SECT.	RTE.	COUNTY	TOTAL SHEETS	SHEET NO.
693	12L	PEORIA-TAZEWELL	9	1
FED. ROAD DIST. NO. 4		STATE	BR-F-693(19)	

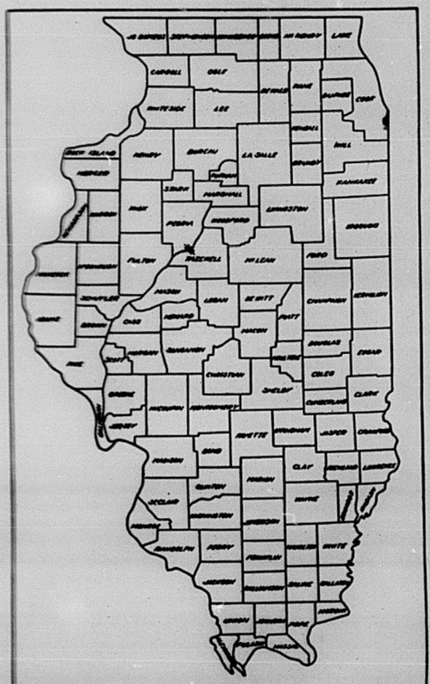
P-94-114-71

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

F.A. ROUTE 693
SECTION 12L
PEORIA - TAZEWELL COUNTIES
PROJECT BR-F-693(19)

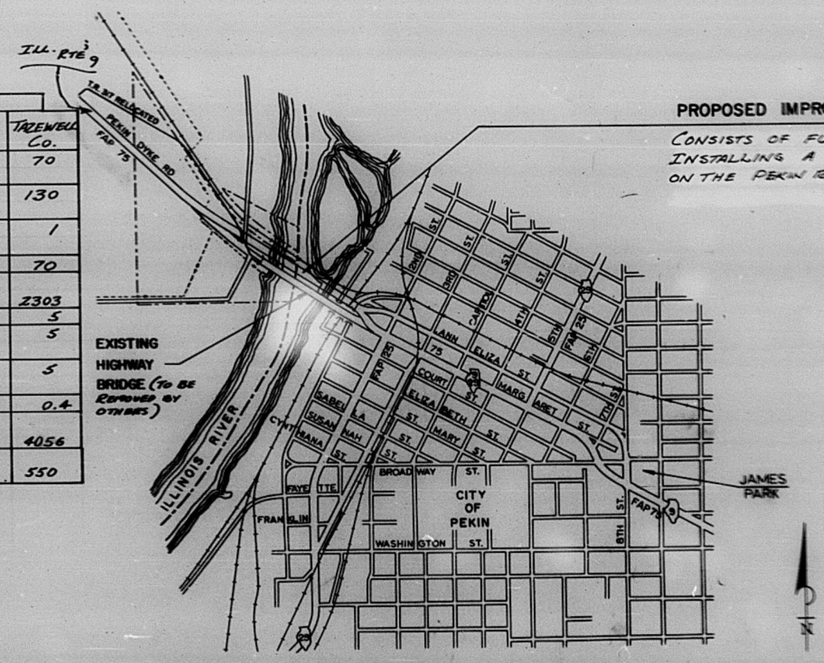
C-94-113-81

SHEET No.	INDEX OF SHEETS
1	COVER SHEET
2	GENERAL PLAN & ELEVATION
3-5	SUPERSTRUCTURE DETAILS
6&7	CONDUIT DETAILS @ EAST ABUTMENT
8	CONTROL INSTALLATION & CONDUIT DETAILS
9	POLE STANDARDS



SUMMARY OF QUANTITIES

CODE No.	ITEM	UNIT	TOTALS	PEORIA Co.	TAZEWELL Co.
L00006	CONDUIT IN TRENCH 2" DIA, GALVANIZED STEEL	LIN FT	70	—	70
L00056	CONDUIT ATTACHED TO STRUCTURE, 2" DIA. GALVANIZED STEEL	LIN FT	130	—	130
L05493	CONTROL INSTALLATION, TYPE CB-RC3-60-240	EACH	1	—	1
L04300	TRENCH AND BACKFILL	LIN FT	70	—	70
L05180	ELECTRIC CONDUCTOR (BARE ANNEALED COPPER) No. 6	LIN FT	5978	3675	2303
X04849	LAMP 400 WATT HPS	EACH	13	8	5
L06169	LUMINAIRE, RECTILINEAR, TYPE: 400 WATT HPS	EACH	13	8	5
L05728	POLE, METAL 50 FT. MH, 6 FT. MAST ARM	EACH	13	8	5
X04748	MOBILIZATION	LUMP SUM	1	0.6	0.4
L05666	ELECTRIC CABLE IN CONDUIT, 600V(XLP-TYPE USE) 1/c #6	LIN FT	10526	6470	4056
X04846	ELECTRIC CABLE IN CONDUIT 600V(XLP-USE)1/C #12	LIN. FT.	1430	880	550



LAYOUT
SCALE 1" = 800'

PROPOSED IMPROVEMENT

CONSISTS OF FURNISHING AND INSTALLING A LIGHTING SYSTEM ON THE PEKIN RIVER BRIDGE

ALL REFERENCES TO F.A.P. ROUTE 75 REVISED TO F.A. ROUTE 693.

LIST OF STANDARDS

1686-4 SYMBOLS AND ABBREVIATIONS

2298-5 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES
2299-8 DESIGN OF TRAFFIC CONTROL DEVICES
2300-2 FLAGMAN TRAFFIC CONTROL SIGN

NOTE:
Wherever in these plans reference is made to F.A. Route 75, it shall be interpreted to mean F.A. Route 693.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

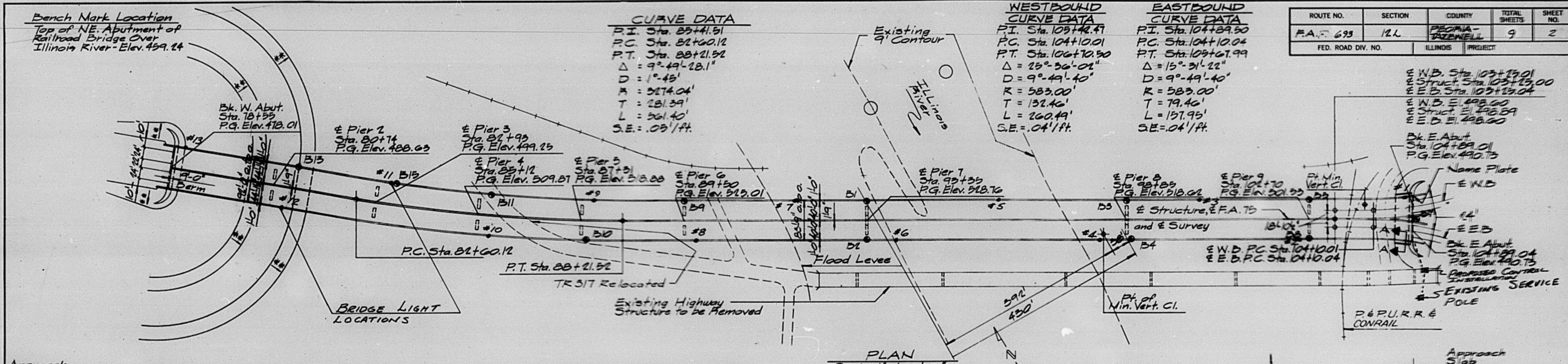
SUBMITTED 6-5-81 — BUREAU CHIEF
EXAMINED 7/23 1981 — BUREAU OF PLANS AND CONTRACTS
PASSED 7/23 1981 — BUREAU OF DESIGN
APPROVED 7/23 1981 — DIRECTOR OF HIGHWAYS

