










LEGEND

-  TEMPORARY PAVEMENT
-  PAVEMENT MARKING
-  WORK ZONE
-  MOVEABLE TEMPORARY CONCRETE BARREL WITH POST FOR "NO LEFT TURN"/"NO RIGHT TURN" ILLUMINATED BLANK-OUT SIGN

				
R10-5 30"x36" (A)	R8-8 24"x30" (B)	R10-11a 30"x36" (C)	R10-6a 24"x30" (D)	R10-6aR 24"x30" (E)

- CONSTRUCTION NOTES:
- ① THE PROPOSED PRE-SIGNALS FOR OLD HICKORY ROAD TRAFFIC SIGNALS SHALL BE USED FOR STAGE 6B.
 - ② FOR RAILROAD CROSSING SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT, SEE DISTRICT STANDARD TC-23. ALL SIGNS PERTAINING TO RAILROAD CROSSING SHALL BE PLACED AS PER TC-23 DURING ALL STAGES OF CONSTRUCTION. NO SEPARATE PAYMENT SHALL BE MADE FOR THIS WORK AND THE COST SHALL BE INCLUDED IN THE COST OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



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PLOT DATE = 5/9/2018	DATE - 04/2018	REVISED -

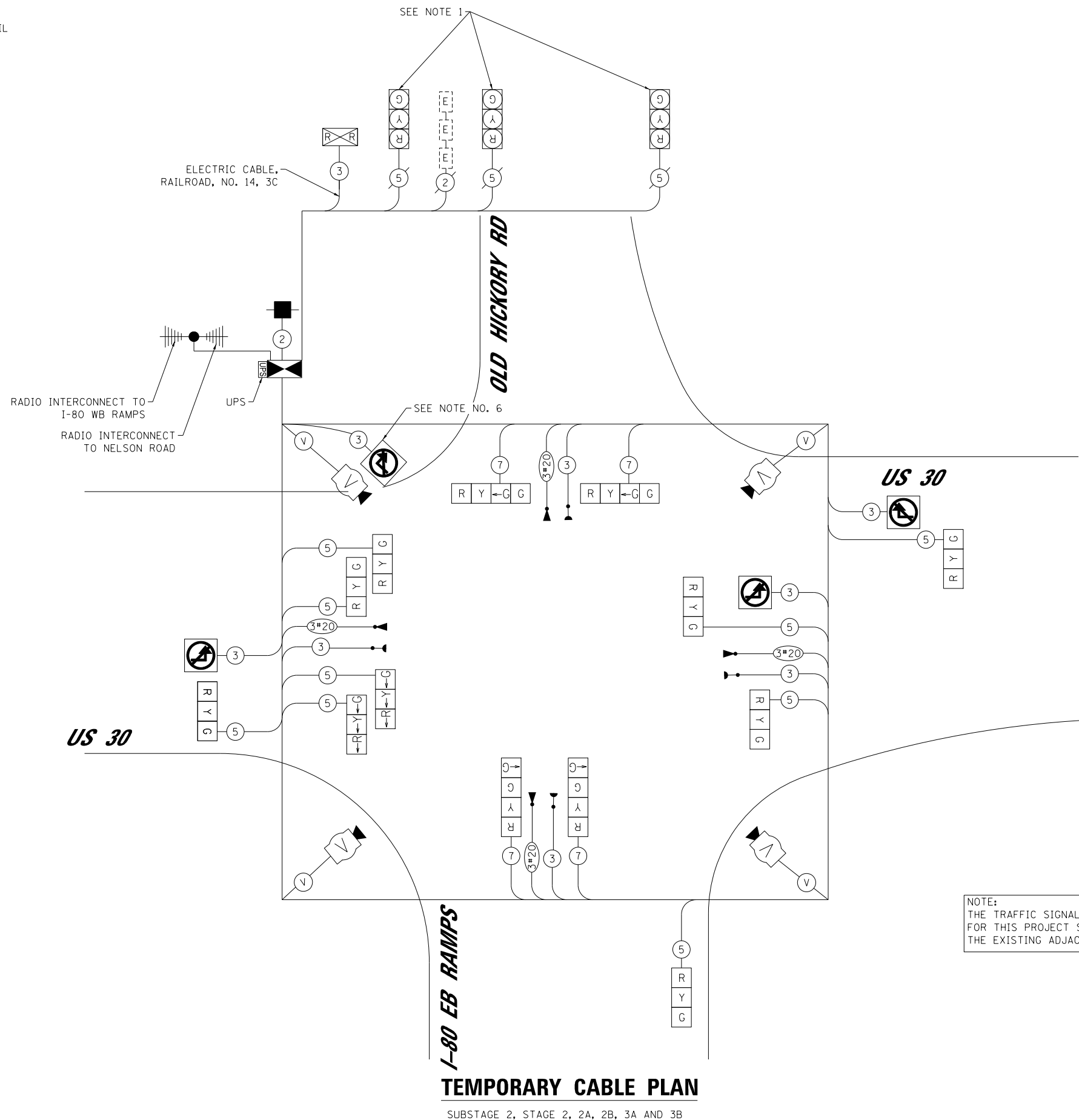
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE		
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN		
US 30 AT I-80 EAST RAMP / OLD HICKORY ROAD		
SCALE: 1"=20'	SHEET NO. 5 OF 5 SHEETS	STA. 318+42 TO STA. 321+30

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	401
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONSTRUCTION NOTES:

- ① THE EXISTING PRE-SIGNALS FOR OLD HICKORY ROAD SHALL BE USED FOR SUBSTAGE 2, STAGE 2, 2A, 2B, 3A & 3B AND SHALL REMAIN IN PLACE UNTIL STAGE 4 CONSTRUCTION.
- ② THE PROPOSED PRE-SIGNAL TRAFFIC EQUIPMENT SHOWN WILL BE BUILT DURING STAGE 4 ROADWAY CLOSURE AND WIRED INTO THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET UNTIL THE PROPOSED TRAFFIC SIGNALS ARE READY FOR TURN-ON.
- ③ THE PROPOSED PRE-SIGNALS FOR OLD HICKORY ROAD TRAFFIC SIGNALS SHALL BE USED FOR STAGES 5, 6A AND 6B. THESE SIGNALS WILL BE CONSTRUCTED IN STAGE 4.
- ④ ON THE DAY OF THE TEMPORARY TRAFFIC SIGNAL TURN-ON, OLD HICKORY ROAD SHALL BE CLOSED TO TRAFFIC WITH A ROADWAY CLOSURE AND BARRICADES. THIS WILL ALLOW THE ELECTRICAL CONTRACTOR TO TRANSFER THE PRE-SIGNAL ELECTRIC CABLES FROM THE EXISTING CONTROLLER CABINET TO THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET AND TEST THE PRE-SIGNAL BEFORE THE ROADWAY IS REOPENED TO TRAFFIC. NEW ELECTRIC CABLE TO THE RAILROAD CABINET SHOULD BE INSTALLED FROM THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET TO THE RAILROAD CABINET ON THE DAY OF THE TURN-ON.
- ⑤ BEFORE OLD HICKORY IS REOPENED TO TRAFFIC, THE ICC AND IDOT AREA FIELD ENGINEER NEED TO TEST AND APPROVE THE TEMPORARY TRAFFIC SIGNAL.
- ⑥ US 30 WESTBOUND FAR SIDE "NO RIGHT TURN" ILLUMINATED BLANK-OUT SIGN SHALL BE MOUNTED ON THE TEMPORARY WOOD POLE. ALL OTHER "NO RIGHT TURN" AND "NO LEFT TURN" ILLUMINATED BLANK-OUT SIGNS SHALL BE MOUNTED ON A POST IN A MOVABLE CONCRETE BARREL AT LOCATIONS SHOWN ON TRAFFIC SIGNAL STAGE CONSTRUCTION PLANS OR AS DIRECTED BY THE ENGINEER. VISIBILITY OF THESE SIGNS SHALL BE MAINTAINED AT ALL TIMES DURING VARIOUS STAGES OF CONSTRUCTION.



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

TEMPORARY CABLE PLAN
SUBSTAGE 2, STAGE 2, 2A, 2B, 3A AND 3B

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. OF LAMPS	WATTAGE		TOTAL WATTAGE
		LED	x % OPERATION	
SIGNAL (RED)	16	17	0.50	136.0
(YELLOW)	16	25	0.25	100.0
(GREEN)	20	15	0.25	75.0
PERMISSIVE ARROW	-	12	0.10	-
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100
ILLUM. SIGN	4	25	0.05	5.0
VIDEO SYSTEM	1	150	1.00	150
UPS	1	25	1.00	25
FLASHER	-	-	0.50	-
ENERGY COSTS TO:				TOTAL = 591.0

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: CONTACT: GREGG TRIEMSTRA
PHONE: 815-724-5534
COMPANY: COMED



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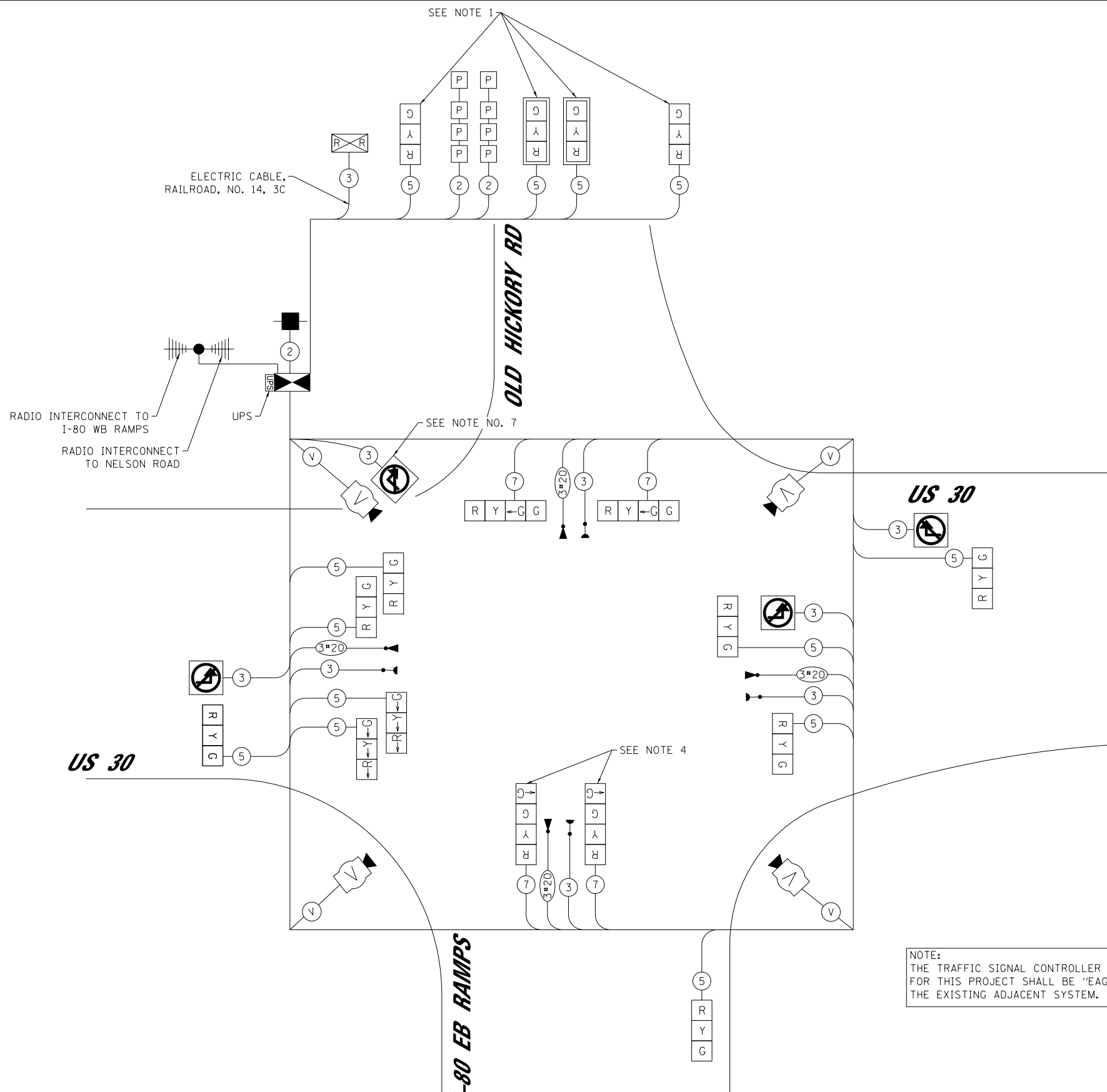
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE TEMPORARY CABLE PLAN US 30 AT I-80 EAST RAMP / OLD HICKORY RD.			
SCALE: N.T.S.	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	402
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONSTRUCTION NOTES:

- ① THE PROPOSED PRE-SIGNAL TRAFFIC EQUIPMENT SHOWN WILL BE BUILT DURING STAGE 4 ROADWAY CLOSURE AND WIRED INTO THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET UNTIL THE PROPOSED TRAFFIC SIGNALS ARE READY FOR TURN-ON.
- ② THE EXISTING PRE-SIGNALS FOR OLD HICKORY ROAD SHALL BE REMOVED AND REPLACED BY THE PROPOSED PRE-SIGNALS IN STAGE 4 CONSTRUCTION.
- ③ THE PROPOSED PRE-SIGNALS FOR OLD HICKORY ROAD TRAFFIC SIGNALS SHALL BE USED FOR STAGES 5, 6A AND 6B.
- ④ THESE TRAFFIC SIGNALS SHALL BE DEACTIVATED AND BAGGED DURING STAGE 4 DUE TO THE CLOSURE OF OLD HICKORY ROAD. THE TRAFFIC SIGNALS SHALL BE UNBAGGED AND ACTIVATED AT THE END OF STAGE 4 CONSTRUCTION.
- ⑤ ON THE DAY OF THE PROPOSED TRAFFIC SIGNAL TURN-ON, OLD HICKORY ROAD SHALL BE CLOSED TO TRAFFIC WITH A ROADWAY CLOSURE AND BARRICADES. THIS WILL ALLOW THE ELECTRICAL CONTRACTOR TO TRANSFER THE PRE-SIGNAL ELECTRIC CABLES FROM THE TEMPORARY CONTROLLER CABINET TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET AND TEST THE PRE-SIGNAL BEFORE THE ROADWAY IS REOPENED TO TRAFFIC. NEW ELECTRIC CABLE TO THE RAILROAD CABINET SHOULD BE INSTALLED FROM THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET TO THE RAILROAD CABINET ON THE DAY OF THE TURN-ON.
- ⑥ BEFORE OLD HICKORY IS REOPENED TO TRAFFIC, THE ICC AND IDOT AREA FIELD ENGINEER NEED TO TEST AND APPROVE THE MODIFIED TEMPORARY TRAFFIC SIGNAL.
- ⑦ US 30 WESTBOUND FAR SIDE "NO RIGHT TURN" ILLUMINATED BLANK-OUT SIGN SHALL BE MOUNTED ON THE TEMPORARY WOOD POLE. ALL OTHER "NO RIGHT TURN" AND "NO LEFT TURN" ILLUMINATED BLANK-OUT SIGNS SHALL BE MOUNTED ON A POST IN A MOVABLE CONCRETE BARREL AT LOCATIONS SHOWN ON TRAFFIC SIGNAL STAGE CONSTRUCTION PLANS OR AS DIRECTED BY THE ENGINEER. VISIBILITY OF THESE SIGNS SHALL BE MAINTAINED AT ALL TIMES DURING VARIOUS STAGES OF CONSTRUCTION.



I.D.O.T
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		TOTAL WATTAGE
		LED	x % OPERATION	
SIGNAL (RED)	16	17	0.50	136.0
(YELLOW)	16	25	0.25	100.0
(GREEN)	20	15	0.25	75.0
PERMISSIVE ARROW	-	12	0.10	-
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100
ILLUM. SIGN	4	25	0.05	5.0
VIDEO SYSTEM	1	150	1.00	150
UPS	1	25	1.00	25
FLASHER	-	-	0.50	-
ENERGY COSTS TO:			TOTAL =	591.0

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: CONTACT: GREGG TRIEMSTRA
PHONE: 815-724-5534
COMPANY: COMED

TEMPORARY CABLE PLAN

STAGES 4, 5, 6A AND 6B

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE
TEMPORARY CABLE PLAN
US 30 AT I-80 EAST RAMP / OLD HICKORY RD.
SCALE: N.T.S. SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	403
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TEMPORARY SEQUENCE OF OPERATION (SUBSTAGE 2, STAGE 2, 2A, 3A, 3B, 5, 6A & 6B)

MOVEMENT	← 6 ← 1			2 → ← 6					↓ 3 ↑ 3				↑ 4 ↑ 4			F L A S H			
PHASE	1 + 6			2 + 6					3				4						
INTERVAL	1	2A	2B	3	4A	4B	5A	5B	6	7A	7B	7C	7D	8	9A		9B		
CHANGE TO	/			2 + 6			/		3 4		1 + 6			/			1 + 6		2 + 6
US30 NEAR RIGHT AND 2 FAR SIDE SIGNALS E/B	R	R	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R		
US30 2 FAR LEFT SIGNALS W/B	← G	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R		
US30 NEAR RIGHT AND 2 FAR RIGHT SIGNALS W/B	G	G	G	G	Y	R	G	G	R	R	R	R	R	R	R	R	R		
I-80 RAMP 2 FAR SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G G	Y	R	R	
I-80 RAMP NEAR RIGHT SIGNAL N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	
HICKORY RD. (NORTH OF TRACKS) ALL SIGNALS S/B	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R		
HICKORY RD. (SOUTH OF TRACKS) 2 FAR SIGNALS S/B	R	R	R	R	R	R	R	R	R	G G	G G	Y	R	R	R	R	R		

NOTE: PHASE 2 + 6 SHALL BE PLACED ON RECALL

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION (SUBSTAGE 2, STAGE 2, 2A, 3A, 3B, 5, 6A & 6B)

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		1		3		3		3			6			6	8		8	PREEMP. NO. 3	PREEMP. NO. 4	PREEMP. NO. 5	PREEMP. NO. 6	CLEAR TO NORMAL SEQUENCE
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	2	3	4	5	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2, 4 5	1D	3	1F	2	1H	3	1K	4 OR 5	1M	1N	1P	2, 3 4	5	1S	2, 3 5	4	/				◇
US30 NEAR RIGHT AND 2 FAR SIDE SIGNALS E/B	R	R	R	R	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	G	R	R	R	◇
US30 2 FAR LEFT SIGNALS W/B	← Y	← R	← G	← G	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← G	← R	← R	◇
US30 NEAR RIGHT AND 2 FAR RIGHT SIGNALS W/B	Y	R	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	G	R	R	◇
I-80 RAMP 2 FAR SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G G	R	R	G G	R	◇
I-80 RAMP NEAR RIGHT SIGNAL N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	G	R	◇
HICKORY RD. (NORTH OF TRACKS) ALL SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	G	R	R	R	R	R	R	G	◇
HICKORY RD. (SOUTH OF TRACKS) 2 FAR SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	G G	G G	Y	R	G G	R	R	R	R	R	R	G G	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2, 3, 4 OR 5 IS TERMINATED.

TEMPORARY RAILROAD PREEMPTION SEQUENCE OF OPERATION (SUBSTAGE 2, STAGE 2, 2A, 3A, 3B, 5, 6A & 6B)

									PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	PREEMPTOR NUMBER 2										
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER																							
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER									2		3		4		5								
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	2	3	4	5	CLEAR TO NORMAL SEQUENCE		
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	3	4	5				
US30 NEAR RIGHT AND 2 FAR SIDE SIGNALS E/B	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	G	△		
US30 2 FAR LEFT SIGNALS W/B	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←	△		
US30 NEAR RIGHT AND 2 FAR RIGHT SIGNALS W/B	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	G	△		
I-80 RAMP 2 FAR SIGNALS N/B	R	R	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	△		
I-80 RAMP NEAR RIGHT SIGNAL N/B	R	R	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	△		
HICKORY RD. (NORTH OF TRACKS) ALL SIGNALS S/B	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	△		
HICKORY RD. (SOUTH OF TRACKS) 2 FAR SIGNALS S/B	R	R	R	R	← G	← G	R	R	R	R	R	R	R	R	← G	← G	← G	← G	← G	Y	R	R	△
INTERNALLY ILLUMINATED, NO RIGHT TURN W/B NEAR AND FAR	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△		
INTERNALLY ILLUMINATED, NO LEFT TURN E/B NEAR AND FAR	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△		

HOLD

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

TEMPORARY SEQUENCE OF OPERATION (STAGE 4)

MOVEMENT	← 6 ← 1		2 → ← 6						↔ 4			F	
PHASE	1 + 6			2 + 6						4			L
INTERVAL	1	2A	2B	3	4A	4B	5A	5B	6	7A	7B	A	
CHANGE TO	2 + 6			4			1 + 6			1 + 6 2 + 6			S
US30 NEAR RIGHT AND 2 FAR SIDE SIGNALS	R	R	R	G	Y	R	Y	R	R	R	R	R	
US30 2 FAR LEFT SIGNALS	← G	← Y	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	
US30 NEAR RIGHT AND 2 FAR RIGHT SIGNALS	G	G	G	G	Y	R	G	G	R	R	R	R	
I-80 RAMPS 2 FAR SIGNALS	R	R	R	R	R	R	R	R	↕ G	Y	R	R	
I-80 RAMPS NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	G	Y	R	R	

NOTE: PHASE 2 + 6 SHALL BE PLACED ON RECALL

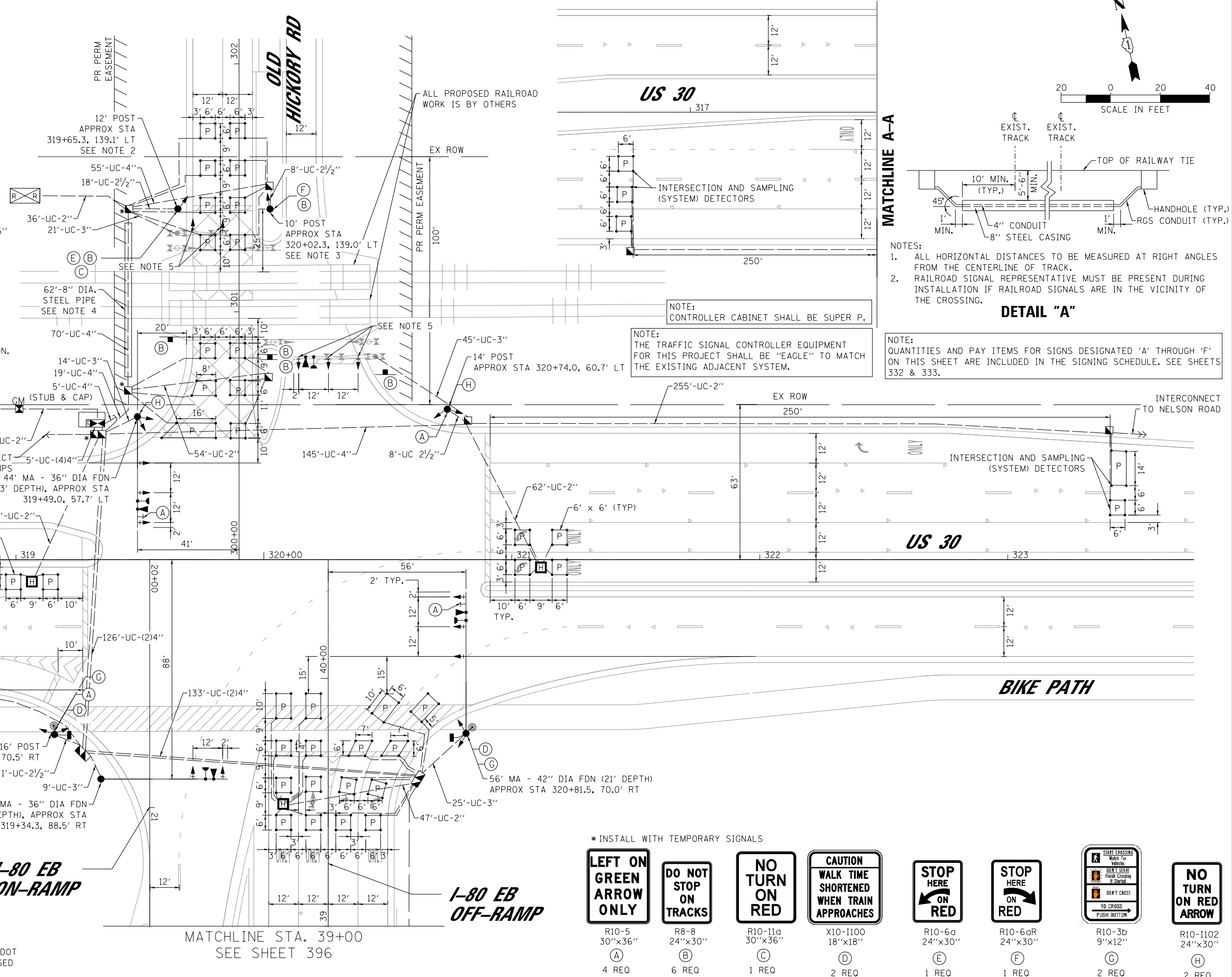
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION (STAGE 4)

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER													PREEMP. NO. 3	PREEMP. NO. 4	PREEMP. NO. 5	CLEAR TO NORMAL SEQUENCE
	1	1	3		3		3		6		6					
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	2	3	4	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2, 4	3	1E	2	1G	3	1J	4	1L	2 OR 3	4				◇
US30 NEAR RIGHT AND 2 FAR SIDE SIGNALS	R	R	R	G	G	Y	R	Y	R	R	R	R	G	R	R	◇
US30 2 FAR LEFT SIGNALS	← Y	← R	← G	← R	← R	← R	← R	← R	← R	← R	← R	← R	← R	← G	← R	◇
US30 NEAR RIGHT AND 2 FAR RIGHT SIGNALS	Y	R	G	Y	R	G	G	Y	R	R	R	R	R	G	R	◇
I-80 RAMPS 2 FAR SIGNALS	R	R	R	R	R	R	R	R	R	Y	R	↕ G	R	R	↕ G	◇
I-80 RAMPS NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	G	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2, 3, OR 4 IS TERMINATED.

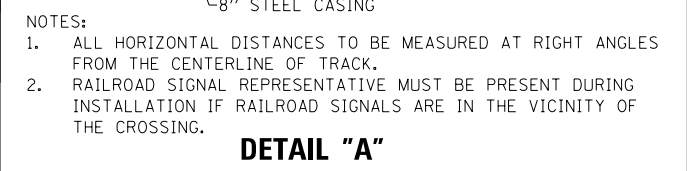
CONSTRUCTION NOTES:

1. WHEN A GRADE CROSSING EXISTS WITHIN OR IN THE VICINITY OF A TEMPORARY TRAFFIC CONTROL ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT BE PERFORMED IN A MANNER THAT WOULD CAUSE VEHICLES TO STOP ON THE TRACKS UNLESS A FLAGGER OR UNIFORMED LAW ENFORCEMENT OFFICER IS PROVIDED AS THE GRADE CROSSING TO MINIMIZE VEHICLES STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.
2. THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS SHALL BE A MINIMUM OF 8 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS SHALL BE A MINIMUM OF 4.5 FEET ABOVE THE MEDIAN ISLAND GRADE.
4. THE TRAFFIC SIGNAL CABLES SHALL BE INSTALLED IN A 4" CONDUIT UNDER THE RAILROAD GRADE AT A DEPTH OF MIN. 5'-6" ENCASED IN 8" STEEL PIPE (SEE DETAIL "A"). THE 4" CONDUIT SHALL BE INSTALLED BETWEEN THE TWO PROPOSED HANDHOLES AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN.
5. THESE SIGNAL HEADS WILL BE MOUNTED ON THE RAILROAD CANTILEVERS. SEE DISTRICT ONE STANDARD TS-06.
6. THE PROPOSED PRE-SIGNAL TRAFFIC EQUIPMENT SHOWN WILL BE BUILT DURING STAGE 4 ROADWAY CLOSURE AND WIRED INTO THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET UNTIL THE PROPOSED TRAFFIC SIGNALS ARE READY FOR TURN-ON.
7. THE PROPOSED PRE-SIGNALS FOR OLD HICKORY ROAD TRAFFIC SIGNALS SHALL BE USED FOR STAGE 5, 6A & 6B.



MATCHLINE A-A

MATCHLINE A-A



- NOTES:
1. ALL HORIZONTAL DISTANCES TO BE MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF TRACK.
 2. RAILROAD SIGNAL REPRESENTATIVE MUST BE PRESENT DURING INSTALLATION IF RAILROAD SIGNALS ARE IN THE VICINITY OF THE CROSSING.
- DETAIL "A"**
- NOTE:
QUANTITIES AND PAY ITEMS FOR SIGNS DESIGNATED 'A' THROUGH 'F' ON THIS SHEET ARE INCLUDED IN THE SIGNING SCHEDULE. SEE SHEETS 332 & 333.

CONSTRUCTION NOTES CONTINUED:

8. ON THE DAY OF THE PROPOSED TRAFFIC SIGNAL TURN-ON, OLD HICKORY ROAD SHALL BE CLOSED TO TRAFFIC WITH A ROADWAY CLOSURE AND BARRICADES. THIS WILL ALLOW THE ELECTRICAL CONTRACTOR TO TRANSFER THE PRE-SIGNAL ELECTRICAL CABLES FROM THE TEMPORARY CONTROLLER CABINET TO THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET AND TEST THE PRE-SIGNAL BEFORE THE ROADWAY IS REOPENED TO TRAFFIC. NEW ELECTRICAL CABLE TO THE RAILROAD CABINET SHOULD BE INSTALLED FROM THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET TO THE RAILROAD CABINET ON THE DAY OF THE TURN-ON.
9. BEFORE OLD HICKORY IS REOPENED TO TRAFFIC, THE ICC AND IDOT AREA FIELD ENGINEER NEED TO TEST AND APPROVE THE PROPOSED TRAFFIC SIGNAL.

*INSTALL WITH TEMPORARY SIGNALS

R10-5 30"x36"	R8-8 24"x30"	R10-11a 30"x36"	X10-1100 18"x18"	R10-6a 24"x30"	R10-6aR 24"x30"	R10-3b 9"x12"	R10-1102 24"x30"
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)
4 REQ	6 REQ	1 REQ	2 REQ	1 REQ	1 REQ	2 REQ	2 REQ

LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois
Westmont, Illinois

USER NAME = Plotted by lin44	DESIGNED - IS	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN - IS	REVISED -
PLOT DATE = 5/9/2018	CHECKED - ST	REVISED -
	DATE - 04/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. 80 / US 30 INTERCHANGE
TRAFFIC SIGNAL MODERNIZATION PLAN
US 30 AT I-80 EAST RAMPS / OLD HICKORY ROAD**

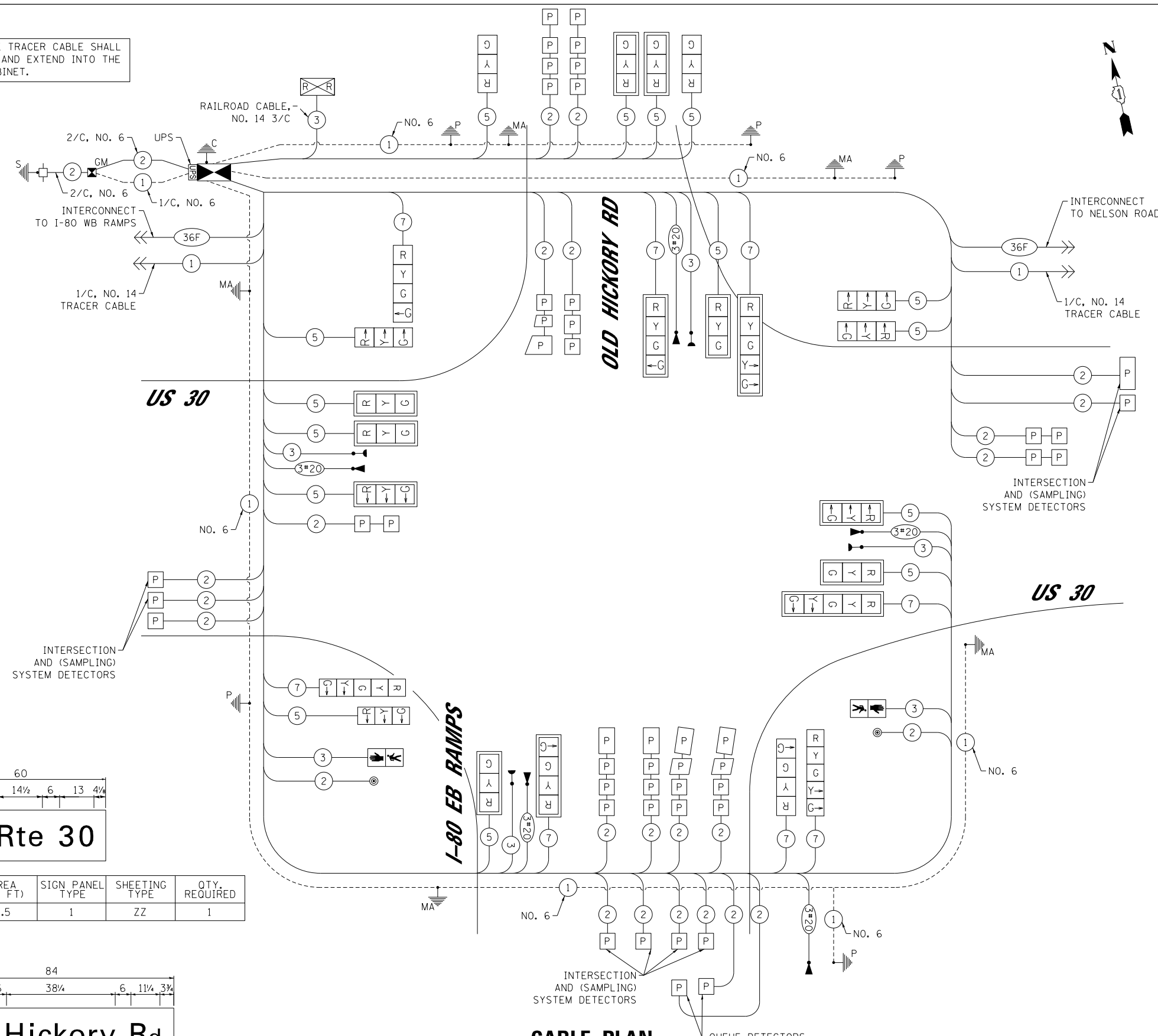
SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. 316+46 TO STA. 323+75

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	407
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

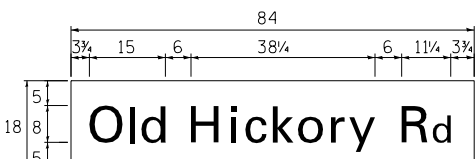
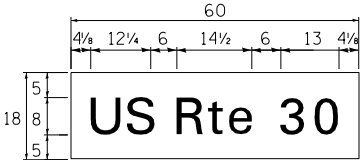
CODE NO.	DESCRIPTION	UNIT	QUANTITY
72000100	SIGN PANEL - TYPE 1	SQ FT	7.5
72000200	SIGN PANEL - TYPE 2	SQ FT	21
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	851
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	824
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	114
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	832
81400100	HANDHOLE	EACH	9
81400200	HEAVY-DUTY HANDHOLE	EACH	3
81400300	DOUBLE HANDHOLE	EACH	3
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 2C	FOOT	521
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 3C	FOOT	1550
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 5C	FOOT	2919
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 14 7C	FOOT	2081
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	8946
87301750	ELECTRIC CABLE IN CONDUIT, RAILROAD, NO. 14 3C	FOOT	165
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	59
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1201
87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.	EACH	1
87502460	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 12 FT.	EACH	1
87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT.	EACH	1
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	1
87502520	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 18 FT.	EACH	1
87500260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1
87700330	STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.	EACH	1
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	20
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	28
87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	9
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6
88030070	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	2
88030080	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST-ARM MOUNTED	EACH	2
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	2
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	13
88500100	INDUCTIVE LOOP DETECTOR	EACH	22
88600700	PREFORMED DETECTOR LOOP	FOOT	2223
88700200	LIGHT DETECTOR	EACH	5
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	2
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
89502380	REMOVE EXISTING HANDHOLE	EACH	12
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	2
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	10
Z0067100	STEEL CASING 8"	FOOT	62
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	2172
X1400150	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
X1400168	RAILROAD, FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.



I.D.O.T
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		TOTAL WATTAGE
		LED	x % OPERATION	
SIGNAL (RED)	23	17	0.50	195.5
(YELLOW)	23	25	0.25	143.8
(GREEN)	27	15	0.25	101.3
PERMISSIVE ARROW	8	12	0.10	9.6
PED. SIGNAL	2	25	1.00	50
CONTROLLER	1	100	1.00	100
ILLUM. SIGN	-	-	0.05	-
VIDEO SYSTEM	-	150	1.00	-
UPS	1	25	1.00	25
FLASHER	-	-	0.50	-
ENERGY COSTS TO:			TOTAL =	625.2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	7.5	1	ZZ	1

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	10.5	2	ZZ	2

NOTE:
CONTROLLER CABINET SHALL BE SUPER P.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = Plotted by lin44
DESIGNED - IS
DRAWN - IS
PLOT SCALE = 48.0000' / in.
CHECKED - ST
PLOT DATE = 5/9/2018
DATE - 04/2018

REVISOR -
REVISION -
REVISOR -
REVISION -
REVISOR -
REVISION -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE
SCHEDULE OF QUANTITIES AND CABLE PLAN
US 30 AT I-80 EAST RAMPS / OLD HICKORY ROAD
SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	408
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PROPOSED SEQUENCE OF OPERATION

MOVEMENT	5 → ← 1				← 6 ← 1			5 → ← 2 ← 1				2 → ← 6 ← 1								↓ 3 ↑ 3				→ 4 ↑ 4			F L A S H						
PHASE	1 + 5							1 + 6			2 + 5				2 + 6								3					4					
INTERVAL	1	2A	2B	3A	3B	4A	4B	5	6A	6B	7	8	9A	9B	10	11	12A	12B	13A	13B	14A	14B	15A	15B	16	17A		17B	17C	17D	18	19A	19B
CHANGE TO	1 + 6		2 + 5			2 + 6		2 + 6			⊕	⊕	2 + 6		⊕	⊕	1 + 5		1 + 6		2 + 5		3 4		1 + 5 1 + 6 2 + 5			2 + 6 4		1 + 5 1 + 6 2 + 6		2 + 5	
US30 END MA AND FAR LEFT SIGNALS E/B	G	Y	R	G	G	Y	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
US30 FAR MIDDLE MA SIGNALS E/B	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	
US30 NEAR RIGHT AND FAR RIGHT MA SIGNALS E/B	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	
US30 END MA AND FAR LEFT SIGNALS W/B	G	G	G	Y	R	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
US30 FAR MIDDLE MA SIGNALS W/B	R	R	R	R	R	R	R	G	G	G	R	R	R	R	G	G	Y	R	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	
US30 NEAR RIGHT AND FAR RIGHT SIGNALS W/B	R	R	R	R	R	R	R	G	G	G	R	R	R	R	G	G	Y	R	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	
I-80 EB RAMP END MA AND FAR LEFT SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	
I-80 EB RAMP FAR MIDDLE MA SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	
I-80 EB RAMP NEAR RIGHT AND FAR RIGHT MA SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	
HICKORY RD. (NORTH OF TRACKS) ALL SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	
HICKORY RD. (SOUTH OF TRACKS) END MA AND FAR LEFT SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	
HICKORY RD. (SOUTH OF TRACKS) FAR RIGHT MA SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	
PEDESTRIAN SIGNALS CROSSING I-80 EB RAMP ON SOUTHSIDE OF US30	H	H	H	H	H	H	H	H	H	H	•P	••FH	H	H	•P	••FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

PHASE 2 + 6 SHALL BE PLACED ON RECALL

- TO APPEAR ONLY UPON PUSH BUTTON ACTIVATION
- FLASHING "HAND" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE
- ⊕ "WALK" OR FLASHING "HAND" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "WALK" OR FLASHING "HAND" INTERVALS. "WALK" AND FLASHING "HAND" TIMINIGS TO BE SET ONLY ON PHASES WHERE "WALK" AND FLASHING "HAND" ARE INDICATED IN THE SEQUENCE OF OPERATION.

P = ILLUMINATED PERSON = WALK
 FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 H = ILLUMINATED SOLID HAND = DON'T WALK

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

	PREEMPTION SEQUENCE												PREEMPTOR NUMBER 3					PREEMPTOR NUMBER 4					PREEMPTOR NUMBER 5					PREEMPTOR NUMBER 6					PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1												2					3					4					5									
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	5												7					10					16					18									
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	2	3	4	5	CLEAR TO NORMAL SEQUENCE												
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	1T	2	1V	2	3	4	5														
US30 END MA AND FAR LEFT SIGNALS E/B	←Y	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	△												
US30 FAR MIDDLE MA SIGNALS E/B	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△												
US30 NEAR RIGHT AND FAR RIGHT MA SIGNALS E/B	R	R	R	R	Y	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△												
US30 END MA AND FAR LEFT SIGNALS W/B	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	△												
US30 FAR MIDDLE MA SIGNALS W/B	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△												
US30 NEAR RIGHT AND FAR RIGHT SIGNALS W/B	→R	→R	→Y	→R	→R	→R	→Y	→R	→R	→R	→R	→R	→R	→R	→Y	→R	→R	→R	→R	→R	→R	→R	→R	→R	△												
I-80 EB RAMPS END MA AND FAR LEFT SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	△												
I-80 EB RAMPS FAR MIDDLE MA SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	△												
I-80 EB RAMPS NEAR RIGHT AND FAR RIGHT MA SIGNALS N/B	→R	R	→Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	△												
HICKORY RD. (NORTH OF TRACKS) ALL SIGNALS S/B	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△												
HICKORY RD. (SOUTH OF TRACKS) END MA AND FAR LEFT SIGNALS S/B	R	R	R	R	R	R	R	R	G	G	R	R	R	R	R	R	G	G	R	R	G	Y	R	R	△												
HICKORY RD. (SOUTH OF TRACKS) FAR RIGHT MA SIGNALS S/B	R	R	R	R	R	R	R	R	G	G	R	R	R	R	R	R	G	G	R	R	G	Y	R	R	△												
PEDESTRIAN SIGNALS CROSSING I-80 EB RAMPS ON SOUTHSIDE OF US30	H	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△												

HOLD

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.


EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		1		1		5		5		7		7		10			10			10			16			16	18		18	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	CLEAR TO NORMAL SEQUENCE			
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	2	3	4		5		
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	2	3	4	5			
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	2	1D	3	1F	4 OR 5	1H	2,4, 5	1K	3	2	1N	1P	3,4, 5	1R	1S	2	1U	1V	3	1X	1Y	4 OR 5	1AA	1BB	1CC	2,3, 5	4	1FF	2,3, 4	5							
US30 END MA AND FAR LEFT SIGNALS E/B	G	G	Y	R	Y	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
US30 FAR MIDDLE MA SIGNALS E/B	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
US30 NEAR RIGHT AND FAR RIGHT MA SIGNALS E/B	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
US30 END MA AND FAR LEFT SIGNALS W/B	Y	R	G	G	Y	R	Y	R	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
US30 FAR MIDDLE MA SIGNALS W/B	R	R	R	R	R	R	Y	R	G	G	R	R	R	R	G	Y	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
US30 NEAR RIGHT AND FAR RIGHT SIGNALS W/B	R	R	R	R	R	R	Y	R	G	G	R	R	R	R	G	Y	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
I-80 EB RAMPS END MA AND FAR LEFT SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	G	R		
I-80 EB RAMPS FAR MIDDLE MA SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	R	G	R	
I-80 EB RAMPS NEAR RIGHT AND FAR RIGHT MA SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	R	G	R	
HICKORY RD. (NORTH OF TRACKS) ALL SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	G	R	R	R	R	R	R	R	G	R
HICKORY RD. (SOUTH OF TRACKS) END MA AND FAR LEFT SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	R	R	G	R	R
HICKORY RD. (SOUTH OF TRACKS) FAR RIGHT MA SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	R	R	G	R	R
PEDESTRIAN SIGNALS CROSSING I-80 EB RAMPS ON SOUTHSIDE OF US30	H	H	H	H	H	H	H	H	H	H	FH	FH	H	H	FH	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2, 3, 4 OR 5 IS TERMINATED.

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 Ciorba Group, Inc. <small>CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60625 Tel. 773.775.4009 Fax 773.775.4014 Email: chicago@ciorba.com</small>	USER NAME = jvandra	DESIGNED - JMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE TRAFFIC SIGNAL PLANS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0000' / in.	DRAWN - RJR	REVISED -		80	99-4-1VB-1-R	WILL	840	412			
PLOT DATE = 5/9/2018	CHECKED - JMV	REVISED -	CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT						
	DATE - 05/10/2018	REVISED -	SCALE: 1" = 50'		SHEET NO.	OF	SHEETS	STA.	TO	STA.		

RELOCATE TRAFFIC SIGNAL EQUIPMENT:

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND REINSTALLED.

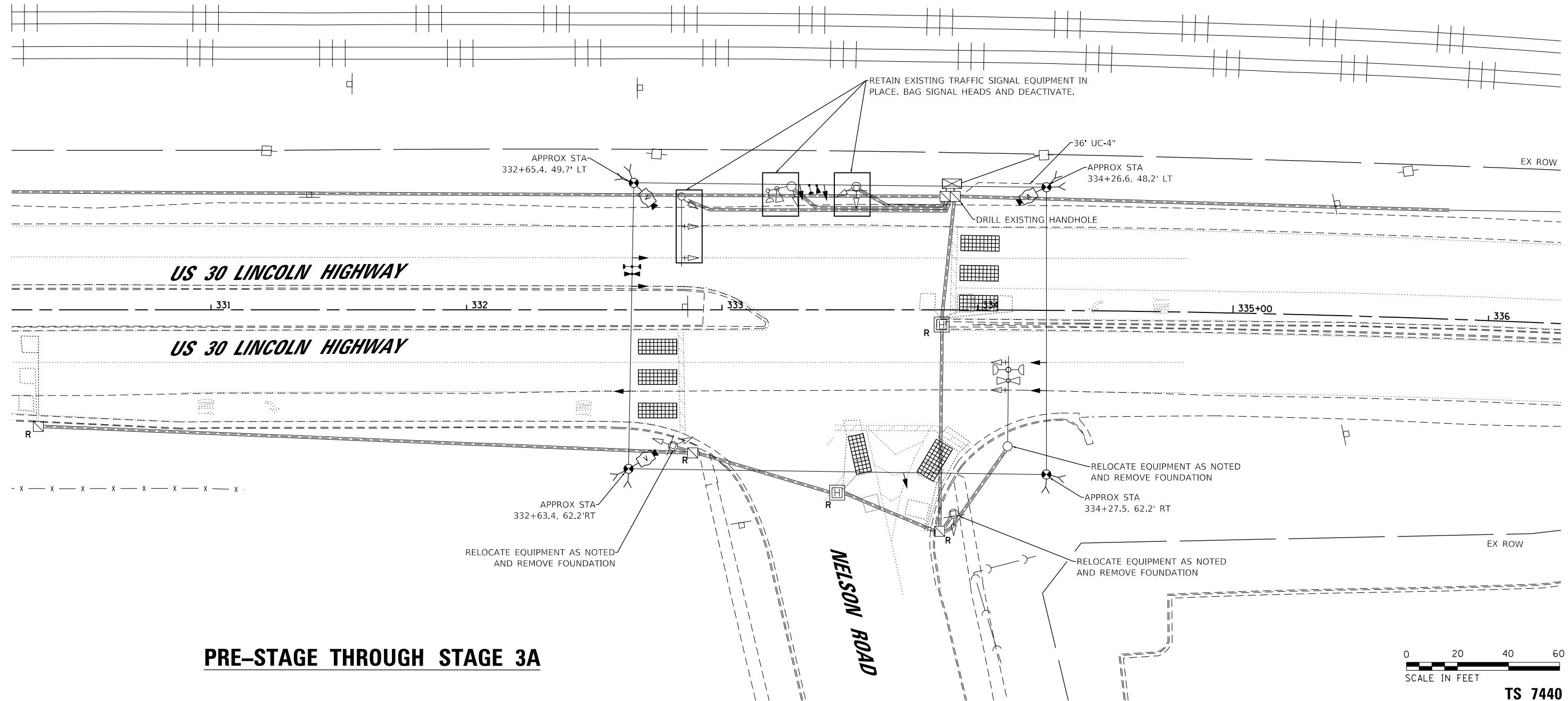
- 1 EACH STEEL MAST ARM ASSEMBLY AND POST
- 2 EACH TRAFFIC SIGNAL POST
- 2 EACH 3-SECTION SIGNAL HEAD
- 3 EACH 5-SECTION SIGNAL HEAD
- 2 EACH TRAFFIC SIGNAL BACKPLATE
- 1 EACH CONFIRMATION BEACON
- 1 EACH LIGHT DETECTOR

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT:

THE FOLLOWING ITEMS SHALL BE DISPOSED OFF BY THEM OUTSIDE OF THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REPECTED IN THE CONTRACT BID PHASE.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)



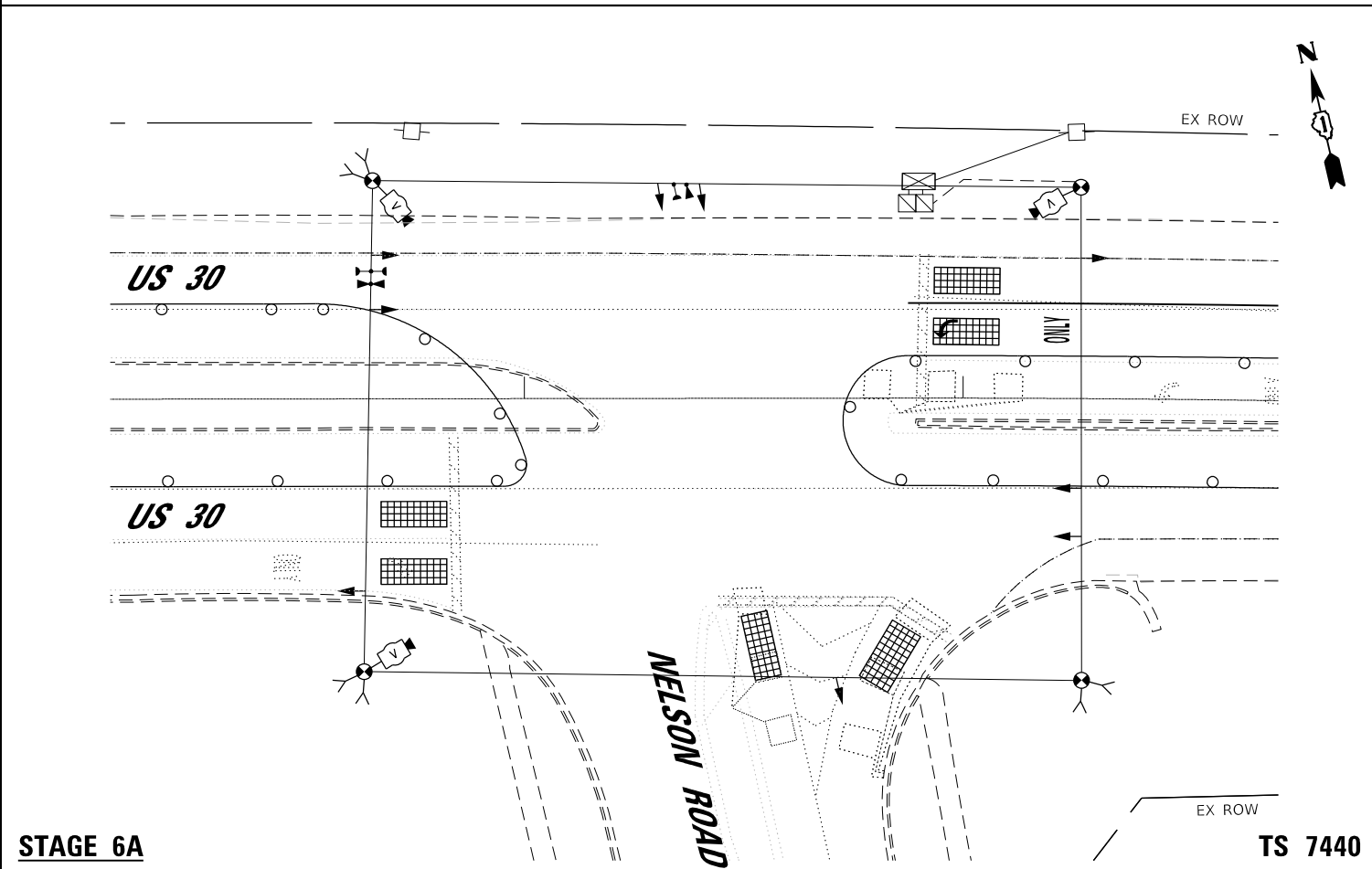
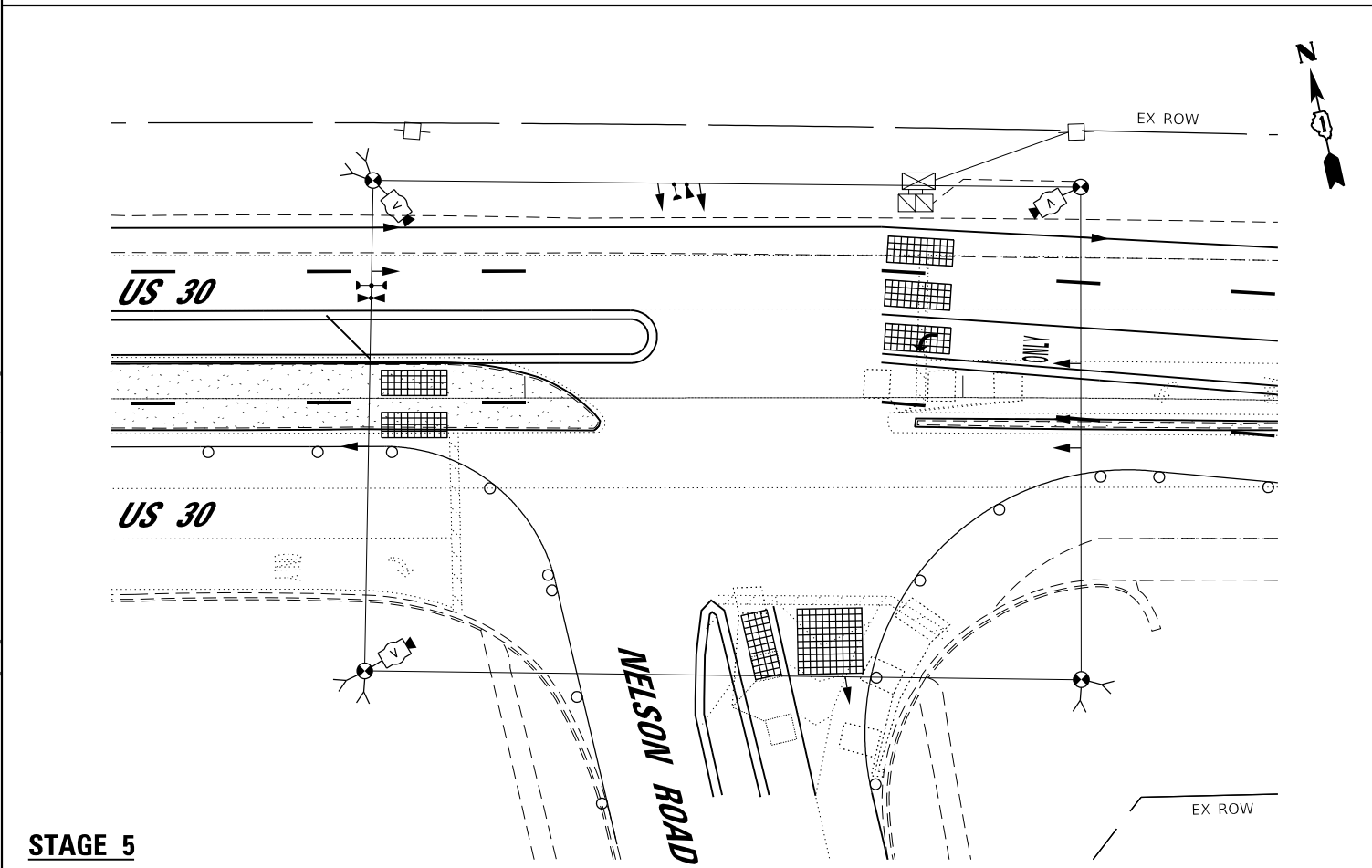
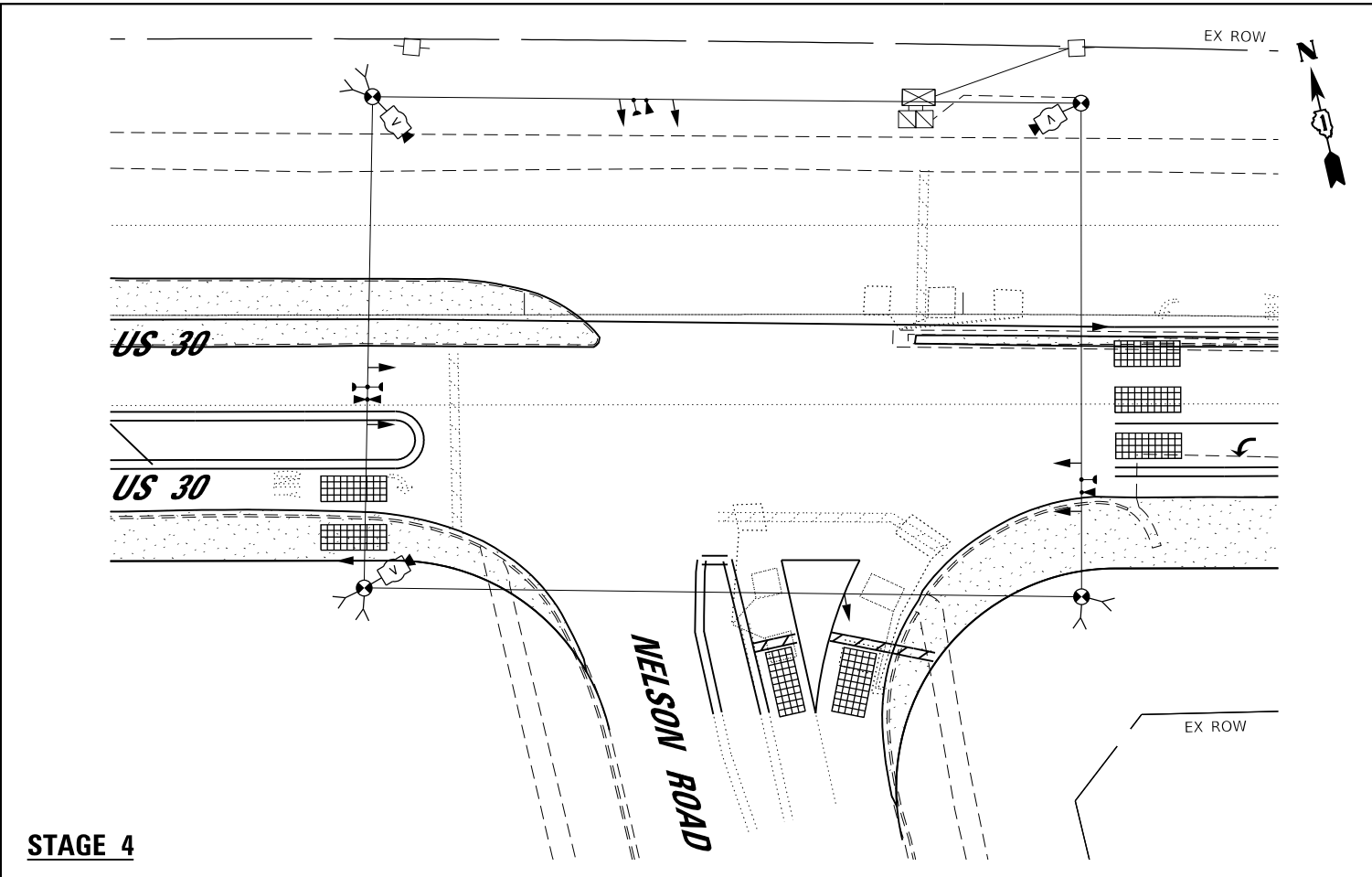
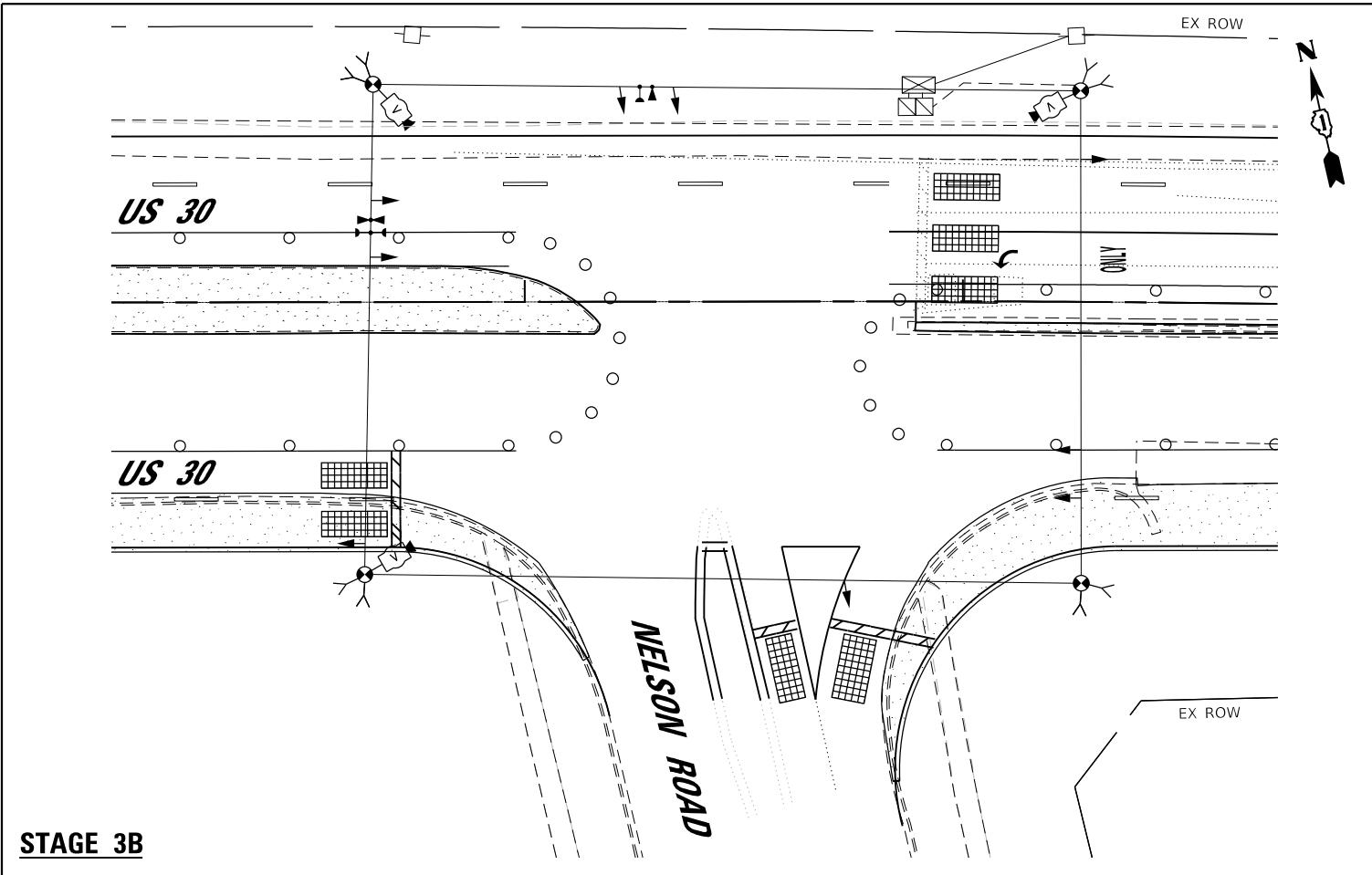
PRE-STAGE THROUGH STAGE 3A



TS 7440

N:\PRD\1\0202384_004_US_30_Design\Signal\3384_US30-1501_Remove\TempPlan01.dgn

<p>Ciorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014 Email: cigrp@ciorba.com</p>	USER NAME = jvondra	DESIGNED - JMV	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">F.A.I. 80 / US 30 INTERCHANGE TEMPORARY SIGNAL INSTALLATION PLAN REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN US 30 AT NELSON ROAD</p>	F.A.I. RTE. = 80	SECTION = 99-4-1VB-1-R	COUNTY = WILL	TOTAL SHEETS = 840	SHEET NO. = 413
	PLOT SCALE = 40,0000' / 1" =	CHECKED - JMV	REVISED -			CONTRACT NO. 60N87				
	PLOT DATE = 5/10/2018	DATE = 05/10/2018	REVISED -			ILLINOIS FED. AID PROJECT				
	SCALE: 1" = 20'					SHEET NO. 1 OF 6 SHEETS	STA. TO STA.			



N:\PRD\1\0002384_00\4_US_30\Design\Signal\3384_US30-1502_Remove1&TempPlan02.dgn

ENGINEERING CONSULTANT
Clorba Group, Inc.
 CONSULTING ENGINEERS
 8007 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60654
 Tel. 773.775.4009 Fax 773.775.4014
 E-mail: cigrp@clorba.com

USER NAME = jvandra
 PLOT SCALE = 40,0000' / 1" =
 PLOT DATE = 5/10/2018

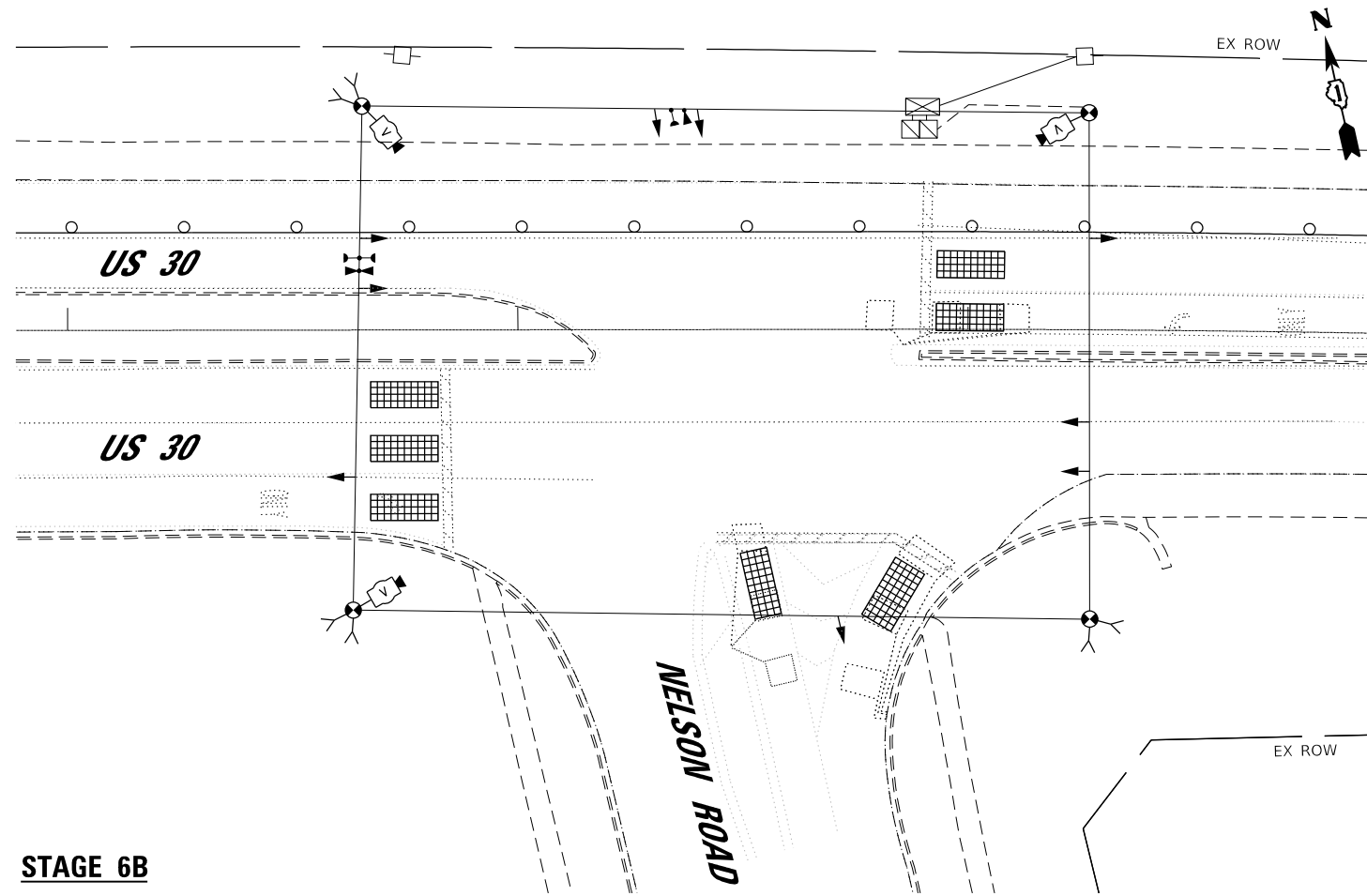
DESIGNED - JMV
 DRAWN - RJR
 CHECKED - JMV
 DATE - 05/10/2018

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE
 TEMPORARY SIGNAL PLANS
 STAGE 3B, 4, 5, 6A
 US 30 AT NELSON ROAD
 SCALE: 1" = 50' SHEET NO. 2 OF 6 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	414
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



STAGE 6B

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TS 7440

ENGINEERING CONSULTANT
 **Ciorba Group, Inc.**
 CONSULTING ENGINEERS
 8007 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60625
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 Email: chicago@ciorba.com

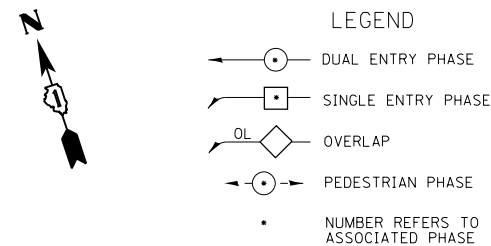
USER NAME = jvandra	DESIGNED - JMV	REVISED -
	DRAWN - RJR	REVISED -
PLOT SCALE = 40,0000' / 1" =	CHECKED - JMV	REVISED -
PLOT DATE = 5/10/2018	DATE - 05/10/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

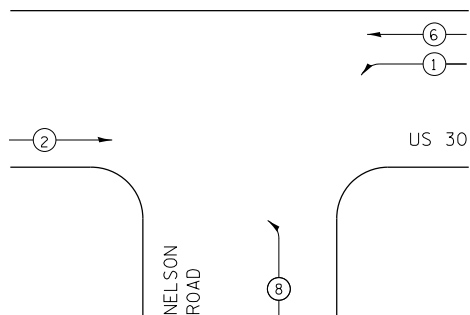
**F.A.I. 80 / US 30 INTERCHANGE
 TEMPORARY SIGNAL PLANS
 STAGE 6B
 US 30 AT NELSON ROAD**

SCALE: 1" = 50' SHEET NO. 3 OF 6 SHEETS STA. TO STA.

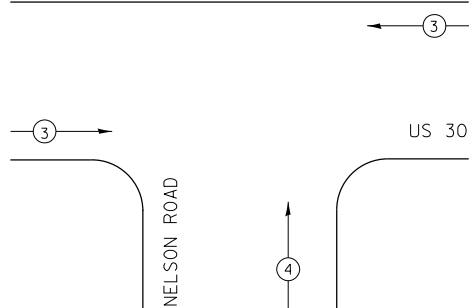
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	415
			CONTRACT NO. 60N87	
ILLINOIS FED. AID PROJECT				



CONTROLLER SEQUENCE



EMERGENCY VEHICLE PREEMPTION SEQUENCE



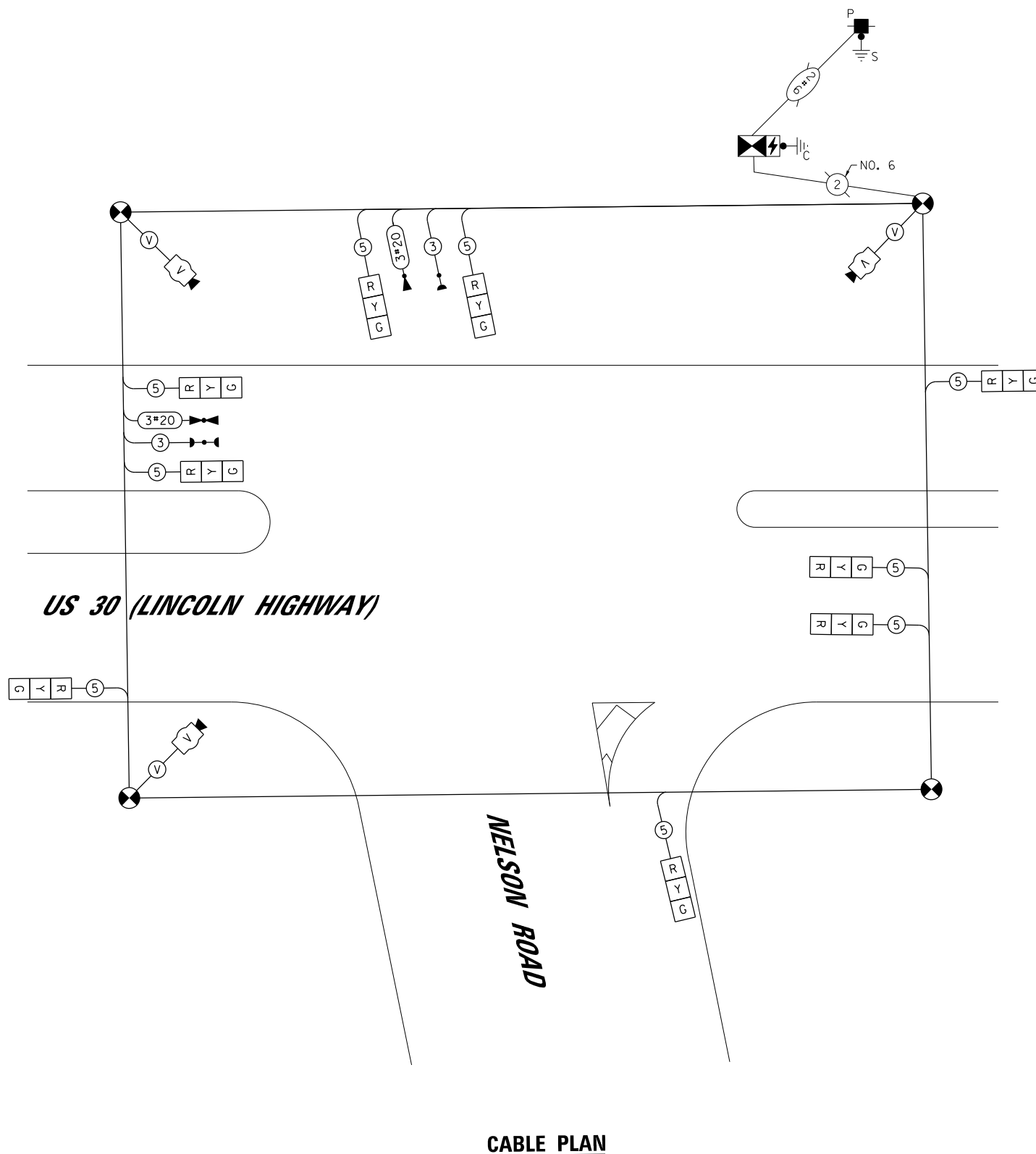
PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑

I.D.O.T
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		TOTAL WATTAGE
		LED	x % OPERATION	
SIGNAL (RED)	9	17	0.50	76.5
(YELLOW)	9	25	0.25	56.3
(GREEN)	9	15	0.25	33.8
PERMISSIVE ARROW	-	12	0.10	9.6
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100
ILLUM. SIGN	-	-	0.05	-
VIDEO SYSTEM	-	150	1.00	-
UPS	1	25	1.00	25

FLASHER - 0.50
ENERGY COSTS TO: TOTAL = 301.2

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: CONTACT: GREGG TRIEMSTRA
PHONE: 815-724-5534
COMPANY: COMED



CABLE PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM
AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
US 30 AT NELSON ROAD

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	416

CONTRACT NO. 60N87
ILLINOIS FED. AID PROJECT

SCALE: NONE SHEET NO. 4 OF 6 SHEETS STA. TO STA.

