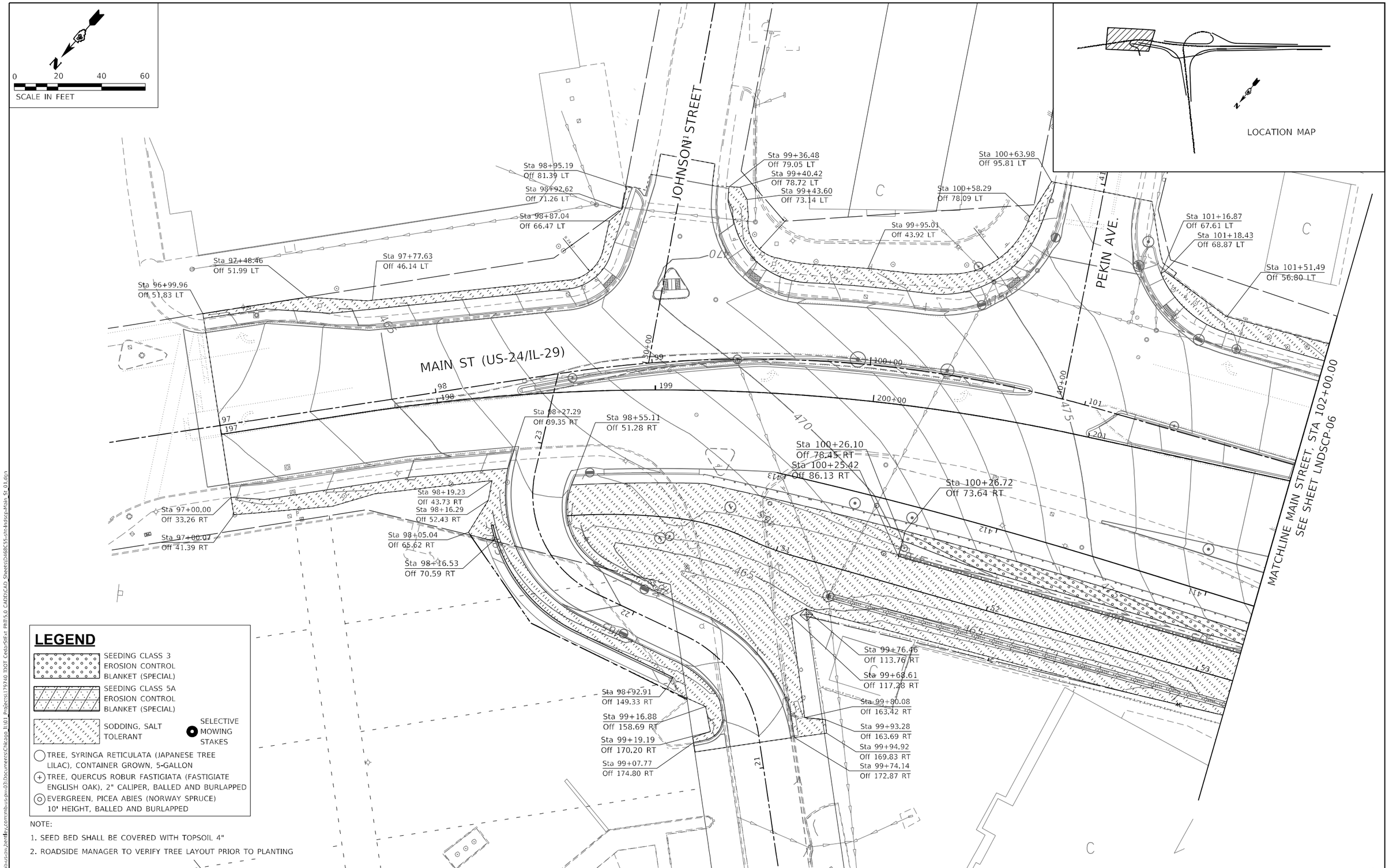

NOTE:

1. SEED BED SHALL BE COVERED WITH TOPSOIL 4"
2. ROADSIDE MANAGER TO VERIFY TREE LAYOUT PRIOR TO PLANTING

LNDSCP-06

INFRASTRUCTURE ENGINEERING INCORPORATED One South Wacker Drive | Suite 2650 | Chicago, IL 60606 P 312.492.9300 F 312.492.9304 www.infrastructure-eng.com	USER NAME = Winson.Teng	DESIGNED - HA	REVISED -
		DRAWN - HA	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/2/2025	DATE - 4/08/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
PROPOSED LANDSCAPING PLAN – MAIN STREET

SCALE: 1"=20' | SHEET 5 OF 11 SHEETS | STA. 97+00.00 TO STA. 102+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	401
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

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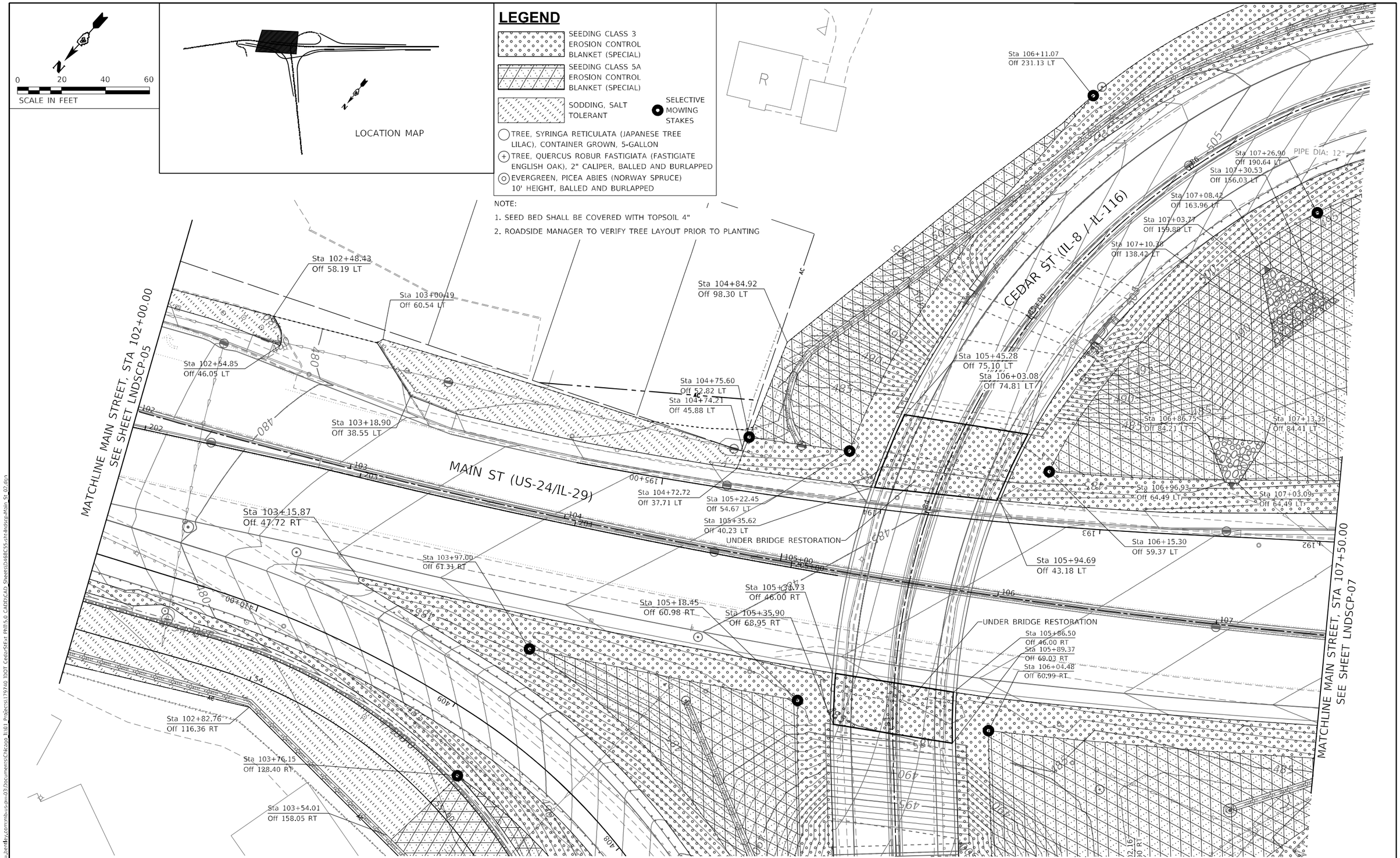

LNDSCP-06

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One South Wacker Drive | Suite 2650 | Chicago, IL 60606
P 312.472.1980 | F 312.472.1994 | www.infrastructure-eng.com

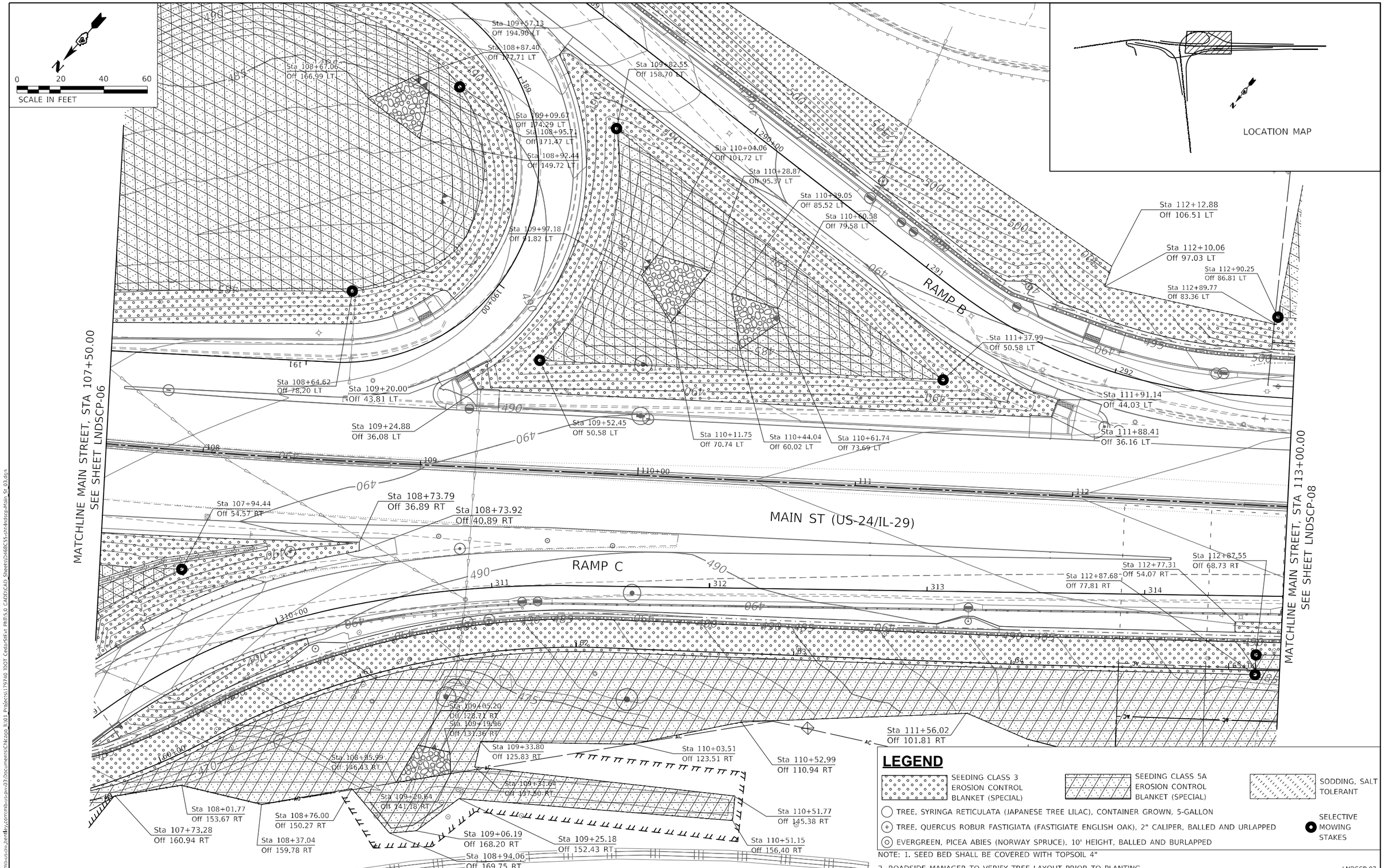
USER NAME = Winson.Teng	DESIGNED - HA	REVISED -	
	DRAWN - HA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/2/2025	DATE - 4/08/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
PROPOSED LANDSCAPING PLAN – MAIN STREET

SCALE: 1"=20' | SHEET 6 OF 11 SHEETS | STA. 102+00.00 TO STA. 107+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	402
		CONTRACT NO. 68C55		
		ILLINOIS FED. AID PROJECT		



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One South Wacker Drive | Suite 2650 | Chicago, IL 60606
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USER NAME = Winsen.Teng	DESIGNED - HA	REVISED -
	DRAWN - HA	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/2/2025	DATE - 4/08/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
PROPOSED LANDSCAPING PLAN - MAIN STREET

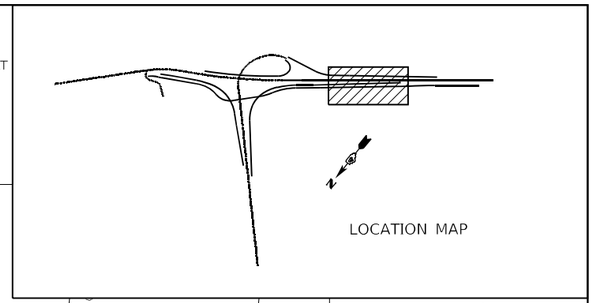
SCALE: 1"=20' | SHEET 7 OF 11 SHEETS | STA. 107+50.00 TO STA. 113+00.00

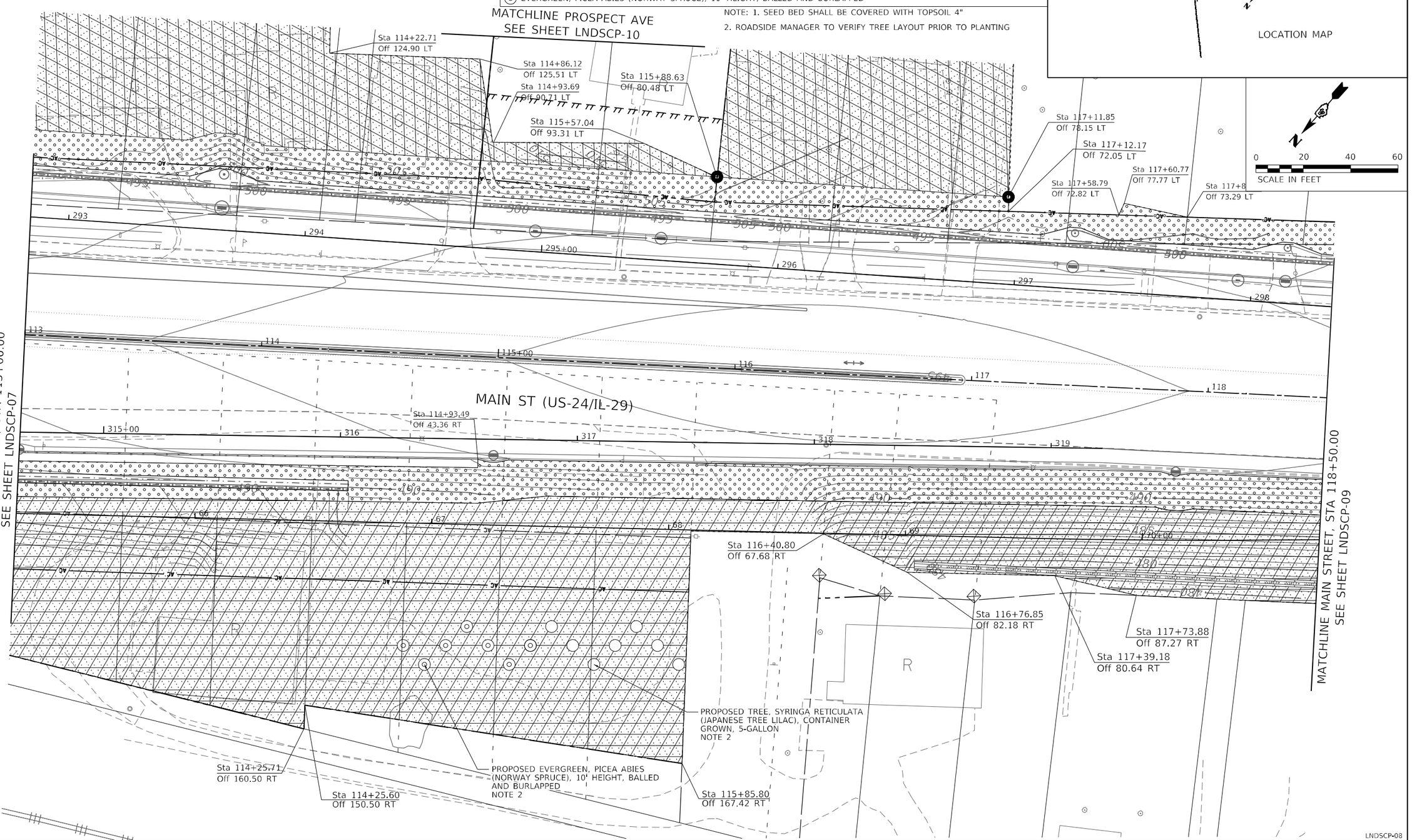
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	403
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- SEEDING CLASS 3 EROSION CONTROL BLANKET (SPECIAL)
- SEEDING CLASS 5A EROSION CONTROL BLANKET (SPECIAL)
- SODDING, SALT TOLERANT
- TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), CONTAINER GROWN, 5-GALLON
- TREE, QUERCUS ROBUR FASTIGIATA (FASTIGIATE ENGLISH OAK), 2" CALIPER, BALLED AND URLAPPED
- EVERGREEN, PICEA ABIES (NORWAY SPRUCE), 10' HEIGHT, BALLED AND BURLAPPED
- SELECTIVE MOWING STAKES

NOTE: 1. SEED BED SHALL BE COVERED WITH TOPSOIL 4"
2. ROADSIDE MANAGER TO VERIFY TREE LAYOUT PRIOR TO PLANTING





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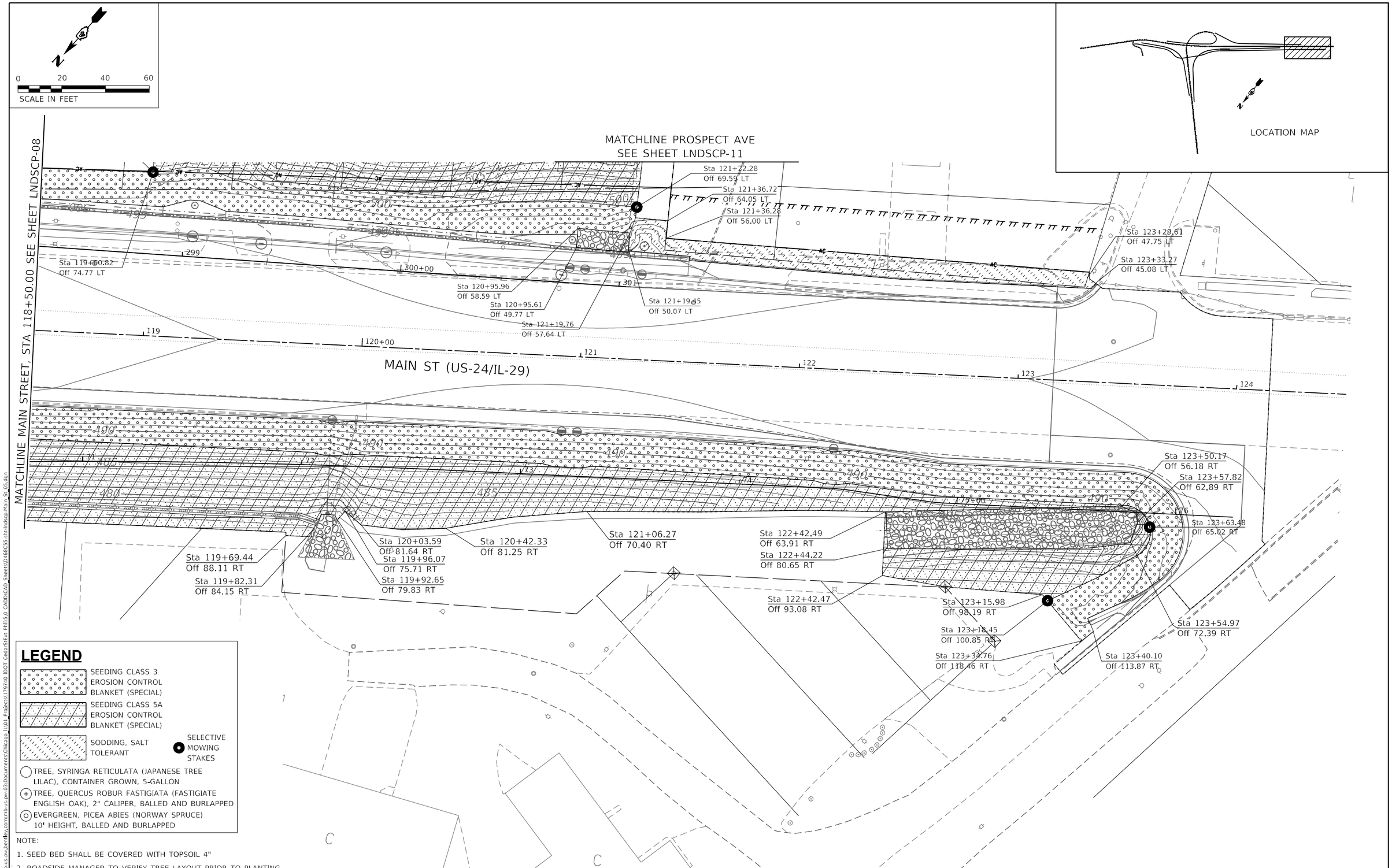
	DRAWN - HA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/2/2025	DATE - 4/08/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
PROPOSED LANDSCAPING PLAN – MAIN STREET

SCALE: 1"=20' | SHEET 8 OF 11 SHEETS | STA. 113+00.00 TO STA. 118+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	404
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		



NOTE:

1. SEED BED SHALL BE COVERED WITH TOPSOIL 4"
2. ROADSIDE MANAGER TO VERIFY TREE LAYOUT PRIOR TO PLANTING

LNDSCP-09

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One South Wacker Drive | Suite 2650 | Chicago, IL 60606
P 312.474.9900 | F 312.474.9904 | www.infrastructure-eng.com

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	DRAWN - HA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/2/2025	DATE - 4/08/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
PROPOSED LANDSCAPING PLAN – MAIN STREET

SCALE: 1"=20' | SHEET 9 OF 11 SHEETS | STA. 118+50.00 TO STA. 123+92.72

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	405

CONTRACT NO. 68C55

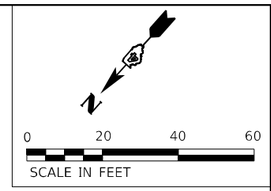
ILLINOIS | FED. AID PROJECT

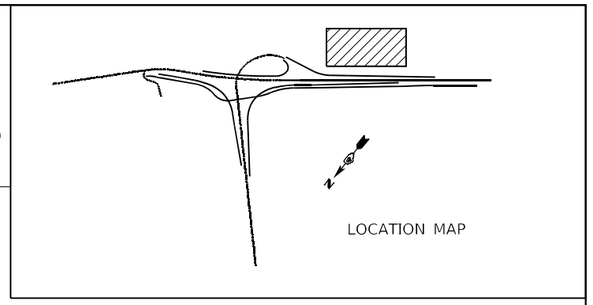
LEGEND

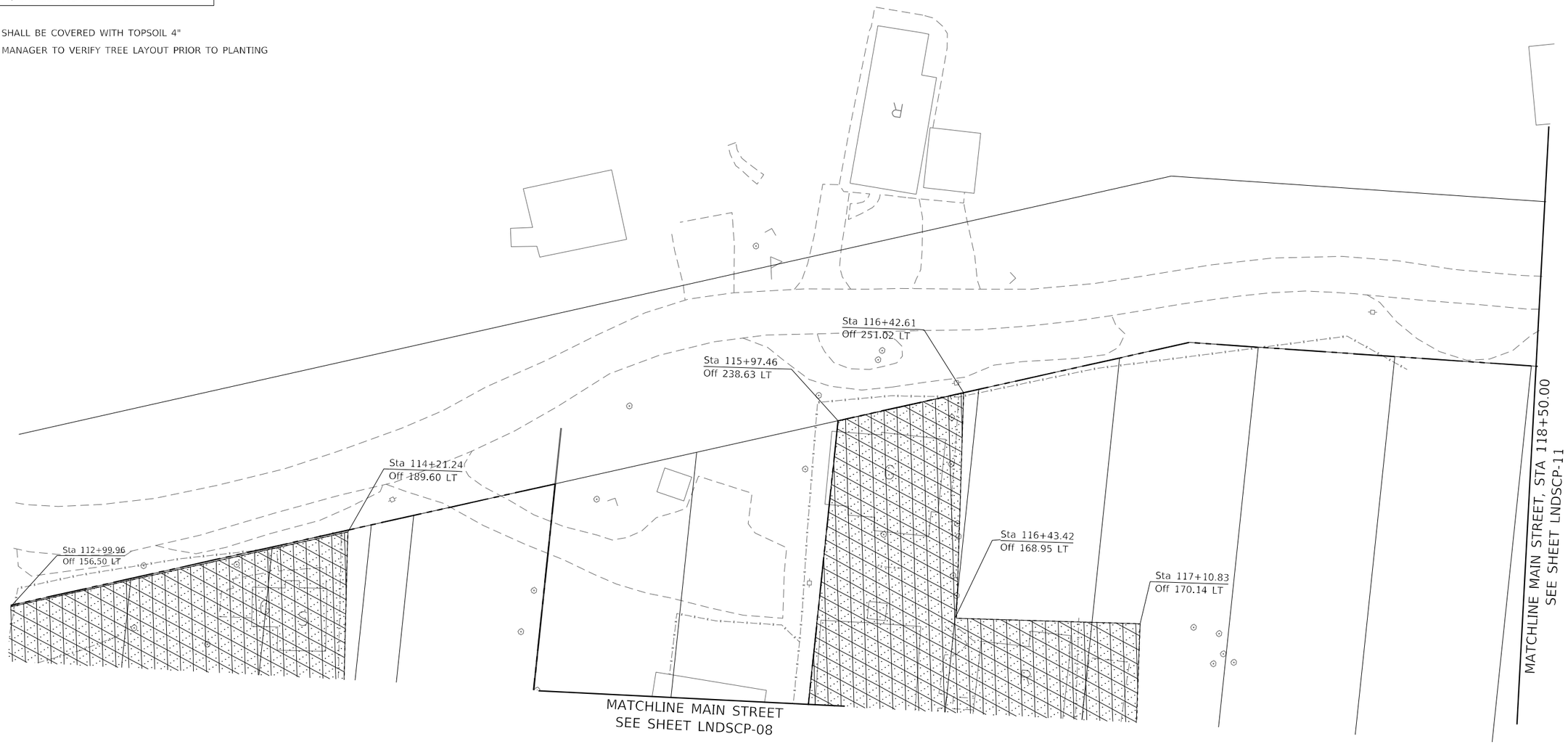
- SEEDING CLASS 3 EROSION CONTROL BLANKET (SPECIAL)
- SEEDING CLASS 5A EROSION CONTROL BLANKET (SPECIAL)
- SODDING, SALT TOLERANT
- SELECTIVE MOWING STAKES
- TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), CONTAINER GROWN, 5-GALLON
- TREE, QUERCUS ROBUR FASTIGIATA (FASTIGIATE ENGLISH OAK), 2" CALIPER, BALLED AND BURLAPPED
- EVERGREEN, PICEA ABIES (NORWAY SPRUCE) 10' HEIGHT, BALLED AND BURLAPPED

NOTE:

1. SEED BED SHALL BE COVERED WITH TOPSOIL 4"
2. ROADSIDE MANAGER TO VERIFY TREE LAYOUT PRIOR TO PLANTING







LNDSCP-10

INFRASTRUCTURE ENGINEERING | INCORPORATED One South Wacker Drive | Suite 2650 | Chicago, IL 60606 P 312.474.9100 | F 312.474.9104 | www.infrastructure-eng.com	USER NAME = Winson.Teng	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29 PROPOSED LANDSCAPING PLAN - PROSPECT AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - HA	REVISED -			VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	406
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 68C55		
	PLOT DATE = 5/2/2025	DATE - 4/08/2025	REVISED -		SCALE: 1"=20' SHEET 10 OF 11 SHEETS STA. 113+00.00 TO STA. 118+50.00		ILLINOIS	FED. AID PROJECT		

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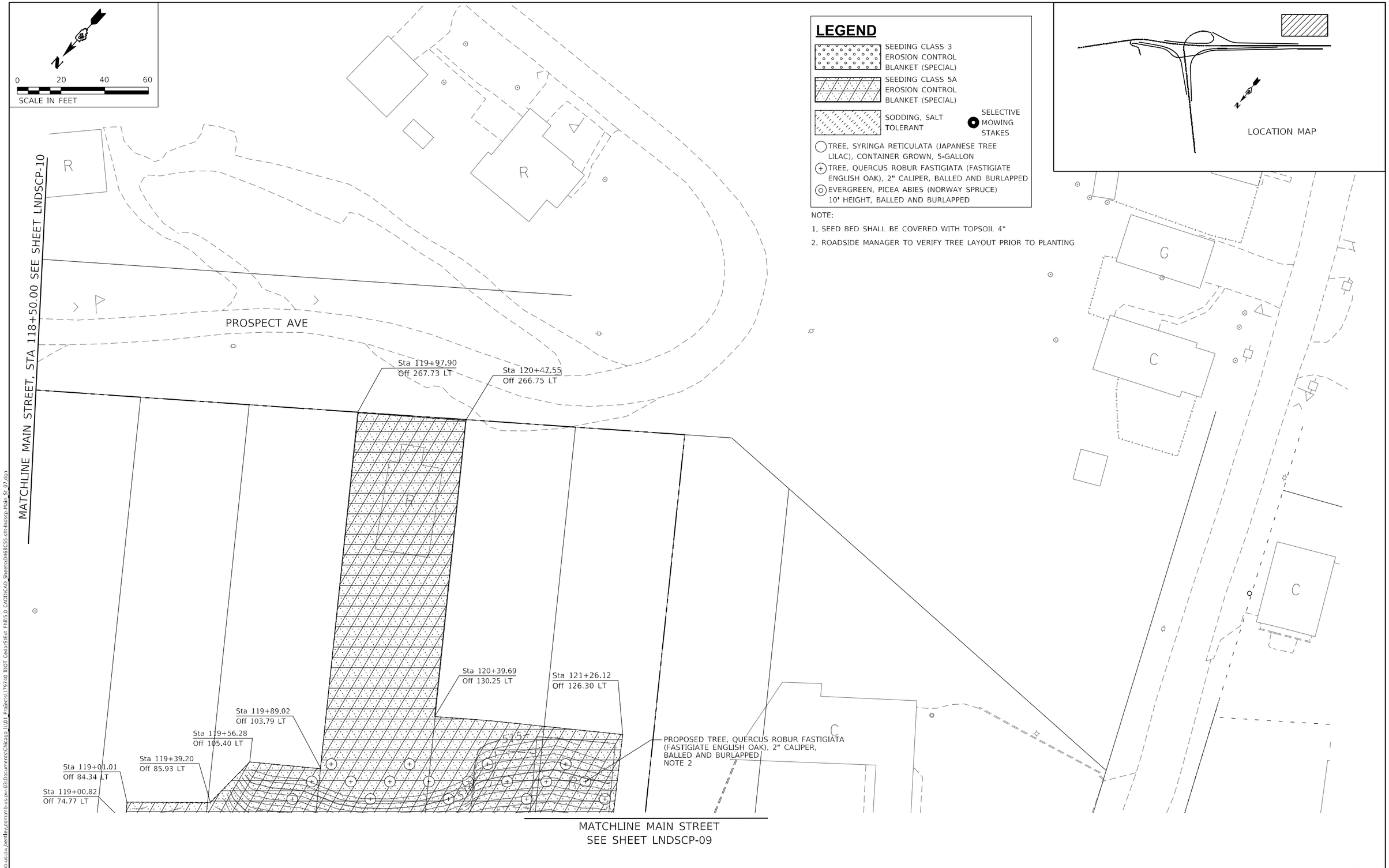

LEGEND

- SEEDING CLASS 3 EROSION CONTROL BLANKET (SPECIAL)
- SEEDING CLASS 5A EROSION CONTROL BLANKET (SPECIAL)
- SODDING, SALT TOLERANT
- SELECTIVE MOWING STAKES
- TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), CONTAINER GROWN, 5-GALLON
- TREE, QUERCUS ROBUR FASTIGIATA (FASTIGIATE ENGLISH OAK), 2" CALIPER, BALLED AND BURLAPPED
- EVERGREEN, PICEA ABIES (NORWAY SPRUCE) 10' HEIGHT, BALLED AND BURLAPPED

NOTE:

1. SEED BED SHALL BE COVERED WITH TOPSOIL 4"
2. ROADSIDE MANAGER TO VERIFY TREE LAYOUT PRIOR TO PLANTING

LNDSCP-11

MODEL: Default
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INFRASTRUCTURE ENGINEERING | INCORPORATED
One South Wacker Drive | Suite 2650 | Chicago, IL 60606
P 312.408.1888 F 312.408.1894 www.infrastructure-eng.com

USER NAME = Winson.Teng	DESIGNED - HA	REVISED -	
	DRAWN - HA	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/2/2025	DATE - 4/08/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
PROPOSED LANDSCAPING PLAN - PROSPECT AVE

SCALE: 1"=20' | SHEET 11 OF 11 SHEETS | STA. 118+50.00 TO STA. 123+92.72

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	407
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

EXISTING SIGN PANELS

BRIDGE REPLACEMENT AND INTERCHANGE IMPROVEMENTS (IL8/IL116 - US24/IL29)

ROUTE	STATION	LT/RT	MUTCD NO./ILS HS	SIGN NO.	LEGEND/ DESCRIPTION	ACTION	EXISTING PANEL DIMENSIONS Side Dimensions WIDTH (IN)	HEIGHT (IN)	SIGN AREA (SQFT)	72400310 REMOVE SIGN PANEL-TYPE 1 (SQFT)	72400320 REMOVE SIGN PANEL-TYPE 2 (SQFT)	72400710 RELOCATE SIGN PANEL - TYPE 1 (EACH)
US 24	98+78.71	LT	R1-2	SGN-TS-01-R	YIELD	TO BE REMOVED	36		3.90	3.90		
US 24	99+07.31	LT	R1-1	SGN-TS-02-R	STOP	TO BE REMOVED	30	30	6.25	6.25		
			R6-1R		ONE WAY		36	12	3	3		
US 24	99+07.31	LT	D1-1	SGN-TS-02A-L	JOHNSON ST / S MAIN ST	TO BE REMOVED AND RELOCATED	24	9				1
US 24	99+38.26	LT	CUSTOM SIGN	SGN-TS-03-R	SLOW - CHILDREN AT PLAY	TO BE REMOVED	12	18	1.5	1.5		
US 24	99+66.49	RT	R6-1R	SGN-BS-04-R	ONE WAY	TO BE REMOVED	36	12	3	3		
			R3-2		NO LEFT TURN		24	24	4	4		
US 24	99+62.03	RT	R1-2	SGN-TS-05-R	YIELD	TO BE REMOVED	36		3.90	3.90		
US 24	100+30.49	RT	W16-8P	SGN-TS-05A-L	RIVER BRIDGE	TO BE REMOVED AND RELOCATED	18	8	1			1
			R12-5		WEIGHT LIMIT		24	36	6			
			R7-1		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875			
US 24	99+29.12	RT	R6-1R	SGN-TS-06-R	ONE WAY	TO BE REMOVED	36	12	3	3		
			R3-2		NO LEFT TURN		24	24	4	4		
			R1-1		STOP		30	30	6.25	6.25		
US 24	99+29.12	RT	D1-1	SGN-TS-06A-L	SILVER ST / MAIN ST	TO BE REMOVED AND RELOCATED	24	9	1.5			1
US 24	98+83.09	RT	M3-4	SGN-LP-07-R	WEST	TO BE REMOVED	24	12	2	2		
			M3-4		WEST		24	12	2	2		
			M1-5		ILLINOIS STATE ROUTE - 2 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 3 DIGIT		30	24	5	5		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
US 24	99+96.16	LT	W3-8	SGN-WP-08-N	TRAIN AHEAD WHEN FLASHING	TO REMAIN	36	36	9			
			W16-8P		MAIN STREET		24	12	2			
US 24	100+62.44	LT	R1-1	SGN-TS-09-R	STOP	TO BE REMOVED	30	30	6.25	6.25		
US 24	100+61.78	LT	D1-1	SGN-TS-09A-L	PEKIN AVE	TO BE REMOVED AND RELOCATED	24	9	1.5			1
US 24	103+05.72	RT	M3-4	SGN-WP-10-R	WEST	TO BE REMOVED	24	12	2	2		
			M3-4		WEST		24	12	2	2		
			M3-3		SOUTH		24	12	2	2		
			M3-1		NORTH		24	12	2	2		
			M1-5		ILLINOIS STATE ROUTE - 1 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 3 DIGIT		30	24	5	5		
			M1-5		ILLINOIS STATE ROUTE - 2 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 2 DIGIT		24	24	4	4		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
US 24	104+66.33	RT	R2-1	SGN-TS-11-R	SPEED LIMIT	TO BE REMOVED	24	30	5	5		
US 24	104+66.83	LT	W1-2	SGN-TS-12-R	CURVE	TO BE REMOVED	30	30	6.25	6.25		
			W13-1P		ADVISORY SPEED (PLAQUE)		24	24	4	4		
US 24	106+33.26	LT	R2-1	SGN-WP-13-R	SPEED LIMIT	TO BE REMOVED	24	30	5	5		
US 24	108+24.64	RT	W4-1	SGN-TS-14-R	MERGE	SIGN AND FOUNDATION TO BE REMOVED	36	36	9		9	
				SGN-TS-14A-L	COUNTY SIGN	COUNTY SIGN TO BE REMOVED AND RELOCATED	12	12	1			1
US 24	109+65.71	LT	W4-1	SGN-TS-15-R	MERGE	TO BE REMOVED	36	36	9		9	
				SGN-TS-15A-L	COUNTY SIGN	COUNTY SIGN TO BE REMOVED AND RELOCATED	12	12	1			1
US 24	111+30.71	LT	M3-2	SGN-WP-16-R	EAST	TO BE REMOVED	24	12	2	2		
			M3-2		EAST		24	12	2	2		
			M3-2		EAST		24	12	2	2		
			M3-5		WEST		24	12	2	2		
			M3-4		WEST		24	12	2	2		
			M3-1		NORTH		24	12	2	2		
			M1-5		ILLINOIS STATE ROUTE - 1 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 1 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 2 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 3 DIGIT		30	24	5	5		
			M1-5		ILLINOIS STATE ROUTE - 3 DIGIT		30	24	5	5		
			M1-4		US ROUTE - 2 DIGIT		24	24	4	4		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		

SGN_SCH-01

Michael Baker INTERNATIONAL
200 W Adams Street Suite 1800 Chicago, IL 60606 PH: 312.707.8770 FAX: 312.707.8804

USER NAME = DLamb	DESIGNED - LEW	REVISED -
	DRAWN - LEW	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SJM	REVISED -
PLOT DATE = 6/7/2023	DATE - 6/08/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
SIGNING SCHEDULES - EXISTING

SCALE: NO SCALE | SHEET 1 OF 4 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	408

CONTRACT NO. 68C55

ILLINOIS | FED. AID PROJECT

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EXISTING SIGN PANELS

BRIDGE REPLACEMENT AND INTERCHANGE IMPROVEMENTS (IL8/IL116 - US24/IL29)

ROUTE	STATION	LT/RT	MUTCD NO./ILS HS	SIGN NO.	LEGEND/ DESCRIPTION	ACTION	EXISTING PANEL DIMENSIONS Side Dimensions WIDTH (IN)	HEIGHT (IN)	SIGN AREA (SQFT)	72400310 REMOVE SIGN PANEL-TYPE 1 (SQFT)	72400320 REMOVE SIGN PANEL-TYPE 2 (SQFT)	72400710 RELOCATE SIGN PANEL - TYPE 1 (EACH)
US 24	112+12.25	LT	W13-3	SGN-TS-17-R	ADVISORY RAMP SPEED	TO BE REMOVED	24	30	5	5		
US 24	112+86.09	LT	D1-3	SGN-WP-18-L	DESTINATION (3 LINES)	TO BE REMOVED AND RELOCATED	30	42	8.75			1
			I-5		AIRPORT		24	24	4			
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875			
US 24	113+10.35	RT	R3-9B	SGN-WP-19-R	2 WAY LEFT TURN ONLY (POST MOUNTED)	TO BE REMOVED	24	36	6	6		
			R7-1		PARKING RESTRICTIONS		12	18	1.5	1.5		
US 24	113+54.24	LT	R2-1	SGN-LP-20-R	SPEED LIMIT	TO BE REMOVED	36	48	12		12	
US 24	114+22.84	LT	R12-5	SGN-TS-21-L	WEIGHT LIMIT	TO BE REMOVED AND RELOCATED	24	36	6			1
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875			
			R7-1		PARKING RESTRICTIONS		12	18	1.5			
US 24	116+77.75	LT	M3-2	SGN-WP-22-R	EAST	TO BE REMOVED	24	12	2	2		
			M3-2		EAST		24	12	2	2		
			M3-2		EAST		24	12	2	2		
			M3-5		WEST		24	12	2	2		
			M3-4		WEST		24	12	2	2		
			M3-1		NORTH		24	12	2	2		
			M1-5		ILLINOIS STATE ROUTE - 1 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 1 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 2 DIGIT		24	24	4	4		
			M1-5		ILLINOIS STATE ROUTE - 3 DIGIT		30	24	5	5		
			M1-5		ILLINOIS STATE ROUTE - 3 DIGIT		30	24	5	5		
			M1-4		US ROUTE - 2 DIGIT		24	24	4	4		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
			M6-3		90° STRAIGHT ARROW AUXILIARY		21	15	2.1875	2.1875		
US 24	116+99.08	RT	M3-5	SGN-WP-23-R	WEST	TO BE REMOVED	24	12	2	2		
			M1-4		US ROUTE - 2 DIGIT		24	24	4	4		
			M3-3		SOUTH		24	12	2	2		
			M1-5		ILLINOIS STATE ROUTE - 2 DIGIT		24	24	4	4		
US 24	118+54.60	LT	I-5	SGN-LP-24-R	AIRPORT	TO BE REMOVED	24	24	4	4		
			M5-2		ADVANCE TURN ARROW AUXILIARY (45 DEGREE)		21	15	2.1875	2.1875		
US 24	121+11.48	LT	W3-8	SGN-WP-25-R	TRAIN AHEAD WHEN FLASHING	TO BE REMOVED - SEE ITS PLANS	36	36	9			
			W16-8P		MAIN STREET		24	12	2			
US 24	122+35.52	LT	M2-1	SGN-LP-26-R	JUNCTION AUXILIARY SIGN	TO BE REMOVED	21	15	2.1875	2.1875		
			M1-5		ILLINOIS STATE ROUTE - 1 DIGIT		24	24	4	4		
			M2-1		JUNCTION AUXILIARY SIGN		21	15	2.1875	2.1875		
			M1-5		ILLINOIS STATE ROUTE - 3 DIGIT		30	24	5	5		
US 24	123+36.40	LT	R1-1	SGN-TS-27-N	STOP	TO REMAIN	30	30	6.25			
IL 8/116	70+01.01	LT	R2-1	SGN-LP-29-R	SPEED LIMIT	TO BE REMOVED	36	48	12		12	
IL 8/116	72+34.43	LT	OVERHEAD	SGN-TR-30-N	EDMUND ST - EXIT ARROW	TO REMAIN						
IL 8/116	72+34.43	RT	OVERHEAD	SGN-TR-31-N	WASHINGTON, METAMORA, LEFT LANE ONLY	TO REMAIN						
					PEKIN, RIGHT LANE ONLY							
IL 8/116	82+04.00	RT	W13-3	SGN-WP-32-R	ADVISORY RAMP SPEED	TO BE REMOVED	24	24	4	4		
			W1-15		270° LOOP		36	36	9		9	
										267	51	8

SIGN SCH-02

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USER NAME = DLamb	DESIGNED - LEW	REVISED -
	DRAWN - LEW	REVISED -
PLOT SCALE = 2.0000 ' / in.	CHECKED - SJM	REVISED -
PLOT DATE = 6/7/2023	DATE - 6/08/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
SIGNING SCHEDULE – EXISTING

SCALE: NO SCALE | SHEET 2 OF 4 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	409
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\mbi-us-pw.bentley.com:mbi-pw-03\Documents\Chicago_IL\01 Projects\179740 IDOT CedarSt\Ex Plt\5.0 CADD\CAD Sheets\D468C55-sht-Sign Schedule_02.dgn

PROPOSED SIGN SCHEDULE

NOTES:

BRIDGE REPLACEMENT AND INTERCHANGE IMPROVEMENTS (IL18/IL116-US24/IL29)									PROPOSED PANEL DIMENSIONS		SIGN AREA	SIGN PANELS		SIGN SUPPORTS						SPECIAL
												72000100	72000200	72800100			73000100			X2600011
												SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	TELESCOPING STEEL SIGN SUPPORT			WOOD SIGN SUPPORT			REMOVE AND RELOCATE SIGN PANEL
ROUTE	STATION	LT/RT	MUTCD NO./ILS HS	SIGN NO.	LEGEND/ DESCRIPTION	QUANTITY	"AA"	"BB"	WIDTH (IN)	HEIGHT (IN)	(SQFT)	(SQFT)	(SQFT)	POST SIZE (IN)	P1 (FT)	PAY LENGTH (FT)	P1 (FT)	P2 (FT)	PAY LENGTH (FT)	(EACH)
US 24	95+41.37	RT	M3-1	SGN-WP-101-P	JUNCTION	2			21	15	4.38	4.38								
			M1-5		ILLINOIS 8	1			24	24	4.00	4.00					15.75		10.75	
			M1-5		ILLINOIS 116	1			30	24	5.00	5.00								
US 24	97+72.37	RT	M3-1	SGN-WP-102-P	NORTH	1			24	12	2.00	2.00								
			M3-3		SOUTH	1			24	12	2.00	2.00								
			M3-4		WEST	3			24	12	6.00	6.00								
			M1-4		US ROUTE 24	1			24	24	4.00	4.00					20.5		15.5	
			M1-5		ILLINOIS 8, 29, 29	3			24	24	12.00	12.00								
			M1-5		ILLINOIS 116	1			30	24	5.00	5.00								
			M5-2		45° ADVANCE DIAGONAL ARROW AUXILIARY (RIGHT	2			21	15	4.38	4.38								
			M6-3		0° ARROW AUXILIARY	3			21	15	6.56	6.56								
US 24	98+78.81	RT	R6-1R	SGN-TS-103-P	RIGHT TURN ONLY	1			36	12	3.00	3.00		2	10	7				
US 24	98+16.14	RT	R3-2	SGN-TS-103A-P	NO RIGHT TURN	1			24	24	4.00	4.00		2	10	7				
US 24	98+17.04	RT	R6-1R	SGN-TS-104-P	ONE WAY	1			36	12	3.00	3.00		2	10.5	7.5				1
			R1-1		STOP	1			30	30	6.25	6.25								
			R5-1		DO-NOT-ENTER	1			30	30	6.25	6.25								
			D1-1	SGN-TS-06A-L	SILVER ST / MAIN ST	1			24	9	1.50									
US 24	98+56.83	RT	R6-1R	SGN-TS-105-P	ONE WAY	1			36	12	3.00	3.00		2	10.5	7.5				
			R1-1		STOP	1			30	30	6.25	6.25								
			R5-1		DO-NOT-ENTER	1			30	30	6.25	6.25								
US 24	98+94.77	RT	R6-1R	SGN-TS-106-P	ONE WAY	1			36	12	3.00	3.00		2	10.5	7.5				
			R3-2		NO LEFT TURN	1			24	24	4.00	4.00								
US 24	99+69.98	RT	W4-2L	SGN-TS-106A-P	MERGE RIGHT	1			30	30	6.25	6.25		2	10.5	7.5				
US 24	98+78.81	LT	R1-1	SGN-TS-107-P	STOP	1			30	30	6.25	6.25		2	12.5	9.5				1
			D1-1	SGN-TS-02A-L	JOHNSON ST / MAIN ST	1			24	9	1.50									
US 24	99+07.31	LT	R6-1R	SGN-TS-108-P	ONE WAY	1			36	12	3.00	3.00		2	9.5	9.5				
			R1-1		STOP	1			30	30	6.25	6.25								
US 24	99+96.16	LT	W3-8	SGN-WP-08-N	TRAIN AHEAD WHEN FLASHING	1			36	36	9.00									
			W16-8P		MAIN STREET	1			24	12	2.00									
US 24	101+00.42	RT	R6-1R	SGN-TS-110-P	ONE WAY	1			36	12	3.00	3.00		2	10	10				
			R1-2		NO LEFT TURN	1			24	24	4.00	4.00								
US 24	100+56.60	LT	R1-1	SGN-TS-111-P	STOP	1			30	30	6.25	6.25		2	12.5	9.5				1
			D1-1	SGN-TS-09A-L	PEKIN AVE	1			24	9	1.50									
US 24	100+56.60	LT	R3-5	SGN-TS-111A-P	RIGHT TURN ONLY	1			30	36	7.50	7.50		2	12.5	9.5				
US 24	98+86.56	RT	M18-8P	SGN-TS-111B-L	RIVER BRIDGE	1			18	8	1.00			2	10.5	7.5				
			R12-5		WEIGHT LIMIT	1			24	36	6.00									
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)	1			21	15	2.19									
US 24	102+72.12	LT	M3-1	SGN-WP-112-P	NORTH	1			24	12	2.00	2.00								
			M3-2		EAST	3			24	12	6.00	6.00								
			M1-4		US ROUTE 24	1			24	24	4.00	4.00					20.5		15.5	
			M1-5		ILLINOIS 8, 29, 29	2			24	24	8.00	8.00								
			M1-5		ILLINOIS 116	1			30	24	5.00	5.00								
			M6-3		0° ARROW AUXILIARY	4			21	15	8.75	8.75								
US 24	102+34.62	LT	R3-7R	SGN-TS-112A-P	RIGHT LANE MUST TURN RIGHT	1			24	24	4.00	4.00		2	12	9				
US 24	103+06.56	RT	M3-1	SGN-WP-113-P	NORTH	1			24	12	2.00	2.00								
			M3-3		SOUTH	1			24	12	2.00	2.00								
			M3-4		WEST	3			24	12	6.00	6.00								
			M1-4		US ROUTE 24	1			24	24	4.00	4.00					20.5		15.5	
			M1-5		ILLINOIS 8, 29, 29	3			24	24	12.00	12.00								
			M1-5		ILLINOIS 116	1			30	24	5.00	5.00								
			M6-2		45° ADVANCE DIAGONAL ARROW AUXILIARY (RIGHT	3			21	15	6.56	6.56								
			M6-3		0° ARROW AUXILIARY	2			21	15	4.38	4.38								
US 24	99+73.23	RT	M3-1	SGN-WP-113A-P	NORTH	1			24	12	2.00	2.00								
			M3-4		WEST	2			24	12	4.00	4.00								
			M1-5		ILLINOIS 8, 29	2			24	24	8.00	8.00					16.3333		11.3333	
			M1-5		ILLINOIS 116	1			30	24	5.00	5.00								
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)	3			21	15	6.56	6.56								
US 24	103+73.56	LT	W1-2	SGN-TS-114-P	CURVE	1			36	36	9.00	9.00		2	11.5	8.5				
			W13-1P		ADVISORY SPEED (PLAQUE)	1			18	18	2.25	2.25								

SGN SCH-03

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USER NAME = DLamb	DESIGNED - LEW	REVISED -	
	DRAWN - LEW	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - SJM	REVISED -	
PLOT DATE = 6/7/2023	DATE - 6/08/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
SIGNING SCHEDULE - PROPOSED

SCALE: NO SCALE | SHEET 3 OF 4 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	410
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\mwo-is-pw.bentley.com:mb-is-pw-03:Documents:Chicago:11101 Projects:179740 IDOT Cedar:SIEx PhII5.0 CADD:CAD Sheets:0468C55-sht-SIGN Schedule 03.dgn

PROPOSED SIGN SCHEDULE

NOTES:

BRIDGE REPLACEMENT AND INTERCHANGE IMPROVEMENTS (IL18/IL116-US24/IL29)									PROPOSED PANEL DIMENSIONS		SIGN AREA	SIGN PANELS		SIGN SUPPORTS						SPECIAL
												72000100	72000200	72800100			73000100			X2600011
												SIGN PANEL - TYPE 1	SIGN PANEL - TYPE 2	TELESCOPING STEEL SIGN SUPPORT			WOOD SIGN SUPPORT			REMOVE AND RELOCATE SIGN PANEL
ROUTE	STATION	LT/RT	MUTCD NO./ILS HS	SIGN NO.	LEGEND/ DESCRIPTION	QUANTITY	"AA"	"BB"	WIDTH (IN)	HEIGHT (IN)	(SQFT)	(SQFT)	(SQFT)	POST SIZE (IN)	P1 (FT)	PAY LENGTH (FT)	P1 (FT)	P2 (FT)	PAY LENGTH (FT)	(EACH)
US 24	107+80.09	RT	R2-1	SGN-TS-115-P	SPEED LIMIT	1			24	30	5.00	5.00		2	11	9.5				
US 24	106+55.69	LT	R2-1	SGN-TS-116-P	SPEED LIMIT	1			24	30	5.00	5.00		2	11	9.5				
US 24	108+31.04	RT	W4-1	SGN-TS-117-P	MERGE	1			36	36	9.00	9.00		2	11.5	8.5				
				SGN-TS-117A-L	COUNTY SIGN	1														
US 24	109+18.40	LT	W11-2	SGN-TS-117B-P	PEDESTRIAN CROSSING	1			36	36	9.00	9.00		2	11.5	8.5				
			W16-7P		DIAGONAL ARROW	1			30	18	3.75	3.75								
US 24	109+49.04	LT	W4-1	SGN-TS-118-P	MERGE	1			36	36	9.00	9.00		2	11.5	8.5				
				SGN-TS-118A-L	COUNTY SIGN	1														
US 24	109+33.69	LT	W11-2	SGN-TS-118B-P	PEDESTRIAN CROSSING	1			36	36	9.00	9.00		2	11.5	8.5				
			W16-7P		DIAGONAL ARROW	1			30	18	3.75	3.75								
US 24	111+75.11	LT	M3-1	SGN-WP-119-P	NORTH	1			24	12	2.00	2.00					20.5		15.5	
			M3-2		EAST	3			24	12	6.00	6.00								
			M3-4		WEST	2			24	12	4.00	4.00								
			M1-4		US ROUTE 24	1			24	24	4.00	4.00								
			M1-5		ILLINOIS 8, 29, 29	3			24	24	12.00	12.00								
			M1-5		ILLINOIS 116, 116	2			30	24	10.00	10.00								
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)	2			21	15	4.38	4.38								
			M6-3		0° ARROW AUXILIARY	4			21	15	8.75	8.75								
US 24	112+14.05	LT	W11-2	SGN-TS-119A-P	PEDESTRIAN CROSSING	1			36	36	9.00	9.00		2	11.5	8.5				
			W16-7P		DIAGONAL ARROW	1			30	18	3.75	3.75								
US 24	112+16.80	LT	W11-2	SGN-TS-119B-P	PEDESTRIAN CROSSING	1			36	36	9.00	9.00		2	11.5	8.5				
			W16-7P		DIAGONAL ARROW	1			30	18	3.75	3.75								
US 24	114+15.14	LT	W13-3	SGN-TS-120-P	ADVISORY RAMP SPEED	1			24	30	5.00	5.00		2	11	9.5				
US 24	114+71.74	LT	W11-2	SGN-TS-120A-P	PEDESTRIAN CROSSING	1			36	36	9.00	9.00		2	11.5	8.5				
US 24	118+37.56	LT	D1-3	SGN-WP-121-L	METAMORA, WASHINGTON, PEORIA & ARROW	1			48	42	14.00						14		9	
			I-5		AIRPORT	1			24	24	4.00									
			M6-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)	1			21	15	2.19									
US 24	122+36.82	RT	R3-9B	SGN-LP-122-P	2 WAY LEFT TURN ONLY (POST MOUNTED)	1			24	36	6.00	6.00								
			R7-1		PARKING RESTRICTIONS	1			12	18	1.50	1.50								
US 24	117+05.64	LT	R12-5	SGN-TS-122A-L	WEIGHT LIMIT	1			24	36				2	10.5	7.5				
			M6-2		45° ADVANCE DIAGONAL ARROW AUXILIARY (RIGHT	1			21	15										
			R7-1		PARKING RESTRICTIONS	1			12	18										
US 24	119+37.56	LT	R2-1	SGN-TS-123-P	SPEED LIMIT	1			24	30	5.00	5.00		2	11	9.5				
US 24	119+37.56	LT	R7-1	SGN-TS-124-P	PARKING RESTRICTIONS	1			12	18	1.50	1.50								
US 24	121+46.96	LT	M3-1	SGN-WP-125-P	NORTH	1			24	12	2.00	2.00					20.5		15.5	
			M3-2		EAST	3			24	12	6.00	6.00								
			M3-4		WEST	2			24	12	4.00	4.00								
			M1-4		US ROUTE 24	1			24	24	4.00	4.00								
			M1-5		ILLINOIS 8, 29, 29	3			24	24	12.00	12.00								
			M1-5		ILLINOIS 116, 116	2			30	24	10.00	10.00								
			M5-1		45° ADVANCE DIAGONAL ARROW AUXILIARY (RIGHT	2			21	15	4.38	4.38								
			M6-3		0° ARROW AUXILIARY	4			21	15	8.75	8.75								
US 24	121+09.02	RT	M3-4	SGN-WP-126-P	WEST	1			24	12	2.00	2.00					16		11	
			M1-4		US ROUTE 24	1			24	24	4.00	4.00								
			M3-3		SOUTH	1			24	12	2.00	2.00								
			M1-5		ILLINOIS 29	1			24	24	4.00	4.00								
US 24	120+23.44	LT	W3-8	SGN-TS-127-P	AIRPORT	1			24	24	4.00	4.00		2	11.75	10.25				
			M5-2		45° DIAGONAL ARROW AUXILIARY (RIGHT)	1			21	15	2.19	2.19								
US 24	121+87.53	LT	W3-8	SGN-TS-128-P	TRAIN AHEAD WHEN FLASHING	1			36	36	9.00									
			W16-8P		MAIN STREET	1			24	12	2.00									
US 24	124+43.56	LT	M2-2	SGN-WP-129-P	JUNCTION	2			21	15	4.38	4.38					15.75		10.75	
			M1-5		ILLINOIS 8	1			24	24	4.00	4.00								
			M1-5		ILLINOIS 116	1			30	24	5.00	5.00								
IL 8/116	70+02.17	LT	R2-1	SGN-LP-131-P	SPEED LIMIT	1			36	48	12.00		12							
IL 8/116	81+85.13	RT	W13-7	SGN-TS-134-P	COMBINATION HORIZONTAL ALIGNMENT/ADVISORY CURVE EXIT OR RAMP SPEED	1			36	48	12.00		12	2	11.5	8.5				
IL 8/116	74+14.53	RT	W13-3	SGN-TS-120-P	ADVISORY RAMP SPEED	1			24	30	5.00	5.00		2	11.25	9.75				
											TOTAL	506	24		322.5	251			131	3

SGN SCH-04

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USER NAME = DLamb	DESIGNED - LEW	REVISED -	
	DRAWN - LEW	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - SJM	REVISED -	
PLOT DATE = 6/7/2023	DATE - 6/08/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
SIGNING SCHEDULE - PROPOSED

SCALE: NO SCALE | SHEET 4 OF 4 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	411

CONTRACT NO. 68C55

ILLINOIS | FED. AID PROJECT

MODEL: Default
FILE NAME: pw:\\mbs-us-pw.bentley.com:mbs-us-pw-03\Documents\Chicago IL\01 Projects\179740 IDOT Cedar\SiExt Phl15.0 CADD\CAD Sheets\0468C55-Int-SIGN Schedule 04.dgn

GUIDE SIGN SEQUENCE NUMBERING CODE

SGN-TS-01-N

- SIGN
- MOUNTING TYPE
- SIGN PANEL NUMBER
- REMOVED (R) / PROPOSED (P) / REMAIN (N) / RELOCATE (L)

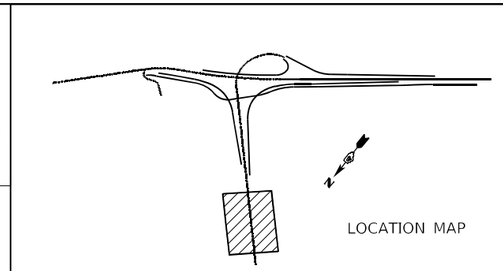
MOUNTING TYPE

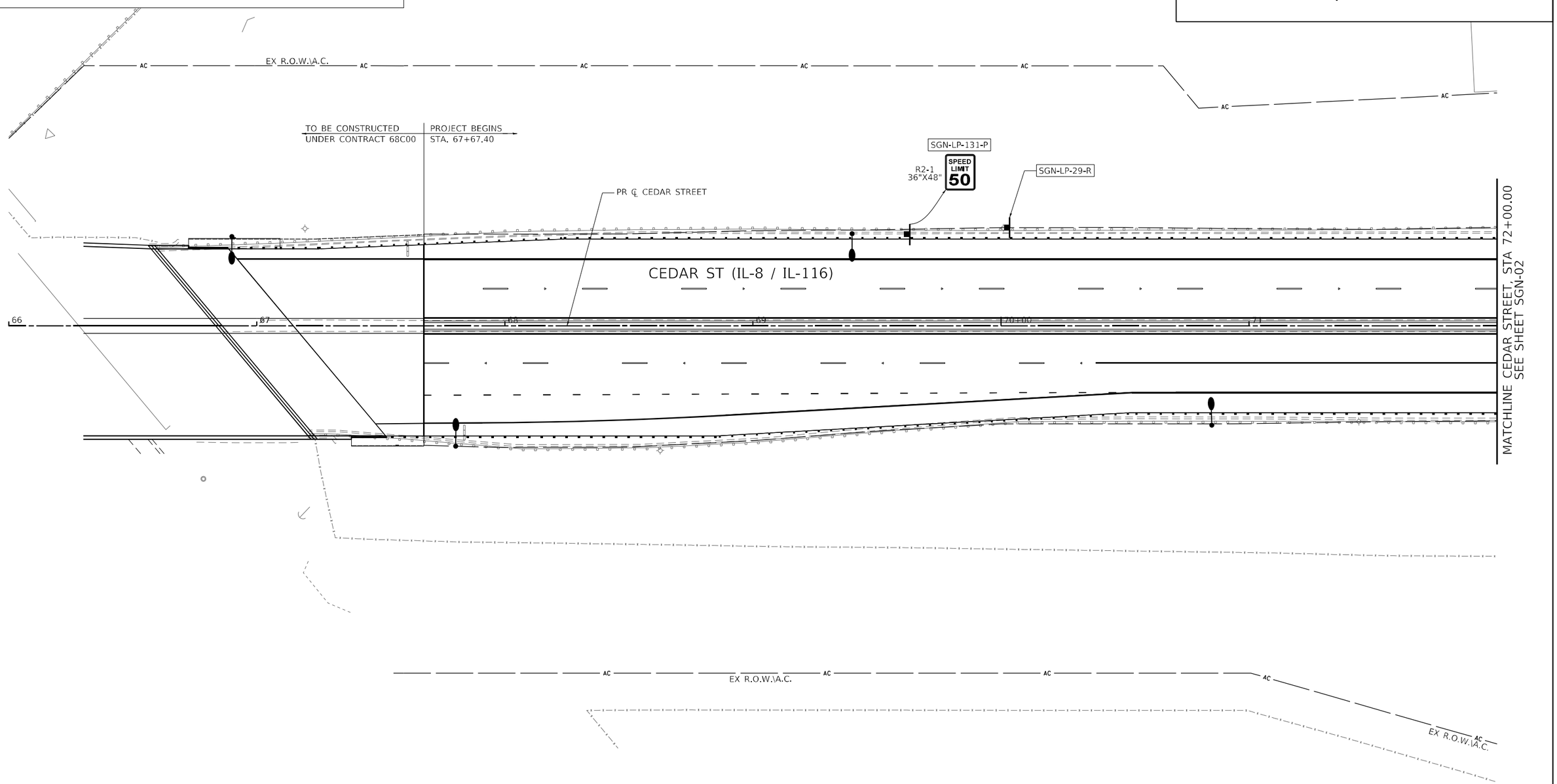
LP - LIGHT POLE	TS - TELESCOPIC STEEL
TR - TRUSS	BS - BREAKAWAY STEEL
BR - BRIDGE MOUNTED	WP - WOOD POST

N

0 20 40 60

SCALE IN FEET





SGN SHT-01

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	DRAWN - LEW	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
SIGNING PLAN – CEDAR STREET

SCALE: 1"=20' | SHEET 1 OF 8 SHEETS | STA. 67+67.40 TO STA. 72+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	412
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

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GUIDE SIGN SEQUENCE NUMBERING CODE

SGN-TS-01-N

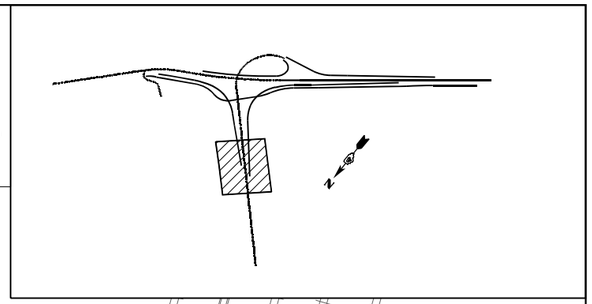
- SIGN
- MOUNTING TYPE
- SIGN PANEL NUMBER
- REMOVED (R)
- PROPOSED (P)
- REMAIN (N)
- RELOCATE (L)

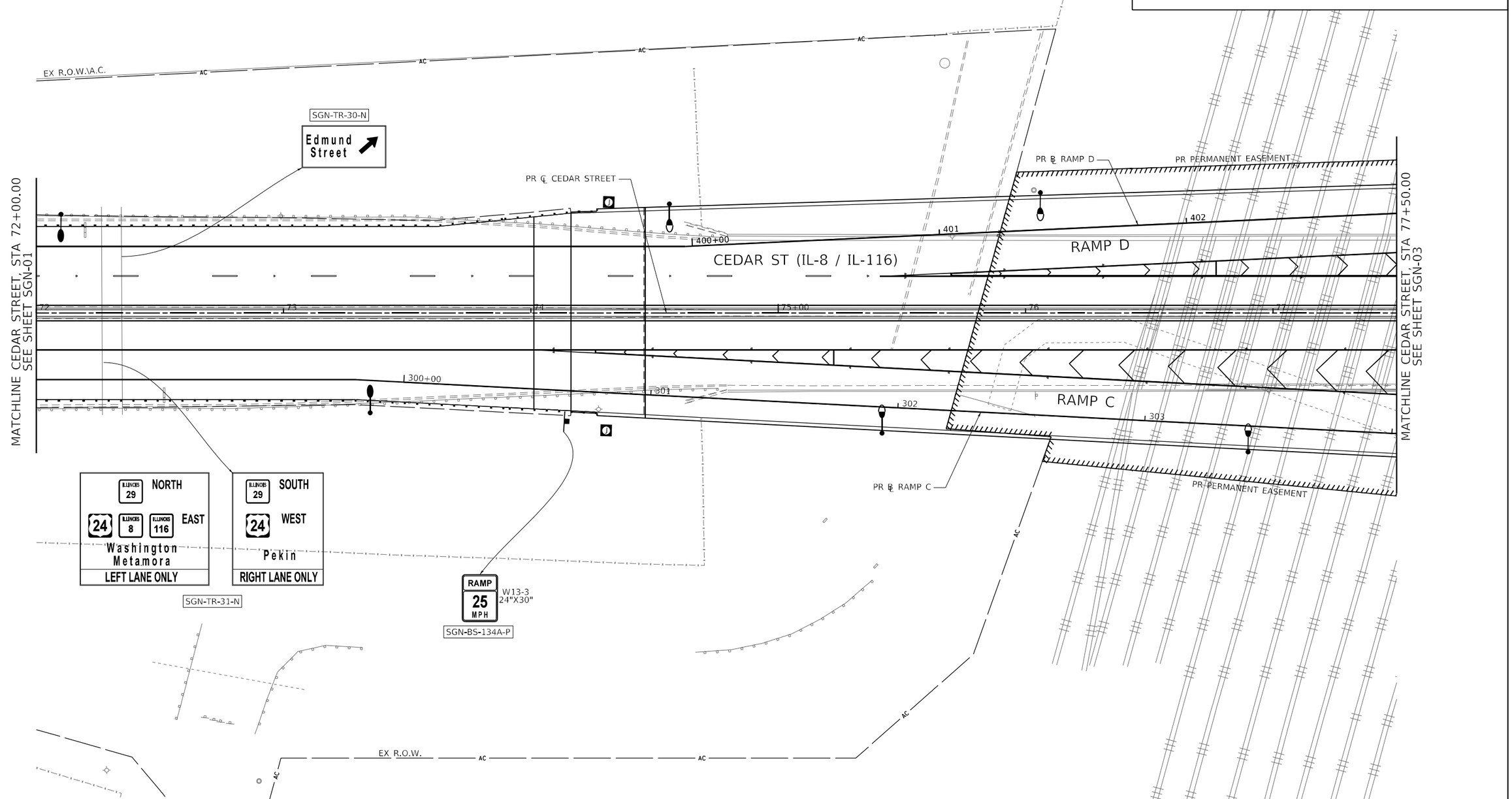
LP - LIGHT POLE
TR - TRUSS
BR - BRIDGE MOUNTED

TS - TELESCOPIC STEEL
BS - BREAKAWAY STEEL
WP - WOOD POST

N

0 20 40 60
SCALE IN FEET





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SGN_SHT-02

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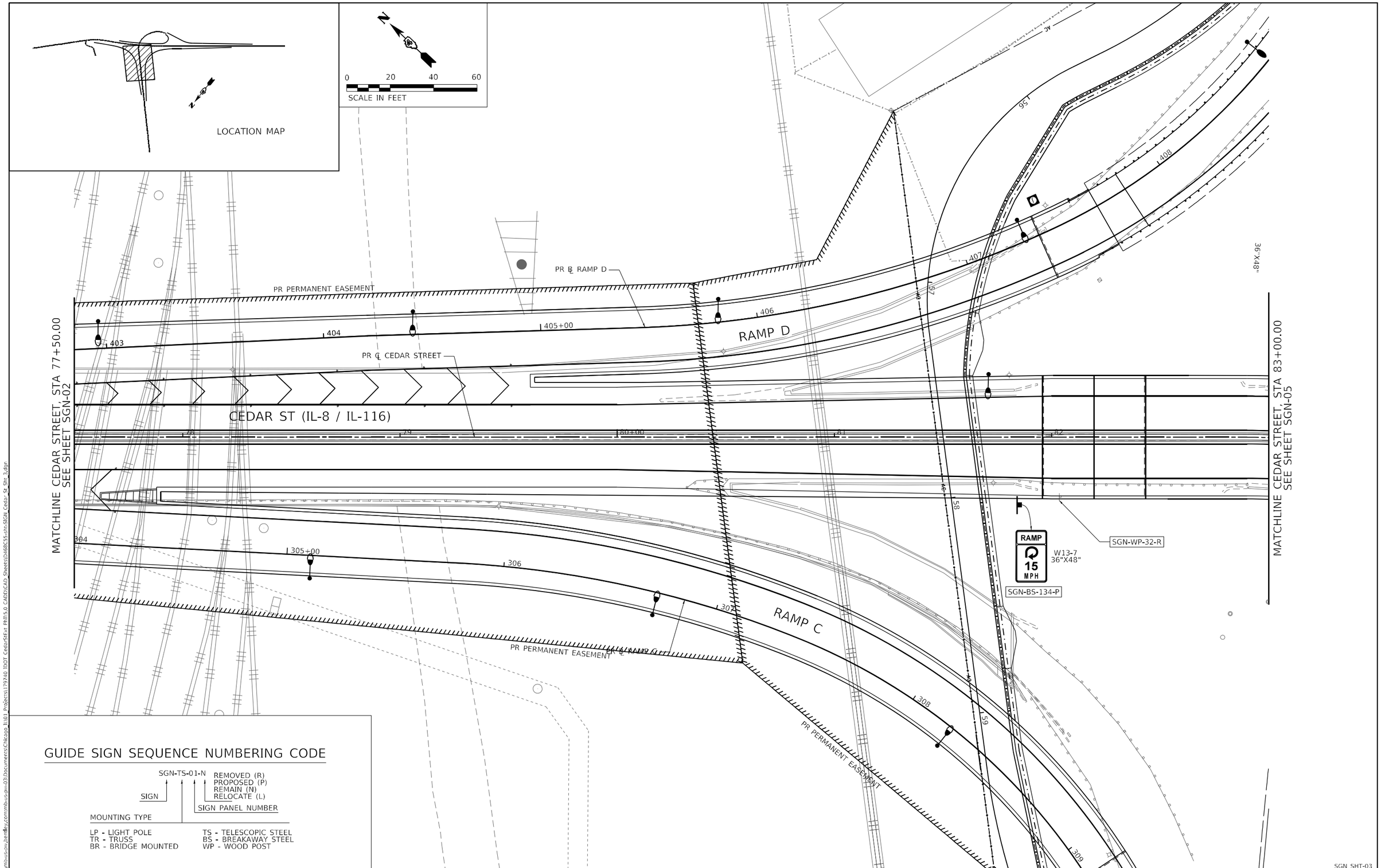
		DRAWN - LEW	REVISED -			VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	413
	PLOT SCALE = 40.0000 ' / in.	CHECKED - SJM	REVISED -					CONTRACT NO. 68C55		
	PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -		SCALE: 1"=20' SHEET 2 OF 8 SHEETS STA. 72+00.00 TO STA. 77+50.00		ILLINOIS	FED. AID PROJECT		



GUIDE SIGN SEQUENCE NUMBERING CODE

SGN-TS-01-N

- SIGN
- MOUNTING TYPE
- SIGN PANEL NUMBER
- REMOVED (R) / PROPOSED (P) / REMAIN (N) / RELOCATE (L)

LP - LIGHT POLE
TR - TRUSS
BR - BRIDGE MOUNTED

TS - TELESCOPIC STEEL
BS - BREAKAWAY STEEL
WP - WOOD POST

SGN_SHT-03

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	DRAWN - LEW	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - SJM	REVISED -	
PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
SIGNING PLAN – CEDAR STREET

SCALE: 1"=20' | SHEET 3 OF 8 SHEETS | STA. 77+50.00 TO STA. 83+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	414
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

GUIDE SIGN SEQUENCE NUMBERING CODE

SGN-TS-01-N

SIGN

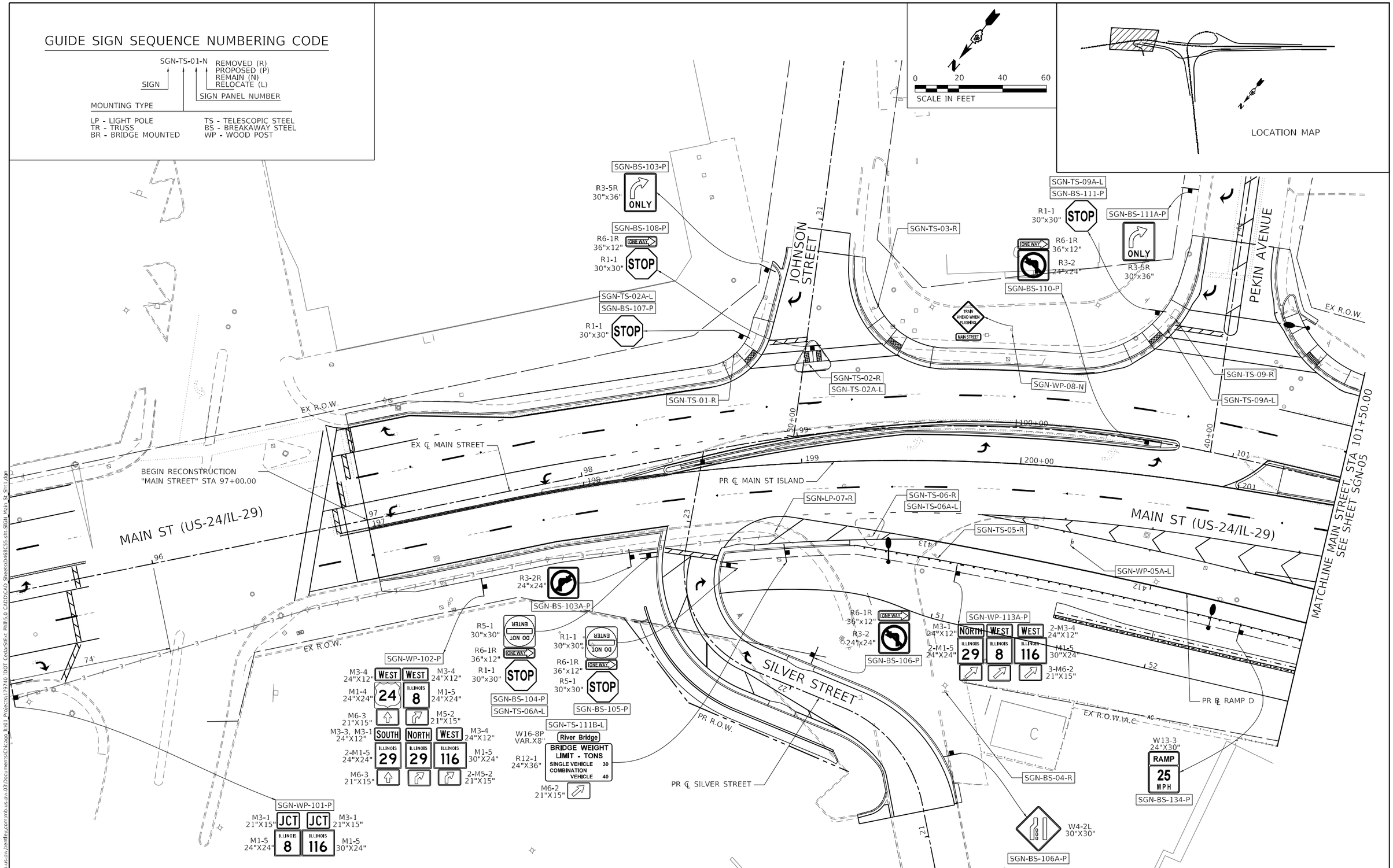
MOUNTING TYPE

SIGN PANEL NUMBER

REMOVED (R)
PROPOSED (P)
REMAIN (N)
RELOCATE (L)

LP - LIGHT POLE
TR - TRUSS
BR - BRIDGE MOUNTED

TS - TELESCOPIC STEEL
BS - BREAKAWAY STEEL
WP - WOOD POST



SGN SHT-04

Michael Baker INTERNATIONAL 200 W Adams Street Suite 1800 Chicago, IL 60606 PH: 312.707.8770 FAX: 312.707.8804	USER NAME = DLamb	DESIGNED - LEW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29 SIGNING PLAN – MAIN STREET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - LEW	REVISED -			VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	415
	PLOT SCALE = 40.0000 ' / in.	CHECKED - SJM	REVISED -					CONTRACT NO. 68C55		
	PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -		SCALE: 1"=20' SHEET 4 OF 8 SHEETS STA. 97+00.00 TO STA. 101+50.00		ILLINOIS FED. AID PROJECT			