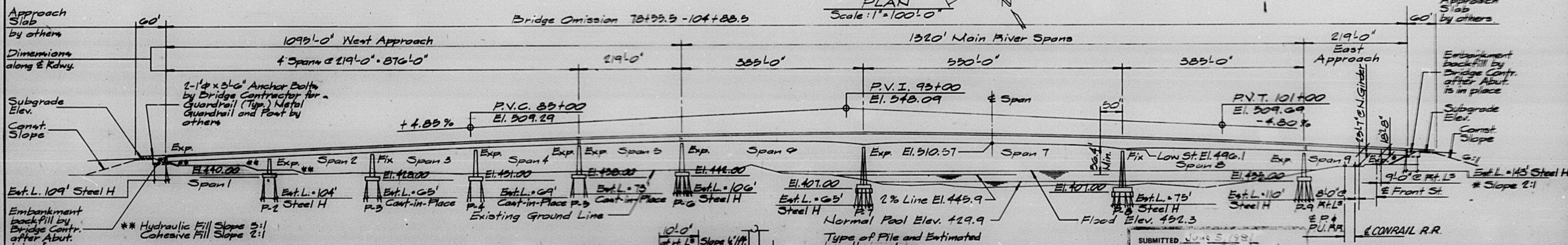
CONTRACT NO. 35173

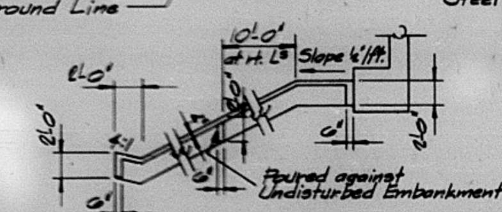
Revised

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 693	12L	PEORIA-TAZEWELL	9	2

FED. ROAD DIV. NO. | ILLINOIS | PROJECT







SECTION THRU EAST SLOPEWALL

Type of Pile and Estimated Lengths as shown

Steel H - HP14×117

Cast-in-Place - Metal Pile Shell 14"ф

PROFILE - ROUTE ILL-9

SUBMITTED	June 5, 1981	DIST. DESIGN ENGR.
EXAMINED		DIST. CONST. ENGR.
EXAMINED		DIST. MAINT. ENGR.
EXAMINED		DIST. TRAFFIC ENGR.

Entire section inspected and approved as to policy.

DATE 6-5-81

APPROVED

DESIGN LOADS

Live Load HS20-44

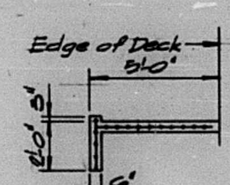
Future W.S. = 25 psf

DESIGN STRESSES

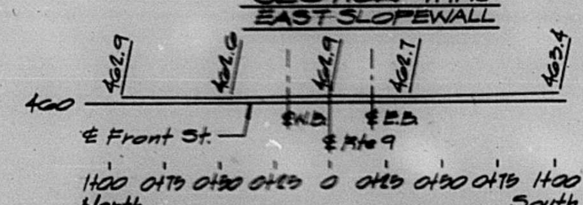
fy = 60,000 psi (Reinforcement - Substructure, Deck, Curbs, Parapet & Medians Load Factor Design)

fs = 27,000 psi (Structural Steel M-222 - Unpainted) Up to 4" Thickness Inclusive: (Except for Bearings and Pins)

f'c = 3500 psi (Substructure, Deck, Curbs, Parapet & Medians)



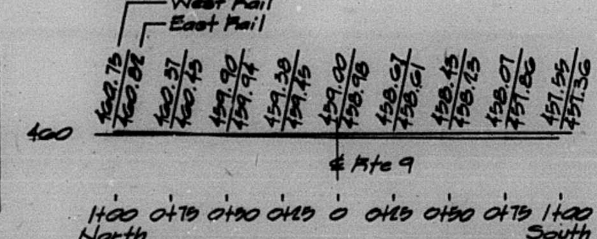
SEC. A-A



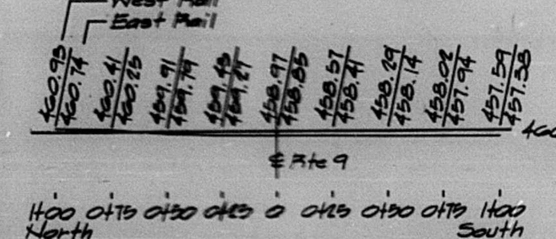
PROFILE - FRONT STREET

STATION 96+50
BUILT 19__ BY
STATE OF ILLINOIS
F.A. 177 693 SEC. 12B
F.A. PROJ. BR-F-693(15)
LOADING HS20
STR. NO. 090-0114

NAME PLATE
(See Std. 2113)



PROFILE - P.& P.U. RAILROAD



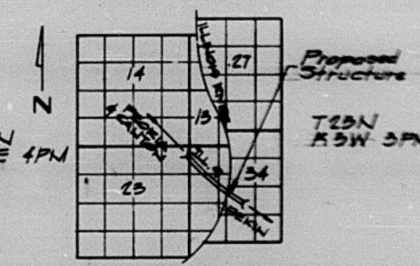
PROFILE - CONRAIL RAILROAD

Waterway Information

Drainage Area	14,000 sq. miles
Q(100)	87,000 cfs
Opening (Req'd.)	22,300 sq. ft.
Opening (Proposed)	27,370 sq. ft. *
Q(30)	78,000 cfs +

* Controlled by other than hydraulic considerations.

+ Below HW Elev. 455.2



LOCATION PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
PROJECT: F-156
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12D
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

SHEET __ OF __

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 693	12 L	PEORIA-TAZEWELL	9	3
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	

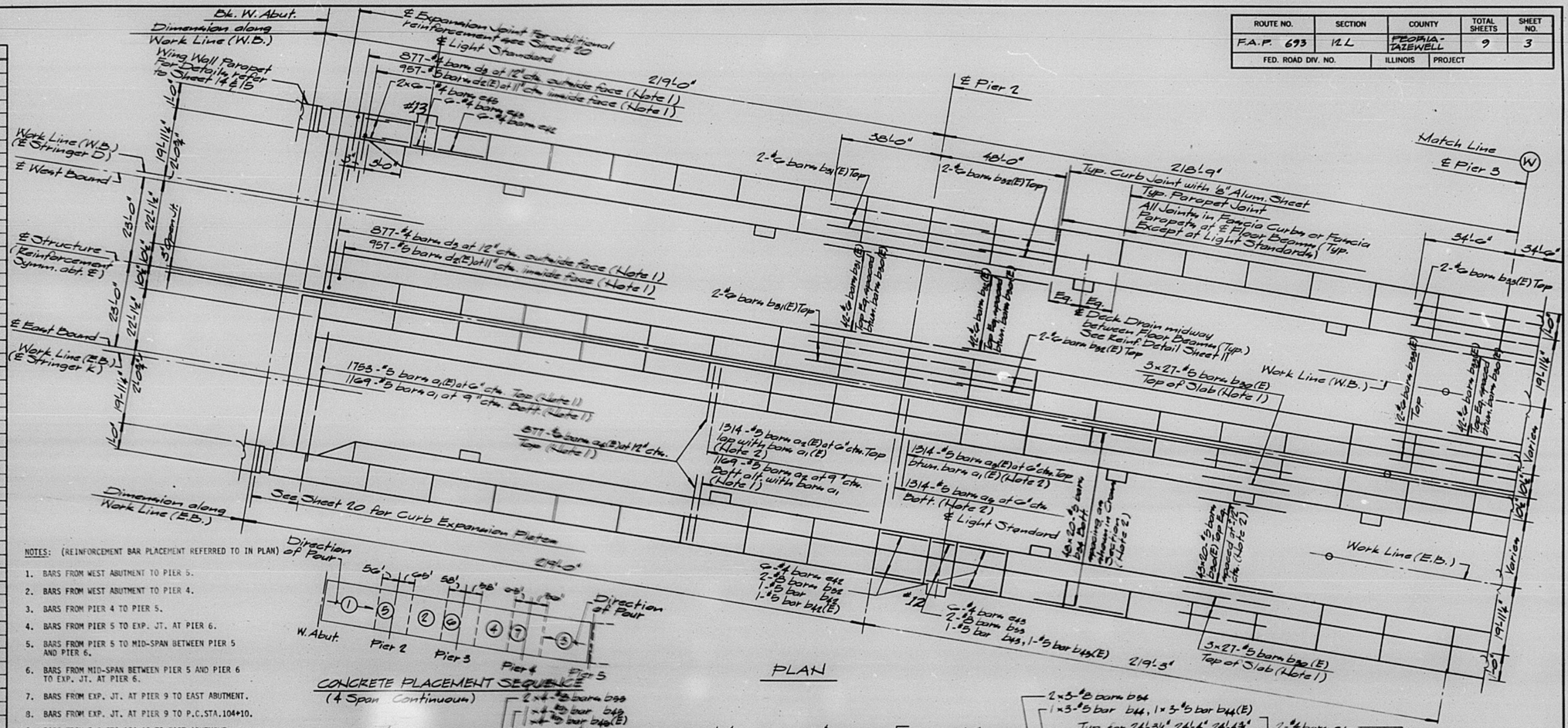
BILL OF MATERIAL
(West & East Approach Spans)

