37	492.36	493.14
Y1	1197+27.25	-14.37	492.59	493.33
Z1	1197+37.25	-14.37	492.82	493.51
A2	1197+47.25	-14.37	493.04	493.69
B2	1197+57.25	-14.37	493.26	493.85
C2	1197+67.25	-14.37	493.47	494.01
D2	1197+77.25	-14.37	493.68	494.16
E2	1197+87.25	-14.37	493.88	494.30
F2	1197+97.25	-14.37	494.07	494.43
G2	1198+07.25	-14.37	494.26	494.57
H2	1198+17.25	-14.37	494.44	494.69
I2	1198+27.25	-14.37	494.62	494.81
J2	1198+37.25	-14.37	494.79	494.94
K2	1198+47.25	-14.37	494.96	495.06
L2	1198+57.25	-14.37	495.12	495.19
M2	1198+67.25	-14.37	495.28	495.32
N2	1198+77.25	-14.37	495.43	495.45
O2	1198+87.25	-14.37	495.57	495.58
CL. BRG. PIER 2	1198+97.25	-14.37	495.71	495.71
P2	1199+07.25	-14.37	495.84	495.85
Q2	1199+17.25	-14.37	495.97	495.99
R2	1199+27.25	-14.37	496.09	496.13
S2	1199+37.25	-14.37	496.21	496.28
T2	1199+47.25	-14.37	496.32	496.43
U2	1199+57.25	-14.37	496.43	496.58
V2	1199+67.25	-14.37	496.53	496.73
W2	1199+77.25	-14.37	496.62	496.87
X2	1199+87.25	-14.37	496.71	497.02
Y2	1199+97.25	-14.37	496.79	497.15
Z2	1200+07.25	-14.37	496.87	497.29
A3	1200+17.25	-14.37	496.94	497.42
B3	1200+27.25	-14.37	497.01	497.55
C3	1200+37.25	-14.37	497.07	497.66
D3	1200+47.25	-14.37	497.13	497.77
E3	1200+57.25	-14.37	497.18	497.87
F3	1200+67.25	-14.37	497.22	497.96
G3	1200+77.25	-14.37	497.26	498.04
H3	1200+87.25	-14.37	497.29	498.10
I3	1200+97.25	-14.37	497.32	498.16
J3	1201+07.25	-14.37	497.35	498.22
K3	1201+17.25	-14.37	497.36	498.25
L3	1201+27.25	-14.37	497.37	498.27
M3	1201+37.25	-14.37	497.38	498.29
N3	1201+47.25	-14.37	497.38	498.29
O3	1201+57.25	-14.37	497.37	498.28
P3	1201+67.25	-14.37	497.36	498.26
Q3	1201+77.25	-14.37	497.35	498.24
R3	1201+87.25	-14.37	497.32	498.19
S3	1201+97.25	-14.37	497.30	498.14
T3	1202+07.25	-14.37	497.26	498.07
U3	1202+17.25	-14.37	497.22	497.99
V3	1202+27.25	-14.37	497.18	497.91

GIRDER 4 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	-14.37	497.13	497.82
X3	1202+47.25	-14.37	497.07	497.71
Y3	1202+57.25	-14.37	497.01	497.60
Z3	1202+67.25	-14.37	496.95	497.48
A4	1202+77.25	-14.37	496.87	497.34
B4	1202+87.25	-14.37	496.80	497.21
C4	1202+97.25	-14.37	496.71	497.07
D4	1203+07.25	-14.37	496.62	496.92
E4	1203+17.25	-14.37	496.53	496.77
F4	1203+27.25	-14.37	496.43	496.62
G4	1203+37.25	-14.37	496.32	496.46
H4	1203+47.25	-14.37	496.21	496.31
I4	1203+57.25	-14.37	496.10	496.17
J4	1203+67.25	-14.37	495.97	496.01
K4	1203+77.25	-14.37	495.85	495.87
CL. BRG. PIER 3	1203+87.25	-14.37	495.71	495.71
L4	1203+97.25	-14.37	495.57	495.57
M4	1204+07.25	-14.37	495.43	495.43
N4	1204+17.25	-14.37	495.28	495.29
O4	1204+27.25	-14.37	495.12	495.15
P4	1204+37.25	-14.37	494.96	495.01
Q4	1204+47.25	-14.37	494.80	494.88
R4	1204+57.25	-14.37	494.62	494.74
S4	1204+67.25	-14.37	494.45	494.61
T4	1204+77.25	-14.37	494.26	494.46
U4	1204+87.25	-14.37	494.07	494.32
V4	1204+97.25	-14.37	493.88	494.17
W4	1205+07.25	-14.37	493.68	494.02
X4	1205+17.25	-14.37	493.47	493.85
Y4	1205+27.25	-14.37	493.26	493.69
Z4	1205+37.25	-14.37	493.05	493.52
A5	1205+47.25	-14.37	492.82	493.32
B5	1205+57.25	-14.37	492.59	493.12
C5	1205+67.25	-14.37	492.36	492.92
D5	1205+77.25	-14.37	492.12	492.70
E5	1205+87.25	-14.37	491.88	492.48
F5	1205+97.25	-14.37	491.63	492.24
G5	1206+07.25	-14.37	491.37	491.99
H5	1206+17.25	-14.37	491.11	491.73
I5	1206+27.25	-14.37	490.84	491.46
J5	1206+37.25	-14.37	490.57	491.18
K5	1206+47.25	-14.37	490.29	490.89
L5	1206+57.25	-14.37	490.01	490.59
M5	1206+67.25	-14.37	489.72	490.27
N5	1206+77.25	-14.37	489.43	489.95
O5	1206+87.25	-14.37	489.13	489.62
P5	1206+97.25	-14.37	488.82	489.27
Q5	1207+07.25	-14.37	488.51	488.92
R5	1207+17.25	-14.37	488.19	488.55
S5	1207+27.25	-14.37	487.87	488.19
T5	1207+37.25	-14.37	487.54	487.81
U5	1207+47.25	-14.37	487.21	487.43
V5	1207+57.25	-14.37	486.87	487.05
W5	1207+67.25	-14.37	486.53	486.66

3/15/2011 2:21:18 PM c:\pwworking\omg\d0549104\0600345-76A91-014-TSE.dgn jmgus



USER NAME = jmgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-014-TSE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0345**

BRIDGE SHEET NO. 14 OF 133 SHEETS

F.A.I. RTE. 270	SECTION 60-1B-1	COUNTY MADISON	TOTAL SHEETS 712	SHEET NO. 393
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				

GIRDER 4 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	-14.37	486.18	486.27
Y5	1207+87.25	-14.37	485.82	485.88
Z5	1207+97.25	-14.37	485.46	485.49
A6	1208+07.25	-14.37	485.09	485.10
B6	1208+17.25	-14.37	484.72	484.72
CL. BRG. PIER 4	1208+27.25	-14.37	484.34	484.34
C6	1208+37.25	-14.37	483.96	483.97
D6	1208+47.25	-14.37	483.57	483.61
E6	1208+57.25	-14.37	483.18	483.25
F6	1208+67.25	-14.37	482.78	482.89
G6	1208+77.25	-14.37	482.38	482.54
H6	1208+87.25	-14.37	481.98	482.20
I6	1208+97.25	-14.37	481.58	481.86
J6	1209+07.25	-14.37	481.18	481.53
K6	1209+17.25	-14.37	480.78	481.20
L6	1209+27.25	-14.37	480.38	480.87
M6	1209+37.25	-14.37	479.98	480.54
N6	1209+47.25	-14.37	479.58	480.21
O6	1209+57.25	-14.37	479.18	479.87
P6	1209+67.25	-14.37	478.78	479.53
Q6	1209+77.25	-14.37	478.38	479.18
R6	1209+87.25	-14.37	477.98	478.82
S6	1209+97.25	-14.37	477.58	478.45
T6	1210+07.25	-14.37	477.18	478.08
U6	1210+17.25	-14.37	476.78	477.70
V6	1210+27.25	-14.37	476.38	477.32
W6	1210+37.25	-14.37	475.98	476.92
X6	1210+47.25	-14.37	475.58	476.51
Y6	1210+57.25	-14.37	475.18	476.10
Z6	1210+67.25	-14.37	474.78	475.67
A7	1210+77.25	-14.37	474.38	475.23
B7	1210+87.25	-14.37	473.98	474.78
C7	1210+97.25	-14.37	473.58	474.33
D7	1211+07.25	-14.37	473.18	473.86
E7	1211+17.25	-14.37	472.78	473.38
F7	1211+27.25	-14.37	472.38	472.90
G7	1211+37.25	-14.37	471.98	472.40
H7	1211+47.25	-14.37	471.58	471.90
I7	1211+57.25	-14.37	471.18	471.40
J7	1211+67.25	-14.37	470.78	470.89
CL. BRG. E. ABUT.	1211+77.25	-14.37	470.38	470.38
CL. EXP. JT.	1211+78.73	-14.37	470.32	470.32
BK. E. ABUT.	1211+82.50	-14.37	470.17	470.17


GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	-4.79	477.28	477.28
CL. EXP. JT.	1192+05.77	-4.79	477.39	477.39
CL. BRG. W. ABUT.	1192+07.25	-4.79	477.44	477.44
A	1192+17.25	-4.79	477.73	477.78
B	1192+27.25	-4.79	478.03	478.13
C	1192+37.25	-4.79	478.32	478.47
D	1192+47.25	-4.79	478.61	478.80
E	1192+57.25	-4.79	478.91	479.13
F	1192+67.25	-4.79	479.20	479.45
G	1192+77.25	-4.79	479.50	479.77
H	1192+87.25	-4.79	479.79	480.07
I	1192+97.25	-4.79	480.09	480.37
J	1193+07.25	-4.79	480.38	480.66
K	1193+17.25	-4.79	480.68	480.94
L	1193+27.25	-4.79	480.97	481.21
M	1193+37.25	-4.79	481.27	481.49
N	1193+47.25	-4.79	481.56	481.75
O	1193+57.25	-4.79	481.86	482.01
P	1193+67.25	-4.79	482.15	482.26
Q	1193+77.25	-4.79	482.45	482.52
R	1193+87.25	-4.79	482.74	482.77
S	1193+97.25	-4.79	483.04	483.04
T	1194+07.25	-4.79	483.33	483.30
U	1194+17.25	-4.79	483.62	483.58
V	1194+27.25	-4.79	483.92	483.87
W	1194+37.25	-4.79	484.21	484.17
X	1194+47.25	-4.79	484.51	484.49
CL. BRG. PIER 1	1194+57.25	-4.79	484.80	484.80
Y	1194+67.25	-4.79	485.10	485.14
Z	1194+77.25	-4.79	485.39	485.47
A1	1194+87.25	-4.79	485.69	485.82
B1	1194+97.25	-4.79	485.98	486.17
C1	1195+07.25	-4.79	486.28	486.53
D1	1195+17.25	-4.79	486.57	486.89
E1	1195+27.25	-4.79	486.87	487.25
F1	1195+37.25	-4.79	487.16	487.61
G1	1195+47.25	-4.79	487.46	487.97
H1	1195+57.25	-4.79	487.75	488.32
I1	1195+67.25	-4.79	488.05	488.68
J1	1195+77.25	-4.79	488.34	489.02
K1	1195+87.25	-4.79	488.63	489.36
L1	1195+97.25	-4.79	488.93	489.70
M1	1196+07.25	-4.79	489.22	490.03
N1	1196+17.25	-4.79	489.52	490.36
O1	1196+27.25	-4.79	489.81	490.67
P1	1196+37.25	-4.79	490.09	490.97
Q1	1196+47.25	-4.79	490.37	491.26
R1	1196+57.25	-4.79	490.64	491.53
S1	1196+67.25	-4.79	490.91	491.80
T1	1196+77.25	-4.79	491.17	492.05
U1	1196+87.25	-4.79	491.42	492.28

GIRDER 5 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	-4.79	491.67	492.51
W1	1197+07.25	-4.79	491.92	492.73
X1	1197+17.25	-4.79	492.16	492.94
Y1	1197+27.25	-4.79	492.39	493.13
Z1	1197+37.25	-4.79	492.62	493.31
A2	1197+47.25	-4.79	492.84	493.49
B2	1197+57.25	-4.79	493.06	493.65
C2	1197+67.25	-4.79	493.27	493.81
D2	1197+77.25	-4.79	493.48	493.96
E2	1197+87.25	-4.79	493.68	494.10
F2	1197+97.25	-4.79	493.87	494.23
G2	1198+07.25	-4.79	494.06	494.37
H2	1198+17.25	-4.79	494.24	494.49
I2	1198+27.25	-4.79	494.42	494.61
J2	1198+37.25	-4.79	494.59	494.74
K2	1198+47.25	-4.79	494.76	494.86
L2	1198+57.25	-4.79	494.92	494.99
M2	1198+67.25	-4.79	495.08	495.12
N2	1198+77.25	-4.79	495.23	495.25
O2	1198+87.25	-4.79	495.37	495.38
CL. BRG. PIER 2	1198+97.25	-4.79	495.51	495.51
P2	1199+07.25	-4.79	495.64	495.65
Q2	1199+17.25	-4.79	495.77	495.79
R2	1199+27.25	-4.79	495.89	495.93
S2	1199+37.25	-4.79	496.01	496.08
T2	1199+47.25	-4.79	496.12	496.23
U2	1199+57.25	-4.79	496.23	496.38
V2	1199+67.25	-4.79	496.33	496.53
W2	1199+77.25	-4.79	496.42	496.67
X2	1199+87.25	-4.79	496.51	496.82
Y2	1199+97.25	-4.79	496.59	496.95
Z2	1200+07.25	-4.79	496.67	497.09
A3	1200+17.25	-4.79	496.74	497.22
B3	1200+27.25	-4.79	496.81	497.35
C3	1200+37.25	-4.79	496.87	497.46
D3	1200+47.25	-4.79	496.93	497.57
E3	1200+57.25	-4.79	496.98	497.67
F3	1200+67.25	-4.79	497.02	497.76
G3	1200+77.25	-4.79	497.06	497.84
H3	1200+87.25	-4.79	497.10	497.91
I3	1200+97.25	-4.79	497.12	497.96
J3	1201+07.25	-4.79	497.15	498.02
K3	1201+17.25	-4.79	497.16	498.05
L3	1201+27.25	-4.79	497.17	498.07
M3	1201+37.25	-4.79	497.18	498.09
N3	1201+47.25	-4.79	497.18	498.09
O3	1201+57.25	-4.79	497.17	498.08
P3	1201+67.25	-4.79	497.16	498.06
Q3	1201+77.25	-4.79	497.15	498.04
R3	1201+87.25	-4.79	497.12	497.99
S3	1201+97.25	-4.79	497.10	497.94
T3	1202+07.25	-4.79	497.06	497.87
U3	1202+17.25	-4.79	497.02	497.79
V3	1202+27.25	-4.79	496.98	497.71

c:\pwworking\oma\0549104\0600345-76A91-015-TSE.dgn
3/15/2011 2:22:25 PM
Jmigus

 <p>HDR ENGINEERING, INC.</p>	USER NAME = Jmigus	DESIGNED - BWC	REVISED -	<p>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p>TOP OF SLAB ELEVATIONS STRUCTURE NO. 060-0345</p>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-015-TSE.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	394
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			CONTRACT NO. 76A91				
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			ILLINOIS FED. AID PROJECT				
BRIDGE SHEET NO. 15 OF 133 SHEETS										

GIRDER 5 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	-4.79	496.93	497.62
X3	1202+47.25	-4.79	496.87	497.51
Y3	1202+57.25	-4.79	496.81	497.40
Z3	1202+67.25	-4.79	496.75	497.28
A4	1202+77.25	-4.79	496.67	497.14
B4	1202+87.25	-4.79	496.60	497.01
C4	1202+97.25	-4.79	496.51	496.87
D4	1203+07.25	-4.79	496.42	496.72
E4	1203+17.25	-4.79	496.33	496.57
F4	1203+27.25	-4.79	496.23	496.42
G4	1203+37.25	-4.79	496.12	496.26
H4	1203+47.25	-4.79	496.01	496.11
I4	1203+57.25	-4.79	495.90	495.97
J4	1203+67.25	-4.79	495.77	495.81
K4	1203+77.25	-4.79	495.65	495.67
CL. BRG. PIER 3	1203+87.25	-4.79	495.51	495.51
L4	1203+97.25	-4.79	495.37	495.37
M4	1204+07.25	-4.79	495.23	495.23
N4	1204+17.25	-4.79	495.08	495.09
O4	1204+27.25	-4.79	494.92	494.95
P4	1204+37.25	-4.79	494.76	494.81
Q4	1204+47.25	-4.79	494.60	494.68
R4	1204+57.25	-4.79	494.42	494.54
S4	1204+67.25	-4.79	494.25	494.41
T4	1204+77.25	-4.79	494.06	494.26
U4	1204+87.25	-4.79	493.87	494.12
V4	1204+97.25	-4.79	493.68	493.97
W4	1205+07.25	-4.79	493.48	493.82
X4	1205+17.25	-4.79	493.27	493.65
Y4	1205+27.25	-4.79	493.06	493.49
Z4	1205+37.25	-4.79	492.85	493.32
A5	1205+47.25	-4.79	492.62	493.12
B5	1205+57.25	-4.79	492.40	492.93
C5	1205+67.25	-4.79	492.16	492.72
D5	1205+77.25	-4.79	491.92	492.50
E5	1205+87.25	-4.79	491.68	492.28
F5	1205+97.25	-4.79	491.43	492.04
G5	1206+07.25	-4.79	491.17	491.79
H5	1206+17.25	-4.79	490.91	491.53
I5	1206+27.25	-4.79	490.64	491.26
J5	1206+37.25	-4.79	490.37	490.98
K5	1206+47.25	-4.79	490.09	490.69
L5	1206+57.25	-4.79	489.81	490.39
M5	1206+67.25	-4.79	489.52	490.07
N5	1206+77.25	-4.79	489.23	489.75
O5	1206+87.25	-4.79	488.93	489.42
P5	1206+97.25	-4.79	488.62	489.07
Q5	1207+07.25	-4.79	488.31	488.72
R5	1207+17.25	-4.79	487.99	488.35
S5	1207+27.25	-4.79	487.67	487.99
T5	1207+37.25	-4.79	487.34	487.61
U5	1207+47.25	-4.79	487.01	487.23
V5	1207+57.25	-4.79	486.67	486.85
W5	1207+67.25	-4.79	486.33	486.46