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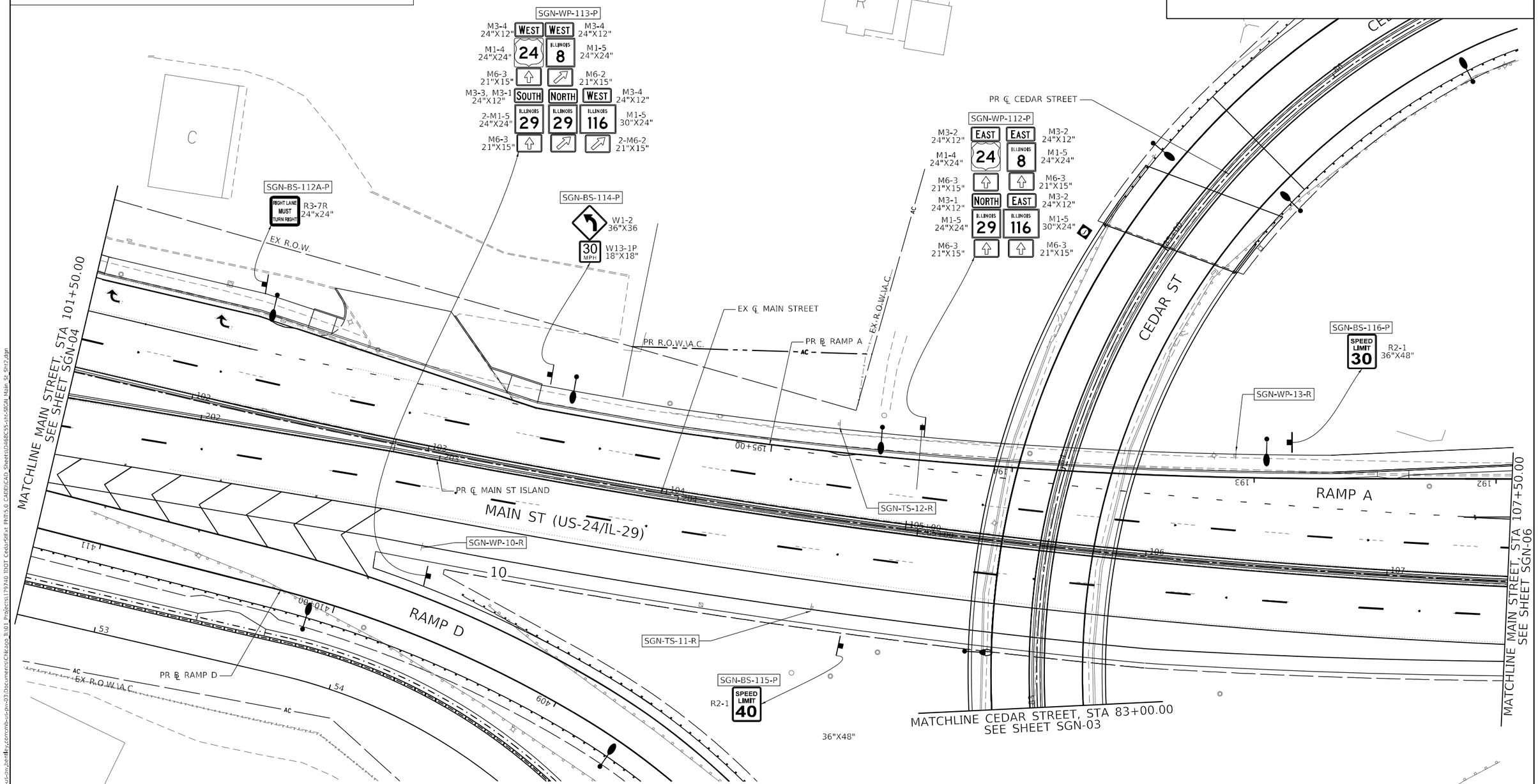
GUIDE SIGN SEQUENCE NUMBERING CODE

SGN-TS-01-N

- SIGN
- MOUNTING TYPE
- SIGN PANEL NUMBER
- REMOVED (R)
- PROPOSED (P)
- REMAIN (N)
- RELOCATE (L)

MOUNTING TYPE

LP - LIGHT POLE
TR - TRUSS
BR - BRIDGE MOUNTED
TS - TELESCOPIC STEEL
BS - BREAKAWAY STEEL
WP - WOOD POST



SGN_SHT-05

Michael Baker INTERNATIONAL 200 W Adams Street Suite 1800 Chicago, IL 60606 P:+1 312.707.8770 FAX: 312.707.8804	USER NAME = DLamb	DESIGNED - LEW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29 SIGNING PLAN – MAIN STREET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - LEW	REVISED -			VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	416
	PLOT SCALE = 40.0000 ' / in.	CHECKED - SJM	REVISED -					CONTRACT NO. 68C55		
	PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -		SCALE: 1"=20' SHEET 5 OF 8 SHEETS STA. 101+50.00 TO STA. 107+50.00			ILLINOIS FED. AID PROJECT		

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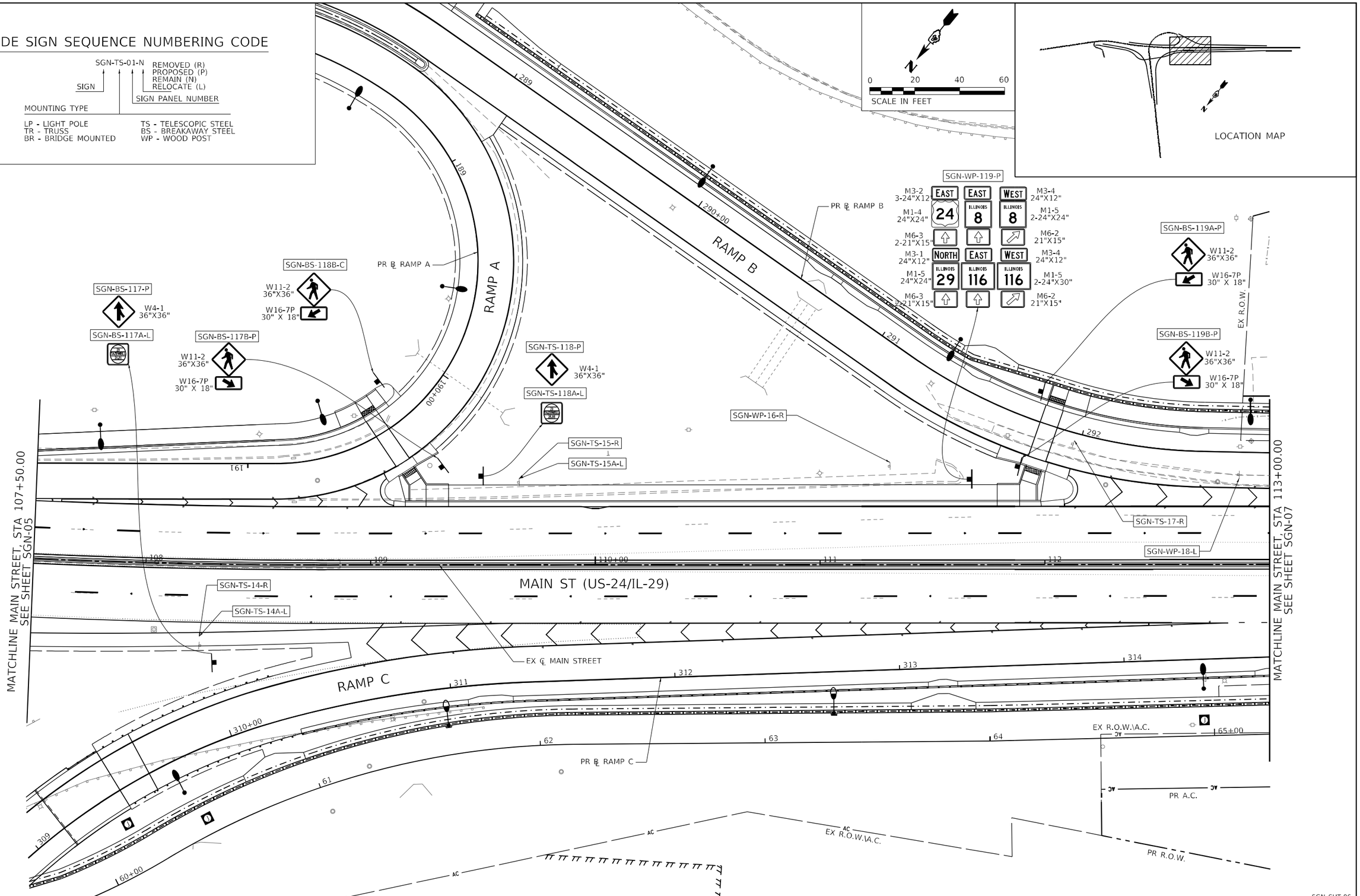
GUIDE SIGN SEQUENCE NUMBERING CODE

SGN-TS-01-N

- SIGN
- MOUNTING TYPE
- SIGN PANEL NUMBER
- REMOVED (R) / PROPOSED (P) / REMAIN (N) / RELOCATE (L)

MOUNTING TYPE

LP - LIGHT POLE
TR - TRUSS
BR - BRIDGE MOUNTED
TS - TELESCOPIC STEEL
BS - BREAKAWAY STEEL
WP - WOOD POST



SGN_SHT-06

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		DRAWN - LEW	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - SJM	REVISED -		
	PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -		SCALE: 1"=20' SHEET 6 OF 8 SHEETS STA. 107+50.00 TO STA. 113+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	417
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

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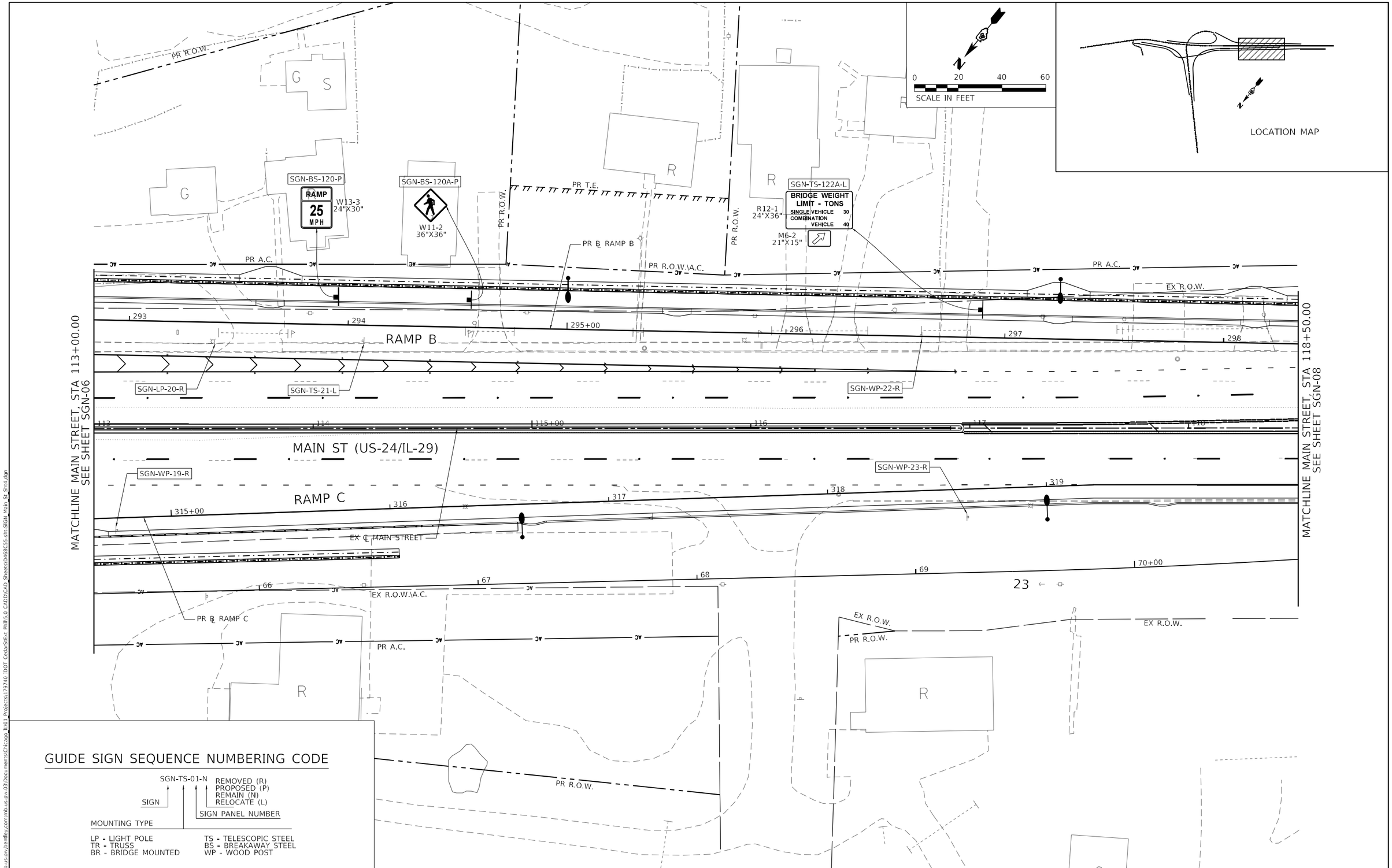

GUIDE SIGN SEQUENCE NUMBERING CODE

SGN-TS-01-N

- SIGN
- MOUNTING TYPE
- SIGN PANEL NUMBER
- REMOVED (R)
- PROPOSED (P)
- REMAIN (N)
- RELOCATE (L)

MOUNTING TYPE

LP - LIGHT POLE
TR - TRUSS
BR - BRIDGE MOUNTED
TS - TELESCOPIC STEEL
BS - BREAKAWAY STEEL
WP - WOOD POST

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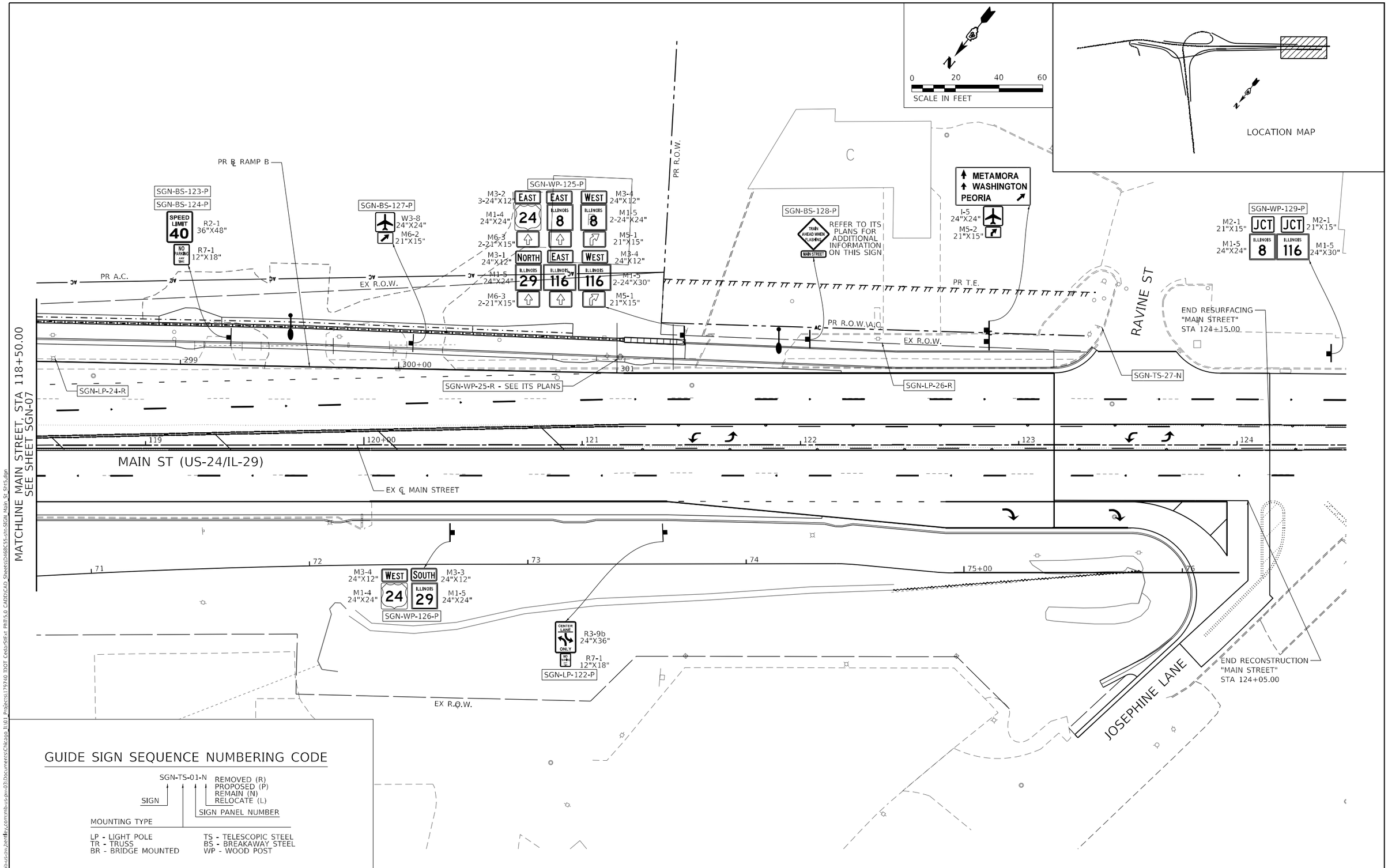
	DRAWN - LEW	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - SJM	REVISED -	
PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8/IL-116) OVER TZPR & IL-29
SIGNING PLAN – MAIN STREET

SCALE: 1"=20' | SHEET 7 OF 8 SHEETS | STA. 113+00.00 TO STA. 118+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	418
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	



GUIDE SIGN SEQUENCE NUMBERING CODE

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- SIGN
- MOUNTING TYPE
- SIGN PANEL NUMBER
- REMOVED (R) / PROPOSED (P) / REMAIN (N) / RELOCATE (L)

MOUNTING TYPE

LP - LIGHT POLE
TR - TRUSS
BR - BRIDGE MOUNTED
TS - TELESCOPIC STEEL
BS - BREAKAWAY STEEL
WP - WOOD POST

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	DRAWN - LEW	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - SJM	REVISED -	
PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-84/IL-116) OVER TZPR & IL-29
SIGNING PLAN – MAIN STREET

SCALE: 1"=20' | SHEET 8 OF 8 SHEETS | STA. 118+50.00 TO STA. 123+92.72

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	419
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

LIGHTING AND ELECTRICAL LEGEND

SYMBOL	DESCRIPTION
	PROPOSED GROUND MOUNTED LIGHTING UNIT 45 FT U.N.O., 10-FT DAVIT ARM, LED LUMINAIRE, ROADWAY, OUTPUT DESIGNATION G (240V)
	PROPOSED LIGHTING UNIT MOUNTED ON PARAPET OR RETAINING WALL 40 FT M.H. U.N.O., 10-FT DAVIT ARM, LED LUMINAIRE, ROADWAY, OUTPUT DESIGNATION G (240V)
	PROPOSED JUNCTION BOX, ATTACHED TO STRUCTURE, SIZE, AND TYPE AS NOTED
	PROPOSED LIGHTING CONTROLLER, BASE MOUNTED, 100A
	PROPOSED ELECTRIC SERVICE INSTALLATION, 120/240V, 1 PHASE, 3 WIRE
	PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED
	PROPOSED UNIT DUCT IN UNDERGROUND CONDUIT, SIZE AND TYPE AS NOTED
	PROPOSED ELECTRIC CABLE IN CONDUIT, SIZE AND TYPE AS NOTED
	TEMPORARY LIGHTING UNIT, 70 FT. WOOD POLE, CLASS 3, WITH 15FT. MAST ARM, LED LUMINAIRE, HIGH MAST, OUTPUT DESIGNATION K (240V)
	TEMPORARY LIGHTING CONTROLLER AND SERVICE INSTALLATION, POLE MOUNTED, 120/240V , 1 PHASE, 3 WIRE, 60A
A A	AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE
E	EXISTING UNIT DUCT TO BE ABANDONED IN PLACE
	EXISTING ELECTRIC CABLE IN CONDUIT TO BE REMOVED
	EXISTING AERIAL CABLE TO BE REMOVED
	EXISTING LIGHTING UNIT TO BE REMOVED OR RELOCATED BY OTHERS
	EXISTING LIGHTING UNIT TO BE REMOVED, NO SALVAGE
	EXISTING UNDERPASS LIGHTING UNIT TO BE REMOVED, NO SALVAGE
	EXISTING LIGHTING CONTROLLER TO BE REMOVED, NO SALVAGE
	EXISTING ELECTRIC SERVICE INSTALLATION TO BE REMOVED
	EXISTING JUNCTION BOX TO BE REMOVED

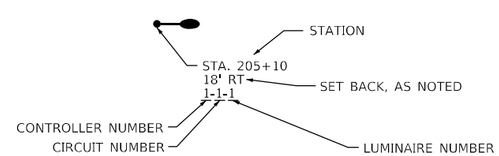
HIGHWAY STANDARD DETAILS:

STANDARD NO.	TITLE
812001-01	RACEWAYS EMBEDDED IN STRUCTURE
821101-03	LUMINAIRE WIRING IN POLE
825001-04	LIGHTING CONTROLLER POLE MOUNTED, 240V
825021-04	LIGHTING CONTROLLER BASE MOUNTED, 240V
830006-05	LIGHT POLE ALUMINUM DAVIT ARM
830026-01	TEMPORARY ROADWAY LIGHTING
836001-05	LIGHT POLE FOUNDATION
838001-01	BREAKAWAY DEVICES

INDEX OF DRAWINGS:

ABBREVIATIONS

ABBREVIATION	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
ATS	ATTACHED TO STRUCTURE
B.O.C.	BACK OF CURB
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
E	EXISTING UNIT TO REMAIN
EX.	EXISTING
ECA	ELECTRIC CABLE ASSEMBLY
EIS	EMBEDDED IN STRUCTURE
E.O.P.	EDGE OF PAVEMENT
F.O.C.	FACE OF CURB
FT	FEET OR FOOT
FU	FUSE
GND	GROUND
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
LED	LIGHT EMITTING DIODE
LP	LIGHT POLE
M	METER
MA	MAST ARM
MM	MILLIMETER
M.H.	MOUNTING HEIGHT
MW	MESSENGER WIRE
NESC	NATIONAL ELECRIC SAFETY CODE
NO. #	NUMBER
N.T.S.	NOT TO SCALE
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVC	POLYVINYL CHLORIDE
SS	STAINLESS STEEL
STA	STATION
TYP	TYPICAL
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
VAC	VOLTS, ALTERNATING CURRENT
W	WATTS
WP	WOOD POLE
XFMR	TRANSFORMER



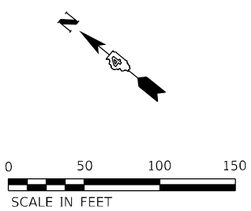
PROPOSED LIGHTING UNIT SAMPLE CALLOUT

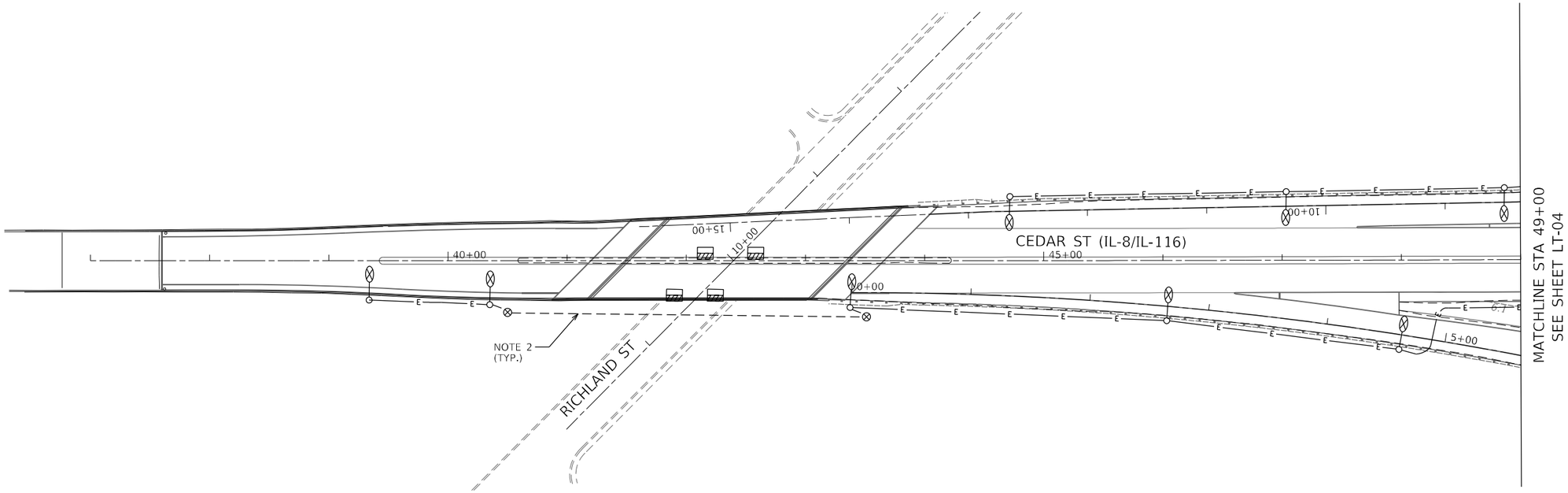
GENERAL NOTES

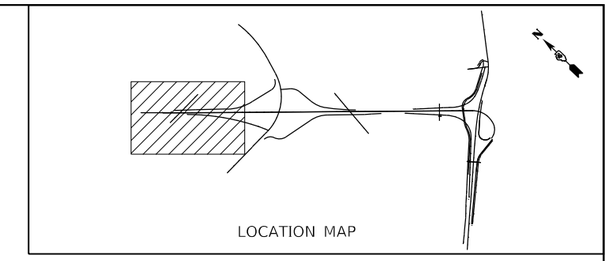
1. ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
2. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
3. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE 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.
4. THE LOCATIONS OF EXISTING LIGHTING FACILITIES SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD VERIFY EXACT LOCATION5
5. THE 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 TEMPORARY AND PROPOSED LIGHTING POLE LOCATIONS AND UTILITY LINES.
6. THE CONTRACTOR MAY ELECT TO FURNISH AND INSTALL PERFORATED ALUMINUM SCREENING IN LEIU OF STAINLESS STEEL SCREEN AT NO ADDITONAL COST TO THE DEPARTMENT.
7. THE CONTRACTOR SHALL INSTALL LUMINAIRES LEVEL WITH OPTICS SET PERPENDICULAR TO THE CENTERLINE OF THE ROADWAY OR PEDESTRIAN/BICYCLE PATHWAY.
8. ALL LABELS SHALL BE CONSTRUCTED FROM DIAMOND GRADE SHEETING.
9. THE CONTRACTOR SHALL FURNISH AND INSTALL EXPANSION/DEFLECTION COUPLINGS FOR ALL BRIDGE JOINTS AS REQUIRED AND DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED CONDUIT IN ACCORDANCE WITH ARTICLES 811.03, 811.04, 812.03, AND 812.04 OF THE STANDARD SPECIFICATIONS.
10. ALL NON-METALLIC CONDUIT SHALL BE EQUIPPED WITH INTEGRAL STAINLESS STEEL KELLUM GRIPS AT THE ENDS FOR INCREASED STRENGTH AND DURABILITY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED CONDUIT.
11. THE CONTRACTOR SHALL INSTALL THREAD LOCKER ON ALL ATTACHED CONDUIT BRACKET THREADED CONNECTIONS TO PREVENT LOOSENING THROUGH VIBRATION. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE ATTACHED CONDUIT IN ACCORDANCE WITH ARTICLES 810.05 OF THE STANDARD SPECIFICATIONS.
12. THE CONTRACTOR SHALL MAINTAIN THE CONTINUITY OF THE GROUND SYSTEM WHEN USING NON-METALLIC CONDUIT BY INSTALLING A #6 GROUNDING CONDUCTOR OUTSIDE THE NON-METALLIC CONDUIT ANO BONDING THIS WIRE TO THE METALLIC CONDUITS AT EACH END. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE ATTACHED CONDUIT IN ACCORDANCE WITH ARTICLES 801.02 AND 801.04.
13. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL ITEMS REQUIRED TO ATTACH THE CONDUITS INCLUDING BUT NOT LIMITED TO UNI-STRUT, BRACKETS, LB , FITTINGS, HARDWARE, ANO OTHER MISCELLANEOUS ITEMS. THESE ITEMS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ATTACHED CONDUIT IN ACCORDANCE WITH SECTION 811 OF THE STANDARD SPECIFICATIONS.
14. THE CONTRACTOR MAY ELECT TO INSTALL CONDUIT AND ELECTRIC CABLES IN LIEU OF UNIT DUCT AT NO ADDITIONAL COST TO THE DEPARTMENT.
15. THE CONTRACTOR MAY ELECT TO SUBSTITUE SDR 13.5 CONTINUOUS DUCT IN LIEU OF PVC SCHEDULE 40 CONDUIT AT NO ADDITIONAL COST TO THE DEPARTMENT.
16. THE CONTRACTOR SHALL REFLECT THE SALVAGE COST OF THE EXISTING LIGHTING COMPONENTS IN THE BID PRICES FOR THE REMOVAL ITEMS.
17. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT DUCT PAY ITEM.
18. THE CONTRACTOR SHALL COORDINATE THIS WORK WITH CONTRACT 68C00.
19. UPON REMOVAL OF THE TEMPORARY LIGHTING SYSTEM, THE LIGHTING CONTROLLER AND LUMINAIRES SHALL BECOME THE PROPERTY OF THE DEPARTMENT. THE CONTRACTOR SHALL REMOVE THESE ITEMS AND DELIVER THEM TO THE IDOT TRAFFIC BUILDING LOCATED AT
1025 W DETWEILER DR., PEORIA. THE CONTRACTOR SHALL NOTIFY TONY BRIDSON AT
(309) 370-7522 A MINIMUM OF 48 HOURS PRIOR TO DELIVERY.

SUMMARY OF QUANTITIES:

ITEM	UNIT	TOTAL QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	1,273
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	480
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	90
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	2,420
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	9
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 8"	EACH	2
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	15,013
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	3,112
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	6,244
AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE	FOOT	1,905
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	95
LUMINAIRE, LED, HIGHMAST, OUTPUT DESIGNATION K	EACH	16
LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 60AMP	EACH	1
LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	2
LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. DAVIT ARM	EACH	6
LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM	EACH	15
LIGHT POLE, ALUMINUM, 45 FT. M.H., 10 FT. DAVIT ARM	EACH	74
LIGHT POLE, WOOD, 70 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	16
LIGHT POLE FOUNDATION, METAL, 11 1/2" BOLT CIRCLE, 8 5/8" X 6'	EACH	6
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	74
BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT OVER STAINLESS STEEL SCREEN	EACH	112
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	16
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	76
REMOVAL OF POLE FOUNDATION	EACH	61
REMOVAL OF LIGHTING CONTROLLER	EACH	2
REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	2
REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1
ELECTRIC SERVICE INSTALLATION, SPECIAL	EACH	2
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	12







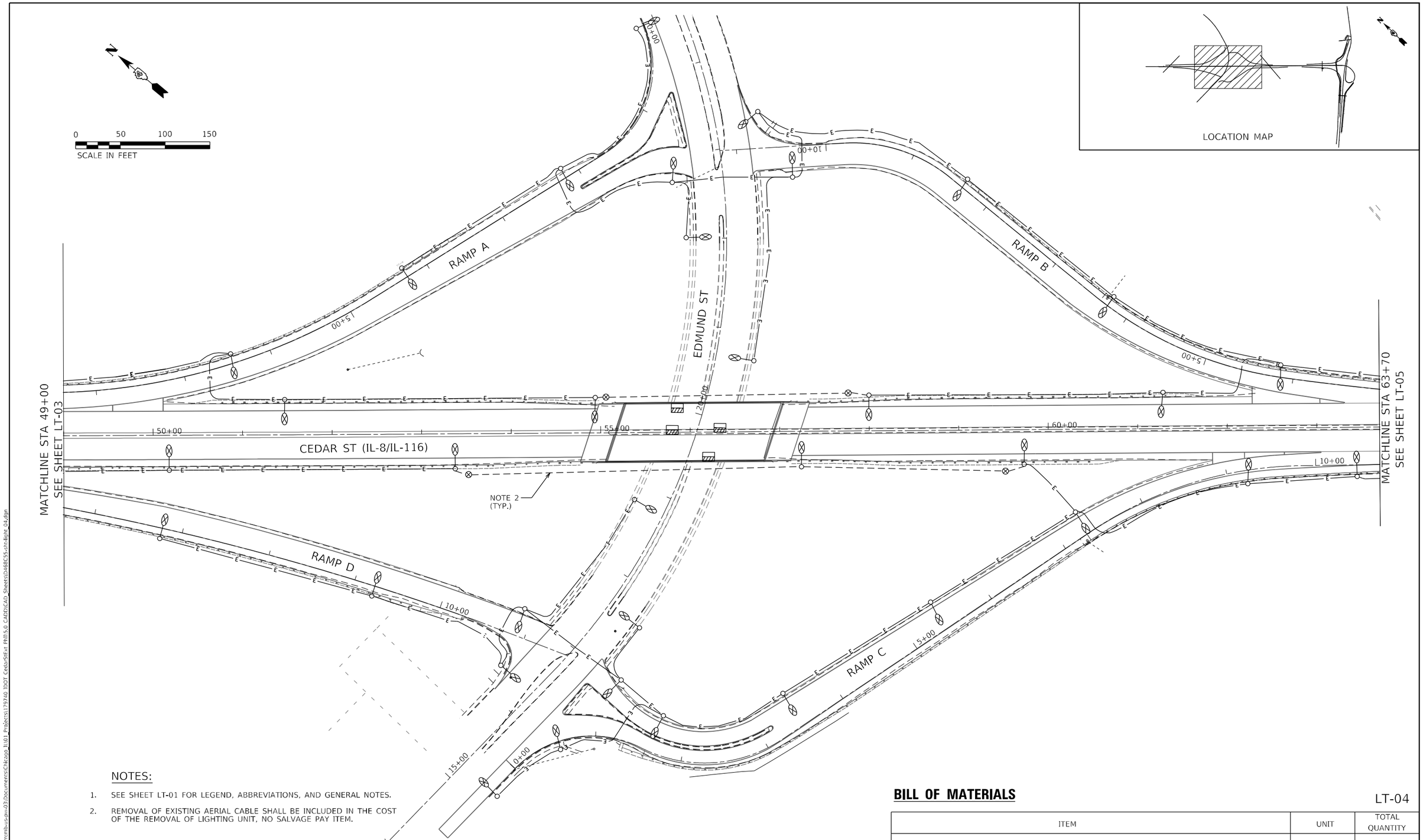
NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. REMOVAL OF EXISTING AERIAL CABLE SHALL BE INCLUDED IN THE COST OF THE REMOVAL OF LIGHTING UNIT, NO SALVAGE PAY ITEM.

BILL OF MATERIALS

LT-03

ITEM	UNIT	TOTAL QUANTITY
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	10
REMOVAL OF POLE FOUNDATION	EACH	8
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	4



NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. REMOVAL OF EXISTING AERIAL CABLE SHALL BE INCLUDED IN THE COST OF THE REMOVAL OF LIGHTING UNIT, NO SALVAGE PAY ITEM.

BILL OF MATERIALS

LT-04

ITEM	UNIT	TOTAL QUANTITY
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	40
REMOVAL OF POLE FOUNDATION	EACH	35
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	4

SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = sgruberman	DESIGNED - SG	REVISED -
	DRAWN - MG	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN

SCALE: 1"=50' | SHEET 4 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) 8R-1:R	TAZEWELL	1173	423
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

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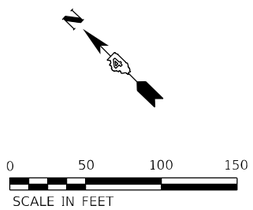

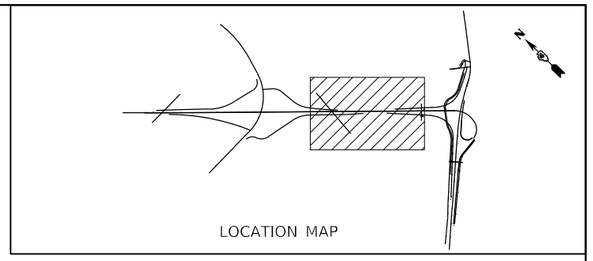

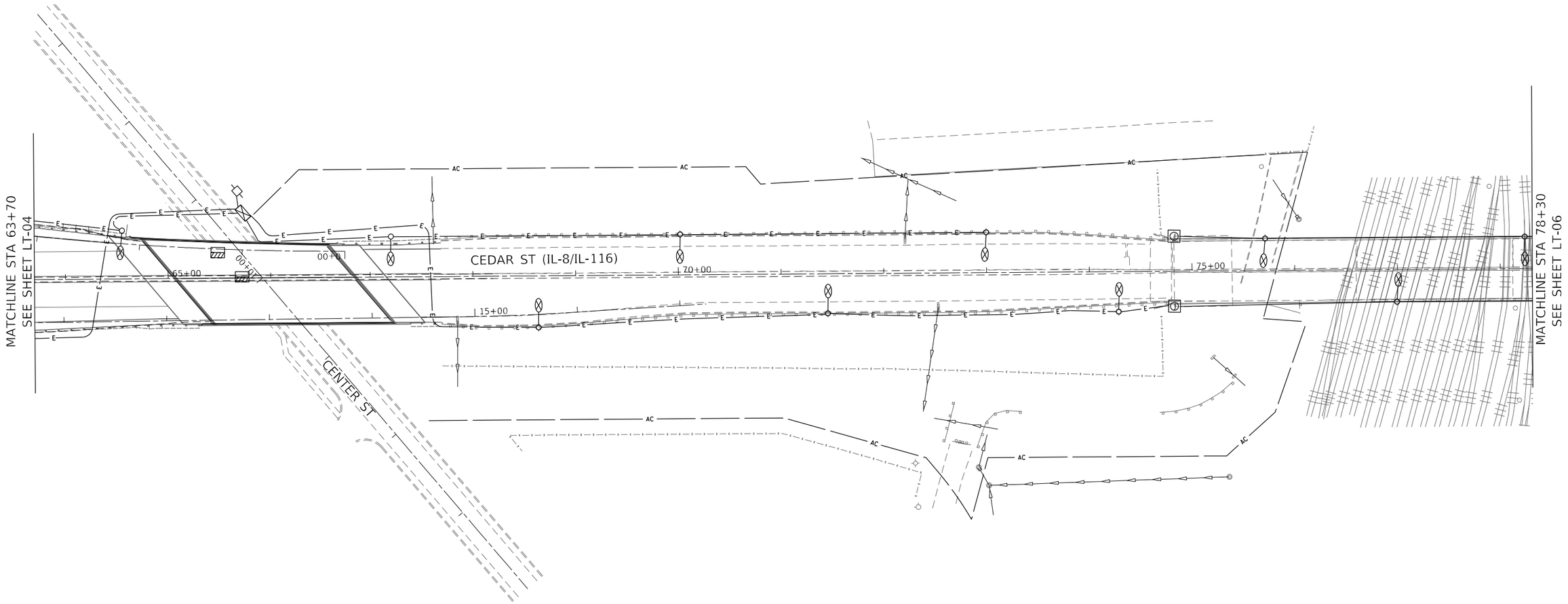

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.

BILL OF MATERIALS

LT-05

ITEM	UNIT	TOTAL QUANTITY
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	10
REMOVAL OF POLE FOUNDATION	EACH	7
REMOVAL OF LIGHTING CONTROLLER	EACH	1
REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	1
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	2

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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

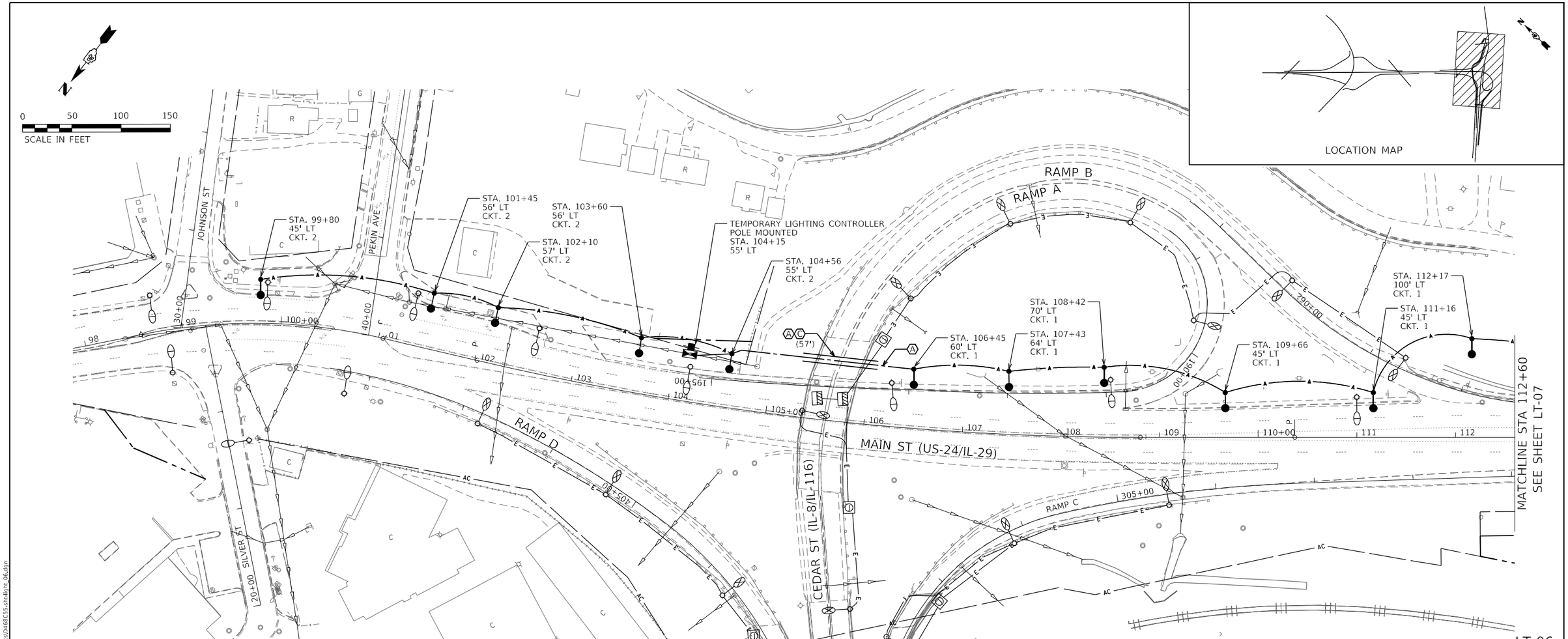
USER NAME = sgruberman	DESIGNED - SG	REVISED -
	DRAWN - MG	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN

SCALE: 1"=50' | SHEET 5 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	424
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	



BILL OF MATERIALS

ITEM	UNIT	TOTAL QUANTITY
ELECTRIC SERVICE INSTALLATION	EACH	1
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	57
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	195
AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE	FOOT	1,205
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION K	EACH	11
LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 60AMP	EACH	1
LIGHT POLE, WOOD, 70 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	11
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	11
REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	16
REMOVAL OF POLE FOUNDATION	EACH	11
REMOVAL OF LIGHTING CONTROLLER	EACH	1
REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1
REMOVAL OF UNDERPASS LIGHTING UNIT, NO SALVAGE	EACH	2

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. SEE SHEET LT-08 FOR CABLE/CONDUIT SCHEDULE.

SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = sgruberman	DESIGNED - SG	REVISED -	
	DRAWN - MG	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN

SCALE: 1"=50' | SHEET 6 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	425
		CONTRACT NO. 68C55		
		ILLINOIS FED. AID PROJECT		

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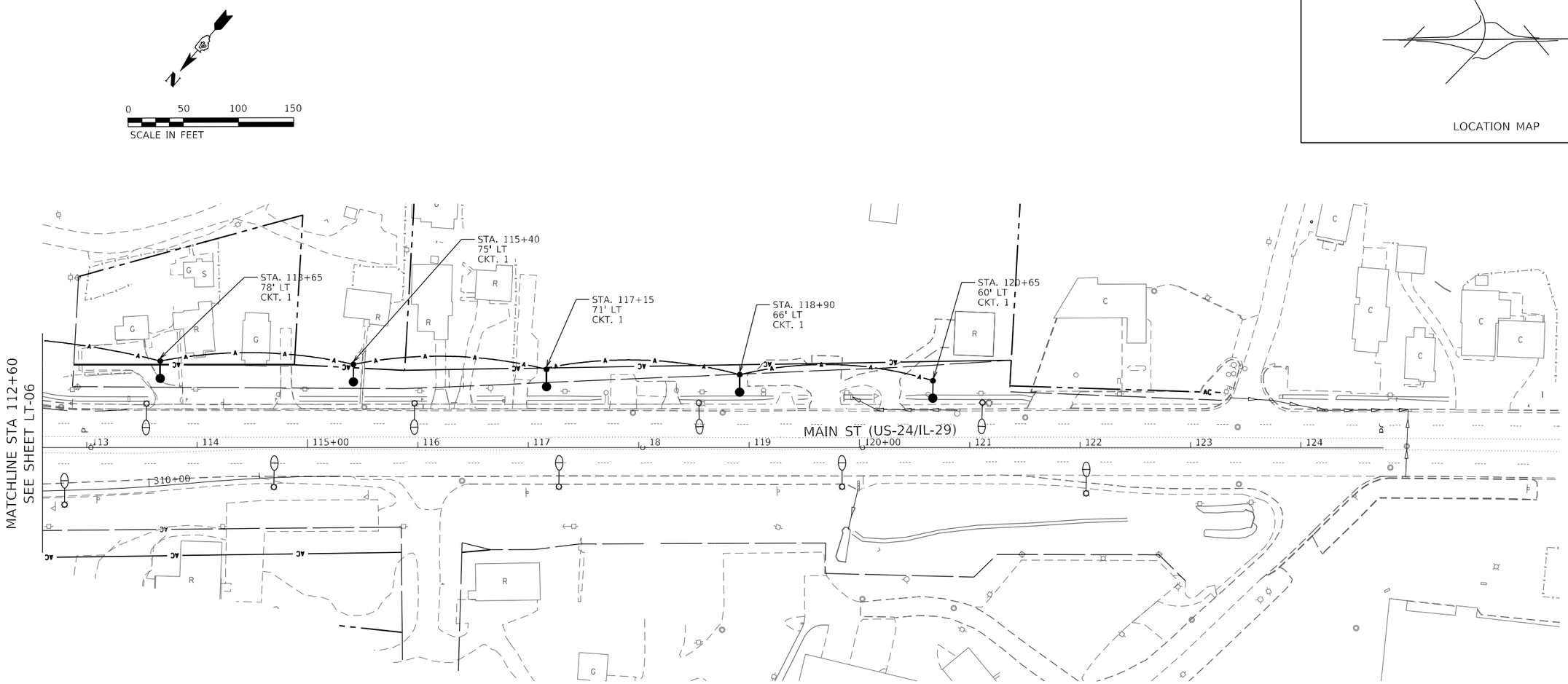

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.

BILL OF MATERIALS

LT-07

ITEM	UNIT	TOTAL QUANTITY
AERIAL CABLE, 2-1/C NO. 2 WITH MESSENGER WIRE	FOOT	700
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION K	EACH	5
LIGHT POLE, WOOD, 70 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	5
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	5

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SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = sgruberman	DESIGNED - SG	REVISED -
	DRAWN - MG	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
LIGHTING REMOVAL AND TEMPORARY LIGHTING PLAN

SCALE: 1"=50' | SHEET 7 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	426
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

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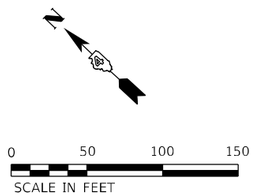
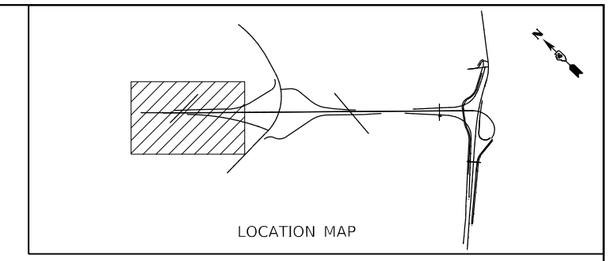
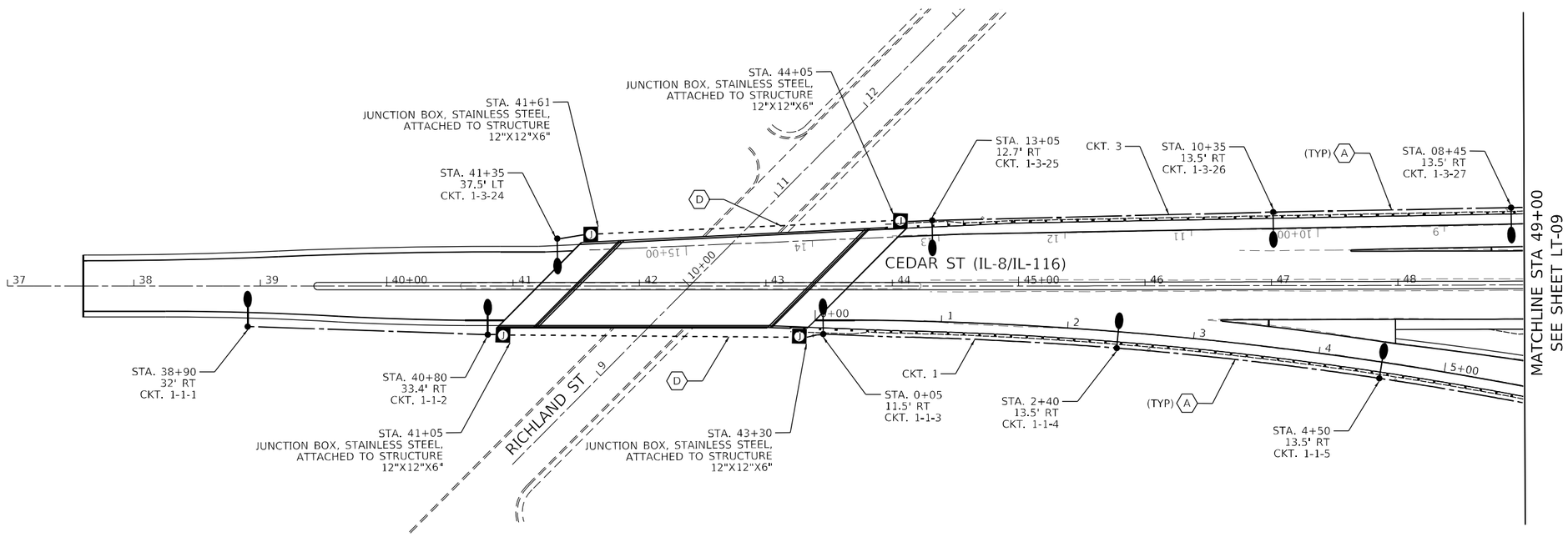






BILL OF MATERIALS

LT-08

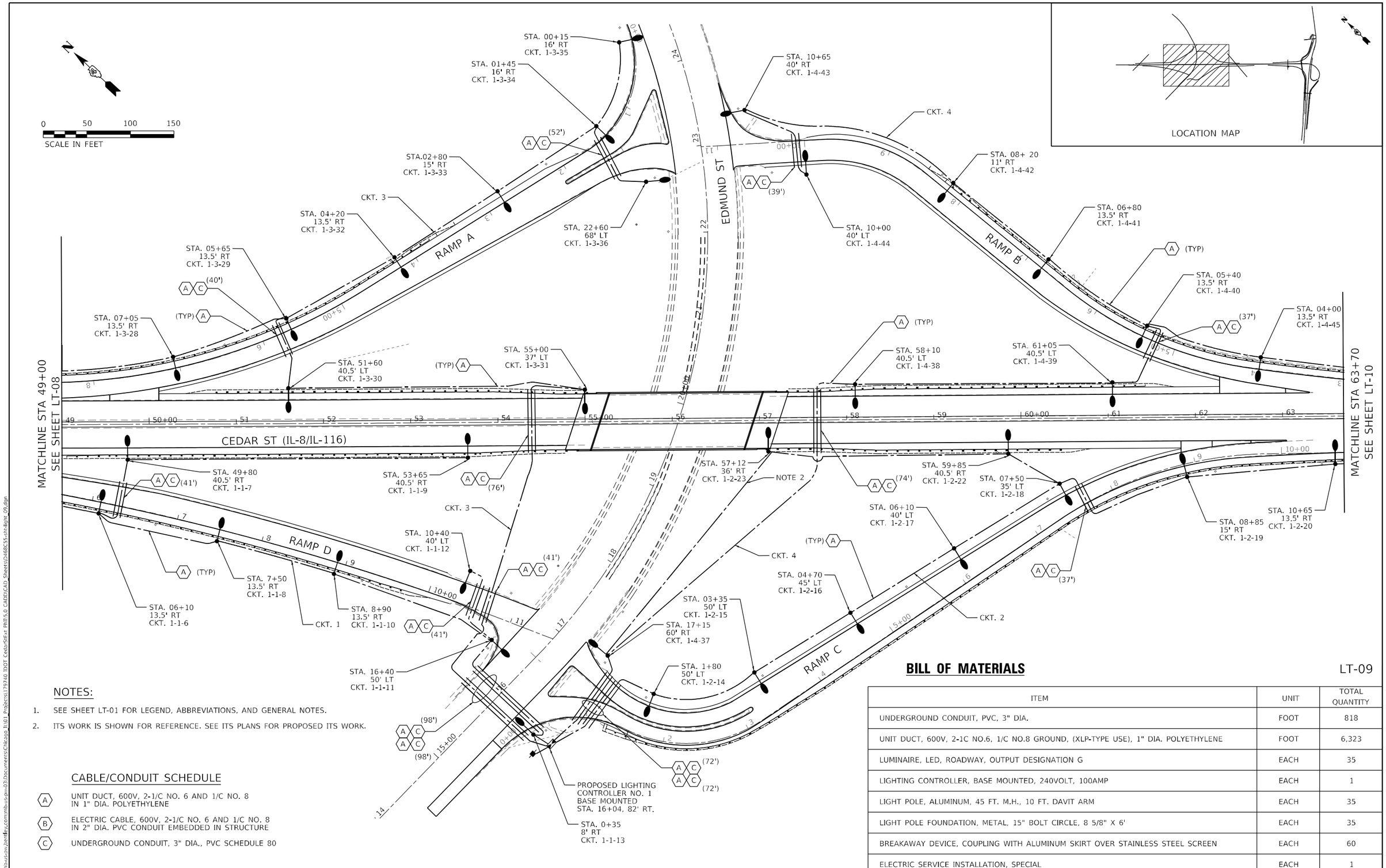
ITEM	UNIT	TOTAL QUANTITY
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	40
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	480
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	4
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1,550
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	490
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1,000
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	9
LIGHT POLE, ALUMINUM, 45 FT. M.H., 10 FT. DAVIT ARM	EACH	9
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	9

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 1" DIA. POLYETHYLENE
- (C) UNDERGROUND CONDUIT, 3" DIA., PVC SCHEDULE 80
- (D) ELECTRIC CABLE, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 2" DIA. GALVANIZED STEEL CONDUIT ATTACHED TO STRUCTURE

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.



NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. ITS WORK IS SHOWN FOR REFERENCE. SEE ITS PLANS FOR PROPOSED ITS WORK.

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 1" DIA. POLYETHYLENE
- (B) ELECTRIC CABLE, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE
- (C) UNDERGROUND CONDUIT, 3" DIA., PVC SCHEDULE 80

BILL OF MATERIALS

LT-09

ITEM	UNIT	TOTAL QUANTITY
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	818
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	6,323
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	35
LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1
LIGHT POLE, ALUMINUM, 45 FT. M.H., 10 FT. DAVIT ARM	EACH	35
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	35
BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT OVER STAINLESS STEEL SCREEN	EACH	60
ELECTRIC SERVICE INSTALLATION, SPECIAL	EACH	1

SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

USER NAME = sgruberman	DESIGNED - SG	REVISED -
	DRAWN - MG	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - RP	REVISED -
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
PROPOSED LIGHTING PLAN

SCALE: 1"50' | SHEET 9 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	428
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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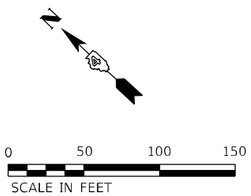
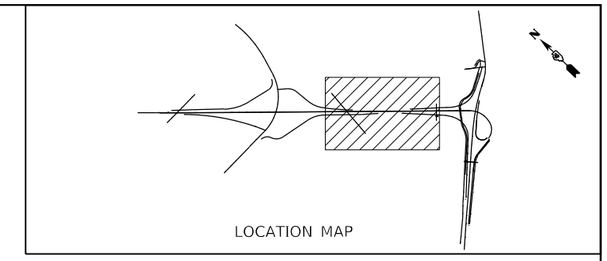
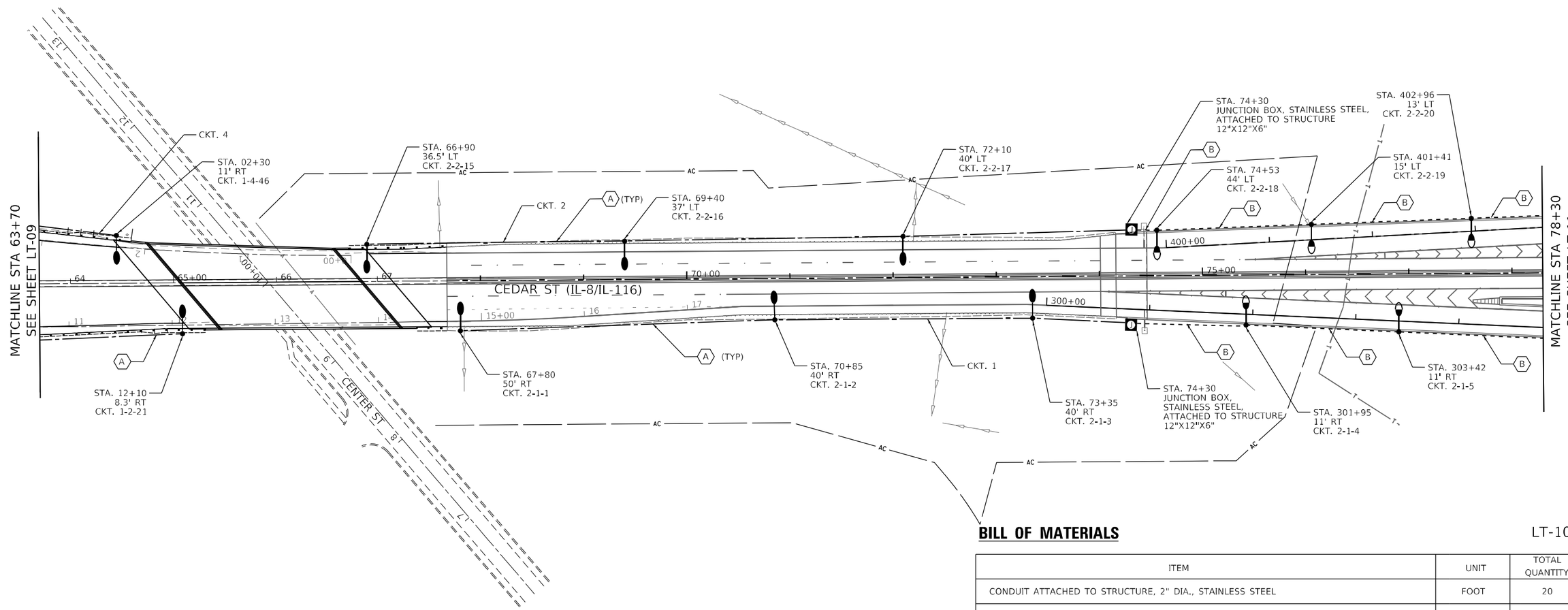






BILL OF MATERIALS

LT-10

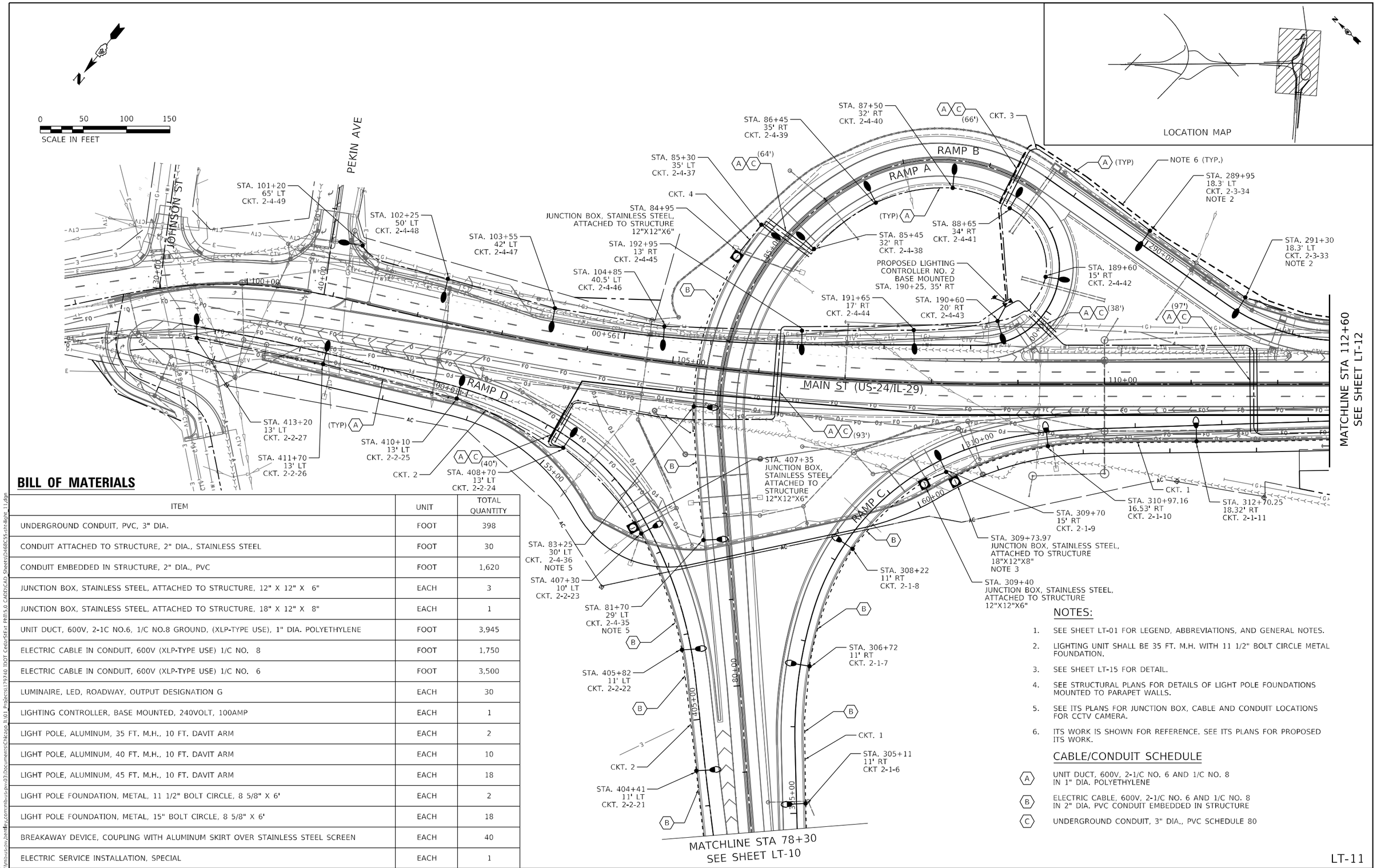
ITEM	UNIT	TOTAL QUANTITY
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	20
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	800
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	2
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1,575
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	872
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1,744
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	13
LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM	EACH	5
LIGHT POLE, ALUMINUM, 45 FT. M.H., 10 FT. DAVIT ARM	EACH	8
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	8

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 1" DIA. POLYETHYLENE
- (B) ELECTRIC CABLE, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE
- (C) UNDERGROUND CONDUIT, 3" DIA., PVC SCHEDULE 80

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. SEE STRUCTURAL PLANS FOR DETAILS OF LIGHT POLE FOUNDATIONS MOUNTED TO PARAPET WALLS.



BILL OF MATERIALS

ITEM	UNIT	TOTAL QUANTITY
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	398
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., STAINLESS STEEL	FOOT	30
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	1,620
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	EACH	3
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 8"	EACH	1
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	3,945
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	FOOT	1,750
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	3,500
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	30
LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1
LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. DAVIT ARM	EACH	2
LIGHT POLE, ALUMINUM, 40 FT. M.H., 10 FT. DAVIT ARM	EACH	10
LIGHT POLE, ALUMINUM, 45 FT. M.H., 10 FT. DAVIT ARM	EACH	18
LIGHT POLE FOUNDATION, METAL, 11 1/2" BOLT CIRCLE, 8 5/8" X 6'	EACH	2
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	18
BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT OVER STAINLESS STEEL SCREEN	EACH	40
ELECTRIC SERVICE INSTALLATION, SPECIAL	EACH	1

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. LIGHTING UNIT SHALL BE 35 FT. M.H. WITH 11 1/2" BOLT CIRCLE METAL FOUNDATION.
3. SEE SHEET LT-15 FOR DETAIL.
4. SEE STRUCTURAL PLANS FOR DETAILS OF LIGHT POLE FOUNDATIONS MOUNTED TO PARAPET WALLS.
5. SEE ITS PLANS FOR JUNCTION BOX, CABLE AND CONDUIT LOCATIONS FOR CCTV CAMERA.
6. ITS WORK IS SHOWN FOR REFERENCE. SEE ITS PLANS FOR PROPOSED ITS WORK.

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 1" DIA. POLYETHYLENE
- (B) ELECTRIC CABLE, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE
- (C) UNDERGROUND CONDUIT, 3" DIA., PVC SCHEDULE 80

LT-11

MODEL: Default
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SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS

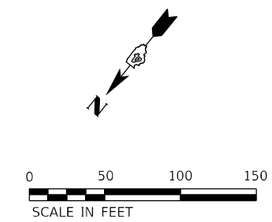
USER NAME = sgruberman	DESIGNED - SG	REVISED -	
	DRAWN - MG	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -	

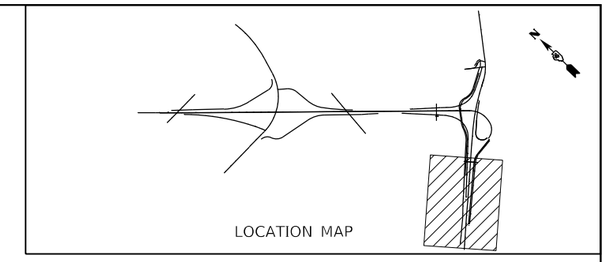
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

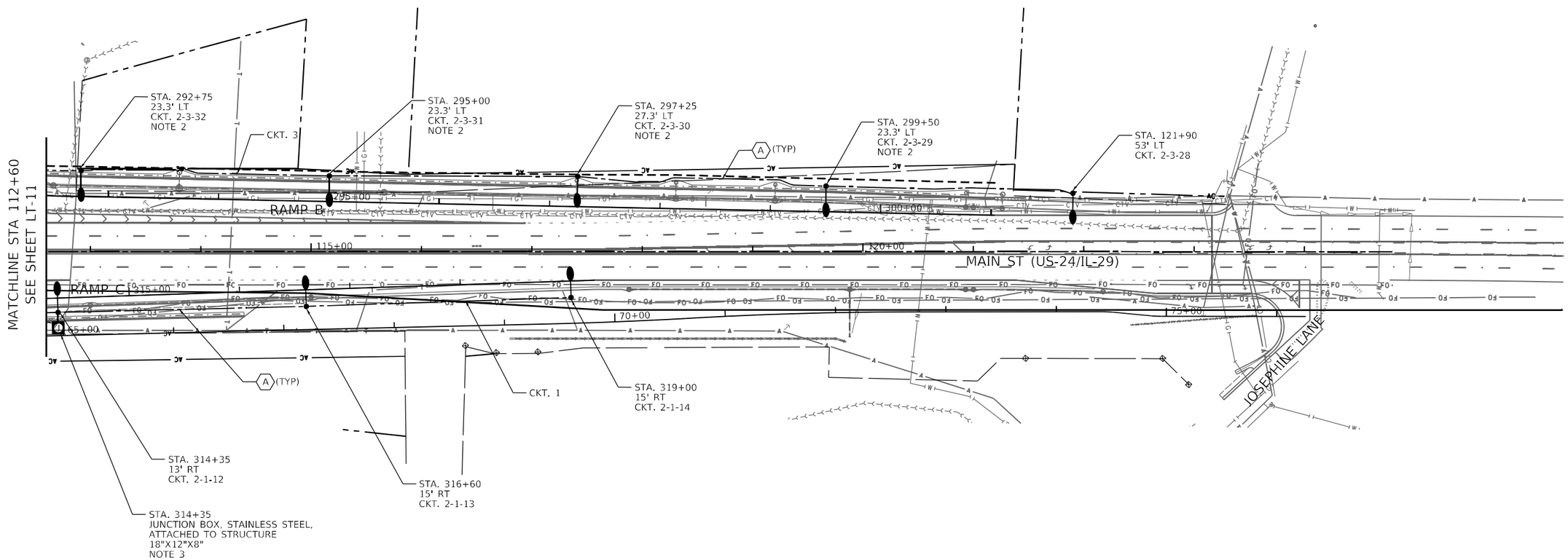
CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
PROPOSED LIGHTING PLAN

SCALE: 1"50' | SHEET 11 OF 13 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	430
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	







BILL OF MATERIALS

ITEM	UNIT	TOTAL QUANTITY
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 12" X 8"	EACH	1
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1,425
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	8
LIGHT POLE, ALUMINUM, 35 FT. M.H., 10 FT. DAVIT ARM	EACH	4
LIGHT POLE, ALUMINUM, 45 FT. M.H., 10 FT. DAVIT ARM	EACH	4
LIGHT POLE FOUNDATION, METAL, 11 1/2" BOLT CIRCLE, 8 5/8" X 6'	EACH	4
LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	4
BREAKAWAY DEVICE, COUPLING WITH ALUMINUM SKIRT OVER STAINLESS STEEL SCREEN	EACH	12

LT-12

CABLE/CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 1" DIA. POLYETHYLENE
- (B) ELECTRIC CABLE, 600V, 2-1/C NO. 6 AND 1/C NO. 8 IN 2" DIA. PVC CONDUIT EMBEDDED IN STRUCTURE
- (C) UNDERGROUND CONDUIT, 3" DIA., PVC SCHEDULE 80

NOTES:

1. SEE SHEET LT-01 FOR LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. LIGHTING UNIT SHALL BE 35 FT. M.H. WITH 11 1/2" BOLT CIRCLE METAL FOUNDATION.
3. SEE SHEET LT-15 FOR DETAIL.

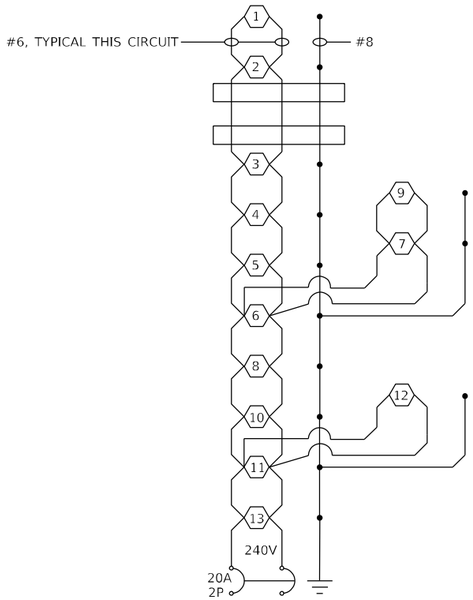
NOTES:

1. 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:

LED ROADWAY LUMINAIRE

JUNCTION BOX



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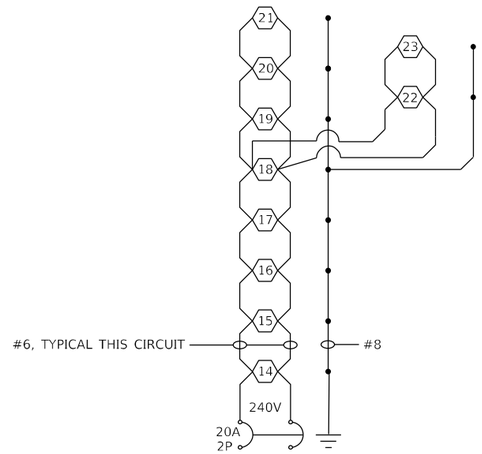
PROPOSED LIGHTING CONTROLLER NO. 1



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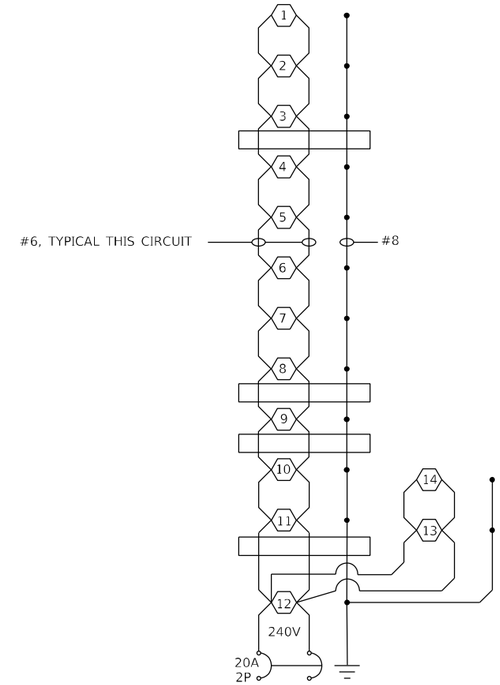

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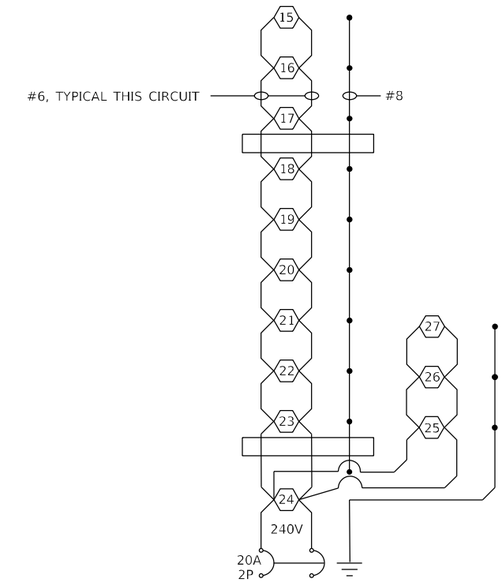

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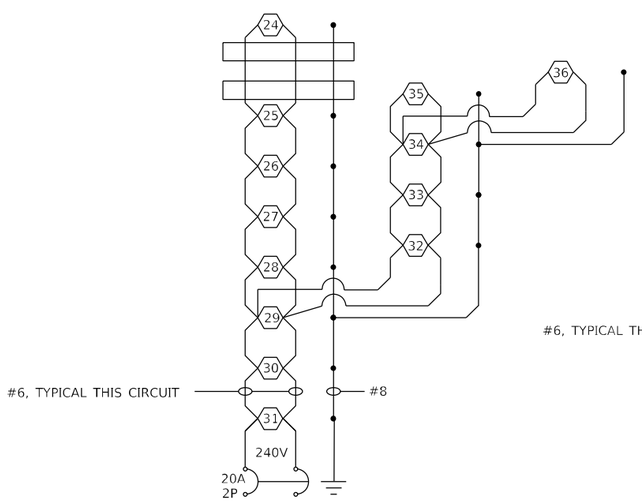

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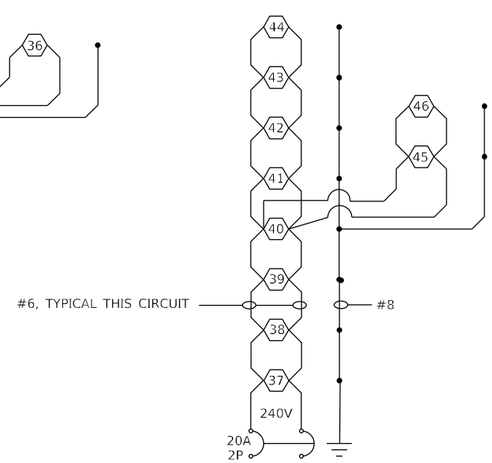

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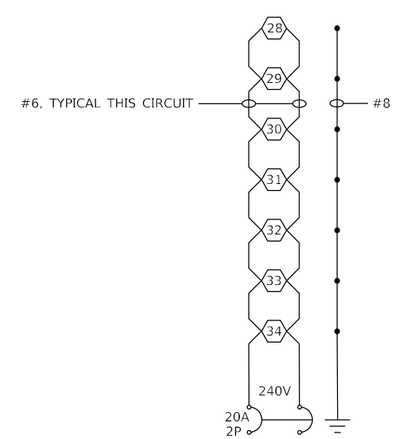

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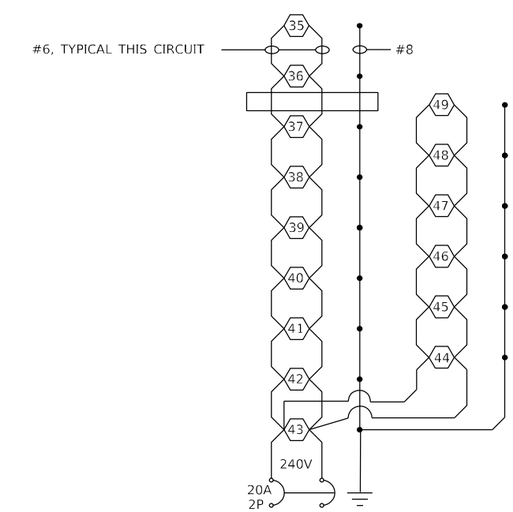

LIGHTING CKT 4
PROPOSED LIGHTING CONTROLLER NO. 2

LT-13

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CONSULTING ENGINEERS

USER NAME = sgruberman	DESIGNED - SG	REVISED -	
	DRAWN - MG	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
LUMINAIRE WIRING DIAGRAM

SCALE: | SHEET 13 OF 13 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	432
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
04/29/25	68C55	13 (HVB, HB-3) BR-1;R	Tazewell

Marked Route Number	Municipality
IL 8 / IL 116	East Peoria

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
12 FT	2 - One Direction Only	6 FT	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
45 FT	10 FT	15 FT	1

Luminaire

Description	Transverse Distribution	Lateral Distribution
LED, Roadway, Output Designation G	Type III	Medium

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
0.7	U=0	N/A	0-10V

Layout

Spacing	Configuration
300 FT	Staggered

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
0.9	3.0

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
0.6	3.5	6.0	0.30

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
4. Lane width is the width of each **individual** lane, not to be confused with total roadway width.
5. Compliance with performance criteria shall be held to one significant digit.
6. Photometric calculations for roadways shall be performed with a total light loss factor of 0.7
7. Light trespass calculations shall be performed with a total light loss factor of 1.0 and with horizontal calculations performed at grade and vertical calculations performed with calculation points located three feet above grade.
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Printed 04/29/25

BDE 5630 (Rev. 06/06/24)

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
04/29/25	68C55	13 (HVB, HB-3) BR-1;R	Tazewell

Marked Route Number	Municipality
IL 8 / IL 116	East Peoria

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
12 FT	1 - One Direction Only	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
60 FT	15 FT	96 FT	1

Luminaire

Description	Transverse Distribution	Lateral Distribution
LED, Roadway, Output Designation K	Type III	Medium

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
0.7	U=0	N/A	0-10V

Layout

Spacing	Configuration
175 FT	Single Sided

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
0.9	3.0

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
0.6	3.5	6.0	0.30

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
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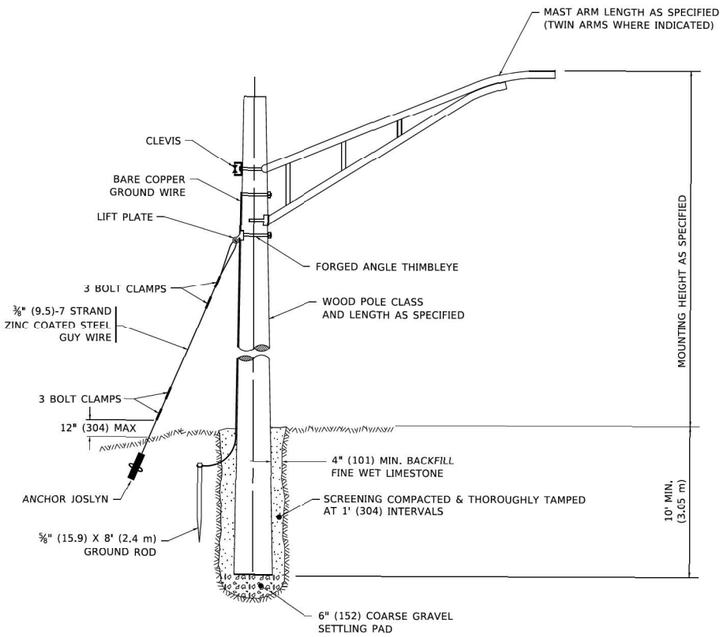
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Printed 04/29/25

BDE 5630 (Rev. 06/06/24)

LT-14



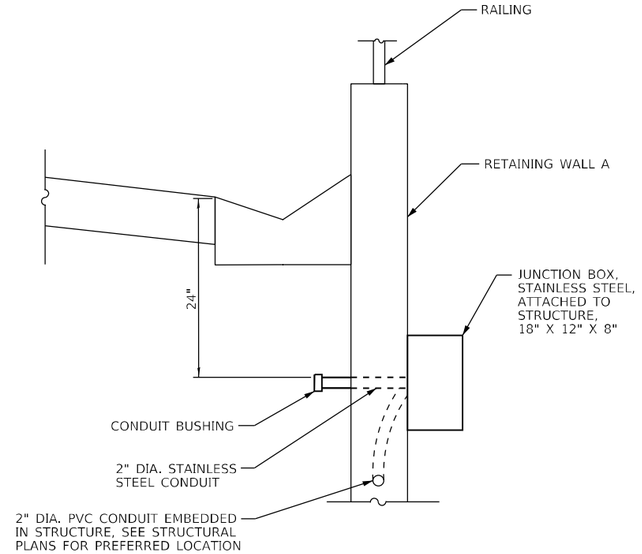
TEMPORARY LIGHT POLE DETAIL

GENERAL NOTES

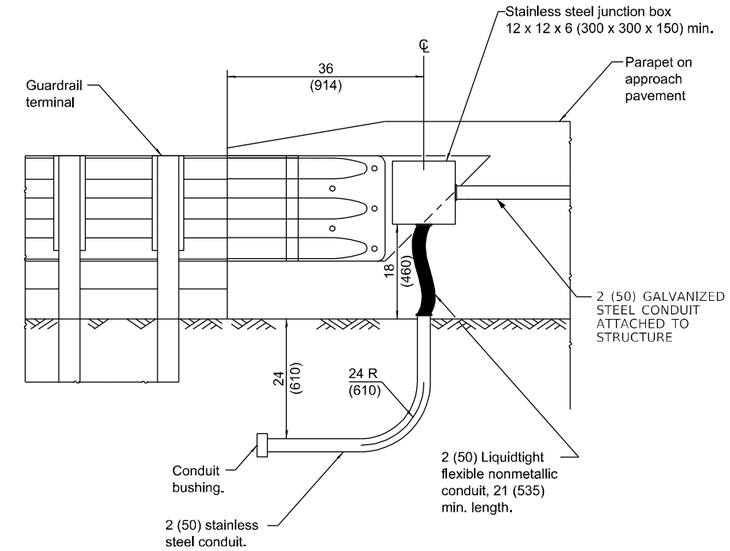
See plans for wire and unit duct sizes and pole locations not shown.