Bar	No.	Size	Length	Shape
a_1	3478	#5	40'-0"	—
a_2	4124	#5	6'-8"	—
a_5	2028	#5	10'-10"	—
a_6	647	#5	8'-10"	—
a_7	1008	#5	4'-8"	—
a_8	204	#5	7'-5"	—
a_{10}	288	#6	6'-6"	—
a_{11}	132	#6	5'-2"	—
a_{12}	12	#6	9'-4"	—
a_{13}	12	#6	4'-8"	—
$b_{34}(E)$	112	#6	34'-0"	—
$b_{30}(E)$	2018	#5	35'-0"	—
$b_{31}(E)$	184	#6	60'-0"	—
$b_{32}(E)$	184	#6	29'-0"	—
$b_{33}(E)$	92	#6	69'-0"	—
b_{34}	2652	#5	35'-0"	—
$b_{35}(E)$	1482	#5	29'-0"	—
b_{36}	1990	#5	29'-0"	—
b_{40}	37	#5	24'-0"	—
b_{41}	5	#5	23'-8"	—
b_{42}	4	#5	19'-8"	—
b_{43}	5	#5	7'-8"	—
b_{44}	24	#5	42'-5"	—
b_{45}	72	#5	44'-8"	—
b_{46}	2	#5	20'-4"	—
b_{50}	74	#8	24'-0"	—
b_{51}	10	#8	23'-8"	—
b_{52}	8	#8	19'-8"	—
b_{53}	0	#8	7'-8"	—
b_{54}	48	#8	44'-3"	—
b_{55}	144	#8	42'-9"	—
b_{56}	4	#8	20'-4"	—
$d_2(E)$	5088	#5	3'-11"	J
d_3	5212	#4	5'-0"	J
d_4	30	#6	9'-3"	U
d_6	1050	#5	3'-8"	U
$d_7(E)$	518	#5	3'-3"	Γ
$d_8(E)$	518	#5	3'-9"	Γ
d_9	18	#6	4'-5"	J
c_{40}	960	#4	24'-0"	—
c_{41}	158	#4	23'-8"	—
c_{42}	42	#4	19'-8"	—
c_{43}	30	#4	7'-8"	—
c_{44}	108	#4	12'-5"	—
c_{49}	30	#4	10'-0"	—
c_{46}	48	#4	13'-2"	—
c_{47}	24	#4	21'-1"	—
c_{48}	24	#4	22'-2"	—
c_{49}	12	#4	20'-4"	—
$b_{40}(E)$	37	#5	24'-0"	—
$b_{41}(E)$	5	#5	23'-8"	—
$b_{42}(E)$	4	#5	19'-8"	—
$b_{43}(E)$	5	#5	7'-8"	—
$b_{44}(E)$	24	#5	42'-5"	—
$b_{45}(E)$	72	#5	44'-8"	—
$b_{46}(E)$	2	#5	20'-4"	—

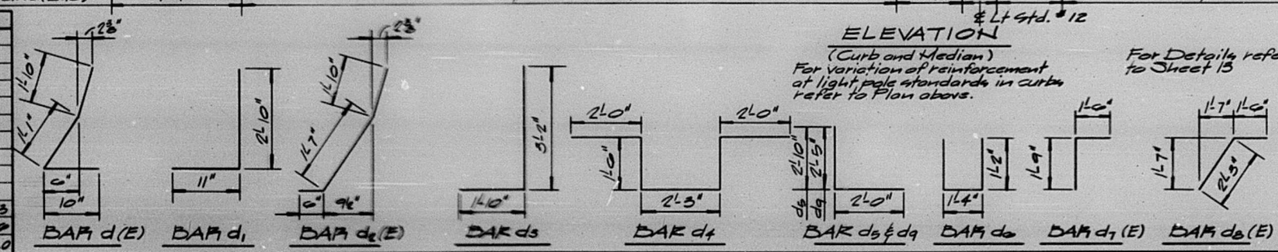
NOTES: (REINFORCEMENT BAR PLACEMENT REFERRED TO IN PLAN)

1. BARS FROM WEST ABUTMENT TO PIER 5.
2. BARS FROM WEST ABUTMENT TO PIER 4.
3. BARS FROM PIER 4 TO PIER 5.
4. BARS FROM PIER 5 TO EXP. JT. AT PIER 6.
5. BARS FROM PIER 5 TO MID-SPAN BETWEEN PIER 5 AND PIER 6.
6. BARS FROM MID-SPAN BETWEEN PIER 5 AND PIER 6 TO EXP. JT. AT PIER 6.
7. BARS FROM EXP. JT. AT PIER 9 TO EAST ABUTMENT.
8. BARS FROM EXP. JT. AT PIER 9 TO P.C.STA.104+10.
9. BARS FROM P.C.STA.104+10 TO EAST ABUTMENT.

Note: Reinforcement bars designated (E) shall be epoxy coated. See special provisions.



Bar	No.	Size	Length	Shape
$a_1(E)$	5218	#5	40'-0"	—
$a_2(E)$	2028	#5	6'-8"	—
$a_3(E)$	1088	#5	7'-8"	—
$a_4(E)$	2220	#6	41'-0"	—
$a_7(E)$	1229	#5	4'-8"	—
$a_8(E)$	500	#5	7'-5"	—
Reinforcement Bars			Lbs.	452,783
Reinf. Bars (Epoxy Coated)			Lbs.	196,490
Class X Concrete			Cu. Yds.	3,764.0



ELEVATION
(Curb and Median)
For variation of reinforcement at light pole standards in curbs refer to Plan above.

For Details refer to Sheet 13

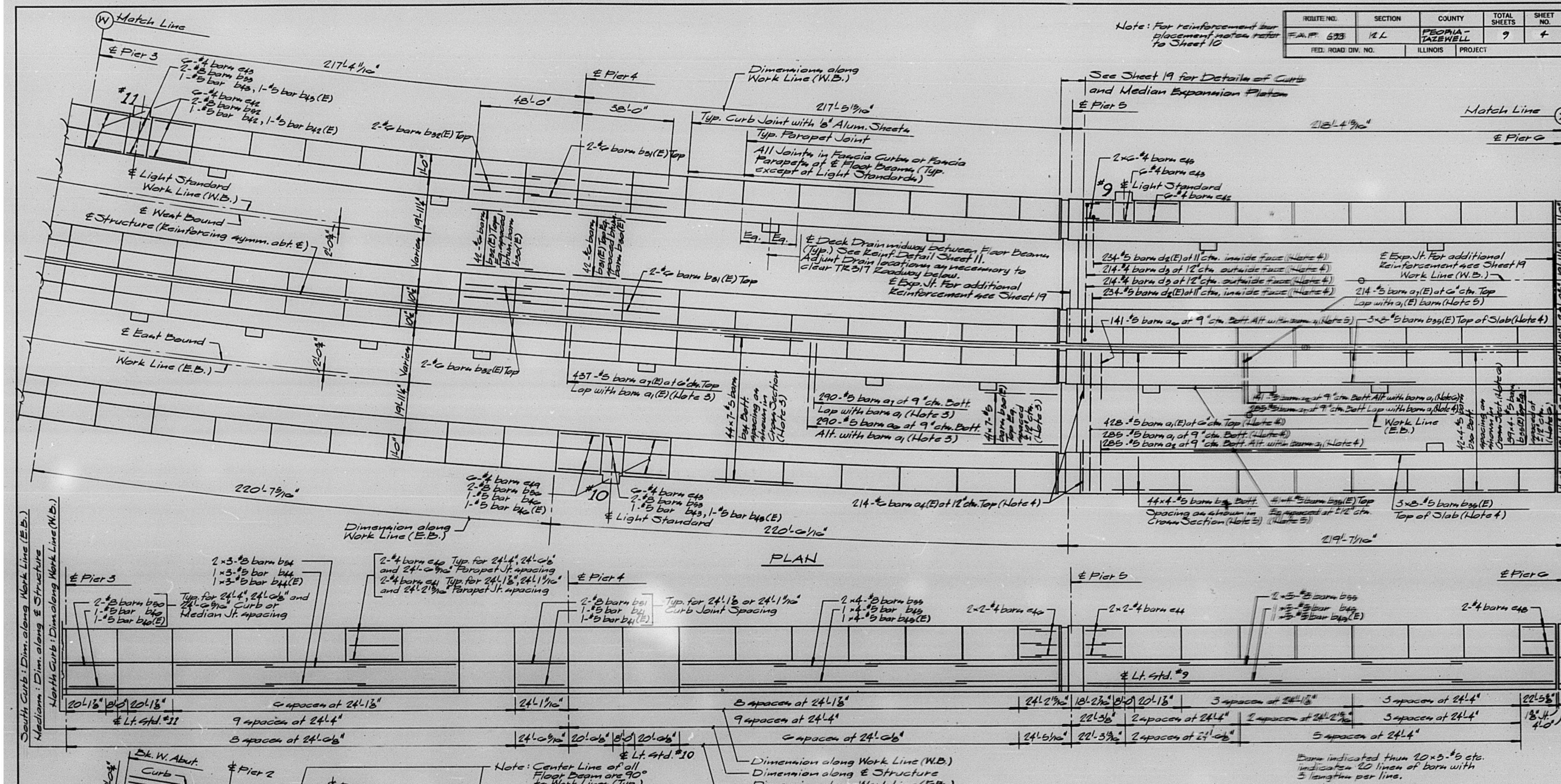
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
WEST APPROACH
PROJECT: F-156
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12D
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