TS 7440

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ENGINEERING CONSULTANT
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Email: chris@clorba.com

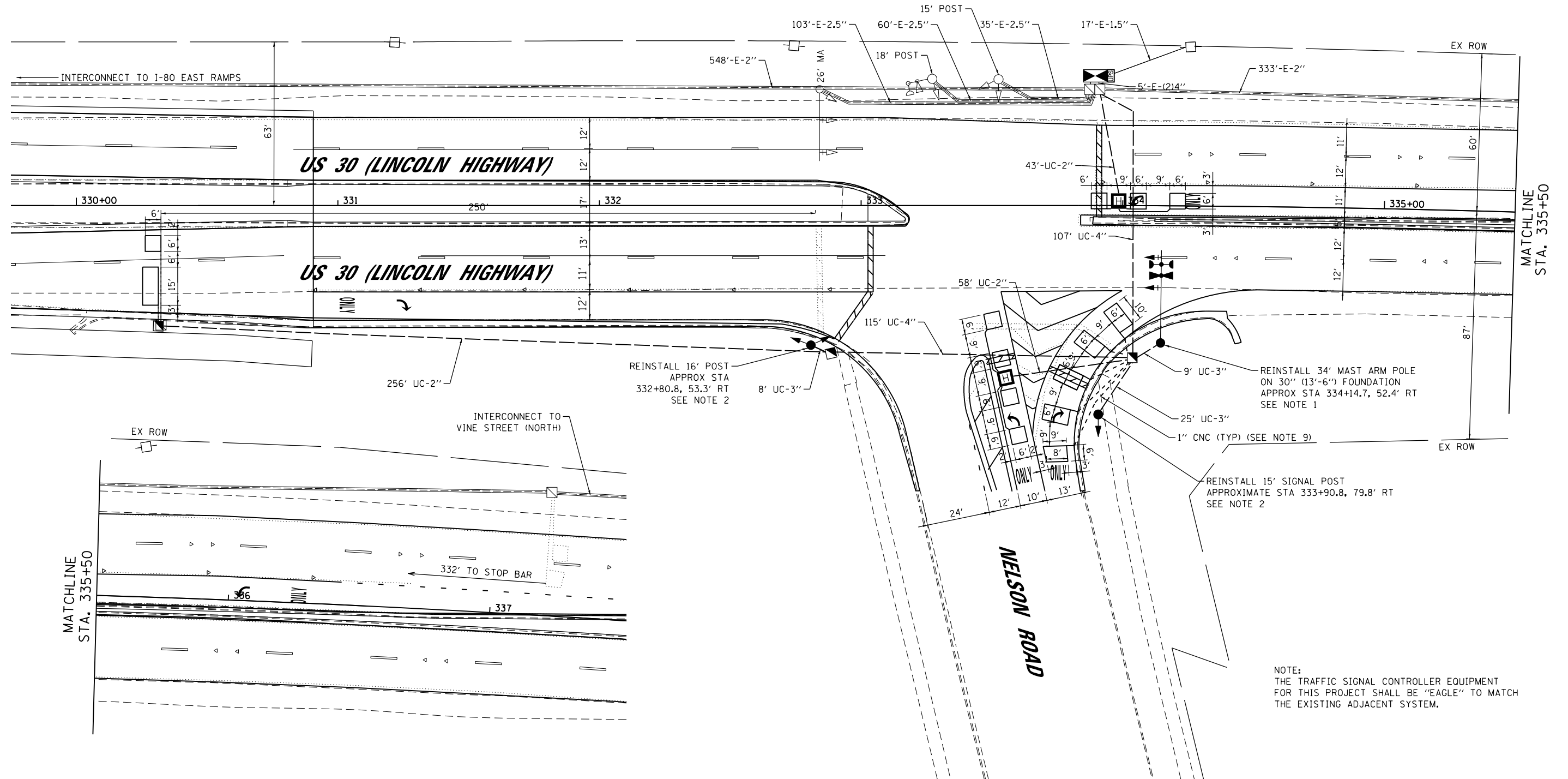
USER NAME = jvondra	DESIGNED - JMV	REVISED -
PLOT SCALE = 40,000' / 1"	DRAWN - RJR	REVISED -
PLOT DATE = 5/10/2018	CHECKED - JMV	REVISED -
	DATE - 05/10/2018	REVISED -

CONSTRUCTION NOTES:

1. REINSTALL TRAFFIC SIGNAL MAST ARM POLE ON NEW CONCRETE FOUNDATION IN SE CORNER OF INTERSECTION. REINSTALL TRAFFIC SIGNAL HEADS (2) AND EMERGENCY DETECTION SYSTEM AND CONFIRMATION BEACON.
2. REINSTALL TRAFFIC SIGNAL POSTS (2) AND TRAFFIC SIGNAL HEADS (TOTAL OF 3) ON NEW CONCRETE FOUNDATIONS AT LOCATIONS SHOW ON PLANS.
3. REMOVE ANY BAGGING FROM SIGNAL HEADS AND REACTIVATE TRAFFIC SIGNAL EQUIPMENT ON SIGNAL POLE AND SIGNAL POSTS ALONG NORTH SIDE OF INTERSECTION.
4. REMOVE THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET AND REPLACE WITH THE NEW TRAFFIC SIGNAL CONTROLLER AND CABINET ON THE EXISTING FOUNDATION.

5. REMOVE THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET AND REPLACE WITH THE NEW TRAFFIC SIGNAL CONTROLLER AND CABINET ON THE EXISTING FOUNDATION.
6. RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET TO THE NEW CONTROLLER CABINET. THIS WORK SHALL BE PAID AS "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT."
7. REPLACE THE EXISTING 2" CONDUIT BETWEEN THE FAR OUT HANDHOLE AND THE SOUTHWEST CORNER HANDHOLE FOR EASTBOUND US 30 FAR OUT DETECTOR LOOPS.
8. INSTALL NEW CABLES FROM THE CONTROLLER CABINET TO THE US 30 EASTBOUND FAR OUT HANDHOLE FOR DETECTOR LOOPS.

9. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE DETECTOR LOOP SPECIAL PROVISION



REINSTALL 16' POST
APPROX STA
332+80.8, 53.3' RT
SEE NOTE 2

REINSTALL 34' MAST ARM POLE
ON 30" (13'-6") FOUNDATION
APPROX STA 334+14.7, 52.4' RT
SEE NOTE 1

REINSTALL 15' SIGNAL POST
APPROXIMATE STA 333+90.8, 79.8' RT
SEE NOTE 2

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH
THE EXISTING ADJACENT SYSTEM.



TS 7440

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ENGINEERING CONSULTANT

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 CONSULTING ENGINEERS
 8007 North Cumberland Avenue, Suite 402
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 Email: cllrba@clorba.com

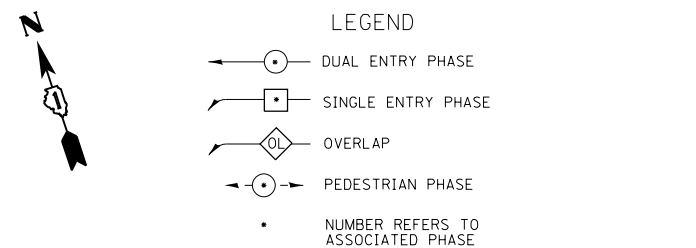
USER NAME = jvandra	DESIGNED - JMV	REVISED -
PLOT SCALE = 40.0000' / 1"	DRAWN - RJR	REVISED -
PLOT DATE = 5/10/2018	CHECKED - JMV	REVISED -
	DATE - 05/10/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

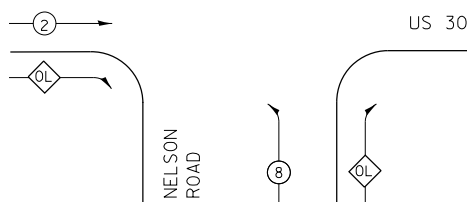
**F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE
TRAFFIC SIGNAL MODIFICATION PLAN
US 30 AT NELSON ROAD**

SCALE: 1" = 20' SHEET NO. 5 OF 6 SHEETS STA. TO STA.

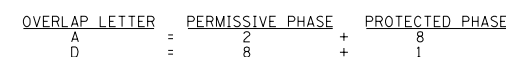
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	417
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	



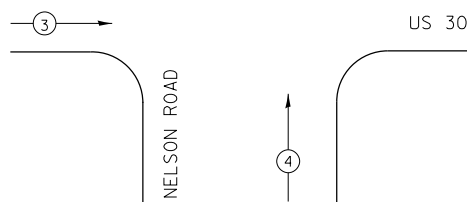
CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM



EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		TOTAL WATTAGE
		LED	x % OPERATION	
SIGNAL (RED)	11	17	0.50	93.5
(YELLOW)	11	25	0.25	68.75
(GREEN)	11	15	0.25	41.25
PERMISSIVE ARROW	8	12	0.10	9.6
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100
ILLUM. SIGN	-	-	0.05	-
VIDEO SYSTEM	-	150	1.00	-
UPS	1	25	1.00	25
FLASHER	-	-	0.50	-
ENERGY COSTS TO:			TOTAL =	338.1

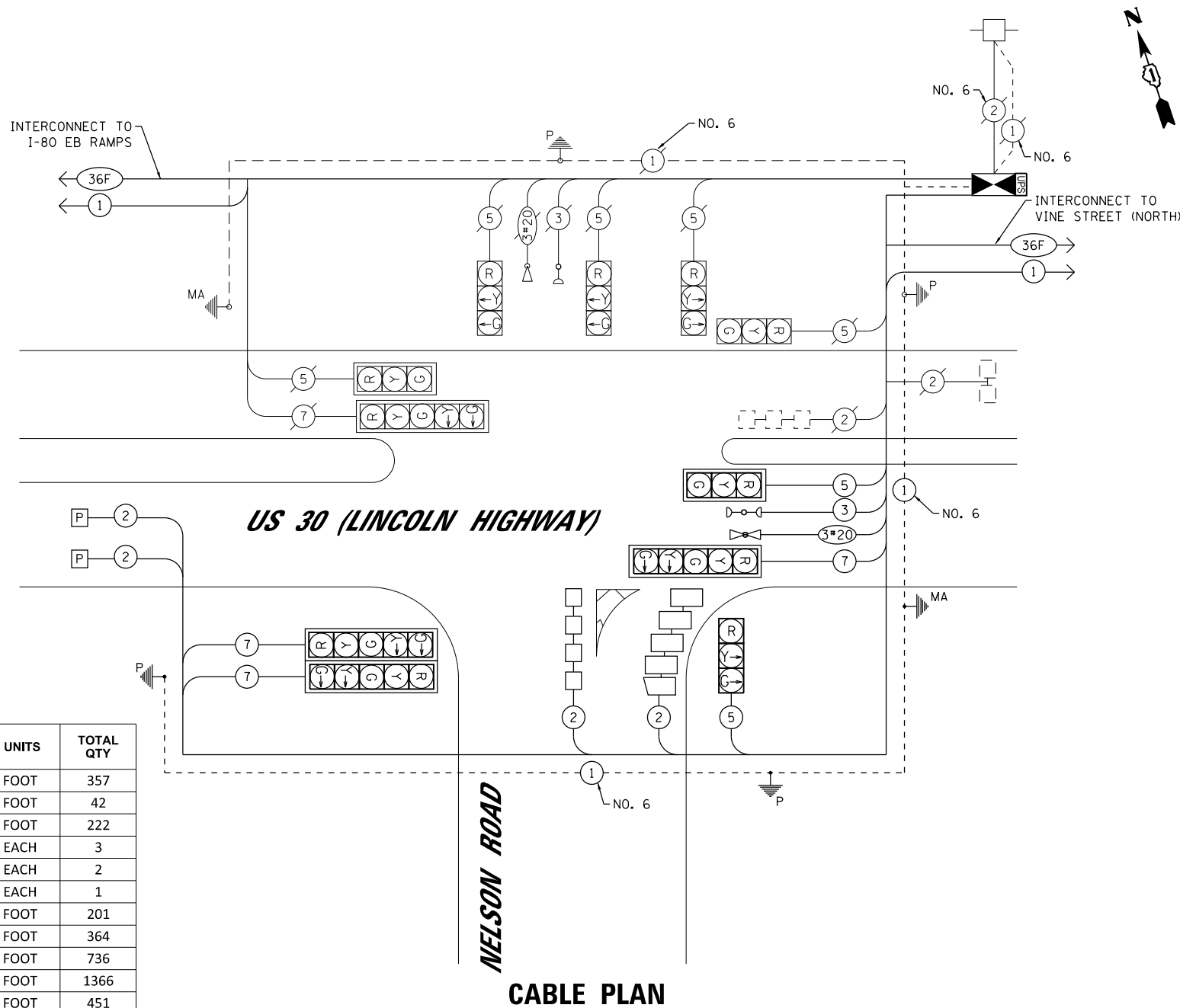
ILLINOIS DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: GREGG TRIEMSTRA
 PHONE: 815-724-5534
 COMPANY: COMED

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	357
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	42
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	222
HANDHOLE	EACH	3
HEAVY-DUTY HANDHOLE	EACH	2
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	201
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	364
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	736
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1366
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	451
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	14
INDUCTIVE LOOP DETECTOR	EACH	6
DETECTOR LOOP, TYPE I	FOOT	411
PREFORMED DETECTOR LOOP	FOOT	93
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RELOCATE EXISTING SIGNAL HEAD	EACH	5
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	2
RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2920
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	5
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	201
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1



CABLE PLAN

CONSTRUCTION NOTES:

- REMOVE THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET AND REPLACE WITH THE NEW TRAFFIC SIGNAL CONTROLLER AND CABINET ON THE EXISTING FOUNDATION.
- RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET TO THE NEW CONTROLLER CABINET. THIS WORK SHALL BE PAID AS "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT."

TS 7440



USER NAME = jvandra
 DESIGNED - JMV
 DRAWN - RJR
 CHECKED - JMV
 DATE - 05/10/2018

REVISÉD -
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 REVISÉD -
 REVISÉD -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE TRAFFIC SIGNAL CABLE PLAN US 30 AT NELSON ROAD

SCALE: 1" = 20' SHEET NO. 6 OF 6 SHEETS STA. TO STA.

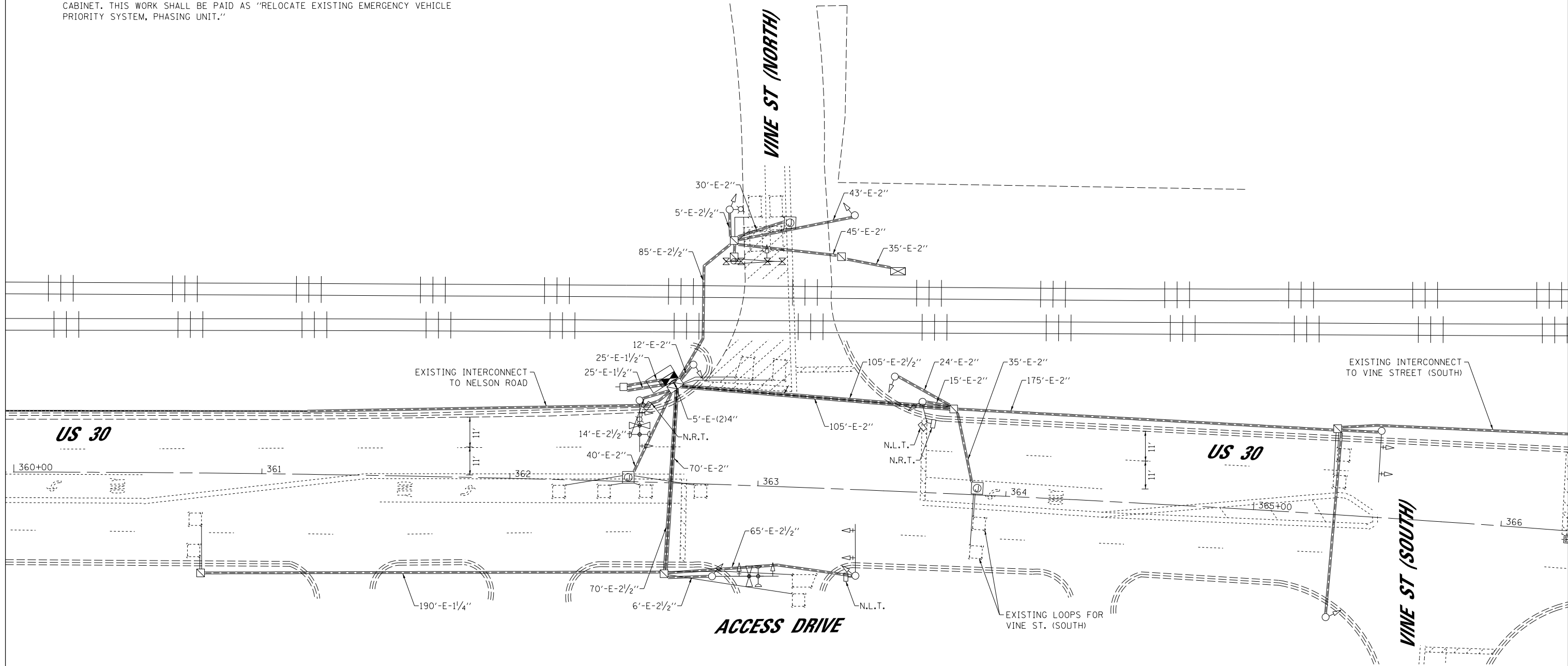
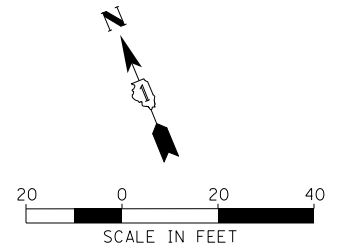
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	418
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1 EACH CONTROLLER AND CABINET (COMPLETE)

CONSTRUCTION NOTES:

1. REMOVE THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET AND REPLACE WITH THE NEW TRAFFIC SIGNAL CONTROLLER AND CABINET ON THE EXISTING FOUNDATION.
2. RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET TO THE NEW CONTROLLER CABINET. THIS WORK SHALL BE PAID AS "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT."



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = Plotted by lin44	DESIGNED - IS	REVISED -
	DRAWN - IS	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - ST	REVISED -
PLOT DATE = 5/9/2018	DATE - 04/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE
TRAFFIC SIGNAL MODIFICATION PLAN
US 30 AT VINE STREET (NORTH)

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	419
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60N87	

SEQUENCE OF OPERATION

MOVEMENT	5		6		4						F	
	↑	→	←	→	↓	↓	↓	↓	↓	↓	↓	L
PHASE	2+5		2+6		4+8						A	
INTERVAL	1	2	3	4A	4B	5	6A	6B	6C	6D	S	
CHANGE TO		2+6		4+8			2+6 OR 2+5				H	
U.S. ROUTE 30 E/B END MA AND FAR LEFT SIGNALS	G ←G	G ←Y	G	Y	R	R	R	R	R	R	R	R
U.S. ROUTE 30 E/B FAR RIGHT SIGNAL	G	G	G	Y	R	R	R	R	R	R	R	R
U.S. ROUTE 30 W/B ALL SIGNALS	R	R	G	Y	R	R	R	R	R	R	R	R
ACCESS DRIVE N/B ALL SIGNALS	R	R	R	R	R	R	G	Y	R	R	R	R
VINE STREET S/B (SOUTH OF TRACKS) FAR CENTER AND FAR LEFT SIGNALS	R	R	R	R	R	R	G	G	G	Y	R	R
VINE STREET S/B (SOUTH OF TRACKS) FAR RIGHT SIGNAL	R	R	R	R	R	R	G	G	G	Y	R	R
VINE STREET S/B (NORTH OF TRACKS) NEAR RIGHT, NEAR LEFT AND NEAR MA SIGNALS	R	R	R	R	R	R	G	Y	R	R	R	R

PHASE 2 + 6 SHALL BE PLACED ON RECALL

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	1	3	3	5	5	PRE-EMPTOR 3	PRE-EMPTOR 4	CLEAR TO NORMAL SEQUENCE					
EMERGENCY VEHICLE PREEMPTION INTERVAL	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	2	3	
CHANGE TO	2	1C	3	2	1F	3	1H	1J	1K	2	3			◇
U.S. ROUTE 30 E/B END MA AND FAR LEFT SIGNALS	G ←Y	Y	R	G	Y	R	R	R	R	R	R	G	R	◇
U.S. ROUTE 30 E/B FAR RIGHT SIGNAL	G	Y	R	G	Y	R	R	R	R	R	R	G	R	◇
U.S. ROUTE 30 W/B ALL SIGNALS	R	R	R	G	Y	R	R	R	R	R	R	G	R	◇
ACCESS DRIVE N/B ALL SIGNALS	R	R	R	R	R	R	Y	R	R	R	G	R	G	◇
VINE STREET S/B (SOUTH OF TRACKS) FAR CENTER AND FAR LEFT SIGNALS	R	R	R	R	R	R	G	G	Y	R	G	R	G	◇
VINE STREET S/B (SOUTH OF TRACKS) FAR RIGHT SIGNAL	R	R	R	R	R	R	G	G	Y	R	G	R	G	◇
VINE STREET S/B (NORTH OF TRACKS) NEAR RIGHT, NEAR LEFT AND NEAR MA SIGNALS	R	R	R	R	R	R	Y	R	R	R	G	R	G	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 OR 3 IS TERMINATED.

RAILROAD PREEMPTION SEQUENCE OF OPERATION

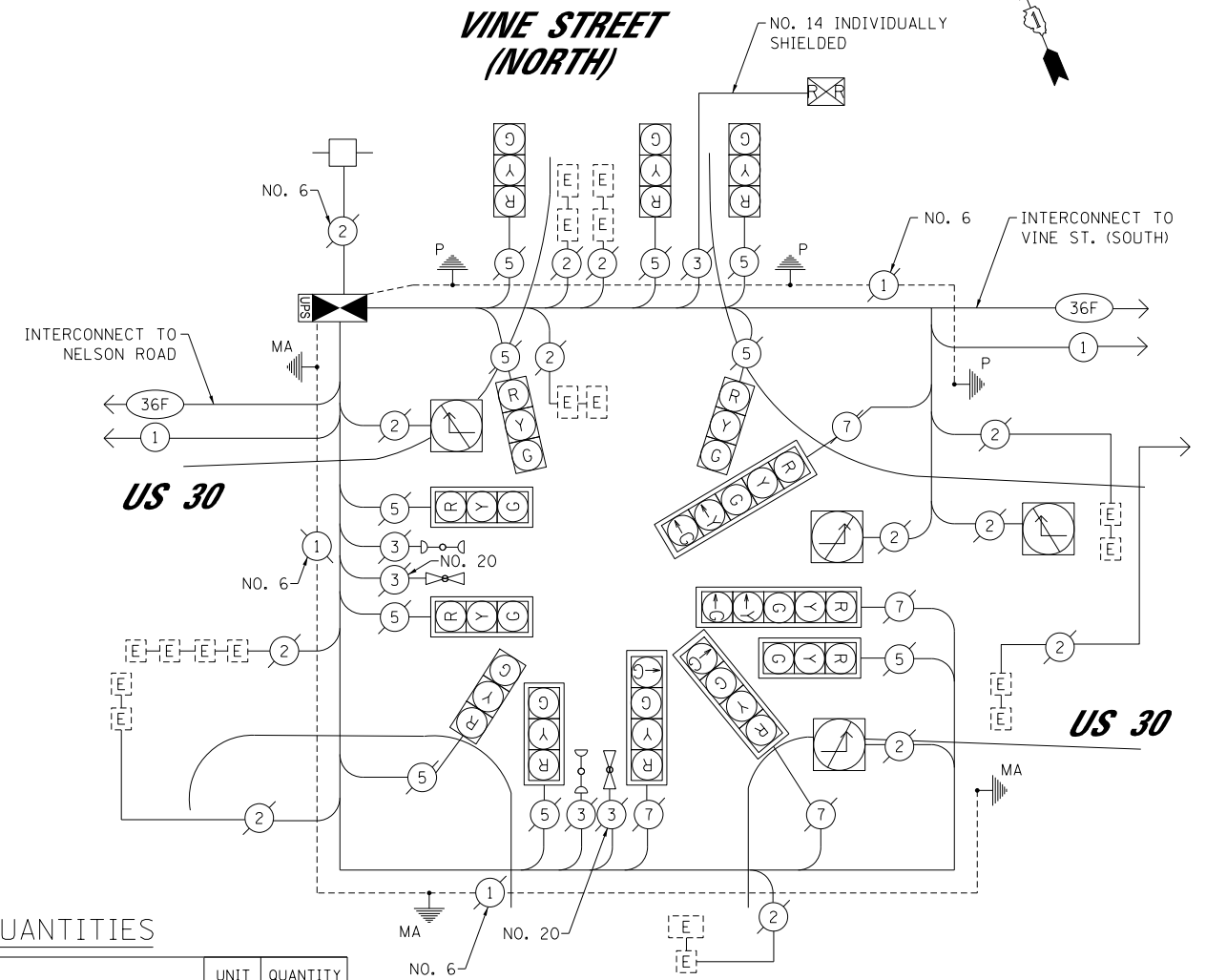
FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	3	5	PRE-EMPTOR 3	PRE-EMPTOR 4	PRE-EMPTOR 2	CLEAR TO NORMAL SEQUENCE								
FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL NUMBER				2	3										
RAILROAD PREEMPTION INTERVAL	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	2	3	4	5	
CHANGE TO	1B	2	1D	2	1F	2	1H	2	1K	2	3	4	5		△
U.S. ROUTE 30 E/B END MA AND FAR LEFT SIGNALS	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	△
U.S. ROUTE 30 E/B FAR RIGHT SIGNAL	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	△
U.S. ROUTE 30 W/B ALL SIGNALS	R	R	Y	R	R	R	Y	R	R	R	R	R	R	R	△
ACCESS DRIVE N/B ALL SIGNALS	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	△
VINE STREET S/B (SOUTH OF TRACKS) FAR CENTER AND FAR LEFT SIGNALS	R	R	R	R	G	G	R	R	G	G	G	←G	Y	R	△
VINE STREET S/B (SOUTH OF TRACKS) FAR RIGHT SIGNAL	R	R	R	R	G	G	R	R	G	G	G	G	Y	R	△
VINE STREET S/B (NORTH OF TRACKS) NEAR RIGHT, NEAR LEFT AND NEAR MA SIGNALS	R	R	R	R	Y	R	R	R	Y	R	R	R	R	R	△
INTERNALLY ILLUMINATED NO RIGHT TURN SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△

NRT = "NO RIGHT TURN"

NLT = "NO LEFT TURN"

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

HOLD



SCHEDULE OF QUANTITIES

CODE NO.	DESCRIPTION	UNIT	QUANTITY
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1
88500100	INDUCTIVE LOOP DETECTOR	EACH	6
89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
X8571315	RAILROAD, FULL-ACTUATED TRAFFIC CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
X8600105	MASTER CONTROLLER (SPECIAL)	EACH	1
X8620250	UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL	EACH	1

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. OF LAMPS	WATTAGE LED	x % OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	17	0.50	119
(YELLOW)	14	25	0.25	87.5
(GREEN)	16	15	0.25	60
PERMISSIVE ARROW	4	12	0.10	4.8
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100
ILLUM. SIGN	4	25	0.05	5
VIDEO SYSTEM	-	150	1.00	-
UPS	1	25	1.00	25
FLASHER	-	-	0.50	-
ENERGY COSTS TO:			TOTAL =	401.3

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: CONTACT: GREGG TRIEMSTRA
PHONE: 815-724-5534
COMPANY: COMED

ACCESS DRIVE
CABLE PLAN

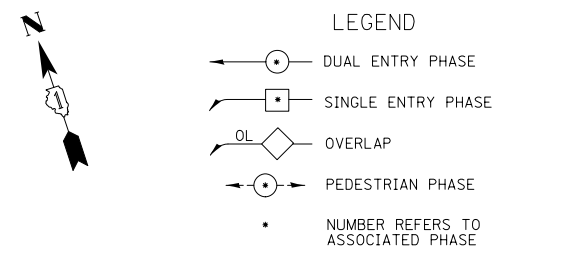
NOTE:
1. WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

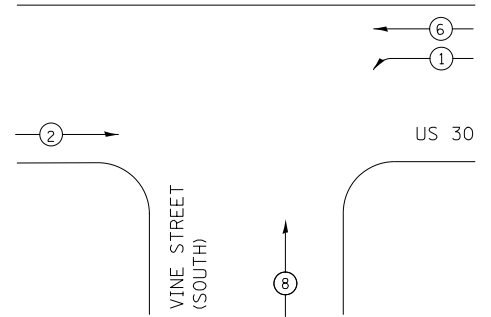
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	PLOT DATE = 5/9/2018	CHECKED - ST	REVISED -
		DATE - 04/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE SCHEDULE OF QUANTITIES, CABLE PLAN, SEQUENCE OF OPERATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION AND RAILROAD PREEMPTION SEQUENCE OF OPERATION US 30 AT VINE STREET (NORTH)				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: N.T.S.				80	99-4-1VB-1-R	WILL	840	420
SHEET NO. 1 OF 1 SHEETS				CONTRACT NO. 60N87		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
STA. TO STA.								

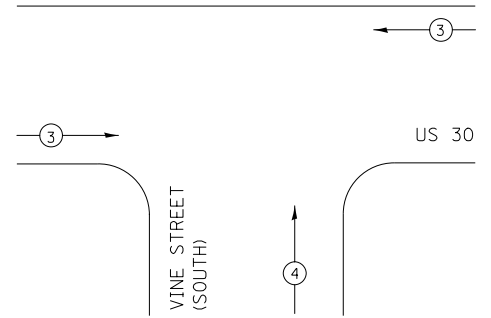


CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE

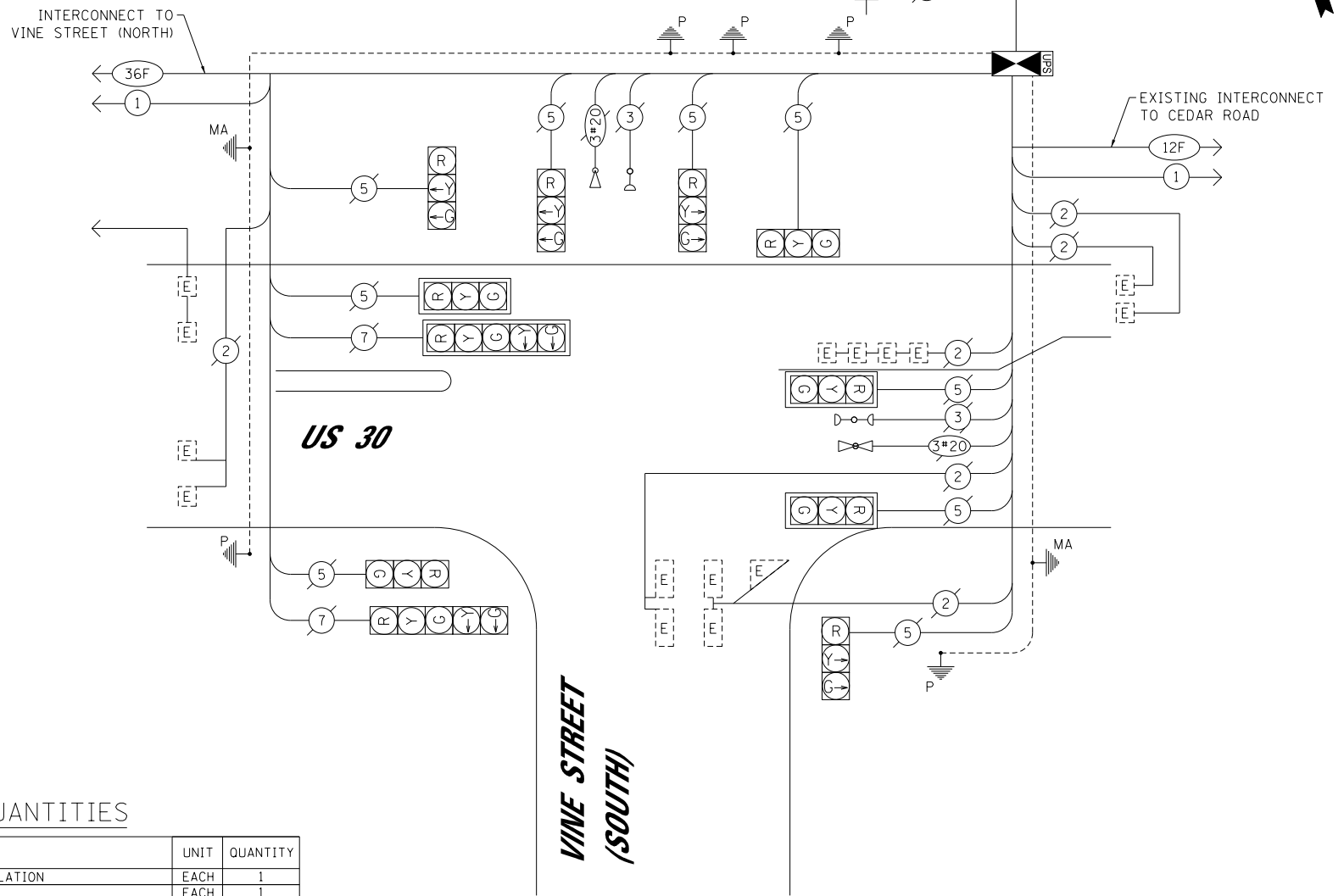


PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	↑

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	WATTAGE		TOTAL WATTAGE
		LED	x % OPERATION	
SIGNAL (RED)	11	17	0.50	93.5
(YELLOW)	11	25	0.25	68.8
(GREEN)	11	15	0.25	41.3
PERMISSIVE ARROW	4	12	0.10	4.8
PED. SIGNAL	-	25	1.00	-
CONTROLLER	1	100	1.00	100
ILLUM. SIGN	-	-	0.05	-
VIDEO SYSTEM	-	150	1.00	-
UPS	1	25	1.00	25
FLASHER	-	-	0.50	-
ENERGY COSTS TO:			TOTAL =	333.4

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
 ENERGY SUPPLY: CONTACT: GREGG TRIEMSTRA
 PHONE: 815-724-5534
 COMPANY: COMED



SCHEDULE OF QUANTITIES

CODE NO.	DESCRIPTION	UNIT	QUANTITY
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1
88500100	INDUCTIVE LOOP DETECTOR	EACH	6
89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
X8570226	FULL-ACTUATED CONTROLLER AND CABINET, TYPE IV, SPECIAL	EACH	1
X8620250	UNINTERRUPTABLE POWER SUPPLY AND CABINET, SPECIAL	EACH	1

CABLE PLAN

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
 1 EACH CONTROLLER AND CABINET (COMPLETE)

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CONSTRUCTION NOTES:

- REMOVE THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET AND REPLACE WITH THE NEW TRAFFIC SIGNAL CONTROLLER AND CABINET ON THE EXISTING FOUNDATION.
- RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT FROM THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET TO THE NEW CONTROLLER CABINET. THIS WORK SHALL BE PAID AS "RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM PHASING UNIT."



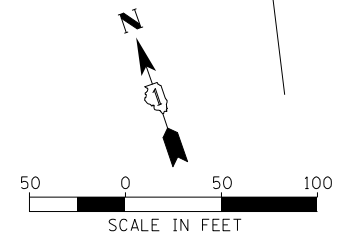
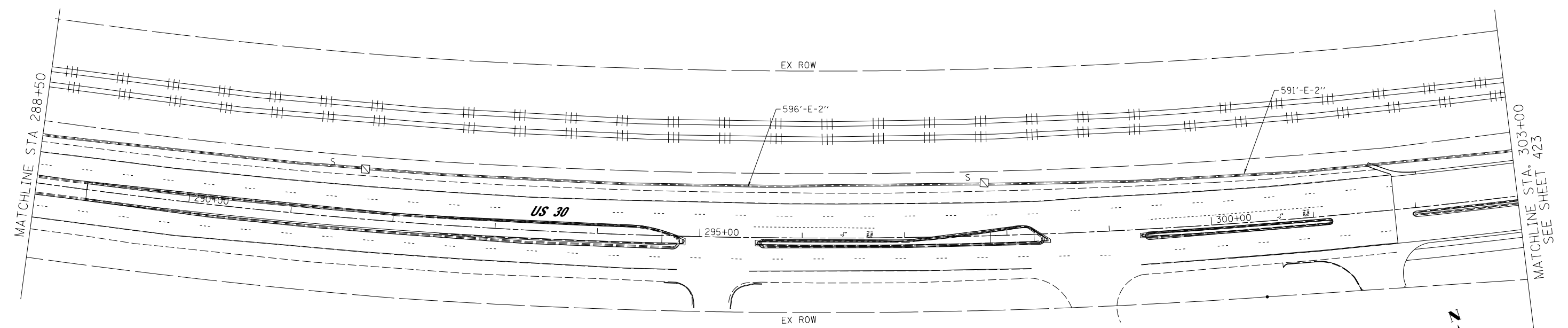
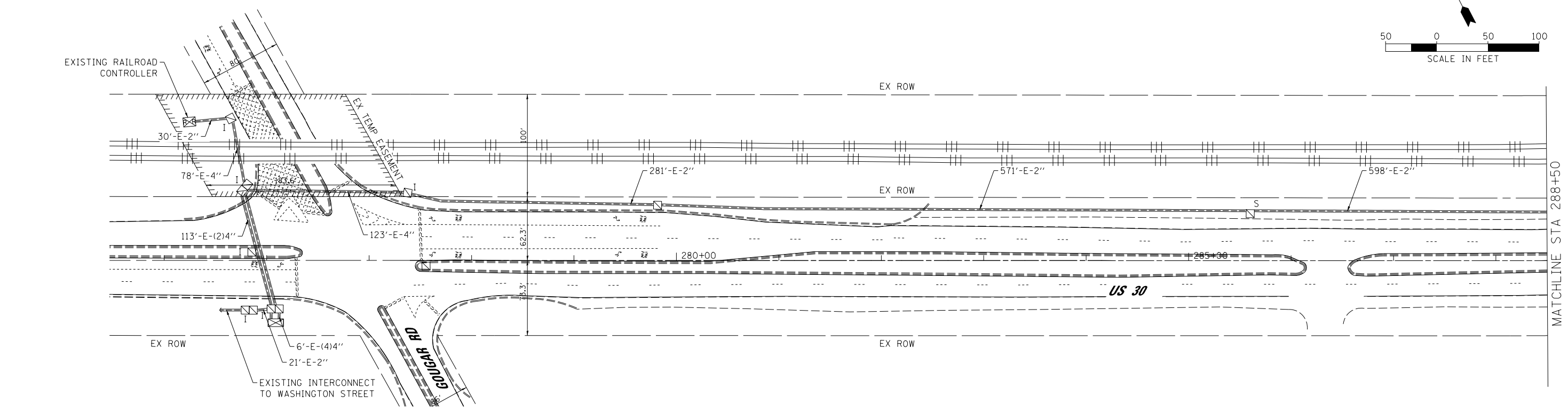
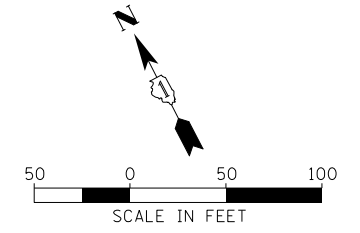
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PLOT DATE = 5/9/2018	CHECKED - ST	REVISED -
	DATE - 04/2018	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.I. 80 / US 30 INTERCHANGE
 SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
 US 30 AT VINE STREET (SOUTH)

SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	421
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
 FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH
 THE EXISTING ADJACENT SYSTEM.



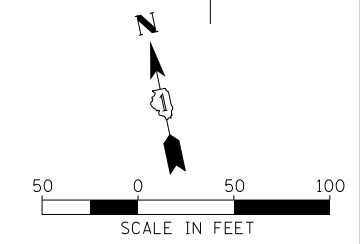
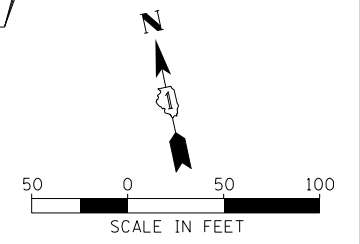
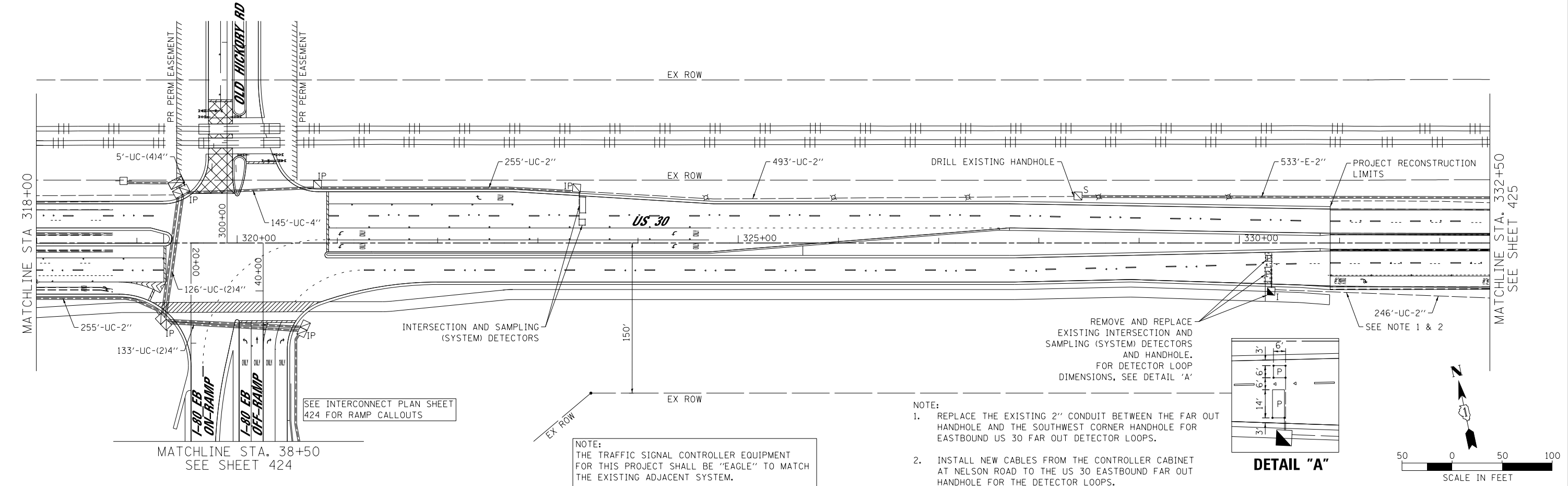
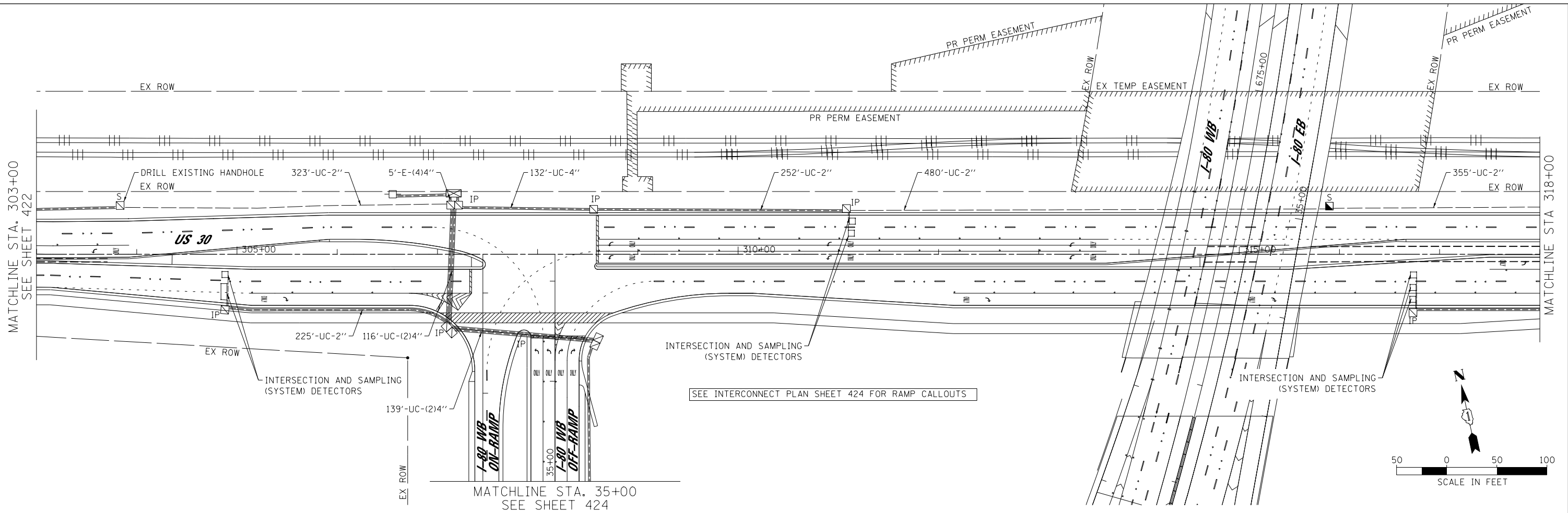
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PLOT DATE = 5/9/2018	CHECKED - ST	REVISED -
	DATE - 04/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 30 FROM GOUGAR ROAD TO VINE STREET (SOUTH)
 INTERCONNECT PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 4 SHEETS STA. 278+00 TO STA. 303+76

F.A.I. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 422
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60N87	

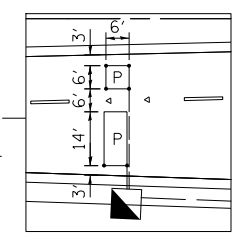


SEE INTERCONNECT PLAN SHEET 424 FOR RAMP CALLOUTS

SEE INTERCONNECT PLAN SHEET 424 FOR RAMP CALLOUTS

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

REMOVE AND REPLACE EXISTING INTERSECTION AND SAMPLING (SYSTEM) DETECTORS AND HANDHOLE. FOR DETECTOR LOOP DIMENSIONS, SEE DETAIL 'A'



DETAIL "A"

- NOTE:
1. REPLACE THE EXISTING 2" CONDUIT BETWEEN THE FAR OUT HANDHOLE AND THE SOUTHWEST CORNER HANDHOLE FOR EASTBOUND US 30 FAR OUT DETECTOR LOOPS.
 2. INSTALL NEW CABLES FROM THE CONTROLLER CABINET AT NELSON ROAD TO THE US 30 EASTBOUND FAR OUT HANDHOLE FOR THE DETECTOR LOOPS.



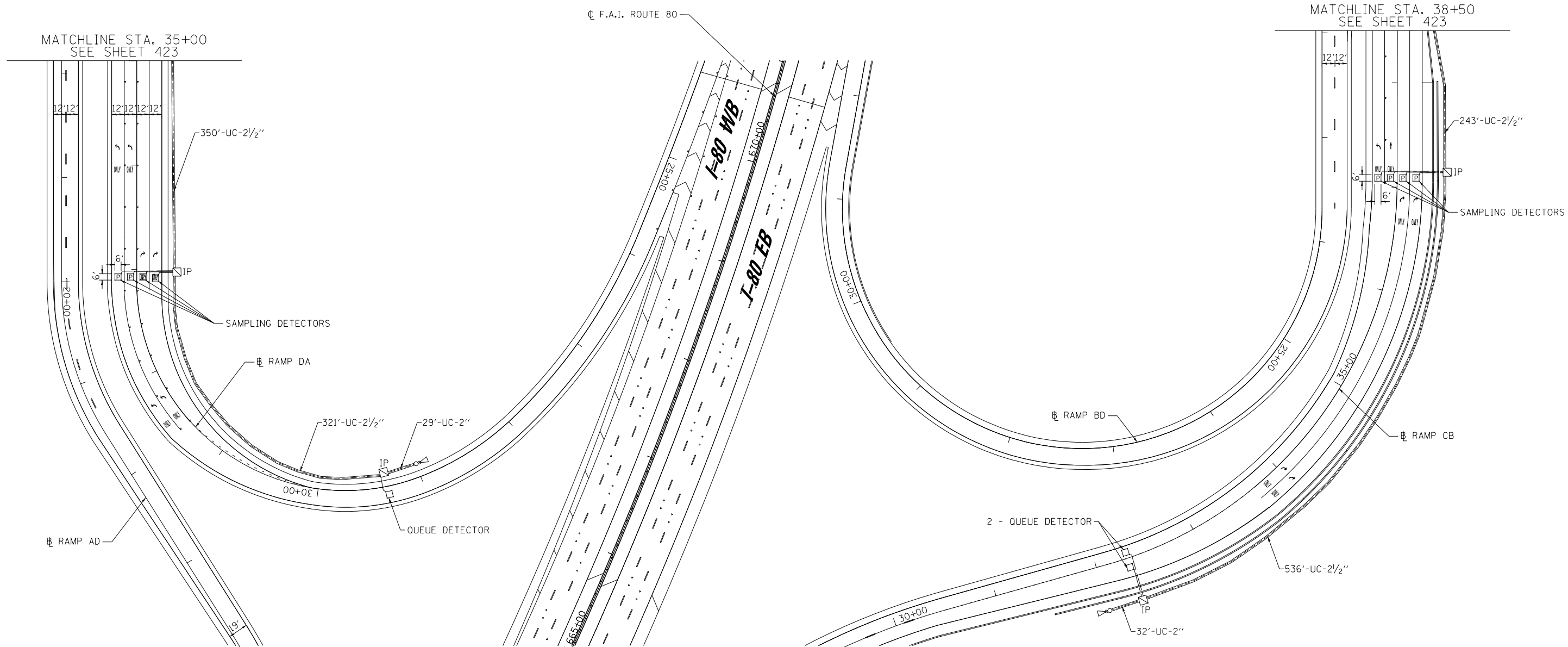
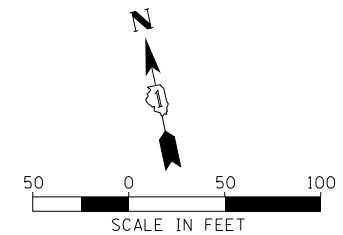
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PLOT SCALE = 100.0000' / 1"	DRAWN - IS	REVISED -
PLOT DATE = 5/9/2018	CHECKED - ST	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE. 30 FROM GOUGAR ROAD TO VINE STREET (SOUTH)
INTERCONNECT PLAN
SCALE: 1"=50' SHEET NO. 2 OF 5 SHEETS STA. 303+76 TO STA. 333+76

F.A.I. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 423
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SEE INTERCONNECT PLAN SHEETS FOR INTERSECTION CALLOUTS.



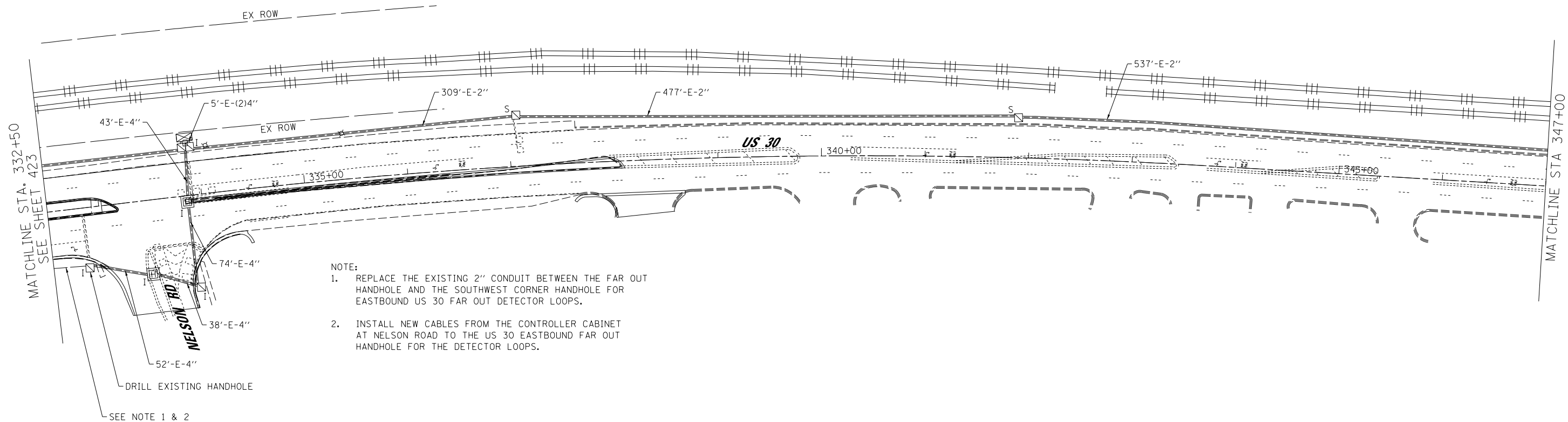
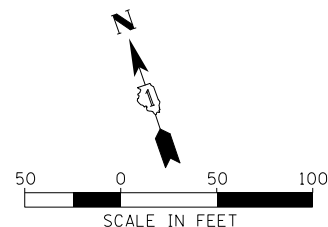
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	DRAWN - IS	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - ST	REVISED -
PLOT DATE = 5/9/2018	DATE - 04/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 30 FROM GOUGAR ROAD TO VINE STREET (SOUTH)
INTERCONNECT PLAN**

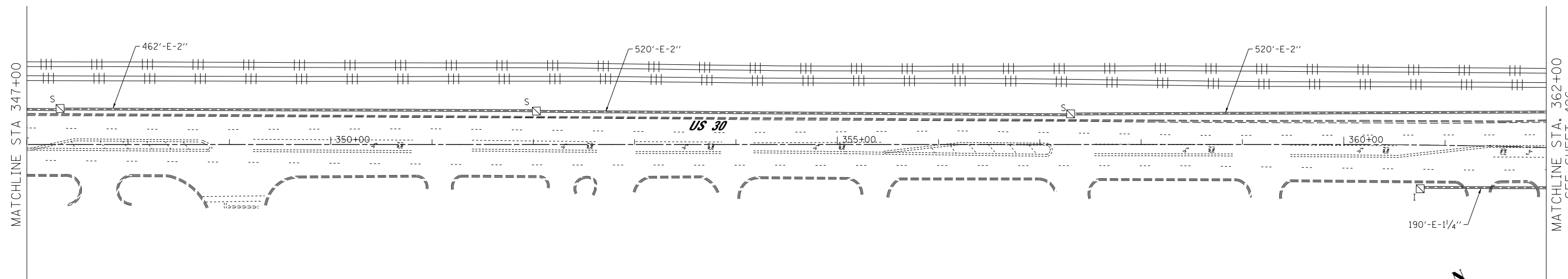
SCALE: 1"=50' SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	424
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

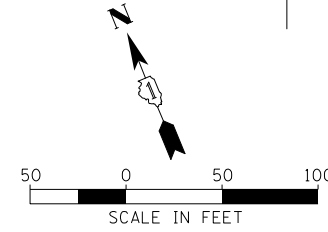


- NOTE:
1. REPLACE THE EXISTING 2" CONDUIT BETWEEN THE FAR OUT HANDHOLE AND THE SOUTHWEST CORNER HANDHOLE FOR EASTBOUND US 30 FAR OUT DETECTOR LOOPS.
 2. INSTALL NEW CABLES FROM THE CONTROLLER CABINET AT NELSON ROAD TO THE US 30 EASTBOUND FAR OUT HANDHOLE FOR THE DETECTOR LOOPS.

SEE NOTE 1 & 2



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



LE LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois
Westmont, Illinois

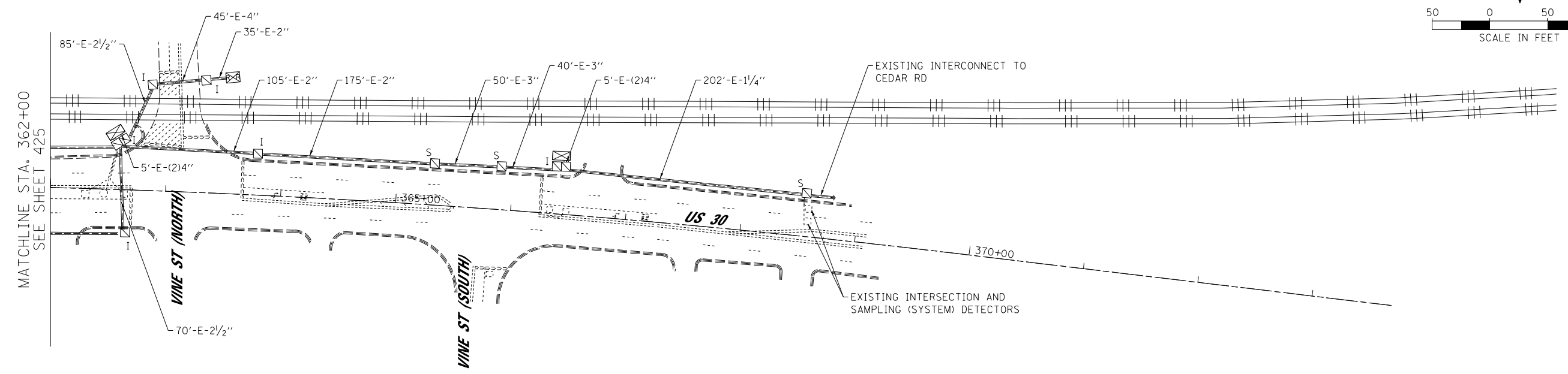
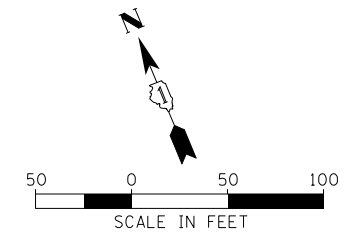
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PLOT DATE = 5/9/2018	CHECKED - ST	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 30 FROM GOUGAR ROAD TO VINE STREET (SOUTH)
INTERCONNECT PLAN**

SCALE: 1"=50' SHEET NO. 4 OF 5 SHEETS STA. 333+76 TO STA. 363+11

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	425
FED. ROAD DIST. NO. 1			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60N87	



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
 FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH
 THE EXISTING ADJACENT SYSTEM.



USER NAME = Plotted by lin44	DESIGNED - IS	REVISED -
	DRAWN - IS	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - ST	REVISED -
PLOT DATE = 5/9/2018	DATE - 04/2018	REVISED -

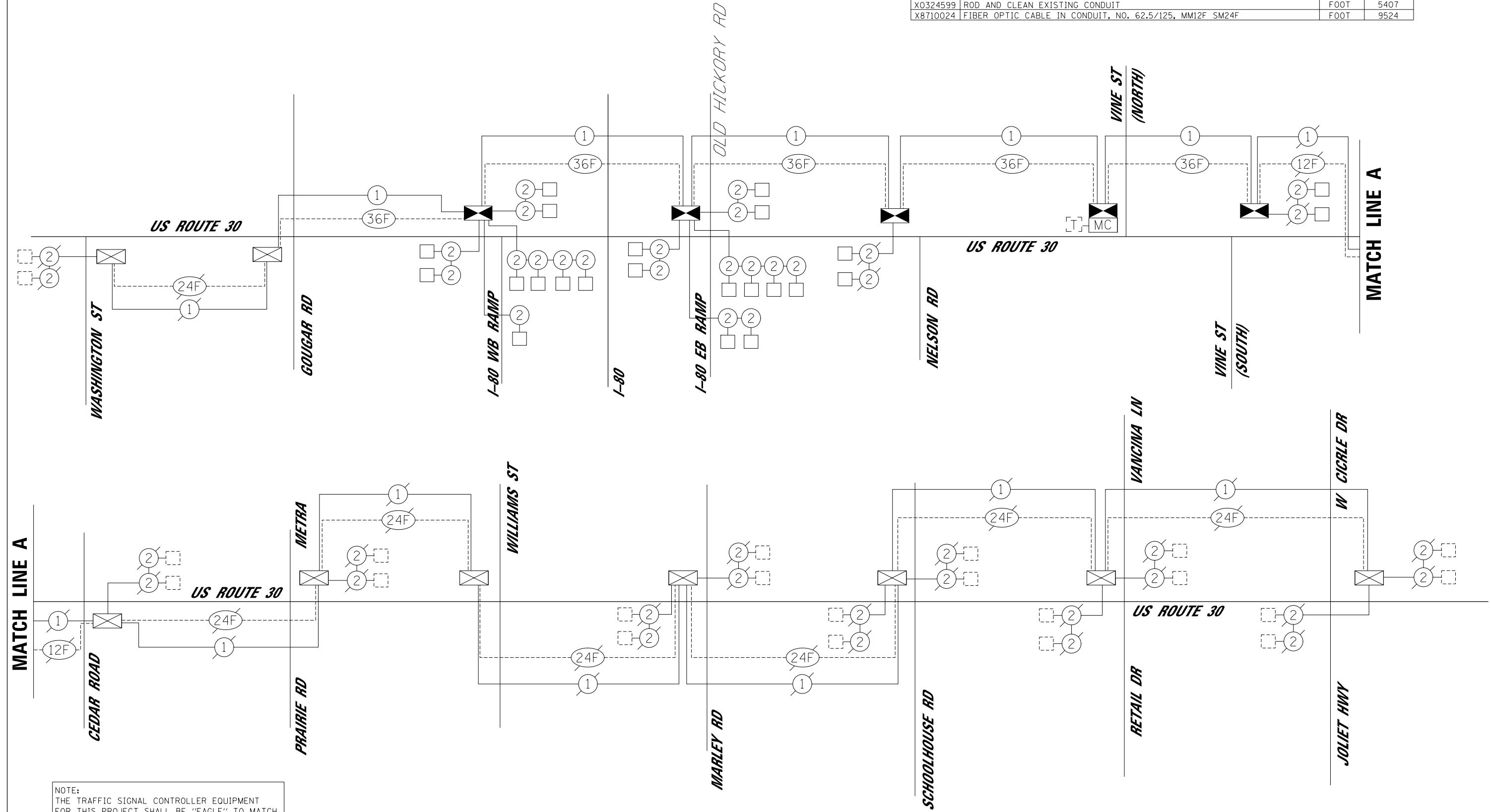
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**U.S. RTE. 30 FROM GOUGAR ROAD TO VINE STREET (SOUTH)
 INTERCONNECT PLAN**

SCALE: 1"=50' SHEET NO. 5 OF 5 SHEETS STA. 363+11 TO STA. 366+61

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	426
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60N87	

TRAFFIC SIGNAL INTERCONNECT SCHEDULE OF QUANTITIES			
CODE NO.	PAY ITEM	UNIT	QTY
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1651
81400100	HANDHOLE	EACH	1
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	9394
87900200	DRILL EXISTING HANDHOLE	EACH	3
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	7011
Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	5407
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	9524



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = Plotted by lin44	DESIGNED - IS	REVISED -
PLOT SCALE = 100.0000' / 1"	DRAWN - IS	REVISED -
PLOT DATE = 5/9/2018	CHECKED - ST	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION




























U.S. RTE. 30 FROM WASHINGTON STREET TO JOLIET HIGHWAY /WEST CIRCLE DRIVE INTERCONNECT SCHEMATIC
SCALE: N.T.S. SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 427
CONTRACT NO. 60N87				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				


ROADWAY LIGHTING NOTES

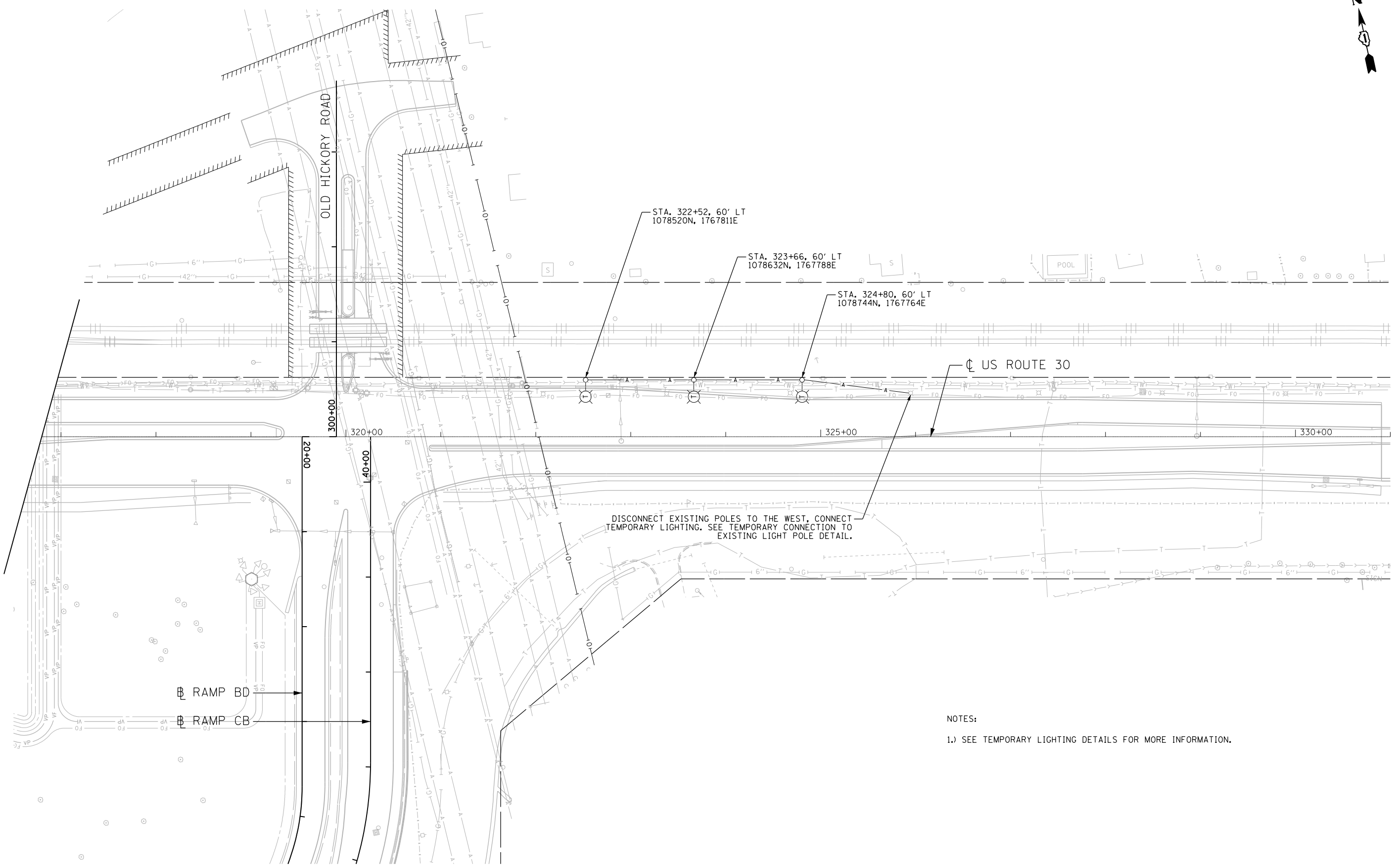
1. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO ARTICLE 801.09 OF THE STANDARD SPECIFICATIONS REGARDING THE PROPOSED LOCATIONS OF THE LIGHTING SYSTEM. ADDITIONALLY, THE UNIT DUCT ROUTING SHOWN ON THE PLANS IS MAINLY INTENDED TO SHOW ELECTRICAL CIRCUITRY.
2. THE CONTRACTOR SHALL KEEP DEVIATIONS FROM THE UNIT DUCT ROUTING SHOWN ON THE PLANS TO A MINIMUM. MAJOR DEVIATIONS SHALL BE REPORTED TO AND APPROVED BY THE ENGINEER BEFORE INSTALLATION.
3. REMOVAL OF THE EXISTING LIGHTING SYSTEM SHALL NOT BEGIN BEFORE THE TEMPORARY OR PROPOSED LIGHTING SYSTEM IS OPERATIONAL.
4. THE ENGINEER SHALL APPROVE THE LOCATION OF ALL PUSH PITS.
5. UNDERGROUND SPLICES ARE NOT ALLOWED.
6. THE EXISTING UNDERPASS LIGHTING SYSTEM SHALL REMAIN OPERATIONAL UNTIL THE NEW SYSTEM IS INSTALLED.
7. NO POLES SHALL BE ERECTED UNTIL THE RESPECTIVE CONCRETE FOUNDATIONS HAVE CURED.

LEGEND

-  EXISTING LIGHT TOWER, 120' MOUNTING HEIGHT, WITH 750W LUMINAIRES
-  EXISTING LIGHT TOWER, 140' MOUNTING HEIGHT, WITH 750W LUMINAIRES
-  LUMINAIRE ON HIGH MAST POLE
PER POLE VARIES - 2, 3, 4, 5
(ORIENTATION PER DIRECTION OF ARROWS SHOWN ON PLANS)
-  CCTV CAMERA ON HIGH MAST POLE
-  INSTALL LIGHT POLE, ALUMINUM, 25' M.H., 15' MAST ARM AND 150W HPS LUMINAIRE ON LIGHT POLE FOUNDATION, 24" DIAMETER
-  INSTALL LIGHT POLE, ALUMINUM, 20' M.H., 10' MAST ARM AND 150W HPS LUMINAIRE ON LIGHT POLE FOUNDATION, 24" DIAMETER
-  RELOCATED LIGHT POLE, ALUMINUM, 47.5' M.H., 15' M.A., NEW LUMINAIRE (WATTAGE AS INDICATED)
-  EXISTING LIGHT POLE WITH LUMINAIRE
-  EXISTING LIGHT POLE TO BE RELOCATED
-  LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM AND TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT
-  EXISTING UNDERPASS LUMINAIRE, 55W LOW PRESSURE SODIUM VAPOR, SUSPENDED MOUNT
-  EXISTING JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE.
-  UNDERPASS LUMINAIRE, 100W HIGH PRESSURE SODIUM VAPOR, SUSPENDED MOUNT
-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE. SIZE AS NOTED
-  JUNCTION BOX, STAINLESS STEEL, EMBEDDED IN STRUCTURE. SIZE AS NOTED
-  UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE
-  ELECTRIC CABLE IN CONDUIT, 1/C, GALVANIZED STEEL, PVC COATED CONDUIT ATTACHED TO STRUCTURE, SIZE AND TYPE AS NOTED
-  GALVANIZED STEEL CONDUIT, PUSHED DIAMETER AND LENGTH AS NOTED
-  UNIT DUCT, 600V, 2-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
-  FIBER OPTIC CABLE, SIZE AS NOTED
-  AERIAL CABLE, 4-1/C NO. 2 WITH MESSENGER WIRE
-  EXISTING LIGHTING CONTROLLER
-  EXISTING LIGHT POLE, WOOD, 60 FOOT, CLASS 3
-  PROPOSED HEAVY-DUTY HANDHOLE
-  COMMUNICATIONS VAULT
-  TYPE 3 CABINET ON TYPE "D" FOUNDATION
-  RVSD ON 30' POLE

N:\PRD\1\0002384_004_US_30_Design\Lighting\3384_US30_Light001_Cen_Notes.dgn

 ENGINEERING CONSULTANT Ciorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60625 Tel. 773.775.4009 Fax 773.775.4014 Email: chicago@ciorba.com	USER NAME = jvandra	DESIGNED - JMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE LIGHTING GENERAL NOTES			F.A.I. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 428
	PLOT SCALE = 40,0000' / 1" =	CHECKED - JMV	REVISED -		PLOT DATE = 5/10/2018	DATE - 05/10/2018	REVISED -	SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60N87 ILLINOIS FED. AID PROJECT	



NOTES:
 1.) SEE TEMPORARY LIGHTING DETAILS FOR MORE INFORMATION.

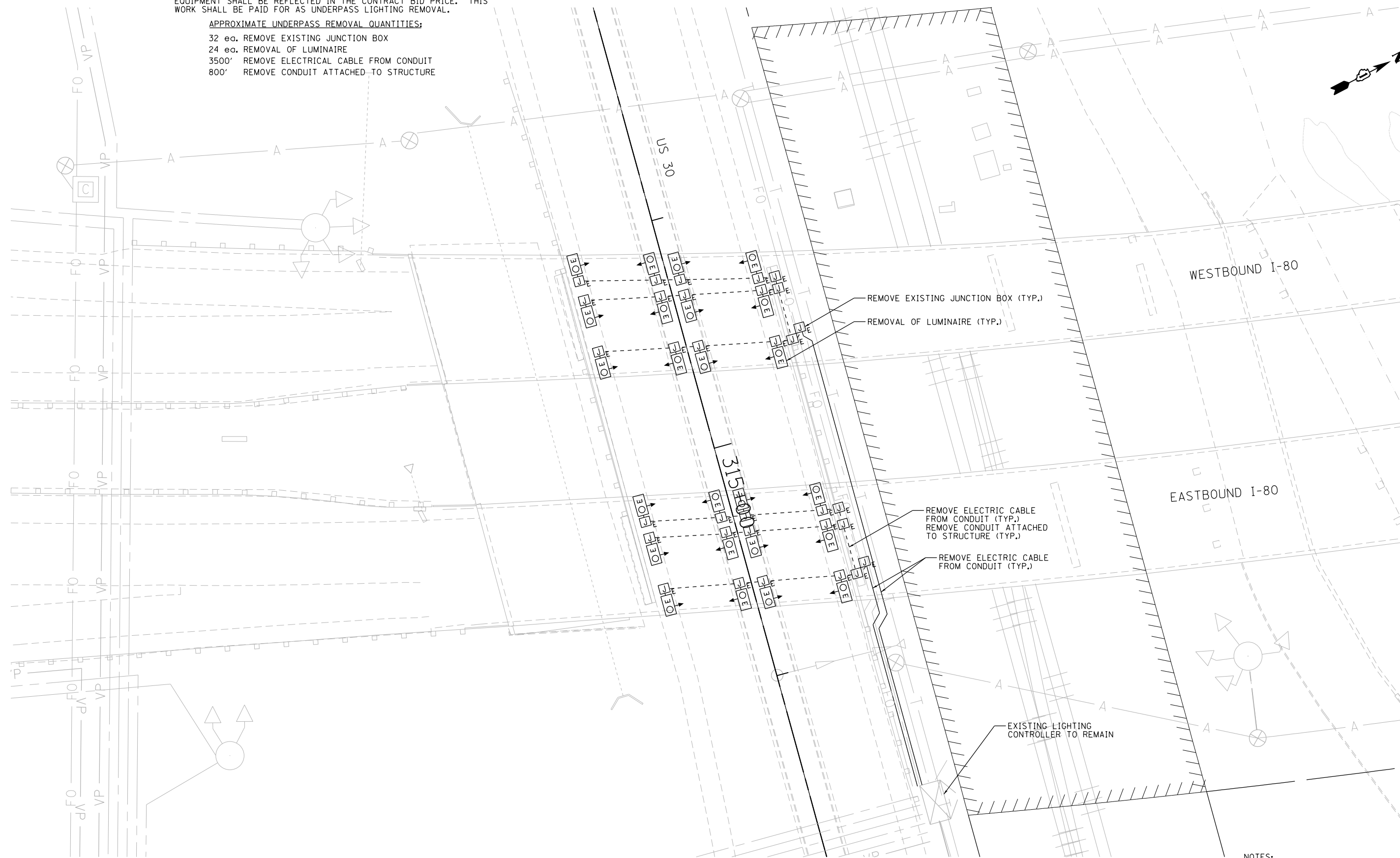
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Clorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60654 Tel. 773.775.4009 Fax 773.775.4014 Email: chicago@clorba.com	USER NAME = jvondra PLOT SCALE = 100,0000' / 1" = PLOT DATE = 5/10/2018	DESIGNED - JMV DRAWN - RJR CHECKED - JMV DATE - 05/10/2018	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE TEMPORARY LIGHTING PLAN			F.A.I. RTE. 80 SECTION 99-4-1VB-1-R COUNTY WILL TOTAL SHEETS 840 SHEET NO. 429	CONTRACT NO. 60N87 ILLINOIS FED. AID PROJECT
	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.								

