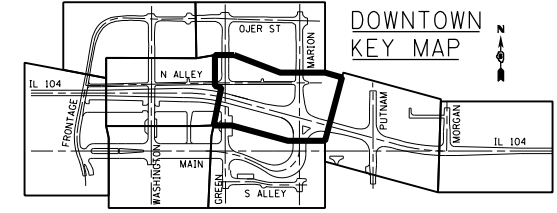


LEGEND

	SEEDING, CLASS 1 & MULCH, METHOD 3A		TREE TRUNK PROTECTION
	SEEDING, CLASS 2 & MULCH, METHOD 2		EXISTING WETLANDS
	SEEDING, CLASS 7		



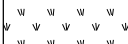
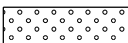
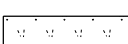

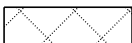
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 PLOT DATE = 8/5/2014

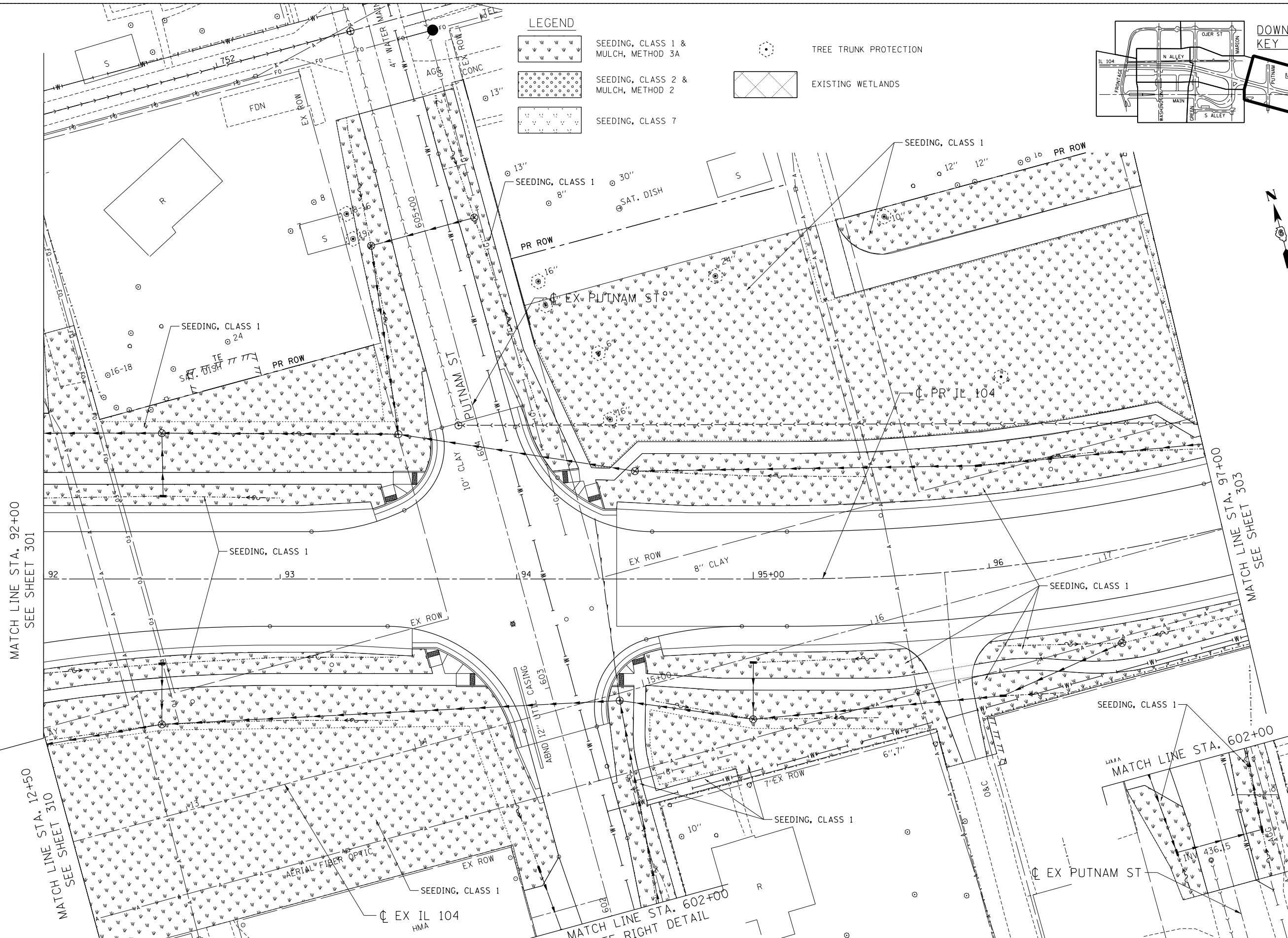
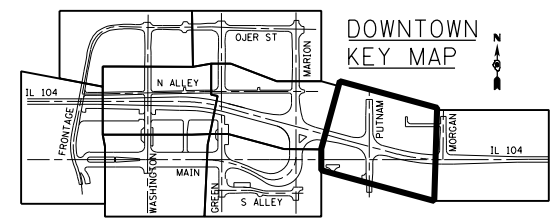
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BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = #DATE#	DATE - 8/5/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN		F.A.P. RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 104		745		109RS-6, 123RS-3, *	MORGAN/PIKE	782	301
SCALE: 1"=20'		SHEET OF SHEETS		STA. 87+00.00 TO STA. 92+00.00		CONTRACT NO. 72B58	

ILLINOIS FED. AID PROJECT	
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- LEGEND**
-  SEEDING, CLASS 1 & MULCH, METHOD 3A
 -  SEEDING, CLASS 2 & MULCH, METHOD 2
 -  SEEDING, CLASS 7
 -  TREE TRUNK PROTECTION
 -  EXISTING WETLANDS



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 DATE - 8/5/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 PLOT SCALE = *SCALE*
 PLOT DATE = *DATE*
 exp U.S. Services Inc.
 Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN
IL 104

SCALE: 1"=20' SHEET OF SHEETS STA. 92+00.00 TO STA. 97+00.00

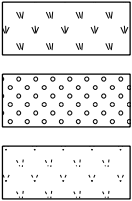
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, * * 123B-2, 124RS-8	MORGAN/PIKE	782	302
ILLINOIS FED. AID PROJECT			CONTRACT NO. 72B58	

\\0672858-BORDER01.DGN, \\0672858-LAYOUT01.DGN, \\0672858-MOTIF01.DGN, \\0672858-LEGEND01.DGN
7-30-2014, 14:44:36
NE\HNRMD \\\FS-804\AM\VAUL\1-D-TRANS_87\TRDCHI\02012341-92\CIVIL\CAD\72858-SHT-LNDSCP204.DGN

MATCH LINE STA. 97+00
SEE SHEET 302

MATCH LINE STA. 102+00
SEE SHEET 304

LEGEND



SEEDING, CLASS 1 & MULCH, METHOD 3A

SEEDING, CLASS 2 & MULCH, METHOD 2

SEEDING, CLASS 7

TREE TRUNK PROTECTION

EXISTING WETLANDS

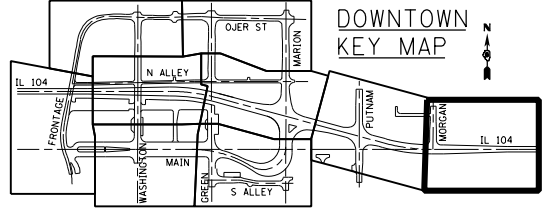
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BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = #DATE#	DATE - 8/5/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**
FAP ROUTE 745 / IL ROUTE 104

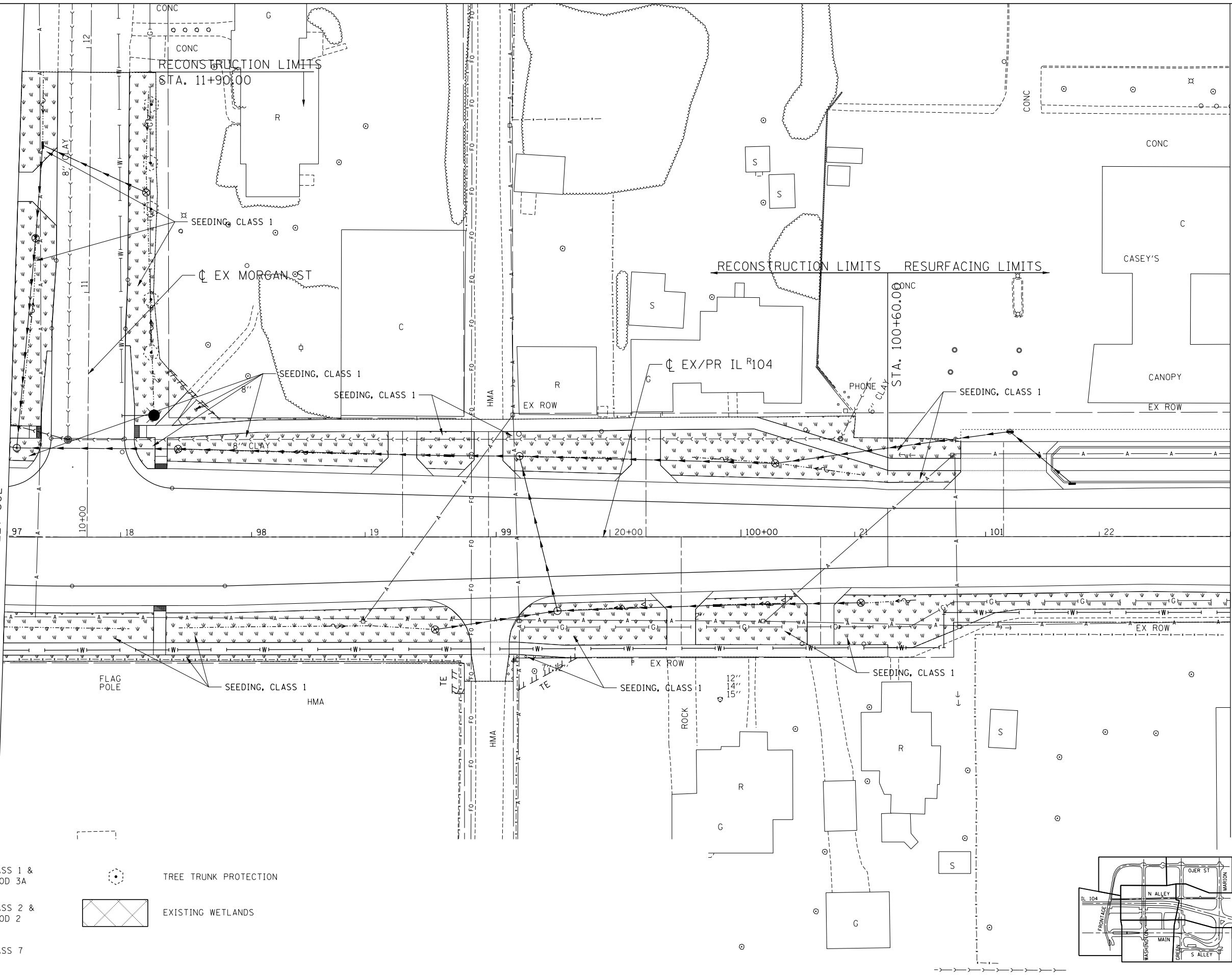
**LANDSCAPING PLAN
IL 104**

SCALE: 1"=20' SHEET OF SHEETS STA. 97+00.00 TO STA.102+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, * * 123B-2, 124RS-8	MORGAN/PIKE	782	303
CONTRACT NO. 72B58 ILLINOIS FED. AID PROJECT				

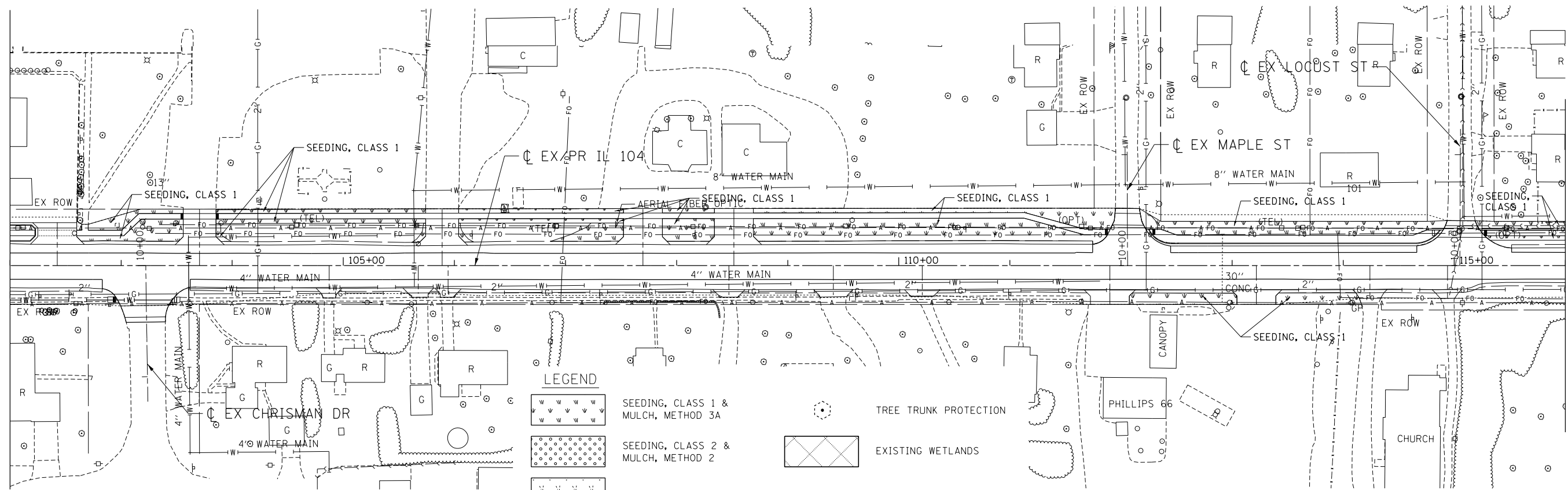


**DOWNTOWN
KEY MAP**


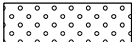
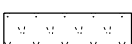



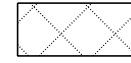
MATCH LINE STA. 102+00
SEE SHEET 303

MATCH LINE STA. 116+00
SEE LOWER VIEW



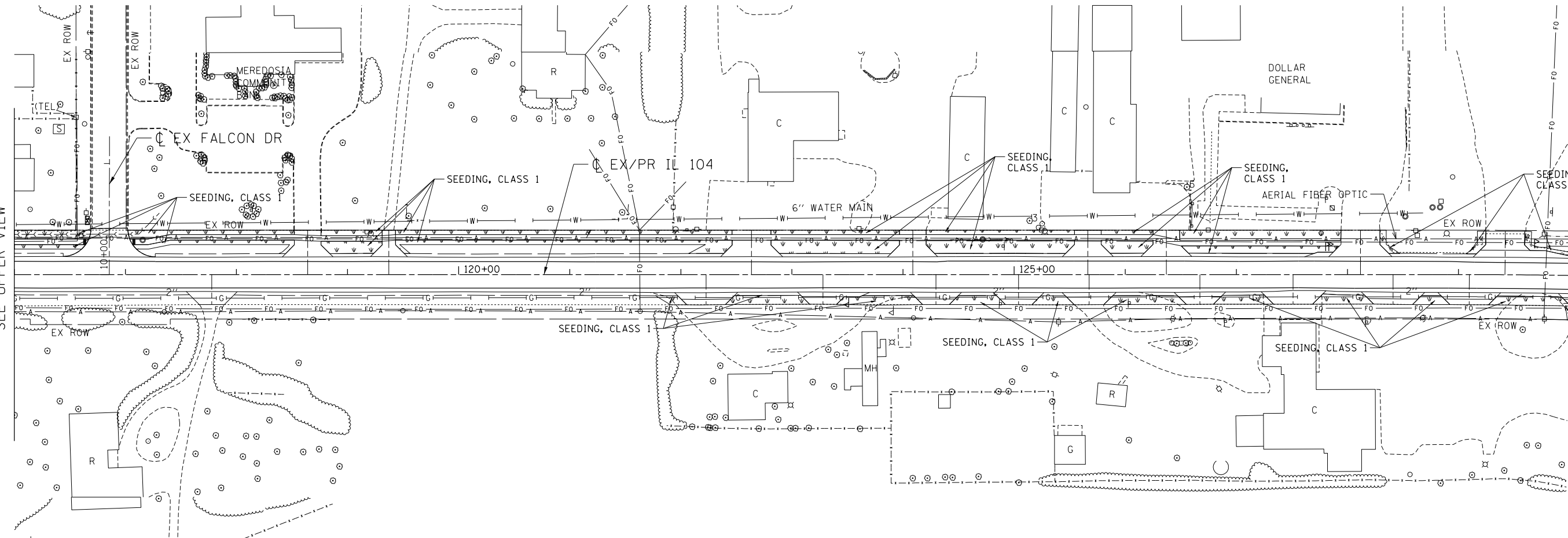
LEGEND

-  SEEDING, CLASS 1 & MULCH, METHOD 3A
-  SEEDING, CLASS 2 & MULCH, METHOD 2
-  SEEDING, CLASS 7

-  TREE TRUNK PROTECTION
-  EXISTING WETLANDS

MATCH LINE STA. 116+00
SEE UPPER VIEW

MATCH LINE STA. 130+00
SEE SHEET 305



FILE NAME = \\FS-004\A\VAULT\DWG\72B58-1\LANDSCAPING\LEGEND.DGN
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FILEL		DRAWN - MRK	REVISED -
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BUILDINGS-EARTH & ENVIRONMENT-ENERGY	PLOT DATE = *DATE*	DATE - 8/5/2014	REVISED -
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN
IL 104

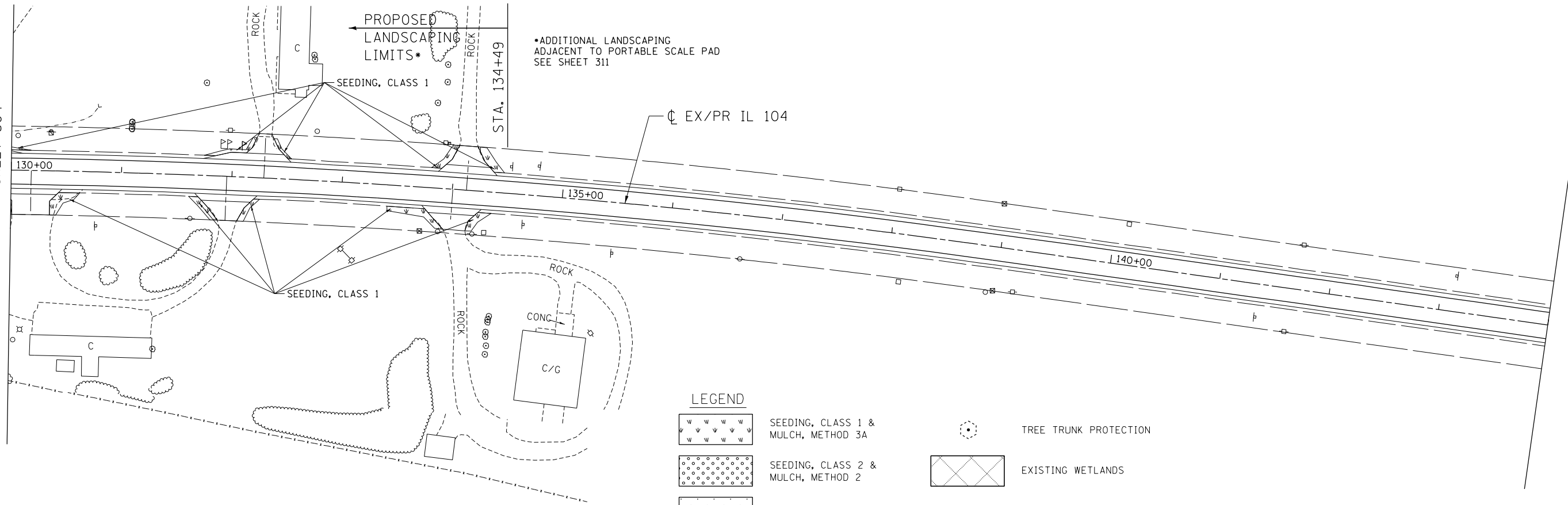
SCALE: 1"=50' SHEET OF SHEETS STA. 102+00.00 TO STA. 130+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	304
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

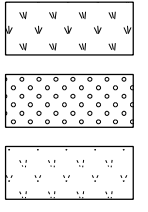
ILLINOIS FED. AID PROJECT



MATCH LINE STA. 130+00
SEE SHEET 304



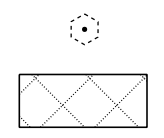
LEGEND



SEEDING, CLASS 1 &
MULCH, METHOD 3A

SEEDING, CLASS 2 &
MULCH, METHOD 2

SEEDING, CLASS 7



TREE TRUNK PROTECTION

EXISTING WETLANDS

7-30-2014, 14:44:42 \\FS-0044\AM\VAUL\T.D - TRANS.07\FRDC\1\02012341-02\CIVIL\CAD\72858\SHEET\01672858-SHT-LANDSCP302.DGN

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exp U.S. Services Inc. Chicago, IL	PLOT SCALE = \$SCALE\$	CHECKED - MD	REVISED -
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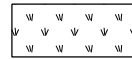
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104


LANDSCAPING PLAN
IL 104


SCALE: 1"=50' SHEET OF SHEETS STA. 130+00.00 TO STA. 158+00.00


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	305
	* 123B-2, 124RS-8		CONTRACT NO. 72B58	
ILLINOIS FED. AID PROJECT				

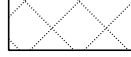
LEGEND

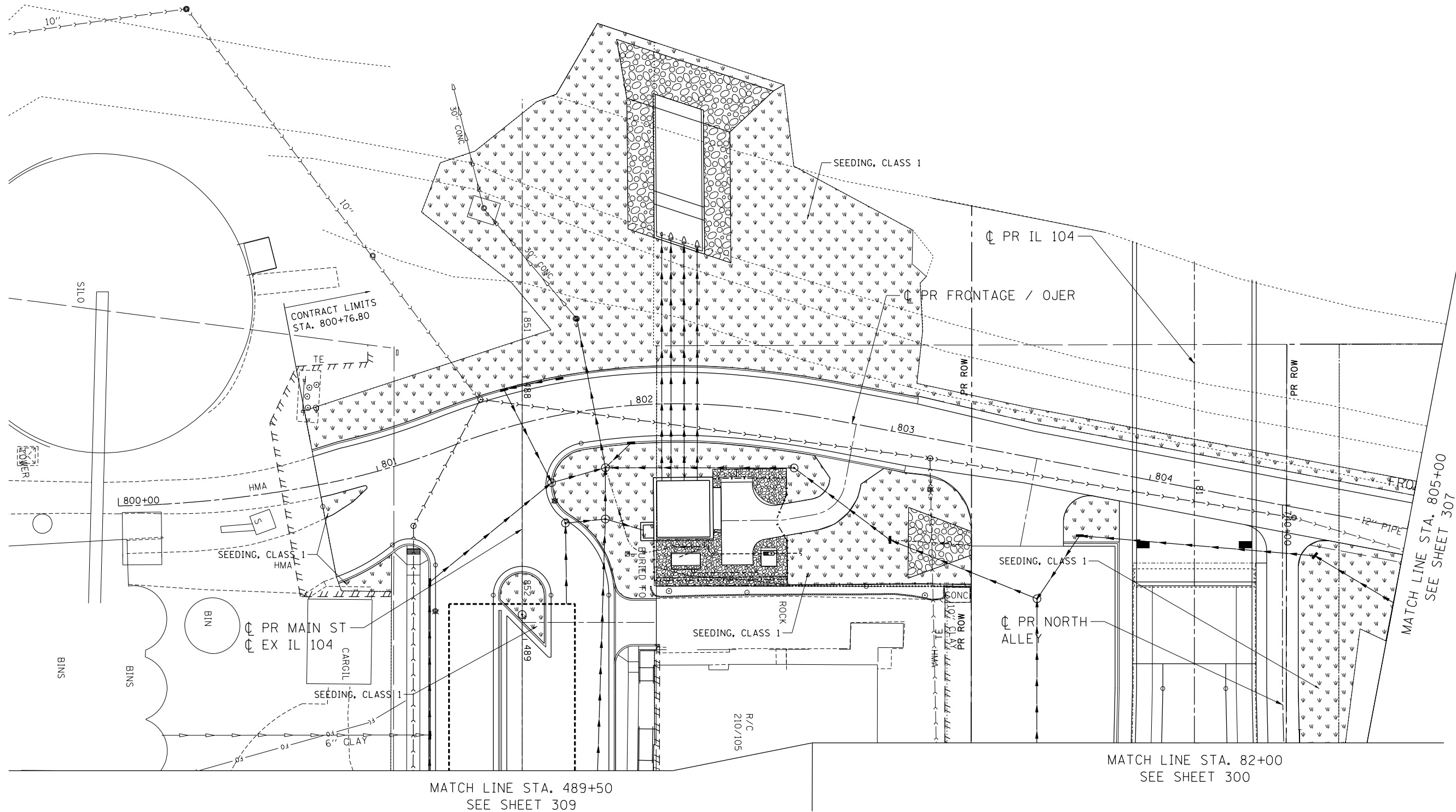
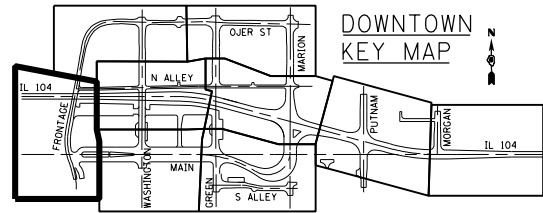
- 
SEEDING, CLASS 1 &
MULCH, METHOD 3A

- 
SEEDING, CLASS 2 &
MULCH, METHOD 2

- 
SEEDING, CLASS 7

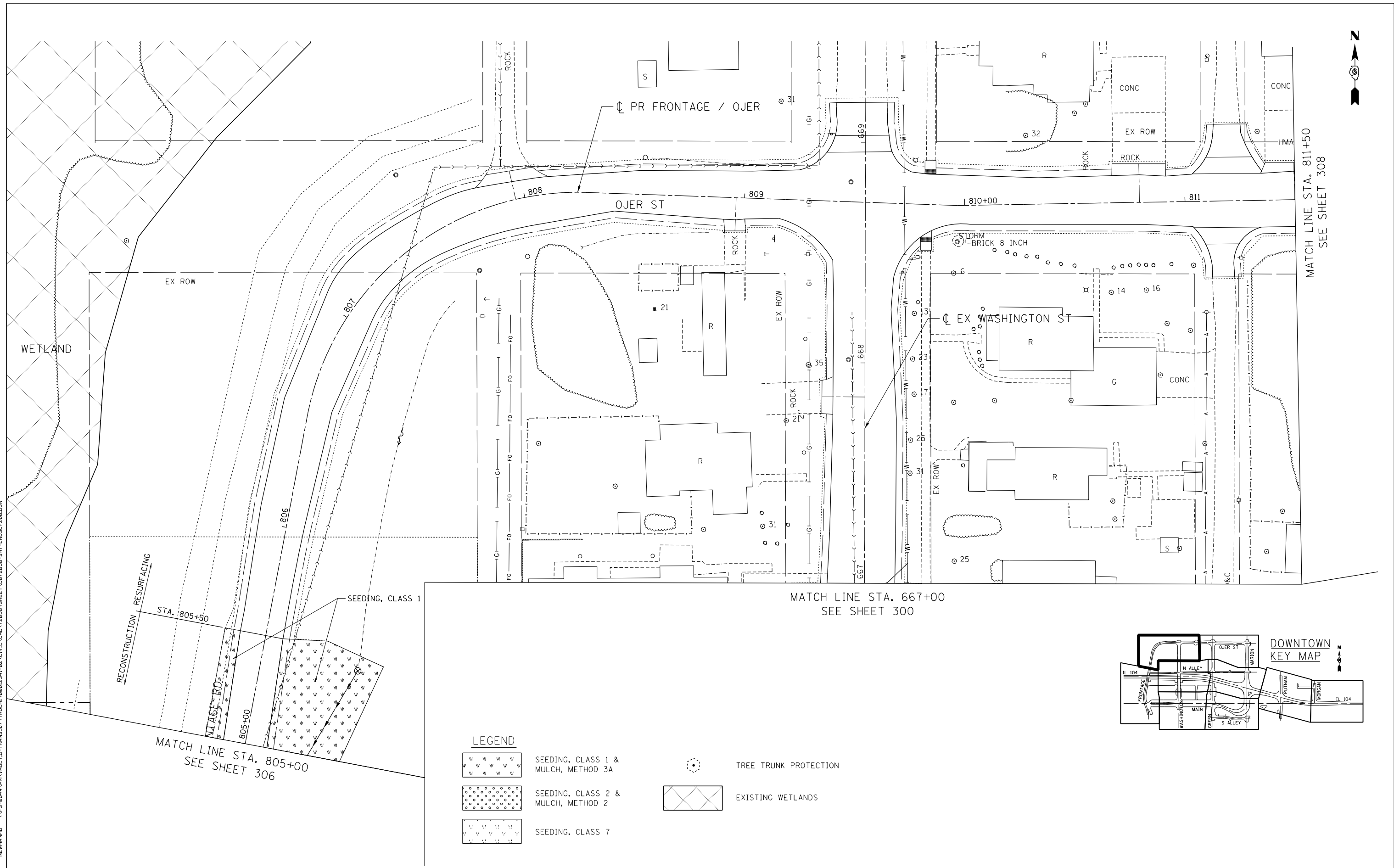
- 
TREE TRUNK PROTECTION

- 
EXISTING WETLANDS



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 DESIGNED - JB
 DRAWN - MRK
 CHECKED - MD
 DATE - 9/12/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104
 LANDSCAPING PLAN
 FRONTAGE ROAD
 F.A.P. RTE. 745 SECTION 109RS-6, 123RS-3, COUNTY MORGAN/PIKE TOTAL SHEETS 782 SHEET NO. 306
 CONTRACT NO. 72B58
 ILLINOIS FED. AID PROJECT

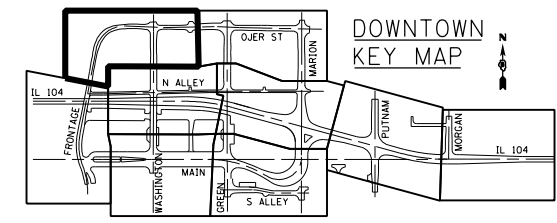
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*FILEL#		DRAWN - MRK	REVISED -					745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	306
*exp U.S. Services Inc. Chicago, IL	PLOT SCALE = *SCALE*	CHECKED - MD	REVISED -					* 123B-2, 124RS-8			CONTRACT NO. 72B58	
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	DATE - 9/12/2014	REVISED -					SCALE: 1"=20'	SHEET	OF	SHEETS	STA. 800+00.00 TO STA. 805+00.00



MATCH LINE STA. 811+50
SEE SHEET 308

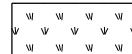
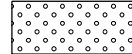



MATCH LINE STA. 667+00
SEE SHEET 300

MATCH LINE STA. 805+00
SEE SHEET 306



DOWNTOWN
KEY MAP

LEGEND

-  SEEDING, CLASS 1 & MULCH, METHOD 3A
-  SEEDING, CLASS 2 & MULCH, METHOD 2
-  SEEDING, CLASS 7
-  TREE TRUNK PROTECTION
-  EXISTING WETLANDS

\N0672858-BORDER01.DGN, \N0672858-LAYOUT01.DGN, \N0672858-MOTIF01.DGN, \N0672858-LEGEND01.DGN, \N0672858-7-30-2014_14:44:47.DWG, \N0672858-NEWPLAN.DWG, \N0672858-TRANS-07\FRONTAGE\02012341-02\CIVIL\CAD\72858-SHT-1\N0672858-SHT-LANDSCP206.DGN

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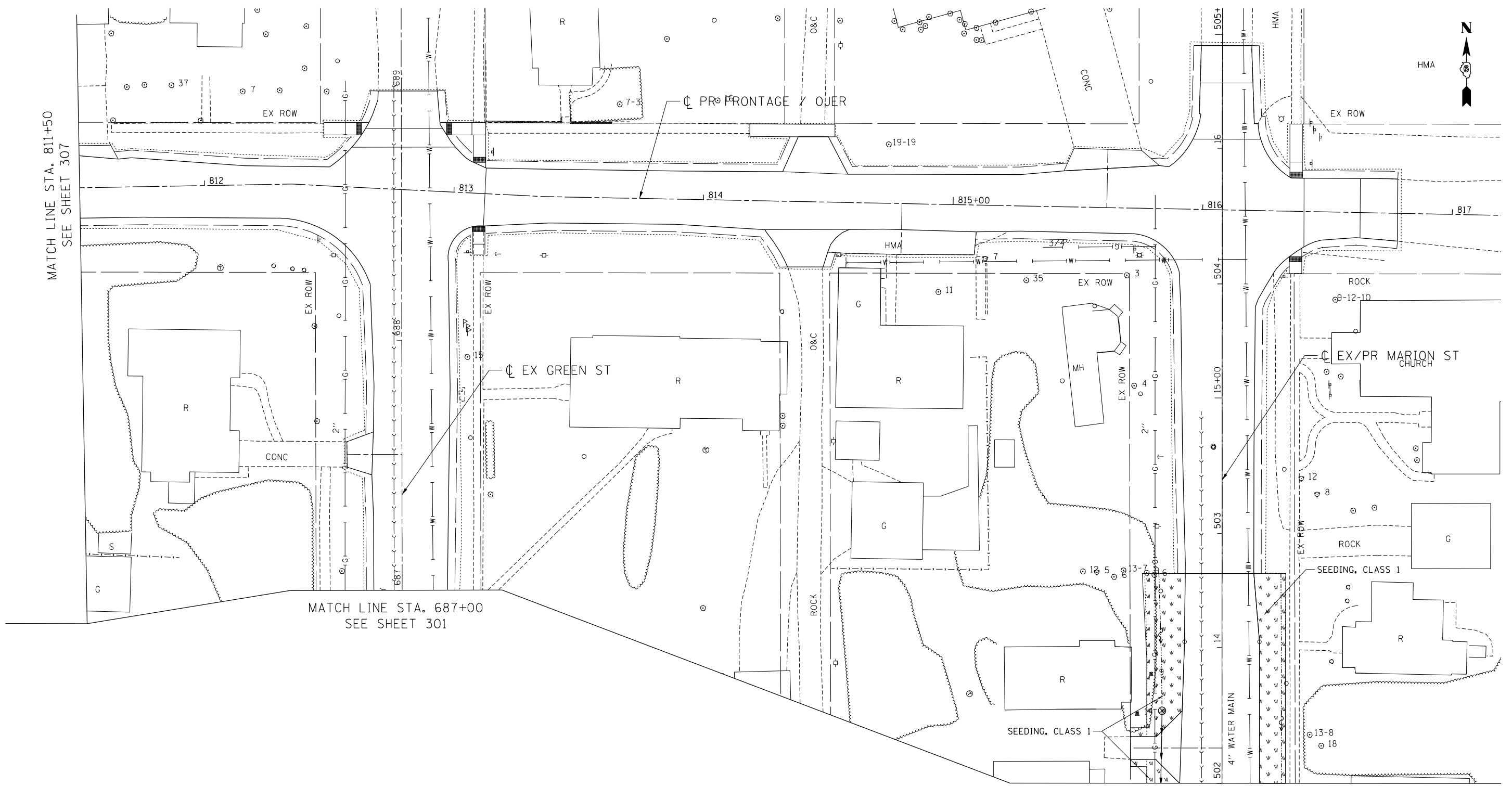
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN
FRONTAGE ROAD /OJER STREET

SCALE: 1"=20' SHEET OF SHEETS STA. 805+00.00 TO STA. 811+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	307
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

\\FS-004\AMVAUL\LD-TRANS\07\TRDCHI\02012341-02\CIVIL\CAD\72B58-SHT-LANDSCP207.DGN
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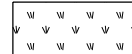

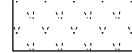




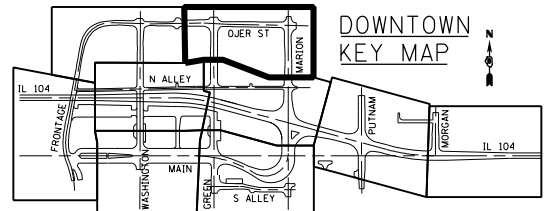
MATCH LINE STA. 811+50
SEE SHEET 307

MATCH LINE STA. 687+00
SEE SHEET 301

MATCH LINE STA. 502+00
SEE SHEET 301

LEGEND

-  SEEDING, CLASS 1 & MULCH, METHOD 3A
-  SEEDING, CLASS 2 & MULCH, METHOD 2
-  SEEDING, CLASS 7
-  TREE TRUNK PROTECTION
-  EXISTING WETLANDS



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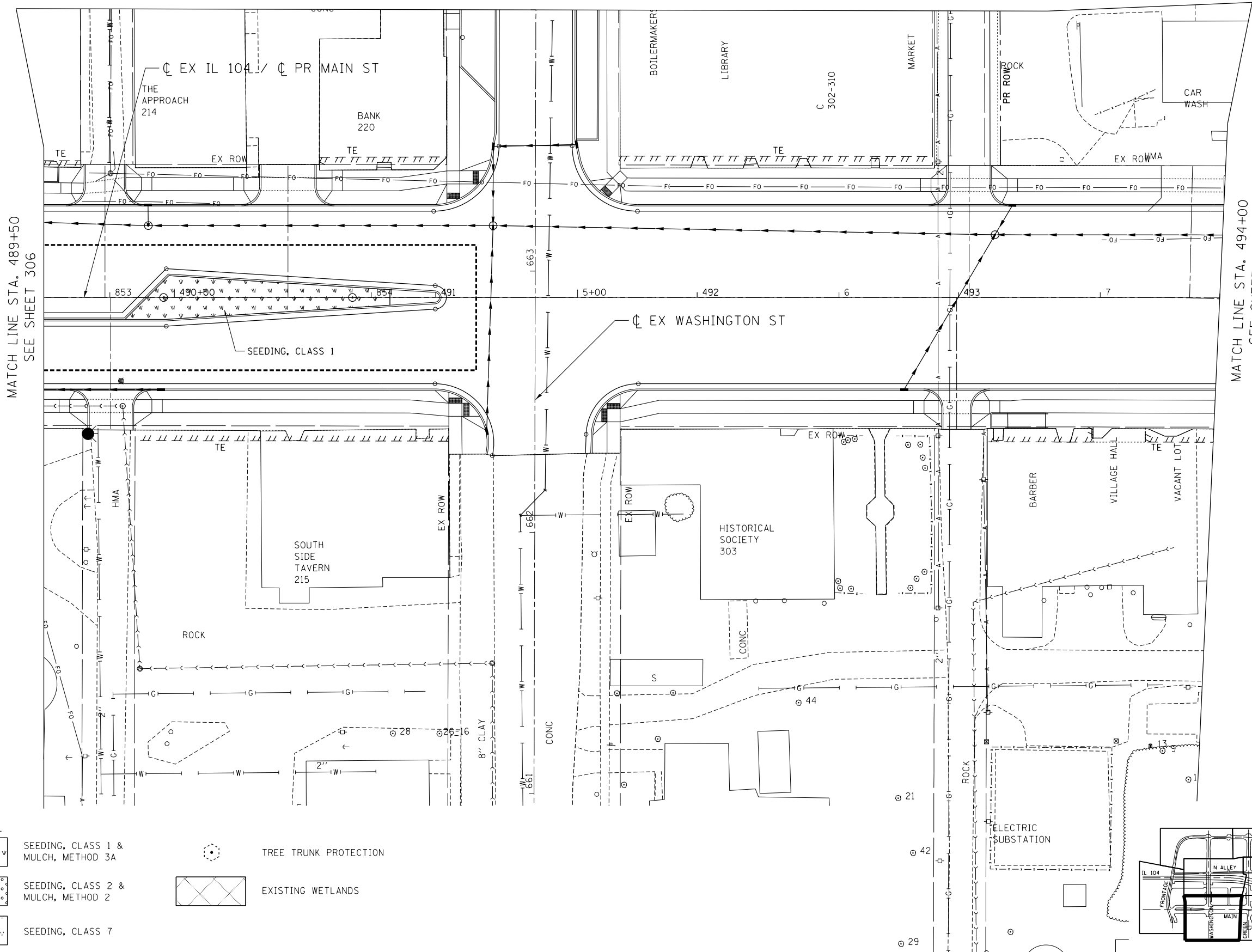
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN
OJER STREET

SCALE: 1"=20' SHEET OF SHEETS STA. 811+50.00 TO STA. 817+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, * * 123B-2, 124RS-8	MORGAN/PIKE	782	308
				CONTRACT NO. 72B58
ILLINOIS FED. AID PROJECT				

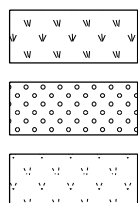
MATCH LINE STA. 664+00
SEE SHEET 300



MATCH LINE STA. 489+50
SEE SHEET 306

MATCH LINE STA. 494+00
SEE SHEET 310

LEGEND



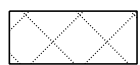
SEEDING, CLASS 1 &
MULCH, METHOD 3A

SEEDING, CLASS 2 &
MULCH, METHOD 2

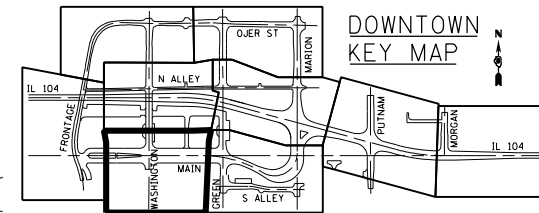
SEEDING, CLASS 7



TREE TRUNK PROTECTION



EXISTING WETLANDS



**DOWNTOWN
KEY MAP**

\0672858-BORDER01.DGN, \0672858-LAYOUT01.DGN, \0672858-MOTIF01.DGN, \0672858-LEGEND01.DGN, \0672858-PLAN01.DGN, \0672858-SECTION01.DGN, \0672858-SHEET01.DGN, \0672858-SHT-LANDSCP208.DGN
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PLOT SCALE = *SCALE*	
PLOT DATE = *DATE*	

DESIGNED - JB	REVISED -
DRAWN - MRK	REVISED -
CHECKED - MD	REVISED -
DATE - 9/12/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN
MAIN STREET

SCALE: 1"=20'
 SHEET OF SHEETS STA. 489+50.00 TO STA. 494+00.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	309
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

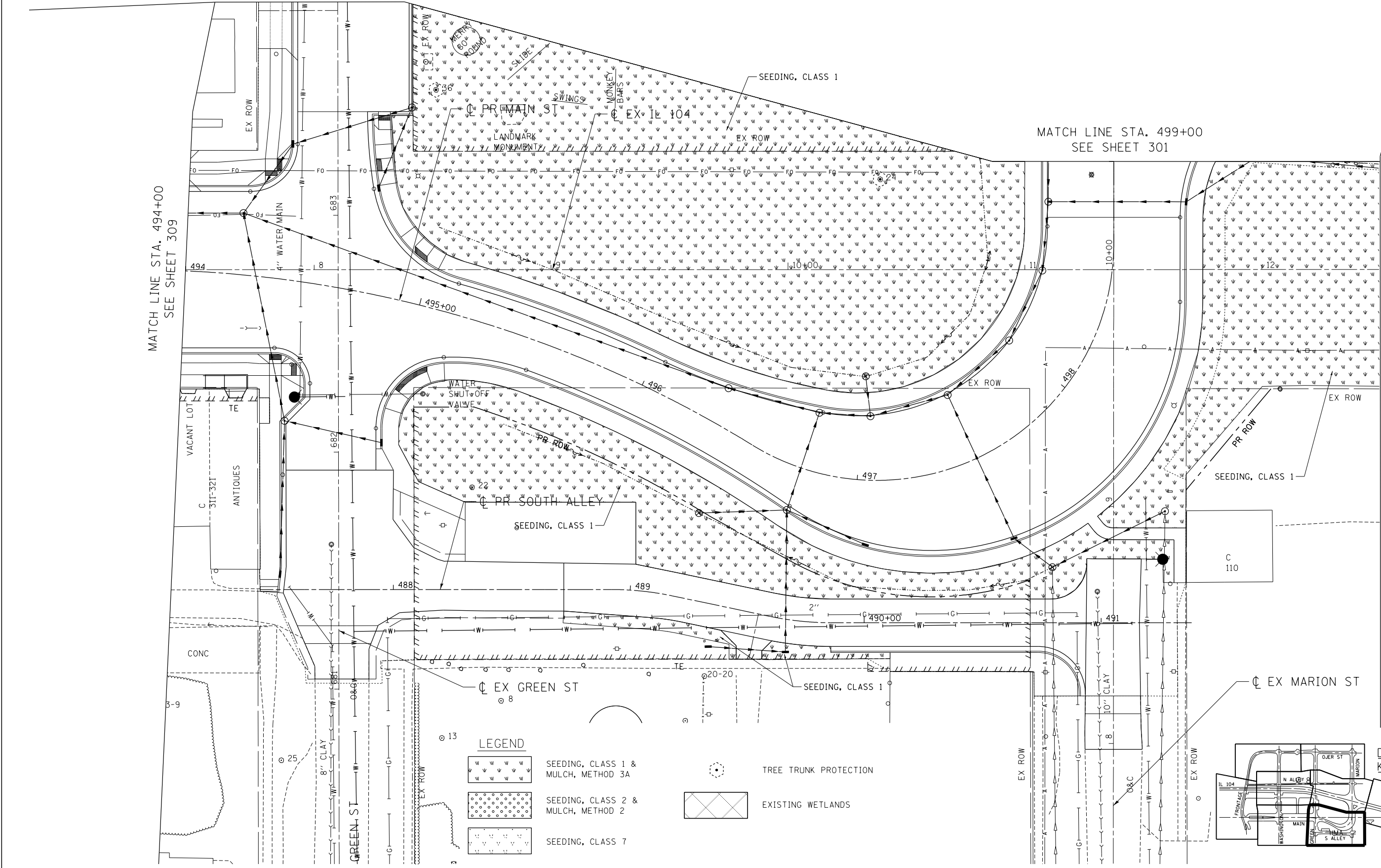
MATCH LINE STA. 683+80
SEE SHEET 301



MATCH LINE STA. 499+00
SEE SHEET 301

MATCH LINE STA. 494+00
SEE SHEET 309

MATCH LINE STA. 12+50
SEE SHEET 302



LEGEND	
	SEEDING, CLASS 1 & MULCH, METHOD 3A
	SEEDING, CLASS 2 & MULCH, METHOD 2
	SEEDING, CLASS 7
	TREE TRUNK PROTECTION
	EXISTING WETLANDS

FILE NAME =
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exp U.S. Services Inc.
Chicago, IL
BUILDINGS-EARTH & ENVIRONMENT-ENERGY
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

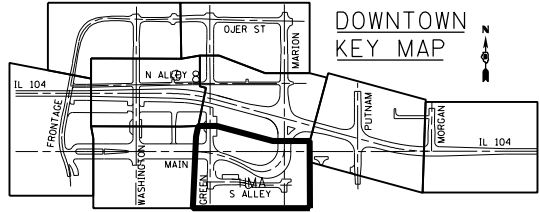
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PLOT SCALE = *SCALE*	DRAWN - MRK	REVISED -
PLOT DATE = *DATE*	CHECKED - MD	REVISED -
	DATE - 8/5/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN
MAIN STREET
SOUTH ALLEY

SCALE: 1"=20' SHEET OF SHEETS STA. 494+00.00 TO STA. 499+00.00

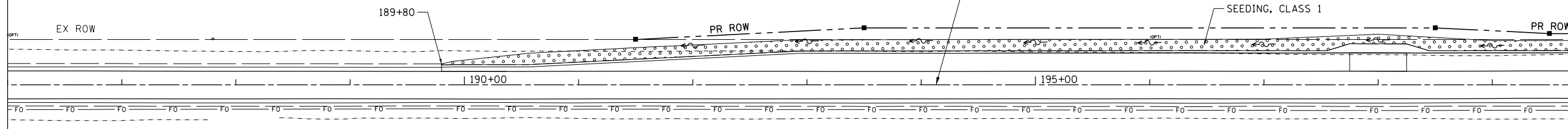
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, * * 123B-2, 124RS-8	MORGAN/PIKE	782	310
				CONTRACT NO. 72B58
ILLINOIS FED. AID PROJECT				



\\FS-0044\AM\VAULT\020812341-02\CIVIL\CAD\72B58-SHT-LANDSCP209.DGN
 \\FS-0044\AM\VAULT\020812341-02\CIVIL\CAD\72B58-SHT-LEGEND1.DGN
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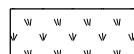


ADDITIONAL LANDSCAPING ALONG IL 104
AT STATION 134+49.



MATCH LINE STA. 200+00
SEE LOWER VIEW

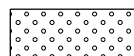
LEGEND



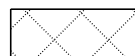
SEEDING, CLASS 1 &
MULCH, METHOD 3A



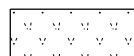
TREE TRUNK PROTECTION



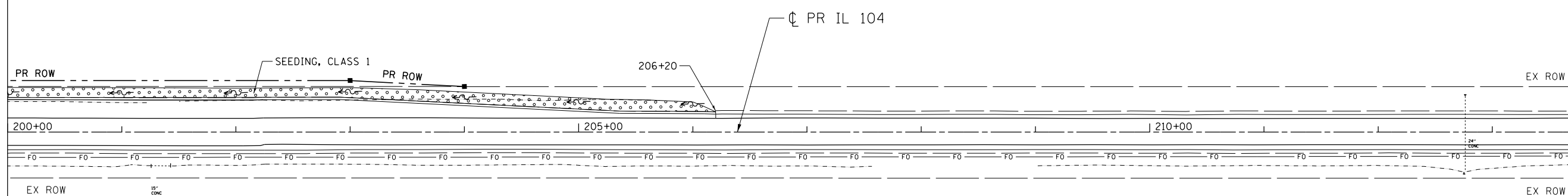
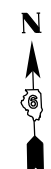
SEEDING, CLASS 2 &
MULCH, METHOD 2



EXISTING WETLANDS



SEEDING, CLASS 7



MATCH LINE STA. 200+00
SEE UPPER VIEW

\\FS-004\AM\VAULT\DWG\104\104-1241-02\CIVIL\CAD\72B58-SHEET\0672B58-SHT-LANDSCP315.DGN
NEWMMO
7-30-2014, 14:44:57

FILE NAME =	USER NAME = *USER*	DESIGNED - JB	REVISED -
FILEL		DRAWN - MRK	REVISED -
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = *SCALE*	CHECKED - MD	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	DATE - 8/5/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

LANDSCAPING PLAN
IL 104

SCALE: 1"=50' SHEET OF SHEETS STA. 186+00.00 TO STA. 214+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	311
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
2. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
3. LIGHT POLE FOUNDATIONS SHALL BE INSTALLED PLUMB AND FLUSH WITH THE PROPOSED GRADE AND SHALL MEET THE HEIGHT REQUIREMENTS OF ARTICLE 836.03 OF THE STANDARD SPECIFICATIONS. AFTER UNIT DUCT IS INSTALLED, FOUNDATIONS SHALL BE FILLED WITH FINE AGGREGATE ACCORDING TO ARTICLE 836.03. WASHERS USED TO INSTALL THE POLE SHALL BE LARGE ENOUGH TO FULLY COVER THE SLOTTED HOLES IN THE POLE BASE PLATE. THE VOIDS ON THE BOTTOM SIDE OF THE ALUMINUM POLE BASE MUST BE SEALED FROM RODENT ENTRY WITH STAINLESS STEEL SCREEN.
4. CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL CONFLICTS BETWEEN PROPOSED LIGHTING POLE LOCATIONS AND UTILITY LINES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE APPLICABLE UNIT DUCT OR UNDERGROUND CONDUIT PAY ITEM.
6. CONDUIT INSTALLED UNDER ROADS AND ENTRANCES SHALL BE SCHEDULE 80.
7. THE CONTRACTOR SHALL FURNISH AND INSTALL A CONCRETE WORK PAD IN FRONT OF THE LIGHTING CONTROLLER PER SECTION 825 OF THE STANDARD SPECIFICATIONS.
8. NO POLE TO BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE INCREASED IF NECESSARY AS DIRECTED BY THE ENGINEER.
9. THE CONTRACTOR SHALL INSTALL ALL LUMINAIRES WITH OPTICS SET PERPENDICULAR TO THE CENTERLINE OF THE ROADWAY.
10. BREAKAWAY COUPLINGS SHALL NOT BE INSTALLED ON LIGHT POLES MOUNTED ON THE BRIDGE PARAPET WALL OR LOCATED BEHIND GUARDRAIL.
11. STAINLESS STEEL SCREEN INSTALLED AROUND BREAKAWAY COUPLINGS OR ANCHOR RODS AND NUTS SHALL BE ACCORDING TO ARTICLE 1070.04(a)(2)c OF THE STANDARD SPECIFICATIONS EXCEPT THE MINIMUM WIRE DIAMETER SHALL BE AWG NO. 16 (1.6 mm).
12. LEVELING PLATES FOR BRIDGE MOUNTED LIGHT POLES SHALL BE ACCORDING TO THE PLANS AND SHALL BE GALVANIZED STEEL.
13. LOCATIONS OF EXISTING LIGHTING FACILITIES SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATIONS.
14. NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT THE APPROVED OF THE ENGINEER.
15. FURNISH AND INSTALL STAINLESS STEEL CONDUIT WHEREVER CONDUIT ATTACHED TO STRUCTURE IS SUSCEPTIBLE TO DRIPPING FROM THE BRIDGE OR SALT SPRAY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE APPLICABLE CONDUIT ATTACHED TO STRUCTURE PAY ITEM.

16. Unit duct shall be Schedule 40.




















DECORATIVE LIGHTING NOTES

1. CONCRETE FOUNDATIONS SHALL BE INSTALLED ACCORDING TO HIGHWAY STANDARD 836001-02 EXCEPT AS MODIFIED IN THE FOLLOWING DECORATIVE LIGHTING NOTES, AS APPLICABLE.
2. WHERE ELECTRIC CABLE IN RIGID PVC CONDUIT ENTERS THE CONCRETE FOUNDATION AS SHOWN ON THE PLANS, OMIT THE 5" WIRING WINDOW SHOWN ON HIGHWAY STANDARD 836001-02 AND INSTALL THE RIGID PVC CONDUIT WITH A MINIMUM BEND RADIUS ACCORDING TO NEC REQUIREMENTS. GROUNDING SHALL BE ACCORDING TO HIGHWAY STANDARD 836001-02 EXCEPT THE PVC CONDUIT SLEEVE FOR THE GROUNDING ELECTRODES SHALL BE 1 1/2" DIA.
3. WHERE UNIT DUCT ENTERS THE CONCRETE FOUNDATION FOR LIGHTING UNITS 12 AND 13, OMIT THE 5" WIRING WINDOW SHOWN ON HIGHWAY STANDARD 836001-02 AND INSTALL RIGID PVC CONDUIT AS SHOWN ON THE PLANS WITH A BEND RADIUS NO LESS THAN 24" FOR 2 1/2" CONDUIT AND NO LESS THAN 36" FOR 3 1/2" CONDUIT. GROUNDING SHALL BE ACCORDING TO HIGHWAY STANDARD 836001-02 EXCEPT THE PVC CONDUIT SLEEVE FOR THE GROUNDING ELECTRODES SHALL BE 1 1/2" DIA.
4. WHERE UNIT DUCT ENTERS THE CONCRETE FOUNDATION FOR LIGHTING UNIT 25, OMIT THE 5" WIRING WINDOW SHOWN ON HIGHWAY STANDARD 836001-02 AND INSTALL 2 1/2" RIGID PVC CONDUIT WITH A BEND RADIUS NO LESS THAN 24". GROUNDING SHALL BE ACCORDING TO HIGHWAY STANDARD 836001-02 EXCEPT THE PVC CONDUIT SLEEVE FOR THE GROUNDING ELECTRODES SHALL BE 1 1/2" DIA.

LIGHTING REMOVAL NOTES

1. EXISTING DECORATIVE LIGHTING NEAR THE BANK ON EXISTING IL 104 SHALL BE REMOVED ACCORDING TO SECTION 842 OF THE STANDARD SPECIFICATIONS, AS APPLICABLE; EXCEPT THE LIGHTING UNITS SHALL BE DELIVERED TO THE BANK OWNER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE "REMOVAL OF LIGHTING UNIT, SALVAGE" PAY ITEM.
2. EXISTING CONDUIT ATTACHED TO STRUCTURE FEEDING THE EXISTING ROADWAY LIGHTING ON IL 104 SHALL BE REMOVED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE DISPOSED OF ACCORDING TO ARTICLE 202.03. THE COST OF THIS WORK SHALL BE INCLUDED IN THE "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM.
3. EXISTING CONDUIT ATTACHED TO STRUCTURE FEEDING THE EXISTING NAVIGATION OBSTRUCTION WARNING LIGHTING SHALL BE REMOVED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE DISPOSED OF ACCORDING TO ARTICLE 202.03. THE COST OF THIS WORK SHALL BE INCLUDED IN THE "REMOVAL OF NAVIGATION OBSTRUCTION WARNING LIGHTING SYSTEM" PAY ITEM.
4. EXISTING AERIAL CABLE FEEDING THE EXISTING ROADWAY LIGHTING ON IL 104 SHALL BE REMOVED, SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE DISPOSED OF ACCORDING TO ARTICLE 202.03. THE COST OF THIS WORK SHALL BE INCLUDED IN THE "REMOVAL OF LIGHTING UNIT, NO SALVAGE" PAY ITEM.

LEGEND

-  ELECTRIC SERVICE INSTALLATION, TYPE AS INDICATED
-  LIGHTING CONTROLLER, TYPE AS INDICATED
-  LIGHTING UNIT NO.
-  LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. DAVIT ARM, 250 WATT HORIZONTAL MOUNT LUMINAIRE, WITH BREAKAWAY COUPLINGS UNLESS NOTED OTHERWISE, METAL FOUNDATION
-  LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM, 250 WATT HORIZONTAL MOUNT LUMINAIRE, MOUNTED TO BRIDGE PARAPET WALL
-  DECORATIVE LIGHT POLE, ALUMINUM, 23 FT. LUMINAIRE M.H., 6 FT. ARM, 250W PENDANT MOUNT LUMINAIRE, CONCRETE FOUNDATION
-  LIGHT POLE, ALUMINUM, 20 FT. M.H., 4 FT. DAVIT ARM, 100 WATT HORIZONTAL MOUNT LUMINAIRE, CONCRETE FOUNDATION
-  DECORATIVE LIGHT POLE, ALUMINUM, 16 FT. LUMINAIRE M.H., 150 WATT DECORATIVE ACORN LUMINAIRE, CONCRETE FOUNDATION
-  NAVIGATION OBSTRUCTION WARNING LUMINAIRE, 360 DEGREE GREEN CENTER CHANNEL, LED
-  NAVIGATION OBSTRUCTION WARNING LUMINAIRE, 180 DEGREE RED CHANNEL MARGIN, LED
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, SIZE AS INDICATED
-  ELECTRIC CABLE IN CONDUIT, SIZE AND TYPE AS INDICATED
-  UNIT DUCT, SIZE AS INDICATED
-  UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA., SCHEDULE 80
-  EXISTING LIGHTING UNIT TO BE REMOVED, NO SALVAGE
-  EXISTING LIGHTING UNIT TO BE REMOVED, SALVAGE
-  EXISTING ELECTRIC SERVICE INSTALLATION TO BE REMOVED
-  EXISTING LIGHTING CONTROLLER TO BE REMOVED
-  UNDERGROUND CONDUIT, PVC, SIZE AS INDICATED

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- (B) UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE
- (C) ELECTRIC CABLE, 600V, 2-1C NO.6, 1/C NO.8 GROUND, IN CONDUIT EMBEDDED IN STRUCTURE, 2" DIA. PVC
- (D) ELECTRIC CABLE, 600V, 2-1C NO.8, 1/C NO.8 GROUND, IN CONDUIT EMBEDDED IN STRUCTURE, 2" DIA. PVC
- (E) ELECTRIC CABLE, 600V, 2-1C NO.8, 1/C NO.8 GROUND, IN UNDERGROUND CONDUIT, 1" DIA., PVC
- (F) ELECTRIC CABLE, 600V, 2-1C NO.8, 1/C NO.8 GROUND, IN CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL UNLESS NOTED OTHERWISE (SEE NAVIGATION OBSTRUCTION WARNING LIGHTING DETAIL)
- (G) UNDERGROUND CONDUIT, 2 1/2" DIA., PVC
- (H) UNDERGROUND CONDUIT, 3 1/2" DIA., PVC

10877058-BUSINESS DEVELOPMENT
 7-28-2014 4:41:58
 NEWHAMP
 1155-0344-AMVVALT-0-TRMS-87A1P00V-000-204-RENCNLYCADY-0589-SKLE-AD0725E-SHT-1-LIGHTING-LEG

FILE NAME #FILE#	USER NAME #USER#	DESIGNED -- JDOT	REVISED --	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FAP ROUTE 745 / IL ROUTE 104	LIGHTING PLANS GENERAL NOTES AND LEGEND	F.A.P. PTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
exp	exp U.S. Services Inc.	DRAWN -- JDOT	REVISED --			745	108RS-6, 123RS-3, *	MORGAN/PIKE	782	312
	exp U.S. Services Inc.	CHECKED -- JDOT	REVISED --			* 123B-2, 124RS-B				CONTRACT NO. 72858
	exp U.S. Services Inc.	DATE -- 8/5/2014	REVISED --			SCALE: N.T.S.	SHEET	OF	SHEETS	STA.

