9-17-10 LETTING ITEM 062

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74 *	1
	ILLINOIS	CONTRACT NO. 60J00		

* 74 + 2 = 76

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP 339 / ILLINOIS ROUTE 62 (ALGONQUIN RD.)
SECTION 116–Y–2–BR–1
OVER SALT CREEK (0.7 MI. E. OF IL 53)
BRIDGE SUPERSTRUCTURE REPLACEMENT & ROADWAY IMPROVEMENT
PROJECT NUMBER: ACBRF-0339(027)
COOK COUNTY
C–91–136–10

D–91–136–10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

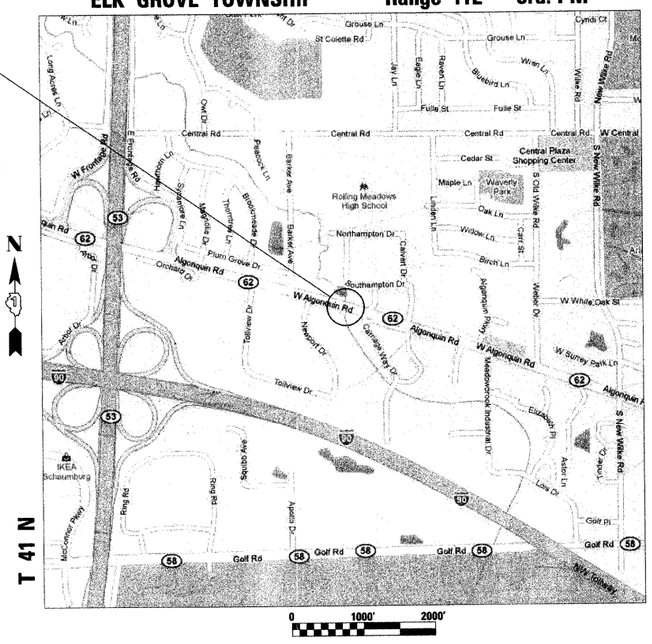
DESIGN DESIGNATION

COLLECTOR (URBAN)
ADT 37,400 (2007)
SPEED LIMIT 35 MPH

IMPROVEMENT LOCATED IN THE CITY OF ROLLING MEADOWS

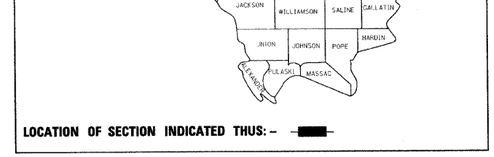
IMPROVEMENT LOCATION
ILLINOIS ROUTE 62
(ALGONQUIN ROAD)
OVER SALT CREEK
STRUCTURE NO: 016–0581
BEGIN PROJECT: STA. 95 + 01.21
END PROJECT: STA. 102 + 72.44

ELK GROVE TOWNSHIP Range 11E – 3rd. PM

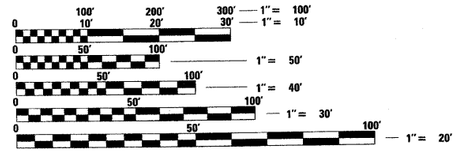


LOCATION MAP

GROSS AND NET LENGTH OF IMPROVEMENT = 771.23 FT. = 0.146 MILE



LOCATION OF SECTION INDICATED THUS: –■–



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

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

PROJECT MANAGER: ISAAC KWARTENG (847) 705–4230
PROJECT ENGINEER: JEAN–ALIX BRICE (847) 705–4552

CONTRACT NO. 60J00

FRED M. LIN 062-056704 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS — JUNE 30, 2010 EXP. NOV. 30, 2011

LIN ENGINEERING, LTD.,
FRED M. LIN
NO. 062-056704
EXPIRES 11-30-2011

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

PK. GANDHI 34993 REGISTERED BRIDGES AND STRUCTURES ENGINEER OF ILLINOIS — June 30, 2010 Exp. Nov. 30, 2011.

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.:(773)774-5900

STATE OF ILLINOIS — JAMES M. HAMELKA 081-006116 REGISTERED STRUCTURAL ENGINEER — CHICAGO, ILLINOIS — 30 JUNE 2010

COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 081-006116
EXPIRES 11-30-2010

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-000993

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 30, 20 10
Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER
August 13 20 10
Scott E. Stitt, P.E. /BL
acting ENGINEER OF DESIGN AND ENVIRONMENT
August 13 20 10
Christine M. Reed /BL
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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GENERAL NOTES

THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN --- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OUTSIDE THE LIMITS OF RIGHT-OF-WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF EARTH EXCAVATION.

THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH ALL UTILITIES WITHIN THE PROJECT LIMITS, AND ALSO WITH THE VILLAGE OF ROLLING MEADOWS PUBLIC WORKS DEPARTMENT (847-963-0500). ALL UTILTY RELOCATIONS SHALL TYPICALLY BE PERFORMED BY UTILITY AND/OR LOCAL AGENCIES. IF SPECIFIC UTILITY RELOCATIONS ARE REQUIRED TO BE PERFORMED BY THE CONTRACTOR, THIS WORK SHALL BE PAID IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS, UNLESS OTHERWISE INCLUDED IN THE PLANS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123.

THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE APPLICABLE PAY ITEMS.

STREAM FLOWS SHALL BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOWS SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAM PROPERTIES.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF TOPSOIL FURNISH & PLACE, 4".

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

THE THICKNESS OF THE HOT-MIX ASPHALT OVERLAY SHOWN ON THE PLANS IS THE NOMINAL THICKNESS FOR THE OVERLAY. DEVIATIONS FROM THE NOMINAL THICKNESS WILL ONLY BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE ON WHICH THE OVERLAY IS PLACED.

SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION.

THE HMA SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE HMA SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE HMA SURFACE.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES. THE RESIDENT ENGINEER SHALL ALSO COORDINATE ALL TRAFFIC OPERATIONS WITH THE VILLAGE OF ROLLING MEADOWS PUBLIC WORKS DEPARTMENT AT (847) 963-0500.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS THE EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF SAW CUTS AND JOINTS IS CONSIDERED AS INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

ESTIMATED QUANTITIES FOR FURNISHED EXCAVATION HAVE BEEN INCLUDED IN THE CONTRACT PLANS, DUE TO POTENTIAL SETTLEMENT DURING CONSTRUCTION. THESE QUANTITIES SHALL BE USED ONLY AS APPROVED BY THE ENGINEER.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

THE WORK AND MATERIALS REQUIRED TO CONNECT ANY CULVERT OR SEWER TO ANOTHER DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE CULVERT OR SEWER ITEMS.

ALL ENGINEER'S FIELD OFFICES SHALL CONTAIN ONE FULLY-EQUIPPED FIRST-AID CABINET. THIS ITEM WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEM FOR ENGINEER'S FIELD OFFICE.

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02(I) AND 670.04(E):
ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

THE RESIDENT ENGINEER AND/OR CONTRACTOR SHALL NOTIFY THE TRAFFIC STUDIES TECHNICIAN IN PROGRAM DEVELOPMENT AT LEAST ONE WEEK PRIOR TO THE INSTALLATION OF THE TRAFFIC COUNTER LOOP DETECTOR TO DETERMINE EXACT LOCATION.

THE CONTRACTOR SHALL REMOVE OR RELOCATE ALL CONFLICTING MAILBOXES, EXISTING STREET NAME SIGNS, AND ALL PRIVATE AND COMMERCIAL SIGNS IN ACCORDANCE WITH ARTICLES 107.20 & 107.25 AND AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL COORDINATE WITH THE POSTAL SERVICE TO ENSURE THAT RESIDENCES AND BUSINESSES IN THIS AREA WILL MAINTAIN MAIL SERVICE DURING CONSTRUCTION. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD TO AVOID ANY FOUND UTILITIES AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE COST OF EARTH EXCAVATION. ALL WOOD POST LOCATIONS SHALL BE VERIFIED WITH THE BUREAU OF OPERATIONS, TRAFFIC SECTION, BEFORE INSTALLATION.

IF ANY UNSUITABLE MATERIAL IS ENCOUNTERED DURING CONSTRUCTION, IT WILL BE NECESSARY TO REMOVE THE UNSUITABLE MATERIAL AND REPLACE IT WITH A SUITABLE MATERIAL AS APPROVED BY THE ENGINEER.

AT LOCATIONS WHERE CLEARING IS INDICATED ON THE PLANS BEYOND THE LIMITS OF THE PROPOSED EXCAVATION OR EMBANKMENT, THE CONTRACTOR SHALL RESTORE THE DISTURBED EARTH BY BALDING AND SHAPING TO BLEND WITH THE ADJACENT GROUND. THE CLEARING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION. RESEEDING OR RESODDING WILL BE AS PROVIDED IN THE PLANS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.

EXISTING FENCES SHALL BE REMOVED UP TO EXISTING RIGHT OF WAY WITHIN THE PROJECT LIMITS AND AS SHOWN IN THE PLANS. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE COST OF EARTH EXCAVATION.

THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER AT (847) 715-8419 AT LEAST (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STANDARDS, GENERAL NOTES & COMMITMENTS IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK
		DRAWN -	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: NONE / SHEET NO. 1 OF 1 SHEETS / STA. / TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	2
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY (URBAN 80% FED. 20% STATE)	X031-2A STRUCTURE	J000-2A ROADWAY
20200100	EARTH EXCAVATION	CU YD	1380		1380
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1056		1056
20300100	CHANNEL EXCAVATION	CU YD	80		80
20400800	FURNISHED EXCAVATION	CU YD	300		300
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	88	88	
20800150	TRENCH BACKFILL	CU YD	230		230
21101615	TOP SOIL FURNISH AND PLACE, 4"	SQ YD	240		240
25000210	SEEDING, CLASS 2A	ACRE	0.25		0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	15		15
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	15		15
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	15		15
25100630	EROSION CONTROL BLANKET	SQ YD	544		544
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	200		200
28000400	PERIMETER EROSION BARRIER	FOOT	1122		1122
28000500	INLET AND PIPE PROTECTION	EACH	6		6
28000510	INLET FILTERS	EACH	15		15
~~X4101200~~	~~SUB BASE GRANULAR MATERIAL, TYPE B 4"~~	~~SQ YD~~	~~2458~~		~~2458~~
X1200502	STABILIZED SUB BASE-HOT-MIX ASPHALT, 4 1/2"	SQ YD	2758		2758
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	58		58
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	266		266
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	6.5		6.5
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	40		40
42000506	PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)	SQ YD	2152		2152
42001200	PAVEMENT FABRIC	SQ YD	2458		2458
42001300	PROTECTIVE COAT	SQ YD	5952		5952
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	159		159
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2660		2660
42400800	DETECTABLE WARNINGS	SQ FT	15		15
44000100	PAVEMENT REMOVAL	SQ YD	2362		2362
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2 "	SQ YD	342		342
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	58		58
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	692		692
44000600	SIDEWALK REMOVAL	SQ FT	2687		2687
Z0004552	APPROACH SLAB REMOVAL	SQ YD	374		374
44003100	MEDIAN REMOVAL	SQ FT	946		946

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY (URBAN 80% FED. 20% STATE)	X031-2A STRUCTURE	J000-2A ROADWAY
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	215		215
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	1	
50102400	CONCRETE REMOVAL	CU YD	64.4	64.4	
50200100	STRUCTURE EXCAVATION	CU YD	98	98	
50300225	CONCRETE STRUCTURES	CU YD	134.3	134.3	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	394.8	394.8	
50300260	BRIDGE DECK GROOVING	SQ YD	918	918	
50300300	PROTECTIVE COAT	SQ YD	1101	1101	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1	
50500505	STUD SHEAR CONNECTORS	EACH	3672	3672	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	105,780	105,780	
50800515	BAR SPLICERS	EACH	655	655	
50901720	BICYCLE RAILING	FOOT	120	120	
50901750	PARAPET RAILING	FOOT	120	120	
Z0026407	TEMPORARY SHEET PILING	SQ FT	894	894	
51500100	NAME PLATES	EACH	1	1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	178	178	
52100010	ELASTOMETRIC BEARING ASSEMBLY, TYPE I	EACH	12	12	
52100505	ANCHOR BOLTS, 5/8"	EACH	24	24	
52100520	ANCHOR BOLTS, 1"	EACH	24	24	
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	30		30
55101200	STORM SEWER REMOVAL 24"	FOOT	30		30
58700300	CONCRETE SEALER	SQ FT	930	930	
59000200	EPOXY CRACK INJECTION	FOOT	15	15	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	78	78	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	185	185	
60300310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	14		14
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	470		470
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	262.5		262.5
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	612		612
66410300	CHAIN LINK FENCE REMOVAL	FOOT	200		200
66700095	PERMANENT SURVEY MARKERS	EACH	2		2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12		12

*Specialty Items

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 5/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	3
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

URBAN 80% FED. 20% STATE

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	X031-2A STRUCTURE	J000-2A ROADWAY	
67100100	MOBILIZATION	L SUM	1		1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1	
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1		1	
70103817	TRAFFIC CONTROL SURVEILLANCE (SPECIAL)	CAL DA	90		90	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	24		24	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	4449		4449	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	787.5	125	662.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	600	125	475	
72000100	SIGN PANEL - TYPE 1	SQ FT	10		10	
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73		73	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5851		5851	
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	601		601	
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	115		115	
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	132		132	
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	37		37	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	2007		2007	
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	139		139	
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	50		50	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	72		72	
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	10		10	
78100300	REPLACEMENT REFLECTOR	EACH	50		50	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	12		12	
78200530	BARRIER WALL MARKERS, TYPE C	EACH	212		212	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	3529		3529	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	82		82	
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	53		53	
* 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	122		122	
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	53		53	
* 87900200	DRILL EXISTING HANDHOLE	EACH	6		6	
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2		2	
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1992		1992	

URBAN 80% FED. 20% STATE

CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	X031-2A STRUCTURE	J000-2A ROADWAY	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	115		115	
* Z0033090	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1023		1023	
* Z0033060	PREFORMED DETECTOR LOOP	FOOT	128		128	
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	128	128		
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	34	34		
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2		2	
X7030104	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 4 INCH	FOOT	12771		12771	
X7030124	WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III, 24 INCH	FOOT	96		96	
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	1		1	
* X8710020	FIBER OPTIC CABLE IN CONDUIT, NO.62.5/125, MM12F SM12F	FOOT	1049		1049	
Z0001050	AGGREGATE SUBGRADE 12"	SQ YD	2514		2514	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1		1	
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4		4	
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2		2	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	58	58		
XX008341	BRIDGE FENCE RAILING (SPECIAL)	SQ FT	364	364		
© Z0076600	TRAINEES	HOUR	1000	1000		
63700160	CONCRETE BARRIER, SINGLE FACE, 34 INCH HEIGHT	FOOT	179		179	

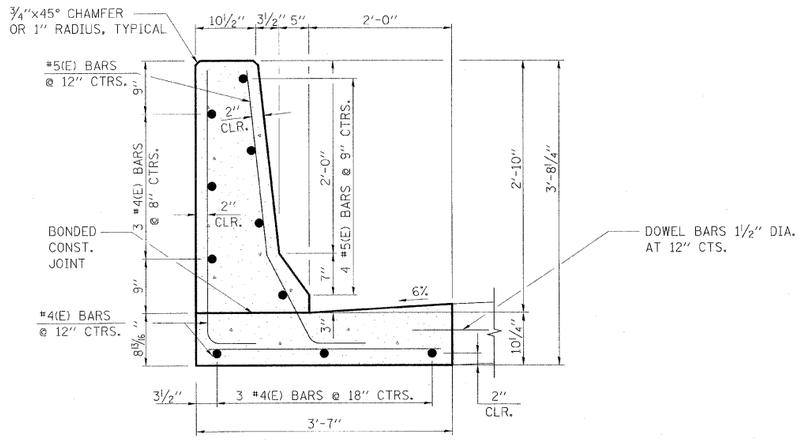
© Y080
* Specialty Items

Rev.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - SEW	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -	
	PLOT DATE = $DATE$	DATE - 5/2010	REVISED -	

SUMMARY OF QUANTITIES
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK
SCALE: NONE | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	4
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DETAIL A

NOTES:

1. REINFORCEMENT BARS AND DOWEL BARS TO BE PROVIDED PER ABOVE DETAIL SHALL BE INCLUDED IN THE CONTRACT COST PER FOOT FOR "CONCRETE BARRIER, SINGLE FACE, 34 INCH HEIGHT".

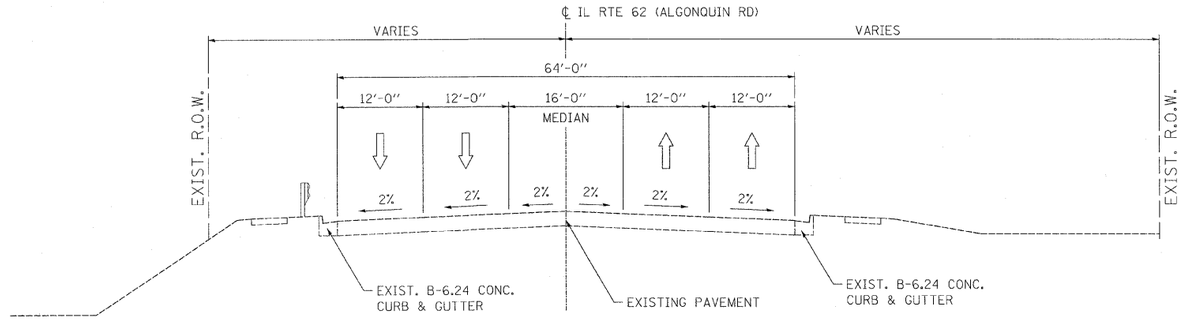
2. TRANSITION TO ABOVE CONFIGURATION FROM APPROACH ROADWAY PARAPET CONFIGURATION TO BE PROVIDED WITHIN LIMITS OF APPROACH ROADWAY PAVEMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT COST PER CUBIC YARD FOR "CONCRETE SUPERSTRUCTURE".

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

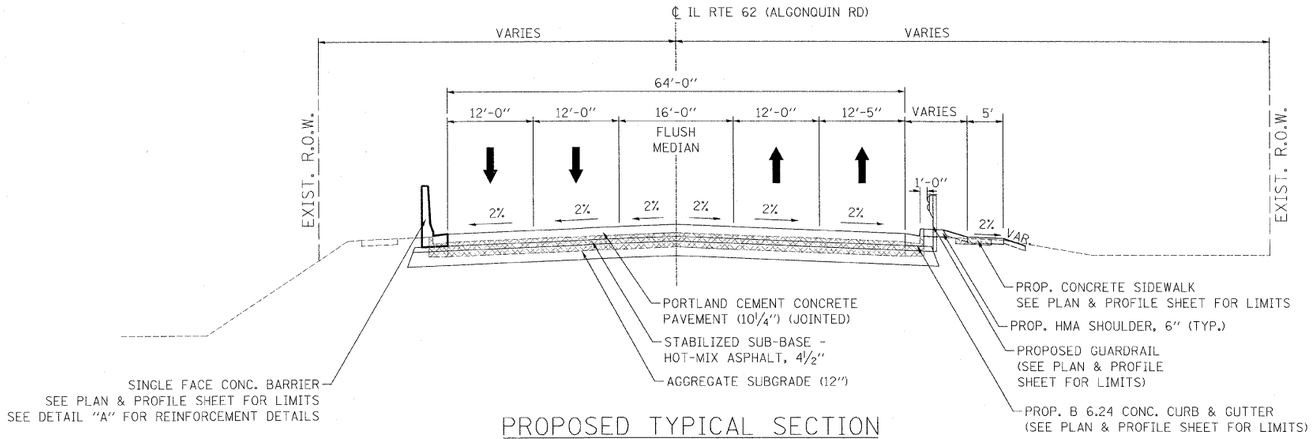
MIXTURE TYPE	AIR VOIDS
STABILIZED SUBBASE	
STABILIZED SUB-BASE - HOT-MIX ASPHALT, 4½"	2% @ 30 Gyr.
PAVEMENT RESURFACING	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90, (IL 9.5), 2"	4% @ 90 Gyr.
HOT-MIX ASPHALT SHOULDERS, 6"	
HOT-MIX ASPHALT SHOULDER, (HMA BINDER IL-19.0mm), 6"	2% @ 30 Gyr.
ENTRANCES AND DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, (IL 9.5); 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BASE COURSE, (HMA BINDER IL-19.0); 8"	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

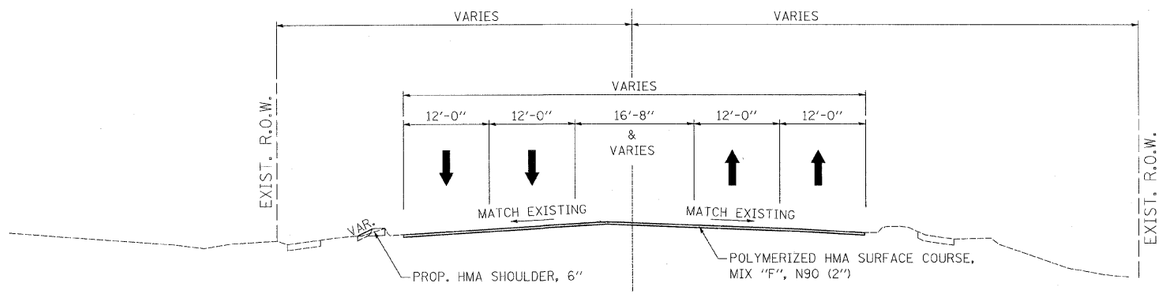


EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

STA. 97+76.50 TO STA. 99+28.28
STA. 100+71.88 TO STA. 102+22.50



PROPOSED TYPICAL SECTION

STA. 102+22.50 TO STA. 102+72.44

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - ST	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TYPICAL SECTIONS IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK**			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ST	REVISED -					339	116-Y-2-BR-1	COOK	74	5
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -							CONTRACT NO. 60J00		
	PLOT DATE = $DATE$	DATE - 02/2010	REVISED -		SCALE: N.T.S.	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.			ILLINOIS FED. AID PROJECT		

EARTHWORK

LOCATION	EARTH EXCAVATION	EMBANKMENT	EARTH EXCAVATION ADJ. FOR SHRINKAGE	CHANNEL EXCAVATION	CHANNEL EXCAVATION ADJ. FOR SHRINKAGE	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL WASTE (+)
STATION TO STATION	CU. YD.					
95+50 TO 96+00	4.3		3.7	JOBSITE	JOBSITE	3.7
96+00 TO 96+50	3.3		2.8			2.8
96+50 TO 97+00	3.5		3.0			3.0
97+00 TO 97+50	3.7		3.1			3.1
97+50 TO 98+00	103.1	9.9	87.6			77.7
98+00 TO 98+29	118.4	9.5	100.6			91.1
98+29 TO 98+50	76.8	4.7	65.3			60.6
98+50 TO 99+00	141.1	11.5	119.9			108.4
99+00 TO 99+69	113.1	35.9	96.1			60.2
100+31 TO 101+00	147.1	58.7	125.0			66.3
101+00 TO 101+50	156.0	24.2	132.6			108.4
101+50 TO 102+00	180.2	21.5	153.2			131.7
102+00 TO 102+50	95.8	8.3	81.4			73.1
CHANNEL				80	68	68.0
STORM SEWER	233.0		198.1			198.1
TOTAL	1380.0				TOTAL	1056.0

NOTE:
SHRINKAGE FACTOR = 15% FOR EARTH AND CHANNEL EXCAVATION.
CHANNEL EXCAVATION ASSUMED TO BE SUITABLE MATERIAL, AND IS INCLUDED IN EARTHWORK BALANCE.
CHANNEL EXCAVATION TOTAL IS AN ESTIMATE AND IS ROUNDED TO THE NEAREST 1 CU. YD.

TRENCH BACKFILL

LOCATION		QUANTITY
STATION	OFFSET	(CU YD)
99+38 TO 99+68	LT	230
	TOTAL	230

FURNISHED EXCAVATION

LOCATION	QUANTITY
	(CU YD)
JOBSITE	300
TOTAL	300

TOPSOIL FURNISH AND PLACE, 4"

LOCATION		QUANTITY
STATION	LENGTH	(SQ YD)
95+50.00 TO 96+00.00	50.00	2.25
96+00.00 TO 96+50.00	50.00	2.62
96+50.00 TO 97+00.00	50.00	4.72
97+00.00 TO 97+50.00	50.00	5.96
97+50.00 TO 98+00.00	50.00	8.50
98+00.00 TO 98+29.06	29.06	5.45
98+29.06 TO 98+50.00	20.94	9.68
98+50.00 TO 99+00.00	50.00	28.48
99+00.00 TO 99+69.33	69.33	40.07
100+30.67 TO 101+00.00	69.33	66.38
101+00.00 TO 101+50.00	50.00	27.91
101+50.00 TO 102+00.00	50.00	23.86
102+00.00 TO 102+50.00	50.00	14.00
	TOTAL	240

SEEDING, CLASS 2A

LOCATION		QUANTITY
STATION	OFFSET	(ACRE)
94+88.34 TO 99+12.04	LT	0.02
100+89.46 TO 102+72.46	LT	0.01
97+76.47 TO 98+07.35	RT	0.001
98+41.12 TO 99+79.06	RT	0.02
100+34.03 TO 102+60.62	RT	0.05
	TOTAL	0.25

NITROGEN FERTILIZER NUTRIENT

LOCATION		QUANTITY	QUANTITY
STATION	OFFSET	(ACRE)	(POUNDS)
94+88.34 TO 99+12.04	LT	0.02	2
100+89.46 TO 102+72.46	LT	0.01	1
97+76.47 TO 98+07.35	RT	0.00	1
98+41.12 TO 99+79.06	RT	0.02	2
100+34.03 TO 102+60.62	RT	0.05	5
(APPLICATION RATE = 90 LB/ACRE)		TOTAL	15

PHOSPHOROUS FERTILIZER NUTRIENT

LOCATION		QUANTITY	QUANTITY
STATION	OFFSET	(ACRE)	(POUNDS)
94+88.34 TO 99+12.04	LT	0.02	2
100+89.46 TO 102+72.46	LT	0.01	1
97+76.47 TO 98+07.35	RT	0.00	1
98+41.12 TO 99+79.06	RT	0.02	2
100+34.03 TO 102+60.62	RT	0.05	5
(APPLICATION RATE = 90 LB/ACRE)		TOTAL	15

POTASSIUM FERTILIZER NUTRIENT

LOCATION		QUANTITY	QUANTITY
STATION	OFFSET	(ACRE)	(POUNDS)
94+88.34 TO 99+12.04	LT	0.02	2
100+89.46 TO 102+72.46	LT	0.01	1
97+76.47 TO 98+07.35	RT	0.00	1
98+41.12 TO 99+79.06	RT	0.02	2
100+34.03 TO 102+60.62	RT	0.05	5
(APPLICATION RATE = 90 LB/ACRE)		TOTAL	15

EROSION CONTROL BLANKET

LOCATION		QUANTITY
STATION	OFFSET	(SQ YD)
94+88.34 TO 99+12.04	LT	120.0
100+89.46 TO 102+72.46	LT	58.4
97+76.47 TO 98+07.35	RT	3.0
98+41.12 TO 99+79.06	RT	114.2
100+34.03 TO 102+60.62	RT	247.7
	TOTAL	544.0

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SEW	REVISED -				339	116-Y-2-BR-1	COOK	74	6
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -						CONTRACT NO. 60J00		
	PLOT DATE = $DATE$	DATE - 5/2010	REVISED -		SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TEMPORARY EROSION CONTROL SEEDING

LOCATION	QUANTITY (POUND)
JOBSITE	200
TOTAL	200

PERIMETER EROSION BARRIER

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
94+88.32 TO 99+62.64	LT	475
100+24.12 TO 102+72.36	LT	249
97+76.47 TO 98+07.35	RT	31
98+41.12 TO 99+79.06	RT	139
100+34.03 TO 102+60.52	RT	228
	TOTAL	1122

INLET AND PIPE PROTECTION

LOCATION		QUANTITY
STA.	OFFSET	(EACH)
98+61	46.6 LT	1
98+69	47.3 RT	1
99+21	69.7 RT	1
100+79	65.6 RT	1
100+97	60.2 RT	1
102+07	37.9 LT	1
	TOTAL	6

INLET FILTERS

LOCATION		QUANTITY
STA.	OFFSET	(EACH)
94+85	32.7 LT	1
95+79	32.7 LT	1
96+83	32.4 LT	1
98+07	17.3 RT	1
98+07	17.7 LT	1
98+14	0.5 RT	1
98+57	33.4 RT	1
98+79	32.7 LT	1
99+34	19.1 RT	1
99+38	18.5 LT	1
100+64	34.0 RT	1
100+68	0.6 RT	1
100+69	34.8 LT	1
101+93	33.4 LT	1
101+94	33.5 RT	1
	TOTAL	15

STABILIZED SUB-BASE - HOT-MIX ASPHALT, 4 1/2"

LOCATION		QUANTITY
STATION	OFFSET	(SQ YD)
97+76.50 TO 99+28.28	LT/RT	1400
100+71.88 TO 102+22.50	LT/RT	1358
	TOTAL	2758

HOT-MIX ASPHALT BASE COURSE, 8"

LOCATION		QUANTITY
STATION	OFFSET	(SQ YD)
98+05.15 TO 98+52.75	RT	58
(COMMERCIAL ENTRANCE)	TOTAL	58

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION		QUANTITY
STATION	AREA (SQ. YD.)	(GAL)
98+05.15 TO 98+52.75	58	87
102+22.50 TO 102.72.44	358	179
	TOTAL	266

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

LOCATION	QUANTITY
STATION	(TON)
COMMERCIAL ENTRANCE 98+05.15 TO 98+52.75	6.5
TOTAL	6.5

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX "F", N90

LOCATION	QUANTITY
STATION	(TON)
102+22.50 TO 102+72.44	40
TOTAL	40

PORTLAND CEMENT CONCRETE PAVEMENT 10 1/4" (JOINTED)

LOCATION	QUANTITY
STATION	(SQ YD)
97+76.50 TO 99+28.28	1080
100+71.88 TO 102+22.50	1072
TOTAL	2152

PAVEMENT FABRIC

LOCATION	QUANTITY
STATION	(SQ YD)
97+76.50 TO 99+28.28	1247
100+71.88 TO 102+22.50	1211
TOTAL	2458

PROTECTIVE COAT

LOCATION	QUANTITY	
STATION		(SQ YD)
SIDEWALK		
98+41 TO 99+76 RT		76.7
100+66 TO 102+23 RT		86.1
98+00 TO 99+64 LT		90.6
100+24 TO 101+00 LT		42.2
SUBTOTAL =	x2 COATS	591.2
STATION		
CURB & GUTTER		
97+76.50 TO 98+00.00 LT		7.9
97+76.50 TO 99+44.66 RT		56.2
101+00.00 TO 102+22.50 LT		40.9
100+66.11 TO 102+22.50 RT		52.2
SUBTOTAL =	x2 COATS	314.4
STATION		
PCC PAVEMENT		
97+76.50 TO 99+39.37		1158.0
100+60.67 TO 102+22.50		1151.3
SUBTOTAL =	x2 COATS	4618.6
STATION		
SINGLE FACE BARRIER WALL		
98+00.00 TO 99+34.01		160.3
100+55.10 TO 101+00.00		53.8
SUBTOTAL =	x 2 COATS	428.2
	TOTAL	5952

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

LOCATION	QUANTITY
STATION	(SQ YD)
99+28.28 TO 99+39.34	79
100+60.67 TO 100+71.88	80
TOTAL	159

FILE NAME = $FILE$

USER NAME = $USER$

PLOT SCALE = $SCALE$

PLOT DATE = $DATE$

DESIGNED - SEW

DRAWN - SEW

CHECKED - FML

DATE - 5/2010

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	7
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PORTLAND CEMENT CONRETE SIDEWALK, 5 INCH

LOCATION	QUANTITY
STATION	(SQ FT)
98+41 TO 99+76 RT	690
100+66 TO 102+23 RT	775
98+00 TO 99+64 LT	815
100+24 TO 101+00 LT	380
TOTAL	2660

DETECTABLE WARNINGS

LOCATION		QUANTITY
STATION	OFFSET	(SQ FT)
98+45	RT	15
	TOTAL	15

PAVEMENT REMOVAL

LOCATION	QUANTITY
STATION	(SQ YD)
97+76.50 TO 99+45.25	1196
100+58.09 TO 102+22.50	1166
TOTAL	2362

HOT-MIX ASPHALT SURFACE REMOVAL, 2"

LOCATION	QUANTITY
STATION	(SQ YD)
102+22.50 TO 102+72.44	342
TOTAL	342

DRIVEWAY PAVEMENT REMOVAL

LOCATION	QUANTITY
STATION	(SQ. YD.)
COMMERCIAL ENTRANCE 98+05.15 TO 98+52.69	58
TOTAL	58

COMBINATION CURB AND GUTTER REMOVAL

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
97+76.50 TO 99+39.94	LT	164
97+76.50 TO 99+45.45	RT	169
100+24.98 TO 102+22.50	LT	198
100+61.74 TO 102+22.50	RT	161
TOTAL		692

SIDEWALK REMOVAL

LOCATION		QUANTITY
STATION	OFFSET	(SQ FT)
98+41 TO 99+76	RT	643
100+37 TO 102+23	RT	903
98+00 TO 99+62	LT	778
100+24 TO 101+00	LT	363
TOTAL		2687

APPROACH SLAB REMOVAL

LOCATION	QUANTITY
STATION	(SQ YD)
99+40.21 TO 99+70.95	183
100+28.89 TO 100+61.18	191
TOTAL	374

MEDIAN REMOVAL

LOCATION	QUANTITY
STATION	(SQ FT)
99+45.29 TO 99+70.95	344
100+28.89 TO 100+61.18	374
101+92.32 TO 102+74.75	228
TOTAL	946

HOT-MIX ASPHALT SHOULDERS, 6"

LOCATION		QUANTITY
STATION	OFFSET	(SQ. YD.)
98+47 TO 99+75	RT	27
94+95 TO 98+00	LT	98
100+37 TO 102+01	RT	37
101+00 TO 102+73	LT	53
TOTAL		215

STORM SEWERS, CLASS A, TYPE 2, 24"

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
99+38 TO 99+68	LT	30
TOTAL		30

STORM SEWER REMOVAL 24"

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
99+38 TO 99+68	LT	30
TOTAL		30

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

LOCATION		QUANTITY
STATION	OFFSET	(EACH)
98+06.78	17.3 RT	1
98+07.03	17.7 LT	1
98+14.43	0.4 RT	1
98+56.72	33.4 RT	1
98+69.31	47.3 RT	1
98+79.15	32.6 LT	1
99+33.96	19.1 RT	1
99+38.03	18.5 LT	1
100+64.26	34.0 RT	1
100+68.39	0.5 RT	1
100+69.00	34.8 LT	1
101+93.34	33.4 LT	1
101+94.54	33.5 RT	1
102+07.00	37.8 LT	1
TOTAL		14

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
97+76.43 TO 99+44.66	RT	168
97+76.58 TO 98+00.00	LT	23
100+66.11 TO 102+22.48	RT	156
101+00.00 TO 102+22.52	LT	123
TOTAL		470

STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
95+69.59 TO 97+56.85	LT	187.5
99+04.16 TO 99+16.66	RT	12.5
101+09.80 TO 101+22.30	RT	12.5
101+43.15 TO 101+93.05	LT	50.0
TOTAL		262.5

FILE NAME = $FILEL$

USER NAME = $USER$ | PLOT SCALE = $SCALE$ | PLOT DATE = $DATE$

DESIGNED - SEW | DRAWN - SEW | CHECKED - FML | DATE - 5/2010

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	8
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION		QUANTITY
STATION	OFFSET	(EACH)
97+56.85 TO 98+00.06	LT	1
99+16.66 TO 99+60.47	RT	1
100+66.05 TO 100+09.80	RT	1
100+99.50 TO 101+43.15	LT	1
	TOTAL	4

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

LOCATION		QUANTITY
STATION	OFFSET	(EACH)
95+19.64 TO 95+69.59	LT	1
98+54.11 TO 99+04.16	RT	1
101+22.30 TO 101+72.30	RT	1
101+93.05 TO 102+43.00	LT	1
	TOTAL	4

GUARDRAIL REMOVAL

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
95+38.56 TO 99+65.05	LT	427
99+01.22 TO 99+72.33	RT	72
100+24.91 TO 101+37.39	LT	113
	TOTAL	612

CONCRETE BARRIER, SINGLE FACE, 34 INCH HEIGHT

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
98+00.00 TO 99+34.01	LT	134
100+55.10 TO 101+00.00	LT	45
	TOTAL	179

CHAIN LINK FENCE REMOVAL

LOCATION		QUANTITY
STATION	OFFSET	(FOOT)
99+47.36 TO 100+33.29	LT	100
99+66.10 TO 100+53.00		100
	TOTAL	200

PERMANENT SURVEY MARKERS

LOCATION	QUANTITY
	(EACH)
JOBSITE	2
TOTAL	2

ENGINEER'S FIELD OFFICE, TYPE A

LOCATION	QUANTITY
	(CAL MO)
JOBSITE	12
TOTAL	12

MOBILIZATION

LOCATION	QUANTITY
	(L SUM)
JOBSITE	1
TOTAL	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701306

LOCATION	QUANTITY
	(L SUM)
JOBSITE	1
TOTAL	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701606

LOCATION	QUANTITY
	(L SUM)
JOBSITE	1
TOTAL	1

TRAFFIC CONTROL SURVEILLANCE (SPECIAL)

LOCATION	QUANTITY
	(CAL DAY)
JOBSITE	90
TOTAL	90

CHANGEABLE MESSAGE SIGN

LOCATION	QUANTITY
	(CAL MO)
JOBSITE	24
TOTAL	24

WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY
STATION	(SQ FT)
STAGE 1	2425
STAGE 2	2024
TOTAL	4449

TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY
STATION	(FOOT)
STAGE 1	475.0
ADDITIONAL FOR STAGE 2	187.5
TOTAL	662.5

RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY
STATION	(FOOT)
STAGE 2	475.0
TOTAL	475.0

SIGN PANEL - TYPE 1

LOCATION		QUANTITY
STATION	OFFSET	(SQ FT)
103+46	RT	5
103+62	LT	5
	TOTAL	10

FILE NAME = #FILE1#	USER NAME = #USER#	DESIGNED - SEW	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SCHEDULE OF QUANTITIES**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SEW	REVISED -		**IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK**	339	116-Y-2-BR-1	COOK	74	9
	PLOT SCALE = #SCALE#	CHECKED - FML	REVISED -					CONTRACT NO. 60J00		
	PLOT DATE = #DATE#	DATE - 5/2010	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS

LOCATION	QUANTITY
STATION	(SQ. FT.)
97+10	15.6
97+40	20.8
96+00	15.6
96+30	20.8
TOTAL	73

THERMOPLASTIC PAVEMENT MARKING - LINE 4"

LOCATION	QUANTITY
STATION	(FOOT)
SKIP - DASH WHITE	
95+68 TO 97+77 LT	52
95+68 TO 97+77 RT	52
102+23 TO 102+72 LT	12
102+23 TO 102+72 RT	12
103+43 TO 115+00 LT	289
103+43 TO 115+00 RT	289
87+81 TO 95+00 LT	180
87+81 TO 95+00 RT	180
DOUBLE YELLOW	
95+68 TO 97+77 LT/RT	418
95+68 TO 97+77 LT/RT	418
102+23 TO 102+72 LT/RT	98
102+23 TO 102+72 LT/RT	98
103+43 TO 115+00 LT/RT	2314
87+81 TO 95+00 LT/RT	1438
TOTAL	5851

THERMOPLASTIC PAVEMENT MARKING - LINE 6"

LOCATION	QUANTITY
STATION	(FOOT)
SOLID WHITE	
95+68 TO 97+53 LT	185
102+69 TO 102+23 RT	46
103+43 TO 105+28 RT	185
93+15 TO 95+00 RT	185
TOTAL	601

THERMOPLASTIC PAVEMENT MARKING - LINE 12"

LOCATION	QUANTITY
STATION	(FOOT)
SOLID YELLOW	
95+68 TO 97+77 RT	12
102+23 TO 102+72 LT	3
103+43 TO 115+00 LT/RT	50
87+81 TO 95+00 LT/RT	50
TOTAL	115

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

LOCATION	QUANTITY
STATION	(FOOT)
SOLID WHITE	
95+65	36
102+72	36
103+43	36
95+00	24
TOTAL	132

POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS

LOCATION	QUANTITY
STATION	(SQ. FT.)
100+95	15.6
101+25	20.8
TOTAL	37

POLYUREA PAVEMENT MARKING TYPE I - LINE 4"

LOCATION	QUANTITY
STATION	(FOOT)
SKIP - DASH WHITE	
97+77 TO 102+23 LT	112
97+77 TO 102+23 RT	112
DOUBLE YELLOW	
97+77 TO 102+23 LT/RT	892
97+77 TO 102+23 LT/RT	892
TOTAL	2007

POLYUREA PAVEMENT MARKING TYPE I - LINE 6"

LOCATION	QUANTITY
STATION	(FOOT)
SOLID WHITE	
100+84 TO 102+23 RT	139
TOTAL	139

POLYUREA PAVEMENT MARKING TYPE I - LINE 12"

LOCATION	QUANTITY
STATION	(FOOT)
SOLID YELLOW	
97+77 TO 102+23 LT/RT	50
TOTAL	50

RAISED REFLECTIVE PAVEMENT MARKER

LOCATION		QUANTITY
STATION	OFFSET	(EACH)
95+66 TO 99+40	LT/RT	45
100+60 TO 102+72	LT/RT	27
TOTAL		72

RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)

LOCATION		QUANTITY
STATION	OFFSET	(EACH)
99+40 TO 100+60	LT/RT	10
TOTAL		10

REPLACEMENT REFLECTOR

LOCATION		QUANTITY
STATION	OFFSET	(EACH)
103+43 TO 115+00	LT/RT	30
87+81 TO 95+00	LT/RT	20
TOTAL		50

GUARDRAIL MARKERS, TYPE A

LOCATION	QUANTITY
STATION TO STATION	(EACH)
95+20 TO 98+00	4
98+57 TO 99+76	4
101+00 TO 102+43	4
TOTAL	12

BARRIER WALL MARKERS, TYPE C

LOCATION	QUANTITY
JOBSITE	(EACH)
TEMPORARY CONCRETE BARRIER	212
TOTAL	212

TERMINAL MARKER - DIRECT APPLIED

LOCATION		QUANTITY
STATION	OFFSET	(EACH)
NE CORNER	LT	1
NW CORNER	LT	1
SE CORNER	RT	1
SW CORNER	RT	1
TOTAL		4

FILE NAME = $FILEL$

USER NAME = $USER$ | DESIGNED - SEW | REVISED -
PLOT SCALE = $SCALE$ | DRAWN - SEW | REVISED -
PLOT DATE = $DATE$ | CHECKED - FML | REVISED -
DATE - 5/2010 | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	10
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY
STATION TO STATION	(SQ FT)
87+81 TO 115+00	3529
TOTAL	3529

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	QUANTITY
STATION TO STATION	(EACH)
97+76.50 TO 102+72.44	82
TOTAL	82

TEMPORARY INFORMATION SIGNING

LOCATION	QUANTITY
STATION TO STATION	(SQ FT)
JOBSITE	115
TOTAL	115

WET REFLECTIVE TEMPORARY TAPE, TYPE III 4"

LOCATION	QUANTITY
STATION	(FOOT)
WHITE	
STAGE 1	
87+81 TO 95+07 LT/RT	782
95+42 TO 102+85 LT/RT	837
103+35 TO 110+41 LT/RT	751
STAGE 2	
92+64 TO 103+10 LT/RT	1096
103+55 TO 104+81 LT/RT	230
105+06 TO 108+74 RT	392
109+16 TO 110+96 RT	185
SUBTOTAL =	4273
YELLOW	
SOLID YELLOW	
STAGE 1	
88+64 TO 93+81 LT/RT	517
90+45 TO 93+81 LT	336
104+60 TO 115+00 LT/RT	1040
104+60 TO 115+00 LT	1040
STAGE 2	
88+00 TO 94+82 RT	738
91+87 TO 94+82 LT/RT	295
104+67 TO 110+96 LT/RT	629
104+67 TO 110+96 LT/RT	629
DOUBLE YELLOW	
STAGE 1	
93+81 TO 94+65 LT	168
95+65 TO 102+38 LT	1346
103+75 TO 104+60 LT	170
STAGE 2	
95+66 TO 102+71 RT	1410
103+77 TO 104+67 RT	180
SUBTOTAL =	8498
TOTAL	12771

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24"

LOCATION	QUANTITY
STATION	(FOOT)
SOLID WHITE	
STAGE 1	
94+64 LT	12
95+67 LT	12
102+37 LT	12
103+76 LT	12
STAGE 2	
94+81 RT	12
95+67 RT	12
102+70 RT	12
103+78 RT	12
TOTAL	96

TEMPORARY ACCESS (COMMERCIAL ENTRANCE)

LOCATION	QUANTITY
STATION	(EACH)
98+29 RT	1
TOTAL	1

AGGREGATE SUBGRADE 12"

LOCATION		QUANTITY
STATION	OFFSET	(SQ YD)
97+76.50 TO 99+28.28	LT/RT	1276.1
100+71.88 TO 102+22.50	LT/RT	1237.4
	TOTAL	2514

CONSTRUCTION LAYOUT

LOCATION	QUANTITY
	(L SUM)
JOBSITE	1
TOTAL	1

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

LOCATION	QUANTITY
STATION	(EACH)
STAGE 1	4
TOTAL	4

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

LOCATION	QUANTITY
STATION	(EACH)
STAGE 2	2
TOTAL	2

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
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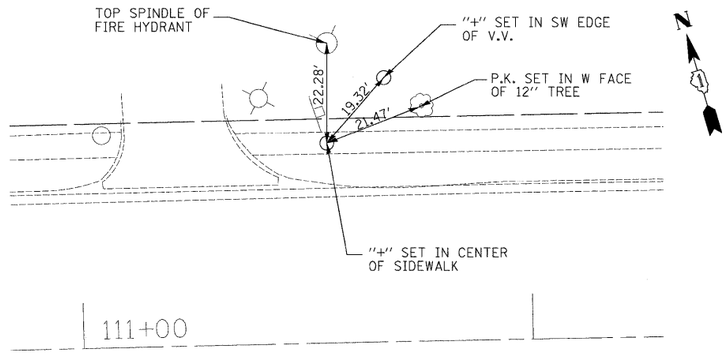
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	11
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

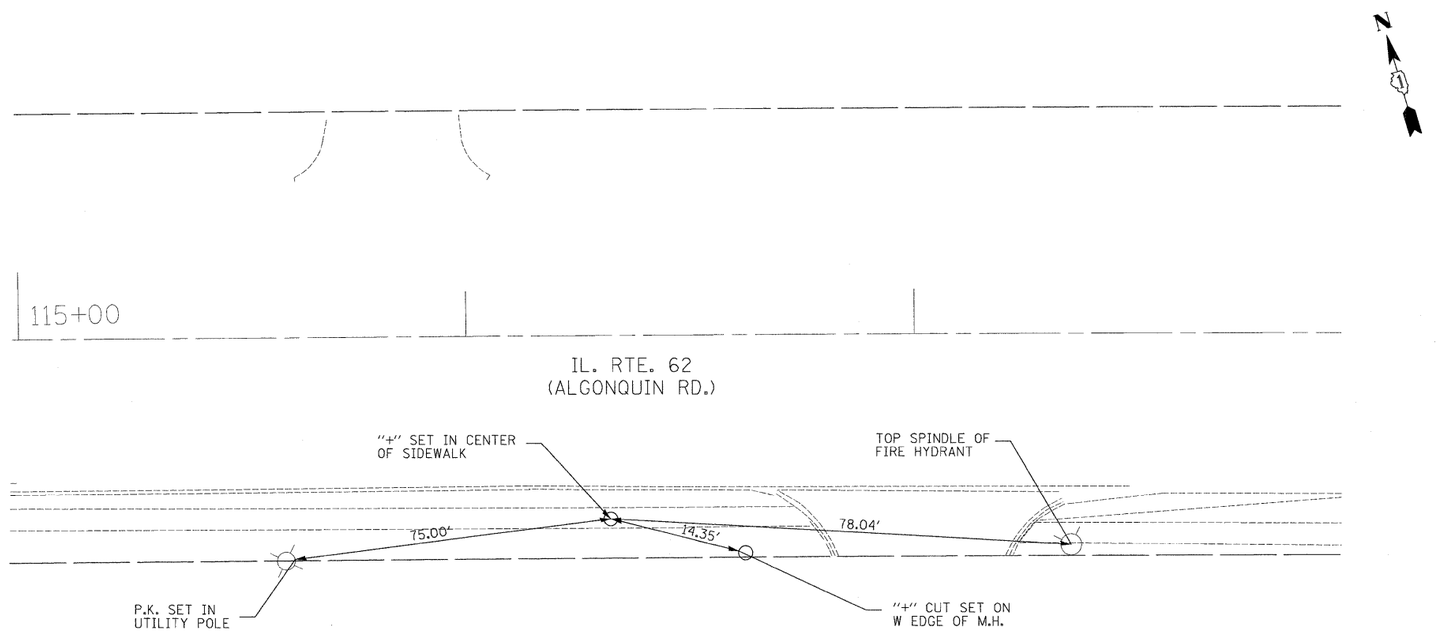


IL. RTE. 62
(ALGONQUIN RD.)

CONTROL POINT NO. 5
STA. 111+55.11; 44.57' LT.