SHEET OF

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 693	12 L	PEORIA-TAZEWELL	9	4
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		

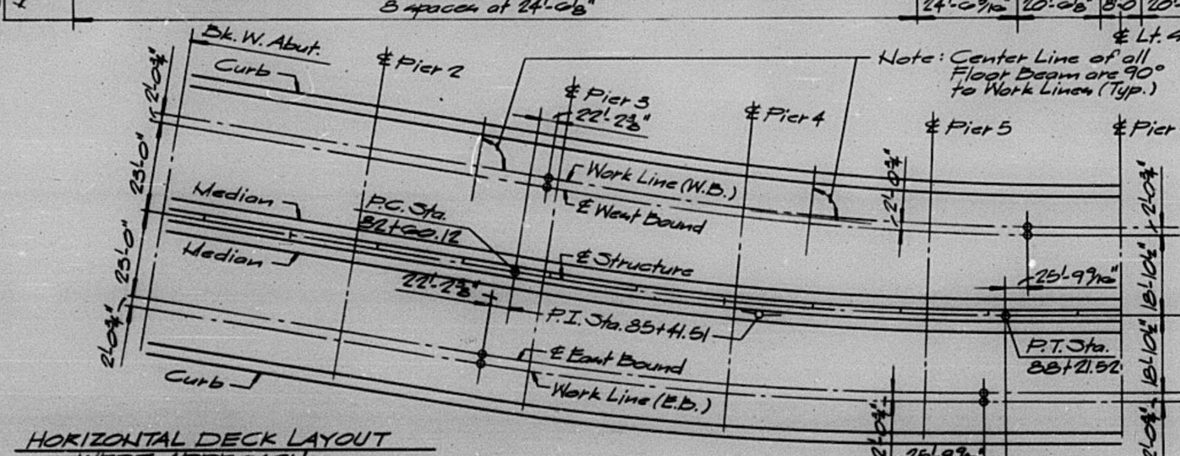
Note: For reinforcement bar placement notes refer to Sheet 10



PLAN

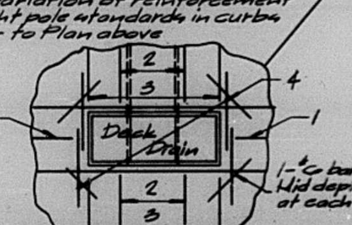
ELEVATION

Bars indicated thus 20×3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



HORIZONTAL DECK LAYOUT WEST APPROACH

(Curb and Median)
For variation of reinforcement of light pole standards in curbs refer to Plan above



REINFORCEMENT DETAIL AT DECK DRAINS

1. FIELD CUT TOP AND BOTTOM LONGITUDINAL BARS TO CLEAR DECK DRAIN.
2. FIELD CUT BOTTOM TRANSVERSE BARS TO CLEAR DECK DRAIN.
3. FIELD CUT TOP TRANSVERSE BARS TO CLEAR DECK DRAIN. SEE SPECIAL PROVISIONS FOR PROCEDURE FOR EPOXY COATING CUT REINFORCEMENT BARS.
4. PLACE TOP AND BOTTOM CUT BARS ON EACH SIDE OF DECK DRAIN.

LAYOUT CURVE DATA

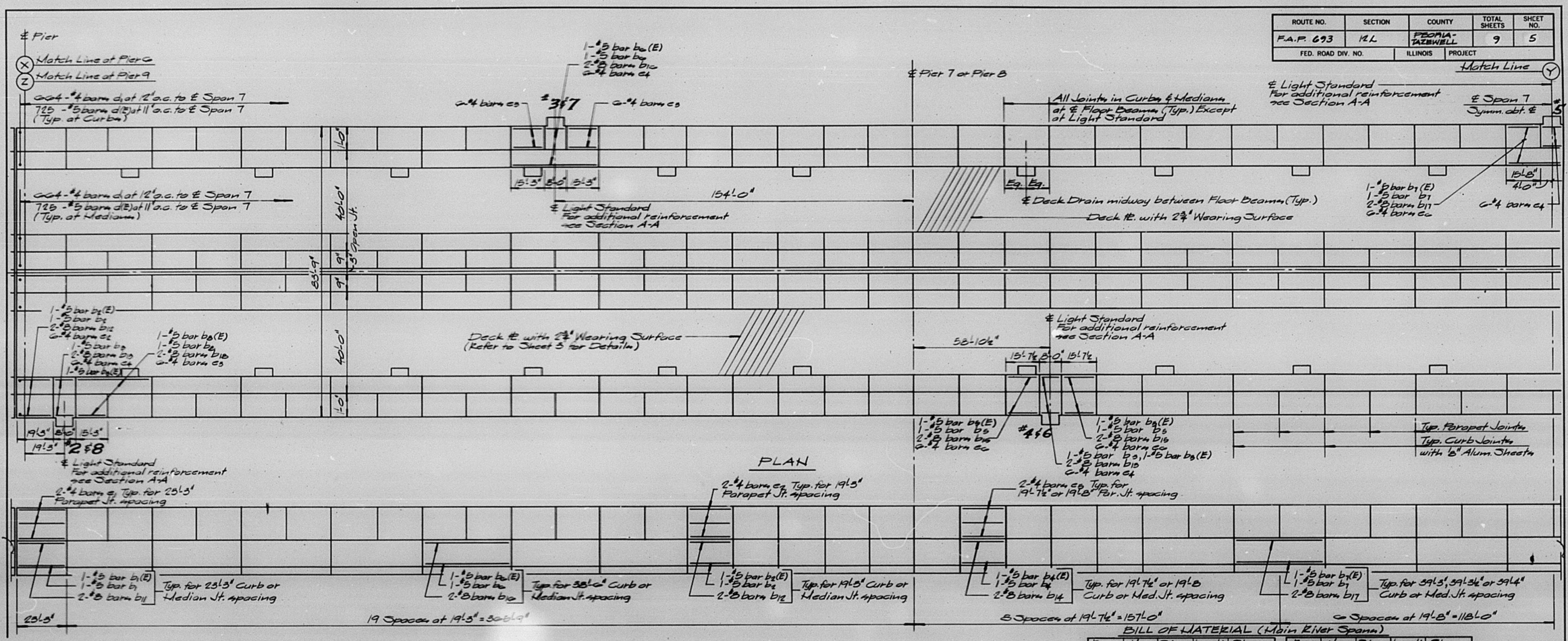
℄ West Bound, ℄ Structure, ℄ East Bound	Work Line (W.B.)	Work Line (E.B.)
Δ = 9°-49'-28.1"	Δ = 9°-49'-28.1"	Δ = 9°-49'-28.1"
D = 1°-45'	D = 1°-45'-04"	D = 1°-44-56"
R = 3274.04'	R = 3271.98'	R = 3276.11'
T = 281.39'	T = 281.21'	T = 281.57'
L = 561.40'	L = 561.05'	L = 561.75'