SCHEDULE OF QUANTITIES														
LOCATION	UNIT	STATION	OFFSET	A	B	C	D	E	F	G	H	I	J	K
				(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(FDDT)	(EACH)	(EACH)	(EACH)	(EACH)
CIRCUIT 3-1 (IL 104)	1	25+10.00	-56.00	1					1		4		1	
CIRCUIT 3-1 (IL 104)	2	26+70.00	34.00	1					1		4		1	
CIRCUIT 1-1 (IL 104)	1	52+50.00	-41.00	1					1		4		1	
CIRCUIT 1-1 (IL 104)	3	55+15.00	-28.00	1					1				1	
CIRCUIT 1-1 (IL 104)	5	58+75.00	-27.00	1					1				1	
CIRCUIT 1-1 (IL 104)	7	62+39.25	-23.00		1								1	
CIRCUIT 1-1 (IL 104)	9	65+95.00	-23.00		1								1	
CIRCUIT 1-1 (IL 104)	11	69+52.00	-23.00		1								1	
CIRCUIT 1-1 (IL 104)	13	73+17.00	-23.00		1								1	
CIRCUIT 1-1 (IL 104)	15	76+85.00	-23.00		1								1	
CIRCUIT 1-1 (IL 104)	17	80+44.75	-23.00		1								1	
CIRCUIT 1-1 (IL 104)	19	84+05.00	-28.00		1								1	
CIRCUIT 1-1 (IL 104)	21	87+30.00	-36.00	1					1				1	
CIRCUIT 1-1 (IL 104)	23	89+90.00	-49.00	1					1		4		1	
CIRCUIT 1-1 (IL 104)	32	96+90.00	-35.00	1					1		4		1	
CIRCUIT 1-1 (IL 104)	31	95+70.00	-36.00	1					1		4		1	
CIRCUIT 1-1 (IL 104)	29	94+40.00	-37.00	1					1		4		1	
CIRCUIT 1-1 (IL 104)	28	93+80.00	-37.00	1					1				1	
CIRCUIT 1-1 (IL 104)	26	91+15.00	-38.00	1					1		4		1	
CIRCUIT 1-2 (IL 104)	2	53+90.00	31.00	1					1		4		1	
CIRCUIT 1-2 (IL 104)	4	56+95.00	27.00	1					1				1	
CIRCUIT 1-2 (IL 104)	6	60+55.00	23.00		1								1	
CIRCUIT 1-2 (IL 104)	8	64+15.00	23.00		1								1	
CIRCUIT 1-2 (IL 104)	10	67+75.75	23.00		1								1	
CIRCUIT 1-2 (IL 104)	12	71+40.00	23.00		1								1	
CIRCUIT 1-2 (IL 104)	14	75+08.25	23.00		1								1	
CIRCUIT 1-2 (IL 104)	16	78+65.00	23.00		1								1	
CIRCUIT 1-2 (IL 104)	18	82+25.00	24.00		1								1	
CIRCUIT 1-2 (IL 104)	20	85+88.00	31.00		1								1	
CIRCUIT 1-2 (IL 104)	22	88+55.00	36.00	1					1				1	
CIRCUIT 1-2 (IL 104)	24	90+15.00	40.00	1					1		4		1	
CIRCUIT 1-2 (IL 104)	33	97+50.00	35.00	1					1		4		1	
CIRCUIT 1-2 (IL 104)	30	94+90.00	39.00	1					1				1	
CIRCUIT 1-2 (IL 104)	27	91+60.00	52.00	1					1				1	
CIRCUIT 1-2 (IL 104)	25	499+40.00	+47.00	1					1				1	
CIRCUIT 1-3 (IL 104)	N4	68+38.25	23.00											1
CIRCUIT 1-3 (IL 104)	N5	71+23.25	23.00											1
CIRCUIT 1-3 (IL 104)	N6	73+99.75	23.00											1
CIRCUIT 1-3 (IL 104)	N1	68+38.25	-23.00											1
CIRCUIT 1-3 (IL 104)	N2	71+14.75	-23.00											1
CIRCUIT 1-3 (IL 104)	N3	73+99.75	-23.00											1
CIRCUIT 2-1 (MAIN ST)	24	498+85.00	39.00			1				5				
CIRCUIT 2-1 (MAIN ST)	23	498+20.00	46.00			1				5				
CIRCUIT 2-1 (MAIN ST)	22	497+65.00	48.00			1				5				
CIRCUIT 2-1 (MAIN ST)	20	497+20.00	41.00			1				5				
CIRCUIT 2-1 (MAIN ST)	18	496+70.00	26.00			1				5				
CIRCUIT 2-1 (MAIN ST)	16	496+05.00	24.00			1				5				
CIRCUIT 2-1 (MAIN ST)	14	495+15.00	34.00				1			5				
CIRCUIT 2-1 (MAIN ST)	12	493+75.00	38.00			1				5				
CIRCUIT 2-1 (MAIN ST)	10	492+70.00	38.00			1				5				
CIRCUIT 2-1 (MAIN ST)	2	488+75.00	38.00				1			5				
CIRCUIT 2-1 (MAIN ST)	4	489+55.00	38.00			1				5				
CIRCUIT 2-1 (MAIN ST)	6	490+50.00	38.00			1				5				
CIRCUIT 2-1 (MAIN ST)	8	491+75.00	40.00				1			5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	29	81+85.00	26.00					1		5		1		
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	28	83+05.00	29.00					1		5		1		
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	27	84+55.00	32.00					1		5		1		
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	26	85+50.00	34.00					1		5		1		
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	25	494+74.00	-126.00				1			5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	21	498+85.00	-39.00			1				5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	19	497+80.00	-41.00			1				5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	17	496+75.00	-35.00			1				5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	15	495+90.00	-24.00			1				5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	13	494+25.00	-42.00				1			5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	11	493+25.00	-39.00			1				5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	1	488+40.00	-18.00					1		5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	3	489+30.00	-39.00			1				5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	5	490+25.00	-39.00			1				5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	7	491+00.00	-39.00				1			5				
CIRCUIT 2-2 (MAIN ST & PARKING LOT)	9	492+20.00	-39.00			1				5				
TOTAL				20	15	18	7	4	20	145	44	4	35	6

SCHEDULE OF QUANTITIES														
LOCATION	STATION	OFFSET	L	M	N	O	P	Q	R	S	T	U	V	
			(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(EACH)
CONTROLLER #1 (IL 104)	89+94.00	-78.00	1											
CONTROLLER #2 (MAIN ST)	492+95.00	+60.00	1											
CONTROLLER #3 (IL 104)	30+06.00	-30.00	1											
CONTROLLER #2 (MAIN ST)	492+95.00	+60.00		1										
CONTROLLER #3 (IL 104)	30+06.00	-30.00			1									
CONTROLLER #1 (IL 104)	89+94.00	-78.00				1								
IL 104	68+38.25	-23.00					1							
IL 104	68+38.25	23.00						1						
IL 104	71+14.75	-23.00							1					
IL 104	71+23.25	23.00								1				
IL 104	73+99.75	-23.00									1			
IL 104	73+99.75	23.00										1		
IL 104	59+95.00	-23.00											1	
IL 104	59+95.00	23.00												1
IL 104	88+22.00	31.00												1
IL 104	87+17.00	-31.00												1
MAIN ST	489+12.00	18.00												1
MAIN ST	489+17.00	50.00												1
MAIN ST	490+65.00	-40.00												1
MAIN ST	491+00.00	-40.00												1
MAIN ST	491+15.00	-93.00												1
IL 104	26+20.00	44.00												1
EXIST BRIDGE	832+30.00	15.00												1
EXIST BRIDGE	834+70.00	15.00												1
EXIST BRIDGE	837+00.00	15.00												1
EXIST BRIDGE	839+15.00	15.00												1
EXIST BRIDGE	841+30.00	15.00												1
EXIST BRIDGE	843+80.00	15.00												1
EXIST BRIDGE	846+00.00	15.00												1
EXIST BRIDGE	848+20.00	15.00												1
EXIST BRIDGE	850+45.00	15.00												1
MAIN ST	489+85.00	-40.00												1
MAIN ST	489+85.00	40.00												1
MAIN ST	491+70.00	-40.00												1
MAIN ST	491+75.00	40.00												1
MAIN ST	493+30.00	-40.00												1
MAIN ST	493+30.00	40.00												1
MAIN ST	494+85.00	-53.00												1
MAIN ST	495+05.00	25.00												1
MAIN ST	489+85.00	40.00												1
MAIN ST	489+85.00	-40.00												1
MAIN ST	490+65.00	-40.00												1
MAIN ST	491+00.00	-40.00												1
MAIN ST	491+15.00	-93.00												1
MAIN ST	491+70.00	-40.00												1
MAIN ST	491+75.00	40.00												1
MAIN ST	493+30.00	-40.00												1
MAIN ST	493+30.00	40.00												1
MAIN ST	494+85.00	-53.00												1
MAIN ST	495+05.00	25.00												1
MAIN ST	495+05.00	25.00												1
MAIN ST	495+05.00	25.00												1
MAIN ST	495+05.00	25.00			</									

81028320		UNDERGROUND CONDUIT, PVC, 1" DIA.			
MAIN ST/GREEN ST /PARKING LOT	POLE	POLE	LENGTH (ft)	SLACK (ft)	TOTAL LENGTH (ft)
CIRCUIT 2-1	12	10	105	6	111
	10	CTRL #2	95	10	105
	10	8	95	6	101
	8	6	125	6	131
	6	4	95	6	101
CIRCUIT 2-2	4	2	80	6	86
	13	11	104	6	110
	11	CTRL #2	190	10	200
	11	9	105	6	111
	9	7	120	6	126
	7	5	75	6	81
CIRCUIT 2-2	5	3	95	6	101
	3	1	100	6	106
	25	26	300	6	306
	26	27	90	6	96
	27	28	150	6	156
	28	29	120	6	126
TOTAL					2,154

UNDERGROUND CONDUIT, PVC, 2 1/2" DIA. 81028360			
MAIN ST	POLE	POLE	LENGTH (ft)
CIRCUIT 2-1	14	12	115
	TOTAL		

UNDERGROUND CONDUIT, PVC, 3 1/2" DIA. 81028380			
MAIN ST	POLE	POLE	LENGTH (ft)
CIRCUIT 2-2	15	13	63
	TOTAL		

UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 3" DIA. 81028770			
	POLE	POLE	LENGTH (ft)
IL 104 CIRCUIT 1-1	1	3	56
	23	26	80
	23	26	9
	28	29	96
	CTRL #2	24	84
CIRCUIT 1-2	25	27	114
	27	30	96
	30	33	29
	IL99/IL104 CIRCUIT 3-1	1	2
MAIN ST CIRCUIT 2-1	22	CTRL #3	68
	TOTAL		714

CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC 81200230						
	POLE	POLE	LENGTH (ft)	SLACK (ft)	TOTAL LENGTH (ft)	
IL 104 CIRCUIT 1-1	JBOX	19	325	3	328	
	19	17	355	6	361	
	17	15	360	6	366	
	15	13	365	6	371	
	13	11	370	6	376	
	11	9	355	6	361	
	9	7	360	6	366	
	7	JB	248	3	251	
	CIRCUIT 1-2	JBOX	20	230	3	233
		20	18	360	6	366
		18	16	360	6	366
16		14	360	6	366	
14		12	365	6	371	
12		10	365	6	371	
10		8	360	6	366	
8		6	360	6	366	
6		JB	67	3	70	
CIRCUIT 1-3 NORTH PARAPET		RED CM	GREEN CC	277	6	283
		GREEN CC	RED CM	285	6	291
	JBOX	RED CM	1,320	3	1,323	
CIRCUIT 1-3 SOUTH PARAPET	RED CM	GREEN CC	285	6	291	
	GREEN CC	RED CM	277	6	283	
	TOTAL				8,126	

UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE 81603000						
MAIN ST	POLE	POLE	LENGTH (ft)	SLACK (ft)	TOTAL LENGTH (ft)	
CIRCUIT 2-1	24	23	85	14	99	
	23	22	85	14	99	
	22	20	65	14	79	
	20	18	70	14	84	
	18	16	65	14	79	
	16	14	95	14	109	
	14	12	130	14	144	
	CIRCUIT 2-2	21	19	67	14	81
		19	17	62	14	76
		17	15	82	14	96
		15	13	180	14	194
13		25	140	14	154	
IL99/IL104 CIRCUIT 3-1	1	2	245	14	259	
	2	CTRL #3	410	16	426	
IL 104 CIRCUIT 1-3	CTRL #1	JBOX	300	12	312	
	TOTAL				2,291	

UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE 81603040						
IL 104	POLE	POLE	LENGTH (ft)	SLACK (ft)	TOTAL LENGTH (ft)	
CIRCUIT 1-1	CTRL #1	23	35	13	48	
	23	26	135	14	149	
	26	28	225	14	239	
	28	29	100	14	114	
	29	31	130	14	144	
	31	32	115	14	129	
	23	21	260	14	274	
	JBOX	5	113	12	125	
	5	3	360	14	374	
	3	1	260	14	274	
	CIRCUIT 1-2	CTRL #1	24	130	13	143
		24	25	37	14	51
		25	27	125	14	139
		27	30	305	14	319
		30	33	300	14	314
24		22	160	14	174	
22		JBOX	35	12	47	
JBOX		4	293	12	305	
4		2	305	14	319	
TOTAL				3,708		

ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8 81702120					
MAIN ST	POLE	POLE	LENGTH (ft)	SLACK (ft)	TOTAL LENGTH (ft)
CIRCUIT 2-1	12	10	105	14	119
	10	CTRL #2	95	16	111
	10	8	95	14	109
	8	6	125	14	139
	6	4	95	14	109
	4	2	80	14	94
CIRCUIT 2-2	13	11	104	14	118
	11	CTRL #2	190	16	206
	11	9	105	14	119
	9	7	120	14	134
	7	5	75	14	89
	5	3	95	14	109
CIRCUIT 2-2	3	1	100	14	114
	25	26	300	14	314
	26	27	90	14	104
	27	28	150	14	164
	28	29	120	14	134
	SUBTOTAL				2,286
X3=				6,858	

CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL X8110458				
IL 104	STATION	OFFSET	LENGTH (ft)	
CIRCUIT 1-1	JBOX at	59+95.00	-23.00	10
	JBOX at	87+17.00	-31.00	10
CIRCUIT 1-2	JBOX at	59+95.00	23.00	10
	JBOX at	88+22.00	31.00	10
CIRCUIT 1-3	JBOX at	87+17.00	-31.00	10
	TOTAL			50

ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6 81702130						
IL 104	POLE	POLE	LENGTH (ft)	SLACK (ft)	TOTAL LENGTH (ft)	
CIRCUIT 1-1	JBOX	19	325	12	337	
	19	17	355	16	371	
	17	15	360	16	376	
	15	13	365	16	381	
	13	11	370	16	386	
	11	9	355	16	371	
	9	7	360	16	376	
	7	JBOX	248	12	260	
	CIRCUIT 1-2	JBOX	20	230	12	242
		20	18	360	16	376
		18	16	360	16	376
16		14	360	16	376	
14		12	365	16	381	
12		10	365	16	381	
10		8	360	16	376	
8		6	360	16	376	
6		JBOX	67	12	79	
SUBTOTAL				5,821		
X2=				11,642		
TOTAL				11,642		

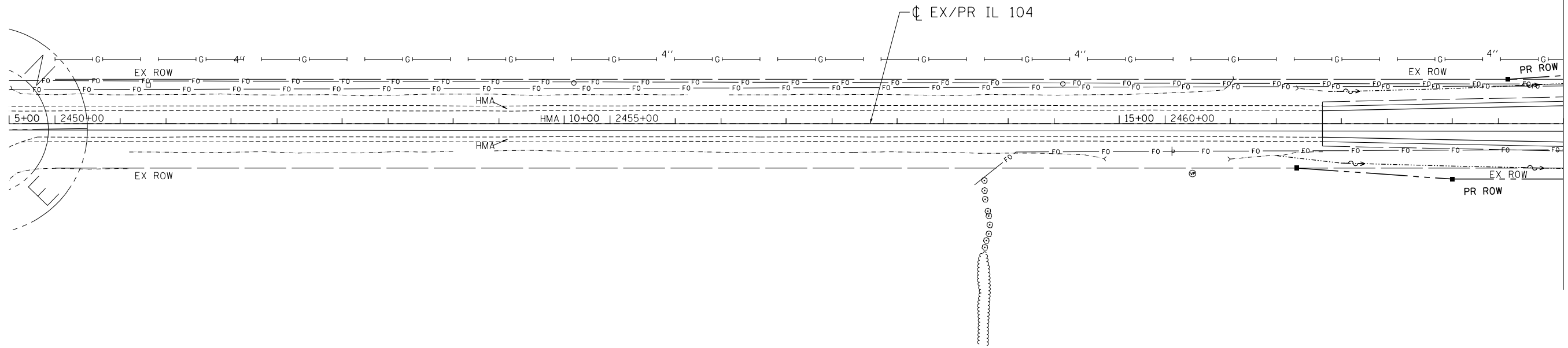
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., GALVANIZED STEEL 81100300			
NAV LGTN CKT	POINT	POINT	LENGTH (ft)
FLOOR BEAM L1'	NORTH PARAPET	SOUTH PARAPET	50
	TOTAL		

REMOVAL OF NAVIGATION OBSTRUCTION WARNING LIGHTING SYSTEM 84301200	
LOCATION	LUMP SUM
EXISTING BRIDGE	1
TOTAL	1

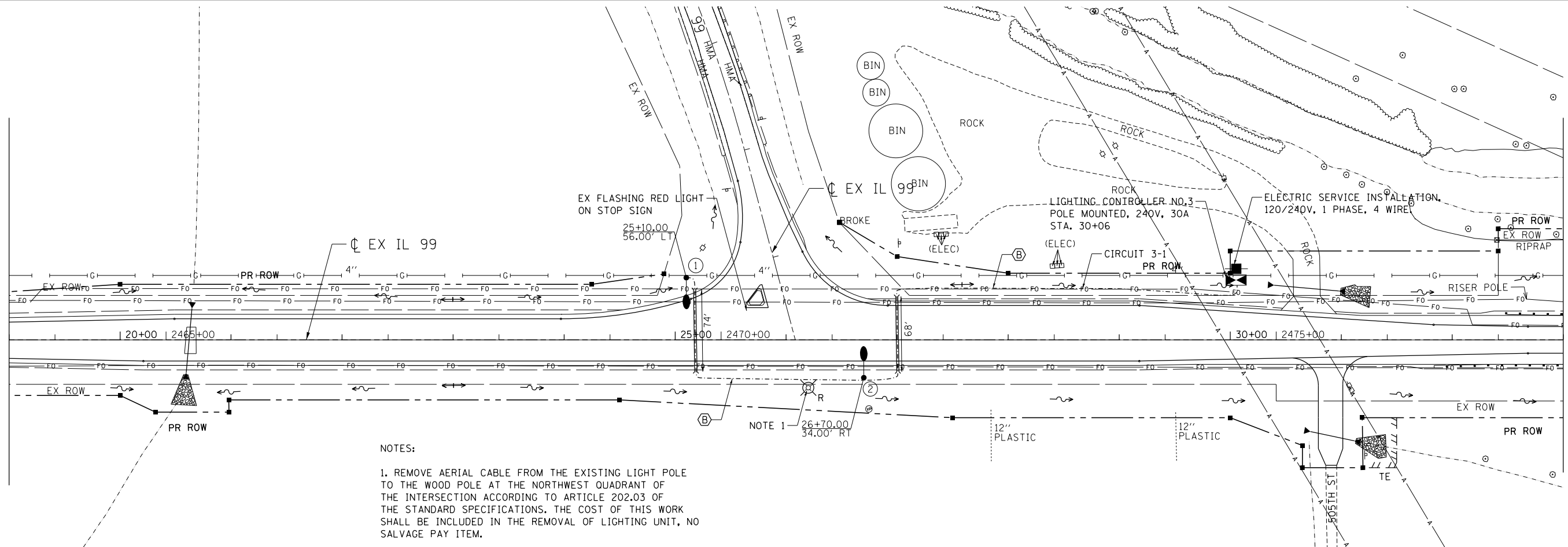
CONDUIT ATTACHED TO STRUCTURE, 1" DIA., STAINLESS STEEL X8110454		
NAV LGTN CKT	POINT	LENGTH (ft)
FLOOR BEAM L1'	NORTH PARAPET	10
	SOUTH PARAPET	10
TOTAL		20

ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8 81702120						
IL 104	POLE	POLE	LENGTH (ft)	SLACK (ft)	TOTAL LENGTH (ft)	
CIRCUIT 1-1 GROUND	JBOX	19	325	12	337	
	19	17	355	16	371	
	17	15	360	16	376	
	15	13	365	16	381	
	13	11	370	16	386	
	11	9	355	16	371	
	9	7	360	16	376	
	CIRCUIT 1-2 GROUND	7	JBOX	248	12	260
		JBOX	20	230	12	242
		20	18	360	16	376
		18	16	360	16	376
16		14	360	16	376	
14		12	365	16	381	
12		10	365	16	381	
10		8	360	16	376	
8		6	360	16	376	
6		JBOX	67	12	79	
SUBTOTAL				5,821		
X1=				5,821		
NAV LGTN CKT	RED CM	GREEN CC	277	8	285	
	GREEN CC	RED CM	285	8	293	
	JBOX	RED CM	1,320	5	1,325	
	RED CM	GREEN CC	285	8	293	
	GREEN CC	RED CM	277	8	285	
CIRCUIT 1-3 SOUTH PARAPET	UNDER BRIDGE		70	2	72	
	SUBTOTAL				2,553	
	X3=				7,659	
TOTAL				20,338		

FILE NAME = \\F:\0044\AM\VALD\J.D. FRANS. 07\TRDCHI\00812341-02\CVIL\CAD\72858\SHEET\0672858-SHT-SCHEDULEE12.DGN
 USER NAME = *USER*
 DESIGNED - VP
 DRAWN - ZAG
 CHECKED - MDN
 DATE - 8/5/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 PLOT SCALE = *SCALE*
 PLOT DATE = *DATE*
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104
 LIGHTING PLANS
 SCHEDULE OF QUANTITIES 2
 SCALE: N.T.S.
 SHEET OF SHEETS STA. TO STA.
 F.A.P. RTE. 745 SECTION 109RS-6, 123RS-3, * MORGAN/PIKE COUNTY TOTAL SHEETS 782 SHEET NO. 314
 * 123B-2, 124RS-8 CONTRACT NO. 72B58
 ILLINOIS FED. AID PROJECT



MATCH LINE STA. 19+00
SEE BELOW



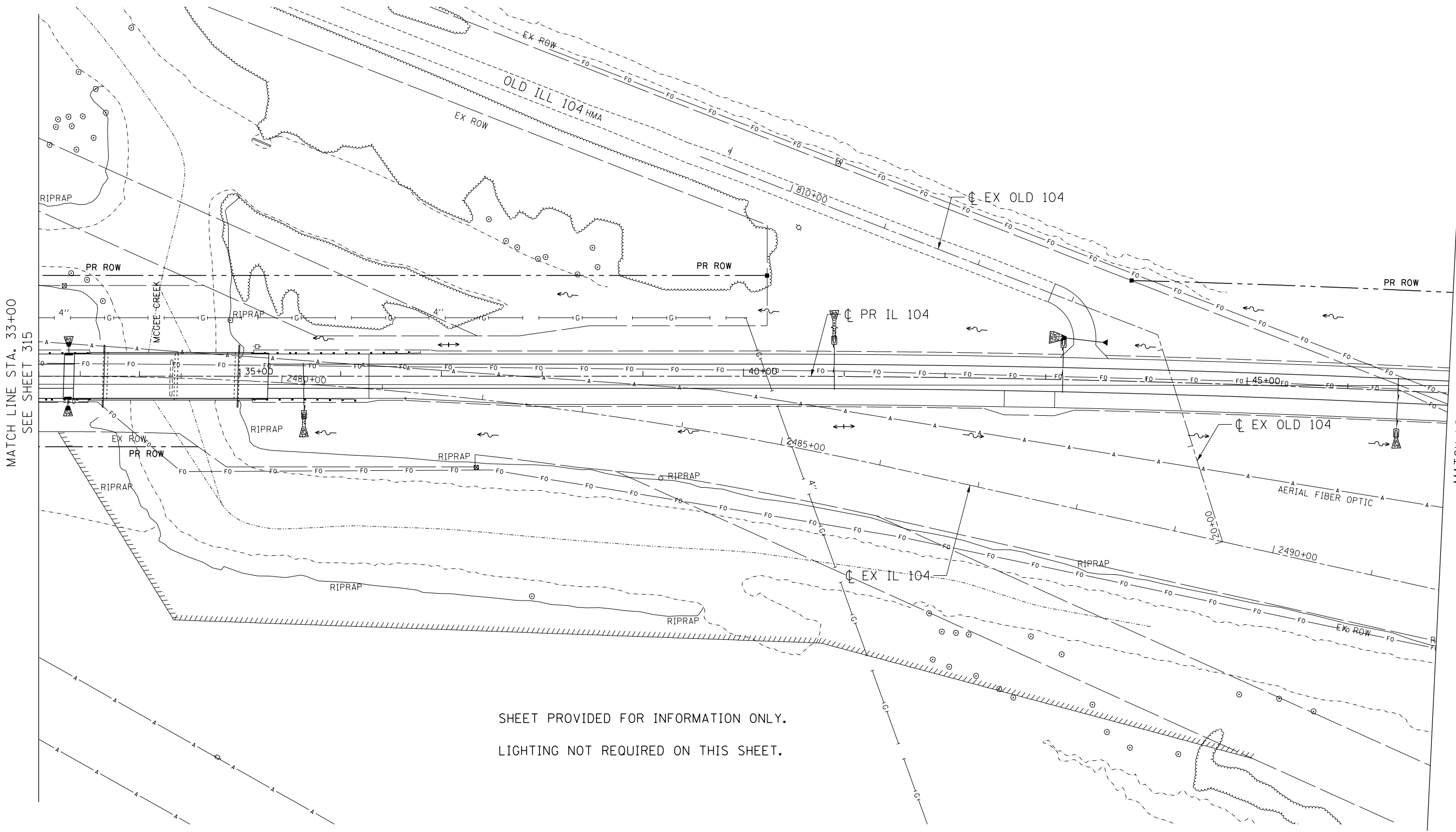
MATCH LINE STA. 19+00
SEE ABOVE

MATCH LINE STA. 33+00
SEE SHEET 316

NOTES:
1. REMOVE AERIAL CABLE FROM THE EXISTING LIGHT POLE TO THE WOOD POLE AT THE NORTHWEST QUADRANT OF THE INTERSECTION ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE REMOVAL OF LIGHTING UNIT, NO SALVAGE PAY ITEM.

FILE NAME = \\FS-004\AM\VAUL\1.DWG, USER = JWB, DATE = 9/12/2014, TIME = 10:40:00, PROJECT = 12345, SHEET = 315

FILE NAME =	USER NAME = #USER*	DESIGNED - IDOT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FAP ROUTE 745 / IL ROUTE 104				LIGHTING PLANS IL 104				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - JB	REVISED -					SCALE: 1"=50'	SHEET	OF	SHEETS	STA. 5+00.00	TO STA. 33+00.00	745	109RS-6, 123RS-3, *	MORGAN/PIKE
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = #SCALE*	CHECKED - IDOT	REVISED -									* 123B-2, 124RS-8				
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = #DATE*	DATE - 9/12/2014	REVISED -									CONTRACT NO. 72B58				
												ILLINOIS FED. AID PROJECT				



MATCH LINE STA. 33+00
SEE SHEET 315

MATCH LINE STA. 47+00
SEE SHEET 317



SHEET PROVIDED FOR INFORMATION ONLY.
LIGHTING NOT REQUIRED ON THIS SHEET.

FILE NAME = \\FS-004\AM\VAULT\DOT\TRANS\07\TRDCHI\02012341-02\CIVIL\CAD\72B58-SHEET\0672B58-SHT-LIGHT102.DGN
 7-30-2014, 14:45:07
 NEWHAMMO

FILE NAME =
 FILEL
 exp U.S. Services Inc.
 Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

USER NAME = *USER*
 PLOT SCALE = *SCALE*
 PLOT DATE = *DATE*

DESIGNED - IDOT
 DRAWN - JB
 CHECKED - IDOT
 DATE - 8/5/2014

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

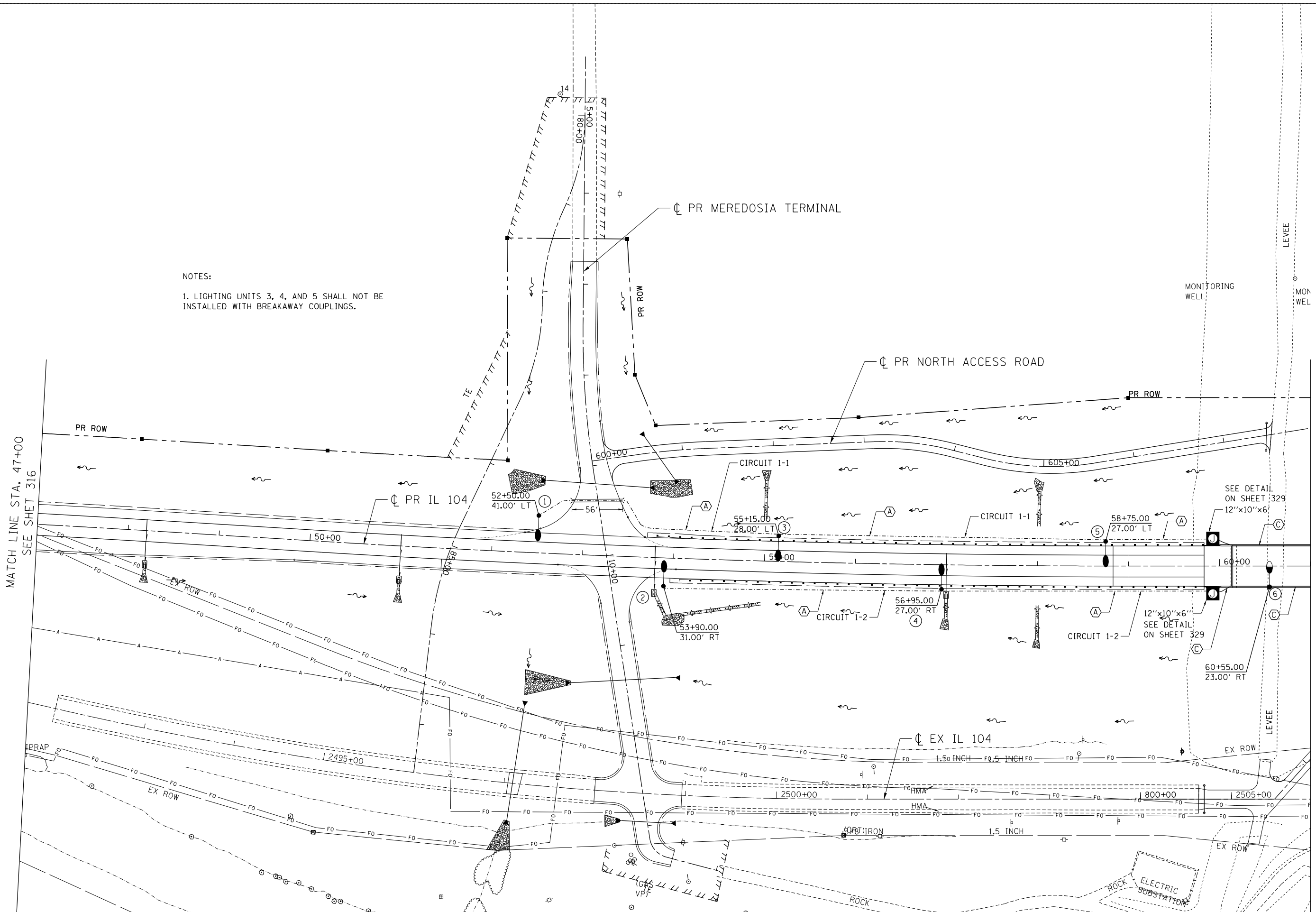
LIGHTING PLANS
IL 104

SCALE: 1"=50' SHEET OF SHEETS STA. 33+00.00 TO STA. 47+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	316
	* 123B-2, 124RS-8		CONTRACT NO. 72B58	
ILLINOIS FED. AID PROJECT				



NOTES:
 1. LIGHTING UNITS 3, 4, AND 5 SHALL NOT BE INSTALLED WITH BREAKAWAY COUPLINGS.



MATCH LINE STA. 47+00
SEE SHEET 316

MATCH LINE STA. 61+00
SEE SHEET 318

FILE NAME = \\exp\U.S. Services Inc. Chicago, IL\BUILdings-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY\7-30-2014_14:45:09\NEW\MMND\FS-004\AM\VAUL.D - TRANS.07\TRDCHI\02012341-02\CVIL\CAD\72B58-SHT-LIGHT103.DGN
 USER NAME = *USER*
 DESIGNED - IDOT
 DRAWN - JB
 CHECKED - IDOT
 DATE - 8/5/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 PLOT SCALE = *SCALE*
 PLOT DATE = *DATE*

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LIGHTING PLANS
IL 104

SCALE: 1"=50' SHEET OF SHEETS STA. 47+00.00 TO STA. 61+00.00

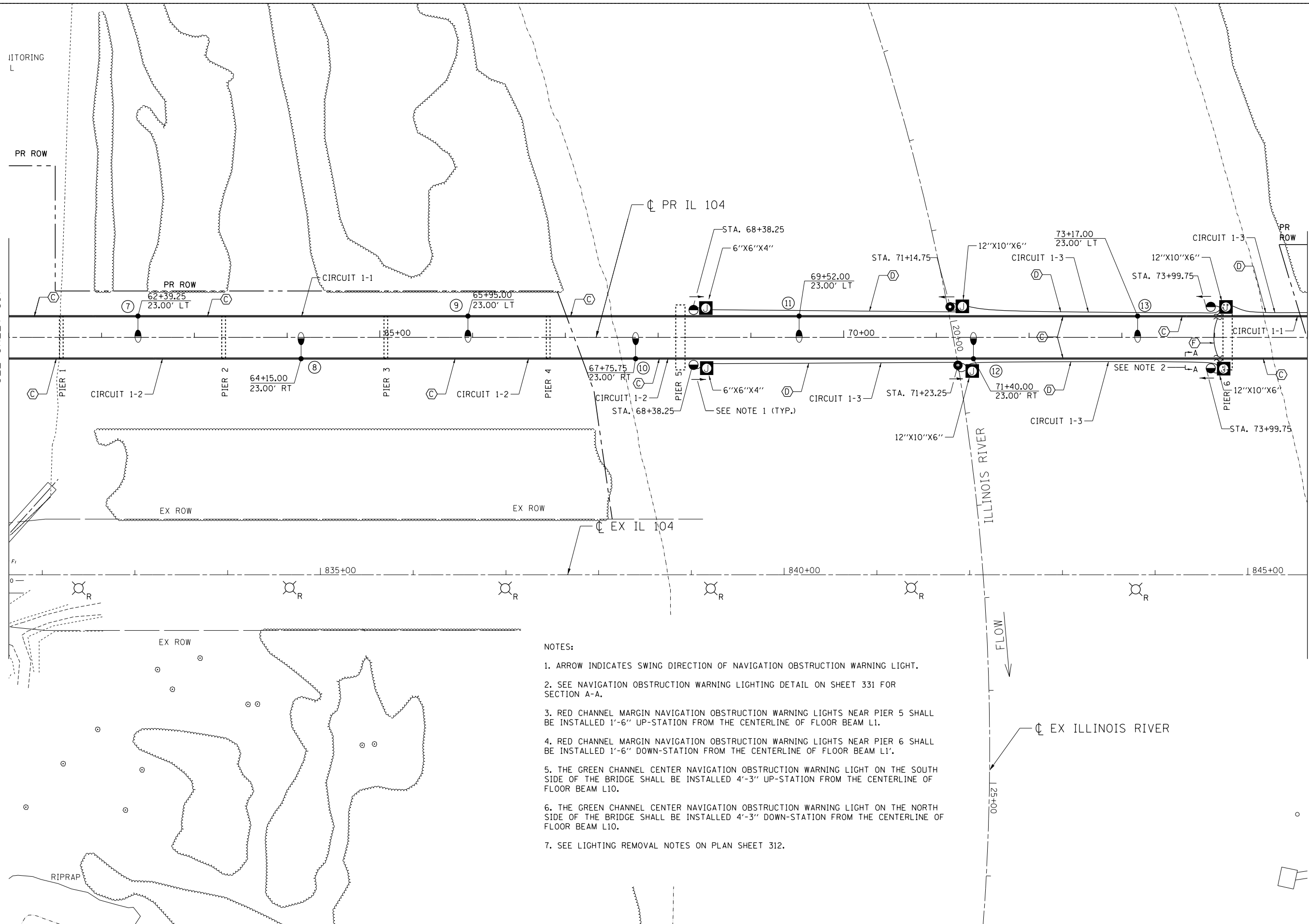
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	317
	* 123B-2, 124RS-8			CONTRACT NO. 72B58

ILLINOIS FED. AID PROJECT



MATCH LINE STA. 61+00
SEE SHEET 317

MATCH LINE STA. 75+00
SEE SHEET 319



NOTES:

1. ARROW INDICATES SWING DIRECTION OF NAVIGATION OBSTRUCTION WARNING LIGHT.
2. SEE NAVIGATION OBSTRUCTION WARNING LIGHTING DETAIL ON SHEET 331 FOR SECTION A-A.
3. RED CHANNEL MARGIN NAVIGATION OBSTRUCTION WARNING LIGHTS NEAR PIER 5 SHALL BE INSTALLED 1'-6" UP-STATION FROM THE CENTERLINE OF FLOOR BEAM L1.
4. RED CHANNEL MARGIN NAVIGATION OBSTRUCTION WARNING LIGHTS NEAR PIER 6 SHALL BE INSTALLED 1'-6" DOWN-STATION FROM THE CENTERLINE OF FLOOR BEAM L1'.
5. THE GREEN CHANNEL CENTER NAVIGATION OBSTRUCTION WARNING LIGHT ON THE SOUTH SIDE OF THE BRIDGE SHALL BE INSTALLED 4'-3" UP-STATION FROM THE CENTERLINE OF FLOOR BEAM L10.
6. THE GREEN CHANNEL CENTER NAVIGATION OBSTRUCTION WARNING LIGHT ON THE NORTH SIDE OF THE BRIDGE SHALL BE INSTALLED 4'-3" DOWN-STATION FROM THE CENTERLINE OF FLOOR BEAM L10.
7. SEE LIGHTING REMOVAL NOTES ON PLAN SHEET 312.

FILE NAME = \\FS-004\AM\VAUL\LD-TRANS\07\TRDCHI\02012341-02\CVIL\CAD\72B58-SHEET\0672B58-SHT-LIGHT104.DGN
USER NAME = #USER*
DESIGNED - IDOT
DRAWN - JB
CHECKED - IDOT
DATE - 8/5/2014

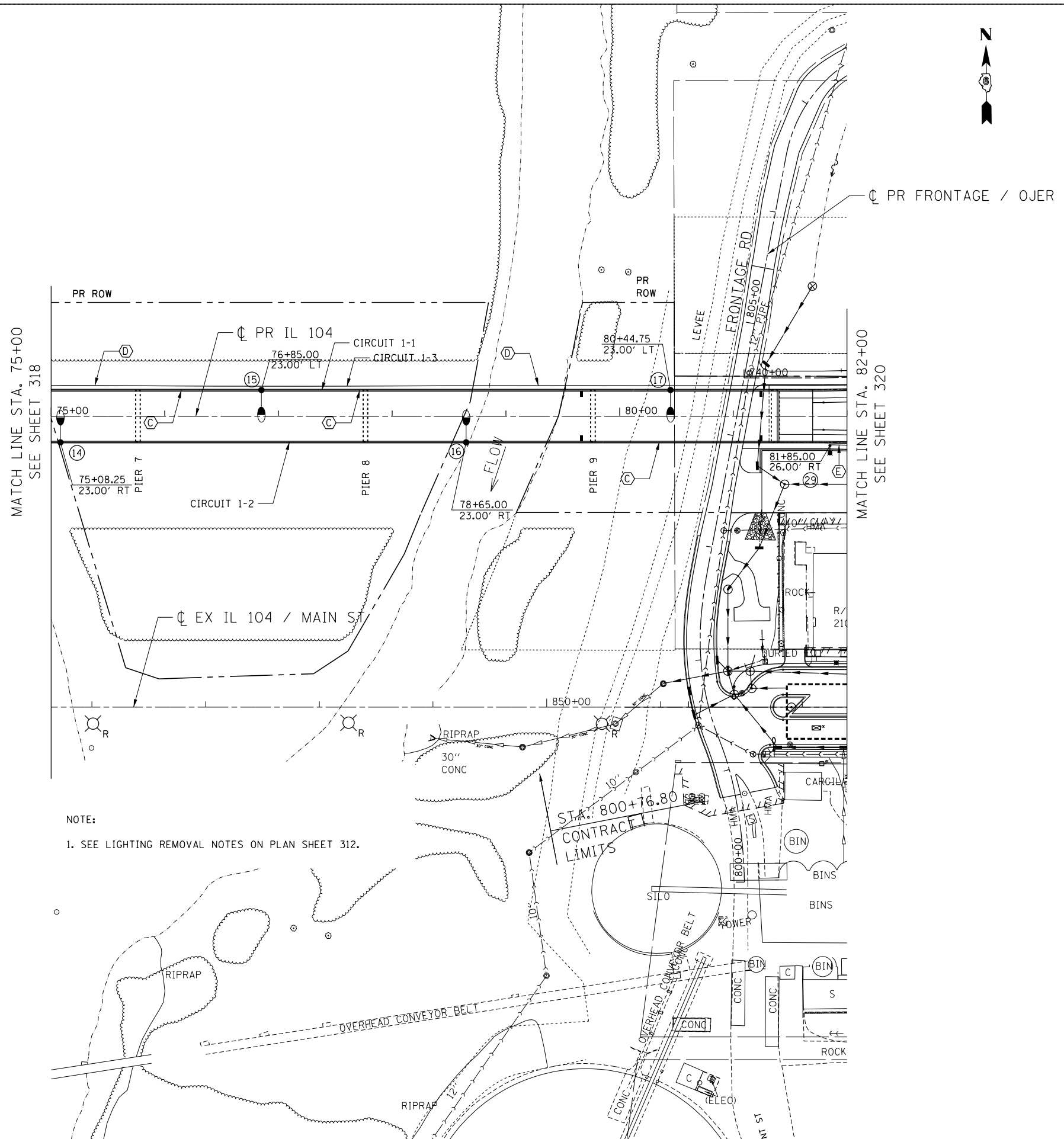
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

LIGHTING PLANS
IL 104

SCALE: 1"=50' SHEET OF SHEETS STA. 61+00.00 TO STA. 75+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	318
* 123B-2, 124RS-8			CONTRACT NO. 72B58	

ILLINOIS FED. AID PROJECT



NOTE:
1. SEE LIGHTING REMOVAL NOTES ON PLAN SHEET 312.

FILE NAME = \\FS-004\AMVAUL\LD-TRANS\07\TRDCHI\02012341-02\CIVIL\CAD\72B58\SHEET\0672B58-SHT-LIGHT105.DGN
 USER = NEWMANMD
 PLOT DATE = 9-12-2014 8:16:42
 exp U.S. Services Inc. Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

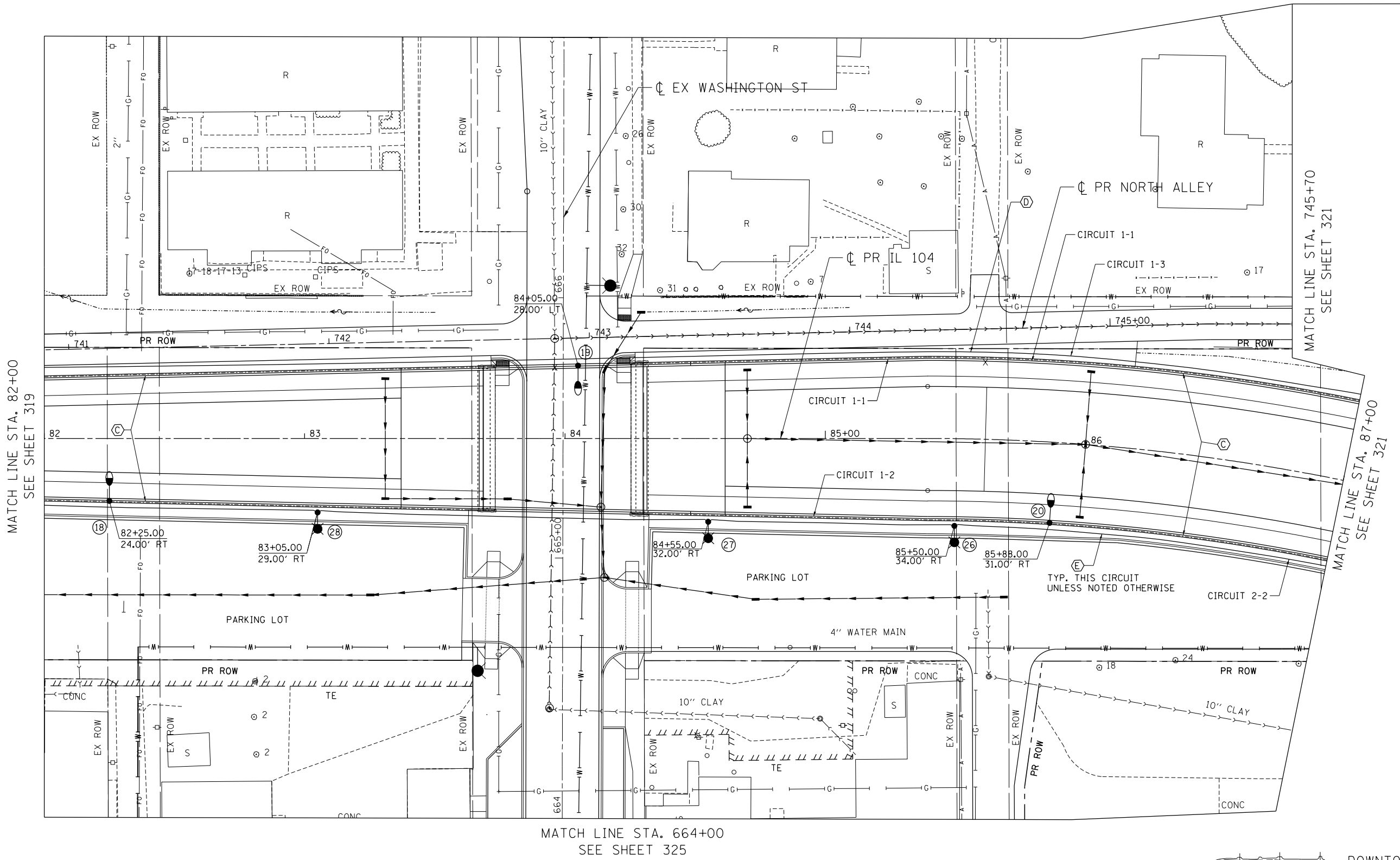
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LIGHTING PLANS
IL 104

SCALE: 1"=50' SHEET OF SHEETS STA. 75+00.00 TO STA. 82+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	319
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

ILLINOIS FED. AID PROJECT



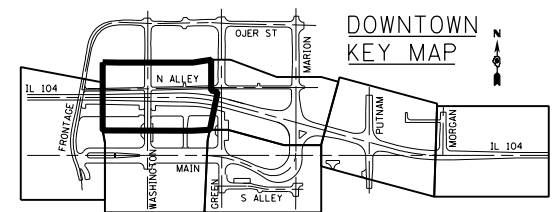
MATCH LINE STA. 82+00
SEE SHEET 319

MATCH LINE STA. 745+70
SEE SHEET 321

MATCH LINE STA. 87+00
SEE SHEET 321

MATCH LINE STA. 664+00
SEE SHEET 325

NOTES:
1. SEE DECORATIVE LIGHTING NOTES ON PLAN SHEET 312.



\N0672858-BORDER01.DGN, \N0672858-LAYOUT01.DGN, \N0672858-MOTIF01.DGN, \N0672858-LEGEND01.DGN, \N0672858-PLAN01.DGN, \N0672858-SECTION01.DGN, \N0672858-SHEET01.DGN, \N0672858-SHEET02.DGN, \N0672858-SHEET03.DGN, \N0672858-SHEET04.DGN, \N0672858-SHEET05.DGN, \N0672858-SHEET06.DGN, \N0672858-SHEET07.DGN, \N0672858-SHEET08.DGN, \N0672858-SHEET09.DGN, \N0672858-SHEET10.DGN, \N0672858-SHEET11.DGN, \N0672858-SHEET12.DGN, \N0672858-SHEET13.DGN, \N0672858-SHEET14.DGN, \N0672858-SHEET15.DGN, \N0672858-SHEET16.DGN, \N0672858-SHEET17.DGN, \N0672858-SHEET18.DGN, \N0672858-SHEET19.DGN, \N0672858-SHEET20.DGN, \N0672858-SHEET21.DGN, \N0672858-SHEET22.DGN, \N0672858-SHEET23.DGN, \N0672858-SHEET24.DGN, \N0672858-SHEET25.DGN, \N0672858-SHEET26.DGN, \N0672858-SHEET27.DGN, \N0672858-SHEET28.DGN, \N0672858-SHEET29.DGN, \N0672858-SHEET30.DGN, \N0672858-SHEET31.DGN, \N0672858-SHEET32.DGN, \N0672858-SHEET33.DGN, \N0672858-SHEET34.DGN, \N0672858-SHEET35.DGN, \N0672858-SHEET36.DGN, \N0672858-SHEET37.DGN, \N0672858-SHEET38.DGN, \N0672858-SHEET39.DGN, \N0672858-SHEET40.DGN, \N0672858-SHEET41.DGN, \N0672858-SHEET42.DGN, \N0672858-SHEET43.DGN, \N0672858-SHEET44.DGN, \N0672858-SHEET45.DGN, \N0672858-SHEET46.DGN, \N0672858-SHEET47.DGN, \N0672858-SHEET48.DGN, \N0672858-SHEET49.DGN, \N0672858-SHEET50.DGN, \N0672858-SHEET51.DGN, \N0672858-SHEET52.DGN, \N0672858-SHEET53.DGN, \N0672858-SHEET54.DGN, \N0672858-SHEET55.DGN, \N0672858-SHEET56.DGN, \N0672858-SHEET57.DGN, \N0672858-SHEET58.DGN, \N0672858-SHEET59.DGN, \N0672858-SHEET60.DGN, \N0672858-SHEET61.DGN, \N0672858-SHEET62.DGN, \N0672858-SHEET63.DGN, \N0672858-SHEET64.DGN, \N0672858-SHEET65.DGN, \N0672858-SHEET66.DGN, \N0672858-SHEET67.DGN, \N0672858-SHEET68.DGN, \N0672858-SHEET69.DGN, \N0672858-SHEET70.DGN, \N0672858-SHEET71.DGN, \N0672858-SHEET72.DGN, \N0672858-SHEET73.DGN, \N0672858-SHEET74.DGN, \N0672858-SHEET75.DGN, \N0672858-SHEET76.DGN, \N0672858-SHEET77.DGN, \N0672858-SHEET78.DGN, \N0672858-SHEET79.DGN, \N0672858-SHEET80.DGN, \N0672858-SHEET81.DGN, \N0672858-SHEET82.DGN, \N0672858-SHEET83.DGN, \N0672858-SHEET84.DGN, \N0672858-SHEET85.DGN, \N0672858-SHEET86.DGN, \N0672858-SHEET87.DGN, \N0672858-SHEET88.DGN, \N0672858-SHEET89.DGN, \N0672858-SHEET90.DGN, \N0672858-SHEET91.DGN, \N0672858-SHEET92.DGN, \N0672858-SHEET93.DGN, \N0672858-SHEET94.DGN, \N0672858-SHEET95.DGN, \N0672858-SHEET96.DGN, \N0672858-SHEET97.DGN, \N0672858-SHEET98.DGN, \N0672858-SHEET99.DGN, \N0672858-SHEET100.DGN

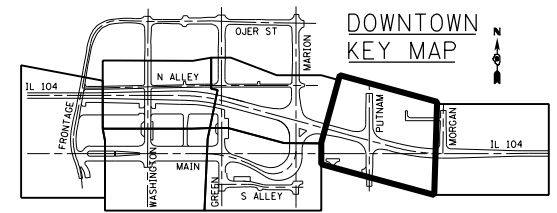
FILE NAME =	USER NAME = #USER#
#FILEL#	
exp U.S. Services Inc.	
Chicago, IL	
BUILDINGS-EARTH & ENVIRONMENT-ENERGY	
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	
PLOT SCALE = #SCALE#	
PLOT DATE = #DATE#	

DESIGNED - IDOT	REVISED -
DRAWN - JB	REVISED -
CHECKED - IDOT	REVISED -
DATE - 8/5/2014	REVISED -

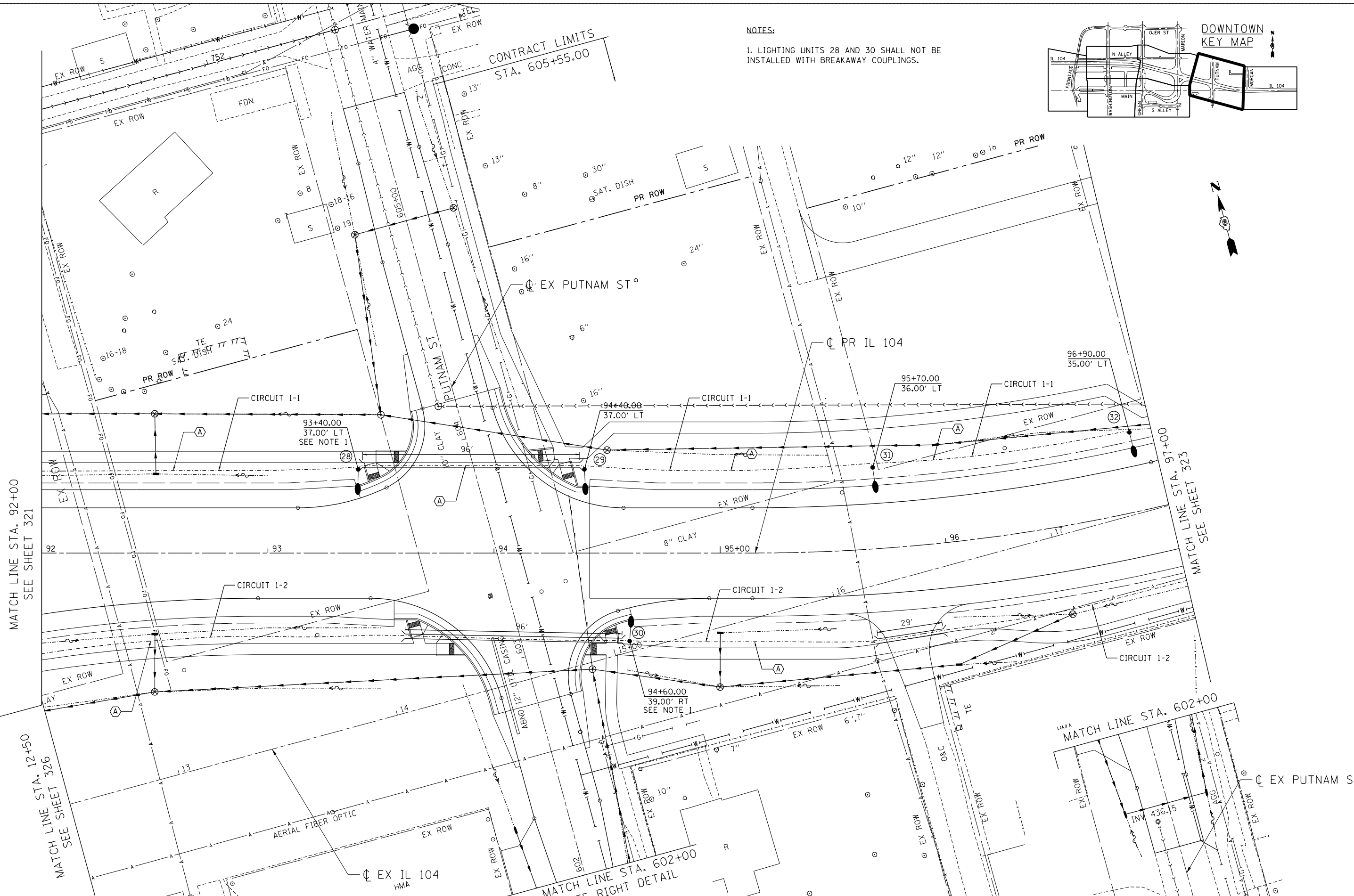
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

LIGHTING PLANS	
IL 104	
SCALE: 1"=20'	SHEET OF SHEETS
STA. 82+00.00	TO STA. 87+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	320
	* 123B-2, 124RS-8			CONTRACT NO. 72B58
ILLINOIS FED. AID PROJECT				



NOTES:
 1. LIGHTING UNITS 28 AND 30 SHALL NOT BE INSTALLED WITH BREAKAWAY COUPLINGS.



FILE NAME = \\FS-004\AM\VAUL\LD-TRANS\87\TRDCHI\02012341-92\CIVIL\CAD\72B58-SHEET-LIGHT-283.DGN
 USER NAME = JUSER*
 DESIGNED - IDOT
 DRAWN - JB
 CHECKED - IDOT
 DATE - 8/5/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104
 LIGHTING PLANS
 IL 104
 SCALE: 1"=20'
 SHEET OF SHEETS STA. 92+00.00 TO STA. 97+00.00
 F.A.P. RTE. 745 SECTION 109RS-6, 123RS-3, 123B-2, 124RS-8 COUNTY MORGAN/PIKE CONTRACT NO. 72B58 TOTAL SHEETS 782 SHEET NO. 322 ILLINOIS FED. AID PROJECT

MATCH LINE STA. 92+00
SEE SHEET 321

MATCH LINE STA. 12+50
SEE SHEET 326

CONTRACT LIMITS
STA. 605+55.00

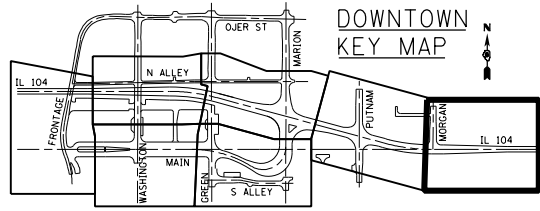
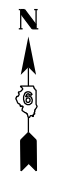
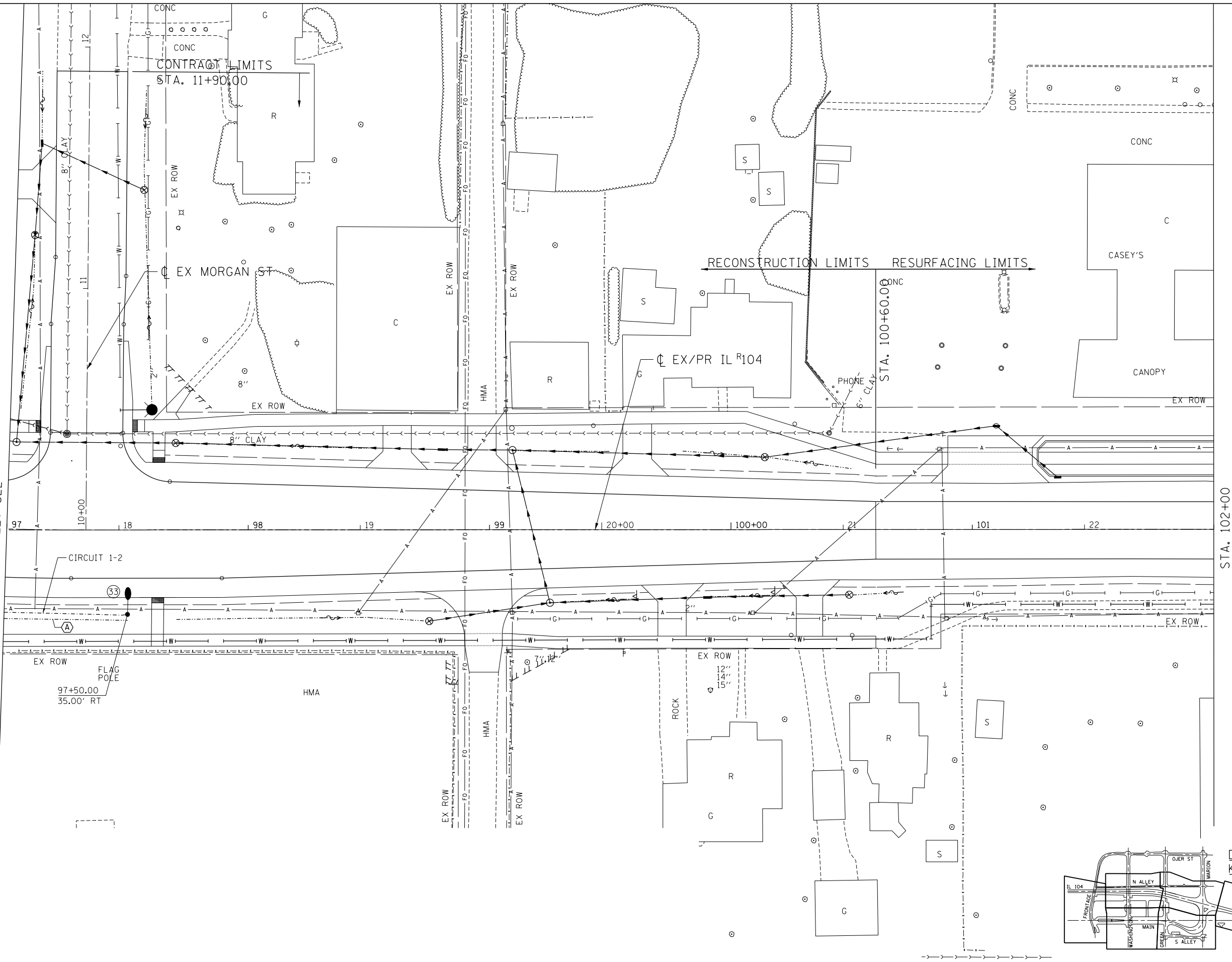
MATCH LINE STA. 97+00
SEE SHEET 323

MATCH LINE STA. 602+00

MATCH LINE STA. 602+00
SEE RIGHT DETAIL

\D672B58-80\DR01.DGN, \D672B58-LAYOUT\01.DGN, \D672B58-LEGEND\01.DGN, \D672B58-SHT-LIGHT\01.DGN, \D672B58-SHT-LIGHT284.DGN
 7-30-2014, 14:45:23 NE\HNMMD \SFS-804\AM\VAUL.D-TRANS.07\FRCH\02012341-92\CIVIL\CAD\72B58-SHT-LIGHT284.DGN

MATCH LINE STA. 97+00
 SEE SHEET 322



**DOWNTOWN
KEY MAP**

FILE NAME =	USER NAME = *USER*	DESIGNED - IDOT	REVISED -
FILEL		DRAWN - JB	REVISED -
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = *SCALE*	CHECKED - IDOT	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	DATE - 8/5/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

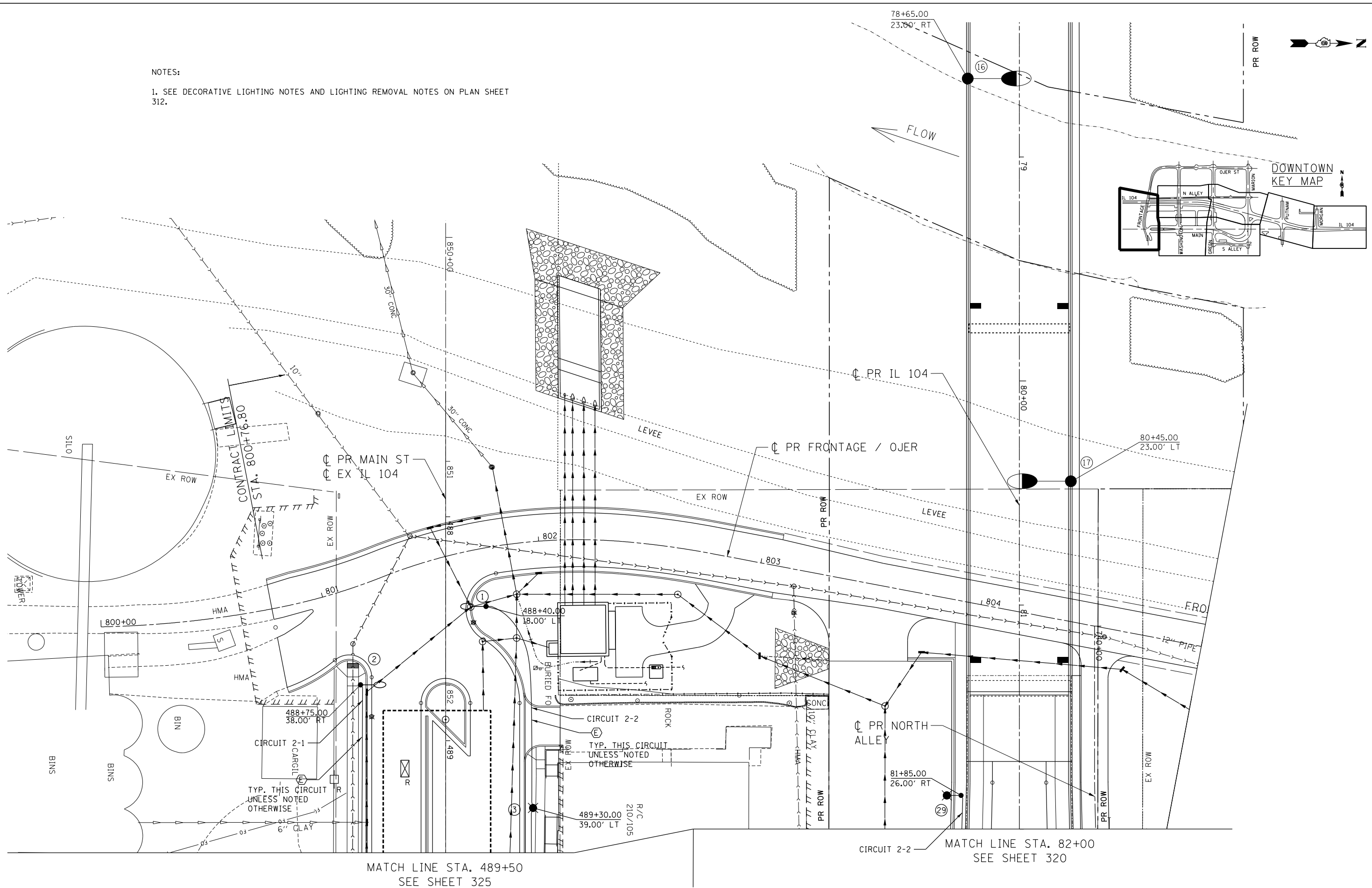
LIGHTING PLANS
IL 104

SCALE: 1"=20' SHEET OF SHEETS STA. 97+00.00 TO STA. 102+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	323
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

ILLINOIS FED. AID PROJECT

NOTES:
 1. SEE DECORATIVE LIGHTING NOTES AND LIGHTING REMOVAL NOTES ON PLAN SHEET 312.



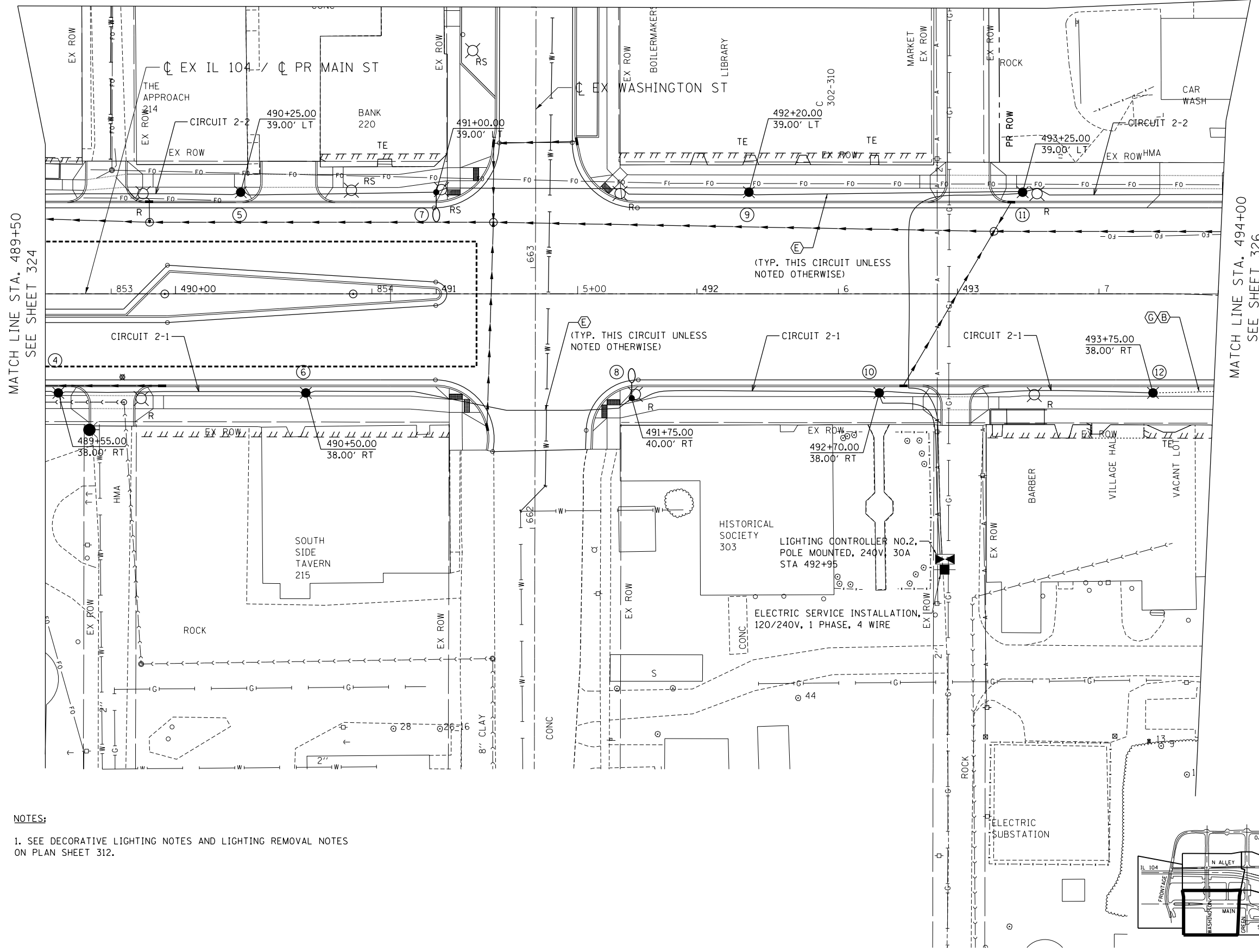
MATCH LINE STA. 489+50
SEE SHEET 325

CIRCUIT 2-2 MATCH LINE STA. 82+00
SEE SHEET 320

\N0672858-BORDER01.DGN, \N0672858-LAYOUT01.DGN, \N0672858-LEGEND01.DGN, \N0672858-LIGHT01.DGN, \N0672858-PLAN01.DGN, \N0672858-SECTION01.DGN, \N0672858-SHEET01.DGN, \N0672858-SHEET02.DGN, \N0672858-SHEET03.DGN, \N0672858-SHEET04.DGN, \N0672858-SHEET05.DGN, \N0672858-SHEET06.DGN, \N0672858-SHEET07.DGN, \N0672858-SHEET08.DGN, \N0672858-SHEET09.DGN, \N0672858-SHEET10.DGN, \N0672858-SHEET11.DGN, \N0672858-SHEET12.DGN, \N0672858-SHEET13.DGN, \N0672858-SHEET14.DGN, \N0672858-SHEET15.DGN, \N0672858-SHEET16.DGN, \N0672858-SHEET17.DGN, \N0672858-SHEET18.DGN, \N0672858-SHEET19.DGN, \N0672858-SHEET20.DGN, \N0672858-SHEET21.DGN, \N0672858-SHEET22.DGN, \N0672858-SHEET23.DGN, \N0672858-SHEET24.DGN, \N0672858-SHEET25.DGN, \N0672858-SHEET26.DGN, \N0672858-SHEET27.DGN, \N0672858-SHEET28.DGN, \N0672858-SHEET29.DGN, \N0672858-SHEET30.DGN, \N0672858-SHEET31.DGN, \N0672858-SHEET32.DGN, \N0672858-SHEET33.DGN, \N0672858-SHEET34.DGN, \N0672858-SHEET35.DGN, \N0672858-SHEET36.DGN, \N0672858-SHEET37.DGN, \N0672858-SHEET38.DGN, \N0672858-SHEET39.DGN, \N0672858-SHEET40.DGN, \N0672858-SHEET41.DGN, \N0672858-SHEET42.DGN, \N0672858-SHEET43.DGN, \N0672858-SHEET44.DGN, \N0672858-SHEET45.DGN, \N0672858-SHEET46.DGN, \N0672858-SHEET47.DGN, \N0672858-SHEET48.DGN, \N0672858-SHEET49.DGN, \N0672858-SHEET50.DGN, \N0672858-SHEET51.DGN, \N0672858-SHEET52.DGN, \N0672858-SHEET53.DGN, \N0672858-SHEET54.DGN, \N0672858-SHEET55.DGN, \N0672858-SHEET56.DGN, \N0672858-SHEET57.DGN, \N0672858-SHEET58.DGN, \N0672858-SHEET59.DGN, \N0672858-SHEET60.DGN, \N0672858-SHEET61.DGN, \N0672858-SHEET62.DGN, \N0672858-SHEET63.DGN, \N0672858-SHEET64.DGN, \N0672858-SHEET65.DGN, \N0672858-SHEET66.DGN, \N0672858-SHEET67.DGN, \N0672858-SHEET68.DGN, \N0672858-SHEET69.DGN, \N0672858-SHEET70.DGN, \N0672858-SHEET71.DGN, \N0672858-SHEET72.DGN, \N0672858-SHEET73.DGN, \N0672858-SHEET74.DGN, \N0672858-SHEET75.DGN, \N0672858-SHEET76.DGN, \N0672858-SHEET77.DGN, \N0672858-SHEET78.DGN, \N0672858-SHEET79.DGN, \N0672858-SHEET80.DGN, \N0672858-SHEET81.DGN, \N0672858-SHEET82.DGN, \N0672858-SHEET83.DGN, \N0672858-SHEET84.DGN, \N0672858-SHEET85.DGN, \N0672858-SHEET86.DGN, \N0672858-SHEET87.DGN, \N0672858-SHEET88.DGN, \N0672858-SHEET89.DGN, \N0672858-SHEET90.DGN, \N0672858-SHEET91.DGN, \N0672858-SHEET92.DGN, \N0672858-SHEET93.DGN, \N0672858-SHEET94.DGN, \N0672858-SHEET95.DGN, \N0672858-SHEET96.DGN, \N0672858-SHEET97.DGN, \N0672858-SHEET98.DGN, \N0672858-SHEET99.DGN, \N0672858-SHEET100.DGN

FILE NAME =	USER NAME = *USER*	DESIGNED - IDOT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FAP ROUTE 745 / IL ROUTE 104	LIGHTING PLANS FRONTAGE ROAD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*FILEL#		DRAWN - JB	REVISED -		745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	324			
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = *SCALE*	CHECKED - IDOT	REVISED -		SCALE: 1"=20' SHEET OF SHEETS STA. 800+00.00 TO STA. 805+00.00			* 123B-2, 124RS-8		CONTRACT NO. 72B58		
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	DATE - 9/12/2014	REVISED -		ILLINOIS FED. AID PROJECT							

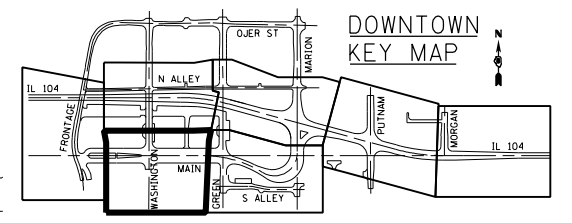
MATCH LINE STA. 664+00
SEE SHEET 320



MATCH LINE STA. 489+50
SEE SHEET 324

MATCH LINE STA. 494+00
SEE SHEET 326

NOTES:
1. SEE DECORATIVE LIGHTING NOTES AND LIGHTING REMOVAL NOTES ON PLAN SHEET 312.