N = 1,964,428.9260
E = 1,071,356.5102

N.T.S.



IL. RTE. 62
(ALGONQUIN RD.)

CONTROL POINT NO. 6
STA. 116+32.12; 40.84' RT.

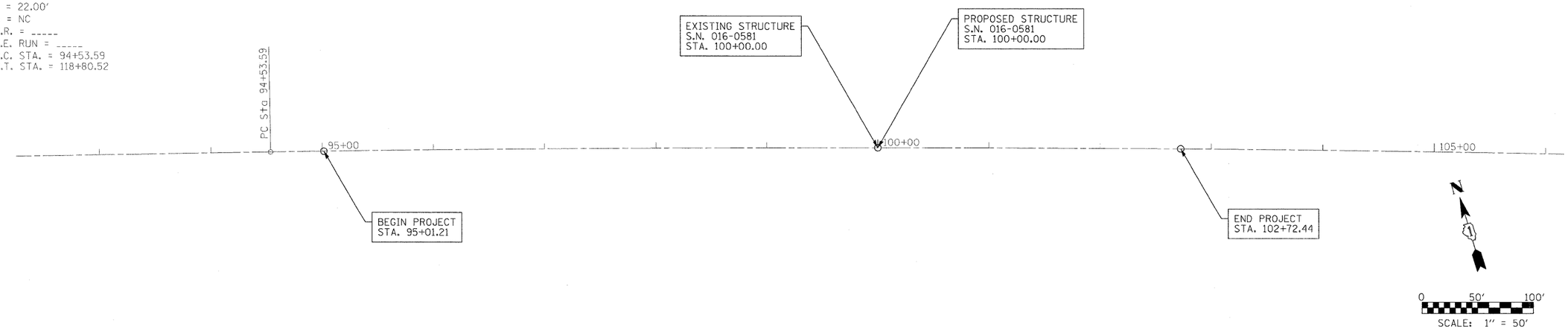
N = 1,964,198.5343
E = 1,071,782.8679

N.T.S.

BENCHMARKS:

FOUND "□" CUT ON NW WINGWALL OF ALGONQUIN ROAD
BRIDGE OVER SALT CREEK. ELEVATION = 700.27

EXIST. CURVE ALGONQU-1
PI STA. = 106+67.59
Δ = 4° 09' 11" (RT)
D = 0° 10' 16"
R = 33,482.28'
T = 1,214.00'
L = 2,426.94'
E = 22.00'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 94+53.59
P.T. STA. = 118+80.52



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		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

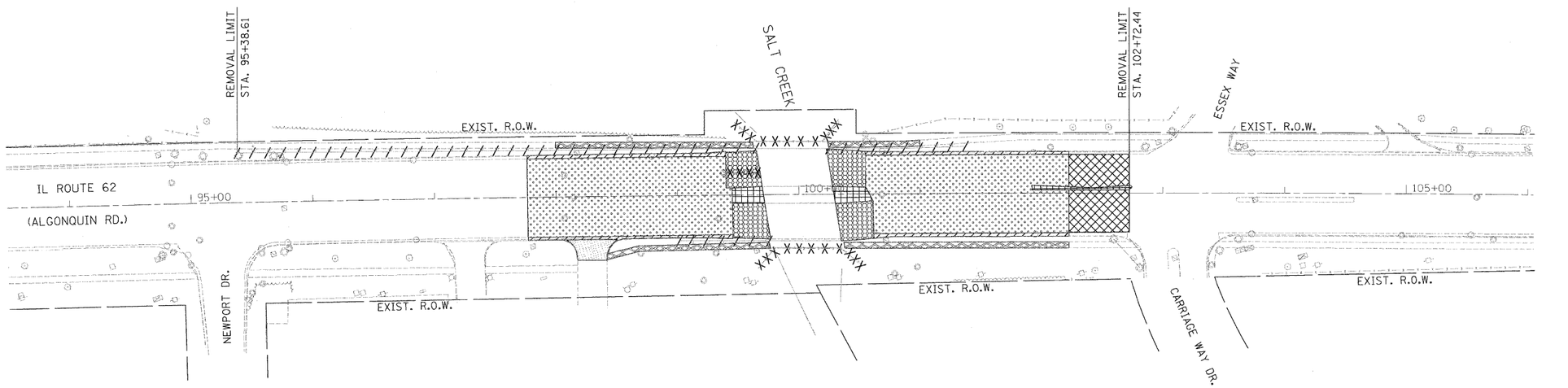
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SURVEY CONTROL POINTS AND TIES
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	12
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:
CONTRACTOR SHALL EXERCISE CARE DURING REMOVAL AND CONSTRUCTION OPERATIONS TO PREVENT DAMAGE OF NEARBY USGS GAGE FACILITY, AND APPURTENANCES MOUNTED ON THE EXISTING BRIDGE. THE CONTRACTOR SHALL CONTACT USGS PRIOR TO BEGINNING REMOVAL AND CONSTRUCTION OPERATIONS.



LEGEND FOR REMOVAL ITEMS:

- APPROACH SLAB REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- PAVEMENT REMOVAL
- HMA SURFACE REMOVAL, 2"
- MEDIAN REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- GUARD RAIL REMOVAL
- SIDEWALK REMOVAL
- CHAIN LINK FENCE REMOVAL
- STORM SEWER REMOVAL

N

0 50' 100'
SCALE: 1" = 50'

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

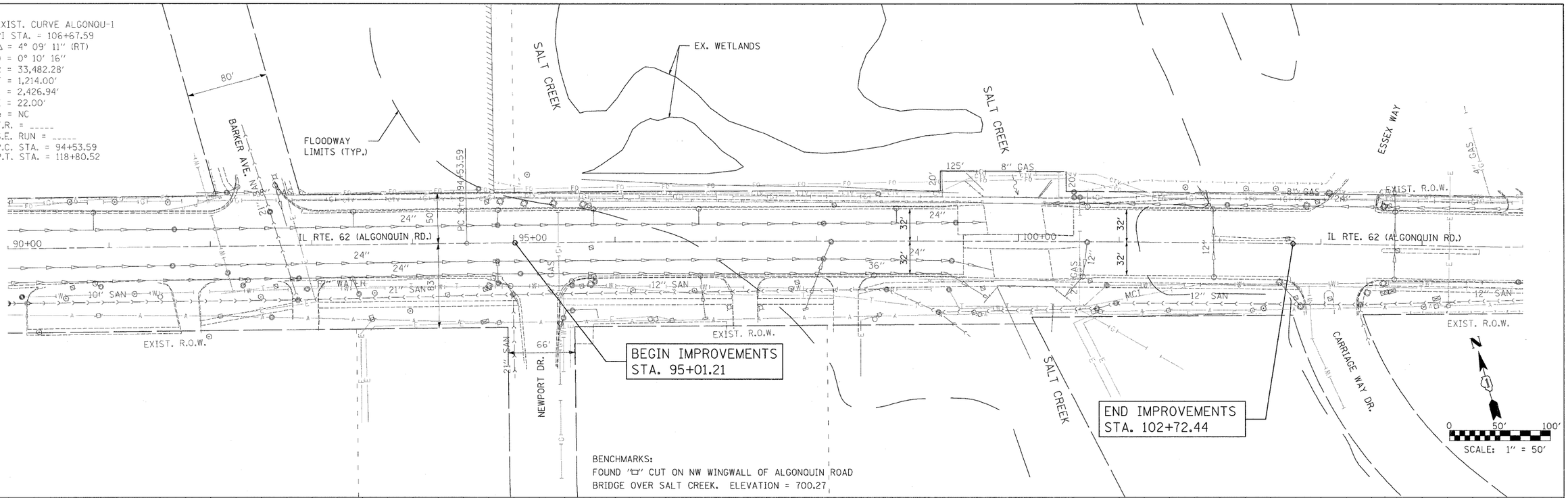
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLAN
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

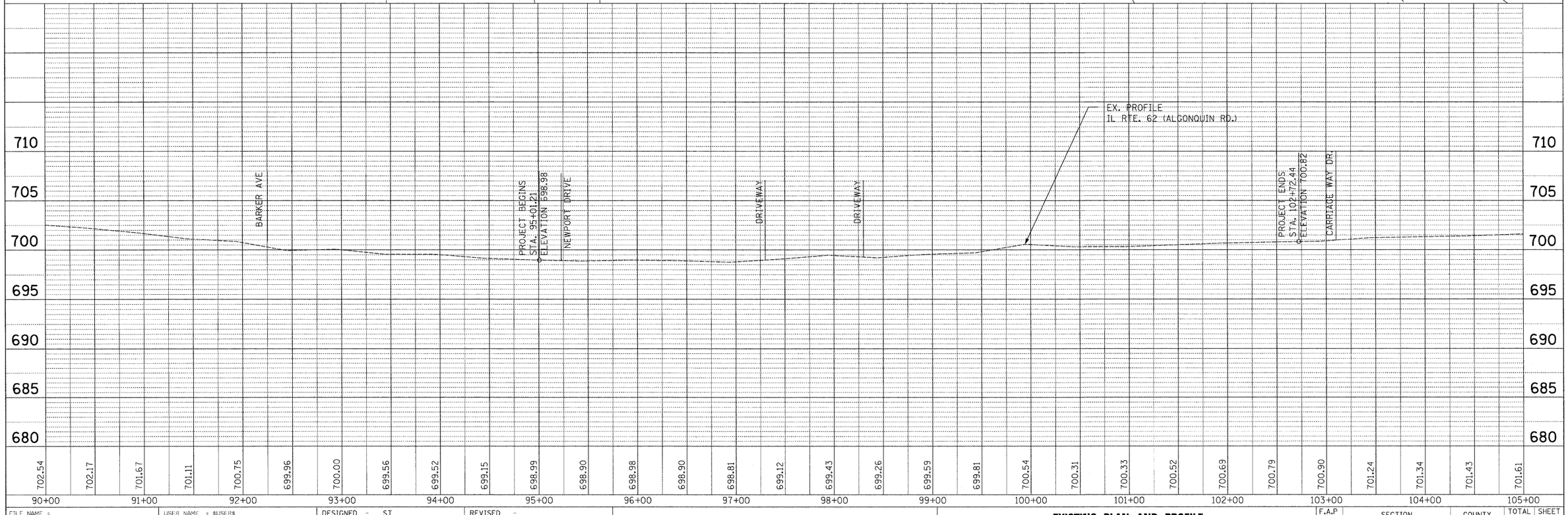
SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	13
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE ALGONQU-1
PI STA. = 106+67.59
Δ = 4° 09' 11" (RT)
D = 0° 10' 16"
R = 33,482.28'
T = 1,214.00'
L = 2,426.94'
E = 22.00'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 94+53.59
P.T. STA. = 118+80.52



BENCHMARKS:
FOUND "□" CUT ON NW WINGWALL OF ALGONQUIN ROAD BRIDGE OVER SALT CREEK. ELEVATION = 700.27



PLAN: SURVEYED ____ PLOTTED ____ ALIGNMENT CHECKED ____ RT. OF WAY CHECKED ____ NOTE BOOK ____ NO. ____ ADD'L FILE NAME ____ BY ____ DATE ____

PROFILE: SURVEYED ____ PLOTTED ____ PROFILE CHECKED ____ E.M. NOTED ____ STRUCTURE NOTATIONS GRAD ____ NOTE BOOK ____ NO. ____ BY ____ DATE ____

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - ST	REVISED -
		DRAWN - ST	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 02/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN AND PROFILE
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. 95+01.21 TO STA. 112+72.44

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	14
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PR. SIDEWALK
STA. 98+41.11 TO STA. 99+75.62 RT.
STA. 98+00.00 TO STA. 99+63.39 LT.
STA. 100+24.31 TO STA. 101+00.00 LT.
STA. 100+66.49 TO STA. 102+22.47 RT.

PR. SINGLE FACE CONCRETE BARRIER
STA. 98+00.00 TO 99+34.01 LT.
STA. 100+55.10 TO 101+00.00 LT.

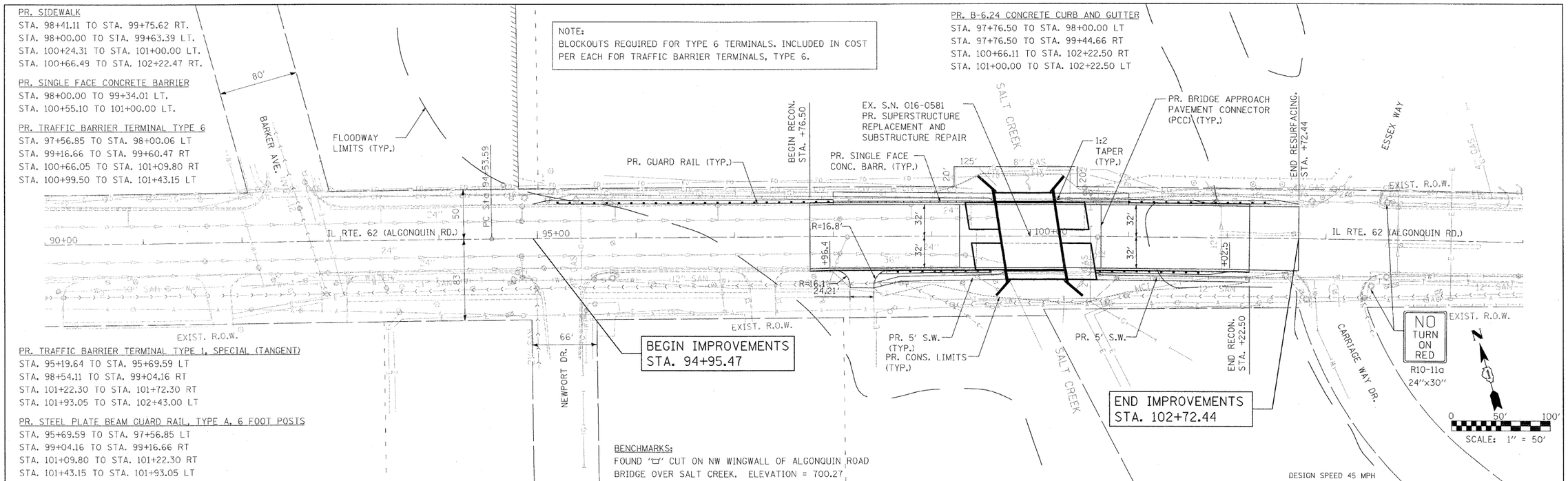
PR. TRAFFIC BARRIER TERMINAL TYPE 6
STA. 97+56.85 TO STA. 98+00.06 LT
STA. 99+16.66 TO STA. 99+60.47 RT
STA. 100+66.05 TO STA. 101+09.80 RT
STA. 100+99.50 TO STA. 101+43.15 LT

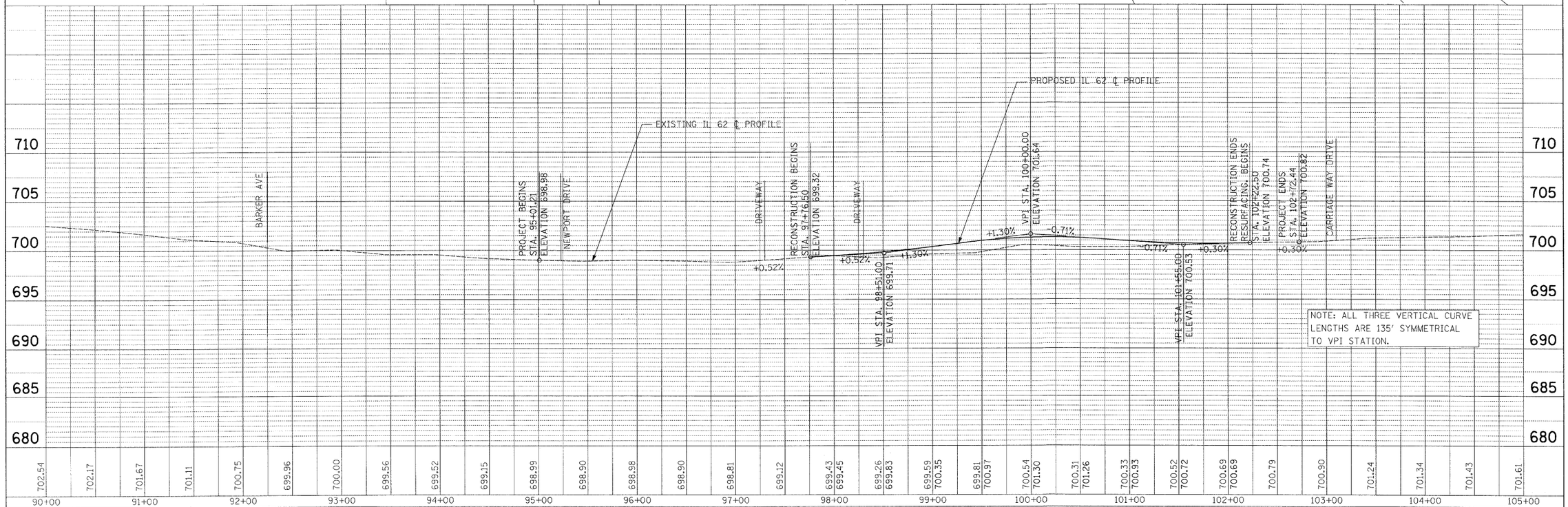
PR. TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)
STA. 95+19.64 TO STA. 95+69.59 LT
STA. 98+54.11 TO STA. 99+04.16 RT
STA. 101+22.30 TO STA. 101+72.30 RT
STA. 101+93.05 TO STA. 102+43.00 LT

PR. STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS
STA. 95+69.59 TO STA. 97+56.85 LT
STA. 99+04.16 TO STA. 99+16.66 RT
STA. 101+09.80 TO STA. 101+22.30 RT
STA. 101+43.15 TO STA. 101+93.05 LT

NOTE:
BLOCKOUTS REQUIRED FOR TYPE 6 TERMINALS. INCLUDED IN COST PER EACH FOR TRAFFIC BARRIER TERMINALS, TYPE 6.

PR. B-6.24 CONCRETE CURB AND GUTTER
STA. 97+76.50 TO STA. 98+00.00 LT
STA. 97+76.50 TO STA. 99+44.66 RT
STA. 100+66.11 TO STA. 102+22.50 RT
STA. 101+00.00 TO STA. 102+22.50 LT





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	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 02/2010	REVISED -

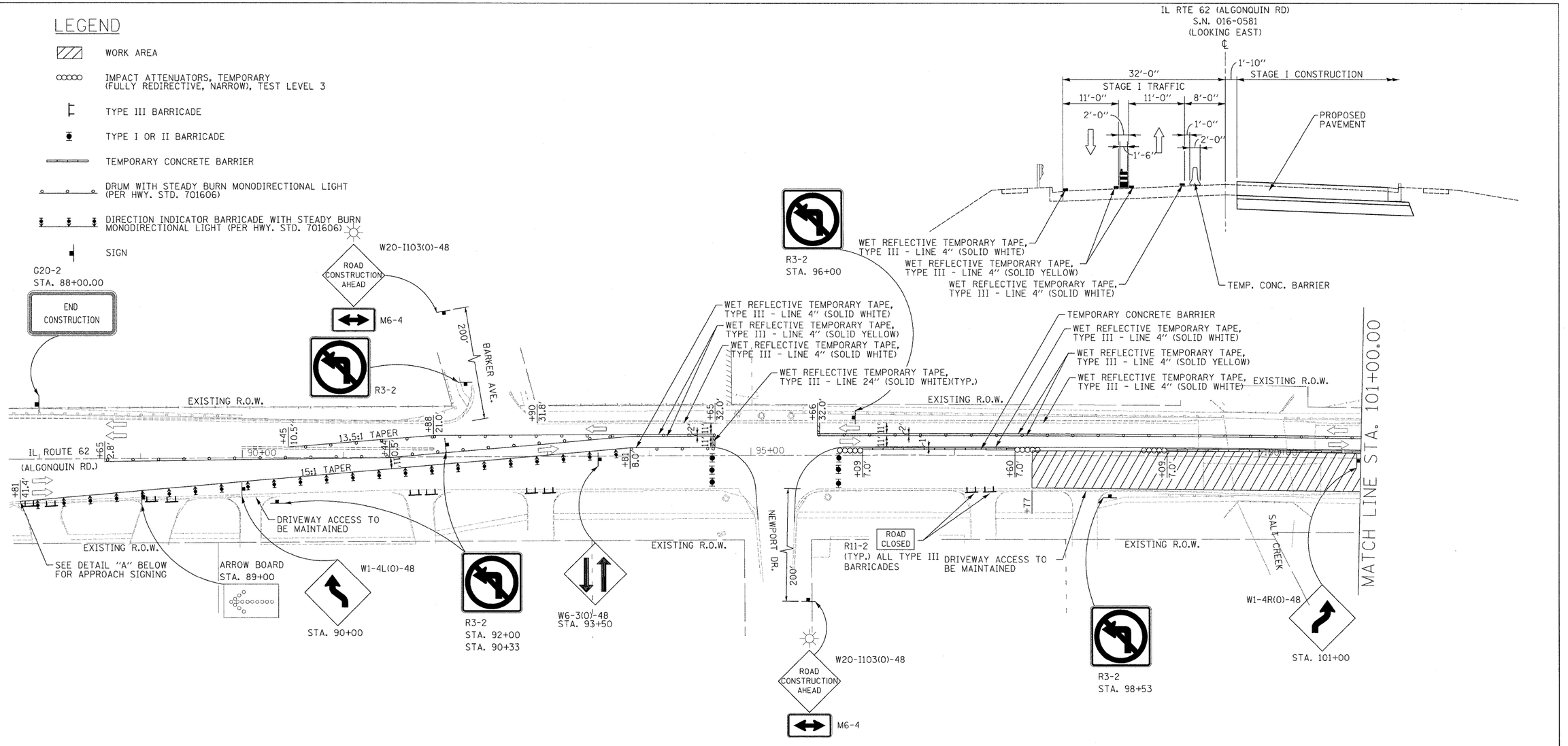
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

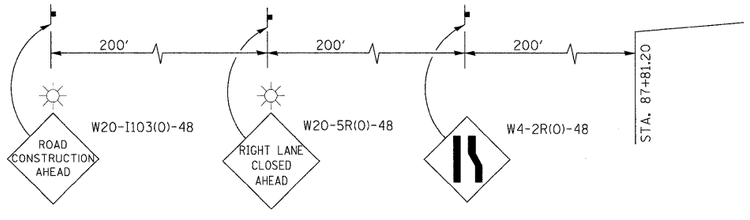
PROPOSED PLAN AND PROFILE
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK
SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. 95+01.21 TO STA. 112+72.44

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	15
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK AREA
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- TYPE III BARRICADE
- TYPE I OR II BARRICADE
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT (PER HWY. STD. 701606)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT (PER HWY. STD. 701606)
- SIGN





DETAIL "A"

STAGE I CONSTRUCTION:

1. REMOVE CONFLICTING EXISTING PAVEMENT MARKING LINES, REFLECTORS AND SIGNS UNDER HIGHWAY STANDARD 701306.
2. SHIFT TRAFFIC TO EXISTING WB LANES, PROVIDING ONE 11' LANE IN EACH DIRECTION UNDER HIGHWAY STANDARD 701606 AND AS SHOWN IN THE PLANS.
3. UPON COMPLETION OF CONSTRUCTION AND REMOVAL OF TRAFFIC CONTROL, PROVIDE PROPOSED PAVEMENT MARKINGS AND MARKERS TO REVERT TO EXISTING MARKINGS CONFIGURATION, AND AS SHOWN ON THE PROPOSED PAVEMENT MARKING PLAN.

NOTES:

1. ACCESS TO BE MAINTAINTED TO DRIVEWAYS SHOWN IN THE PLANS.

N

0 50' 100'

SCALE: 1" = 50'

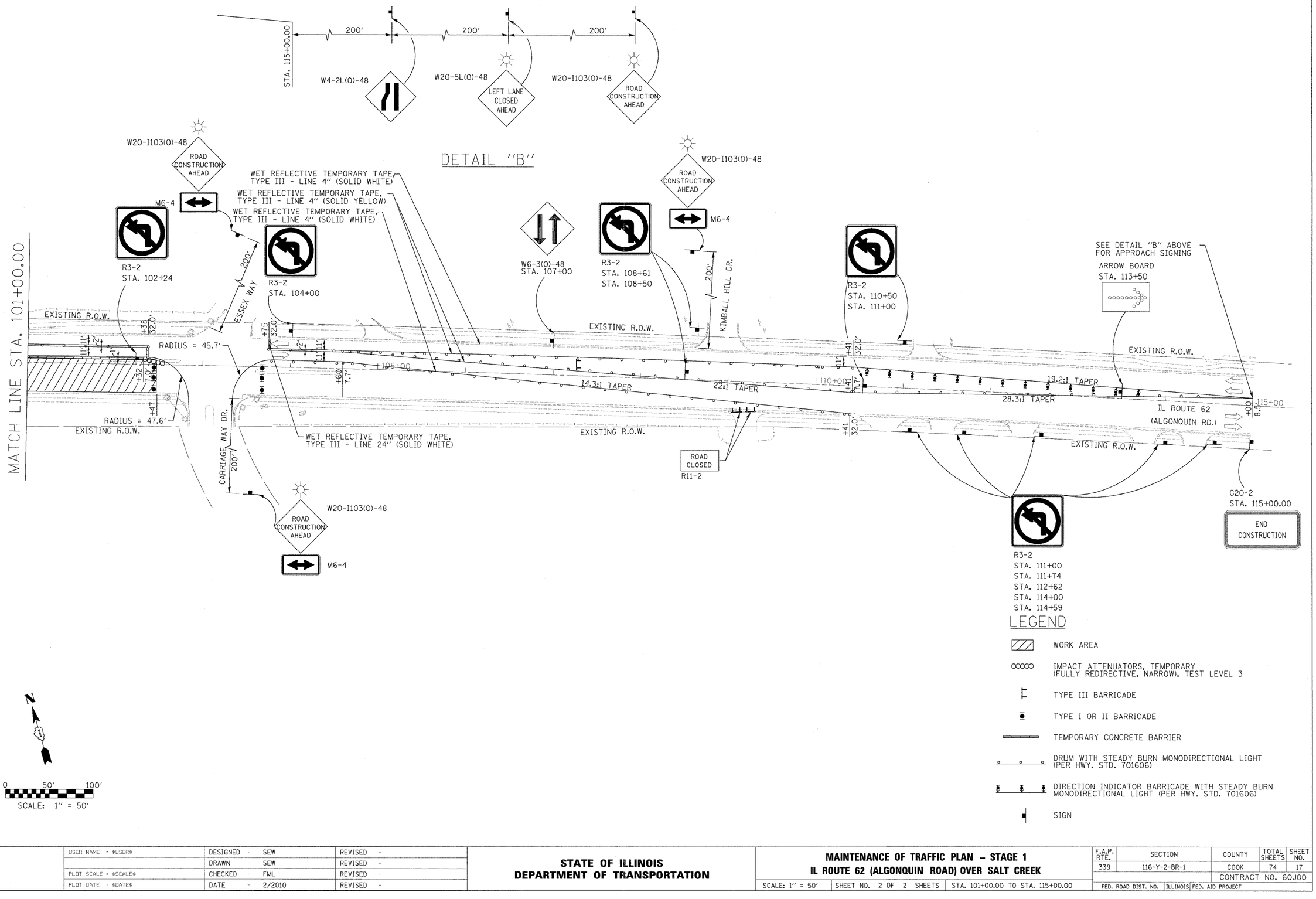
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 1
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: 1" = 50' | SHEET NO. 1 OF 2 SHEETS | STA. 88+00.00 TO STA. 101+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	16
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- WORK AREA
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- TYPE III BARRICADE
- TYPE I OR II BARRICADE
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT (PER HWY. STD. 701606)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT (PER HWY. STD. 701606)
- SIGN

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

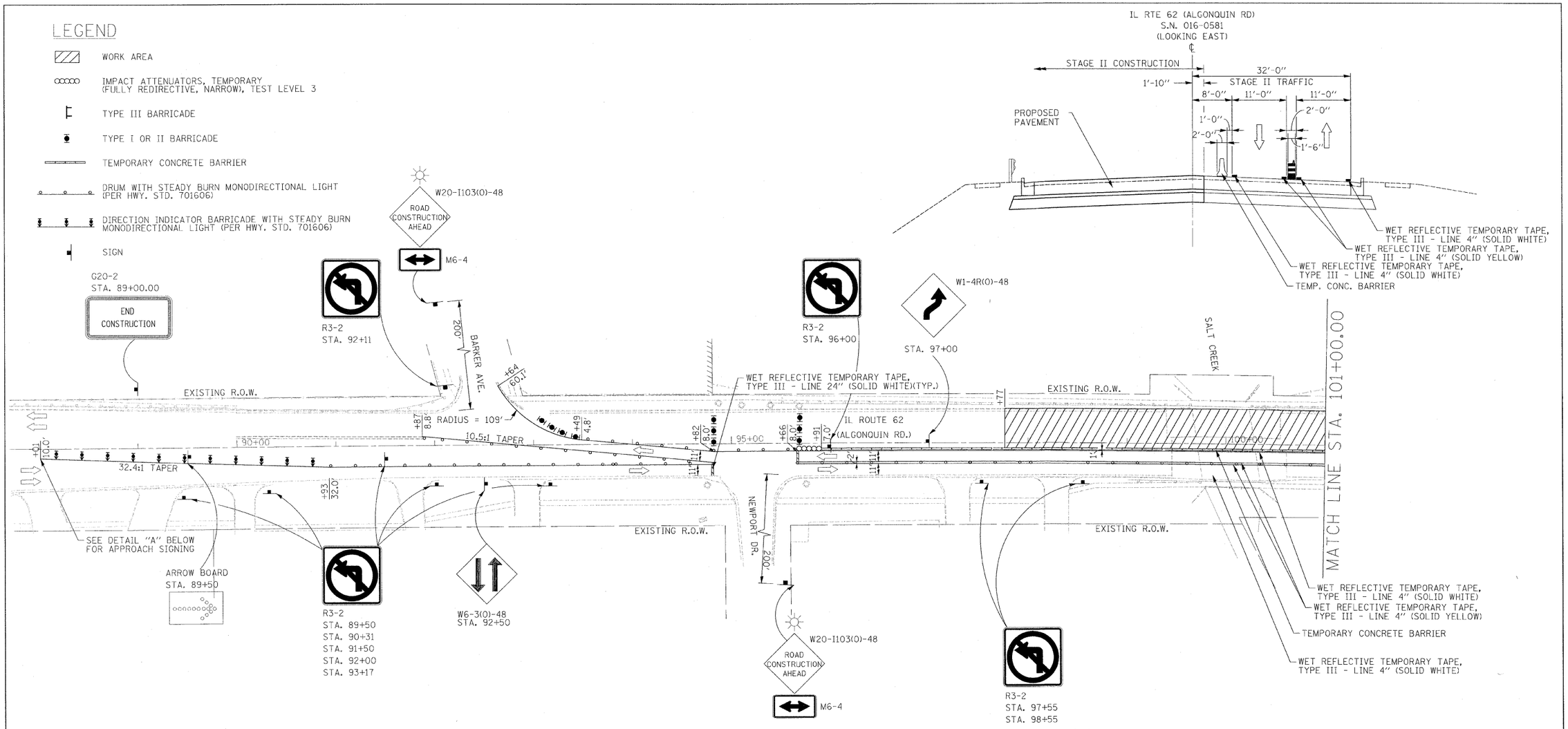
MAINTENANCE OF TRAFFIC PLAN – STAGE 1
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

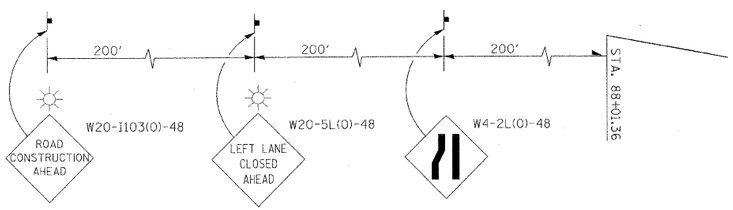
SCALE: 1" = 50' | SHEET NO. 2 OF 2 SHEETS | STA. 101+00.00 TO STA. 115+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	17
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK AREA
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- TYPE III BARRICADE
- TYPE I OR II BARRICADE
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT (PER HWY. STD. 701606)
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT (PER HWY. STD. 701606)
- SIGN





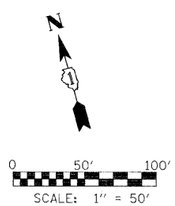
DETAIL "A"

STAGE II CONSTRUCTION;

1. REMOVE CONFLICTING EXISTING PAVEMENT MARKING LINES, REFLECTORS AND SIGNS UNDER HIGHWAY STANDARD 701306.
2. SHIFT TRAFFIC TO EXISTING EB LANES, PROVIDING ONE 11' LANE IN EACH DIRECTION UNDER HIGHWAY STANDARD 701606 AND AS SHOWN IN THE PLANS.
3. UPON COMPLETION OF CONSTRUCTION AND REMOVAL OF TRAFFIC CONTROL, PROVIDE PROPOSED PAVEMENT MARKINGS AND MARKERS TO REVERT TO EXISTING MARKINGS CONFIGURATION, AND AS SHOWN IN THE PROPOSED PAVEMENT MARKING PLAN UNDER HIGHWAY STANDARD 701426.

NOTES;

1. ACCESS TO BE MAINTAINED TO DRIVEWAYS SHOWN IN THE PLANS.



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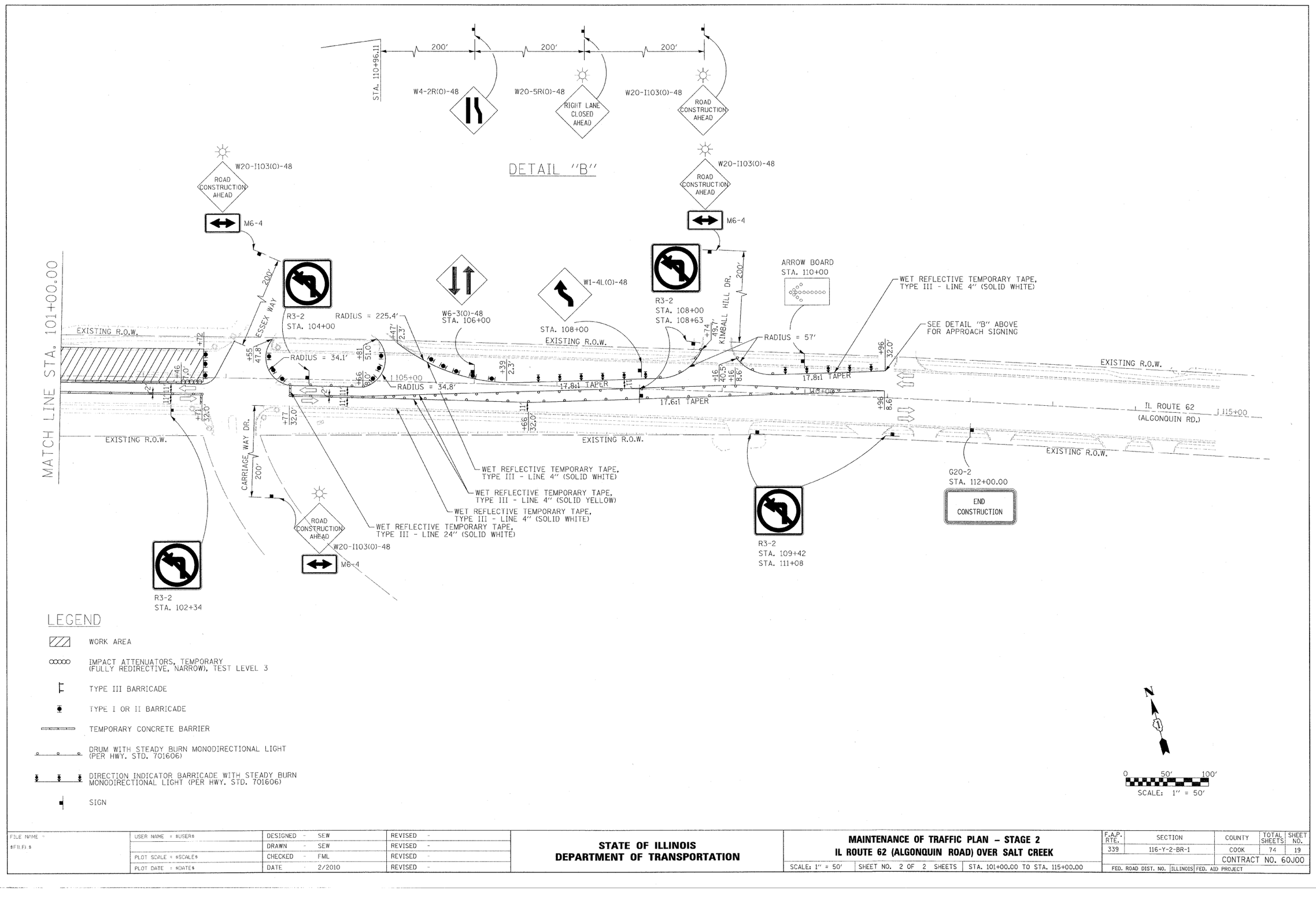
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – STAGE 2
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: 1" = 50' | SHEET NO. 1 OF 2 SHEETS | STA. 89+00.00 TO STA. 101+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	18
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

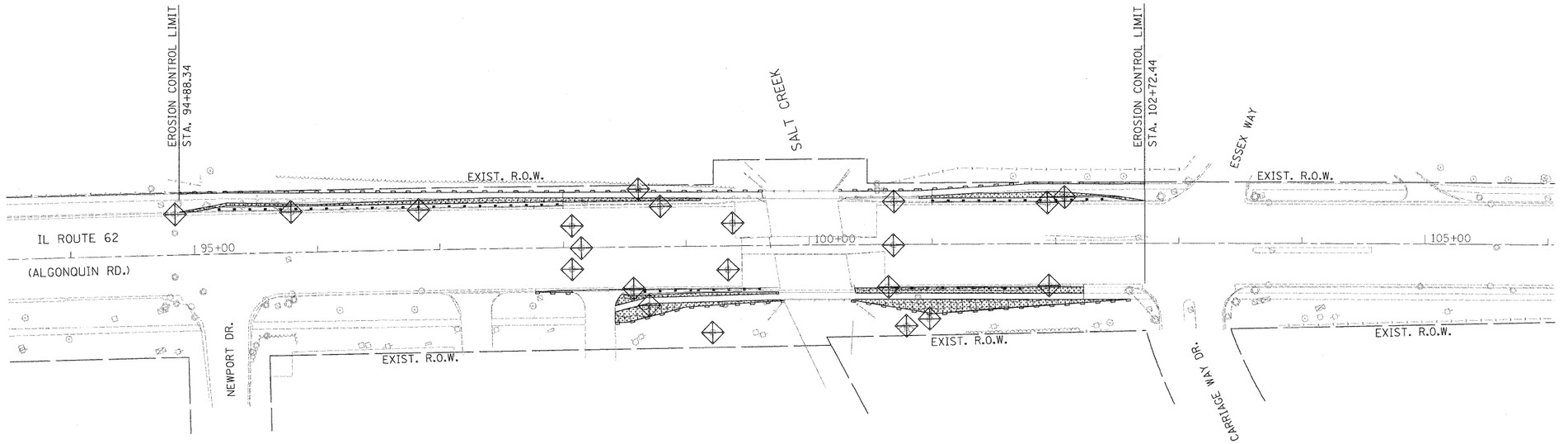
MAINTENANCE OF TRAFFIC PLAN – STAGE 2
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: 1" = 50' | SHEET NO. 2 OF 2 SHEETS | STA. 101+00.00 TO STA. 115+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	19
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

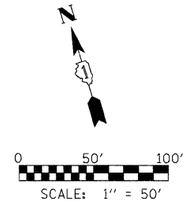
SYMBOLS:

- INLET & PIPE PROTECTION / INLET FILTERS
- EROSION CONTROL BLANKET
- SEEDING, CLASS 2A
- PERIMETER EROSION BARRIER



NOTES:

1. THE CONTRACTOR SHALL PREVENT DEBRIS FROM FALLING INTO SALT CREEK DURING THE REMOVAL OF THE EXISTING BRIDGE. THIS WORK IS INCLUDED IN THE PAY ITEM FOR REMOVAL OF THE EXISTING STRUCTURE AND WILL NOT BE PAID FOR SEPARATELY, BUT IS CONSIDERED INCIDENTAL.
2. ALL EROSION CONTROL ITEMS TO BE FURNISHED AND MAINTAINED BY THE CONTRACTOR FOR THE ENTIRE DURATION OF THE PROJECT, AS DIRECTED BY THE ENGINEER.
3. UNLESS INDICATED OTHERWISE, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.
6. ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS. INSPECTED DAILY AND CLEANED WHEN NECESSARY.
7. ALL EROSION CONTROL MEASURES MUST BE INSPECTED WEEKLY AND AFTER EACH 1/2" RAIN EVENT.
8. EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL SLOPES AND IN CRITICAL AREAS IMMEDIATELY UPON FINAL GRADING.
9. THE PRIORITY SHALL BE GIVEN TO THE COMPLETION AND STABILIZATION OF THE DISTRURBED AREAS. WORK IN THESE AREAS SHALL NOT BE PROLONGED IN ATTEMPT THAT ALL FINAL GRADING AND STABILIZATION CAN TAKE PLACE AT ONE TIME.
10. STOCKPILES OF SOIL AND OTHER MATERIALS TO REMAIL IN PLACE MORE THAN THREE (3) DAYS SHALL BE FURNISHED WITH EROSION AND SEDIMENT CONTROL MEASURES (I.E. PERIMETER SILT FENCE). STOCKPILES TO REMAIN IN PLACE FOR 21 DAYS OR MORE SHALL RECEIVE TEMPORARY SEEDING.
11. IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OR COMPLETION, AND IN AREAS WHERE WORK HAS TEMPORARILY CEASED FOR 21 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 14TH DAY AFTER WORK HAS CEASED.
12. COMPLETED SLOPES SHALL BE SEEDED AND BLANKETED AS THE EXCAVATION PROCEEDS TO THE EXTENT CONSIDERED DESIRABLE AND PRACTICAL. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
13. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR THE CRITICAL AREAS SHOULD BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOW. THE STREAM BANKS SHOULD BE STABILIZED AT THE END OF EACH DAY. ONCE WORK IN THIS AREA BEGINS, PRIORITY SHALL BE GIVEN TO THE COMPLETION OF THE WORK AND FINAL STABILIZATION OF ALL DISTURBED AREAS.
14. THE SIDES SLOPE AND DITCHES MUST BE SEEDED AND STABILIZED WITH AN APPROPRIATE EROSION CONTROL BLANKET PRIOR TO ACCEPTING FLOWS.