For Bill of Material refer to Sheet 10
For Details refer to Sheet 13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
WEST APPROACH
PROJECT: F-156
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12D
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS
SHEET OF

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 693	12L	PEORIA-TAZEWELL	9	5
FED. ROAD DIV. NO.	ILLINOIS	PROJECT		



BILL OF MATERIAL (Main River Spans)

Bar	No.	Size	Length	Shape
b1	6	#5	22'-11"	—
b2	42	#5	18'-11"	—
b3	4	#5	7'-8"	—
b4	36	#5	19'-4"	—
b5	4	#5	15'-4"	—
b6	54	#5	38'-2"	—
b7	36	#5	39'-0"	—
b8	2	#5	34'-2"	—
b11	12	#8	22'-11"	—
b12	84	#8	18'-11"	—
b13	8	#8	7'-8"	—
b14	72	#8	19'-4"	—
b15	8	#8	15'-4"	—
b16	108	#8	38'-2"	—
b17	72	#8	38'-11"	—
b18	4	#8	34'-2"	—
b1(E)	6	#5	22'-11"	—
b2(E)	42	#5	18'-11"	—
b3(E)	4	#5	7'-8"	—
b4(E)	36	#5	19'-4"	—
b5(E)	4	#5	15'-4"	—
b6(E)	54	#5	38'-2"	—
b7(E)	36	#5	39'-0"	—
b8(E)	2	#5	34'-2"	—

Bar	No.	Size	Length	Shape
d(E)	5800	#5	3'-9"	⌐¬
d1	5312	#4	3'-9"	⌐¬
d4	42	#6	9'-3"	⌐_¬
d2	21	#6	4'-10"	⌐¬
c1	36	#4	22'-11"	—
c2	888	#4	18'-11"	—
c8	36	#4	14'-11"	—
c4	42	#4	7'-8"	—
c6	636	#4	19'-4"	—
cc	36	#4	15'-4"	—
Reinforcement Bars			Lbs.	68,487
Reinf. Bars (Epoxy Coated)			Lbs.	28,164
Class X Concrete			Cu. Yds.	309.8

Note: Reinforcement bars designated (E) shall be epoxy coated. See special provisions.

For Bar Bending Diagrams, See Sheet 10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
MAIN RIVER SPANS
PROJECT: F-156
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12D
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

SHEET
OF

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 693	12L	PEORIA-TAZEWELL	9	6
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	

Match Line ℄ Pier 9

218'-9⅛" along ℄ Structure

78'-9⅛"

Dimension perpendicular to ℄ West Bound or East Bound

Bk. E. Abutt

Exp. Jt. For additional reinf. see Sheet 19

212-#4 bars d_3 at 12" ctrs. outside face (Note 7)

231-#5 bars d_2(E) at 11" ctrs. inside face (Note 7)

Typ. Parapet Jts. at ℄ Floor Beams

2"PVC CONDUIT IN PLACE

Eq. Eq. ℄ Deck Drain midway between Floor Beams (Typ.) See Reinf. Detail Sheet 11.

212-#4 bars d_3 at 12" ctrs. outside face (Note 7)

231-#5 bars d_2(E) at 11" ctrs. inside face (Note 7)

285-#5 bars a_2 at 9" ctrs. Bott. Alt. with bars a_1 (Note 7)

3×8-#5 bars b_{33}(E) Top of Slab (Note 7)

90° to Tangent

℄ W.B. ℄ Bearing

℄ Structure (Reinf. Symm. abt. ℄ 3 Span Joint

428-#5 bars a_1(E) at 6" ctrs. Top (Note 7)

285-#5 bars a_1 at 9" ctrs. Bott. (Note 7)

214-#6 bars a_4(E) at 12" ctrs. Top (Note 7)

182-#5 bars a_2 at 9" ctrs. Bott. Alt. with bars a_1 (Note 8)

102-#5 bars a_8 Bott. at 9" ctrs. Lap with bars a_1 (Note 9)

154-#5 bars a_8(E) at 6" ctrs. Top Lap with bars a_1(E) (Note 9)

2"PVC CONDUIT IN PLACE

42×3-#5 bars b_{66} Bott. spacing as shown in Cross Section (Note 8)

39×3-#5 bars b_{33}(E) Top Eq. spaced at 12" ctrs. (Note 8)

47×3-#5 bars b_{66} Bott. spacing as shown in Cross Section (Note 9)

CONDULET

2" FLEXIBLE CONDUIT

Note: For Reinforcement Bar Placement Notes refer to Sheet 10

PLAN

All Dim. along ℄ Structure

South Curb Median North Curb

2-#4 bars c_{47}

2-#4 bars c_{40} Typ. for 24'-4" Parapet Joint spacing

2×5-#8 bars b_{55}

1×5-#8 bar b_{49} Adjust lap at Curb

1×5-#8 bar b_{49}(E) and Median transitions

2×2-#4 bars c_{44}

40'-0" 21'-4¾" 6 spaces at 24'-4"

40'-0" 21'-4¾" 7 spaces at 24'-4"

40'-0" 21'-4¾" 7 spaces at 24'-4"

20'-4" 8 spaces at 24'-4"

1⅜" Jt. (Typ.)

Note: For variation of reinforcement at light pole standards in curbs refer to Plan above.

ELEVATION (Curb and Median)

Bk. E. Abut.

Locknut & Washer

Nut & Washer

Galvanize Thread

3'-9½"

1'-3"

1¼" ℄ ANCHOR BOLT

CURB SECTION

WEST AND EAST APPROACH SPANS WITH CONCRETE DECK

- MEDIAN SECTION

Approximate Location of 2" Conduit (By Others)

c_{40} thru c_{49}

b_{60} thru b_{66}

d_2(E)

d_3

1'-9" Parapet

10"

Bonded Constr. Jt. (Optional)

b_{40}(E) thru b_{66}(E)

b_{40} thru b_{66}

6" Aluminum Sheet ASTM B209 alloy 3003-H14 cost incidental to Class X Concrete

Bonded Constr. Jt. (Mandatory)

Varies ⅛" Min. to 1⅞" Max.

¾" Drip Notch full length

For Reinforcement Detail at Deck Drains, Refer to Sheet 11.

b_{60}, b_{64} & b_{65}

b_{40}, b_{44} & b_{45}

b_{40}(E), b_{44}(E) & b_{46}(E)

c_{40}, c_{44}, c_{47} and c_{48}

¾" Drip Notch full length

Remove Cap from Conduit

2" PVC Conduit (By Others)

15¼" ℄ Bolt Circle

3-#6 d_4 bars

16"×16" Base Pl.

d_4

d_9

1½" Cl.

2'-6"

Plan

10" 11¾" 2" Grout 5¼"

1'-9"

1'-0"

3-#6 d_4 bars

2"

1'-0"

Section A-A

Note: Grout Mixture shall consist of 1 part sand, 1 part cement & 1 part chips (pea gravel). The grout shall contain water for a 1" slump.

DETAILS AT LIGHT POLE STANDARD

Two component non-staining gray sealing compound with polysulfide liquid polymers - gun grade with primer

½" Preformed Cork Joint Filler (in accordance with Articles 719.07 or 719.08) Cost incidental

c¾" at Median

7¾" at Curb

1'-9" Parapet

Bonded Constr. Jt. (Optional)

at Median 9"

at Curb 11"

PARAPET JOINT DETAIL

Varies 10'-0" to 12'-0"

Work Line ℄ W.B. or E.B.

Long'l. Banded Const. Jt. Do not edge

a_1(E) (Sym. Abt. thin Stringer)

a_1

5-#5 bars b_{66} at ±9½" ctrs. Note 8

5-#5 bars b_{66} at 9" ctrs. Note 8 or Note 1

a_6(E) bars Note 9

#5 bars b_{66}(E) at ±12" ctrs.