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE. THIS WORK SHALL BE PAID FOR AS UNDERPASS LIGHTING REMOVAL.

APPROXIMATE UNDERPASS REMOVAL QUANTITIES:

- 32 ea. REMOVE EXISTING JUNCTION BOX
- 24 ea. REMOVAL OF LUMINAIRE
- 3500' REMOVE ELECTRICAL CABLE FROM CONDUIT
- 800' REMOVE CONDUIT ATTACHED TO STRUCTURE



NOTES:
 THE EXISTING UNDERPASS LIGHTING SYSTEM SHALL REMAIN IN SERVICE AT ALL TIMES UNTIL THE NEW SYSTEM IS APPROVED AND OPERATIONAL.

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USER NAME = jvondra
 PLOT SCALE = 40,0000' / in.
 PLOT DATE = 5/10/2018

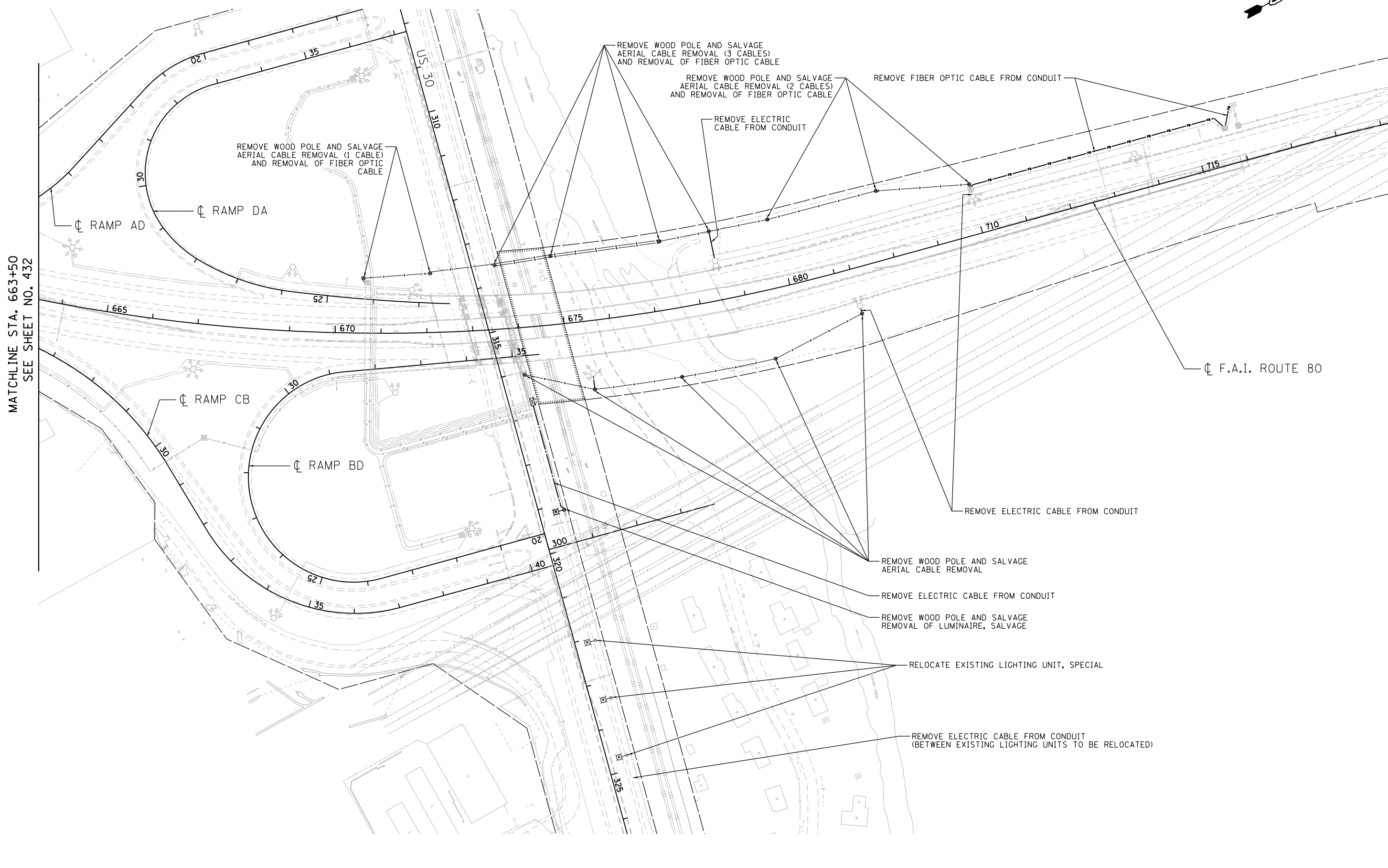
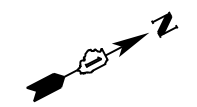
DESIGNED - JMV
 DRAWN - RJR
 CHECKED - JMV
 DATE - 05/10/2018

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE
 UNDERPASS LIGHTING REMOVAL PLAN**
 SCALE: 1" = 20'
 SHEET NO. OF SHEETS STA. TO STA.

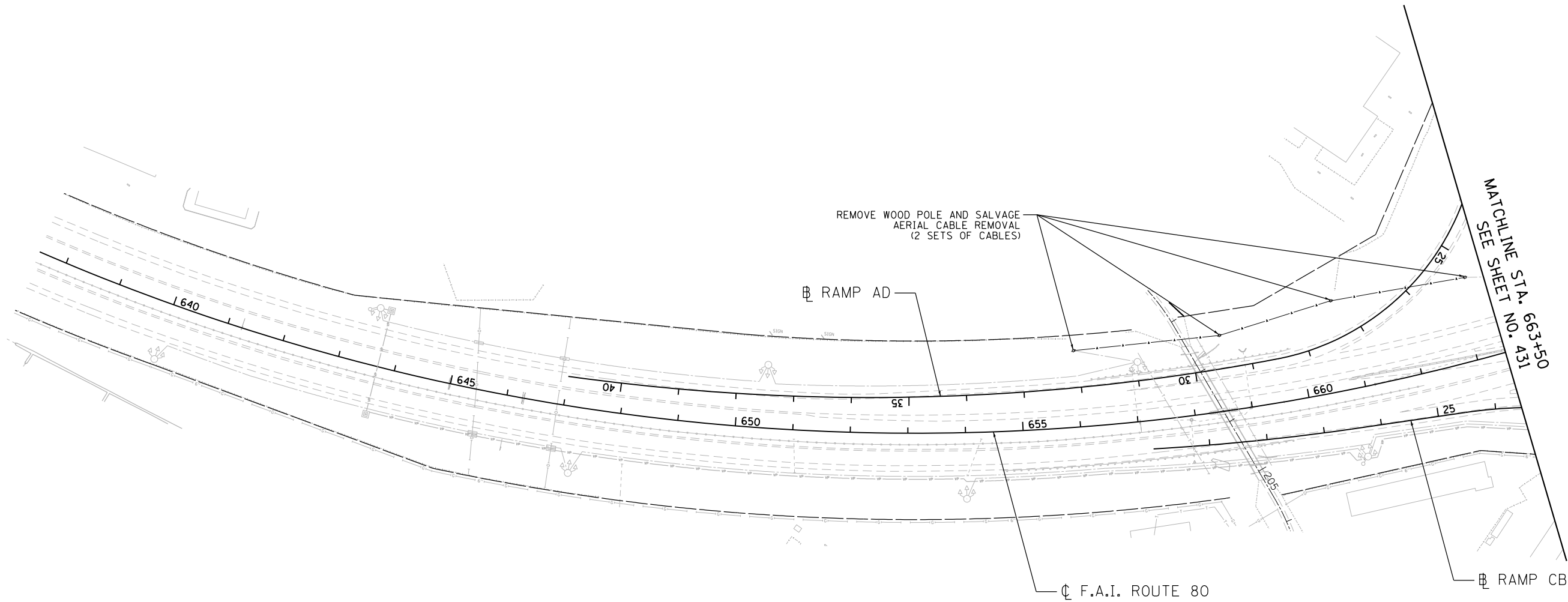
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	430
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



MATCHLINE STA. 663+50
SEE SHEET NO. 432

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<p>Clorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60625 Tel. 773.775.4009 Fax 773.775.4014 Email: clorba@clorba.com</p>	USER NAME = jvandra	DESIGNED - JMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE LIGHTING AND ITS REMOVAL PLAN			F.A.I. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 431
	PLOT SCALE = 200.0000' / in.	CHECKED - JMV	REVISED -					CONTRACT NO. 60N87				
PLOT DATE = 5/10/2018	DATE - 05/10/2018	REVISED -	REVISED -	SCALE: 1" = 100'			SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



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USER NAME = jvandra
PLOT SCALE = 200.0000' / in.
PLOT DATE = 5/10/2018

DESIGNED - JMV
DRAWN - RJR
CHECKED - JMV
DATE - 05/10/2018

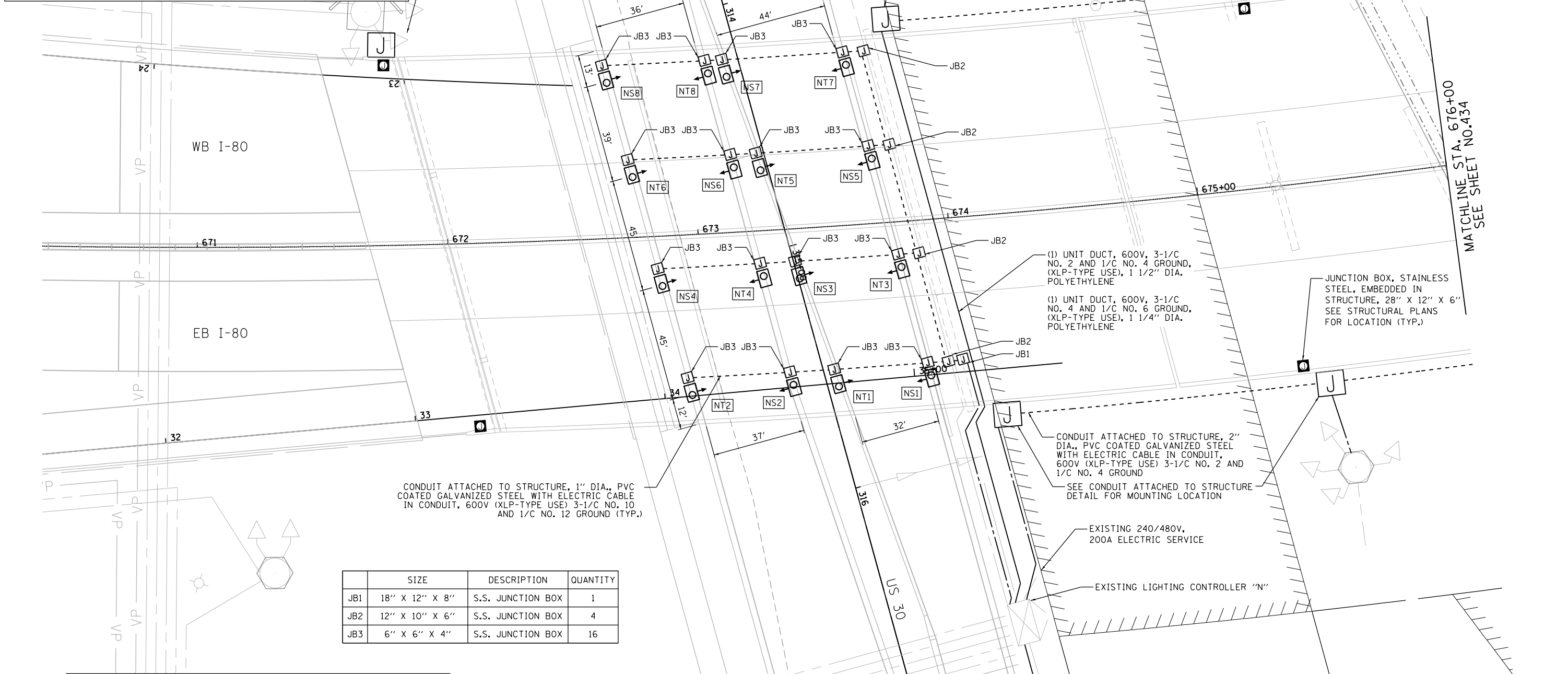
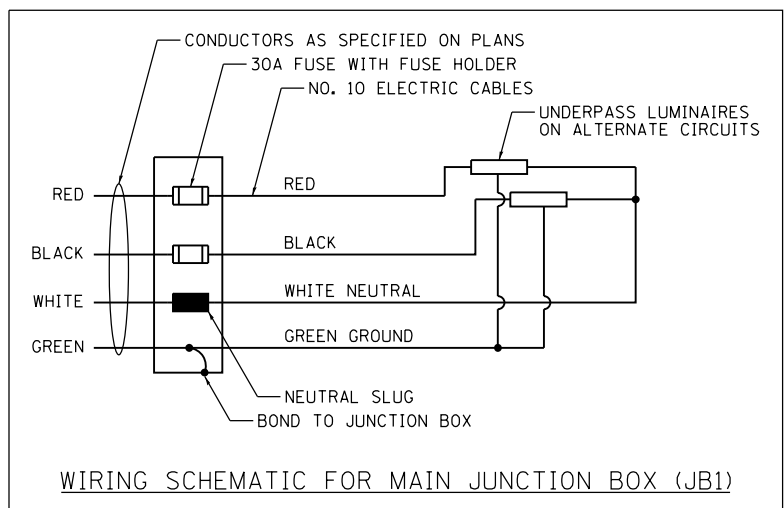
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE
 LIGHTING AND ITS REMOVAL PLAN**

SCALE: 1" = 100' SHEET NO. OF SHEETS STA. TO STA.

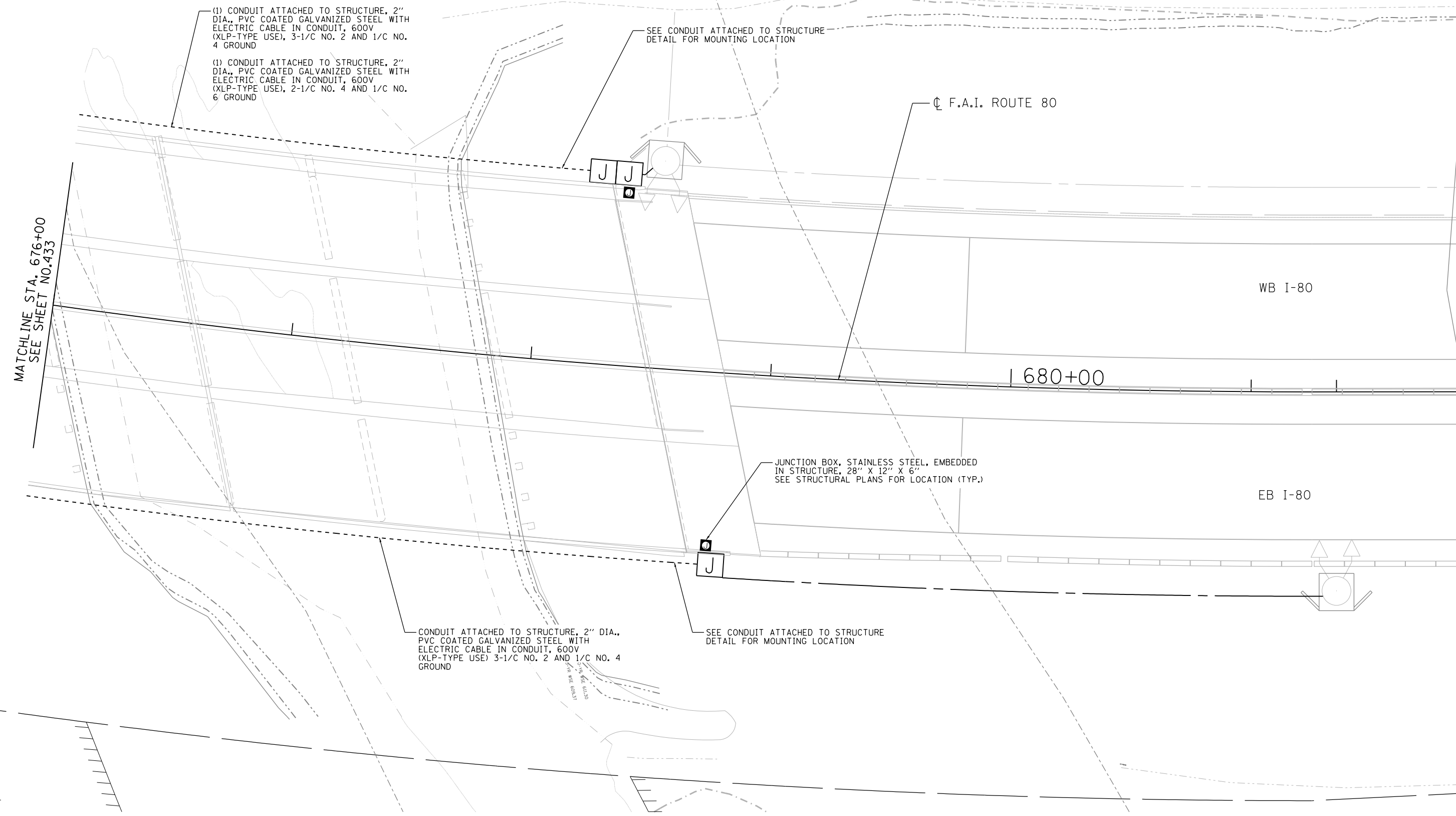
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	432
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



SIZE	DESCRIPTION	QUANTITY
JB1 18" X 12" X 8"	S.S. JUNCTION BOX	1
JB2 12" X 10" X 6"	S.S. JUNCTION BOX	4
JB3 6" X 6" X 4"	S.S. JUNCTION BOX	16

NOTES:
1. LUMINAIRES SHALL BE LOCATED 2' FROM THE EDGE OF THE PAVEMENT TO THE CENTER OF LUMINAIRE.

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(1) CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL WITH ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE), 3-1/C NO. 2 AND 1/C NO. 4 GROUND

(1) CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL WITH ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE), 2-1/C NO. 4 AND 1/C NO. 6 GROUND

SEE CONDUIT ATTACHED TO STRUCTURE
DETAIL FOR MOUNTING LOCATION

☐ F.A.I. ROUTE 80

MATCHLINE STA. 676+00
SEE SHEET NO. 433

WB I-80

680+00

JUNCTION BOX, STAINLESS STEEL, EMBEDDED
IN STRUCTURE, 28" X 12" X 6"
SEE STRUCTURAL PLANS FOR LOCATION (TYP.)

EB I-80

CONDUIT ATTACHED TO STRUCTURE, 2" DIA.,
PVC COATED GALVANIZED STEEL WITH
ELECTRIC CABLE IN CONDUIT, 600V
(XLP-TYPE USE) 3-1/C NO. 2 AND 1/C NO. 4
GROUND

SEE CONDUIT ATTACHED TO STRUCTURE
DETAIL FOR MOUNTING LOCATION

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USER NAME = jvandra
 PLOT SCALE = 40,0000' / 1" =
 PLOT DATE = 5/10/2018

DESIGNED - JMV
 DRAWN - RJR
 CHECKED - JMV
 DATE - 05/10/2018

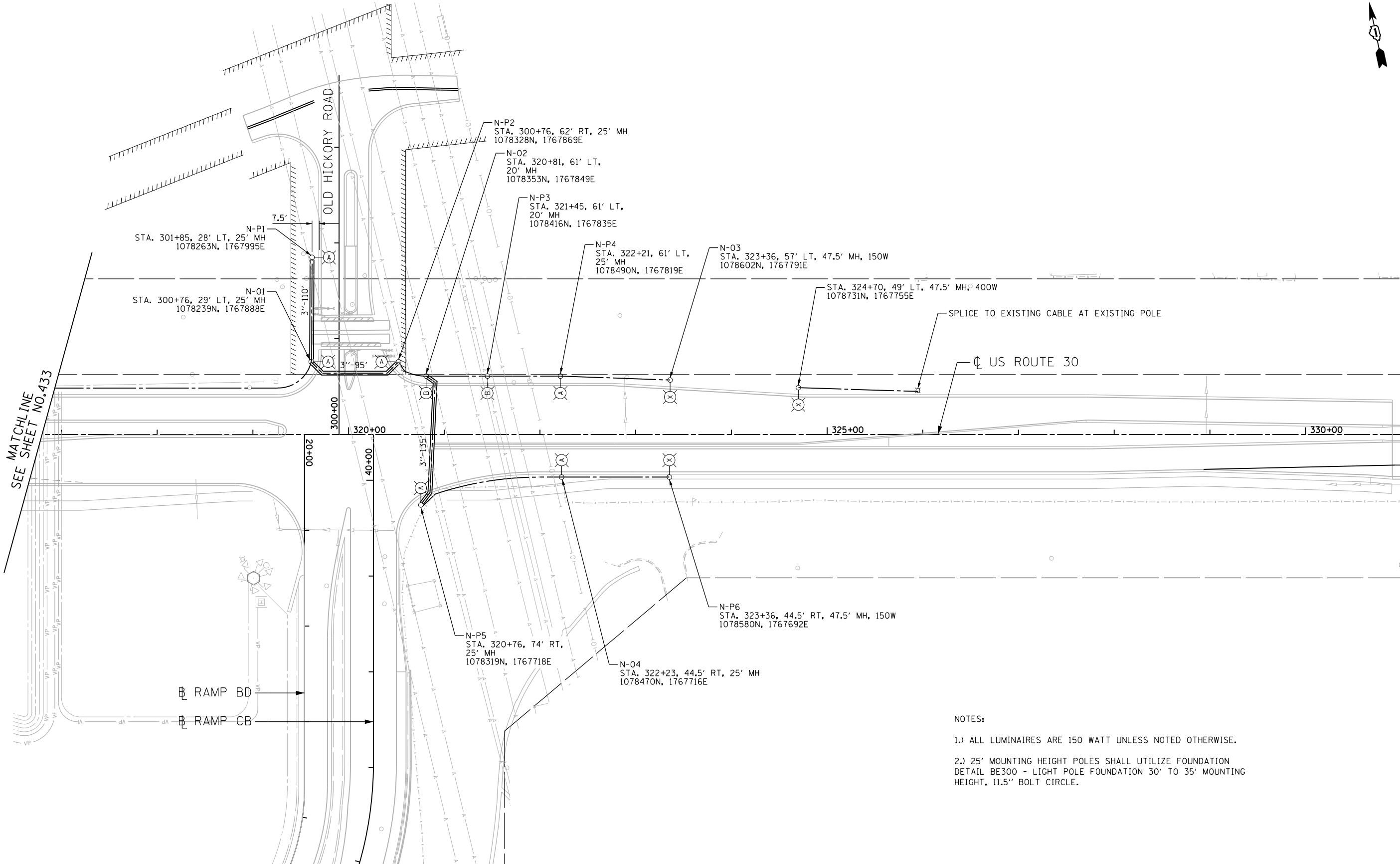
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE
 LIGHTING PLAN**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

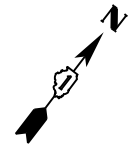
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	434
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



- NOTES:
- 1.) ALL LUMINAIRES ARE 150 WATT UNLESS NOTED OTHERWISE.
 - 2.) 25' MOUNTING HEIGHT POLES SHALL UTILIZE FOUNDATION DETAIL BE300 - LIGHT POLE FOUNDATION 30' TO 35' MOUNTING HEIGHT, 11.5" BOLT CIRCLE.

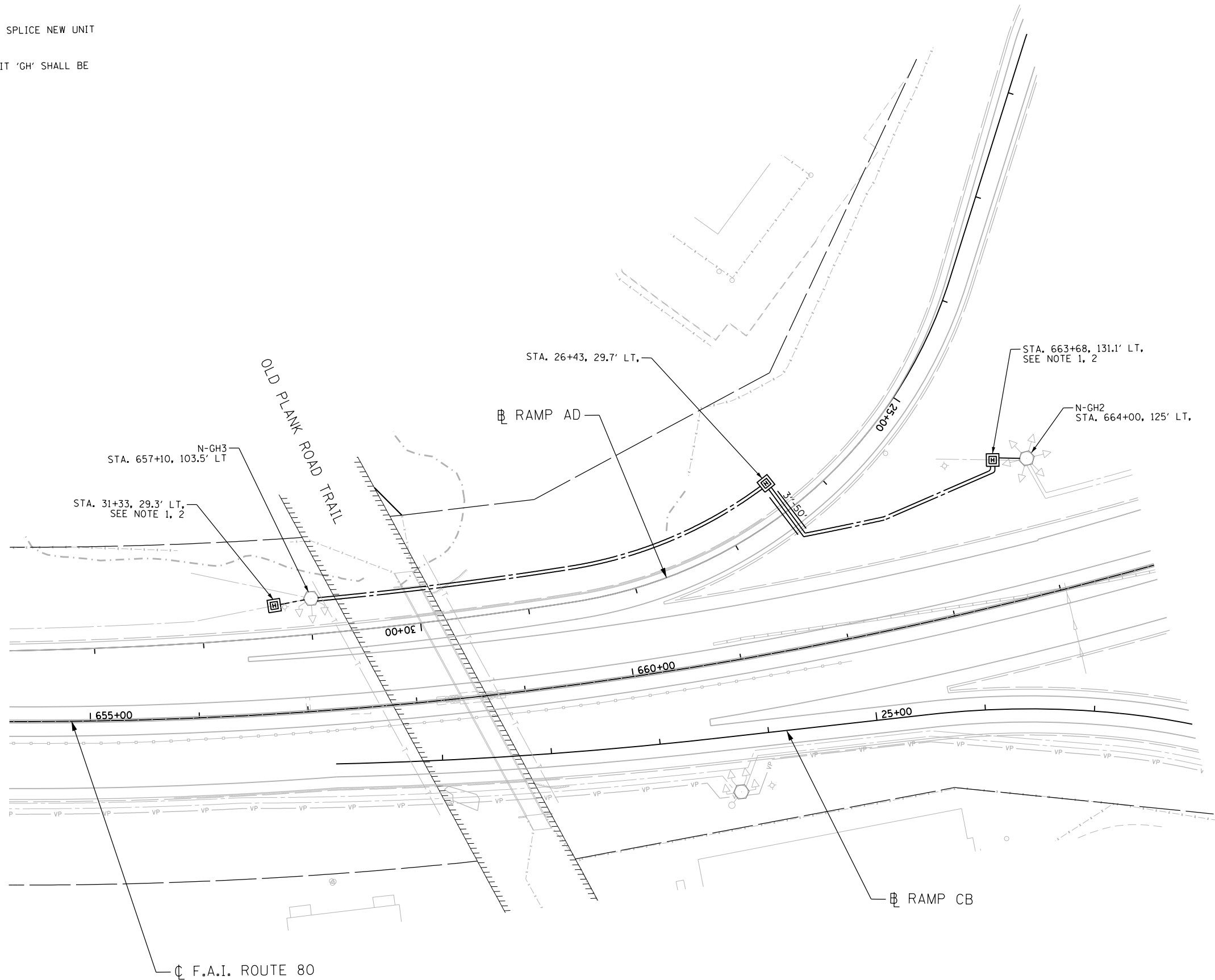
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Clorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60654 Tel. 773.775.4009 Fax 773.775.4014 Email: chicago@clorba.com	USER NAME = jvandra PLOT SCALE = 100,0000' / in. PLOT DATE = 5/10/2018	DESIGNED - JMV DRAWN - RJR CHECKED - JMV DATE - 05/10/2018	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE LIGHTING PLAN			F.A.I. RTE. 80 SECTION 99-4-1VB-1-R COUNTY WILL TOTAL SHEETS 840 SHEET NO. 435	CONTRACT NO. 60N87 ILLINOIS FED. AID PROJECT
	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.								



NOTES:

- 1.) INTERCEPT EXISTING DUCT FROM CIRCUIT 'EF' AND SPLICE NEW UNIT DUCT IN HANDHOLE.
- 2.) A CONTINUOUS RUN OF NEW UNIT DUCT FOR CIRCUIT 'GH' SHALL BE INSTALLED BETWEEN POLE GH2 AND GH3



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USER NAME = jvandra
PLOT SCALE = 100.0000' / 1" =
PLOT DATE = 5/10/2018

DESIGNED - JMV
DRAWN - RJR
CHECKED - JMV
DATE - 05/10/2018

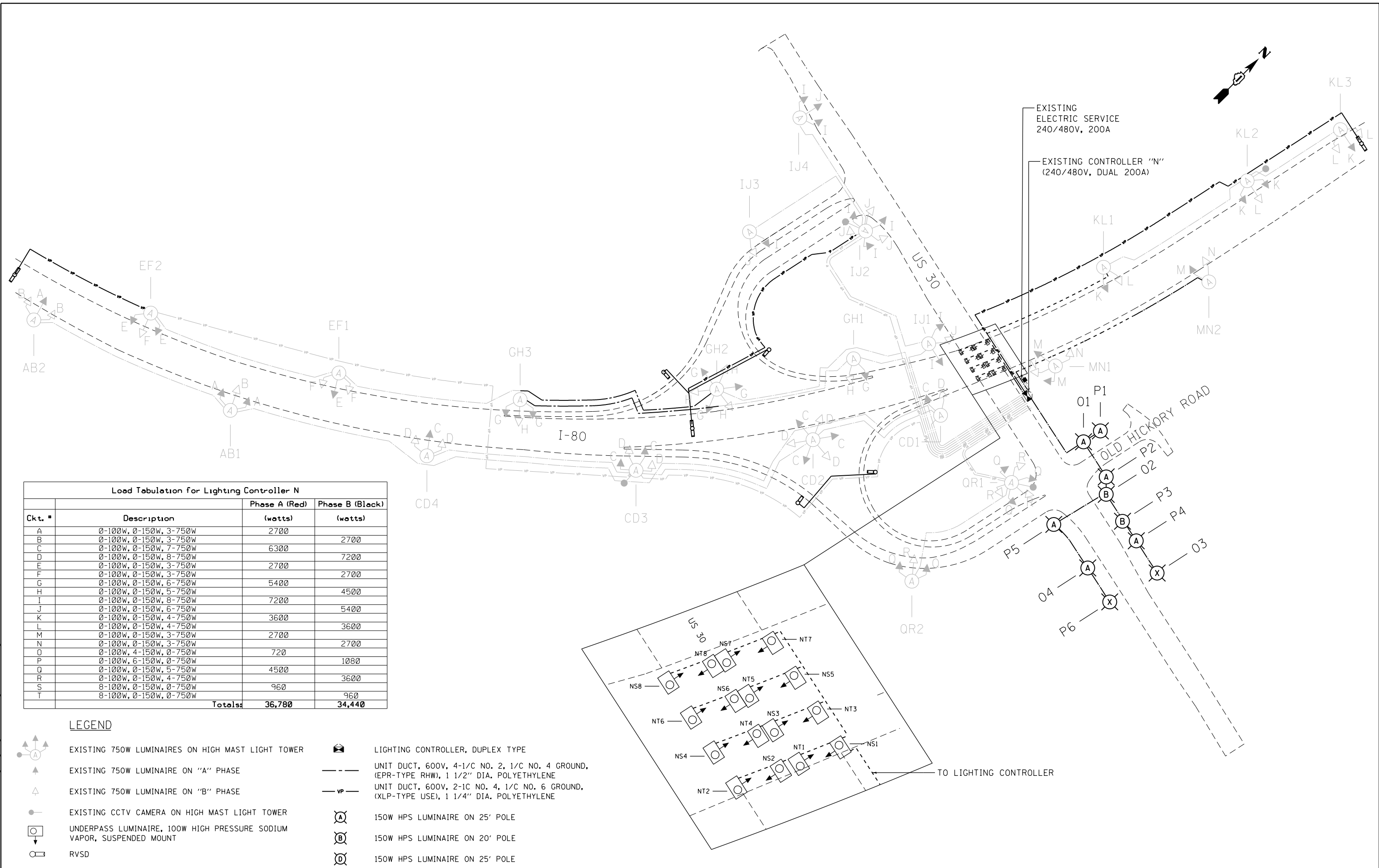
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE
 LIGHTING PLAN**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	436
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



EXISTING ELECTRIC SERVICE
240/480V, 200A

EXISTING CONTROLLER "N"
(240/480V, DUAL 200A)

Load Tabulation for Lighting Controller N

Ckt. #	Description	Phase A (Red) (watts)	Phase B (Black) (watts)
A	0-100W, 0-150W, 3-750W	2700	
B	0-100W, 0-150W, 3-750W		2700
C	0-100W, 0-150W, 7-750W	6300	
D	0-100W, 0-150W, 8-750W		7200
E	0-100W, 0-150W, 3-750W	2700	
F	0-100W, 0-150W, 3-750W		2700
G	0-100W, 0-150W, 6-750W	5400	
H	0-100W, 0-150W, 5-750W		4500
I	0-100W, 0-150W, 8-750W	7200	
J	0-100W, 0-150W, 6-750W		5400
K	0-100W, 0-150W, 4-750W	3600	
L	0-100W, 0-150W, 4-750W		3600
M	0-100W, 0-150W, 3-750W	2700	
N	0-100W, 0-150W, 3-750W		2700
O	0-100W, 4-150W, 0-750W	720	
P	0-100W, 6-150W, 0-750W		1080
Q	0-100W, 0-150W, 5-750W	4500	
R	0-100W, 0-150W, 4-750W		3600
S	8-100W, 0-150W, 0-750W	960	
T	8-100W, 0-150W, 0-750W		960
Totals:		36,780	34,440

- LEGEND**
- EXISTING 750W LUMINAIRE ON HIGH MAST LIGHT TOWER
 - EXISTING 750W LUMINAIRE ON "A" PHASE
 - EXISTING 750W LUMINAIRE ON "B" PHASE
 - EXISTING CCTV CAMERA ON HIGH MAST LIGHT TOWER
 - UNDERPASS LUMINAIRE, 100W HIGH PRESSURE SODIUM VAPOR, SUSPENDED MOUNT
 - RVSD
 - LIGHTING CONTROLLER, DUPLEX TYPE
 - UNIT DUCT, 600V, 4-1/2" NO. 2, 1/2" NO. 4 GROUND, (EPR-TYPE RHW), 1 1/2" DIA. POLYETHYLENE
 - UNIT DUCT, 600V, 2-1/2" NO. 4, 1/2" NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
 - 150W HPS LUMINAIRE ON 25' POLE
 - 150W HPS LUMINAIRE ON 20' POLE
 - 150W HPS LUMINAIRE ON 25' POLE

N:\PRD\1\002384_004_US_30_Design\Lighting\3384_US30_Light05_One_Line.dgn

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USER NAME = jvandra
 PLOT SCALE = 300.0000 " / in.
 PLOT DATE = 5/10/2018

DESIGNED - JMV
 DRAWN - RJR
 CHECKED - JMV
 DATE - 05/10/2018

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE
 ONE LINE DIAGRAM**














SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	437
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				

I.T.S. GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF CABINETS AND FIBER OPTIC CABLE PRIOR TO BIDDING THE JOB. GPS LOCATIONS HAVE BEEN ADDED TO THE PLANS TO ASSIST IN FINDING THE CABINET LOCATIONS. STATIONING PROVIDED ON THE PLANS TAKE PRECEDENCE.
2. LOCATIONS OF THE RVSD INSTALLATIONS ARE APPROXIMATE. THE CONTRACTOR MAY ADJUST THE LOCATIONS TO FACILITATE INSTALLATION WITH WRITTEN APPROVAL OF THE RESIDENT ENGINEER AND THE ELECTRICAL DESIGN SECTION. ALL STANDARD NON-FRANGIBLE SETBACK REQUIREMENTS AS WELL AS CLEAR ZONE REQUIREMENTS SHALL BE MAINTAINED.
3. A MAINLINE SPLICE SHALL NOT BE IN THE SAME COMMUNICATION VAULT AS A LATERAL SPLICE. MAINLINE SPLICES SHALL UTILIZE 2 COMMUNICATION VAULTS (ONE NEXT TO THE OTHER UNLESS OTHERWISE NOTED). 1-96 SM FIBER MAINLINE SPLICE IN ONE VAULT AND THE OTHER 96 SM FIBER MAINLINE SPLICE IN THE OTHER VAULT.
4. THE CONTRACTOR SHALL EXERCISE CARE WITH THE INSTALLATION OF UNDERGROUND EQUIPMENT AS THERE MAY BE EXISTING PRIVATELY OWNED FACILITIES WITHIN THE PROJECT LIMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ANY UTILITIES IN THE WORK ZONE AND REQUEST UTILITY LOCATES.
5. THE CONTRACTOR SHALL BE AWARE OF THE DOCUMENTATION REQUIREMENTS WHICH REQUIRE GPS DATA ACQUISITION INCLUDED IN THE RECORD DRAWINGS.
6. FIBER OPTIC CABLE SLACK SHALL BE AS FOLLOWS:
 - A) 150 FEET FOR EACH CABLE (96 AND 12 FIBER) AT HANDHOLES AND COMMUNICATIONS VAULTS WHERE SPLICING IS INDICATED.
 - B) FIBER OPTIC CABLE SLACK SHALL BE 100 FEET FOR EACH CABLE AT HANDHOLES AND JUNCTION BOXES WHERE NO SPLICING IS INVOLVED.
 - C) HANDHOLES ADJACENT TO CABINET HOUSING EQUIPMENT, TYPE III SHALL HAVE 10 FEET OF SLACK; UNLESS OTHERWISE INDICATED.
7. THE ELECTRICAL MAINTENANCE CONTRACTOR (EMC) SHALL BE CONTACTED FOR EXISTING STATE OWNED FACILITIES LOCATES.
8. RECORD DRAWINGS OF THE EXISTING LIGHTING INSTALLATIONS (FOR POWER) ARE AVAILABLE FOR REVIEW AT THE DISTRICT ELECTRICAL DESIGN SECTION OFFICE WITH 48 HOUR ADVANCE NOTICE.
9. ALL UNDERGROUND RACEWAYS SHALL BE INSTALLED AT A MINIMUM DEPTH OF 30-INCHES.
10. THE CONTRACTOR SHALL VERIFY ADEQUATE CLEARANCE OVER EXISTING FACILITIES BEFORE INSTALLING DUCTS, CONDUIT AND CABLES.
11. WHERE ELECTRIC POWER IS INDICATED FROM AN EXISTING CONTROLLER, THE CONTRACTOR SHALL EXPEDITIOUSLY INSTALL THE REQUIRED CIRCUIT BREAKER(S) AND UNDERGROUND WORK. MAINTENANCE OF THE CONTROLLER SHALL BE ASSUMED BY THE CONTRACTOR DURING THE MODIFICATION OF THE CONTROLLER.
12. SEE LIGHTING REMOVAL PLAN FOR ITS REMOVAL WORK.

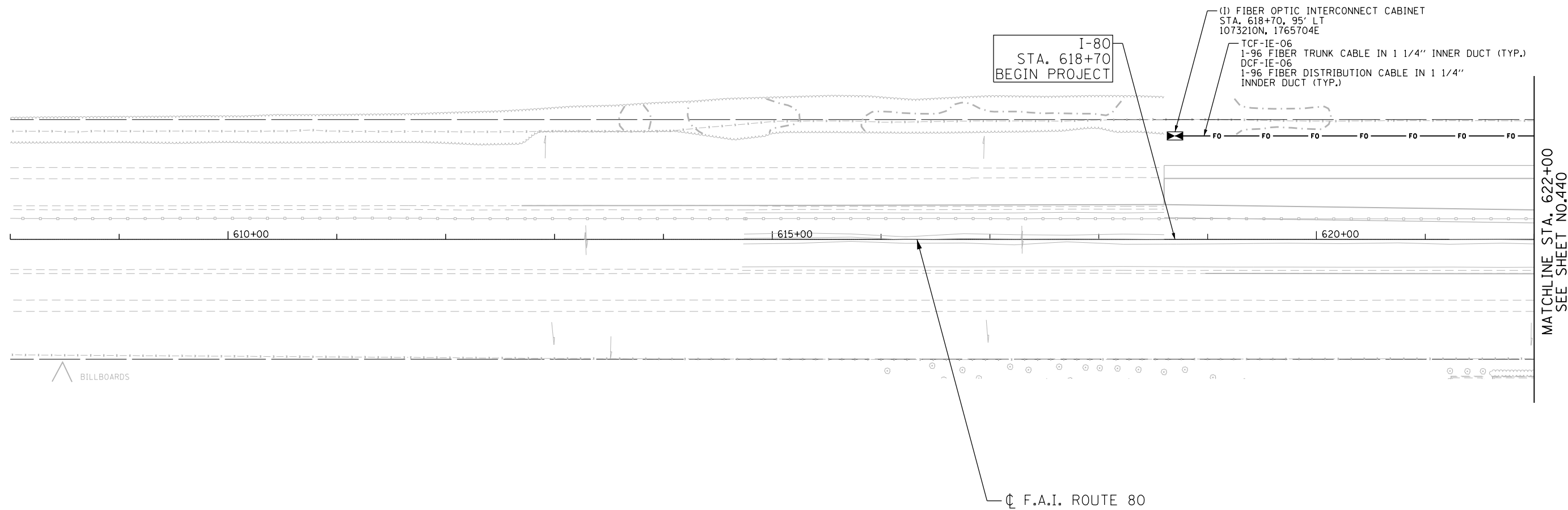
LEGEND

-  JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE. SIZE AS NOTED
-  EXISTING LIGHTING CONTROLLER
-  PROPOSED HEAVY-DUTY HANDHOLE
-  COMMUNICATIONS VAULT
-  TYPE 3 CABINET ON TYPE "D" FOUNDATION
-  UNIT DUCT, 600V, 2-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
-  FIBER OPTIC CABLE, SIZE AS NOTED
-  1 RADAR VEHICLE SENSING DEVICE
-  2 RADAR VEHICLE SENSING DEVICES
-  EXISTING CCTV CAMERA ON HIGH MAST POLE
-  GALVANIZED STEEL CONDUIT, PUSHED DIAMETER AND LENGTH AS NOTED
-  FIBER OPTIC INTERCONNECT CABINET
-  ELECTRIC SERVICE CONNECTION
- (E) EXISTING
- (I) INSTALL
- (P) PUSHED
- (T) TRENCHED

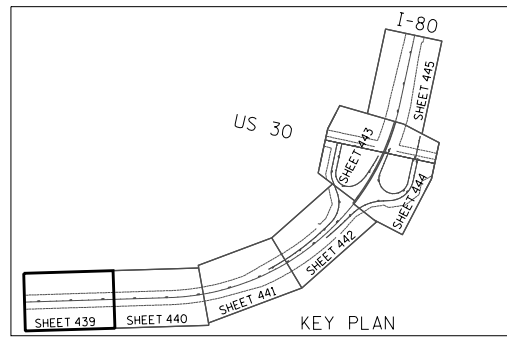
ABBREVIATIONS

PREFIX	COMPONENT	PREFIX	COMPONENT
ADF	ADD/DROP, FIBER OPTIC (CWDM OR OTHER)	PLP	PULLING PEDESTAL
CAX	COAX CABLE	PPC	PATCH PANEL, COPPER
CSC	CABLE SPLICE, COPPER	PPE	PATCH PANEL, ETHERNET
CSF	CABLE SPLICE, FIBER OPTIC	PPF	PATCH PANEL, FIBER
CTD	CCTV CAMERA, DOME	PPV	PATCH PANEL, VIDEO
CTF	CCTV CAMERA, FIXED POSITION	RMC	RADIO, MICROWAVE, CONTROL (UNLICENSED)
CBT	CHANNEL BANK, TI	RMV	RADIO, MICROWAVE, VIDEO (UNLICENSE)
CCC	CONTROL CABLE, COPPER	RXF	RECEIVER, FIBER OPTIC
CVB	CONTROLLER, VIDEO, BACKUP	RXT	RECEIVER, FSK TONE
CVP	CONTROLLER, VIDEO, PRIMARY	SCF	SPLITTER/COMBINER, FIBER OPTIC (CWDM)
DAV	DISTRIBUTION AMPLIFIER, VIDEO	SPV	SIGNAL SPLITTER, VIDEO
DCC	DISTRIBUTION CABLE, COPPER	SSV	SELECTOR SWITCH, VIDEO (MANUAL)
DCF	DISTRIBUTION CABLE, FIBER OPTIC	SWE	SWITCH, ETHERNET
DEC	DECODER (CODEC MPEG2)	SWV	SWITCH, VIDEO
DMS	DYNAMIC MESSAGE SIGN	TCC	TRUNK CABLE, COPPER
VRD	VIDEO RECORDER, DIGITAL	TCF	TRUNK CABLE, FIBER OPTIC
ENC	ENCODER (CODEC MPEG2)	TLC	TLC WATCH EQUIPMENT
ETH	ETHERNET CABLE	TXF	TRANSMITTER, FIBER OPTIC
HHL	HANDHOLE	TXT	TRANSMITTER, FSK TONE
JBC	JUNCTION BOX, CONTROL (COPPER)	VCD	VIDEO CAPTURE DEVICE
JBF	JUNCTION BOX, FIBER OPTIC CABLE	VCL	VIDEO CONTROL LOCATION
JBP	JUNCTION BOX, POWER	VCP	VIDEO COLLECTION POINT
KBD	KEYBOARD	WST	USER WORK STATION
LDI	LOOP DETECTOR, INDUCTION		
LDM	LOOP DETECTOR, MICROLOOP		
MDF	MUX/DEMUX, FIBER (CWDM)		
MON	MONITOR, COMPUTER		
MVD	MONITOR, VIDEO		
MVR	MONITOR, VIDEO, FLAT PANEL RACK (LCD RACK)		
MXS	MULTIPLEXER, SONET		
PCE	PATCH CABLE, ETHERNET		
PCF	PATCH CABLE, FIBER		

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MATCHLINE STA. 622+00
SEE SHEET NO.440



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PLOT DATE = 5/10/2018

DESIGNED - JMV	REVISED -
DRAWN - RJR	REVISED -
CHECKED - JMV	REVISED -
DATE - 05/10/2018	REVISED -

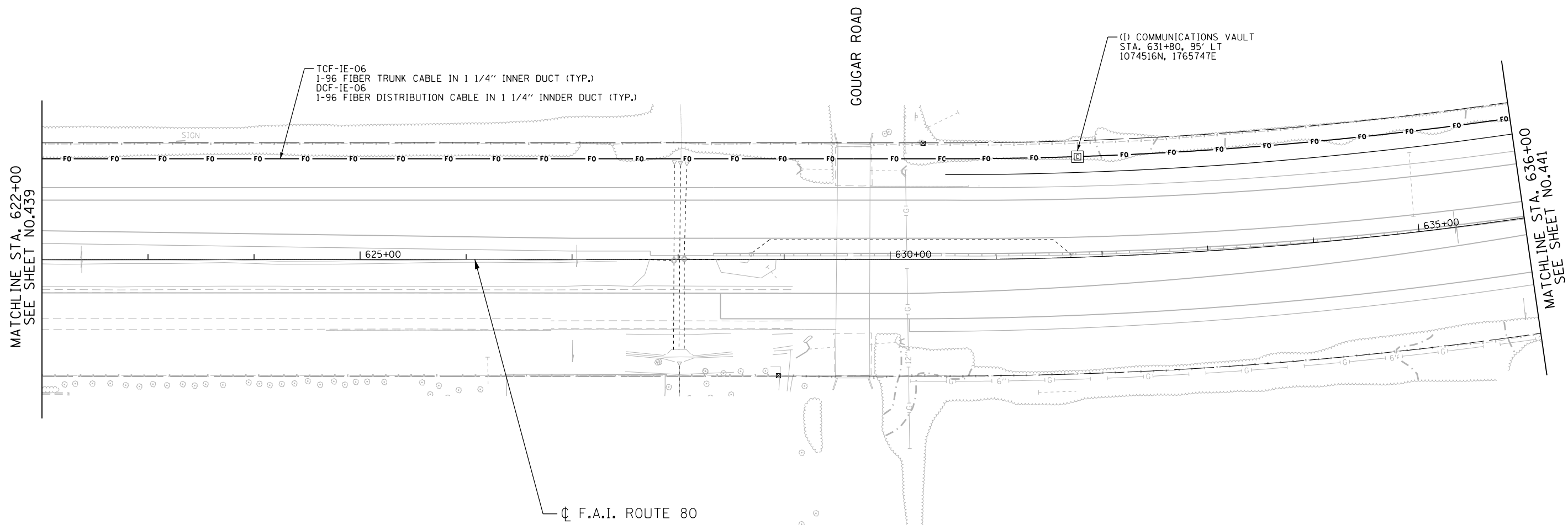
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE
I.T.S. PLANS**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

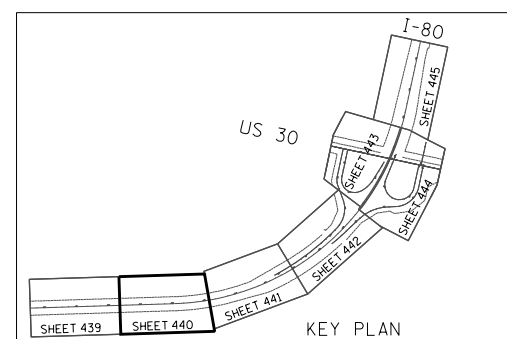
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80	99-4-1VB-1-R	WILL	840	439
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				

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MATCHLINE STA. 622+00
SEE SHEET NO.439

MATCHLINE STA. 636+00
SEE SHEET NO.441



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PLOT SCALE = 100.0000' / in.
PLOT DATE = 5/10/2018

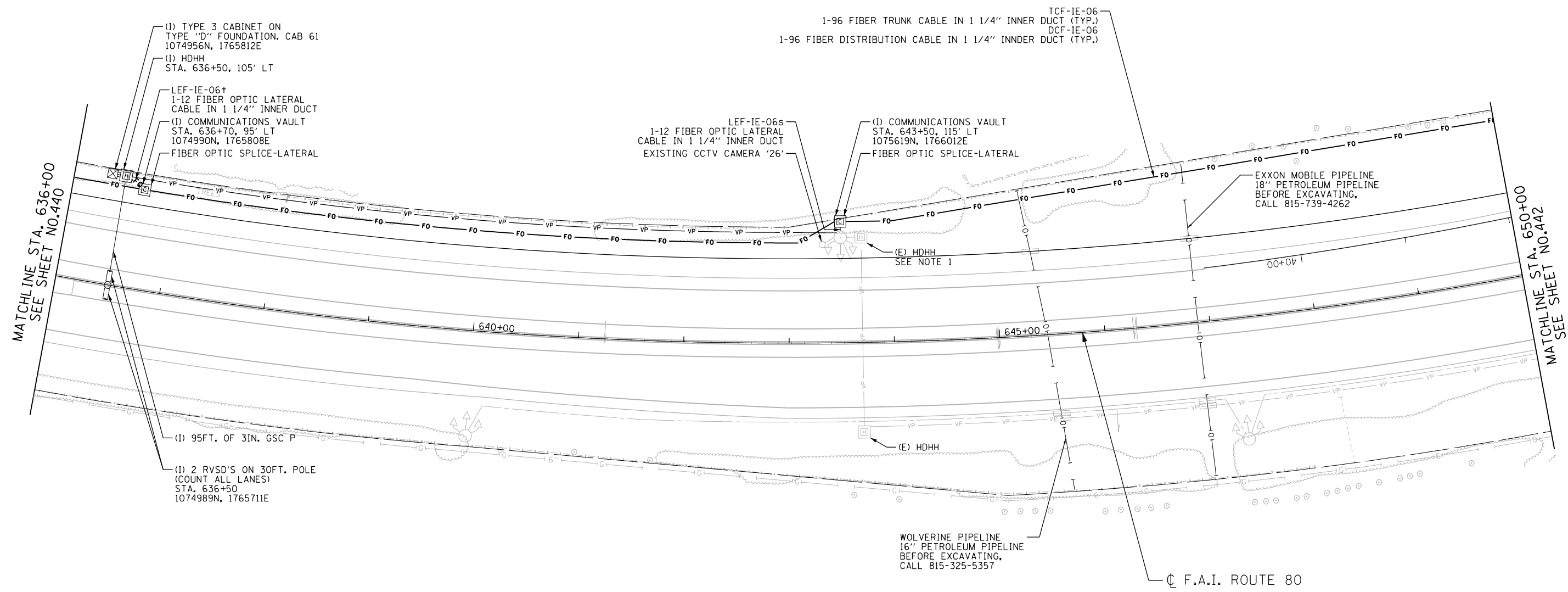
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DRAWN - RJR	REVISIED -
CHECKED - JMV	REVISIED -
DATE - 05/10/2018	REVISIED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

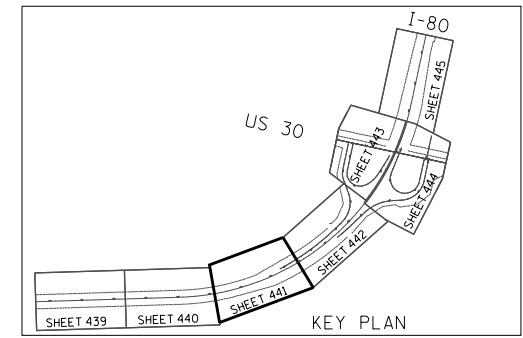
**F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE
I.T.S. PLANS**

SCALE: 1" = 50'	SHEET NO.	OF	SHEETS	STA.	TO	STA.
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	440
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	



NOTES:
 1. SPLICE NEW VIDEO POWER CABLE TO RVSD AT STA. 636+50 TO EXISTING VIDEO POWER CABLE FOR CAMERA AT STA 643+50. SPLICE SHALL BE MADE WITHIN TOWER HANDHOLE.



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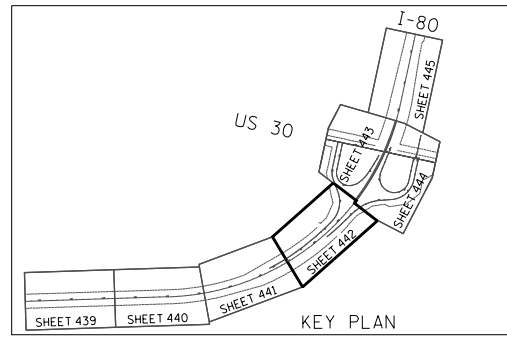
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	DATE - 05/10/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE
 I.T.S. PLANS**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	441
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



TCF-IE-06
1-96 FIBER TRUNK CABLE IN 1 1/4" INNER DUCT (TYP.)
DCF-IE-06
1-96 FIBER DISTRIBUTION CABLE IN 1 1/4" INNER DUCT (TYP.)

(1) COMMUNICATIONS VAULT
STA. 656+25, 150' LT
1076686N, 1766630E
(2) FIBER OPTIC SPLICE-LATERAL

(1) TYPE 3 CABINET ON
TYPE "D" FOUNDATION, CAB 59
1077113N, 1767126E

(1) HDHH
STA. 663+00, 130' LT
1077123N, 1767118E

(1) 110FT. OF 3IN. GSC P
(1) RVSD ON 30FT. POLE
STA. 25+60, 40' RT

LEF-IE-06r
1-12 FIBER OPTIC LATERAL
CABLE IN 1 1/4" INNER DUCT

COMMUNICATIONS VAULT
STA. 661+75, 90' LT
1077075N, 1766999E
FIBER OPTIC SPLICE-LATERAL

CL OLD PLANK ROAD TRAIL (PROP)

CL RAMP AD

MATCHLINE STA. 650+00
SEE SHEET NO. 441

MATCHLINE STA. 664+50
SEE SHEET NO. 443

MATCHLINE STA. 664+00
SEE SHEET NO. 444

CL F.A.I. ROUTE 80

CL RAMP CB

LEF-IE-
2-12 FIBER OPTIC LATERAL
CABLE IN 1 1/4" INNER DUCT
(1) HDHH
STA. 656+25, 145' RT
1076844N, 1766444E

USE EXISTING
EMPTY RACEWAY

(1) 2 RVSD'S ON 30FT. POLE
(COUNT ALL LANES)
STA. 663+00, 1077223N, 1767035E
(1) 130FT. OF 3IN. GSC P

LEF-IE-06g
1-12 FIBER OPTIC LATERAL
CABLE IN 1 1/4" INNER DUCT
(1) HDHH
STA. 660+80, 145' RT
1077199N, 1766786E
EXISTING CCTV CAMERA '25C'

N:\PRD\1\0002384_004_US_30_Design\ITS\3384_US30-11504.dgn

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USER NAME = jvandra
PLOT SCALE = 100.0000' / in.
PLOT DATE = 5/10/2018

DESIGNED - JMV
DRAWN - RJR
CHECKED - JMV
DATE - 05/10/2018

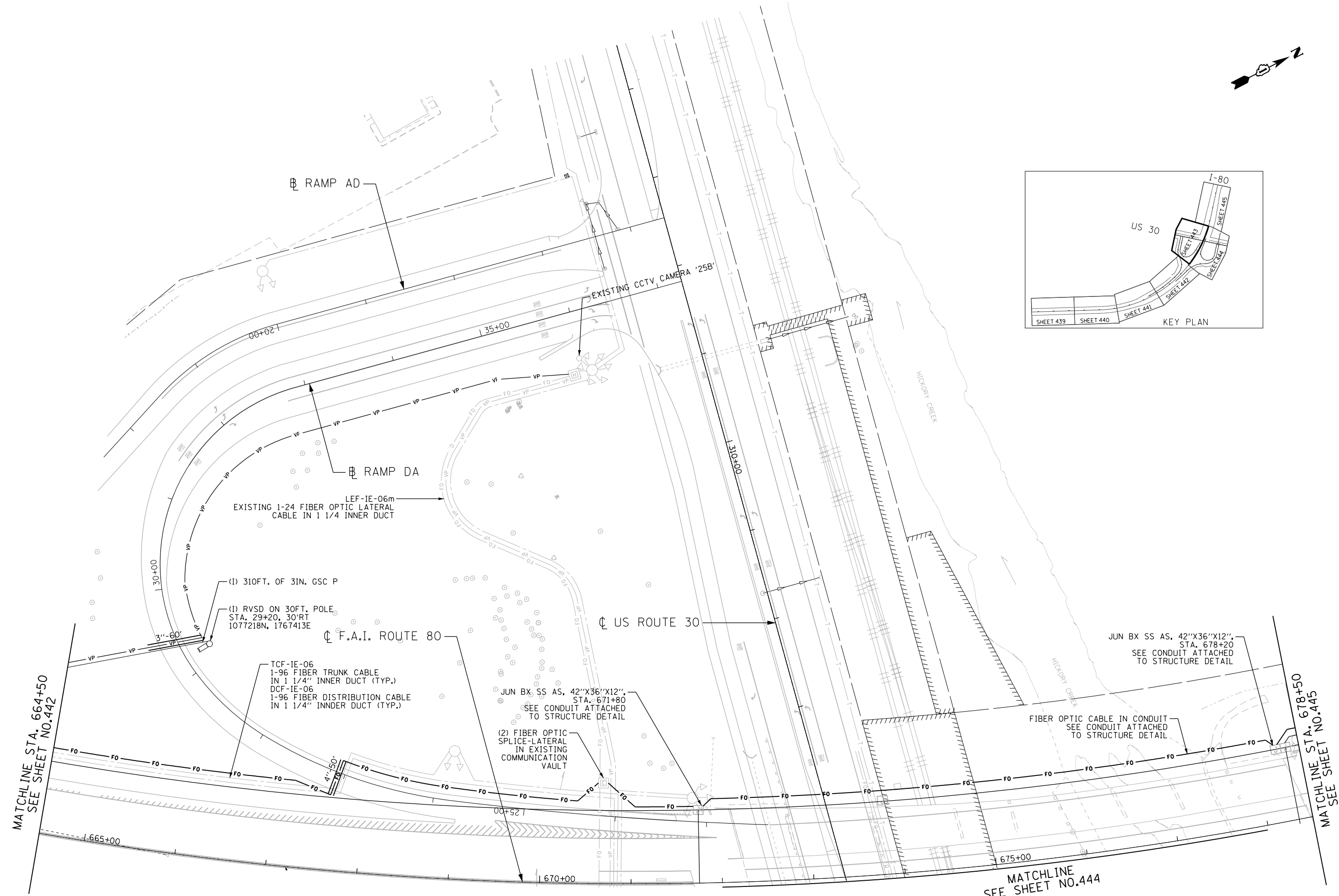
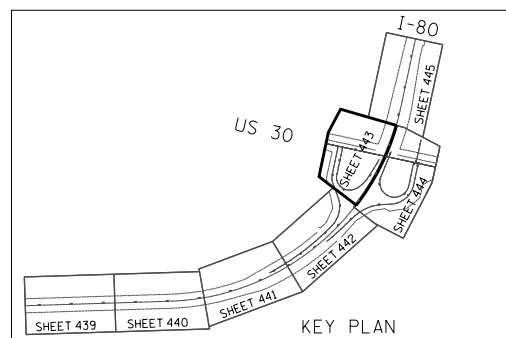
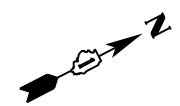
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE
I.T.S. PLANS**

SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	442
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	



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PLOT DATE = 5/10/2018

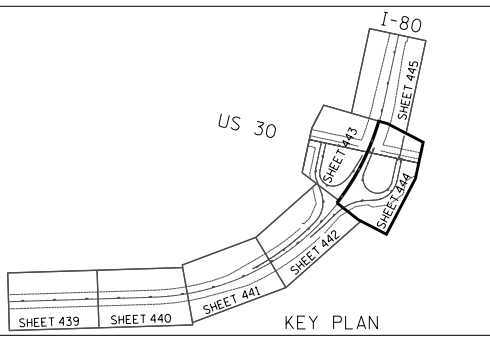
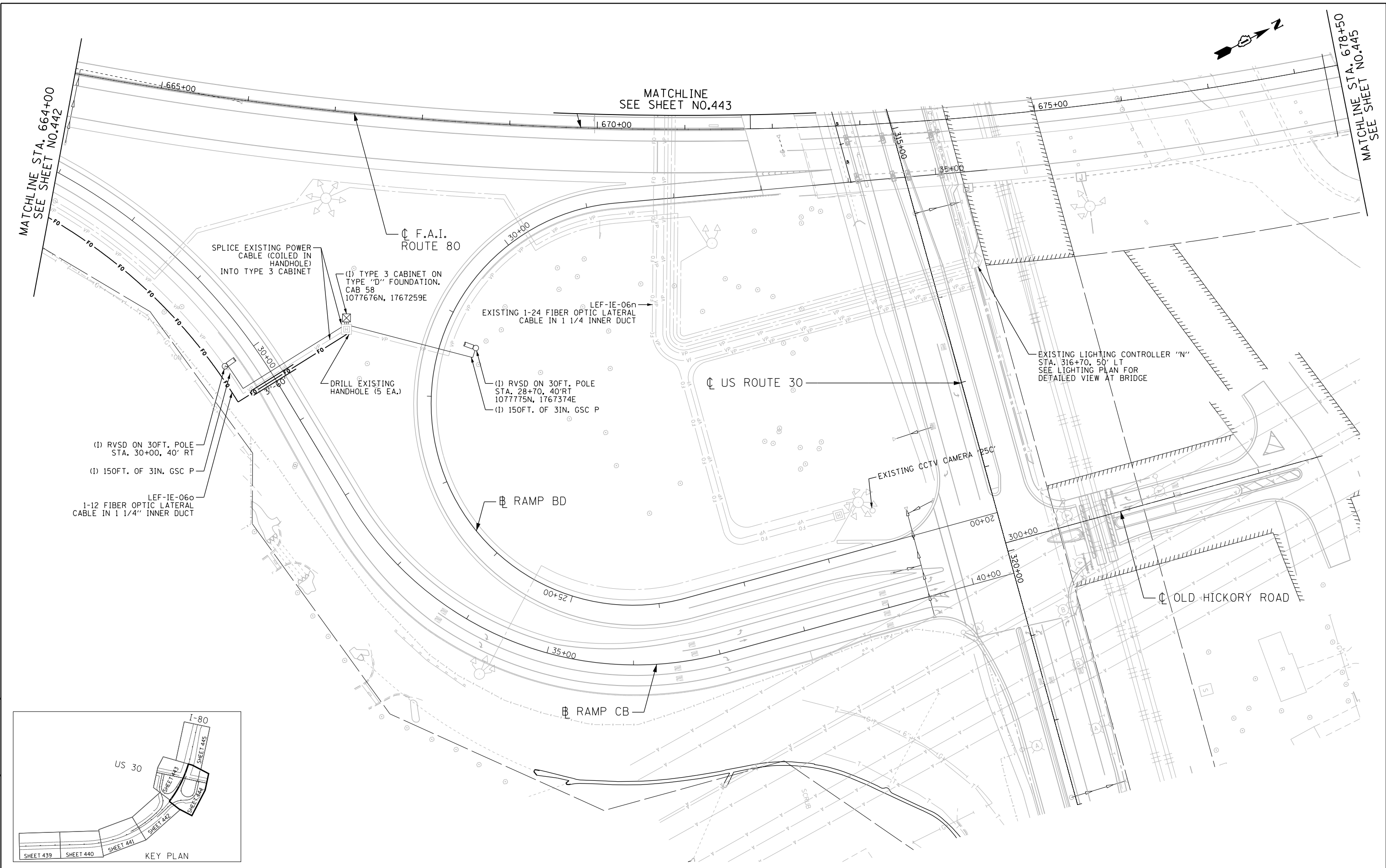
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CHECKED - JMV
DATE - 05/10/2018

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

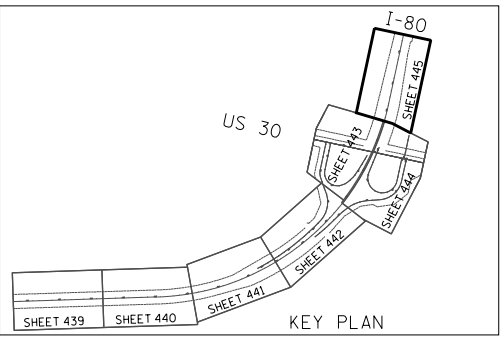
F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE			
I.T.S. PLANS			
SCALE: 1" = 50'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	443
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				

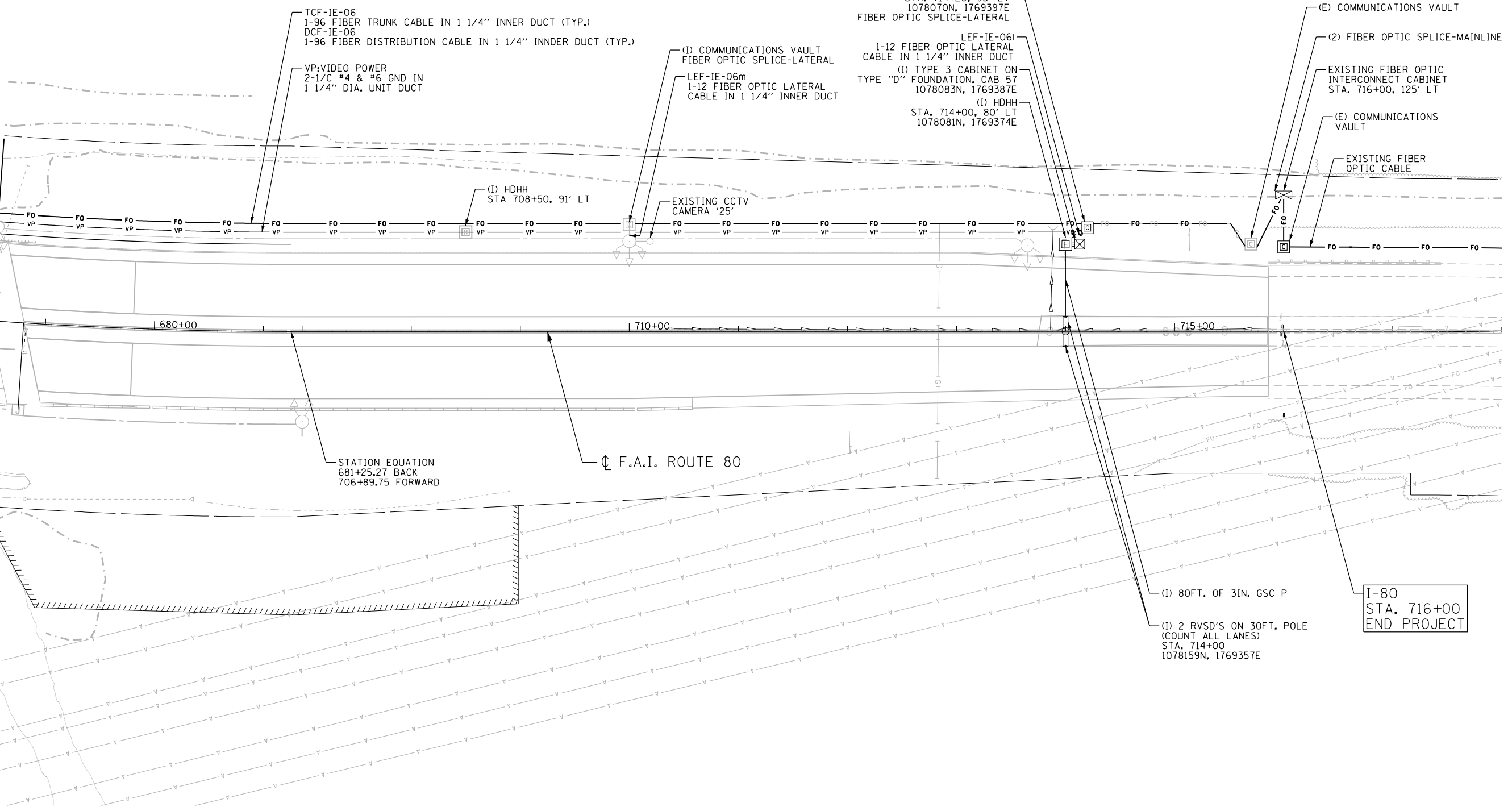


 ENGINEERING CONSULTANT Clorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60625 Tel. 773.775.4209 Fax 773.775.4014 Email: cti@clorba.com	USER NAME = jvandra PLOT SCALE = 100,0000 "/>	DESIGNED - JMV DRAWN - RJR CHECKED - JMV DATE - 05/10/2018	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 / U.S. 30 INTERCHANGE I.T.S. PLANS			F.A.I. R.T.E. 80 SECTION 99-4-1VB-1-R COUNTY WILL TOTAL SHEETS 840 SHEET NO. 444 CONTRACT NO. 60N87
	PLOT DATE = 5/10/2018	DATE - 05/10/2018	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT			

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MATCHLINE STA. 678+50
SEE SHEET NO. 443 & 444



TCF-IE-06
1-96 FIBER TRUNK CABLE IN 1 1/4" INNER DUCT (TYP.)
DCF-IE-06
1-96 FIBER DISTRIBUTION CABLE IN 1 1/4" INNER DUCT (TYP.)

