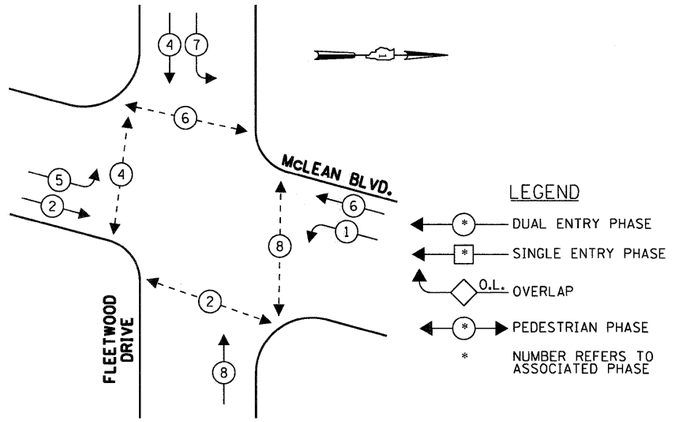
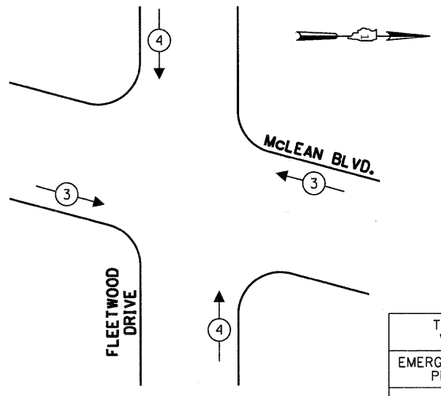
CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM
STAGES: II.4A AND II.4B

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



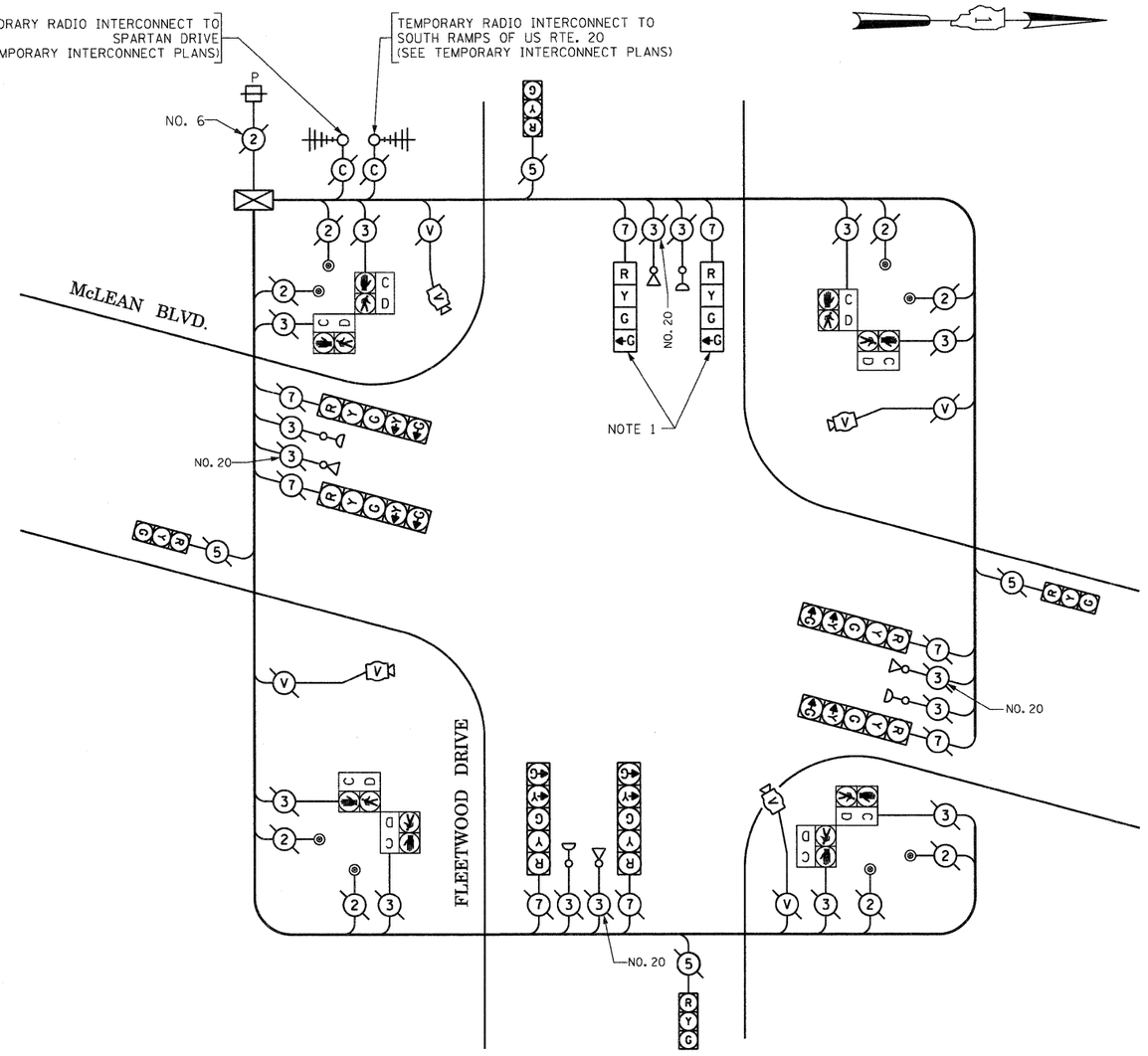
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↓ ↑

STAGES: II.4A AND II.4B

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	12	135	15	0.25	45
ARROW	12	135	12	0.10	14.4
PED. SIGNAL	8	90	25	1.00	200
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	686.4

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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



TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGES: II.4A AND II.4B

NOTE 1: THE GREEN LEFT ARROW INDICATION SECTION IN THE 4-SECTION SIGNAL HEAD FOR THE WESTBOUND DIRECTION SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER DURING CONSTRUCTION STAGES II.4A AND II.4B.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

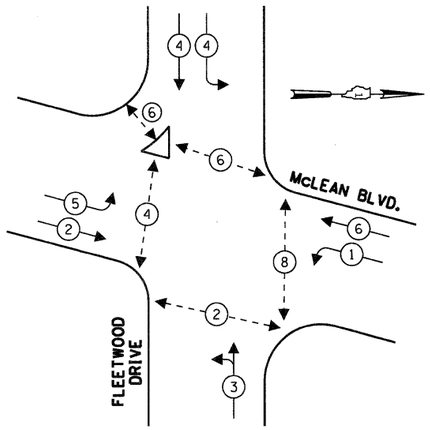
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT FLEETWOOD DRIVE
STAGE II.4A AND STAGE II.4B (SHEET 9 OF 10)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	401
		CONTRACT NO. 60H45		

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

CONTROLLER SEQUENCE

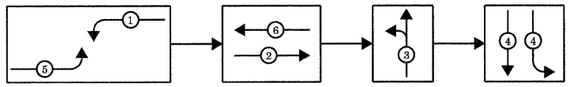


LEGEND

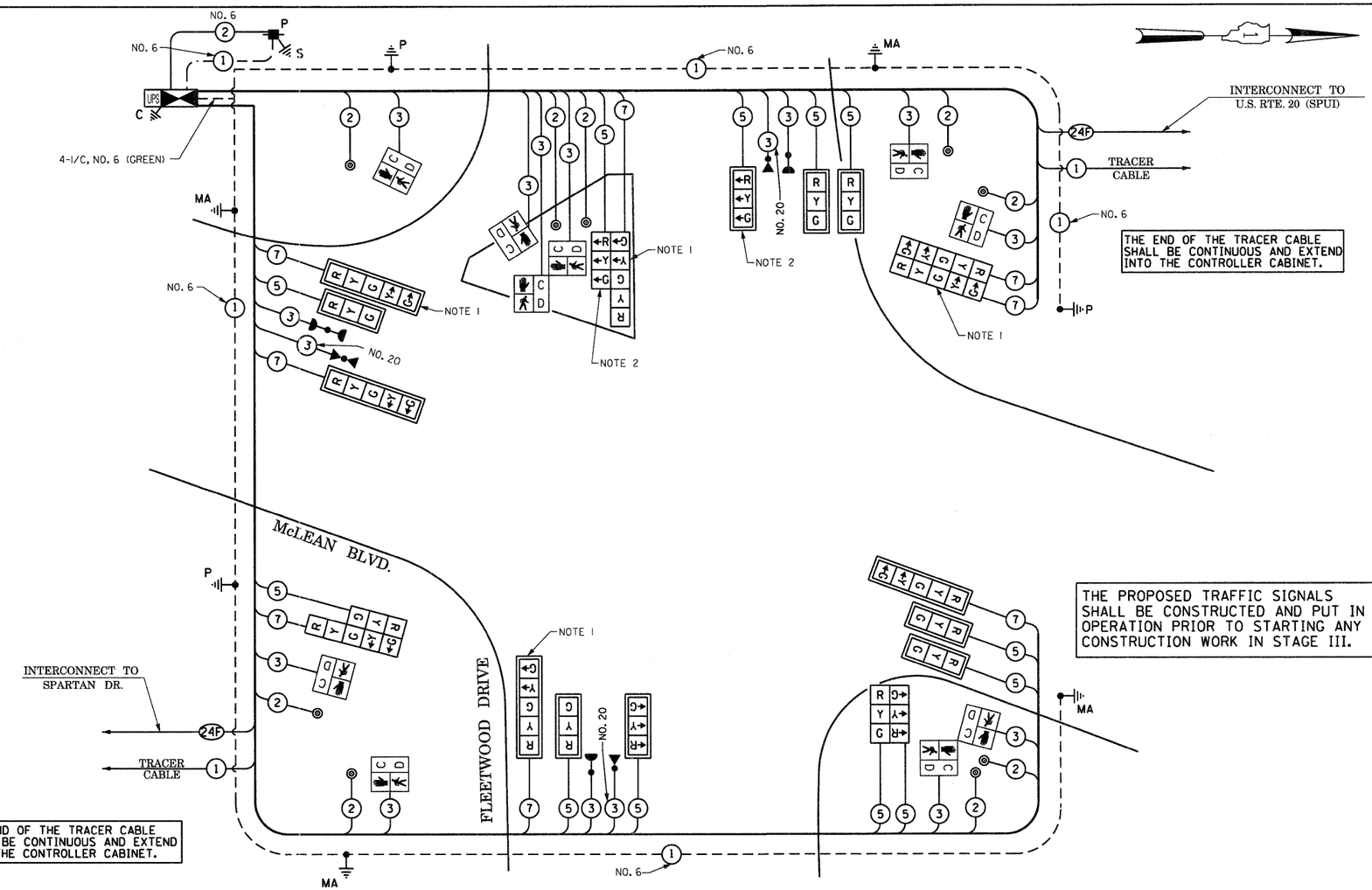
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM
STAGE III

FOR PHASES 1, 2, 5, 6, AND THE SPLIT PHASES 3 AND 4 IN THE PHASE DESIGNATION DIAGRAM SHOWN ABOVE, THE FOLLOWING PHASE SEQUENCE SHALL BE FOLLOWED FOR STAGE III.



THE CONTROLLER SHALL FUNCTION AS A FIXED TIME CONTROLLER UNTIL THE ENTIRE INTERSECTION, INCLUDING THE VEHICULAR DETECTION LOOPS, IS OPEN TO TRAFFIC.

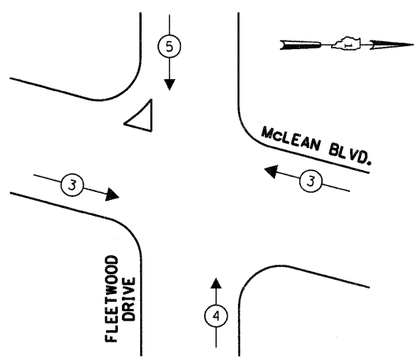


THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

TEMPORARY CABLE PLAN

(NOT TO SCALE)
STAGE III

EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	← →	↑	↓

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	20	135	17	0.50	170
(YELLOW)	20	135	25	0.25	125
(GREEN)	20	135	15	0.25	75
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	10	90	25	1.00	250
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	739.2

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

NOTE 1: THE GREEN AND YELLOW RIGHT INDICATION SECTIONS IN THE 5-SECTION SIGNAL HEADS FOR THE SOUTHBOUND AND EASTBOUND DIRECTION OF TRAFFIC SHALL BE DISCONNECTED AND BAGGED DURING STAGE III CONSTRUCTION.

NOTE 2: THE LEFT GREEN ARROW INDICATION IN THE SIGNAL HEADS WITH ALL ARROW INDICATIONS AND THE CIRCULAR GREEN INDICATION IN THE SIGNAL HEADS WITH ALL CIRCULAR INDICATIONS FOR THE WESTBOUND DIRECTION OF TRAFFIC PHASE 3, IN THE PHASE DESIGNATION DIAGRAM, SHALL BE DISPLAYED SIMULTANEOUSLY. SIMILARLY, FOR THE EASTBOUND DIRECTION OF TRAFFIC PHASE 4 THE LEFT GREEN ARROW AND THE CIRCULAR GREEN INDICATIONS IN THE ARROW SECTION SIGNAL HEADS AND THE SIGNAL HEADS WITH CIRCULAR INDICATIONS SHALL BE DISPLAYED AT THE SAME TIME. THE GREEN AND YELLOW RIGHT INDICATION SECTIONS IN THE 5-SECTION SIGNAL HEADS SHALL BE DISCONNECTED AND BAGGED DURING STAGE III CONSTRUCTION.

NOTE 3: THE DETECTOR LOOPS SHALL BE DISABLED AT THE CONTROLLER.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT FLEETWOOD DRIVE
STAGE III (SHEET 10 OF 10)

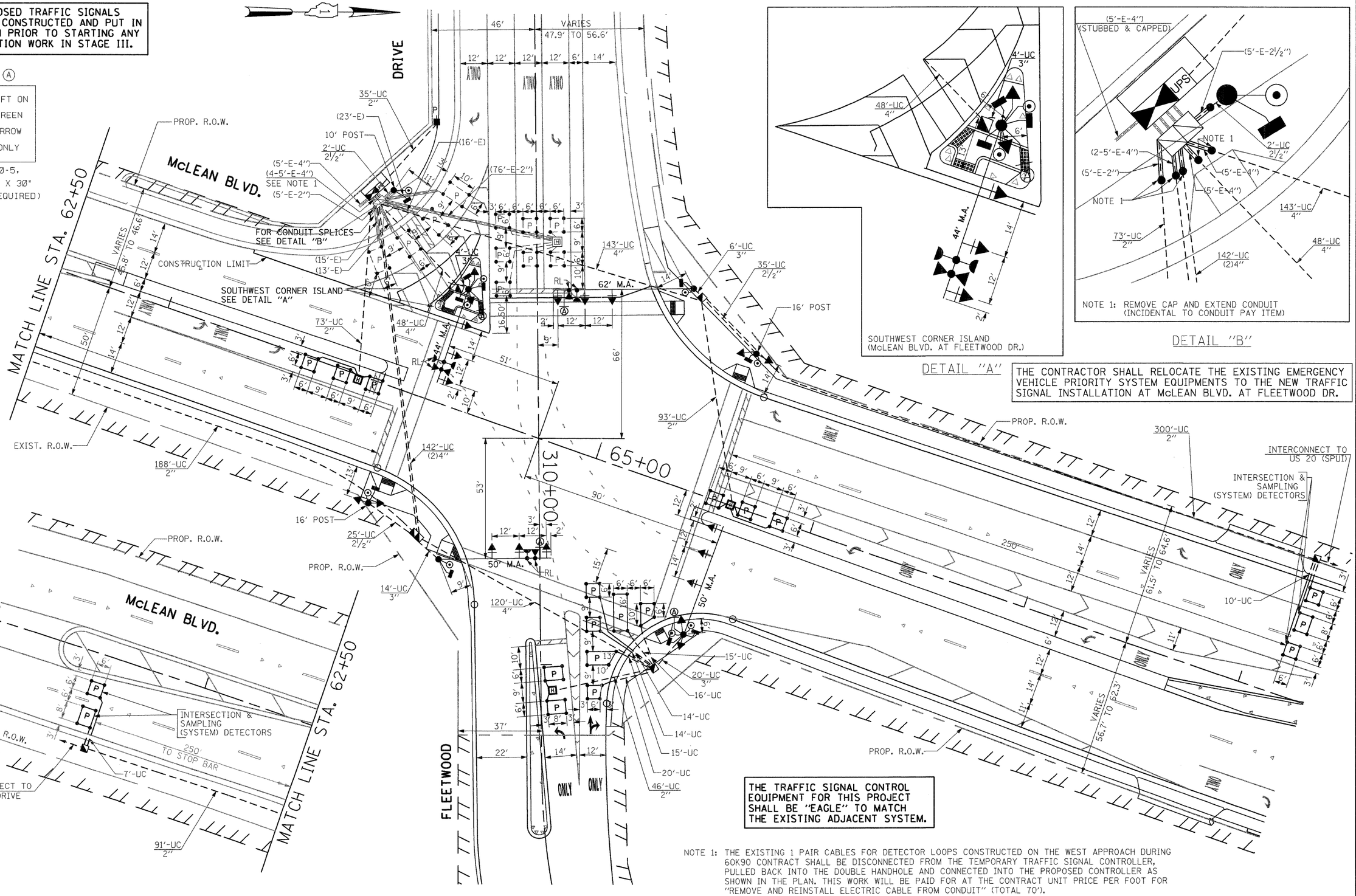
SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	402
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

Ⓐ LEFT ON GREEN ARROW ONLY

R10-5, 24" X 30" (4 REQUIRED)



DETAIL "A"

DETAIL "B"

THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE NEW TRAFFIC SIGNAL INSTALLATION AT McLEAN BLVD. AT FLEETWOOD DR.

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

NOTE 1: THE EXISTING 1 PAIR CABLES FOR DETECTOR LOOPS CONSTRUCTED ON THE WEST APPROACH DURING 60K90 CONTRACT SHALL BE DISCONNECTED FROM THE TEMPORARY TRAFFIC SIGNAL CONTROLLER, PULLED BACK INTO THE DOUBLE HANDHOLE AND CONNECTED INTO THE PROPOSED CONTROLLER AS SHOWN IN THE PLAN. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT" (TOTAL 70').

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
McLEAN BOULEVARD AT FLEETWOOD DRIVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	403
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE NEW TRAFFIC SIGNAL INSTALLATION AT McLEAN BLVD. AT FLEETWOOD DR.

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
38	SQ FT	SIGN PANEL - TYPE 1
21	SQ FT	SIGN PANEL - TYPE 2
1	EACH	SERVICE INSTALLATION - POLE MOUNTED
826	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
62	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2½" DIA.
44	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
595	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
5	EACH	HANDHOLE
3	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	TRANSCEIVER-FIBER OPTIC
1759	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
2611	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
3227	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1718	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
3747	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
55	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
793	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT, GROUNDING EQUIPMENT, NO. 6 1C
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 62 FT.
12	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
43	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
21	FOOT	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER
8	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
5	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
12	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
14	EACH	INDUCTIVE LOOP DETECTOR
814	FOOT	PREFORMED DETECTOR LOOP
9	EACH	PEDESTRIAN PUSH-BUTTON
• 3	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
• 1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
70	FOOT	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE TEMPORARY TRAFFIC SIGNAL INSTALLATION
• 685	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	FULL-ACTUATED CONTROLLER AND CABINET, TYPE IV, SPECIAL
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
1	EACH	MODIFY TEMPORARY TRAFFIC SIGNAL INSTALLATION

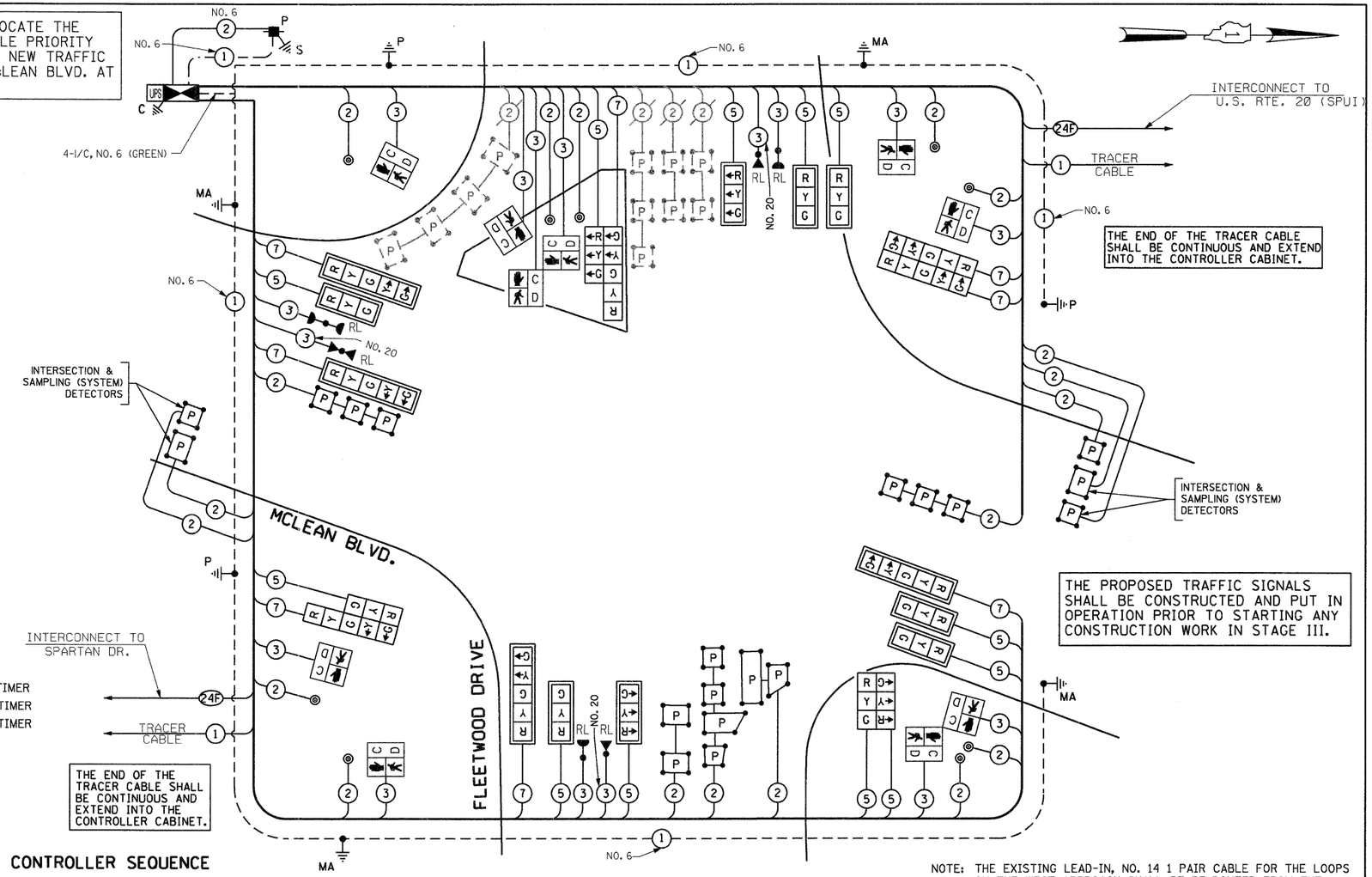
• 100% COST TO CITY OF ELGIN [EVP IS PENDING ELGIN CONCURRENCE TO PAY]

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

TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	135	17	0.50	170
(YELLOW)	20	135	25	0.25	125
(GREEN)	20	135	15	0.25	75
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	10	90	25	1.00	250
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	739.2

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

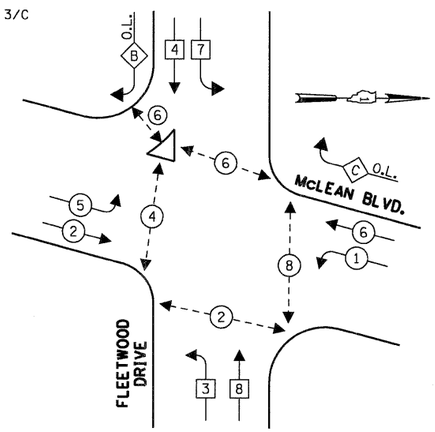


CABLE PLAN

(NOT TO SCALE)

NOTE: THE EXISTING LEAD-IN, NO. 14 1 PAIR CABLE FOR THE LOOPS ON THE WEST APPROACH SHALL BE RE-ROUTED FROM THE TEMPORARY TRAFFIC SIGNAL CONTROLLER TO THE NEW PROPOSED TRAFFIC SIGNAL CONTROLLER. THIS WORK SHALL BE PAID FOR AS "REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT".