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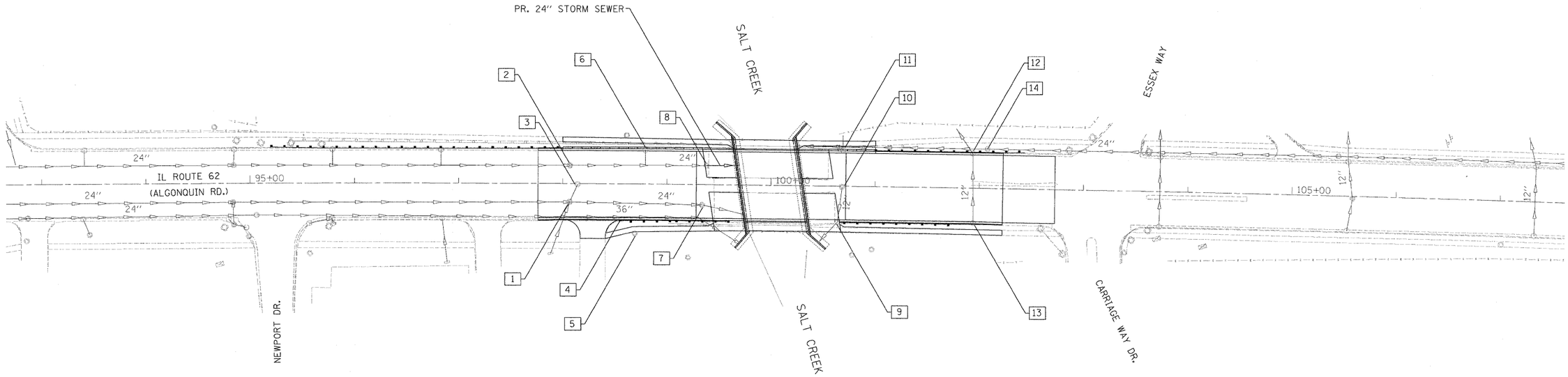
		DRAWN - SEW	REVISED -		**IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK**
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -		SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	20
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED DRAINAGE IMPROVEMENTS

STRUCT NUMBER	STATION	OFFSET	EXIST. RIM ELEV.	PROP. RIM ELEV.	INVERT ELEV.	PROPOSED TREATMENT
1	98+06.78	17.3' RT.	699.20	699.15	691.50 E; 691.60 W	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
2	98+07.03	17.7' LT.	699.20	699.15	691.50 E; 691.60 W	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
3	98+14.43	0.4' RT.	699.44	699.55	693.44 S	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
4	98+56.72	33.4' RT.	698.87	699.23	UNKNOWN	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
5	98+69.22	47.3' RT.	698.75	699.05	685.65 S; 684.35 E; 684.35 W	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
6	98+79.22	32.6' LT.	698.83	699.48	692.53 S	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
7	99+33.96	19.1' RT.	699.54	700.39	691.04 E; 691.14 W	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
8	99+38.03	18.5' LT.	699.54	700.45	691.04 E; 691.14 W	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
9	100+64.19	34.0' RT.	699.75	700.48	695.35 N; 695.35 S	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
10	100+68.39	0.5' RT.	700.18	701.13	695.98 S	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
11	100+69.00	34.8' LT.	699.59	700.44	693.59 N	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
12	101+93.43	33.4' LT.	699.73	700.03	693.33 N; 693.63 S	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
13	101+94.45	33.5' RT.	699.83	700.02	695.93 N	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
14	102+07.33	37.8' LT.	699.68	700.35	691.65 E; 691.35 W	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

PROPOSED STORM SEWER FROM [8] TO EXISTING OUTLET
CLASS A TYPE 2 - 24" DIA.
U.S. INV. = 691.04; D.S. INV. = SET TO EXISTING OUTLET

NOTE:

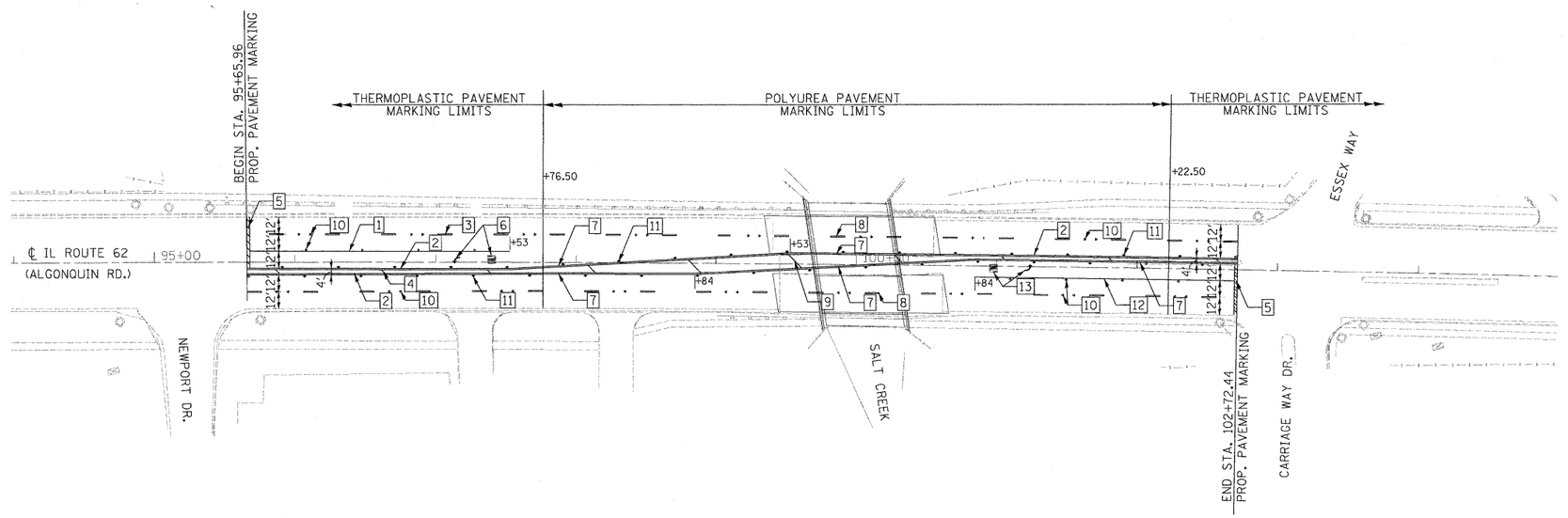
RIM ELEVATIONS & OFFSETS FOR DRAINAGE STRUCTURES CONSTRUCTED IN CONJUNCTION WITH GUTTER OR CURB & GUTTER ARE CALLED OUT TO THE EDGE OF THE GUTTER PAN. ALL OTHER DRAINAGE STRUCTURES ARE CALLED OUT TO THE CENTER OF THE STRUCTURE.

N

0 50' 100'
SCALE: 1" = 50'

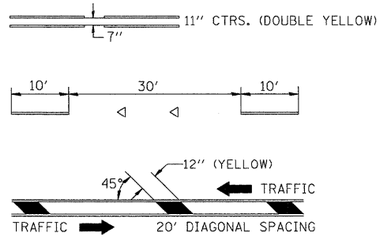
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - CV	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PROPOSED DRAINAGE PLAN**
		DRAWN - CV	REVISED -		**IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK**
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -		SCALE: 1" = 50' | SHEET NO. 1 OF 1 SHEETS | STA. 95+01.21 TO STA. 102+72.44
	PLOT DATE = $DATE$	DATE - 02/2010	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	21
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			



TYPICAL PAVEMENT MARKING LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SKIP - DASH WHITE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (DIAGONAL SOLID YELLOW)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE)
6. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
7. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (DOUBLE YELLOW)
8. POLYUREA PAVEMENT MARKING TYPE I - LINE 4" (SKIP - DASH WHITE)
9. POLYUREA PAVEMENT MARKING TYPE I - LINE 12" (DIAGONAL SOLID YELLOW)
10. ONE-WAY CRYSTAL MARKER
11. TWO-WAY AMBER MARKER
12. POLYUREA PAVEMENT MARKING TYPE I - LINE 6" (SOLID WHITE)
13. POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS

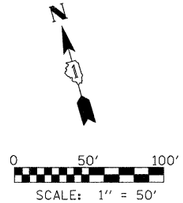


◁ ONE-WAY CRYSTAL MARKER

◆ TWO-WAY AMBER MARKER

NOTES:

1. PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH DISTRICT STANDARD TC-13: "DISTRICT ONE TYPICAL PAVEMENT MARKINGS".



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	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

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

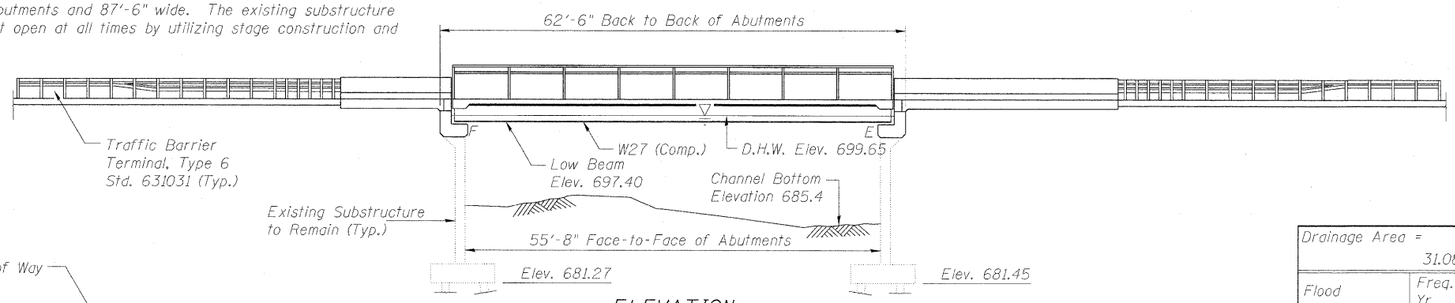
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	22
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Bench Mark: "□" Cut on northwest wingwall of Illinois Route 62 (Algonquin Road) bridge over Salt Creek - elevation 700.27 feet.

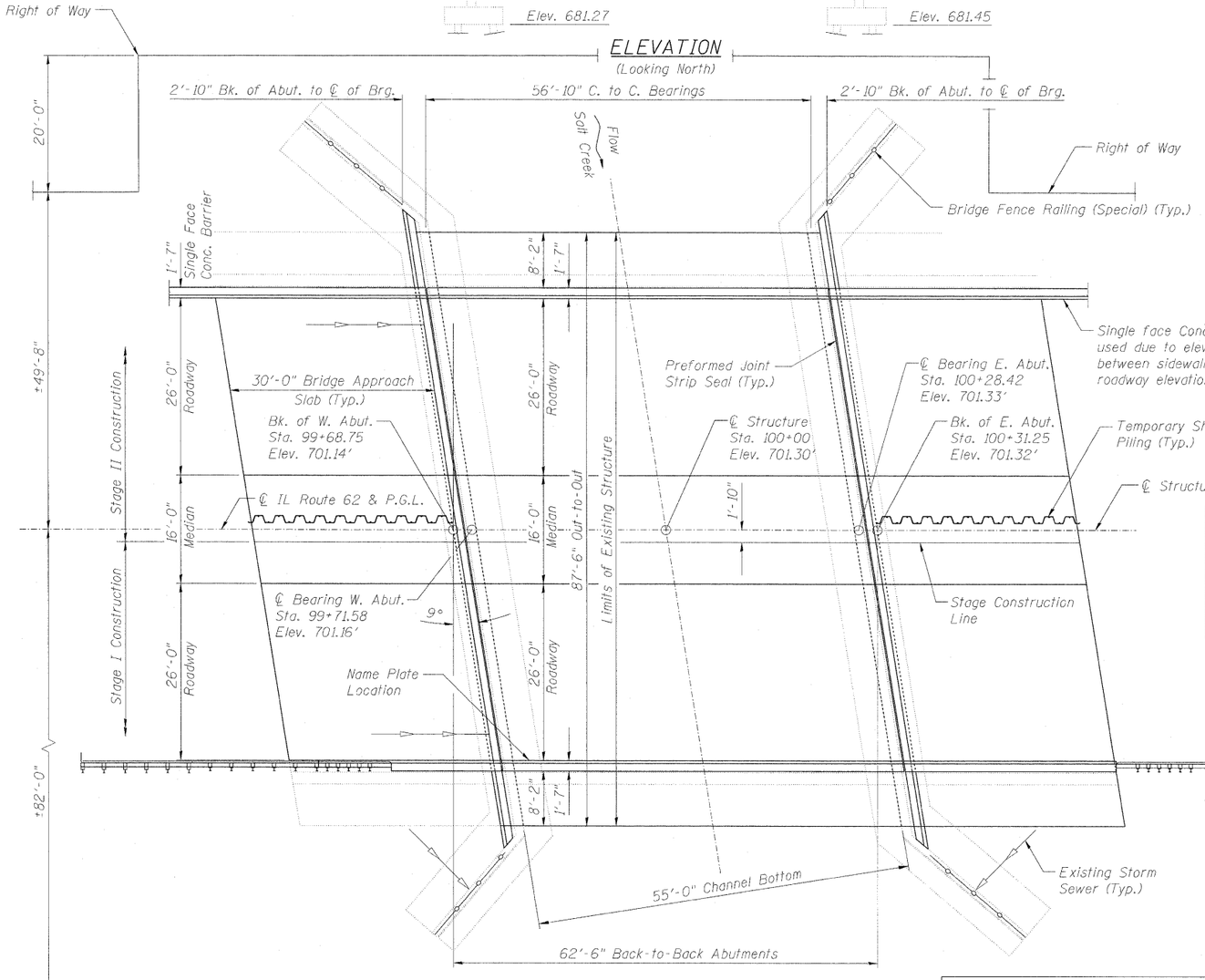
Existing Structure: S.N. 016-0581 carrying Illinois Route 62 over Salt Creek was constructed in 1971 under F.A.S. Route 157, Section-116-Y-2-BR. It consists of a single span of precast, prestressed concrete (PPC) deck beams on reinforced concrete closed abutments with a length of 61'-4" back-to-back abutments and 87'-6" wide. The existing substructure will be retained. The road shall be kept open at all times by utilizing stage construction and a temporary signal system.

Salvage: None.

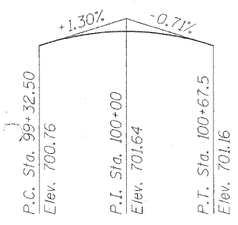
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
(Looking North)



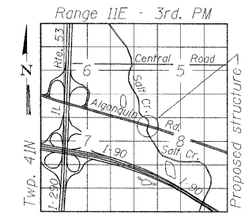
PLAN



PROFILE GRADE
(along P.G. F.A.P. Rte. 339)
Lenth of curve = 135'

CURVE DATA

Δ = 4°09'11" (RT)
D = 0°10'-16"
T = 1,214.00'
L = 2,426.94'
E = 22.00'
R = 33,482.28'
P.C. = Sta. 94+53.59
P.T. = Sta. 118+80.52
P.I. = Sta. 106+67.59



LOCATION SKETCH

WATERWAY INFORMATION

Drainage Area = 31.08 Sq. Mi.
Existing Low Grade Elev.= 699.5 ft. @ Sta. 742 (RT)
Proposed Low Grade Elev.= 699.5 ft. @ Sta. 742 (RT)

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater Elev. Exist.	Headwater Elev. Prop.
	10	1080	543	578	698.16	0.12	0.08	698.28	698.24
Design	50	1742	543	578	699.65	0.40	0.30	700.05	699.95
Base	100	2085	543	578	700.21	0.48	0.41	700.69	700.62
Overtopping	>500								
Max. Calc.	500	2871	543	578	701.15	0.36	0.39	701.51	701.54

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications, 4th Edition, with 2008 and 2009 Interims.

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

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)
EXISTING SUBSTRUCTURE
fc = 1,000 psi
fs = 20,000 psi (Reinforcement)

SEISMIC DATA
EXISTING SUBSTRUCTURE
Seismic Performance Zone (SPC) = A
Horizontal Bedrock Acceleration Coefficient (A) = 3.5
Site Coefficient (S) = 1.0

STATION 100+00
RE-BUILT BY
STATE OF ILLINOIS
F.A.P. ROUTE 339 SEC. 116-Y-2-BR-1
LOADING HL-93
STRUCTURE NO. 016-0581

NAME PLATE
See Std. 515001
Existing Name Plate shall be cleaned and relocated next to new Name Plate, cost included with Name Plates.

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS · JAMES M. HAMELKA · 81-6116 · CHICAGO, ILLINOIS · REGISTERED STRUCTURAL ENGINEER

COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 81-6116
EXPIRES 11-30-2010

GENERAL PLAN AND ELEVATION
ILLINOIS ROUTE 62 (ALGONQUIN ROAD)
OVER SALT CREEK
F.A.P. ROUTE 339 SEC. 116-Y-2-BR-1
COOK COUNTY
STATION 100+00
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S1 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	23
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES:

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{3}{4}$ in. ϕ, holes $\frac{13}{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = Gr 50W = 132,300 Lbs.

All structural steel shall be AASHTO M 270 Grade 50W except expansion joints which shall be AASHTO M 270 Grade 50. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

No field welding is permitted except as specified in the contract documents.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and the 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.

Concrete Sealer shall be applied to the new concrete surfaces of the faces of abutments, bridge seats and backwalls of the closed abutments.

All structural steel and exposed surfaces of bearings within a distance of 7 ft. each way from the deck joints shall be painted as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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.

Existing abutment reinforcement shall be cleaned and incorporated into the new construction. Cost included with "Concrete Removal."

Slipforming of the parapets is not allowed.

The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedures for existing deck beam removal or construction of the new superstructure involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the deck beams for the proposed loads. Cost included with Removal of Existing Structures.

There are utilities attached to the northern portions of the superstructure and substructure of the bridge that may or may not be related to the USGS gaging station. It shall be the Contractor's responsibility to determine the utility owners and to coordinate and maintain and temporarily support (or remove, protect and re-erect) the utilities during construction. The cost of this work shall be included in the pay item for "Removal of Existing Superstructures".

Portions of the wingwalls are buried. The Contractor shall excavate and remove soil and clear vegetation as required to complete the repairs to the wingwalls. The areas that are impacted shall be restored and shall be sodded with a Salt Tolerant Sod according to the Section 252 of the Standard Specifications. This work shall be included in the pay item "Bridge Fence Railing (Special)".

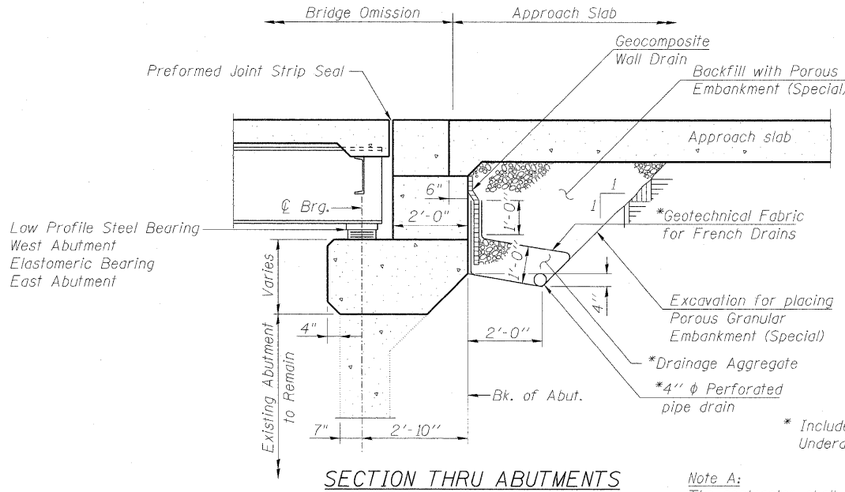
DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

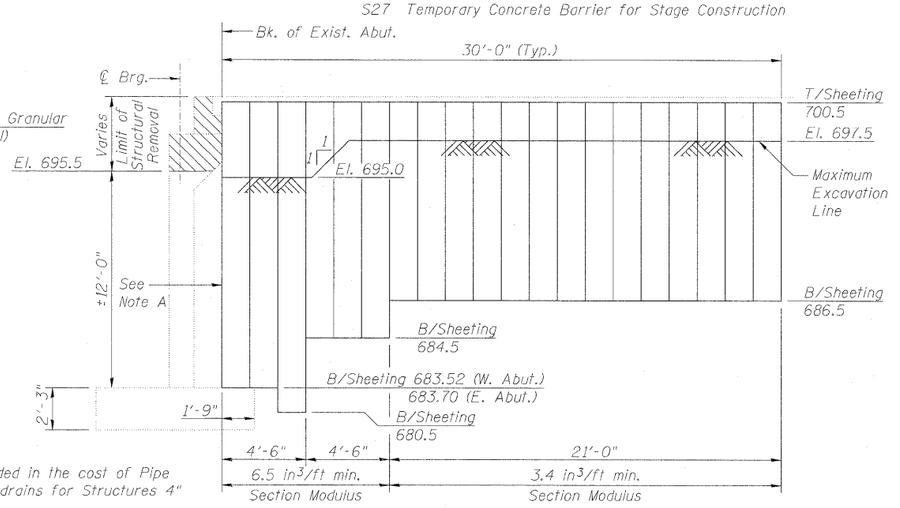
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	0	88	88
Removal of Existing Superstructures	Each	1	0	1
Concrete Removal	Cu. Yd.	0	64.4	64.4
Structure Excavation	Cu. Yd.	0	98	98
Concrete Structures	Cu. Yd.	0	134.3	134.3
Concrete Superstructure	Cu. Yd.	394.8	0	394.8
Bridge Deck Grooving	Sq. Yd.	918	0	918
Protective Coat	Sq. Yd.	1,101	0	1,101
Furnishing and Erecting Structural Steel	L. Sum	1	0	1
Stud Shear Connectors	Each	3,672	0	3,672
Reinforcement Bars, Epoxy Coated	Pound	90,020	15,760	105,780
Bar Splicers	Each	355	300	655
Bicycle Railing	Foot	120	0	120
Parapet Railing	Foot	120	0	120
Temporary Sheet Piling	Sq. Ft.	0	894	894
Name Plates	Each	1	0	1
Preformed Joint Strip Seal	Foot	178	0	178
Elastomeric Bearing Assembly, Type I	Each	0	12	12
Anchor Bolts, $\frac{5}{8}$"	Each	0	24	24
Anchor Bolts, $\frac{3}{4}$"	Each	0	24	24
Concrete Sealer	Sq. Ft.	0	930	930
Epoxy Crack Injection	Foot	0	15	15
Geocomposite Wall Drain	Sq. Yd.	0	78	78
Pipe Underdrains for Structures 4"	Foot	0	185	185
Structural Repair of Concrete (depth greater than 5 inches)	Sq. Ft.	0	128	128
Structural Repair of Concrete (depth equal to or less than 5 inches)	Sq. Ft.	0	34	34
Bridge Fence Railing (Special)	Sq. Ft.	0	364	364
Asbestos Bearing Pad Removal	Each	58		58

INDEX OF DRAWINGS



SECTION THRU ABUTMENTS
(Horiz. dim. @ Rt. L's)
Excavation is paid for as Structure Excavation

All drainage system components shall extend the full length of the abutments except an outlet pipe shall extend until intersecting with the wingwalls. The wingwalls shall be cored to accept the outlet pipe. The outlet pipe shall not be located closer than 2'-0" to the top of the wingwall. This work shall be included in the pay item for Pipe Underdrains for Structures 4".



* Included in the cost of Pipe Underdrains for Structures 4"

TEMPORARY SHEET PILING
(EAST AND WEST ABUTMENT)
Information shown is estimated.

Note A:
The contractor shall connect the temporary sheet piling to the existing abutment to ensure stability of sheets driven to the top of the existing footing. This connection and details to close off the area between the first sheet and the abutment stem shall be reviewed and approved by the engineer and all cost shall be included under Temporary Sheet Piling pay item.

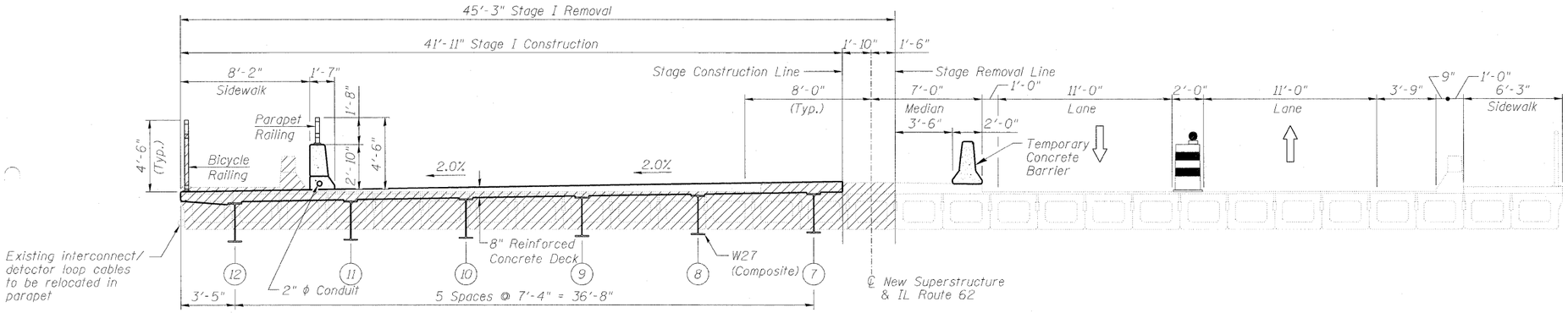
GENERAL DATA
STRUCTURE NO. 016-0581

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

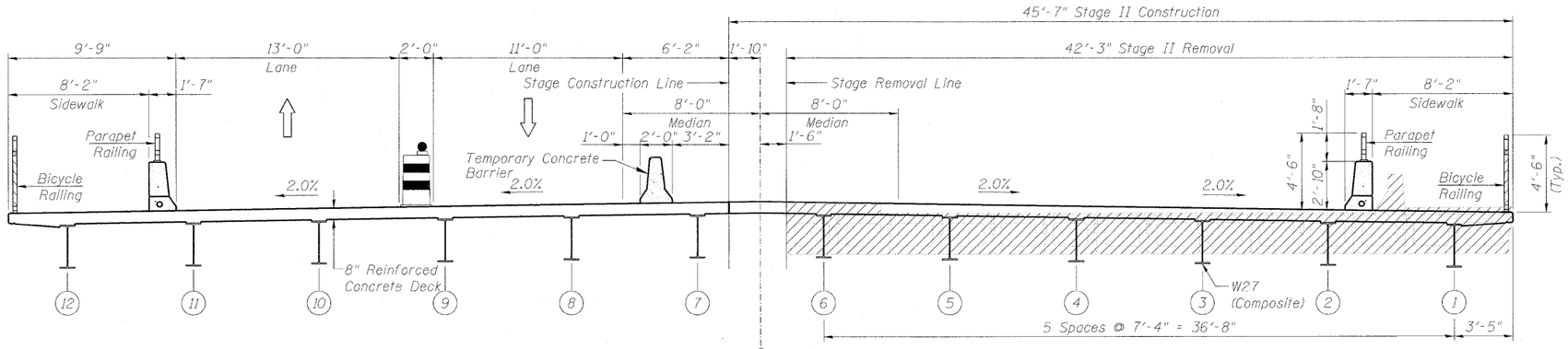
SHEET NO. S2 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	24
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

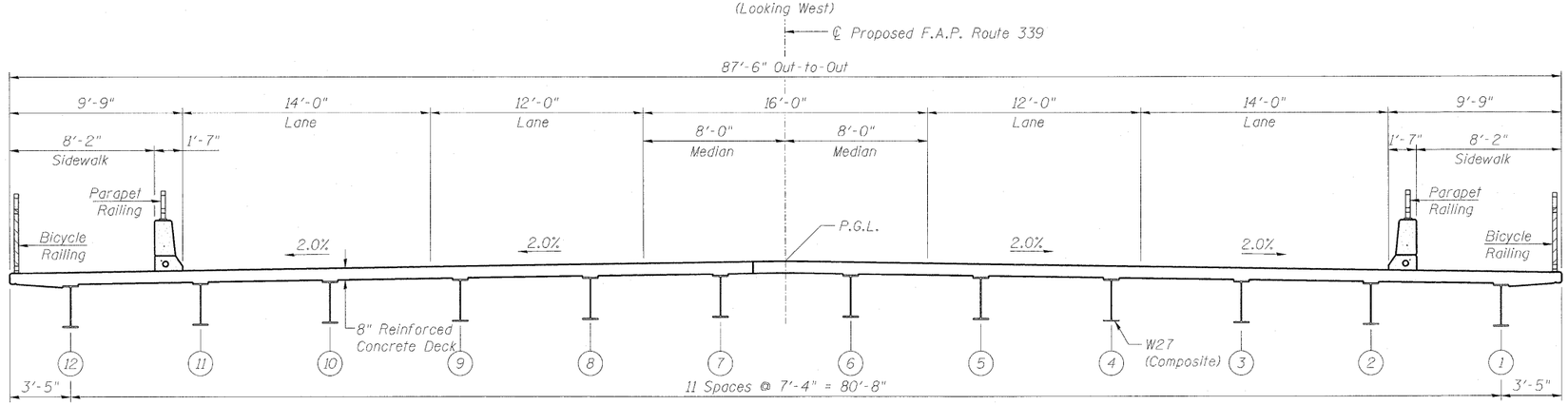
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I CROSS-SECTION
(Looking West)



STAGE II CROSS-SECTION
(Looking West)



PROPOSED CROSS-SECTION
(Looking West)

Notes:

The existing conduit located on the south fascia of the bridge shall be relocated/temporary supported during construction. This work shall be included in the pay item for "Removal of Existing Superstructures".

See sheet S2 of S27 for Staged Construction Temporary Sheet Piling Details.

For quantity of Temporary Concrete Barrier see Roadway Plans.

CONSTRUCTION STAGES
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
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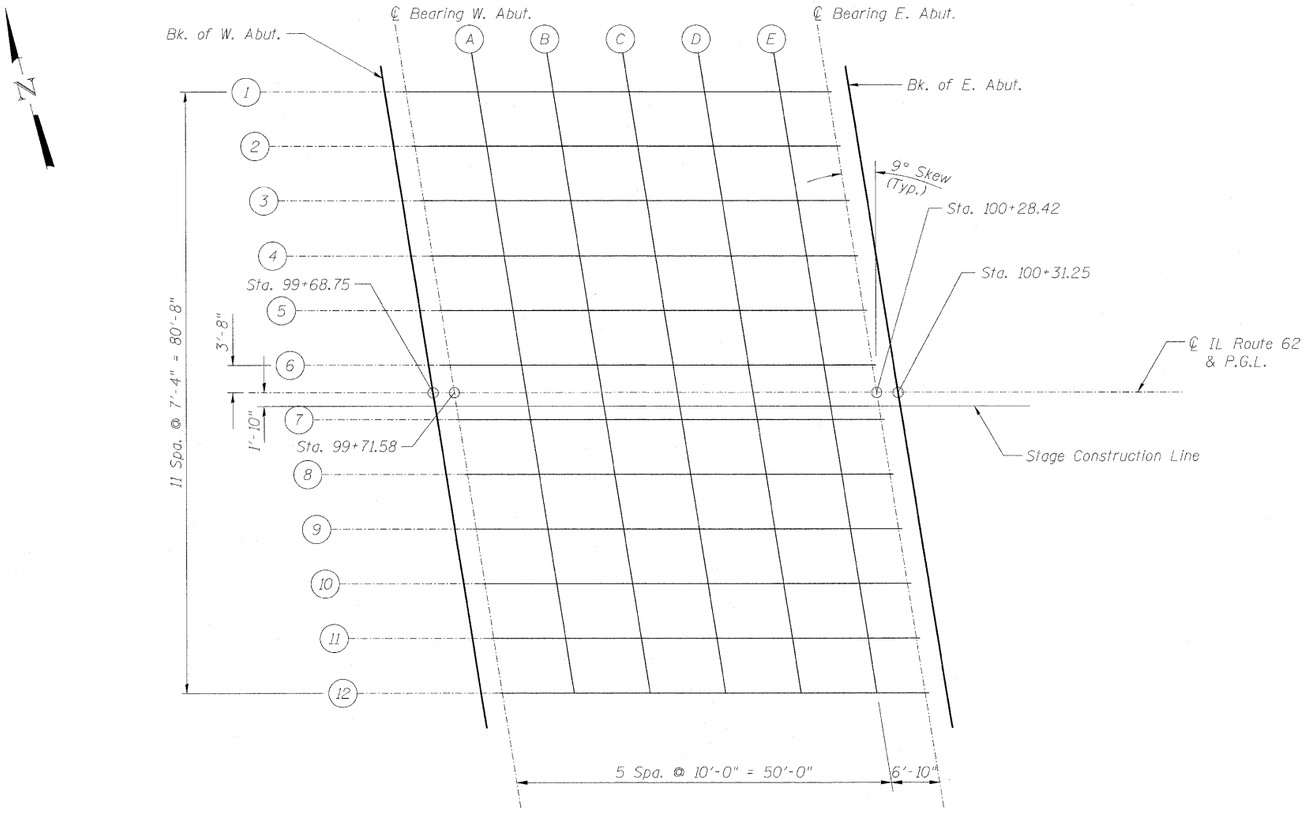
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

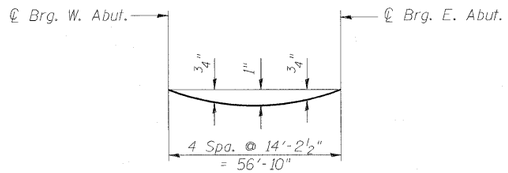
SHEET NO. S3
OF
S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	25
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



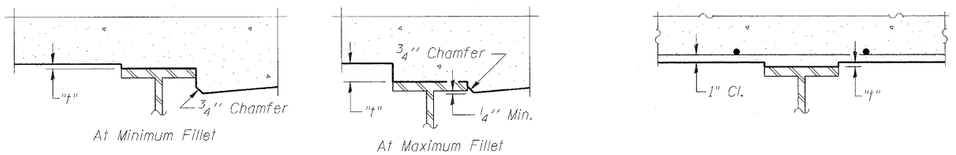
DECK PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of Concrete Deck and all Superimposed Dead Load Except Future Wearing Surface)

Note:
The above deflections are not to be used in the field if the engineer is working from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection."



EXTERIOR BEAMS

INTERIOR BEAM

NOTE:
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheet S5. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet S5, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

(Sheet 1 of 2)
TOP OF DECK ELEVATIONS
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S4 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	26
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+62.36	40.33	700.28	700.28
CL Brg at W. Abut.	99+65.20	40.33	700.30	700.30
A	99+75.20	40.33	700.37	700.41
B	99+85.20	40.33	700.43	700.50
C	99+95.20	40.33	700.48	700.55
D	100+05.20	40.33	700.51	700.57
E	100+15.20	40.33	700.52	700.55
CL Brg at E. Abut.	100+22.03	40.33	700.52	700.52
Bk. of E. Abut.	100+24.86	40.33	700.52	700.52

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+63.52	33.00	700.43	700.43
CL Brg at W. Abut.	99+66.36	33.00	700.46	700.46
A	99+76.36	33.00	700.53	700.57
B	99+86.36	33.00	700.59	700.65
C	99+96.36	33.00	700.63	700.71
D	100+06.36	33.00	700.66	700.72
E	100+16.36	33.00	700.67	700.70
CL Brg at E. Abut.	100+23.19	33.00	700.67	700.67
Bk. of E. Abut.	100+26.02	33.00	700.67	700.67

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+64.68	25.67	700.59	700.59
CL Brg at W. Abut.	99+67.52	25.67	700.61	700.61
A	99+77.52	25.67	700.68	700.72
B	99+87.52	25.67	700.74	700.81
C	99+97.52	25.67	700.78	700.86
D	100+07.52	25.67	700.80	700.87
E	100+17.52	25.67	700.82	700.85
CL Brg at E. Abut.	100+24.35	25.67	700.81	700.81
Bk. of E. Abut.	100+27.18	25.67	700.81	700.81

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+65.85	18.33	700.75	700.75
CL Brg at W. Abut.	99+68.68	18.33	700.77	700.77
A	99+78.68	18.33	700.84	700.88
B	99+88.68	18.33	700.89	700.96
C	99+98.68	18.33	700.93	701.01
D	100+08.68	18.33	700.95	701.02
E	100+18.68	18.33	700.96	700.99
CL Brg at E. Abut.	100+25.51	18.33	700.96	700.96
Bk. of E. Abut.	100+28.35	18.33	700.96	700.96

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+67.01	11.00	700.90	700.90
CL Brg at W. Abut.	99+69.84	11.00	700.92	700.92
A	99+79.84	11.00	700.99	701.03
B	99+89.84	11.00	701.04	701.11
C	99+99.84	11.00	701.08	701.16
D	100+09.84	11.00	701.10	701.17
E	100+19.84	11.00	701.11	701.14
CL Brg at E. Abut.	100+26.67	11.00	701.11	701.11
Bk. of E. Abut.	100+29.51	11.00	701.10	701.10

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+68.17	3.67	701.06	701.06
CL Brg at W. Abut.	99+71.00	3.67	701.08	701.08
A	99+81.00	3.67	701.14	701.19
B	99+91.00	3.67	701.19	701.26
C	100+01.00	3.67	701.23	701.31
D	100+11.00	3.67	701.25	701.31
E	100+21.00	3.67	701.26	701.29
CL Brg at E. Abut.	100+27.84	3.67	701.25	701.25
Bk. of E. Abut.	100+30.67	3.67	701.25	701.25

CL Roadway & PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+68.75	0.00	701.13	701.13
CL Brg at W. Abut.	99+71.58	0.00	701.16	701.16
A	99+81.58	0.00	701.22	701.26
B	99+91.58	0.00	701.27	701.34
C	100+01.58	0.00	701.30	701.38
D	100+11.58	0.00	701.32	701.39
E	100+21.58	0.00	701.33	701.36
CL Brg at E. Abut.	100+28.42	0.00	701.32	701.32
Bk. of E. Abut.	100+31.25	0.00	701.32	701.32

Stage Construction Line

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+69.04	1.83	701.10	701.10
CL Brg at W. Abut.	99+71.87	1.83	701.12	701.12
A	99+81.87	1.83	701.19	701.23
B	99+91.87	1.83	701.23	701.30
C	100+01.87	1.83	701.27	701.35
D	100+11.87	1.83	701.29	701.35
E	100+21.87	1.83	701.29	701.32
CL Brg at E. Abut.	100+28.71	1.83	701.29	701.29
Bk. of E. Abut.	100+31.54	1.83	701.29	701.29

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+69.33	3.67	701.07	701.07
CL Brg at W. Abut.	99+72.16	3.67	701.09	701.09
A	99+82.16	3.67	701.15	701.19
B	99+92.16	3.67	701.20	701.27
C	100+02.16	3.67	701.23	701.31
D	100+12.16	3.67	701.25	701.32
E	100+22.16	3.67	701.26	701.29
CL Brg at E. Abut.	100+29.00	3.67	701.25	701.25
Bk. of E. Abut.	100+31.83	3.67	701.25	701.25

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+70.49	11.00	700.93	700.93
CL Brg at W. Abut.	99+73.33	11.00	700.95	700.95
A	99+83.33	11.00	701.01	701.05
B	99+93.33	11.00	701.06	701.13
C	100+03.33	11.00	701.09	701.17
D	100+13.33	11.00	701.11	701.17
E	100+23.33	11.00	701.11	701.14
CL Brg at E. Abut.	100+30.16	11.00	701.10	701.10
Bk. of E. Abut.	100+32.99	11.00	701.10	701.10

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+71.65	18.33	700.79	700.79
CL Brg at W. Abut.	99+74.49	18.33	700.81	700.81
A	99+84.49	18.33	700.87	700.91
B	99+94.49	18.33	700.91	700.98
C	100+04.49	18.33	700.95	701.02
D	100+14.49	18.33	700.96	701.02
E	100+24.49	18.33	700.96	700.99
CL Brg at E. Abut.	100+31.32	18.33	700.95	700.95
Bk. of E. Abut.	100+34.15	18.33	700.95	700.95

BEAM 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+72.82	25.67	700.65	700.65
CL Brg at W. Abut.	99+75.65	25.67	700.67	700.67
A	99+85.65	25.67	700.73	700.77
B	99+95.65	25.67	700.77	700.84
C	100+05.65	25.67	700.80	700.88
D	100+15.65	25.67	700.81	700.88
E	100+25.65	25.67	700.81	700.84
CL Brg at E. Abut.	100+32.48	25.67	700.80	700.80
Bk. of E. Abut.	100+35.32	25.67	700.80	700.80

BEAM 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+73.98	33.00	700.51	700.51
CL Brg at W. Abut.	99+76.81	33.00	700.53	700.53
A	99+86.81	33.00	700.59	700.63
B	99+96.81	33.00	700.63	700.70
C	100+06.81	33.00	700.66	700.73
D	100+16.81	33.00	700.67	700.73
E	100+26.81	33.00	700.67	700.70
CL Brg at E. Abut.	100+33.64	33.00	700.66	700.66
Bk. of E. Abut.	100+36.48	33.00	700.65	700.65

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. of W. Abut.	99+75.14	40.33	700.37	700.37
CL Brg at W. Abut.	99+77.97	40.33	700.39	700.39
A	99+87.97	40.33	700.45	700.49
B	99+97.97	40.33	700.49	700.55
C	100+07.97	40.33	700.51	700.59
D	100+17.97	40.33	700.52	700.58
E	100+27.97	40.33	700.52	700.55
CL Brg at E. Abut.	100+34.80	40.33	700.51	700.51
Bk. of E. Abut.	100+37.64	40.33	700.50	700.50

(Sheet 2 of 2)

TOP OF DECK ELEVATIONS

STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. 55 OF 527 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	27
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH EDGE OF SLAB

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	99+33.61	35.58	700.06
A1	99+43.61	35.58	700.18
A2	99+53.61	35.58	700.29
E. End of W. Appr. Pav't	99+63.61	35.58	700.38

NORTH EDGE OF PAVEMENT/FACE OF PARAPET

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	99+33.86	34.00	700.10
A1	99+43.86	34.00	700.22
A2	99+53.86	34.00	700.32
E. End of W. Appr. Pav't	99+63.86	34.00	700.42

PGL

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	99+39.25	0.00	700.84
A1	99+49.25	0.00	700.96
A2	99+59.25	0.00	701.06
E. End of W. Appr. Pav't	99+69.25	0.00	701.14

STAGE CONSTRUCTION JOINT

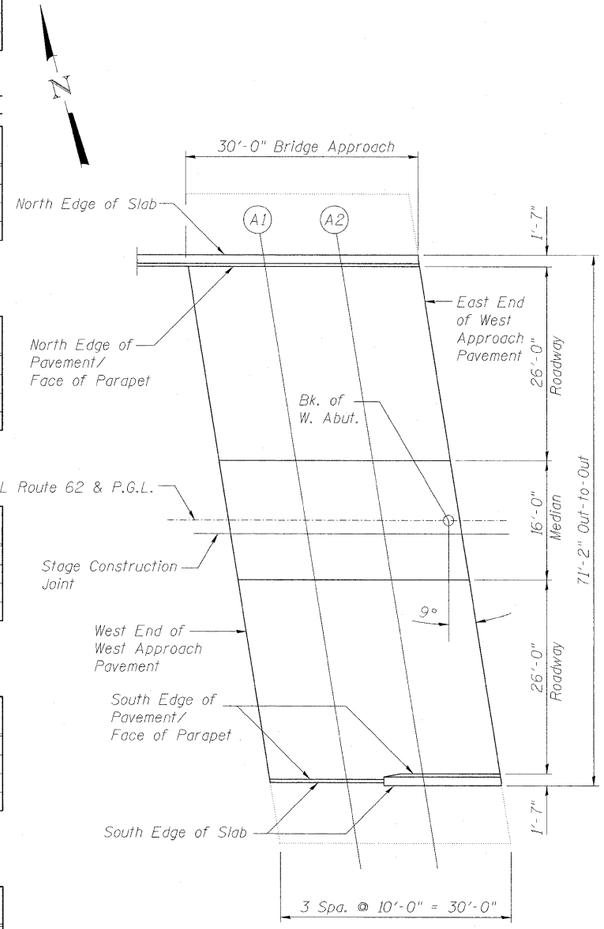
Locations	Stations	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	99+39.54	1.83	700.81
A1	99+49.54	1.83	700.92
A2	99+59.54	1.83	701.02
E. End of W. Appr. Pav't	99+69.54	1.83	701.10

SOUTH EDGE OF PAVEMENT/FACE OF CURB

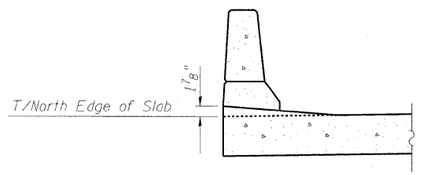
Locations	Stations	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	99+44.64	34.42	700.22
A1	99+54.64	34.42	700.32
A2	99+64.64	34.00	700.42
E. End of W. Appr. Pav't	99+74.64	34.00	700.50

SOUTH EDGE OF SLAB

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of W. Appr. Pav't	99+46.18	34.92	700.21
A1	99+56.18	34.92	700.32
A2	99+66.18	35.58	700.39
E. End of W. Appr. Pav't	99+76.18	35.58	700.47