\N0672858-BORDER01.DGN, \N0672858-LAYOUT01.DGN, \N0672858-MOTIF01.DGN, \N0672858-LEGEND01.DGN, \N0672858-PLAN01.DGN, \N0672858-TRANS01.DGN, \N0672858-TRANS02.DGN, \N0672858-TRANS03.DGN, \N0672858-TRANS04.DGN, \N0672858-TRANS05.DGN, \N0672858-TRANS06.DGN, \N0672858-TRANS07.DGN, \N0672858-TRANS08.DGN, \N0672858-TRANS09.DGN, \N0672858-TRANS10.DGN, \N0672858-TRANS11.DGN, \N0672858-TRANS12.DGN, \N0672858-TRANS13.DGN, \N0672858-TRANS14.DGN, \N0672858-TRANS15.DGN, \N0672858-TRANS16.DGN, \N0672858-TRANS17.DGN, \N0672858-TRANS18.DGN, \N0672858-TRANS19.DGN, \N0672858-TRANS20.DGN, \N0672858-TRANS21.DGN, \N0672858-TRANS22.DGN, \N0672858-TRANS23.DGN, \N0672858-TRANS24.DGN, \N0672858-TRANS25.DGN, \N0672858-TRANS26.DGN, \N0672858-TRANS27.DGN, \N0672858-TRANS28.DGN, \N0672858-TRANS29.DGN, \N0672858-TRANS30.DGN, \N0672858-TRANS31.DGN, \N0672858-TRANS32.DGN, \N0672858-TRANS33.DGN, \N0672858-TRANS34.DGN, \N0672858-TRANS35.DGN, \N0672858-TRANS36.DGN, \N0672858-TRANS37.DGN, \N0672858-TRANS38.DGN, \N0672858-TRANS39.DGN, \N0672858-TRANS40.DGN, \N0672858-TRANS41.DGN, \N0672858-TRANS42.DGN, \N0672858-TRANS43.DGN, \N0672858-TRANS44.DGN, \N0672858-TRANS45.DGN, \N0672858-TRANS46.DGN, \N0672858-TRANS47.DGN, \N0672858-TRANS48.DGN, \N0672858-TRANS49.DGN, \N0672858-TRANS50.DGN, \N0672858-TRANS51.DGN, \N0672858-TRANS52.DGN, \N0672858-TRANS53.DGN, \N0672858-TRANS54.DGN, \N0672858-TRANS55.DGN, \N0672858-TRANS56.DGN, \N0672858-TRANS57.DGN, \N0672858-TRANS58.DGN, \N0672858-TRANS59.DGN, \N0672858-TRANS60.DGN, \N0672858-TRANS61.DGN, \N0672858-TRANS62.DGN, \N0672858-TRANS63.DGN, \N0672858-TRANS64.DGN, \N0672858-TRANS65.DGN, \N0672858-TRANS66.DGN, \N0672858-TRANS67.DGN, \N0672858-TRANS68.DGN, \N0672858-TRANS69.DGN, \N0672858-TRANS70.DGN, \N0672858-TRANS71.DGN, \N0672858-TRANS72.DGN, \N0672858-TRANS73.DGN, \N0672858-TRANS74.DGN, \N0672858-TRANS75.DGN, \N0672858-TRANS76.DGN, \N0672858-TRANS77.DGN, \N0672858-TRANS78.DGN, \N0672858-TRANS79.DGN, \N0672858-TRANS80.DGN, \N0672858-TRANS81.DGN, \N0672858-TRANS82.DGN, \N0672858-TRANS83.DGN, \N0672858-TRANS84.DGN, \N0672858-TRANS85.DGN, \N0672858-TRANS86.DGN, \N0672858-TRANS87.DGN, \N0672858-TRANS88.DGN, \N0672858-TRANS89.DGN, \N0672858-TRANS90.DGN, \N0672858-TRANS91.DGN, \N0672858-TRANS92.DGN, \N0672858-TRANS93.DGN, \N0672858-TRANS94.DGN, \N0672858-TRANS95.DGN, \N0672858-TRANS96.DGN, \N0672858-TRANS97.DGN, \N0672858-TRANS98.DGN, \N0672858-TRANS99.DGN, \N0672858-TRANS100.DGN

FILE NAME =	USER NAME = *USER*	DESIGNED - IDOT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FAP ROUTE 745 / IL ROUTE 104	LIGHTING PLANS MAIN STREET			F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
*FILEL#		DRAWN - JB	REVISED -		SCALE: 1"=20'	SHEET	OF	SHEETS	STA. 489+50.00	TO STA. 494+00.00	745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	325
exp U.S. Services Inc. Chicago, IL	PLOT SCALE = *SCALE*	CHECKED - IDOT	REVISED -									* 123B-2, 124RS-8			
BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	DATE - 9/12/2014	REVISED -												CONTRACT NO. 72B58

DOWNTOWN
KEY MAP

MATCH LINE STA. 683+80
SEE SHEET 321

NOTES:

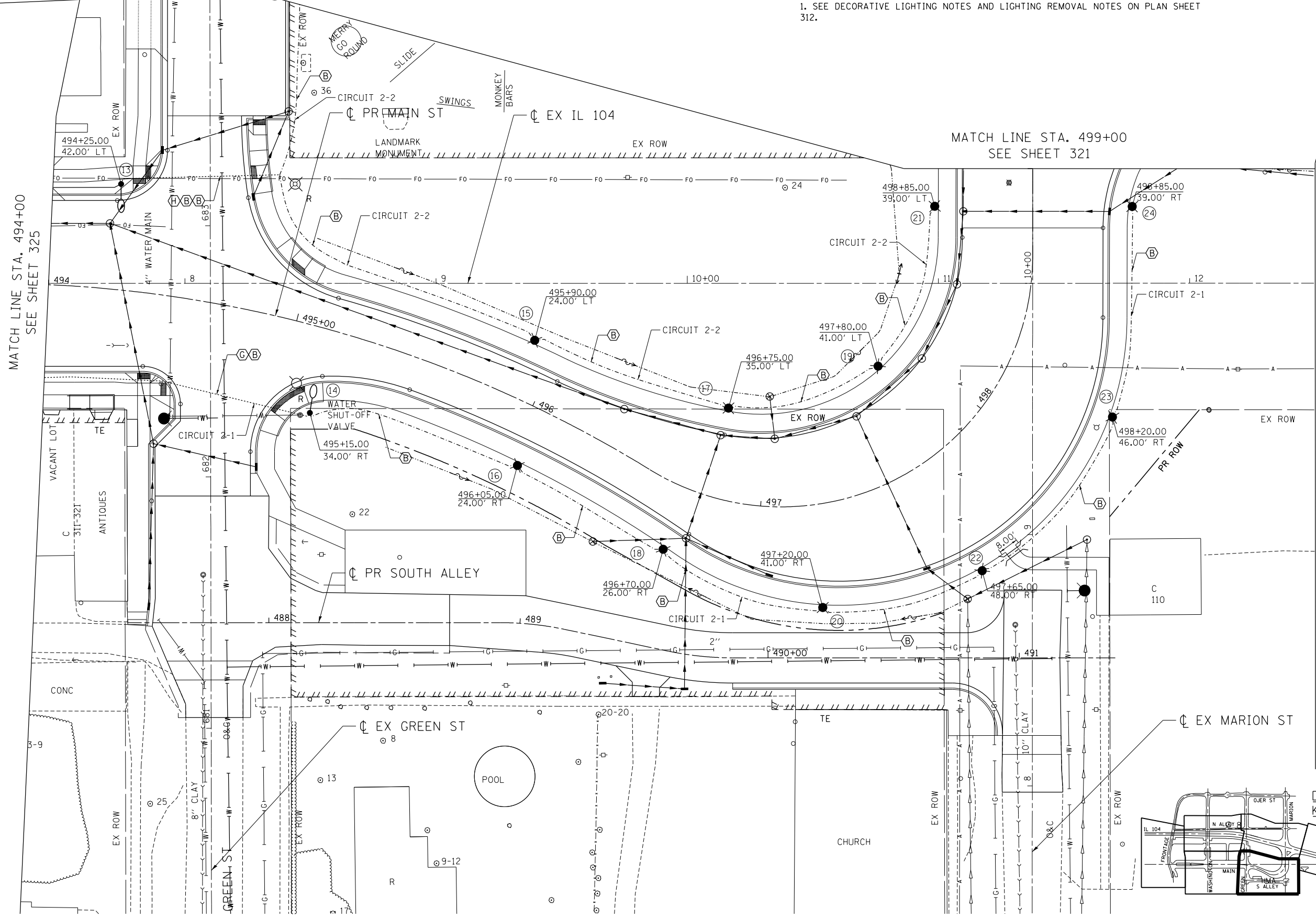
1. SEE DECORATIVE LIGHTING NOTES AND LIGHTING REMOVAL NOTES ON PLAN SHEET 312.

MATCH LINE STA. 499+00
SEE SHEET 321



MATCH LINE STA. 494+00
SEE SHEET 325

MATCH LINE STA. 12+50
SEE SHEET 322



FILE NAME = \D:\672858-BOORDER\01.DGN, \D:\672858-LAYOUT\01.DGN, \D:\672858-MOTIF\01.DGN, \D:\672858-LEGEND\01.DGN
 7-30-2014, 14:45:23
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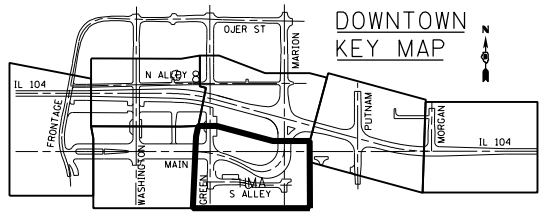
FILE NAME =	USER NAME = *USER*	DESIGNED - IDOT	REVISED -
FILEL		DRAWN - JB	REVISED -
exp U.S. Services Inc.	PLOT SCALE = *SCALE*	CHECKED - IDOT	REVISED -
Chicago, IL	PLOT DATE = *DATE*	DATE - 8/5/2014	REVISED -
BUILDINGS-EARTH & ENVIRONMENT-ENERGY			
INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY			

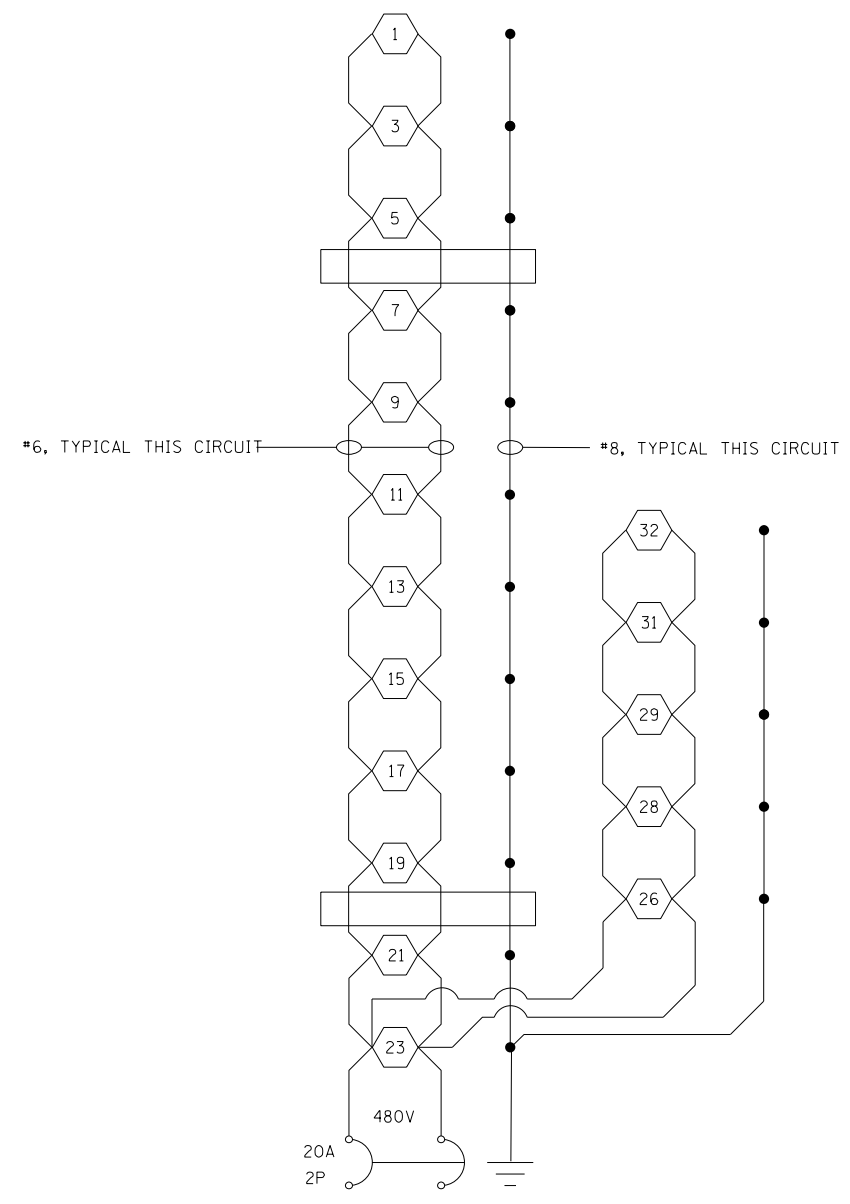
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LIGHTING PLANS
MAIN STREET
SOUTH ALLEY

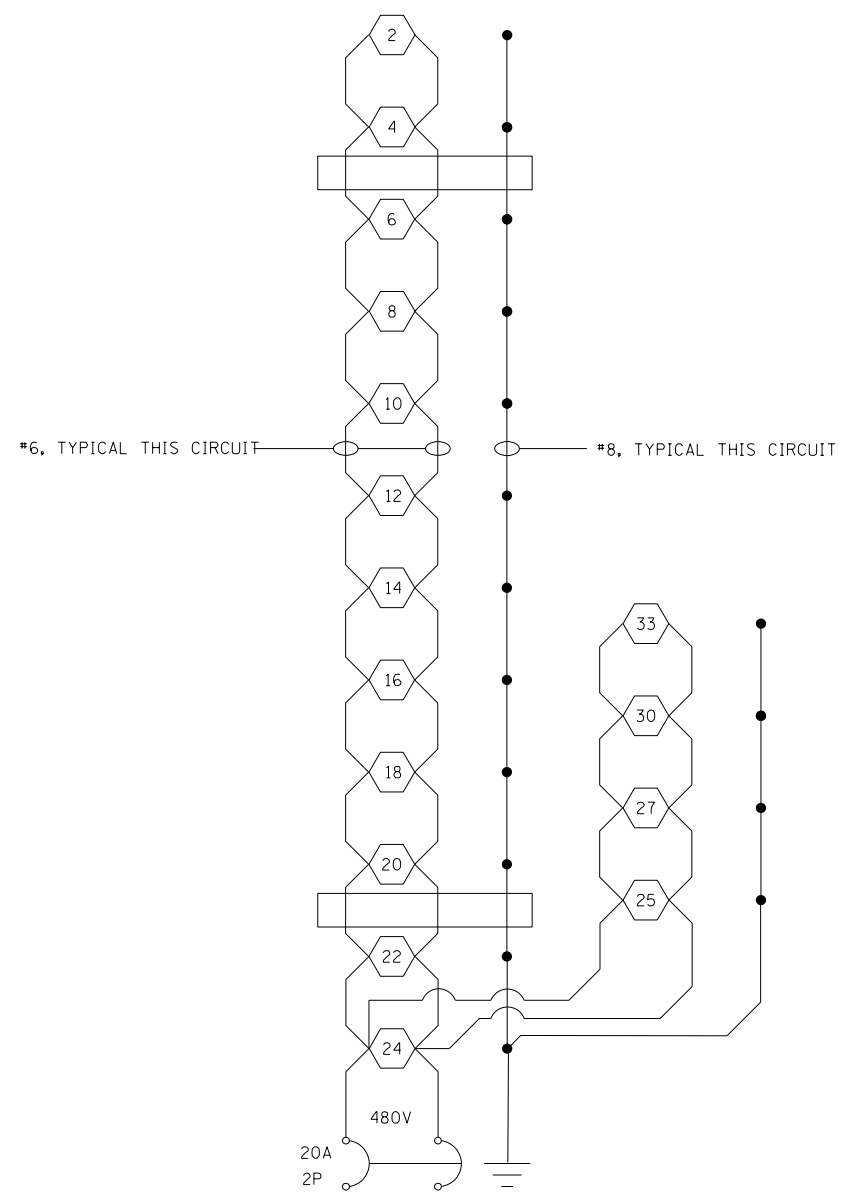
SCALE: 1"=20' SHEET OF SHEETS STA. 494+00.00 TO STA. 499+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	326
	* 123B-2, 124RS-8			CONTRACT NO. 72B58
ILLINOIS FED. AID PROJECT				

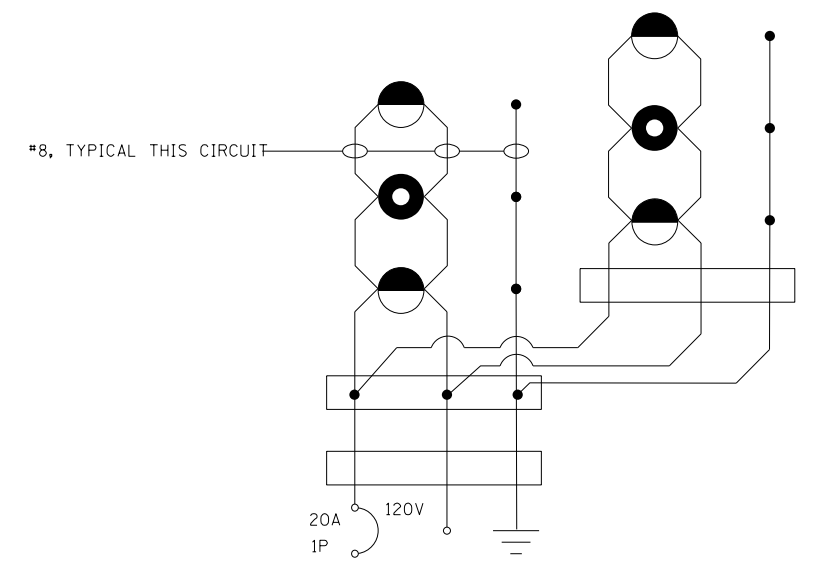




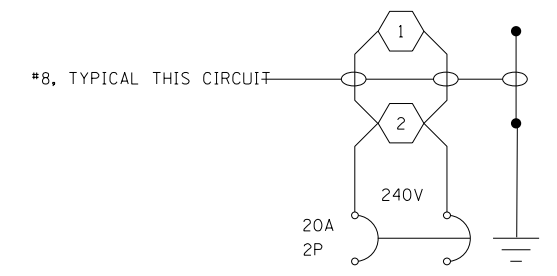
LIGHTING CKT 1-1
PROPOSED LIGHTING CONTROLLER NO. 1
IL 104 AT MARION ST



LIGHTING CKT 1-2
PROPOSED LIGHTING CONTROLLER NO. 1
IL 104 AT MARION ST



LIGHTING CKT 1-3
PROPOSED LIGHTING CONTROLLER NO. 1
IL 104 AT MARION ST
SEE NOTE 2



LIGHTING CKT 3-1
PROPOSED LIGHTING CONTROLLER NO. 3
IL 104 AT IL 99

NOTES:

- ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.
- 6" X 6" X 4" STAINLESS STEEL JUNCTION BOXES NOT SHOWN FOR CLARITY. SEE ROADWAY LIGHTING PLANS.

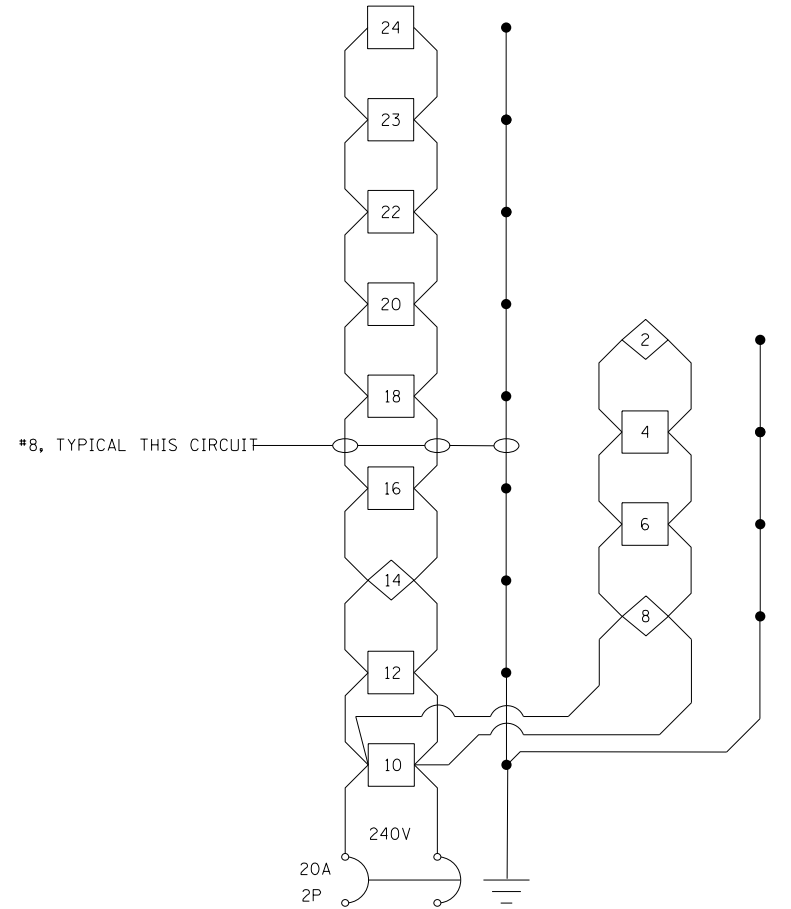
LEGEND

	PROPOSED 250W ROADWAY LUMINAIRE
	PROPOSED NAVIGATION OBSTRUCTION WARNING LUMINAIRE, GREEN CHANNEL CENTER
	PROPOSED NAVIGATION OBSTRUCTION WARNING LUMINAIRE, RED CHANNEL MARGIN
	PROPOSED JUNCTION BOX

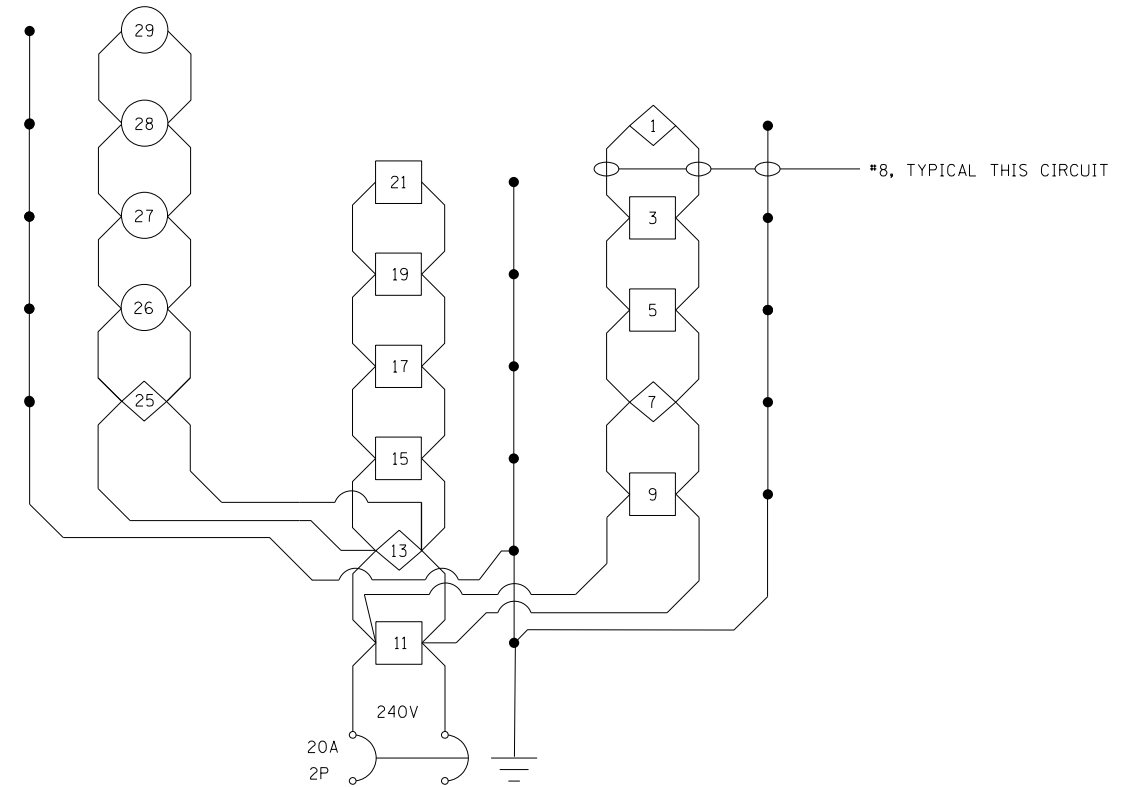
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*exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT SCALE = *SCALE*	DRAWN - JB	REVISED -		SCALE: N.T.S.	SHEET	OF	SHEETS	STA.	TO	STA.	745	109RS-6, 123RS-3, * * 123B-2, 124RS-8	MORGAN/PIKE	782	327
	PLOT DATE = *DATE*	CHECKED - IDOT	REVISED -													
		DATE - 8/5/2014	REVISED -													CONTRACT NO. 72B58
												ILLINOIS FED. AID PROJECT				

\\FS-004\AM\VAULT.D - TRANS.07\FRDC\1\02012341-02\CTVIL\CAD\72B58-SHEET\01672B58-SHT-LIGHT.305.DGN
 NEWHRND
 7-30-2014, 14:45:30



LIGHTING CKT 2-1
PROPOSED LIGHTING CONTROLLER NO. 2
MAIN ST



LIGHTING CKT 2-2
PROPOSED LIGHTING CONTROLLER NO. 2
MAIN ST

NOTES:

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

LEGEND

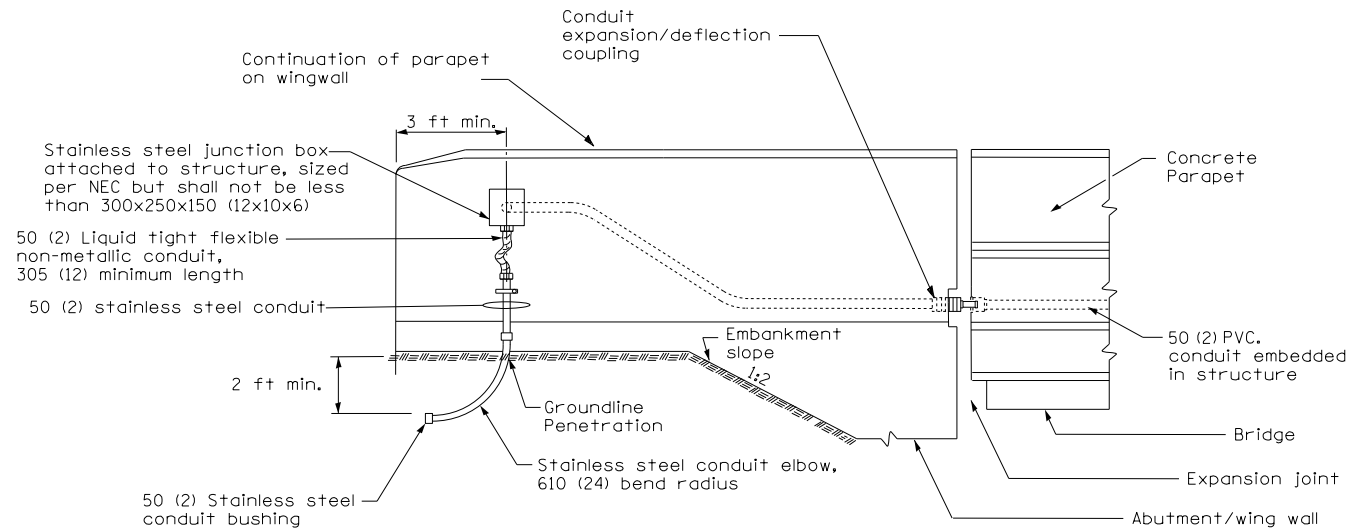
- PROPOSED 100W ROADWAY LUMINAIRE
- ◇ PROPOSED 250W DECORATIVE LUMINAIRE
- PROPOSED 150W DECORATIVE LUMINAIRE

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BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = #DATE*	DATE - 8/5/2014	REVISED -

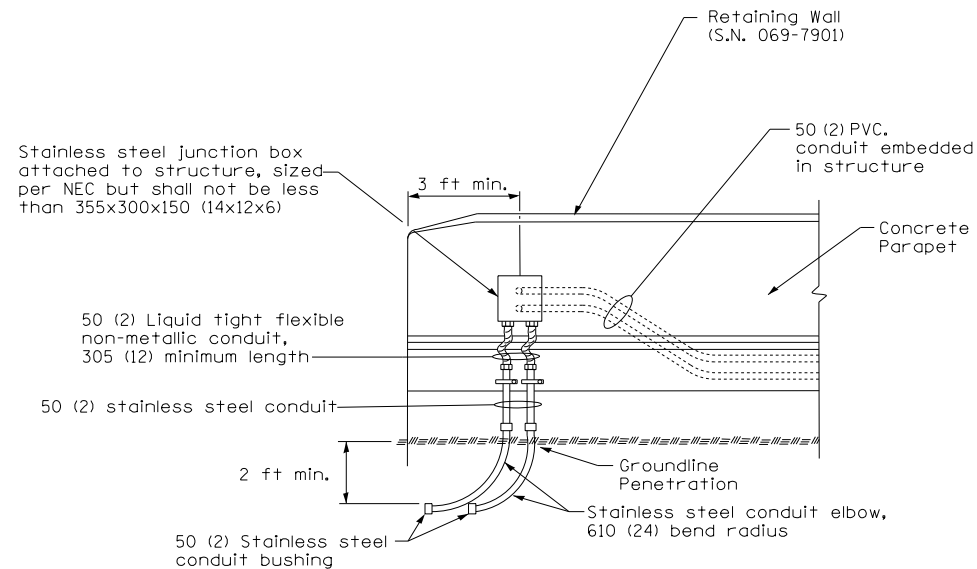
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LIGHTING DETAILS			
CIRCUIT DIAGRAMS (2 OF 2)			
SCALE: N.T.S.	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	328
* 123B-2, 124RS-8		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				



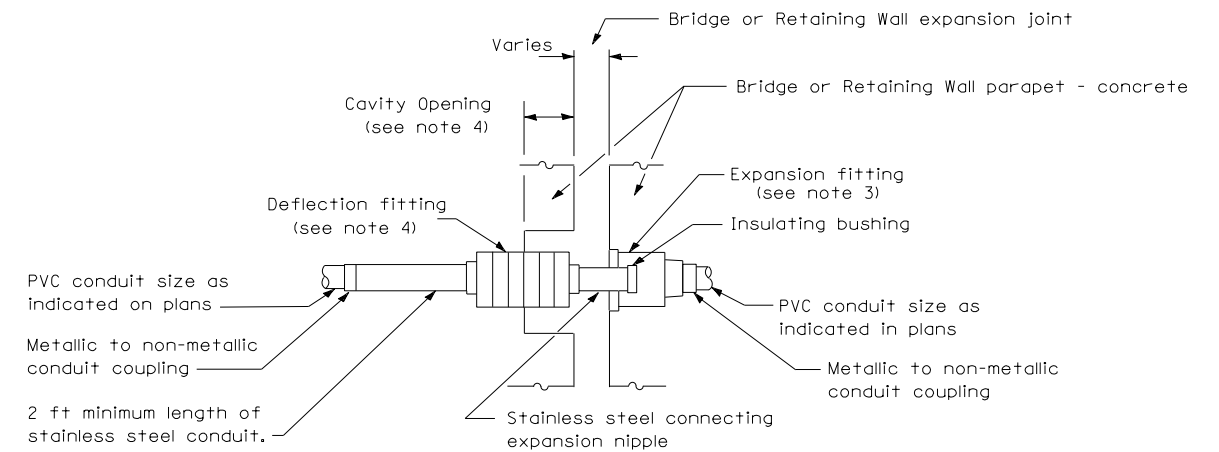
IL 104 OVER ILLINOIS RIVER
CONDUIT TRANSITION AT WEST ABUTMENT
(Open Abutment)



RETAINING WALL 069-7901
CONDUIT TRANSITION NEAR STA. 87+19, 31' LT
See Note 2

NOTES

- Liquid tight flexible non-metallic conduit, including all fittings, bushings, and couplings shall be included in the cost of the associated junction box pay item.
- Install conduit transition near Sta. 88+25, offset 31' RT in similar fashion, except the stainless steel junction box at this location shall be sized per NEC but shall not be less than 300x250x150 (12x10x6).



CONDUIT EXPANSION/DEFLECTION COUPLING DETAIL

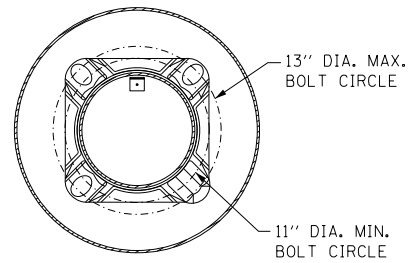
NOTES

- The Contractor shall install expansion/deflection couplings in the concrete parapet at all bridge and retaining wall expansion joints and shall be responsible to determine the proper number of couplings required. See Structural Plans for locations of expansion joints.
- All metallic parts of the coupling shall be made of stainless steel or as approved by the Engineer. Any non-stainless metal shall be hot dip galvanized and coated to prevent reaction with the concrete. The cost of the coupling shall be part of and incidental to the conduit system.
- The barrel in the expansion fitting shall be fully embedded in the concrete on one side of the expansion joint. One half the length of the deflection fitting shall be embedded in the concrete on the other side of the coupling.
- A cavity opening 3" larger in diameter than the deflection fitting shall be provided in the concrete to ensure proper performance of the coupling.
- 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 temperature extremes.
- All manufacturer's installation instructions shall be carefully followed to ensure optimum performance of the expansion/deflection coupling.
- 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.

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

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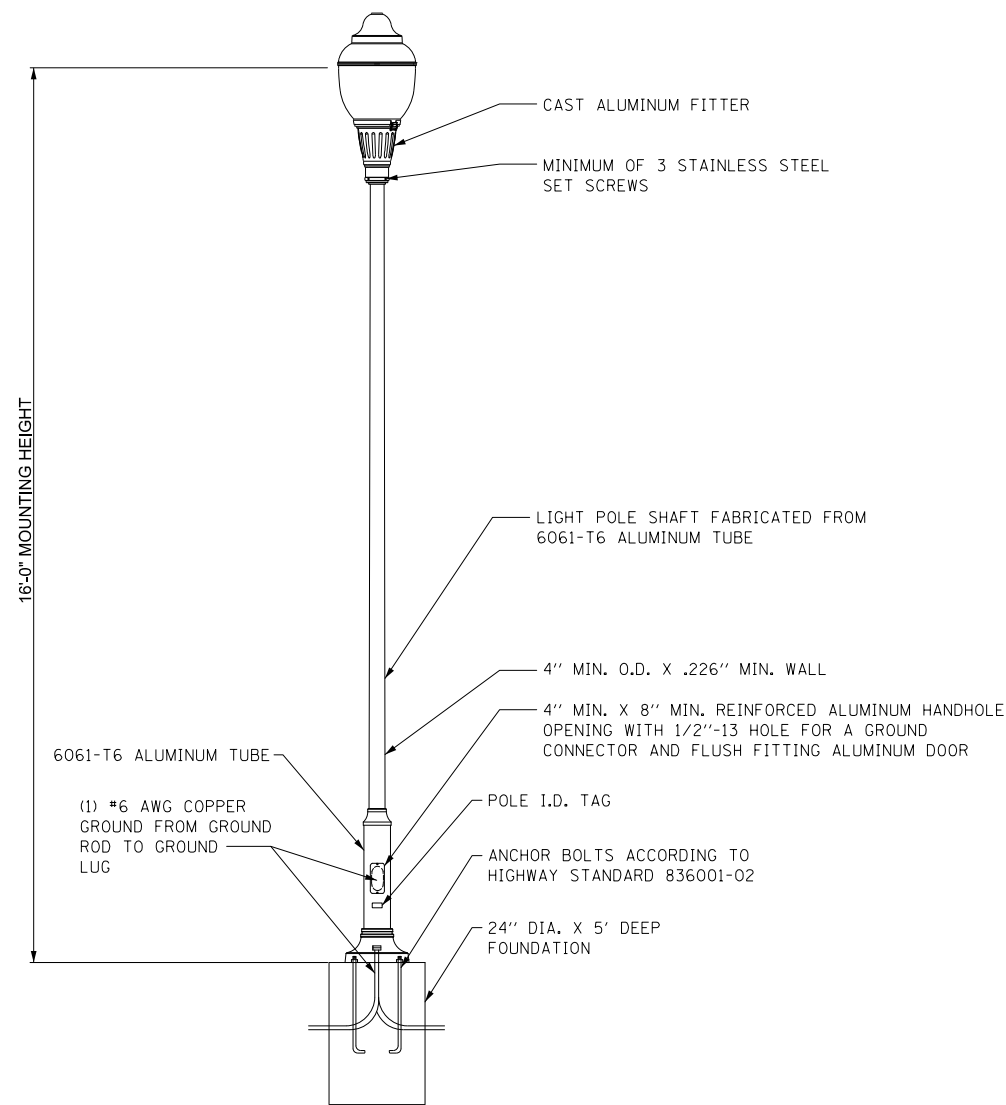
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#FILEL#		DRAWN - JB	REVISED -		745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	329			
exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT SCALE = #SCALE#	CHECKED - IDOT	REVISED -		* 123B-2, 124RS-8		CONTRACT NO. 72B58					
	PLOT DATE = #DATE#	DATE - 8/5/2014	REVISED -		SCALE: N.T.S.	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT



DETAIL A

NOTES

1. ALL FINISHES SHALL BE BLACK.
2. VOIDS IN LIGHT POLE BASE SHALL BE SEALED TO PREVENT RODENT ENTRY.
3. SEE HIGHWAY STANDARD 821101 FOR LUMINAIRE WIRING.
4. UNITS SHALL BE MANUFACTURED ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" CURRENT AT THE TIME THE PROJECT IS ADVERTISED. LIGHT POLES SHALL BE DESIGNED FOR 90 MPH WIND VELOCITY AND A MINIMUM DESIGN LIFE OF 50 YEARS.
5. POLES SHALL BE DESIGNED TO WITHSTAND LOADINGS OF A 60 LB. LUMINAIRE WITH AN EPA OF 2.17 SQ. FT. INCLUDING BANNERS, FLAGS, AND ALL ATTACHMENTS.



ORNAMENTAL LIGHT UNIT, COMPLETE

\\FS-0044\AM\VAULI.D - TRANS. 071\FRDCHI\00012341-02\CVIL\CAD\72B58\SHEET\01672B58-SHT-LIGHT.303.DGN
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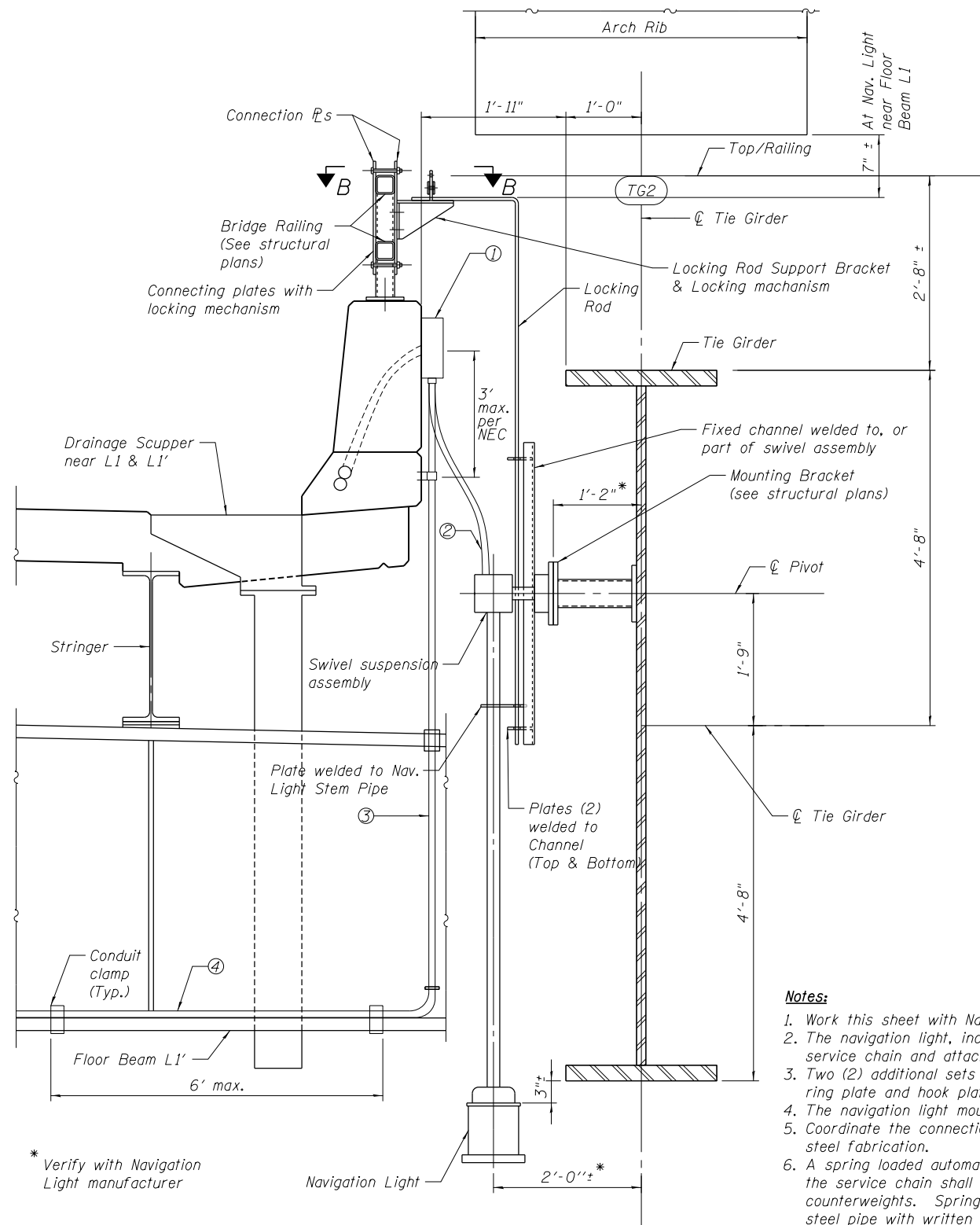
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BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = \$DATE*	DATE - 8/5/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

LIGHTING DETAILS
DECORATIVE LIGHT POLE DETAILS

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

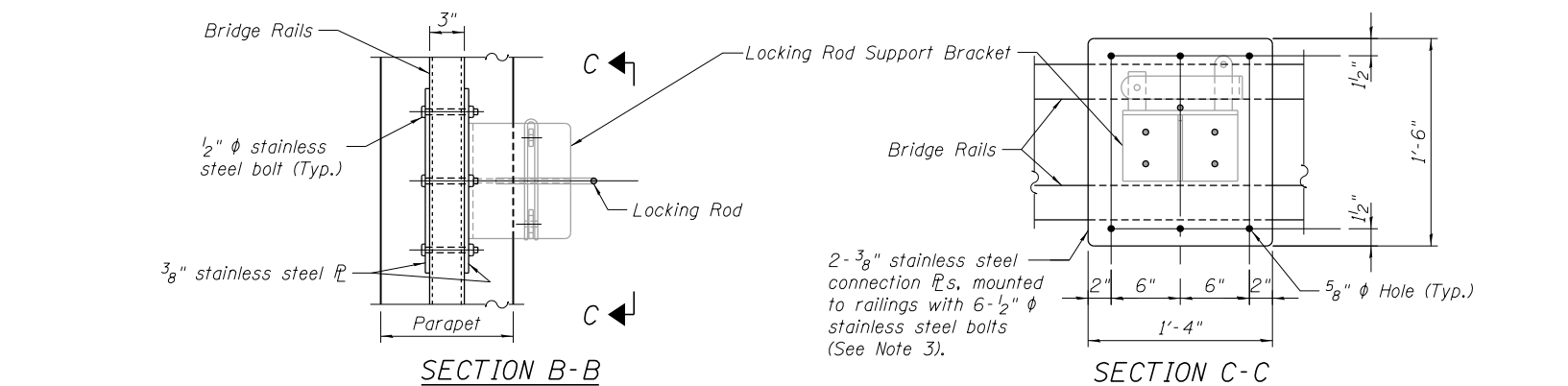
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	330
	* 123B-2, 124RS-8		CONTRACT NO. 72B58	
ILLINOIS FED. AID PROJECT				



SECTION A-A

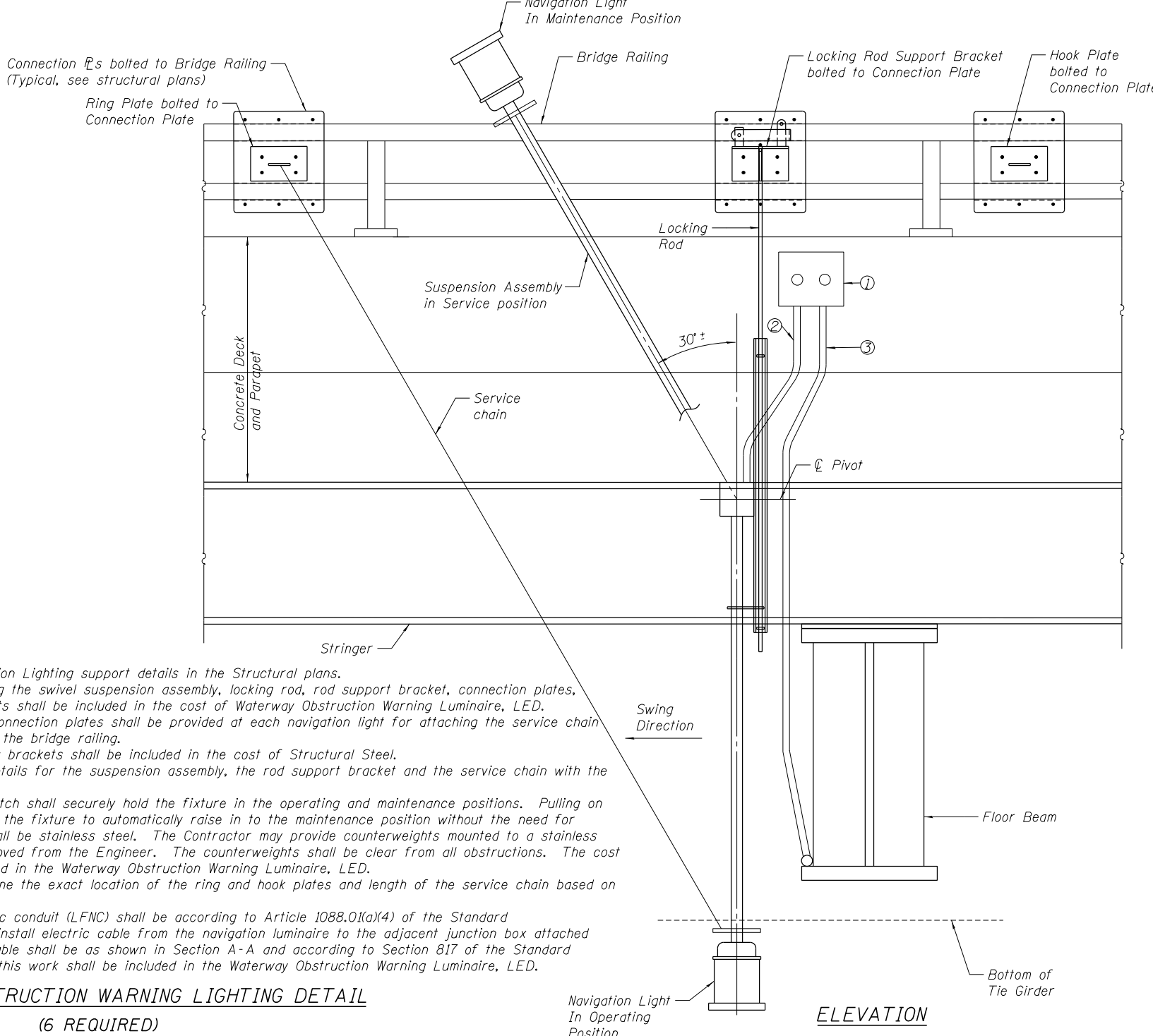
- ① Junction Box attached to parapet, sized per NEC but shall not be less than size indicated in lighting plan.
- ② Electric cable, 600V, (XLP-Type USE), 2-1/2 No.10, 1/2 No.10 Ground in 3/4" min. Dia liquidtight flexible nonmetallic conduit. See Note 8.
- ③ Electric cable, 600V, (XLP-Type USE) 2-1/2 No.8, 1/2 No.8 Ground in 1" Dia stainless steel conduit and hardware from junction box to floor beam. (At floor beam L1' only)
- ④ Electric cable, 600V, (XLP-Type USE), 2-1/2 No.8, 1/2 No.8 Ground in 1" Dia Rigid Galvanized Steel Conduit attached to floor beam. (At floor beam L1' only)

* Verify with Navigation Light manufacturer



SECTION B-B

SECTION C-C



ELEVATION

Notes:

1. Work this sheet with Navigation Lighting support details in the Structural plans.
2. The navigation light, including the swivel suspension assembly, locking rod, rod support bracket, connection plates, service chain and attachments shall be included in the cost of Waterway Obstruction Warning Luminaire, LED.
3. Two (2) additional sets of connection plates shall be provided at each navigation light for attaching the service chain ring plate and hook plate to the bridge railing.
4. The navigation light mounting brackets shall be included in the cost of Structural Steel.
5. Coordinate the connection details for the suspension assembly, the rod support bracket and the service chain with the steel fabrication.
6. A spring loaded automatic latch shall securely hold the fixture in the operating and maintenance positions. Pulling on the service chain shall allow the fixture to automatically raise in to the maintenance position without the need for counterweights. Springs shall be stainless steel. The Contractor may provide counterweights mounted to a stainless steel pipe with written approval from the Engineer. The counterweights shall be clear from all obstructions. The cost of this work shall be included in the Waterway Obstruction Warning Luminaire, LED.
7. The Contractor shall determine the exact location of the ring and hook plates and length of the service chain based on field conditions.
8. Liquidtight flexible nonmetallic conduit (LFNC) shall be according to Article 1088.01(a)(4) of the Standard Specifications. Furnish and install electric cable from the navigation luminaire to the adjacent junction box attached to the parapet wall. The cable shall be as shown in Section A-A and according to Section 817 of the Standard Specifications. The cost of this work shall be included in the Waterway Obstruction Warning Luminaire, LED.

NAVIGATION OBSTRUCTION WARNING LIGHTING DETAIL
(6 REQUIRED)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

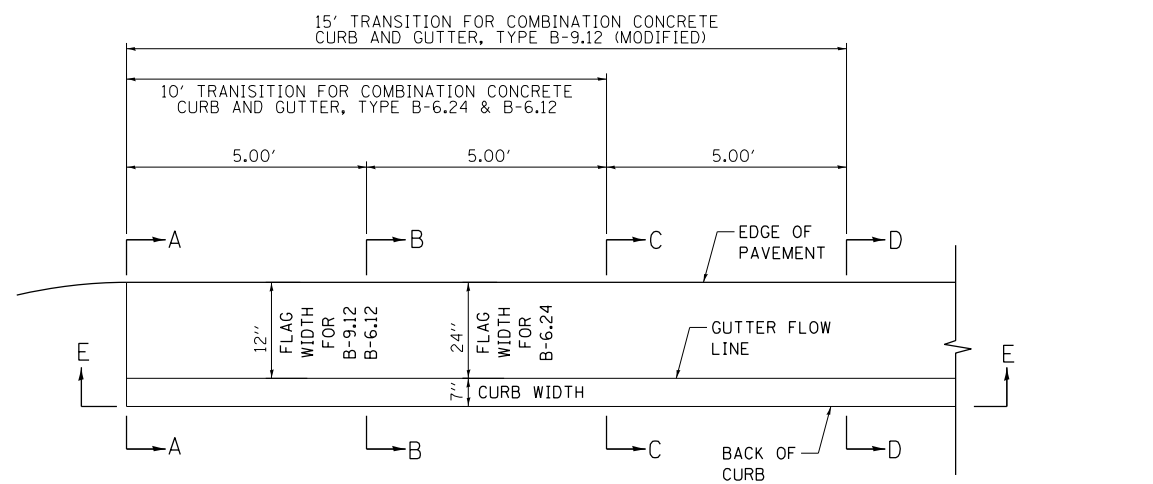
LIGHTING DETAILS
NAVIGATION LIGHT SUPPORT DETAILS

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

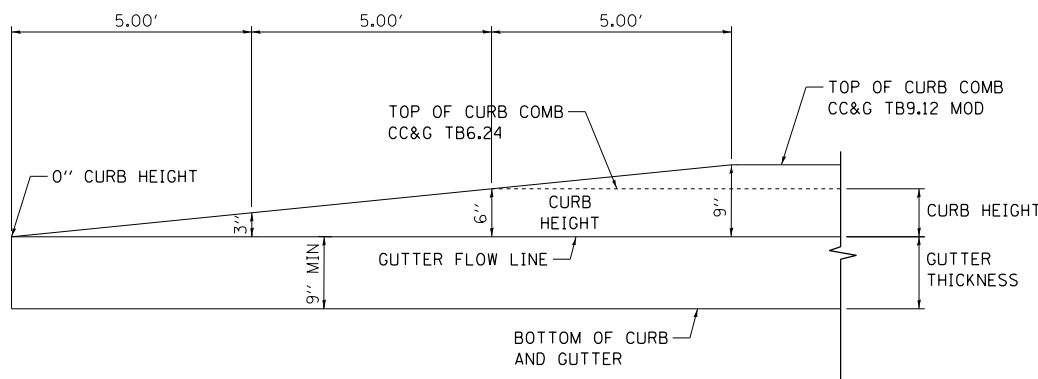
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	331
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

ILLINOIS FED. AID PROJECT

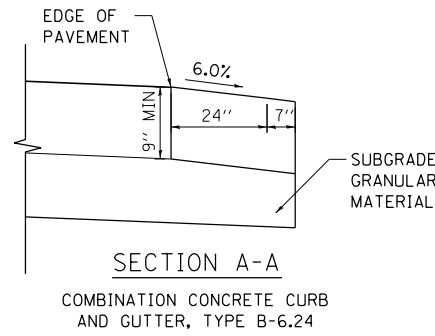
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 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY



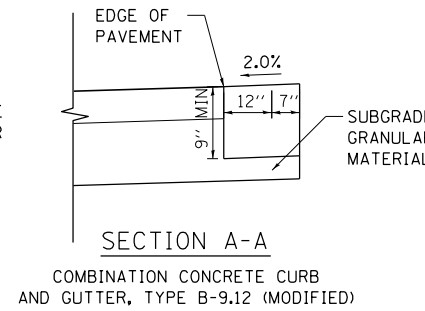
PLAN VIEW
TRANSITION INCLUDED IN THE COST OF THE COMB CC&G TB



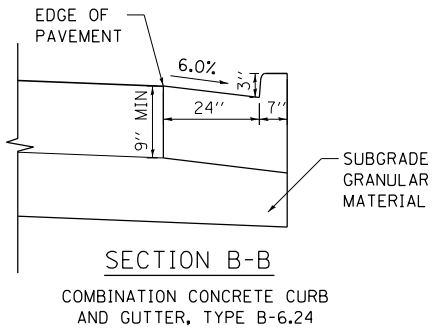
SECTION E-E



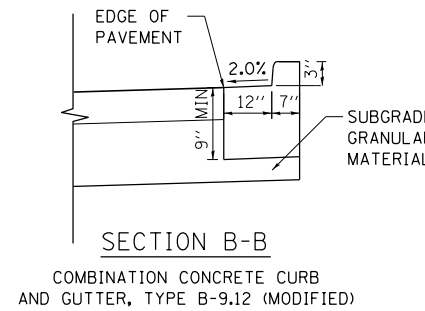
SECTION A-A
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24



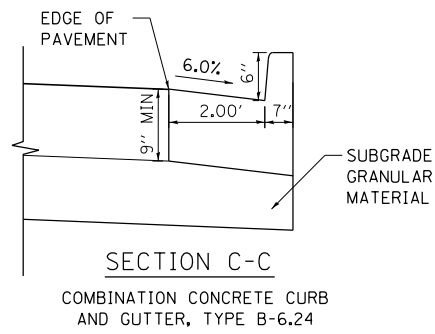
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COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (MODIFIED)



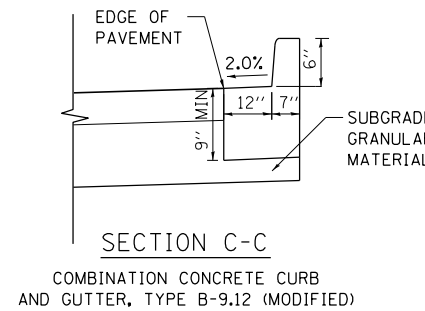
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COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24



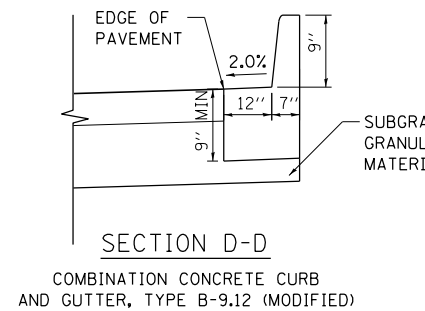
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COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (MODIFIED)



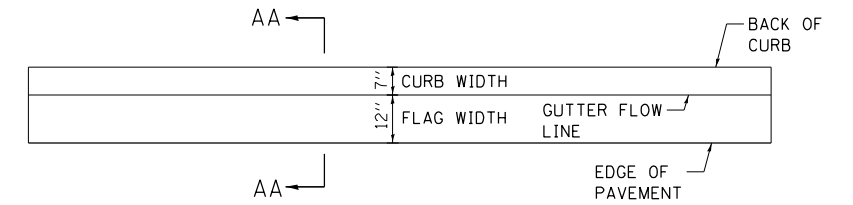
SECTION C-C
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24



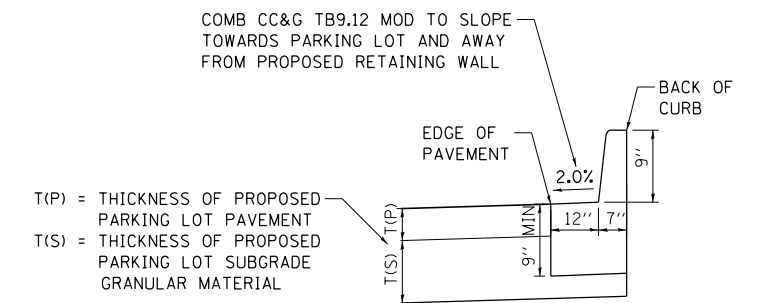
SECTION C-C
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (MODIFIED)



SECTION D-D
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (MODIFIED)



PLAN VIEW



SECTION AA-AA
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.12 (MODIFIED)

- NOTES:**
1. GUTTER SLOPE TO BE 2% TOWARDS PAVEMENT FOR ALL COMB CC&G TB9.12 MOD.
 2. FLAG WIDTH TO BE 12" FOR ALL COMB CC&G TB9.12 MOD.
 3. TRANSITION FOR B-6.12 SHALL BE THE SAME AS THE B-6.24 EXCEPT THAT THE GUTTER FLAG SHALL BE 12".