Provide guy wires with strain insulators and anchors, as needed.

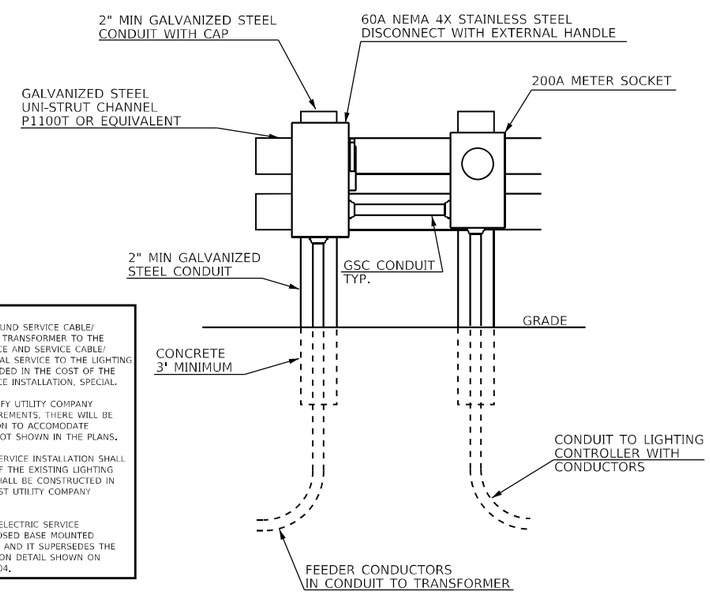
All dimensions are in inches (millimeters) unless otherwise shown.



JUNCTION BOX ON RETAINING WALL A



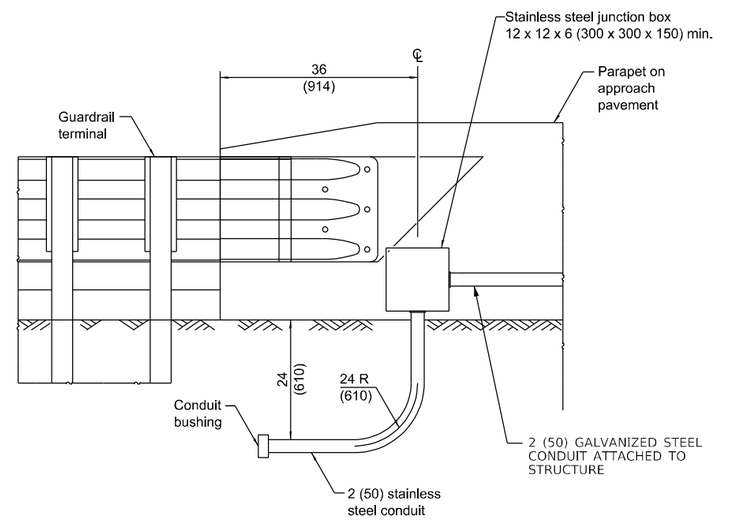
INTEGRAL/SEMI-INTEGRAL ABUTMENT WITH PARAPET ON APPROACH PAVEMENT



NOTES:

1. THE COST OF THE UNDERGROUND SERVICE CABLE/ CONDUIT FROM THE EXISTING TRANSFORMER TO THE PROPOSED ELECTRICAL SERVICE AND SERVICE CABLE/ CONDUIT FROM THE ELECTRICAL SERVICE TO THE LIGHTING CONTROLLER SHALL BE INCLUDED IN THE COST OF THE PROPOSED ELECTRICAL SERVICE INSTALLATION, SPECIAL.
2. THE CONTRACTOR SHALL VERIFY UTILITY COMPANY SERVICE INSTALLATION REQUIREMENTS. THERE WILL BE NO ADDITIONAL COMPENSATION TO ACCOMODATE ADDITIONAL REQUIREMENTS NOT SHOWN IN THE PLANS.
3. THE PROPOSED ELECTRICAL SERVICE INSTALLATION SHALL BE LOCATED WITHIN 10 FT. OF THE EXISTING LIGHTING CONTROLLER CABINET AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST UTILITY COMPANY REQUIREMENTS.
4. THIS DETAIL APPLIES TO THE ELECTRIC SERVICE INSTALLATION FOR THE PROPOSED BASE MOUNTED LIGHTING CONTROLLERS ONLY AND IT SUPERSEDES THE ELECTRIC SERVICE INSTALLATION DETAIL SHOWN ON HIGHWAY STANDARD 825021-04.

ELECTRIC SERVICE INSTALLATION



JOINTED ABUTMENT WITH PARAPET ON APPROACH PAVEMENT

CONDUIT ATTACHED TO STRUCTURE

DIMENSIONS ARE IN INCHES (MILLIMETERS)

LT-15

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SINGH
SINGH + ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = sgruberman	DESIGNED - SG	REVISED -	
	DRAWN - MG	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - RP	REVISED -	
PLOT DATE = 4/30/2025	DATE - 4/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CEDAR ST. (IL-8 & IL-116) OVER TZPR & IL-29
LIGHTING DETAILS

SCALE: 1"=20' | SHEET 1 OF 11 SHEETS | STA. 67+67.40 TO STA. 72+00.00

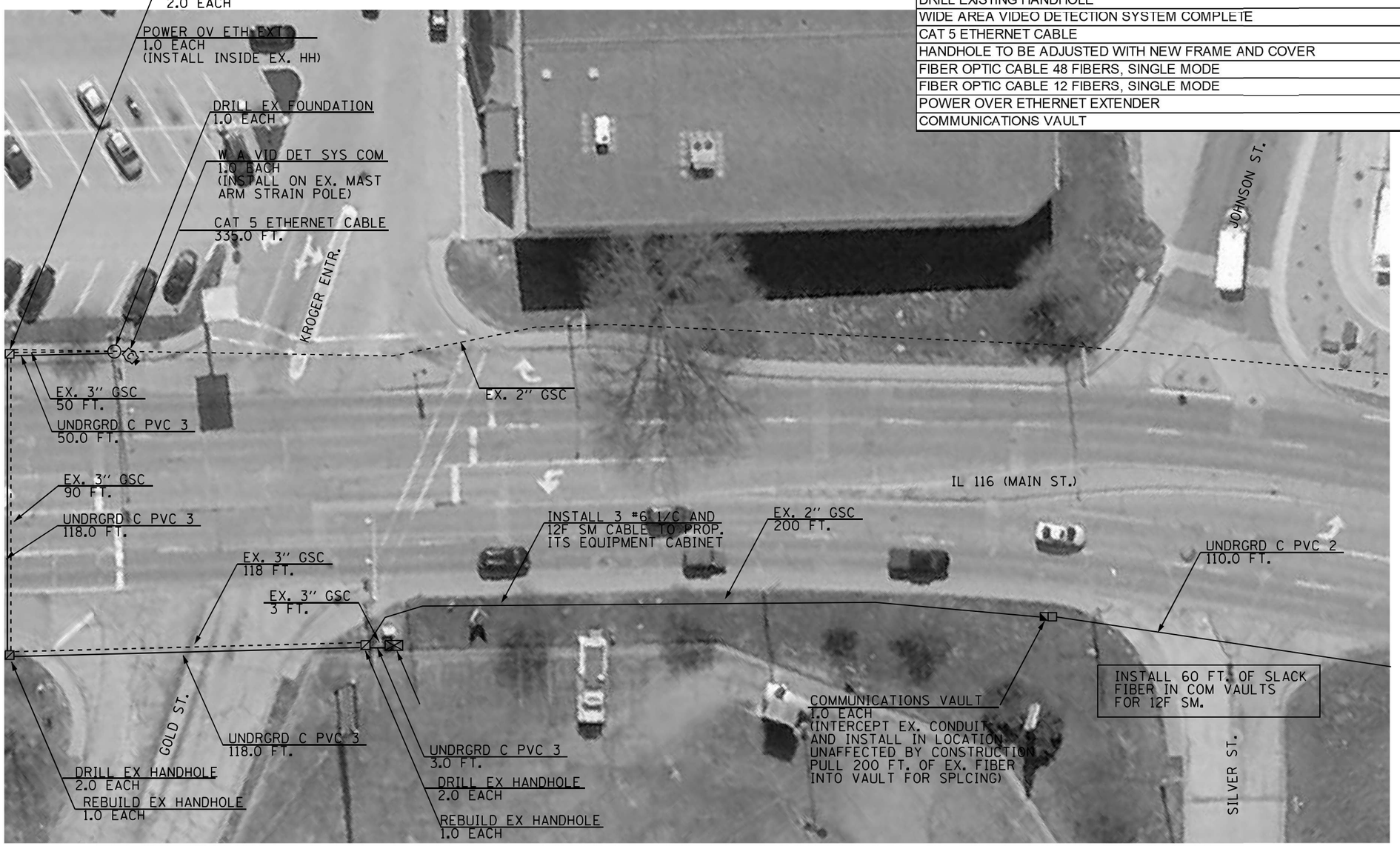
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	434
		CONTRACT NO. 68C55		
		ILLINOIS FED. AID PROJECT		

CONSTRUCTION NOTES	
1.	EXISTING UTILITY LOCATION INFORMATION IS NOT SHOWN ON THE PLAN SHEETS. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF ALL UTILITIES AND PRIVATELY OWNED FACILITIES PRIOR TO THE INSTALLATION OF ANY COMPONENTS. THE CONTRACTOR SHALL VERIFY EXISTING FIELD CONDITIONS PRIOR TO COMMENCING WORK ON THE PROJECT.
2.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES AT HIS/HER OWN EXPENSE IF REQUIRED. THE CONTRACTOR SHALL ALSO BE LIABLE FOR ANY DAMAGE TO IDOT FACILITIES RESULTING FROM INACCURATE LOCATING.
3.	ELECTRICAL WORK SHALL CONFORM WITH NATIONAL, STATE, AND LOCAL CODES.
4.	THE CONTRACTOR SHALL PROVIDE ELECTRICAL CABLE SLACK IN ACCORDANCE WITH ARTICLE 873.03 UNLESS SPECIFIED OTHERWISE.
5.	ELECTRICAL CABLE WILL BE MEASURED FOR PAYMENT IN ACCORDANCE WITH ARTICLE 873.04.
6.	ALL SURPLUS MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATION.
7.	COILABLE POLYETHYLENE DUCT MAY BE SUBSTITUTED FOR PVC CONDUIT.
8.	SDR-13 HDPE DUCT MAY BE SUBSTITUTED FOR SCHEDULE 40 HDPE DUCT.
9.	POTHOLING TO LOCATE EXISTING UNDERGROUND UTILITIES SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE CONDUIT PAY ITEMS.
10.	REMOVAL AND REPLACEMENT OF EXISTING SIDEWALK, PAVEMENT, AND ISLANDS FOR UTILITY LOCATING PURPOSES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR THE CONDUIT PAY ITEMS.
11.	NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FT. MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
12.	THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THIS COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES FOR THE CONDUITS.
13.	THE CONTRACTOR SHALL INSTALL A #12 (XLP-TYPE USE) TRACER WIRE ALONG WITH THE FIBER OPTIC CABLE FOR LOCATING PURPOSES. THE TRACER WIRE SHALL BE CONTINUOUS AND BE ACCESSIBLE FROM THE HANDHOLES. THE COST OF FURNISHING AND INSTALLING THE TRACER WIRE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE FIBER OPTIC CABLE IN CONDUIT PAY ITEMS.
14.	ALL CAMERAS SHALL BE INSTALLED AT A MINIMUM MOUNTING HEIGHT OF 43 FT.
15.	THE CONTRACTOR SHALL VERIFY FIELD CONDITIONS PRIOR TO BIDDING. THERE WILL BE NO ADDITIONAL COMPENSATION PAID FOR CLAIMS THAT ARISE FROM A FAILURE TO FULLY INVESTIGATE EXISTING FIELD CONDITIONS.
16.	THE CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS BY GRADING AND SEEDING. THIS WORK SHALL BE INCLUDED IN THE BID PRICE FOR THE PROPOSED CONDUIT.
17.	THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE CONDUIT AND ELECTRICAL CABLE IN LIEU OF THE UNIT DUCT PAY ITEMS AT NO ADDITIONAL COST TO THE DEPARTMENT.
18.	THE CONTRACTOR WILL BE ALLOWED TO SUBSTITUTE FIBER OPTIC CABLE WITH GREATER FIBER COUNTS AT NO ADDITIONAL COST TO THE DEPARTMENT.
19.	THE COMMUNICATION VAULT SHALL BE CONSTRUCTED SO THAT THE TOP OF THE FRAME WILL BE FLUSH WITH THE SURFACE OF THE MEDIAN, SIDEWALK, OR GROUND LINE.
20.	THE CONTRACTOR SHALL SUBMIT A FIBER SPLICING PLAN TO THE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLING COMMUNICATIONS DUCT AND FIBER.
21.	THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE RELOCATED IDOT OWNED COMMUNICATIONS DUCT AND FIBER OPTIC CABLE WITH THE RESIDENT ENGINEER PRIOR TO INSTALLING ANY PROPOSED FACILITIES.
22.	PROPOSED FIBER OPTIC CABLE SHALL BE SPLICED TO EXISTING FIBER OPTIC CABLE (48 FIBER SINGLE MODE) TO RESTORE CONTINUITY. ALL FIBERS WITHIN THE CABLE SHALL BE FUSION SPLICED AND ALL SPLICES SHALL BE PROTECTED BY A WEATHERPROOF SPLICE ENCLOSURE. SPLICES SHALL BE MADE ONLY IN COMMUNICATION VAULTS.
23.	THE CONTRACTOR SHALL ENSURE THAT THE INSTALLATION OF THE PROPOSED CONDUIT AND PLACEMENT OF THE PROPOSED COMMUNICATIONS VAULTS DO NOT INTERFERE WITH THE PROPOSED CONSTRUCTION.
24.	THE LOCATION OF THE PROPOSED CONDUIT AS SHOWN ON THE PLAN SHEETS IS APPROXIMATE AND NOT DRAWN TO SCALE. CONDUIT SHALL BE INSTALLED AT A 36" MINIMUM DEPTH AND SHALL BE LOCATED A MINIMUM OF THREE FEET AWAY FROM ANY PROPOSED GUARDRAIL.
25.	THE CONTRACTOR SHALL INTERCEPT THE EXISTING HDPE DUCTS AND INSTALL THE PROPOSED COMMUNICATIONS VAULT OVER THE EXISTING CONDUIT AT THE LOCATIONS SHOWN ON THE PLAN SHEETS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE UNDERGROUND CONDUIT.
26.	THE CONTRACTOR SHALL INSTALL NEW 48 FIBER SINGLE MODE CABLE INSIDE THE PROPOSED COMMUNICATIONS DUCT AND LEAVE A 200 FT. SLACK COIL INSIDE EACH COMMUNICATION VAULT.
27.	THE CONTRACTOR SHALL COLLECT SLACK CABLE FROM EXISTING COMMUNICATIONS VAULTS AND PULL THIS SLACK CABLE INTO THE PROPOSED COMMUNICATIONS VAULTS TO FACILITATE SPLICING. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE FIBER OPTIC CABLE.
28.	THE CONTRACTOR SHALL CUT THE EXISTING FIBER OPTIC CABLE AND PULL 200 FT. INTO THE PROPOSED AND EXISTING COMMUNICATIONS VAULTS. THIS WORK SHALL NOT BE DONE UNTIL THE SCHEDULED MAINTENANCE WINDOW. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED FIBER OPTIC CABLE.
29.	THE CONTRACTOR SHALL SCHEDULE AND CONDUCT ALL FUSION SPLICING WITHIN THE MAINTENANCE WINDOW OF 12:00 AM TO 5:00 AM. THE CONTRACTOR SHALL SPLICE ALL LIVE FIBER STRANDS FIRST TO RESTORE CONNECTIVITY AND REDUCE OUTAGE TIME, FOLLOWED BY ALL UNUSED FIBER STRANDS. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT A MINIMUM OF FOURTEEN DAYS PRIOR TO SPLICING. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST OF THE FIBER OPTIC CABLE.
30.	ALL FIBER RELOCATION WORK SHALL BE COMPLETED PRIOR TO REMOVING THE EXISTING FACILITIES.
31.	THE EXISTING FIBER OPTIC CABLE SHALL REMAIN IN OPERATION UNTIL THE PROPOSED FIBER OPTIC CABLE IS INSTALLED AND READY TO BE SPLICED INTO THE EXISTING FIBER OPTIC CABLE DURING THE SCHEDULED MAINTENANCE WINDOW FOR SPLICING.

SCHEDULE OF ITS QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY.
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	1685.0
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	2989.0
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	261.0
CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., PVC	FOOT	40.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 8" X 8" X 6"	EACH	1.0
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	3.0
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	422.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	2761.5
FLASHER CONTROLLER, SPECIAL, WITHOUT CABINET	EACH	1.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1490.5
DRILL EXISTING FOUNDATION	EACH	2.0
DRILL EXISTING HANDHOLE	EACH	6.0
REBUILD EXISTING HANDHOLE	EACH	3.0
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1.0
CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	2.0
WIDE AREA VIDEO DETECTION SYSTEM COMPLETE	EACH	1.0
CLOSED CIRCUIT TELEVISION CABINET	EACH	2.0
REMOVE EXISTING ITS EQUIPMENT	EACH	1.0
WIRELESS ETHERNET RADIO	EACH	2.0
CAT 5 ETHERNET CABLE	FOOT	688.0
MISCELLANEOUS ELECTRICAL WORK	EACH	1.0
CAT. 6 ETHERNET CABLE	FOOT	80.0
FLASHING BEACON ASSEMBLY	EACH	1.0
FIBER OPTIC CABLE 48 FIBERS, SINGLE MODE	FOOT	3767.0
FIBER OPTIC CABLE 12 FIBERS, SINGLE MODE	FOOT	1052.0
POWER OVER ETHERNET EXTENDER	EACH	1.0
FIBER OPTIC ETHERNET DROP AND REPEAT SWITCH	EACH	2.0
COMMUNICATIONS VAULT	EACH	3.0

BILL OF MATERIALS		
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	110.0
UNDERGROUND CONDUIT, PVC, 3" DIA.	FOOT	261.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1015.5
DRILL EXISTING FOUNDATION	EACH	2.0
DRILL EXISTING HANDHOLE	EACH	6.0
WIDE AREA VIDEO DETECTION SYSTEM COMPLETE	EACH	1.0
CAT 5 ETHERNET CABLE	FOOT	335.0
HANDHOLE TO BE ADJUSTED WITH NEW FRAME AND COVER	EACH	3.0
FIBER OPTIC CABLE 48 FIBERS, SINGLE MODE	FOOT	310.0
FIBER OPTIC CABLE 12 FIBERS, SINGLE MODE	FOOT	416.0
POWER OVER ETHERNET EXTENDER	EACH	1.0
COMMUNICATIONS VAULT	EACH	1.0



THE EXISTING FIBER OPTIC CABLE SHALL REMAIN IN OPERATION UNTIL THE CONTRACTOR HAS INSTALLED THE PROPOSED COMMUNICATIONS VAULT, 2" PVC CONDUIT, AND 48F SINGLE MODE CABLE. THE CONTRACTOR SHALL LOCATE AND PROVIDE PROTECTION TO THE EXISTING FIBER OPTIC FACILITIES TO ENSURE THAT THEY DO NOT GET DAMAGED DURING CONSTRUCTION.

THE CONTRACTOR SHALL PULL 200 FT. OF EXISTING FIBER OPTIC CABLE INTO THE PROPOSED COMMUICATION VAULT PRIOR TO SPLICING THE EXISTING FIBER OPTIC CABLE TO THE PROPOSED FIBER OPTIC CABLE.

THE CONTRACTOR SHALL VERIFY THE PROPOSED CONDUIT ROUTING WITH THE RESIDENT ENGINEER TO ENSURE THAT IT WILL NOT CONFLICT WITH PROPOSED CONSTRUCTION OR PROJECT STAGING.

NOT TO SCALE
ITS SHEET 2 OF 7

USER NAME = DLamb	DESIGNED -	REVISED 5-27-23 (ERH)
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/30/2023	DATE - 6/08/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

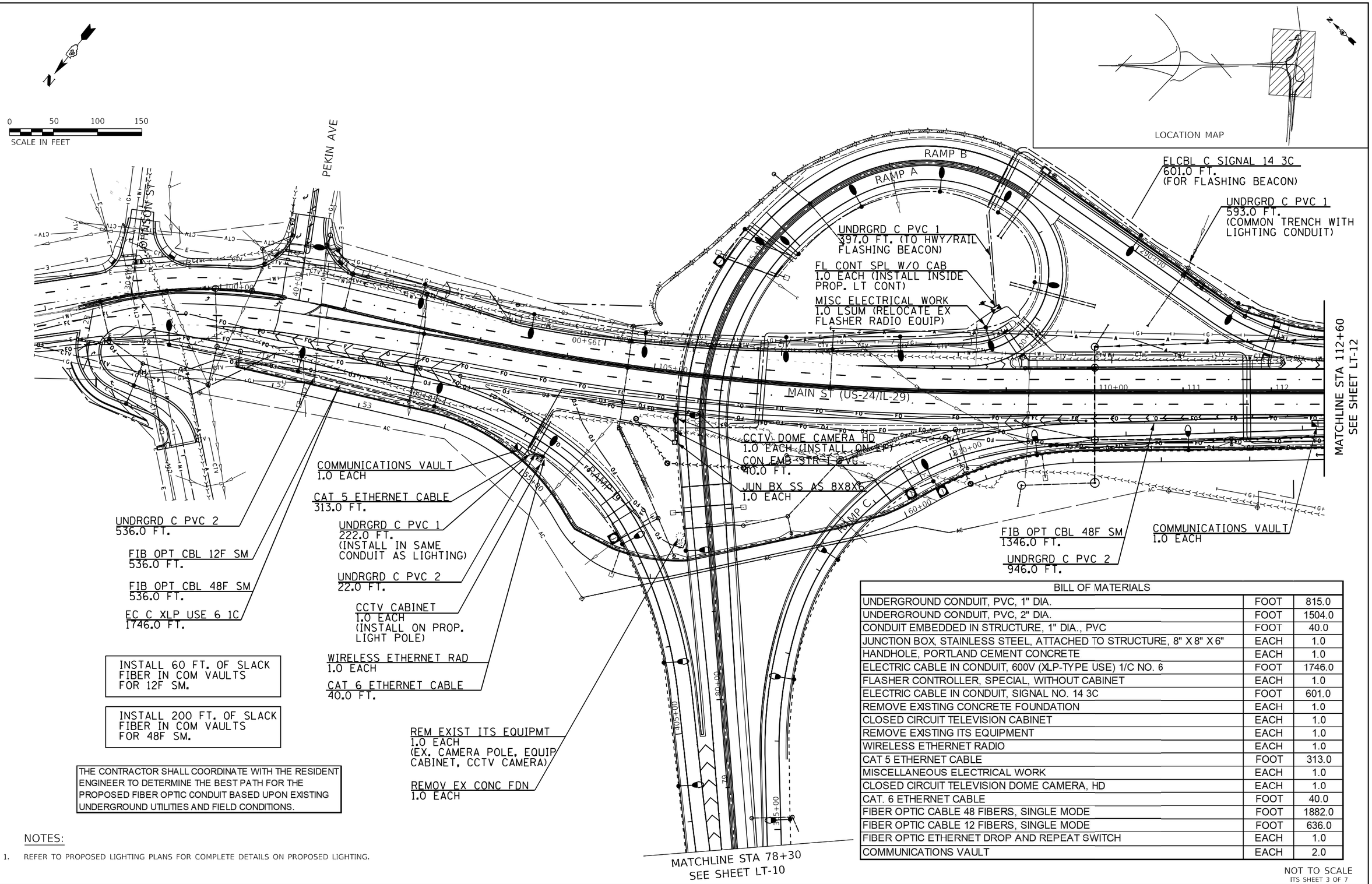
IL 116 (MAIN ST.) & GOLD ST.
PROPOSED TRAFFIC SIGNALS AND ITS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	436

CONTRACT NO. 68C55

ILLINOIS FED. AID PROJECT



INSTALL 60 FT. OF SLACK FIBER IN COM VAULTS FOR 12F SM.

INSTALL 200 FT. OF SLACK FIBER IN COM VAULTS FOR 48F SM.

THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO DETERMINE THE BEST PATH FOR THE PROPOSED FIBER OPTIC CONDUIT BASED UPON EXISTING UNDERGROUND UTILITIES AND FIELD CONDITIONS.

BILL OF MATERIALS		
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	815.0
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1504.0
CONDUIT EMBEDDED IN STRUCTURE, 1" DIA., PVC	FOOT	40.0
JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 8" X 8" X 6"	EACH	1.0
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1.0
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	1746.0
FLASHER CONTROLLER, SPECIAL, WITHOUT CABINET	EACH	1.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	601.0
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1.0
CLOSED CIRCUIT TELEVISION CABINET	EACH	1.0
REMOVE EXISTING ITS EQUIPMENT	EACH	1.0
WIRELESS ETHERNET RADIO	EACH	1.0
CAT 5 ETHERNET CABLE	FOOT	313.0
MISCELLANEOUS ELECTRICAL WORK	EACH	1.0
CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	1.0
CAT. 6 ETHERNET CABLE	FOOT	40.0
FIBER OPTIC CABLE 48 FIBERS, SINGLE MODE	FOOT	1882.0
FIBER OPTIC CABLE 12 FIBERS, SINGLE MODE	FOOT	636.0
FIBER OPTIC ETHERNET DROP AND REPEAT SWITCH	EACH	1.0
COMMUNICATIONS VAULT	EACH	2.0

NOTES:

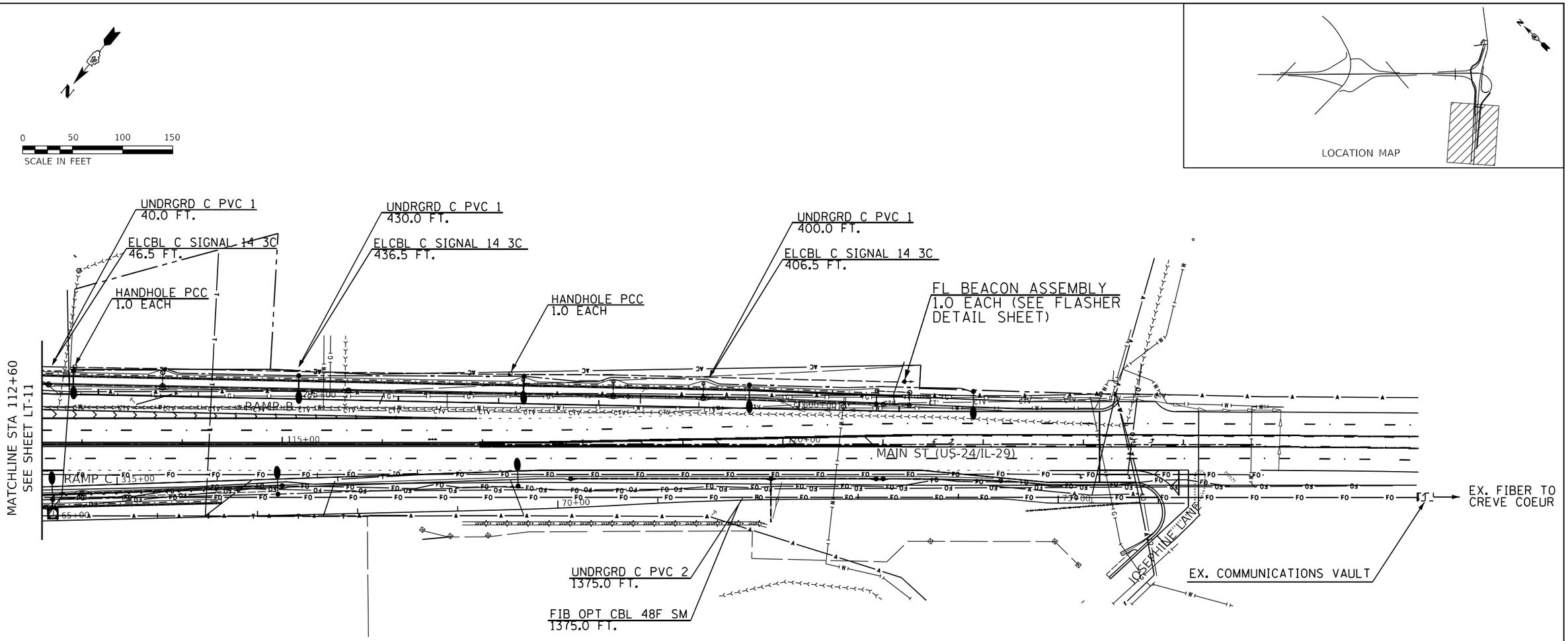
1. REFER TO PROPOSED LIGHTING PLANS FOR COMPLETE DETAILS ON PROPOSED LIGHTING.

NOT TO SCALE
ITS SHEET 3 OF 7

USER NAME = DLamb	DESIGNED -	REVISED 5-27-23 (ERH)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -	

SCALE: SHEET 11 OF 13 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	437
		CONTRACT NO. 68C55		
		ILLINOIS FED. AID PROJECT		



THE CONTRACTOR SHALL PULL 200 FT. OF EXISTING FIBER OPTIC CABLE INTO THE PROPOSED COMMUICATION VAULT PRIOR TO SPLICING THE EXISTING FIBER OPTIC CABLE TO THE PROPOSED FIBER OPTIC CABLE.

THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER TO DETERMINE THE BEST PATH FOR THE PROPOSED FIBER OPTIC CONDUIT BASED UPON EXISTING UNDERGROUND UTILITIES AND FIELD CONDITIONS.

BILL OF MATERIALS		
UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	870.0
UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	1375.0
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2.0
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	889.5
FLASHING BEACON ASSEMBLY	EACH	1.0
FIBER OPTIC CABLE 48 FIBERS, SINGLE MODE	FOOT	1575.0

NOTES:

1. REFER TO PROPOSED LIGHTING PLANS FOR COMPLETE DETAILS ON PROPOSED LIGHTING.

NOT TO SCALE

ITS SHEET 4 OF 7

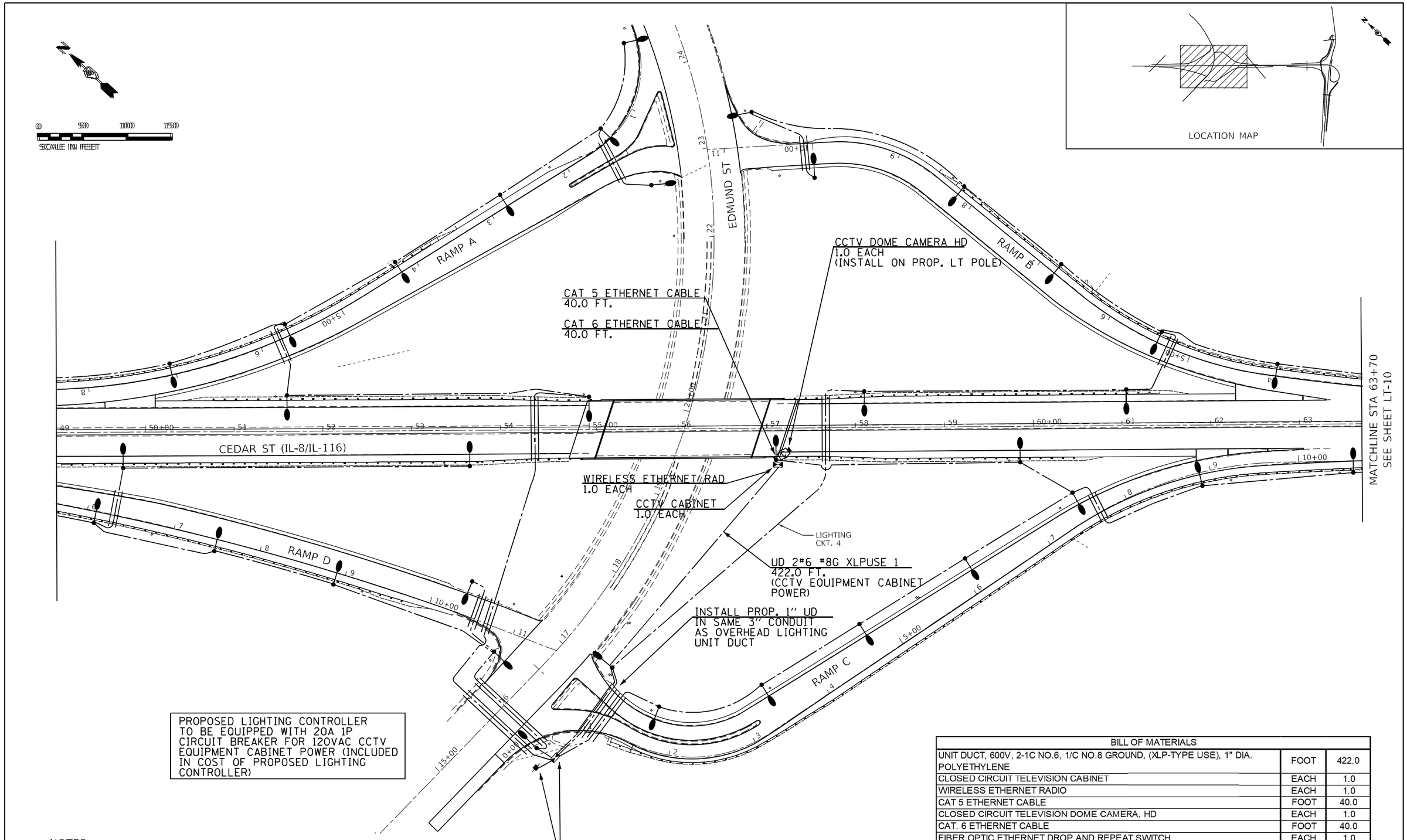
USER NAME = DLamb	DESIGNED -	REVISED 5-27-23 (ERH)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 6/6/2023	DATE - 6/08/2023	REVISED -	

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	438

CONTRACT NO. 68C55

ILLINOIS FED. AID PROJECT



BILL OF MATERIALS		
UNIT DUCT, 600V, 2-1C NO.6, 1/C NO.8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	422.0
CLOSED CIRCUIT TELEVISION CABINET	EACH	1.0
WIRELESS ETHERNET RADIO	EACH	1.0
CAT 5 ETHERNET CABLE	FOOT	40.0
CLOSED CIRCUIT TELEVISION DOME CAMERA, HD	EACH	1.0
CAT. 6 ETHERNET CABLE	FOOT	40.0
FIBER OPTIC ETHERNET DROP AND REPEAT SWITCH	EACH	1.0

NOTES:

1. REFER TO PROPOSED LIGHTING PLANS FOR COMPLETE DETAILS ON PROPOSED LIGHTING.

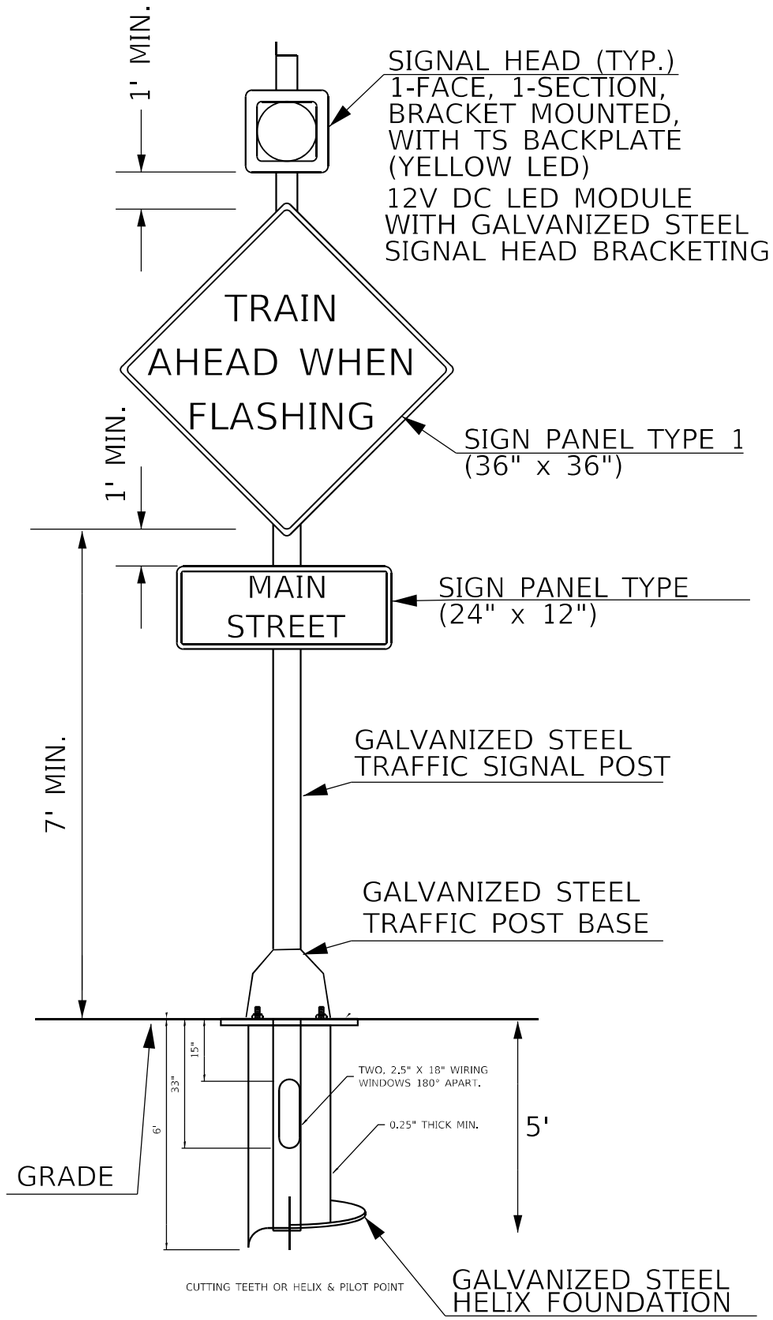
NOT TO SCALE

ITS SHEET 5 OF 7

USER NAME = DLamb	DESIGNED -	REVISED 5-27-23 (ERH)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/30/2023	DATE - 6/08/2023	REVISED -	

SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	439
		CONTRACT NO. 68C55		
		ILLINOIS FED. AID PROJECT		



THE CONTRACTOR SHALL FURNISH AND INSTALL A FLASHING BEACON ASSEMBLY AS SHOWN IN THE DETAIL.

THE FLASHING BEACON LED MODULE SHALL BE 12V DC AND SHALL BE CONNECTED TO THE PROPOSED DC FLASHER CONTROLLER LOCATED INSIDE THE PROPOSED LIGHTING CONTROLLER CABINET. (PAID FOR SEPARATELY UNDER PAY ITEM FLASHER CONTROLLER, SPECIAL, WITHOUT CABINET)

THE CONTRACTOR SHALL PERFORM THE FOLLOWING WORK:

•REMOVE EXISTING FLASHING BEACON ASSEMBLY COMPLETE AND DELIVER CONTROLLER CABINET TO IDOT TRAFFIC BUILDING LOCATED AT 1025 W DETWEILLER DR., PEORIA IL.

THE CONTRACTOR SHALL RELOCATE THE EXISTING RADIO ANTENNA TO THE PROPOSED LIGHT POLE LOCATED NEAR THE PROPOSED LIGHTING CONTROLLER AND RELOCATE THE RADIO EQUIPMENT TO PROPOSED LIGHTING CONTROLLER CABINET (PAID FOR SEPARATELY UNDER PAY ITEM MISCELLANEOUS ELECTRICAL WORK). THE CONTRACTOR SHALL DISPOSE OF ALL OTHER ITEMS OFF OF ROW.

•COORDINATE WITH AMEREN TO DISCONNECT EXISTING ELECTRICAL SERVICE

•REMOVE EXISTING ELECTRIC SERVICE COMPONENTS (DISCONNECT, CONDUIT, WIRING, ETC.) AND DISPOSE OFF OF ROW

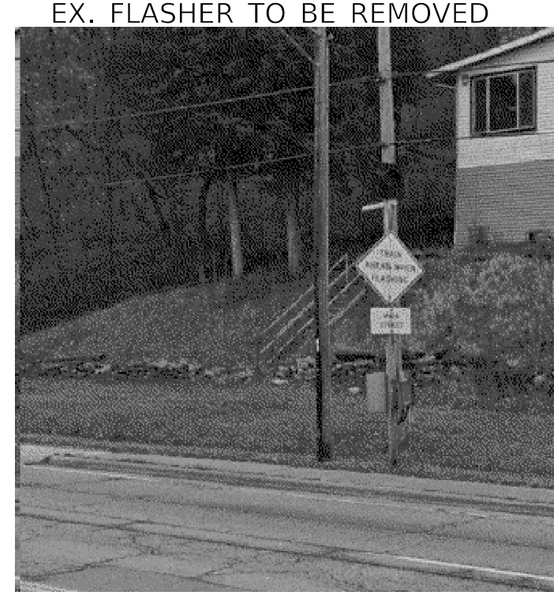
•FURNISH AND INSTALL FLASHING BEACON POST AND SCREW IN FOUNDATION AS SHOWN IN THE DETAIL

•FURNISH HARDWARE, BRACKETING, WIRING, AND ALL OTHER ITEMS REQUIRED TO INSTALL THE PROPOSED FLASHING BEACON ASSEMBLY

•IDOT WILL INTEGRATE PROPOSED FLASHING BEACON INTO ITS SYSTEM

THIS WORK SHALL BE PAID FOR AS “FLASHER BEACON ASSEMBLY"

EX. FLASHER TO BE REMOVED



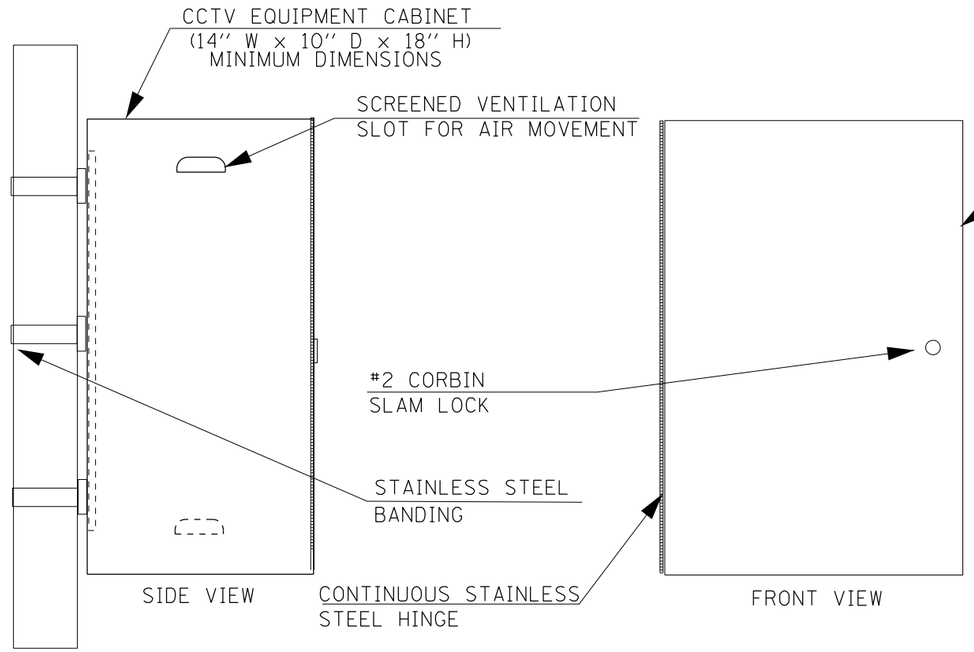
NOT TO SCALE
ITS SHEET 6 OF 7

USER NAME = DLamb	DESIGNED -	REVISED 5-27-23 (ERH)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/30/2023	DATE - 6/08/2023	REVISED -	

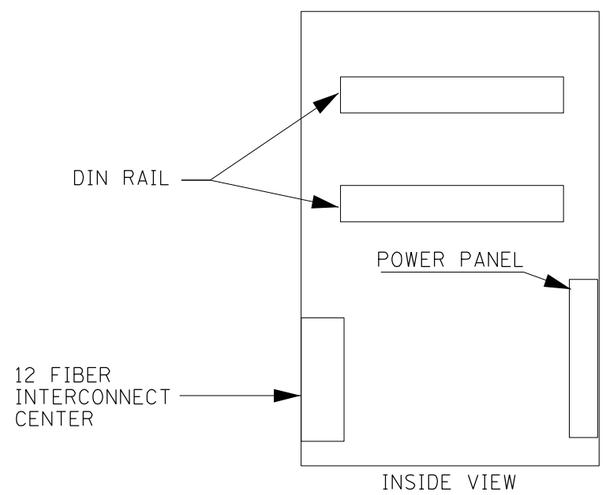
HIGHWAY RAIL WARNING SYSTEM
FLASHING BEACON ASSEMBLY DETAIL

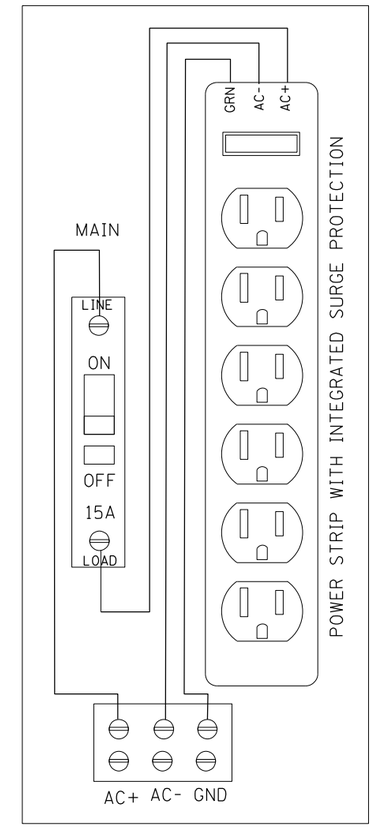
SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	440
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	



THE CONTRACTOR SHALL FURNISH AND INSTALL ALL GALVANIZED STEEL BRACKETING AND HARDWARE REQUIRED FOR CABINET INSTALLATION ON THE PROPOSED LIGHT POLES





ITS EQUIPMENT CABINET POWER PANEL DETAIL
(TERMINAL STRIP TO BE EQUIPPED WITH PLEXI-GLASS SAFETY SHIELD)

NOTES

1. THE ITS EQUIPMENT CABINET SHALL BE A NEMA TYPE 3R CABINET WITH MINIMUM OUTSIDE DIMENSIONS OF 20'' (H) X 14'' (W) X 10'' (D) (NOMINAL). THE CABINET SHALL BE CONSTRUCTED FROM .125'' THICK ALUMINUM AND HAVE A NATURAL FINISH.
2. THE CABINET SHALL BE EQUIPPED WITH A #2 CORBIN (OR SKELETON KEY) SLAM LOCK, AND ALL STAINLESS STEEL HARDWARE.

NOT TO SCALE
ITS SHEET 7 OF 7

USER NAME = DLamb	DESIGNED -	REVISED 5-27-23 ERH	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CLOSED CIRCUIT TELEVISION CABINET DETAIL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -			VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	441
PLOT SCALE = 150.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 68C55		
PLOT DATE = 5/30/2023	DATE - 6/08/2023	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

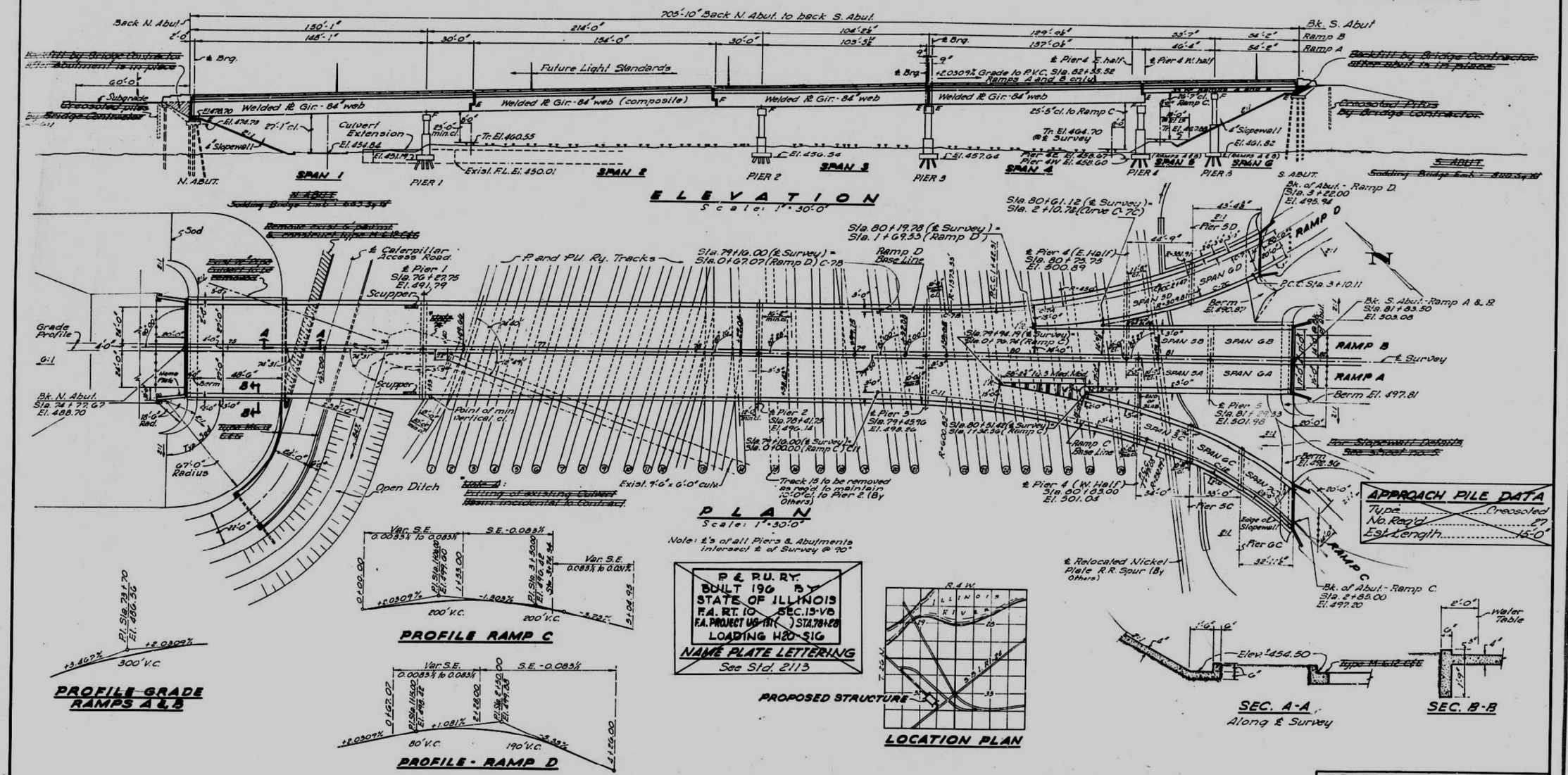
"x" Chiseled in concrete base 98' right
Sta. 75+53 Elev. 454.68
No existing structure.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. FA 10	13V (F-E)	TAZEWELL	25	4

SHEET NO. 1 OF 65 SHEETS

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT: UG-131(28)



P & R.U. RY.
BUILT 196 BY
STATE OF ILLINOIS
F.A. RT. 10 SEC. 13-VB
F.A. PROJECT UG-131( ) STA. 78+28
LOADING H20-S16
NAME PLATE LETTERING
See Std. 2113

DESIGNED	J. A. Nelson / J. Wenning		
CHECKED	T. T. J.M.T. D.R.S. G.R.	EXAMINED	MAY 29 1962 W. E. Baumann, ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN	J.B.A. - J.J.W.	PASSED	ENGINEER OF DESIGN
CHECKED	T. T. J.M.J. D.R.S. G.R.	APPROVED	CHIEF HIGHWAY ENGINEER

DESIGN STRESSES

fc = 1,400 psi. ..... Super
Uc = 75 psi. ..... Footings
fs = 20,000 psi. ..... Reinf.
fs = 18,000 psi. ..... Struct. A-373
fs = 20,000 psi. ..... Struct. A-36
fs = 24,000 psi. Struct. A-441

LOADING H20-S16-44

HORIZONTAL CURVE DATA RAMP D

	C-7	C-7A	C-7B	C-7C
P.I.	3+55.80	1+94.84	1+04.68	2+41.03
Δ	31°48'08"	13°19'47"	2°44'28"	26°00'19"
D	15°00'08"	12°43'37"	3°39'30"	18°29'38"
R	381.91'	450'	1573.33'	309.81'
T	108.80'	52.58'	37.64'	71.54'
L	211.98'	104.69'	75.27'	140.62'
E	15.19'	3.06'	0.45'	8.15'
PCC	2+47.00	1+42.31	0+67.04	1+69.49
PCC₂	4+58.98	2+47.00	1+42.31	3+18.11

HOR. CURVE DATA RAMP C

	C-11	C-12
P.I.	0+89.16	3+24.59
Δ	16°32'57"	64°31'06"
D	9°32'11"	24°34'56"
R	600.08'	232.29'
T	89.16'	147.56'
L	177.03'	262.92'
E	6.58'	42.91'
PCC₁	0+00.00	1+77.03
PCC₂	1+77.03	4+39.95

APPROACH PILE DATA

Type ..... Creosoted
No. Req'd 27
Est. Length ..... 15'-0"

GENERAL PLAN & ELEVATION

CEDAR STREET EXTENSION
F.A. PROJECT UG-131(28)
F.A. RT. 10 SEC. 13V (F&E)
TAZEWELL COUNTY
STATION 78+28.29

Revised 8/24/62: In ELEVATION of N. Abut. removed Embankment 31,000 Cu.Yd. Borrow Excavation 37,000 Cu.Yd. of S. Abut. removed Embankment 18,900 Cu.Yd. Borrow Excavation 21,000 Cu.Yd. and made Embankment Slopes 2:1 and made Slope Stake Elev. at Pier 4 (E. Half) Sta. 80+75.75 El. 500.89 and Pier 4 (W. Half) Sta. 80+83.00 El. 501.04 and made Slope Stake Elev. at Pier 5 Sta. 81+83.53 El. 501.98 and Pier 5 El. 501.98 and Pier 6 El. 501.04 and Open Ditch, Slopes removed revised by others. Changed all tolerance to Type 2 Cl. 2 in Type 4 Cl. 2. In PLAN on note "Track 15 to be removed" ——— and "Relocated Nickel Plate R.R. Spur" added by others. In PROFILE RAMP C was shown at 97. Corrected this to Sta. 3+14.54 N.S. 10/1/62. Revised for F.A.I. Control No.

BRIDGE

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. FA 10	13-V (F,E)	TAZEWELL	25	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
65 SHEETS

B R I D G E S H E E T S

SHEET NO.	
1.	GENERAL PLAN & ELEVATION.
2.	INDEX - GENERAL NOTES & QUANTITIES.
3.	BORING DATA.
4.	BORING DATA.
5.	SLOPEWALL DETAILS AT RAMPS.
6.	DECK ELEVATIONS - SPANS 1, 2 & 3.
7.	DECK ELEVATIONS - SPANS 1, 2 & 3.
8.	DECK ELEVATIONS - SPAN 4 EAST.
9.	DECK ELEVATIONS - SPAN 4 WEST.
10.	DECK ELEVATIONS - RAMP A & B.
11.	DECK ELEVATIONS - RAMP C.
12.	DECK ELEVATIONS - RAMP D.
13.	SUPERSTRUCTURE - N. ABUT. TO HINGE 1.
14.	SUPERSTRUCTURE - HINGE 1 TO PIER 3.
15.	SUPERSTRUCTURE - SPAN 4 - EAST HALF
16.	SUPERSTRUCTURE - SPAN 4 - WEST HALF
17.	SUPERSTRUCTURE - SPAN 4 - WEST HALF
18.	SUPERSTRUCTURE - RAMP A & B.
19.	SUPERSTRUCTURE - RAMP C.
20.	SUPERSTRUCTURE - RAMP D.
21.	FRAMING PLAN - SPANS 1, 2 & 3.
22.	GIRDER ELEVATION - SPANS 1, 2 & 3.
23.	GIRDER DETAILS - SPANS 1, 2 & 3.
24.	STRUCTURAL STEEL - EAST HALF - SPAN 4.
25.	STRUCTURAL STEEL - WEST HALF - SPAN 4.
26.	GIRDER DETAILS - SPAN 4.
27.	GIRDER 1A & 11A - SPAN 4.
28.	GIRDER FRAMING DETAILS - PIER 4.
29.	STRUCTURAL STEEL - RAMPS A & B.
30.	STRUCTURAL STEEL - RAMP C.
31.	STRUCTURAL STEEL - RAMP D.
32.	GIRDER BEARING DETAILS.
33.	BEAM BEARING & OPEN EXPAN. DEVICE.
34.	EXPANSION DEVICE - HINGES.
35.	EXPANSION DEVICE - PIER 3.
36.	EXPANSION DEVICE - PIER 4 - RAMP A & B.
37.	EXPANSION DEVICE - PIER 4 - RAMP C & D.
38.	EXPANSION DEVICE - PIER 5C - RAMP C.
39.	HANDRAIL & LIGHT STANDARD ANCHOR DET.
40.	EAST HANDRAIL & PARAPET - SPANS 1, 2 & 3.
41.	WEST HANDRAIL & PARAPET - SPANS 1, 2 & 3.
42.	HANDRAIL & PARAPET - SPAN 4.
43.	HANDRAIL & PARAPET - RAMP A & B.
44.	HANDRAIL & PARAPET - RAMP C.
45.	HANDRAIL & PARAPET - RAMP D.
46.	NORTH ABUTMENT.
47.	SOUTH ABUTMENT - RAMP A & B.
48.	END POST DETAILS - RAMP A & B.
49.	ABUTMENT - RAMP C.
50.	END POST DETAILS - RAMP C.
51.	ABUTMENT - RAMP D.
52.	END POST DETAILS - RAMP D.
53.	PIER 1.
54.	PIER 2.
55.	PIER 3.
56.	PIER 4 - EAST.
57.	PIER 4 - WEST.
58.	PIER 5.
59.	PIER 5C.
60.	PIER 6C.
61.	PIER 5D.
62.	DRAINAGE DETAILS.
63.	CULVERT EXTENSION.
64.	CULVERT EXTENSION.
65.	PILE DATA.

SHEETS INCLUDED IN INDIVIDUAL CONTRACTS

CONTRACT	SHEETS
13VB	1 thru 5, 46 thru 61, 63 thru 65
13VD	1, 2, 6 thru 20, 33 thru 45, 62
13VE	1, 2, 21 thru 38
13VF	1, 2, 21 thru 38
13VP	1, 2, 21 thru 38

TOTAL BILL OF MATERIAL.....SEC.13-V(B,D)

ITEM	UNIT	13VD	13VB*
Concrete Removal	Cu.Yds.		1
Expansion Bolts 3/4 inch	Each		20
Class A Excav. for Structures	Cu.Yds.		960
Class X Concrete	Cu.Yds.	1,509.4	1,475.8
Bridge Seal Sealant	Lump Sum		Lump Sum
Scuppers	Each	2	
Aluminum Handrail	Lin.Ft.	1,879	
Reinforcement Bars	Lbs.	331,400	149,890
Creosoted Piles	Lin.Ft.		405
Concrete Piles	Lin.Ft.		12,997
Test Pile Concrete	Each		3
Name Plates	Each		1
Slope Wall, 4"	Sq.Yds.		2,090
Downspouts	Lin.Ft.	102	
Protective Coat	Sq.Yds.	6,400	

* Includes Culvert extension Quantities.

TOTAL BILL OF MATERIAL.....SEC.13-V(F&E)

ITEM	UNIT	13VE	13VF(F&E)	13VP
** Structural Steel	Lbs.		2,584,950	
~~** Erecting Structural Steel~~	Lbs.	2,584,950		
~~** Painting Structural Steel~~	Lbs.			2,584,950

** Includes 37,460 lbs for Sliding Plate Expansion Devices not billed with individual spans.

G E N E R A L N O T E S

~~Class X Concrete shall be used throughout.~~

~~The Concrete Floor slab shall be finished in accordance with Article 51.19 of the Standard Specifications.~~

~~Slopewalls shall be reinforced with welded wire fabric. 6"x6" Mesh, #4 Wire, Wt. 58#/100 sq. ft.~~

~~Layout of Slopewalls may be varied to suit ground conditions in the field as directed by the Engineer.~~

All Holes in ⅜ Girders shall be sub-punched and reamed.

H.S. Bolts 7/8", Open holes 15/16", unless noted.

All Rollers, Rockers, Bearing Plates, Lead Plates, Pintles, Bearing Castings and Anchor Bolts shall be fabricated and set in accordance with Article 51.15 of the Standard Specifications and are included in Quantity of Structural Steel.

Anchor Bolts shall be set before pouring cross frame connections over supports.

The Roadway Expansion Devices shall be fabricated and erected to fit the crown of roadway and in accordance with Article 51.13(a) of the Standard Specifications.

All Exposed Surfaces of Expansion Devices shall be given two shop coats of red lead paint.

Expansion Devices are included in Quantity of Structural Steel.

Except as otherwise provided, all Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 56.1 to 56.5 inclusive of the Standard Specifications.

~~Embankment shall be constructed to elevations shown in accordance with Section 16 of the Std. Specs., & Special Provisions before abut. and bridge approach piles are driven.~~

Holes shall be prepared to natural ground for piles under abutments. See Article 60.9(c) of the Standard Specifications.

~~Permanent forms will not be permitted in forming the concrete floor.~~

~~Class X Concrete in end posts and parapet must be absolutely free of chert, flint, limonite, lignite and sandstone.~~

All lighting equipment other than anchor bolts, 1½" conduit and shims to be furnished and installed by others.

~~The Top of all Pier Caps at Expansion Joints (open or sliding plate) and Abutment Bearing Seats shall be given one coat of Epoxy Resin. (See Special Provisions.)~~

This Structure shall be built under the following Sections:
13VB.....Substructure
13VD.....Concrete Deck and Handrails
13V(F&E).....Furnishing & Erecting Structural Steel.
13VP.....Painting Structural Steel.

~~All Bars shall be lapped 20 diameters minimum unless noted on plans.~~

~~Piles in Pier #1 footing shall be driven before culvert extension is poured. Footing work for Pier #1 stem shall not be supported by any portion of the culvert extension.~~

~~The Contractor shall drive 3 Concrete Test Piles. One each in the North Abutment, South Abutment and Pier 2 as directed by the Engineer before ordering remainder of piles.~~

DESIGNED J. B. Nelson
CHECKED James J. Warning
DRAWN John Mullenix
CHECKED James J. Warning

EXAMINED May 29 1962 — Wm. Baumann, ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

Revised 8/1/62 In Total Bill of Material - Sec. 13-V(B,D) removed item Bridge Excavation 120,000 cu.yd., revised Concrete Removal from 16 Sq.Yd to 1 Sq.Yd. and changed item of Slope Pav. to Slope Wall 4". W.E. 10/17/62 Revised for F & E Contract W.E.

INDEX-GEN.NOTES & QUANTITIES

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-V (F & E)
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

VOLTS NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	13-VB	TAZEWELL	49	11

SHEET NO. 9
65 SHEETS

BRIDGE FOUNDATION BORING LOG

PROJECT F.A.P. 111
ROUTE F.A.R. 10
SEC. 13-VB
COUNTY Tazewell

BRIDGE Cedar Street Bridge
Rdwy. over P. & P.U. Railway
STA. 78+28.33

Date 4-7-60
Bor. Eng. Alvin H. Heinz
Drilling Tech. ——

Boring No. 1
Station 78+75
Offset 30' Rt. ℄

Surface Water El. —
Groundwater El. at Completion 449.3
After — Hours —

Description	Elevation	N	Qu (T/s ft)	Type Failure	w (%)
Ground Surface	454.30				
Loose Poorly Graded Brown SAND and GRAVEL		8	-	-	12
	449.3	3	-	-	32
Soft Dark Brown Silty CLAY LOAM					
Medium Dark Brown to Light Brown Silty CLAY		7	-	-	
	-10	7	1.25	B	-
	442.8				
Medium Light Brown and Gray Silty CLAY LOAM		6	1.14	B	
	-15	6	0.82	B	
		6	0.94	B	
	-20	5	0.94	B	
	433.8				
Medium Gray Silty CLAY					
	431.3	4	0.57	B	5.
Medium Well Graded Gray Sand and Gravel					
	-25	26	-	-	9
		27	-	-	
	425.3				
Dense Well Graded Gray Sand and Gravel					
	-30	37	-	-	
	423.8				
Very Dense Well Graded Brown Sand and Gravel					
		120	-	-	
	421.3				
Hard Dark Gray CLAY (Till)					
	-35	100/5"	-	-	14
End of Boring	416.3	100/5"	-	-	

Boring No. 2
Station 79+35
Offset 60' ℄

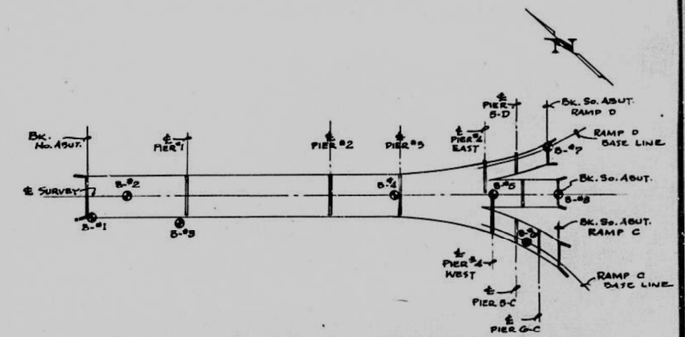
Surface Water El. —
Groundwater El. at Completion 448.8
After — Hours —

Description	Elevation	N	Qu (T/s ft)	Type Failure	w (%)
Ground Surface	454.30				
Loose Poorly Graded Brown SAND and GRAVEL		5	-	-	12
	449.3 -5	5	-	-	32
Soft Dark Brown Silty CLAY LOAM					
	447.8				
Medium Dark Brown to Light Brown Silty CLAY		5	-	-	
	-10	5	1.59	B	
		4	1.06	B	
	440.3				
Medium Gray Silty CLAY LOAM	-15	4	0.77	B	
		3	1.00	B	38
	-20	3	0.86	B	
	432.3				
Soft Gray Silty LOAM		3	0.49	B	32
	429.3 -25	13	0.57	B	
Very Dense Well Graded Brown and Gray SAND and GRAVEL					
		58	-	-	9
	-30	68	-	-	
	421.8				
Hard Dark Gray CLAY (Till)		94	-	-	
End of Boring	421.3				
	-35				

Boring No. 3
Station 76+22
Offset 35' Rt. ℄

Surface Water El. —
Groundwater El. at Completion 450.8
After — Hours —

Description	Elevation	N	Qu (T/s ft)	Type Failure	w (%)
Ground Surface	454.30				
Loose Brown and Gray Poorly Graded SAND and GRAVEL		4	-	-	12
	450.8				
Medium Dark Gray Silty CLAY					
	-5	6	0.97	B	32
		7	1.40	B	
	446.3				
Medium Brown and Light Gray Silty CLAY					
	-10	8	1.40	B	
		6	1.22	B	
	440.8				
Medium Light Gray Silty CLAY LOAM	-15	7	1.08	B	
		5	0.62	B	38
	434.3 -20	3	0.62	B	
Soft Gray Silty LOAM					
		2	0.32	B	32
	429.3 -25	38	-	-	
Dense Well Graded Brown and Gray Sand and GRAVEL					
		44	-	-	
	-30	-	-	-	9
	422.8				
Hard Dark Gray CLAY (Till)		119	-	-	
	-35	100/5"	-	-	14
End of Boring	416.8				



BORING LOCATION SKETCH

DESIGNED
CHECKED
DRAWN E. Boodt
CHECKED

EXAMINED May 29 1962 W.E. Baumann
PASSED
APPROVED

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".

Qu - Unconfined Compressive Strength - T/sf

w - Water Content - percentage of oven dry weight - %.

Type Failure:
B - Bulge Failure
S - Shear Failure
E - Estimated Value

BORING DATA

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	13-VB	TAZEWELL	49	12

SHEET NO 4 OF 65 SHEETS

BRIDGE FOUNDATION BORING LOG

PROJECT F-131
ROUTE Fed. 10
SEC. 13-VB
COUNTY Tazewell

BRIDGE Cedar Street Bridge
Ext. over P. & P.U. Railway
STA. 78+28.29

Date 6-10-60
Bor. Eng. Alvin E. Heine
Drilling Tech. —

Boring No 4, Station 79+60, Offset on ℄

Surface Water El. —
Groundwater El. at Completion 453.5
After — Hours —

Description	Elevation	N	Qu (t/s.f.)	Type Failure	w (%)
Ground Surface	464.50				
Loose Dark Brown and Brown Cinders and SAND					
		3	-	-	12
	459.0				
Soft Brown Silty CLAY LOAM					
	-5	5	0.65	B	21
		3	-	-	
	-10	3	-	-	
	451.5				
Medium Brown and Grey Silty CLAY					
		6	-	-	
	-15	4	-	-	
	446.0				
Medium Grey Silty CLAY (Some Organic Material)					
		6	1.45	B	
	-20	5	1.34	B	28
		4	-	-	
	438.5				
Stiff Brown Highly Organic Silty CLAY	-25	9	-	-	
	436.5				
Stiff Grey Silty CLAY LOAM					
		16	-	-	
	433.5				
Medium Brown Well Graded SAND and GRAVEL	-30	16	-	-	11
		21	-	-	
	428.50	100/4"	-		
Hard Grey CLAY (?Till)					
		50/5"			13
End of Boring	424.5				

Boring No 5, Station 80+85, Offset on ℄

Surface Water El. —
Groundwater El. at Completion 455.8
After — Hours —

Description	Elevation	N	Qu (t/s.f.)	Type Failure	w (%)
Ground Surface	463.80				
Loose Dark Brown and Brown Cinders SAND and GRAVEL					
		9	-	-	14
	-5	2	-	-	
		3	-	-	34
	-10	5	-	-	
	453.3				
Medium Dark Grey Organic Silty CLAY					
		5	[illegible]	B	31
	450.3				
Medium Light Brown Sand gravelly LOAM					
	-15	14	-	-	
	447.3				
Medium Brown Well Graded SAND and GRAVEL					
		15	-	-	
	-20	20	-	-	
		-	-	-	
	-25	31	-	-	
		-	-	-	
	-30	15	-	-	
		-	-	-	
	430.3				
Hard Grey CLAY (?Till)					
		100/4"	-		12
		100/6"	-		
End of Boring	423.3				

Boring No 6, Station 2+52, Offset 8' of Base "C"

Surface Water El. —
Groundwater El. at Completion 458.3
After — Hours —

Description	Elevation	N	Qu (t/s.f.)	Type Failure	w (%)
Ground Surface	465.30				
Stiff Brown Sandy CLAY LOAM					
		11	1.34	B	14
	461.8				
Stiff Dark Brown Silty CLAY LOAM					
	-5	9	-	-	31
	457.3				
Stiff Brown CLAY LOAM					
		12	2.31	B	
	-10	8	-	-	
	453.8				
Stiff Brown Sandy Gravelly LOAM					
		11	-	-	34
	451.3				
Medium Brown Well Graded SAND and GRAVEL					
	-15	13	-	-	
		33	-	-	
	-20	29	-	-	
		14	-	-	
	-25	17	-	-	
		13	-	-	
	436.3				
Dense Brown Well Graded SAND and GRAVEL	-30	34	-	-	
	432.8	71	-	-	12
Hard Grey CLAY (?Till)					
	-35	100/4"	4.06	B	
End of Boring	427.3	100/4"	-	-	

Boring No 7, Station 3+22, Offset 8' of Base "C"

Surface Water El. —
Groundwater El. at Completion 457.9
After — Hours —

Description	Elevation	N	Qu (t/s.f.)	Type Failure	w (%)
Ground Surface	469.40				
Medium Brown Silty CLAY LOAM					
		5	1.38	B	21
	461.9				
Soft Brown Silty CLAY LOAM					
	-5	3	0.62	B	
	456.6				
Medium Dark Grey Silty CLAY LOAM					
		4	0.72	B	32
	455.4	10			
Soft Grey and Brown Sandy Gravelly LOAM					
		6	0.45	B	
		2	-	-	
	451.4				
Medium Brown Well Graded SAND and GRAVEL					
	-15	10	-	-	13
		-	-	-	
	-20	-	-	-	
		-	-	-	
	-25	-	-	-	
		-	-	-	
	-30	-	-	-	
		14	-	-	
	430.4	-35	74	-	-
Hard Grey CLAY (?Till)					
		100/8"	-		
	-40	100/8"	-		
End of Boring	426.9				

Boring No 8, Station 83+85, Offset on ℄

Surface Water El. —
Groundwater El. at Completion 454.5
After — Hours —

Description	Elevation	N	Qu (t/s.f.)	Type Failure	w (%)
Ground Surface	466.00				
Stiff Dark Brown Silty CLAY LOAM					
		10	1.32	B	14
	462.5				
Medium Dark Brown Silty CLAY LOAM					
	-5	4	-	-	31
	459.5				
Stiff Brown CLAY LOAM					
		10	2.97	B	
	457.0				
Soft Brown CLAY LOAM					
	-10	2	-	-	
	454.5				
Medium Brown Sandy Gravelly LOAM					
		17	-	-	34
	451.5				
Medium Brown Well Graded SAND and GRAVEL					
	-15	26	-	-	
		-	-	-	
	-20	-	-	-	
		-	-	-	
	-25	-	-	-	
		-	-	-	
	-30	-	-	-	
	433.5	100/8"			
Hard Grey CLAY (?Till)			5.00	B	12
End of Boring	433.0				

DESIGNED		
CHECKED		
DRAWN	E. Boodt	
CHECKED	J. B. Nelson	

EXAMINED May 29 1962 H. E. Bauman
PASSED
APPROVED

N - Standard Penetration Test - Blows per foot to drive 2" O.D Split Spoon Sampler 12" with 140# hammer falling 30".

Qu - Unconfined Compressive Strength - t/sf

w - Water Content - percentage of oven dry weight-%.

Type failure
B - Bulge Failure
S - Shear Failure
E - Estimated Value

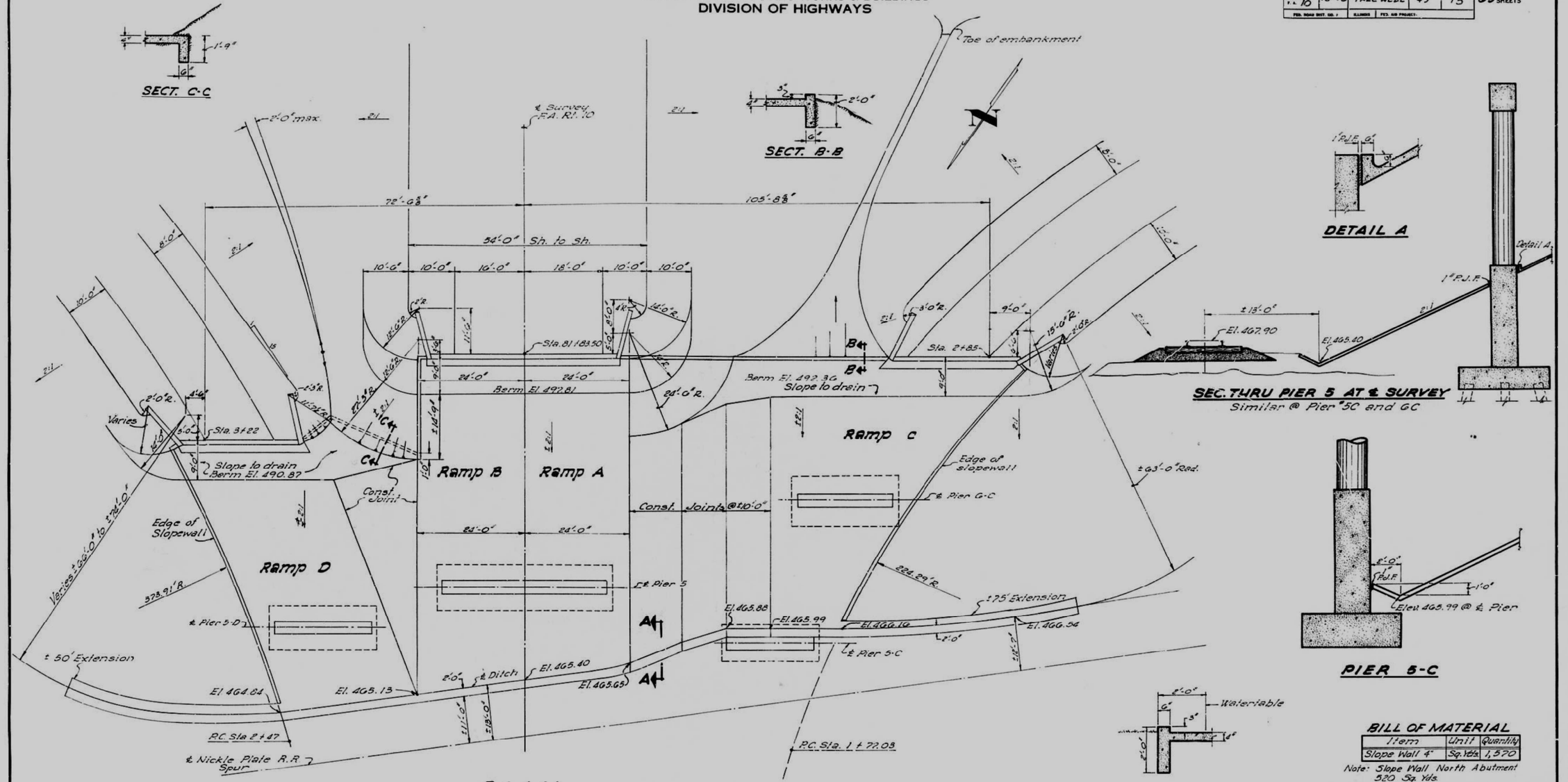
BORING DATA

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13-VB	TAZEWELL	49	13

SHEET NO. 5
65 SHEETS



BILL OF MATERIAL

Item	Unit	Quantity
Slope Wall 4"	Sq. Yds.	1,570

Note: Slope Wall North Abutment 520 Sq. Yds.