WEST APPROACH PAVEMENT



NORTH PARAPET OFFSET
(Also South Parapet on West Approach)

NORTH EDGE OF SLAB

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	100+25.11	35.58	700.62
A3	100+35.11	35.58	700.60
A4	100+45.11	35.58	700.57
E. End of E. Appr. Pav't	100+55.11	35.58	700.53

NORTH EDGE OF PAVEMENT/FACE OF PARAPET

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	100+25.36	34.00	700.65
A3	100+35.36	34.00	700.63
A4	100+45.36	34.00	700.60
E. End of E. Appr. Pav't	100+55.36	34.00	700.56

PGL

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	100+30.75	0.00	701.32
A3	100+40.75	0.00	701.30
A4	100+50.75	0.00	701.26
E. End of E. Appr. Pav't	100+60.75	0.00	701.21

STAGE CONSTRUCTION JOINT

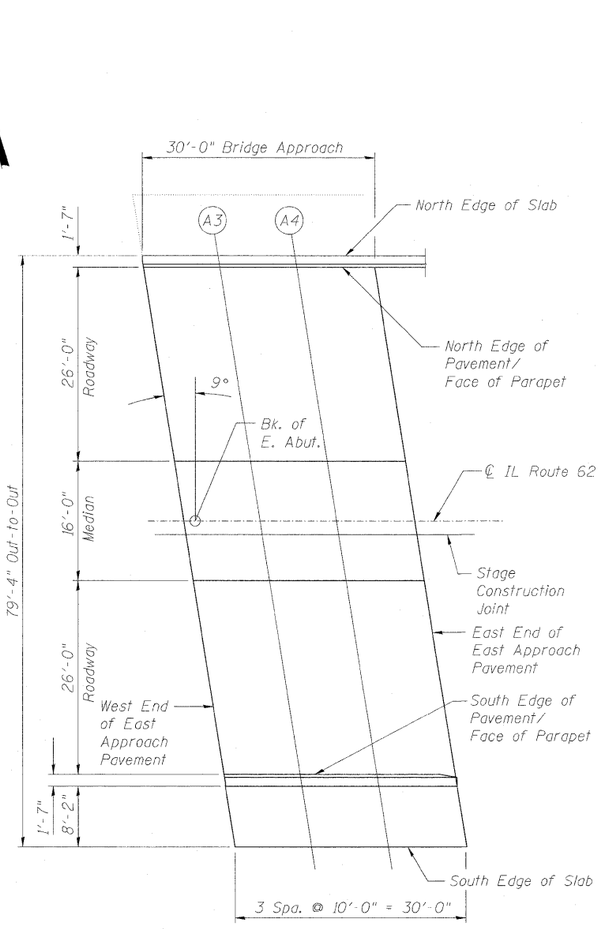
Locations	Stations	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	100+31.04	1.83	701.28
A3	100+41.04	1.83	701.26
A4	100+51.04	1.83	701.22
E. End of E. Appr. Pav't	100+61.04	1.83	701.17

SOUTH EDGE OF PAVEMENT/FACE OF PARAPET

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	100+36.14	34.00	700.63
A3	100+46.14	34.00	700.60
A4	100+56.14	34.00	700.55
E. End of E. Appr. Pav't	100+66.14	34.00	700.49

SOUTH EDGE OF SLAB

Locations	Stations	Offset	Theoretical Grade Elevations
W. End of E. Appr. Pav't	100+37.68	43.75	700.43
A3	100+47.68	43.75	700.40
A4	100+57.68	43.75	700.35
E. End of E. Appr. Pav't	100+67.68	43.75	700.28



EAST APPROACH PAVEMENT

TOP OF APPROACH SLAB ELEVATIONS
STRUCTURE NO. 016-0581

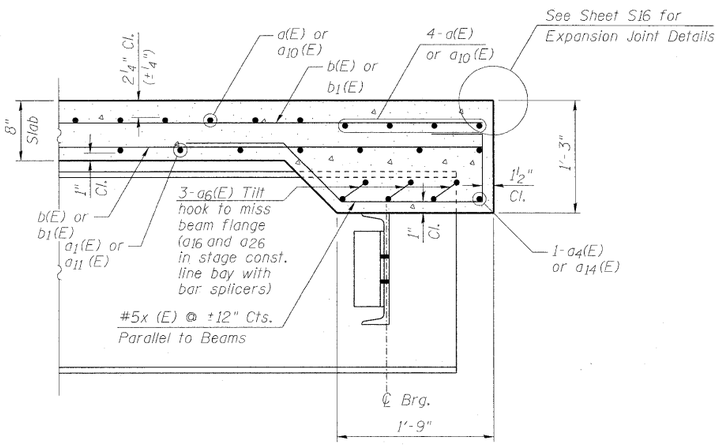
DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S6 OF S27 SHEETS

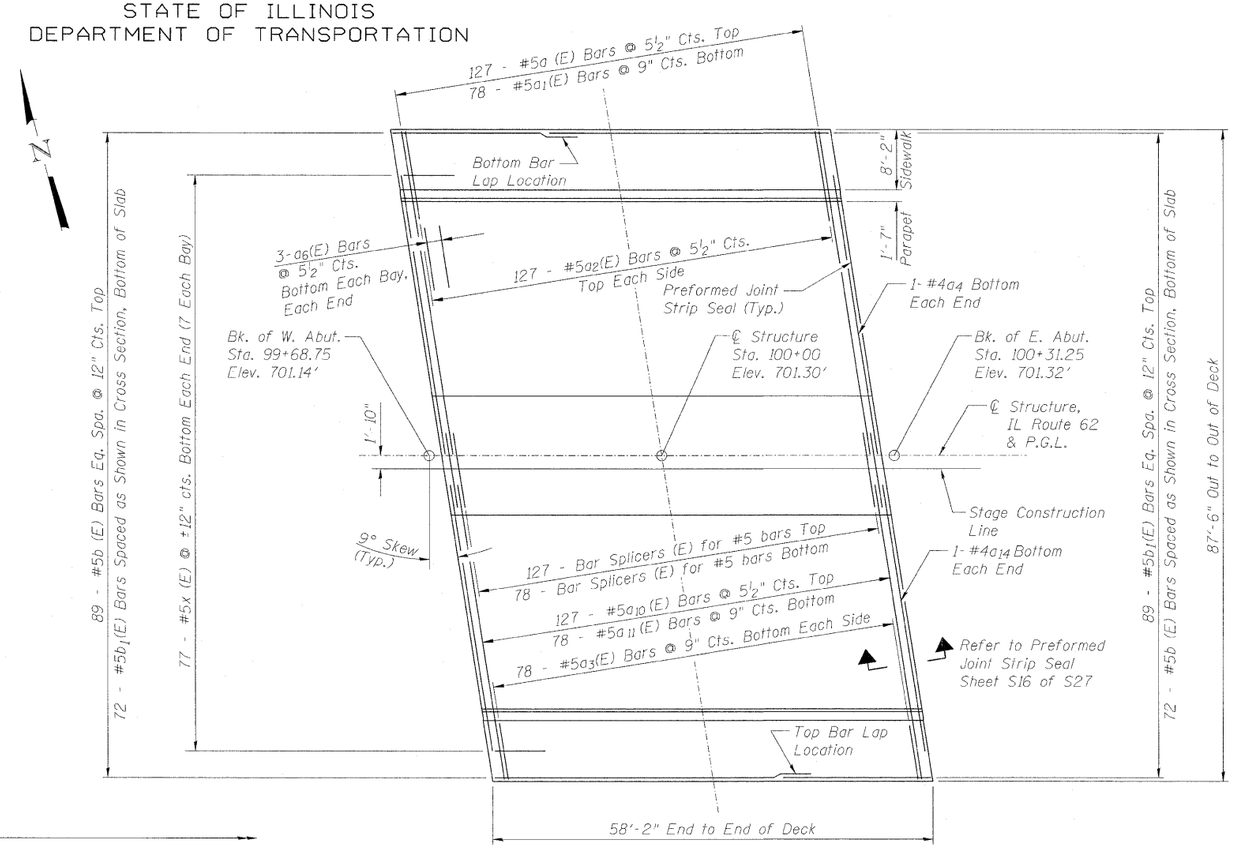
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	28
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

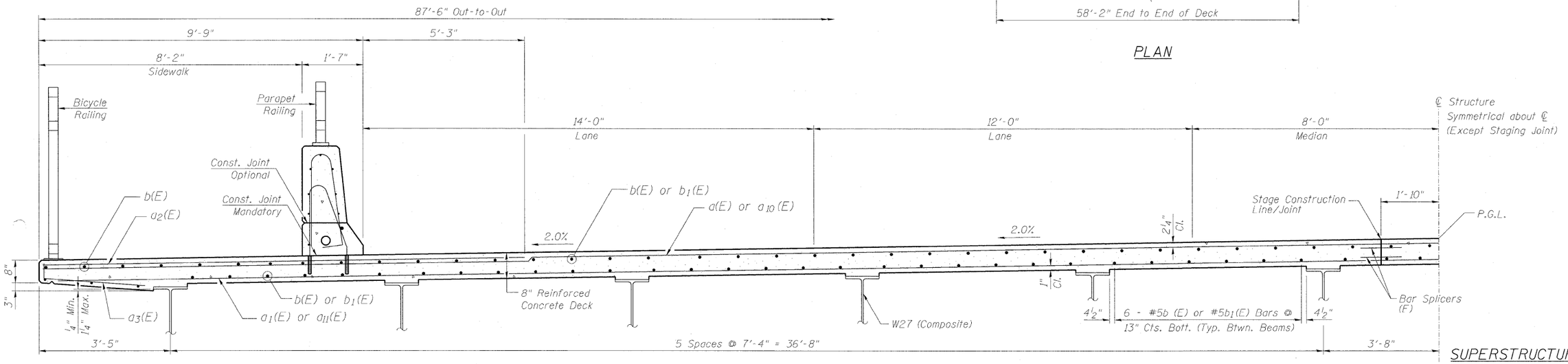


SECTION AT EXPANSION JOINT

Note:
See sheet S8 for Superstructure Details, Bar Details, Parapet Reinforcement, and Bill of Materials.



PLAN



PARTIAL CROSS SECTION
(Looking West)

SUPERSTRUCTURE PLAN AND CROSS SECTION
STRUCTURE NO. 016-0581

Minimum Bar Lap
#4 Bars = 2'-7"
#5 Bars = 3'-3"
#8 Bars = 6'-9"

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

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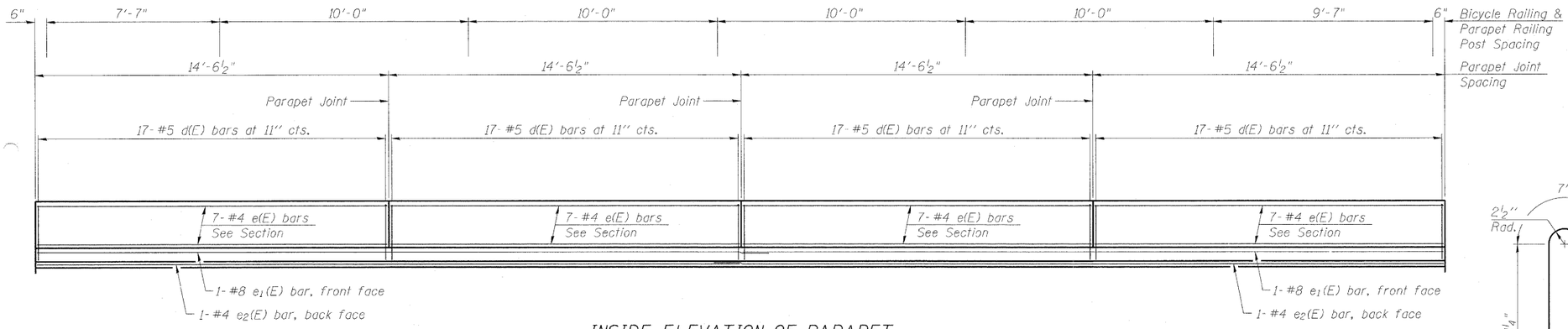
SHEET NO. S7 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	29
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

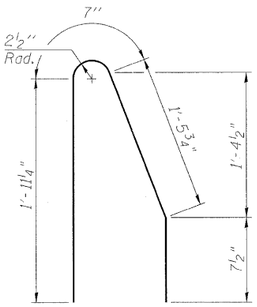
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



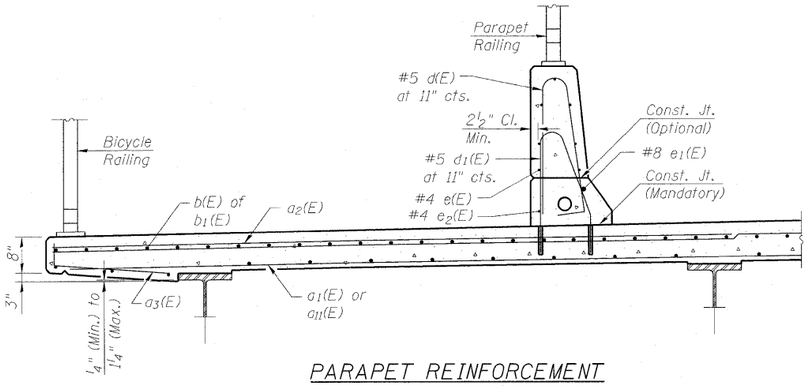
INSIDE ELEVATION OF PARAPET

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	127	#5	45'-10"	
d_1(E)	78	#5	45'-6"	
d_2(E)	254	#5	15'-0"	
d_3(E)	156	#5	2'-8"	
d_4(E)	2	#5	42'-4"	
d_6(E)	60	#5	8'-4"	
d_{10}(E)	127	#5	42'-2"	
d_{11}(E)	78	#5	41'-10"	
d_{14}(E)	2	#5	38'-7"	
d_{16}(E)	6	#5	2'-2"	
d_{26}(E)	6	#5	5'-10"	
b(E)	161	#5	35'-7"	
b_1(E)	161	#5	25'-7"	
d(E)	136	#5	5'-7"	
d_1(E)	136	#5	4'-8"	
e(E)	56	#4	14'-2"	
e_1(E)	4	#8	32'-6"	
e_2(E)	4	#4	30'-5"	
x(E)	154	#5	6'-5"	
Reinforcement Bars, Epoxy Coated			Pound	37,640
Concrete Superstructure			Cu. Yds.	152.2

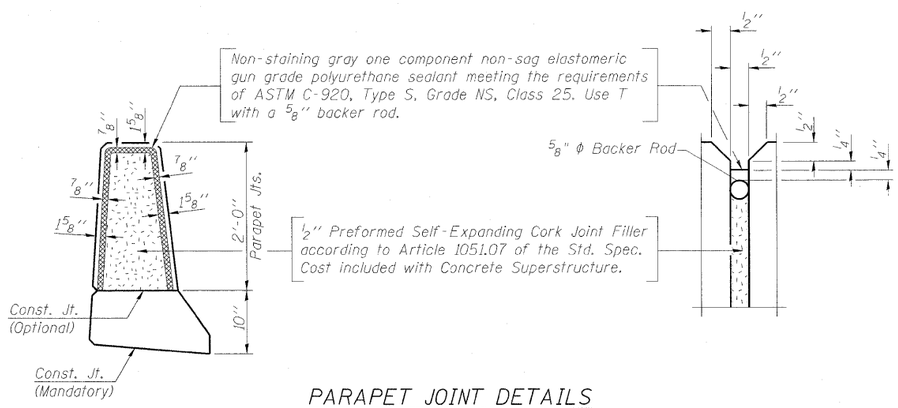


BAR d_1(E)

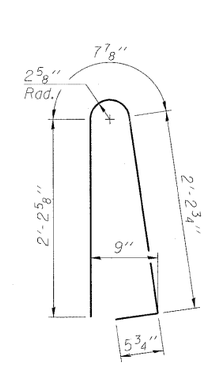


PARAPET REINFORCEMENT
FOR INTERIOR DECK PARAPET LOCATIONS

Core and set #5 d (E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

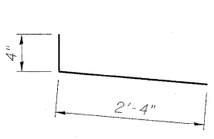


PARAPET JOINT DETAILS

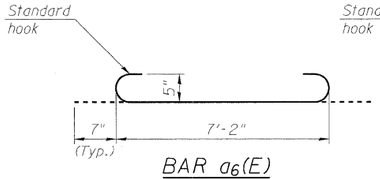


BAR d(E)

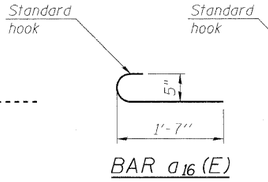
Reinforcement bars designated (E) shall be epoxy coated.
Reinforcement bars shall not pass thru aluminum sheets and cork joint filler.



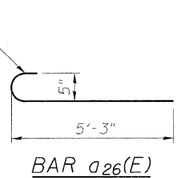
BAR a_3(E)



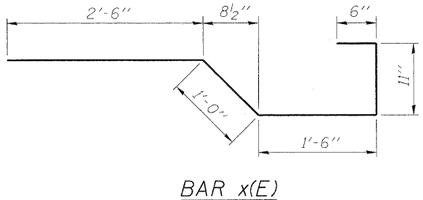
BAR a_6(E)



BAR a_{16}(E)



BAR a_{26}(E)



BAR x(E)

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

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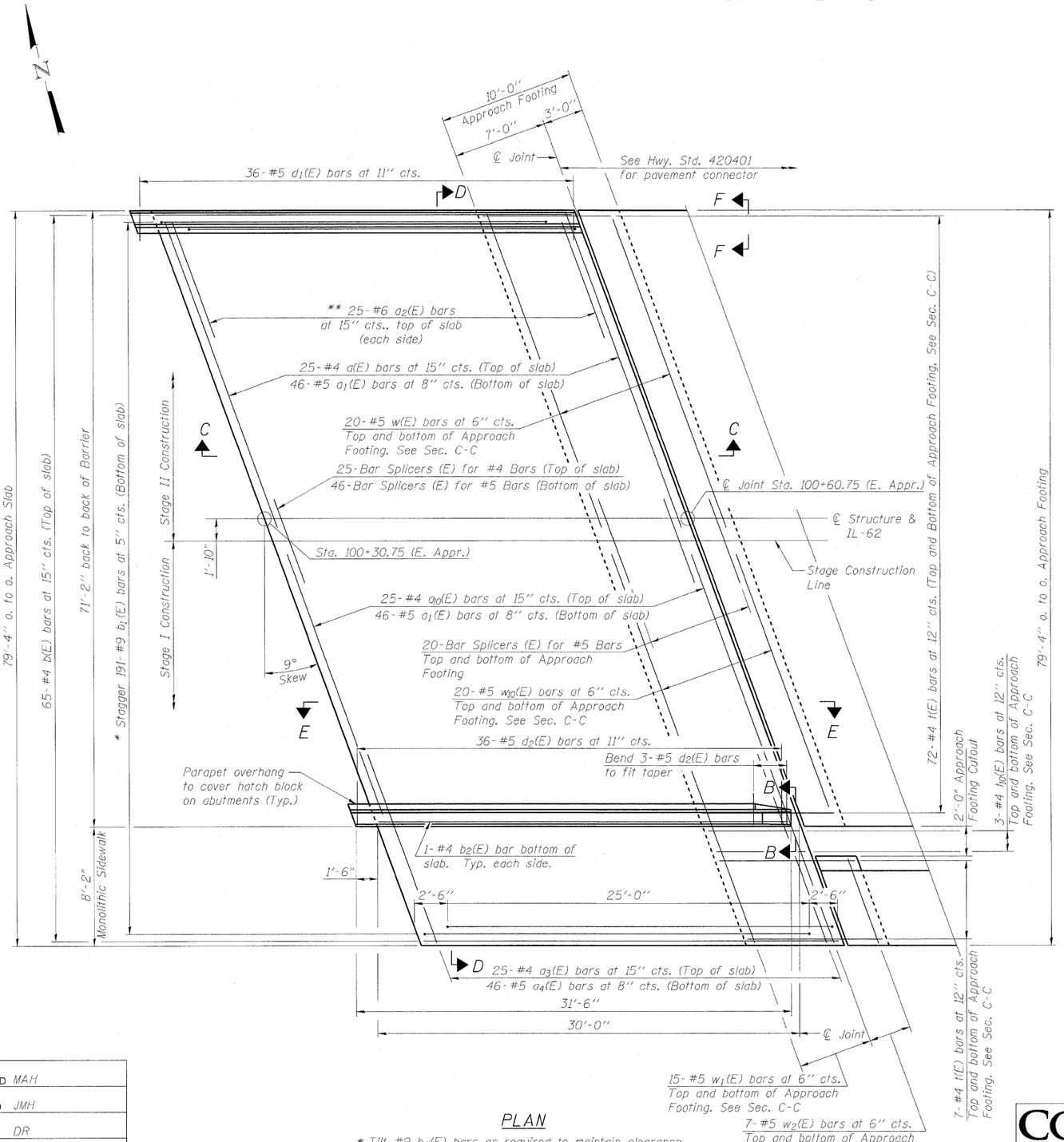
SHEET NO. S8 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	30
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

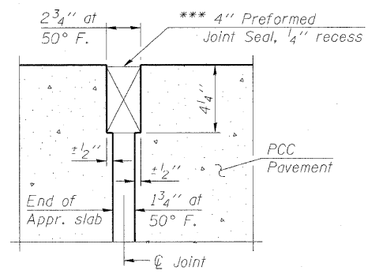
Notes:
See sheet S10 of S27 for Sections C-C & D-D and View E-E.
$a(E)$, $a_1(E)$, $a_{10}(E)$ and $a_{11}(E)$ bar spacings measured along ℄ Rdwy.



PLAN

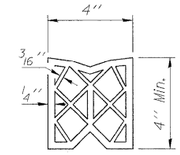
* Tilt #9 $b_1(E)$ bars as required to maintain clearance.
** Space between $a(E)$ and $a_{10}(E)$ bars, typ. each parapet.

*** Cost included with Concrete Superstructure.

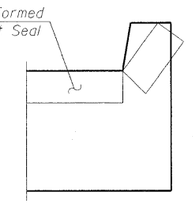


RIGID PAVEMENT

DETAIL A

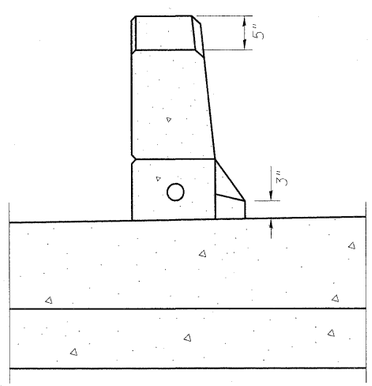


PREFORMED JOINT SEAL



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

(Sheet 1 of 2)

EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

BA-R 11-1-09

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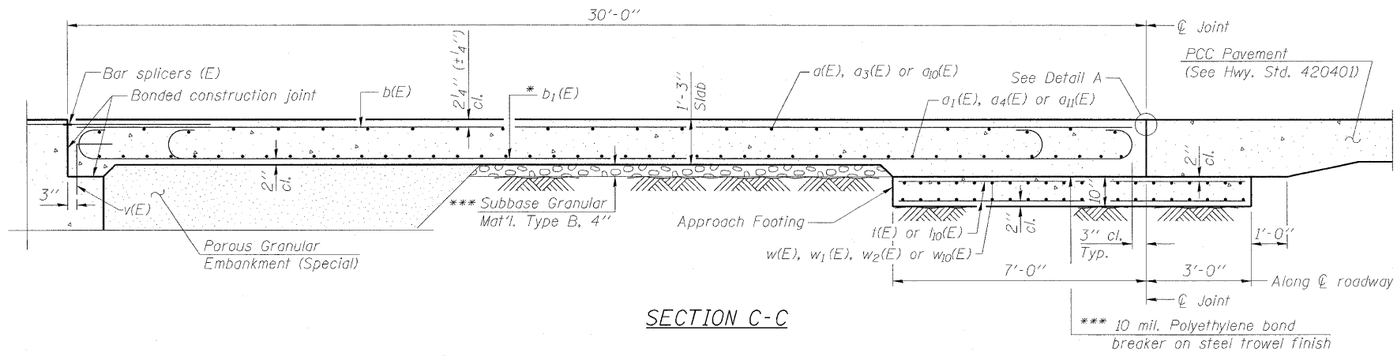
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

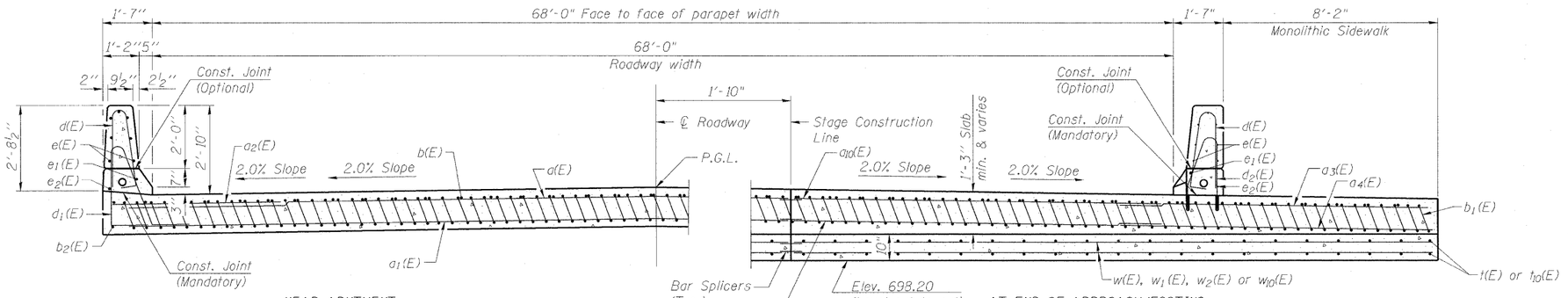
SHEET NO. S9 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	31
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C



NEAR ABUTMENT

SECTION D-D
(See Plan for dimensions not shown)

AT END OF APPROACH/FOOTING

Notes:
See sheet S9 of S27 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet S24 of S27.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S25 of S27.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet S2 of S27.
For additional parapet details, see sheet S16 of S27.

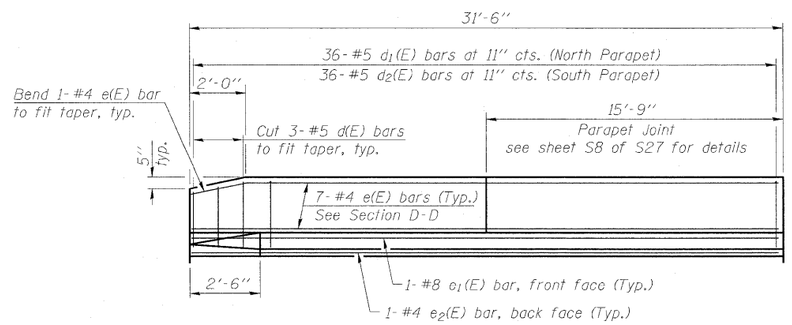
Core and set #5 $d_2(E)$ bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

EAST APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	25	#4	37'-6"	
$a_1(E)$	46	#5	37'-6"	
$a_2(E)$	50	#6	6'-6"	
$a_3(E)$	25	#4	10'-9"	
$a_4(E)$	46	#5	11'-5"	
$a_{10}(E)$	25	#4	33'-10"	
$a_{11}(E)$	46	#5	33'-10"	
b(E)	65	#4	29'-8"	
$b_1(E)$	191	#9	29'-9"	
$b_2(E)$	2	#4	29'-8"	
d(E)	72	#5	5'-7"	
$d_1(E)$	36	#5	7'-11"	
$d_2(E)$	36	#5	4'-8"	
e(E)	28	#4	15'-5"	
$e_1(E)$	2	#8	31'-2"	
$e_2(E)$	2	#4	31'-2"	
t(E)	158	#4	9'-9"	
$t_{10}(E)$	6	#4	6'-9"	
w(E)	40	#5	37'-6"	
$w_1(E)$	30	#5	7'-11"	
$w_2(E)$	14	#5	5'-11"	
$w_{10}(E)$	40	#5	33'-10"	
Concrete Superstructure		Cu. Yd.	129.4	
Concrete Structures		Cu. Yd.	24.6	
Reinforcement Bars, Epoxy Coated		Pound	32,130	

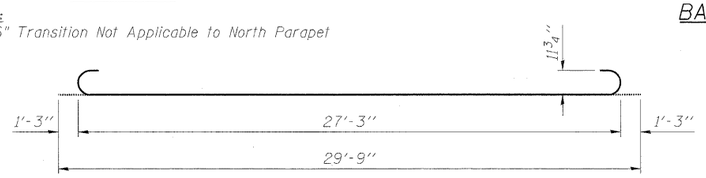
* Till #9 $b_1(E)$ bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

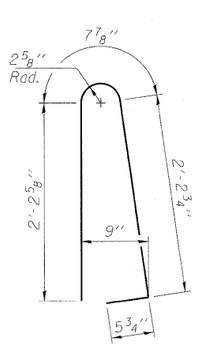


VIEW E-E

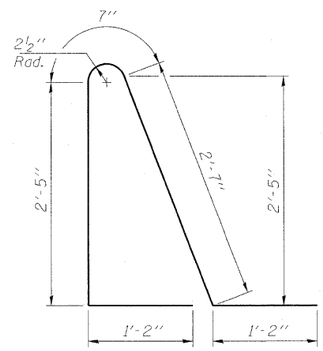
Note:
2'-6" Transition Not Applicable to North Parapet



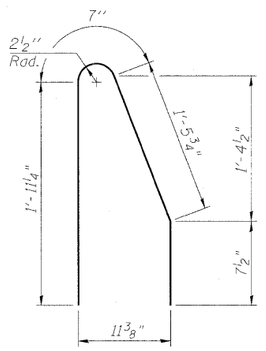
BAR $b_1(E)$



BAR d(E)



BAR $d_1(E)$



BAR $d_2(E)$

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

BA-R 11-1-09

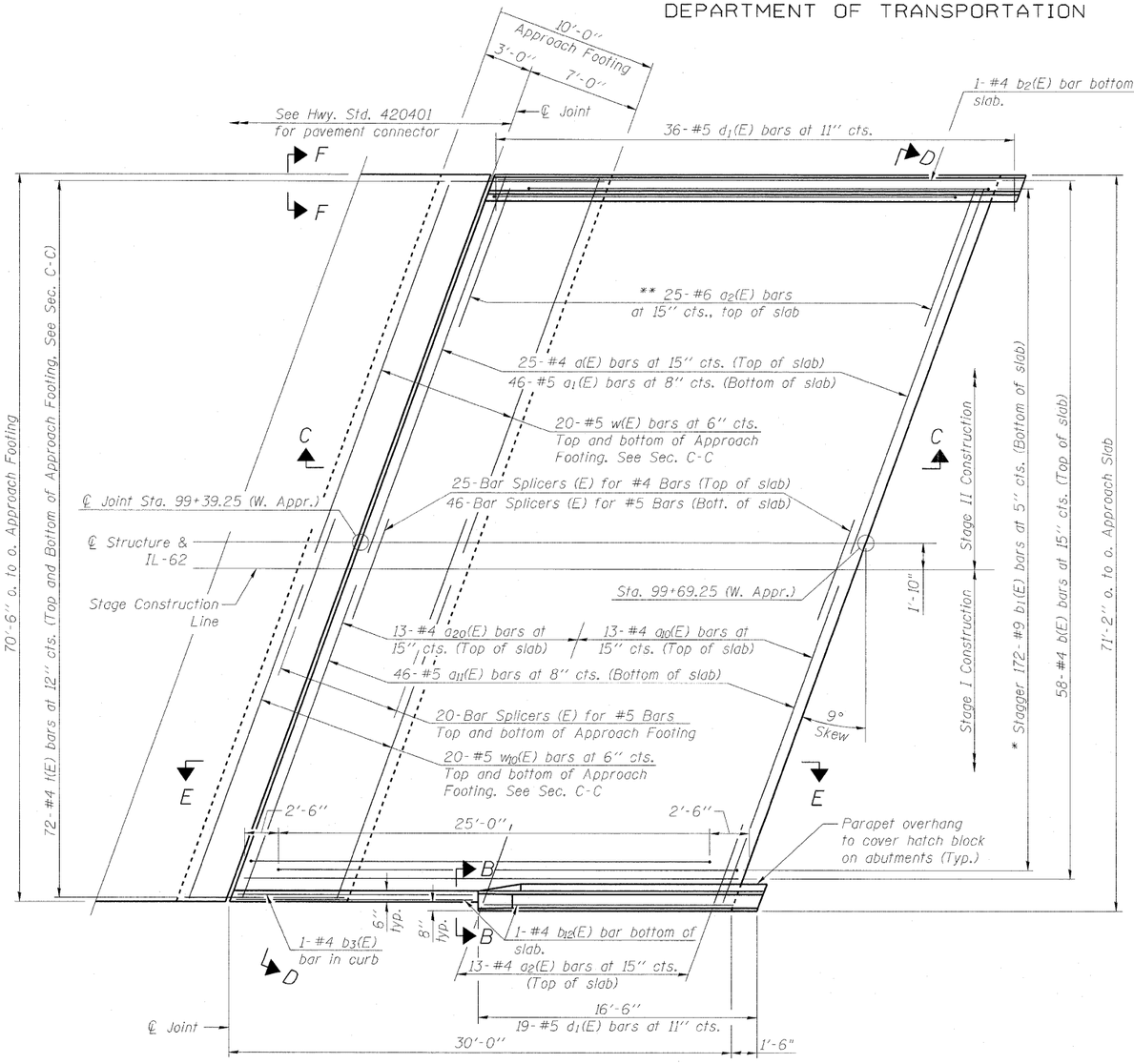
(Sheet 2 of 2)
EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0581

COLLINS ENGINEERS INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S10 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	32
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

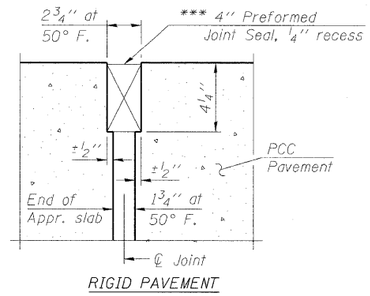


PLAN

* Tilt #9 $b_1(E)$ bars as required to maintain clearance.
** Space between a(E) and $a_{10}(E)$ bars, typ. each parapet.

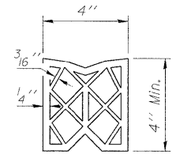
Notes:
See sheet S12 of S27 for Sections C-C & D-D and View E-E.
a(E), $a_1(E)$, $a_{10}(E)$ and $a_{11}(E)$ bar spacings measured along ℄ Rdwy.

*** Cost included with Concrete Superstructure.

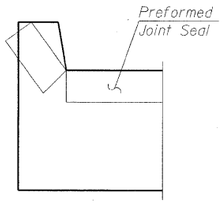


RIGID PAVEMENT

DETAIL A

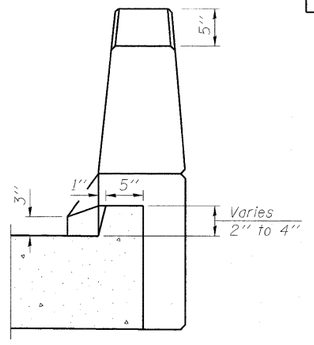


PREFORMED JOINT SEAL



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



VIEW B-B

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

BA-R 11-1-09

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
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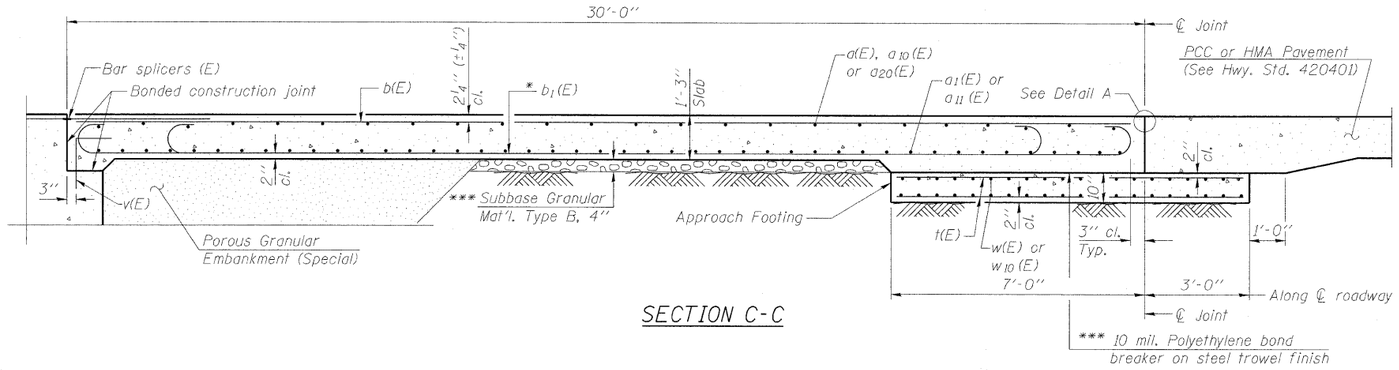
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S11 OF S27 SHEETS

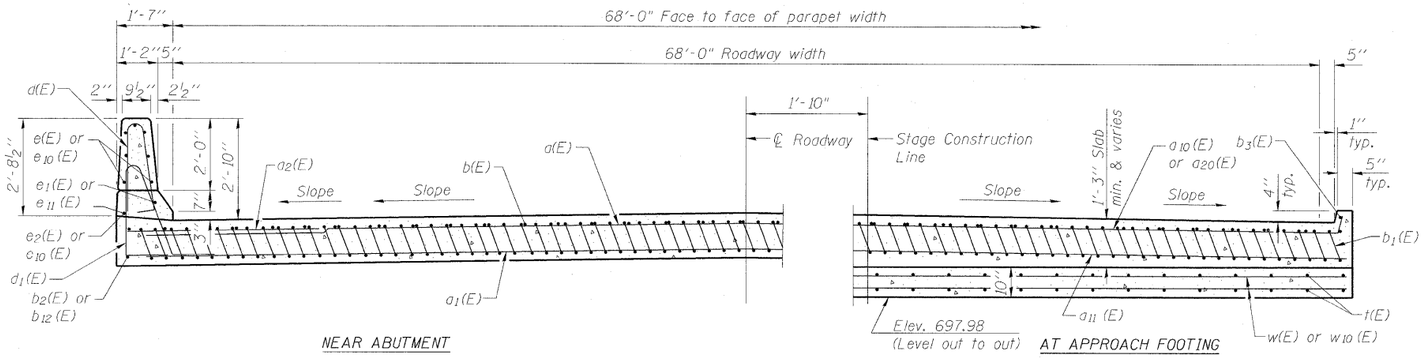
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	32A
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

(Sheet 1 of 2)
WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0581

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C

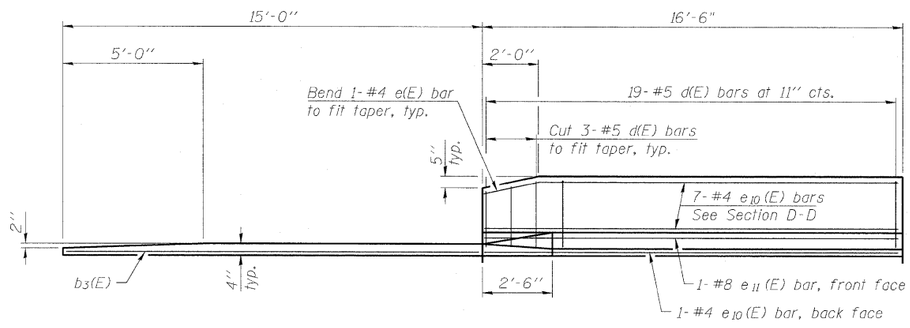


NEAR ABUTMENT

AT APPROACH FOOTING

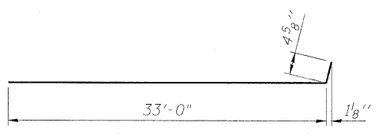
SECTION D-D

(See Plan for dimensions not shown)

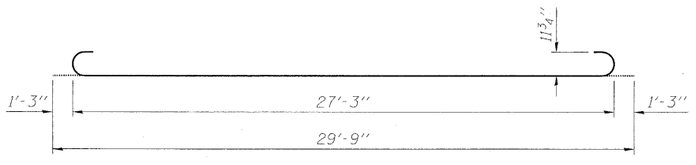


VIEW E-E

(See Sheet S10 of S27 for North Parapet Details)



BAR $a_{20}(E)$

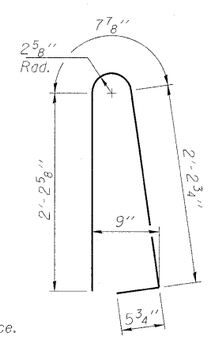


BAR $b_1(E)$

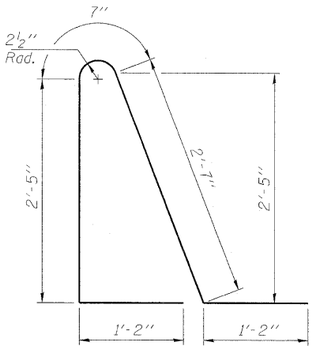
Notes:
See sheet S11 of S27 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet S24 of S27.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet S25 of S27.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet S2 of S27.
For additional parapet details, see sheet S16 of S27.

* Tilt #9 $b_1(E)$ bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.



BAR d(E)



BAR $d_1(E)$

WEST APPROACH
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	25	#4	37'-6"	
$a_1(E)$	46	#5	37'-6"	
$a_2(E)$	38	#6	6'-6"	
$a_{10}(E)$	13	#4	33'-7"	
$a_{11}(E)$	46	#5	33'-2"	
$a_{20}(E)$	13	#4	33'-5"	
b(E)	58	#4	29'-8"	
$b_1(E)$	172	#9	29'-9"	
$b_2(E)$	1	#4	29'-8"	
$b_3(E)$	1	#4	14'-8"	
$b_{12}(E)$	2	#4	14'-8"	
d(E)	55	#5	5'-7"	
$d_1(E)$	55	#5	7'-11"	
e(E)	14	#4	15'-5"	
$e_1(E)$	1	#8	31'-2"	
$e_2(E)$	1	#4	31'-2"	
$e_{10}(E)$	8	#4	16'-2"	
$e_{11}(E)$	1	#8	16'-2"	
t(E)	144	#4	9'-9"	
w(E)	40	#5	37'-6"	
$w_{10}(E)$	40	#5	33'-2"	
Concrete Superstructure		Cu. Yd.	113.2	
Concrete Structures		Cu. Yd.	22.2	
Reinforcement Bars, Epoxy Coated		Pound	28,505	

(Sheet 2 of 2)

WEST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

BA-R 11-1-09

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
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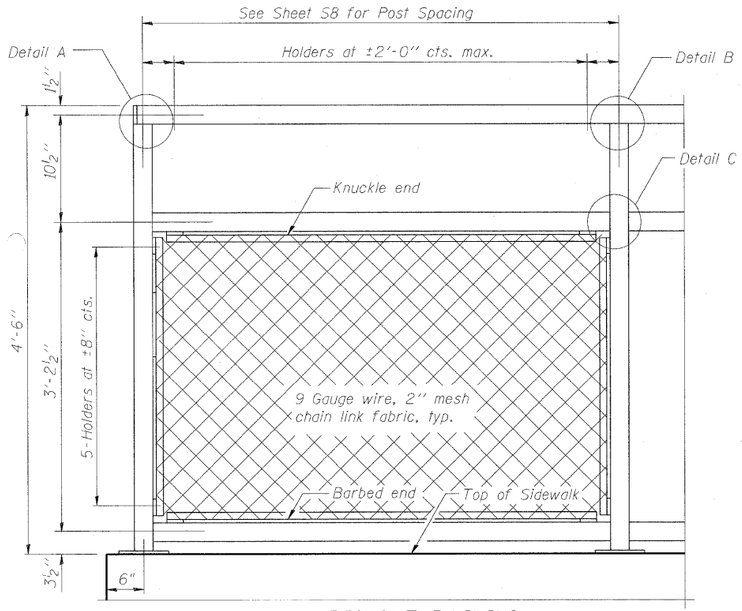
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

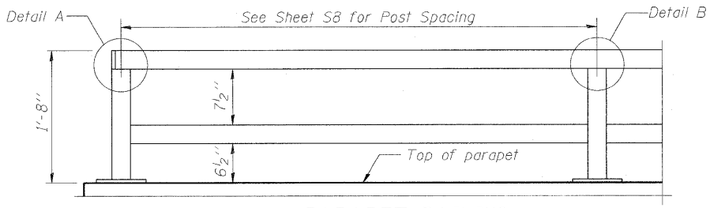
SHEET NO. S12 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	32B
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

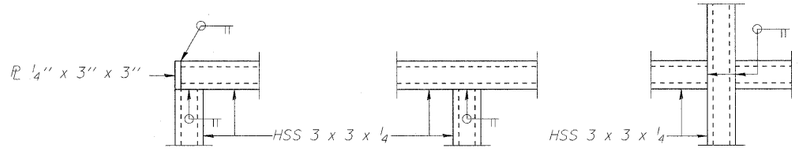


BICYCLE RAILING



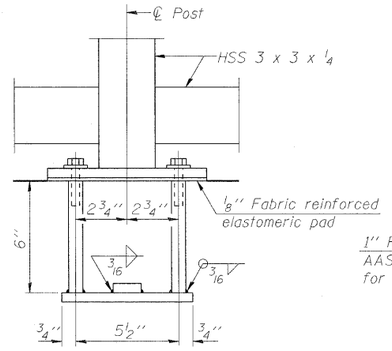
PARAPET RAILING
ELEVATION
(Inside Face of Two Element Rail)

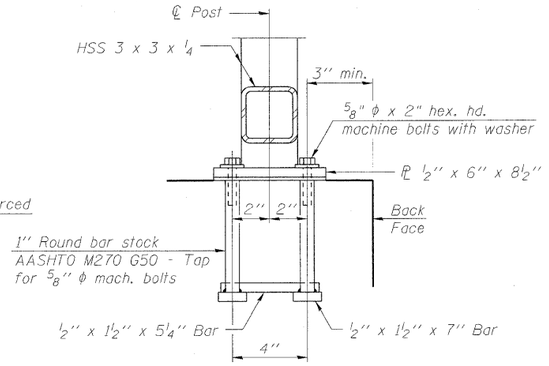
(10'-0" Maximum Post Spacing)



DETAIL A DETAIL B DETAIL C

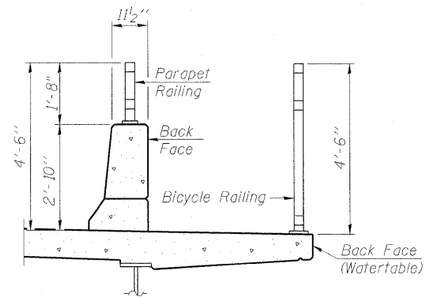
Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.