CONTROLLER SEQUENCE



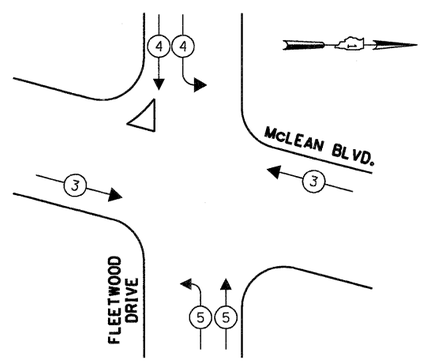
PHASE DESIGNATION DIAGRAM

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- × NUMBER REFERS TO ASSOCIATED PHASE

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5
C	=	6	+	7

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	⇆	↓↓	↰↑

FILE NAME = ⊕FILEL⊕	USER NAME = ⊕USER⊕	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = ⊕SCALE⊕	CHECKED - PKG	REVISED -
	PLOT DATE = ⊕DATE⊕	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, SCHEDULE OF QUANTITIES
McLEAN BOULEVARD AT FLEETWOOD DRIVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	404
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	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 IDOT DISTRICT ONE 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.
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 IDOT 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.

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

1	EACH	CONTROLLER AND CABINET COMPLETE
2	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE 4-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 2-FACE 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 2-FACE 1-4 SECTION, 1-5 SECTION, BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, 2-FACE, BRACKET MOUNTED
3	EACH	TRAFFIC SIGNAL POST
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE
4	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION
1	EACH	MASTER CONTROLLER

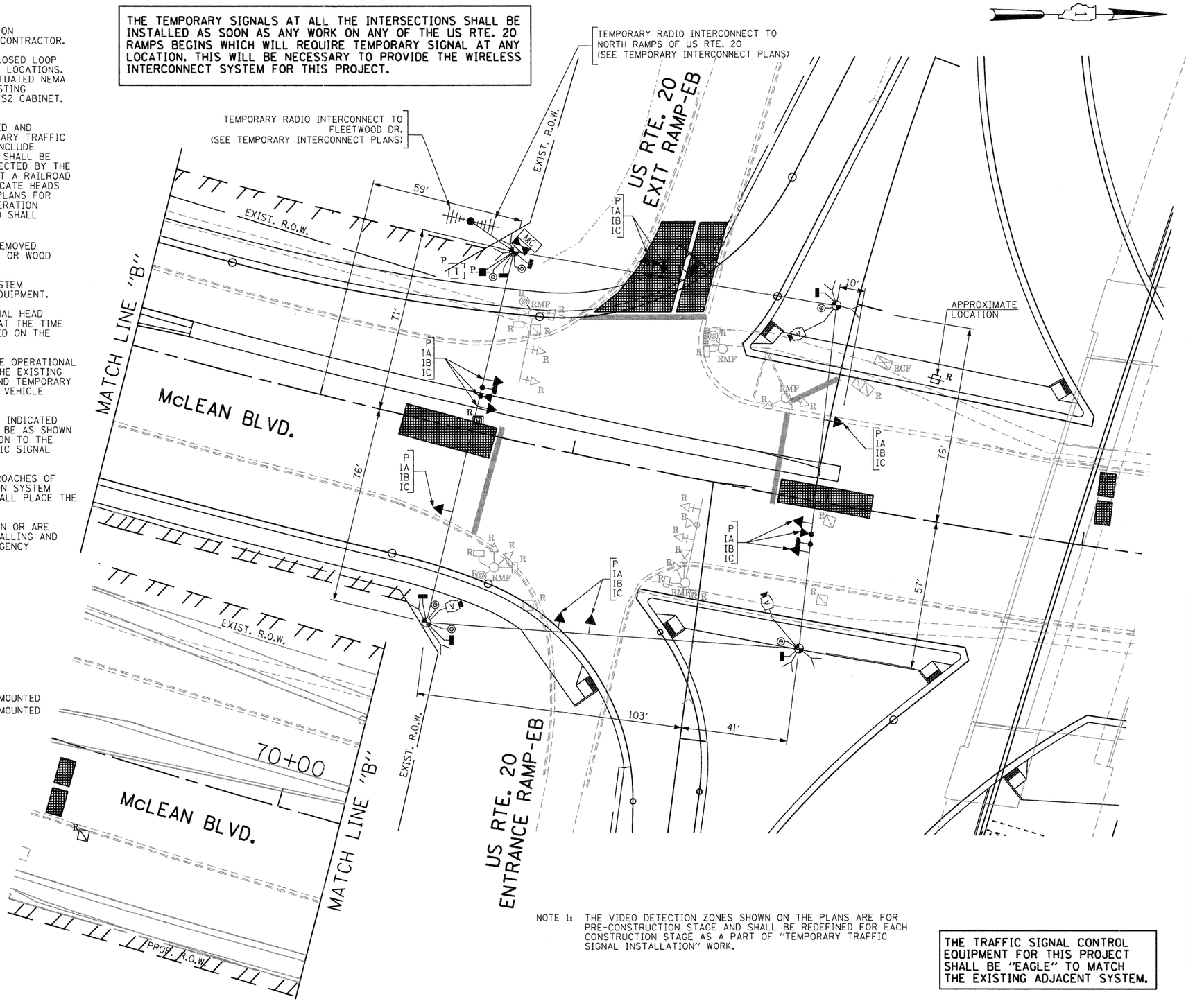
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: CITY OF ELGIN

CONTACT INFORMATION:
MR. BILL BECKER
CITY OF ELGIN
ENGINEERING DEPARTMENT
PHONE: (847) 931-5969

2 EACH LIGHT DETECTOR

THE TEMPORARY SIGNALS AT ALL THE INTERSECTIONS SHALL BE INSTALLED AS SOON AS ANY WORK ON ANY OF THE US RTE. 20 RAMPS BEGINS WHICH WILL REQUIRE TEMPORARY SIGNAL AT ANY LOCATION. THIS WILL BE NECESSARY TO PROVIDE THE WIRELESS INTERCONNECT SYSTEM FOR THIS PROJECT.



NOTE 1: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR PRE-CONSTRUCTION STAGE AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

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

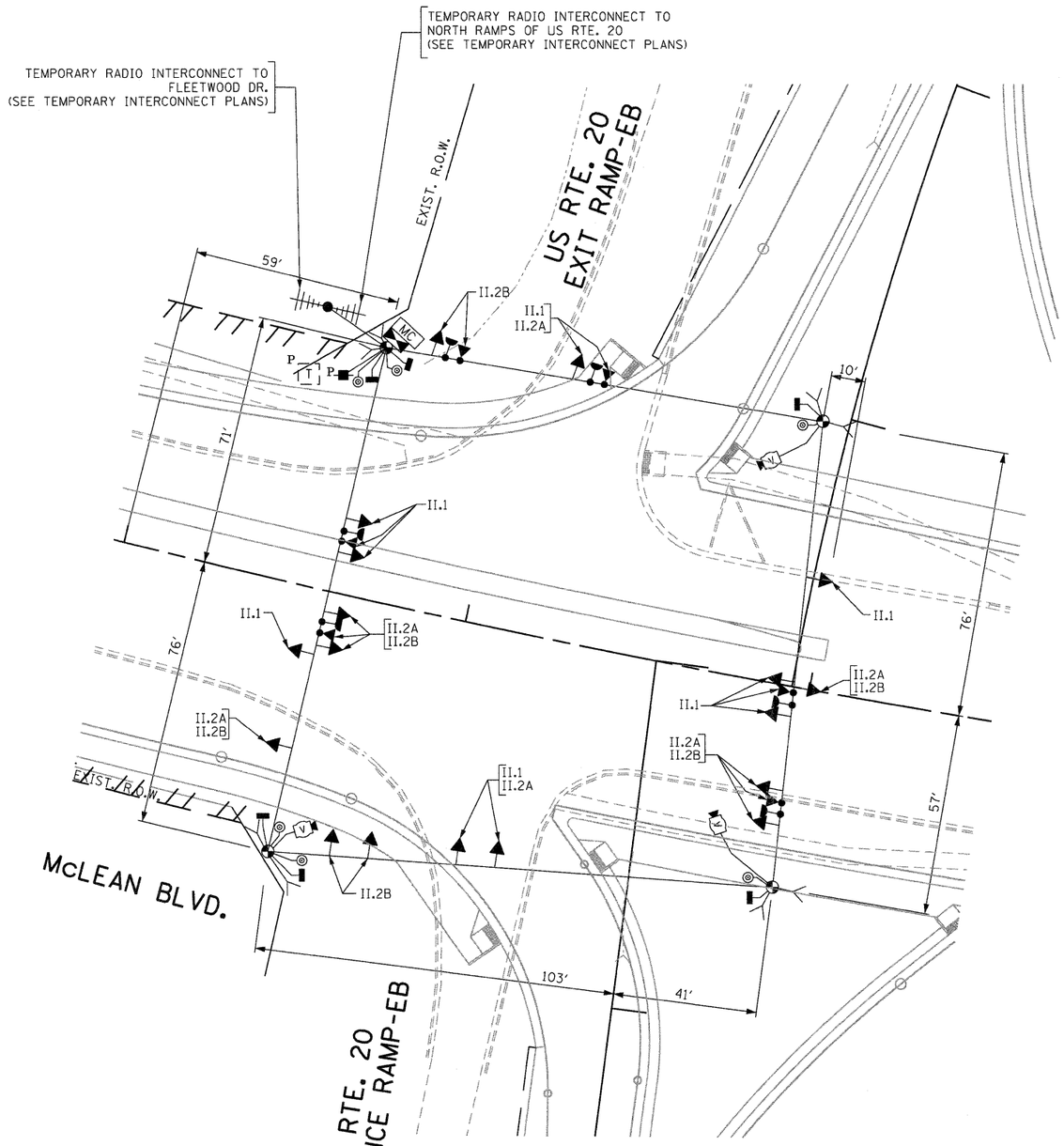
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

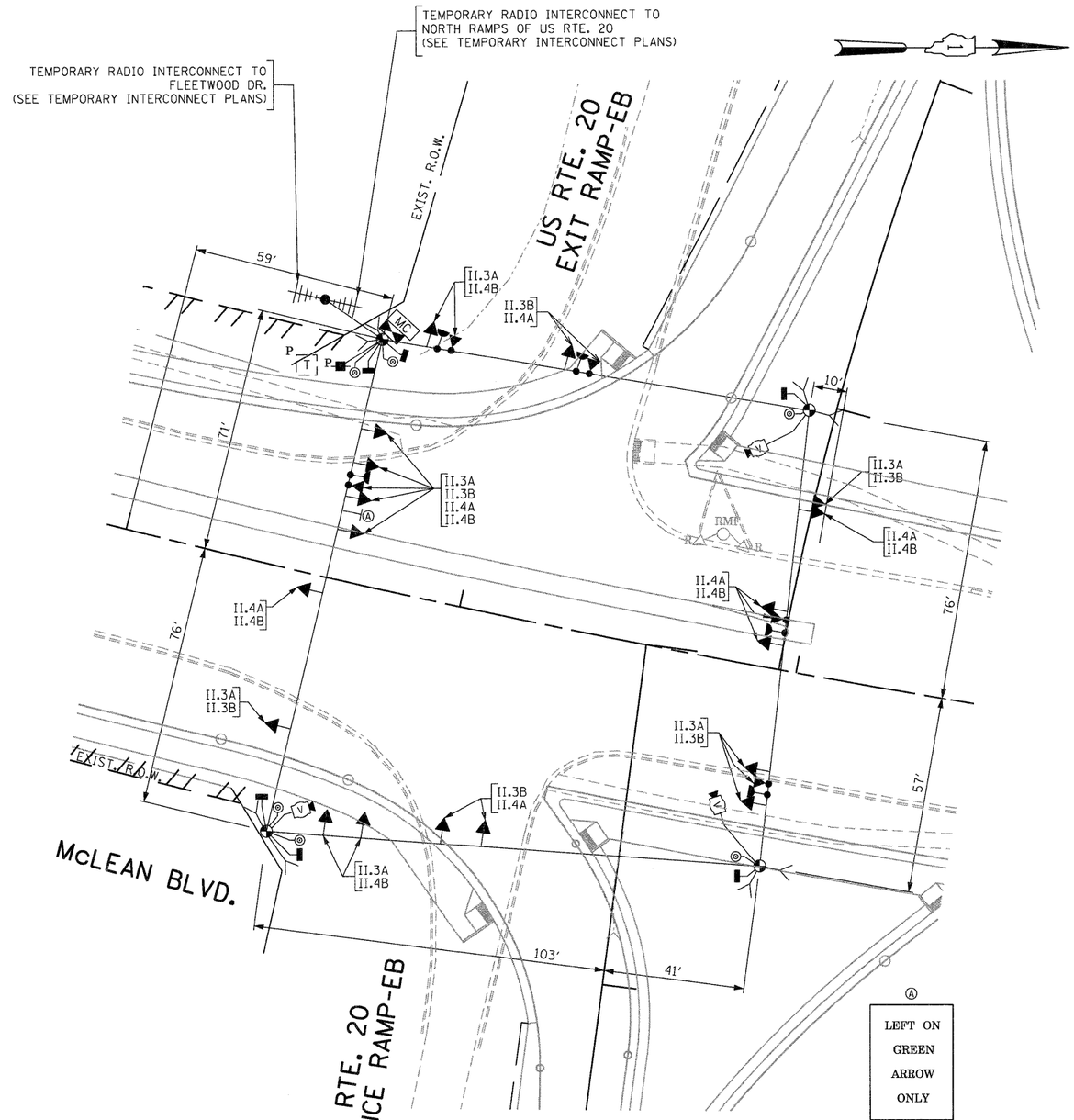
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
McLEAN BOULEVARD AT SOUTH RAMPS OF US RTE. 20
PRE-STAGE, STAGE IA, STAGE IB, AND STAGE IC (SHEET 1 OF 4)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	405
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR
STAGES: II.1, II.2A, AND II.2B



SIGNAL HEAD PLACEMENTS FOR
STAGES: II.3A, II.3B, II.4A, II.4B

Ⓐ LEFT ON GREEN ARROW ONLY

R10-5, 24" X 30" (1 REQUIRED)

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

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

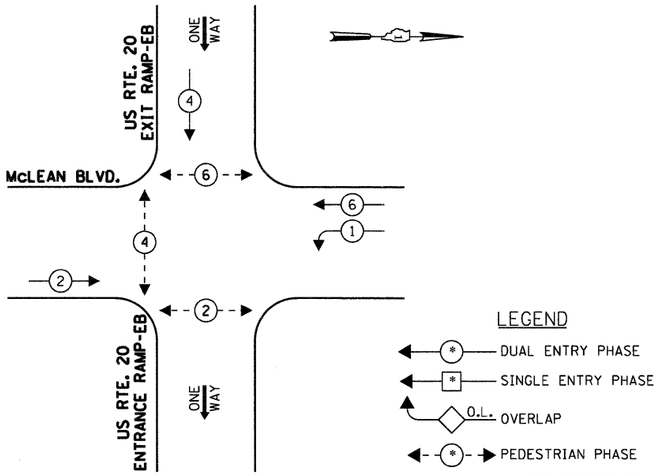
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
McLEAN BOULEVARD AT SOUTH RAMPS OF US RTE. 20
STAGE II.1, STAGE II.2A, STAGE II.2B, STAGE II.3A, STAGE II.3B, STAGE II.4A, AND STAGE II.4B (SHEET 2 OF 4)

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

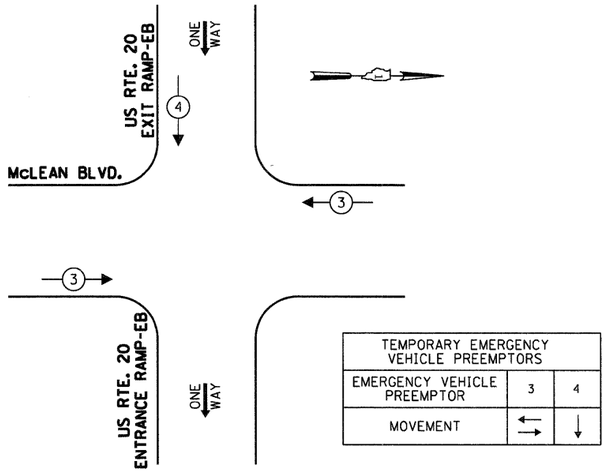
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	406
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

CONTROLLER SEQUENCE



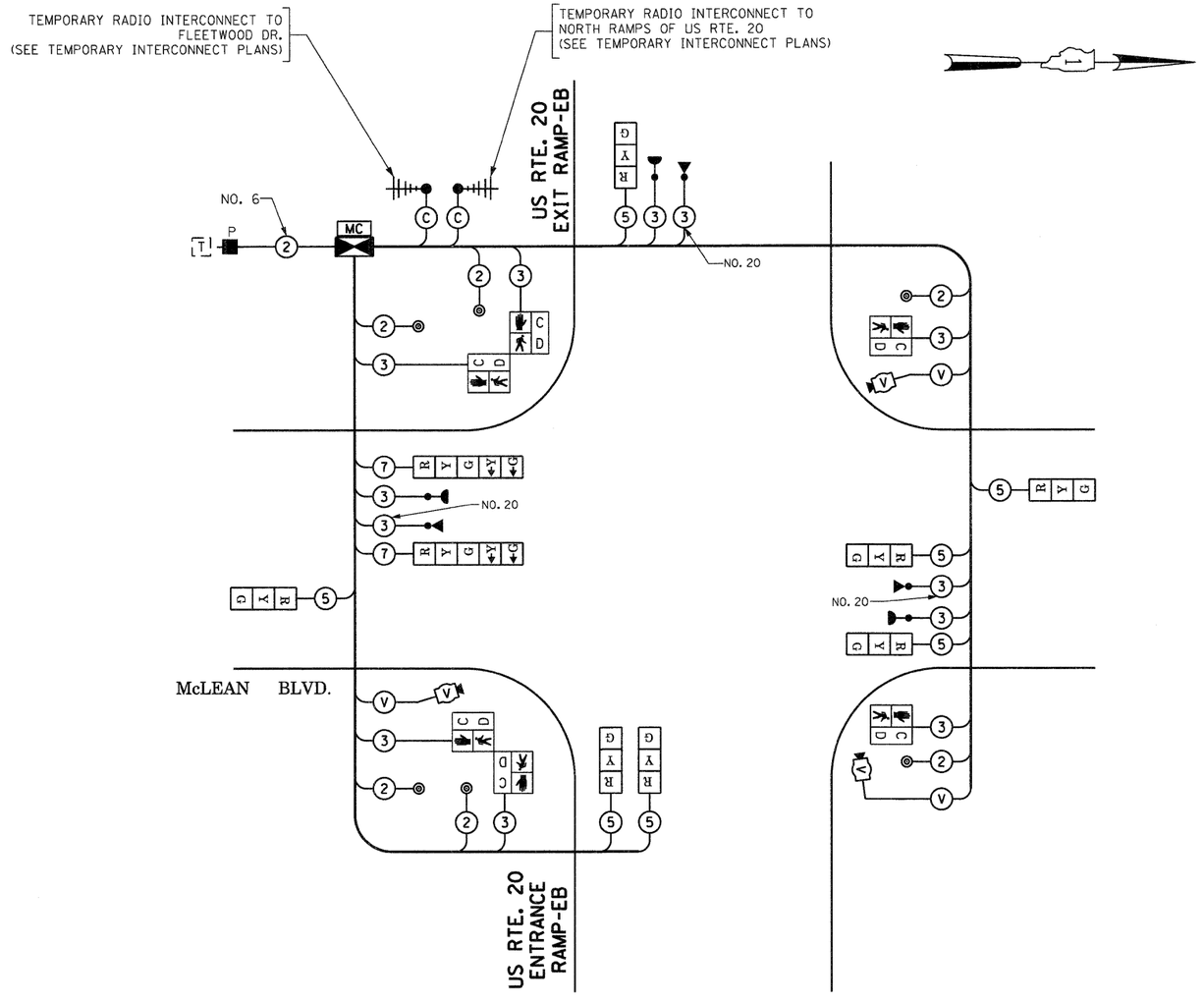
TEMPORARY PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	⇄	↓