EAST APPROACH

Varies 10'-0" to 12'-0"

Work Line ℄ W.B. or E.B.

Long'l. Banded Const. Jt. Do not edge

#6 bars b_{34}(E) & b_{35}(E) Lap over Pier 2 and Pier 4 Eq. spaced between b_{66}(E) at b_{33}(E) bars

#6 bars b_{34}(E) & b_{35}(E) Lap over Pier 2 and Pier 4

#6 bars b_{33}(E) over Pier 3 Eq. spaced between b_{66}(E) bars

a_6(E) bars 4'-0¾"

a_1(E) bars (Sym. Abt. Work Line)

a_2 bars

6" at Girders (Typ.)

3' at Stringers (Typ.)

5-#5 bars b_{66} or b_{66} at ±9½" ctrs.

6-#5 bars b_{66} or b_{66} at ±11" ctrs.

7-#5 bars b_{66} or b_{66} at ±12" ctrs.

At Expansion Joints extend concrete to top of Floor Beam between Stringer lines A & G and H & K and place additional Reinforcement as shown on Sheets 19 & 20 4 spaces at 7'-0" = 28'-0"

WEST APPROACH CROSS SECTIONS

For Reinforcement Bar Placement Notes see Sheet 10

Varies 5'-8¼" to 9'-9¾"

a_5 bars Note 2

a_6 bars Note 3 and Note 5

a_2 bars Note 6

a_7 bars Note 3 & Note 4

a_6(E) bars Note 2

a_7(E) bars Note 3 & 5

11-#5 bars b_{66} Note 2

7-#5 bars b_{66} or b_{66} Note 3 and Note 5

5-#5 bars b_{66} Note 6

2-#6 bars b_{34}(E) over Pier 3

3-#5 bars b_{66}(E) or b_{66}(E)

3-#5 bars b_{66} or b_{66}

For Bill of Material refer to Sheet 10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
EAST APPROACH
PROJECT: F-186
ILL. 9 over ILLINOIS RIVER
F.A.P. 78 SECTION 12D
PEORIA-TAZEWELL COUNTIES
STA. 96+50

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

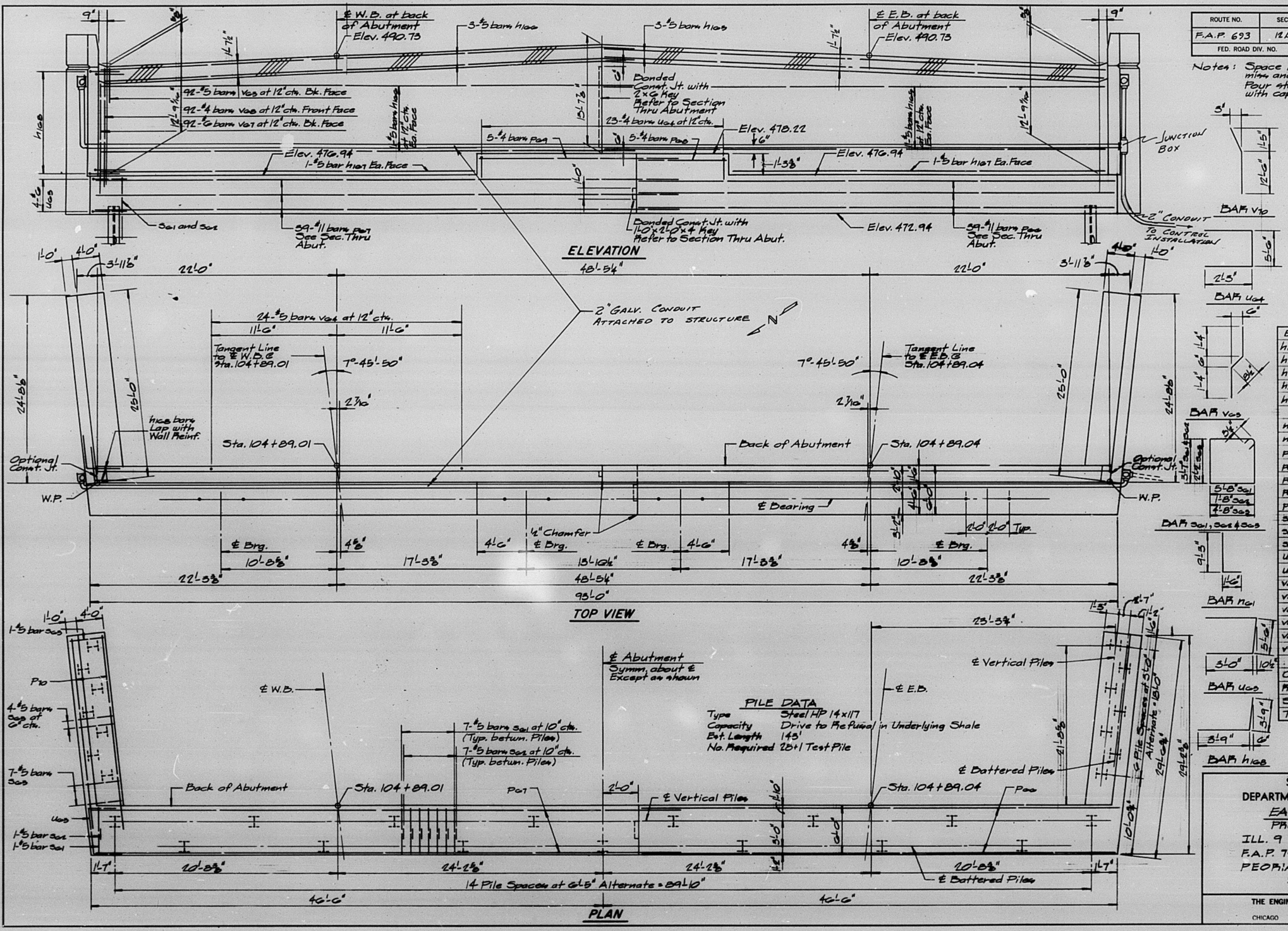
SHEET OF

Revised

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 693	12L	PEORIA-TAZEWELL	9	7
FED. ROAD DIV. NO.		ILLINOIS	PROJECT	

Notes: Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.

THIS SHEET FOR INFORMATION ONLY



BAR Ver

BAR Hor

BAR Ucs

BAR Hcs

(BY OTHERS)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
Hcs1	25	#5	45'-9"	—
Hcs2	25	#5	48'-6"	—
Hcs3	4	#5	34'-3"	—
Hcs4	54	#5	81'-0"	⌐
Hcs5	72	#4	24'-6"	—
Hor	100	#7	101'-9"	L
Hcs	30	#6	81'-2"	—
Pae	39	#11	144'-0"	—
Pan	39	#11	62'-8"	—
Pab	8	#4	8'-11"	—
Pan	5	#4	15'-4"	—
Pib	80	#7	26'-4"	—
Sol	100	#5	19'-5"	□
Sor	100	#5	11'-5"	□
Sos	64	#5	14'-7"	□
Ucs	8	#6	12'-4½"	U
Ucs1	23	#4	10'-0"	U
Vcs	92	#5	3'-4½"	⌐
Vcs1	48	#5	2'-6"	—
Vcs2	92	#6	14'-10"	—
Vcs3	92	#4	13'-7"	—
Vcs4	30	#6	13'-11"	—
Vcs5	30	#6	13'-11"	⌐
Class X Concrete		Cu. Yds.	992.3	
Reinforcement Bars		Lbs.	40210	
Steel H Piles		Lin. Ft.	4004	
Test Piles		Each	1	