SLOPEWALL DETAILS @ RAMPS

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78+28.29

DESIGNED	J. M. Izewski
CHECKED	T. Tanaka
DRAWN	J. M. J. / d. Mullenix
CHECKED	T. Tanaka

MAY 29 1962
EXAMINED N. B. Blumenn — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

Revised 2-4-62 In BILL OF MATERIAL changed Slopewall to Slope Wall 4" under BILL OF MATERIAL added note. Slope Wall Nr No Abut. 522 Sq Yd

Michael Baker INTERNATIONAL
200 W Adams Street Suite 1850 Chicago, IL 60606 PH: 312.707.8775 FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-5 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	446

CONTRACT NO. 68C55
ILLINOIS FED. AID PROJECT

MODEL: Default
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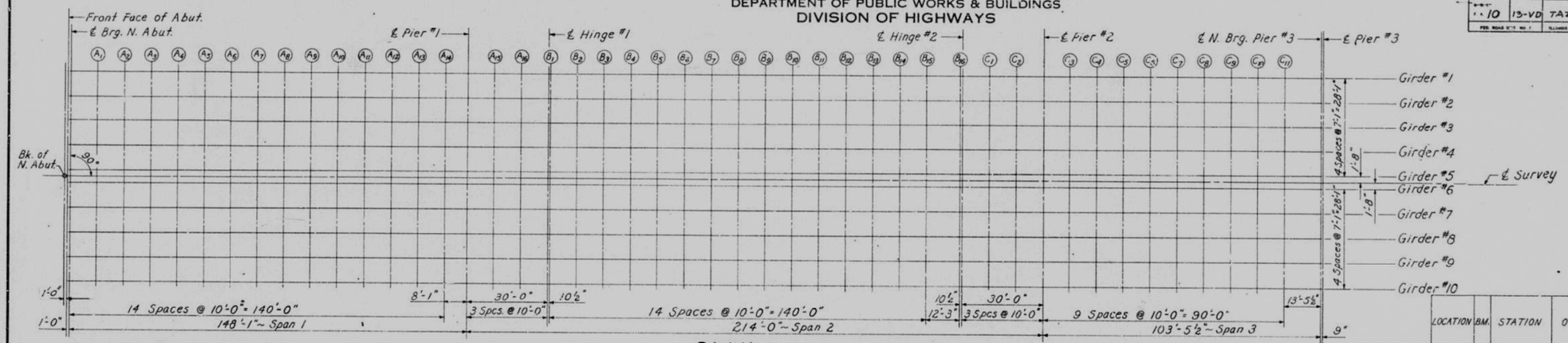
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	
10	13-VD	TAZEWELL	31	4

SHEET NO. 6
65 SHEETS



PLAN

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
Bk. of N. Abut.		7477.660	22.916	488.529	488.529
		7477.660	15.833	488.588	488.588
		7477.660	8.750	488.647	488.647
		7477.660	1.667	488.704	488.704
	℄	7477.660	.000	488.704	488.704
		7477.660 -	1.665	488.704	488.704
		7477.660 -	8.748	488.647	488.647
		7477.660 -	15.831	488.588	488.588
		7477.660 -	22.914	488.529	488.529
F.F. of N. Abut.		7478.660	22.916	488.552	488.552
		7478.660	15.833	488.611	488.611
		7478.660	8.750	488.670	488.670
		7478.660	1.667	488.726	488.726
	℄	7478.660	.000	488.726	488.726
		7478.660 -	1.665	488.726	488.726
		7478.660 -	8.748	488.670	488.670
		7478.660 -	15.831	488.611	488.611
		7478.660 -	22.914	488.552	488.552
℄ Brg. N. Abut.	2	7479.660	22.916	488.574	488.574
	3	7479.660	15.833	488.633	488.633
	4	7479.660	8.750	488.692	488.692
	5	7479.660	1.667	488.748	488.748
	℄	7479.660	.000	488.748	488.748
	6	7479.660 -	1.665	488.748	488.748
	7	7479.660 -	8.748	488.692	488.692
	8	7479.660 -	15.831	488.633	488.633
	9	7479.660 -	22.914	488.574	488.574
(A1)	2	7489.660	22.916	488.794	488.814
	3	7489.660	15.833	488.853	488.873
	4	7489.660	8.750	488.912	488.932
	5	7489.660	1.667	488.968	488.989
	℄	7489.660	.000	488.968	488.989
	6	7489.660 -	1.665	488.968	488.989
	7	7489.660 -	8.748	488.912	488.933
	8	7489.660 -	15.831	488.853	488.874
	9	7489.660 -	22.914	488.794	488.814
(A2)	2	7499.660	22.916	489.009	489.049
	3	7499.660	15.833	489.068	489.108
	4	7499.660	8.750	489.127	489.167
	5	7499.660	1.667	489.183	489.223
	℄	7499.660	.000	489.183	489.223
	6	7499.660 -	1.565	489.183	489.223
	7	7499.660 -	8.748	489.127	489.167
	8	7499.660 -	15.831	489.068	489.108
	9	7499.660 -	22.914	489.009	489.049

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(A3)	2	7509.660	22.916	489.220	489.278
	3	7509.660	15.833	489.279	489.337
	4	7509.660	8.750	489.338	489.396
	5	7509.660	1.667	489.394	489.452
	℄	7509.660	.000	489.394	489.452
	6	7509.660 -	1.665	489.394	489.452
	7	7509.660 -	8.748	489.338	489.396
	8	7509.660 -	15.831	489.279	489.337
	9	7509.660 -	22.914	489.220	489.278
(A4)	2	7519.660	22.916	489.425	489.407
	3	7519.660	15.833	489.484	489.556
	4	7519.660	8.750	489.543	489.615
	5	7519.660	1.667	489.600	489.671
	℄	7519.660	.000	489.600	489.671
	6	7519.660 -	1.665	489.600	489.671
	7	7519.660 -	8.748	489.543	489.615
	8	7519.660 -	15.831	489.484	489.556
	9	7519.660 -	22.914	489.425	489.497
(A5)	2	7529.660	22.916	489.628	489.707
	3	7529.660	15.833	489.687	489.766
	4	7529.660	8.750	489.746	489.825
	5	7529.660	1.667	489.803	489.882
	℄	7529.660	.000	489.803	489.882
	6	7529.660 -	1.665	489.803	489.882
	7	7529.660 -	8.748	489.746	489.825
	8	7529.660 -	15.831	489.687	489.766
	9	7529.660 -	22.916	489.628	489.707
(A6)	2	7539.660	22.916	489.832	489.913
	3	7539.660	15.833	489.891	489.972
	4	7539.660	8.750	489.950	490.031
	5	7539.660	1.667	490.006	490.087
	℄	7539.660	.000	490.006	490.087
	6	7539.660 -	1.665	490.006	490.087
	7	7539.660 -	8.748	489.950	490.031
	8	7539.660 -	15.831	489.891	489.972
	9	7539.660 -	22.914	489.832	489.913
(A7)	2	7549.660	22.916	490.035	490.115
	3	7549.660	15.833	490.094	490.174
	4	7549.660	8.750	490.153	490.233
	5	7549.660	1.667	490.209	490.289
	℄	7549.660	.000	490.209	490.289
	6	7549.660 -	1.665	490.209	490.289
	7	7549.660 -	8.748	490.153	490.233
	8	7549.660 -	15.831	490.094	490.174
	9	7549.660 -	22.914	490.035	490.115

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(A8)	2	7559.660	22.916	490.238	490.312
	3	7559.660	15.833	490.297	490.371
	4	7559.660	8.750	490.356	490.430
	5	7559.660	1.667	490.412	490.486
		7559.660	.000	490.412	490.486
	6	7559.660 -	1.665	490.412	490.486
	7	7559.660 -	8.748	490.356	490.430
	8	7559.660 -	15.831	490.297	490.371
	9	7559.660 -	22.914	490.238	490.312
(A9)	2	7569.660	22.916	490.441	490.506
	3	7569.660	15.833	490.500	490.565
	4	7569.660	8.750	490.559	490.624
	5	7569.660	1.667	490.615	490.681
		7569.660	.000	490.615	490.681
	6	7569.660 -	1.665	490.615	490.681
	7	7569.660 -	8.748	490.559	490.624
	8	7569.660 -	15.831	490.500	490.565
	9	7569.660 -	22.914	490.441	490.506
(A10)	2	7579.660	22.916	490.644	490.698
	3	7579.660	15.833	490.703	490.757
	4	7579.660	8.750	490.762	490.816
	5	7579.660	1.667	490.818	490.872
		7579.660	.000	490.818	490.872
	6	7579.660 -	1.665	490.818	490.872
	7	7579.660 -	8.748	490.762	490.816
	8	7579.660 -	15.831	490.703	490.757
	9	7579.660 -	22.914	490.644	490.698
(A11)	2	7589.660	22.916	490.847	490.887
	3	7589.660	15.833	490.906	490.946
	4	7589.660	8.750	490.965	491.005
	5	7589.660	1.667	491.021	491.061
		7589.660	.000	491 21	491.061
	6	7589.660 -	1.665	491.021	491.061
	7	7589.660 -	8.748	490.965	491.005
	8	7589.660 -	15.831	490.906	490.946
	9	7589.660 -	22.914	490.847	490.887
(A12)	2	7599.660	22.916	491.050	491.076
	3	7599.660	15.833	491.109	491.135
	4	7599.660	8.750	491.168	491.194
	5	7599.660	1.667	491.224	491.250
		7599.660	.000	491.224	491.250
	6	7599.660 -	1.665	491.224	491.250
	7	7599.660 -	8.748	491.168	491.194
	8	7599.660 -	15.831	491.109	491.135
	9	7599.660 -	22.914	491.050	491.076

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(A13)	2	7609.660	22.916	491.253	491.266
	3	7609.660	15.833	491.312	491.325
	4	7609.660	8.750	491.371	491.384
	5	7609.660	1.667	491.427	491.440
	℄	7609.660	.000	491.427	491.440
	6	7609.660 -	1.665	491.427	491.440
	7	7609.660 -	8.748	491.371	491.384
	8	7609.660 -	15.831	491.312	491.325
	9	7609.660 -	22.914	491.253	491.266
(A14)	2	7619.660	22.916	491.456	491.462
	3	7619.660	15.833	491.515	491.521
	4	7619.660	8.750	491.574	491.580
	5	7619.660	1.667	491.630	491.636
	℄	7619.660	.000	491.630	491.636
	6	7619.660 -	1.665	491.630	491.636
	7	7619.660 -	8.748	491.574	491.580
	8	7619.660 -	15.831	491.515	491.521
	9	7619.660 -	22.914	491.456	491.462
℄ Pier #1	2	7627.743	22.916	491.620	491.620
	3	7627.743	15.833	491.679	491.679
	4	7627.743	8.750	491.738	491.738
	5	7627.743	1.667	491.795	491.795
	℄	7627.743	.000	491.795	491.795
	6	7627.743 -	1.665	491.795	491.795
	7	7627.743 -	8.748	491.738	491.738
	8	7627.743 -	15.831	491.679	491.679
	9	7627.743 -	22.914	491.620	491.620
(A15)	2	7637.743	22.916	491.824	491.824
	3	7637.743	15.833	491.883	491.883
	4	7637.743	8.750	491.942	491.942
	5	7637.743	1.667	491.998	491.998
	℄	7637.743	.000	491.998	491.998
	6	7637.743 -	1.665	491.998	491.998
	7	7637.743 -	8.748	491.942	491.942
	8	7637.743 -	15.831	491.883	491.883
	9	7637.743 -	22.914	491.824	491.824
(A16)	2	7647.743	22.916	492.027	492.029
	3	7647.743	15.833	492.086	492.088
	4	7647.743	8.750	492.145	492.147
	5	7647.743	1.667	492.201	492.204
	℄	7647.743	.000	492.201	492.204
	6	7647.743 -	1.665	492.201	492.204
	7	7647.743 -	8.748	492.145	492.147
	8	7647.743 -	15.831	492.086	492.088
	9	7647.743 -	22.914	492.027	492.029
℄ Hinge #1	2	7657.743	22.916	492.230	492.238
	3	7657.743	15.833	492.289	492.297
	4	7657.743	8.750	492.348	492.356
	5	7657.743	1.667	492.404	492.412
	℄	7657.743	.000	492.404	492.412
	6	7657.743 -	1.665	492.404	492.412
	7	7657.743 -	8.748	492.348	492.356
	8	7657.743 -	15.831	492.289	492.297
	9	7657.743 -	22.914	492.230	492.238

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
Bk. of N. Abut.		7477.660	30.000	488.470	488.470
		7477.660 -	30.000	488.470	488.470
F.F. of N. Abut.		7478.660	30.000	488.493	488.493
		7478.660 -	30.000	488.493	488.493
℄ Brg. N. Abut.	1	7479.660	30.000	488.515	488.515
	10	7479.660 -	30.000	488.515	488.515
(A1)	1	7489.660	30.000	488.735	488.771
	10	7489.660 -	30.000	488.735	488.771
(A2)	1	7499.660	30.000	488.950	489.020
	10	7499.660 -	30.000	488.950	489.020
(A3)	1	7509.660	30.000	489.161	489.262
	10	7509.660 -	30.000	489.161	489.262
(A4)	1	7519.660	30.000	489.366	489.492
	10	7519.660 -	30.000	489.366	489.492
(A5)	1	7529.660	30.000	489.569	489.708
	10	7529.660 -	30.000	489.569	489.708
(A6)	1	7539.660	30.000	489.773	489.915
	10	7539.660 -	30.000	489.773	489.915
(A7)	1	7549.660	30.000	489.976	490.116
	10	7549.660 -	30.000	489.976	490.116
(A8)	1	7559.660	30.000	490.179	490.309
	10	7559.660 -	30.000	490.179	490.309
(A9)	1	7569.660	30.000	490.382	490.497
	10	7569.660 -	30.000	490.382	490.497
(A10)	1	7579.660	30.000	490.585	490.679
	10	7579.660 -	30.000	490.585	490.679
(A11)	1	7589.660	30.000	490.788	490.859
	10	7589.660 -	30.000	490.788	490.859
(A12)	1	7599.660	30.000	490.991	491.036
	10	7599.660 -	30.000	490.991	491.036
(A13)	1	7609.660	30.000	491.194	491.217
	10	7609.660 -	30.000	491.194	491.217
(A14)	1	7619.660	30.000	491.397	491.407
	10	7619.660 -	30.000	491.397	491.407
℄ Pier #1	1	7627.743	30.000	491.561	491.561
	10	7627.743	30.000	491.561	491.561
(A15)	1	7637.743	30.000	491.765	491.765
	10	7637.743 -	30.000	491.765	491.765
(A16)	1	7647.743	30.000	491.968	491.973
	10	7647.743 -	30.000	491.968	491.973
℄ Hinge #1	1	7657.743	30.000	492.171	492.185
	10	7657.743 -	30.000	492.171	492.185

DECK ELEVATIONS - SPANS 1, 2 & 3

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78 + 28.29

DESIGNED	J. B. Dalum	
CHECKED	T. Tanaka	
DRAWN	T. Tanaka	
CHECKED	J.B.D.	

May 29 1962

EXAMINED W. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

Note: For Dead Load Deflection Diagram of Span 1, 2 & 3 see Sheet #7
For Top of Deck Elevations from location B1 to ℄ Pier #3 see Sheet #7
To obtain correct stationing add .007' to all station values shown on this sheet.

MODEL: Default
FILE NAME: pw://mwa-us-pw.bentley.com:mb-us-pw-03:Documents:Chicago IL 101 Projects:179740 IDOT Cedar:SIE:4 Phase 5.0 CADD:CADD Sheets:ExistingStructurePlans-68C55-006.dgn

Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
P:+312.707.8772
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

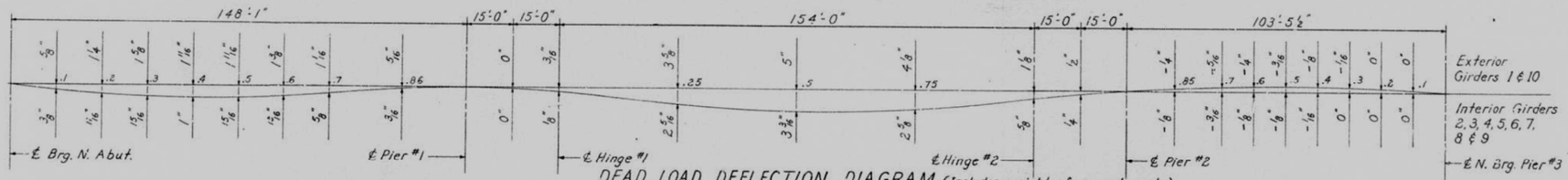
SHEET S-6 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	447
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	34	5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 7
65 SHEETS



DEAD LOAD DEFLECTION DIAGRAM (Includes weight of concrete only)

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(B1)	2	7658.618	22.916	492.247	492.260
	3	7658.618	15.833	492.306	492.319
	4	7658.618	8.750	492.365	492.378
	5	7658.618	1.667	492.422	492.434
	℄	7658.618	.000	492.422	492.434
	6	7658.618 -	1.665	492.422	492.434
	7	7658.618 -	8.748	492.365	492.378
	8	7658.618 -	15.831	492.306	492.319
	9	7658.618 -	22.914	492.247	492.260
(B2)	2	7668.618	22.916	492.451	492.511
	3	7668.618	15.833	492.510	492.570
	4	7668.618	8.750	492.569	492.629
	5	7668.618	1.667	492.625	492.685
	℄	7668.618	.000	492.625	492.685
	6	7668.618 -	1.665	492.625	492.685
	7	7668.618 -	8.748	492.569	492.629
	8	7668.618 -	15.831	492.510	492.570
	9	7668.618 -	22.914	492.451	492.511
(B3)	2	7678.618	22.916	492.654	492.762
	3	7678.618	15.833	492.713	492.821
	4	7678.618	8.750	492.772	492.880
	5	7678.618	1.667	492.828	492.937
	℄	7678.618	.000	492.828	492.937
	6	7678.618 -	1.665	492.828	492.937
	7	7678.618 -	8.748	492.772	492.880
	8	7678.618 -	15.831	492.713	492.821
	9	7678.618 -	22.914	492.654	492.762
(B4)	2	7688.618	22.916	492.857	493.014
	3	7688.618	15.833	492.916	493.073
	4	7688.618	8.750	492.975	493.132
	5	7688.618	1.667	493.031	493.188
	℄	7688.618	.000	493.031	493.188
	6	7688.618 -	1.665	493.031	493.188
	7	7688.618 -	8.748	492.975	493.132
	8	7688.618 -	15.831	492.916	493.073
	9	7688.618 -	22.914	492.857	493.014
(B5)	2	7698.618	22.916	493.060	493.258
	3	7698.618	15.833	493.119	493.317
	4	7698.618	8.750	493.178	493.376
	5	7698.618	1.667	493.234	493.432
	℄	7698.618	.000	493.234	493.432
	6	7698.618 -	1.665	493.234	493.432
	7	7698.618 -	8.748	493.178	493.376
	8	7698.618 -	15.831	493.119	493.317
	9	7698.618 -	22.914	493.060	493.258
(B6)	2	7708.618	22.916	493.263	493.480
	3	7708.618	15.833	493.322	493.539
	4	7708.618	8.750	493.381	493.598
	5	7708.618	1.667	493.437	493.654
	℄	7708.618	.000	493.437	493.654
	6	7708.618 -	1.665	493.437	493.654
	7	7708.618 -	8.748	493.381	493.598
	8	7708.618 -	15.831	493.322	493.539
	9	7708.618 -	22.914	493.263	493.480
(B7)	2	7718.618	22.916	493.466	493.702
	3	7718.618	15.833	493.525	493.761
	4	7718.618	8.750	493.584	493.820
	5	7718.618	1.667	493.640	493.876
	℄	7718.618	.000	493.640	493.876
	6	7718.618 -	1.665	493.640	493.876
	7	7718.618 -	8.748	493.584	493.820
	8	7718.618 -	15.831	493.525	493.761
	9	7718.618 -	22.914	493.466	493.702

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(B8)	2	7728.618	22.916	493.669	493.924
	3	7728.618	15.833	493.728	493.983
	4	7728.618	8.750	493.787	494.042
	5	7728.618	1.667	493.843	494.098
	℄	7728.618	.000	493.843	494.098
	6	7728.618 -	1.665	493.843	494.098
	7	7728.618 -	8.748	493.787	494.042
	8	7728.618 -	15.831	493.728	493.983
	9	7728.618 -	22.914	493.669	493.924
(B9)	2	7738.618	22.916	493.873	494.133
	3	7738.618	15.833	493.931	494.192
	4	7738.618	8.750	493.990	494.251
	5	7738.618	1.667	494.046	494.308
	℄	7738.618	.000	494.046	494.308
	6	7738.618 -	1.665	494.046	494.308
	7	7738.618 -	8.748	493.990	494.251
	8	7738.618 -	15.831	493.931	494.192
	9	7738.618 -	22.914	493.872	494.133
(B10)	2	7748.618	22.916	494.075	494.324
	3	7748.618	15.833	494.134	494.383
	4	7748.618	8.750	494.193	494.442
	5	7748.618	1.667	494.250	494.498
	℄	7748.618	.000	494.250	494.498
	6	7748.618 -	1.665	494.250	494.498
	7	7748.618 -	8.748	494.193	494.442
	8	7748.618 -	15.831	494.134	494.383
	9	7748.618 -	22.914	494.075	494.324
(B11)	2	7758.618	22.916	494.278	494.514
	3	7758.618	15.833	494.337	494.573
	4	7758.618	8.750	494.396	494.632
	5	7758.618	1.667	494.453	494.688
	℄	7758.618	.000	494.453	494.688
	6	7758.618 -	1.665	494.453	494.688
	7	7758.618 -	8.748	494.396	494.632
	8	7758.618 -	15.831	494.337	494.573
	9	7758.618 -	22.914	494.278	494.514
(B12)	2	7768.618	22.916	494.481	494.704
	3	7768.618	15.833	494.540	494.763
	4	7768.618	8.750	494.599	494.822
	5	7768.618	1.667	494.656	494.879
	℄	7768.618	.000	494.656	494.879
	6	7768.618 -	1.665	494.656	494.879
	7	7768.618 -	8.748	494.599	494.822
	8	7768.618 -	15.831	494.540	494.763
	9	7768.618 -	22.914	494.481	494.704
(B13)	2	7778.618	22.916	494.685	494.879
	3	7778.618	15.833	494.744	494.938
	4	7778.618	8.750	494.803	494.997
	5	7778.618	1.667	494.859	495.053
	℄	7778.618	.000	494.859	495.053
	6	7778.618 -	1.665	494.859	495.053
	7	7778.618 -	8.748	494.803	494.997
	8	7778.618 -	15.831	494.744	494.938
	9	7778.618 -	22.914	494.685	494.879
(B14)	2	7788.618	22.916	494.888	495.040
	3	7788.618	15.833	494.947	495.099
	4	7788.618	8.750	495.006	495.158
	5	7788.618	1.667	495.062	495.214
	℄	7788.618	.000	495.062	495.214
	6	7788.618 -	1.665	495.062	495.214
	7	7788.618 -	8.748	495.006	495.158
	8	7788.618 -	15.831	494.947	[illegible]
	9	7788.618 -	22.914	494.888	[illegible]
(B15)	2	7798.618	22.916	495.091	[illegible].201
	3	7798.618	15.833	495.150	[illegible].260
	4	7798.618	8.750	495.209	495.319
	5	7798.618	1.667	495.265	[illegible].375
	℄	7798.618	.000	495.265	[illegible].375
	6	7798.618 -	1.665	495.265	[illegible].375
	7	7798.618 -	8.748	495.209	[illegible].319
	8	7798.618 -	15.831	495.150	495.260
	9	7798.618 -	22.914	495.091	495.201

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(B16)	2	7810.868	22.916	495.340	495.398
	3	7810.868	15.833	495.399	495.457
	4	7810.868	8.750	495.458	495.516
	5	7810.868	1.667	495.514	495.572
	℄	7810.868	.000	495.514	495.572
	6	7810.868 -	1.665	495.514	495.572
	7	7810.868 -	8.748	495.458	495.516
	8	7810.868 -	15.831	495.399	495.457
	9	7810.868 -	22.914	495.340	495.398
℄ Hinge #2	2	7811.743	22.916	495.357	495.412
	3	7811.743	15.833	495.416	495.471
	4	7811.743	8.750	495.475	495.530
	5	7811.743	1.667	495.532	495.586
	℄	7811.743	.000	495.532	495.586
	6	7811.743 -	1.665	495.532	495.586
	7	7811.743 -	8.748	495.475	495.530
	8	7811.743 -	15.831	495.416	495.471
	9	7811.743 -	22.914	495.357	495.412
(C1)	2	7821.743	22.916	495.560	495.594
	3	7821.743	15.833	495.619	495.653
	4	7821.743	8.750	495.678	495.712
	5	7821.743	1.667	495.735	495.768
	℄	7821.743	.000	495.735	495.768
	6	7821.743 -	1.665	495.735	495.768
	7	7821.743 -	8.748	495.678	495.712
	8	7821.743 -	15.831	495.619	495.653
	9	7821.743 -	22.914	495.560	495.594
(C2)	2	7831.743	22.916	495.763	495.779
	3	7831.743	15.833	495.822	495.838
	4	7831.743	8.750	495.881	495.897
	5	7831.743	1.667	495.938	495.953
	℄	7831.743	.000	495.938	495.953
	6	7831.743 -	1.665	495.938	495.953
	7	7831.743 -	8.748	495.881	495.897
	8	7831.743 -	15.831	495.822	495.838
	9	7831.743 -	22.914	495.763	495.779
℄ Pier #2	2	7841.743	22.916	495.967	495.967
	3	7841.743	15.833	495.026	496.026
	4	7841.743	8.750	496.085	496.085
	5	7841.743	1.667	496.141	496.141
	℄	7841.743	.000	496.141	496.141
	6	7841.743 -	1.665	496.141	496.141
	7	7841.743 -	8.748	496.085	496.085
	8	7841.743 -	15.831	496.026	496.026
	9	7841.743 -	22.914	495.967	495.967
(C3)	2	7851.743	22.916	496.170	496.162
	3	7851.743	15.833	496.229	496.221
	4	7851.743	8.750	496.288	496.280
	5	7851.743	1.667	496.344	496.336
	℄	7851.743	.000	496.344	496.336
	6	7851.743 -	1.665	496.344	496.336
	7	7851.743 -	8.748	496.288	496.280
	8	7851.743 -	15.831	496.229	496.221
	9	7851.743 -	22.914	496.170	496.162
(C4)	2	7861.743	22.916	496.373	496.360
	3	7861.743	15.833	496.432	496.419
	4	7861.743	8.750	496.491	496.478
	5	7861.743	1.667	496.547	496.535
	℄	7861.743	.000	496.547	496.535
	6	7861.743 -	1.665	496.547	496.535
	7	7861.743 -	8.748	496.491	496.478
	8	7861.743 -	15.831	496.432	496.419
	9	7861.743 -	22.914	496.373	496.360
(C5)	2	7871.743	22.916	496.576	496.562
	3	7871.743	15.833	496.635	496.621
	4	7871.743	8.750	496.694	496.680
	5	7871.743	1.667	496.750	496.736
	℄	7871.743	.000	496.750	496.736
	6	7871.743 -	1.665	496.750	496.736
	7	7871.743 -	8.748	496.694	496.680
	8	7871.743 -	15.831	496.635	496.621
	9	7871.743 -	22.914	496.576	496.562

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(C6)	2	7881.743	22.916	496.779	496.767
	3	7881.743	15.833	496.838	496.826
	4	7881.743	8.750	496.897	496.885
	5	7881.743	1.667	496.953	496.941
	℄	7881.743	.000	496.953	496.941
	6	7881.743 -	1.665	496.953	496.941
	7	7881.743 -	8.748	496.897	496.885
	8	7881.743 -	15.831	496.838	496.826
	9	7881.743 -	22.914	496.779	496.767
(C7)	2	7891.743	22.916	496.982	496.972
	3	7891.743	15.833	497.041	497.031
	4	7891.743	8.750	497.100	497.090
	5	7891.743	1.667	497.156	497.146
	℄	7891.743	.000	497.156	497.146
	6	7891.743 -	1.665	497.156	497.146
	7	7891.743 -	8.748	497.100	497.090
	8	7891.743 -	15.831	497.041	497.031
	9	7891.743 -	22.914	496.982	496.972
(C8)	2	7901.743	22.916	497.185	497.178
	3	7901.743	15.833	497.244	497.237
	4	7901.743	8.750	497.303	497.296
	5	7901.743	1.667	497.359	497.353
	℄	7901.743	.000	497.359	497.353
	6	7901.743 -	1.665	497.359	497.353
	7	7901.743 -	8.748	497.303	497.296
	8	7901.743 -	15.831	497.244	497.237
	9	7901.743 -	22.914	497.185	497.178
(C9)	2	7911.743	22.916	497.388	497.384
	3	7911.743	15.833	497.447	497.443
	4	7911.743	8.750	497.506	497.502
	5	7911.743	1.667	497.562	497.559
	℄	7911.743	.000	497.562	497.559
	6	7911.743 -	1.665	497.562	497.559
	7	7911.743 -	8.748	497.506	497.502
	8	7911.743 -	15.831	497.447	497.443
	9	7911.743 -	22.914	497.388	497.384
(C10)	2	7921.743	22.916	497.591	497.591
	3	7921.743	15.833	497.650	497.650
	4	7921.743	8.750	497.709	497.709
	5	7921.743	1.667	497.766	497.765
	℄	7921.743	.000	497.766	497.765
	6	7921.743 -	1.665	497.766	497.765
	7	7921.743 -	8.748	497.709	497.709
	8	7921.743 -	15.831	497.650	497.650
	9	7921.743 -	22.914	497.591	497.591
(C11)	2	7931.743	22.916	497.794	497.795
	3	7931.743	15.833	497.853	497.854
	4	7931.743	8.750	497.912	497.913
	5	7931.743	1.667	497.969	497.969
	℄	7931.743	.000	497.969	497.969
	6	7931.743 -	1.665	497.969	497.969
	7	7931.743 -	8.748	497.912	497.913
	8	7931.743 -	15.831	497.853	497.854
	9	7931.743 -	22.914	497.794	497.795
℄ N. Brg. Pier #3	2	7945.202	22.916	498.068	498.068
	3	7945.202	15.833	498.127	498.127
	4	7945.202	8.750	498.186	498.186
	5	7945.202	1.667	498.242	498.242
	℄	7945.202	.000	498.242	498.242
	6	7945.202 -	1.665	498.242	498.242
	7	7945.202 -	8.748	498.186	498.186
	8	7945.202 -	15.831	498.127	498.127
	9	7945.202 -	22.914	498.068	498.068
℄ Pier #3	2	7945.952	22.916	498.083	498.083
	3	7945.952	15.833	498.142	498.142
	4	7945.952	8.750	498.201	498.201
	5	7945.952	1.667	498.257	498.257
	℄	7945.952	.000	498.257	498.257
	6	7945.952 -	1.665	498.257	498.257
	7	7945.952 -	8.748	498.201	498.201
	8	7945.952 -	15.831	498.142	498.142
	9	7945.952 -	22.914	498.083	498.083

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
(B1)	1	7658.618	30.000	492.138	492.209
	10	7658.618 -	30.000	492.188	492.209
(B2)	1	7668.618	30.000	492.392	492.487
	10	7668.618 -	30.000	492.392	492.487
(B3)	1	7678.618	30.000	492.595	492.765
	10	7678.618 -	30.000	492.595	492.765
(B4)	1	7688.618	30.000	492.798	493.042
	10	7688.618 -	30.000	492.798	493.042
(B5)	1	7698.618	30.000	493.001	493.310
	10	7698.618 -	30.000	493.001	493.310
(B6)	1	7708.618	30.000	493.204	493.542
	10	7708.618 -	30.000	493.204	493.542
(B7)	1	7718.618	30.000	493.407	493.775
	10	7718.618 -	30.000	493.407	493.775
(B8)	1	7728.618	30.000	493.610	494.008
	10	7728.618 -	30.000	493.610	494.008
(B9)	1	7738.618	30.000	493.813	494.222
	10	7738.618 -	30.000	493.813	494.222
(B10)	1	7748.618	30.000	494.016	494.406
	10	7748.618 -	30.000	494.016	494.406
(B11)	1	7758.618	30.000	494.219	494.590
	10	7758.618 -	30.000	494.219	494.590
(B12)	1	7768.618	30.000	494.422	494.773
	10	7768.618 -	30.000	494.422	494.773
(B13)	1	7778.618	30.000	494.626	494.933
	10	7778.618 -	30.000	494.626	494.933
(B14)	1	7788.618	30.000	494.829	495.072
	10	7788.618 -	30.000	494.829	495.072
(B15)	1	7798.618	30.000	495.032	495.211
	10	7798.618 -	30.000	495.032	495.211
(B16)	1	7810.868	30.000	495.281	495.382
	10	7810.868 -	30.000	495.281	495.382
℄ Hinge #2	1	7811.743	30.000	495.298	495.394
	10	7811.743 -	30.000	495.298	495.394
(C1)	1	7821.743	30.000	495.501	495.560
	10	7821.743 -	30.000	495.501	495.560
(C2)	1	7831.743	30.000	495.704	495.732
	10	7831.743 -	30.000	495.704	495.732
℄ Pier #2	1	7841.743	30.000	495.908	495.908
	10	7841.743 -	30.000	495.908	495.908
(C3)	1	7851.743	30.000	496.111	496.097
	10	7851.743 -	30.000	496.111	496.097
(C4)	1	7861.743	30.000	496.314	496.292
	10	7361.743 -	30.000	496.314	496.292
(C5)	1	7871.743	30.000	496.517	496.492
	10	7871.743 -	30.000	496.517	496.492
(C6)	1	7881.743	30.000	496.720	496.699
	10	7881.743 -	30.000	496.720	496.699
(C7)	1	7891.743	30.000	496.923	496.910
	10	7891.743 -	30.000	496.923	496.910
(C8)	1	7901.743	30.000	497.126	497.116
	10	7901.743 -	30.000	497.126	497.116
(C9)	1	7911.743	30.000	497.329	497.325
	10	7911.743 -	30.000	497.329	497.325
(C10)	1	7921.743	30.000	497.532	497.531
	10	7921.743 -	30.000	497.532	497.531
(C11)	1	7931.743	30.000	497.735	497.736
	10	7931.743 -	30.000	497.735	497.736
℄ N. Brg Pier #3	1	7945.202	30.000	498.009	498.009
	10	7945.202 -	30.000	498.009	498.009
℄ Pier #3	1	7945.952	30.000	498.024	498.024
	10	7945.952 -	30.000	498.024	498.024

DECK ELEVATIONS - SPANS 1, 2 & 3

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

DESIGNED	J. B. Nelson		
CHECKED	T. Tanaka	EXAMINED	May 29 1962 H.E. Baumann ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
DRAWN	T. Tanaka	PASSED	ENGINEER OF DESIGN
CHECKED	J. B. N.	APPROVED	CHIEF HIGHWAY ENGINEER

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. To obtain correct stationing add .007' to all station values shown on this sheet.

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Michael Baker INTERNATIONAL
200 W Adams Street Suite 1800 Chicago, IL 60606
PH: 312.707.8770 FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:20.0000 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-7 OF S-85 SHEETS

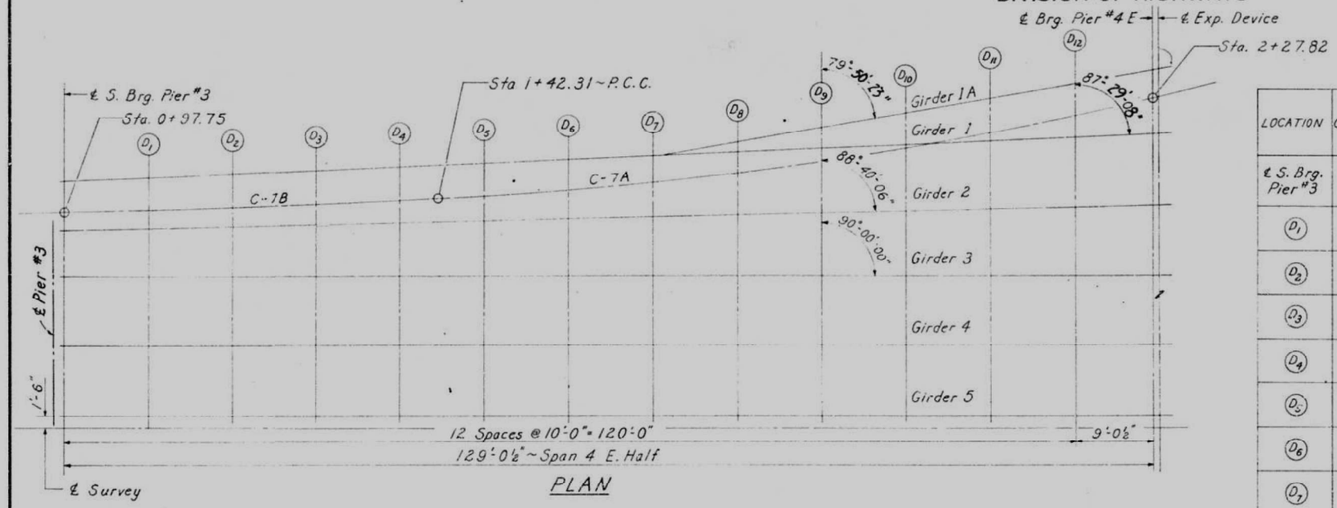
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	448
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

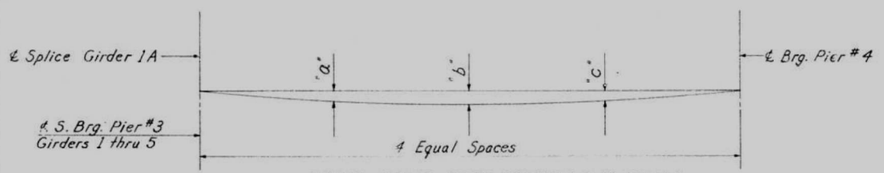
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	31	6

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT

SHEET NO. 8
65 SHEETS



PLAN



DEAD LOAD DEFLECTION DIAGRAM

Includes weight of concrete only.

Girder \ Location	"a"	"b"	"c"
1A	1/16"	1/16"	1/16"
1	1 3/8"	2 3/8"	1 11/16"
2	1 1/16"	1 7/16"	1 1/16"
3	1 5/16"	1 7/8"	1 3/8"
4	1 3/16"	1 5/8"	1 5/16"
5	1 1/8"	1 9/16"	1 1/8"

Note: The above deflections are not for use in the field if the Engineer is waking from the Theoretical Grade Elevations Adjusted for Dead Load Deflection.

LOCATION	GIR.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
℄ S. Brg. Pier #3	1	97.650 -	3.732	498.002	498.002
	2	97.760	2.282	498.062	498.062
	3	97.630	7.798	498.119	498.119
D_1	1	107.890 -	3.941	498.163	498.216
	2	107.730	2.277	498.238	498.269
	3	107.580	8.024	498.311	498.351
D_2	1	117.920 -	4.086	498.303	498.403
	2	117.710	2.330	498.407	498.465
	3	117.520	8.313	498.505	498.579
D_3	1	127.960 -	4.168	498.425	498.563
	2	127.700	2.459	498.568	498.650
	3	127.460	8.665	498.703	498.807
D_4	1	137.990 -	4.185	498.532	498.699
	2	137.680	2.645	498.723	498.823
	3	137.400	9.081	498.901	499.029
D_5	1	148.060 -	4.113	498.634	498.821
	2	147.610	2.417	498.871	498.984
	3	147.220	9.578	499.094	499.238
D_6	1	158.130 -	3.831	498.730	498.928
	2	157.530	3.392	499.048	499.138
	3	156.980	10.274	499.289	499.442
D_7	1	168.210 -	3.325	498.811	499.008
	2	167.430	4.088	499.153	499.274
	3	166.710	11.185	499.471	499.624
D_8	1	178.260 -	2.596	498.876	499.061
	2	177.290	5.002	499.273	499.388
	3	176.390	12.311	499.648	499.793
D_9	1A	188.650 -	4.157	498.782	498.940
	1	188.270 -	1.644	498.931	499.093
	2	187.110	6.134	499.382	499.483
	3	186.030	13.550	499.815	499.944
D_{10}	1A	198.910 -	4.308	498.723	498.847
	1	198.230 -	.472	498.975	499.107
	2	196.870	7.481	499.487	499.569
	3	195.600	15.200	499.972	500.077
D_{11}	1A	209.160 -	4.228	498.643	498.727
	1	208.160	.920	499.014	499.107
	2	206.570	9.043	499.588	499.647
	3	205.100	16.959	500.135	500.210
D_{12}	1A	219.410 -	3.917	498.547	498.592
	1	217.980	2.529	499.057	499.103
	2	216.210	10.817	499.699	499.730
	3	214.530	18.925	500.312	500.351
℄ Brg. Pier #4	1A	228.660 -	3.437	498.431	498.431
	1	226.820	4.169	499.101	499.101
	2	224.840	12.601	499.807	499.807
	3	223.010	20.878	500.478	500.478

LOCATION	GIR.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
℄ S. Brg. Pier #3	4	7946.710	10.000	498.206	498.206
	5	7946.710	1.500	498.272	498.272
	℄	7946.710	.000	498.272	498.272
D_1	4	7956.710	10.000	498.409	498.439
	5	7956.710	1.500	498.475	498.505
	℄	7956.710	.000	498.475	498.505
D_2	4	7966.710	10.000	498.612	498.672
	5	7966.710	1.500	498.679	498.738
	℄	7966.710	.000	498.679	498.738
D_3	4	7976.710	10.000	498.815	498.904
	5	7976.710	1.500	498.882	498.971
	℄	7976.710	.000	498.882	498.971
D_4	4	7986.710	10.000	499.018	499.123
	5	7986.710	1.500	499.085	499.190
	℄	7986.710	.000	499.085	499.190
D_5	4	7996.710	10.000	499.221	499.337
	5	7996.710	1.500	499.288	499.404
	℄	7996.710	.000	499.288	499.404
D_6	4	8006.710	10.000	499.424	499.552
	5	8006.710	1.500	499.491	499.618
	℄	8006.710	.000	499.491	499.618
D_7	4	8016.710	10.000	499.627	499.754
	5	8016.710	1.500	499.694	499.820
	℄	8016.710	.000	499.694	499.820
D_8	4	8026.710	10.000	499.830	499.945
	5	8026.710	1.500	499.897	500.012
	℄	8026.710	.000	499.897	500.012
D_9	4	8036.710	10.000	500.034	500.137
	5	8036.710	1.500	500.100	500.204
	℄	8036.710	.000	500.100	500.204
D_{10}	4	8046.710	10.000	500.237	500.323
	5	8046.710	1.500	500.303	500.390
	℄	8046.710	.000	500.303	500.390
D_{11}	4	8056.710	10.000	500.440	500.497
	5	8056.710	1.500	500.506	500.563
	℄	8056.710	.000	500.506	500.563
D_{12}	4	8066.710	10.000	500.643	500.670
	5	8066.710	1.500	500.709	500.736
	℄	8066.710	.000	500.709	500.736
℄ Brg. Pier #4	4	8075.752	10.000	500.826	500.827
	5	8075.752	1.500	500.893	500.893
	℄	8075.752	.000	500.893	500.893
℄ Exp. Device	4	8076.418	10.000	500.840	500.840
	5	8076.418	1.500	500.907	500.907
	℄	8076.418	.000	500.907	500.907

DESIGNED	D. Nelson	
CHECKED	T. Tanaka	
DRAWN	T. Tanaka	
CHECKED	K.B.K.	

May 29 1962
EXAMINED H.C. Beaman
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

DECK ELEVATIONS-SPAN 4 EAST

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78 + 28.29

℄'s CORRECTED: GIRDERS 1 to 1A; FROM 87°-30'-00" to 87°-29'-08" & FROM 79°-51'-05" TO 79°-50'-23"-JE

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Michael Baker INTERNATIONAL
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USER NAME = DLamb	DESIGNED -	REVISED -	
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PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET 5-8 OF 5-85 SHEETS

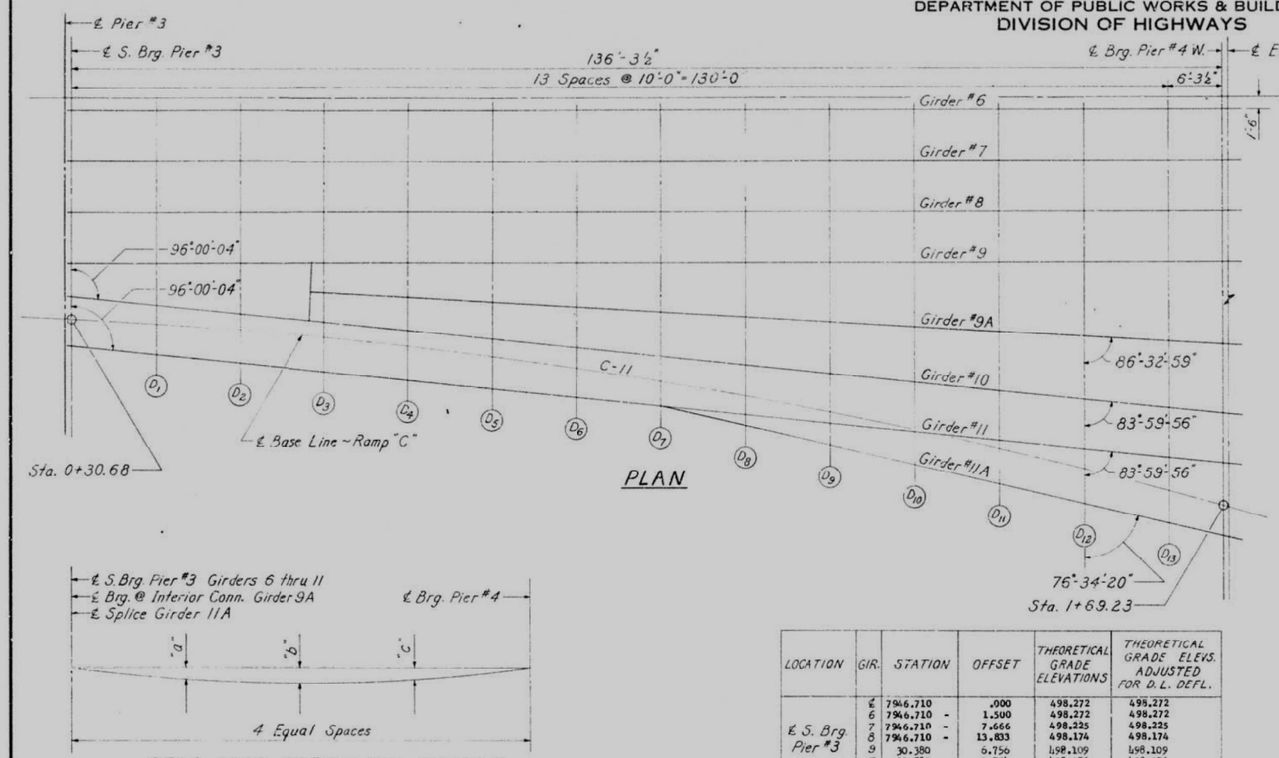
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	449

CONTRACT NO. 68C55
ILLINOIS | FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	COUNTY	TOTAL SHEETS	SHEET NO.
FA 10	13-VD		TAZEWELL	34	7

SHEET NO 9
65 SHEETS



PLAN

DEAD LOAD DEFLECTION DIAGRAM

Includes weight of concrete only.

Girder \ Location	"a"	"b"	"c"
6	1 7/16"	2"	1 7/16"
7	1 3/16"	1 5/8"	1 3/16"
8	1 3/16"	1 5/8"	1 3/16"
9	1 7/16"	2"	1 7/16"
9A	7/8"	1 1/4"	15/16"
10	1 7/16"	1 15/16"	1 3/8"
11	2"	2 13/16"	2"
11A	1/8"	1/8"	1/16"

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.

LOCATION	GIR.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
	℄	7946.710	.000	498.272	498.272
	6	7946.710 -	1.500	498.272	498.272
	7	7946.710 -	7.666	498.225	498.225
	8	7946.710 -	13.833	498.174	498.174
	9	30.380	6.756	498.109	498.109
	10	30.580	2.734	498.056	498.056
	11	30.890 -	3.289	497.977	497.977
℄ S. Brg. Pier #3					
D1	℄	7956.710	.000	498.475	498.511
	6	7956.710 -	1.500	498.475	498.511
	7	7956.710 -	7.666	498.428	498.457
	8	7956.710 -	13.833	498.377	498.406
	9	40.250	7.343	498.292	498.333
	10	40.590	2.279	498.211	498.251
	11	41.000 -	3.739	498.114	498.161
D2	℄	7966.710	.000	498.679	498.749
	6	7966.710 -	1.500	498.679	498.749
	7	7966.710 -	7.666	498.631	498.690
	8	7966.710 -	13.833	498.580	498.638
	9	50.090	8.094	498.481	498.558
	10	50.600	1.590	498.353	498.429
	11	51.110 -	4.020	498.226	498.333
D3	℄	7976.710	.000	498.882	498.987
	6	7976.710 -	1.500	498.882	498.987
	7	7976.710 -	7.666	498.834	498.922
	8	7976.710 -	13.833	498.783	498.871
	9	59.910	9.069	498.669	498.777
	10	60.620	1.809	498.482	498.587
	11	61.240 -	4.131	498.321	498.471

LOCATION	GIR.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
D4	℄	7986.710	.000	499.085	499.213
	6	7986.710 -	1.500	499.085	499.213
	7	7986.710 -	7.666	499.038	499.143
	8	7986.710 -	13.833	498.986	499.092
	9	69.700	10.085	498.857	498.990
	9A	70.180	5.902	498.725	498.849
	10	70.680	1.916	498.598	498.730
	11	71.360 -	4.073	498.402	498.586
D5	℄	7996.710	.000	499.288	499.430
	6	7996.710 -	1.500	499.288	499.430
	7	7996.710 -	7.666	499.241	499.358
	8	7996.710 -	13.833	499.189	499.306
	9	79.460	11.323	499.047	499.199
	9A	80.080	6.553	498.872	499.012
	10	80.670	2.130	498.705	498.855
	11	81.480 -	3.846	498.471	498.685
D6	℄	8006.710	.000	499.491	499.647
	6	8006.710 -	1.500	499.491	499.647
	7	8006.710 -	7.666	499.444	499.572
	8	8006.710 -	13.833	499.392	499.521
	9	89.160	12.722	499.216	499.410
	9A	89.950	7.368	499.018	499.172
	10	90.680	2.512	498.805	498.967
	11	91.590 -	3.450	498.538	498.766
D7	℄	8016.710	.000	499.694	499.859
	6	8016.710 -	1.500	499.694	499.859
	7	8016.710 -	7.666	499.647	499.782
	8	8016.710 -	13.833	499.595	499.731
	9	98.820	14.280	499.453	499.621
	9A	99.790	8.347	499.166	499.326
	10	100.670	3.062	498.902	499.065
	11	101.680 -	2.884	498.549	498.834
D8	℄	8026.710	.000	499.897	500.048
	6	8026.710 -	1.500	499.897	500.048
	7	8026.710 -	7.666	499.850	499.974
	8	8026.710 -	13.833	499.799	499.923
	9	108.430	15.996	499.671	499.833
	9A	109.600	9.488	499.317	499.476
	10	110.640	3.778	498.998	499.156
	11	111.750 -	2.151	498.680	498.865
D9	℄	8036.710	.000	500.100	500.238
	6	8036.710 -	1.500	500.100	500.238
	7	8036.710 -	7.666	500.053	500.166
	8	8036.710 -	13.833	500.002	500.115
	9	117.980	17.869	[illegible]	500.051
	9A	119.380	10.792	[illegible]	499.917
	10	120.590	4.060	499.097	499.239
	11	121.790 -	1.249	498.723	498.928
	11A	122.330 -	3.046	498.556	498.759

LOCATION	GIR.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
D10	℄	8046.710	.000	500.303	500.427
	6	8046.710 -	1.500	500.303	500.427
	7	8046.710 -	7.666	500.256	500.358
	8	8046.710 -	13.833	500.205	500.307
	9	8046.710 -	20.000	500.153	500.277
	9A	129.090	12.257	499.647	499.767
	10	130.500	5.707	499.201	499.322
	11A	131.800 -	.181	498.792	498.958
	11A	132.000 -	4.074	498.516	498.682
D11	℄	8056.710	.000	500.506	500.600
	6	8056.710 -	1.500	500.506	500.600
	7	8056.710 -	7.666	500.459	500.536
	8	8056.710 -	13.833	500.408	500.484
	9	8056.710 -	20.000	500.356	500.450
	9A	138.760	13.881	499.829	499.921
	10	140.380	6.920	499.314	499.410
	11	141.780	1.054	498.870	499.010
	11A	143.030 -	4.125	498.469	498.596
D12	℄	8066.710	.000	500.709	500.767
	6	8066.710 -	1.500	500.709	500.767
	7	8066.710 -	7.666	500.662	500.710
	8	8066.710 -	13.833	500.611	500.658
	9	8066.710 -	20.000	500.560	500.617
	9A	148.380	15.664	500.026	500.089
	10	150.220	8.295	499.438	499.503
	11	151.700	2.453	498.961	499.056
	11A	153.380 -	3.778	498.419	498.504
D13	℄	8076.710	.000	500.913	500.935
	6	8076.710 -	1.500	500.913	500.935
	7	8076.710 -	7.666	500.865	500.884
	8	8076.710 -	13.833	500.814	500.832
	9	8076.710 -	20.000	500.763	500.785
	9A	157.950	17.604	500.197	500.227
	10	160.010	9.834	499.539	499.569
	11	161.580	4.017	499.046	499.089
	11A	163.720 -	3.694	498.391	498.429
℄ Brg. Pier #4					
	℄	8083.002	.000	501.040	501.040
	6	8083.002 -	1.500	501.040	501.040
	7	8083.002 -	7.666	500.993	500.993
	8	8083.002 -	13.833	500.942	500.942
	9	8083.002 -	20.000	500.890	500.890
	9A	163.930	18.904	500.272	500.272
	10	166.140	10.884	499.591	499.591
	11	167.770	5.084	499.097	499.097
	11A	170.220 -	3.413	498.372	498.372

DESIGNED	J. B. Nolan	
CHECKED	T. Tanaka	
DRAWN	T. Tanaka	
CHECKED	J. B. N.	

MAY 29 1962

EXAMINED H. E. Baumann
DIRECTOR OF BRIDGE AND TRAFFIC STRUCTURES

PASSED
ENGINEER OF DESIGN

APPROVED
CHIEF HIGHWAY ENGR. DR

DECK ELEVATIONS - SPAN 4 WEST

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1850
Chicago, IL 60606
PH: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -
PLOT DATE = 5/1/2023	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

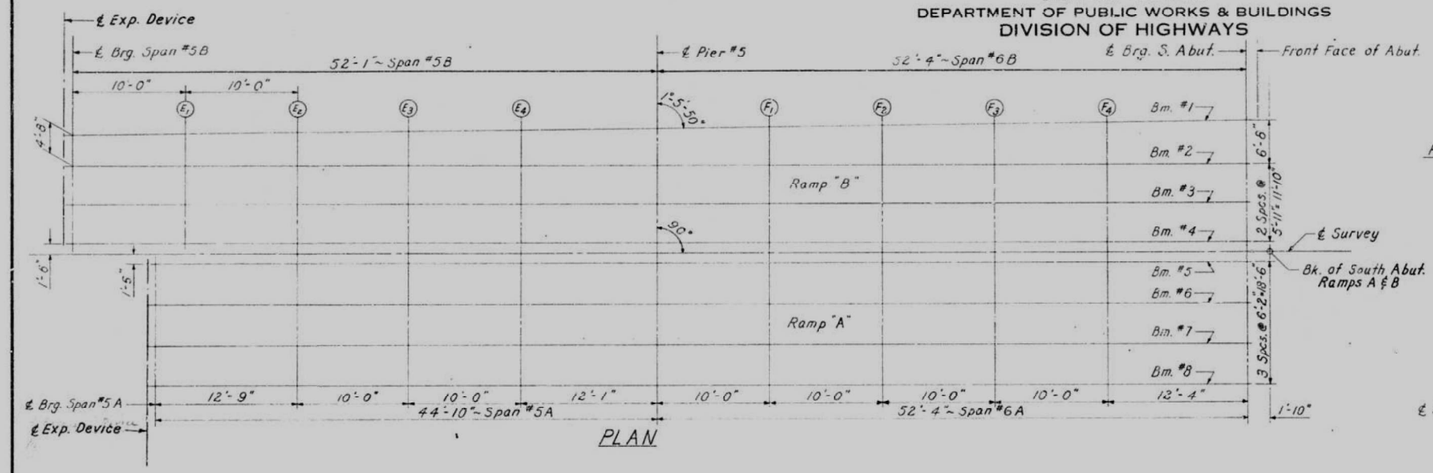
SHEET S-9 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	450
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

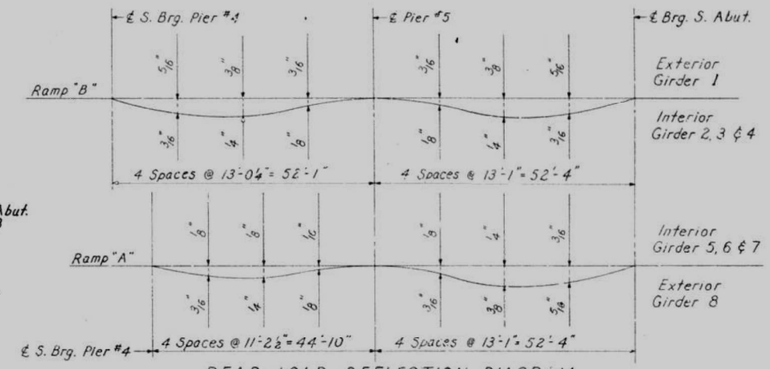
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	38	8
FED. ROAD INST. NO.		ILLINOIS	FED. AID PROJECT	

SHEET NO. 10
65 SHEETS



PLAN



DEAD LOAD DEFLECTION DIAGRAM
Includes weight of concrete only.

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D. L. DEFL.
℄ Exp. Device	1	8076.417 -	17.984	500.773	500.773
℄ Brg. Span #5B	1	8077.250 -	18.000	500.790	500.790
E1	1	8087.250 -	18.192	500.991	501.014
E2	1	8097.250 -	18.383	501.193	501.225
E3	1	8107.250 -	18.575	501.395	501.423
E4	1	8117.250 -	18.766	501.596	501.611
℄ Pier #5	1	8129.333 -	18.998	501.840	501.840
F1	1	8139.333 -	19.189	502.048	502.061
F2	1	8149.333 -	19.381	502.305	502.330
F3	1	8159.333 -	19.572	502.563	502.595
F4	1	8169.333 -	19.764	502.822	502.849
℄ Brg. S. Abut.	1	8181.667 -	20.000	503.142	503.142
F.F. of S. Abut.		8182.500 -	20.016	503.164	503.164
Bk. of S. Abut.		8183.500 -	20.035	503.190	503.190

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D. L. DEFL.
℄ Exp. Device	2	8076.417 -	13.333	500.812	500.812
	3	8076.417 -	7.416	500.861	500.861
	4	8076.417 -	1.500	500.907	500.907
	℄	8076.417 -	.000	500.907	500.907
℄ Brg. Span #5B	2	8077.250 -	13.333	500.829	500.829
	3	8077.250 -	7.416	500.878	500.878
	4	8077.250 -	1.500	500.924	500.924
	℄	8077.250 -	.000	500.924	500.924
E1	2	8087.250 -	13.333	501.032	501.045
	3	8087.250 -	7.416	501.082	501.094
	4	8087.250 -	1.500	501.127	501.139
	℄	8087.250 -	.000	501.127	501.139
E2	2	8097.250 -	13.333	501.235	501.253
	3	8097.250 -	7.416	501.285	501.302
	4	8097.250 -	1.500	501.330	501.347
	℄	8097.250 -	.000	501.330	501.347
E3	2	8107.250 -	13.333	501.438	501.454
	3	8107.250 -	7.416	501.488	501.504
	4	8107.250 -	1.500	501.533	501.549
	℄	8107.250 -	.000	501.533	501.549
E4	2	8117.250 -	13.333	501.641	501.650
	3	8117.250 -	7.416	501.691	501.699
	4	8117.250 -	1.500	501.736	501.745
	℄	8117.250 -	.000	501.736	501.745
℄ Pier #5	2	8129.333 -	13.333	501.887	501.887
	3	8129.333 -	7.416	501.936	501.936
	4	8129.333 -	1.500	501.981	501.981
	℄	8129.333 -	.000	501.981	501.981
F1	2	8139.333 -	13.333	502.095	502.102
	3	8139.333 -	7.416	502.142	502.149
	4	8139.333 -	1.500	502.185	502.192
	℄	8139.333 -	.000	502.184	502.191
F2	2	8149.333 -	13.333	502.335	502.349
	3	8149.333 -	7.416	502.364	502.378
	4	8149.333 -	1.500	502.390	502.404
	℄	8149.333 -	.000	502.387	502.402
F3	2	8159.333 -	13.333	502.575	502.593
	3	8159.333 -	7.416	502.586	502.605
	4	8159.333 -	1.500	502.595	502.613
	℄	8159.333 -	.000	502.591	502.609
F4	2	8169.333 -	13.333	502.815	502.830
	3	8169.333 -	7.416	502.809	502.824
	4	8169.333 -	1.500	502.801	502.816
	℄	8169.333 -	.000	502.794	502.809
℄ Brg. S. Abut.	2	8181.667 -	13.333	503.111	503.111
	3	8181.667 -	7.416	503.083	503.083
	4	8181.667 -	1.500	503.054	503.054
	℄	8181.667 -	.000	503.044	503.044
F.F. of S. Abut.		8182.500 -	13.333	503.131	503.131
		8182.500 -	7.416	503.102	503.102
		8182.500 -	1.500	503.071	503.071
	℄	8182.500 -	.000	503.061	503.061
Bk. of S. Abut.		8183.500 -	13.333	503.155	503.155
		8183.500 -	7.416	503.124	503.124
		8183.500 -	1.500	503.092	503.092
	℄	8183.500 -	.000	503.081	503.081

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D. L. DEFL.
℄ Exp. Device	℄	8083.667	.000	501.054	501.054
	5	8083.667 -	1.500	501.054	501.054
	6	8083.667 -	7.666	501.007	501.007
	7	8083.667 -	13.833	500.955	500.955
℄ Brg. Span #5A	℄	8084.500	.000	501.071	501.071
	5	8084.500 -	1.500	501.071	501.071
	6	8084.500 -	7.666	501.024	501.024
	7	8084.500 -	13.833	500.972	500.972
E2	℄	8097.250	.000	501.330	501.339
	5	8097.250 -	1.500	501.330	501.339
	6	8097.250 -	7.666	501.283	501.292
	7	8097.250 -	13.833	501.231	501.240
E3	℄	8107.250	.000	501.533	501.543
	5	8107.250 -	1.500	501.533	501.543
	6	8107.250 -	7.666	501.486	501.496
	7	8107.250 -	13.833	501.434	501.444
E4	℄	8117.250	.000	501.736	501.741
	5	8117.250 -	1.500	501.736	501.741
	6	8117.250 -	7.666	501.689	501.694
	7	8117.250 -	13.833	501.637	501.643
℄ Pier #5	℄	8129.333	.000	501.981	501.981
	5	8129.333 -	1.500	501.981	501.981
	6	8129.333 -	7.666	501.934	501.934
	7	8129.333 -	13.833	501.883	501.883
F1	℄	8139.333	.000	502.184	502.191
	5	8139.333 -	1.500	502.184	502.191
	6	8139.333 -	7.666	502.137	502.144
	7	8139.333 -	13.833	502.086	502.093
F2	℄	8149.333	.000	502.387	502.402
	5	8149.333 -	1.500	502.387	502.402
	6	8149.333 -	7.666	502.340	502.355
	7	8149.333 -	13.833	502.289	502.303
F3	℄	8159.333	.000	502.591	502.609
	5	8159.333 -	1.500	502.591	502.609
	6	8159.333 -	7.666	502.543	502.561
	7	8159.333 -	13.833	502.492	502.510
F4	℄	8169.333	.000	502.794	502.809
	5	8169.333 -	1.500	502.794	502.809
	6	8169.333 -	7.666	502.746	502.762
	7	8169.333 -	13.833	502.695	502.711
℄ Brg. S. Abut.	℄	8181.667	.000	503.044	503.044
	5	8181.667 -	1.500	503.044	503.044
	6	8181.667 -	7.666	502.997	502.997
	7	8181.667 -	13.833	502.946	502.946
F.F. of S. Abut.	℄	8182.500	.000	503.061	503.061
	5	8182.500 -	1.500	503.061	503.061
	6	8182.500 -	7.666	503.014	503.014
	7	8182.500 -	13.833	502.962	502.962
Bk. of S. Abut.	℄	8183.500	.000	503.081	503.081
	5	8183.500 -	1.500	503.081	503.081
	6	8183.500 -	7.666	503.034	503.034
	7	8183.500 -	13.833	502.983	502.983

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D. L. DEFL.
℄ Exp. Device	8	8083.667	20.000	500.904	500.904
℄ Brg. Span #5A	8	8084.500	20.000	500.921	500.921
E2	8	8097.250	20.000	501.180	501.196
E3	8	8107.250	20.000	501.383	501.401
E4	8	8117.250	20.000	501.586	501.596
℄ Pier #5	8	8129.333	20.000	501.831	501.831
F1	8	8139.333	20.000	502.034	502.046
F2	8	8149.333	20.000	502.233	502.258
F3	8	8159.333	20.000	502.432	502.464
F4	8	8169.333	20.000	502.630	502.658
℄ Brg. S. Abut.	8	8181.667	20.000	502.876	502.876
F.F. of S. Abut.		8182.500	20.000	502.892	502.892
Bk. of S. Abut.		8183.500	20.000	502.912	502.912

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.

DECK ELEVATIONS-RAMPS A & B

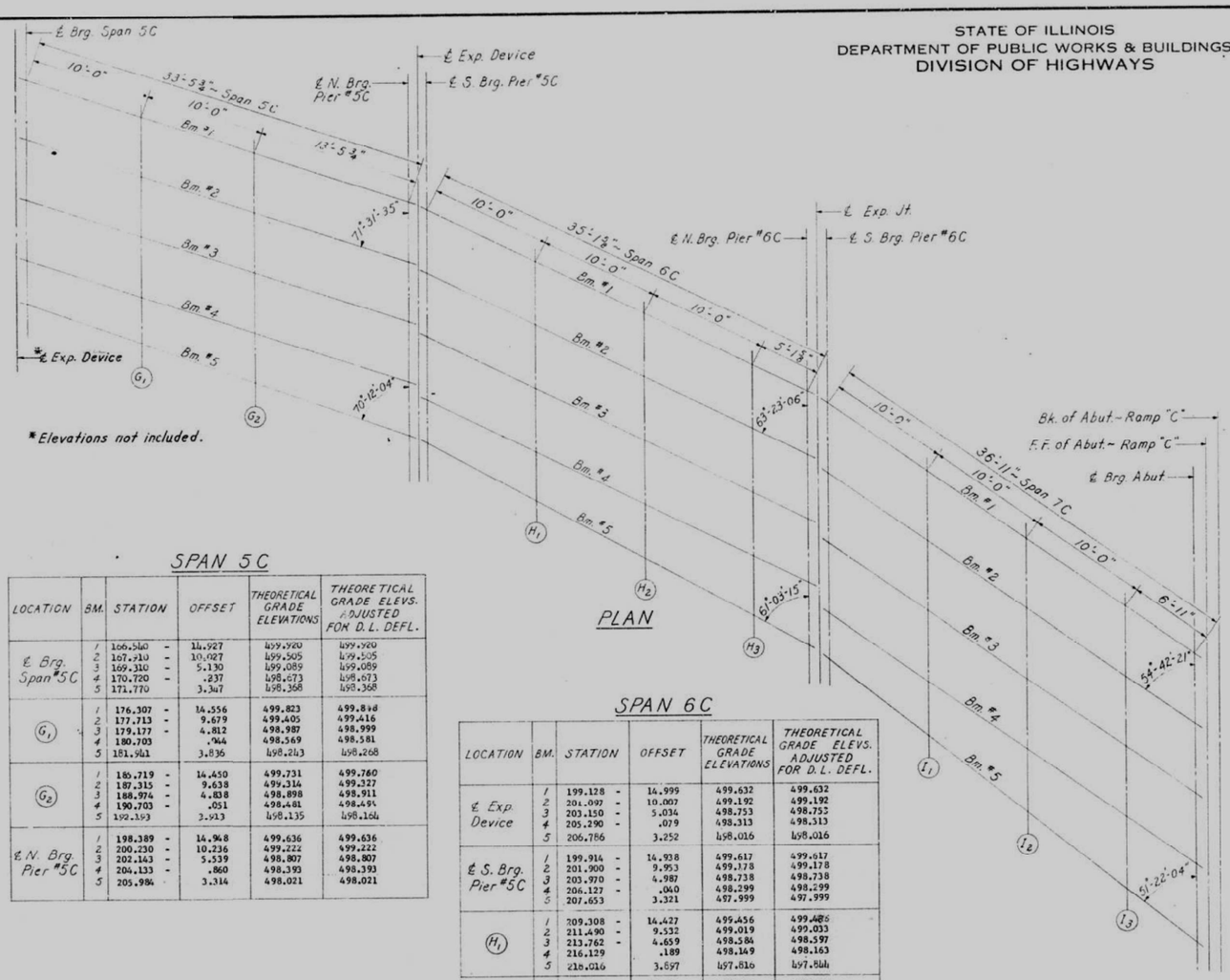
CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-V.D
TAZEWELL COUNTY
STATION 78+28.29

DESIGNED	J. B. Kalm	EXAMINED	MAY 29 1962 H. E. Baumann ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
CHECKED	J. Tanaka	PASSED	ENGINEER OF DESIGN
DRAWN	T. Tanaka	APPROVED	CHIEF HIGHWAY ENGINEER
CHECKED	J. B. K.		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

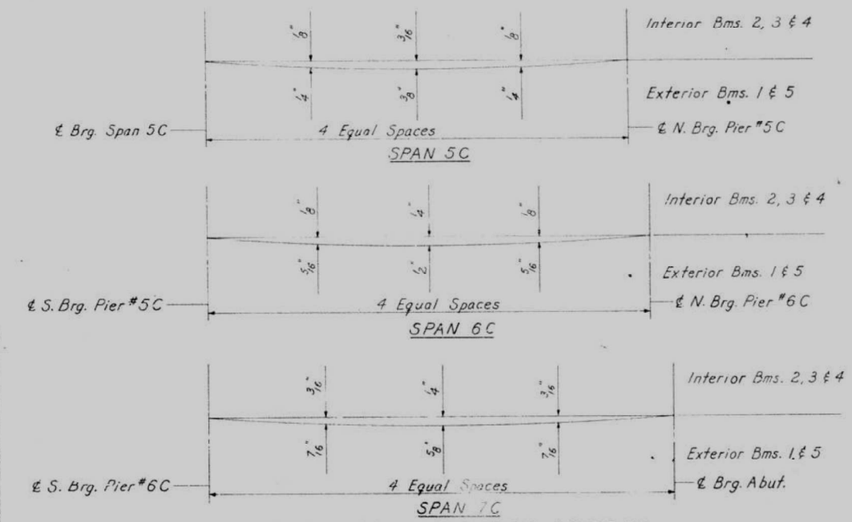
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	34	9

SHEET NO 11
65 SHEETS



*Elevations not included.

PLAN



DEAD LOAD DEFLECTION DIAGRAM

Includes weight of concrete only.

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.

SPAN 5C

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
℄ Brg. Span #5C	1	166.540 -	14.927	499.920	499.920
	2	167.910 -	10.027	499.505	499.505
	3	169.310 -	5.130	499.089	499.089
	4	170.720 -	.237	498.673	498.673
	5	171.770	3.347	498.368	498.368
G1	1	176.307 -	14.556	499.823	499.898
	2	177.713 -	9.679	499.405	499.416
	3	179.177 -	4.812	498.987	498.999
	4	180.703	.044	498.569	498.581
	5	181.961	3.836	498.243	498.268
G2	1	185.719 -	14.450	499.731	499.760
	2	187.315 -	9.638	499.314	499.327
	3	188.974 -	4.838	498.898	498.911
	4	190.703 -	.051	498.481	498.494
	5	192.193	3.913	498.135	498.164
℄ N. Brg. Pier #5C	1	198.389 -	14.948	499.636	499.636
	2	200.230 -	10.236	499.222	499.222
	3	202.143 -	5.539	498.807	498.807
	4	204.133 -	.860	498.393	498.393
	5	205.984	3.314	498.021	498.021

SPAN 6C

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
℄ Exp Device	1	199.128 -	14.999	499.632	499.632
	2	201.097 -	10.007	499.192	499.192
	3	203.150 -	5.034	498.753	498.753
	4	205.290 -	.079	498.313	498.313
	5	206.786	3.252	498.016	498.016
℄ S. Brg. Pier #5C	1	199.914 -	14.938	499.617	499.617
	2	201.900 -	9.953	499.178	499.178
	3	203.970 -	4.987	498.738	498.738
	4	206.127 -	.040	498.299	498.299
	5	207.653	3.321	497.999	497.999
H1	1	209.308 -	14.427	499.456	499.486
	2	211.490 -	9.532	499.019	499.033
	3	213.762 -	4.659	498.584	498.597
	4	216.129	.189	498.149	498.163
	5	218.016	3.897	497.816	497.844
H2	1	218.725 -	14.321	499.324	499.361
	2	221.096 -	9.534	498.894	498.910
	3	223.563 -	4.753	498.464	498.481
	4	226.131 -	.010	498.035	498.052
	5	228.411	4.017	497.671	497.707
H3	1	228.135 -	14.620	499.226	499.264
	2	230.687 -	9.929	498.802	498.810
	3	233.340 -	5.268	498.380	498.387
	4	236.098 -	.640	497.958	497.966
	5	238.795	3.680	497.563	497.580
℄ N. Brg. Pier #6C	1	232.954 -	14.931	499.189	499.189
	2	235.596 -	10.297	498.769	498.769
	3	238.340 -	5.696	498.350	498.350
	4	241.191 -	1.129	497.932	497.932
	5	244.110	3.331	497.523	497.523
℄ Exp. Jt.	1	233.828 -	14.999	499.184	499.184
	2	236.485 -	10.376	498.764	498.764
	3	239.245 -	5.785	498.346	498.346
	4	242.113 -	1.230	497.929	497.929
	5	245.072	3.254	497.517	497.517

SPAN 7C

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
℄ S. Brg. Pier #6C	1	234.795 -	14.924	499.165	499.165
	2	237.732 -	9.874	498.706	498.706
	3	240.794 -	4.863	498.249	498.249
	4	243.986	.100	497.794	497.794
	5	246.162	3.343	497.495	497.495
I1	1	244.189 -	14.400	498.999	499.038
	2	247.325 -	9.481	498.549	498.565
	3	250.591 -	4.607	498.100	498.116
	4	253.993	.216	497.653	497.669
	5	256.763	3.960	497.303	497.344
I2	1	253.608 -	14.280	498.866	498.911
	2	256.914 -	9.500	498.422	498.443
	3	260.393 -	4.772	497.979	498.000
	4	263.992 -	.098	497.532	497.559
	5	267.396	4.100	497.137	497.190
I3	1	263.020 -	14.566	498.758	498.784
	2	266.524 -	9.933	498.320	498.331
	3	270.163 -	5.357	497.883	497.854
	4	273.945 -	.862	497.447	497.459
	5	278.018	3.752	496.998	497.029
℄ Brg. Abut. Ramp "C"	1	269.510 -	15.000	498.696	498.696
	2	273.129 -	10.473	498.263	498.263
	3	276.885 -	6.007	497.830	497.830
	4	280.783 -	1.606	497.399	497.399
	5	283.335	3.251	496.917	496.917
F.F. of Abut. Ramp "C"		270.657 -	15.087	498.687	498.687
		274.296 -	10.589	498.254	498.254
		278.072 -	6.143	497.822	497.822
		281.990 -	1.762	497.392	497.392
		286.628	3.137	496.903	496.903
Bk. of Abut. Ramp "C"		271.804 -	15.200	498.677	498.677
		275.462 -	10.711	498.245	498.245
		279.257 -	6.285	497.814	497.814
		283.195 -	1.925	497.385	497.385
		287.918	3.016	496.891	496.891

DESIGNED	B. Nolan	
CHECKED	T. Tanaka	
DRAWN	T. Tanaka	
CHECKED	B.N.	

MAY 29 1962
EXAMINED H.E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

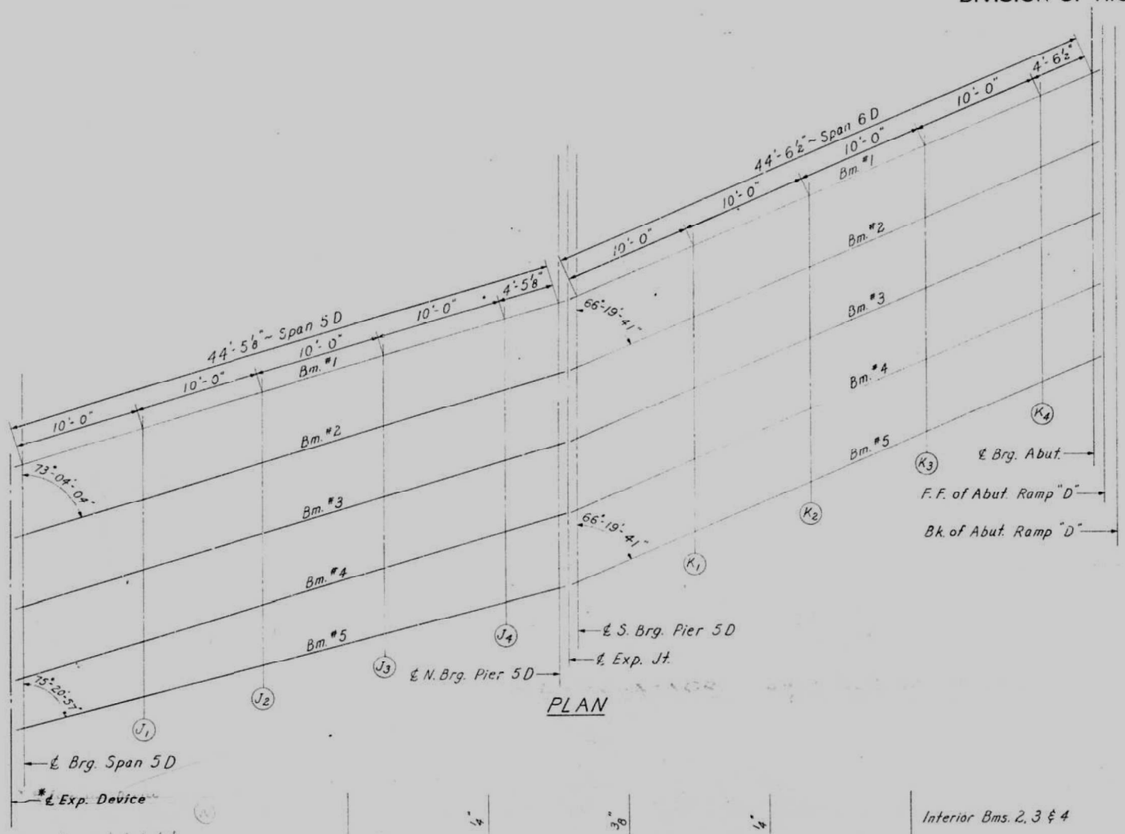
DECK ELEVATIONS-RAMP C

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78 + 28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

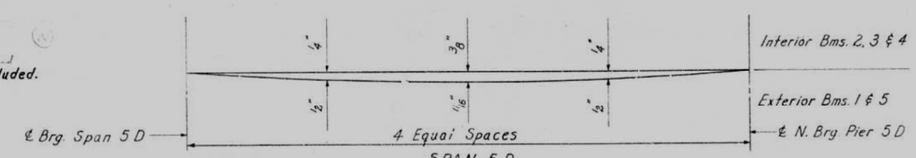
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 10	13-VD	TAZEWELL	34	10
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

SHEET NO. 12
65 SHEETS

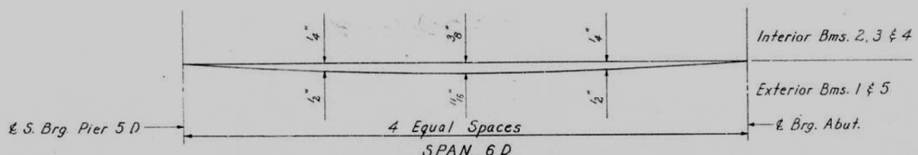


PLAN

*Elevations not included.



SPAN 5D



SPAN 6D

DEAD LOAD DEFLECTION DIAGRAM

Includes weight of concrete only.

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.

DESIGNED	J.B.R.
CHECKED	T. Tanaka
DRAWN	T. Tanaka
CHECKED	J.B.R.