GIRDER 5 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	-4.79	485.98	486.07
Y5	1207+87.25	-4.79	485.62	485.68
Z5	1207+97.25	-4.79	485.26	485.29
A6	1208+07.25	-4.79	484.89	484.90
B6	1208+17.25	-4.79	484.52	484.52
CL. BRG. PIER 4	1208+27.25	-4.79	484.14	484.14
C6	1208+37.25	-4.79	483.76	483.77
D6	1208+47.25	-4.79	483.37	483.41
E6	1208+57.25	-4.79	482.98	483.05
F6	1208+67.25	-4.79	482.58	482.69
G6	1208+77.25	-4.79	482.18	482.34
H6	1208+87.25	-4.79	481.78	482.00
I6	1208+97.25	-4.79	481.38	481.66
J6	1209+07.25	-4.79	480.98	481.33
K6	1209+17.25	-4.79	480.58	481.00
L6	1209+27.25	-4.79	480.18	480.67
M6	1209+37.25	-4.79	479.78	480.34
N6	1209+47.25	-4.79	479.38	480.01
O6	1209+57.25	-4.79	478.98	479.67
P6	1209+67.25	-4.79	478.58	479.33
Q6	1209+77.25	-4.79	478.18	478.98
R6	1209+87.25	-4.79	477.78	478.62
S6	1209+97.25	-4.79	477.38	478.25
T6	1210+07.25	-4.79	476.98	477.88
U6	1210+17.25	-4.79	476.58	477.50
V6	1210+27.25	-4.79	476.18	477.12
W6	1210+37.25	-4.79	475.78	476.72
X6	1210+47.25	-4.79	475.38	476.31
Y6	1210+57.25	-4.79	474.98	475.90
Z6	1210+67.25	-4.79	474.58	475.47
A7	1210+77.25	-4.79	474.18	475.03
B7	1210+87.25	-4.79	473.78	474.58
C7	1210+97.25	-4.79	473.38	474.13
D7	1211+07.25	-4.79	472.98	473.66
E7	1211+17.25	-4.79	472.58	473.18
F7	1211+27.25	-4.79	472.18	472.70
G7	1211+37.25	-4.79	471.78	472.20
H7	1211+47.25	-4.79	471.38	471.70
I7	1211+57.25	-4.79	470.98	471.20
J7	1211+67.25	-4.79	470.58	470.69
CL. BRG. E. ABUT.	1211+77.25	-4.79	470.18	470.18
CL. EXP. JT.	1211+78.73	-4.79	470.12	470.12
BK. E. ABUT.	1211+82.50	-4.79	469.97	469.97

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	4.79	477.28	477.28
CL. EXP. JT.	1192+05.77	4.79	477.39	477.39
CL. BRG. W. ABUT.	1192+07.25	4.79	477.44	477.44
A	1192+17.25	4.79	477.73	477.78
B	1192+27.25	4.79	478.03	478.13
C	1192+37.25	4.79	478.32	478.47
D	1192+47.25	4.79	478.61	478.80
E	1192+57.25	4.79	478.91	479.13
F	1192+67.25	4.79	479.20	479.45
G	1192+77.25	4.79	479.50	479.77
H	1192+87.25	4.79	479.79	480.07
I	1192+97.25	4.79	480.09	480.37
J	1193+07.25	4.79	480.38	480.66
K	1193+17.25	4.79	480.68	480.94
L	1193+27.25	4.79	480.97	481.21
M	1193+37.25	4.79	481.27	481.49
N	1193+47.25	4.79	481.56	481.75
O	1193+57.25	4.79	481.86	482.01
P	1193+67.25	4.79	482.15	482.26
Q	1193+77.25	4.79	482.45	482.52
R	1193+87.25	4.79	482.74	482.77
S	1193+97.25	4.79	483.04	483.04
T	1194+07.25	4.79	483.33	483.30
U	1194+17.25	4.79	483.62	483.58
V	1194+27.25	4.79	483.92	483.87
W	1194+37.25	4.79	484.21	484.17
X	1194+47.25	4.79	484.51	484.49
CL. BRG. PIER 1	1194+57.25	4.79	484.80	484.80
Y	1194+67.25	4.79	485.10	485.14
Z	1194+77.25	4.79	485.39	485.47
A1	1194+87.25	4.79	485.69	485.82
B1	1194+97.25	4.79	485.98	486.17
C1	1195+07.25	4.79	486.28	486.53
D1	1195+17.25	4.79	486.57	486.89
E1	1195+27.25	4.79	486.87	487.25
F1	1195+37.25	4.79	487.16	487.61
G1	1195+47.25	4.79	487.46	487.97
H1	1195+57.25	4.79	487.75	488.32
I1	1195+67.25	4.79	488.05	488.68
J1	1195+77.25	4.79	488.34	489.02
K1	1195+87.25	4.79	488.63	489.36
L1	1195+97.25	4.79	488.93	489.70
M1	1196+07.25	4.79	489.22	490.03
N1	1196+17.25	4.79	489.52	490.36
O1	1196+27.25	4.79	489.81	490.67
P1	1196+37.25	4.79	490.09	490.97
Q1	1196+47.25	4.79	490.37	491.26
R1	1196+57.25	4.79	490.64	491.53
S1	1196+67.25	4.79	490.91	491.80
T1	1196+77.25	4.79	491.17	492.05
U1	1196+87.25	4.79	491.42	492.28

3/15/2011 2:42:33 PM c:\pwworking\hdm\0600345-76A91-016-TSE.dgn jmgus



USER NAME = jmgus
 FILE NAME = 0600345-76A91-016-TSE.DGN
 PLOT SCALE = NONE
 PLOT DATE = 3/18/2011

DESIGNED - BWC
 CHECKED - LGP
 DRAWN - JM
 CHECKED - BSK

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 060-0345

BRIDGE SHEET NO. 16 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	395
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				