ANCHOR BOLT DETAILS

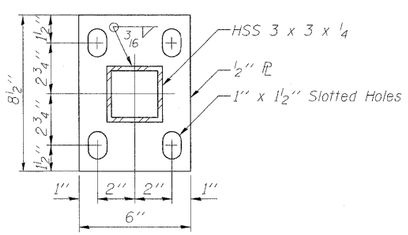
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



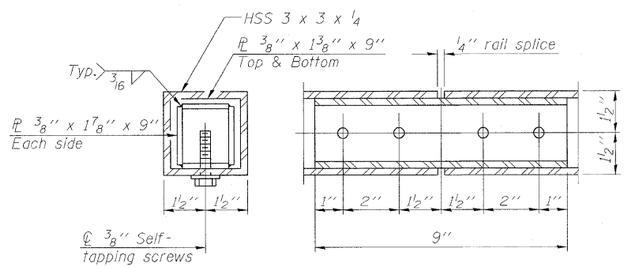
SECTION THRU DECK

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	120
Parapet Railing	Foot	120



BASE ℄



RAIL SPLICE

BICYCLE RAILING
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
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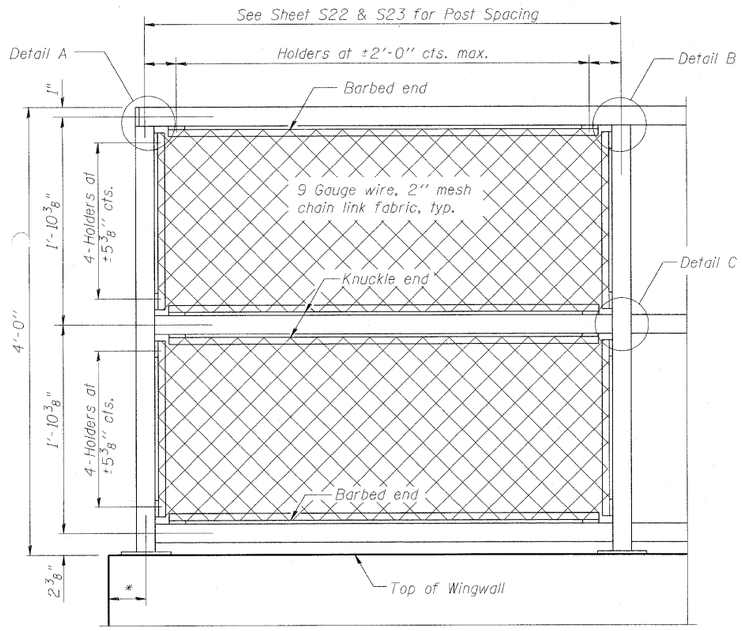
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

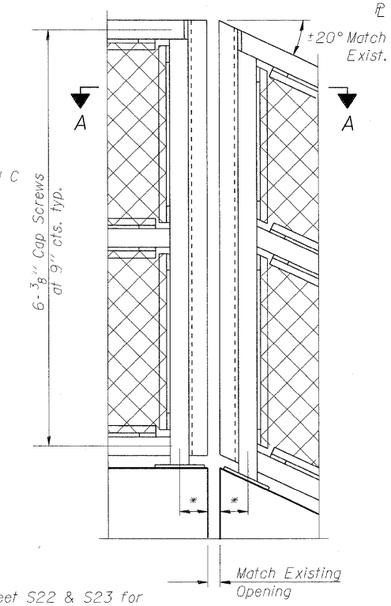
SHEET NO. S13 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	33
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

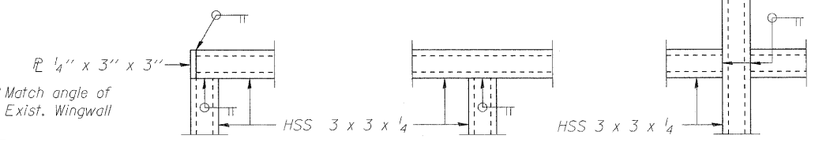


ELEVATION
(Inside Face)



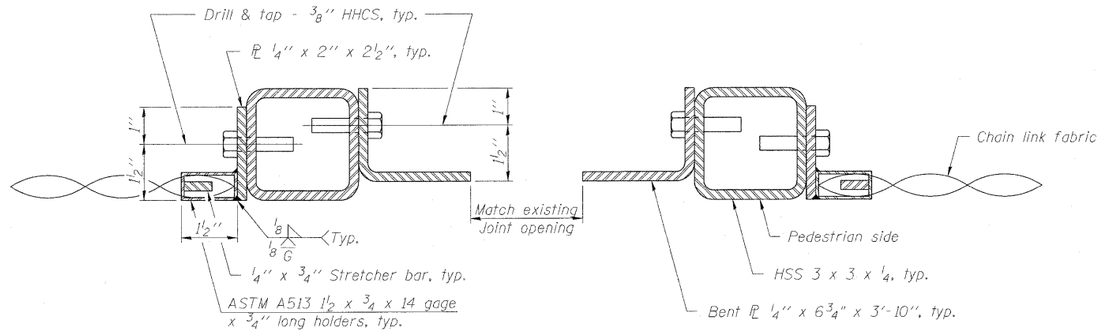
* Refer to Sheet S22 & S23 for Post Layout dimensions.

ELEVATION
(At Expansion Joint)

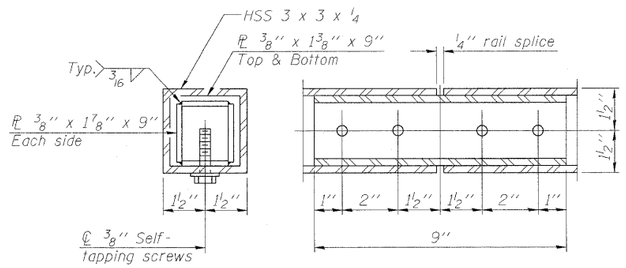


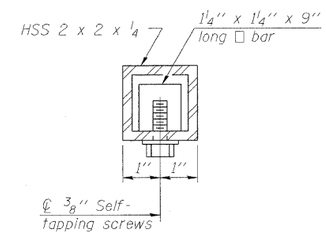
DETAIL A DETAIL B DETAIL C

Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
Contractor to verify all dimensions in field prior to ordering materials.

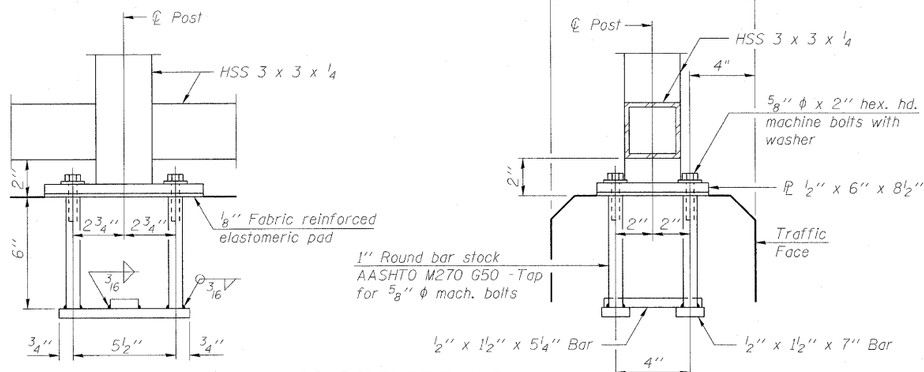


SECTION A-A



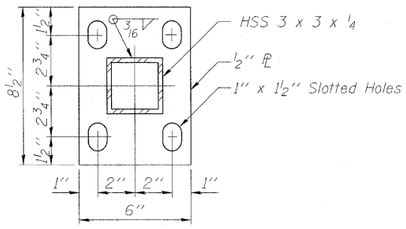


RAIL SPLICE



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BASE PL

(10'-0" Maximum Post Spacing)

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

(Sheet 1 of 2)

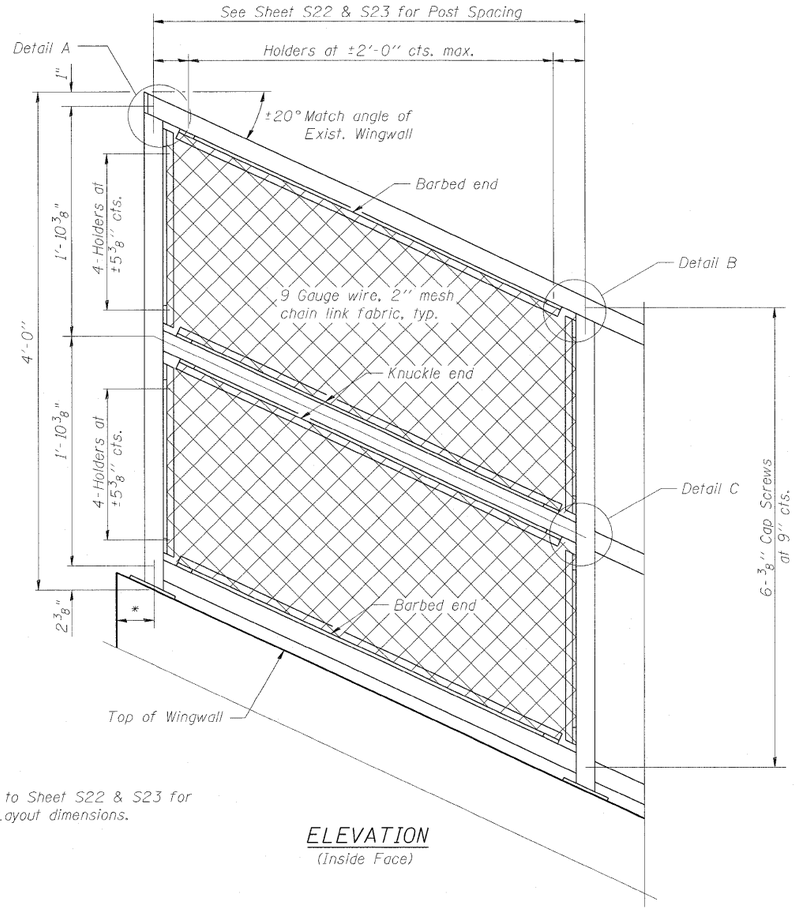
BRIDGE FENCE RAILING (SPECIAL)
STRUCTURE NO. 016-0581

COLLINS ENGINEERS INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S14 OF S27 SHEETS

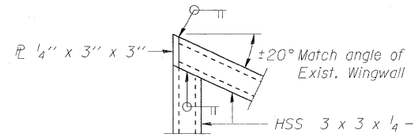
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	34
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

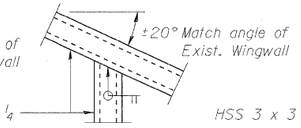


* Refer to Sheet S22 & S23 for Post Layout dimensions.

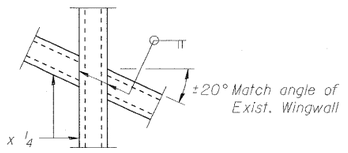
ELEVATION
(Inside Face)



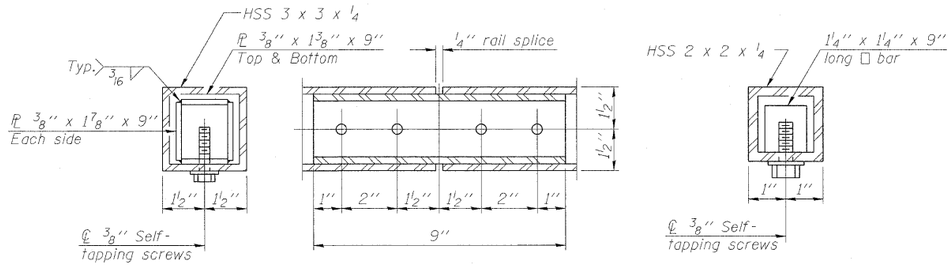
DETAIL A



DETAIL B



DETAIL C

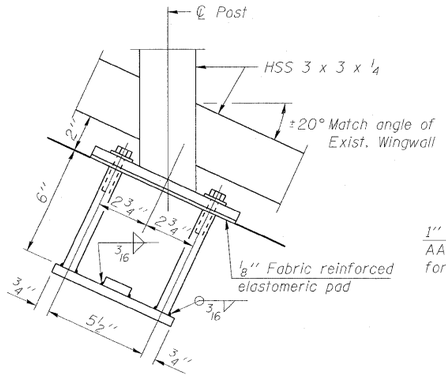


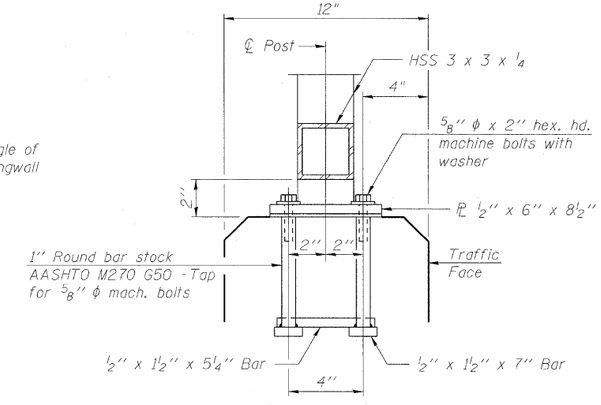
RAIL SPLICE

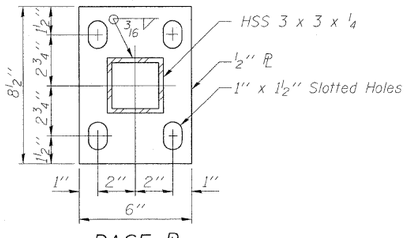
Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
Contractor to verify all dimensions in field prior to ordering materials.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing (Special)	Sq. Ft.	364







BASE ℄

ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

(10'-0" Maximum Post Spacing)

(Sheet 2 of 2)
BRIDGE FENCE RAILING (SPECIAL)
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

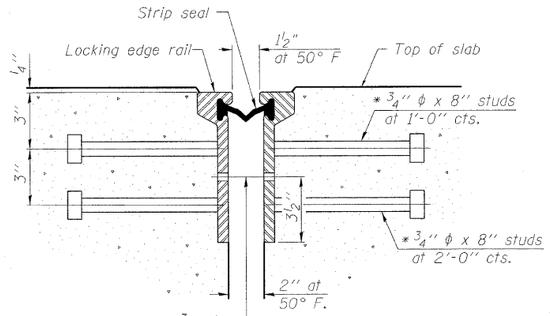
COLLINS ENGINEERS INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S15 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	35
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

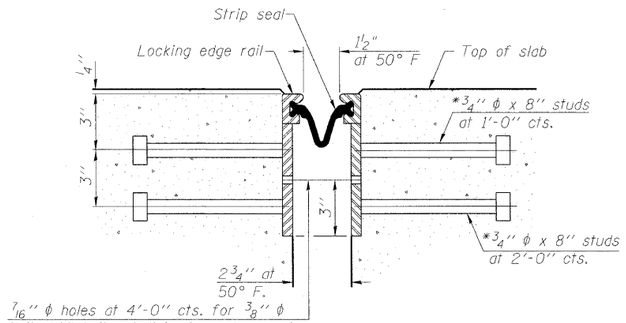
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



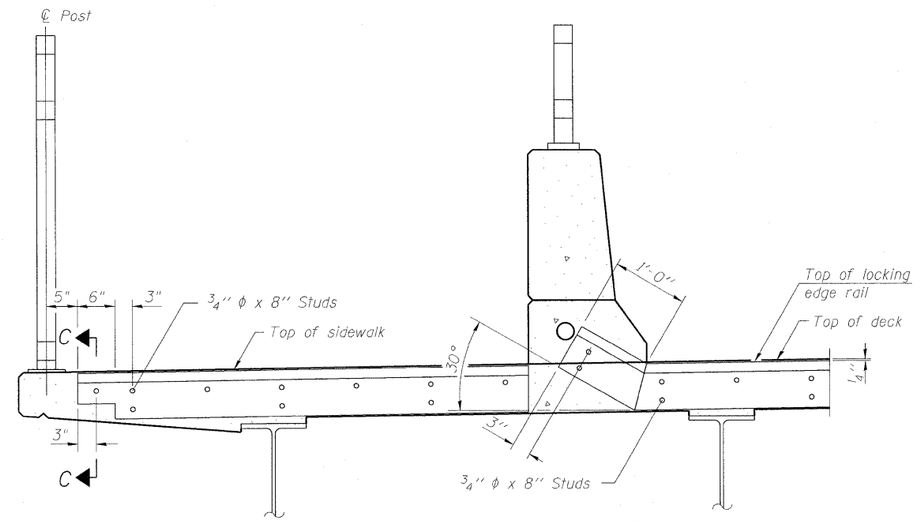
7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT

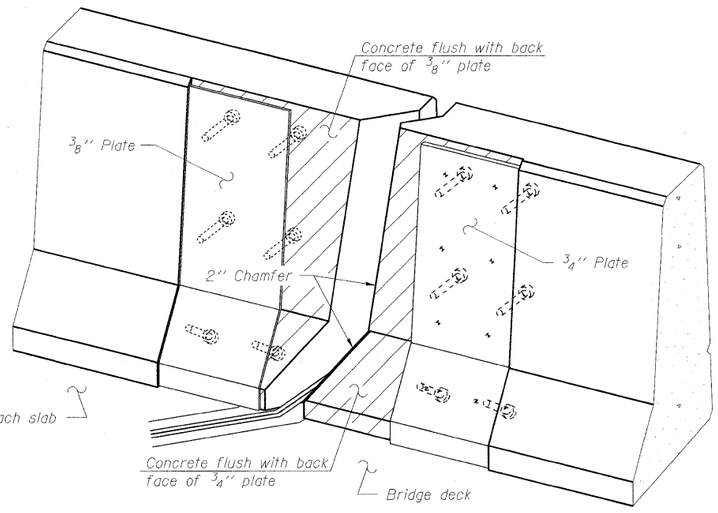


7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

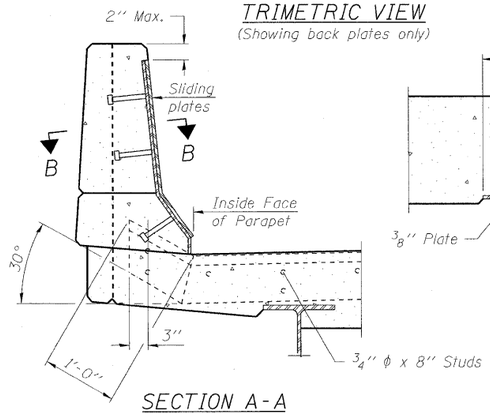
SECTION THRU WELDED RAIL JOINT



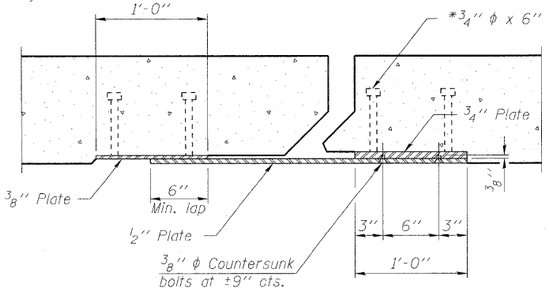
END TREATMENT



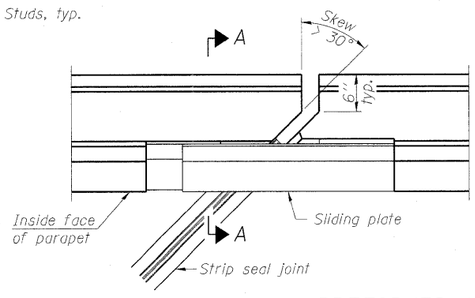
TRIMETRIC VIEW
(Showing back plates only)



SECTION A-A



SECTION B-B



PLAN

POINT BLOCK DETAILS
(for skews > 30°)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed.

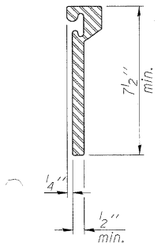
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

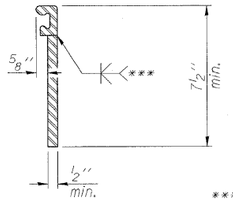
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

BILL OF MATERIAL

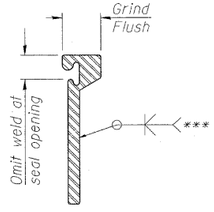
Item	Unit	Total
Preformed Joint Strip Seal	Foot	178



ROLLED EXTRUDED RAIL



WELDED RAIL



*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

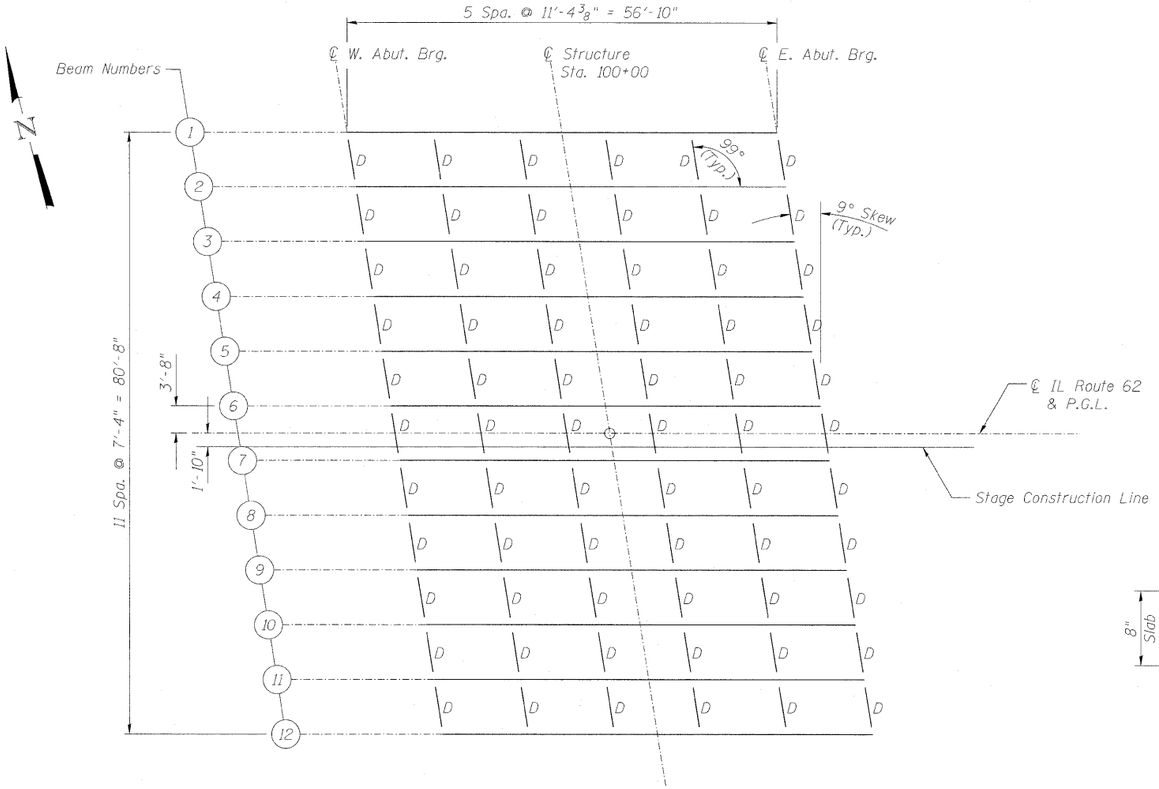
EJ-SSJ 11-1-09

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

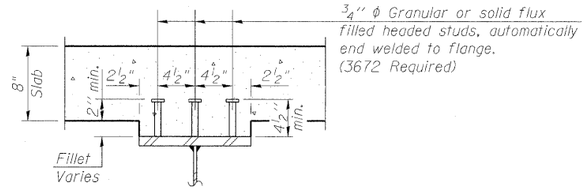
SHEET NO. S16 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	36
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

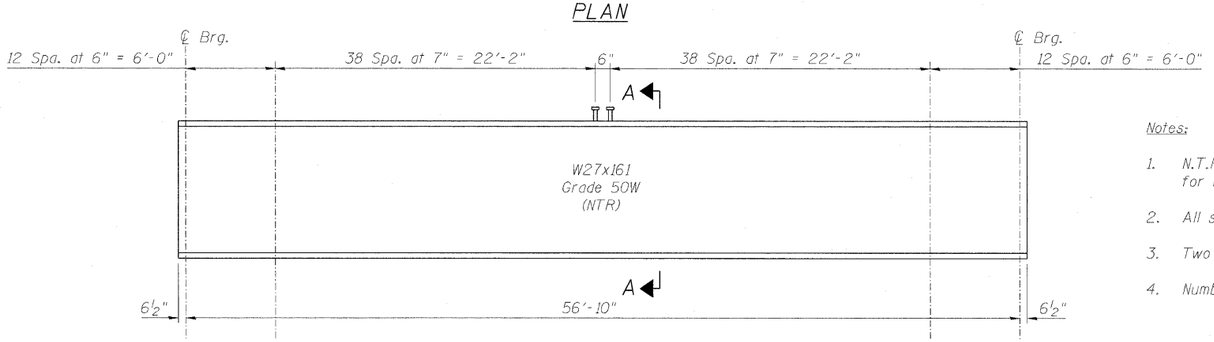
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



SECTION A-A



GIRDER ELEVATION

Notes:

1. N.T.R. designates members suject to the supplemental requirements for notch toughness (Zone 2).
2. All structural steel for beams shall be AASHTO M270 Grade 50W.
3. Two hardened washers are required over all oversized holes.
4. Number of shear connectors required, 306x12 beams = 3672.

INTERIOR GIRDER MOMENT TABLE		
		0.5 Span
I_s	(in^4)	6,310
$I_c(n)$	(in^4)	15,700
$I_c(3n)$	(in^4)	11,400
S_s	(in^3)	457
$S_c(n)$	(in^3)	642
$S_c(3n)$	(in^3)	580
DC1	(k/')	0.930
M_{DC1}	('k)	375
DC2	(k/')	0.240
M_{DC2}	('k)	97
DW	(k/')	0.370
M_{DW}	('k)	149
M_{L+IM}	('k)	873
M_u (Strength I)	('k)	2,342
$\phi_f M_{nc}$	('k)	3,042
f_s DC1	(ksi)	9.8
f_s DC2	(ksi)	2.0
f_s DW	(ksi)	3.1
f_s 1.3(L+IM)	(ksi)	21.2
f_s (Service II)	(ksi)	36.1
V_f	(k)	45.9

INTERIOR GIRDER REACTION TABLE		
		Abutments
R_{DC1}	(k)	27.3
R_{DC2}	(k)	6.9
R_{DW}	(k)	10.6
R_{L+IM}	(k)	83.7
R_{Total}	(k)	128.5

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

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

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

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

V_f: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

TOP OF BEAM ELEVATIONS - BEFORE DEFLECTION
(For Fabrication use only)

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6	Beam 7	Beam 8	Beam 9	Beam 10	Beam 11	Beam 12
℄ Brg. E. Abut.	699.793	699.939	700.085	700.231	700.377	700.522	700.521	700.372	700.224	700.075	699.926	699.777
℄ Brg. W. Abut.	699.571	699.727	699.883	700.038	700.194	700.349	700.357	700.219	700.080	699.941	699.802	699.663

FRAMING PLAN DETAILS
STRUCTURE NO. 016-0581

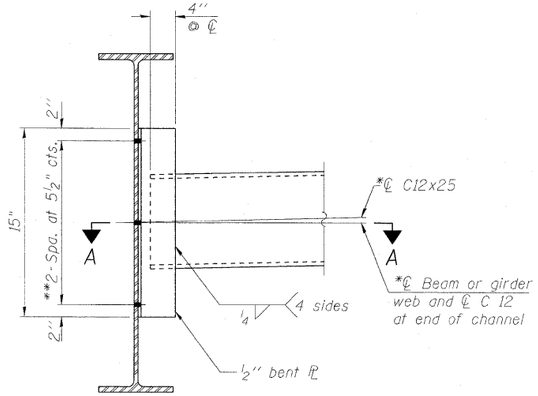
DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S17 OF S27 SHEETS

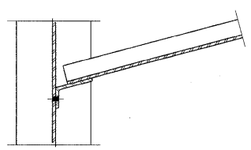
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	37
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

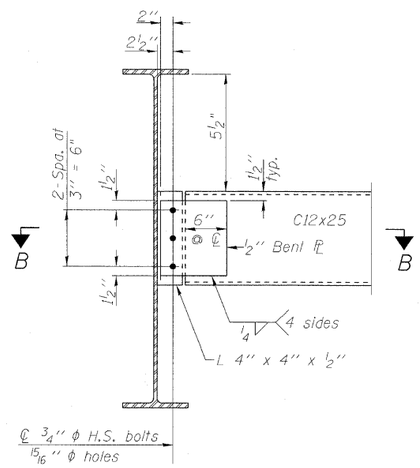


INTERIOR DIAPHRAGM

Note:
Two hardened washers required for each set of oversized holes.
*C12x30 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
The alternate, if utilized, shall be provided at no additional cost to the Department.
**¾" ϕ HS bolts, 15/16" ϕ holes
The interior diaphrams below the stage construction line (between beam numbers 6 and 7) require standard long slotted holes (13/16" x 1 7/8") in one connection angle. The bolts in the long slots shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load. All holes shall have appropriate hardened or plate washers.

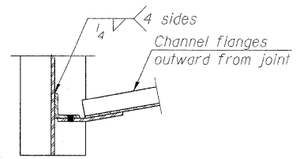


SECTION A-A



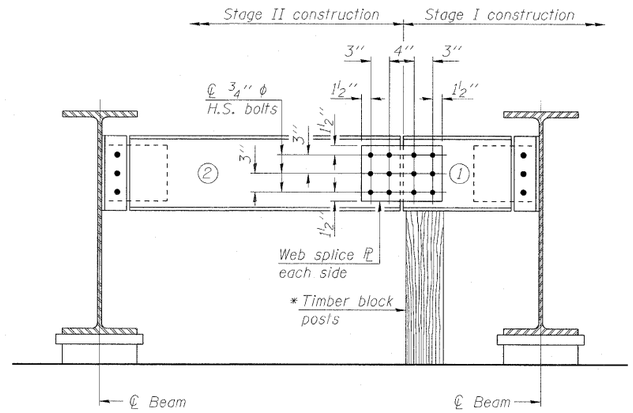
END DIAPHRAGM

Note:
Two hardened washers required for each set of oversized holes.



SECTION B-B

* Cost of Timber Block Posts is included with Structural Steel.



END DIAPHRAGM

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order diaphragm in two sections.
2.) Attach section (1) of diaphragm to beam
3.) Place timber block posts between section (1) of diaphragm and abutment bearing section.
4.) Attach section (2) of diaphragm to both beam and section (1) of diaphragm during stage II construction with splice plates.
5.) Remove timber block posts.

Note:
All structural steel for diaphragms, connecting plates/angles shall be AASHTO M270 Grade 50W.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

STEEL DETAILS
STRUCTURE NO. 016-0581

COLLINS ENGINEERS INC
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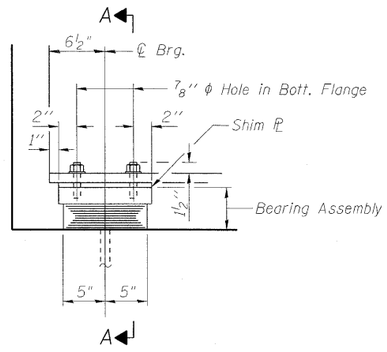
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

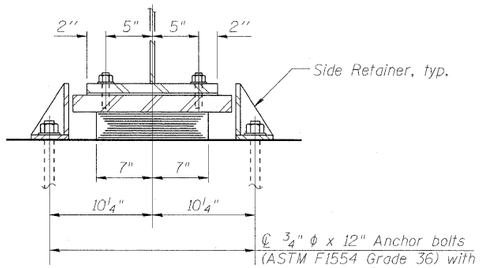
SHEET NO. S18 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	38
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

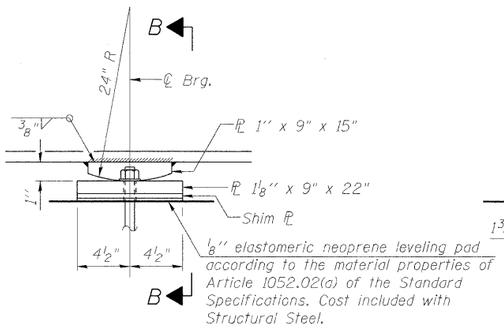


ELEVATION AT ABUT.

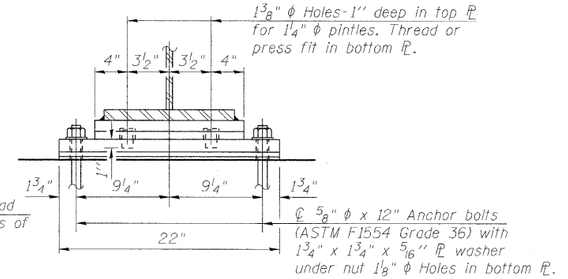


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG. EAST ABUTMENT

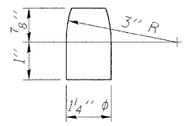


ELEVATION

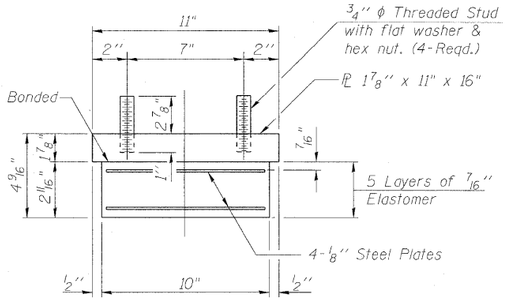


SECTION B-B

FIXED BEARING WEST ABUTMENT



PINTLE



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

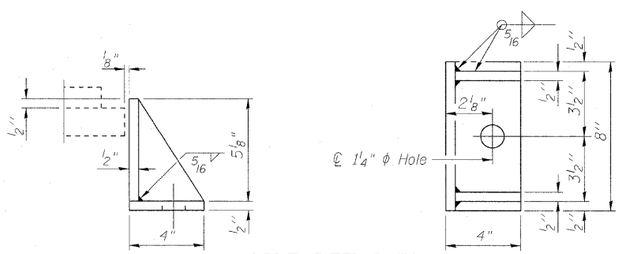
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M 270 Grade 50W.



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 3/4" ϕ	Each	24
Anchor Bolts, 5/8" ϕ	Each	24

BEARING DETAILS
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

I-2E-1 11-1-09

COLLINS ENGINEERS INC
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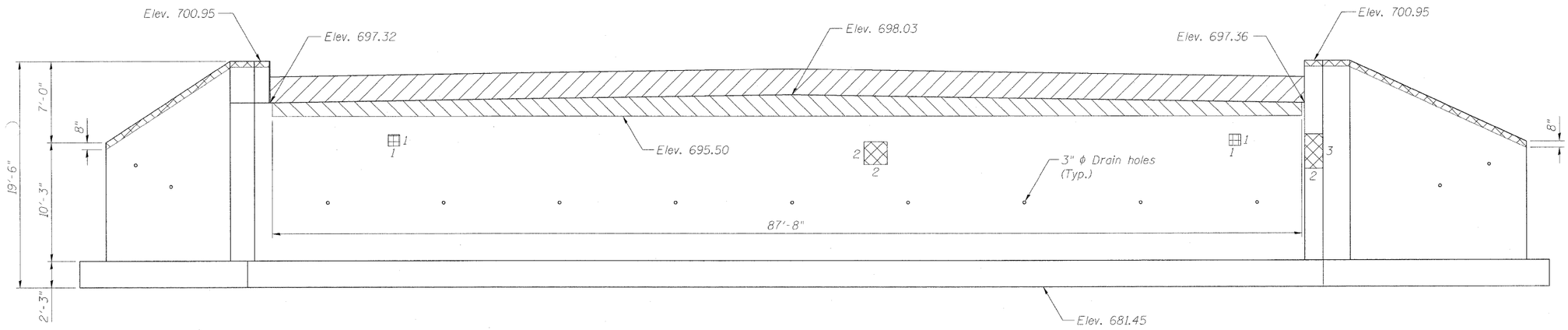
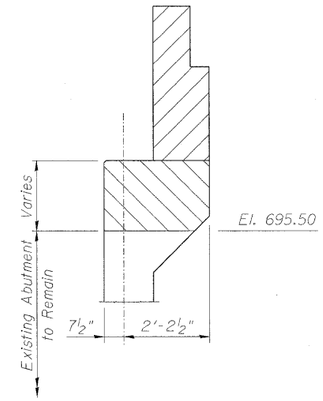
SHEET NO. S19 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	39
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

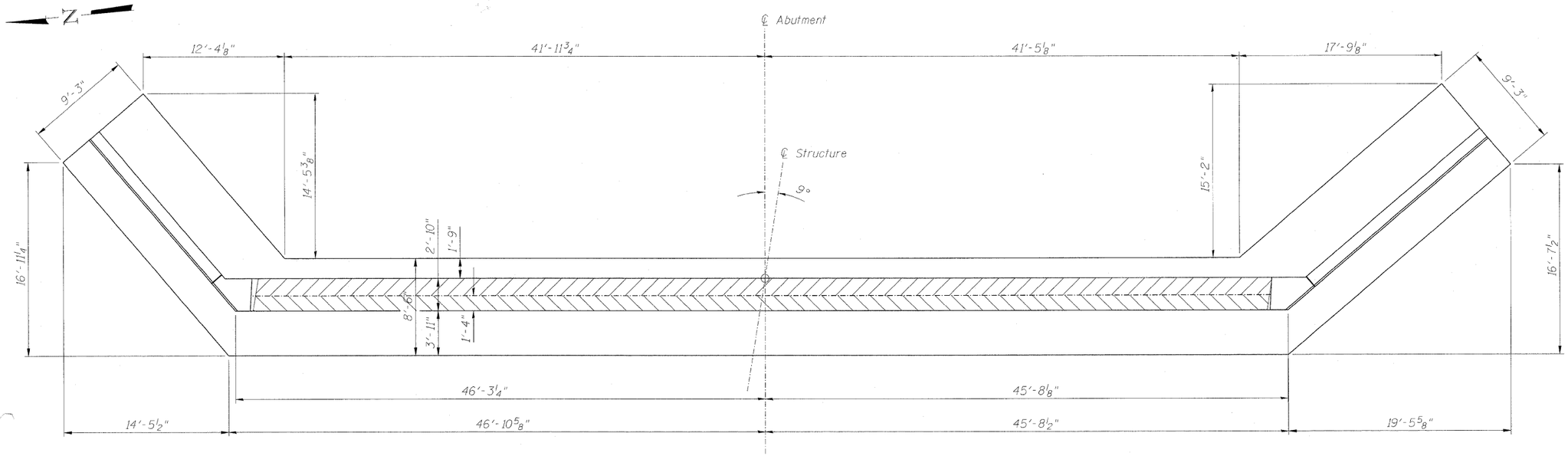
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EXISTING EAST ABUTMENT ELEVATION



SECTION THRU EAST ABUTMENT



EXISTING EAST ABUTMENT PLAN

Note:
Clean and reuse existing bars at top of wingwalls. Cost included in item for "Structural Repair of Concrete (Depth greater than 5 inches)."
See sheet S21 of S27 for Bill of Materials.

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

Legend:
- Concrete Removal (Backwall/Abutment)
- Concrete Removal (Beam Seat)
- Structural Repair of Concrete (Depth less than 5 inches)
- Structural Repair of Concrete (Depth greater than 5 inches)

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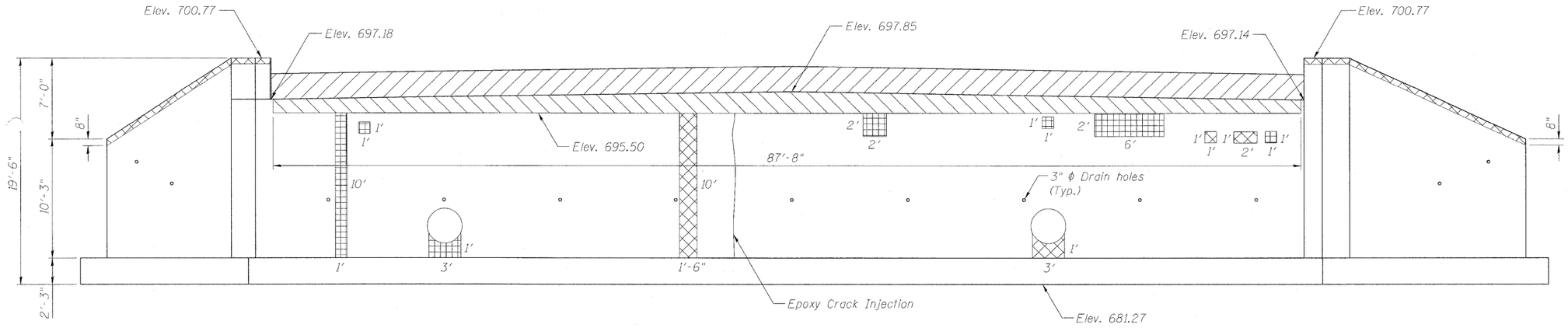
SHEET NO. S20 OF S27 SHEETS

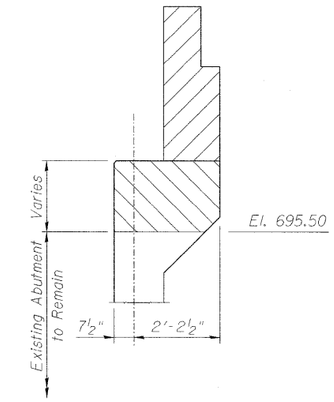
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	40
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

EXISTING EAST ABUTMENT
STRUCTURE NO. 016-0581

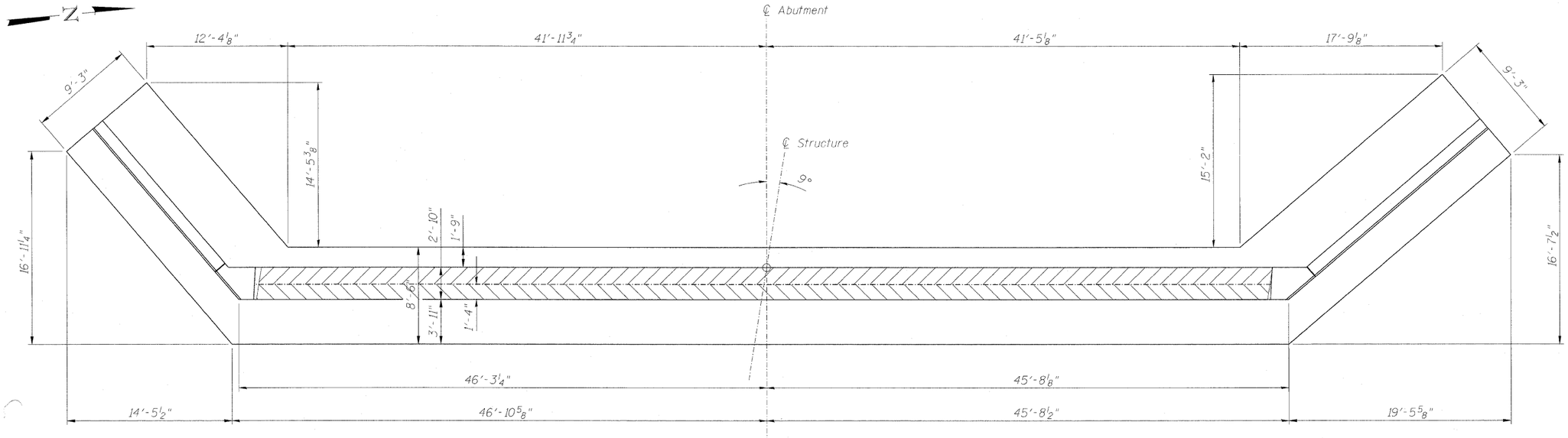
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EXISTING WEST ABUTMENT ELEVATION



SECTION THRU WEST ABUTMENT



EXISTING WEST ABUTMENT PLAN

Legend:

- Concrete Removal (Backwall/Abutment)
- Concrete Removal (Beam Seat)
- Structural Repair of Concrete (Depth less than 5 inches)
- Structural Repair of Concrete (Depth greater than 5 inches)

BILL OF MATERIAL
(For Two Abutments)

Item	Unit	Total
Concrete Removal	Cu. Yd.	64.4
Epoxy Crack Injection	Foot	15
Structural Repair of Concrete (Depth Greater than 5")	Sq. Ft.	128
Structural Repair of Concrete (Depth Less than 5")	Sq. Ft.	34

Note:
Clean and reuse existing bars at top of wingwalls. Cost included in item for "Structural Repair of Concrete (Depth greater than 5 inches)."