STAGES: IA, IB, IC, II.1, II.2A, & II.2B



TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGES: IA, IB, IC, II.1, II.2A, & II.2B

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	X %OPERATION	
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	6	90	25	1.00	150
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	571.30

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

NOTE 1: A MASTER CONTROLLER SHALL BE SUPPLIED AT THIS INTERSECTION, THE COST OF WHICH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

NOTE 2: THE TELEPHONE SERVICE MUST BE MAINTAINED AT THIS TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS ITEM OF WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

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

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

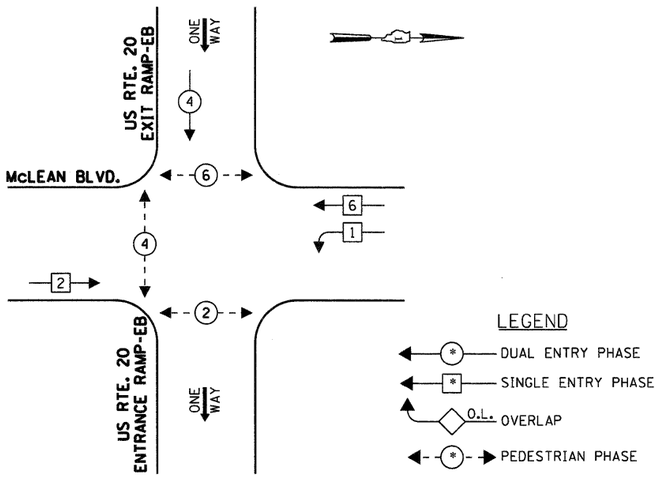
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORAY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT SOUTH RAMPS OF US RTE. 20
STAGE IA, STAGE IB, STAGE IC, STAGE II.1, STAGE II.2A, AND STAGE II.2B (SHEET 3 OF 4)

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

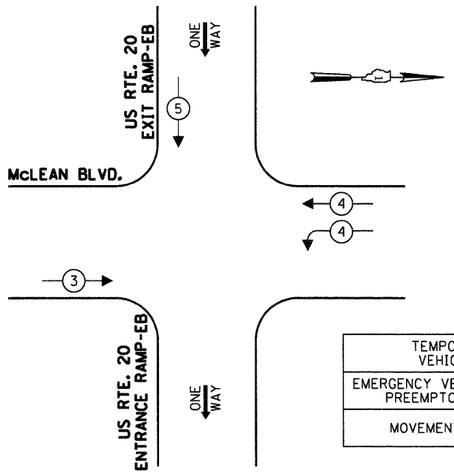
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	407
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

CONTROLLER SEQUENCE



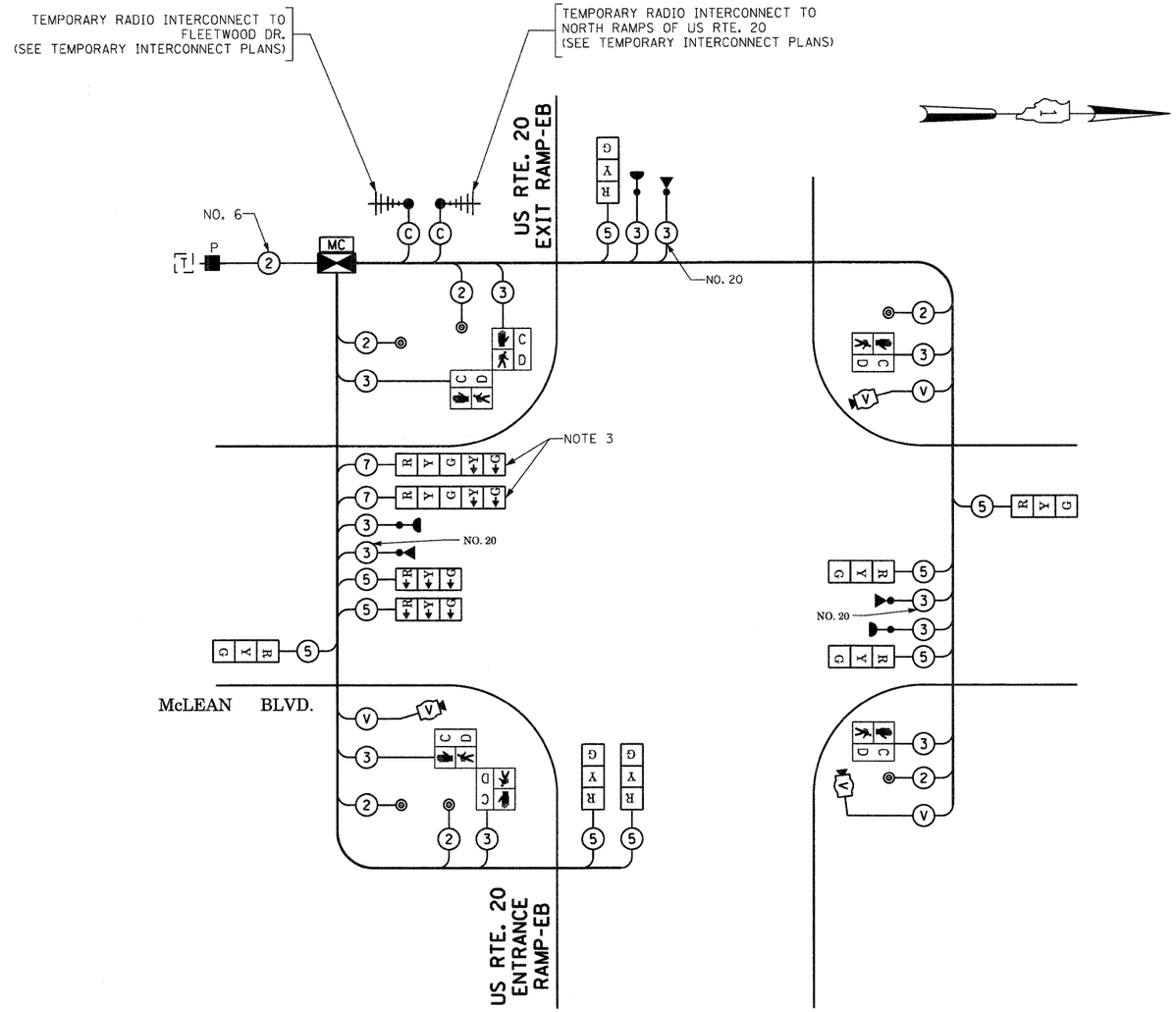
TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→	← ↙	↓

STAGES: II.3A, II.3B, II.4A & II.4B



TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGES: II.3A, II.3B, II.4A & II.4B

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE x INCAND.	WATTAGE x LED	x %OPERATION	
SIGNAL (RED)	11	135	17	0.50	93.50
(YELLOW)	11	135	25	0.25	68.75
(GREEN)	11	135	15	0.25	41.25
ARROW		135	12	0.10	
PED. SIGNAL	6	90	25	1.00	150
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
				TOTAL =	603.50

ENERGY COSTS TO:
CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

NOTE 1: A MASTER CONTROLLER SHALL BE SUPPLIED AT THIS INTERSECTION. THE COST OF WHICH SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

NOTE 2: THE TELEPHONE SERVICE MUST BE MAINTAINED AT THIS TEMPORARY TRAFFIC SIGNAL INSTALLATION. THIS ITEM OF WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

NOTE 3: DURING CONSTRUCTION STAGES II.3A, II.3B, II.4A AND II.4B THE GREEN AND YELLOW LEFT ARROW INDICATION SECTIONS FOR THE SOUTHBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER.

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

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORAY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT SOUTH RAMPS OF US RTE. 20
STAGE II.3A, STAGE II.3B, STAGE II.4A AND STAGE II.4B (SHEET 4 OF 4)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	408
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. .	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.

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.

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

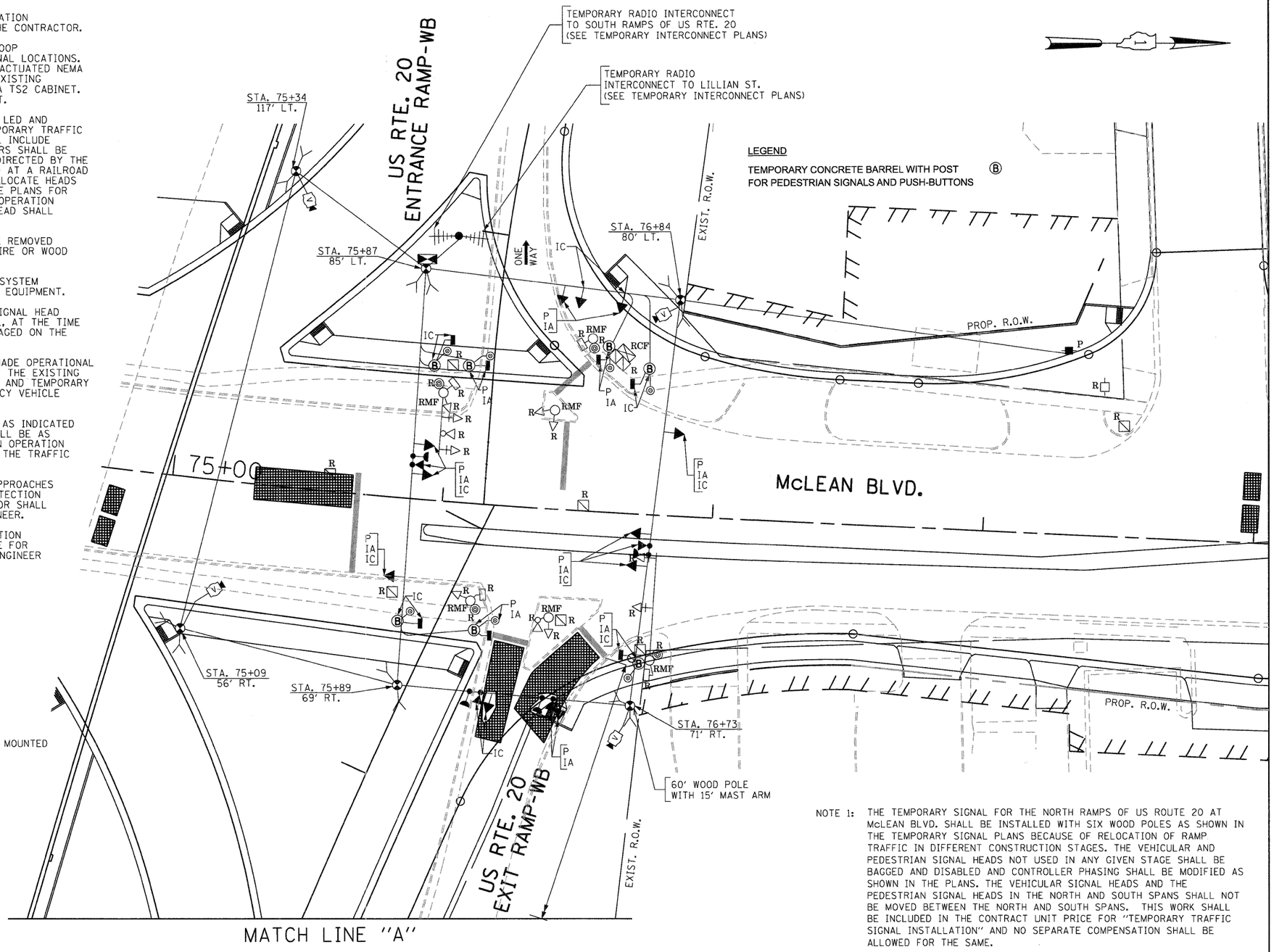
1	EACH	CONTROLLER AND CABINET COMPLETE
3	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE 4-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 2-FACE 1-4 SECTION, 1-5 SECTION BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE
4	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
4	EACH	TRAFFIC SIGNAL POST
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE
4	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: CITY OF ELGIN

CONTACT INFORMATION:
MR. BILL BECKER
CITY OF ELGIN
ENGINEERNG DEPARTMENT
PHONE: (847) 931-5969

2 EACH LIGHT DETECTOR



NOTE 1: THE TEMPORARY SIGNAL FOR THE NORTH RAMPS OF US ROUTE 20 AT McLEAN BLVD. SHALL BE INSTALLED WITH SIX WOOD POLES AS SHOWN IN THE TEMPORARY SIGNAL PLANS BECAUSE OF RELOCATION OF RAMP TRAFFIC IN DIFFERENT CONSTRUCTION STAGES. THE VEHICULAR AND PEDESTRIAN SIGNAL HEADS NOT USED IN ANY GIVEN STAGE SHALL BE BAGGED AND DISABLED AND CONTROLLER PHASING SHALL BE MODIFIED AS SHOWN IN THE PLANS. THE VEHICULAR SIGNAL HEADS AND THE PEDESTRIAN SIGNAL HEADS IN THE NORTH AND SOUTH SPANS SHALL NOT BE MOVED BETWEEN THE NORTH AND SOUTH SPANS. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION" AND NO SEPARATE COMPENSATION SHALL BE ALLOWED FOR THE SAME.

NOTE 2: INSTALLATION OF BARREL MOUNTED POSTS FOR PEDESTRIAN SIGNALS AND PUSH-BUTTONS AS NEEDED AND AS SHOWN IN PLANS FOR VARIOUS CONSTRUCTION STAGES. THE BARREL SHOULD BE 6 FEET FROM EDGE OF TRAVELED WAY.

NOTE 3: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR PRE-CONSTRUCTION STAGE AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

THE TEMPORARY SIGNALS AT ALL THE INTERSECTIONS SHALL BE INSTALLED AS SOON AS ANY WORK ON ANY OF THE US RTE. 20 RAMPS BEGINS WHICH WILL REQUIRE TEMPORARY SIGNAL AT ANY LOCATION. THIS WILL BE NECESSARY TO PROVIDE THE WIRELESS INTERCONNECT SYSTEM FOR THIS PROJECT.

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

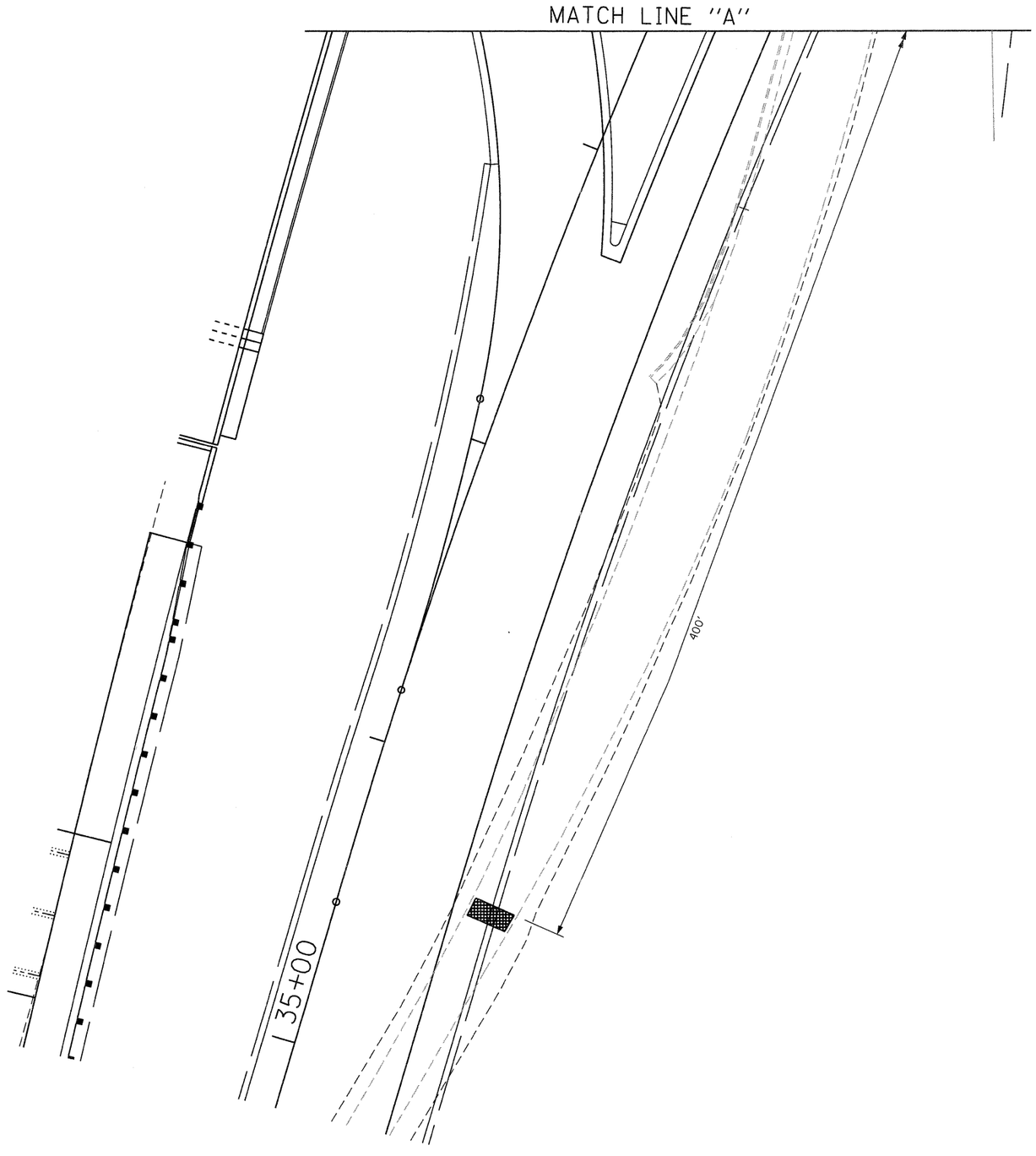
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
PRE-STAGE, STAGE IA, AND STAGE IC (SHEET 1 OF 7)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	409
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 12/16/2011	REVISED -

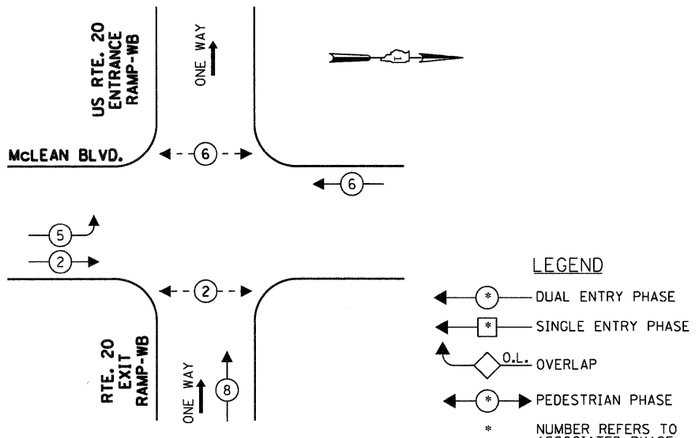
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
PRE-STAGE, STAGE IA, AND STAGE IC (SHEET 2 OF 7)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	410
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

CONTROLLER SEQUENCE



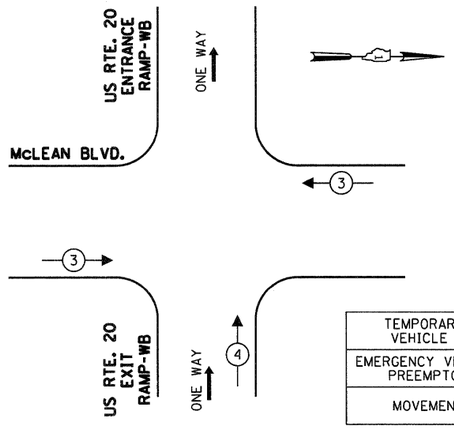
LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