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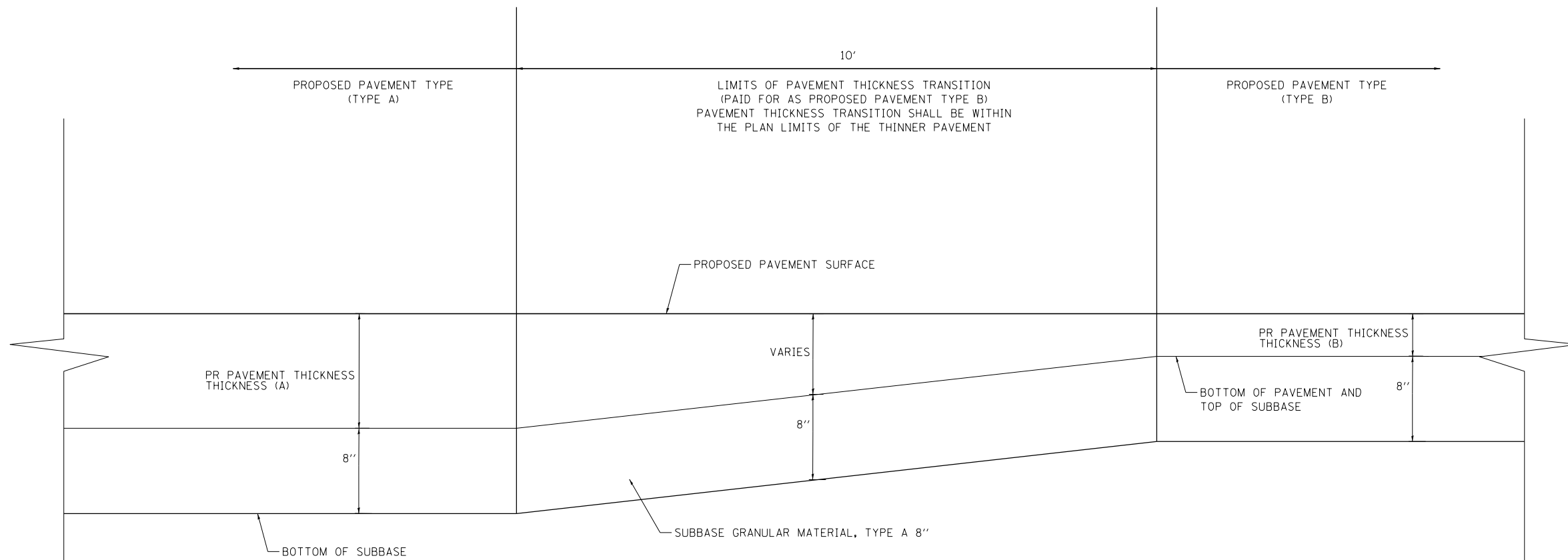
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

ROADWAY DETAILS
CURB AND GUTTER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	332
	* 123B-2, 124RS-8		CONTRACT NO. 72B58	
ILLINOIS FED. AID PROJECT				



PAVEMENT TRANSITION		PROPOSED PAVEMENT TYPE			
FROM	PAVEMENT TYPE A	THICKNESS (A)	TO	PAVEMENT TYPE B	THICKNESS (B)
IL 104	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 3/4"	10 3/4"	MEREDOSIA TERMINAL	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	9"
IL 104	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 3/4"	10 3/4"	MAIN ST/MARION ST	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	9"
IL 104	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 3/4"	10 3/4"	PUTNAM ST	HMA SC "C" N50 - 1.5", HMA BASE CSE 2 1/2	4"
IL 104	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10 3/4"	10 3/4"	MORGAN ST	HMA SC "C" N50 - 1.5", HMA BASE CSE 2 1/2	4"
MAIN ST	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	9"	GREEN ST	HMA SC "C" N50 - 1.5", HMA BASE CSE 2 1/2	4"
MARION ST	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	9"	NORTH ALLEY	HMA SC "C" N50 - 1.5", HMA BASE CSE 2 1/2	4"
FRONTAGE RD	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	9"	NORTH ALLEY	HMA SC "C" N50 - 1.5", HMA BASE CSE 2 1/2	4"
WASHINGTON ST	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 9"	9"	NORTH ALLEY	HMA SC "C" N50 - 1.5", HMA BASE CSE 2 1/2	4"

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 DATE - 8/5/2014
 REVISED -

exp U.S. Services Inc.
 Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

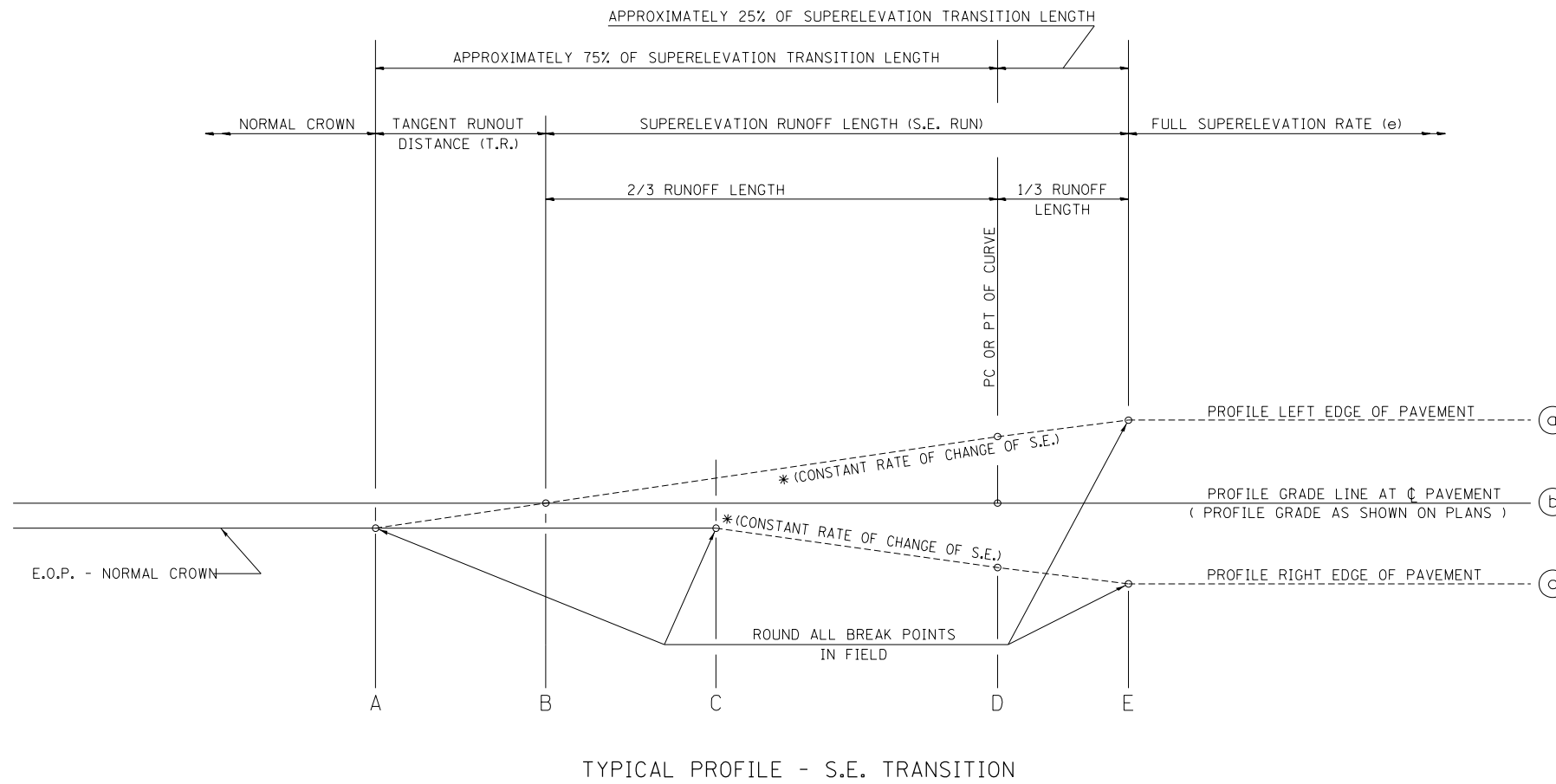
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

ROADWAY DETAILS
PAVEMENT THICKNESS TRANSITION DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	333
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

ILLINOIS FED. AID PROJECT



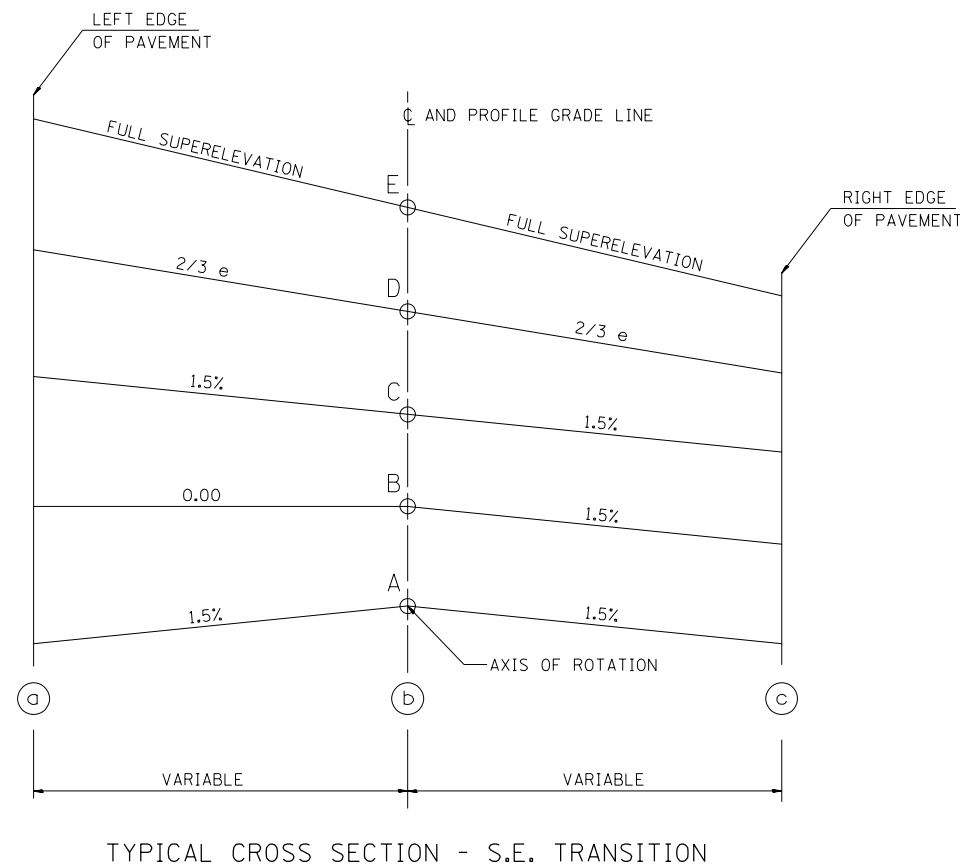
PROP. CURVE PR_MTERMDR-1
 PI STA. = 8+25.61
 $\Delta = 9^\circ 14' 02''$ (LT)
 $D = 5^\circ 43' 46''$
 $R = 1,000.00'$
 $T = 80.75'$
 $L = 161.16'$
 $E = 3.26'$
 $e = 2.6\%$
 $T.R. = 28'$
 $S.E. RUN = 47'$
 $P.C. STA. = 7+44.86$
 $P.T. STA. = 9+06.02$

PROP. CURVE PR_IL104-5
 PI STA. = 133+95.16
 $\Delta = 8^\circ 03' 28''$ (RT)
 $D = 0^\circ 47' 57''$
 $R = 7,170.00'$
 $T = 505.00'$
 $L = 1,008.33'$
 $E = 17.76'$
 $e = 2.2\%$
 $T.R. = 41'$
 $S.E. RUN = 59'$
 $P.C. STA. = 128+90.16$
 $P.T. STA. = 138+98.50$

PROP. CURVE PR_IL104-6
 PI STA. = 153+75.00
 $\Delta = 6^\circ 49' 04''$ (LT)
 $D = 0^\circ 39' 55''$
 $R = 8,613.84'$
 $T = 513.10'$
 $L = 1,024.99'$
 $E = 15.27'$
 $e = 2.0\%$
 $T.R. = 40'$
 $S.E. RUN = 53'$
 $P.C. STA. = 148+61.90$
 $P.T. STA. = 158+86.89$

EXIST. CURVE 100
 PI STA. = 2372+28.12
 $\Delta = 27^\circ 11' 16''$ RT
 $D = 2^\circ 36' 00''$
 $R = 2,203.68$
 $T = 532.88'$
 $L = 1,045.68'$
 $E = 63.51'$
 $e = 5.2\%$
 $T.R. = 40'$
 $S.E. RUN = 137'$
 $P.C. STA = 2366+95.24$
 $P.T. STA = 2377+40.92$

EXIST. CURVE 502
 PI STA. = 164+13.26
 $\Delta = 11^\circ 18' 19''$
 $D = 1^\circ 29' 47''$
 $R = 3,829.26'$
 $T = 379.01'$
 $L = 755.56'$
 $E = 18.71'$
 $e = 3.7\%$
 $T.R. = 46.62'$
 $S.E. RUN = 115.07'$
 $P.C. STA = 160+34.25$
 $P.T. STA = 167+89.81$



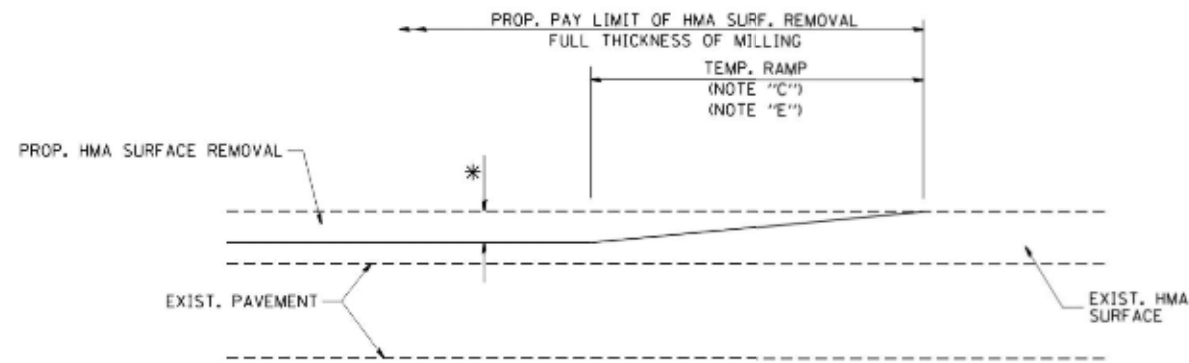
CURVE NO.	e	TR	S. E. RUN	A	B	C	D	E	TRANSITION
PR_MTERDR-1	2.6%	28	47	6+85.53	7+13.53	7+41.53	7+44.86	7+60.53	TRANS. IN
				9+65.35	9+37.35	9+09.35	9+06.02	8+90.35	TRANS. OUT
PR_IL104-5	2.2%	41	59	128+09.83	128+50.83	128+91.83	128+90.16	129+09.83	TRANS. IN
				139+78.83	139+37.83	138+96.83	138+98.50	138+78.83	TRANS. OUT
PR_IL104-6	2.0%	40	53	147+86.57	148+26.57	148+66.57	148+61.90	148+79.57	TRANS. IN
				159+62.22	159+22.22	158+82.22	158+86.89	158+69.22	TRANS. OUT

NOTE: FOR CURVES WHERE $2/3e < 1.5\%$, SUPER ELEVATION BREAK POINT D WILL ESTABLISH BEFORE SUPER ELEVATION BREAK POINT C

CURVE NO.	e	A	B	C	D	E	TRANSITION
100	5.2%	STA 2365+64	STA 2366+04	STA 2366+44	STA 2366+95	STA 2367+41	P. C.
	5.2%	STA 2778+72	STA 2778+32	STA 2777+93	STA 2777+41	STA 2776+95	P. T.

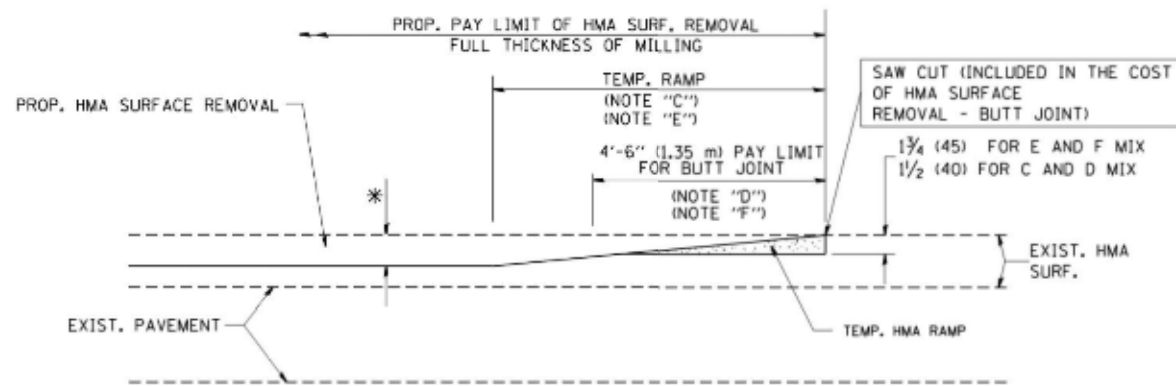
CURVE NO.	e	A	B	C	D	E	TRANSITION
502	3.7%	STA 159+10.92	STA 159+57.54	STA 160+04.16	STA 160+34.25	STA 160+72.61	P. C.
		STA 169+13.14	STA 168+66.52	STA 168+19.90	STA 167+89.81	STA 167+51.45	P. T.

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 USER = MDN
 DESIGNED - JB
 DRAWN - MDN
 CHECKED - MD
 DATE - 8/5/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104
 SCALE: N.T.S.
 SHEET OF SHEETS
 STA. TO STA.
 SECTION 109RS-6, 123RS-3, 123B-2, 124RS-8
 COUNTY MORGAN/PIKE
 TOTAL SHEETS 782
 SHEET NO. 334
 CONTRACT NO. 72B58
 ILLINOIS FED. AID PROJECT



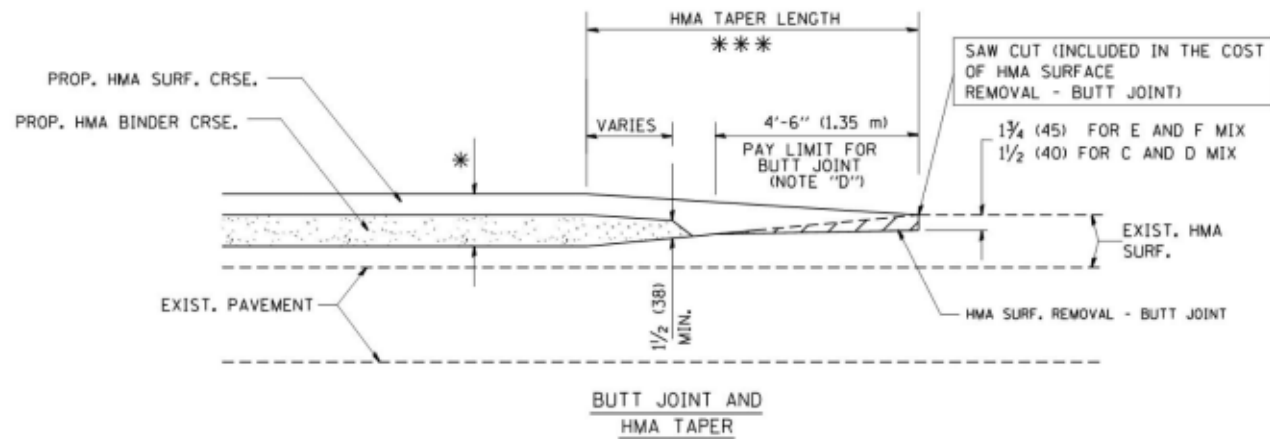
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

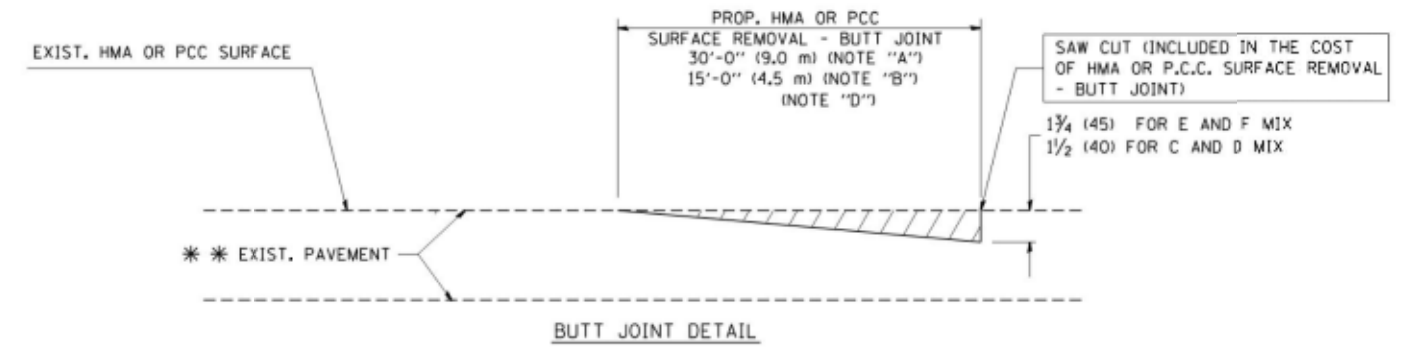


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

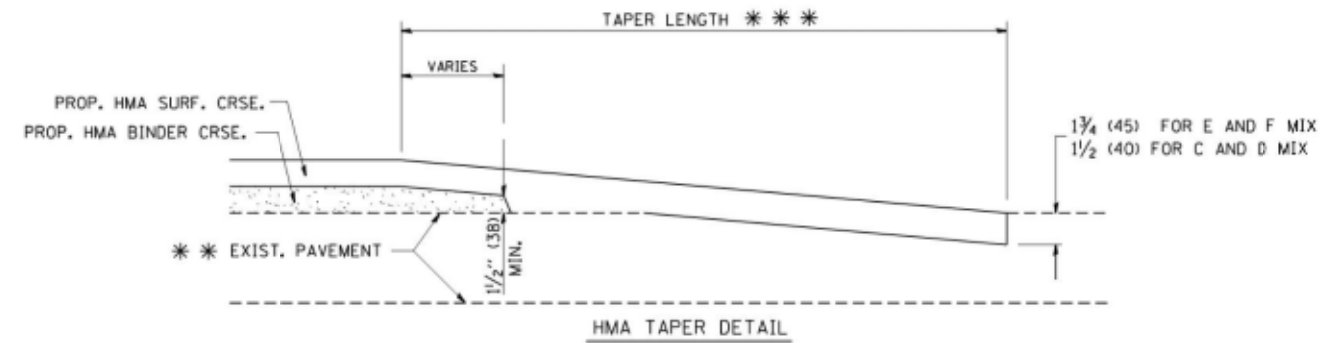
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
- G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

THIS DETAIL APPLIES TO BUTT JOINTS
IN DOWNTOWN MEREDOSIA AND
ALONG IL 104 BETWEEN 16+83 TO 230+00

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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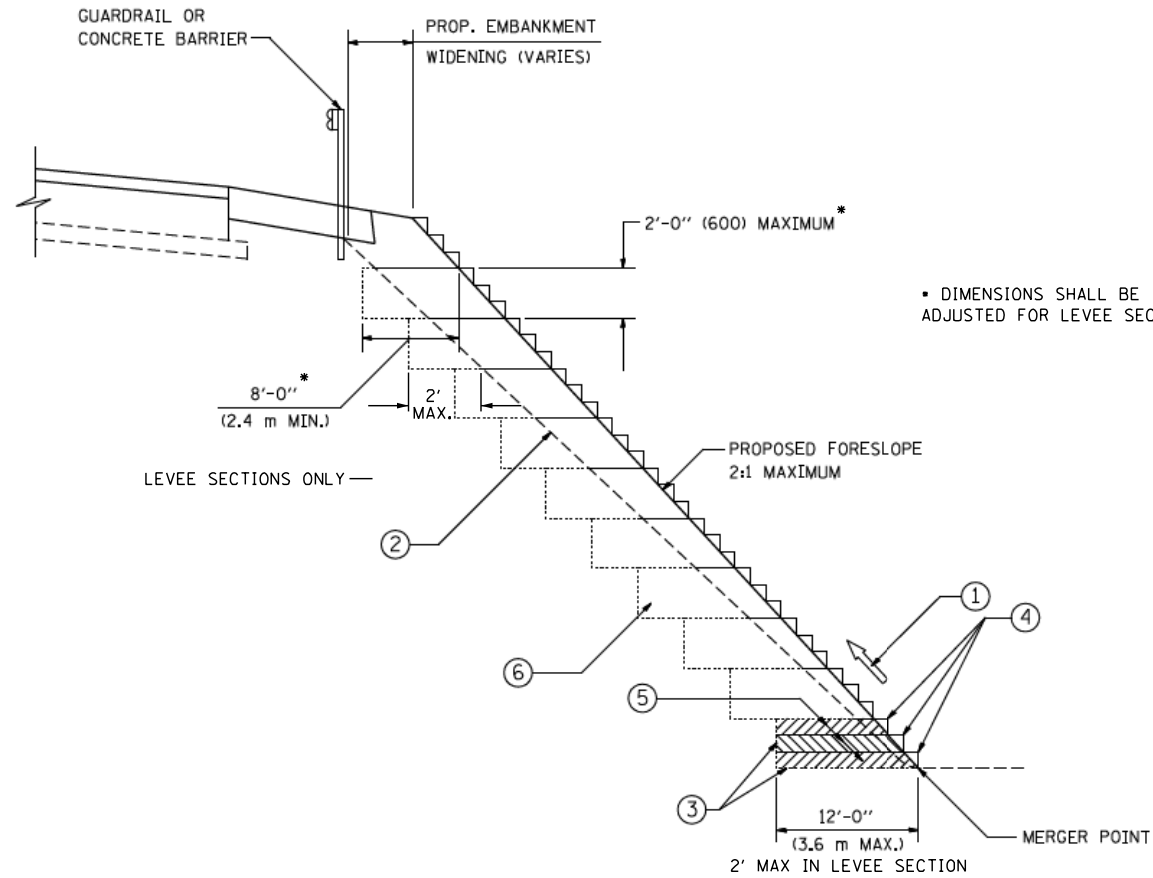
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BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	DATE - 8/5/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

ROADWAY DETAILS
BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	336
	* 123B-2, 124RS-8	CONTRACT NO.	72B58	
ILLINOIS FED. AID PROJECT				

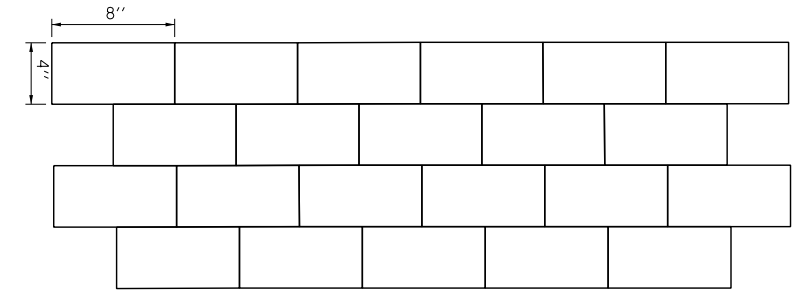


TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).
- ⑧ IN LEVEE SECTIONS, THE MATERIAL PLACED WITHIN THE BENCHING AREA SHALL MEET THE SPECIFICATIONS OF THE U.S. ARMY CORPS OF ENGINEERS. THIS EMBANKMENT SHALL BE PAID FOR AS FURNISHED EXCAVATION. SEE SPECIAL PROVISIONS.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.



STAMPED CONCRETE (BOMANITE OR APPROVED EQUAL) IN A 4" X 8" RUNNING BOND PATTERN, BRICK RED COLOR. THE 8" DIMENSION SHALL BE PARALLEL TO THE MAIN ST CENTERLINE. SEE CIVIL DRAWINGS FOR LOCATIONS & LAYOUT.

**PORTLAND CEMENT CONCRETE
SIDEWALK 4 INCH, SPECIAL**

\\FS-0044\AM\VALU.L.D.-TRANS.07\FRDC\1\02012341-92\CVIL\CAD\72B58\SHEET\01672B58-SHT-ROADDET6.DGN
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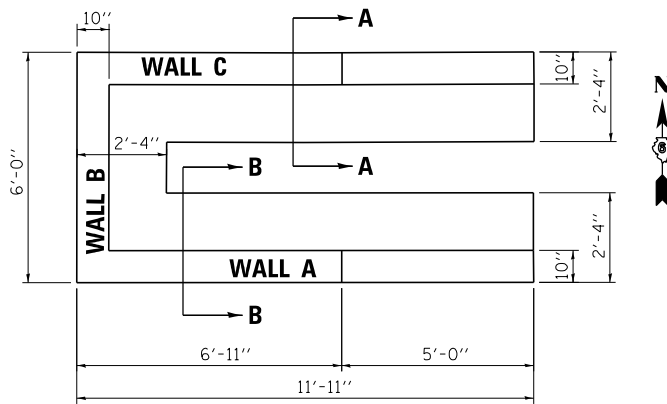
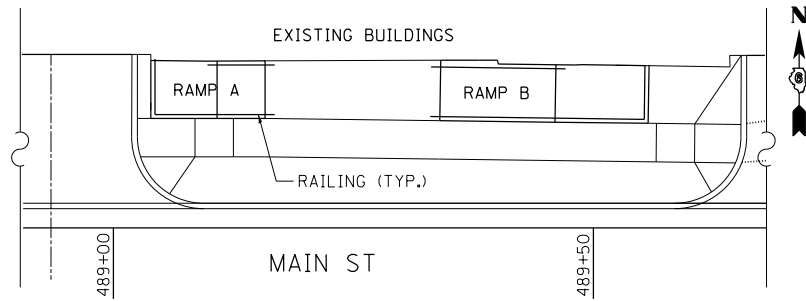
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**
FAP ROUTE 745 / IL ROUTE 104

**BENCHING DETAIL FOR EMBANKMENT WIDENING
PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH, SPECIAL DETAILS**

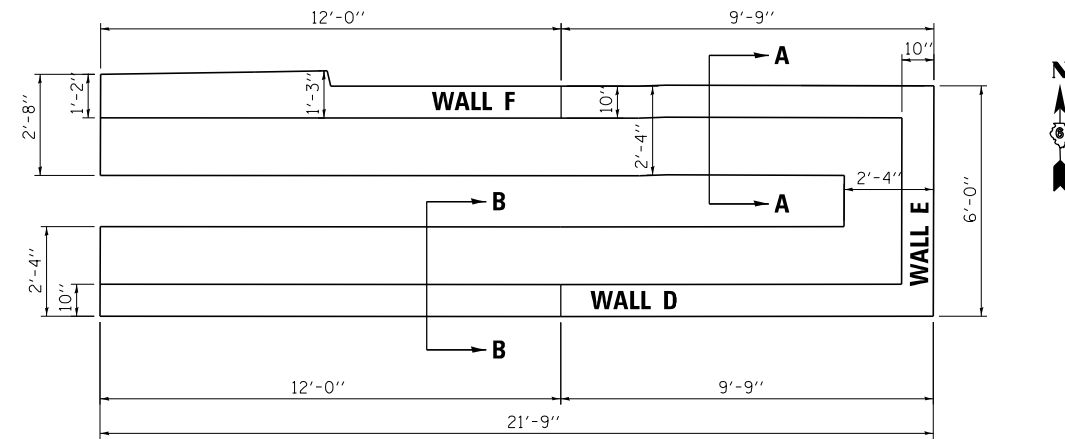
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	337
	* 123B-2, 124RS-8	CONTRACT NO.	72B58	

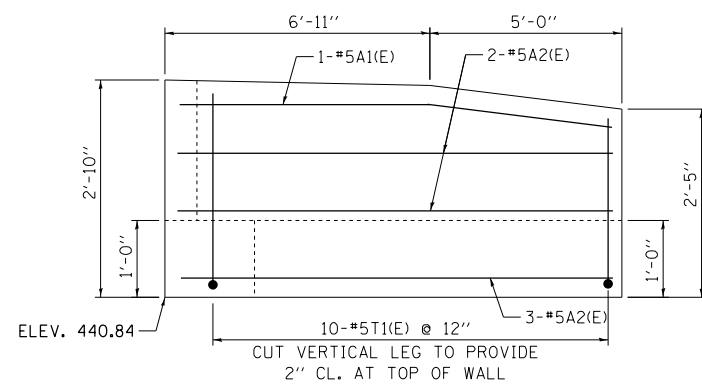
ILLINOIS FED. AID PROJECT



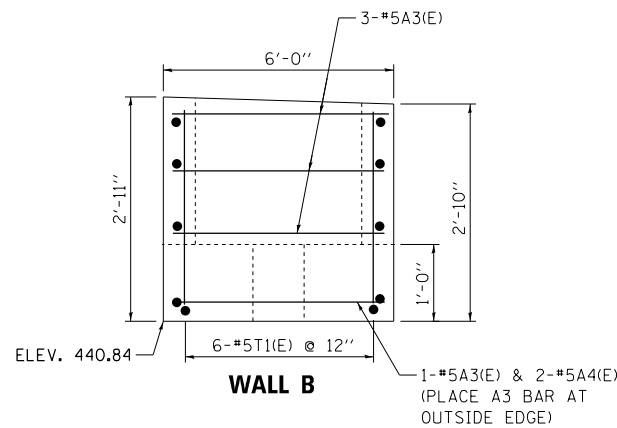
PLAN - RAMP A



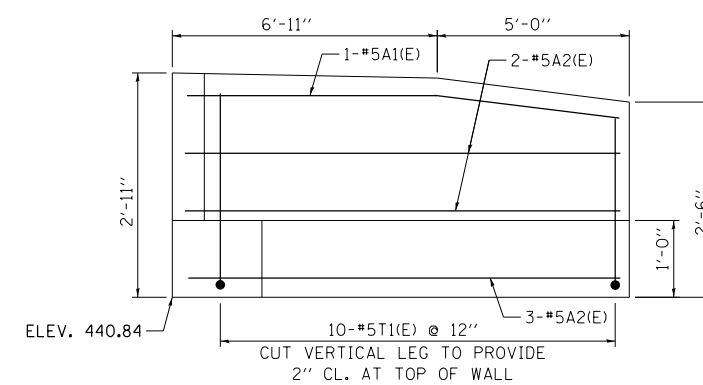
PLAN - RAMP B



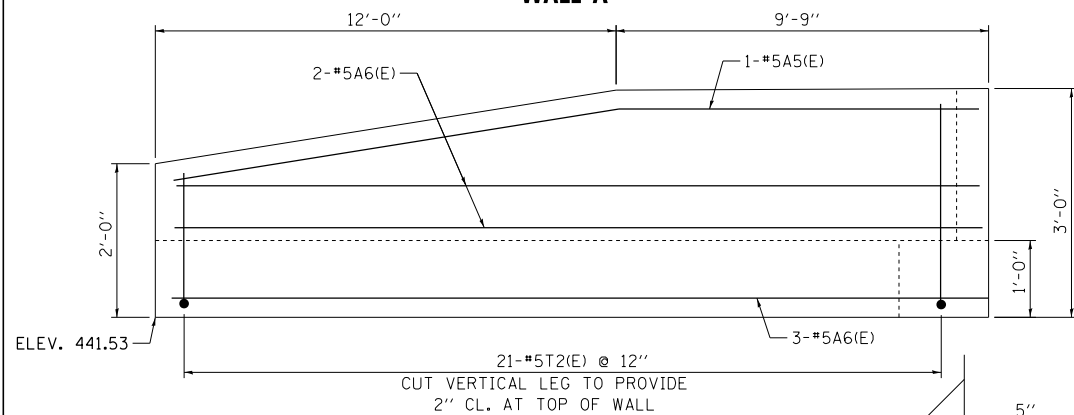
WALL A



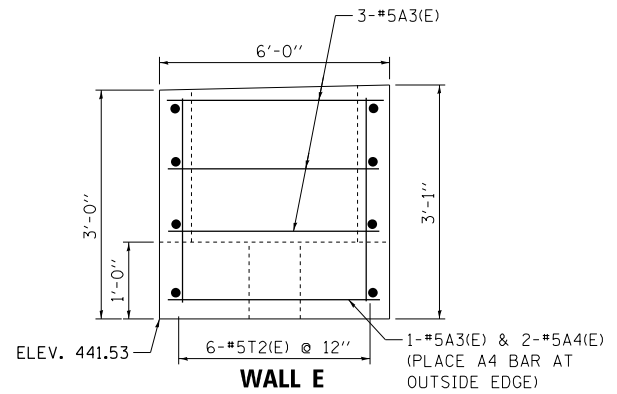
WALL B



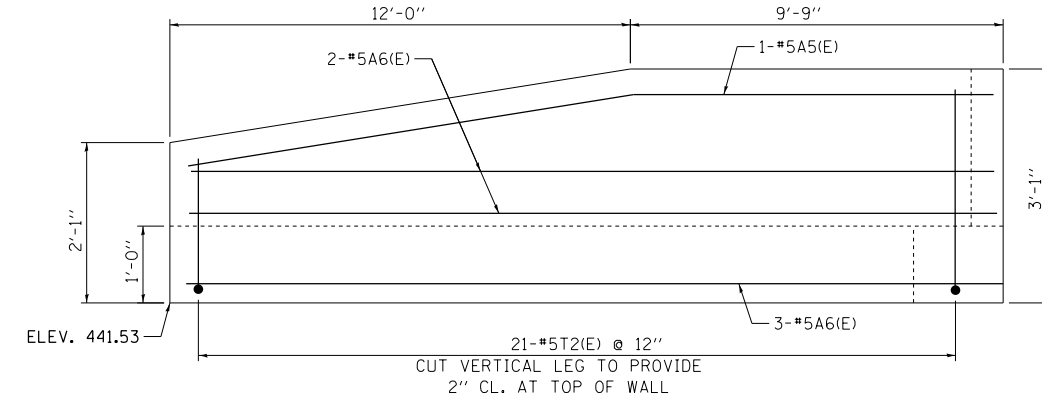
WALL C



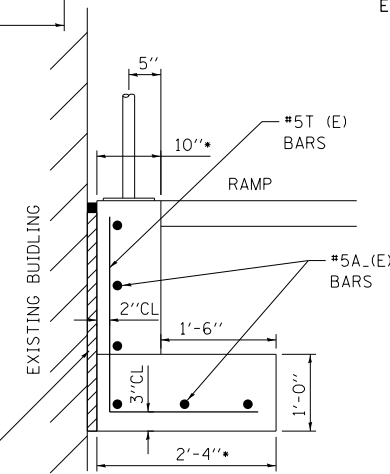
WALL D



WALL E

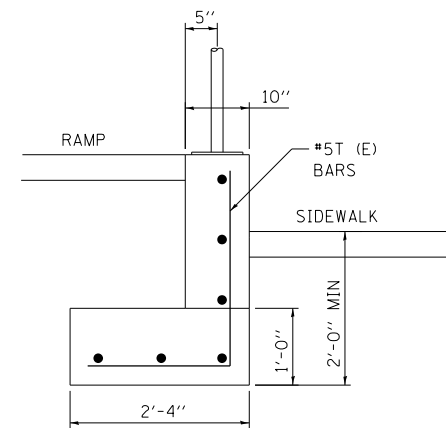


WALL F



SECTION A-A

VARIES AT WALL F



SECTION B-B

- NOTES:
- SEE SHEETS 164 TO 171 FOR SIDEWALK AND RAMP GRADING DETAILS
 - SEE SHEET 341 FOR RAILING DETAILS
 - SEE SHEET 339 FOR JOINT SEALANT DETAIL
 - APPLY PROTECTIVE COAT TO ALL EXPOSED SURFACES OF WALLS. PROTECTIVE COAT FOR SIDEWALK AND RAMP IS INCLUDED ELSEWHERE.
 - SEE SHEET 340 FOR BAR LIST AND BILL OF MATERIAL

\\F:\004\AM\VAULT.D - TRANS.07\FRDC\1\02012341-02\CIVIL\CAD\72B58-SHT\ROADDET170.DGN
 \\F:\004\AM\VAULT.D - TRANS.07\FRDC\1\02012341-02\CIVIL\CAD\72B58-SHT\ROADDET170.DGN
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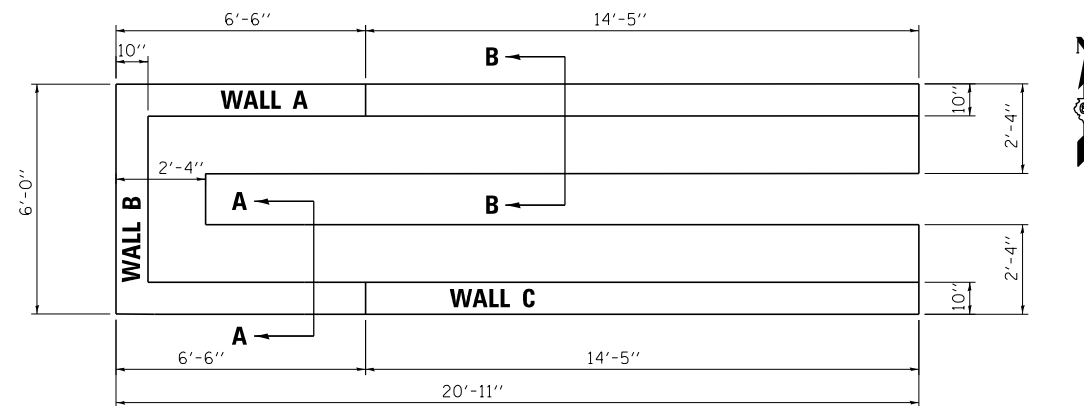
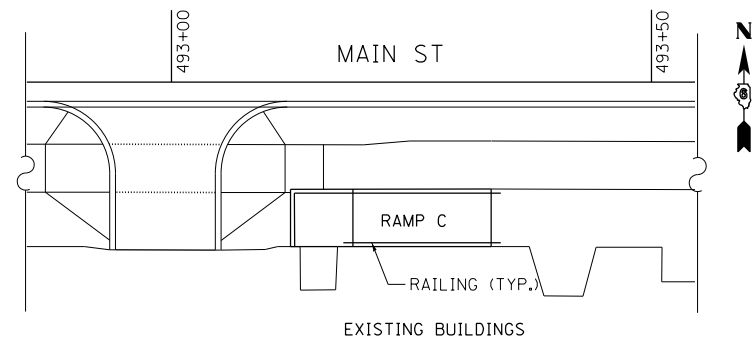
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

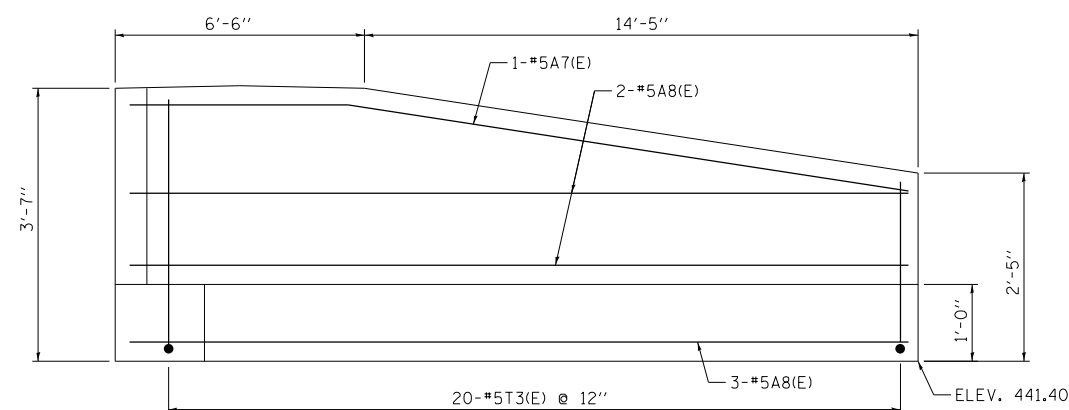
ADA RAMP DETAIL 1

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	338
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

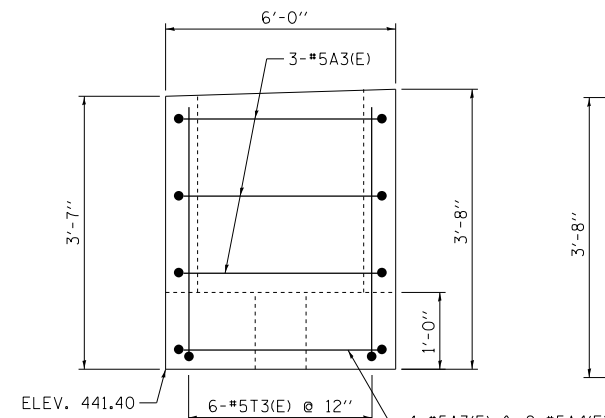


PLAN - RAMP C



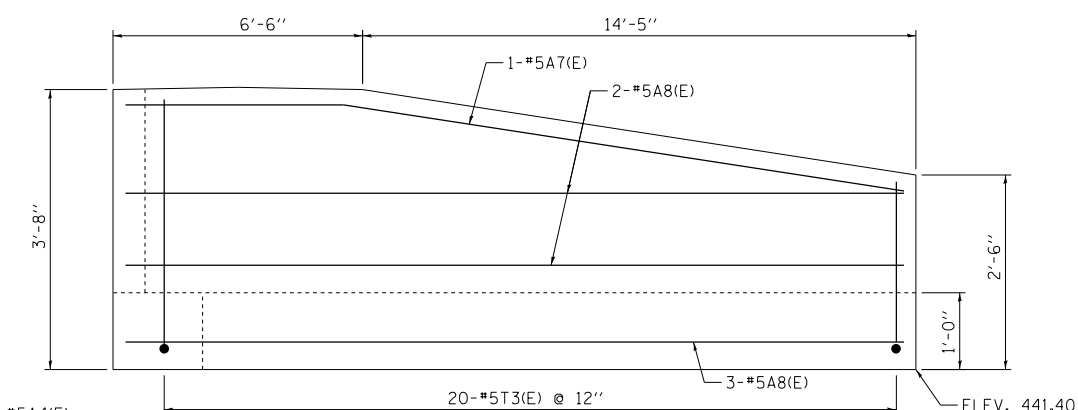
CUT VERTICAL LEG TO PROVIDE 2" CL. AT TOP OF WALL

WALL A



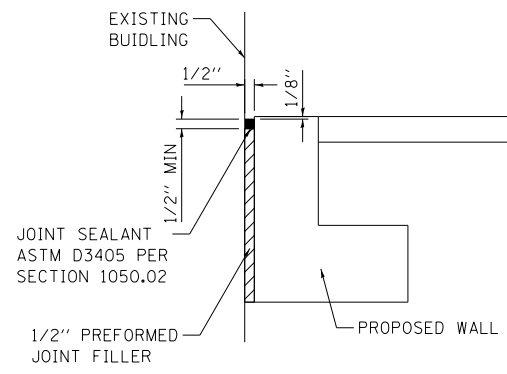
1-#5A3(E) & 2-#5A4(E)
(PLACE A3 BAR AT OUTSIDE EDGE)

WALL B



CUT VERTICAL LEG TO PROVIDE 2" CL. AT TOP OF WALL

WALL C

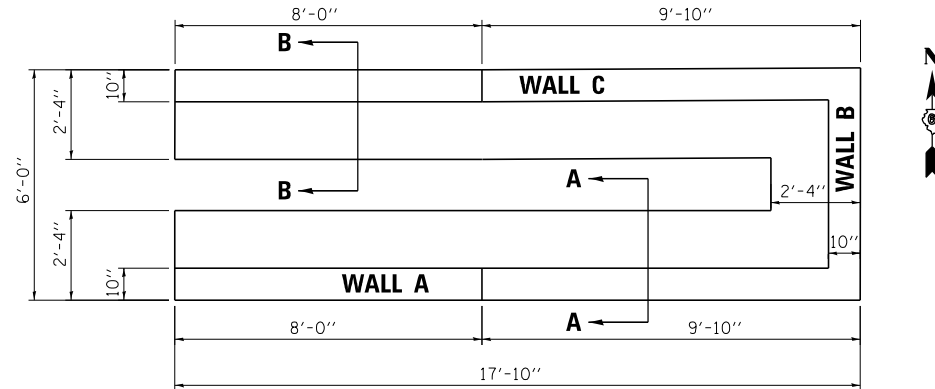
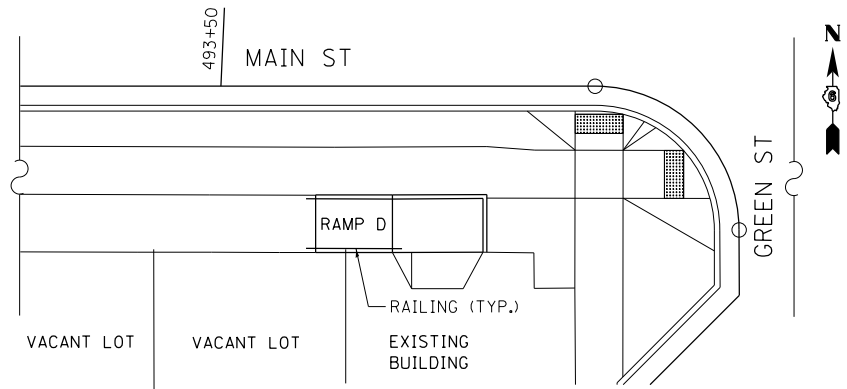


JOINT SEALANT DETAIL

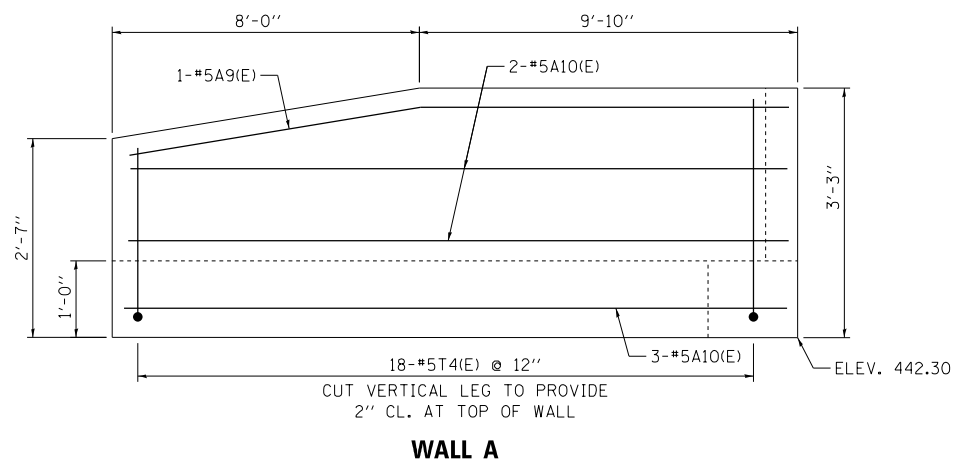
- NOTES:
1. PREFORMED JOINT FILLER AND JOINT SEALANT SHALL BE INCLUDED WITH CONCRETE STRUCTURES
 2. SEE SHEET 338 FOR ADDITIONAL NOTES AND SECTIONS A-A & B-B
 3. SEE SHEET 340 FOR BAR LIST AND BILL OF MATERIAL

FILE NAME = \\exp\U.S. Services Inc. Chicago, IL\BUILINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY\7-30-2014_14:45:54\NEW\MAIN\00812341-02\CIVIL\CAD\72858\SHEET\01672858-SHT-ROADDET1702.DGN
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 DRAWN - MDN
 CHECKED - JB
 DATE - 8/5/2014
 REVISED -
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 REVISED -
 REVISED -
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104
 ADA RAMP DETAIL 2
 SCALE: SHEET OF SHEETS STA. TO STA.
 F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 745 109RS-6, 123RS-3, * MORGAN/PIKE 782 339
 * 123B-2, 124RS-8 CONTRACT NO. 72B58
 ILLINOIS FED. AID PROJECT

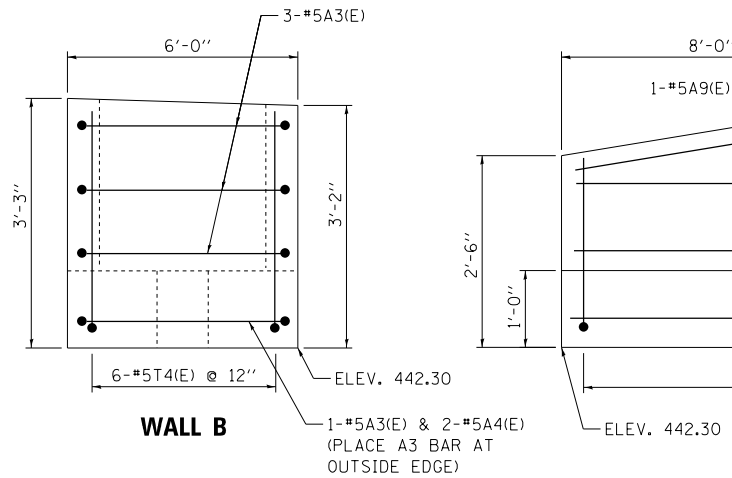
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#FILEL#		DRAWN - MDN	REVISED -		745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	339	
exp U.S. Services Inc. Chicago, IL BUILINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT SCALE = #SCALE#	CHECKED - JB	REVISED -		* 123B-2, 124RS-8		CONTRACT NO. 72B58			
	PLOT DATE = #DATE#	DATE - 8/5/2014	REVISED -		ILLINOIS FED. AID PROJECT					



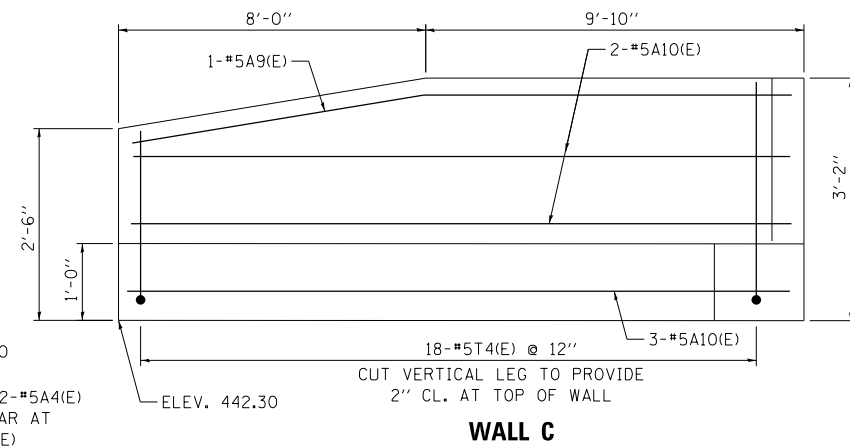
PLAN - RAMP D



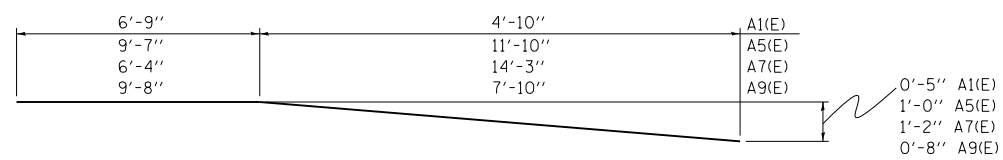
WALL A



WALL B



WALL C



BARS #5A1(E), #5A5(E), #5A7(E), & #5A9(E)



BAR #A3(E)

BARS #5T1(E), #5T2(E), #5T3(E), & #5T4(E)

BAR LIST

BAR	NO.	SIZE	LENGTH	SHAPE
A1(E)	2	#5	11'-7"	—
A2(E)	10	#5	11'-7"	—
A3(E)	16	#5	9'-0"	┌
A4(E)	8	#5	5'-8"	—
A5(E)	2	#5	21'-5 1/2"	—
A6(E)	10	#5	21'-5"	—
A7(E)	2	#5	20'-7 1/2"	—
A8(E)	10	#5	20'-7"	—
A9(E)	2	#5	17'-6 1/2"	—
A10(E)	10	#5	17'-6"	—
T1(E)	26	#5	4'-5"	└
T2(E)	48	#5	4'-7"	└
T3(E)	46	#5	5'-2"	└
T4(E)	42	#5	4'-9"	└

BILL OF MATERIAL

ITEM	UNIT	TOTAL
CONCRETE STRUCTURES	CU YD	24.0
PROTECTIVE COAT	SQ YD	28.0
REINFORCEMENT BARS, EXPOXY COATED	POUNDS	1,840

NOTES:
1. SEE SHEET 338 FOR ADDITIONAL NOTES AND SECTIONS A-A & B-B

FILE NAME = \\exp\U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY
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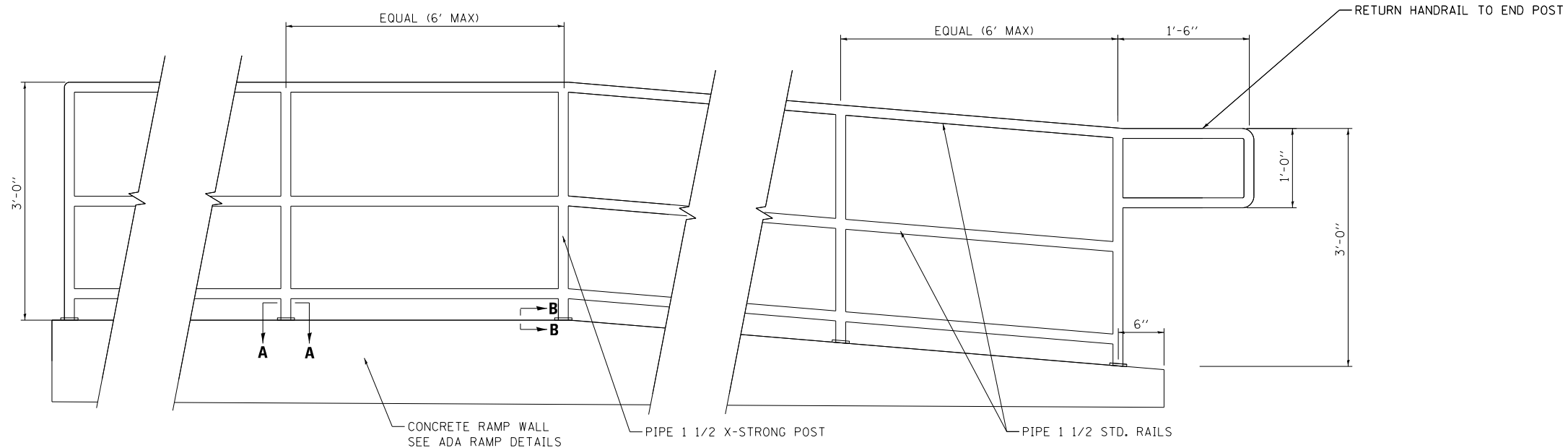
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 745 / IL ROUTE 104

ADA RAMP DETAIL 3

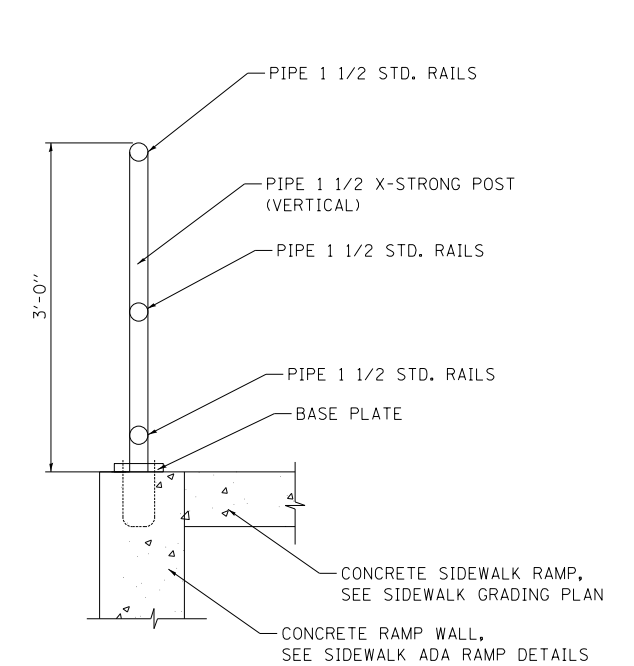
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	340
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

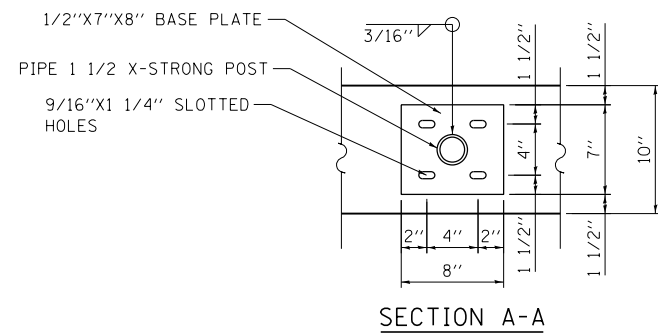
ILLINOIS FED. AID PROJECT



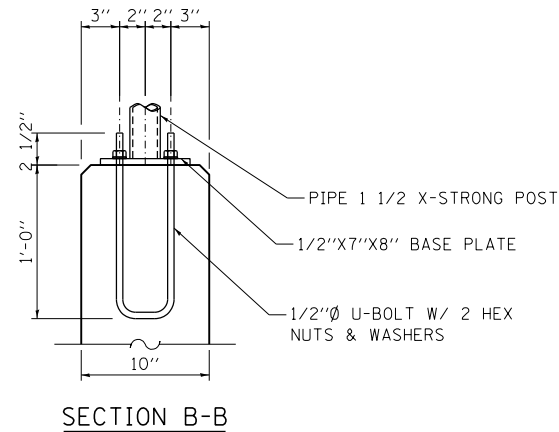
HANDRAIL ELEVATION



HANDRAIL DETAIL



SECTION A-A

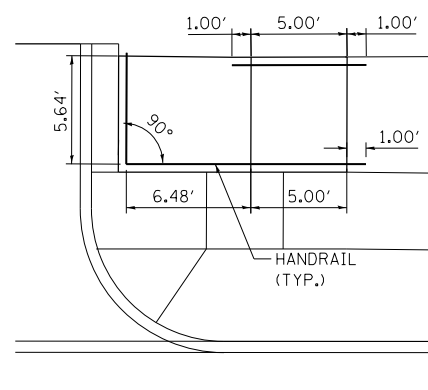


SECTION B-B

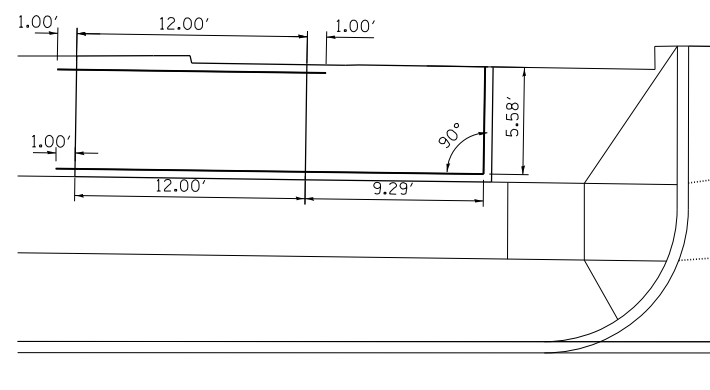
- NOTES:
1. PIPE HANDRAILS SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 509.05(d) OF STANDARD SPECIFICATIONS.
 2. ALL CONNECTIONS TO BE WELDED AND GROUND SMOOTH.
 3. THE RAILS, POSTS, BASE PLATES, U-BOLTS, NUTS AND WASHERS OF THE PIPE HANDRAIL ASSEMBLY SHALL BE HOT DIP GALVANIZED.
 4. SEE SHEETS 338 TO 340 ADA RAMP DETAILS
 5. SEE SHEETS 164 TO 171 FOR SIDEWALK AND RAMP GRADING DETAILS

BILL OF MATERIAL

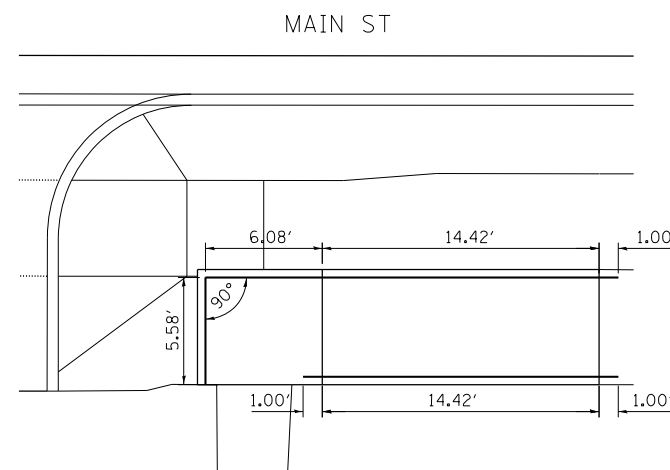
ITEM	UNIT	TOTAL
PIPE HANDRAIL	FOOT	145



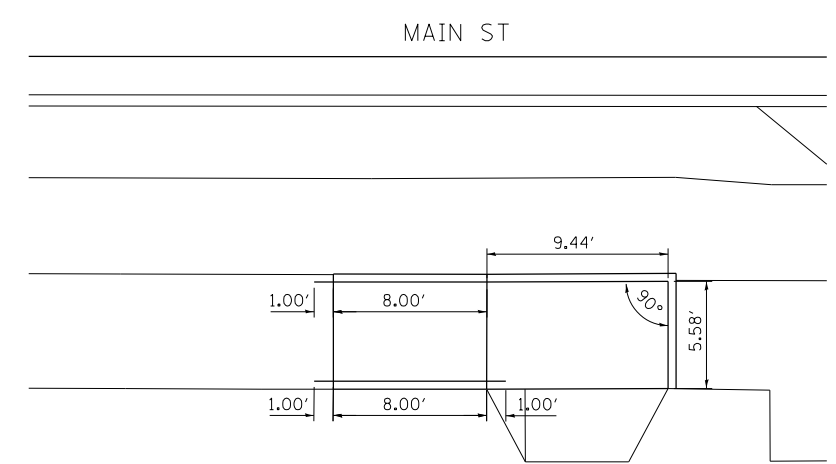
RAMP A HANDRAIL



RAMP B HANDRAIL



RAMP C HANDRAIL



RAMP D HANDRAIL

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 USER = EXP\JANIS.M
 PROJECT = 123B-2, 124RS-8
 SHEET = 72B58-SHT-ROADDET7.DGN

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BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT DATE = *DATE*	DATE - 8/5/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

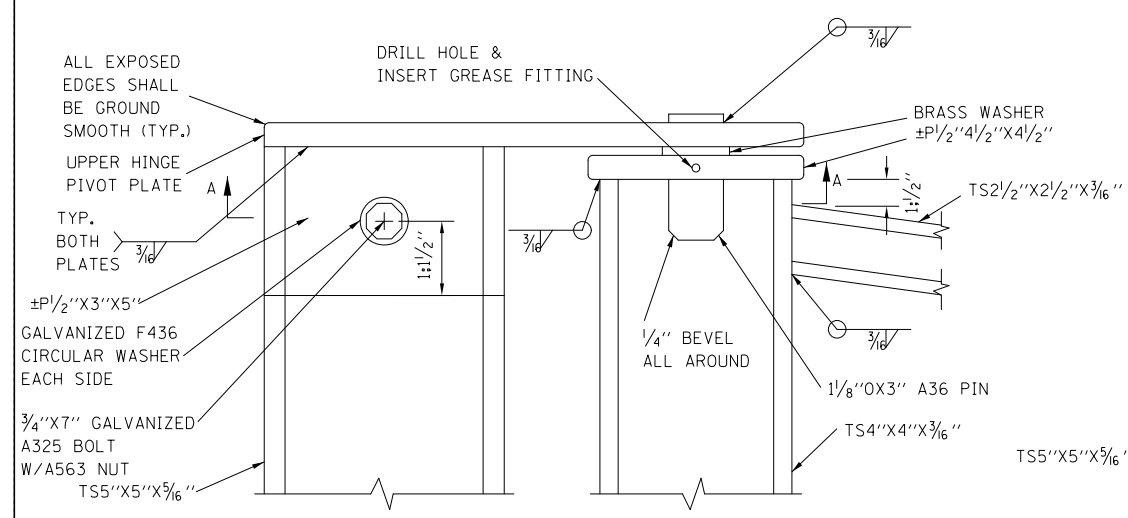
ADA RAMP HANDRAIL DETAILS

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

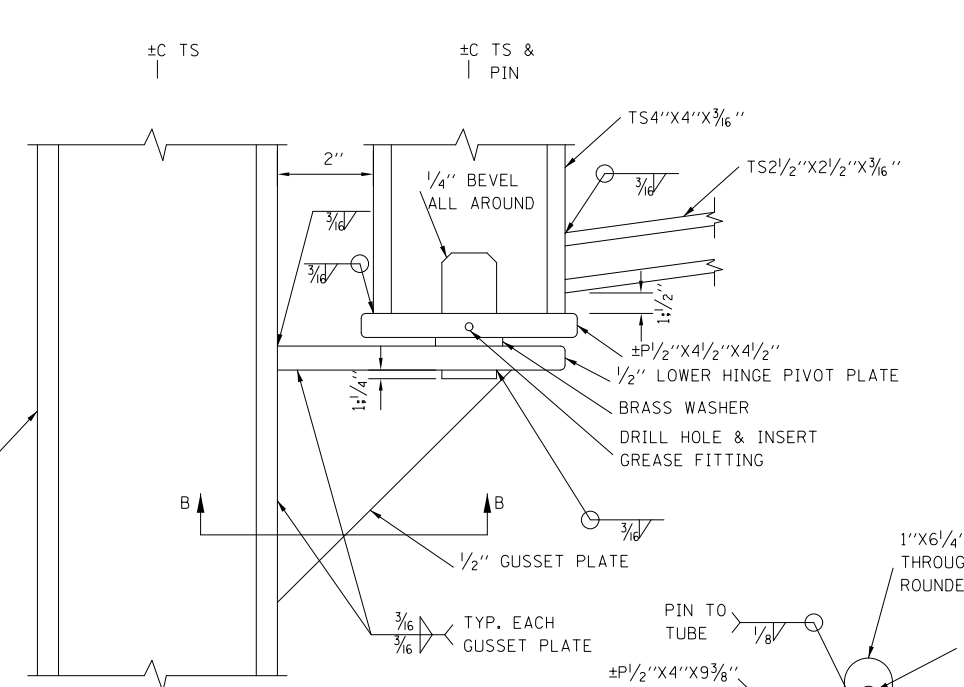
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745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	341
	* 123B-2, 124RS-8	CONTRACT NO. 72B58		

ILLINOIS FED. AID PROJECT

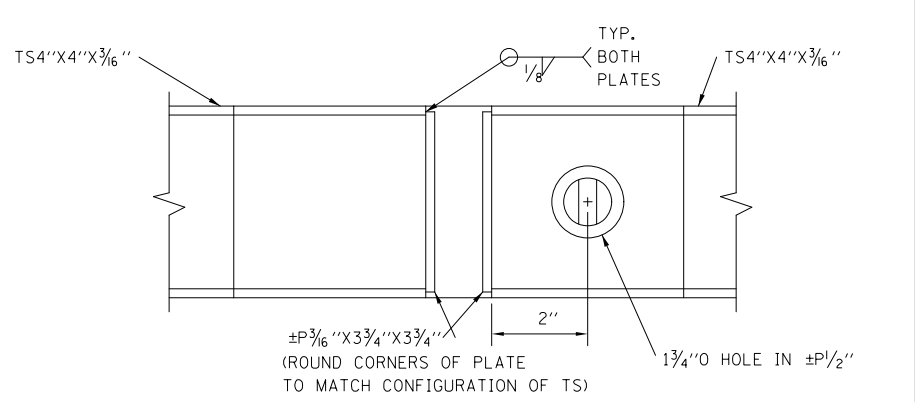
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 \D672858-MOTIF01.DGN, \D672858-BORDER01.DGN, \D672858-2014-14-46093-NEWMAN.DWG, \D672858-SHEET 10672858-SHT-ROADIE1982.DGN