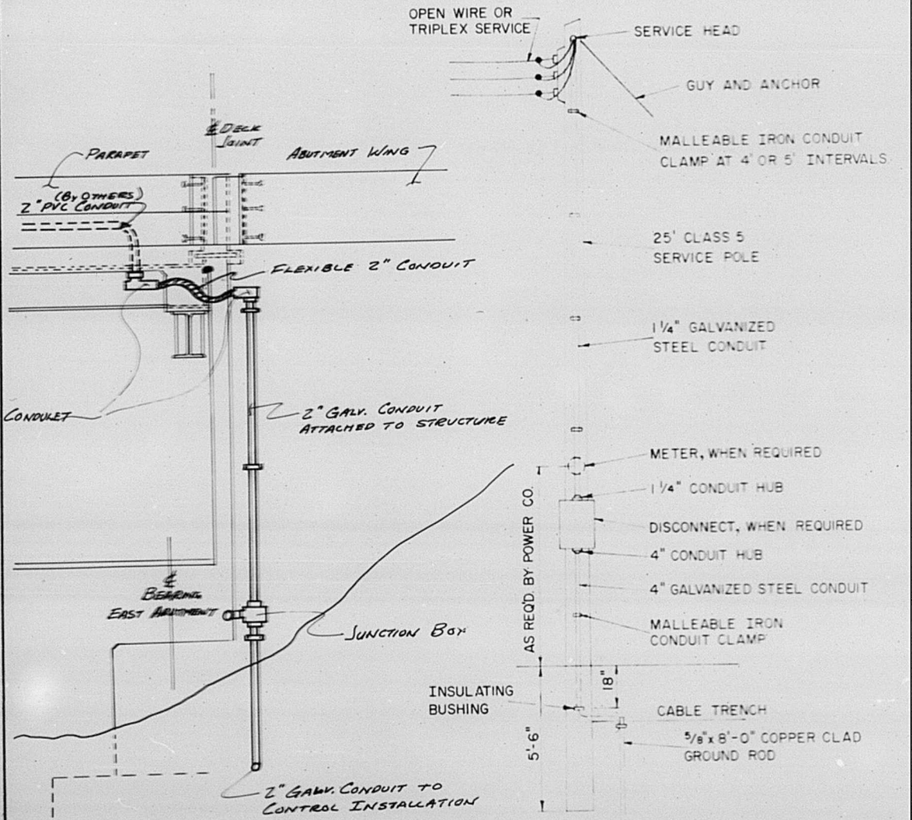
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
EAST ABUTMENT
PROJECT F-156
ILL. 9 over ILLINOIS RIVER
F.A.P. 75 SECTION 12D
PEORIA-TAZEWELL COUNTIES
STA. 96+30

THE ENGINEERS COLLABORATIVE
CHICAGO ILLINOIS

SHEET OF

ROUTE	SECTION	COUNTY	TOT. SHTS	SHEET #
FA 693	12L	PEORIA & TAZEWELL	9	8

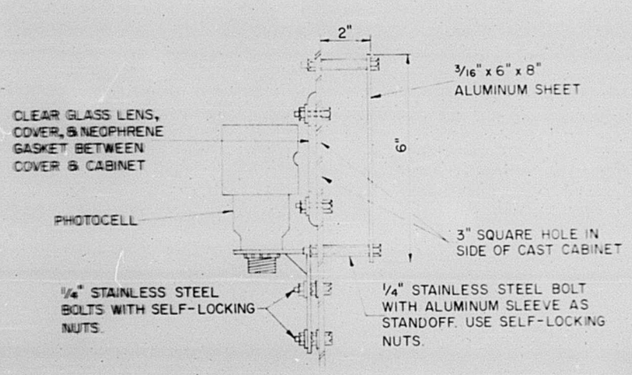
SHEET # OF SHEETS



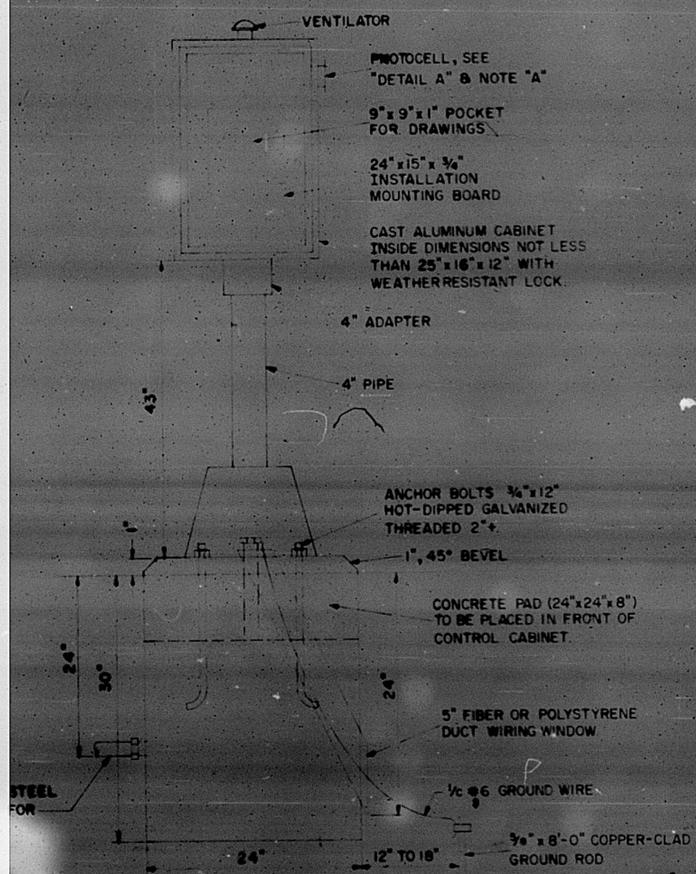
DETAIL SHOWING CONDUIT AND FITTINGS AT EAST ABUTMENT

SERVICE POLE (WHEN REQ'D.)

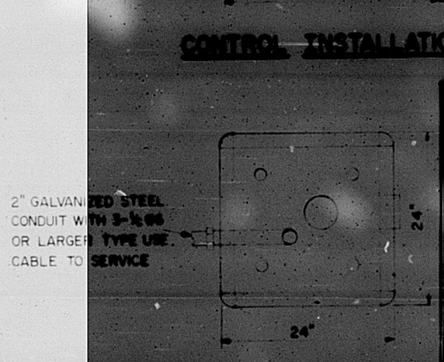
LOCATE ADJACENT TO R.O.W. LINE



DETAIL "A"



CONTROL INSTALLATION



TOP OF FOUNDATION

A = SELECTOR SWITCH
B = 2 POLE 60 AMP CONTACTOR
C = 2 POLE 70 AMP BREAKER
D, E = 2 POLE 50 AMP BREAKERS
F = PHOTOCELL

A SELECTOR SWITCH, THREE POSITION, DOUBLE POLE. MARK POSITIONS WITH METAL OR ENGRAVED PLASTIC NAME PLATE AS SHOWN.

600 VOLT, 10 AMP FUSE

NEUTRAL GROUND BAR

⅝" x 8'-0" GROUND ROD

2" (MIN.) GALVANIZED STEEL CONDUIT

UNDERGROUND SERVICE (SEE NOTE 'B') 3-½ #6 COPPER CONDUCTORS WITH 600 V. TYPE USE INSULATION. MAY ALSO INCLUDE PHOTOCELL CONTROL WIRE (SEE NOTE "A")

F PHOTOCELL SEE DETAIL "A" & NOTE "A"

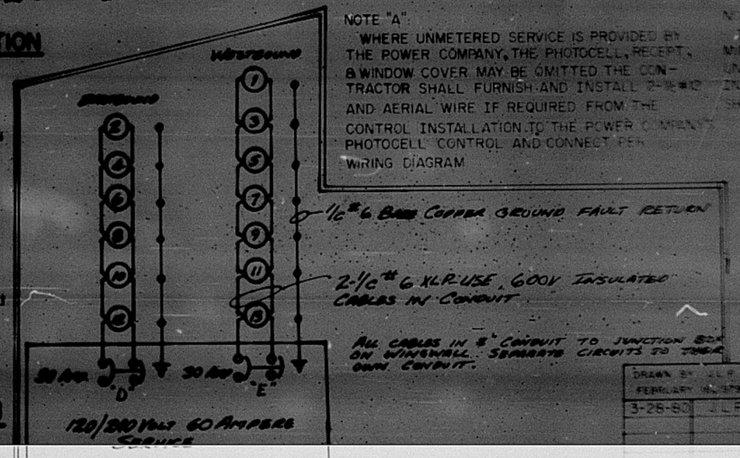
LIGHTING CIRCUITS IN 2" CONDUIT CONTAINING 2-½ #6 COPPER CONDUCTORS WITH 600 V. INSULATION & 1-½ #6 BARE COPPER CONTINUOUS GROUND

NOTE
WIRING SHALL BE PANEL BOARD FASHION. ALL BENDS SHALL BE RIGHT ANGLES. ALL RUNS SHALL BE VERTICAL OR PARALLEL TO PANEL BOARD. WIRES SHALL BE GROUPED OR LACED.