VP:VIDEO POWER
2-1/C #4 & #6 GND IN
1 1/4" DIA. UNIT DUCT

(I) COMMUNICATIONS VAULT
FIBER OPTIC SPLICE-LATERAL
LEF-IE-06m
1-12 FIBER OPTIC LATERAL
CABLE IN 1 1/4" INNER DUCT

(I) COMMUNICATIONS VAULT
STA. 714+20, 95' LT
1078070N, 1769397E
FIBER OPTIC SPLICE-LATERAL
LEF-IE-06i
1-12 FIBER OPTIC LATERAL
CABLE IN 1 1/4" INNER DUCT
(I) TYPE 3 CABINET ON
TYPE "D" FOUNDATION, CAB 57
1078083N, 1769387E
(I) HDHH
STA. 714+00, 80' LT
1078081N, 1769374E

(E) COMMUNICATIONS VAULT
(2) FIBER OPTIC SPLICE-MAINLINE
EXISTING FIBER OPTIC
INTERCONNECT CABINET
STA. 716+00, 125' LT

(E) COMMUNICATIONS
VAULT
EXISTING FIBER
OPTIC CABLE

STATION EQUATION
681+25.27 BACK
706+89.75 FORWARD

☉ F.A.I. ROUTE 80

(I) 80FT. OF 3IN. GSC P
(I) 2 RVSD'S ON 30FT. POLE
(COUNT ALL LANES)
STA. 714+00
1078159N, 1769357E

I-80
STA. 716+00
END PROJECT

N:\PROJ\0002384_004_US_30_Design\115\3384_US30-11507.dgn

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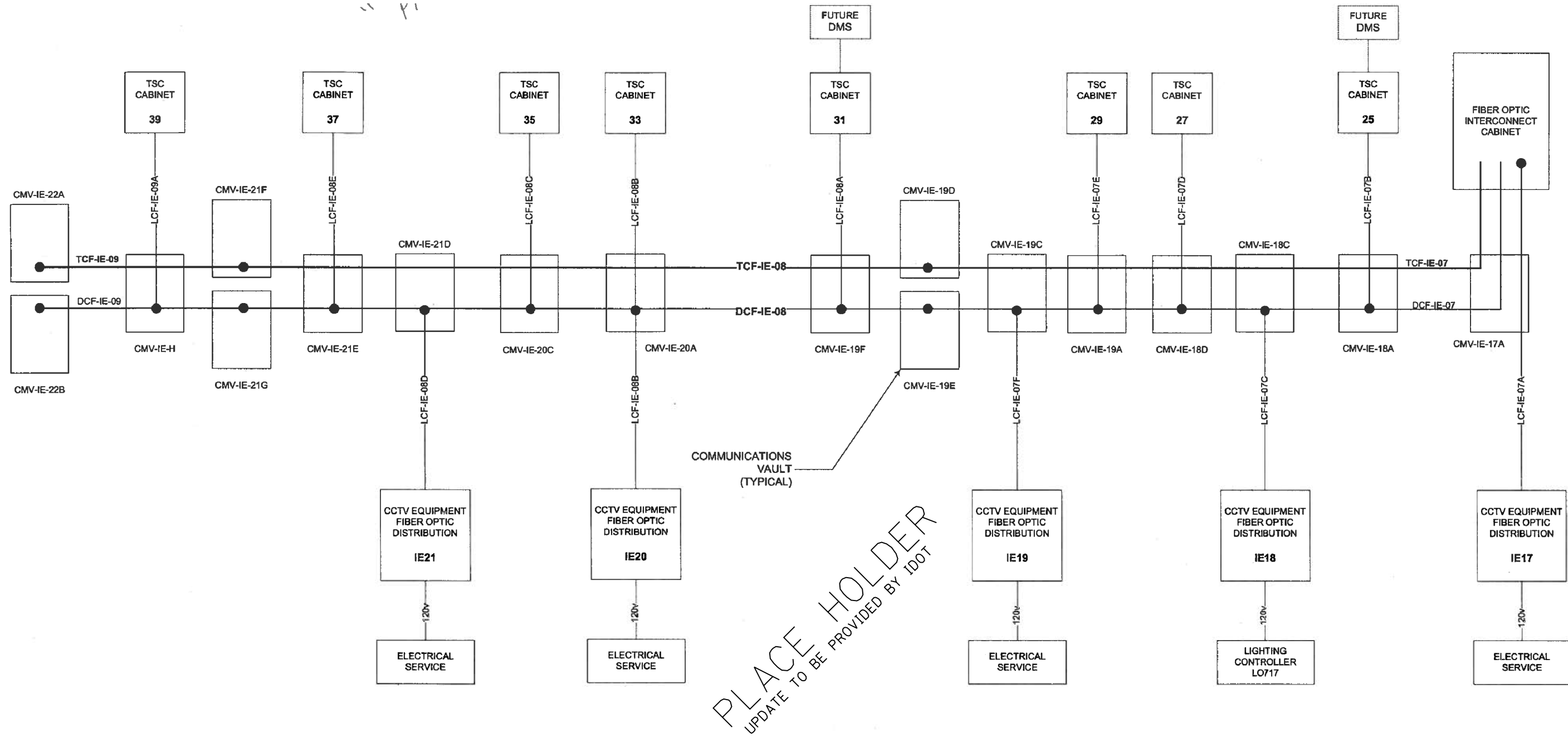
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PLOT SCALE = 100.0000' / in.
PLOT DATE = 5/10/2018

DESIGNED - JMV	REVISD -
DRAWN - RJR	REVISD -
CHECKED - JMV	REVISD -
DATE - 05/10/2018	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE I.T.S. PLANS			
SCALE: 1" = 50'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	445
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



PLACE HOLDER
UPDATE TO BE PROVIDED BY IDOT

187th STREET

ITEM	ADDRESS
MEDIA CONV	192._____
CODEC	192._____
CAMERA	_____

NEAR WEIGH STATION

ITEM	ADDRESS
MEDIA CONV	192._____
CODEC	192._____
CAMERA	_____

WOLF ROAD

ITEM	ADDRESS
MEDIA CONV	192._____
CODEC	192._____
CAMERA	_____

EAST OF 104th AVENUE

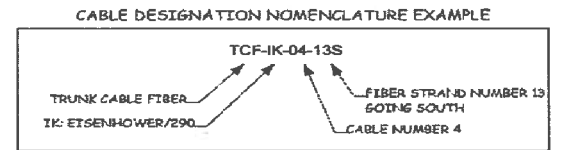
ITEM	ADDRESS
MEDIA CONV	192._____
CODEC	192._____
CAMERA	_____

WEST OF LAGRANGE ROAD
(US 45)

ITEM	ADDRESS
MEDIA CONV.	192._____
CODEC	192._____
CAMERA	_____

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NOTES



Prefix	Component
ADF	Add/Drop, Fiber Optic (CWDM or other)
CAX	Coax Cable
CSC	Cable Splice, Copper
CSF	Cable Splice, Fiber Optic
CTD	CCTV Camera, Dome
CTF	CCTV Camera, Fixed Position
CBT	Channel Bank, T1
CCC	Control Cable, Copper
CVB	Controller, Video, Backup
CVP	Controller, Video, Primary
DAV	Distribution Amplifier, Video
DCC	Distribution Cable, Copper
DCF	Distribution Cable, Fiber Optic
DEC	Decoder (Codec MPEG2)
DMS	Dynamic Message Sign
VRD	Video Recorder, Digital
ENC	Encoder (Codec MPEG2)
ETH	Ethernet Cable
HHL	Handhole
JBC	Junction Box, Control (copper)
JBF	Junction Box, Fiber Optic Cable
JBP	Junction Box, Power
KBD	Keyboard
LDI	Loop Detector, Induction
LDM	Loop Detector, Microloop
MDF	Mux/Demux, Fiber (CWDM)
MON	Monitor, Computer
MVD	Monitor, Video
MVR	Monitor, Video, Flat Panel Rack (LCD rack)
MXS	Multiplexer, SONET
PCE	Patch Cable, Ethernet
PCF	Patch Cable, Fiber
PLP	Pulling Pedestal
PPC	Patch Panel, Copper
PPE	Patch Panel, Ethernet
PPF	Patch Panel, Fiber
PPV	Patch Panel, Video

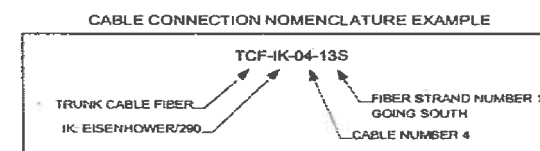
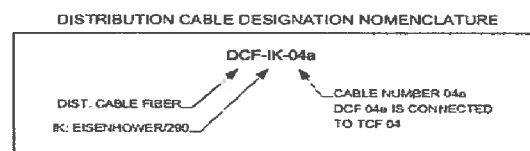
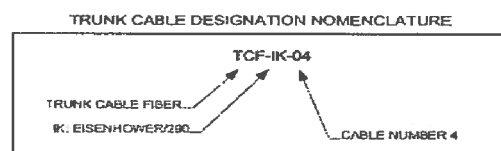
RMC	Radio, Microwave, Control (unlicensed)
RMV	Radio, Microwave, Video (unlicensed)
RXF	Receiver, Fiber Optic
RXT	Receiver, FSK Tone
SCF	Splitter/Combiner, Fiber Optic (CWDM)
SPV	Signal Splitter, Video
SSV	Selector Switch, Video (manual)
SWE	Switch, Ethernet
SWV	Switch, Video
TCC	Trunk Cable, Copper
TCF	Trunk Cable, Fiber Optic
TLC	TLC Watch Equipment
TXF	Transmitter, Fiber Optic
TXT	Transmitter, FSK Tone
VCD	Video Capture Device
VCL	Video Control Location
VCP	Video Collection Point
WST	User Work Station

Prefix	Expressway or Location
ED	Edens
KE	Kennedy
ST	Stevenson
IK	Eisenhower
DR	Dan Ryan
BF	Bishop Ford / I-394
FS	I-57
KI	Kingary
NS	I-355
SI	Stony Island
CT	China Town
EO	Elgin - O'Hare
LS	Lake Shore Drive
D1	District One
	CC ComCenter
	EQ Equipment Room
	LL Lower Level
TS	Traffic Systems Center
	CR Control Room
	EQ Equipment Room
	CP Computer Room
ET	ETP
80	I-80

place holder
UPDATE TO BE PROVIDED BY IDOT

Function	Color
CODEC → VDA	Black
VDA → Patch Panel	White
VDA → Switcher	White
VDA → JPEG Capture	Green
Switcher Output → ComCenter Monitor	Blue
Switcher Output → Lobby Monitor	Blue

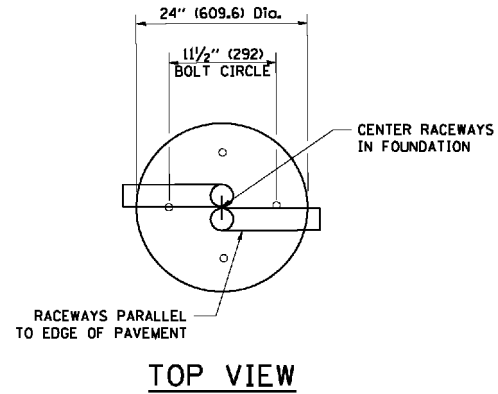
ABBREVIATIONS



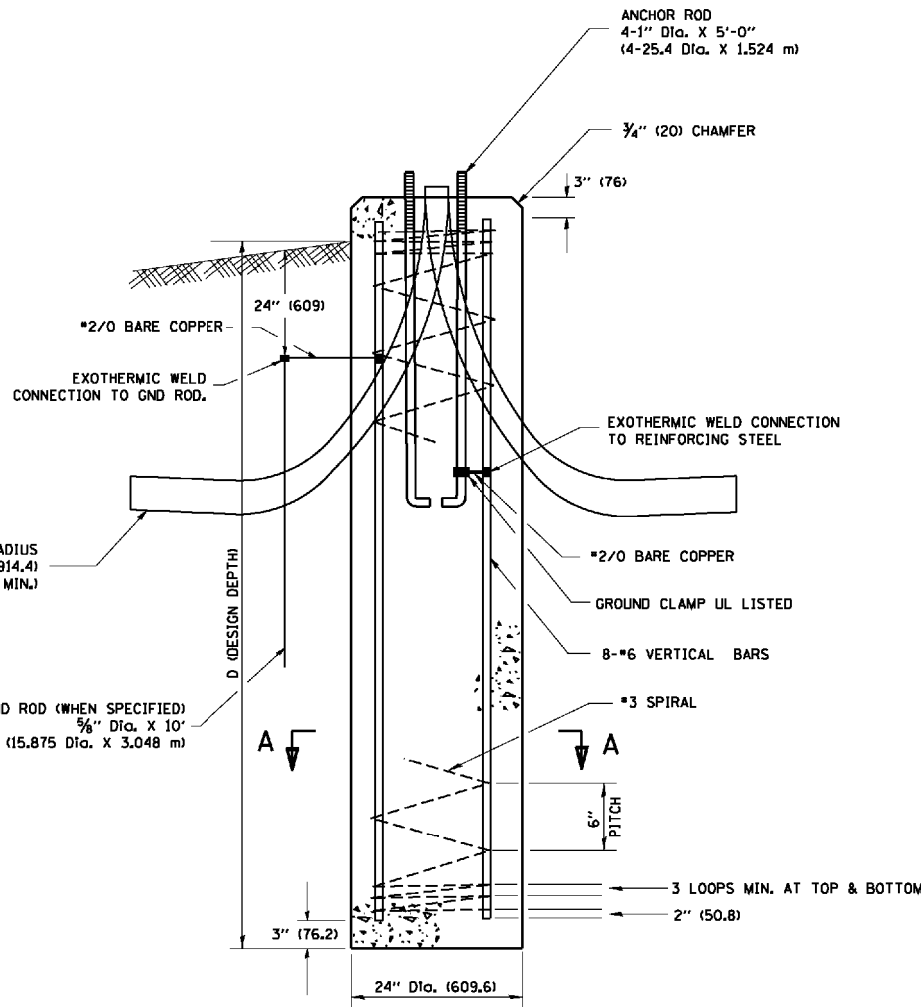
N:\PRD\1\0002384_004_US_30_Design\ITS\3384_US30-11508.dgn

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O _u = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY O _u = 0.75 TON/SQ.FT	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY O _u = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



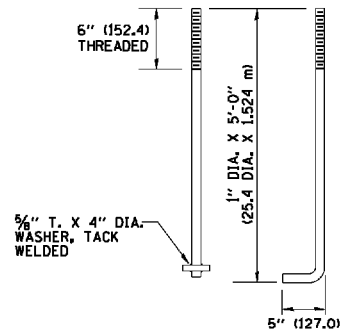
TOP VIEW



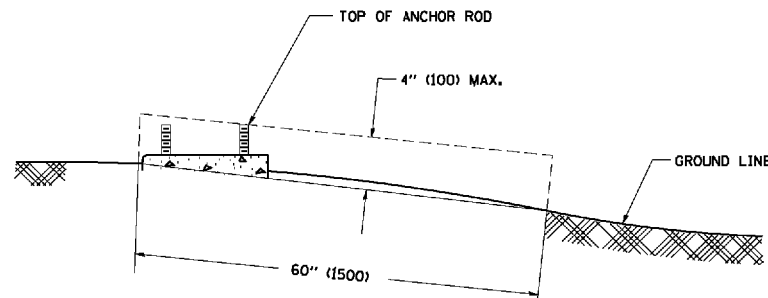
FOUNDATION DETAIL

NOTES

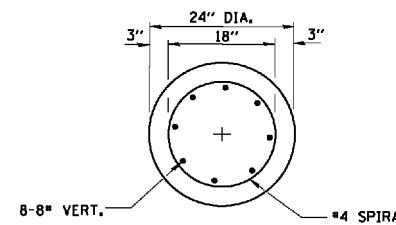
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



ANCHOR BOLT DETAIL



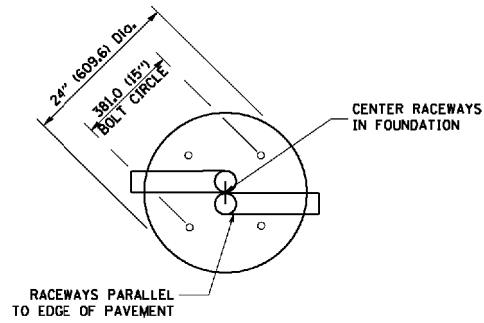
FOUNDATION EXTENSION DETAIL



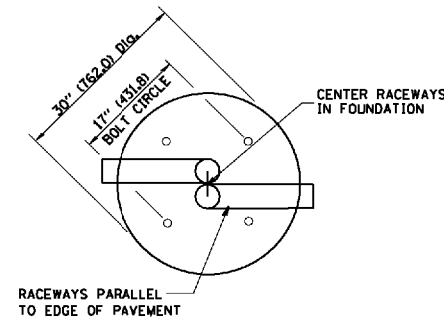
SECTION A-A

LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



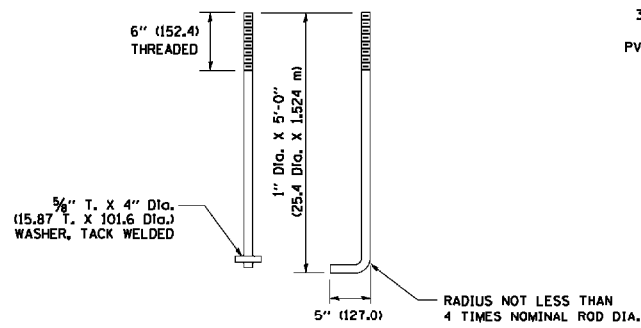
TOP VIEW



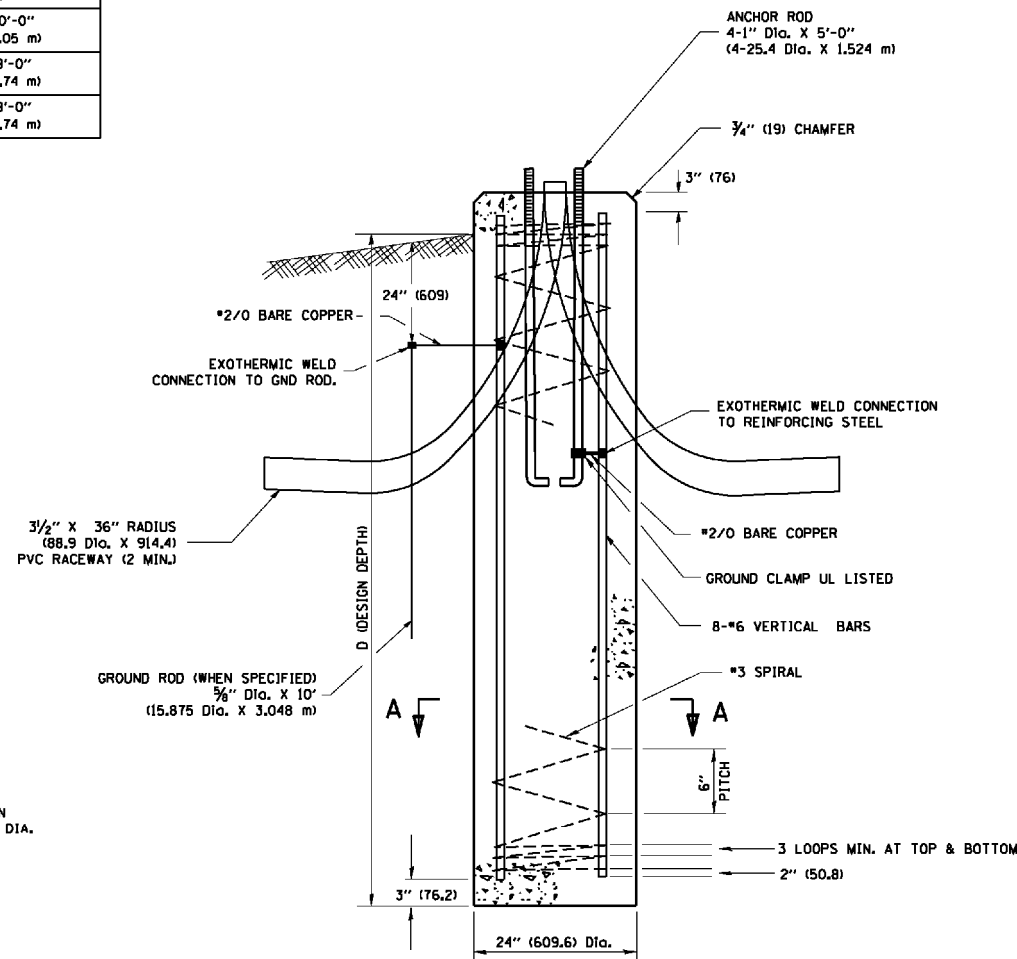
TOP VIEW

NOTES

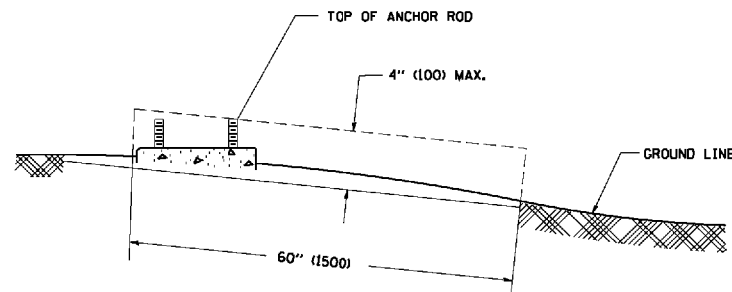
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



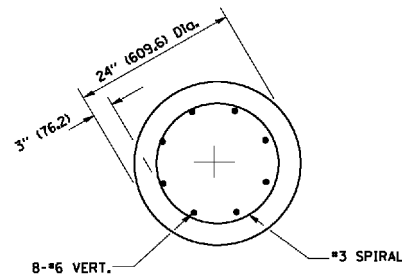
ANCHOR ROD DETAIL



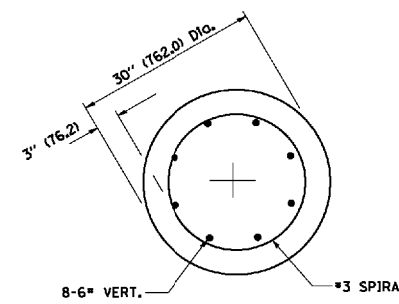
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

FILE NAME =
 W:\datastd\22x34\be301.dgn

USER NAME = geglionabt
 PLOT SCALE = 50.0000 / / IN.
 PLOT DATE = 1/4/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED - 04-22-02
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION


40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

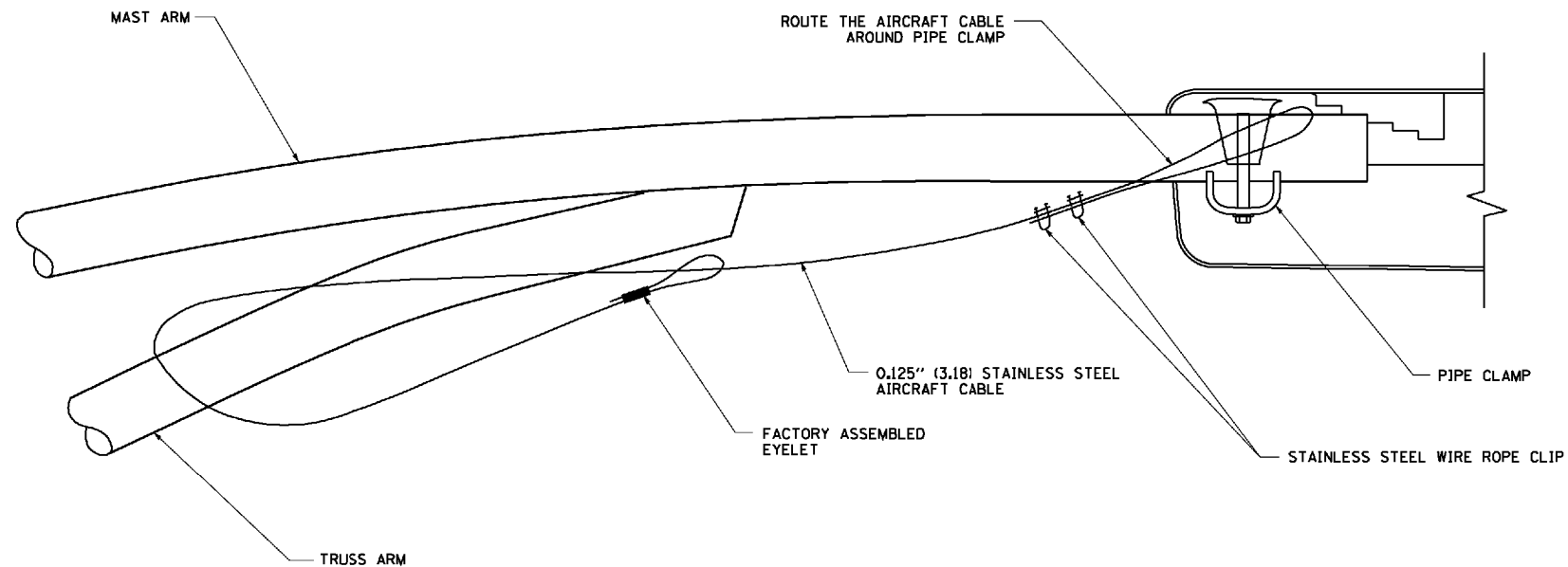
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-301		CONTRACT NO. 60N87		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

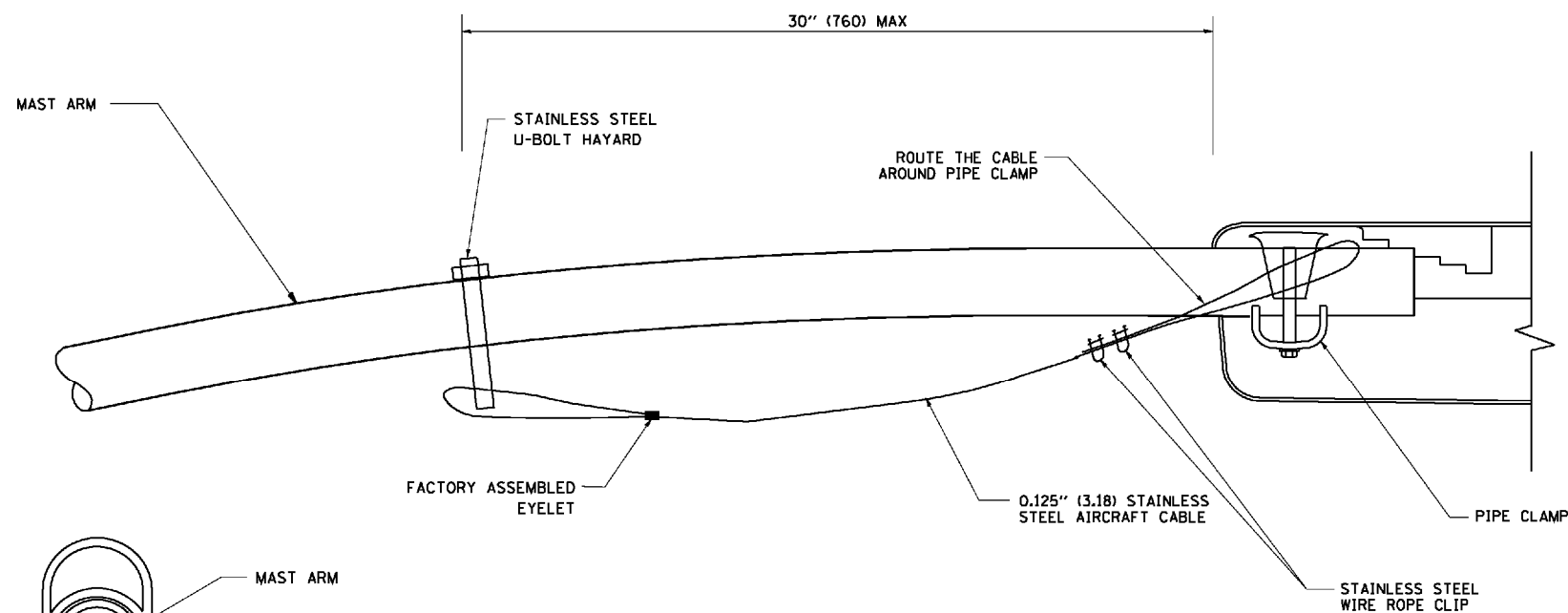
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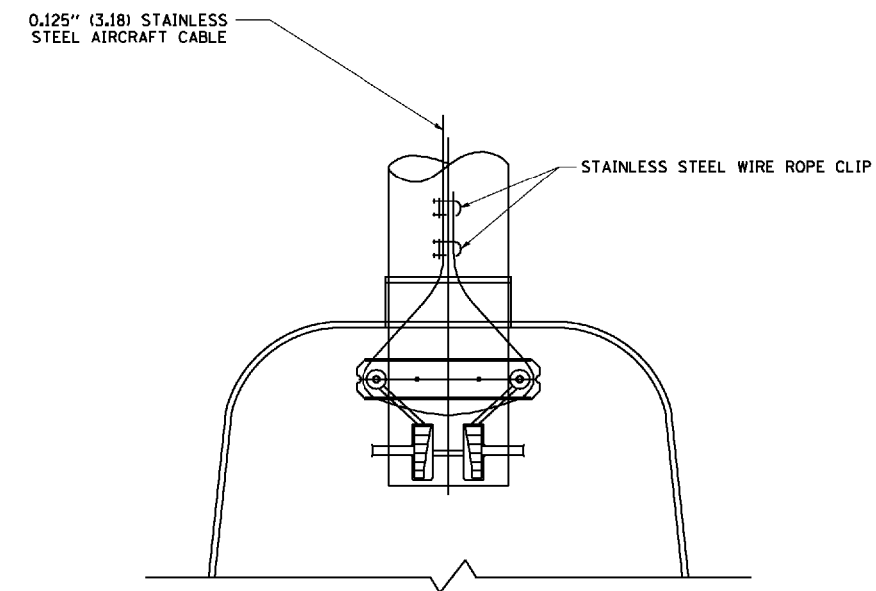
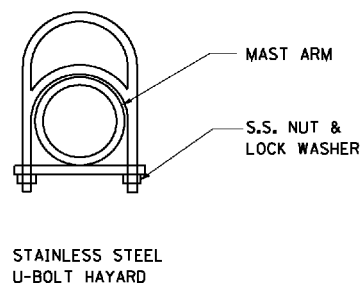
 Ciorba Group, Inc. <small>CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60625 Tel. 773.775.4009 Fax 773.775.4014 Email: chicago@ciorba.com</small>	USER NAME = jvandra	DESIGNED - JMV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE ELECTRICAL DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0000' / in.	DRAWN - RJR	REVISED -		80	99-4-1VB-1-R	WILL	840	450			
PLOT DATE = 5/10/2018	CHECKED - JMV	REVISED -	SCALE: 1" = 50' SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 60N87						
	DATE - 05/10/2018	REVISED -	ILLINOIS FED. AID PROJECT									



SIDE VIEW (TRUSS ARM)
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



BOTTOM VIEW
N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

FILE NAME =
W:\datastd\22x34\be701.dgn

USER NAME = geglennobt

DESIGNED -

REVISED - 08-08-03

DRAWN -

REVISED -

PLOT SCALE = 50.000 ' / IN.

CHECKED -

REVISED -

PLOT DATE = 1/4/2008

DATE -

REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LUMINAIRE SAFETY CABLE ASSEMBLY

SCALE: NONE

SHEET NO. 1 OF 1 SHEETS

STA.

TO STA.

F.A. RTE. 80

SECTION 99-4-1VB-1-R

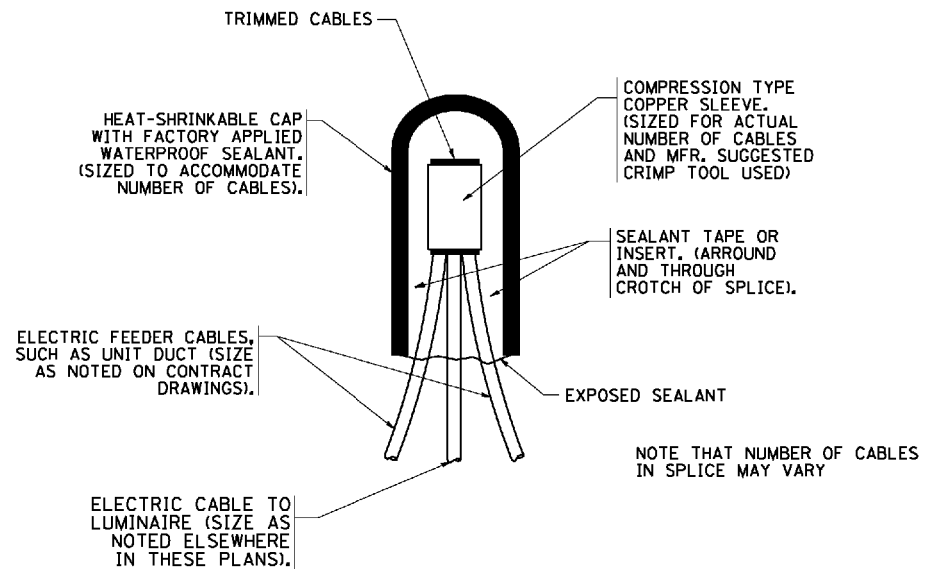
COUNTY WILL

TOTAL SHEETS 840
SHEET NO. 451

BE-701

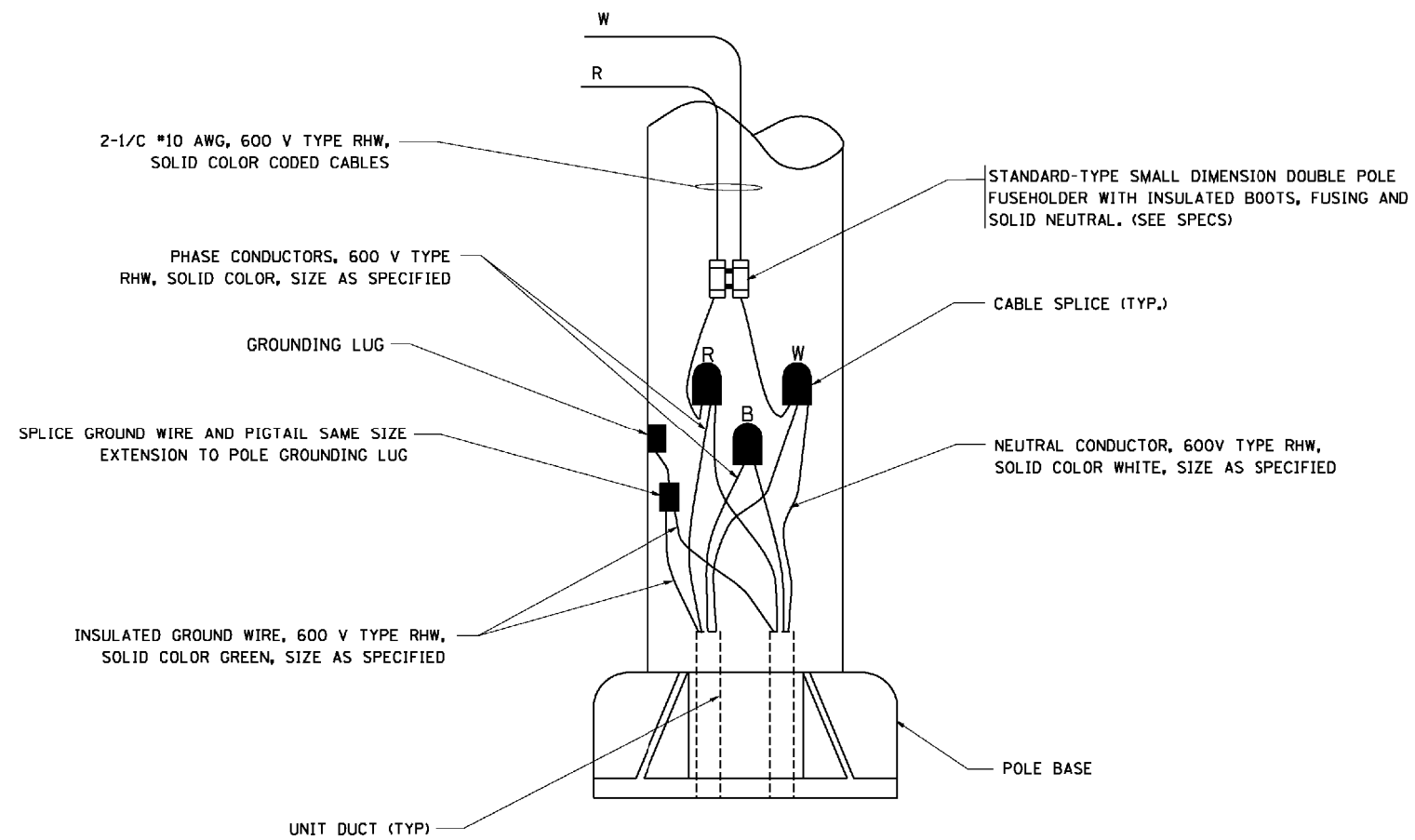
CONTRACT NO. 60N87

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



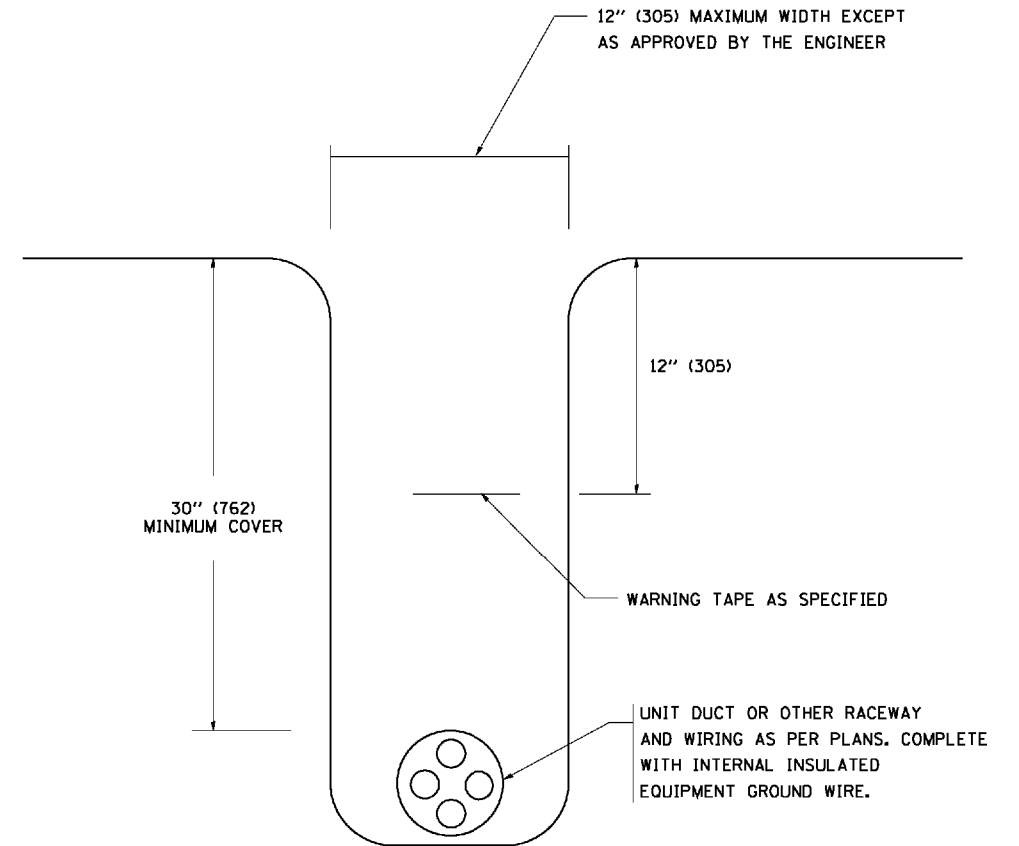
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.

FILE NAME =
W:\datastd\22x34\be702.dgn

USER NAME = geglionabt

DESIGNED - REVISED - 08-08-03

DRAWN - REVISED -

PLOT SCALE = 50.000' / IN.

CHECKED - REVISED -

PLOT DATE = 1/4/2008

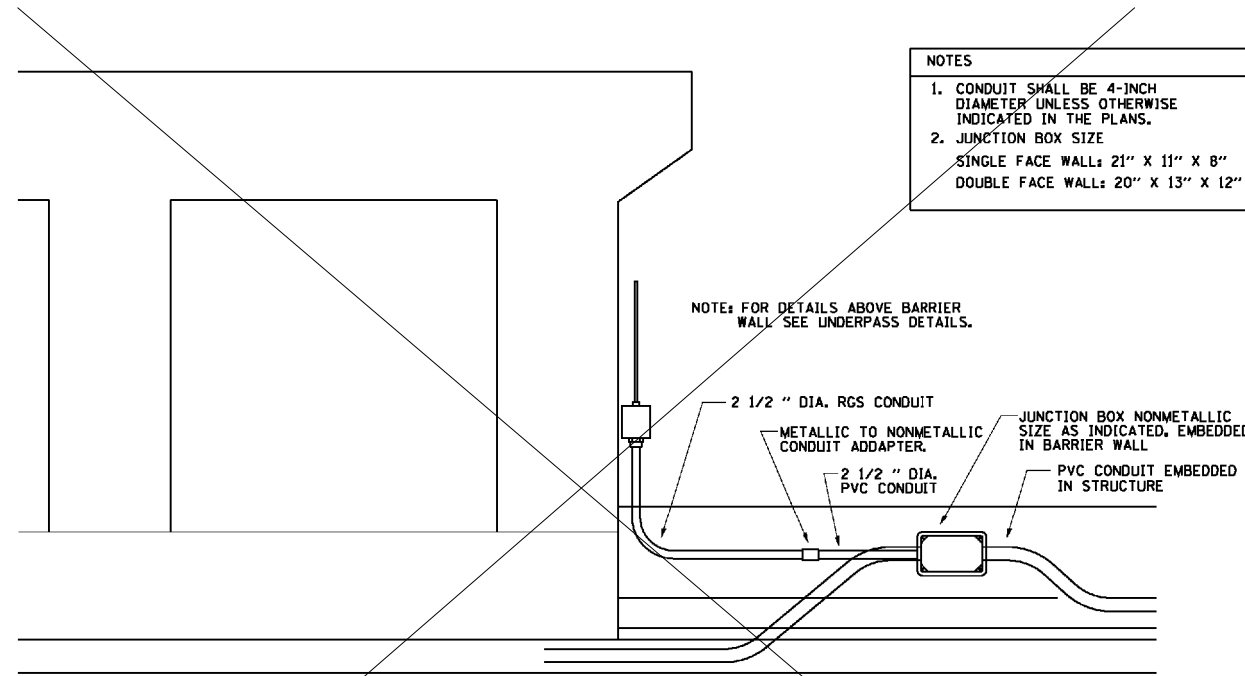
DATE - REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

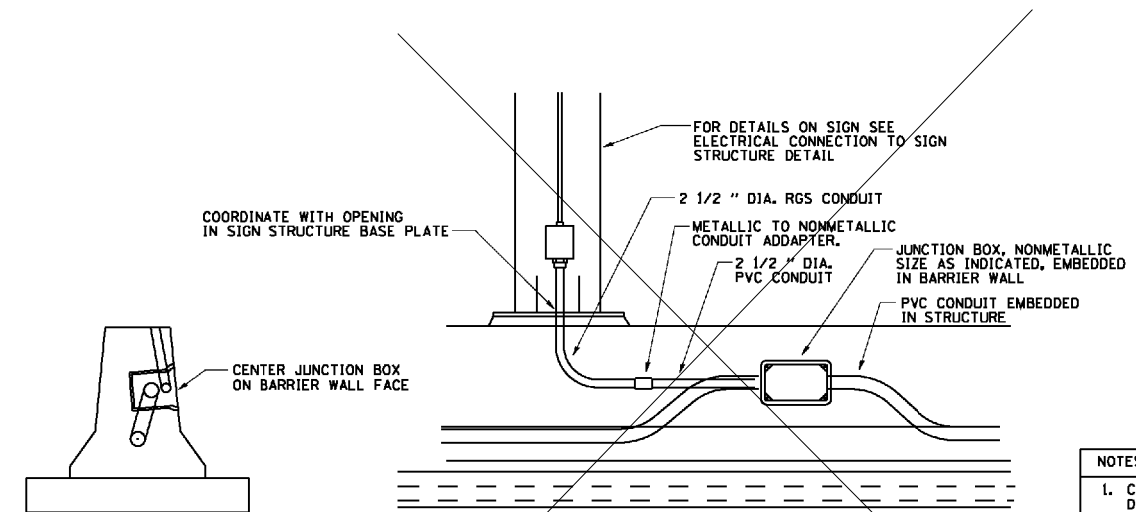
MISC. ELECTRICAL DETAILS
SHEET A

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BE-702			CONTRACT NO. 60N87	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

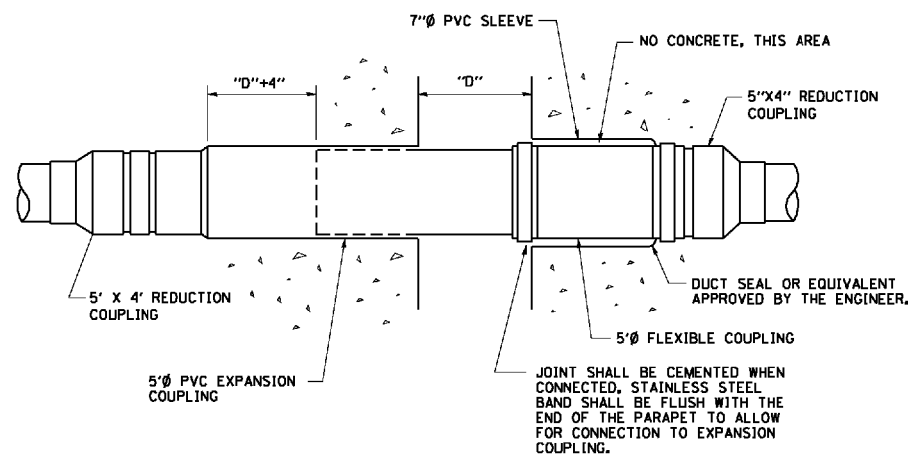


ED - BWD
ELECTRIC CONNECTION TO UNDERPASS LIGHTING

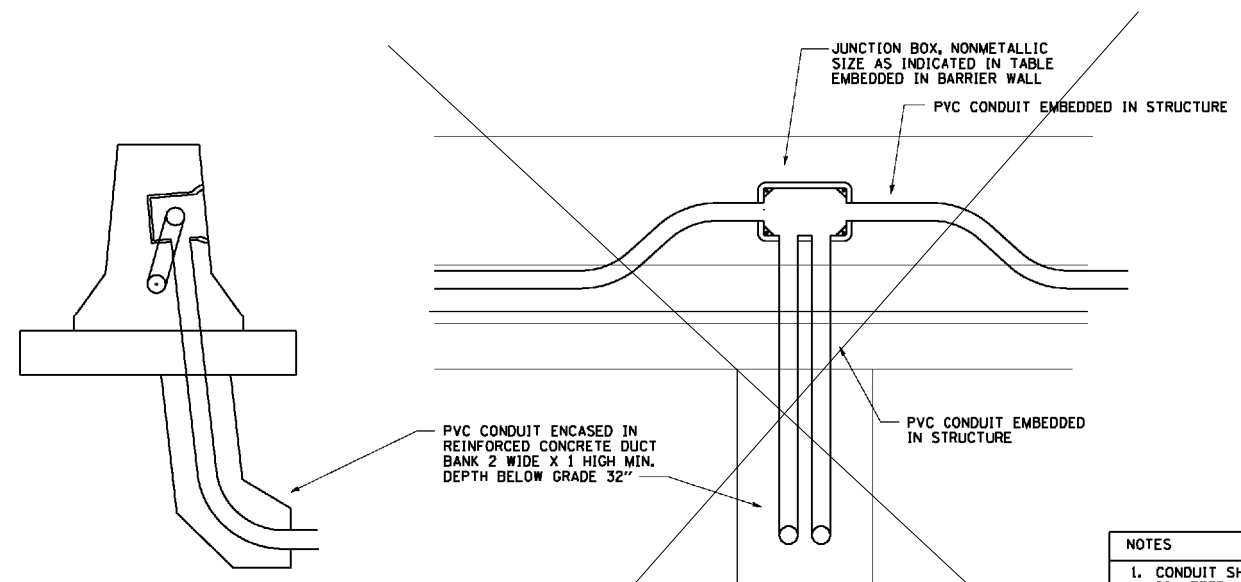


ED - SGN
JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING

- NOTES**
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"

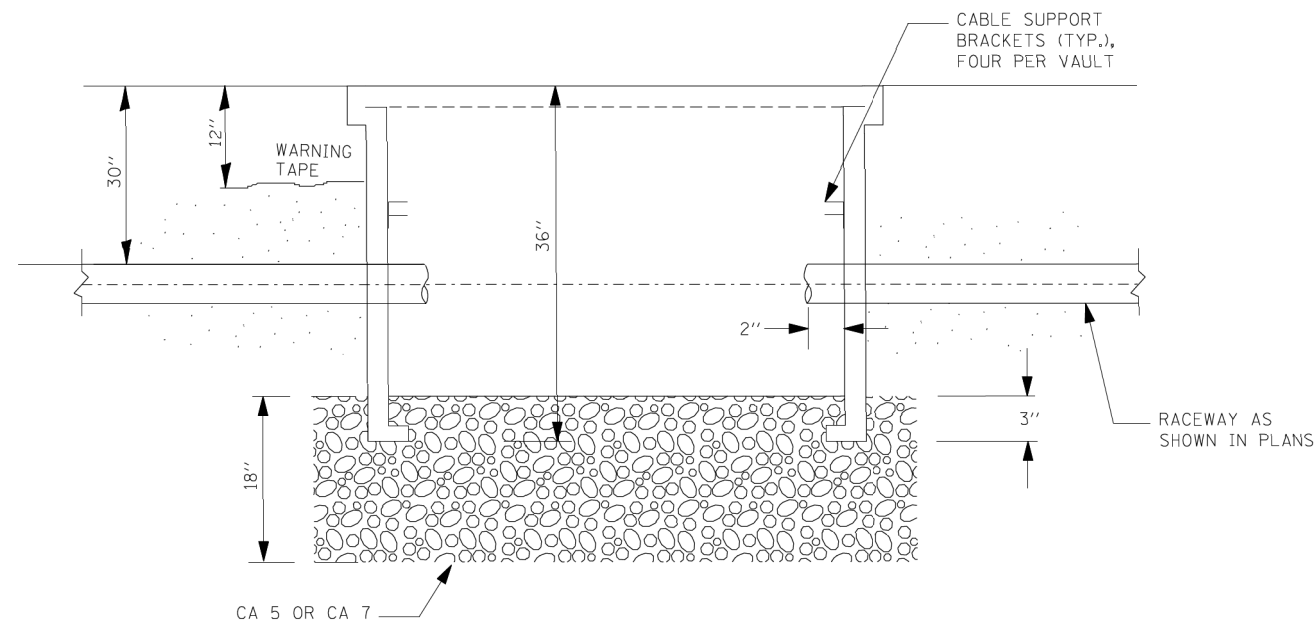


INSTALLATION OF CONDUIT
IN BRIDGE PARAPET EXPANSION JOINT
(N.T.S.)

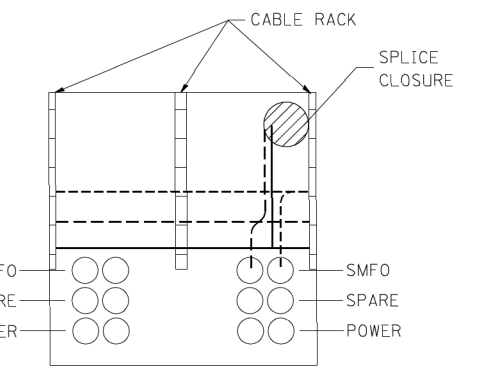
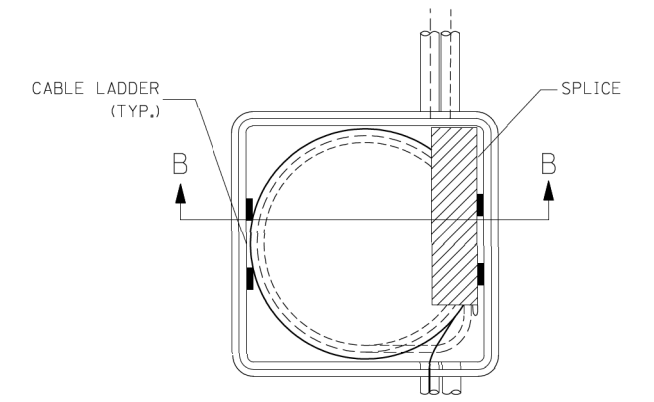


ED - BW
JUNCTION BOX EMBEDDED IN BARRIER WALL

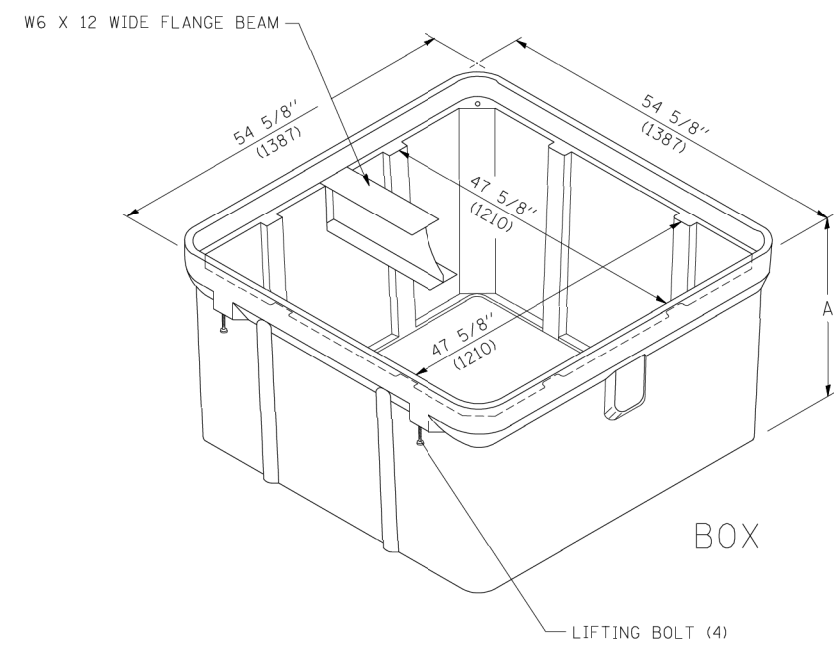
- NOTES**
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"



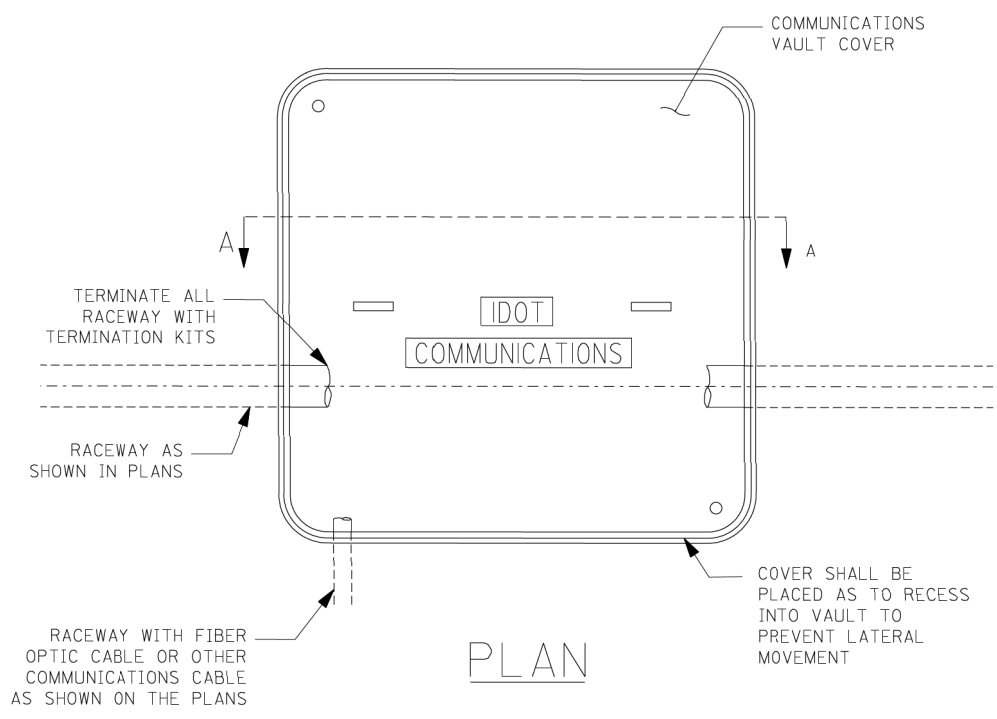
SECTION A-A



SECTION B-B



ISOMETRIC



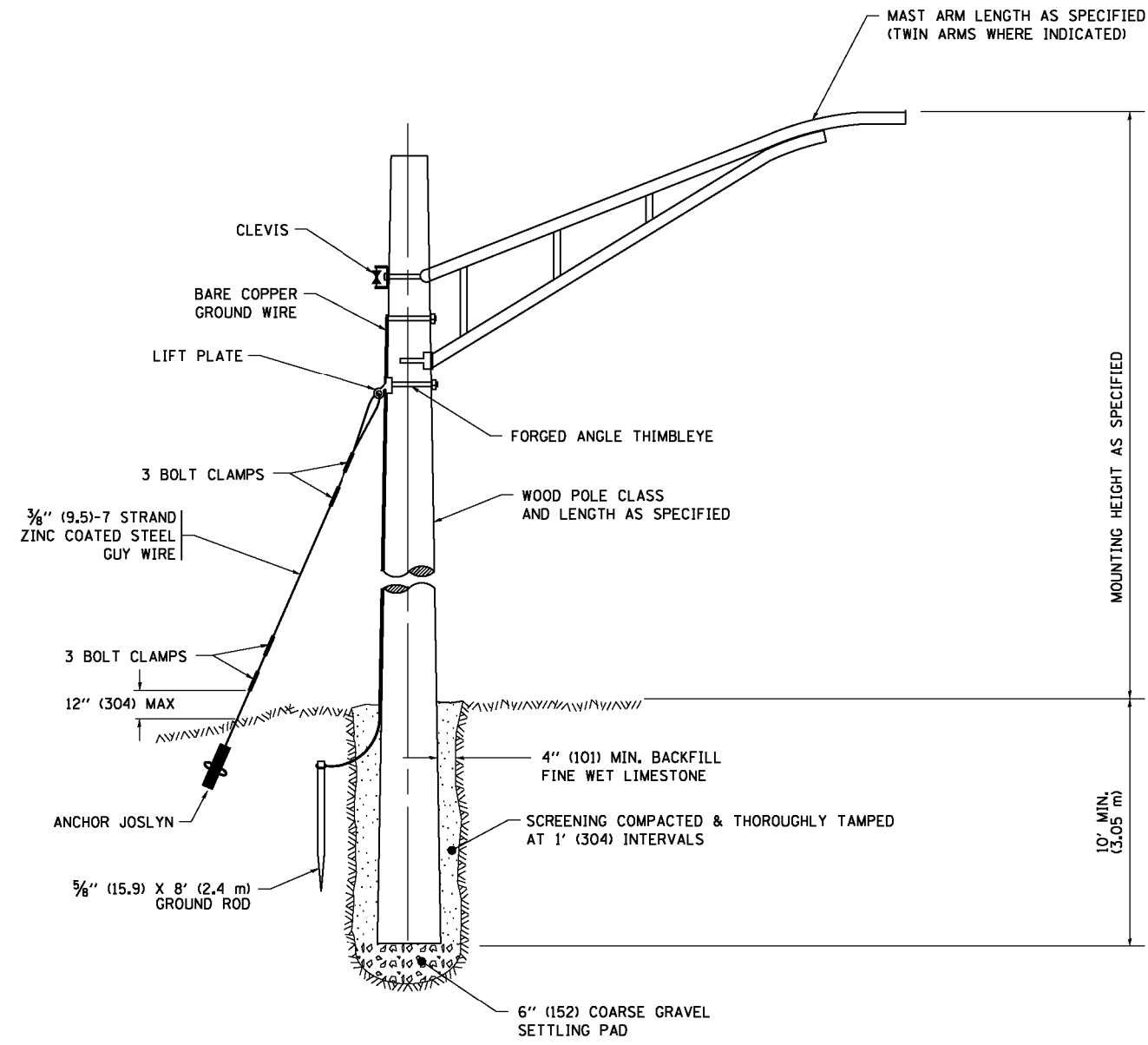
PLAN

NOTES:

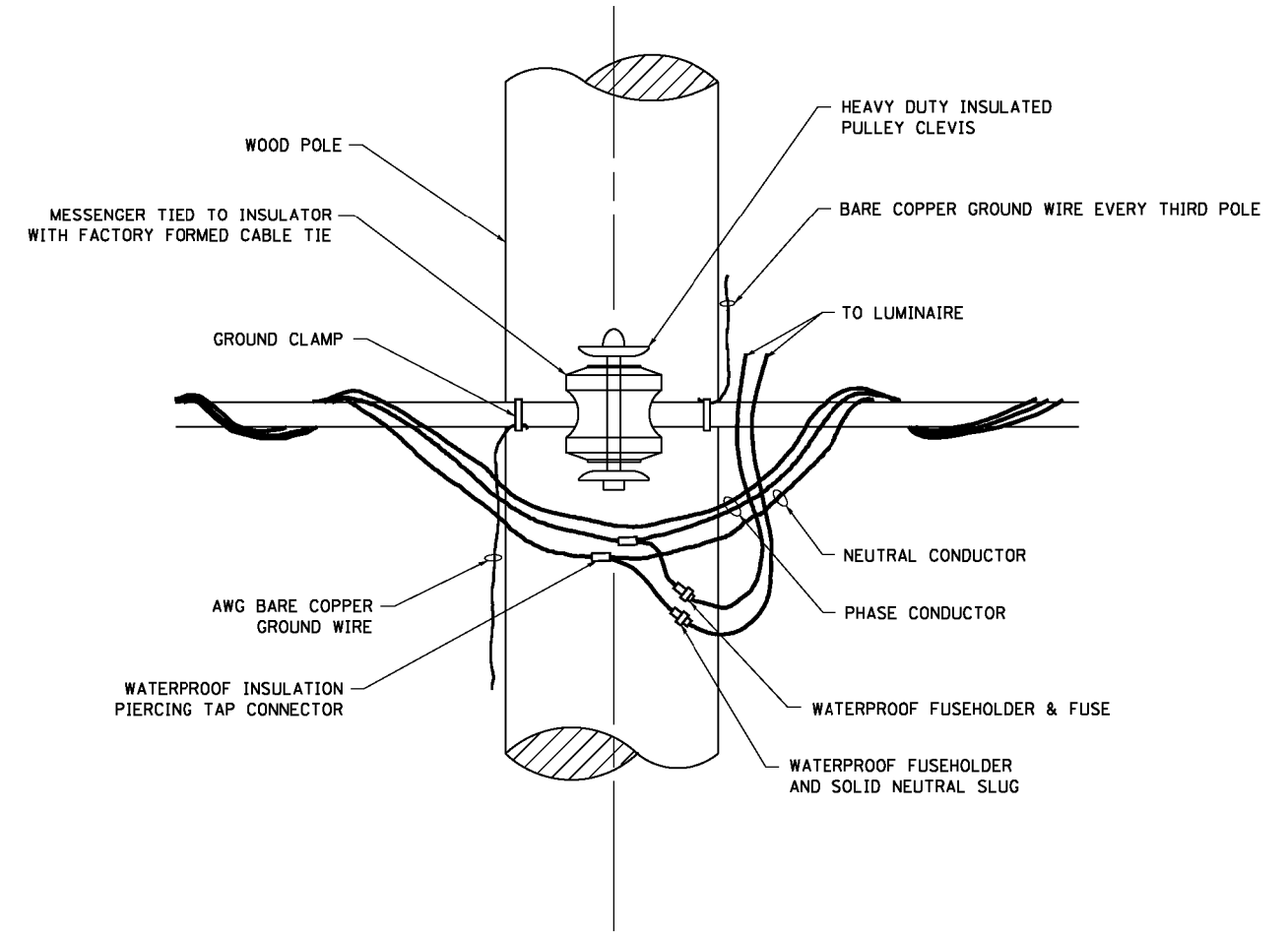
1. BOX SHALL HAVE AN OPEN BASE.
2. COVER SHALL WITHSTAND A 22,500/33,750 DESIGN/TEST LOADING AND SHALL LOCK.
3. ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION OR PUNCH DRIVEN AT TIME OF PLACEMENT, IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.
4. FIELD PLACEMENT OF COMMUNICATIONS VAULT SHALL BE AS DIRECTED BY THE ENGINEER.
5. ALL DIMENSIONS ARE MINIMUM AND A LARGER SIZE HANDHOLE MAY BE USED, WITH THE APPROVAL OF THE ENGINEER, TO FACILITATE USING A MANUFACTURER'S STANDARD PRODUCT.

M:\PROJ\0003384\001\US_30_Design\Subarea\3384_US30_Lab10_Detail02-be0705-Communications_Vault.dgn

FILE NAME = c:\pwork\PW100T\LEISA\0108315\be705.dgn	USER NAME = leysa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMUNICATIONS VAULT, COMPOSITE CONCRETE				F.A. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 454
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.				BE-705		CONTRACT NO. 60N87		
PLOT DATE = 3/29/2010	DATE = 03-22-10	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTE:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. MAST ARM SHALL BE RATED FOR THE SPECIFIED MOUNTING HEIGHT.

FILE NAME =	USER NAME = Footem_J	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHT POLE DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\l\084EBID\INTEG.illinois.gov\WIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\CAD\CADDeta\CADsheets\be800.dgn		CHECKED -	REVISED - R.T. 07-26-16					80	99-4-1VB-1-R	WILL	840	455
Default	PLOT SCALE = 50.000' / in.	DATE -	REVISED -		BE-800			CONTRACT NO. 60N87				
	PLOT DATE = 9/1/2016	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		

TRUNK CABLE FIBER ASSIGNMENTS				ORIGINATION		W/O TSC CABINET 61	
TRUNK CABLE DESIGNATION		TCF-IE-06		DESTINATION		E/O TSC CABINET 57	
BUFFER TUBE	FIBER	FIBER NO	ASSIGNMENT	BUFFER TUBE	FIBER NO	FIBER NO	ASSIGNMENT
BLUE	Blue	1	1	SLATE	Blue	49	
	Orange	2	2		Orange	50	
	Green	3	3		Green	51	
	Brown	4	4		Brown	52	
	Slate	5	5		Slate	53	
	White	6	6		White	54	
	Red	7	7		Red	55	
	Black	8	8		Black	56	
	Yellow	9	9		Yellow	57	
	Violet	10	10		Violet	58	
	Rose	11	11		Rose	59	
	Aqua	12	12		Aqua	60	
ORANGE	Blue	1	13	WHITE	Blue	61	
	Orange	2	14		Orange	62	
	Green	3	15		Green	63	
	Brown	4	16		Brown	64	
	Slate	5	17		Slate	65	
	White	6	18		White	66	
	Red	7	19		Red	67	
	Black	8	20		Black	68	
	Yellow	9	21		Yellow	69	
	Violet	10	22		Violet	70	
	Rose	11	23		Rose	71	
	Aqua	12	24		Aqua	72	
GREEN	Blue	1	25	RED	Blue	73	
	Orange	2	26		Orange	74	
	Green	3	27		Green	75	
	Brown	4	28		Brown	76	
	Slate	5	29		Slate	77	
	White	6	30		White	78	
	Red	7	31		Red	79	
	Black	8	32		Black	80	
	Yellow	9	33		Yellow	81	
	Violet	10	34		Violet	82	
	Rose	11	35		Rose	83	
	Aqua	12	36		Aqua	84	
BROWN	Blue	1	37	BLACK	Blue	85	
	Orange	2	38		Orange	86	
	Green	3	39		Green	87	
	Brown	4	40		Brown	88	
	Slate	5	41		Slate	89	
	White	6	42		White	90	
	Red	7	43		Red	91	
	Black	8	44		Black	92	
	Yellow	9	45		Yellow	93	
	Violet	10	46		Violet	94	
	Rose	11	47		Rose	95	
	Aqua	12	48		Aqua	96	

N:\PROJ\0003384\004\4_US_30\Design\Lighting\3384_US30-Light10-Detail\02-bw2\00_Fiber_Assignments_01.dgn

DISTRIBUTION CABLE FIBER ASSIGNMENTS				ORIGINATION		W/O TSC CABINET 61	
DISTRIBUTION CABLE DESIGNATION		DCF-1E-06		DESTINATION		E/O TSC CABINET 57	
BUFFER TUBE	FIBER	FIBER NO	ASSIGNMENT	BUFFER TUBE	FIBER NO	FIBER NO	ASSIGNMENT
BLUE	Blue	1		SLATE	Blue	49	
	Orange	2			Orange	50	
	Green	3			Green	51	
	Brown	4			Brown	52	
	Slate	5			Slate	53	
	White	6			White	54	
	Red	7			Red	55	
	Black	8			Black	56	
	Yellow	9			Yellow	57	
	Violet	10			Violet	58	
	Rose	11			Rose	59	
	Aqua	12			Aqua	60	
ORANGE	Blue	1		WHITE	Blue	61	
	Orange	2			Orange	62	
	Green	3			Green	63	
	Brown	4			Brown	64	
	Slate	5			Slate	65	
	White	6			White	66	
	Red	7			Red	67	
	Black	8			Black	68	
	Yellow	9			Yellow	69	
	Violet	10			Violet	70	
	Rose	11			Rose	71	
	Aqua	12			Aqua	72	
GREEN	Blue	1		RED	Blue	73	
	Orange	2			Orange	74	
	Green	3			Green	75	
	Brown	4			Brown	76	
	Slate	5			Slate	77	
	White	6			White	78	
	Red	7			Red	79	
	Black	8			Black	80	
	Yellow	9			Yellow	81	
	Violet	10			Violet	82	
	Rose	11			Rose	83	
	Aqua	12			Aqua	84	
BROWN	Blue	1		BLACK	Blue	85	
	Orange	2			Orange	86	
	Green	3			Green	87	
	Brown	4			Brown	88	
	Slate	5			Slate	89	
	White	6			White	90	
	Red	7			Red	91	
	Black	8			Black	92	
	Yellow	9			Yellow	93	
	Violet	10			Violet	94	
	Rose	11			Rose	95	
	Aqua	12			Aqua	96	

N:\PROJ\0002384_00\4_US_30\Design\Lighting\US30-Lighting\3384-US30-Lighting\02-Design\02-Fiber-Assignments_02.dgn

FILE NAME =	USER NAME = jvondra	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/10/2018	DATE - 06-29-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**F.A.I. 80 FROM GOUGAR ROAD TO US 30
DISTRIBUTION CABLE FIBER ASSIGNMENTS**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	457
BE-2110		CONTRACT NO. 60N87		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12a		INTERCONNECT CABINET
FIBER NO	FUNCTION	CONNECTION
1		DCF-IE-06-
2		
3		
4		
5		
6		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12c		TSC CABINET 58
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12b		TSC CABINET 61
FIBER NO	FUNCTION	CONNECTION
1	CCTV IE22	DCF-IE-06-
2		
3		
4		
5		
6		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12d		TSC CABINET 59
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12b		CCTV CAMERA IE26C
FIBER NO	FUNCTION	CONNECTION
1	CCTV IE22	DCF-IE-06-
2		
3		
4		
5		
6		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12d		CCTV CAMERA IE26C
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12b		CCTV CAMERA IE26C
FIBER NO	FUNCTION	CONNECTION
1	CCTV IE22	DCF-IE-06-
2		
3		
4		
5		
6		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12d		CCTV CAMERA IE26C
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		

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FILE NAME =	USER NAME = jvondra	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/10/2018	DATE - 06-29-10	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.I. 80 FROM GOUGAR ROAD TO US 30			
FIBER LATERAL CABLE FIBER ASSIGNMENTS			
SCALE: NONE	SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	458
BE-2120			CONTRACT NO.	60N87
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12e CCTV CAMERA IE26C		
FIBER NO	FUNCTION	CONNECTION
1	CCTV CAMERA IE23	DCF-IE-06-
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12g CCTV CAMERA IE26C		
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12f TSC CABINET 57		
FIBER NO	FUNCTION	CONNECTION
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

LATERAL CABLE FIBER ASSIGNMENTS		
LCF-IE-12h CCTV CAMERA IE26C		
FIBER NO	FUNCTION	CONNECTION
1	CCTV CAMERA IE23A	DCF-IE-06-
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

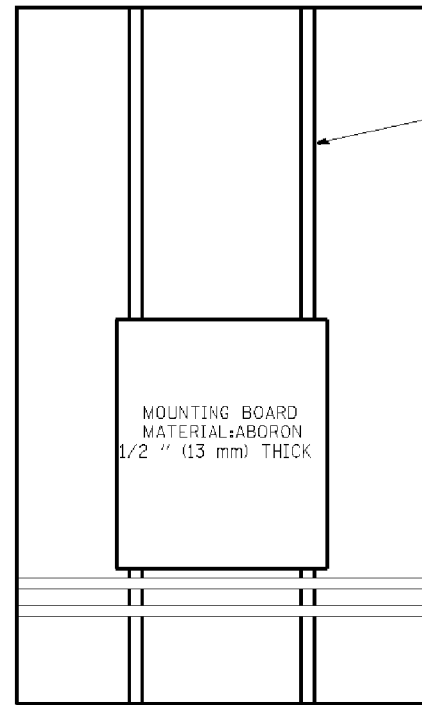
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FILE NAME =	USER NAME = jvondra	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 5/10/2018	DATE - 06-29-10	REVISED -

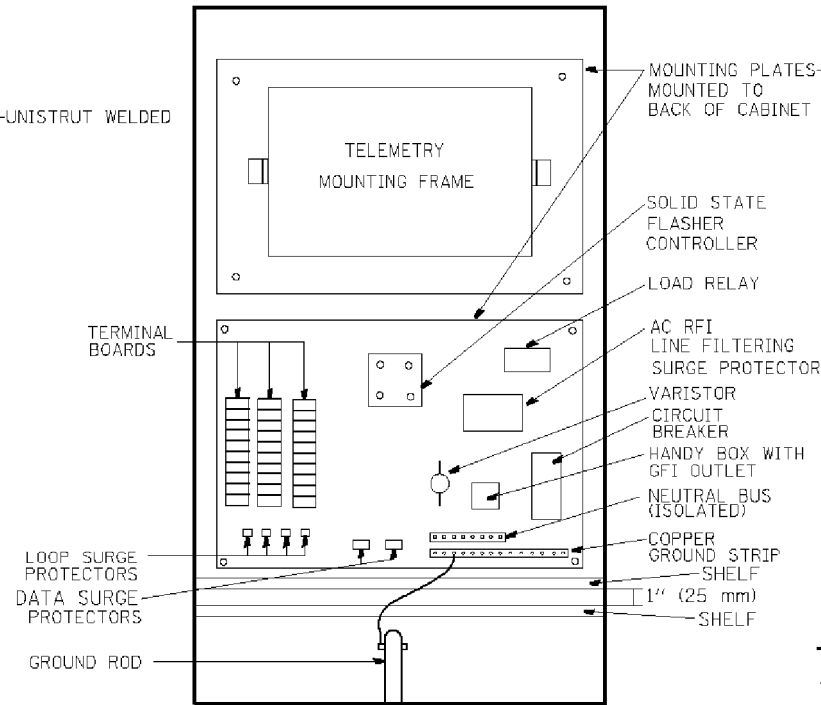
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.I. 80 FROM GOUGAR ROAD TO US 30			
TWELVE FIBER LATERAL CABLE FIBER ASSIGNMENTS			
SCALE: NONE	SHEET NO. 2	OF 3 SHEETS	STA. TO STA.