STAGES: PRE-STAGE, IA, AND IC

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



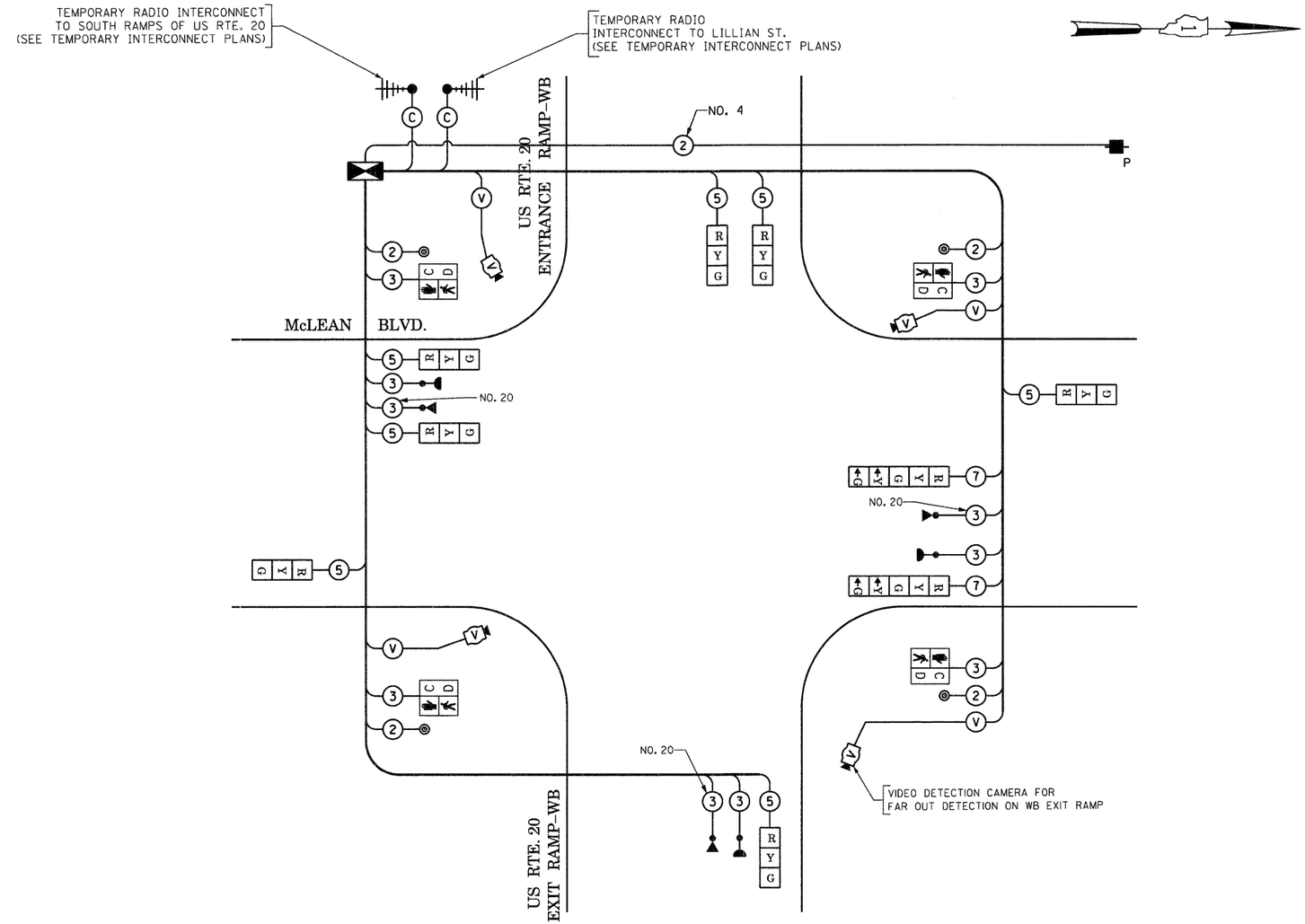
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑

STAGES: PRE-STAGE, IA, AND IC

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	4	90	25	1.00	100
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
				TOTAL =	521.3

ENERGY COSTS TO:
CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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



TEMPORARY CABLE PLAN

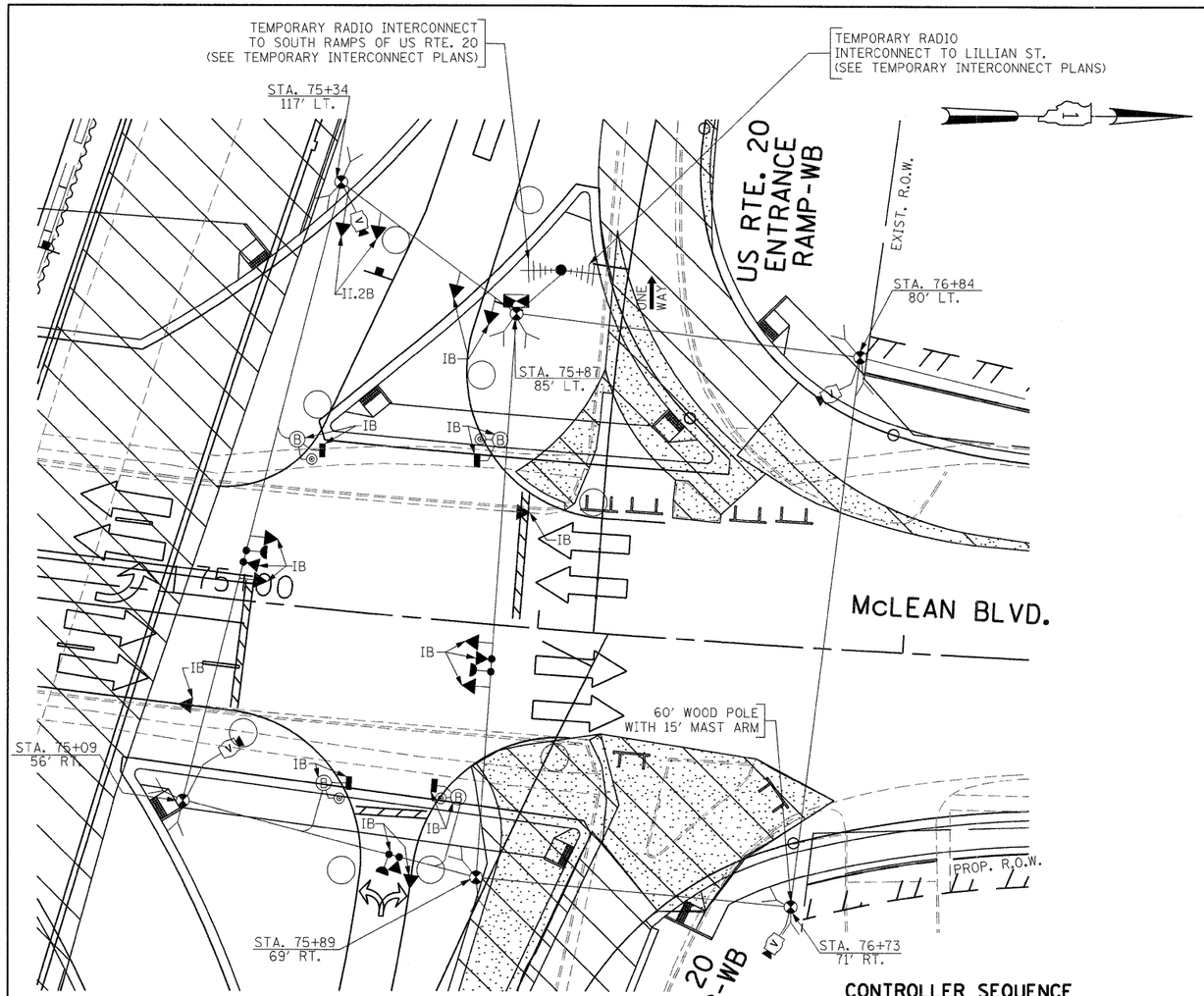
(NOT TO SCALE)

STAGES: PRE-STAGE, IA, AND IC

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20 PRE-STAGE, STAGE IA, AND STAGE IC (SHEET 3 OF 7)
		DRAWN - MAA, EA	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	411
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR STAGE 1B

LEGEND

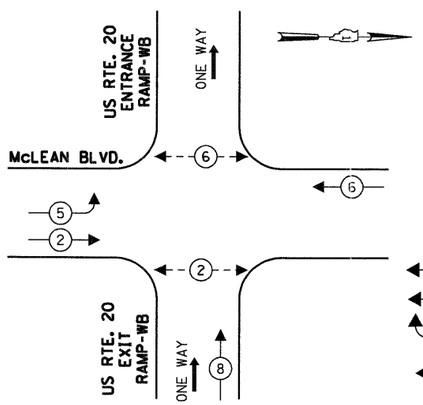
TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	4	90	25	1.00	100
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	521.3

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

CONTROLLER SEQUENCE

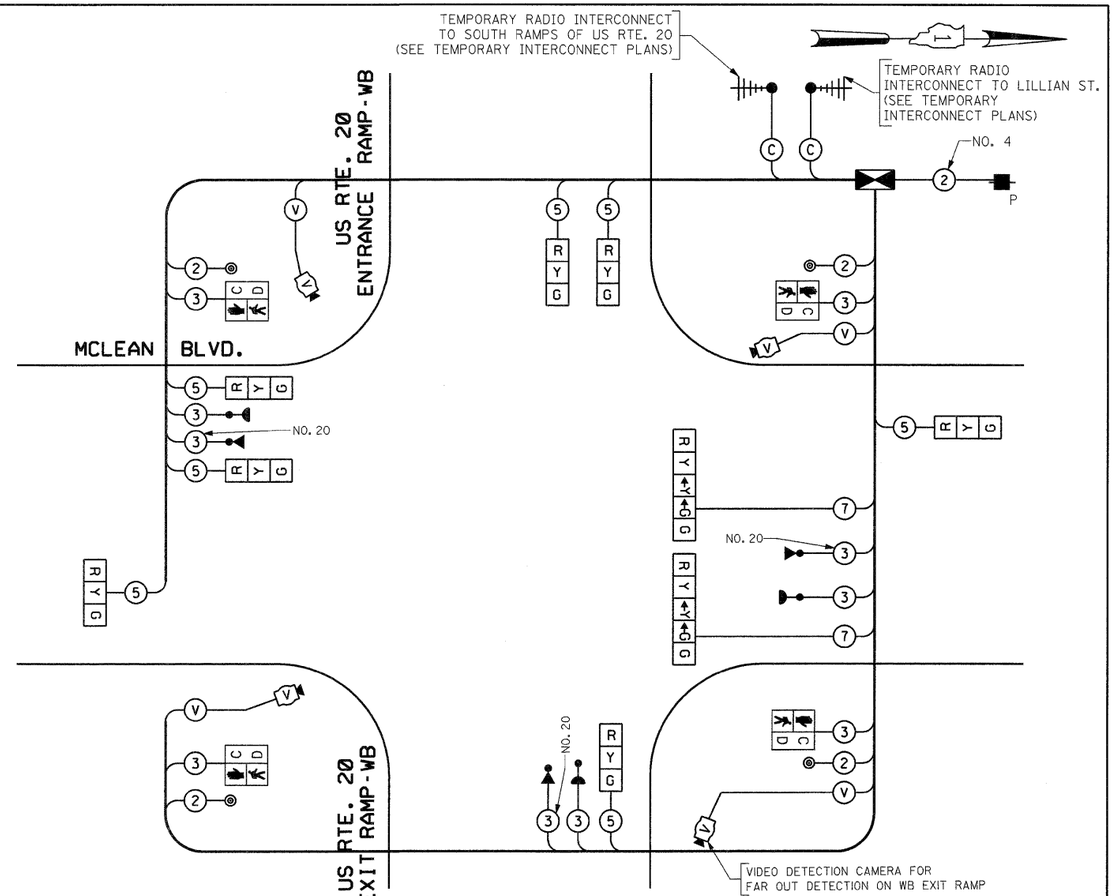


TEMPORARY PHASE DESIGNATION DIAGRAM

STAGE 1B

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

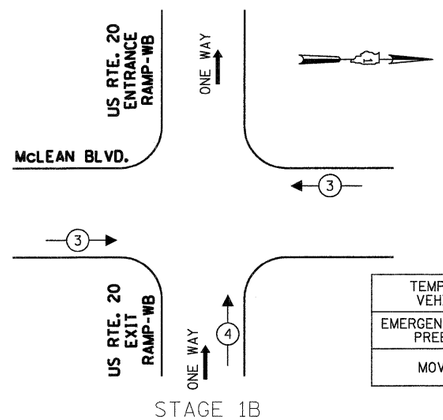


TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE 1B

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

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

STAGE 1B

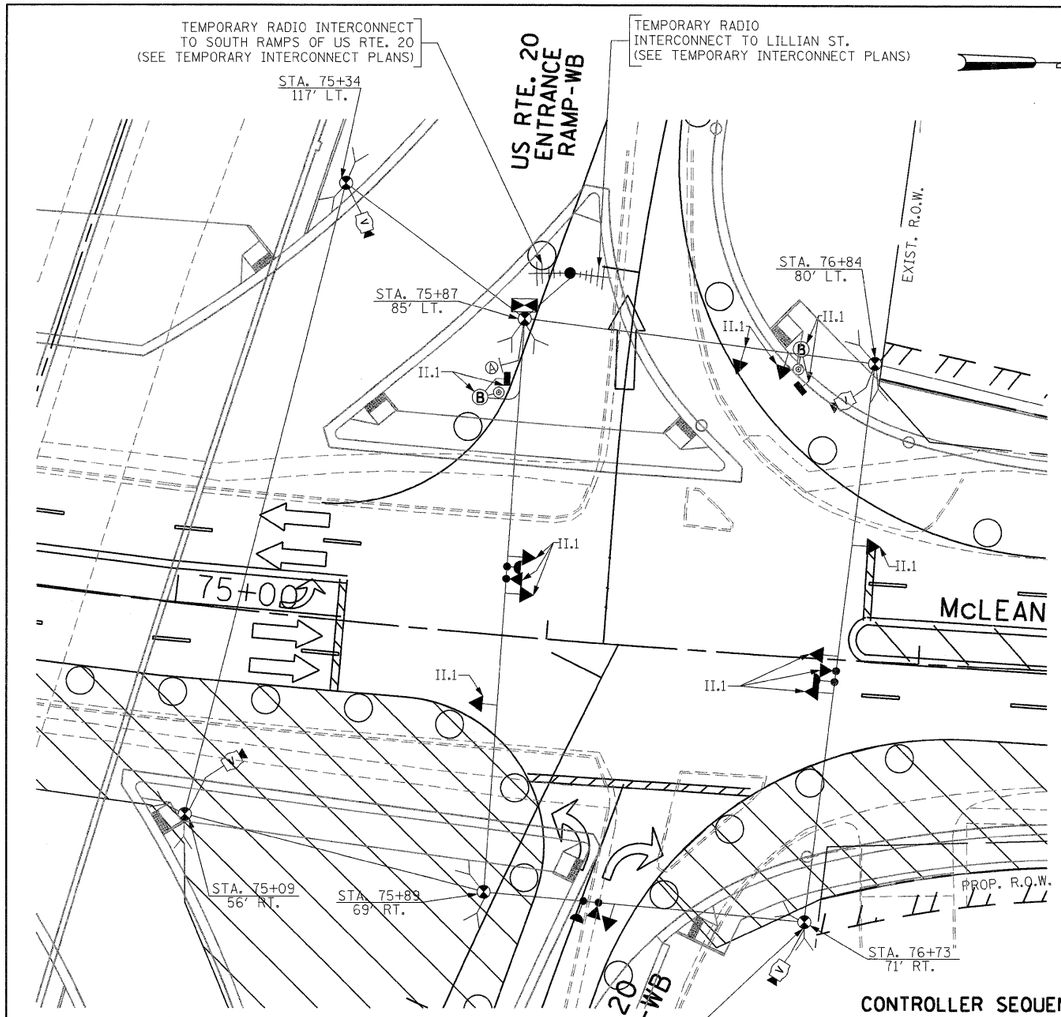
FILE NAME =	USER NAME =	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE =	CHECKED - PKG	REVISED -
	PLOT DATE =	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE 1B (SHEET 4 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	412
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR STAGE II.1

LEGEND

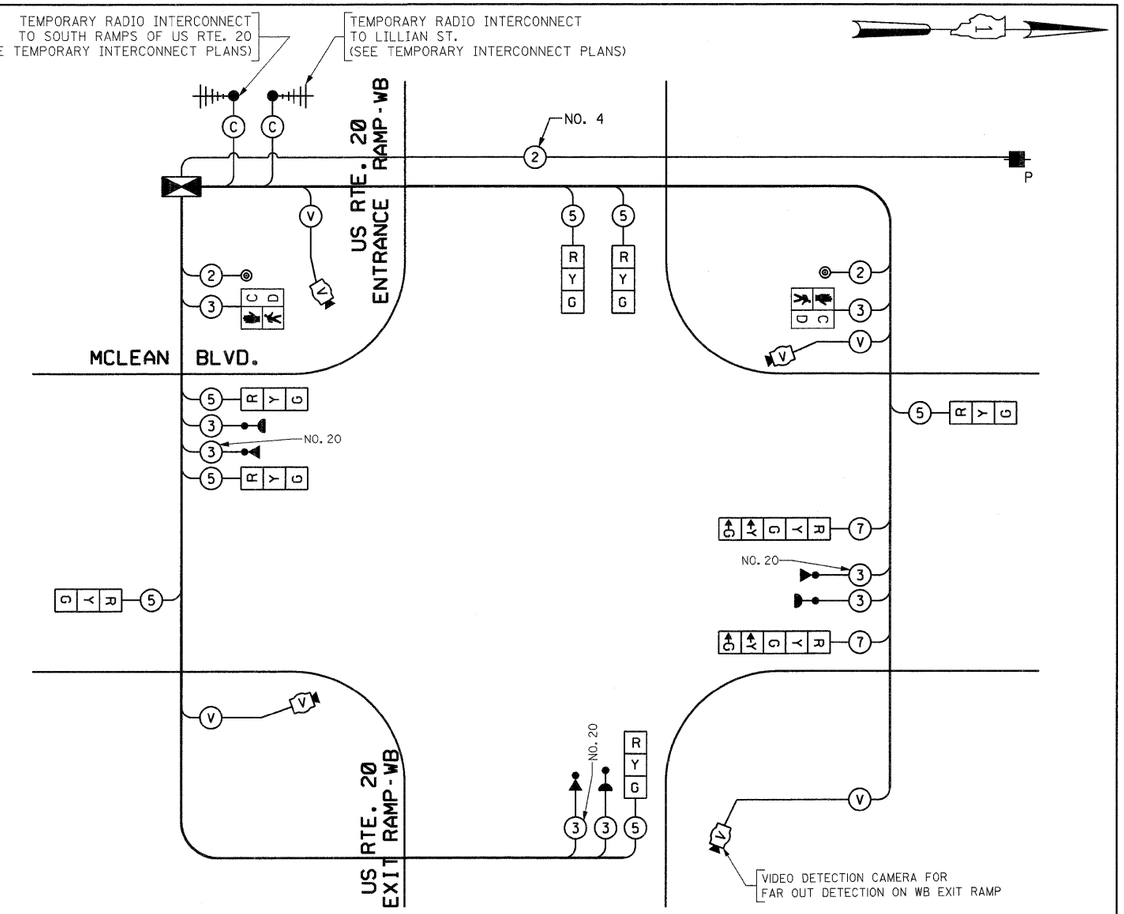
TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS						TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION		
SIGNAL (RED)	9	135	17	0.50		76.5
(YELLOW)	9	135	25	0.25		56.25
(GREEN)	9	135	15	0.25		33.75
ARROW	4	135	12	0.10		4.8
PED. SIGNAL	2	90	25	1.00		50
CONTROLLER	1	100	100	1.00		100
ILLUM. SIGN				0.05		
VIDEO SYSTEM	1	150		1.00		150
FLASHER				0.50		
ENERGY COSTS TO:					TOTAL =	471.3

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

STAGE II.1

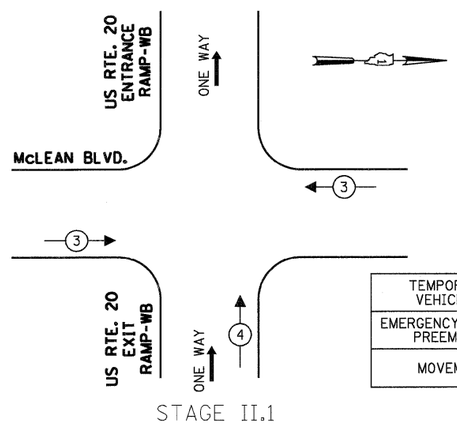


TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE II.1

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

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

STAGE II.1

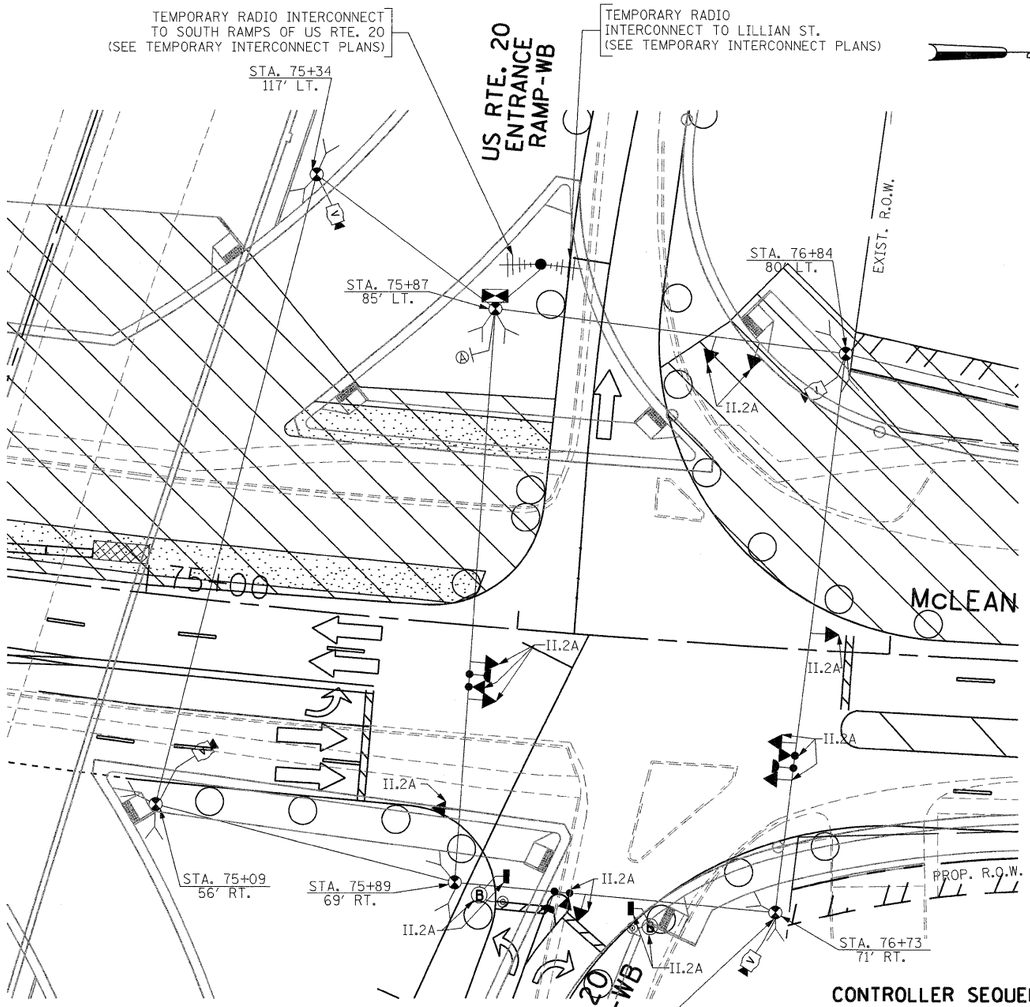
FILE NAME =	USER NAME =	DESIGNED - PKG	REVISED -
®FILE1®		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = ®SCALE®	CHECKED - PKG	REVISED -
	PLOT DATE = ®DATE®	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