EXISTING WEST ABUTMENT
STRUCTURE NO. 016-0581

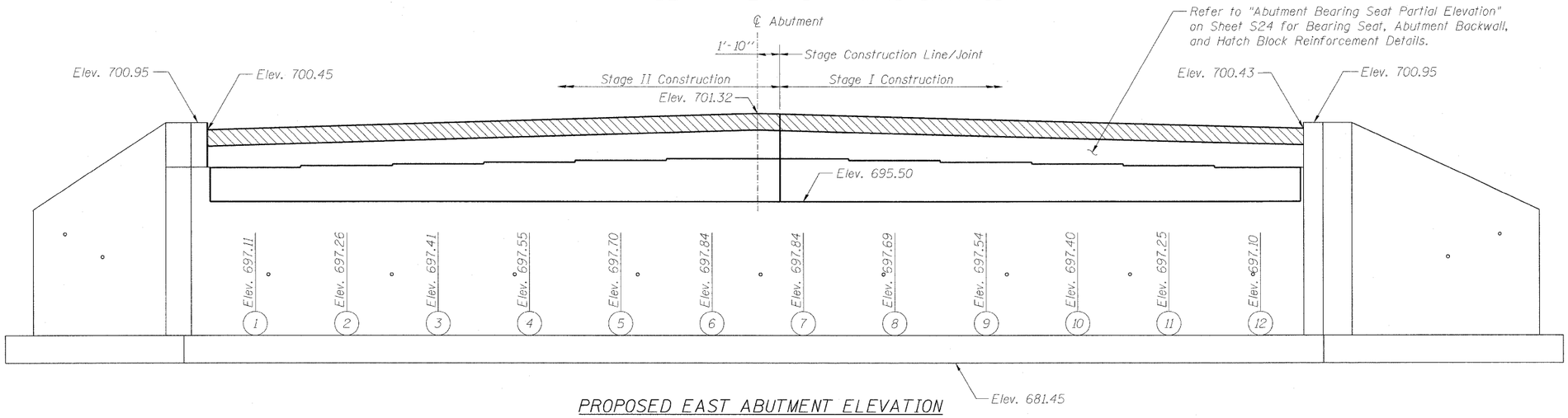
DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S21 OF S27 SHEETS

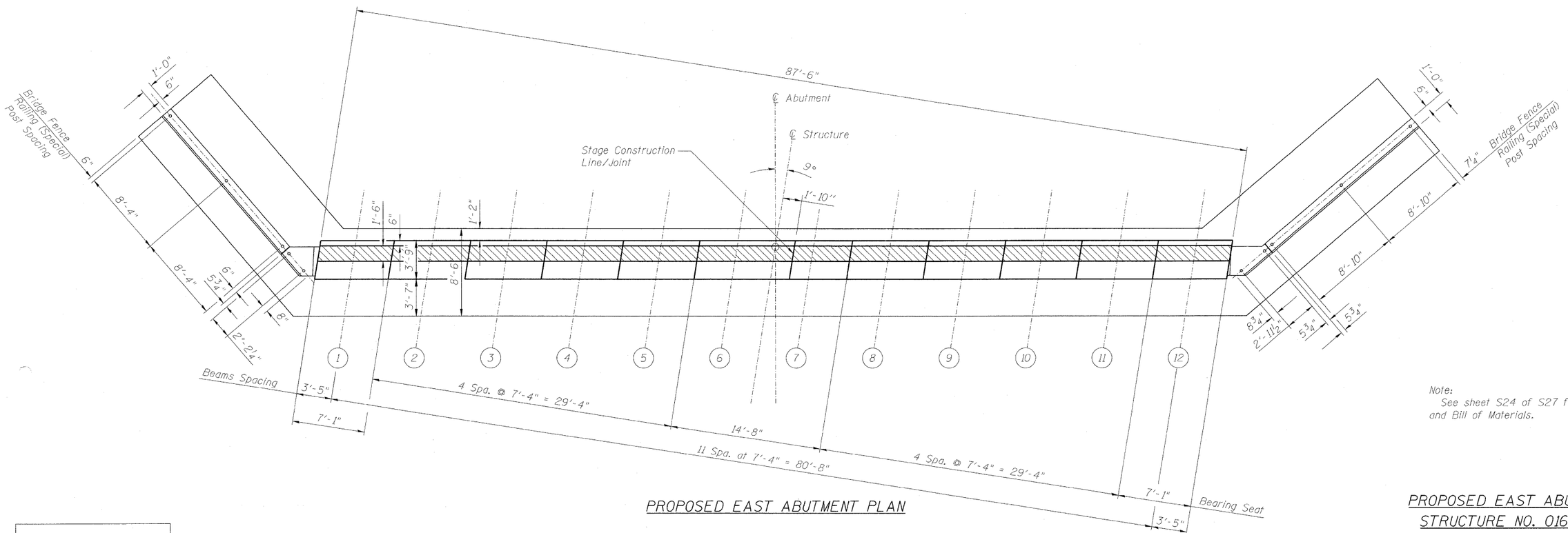
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	41
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PROPOSED EAST ABUTMENT ELEVATION
(Looking East)

N



PROPOSED EAST ABUTMENT PLAN

Note:
See sheet S24 of S27 for Abutment Details and Bill of Materials.

PROPOSED EAST ABUTMENT
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

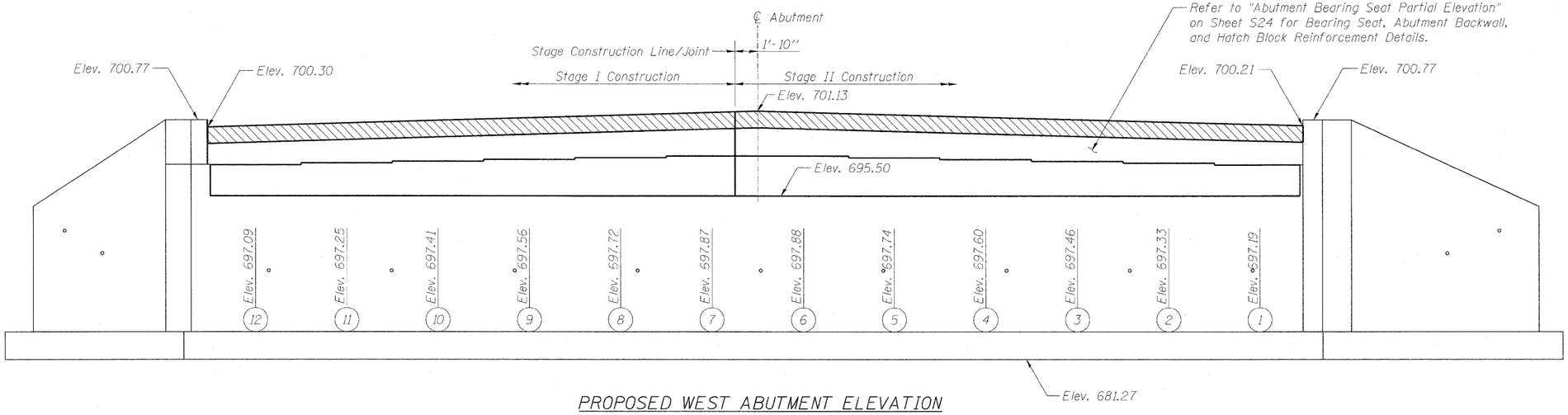
Legend:
- New Construction
- To be Poured after Beams have been erected

COLLINS ENGINEERS INC
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

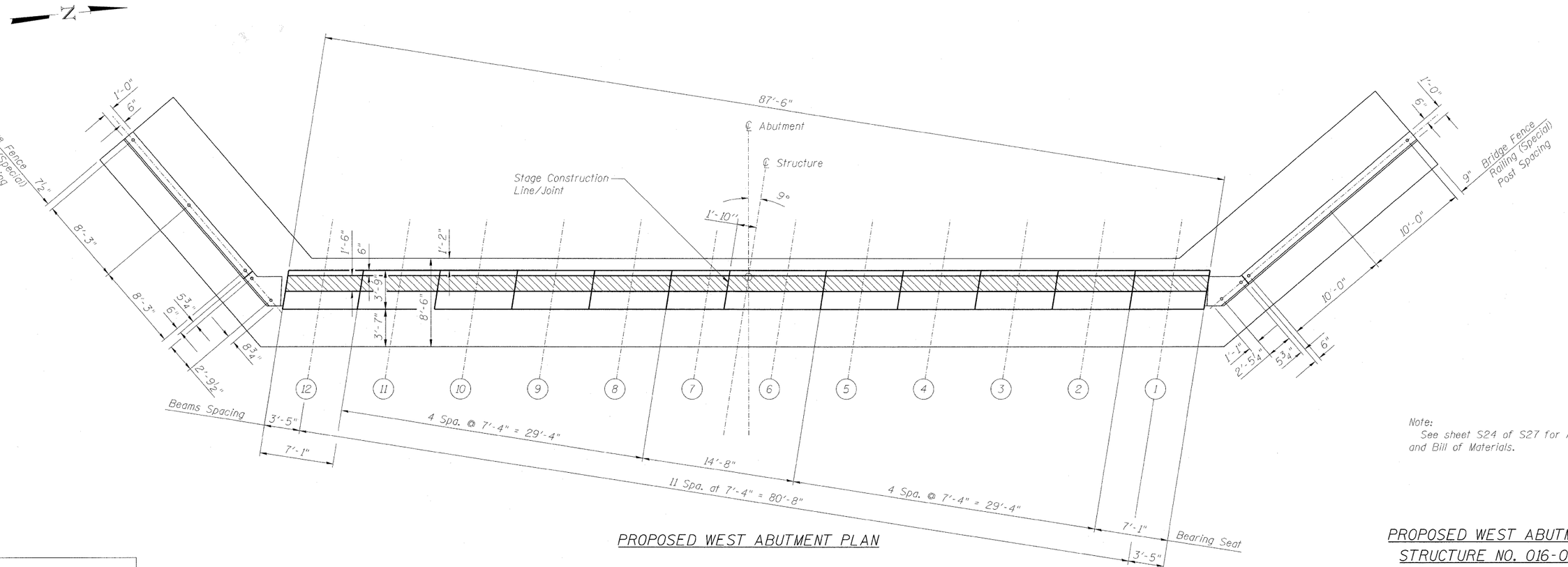
SHEET NO. S22 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	42
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PROPOSED WEST ABUTMENT ELEVATION
(Looking West)



PROPOSED WEST ABUTMENT PLAN

Note:
See sheet S24 of S27 for Abutment Details and Bill of Materials.

PROPOSED WEST ABUTMENT
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

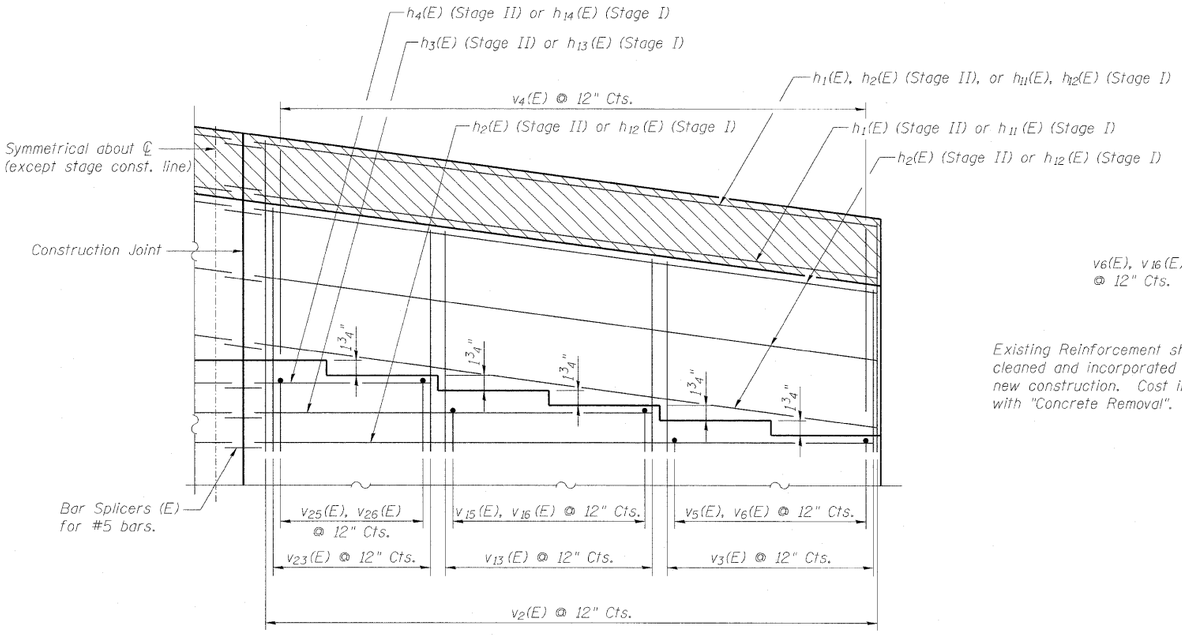
Legend:
- New Construction
- To be Poured after Beams have been erected

COLLINS ENGINEERS INC.
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

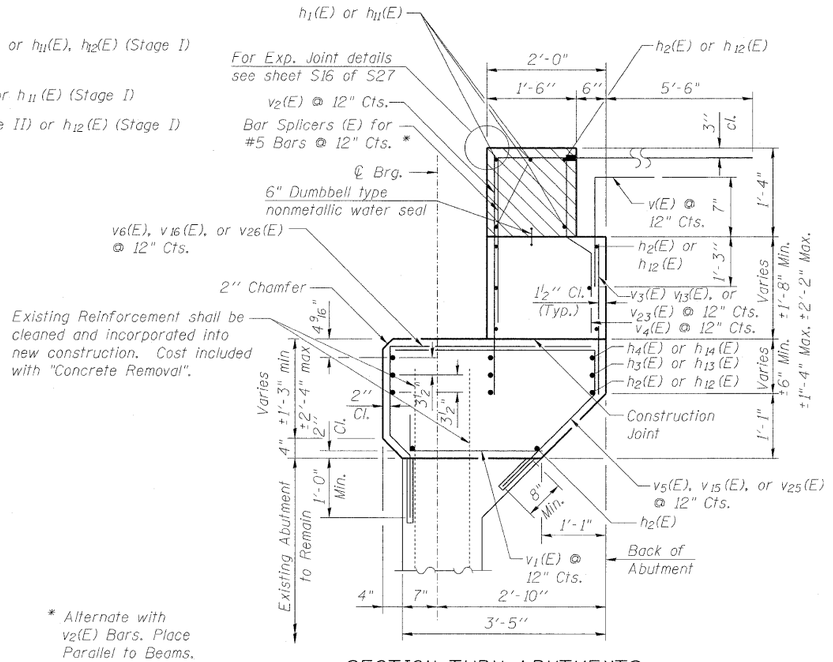
SHEET NO. S23 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	43
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ABUTMENT BEARING SEAT PARTIAL ELEVATION
(Typ. Both Abutments)



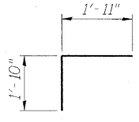
* Alternate with v2(E) Bars. Place Parallel to Beams.

SECTION THRU ABUTMENTS
(Typ. Both Abutments)

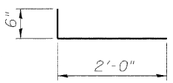
BILL OF MATERIAL
(For Two Abutments)

Bar	No.	Size	Length	Shape
h1(E)	8	#6	45'-9"	——
h2(E)	24	#5	45'-9"	——
h3(E)	6	#5	31'-2"	——
h4(E)	6	#5	16'-4"	——
h11(E)	8	#6	42'-1"	——
h12(E)	24	#5	42'-1"	——
h13(E)	6	#5	27'-6"	——
h14(E)	6	#5	12'-8"	——
v(E)	178	#5	3'-9"	⌐—
v1(E)	178	#4	2'-6"	⌐—
v2(E)	178	#4	4'-2"	——
v3(E)	64	#4	2'-0"	——
v4(E)	178	#4	3'-0"	⌇
v5(E)	64	#4	5'-9"	⌐
v6(E)	64	#4	5'-10"	⌐
v13(E)	64	#4	2'-4"	——
v15(E)	64	#4	6'-1"	⌐
v16(E)	64	#4	6'-1"	⌐
v23(E)	64	#4	2'-7"	——
v25(E)	64	#4	6'-4"	⌐
v26(E)	64	#4	6'-5"	⌐
Reinforcement Bars, Epoxy Coated			Pound	7,505
Concrete Structures			Cu. Yds.	87.5
Concrete Sealer			Sq. Ft.	930
Structure Excavation			Cu. Yds.	98

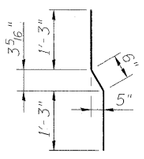
Note:
Any reinforcement bars that are damaged during concrete removal operation shall be repaired or replaced using approved bar splicer or anchorage system. Cost included with "Concrete Removal."
Pour steps monolithically with cap.



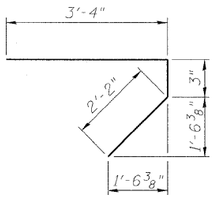
BAR v(E)



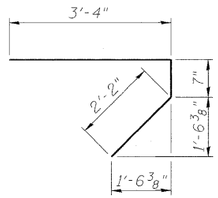
BAR v1(E)



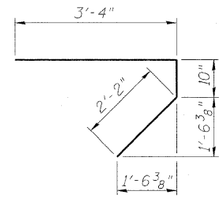
BAR v4(E)



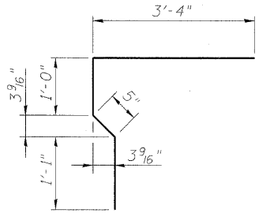
BAR v5(E)



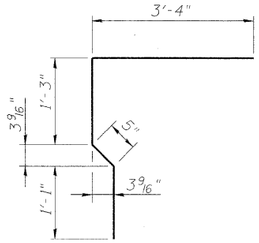
BAR v15(E)



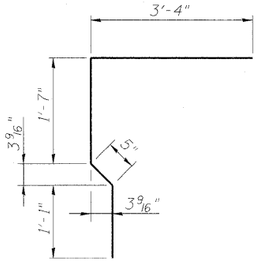
BAR v25(E)



BAR v6(E)



BAR v16(E)



BAR v26(E)

Legend:
To be Poured after Beams have been erected
New Construction

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

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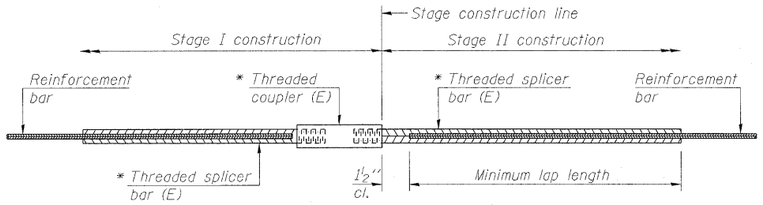
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S24 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	44
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

ABUTMENT DETAILS
STRUCTURE NO. 016-0581

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



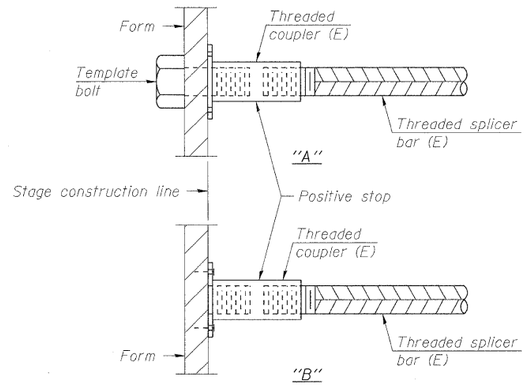
STANDARD BAR SPLICER ASSEMBLY

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

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

Threaded splicer bar length = min. lap length + 1½" + thread length

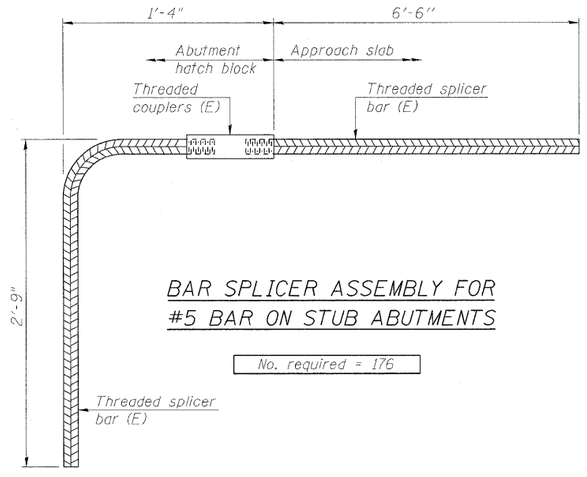
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.



INSTALLATION AND SETTING METHODS

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

Location	Bar size	No. assemblies required	Table for minimum lap length
Superstructure	#5	213	Table 3
Approach	#4	50	Table 3
Approach	#5	92	Table 3
Approach Footing	#5	80	Table 3
E. & W. Abutments	#5	36	Table 3
E. & W. Abutments	#6	8	Table 3



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 176

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See special provision for Mechanical Splicers.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

BSD-1 11-1-09

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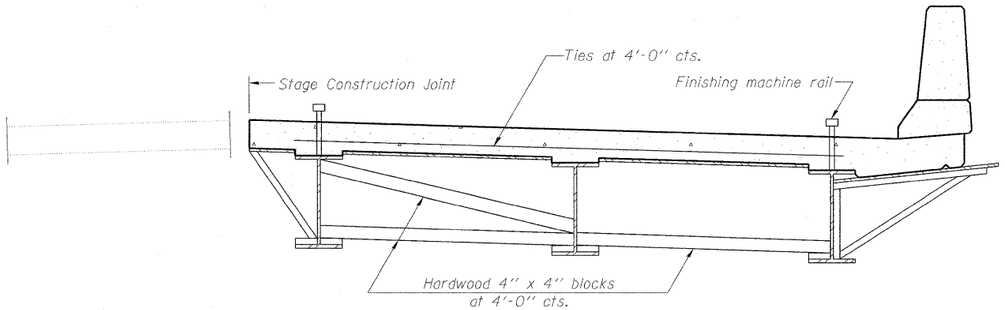
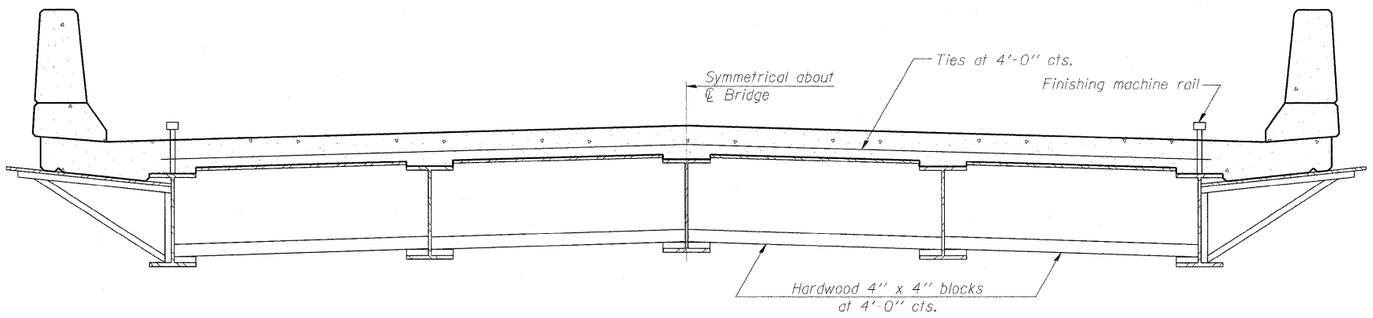
SHEET NO. S25 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	45
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FORM BRACES FOR
STAGE CONSTRUCTION



FORM BRACES FOR
STANDARD CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.

CANTILEVER FORMING BRACKETS
FOR SUPERSTRUCTURES WITH
W27 BEAMS AND SMALLER
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

SB-1 11-1-09

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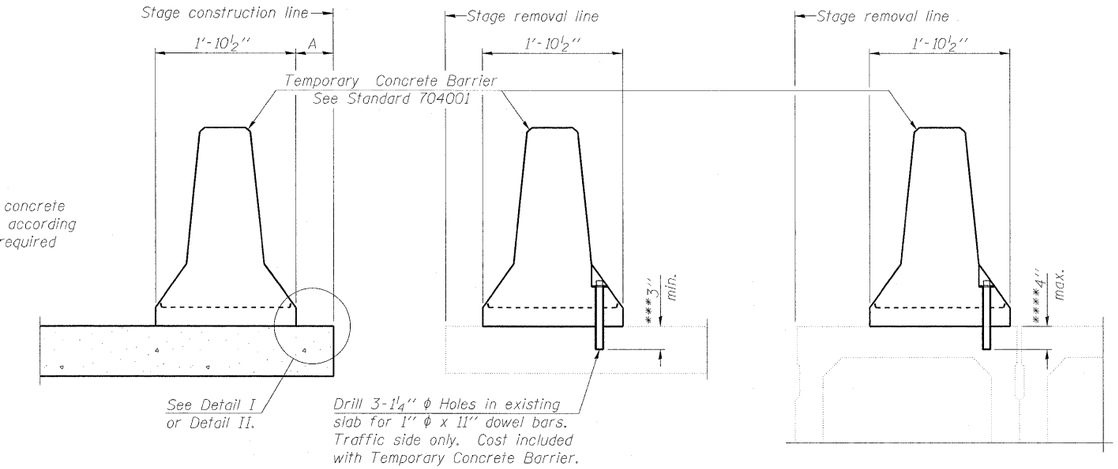
123 N. WACKER DR., SUITE 300
CHICAGO, IL 60606
(312) 704-9300
ILLINOIS PROFESSIONAL DESIGN FIRM LICENSE NO. 184-000993

SHEET NO. S26
OF
S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	46
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

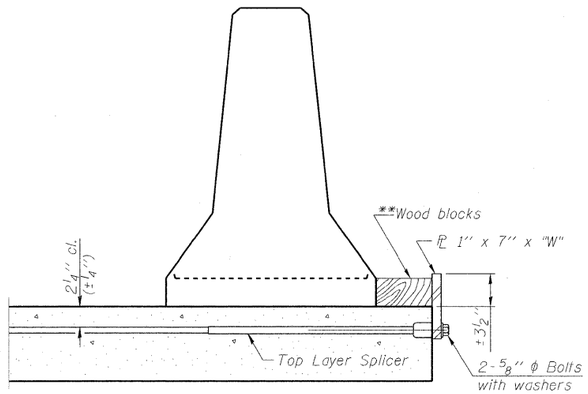
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

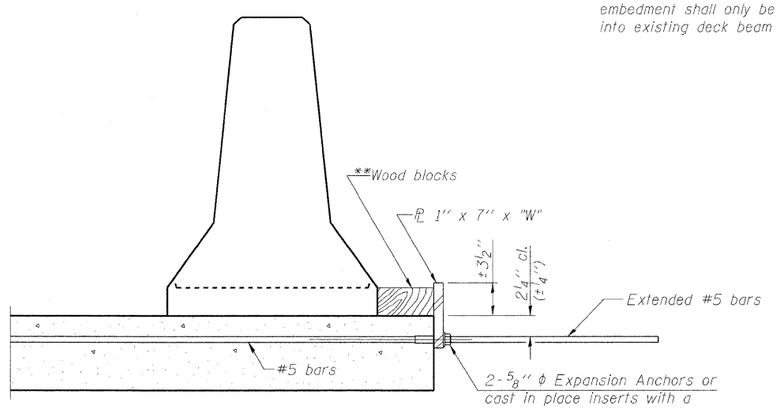
The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



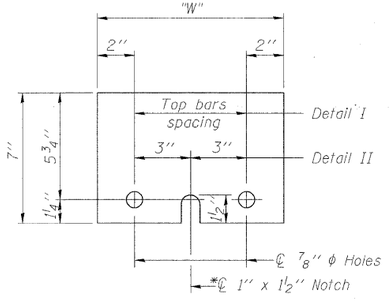
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 016-0581

DESIGNED	MAH
CHECKED	JMH
DRAWN	DR
CHECKED	JMH

R-27 11-1-09

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SHEET NO. S27 OF S27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	47
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

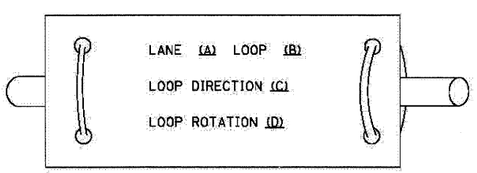
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

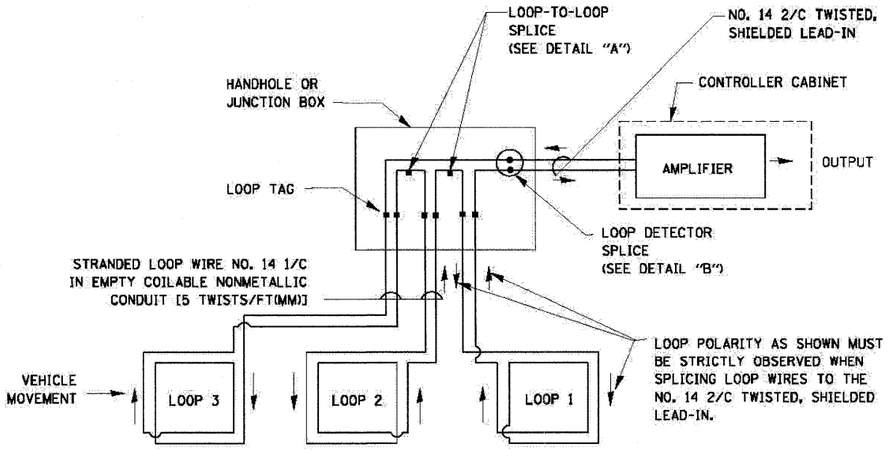


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

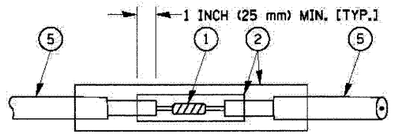
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

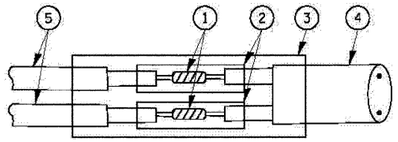


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

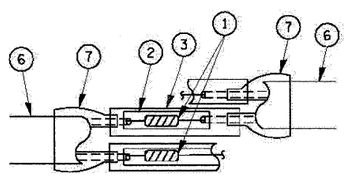


DETAIL "A"
LOOP-TO-LOOP SPLICE



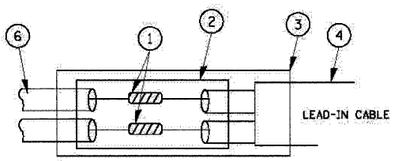
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

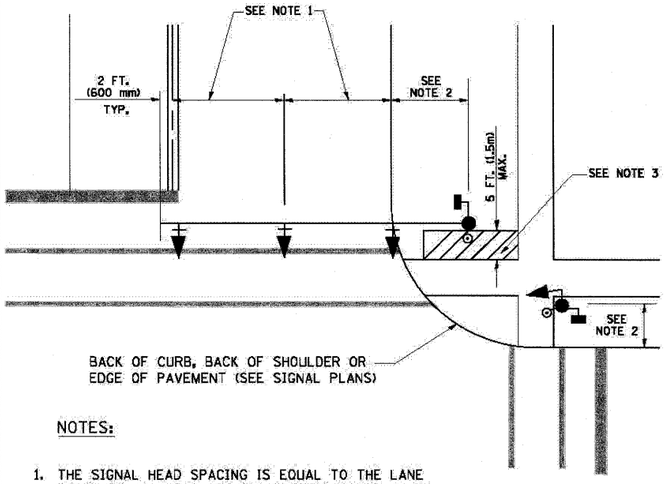
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	48
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

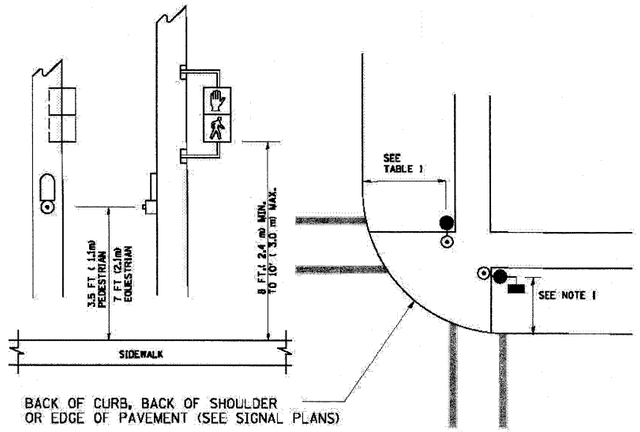
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

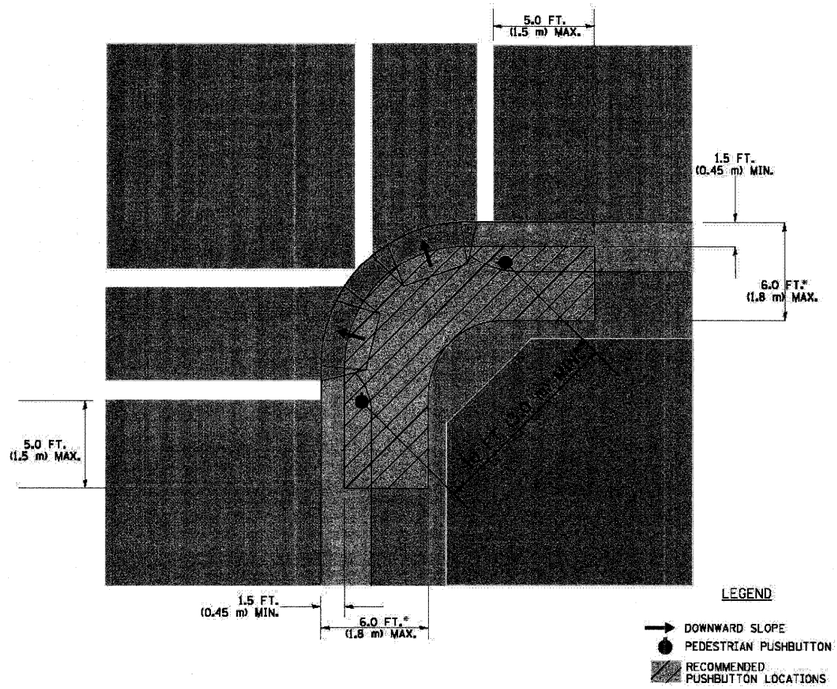
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

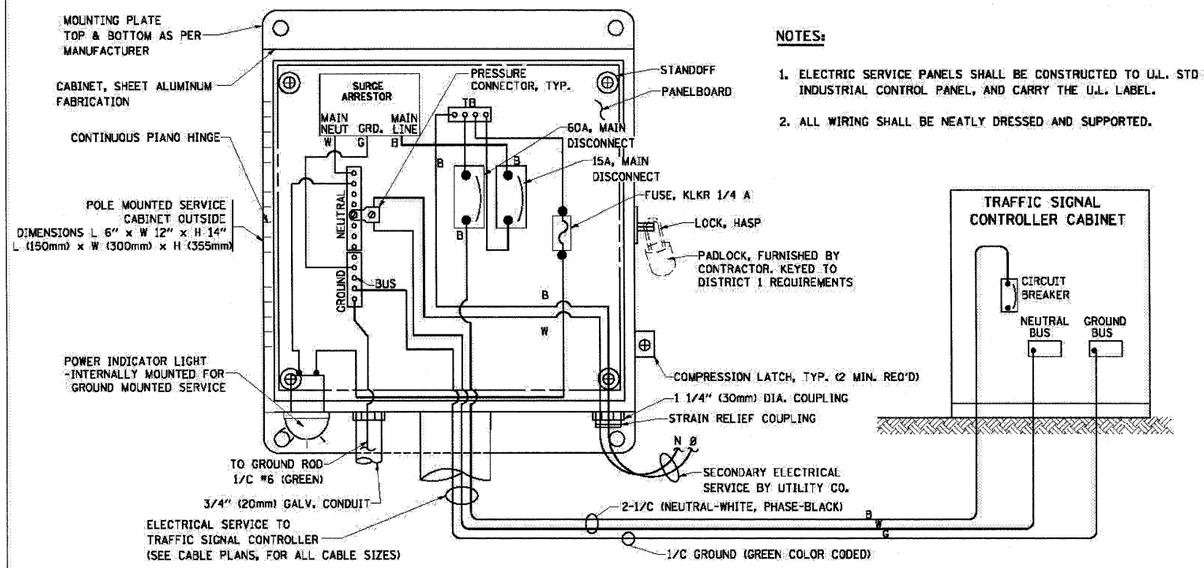
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	49
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			



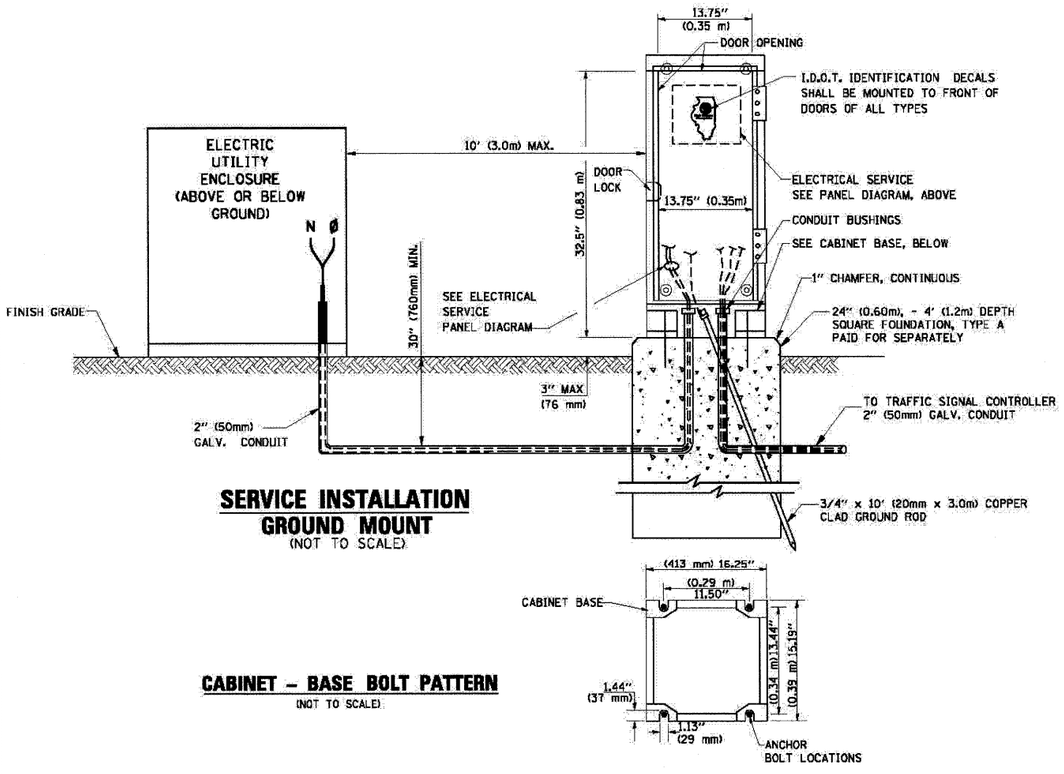
NOTES:

1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

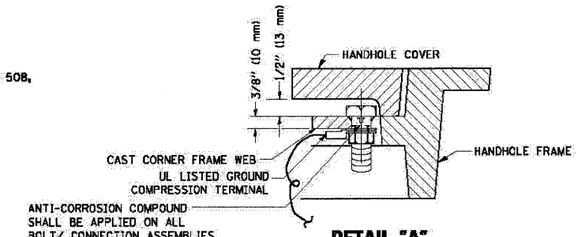


SERVICE INSTALLATION GROUND MOUNT

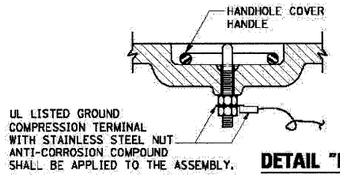
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



DETAIL "A"

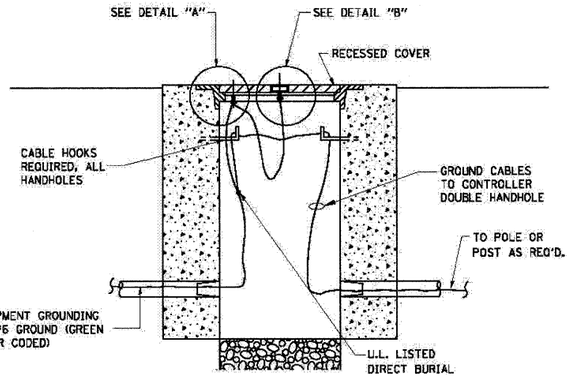


DETAIL "B"

NOTES:

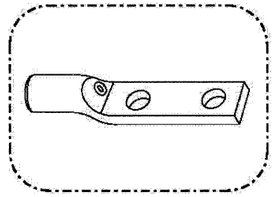
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

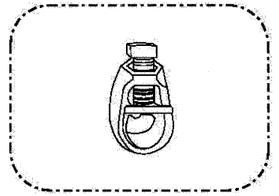


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



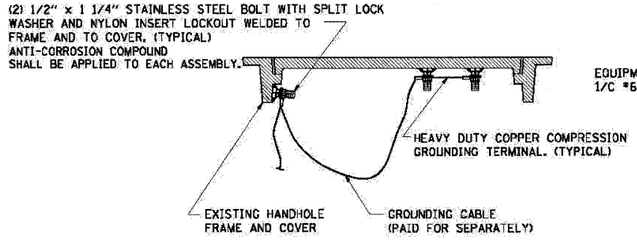
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

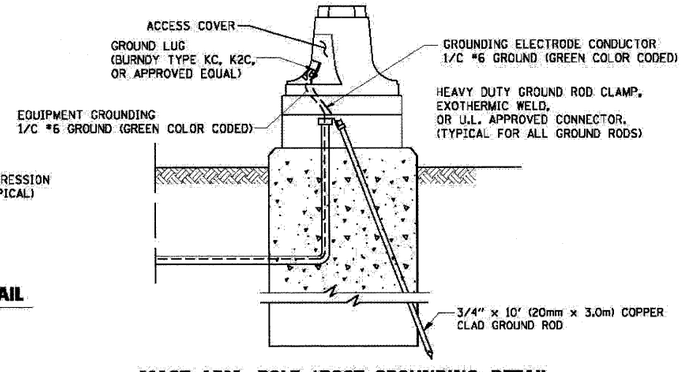
NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
  6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
  13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
  5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

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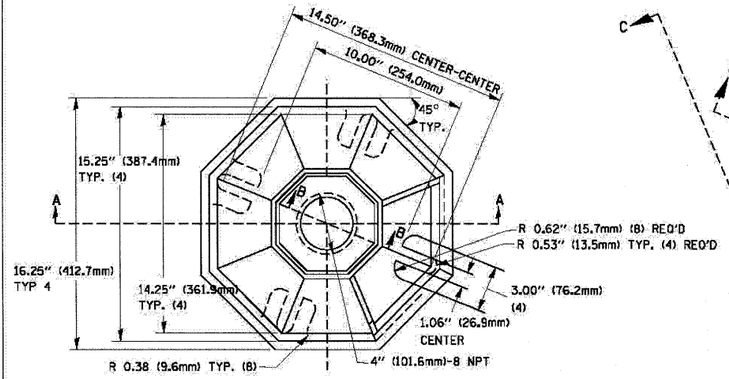
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

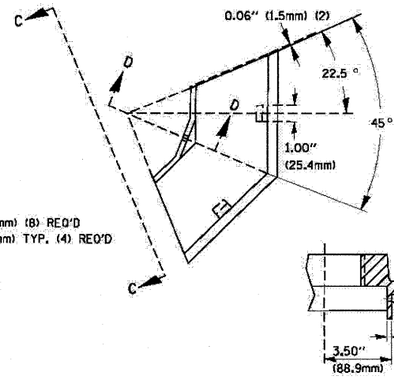
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

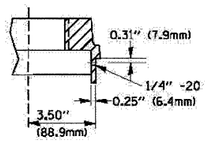
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	50
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

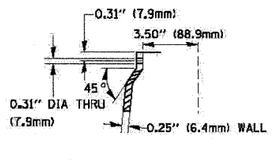


TOP VIEW

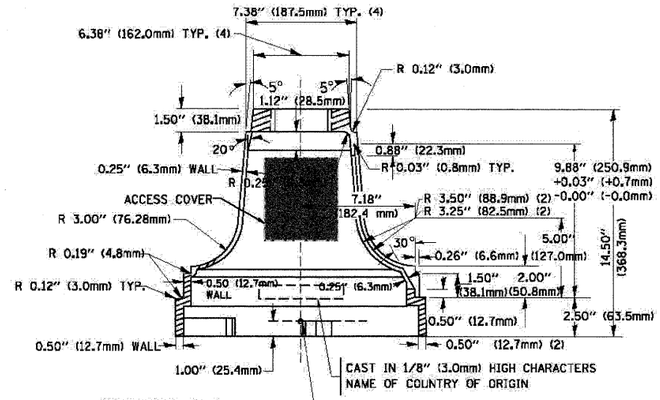




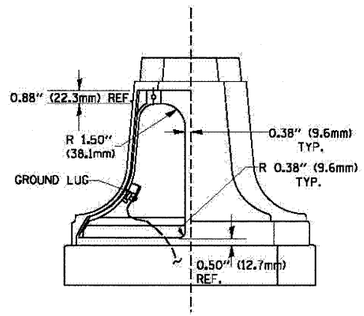
SECTION B-B



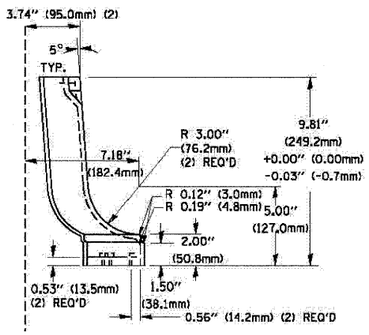
SECTION D-D



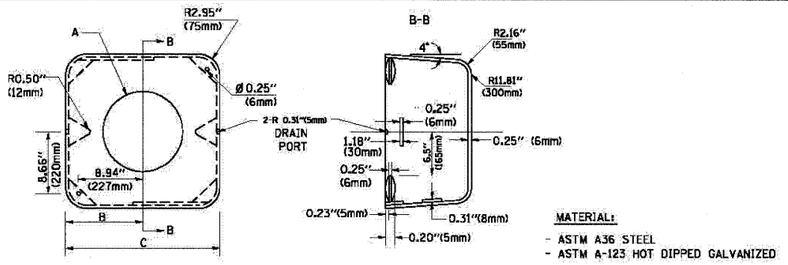
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