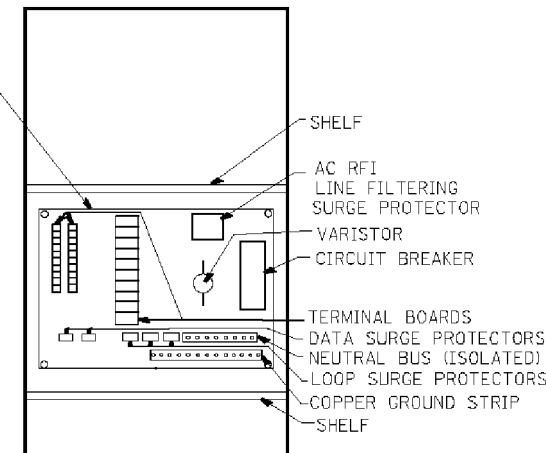
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	459
BE-2130			CONTRACT NO. 60N87	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



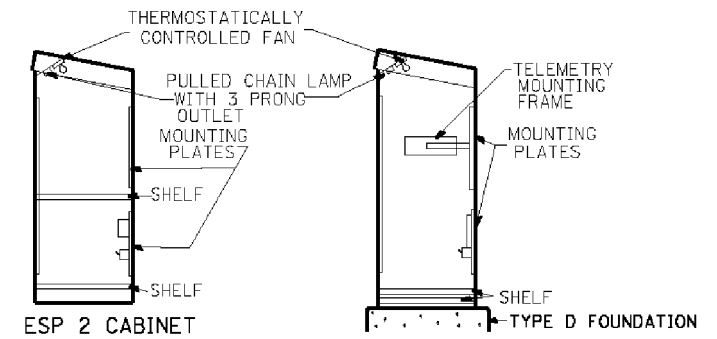
SIDE VIEW ESP 3 & 4 CABINET



ESP 3 CABINET

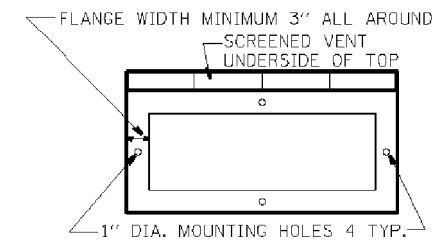


ESP 2 CABINET



PROFILE VIEWS

NOTE: MOUNTING PLATES TO BE MOUNTED TO BACK PANEL OF CABINET



BOTTOM VIEW MOUNTING PATTERN

TYPICAL CABINET INTERIORS
STANDARD TRAFFIC SYSTEMS CENTER CABINETS

MINIMUM DIMENSIONS INSIDE

	TYPE	HEIGHT (IN-mm)	WIDTH (IN-mm)	DEPTH (IN-mm)	THICKNESS (IN-mm)	MATERIAL
	ESP1	22.5" (571.5 mm)	14.25" (361.95mm)	9.75" (247.65mm)	3/16" (4.76mm)	FABRICATED ALUMINUM
	ESP2	36" (914.4mm)	20" (508.0mm)	15" (381.0mm)	7/32" (4.76mm)	FABRICATED ALUMINUM
	ESP3	49.5" (1.26 m)	30" (762.0mm)	17" (431.8mm)	3/16" (4.76mm)	FABRICATED ALUMINUM
	ESP4	55" (1.4 m)	44" (1.12 m)	26" (660.4mm)	3/16" (4.76mm)	FABRICATED ALUMINUM

NOTES:

- CABINETS, CABINET POSTS AND CABINET PEDESTALS SHALL BE PRIMED AND PAINTED IN ACCORDANCE WITH SECTION T637 OF THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS". THE FINAL COAT SHALL BE (X) IN COLOR. THE INTERIOR SHALL BE PAINTED WHITE. SIGNAL POSTS AND HEADS TO BE FEDERAL YELLOW 89-19(MAUTZ).
- CABINETS SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION T400 OF THE "STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS".
- ALL CABINETS WHICH ARE SERVICED BY 117 VOLTS A.C. POWER SHALL BE EQUIPPED WITH A 10 AMP CIRCUIT BREAKER, A.C. R.F.I. LINE FILTERING SURGE PROTECTOR, VARISTOR, DATA SURGE AND LOOP SURGE PROTECTORS AS INCIDENTAL TO THE COST OF THE CABINET. CMS CABINETS TYPE IV SHALL HAVE A 60 AMP. CIRCUIT BREAKER MINIMUM.
- ESP 2/3/4 CABINETS SHALL BE FITTED WITH A THERMOSTATICALLY CONTROLLED FAN. IT SHALL BE MOUNTED AT THE TOP OF THE CABINET. THE FAN SHALL BE CAPABLE OF OPERATING AT 130 CPM AT 160' (48.8 m) OF STATIC WATER PRESSURE. A PORCELAIN BASED PULL CHAIN FIXTURE WITH 3 PRONG OUTLET SHALL ALSO BE PROVIDED.
- RAMP METERING ESP 3 TYPE CABINETS SHALL ALSO BE EQUIPPED WITH A LOAD RELAY AND 2 CIRCUIT FLASHER, LAMPS, FAN, LOAD RELAY, AND 2 CIRCUIT FLASHER SHALL BE INCIDENTAL TO THE COST OF THE CABINET
- INCIDENTAL TO THE COST OF EACH CABINET THE CONTRACTOR SHALL CONSTRUCT A 5 INCH (130mm) PCC SIDEWALK OF A RECTANGULAR AREA 3 FEET (915 mm) BY 4 FEET (1.25 m) IMMEDIATELY ADJACENT TO THE CABINET FOUNDATION ON THE SAME SIDE OF THE FOUNDATION AS THE CABINET DOOR TO PROVIDE FOOTING DURING INSTALLATION AND MAINTENANCE.
- ANCHOR BOLTS FOR PEDESTAL AND BASE MOUNTED CABINETS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CABINET.
- ALL CABINETS SHALL HAVE TERMINAL BLOCKS AND SHELVES AS SHOWN. THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE CABINET.
- THE CABINET DOOR SHALL BE HINGED ON THE RIGHT SIDE WHEN FACING THE CABINET. THE DOOR SHALL BE FURNISHED WITH A GASKET THAT SHALL FORM A WEATHER TIGHT SEAL BETWEEN THE CABINET AND DOOR. THE HINGES SHALL BE CONTINUOUS AND BOLTED TO THE CABINET AND DOOR UTILIZING 1/4-20 STAINLESS STEEL CARRIAGE BOLTS AND NY-LOCK NUTS. THE HINGES WILL BE MADE OF STAINLESS STEEL WITH A 0.25 INCH (6.35 mm) DIAMETER STAINLESS STEEL HINGE PIN. THE HINGE PIN SHALL BE CAPPED TOP AND BOTTOM BY WELD TO RENDER IT TAMPER PROOF.
- THE LATCHING MECHANISM SHALL BE A 3 POINT DRAW ROLLER TYPE. THE CENTER CATCH AND PUSHRODS SHALL BE EITHER CADMIUM OR ZINC PLATED, TYPE II CLASS I. PUSHRODS WILL BE TURNED EDGEWISE AT THE OUTWARD SUPPORTS AND SHALL BE 0.25 INCH (6.35 mm) BY 0.75 INCH (19.05 mm), MINIMUM. ROLLERS SHALL HAVE A MINIMUM DIAMETER OF 0.875 INCH (22.22 mm) AND WILL BE MADE OF NYLON. THE CENTER CATCH SHALL BE FABRICATED FROM 0.14 INCH (3.55 mm) STEEL, MINIMUM. WHEN THE DOOR IS CLOSED AND LATCHED, IT WILL BE LOCKED. THE LATCHING HANDLE SHALL HAVE A PROVISION FOR PADLOCKING IN THE CLOSED POSITION. AN OPERATING HANDLE SHALL BE FURNISHED WITH EACH LOCK. THE HANDLE WILL BE STAINLESS STEEL WITH A 0.75 INCH (19.05 mm) DIAMETER SHANK.
- THE ENCLOSURE SHALL BE EQUIPPED WITH TWO ADJUSTABLE "C" MOUNTING CHANNELS WELDED ON BOTH SIDE WALLS AND BACK WALL OF THE ENCLOSURE, ALLOWING VERSATILE POSITIONING OF SHELVES OR PANELS. MOUNTING CHANNELS SHALL BE FACTORY PAINTED SAME COLOR AS INTERIOR OF CABINET.
- CABINET DOOR SHALL NOT HAVE COMPARTMENT DOORS OR LOUVERS.
- ALL FIELD CABINETS SHALL BE FITTED WITH BRASS LOCKS.
- ESP TYPE 2 & 3 CABINETS FITTED WITH TWO SHELVES AS SHOWN.
- POST TOP MOUNTED CABINETS, SHALL HAVE A 0.25 INCH (6.3 mm) BOTTOM OF CABINET WELDED.
- THE CONTROL CABINET SHALL BE SET PLUMB ON THE FOUNDATION AND FASTENED TO THE ANCHOR BOLTS WITH NUTS AND WASHERS. FLAT WASHERS SHALL BE INSTALLED BELOW AND ABOVE THE BASE PLATE OF THE CONTROL CABINET. LOCKWASHERS SHALL BE INSTALLED ON TOP OF THE TOP FLAT WASHER.

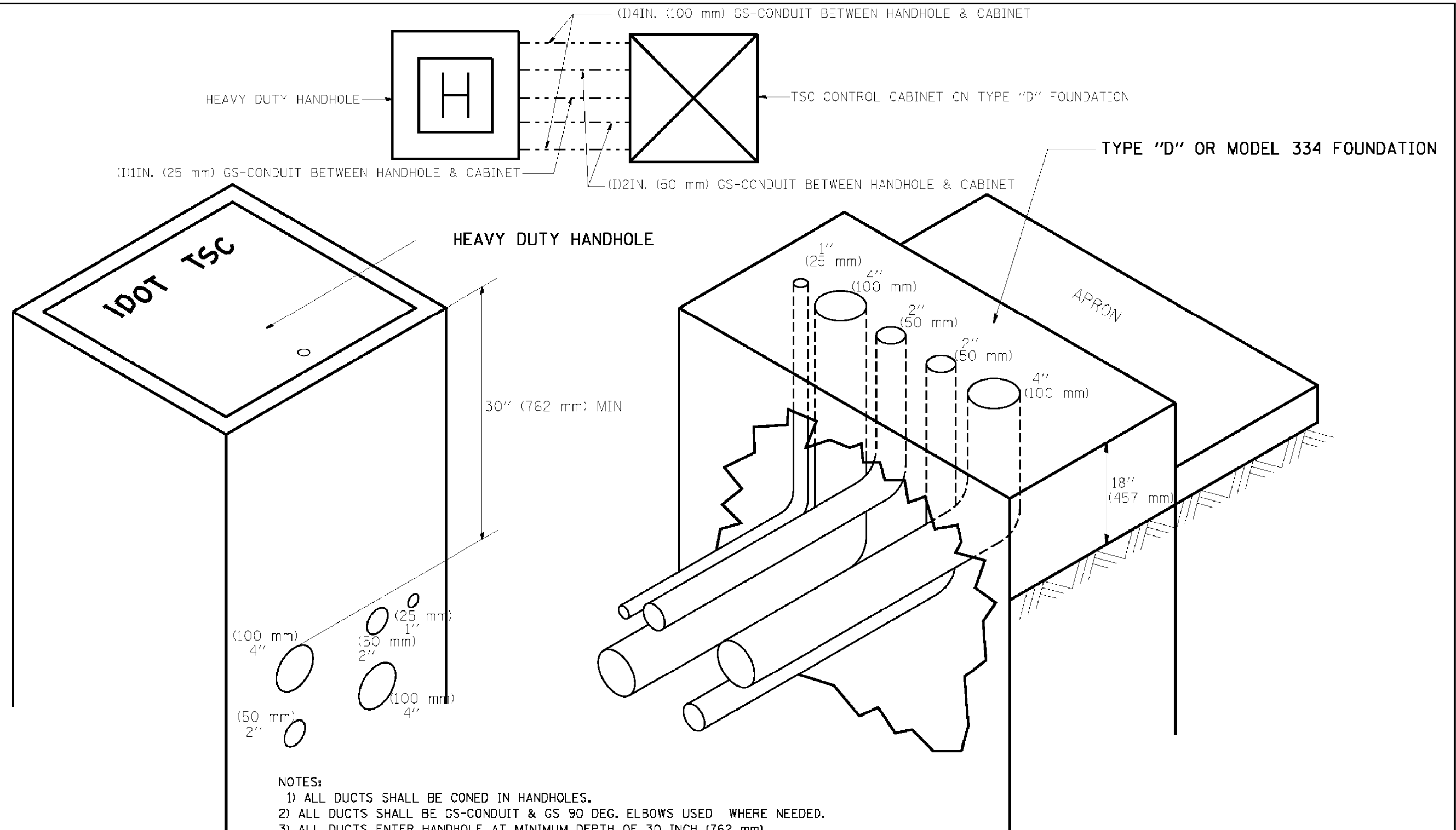
EDENS	WALNUT *
KENNEDY	BLUE STREAK **
EISENHOWER	CARIBBEAN BLUE *
I-290/IL53/I-355	POST OFFICE BLUE **
RYAN	YELLOW STONE II **
I-55	MEDIUM BRONZE *
I-57	RED BARON **
CAL-KING	BLUE STREAK **
LAKE SHORE DR.	GREEN *
I-80	STATUARY BRONZE **

ALL RAMP METERING CABINETS LIME GREEN ***. ALL POSTS, T.S. HEADS AND SERVICES WILL BE PAINTED FEDERAL YELLOW.

* MORTON POWDER PAINT COLOR OR EQUIVALENT.
** O'BRIEN POWDER PAINT COLOR OR EQUIVALENT.
*** BENJAMIN MOORE ENAMEL COLOR OR EQUIVALENT.

NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR CONFORMING TO COLOR REQUIREMENTS

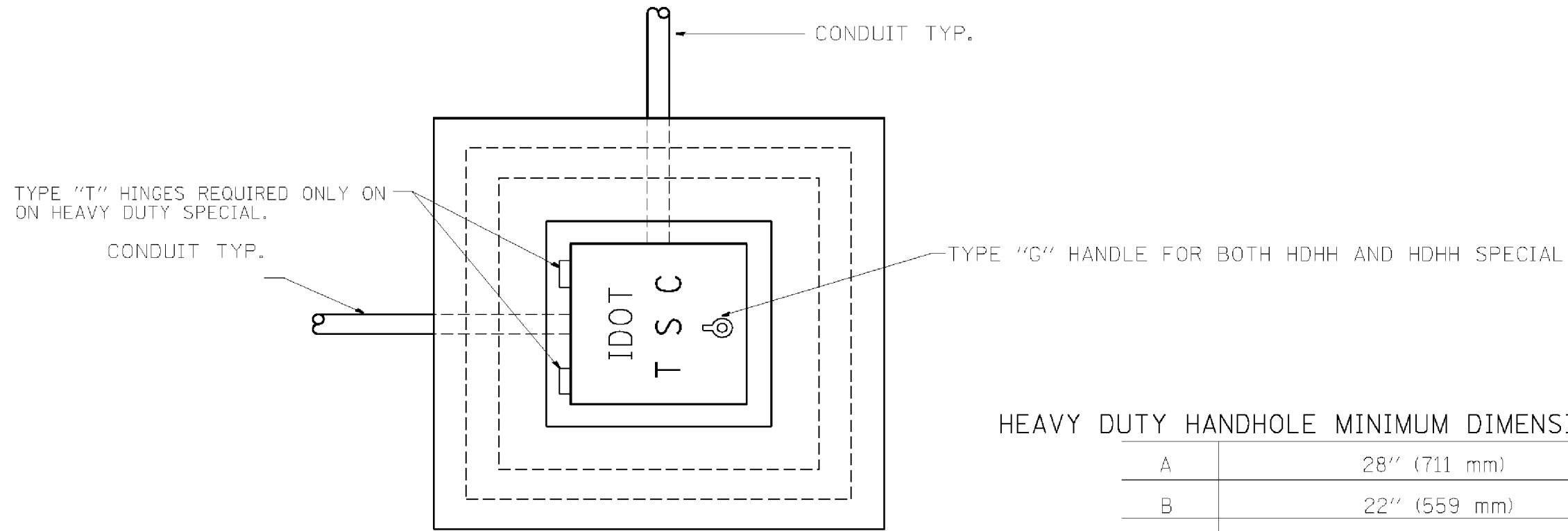
FILE NAME = C:\Projects\TSC\TYPICALS\TSC\TYPR08.dgn	USER NAME = maceg	DESIGNED - RL	REVISED - 12/94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	CABINET DETAIL SHEET			F.A. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 460
PLOT SCALE = 1/8"=1'-0"	PLOT DATE = 5/26/2011	DRAWN - G.M.	REVISED - 09/96		SCALE: NONE	SHEET NO. OF SHEETS STA.	TO STA.	CONTRACT NO. 60N87				
		CHECKED - RL	REVISED - 02/98									
		DATE - 08/21/94	REVISED - 03/99									



NOTES:

- 1) ALL DUCTS SHALL BE CONED IN HANDHOLES.
- 2) ALL DUCTS SHALL BE GS-CONDUIT & GS 90 DEG. ELBOWS USED WHERE NEEDED.
- 3) ALL DUCTS ENTER HANDHOLE AT MINIMUM DEPTH OF 30 INCH (762 mm)
- 4) ALL HANDHOLE COVERS SHALL READ "IDOT TSC".
- 5) ALL CABINET HANDHOLES SHALL BE HEAVY DUTY.
- 6) DUCTS SHALL BE CENTERED IN CABINET FOUNDATION/HANDHOLE AS SHOWN.
- 7) CONDUITS SHALL BE SPACED 305 mm (1 FOOT) CENTER TO CENTER IN HEAVY DUTY HANDHOLE.
- 8) INSTALL 3/4" X 10' (20 mm X 3 m) COPPER CLAD STEEL GROUND ROD IN HDHH PROVIDED AS CABINET PAD. EXOTHERMIC WELD CONNECTION FROM GROUND ROD TO #6 GROUND WIRE INSULATED (GREEN).
- 9) BOND ALL GSC CONDUITS IN CABINET FOUNDATION.
- 10) INSTALL #6 GROUND WIRE IN 1IN. (25 mm) GSC FROM HANDHOLE TO CABINET.
- 11) TYPE "D" FOUNDATION SHALL BE 18" FROM TOP OF FOUNDATION TO FINISHED GRADE.

FILE NAME =	USER NAME = maceg	DESIGNED - R.L.	REVISED - 09/98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	CABINET - HANDHOLE CONDUIT DETAIL	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
C:\Projects\TSC\TYPICAL\NIBBARSEN\TYPICAL.dgn	PLT SCALE = 5000.0000 ' / IN.	DRAWN - G.M.	REVISED - 03/99			80	99-4-1VB-1-R	WILL	840	461	
PLT DATE = 9/29/2010		CHECKED - R.L.	REVISED - 04/99			CONTRACT NO. 60N87					
		DATE - 06/06/98	REVISED - 07/2010			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



PLAN

HEAVY DUTY HANDHOLE MINIMUM DIMENSIONS (UNHINGED)

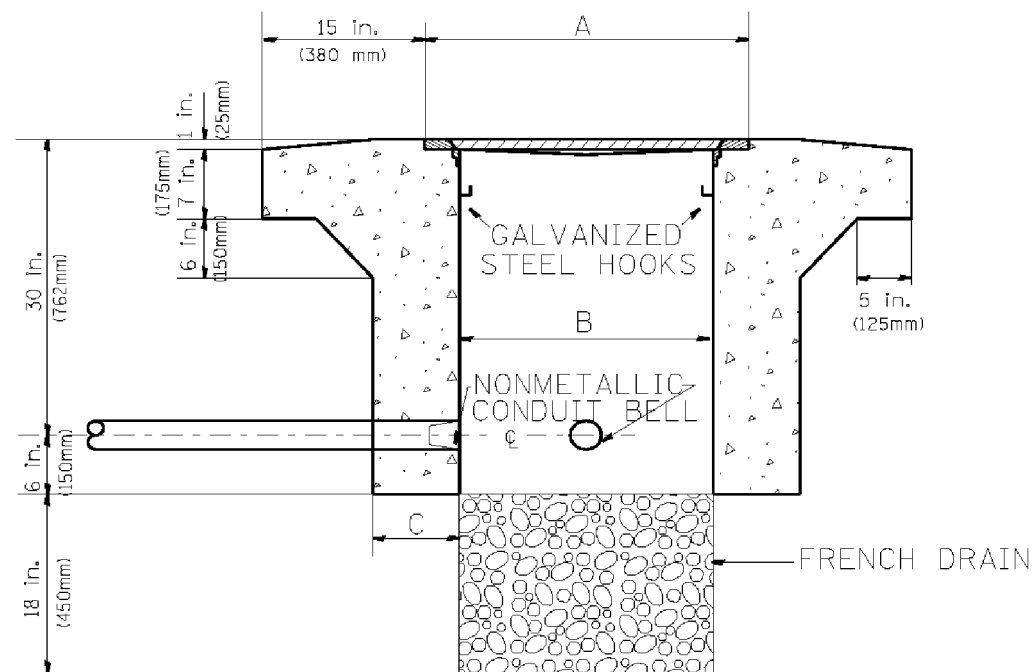
A	28" (711 mm)
B	22" (559 mm)
C	8" (200 mm)

(FRAME AND COVER 260 LBS. (118 Kg.) MIN.)

HEAVY DUTY HANDHOLE SPECIAL MINIMUM DIMENSIONS

A	31.5" (800 mm)
B	30" (762 mm)
C	10" (250 mm)

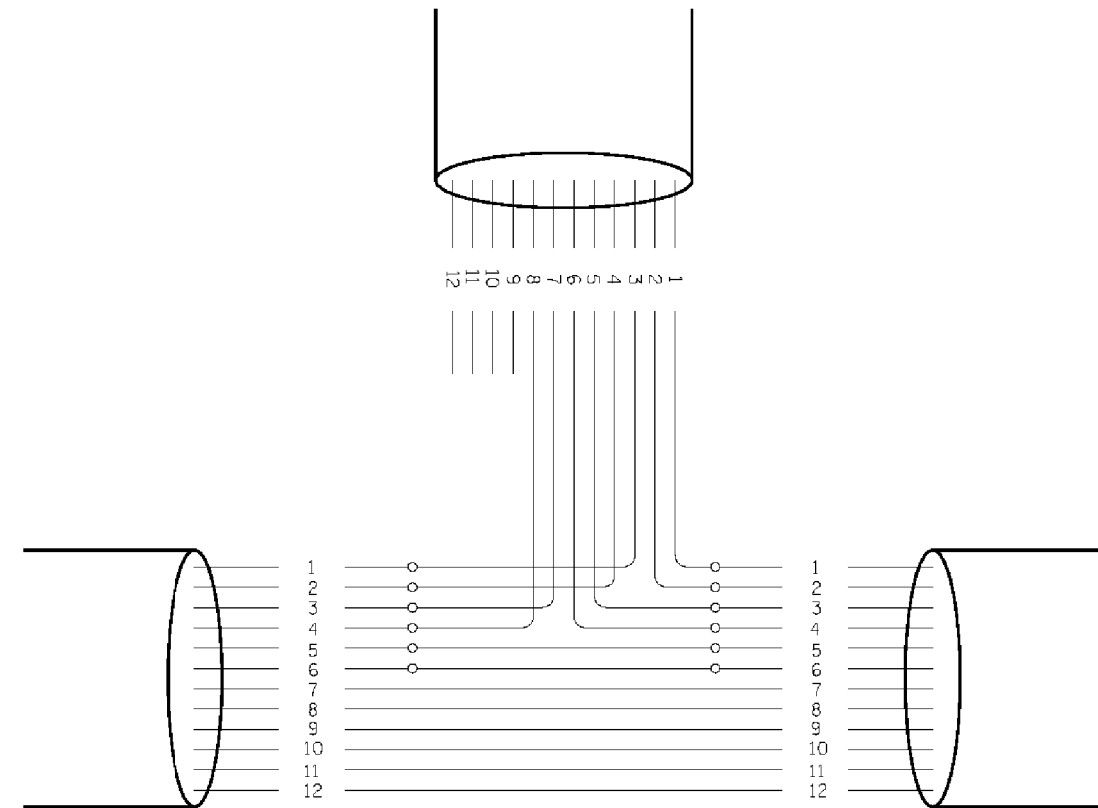
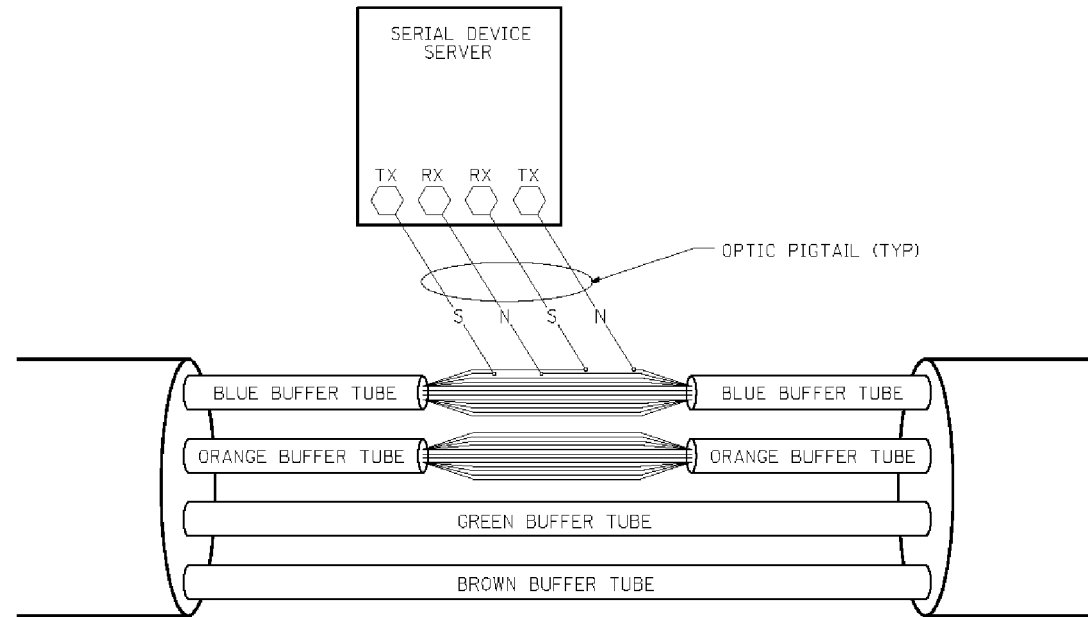
(FRAME AND COVER 405 LBS. (184 Kg. (405))



ELEVATION

PC CONCRETE - HEAVY DUTY HAND HOLE

FILE NAME = C:\Projects\TSC\TYPICALS\TSCYP08.dgn	USER NAME = maceg	DESIGNED - R.L.	REvised - 04/97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	PC CONCRETE - HEAVY DUTY HAND HOLE			F.A. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 462
PLOT SCALE = 100.0000' / IN.	PLOT DATE = 0/27/2010	DRAWN - G.M.	REvised -		SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 60N87	
		CHECKED - R.L.	REvised -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 09/11/96	REvised -		TRAFFIC SYSTEMS CENTER (TY-1TSC-400#15)							



PHYSICAL SPLICE DETAILS (TYP)
(NOT TO SCALE)

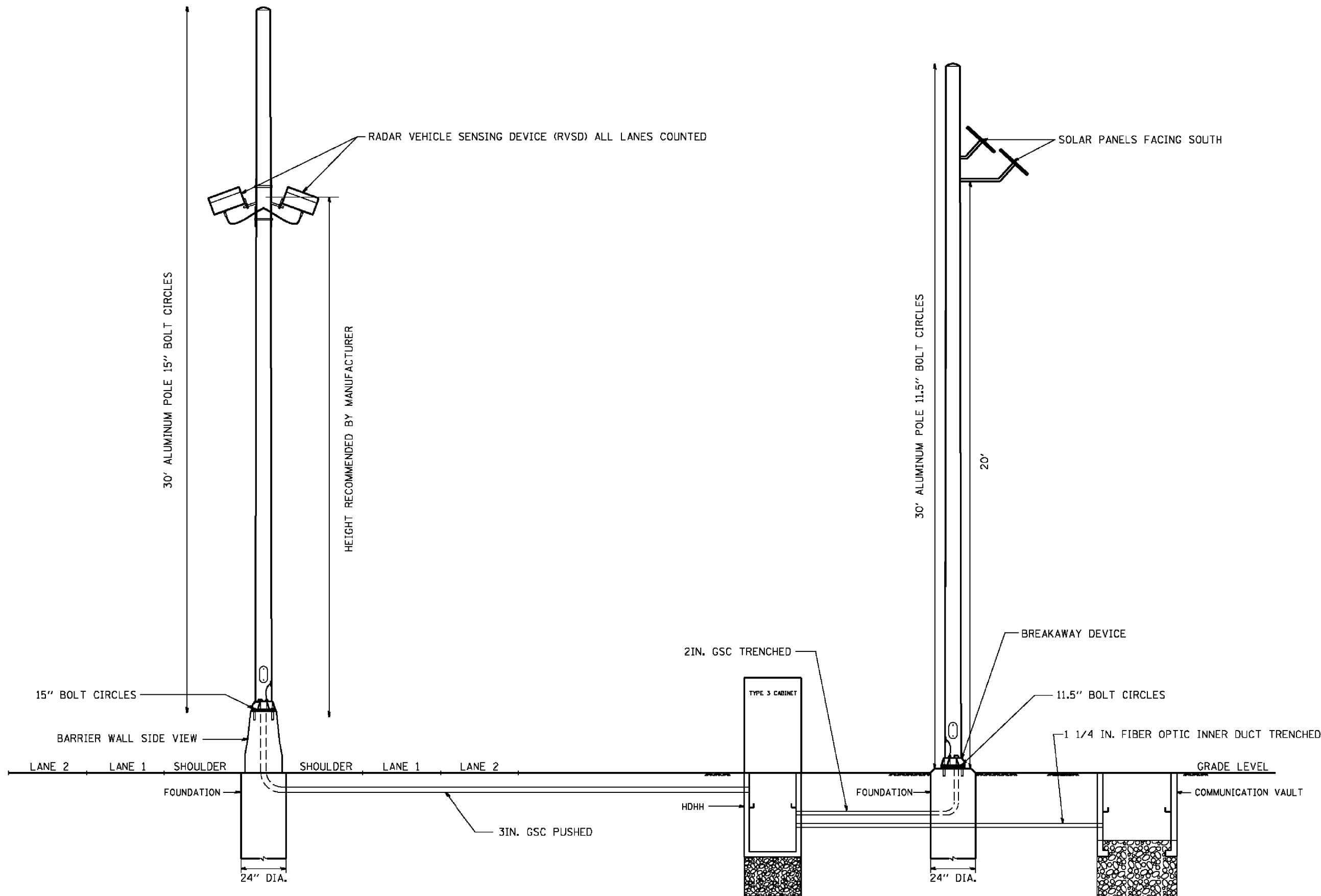
FIBERS		FUNCTION	APPLICATION DESCRIPTION
FIBER NO.	COLOR CODE		
1	BLUE	IN TX	DATA CIRCUIT
2	ORANGE	IN RX	
3	GREEN	OUT RX	
4	BROWN	OUT TX	
5	SLATE	IN TX	DMS
6	WHITE	IN RX	
7	RED	OUT RX	
8	BLACK	OUT TX	
9	YELLOW	IN TX	CCTV
10	VIOLET	IN TX	
11	ROSE	OUT RX	
12	AQUA	OUT TX	

NOTE:

1.- THIS DIAGRAM IS PROVIDED FOR ILLUSTRATION PURPOSES ONLY AND DEPICTS A TYPICAL FIBER OPTIC SPLICE.

FILE NAME = C:\d18080\1561SCTYP.DGN	USER NAME = maceg	DESIGNED - J.G.	REVISED - 03/04/2010	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	FIBER OPTIC SPLICING TYPICAL			F.A. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 463
C:\Projects\TSC\TYPICAL\TSCYP08.dgn	PLOT SCALE = 100,0000' / IN.	DRAWN - G.M.	REVISED -		SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60N87				
PLOT DATE = 8/27/2010	DATE = 12/29/09	CHECKED - J.G.	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE = 12/29/09	REVISED -									

TRAFFIC SYSTEMS CENTER 4TY-1TSC-400#41)



FILE NAME = C:\d\06808\195TSC1YP.dgn	USER NAME = mrazg	DESIGNED - J.G.	REVISED -
et\Pro\jacob\TSC\TYPICAL\TSC1YP.dgn		DRAWN - G.M.	REVISED -
PLOT SCALE = 1/8" = 1'-0"		CHECKED - J.G.	REVISED -
PLOT DATE = 12/14/2011		DATE - 08-25-2010	REVISED -

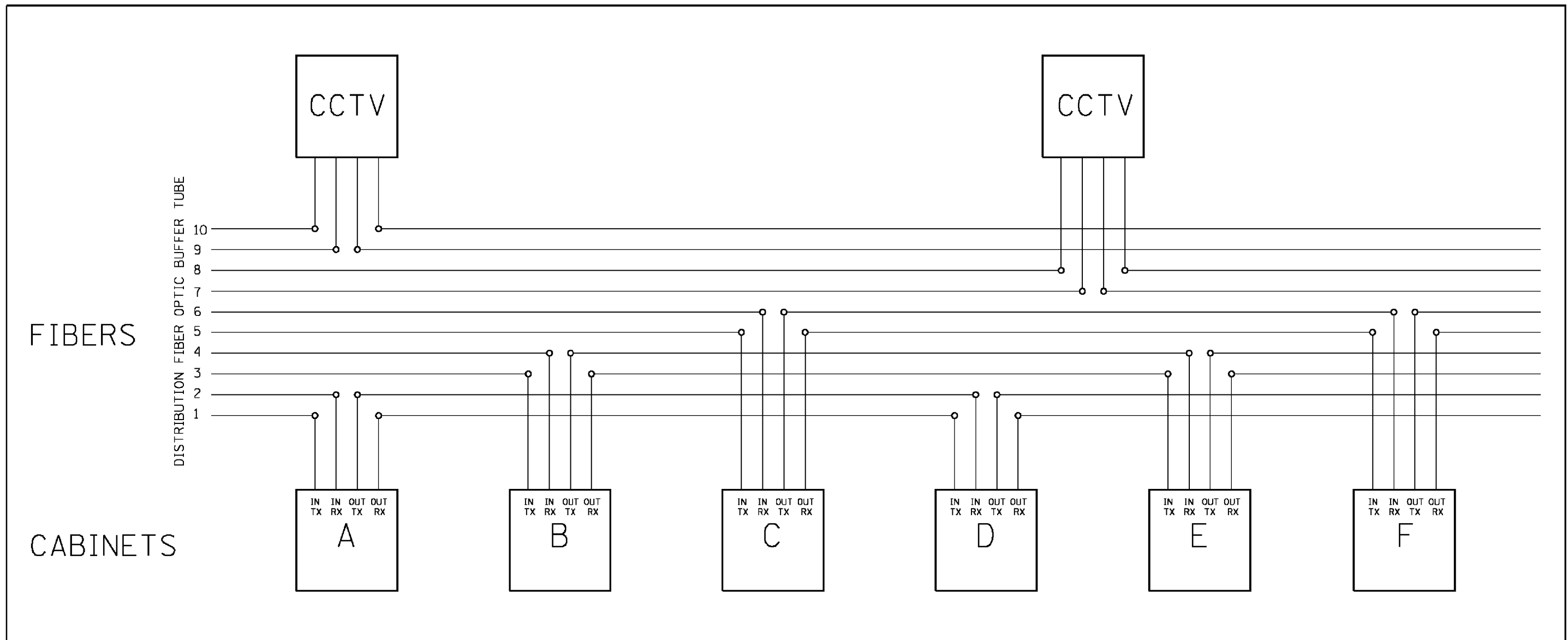
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

RVSD ROAD WAY LAYOUT

SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.

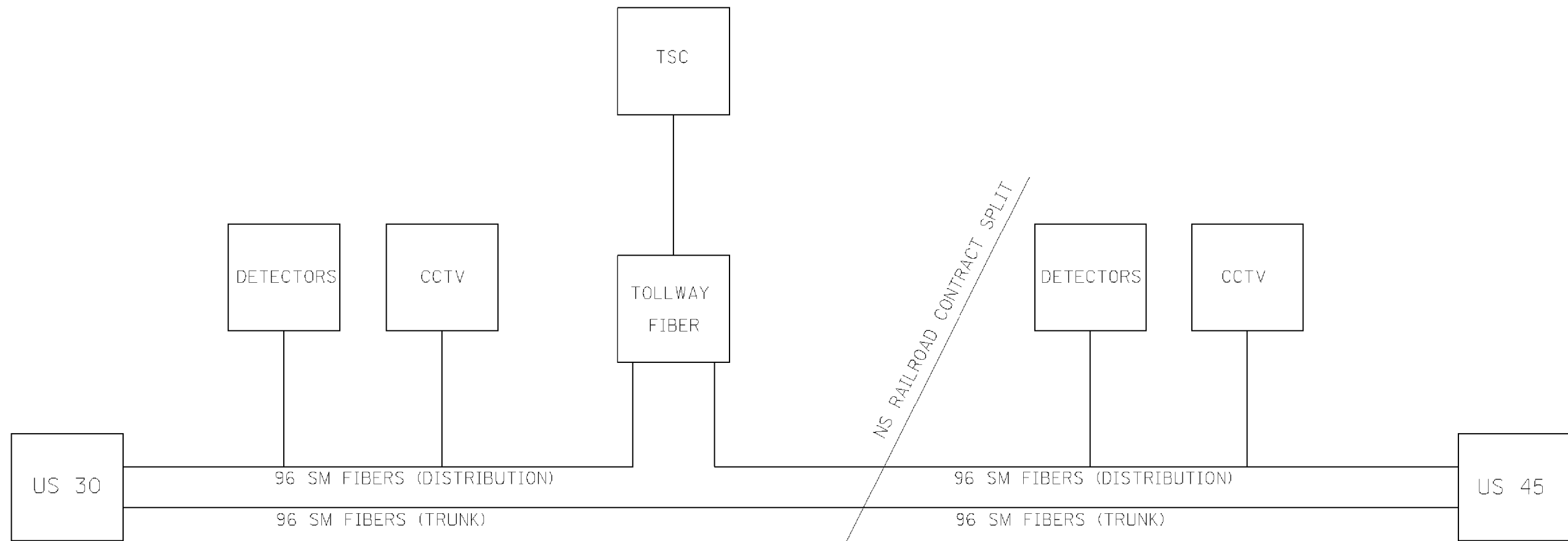
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80	99-4-1VB-1-R	WILL	840	464
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60N87	

TRAFFIC SYSTEMS CENTER (TY-1TSC-400#55)



FIBERS 1 AND 2 CABINETS 25, 31, 37, 43, 49, 55, 59.
 FIBERS 3 AND 4 CABINETS 27, 33, 39, 45, 51, 57, 61.
 FIBERS 5 AND 6 CABINETS 29, 35, 41, 47, 53, 58.

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PLOT SCALE = 1/8" = 1'-0"	CHECKED - J.G.	REVISED - J.G. 10/15/2010	REVISED - 03/05/2010		SCALE: NONE	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60N87		
PLOT DATE = 12/14/2011	DATE - 12/29/09	REVISED - T.P. 12/12/2012			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
TRAFFIC SYSTEMS CENTER 4TY-1TSC-400#58)												



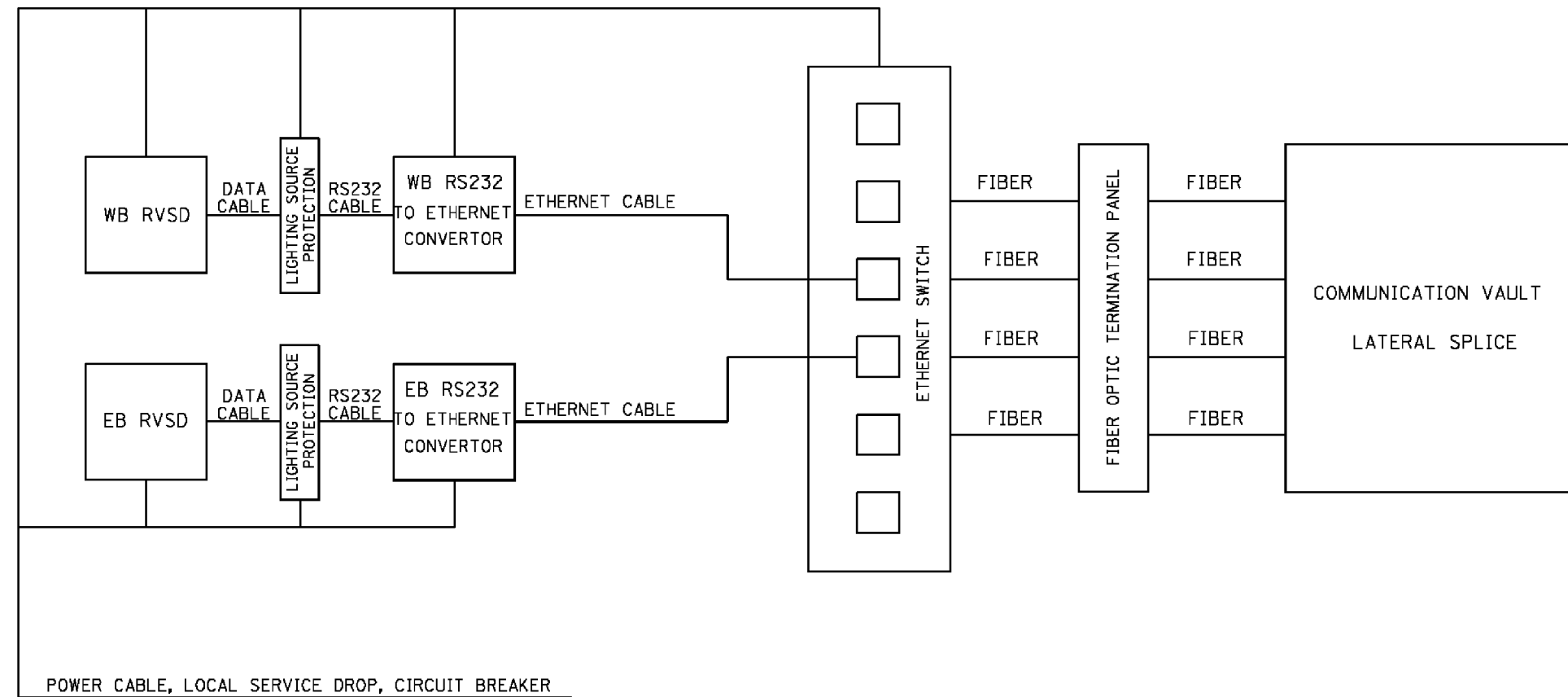
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		CHECKED - J.G.	REVISED -
		DATE - 08/24/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TRAFFIC SYSTEMS CENTER

FIBER ROUTE (180)			
SCALE: NONE	SHEET NO.	OF SHEETS	STA. TO STA.

F.A. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 466
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60N87	

TRAFFIC SYSTEMS CENTER (TY-1TSC-400#61)

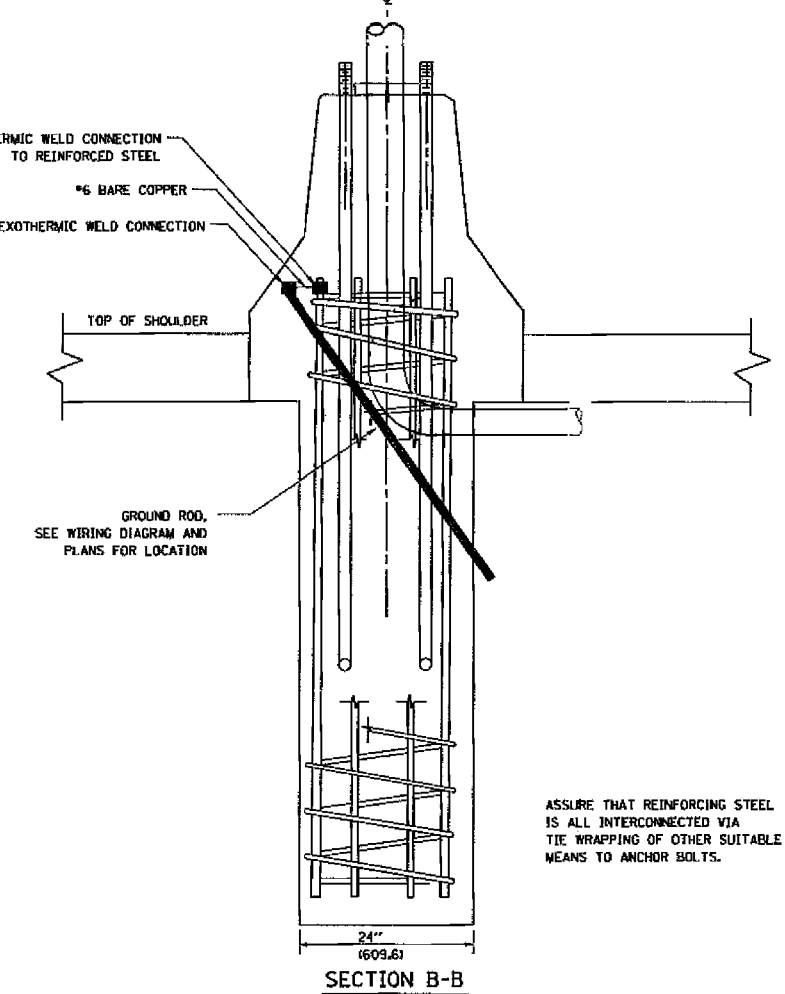
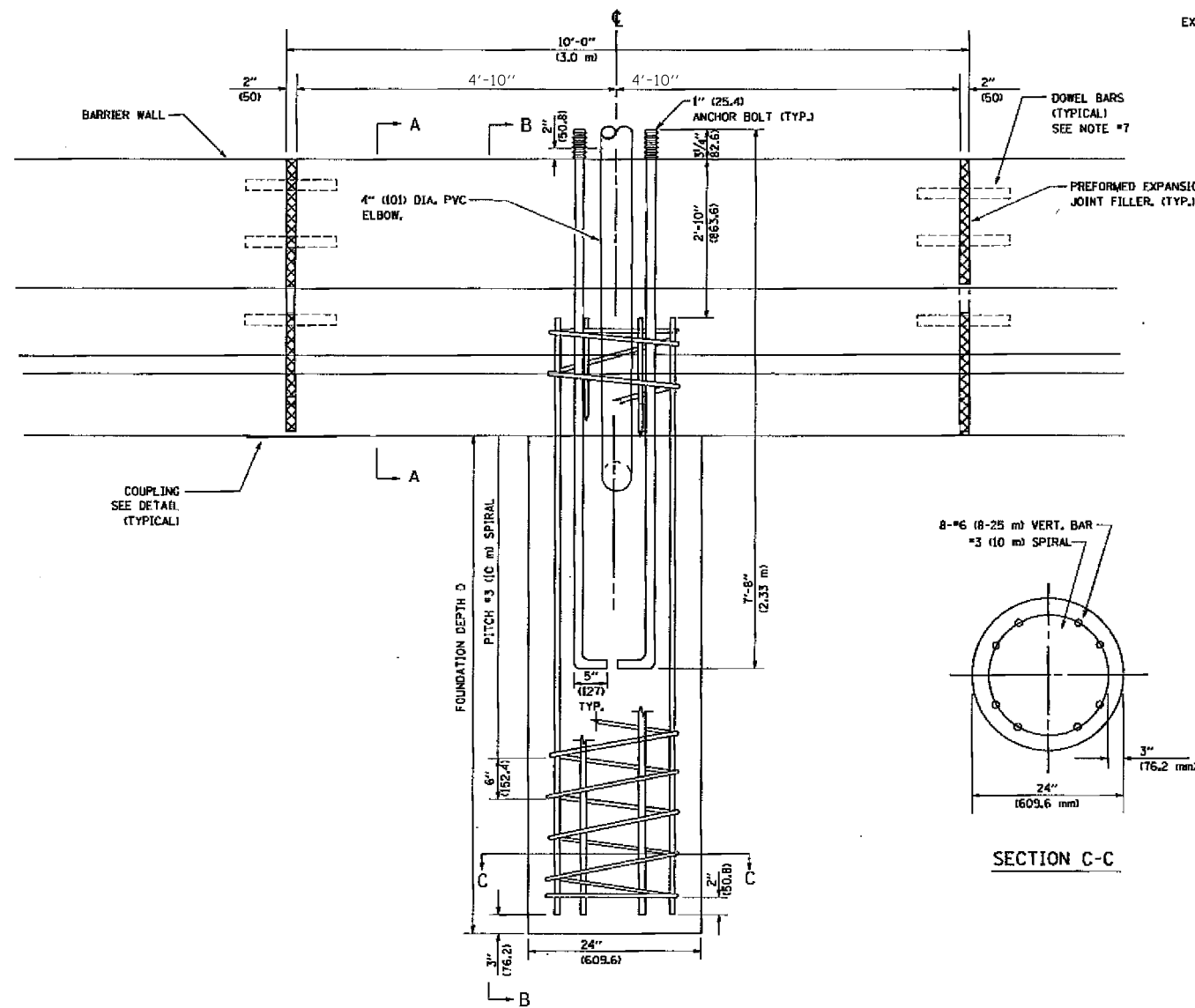
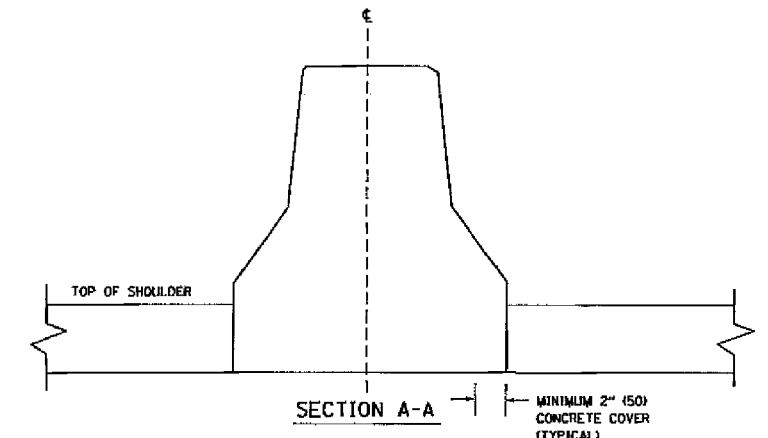
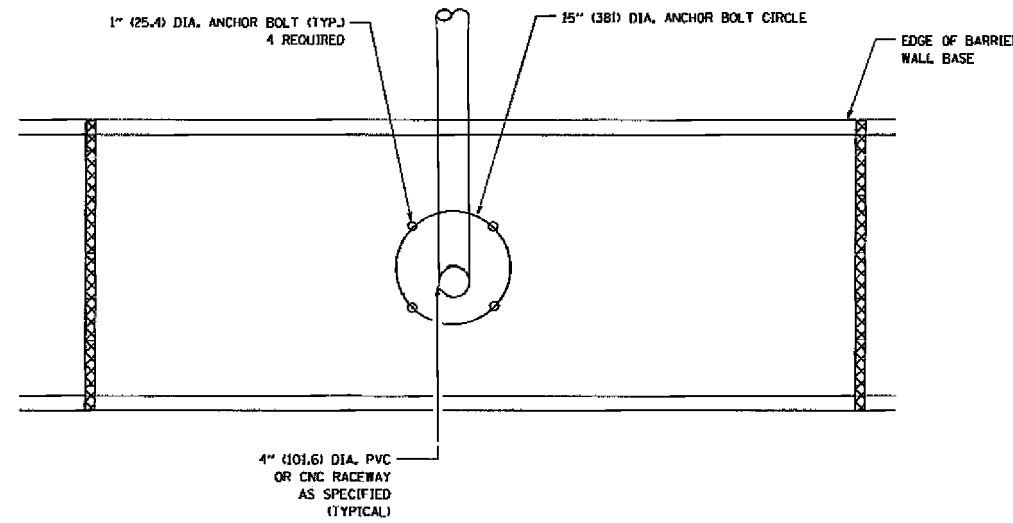


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PLT SCALE = 1/8" = 1'-0"	PLT DATE = 12/14/2011	DRAWN - G.M.	REVISED -					SCALE: NONE	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60N87	
CHECKED - T.J.R.	DATE - 12/13/2011	REVISIED -	REVISIED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

TRAFFIC SYSTEMS CENTER (TY-1TSC-400#65)

NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORMS.
3. THE CONTRACTOR AT HIS OPTION MAY SUBSTITUTE #4 (16 m) TIES AT 12" (304.8 m) CTRS. FOR THE #3 (10 m) SPIRAL, TACKLED, TYPE BOLT MAY BE SUBSTITUTED FOR THE HOOK TYPE BOLT.
4. COLD BENDING OF THE HOOK BOLT SHALL NOT BE ALLOWED.
5. EXCAVATION FOR THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER 24 INCHES (609.6 m) IN DIAMETER.
6. THE ENGINEER SHALL DETERMINE THE TYPE OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE USING THE DOMINANT CHARACTERISTIC OF THE SOIL ENCOUNTERED.
7. BARRIER WALL EXPANSION AND CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH STANDARD DETAIL 637001 AND 637006 AS APPLICABLE.



FOUNDATION DEPTH

TYPE OF SOIL	FOUND FEPTH D	REINFORCEMENT IN FOUNDATION	
		VERTICAL BARS	SPIRAL
ROCK OR SOLIDIFIED SLAG	5'-0" (1.52 m)	NONE	NONE
DENSE SAND	7'-9" (2.36 m)	8-#6 x 9'-0" (8-20 m x 2.74 m)	#3 x 90" (3 m x 27.43 m)
MEDIUM SAND	8'-3" (2.51 m)	8-#6 x 9'-5" (8-20 m x 2.87 m)	#3 x 94" (3 m x 28.65 m)
LOOSE SAND	9'-0" (2.74 m)	8-#6 x 10'-2" (8-20 m x 3.09 m)	#3 x 100" (3 m x 30.48 m)
STIFF CLAY	7'-0" (2.13 m)	8-#6 x 10'-8" (8-20 m x 2.48 m)	#3 x 80" (3 m x 24.38 m)
MEDIUM CLAY	9'-6" (2.89 m)	8-#6 x 10'-8" (8-20 m x 3.25 m)	#3 x 104" (3 m x 31.69 m)
SOFT CLAY	13'-0" (3.96 m)	8-#6 x 14'-2" (8-20 m x 4.32 m)	#3 x 144" (3 m x 43.89 m)

DESIGN 80 MPH AASHTO

N:\PRD\1\0002384_00\4_US_30_Design\Lighting\3384-US30-Light\10-Detail\64-bc322-L Pole Found Barrier Wall.dgn

ENGINEERING CONSULTANT
Clorba Group, Inc.
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 Tel. 773.775.4209 Fax 773.775.4014
 Email: info@clorba.com

USER NAME = jvandra
 PLOT SCALE = 2.0000 "/in.
 PLOT DATE = 5/10/2018

DESIGNED - JMV
 DRAWN - RJR
 CHECKED - JMV
 DATE - 05/10/2018

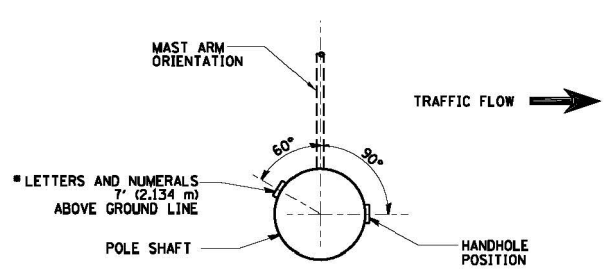
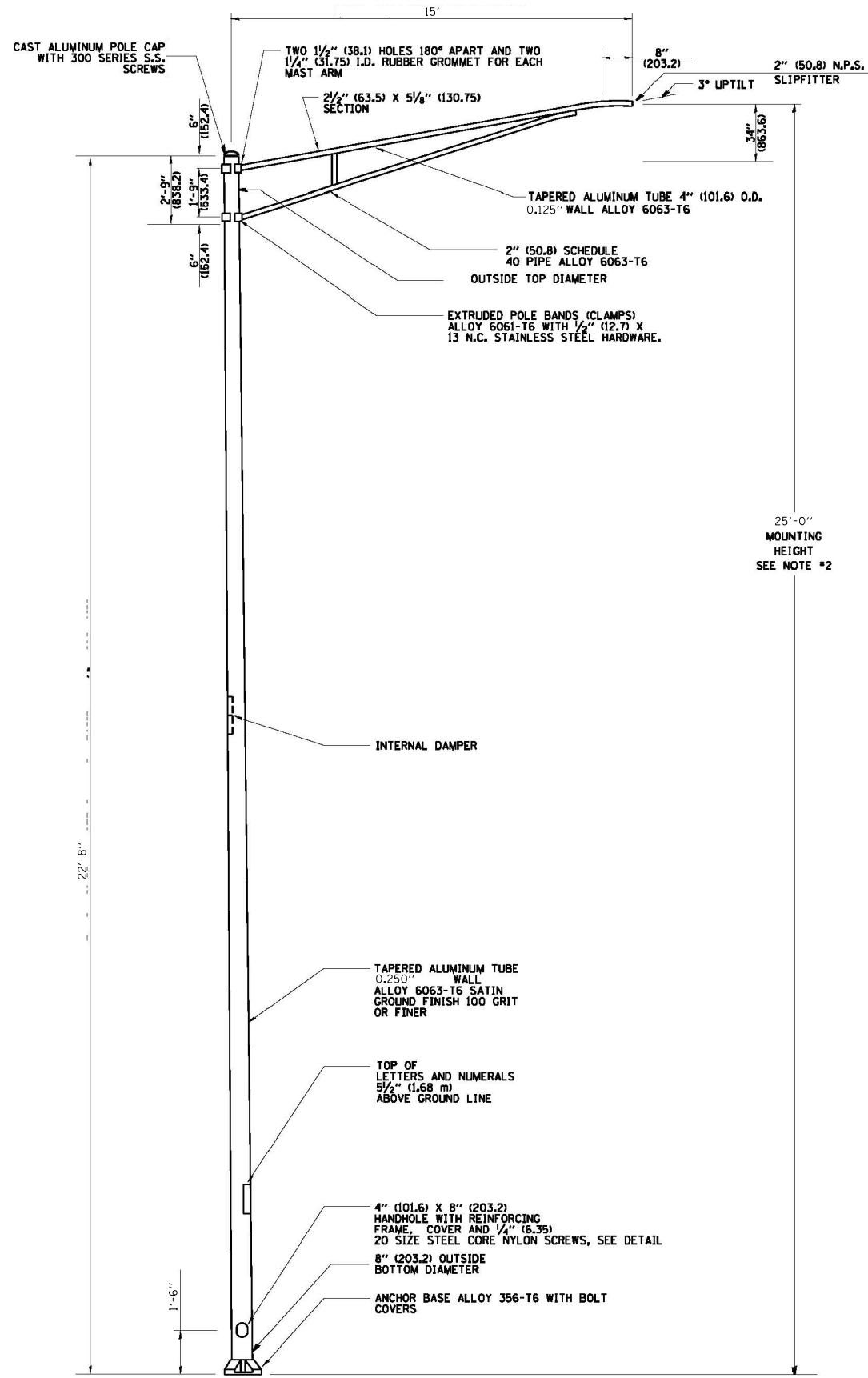
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LIGHT POLE FOUNDATION INTEGRAL WITH
 BARRIER WALL, 24" DIAMETER**

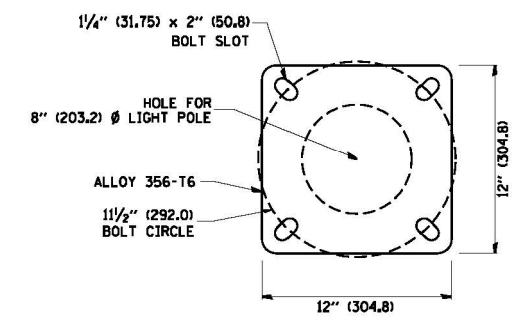
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	468
				CONTRACT NO. 60N87
ILLINOIS FED. AID PROJECT				

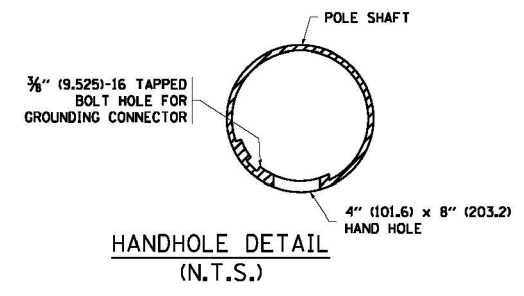


POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

- NOTES:**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 3. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 4. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR, BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 5. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 6. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 7. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.

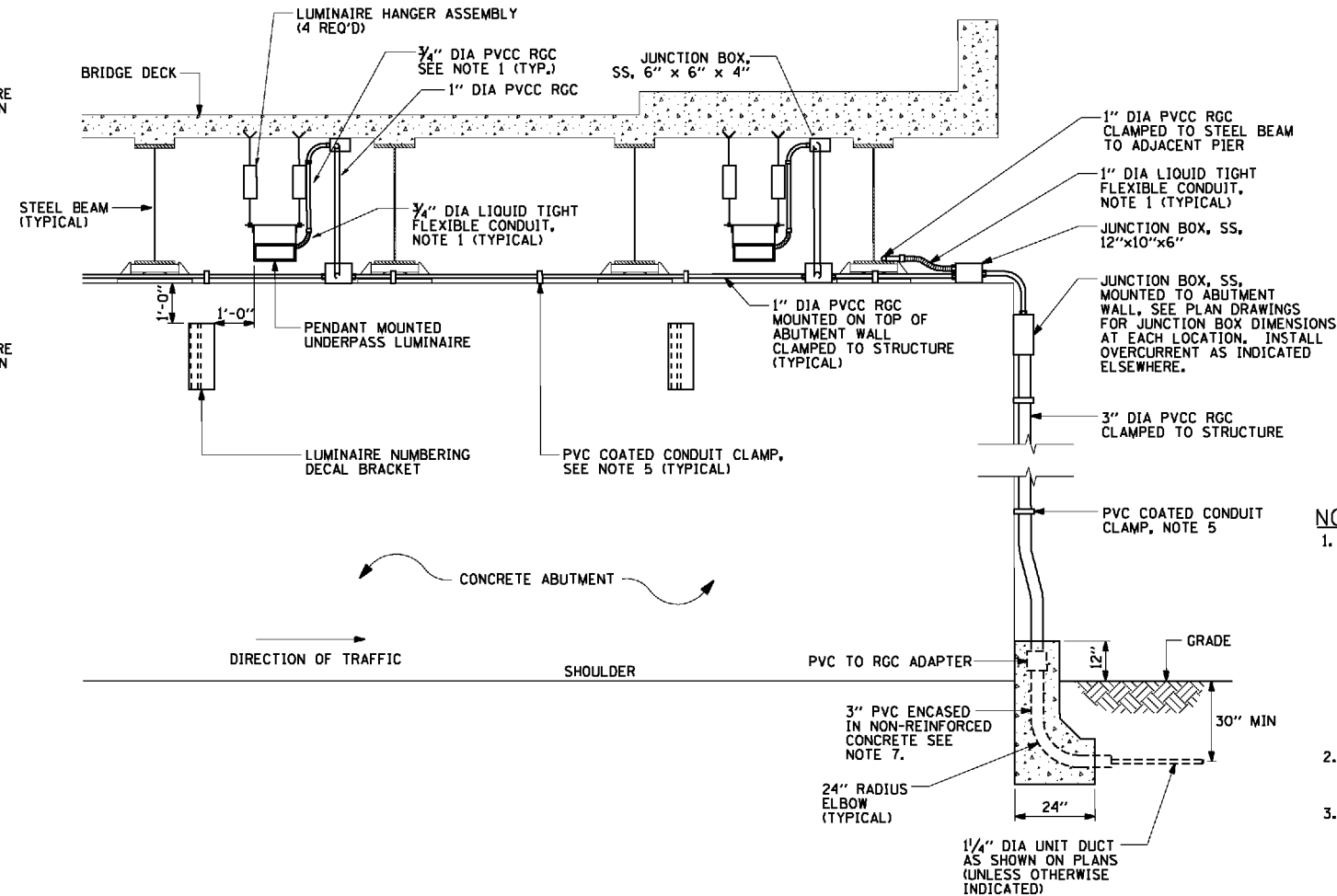
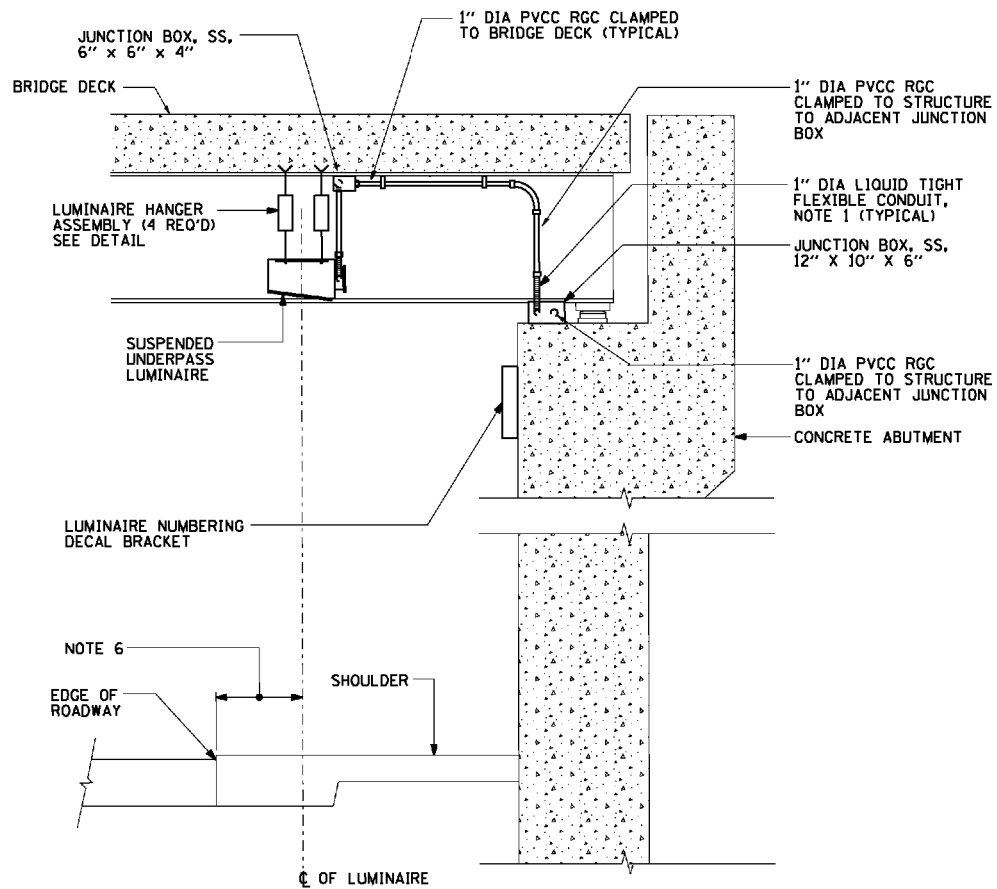


LIGHT POLE BASE PLATE DETAIL
1 1/2" (292.0) BOLT CIRCLE

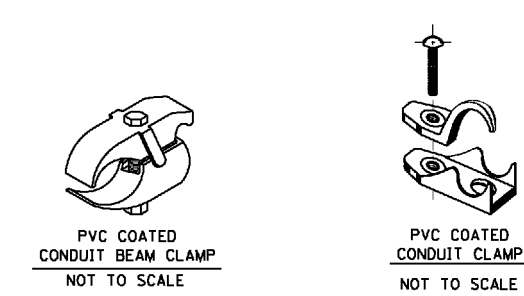
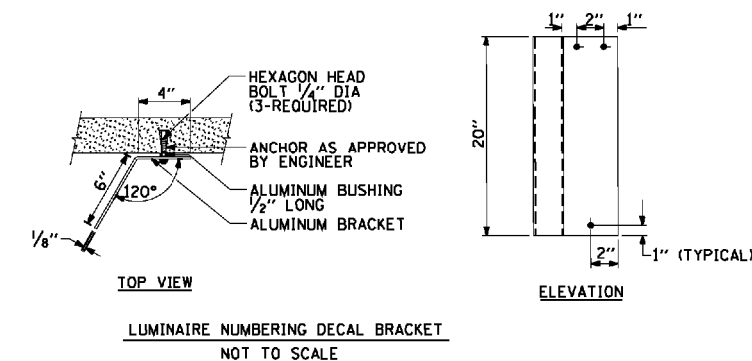


HANDHOLE DETAIL
(N.T.S.)

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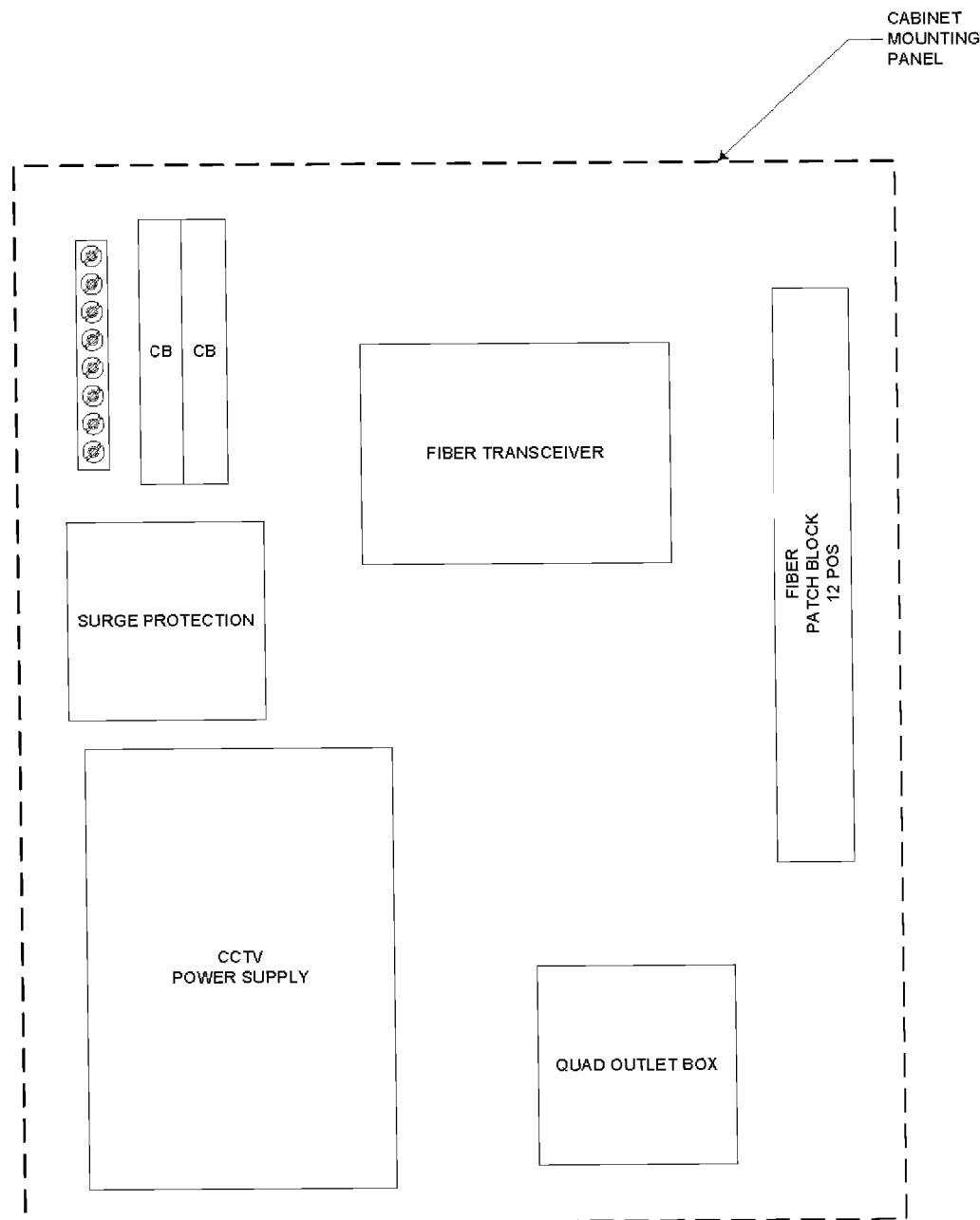
- NOTES:**
- LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN, PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT 3/4" DIA. CONDUIT AND 3/4" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
 - SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
 - THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR, SEE DETAIL.
 - THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
 - SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
 - ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS.
 - THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
 - ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.