May 29 1962
EXAMINED W.E. Baumann
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

SPAN 5D

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
℄ Brg. Span 5D	5	225.253 -	17.345	500.217	500.217
	4	226.154 -	13.424	499.880	499.880
	3	227.455 -	7.334	499.398	499.398
	2	223.808 -	2.247	498.916	498.916
	1	230.106	3.334	498.432	498.433
J1	5	234.775 -	17.216	500.067	500.104
	4	235.857 -	12.919	499.693	499.712
	3	237.288 -	7.359	499.207	499.227
	2	238.754 -	1.803	498.721	498.740
	1	240.257	3.746	498.234	498.271
J2	5	244.299 -	17.295	499.904	499.959
	4	245.577 -	12.629	499.492	499.520
	3	247.129 -	7.104	499.002	499.030
	2	248.716 -	1.583	498.511	498.539
	1	250.349	3.930	498.019	498.074
J3	5	253.771 -	17.594	499.730	499.777
	4	255.267 -	12.570	499.279	499.302
	3	256.947 -	7.083	498.784	498.808
	2	258.674 -	1.608	498.288	498.312
	1	260.452	3.860	497.791	497.838
J4	5	263.204 -	18.135	499.546	499.565
	4	264.945 -	12.763	499.055	499.063
	3	266.759 -	7.324	498.555	498.563
	2	268.625 -	1.893	498.056	498.062
	1	270.544	3.526	497.550	497.569
℄ N. Brg. Pier 5D	5	267.371 -	18.452	499.462	499.462
	4	269.225 -	12.939	498.953	498.953
	3	271.098 -	7.511	498.450	498.450
	2	273.024 -	2.103	497.946	497.946
	1	275.005	3.294	497.440	497.440

SPAN 6D

LOCATION	BM.	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS	THEORETICAL GRADE ELEVS. ADJUSTED FOR D.L. DEFL.
℄ Exp. Jt.	5	268.111 -	18.515	499.447	499.447
	4	269.986 -	12.962	498.934	498.934
	3	271.870 -	7.548	498.431	498.431
	2	273.807 -	2.144	497.926	497.926
	1	275.799	3.250	497.420	497.420
℄ S. Brg. Pier #5D	5	268.889 -	18.452	499.421	499.421
	4	270.776 -	12.904	498.907	498.907
	3	272.671 -	7.494	498.404	498.404
	2	274.620 -	2.093	497.898	497.898
	1	276.623	3.296	497.391	497.391
K1	5	278.417 -	17.824	499.089	499.126
	4	280.441 -	12.327	498.569	498.588
	3	282.472 -	6.968	498.059	498.078
	2	284.560 -	1.620	497.547	497.566
	1	286.708	3.715	497.033	497.070
K2	5	287.969 -	17.445	498.746	498.80[illegible]
	4	290.127 -	12.002	498.220	498.248
	3	292.293 -	6.698	497.703	497.731
	2	294.519 -	1.407	497.184	497.212
	1	296.807	3.869	496.661	496.716
K3	5	297.534 -	17.316	498.395	498.4[illegible]
	4	299.823 -	11.932	497.859	497.883
	3	302.121 -	6.686	497.335	497.359
	2	304.482 -	1.455	496.808	496.832
	1	306.907	3.760	496.278	496.325
K4	5	307.098 -	17.438	498.029	498.048
	4	309.517 -	12.115	497.488	497.497
	3	311.943 -	6.931	496.956	496.965
	2	314.435 -	1.764	496.421	496.430
	1	316.995	3.386	495.882	495.90[illegible]
℄ Brg. Abut. Ramp "D"	5	311.419 -	17.575	497.862	497.862
	4	313.895 -	12.281	497.317	497.317
	3	316.378 -	7.126	496.782	496.782
	2	318.928 -	1.989	496.242	496.242
	1	321.548	3.130	495.699	495.699
F.F. of Abut. Ramp "D"		312.288 -	17.609	497.828	497.828
		314.775 -	12.321	497.282	497.282
		317.270 -	7.172	496.746	496.746
		319.832 -	2.060	496.206	496.206
		322.463	3.072	495.662	495.662
Bk. of Abut.		313.331 -	17.652	497.787	497.787
		315.632 -	12.371	497.241	497.241
		318.340 -	7.230	496.703	496.703
		320.916 -	2.105	496.162	496.162
		323.561	3.000	495.618	495.618

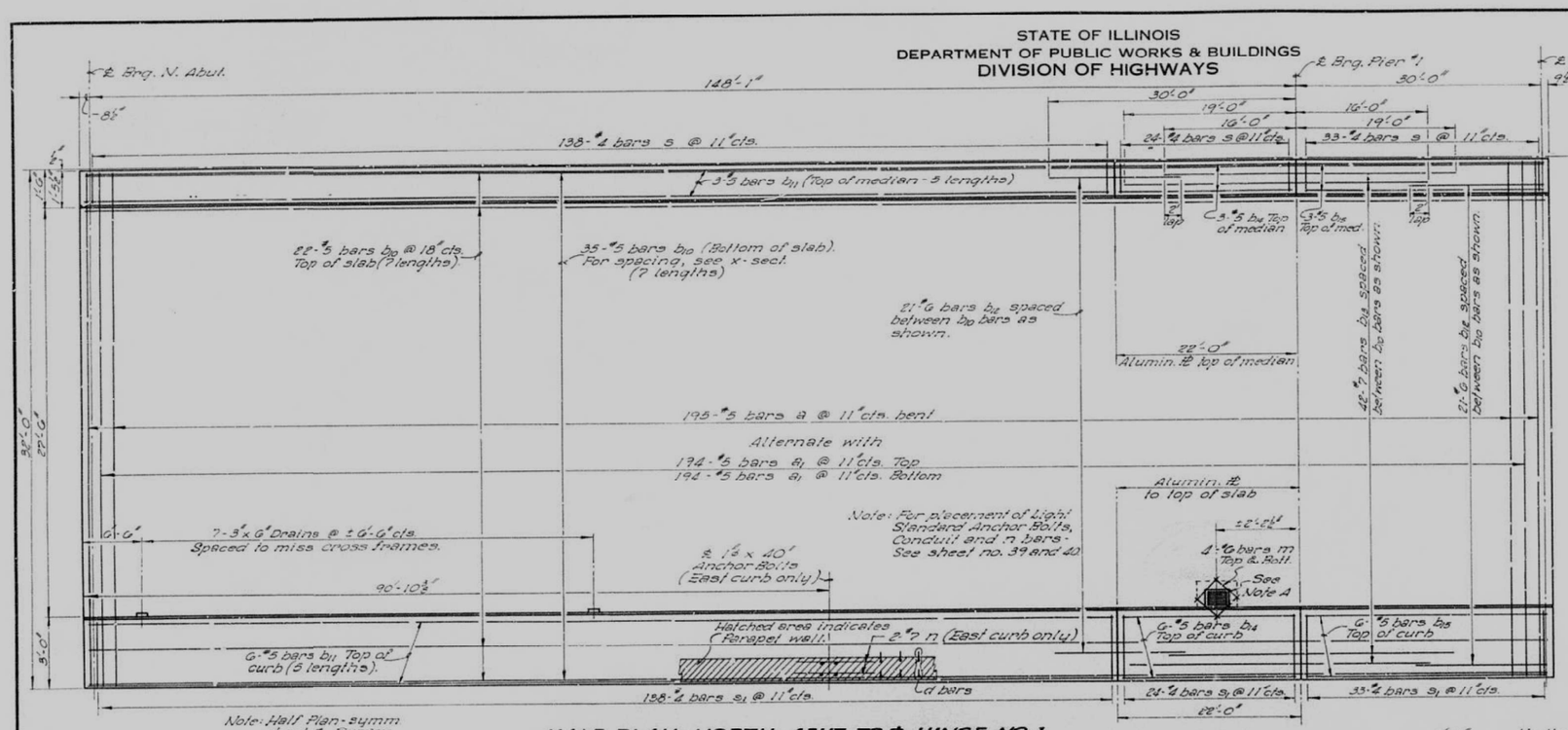
DECK ELEVATIONS-RAMP D

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	34	11
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO 13
65 SHEETS



HALF PLAN - NORTH ABUT. TO ℄ HINGE NO. 1

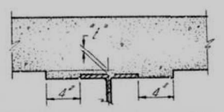
Note A: Cut #5 and #7 bars as required to facilitate placement of scupper. Place cut bars around scupper between full length bars. For scupper Details, see sheet #62.

DETAILS OF ⅜" THICK ALUMINUM SHEETS

Cost of Sheets incidental to Class X Concrete
Aluminum Sheets: ASTM B209-50T alloy M1A-H14

BAR LIST

Bar	No.	Size	Length	Shape
a	390	#5	33'-0"	
a1	776	#5	31'-9"	
b10	798	#5	26'-6"	
b11	90	#5	26'-0"	
b12	84	#6	16'-0"	
b13	84	#7	33'-0"	
b14	18	#5	21'-0"	
b15	18	#5	30'-6"	
d	736	#5	3'-0"	L
s	390	#4	3'-8"	
s1	390	#4	5'-11"	
m	16	#7	2'-6"	
n	8	#7	5'-0"	



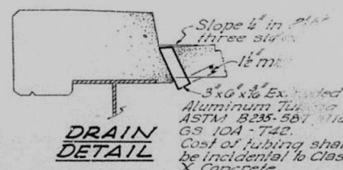
METHOD OF DETERMINING FILLET HEIGHT "f"

After all Structural Steel has been erected, elevations of the top flanges of the beams shall be taken at the stations shown on sheets 6 thru 12. These elevations subtracted from the Theoretical Grade Elevations Adjusted for Dead Load Deflection shown on sh. 6 thru 12 minus floor thickness equals the fillet heights above top of beams.

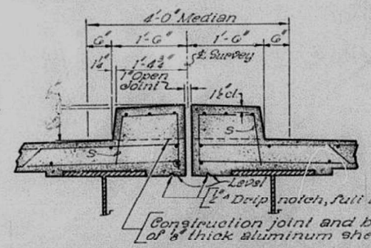
BILL OF MATERIAL
SPANS 1 - 2 & 3

	Item	Unit	Quantity
	Class X Concrete	C.Yds.	870.8
*	~~Structural Steel~~	~~Lbs.~~	~~38,700~~
	Reinforcement Bars	Lbs.	197,600
**	Scuppers	Ea.	2

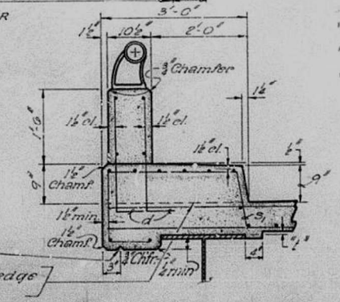
*Weight of Bearing Assemblies (including Lead Plate, Shims and Anchor Bolts) and Open Joint Expansion Device are included in Weight for Structural Steel.
Estimated Weight = 38,700 Lbs.
**See Detail Sheet #62.



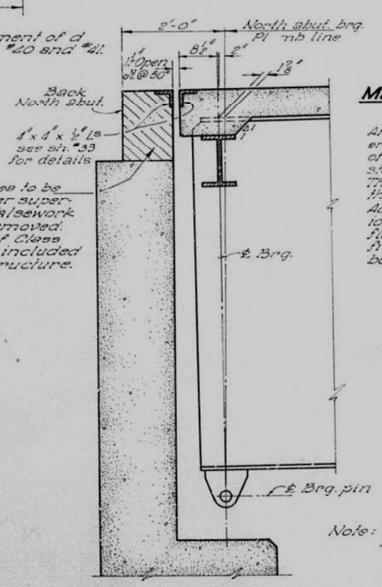
DRAIN DETAIL



TYP. SEC. THRU MEDIAN



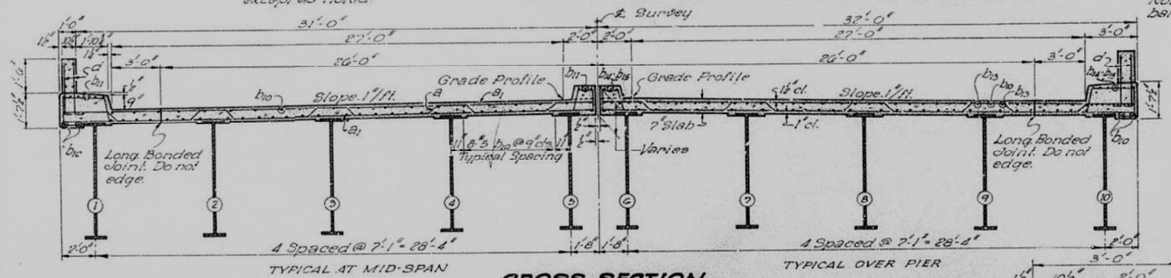
TYP. SEC. THRU CURB



SEC. AT NORTH ABUTMENT

Note: For placement of d bars, see sheet #40 and #41.

Note: Work this sheet with following sheet no. 14.



TYPICAL AT MID-SPAN

CROSS SECTION

TYPICAL OVER PIER

DESIGNED	Dale L. Berg	EXAMINED	W. G. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
CHECKED	T. Tanaka / d. Mullenix	PASSED	ENGINEER OF DESIGN
DRAWN	D.E.S.	APPROVED	CHIEF HIGHWAY ENGINEER
CHECKED	T. Tanaka		

MAY 29 1962

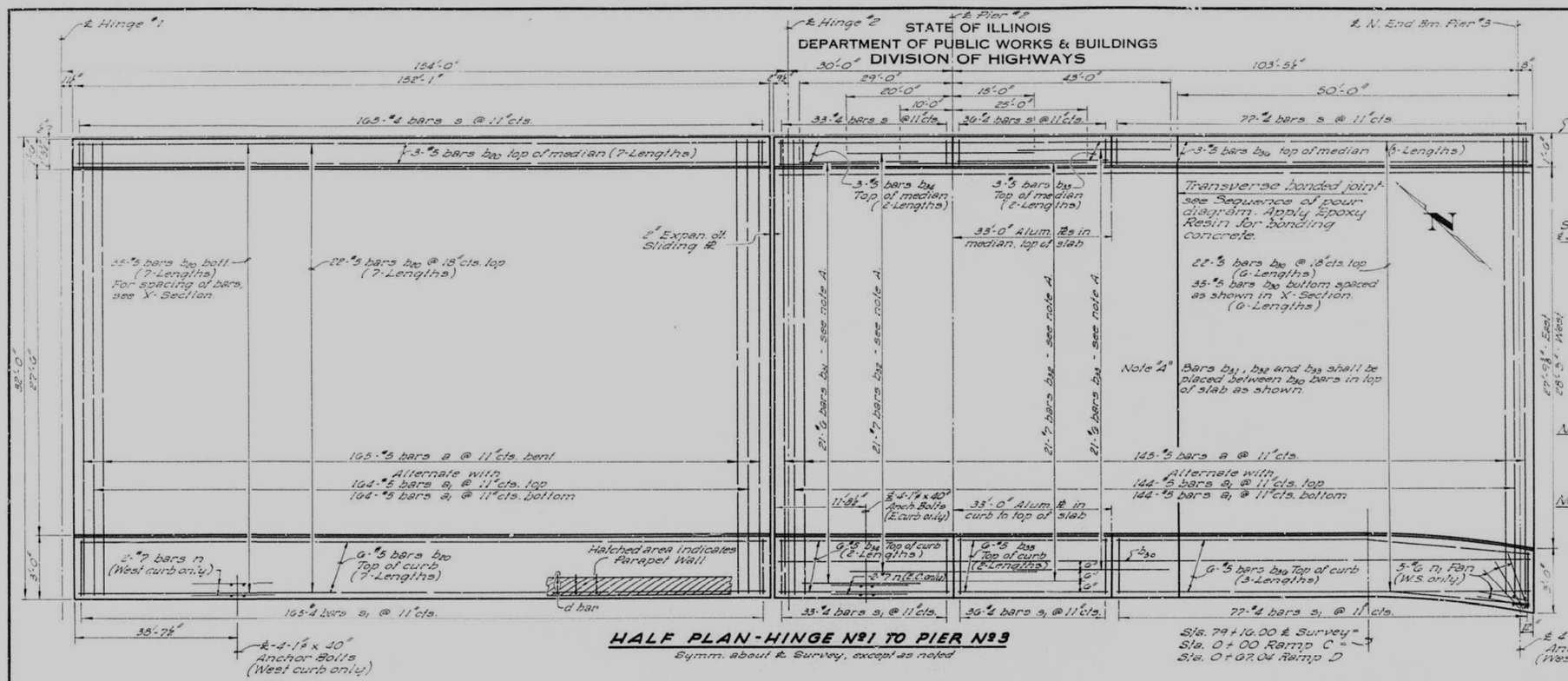
SUPERSTRUCTURE - N. ABUT. TO HINGE #1

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

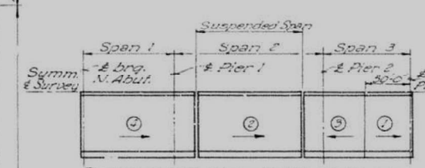
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	34	12

SHEET NO. 14
65 SHEETS



HALF PLAN - HINGE No. 1 TO PIER No. 3

Symm. about ℄ Survey, except as noted



SEQUENCE OF DECK POUR

1. South end of Span 3. (Construction joint toward Pier #3)
2. Suspended Unit in Span #2 (From Hinge Pin #1 toward Hinge Pin #2)
3. End Unit (From Const. Jt. toward Hinge Pin #2)
4. End Unit (From North Abutment toward Hinge Pin #1)

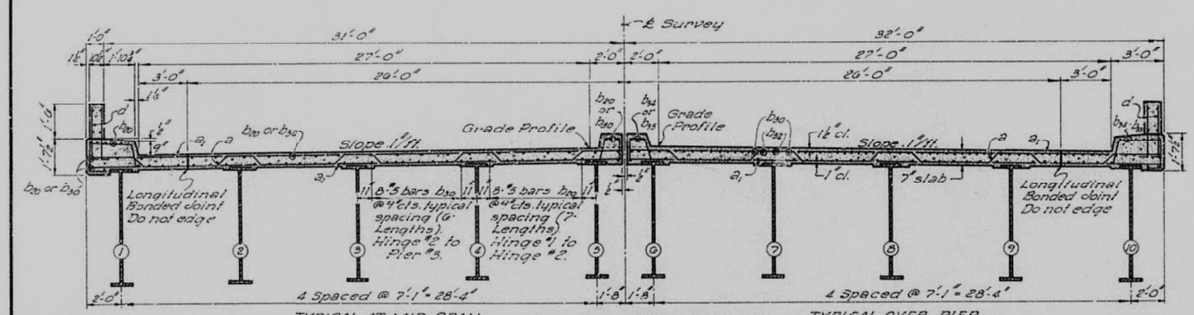
Note: Decks shall be poured in the order shown. Curb sections outside of the longitudinal bonded joints shall be completed, exclusive of parapets, before the next deck section is added in sequence.

Note: For placement of d bars, see sheet #20 and #41. For placement of Light Standard Anchor Bolts, Conduit and bars n and n1, see sheet #39, #40 and #41.

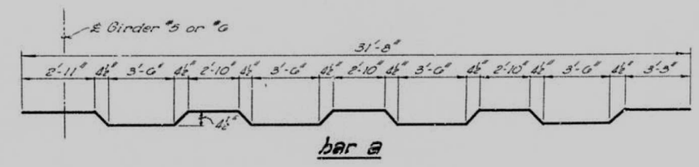
BAR LIST

Bar	No.	Size	Length	Shape
a	620	#5	33'-0"	∿∿∿
a1	1232	#5	31'-9"	——
b20	934	#5	21'-0"	——
b30	684	#5	28'-5"	——
b31	42	#6	21'-0"	——
b32	84	#7	35'-0"	——
b33	42	#6	30'-0"	——
b34	30	#5	15'-9"	——
b35	30	#5	16'-9"	——
b36	54	#5	23'-4"	——
d	1204	#5	3'-0"	L
n	4	#7	5'-0"	——
n1	5	#6	3'-6"	——
s	622	#4	3'-3"	⊓
s1	622	#4	5'-11"	⊓

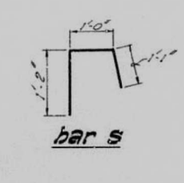
Note: Quantities for Class X Concrete and Reinforcement Bars included in Bill of Material Spans 1, 2 and 3, see sh. #13.



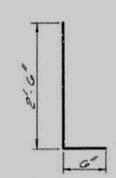
CROSS SECTION



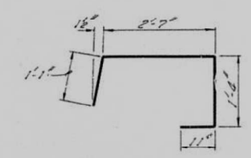
bar a



bar s



bar d



bar s1

Note: Work this sheet with preceding sheet no. 13

DESIGNED	Dale F. Sorg
CHECKED	T. Tanaka
DRAWN	D.R.S. J. Mullenix
CHECKED	T. Tanaka

EXAMINED May 29 1962 — W. E. Baumann, ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

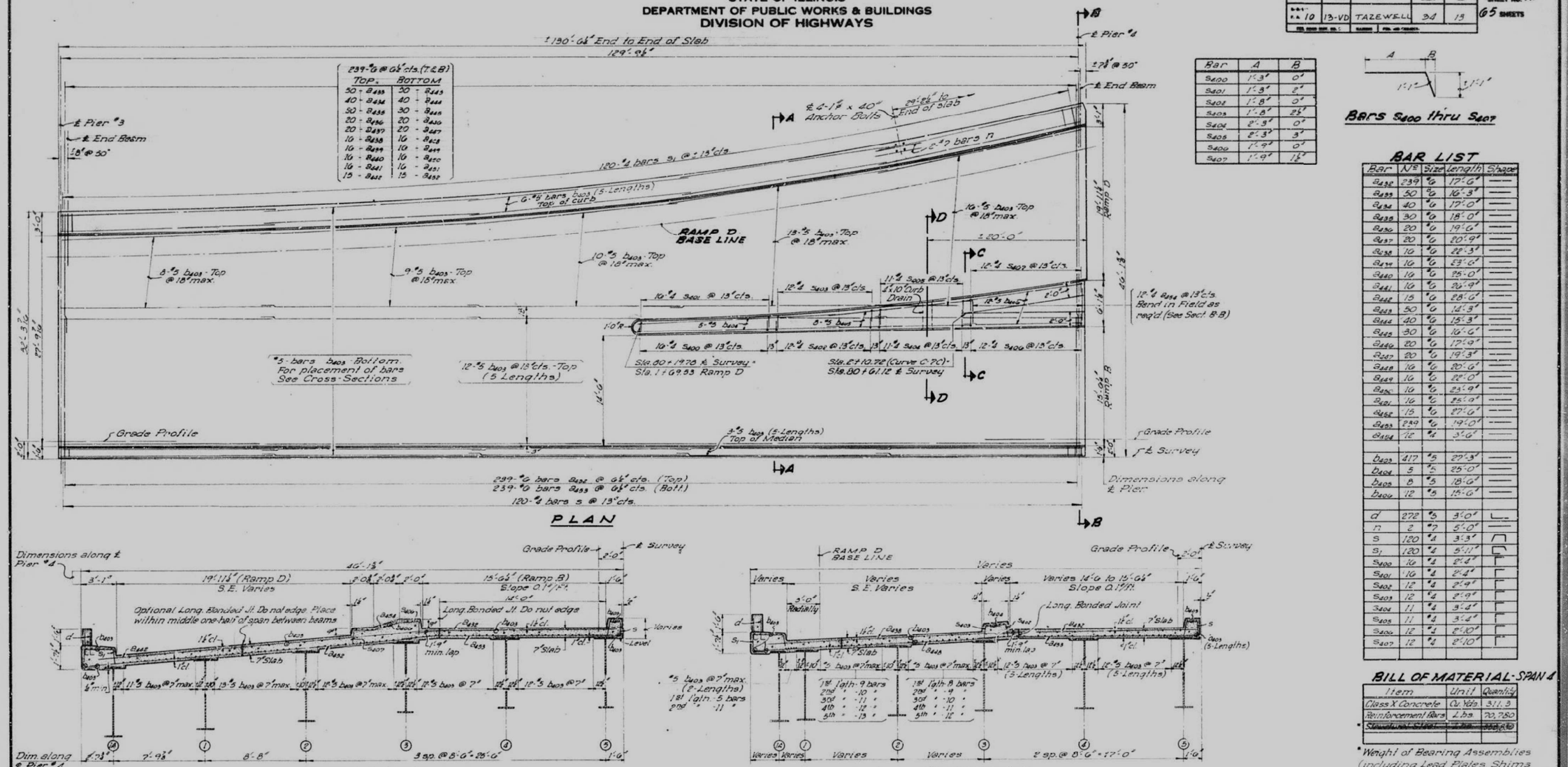
SUPERSTRUCTURE-HINGE #1 TO PIER #3

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	34	13

SHEET NO. 15
65 SHEETS



Bar	A	B
S400	1'-3"	0"
S401	1'-3"	2"
S402	1'-8"	0"
S403	1'-8"	2½"
S404	2'-9"	0"
S405	2'-3"	3"
S406	1'-9"	0"
S407	1'-9"	1½"

BARS S400 thru S407

BAR LIST

Bar	No.	Size	Length	Shape
B432	239	#6	17'-6"	—
B433	50	#6	16'-3"	—
B434	40	#6	17'-0"	—
B435	30	#6	18'-0"	—
B436	20	#6	19'-6"	—
B437	20	#6	20'-9"	—
B438	10	#6	22'-3"	—
B439	10	#6	23'-6"	—
B440	10	#6	25'-0"	—
B441	10	#6	26'-9"	—
B442	15	#6	28'-6"	—
B443	50	#6	14'-3"	—
B444	40	#6	15'-3"	—
B445	30	#6	16'-6"	—
B446	20	#6	17'-9"	—
B447	20	#6	19'-3"	—
B448	10	#6	20'-6"	—
B449	10	#6	22'-0"	—
B450	10	#6	23'-9"	—
B451	10	#6	25'-0"	—
B452	15	#6	27'-0"	—
B453	239	#6	19'-0"	—
B454	12	#4	3'-6"	—
b403	417	#5	27'-3"	—
b404	5	#5	25'-0"	—
b405	8	#5	18'-6"	—
b406	12	#5	15'-6"	—
d	272	#5	3'-0"	L
n	2	#7	5'-0"	—
S	120	#4	3'-3"	⊓
S1	120	#4	5'-11"	⊓
S400	10	#4	2'-4"	⊓
S401	10	#4	2'-4"	⊓
S402	12	#4	2'-9"	⊓
S403	12	#4	2'-9"	⊓
S404	11	#4	3'-4"	⊓
S405	11	#4	3'-4"	⊓
S406	12	#4	2'-10"	⊓
S407	12	#4	2'-10"	⊓

BILL OF MATERIAL - SPAN 4

Item	Unit	Quantity
Class X Concrete	Cu. Yds.	311.3
Reinforcement Bars	Lbs.	70,780
* Structural Steel	Lbs.	23,930

* Weight of Bearing Assemblies (including Lead Plates, Shims and Anchor Bolts) are included in Structural Steel.
Est. Weight = 23,930 Lbs

Note:
For Section thru ℄ Pier #3 and ℄ Pier #4 - see sheet no. 17
For Curb and Median Details, Drains & Method of Determining Fillet Heights - see sheet no. 13
For Placement of d bars - see sheet no. 42
For Placement of Light Standard Anchor Bolts, Conduit and n bars, see sheet no. 39 and no. 42.

DESIGNED	James J. Marvin	
CHECKED	F. Tanaka	
	J. Mullenix	
DRAWN		
CHECKED	James J. Marvin	

May 29 1962
EXAMINED W. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

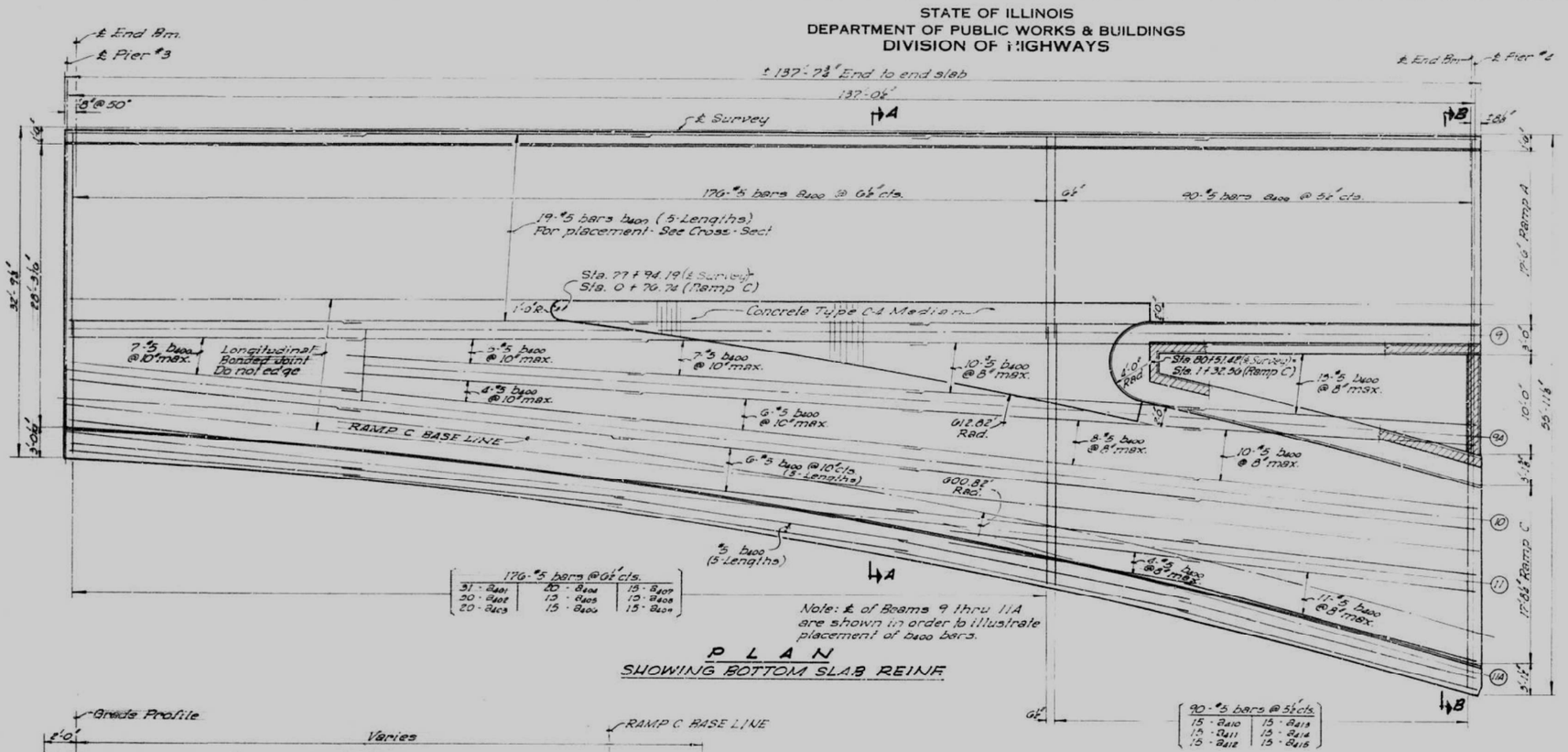
SUPERSTRUCTURE - SPAN 4 - EAST HALF

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

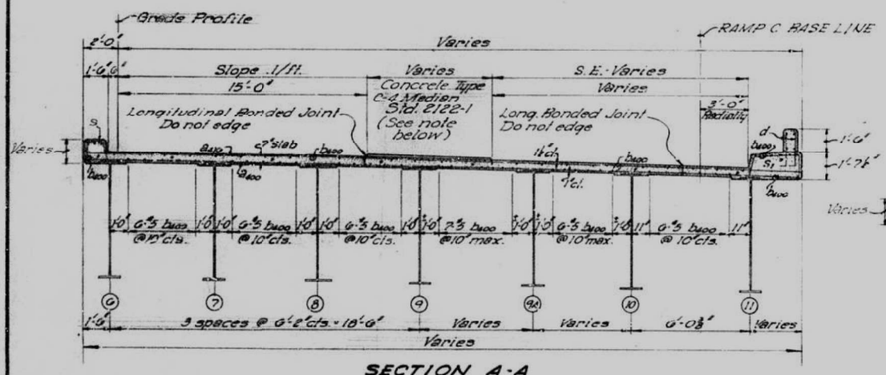
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

RAUTE NO	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
F.A.P. 10	13-VD	TAZEWELL	34	16
FED. HIGHWAY DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

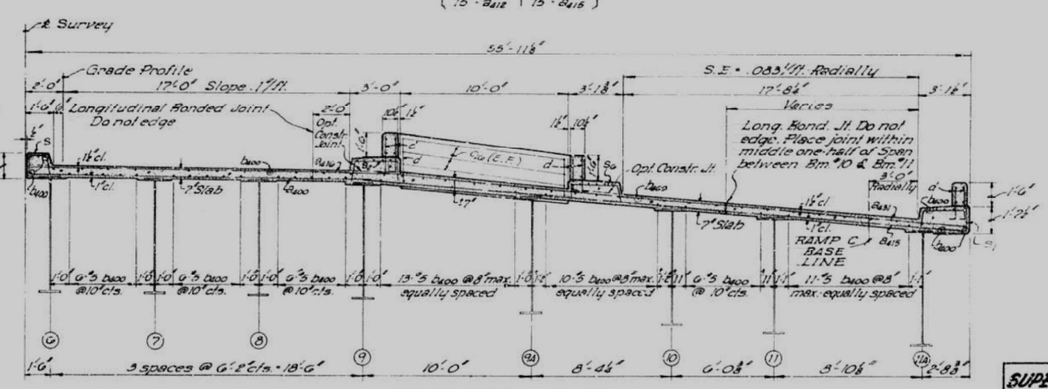
SHEET NO 16
65 SHEETS



PLAN
SHOWING BOTTOM SLAB REINF.



SECTION A-A

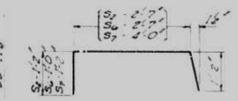


SECTION B-B
Dimensions shown along ℄ Pier #4

BAR LIST

Bar	No	Size	Length	Shape
B400	266	#5	20'-6"	
B401	31	#5	13'-9"	
B402	30	#5	15'-3"	
B403	20	#5	10'-6"	
B404	20	#5	18'-0"	
B405	15	#5	19'-3"	
B406	15	#5	20'-6"	
B407	15	#5	22'-0"	
B408	15	#5	23'-9"	
B409	15	#5	25'-3"	
B410	15	#5	26'-9"	
B411	15	#5	28'-3"	
B412	15	#5	30'-0"	
B413	15	#5	32'-0"	
B414	15	#5	33'-9"	
B415	15	#5	35'-9"	
B416	266	#5	23'-0"	
B417	31	#5	11'-3"	
B418	30	#5	12'-9"	
B419	20	#5	14'-0"	
B420	20	#5	15'-6"	
B421	15	#5	16'-9"	
B422	15	#5	18'-0"	
B423	15	#5	19'-6"	
B424	15	#5	21'-3"	
B425	15	#5	22'-9"	
B426	15	#5	24'-3"	
B427	15	#5	25'-9"	
B428	15	#5	27'-0"	
B429	15	#5	29'-6"	
B430	15	#5	31'-3"	
B431	15	#5	33'-3"	
b400	400	#5	28'-6"	
b401	12	#5	17'-0"	
b402	12	#5	19'-0"	
d	418	#5	3'-0"	
S	133	#4	3'-3"	
S_1	140	#4	5'-11"	
S_2	36	#4	4'-11"	
S_6	36	#4	4'-9"	
S_7	4	#4	6'-4"	

Note: Quantities are included in Bill of Material, Span 4 sheet no. 5



Bars $S_2 \cdot S_6 \cdot S_7$

DESIGNED	James J. Waverung	
CHECKED	T. Tanaka	
DRAWN	J. Mullenix	
CHECKED	James J. Waverung	

May 29 1962
EXAMINED W. G. Bauman — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

Note:
For Top of Slab Reinforcement, Section at Pier #3, Section at Pier #4, Section C-C see next sheet Sheet No. 17.
For Curb Detail, Median Detail, Drains & Method of Determining Fillet Height see Sheet No 13.
For Placement of d and d_1 Bars see Sheet No. 42.
Concrete Type C-4 Median included in Quantity for Class X Concrete.

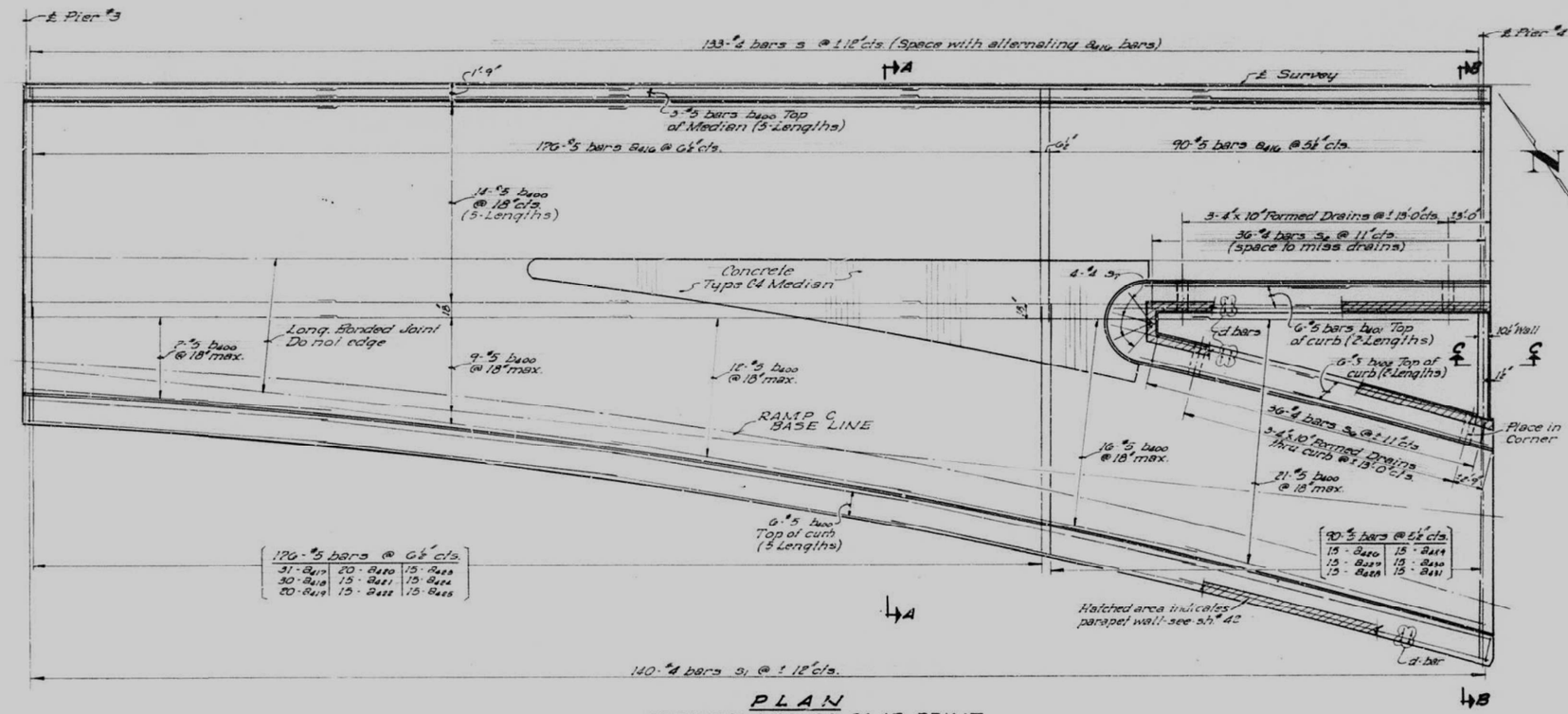
SUPERSTRUCTURE - SPAN 4 - WEST HALF

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13-VD	TAZEWELL	34	15

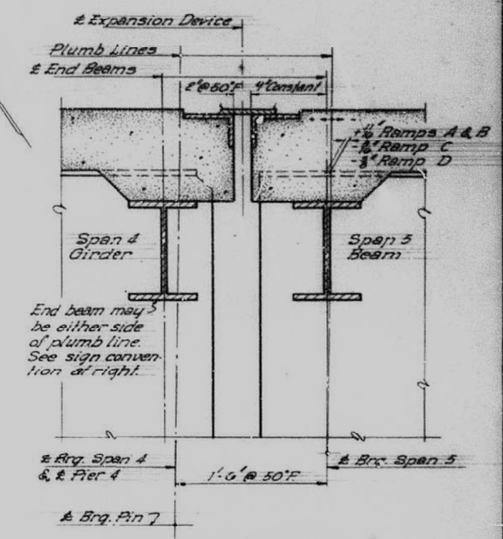
SHEET NO. 17
65 SHEETS



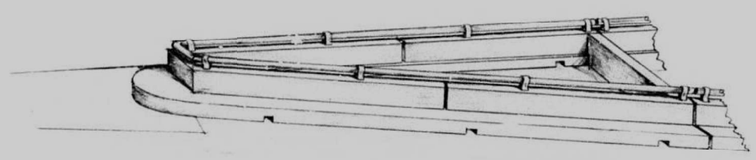
176-#5 bars @ 6½" c/s.		
31-a_{417}	20-a_{420}	15-a_{423}
30-a_{418}	15-a_{421}	15-a_{424}
20-a_{419}	15-a_{422}	15-a_{425}

90-#5 bars @ 5½" c/s.	
15-a_{426}	15-a_{429}
15-a_{427}	15-a_{430}
15-a_{428}	15-a_{431}

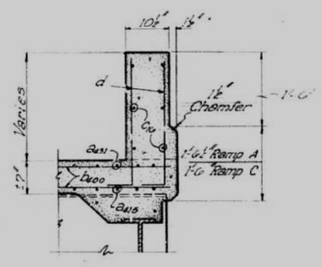
PLAN
SHOWING TOP OF SLAB REINF.



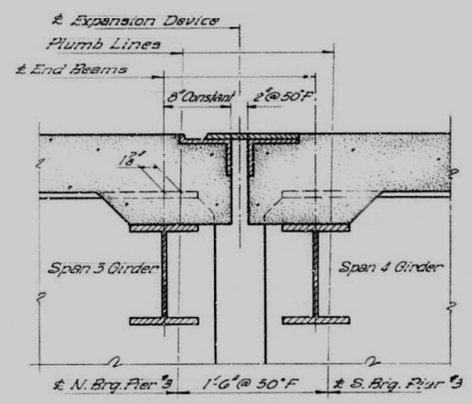
SECTION @ PIER 4



PERSPECTIVE @ GORE



SECTION C-C



SECTION @ PIER 3

Note: Work this sheet with preceding sheet no. 16

DESIGNED	James J. Navering	EXAMINED	May 29 1962 H. E. Baumann ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
CHECKED	T. Tanaka	PASSED	ENGINEER OF DESIGN
DRAWN	J. Mullenix	APPROVED	CHIEF HIGHWAY ENGINEER
CHECKED	James J. Navering		

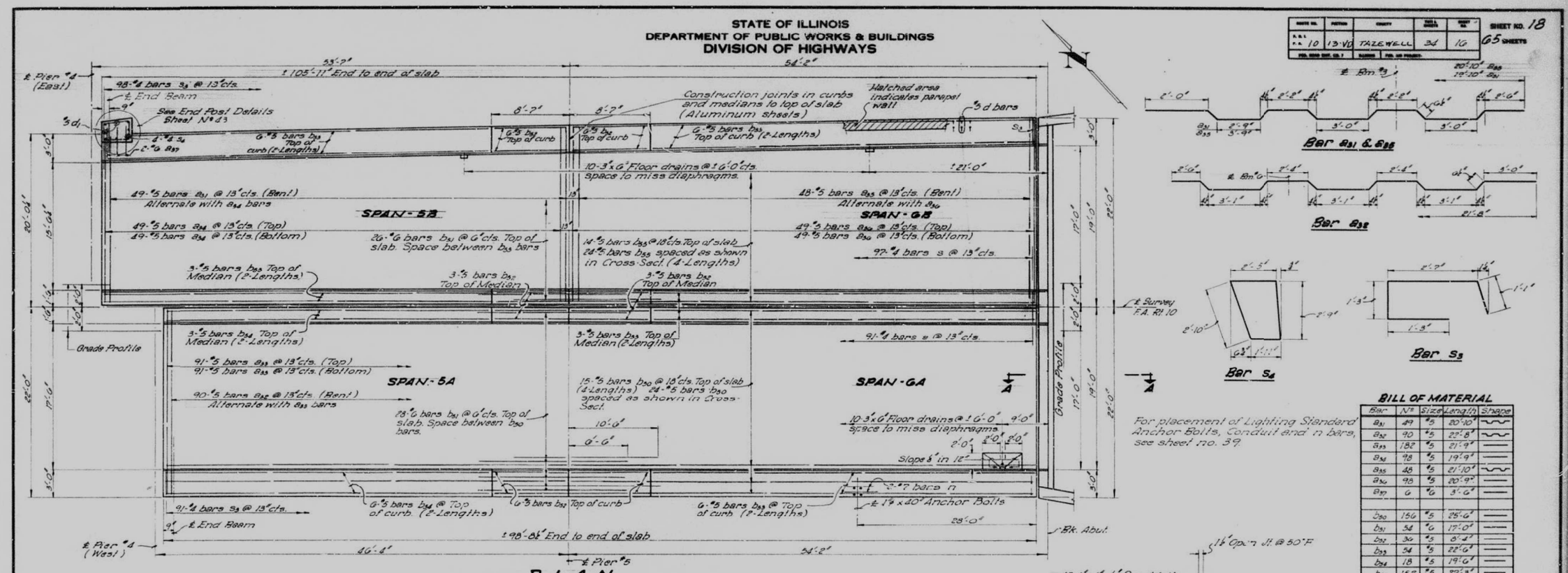
SUPERSTRUCTURE-SPAN 4-WEST HALF

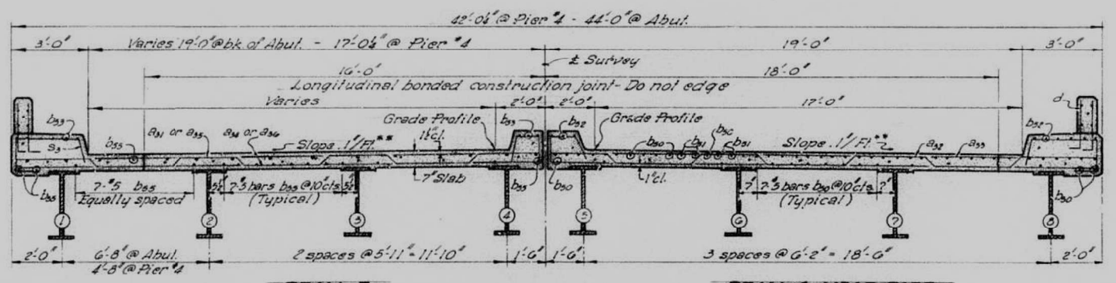
CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	PATTERN	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	34	16

SHEET NO. 18
65 SHEETS



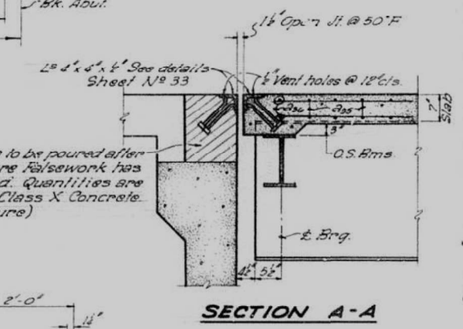


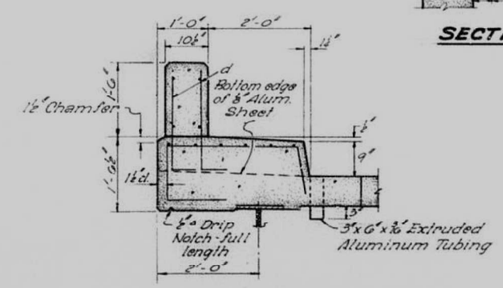
CROSS SECTION
Typical from Sta. 80 + 75.75 to Sta. 81 + 38

**Cross-Section shown is from Pier #4 to Sta. 81 + 38, from this Station on it will vary because of S.E. Attainment. S.E. at Sta. 81 + 95 = .0087%

Note: For Method of Determining Fillet Height, Median Details, Drains & Aluminum ℄ Details, see sheet #13

SUPERELEV. SKETCH





BILL OF MATERIAL

Bar	No	Size	Length	Shape
a_{31}	49	#5	20'-10"	
a_{32}	90	#5	22'-8"	
a_{33}	182	#5	21'-9"	
a_{34}	98	#5	19'-9"	
a_{35}	48	#5	21'-10"	
a_{36}	98	#5	20'-9"	
a_{37}	6	#6	3'-6"	
b_{30}	156	#5	25'-6"	
b_{31}	54	#6	17'-0"	
b_{32}	36	#5	8'-4"	
b_{33}	54	#5	22'-6"	
b_{34}	18	#5	19'-6"	
b_{35}	152	#5	20'-3"	
*d	420	#5	3'-0"	L
*d_1	8	#5	2'-9"	
n	2	#7	5'-0"	
s	188	#4	3'-3"	
s_3	189	#4	6'-2"	
s_4	4	#4	10'-8"	
Class X Concrete			Cu. Yds.	138.6
Reinforcement Bars			Lbs.	22,790
~~Structural Steel~~			~~Lbs.~~	~~116,910~~

*Weight of Bearing Assemblies, (including Lead Plates, Shims & Anchor Bolts) and Open Joint Expansion Device Angles only are included as Structural Steel. Est. Wt. = 2,270 lbs.

*Note: For Parapet Wall details and placement of d bars, see sheet #12

DESIGNED	J. M. Jgsworth
CHECKED	T. Tanaka
DRAWN	J. M. J. Mullenix
CHECKED	T. Tanaka

MAY 29 1962
EXAMINED N.E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

SUPERSTRUCTURE-RAMPS A & B

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78 + 28.29

MODEL: Default
FILE NAME: pw:\\mbsusw_bentley.commbs-usp-w031\Documents\Chicago IL\01 Projects\179740 IDOT Cedar\Sht Plts\0 CADD\CAD Sheets\Existing\StructurePlans-68C55-018.dgn

Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
P: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2,0000 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

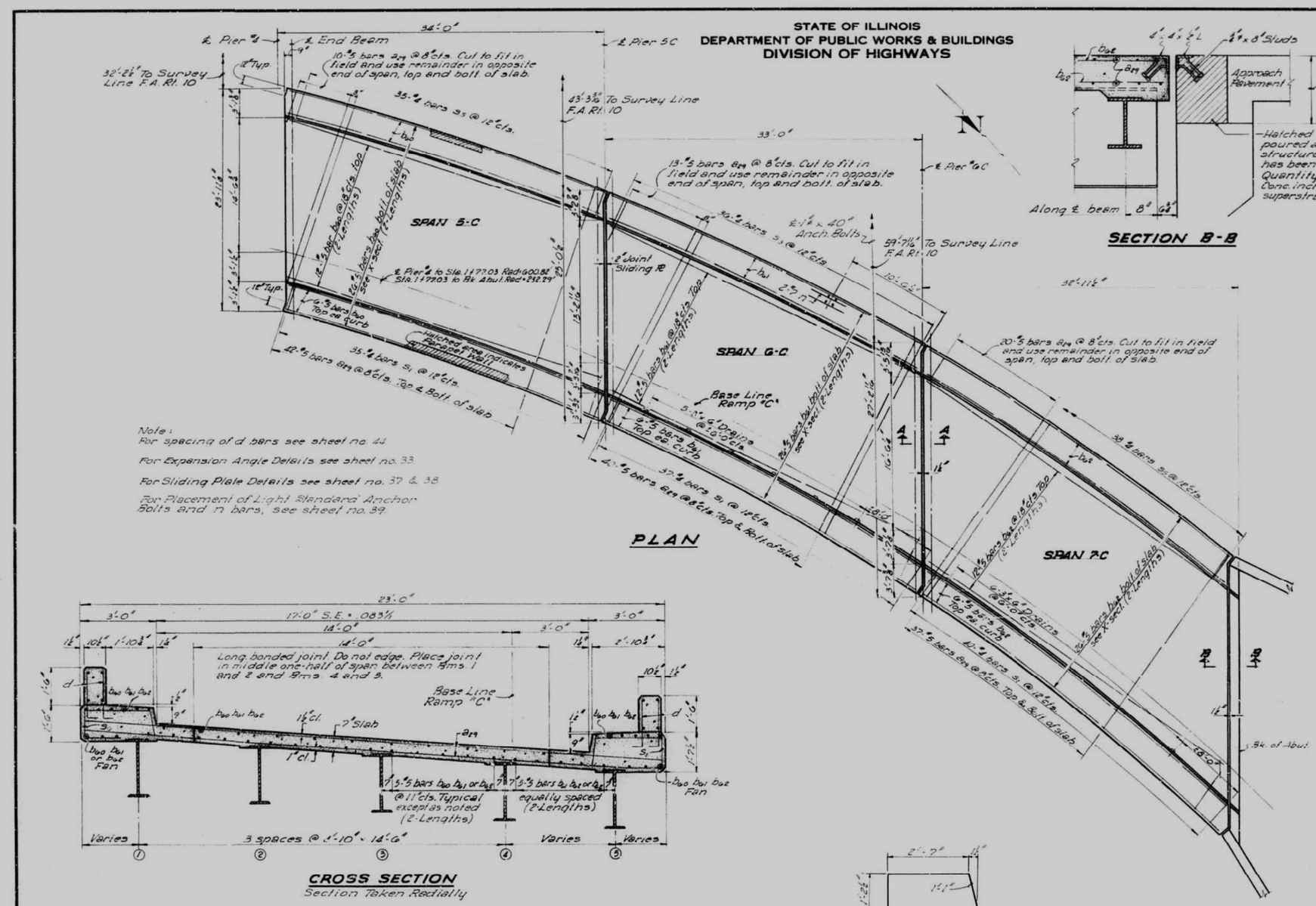
SHEET S-18 OF S-85 SHEETS

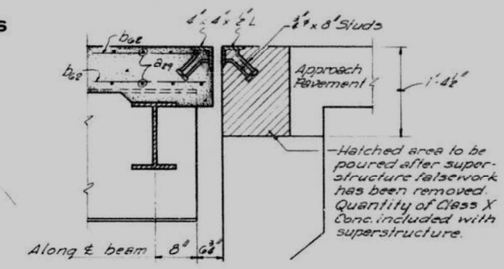
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	459
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

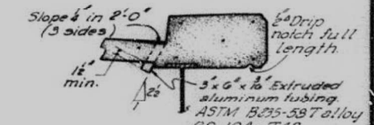
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	32	17

SHEET NO. 19
65 SHEETS

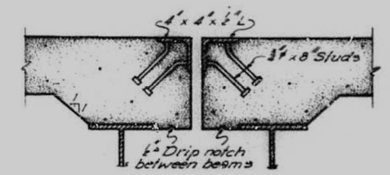




SECTION B-B



DRAIN DETAIL
Span 6C & 7C only
Cost of tubing shall be incidental to Class X Conc.



SECTION A-A

Note:
For spacing of d bars see sheet no. 44
For Expansion Angle Details see sheet no. 33
For Sliding Plate Details see sheet no. 37 & 38
For Placement of Light Standard Anchor Bolts and n bars, see sheet no. 39.

BAR LIST

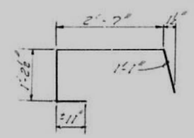
Bar	No.	Size	Length	Shape
a_{29}	324	#5	22'-9"	—
b_{00}	100	#5	18'-0"	—
b_{01}	100	#5	19'-0"	—
b_{02}	100	#5	20'-5"	—
d	400	#5	3'-0"	L
n	2	#7	5'-0"	—
s_1	112	#4	3'-11"	⊏
s_5	109	#4	5'-9"	⊏

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yds.	98.2
~~Structural Steel~~	~~Lbs.~~	~~2,800~~
Reinforcement Bars	Lbs.	16,900

Weight of Bearing Assemblies, (including Lead Plates, Shims & Anchor Bolts) and Open Joint Expansion Device Angles only are included as Structural Steel. Estimated Weight = 7,800 lbs.

CROSS SECTION
Section Taken Radially



Bar s_5

DESIGNED	Dale L. Sutter
CHECKED	T. Tamaka
DRAWN	J. Mullenix
CHECKED	T. Tamaka

DATE May 29 1962
STRUCTURAL ENGINEER
PASSED
APPROVED

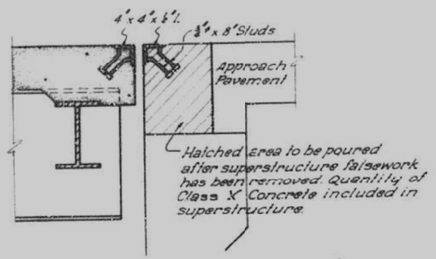
SUPERSTRUCTURE - RAMP C

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

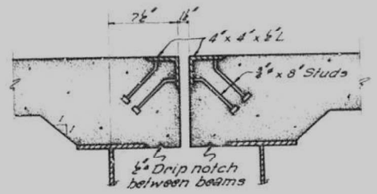
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Route No.	Section	County	Total Sheets	Sheet No.
F.A.P. Rte. 10	13-VD	TAZEWELL	34	18

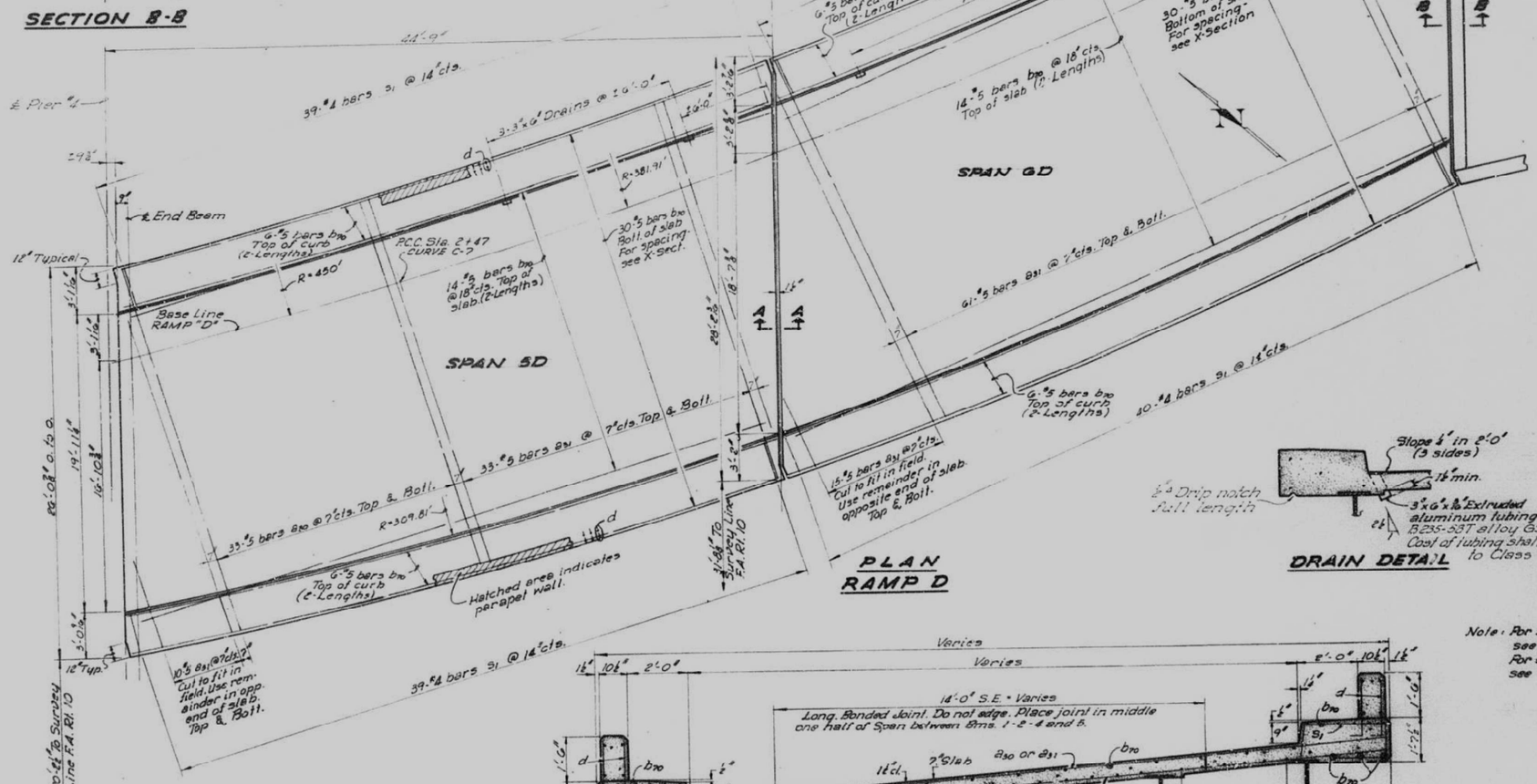
SHEET NO. 20 OF 65 SHEETS



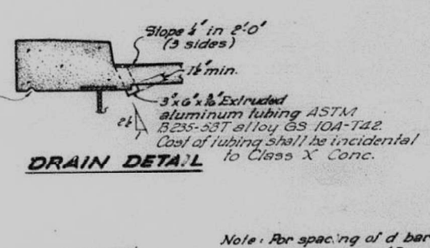
SECTION B-B



SECTION A-A

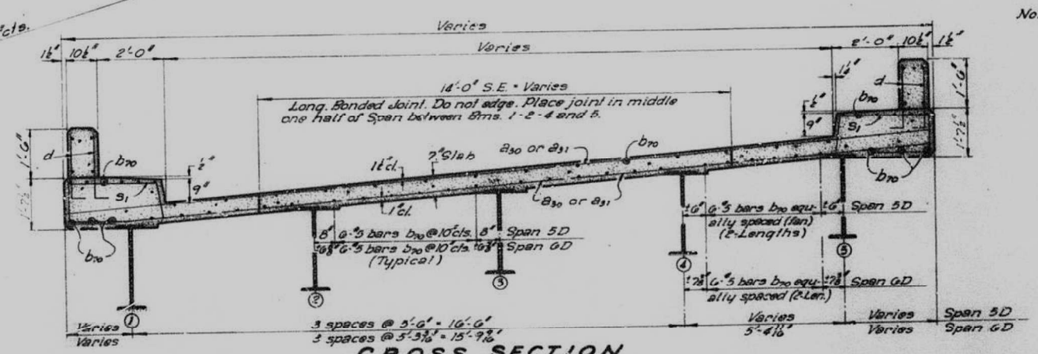


PLAN
RAMP D



DRAIN DETAIL

Note: For spacing of d bars see sheet no. 45.
For expansion angle details see sheet no. 33.



CROSS SECTION
Section taken radially

BAR LIST

Bar	No.	Size	Length	Shape
a_{30}	66	#5	25'-4"	
a_{31}	238	#5	25'-10"	
b_{70}	284	#5	29'-6"	
d	378	#5	3'-0"	
S_1	198	#4	5'-11"	

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yds.	84.5
~~Structural Steel~~	~~Lbs.~~	~~(6,720)~~
Reinforcement Bars	Lbs.	16,190

* Weight of Bearing Assemblies (including Lead Plates, Shims & Anchor Bolts) and Open Joint Expansion Device Angles only are included as Structural Steel. Est. Wt. = 6,720 lbs.

DESIGNED	D.L. Bridges	MAY 29 1962
CHECKED	T. Tanaka	W.E. Baumann
DRAWN	D.F.S.	
CHECKED	T. Tanaka	

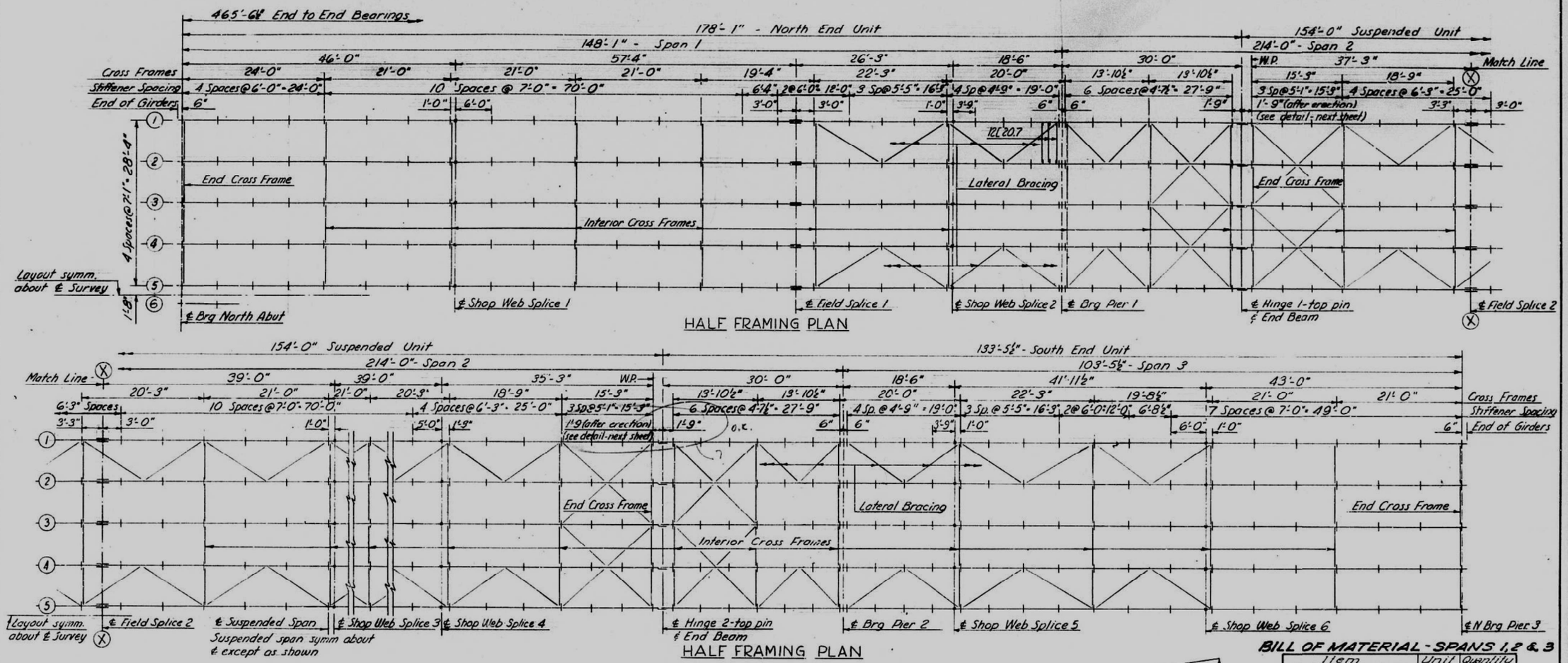
SUPERSTRUCTURE RAMP D

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 10	13-V (F,E)	TAZEWELL	25	6

SHEET NO. 21 — 65 SHEETS



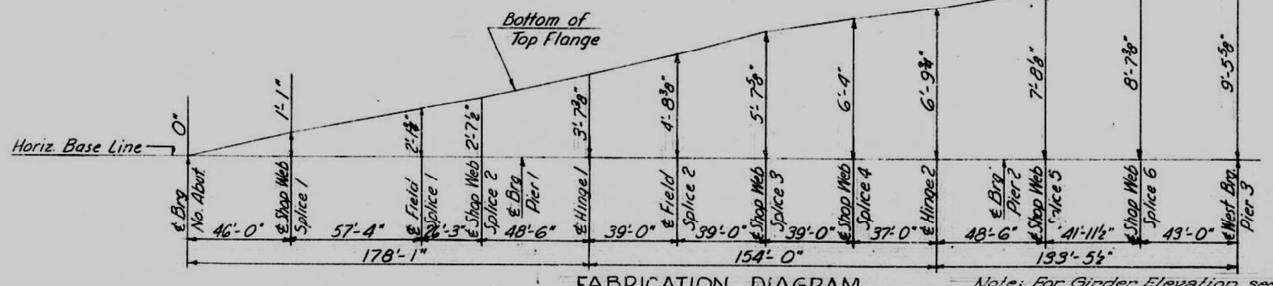
HALF FRAMING PLAN

HALF FRAMING PLAN

BILL OF MATERIAL - SPANS 1, 2 & 3

Item	Unit	Quantity
* Structural Steel	Lbs.	1,741,630

*Weight of Bearing Assemblies (including Lead Plates, Shims and Anchor Bolts) and Open Joint Expansion Device are included in weight for Structural Steel. Est. wt. = 38,700 lbs.



FABRICATION DIAGRAM
(Girders 1 thru 10)

Note: For Girder Elevation, see sheet #20.
For Girder Details, see sheet #23.

J. B. Nahm
James E. Harring
J. B. N.
James E. Harring

May 29 1962
H. E. Baumann

FRAMING PLAN - SPANS 1, 2 & 3

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-V (E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

MODEL: Default
FILE NAME: pw:\\mbakerintl.bentley.com:mbakerintl-pw-03\Documents\Chicago IL\01 Projects\179740 IDOT Cedar\Sheet\ExistingStructurePlans-68C55-021.dgn

Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
P: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0.1667 ' / in.	DRAWN -	REVISED -
PLOT DATE = 5/1/2023	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-21 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	462

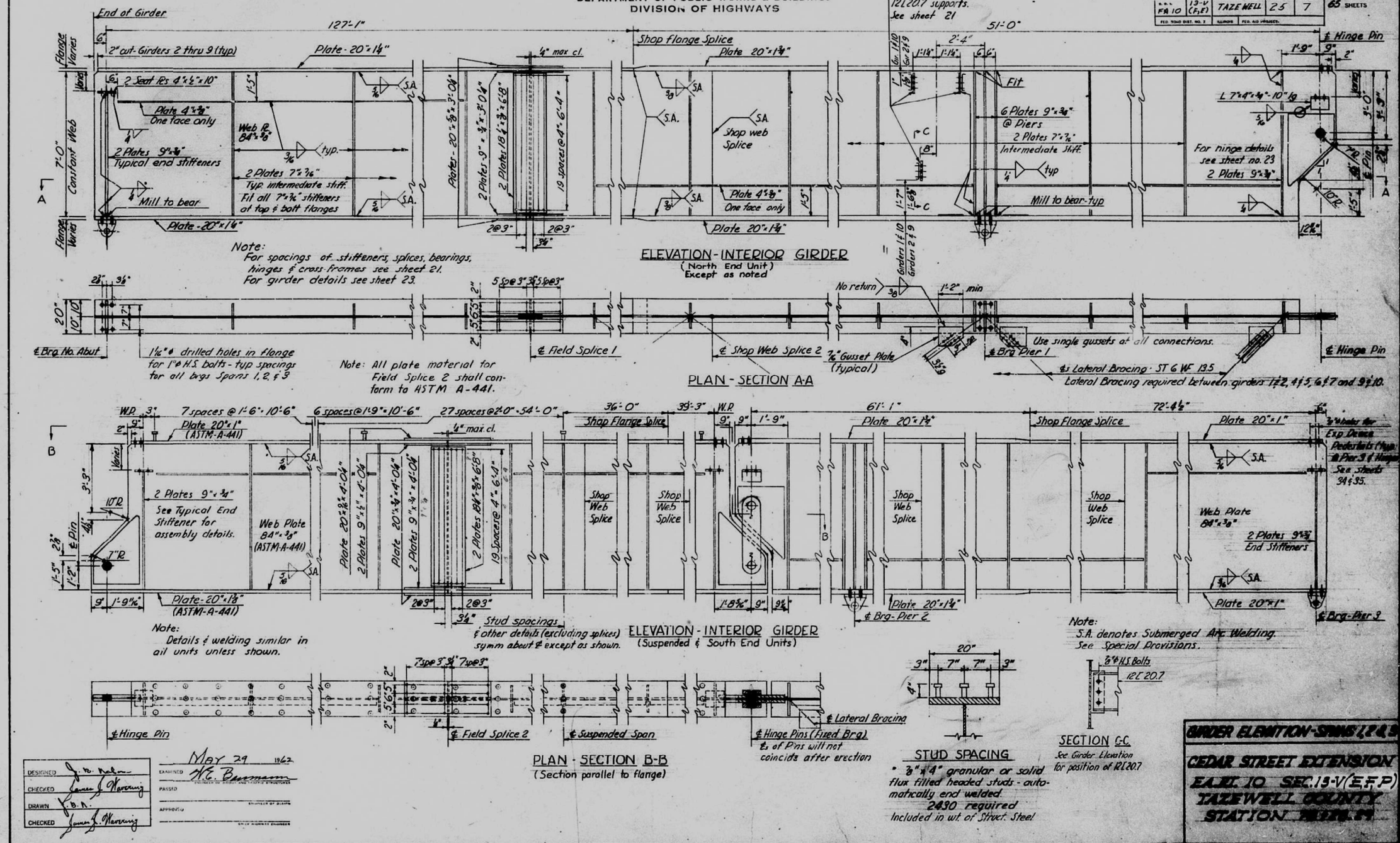
CONTRACT NO. 68C55

ILLINOIS | FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. FA 10	13-V (F,E)	TAZEWELL	25	7
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 22
65 SHEETS



USER NAME = DLamb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

Michael Baker INTERNATIONAL
200 W Adams Street Suite 1800 Chicago, IL 60606 PH: 312.707.8770 FAX: 312.707.8804

EXISTING STRUCTURES PLANS

SHEET S-22 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	463
		CONTRACT NO. 68C55		
		ILLINOIS FED. AID PROJECT		

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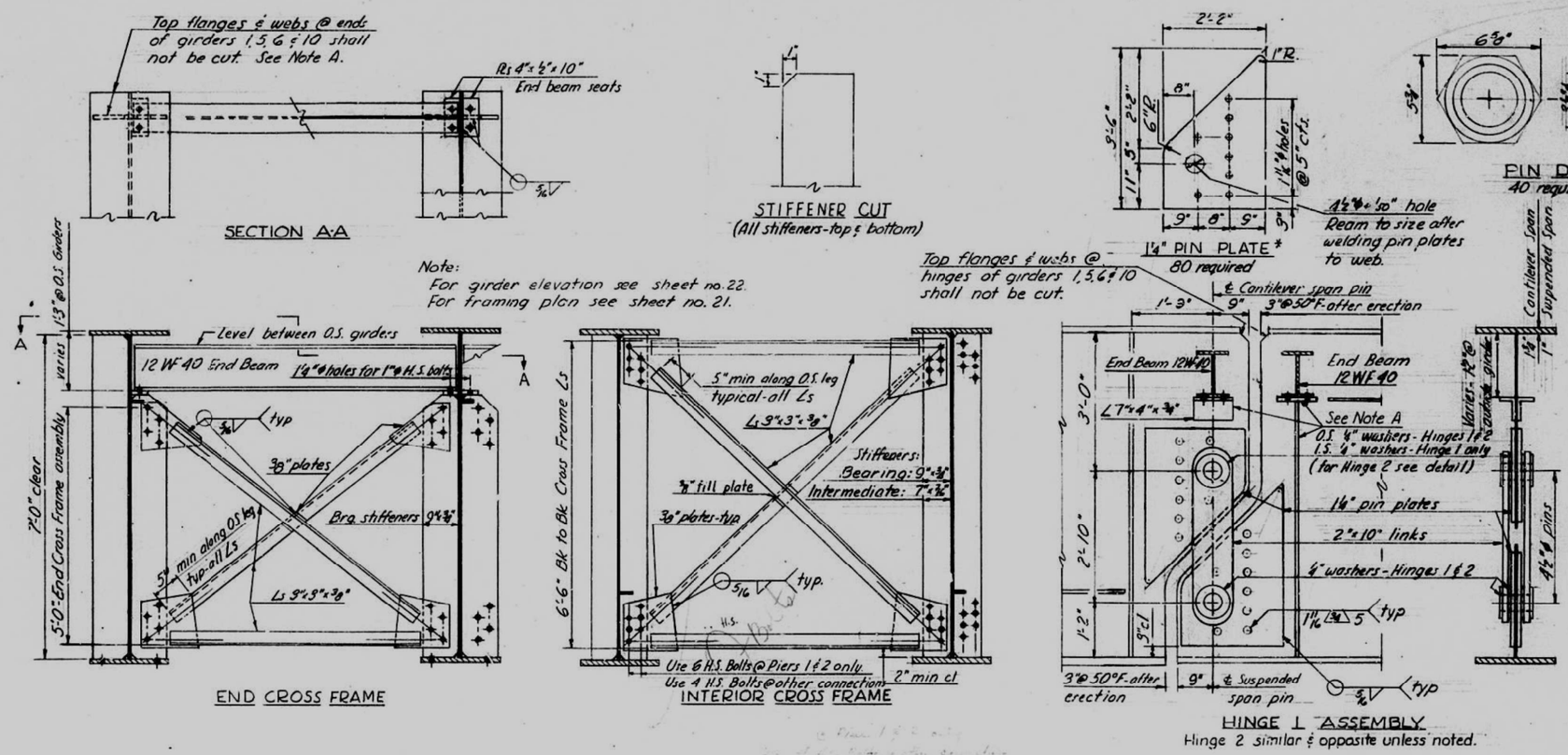
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. FA 10	13-V (F,E)	TAZEWELL	25	8

SHEET NO. 23 OF 65 SHEETS



TOP OF GIRDER ELEVATIONS BEFORE DEADLOAD DEFLECTIONS

Girders \ Location	No. Abut. Bearing	Shop Web Splice 1	Field Splice 1	Shop Web Splice 2	Pier 1 Bearing	Hinge 1 (℄s Pins) Unit 1	Hinge 1 (℄s Pins) Unit 2	Field Splice 2	Shop Web Splice 3	Shop Web Splice 4	Hinge 2 (℄s Pins) Unit 2	Hinge 2 (℄s Pins) Unit 3	Pier 2 Bearing	Shop Web Splice 5	Shop Web Splice 6	No. Brg. Pier 3
1-10	487.95	489.03	490.10	490.61	490.99	491.61	491.55	492.63	493.57	494.26	494.75	494.81	495.34	495.67	496.54	497.40
2-9	488.00	489.08	490.15	490.66	491.04	491.66	491.60	492.68	493.62	494.31	494.80	494.86	495.39	495.72	496.59	497.45
3-8	488.05	489.13	490.20	490.71	491.09	491.71	491.65	492.73	493.67	494.36	494.85	494.91	495.44	495.77	496.64	497.50
4-7	488.10	489.18	490.25	490.76	491.14	491.76	491.70	492.78	493.72	494.41	494.90	494.96	495.49	495.82	496.69	497.55
5-6	488.15	489.23	490.30	490.81	491.19	491.81	491.75	492.83	493.77	494.46	494.95	495.01	495.54	495.87	496.74	497.60
Flange R	1¼"	1¼"	1¼"	1¾"	1¾"	1¾"	1"	1"	1"	1"	1"	1¾"	1¾"	1¾"	1"	1"

DESIGNED
CHECKED
DRAWN
CHECKED

MAY 29 1962
EXAMINED
PASSED
APPROVED
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
ENGINEER OF BRIDGES
CHIEF HIGHWAY ENGINEER

Note A:
On O.S. faces of Girders 1, 5, 6 & 10 omit 4"x½"x10" Seat Rs & Ls 7"x4"x3/8".
Fit 9"x3/8"x7'-0" stiffeners to top flange.

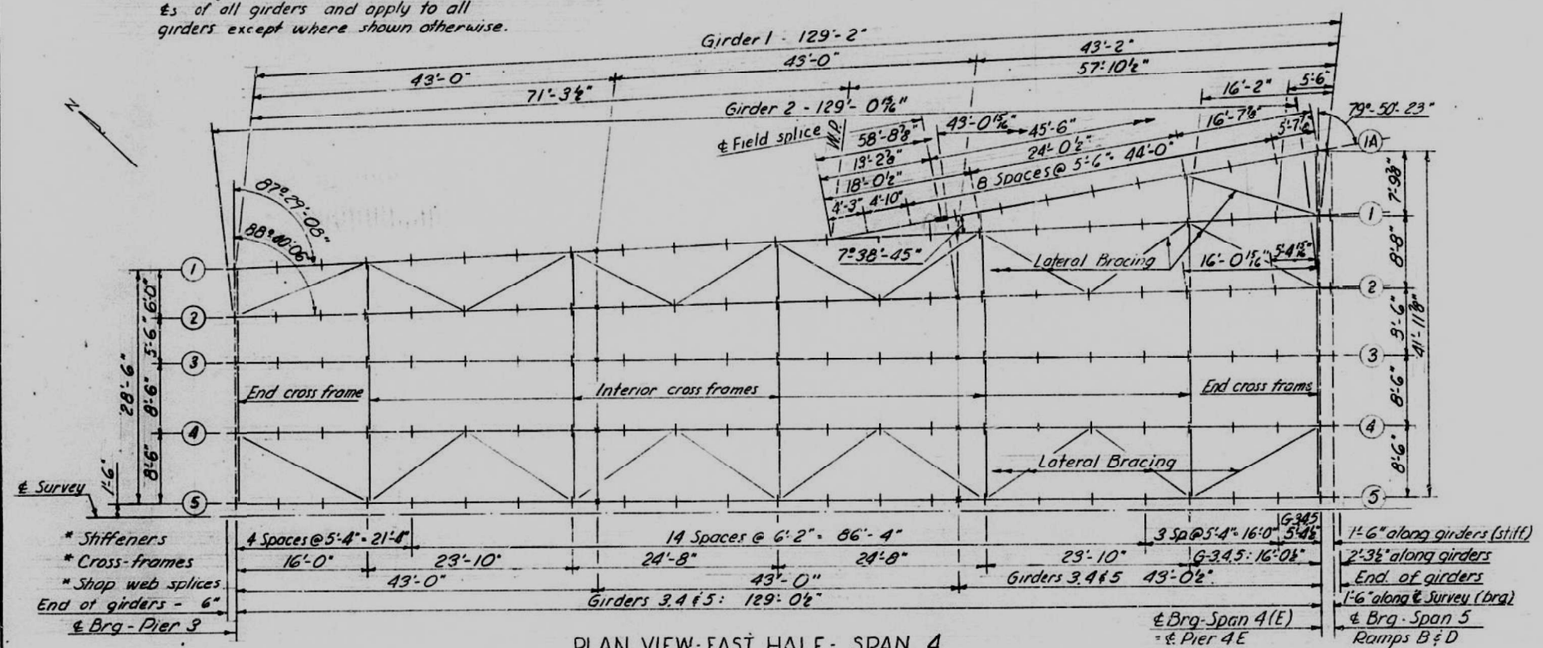
GIRDER DETAILS - SPANS 1, 2 & 3

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-V (E,F,P)
TAZEWELL COUNTY
STATION 78+88.27

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

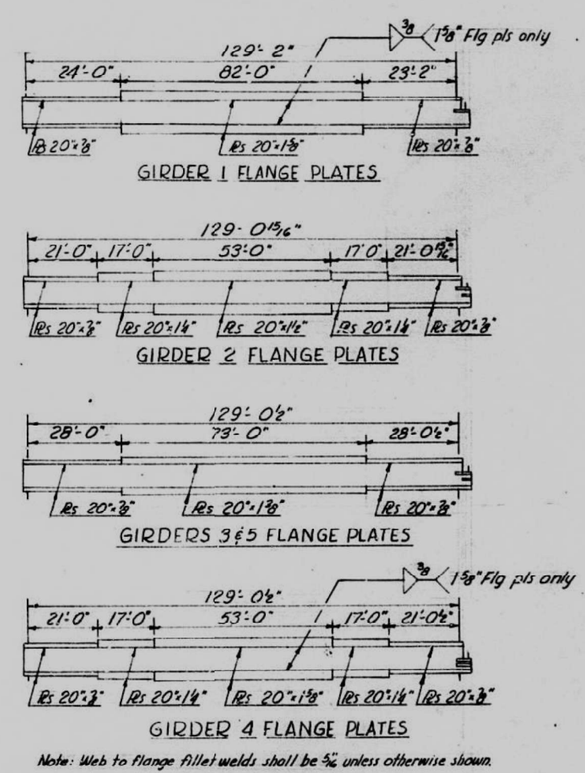
F.A.P. 10	13-V (F,E)	TAZEWELL	25	9	SHEET NO. 24 / 65 SHEETS

* Note: Spacings are dimensioned along ℄s of all girders and apply to all girders except where shown otherwise.