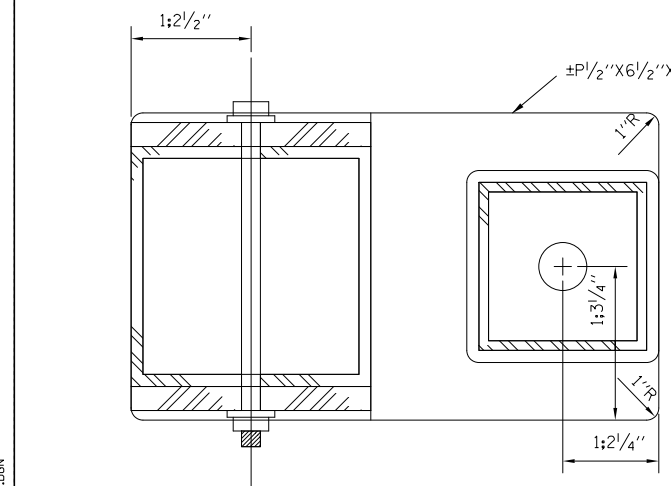
UPPER HINGE DETAIL
NTS



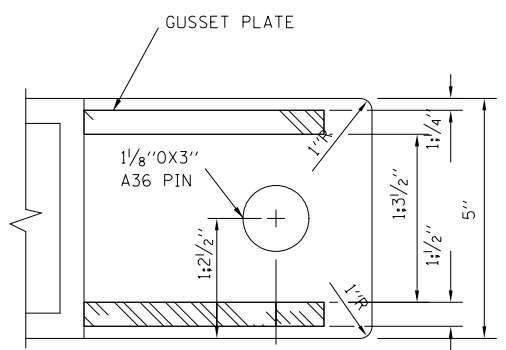
LOWER HINGE DETAIL
NTS



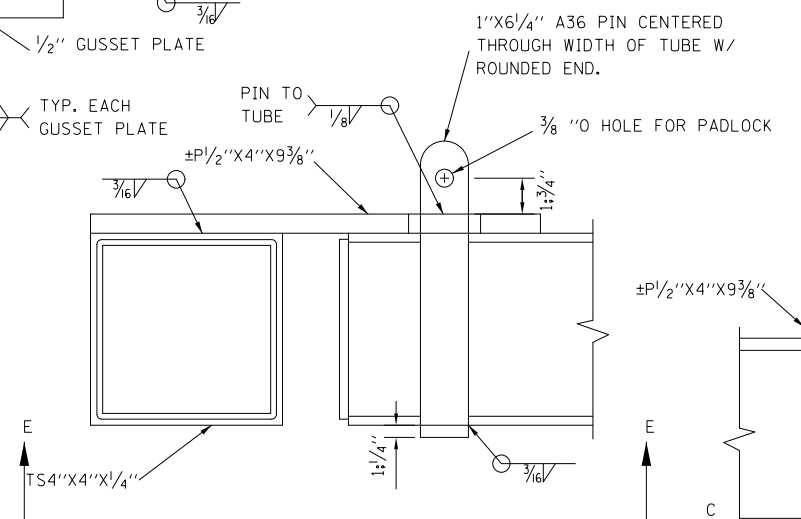
SECTION C
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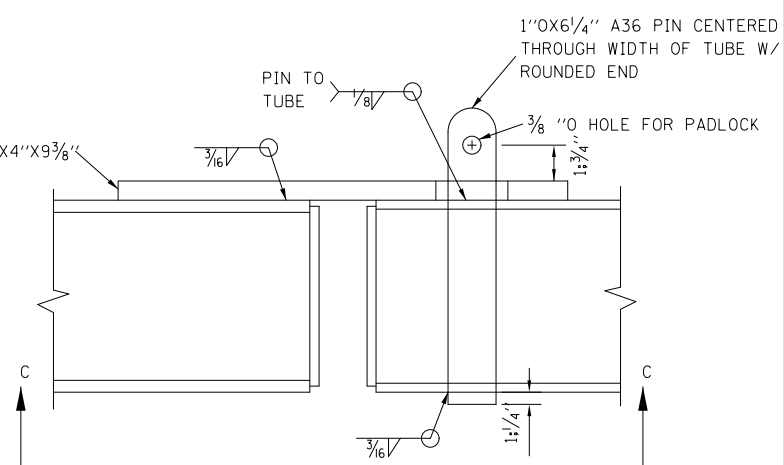
SECTION A-A
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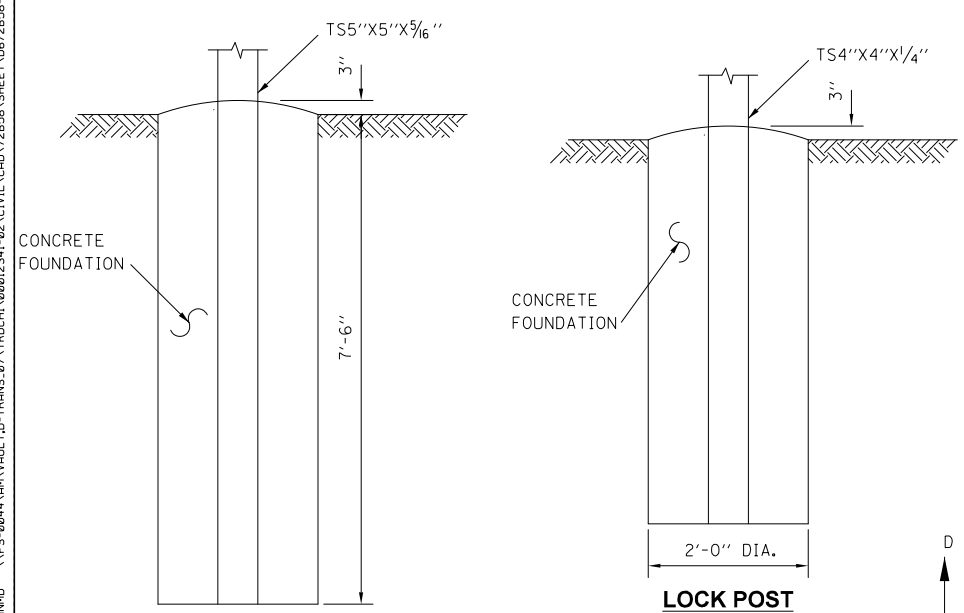
SECTION B-B
NTS



SOUTH LOCK POST DETAIL
NTS

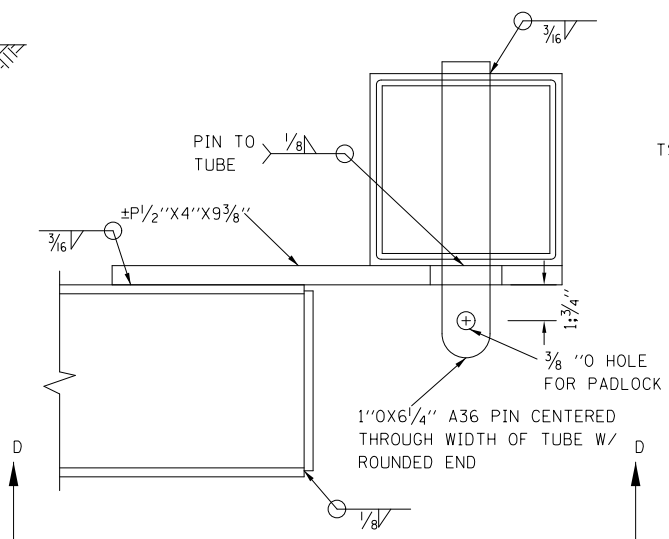


GATE-TO-GATE CONNECTION
NTS

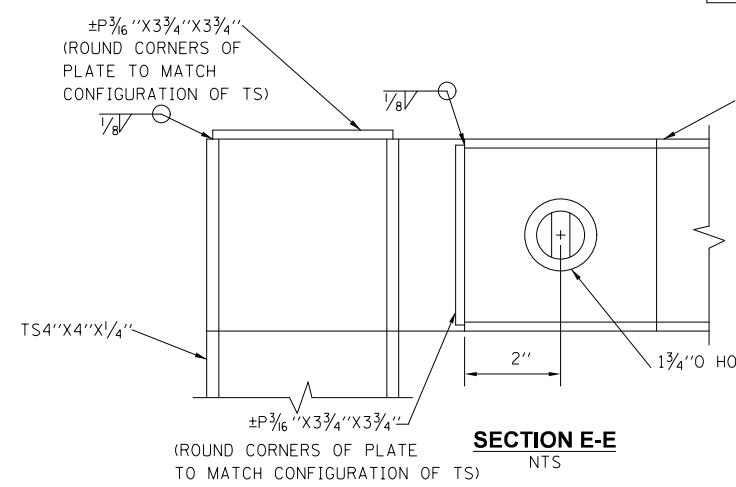


GATE POST FOUNDATION DETAIL
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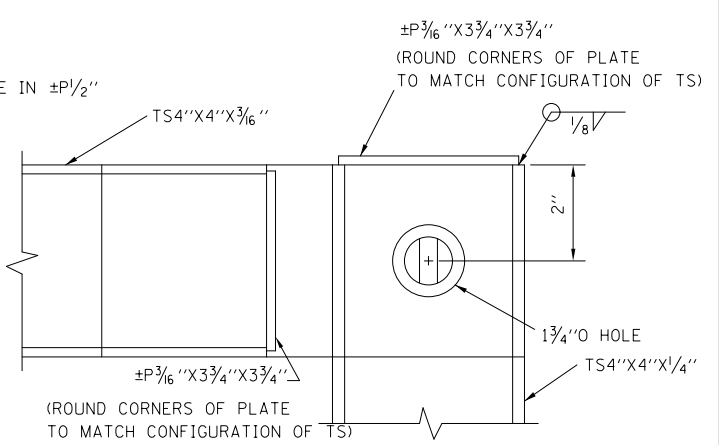
LOCK POST FOUNDATION DETAIL
NTS



NORTH LOCK POST DETAIL
NTS

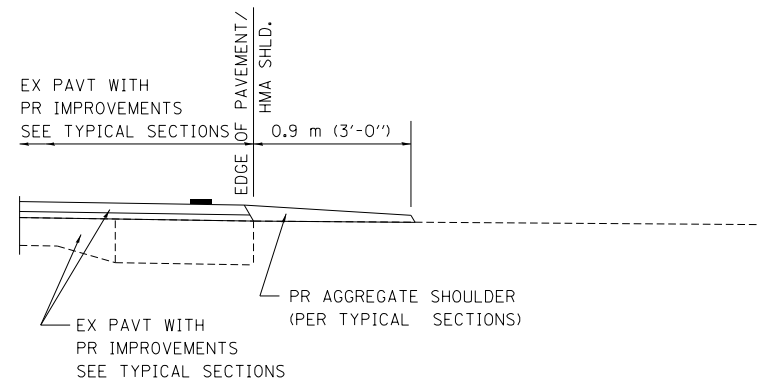


SECTION E-E
NTS

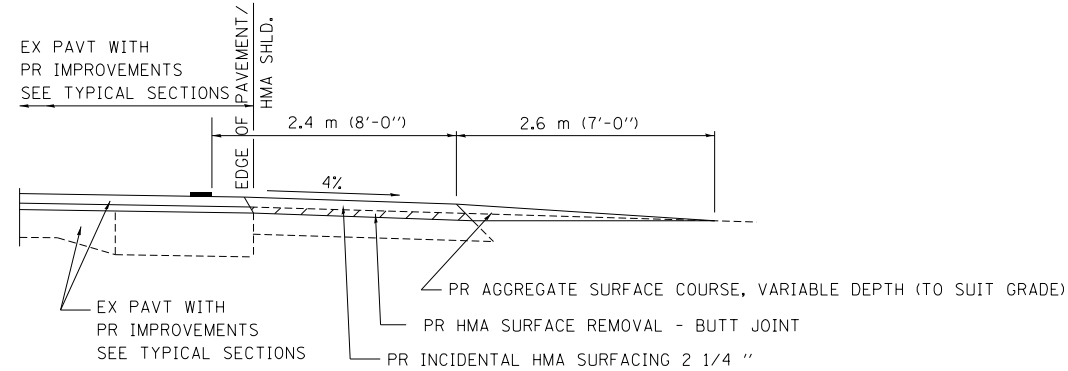


SECTION D-D
NTS

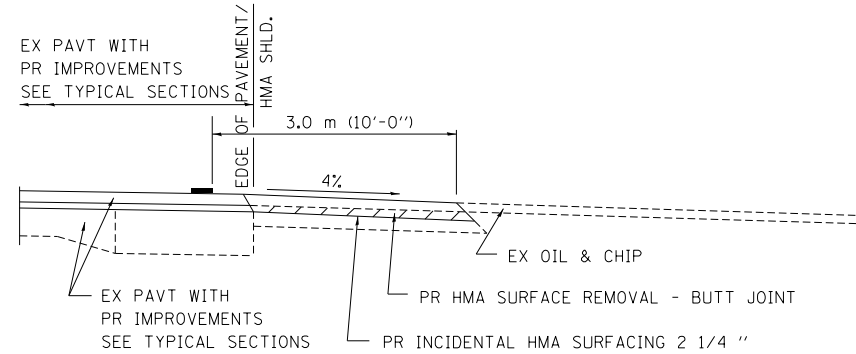
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7-30-2014, 14:46:03		DATE - 8/5/2014	REVISED -			SCALE: N.T.S.	SHEET OF SHEETS	STA. TO STA.			



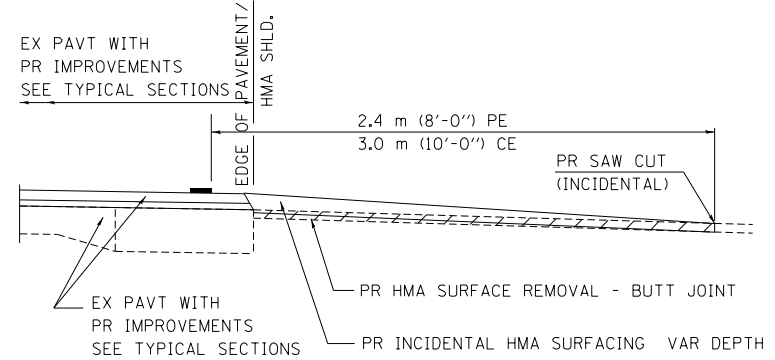
SECTION A-A FOR EX EARTH/ AGGREGATE FE



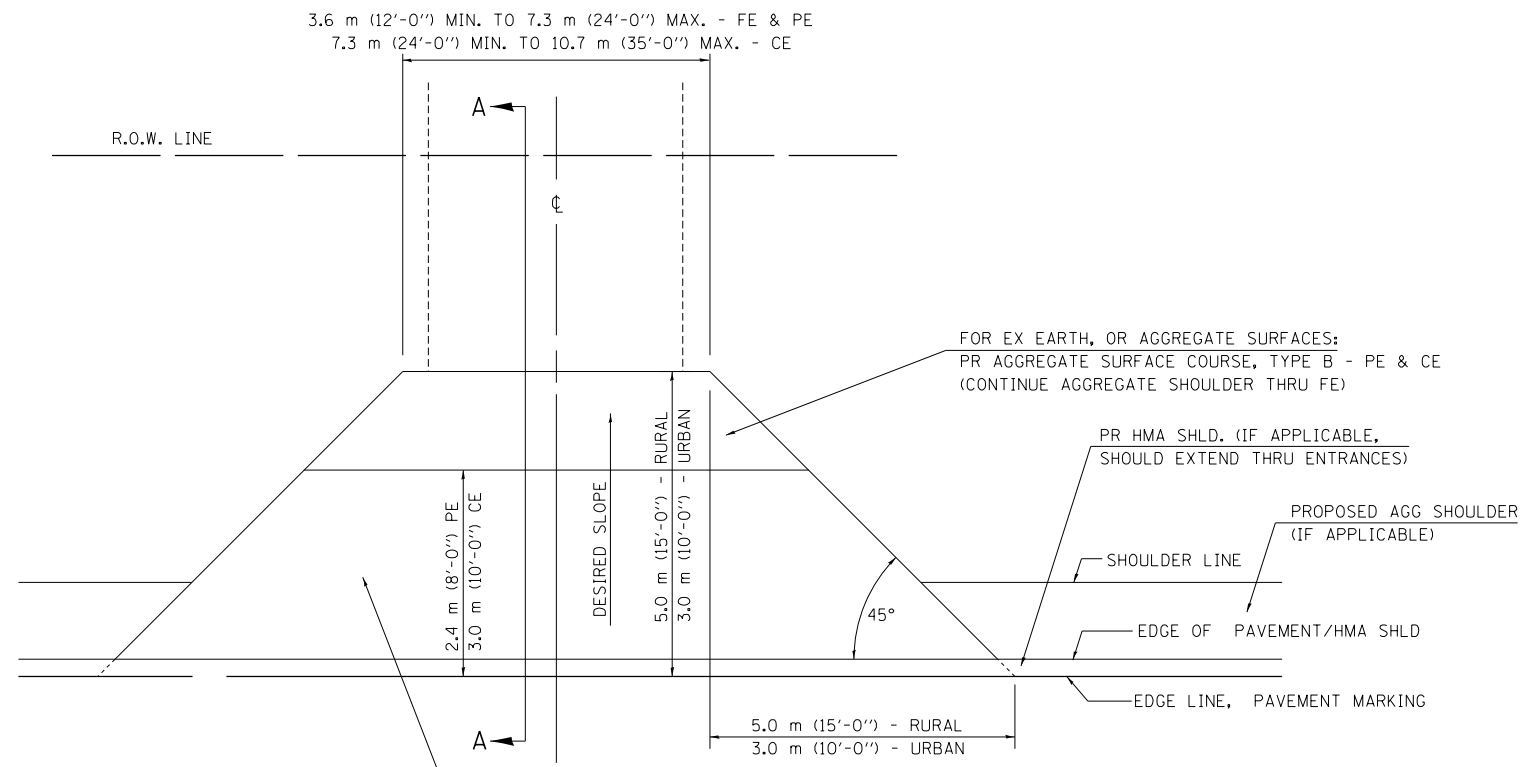
SECTION A-A FOR EX EARTH/AGGREGATE PE WITH EXISTING HMA APRON



SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD WITH EXISTING HMA APRON



SECTION A-A FOR EX BITUMINOUS/ PE, CE & SIDE ROAD



FOR EX EARTH OR AGGREGATE SURFACES WITH HMA APRONS:
 PR HMA SURFACE REMOVAL VD (IF APPLICABLE)
 PR AGGREGATE SHOULDER THRU - FE
 PR INCIDENTAL HMA SURF 90 mm (2 1/4 ") - PE
 PR INCIDENTAL HMA SURF 90 mm (2 1/4 ") - CE

FOR EX HOT-MIX ASPHALT SURFACES:
 PR HMA SURFACE REMOVAL - BUTT JOINT

FOR EX PCC SURFACES:
 PR HMA SURFACE REMOVAL - BUTT JOINT

FOR EX EARTH, OR AGGREGATE SURFACES:
 PR AGGREGATE SURFACE COURSE, TYPE B - PE & CE
 (CONTINUE AGGREGATE SHOULDER THRU FE)

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

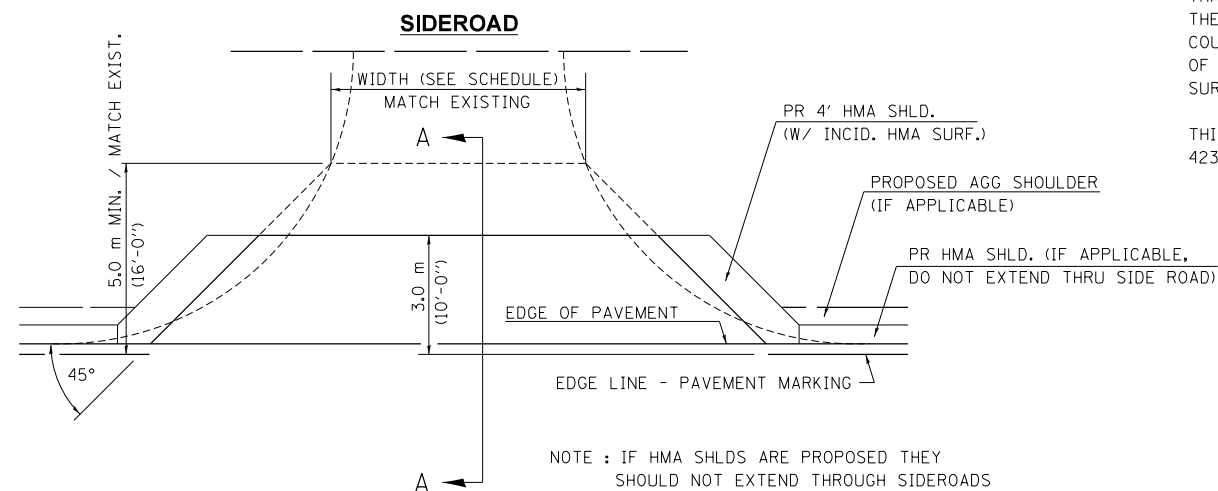
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT, THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.



NOTE : IF HMA SHLDS ARE PROPOSED THEY SHOULD NOT EXTEND THROUGH SIDEROADS

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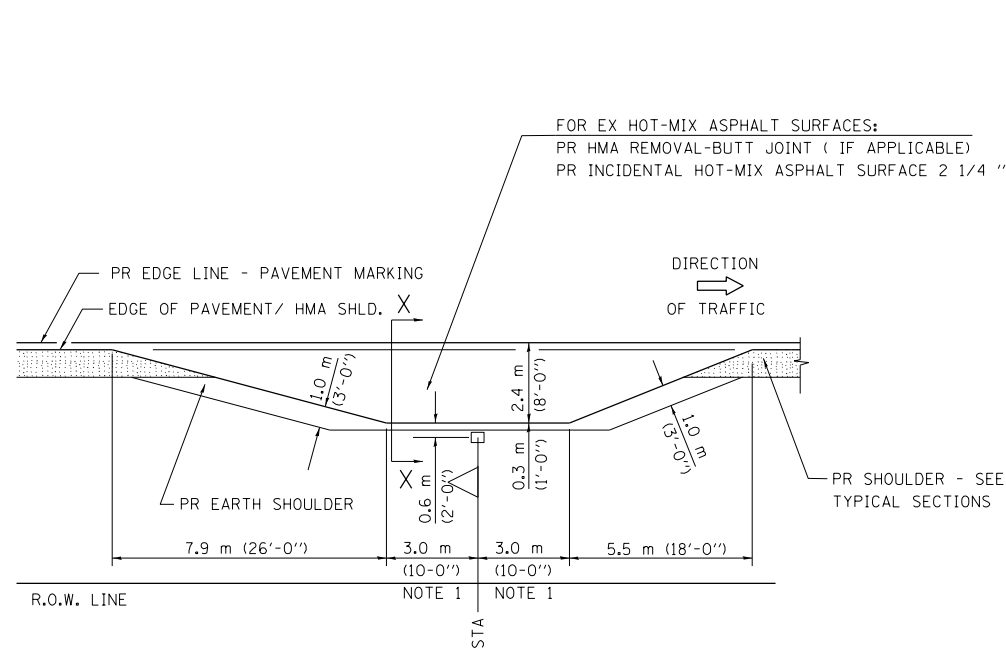
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DIST. 6 DETAILS FOR RURAL/URBAN ENT., MAILBOX
TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)**

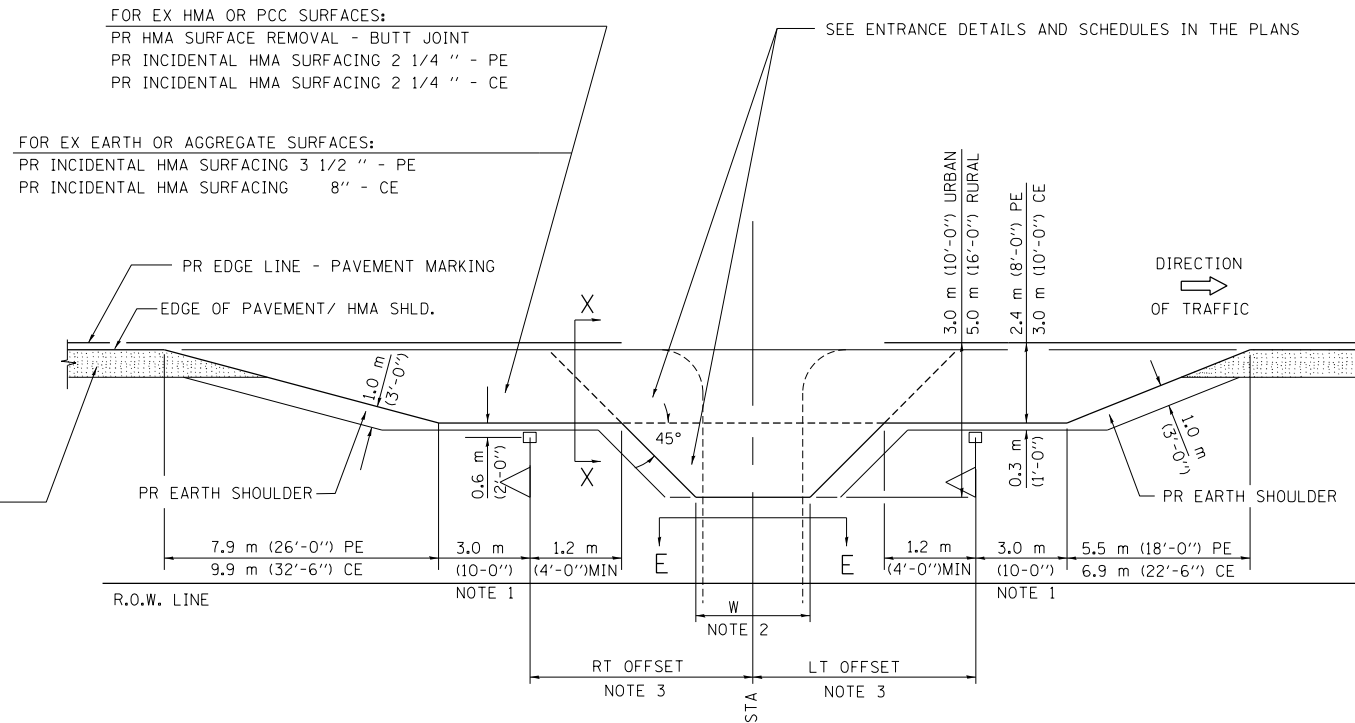
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	**	*	782	344
CONTRACT NO. 72B58			ILLINOIS FED. AID PROJECT	

SCALE: SHEET OF SHEETS STA. TO STA.

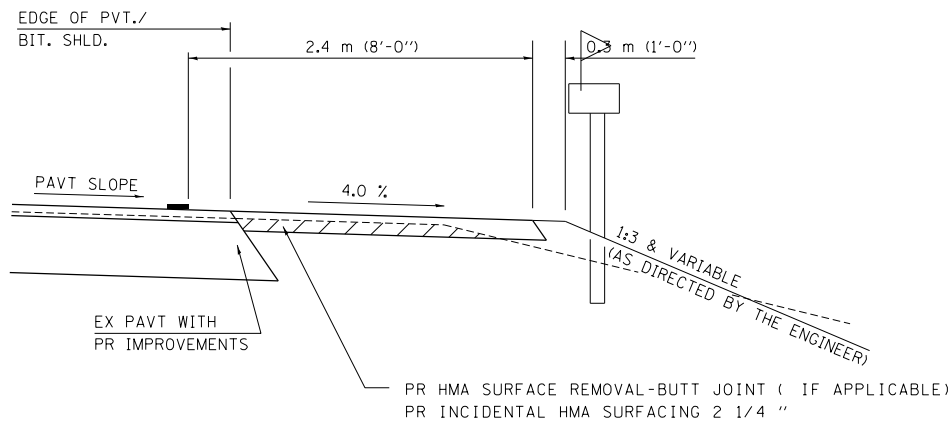
DETAILS OF MAILBOX TURNOUTS



PLAN - MAILBOX TURNOUTS

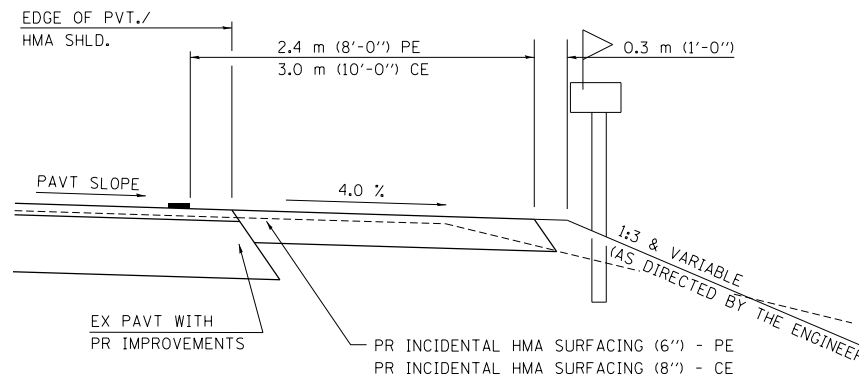


PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



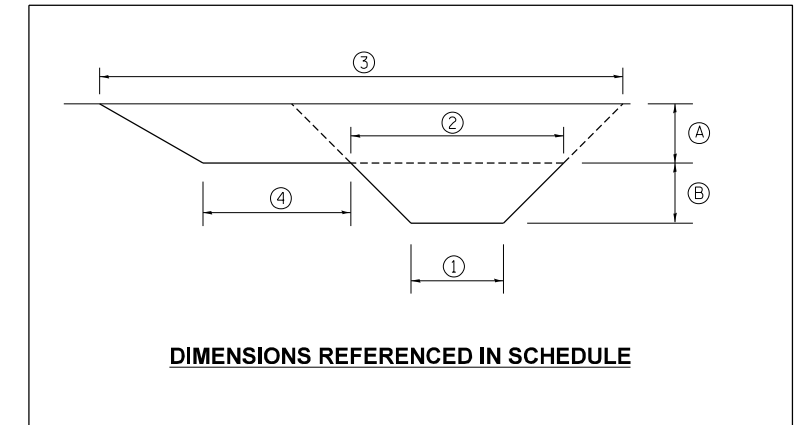
**SECTION X-X THRU MAILBOX TURNOUT
 ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
 EX EARTH, AGGREGATE, OR BITUMINOUS PE & FE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
 IF EXISTING, TREAT SAME AS ENTRANCE.)



**SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX BITUMINOUS CONC & PC CONC PE & CE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
 IF EXISTING, TREAT SAME AS ENTRANCE.)



- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

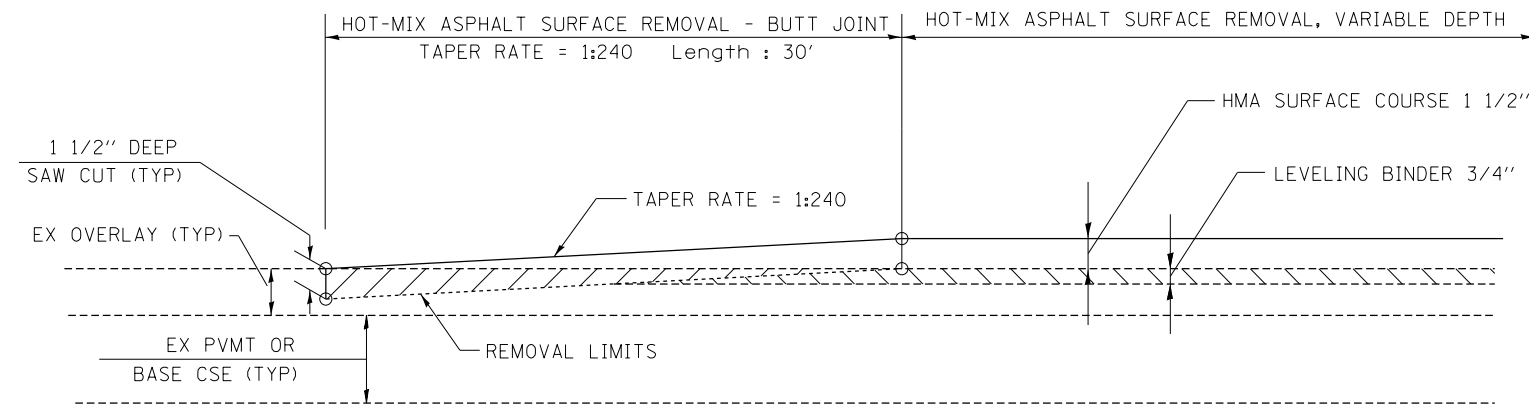
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES)
 UNLESS OTHERWISE SHOWN.

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		DATE -	REVISED -			SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 72B58	

FAP 745 (IL 104) ENTRANCE SCHEDULE

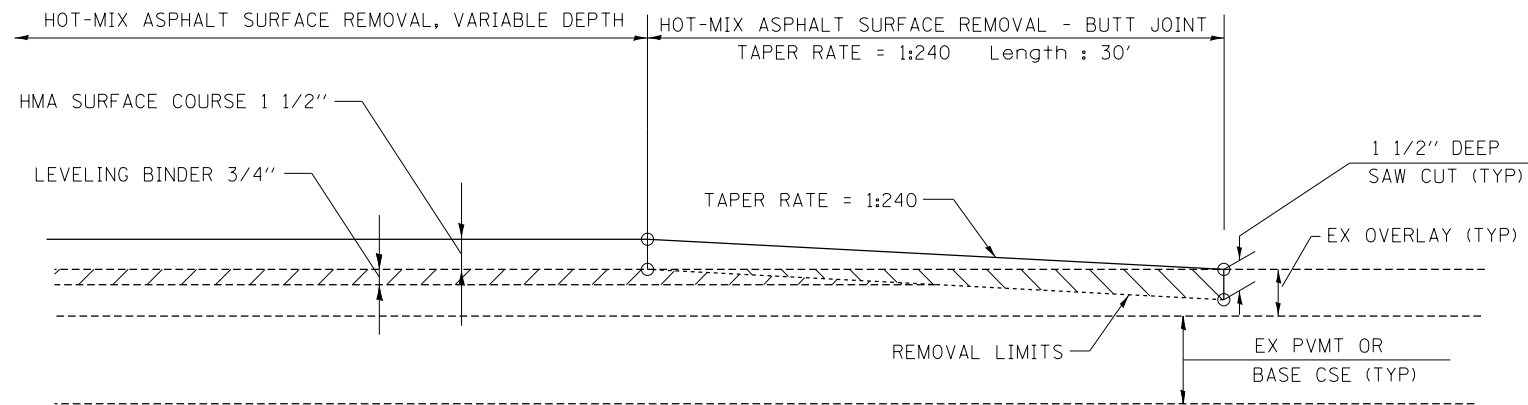
LOCATION	NAME / TYPE	(3) FRONT WIDTH (FOOT)	(2) REAR WIDTH (HMA) (FT)	(1) REAR WIDTH (AGG) (FT)	DISTANCE FROM EOP (FOOT)	EX MATERIAL	PREPARATION OF BASE (SQ YD)	AGG SURF COURSE (TYPE B) (TON)	INCIDENTAL SURFACING (TON)
LT STA 2262+66.49	SIDE RD (466TH ST)	67.4	57.7	N/A	10	O&C	69.5	N/A	31.1
RT STA 2262+61.95	SIDE RD (385TH AVE)	62.4	48.8	N/A	10	O&C	61.8	N/A	27.7
RT STA 2341+79.11	SIDE RD (480TH ST)	57.8	44.7	N/A	10	O&C	56.9	N/A	25.5
LT STA 2342+05.61	SIDE RD (480TH ST)	64.8	47.4	N/A	10	O&C	62.3	N/A	27.9
RT STA 2396+80.70	SIDE RD (490TH ST)	41.8	31.9	23.6	10	AGG	40.9	2.2	18.3
LT STA 2396+86.20	SIDE RD (490TH ST)	47.4	35.3	28.9	10	O&C	45.9	N/A	20.6
LT STA 2417+59.00	CE	46.1	38.1	24.0	10	AGG	46.8	2.5	21.0
RT STA 2449+35.42	SIDE RD (500TH ST)	63.3	48.8	36.6	10	AGG	62.3	3.4	27.9
TOTALS:							446.5	8.0	200.0

SEE PREVIOUS SHEET FOR DETAIL OF DIMENSION LOCATIONS



BUTT JOINT DETAIL #1

IL 104 STA 2260+37.05 TO STA 2260+67.05
 IL 104 STA 2424+61.21 TO STA 2424+91.21
 US 67 STA 151+04.00 TO STA 151+34.00

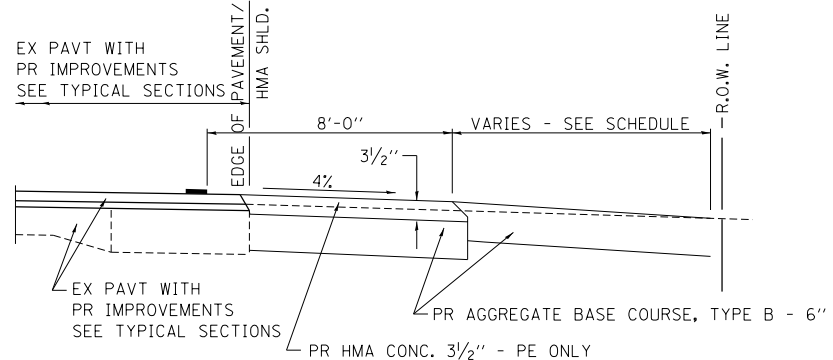


BUTT JOINT DETAIL #2

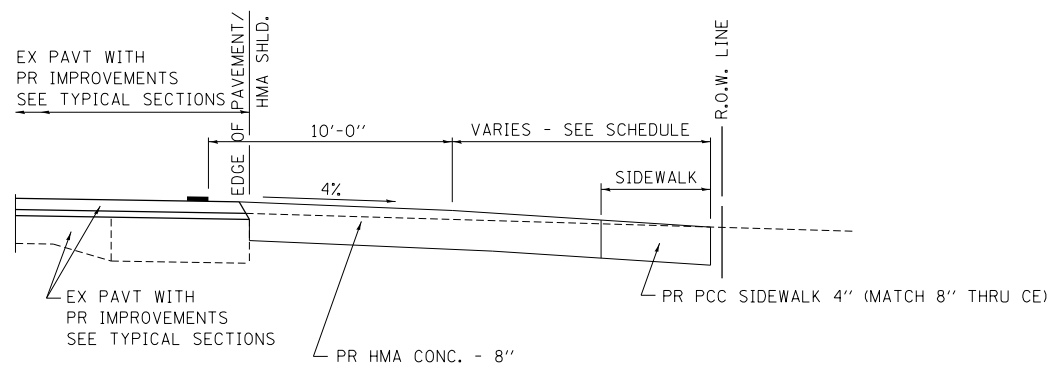
IL 104 STA 2422+94.86 TO STA 2423+24.86
 US 67 STA 171+21.00 TO STA 171+51.00

* SAW CUT IS INCLUDED IN THE COST OF HMA SURFACE REMOVAL - BUTT JOINT, AND IS NOT TO BE PAID SEPARATELY.

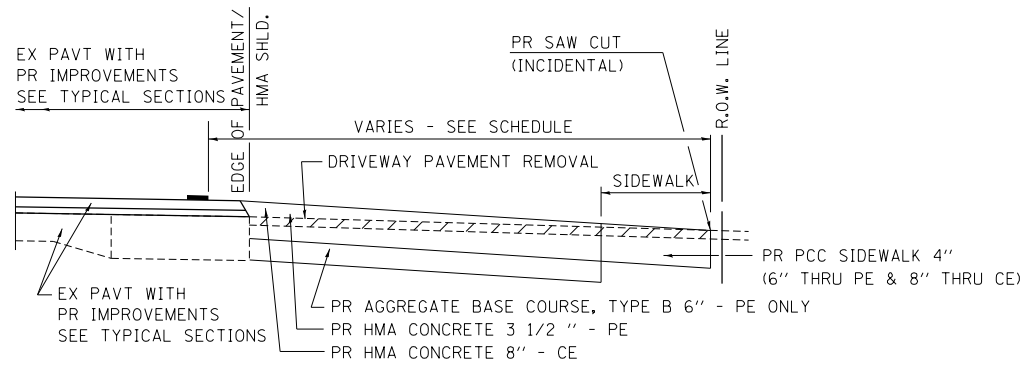
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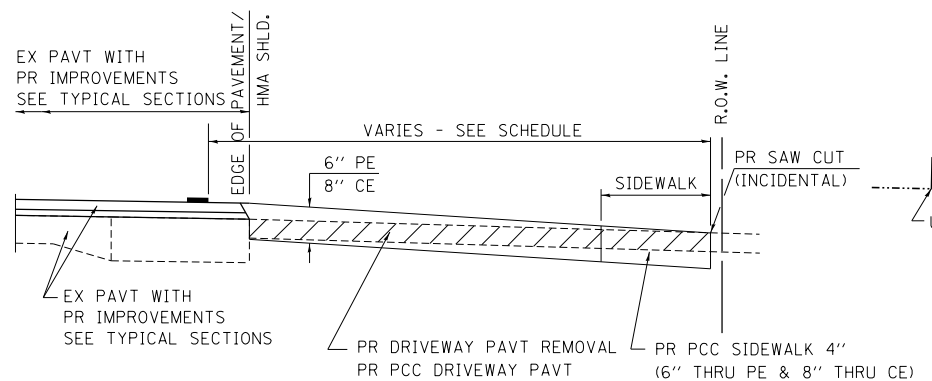
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



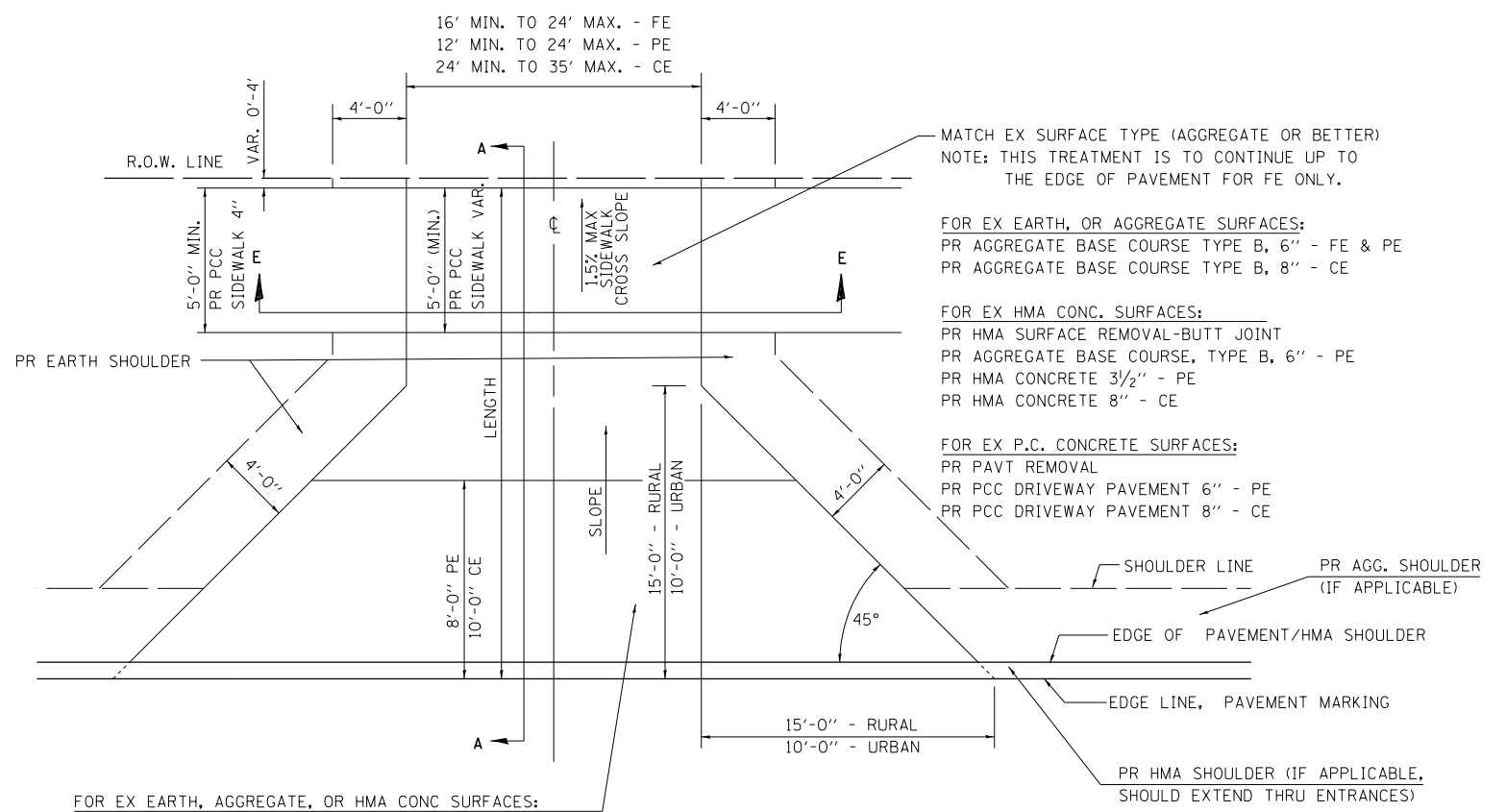
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX HMA PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



FOR EX EARTH, AGGREGATE, OR HMA CONC SURFACES:
 PR HMA SURFACE REMOVAL-BUTT JOINT (IF APPLICABLE)
 PR AGGREGATE BASE COURSE TYPE B 6" - FE
 PR AGGREGATE BASE COURSE TYPE B, 6" &
 PR HMA CONCRETE 3 1/2" (90 mm) - PE
 PR HMA CONCRETE 8" (200 mm) - CE

FOR P.C. CONCRETE SURFACES:
 PR PAVT REMOVAL
 PR PCC DRIVEWAY PAVT 6" - PE
 PR PCC DRIVEWAY PAVT 8" - CE

GENERAL NOTES:

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THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HMA CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HMA CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES (75 mm) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES (50 mm) SHALL MEET THE REQUIREMENTS OF HMA CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

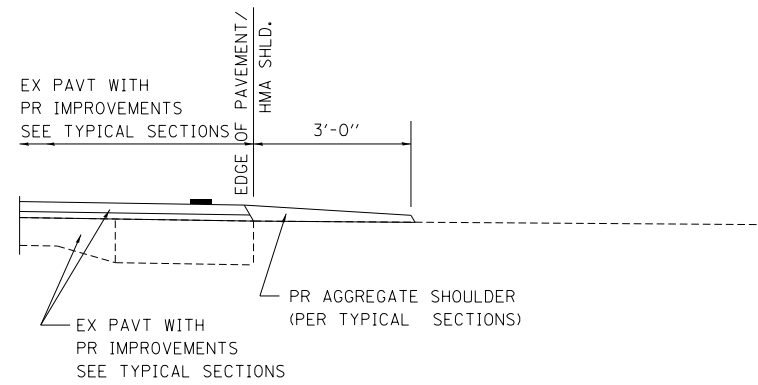
SECTION E - E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

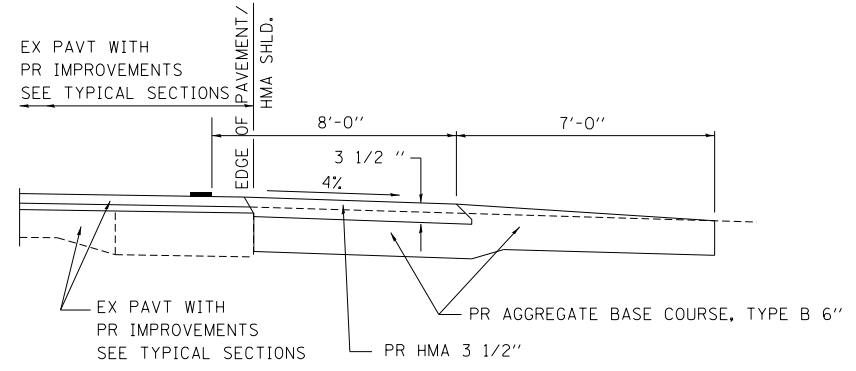
THIS DETAIL APPLIES TO DRIVEWAYS IN DOWNTOWN MEREDOSIA AND ALONG IL 104 BETWEEN 16+83 TO 230+00

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 DRAWN - MDN
 CHECKED - MD
 DATE - 8/5/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104
 DETAILS FOR RURAL /URBAN ENTRANCE AND
 MAILBOX TURNOUT WITHOUT CONCRETE GUTTER (3R - PROJECTS)
 SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.
 F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 745 109RS-6, 123RS-3, * MORGAN/PIKE 782 348
 * 123B-2, 124RS-8 CONTRACT NO. 72B58
 ILLINOIS FED. AID PROJECT

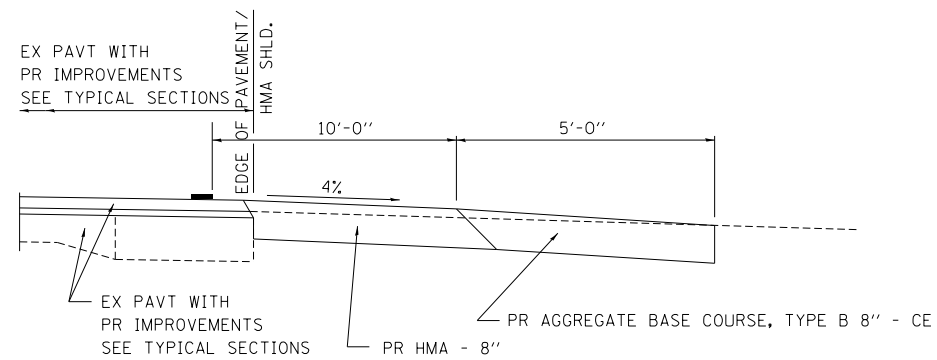
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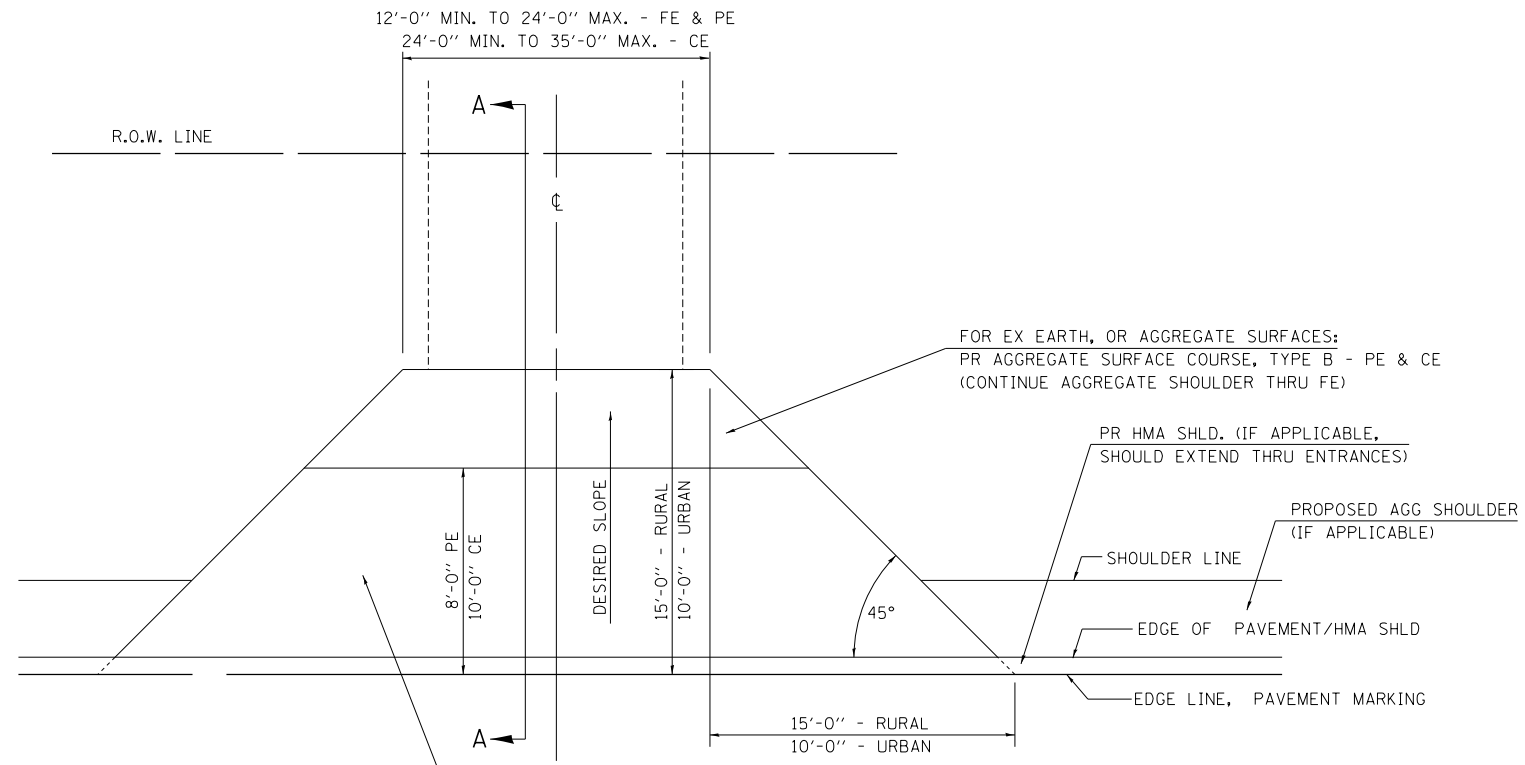
SECTION A-A FOR EX EARTH/AGGREGATE FE



SECTION A-A FOR EX EARTH/AGGREGATE PE



SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



FOR EX EARTH OR AGGREGATE SURFACES:
 PR HMA SURFACE REMOVAL (IF APPLICABLE)
 PR AGGREGATE SHOULDER THRU - FE
 PR HMA CONCRETE 3 1/2" - PE
 PR HMA CONCRETE 8" - CE

FOR EX HMA CONCRETE SURFACES:
 PR HMA SURFACE REMOVAL-BUTT JOINT

FOR EX PCC SURFACES:
 PR PCC SURFACE REMOVAL-BUTT JOINT

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

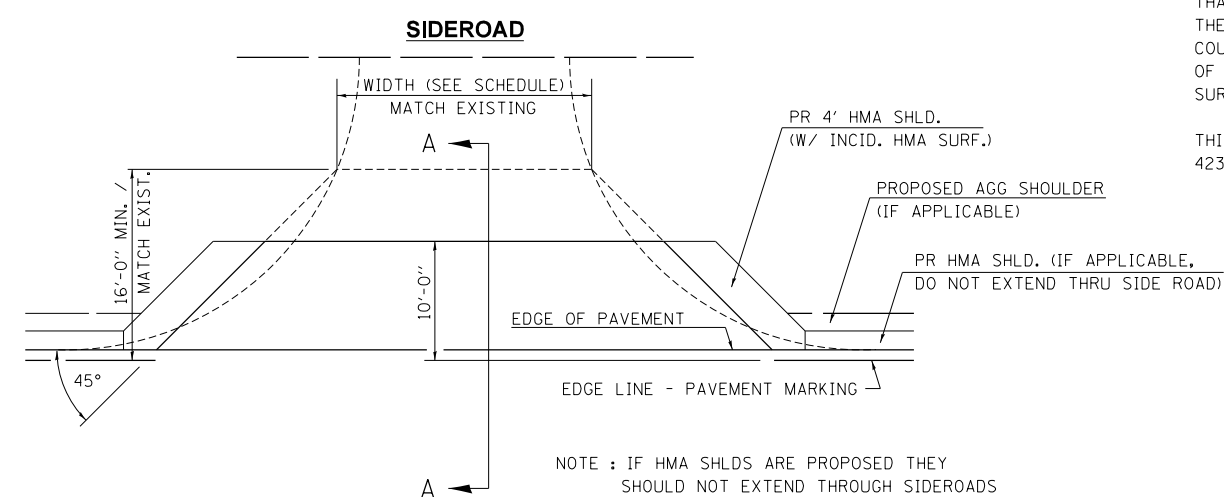
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HMA CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HMA CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HMA CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

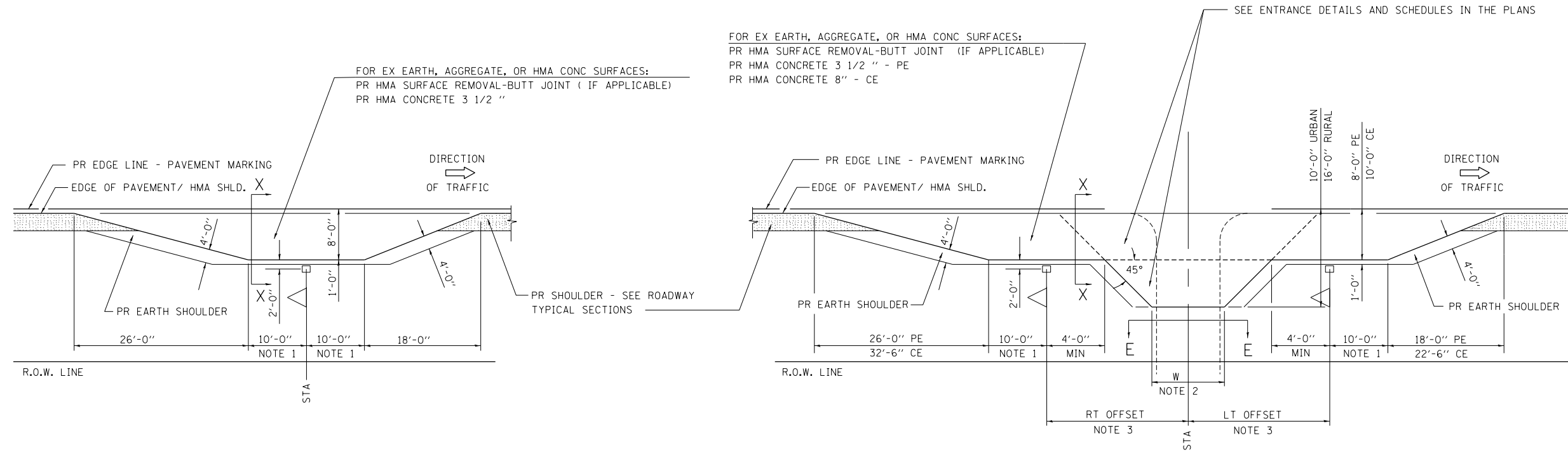


NOTE : IF HMA SHLDS ARE PROPOSED THEY SHOULD NOT EXTEND THROUGH SIDEROADS

THIS DETAIL APPLIES TO DRIVEWAYS IN DOWNTOWN MEREDOSIA AND ALONG IL 104 BETWEEN 16+83 TO 230+00

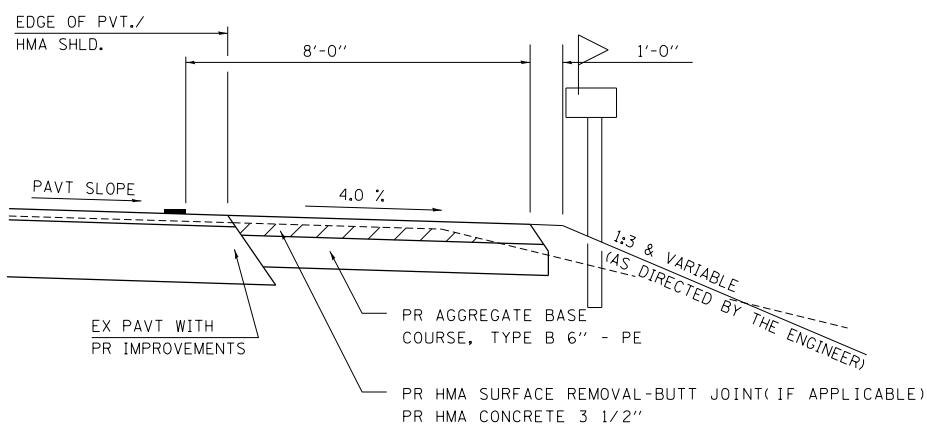
FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION FAP ROUTE 745 / IL ROUTE 104	DETAILS FOR RURAL /URBAN ENTRANCE, MAILBOX TURNOUT AND SIDEROADS WITHOUT CONCRETE GUTTER (3P - PROJECTS)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - MDN	REVISED -			745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	350	
		CHECKED - MD	REVISED -				* 123B-2, 124RS-8	CONTRACT NO. 72B58			
		DATE - 8/5/2014	REVISED -					ILLINOIS FED. AID PROJECT			
exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY					SCALE: N.T.S.	SHEET	OF	SHEETS	STA.	TO	STA.

DETAILS OF MAILBOX TURNOUTS



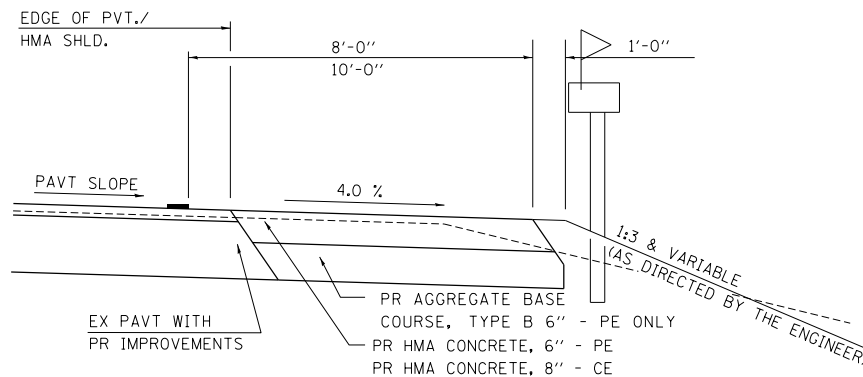
PLAN - MAILBOX TURNOUTS

PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



**SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX EARTH, AGGREGATE, OR HMA PE & FE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)



**SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX HMA CONC & PC CONC PE & CE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)

- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE SHOWN.