WIRING DIAGRAM

NOTE "A"
WHERE UNMETERED SERVICE IS PROVIDED BY THE POWER COMPANY, THE PHOTOCELL, RECEPT. & WINDOW COVER MAY BE OMITTED. THE CONTRACTOR SHALL FURNISH AND INSTALL 2-#12 AND AERIAL WIRE IF REQUIRED FROM THE CONTROL INSTALLATION TO THE POWER COMPANY PHOTOCELL CONTROL AND CONNECT PER WIRING DIAGRAM

NOTE "B"
THE UNDERGROUND SERVICE SHALL BE 30 FT. MINIMUM AND 150 FT. MAXIMUM. TOTAL AERIAL & UNDERGROUND SERVICE BETWEEN THE CONTROL INSTALLATION AND PRIMARY TRANSFORMER SHALL BE 250 FT.



DRAWN BY	DATE
J.L.P.	FEBRUARY 1979
J.L.P.	3-26-80

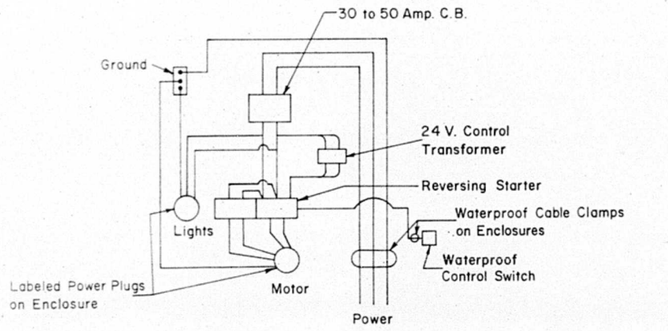
1. CONTROL INSTALLATION TYPE CB-RCS-60-240
2. WIRING DIAGRAM
3. CONDUIT DETAILS @ E. ABUT.

Revised

ROUTE	SECTION	COUNTY	Total Shts.	SHEET #
FA 693	12L	PEORIA TAZEWELL	9	9
Fed. Rd. Dist. #7	ILLINOIS	Fed. Aid Proj.		

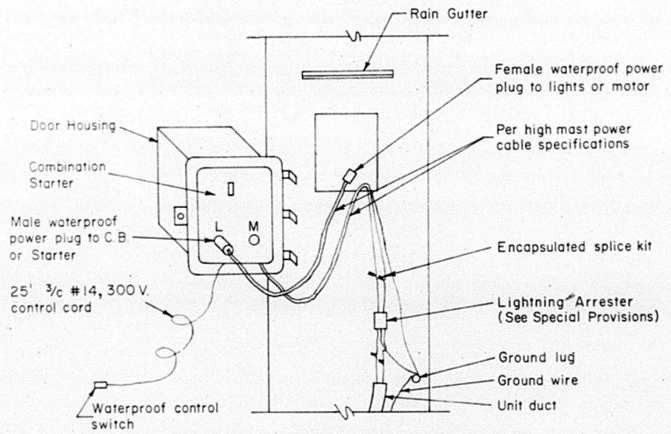
SHEET #

SHEETS

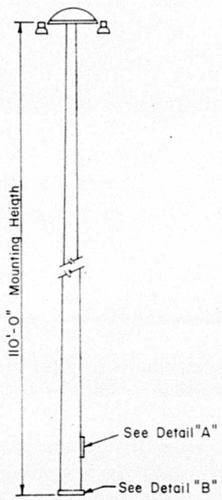


NOTE

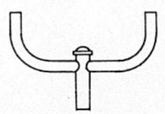
Manufacturer of lowering device shall factory wire the winch drive electrical control system. Cable attachment to plugs and polarity must be observed to prevent faults to ground when plugs are changed between lights and motor circuits. Alternate control schemes shall be approved by the Engineer.



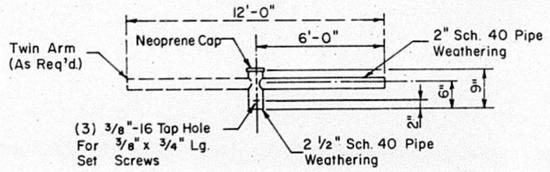
HIGH MAST POLE WIRING DETAILS



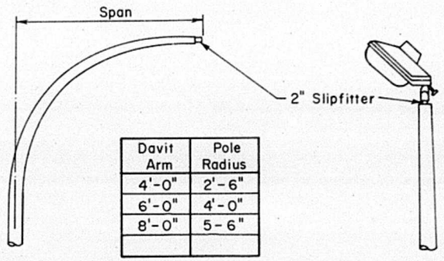
☐ HIGH MAST POLE



☐ TWIN TENON

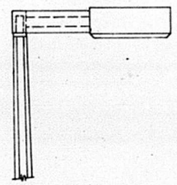


☐ TENON MOUNTED BRACKET ARM



Davit Arm	Pole Radius
4'-0"	2'-6"
6'-0"	4'-0"
8'-0"	5-6"

☒ DAVIT ARM



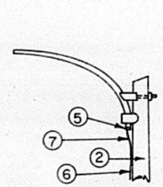
☐ TENON

☐ SHORT BRACKET

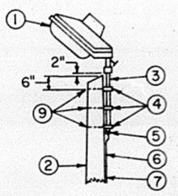
☐ MAST ARM

☐ TENON

① Luminaire
② Wood pole, class 3 or better
③ 2 1/2" Galv. steel conduit
④ Single offset pole band
⑤ Conduit bushing
⑥ Cable clamps on 2'-0" centers
⑦ 2/c # 12 type USE cable
⑧ 1" Galv. steel conduit 10'-0" in length
⑨ 5/8" ϕ hot dipped galvanized bolt with flat washer and locknut (3 Req'd.)
⑩ Conduit clamps on 3'-0" centers
⑪ Unit duct
⑫ Threaded reducer
⑬ "C" Condulet, threaded
⑭ 1 1/2" Galv. steel conduit for 1 unit duct or 3" Galv. steel conduit for 2 or 3 unit ducts

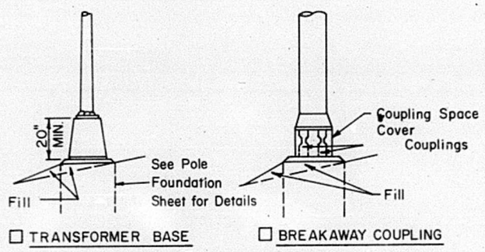


Tie rod or truss type arm optional

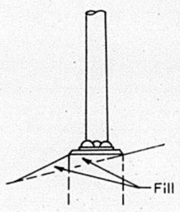


☐ TRANSFORMER BASE

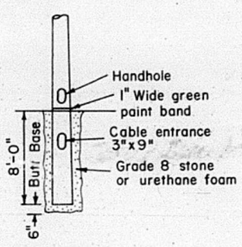
☐ BREAKAWAY COUPLING



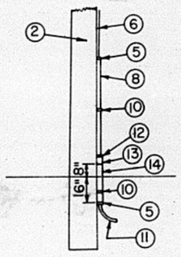
☐ FRANGIBLE



☒ ANCHOR

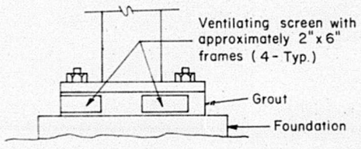


☐ BUTT BASE

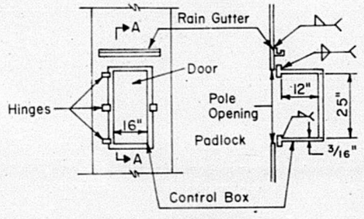


☐ POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
65'	12'
60'	10'
55'	9'
50'	8'
45'	7'
40'	6.5'
35'	6'
30'	5.5'



DETAIL "B"



Dimensions are approximate - (See Special Provisions)

DETAIL "A"

SECTION A-A

☒ METAL OR ☐ CONCRETE

Drn. By: J.L.P. March 20, 1980	

POLE STANDARDS