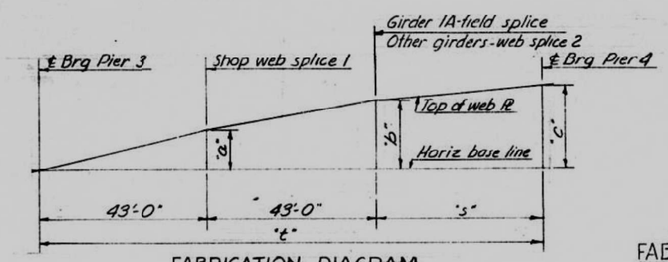


PLAN VIEW - EAST HALF - SPAN 4

Notes:
For partial girder elevation views, fabrication & connection details of all Span 4 girders see sheets 26, 27 & 28.



Note: Web to flange fillet welds shall be 5/16" unless otherwise shown.



FABRICATION DIAGRAM

FABRICATION ORDINATES - TOP OF WEB

Girder	"a"	"b"	"c"	"s"	"t"
1A		5 3/8"	0"	45'-6"	
1	9⅞"	1'-0⅞"	1'-1⅝"	43'-2"	129'-2"
2	9⅞"	1'-4⅜"	1'-8⅝"	43'-0 15/16"	129'-0 15/16"
3	11⅜"	1'-10"	2'-4⅝"	43'-0½"	129'-0½"
4	11¾"	1'-10¼"	2'-7⅜"	43'-0½"	129'-0½"
5	11¾"	1'-10¼"	2'-7⅜"	43'-0½"	129'-0½"

ELEVATIONS - TOP OF GIRDER FLANGES

Girder	Brg-Pier 3	Splice 1	Splice 2	Brg-Pier 4
1A			*498.36	497.81
1	497.33	498.21	498.46	498.47
2	497.45	498.33	498.87	499.17
3	497.45	498.47	499.32	499.83
4	497.62	498.66	499.54	500.24
5	497.70	498.72	499.60	500.32

* Top of 1⅝" flange PL @ field splice

BILL OF MATERIAL - SPAN 4

	Item	Unit	Quantity
*	Structural Steel	Lbs.	558,830

* Weight of Bearing Assemblies (including Lead Plates, Shims and Anchor Bolts) are included in Structural Steel.
Est. wt. - 23,980 lbs.

DESIGNED	J. B. Nelson	EXAMINED	MAY 29 1962 W. E. Baumann
CHECKED	T. Tanaka	PASSED	
DRAWN	J. B. N.	APPROVED	
CHECKED	T. Tanaka		

STRUCTURAL STEEL - E. HALF - SPAN 4

CEDAR STREET EXTENSION
F.A.P. RT. 10 SEC. 13-V(E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

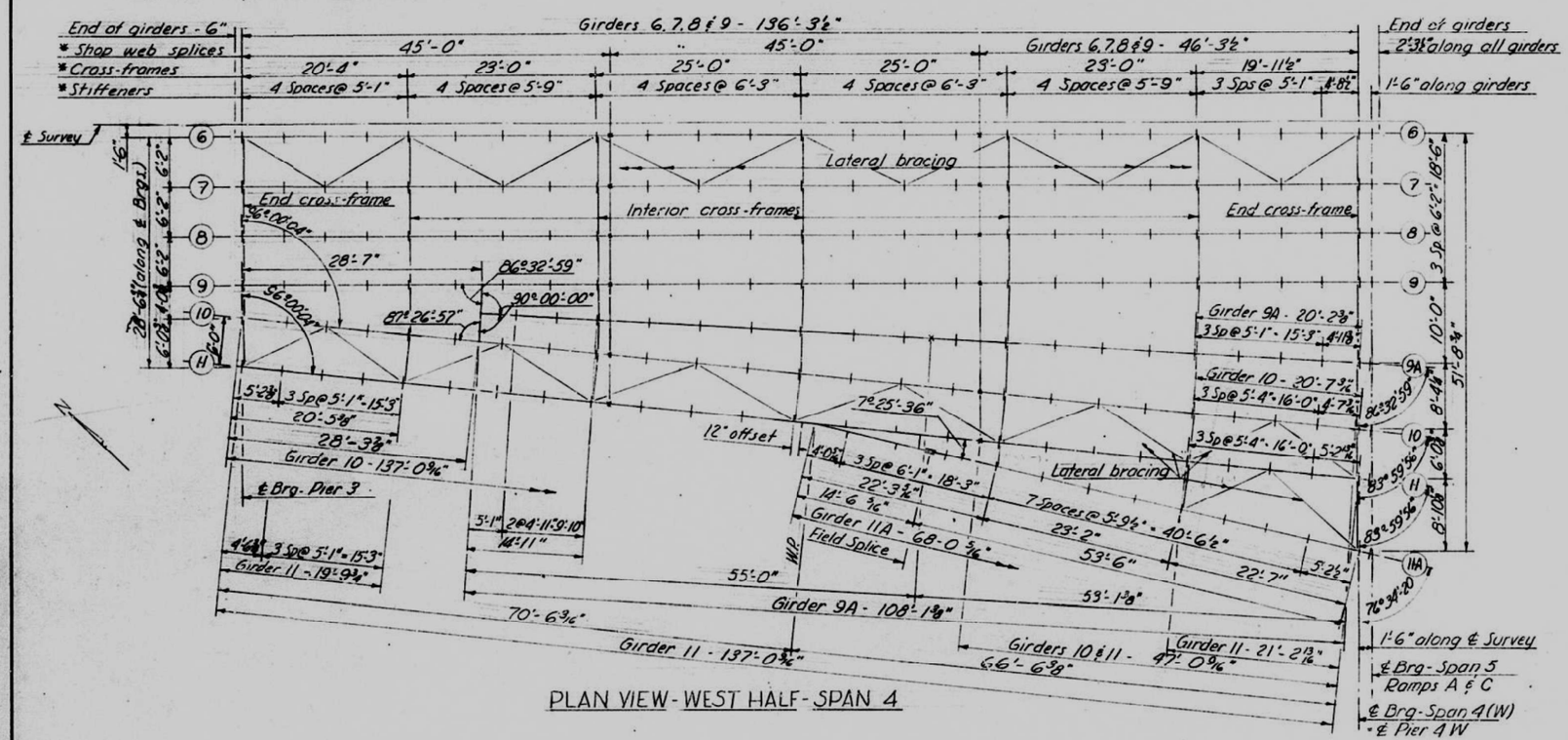
Ls Corrected: Girders 1 and 1A; From 87°30'00" to 87°29'08"; From 7°38'55" to 7°38'45"; From 79°51'05" to 79°50'23"; J.B.N. 3/1/03

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

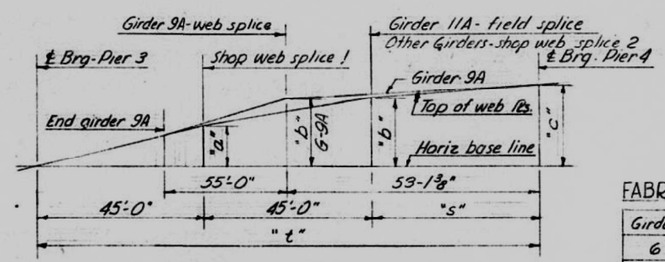
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 10	13-V (F,F)	TAZEWELL	25	10

SHEET NO. 25 / 65 SHEETS

* Note: Spacings are dimensioned along ℄s of all girders and apply to all girders except where shown otherwise.

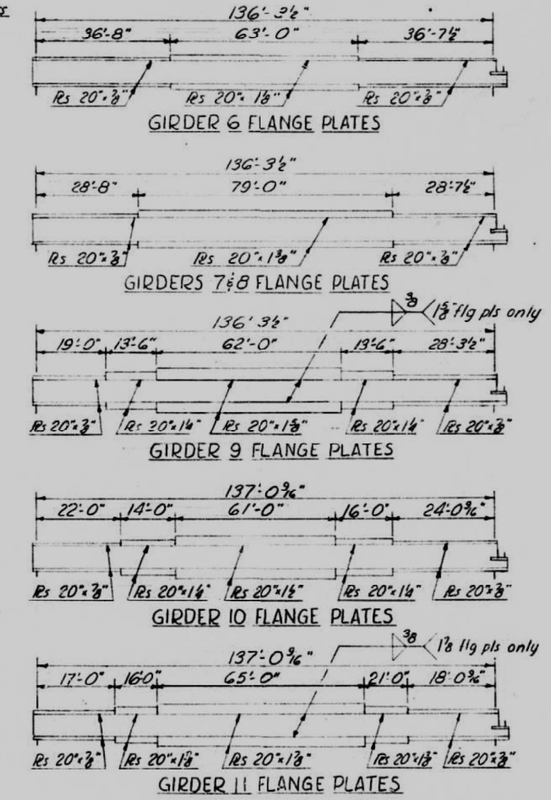


PLAN VIEW - WEST HALF - SPAN 4



FABRICATION DIAGRAM

Notes:
For partial girder elevation views, fabrication & connection details of all Span 4 girders see sheets 26, 27 & 28.



Note: Web to flange fillet welds shall be 5/16" unless otherwise shown.

FABRICATION ORDINATES - TOP OF WEB

Girder	"a"	"b"	"c"	"s"	"t"
6	1'-0¾"	1'-11¾"	2'-9¼"	46'-3½"	136'-3½"
7	1'-0¾"	1'-11¾"	2'-9¼"	46'-3½"	136'-3½"
8	1'-0¾"	1'-11¾"	2'-9¼"	46'-3½"	136'-3½"
9	9⅜"	1'-8½"	2'-5⅜"	46'-3½"	136'-3½"
9A		7⅔"	1'-6⅜"		108'-1⅜"
10	9⅜"	1'-1"	1'-3⅜"	47'-0⅜"	137'-0⅜"
11	6½"	9¾"	1'-0⅜"	47'-0⅜"	137'-0⅜"
11A		5⅛"	0"	53'-6"	

ELEVATIONS - TOP OF GIRDER FLANGES

Girder	Brg-Pier 3	Splice 1	Splice 2	Brg-Pier 4
6	497.69	498.78	499.69	500.46
7	497.64	498.74	499.66	500.41
8	497.59	498.69	499.61	500.36
9	497.53	498.40	499.30	500.02
9A		*498.07	**498.71	499.61
10	497.40	498.27	498.54	498.73
11	497.40	498.03	498.30	498.46
11A			***498.26	497.74

* Elev. at end of Girder 9A.
** Elev. at Girder 9A web splice.
*** Elev. at top of 1⅞" flange ℞ @ field splice.

Note: Quantities are included in Bill of Material, Span 4 East Half, Sheet #24.

DESIGNED	J. B. Nelson	
CHECKED	T. Tanaka	
DRAWN	J. B. N.	
CHECKED	T. Tanaka	

MAY 29 1962
EXAMINED N. E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF ENGINEER OF HIGHWAYS

STRUCTURAL STEEL - W. HALF - SPAN 4

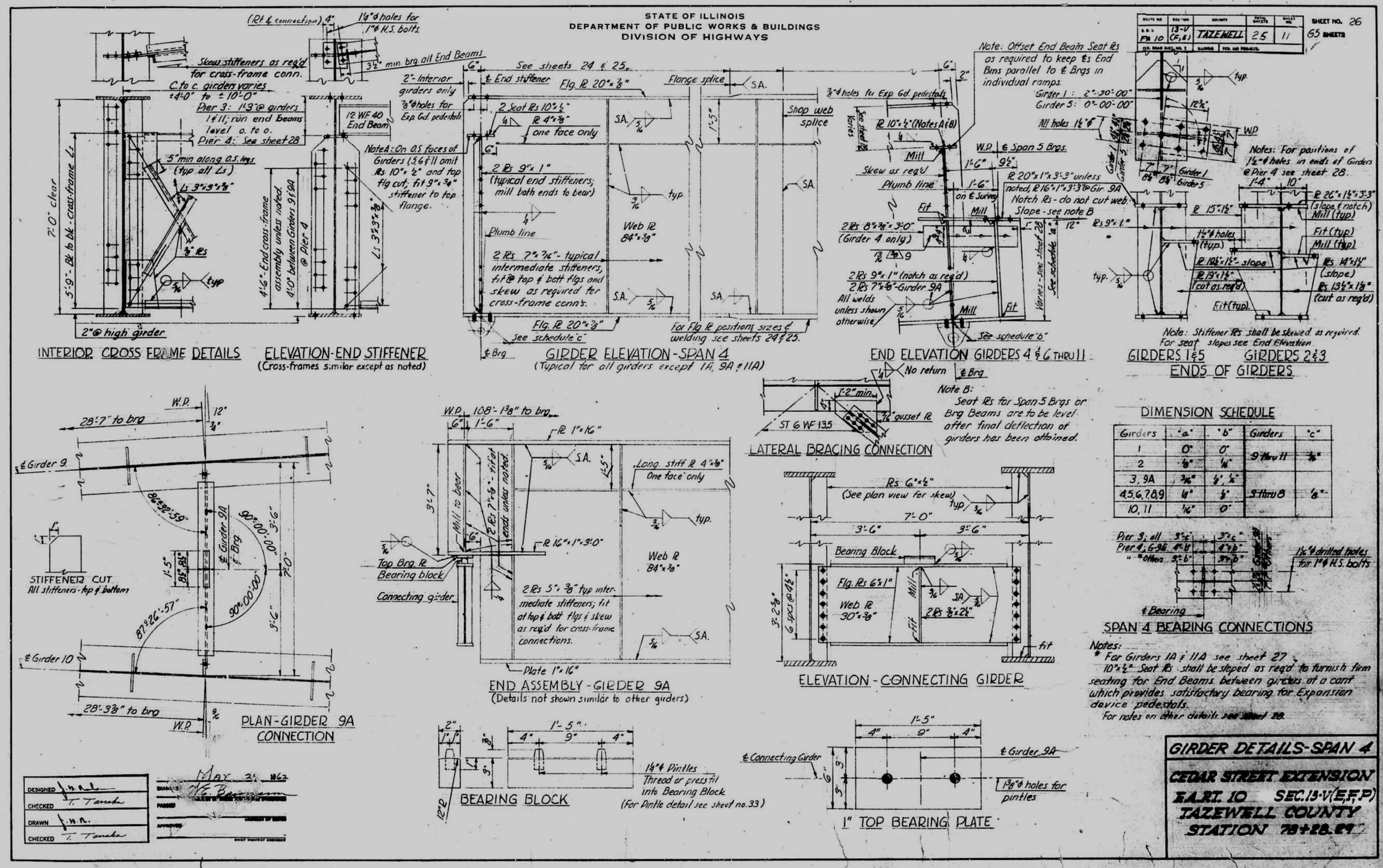
CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-V(E,F,P)
TAZEWELL COUNTY
STATION 78 + 28.29

Note only

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 10	13-V (F,E)	TAZEWELL	25	11

SHEET NO. 26
65 SHEETS



DIMENSION SCHEDULE

Girders	"a"	"b"	Girders	"c"
1	0"	0"	9 thru 11	⅜"
2	⅛"	1/16"		
3, 9A	3/16"	1/8", 1/4"		
4,5,6,7,8,9	1/4"	1/8"	5 thru 8	⅛"
10, 11	1/16"	0"		

Pier 3: all 3"c"
Pier 4: 6-9A 4"b" 4"b"
" " others 3"b" 3"b"

Notes:
* For Girders 1A & 11A see sheet 27.
10"x½" Seat PLs shall be sloped as req'd to furnish firm seating for End Beams between girders at a cant which provides satisfactory bearing for Expansion device pedestals.
For notes on other details see sheet 28.

GIRDER DETAILS-SPAN 4
CEDAR STREET EXTENSION
F.A.I. 10 SEC. 13-V(E,F,P)
TAZEWELL COUNTY
STATION 78+28.69

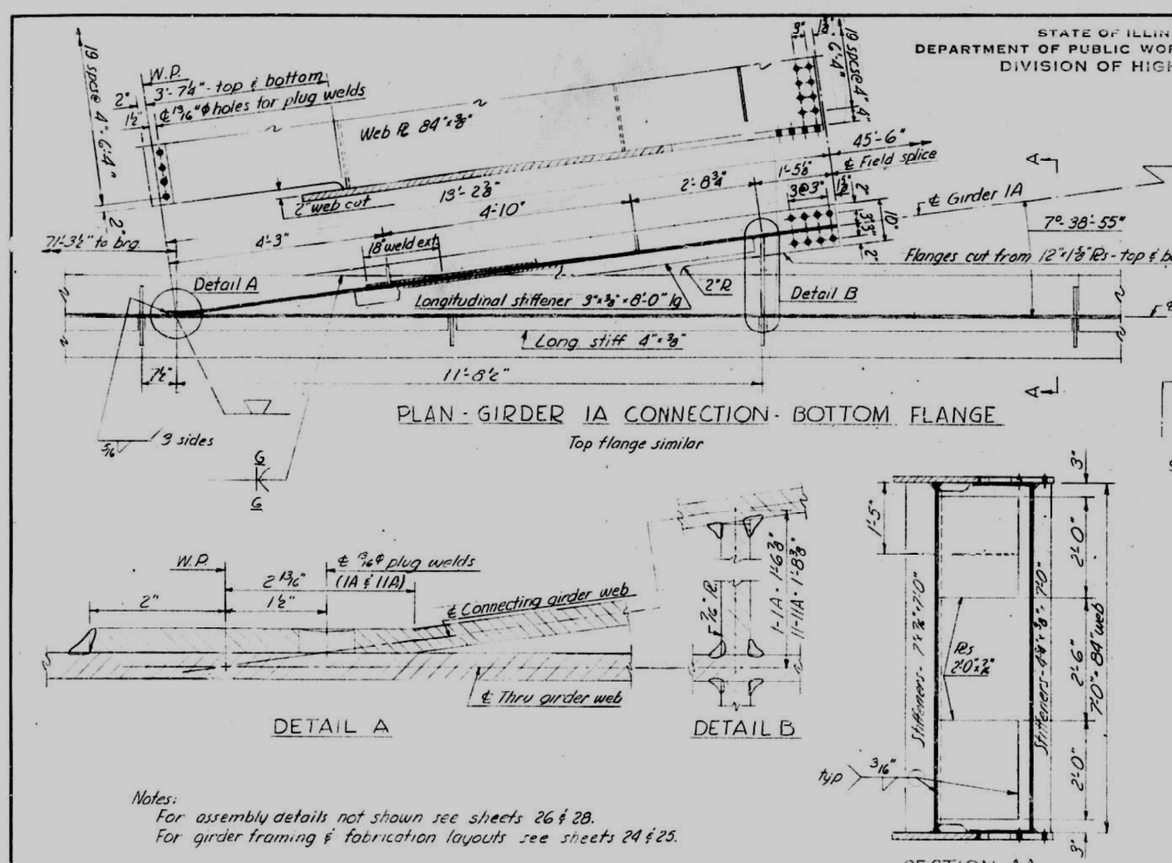
DESIGNED	J.H.A.
CHECKED	T. Tanaka
DRAWN	J.H.A.
CHECKED	T. Tanaka

MAY 2, 1962
H. E. Baumann
CHIEF HIGHWAY ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

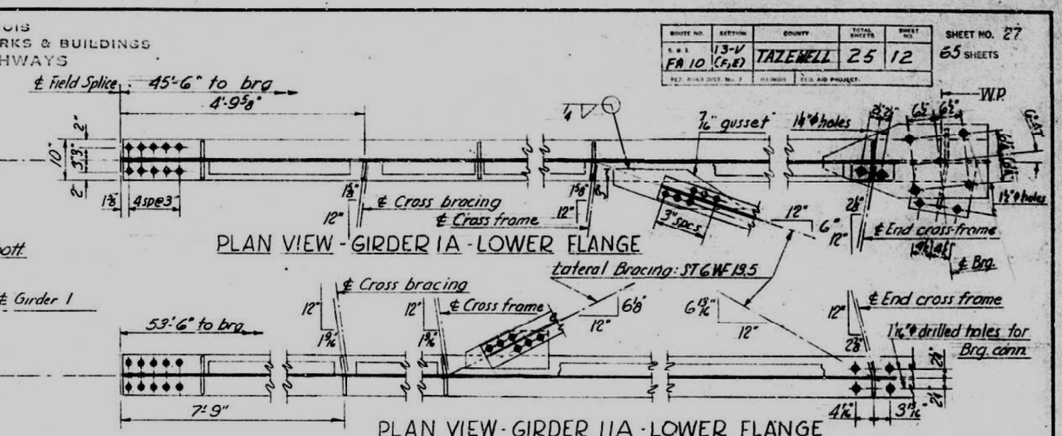
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. FA 10	13-V (F,E)	TAZEWELL	25	12

SHEET NO. 27
65 SHEETS



PLAN - GIRDER 1A CONNECTION - BOTTOM FLANGE

Top flange similar



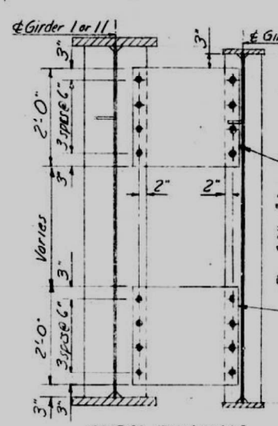
PLAN VIEW - GIRDER 1A - LOWER FLANGE

PLAN VIEW - GIRDER 11A - LOWER FLANGE

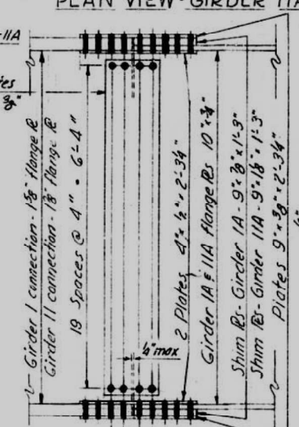
DETAIL A

DETAIL B

SECTION AA

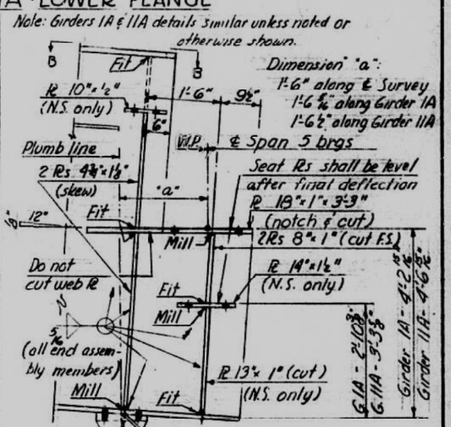


CROSS BRACING



FIELD SPLICE

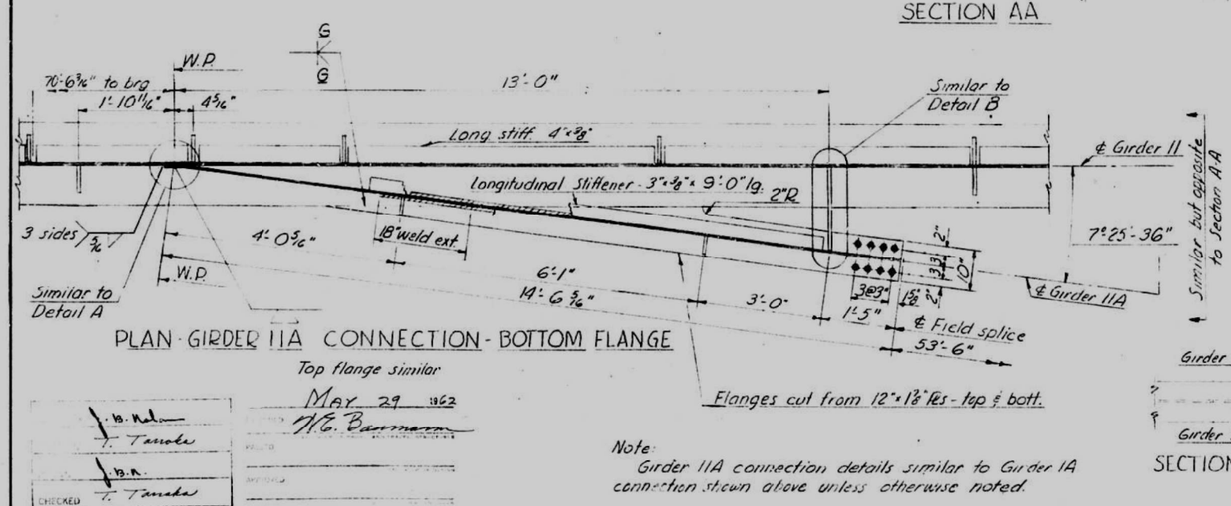
Note: Girders 1A & 11A details similar unless noted or otherwise shown.



END ELEVATION - GIRDER 1A

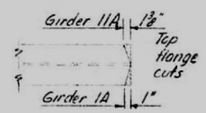
End Elevation Girder 11A similar but opposite.

Notes:
For assembly details not shown see sheets 26 & 28.
For girder framing & fabrication layouts see sheets 24 & 25.

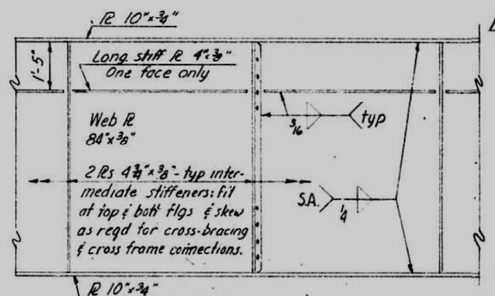


PLAN - GIRDER 11A CONNECTION - BOTTOM FLANGE

Top flange similar



SECTION B-B



ASSEMBLY DETAILS - GIRDERS 1A & 11A

Notes:
For girder layouts, slopes and stiffener spacings see sheets 24 & 25.
For cross-section @ Pier 4 see sheet 28
For cross-frames see sheet 26
S.A. denotes welding to be done by the submerged arc method.

Note:
Girder 11A connection details similar to Girder 1A connection shown above unless otherwise noted.

MAY 29 1962
H. E. Baumann

T. Tanaka
T. Tanaka
CHECKED

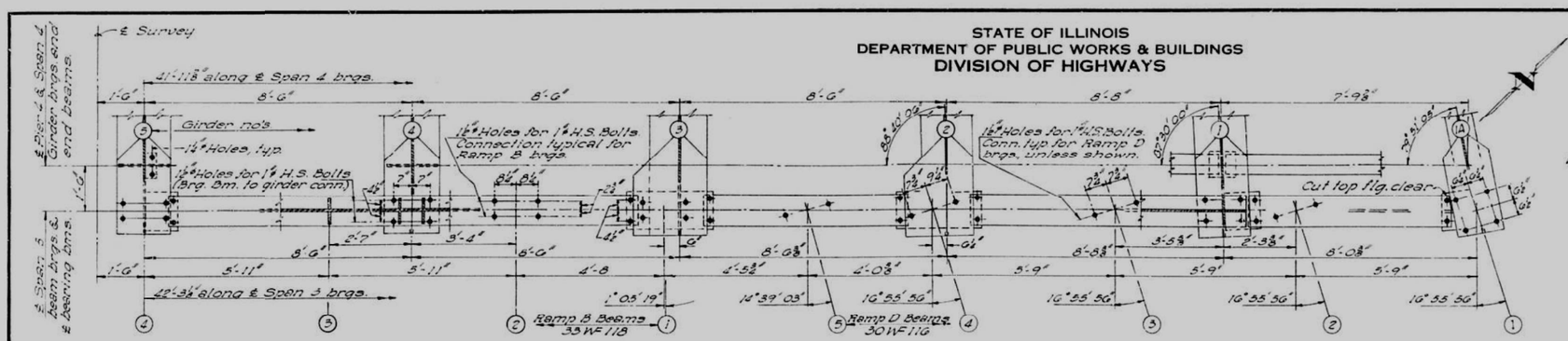
GIRDERS 1A & 11A - SPAN 4

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-V (E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

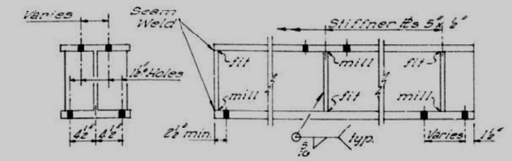
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-V (F,E)	TAZEWELL	25	13
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

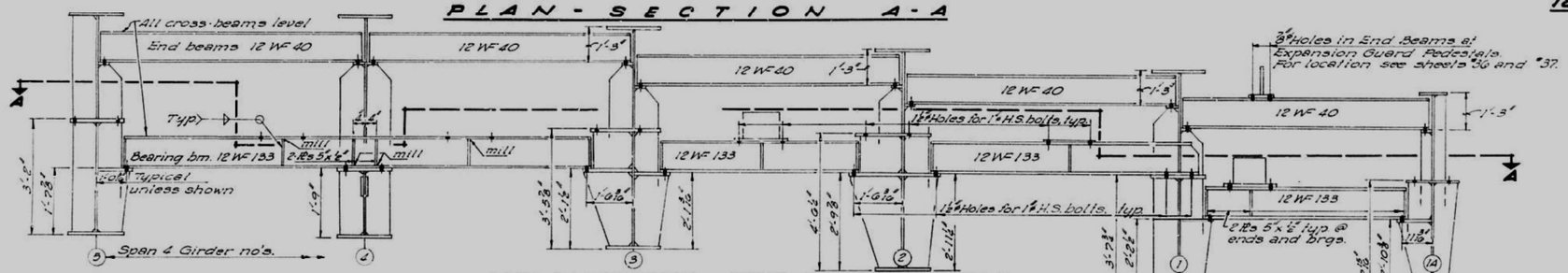
SHEET NO. 28
65 SHEETS



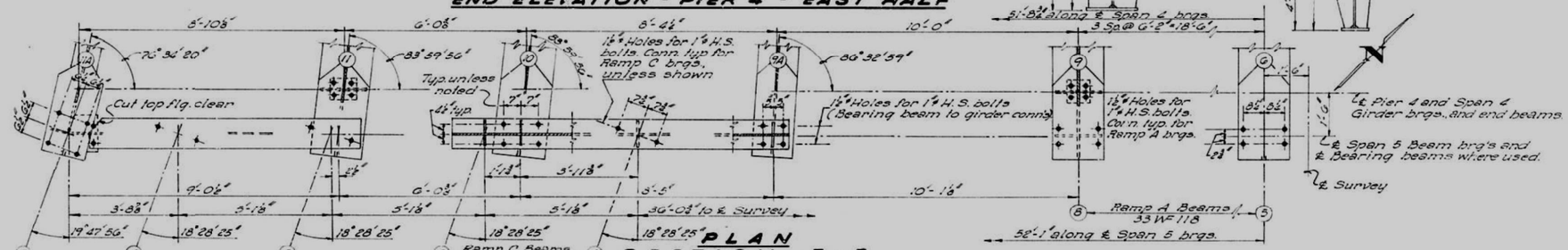
PLAN - SECTION A-A



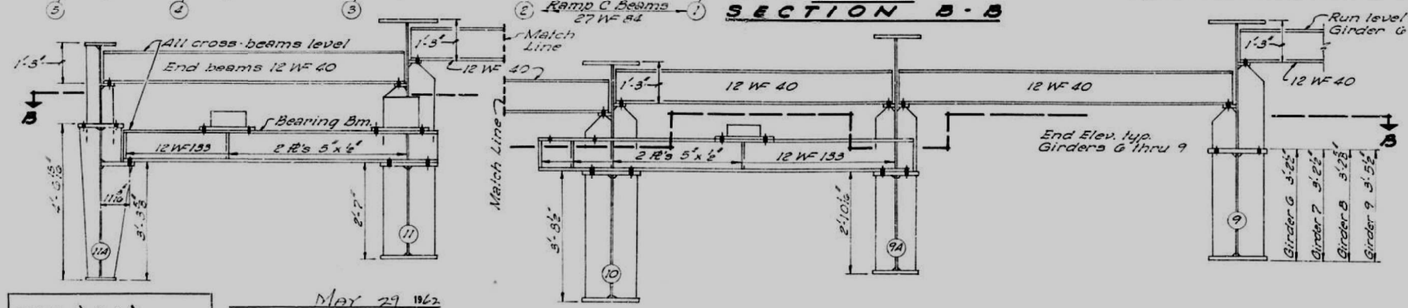
TYPICAL DETAILS
12 WF 133 BEARING BEAM



END ELEVATION - PIER 4 - EAST HALF



PLAN
SECTION B-B



END ELEVATION - PIER 4 - WEST HALF

Notes:
H.S. bolts connecting brg. bms. to girders shall not receive final tightening until concrete decking and parapet walls have been poured.

For end of girder details at Pier #4 see sheets no. 26.

For bearing details of ramp beams see sheets no. 33.

DESIGNED	J.B. Nelson	EXAMINED	May 29 1962 H.E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
CHECKED	T. Tanaka	PASSED	ENGINEER OF DESIGN
DRAWN	J.B.N. J. Mullenix	APPROVED	CHIEF HIGHWAY ENGINEER
CHECKED	T. Tanaka		

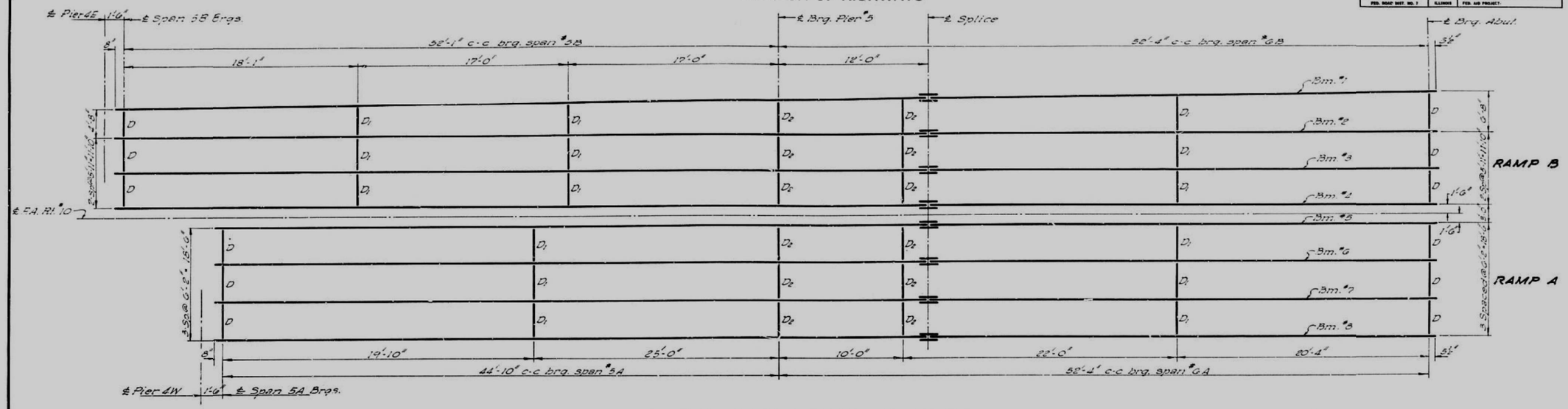
GIRDER FRAMING DETAILS - PIER 4

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-V(E,F,P)
TAZEWELL COUNTY
STATION 78 + 28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. FAI 10	13-V (F,P)	TAZEWELL	25	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

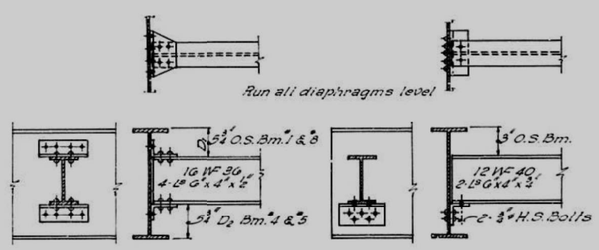
SHEET NO. 29
65 SHEETS



PLAN - STRUCTURAL STEEL

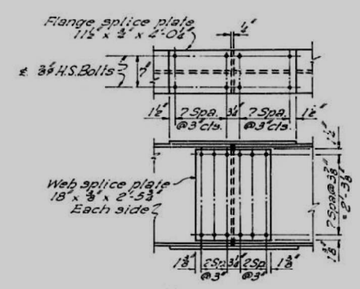
All beams are 33 WF 118 and shall conform to ASTM Spec. for A-36 Steel.

For brg. details, see sheet # 33



DIAPHRAGM D_1 & D_2
15 - D_1 & 12 - D_2 Required

DIAPHRAGM D
12 Required



DETAIL OF SPLICE

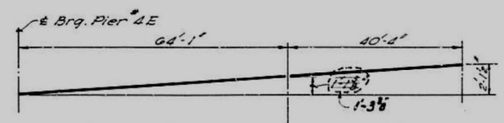
TOP OF BEAM ELEVATIONS

Location	Bm. #1	Bm. #2	Bm. #3	Bm. #4	Bm. #5	Bm. #6	Bm. #7	Bm. #8
℄ Brg. Pier #4E	500.14	500.19	500.24	500.29	—	—	—	—
℄ Brg. Pier #4W	—	—	—	—	500.44	500.39	500.34	500.29
℄ Brg. Pier #5	501.20	501.25	501.30	501.35	501.35	501.30	501.25	501.20
℄ Splice	501.24	501.49	501.54	501.59	501.59	501.54	501.49	501.44
℄ Brg. Abut.	502.42	502.47	502.36	502.41	502.41	502.36	502.31	502.26

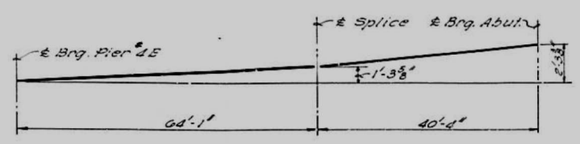
BILL OF MATERIAL

Item	Unit	Quantity
* Structural Steel	Lbs.	118,910

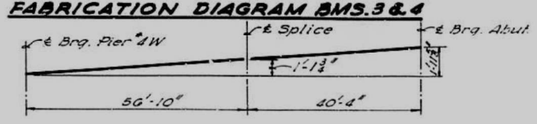
*Weight of Bearing Assemblies (including Lead Plates, Shims & Anchor Bolts) and Open Joint Expansion Device Angles only are included as Structural Steel. Est. Wt. = 7,770 lbs.



FABRICATION DIAGRAM BMS. 3 & 4



FABRICATION DIAGRAM BMS. 1 & 2



FABRICATION DIAGRAM BMS. 5, 6, 7 & 8

DESIGNED	J. M. Jhanwar	
CHECKED	T. Tanaka	
DRAWN	J. M. J / J. Mullenix	
CHECKED	T. Tanaka	

MAY 29 1962
EXAMINED — Ne. Beumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

STRUCTURAL STEEL-RAMPS A & B

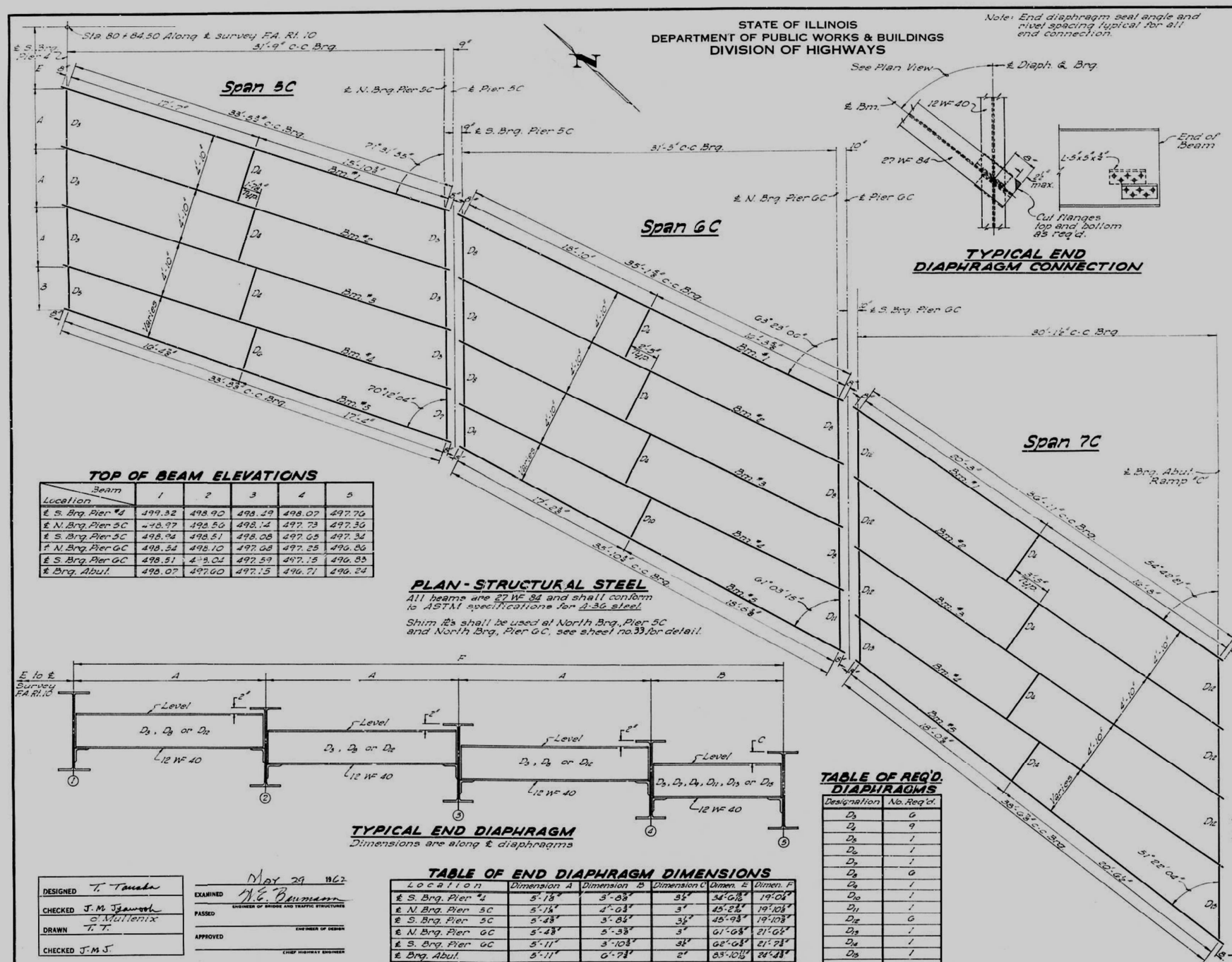
CEDAR STREET EXTENSION
F.A.RT.10 SEC.13-V(E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

Revised 8.26.68 in FABRICATION DIAGRAM BMS 5&4 changed dimension from brg. line to top of beam from 1'-1½" to 1'-3⅝" NS

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-V (F,F)	TAZEWELL	25	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 30
65 SHEETS



TOP OF BEAM ELEVATIONS

Location \ Beam	1	2	3	4	5
℄ S. Brg. Pier #4	499.32	498.90	498.49	498.07	497.76
℄ N. Brg. Pier 5C	498.97	498.56	498.14	497.73	497.36
℄ S. Brg. Pier 5C	498.94	498.51	498.08	497.65	497.34
℄ N. Brg. Pier 6C	498.54	498.10	497.68	497.25	496.86
℄ S. Brg. Pier 6C	498.51	498.04	497.59	497.15	496.83
℄ Brg. Abut.	498.07	497.60	497.15	496.71	496.24

PLAN - STRUCTURAL STEEL

All beams are 27 WF 84 and shall conform to ASTM specifications for A-36 steel.

Shim PL's shall be used at North Brg., Pier 5C and North Brg., Pier 6C, see sheet no. 33 for detail.

TYPICAL END DIAPHRAGM

Dimensions are along ℄ diaphragms

TABLE OF REQ'D. DIAPHRAGMS

Designation	No. Req'd.
D_3	6
D_4	9
D_5	1
D_6	1
D_7	1
D_8	6
D_9	1
D_{10}	1
D_{11}	1
D_{12}	6
D_{13}	1
D_{14}	1
D_{15}	1

TABLE OF END DIAPHRAGM DIMENSIONS

Location	Dimension A	Dimension B	Dimension C	Dimen. E	Dimen. F
℄ S. Brg. Pier #4	5'-1 7/8"	3'-8 3/8"	3 1/2"	34'-6 1/2"	19'-0 1/4"
℄ N. Brg. Pier 5C	5'-1 1/4"	4'-0 3/8"	3"	45'-2 3/4"	19'-10 1/8"
℄ S. Brg. Pier 5C	5'-4 3/8"	3'-8 1/4"	3 1/2"	45'-9 3/8"	19'-10 3/8"
℄ N. Brg. Pier 6C	5'-4 3/8"	5'-3 3/8"	3"	61'-6 3/8"	21'-6 1/2"
℄ S. Brg. Pier 6C	5'-11"	3'-10 3/8"	3 1/2"	62'-6 3/8"	21'-7 3/8"
℄ Brg. Abut.	5'-11"	6'-7 3/8"	2"	83'-10 1/16"	24'-4 3/8"

BILL OF MATERIAL

Item	Unit	Quantity
* Structural Steel	Lbs.	62,770

*Weight of Bearing Assemblies (including Lead Plates, Shims & Anchor Bolts) and Open Joint Expansion Device Angles only are included as Structural Steel. Est. wt. = 7,800 lbs.

DESIGNED	T. Tanaka	
CHECKED	J. M. Jgawoch	
DRAWN	O'Mullenix T. T.	
CHECKED	J. M. J.	

EXAMINED — May 29 1962 — N. E. Baumann, ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

STRUCTURAL STEEL-RAMP C

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-V(F,F,P)
TAZEWELL COUNTY
STATION 78+28.29

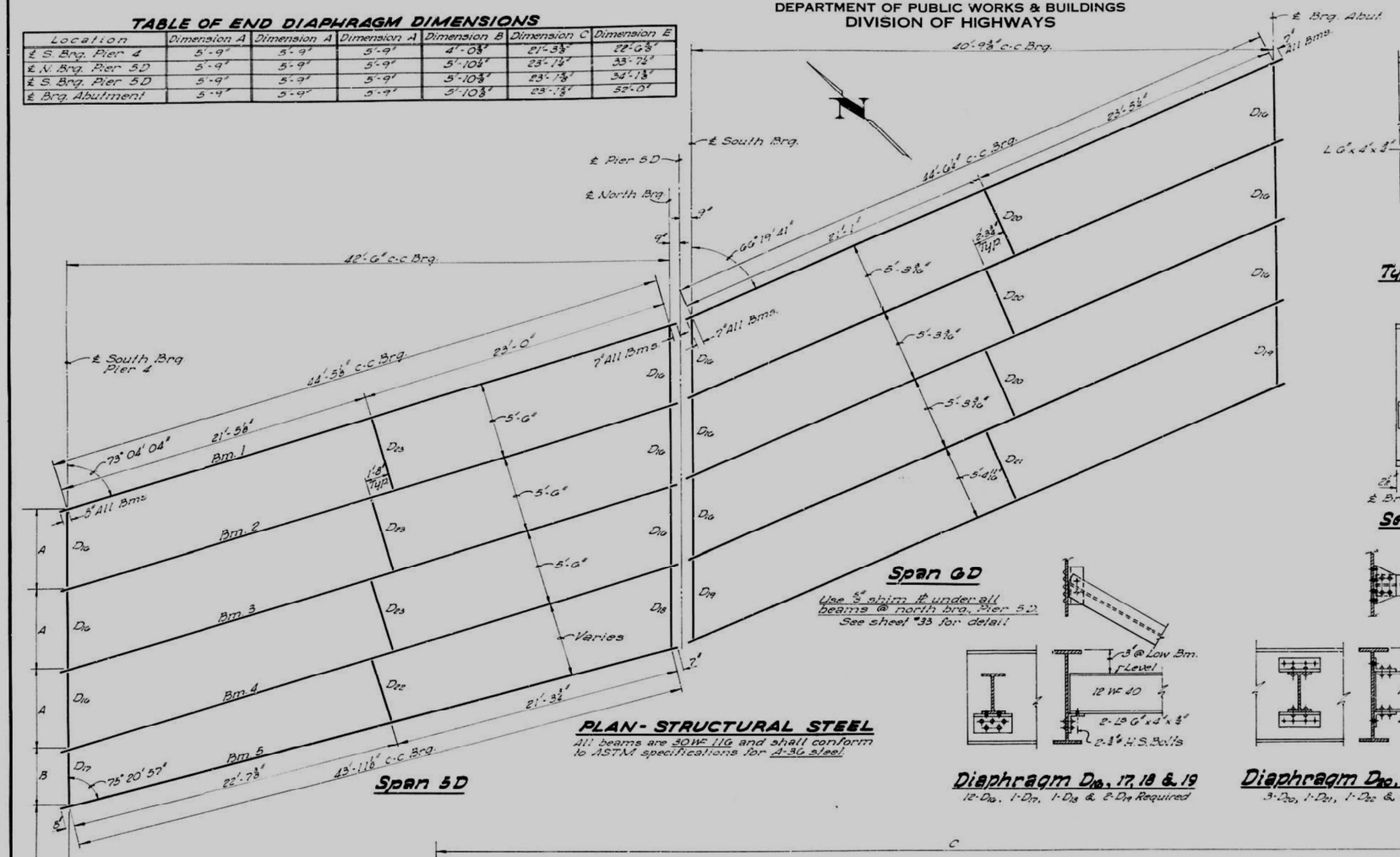
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. FA 10	13-V (E,F,P)	TAZEWELL	25	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 31
65 SHEETS

TABLE OF END DIAPHRAGM DIMENSIONS

Location	Dimension A	Dimension A	Dimension A	Dimension B	Dimension C	Dimension E
℄ S. Brg. Pier 4	5'-9"	5'-9"	5'-9"	4'-0 3/8"	21'-3 3/8"	22'-6 3/8"
℄ N. Brg. Pier 5D	5'-9"	5'-9"	5'-9"	5'-10 1/8"	23'-7 1/8"	33'-7 1/8"
℄ S. Brg. Pier 5D	5'-9"	5'-9"	5'-9"	5'-10 3/8"	23'-7 1/8"	34'-7 1/8"
℄ Brg. Abutment	5'-9"	5'-9"	5'-9"	5'-10 3/8"	23'-7 1/8"	52'-0"



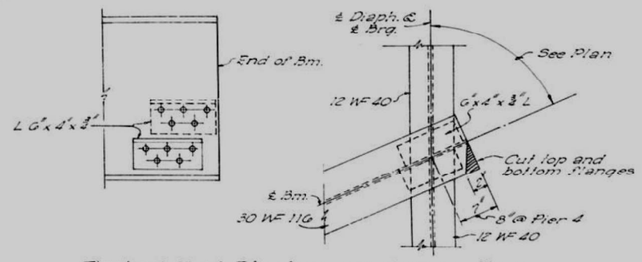
PLAN - STRUCTURAL STEEL

All beams are 30 WF 116 and shall conform to ASTM specifications for A-36 steel.

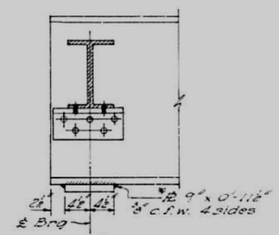
Span 5D

Span 6D

Use 3/8" shim ℄ under all beams @ north brg. Pier 5D
See sheet #33 for detail

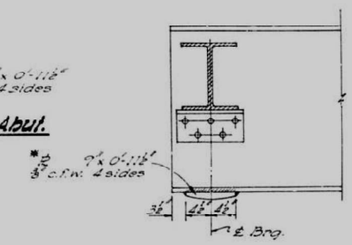


Typical End Diaphragm Connection



*For Bearing Details, see sheet #33.

Sec. Pier 5D & Abut.

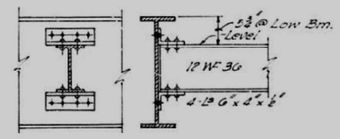


Sec. at S. Brg. Pier 4

Unless noted

Diaphragm D_{16}, 17, 18 & 19

12-D_{16}, 1-D_{17}, 1-D_{18} & 2-D_{19} Required



Diaphragm D_{20}, 21, 22 & 23

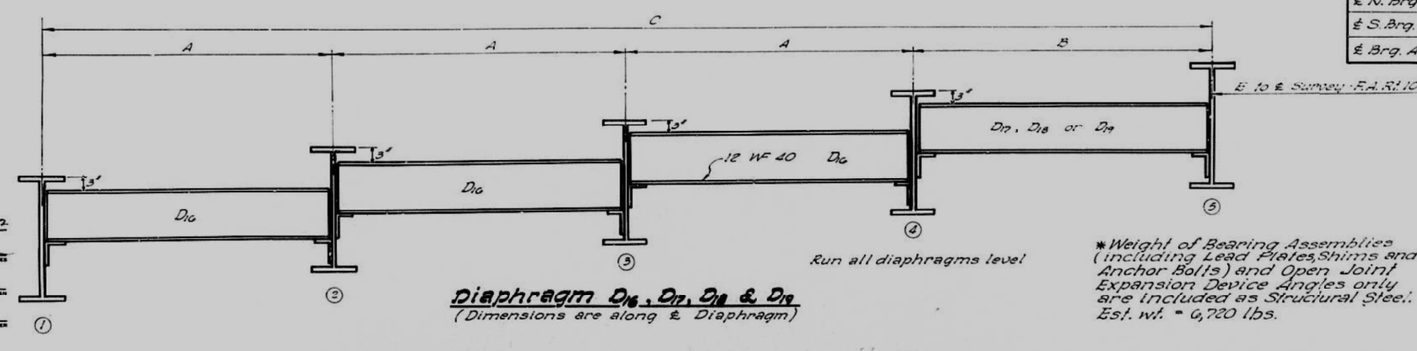
3-D_{20}, 1-D_{21}, 1-D_{22} & 3-D_{23} Required

TOP OF BEAM ELEVATION

Location	Bm. #1	Bm. #2	Bm. #3	Bm. #4	Bm. #5
℄ S. Brg. Pier 4	497.79	498.25	498.79	499.26	499.58
℄ N. Brg. Pier 5-D	496.84	497.30	497.84	498.31	498.82
℄ S. Brg. Pier 5-D	496.80	497.26	497.80	498.27	498.78
℄ Brg. Abut.	495.58	495.62	496.16	496.63	497.14

BILL OF MATERIAL

Item	Unit	Quantity
* Structural Steel	Lbs.	65,350



Diaphragm D_{16}, D_{17}, D_{18} & D_{19}

(Dimensions are along ℄ Diaphragm)

Run all diaphragms level

*Weight of Bearing Assemblies (including Lead Plates, Shims and Anchor Bolts) and Open Joint Expansion Device Angles only are included as Structural Steel. Est. wt. = 6,720 lbs.

DESIGNED	T. Tanaka
CHECKED	J. M. Jgnowski
DRAWN	J. M. Jgnowski / J. Mullenix
CHECKED	T. Tanaka

May 29 1962
EXAMINED W. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

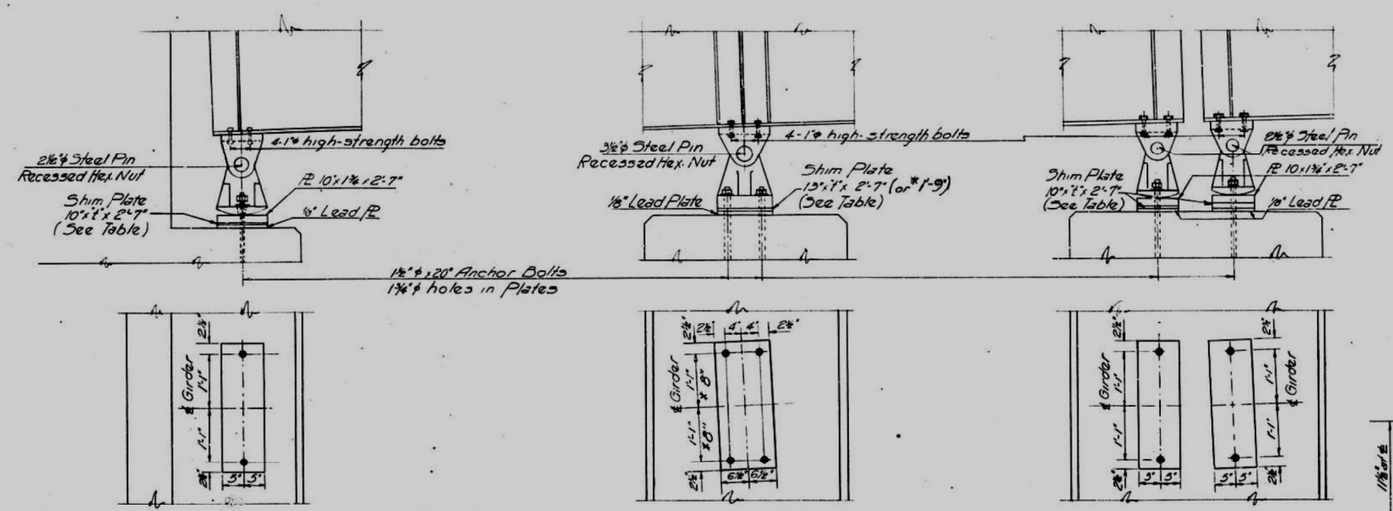
STRUCTURAL STEEL - RAMP D

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-V(E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. FA 10	13-V (F,E)	TAZEWELL	25	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 32
65 SHEETS



NORTH ABUTMENT

PIERS 1, 2 & 4
*Pier 4 Girders 1A, 9A & 11A (See Special Det.)

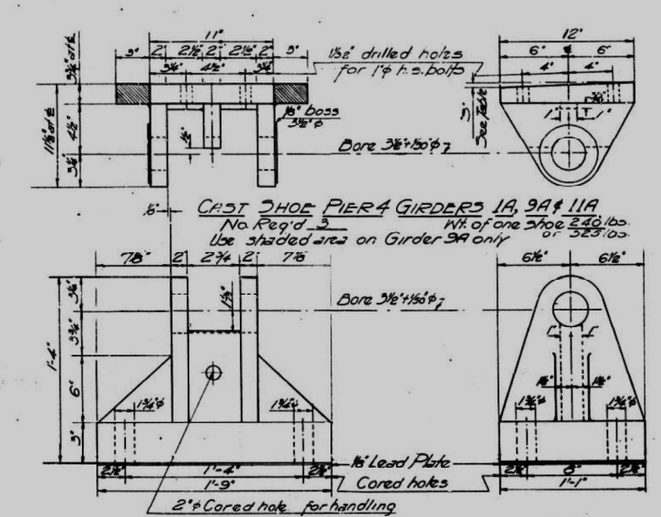
PIER 3

ELEVATIONS AND PLANS OF BEARING DETAILS

Note: For location of holes for Anchor Bolts on Piers and Abutment See Sheets 46 thru 60

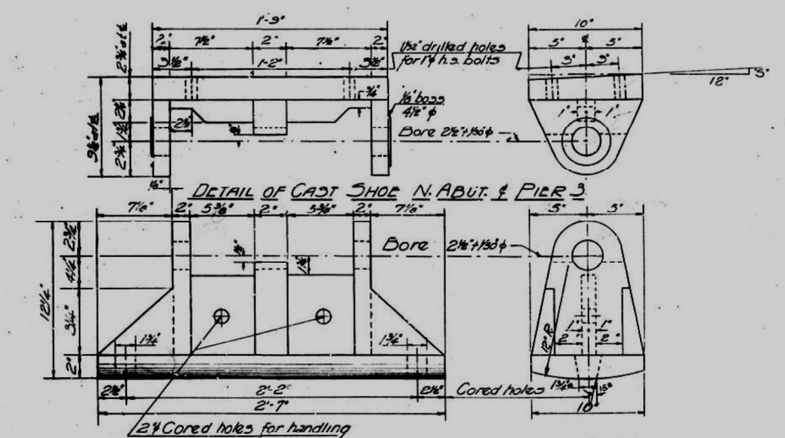
THICKNESS OF BEARING SHIMS "t"

Brgs. \ Girders	1A	1	2	3	4	5	6	7	8	9	9A	10	11	11A
North Abut.	X	0	⅝"	0	⅝"	0	0	⅝"	0	⅝"	X	0	X	X
Pier 1	X	0	⅝"	0	⅝"	0	0	⅝"	0	⅝"	X	0	X	X
Pier 2	X	0	⅝	0	⅝"	0	0	⅝"	0	⅝"	X	0	X	X
Pier 3 N. Brg.	X	1"	¼"	⅞"	⅜"	0	0	⅝"	0	⅝"	X	0	X	X
Pier 3 S. Brg.	X	⅜"	½"	½"	1½"	1⅜"	1¼"	2"	1⅜"	1¾"	X	¼"	¼"	X
Pier 4	0	0	0	0	0	1"	1¼"	⅝"	0	0	0	0	0	0



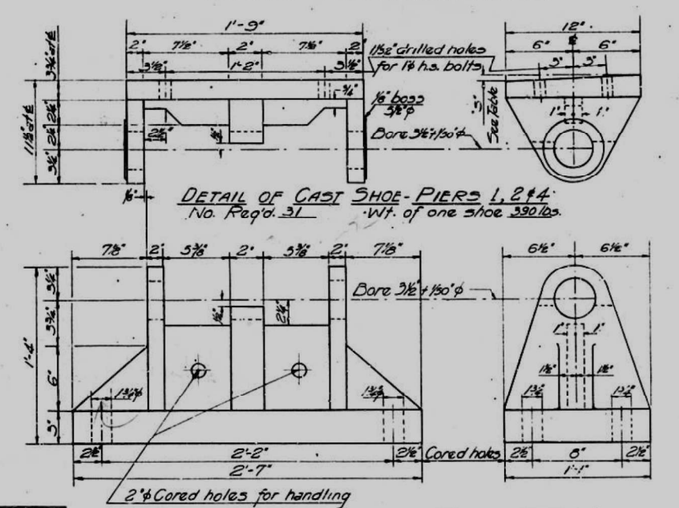
CAST SHOE PIER 4 GIRDERS 1A, 9A & 11A
No. Req'd. 3 — Wt. of one shoe 240 lbs. or 323 lbs.
Use shaded area on Girder 9A only

CAST BOLSTER - PIER 4 GIRDERS 1A, 9A & 11A
No. req'd. 3 — Wt. of one bolster 425 lbs.



DETAIL OF CAST SHOE N. ABUT. & PIER 3

DETAIL OF CAST ROCKER N. ABUT. & PIER 3
No. req'd. 31 of Each — Wt. of one shoe 260 lbs. Wt. of one rocker 330 lbs.



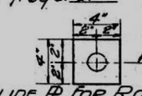
DETAIL OF CAST SHOE - PIERS 1, 2 & 4
No. Req'd. 31 — Wt. of one shoe 390 lbs.

DETAIL OF CAST BOLSTER - PIERS 1, 2 & 4
No. Req'd. 31 — Wt. of one bolster 630 lbs.

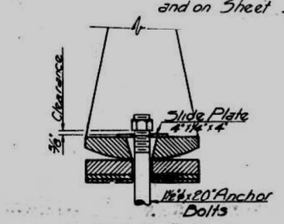
"S" VALUES

Brgs. \ Girders	1A	1	2	3	4 to 9	9A	10-11	11A
North Abut.	X	1/4"				X	1/4"	
Piers 1 & 2 Brg. Pads	X					X		
Pier 3 Brg. Pads	X	3/16"	1/4"			X	3/16"	1/16"
Pier 4	-1/8"	0"	1/8"	3/16"	1/4"	3/16"	1/16"	-1/8"

For positive "S" values slope bevel as shown in Detailed Elev. Drwgs.
For negative "S" values slope bevel opposite to that shown



⅛" SLIDE PL FOR ROCKERS
No. Req'd. 62



ANCHOR BOLTS
No. Req'd 198

Notes: All castings shall be cast steel.
Estimated total weight of castings, pins, plates, anchor bolts and lead plates included in Bill of Material on Sheet 13 is 37,940 lbs.
and on Sheet 15 is 23,980 lbs.

GIRDER BEARING DETAILS
CEDAR STREET EXTENSION
F.A. RT. 10 — SEC. 13-V (E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

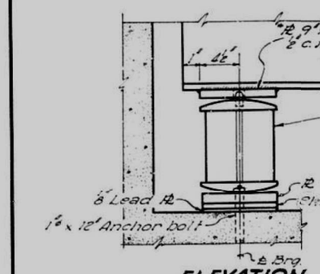
DESIGNED J. B. N.
CHECKED Gerhard Roncancio
DRAWN G. Roncancio
CHECKED J. B. N.

MAY 3
EXAMINED M. E. Bennett — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
APPROVED — ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

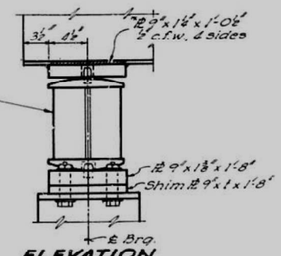
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-V(R,A)	TAZEWELL	25	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

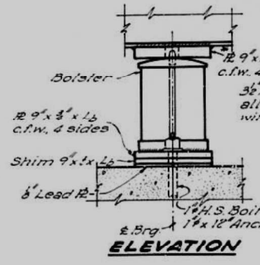
SHEET NO 33
65 SHEETS



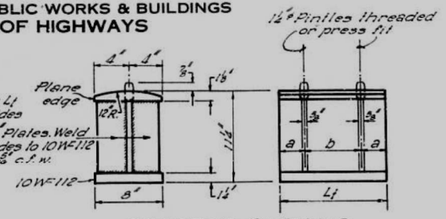
ELEVATION



ELEVATION



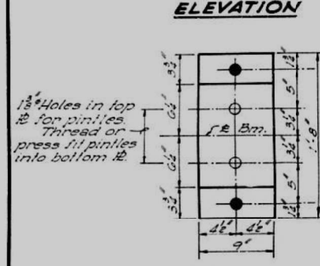
ELEVATION



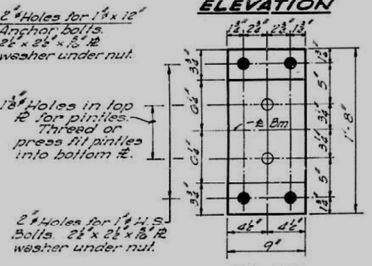
BOLSTER DETAILS

TABLE OF ℄ DIMENSIONS

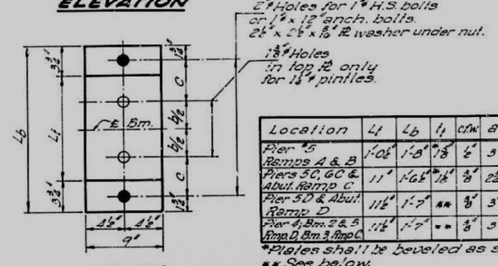
Ramp	Location	Bm. 1 & 3	Bm. 2	Bm. 3	Bm. 4	Bm. 5
A	Pier #4	0	—	0	—	0
	Pier #5 & Abutment	0	—	5/8"	—	5/8"
B	Pier #4	0	3½"	4½"	0	—
	Pier #5 & Abutment	0	5/8"	0	5/8"	—
C	Pier #4	0	0	1½"	0	0
	Pier #5C N. Brg.	3/8"	5/8"	3/4"	1"	1/4"
	Pier #5C S. Brg.	0	0	0	0	0
	Pier #6C N. Brg.	3/8"	3/4"	1½"	1½"	3/8"
	Pier #6C, S. Brg. & Abut.	0	0	0	0	0
D	Pier #4	0	0	0	0	0
	Pier 5D N. Brg.	3/8"	3/8"	3/8"	3/8"	3/8"
	Pier 5D, S. Brg. & Abut.	0	0	0	0	0



PLAN
BRG. SOUTH ABUT.
RAMPS A & B
8 Required



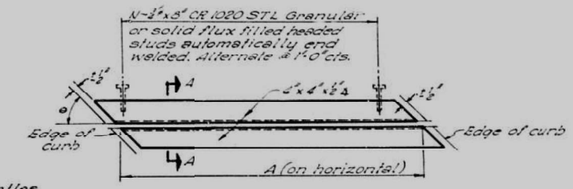
PLAN
BRG. @ PIER 4
RAMPS A & B
8 Required

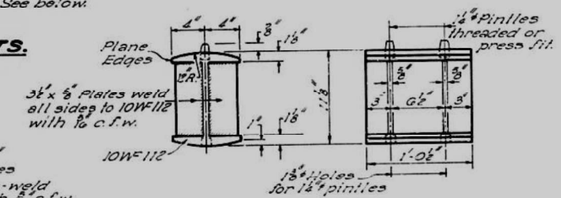


PLAN
FIXED BRG. STANDARD
AT ALL PIERS & RAMP ABUTS.
(Unless otherwise noted)

Location	L1	Lb	t1	c/w	a	b	c	No. Req.
Pier #5 Ramps A & B	1'-0½"	1'-8"	1⅛"	½"	5"	6½"	5"	8
Piers 5C, 6C & Abut. Ramp C	11"	1'-6½"	1⅛"	⅜"	2½"	5½"	6½"	28
Pier 5D & Abut. Ramp D	11½"	1'-7"	**	⅜"	3"	5½"	5"	15
Pier 4, Bm. 2 & 5 Ramp D, Bm. 3 Ramp C	11½"	1'-7"	**	⅜"	3"	5½"	5"	3

*Plates shall be beveled as shown below.
** See below.

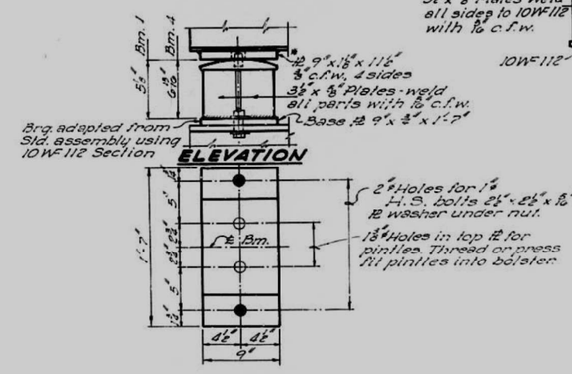




ROCKER DETAIL

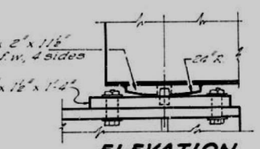
Location	A	θ	N	No. Req.
N. Abutment	27'-5"	90°	27	2
S. Abut. Ramps A & B	17'-5"	90°	17	2
Pier 6C	20'-0"	57°39'	20	1
Abut. Ramp C	22'-10"	48°30'	23	1
Pier 5D	21'-8½"	70°28'	22	1
Abut. Ramp D	22'-4½"	63°14'	22	1

OPEN JOINT EXPANSION DEVICE

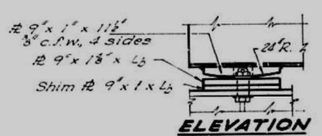


ELEVATION

PLAN
BRG. @ PIER 4
BMS. 1 & 4-RAMP C
2 Required

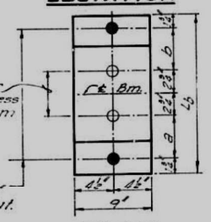


ELEVATION



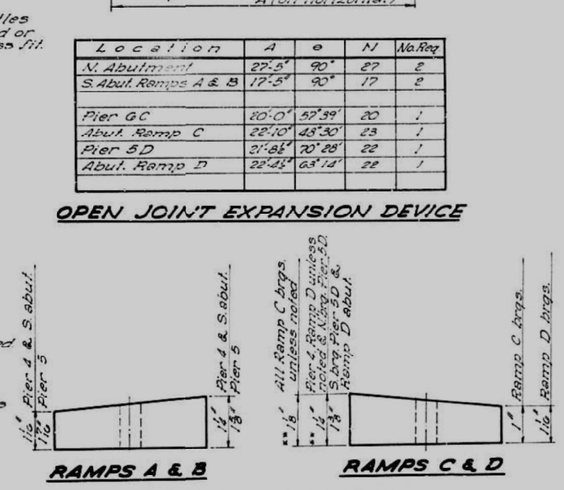
ELEVATION

PLAN
BRG. @ PIER 4
BM. 5 RAMP C & BM. 1 RAMP D
2 Required



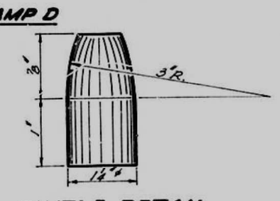
PLAN
BRG @ PIER 4-BM. 2 RAMP C & BMS. 3 & 4 RAMP D
3 Required - 1 ea. beam

Beam	Lb	a	b
Bm. 2 Ramp C	1'-7"	5"	5"
Bm. 3 Ramp D	1'-7"	5"	5"
Bm. 4 Ramp D	1'-8½"	5"	6½"



BMS. 1, 2, 3 & 4-RAMP C
BMS. 2, 3 & 5-RAMP D
BM. 4-RAMP D

CORNER CUTS-BOTTOM & SHIM PL's @ PIER 4
RAMPS C & D



PINTLE DETAIL

DESIGNED J. M. Tjanson
CHECKED J. B. Nelson
DRAWN J. M. T.
CHECKED J. B. R.

EXAMINED May 29 1962
N. E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

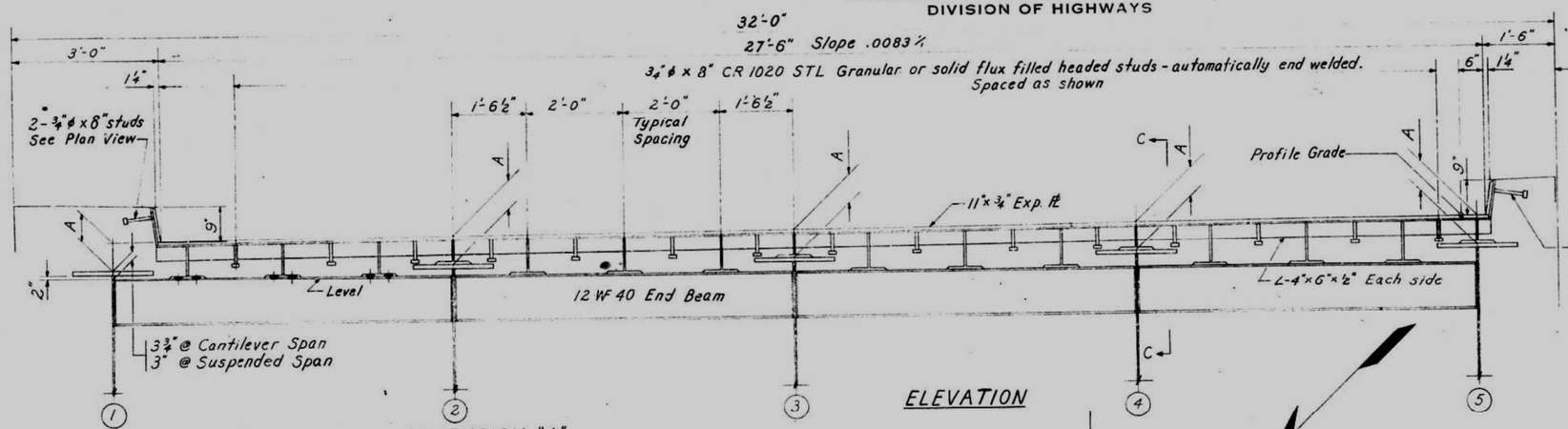
BEAM BEARING & OPEN EXPANSION DEVICE DETAILS

CEDAR STREET EXTENSION
F.A.P. RT. 10 SEC. 13-V(D,E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

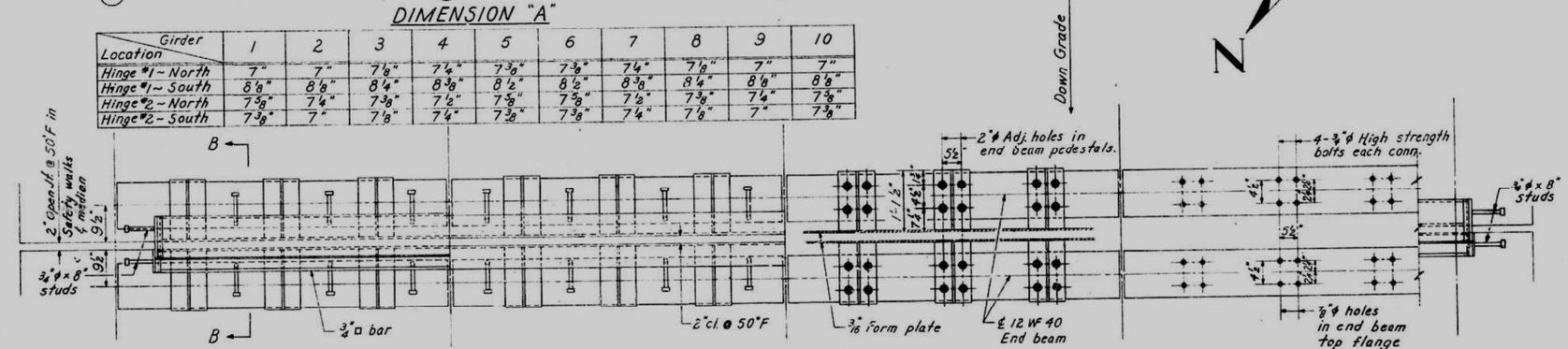
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10 13-V(E,F)	TAZEWELL	25	14

SHEET NO. 34
65 SHEETS

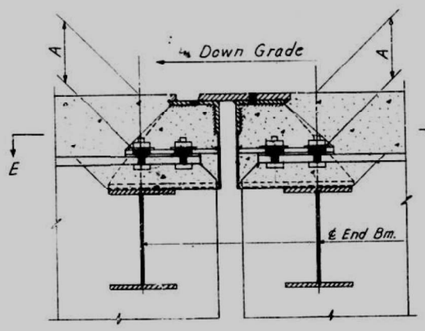


DIMENSION "A"

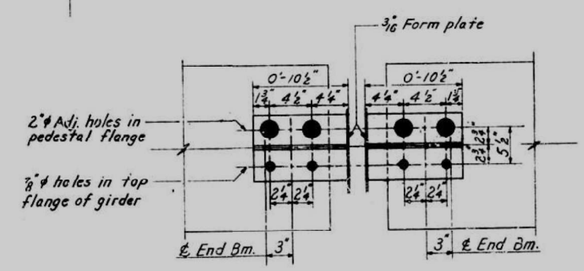
Location \ Girder	1	2	3	4	5	6	7	8	9	10
Hinge #1 - North	7"	7"	7 1/8"	7 1/4"	7 3/8"	7 3/8"	7 1/4"	7 1/8"	7"	7"
Hinge #1 - South	8 1/8"	8 1/8"	8 1/4"	8 3/8"	8 1/2"	8 1/2"	8 3/8"	8 1/4"	8 1/8"	8 1/8"
Hinge #2 - North	7 5/8"	7 1/4"	7 3/8"	7 1/2"	7 5/8"	7 5/8"	7 1/2"	7 3/8"	7 1/4"	7 5/8"
Hinge #2 - South	7 3/8"	7"	7 1/8"	7 1/4"	7 3/8"	7 3/8"	7 1/4"	7 1/8"	7"	7 3/8"



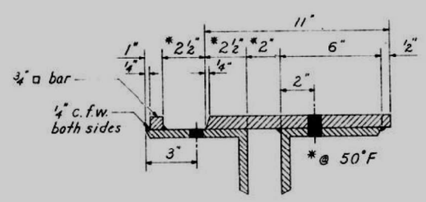
PLAN
Girder Flange not shown - See Sect. C-C & E-E



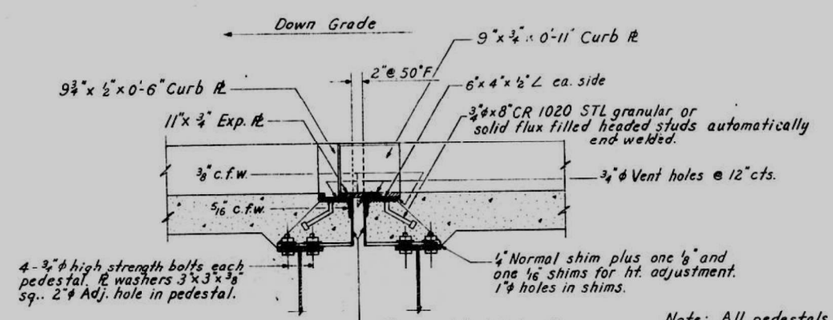
SECTION C-C
Detailing notes similar to Section B-B omitting curb plates.