**THIS DETAIL APPLIES TO DRIVEWAYS
IN DOWNTOWN MEREDOSIA AND
ALONG IL 104 BETWEEN 16+83 TO 230+00**

\D672B58-MOTIF01.DGN, \D672B58-BORDER01.DGN, \D672B58-DETAILS4.DGN
 \D672B58-DETAILS4.DGN, \D672B58-DETAILS4.DGN, \D672B58-DETAILS4.DGN
 \D672B58-DETAILS4.DGN, \D672B58-DETAILS4.DGN, \D672B58-DETAILS4.DGN

FILE NAME =	USER NAME = #USER#	DESIGNED - JB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR RURAL/URBAN ENTRANCE, MAILBOX TURNOUT AND SIDEROADS WITHOUT CONCRETE GUTTER (3P - PROJECTS) 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN - MDN	REVISED -	FAP ROUTE 745 / IL ROUTE 104		745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	351
exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT SCALE = #SCALE#	CHECKED - MD	REVISED -				* 123B-2, 124RS-8	CONTRACT NO. 72B58		
	PLOT DATE = #DATE#	DATE - 8/5/2014	REVISED -		SCALE: N.T.S.	SHEET	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

\\0672858-MOTIF01.DGN, ...0672858-BORDER01.DGN
 7-30-2014, 14:46:25
 NE\W\W\MD \\FS-004\A\VAUL T.D-TRANS.07\FRDC\02012341-02\CIVIL\CAD\72858\SHEET\0672858-SHT-DETAILS01.DGN

ALIGNMENT	STATION	OFFSET	CE/PE	SURFACE TYPE	INCIDENTAL HMA SURF (3.5')	PREPARATION OF BASE (SQ YD)	AGG BASE CSE B 6 (SQ YD)	HMA DRIVEWAY PAV 8 (SQ YD)	AGG BASE CSE B 8 (SQ YD)	PCC DRIVEWAY PAVT 8 (SQ YD)	PCC DRIVEWAY PAVT 6 (SQ YD)	LENGTH (FT)	WIDTH			EX SURFACE	DRIVEWAY PAVEMENT REMOVAL (SQ YD)
													FRONT (FT)	MID (FT)	BACK (FT)		
IL 104	43+37.97	LT	CE	HMA				204				78.7	47.7		19.4	HMA	
IL 104	95+80.98	RT	CE	HMA				93				52.4	55.9		10.3	HMA	96
IL 104	98+61.71	LT	CE	HMA				29				17.9	25.8		11.8	ROCK	
IL 104	98+96.88	LT	CE	CONC						30		18.7	25.8		11.8	HMA	34
IL 104	98+97.62	RT	CE	HMA				67				34.1	55.5	15.5	12.2	HMA	N/A
IL 104	99+61.20	LT	PE	HMA	7	34	34					21.3	26.0		11.9	HMA	205
IL 104	99+75.60	RT	PE	HMA	7	33	33					21.4	25.8		11.7	HMA	37
IL 104	100+32.56	RT	PE	HMA	7	34	34					23.1	24.9		11.0	HMA	45
IL 104	101+07.34	LT	CE	CONC						83		19.7	49.1	35.0	39.8	CONC	254
IL 104	102+42.61	LT	CE	CONC						83		19.6	48.7	35.0	39.8	CONC	141
IL 104	103+70.67	LT	CE	HMA				96				32.2	44.4		29.6	HMA	140
IL 104	104+87.25	RT	PE	HMA	3	15	15					8.8	23.5		10.9	ROCK	
IL 104	105+67.56	RT	PE	HMA	4	18	18					8.2	27.7		14.1	ROCK	
IL 104	105+88.97	LT	CE	HMA				100				33.0	46.4		29.6	HMA	130
IL 104	105+94.32	RT	PE	HMA	3	15	15					7.8	23.9		12.6	ROCK	
IL 104	107+69.63	LT	CE	HMA				112				32.2	49.5		35.0	HMA	904
IL 104	108+47.02	RT	PE	HMA	3	17	17					6.8	29.1		16.5	ROCK	
IL 104	108+51.62	LT	CE	HMA				113				32.5	49.8		35.0	HMA	
IL 104	109+41.07	RT	PE	HMA	4	22	22					6.4	35.7		24.2	ROCK	
IL 104	110+21.07	RT	PE	HMA	3	17	17					5.8	32.1		20.3	ROCK	
IL 104	111+89.93	RT	CE	CONC						57		13.5	46.8		35.0	CONC	74
IL 104	113+21.84	RT	CE	CONC						55		13.4	45.9		35.0	ROCK	
IL 104	114+24.11	RT	CE	HMA/AGG				9	12			8.0	31.3	25.3	19.2	ROCK	
IL 104	114+94.00	RT	CE	HMA/AGG				8	9			8.0	26.9	20.8	12.8	ROCK	
IL 104	117+77.81	RT	PE	HMA	9	45	45					11.8	45.9		22.6	HMA	44
IL 104	118+64.17	LT	CE	HMA				64				24.2	45.7		24.0	HMA	95
IL 104	119+37.17	LT	PE	HMA	7	38	38					23.9	33.4		12.0	HMA/ROCK	28
IL 104	122+22.77	RT	CE	HMA/AGG				34	22			11.0	56.7	44.7	34.6	ROCK	
IL 104	122+63.65	LT	CE	HMA				86				23.9	55.9		35.0	HMA	398
IL 104	123+28.01	RT	CE	HMA/AGG				26	24			11.0	65.2	52.0	24.3	ROCK	
IL 104	124+08.78	LT	CE	HMA/AGG				53	106			24.1	45.3		24.0	ROCK	
IL 104	124+29.62	RT	CE	HMA/AGG				26	16			10.9	46.0	34.0	24.0	HMA	87
IL 104	125+04.01	RT	CE	HMA/AGG				27	16			11.0	45.8	33.8	23.8	ROCK	
IL 104	125+66.30	LT	CE	HMA				64				23.9	46.0		24.0	HMA	351
IL 104	125+67.48	RT	CE	HMA/AGG				20	26			11.0	48.6	40.6	26.6	HMA	45
IL 104	126+37.07	LT	CE	HMA				63				23.7	45.8		24.0	HMA	
IL 104	126+67.17	RT	CE	HMA/AGG				19	24			11.0	46.2	38.2	24.3	ROCK	
IL 104	127+51.04	RT	CE	HMA				63				12.3	58.5		35.0	HMA	69
IL 104	128+11.71	LT	CE	HMA				115				24.0	57.1		35.0	HMA	135
IL 104	128+41.06	RT	CE	HMA/AGG				34	22			11.0	57.1	45.1	35.0	ROCK	
IL 104	129+09.73	RT	CE	HMA/AGG				34	22			11.0	56.7	44.7	34.7	ROCK	
IL 104	129+41.80	LT	CE	HMA/AGG				55	70			19.7	97.8	59.0	35.0	HMA	57
IL 104	130+18.14	RT	CE	HMA/AGG				28	74			23.5	56.1	46.2	34.2	HMA	73
IL 104	131+95.34	RT	CE	HMA/AGG				34	57			23.4	56.4	44.3	17.4	HMA	50
IL 104	132+28.94	LT	CE	HMA/AGG				47	42			24.5	79.8	48.0	11.6	HMA	75
IL 104	134+00.36	RT	CE	HMA/AGG				32	47			20.2	54.0	42.0	20.1	ROCK	
IL 104	134+12.80	LT	CE	HMA/AGG				35	53			24.8	53.5	39.8	16.8	ROCK	
MAIN	488+93.50	LT	CE	CONC						31		15.5	25.4		16.8	CONC	21
MAIN	489+73.40	LT	CE	CONC						27		15.4	24.0		14.8	ROCK	
MAIN	489+75.64	RT	CE	CONC						29		15.1	25.2		16.4	HMA	25
MAIN	490+43.46	LT	CE	CONC						37		15.3	29.8		20.6	CONC	40
MAIN	492+99.36	RT	CE	CONC						19		14.9	19.6		10.4	O&C	
MAIN	493+04.10	LT	CE	CONC						29		14.9	25.2		16.0	O&C	
MAIN	493+88.49	LT	CE	CONC						41		14.8	28.8		28.0	CONC	129
MAIN	502+14.09	LT	PE	HMA	6	32	32					20.4	29.1		9.1	HMA	24
FRONTAGE	802+86.31	RT	CE	HMA				117				44.7	26.8		12.0	GRASS	
FRONTAGE	803+56.32	RT	CE	HMA				110				23.9	65.2		35.0	GRASS	
FRONTAGE	807+95.80	LT	PE	HMA	3	15	15					5.0	34.0		21.6	ROCK	
FRONTAGE	808+96.17	RT	PE	HMA	1	5	5					5.0	9.6		9.6	ROCK	
FRONTAGE	810+79.34	LT	PE	HMA	3	14	14					5.0	24.5		24.3	ROCK	
FRONTAGE	811+49.72	LT	PE	HMA	3	15	15					4.1	31.2		26.1	HMA	15
FRONTAGE	814+79.53	RT	PE	HMA	12	60	60					10.0	50.8		58.7	HMA	60
FRONTAGE	815+61.56	LT	PE	CONC								7.8	38.3		27.1	CONC	28
WASHINGTON	664+76.19	RT	CE	CONC						53		18.5	37.3		24.0	GRASS	
WASHINGTON	664+80.13	LT	CE	CONC						65		23.0	37.3		24.0	O&C	
WASHINGTON	667+84.57	LT	PE	HMA	2	9	9					5.0	17.0		15.0	ROCK	
GREEN	683+86.38	LT	CE	CONC						50		13.9	36.8		32.0	CONC	13
GREEN	687+54.44	LT	PE	CONC								10.2	17.2		10.2	CONC	16
SOUTH ALLEY	489+55.08	RT	PE	HMA	3	15	15					9.5	21.9		10.7	ROCK	
PUTNAM	602+08.07	LT	CE	HMA				67				19.4	47.2		24.0	ROCK	
TOTALS					89	453	453	2,083	645	689	43						3,935

FILE NAME =
 FILEL
 exp U.S. Services Inc.
 Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

USER NAME = *USER*
 DESIGNED - JB
 DRAWN - MDN
 CHECKED - MD
 DATE - 8/5/2014
 REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
 FAP ROUTE 745 / IL ROUTE 104

DRIVEWAY SCHEDULE
 SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	109RS-6, 123RS-3, *	MORGAN/PIKE	782	353
	* 123B-2, 124RS-8	CONTRACT NO.	72B58	
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 745 (IL ROUTE 104), FAP 310 (US 67)
SECTION 109RS-6, 123RS-3, 123B-2, 124RS-8
PROJECT:

MORGAN/PIKE COUNTIES
VOLUME 2 OF 2

C-96-016-08

PROPOSED IL 104 ROADWAY AND BRIDGE CONSTRUCTION
FROM 385TH AVE, CHAMBERSBURG TO US 67

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745		MORGAN/PIKE	782	354
		ILLINOIS	CONTRACT NO. 72B58	

* 109RS-6, 123RS-3, 123B-2, 124RS-8

D-96-016-08



LOCATION OF SECTION INDICATED THUS: — ■ —

GKE
GARZA KARHOFF ENGINEERING, LLC

Lin Engineering, Ltd.
Consulting Engineers
Springfield, Illinois
Westmont, Illinois

MILHOUSE
ENGINEERING & CONSTRUCTION

Wang Engineering

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED _____ 20 _____

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

20 _____

ENGINEER OF DESIGN AND ENVIRONMENT

20 _____

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

LIST OF STRUCTURAL WORK CONSTRUCTED IN THIS CONTRACT:

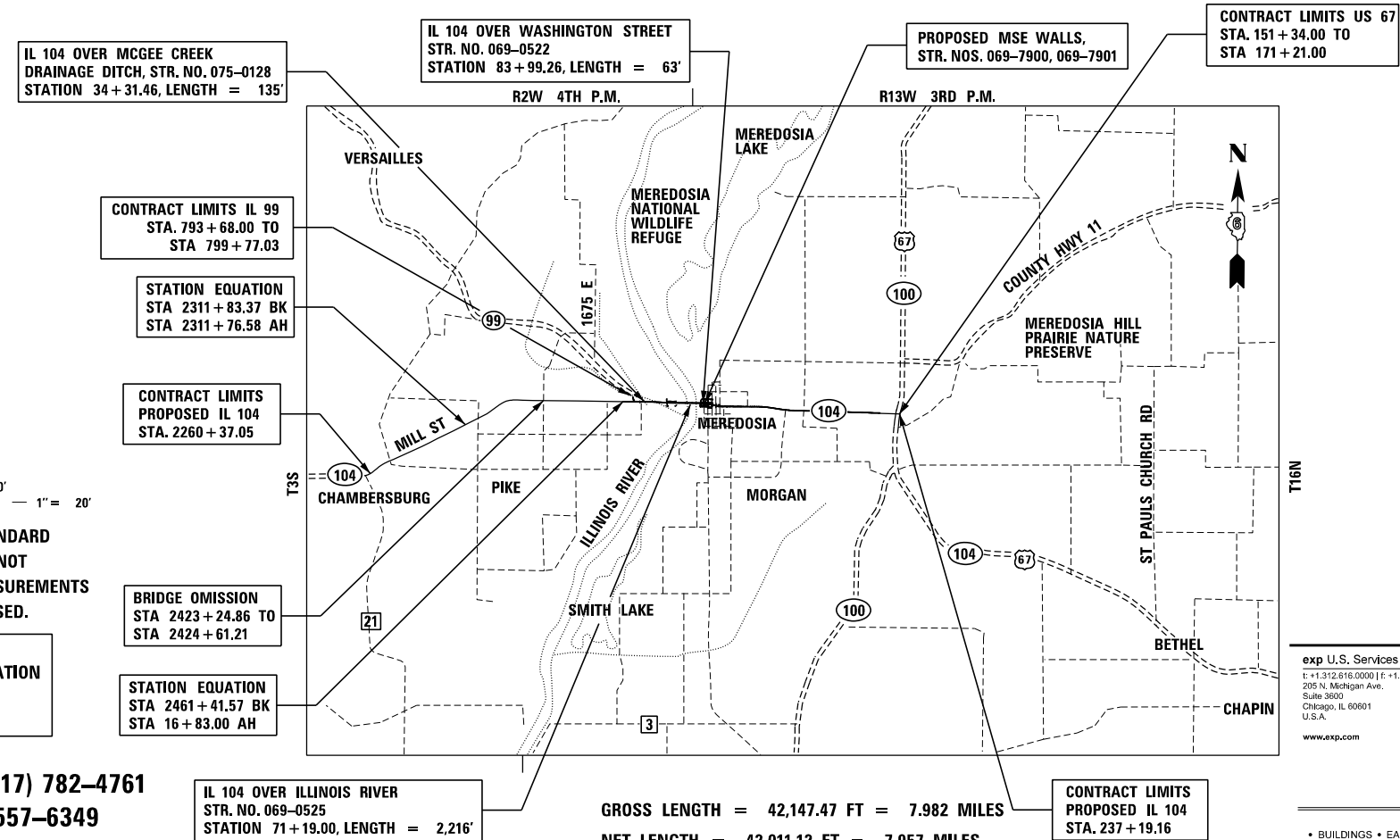
- IL 104 OVER MCGEE CREEK DRAINAGE DITCH, STR. NO. 075-0128
STATION 34+31.46, LENGTH = 135'
- IL 104 OVER ILLINOIS RIVER, STR. NO. 069-0525
STATION 71+19.00, LENGTH = 2,216'
- IL 104 OVER WASHINGTON STREET, STR. NO. 069-0522
STATION 83+99.26, LENGTH = 63'
- PROPOSED MSE WALLS, STR. NOS. 069-7900, 069-7901
PUMP STATION
- REMOVE EXISTING IL 104 OVER MCGEE CREEK DRAINAGE DITCH, STR. NO. 075-0128
- REMOVE EXISTING IL 104 OVER ILLINOIS RIVER, STR. NO. 069-0016

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IL ROUTE 104
DESIGN DESIGNATION = 172 (28) MINOR NON-URBAN ARTERIAL 3.17 (FD-20)
ADT = 3,650 (2040)
DESIGN SPEED = 60 MPH, POSTED SPEED = 55 MPH WEST OF STA. 50+00
DESIGN SPEED = 45 MPH, POSTED SPEED = 45 MPH IL 104 ILLINOIS RIVER BRIDGE
DESIGN SPEED = 30 MPH, POSTED SPEED = 30 MPH STA. 81+75 TO 113+00 (DOWNTOWN)
DESIGN SPEED = 35 MPH, POSTED SPEED = 35 MPH STA. 113+00 TO 120+50
DESIGN SPEED = 45 MPH, POSTED SPEED = 45 MPH STA. 120+50 TO 135+20
DESIGN SPEED = 60 MPH, POSTED SPEED = 55 MPH EAST OF STA. 135+20

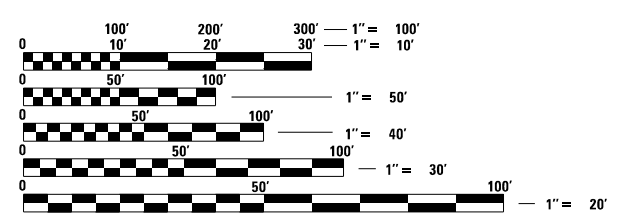
IL ROUTE 99
DESIGN DESIGNATION = 96 (28) MAJOR NON-URBAN COLLECTOR N/A (FD-20)
ADT = 1,990 (2040)
DESIGN SPEED = 60 MPH, POSTED SPEED = 55 MPH

LOCAL ROADS
DESIGN SPEED = 30 MPH, POSTED SPEED = 25 MPH



PROJECT LOCATED IN: VILLAGE OF MEREDOSIA, ILLINOIS
CHAMBERSBURG, ILLINOIS

PLANS 1" = 20' & 1" = 50'
PROFILES 1" = 5' V, 1" = 20' H
1" = 5' V, 1" = 50' H
X-SECTIONS 1" = 10' H
1" = 5' V

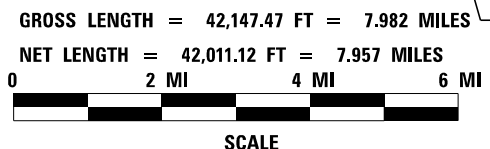


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: JEFF MYERS (217) 782-4761
TEAM MANAGER: TOM COX (217) 557-6349

CONTRACT NO. 72B58



exp U.S. Services Inc.
F: +1.312.616.0000 | F: +1.312.616.6069
295 N. Michigan Ave.,
Suite 3600
Chicago, IL 60601
U.S.A.
www.exp.com

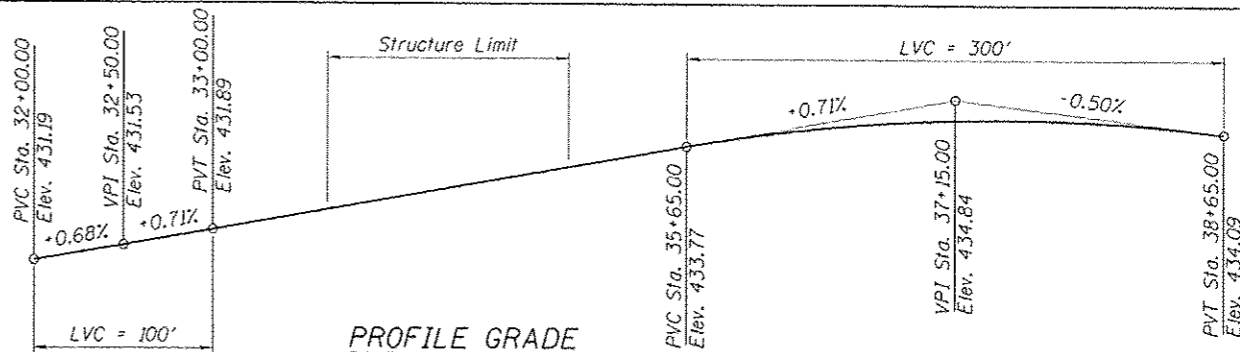
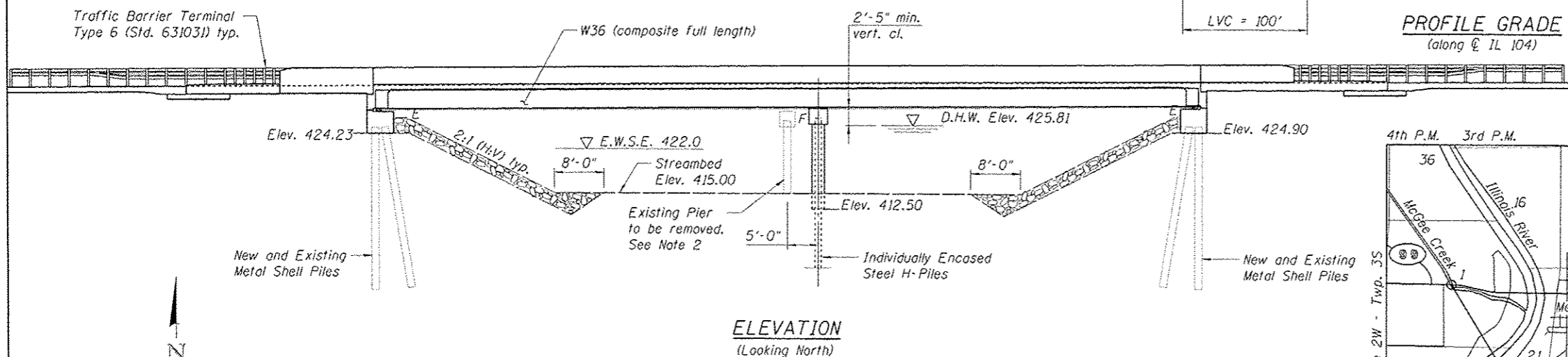
- BUILDINGS • EARTH & ENVIRONMENT • ENERGY •
- INDUSTRIAL • INFRASTRUCTURE • SUSTAINABILITY •

Bench Mark: Chiseled " " on north wingwall of east abutment of existing SN 075-0128 at Station 2479+56.2. 19.5' left offset, elevation 434.89.

Existing Structure: S.N. 075-0128, built in 1988 as FAP 745, Section 109 B-2, consists of a two span reinforced concrete slab on continuous steel rolled beams supported on pile bent abutments and pier, 131'-10" bk. to bk. abutments, 39'-2" o. to o. of deck. Existing structure to be replaced, except abutment piles will be reused. Existing name plate to be relocated on new structure.

Traffic to be maintained utilizing stage construction.

No salvage.

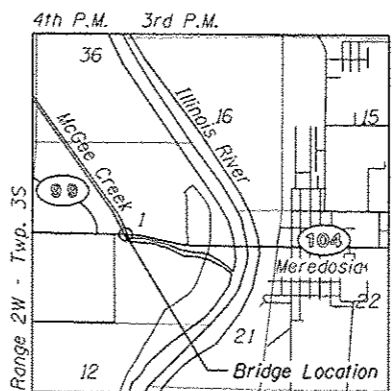


LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2013 Interim Revisions

DESIGN STRESSES
FIELD UNITS (New Construction)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S₀₁) = 0.135
Design Spectral Acceleration at 0.2 sec. (S₀₅) = 0.226
Soil Site Class = D



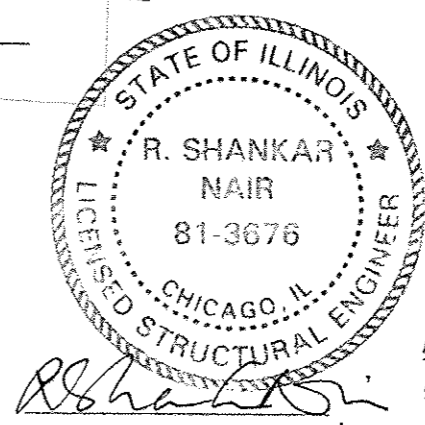
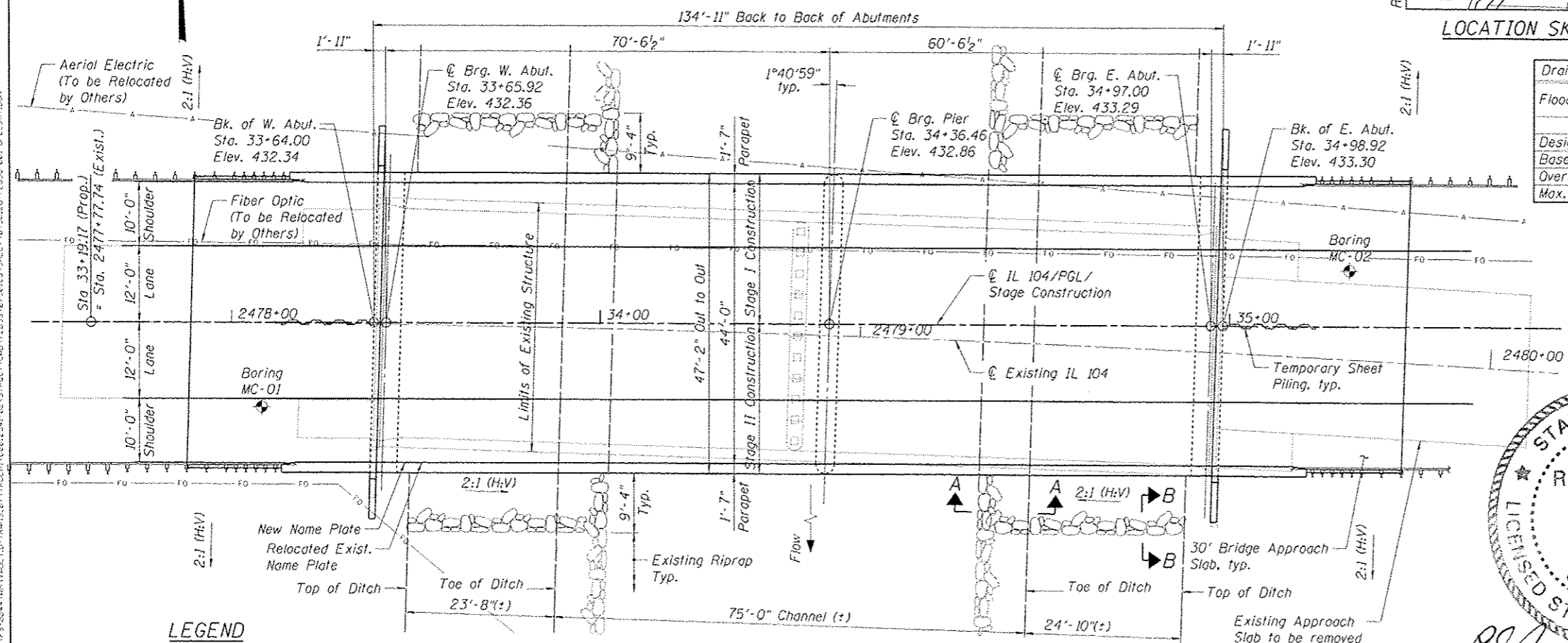
WATERWAY INFORMATION

Drainage Area = 17.19 sq. mi. Low Grade Elev. 432.01 @ Sta. 33+35.00

Flood	Freq. Yr.	C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Design	10	2,140	660	660	425.25	0.01	0.01	425.26	425.26
Base	50	3,290	1,060	1,060	425.81	0.02	0.02	425.83	425.83
Overtopping	100	3,820	1,085	1,085	426.01	0.01	0.01	426.02	426.02
Max. Calc.	N/A	5,050	1,410	1,410	426.41	0.02	0.02	426.43	426.43

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	Design Scour Elevation (ft.)		
	W. Abut.	Pier	E. Abut.
Q100	424.33	410.17	424.90
Q500	424.33	409.59	424.90



APPROVED
For Structural Adequacy Only
R. Shankar Nair
Engineer of Bridges & Structures

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 104 OVER
MCGEE CREEK DRAINAGE DITCH
F.A.P. RTE. 745 - SEC. 123B-2
PIKE COUNTY
STATION 34+31.46
STRUCTURE NO. 075-0128

Notes:
1. See Sheet S1-2 for Sections A-A and B-B.
2. Removal of concrete piles and pier cap to be paid as Concrete Removal.

Date: 8-1-2014
Expires: 11-30-2014

GENERAL NOTES

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- Calculated weight of Structural Steel = 141,800 lbs
- All structural steel shall be AASHTO M 270 Grade 50W except expansion joints which shall be AASHTO M 270 Grade 50.
- No field welding is permitted except as specified in the contract documents
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to constructions or ordering of materials. Such variations shall not be cause for additional compensation for change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- Slipforming of the parapets is not allowed.

INDEX OF SHEETS

- SI-1 General Plan & Elevation
- SI-2 General Data
- SI-3 Stage Construction Details
- SI-4 Temporary Concrete Barrier for Stage Construction
- SI-5 Top of Deck Elevation Plan
- SI-6 Top of Deck Elevations
- SI-7 Top of Approach Slab Elevations, West Approach
- SI-8 Top of Approach Slab Elevations, East Approach
- SI-9 Deck Plan & Cross Section
- SI-10 Diaphragm Details
- SI-11 Parapet Elevations
- SI-12 West Approach Slab Plan
- SI-13 West Approach Slab Details
- SI-14 East Approach Slab Plan
- SI-15 East Approach Slab Details
- SI-16 Framing Plan, & Beam Elevation
- SI-17 Steel Details
- SI-18 Bearing Details
- SI-19 West Abutment Plan & Details
- SI-20 Pier Plan & Elevation
- SI-21 East Abutment Plan & Details
- SI-22 HP Pile Details
- SI-23 Metal Shell Pile Details
- SI-24 Bar Splicer Assembly
- SI-25 Soil Boring Logs, 1 of 2
- SI-26 Soil Boring Logs, 2 of 2

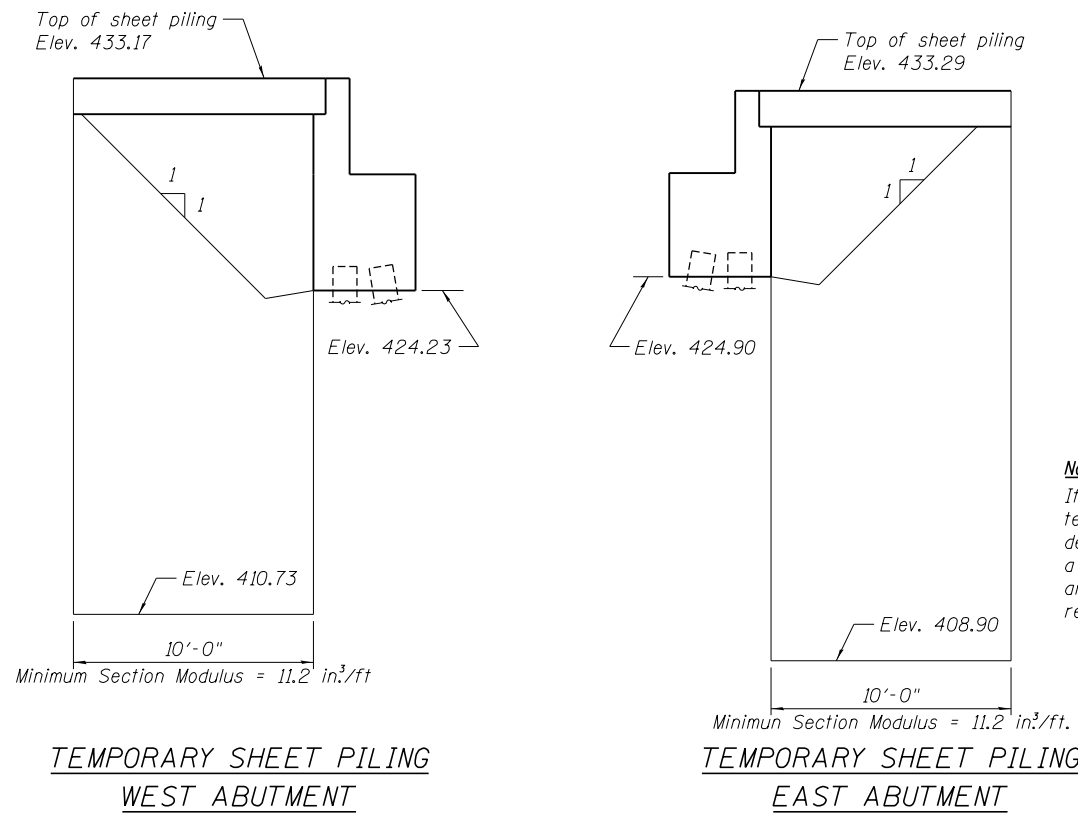
TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd		29	29
Filter Fabric	Sq Yd		29	29
Removal of Existing Superstructures	Each			1
Concrete Removal	Cu Yd		90.8	90.8
Structure Excavation	Cu Yd		241.2	241.2
Concrete Structures	Cu Yd	28.4	80.3	108.7
Concrete Superstructure	Cu Yd	366.5		366.5
Bridge Deck Grooving	Sq Yd	897.1		897.1
Concrete Encasement	Cu Yd		14.1	14.1
Protective Coat	Sq Yd	1,114		1,114
Furnishing and Erecting Structural Steel	L Sum	0.019		0.019
Stud Shear Connectors	Each	3,600		3,600
Reinforcement Bars, Epoxy Coated	Pound	91,730	7,260	98,990
Bar Splicers	Each	589	60	649
Furnishing Metal Shell Piles 12" X 0.250"	Foot		134	134
Furnishing Steel Piles HP14x73	Foot		345	345
Driving Piles	Foot		479	479
Test Pile Steel HP14x73	Each		1	1
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each		12	12
Anchor Bolts, 1"	Each		24	24
Anchor Bolts, 1 1/4"	Each		12	12
Geocomposite Wall Drain	Sq Yd		94.3	94.3
Granular Backfill for Structures	Cu Yd		195.3	195.3
Temporary Sheet Piling	Sq Ft		468	468
Approach Slab Removal	Sq Yd			263.3
Pipe Underdrains for Structures 4"	Foot		100	100

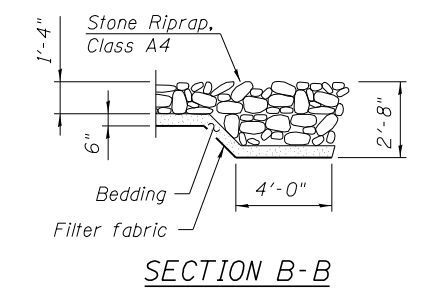
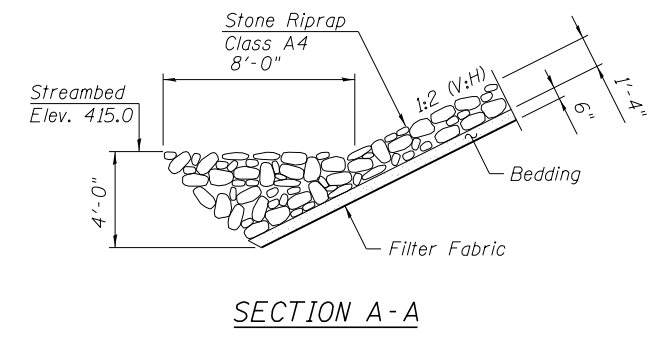
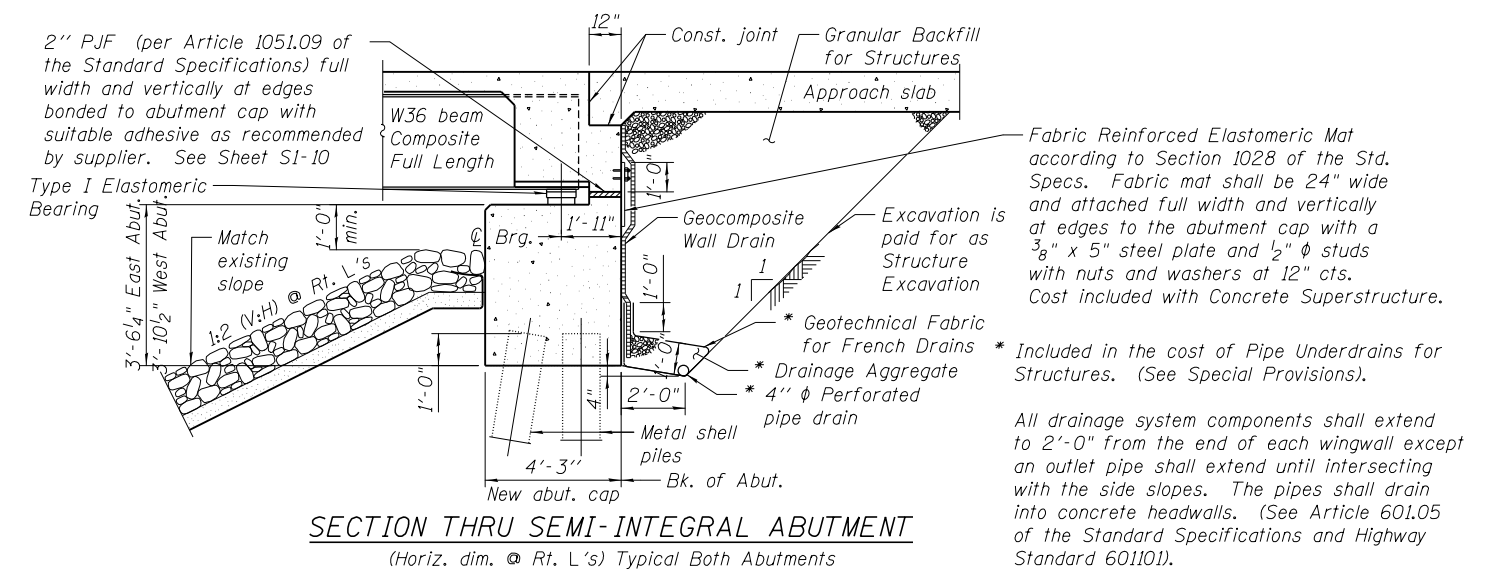
STATION 34+36.46
RE-BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 745 SEC 123B-2
LOADING AASHTO HL-93
STR. NO. 075-0128

NAME PLATE

Note:
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.



Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



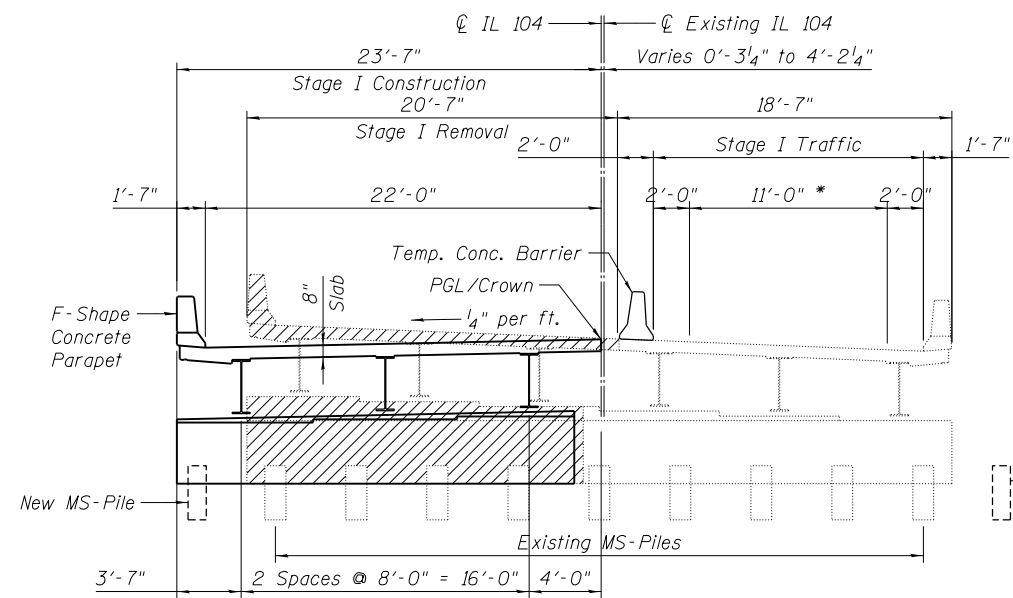
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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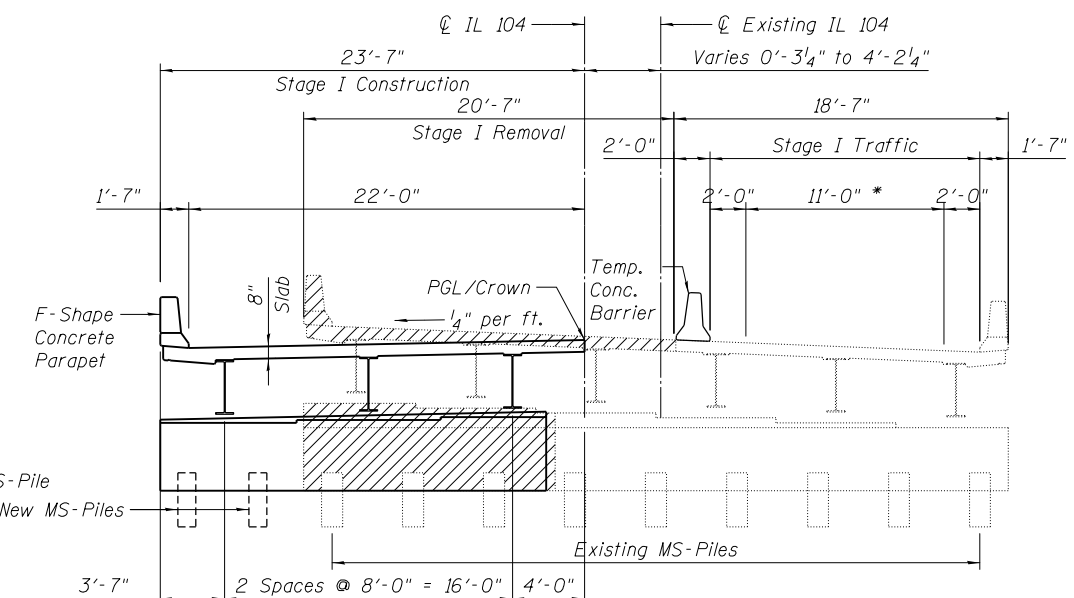
SHEET NO. SI-2 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	357
SN 075-0128		CONTRACT NO. 72B58		

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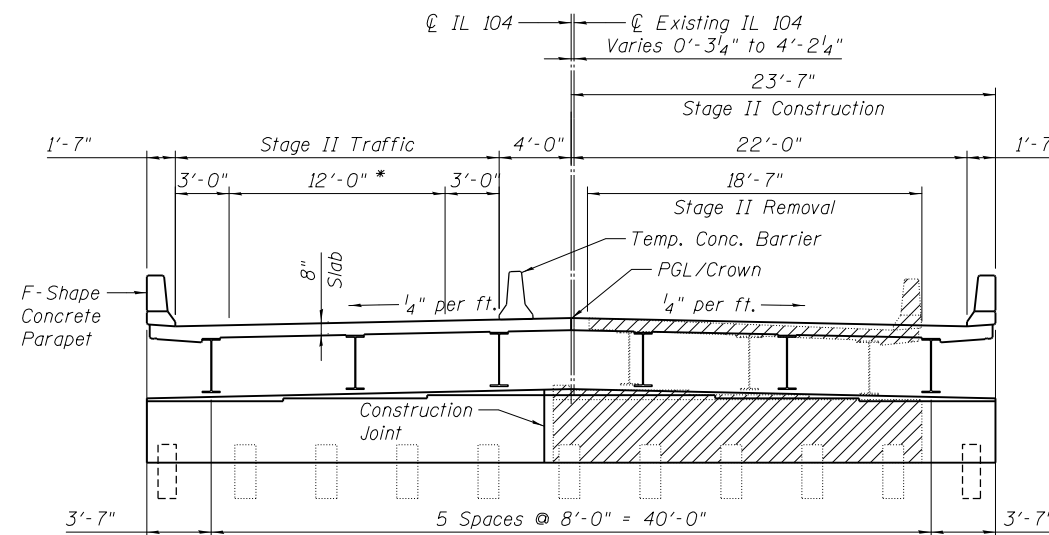


STAGE I CONSTRUCTION (WEST ABUTMENT)
LOOKING EAST

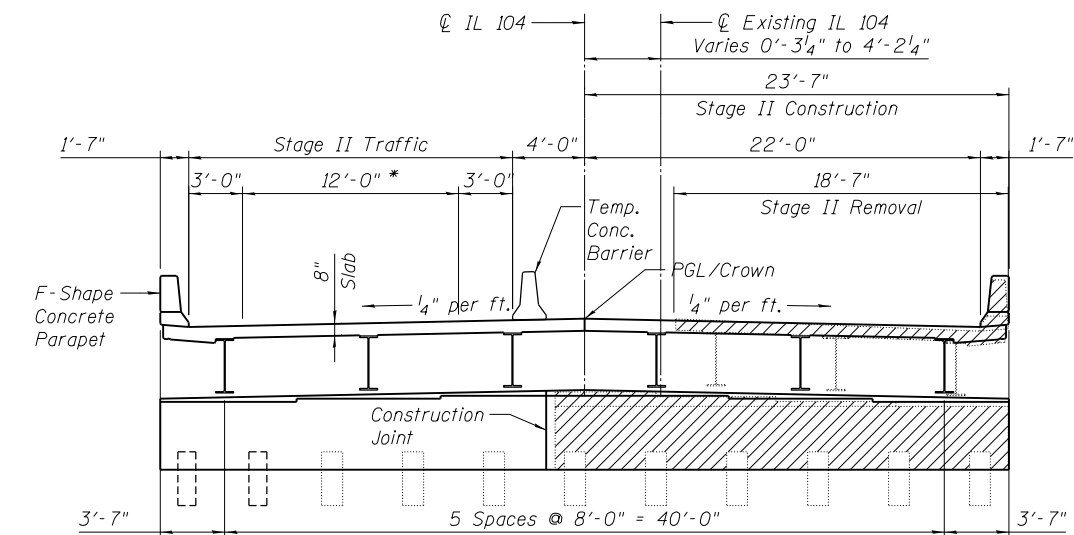


STAGE I CONSTRUCTION (EAST ABUTMENT)
LOOKING EAST

*Two-directional traffic lane controlled with temporary signals.

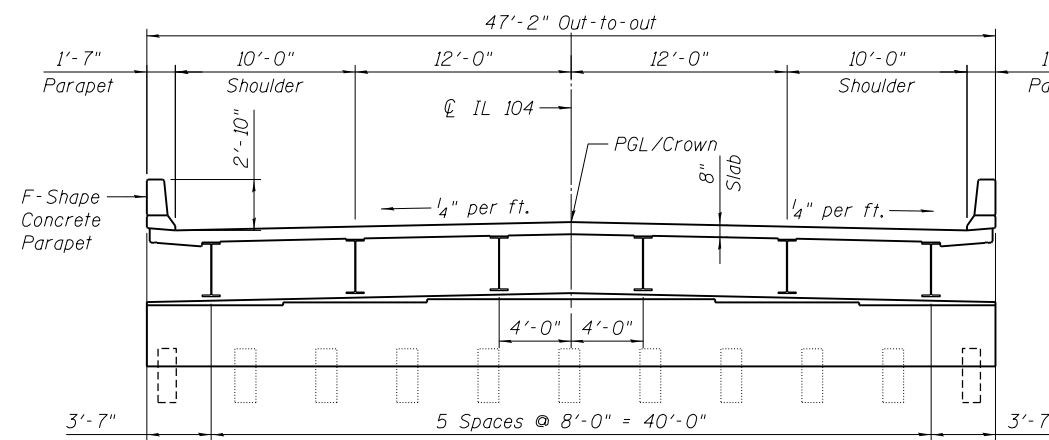


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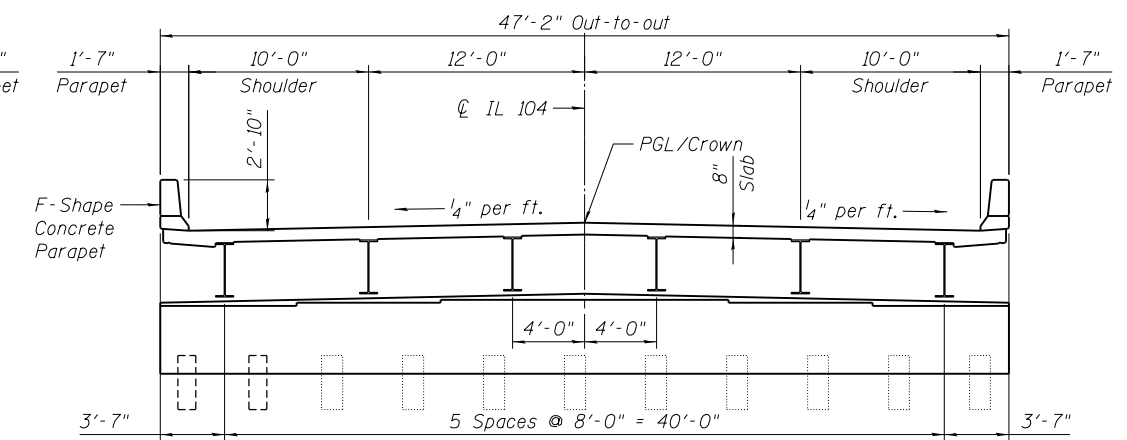


STAGE II CONSTRUCTION (EAST ABUTMENT)
LOOKING EAST

*Two-directional traffic lane controlled with temporary signals.



PROPOSED CROSS SECTION (WEST ABUTMENT)
LOOKING EAST



PROPOSED CROSS SECTION (EAST ABUTMENT)
LOOKING EAST

Concrete Removal (Cu. Yd.)	
West Abutment	37
Pier	17
East Abutment	38
Deck & Parapets	155
(For information only)	

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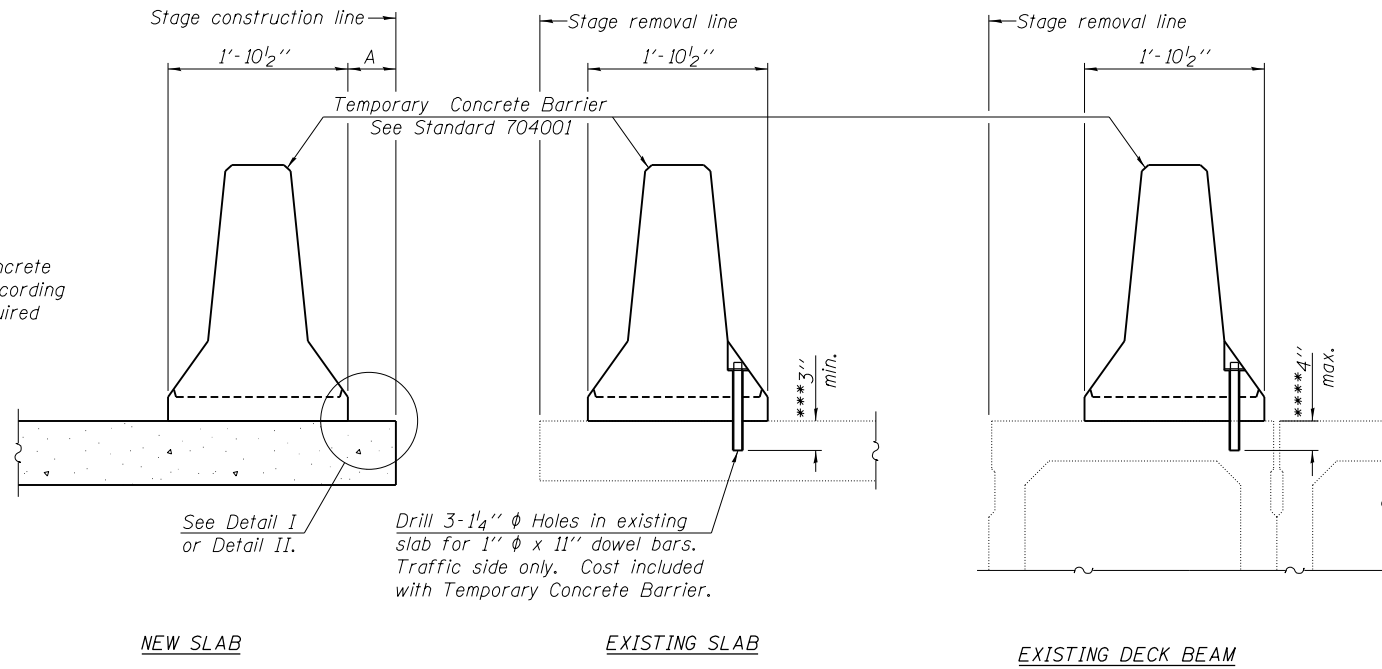
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION DETAILS

SHEET NO. S1-3 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	358
SN 075-0128		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

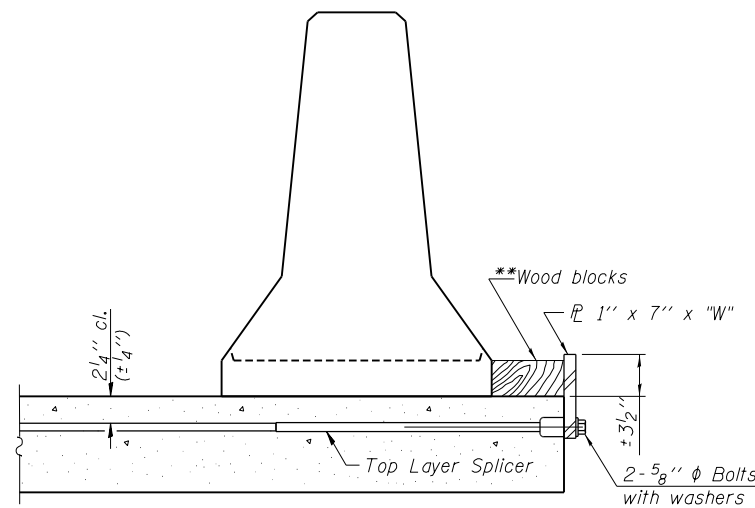
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2- $\frac{5}{8}$ " ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ " ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

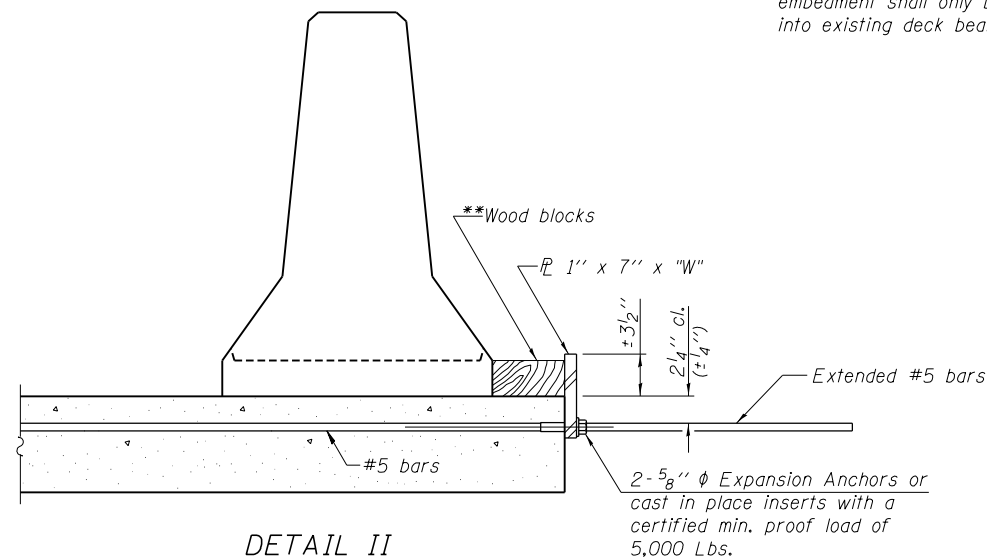
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



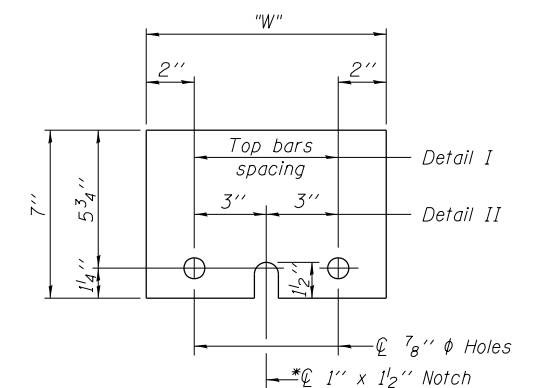
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



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

* Required only with Detail II

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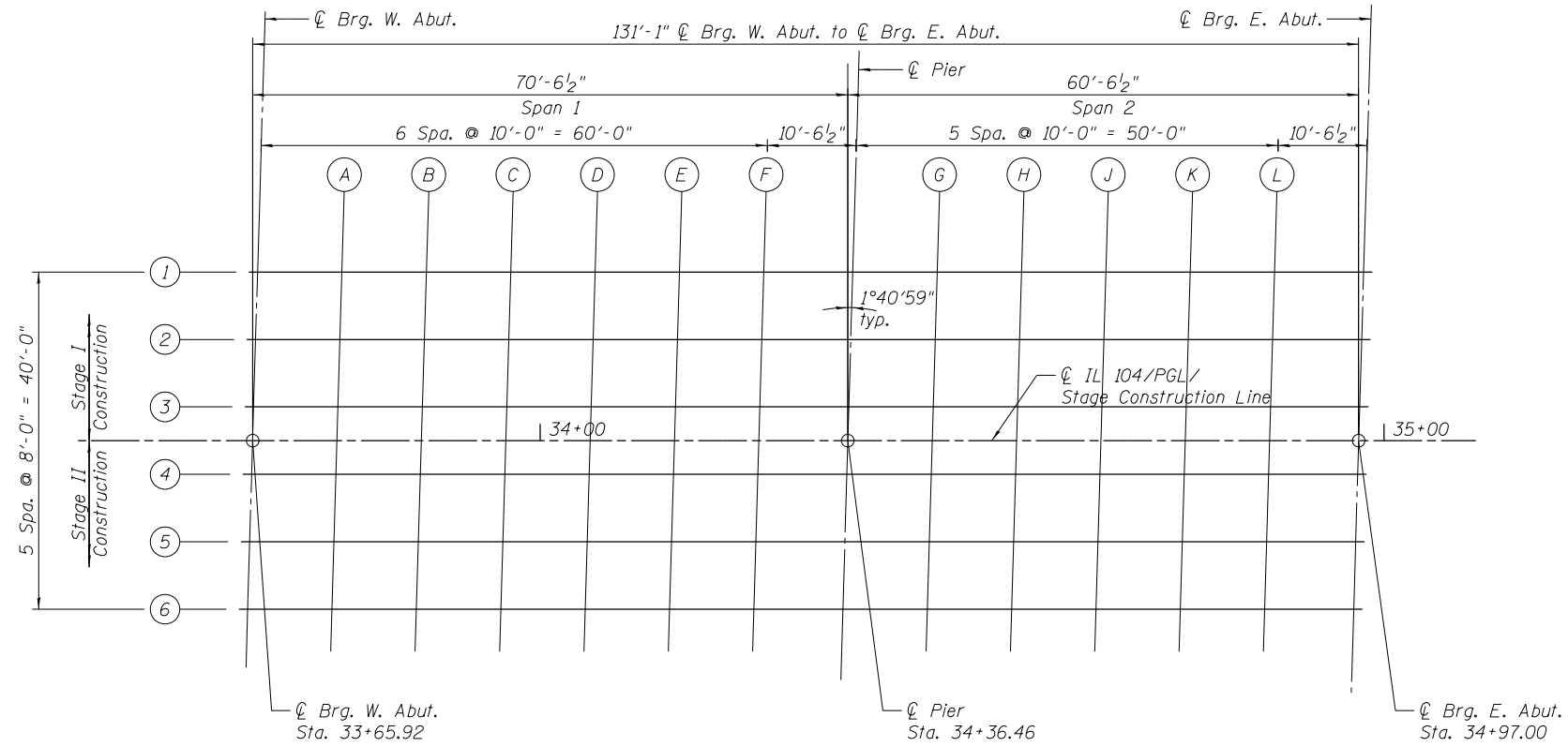
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DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

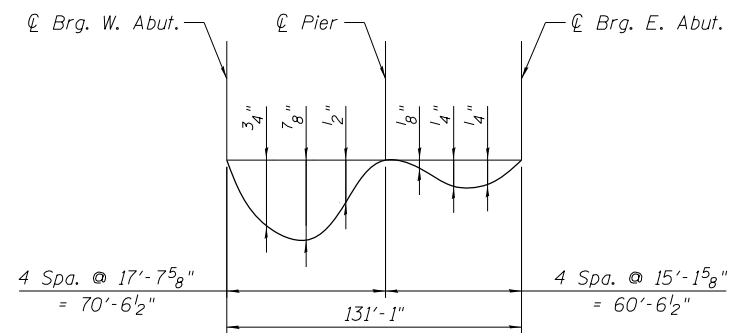
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SN 075-0128			CONTRACT NO. 72B58	
ILLINOIS FED. AID PROJECT				

SHEET NO. S1-4 OF 26 SHEETS

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 PLOT DATE =
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 TOP OF DECK ELEVATION PLAN
 SHEET NO. S1-5 OF 26 SHEETS
 F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 745 123B-2 PIKE 782 360
 SN 075-0128 CONTRACT NO. 72B58
 ILLINOIS FED. AID PROJECT



PLAN



DEAD LOAD DEFLECTION DIAGRAM

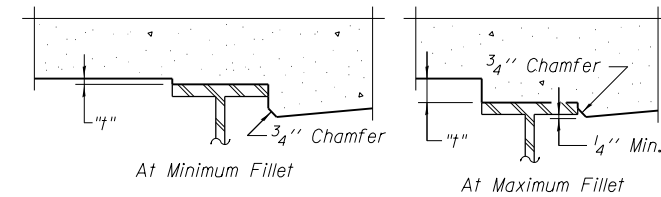
Note:
 The above deflections are not for use in the field if the Engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheet S1-6 of 26.

BEAM 1

Location	Station	Offset from PGL	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for DL Deflection
Bk. W. Abut.	33+64.59	-20.00	431.93	431.93
☉ Brg. W. Abut.	33+66.51	-20.00	431.94	431.94
A	33+76.51	-20.00	432.01	432.05
B	33+86.51	-20.00	432.09	432.15
C	33+96.51	-20.00	432.16	432.23
D	34+06.51	-20.00	432.23	432.29
E	34+16.51	-20.00	432.30	432.34
F	34+26.51	-20.00	432.37	432.39
☉ Pier	34+37.05	-20.00	432.44	432.44
G	34+47.05	-20.00	432.52	432.52
H	34+57.05	-20.00	432.59	432.60
J	34+67.05	-20.00	432.66	432.68
K	34+77.05	-20.00	432.73	432.75
L	34+87.05	-20.00	432.80	432.82
☉ Brg. E. Abut.	34+97.54	-20.00	432.88	432.88
BK. E. Abut.	34+99.46	-20.00	432.89	432.89

BEAM 2

Location	Station	Offset from PGL	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for DL Deflection
Bk. W. Abut.	33+64.35	-12.00	432.09	432.09
☉ Brg. W. Abut.	33+66.27	-12.00	432.11	432.11
A	33+76.27	-12.00	432.18	432.22
B	33+86.27	-12.00	432.25	432.32
C	33+96.27	-12.00	432.32	432.40
D	34+06.27	-12.00	432.39	432.46
E	34+16.27	-12.00	432.46	432.51
F	34+26.27	-12.00	432.53	432.55
☉ Pier	34+36.81	-12.00	432.61	432.61
G	34+46.81	-12.00	432.68	432.68
H	34+56.81	-12.00	432.75	432.77
J	34+66.81	-12.00	432.82	432.85
K	34+76.81	-12.00	432.89	432.92
L	34+86.81	-12.00	432.97	432.98
☉ Brg. E. Abut.	34+97.07	-12.00	433.04	433.04
BK. E. Abut.	34+98.99	-12.00	433.05	433.05



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

FILLET HEIGHTS

BEAM 3

Location	Station	Offset from PGL	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for DL Deflection
Bk. W. Abut.	33+64.12	-4.00	432.26	432.26
☉ Brg. W. Abut.	33+66.04	-4.00	432.27	432.27
A	33+76.04	-4.00	432.34	432.38
B	33+86.04	-4.00	432.42	432.48
C	33+96.04	-4.00	432.49	432.56
D	34+06.04	-4.00	432.56	432.63
E	34+16.04	-4.00	432.63	432.68
F	34+26.04	-4.00	432.70	432.72
☉ Pier	34+36.58	-4.00	432.77	432.77
G	34+46.58	-4.00	432.85	432.85
H	34+56.58	-4.00	432.92	432.93
J	34+66.58	-4.00	432.99	433.01
K	34+76.58	-4.00	433.06	433.09
L	34+86.58	-4.00	433.13	433.15
☉ Brg. E. Abut.	34+97.07	-4.00	433.21	433.21
BK. E. Abut.	34+98.99	-4.00	433.22	433.22

☉ IL 104 / PGL / STAGE CONSTRUCTION LINE

Location	Station	Offset from PGL	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for DL Deflection
Bk. W. Abut.	33+64.00	0.00	432.34	432.34
☉ Brg. W. Abut.	33+65.92	0.00	432.36	432.36
A	33+75.92	0.00	432.43	432.47
B	33+85.92	0.00	432.50	432.56
C	33+95.92	0.00	432.57	432.64
D	34+05.92	0.00	432.64	432.71
E	34+15.92	0.00	432.71	432.76
F	34+25.92	0.00	432.78	432.80
☉ Pier	34+36.46	0.00	432.86	432.86
G	34+46.46	0.00	432.93	432.93
H	34+56.46	0.00	433.00	433.01
J	34+66.46	0.00	433.07	433.10
K	34+76.46	0.00	433.14	433.17
L	34+86.46	0.00	433.21	433.23
☉ Brg. E. Abut.	34+97.00	0.00	433.29	433.29
BK. E. Abut.	34+98.92	0.00	433.30	433.30

BEAM 4

Location	Station	Offset from PGL	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for DL Deflection
Bk. W. Abut.	33+63.88	4.00	432.26	432.26
☉ Brg. W. Abut.	33+65.80	4.00	432.27	432.27
A	33+75.80	4.00	432.34	432.38
B	33+85.80	4.00	432.41	432.48
C	33+95.80	4.00	432.48	432.56
D	34+05.80	4.00	432.56	432.62
E	34+15.80	4.00	432.63	432.67
F	34+25.80	4.00	432.70	432.72
☉ Pier	34+36.34	4.00	432.77	432.77
G	34+46.34	4.00	432.84	432.85
H	34+56.34	4.00	432.92	432.93
J	34+66.34	4.00	432.99	433.01
K	34+76.34	4.00	433.06	433.08
L	34+86.34	4.00	433.13	433.15
☉ Brg. E. Abut.	34+96.84	4.00	433.20	433.20
BK. E. Abut.	34+98.76	4.00	433.22	433.22

BEAM 5

Location	Station	Offset from PGL	Theoretical Grade Elevation	Theoretical Grade Elevations Adjusted for DL Deflection
Bk. W. Abut.	33+63.65	12.00	432.09	432.09
☉ Brg. W. Abut.	33+65.57	12.00	432.10	432.10
A	33+75.57	12.00	432.17	432.21
B	33+85.57	12.00	432.24	432.31
C	33+95.57	12.00	432.32	432.39
D	34+05.57	12.00	432.39	432.46
E	34+15.57	12.00	432.46	432.51
F	34+25.57	12.00	432.53	432.55
☉ Pier	34+36.46	12.00	432.61	432.61
G	34+46.46	12.00	432.68	432.68
H	34+56.46	12.00	432.75	432.76
J	34+66.46	12.00	432.82	432.85
K	34+76.46	12.00	432.89	432.92
L	34+86.46	12.00	432.96	432.98
☉ Brg. E. Abut.	34+96.60	12.00	433.04	433.04
BK. E. Abut.	34+98.52	12.00	433.05	433.05

BEAM 6

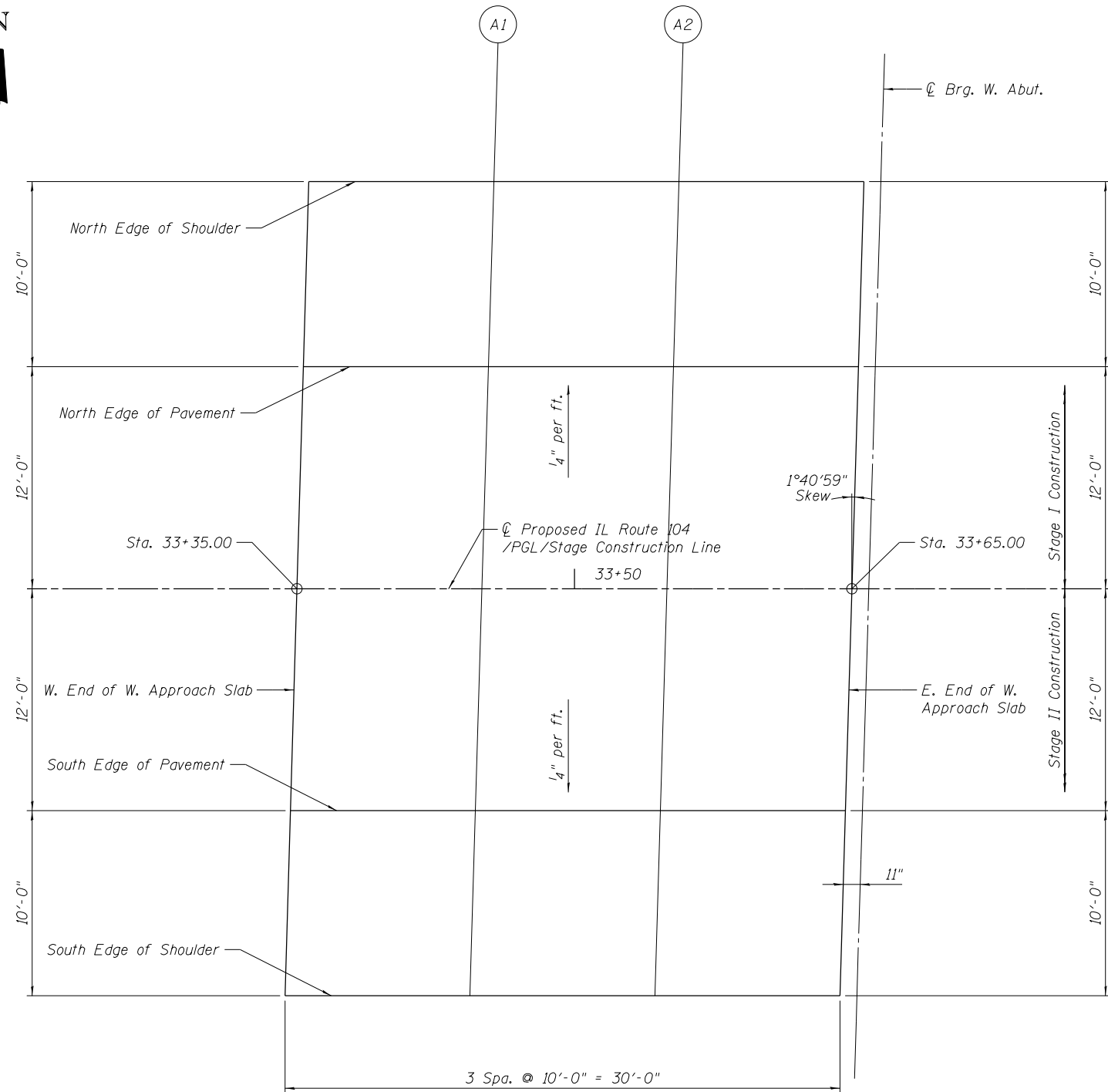
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A	33+75.33	20.00	432.01	432.04
B	33+85.33	20.00	432.08	432.14
C	33+95.33	20.00	432.15	432.22
D	34+05.33	20.00	432.22	432.28
E	34+15.33	20.00	432.29	432.33
F	34+25.33	20.00	432.36	432.38
☉ Pier	34+35.87	20.00	432.44	432.44
G	34+45.87	20.00	432.51	432.51
H	34+55.87	20.00	432.58	432.59
J	34+65.87	20.00	432.65	432.67
K	34+75.87	20.00	432.72	432.75
L	34+85.87	20.00	432.79	432.81
☉ Brg. E. Abut.	34+96.37	20.00	432.87	432.87
BK. E. Abut.	34+98.29	20.00	432.88	432.88

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 exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	361
SN 075-0128		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				



PLAN
West Approach Slab

NORTH EDGE OF SHOULDER

Location	Station	Offset from PGL	Theoretical Grade Elevations
W. End of W. App. Slab	33+35.65	-22.00	431.68
A1	33+45.65	-22.00	431.75
A2	33+55.65	-22.00	431.82
E. End of W. App. Slab	33+65.65	-22.00	431.89

NORTH EDGE OF PAVEMENT

Location	Station	Offset from PGL	Theoretical Grade Elevations
W. End of W. App. Slab	33+35.35	-12.00	431.89
A1	33+45.35	-12.00	431.96
A2	33+55.35	-12.00	432.03
E. End of W. App. Slab	33+65.35	-12.00	432.10

IL 104 ROADWAY/PGL/STAGE CONSTRUCTION LINE

Location	Station	Offset from PGL	Theoretical Grade Elevations
W. End of W. App. Slab	33+35.00	0.00	432.14
A1	33+45.00	0.00	432.21
A2	33+55.00	0.00	432.28
E. End of W. App. Slab	33+65.00	0.00	432.35

SOUTH EDGE OF PAVEMENT

Location	Station	Offset from PGL	Theoretical Grade Elevations
W. End of W. App. Slab	33+34.65	12.00	431.88
A1	33+44.65	12.00	431.95
A2	33+54.65	12.00	432.02
E. End of W. App. Slab	33+64.65	12.00	432.10

SOUTH EDGE OF SHOULDER

Location	Station	Offset from PGL	Theoretical Grade Elevations
W. End of W. App. Slab	33+34.35	22.00	431.67
A1	33+44.35	22.00	431.74
A2	33+54.35	22.00	431.81
E. End of W. App. Slab	33+64.35	22.00	431.89

\\P:\0750128-72B58-001-TOSELEV.DGN, \\P:\0750128-72B58-001-BORDER.DGN, \\P:\0750128-72B58-003-TOSELEV_SHT.DGN, \\P:\0750128-72B58-004-AM\VALU.LD - TRANS.07, TRDCHI\00012341-02\STRUCT\CAD\72B58\0750128\72B58-003-TOSELEV_SHT.DGN

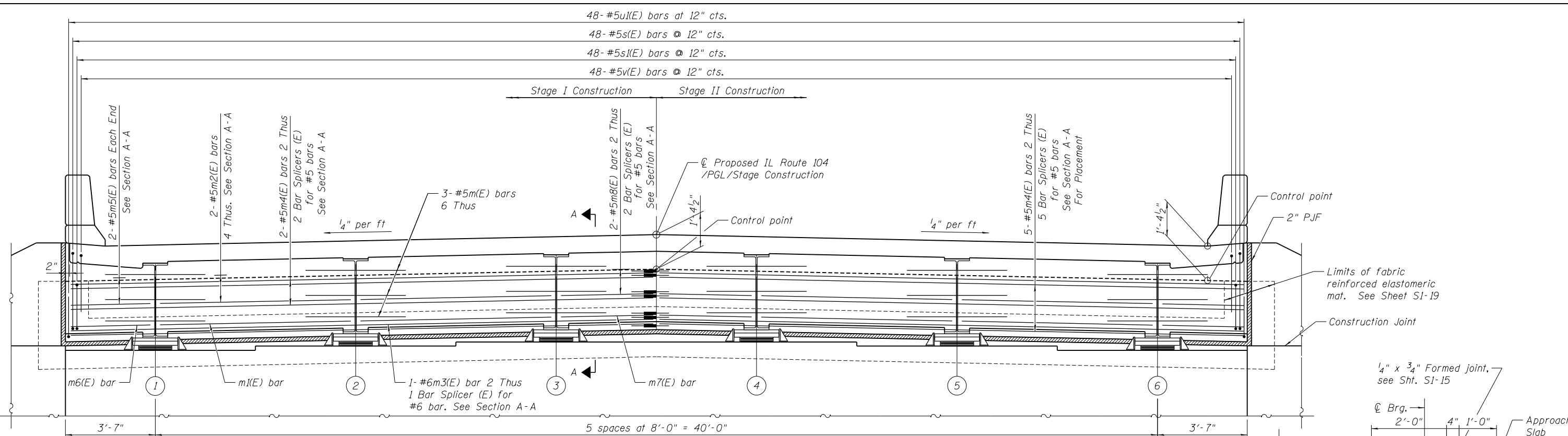
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	PLOT DATE =	CHECKED - VCP	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

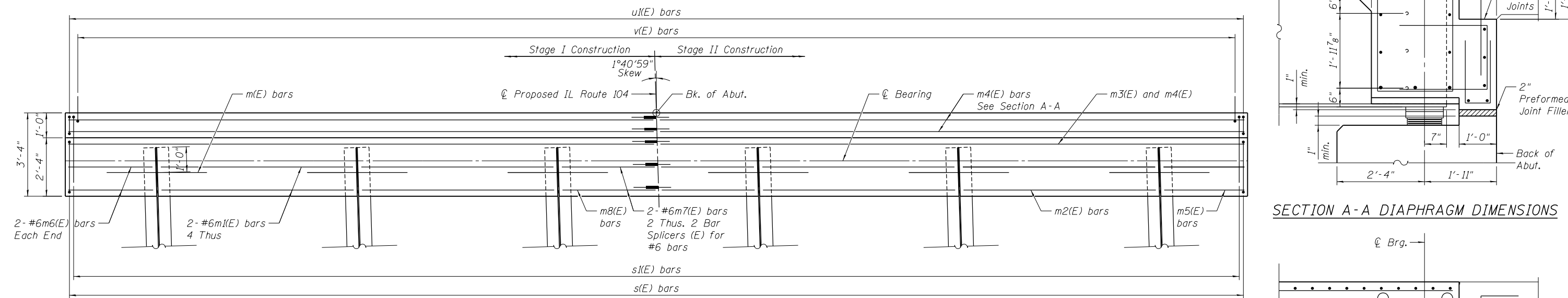
**TOP OF APPROACH SLAB ELEVATIONS
WEST APPROACH**

SHEET NO. S1-7 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	362
SN 075-0128		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

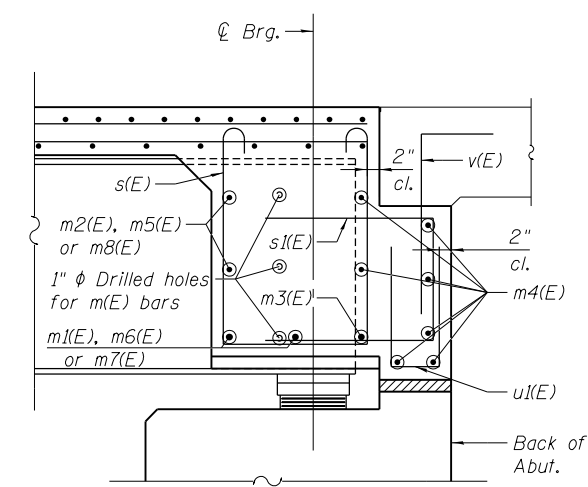


ELEVATION
 (Looking East. 2 Thus)



TOP VIEW
 (East Diaphragm Shown. West Diaphragm Similar.)