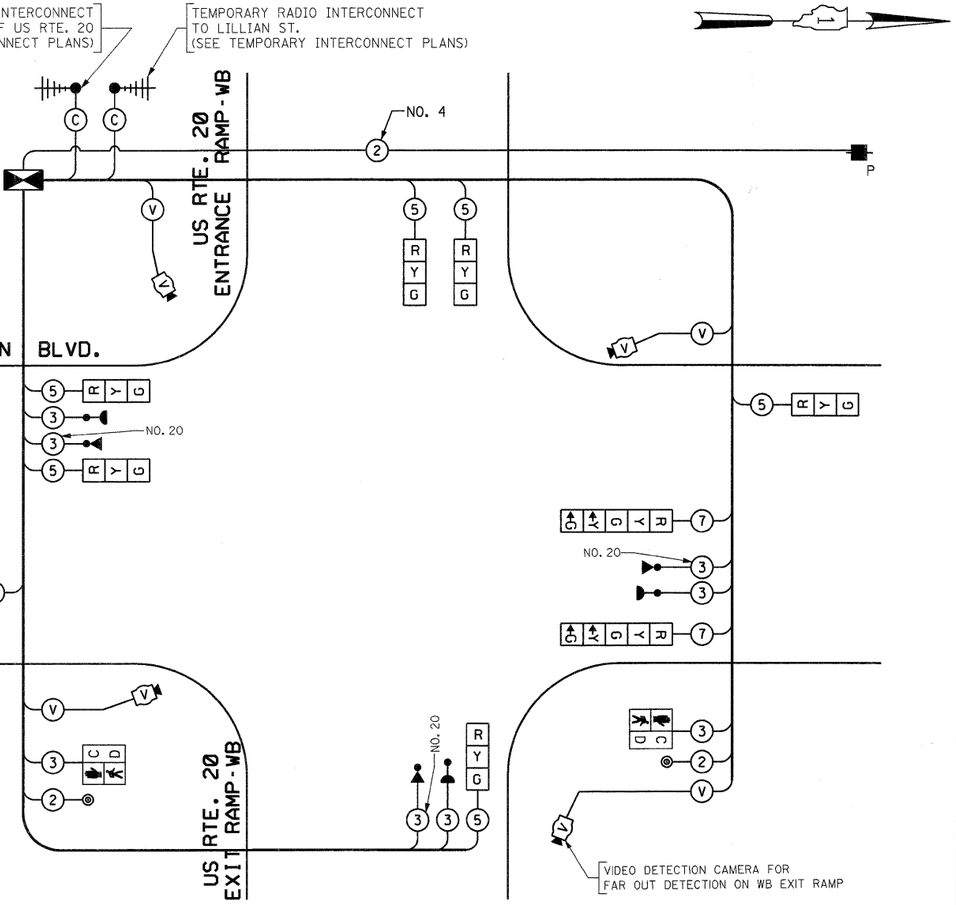
TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE II.1 (SHEET 5 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	413
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR
STAGE II.2A



TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE II.2A

LEGEND

TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

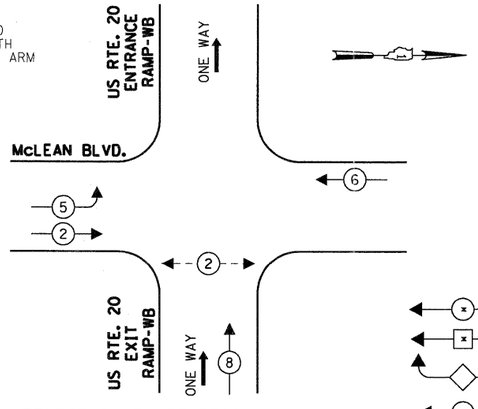
I.D.O.T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	471.3

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

CONTROLLER SEQUENCE



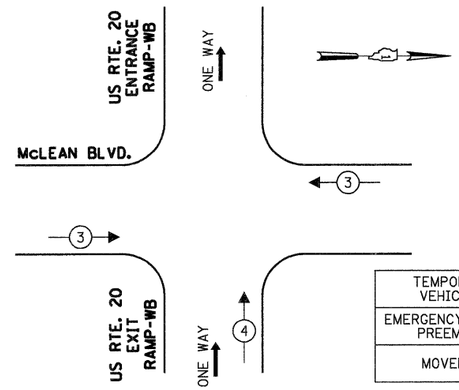
TEMPORARY PHASE DESIGNATION DIAGRAM

STAGE II.2A

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- × NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

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

STAGE II.2A

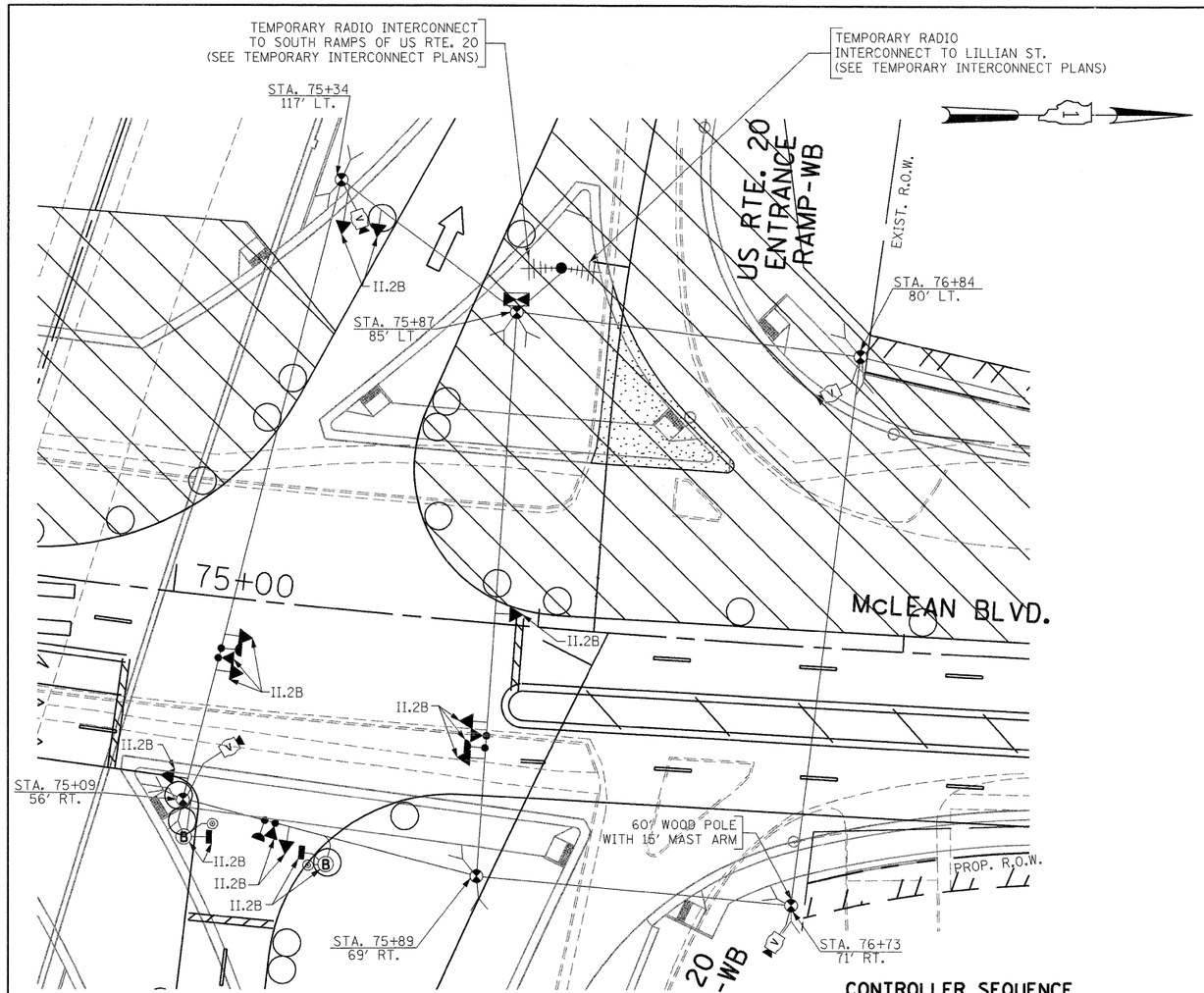
FILE NAME = ®FILE1®	USER NAME = ®USER®	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = ®SCALE®	CHECKED - PKG	REVISED -
	PLOT DATE = ®DATE®	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE II.2A (SHEET 6 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	414
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR STAGE II.2B

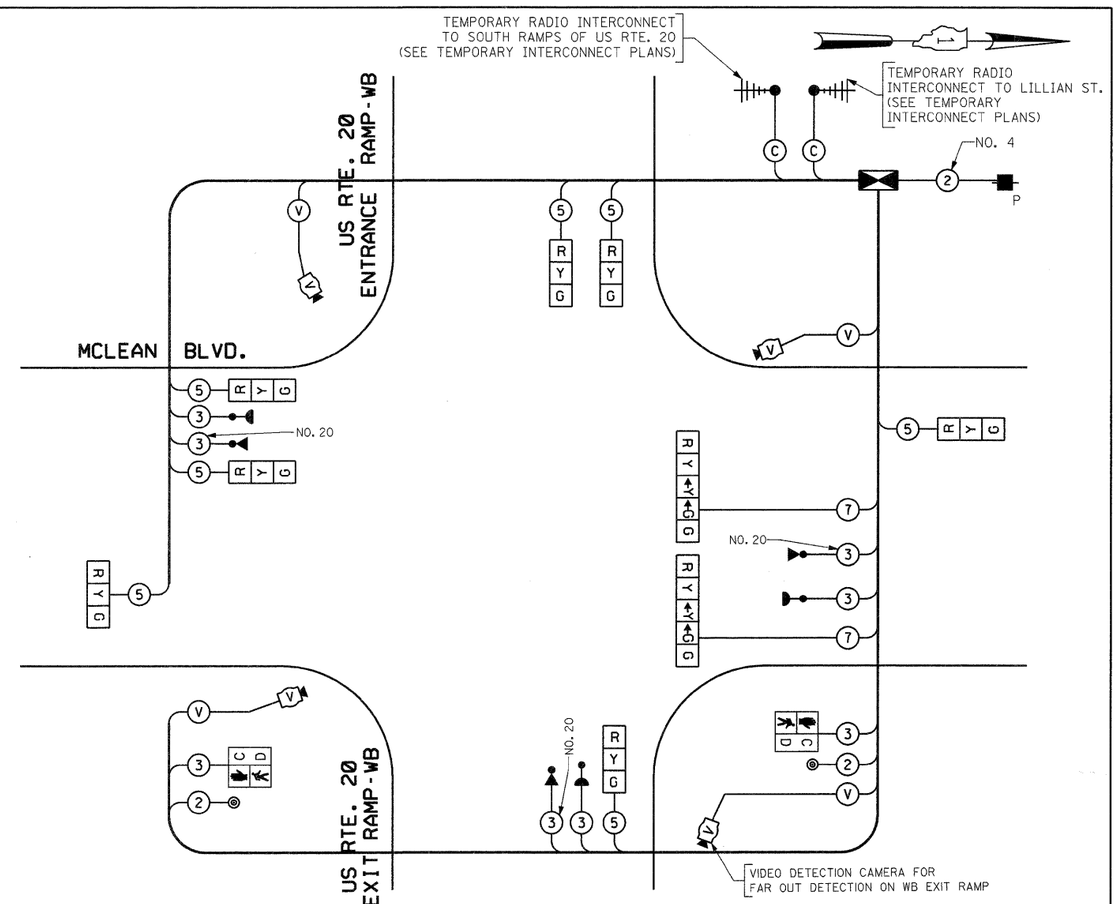
LEGEND

Ⓑ TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	471.3

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

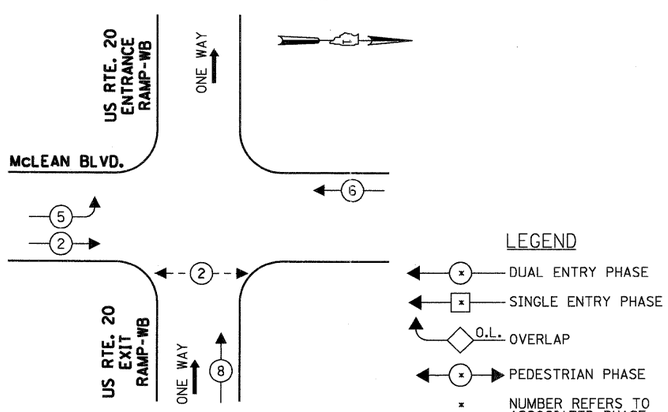


TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE II.2B

CONTROLLER SEQUENCE



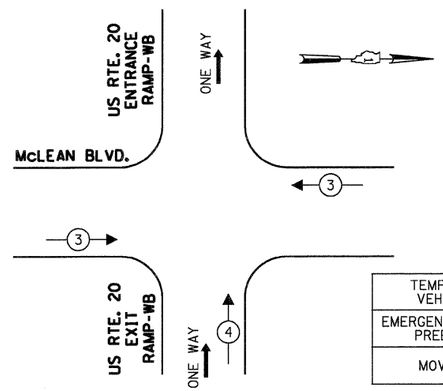
TEMPORARY PHASE DESIGNATION DIAGRAM

STAGE II.2B

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- × NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

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

STAGE II.2B

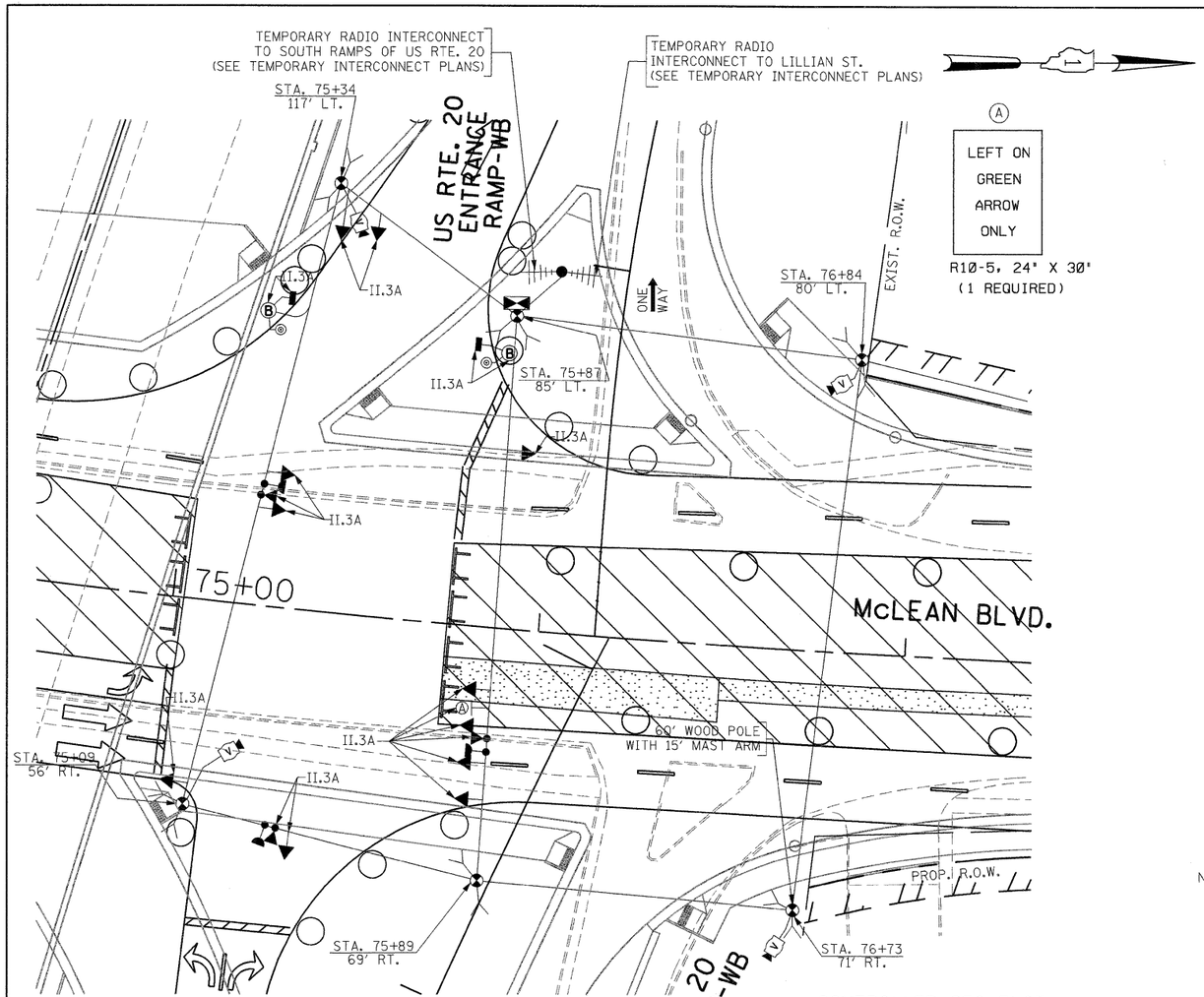
FILE NAME =	USER NAME =	DESIGNED - PKG	REVISED -
$FILEL$	$USER$	DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE II.2B (SHEET 7 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	415
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR STAGE II.3A

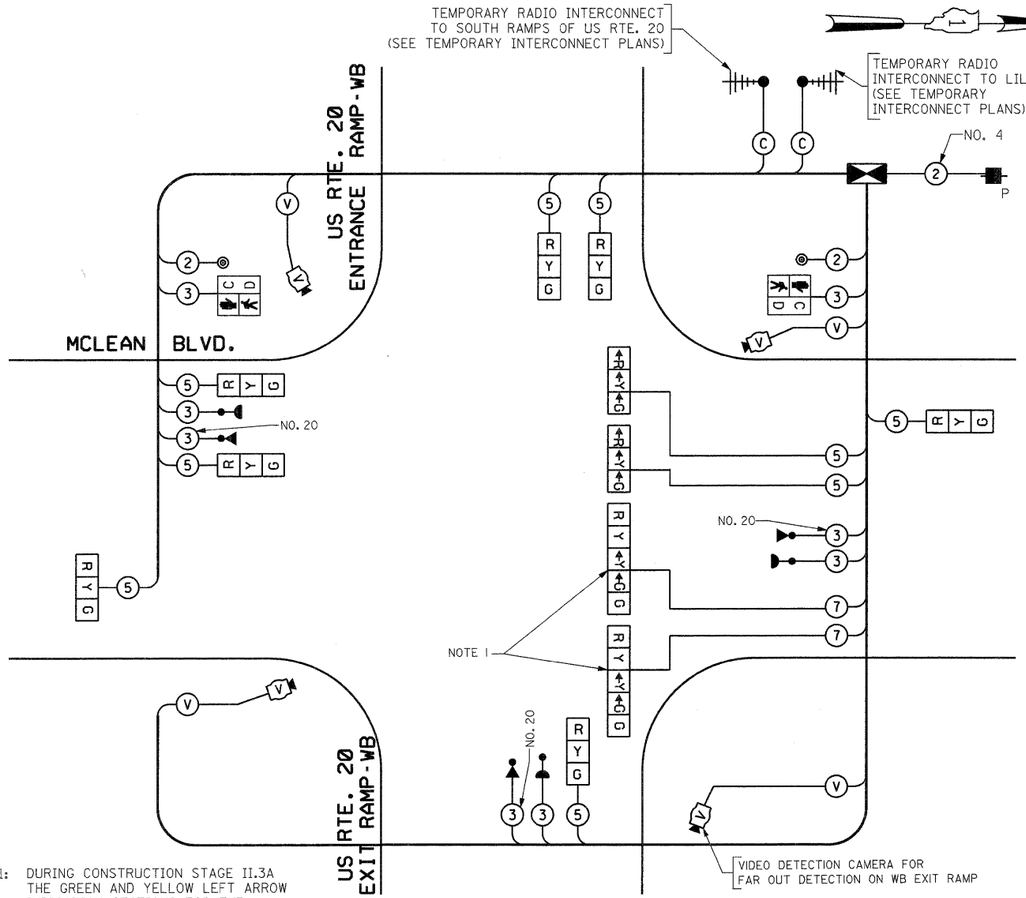
LEGEND

TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	11	135	17	0.50	93.5
(YELLOW)	11	135	25	0.25	68.75
(GREEN)	11	135	15	0.25	41.25
ARROW		135	12	0.10	
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	503.5

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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



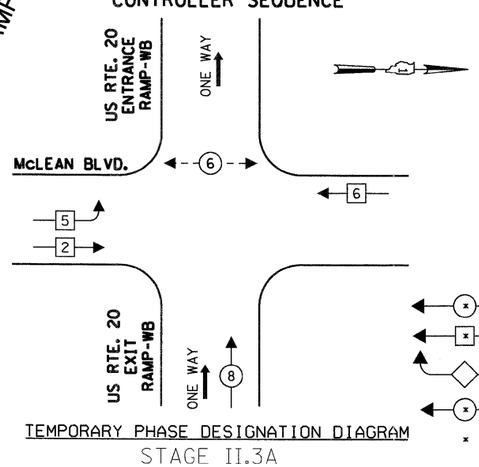
NOTE 1: DURING CONSTRUCTION STAGE II.3A THE GREEN AND YELLOW LEFT ARROW INDICATION SECTIONS FOR THE NORTHTHBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER.

TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE II.3A

CONTROLLER SEQUENCE



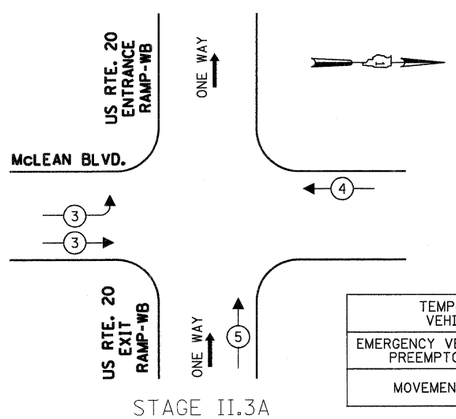
TEMPORARY PHASE DESIGNATION DIAGRAM

STAGE II.3A

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- × NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→	←	↑

STAGE II.3A

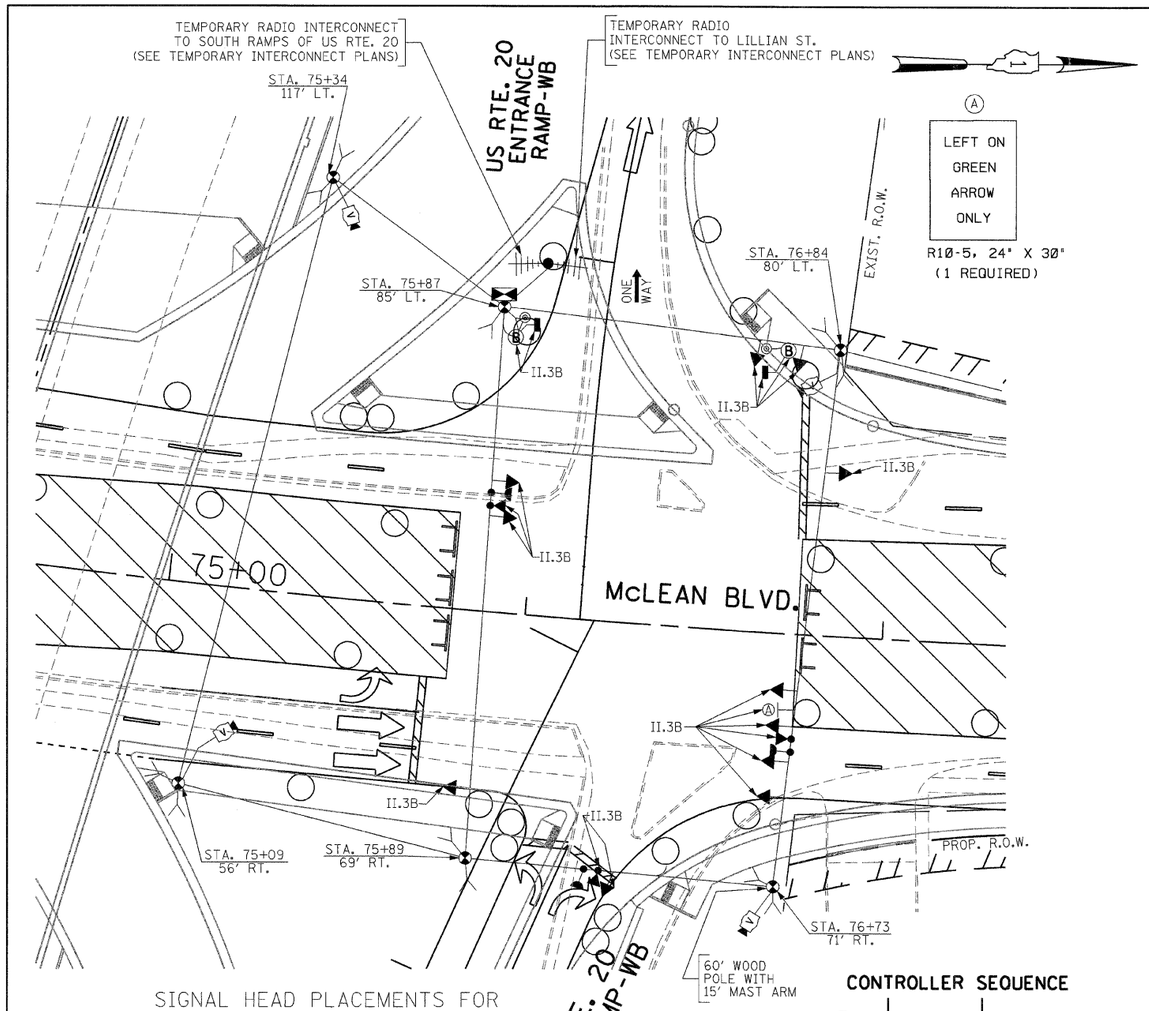
FILE NAME = ⊕FILEL⊕	USER NAME = ⊕USER⊕	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = ⊕SCALE⊕	CHECKED - PKG	REVISED -
	PLOT DATE = ⊕DATE⊕	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

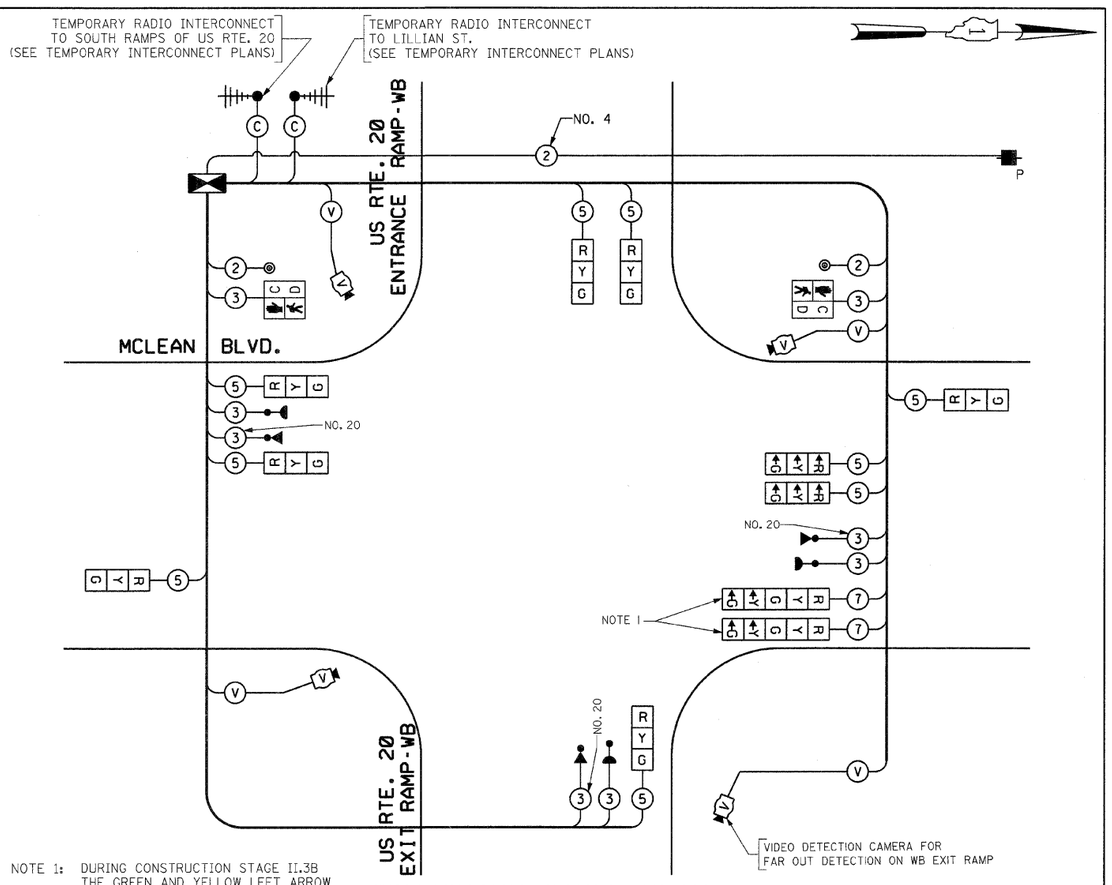
TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE II.3A (SHEET 8 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	415A
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR
STAGE II.3B



NOTE 1: DURING CONSTRUCTION STAGE II.3B THE GREEN AND YELLOW LEFT ARROW INDICATION SECTIONS FOR THE NORTHTHBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER.

TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE II.3B

LEGEND

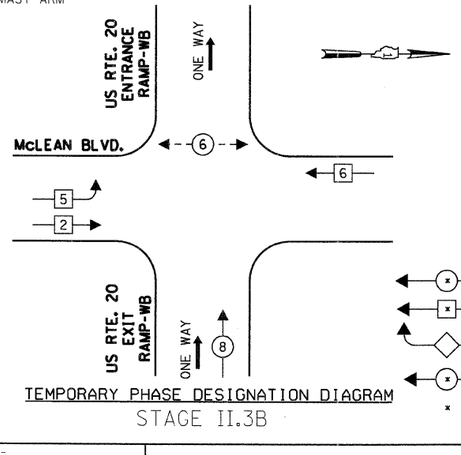
TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	11	135	17	0.50	93.5
(YELLOW)	11	135	25	0.25	68.75
(GREEN)	11	135	15	0.25	41.25
ARROW		135	12	0.10	
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	503.5

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM

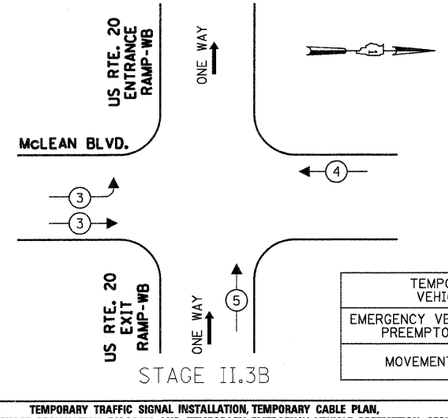
STAGE II.3B

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE

x NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→	←	↑

STAGE II.3B

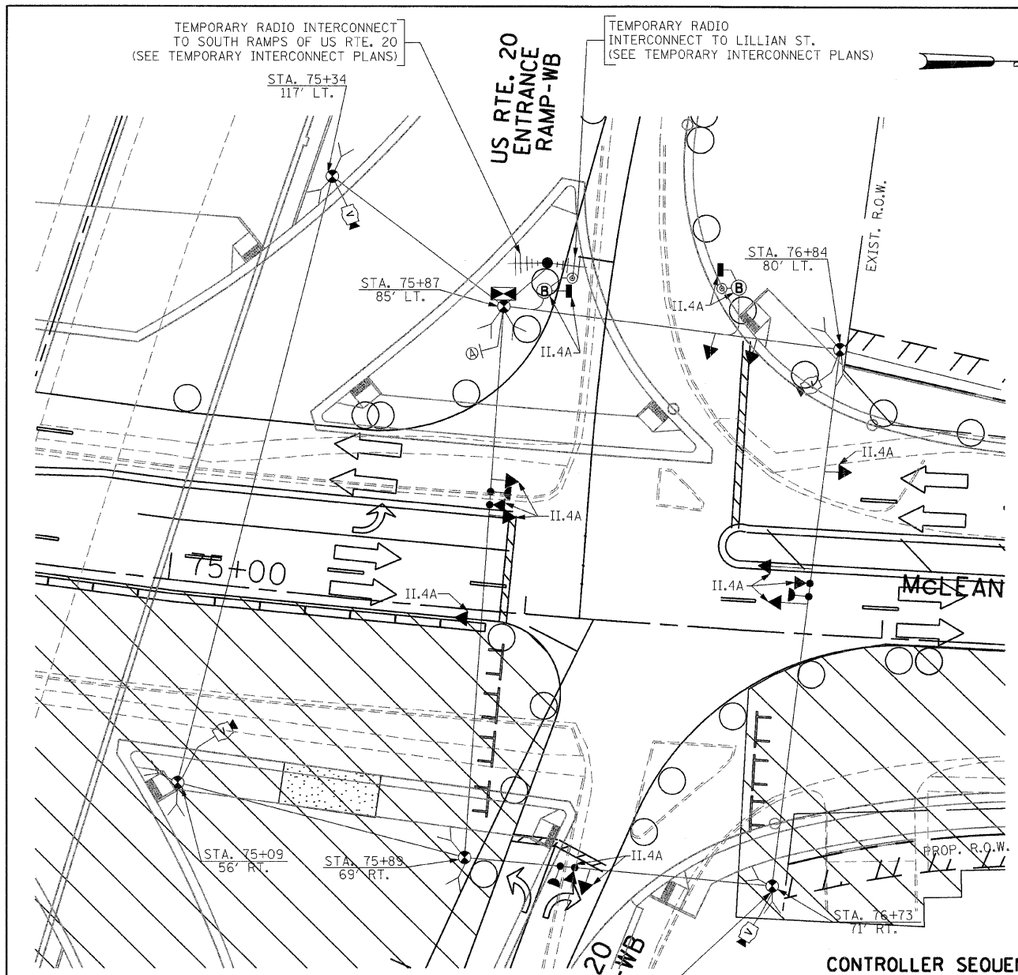
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE II.3B (SHEET 9 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	415B
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR STAGE II.4A

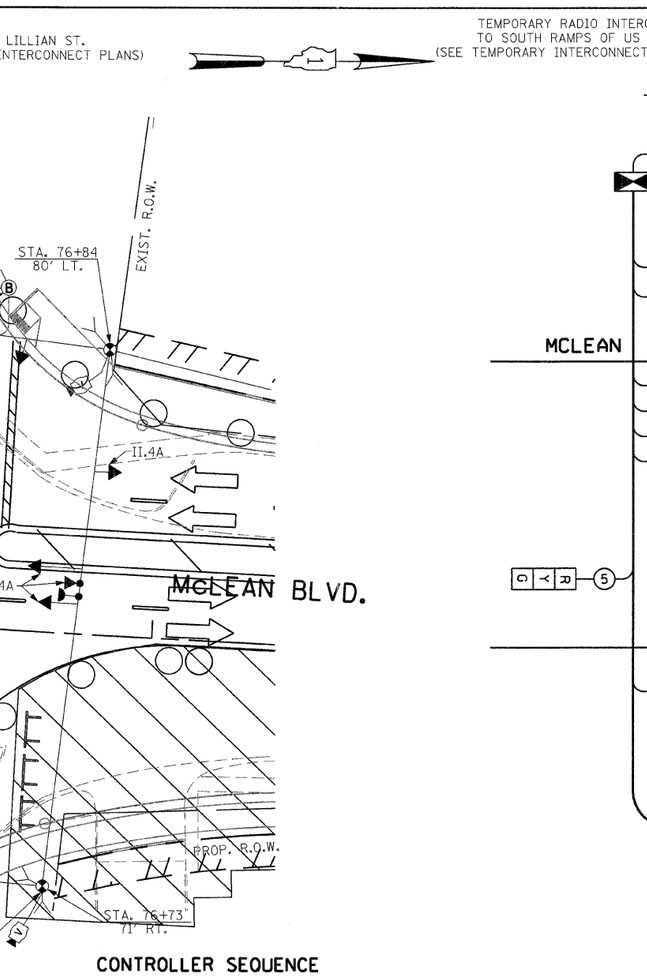
LEGEND

TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.25
(GREEN)	9	135	15	0.25	33.75
ARROW	4	135	12	0.10	4.8
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	471.3

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

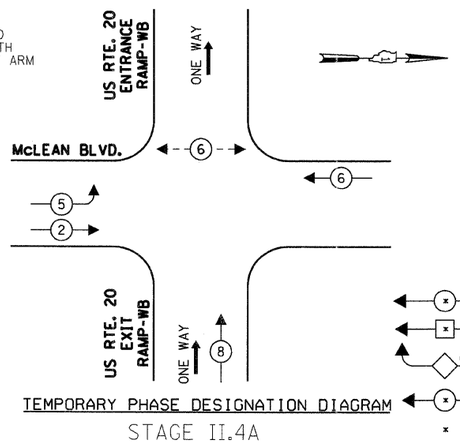


TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE II.4A

CONTROLLER SEQUENCE



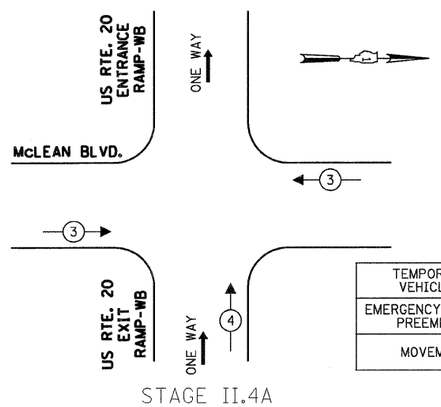
TEMPORARY PHASE DESIGNATION DIAGRAM

STAGE II.4A

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- × NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



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

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

STAGE II.4A

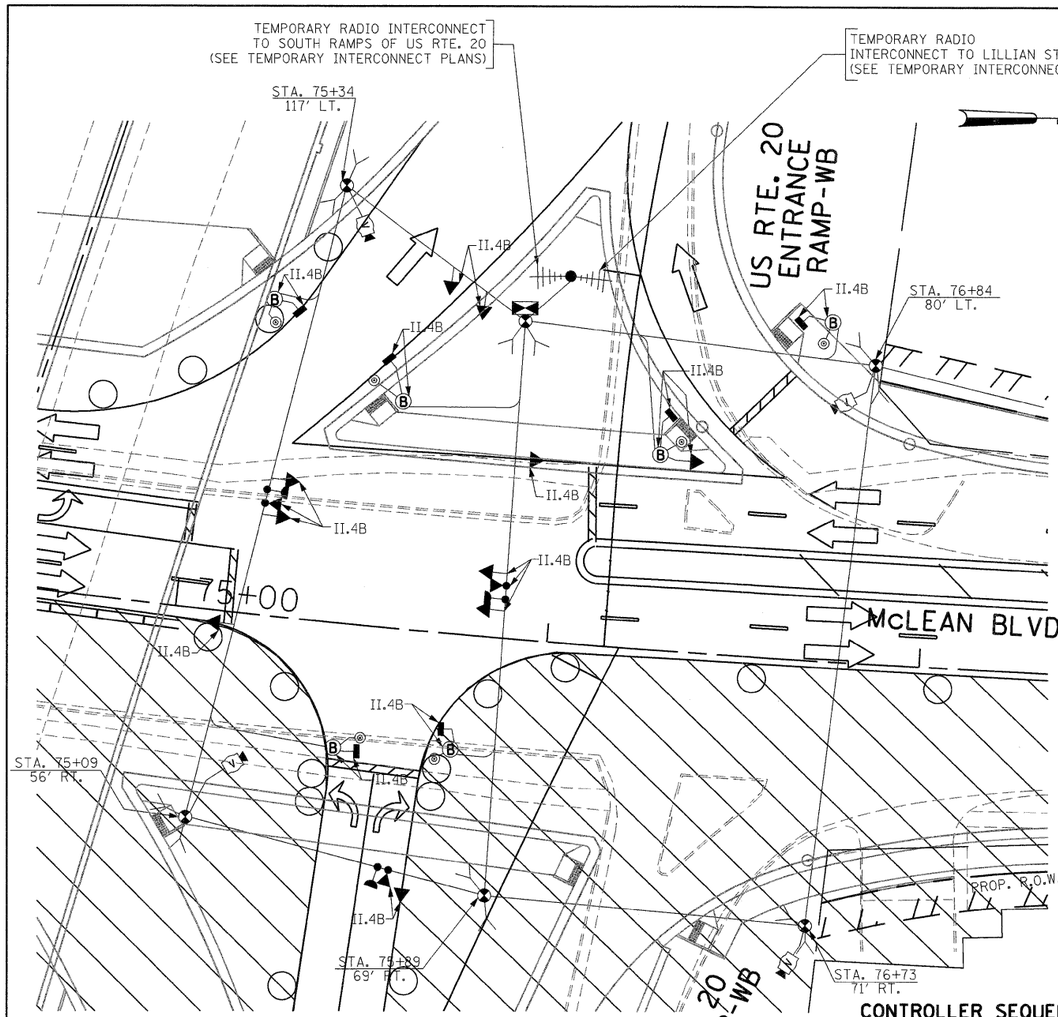
FILE NAME = ⊕FILE⊕	USER NAME = ⊕USER⊕	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = ⊕SCALE⊕	CHECKED - PKG	REVISED -
	PLOT DATE = ⊕DATE⊕	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