SECTION E-E



DETAIL OF PLATE & ANGLES



SECTION B-B

Note: All pedestals cut from 24 WF 84 (1 cuts 2 pedestals)
For Detail of Curb Plates see Sheet #35

Structural Steel	Lbs.	13,590

EXPANSION DEVICE-HINGES

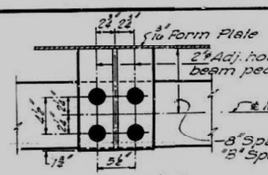
CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-V(D,E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

DESIGNED	T. Tanaka	EXAMINED	H.E. Baumann (May 29 1962) — Engineer of Project and Traffic Structures
CHECKED	J.B. Nolan	PASSED	Engineer of Design
DRAWN	T. Tanaka	APPROVED	Chief Highway Engineer
CHECKED	J.B.N.		

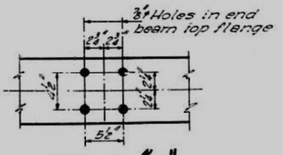
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECT.NO.	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-V(D,E,F,P)	TAZEWELL	25	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

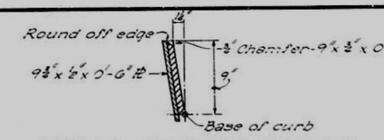
SHEET NO. 35
65 SHEETS



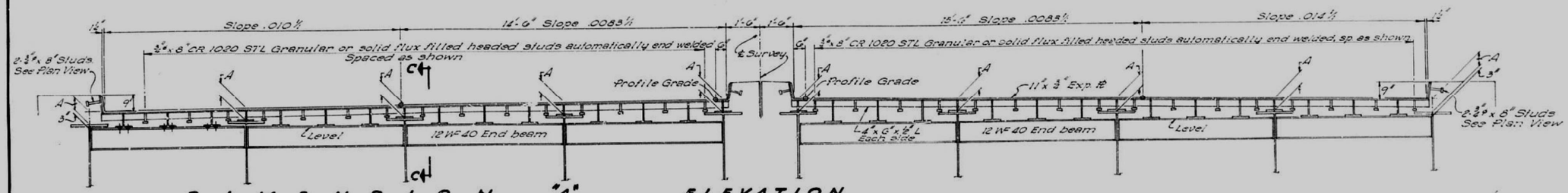
DETAIL "B"



DETAIL "C"



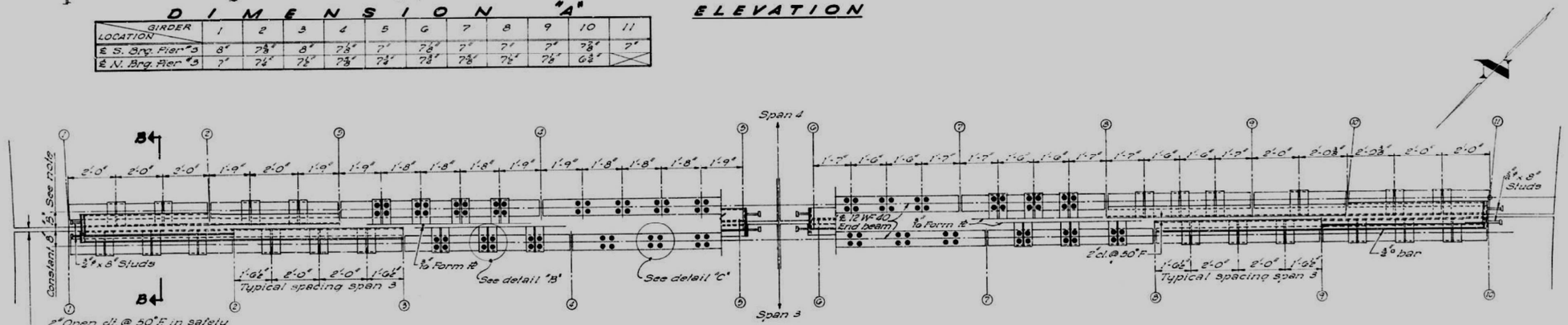
DETAIL OF CURB PLATES
Note: Curb plates to be shop welded to roadway plate and angle with ⅜" c.f.w.



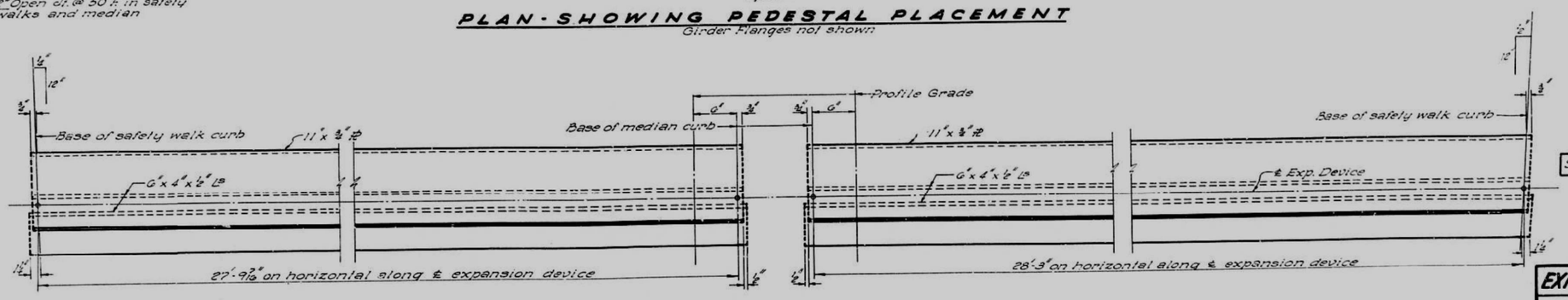
DIMENSION "A"

ELEVATION

LOCATION \ GIRDER	1	2	3	4	5	6	7	8	9	10	11
℄ S. Brg. Pier #3	8"	7⅞"	8"	7⅞"	7"	7⅞"	7"	7"	7"	7⅞"	7"
℄ N. Brg. Pier #3	7"	7⅞"	7⅞"	7⅞"	7⅞"	7⅞"	7⅞"	7⅞"	7⅞"	6⅞"	



PLAN - SHOWING PEDESTAL PLACEMENT
Girder Flanges not shown



Structural Steel	Lbs.	8,220

SLIDING PLATE DETAIL
WITH 6"x4"x ½" ANGLES IN PLACE
Curb ℔s. not shown

~ NOTES ~
For Sections B-B & C-C, see sheet #34
Dimension "B" girders 3 thru 9 - 8" Varies for other girders, see Section at Pier #3, sheet #17
All pedestals cut from 24 WF84 (1 Cuts 2 pedestals)

DESIGNED T. Tanaka
CHECKED J. B. Nelson
DRAWN J. Mullenix / T. Tanaka
CHECKED J. B. R.

MAY 29 1962
EXAMINED H. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

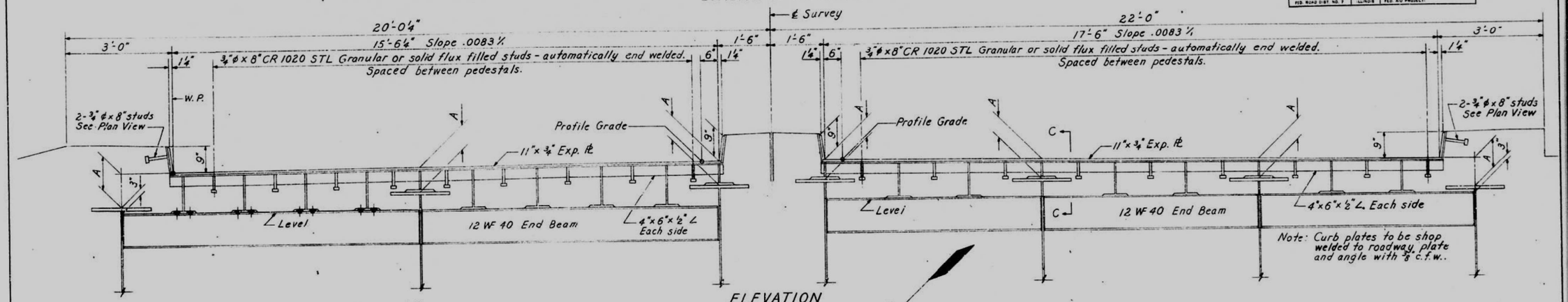
EXPANSION DEVICE ~ PIER 3

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-V(D,E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13V(K,G)	TAZEWELL	25	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

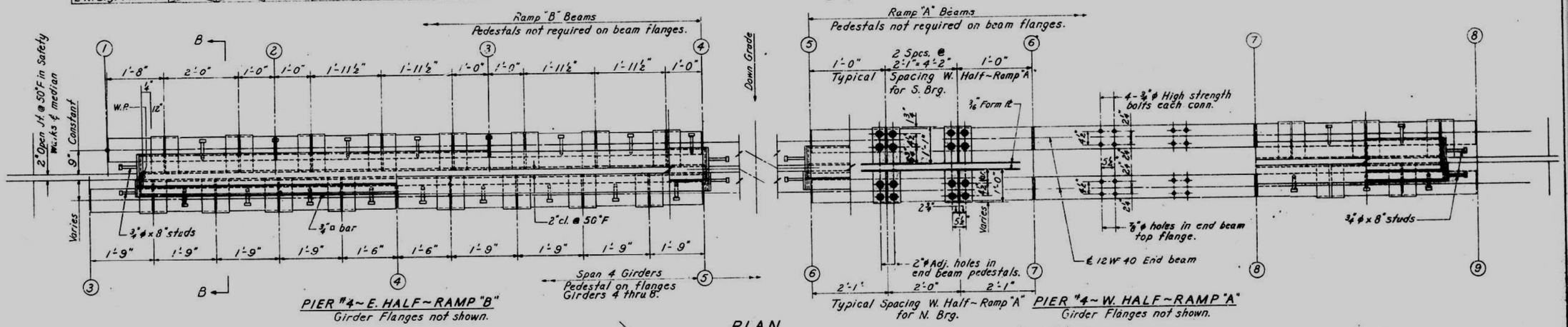
SHEET NO. 36
65 SHEETS



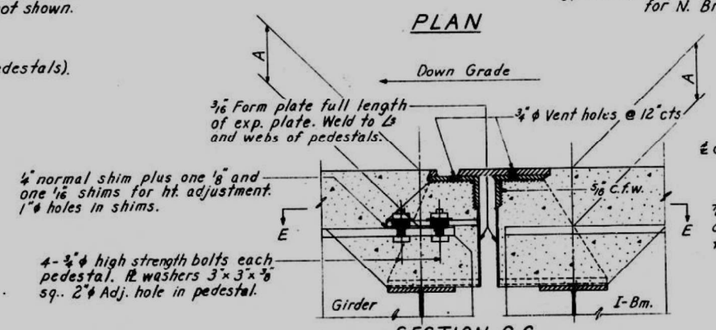
ELEVATION

DIMENSION "A"

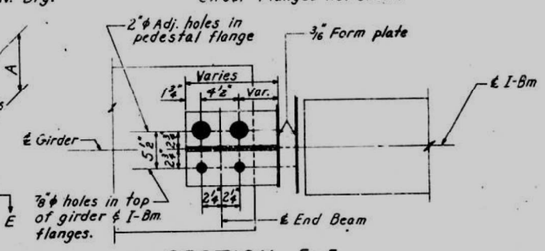
Location \ Bms. or Girds.	1	2	3	4	5	6	7	8	9
℄ S. Brg. Pier #4	7¾"	7⅝"	7⅝"	7⅝"	7⅝"	7⅝"	7⅝"	7⅝"	
℄ N. Brg. Pier #4			10⅜"	7"	6½"	7"	7"	7"	10½"



PLAN



SECTION C-C



SECTION E-E

Structural Steel	Lbs.	4,750

EXPANSION DEVICE - PIER 4 - RAMPS A & B

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-V(D,E,F,P)
TAZEWELL COUNTY
STATION 78+28.29

DESIGNED	T. Tanaka	
CHECKED	J. B. Rolm	
DRAWN	T. Tanaka	
CHECKED	J. B. R.	

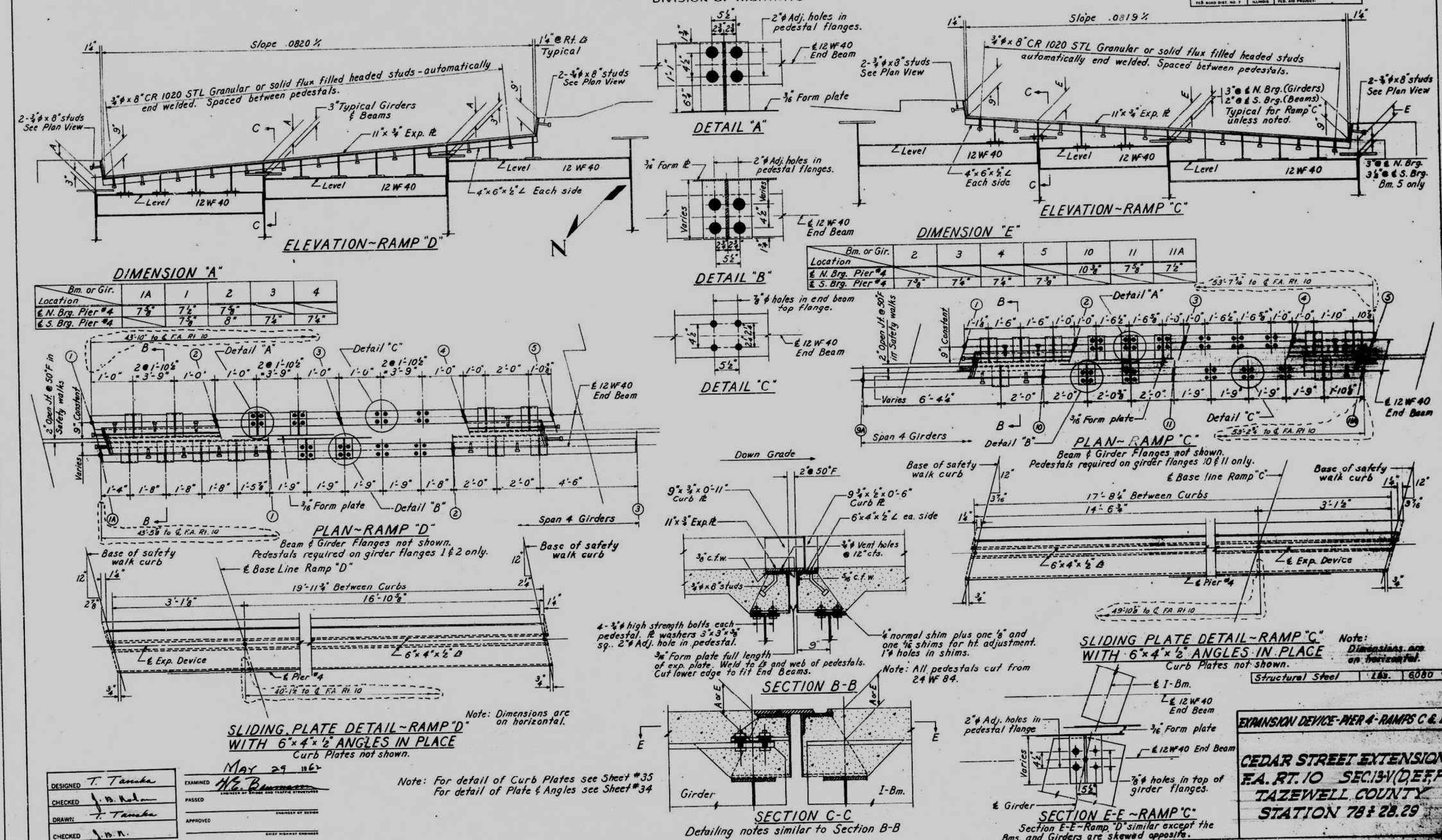
May 29 1962

EXAMINED	H. E. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED	ENGINEER OF DESIGN
APPROVED	CHIEF HIGHWAY ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 10	13V(FA)	TAZEWELL	25	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 37
65 SHEETS



Bm. or Gir. / Location	1A	1	2	3	4
℄ N. Brg. Pier #4	7⅝"	7½"	7⅝"		
℄ S. Brg. Pier #4		7⅝"	8"	7¼"	7¼"

Bm. or Gir. / Location	2	3	4	5	10	11	11A
℄ N. Brg. Pier #4					10⅜"	7⅜"	7½"
℄ S. Brg. Pier #4	7⅜"	7¼"	7¼"	7⅜"			

DESIGNED	T. Tanaka	EXAMINED	May 29 1962 H.E. Bauman ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
CHECKED	J. B. Kahn	PASSED	ENGINEER OF DESIGN
DRAWN	T. Tanaka	APPROVED	CHIEF HIGHWAY ENGINEER
CHECKED	J. B. K.		

Note: For detail of Curb Plates see Sheet #35
For detail of Plate & Angles see Sheet #34

Structural Steel	LBS.	6080

EXPANSION DEVICE - PIER 4 - RAMPS C & D

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-V (D.E.F.P.)
TAZEWELL COUNTY
STATION 78 + 28.29

Revised 2/28/63 In Sliding Plate Detail - Ramp "D", with 6" x 4" x ½" Angles in Place, added dimension from Base Line to ℄ F.A. Rt. 10 (40'-1⅞") in ℄ F.A. Rt. 10 (Bm. 1A - 43'-10") in Sliding Plate Details - Ramp "C" and dimension from Base Line to ℄ F.A. Rt. 10 (40'-1⅞") in ℄ F.A. Rt. 10 (Bm. 1A - 43'-10") in Sliding Plate Details - Ramp "D". In Sliding Plate Details - Ramp "C" and dimension from Base Line to ℄ F.A. Rt. 10 (49'-10⅝") in ℄ F.A. Rt. 10 (Bm. 5 - 53'-7⅛") in ℄ F.A. Rt. 10 (Bm. 11 - 53'-2⅞") in ℄ F.A. Rt. 10 (Bm. 1A - 43'-10") in Plan - Ramp "C" and dimensions from Bm. 1 and 11A to ℄ F.A. Rt. 10 (Bm. 5 - 53'-7⅛") in ℄ F.A. Rt. 10 (Bm. 11 - 53'-2⅞") in ℄ F.A. Rt. 10 (Bm. 1A - 43'-10") in Section B-B add 3" dimension from diaphragm to end of slab. H.E.B.

Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
PH: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-37 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	478
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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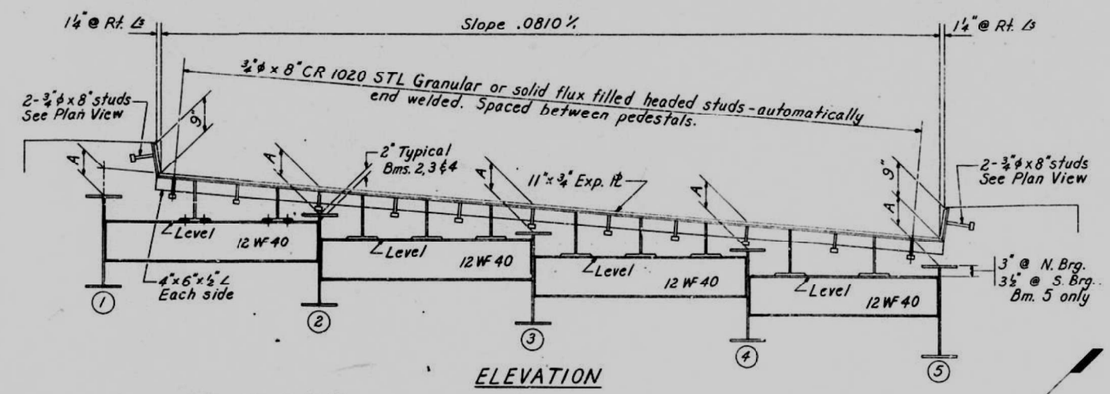
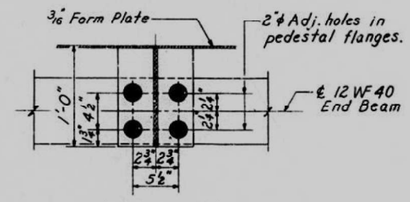
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 10	13-V(E,F)	TAZEWELL	25	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

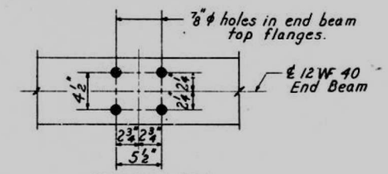
SHEET NO. 38
65 SHEETS



ELEVATION



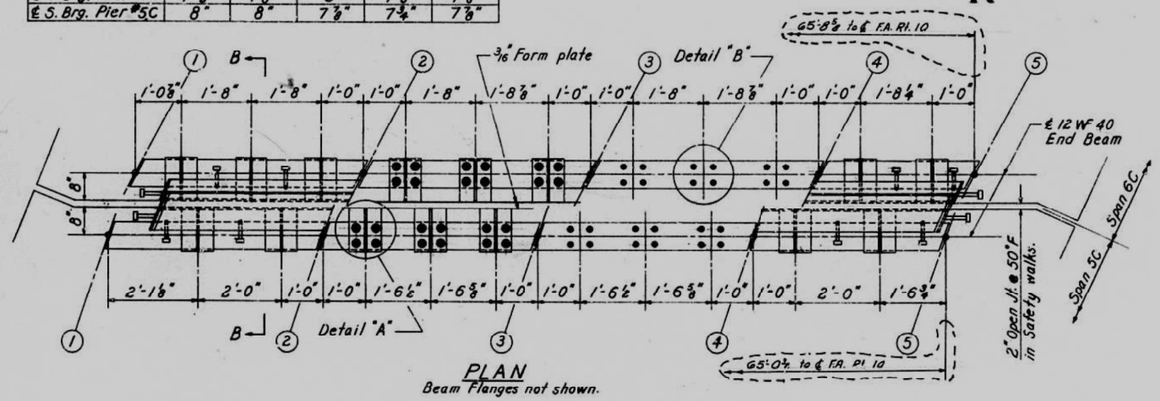
DETAIL "A"



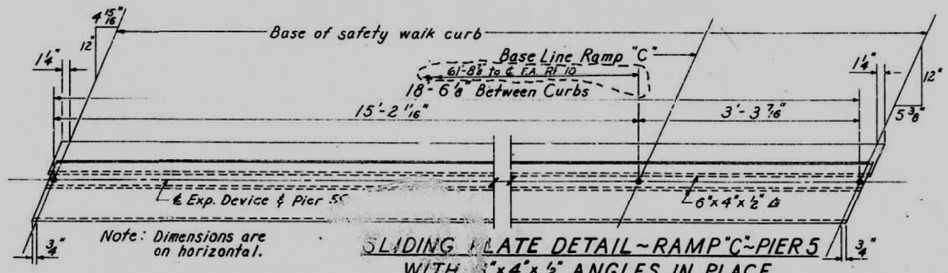
DETAIL "B"

DIMENSION "A"

Location \ Beam	1	2	3	4	5
℄ N. Brg. Pier #5C	7 3/8"	7⅞"	8"	7⅞"	7⅞"
℄ S. Brg. Pier #5C	8"	8"	7⅞"	7¾"	7⅞"



PLAN
Beam Flanges not shown.



SLIDING PLATE DETAIL ~ RAMP "C" ~ PIER 5
WITH 3" x 4" x ½" ANGLES IN PLACE
Curb Plates not shown.

Structural Steel	Lbs.	2,820

EXPANSION DEVICE - PIER 5C - RAMP C

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-V(D,E,F,P)
TAZEWELL COUNTY
STATION 78 + 28.29

DESIGNED	T. Tanaka	
CHECKED	J. B. Nelson	
DRAWN	T. Tanaka	
CHECKED	J. B. N.	

EXAMINED — MAY 29 1962 — Wm. Baumann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF BRIDGES
APPROVED — CHIEF HIGHWAY ENGINEER

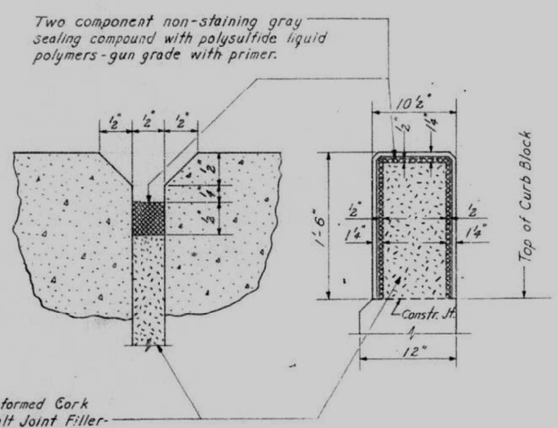
Note: For Section B-B see Sheet #34
For Detail of Curb Plates see Sheet #35
For Detail of Plate & Angles see Sheet #34

Revised 11/13/62: In SLIDING PLATE DETAIL-RAMP "C" PIER 5 add dimension from ℄ Base Line Ramp C to ℄ F.A. Rt. 10 (61'-8½") & to ℄ F.A. Rt. 10 in PLAN added dimensions from ℄ Bm. 1 to ℄ F.A. Rt. 10 (In. side 65'-0½", to Out. side 65'-8½") m.J.

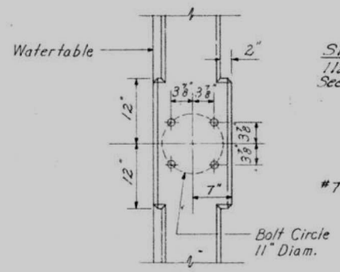
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

10	12-1D	TAZEWELL	34	25

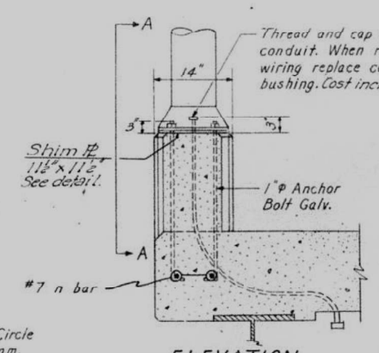
SHEET NO. 39
65 SHEETS



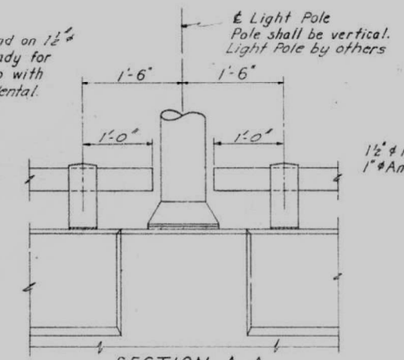
DETAIL OF JOINT IN PARAPET HANDRAIL



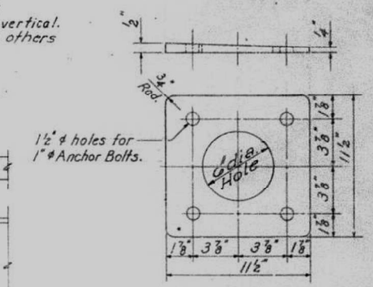
PLAN



ELEVATION



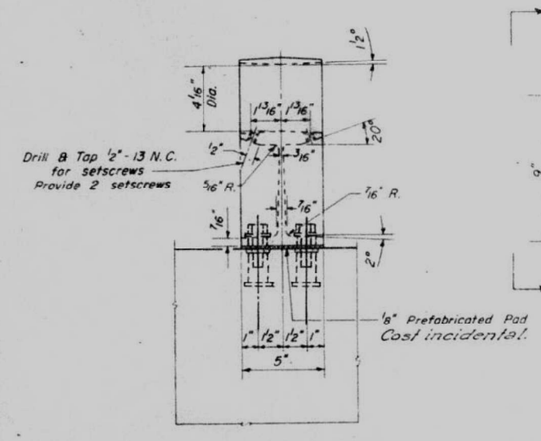
SECTION A-A



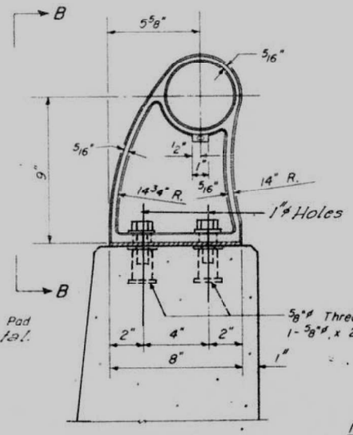
SHIM PLATE DETAIL

4 - Required
Shim Plates to be used under Light Pole located on Spans 1, 2, 3 and Ramp "A".
Note: Cost of Shim Plates and Anchor Bolts required for Light Poles shall be incidental to Aluminum Handrail.

DETAILS FOR MOUNTING LIGHT POLE ON PARAPET HANDRAIL

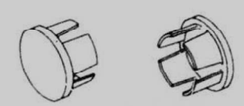


VIEW B-B



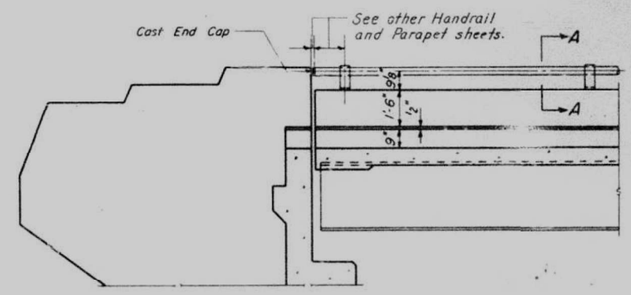
SECTION A-A

RAIL POST DETAILS

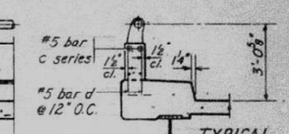


CAST END CAP

DRIVE FIT TYPE
50 - Required
Incidental to item "Aluminum Handrail"



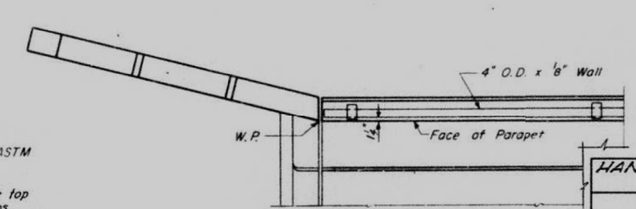
ELEVATION - END POST



TYPICAL SEC. THRU CURB

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Handrail	Lin. Ft.	1,879



PLAN - END POST

NOTES

All Posts shall be placed normal to parapet.
All Posts shall be of Aluminum conforming to ASTM Specification B-108 alloy 5G-70B-T6.
All Rail Tubing shall be of Aluminum conforming to ASTM Specification B-235 alloy 6061 -T6.
Aluminum handrail shall be measured in lineal feet. The length paid for shall be the overall length along the top longitudinal railing member through all post and gaps.
Rail Tubing may extend a maximum of three panel lengths.
For material composition of Prefabricated Pad, See Art. 54.9 (f), (Bearings and Anchorage), of the Std. Specs.
Set Screws shall be of Aluminum conforming to ASTM Specification B-211 alloy 2024 -T4.
Aluminum handrail will be paid for at the contract unit price per lineal foot for ALUMINUM HANDRAIL, measured as specified, which price shall be payment in full for all materials, fabrication, transportation and erection.

DESIGNED	Dale L. Sorg	
CHECKED	T. Tanko	
DRAWN D.R.S.	W. A. Sausaman	
CHECKED	T. Tanko	

EXAMINED: May 29 1967 — H.E. Baumann, Engineer of Bridge and Traffic Structures
PASSED
APPROVED — Chief Highway Engineer

R-10 Drawn 2-16-60 Rev. 5-24-61

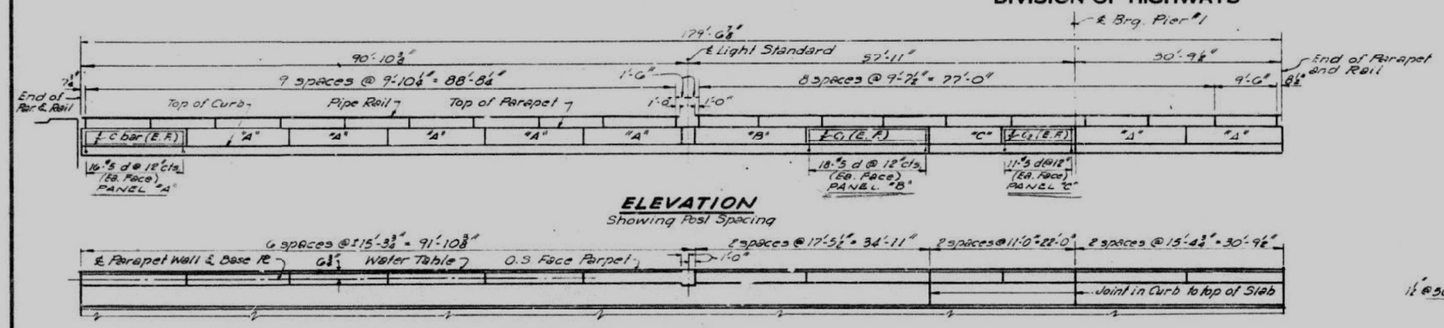
HANDRAIL & LIGHT STANDARD ANCHOR DETAILS

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

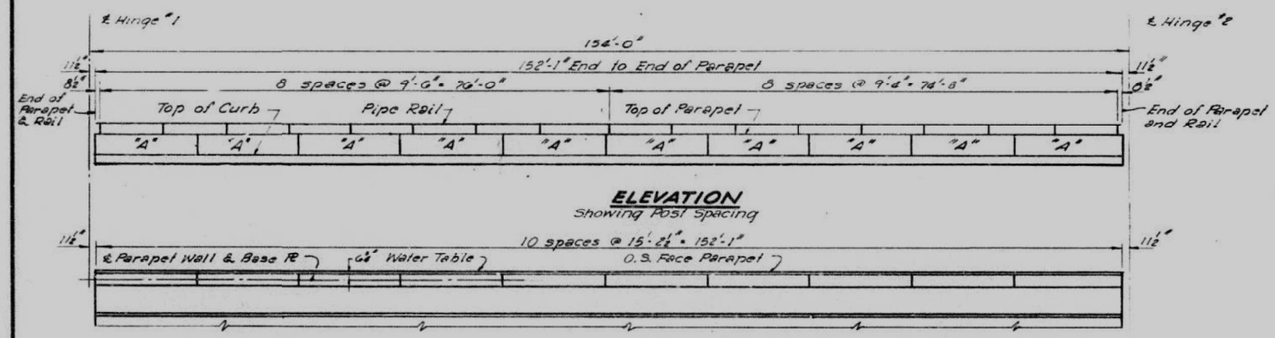
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13-VD	TAZEWELL	34	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJ.		

SHEET NO. 40
65 SHEETS



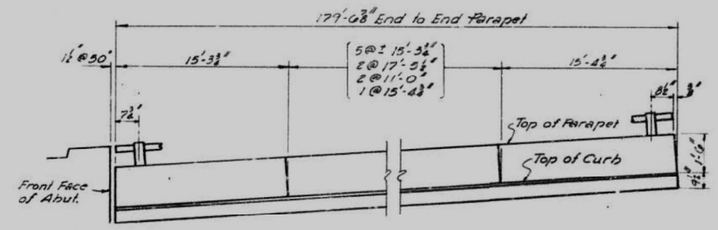
ELEVATION
Showing Post Spacing

PLAN
EAST HANDRAIL & PARAPET WALL FROM N. ABUT. TO HINGE #1
Showing Joint Spacing



ELEVATION
Showing Post Spacing

PLAN
EAST HANDRAIL & PARAPET WALL FROM HINGE #1 TO HINGE #2
Showing Joint Spacing



ELEVATION
NORTH ABUT. TO HINGE #1

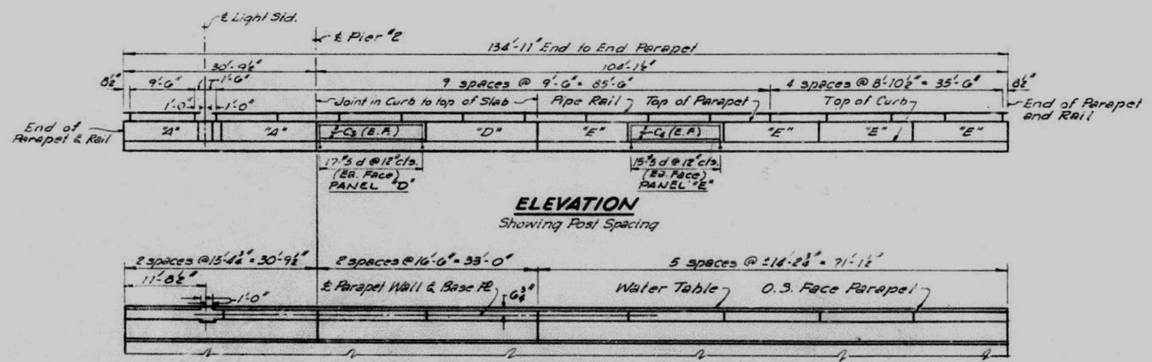
BAR LIST

Bar	No.	Size	Length
C	80	#5	15'-0"
C_1	8	#5	17'-2"
C_2	8	#5	10'-9"
C_3	8	#5	16'-2"
C_4	20	#5	14'-0"

Quantities for Reinforcement are included in Superstructure Bill of Material.

GENERAL NOTES-PARAPET & RAIL

All dimensions are given along ℄ Parapet Wall and Base Pl.
All Joints in Parapet shall be normal to top of Curb.
All Parapet Panels marked with identical letter designations indicates the reinforcement of each panel is the same as that detailed in one typical panel.
Details for Rail Post, Joint in Parapet and Mounting Light Standard are shown on sheet no. 39



ELEVATION
Showing Post Spacing

PLAN
EAST HANDRAIL & PARAPET WALL FROM HINGE #2 TO PIER #3
Showing Joint Spacing

DESIGNED	Deb L. Sutter
CHECKED	T. Tanaka
DRAWN	D.F.S.
CHECKED	T. Tanaka

May 29 1962
EXAMINED W. E. Baumann
PASSED
APPROVED

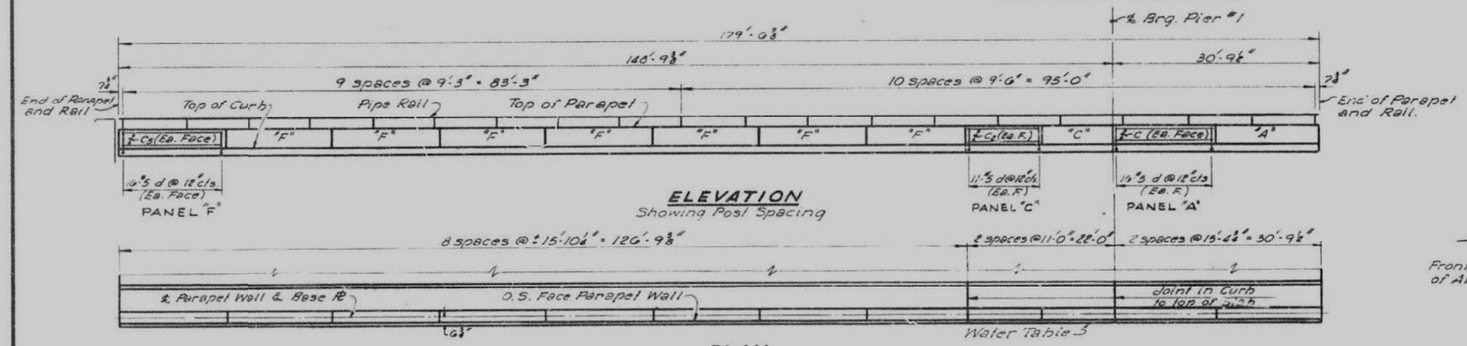
EAST HANDRAIL & PARAPET WALL
SPANS 1, 2 & 3

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

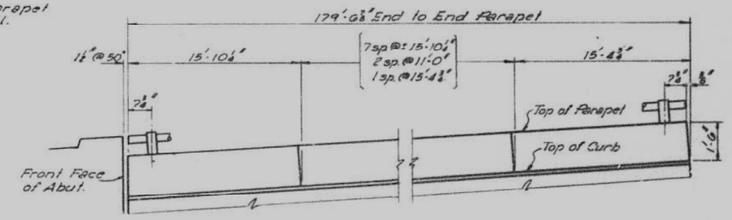
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VD	TAZEWELL	34	27

SHEET NO. 41
65 SHEETS

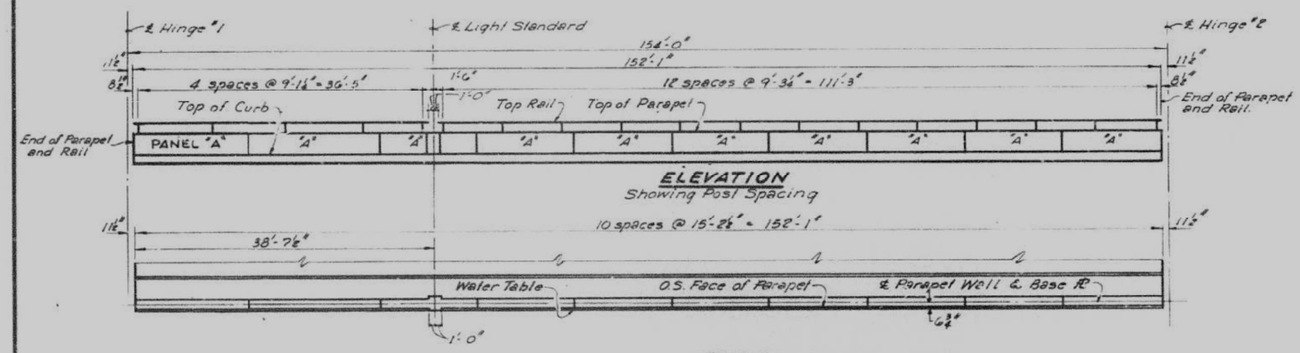


ELEVATION
Showing Post Spacing

PLAN
WEST HANDRAIL & PARAPET WALL FROM N. ABUT. TO HINGE #1
Showing Joint Spacing



ELEVATION
NORTH ABUT. TO HINGE #1



ELEVATION
Showing Post Spacing

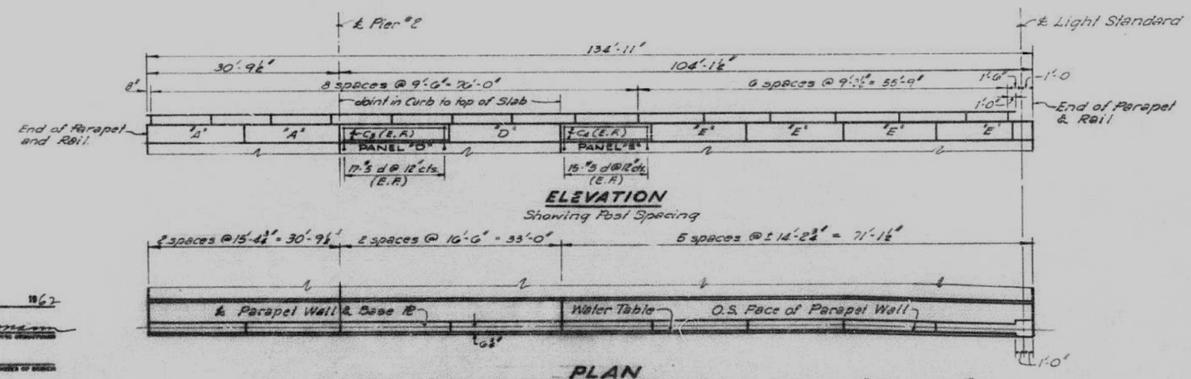
PLAN
WEST HANDRAIL & PARAPET WALL FROM HINGE #1 TO HINGE #2
Showing Joint Spacing

BAR LIST

Bar	No.	Size	Length
C	156	#5	15'-0"
C_2	8	#5	10'-9"
C_3	8	#5	16'-2"
C_4	20	#5	14'-0"
C_5	32	#5	15'-6"

Quantities for Reinforcement are included in Superstructure Bill of Material.

For General Notes - Parapet and Rail See sheet no. 40.



ELEVATION
Showing Post Spacing

PLAN
WEST HANDRAIL & PARAPET WALL FROM HINGE #2 TO PIER #3
Showing Joint Spacing

DESIGNED	D.L.L.
CHECKED	T. Tanaka
DRAWN	D.E.S. J. Mullenix
CHECKED	T. Tanaka

MAY 29 1967
EXAMINED H.E. Baumann
DIRECTOR OF DESIGN AND TRAFFIC OPERATIONS
PASSED
ENGINEER OF BRIDGES
APPROVED
CHIEF HIGHWAY ENGINEER

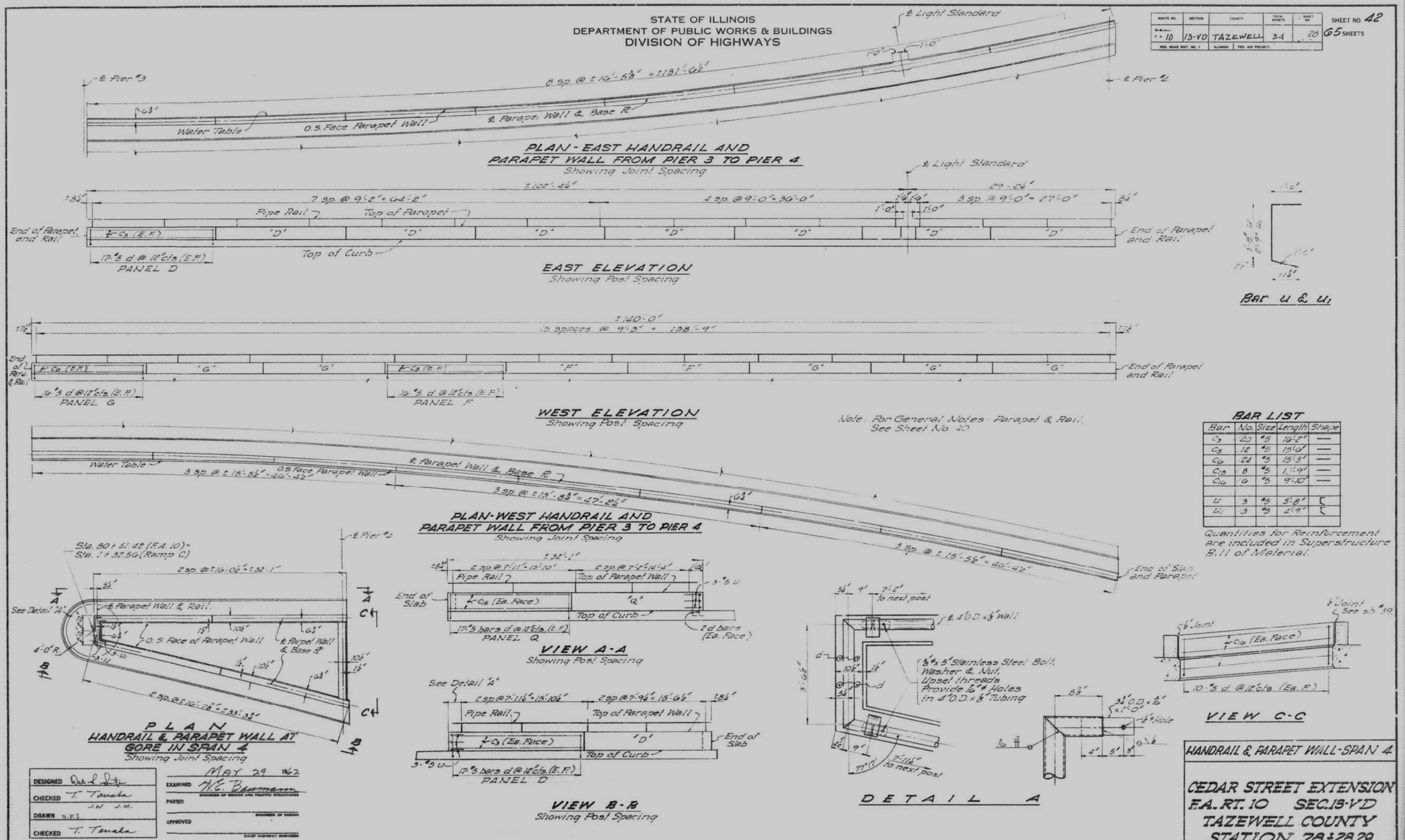
WEST HANDRAIL & PARAPET WALL
SPANS 1, 2 & 3

CEDAR STREET EXTENSION
F.A.RT.10 SEC.13-VD
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13-VD	TAZEWELL	34	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 42
65 SHEETS



BAR LIST

Bar	No.	Size	Length	Shape
C_3	20	#5	16'-2"	—
C_5	12	#5	19'-0"	—
C_6	24	#5	15'-3"	—
C_{12}	8	#5	1[illegible]'-9"	—
C_{10}	6	#5	9'-10"	—
U	3	#5	5'-8"	⊂
U_1	3	#5	2'-9"	⊂

Quantities for Reinforcement are included in Superstructure B.11 of Material.

HANDRAIL & PARAPET WALL-SPAN 4

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

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Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
P: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

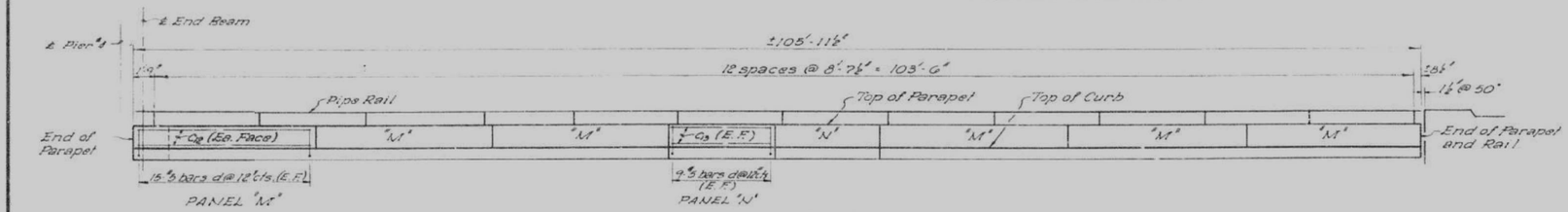
SHEET S-42 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	483
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

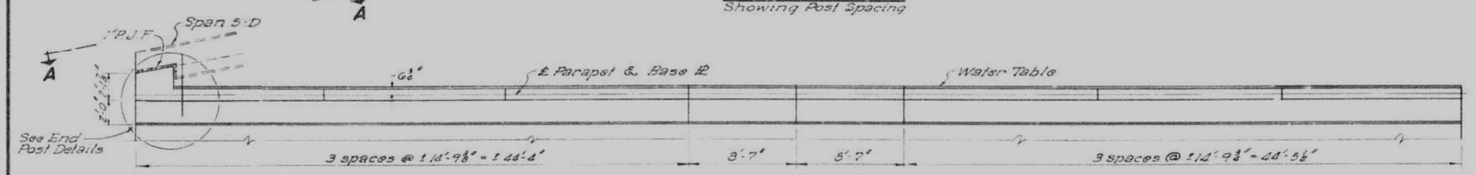
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Section F.A.P. 10	13-VD	TAZEWELL	34	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

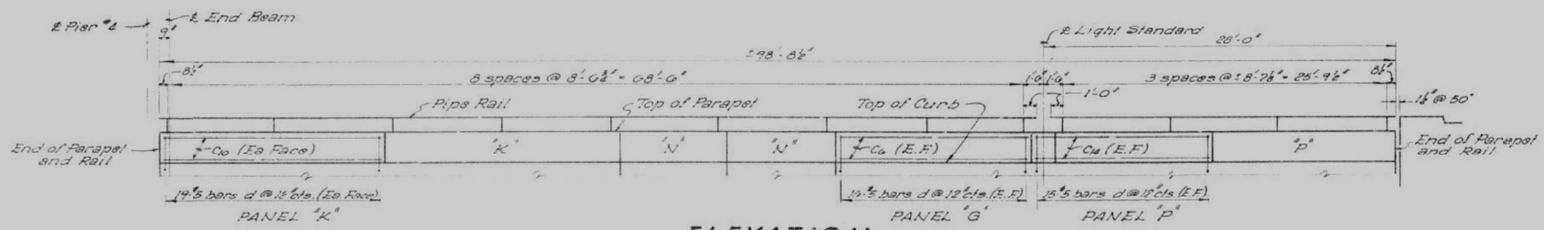
SHEET NO. 43
65 SHEETS



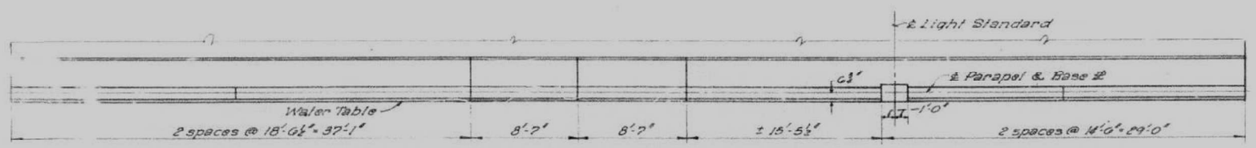
ELEVATION
Showing Post Spacing



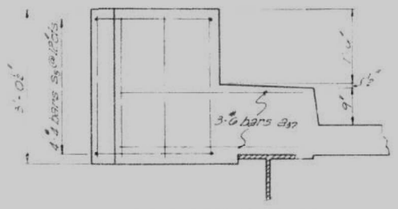
PLAN
HANDRAIL & PARAPET WALL - SPAN 5B & 6B
Showing Joint Spacing



ELEVATION
Showing Post Spacing

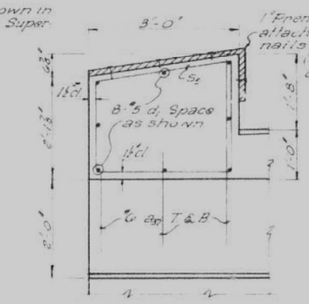


PLAN
HANDRAIL & PARAPET WALL - SPAN 5A & 6A
Showing Joint Spacing

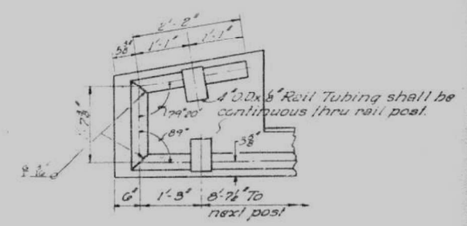


ELEVATION

Note: Reinforcement shown in End Post billed in Superstructure



PLAN - END POST



PLAN - RAIL

BAR LIST

Bar	No.	Size	Length	Shape
C_5	4	#5	15'-3"	
C_{10}	8	#5	18'-2"	
C_{12}	24	#5	14'-6"	
C_{13}	16	#5	8'-4"	
C_{14}	8	#5	14'-3"	

Quantities for Reinforcement are included in Superstructure Bill of Material.

VIEW A-A

Note: For General Notes - Parapet & Rail - see sheet no. 40.

DESIGNED	D. L. Smith
CHECKED	T. Tanaka
DRAWN	J. Mullenix
CHECKED	T. Tanaka

EXAMINED May 29 1962 H. E. Bergmann — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF ENGINEER

HANDRAIL & PARAPET WALL-RAMPS A & B

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-V.D
TAZEWELL COUNTY
STATION 78+28.29

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Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
PH: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
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PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

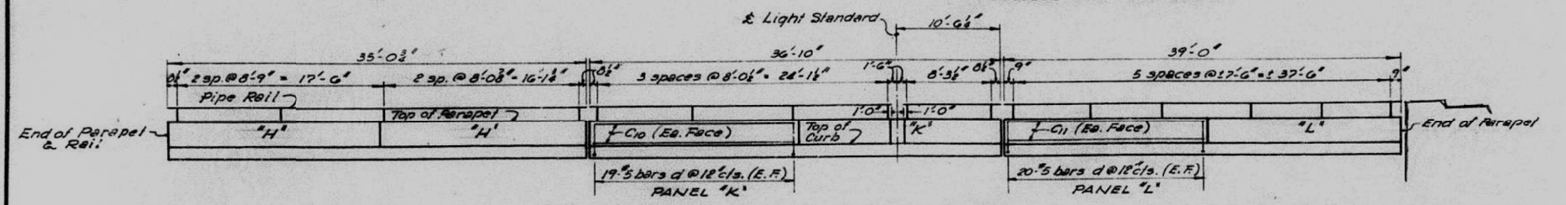
SHEET S-43 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1:R	TAZEWELL	1173	484
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	

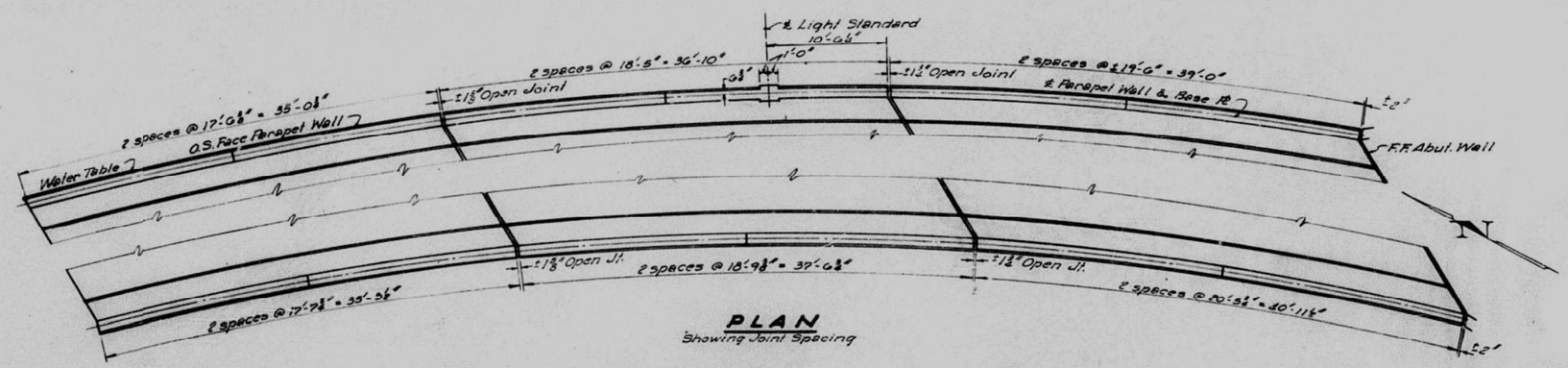
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	13-VD	TAZEWELL	34	30

SHEET NO. 44 / 65 SHEETS



ELEVATION - EAST SIDE
Showing Post Spacing



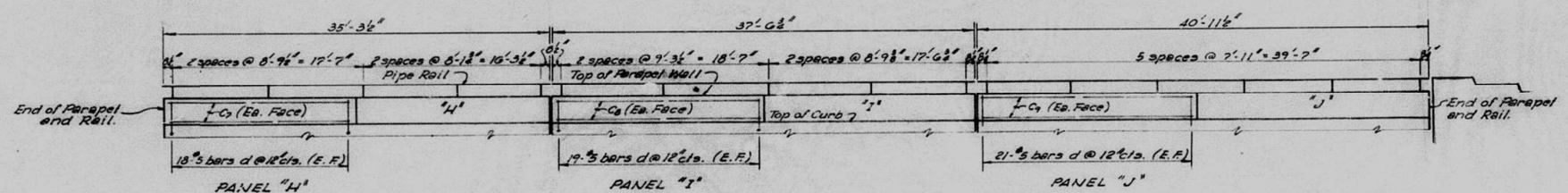
PLAN
Showing Joint Spacing

BAR LIST

Bar	No.	Size	Length	Shape
C7	10	#5	17'-2"	—
C8	8	#5	18'-0"	—
C9	8	#5	20'-2"	—
C10	8	#5	18'-2"	—
C11	8	#5	19'-5"	—

Quantities for Reinforcement are included in Superstructure Bill of Material.

Note: For General Notes - Parapet & Rail, see sheet no. 40.



ELEVATION - WEST SIDE
Showing Post Spacing

DESIGNED	D.L.P. Dotzer
CHECKED	T. Tanaka
	J. Mullenix
DRAWN	D.F.S.
CHECKED	T. Tanaka

May 29 1962
H.E. Baumann
DIRECTOR OF HIGHWAYS AND STATE HIGHWAY ENGINEER

HANDRAIL & PARAPET WALL - RAMP C

CEDAR STREET EXTENSION
E.A. RT. 10 SEC. 13-V.D
TAZEWELL COUNTY
STATION 78+28.29

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Michael Baker INTERNATIONAL 200 W Adams Street Suite 1800 Chicago, IL 60606 PH: 312.707.8772 FAX: 312.707.8804	USER NAME = DLamb	DESIGNED -	REVISED -
		CHECKED -	REVISED -
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	PLOT DATE = 5/1/2023	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

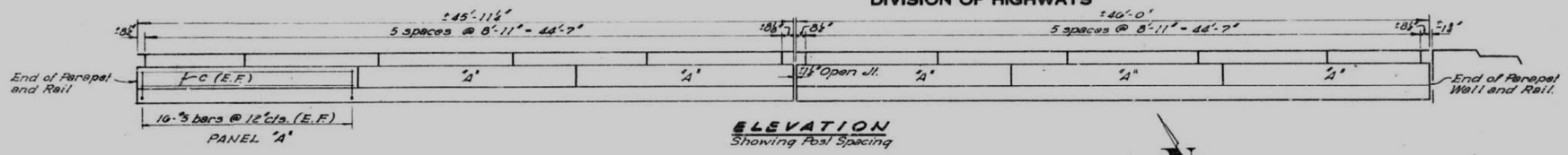
SHEET S-44 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	485
		CONTRACT NO. 68C55		
		ILLINOIS FED. AID PROJECT		

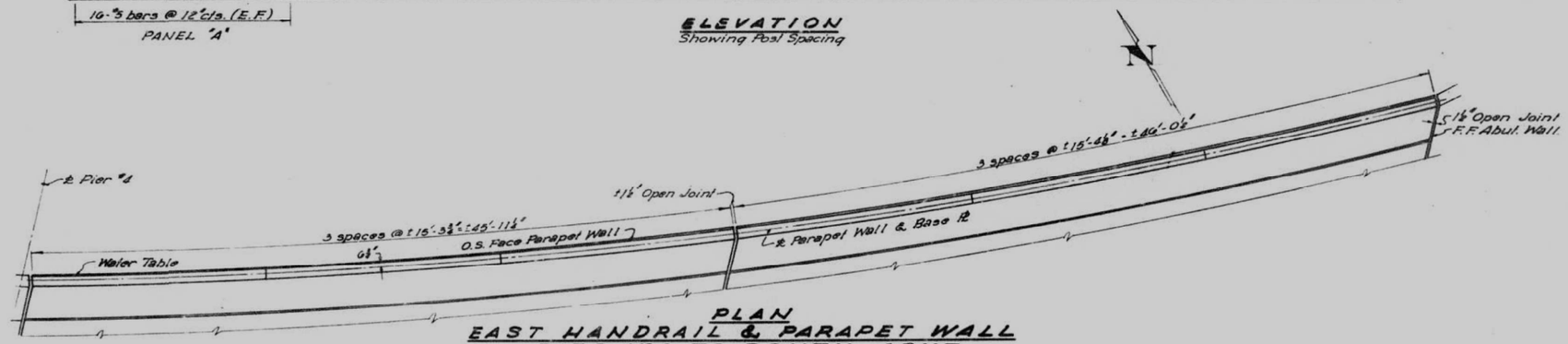
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	13-VD	TAZEWELL	34	31

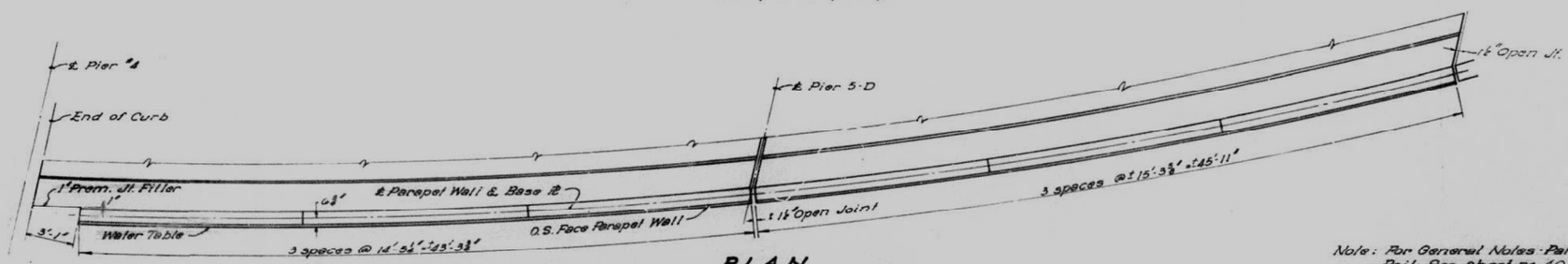
SHEET NO. 45
65 SHEETS



ELEVATION
Showing Post Spacing



PLAN
EAST HANDRAIL & PARAPET WALL
PIER No. 4 TO SOUTH ABUT.
Showing Joint Spacing



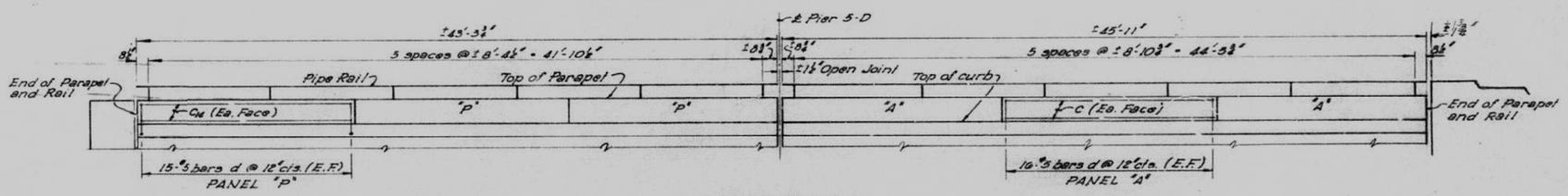
PLAN
WEST HANDRAIL & PARAPET WALL
SPANS 5-D & 6-D
Showing Joint Spacing

Note: For General Notes - Parapet and Rail - See sheet no. 40.

BAR LIST

Bar	No.	Size	Length	Shape
C	36	#9	15'-0"	—
C_{14}	18	#5	12'-3"	—

Quantities for Reinforcement are included in Superstructure Bill of Material.



ELEVATION
Showing Post Spacing

DESIGNED	D. L. Lamb
CHECKED	T. Tanke
DRAWN	D.E.S.
CHECKED	T. Tanke

MAY 29 1962
EXAMINED W. E. Baumann
BUREAU OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
BUREAU OF BRIDGES
APPROVED
CHIEF HIGHWAY ENGINEER

HANDRAIL & PARAPET WALL-RAMP D

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-VD
TAZEWELL COUNTY
STATION 78+28.29

MODEL: Default
FILE NAME: pw:\\mbsusw.bentley.commbs-us-pw-03\Documents\Chicago 1\101 Projects\179740 IDOT Cedar\Ext Phl15.0 CADD\CAD-Sheets\ExistingStructurePlan-68C55-045.dgn

Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
P:+ 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -
PLOT DATE = 5/1/2023	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

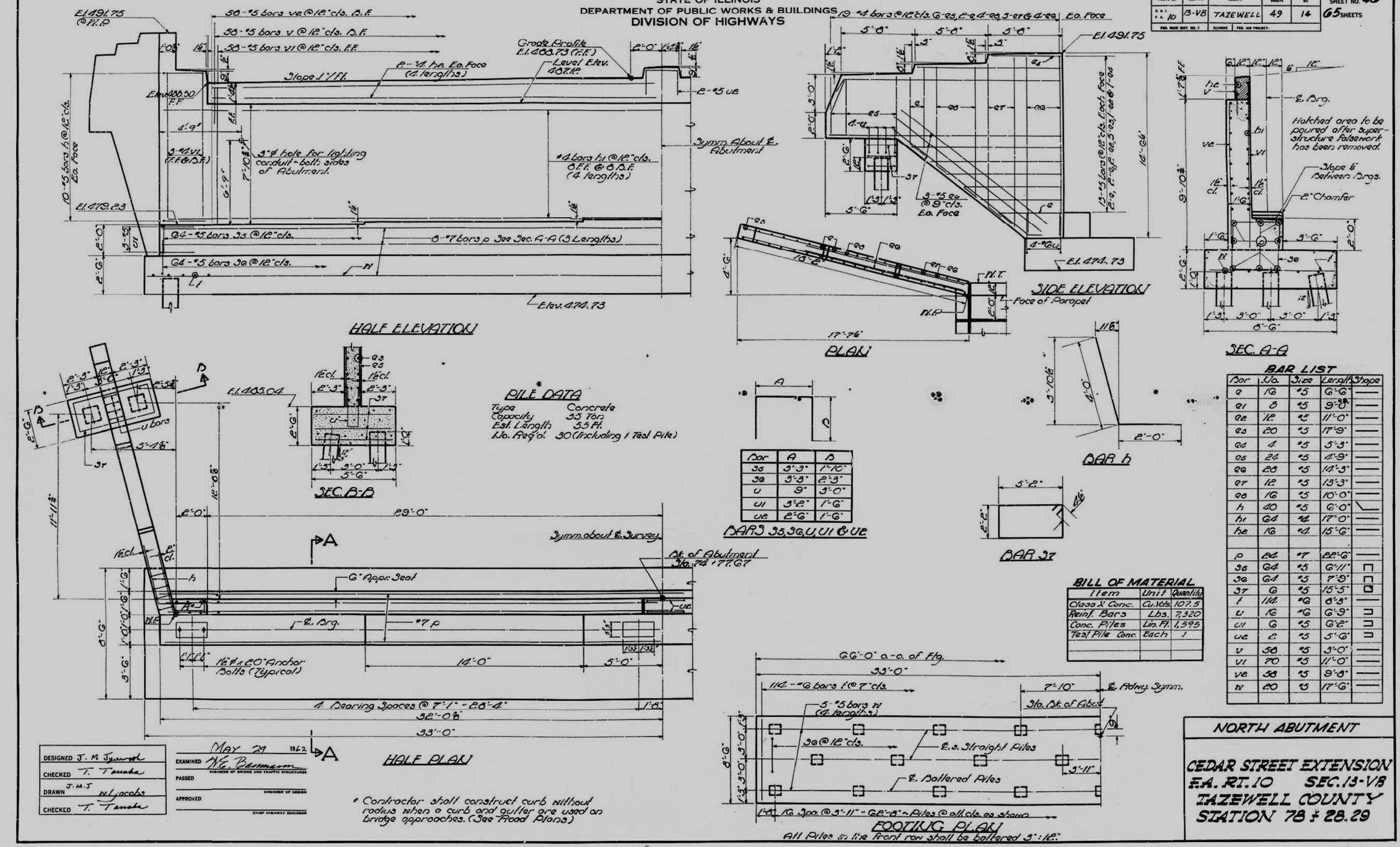
SHEET S-45 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	486
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 10	13-VB	TAZEWELL	49	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 46
65 SHEETS



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Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
P: 312.707.8970
FAX: 312.707.8604

USER NAME = DLamb	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0.1667 ' / in.	DRAWN -	REVISED -
PLOT DATE = 5/1/2023	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-46 OF S-85 SHEETS

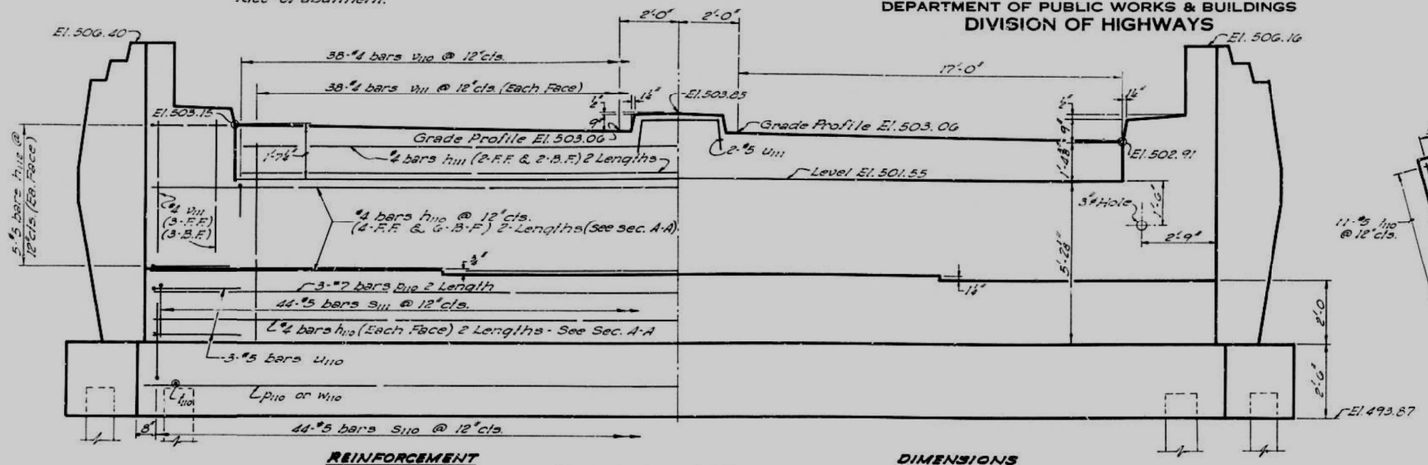
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	487
		CONTRACT NO. 68C55		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 10	13-VB	TAZEWELL	49	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

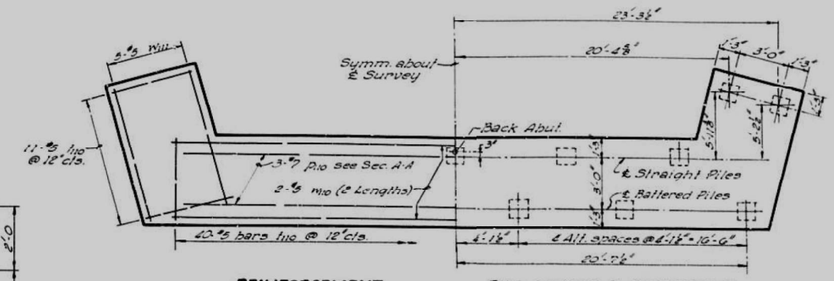
SHEET NO. 47
65 SHEETS

Note: Elevations shown are at front face of abutment.



REINFORCEMENT DIMENSIONS

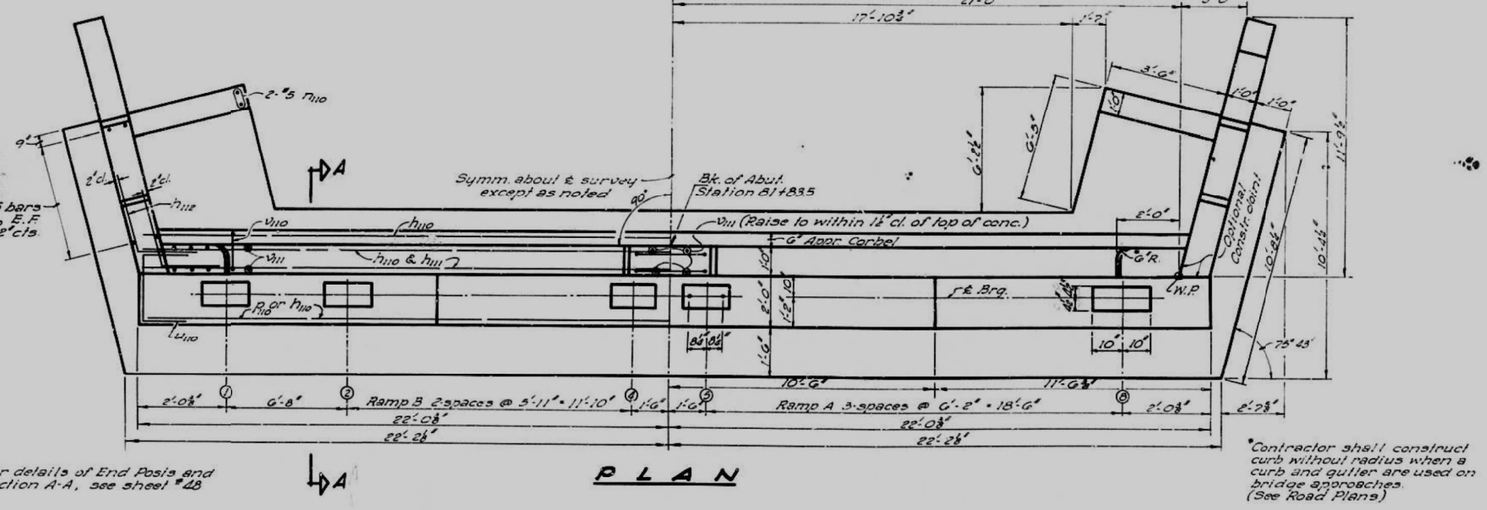
ELEVATION



REINFORCEMENT PILE LAYOUT & DIMENSIONS

FOOTING PLAN

Note: For placement of footing bars s_{110} and n_{110} see other details

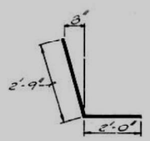


For details of End Posts and Section A-A, see sheet #48

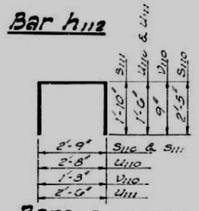
PLAN

*Contractor shall construct curb without radius when a curb and gutter are used on bridge approaches. (See Road Plans)

Bar n_{110}



Bar h_{112}



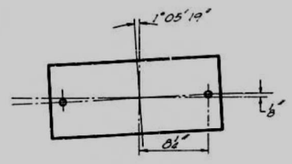
Bars s_{112}, s_{111}, u_{110}, u_{111} & v_{110}

BAR LIST

Bar	No.	Size	Length	Shape
h_{110}	24	#4	21'-0"	
h_{111}	16	#4	19'-5"	
h_{112}	20	#5	4'-9"	
n_{110}	32	#5	4'-0"	
p_{110}	12	#7	23'-0"	
s_{110}	44	#5	7'-7"	
s_{111}	44	#5	6'-5"	
t_{110}	62	#5	5'-3"	
u_{110}	6	#5	5'-5"	
u_{111}	2	#5	5'-6"	
v_{110}	38	#4	2'-9"	
v_{111}	38	#4	6'-3"	
w_{110}	4	#5	20'-0"	
w_{111}	10	#5	10'-4"	

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yds.	52.5
Reinforcement Bars	Lbs.	3,610
Concrete Piles	Lin. Ft.	840
Test Pile Concrete	Each	1



DETAIL BOTTOM PLATE BM. 1

Note: Other brgs. are at Rt. 18 to ℄ Survey

PILE DATA

Type.....Concrete
Capacity.....30 Ton Min.
Est. Length.....60 Feet
No. Reqd.....18 Including One Test Pile

DESIGNED	J. M. Jgnowski
CHECKED	T. Tanaka
	J. Mullenix
DRAWN	J. M. J.
CHECKED	T. Tanaka

MAY 29 1962
EXAMINED H. E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

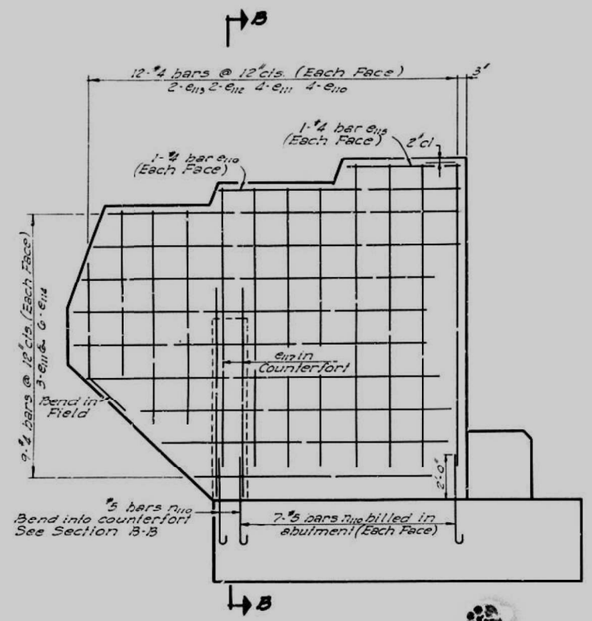
SOUTH ABUTMENT - RAMPS A & B

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78+28.29

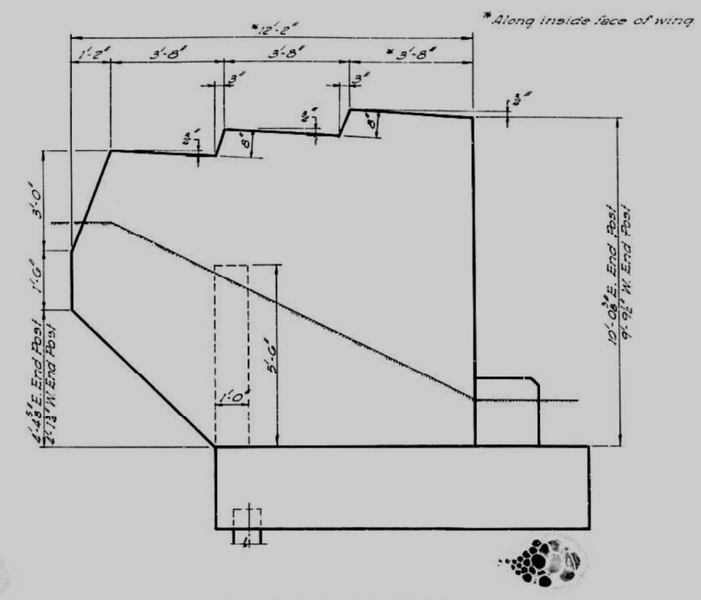
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. F.A. 10	13-VB	TAZEWELL	49	16
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

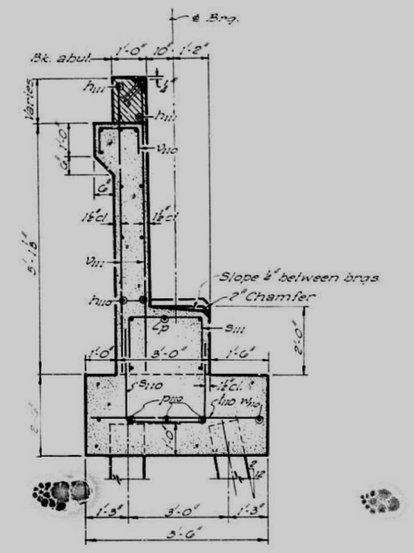
SHEET NO. 48
65 SHEETS



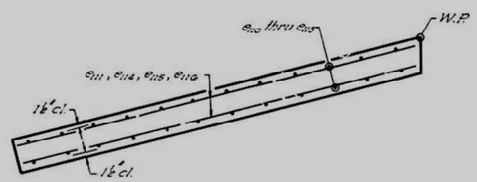
ELEVATION



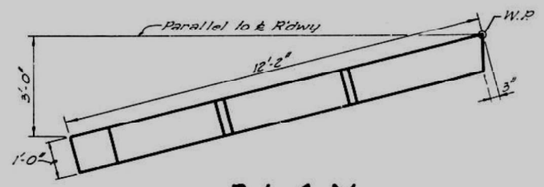
ELEVATION



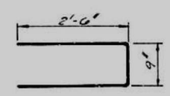
SECTION A-A



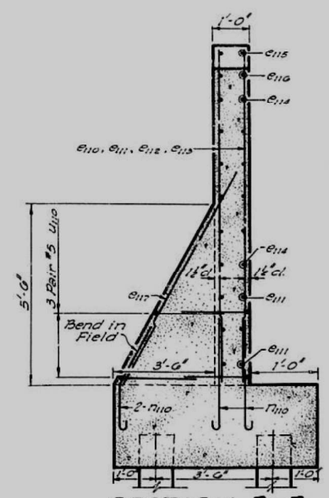
PLAN



PLAN



Bar U1



SECTION B-B

***TWO END POSTS BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
e110	10	#4	9'-3"	—
e111	28	#4	8'-6"	—
e112	8	#4	6'-6"	—
e113	8	#4	5'-0"	—
e114	22	#4	10'-6"	—
e115	4	#4	3'-6"	—
e116	4	#4	7'-0"	—
e117	4	#5	7'-0"	—
U110	12	#5	5'-9"	—
Class X Concrete			Cu. Yds.	8.0
Reinforcement Bars			Lbs	600

*Includes Counterfort and are included with Abutment Bill of Material.