SECTION A-A DIAPHRAGM DIMENSIONS



SECTION A-A DIAPHRAGM REINFORCEMENT

\0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-BORDER.DGN, \0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-DIAPHRAGM.SHT.DGN
 \0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-BORDER.DGN, \0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-DIAPHRAGM.SHT.DGN
 \0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-BORDER.DGN, \0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-DIAPHRAGM.SHT.DGN
 \0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-BORDER.DGN, \0750128-72B58-001-SUPER.DGN, \0750128-72B58-001-DIAPHRAGM.SHT.DGN

FILE NAME =	USER NAME =	DESIGNED - SNB	REVISED -
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	PLOT DATE	CHECKED - VCP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

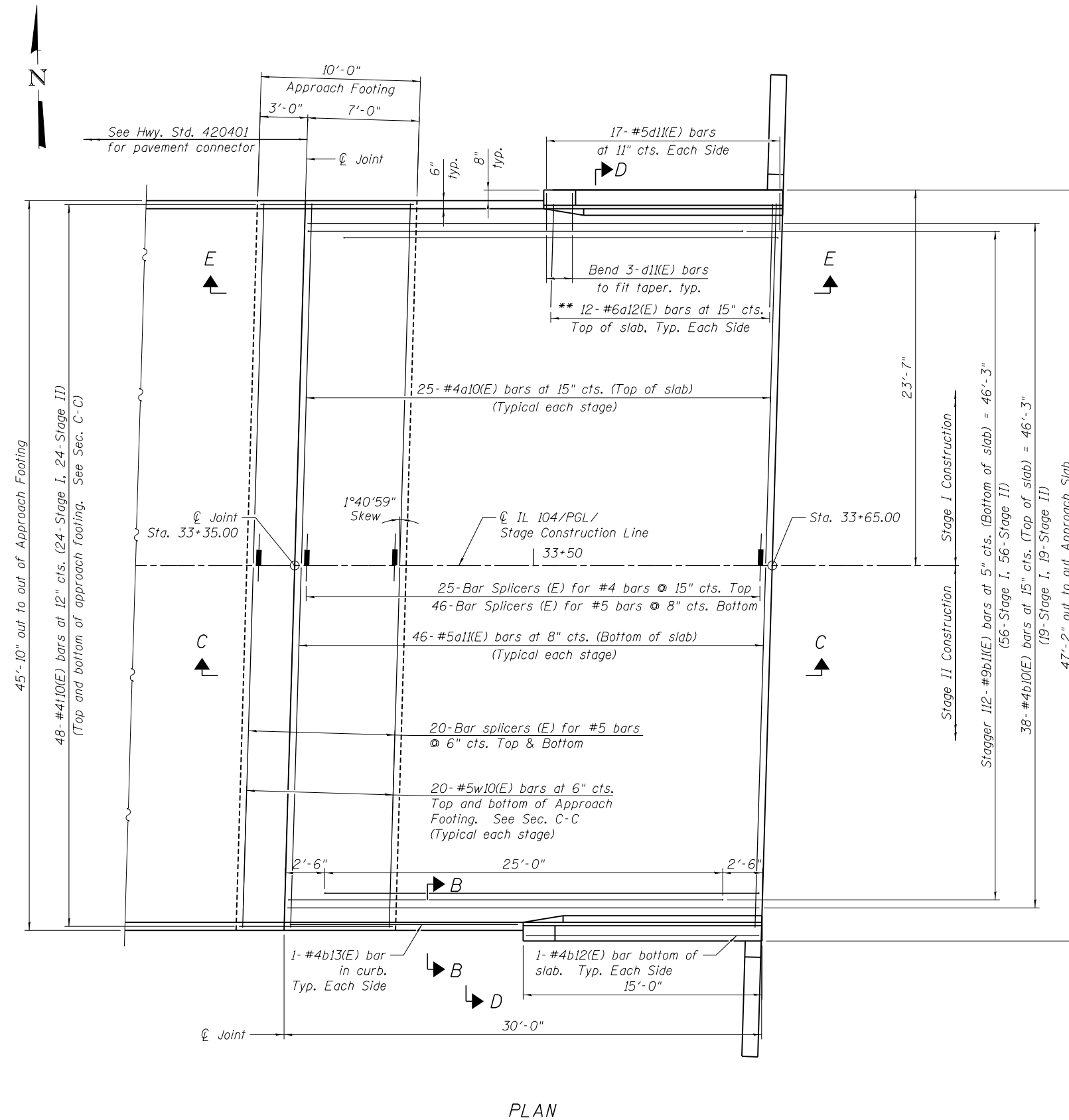
DIAPHRAGM DETAILS

SHEET NO. S1-10 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SN 075-0128		CONTRACT NO. 72B58		

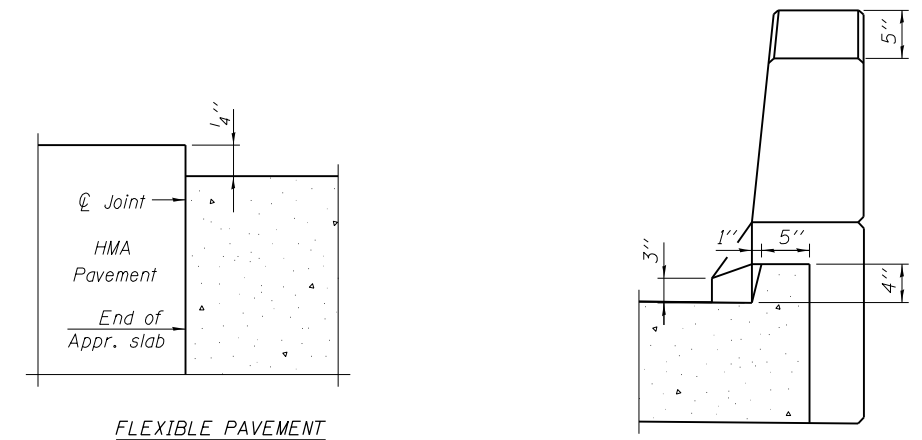
ILLINOIS FED. AID PROJECT

Notes:
 See sheet S1-13 of 26 for Sections C-C & D-D and View E-E.
 a(E) and a₁(E) bar spacings measured along ϕ Rdwy.



PLAN

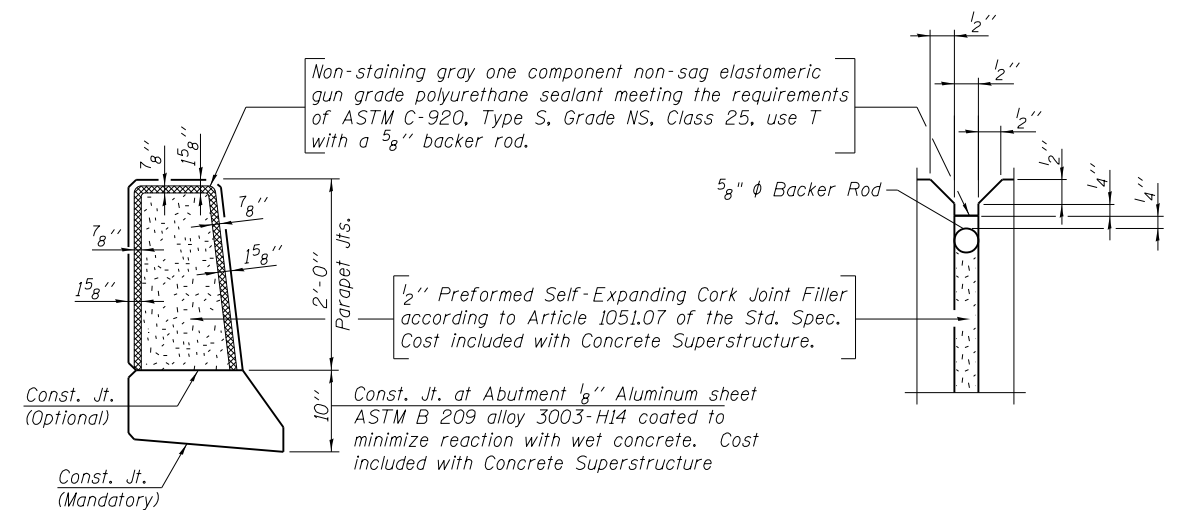
* Tilt b11(E) bars as required to maintain clearance.
 ** Space between a10(E) bars, typ. each parapet.



FLEXIBLE PAVEMENT

DETAIL A

VIEW B-B



PARAPET JOINT DETAILS

\\0750128-72B58-001-APPRPVT.DGN, \\VALLSNUM-72B58-001-BORDER.DGN, \\0750128-72B58-001-APPVMT_SHT.DGN
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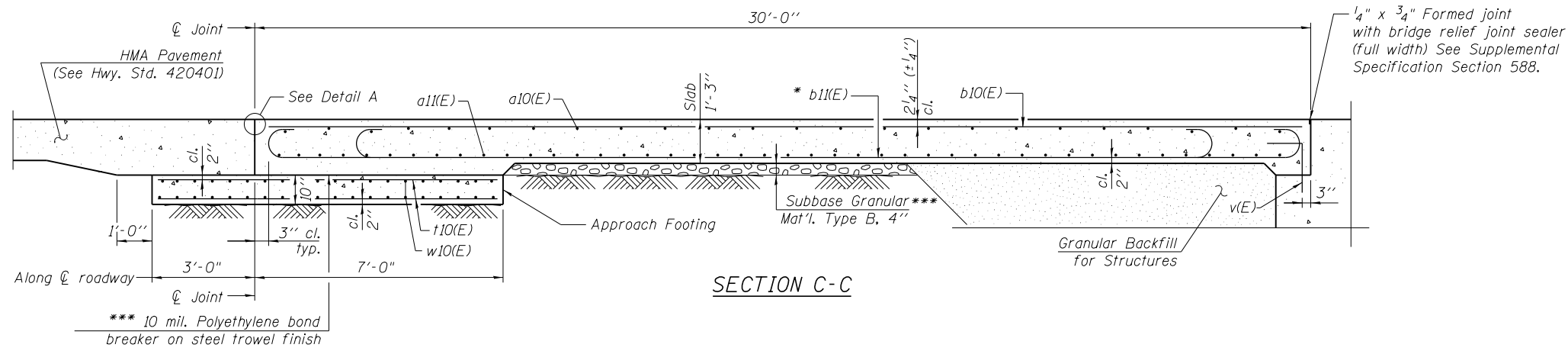
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

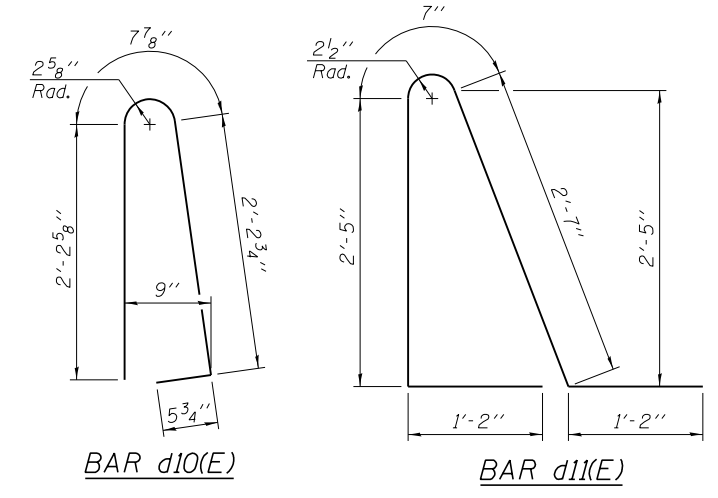
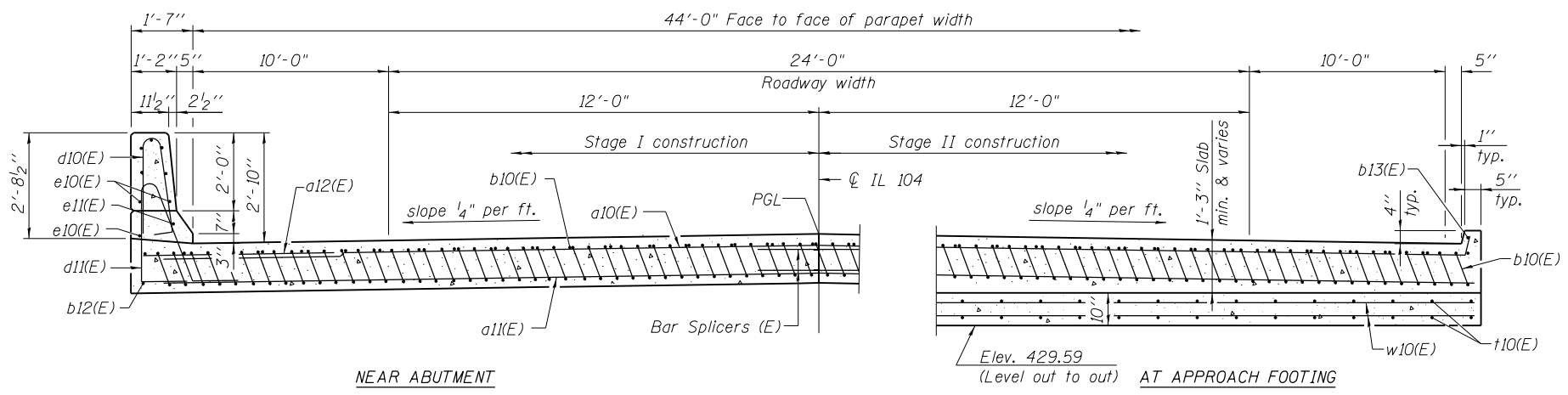
WEST APPROACH SLAB PLAN

SHEET NO. S1-12 OF 26 SHEETS

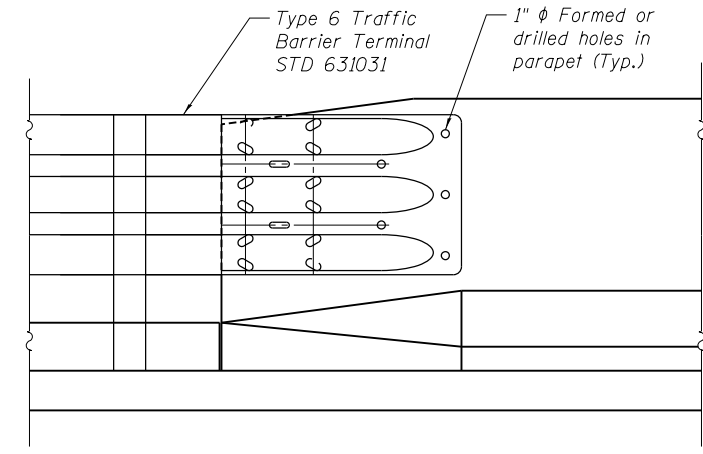
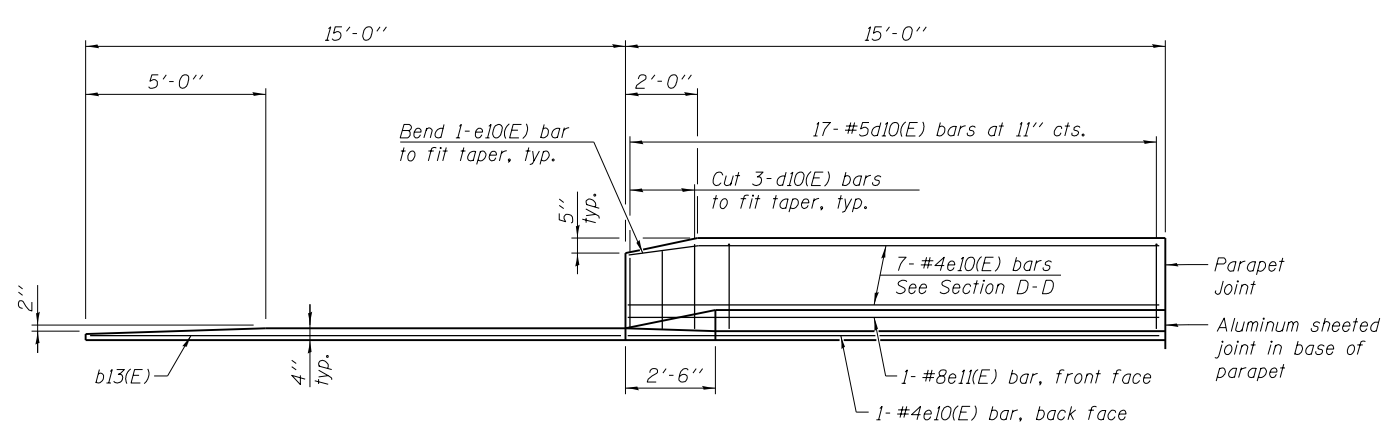
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	367
SN 075-0128		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				



Notes:
 See sheet S1-12 of 26 for Detail A.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet S1-11 of 26.
 The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet S1-19 of 26.
 For additional parapet details, see sheet S1-12 of 26.

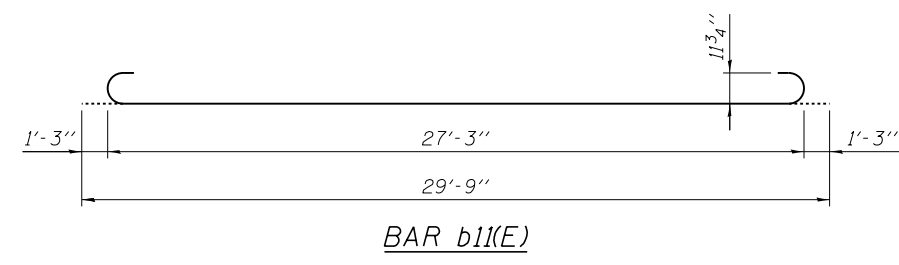
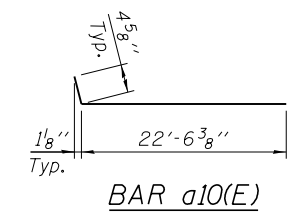


* Tilt #9 b1(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



**WEST APPROACH
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a10(E)	50	#4	22'-11"	—
a11(E)	92	#5	22'-7"	—
a12(E)	24	#6	6'-6"	—
b10(E)	38	#4	29'-8"	—
b11(E)	112	#9	29'-9"	—
b12(E)	2	#4	14'-8"	—
b13(E)	2	#4	14'-8"	—
d10(E)	34	#5	5'-7"	—
d11(E)	34	#5	7'-11"	—
e10(E)	16	#4	14'-8"	—
e11(E)	2	#8	14'-8"	—
t10(E)	96	#4	9'-8"	—
w10(E)	80	#5	22'-7"	—
Concrete Superstructure		Cu. Yd.	74.0	
Concrete Structures		Cu. Yd.	14.2	
Reinforcement Bars, Epoxy Coated		Pound	18,510	
Protective Coat		Sq. Yd.	166	



FILE NAME = ... USER NAME = ... DESIGNED - SNB ... REVISIONS ...
 exp U.S. Services Inc. Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

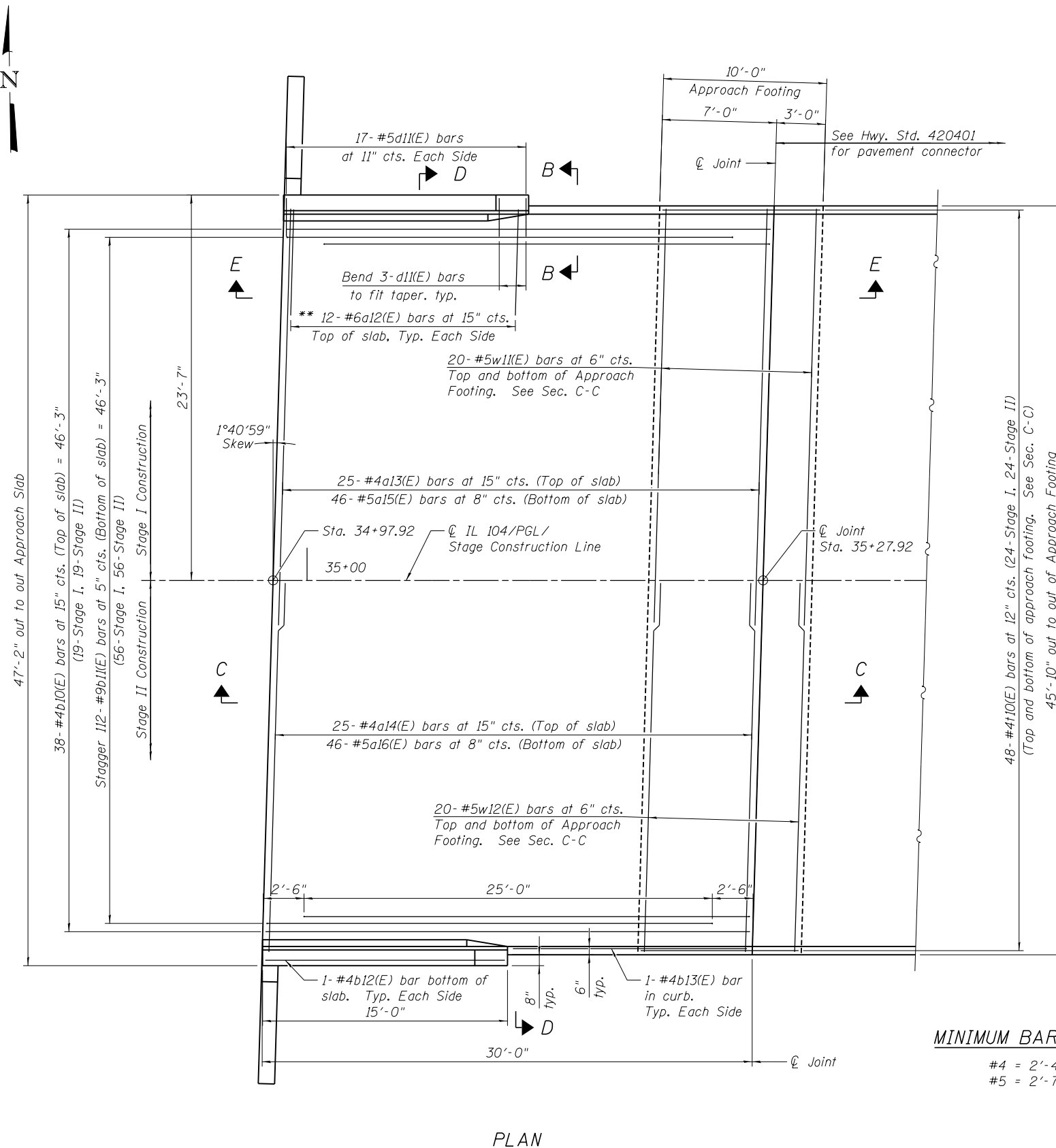
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WEST APPROACH SLAB DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	368
SN 075-0128		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

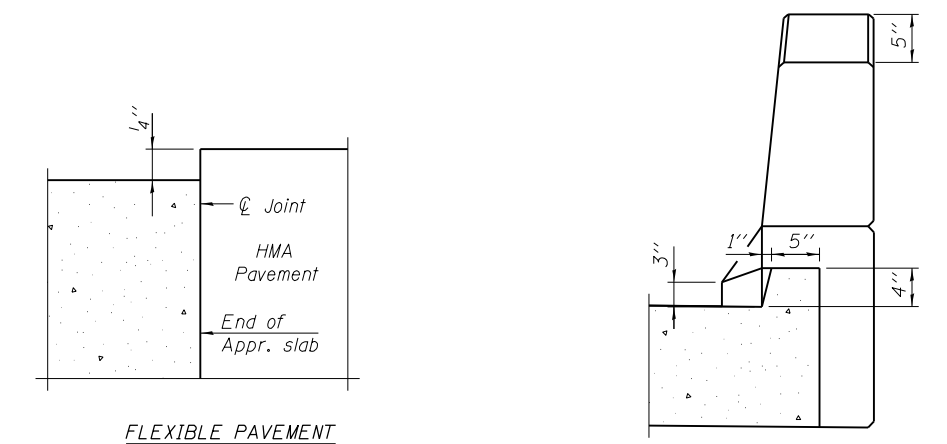
SHEET NO. S1-13 OF 26 SHEETS

Notes:
 See sheet S1-15 of 26 for Sections C-C & D-D and View E-E.
 a(E) and a₁(E) bar spacings measured along \mathcal{C} Rdwy.



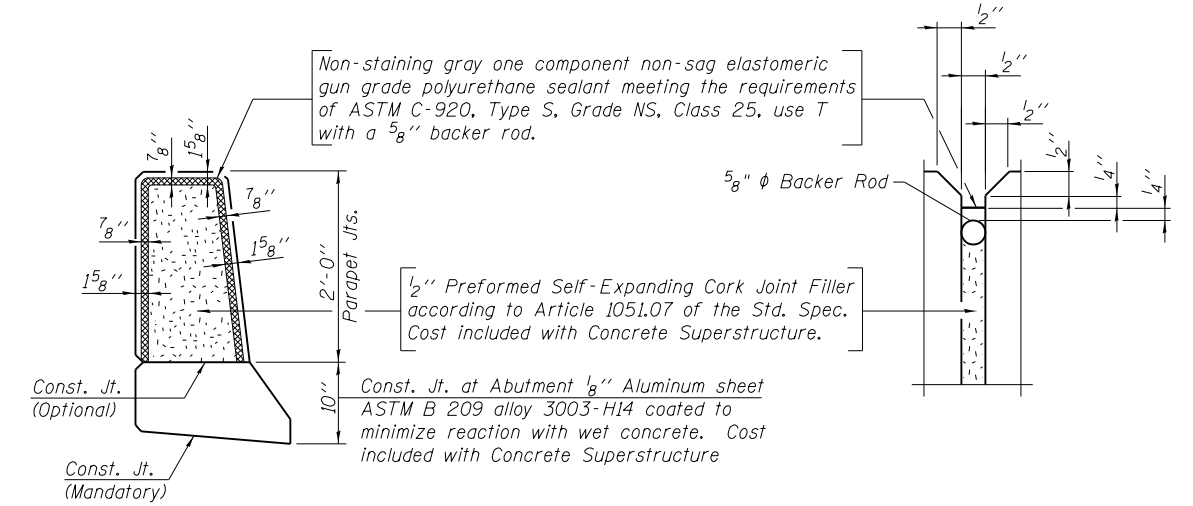
PLAN

* Tilt b11(E) bars as required to maintain clearance.
 ** Space between a13(E) and a14(E) bars, typ. each parapet.



**FLEXIBLE PAVEMENT
 DETAIL A**

VIEW B-B

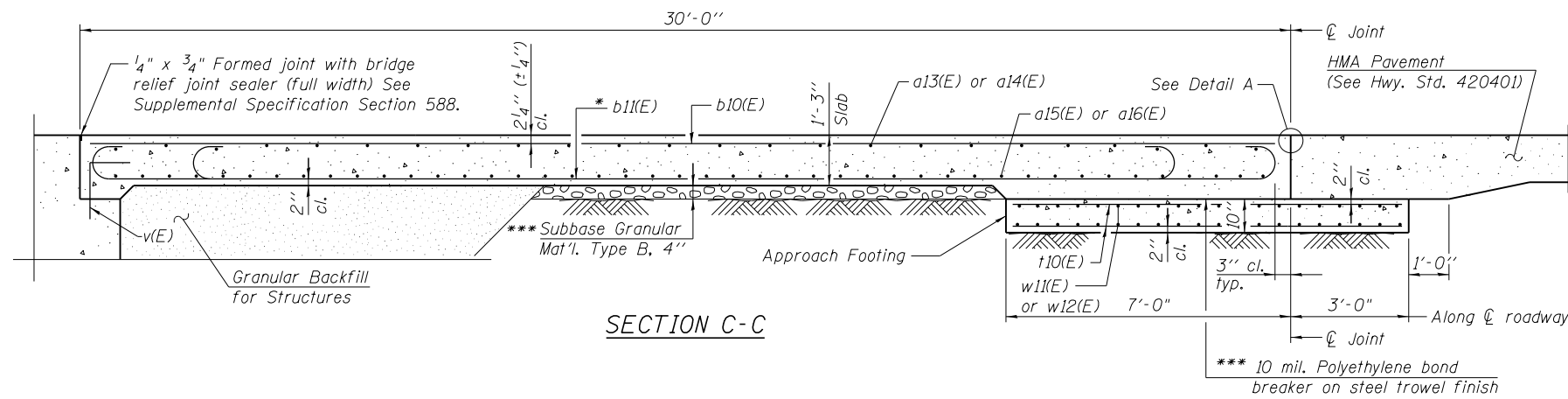


PARAPET JOINT DETAILS

MINIMUM BAR LAPS

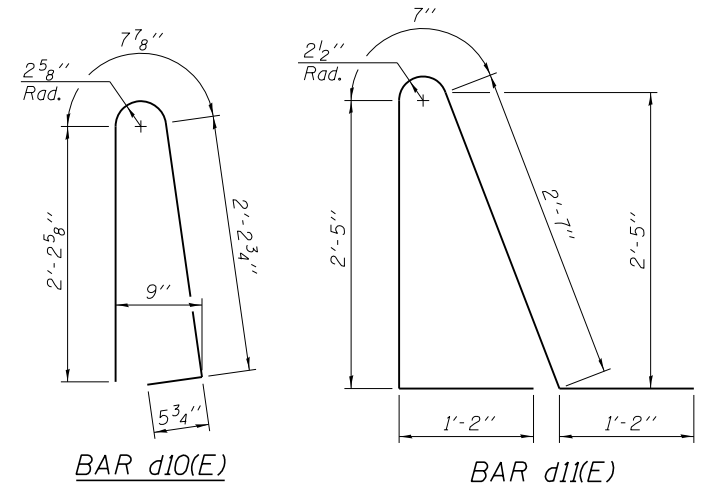
- #4 = 2'-4"
- #5 = 2'-7"

FILE NAME = ... USER NAME = ... DESIGNED - SNB ... REVISIONS ...
 exp U.S. Services Inc. Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY
 STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
 EAST APPROACH SLAB PLAN
 SHEET NO. S1-14 OF 26 SHEETS
 CONTRACT NO. 72B58
 ILLINOIS FED. AID PROJECT



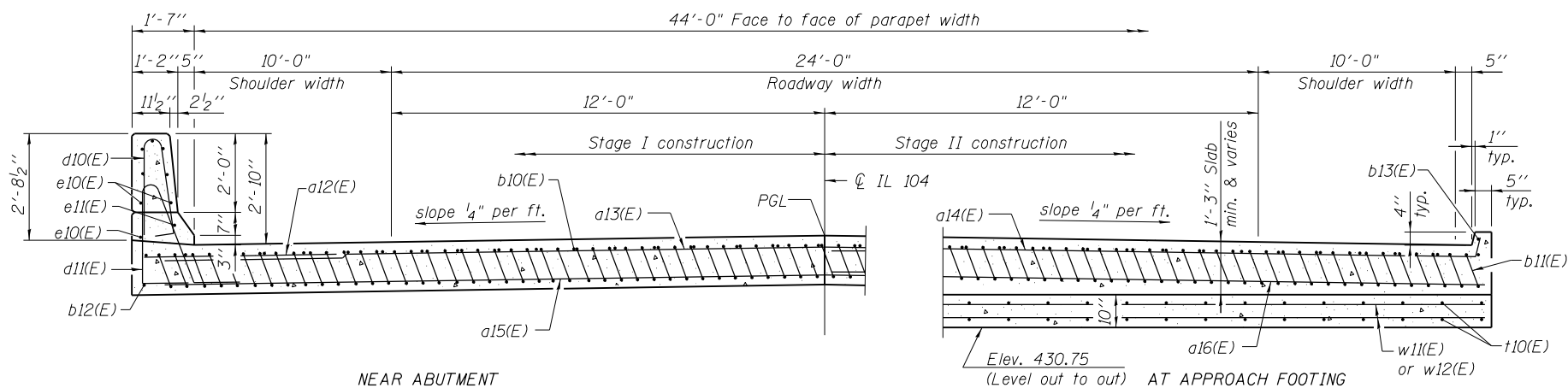
Notes:

See sheet S1-14 of 26 for Detail A.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet S1-11 of 26.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet S1-19 of 26.
 For additional parapet details, see sheet S1-14 of 26.



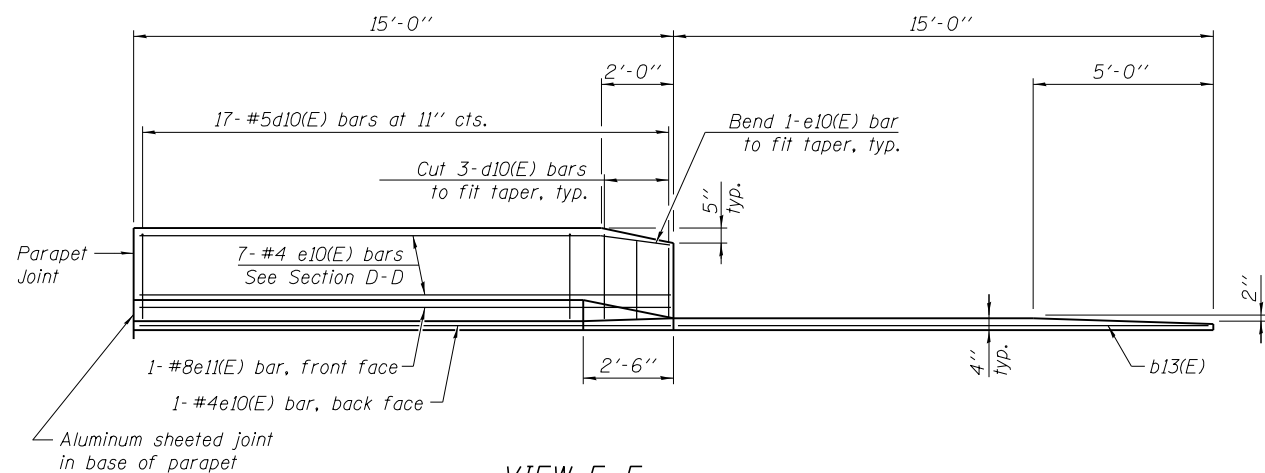
* Tilt #9 b11(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



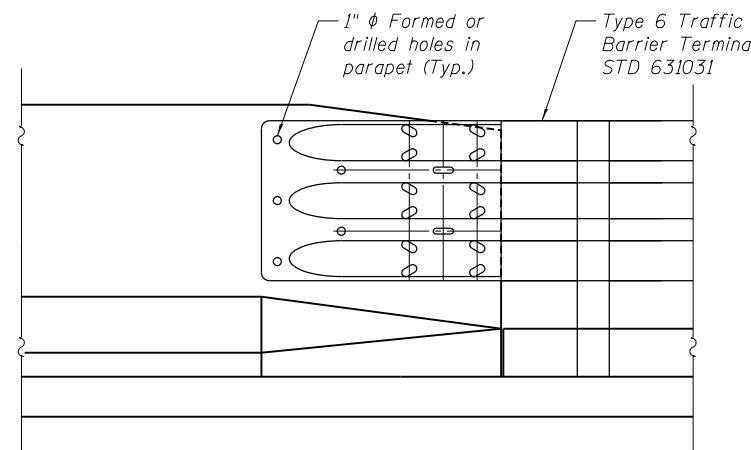
SECTION D-D

(See Plan for dimensions not shown)

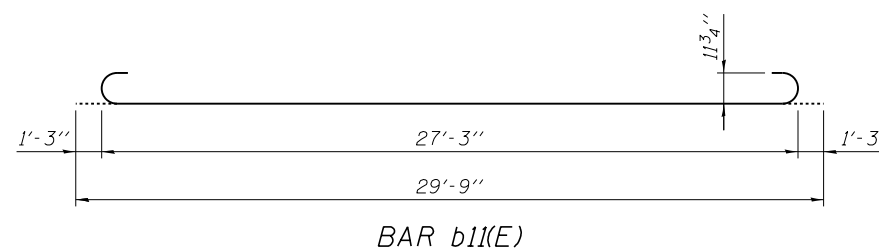
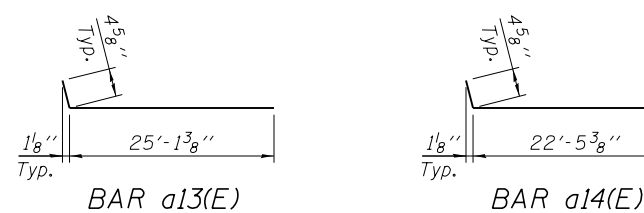


VIEW E-E

(2 Thus)



TYPE 6 THRIE BEAM DETAIL



**EAST APPROACH
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a12(E)	24	#6	6'-6"	—
a13(E)	25	#4	25'-6"	—
a14(E)	25	#4	22'-10"	—
a15(E)	46	#5	25'-9"	—
a16(E)	46	#5	22'-7"	—
b10(E)	38	#4	29'-8"	—
b11(E)	112	#9	29'-9"	—
b12(E)	2	#4	14'-8"	—
b13(E)	2	#4	14'-8"	—
d10(E)	34	#5	5'-7"	—
d11(E)	34	#5	7'-11"	—
e10(E)	16	#4	14'-8"	—
e11(E)	2	#8	14'-8"	—
t10(E)	96	#4	9'-8"	—
w11(E)	40	#5	25'-6"	—
w12(E)	40	#5	22'-7"	—
Concrete Superstructure			Cu. Yd.	72.8
Concrete Structures			Cu. Yd.	14.2
Reinforcement Bars, Epoxy Coated			Pound	18,820
Protective Coat			Sq. Yd.	166

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 exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

FILE NAME =	USER NAME =	DESIGNED - SNB	REVISED -
DATE - 8/5/2014	CHECKED - JLR	REVISED -	
PLOT SCALE =	DRAWN - SNB	REVISED -	
PLOT DATE	CHECKED - VCP	REVISED -	

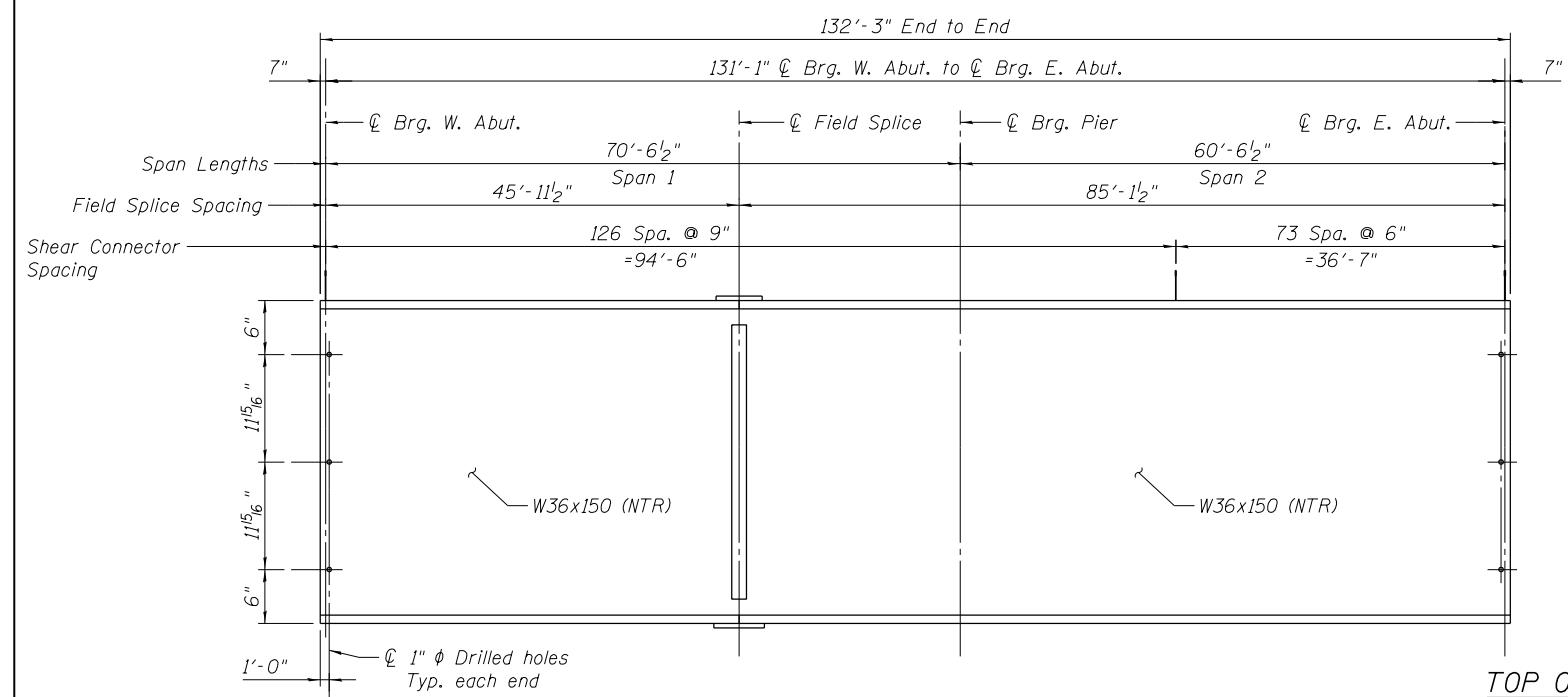
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EAST APPROACH SLAB DETAILS

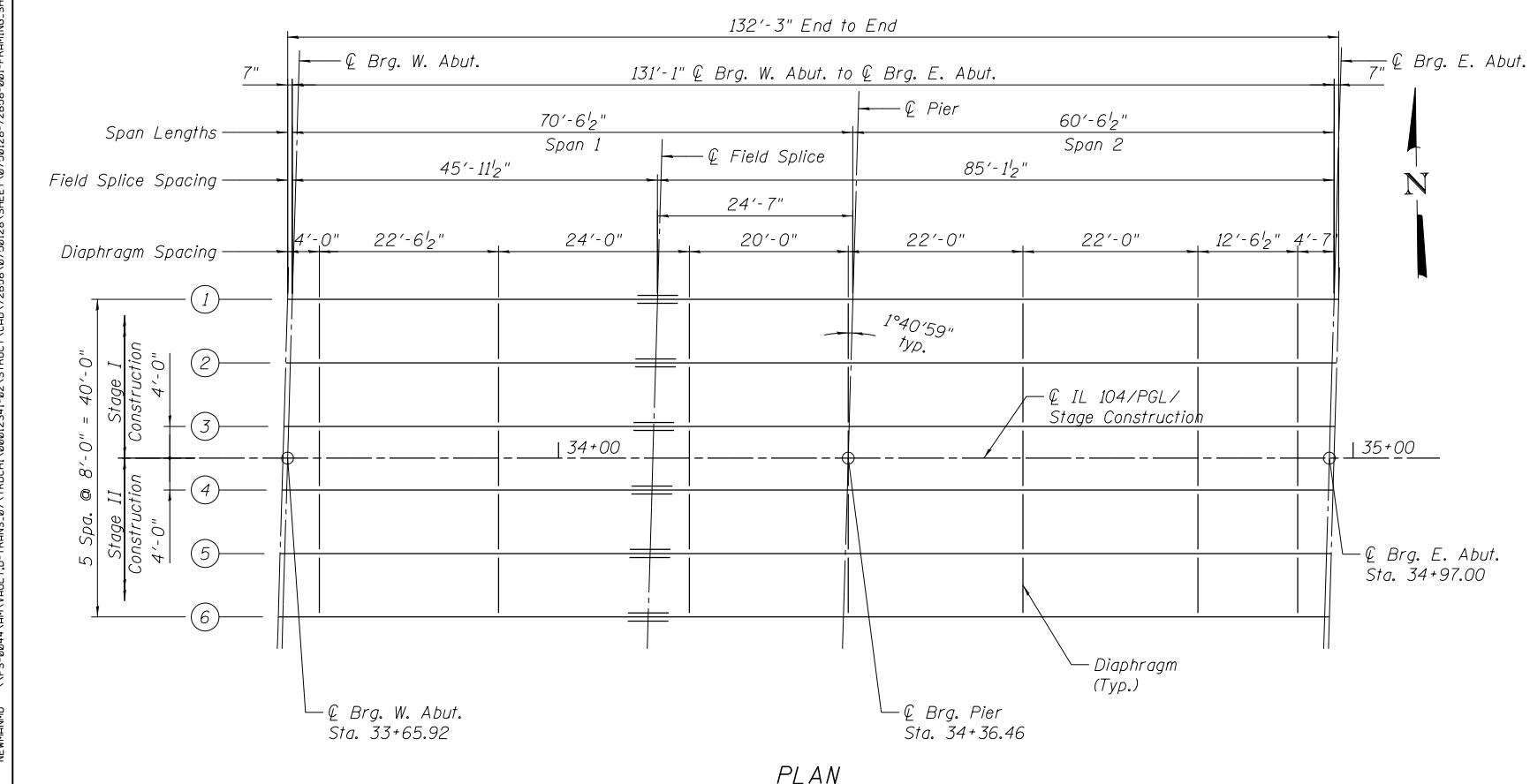
SHEET NO. S1-15 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	370
SN 075-0128		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

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 7-30-2014, 14:56:55
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 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY



BEAM ELEVATION



PLAN

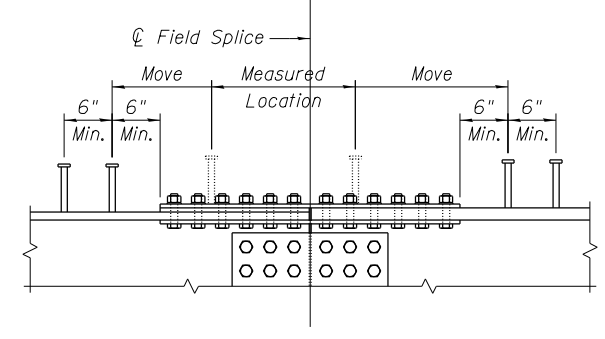
INTERIOR BEAM MOMENT TABLE			
	0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	9040	9040	9040
$I_c(n)$	24832		24832
$I_c(3n)$	18307		18307
$I_c(cr)$		12166	
S_s	504	504	504
$S_c(n)$	751		751
$S_c(3n)$	680		680
$S_c(cr)$		809	
DC1	0.988	0.988	0.988
MDC1	376	532	221
DC2	0.150	0.150	0.150
MDC2	57	82	33
DW	0.400	0.400	0.400
MDW	151	218	89
$M_L + IM$	854	770	737
M_u (Strength I)	2262	2443	1741
$\phi_r M_n$	3727	2688	3868
f_s DC1	0.7	1.1	0.4
f_s DC2	0.1	0.1	0.0
f_s DW	0.2	0.3	0.1
f_s ($L + IM$)	1.3	1.0	1.1
f_s (Service II)	2.7	2.7	2.0
$0.95R_h F_y f$	30.4	32.1	22.7
f_s (Total) Strength I	3.6	3.5	2.7
$\phi_r F_n$	50.0	50.0	50.0
V_r	25.0	26.0	26.1

TOP OF BEAM ELEVATIONS (FOR FABRICATION ONLY)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
⊖ Brg. W Abutment	431.22	431.39	431.55	431.55	431.38	431.22
Splice	431.55	431.72	431.88	431.88	431.71	431.54
⊖ Brg. Pier	431.73	431.89	432.06	432.05	431.89	431.72
⊖ Brg. E Abutment	432.16	432.32	432.49	432.48	432.32	432.15

INTERIOR BEAM REACTION TABLE		
	Abut.	Pier
RDC1	39.64	81.15
RDC2	4.13	12.35
RDW	11.01	32.92
$R_L + IM$	81.07	118.85
R _{Total}	135.85	245.27

Notes:
 1. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 2. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.



SHEAR CONNECTOR DETAIL AT SPLICES AND FLANGE TRANSITIONS

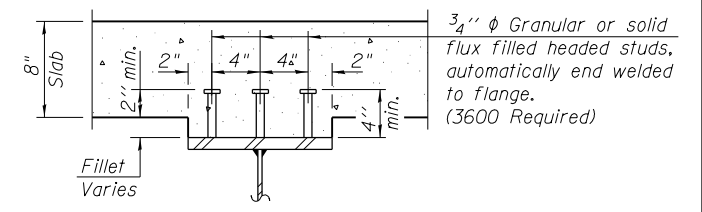
I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

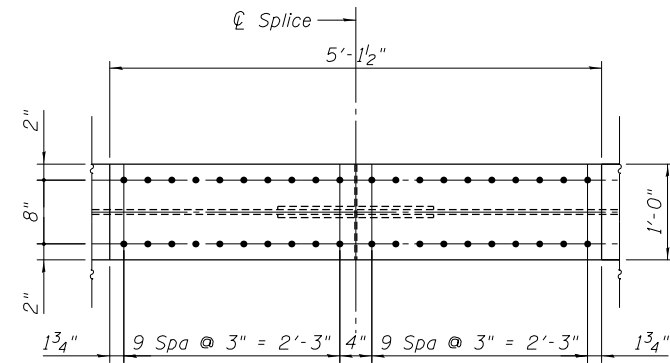
$I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

DC1: Un-factored non-composite dead load (kips/ft.).
 MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $M_L + IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
 f DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
 f_s ($L + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_L + IM / S_c(n)$ or $M_{DW} / S_c(cr)$ as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{SDC1} + f_{SDC2} + f_{SDW} + 1.3 f_s (L + IM)$
 $0.95R_h F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total) Strength I: Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{SDC1} + f_{SDC2}) + 1.5 f_{SDW} + 1.75 f_s (L + IM)$
 $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
 V_r : Maximum factored shear range in span computed according to Article 6.10.10.

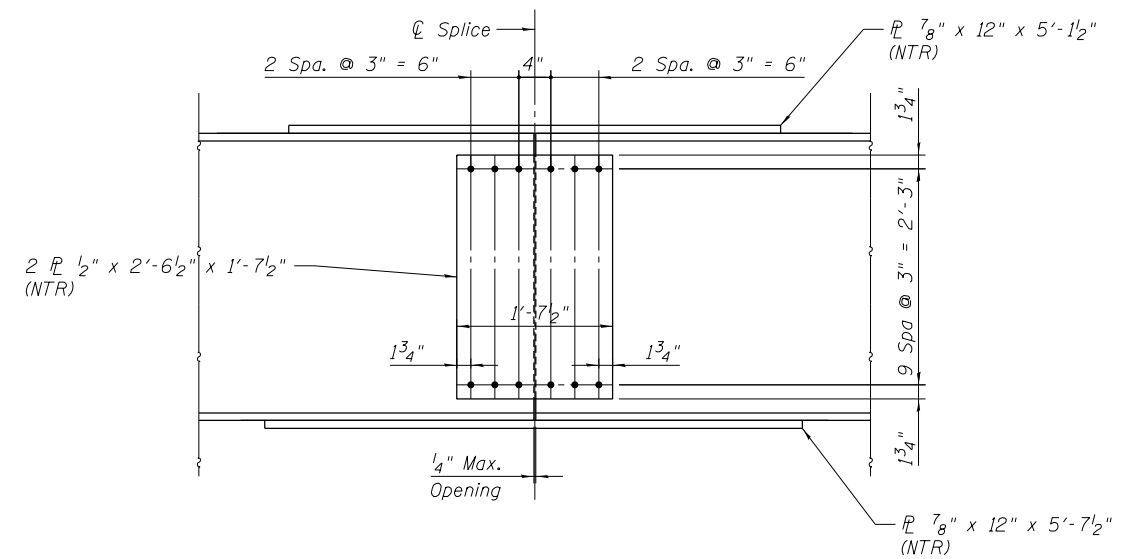


FILLET SECTION

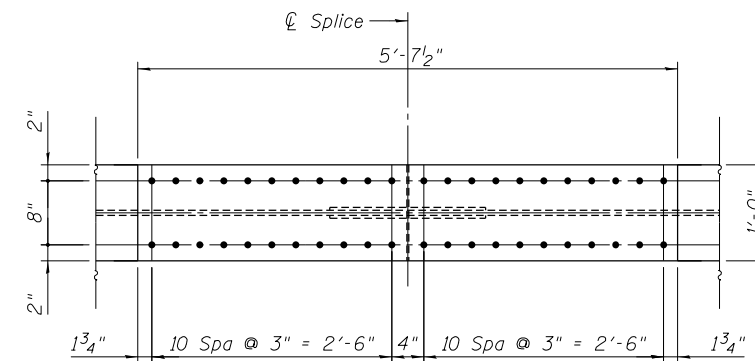
Note:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.



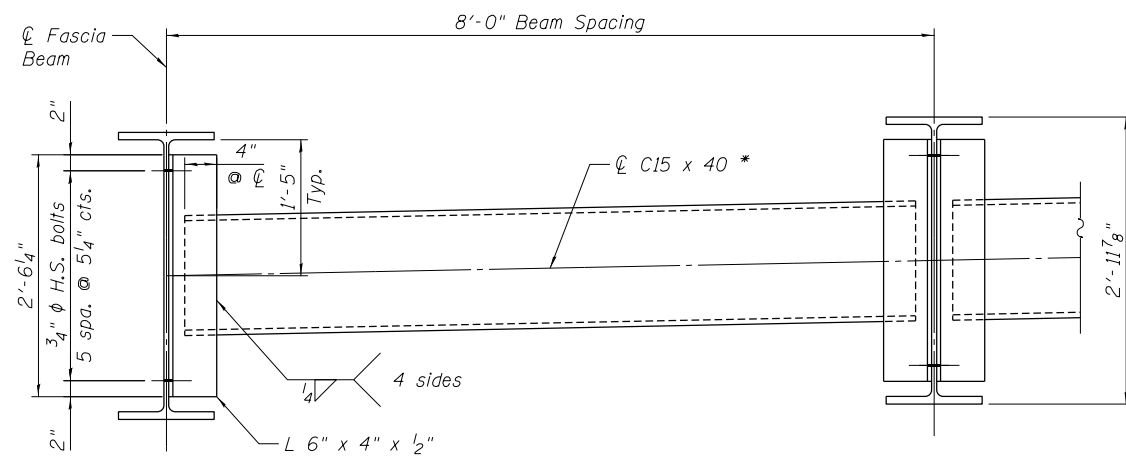
TYPICAL TOP FLANGE SPLICE DETAIL



TYPICAL WEB SPLICE DETAIL



TYPICAL BOTTOM FLANGE SPLICE DETAIL



TYPICAL DIAPHRAGM

* Alternate C15x50 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no extra cost to the Department.

FILE NAME = \\F:\S\NUM-72B58-001-BORDER.DGN, USER NAME = exp U.S. Services Inc., DESIGNED - SNB, REVISED -
 7-30-2014, 14:56:56, DATE - 8/5/2014, CHECKED - JLR, REVISED -
 exp U.S. Services Inc., DRAWN - SNB, REVISED -
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY, CHECKED - VCP, REVISED -
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

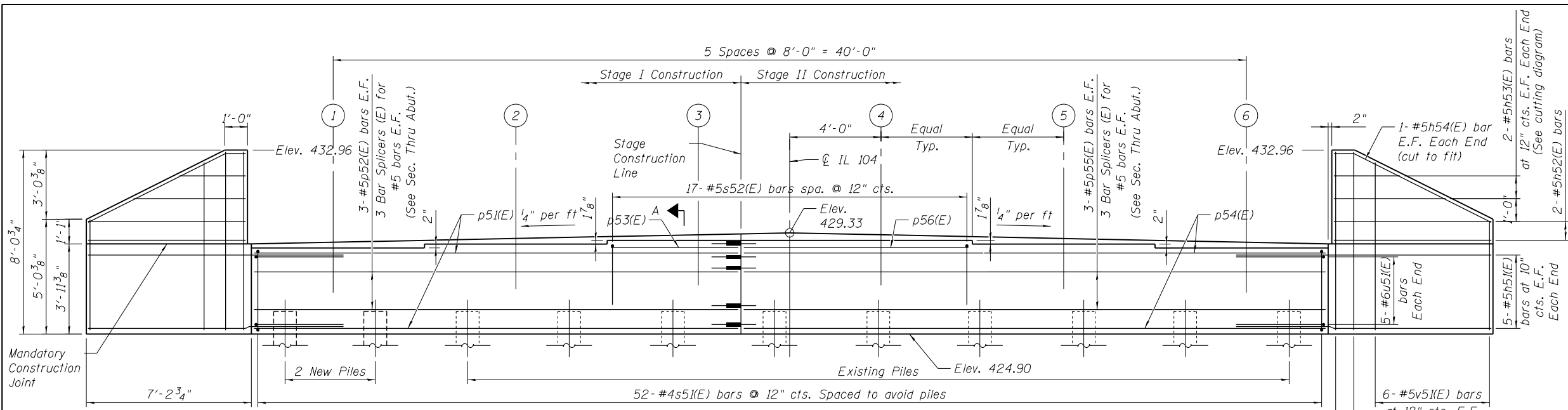
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	PLOT DATE =	CHECKED -	VCP	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

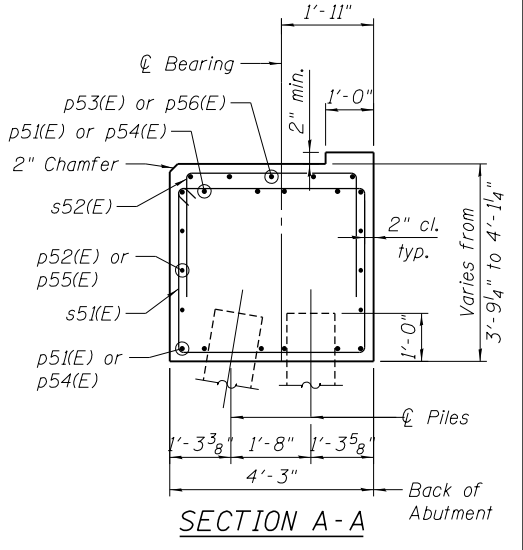
STEEL DETAILS

SHEET NO. S1-17 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	372
SN 075-0128		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				



ELEVATION
(Looking East in line with beams at \varnothing Brg.) E.F. = Each Face



SECTION A-A

BILL OF MATERIAL

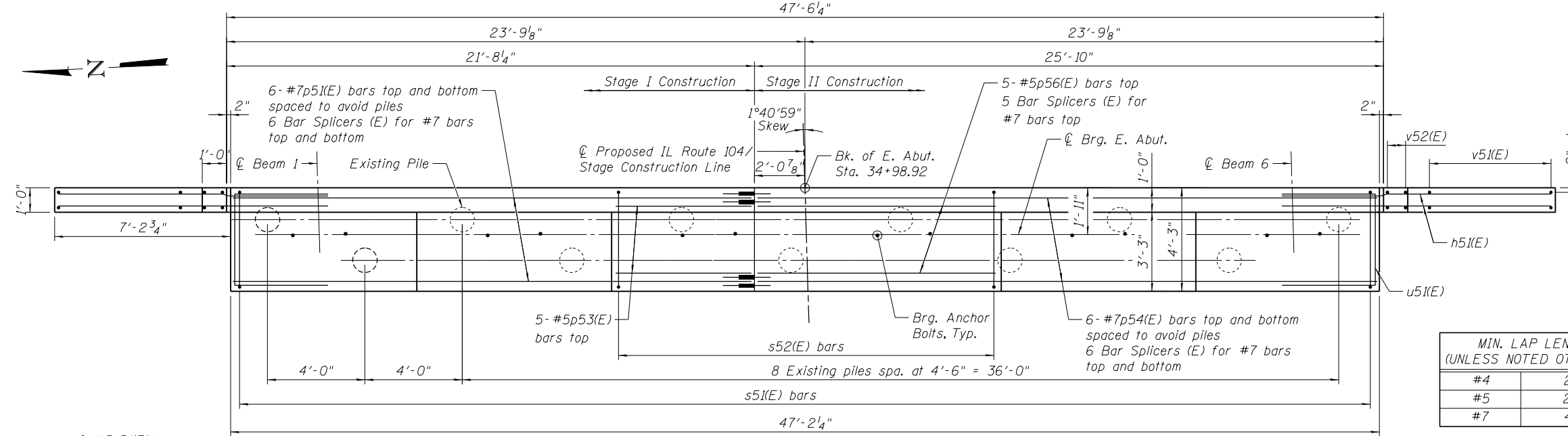
Bar	No.	Size	Length	Shape
h51(E)	20	#5	11'-0"	—
h52(E)	8	#5	6'-8"	—
h53(E)	4	#5	7'-8"	—
h54(E)	4	#5	7'-5"	—
p51(E)	12	#7	21'-2"	—
p52(E)	6	#5	21'-2"	—
p53(E)	12	#5	5'-9"	—
p54(E)	6	#7	25'-4"	—
p55(E)	5	#5	25'-4"	—
p56(E)	5	#5	10'-0"	—
s51(E)	52	#4	15'-5"	□
s52(E)	17	#5	8'-11"	□
u51(E)	10	#6	11'-5"	□
v51(E)	12	#5	12'-0"	—
v52(E)	8	#5	7'-8"	—
Structure Excavation		Cu. Yd.	120.5	
Concrete Structures		Cu. Yd.	33.1	
Reinforcement Bars, Epoxy Coated		Pound	2,650	
Furnishing Metal Shell Piles 12" X 0.250"		Foot	68	
Driving Piles		Foot	68	
Geocomposite Wall Drain		Sq. Yd.	48.6	
Granular Backfill for Structures		Cu. Yd.	103.3	
Pipe Underdrains for Structures 4"		Foot	50.0	
Stone Riprap, Class A4		Sq. Yd.	14.6	

PILE DATA (E. ABUT.)

Pile type and size: Metal Shell Pile 12"X0.250"
 Nominal Required Bearing: 273 kips
 Factored Resistance Available: 120 kips
 Estimated Pile Length: 34 feet
 Number of Production Piles: 2

EXISTING PILE DATA (E. ABUT.)

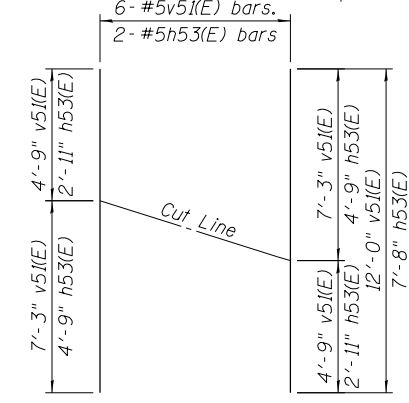
(For information only)
 Pile type and size: Metal Shell Pile 12"X0.179"
 Allowable Resistance Available: 80 kips
 Average Pile Length: 38 feet
 Number of Production Piles: 9



PILE CAP PLAN

MIN. LAP LENGTHS (UNLESS NOTED OTHERWISE)

Bar Size	Length
#4	2'-4"
#5	2'-11"
#7	4'-8"

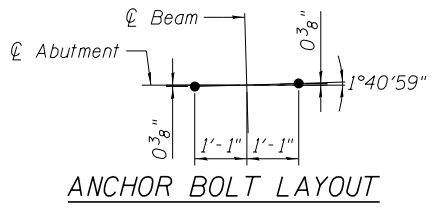


CUTTING DIAGRAM

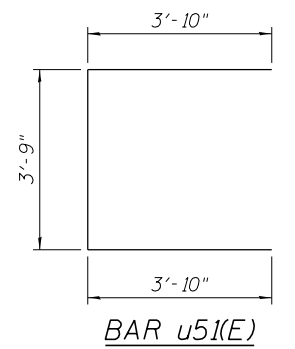
Order v51(E) and h53(E) full length. Cut as shown and use remainder of bars in opposite face.