GIRDER 6 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	4.79	491.67	492.51
W1	1197+07.25	4.79	491.92	492.73
X1	1197+17.25	4.79	492.16	492.94
Y1	1197+27.25	4.79	492.39	493.13
Z1	1197+37.25	4.79	492.62	493.31
A2	1197+47.25	4.79	492.84	493.49
B2	1197+57.25	4.79	493.06	493.65
C2	1197+67.25	4.79	493.27	493.81
D2	1197+77.25	4.79	493.48	493.96
E2	1197+87.25	4.79	493.68	494.10
F2	1197+97.25	4.79	493.87	494.23
G2	1198+07.25	4.79	494.06	494.37
H2	1198+17.25	4.79	494.24	494.49
I2	1198+27.25	4.79	494.42	494.61
J2	1198+37.25	4.79	494.59	494.74
K2	1198+47.25	4.79	494.76	494.86
L2	1198+57.25	4.79	494.92	494.99
M2	1198+67.25	4.79	495.08	495.12
N2	1198+77.25	4.79	495.23	495.25
O2	1198+87.25	4.79	495.37	495.38
CL. BRG. PIER 2	1198+97.25	4.79	495.51	495.51
P2	1199+07.25	4.79	495.64	495.65
Q2	1199+17.25	4.79	495.77	495.79
R2	1199+27.25	4.79	495.89	495.93
S2	1199+37.25	4.79	496.01	496.08
T2	1199+47.25	4.79	496.12	496.23
U2	1199+57.25	4.79	496.23	496.38
V2	1199+67.25	4.79	496.33	496.53
W2	1199+77.25	4.79	496.42	496.67
X2	1199+87.25	4.79	496.51	496.82
Y2	1199+97.25	4.79	496.59	496.95
Z2	1200+07.25	4.79	496.67	497.09
A3	1200+17.25	4.79	496.74	497.22
B3	1200+27.25	4.79	496.81	497.35
C3	1200+37.25	4.79	496.87	497.46
D3	1200+47.25	4.79	496.93	497.57
E3	1200+57.25	4.79	496.98	497.67
F3	1200+67.25	4.79	497.02	497.76
G3	1200+77.25	4.79	497.06	497.84
H3	1200+87.25	4.79	497.10	497.91
I3	1200+97.25	4.79	497.12	497.96
J3	1201+07.25	4.79	497.15	498.02
K3	1201+17.25	4.79	497.16	498.05
L3	1201+27.25	4.79	497.17	498.07
M3	1201+37.25	4.79	497.18	498.09
N3	1201+47.25	4.79	497.18	498.09
O3	1201+57.25	4.79	497.17	498.08
P3	1201+67.25	4.79	497.16	498.06
Q3	1201+77.25	4.79	497.15	498.04
R3	1201+87.25	4.79	497.12	497.99
S3	1201+97.25	4.79	497.10	497.94
T3	1202+07.25	4.79	497.06	497.87
U3	1202+17.25	4.79	497.02	497.79
V3	1202+27.25	4.79	496.98	497.71

GIRDER 6 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	4.79	496.93	497.62
X3	1202+47.25	4.79	496.87	497.51
Y3	1202+57.25	4.79	496.81	497.40
Z3	1202+67.25	4.79	496.75	497.28
A4	1202+77.25	4.79	496.67	497.14
B4	1202+87.25	4.79	496.60	497.01
C4	1202+97.25	4.79	496.51	496.87
D4	1203+07.25	4.79	496.42	496.72
E4	1203+17.25	4.79	496.33	496.57
F4	1203+27.25	4.79	496.23	496.42
G4	1203+37.25	4.79	496.12	496.26
H4	1203+47.25	4.79	496.01	496.11
I4	1203+57.25	4.79	495.90	495.97
J4	1203+67.25	4.79	495.77	495.81
K4	1203+77.25	4.79	495.65	495.67
CL. BRG. PIER 3	1203+87.25	4.79	495.51	495.51
L4	1203+97.25	4.79	495.37	495.37
M4	1204+07.25	4.79	495.23	495.23
N4	1204+17.25	4.79	495.08	495.09
O4	1204+27.25	4.79	494.92	494.95
P4	1204+37.25	4.79	494.76	494.81
Q4	1204+47.25	4.79	494.60	494.68
R4	1204+57.25	4.79	494.42	494.54
S4	1204+67.25	4.79	494.25	494.41
T4	1204+77.25	4.79	494.06	494.26
U4	1204+87.25	4.79	493.87	494.12
V4	1204+97.25	4.79	493.68	493.97
W4	1205+07.25	4.79	493.48	493.82
X4	1205+17.25	4.79	493.27	493.65
Y4	1205+27.25	4.79	493.06	493.49
Z4	1205+37.25	4.79	492.85	493.32
A5	1205+47.25	4.79	492.62	493.12
B5	1205+57.25	4.79	492.40	492.93
C5	1205+67.25	4.79	492.16	492.72
D5	1205+77.25	4.79	491.92	492.50
E5	1205+87.25	4.79	491.68	492.28
F5	1205+97.25	4.79	491.43	492.04
G5	1206+07.25	4.79	491.17	491.79
H5	1206+17.25	4.79	490.91	491.53
I5	1206+27.25	4.79	490.64	491.26
J5	1206+37.25	4.79	490.37	490.98
K5	1206+47.25	4.79	490.09	490.69
L5	1206+57.25	4.79	489.81	490.39
M5	1206+67.25	4.79	489.52	490.07
N5	1206+77.25	4.79	489.23	489.75
O5	1206+87.25	4.79	488.93	489.42
P5	1206+97.25	4.79	488.62	489.07
Q5	1207+07.25	4.79	488.31	488.72
R5	1207+17.25	4.79	487.99	488.35
S5	1207+27.25	4.79	487.67	487.99
T5	1207+37.25	4.79	487.34	487.61
U5	1207+47.25	4.79	487.01	487.23
V5	1207+57.25	4.79	486.67	486.85
W5	1207+67.25	4.79	486.33	486.46

GIRDER 6 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	4.79	485.98	486.07
Y5	1207+87.25	4.79	485.62	485.68
Z5	1207+97.25	4.79	485.26	485.29
A6	1208+07.25	4.79	484.89	484.90
B6	1208+17.25	4.79	484.52	484.52
CL. BRG. PIER 4	1208+27.25	4.79	484.14	484.14
C6	1208+37.25	4.79	483.76	483.77
D6	1208+47.25	4.79	483.37	483.41
E6	1208+57.25	4.79	482.98	483.05
F6	1208+67.25	4.79	482.58	482.69
G6	1208+77.25	4.79	482.18	482.34
H6	1208+87.25	4.79	481.78	482.00
I6	1208+97.25	4.79	481.38	481.66
J6	1209+07.25	4.79	480.98	481.33
K6	1209+17.25	4.79	480.58	481.00
L6	1209+27.25	4.79	480.18	480.67
M6	1209+37.25	4.79	479.78	480.34
N6	1209+47.25	4.79	479.38	480.01
O6	1209+57.25	4.79	478.98	479.67
P6	1209+67.25	4.79	478.58	479.33
Q6	1209+77.25	4.79	478.18	478.98
R6	1209+87.25	4.79	477.78	478.62
S6	1209+97.25	4.79	477.38	478.25
T6	1210+07.25	4.79	476.98	477.88
U6	1210+17.25	4.79	476.58	477.50
V6	1210+27.25	4.79	476.18	477.12
W6	1210+37.25	4.79	475.78	476.72
X6	1210+47.25	4.79	475.38	476.31
Y6	1210+57.25	4.79	474.98	475.90
Z6	1210+67.25	4.79	474.58	475.47
A7	1210+77.25	4.79	474.18	475.03
B7	1210+87.25	4.79	473.78	474.58
C7	1210+97.25	4.79	473.38	474.13
D7	1211+07.25	4.79	472.98	473.66
E7	1211+17.25	4.79	472.58	473.18
F7	1211+27.25	4.79	472.18	472.70
G7	1211+37.25	4.79	471.78	472.20
H7	1211+47.25	4.79	471.38	471.70
I7	1211+57.25	4.79	470.98	471.20
J7	1211+67.25	4.79	470.58	470.69
CL. BRG. E. ABUT.	1211+77.25	4.79	470.18	470.18
CL. EXP. JT.	1211+78.73	4.79	470.12	470.12
BK. E. ABUT.	1211+82.50	4.79	469.97	469.97

3/15/2011 2:42:40 PM c:\pwworking\king\ome\d0549104\0600345-76A91-017-TSE.dgn jmjgus



USER NAME = jmjgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-017-TSE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0345**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	396
CONTRACT NO. 76A91				
ILLINOIS FED. AID PROJECT				

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	14.37	477.48	477.48
CL. EXP. JT.	1192+05.77	14.37	477.59	477.59
CL. BRG. W. ABUT.	1192+07.25	14.37	477.64	477.64
A	1192+17.25	14.37	477.93	477.98
B	1192+27.25	14.37	478.22	478.32
C	1192+37.25	14.37	478.52	478.67
D	1192+47.25	14.37	478.81	479.00
E	1192+57.25	14.37	479.11	479.33
F	1192+67.25	14.37	479.40	479.65
G	1192+77.25	14.37	479.70	479.97
H	1192+87.25	14.37	479.99	480.27
I	1192+97.25	14.37	480.29	480.57
J	1193+07.25	14.37	480.58	480.86
K	1193+17.25	14.37	480.88	481.14
L	1193+27.25	14.37	481.17	481.41
M	1193+37.25	14.37	481.47	481.69
N	1193+47.25	14.37	481.76	481.95
O	1193+57.25	14.37	482.06	482.21
P	1193+67.25	14.37	482.35	482.46
Q	1193+77.25	14.37	482.65	482.72
R	1193+87.25	14.37	482.94	482.97
S	1193+97.25	14.37	483.23	483.23
T	1194+07.25	14.37	483.53	483.50
U	1194+17.25	14.37	483.82	483.78
V	1194+27.25	14.37	484.12	484.07
W	1194+37.25	14.37	484.41	484.37
X	1194+47.25	14.37	484.71	484.69
CL. BRG. PIER 1	1194+57.25	14.37	485.00	485.00
Y	1194+67.25	14.37	485.30	485.34
Z	1194+77.25	14.37	485.59	485.67
A1	1194+87.25	14.37	485.89	486.02
B1	1194+97.25	14.37	486.18	486.37
C1	1195+07.25	14.37	486.48	486.73
D1	1195+17.25	14.37	486.77	487.09
E1	1195+27.25	14.37	487.07	487.45
F1	1195+37.25	14.37	487.36	487.81
G1	1195+47.25	14.37	487.66	488.17
H1	1195+57.25	14.37	487.95	488.52
I1	1195+67.25	14.37	488.24	488.87
J1	1195+77.25	14.37	488.54	489.22
K1	1195+87.25	14.37	488.83	489.56
L1	1195+97.25	14.37	489.13	489.90
M1	1196+07.25	14.37	489.42	490.23
N1	1196+17.25	14.37	489.72	490.56
O1	1196+27.25	14.37	490.01	490.87
P1	1196+37.25	14.37	490.29	491.17
Q1	1196+47.25	14.37	490.57	491.46
R1	1196+57.25	14.37	490.84	491.73
S1	1196+67.25	14.37	491.11	492.00
T1	1196+77.25	14.37	491.37	492.25
U1	1196+87.25	14.37	491.62	492.48