END POSTS DETAILS - RAMP A & B

CEDAR STREET EXTENSION
F.A.RT.10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78+28.29

DESIGNED	J. M. Izzworth
CHECKED	T. Tanaka
DRAWN	J. M. J. / J. Mullenix
CHECKED	T. Tanaka

EXAMINED — MAY 29 1962 — N. E. Baumann, ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

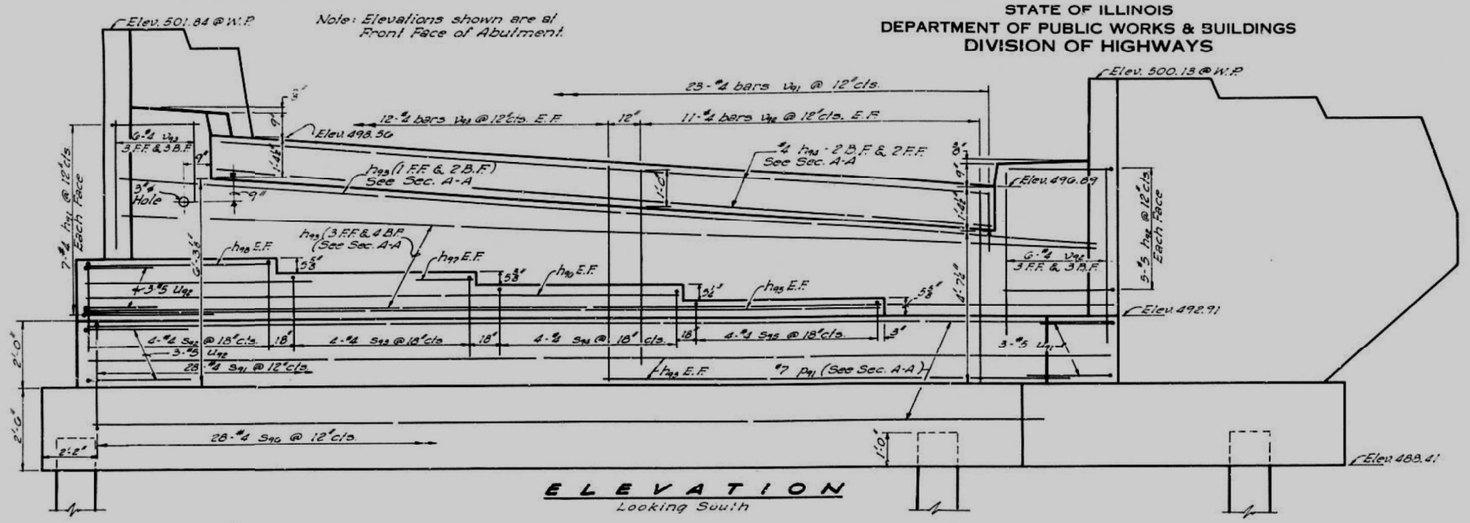
MODEL: Default
FILE NAME: pw:\\mis-is-pw.bentley.com:mb-is-pw-03\Documents\Chicago IL\01 Projects\179740 IDOT CedarSIEx1 PH15.0 CADD\CAD Sheets\ExistingStructure\Run-68C55-048.dgn

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

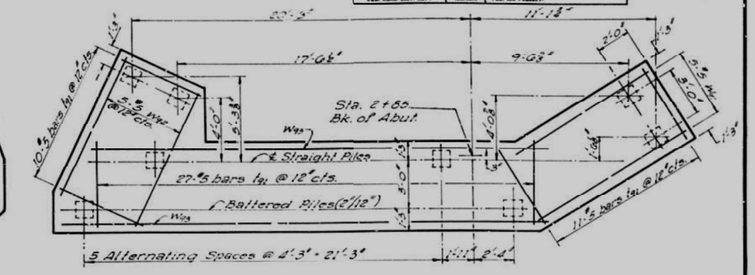
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 10	13-VB	TAZEWELL	49	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 49
65 SHEETS

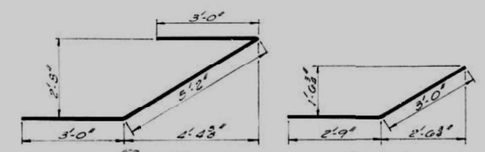
Note: Elevations shown are at Front Face of Abutment.



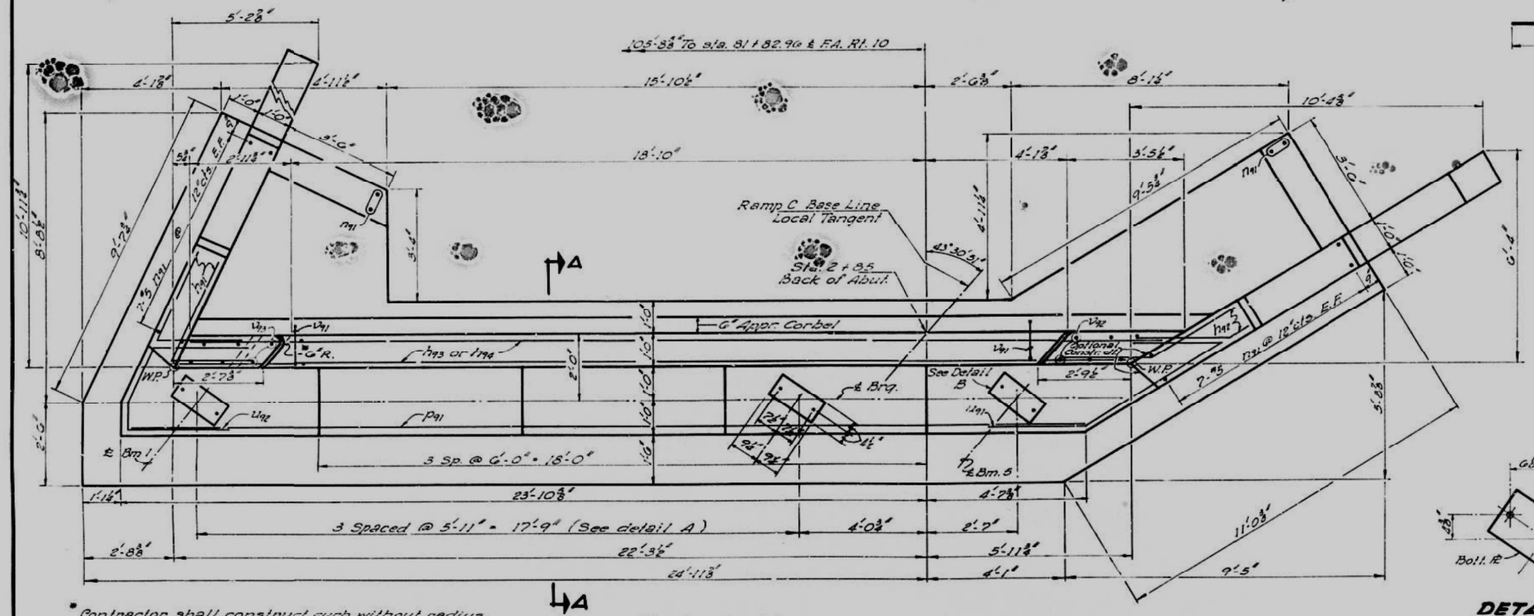
ELEVATION
Looking South



FOOTING REINFORCEMENT & PILE LAYOUT
Note: For placement of footing bars S_{90} and n_{91} See other details

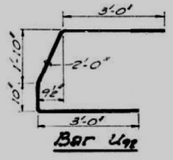


Bar	A	B
S_{91}	2'-9"	1'-10"
S_{92}	1'-8"	2'-6"
S_{93}	1'-8"	2'-3"
S_{94}	1'-8"	1'-9"
S_{95}	1'-8"	1'-3"
V_{91}	1'-3"	9"
S_{90}	2'-9"	2'-3"



PLAN

* Contractor shall construct curb without radius when a curb and gutter are used on bridge approaches. (See road plans.)



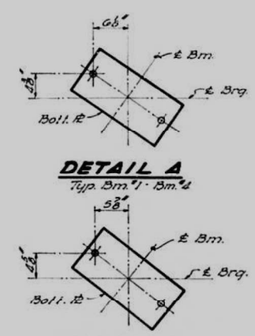
BAR LIST

Bar	No.	Size	Length	Shape
h_{91}	12	#5	5'-6"	L
h_{92}	10	#5	5'-9"	—
h_{93}	12	#4	23'-0"	—
h_{94}	4	#4	22'-9"	—
h_{95}	2	#4	23'-2"	—
h_{96}	2	#4	17'-2"	—
h_{97}	2	#4	11'-2"	—
h_{98}	2	#4	5'-2"	—
n_{91}	32	#5	4'-0"	U
P_{91}	6	#7	28'-3"	U
S_{91}	28	#4	6'-5"	U
S_{92}	4	#4	6'-8"	U
S_{93}	4	#4	6'-2"	U
S_{94}	4	#4	5'-2"	U
S_{95}	4	#4	4'-2"	U
S_{90}	28	#4	7'-3"	U
U_{91}	3	#5	11'-2"	U
U_{92}	6	#5	8'-10"	U
V_{91}	23	#4	2'-9"	—
V_{92}	28	#4	5'-9"	—
V_{93}	30	#4	6'-5"	—
t_{91}	48	#5	5'-3"	—
W_{91}	5	#5	10'-0"	—
W_{92}	5	#5	9'-0"	—
W_{93}	2	#5	29'-0"	—

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yds.	43.3
Reinforcement Bars	Lbs.	2,790
Concrete Piles	Lin. Ft.	660

Bill of Material includes Class X Concrete and Reinforcement for End Posts and Counterfort.



PILE DATA
Type.....Concrete
Est. Length.....60'-0"
Capacity.....25 Ton
No. Req'd.....11

Note: For Section A-A and End Post's Details - See Sheet #50

DESIGNED	J. M. Jgnowski	EXAMINED	May 29 1962 — H. C. Bumann, Engineer of Bridge and Traffic Structures
CHECKED	T. Tanaka	PASSED	Engineer of Design
DRAWN	J. M. J. / J. Mullenix	APPROVED	Chief Highway Engineer
CHECKED	T. Tanaka		

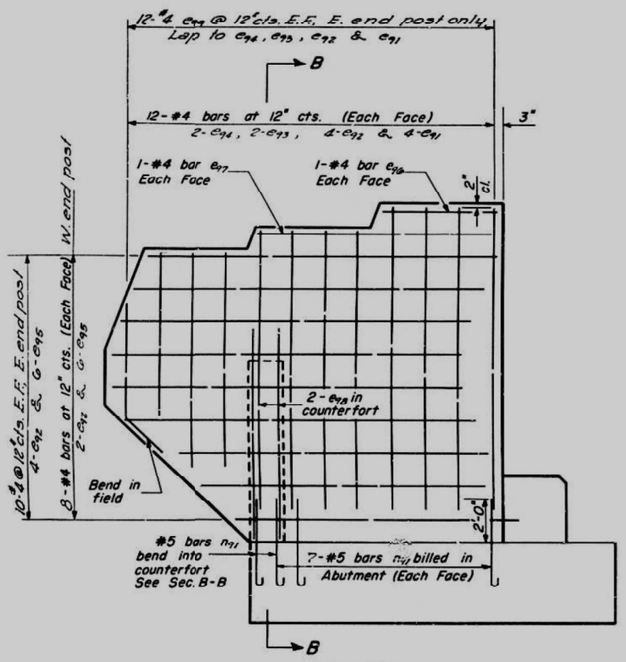
ABUTMENT-RAMP C

CEDAR STREET EXTENSION
F.A.RT.10 SEC.13-VB
TAZEWELL COUNTY
STATION 78+28.29

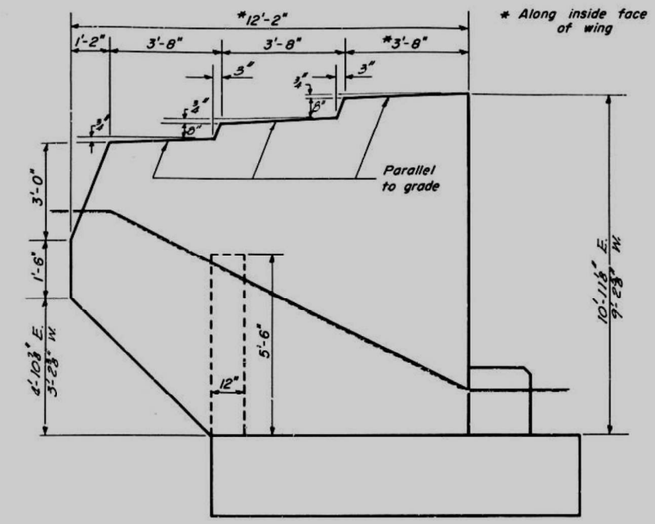
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R. 10	13-VB	TAZEWELL	49	18

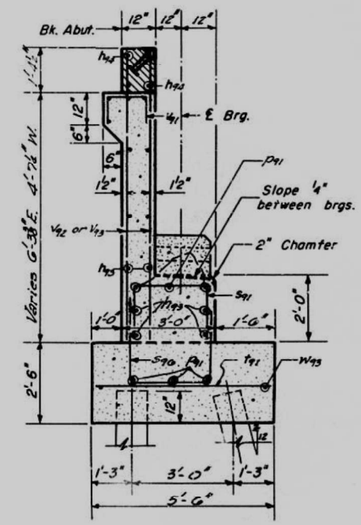
SHEET NO. 50 OF 85 SHEETS



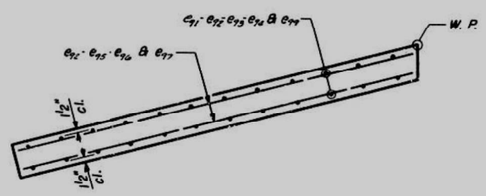
ELEVATION



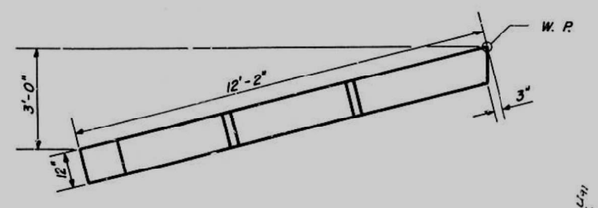
ELEVATION



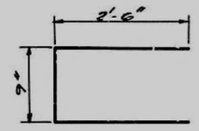
SECTION A-A



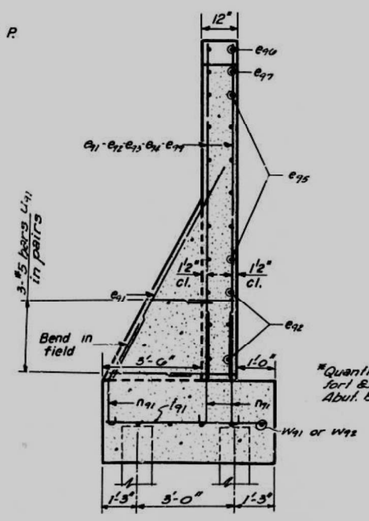
PLAN



PLAN



BAR U91



SECTION B-B

*Quantities includes counterfort & are included with Abut. Bill of Material.

TWO END POSTS
*BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e91	16	#4	9'-0"	—
e92	28	#4	8'-3"	—
e93	8	#4	6'-6"	—
e94	8	#4	5'-0"	—
e95	24	#4	10'-6"	—
e96	4	#4	3'-6"	—
e97	4	#4	7'-0"	—
e98	4	#5	7'-0"	—
e99	24	#4	2'-9"	—
U91	12	#5	5'-9"	⊏
Class X Concrete			Cu. Yds.	8.2
Reinforcement Bars			Lbs.	650

END POSTS-RAMP C

CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13 VB
TAZEWELL COUNTY
STATION 78+28.29

DESIGNED	J. M. Jgarosh
CHECKED	T. Tanaka
J.M.J	J.C.M.
DRAWN	W. A. Sousaman
CHECKED	T. Tanaka

MAY 29 1962
EXAMINED H. E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

AW-1 Drawn 1-29-60

MODEL: Default
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Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
P: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -	
	CHECKED -	REVISED -	
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -	
PLOT DATE = 5/1/2023	CHECKED -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-50 OF S-85 SHEETS

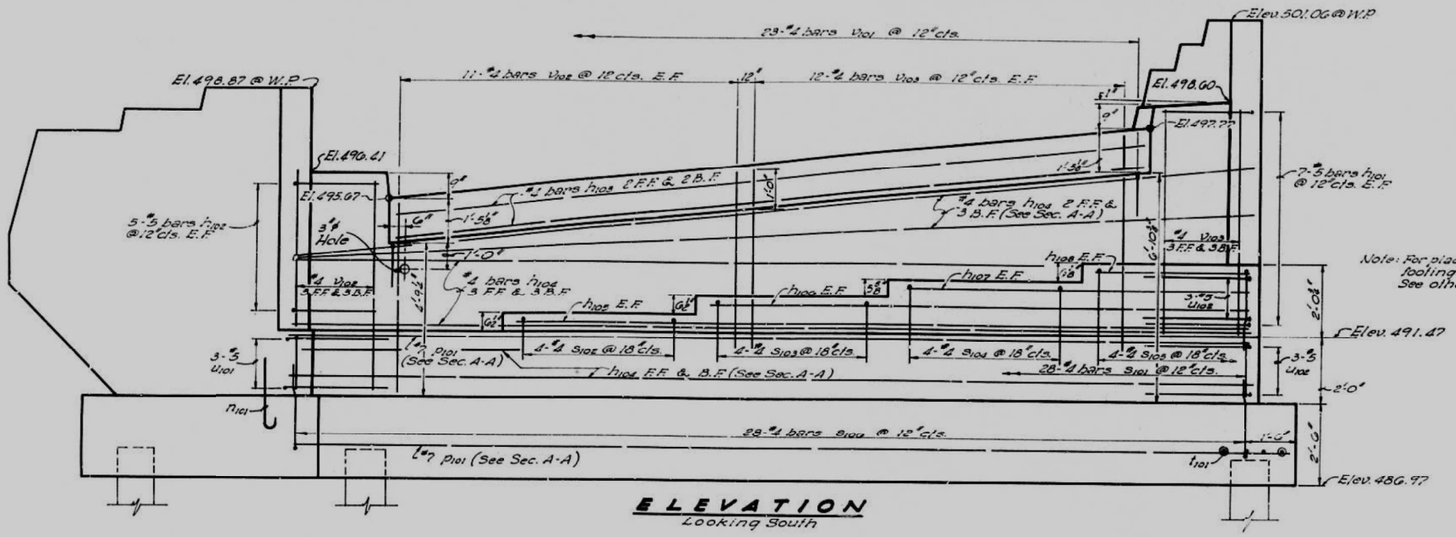
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	491
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

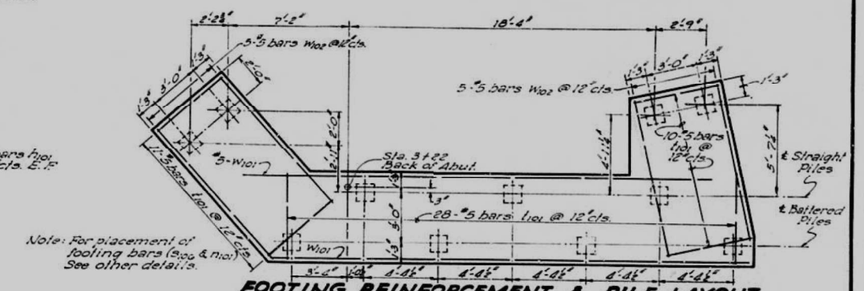
ROUTE NO.	SECT'N	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 10	13-VB	TAZEWELL	49	19

SHEET NO. 51
65 SHEETS

Note: Elevations shown are at front face of abutment.

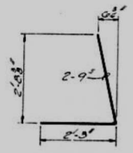


ELEVATION
Looking South

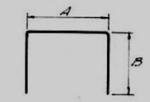


Note: For placement of footing bars (S_{100} & h_{100}) See other details.

FOOTING REINFORCEMENT & PILE LAYOUT

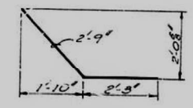


Bar h_{101}

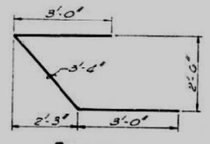


Bars S_{101}, S_{102}, S_{103}, S_{104}, S_{105}, S_{106}, & U_{101}

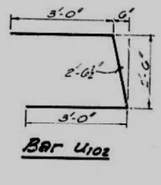
Bar	A	B
S_{101}	2'-7"	1'-10"
S_{102}	1'-3"	1'-3"
S_{103}	1'-3"	1'-9"
S_{104}	1'-3"	2'-3"
S_{105}	1'-3"	2'-9"
S_{106}	2'-7"	2'-3"
V_{101}	1'-3"	9"



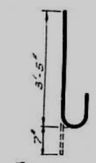
Bar h_{102}



Bar U_{101}



Bar U_{102}



Bar n_{101}

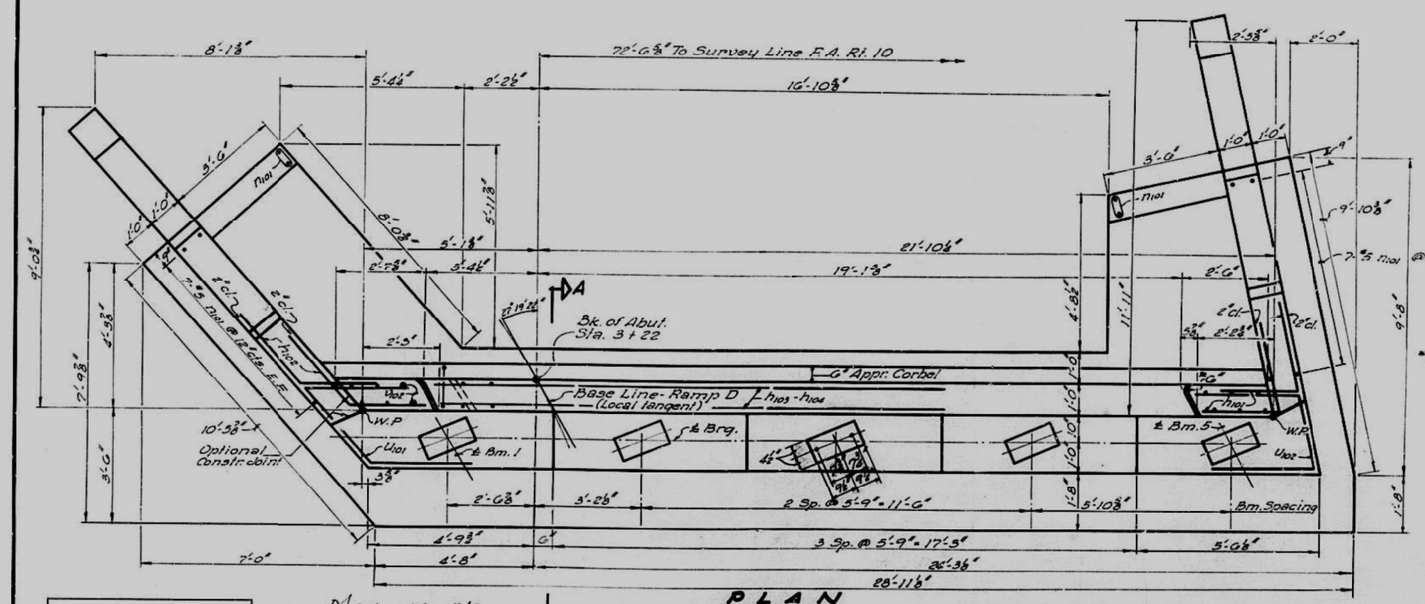
BAR LIST

Bar	No.	Size	Length	Shape
h_{101}	14	#5	5'-0"	
h_{102}	10	#5	5'-0"	
h_{103}	4	#4	22'-3"	
h_{104}	15	#4	20'-6"	
h_{105}	2	#4	21'-9"	
h_{106}	2	#4	10'-0"	
h_{107}	2	#4	10'-3"	
h_{108}	2	#4	4'-9"	
P_{101}	6	#7	27'-9"	
S_{101}	28	#4	6'-3"	
S_{102}	4	#4	3'-11"	
S_{103}	4	#4	4'-11"	
S_{104}	4	#4	5'-11"	
S_{105}	4	#4	6'-11"	
S_{106}	28	#4	7'-1"	
t_{101}	49	#5	5'-3"	
U_{101}	3	#6	9'-4"	
U_{102}	6	#5	8'-0"	
V_{101}	23	#4	2'-0"	
V_{102}	28	#4	3'-9"	
V_{103}	30	#4	6'-9"	
W_{101}	2	#5	28'-0"	
W_{102}	10	#5	10'-0"	
n_{101}	32	#5	4'-0"	

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu.Yds.	41.1
Reinforcement Bars	Lbs.	2,750
Concrete Piles	Lin.Ft.	600

Bill of Material includes Class X Concrete and Reinforcement for End Posts and Counterfort.



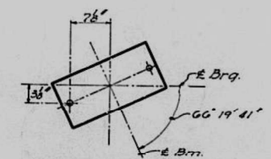
PLAN

Note: For End Post Details and Sec. A-A, See Sheet #52.

*Note: Contractor shall construct curb without radius when a curb and gutter are used on bridge approaches. (See road plans.)

PILE DATA

Type.....Concrete
No. Req'd.....11
Capacity.....55 Tons
Est. Length.....60'



BRG. ℄ DETAIL
All Bms.

DESIGNED J. M. Samuels
CHECKED T. Tanka
DRAWN J. M. J. cl. Mullenix
CHECKED T. Tanka

MAY 29 1962
EXAMINED W. E. Baumann
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

ABUTMENT-RAMP D

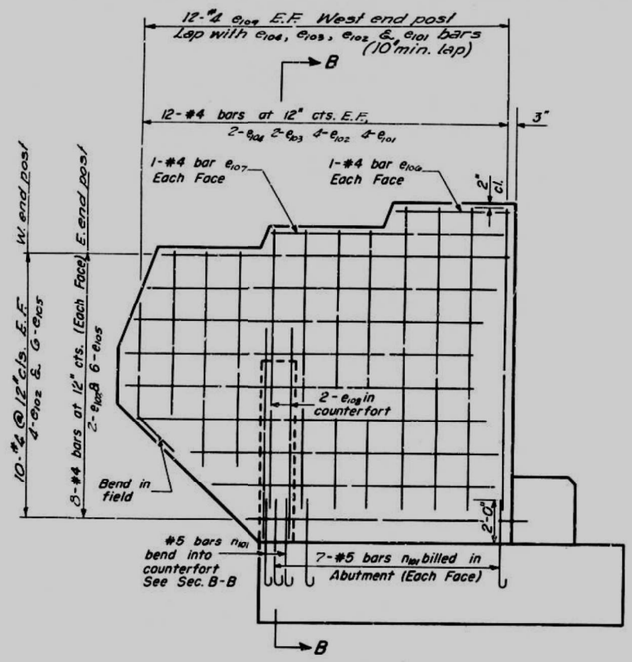
CEDAR STREET EXTENSION
F.A.RT. 10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78+28.29

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

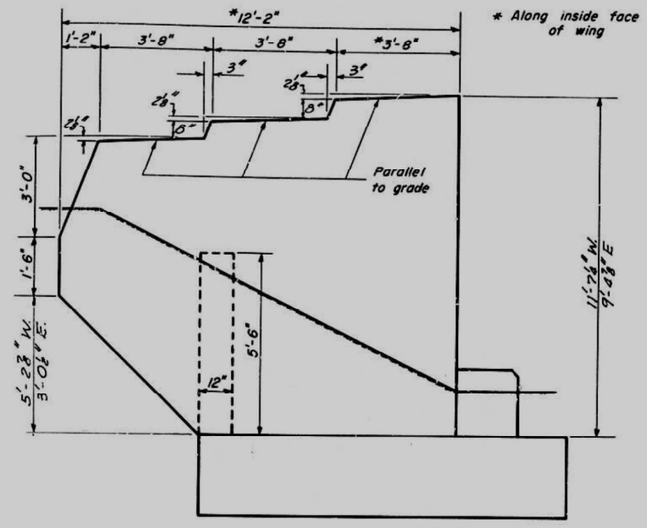
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VB	TAZEWELL	49	20

FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT-

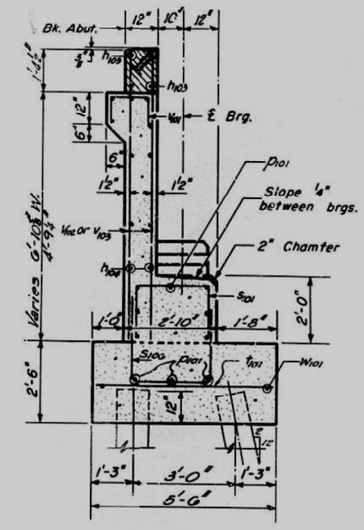
SHEET NO. 52
65 SHEETS



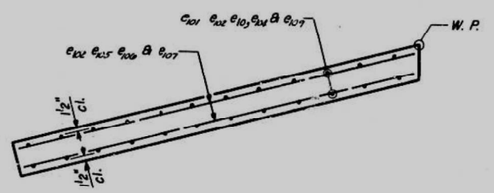
ELEVATION



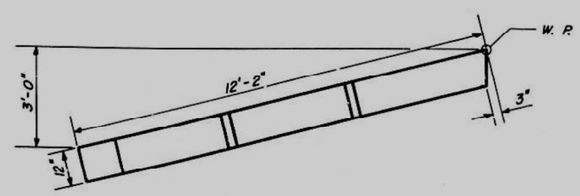
ELEVATION



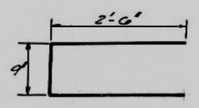
SECTION A-A



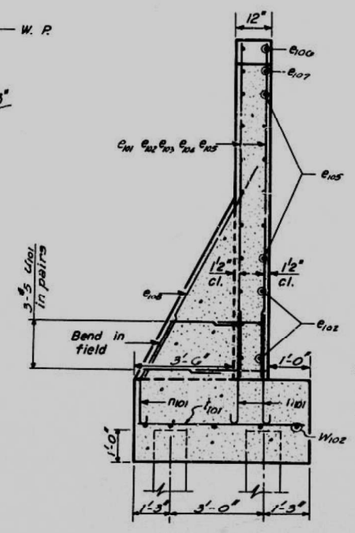
PLAN



PLAN



BAR U_{101}



SECTION B-B

*Quantities includes counterfort. Quantities included with Abut. Bill of Material.

TWO END POSTS
*BILL OF MATERIAL

Bar	No.	Size	Length	Shape
e_{101}	16	#4	9'-0"	—
e_{102}	28	#4	8'-3"	—
e_{103}	8	#4	6'-6"	—
e_{104}	8	#4	5'-0"	—
e_{105}	24	#4	10'-6"	—
e_{106}	4	#4	3'-6"	—
e_{107}	4	#4	7'-0"	—
e_{108}	4	#5	7'-0"	—
n_{101}	24	#4	3'-0"	—
U_{101}	12	#5	5'-9"	⊏
Class X Conc.			Cu.Yds.	8.4
Reinforcement Bars			Lbs	660

DESIGNED	J. M. Tyanovich	
CHECKED	T. Tanaka	
DRAWN	J.M.T. W. A. Sausaman	J.C.M.
CHECKED	T. Tanaka	

EXAMINED May 29 1962 H. G. Bauman — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

AW-1 Drawn 1-29-60

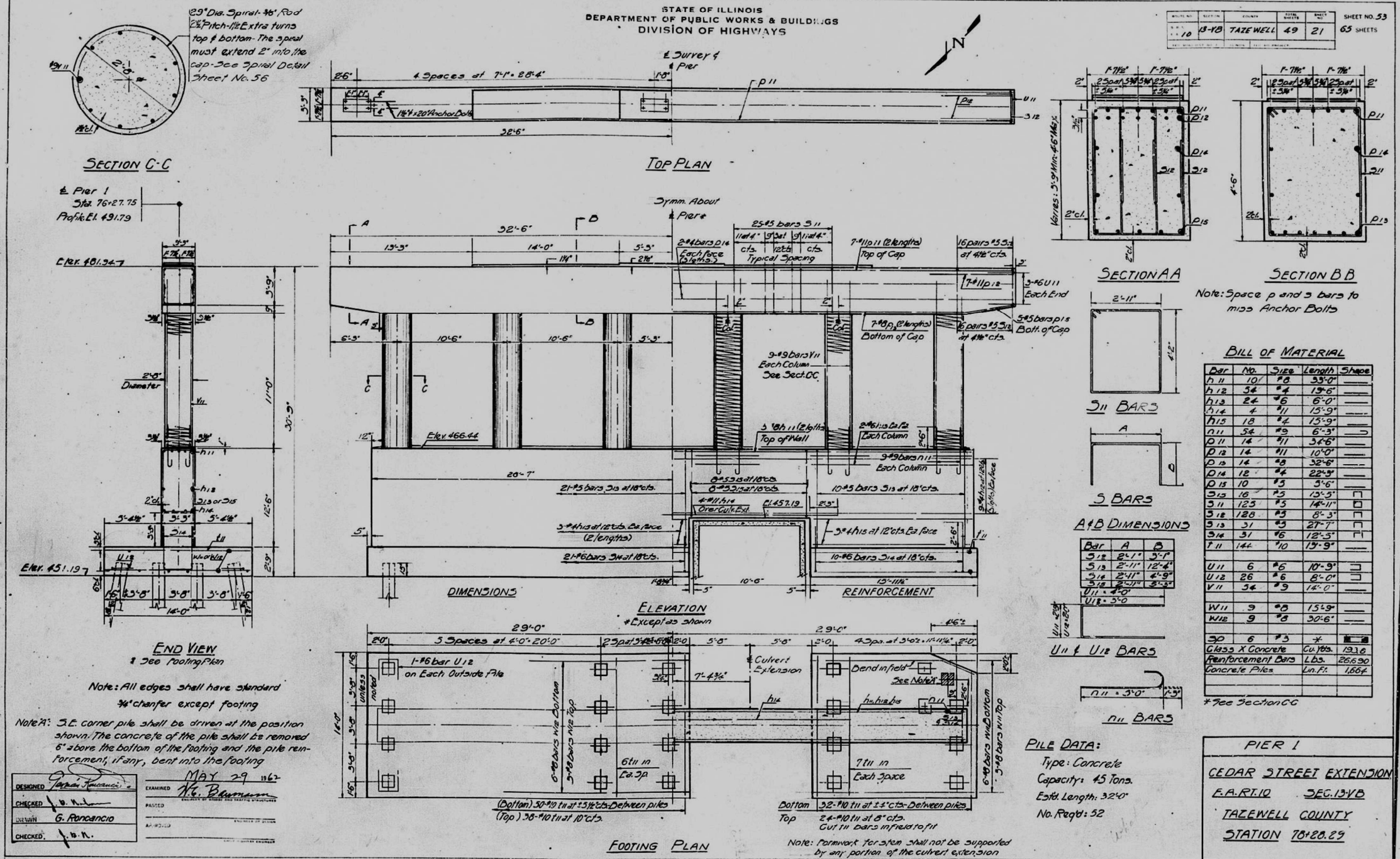
END POSTS - RAMP D

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13 VB
TAZEWELL COUNTY
STATION 78 + 28.9

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10	13-1B	TAZEWELL	49	21

SHEET NO. 53
65 SHEETS



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h11	10	#8	33'-0"	
h12	54	#4	13'-6"	
h13	24	#6	6'-0"	
h14	4	#11	15'-9"	
h15	18	#4	15'-9"	
n11	54	#9	6'-3"	
p11	14	#11	34'-6"	
p12	14	#11	10'-0"	
p13	14	#8	32'-6"	
p14	12	#4	22'-9"	
p15	10	#5	5'-6"	
s12	16	#5	13'-5"	
s11	123	#5	14'-11"	
s12	128	#5	8'-3"	
s13	31	#5	27'-7"	
s14	31	#6	12'-5"	
t11	144	#10	13'-9"	
U11	6	#6	10'-9"	
U12	26	#6	8'-0"	
V11	34	#9	14'-0"	
W11	9	#8	15'-9"	
W12	9	#8	30'-6"	
sp	6	#3	*	
Class X Concrete			Cu. Yds.	193.8
Reinforcement Bars			Lbs.	26,690
Concrete Piles			Lin. Ft.	1,664

*See Section CC

DESIGNED	Carlos Roncancio
CHECKED	R. B. N.
DRAWN	G. Roncancio
CHECKED	R. B. N.

MAY 29 1962
EXAMINED N. G. Baumann
ENGINEER OF STREET AND TRAFFIC STRUCTURES
PASSED
APPROVED
ENGINEER OF BRIDGES
CHIEF HIGHWAY ENGINEER

Michael Baker INTERNATIONAL
200 W Adams Street
Suite 1800
Chicago, IL 60606
PH: 312.707.8770
FAX: 312.707.8804

USER NAME = DLamb	DESIGNED -	REVISED -
	CHECKED -	REVISED -
PLOT SCALE = 0:2.0000 ':" / in.	DRAWN -	REVISED -
PLOT DATE = 5/1/2023	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-53 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	494
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	

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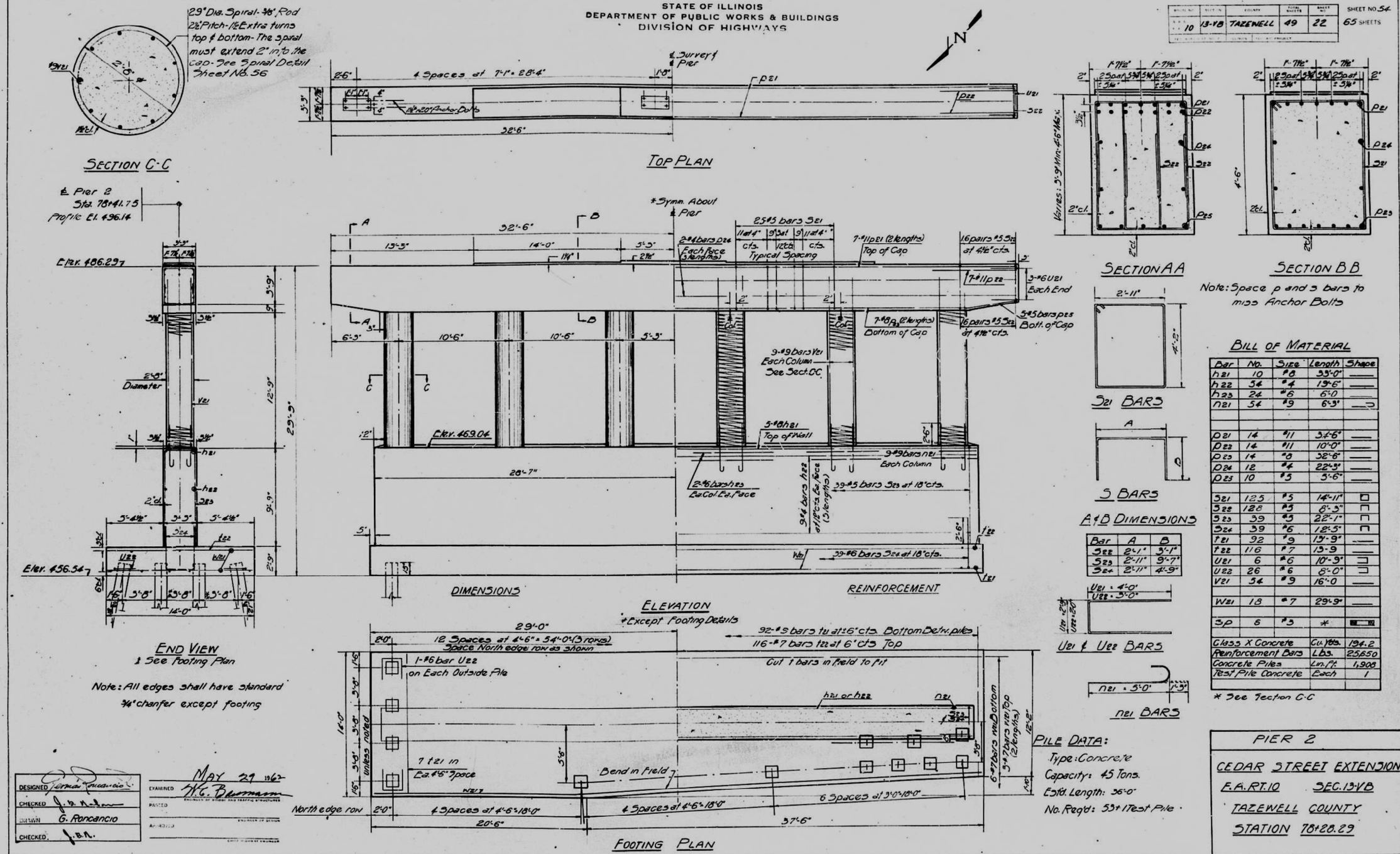
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Route No.	Section	County	Total Sheets	Sheet No.
10	13-VB	TAZEWELL	49	22

SHEET NO. 54
65 SHEETS



Bar	No.	Size	Length	Shape
h21	10	#8	33'-0"	
h22	54	#4	19'-6"	
h23	24	#6	6'-0"	
n21	54	#9	6'-3"	
p21	14	#11	34'-6"	
p22	14	#11	10'-0"	
p23	14	#8	32'-6"	
p24	12	#4	22'-3"	
p25	10	#5	5'-6"	
s21	125	#5	14'-11"	
s22	128	#5	8'-3"	
s23	39	#5	22'-1"	
s24	39	#6	12'-5"	
t21	92	#9	13'-9"	
t22	116	#7	13'-9	
U21	6	#6	10'-3"	
U22	26	#6	8'-0"	
V21	54	#9	16'-0	
W21	18	#7	29'-9"	
sp	6	#3	*	
Class X Concrete			Cu. Yds.	194.2
Reinforcement Bars			Lbs.	25,650
Concrete Piles			Ln. Ft.	1,908
Test Pile Concrete			Each	1

* See Section C-C

A	B
2'-1"	3'-1"
2'-11"	9'-7"
2'-11"	4'-9"

U21 = 4'-0"
U22 = 3'-0"
n21 = 3'-0"

Michael Baker INTERNATIONAL 200 W Adams Street Suite 1800 Chicago, IL 60606 PH: 312.707.8770 FAX: 312.707.8804	USER NAME = DLamb	DESIGNED -	REVISED -
		CHECKED -	REVISED -
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	PLOT DATE = 5/1/2023	CHECKED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURES PLANS

SHEET S-54 OF S-85 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	13 (HVB, HB-3) BR-1;R	TAZEWELL	1173	495
		CONTRACT NO. 68C55		
		ILLINOIS	FED. AID PROJECT	

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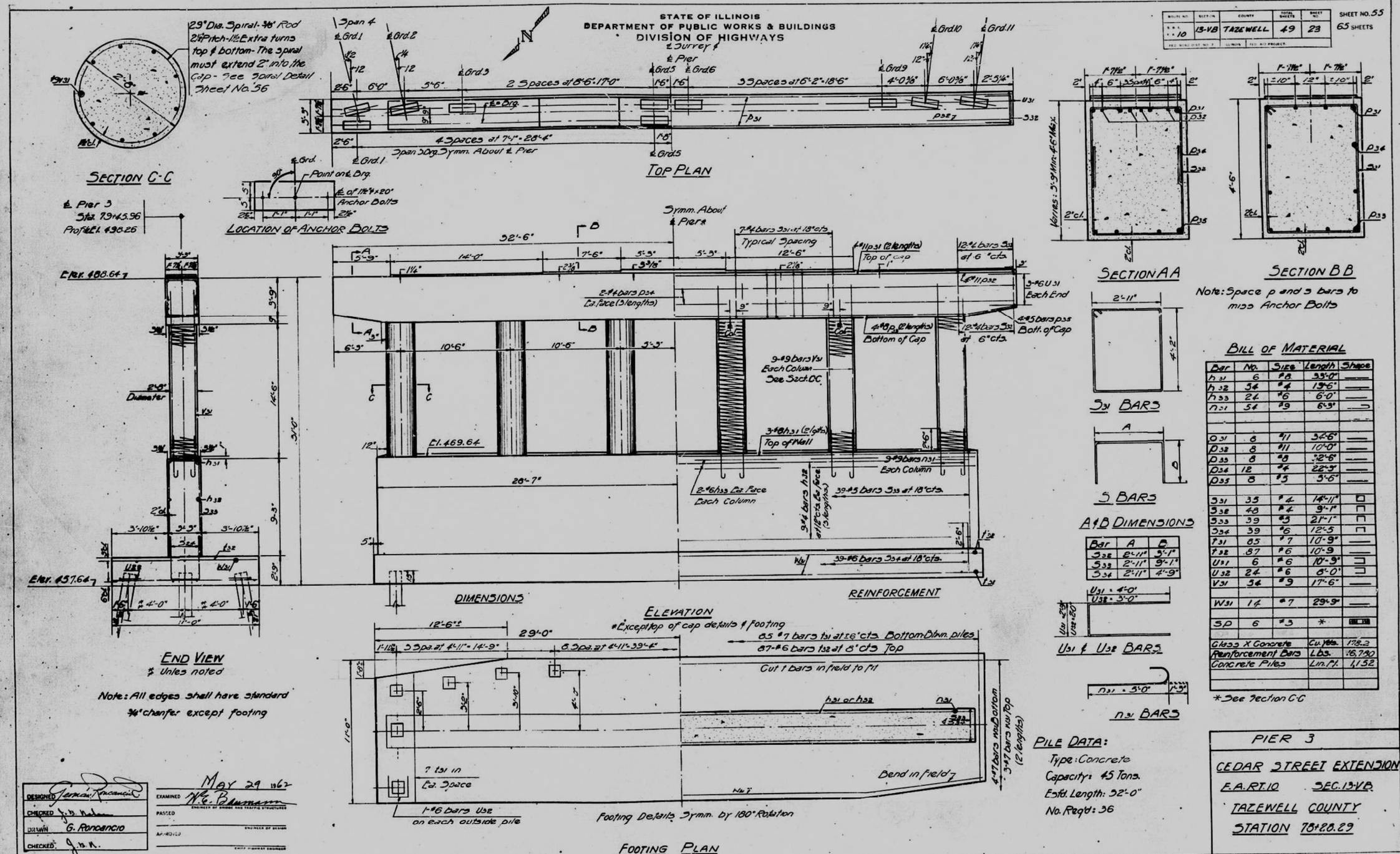
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 10	13-VB	TAZEWELL	49	23

FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT

SHEET NO. 55
65 SHEETS



BILL OF MATERIAL

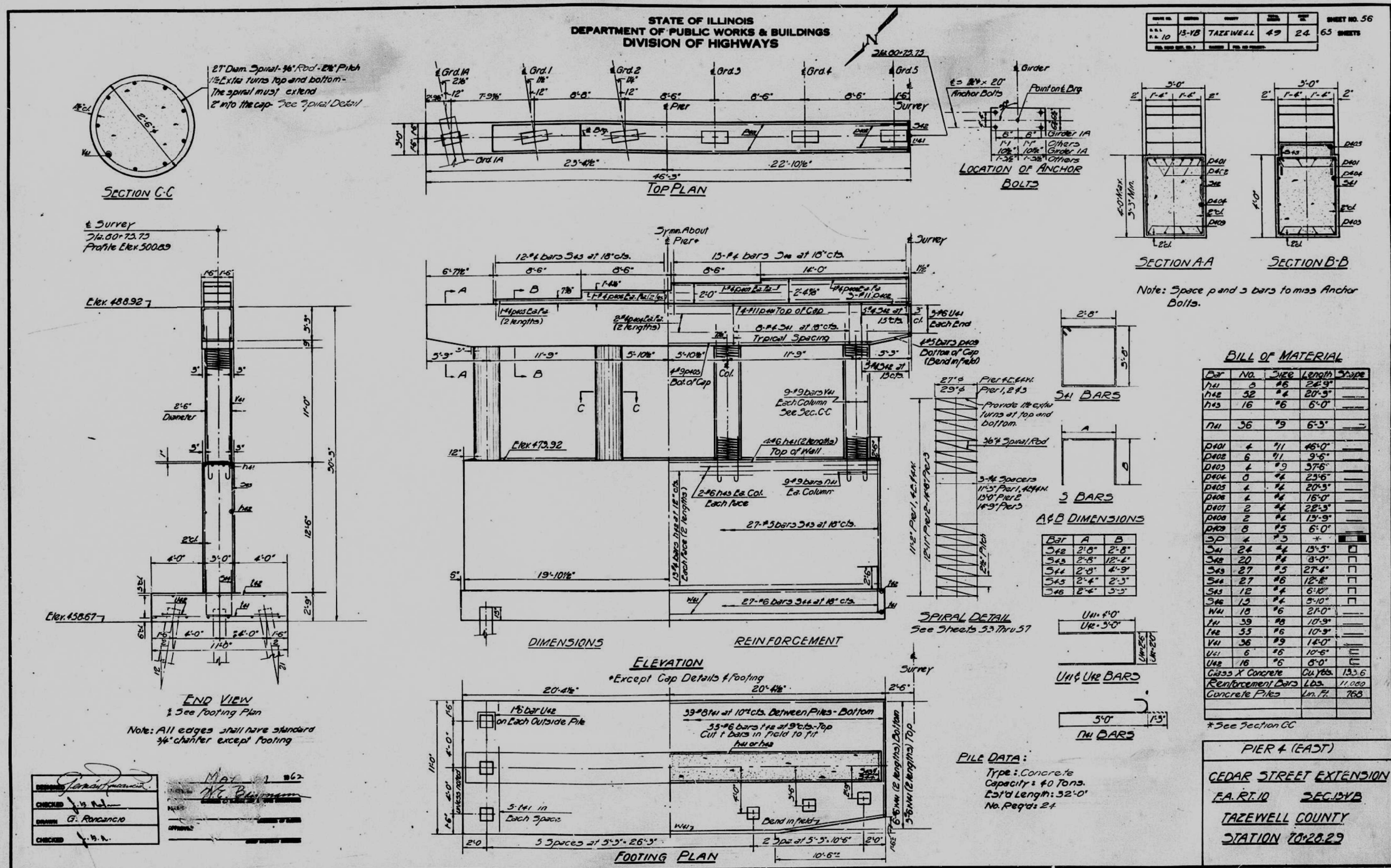
Bar	No.	Size	Length	Shape
h31	6	#8	33'-0"	
h32	54	#4	19'-6"	
h33	24	#6	6'-0"	
n31	54	#9	6'-9"	
O31	8	#11	34'-6"	
O32	8	#11	10'-0"	
O33	8	#8	32'-6"	
O34	12	#4	22'-9"	
O35	8	#5	5'-6"	
S31	35	#4	14'-11"	
S32	48	#4	9'-1"	
S33	39	#5	21'-1"	
S34	39	#6	12'-5"	
t31	85	#7	10'-9"	
t32	87	#6	10'-9"	
U31	6	#6	10'-9"	
U32	24	#6	8'-0"	
V31	54	#9	17'-6"	
W31	14	#7	29'-9"	
SP	6	#5	*	
Class X Concrete			Cu. Yds.	178.2
Reinforcement Bars			Lbs.	16,740
Concrete Piles			Lin. Ft.	1,152

*See Section C-C

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

Route No.	Section	County	Total Sheets	Sheet No.
F.A.P. 10	13-VB	TAZEWELL	49	24

SHEET NO. 56 — 65 SHEETS



Bar	A	B
S42	2'-8"	2'-8"
S43	2'-8"	12'-4"
S44	2'-9"	4'-9"
S45	2'-4"	2'-5"
S46	2'-4"	5'-5"

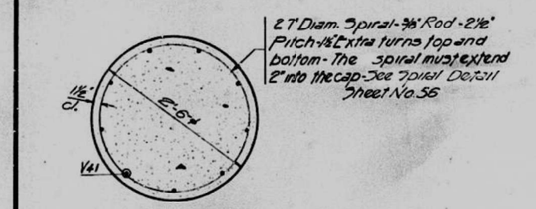
Bar	No.	Size	Length	Shape
h41	8	#6	24'-9"	
h42	52	#4	20'-3"	
h43	16	#6	6'-0"	
n41	36	#9	6'-3"	
p401	4	#11	46'-0"	
p402	6	#11	9'-6"	
p403	4	#9	37'-6"	
p404	8	#4	23'-6"	
p405	4	#4	20'-3"	
p406	4	#4	16'-0"	
p407	2	#4	28'-3"	
p408	2	#4	13'-9"	
p409	8	#5	6'-0"	
sp	4	#3	*	
S41	24	#4	13'-3"	
S42	20	#4	8'-0"	
S43	27	#5	27'-4"	
S44	27	#6	12'-8"	
S45	12	#4	6'-10"	
S46	13	#4	5'-10"	
W41	18	#6	21'-0"	
t41	39	#8	10'-9"	
t42	55	#6	10'-9"	
V41	36	#9	14'-0"	
U41	6	#6	10'-6"	
U42	16	#6	8'-0"	
Class X Concrete			Cu. Yds.	133.6
Reinforcement Bars			Lbs.	11,060
Concrete Piles			Lin. Ft.	768

DESIGNED	G. Roncancio	
CHECKED	J. B. Nel	
DRAWN	G. Roncancio	
CHECKED	J. B. N.	

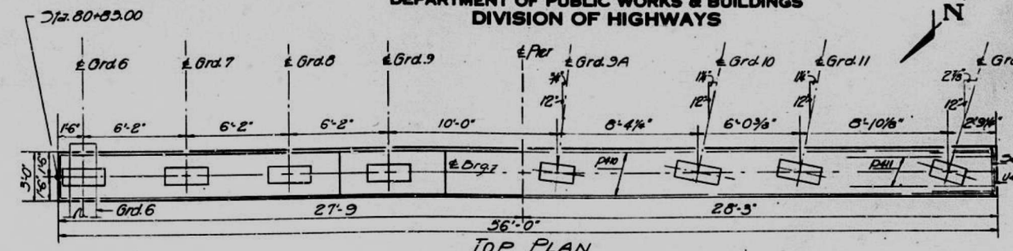
MAY 2 1962
W. E. Baumann
APPROVED

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

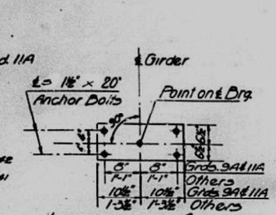
F.A.P. RTE. 10	SECTION 13-VB	COUNTY TAZEWELL	TOTAL SHEETS 49	SHEET NO. 25	SHEET NO. 57 / 65 SHEETS



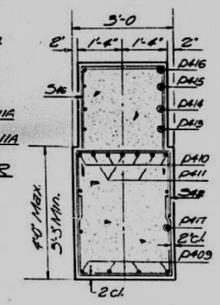
SECTION C-C



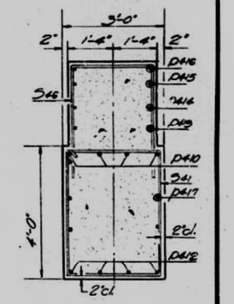
TOP PLAN



LOCATION OF ANCHOR BOLTS

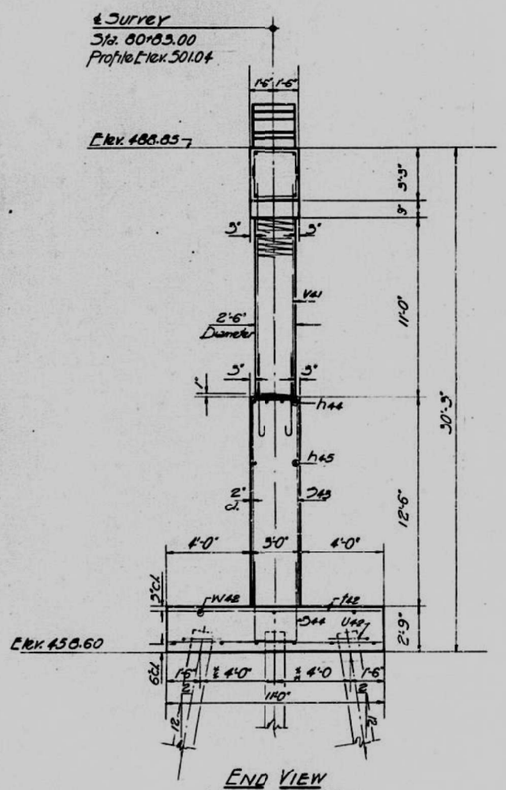


SECTION A-A



SECTION D-D

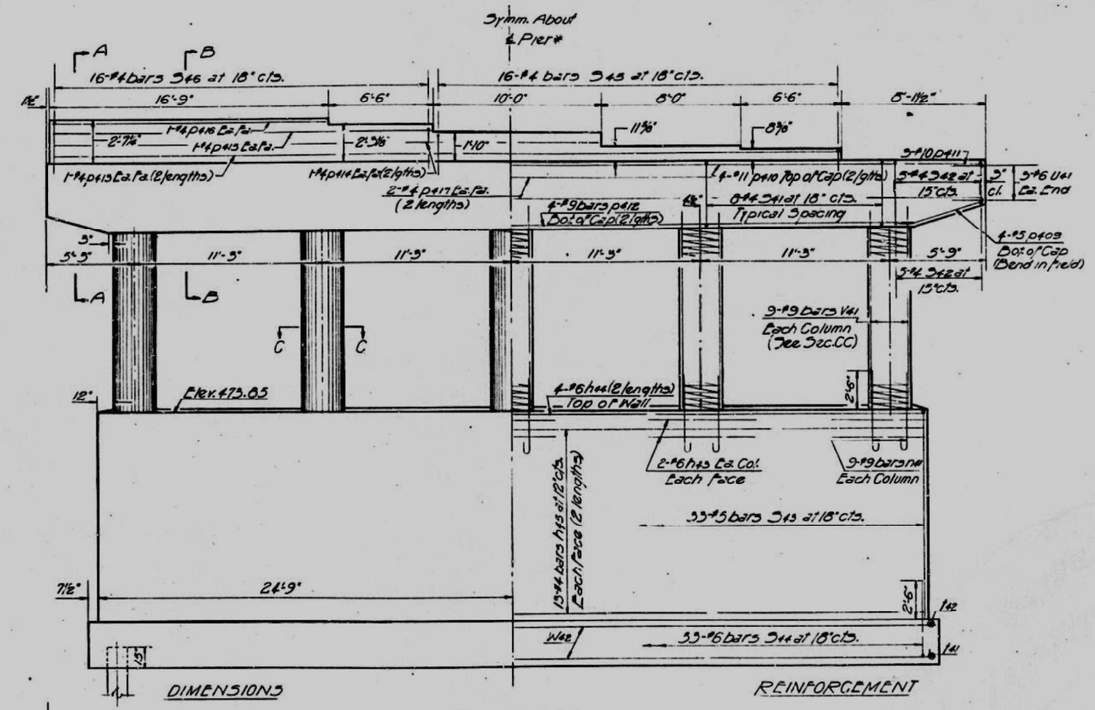
Note: Space p and s bars to miss Anchor Bolts



END VIEW

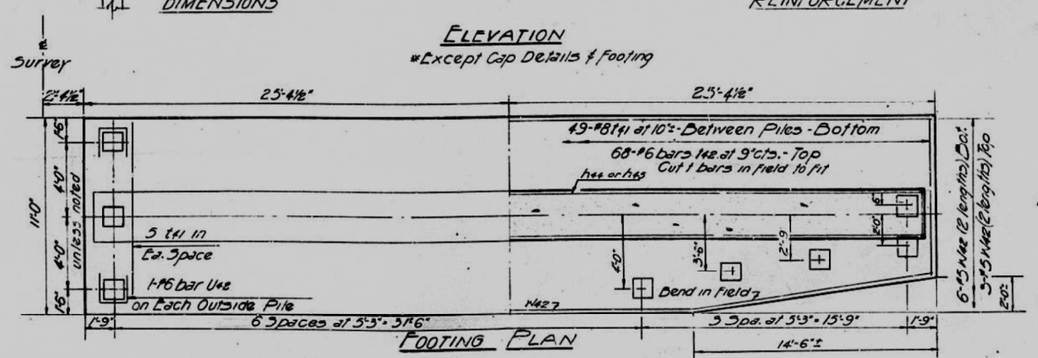
℄ See Footing Plan

Note: All edges shall have standard 3/4" chamfer except footing

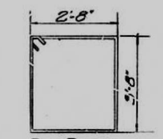


ELEVATION

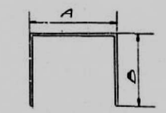
* Except Cap Details & Footing



FOOTING PLAN



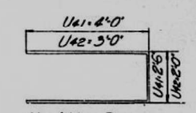
S41 BARS



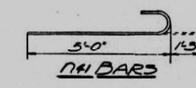
S BARS

A & B DIMENSIONS

Bar	A	B
S42	2'-8"	2'-0"
S43	2'-0"	12'-4"
S44	2'-8"	4'-9"
S45	2'-4"	2'-3"
S46	2'-4"	3'-3"



U41 & U42 BARS



h41 BARS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h43	20	#6	6'-0"	—
h44	8	#6	25'-3"	—
h45	52	#4	25'-3"	—
h41	45	#9	6'-3"	⊃
D409	8	#5	6'-0"	—
D410	8	#11	29'-6"	—
D411	6	#10	9'-6"	—
D412	8	#9	25'-0"	—
D413	4	#4	22'-3"	—
D414	4	#4	17'-0"	—
D415	2	#4	23'-0"	—
D416	2	#4	16'-6"	—
D417	8	#4	28'-6"	—
S41	32	#4	13'-3"	⊔
S42	20	#4	8'-0"	⊓
S43	33	#5	27'-4"	⊓
S44	33	#6	12'-2"	⊓
S45	16	#4	6'-10"	⊓
S46	16	#4	8'-10"	⊓
f41	49	#8	10'-9"	—
f42	68	#6	10'-9"	—
SP	3	#3	*	▬
U41	6	#6	10'-6"	⊏
U42	20	#6	8'-0"	⊏
V41	45	#9	14'-0"	—
W42	18	#5	23'-9"	—
Class X Concrete			Cu. Yds.	165.7
Reinforcement Bars			Lbs.	13,300
Concrete Piles			Lin. Ft.	980

* See Section C-C

PILE DATA:
Type: Concrete
Capacity: 40 Tons.
Estd. Length: 32'-0"
No. Req'd.: 30

PIER 4 (WEST)

CEDAR STREET EXTENSION

F.A.R.T. 10 SEC. 13-VB

TAZEWELL COUNTY

STATION 78+28.29

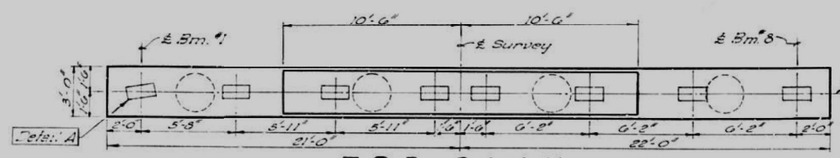
DESIGNED	Ignacio Buenaventura
CHECKED	J. B. Nelson
DRAWN	G. Roncancio
CHECKED	J. B. N.

MAY 29 1962
W. E. Baumann
DIRECTOR OF HIGHWAYS, STATE OF ILLINOIS
EXAMINED
PASSED
APPROVED
CHIEF HIGHWAY ENGINEER

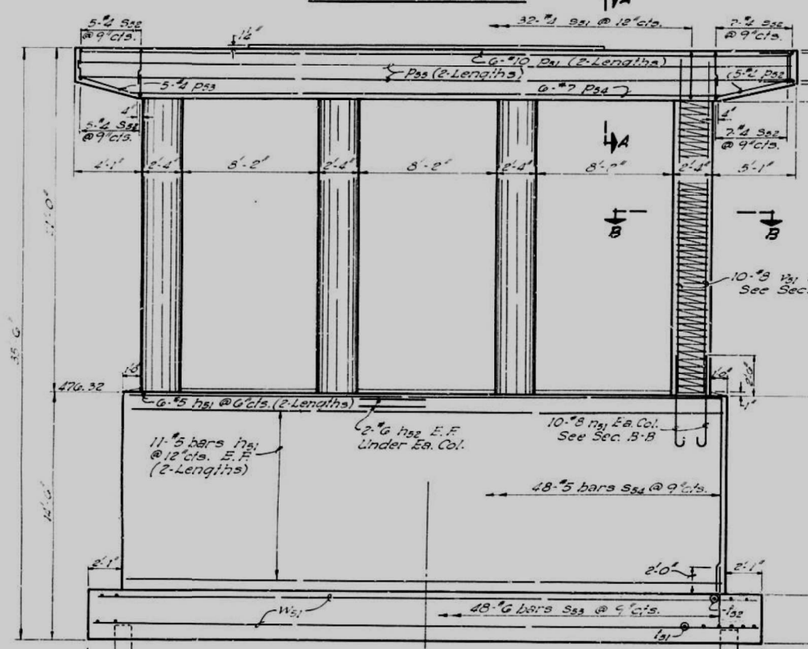
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R.T. 10	13-VB	TAZEWELL	49	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 58
65 SHEETS

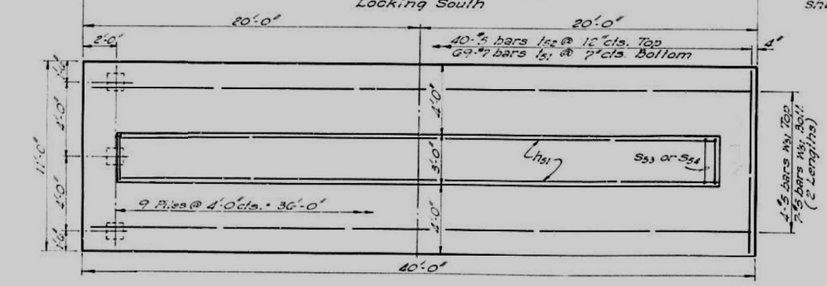


TOP PLAN

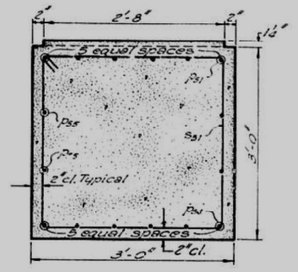


ELEVATION
Looking South

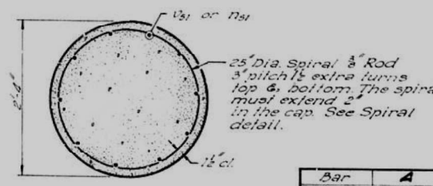
END VIEW



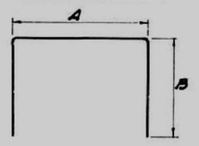
FOOTING PLAN



SECTION A-A

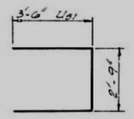


SECTION B-B

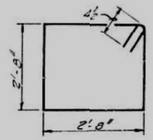


Bar s_{S2} thru s_{S4}

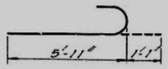
Bar	A	B
s_{S2}	2'-8"	7'-11"
s_{S3}	2'-8"	5'-6"
s_{S4}	2'-8"	1'-10"



Bar u_{S1}



Bar s_{S1}



Bar n_{S1}

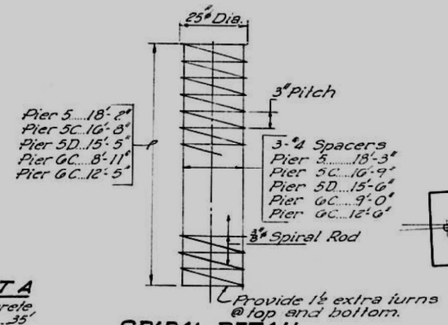
BAR LIST

Bar	No.	Size	Length	Shape
h_{S1}	56	#5	18'-6"	—
h_{S2}	10	#6	5'-0"	—
n_{S1}	40	#8	7'-0"	
p_{S1}	12	#10	22'-6"	—
p_{S2}	5	#4	5'-3"	—
p_{S3}	5	#4	4'-5"	—
p_{S4}	6	#7	33'-9"	—
p_{S5}	8	#4	22'-0"	—
s_{S1}	32	#4	11'-5"	
s_{S2}	22	#4	6'-6"	
s_{S3}	48	#6	9'-8"	
s_{S4}	48	#5	26'-4"	
l_{S1}	69	#7	10'-9"	—
l_{S2}	40	#5	10'-9"	—
u_{S1}	6	#6	9'-9"	
v_{S1}	40	#8	20'-0"	—
Sp	4	#3	*	
w_{S1}	22	#5	20'-6"	—

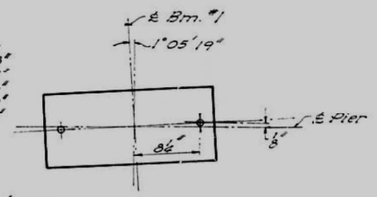
* See Sect. B-B

BILL OF MATERIAL

Item	Unit	Quantity
Class A Concrete	Cu. Yds.	112.7
Reinforcement Bars	Lbs.	10,070
Concrete Piles	Lin. Ft.	1,050



SPIRAL DETAIL
See sheets 58 thru 61



DETAIL A
All other Bms. @ Rt. L

PILE DATA
Type.....Concrete
Est. Length.....35'
Capacity.....35 Tons
No. Req'd.....30

DESIGNED	J. M. Tyrowski	EXAMINED	May 29 1967 H. E. Bauman — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
CHECKED	T. Tanaka	PASSED	ENGINEER OF DESIGN
DRAWN	J. M. J. / J. Mullenix	APPROVED	CHIEF HIGHWAY ENGINEER
CHECKED	T. Tanaka		

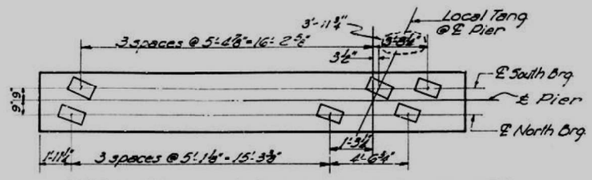
PIER 5

CEDAR STREET EXTENSION
F.A.R.T. 10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78+28.29

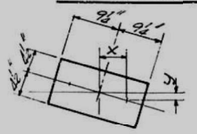
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 10	13-VB	TAZEWELL	49	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 59
65 SHEETS

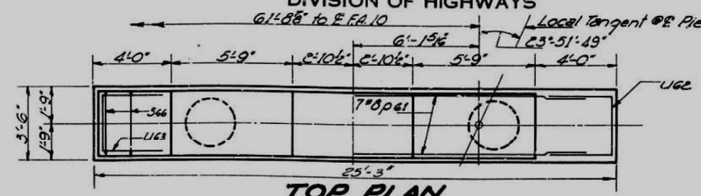


TOP PLAN SHOWING BRG. PLATE

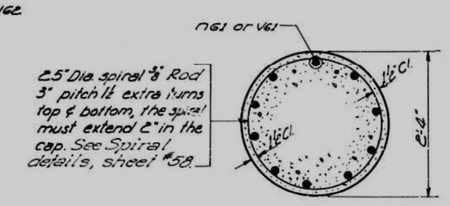


BOTT. ⅊ DETAIL

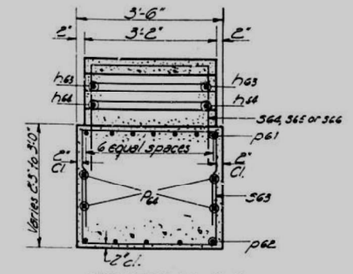
Location	X	Y
So. Brg. Bms #1 to #4	6'-1½"	3⅞"
So. Brg. Bm. #5	6'-9½"	3⅞"
No. Brg. Bms. #1 to #4	7'-1⅞"	2⅝"
No. Brg. Bm. #5	7'-1⅞"	2'-9½"



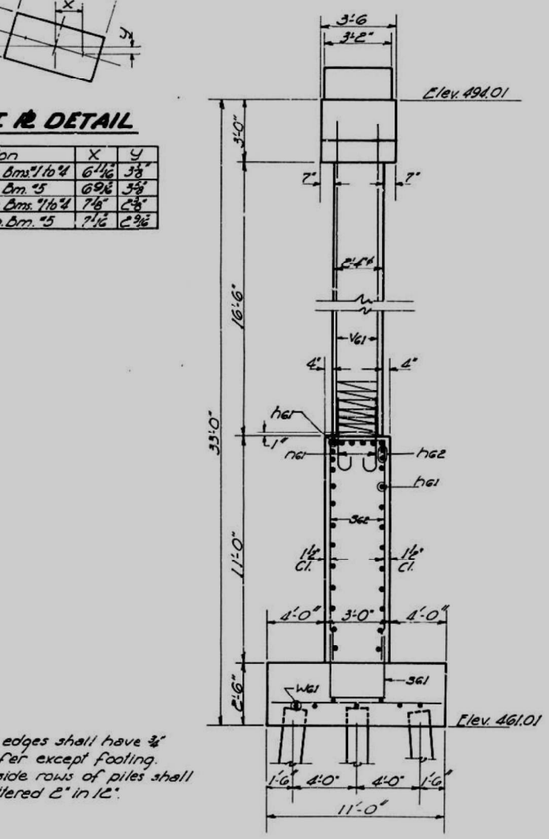
TOP PLAN



SECTION B-B

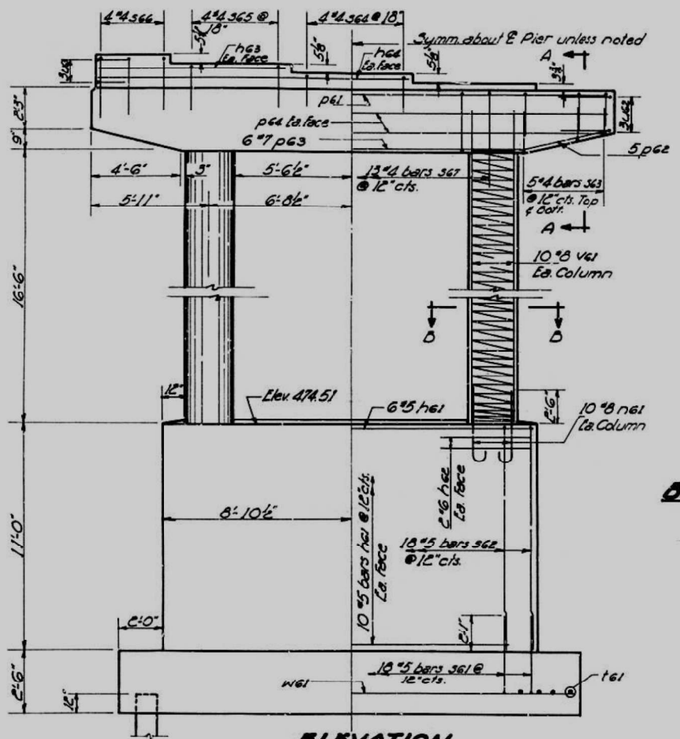


SECTION A-A



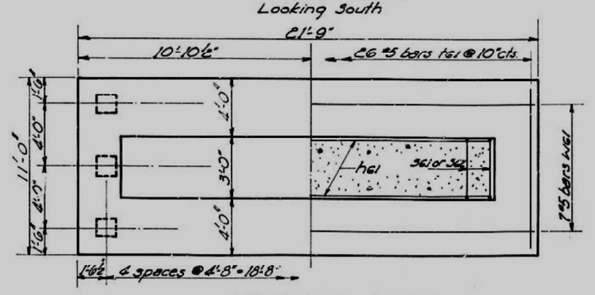
Note: All edges shall have ¾" chamfer except footing. Outside rows of piles shall be battered 2" in 12".

END VIEW

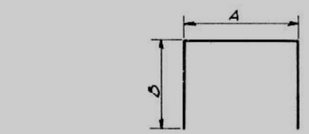


ELEVATION

Looking South



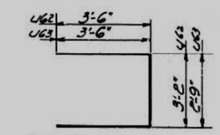
FOOTING PLAN



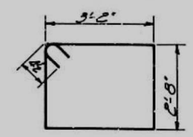
BARS 3G1 to 3G6

Bar	A	B
3G1	2'-9"	3'-6"
3G2	2'-9"	10'-10"
3G3	3'-2"	1'-11"
3G4	2'-11"	1'-6"
3G5	2'-11"	2'-0"
3G6	2'-11"	2'-6"

BARS nG1



BARS UG2, UG3



BAR 3G7

BAR LIST

Bar	No.	Size	Length	Shape
hG1	26	#5	17'-6"	—
hG2	8	#6	5'-0"	—
hG3	2	#5	8'-0"	—
hG4	2	#5	13'-9"	—
nG1	20	#8	7'-0"	
pG1	7	#8	25'-0"	—
pG2	10	#4	5'-0"	—
pG3	6	#7	16'-9"	—
pG4	4	#4	22'-3"	—
3G1	18	#5	9'-9"	
3G2	18	#5	24'-5"	
3G3	20	#4	7'-0"	
3G4	4	#4	5'-11"	
3G5	4	#4	6'-11"	
3G6	4	#4	7'-11"	
3G7	13	#4	12'-5"	
tG1	26	#5	10'-9"	—
UG2	6	#6	10'-2"	
UG3	3	#6	9'-9"	
VG1	20	#8	18'-6"	—
WG1	7	#5	21'-6"	—
Sp.	2	#3	*	

* See detail - Sect. 13-B

BILL OF MATERIAL

Item	Unit	Quantity
Class X Concrete	Cu. Yds.	60.0
Reinforcement Bars	Lbs.	4,600
Concrete Piles	Lin. Ft.	480

PILE DATA

Type	Concrete
Est. Length	32 ft.
Capacity	30 Tons
No. Req'd.	15

DESIGNED	T. Tanaka
CHECKED	J.M. Tyburoski
DRAWN	J.M. Tyburoski, A. Barraza
CHECKED	T. Tanaka

MAY 29 1962
EXAMINED M.E. Bunnan — ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED — ENGINEER OF DESIGN
APPROVED — CHIEF HIGHWAY ENGINEER

PIER 5C

CEDAR STREET EXTENSION
F.A. RT. 10 SEC. 13-VB
TAZEWELL COUNTY
STATION 78 + 28.29

Revised 6/22/63 - Ill. 10 Top Plate Showing Brg Plate Changed dimension from intersection of Local Tang & ℄ Pier to outside to Brg from 3'-11¾" to 3'-11¾" W.G.