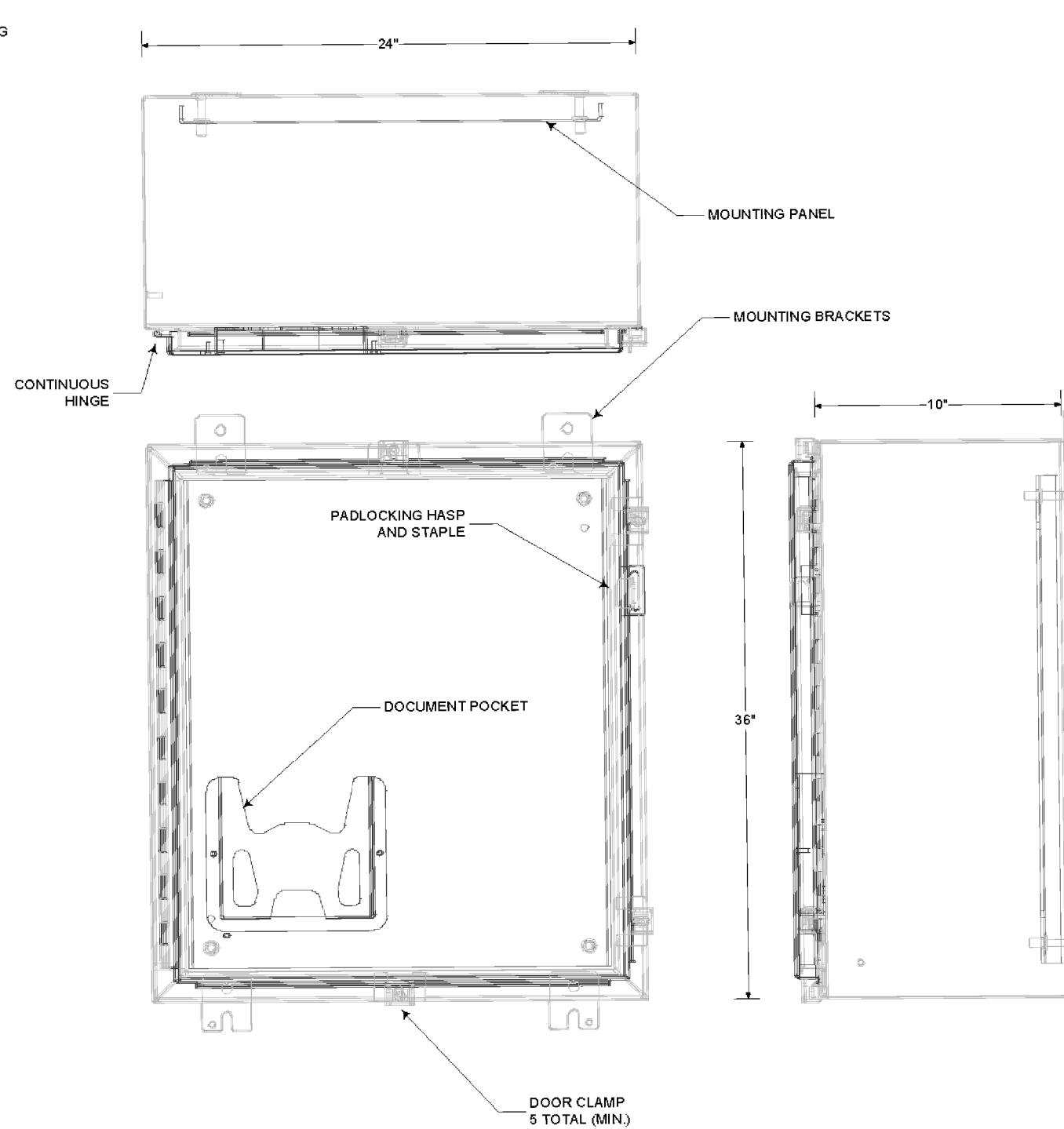
UPDATE TO BE PROVIDED BY IDOT

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N:\PROJ\0003384\004\US_30\Design\Lighting\3384_US30-Light10_Details10_CCTV_Camera_FD_Distribution.dgn



SUGGESTED EQUIPMENT LAYOUT



<p>ENGINEERING CONSULTANT Globe Group, Inc. CONSULTING ENGINEERS 2027 North Cumberland Avenue, Suite 402 Chicago, Illinois 60614 Tel: 773.775.0000 Fax: 773.775.4014 E: globe@earthlink.net</p>	USER NAME	DESIGNED RT	REVISIONS
	DRAWN RT	REVISIONS	
	CHECKED	REVISIONS	
	DATE 10/20/09	REVISIONS	
PLOT SCALE			
PLOT DATE			

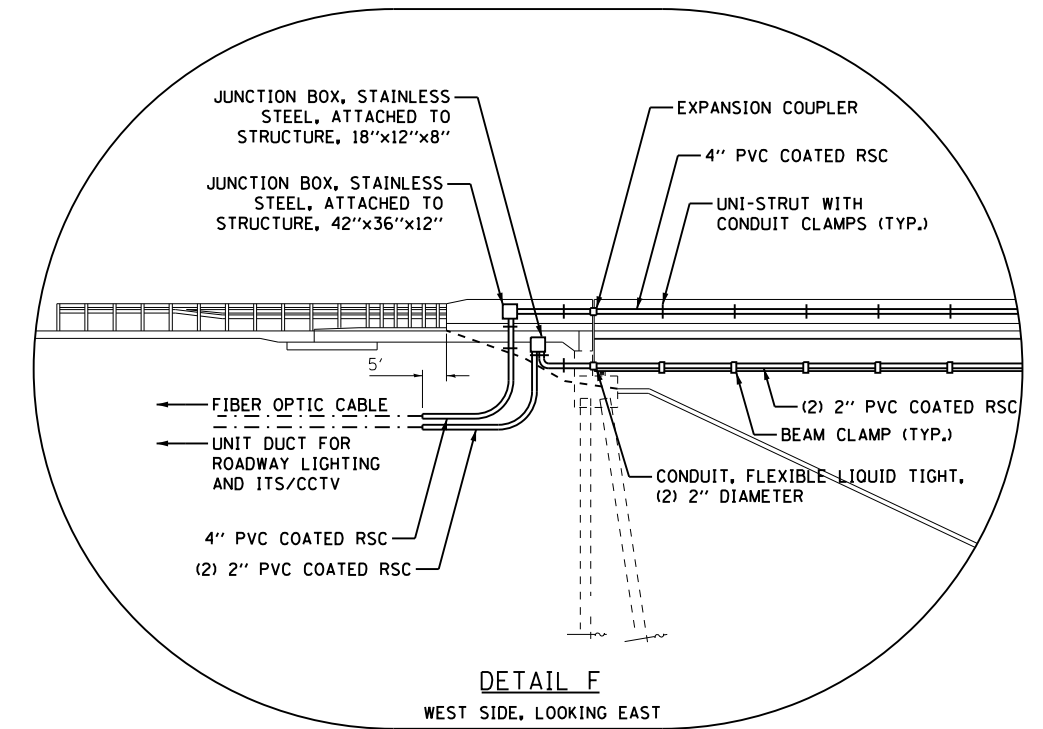
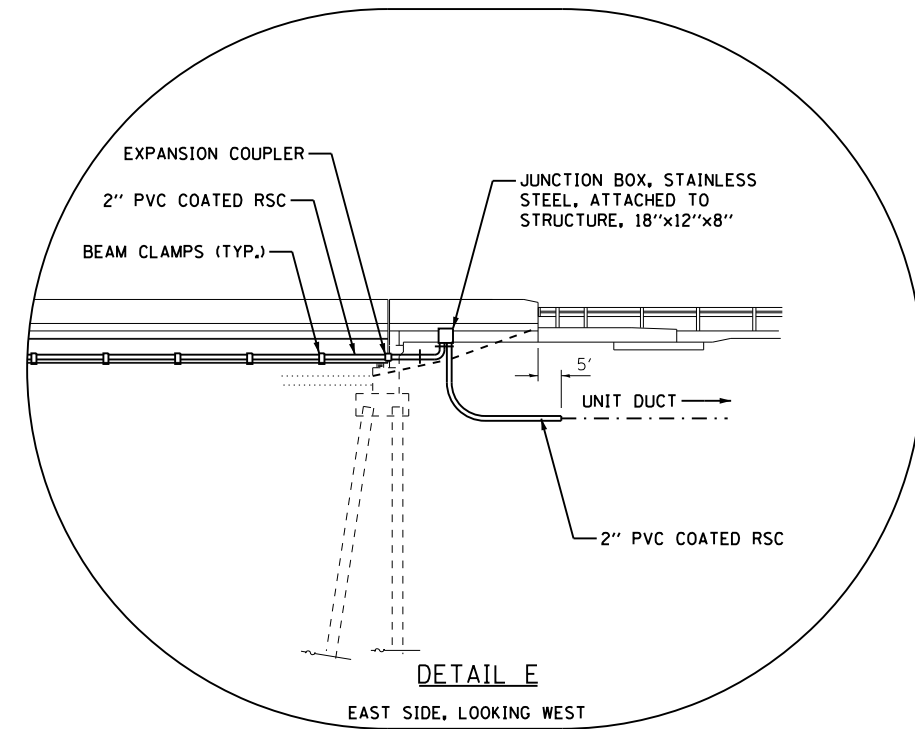
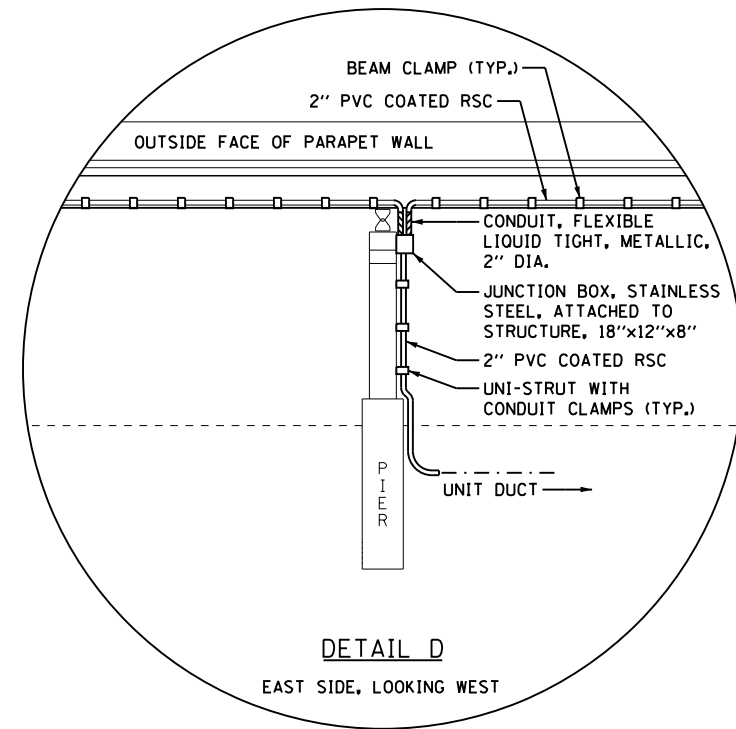
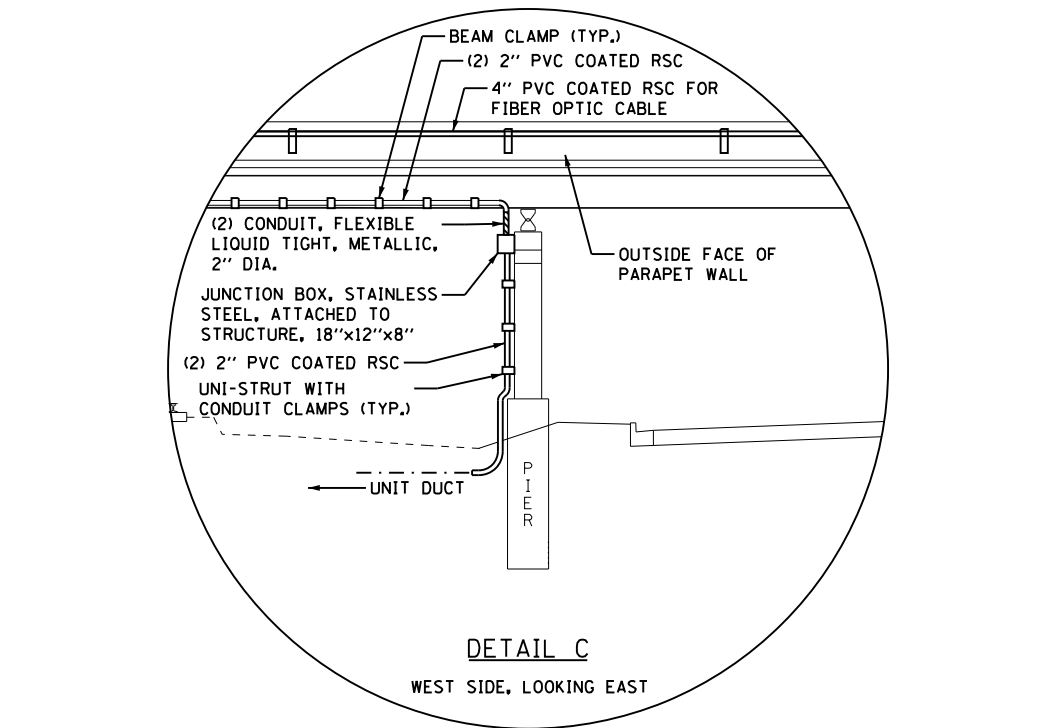
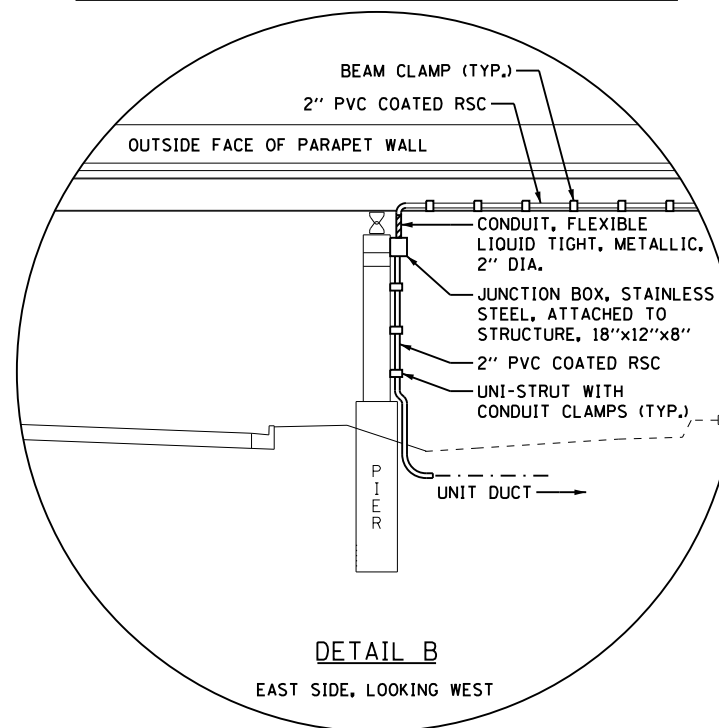
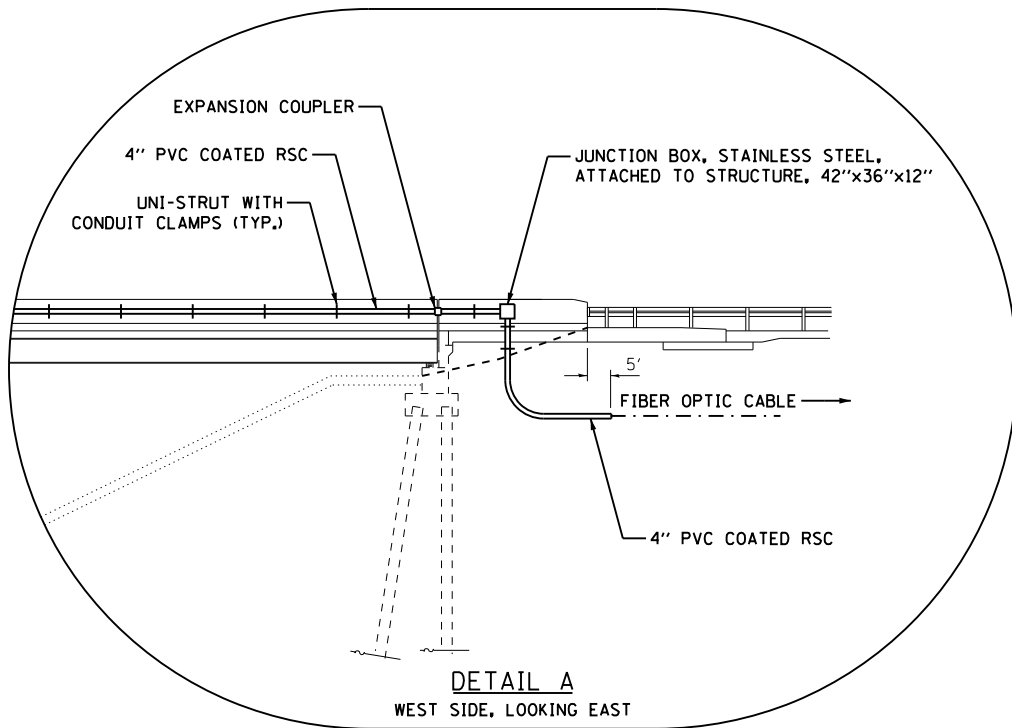
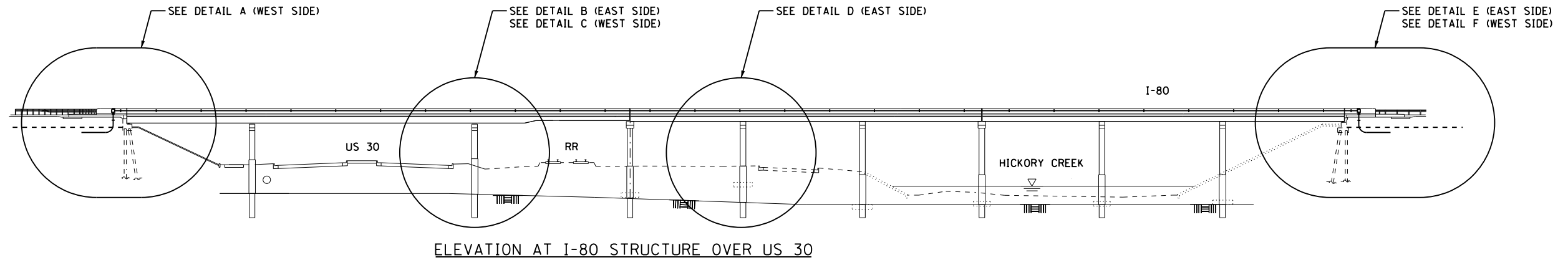
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CCTV CAMERA EQUIPMENT FIBER OPTIC DISTRIBUTION	
SCALE: NONE	SHEET NO. ___ OF ___ SHEETS
STA. _____	TO STA. _____

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	471
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

NOTES:

1. CONDUIT SHALL BE INSTALLED 30" BELOW GRADE.
2. CONDUIT BENDS SHALL NOT EXCEED 90 DEGREES.
3. CONDUIT SUPPORT SPACING SHALL NOT EXCEED 5'.
4. CONDUIT SHALL BE SUPPORTED WITHIN 2' OF EXPANSION COUPLER.
5. PVC COATED CONDUIT IN TRENCH SHALL BE PAID FOR UNDER THE PVC COATED CONDUIT ATTACHED TO STRUCTURE PAY ITEM.



N:\PRD\1\0002384.dwg 4 US 30 Design\Lighting\3384_US30_Light10_Details11_Connection to Structure.dgn

ENGINEERING CONSULTANT

Clorba Group, Inc.
 CONSULTING ENGINEERS
 8007 North Cumberland Avenue, Suite 402
 Chicago, Illinois 60656
 Tel. 773.775.4009 Fax 773.775.4014
 Email: info@clorba.com

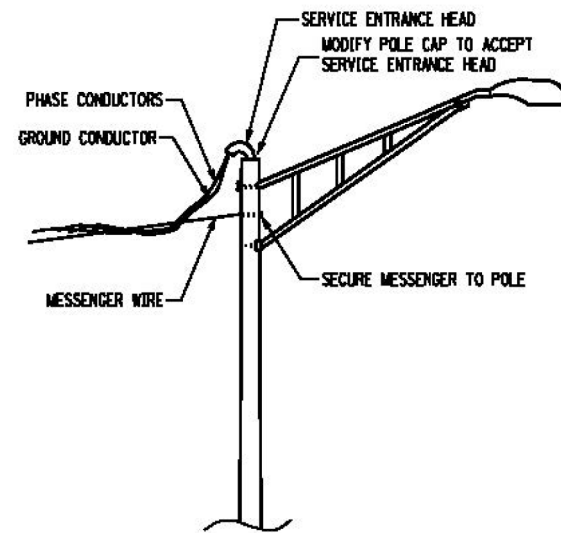
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PLOT SCALE = 40,0000' / 1"	DRAWN - RJR	REVISED -
PLOT DATE = 5/10/2018	CHECKED - JMV	REVISED -
	DATE - 05/10/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

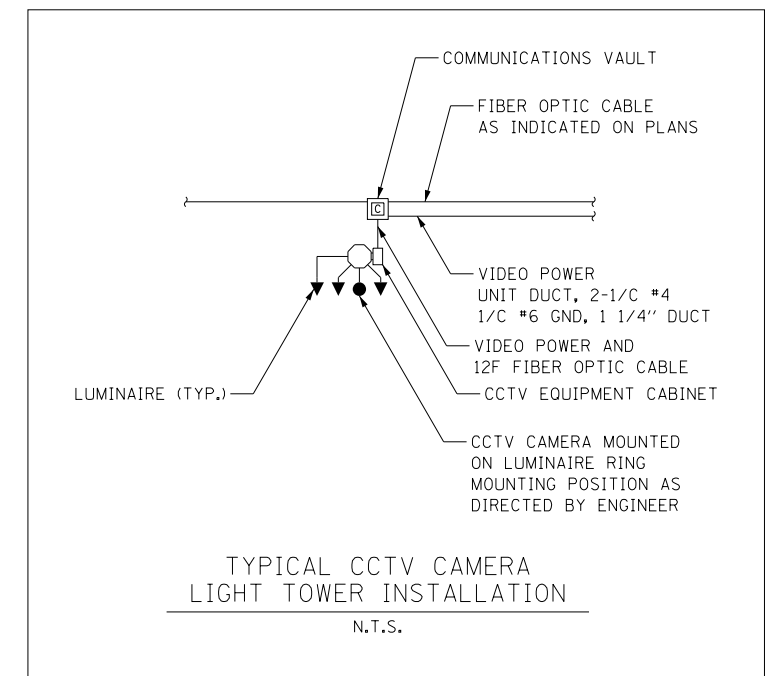
**F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE
CONDUIT ATTACHED TO STRUCTURE DETAIL**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	472
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



TEMPORARY CONNECTION TO EXISTING LIGHT POLE



TYPICAL CCTV CAMERA LIGHT TOWER INSTALLATION
N.T.S.

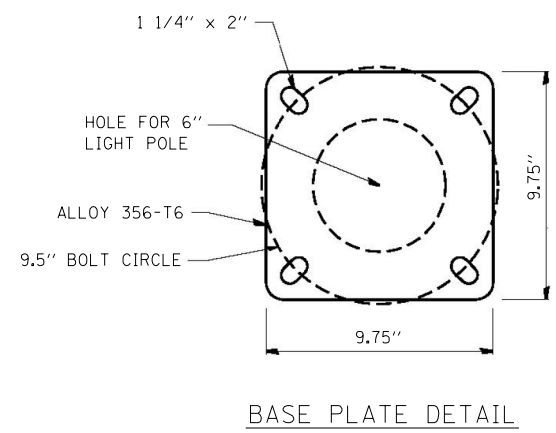
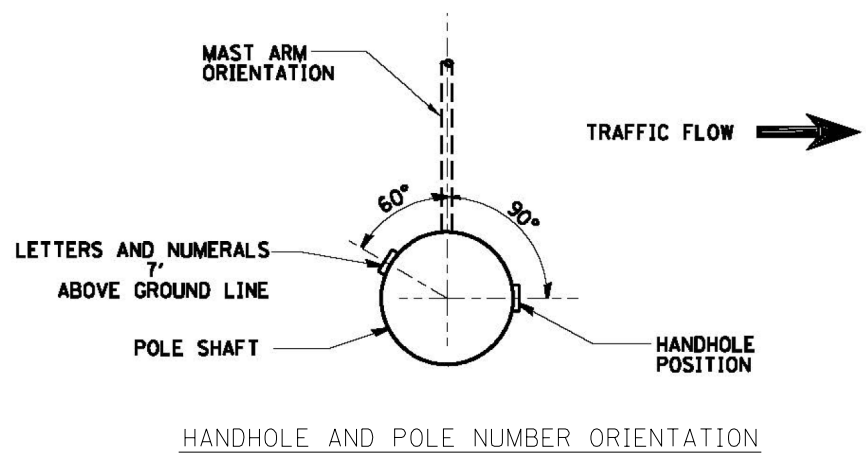
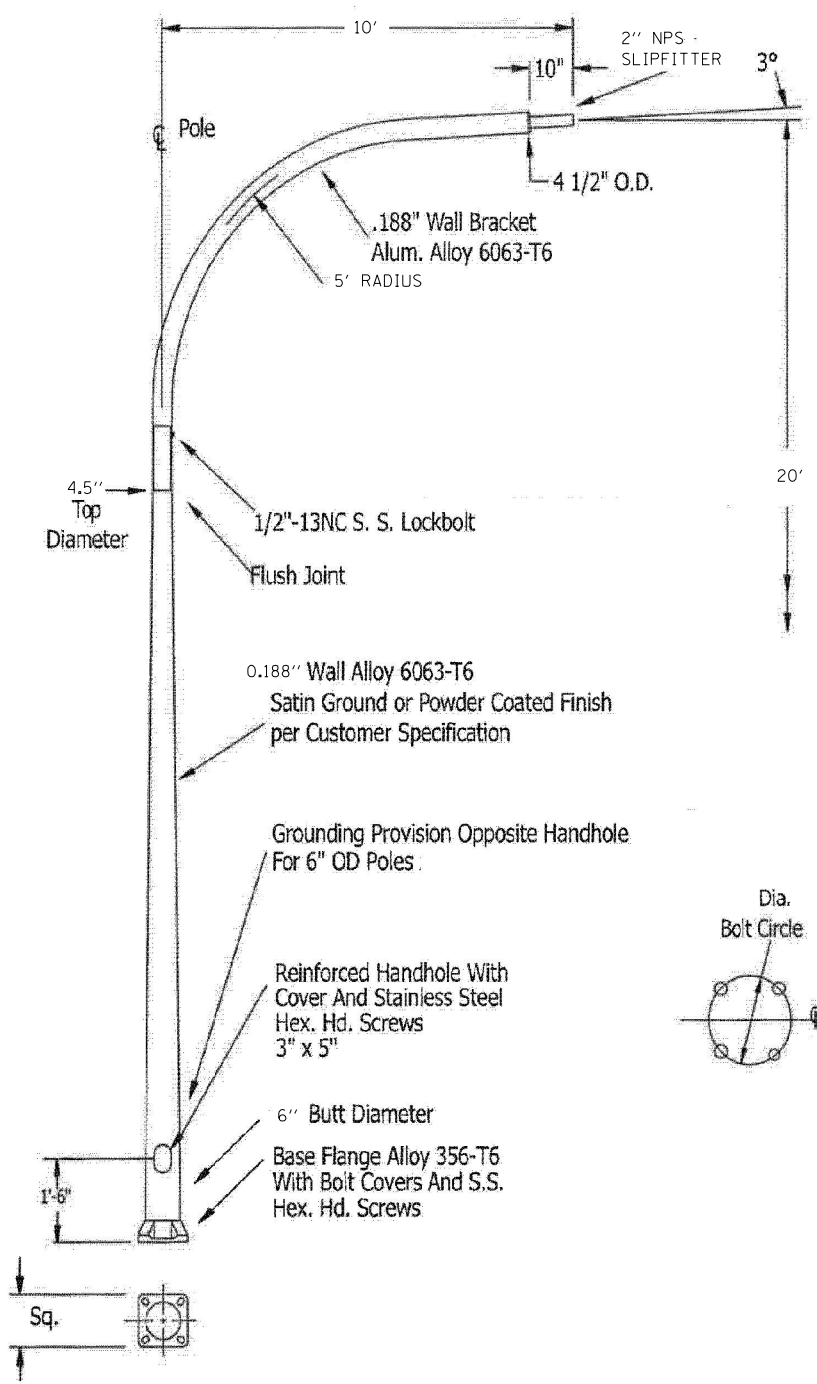
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<p>Ciorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60625 Tel. 773.775.4009 Fax 773.775.4014 Email: cigrp@ciorbainc.com</p>	USER NAME = jvandra	DESIGNED - JMV	REVISED -
	PLOT SCALE = 40,0000' / 1in.	DRAWN - RJR	REVISED -
	PLOT DATE = 5/10/2018	CHECKED - JMV	REVISED -
		DATE - 05/10/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

<p>F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE TYPICAL CCTV CAMERA LIGHT TOWER INSTALLATION TEMPORARY CONNECTION TO EXISTING LIGHT POLE</p>			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	473
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



- NOTES:
- 1.) ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.
 - 2.) MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
 - 3.) THE LIGHT POLE SHALL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
 - 4.) THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
 - 5.) LIGHT POLES SHALL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
 - 6.) LIGHT POLES SHALL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
 - 7.) LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.

N:\PRD\1\0002384_004_US_30_Design\Lighting\3384_US30-Light\10_Detail\13_Pole_20.dgn

ENGINEERING CONSULTANT
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 Email: cgr@clorba.com

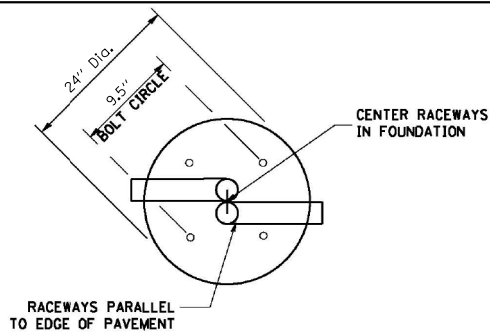
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PLOT DATE = 5/10/2018	CHECKED - JMV	REVISED -
	DATE - 05/10/2018	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

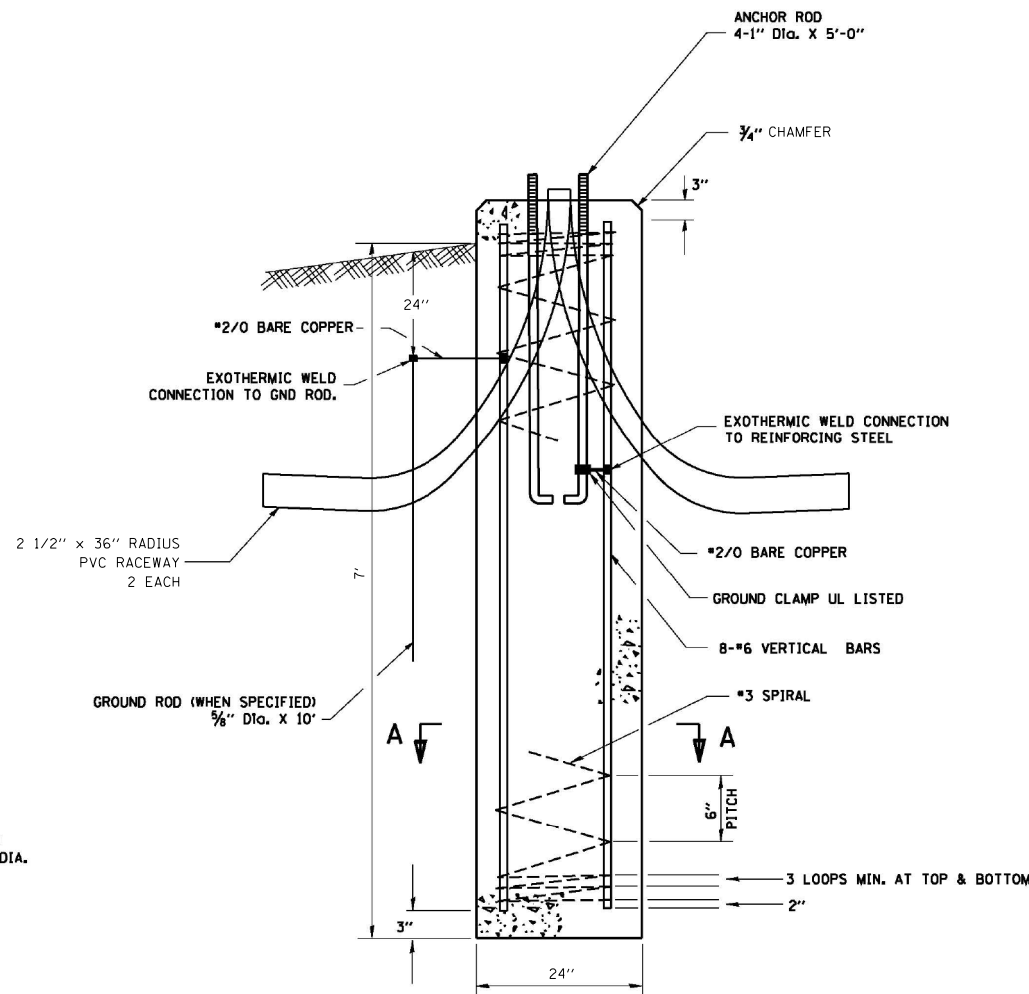
**F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE
 LIGHT POLE, SPECIAL, 20'**

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

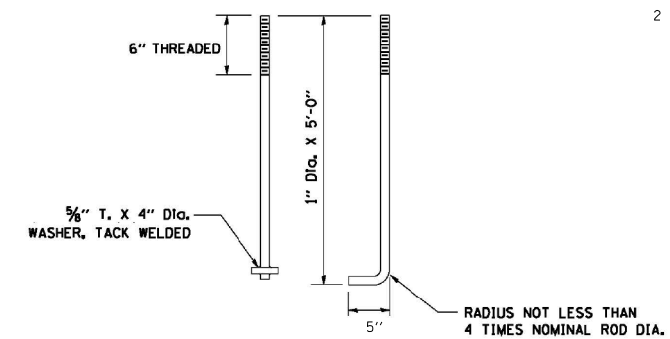
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	474
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



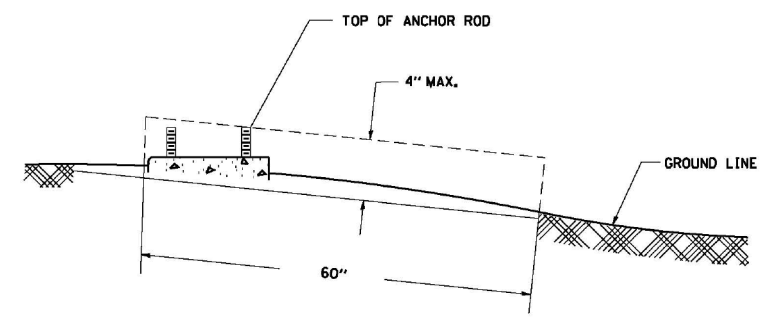
TOP VIEW



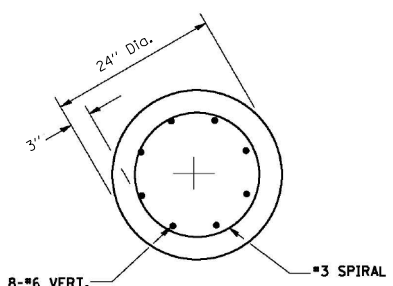
FOUNDATION DETAIL



ANCHOR ROD DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERRECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

N:\PRD\1\0002384_004_US_30_Design\Lighting\3384_US30_Light\10_Detail\14_20F_Pole_Foundation.dgn

<p>Clorba Group, Inc. CONSULTING ENGINEERS 8007 North Cumberland Avenue, Suite 402 Chicago, Illinois 60625 Tel. 773.775.4009 Fax 773.775.4014 Email: clorbagp@clorba.com</p>	USER NAME = jvondra	DESIGNED - JMV	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">F.A.I. ROUTE 80 /U.S. 30 INTERCHANGE LIGHT POLE FOUNDATION 20' MOUNTING HEIGHT, 9.5" BOLT CIRCLE</p>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 2.0000' / in.	DRAWN - RJR	REVISED -			80	99-4-1VB-1-R	WILL	840	475
PLOT DATE = 5/10/2018	CHECKED - JMV	DATE - 05/10/2018	REVISED -	SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60N87	
ILLINOIS FED. AID PROJECT										

Benchmark: B.M. #6 - Chiseled "□" in base of traffic control box on north side of US-30 across from EB I-80 ramps.
Sta. 671+94, offset 766' LT, Elev. 612.38

Existing Structures: S.N. 099-0068 (WB) and S.N. 099-0069 (EB) Built under Sec. 99-4-IVB-1 in 1964; superstructure replaced and substructure widened under Sec. 99 (5.5-1;5VB R) and Sec. 99-4-IVB-1-BR in 1996. Superstructure consists of three (3) continuous 3-span segments separated by expansion joints over Piers 3 and 6. Superstructure consists of a curved R.C. deck on curved W33 beams (composite). 50'-2" and varies o-o deck, 629'-8 3/4" bk. to bk. of abut. EB. 42'-2" and widens to 55'-8 1/4" o-o deck, 616'-10 1/2" bk. to bk. of abut. WB. Substructure consists of multi-column piers and pile-bent abutments. Existing structure to be removed and replaced in Spans 1-3, and widened in Spans 4-9. Two lanes of traffic in each direction to be maintained using stage construction.

No salvage Traffic Barrier Terminal
Std. 631031-Type 6B (E.B.)
Std. 631026-Type 5 (W.B.)

Concrete Pad, typ.
Elev. 636.70

Prop. Steel H-Piles

10'-0" Multi-use path

***Existing 48" CMP to be removed, see Roadway Removal Plans, Inv. Elev. 611.5±

DESIGN STRESSES

EXISTING CONDITIONS

f'c = 1,400 psi (1964 Substructure)
f'c = 3,500 psi (1996 deck and Substr.)
fy = 40,000 psi (1964 Reinforcement)
fy = 60,000 psi (1996 Reinforcement)
fy = 36,000 psi (Exist. M270 Grade 36)

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

LOADING HS-20 & ALT.

Allow 25#/sq. ft. for future wearing surface.

SEISMIC DATA

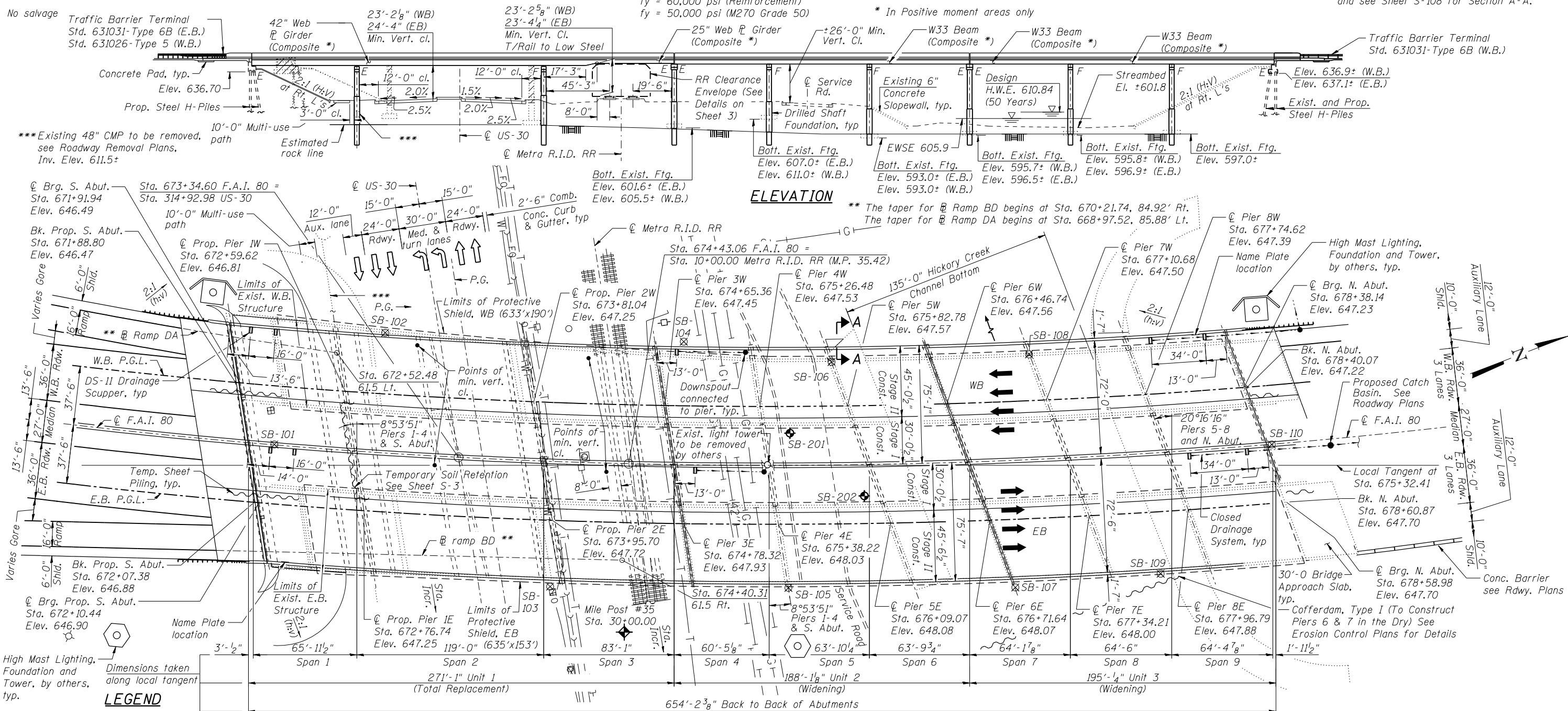
Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

DESIGN SPECIFICATIONS

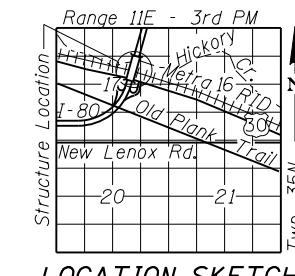
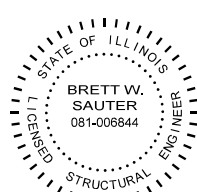
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition
(For both Widening and Total Replacement)
2003 AASHTO Guide Specifications for Horizontally Curved Highway Bridges

NOTES

- No free fall deck drains will be permitted in the span over the tracks or within 10 feet of cross arms of a railroad pole line.
- See Sheet S-2 for scope of work, water information table, design scour elevation table, Sheet S-3 for offset sketch, horizontal curve data, I-80 profile grades, US-30 profile grades, and top of track elevations and see Sheet S-108 for Section A-A.



PLAN



GENERAL PLAN & ELEVATION
I-80 OVER US-30, METRA R.I.D. AND HICKORY CR.
F.A.I. RTE. 80 - SEC. 99-4-IVB-1-R
WILL COUNTY
STATION 675+32.41
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

N:\PROJECTS\00033384\004\US_30\Design\Structural\CAD\33384_01\General_Plan & Elevation.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - BWS/DL	REVISED -
PLOT SCALE = 64.000000' / in.	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - BWS/DL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DATE: 5/9/2018
SEAL EXPIRES: 11/30/2018

SHEET NO. S-1 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-IVB-1-R	WILL	84	476
				CONTRACT NO. 60N87

ILLINOIS FED. AID PROJECT

GENERAL NOTES:

- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in. φ, holes 15/16 in. φ, unless otherwise noted.
- Calculated weight of Structural Steel = 1,769,880 lbs. (Grade 50), 244,540 (Grade 36).
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars designated (E) shall be epoxy coated.
- Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete. As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the abutments and piers.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell no. 7.5G 4/8.
- Existing contact surface areas where new diaphragms are to be attached to existing beams shall be cleaned and painted as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
- Cleaning and painting of the existing structural steel shall be as specified in the special provision for "Cleaning and Painting Existing Steel Structures". All beams, bearings and other structural steel within 5 ft (measured along the beam) of either side of deck joints shall be cleaned per Near White Blast Cleaning - SSPC-SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC-SP15. The designated areas cleaned per Near White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Paint System 1 - OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No 7.5G 4/8.
- Containment of cleaning residue is required to control nuisance dust. See Special Provisions.
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- Slip forming of parapets will not be allowed.

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- | | | | |
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| S-2 | General Notes, Index of Sheets and Bill of Material | S-62 | WB Unit 1 - Framing Plan |
| S-3 | General Details | S-63 | WB Unit 1 - Steel Details 1 |
| S-4 | Substructure Layout 1 | S-64 | WB Unit 1 - Steel Details 2 |
| S-5 | Substructure Layout 2 | S-65 | EB Unit 2 - Framing Plan |
| S-6 | Stage Construction Details | S-66 | EB Unit 2 - Steel Details 1 |
| S-7 | Temporary Concrete Barrier for Stage Construction | S-67 | EB and WB Unit 2 - Steel Details 2 |
| S-8 | EB Unit 1 - Top of Slab Elevations 1 | S-68 | WB Unit 2 - Framing Plan |
| S-9 | EB Unit 1 - Top of Slab Elevations 2 | S-69 | WB Unit 2 - Steel Details 1 |
| S-10 | EB Unit 1 - Top of Slab Elevations 3 | S-70 | EB Unit 3 - Framing Plan |
| S-11 | EB Unit 1 - Top of Slab Elevations 4 | S-71 | EB Unit 3 - Steel Details 1 |
| S-12 | EB Unit 1 - Top of Slab Elevations 5 | S-72 | EB WB Unit 3 - Steel Details 2 |
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| S-14 | WB Unit 1 - Top of Slab Elevations 2 | S-74 | WB Unit 3 - Steel Details 1 |
| S-15 | WB Unit 1 - Top of Slab Elevations 3 | S-75 | Bearing Details - 1 |
| S-16 | WB Unit 1 - Top of Slab Elevations 4 | S-76 | Bearing Details - 2 |
| S-17 | WB Unit 1 - Top of Slab Elevations 5 | S-77 | South Abutment Plan and Elevation 1 |
| S-18 | EB Unit 2 - Top of Slab Elevations 1 | S-78 | South Abutment Plan and Elevation 2 |
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| S-36 | EB Unit 1 - Superstructure Details | S-96 | Pier 7E |
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| S-38 | WB Unit 1 - Parapet Elevations and Details | S-98 | Pier 8E |
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| S-45 | WB Unit 2 - Superstructure Details | S-105 | Piers 8E and 8W Repairs |
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STATION 675+32.41 RE-BUILT 20__ BY STATE OF ILLINOIS F.A.I. RT. 80 SEC 99-4-IVB-1-R LOADING HS-20 & ALT. STRUCTURE NO. 099-0068	STATION 675+32.41 RE-BUILT 20__ BY STATE OF ILLINOIS F.A.I. RT. 80 SEC 99-4-IVB-1-R LOADING HS-20 & ALT. STRUCTURE NO. 099-0069
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W.B. BRIDGE NAME PLATES E.B. BRIDGE

See Std. 515001 and Note below.
Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

SCOPE OF WORK

- Remove and replace Spans 1-3, Piers 1 and 2, and the south abutment. Removal paid for as "Removal of Existing Structures."
- Widen structure and replace existing deck in Spans 4-9. Deck removal paid for as "Removal of Existing Concrete Deck".
- Extend sloped walls as needed, perform sloped wall repairs and formed concrete repairs on the remaining piers and abutments.
- Clean and paint beam ends for beams to remain.
- Remove debris in stream.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal Of Existing Structures No. 1	Each			1
Removal Of Existing Structures No. 2	Each			1
Concrete Removal	Cu Yd		22.8	22.8
Slope Wall Removal	Sq Yd		377	377
Removal Of Existing Concrete Deck	Each	2		2
Protective Shield	Sq Yd			6,637
Structure Excavation	Cu Yd		911	911
Cofferdam (Type I) (Location - I)	Each		1	1
Concrete Structures	Cu Yd		1,730.3	1,730.3
Concrete Superstructure	Cu Yd	2,951.1		2,951.1
Concrete Superstructure (Approach Slab)	Cu Yd	417.8		417.8
Bridge Deck Grooving	Sq Yd	10,412		10,412
Concrete Encasement	Cu Yd		18.9	18.9
Protective Coat	Sq Yd	12,516		12,516
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	27,159		27,159
Reinforcement Bars	Pound		39,890	39,890
Reinforcement Bars, Epoxy Coated	Pound	727,800	237,980	965,780
Bar Splicers	Each	3,786	1,064	4,850
Slope Wall 4 Inch	Sq Yd		988	988
Slope Wall 6 Inch	Sq Yd		427	427
Furnishing Steel Piles HP12x53	Foot		1,527	1,527
Driving Piles	Foot		1,527	1,527
Test Pile Steel HP12x53	Each	3		3
Pile Shoes	Each	54		54
Name Plates	Each	2		2
Drilled Shaft In Soil	Cu Yd		260.7	260.7
Drilled Shaft In Rock	Cu Yd		102.7	102.7
Preformed Joint Seal 2 1/2"	Foot	650		650
Preformed Joint Strip Seal	Foot	614		614
Elastomeric Bearing Assembly, Type I	Each	84		84
Elastomeric Bearing Assembly, Type III	Each	24		24
Anchor Bolts, 1"	Each	288		288
Anchor Bolts, 1 1/4"	Each	48		48
Temporary Soil Retention System	Sq Ft		1,130	1,130
Concrete Sealer	Sq Ft		8,013	8,013
Epoxy Crack Injection	Foot		3	3
Geocomposite Wall Drain	Sq Yd		230	230
Granular Backfill for Structures	Cu Yd		538	538
Containment And Disposal Of Non-Lead Paint Cleaning Residues	L Sum	1		1
Cleaning And Painting Steel Bridge No. 1	L Sum	1		1
Cleaning And Painting Steel Bridge No. 2	L Sum	1		1
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft		341	341
Debris Removal	L Sum		1	1
Drainage Scuppers, DS-II	Each	10		10
Drainage System	L Sum	1		1
Temporary Sheet Piling	Sq Ft		1,586	1,586
Pipe Underdrains For Structures 4"	Foot		374	374

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	Pier 5	Pier 6	Pier 7	Pier 8
	613.6	601.2	598.0	614.5

WATERWAY INFORMATION

Drainage Area = 79 Sq. Mi. Low Grade Elev. 633.19 @ Sta. 658+40									
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater Elev.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	5000	1408	1408	609.37	0.25	0.25	609.62	609.62
Design	50	7400	1625	1625	610.66	0.18	0.18	610.84	610.84
Base	100	8600	1734	1734	611.30	0.12	0.12	611.42	611.42
Overtopping									
Max. Calc.	500	11200	1902	1902	612.36	0.00	0.00	612.36	612.36

2-YEAR FLOW RATE: 2383 CFS.

N:\PROJ\10003384\004\US_30\Design\Structural\CAD\3384_02_Index and Bill of Materials.dgn



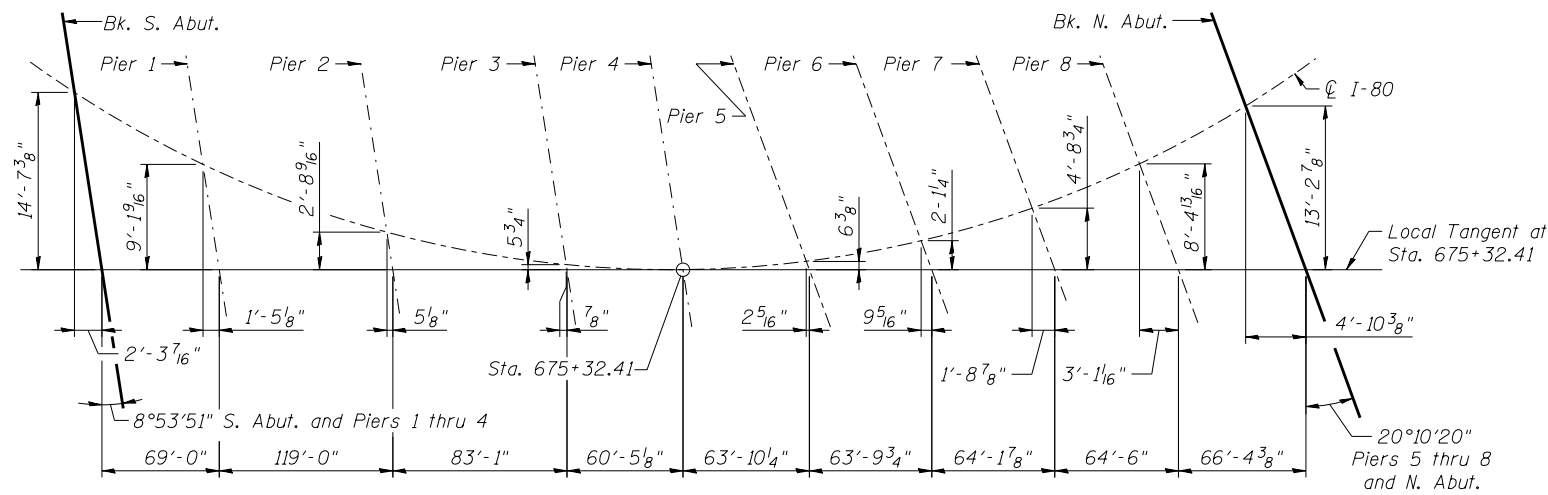
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	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000" = 1' / in.	DRAWN - RD	REVISED -
PLOT DATE = 6/4/2018	CHECKED - DL	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS AND BILL OF MATERIAL
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

SHEET NO. S-2 OF S-118 SHEETS

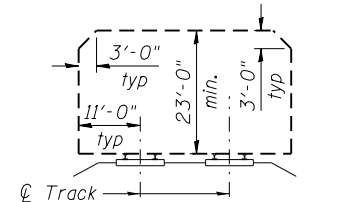
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-IVB-1-R	WILL	841	477
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60N87	



OFFSET SKETCH

CURVE DATA @ I-80

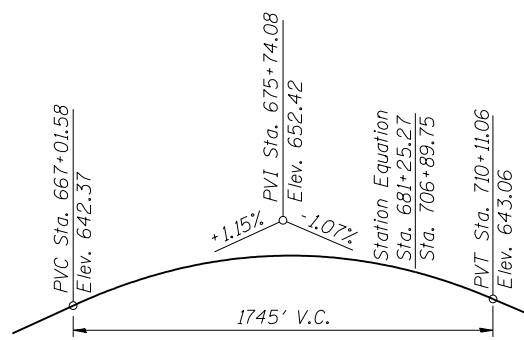
$\Delta = 76^{\circ}06'06.76''$ (LT)
 $D = 1^{\circ}30'00.27''$
 $T = 2,989.62'$
 $L = 5,073.21'$
 $E = 1,030.89'$
 $R = 3,819.53'$
 $S.E. = 0.037' /'$
 $P.C. = Sta. 630+52.06$
 $P.T. = Sta. 681+25.27$
 $P.I. = Sta. 660+41.68$



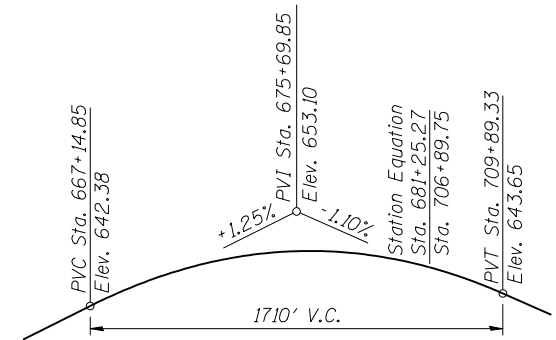
RR CLEARANCE ENVELOPE

TOP OF TRACK ELEVATION

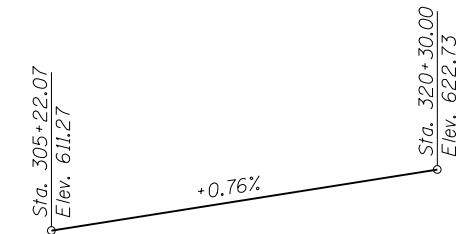
Station	North Track		South Track	
	Left	Right	Left	Right
9+33	619.72	619.72	619.78	619.76
9+68	619.88	619.88	619.96	619.95
10+32	620.24	620.28	620.25	620.25
10+71	620.43	620.49	620.47	620.48



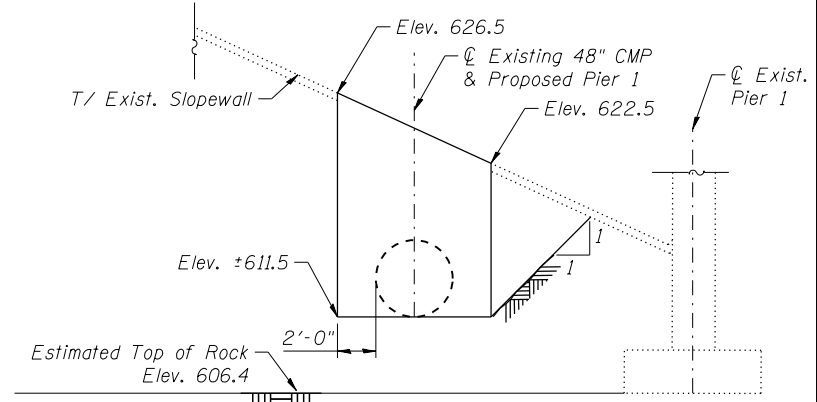
PROFILE GRADE LINE FAI-80 WB



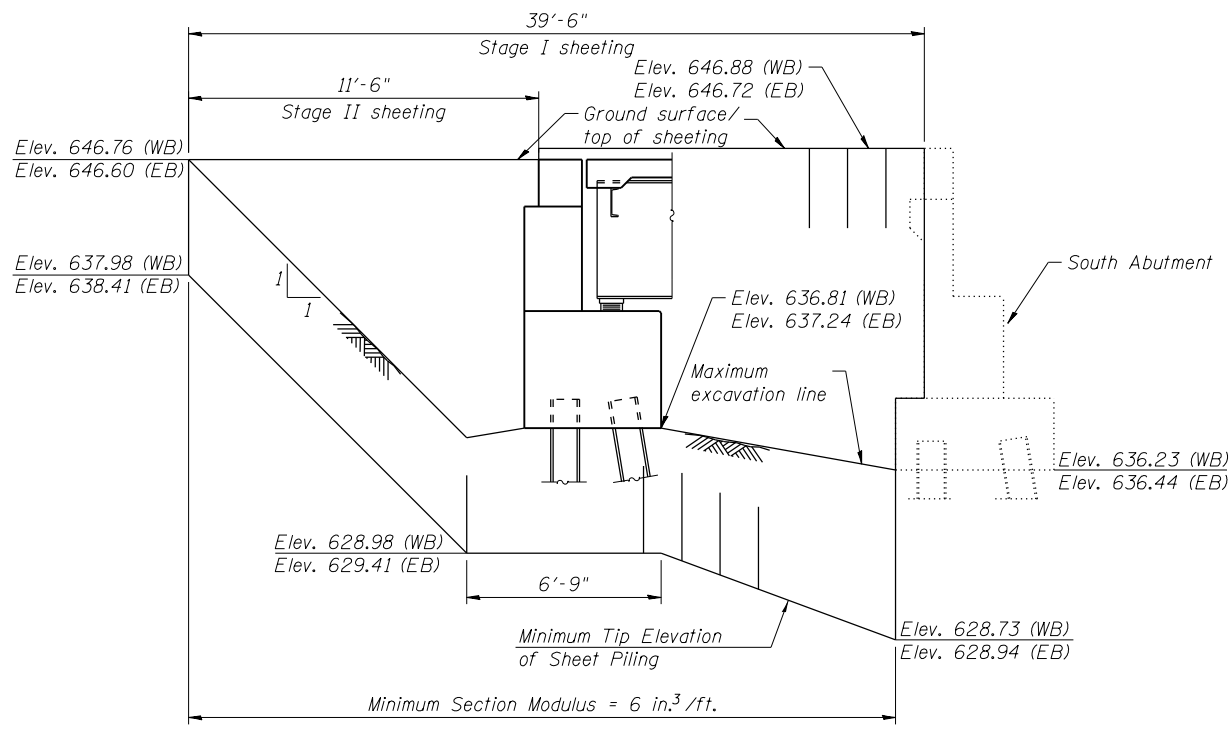
PROFILE GRADE LINE FAI-80 EB



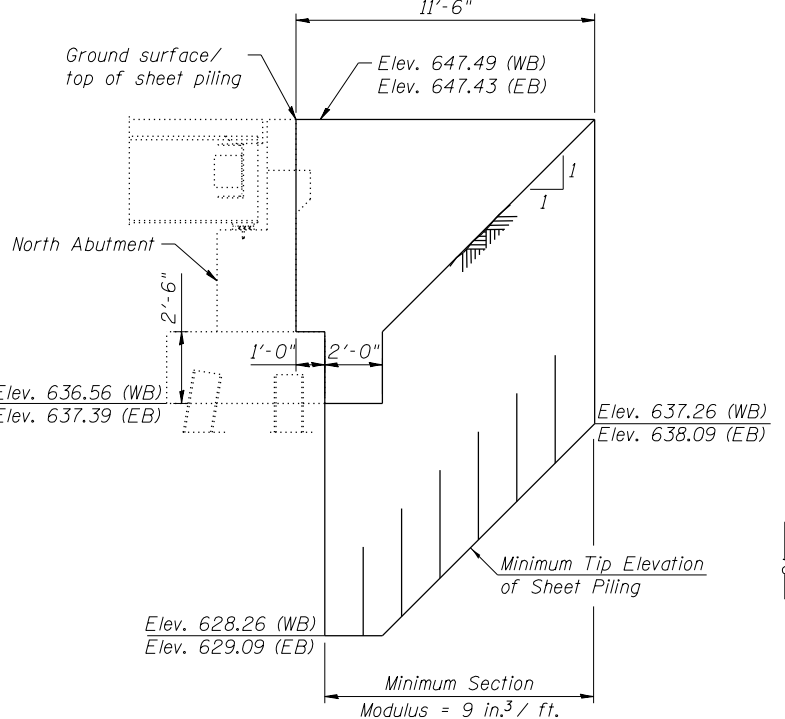
PROFILE GRADE LINE US-30



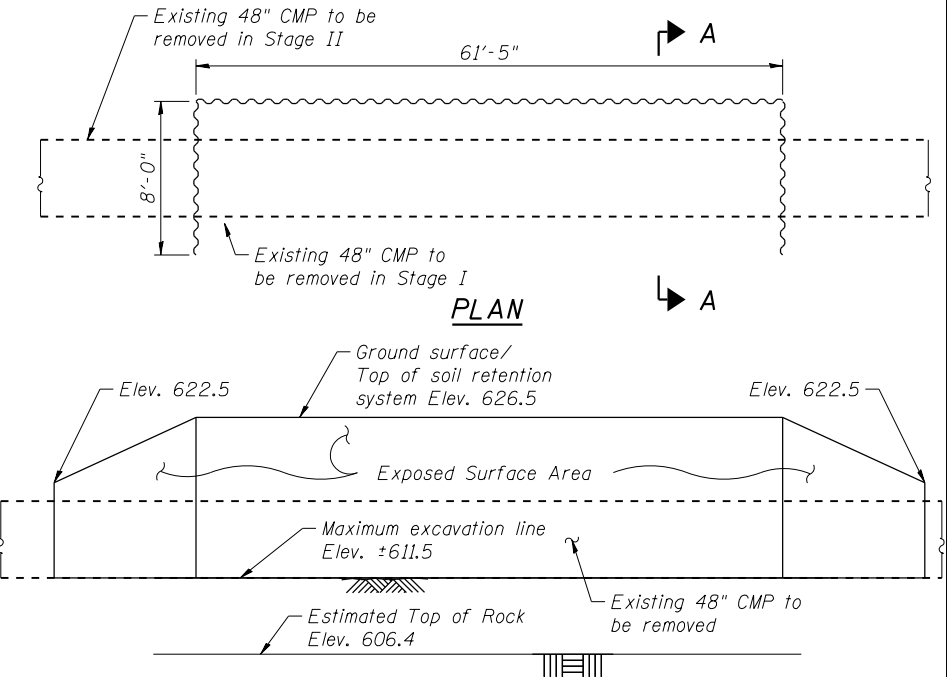
SECTION A-A



TEMPORARY SHEET PILING



- Notes:
- If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 - The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost of Temporary Sheet Piling.



TEMPORARY SOIL RETENTION

- Notes:
- A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

N:\PROJECTS\0003384\004\US_30\Design\Structural\CAD\3384_03_General_Details.scdgn



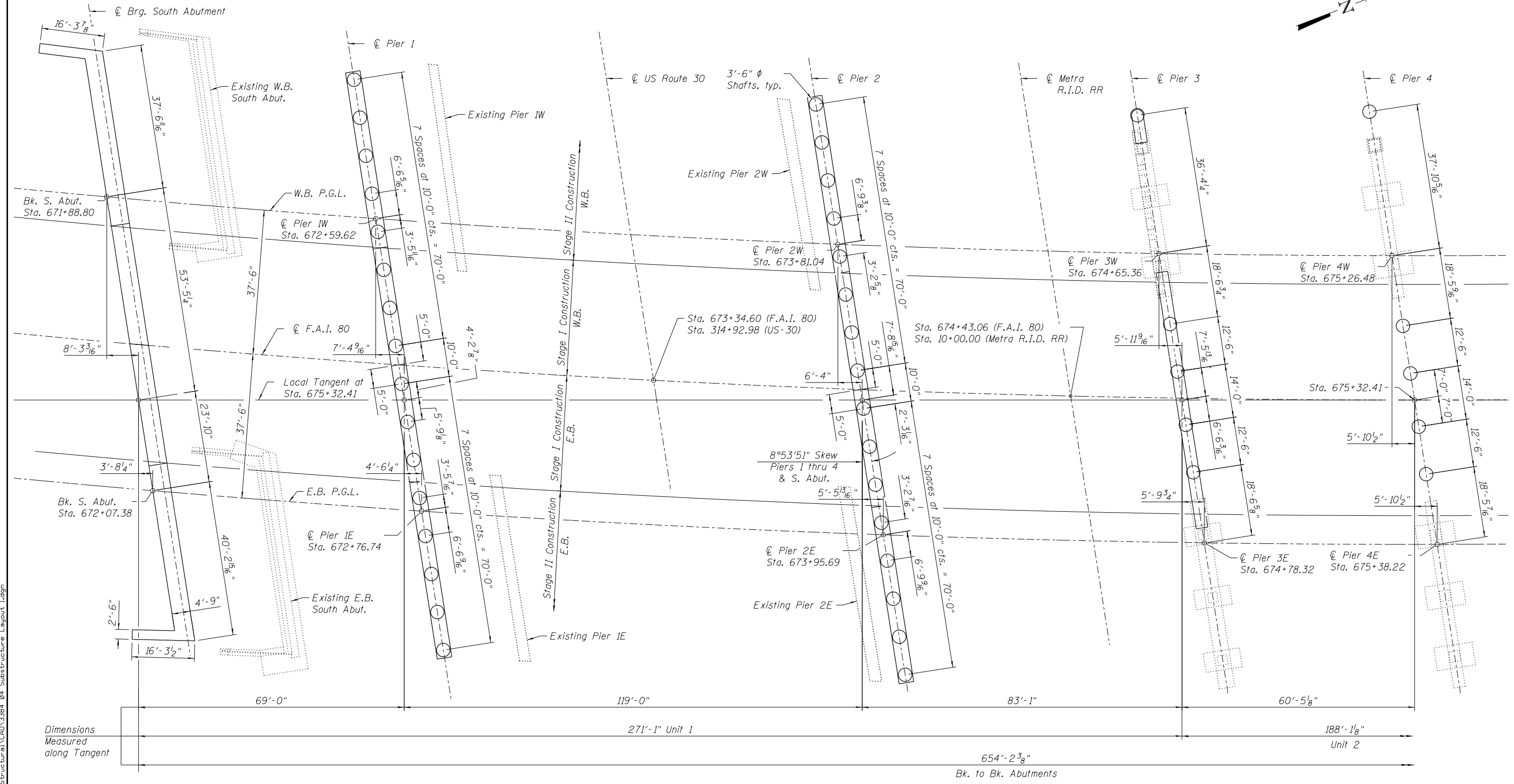
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PLOT SCALE = 100.000000' / in.	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - MHT	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DETAILS
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	478
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

SHEET NO. S-3 OF S-118 SHEETS



NOTES

1. Work this with Sheet S-5.

N:\PROJECTS\00033384\004_US_30\Design\Structural\CAD\33384_04_Substructure_Layout.dgn



USER NAME = kaisneros	DESIGNED - BWS	REVISED -
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PLOT DATE = 5/9/2018	DRAWN - RD	REVISED -
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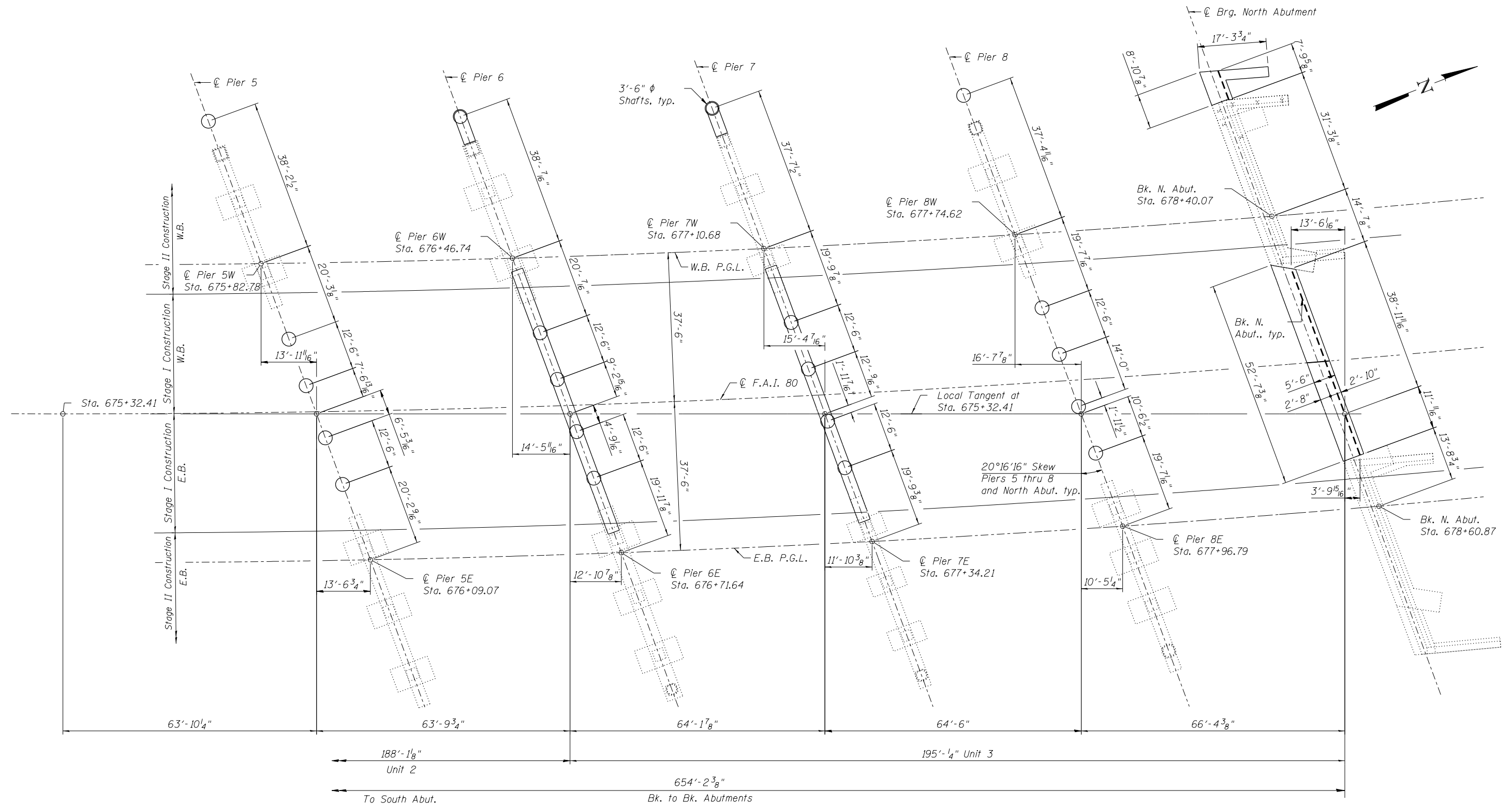
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE LAYOUT 1
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-4 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	479
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

N:\PROJECTS\0003384\004\US_30\Design\Structural\CAD\3384_05 Substructure_Layout 2.dgn



FOOTING LAYOUT

NOTES

1. Work this sheet with Sheet S-4.



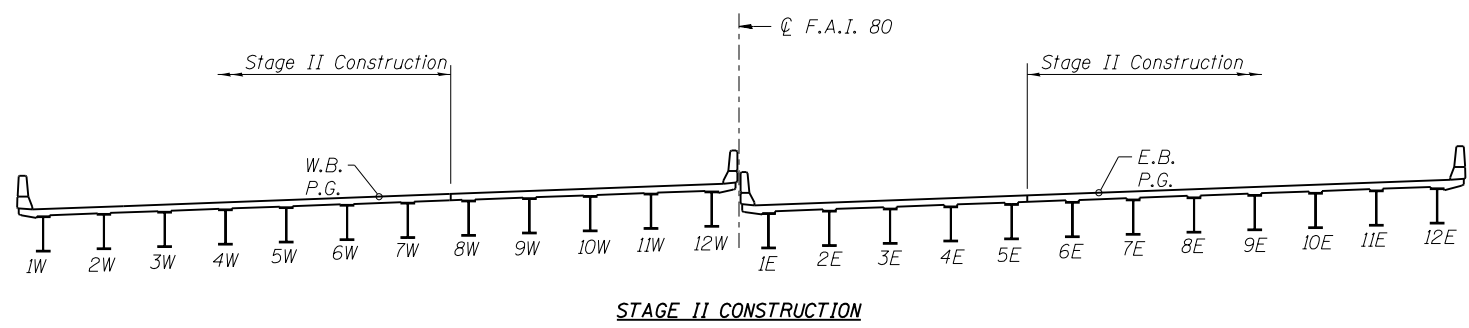
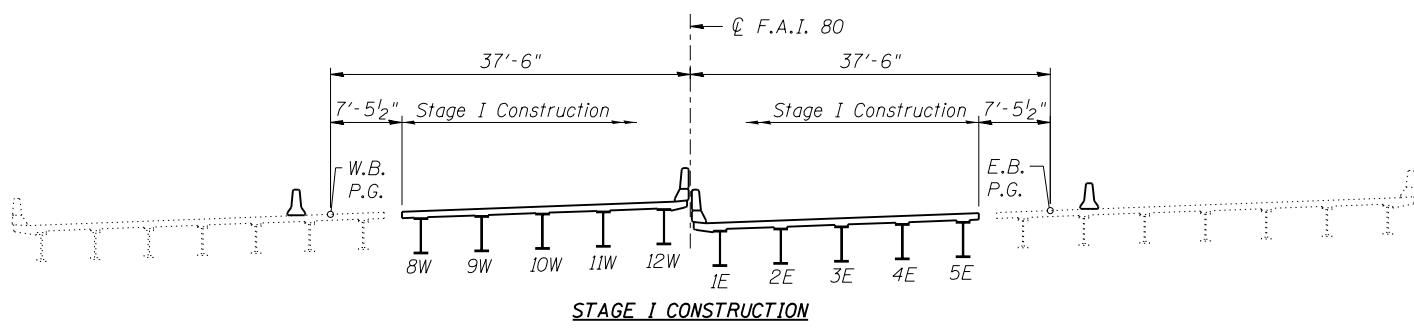
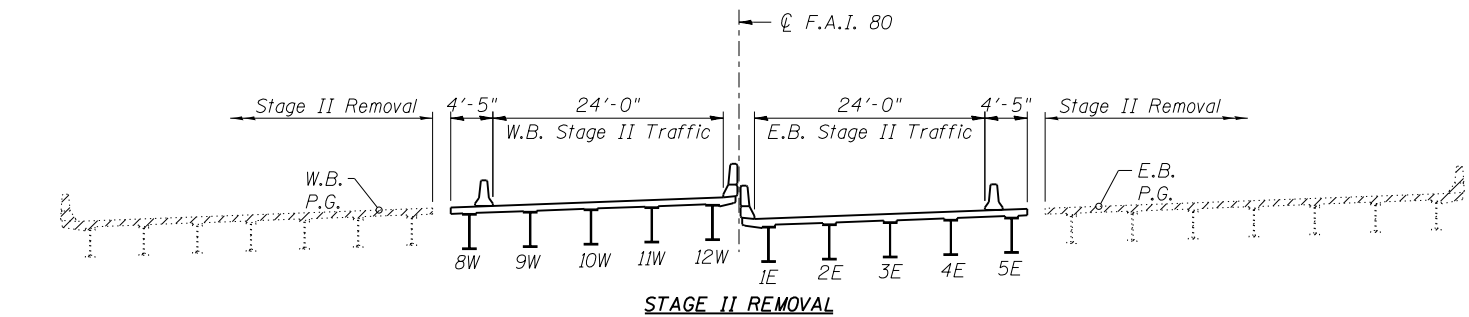
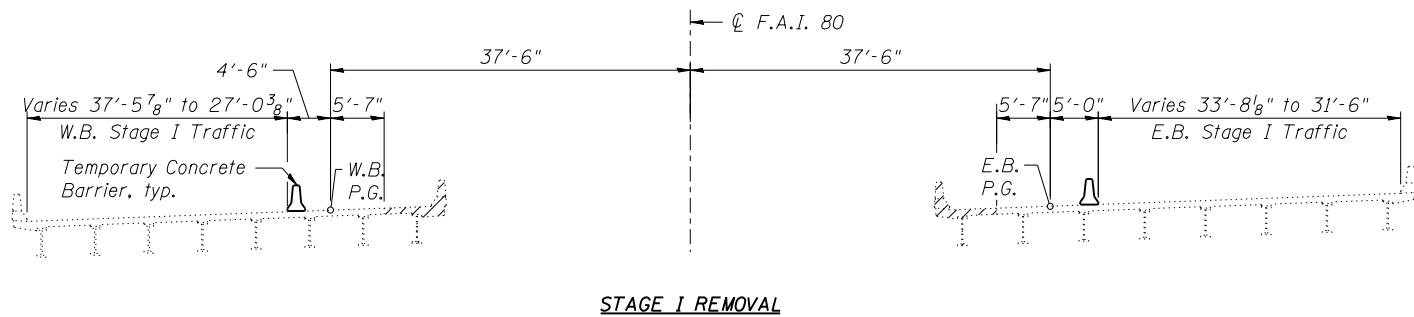
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

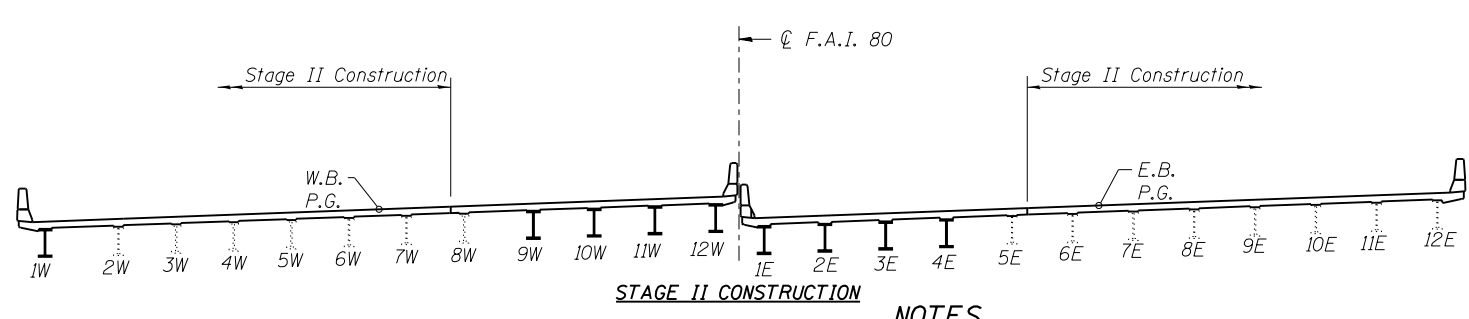
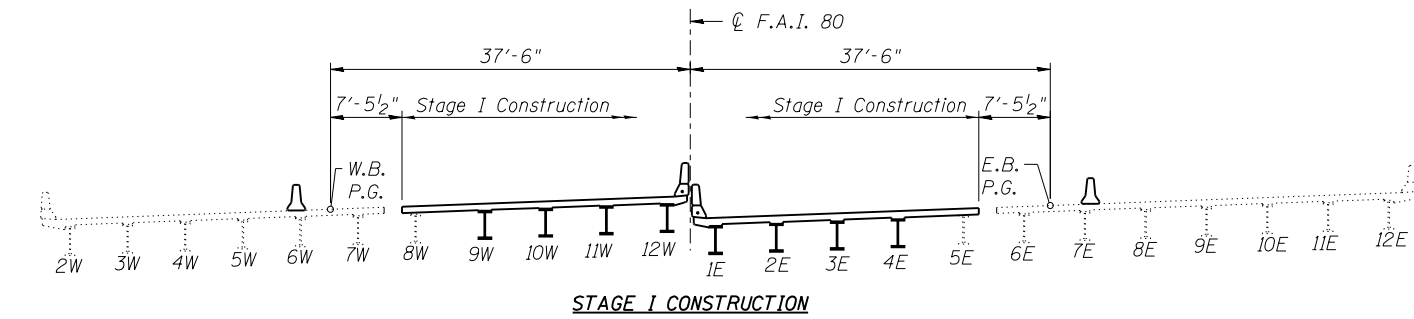
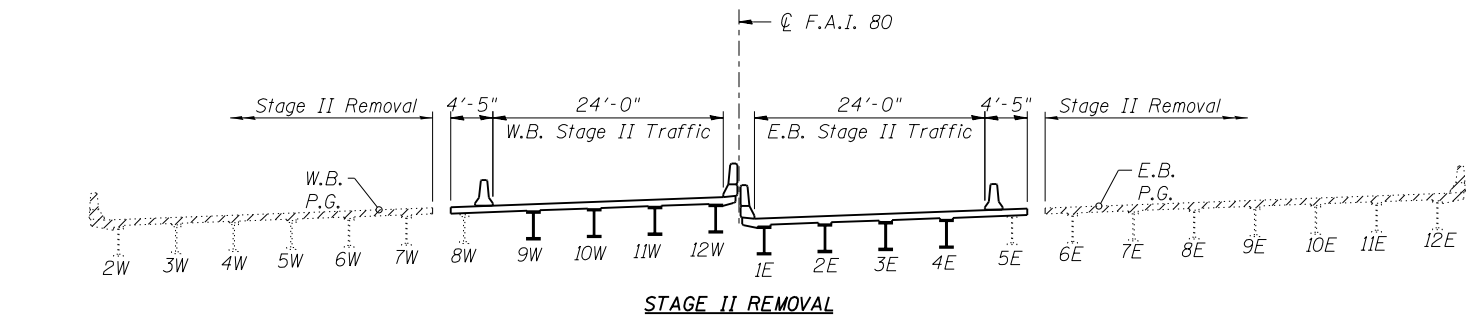
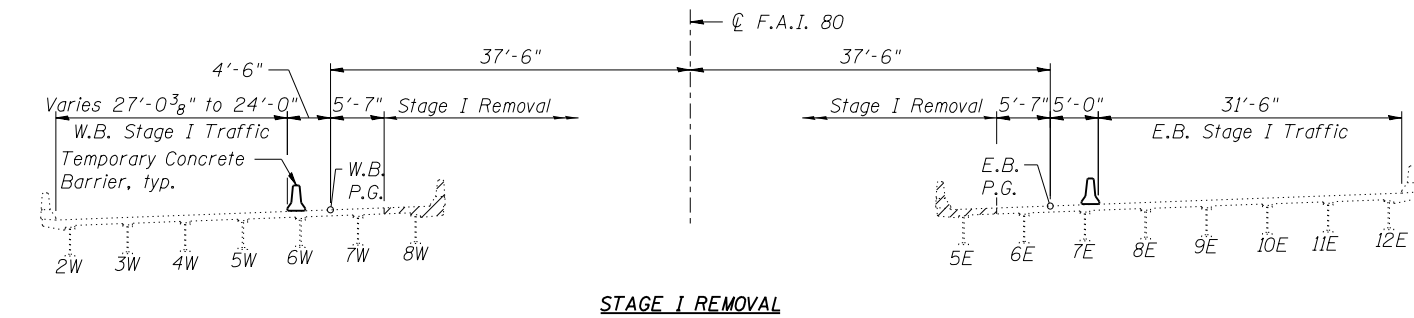
**SUBSTRUCTURE LAYOUT 2
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-5 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	480
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	



SPANS 1 THRU 3 - (UNIT 1)



SPANS 4 THRU 9 - (UNITS 2 AND 3)

NOTES

1. All dimensions are measured radially.
2. All staging cross sections are looking north.
3. For quantity of Temporary Concrete Barrier, see roadway plans.
4. Hatched areas indicate removal.
5. Location of stage removal of substructure is different from superstructure. See Sheets S-106 and S-107 for details.
6. Removal in Unit 1 includes removal of deck and beams. Removal in Units 2 and 3 includes deck only.