GIRDER 7 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	14.37	491.87	492.71
W1	1197+07.25	14.37	492.12	492.93
X1	1197+17.25	14.37	492.36	493.14
Y1	1197+27.25	14.37	492.59	493.33
Z1	1197+37.25	14.37	492.82	493.51
A2	1197+47.25	14.37	493.04	493.69
B2	1197+57.25	14.37	493.26	493.85
C2	1197+67.25	14.37	493.47	494.01
D2	1197+77.25	14.37	493.68	494.16
E2	1197+87.25	14.37	493.88	494.30
F2	1197+97.25	14.37	494.07	494.43
G2	1198+07.25	14.37	494.26	494.57
H2	1198+17.25	14.37	494.44	494.69
I2	1198+27.25	14.37	494.62	494.81
J2	1198+37.25	14.37	494.79	494.94
K2	1198+47.25	14.37	494.96	495.06
L2	1198+57.25	14.37	495.12	495.19
M2	1198+67.25	14.37	495.28	495.32
N2	1198+77.25	14.37	495.43	495.45
O2	1198+87.25	14.37	495.57	495.58
CL. BRG. PIER 2	1198+97.25	14.37	495.71	495.71
P2	1199+07.25	14.37	495.84	495.85
Q2	1199+17.25	14.37	495.97	495.99
R2	1199+27.25	14.37	496.09	496.13
S2	1199+37.25	14.37	496.21	496.28
T2	1199+47.25	14.37	496.32	496.43
U2	1199+57.25	14.37	496.43	496.58
V2	1199+67.25	14.37	496.53	496.73
W2	1199+77.25	14.37	496.62	496.87
X2	1199+87.25	14.37	496.71	497.02
Y2	1199+97.25	14.37	496.79	497.15
Z2	1200+07.25	14.37	496.87	497.29
A3	1200+17.25	14.37	496.94	497.42
B3	1200+27.25	14.37	497.01	497.55
C3	1200+37.25	14.37	497.07	497.66
D3	1200+47.25	14.37	497.13	497.77
E3	1200+57.25	14.37	497.18	497.87
F3	1200+67.25	14.37	497.22	497.96
G3	1200+77.25	14.37	497.26	498.04
H3	1200+87.25	14.37	497.29	498.10
I3	1200+97.25	14.37	497.32	498.16
J3	1201+07.25	14.37	497.35	498.22
K3	1201+17.25	14.37	497.36	498.25
L3	1201+27.25	14.37	497.37	498.27
M3	1201+37.25	14.37	497.38	498.29
N3	1201+47.25	14.37	497.38	498.29
O3	1201+57.25	14.37	497.37	498.28
P3	1201+67.25	14.37	497.36	498.26
Q3	1201+77.25	14.37	497.35	498.24
R3	1201+87.25	14.37	497.32	498.19
S3	1201+97.25	14.37	497.30	498.14
T3	1202+07.25	14.37	497.26	498.07
U3	1202+17.25	14.37	497.22	497.99
V3	1202+27.25	14.37	497.18	497.91

GIRDER 7 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	14.37	497.13	497.82
X3	1202+47.25	14.37	497.07	497.71
Y3	1202+57.25	14.37	497.01	497.60
Z3	1202+67.25	14.37	496.95	497.48
A4	1202+77.25	14.37	496.87	497.34
B4	1202+87.25	14.37	496.80	497.21
C4	1202+97.25	14.37	496.71	497.07
D4	1203+07.25	14.37	496.62	496.92
E4	1203+17.25	14.37	496.53	496.77
F4	1203+27.25	14.37	496.43	496.62
G4	1203+37.25	14.37	496.32	496.46
H4	1203+47.25	14.37	496.21	496.31
I4	1203+57.25	14.37	496.10	496.17
J4	1203+67.25	14.37	495.97	496.01
K4	1203+77.25	14.37	495.85	495.87
CL. BRG. PIER 3	1203+87.25	14.37	495.71	495.71
L4	1203+97.25	14.37	495.57	495.57
M4	1204+07.25	14.37	495.43	495.43
N4	1204+17.25	14.37	495.28	495.29
O4	1204+27.25	14.37	495.12	495.15
P4	1204+37.25	14.37	494.96	495.01
Q4	1204+47.25	14.37	494.80	494.88
R4	1204+57.25	14.37	494.62	494.74
S4	1204+67.25	14.37	494.45	494.61
T4	1204+77.25	14.37	494.26	494.46
U4	1204+87.25	14.37	494.07	494.32
V4	1204+97.25	14.37	493.88	494.17
W4	1205+07.25	14.37	493.68	494.02
X4	1205+17.25	14.37	493.47	493.85
Y4	1205+27.25	14.37	493.26	493.69
Z4	1205+37.25	14.37	493.05	493.52
A5	1205+47.25	14.37	492.82	493.32
B5	1205+57.25	14.37	492.59	493.12
C5	1205+67.25	14.37	492.36	492.92
D5	1205+77.25	14.37	492.12	492.70
E5	1205+87.25	14.37	491.88	492.48
F5	1205+97.25	14.37	491.63	492.24
G5	1206+07.25	14.37	491.37	491.99
H5	1206+17.25	14.37	491.11	491.73
I5	1206+27.25	14.37	490.84	491.46
J5	1206+37.25	14.37	490.57	491.18
K5	1206+47.25	14.37	490.29	490.89
L5	1206+57.25	14.37	490.01	490.59
M5	1206+67.25	14.37	489.72	490.27
N5	1206+77.25	14.37	489.43	489.95
O5	1206+87.25	14.37	489.13	489.62
P5	1206+97.25	14.37	488.82	489.27
Q5	1207+07.25	14.37	488.51	488.92
R5	1207+17.25	14.37	488.19	488.55
S5	1207+27.25	14.37	487.87	488.19
T5	1207+37.25	14.37	487.54	487.81
U5	1207+47.25	14.37	487.21	487.43
V5	1207+57.25	14.37	486.87	487.05
W5	1207+67.25	14.37	486.53	486.66

cs:\pwworking\omd\0600345-76A91-018-TSE.dgn
jmgus

3/15/2011
2:42:48 PM



USER NAME = jmgus	DESIGNED - BWC	REVISED -
FILE NAME = 0600345-76A91-018-TSE.DGN	CHECKED - LGP	REVISED -
PLOT SCALE = NONE	DRAWN - JM	REVISED -
PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 060-0345**

BRIDGE SHEET NO. 18 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	397
CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT	