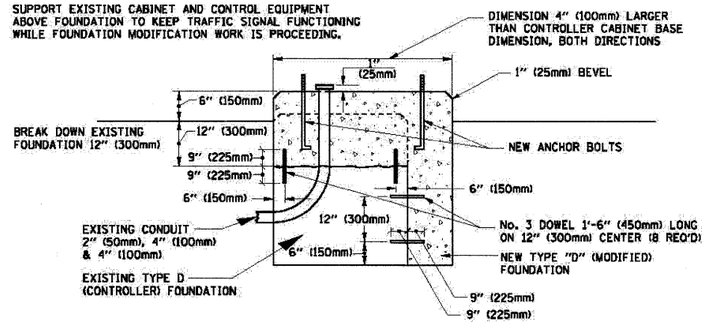
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

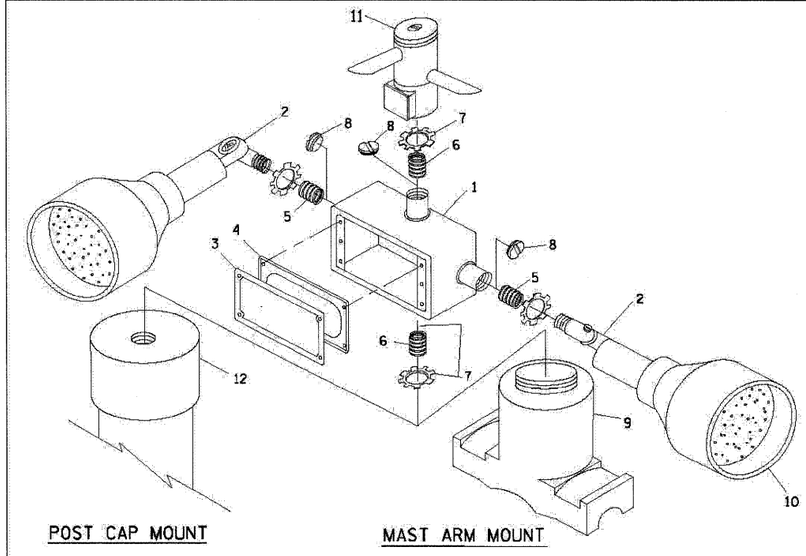
NOTES:

1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

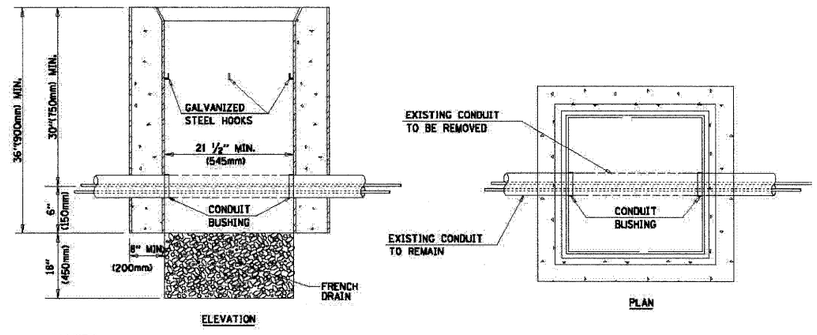
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A ¾"(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

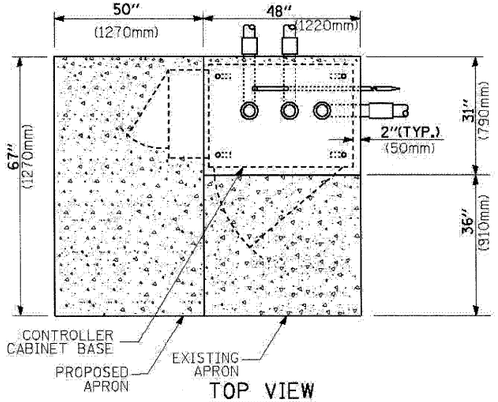
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -	
		DRAWN - MAA, EA	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -	
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -	

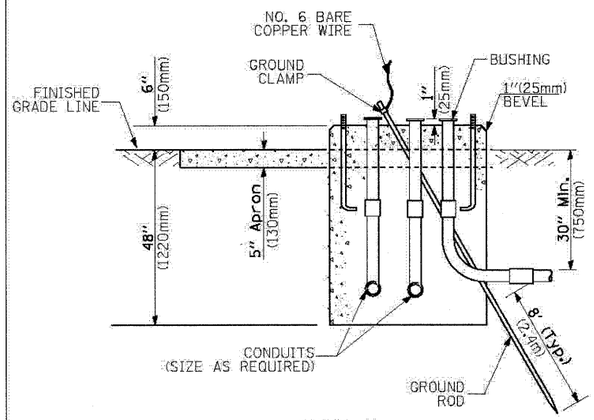
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

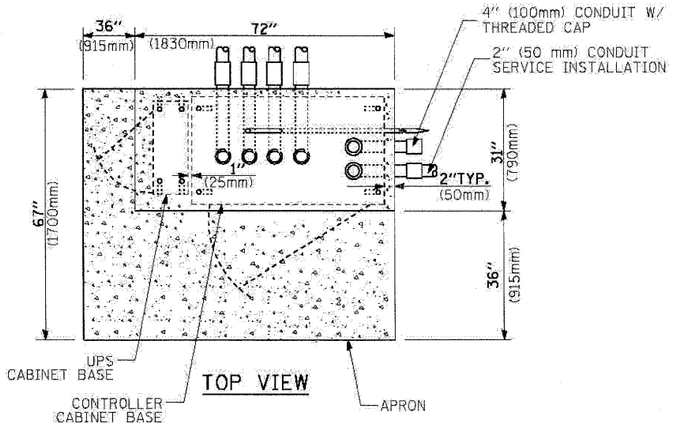
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

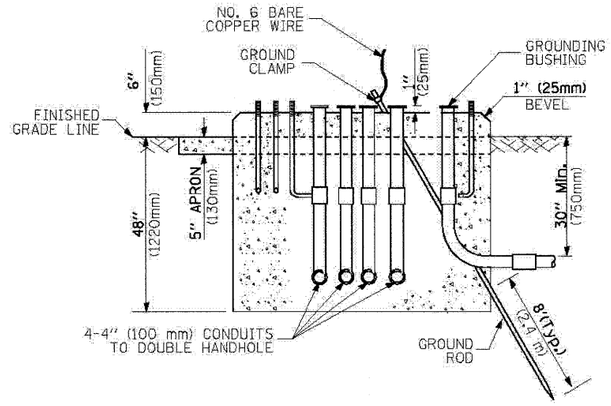
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	51
		CONTRACT NO. 60J00		
		ILLINOIS FED. AID PROJECT		



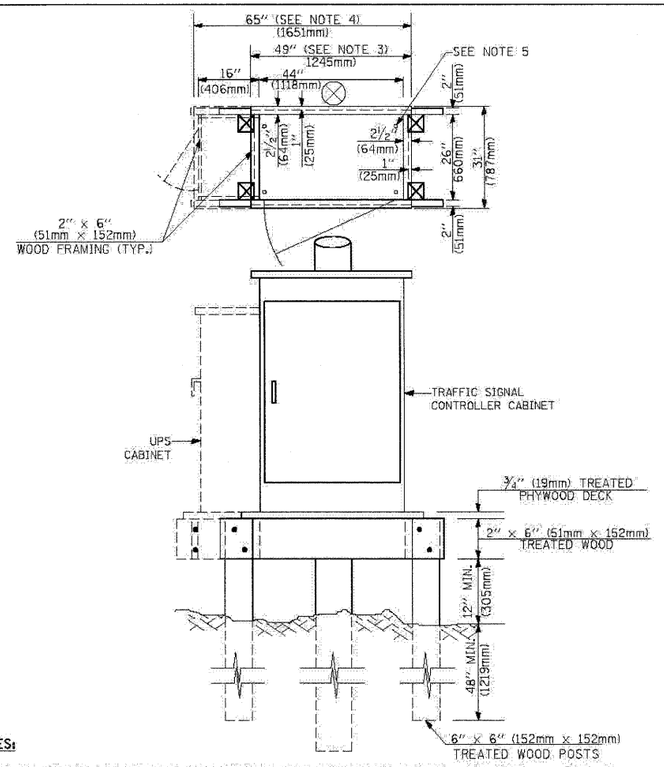


TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET





TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	52
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	R		
RAILROAD CONTROL CABINET		R<R	R<R
COMMUNICATIONS CABINET	R CC	ECC	CC
MASTER CONTROLLER		EMC	MC
MASTER MASTER CONTROLLER		EMMC	MMC
UNINTERRUPTIBLE POWER SUPPLY	R UPS	EUPS	UPS
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	R	P	P
TELEPHONE CONNECTION (P) POLE OF (G) GOUND MOUNT	R T	P T	P T
STEEL MAST ARM ASSEMBLY AND POLE	R		
ALUMINUM MAST ARM ASSEMBLY AND POLE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	R		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	R PTZ	PTZ	PTZ
SIGNAL POST	R		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R		
GUY WIRE	R		
SIGNAL HEAD	R		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			2
SIGNAL HEAD WITH BACKPLATE	R		
SIGNAL HEAD OPTICALLY PROGRAMMED	R "P"	"P"	"P"
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	R "F"	"F"	"F"
PEDESTRIAN SIGNAL HEAD	R		
PEDESTRIAN PUSHBUTTON DETECTOR	R		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	R APS	APS	APS
ILLUMINATED SIGN "NO LEFT TURN"	R		
ILLUMINATED SIGN "NO RIGHT TURN"	R		
DETECTOR LOOP, TYPE I			
PREFORMED DETECTOR LOOP		P	P
MICROWAVE VEHICLE SENSOR	R M	M	M
VIDEO DETECTION CAMERA	R V	V	V
VIDEO DETECTION ZONE			
PAN, TILT, ZOOM CAMERA	R PTZ	PTZ	PTZ
WIRELESS DETECTOR SENSOR	R W	W	W
WIRELESS ACCESS POINT	R		

ITEM	REMOVAL	EXISTING	PROPOSED
EMERGENCY VEHICLE LIGHT DETECTOR	R		
CONFIRMATION BEACON	R		
HANDHOLE	R		
HEAVY DUTY HANDHOLD	R H	H	H
DOUBLE HANDHOLE	R		
JUNCTION BOX	R		
GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)			
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	R		
COMMON TRENCH			CT
COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC
SYSTEM ITEM		S	S
INTERSECTION ITEM		I	IP
REMOVE ITEM	R		
ABANDON ITEM	RL		
12" (300mm) TRAFFIC SIGNAL SECTION	A	R	R
12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE		R Y G	R Y G
SIGNAL FACE		R Y G ◄Y ◄G	R Y G ◄Y ◄G
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD		R Y G ◄Y ◄G "P"	R Y G ◄Y ◄G "P"
12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL		DW W	
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED			
12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID			
PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER		C D	C D
RADIO INTERCONNECT	R		
RADIO REPEATER			
DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED	R ERR	ERR	RR
GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)		5	5
		1	1

ITEM	REMOVAL	EXISTING	PROPOSED
ELECTRICAL CABLE IN CONDUIT, TRACER, NO. 14 1/C. UNLESS NOTED OTHERWISE		1	1
COAXIAL CABLE		C	C
VENDOR CABLE FOR CAMERA		V	V
COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		6	6
FIBER OPTIC CABLE NO. 62.5/125, MM12F		12F	
FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F		24F	24F
FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS			
GROUND ROD AT (C) cONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		C	C
CONTROLLER CABINET AND FOUNDATION TO BE REMOVE	RCF		
STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVE	RMF		
ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVE	RMF		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVE	RMF		
SIGNAL POST AND FOUNDATION TO BE REMOVE	RMF		
INTERSECTION & SAMPLING (SYSTEM) DETECTOR		IS	IS
SAMPLING SYSTEM DETECTOR		S	S
EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		P	
EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PP	
PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR		PIS	PIS
PREFORMED SAMPLING (SYSTEM) DETECTOR		PS	PS

RAILROAD SYMBOLS

RAILROAD CONTROL CABINET	R<R	R<R
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -	
		DRAWN - MAA, EA	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	53
		CONTRACT NO. 60J00		
	ILLINOIS FED. AID PROJECT			

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

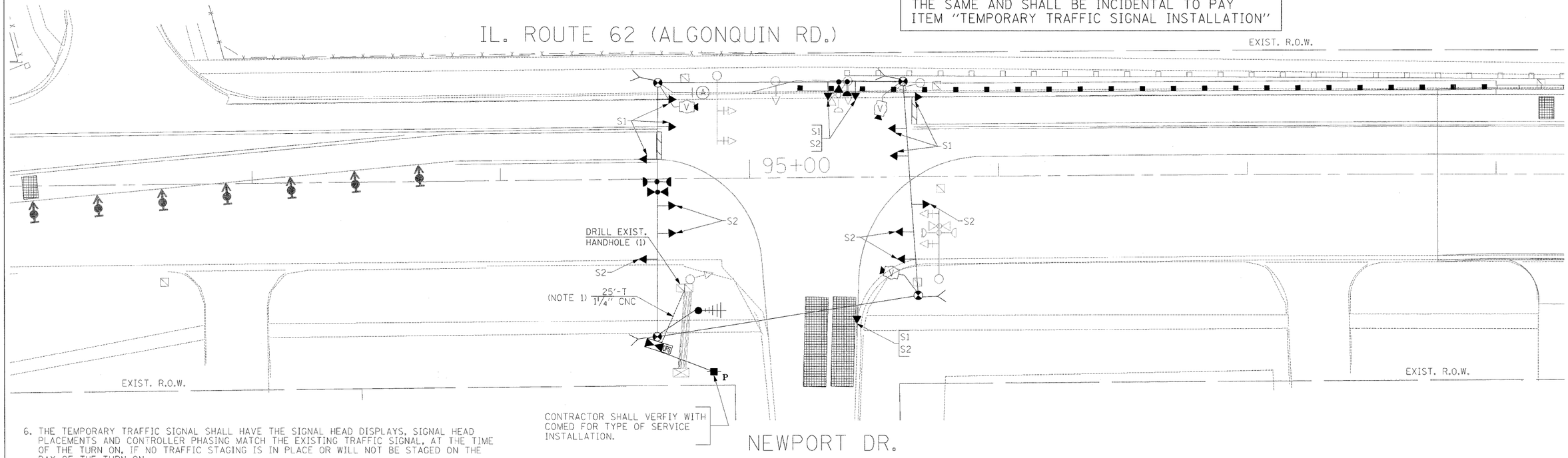
CONSTRUCTION NOTES:

NOTE 1: INSTALL TEMPORARY INTERCONNECT CABLE NO. 62.5/125 12F BETWEEN THE EXISTING CONTROLLER CABINET AND THE TEMPORARY CONTROLLER CABINET. THIS WORK IS INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

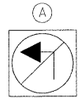
NOTE 2: THE SIGNAL HEAD PLACEMENT FOR ALL APPROACHES OF THE INTERSECTION IS FOR CONSTRUCTION STAGE 1 AND CONSTRUCTION STAGE 2 AND ARE SHOWN WITH S1 AND S2, NEXT TO THE SIGNAL HEAD.

NOTE 3: THE VIDEO DECTECTION ZONES SHOWN ON THE PLAN FOR ALL APPROACHES OF THE INTERSECTION ARE FOR CONSTRUCTION STAGE 1 AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE. THIS WORK IS INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE DISABLED AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED DURING THE TIME WHEN TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME AND SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION"



6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



ILLUMINATED SIGN, L.E.D.
"NO LEFT TURN"
(INCIDENTAL TO TEMPORARY SIGNAL INSTALLATION)

THIS SIGN SHALL BE RELOCATED IF NECESSARY, AS DIRECTED BY FIELD ENGINEER.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

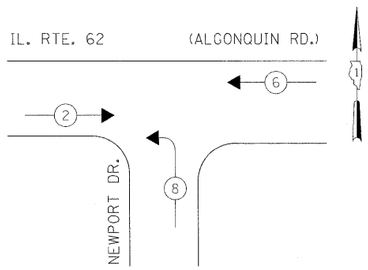
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERSECTION PLAN
IL. ROUTE 62 (ALGONQUIN ROAD) AT NEWPORT DR.

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	54
		CONTRACT NO. 60J00		
		ILLINOIS FED. AID PROJECT		

CONTROLLER SEQUENCE



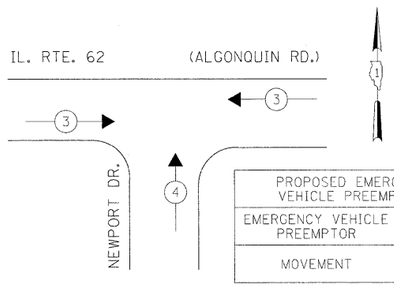
TEMPORARY PHASE
DESIGNATION DIAGRAM

STAGES: STAGE 1 AND STAGE 2

LEGEND

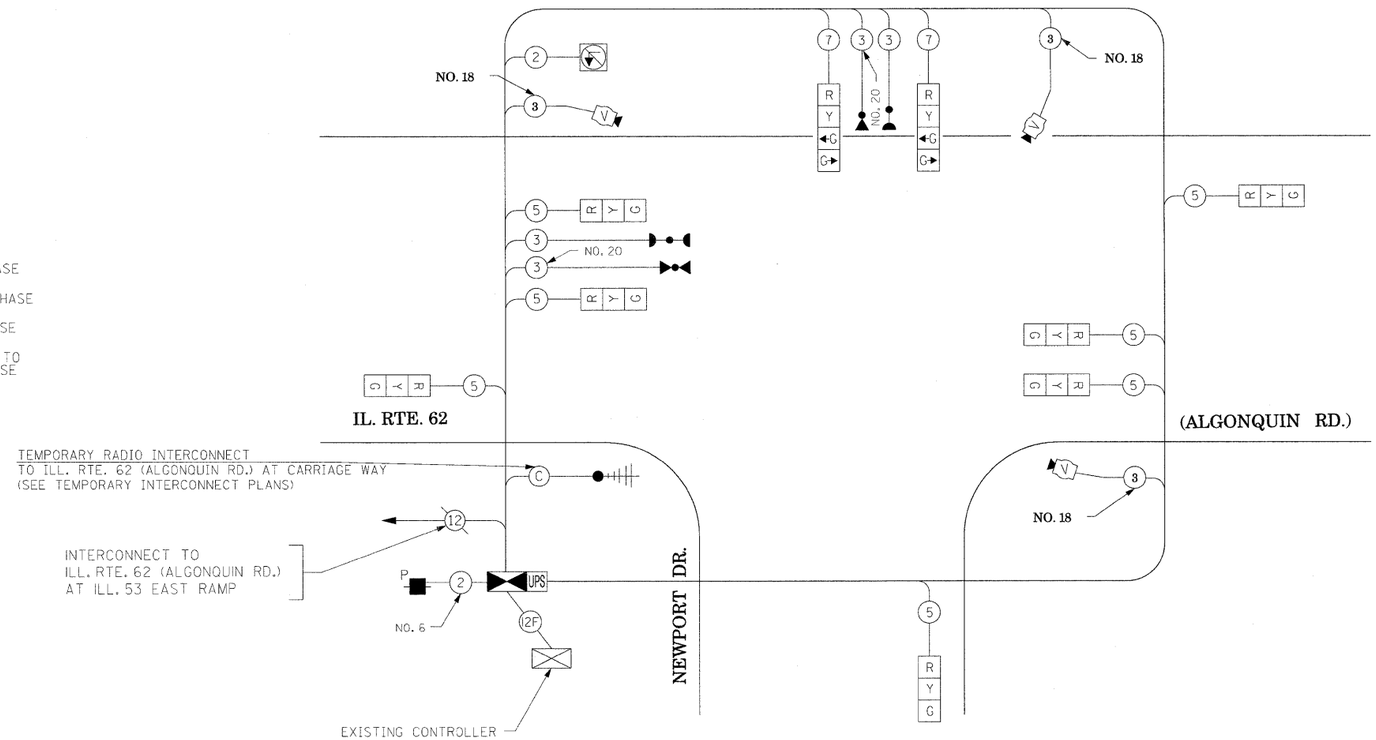
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

STAGES: STAGE 1 AND STAGE 2



CABLE PLAN

(NOT TO SCALE)

STAGES: STAGE 1 AND STAGE 2

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	X WATTAGE INCAND.	WATTAGE LED	X %OPERATION	
SIGNAL (RED)	9	135	17	0.50	76.50
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	11	135	15	0.25	41.25
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	1		25	1.00	25
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	299

ENERGY SUPPLY CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON

ILLUMINATED SIGN, L.E.D.
"NO LEFT TURN"
(INCIDENTAL TO TEMPORARY SIGNAL INSTALLATION)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE DISABLED AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED DURING THE TIME WHEN TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME AND SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION"

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - MAA, EA	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -	
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -	

TEMPORARY CABLE PLAN
IL. ROUTE 62 (ALGONQUIN ROAD) AT NEWPORT DR.

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	55

CONTRACT NO. 60J00

ILLINOIS FED. AID PROJECT

NOTES FOR TEMPORARY TRAFFIC SIGNALS

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3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

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CONSTRUCTION NOTES:

NOTE 1: INSTALL TEMPORARY INTERCONNECT CABLE NO. 62.5/125 12F BETWEEN THE EXISTING CONTROLLER CABINET AND THE TEMPORARY CONTROLLER CABINET. THIS WORK IS INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

NOTE 2: THE SIGNAL HEAD PLACEMENT FOR ALL APPROACHES OF THE INTERSECTION IS FOR CONSTRUCTION STAGE 1 AND CONSTRUCTION STAGE 2 AND ARE SHOWN WITH S1 AND S2, NEXT TO THE SIGNAL HEAD.

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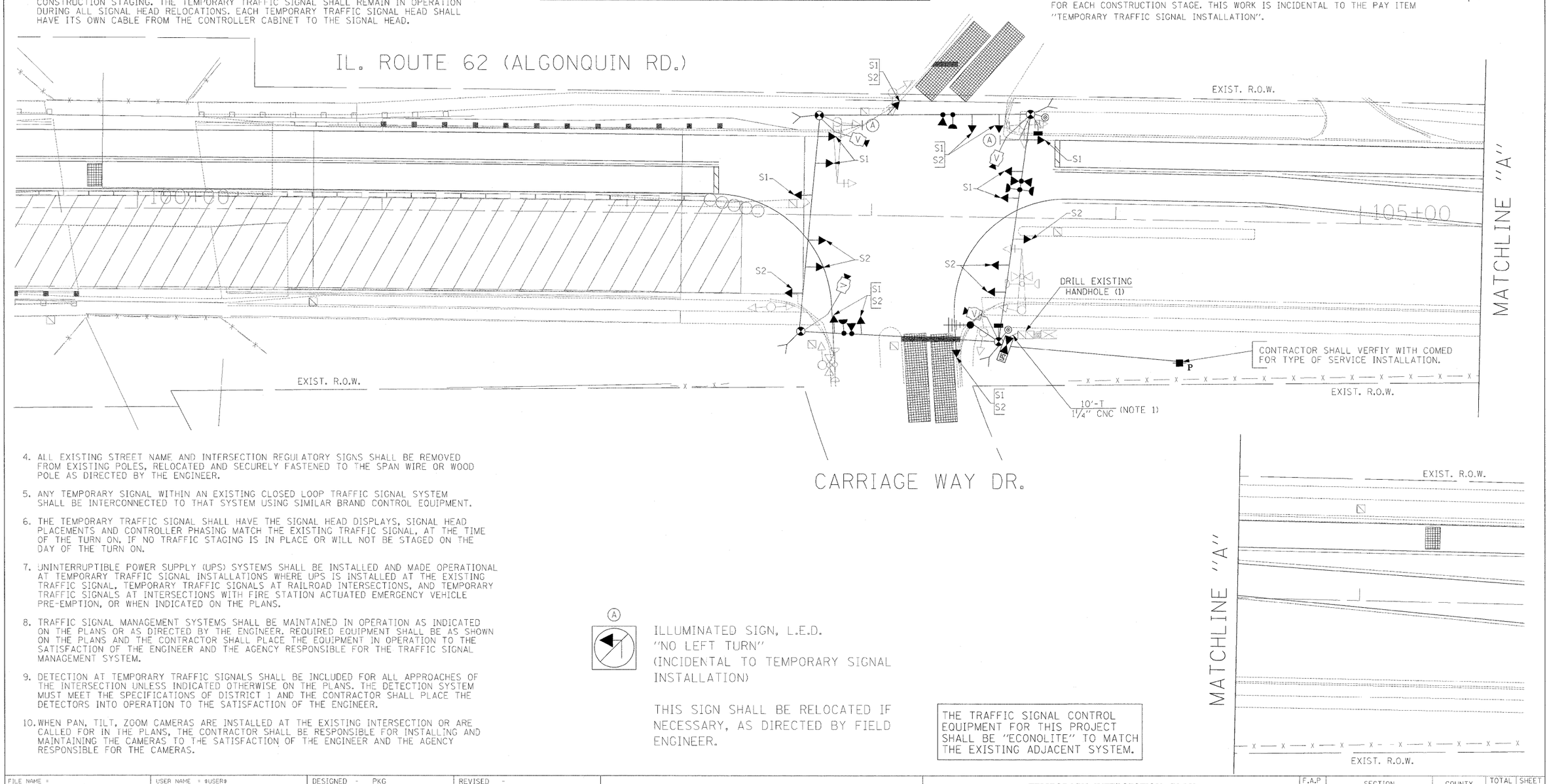

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7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
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ILLUMINATED SIGN, L.E.D.
"NO LEFT TURN"
(INCIDENTAL TO TEMPORARY SIGNAL INSTALLATION)

THIS SIGN SHALL BE RELOCATED IF NECESSARY, AS DIRECTED BY FIELD ENGINEER.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

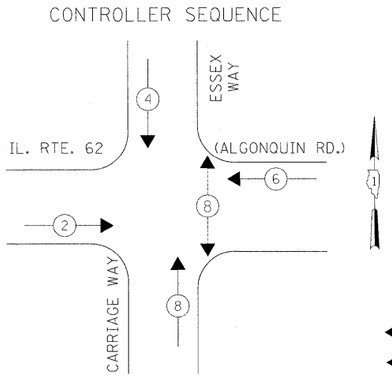
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERSECTION PLAN
IL. ROUTE 62 (ALGONQUIN ROAD) AT CARRIAGE WAY

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	56
		CONTRACT NO. 60J00		
		ILLINOIS FED. AID PROJECT		

CONTROLLER SEQUENCE



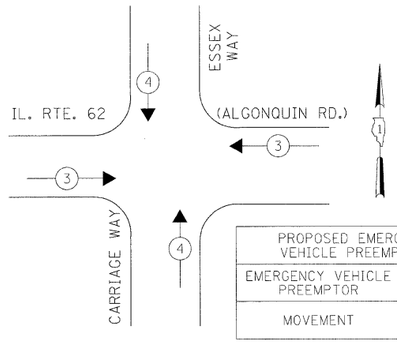
LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

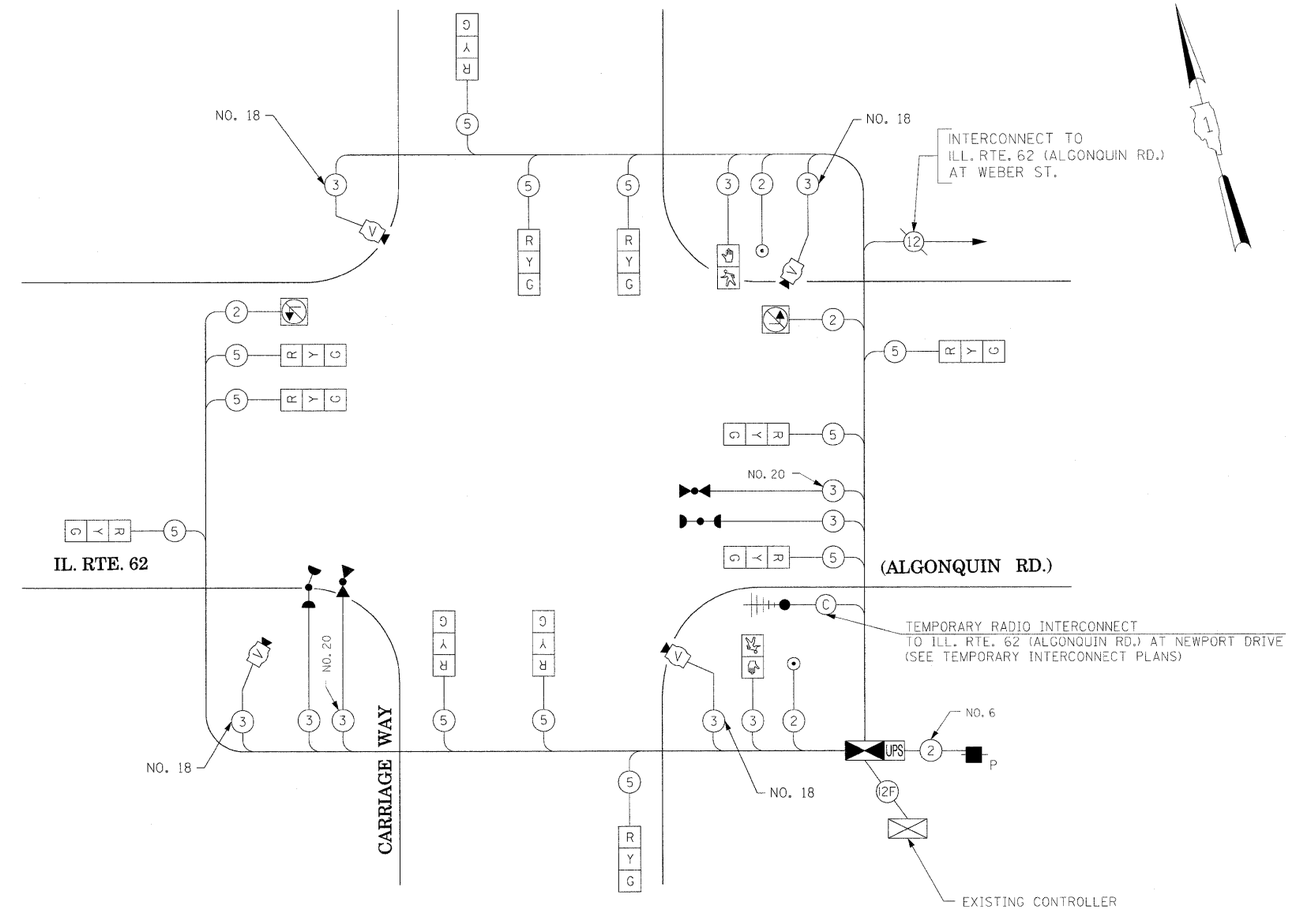
STAGES: STAGE 1 AND STAGE 2

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

STAGES: STAGE 1 AND STAGE 2



CABLE PLAN

(NOT TO SCALE)

STAGES: STAGE 1 AND STAGE 2

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS x	WATTAGE INCAND.	WATTAGE LED	%OPERATION x	
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	12	135	15	0.25	45
ARROW		135	12	0.10	
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	2		25	1.00	50
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	422

ENERGY SUPPLY CONTACT: ELEANOR SARALLO
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON

ILLUMINATED SIGN, L.E.D.
"NO LEFT TURN"
(INCIDENTAL TO TEMPORARY SIGNAL INSTALLATION)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

THE EXISTING TRAFFIC SIGNAL CONTROLLER SHALL BE DISABLED AND TRAFFIC SIGNAL HEADS SHALL BE BAGGED DURING THE TIME WHEN TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN OPERATION. NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME AND SHALL BE INCIDENTAL TO PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION"

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

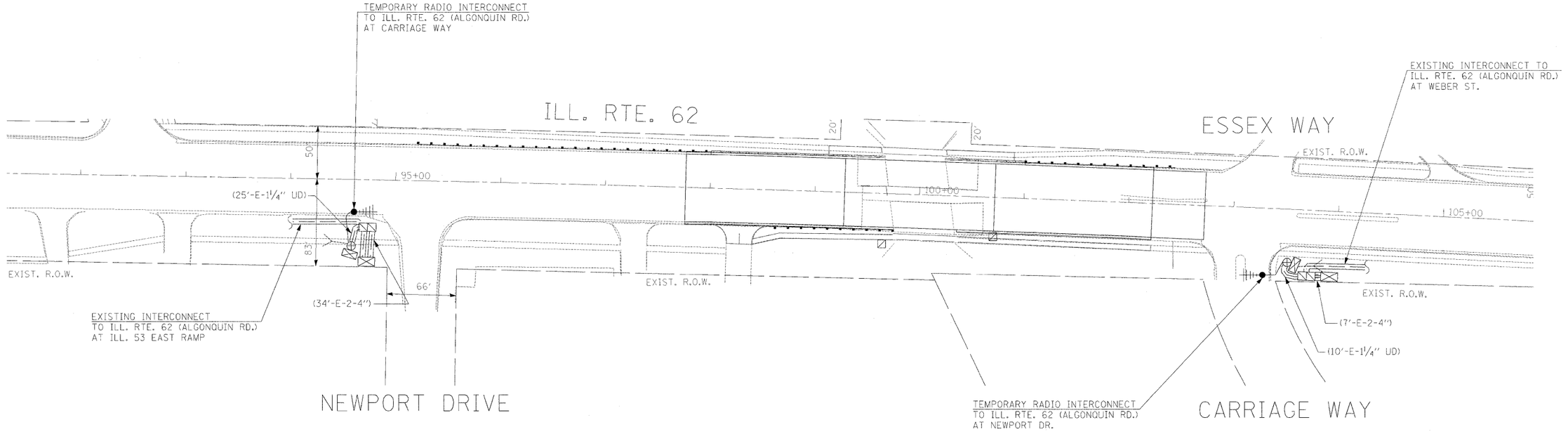
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN
IL. ROUTE 62 (ALGONQUIN ROAD) AT CARRIAGE WAY

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	57
		CONTRACT NO. 60J00		
		ILLINOIS	FED. AID PROJECT	

NOTE: THE TEMPORARY RADIO INTERCONNECT WORK SHALL BE PERFORMED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

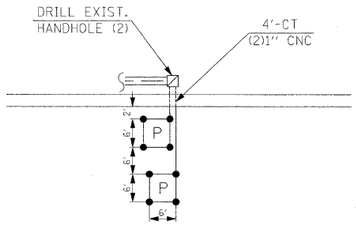
TEMPORARY INTERCONNECT PLAN
ILL. RTE. 62 (ALGONQUIN RD.) FROM
NEWPORT DRIVE TO CARRIAGE WAY

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	58
		CONTRACT NO. 60J00		
	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF INTERCONNECT QUANTITIES

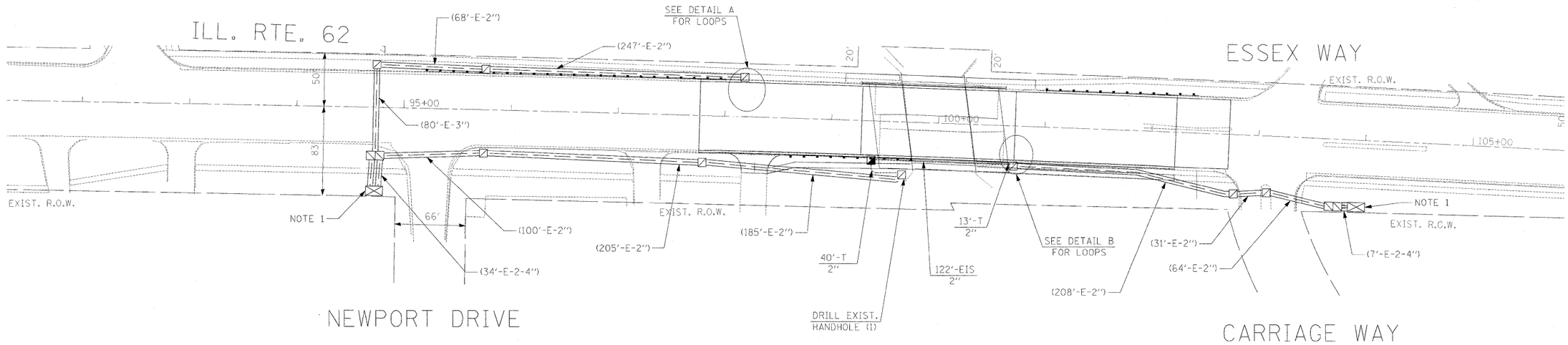
QUANTITY	UNIT	ITEM
53	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
122	FOOT	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC
53	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
6	EACH	DRILL EXISTING HANDHOLE
1992	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1023	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
128	FOOT	PREFORMED DETECTOR LOOP
1049	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F



(NOT TO SCALE)
DETAIL "A"

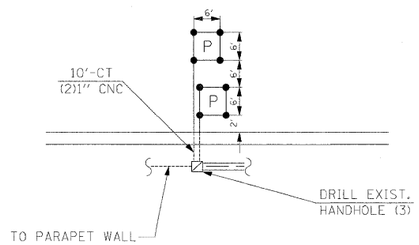
NOTE 1: REMOVE EXISTING FIBER OPTIC CABLE (1009') AND TRACER CABLE (983') BETWEEN NEWPORT DRIVE AND CARRIAGE WAY. INSTALL NEW FIBER OPTIC CABLE AND TRACER CABLE AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.

NOTE 2: THE EXISTING "ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR" SHALL BE REUSED FOR THE NEW PREFORMED DETECTOR LOOPS.



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONDUIT EMBEDDED IN STRUCTURE (EIS)	---------	═══



(NOT TO SCALE)
DETAIL "B"

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

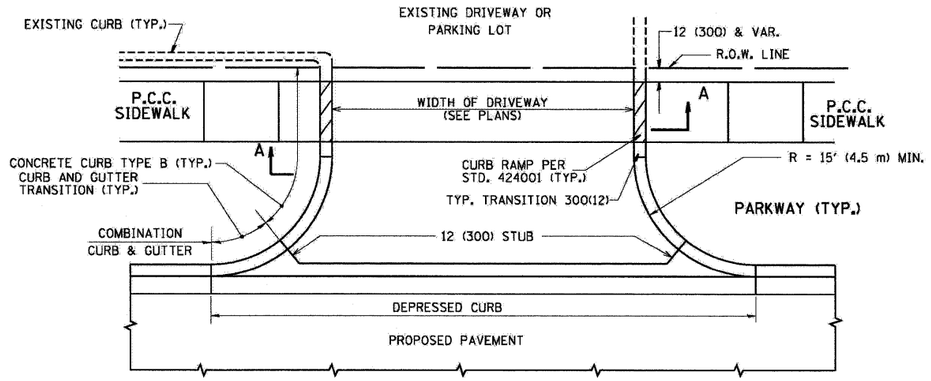
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 6/23/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

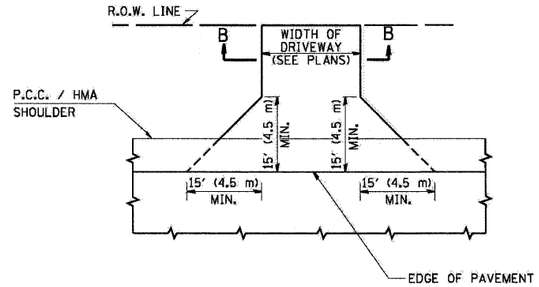
PROPOSED INTERCONNECT PLAN
ILL. RTE. 62 (ALGONQUIN RD.) FROM
NEWPORT DRIVE TO CARRIAGE WAY

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

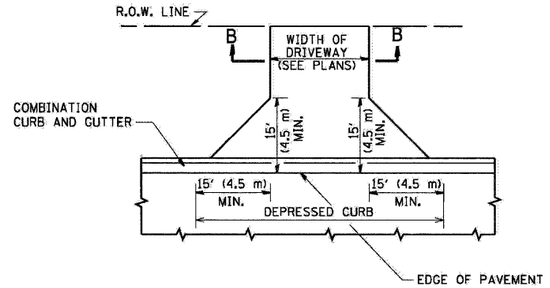
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	59
		CONTRACT NO. 60J00		
		ILLINOIS FED. AID PROJECT		



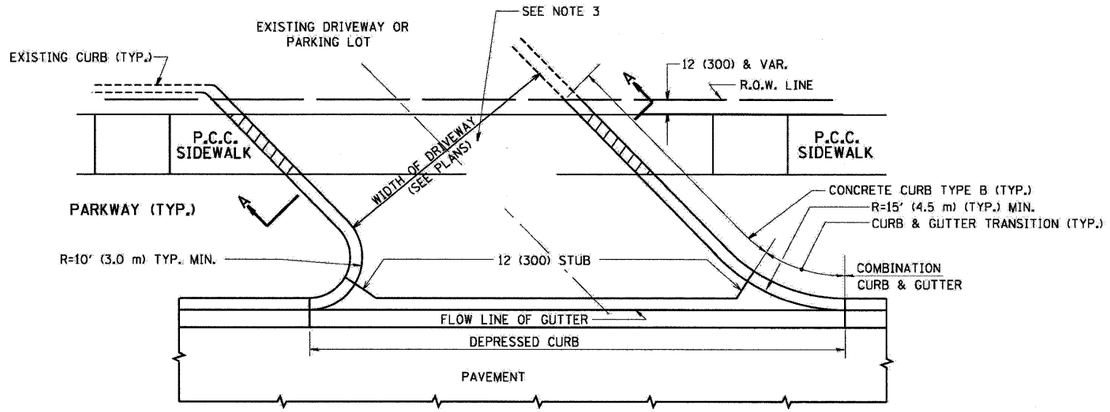
WITH CONCRETE CURB, TYPE B



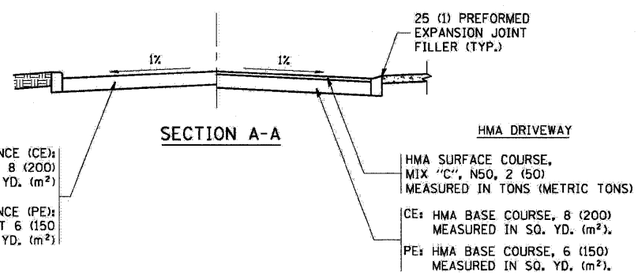
ADJACENT TO P.C.C. / HMA SHOULDER

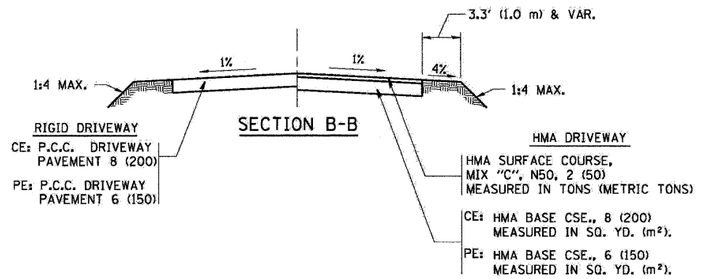


ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB, TYPE B





RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "C", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND CURB OR EDGE GREATER THAN OR EQUAL TO 15'

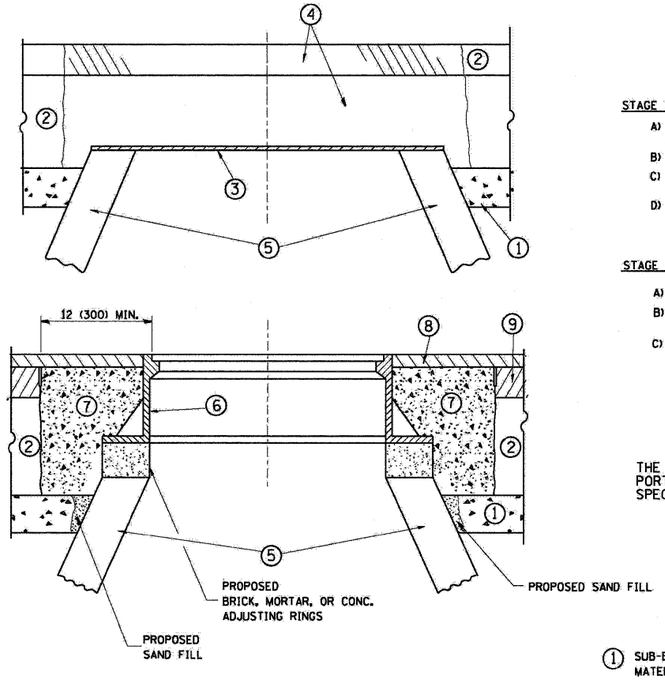
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 1 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	60
	BD-01	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

1. SUB-BASE GRANULAR MATERIAL
2. EXISTING PAVEMENT
3. 36 (900) DIAMETER METAL PLATE
4. PROPOSED CRUSHED STONE AND HMA SURFACE MIX
5. EXISTING STRUCTURE
6. FRAME AND LID (SEE NOTES)
7. CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
8. PROPOSED HMA SURFACE COURSE
9. PROPOSED HMA BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

FRAMES AND LIDS ADJUSTMENT WITH MILLING; AND FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

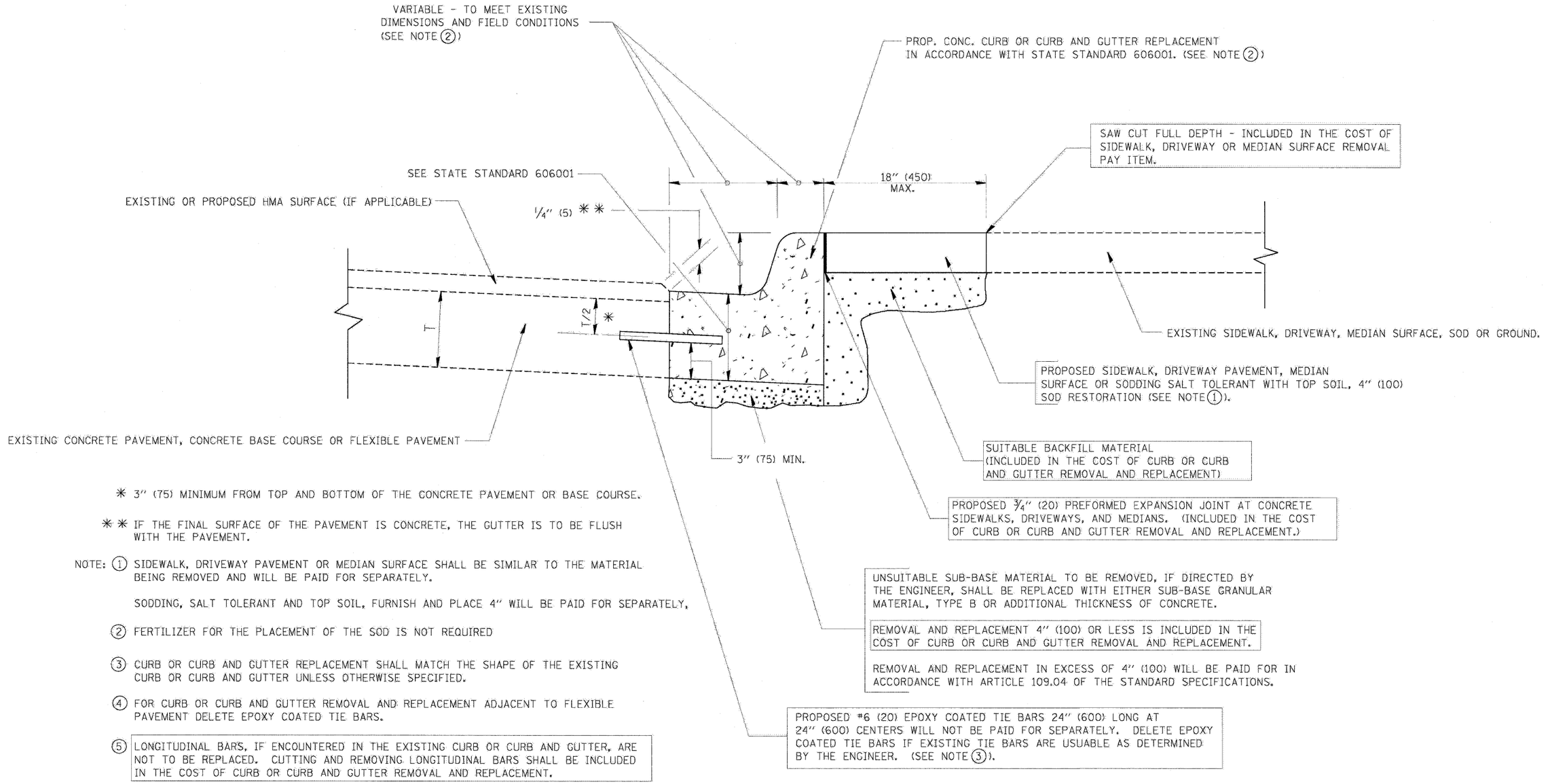
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 2 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	61
	BD-08	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

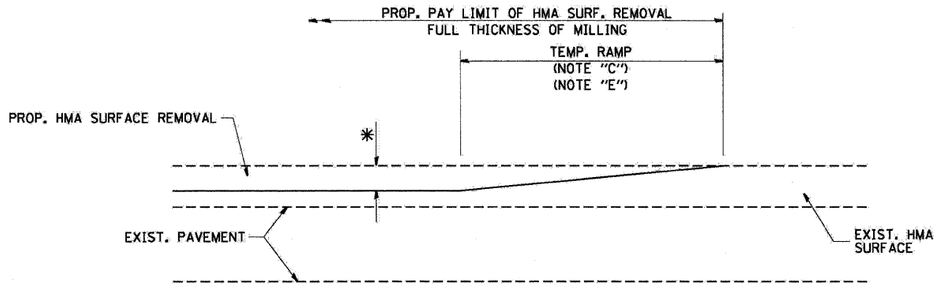
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 3 OF 12 SHEETS | STA. | TO STA.