N:\PROJECTS\0003384\004\US_30\Design\Structural\CAD\3384_06 Stage Construction Details.dgn



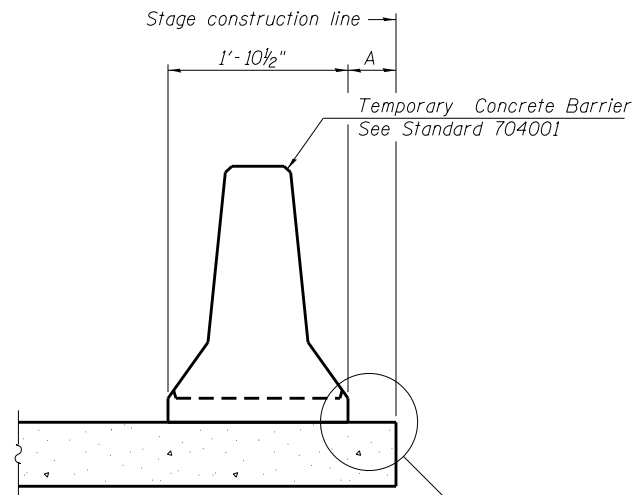
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PLOT DATE = 5/9/2018	DRAWN - RD	REVISED -
	CHECKED - BWS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION DETAILS
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

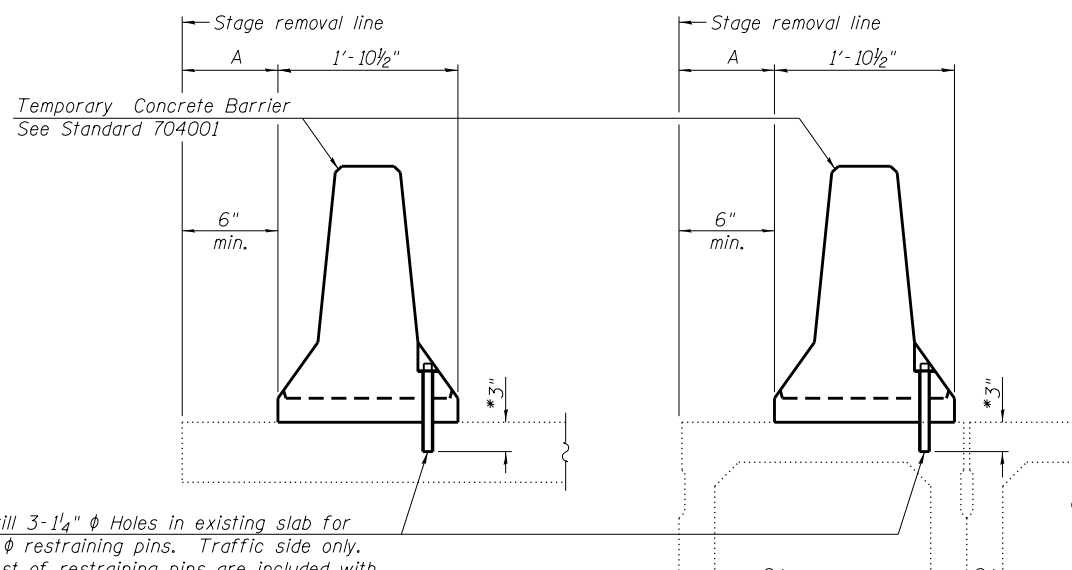
SHEET NO. S-6 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	481
			CONTRACT NO. 60N87	
ILLINOIS FED. AID PROJECT				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

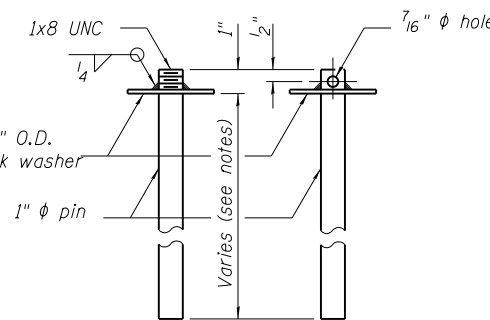


Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

EXISTING DECK BEAM

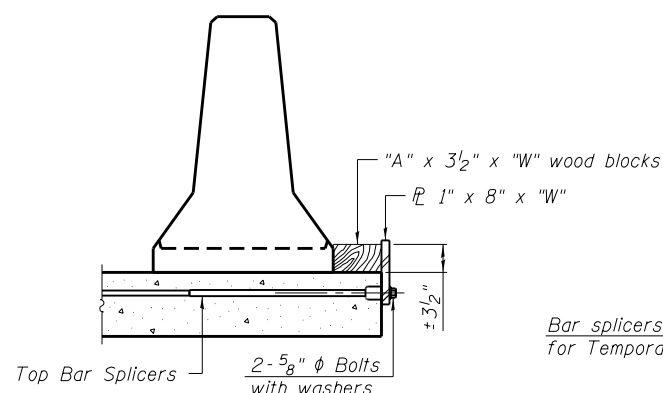
SECTIONS THRU SLAB OR DECK BEAM



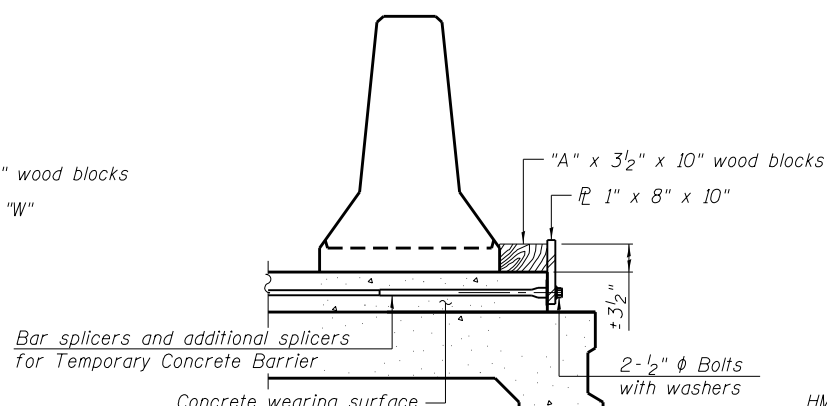
US Std. 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer

RESTRAINING PIN

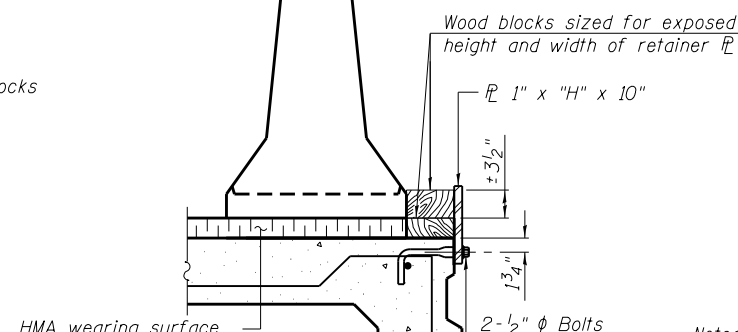
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



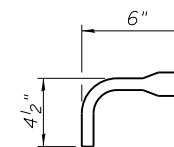
DETAIL I



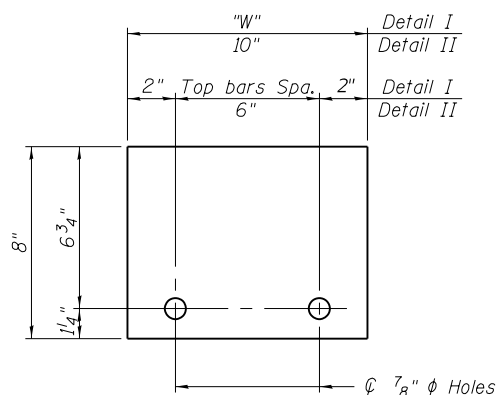
DETAIL II



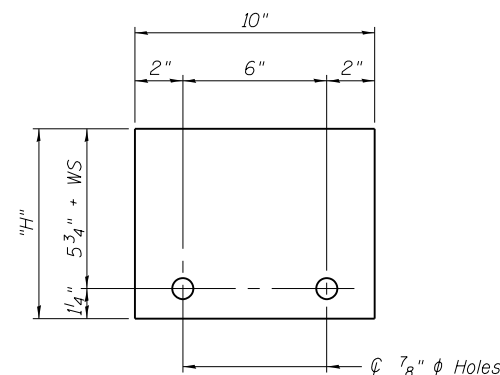
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER * 1" x 8" x "W"
(Detail I and II)



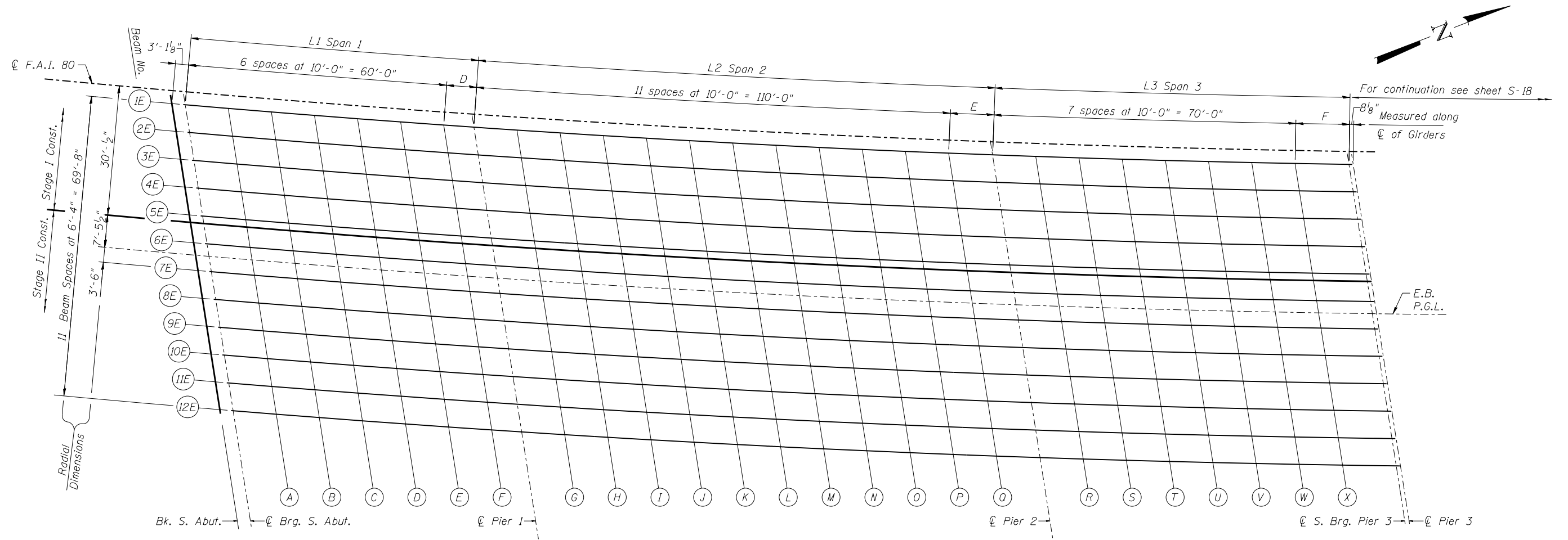
STEEL RETAINER * 1" x "H" x 10"
(Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate ϕ of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

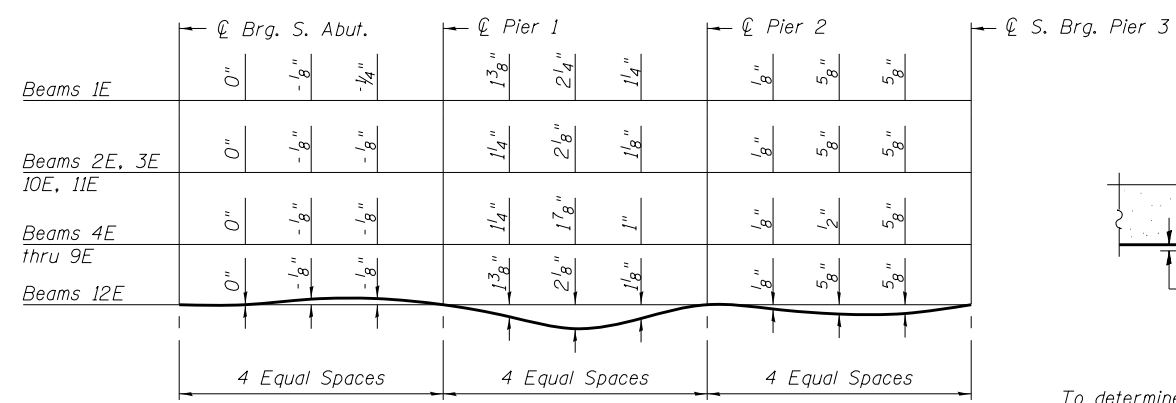
Detail I - Installation for a new bridge deck or bridge slab.
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000 1' = 1"	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	482
CONTRACT NO. 60N87				

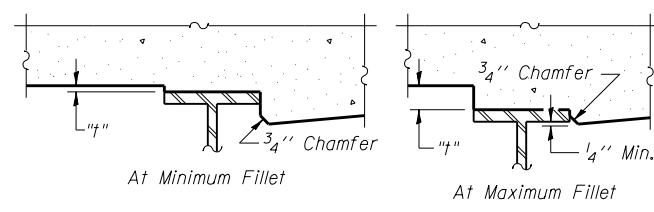


PLAN
(EB Spans 1 thru 3)



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-9 thru S-12.



FILLET HEIGHTS

To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-9 thru S-12, minus slab thickness, equals the fillet heights "t" above top flange of beams.

TABLE OF DIMENSIONS

Beam Line	L1	L2	L3	D	E	F
1E	66'-11 ³ / ₈ "	120'-2 ¹ / ₈ "	82'-9 ³ / ₈ "	6'-11 ³ / ₈ "	10'-2 ¹ / ₈ "	12'-9 ³ / ₈ "
2E	66'-11 ³ / ₈ "	120'-2"	82'-9 ³ / ₈ "	6'-11 ³ / ₈ "	10'-2"	12'-9 ³ / ₈ "
3E	66'-11 ⁵ / ₈ "	120'-1 ⁷ / ₈ "	82'-9 ³ / ₈ "	6'-11 ⁵ / ₈ "	10'-1 ⁷ / ₈ "	12'-9 ³ / ₈ "
4E	66'-11 ¹ / ₂ "	120'-1 ³ / ₄ "	82'-9 ¹ / ₄ "	6'-11 ¹ / ₂ "	10'-1 ³ / ₄ "	12'-9 ¹ / ₄ "
5E	66'-11 ¹ / ₂ "	120'-1 ³ / ₄ "	82'-9 ¹ / ₄ "	6'-11 ¹ / ₂ "	10'-1 ³ / ₄ "	12'-9 ¹ / ₄ "
Stage Const. Line	66'-11 ¹ / ₂ "	120'-1 ⁵ / ₈ "	82'-9 ¹ / ₄ "	6'-11 ¹ / ₂ "	10'-1 ⁵ / ₈ "	12'-9 ¹ / ₄ "
6E	66'-11 ³ / ₈ "	120'-1 ⁵ / ₈ "	82'-9 ¹ / ₄ "	6'-11 ³ / ₈ "	10'-1 ⁵ / ₈ "	12'-9 ¹ / ₄ "
E.B. P.G.L.	66'-11 ³ / ₈ "	120'-1 ¹ / ₂ "	82'-9 ¹ / ₄ "	6'-11 ³ / ₈ "	10'-1 ¹ / ₂ "	12'-9 ¹ / ₄ "
7E	66'-11 ³ / ₈ "	120'-1 ¹ / ₂ "	82'-9 ¹ / ₄ "	6'-11 ³ / ₈ "	10'-1 ¹ / ₂ "	12'-9 ¹ / ₄ "
8E	66'-11 ¹ / ₄ "	120'-1 ³ / ₈ "	82'-9"	6'-11 ¹ / ₄ "	10'-1 ³ / ₈ "	12'-9"
9E	66'-11 ¹ / ₈ "	120'-1 ¹ / ₄ "	82'-9"	6'-11 ¹ / ₈ "	10'-1 ¹ / ₄ "	12'-9"
10E	66'-11 ¹ / ₈ "	120'-1 ¹ / ₈ "	82'-9"	6'-11 ¹ / ₈ "	10'-1 ¹ / ₈ "	12'-9"
11E	66'-11"	120'-1 ¹ / ₈ "	82'-8 ⁷ / ₈ "	6'-11"	10'-1 ¹ / ₈ "	12'-8 ⁷ / ₈ "
12E	66'-11"	120'-1"	82'-8 ⁷ / ₈ "	6'-11"	10'-1"	12'-8 ⁷ / ₈ "

N:\PROJ\00033384\00\4_US_30\Design\Structural\CAD\33384_08_EB_Unit 1 - Top of Slab Elev 1.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 25.000000' / in.	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EB UNIT 1 - TOP OF SLAB ELEVATIONS 1
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

SHEET NO. S-8 OF S-118 SHEETS

F.A.I. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 483
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 1E

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Brg. S. Abut., Pier 1, and Pier 2.

BEAM 2E

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Brg. S. Abut., Pier 1, and Pier 2.

BEAM 3E

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Brg. S. Abut., Pier 1, and Pier 2.

BEAM 4E

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Brg. S. Abut., Pier 1, and Pier 2.

NOTES

- 1. Work this sheet with Sheets No. S-8.
2. Offsets are taken from C 1-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_09_EB_Unit 1 - Top of Slab Elev 2.dgn



Table with 4 columns: USER NAME, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE. Values include kaisneros, AMK, DL, RD, DL, 0:2.0000" = 1' = 1/16", 5/9/2018.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EB UNIT 1 - TOP OF SLAB ELEVATIONS 2
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

Table with 5 columns: F.A.I. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values include 80, 99-4-1VB-1-R, WILL, 840, 484.

SHEET NO. S-9 OF S-118 SHEETS

ILLINOIS FED. AID PROJECT

BEAM 5E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+05.15	28.33' Rt.	646.53	646.53
⊕ Brg. S. Abut.	672+08.22	28.33' Rt.	646.55	646.55
A	672+18.14	28.33' Rt.	646.60	646.61
B	672+28.07	28.33' Rt.	646.66	646.66
C	672+37.99	28.33' Rt.	646.71	646.71
D	672+47.92	28.33' Rt.	646.76	646.75
E	672+57.85	28.33' Rt.	646.82	646.80
F	672+67.77	28.33' Rt.	646.86	646.85
⊕ Pier 1	672+74.68	28.33' Rt.	646.90	646.90
G	672+84.60	28.33' Rt.	646.95	646.97
H	672+94.53	28.33' Rt.	646.99	647.05
I	673+04.46	28.33' Rt.	647.04	647.14
J	673+14.38	28.33' Rt.	647.08	647.21
K	673+24.31	28.33' Rt.	647.12	647.27
L	673+34.24	28.33' Rt.	647.16	647.32
M	673+44.16	28.33' Rt.	647.20	647.35
N	673+54.09	28.33' Rt.	647.24	647.36
O	673+64.01	28.33' Rt.	647.27	647.36
P	673+73.94	28.33' Rt.	647.31	647.36
Q	673+83.87	28.33' Rt.	647.34	647.36
⊕ Pier 2	673+93.93	28.33' Rt.	647.37	647.37
R	674+03.86	28.33' Rt.	647.40	647.40
S	674+13.79	28.33' Rt.	647.43	647.44
T	674+23.71	28.33' Rt.	647.46	647.49
U	674+33.64	28.33' Rt.	647.49	647.53
V	674+43.57	28.33' Rt.	647.51	647.57
W	674+53.49	28.33' Rt.	647.54	647.59
X	674+63.42	28.33' Rt.	647.56	647.60
⊕ S. Brq. Pier 3	674+76.18	28.33' Rt.	647.59	647.59

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+05.56	30.04' Rt.	646.60	646.60
⊕ Brg. S. Abut.	672+08.63	30.04' Rt.	646.61	646.61
A	672+18.55	30.04' Rt.	646.67	646.67
B	672+28.47	30.04' Rt.	646.72	646.72
C	672+38.40	30.04' Rt.	646.78	646.77
D	672+48.32	30.04' Rt.	646.83	646.82
E	672+58.24	30.04' Rt.	646.88	646.87
F	672+68.16	30.04' Rt.	646.93	646.92
⊕ Pier 1	672+75.06	30.04' Rt.	646.96	646.96
G	672+84.98	30.04' Rt.	647.01	647.04
H	672+94.91	30.04' Rt.	647.06	647.12
I	673+04.83	30.04' Rt.	647.10	647.20
J	673+14.75	30.04' Rt.	647.14	647.27
K	673+24.67	30.04' Rt.	647.18	647.34
L	673+34.59	30.04' Rt.	647.23	647.38
M	673+44.51	30.04' Rt.	647.26	647.41
N	673+54.44	30.04' Rt.	647.30	647.42
O	673+64.36	30.04' Rt.	647.34	647.42
P	673+74.28	30.04' Rt.	647.37	647.42
Q	673+84.20	30.04' Rt.	647.41	647.43
⊕ Pier 2	673+94.26	30.04' Rt.	647.44	647.44
R	674+04.18	30.04' Rt.	647.47	647.47
S	674+14.11	30.04' Rt.	647.50	647.51
T	674+24.03	30.04' Rt.	647.53	647.55
U	674+33.95	30.04' Rt.	647.55	647.59
V	674+43.87	30.04' Rt.	647.58	647.63
W	674+53.79	30.04' Rt.	647.60	647.65
X	674+63.72	30.04' Rt.	647.63	647.66
⊕ S. Brq. Pier 3	674+76.47	30.04' Rt.	647.65	647.65

BEAM 6E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+06.69	34.67' Rt.	646.77	646.77
⊕ Brg. S. Abut.	672+09.75	34.67' Rt.	646.79	646.79
A	672+19.66	34.67' Rt.	646.85	646.85
B	672+29.57	34.67' Rt.	646.90	646.90
C	672+39.48	34.67' Rt.	646.95	646.95
D	672+49.39	34.67' Rt.	647.01	647.00
E	672+59.30	34.67' Rt.	647.06	647.04
F	672+69.21	34.67' Rt.	647.11	647.10
⊕ Pier 1	672+76.10	34.67' Rt.	647.14	647.14
G	672+86.01	34.67' Rt.	647.19	647.21
H	672+95.92	34.67' Rt.	647.23	647.29
I	673+05.83	34.67' Rt.	647.28	647.38
J	673+15.74	34.67' Rt.	647.32	647.45
K	673+25.65	34.67' Rt.	647.36	647.51
L	673+35.56	34.67' Rt.	647.40	647.56
M	673+45.47	34.67' Rt.	647.44	647.59
N	673+55.38	34.67' Rt.	647.48	647.60
O	673+65.29	34.67' Rt.	647.51	647.60
P	673+75.20	34.67' Rt.	647.55	647.60
Q	673+85.11	34.67' Rt.	647.58	647.60
⊕ Pier 2	673+95.15	34.67' Rt.	647.61	647.61
R	674+05.06	34.67' Rt.	647.64	647.64
S	674+14.97	34.67' Rt.	647.67	647.68
T	674+24.88	34.67' Rt.	647.70	647.72
U	674+34.79	34.67' Rt.	647.73	647.77
V	674+44.70	34.67' Rt.	647.75	647.80
W	674+54.61	34.67' Rt.	647.78	647.83
X	674+64.52	34.67' Rt.	647.80	647.83
⊕ S. Brq. Pier 3	674+77.25	34.67' Rt.	647.82	647.82

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+07.38	37.5' Rt.	646.88	646.88
⊕ Brg. S. Abut.	672+10.44	37.5' Rt.	646.90	646.90
A	672+20.34	37.5' Rt.	646.96	646.96
B	672+30.24	37.5' Rt.	647.01	647.01
C	672+40.15	37.5' Rt.	647.06	647.06
D	672+50.05	37.5' Rt.	647.11	647.10
E	672+59.95	37.5' Rt.	647.16	647.15
F	672+69.85	37.5' Rt.	647.21	647.20
⊕ Pier 1	672+76.73	37.5' Rt.	647.25	647.25
G	672+86.64	37.5' Rt.	647.29	647.32
H	672+96.54	37.5' Rt.	647.34	647.40
I	673+06.44	37.5' Rt.	647.38	647.48
J	673+16.34	37.5' Rt.	647.43	647.56
K	673+26.25	37.5' Rt.	647.47	647.62
L	673+36.15	37.5' Rt.	647.51	647.67
M	673+46.05	37.5' Rt.	647.55	647.69
N	673+55.96	37.5' Rt.	647.58	647.70
O	673+65.86	37.5' Rt.	647.62	647.71
P	673+75.76	37.5' Rt.	647.65	647.70
Q	673+85.66	37.5' Rt.	647.69	647.71
⊕ Pier 2	673+95.69	37.5' Rt.	647.72	647.72
R	674+05.60	37.5' Rt.	647.75	647.75
S	674+15.50	37.5' Rt.	647.78	647.79
T	674+25.40	37.5' Rt.	647.81	647.83
U	674+35.31	37.5' Rt.	647.83	647.87
V	674+45.21	37.5' Rt.	647.86	647.91
W	674+55.11	37.5' Rt.	647.88	647.93
X	674+65.01	37.5' Rt.	647.90	647.94
⊕ S. Brq. Pier 3	674+77.73	37.5' Rt.	647.93	647.93

NOTES

1. Work this sheet with Sheet No. S-8.
2. Offsets are taken from ⊕ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_10_EB_Unit_1 - Top of Slab Elev 3.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000 '1" = 10'	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB UNIT 1 - TOP OF SLAB ELEVATIONS 3
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-10 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	485
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 7E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+08.23	41' Rt.	647.02	647.02
☉ Brg. S. Abut.	672+11.28	41' Rt.	647.03	647.03
A	672+21.18	41' Rt.	647.09	647.09
B	672+31.07	41' Rt.	647.14	647.14
C	672+40.96	41' Rt.	647.20	647.19
D	672+50.86	41' Rt.	647.25	647.24
E	672+60.75	41' Rt.	647.30	647.28
F	672+70.64	41' Rt.	647.35	647.34
☉ Pier 1	672+77.52	41' Rt.	647.38	647.38
G	672+87.41	41' Rt.	647.43	647.45
H	672+97.30	41' Rt.	647.47	647.54
I	673+07.20	41' Rt.	647.52	647.62
J	673+17.09	41' Rt.	647.56	647.69
K	673+26.98	41' Rt.	647.60	647.75
L	673+36.88	41' Rt.	647.64	647.80
M	673+46.77	41' Rt.	647.68	647.82
N	673+56.67	41' Rt.	647.72	647.84
O	673+66.56	41' Rt.	647.75	647.84
P	673+76.45	41' Rt.	647.79	647.84
Q	673+86.35	41' Rt.	647.82	647.84
☉ Pier 2	673+96.36	41' Rt.	647.85	647.85
R	674+06.26	41' Rt.	647.88	647.88
S	674+16.15	41' Rt.	647.91	647.92
T	674+26.05	41' Rt.	647.94	647.96
U	674+35.94	41' Rt.	647.96	648.01
V	674+45.83	41' Rt.	647.99	648.04
W	674+55.73	41' Rt.	648.01	648.06
X	674+65.62	41' Rt.	648.03	648.07
☉ S. Brq. Pier 3	674+78.33	41' Rt.	648.06	648.06

BEAM 8E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+09.76	47.33' Rt.	647.26	647.26
☉ Brg. S. Abut.	672+12.81	47.33' Rt.	647.28	647.28
A	672+22.69	47.33' Rt.	647.33	647.33
B	672+32.56	47.33' Rt.	647.39	647.39
C	672+42.44	47.33' Rt.	647.44	647.43
D	672+52.32	47.33' Rt.	647.49	647.48
E	672+62.20	47.33' Rt.	647.54	647.53
F	672+72.07	47.33' Rt.	647.59	647.58
☉ Pier 1	672+78.93	47.33' Rt.	647.62	647.62
G	672+88.81	47.33' Rt.	647.67	647.70
H	672+98.68	47.33' Rt.	647.71	647.78
I	673+08.56	47.33' Rt.	647.76	647.86
J	673+18.44	47.33' Rt.	647.80	647.93
K	673+28.32	47.33' Rt.	647.84	647.99
L	673+38.19	47.33' Rt.	647.88	648.04
M	673+48.07	47.33' Rt.	647.92	648.06
N	673+57.95	47.33' Rt.	647.95	648.08
O	673+67.83	47.33' Rt.	647.99	648.08
P	673+77.70	47.33' Rt.	648.02	648.08
Q	673+87.58	47.33' Rt.	648.06	648.08
☉ Pier 2	673+97.57	47.33' Rt.	648.09	648.09
R	674+07.45	47.33' Rt.	648.12	648.12
S	674+17.33	47.33' Rt.	648.15	648.15
T	674+27.21	47.33' Rt.	648.18	648.20
U	674+37.08	47.33' Rt.	648.20	648.24
V	674+46.96	47.33' Rt.	648.23	648.28
W	674+56.84	47.33' Rt.	648.25	648.30
X	674+66.72	47.33' Rt.	648.27	648.31
☉ S. Brq. Pier 3	674+79.40	47.33' Rt.	648.30	648.30

BEAM 9E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+11.29	53.67' Rt.	647.50	647.50
☉ Brg. S. Abut.	672+14.33	53.67' Rt.	647.52	647.52
A	672+24.19	53.67' Rt.	647.57	647.58
B	672+34.05	53.67' Rt.	647.63	647.63
C	672+43.91	53.67' Rt.	647.68	647.68
D	672+53.77	53.67' Rt.	647.73	647.72
E	672+63.64	53.67' Rt.	647.78	647.77
F	672+73.50	53.67' Rt.	647.83	647.82
☉ Pier 1	672+80.34	53.67' Rt.	647.86	647.86
G	672+90.20	53.67' Rt.	647.91	647.94
H	673+00.06	53.67' Rt.	647.95	648.02
I	673+09.92	53.67' Rt.	648.00	648.10
J	673+19.78	53.67' Rt.	648.04	648.17
K	673+29.64	53.67' Rt.	648.08	648.23
L	673+39.50	53.67' Rt.	648.12	648.28
M	673+49.37	53.67' Rt.	648.16	648.30
N	673+59.23	53.67' Rt.	648.19	648.31
O	673+69.09	53.67' Rt.	648.23	648.32
P	673+78.95	53.67' Rt.	648.26	648.31
Q	673+88.81	53.67' Rt.	648.30	648.32
☉ Pier 2	673+98.78	53.67' Rt.	648.33	648.33
R	674+08.64	53.67' Rt.	648.36	648.35
S	674+18.50	53.67' Rt.	648.39	648.39
T	674+28.36	53.67' Rt.	648.41	648.44
U	674+38.22	53.67' Rt.	648.44	648.48
V	674+48.09	53.67' Rt.	648.46	648.52
W	674+57.95	53.67' Rt.	648.49	648.54
X	674+67.81	53.67' Rt.	648.51	648.54
☉ S. Brq. Pier 3	674+80.46	53.67' Rt.	648.53	648.53

BEAM 10E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+12.81	60' Rt.	647.75	647.75
☉ Brg. S. Abut.	672+15.84	60' Rt.	647.76	647.76
A	672+25.69	60' Rt.	647.82	647.82
B	672+35.53	60' Rt.	647.87	647.87
C	672+45.38	60' Rt.	647.92	647.92
D	672+55.23	60' Rt.	647.97	647.96
E	672+65.07	60' Rt.	648.02	648.01
F	672+74.92	60' Rt.	648.07	648.06
☉ Pier 1	672+81.74	60' Rt.	648.10	648.10
G	672+91.58	60' Rt.	648.15	648.18
H	672+98.48	60' Rt.	648.18	648.24
I	673+11.27	60' Rt.	648.24	648.35
J	673+21.12	60' Rt.	648.28	648.42
K	673+30.96	60' Rt.	648.32	648.48
L	673+40.81	60' Rt.	648.36	648.53
M	673+50.66	60' Rt.	648.40	648.55
N	673+60.50	60' Rt.	648.43	648.56
O	673+70.35	60' Rt.	648.47	648.56
P	673+80.19	60' Rt.	648.50	648.56
Q	673+90.04	60' Rt.	648.53	648.56
☉ Pier 2	673+99.98	60' Rt.	648.56	648.56
R	674+09.82	60' Rt.	648.59	648.59
S	674+19.67	60' Rt.	648.62	648.63
T	674+29.52	60' Rt.	648.65	648.68
U	674+39.36	60' Rt.	648.68	648.72
V	674+49.21	60' Rt.	648.70	648.76
W	674+59.05	60' Rt.	648.72	648.78
X	674+68.90	60' Rt.	648.74	648.78
☉ S. Brq. Pier 3	674+81.53	60' Rt.	648.77	648.77

NOTES

1. Work this sheet with Sheet No. S-8.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_11_EB_Unit_1 - Top of Slab Elev. 4.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000" = 1' / 16"	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB UNIT 1 - TOP OF SLAB ELEVATIONS 4
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-11 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	486
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				

BEAM 11E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+14.32	66.33' Rt.	647.99	647.99
☉ Brg. S. Abut.	672+17.35	66.33' Rt.	648.01	648.01
A	672+27.18	66.33' Rt.	648.06	648.06
B	672+37.01	66.33' Rt.	648.11	648.11
C	672+46.84	66.33' Rt.	648.16	648.16
D	672+56.67	66.33' Rt.	648.22	648.20
E	672+66.50	66.33' Rt.	648.26	648.25
F	672+76.33	66.33' Rt.	648.31	648.30
☉ Pier 1	672+83.14	66.33' Rt.	648.34	648.34
G	672+92.97	66.33' Rt.	648.39	648.42
H	673+02.79	66.33' Rt.	648.43	648.50
I	673+12.62	66.33' Rt.	648.48	648.59
J	673+22.45	66.33' Rt.	648.52	648.66
K	673+32.28	66.33' Rt.	648.56	648.72
L	673+42.11	66.33' Rt.	648.60	648.77
M	673+51.94	66.33' Rt.	648.63	648.79
N	673+61.77	66.33' Rt.	648.67	648.80
O	673+71.60	66.33' Rt.	648.71	648.80
P	673+81.43	66.33' Rt.	648.74	648.80
Q	673+91.26	66.33' Rt.	648.77	648.79
☉ Pier 2	674+01.18	66.33' Rt.	648.80	648.80
R	674+11.01	66.33' Rt.	648.83	648.83
S	674+20.83	66.33' Rt.	648.86	648.87
T	674+30.66	66.33' Rt.	648.89	648.91
U	674+40.49	66.33' Rt.	648.91	648.96
V	674+50.32	66.33' Rt.	648.94	648.99
W	674+60.15	66.33' Rt.	648.96	649.01
X	674+69.98	66.33' Rt.	648.98	649.02
☉ S. Brq. Pier 3	674+82.59	66.33' Rt.	649.01	649.01

BEAM 12E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	672+15.84	72.67' Rt.	648.23	648.23
☉ Brg. S. Abut.	672+18.86	72.67' Rt.	648.25	648.25
A	672+28.67	72.67' Rt.	648.30	648.30
B	672+38.49	72.67' Rt.	648.36	648.36
C	672+48.30	72.67' Rt.	648.41	648.40
D	672+58.11	72.67' Rt.	648.46	648.45
E	672+67.93	72.67' Rt.	648.51	648.49
F	672+77.74	72.67' Rt.	648.55	648.54
☉ Pier 1	672+84.53	72.67' Rt.	648.59	648.59
G	672+94.34	72.67' Rt.	648.63	648.66
H	673+04.16	72.67' Rt.	648.67	648.75
I	673+13.97	72.67' Rt.	648.72	648.83
J	673+23.78	72.67' Rt.	648.76	648.91
K	673+33.60	72.67' Rt.	648.80	648.97
L	673+43.41	72.67' Rt.	648.84	649.02
M	673+53.22	72.67' Rt.	648.87	649.04
N	673+63.04	72.67' Rt.	648.91	649.05
O	673+72.85	72.67' Rt.	648.94	649.04
P	673+82.66	72.67' Rt.	648.98	649.04
Q	673+92.48	72.67' Rt.	649.01	649.03
☉ Pier 2	674+02.37	72.67' Rt.	649.04	649.04
R	674+12.18	72.67' Rt.	649.07	649.07
S	674+22.0	72.67' Rt.	649.10	649.11
T	674+31.81	72.67' Rt.	649.12	649.15
U	674+41.62	72.67' Rt.	649.15	649.20
V	674+51.44	72.67' Rt.	649.17	649.23
W	674+61.25	72.67' Rt.	649.20	649.25
X	674+71.06	72.67' Rt.	649.22	649.26
☉ S. Brq. Pier 3	674+83.64	72.67' Rt.	649.24	649.24

NOTES

1. Work this sheet with Sheet No. S-8.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_12_EB_Unit_1 - Top of Slab Elev 5.dgn



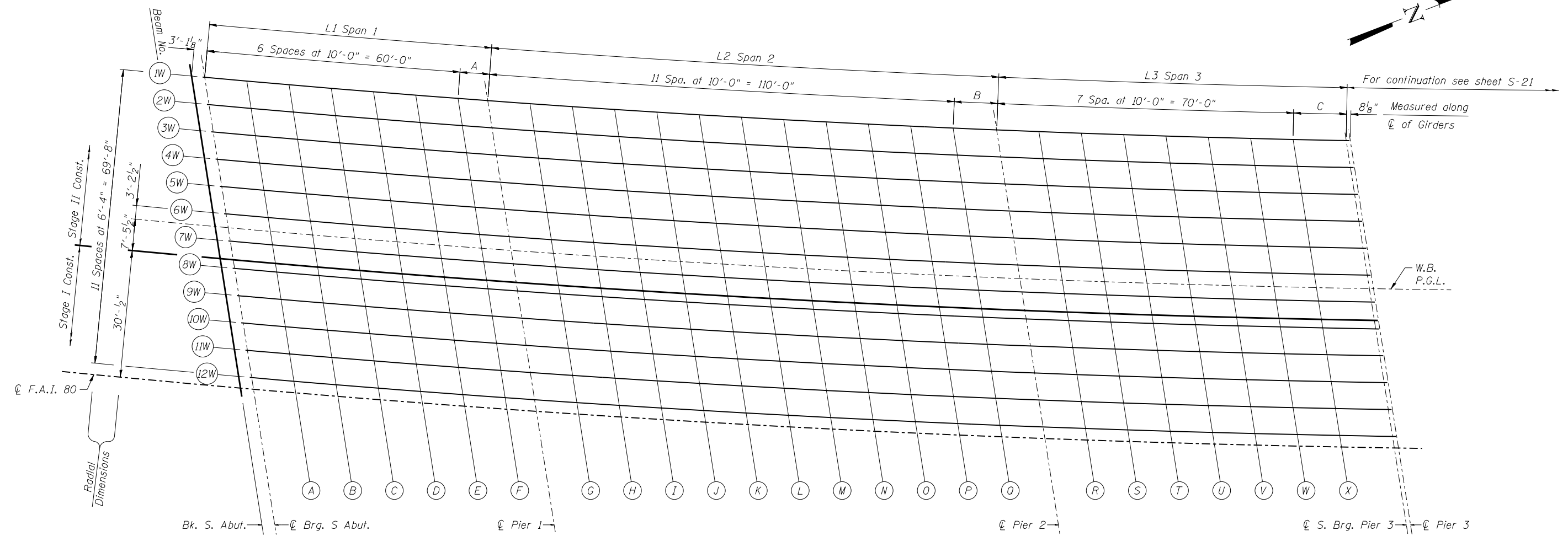
USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000 '1" / 1"	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

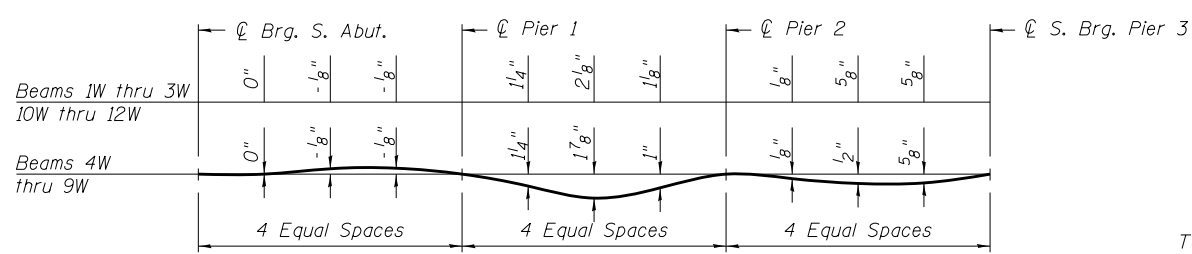
**EB UNIT 1 - TOP OF SLAB ELEVATIONS 5
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-12 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	487
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

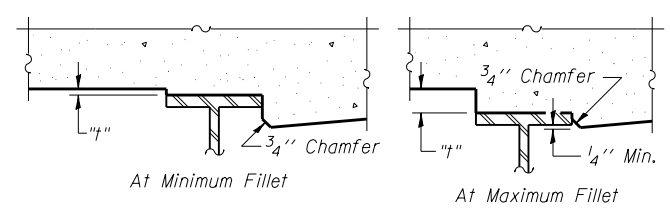


PLAN
(WB Spans 1 thru 3)



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-14 thru S-17.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-14 thru S-17, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

TABLE OF DIMENSIONS

Beam Line	L1	L2	L3	A	B	C
1W	67'-0 ³ / ₄ "	120'-3 ¹ / ₂ "	82'-10 ¹ / ₈ "	7'-0 ³ / ₄ "	10'-3 ¹ / ₂ "	12'-10 ¹ / ₈ "
2W	67'-0 ⁵ / ₈ "	120'-3 ³ / ₈ "	82'-10"	7'-0 ⁵ / ₈ "	10'-3 ³ / ₈ "	12'-10"
3W	67'-0 ¹ / ₂ "	120'-3 ¹ / ₄ "	82'-10"	7'-0 ¹ / ₂ "	10'-3 ¹ / ₄ "	12'-10"
4W	67'-0 ¹ / ₂ "	120'-3 ¹ / ₈ "	82'-10"	7'-0 ¹ / ₂ "	10'-3 ¹ / ₈ "	12'-10"
5W	67'-0 ³ / ₈ "	120'-3"	82'-9 ⁷ / ₈ "	7'-0 ³ / ₈ "	10'-3"	12'-9 ⁷ / ₈ "
6W	67'-0 ¹ / ₄ "	120'-2 ⁷ / ₈ "	82'-9 ⁷ / ₈ "	7'-0 ¹ / ₄ "	10'-2 ⁷ / ₈ "	12'-9 ⁷ / ₈ "
W.B. P.G.L.	67'-0 ¹ / ₄ "	120'-2 ⁷ / ₈ "	82'-9 ³ / ₄ "	7'-0 ¹ / ₄ "	10'-2 ⁷ / ₈ "	12'-9 ³ / ₄ "
7W	67'-0 ¹ / ₄ "	120'-2 ³ / ₄ "	82'-9 ³ / ₄ "	7'-0 ¹ / ₄ "	10'-2 ³ / ₄ "	12'-9 ³ / ₄ "
Stg. Const. line	67'-0 ¹ / ₈ "	120'-2 ³ / ₄ "	82'-9 ³ / ₄ "	7'-0 ¹ / ₈ "	10'-2 ³ / ₄ "	12'-9 ³ / ₄ "
8W	67'-0 ¹ / ₈ "	120'-2 ⁵ / ₈ "	82'-9 ³ / ₄ "	7'-0 ¹ / ₈ "	10'-2 ⁵ / ₈ "	12'-9 ³ / ₄ "
9W	67'-0 ¹ / ₈ "	120'-2 ¹ / ₂ "	82'-9 ⁵ / ₈ "	7'-0 ¹ / ₈ "	10'-2 ¹ / ₂ "	12'-9 ⁵ / ₈ "
10W	67'-0"	120'-2 ³ / ₈ "	82'-9 ⁵ / ₈ "	7'-0"	10'-2 ³ / ₈ "	12'-9 ⁵ / ₈ "
11W	66'-11 ⁷ / ₈ "	120'-2 ³ / ₈ "	82'-9 ¹ / ₂ "	6'-11 ⁷ / ₈ "	10'-2 ³ / ₈ "	12'-9 ¹ / ₂ "
12W	66'-11 ⁷ / ₈ "	120'-2 ¹ / ₄ "	82'-9 ¹ / ₂ "	6'-11 ⁷ / ₈ "	10'-2 ¹ / ₄ "	12'-9 ¹ / ₂ "

N:\PROJECTS\00033384\004\US_30\Design\Structural\CAD\33384_13_WB_Unit_1 - Top of Slab Elev 1.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
PLOT SCALE = 25x0 "1" / in.	CHECKED - DL	REVISED -
PLOT DATE = 5/9/2018	DRAWN - RD	REVISED -
	CHECKED - DL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WB UNIT 1 - TOP OF SLAB ELEVATIONS 1
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

SHEET NO. S-13 OF S-118 SHEETS

F.A.I. RTE. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 488
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 1W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+79.90	72.38' Lt.	645.13	645.13
☉ Brg. S. Abut.	671+83.07	72.38' Lt.	645.15	645.15
A	671+93.26	72.38' Lt.	645.20	645.20
B	672+03.46	72.38' Lt.	645.25	645.26
C	672+13.65	72.38' Lt.	645.31	645.30
D	672+23.84	72.38' Lt.	645.36	645.35
E	672+66.64	3.87' Lt.	648.09	648.19
F	672+44.23	72.38' Lt.	645.45	645.44
☉ Pier 1	672+51.41	72.38' Lt.	645.49	645.49
G	672+61.60	72.38' Lt.	645.53	645.56
H	672+71.79	72.38' Lt.	645.58	645.64
I	672+81.99	72.38' Lt.	645.62	645.73
J	672+92.18	72.38' Lt.	645.66	645.80
K	673+02.37	72.38' Lt.	645.70	645.87
L	673+12.57	72.38' Lt.	645.74	645.91
M	673+22.76	72.38' Lt.	645.78	645.94
N	673+32.95	72.38' Lt.	645.81	645.94
O	673+43.15	72.38' Lt.	645.85	645.94
P	673+53.34	72.38' Lt.	645.88	645.94
Q	673+63.53	72.38' Lt.	645.91	645.93
☉ Pier 2	673+74.02	72.38' Lt.	645.94	645.94
R	673+84.21	72.38' Lt.	645.97	645.97
S	673+94.40	72.38' Lt.	646.00	646.01
T	674+04.60	72.38' Lt.	646.03	646.05
U	674+14.79	72.38' Lt.	646.05	646.10
V	674+24.98	72.38' Lt.	646.08	646.13
W	674+35.18	72.38' Lt.	646.10	646.15
X	674+45.37	72.38' Lt.	646.12	646.16
☉ S. Brq. Pier 3	674+58.55	72.38' Lt.	646.15	646.15

BEAM 2W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+81.53	66.04' Lt.	645.37	645.37
☉ Brg. S. Abut.	671+84.69	66.04' Lt.	645.39	645.39
A	671+94.87	66.04' Lt.	645.44	645.45
B	672+05.05	66.04' Lt.	645.50	645.50
C	672+15.22	66.04' Lt.	645.55	645.54
D	672+25.40	66.04' Lt.	645.60	645.59
E	672+35.57	66.04' Lt.	645.65	645.63
F	672+45.75	66.04' Lt.	645.69	645.68
☉ Pier 1	672+52.91	66.04' Lt.	645.73	645.73
G	672+63.08	66.04' Lt.	645.77	645.80
H	672+73.26	66.04' Lt.	645.82	645.88
I	672+83.44	66.04' Lt.	645.86	645.97
J	672+93.61	66.04' Lt.	645.90	646.04
K	673+03.79	66.04' Lt.	645.94	646.11
L	673+13.96	66.04' Lt.	645.98	646.15
M	673+24.14	66.04' Lt.	646.01	646.17
N	673+34.32	66.04' Lt.	646.05	646.18
O	673+44.49	66.04' Lt.	646.08	646.18
P	673+54.67	66.04' Lt.	646.12	646.17
Q	673+64.84	66.04' Lt.	646.15	646.17
☉ Pier 2	673+75.30	66.04' Lt.	646.18	646.18
R	673+85.48	66.04' Lt.	646.21	646.21
S	673+95.65	66.04' Lt.	646.24	646.25
T	674+05.83	66.04' Lt.	646.26	646.29
U	674+16.01	66.04' Lt.	646.29	646.34
V	674+26.18	66.04' Lt.	646.31	646.37
W	674+36.36	66.04' Lt.	646.34	646.39
X	674+46.53	66.04' Lt.	646.36	646.40
☉ S. Brq. Pier 3	674+59.68	66.04' Lt.	646.38	646.38

BEAM 3W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+83.15	59.71' Lt.	645.62	645.62
☉ Brg. S. Abut.	671+86.31	59.71' Lt.	645.63	645.63
A	671+96.47	59.71' Lt.	645.69	645.69
B	672+06.63	59.71' Lt.	645.74	645.74
C	672+16.79	59.71' Lt.	645.79	645.79
D	672+26.95	59.71' Lt.	645.84	645.83
E	672+37.10	59.71' Lt.	645.89	645.87
F	672+47.26	59.71' Lt.	645.94	645.93
☉ Pier 1	672+54.40	59.71' Lt.	645.97	645.97
G	672+64.56	59.71' Lt.	646.01	646.04
H	672+74.72	59.71' Lt.	646.06	646.13
I	672+84.88	59.71' Lt.	646.10	646.21
J	672+95.04	59.71' Lt.	646.14	646.28
K	673+05.20	59.71' Lt.	646.18	646.35
L	673+15.36	59.71' Lt.	646.22	646.39
M	673+25.52	59.71' Lt.	646.25	646.41
N	673+35.67	59.71' Lt.	646.29	646.42
O	673+45.83	59.71' Lt.	646.32	646.42
P	673+55.99	59.71' Lt.	646.36	646.41
Q	673+66.15	59.71' Lt.	646.39	646.41
☉ Pier 2	673+76.58	59.71' Lt.	646.42	646.42
R	673+86.74	59.71' Lt.	646.45	646.45
S	673+96.90	59.71' Lt.	646.48	646.48
T	674+07.06	59.71' Lt.	646.50	646.53
U	674+17.22	59.71' Lt.	646.53	646.57
V	674+27.38	59.71' Lt.	646.55	646.61
W	674+37.53	59.71' Lt.	646.57	646.63
X	674+47.69	59.71' Lt.	646.59	646.63
☉ S. Brq. Pier 3	674+60.82	59.71' Lt.	646.62	646.62

BEAM 4W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+84.77	53.38' Lt.	645.86	645.86
☉ Brg. S. Abut.	671+87.92	53.38' Lt.	645.88	645.88
A	671+98.06	53.38' Lt.	645.93	645.93
B	672+08.20	53.38' Lt.	645.98	645.98
C	672+18.35	53.38' Lt.	646.03	646.03
D	672+28.49	53.38' Lt.	646.08	646.07
E	672+38.63	53.38' Lt.	646.13	646.12
F	672+48.77	53.38' Lt.	646.18	646.17
☉ Pier 1	672+55.89	53.38' Lt.	646.21	646.21
G	672+66.04	53.38' Lt.	646.25	646.28
H	672+76.18	53.38' Lt.	646.30	646.36
I	672+86.32	53.38' Lt.	646.34	646.44
J	672+96.46	53.38' Lt.	646.38	646.51
K	673+06.60	53.38' Lt.	646.42	646.57
L	673+16.75	53.38' Lt.	646.46	646.62
M	673+26.89	53.38' Lt.	646.49	646.64
N	673+37.03	53.38' Lt.	646.53	646.65
O	673+47.17	53.38' Lt.	646.56	646.65
P	673+57.31	53.38' Lt.	646.59	646.65
Q	673+67.45	53.38' Lt.	646.63	646.65
☉ Pier 2	673+77.86	53.38' Lt.	646.66	646.66
R	673+88.0	53.38' Lt.	646.69	646.68
S	673+98.14	53.38' Lt.	646.71	646.72
T	674+08.28	53.38' Lt.	646.74	646.76
U	674+18.42	53.38' Lt.	646.76	646.81
V	674+28.57	53.38' Lt.	646.79	646.84
W	674+38.71	53.38' Lt.	646.81	646.86
X	674+48.85	53.38' Lt.	646.83	646.87
☉ S. Brq. Pier 3	674+61.95	53.38' Lt.	646.86	646.86

NOTES

1. Work this sheet with Sheets No. S-13.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_14_WB_Unit_1 - Top of Slab Elev 2.dgn



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USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000 '1" = 10'	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WB UNIT 1 - TOP OF SLAB ELEVATIONS 2
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-14 OF S-118 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	489
CONTRACT NO.			60N87	
ILLINOIS FED. AID PROJECT				

BEAM 5W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+86.38	47.04' Lt.	646.10	646.10
Ⓞ Brg. S. Abut.	671+89.53	47.04' Lt.	646.12	646.12
A	671+99.65	47.04' Lt.	646.17	646.17
B	672+09.78	47.04' Lt.	646.22	646.23
C	672+19.90	47.04' Lt.	646.27	646.27
D	672+30.03	47.04' Lt.	646.32	646.31
E	672+40.15	47.04' Lt.	646.37	646.36
F	672+50.27	47.04' Lt.	646.42	646.41
Ⓞ Pier 1	672+57.38	47.04' Lt.	646.45	646.45
G	672+67.51	47.04' Lt.	646.49	646.52
H	672+77.63	47.04' Lt.	646.54	646.60
I	672+87.75	47.04' Lt.	646.58	646.68
J	672+97.88	47.04' Lt.	646.62	646.75
K	673+08.0	47.04' Lt.	646.66	646.81
L	673+18.13	47.04' Lt.	646.70	646.86
M	673+28.25	47.04' Lt.	646.73	646.88
N	673+38.38	47.04' Lt.	646.77	646.89
O	673+48.50	47.04' Lt.	646.80	646.89
P	673+58.63	47.04' Lt.	646.83	646.89
Q	673+68.75	47.04' Lt.	646.86	646.89
Ⓞ Pier 2	673+79.13	47.04' Lt.	646.90	646.90
R	673+89.25	47.04' Lt.	646.92	646.92
S	673+99.38	47.04' Lt.	646.95	646.96
T	674+09.50	47.04' Lt.	646.98	647.00
U	674+19.63	47.04' Lt.	647.00	647.04
V	674+29.75	47.04' Lt.	647.02	647.08
W	674+39.88	47.04' Lt.	647.05	647.10
X	674+50.0	47.04' Lt.	647.07	647.10
Ⓞ S. Brg. Pier 3	674+63.07	47.04' Lt.	647.09	647.09

BEAM 6W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+87.99	40.71' Lt.	646.35	646.35
Ⓞ Brg. S. Abut.	671+91.13	40.71' Lt.	646.36	646.36
A	672+01.23	40.71' Lt.	646.42	646.42
B	672+11.34	40.71' Lt.	646.47	646.47
C	672+21.45	40.71' Lt.	646.52	646.51
D	672+31.56	40.71' Lt.	646.57	646.55
E	672+41.67	40.71' Lt.	646.61	646.60
F	672+51.77	40.71' Lt.	646.66	646.65
Ⓞ Pier 1	672+58.86	40.71' Lt.	646.69	646.69
G	672+68.97	40.71' Lt.	646.73	646.76
H	672+79.08	40.71' Lt.	646.78	646.84
I	672+89.18	40.71' Lt.	646.82	646.92
J	672+99.29	40.71' Lt.	646.86	646.99
K	673+09.40	40.71' Lt.	646.90	647.05
L	673+19.51	40.71' Lt.	646.94	647.10
M	673+29.62	40.71' Lt.	646.97	647.12
N	673+39.72	40.71' Lt.	647.01	647.13
O	673+49.83	40.71' Lt.	647.04	647.13
P	673+59.94	40.71' Lt.	647.07	647.12
Q	673+70.05	40.71' Lt.	647.10	647.12
Ⓞ Pier 2	673+80.40	40.71' Lt.	647.13	647.13
R	673+90.50	40.71' Lt.	647.16	647.16
S	674+00.61	40.71' Lt.	647.19	647.20
T	674+10.72	40.71' Lt.	647.21	647.24
U	674+20.83	40.71' Lt.	647.24	647.28
V	674+30.93	40.71' Lt.	647.26	647.31
W	674+41.04	40.71' Lt.	647.28	647.33
X	674+51.15	40.71' Lt.	647.30	647.34
Ⓞ S. Brg. Pier 3	674+64.19	40.71' Lt.	647.33	647.33

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+88.80	37.5' Lt.	646.47	646.47
Ⓞ Brg. S. Abut.	671+91.93	37.5' Lt.	646.49	646.49
A	672+02.03	37.5' Lt.	646.54	646.54
B	672+12.13	37.5' Lt.	646.59	646.59
C	672+22.23	37.5' Lt.	646.64	646.63
D	672+32.33	37.5' Lt.	646.69	646.68
E	672+42.43	37.5' Lt.	646.74	646.72
F	672+52.53	37.5' Lt.	646.78	646.77
Ⓞ Pier 1	672+59.62	37.5' Lt.	646.81	646.81
G	672+69.71	37.5' Lt.	646.86	646.88
H	672+79.81	37.5' Lt.	646.90	646.96
I	672+89.91	37.5' Lt.	646.94	647.04
J	673+00.01	37.5' Lt.	646.98	647.11
K	673+10.11	37.5' Lt.	647.02	647.17
L	673+20.20	37.5' Lt.	647.06	647.22
M	673+30.30	37.5' Lt.	647.09	647.24
N	673+40.40	37.5' Lt.	647.13	647.25
O	673+50.50	37.5' Lt.	647.16	647.25
P	673+60.60	37.5' Lt.	647.19	647.24
Q	673+70.70	37.5' Lt.	647.22	647.24
Ⓞ Pier 2	673+81.04	37.5' Lt.	647.25	647.25
R	673+91.14	37.5' Lt.	647.28	647.28
S	674+01.23	37.5' Lt.	647.31	647.32
T	674+11.33	37.5' Lt.	647.33	647.36
U	674+21.43	37.5' Lt.	647.36	647.40
V	674+31.53	37.5' Lt.	647.38	647.43
W	674+41.63	37.5' Lt.	647.40	647.45
X	674+51.73	37.5' Lt.	647.42	647.46
Ⓞ S. Brg. Pier 3	674+64.76	37.5' Lt.	647.45	647.45

BEAM 7W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+89.59	34.38' Lt.	646.59	646.59
Ⓞ Brg. S. Abut.	671+92.72	34.38' Lt.	646.61	646.61
A	672+02.81	34.38' Lt.	646.66	646.66
B	672+12.90	34.38' Lt.	646.71	646.71
C	672+22.99	34.38' Lt.	646.76	646.75
D	672+33.08	34.38' Lt.	646.81	646.80
E	672+43.17	34.38' Lt.	646.85	646.84
F	672+53.27	34.38' Lt.	646.90	646.89
Ⓞ Pier 1	672+60.34	34.38' Lt.	646.93	646.93
G	672+70.43	34.38' Lt.	646.98	647.00
H	672+80.52	34.38' Lt.	647.02	647.08
I	672+90.61	34.38' Lt.	647.06	647.16
J	673+00.70	34.38' Lt.	647.10	647.23
K	673+10.79	34.38' Lt.	647.14	647.29
L	673+20.88	34.38' Lt.	647.17	647.33
M	673+30.97	34.38' Lt.	647.21	647.36
N	673+41.06	34.38' Lt.	647.24	647.37
O	673+51.15	34.38' Lt.	647.28	647.37
P	673+61.24	34.38' Lt.	647.31	647.36
Q	673+71.34	34.38' Lt.	647.34	647.36
Ⓞ Pier 2	673+81.66	34.38' Lt.	647.37	647.37
R	673+91.75	34.38' Lt.	647.40	647.40
S	674+01.84	34.38' Lt.	647.43	647.43
T	674+11.93	34.38' Lt.	647.45	647.47
U	674+22.02	34.38' Lt.	647.48	647.52
V	674+32.11	34.38' Lt.	647.50	647.55
W	674+42.20	34.38' Lt.	647.52	647.57
X	674+52.29	34.38' Lt.	647.54	647.58
Ⓞ S. Brg. Pier 3	674+65.31	34.38' Lt.	647.56	647.56

NOTES

1. Work this sheet with Sheet No. S-13.
2. Offsets are taken from Ⓞ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_15_WB_Unit_1 - Top of Slab Elev 3.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000' = 1" / 10'	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WB UNIT 1 - TOP OF SLAB ELEVATIONS 3
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-15 OF S-118 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	490
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+90.68	30.04' Lt.	646.75	646.75
☉ Brg. S. Abut.	671+93.81	30.04' Lt.	646.77	646.77
A	672+03.89	30.04' Lt.	646.82	646.83
B	672+13.97	30.04' Lt.	646.87	646.88
C	672+24.05	30.04' Lt.	646.92	646.92
D	672+34.13	30.04' Lt.	646.97	646.96
E	672+44.20	30.04' Lt.	647.02	647.01
F	672+54.28	30.04' Lt.	647.07	647.06
☉ Pier 1	672+61.34	30.04' Lt.	647.10	647.10
G	672+71.42	30.04' Lt.	647.14	647.17
H	672+81.50	30.04' Lt.	647.18	647.25
I	672+91.58	30.04' Lt.	647.22	647.32
J	673+01.66	30.04' Lt.	647.26	647.40
K	673+11.74	30.04' Lt.	647.30	647.45
L	673+21.82	30.04' Lt.	647.34	647.50
M	673+31.90	30.04' Lt.	647.37	647.52
N	673+41.98	30.04' Lt.	647.41	647.53
O	673+52.06	30.04' Lt.	647.44	647.53
P	673+62.14	30.04' Lt.	647.47	647.53
Q	673+72.22	30.04' Lt.	647.50	647.52
☉ Pier 2	673+82.52	30.04' Lt.	647.53	647.53
R	673+92.60	30.04' Lt.	647.56	647.56
S	674+02.68	30.04' Lt.	647.59	647.60
T	674+12.76	30.04' Lt.	647.61	647.64
U	674+22.84	30.04' Lt.	647.64	647.68
V	674+32.92	30.04' Lt.	647.66	647.71
W	674+43.0	30.04' Lt.	647.68	647.73
X	674+53.08	30.04' Lt.	647.70	647.74
☉ S. Brq. Pier 3	674+66.07	30.04' Lt.	647.73	647.73

BEAM 8W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+91.18	28.04' Lt.	646.83	646.83
☉ Brg. S. Abut.	671+94.31	28.04' Lt.	646.85	646.85
A	672+04.38	28.04' Lt.	646.90	646.90
B	672+14.46	28.04' Lt.	646.95	646.95
C	672+24.53	28.04' Lt.	647.00	647.00
D	672+34.61	28.04' Lt.	647.05	647.04
E	672+44.68	28.04' Lt.	647.10	647.08
F	672+54.75	28.04' Lt.	647.14	647.13
☉ Pier 1	672+61.81	28.04' Lt.	647.17	647.17
G	672+71.88	28.04' Lt.	647.22	647.24
H	672+81.96	28.04' Lt.	647.26	647.32
I	672+92.03	28.04' Lt.	647.30	647.40
J	673+02.10	28.04' Lt.	647.34	647.47
K	673+12.18	28.04' Lt.	647.38	647.53
L	673+22.25	28.04' Lt.	647.41	647.57
M	673+32.32	28.04' Lt.	647.45	647.60
N	673+42.40	28.04' Lt.	647.48	647.61
O	673+52.47	28.04' Lt.	647.52	647.60
P	673+62.55	28.04' Lt.	647.55	647.60
Q	673+72.62	28.04' Lt.	647.58	647.60
☉ Pier 2	673+82.92	28.04' Lt.	647.61	647.61
R	673+92.99	28.04' Lt.	647.64	647.63
S	674+03.07	28.04' Lt.	647.66	647.67
T	674+13.14	28.04' Lt.	647.69	647.71
U	674+23.21	28.04' Lt.	647.71	647.75
V	674+33.29	28.04' Lt.	647.74	647.79
W	674+43.36	28.04' Lt.	647.76	647.81
X	674+53.44	28.04' Lt.	647.78	647.81
☉ S. Brq. Pier 3	674+66.42	28.04' Lt.	647.80	647.80

BEAM 9W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+92.77	21.71' Lt.	647.07	647.07
☉ Brg. S. Abut.	671+95.89	21.71' Lt.	647.09	647.09
A	672+05.95	21.71' Lt.	647.14	647.14
B	672+16.01	21.71' Lt.	647.19	647.19
C	672+26.06	21.71' Lt.	647.24	647.24
D	672+36.12	21.71' Lt.	647.29	647.28
E	672+46.18	21.71' Lt.	647.34	647.32
F	672+56.24	21.71' Lt.	647.38	647.37
☉ Pier 1	672+63.27	21.71' Lt.	647.41	647.41
G	672+73.33	21.71' Lt.	647.46	647.48
H	672+83.39	21.71' Lt.	647.50	647.56
I	672+93.44	21.71' Lt.	647.54	647.64
J	673+03.50	21.71' Lt.	647.58	647.71
K	673+13.56	21.71' Lt.	647.62	647.77
L	673+23.62	21.71' Lt.	647.65	647.81
M	673+33.67	21.71' Lt.	647.69	647.84
N	673+43.73	21.71' Lt.	647.72	647.84
O	673+53.79	21.71' Lt.	647.76	647.84
P	673+63.84	21.71' Lt.	647.79	647.84
Q	673+73.90	21.71' Lt.	647.82	647.84
☉ Pier 2	673+84.17	21.71' Lt.	647.85	647.85
R	673+94.23	21.71' Lt.	647.87	647.87
S	674+04.29	21.71' Lt.	647.90	647.91
T	674+14.34	21.71' Lt.	647.93	647.95
U	674+24.40	21.71' Lt.	647.95	647.99
V	674+34.46	21.71' Lt.	647.97	648.03
W	674+44.51	21.71' Lt.	647.99	648.04
X	674+54.57	21.71' Lt.	648.01	648.05
☉ S. Brq. Pier 3	674+67.53	21.71' Lt.	648.04	648.04

BEAM 10W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+94.36	15.38' Lt.	647.32	647.32
☉ Brg. S. Abut.	671+97.47	15.38' Lt.	647.33	647.33
A	672+07.51	15.38' Lt.	647.38	647.39
B	672+17.55	15.38' Lt.	647.43	647.44
C	672+27.59	15.38' Lt.	647.48	647.48
D	672+37.63	15.38' Lt.	647.53	647.52
E	672+47.67	15.38' Lt.	647.58	647.56
F	672+57.71	15.38' Lt.	647.62	647.61
☉ Pier 1	672+64.73	15.38' Lt.	647.65	647.65
G	672+74.77	15.38' Lt.	647.70	647.73
H	672+84.81	15.38' Lt.	647.74	647.81
I	672+94.85	15.38' Lt.	647.78	647.89
J	673+04.89	15.38' Lt.	647.82	647.96
K	673+14.94	15.37' Lt.	647.86	648.02
L	673+24.98	15.38' Lt.	647.89	648.07
M	673+35.02	15.38' Lt.	647.93	648.09
N	673+45.06	15.38' Lt.	647.96	648.09
O	673+55.10	15.38' Lt.	647.99	648.09
P	673+65.14	15.38' Lt.	648.03	648.08
Q	673+75.18	15.38' Lt.	648.06	648.08
☉ Pier 2	673+85.42	15.38' Lt.	648.08	648.08
R	673+95.46	15.37' Lt.	648.11	648.11
S	674+05.50	15.38' Lt.	648.14	648.15
T	674+15.54	15.38' Lt.	648.16	648.19
U	674+25.58	15.38' Lt.	648.19	648.23
V	674+35.62	15.38' Lt.	648.21	648.27
W	674+45.66	15.38' Lt.	648.23	648.29
X	674+55.70	15.38' Lt.	648.25	648.29
☉ S. Brq. Pier 3	674+68.64	15.38' Lt.	648.27	648.27

NOTES

1. Work this sheet with Sheets No. S-13.
2. Offsets are taken from ☉ 1-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_16_WB_Unit_1 - Top of Slab Elev 4.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000 '1" = 10'	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WB UNIT 1 - TOP OF SLAB ELEVATIONS 4
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-16 OF S-118 SHEETS

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	491
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 11W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+95.94	9.04' Lt.	647.56	647.56
⊕ Brg. S. Abut.	671+99.04	9.04' Lt.	647.58	647.58
A	672+09.07	9.04' Lt.	647.63	647.63
B	672+19.09	9.04' Lt.	647.68	647.68
C	672+29.11	9.04' Lt.	647.73	647.72
D	672+39.14	9.04' Lt.	647.77	647.76
E	672+49.16	9.04' Lt.	647.82	647.80
F	672+59.19	9.04' Lt.	647.86	647.85
⊕ Pier 1	672+66.19	9.04' Lt.	647.89	647.89
G	672+76.21	9.04' Lt.	647.94	647.97
H	672+86.24	9.04' Lt.	647.98	648.05
I	672+96.26	9.04' Lt.	648.02	648.13
J	673+06.28	9.04' Lt.	648.06	648.20
K	673+16.31	9.04' Lt.	648.09	648.26
L	673+26.33	9.04' Lt.	648.13	648.31
M	673+36.35	9.04' Lt.	648.17	648.33
N	673+46.38	9.04' Lt.	648.20	648.33
O	673+56.40	9.04' Lt.	648.23	648.33
P	673+66.43	9.04' Lt.	648.26	648.32
Q	673+76.45	9.04' Lt.	648.29	648.32
⊕ Pier 2	673+86.67	9.04' Lt.	648.32	648.32
R	673+96.69	9.04' Lt.	648.35	648.35
S	674+06.71	9.04' Lt.	648.38	648.38
T	674+16.74	9.04' Lt.	648.40	648.43
U	674+26.76	9.04' Lt.	648.42	648.47
V	674+36.79	9.04' Lt.	648.45	648.50
W	674+46.81	9.04' Lt.	648.47	648.52
X	674+56.83	9.04' Lt.	648.49	648.52
⊕ S. Brg. Pier 3	674+69.74	9.04' Lt.	648.51	648.51

BEAM 12W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	671+97.51	2.71' Lt.	647.80	647.80
⊕ Brg. S. Abut.	672+00.61	2.71' Lt.	647.82	647.82
A	672+10.62	2.71' Lt.	647.87	647.87
B	672+20.63	2.71' Lt.	647.92	647.92
C	672+30.63	2.71' Lt.	647.97	647.96
D	672+40.64	2.71' Lt.	648.01	648.00
E	672+50.65	2.71' Lt.	648.06	648.05
F	672+60.65	2.71' Lt.	648.10	648.09
⊕ Pier 1	672+67.64	2.71' Lt.	648.14	648.14
G	672+77.65	2.71' Lt.	648.18	648.21
H	672+87.65	2.71' Lt.	648.22	648.29
I	672+97.66	2.71' Lt.	648.26	648.37
J	673+07.67	2.71' Lt.	648.30	648.44
K	673+17.67	2.71' Lt.	648.33	648.50
L	673+27.68	2.71' Lt.	648.37	648.54
M	673+37.69	2.71' Lt.	648.41	648.57
N	673+47.70	2.71' Lt.	648.44	648.57
O	673+57.70	2.71' Lt.	648.47	648.57
P	673+67.71	2.71' Lt.	648.50	648.56
Q	673+77.72	2.71' Lt.	648.53	648.55
⊕ Pier 2	673+87.91	2.71' Lt.	648.56	648.56
R	673+97.92	2.71' Lt.	648.59	648.59
S	674+07.92	2.71' Lt.	648.61	648.62
T	674+17.93	2.71' Lt.	648.64	648.66
U	674+27.94	2.71' Lt.	648.66	648.71
V	674+37.94	2.71' Lt.	648.68	648.74
W	674+47.95	2.71' Lt.	648.70	648.76
X	674+57.96	2.71' Lt.	648.72	648.76
⊕ S. Brg. Pier 3	674+70.84	2.71' Lt.	648.75	648.75

NOTES

1. Work this sheet with Sheet No. S-13.
2. Offsets are taken from ⊕ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_17_WB_Unit_1 - Top of Slab Elev 5.dgn



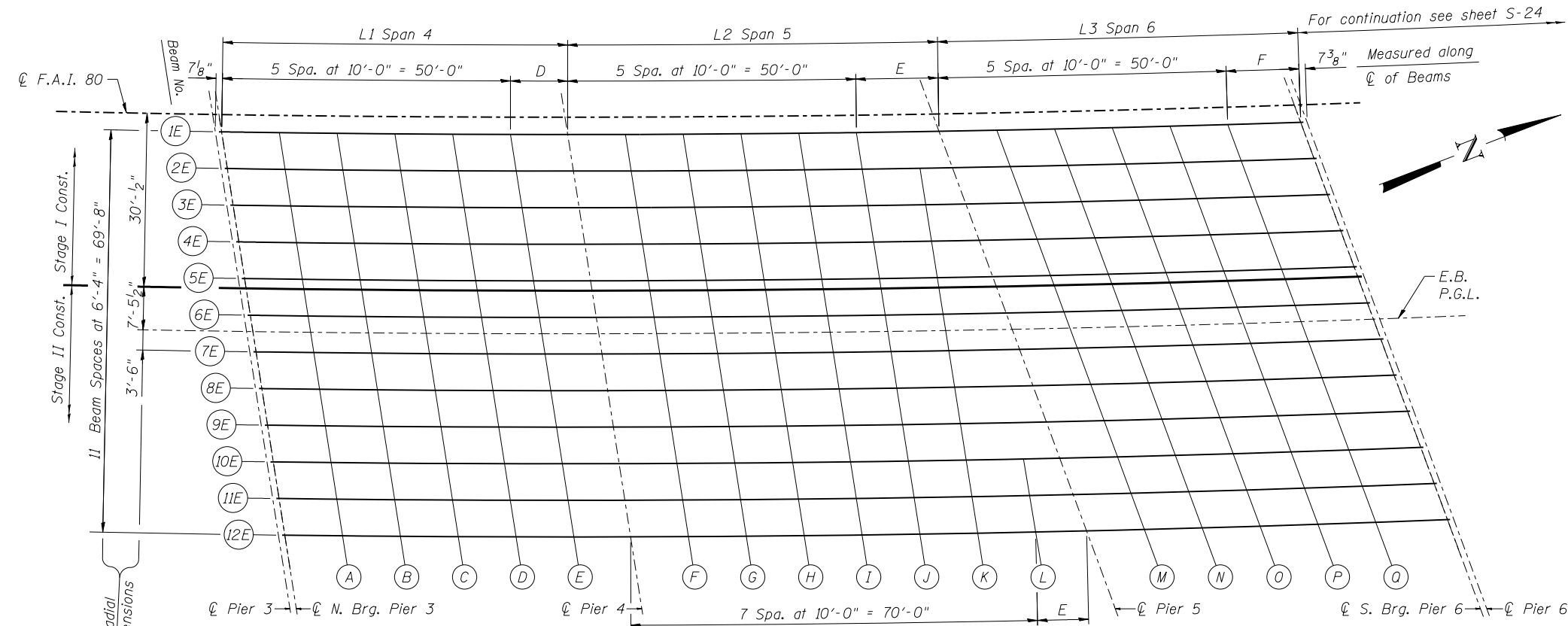
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	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000 '1' / 1"	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

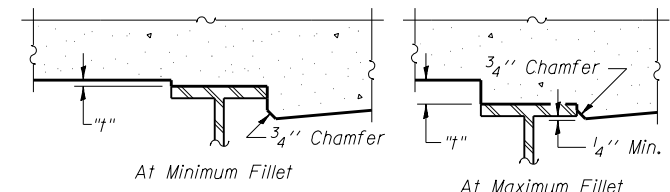
**WB UNIT 1 - TOP OF SLAB ELEVATIONS 5
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-17 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	492
CONTRACT NO. 60N87				
ILLINOIS FED. AID PROJECT				



PLAN
(EB Spans 4 thru 6)



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-18 thru S-20, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

TABLE OF DIMENSIONS

Beam Line	L1	L2	L3	D	E	F
1E	59'-10 ⁷ / ₈ "	64'-3 ¹ / ₂ "	62'-7 ⁵ / ₈ "	9'-10 ⁷ / ₈ "	14'-3 ¹ / ₂ "	12'-7 ⁵ / ₈ "
2E	59'-10 ⁷ / ₈ "	65'-7 ¹ / ₂ "	62'-7 ¹ / ₂ "	9'-10 ⁷ / ₈ "	5'-7 ¹ / ₂ "	12'-7 ¹ / ₂ "
3E	59'-10 ⁷ / ₈ "	66'-11 ¹ / ₂ "	62'-7 ¹ / ₄ "	9'-10 ⁷ / ₈ "	6'-11 ¹ / ₂ "	12'-7 ¹ / ₄ "
4E	59'-10 ⁷ / ₈ "	68'-3 ¹ / ₂ "	62'-7 ¹ / ₈ "	9'-10 ⁷ / ₈ "	8'-3 ¹ / ₂ "	12'-7 ¹ / ₈ "
5E	59'-10 ³ / ₄ "	69'-7 ¹ / ₂ "	62'-7"	9'-10 ³ / ₄ "	9'-7 ¹ / ₂ "	12'-7"
Stage Construction Line	59'-10 ³ / ₄ "	69'-11 ³ / ₄ "	62'-7"	9'-10 ³ / ₄ "	9'-11 ³ / ₄ "	12'-7"
6E	59'-10 ³ / ₄ "	70'-11 ³ / ₈ "	62'-6 ⁷ / ₈ "	9'-10 ³ / ₄ "	10'-11 ³ / ₈ "	12'-6 ⁷ / ₈ "
E.B. P.G.L.	59'-10 ³ / ₄ "	71'-6 ⁵ / ₈ "	62'-6 ³ / ₄ "	9'-10 ³ / ₄ "	11'-6 ⁵ / ₈ "	12'-6 ³ / ₄ "
7E	59'-10 ³ / ₄ "	72'-3 ³ / ₈ "	62'-6 ³ / ₄ "	9'-10 ³ / ₄ "	12'-3 ³ / ₈ "	12'-6 ³ / ₄ "
8E	59'-10 ³ / ₄ "	73'-7 ³ / ₈ "	62'-6 ⁵ / ₈ "	9'-10 ³ / ₄ "	13'-7 ³ / ₈ "	12'-6 ⁵ / ₈ "
9E	59'-10 ⁵ / ₈ "	74'-11 ³ / ₈ "	62'-6 ¹ / ₂ "	9'-10 ⁵ / ₈ "	14'-11 ³ / ₈ "	12'-6 ¹ / ₂ "
10E	59'-10 ⁵ / ₈ "	76'-3 ¹ / ₄ "	62'-6 ¹ / ₄ "	9'-10 ⁵ / ₈ "	6'-3 ¹ / ₄ "	12'-6 ¹ / ₄ "
11E	59'-10 ⁵ / ₈ "	77'-7 ¹ / ₄ "	62'-6 ¹ / ₈ "	9'-10 ⁵ / ₈ "	7'-7 ¹ / ₄ "	12'-6 ¹ / ₈ "
12E	59'-10 ⁵ / ₈ "	78'-11 ¹ / ₄ "	62'-6"	9'-10 ⁵ / ₈ "	8'-11 ¹ / ₄ "	12'-6"

	← N. Brg. Pier 3	← Pier 4	← Pier 5	← S. Brg. Pier 6
Beams 1E thru 4E	3 ³ / ₈ " 1 ¹ / ₂ " 1 ¹ / ₄ "	1 ¹ / ₈ " 1 ¹ / ₄ " 1 ¹ / ₈ "	3 ³ / ₈ " 5 ¹ / ₈ " 1 ¹ / ₂ "	
Beams 5E and 6E	1 ¹ / ₄ " 3 ³ / ₈ " 1 ¹ / ₈ "	1 ¹ / ₈ " 1 ¹ / ₄ " 1 ¹ / ₈ "	1 ¹ / ₄ " 3 ³ / ₈ " 3 ³ / ₈ "	
Beams 7E and 8E	1 ¹ / ₄ " 1 ¹ / ₄ " 1 ¹ / ₈ "	1 ¹ / ₄ " 3 ³ / ₈ " 1 ¹ / ₈ "	1 ¹ / ₄ " 3 ³ / ₈ " 3 ³ / ₈ "	
Beams 9E and 10E	1 ¹ / ₄ " 1 ¹ / ₄ " 1 ¹ / ₈ "	1 ¹ / ₄ " 3 ³ / ₈ " 1 ¹ / ₄ "	1 ¹ / ₈ " 3 ³ / ₈ " 1 ¹ / ₄ "	
Beams 11E and 12E	1 ¹ / ₄ " 1 ¹ / ₄ " 1 ¹ / ₈ "	3 ³ / ₈ " 5 ¹ / ₈ " 3 ³ / ₈ "	1 ¹ / ₈ " 3 ³ / ₈ " 1 ¹ / ₄ "	

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-18 thru S-20.