GIRDER 7 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	14.37	486.18	486.27
Y5	1207+87.25	14.37	485.82	485.88
Z5	1207+97.25	14.37	485.46	485.49
A6	1208+07.25	14.37	485.09	485.10
B6	1208+17.25	14.37	484.72	484.72
CL. BRG. PIER 4	1208+27.25	14.37	484.34	484.34
C6	1208+37.25	14.37	483.96	483.97
D6	1208+47.25	14.37	483.57	483.61
E6	1208+57.25	14.37	483.18	483.25
F6	1208+67.25	14.37	482.78	482.89
G6	1208+77.25	14.37	482.38	482.54
H6	1208+87.25	14.37	481.98	482.20
I6	1208+97.25	14.37	481.58	481.86
J6	1209+07.25	14.37	481.18	481.53
K6	1209+17.25	14.37	480.78	481.20
L6	1209+27.25	14.37	480.38	480.87
M6	1209+37.25	14.37	479.98	480.54
N6	1209+47.25	14.37	479.58	480.21
O6	1209+57.25	14.37	479.18	479.87
P6	1209+67.25	14.37	478.78	479.53
Q6	1209+77.25	14.37	478.38	479.18
R6	1209+87.25	14.37	477.98	478.82
S6	1209+97.25	14.37	477.58	478.45
T6	1210+07.25	14.37	477.18	478.08
U6	1210+17.25	14.37	476.78	477.70
V6	1210+27.25	14.37	476.38	477.32
W6	1210+37.25	14.37	475.98	476.92
X6	1210+47.25	14.37	475.58	476.51
Y6	1210+57.25	14.37	475.18	476.10
Z6	1210+67.25	14.37	474.78	475.67
A7	1210+77.25	14.37	474.38	475.23
B7	1210+87.25	14.37	473.98	474.78
C7	1210+97.25	14.37	473.58	474.33
D7	1211+07.25	14.37	473.18	473.86
E7	1211+17.25	14.37	472.78	473.38
F7	1211+27.25	14.37	472.38	472.90
G7	1211+37.25	14.37	471.98	472.40
H7	1211+47.25	14.37	471.58	471.90
I7	1211+57.25	14.37	471.18	471.40
J7	1211+67.25	14.37	470.78	470.89
CL. BRG. E. ABUT.	1211+77.25	14.37	470.38	470.38
CL. EXP. JT.	1211+78.73	14.37	470.32	470.32
BK. E. ABUT.	1211+82.50	14.37	470.17	470.17

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	23.96	477.65	477.65
CL. EXP. JT.	1192+05.77	23.96	477.76	477.76
CL. BRG. W. ABUT.	1192+07.25	23.96	477.80	477.80
A	1192+17.25	23.96	478.10	478.15
B	1192+27.25	23.96	478.39	478.49
C	1192+37.25	23.96	478.69	478.84
D	1192+47.25	23.96	478.98	479.17
E	1192+57.25	23.96	479.28	479.50
F	1192+67.25	23.96	479.57	479.82
G	1192+77.25	23.96	479.86	480.13
H	1192+87.25	23.96	480.16	480.44
I	1192+97.25	23.96	480.45	480.73
J	1193+07.25	23.96	480.75	481.03
K	1193+17.25	23.96	481.04	481.30
L	1193+27.25	23.96	481.34	481.58
M	1193+37.25	23.96	481.63	481.85
N	1193+47.25	23.96	481.93	482.12
O	1193+57.25	23.96	482.22	482.37
P	1193+67.25	23.96	482.52	482.63
Q	1193+77.25	23.96	482.81	482.88
R	1193+87.25	23.96	483.11	483.14
S	1193+97.25	23.96	483.40	483.40
T	1194+07.25	23.96	483.70	483.67
U	1194+17.25	23.96	483.99	483.95
V	1194+27.25	23.96	484.29	484.24
W	1194+37.25	23.96	484.58	484.54
X	1194+47.25	23.96	484.87	484.85
CL. BRG. PIER 1	1194+57.25	23.96	485.17	485.17
Y	1194+67.25	23.96	485.46	485.50
Z	1194+77.25	23.96	485.76	485.84
A1	1194+87.25	23.96	486.05	486.18
B1	1194+97.25	23.96	486.35	486.54
C1	1195+07.25	23.96	486.64	486.89
D1	1195+17.25	23.96	486.94	487.26
E1	1195+27.25	23.96	487.23	487.61
F1	1195+37.25	23.96	487.53	487.98
G1	1195+47.25	23.96	487.82	488.33
H1	1195+57.25	23.96	488.12	488.69
I1	1195+67.25	23.96	488.41	489.04
J1	1195+77.25	23.96	488.71	489.39
K1	1195+87.25	23.96	489.00	489.73
L1	1195+97.25	23.96	489.30	490.07
M1	1196+07.25	23.96	489.59	490.40
N1	1196+17.25	23.96	489.88	490.72
O1	1196+27.25	23.96	490.17	491.03
P1	1196+37.25	23.96	490.46	491.34
Q1	1196+47.25	23.96	490.73	491.62
R1	1196+57.25	23.96	491.01	491.90
S1	1196+67.25	23.96	491.27	492.16
T1	1196+77.25	23.96	491.53	492.41
U1	1196+87.25	23.96	491.79	492.65

GIRDER 8 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	23.96	492.04	492.88
W1	1197+07.25	23.96	492.29	493.10
X1	1197+17.25	23.96	492.52	493.30
Y1	1197+27.25	23.96	492.76	493.50
Z1	1197+37.25	23.96	492.99	493.68
A2	1197+47.25	23.96	493.21	493.86
B2	1197+57.25	23.96	493.42	494.01
C2	1197+67.25	23.96	493.64	494.18
D2	1197+77.25	23.96	493.84	494.32
E2	1197+87.25	23.96	494.04	494.46
F2	1197+97.25	23.96	494.24	494.60
G2	1198+07.25	23.96	494.43	494.74
H2	1198+17.25	23.96	494.61	494.86
I2	1198+27.25	23.96	494.79	494.98
J2	1198+37.25	23.96	494.96	495.11
K2	1198+47.25	23.96	495.13	495.23
L2	1198+57.25	23.96	495.29	495.36
M2	1198+67.25	23.96	495.44	495.48
N2	1198+77.25	23.96	495.59	495.61
O2	1198+87.25	23.96	495.74	495.75
CL. BRG. PIER 2	1198+97.25	23.96	495.88	495.88
P2	1199+07.25	23.96	496.01	496.02
Q2	1199+17.25	23.96	496.14	496.16
R2	1199+27.25	23.96	496.26	496.30
S2	1199+37.25	23.96	496.38	496.45
T2	1199+47.25	23.96	496.49	496.60
U2	1199+57.25	23.96	496.59	496.74
V2	1199+67.25	23.96	496.69	496.89
W2	1199+77.25	23.96	496.79	497.04
X2	1199+87.25	23.96	496.88	497.19
Y2	1199+97.25	23.96	496.96	497.32
Z2	1200+07.25	23.96	497.04	497.46
A3	1200+17.25	23.96	497.11	497.59
B3	1200+27.25	23.96	497.18	497.72
C3	1200+37.25	23.96	497.24	497.83
D3	1200+47.25	23.96	497.29	497.93
E3	1200+57.25	23.96	497.34	498.03
F3	1200+67.25	23.96	497.39	498.13
G3	1200+77.25	23.96	497.43	498.21
H3	1200+87.25	23.96	497.46	498.27
I3	1200+97.25	23.96	497.49	498.33
J3	1201+07.25	23.96	497.51	498.38
K3	1201+17.25	23.96	497.53	498.42
L3	1201+27.25	23.96	497.54	498.44
M3	1201+37.25	23.96	497.54	498.45
N3	1201+47.25	23.96	497.54	498.45
O3	1201+57.25	23.96	497.54	498.45
P3	1201+67.25	23.96	497.53	498.43
Q3	1201+77.25	23.96	497.51	498.40
R3	1201+87.25	23.96	497.49	498.36
S3	1201+97.25	23.96	497.46	498.30
T3	1202+07.25	23.96	497.43	498.24
U3	1202+17.25	23.96	497.39	498.16
V3	1202+27.25	23.96	497.34	498.07

3/15/2011 2:25:55 PM
 c:\pwworking\hdm\c0549104\0600345-76A91-019-TSE.dgn
 jmqus



USER NAME = jmqus
 FILE NAME = 0600345-76A91-019-TSE.DGN
 PLOT SCALE = NONE
 PLOT DATE = 3/18/2011

DESIGNED - BWC
 CHECKED - LGP
 DRAWN - JM
 CHECKED - BSK

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
 STRUCTURE NO. 060-0345

BRIDGE SHEET NO. 19 OF 133 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
270	60-1B-1	MADISON	712	398
CONTRACT NO. 76A91			ILLINOIS FED. AID PROJECT	