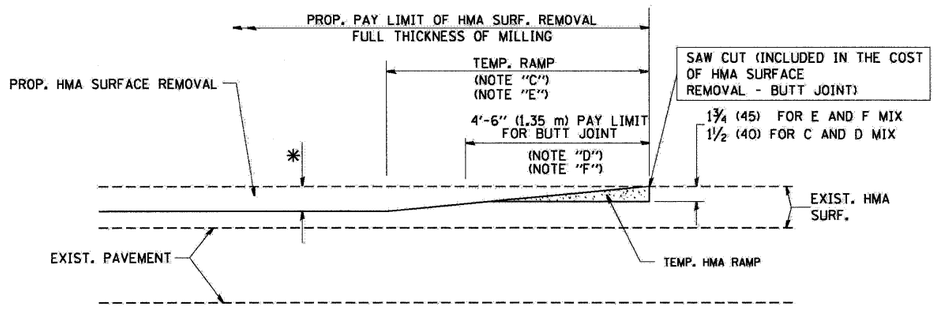
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	62
	BD-24	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

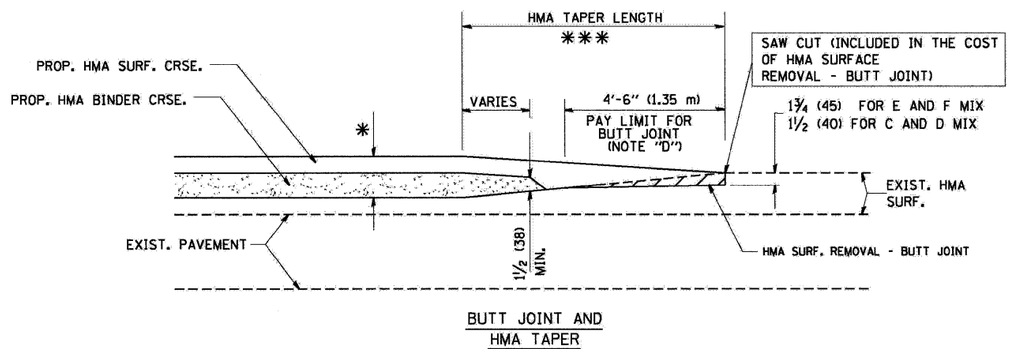


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

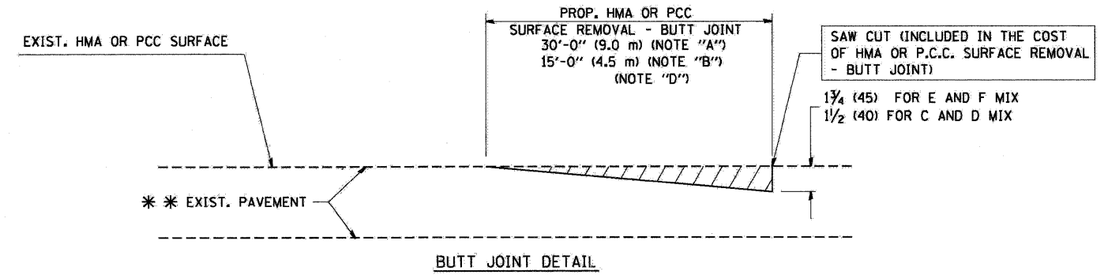
OPTION 2

TYPICAL TEMPORARY RAMP

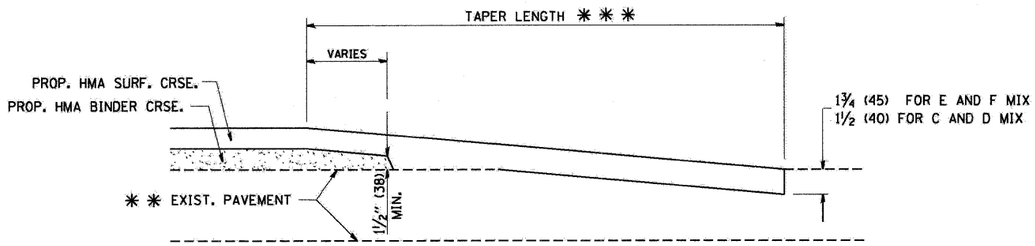


BUTT JOINT AND HMA TAPER

BUTT JOINTS AND HMA TAPER



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
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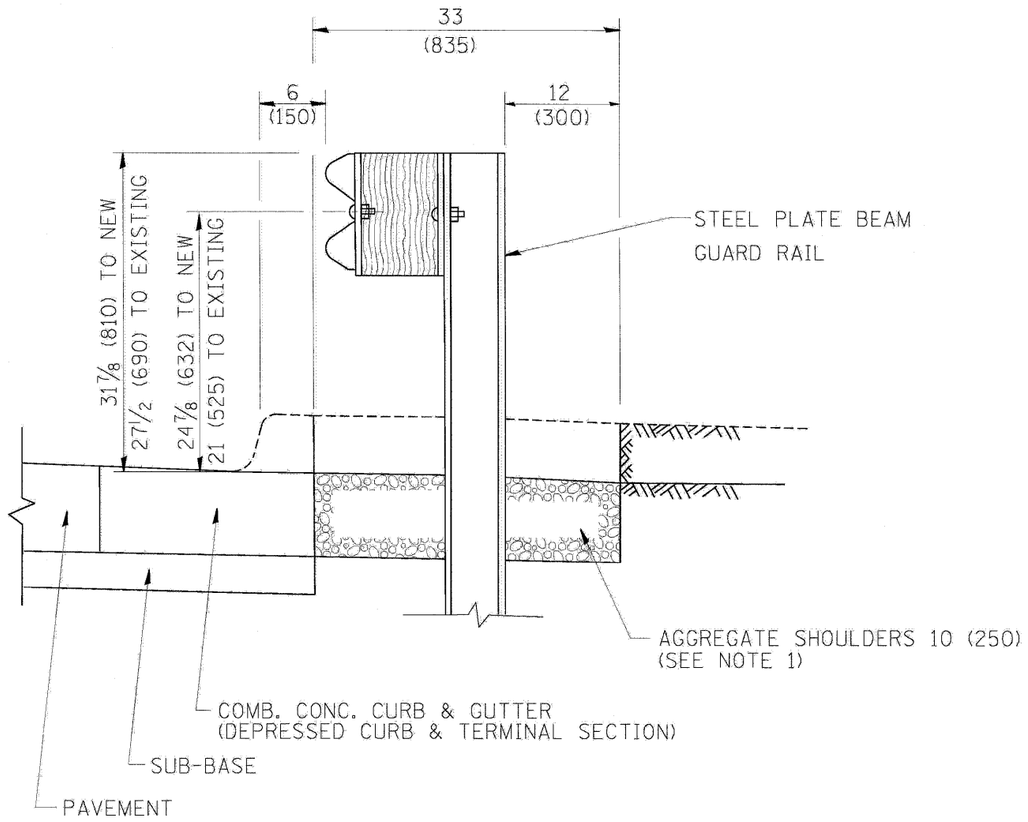
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

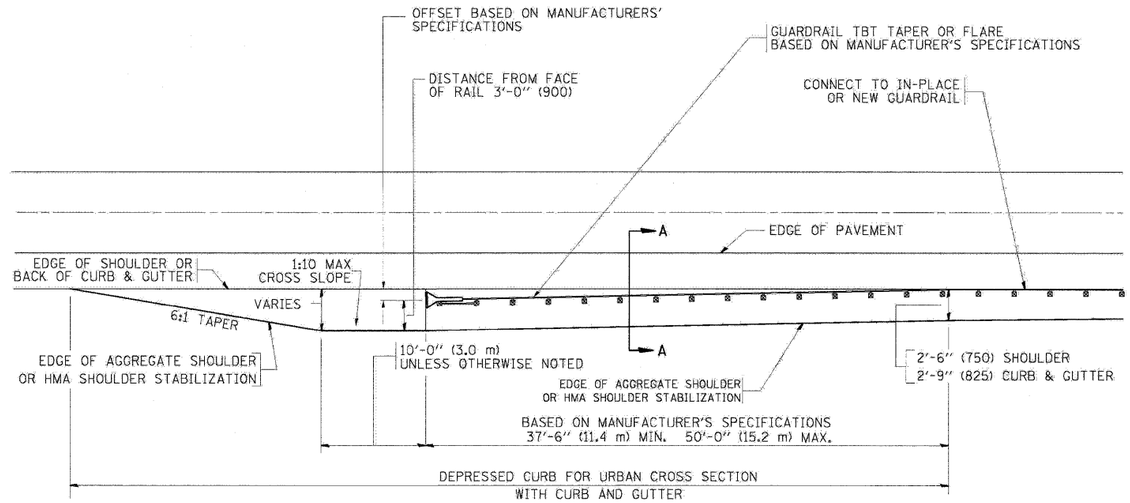
SCALE: N.T.S. | SHEET NO. 4 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	63
	BD-32	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SECTION A-A

NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.



BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL

TBT = TRAFFIC BARRIER TERMINAL

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

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		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 5 OF 12 SHEETS | STA. | TO STA.

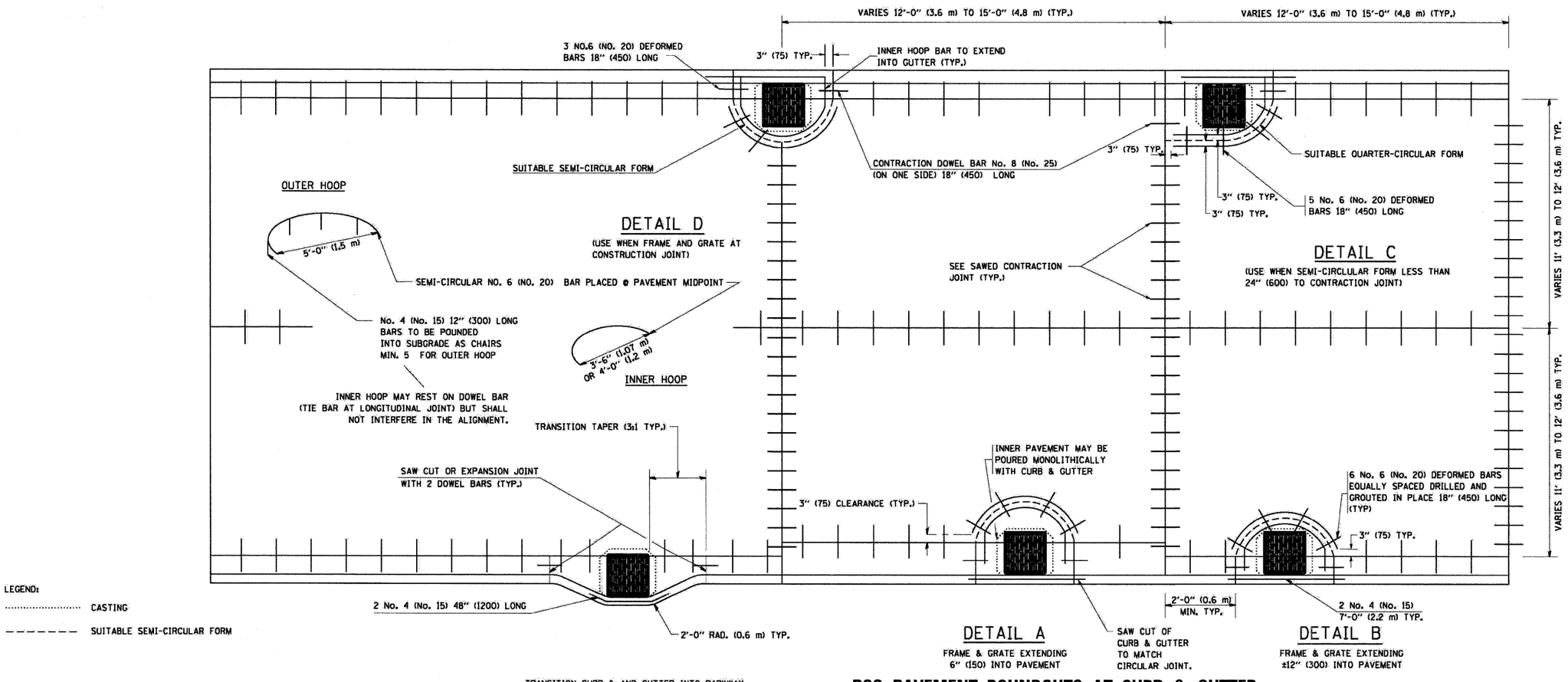
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	64
	BD-34	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.

DESIGNER NOTE:
THIS DETAIL IS TO BE USED WHEN THE GUTTER FLAG IS LESS THAN 24"



DETAIL D
(USE WHEN FRAME AND GRATE AT CONSTRUCTION JOINT)

DETAIL C
(USE WHEN SEMI-CIRCULAR FORM LESS THAN 24" (600) TO CONTRACTION JOINT)

DETAIL A
FRAME & GRATE EXTENDING 6" (150) INTO PAVEMENT

SAW CUT OF CURB & GUTTER TO MATCH CIRCULAR JOINT.

DETAIL B
FRAME & GRATE EXTENDING ±12" (300) INTO PAVEMENT

TRANSITION CURB & AND GUTTER INTO PARKWAY
(PREFERRED BECAUSE PAVING OF MAINLINE NOT AFFECTED.)

PCC PAVEMENT ROUNDOUTS AT CURB & GUTTER

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
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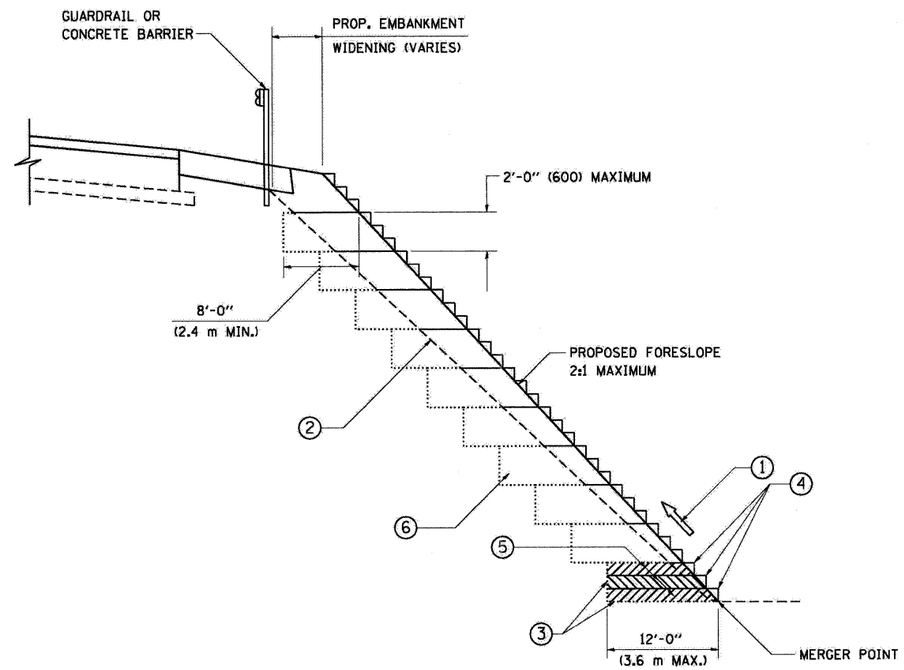
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK
SCALE: N.T.S. | SHEET NO. 6 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	65
	BD-48	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL BENCHING DETAIL FOR EMBANKMENT

NOTES:

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

BENCHING DETAIL FOR EMBANKMENT WIDENING

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
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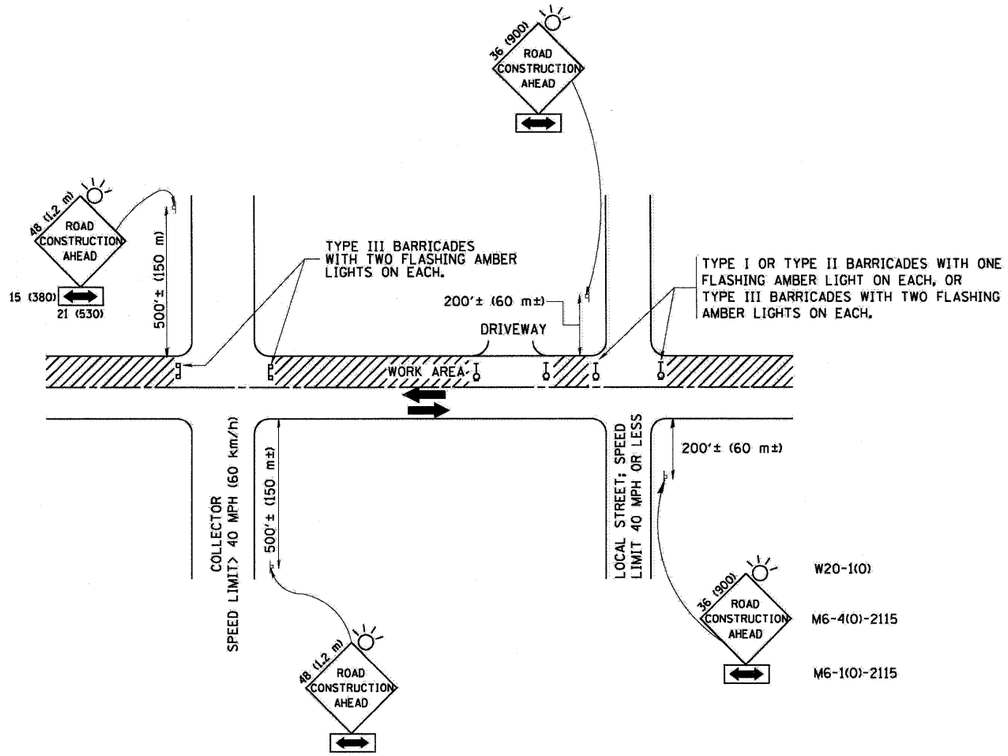
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 7 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	66
	BD-51	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS

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

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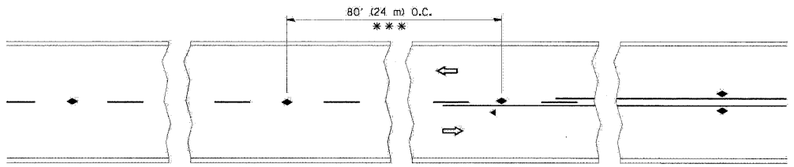
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

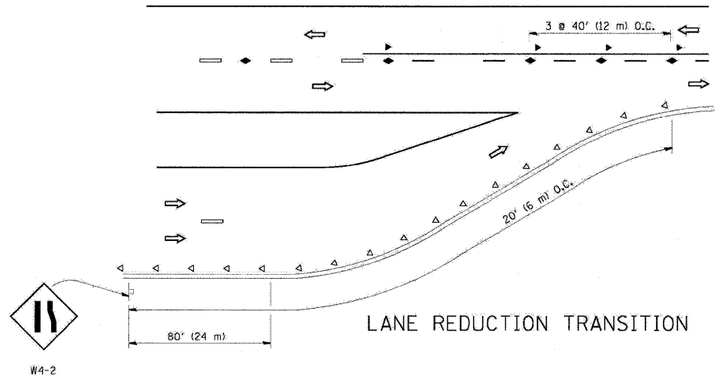
SCALE: N.T.S. | SHEET NO. 8 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	67
	TC-10	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

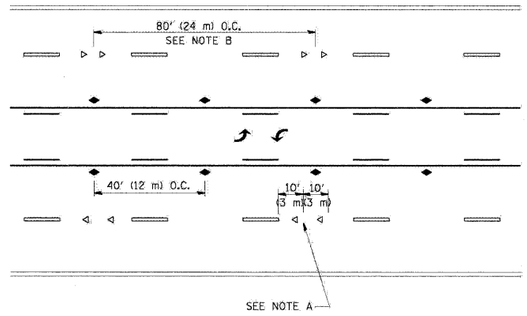


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

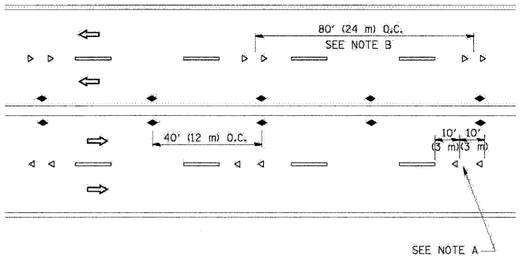
TWO-LANE/TWO-WAY



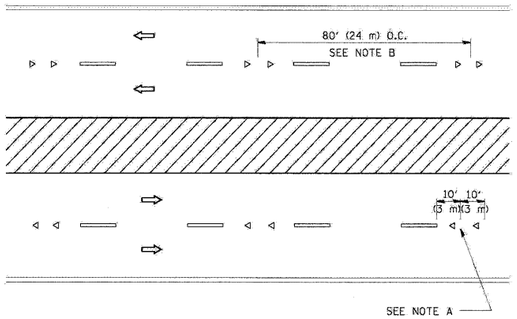
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

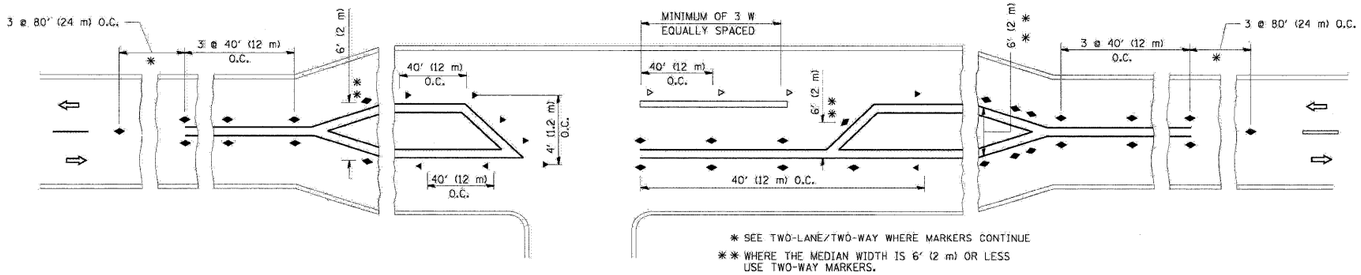
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)

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

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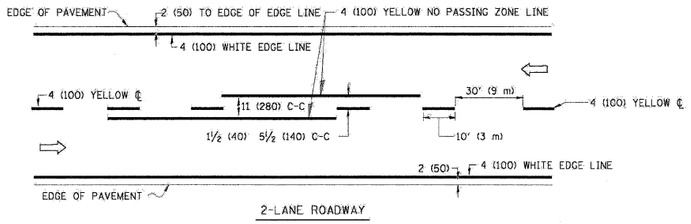
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

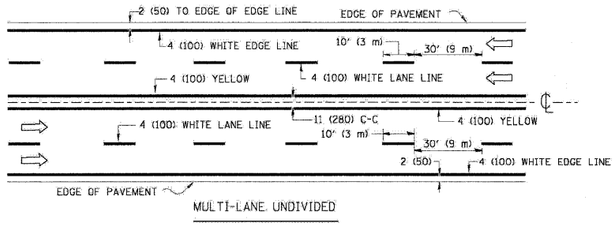
DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 9 OF 12 SHEETS | STA. | TO STA.

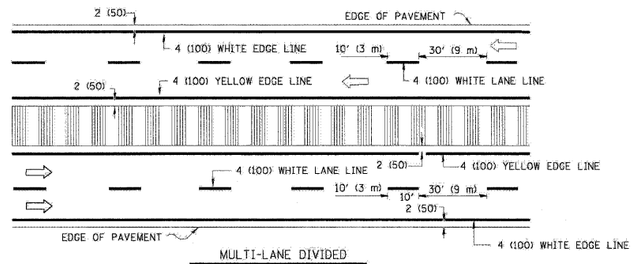
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	68
	TC-11	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



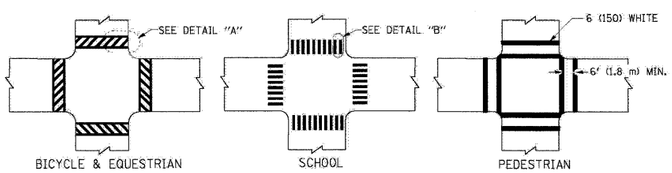
MULTI-LANE UNDIVIDED

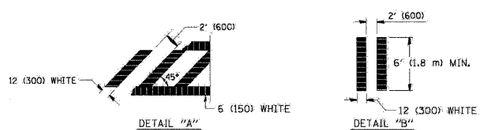


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

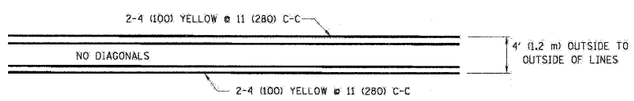
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

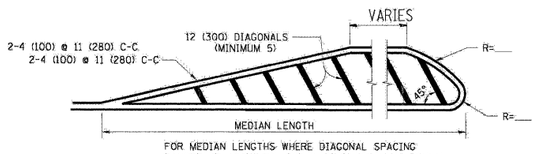




TYPICAL CROSSWALK MARKING



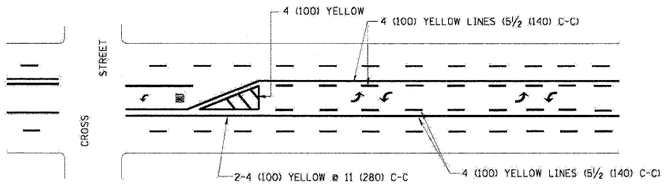
4' (1.2 m) WIDE MEDIANS ONLY



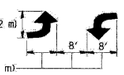
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

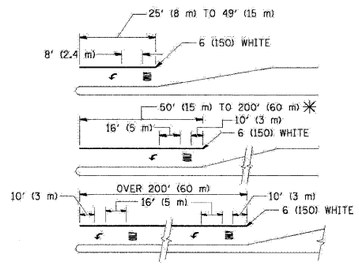


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

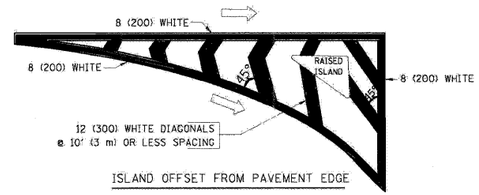


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

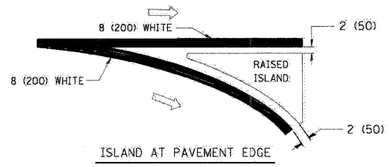
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

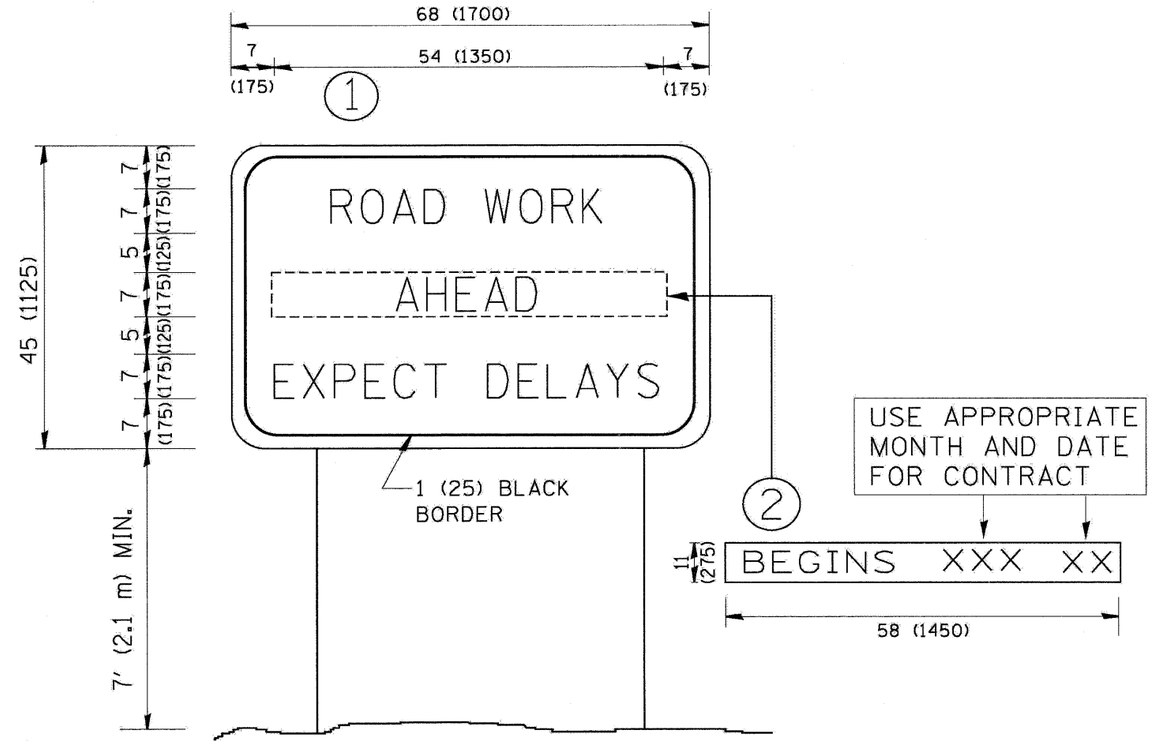
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 10 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	69
	TC-13	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN (1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL (2) SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

ARTERIAL ROAD INFORMATION SIGN

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

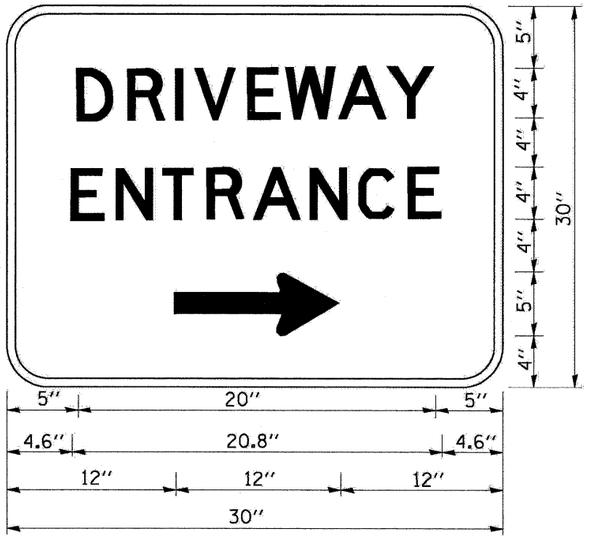
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 11 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	70
	TC-22	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' x 5.0''

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM ''TEMPORARY INFORMATION SIGNING''.

DRIVEWAY ENTRANCE SIGNING

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - SEW	REVISED -
		DRAWN - SEW	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 2/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 STANDARDS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: N.T.S. | SHEET NO. 12 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	71
	TC-26	CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	CROSS SECTIONED		
	AREAS		
	AREAS CHECKED		

ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	CROSS SECTIONED		
	AREAS		
	AREAS CHECKED		

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - ST	REVISED -
		DRAWN - ST	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 02/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: 1"=5'V, 10'H | SHEET NO. 1 OF 3 SHEETS | STA. 95+50.00 TO STA. 97+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	72
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ORIGINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

FILE NAME = $FILE$

USER NAME = $USER$

PLOT SCALE = $SCALE$

PLOT DATE = $DATE$

DESIGNED - ST

DRAWN - ST

CHECKED - FML

DATE - 02/2010

REVISED -

REVISED -

REVISED -

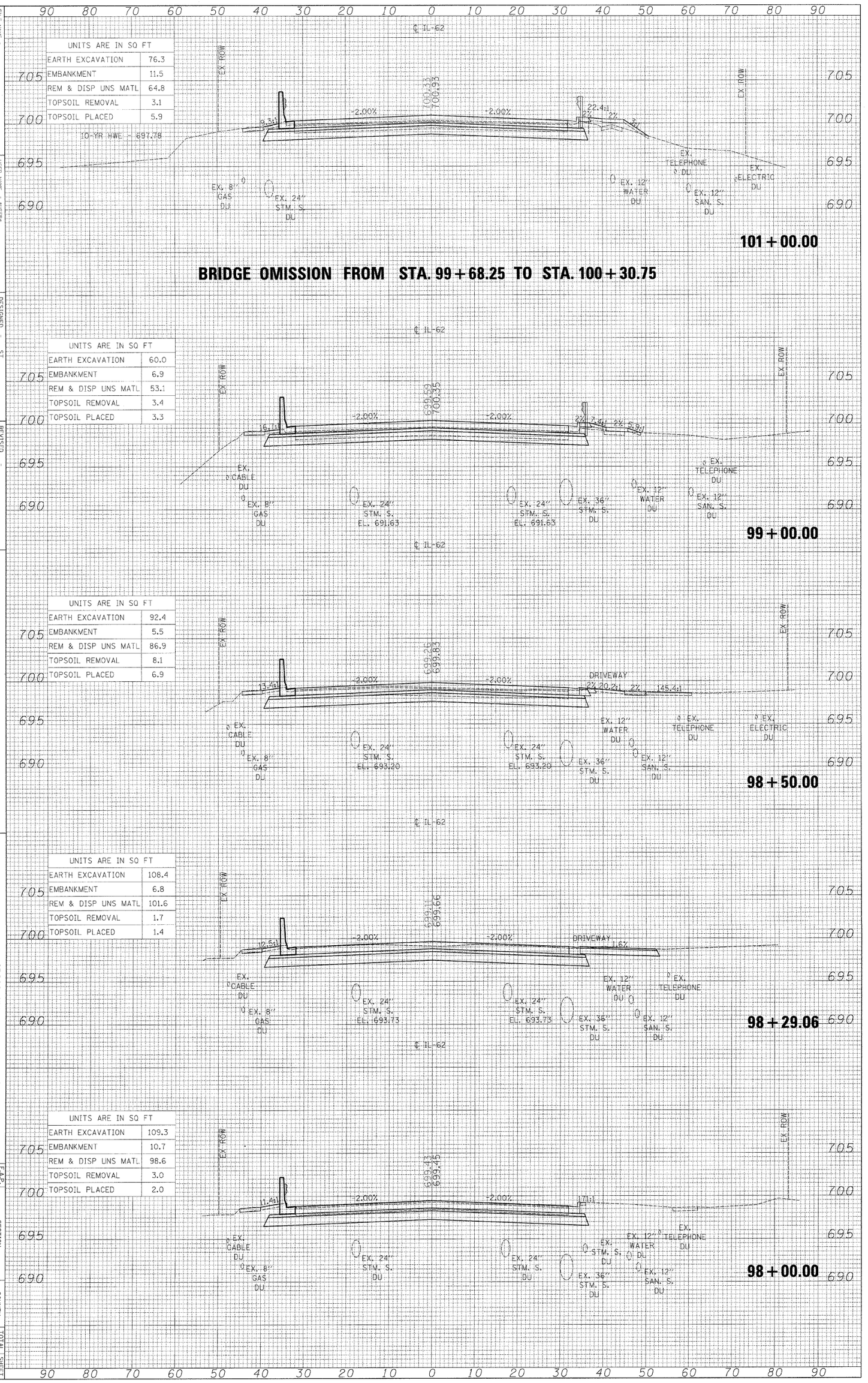
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: 1"=5'V, 10'H | SHEET NO. 2 OF 3 SHEETS | STA. 98+00.00 TO STA. 101+00.00

F.A.P. RTE. 339 | SECTION 116-1-2-BR-1 | FED. ROAD DIST. NO. | ILLINOIS FED. AID PROJECT | COUNTY COOK | CONTRACT NO. 60J00 | TOTAL SHEETS 74 | SHEET NO. 73



UNITS ARE IN SQ FT	
EARTH EXCAVATION	76.3
EMBANKMENT	11.5
REM & DISP UNS MATL	64.8
TOPSOIL REMOVAL	3.1
TOPSOIL PLACED	5.9

UNITS ARE IN SQ FT	
EARTH EXCAVATION	60.0
EMBANKMENT	6.9
REM & DISP UNS MATL	53.1
TOPSOIL REMOVAL	3.4
TOPSOIL PLACED	3.3

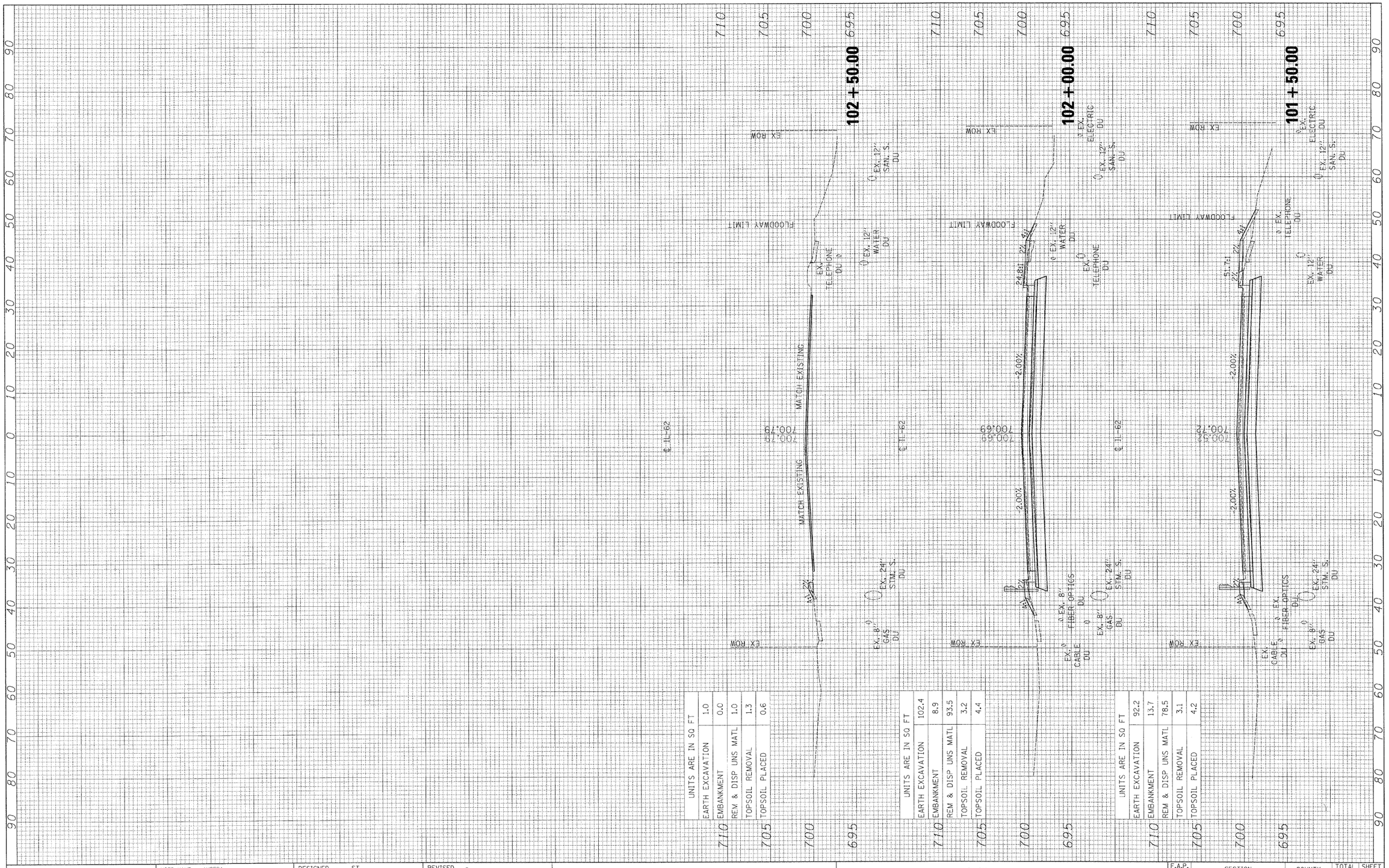
UNITS ARE IN SQ FT	
EARTH EXCAVATION	92.4
EMBANKMENT	5.5
REM & DISP UNS MATL	86.9
TOPSOIL REMOVAL	8.1
TOPSOIL PLACED	6.9

UNITS ARE IN SQ FT	
EARTH EXCAVATION	108.4
EMBANKMENT	6.8
REM & DISP UNS MATL	101.6
TOPSOIL REMOVAL	1.7
TOPSOIL PLACED	1.4

UNITS ARE IN SQ FT	
EARTH EXCAVATION	109.3
EMBANKMENT	10.7
REM & DISP UNS MATL	98.6
TOPSOIL REMOVAL	3.0
TOPSOIL PLACED	2.0

FINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



UNITS ARE IN SQ FT	
EARTH EXCAVATION	1.0
EMBANKMENT	0.0
REM & DISP UNS MATL	1.0
TOPSOIL REMOVAL	1.3
TOPSOIL PLACED	0.6

UNITS ARE IN SQ FT	
EARTH EXCAVATION	102.4
EMBANKMENT	8.9
REM & DISP UNS MATL	93.5
TOPSOIL REMOVAL	3.2
TOPSOIL PLACED	4.4

UNITS ARE IN SQ FT	
EARTH EXCAVATION	92.2
EMBANKMENT	13.7
REM & DISP UNS MATL	78.5
TOPSOIL REMOVAL	3.1
TOPSOIL PLACED	4.2

ORIGINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - ST	REVISED -
		DRAWN - ST	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - FML	REVISED -
	PLOT DATE = $DATE$	DATE - 02/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL ROUTE 62 (ALGONQUIN ROAD) OVER SALT CREEK

SCALE: 1"=5'V, 10'H | SHEET NO. 3 OF 3 SHEETS | STA. 101+50.00 TO STA. 112+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-Y-2-BR-1	COOK	74	74
		CONTRACT NO. 60J00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		