BEARING SEAT ELEVATION

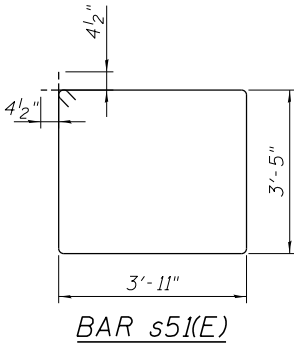
Location	Elev.
Beam 1	428.68
Beam 2	428.84
Beam 3	429.01
Beam 4	429.00
Beam 5	428.84
Beam 6	428.67



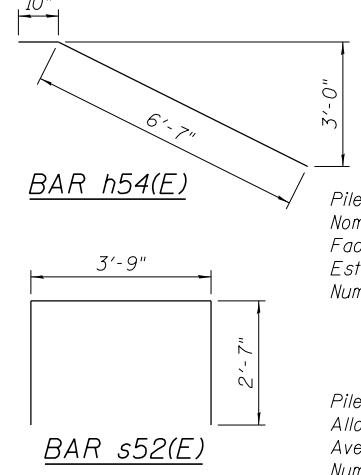
ANCHOR BOLT LAYOUT



BAR u51(E)



BAR s51(E)



BAR h54(E)

BAR s52(E)

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT PLAN & DETAILS

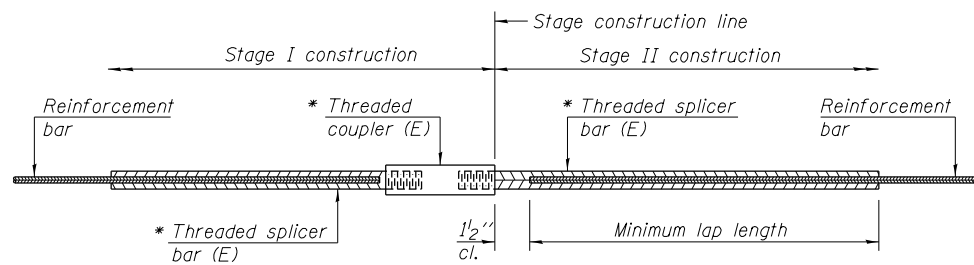
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DATE = 10/3/2014	CHECKED - JLR	REVISED -	
PLOT SCALE =	DRAWN - SNB	REVISED -	
PLOT DATE =	CHECKED - VCP	REVISED -	

SHEET NO. S1-21 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	PIKE	782	376
SN 075-0128		CONTRACT NO. 72B58		

ILLINOIS FED. AID PROJECT

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 NE\WMMMD



STANDARD BAR SPLICER ASSEMBLY

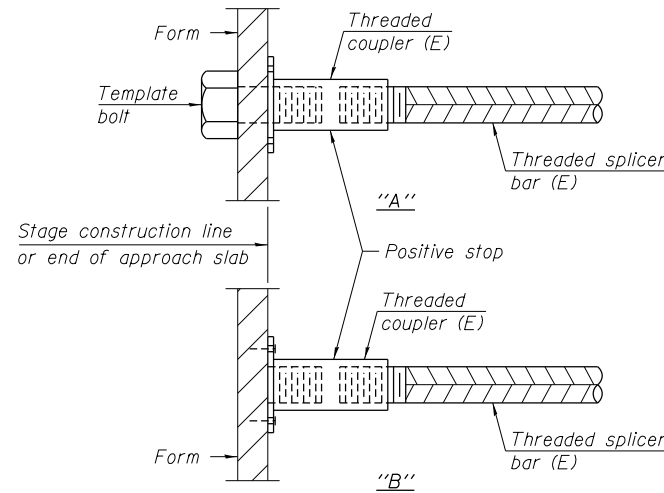
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

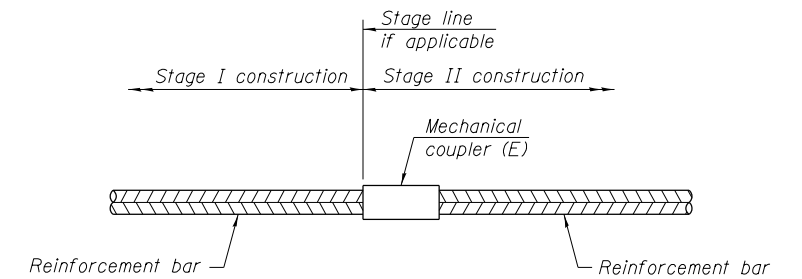
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	5	294	5
Deck	5	180	3
Diaphragm	5	15	6
Diaphragm	5	3	5
Diaphragm	6	3	6
Diaphragm	6	3	5
West Approach Slab	4	25	4
West Approach Slab	5	46	3
West Approach Slab	5	20	3
West Abutment	7	11	6
West Abutment	5	4	6
West Abutment	7	6	5
Pier	7	12	3
Pier	7	4	4
East Abutment	7	11	6
East Abutment	5	6	6
East Abutment	7	6	5



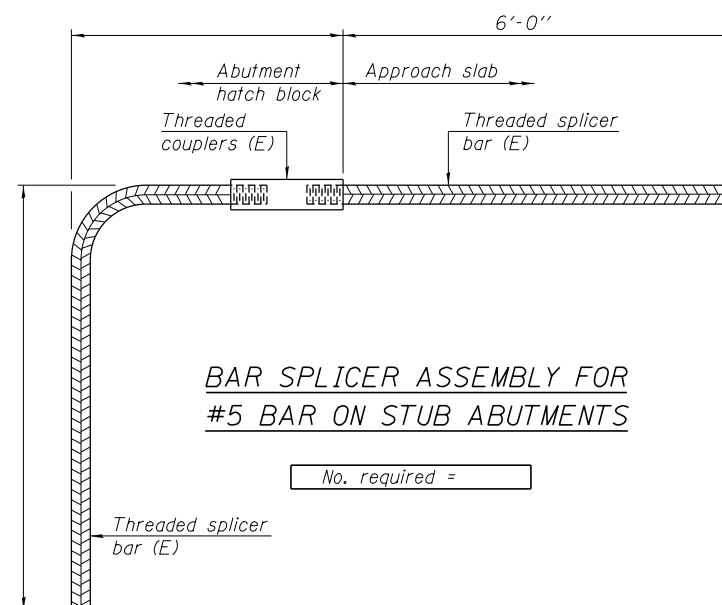
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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BSD-1 8-31-12

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 WANGENG 3406101 WANGENG.DPT 12413

BORING LOG MC-02 Page 1 of 2

wangeng@wangeng.com 1145 N Main Street Lombard, IL 60148 Telephone: 630 953-9928 Fax: 630 953-9938	WEI Job No.: 341-05-01 Client <u>exp US Services, Inc.</u> Project <u>IL 104 over the Illinois River at Meredosia</u> Location <u>Morgan & Pike Counties</u>	Datum: NAVD88 Elevation: 433.67 ft North: 1152822.89 ft East: 2180877.87 ft Station: 35 + 18.99 Offset: 8.77 LT
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Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blow6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blow6 in)	Qu (tsf)	Moisture Content (%)
	433.0	8-inch thick ASPHALT															
	432.7	5-inch thick CRUSHED STONE															
	430.7	Stiff, brown SANDY CLAY LOAM, little gravel															
		Medium dense, brown fine SAND, with shell fragments															
	424.3	Soft, gray SILTY CLAY, with roots and plant fibers															
	420.7	Stiff, brown and gray SILTY CLAY															
	418.2	Very soft, gray SILTY CLAY, trace roots															
	415.7	Loose, gray SILTY LOAM															
	413.9	Loose to medium dense, gray fine SAND, some gravel															
	386.7	Medium dense to very dense, fine to coarse SAND, some gravel															

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	06-06-2012	Complete Drilling	06-06-2012	While Drilling	∇	19.75 ft	
Drilling Contractor	Wang Testing Service	Drill Rig	D-50 TMR	At Completion of Drilling	∇	NA	
Driller	R&N	Logger	B. Wilson	Checked by	M. Snider		
Drilling Method	2.25 SSA, Mud Rotary from 10 feet; Boring backfilled upon completion			Depth to Water	∇	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

BORING LOG MC-02 Page 2 of 2

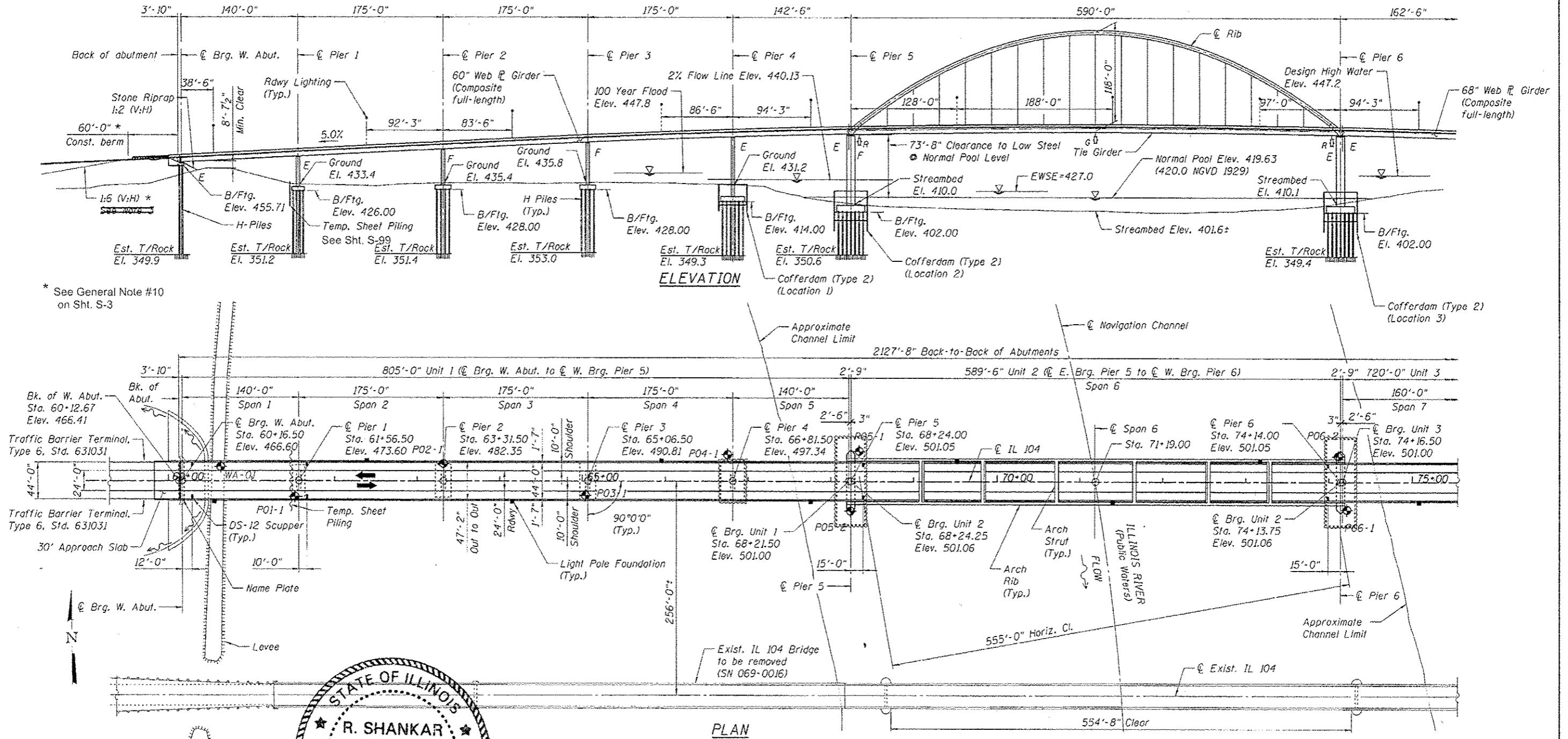
wangeng@wangeng.com 1145 N Main Street Lombard, IL 60148 Telephone: 630 953-9928 Fax: 630 953-9938	WEI Job No.: 341-05-01 Client <u>exp US Services, Inc.</u> Project <u>IL 104 over the Illinois River at Meredosia</u> Location <u>Morgan & Pike Counties</u>	Datum: NAVD88 Elevation: 433.67 ft North: 1152822.89 ft East: 2180877.87 ft Station: 35 + 18.99 Offset: 8.77 LT
--	---	--

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blow6 in)	Qu (tsf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type	Sample No.	SPT Values (blow6 in)	Qu (tsf)	Moisture Content (%)
	386.7	Boring terminated at 65.00 ft															

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	06-06-2012	Complete Drilling	06-06-2012	While Drilling	∇	19.75 ft	
Drilling Contractor	Wang Testing Service	Drill Rig	D-50 TMR	At Completion of Drilling	∇	NA	
Driller	R&N	Logger	B. Wilson	Checked by	M. Snider		
Drilling Method	2.25 SSA, Mud Rotary from 10 feet; Boring backfilled upon completion			Depth to Water	∇	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

Existing Structure: SN 069-0016 bridge 256' downstream. Constructed 1936. The existing truss bridge is 2,232' long and 27'-6" wide. To be removed after new structure is complete and traffic shifted to new structure. Traffic Control: Existing structure to remain open to traffic during construction. No Salvage

Benchmark: WW-5, Chiseled " " top of curb in SE quadrant of junction of IL 104 and Washington Street. Station 84+22.20, 306.90' RT. Elevation 443.67



* See General Note #10 on Sht. S-3

ELEVATION

PLAN

APPROVED
For Structural Adequacy Only
Dr. Carl [Signature]
Engineer of Bridges & Structures

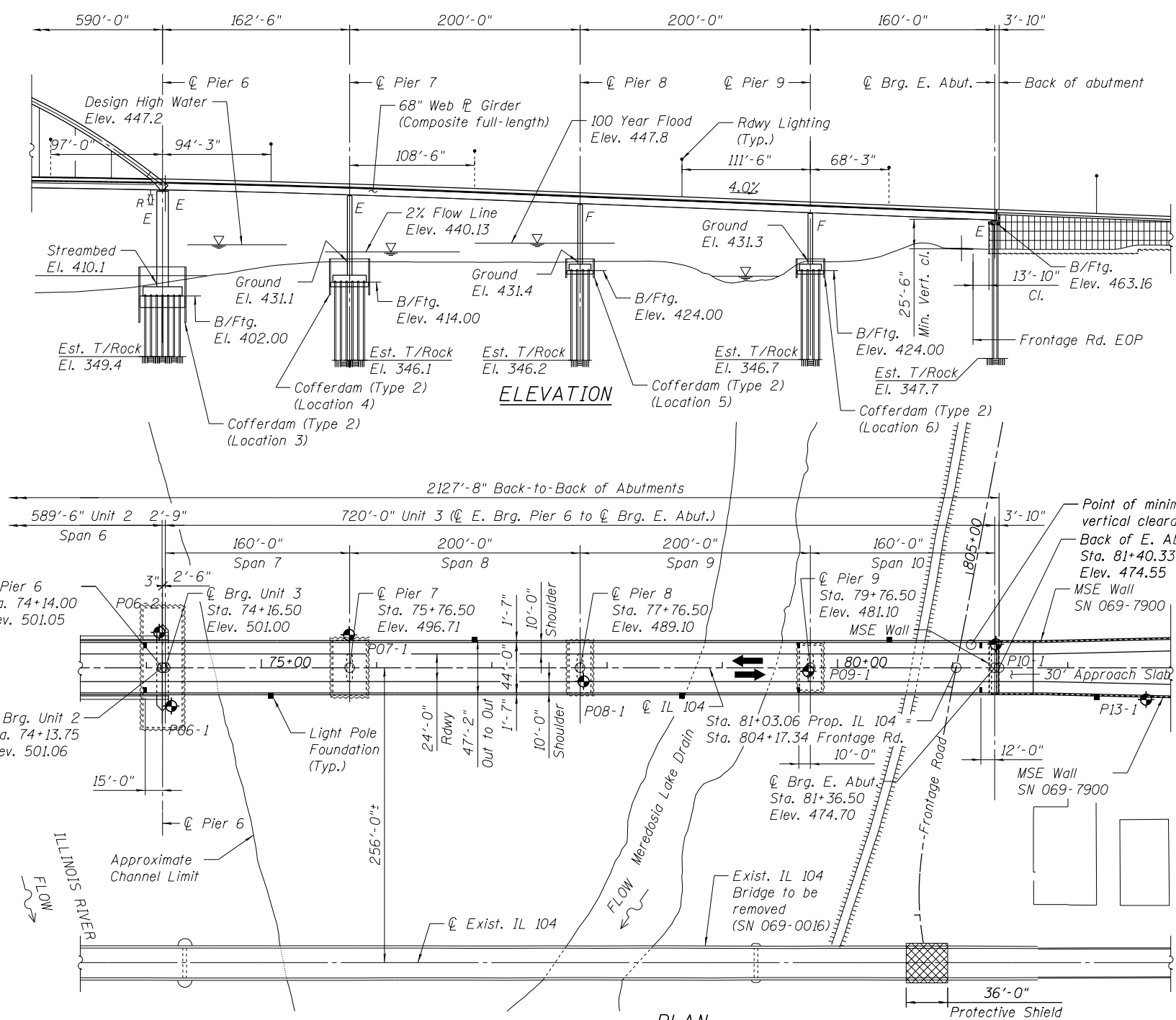


Date: 8-1-2014
Expires: 11-30-2014

- Notes:
- All Elevations are referenced to NAVD 1988 Datum unless noted otherwise. NAVD 1988 = NGVD 1929 - 0.37'
 - ⬢ denotes soil boring.
 - For Index of Sheets, see Sheet S-3

GENERAL PLAN & ELEVATION 1 OF 2
ILLINOIS ROUTE 104 OVER
ILLINOIS RIVER (PUBLIC WATER)
F.A.P. RTE. 745 - SEC. 123B-2
MORGAN COUNTY STATION 71+19.00
STRUCTURE NO. 069-0525

FILE NAME	USER NAME	DESIGNED - JLR	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION 1 OF 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8-31-2014_145654	8/5/2014	CHECKED - VCP	REVISED -			745	123B-2	MORGAN	782	382
EXP	PLOT SCALE	DRAWN - JLR	REVISED -			SN 069-0525		CONTRACT NO. 72858		
8-31-2014_145654	PLOT DATE	CHECKED - RSN	REVISED -			SHEET NO. S-1 OF 146 SHEETS		ILLINOIS FED. AID PROJECT		



WATERWAY INFORMATION TABLE

Drainage Area = 26,030 sq. mi		Max. Recorded H.W.E. = 446.34 ft							
Prop. Low Grade Elev. = 466.53 ft, Sta. 60+15									
Flood	Frequency (yr.)	Discharge (cfs.)	Waterway Opening (sf)		Natural HWE	Created Head		Headwater Elevation	
			Existing	Proposed		Existing	Proposed	Existing	Proposed
	10	99,400	38,175	40,706	443.6	0.0	0.0	443.6	443.6
Design	50	118,300	44,826	47,807	447.2	0.0	0.0	447.2	447.2
Base	100	125,500	45,982	48,037	447.8	0.0	0.0	447.8	447.7
Max. Calc.	500	139,100	47,863	51,037	448.8	0.0	0.0	448.8	448.8

DESIGN SCOUR ELEVATION TABLE

	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	Pier 7	Pier 8	Pier 9
Ground Elev.	433.4	435.4	435.8	431.2	410.0	410.1	431.1	431.4	431.3
Scour Elev.	426.1	428.1	428.5	394.3	388.4	388.4	394.3	424.1	424.1

STATION 71+19.00
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.P. ROUTE 745, SEC. 123B-2
 LOADING AASHTO HL-93
 STRUCTURE NO. 069-0525

NAME PLATE
 See Std. 515001

LOADING HL-93

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

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge
 Design Specifications, 6th Edition

DESIGN STRESSES

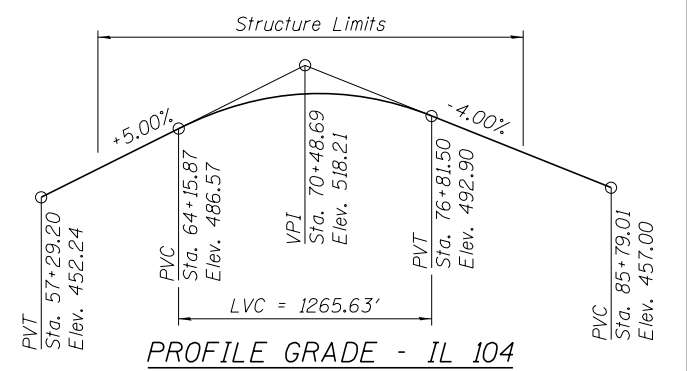
FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (AASHTO M 270 Grade 50 and 50W)
 $f_y = 70,000$ psi (AASHTO M 270 Grade HPS 70W, Unit 2 Tie Girders)

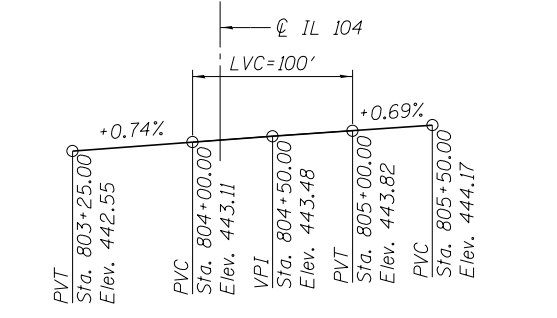
Arch Hangers (ASTM A586 structural strand):
 $f_u = 220,000$ psi for Class A coating
 $f_u = 200,000$ psi for Class C coating

SEISMIC DATA

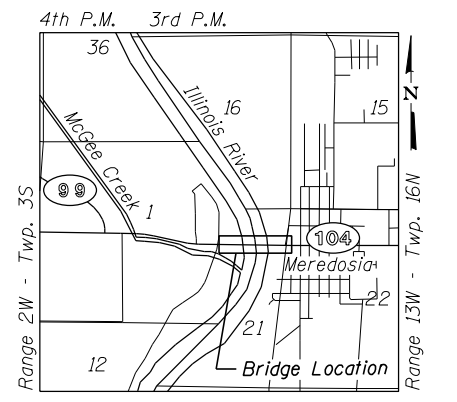
Seismic Performance Zone (SPZ) = 2
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.225g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.298g
 Soil Site Class = E



PROFILE GRADE - IL 104



PROFILE GRADE - FRONTAGE ROAD



LOCATION SKETCH

GENERAL PLAN & ELEVATION 2 OF 2
 ILLINOIS ROUTE 104 OVER
 ILLINOIS RIVER (PUBLIC WATER)
 F.A.P. RTE. 745 - SEC. 123B-2
 MORGAN COUNTY STATION 71+19.00
 STRUCTURE NO. 069-0525

8-05-2014, 15:19:37
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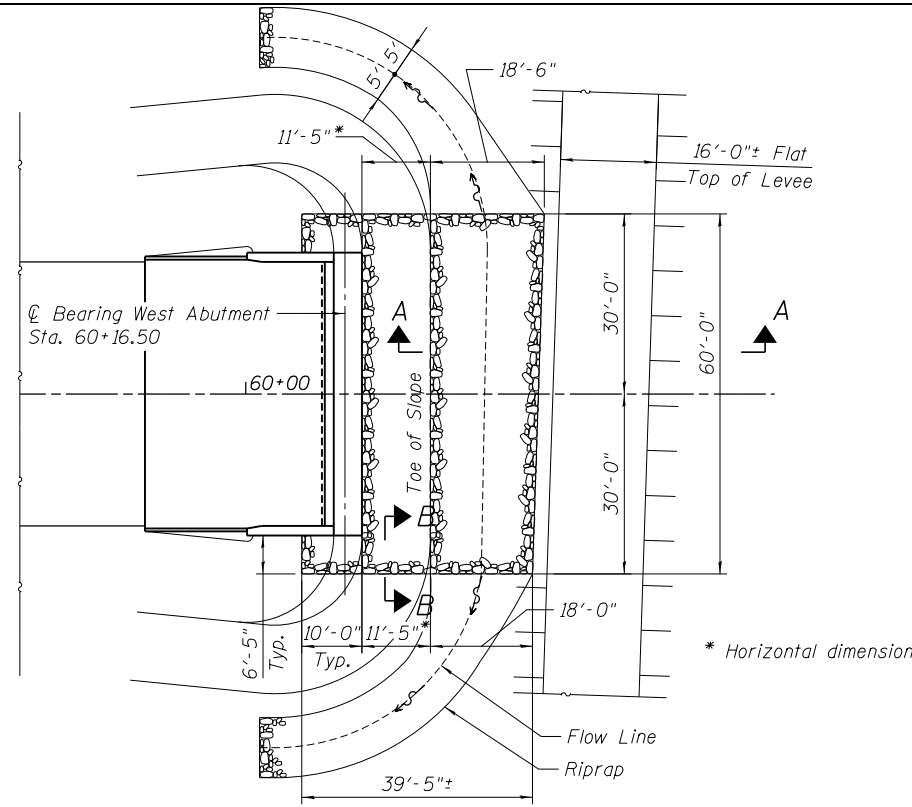
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	PLOT SCALE =	DRAWN - JLR	REVISED -
	PLOT DATE	CHECKED - RSN	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
 2 OF 2

SHEET NO. S-2 OF 146 SHEETS

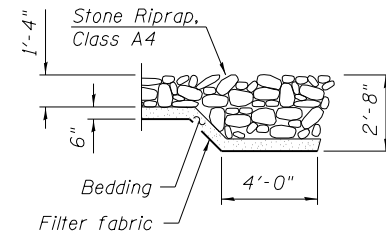
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	MORGAN	782	383
SN 069-0525		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				



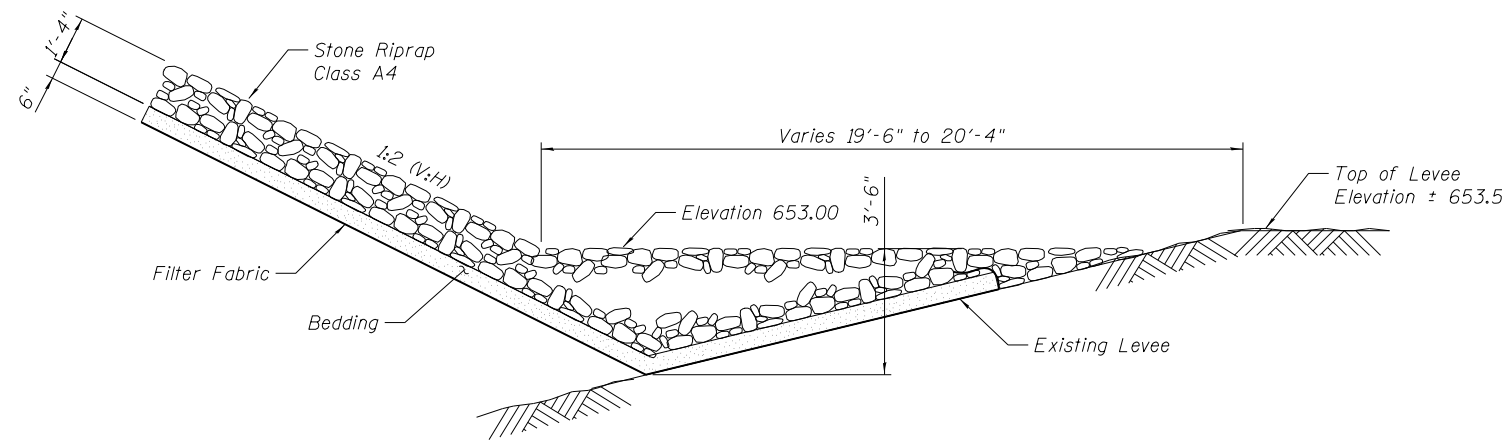
SLOPE PROTECTION AT WEST ABUTMENT

STATION 71+19.00
 BUILT 20__ BY
 STATE OF ILLINOIS
 F.A.P. ROUTE 745, SEC. 123B-2
 LOADING AASHTO HL-93
 STRUCTURE NO. 069-0525

NAME PLATE
 See Std. 515001



SECTION B-B



SECTION A-A

Note: For riprap detail at abutment see Section A-A, Sheet S-97

TOTAL BILL OF MATERIAL

	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq Yd		348	348
Filter Fabric	Sq Yd		348	348
Removal of Existing Structures No. 1	Each			1
Protective Shield	Sq Yd			120
Structure Excavation	Cu Yd		963	963
Cofferdam Excavation	Cu Yd		9,751	9,751
Cofferdam (Type 2) (Location 1)	Each		1	1
Cofferdam (Type 2) (Location 2)	Each		1	1
Cofferdam (Type 2) (Location 3)	Each		1	1
Cofferdam (Type 2) (Location 4)	Each		1	1
Cofferdam (Type 2) (Location 5)	Each		1	1
Cofferdam (Type 2) (Location 6)	Each		1	1
Concrete Structures	Cu Yd		8,026.3	8,026.3
Concrete Superstructure	Cu Yd	3,425.7		3,425.7
Bridge Deck Grooving	Sq Yd	10,183		10,183
Seal Coat Concrete	Cu Yd		3,876.0	3,876.0
Concrete Encasement	Cu Yd		8.2	8.2
Protective Coat	Sq Yd	12,571		12,571
Furnishing and Erecting Structural Steel	L Sum	0.969		0.969
Stud Shear Connectors	Each	29,550		29,550
Reinforcement Bars, Epoxy Coated	Pound	911,120	1,277,750	2,188,870
Bar Splicers	Each		89	89
Mechanical Splicers	Each		1,012	1,012
Parapet Railing	Foot	4,336		4,336
Furnishing Steel Piles HP14X73	Foot		1,180	1,180
Furnishing Steel Piles HP14X89	Foot		14,827	14,827
Furnishing Steel Piles HP14X117	Foot		26,035	26,035
Driving Piles	Foot		42,042	42,042
Test Pile Steel HP14X73	Each		1	1
Test Pile Steel HP14X89	Each		6	6
Test Pile Steel HP14X117	Each		6	6
Pile Shoes	Each		640	640
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	92		92
Anchor Bolts, 1"	Each		120	120
Anchor Bolts, 1 1/4"	Each		96	96
Anchor Bolts, 2"	Each		40	40
Concrete Sealer	Sq Ft		13,108	13,108
Geocomposite Wall Drain	Sq Yd		45	45
Pipe Handrail	Foot		114	114
Drainage System	L Sum	1		1
High Load Multi-Rotational Bearings, Guided Expansion, 100K	Each		12	12
High Load Multi-Rotational Bearings, Guided Expansion, 200K	Each		24	24
High Load Multi-Rotational Bearings, Guided Expansion, 500K	Each		12	12
High Load Multi-Rotational Bearings, Guided Expansion, 600K	Each		6	6
High Load Multi-Rotational Bearings, Fixed - 500K	Each		12	12
High Load Multi-Rotational Bearings, Fixed - 600K	Each		12	12
Granular Backfill for Structures	Cu Yd		122	122
Drainage Scuppers, DS-12	Each	12		12
Temporary Sheet Piling	Sq Ft		1,253	1,253
Diamond Grinding (Bridge Section)	Sq Yd	9,698		9,698
Modular Expansion Joint 6"	Foot	88		88
Modular Expansion Joint 9"	Foot	44		44
Modular Expansion Joint 18"	Foot	44		44
Pipe Underdrains for Structures 4"	Foot		104	104
High Load Multi-Rotational Bearings, Fixed - 2600K	Each		2	2
High Load Multi-Rotational Bearings, Guided Expansion, 2600K	Each		2	2
Hanger Assemblies for Tied Arch Span	L Sum	1		1

FILE NAME = ... USER NAME = ... DESIGNED - JLR ... REVISIONS ...
 exp U.S. Services Inc. Chicago, IL
 BUILDINGS-EARTH & ENVIRONMENT-ENERGY
 INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY

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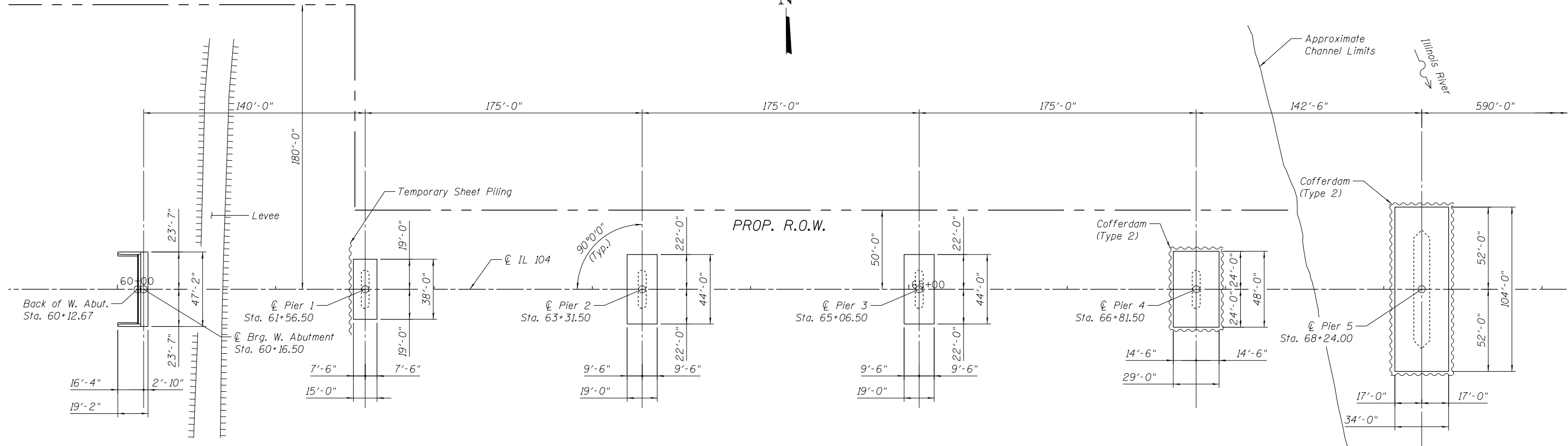
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOTAL BILL OF MATERIAL
 & MISCELLANEOUS DETAILS**

SHEET NO. S-4 OF 146 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	MORGAN	782	385
SN 069-0525		CONTRACT NO. 72B58		

ILLINOIS FED. AID PROJECT



FOOTING LAYOUT

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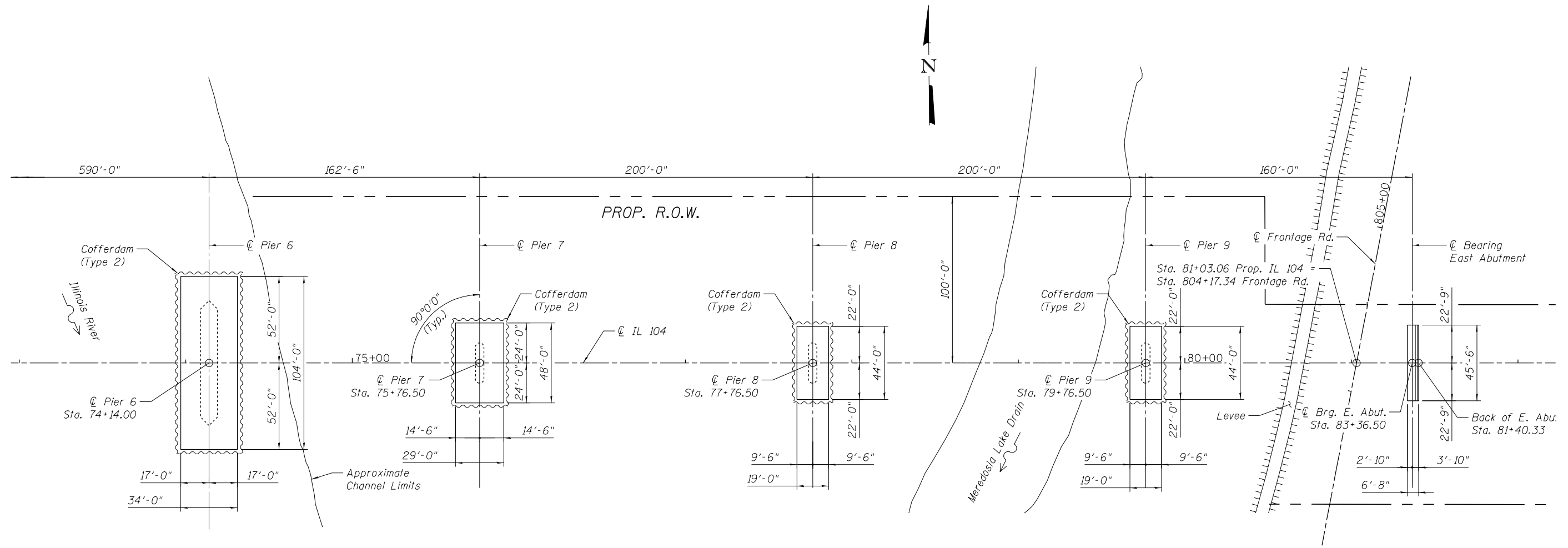
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT
1 OF 2

SHEET NO. S-5 OF 146 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	MORGAN	782	386
SN 069-0525		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				





FOOTING LAYOUT

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	PLOT DATE =	CHECKED - RSN	REVISED -

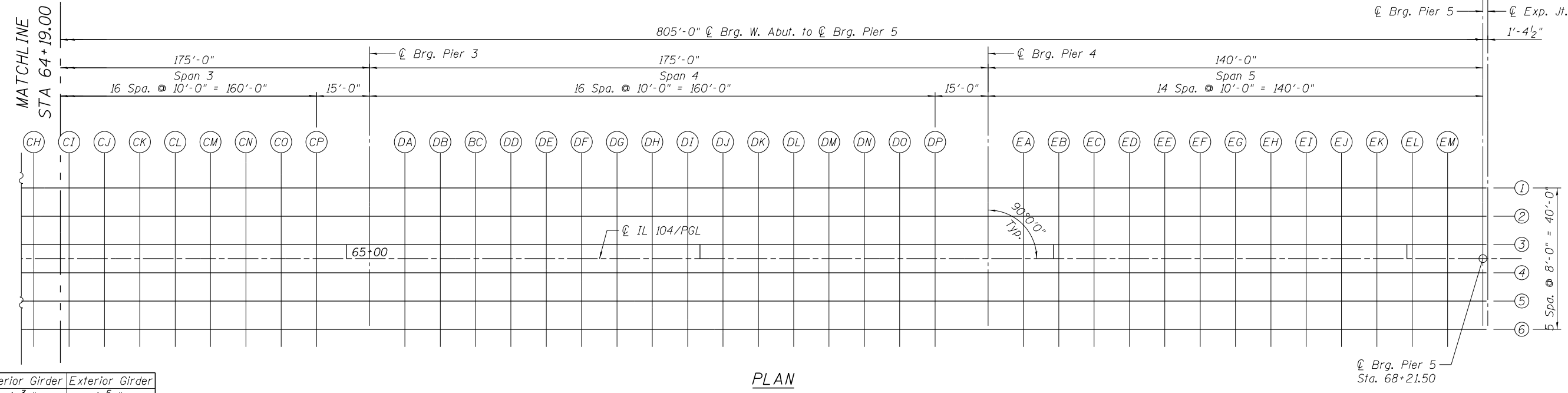
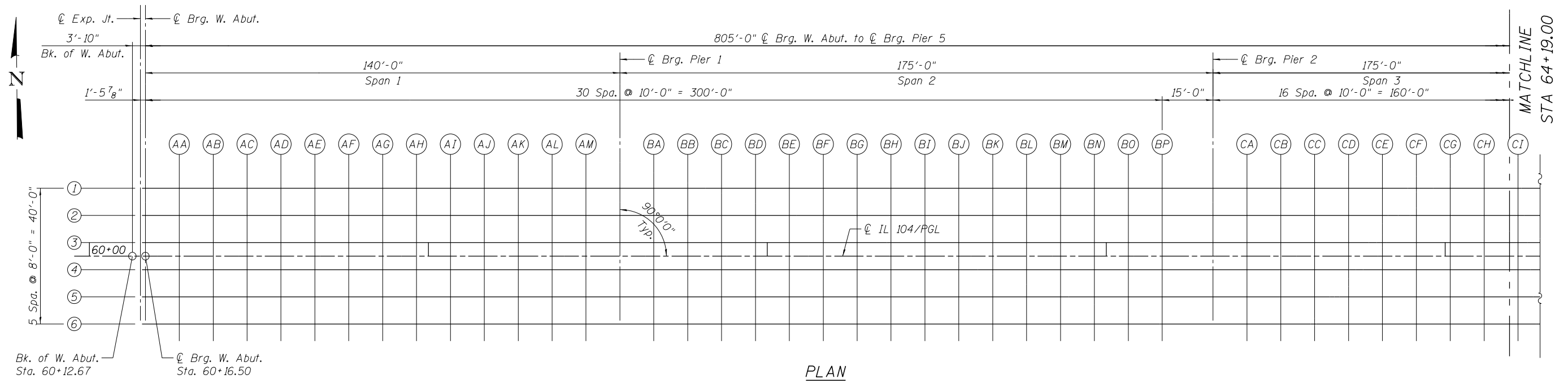
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOUNDATION LAYOUT
2 OF 2

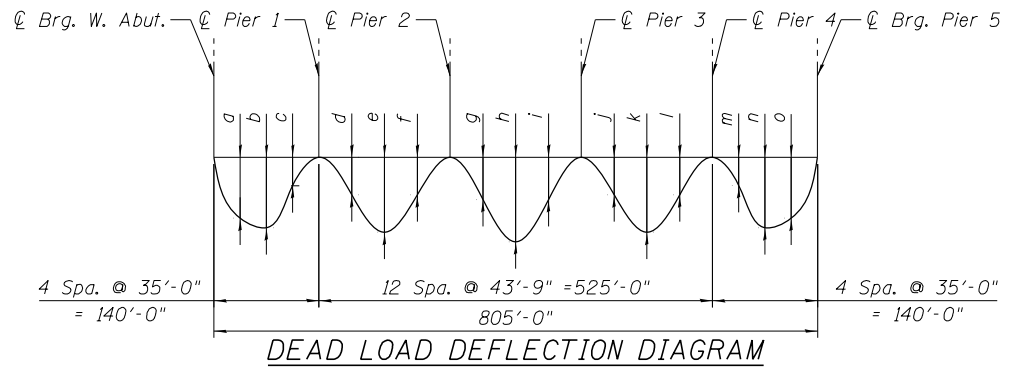
SHEET NO. S-6 OF 146 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	MORGAN	782	387
SN 069-0525		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

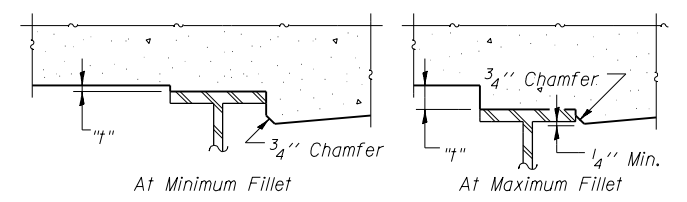
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Dimension	Interior Girder	Exterior Girder
a	1 3/4"	1 5/8"
b	2"	1 7/8"
c	3/4"	3/4"
d	1 1/8"	1"
e	2 1/4"	2"
f	1 1/8"	1"
g	1 3/8"	1 1/4"
h	2 1/2"	2 1/4"
i	1 3/8"	1 1/4"
j	1 1/8"	1"
k	2 1/4"	2"
l	1 1/8"	1"
m	3/4"	3/4"
n	2"	1 7/8"
o	1 3/4"	1 5/8"



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 and grinding as shown on sheets S-8 through S-11 of 146.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-8 through S-11 of 146, minus 8 1/4" deck thickness, equals the fillets heights "t" above top flange of beams.
 The slab is to be ground after curing to achieve smoothness but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-8 through S-11 of 146. For grinding the deck, see Special Provisions.

DEAD LOAD DEFLECTIONS

FILLET HEIGHTS

GIRDER 3

Table with columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include Bk. W. Abut., Exp. Jt., Brg. W. Abut., and various pier abutments (AA-DH).

GIRDER 3

Table with columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include DI-EM and various pier abutments (4 and 5).

IL 104 / PGL

Table with columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include BH-CP and various pier abutments (2, 3, and 4).

IL 104 / PGL

Table with columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include Bk. W. Abut., Exp. Jt., Brg. W. Abut., and various pier abutments (1).

Vertical file path and metadata text on the left margin.

GIRDER 4

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations from Bk. W. Abut. to DH.

GIRDER 4

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations from DI to Exp. Jt.

GIRDER 5

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations from BH to Exp. Jt.

GIRDER 5

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations from Bk. W. Abut. to BG.

Vertical text on the left margin: FILE NAME = ... USER NAME = ... DESIGNED - SNB ...

Table with 4 columns: USER NAME, DATE, PLOT SCALE, PLOT DATE. Values include 8/5/2014, SNB, JLR, SNB, VCP.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS UNIT 1 3 OF 4 SHEET NO. S-10 OF 146 SHEETS

Table with 5 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 745, 123B-2, MORGAN, 782, 391.

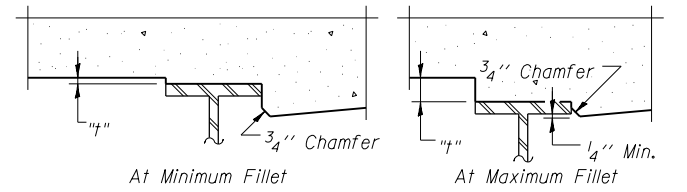
GIRDER 6

Location	Station	Offset from PGL	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. W. Abut.	60+12.67	20.00	465.99	466.02
⊕ Exp. Jt.	60+15.01	20.00	466.11	466.13
⊕ Brg. W. Abut.	60+16.50	20.00	466.19	466.21
AA	60+26.50	20.00	466.69	466.75
AB	60+36.50	20.00	467.19	467.30
AC	60+46.50	20.00	467.69	467.83
AD	60+56.50	20.00	468.19	468.35
AE	60+66.50	20.00	468.69	468.87
AF	60+76.50	20.00	469.19	469.37
AG	60+86.50	20.00	469.69	469.86
AH	60+96.50	20.00	470.19	470.34
AI	61+06.50	20.00	470.69	470.81
AJ	61+16.50	20.00	471.19	471.28
AK	61+26.50	20.00	471.69	471.75
AL	61+36.50	20.00	472.19	472.23
AM	61+46.50	20.00	472.69	472.71
⊕ Brg. Pier 1	61+56.50	20.00	473.19	473.21
BA	61+66.50	20.00	473.69	473.71
BB	61+76.50	20.00	474.19	474.23
BC	61+86.50	20.00	474.69	474.75
BD	61+96.50	20.00	475.19	475.28
BE	62+06.50	20.00	475.69	475.81
BF	62+16.50	20.00	476.19	476.33
BG	62+26.50	20.00	476.69	476.86
BH	62+36.50	20.00	477.19	477.37
BI	62+46.50	20.00	477.69	477.87
BJ	62+56.50	20.00	478.19	478.36
BK	62+66.50	20.00	478.69	478.85
BL	62+76.50	20.00	479.19	479.32
BM	62+86.50	20.00	479.69	479.80
BN	62+96.50	20.00	480.19	480.27
BO	63+06.50	20.00	480.69	480.74
BP	63+16.50	20.00	481.19	481.22
⊕ Brg. Pier 2	63+31.50	20.00	481.94	481.96
CA	63+41.50	20.00	482.44	482.46
CB	63+51.50	20.00	482.94	482.98
CC	63+61.50	20.00	483.44	483.51
CD	63+71.50	20.00	483.94	484.04
CE	63+81.50	20.00	484.44	484.58
CF	63+91.50	20.00	484.94	485.10
CG	64+01.50	20.00	485.44	485.63
CH	64+11.50	20.00	485.94	486.14
CI	64+21.50	20.00	486.43	486.64
CJ	64+31.50	20.00	486.93	487.13
CK	64+41.50	20.00	487.41	487.59
CL	64+51.50	20.00	487.89	488.04
CM	64+61.50	20.00	488.36	488.49
CN	64+71.50	20.00	488.83	488.92
CO	64+81.50	20.00	489.28	489.34
CP	64+91.50	20.00	489.73	489.77
⊕ Brg. Pier 3	65+06.50	20.00	490.39	490.41
DA	65+16.50	20.00	490.83	490.85
DB	65+26.50	20.00	491.25	491.29
DC	65+36.50	20.00	491.67	491.73
DD	65+46.50	20.00	492.08	492.17
DE	65+56.50	20.00	492.48	492.61
DF	65+66.50	20.00	492.88	493.03
DG	65+76.50	20.00	493.27	493.44
DH	65+86.50	20.00	493.65	493.83

GIRDER 6

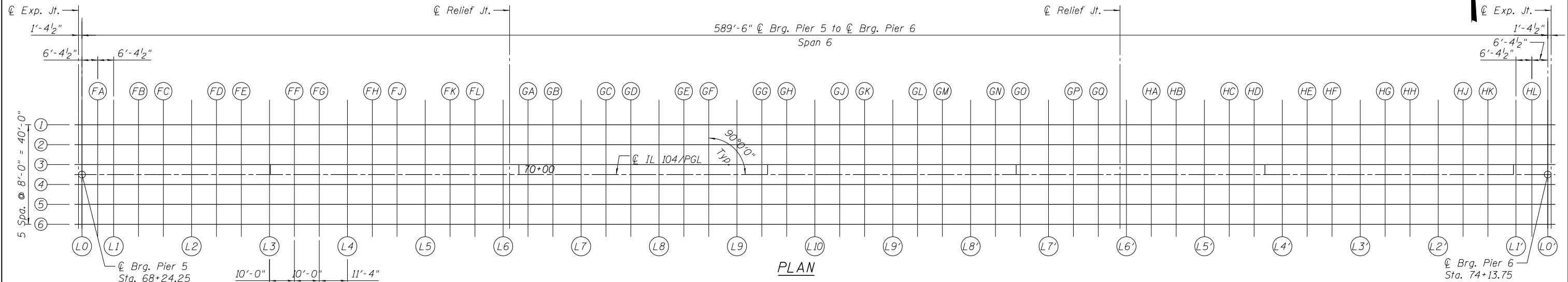
Location	Station	Offset from PGL	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
DI	65+96.50	20.00	494.02	494.21
DJ	66+06.50	20.00	494.39	494.57
DK	66+16.50	20.00	494.75	494.91
DL	66+26.50	20.00	495.11	495.24
DM	66+36.50	20.00	495.45	495.56
DN	66+46.50	20.00	495.79	495.87
DO	66+56.50	20.00	496.13	496.18
DP	66+66.50	20.00	496.45	496.48
⊕ Brg. Pier 4	66+81.50	20.00	496.93	496.95
EA	66+91.50	20.00	497.23	497.26
EB	67+01.50	20.00	497.53	497.58
EC	67+11.50	20.00	497.83	497.90
ED	67+21.50	20.00	498.11	498.21
EE	67+31.50	20.00	498.39	498.52
EF	67+41.50	20.00	498.66	498.82
EG	67+51.50	20.00	498.93	499.10
EH	67+61.50	20.00	499.19	499.37
EI	67+71.50	20.00	499.44	499.62
EJ	67+81.50	20.00	499.68	499.85
EK	67+91.50	20.00	499.92	500.06
EL	68+01.50	20.00	500.15	500.26
EM	68+11.50	20.00	500.37	500.44
⊕ Brg. Pier 5	68+21.50	20.00	500.58	500.61
⊕ Exp. Jt.	68+22.88	20.00	500.61	500.63

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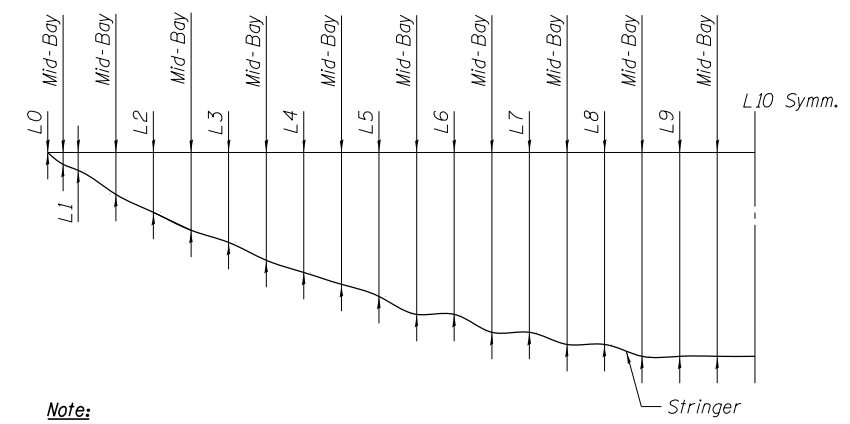


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets S-13 through S-15 of 146, minus 8 1/4" deck thickness, equals the fillets heights "t" above top flange of beams.
 The slab is to be ground after curing to achieve smoothness but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets S-13 through S-15 of 146. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN



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 and grinding as shown in the Top of Slab Elevation tables.

Location	Stringer 1 & 6	Stringer 2 & 5	Stringer 3 & 4
L0	0	0	1/8"
mid-bay	1/4"	1/4"	3/8"
L1	3/8"	1/2"	5/8"
mid-bay	7/8"	1 1/8"	1 1/4"
L2	1 1/4"	1 1/2"	1 5/8"
mid-bay	1 5/8"	1 7/8"	2"
L3	1 7/8"	2 1/8"	2 1/4"
mid-bay	2 1/4"	2 1/2"	2 5/8"
L4	2 1/2"	2 3/4"	2 7/8"
mid-bay	2 3/4"	3"	3 1/8"
L5	3"	3 1/4"	3 3/8"
mid-bay	3 3/8"	3 1/2"	3 5/8"
L6	3 3/8"	3 5/8"	3 3/4"
mid-bay	3 3/4"	3 7/8"	4"
L7	3 3/4"	4"	4 1/8"
mid-bay	4"	4 1/4"	4 3/8"
L8	4"	4 1/4"	4 3/8"
mid-bay	4 1/4"	4 3/8"	4 1/2"
L9	4 1/4"	4 3/8"	4 1/2"
mid-bay	4 1/4"	4 1/2"	4 5/8"
L10	4 1/4"	4 1/2"	4 5/8"

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATION PLAN
 UNIT 2**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	MORGAN	782	393
SN 069-0525		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

SHEET NO. S-12 OF 146 SHEETS

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	PLOT DATE =	CHECKED - VCP	REVISED -



STRINGER 1

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include Exp. Jt., Floor Beams L0-L10, Relief Jt., and various beam sections (FA-HL).

STRINGER 2

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include Exp. Jt., Floor Beams L0-L10, Relief Jt., and various beam sections (FA-HL).

STRINGER 3

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include Exp. Jt., Floor Beams L0-L10, Relief Jt., and various beam sections (FA-HL).

FILE NAME = \S:\exp\0690525-72B58-001-TOSELEV.DGN, USER NAME = CCE, DESIGNED - CCE, REVISED - JLR, CHECKED - JLR, REVISIONS - SNB, DRAWN - SNB, REVISED - VCP, CHECKED - VCP

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS UNIT 2 1 OF 3

Metadata table with 6 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO. Values include 745, 123B-2, MORGAN, 782, 394, SN 069-0525, ILLINOIS FED. AID PROJECT

IL 104 / PGL

STRINGER 4

STRINGER 5

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations from Exp. Jt. to Floor Beam LO'.

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations from Exp. Jt. to Floor Beam LO'.

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations from Exp. Jt. to Floor Beam LO'.

Vertical text on the left margin containing file paths and drawing identifiers.

Table with 4 columns: USER NAME, DATE, PLOT SCALE, PLOT DATE. Includes exp U.S. Services Inc logo.

Table with 4 columns: DESIGNED, CHECKED, DRAWN, CHECKED. Includes STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION logo.

Table with 3 columns: TOP OF DECK ELEVATIONS, UNIT 2 OF 3, SHEET NO. S-14 OF 146 SHEETS.

Table with 5 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Includes MORGAN, CONTRACT NO. 72B58.

STRINGER 6

Location	Station	Offset from PGL	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Exp. Jt.	68+22.88	20.00	500.61	500.63
Floor Beam L0	68+24.25	20.00	500.64	500.67
FA	68+30.63	20.00	500.77	500.81
Floor Beam L1	68+37.00	20.00	500.90	500.96
FB	68+47.00	20.00	501.10	501.19
FC	68+57.00	20.00	501.29	501.40
Floor Beam L2	68+68.33	20.00	501.50	501.62
FD	68+78.33	20.00	501.67	501.82
FE	68+88.33	20.00	501.84	502.00
Floor Beam L3	68+99.67	20.00	502.02	502.20
FF	69+09.67	20.00	502.17	502.37
FG	69+19.67	20.00	502.32	502.53
Floor Beam L4	69+31.00	20.00	502.47	502.70
FH	69+41.00	20.00	502.60	502.85
FJ	69+51.00	20.00	502.73	502.99
Floor Beam L5	69+62.33	20.00	502.86	503.13
FK	69+72.33	20.00	502.97	503.26
FL	69+82.33	20.00	503.07	503.37
Floor Beam L6	69+93.67	20.00	503.17	503.48
Relief Jt.	69+96.25	20.00	503.20	503.50
GA	70+03.67	20.00	503.26	503.58
GB	70+13.67	20.00	503.34	503.67
Floor Beam L7	70+25.00	20.00	503.42	503.75
GC	70+35.00	20.00	503.48	503.83
GD	70+45.00	20.00	503.54	503.89
Floor Beam L8	70+56.33	20.00	503.59	503.95
GE	70+66.33	20.00	503.63	504.00
GF	70+76.33	20.00	503.67	504.04
Floor Beam L9	70+87.67	20.00	503.70	504.07
GG	70+97.67	20.00	503.72	504.09
GH	71+07.67	20.00	503.73	504.11
Floor Beam L10	71+19.00	20.00	503.73	504.11
GJ	71+29.00	20.00	503.73	504.11
GK	71+39.00	20.00	503.72	504.10
Floor Beam L9'	71+50.33	20.00	503.70	504.07
GL	71+60.33	20.00	503.67	504.04
GM	71+70.33	20.00	503.64	504.01
Floor Beam L8'	71+81.67	20.00	503.59	503.95
GN	71+91.67	20.00	503.54	503.90
GO	72+01.67	20.00	503.49	503.84
Floor Beam L7'	72+13.00	20.00	503.42	503.75
GP	72+23.00	20.00	503.35	503.68
QQ	72+33.00	20.00	503.27	503.59
Relief Jt.	72+41.75	20.00	503.20	503.50
Floor Beam L6'	72+44.33	20.00	503.17	503.48
HA	72+54.33	20.00	503.08	503.38
HB	72+64.33	20.00	502.98	503.27
Floor Beam L5'	72+75.67	20.00	502.86	503.13
HC	72+85.67	20.00	502.74	503.01
HD	72+95.67	20.00	502.62	502.87
Floor Beam L4'	73+07.00	20.00	502.47	502.70
HE	73+17.00	20.00	502.34	502.55
HF	73+27.00	20.00	502.19	502.39
Floor Beam L3'	73+38.33	20.00	502.02	502.20
HG	73+48.33	20.00	501.86	502.03
HH	73+58.33	20.00	501.69	501.84
Floor Beam L2'	73+69.67	20.00	501.50	501.62
HJ	73+79.67	20.00	501.32	501.42
HK	73+89.67	20.00	501.13	501.21
Floor Beam L1'	74+01.00	20.00	500.90	500.96
HL	74+07.37	20.00	500.77	500.81
Floor Beam L0'	74+13.75	20.00	500.64	500.67
Exp. Jt.	74+15.13	20.00	500.61	500.63

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 .\\06-05-2014_15:19:54 NE\MANMMD .\\FS-0044\AM\VAULL.TD -TRANS.07\FDC\H1\02012341-02\STRUCT\CAO\72B58\06\0525\SHEET_0690525-72B58-012-TOSELEV_SHT.DGN

FILE NAME =	USER NAME =	DESIGNED - CCE	REVISED -
	DATE - 8/5/2014	CHECKED - JLR	REVISED -
exp U.S. Services Inc. Chicago, IL BUILDINGS-EARTH & ENVIRONMENT-ENERGY INDUSTRIAL-INFRASTRUCTURE-SUSTAINABILITY	PLOT SCALE =	DRAWN - SNB	REVISED -
	PLOT DATE =	CHECKED - VCP	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS
 UNIT 2
 3 OF 3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	MORGAN	782	396
SN 069-0525		CONTRACT NO. 72B58		

SHEET NO. 5-15 OF 146 SHEETS

ILLINOIS FED. AID PROJECT

GIRDER 1

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations like Exp. Jt., Brg. Pier 6, JA, JB, JC, etc.

GIRDER 1

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations like LQ, LR, LS, Brg. Pier 9, MA, MB, etc.

GIRDER 2

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations like KE, KF, KG, KH, KI, etc.

GIRDER 2

Table with 5 columns: Location, Station, Offset from PGL, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding. Rows include locations like Exp. Jt., Brg. Pier 6, JA, JB, JC, etc.

Vertical text on the left side containing file paths and coordinates: \\FS-0044\AM\VAL\1.D - TRANS_071 - TRDCH1_00012341-02 - STRUCT\CAD\72B58\0690525\SHEET_0690525-72B58-006-TOSELEV_SHT.DGN

Table with 4 columns: USER NAME, DATE, DESIGNED, CHECKED, REVISED, DRAWN, CHECKED. Includes user names like SNB, JLR, VCP and dates like 8/5/2014.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS UNIT 3 1 OF 4 SHEET NO. S-17 OF 146 SHEETS

Table with 5 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Includes values like 745, 123B-2, MORGAN, 782, 398.

GIRDER 4

Location	Station	Offset from PGL	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Exp. Jt.	74+15.13	4.00	500.95	500.97
Brg. Pier 6	74+16.50	4.00	500.92	500.94
JA	74+24.00	4.00	500.76	500.82
JB	74+34.00	4.00	500.54	500.65
JC	74+44.00	4.00	500.31	500.47
JD	74+54.00	4.00	500.07	500.28
JE	74+64.00	4.00	499.83	500.06
JF	74+74.00	4.00	499.58	499.83
JG	74+84.00	4.00	499.33	499.58
JH	74+94.00	4.00	499.06	499.30
JI	75+04.00	4.00	498.79	499.01
JJ	75+14.00	4.00	498.52	498.71
JK	75+24.00	4.00	498.23	498.39
JL	75+34.00	4.00	497.94	498.06
JM	75+44.00	4.00	497.64	497.73
JN	75+54.00	4.00	497.34	497.39
JO	75+64.00	4.00	497.02	497.06
Brg. Pier 7	75+76.50	4.00	496.62	496.64
KA	75+86.50	4.00	496.29	496.32
KB	75+96.50	4.00	495.96	496.00
KC	76+06.50	4.00	495.62	495.68
KD	76+16.50	4.00	495.26	495.36
KE	76+26.50	4.00	494.91	495.04
KF	76+36.50	4.00	494.54	494.70
KG	76+46.50	4.00	494.17	494.36
KH	76+56.50	4.00	493.79	494.01
KI	76+66.50	4.00	493.41	493.63
KJ	76+76.50	4.00	493.01	493.25
KK	76+86.50	4.00	492.62	492.84
KL	76+96.50	4.00	492.22	492.43
KM	77+06.50	4.00	491.82	492.01
KN	77+16.50	4.00	491.42	491.58
KO	77+26.50	4.00	491.02	491.14
KP	77+36.50	4.00	490.62	490.71
KQ	77+46.50	4.00	490.22	490.28
KR	77+56.50	4.00	489.82	489.86
KS	77+66.50	4.00	489.42	489.44
Brg. Pier 8	77+76.50	4.00	489.02	489.04
LA	77+86.50	4.00	488.62	488.64
LB	77+96.50	4.00	488.22	488.26
LC	78+06.50	4.00	487.82	487.88
LD	78+16.50	4.00	487.42	487.52
LE	78+26.50	4.00	487.02	487.15
LF	78+36.50	4.00	486.62	486.78
LG	78+46.50	4.00	486.22	486.41
LH	78+56.50	4.00	485.82	486.04
LI	78+66.50	4.00	485.42	485.65
LJ	78+76.50	4.00	485.02	485.26
LK	78+86.50	4.00	484.62	484.85
LL	78+96.50	4.00	484.22	484.44
LM	79+06.50	4.00	483.82	484.01
LN	79+16.50	4.00	483.42	483.58
LO	79+26.50	4.00	483.02	483.15
LP	79+36.50	4.00	482.62	482.71

GIRDER 4

Location	Station	Offset from PGL	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
LQ	79+46.50	4.00	482.22	482.28
LR	79+56.50	4.00	481.82	481.85
LS	79+66.50	4.00	481.42	481.44
Brg. Pier 9	79+76.50	4.00	481.02	481.04
MA	79+86.50	4.00	480.62	480.65
MB	79+96.50	4.00	480.22	480.27
MC	80+06.50	4.00	479.82	479.90
MD	80+16.50	4.00	479.42	479.53
ME	80+26.50	4.00	479.02	479.17
MF	80+36.50	4.00	478.62	478.80
MG	80+46.50	4.00	478.22	478.43
MH	80+56.50	4.00	477.82	478.06
MI	80+66.50	4.00	477.42	477.67
MJ	80+76.50	4.00	477.02	477.27
MK	80+86.50	4.00	476.62	476.86
ML	80+96.50	4.00	476.22	476.43
MM	81+06.50	4.00	475.82	475.99
MN	81+16.50	4.00	475.42	475.55
MO	81+26.50	4.00	475.02	475.10
Brg. E. Abut.	81+36.50	4.00	474.62	474.64
Exp. Jt.	81+37.99	4.00	474.56	474.58
Bk. E. Abut.	81+40.33	4.00	474.46	474.48

GIRDER 5

Location	Station	Offset from PGL	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
KE	76+26.50	12.00	494.74	494.87
KF	76+36.50	12.00	494.38	494.54
KG	76+46.50	12.00	494.00	494.20
KH	76+56.50	12.00	493.63	493.84
KI	76+66.50	12.00	493.24	493.47
KJ	76+76.50	12.00	492.85	493.08
KK	76+86.50	12.00	492.45	492.68
KL	76+96.50	12.00	492.05	492.26
KM	77+06.50	12.00	491.65	491.84
KN	77+16.50	12.00	491.25	491.41
KO	77+26.50	12.00	490.85	490.98
KP	77+36.50	12.00	490.45	490.55
KQ	77+46.50	12.00	490.05	490.11
KR	77+56.50	12.00	489.65	489.69
KS	77+66.50	12.00	489.25	489.28
Brg. Pier 8	77+76.50	12.00	488.85	488.87
LA	77+86.50	12.00	488.45	488.48
LB	77+96.50	12.00	488.05	488.09
LC	78+06.50	12.00	487.65	487.72
LD	78+16.50	12.00	487.25	487.35
LE	78+26.50	12.00	486.85	486.98
LF	78+36.50	12.00	486.45	486.62
LG	78+46.50	12.00	486.05	486.25
LH	78+56.50	12.00	485.65	485.87
LI	78+66.50	12.00	485.25	485.48
LJ	78+76.50	12.00	484.85	485.09
LK	78+86.50	12.00	484.45	484.68
LL	78+96.50	12.00	484.05	484.27
LM	79+06.50	12.00	483.65	483.85
LN	79+16.50	12.00	483.25	483.41
LO	79+26.50	12.00	482.85	482.98
LP	79+36.50	12.00	482.45	482.55
LQ	79+46.50	12.00	482.05	482.11
LR	79+56.50	12.00	481.65	481.69
LS	79+66.50	12.00	481.25	481.27
Brg. Pier 9	79+76.50	12.00	480.85	480.87
MA	79+86.50	12.00	480.45	480.48
MB	79+96.50	12.00	480.05	480.10
MC	80+06.50	12.00	479.65	479.73
MD	80+16.50	12.00	479.25	479.36
ME	80+26.50	12.00	478.85	479.00
MF	80+36.50	12.00	478.45	478.64
MG	80+46.50	12.00	478.05	478.27
MH	80+56.50	12.00	477.65	477.89
MI	80+66.50	12.00	477.25	477.50
MJ	80+76.50	12.00	476.85	477.10
MK	80+86.50	12.00	476.45	476.69
ML	80+96.50	12.00	476.05	476.26
MM	81+06.50	12.00	475.65	475.83
MN	81+16.50	12.00	475.25	475.38
MO	81+26.50	12.00	474.85	474.93
Brg. E. Abut.	81+36.50	12.00	474.45	474.47
Exp. Jt.	81+37.99	12.00	474.39	474.41
Bk. E. Abut.	81+40.33	12.00	474.30	474.32

GIRDER 5

Location	Station	Offset from PGL	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Exp. Jt.	74+15.13	12.00	500.78	500.80
Brg. Pier 6	74+16.50	12.00	500.75	500.77
JA	74+24.00	12.00	500.59	500.66
JB	74+34.00	12.00	500.37	500.49
JC	74+44.00	12.00	500.14	500.31
JD	74+54.00	12.00	499.91	500.11
JE	74+64.00	12.00	499.67	499.90
JF	74+74.00	12.00	499.42	499.66
JG	74+84.00	12.00	499.16	499.41
JH	74+94.00	12.00	498.90	499.14
JI	75+04.00	12.00	498.63	498.85
JJ	75+14.00	12.00	498.35	498.54
JK	75+24.00	12.00	498.07	498.22
JL	75+34.00	12.00	497.77	497.89
JM	75+44.00	12.00	497.48	497.56
JN	75+54.00	12.00	497.17	497.22
JO	75+64.00	12.00	496.86	496.89
Brg. Pier 7	75+76.50	12.00	496.46	496.48
KA	75+86.50	12.00	496.13	496.15
KB	75+96.50	12.00	495.79	495.83
KC	76+06.50	12.00	495.45	495.51
KD	76+16.50	12.00	495.10	495.19

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 NEWMAN

FILE NAME =	USER NAME =	DESIGNED - SNB	REVISED -
	DATE - 8/5/2014	CHECKED - JLR	REVISED -
	PLOT SCALE =	DRAWN - SNB	REVISED -
	PLOT DATE	CHECKED - VCP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF DECK ELEVATIONS
UNIT 3
3 OF 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	123B-2	MORGAN	782	400
SN 069-0525		CONTRACT NO. 72B58		
ILLINOIS FED. AID PROJECT				

SHEET NO. 5-19 OF 146 SHEETS