GIRDER 8 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	23.96	497.29	497.98
X3	1202+47.25	23.96	497.24	497.88
Y3	1202+57.25	23.96	497.18	497.77
Z3	1202+67.25	23.96	497.11	497.64
A4	1202+77.25	23.96	497.04	497.51
B4	1202+87.25	23.96	496.96	497.37
C4	1202+97.25	23.96	496.88	497.24
D4	1203+07.25	23.96	496.79	497.09
E4	1203+17.25	23.96	496.69	496.93
F4	1203+27.25	23.96	496.59	496.78
G4	1203+37.25	23.96	496.49	496.63
H4	1203+47.25	23.96	496.38	496.48
I4	1203+57.25	23.96	496.26	496.33
J4	1203+67.25	23.96	496.14	496.18
K4	1203+77.25	23.96	496.01	496.03
CL. BRG. PIER 3	1203+87.25	23.96	495.88	495.88
L4	1203+97.25	23.96	495.74	495.74
M4	1204+07.25	23.96	495.59	495.59
N4	1204+17.25	23.96	495.44	495.45
O4	1204+27.25	23.96	495.29	495.32
P4	1204+37.25	23.96	495.13	495.18
Q4	1204+47.25	23.96	494.96	495.04
R4	1204+57.25	23.96	494.79	494.91
S4	1204+67.25	23.96	494.61	494.77
T4	1204+77.25	23.96	494.43	494.63
U4	1204+87.25	23.96	494.24	494.49
V4	1204+97.25	23.96	494.04	494.33
W4	1205+07.25	23.96	493.84	494.18
X4	1205+17.25	23.96	493.64	494.02
Y4	1205+27.25	23.96	493.43	493.86
Z4	1205+37.25	23.96	493.21	493.68
A5	1205+47.25	23.96	492.99	493.49
B5	1205+57.25	23.96	492.76	493.29
C5	1205+67.25	23.96	492.53	493.09
D5	1205+77.25	23.96	492.29	492.87
E5	1205+87.25	23.96	492.04	492.64
F5	1205+97.25	23.96	491.79	492.40
G5	1206+07.25	23.96	491.54	492.16
H5	1206+17.25	23.96	491.28	491.90
I5	1206+27.25	23.96	491.01	491.63
J5	1206+37.25	23.96	490.74	491.35
K5	1206+47.25	23.96	490.46	491.06
L5	1206+57.25	23.96	490.18	490.76
M5	1206+67.25	23.96	489.89	490.44
N5	1206+77.25	23.96	489.59	490.11
O5	1206+87.25	23.96	489.29	489.78
P5	1206+97.25	23.96	488.99	489.44
Q5	1207+07.25	23.96	488.68	489.09
R5	1207+17.25	23.96	488.36	488.72
S5	1207+27.25	23.96	488.04	488.36
T5	1207+37.25	23.96	487.71	487.98
U5	1207+47.25	23.96	487.38	487.60
V5	1207+57.25	23.96	487.04	487.22
W5	1207+67.25	23.96	486.69	486.82


GIRDER 8 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	23.96	486.34	486.43
Y5	1207+87.25	23.96	485.99	486.05
Z5	1207+97.25	23.96	485.63	485.66
A6	1208+07.25	23.96	485.26	485.27
B6	1208+17.25	23.96	484.89	484.89
CL. BRG. PIER 4	1208+27.25	23.96	484.51	484.51
C6	1208+37.25	23.96	484.13	484.14
D6	1208+47.25	23.96	483.74	483.78
E6	1208+57.25	23.96	483.34	483.41
F6	1208+67.25	23.96	482.94	483.05
G6	1208+77.25	23.96	482.54	482.70
H6	1208+87.25	23.96	482.14	482.36
I6	1208+97.25	23.96	481.74	482.02
J6	1209+07.25	23.96	481.34	481.69
K6	1209+17.25	23.96	480.94	481.36
L6	1209+27.25	23.96	480.54	481.03
M6	1209+37.25	23.96	480.14	480.70
N6	1209+47.25	23.96	479.74	480.37
O6	1209+57.25	23.96	479.34	480.03
P6	1209+67.25	23.96	478.94	479.69
Q6	1209+77.25	23.96	478.54	479.34
R6	1209+87.25	23.96	478.14	478.98
S6	1209+97.25	23.96	477.74	478.61
T6	1210+07.25	23.96	477.34	478.24
U6	1210+17.25	23.96	476.94	477.86
V6	1210+27.25	23.96	476.54	477.48
W6	1210+37.25	23.96	476.14	477.08
X6	1210+47.25	23.96	475.74	476.67
Y6	1210+57.25	23.96	475.34	476.26
Z6	1210+67.25	23.96	474.94	475.83
A7	1210+77.25	23.96	474.54	475.39
B7	1210+87.25	23.96	474.14	474.94
C7	1210+97.25	23.96	473.74	474.49
D7	1211+07.25	23.96	473.34	474.02
E7	1211+17.25	23.96	472.94	473.54
F7	1211+27.25	23.96	472.54	473.06
G7	1211+37.25	23.96	472.14	472.56
H7	1211+47.25	23.96	471.74	472.06
I7	1211+57.25	23.96	471.34	471.56
J7	1211+67.25	23.96	470.94	471.05
CL. BRG. E. ABUT.	1211+77.25	23.96	470.54	470.54
CL. EXP. JT.	1211+78.73	23.96	470.48	470.48
BK. E. ABUT.	1211+82.50	23.96	470.33	470.33

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	1192+02.00	33.54	477.67	477.67
CL. EXP. JT.	1192+05.77	33.54	477.78	477.78
CL. BRG. W. ABUT.	1192+07.25	33.54	477.82	477.82
A	1192+17.25	33.54	478.12	478.17
B	1192+27.25	33.54	478.41	478.51
C	1192+37.25	33.54	478.71	478.86
D	1192+47.25	33.54	479.00	479.19
E	1192+57.25	33.54	479.30	479.52
F	1192+67.25	33.54	479.59	479.84
G	1192+77.25	33.54	479.89	480.16
H	1192+87.25	33.54	480.18	480.46
I	1192+97.25	33.54	480.48	480.76
J	1193+07.25	33.54	480.77	481.05
K	1193+17.25	33.54	481.07	481.33
L	1193+27.25	33.54	481.36	481.60
M	1193+37.25	33.54	481.66	481.88
N	1193+47.25	33.54	481.95	482.14
O	1193+57.25	33.54	482.25	482.40
P	1193+67.25	33.54	482.54	482.65
Q	1193+77.25	33.54	482.83	482.90
R	1193+87.25	33.54	483.13	483.16
S	1193+97.25	33.54	483.42	483.42
T	1194+07.25	33.54	483.72	483.69
U	1194+17.25	33.54	484.01	483.97
V	1194+27.25	33.54	484.31	484.26
W	1194+37.25	33.54	484.60	484.56
X	1194+47.25	33.54	484.90	484.88
CL. BRG. PIER 1	1194+57.25	33.54	485.19	485.19
Y	1194+67.25	33.54	485.49	485.53
Z	1194+77.25	33.54	485.78	485.86
A1	1194+87.25	33.54	486.08	486.21
B1	1194+97.25	33.54	486.37	486.56
C1	1195+07.25	33.54	486.67	486.92
D1	1195+17.25	33.54	486.96	487.28
E1	1195+27.25	33.54	487.26	487.64
F1	1195+37.25	33.54	487.55	488.00
G1	1195+47.25	33.54	487.85	488.36
H1	1195+57.25	33.54	488.14	488.71
I1	1195+67.25	33.54	488.43	489.06
J1	1195+77.25	33.54	488.73	489.41
K1	1195+87.25	33.54	489.02	489.75
L1	1195+97.25	33.54	489.32	490.09
M1	1196+07.25	33.54	489.61	490.42
N1	1196+17.25	33.54	489.91	490.75
O1	1196+27.25	33.54	490.20	491.06
P1	1196+37.25	33.54	490.48	491.36
Q1	1196+47.25	33.54	490.76	491.65
R1	1196+57.25	33.54	491.03	491.92
S1	1196+67.25	33.54	491.30	492.19
T1	1196+77.25	33.54	491.56	492.44
U1	1196+87.25	33.54	491.81	492.67

c:\pwworking\hmc\d054904\0600345-76A91-020-TSE.dgn 3/15/2011 2:33:02 PM

 HDR ENGINEERING, INC.	USER NAME = Jm1gus	DESIGNED - BWC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 060-0345	F.A.I. RTE. 270	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-020-TSE.DGN	CHECKED - LGP	REVISED -				60-1B-1	MADISON	712	399
	PLOT SCALE = NONE	DRAWN - JM	REVISED -				CONTRACT NO. 76A91			
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -				ILLINOIS FED. AID PROJECT			
BRIDGE SHEET NO. 20 OF 133 SHEETS										