BEAM 1E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
← N. Brg. Pier 3	674+73.01	3' Rt.	646.64	646.64
A	674+83.00	3' Rt.	646.66	646.69
B	674+93.00	3' Rt.	646.68	646.72
C	675+02.99	3' Rt.	646.70	646.74
D	675+12.98	3' Rt.	646.72	646.75
E	675+22.97	3' Rt.	646.73	646.75
← Pier 4	675+32.88	3' Rt.	646.74	646.74
F	675+42.87	3' Rt.	646.76	646.76
G	675+52.86	3' Rt.	646.77	646.78
H	675+62.85	3' Rt.	646.78	646.79
I	675+72.84	3' Rt.	646.78	646.80
J	675+82.84	3' Rt.	646.79	646.79
← Pier 5	675+97.11	3' Rt.	646.80	646.80
M	676+07.11	3' Rt.	646.80	646.82
N	676+17.10	3' Rt.	646.80	646.84
O	676+27.09	3' Rt.	646.80	646.85
P	676+37.08	3' Rt.	646.80	646.85
Q	676+47.07	3' Rt.	646.80	646.83
← S. Brg. Pier 6	676+59.70	3' Rt.	646.79	646.79

BEAM 2E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
← N. Brg. Pier 3	674+74.10	9.33' Rt.	646.88	646.88
A	674+84.08	9.33' Rt.	646.90	646.93
B	674+94.05	9.33' Rt.	646.92	646.96
C	675+04.03	9.33' Rt.	646.94	646.98
D	675+14.01	9.33' Rt.	646.95	646.98
E	675+23.98	9.33' Rt.	646.97	646.98
← Pier 4	675+33.86	9.33' Rt.	646.98	646.98
F	675+43.84	9.33' Rt.	646.99	646.99
G	675+53.82	9.33' Rt.	647.00	647.01
H	675+63.79	9.33' Rt.	647.01	647.03
I	675+73.77	9.33' Rt.	647.02	647.03
J	675+83.74	9.33' Rt.	647.02	647.03
K	675+93.72	9.33' Rt.	647.03	647.03
← Pier 5	675+99.33	9.33' Rt.	647.03	647.03
M	676+09.30	9.33' Rt.	647.03	647.05
N	676+19.28	9.33' Rt.	647.04	647.07
O	676+29.25	9.33' Rt.	647.04	647.09
P	676+39.23	9.33' Rt.	647.03	647.09
Q	676+49.20	9.33' Rt.	647.03	647.07
← S. Brg. Pier 6	676+61.79	9.33' Rt.	647.03	647.03

N:\PROJECTS\00033384\004_US_30\Design\Structural\CAD\33384_18_EB_Unit_2 - Top of Slab Elev.1.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 25x0' 1/2" / 1"	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EB UNIT 2 - TOP OF SLAB ELEVATIONS 1
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

SHEET NO. S-18 OF S-118 SHEETS

F.A.I. RT. = 80	SECTION = 99-4-1VB-1-R	COUNTY = WILL	TOTAL SHEETS = 840	SHEET NO. = 493
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 3E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+75.19	15.67' Rt.	647.12	647.12
A	674+85.15	15.67' Rt.	647.14	647.16
B	674+95.11	15.67' Rt.	647.16	647.20
C	675+05.07	15.67' Rt.	647.17	647.22
D	675+15.03	15.67' Rt.	647.19	647.22
E	675+24.98	15.67' Rt.	647.20	647.22
☉ Pier 4	675+34.85	15.67' Rt.	647.22	647.22
F	675+44.81	15.67' Rt.	647.23	647.23
G	675+54.77	15.67' Rt.	647.24	647.25
H	675+64.73	15.67' Rt.	647.25	647.26
I	675+74.69	15.67' Rt.	647.25	647.27
J	675+84.64	15.67' Rt.	647.26	647.27
K	675+94.60	15.67' Rt.	647.26	647.26
☉ Pier 5	676+01.53	15.67' Rt.	647.27	647.27
M	676+11.49	15.67' Rt.	647.27	647.29
N	676+21.45	15.67' Rt.	647.27	647.31
O	676+31.41	15.67' Rt.	647.27	647.32
P	676+41.37	15.67' Rt.	647.27	647.32
Q	676+51.33	15.67' Rt.	647.26	647.30
☉ S. Brg. Pier 6	676+63.88	15.67' Rt.	647.26	647.26

BEAM 4E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+76.27	22' Rt.	647.35	647.35
A	674+86.21	22' Rt.	647.37	647.40
B	674+96.16	22' Rt.	647.39	647.43
C	675+06.10	22' Rt.	647.41	647.45
D	675+16.04	22' Rt.	647.42	647.46
E	675+25.99	22' Rt.	647.44	647.45
☉ Pier 4	675+35.83	22' Rt.	647.45	647.45
F	675+45.77	22' Rt.	647.46	647.46
G	675+55.72	22' Rt.	647.47	647.48
H	675+65.66	22' Rt.	647.48	647.50
I	675+75.60	22' Rt.	647.49	647.50
J	675+85.54	22' Rt.	647.49	647.50
K	675+95.49	22' Rt.	647.50	647.50
☉ Pier 5	676+03.73	22' Rt.	647.50	647.50
M	676+13.67	22' Rt.	647.50	647.52
N	676+23.61	22' Rt.	647.50	647.54
O	676+33.56	22' Rt.	647.50	647.56
P	676+43.50	22' Rt.	647.50	647.55
Q	676+53.44	22' Rt.	647.50	647.53
☉ S. Brg. Pier 6	676+65.97	22' Rt.	647.49	647.49

BEAM 5E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+77.35	28.33' Rt.	647.59	647.59
A	674+87.28	28.33' Rt.	647.61	647.63
B	674+97.20	28.33' Rt.	647.63	647.65
C	675+07.13	28.33' Rt.	647.64	647.67
D	675+17.06	28.33' Rt.	647.66	647.68
E	675+26.98	28.33' Rt.	647.67	647.68
☉ Pier 4	675+36.81	28.33' Rt.	647.69	647.69
F	675+46.74	28.33' Rt.	647.70	647.70
G	675+56.66	28.33' Rt.	647.71	647.72
H	675+66.59	28.33' Rt.	647.72	647.74
I	675+76.51	28.33' Rt.	647.72	647.74
J	675+86.44	28.33' Rt.	647.73	647.74
K	675+96.37	28.33' Rt.	647.73	647.74
☉ Pier 5	676+05.92	28.33' Rt.	647.74	647.74
M	676+15.84	28.33' Rt.	647.74	647.75
N	676+25.77	28.33' Rt.	647.74	647.76
O	676+35.70	28.33' Rt.	647.74	647.77
P	676+45.62	28.33' Rt.	647.74	647.77
Q	676+55.55	28.33' Rt.	647.73	647.75
☉ S. Brg. Pier 6	676+68.04	28.33' Rt.	647.72	647.72

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+77.64	30.04' Rt.	647.65	647.65
A	674+87.56	30.04' Rt.	647.67	647.69
B	674+97.49	30.04' Rt.	647.69	647.72
C	675+07.41	30.04' Rt.	647.71	647.74
D	675+17.33	30.04' Rt.	647.72	647.74
E	675+27.25	30.04' Rt.	647.74	647.75
☉ Pier 4	675+37.07	30.04' Rt.	647.75	647.75
F	675+46.99	30.04' Rt.	647.76	647.77
G	675+56.92	30.04' Rt.	647.77	647.78
H	675+66.84	30.04' Rt.	647.78	647.80
I	675+76.76	30.04' Rt.	647.79	647.81
J	675+86.68	30.04' Rt.	647.79	647.80
K	675+96.60	30.04' Rt.	647.80	647.80
☉ Pier 5	676+06.51	30.04' Rt.	647.80	647.80
M	676+16.43	30.04' Rt.	647.80	647.81
N	676+26.35	30.04' Rt.	647.80	647.82
O	676+36.27	30.04' Rt.	647.80	647.83
P	676+46.19	30.04' Rt.	647.80	647.83
Q	676+56.12	30.04' Rt.	647.79	647.82
☉ S. Brg. Pier 6	676+68.60	30.04' Rt.	647.79	647.79

BEAM 6E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+78.43	34.67' Rt.	647.83	647.83
A	674+88.34	34.67' Rt.	647.85	647.86
B	674+98.25	34.67' Rt.	647.86	647.89
C	675+08.16	34.67' Rt.	647.88	647.91
D	675+18.07	34.67' Rt.	647.90	647.92
E	675+27.98	34.67' Rt.	647.91	647.92
☉ Pier 4	675+37.78	34.67' Rt.	647.92	647.92
F	675+47.69	34.67' Rt.	647.93	647.94
G	675+57.60	34.67' Rt.	647.94	647.96
H	675+67.51	34.67' Rt.	647.95	647.97
I	675+77.42	34.67' Rt.	647.96	647.98
J	675+87.33	34.67' Rt.	647.96	647.98
K	675+97.24	34.67' Rt.	647.97	647.97
☉ Pier 5	676+08.10	34.67' Rt.	647.97	647.97
M	676+18.01	34.67' Rt.	647.97	647.98
N	676+27.92	34.67' Rt.	647.97	648.00
O	676+37.83	34.67' Rt.	647.97	648.00
P	676+47.74	34.67' Rt.	647.97	648.00
Q	676+57.65	34.67' Rt.	647.96	647.99
☉ S. Brg. Pier 6	676+70.11	34.67' Rt.	647.96	647.96

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+78.91	37.5' Rt.	647.93	647.93
A	674+88.81	37.5' Rt.	647.95	647.97
B	674+98.71	37.5' Rt.	647.97	648.00
C	675+08.61	37.5' Rt.	647.99	648.01
D	675+18.52	37.5' Rt.	648.00	648.02
E	675+28.42	37.5' Rt.	648.01	648.02
☉ Pier 4	675+38.22	37.5' Rt.	648.03	648.03
F	675+48.12	37.5' Rt.	648.04	648.04
G	675+58.03	37.5' Rt.	648.05	648.06
H	675+67.93	37.5' Rt.	648.06	648.08
I	675+77.83	37.5' Rt.	648.06	648.08
J	675+87.73	37.5' Rt.	648.07	648.08
K	675+97.64	37.5' Rt.	648.07	648.08
☉ Pier 5	676+09.07	37.5' Rt.	648.08	648.08
M	676+18.97	37.5' Rt.	648.08	648.09
N	676+28.88	37.5' Rt.	648.08	648.10
O	676+38.78	37.5' Rt.	648.08	648.11
P	676+48.68	37.5' Rt.	648.07	648.11
Q	676+58.59	37.5' Rt.	648.07	648.09
☉ S. Brg. Pier 6	676+71.03	37.5' Rt.	648.06	648.06

BEAM 7E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+79.50	41' Rt.	648.06	648.06
A	674+89.39	41' Rt.	648.08	648.10
B	674+99.29	41' Rt.	648.10	648.13
C	675+09.18	41' Rt.	648.12	648.14
D	675+19.07	41' Rt.	648.13	648.15
E	675+28.97	41' Rt.	648.15	648.15
☉ Pier 4	675+38.76	41' Rt.	648.16	648.16
F	675+48.65	41' Rt.	648.17	648.17
G	675+58.54	41' Rt.	648.18	648.20
H	675+68.44	41' Rt.	648.19	648.21
I	675+78.33	41' Rt.	648.19	648.22
J	675+88.23	41' Rt.	648.20	648.22
K	675+98.12	41' Rt.	648.20	648.21
CL. Pier 5	676+10.27	41' Rt.	648.21	648.21
M	676+20.17	41' Rt.	648.21	648.22
N	676+30.06	41' Rt.	648.21	648.23
O	676+39.95	41' Rt.	648.21	648.24
P	676+49.85	41' Rt.	648.20	648.23
Q	676+59.74	41' Rt.	648.20	648.22
☉ S. Brg. Pier 6	676+72.17	41' Rt.	648.19	648.19

NOTES

1. Work this sheet with Sheet No. S-18.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\004_US_30A\Design\Structural\CAD\3384_19_EB_Unit_2 - Top of Slab Elev. 2.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000' 1" = 10'	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB UNIT 2 - TOP OF SLAB ELEVATIONS 2
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	494
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 8E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+80.57	47.33' Rt.	648.30	648.30
A	674+90.44	47.33' Rt.	648.32	648.33
B	675+00.32	47.33' Rt.	648.34	648.36
C	675+10.20	47.33' Rt.	648.35	648.38
D	675+20.08	47.33' Rt.	648.37	648.38
E	675+29.95	47.33' Rt.	648.38	648.39
☉ Pier 4	675+39.72	47.33' Rt.	648.39	648.39
F	675+49.60	47.33' Rt.	648.40	648.41
G	675+59.48	47.33' Rt.	648.41	648.43
H	675+69.36	47.33' Rt.	648.42	648.45
I	675+79.24	47.33' Rt.	648.43	648.45
J	675+89.11	47.33' Rt.	648.43	648.45
K	675+98.99	47.33' Rt.	648.44	648.45
☉ Pier 5	676+12.44	47.33' Rt.	648.44	648.44
M	676+22.32	47.33' Rt.	648.44	648.45
N	676+32.19	47.33' Rt.	648.44	648.46
O	676+42.07	47.33' Rt.	648.44	648.47
P	676+51.95	47.33' Rt.	648.44	648.47
Q	676+61.83	47.33' Rt.	648.43	648.45
☉ S. Brg. Pier 6	676+74.22	47.33' Rt.	648.42	648.42

BEAM 9E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+81.63	53.67' Rt.	648.54	648.54
A	674+91.49	53.67' Rt.	648.56	648.57
B	675+01.35	53.67' Rt.	648.57	648.60
C	675+11.22	53.67' Rt.	648.59	648.61
D	675+21.08	53.67' Rt.	648.60	648.62
E	675+30.94	53.67' Rt.	648.62	648.62
☉ Pier 4	675+40.69	53.67' Rt.	648.63	648.63
F	675+50.55	53.67' Rt.	648.64	648.65
G	675+60.41	53.67' Rt.	648.65	648.67
H	675+70.27	53.67' Rt.	648.66	648.69
I	675+80.14	53.67' Rt.	648.66	648.70
J	675+90.0	53.67' Rt.	648.67	648.70
K	675+99.86	53.67' Rt.	648.67	648.69
☉ Pier 5	676+14.60	53.67' Rt.	648.68	648.68
M	676+24.46	53.67' Rt.	648.68	648.68
N	676+34.32	53.67' Rt.	648.67	648.69
O	676+44.18	53.67' Rt.	648.67	648.70
P	676+54.04	53.67' Rt.	648.67	648.70
Q	676+63.90	53.67' Rt.	648.66	648.69
☉ S. Brg. Pier 6	676+76.27	53.67' Rt.	648.66	648.66

BEAM 10E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+82.69	60' Rt.	648.77	648.77
A	674+92.54	60' Rt.	648.79	648.81
B	675+02.38	60' Rt.	648.81	648.83
C	675+12.23	60' Rt.	648.82	648.85
D	675+22.07	60' Rt.	648.84	648.85
E	675+31.92	60' Rt.	648.85	648.86
☉ Pier 4	675+41.65	60' Rt.	648.86	648.86
F	675+51.50	60' Rt.	648.87	648.88
G	675+61.34	60' Rt.	648.88	648.91
H	675+71.19	60' Rt.	648.89	648.92
I	675+81.03	60' Rt.	648.90	648.93
J	675+90.88	60' Rt.	648.90	648.93
K	676+00.72	60' Rt.	648.91	648.92
L	676+10.57	60' Rt.	648.91	648.91
☉ Pier 5	676+16.75	60' Rt.	648.91	648.91
M	676+26.59	60' Rt.	648.91	648.92
N	676+36.44	60' Rt.	648.91	648.93
O	676+46.29	60' Rt.	648.91	648.94
P	676+56.13	60' Rt.	648.90	648.93
Q	676+65.98	60' Rt.	648.90	648.92
☉ S. Brg. Pier 6	676+78.31	60' Rt.	648.89	648.89

BEAM 11E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+83.75	66.33' Rt.	649.01	649.01
A	674+93.58	66.33' Rt.	649.03	649.04
B	675+03.41	66.33' Rt.	649.04	649.07
C	675+13.24	66.33' Rt.	649.06	649.08
D	675+23.07	66.33' Rt.	649.07	649.09
E	675+32.90	66.33' Rt.	649.09	649.09
☉ Pier 4	675+42.61	66.33' Rt.	649.10	649.10
F	675+52.44	66.33' Rt.	649.11	649.12
G	675+62.27	66.33' Rt.	649.12	649.15
H	675+72.10	66.33' Rt.	649.13	649.17
I	675+81.93	66.33' Rt.	649.13	649.18
J	675+91.76	66.33' Rt.	649.14	649.18
K	676+01.59	66.33' Rt.	649.14	649.17
L	676+11.42	66.33' Rt.	649.14	649.15
☉ Pier 5	676+18.89	66.33' Rt.	649.14	649.14
M	676+28.72	66.33' Rt.	649.14	649.15
N	676+38.55	66.33' Rt.	649.14	649.16
O	676+48.38	66.33' Rt.	649.14	649.17
P	676+58.21	66.33' Rt.	649.14	649.17
Q	676+68.04	66.33' Rt.	649.13	649.15
☉ S. Brg. Pier 6	676+80.34	66.33' Rt.	649.12	649.12

BEAM 12E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+84.80	72.67' Rt.	649.25	649.25
A	674+94.62	72.67' Rt.	649.26	649.28
B	675+04.43	72.67' Rt.	649.28	649.30
C	675+14.24	72.67' Rt.	649.30	649.32
D	675+24.06	72.67' Rt.	649.31	649.32
E	675+33.87	72.67' Rt.	649.32	649.33
☉ Pier 4	675+43.57	72.67' Rt.	649.33	649.33
F	675+53.38	72.67' Rt.	649.34	649.36
G	675+63.19	72.67' Rt.	649.35	649.38
H	675+73.01	72.67' Rt.	649.36	649.40
I	675+82.82	72.67' Rt.	649.37	649.42
J	675+92.63	72.67' Rt.	649.37	649.41
K	676+02.45	72.67' Rt.	649.38	649.40
L	676+12.26	72.67' Rt.	649.38	649.39
☉ Pier 5	676+21.03	72.67' Rt.	649.38	649.38
M	676+30.84	72.67' Rt.	649.38	649.38
N	676+40.66	72.67' Rt.	649.38	649.40
O	676+50.47	72.67' Rt.	649.37	649.40
P	676+60.28	72.67' Rt.	649.37	649.40
Q	676+70.10	72.67' Rt.	649.36	649.39
☉ S. Brg. Pier 6	676+82.37	72.67' Rt.	649.35	649.35

NOTES

1. Work this sheet with Sheet No. S-18.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_20_EB_Unit_2 - Top of Slab Elev_3.dgn



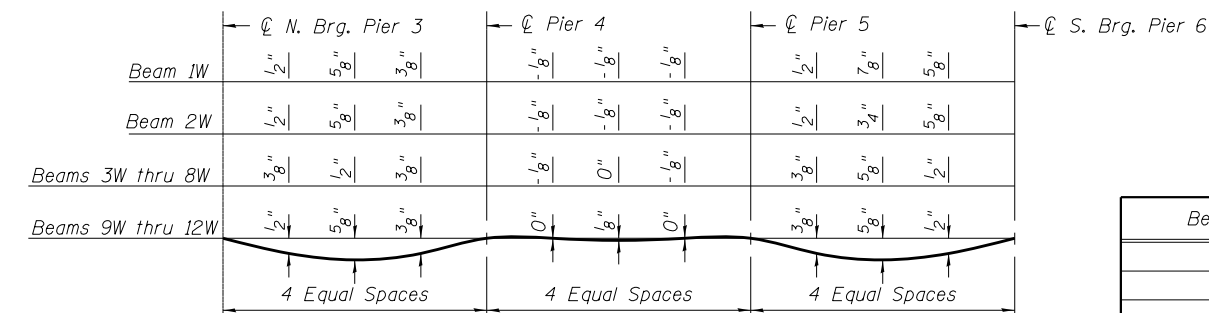
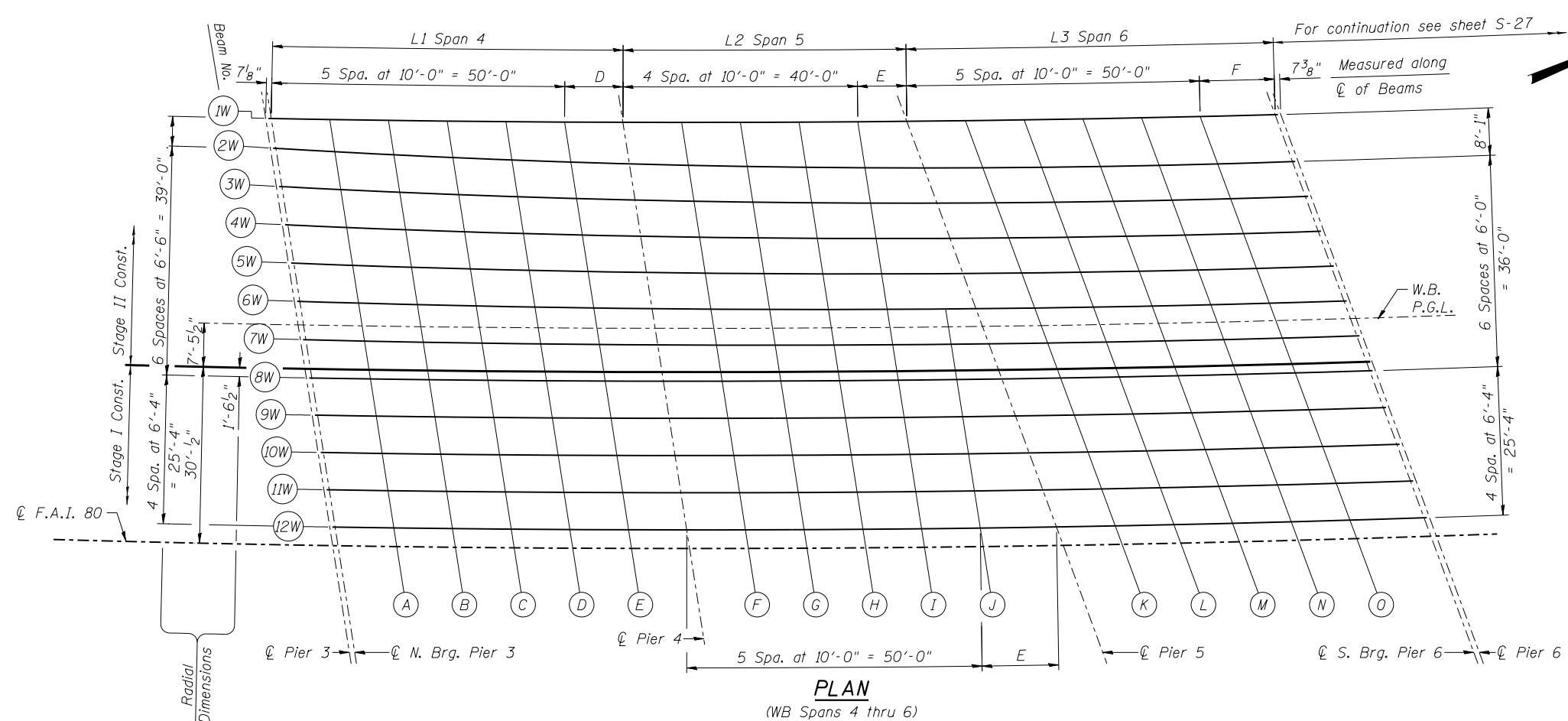
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	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000" = 1' / in.	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB UNIT 2 - TOP OF SLAB ELEVATIONS 3
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

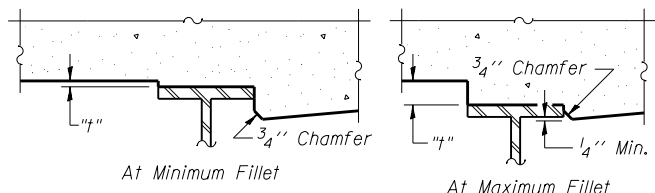
SHEET NO. S-20 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	495
			CONTRACT NO. 60N87	
ILLINOIS FED. AID PROJECT				



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S-21 thru S-23.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-21 thru S-23, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

TABLE OF DIMENSIONS

Beam Line	L1	L2	L3	D	E	F
1W	59'-11 3/8"	48'-4 1/8"	62'-9 3/8"	9'-11 3/8"	8'-4 1/8"	12'-9 3/8"
2W	60'-3 1/2"	50'-2 1/8"	62'-9 3/4"	10'-3 1/2"	10'-2 1/8"	12'-9 3/4"
3W	60'-2 3/4"	51'-5 1/8"	62'-9 3/8"	10'-2 3/4"	11'-5 1/8"	12'-9 3/8"
4W	60'-2"	52'-8 1/8"	62'-9 1/8"	10'-2"	12'-8 1/8"	12'-9 1/8"
5W	60'-1 1/4"	53'-11 1/8"	62'-9"	10'-1 1/4"	13'-11 1/8"	12'-9"
6W	60'-0 1/2"	55'-2"	62'-8 3/4"	10'-0 1/2"	5'-2"	12'-8 3/4"
W.B. P.G.L.	59'-11 1/8"	55'-9"	62'-8 1/2"	9'-11 1/8"	5'-9"	12'-8 1/2"
7W	59'-11 3/4"	56'-4 7/8"	62'-8 1/2"	9'-11 3/4"	6'-4 7/8"	12'-8 1/2"
Stage Construction Line	59'-11 1/8"	57'-3 7/8"	62'-8 3/8"	9'-11 1/8"	7'-3 7/8"	12'-8 3/8"
8W	59'-11 1/8"	57'-7 3/4"	62'-8 3/8"	9'-11 1/8"	7'-7 3/4"	12'-8 3/8"
9W	59'-11"	58'-11 7/8"	62'-8 1/8"	9'-11"	8'-11 7/8"	12'-8 1/8"
10W	59'-11"	60'-3 7/8"	62'-8"	9'-11"	10'-3 7/8"	12'-8"
11W	59'-11"	61'-7 7/8"	62'-7 7/8"	9'-11"	11'-7 7/8"	12'-7 7/8"
12W	59'-11"	62'-11 7/8"	62'-7 3/4"	9'-11"	12'-11 7/8"	12'-7 3/4"

BEAM 1W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
← N. Brg. Pier 3	674+59.72	72.58' Lt.	646.14	646.14
A	674+69.91	72.58' Lt.	646.16	646.19
B	674+80.10	72.58' Lt.	646.18	646.22
C	674+90.30	72.58' Lt.	646.19	646.24
D	675+00.49	72.58' Lt.	646.21	646.25
E	675+10.68	72.58' Lt.	646.22	646.24
← Pier 4	675+20.82	72.58' Lt.	646.23	646.23
F	675+31.01	72.58' Lt.	646.24	646.23
G	675+41.21	72.58' Lt.	646.25	646.24
H	675+51.40	72.58' Lt.	646.26	646.24
I	675+61.60	72.58' Lt.	646.26	646.25
← Pier 5	675+70.10	72.58' Lt.	646.27	646.27
K	675+80.29	72.58' Lt.	646.27	646.30
L	675+90.49	72.58' Lt.	646.27	646.33
M	676+00.68	72.58' Lt.	646.28	646.35
N	676+10.87	72.58' Lt.	646.28	646.34
O	676+21.07	72.58' Lt.	646.27	646.32
← S. Brg. Pier 6	676+34.09	72.58' Lt.	646.27	646.27

BEAM 2W (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
← N. Brg. Pier 3	674+60.63	67.5' Lt.	646.33	646.33
A	674+70.80	67.1' Lt.	646.36	646.39
B	674+80.97	66.72' Lt.	646.39	646.44
C	674+91.14	66.38' Lt.	646.42	646.47
D	675+01.31	66.06' Lt.	646.45	646.49
E	675+11.48	65.77' Lt.	646.47	646.49
← Pier 4	675+21.97	65.5' Lt.	646.49	646.49
F	675+32.14	65.26' Lt.	646.51	646.50
G	675+42.31	65.06' Lt.	646.53	646.52
H	675+52.49	64.88' Lt.	646.54	646.53
I	675+62.66	64.73' Lt.	646.55	646.55
← Pier 5	675+73.00	64.61' Lt.	646.56	646.56
K	675+83.17	64.52' Lt.	646.57	646.59
L	675+93.35	64.45' Lt.	646.58	646.62
M	676+03.52	64.42' Lt.	646.58	646.64
N	676+13.69	64.41' Lt.	646.58	646.64
O	676+23.86	64.43' Lt.	646.57	646.62
← S. Brg. Pier 6	676+36.89	64.5' Lt.	646.57	646.57

N:\PROJECTS\00033384\004\US_30\Design\Structural\CAD\33384_21_WB_Unit_2 - Top of Slab Elev.dgn
 Clorba Group, Inc.
 CONSULTING ENGINEERS
 1507 North Cambridge Avenue
 Suite 402, Chicago, Illinois 60656
 Tel: 773.724.4000
 Fax: 773.775.4014
 Email: clorba@clorba.com

USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 25x8 1/2" / 1"	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WB UNIT 2 - TOP OF SLAB ELEVATIONS 1
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)

SHEET NO. S-21 OF S-118 SHEETS

F.A.I. R.T.E. 80	SECTION 99-4-1VB-1-R	COUNTY WILL	TOTAL SHEETS 840	SHEET NO. 496
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 3W (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+61.79	61' Lt.	646.57	646.57
A	674+71.95	60.67' Lt.	646.60	646.63
B	674+82.10	60.36' Lt.	646.63	646.67
C	674+92.26	60.07' Lt.	646.66	646.70
D	675+02.41	59.8' Lt.	646.68	646.72
E	675+12.57	59.56' Lt.	646.70	646.72
☉ Pier 4	675+22.97	59.34' Lt.	646.72	646.72
F	675+33.12	59.14' Lt.	646.74	646.73
G	675+43.28	58.97' Lt.	646.75	646.75
H	675+53.43	58.83' Lt.	646.77	646.76
I	675+63.59	58.7' Lt.	646.78	646.77
☉ Pier 5	675+75.19	58.59' Lt.	646.79	646.79
K	675+85.34	58.51' Lt.	646.79	646.81
L	675+95.50	58.46' Lt.	646.80	646.84
M	676+05.65	58.43' Lt.	646.80	646.85
N	676+15.81	58.43' Lt.	646.80	646.85
O	676+25.96	58.44' Lt.	646.80	646.83
☉ S. Brg. Pier 6	676+38.95	58.5' Lt.	646.79	646.79

BEAM 4W (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+62.95	54.5' Lt.	646.82	646.82
A	674+73.09	54.24' Lt.	646.84	646.87
B	674+83.23	53.99' Lt.	646.87	646.91
C	674+93.37	53.76' Lt.	646.89	646.94
D	675+03.51	53.55' Lt.	646.91	646.95
E	675+13.65	53.35' Lt.	646.93	646.95
☉ Pier 4	675+23.96	53.18' Lt.	646.95	646.95
F	675+34.10	53.02' Lt.	646.97	646.96
G	675+44.24	52.88' Lt.	646.98	646.98
H	675+54.38	52.77' Lt.	646.99	646.99
I	675+64.52	52.67' Lt.	647.00	647.00
☉ Pier 5	675+77.37	52.56' Lt.	647.01	647.01
K	675+87.50	52.51' Lt.	647.02	647.03
L	675+97.64	52.47' Lt.	647.02	647.06
M	676+07.78	52.44' Lt.	647.02	647.07
N	676+17.92	52.44' Lt.	647.02	647.07
O	676+28.06	52.45' Lt.	647.02	647.05
☉ S. Brg. Pier 6	676+41.0	52.5' Lt.	647.01	647.01

BEAM 5W (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+64.10	48' Lt.	647.06	647.06
A	674+74.23	47.8' Lt.	647.08	647.11
B	674+84.35	47.62' Lt.	647.11	647.15
C	674+94.47	47.45' Lt.	647.13	647.17
D	675+04.60	47.29' Lt.	647.15	647.18
E	675+14.72	47.14' Lt.	647.16	647.18
☉ Pier 4	675+24.95	47.01' Lt.	647.18	647.18
F	675+35.08	46.9' Lt.	647.19	647.19
G	675+45.20	46.79' Lt.	647.21	647.20
H	675+55.32	46.7' Lt.	647.22	647.21
I	675+65.45	46.63' Lt.	647.23	647.22
☉ Pier 5	675+79.53	46.55' Lt.	647.23	647.23
K	675+89.66	46.5' Lt.	647.24	647.26
L	675+99.78	46.47' Lt.	647.24	647.28
M	676+09.90	46.46' Lt.	647.24	647.29
N	676+20.03	46.45' Lt.	647.24	647.29
O	676+30.15	46.47' Lt.	647.24	647.27
☉ S. Brg. Pier 6	676+43.05	46.5' Lt.	647.23	647.23

BEAM 6W (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+65.25	41.5' Lt.	647.30	647.30
A	674+75.36	41.37' Lt.	647.32	647.35
B	674+85.47	41.25' Lt.	647.34	647.39
C	674+95.58	41.13' Lt.	647.36	647.41
D	675+05.68	41.03' Lt.	647.38	647.41
E	675+15.79	40.93' Lt.	647.40	647.41
☉ Pier 4	675+25.94	40.84' Lt.	647.41	647.41
F	675+36.05	40.77' Lt.	647.42	647.42
G	675+46.16	40.7' Lt.	647.43	647.43
H	675+56.26	40.64' Lt.	647.44	647.44
I	675+66.37	40.59' Lt.	647.45	647.44
J	675+76.48	40.55' Lt.	647.46	647.45
☉ Pier 5	675+81.70	40.53' Lt.	647.46	647.46
K	675+91.80	40.5' Lt.	647.46	647.48
L	676+01.91	40.48' Lt.	647.46	647.50
M	676+12.02	40.47' Lt.	647.46	647.51
N	676+22.12	40.47' Lt.	647.46	647.51
O	676+32.23	40.48' Lt.	647.46	647.49
☉ S. Brg. Pier 6	676+45.09	40.5' Lt.	647.45	647.45

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+65.96	37.5' Lt.	647.45	647.45
A	674+76.05	37.5' Lt.	647.47	647.49
B	674+86.15	37.5' Lt.	647.48	647.52
C	674+96.25	37.5' Lt.	647.50	647.54
D	675+06.35	37.5' Lt.	647.51	647.55
E	675+16.45	37.5' Lt.	647.52	647.54
☉ Pier 4	675+26.48	37.5' Lt.	647.53	647.53
F	675+36.58	37.5' Lt.	647.54	647.54
G	675+46.68	37.5' Lt.	647.55	647.55
H	675+56.77	37.5' Lt.	647.56	647.55
I	675+66.87	37.5' Lt.	647.56	647.56
J	675+76.97	37.5' Lt.	647.57	647.56
☉ Pier 5	675+82.78	37.5' Lt.	647.57	647.57
K	675+92.88	37.5' Lt.	647.57	647.59
L	676+02.98	37.5' Lt.	647.57	647.61
M	676+13.08	37.5' Lt.	647.57	647.62
N	676+23.18	37.5' Lt.	647.57	647.62
O	676+33.28	37.5' Lt.	647.57	647.60
☉ S. Brg. Pier 6	676+46.11	37.5' Lt.	647.56	647.56

BEAM 7W (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+66.40	35' Lt.	647.54	647.54
A	674+76.49	34.93' Lt.	647.56	647.59
B	674+86.58	34.87' Lt.	647.58	647.62
C	674+96.67	34.82' Lt.	647.60	647.64
D	675+06.76	34.76' Lt.	647.61	647.65
E	675+16.85	34.72' Lt.	647.63	647.64
☉ Pier 4	675+26.93	34.67' Lt.	647.64	647.64
F	675+37.02	34.64' Lt.	647.65	647.64
G	675+47.11	34.6' Lt.	647.66	647.65
H	675+57.20	34.57' Lt.	647.67	647.66
I	675+67.29	34.55' Lt.	647.67	647.67
J	675+77.38	34.52' Lt.	647.68	647.67
☉ Pier 5	675+83.85	34.51' Lt.	647.68	647.68
K	675+93.94	34.5' Lt.	647.68	647.70
L	676+04.03	34.49' Lt.	647.69	647.72
M	676+14.12	34.48' Lt.	647.68	647.73
N	676+24.21	34.48' Lt.	647.68	647.73
O	676+34.30	34.49' Lt.	647.68	647.71
☉ S. Brg. Pier 6	676+47.13	34.5' Lt.	647.67	647.67

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+67.27	30.04' Lt.	647.73	647.73
A	674+77.35	30.04' Lt.	647.75	647.77
B	674+87.42	30.04' Lt.	647.76	647.80
C	674+97.50	30.04' Lt.	647.78	647.82
D	675+07.58	30.04' Lt.	647.79	647.82
E	675+17.66	30.04' Lt.	647.80	647.82
☉ Pier 4	675+27.67	30.04' Lt.	647.81	647.81
F	675+37.75	30.04' Lt.	647.82	647.82
G	675+47.82	30.04' Lt.	647.83	647.82
H	675+57.90	30.04' Lt.	647.84	647.83
I	675+67.98	30.04' Lt.	647.84	647.84
J	675+78.06	30.04' Lt.	647.84	647.84
☉ Pier 5	675+85.44	30.04' Lt.	647.85	647.85
K	675+95.52	30.04' Lt.	647.85	647.87
L	676+05.60	30.04' Lt.	647.85	647.89
M	676+15.68	30.04' Lt.	647.85	647.90
N	676+25.76	30.04' Lt.	647.85	647.90
O	676+35.84	30.04' Lt.	647.84	647.88
☉ S. Brg. Pier 6	676+48.64	30.04' Lt.	647.84	647.84

NOTES

1. Work this sheet with Sheet No. S-21.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_22_WB_Unit_2_Top_of_Slab_Elev_2.dgn



USER NAME = kaisneros
 DESIGNED - AMK
 CHECKED - DL
 PLOT SCALE = 0:2.0000' / 1" =
 PLOT DATE = 5/9/2018

DESIGNED - AMK
 CHECKED - DL
 DRAWN - RD
 CHECKED - DL

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**WB UNIT 2 – TOP OF SLAB ELEVATIONS 2
 S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-22 OF S-118 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	497
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 8W (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+67.54	28.5' Lt.	647.79	647.79
A	674+77.61	28.5' Lt.	647.80	647.83
B	674+87.69	28.5' Lt.	647.82	647.86
C	674+97.76	28.5' Lt.	647.83	647.88
D	675+07.84	28.5' Lt.	647.85	647.88
E	675+17.91	28.5' Lt.	647.86	647.87
☉ Pier 4	675+27.91	28.5' Lt.	647.87	647.87
F	675+37.99	28.5' Lt.	647.88	647.87
G	675+48.06	28.5' Lt.	647.89	647.88
H	675+58.14	28.5' Lt.	647.89	647.89
I	675+68.21	28.5' Lt.	647.90	647.89
J	675+78.29	28.5' Lt.	647.90	647.90
☉ Pier 5	675+85.99	28.5' Lt.	647.90	647.90
K	675+96.07	28.5' Lt.	647.91	647.92
L	676+06.14	28.5' Lt.	647.91	647.94
M	676+16.22	28.5' Lt.	647.91	647.96
N	676+26.29	28.5' Lt.	647.90	647.95
O	676+36.37	28.5' Lt.	647.90	647.93
☉ S. Brg. Pier 6	676+49.16	28.5' Lt.	647.89	647.89

BEAM 9W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+68.65	22.17' Lt.	648.02	648.02
A	674+78.70	22.17' Lt.	648.04	648.07
B	674+88.76	22.17' Lt.	648.05	648.10
C	674+98.82	22.17' Lt.	648.07	648.12
D	675+08.88	22.17' Lt.	648.08	648.12
E	675+18.94	22.17' Lt.	648.09	648.11
☉ Pier 4	675+28.92	22.17' Lt.	648.10	648.10
F	675+38.97	22.17' Lt.	648.11	648.11
G	675+49.03	22.17' Lt.	648.12	648.13
H	675+59.09	22.17' Lt.	648.13	648.13
I	675+69.15	22.17' Lt.	648.13	648.13
J	675+79.21	22.17' Lt.	648.14	648.13
☉ Pier 5	675+88.25	22.17' Lt.	648.14	648.14
K	675+98.30	22.17' Lt.	648.14	648.16
L	676+08.36	22.17' Lt.	648.14	648.18
M	676+18.42	22.17' Lt.	648.14	648.20
N	676+28.48	22.17' Lt.	648.14	648.19
O	676+38.54	22.17' Lt.	648.13	648.17
☉ S. Brg. Pier 6	676+51.29	22.17' Lt.	648.13	648.13

BEAM 10W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+69.75	15.83' Lt.	648.26	648.26
A	674+79.79	15.83' Lt.	648.28	648.30
B	674+89.83	15.83' Lt.	648.29	648.33
C	674+99.87	15.83' Lt.	648.30	648.35
D	675+09.92	15.83' Lt.	648.32	648.35
E	675+19.96	15.83' Lt.	648.33	648.35
☉ Pier 4	675+29.92	15.83' Lt.	648.34	648.34
F	675+39.96	15.83' Lt.	648.35	648.35
G	675+50.00	15.83' Lt.	648.36	648.36
H	675+60.04	15.83' Lt.	648.36	648.37
I	675+70.08	15.83' Lt.	648.37	648.37
J	675+80.13	15.83' Lt.	648.37	648.37
☉ Pier 5	675+90.49	15.83' Lt.	648.37	648.37
K	676+00.53	15.83' Lt.	648.38	648.39
L	676+10.57	15.83' Lt.	648.38	648.42
M	676+20.61	15.83' Lt.	648.37	648.43
N	676+30.66	15.83' Lt.	648.37	648.43
O	676+40.70	15.83' Lt.	648.37	648.41
☉ S. Brg. Pier 6	676+53.42	15.83' Lt.	648.36	648.36

BEAM 11W

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+70.85	9.5' Lt.	648.49	648.49
A	674+80.88	9.5' Lt.	648.51	648.54
B	674+90.90	9.5' Lt.	648.53	648.57
C	675+00.93	9.5' Lt.	648.54	648.59
D	675+10.95	9.5' Lt.	648.55	648.59
E	675+20.98	9.5' Lt.	648.56	648.58
☉ Pier 4	675+30.92	9.5' Lt.	648.57	648.57
F	675+40.94	9.5' Lt.	648.58	648.58
G	675+50.97	9.5' Lt.	648.59	648.60
H	675+60.99	9.5' Lt.	648.60	648.60
I	675+71.02	9.5' Lt.	648.60	648.60
J	675+81.04	9.5' Lt.	648.61	648.60
☉ Pier 5	675+92.72	9.5' Lt.	648.61	648.61
K	676+02.75	9.5' Lt.	648.61	648.63
L	676+12.77	9.5' Lt.	648.61	648.65
M	676+22.80	9.5' Lt.	648.61	648.66
N	676+32.82	9.5' Lt.	648.60	648.66
O	676+42.85	9.5' Lt.	648.60	648.64
☉ S. Brg. Pier 6	676+55.54	9.5' Lt.	648.59	648.59


BEAM 12W

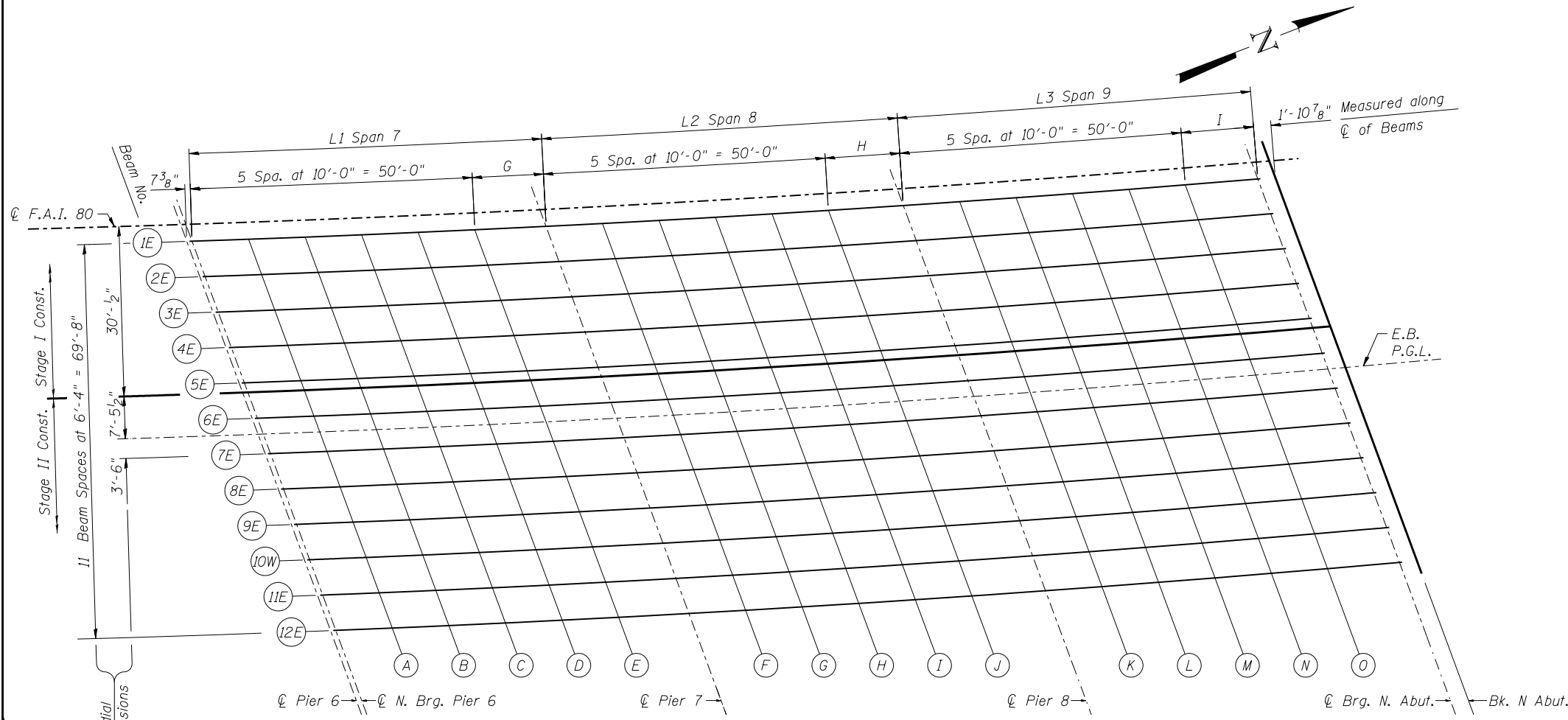
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 3	674+71.95	3.17' Lt.	648.73	648.73
A	674+81.96	3.17' Lt.	648.75	648.77
B	674+91.96	3.17' Lt.	648.76	648.81
C	675+01.97	3.17' Lt.	648.78	648.82
D	675+11.98	3.17' Lt.	648.79	648.82
E	675+21.99	3.17' Lt.	648.80	648.82
☉ Pier 4	675+31.91	3.17' Lt.	648.81	648.81
F	675+41.92	3.17' Lt.	648.82	648.82
G	675+51.93	3.17' Lt.	648.83	648.83
H	675+61.94	3.17' Lt.	648.83	648.84
I	675+71.94	3.17' Lt.	648.84	648.84
J	675+81.95	3.17' Lt.	648.84	648.84
☉ Pier 5	675+94.95	3.17' Lt.	648.84	648.84
K	676+04.96	3.17' Lt.	648.84	648.86
L	676+14.97	3.17' Lt.	648.84	648.88
M	676+24.98	3.17' Lt.	648.84	648.90
N	676+34.99	3.17' Lt.	648.84	648.89
O	676+44.99	3.17' Lt.	648.83	648.87
☉ S. Brg. Pier 6	676+57.65	3.17' Lt.	648.83	648.83

NOTES

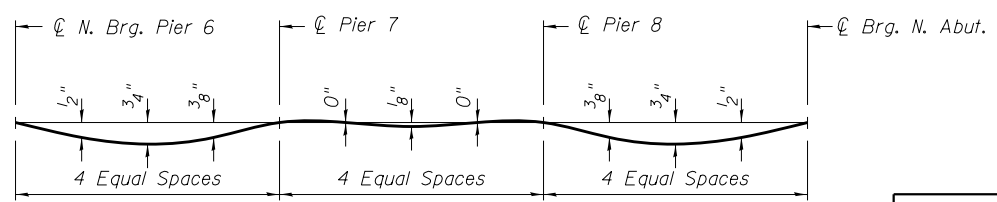
1. Work this sheet with Sheet No. S-21.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\00\4_US_30\Design\Structural\CAD\3384_23_WB_Unit_2 - Top of Slab Elev_3.dgn

 <p>Clorba Group, Inc. CONSULTING ENGINEERS 6507 North Casselwood Avenue Suite 402 Chicago, Illinois 60656 Tel: 773.724.4000 Fax: 773.775.4014 Email: clorba@clorba.com</p>	USER NAME = kaisneros DESIGNED - AMK CHECKED - DL DRAWN - RD PLOT SCALE = 0:2.0000' = 1' = 1/2"	REVISED - REVISED - REVISED - REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">WB UNIT 2 - TOP OF SLAB ELEVATIONS 3 S.N. 099-0068 (W.B.) & 099-0069 (E.B.)</p>	F.A.I. RTE. = 80	SECTION = 99-4-1VB-1-R	COUNTY = WILL	TOTAL SHEETS = 840	SHEET NO. = 498	
	SHEET NO. S-23 OF S-118 SHEETS				CONTRACT NO. 60N87		ILLINOIS FED. AID PROJECT			

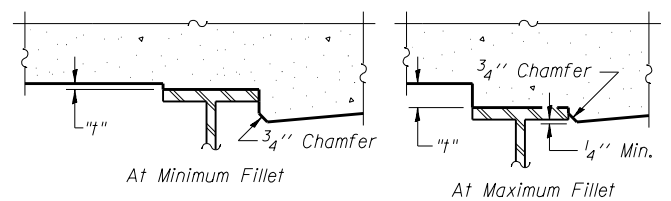


PLAN
(EB Spans 7 thru 9)



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)
 Note:
 The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets S-24 thru S-26.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S-24 thru S-26, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

TABLE OF DIMENSIONS

Beam Line	L1	L2	L3	G	H	I
1E	62'-7 ¹ / ₂ "	63'-3"	62'-10 ¹ / ₈ "	12'-7 ¹ / ₂ "	13'-3"	12'-10 ¹ / ₄ "
2E	62'-7 ³ / ₈ "	63'-2 ⁷ / ₈ "	62'-10 ¹ / ₈ "	12'-7 ³ / ₈ "	13'-2 ⁷ / ₈ "	12'-10 ¹ / ₈ "
3E	62'-7 ¹ / ₄ "	63'-2 ³ / ₄ "	62'-10"	12'-7 ¹ / ₄ "	13'-2 ³ / ₄ "	12'-10"
4E	62'-7 ¹ / ₈ "	63'-2 ⁵ / ₈ "	62'-9 ⁷ / ₈ "	12'-7 ¹ / ₈ "	13'-2 ⁵ / ₈ "	12'-9 ⁷ / ₈ "
5E	62'-7"	63'-2 ¹ / ₂ "	62'-9 ⁷ / ₈ "	12'-7"	13'-2 ¹ / ₂ "	12'-9 ⁷ / ₈ "
Stage Construction Line	62'-6 ⁷ / ₈ "	63'-2 ¹ / ₂ "	62'-9 ³ / ₄ "	12'-6 ⁷ / ₈ "	13'-2 ¹ / ₂ "	12'-9 ³ / ₄ "
6E	62'-6 ⁷ / ₈ "	63'-2 ³ / ₈ "	62'-9 ³ / ₄ "	12'-6 ⁷ / ₈ "	13'-2 ³ / ₈ "	12'-9 ³ / ₄ "
E.B. P.G.L.	62'-6 ³ / ₄ "	63'-2 ³ / ₈ "	62'-9 ⁵ / ₈ "	12'-6 ³ / ₄ "	13'-2 ³ / ₈ "	12'-9 ⁵ / ₈ "
7E	62'-6 ³ / ₄ "	63'-2 ¹ / ₄ "	62'-9 ⁵ / ₈ "	12'-6 ³ / ₄ "	13'-2 ¹ / ₄ "	12'-9 ⁵ / ₈ "
8E	62'-6 ⁵ / ₈ "	63'-2 ¹ / ₈ "	62'-9 ¹ / ₂ "	12'-6 ⁵ / ₈ "	13'-2 ¹ / ₈ "	12'-9 ¹ / ₂ "
9E	62'-6 ¹ / ₂ "	63'-2"	62'-9 ³ / ₈ "	12'-6 ¹ / ₂ "	13'-2"	12'-9 ³ / ₈ "
10E	62'-6 ³ / ₈ "	63'-2"	62'-9 ³ / ₈ "	12'-6 ³ / ₈ "	13'-2"	12'-9 ³ / ₈ "
11E	62'-6 ¹ / ₄ "	63'-1 ⁷ / ₈ "	62'-9 ¹ / ₄ "	12'-6 ¹ / ₄ "	13'-1 ⁷ / ₈ "	12'-9 ¹ / ₄ "
12E	62'-6 ¹ / ₈ "	63'-1 ³ / ₄ "	62'-9 ¹ / ₈ "	12'-6 ¹ / ₈ "	13'-1 ³ / ₄ "	12'-9 ¹ / ₈ "

BEAM 1E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ N. Brg. Pier 6	676+60.92	3' Rt.	646.79	646.79
A	676+70.92	3' Rt.	646.79	646.82
B	676+80.91	3' Rt.	646.78	646.83
C	676+90.90	3' Rt.	646.77	646.83
D	677+00.89	3' Rt.	646.76	646.81
E	677+10.89	3' Rt.	646.75	646.77
℄ Pier 7	677+23.50	3' Rt.	646.73	646.73
F	677+33.49	3' Rt.	646.72	646.72
G	677+43.49	3' Rt.	646.70	646.71
H	677+53.48	3' Rt.	646.68	646.69
I	677+63.47	3' Rt.	646.67	646.67
J	677+73.46	3' Rt.	646.65	646.65
℄ Pier 8	677+86.70	3' Rt.	646.62	646.62
K	677+96.69	3' Rt.	646.59	646.61
L	678+06.69	3' Rt.	646.57	646.61
M	678+16.68	3' Rt.	646.54	646.60
N	678+26.67	3' Rt.	646.52	646.57
O	678+36.66	3' Rt.	646.49	646.53
℄ Brg. N. Abut.	678+49.50	3' Rt.	646.45	646.45
Bk. N. Abut.	678+51.40	3' Rt.	646.44	646.44

BEAM 2E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
℄ N. Brg. Pier 6	676+63.02	9.33' Rt.	647.02	647.02
A	676+72.99	9.33' Rt.	647.02	647.05
B	676+82.97	9.33' Rt.	647.01	647.06
C	676+92.95	9.33' Rt.	647.00	647.06
D	677+02.92	9.33' Rt.	646.99	647.04
E	677+12.90	9.33' Rt.	646.98	647.01
℄ Pier 7	677+25.48	9.33' Rt.	646.96	646.96
F	677+35.46	9.33' Rt.	646.95	646.95
G	677+45.43	9.33' Rt.	646.93	646.94
H	677+55.41	9.33' Rt.	646.92	646.92
I	677+65.39	9.33' Rt.	646.90	646.90
J	677+75.36	9.33' Rt.	646.88	646.88
℄ Pier 8	677+88.57	9.33' Rt.	646.85	646.85
K	677+98.54	9.33' Rt.	646.82	646.84
L	678+08.52	9.33' Rt.	646.80	646.84
M	678+18.50	9.33' Rt.	646.77	646.83
N	678+28.47	9.33' Rt.	646.75	646.80
O	678+38.45	9.33' Rt.	646.72	646.76
℄ Brg. N. Abut.	678+51.25	9.33' Rt.	646.68	646.68
Bk. N. Abut.	678+53.15	9.33' Rt.	646.67	646.67

N:\PROJ\0003384\004\US_30\Design\Structural\CAD\3384_24 EB Unit 3 - Top of Slab Elev. 1.dgn
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USER NAME = kaisneros	DESIGNED - AMK	REVISED -
PLOT SCALE = 25x0 1/2" / 1"	CHECKED - DL	REVISED -
PLOT DATE = 5/9/2018	DRAWN - RD	REVISED -
	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB UNIT 3 - TOP OF SLAB ELEVATIONS 1
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-24 OF S-118 SHEETS

F.A.I. RT. = 80	SECTION = 99-4-1VB-1-R	COUNTY = WILL	TOTAL SHEETS = 840	SHEET NO. = 499
CONTRACT NO. 60N87			ILLINOIS FED. AID PROJECT	

BEAM 3E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 6	676+65.11	15.67' Rt.	647.26	647.26
A	676+75.07	15.67' Rt.	647.25	647.28
B	676+85.02	15.67' Rt.	647.24	647.30
C	676+94.98	15.67' Rt.	647.23	647.29
D	677+04.94	15.67' Rt.	647.22	647.27
E	677+14.90	15.67' Rt.	647.21	647.24
☉ Pier 7	677+27.46	15.67' Rt.	647.20	647.20
F	677+37.42	15.67' Rt.	647.18	647.18
G	677+47.37	15.67' Rt.	647.16	647.17
H	677+57.33	15.67' Rt.	647.15	647.15
I	677+67.29	15.67' Rt.	647.13	647.13
J	677+77.25	15.67' Rt.	647.11	647.11
☉ Pier 8	677+90.43	15.67' Rt.	647.08	647.08
K	678+00.39	15.67' Rt.	647.05	647.07
L	678+10.35	15.67' Rt.	647.03	647.07
M	678+20.31	15.67' Rt.	647.00	647.06
N	678+30.26	15.67' Rt.	646.98	647.03
O	678+40.22	15.67' Rt.	646.95	646.99
☉ Brg. N. Abut.	678+53.0	15.67' Rt.	646.91	646.91
Bk. N. Abut.	678+54.90	15.67' Rt.	646.90	646.90

BEAM 4E

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 6	676+67.19	22' Rt.	647.49	647.49
A	676+77.13	22' Rt.	647.48	647.52
B	676+87.07	22' Rt.	647.48	647.53
C	676+97.01	22' Rt.	647.47	647.52
D	677+06.96	22' Rt.	647.46	647.50
E	677+16.90	22' Rt.	647.44	647.47
☉ Pier 7	677+29.42	22' Rt.	647.43	647.43
F	677+39.37	22' Rt.	647.41	647.41
G	677+49.31	22' Rt.	647.40	647.40
H	677+59.25	22' Rt.	647.38	647.38
I	677+69.19	22' Rt.	647.36	647.36
J	677+79.14	22' Rt.	647.34	647.34
☉ Pier 8	677+92.28	22' Rt.	647.31	647.31
K	678+02.22	22' Rt.	647.28	647.30
L	678+12.17	22' Rt.	647.26	647.30
M	678+22.11	22' Rt.	647.23	647.29
N	678+32.05	22' Rt.	647.20	647.26
O	678+41.99	22' Rt.	647.18	647.22
☉ Brg. N. Abut.	678+54.74	22' Rt.	647.14	647.14
Bk. N. Abut.	678+56.64	22' Rt.	647.13	647.13

BEAM 5E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 6	676+69.26	28.33' Rt.	647.72	647.72
A	676+79.19	28.33' Rt.	647.72	647.75
B	676+89.11	28.33' Rt.	647.71	647.76
C	676+99.04	28.33' Rt.	647.70	647.76
D	677+08.96	28.33' Rt.	647.69	647.73
E	677+18.89	28.33' Rt.	647.68	647.70
☉ Pier 7	677+31.38	28.33' Rt.	647.66	647.66
F	677+41.31	28.33' Rt.	647.64	647.64
G	677+51.24	28.33' Rt.	647.63	647.63
H	677+61.16	28.33' Rt.	647.61	647.62
I	677+71.09	28.33' Rt.	647.59	647.59
J	677+81.01	28.33' Rt.	647.57	647.57
☉ Pier 8	677+94.13	28.33' Rt.	647.54	647.54
K	678+04.05	28.33' Rt.	647.51	647.53
L	678+13.98	28.33' Rt.	647.49	647.53
M	678+23.91	28.33' Rt.	647.46	647.52
N	678+33.83	28.33' Rt.	647.43	647.49
O	678+43.76	28.33' Rt.	647.40	647.44
☉ Brg. N. Abut.	678+56.48	28.33' Rt.	647.36	647.36
Bk. N. Abut.	678+58.37	28.33' Rt.	647.36	647.36

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 6	676+69.82	30.04' Rt.	647.79	647.79
A	676+79.74	30.04' Rt.	647.78	647.81
B	676+89.66	30.04' Rt.	647.77	647.82
C	676+99.58	30.04' Rt.	647.76	647.82
D	677+09.50	30.04' Rt.	647.75	647.80
E	677+19.43	30.04' Rt.	647.74	647.76
☉ Pier 7	677+31.91	30.04' Rt.	647.72	647.72
F	677+41.83	30.04' Rt.	647.71	647.70
G	677+51.75	30.04' Rt.	647.69	647.69
H	677+61.68	30.04' Rt.	647.67	647.68
I	677+71.60	30.04' Rt.	647.65	647.66
J	677+81.52	30.04' Rt.	647.63	647.63
☉ Pier 8	677+94.62	30.04' Rt.	647.60	647.60
K	678+04.55	30.04' Rt.	647.58	647.60
L	678+14.47	30.04' Rt.	647.55	647.59
M	678+24.39	30.04' Rt.	647.52	647.58
N	678+34.31	30.04' Rt.	647.50	647.55
O	678+44.23	30.04' Rt.	647.47	647.51
☉ Brg. N. Abut.	678+56.95	30.04' Rt.	647.43	647.43
Bk. N. Abut.	678+58.83	30.04' Rt.	647.42	647.42

BEAM 6E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 6	676+71.32	34.67' Rt.	647.96	647.96
A	676+81.23	34.67' Rt.	647.95	647.98
B	676+91.15	34.67' Rt.	647.94	647.99
C	677+01.06	34.67' Rt.	647.93	647.99
D	677+10.97	34.67' Rt.	647.92	647.97
E	677+20.88	34.67' Rt.	647.91	647.93
☉ Pier 7	677+33.34	34.67' Rt.	647.89	647.89
F	677+43.25	34.67' Rt.	647.87	647.87
G	677+53.16	34.67' Rt.	647.86	647.86
H	677+63.07	34.67' Rt.	647.84	647.85
I	677+72.98	34.67' Rt.	647.82	647.82
J	677+82.89	34.67' Rt.	647.80	647.80
☉ Pier 8	677+95.97	34.67' Rt.	647.77	647.77
K	678+05.88	34.67' Rt.	647.74	647.76
L	678+15.79	34.67' Rt.	647.72	647.76
M	678+25.70	34.67' Rt.	647.69	647.75
N	678+35.61	34.67' Rt.	647.66	647.72
O	678+45.52	34.67' Rt.	647.63	647.67
☉ Brg. N. Abut.	678+58.21	34.67' Rt.	647.59	647.59
Bk. N. Abut.	678+60.09	34.67' Rt.	647.59	647.59

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 6	676+72.25	37.5' Rt.	648.06	648.06
A	676+82.15	37.5' Rt.	648.05	648.09
B	676+92.05	37.5' Rt.	648.05	648.10
C	677+01.95	37.5' Rt.	648.04	648.09
D	677+11.86	37.5' Rt.	648.02	648.07
E	677+21.76	37.5' Rt.	648.01	648.04
☉ Pier 7	677+34.21	37.5' Rt.	647.99	647.99
F	677+44.11	37.5' Rt.	647.98	647.98
G	677+54.01	37.5' Rt.	647.96	647.96
H	677+63.92	37.5' Rt.	647.94	647.95
I	677+73.82	37.5' Rt.	647.92	647.93
J	677+83.72	37.5' Rt.	647.90	647.90
☉ Pier 8	677+96.79	37.5' Rt.	647.87	647.87
K	678+06.69	37.5' Rt.	647.85	647.87
L	678+16.60	37.5' Rt.	647.82	647.86
M	678+26.50	37.5' Rt.	647.79	647.85
N	678+36.40	37.5' Rt.	647.77	647.82
O	678+46.30	37.5' Rt.	647.74	647.78
☉ Brg. N. Abut.	678+58.98	37.5' Rt.	647.70	647.70
Bk. N. Abut.	678+60.86	37.5' Rt.	647.69	647.69

BEAM 7E (EXISTING)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ N. Brg. Pier 6	676+73.38	41' Rt.	648.19	648.19
A	676+83.28	41' Rt.	648.18	648.21
B	676+93.17	41' Rt.	648.17	648.23
C	677+03.06	41' Rt.	648.16	648.22
D	677+12.96	41' Rt.	648.15	648.20
E	677+22.85	41' Rt.	648.14	648.16
☉ Pier 7	677+35.28	41' Rt.	648.12	648.12
F	677+45.18	41' Rt.	648.11	648.10
G	677+55.07	41' Rt.	648.09	648.09
H	677+64.96	41' Rt.	648.07	648.08
I	677+74.86	41' Rt.	648.05	648.05
J	677+84.75	41' Rt.	648.03	648.03
☉ Pier 8	677+97.80	41' Rt.	648.00	648.00
K	678+07.70	41' Rt.	647.97	647.99
L	678+17.59	41' Rt.	647.95	647.99
M	678+27.48	41' Rt.	647.92	647.98
N	678+37.38	41' Rt.	647.89	647.95
O	678+47.27	41' Rt.	647.86	647.90
☉ Brg. N. Abut.	678+59.93	41' Rt.	647.82	647.82
Bk. N. Abut.	678+61.81	41' Rt.	647.82	647.82

NOTES

1. Work this sheet with Sheet No. S-24.
2. Offsets are taken from ☉ I-80.

N:\PROJECTS\0003384\004_US_30\Design\Structural\CAD\3384_25 EB Unit 3 - Top of Slab Elev_2.dgn



USER NAME = kaisneros	DESIGNED - AMK	REVISED -
	CHECKED - DL	REVISED -
PLOT SCALE = 0:2.0000' = 1"	DRAWN - RD	REVISED -
PLOT DATE = 5/9/2018	CHECKED - DL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EB UNIT 3 - TOP OF SLAB ELEVATIONS 2
S.N. 099-0068 (W.B.) & 099-0069 (E.B.)**

SHEET NO. S-25 OF S-118 SHEETS

F.A.I. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1VB-1-R	WILL	840	500
				CONTRACT NO. 60N87
ILLINOIS FED. AID PROJECT				