GIRDER 9 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
V1	1196+97.25	33.54	492.06	492.90
W1	1197+07.25	33.54	492.31	493.12
X1	1197+17.25	33.54	492.55	493.33
Y1	1197+27.25	33.54	492.78	493.52
Z1	1197+37.25	33.54	493.01	493.70
A2	1197+47.25	33.54	493.23	493.88
B2	1197+57.25	33.54	493.45	494.04
C2	1197+67.25	33.54	493.66	494.20
D2	1197+77.25	33.54	493.87	494.35
E2	1197+87.25	33.54	494.07	494.49
F2	1197+97.25	33.54	494.26	494.62
G2	1198+07.25	33.54	494.45	494.76
H2	1198+17.25	33.54	494.63	494.88
I2	1198+27.25	33.54	494.81	495.00
J2	1198+37.25	33.54	494.98	495.13
K2	1198+47.25	33.54	495.15	495.25
L2	1198+57.25	33.54	495.31	495.38
M2	1198+67.25	33.54	495.47	495.51
N2	1198+77.25	33.54	495.62	495.64
O2	1198+87.25	33.54	495.76	495.77
CL. BRG. PIER 2	1198+97.25	33.54	495.90	495.90
P2	1199+07.25	33.54	496.03	496.04
Q2	1199+17.25	33.54	496.16	496.18
R2	1199+27.25	33.54	496.28	496.32
S2	1199+37.25	33.54	496.40	496.47
T2	1199+47.25	33.54	496.51	496.62
U2	1199+57.25	33.54	496.62	496.77
V2	1199+67.25	33.54	496.72	496.92
W2	1199+77.25	33.54	496.81	497.06
X2	1199+87.25	33.54	496.90	497.21
Y2	1199+97.25	33.54	496.98	497.34
Z2	1200+07.25	33.54	497.06	497.48
A3	1200+17.25	33.54	497.13	497.61
B3	1200+27.25	33.54	497.20	497.74
C3	1200+37.25	33.54	497.26	497.85
D3	1200+47.25	33.54	497.32	497.96
E3	1200+57.25	33.54	497.37	498.06
F3	1200+67.25	33.54	497.41	498.15
G3	1200+77.25	33.54	497.45	498.23
H3	1200+87.25	33.54	497.48	498.29
I3	1200+97.25	33.54	497.51	498.35
J3	1201+07.25	33.54	497.53	498.40
K3	1201+17.25	33.54	497.55	498.44
L3	1201+27.25	33.54	497.56	498.46
M3	1201+37.25	33.54	497.57	498.48
N3	1201+47.25	33.54	497.57	498.48
O3	1201+57.25	33.54	497.56	498.47
P3	1201+67.25	33.54	497.55	498.45
Q3	1201+77.25	33.54	497.53	498.42
R3	1201+87.25	33.54	497.51	498.38
S3	1201+97.25	33.54	497.48	498.32
T3	1202+07.25	33.54	497.45	498.26
U3	1202+17.25	33.54	497.41	498.18
V3	1202+27.25	33.54	497.37	498.10

GIRDER 9 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W3	1202+37.25	33.54	497.32	498.01
X3	1202+47.25	33.54	497.26	497.90
Y3	1202+57.25	33.54	497.20	497.79
Z3	1202+67.25	33.54	497.13	497.66
A4	1202+77.25	33.54	497.06	497.53
B4	1202+87.25	33.54	496.99	497.40
C4	1202+97.25	33.54	496.90	497.26
D4	1203+07.25	33.54	496.81	497.11
E4	1203+17.25	33.54	496.72	496.96
F4	1203+27.25	33.54	496.62	496.81
G4	1203+37.25	33.54	496.51	496.65
H4	1203+47.25	33.54	496.40	496.50
I4	1203+57.25	33.54	496.29	496.36
J4	1203+67.25	33.54	496.16	496.20
K4	1203+77.25	33.54	496.03	496.05
CL. BRG. PIER 3	1203+87.25	33.54	495.90	495.90
L4	1203+97.25	33.54	495.76	495.76
M4	1204+07.25	33.54	495.62	495.62
N4	1204+17.25	33.54	495.47	495.48
O4	1204+27.25	33.54	495.31	495.34
P4	1204+37.25	33.54	495.15	495.20
Q4	1204+47.25	33.54	494.98	495.06
R4	1204+57.25	33.54	494.81	494.93
S4	1204+67.25	33.54	494.63	494.79
T4	1204+77.25	33.54	494.45	494.65
U4	1204+87.25	33.54	494.26	494.51
V4	1204+97.25	33.54	494.07	494.36
W4	1205+07.25	33.54	493.87	494.21
X4	1205+17.25	33.54	493.66	494.04
Y4	1205+27.25	33.54	493.45	493.88
Z4	1205+37.25	33.54	493.23	493.70
A5	1205+47.25	33.54	493.01	493.51
B5	1205+57.25	33.54	492.78	493.31
C5	1205+67.25	33.54	492.55	493.11
D5	1205+77.25	33.54	492.31	492.89
E5	1205+87.25	33.54	492.07	492.67
F5	1205+97.25	33.54	491.82	492.43
G5	1206+07.25	33.54	491.56	492.18
H5	1206+17.25	33.54	491.30	491.92
I5	1206+27.25	33.54	491.03	491.65
J5	1206+37.25	33.54	490.76	491.37
K5	1206+47.25	33.54	490.48	491.08
L5	1206+57.25	33.54	490.20	490.78
M5	1206+67.25	33.54	489.91	490.46
N5	1206+77.25	33.54	489.62	490.14
O5	1206+87.25	33.54	489.32	489.81
P5	1206+97.25	33.54	489.01	489.46
Q5	1207+07.25	33.54	488.70	489.11
R5	1207+17.25	33.54	488.38	488.74
S5	1207+27.25	33.54	488.06	488.38
T5	1207+37.25	33.54	487.73	488.00
U5	1207+47.25	33.54	487.40	487.62
V5	1207+57.25	33.54	487.06	487.24
W5	1207+67.25	33.54	486.72	486.85

GIRDER 9 CONT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
X5	1207+77.25	33.54	486.37	486.46
Y5	1207+87.25	33.54	486.01	486.07
Z5	1207+97.25	33.54	485.65	485.68
A6	1208+07.25	33.54	485.28	485.29
B6	1208+17.25	33.54	484.91	484.91
CL. BRG. PIER 4	1208+27.25	33.54	484.53	484.53
C6	1208+37.25	33.54	484.15	484.16
D6	1208+47.25	33.54	483.76	483.80
E6	1208+57.25	33.54	483.37	483.44
F6	1208+67.25	33.54	482.97	483.08
G6	1208+77.25	33.54	482.57	482.73
H6	1208+87.25	33.54	482.17	482.39
I6	1208+97.25	33.54	481.77	482.05
J6	1209+07.25	33.54	481.37	481.72
K6	1209+17.25	33.54	480.97	481.39
L6	1209+27.25	33.54	480.57	481.06
M6	1209+37.25	33.54	480.17	480.73
N6	1209+47.25	33.54	479.77	480.40
O6	1209+57.25	33.54	479.37	480.06
P6	1209+67.25	33.54	478.97	479.72
Q6	1209+77.25	33.54	478.57	479.37
R6	1209+87.25	33.54	478.17	479.01
S6	1209+97.25	33.54	477.77	478.64
T6	1210+07.25	33.54	477.37	478.27
U6	1210+17.25	33.54	476.97	477.89
V6	1210+27.25	33.54	476.57	477.51
W6	1210+37.25	33.54	476.17	477.11
X6	1210+47.25	33.54	475.77	476.70
Y6	1210+57.25	33.54	475.37	476.29
Z6	1210+67.25	33.54	474.97	475.86
A7	1210+77.25	33.54	474.57	475.42
B7	1210+87.25	33.54	474.17	474.97
C7	1210+97.25	33.54	473.77	474.52
D7	1211+07.25	33.54	473.37	474.05
E7	1211+17.25	33.54	472.97	473.57
F7	1211+27.25	33.54	472.57	473.09
G7	1211+37.25	33.54	472.17	472.59
H7	1211+47.25	33.54	471.77	472.09
I7	1211+57.25	33.54	471.37	471.59
J7	1211+67.25	33.54	470.97	471.08
CL. BRG. E. ABUT.	1211+77.25	33.54	470.57	470.57
CL. EXP. JT.	1211+78.73	33.54	470.51	470.51
BK. E. ABUT.	1211+82.50	33.54	470.36	470.36

cs:\pwworking\ome\d0549104\0600345-76A91-021-TSE.dgn
jmgus

3/15/2011
2:33:09 PM

	USER NAME = jmgus	DESIGNED - BWC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 060-0345	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0600345-76A91-021-TSE.DGN	CHECKED - LGP	REVISED -			270	60-1B-1	MADISON	712	400
	PLOT SCALE = NONE	DRAWN - JM	REVISED -			CONTRACT NO. 76A91				
	PLOT DATE = 3/18/2011	CHECKED - BSK	REVISED -			BRIDGE SHEET NO. 21 OF 133 SHEETS				
						ILLINOIS FED. AID PROJECT				