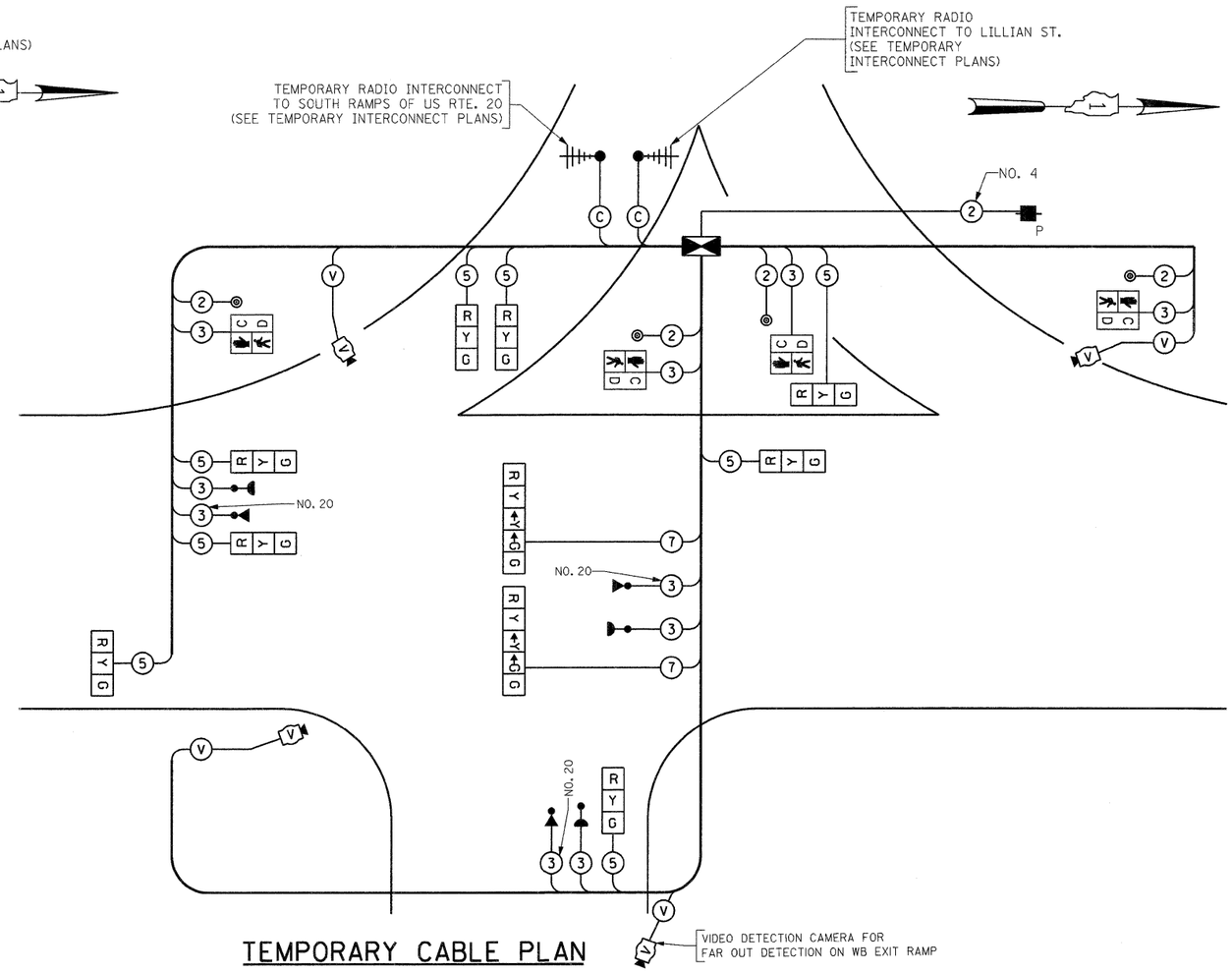
TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE II.4A (SHEET 10 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	415C
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



SIGNAL HEAD PLACEMENTS FOR STAGE II.4B



TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGE II.4B

LEGEND

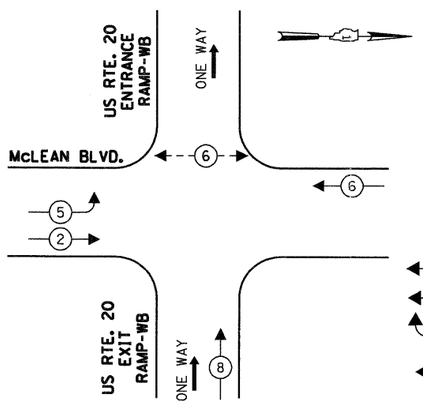
TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS						TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION		
SIGNAL (RED)	10	135	17	0.50		85.0
(YELLOW)	10	135	25	0.25		62.5
(GREEN)	10	135	15	0.25		37.5
ARROW	4	135	12	0.10		4.8
PED. SIGNAL	4	90	25	1.00		100
CONTROLLER	1	100	100	1.00		100
ILLUM. SIGN				0.05		
VIDEO SYSTEM	1	150		1.00		150
FLASHER				0.50		
ENERGY COSTS TO:					TOTAL =	539.8

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

CONTROLLER SEQUENCE

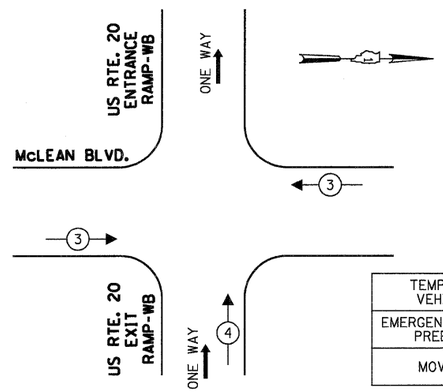


TEMPORARY PHASE DESIGNATION DIAGRAM

STAGE II.4B

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- × NUMBER REFERS TO ASSOCIATED PHASE



STAGE II.4B

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

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

FILE NAME = ⊕FILEL⊕	USER NAME = ⊕USER⊕	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = ⊕SCALE⊕	CHECKED - PKG	REVISED -
	PLOT DATE = ⊕DATE⊕	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

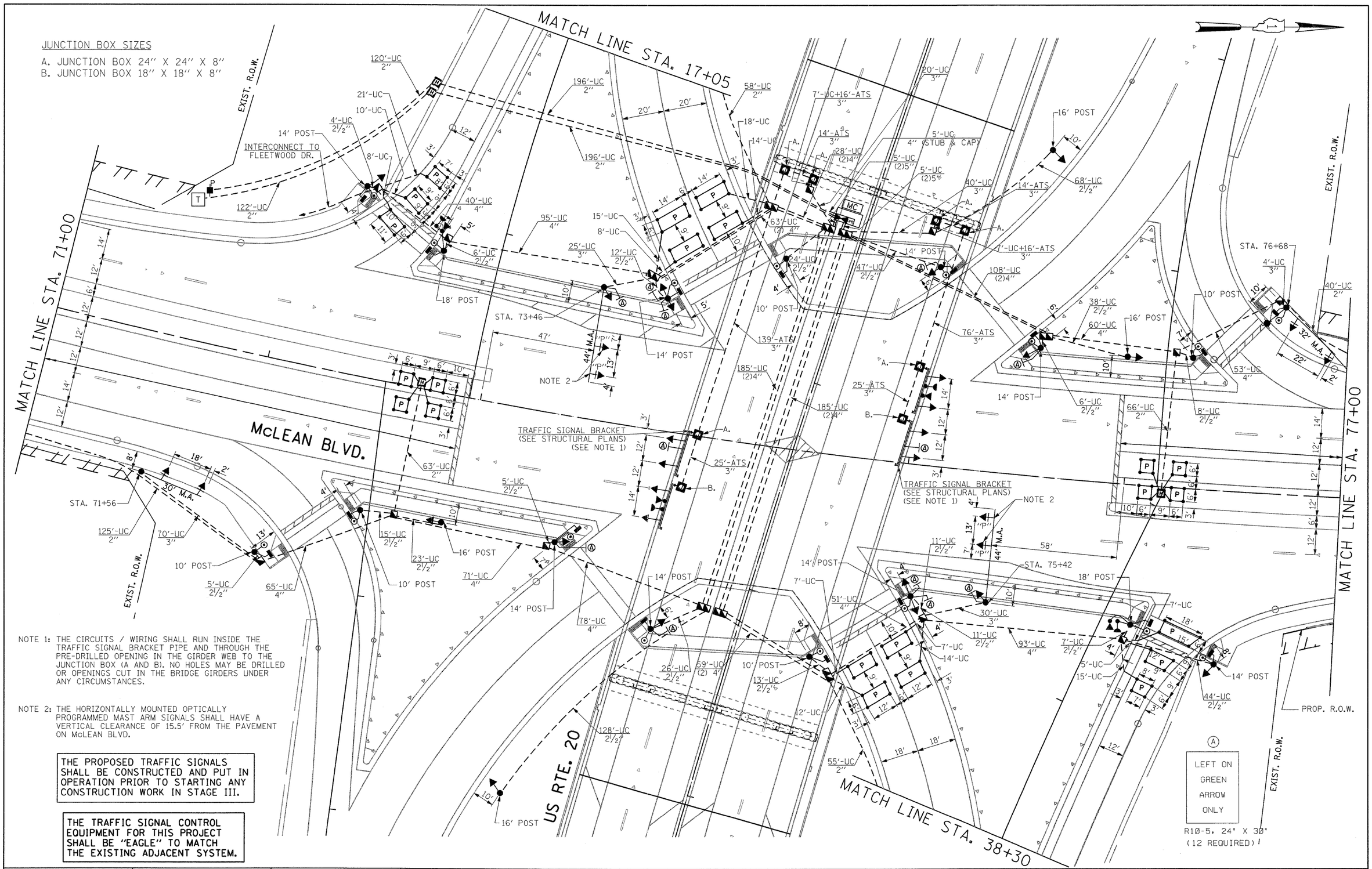
TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT NORTH RAMPS OF US RTE. 20
STAGE II.4B (SHEET 11 OF 11)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	415D
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

JUNCTION BOX SIZES

A. JUNCTION BOX 24" X 24" X 8"
B. JUNCTION BOX 18" X 18" X 8"



NOTE 1: THE CIRCUITS / WIRING SHALL RUN INSIDE THE TRAFFIC SIGNAL BRACKET PIPE AND THROUGH THE PRE-DRILLED OPENING IN THE GIRDER WEB TO THE JUNCTION BOX (A AND B). NO HOLES MAY BE DRILLED OR OPENINGS CUT IN THE BRIDGE GIRDERS UNDER ANY CIRCUMSTANCES.

NOTE 2: THE HORIZONTALLY MOUNTED OPTICALLY PROGRAMMED MAST ARM SIGNALS SHALL HAVE A VERTICAL CLEARANCE OF 15.5' FROM THE PAVEMENT ON McLEAN BLVD.

THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

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

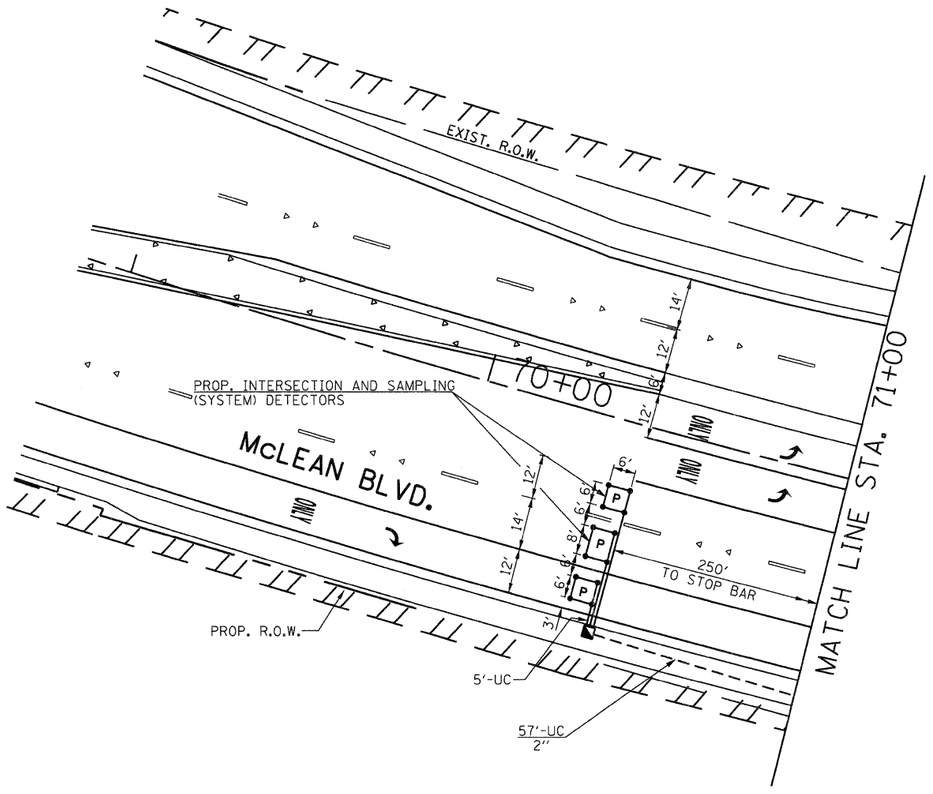
FILE NAME = #FILEL#	USER NAME = $USER#	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - PKG	REVISED -
	PLOT DATE = #DATE#	DATE - 02/10/2012	REVISED -

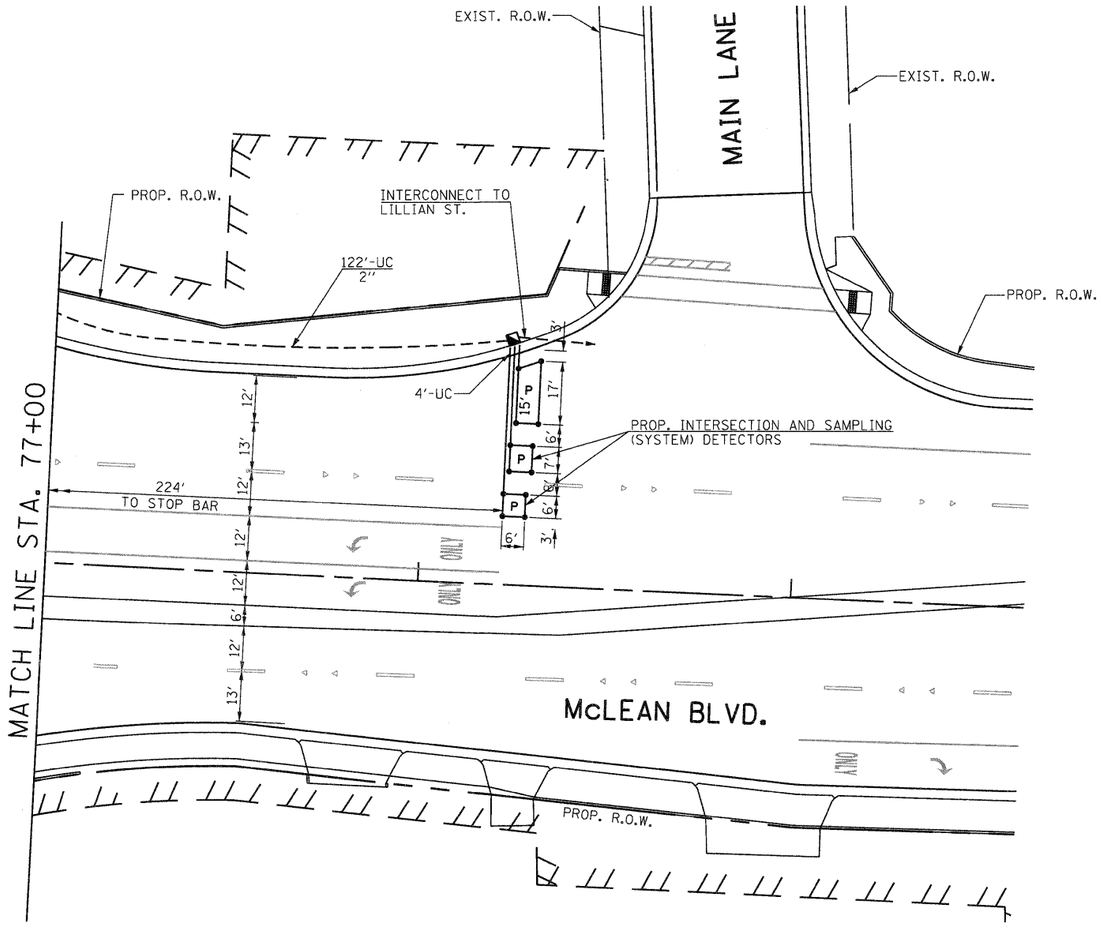
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
McLEAN BOULEVARD AT U.S. RTE. 20 SPUI
(SHEET 1 OF 3)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	416
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		





THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

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

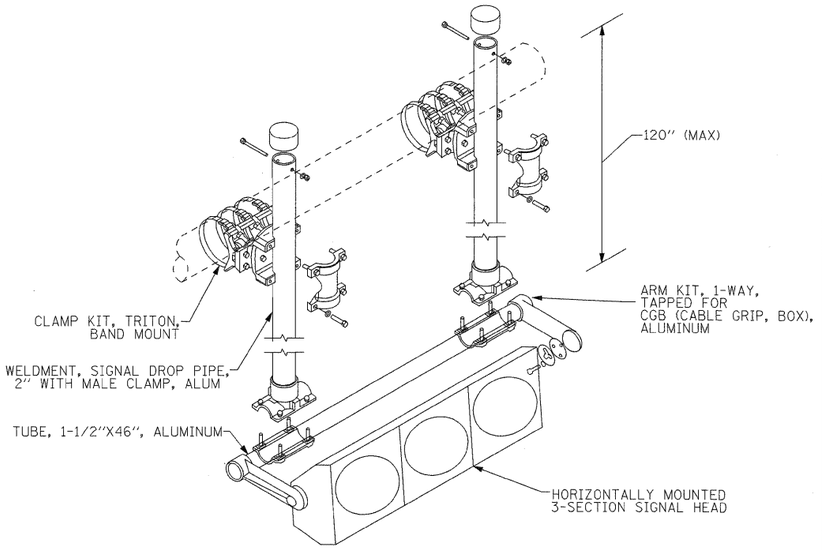
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
McLEAN BOULEVARD AT U.S. RTE. 20 SPUI
(SHEET 2 OF 3)

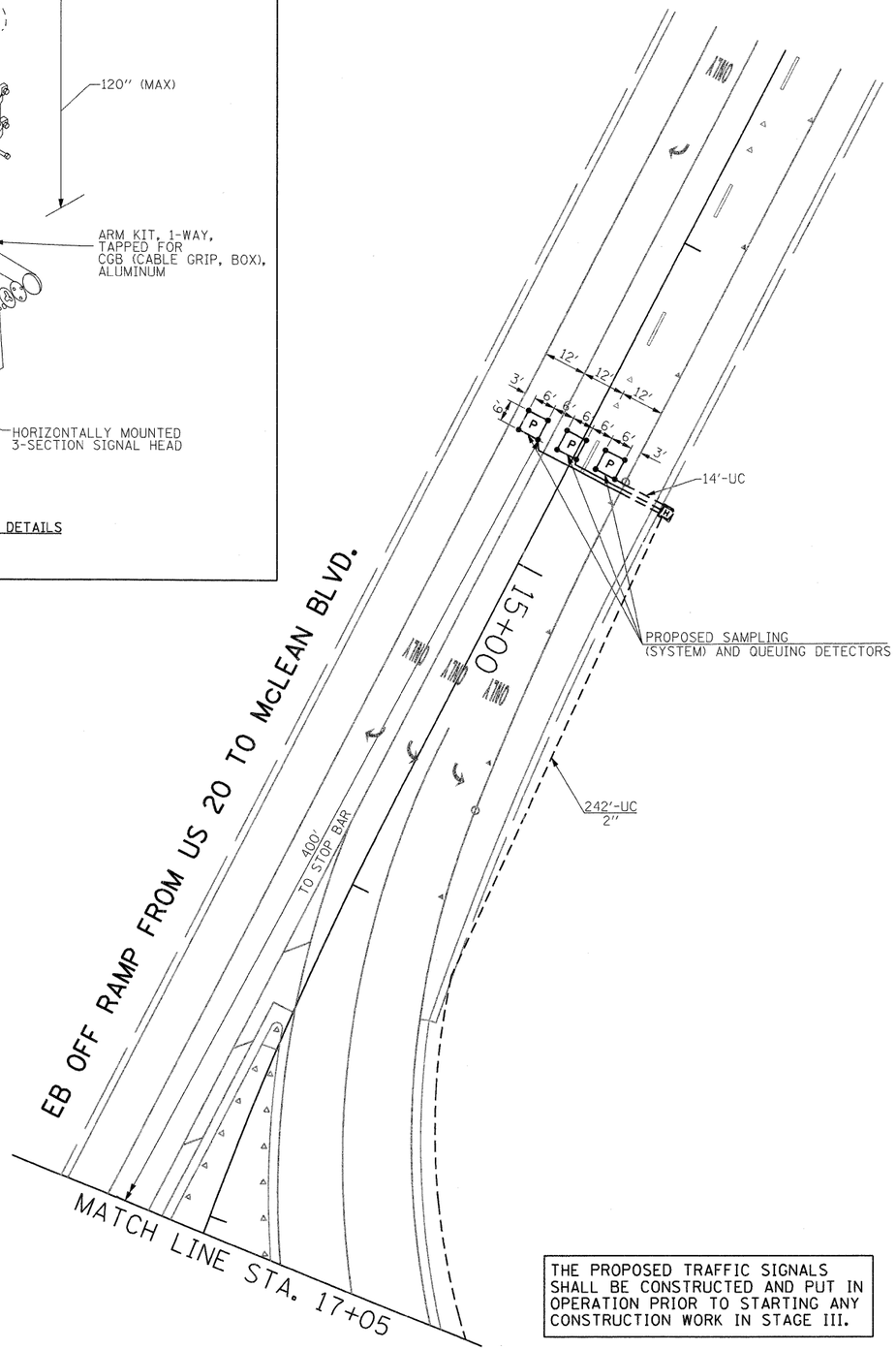
SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	417
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

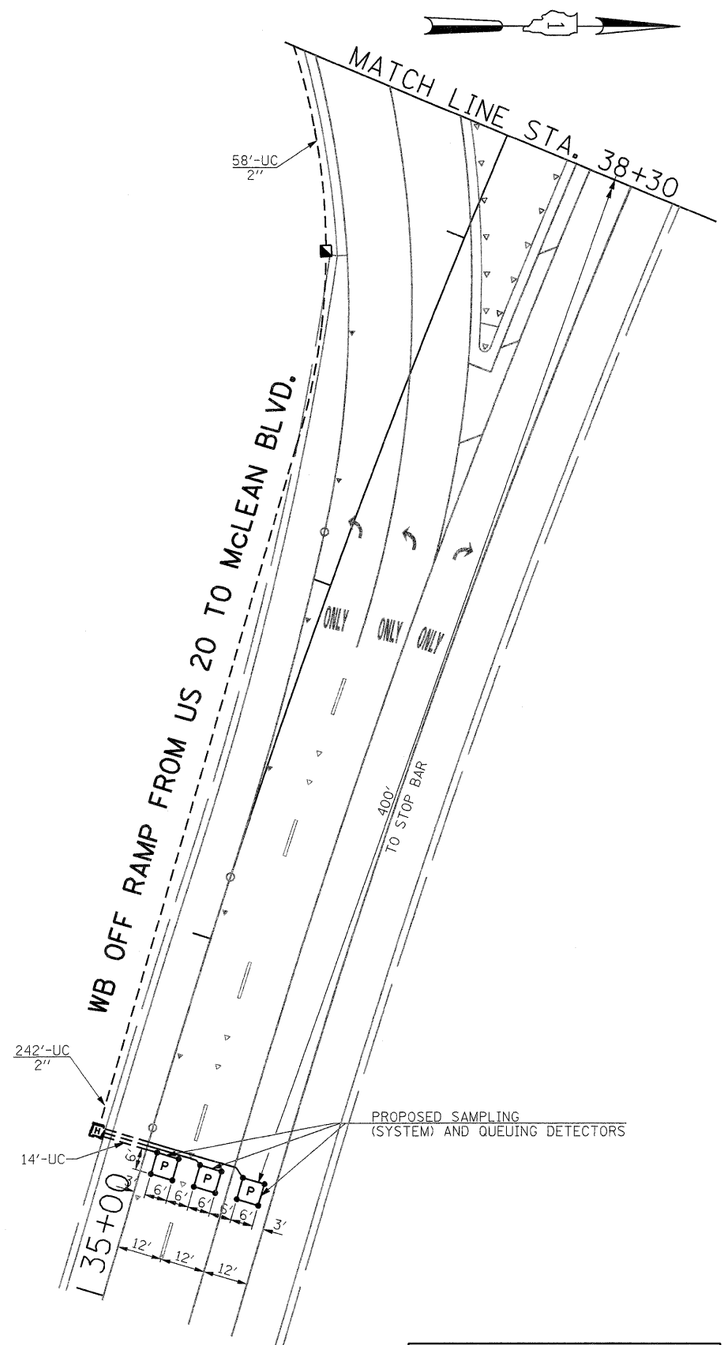


HORIZONTAL MAST ARM ASSEMBLY MOUNTING DETAILS

N.T.S.



THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 02/10/2012	REVISED -

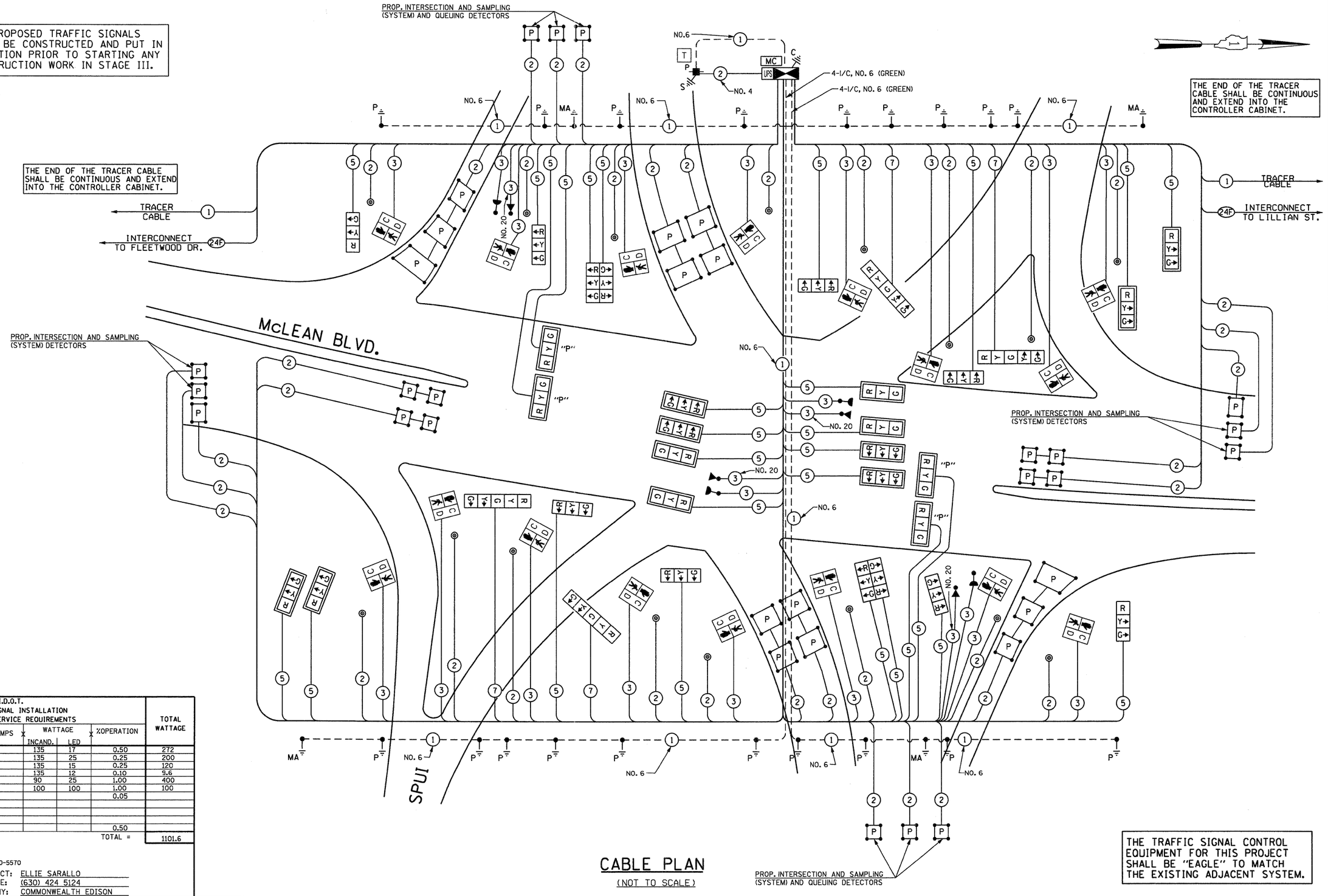
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
McLEAN BOULEVARD AT U.S. RTE. 20 SPUI
(SHEET 3 OF 3)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	418
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.



CABLE PLAN

(NOT TO SCALE)

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	32	135	17	0.50	272
(YELLOW)	32	135	25	0.25	200
(GREEN)	32	135	15	0.25	120
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	16	90	25	1.00	400
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	1101.6

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN
McLEAN BOULEVARD AT U.S. RTE. 20 SPUI

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	419
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
60	SQ FT	SIGN PANEL - TYPE 1
21	SQ FT	SIGN PANEL - TYPE 2
1	EACH	SERVICE INSTALLATION - POLE MOUNTED
1762	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
490	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2½" DIA.
203	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
1867	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
20	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 5" DIA.
325	FOOT	CONDUIT ATTACHED TO STRUCTURE, 3" DIA., PVC COATED GALVANIZED STEEL
2	EACH	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 18" X 18" X 8"
6	EACH	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 24" X 24" X 8"
13	EACH	HANDHOLE
6	EACH	HEAVY-DUTY HANDHOLE
8	EACH	DOUBLE HANDHOLE
1	EACH	TRANSCEIVER-FIBER OPTIC
4631	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
5984	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
8397	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
1133	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
9350	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
342	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 4 2C
2646	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
5	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
8	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
4	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 32 FT.
76	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
48	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
12	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
8	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED
4	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
16	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
16	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
22	EACH	INDUCTIVE LOOP DETECTOR
1617	FOOT	PREFORMED DETECTOR LOOP
• 4	EACH	LIGHT DETECTOR
• 1	EACH	LIGHT DETECTOR AMPLIFIER
16	EACH	PEDESTRIAN PUSH-BUTTON
2	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
2	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
15	EACH	REMOVE EXISTING HANDHOLE
13	EACH	REMOVE EXISTING CONCRETE FOUNDATION
• 1241	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	FULL-ACTUATED CONTROLLER AND CABINET, TYPE V, SPECIAL
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
3	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

• 100% COST TO CITY OF ELGIN [EVP IS PENDING ELGIN CONCURRENCE TO PAY]

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

THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

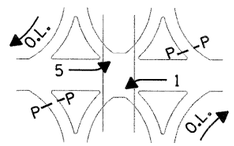
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

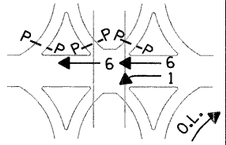
SCHEDULE OF QUANTITIES
McLEAN BOULEVARD AT U.S. RTE 20 SPUI

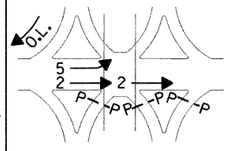
SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

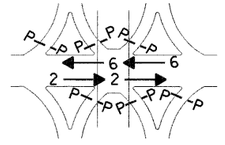
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	420
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATION









MOVEMENT		PHASE	1+5								1+6				2+5				2+6																							
		INTERVAL	1	2	3A	3B	4A	4B	5A	5B	6	7	8A	8B	9	10	11A	11B	12	13	14A	14B	14C	14D	15A	15B	15C	15D	16A	16B	16C	16D	17A	17B	17C	17D	18A	18B	18C	18D	19A	20B	20C	20D
		CHANGE TO			1+6		2+5		2+6		ø	ø	2+6		ø	ø	2+6				1+5 4+8				1+6				2+5				3+7				3+8				4+7			
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (SOUTH OF BRIDGE) POST MOUNTED SIGNALS	N/B		R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	R	R	Y	R	R	R	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	N/B		R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	R	R	Y	R	R	R	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	N/B		R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	Y	R
McLEAN BLVD. FAR LEFT, FAR SIDE LEFT ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	N/B		←G	←G	←Y	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (NORTH OF BRIDGE) POST MOUNTED SIGNALS	S/B		R	R	R	R	R	R	R	R	G	G	G	G	R	R	R	R	G	G	Y	R	R	R	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	S/B		R	R	R	R	R	R	R	R	G	G	G	G	R	R	R	R	G	G	Y	R	R	R	G	G	G	G	Y	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	S/B		R	R	R	R	R	R	R	R	G	G	G	G	R	R	R	R	G	G	G	G	Y	R	G	G	G	G	G	G	Y	R	G	G	Y	R	G	G	Y	R	G	G	Y	R
McLEAN BLVD. FAR LEFT, FAR SIDE LEFT ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	S/B		←G	←G	←G	←G	←Y	←R	←Y	←R	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
EASTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT - NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNALS	E/B		G→	G→	Y→	R	G→	G→	Y→	R	R	R	R	R	G→	G→	Y→	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
EASTBOUND EXIT RAMP FROM US 20 LEFT TURN MOVEMENT - NEAR RIGHT, AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	E/B		←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
WESTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT - NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNAL	W/B		G→	G→	G→	G→	Y→	R	Y→	R	G→	G→	Y→	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WESTBOUND EXIT RAMP FROM US 20 W/B LEFT TURN MOVEMENT - NEAR RIGHT AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	W/B		←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
PEDESTRIAN SIGNALS - CROSSING E/B TO S/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.			H	H	H	H	H	H	H	H	P*	FH**	H	H	H	H	H	H	P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS - CROSSING E/B TO N/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.			H	H	H	H	H	H	H	H	P*	FH**	H	H	H	H	H	H	P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS - CROSSING N/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.			H	H	H	H	H	H	H	H	P*	FH**	H	H	H	H	H	H	P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS - CROSSING S/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.			P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS - CROSSING N/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.			P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS - CROSSING S/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.			H	H	H	H	H	H	H	H	H	H	H	H	P*	FH**	H	H	P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS - CROSSING W/B TO S/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.			H	H	H	H	H	H	H	H	H	H	H	H	P*	FH**	H	H	P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS - CROSSING W/B TO N/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.			H	H	H	H	H	H	H	H	H	H	H	H	P*	FH**	H	H	P*	FH**	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

PHASE 2 + 6 SHALL BE PLACED ON RECALL.

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.

** FLASHING " ✋ " IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

ø THIS " 🚶 " OR FLASHING " ✋ " INTERVAL MAY FINISH TIMING IN THE BI-DIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE " 🚶 " OR FLASHING " ✋ " INTERVALS. " 🚶 " AND FLASHING " ✋ " TIMINGS TO BE SET ONLY ON THE PHASES WHERE " 🚶 " AND FLASHING " ✋ " ARE INDICATED IN THE SEQUENCE OF OPERATION.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 02/10/2012	REVISED -

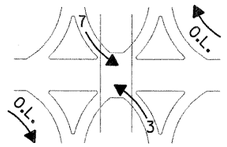
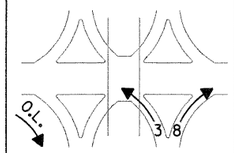
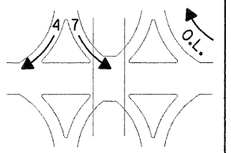
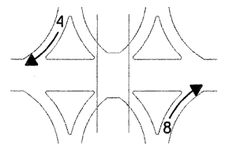
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEQUENCE OF OPERATION
McLEAN BLVD. AT US RTE. 20 SPUI (SHEET 1 OF 2)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	421
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATION (CONTINUED FROM SHEET 1 OF 2)

MOVEMENT																							FLASH
PHASE		3+7						3+8			4+7			4+8								
INTERVAL		20	21A	21B	22A	22B	23A	23B	24	25A	25B	26	27A	27B	28	29A	29B	30A	30B	31A	31B	32A	32B	
CHANGE TO			3+8		4+7		4+8			4+8			4+8			1+5		1+6		2+5		2+6		
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (SOUTH OF BRIDGE) POST MOUNTED SIGNALS	N/B	R G→	R G→	R G→	R Y→	R	R Y→	R	R G→	R Y→	R	R	R	R	R	R	R	R	R	R	R	R	R	R
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
McLEAN BLVD. FAR LEFT, FAR SIDE LEFT ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (NORTH OF BRIDGE) POST MOUNTED SIGNALS	S/B	R G→	R Y→	R	R G→	R G→	R Y→	R	R	R	R	R G→	R Y→	R	R	R	R	R	R	R	R	R	R	R
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
McLEAN BLVD. FAR LEFT, FAR SIDE LEFT ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
EASTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT - NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	G→	G→	G→	G→	Y→	R	Y→	R	Y→	R	Y→	R	R
EASTBOUND EXIT RAMP FROM US 20 LEFT TURN MOVEMENT - NEAR RIGHT, AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	E/B	←G	←Y	←R	←G	←G	←Y	←R	←R	←R	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
WESTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT - NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNAL	W/B	R	R	R	R	R	R	R	G→	G→	G→	R	R	R	G→	Y→	R	Y→	R	Y→	R	Y→	R	R
WESTBOUND EXIT RAMP FROM US 20 W/B LEFT TURN MOVEMENT - NEAR RIGHT AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	W/B	←G	←G	←G	←Y	←R	←Y	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
PEDESTRIAN SIGNALS - CROSSING E/B TO S/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK
PEDESTRIAN SIGNALS - CROSSING E/B TO N/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK
PEDESTRIAN SIGNALS - CROSSING N/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK
PEDESTRIAN SIGNALS - CROSSING S/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK
PEDESTRIAN SIGNALS - CROSSING N/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK
PEDESTRIAN SIGNALS - CROSSING S/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK
PEDESTRIAN SIGNALS - CROSSING W/B TO S/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK
PEDESTRIAN SIGNALS - CROSSING W/B TO N/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	DARK

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

PHASE 2 + 6 SHALL BE PLACED ON RECALL.

• TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.

•• FLASHING " 🚶 " IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

ϕ THIS " 🚶 " OR FLASHING " 🚶 " INTERVAL MAY FINISH TIMING IN THE BI-DIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE " 🚶 " OR FLASHING " 🚶 " INTERVALS. " 🚶 " AND FLASHING " 🚶 " TIMINGS TO BE SET ONLY ON THE PHASES WHERE " 🚶 " AND FLASHING " 🚶 " ARE INDICATED IN THE SEQUENCE OF OPERATION.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEQUENCE OF OPERATION
McLEAN BLVD. AT US RTE. 20 SPUI (SHEET 2 OF 2)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	422
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1			1			1			6				6			9			9				12					12					12				
EMERGENCY VEHICLE PRE-EMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	1JJ	1KK	1LL	1MM	1NN	1PP	1QQ	1RR
CHANGE TO EMERGENCY VEHICLE PRE-EMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	1C	2	1E	1F	3, 5	1H	1J	4	1L	1M	1N	1P	2, 3, 5	1R	1S	4	1U	1V	2	1X	1Y	1Z	1AA	3, 4, 5	1CC	1DD	1EE	1FF	2	1HH	1JJ	1KK	1LL	3,5	1NN	1PP	1QQ	1RR	4
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (SOUTH OF BRIDGE) POST MOUNTED SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	R	R	G	G	G	G	G	G	Y	R	R	R	G	Y	R	R	R
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	R	R	G	G	G	G	G	G	Y	R	R	R	G	Y	R	R	R
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	Y	R	G	G	G	G	G	G	G	G	Y	R	G	G	G	Y	R
McLEAN BLVD. FAR LEFT, FAR SIDE ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	N/B	←G	←G	←G	←G	←Y	←R	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←G	←G	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (NORTH OF BRIDGE) POST MOUNTED SIGNALS	S/B	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	G	G	G	R	R	R	R	R	R	R	R	G	Y	R	R	R	G	Y	R	R	R	G	G	G	G	G
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	S/B	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	G	G	G	R	R	R	R	R	R	R	R	G	Y	R	R	R	G	Y	R	R	R	G	G	G	G	G
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	S/B	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	G	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	G	G	Y	R	G	G	G	G	G
McLEAN BLVD. S/B FAR LEFT, FAR SIDE ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	S/B	←G	←Y	←R	←G	←Y	←R	←G	←G	←G	←G	←Y	←R	←R	←R	←G	←G	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
EASTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNALS	E/B	G→	Y→	R	G→	Y→	R	G→	Y→	R	R	R	R	R	R	R	R	R	G→	Y→	R	G→	G→	G→	Y→	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
EASTBOUND EXIT RAMP FROM US 20 LEFT TURN MOVEMENT NEAR RIGHT, AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	E/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
WESTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNAL	W/B	G→	Y→	R	G→	Y→	R	G→	Y→	R	G→	G→	G→	Y→	R	G→	Y→	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WESTBOUND EXIT RAMP FROM US 20 W/B LEFT TURN MOVEMENT NEAR RIGHT AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	W/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
PEDESTRIAN SIGNALS CROSSING E/B TO S/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H
PEDESTRIAN SIGNALS CROSSING E/B TO N/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H
PEDESTRIAN SIGNALS CROSSING N/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H
PEDESTRIAN SIGNALS CROSSING S/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.		FH	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING N/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.		FH	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING S/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H
PEDESTRIAN SIGNALS CROSSING W/B TO S/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H
PEDESTRIAN SIGNALS CROSSING W/B TO N/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H	FH	H	H	H	H

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

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

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION
McLEAN BLVD. AT US RTE. 20 SPUI (SHEET 1 OF 2)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	423
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION (CONTINUED FROM SHEET 1 OF 2)

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		20		20		20		24		24	26		26	28		28		28		PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	
EMERGENCY VEHICLE PRE-EMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1SS	1TT	1UU	1VV	1WW	1XX	1YY	1ZZ	1AAA	1BBB	1CCC	1DDD	1EEE	1FFF	1GGG	1HHH	1JJJ	1KKK	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO EMERGENCY VEHICLE PRE-EMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1TT	2,4	1VV	3	1XX	5	1ZZ	2,3,4	5	1CCC	2,4,5	3	1FFF	2,4	1HHH	3	1KKK	5					
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (SOUTH OF BRIDGE) POST MOUNTED SIGNALS	N/B	R Y→	R	R Y→	R	R Y→	R	R Y→	R	R Y→	R	R	R	R	R	R	R	R	R	G	R	R	R	◊
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◊
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◊
McLEAN BLVD. FAR LEFT, FAR SIDE ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	N/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	←R	←R	◊
McLEAN BLVD. NEAR RIGHT ISLAND AND FAR RIGHT (NORTH OF BRIDGE) POST MOUNTED SIGNALS	S/B	R Y→	R	R Y→	R	R Y→	R	R	R	R	R Y→	R	R Y→	R	R	R	R	R	R	R	R	G	R	◊
McLEAN BLVD. TWO RIGHT BRIDGE MOUNTED SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
McLEAN BLVD. FAR SIDE MAST ARM MOUNTED (HORIZONTAL) SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
McLEAN BLVD. S/B FAR LEFT, FAR SIDE ISLAND, AND BRIDGE MOUNTED TWO LEFT SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	◊
EASTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	Y→	R	G→	Y→	R	G→	G→	Y→	R	R	G→	R	R	◊
EASTBOUND EXIT RAMP FROM US 20 LEFT TURN MOVEMENT NEAR RIGHT, AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	E/B	←Y	←R	←G	←G	←Y	←R	←R	←R	←R	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←G	←R	←R	◊
WESTBOUND EXIT RAMP FROM US 20 RIGHT TURN MOVEMENT NEAR RIGHT, FAR RIGHT, AND MAST ARM SIGNAL	W/B	R	R	R	R	R	R	Y→	R	G→	R	R	R	Y→	R	Y→	R	G→	G→	R	R	R	G→	◊
WESTBOUND EXIT RAMP FROM US 20 W/B LEFT TURN MOVEMENT NEAR RIGHT AND TWO FAR SIDE POST MOUNTED SIGNALS WITH LEFT ARROW INDICATIONS	W/B	←Y	←R	←Y	←R	←G	←G	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	◊
PEDESTRIAN SIGNALS CROSSING E/B TO S/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING E/B TO N/B EXIT RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING N/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING S/B TO W/B ENTRANCE RAMP ON THE WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING N/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING S/B TO E/B ENTRANCE RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING W/B TO S/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING W/B TO N/B EXIT RAMP ON THE EAST SIDE OF McLEAN BLVD.		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	◊

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

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 12/16/2011	REVISED -

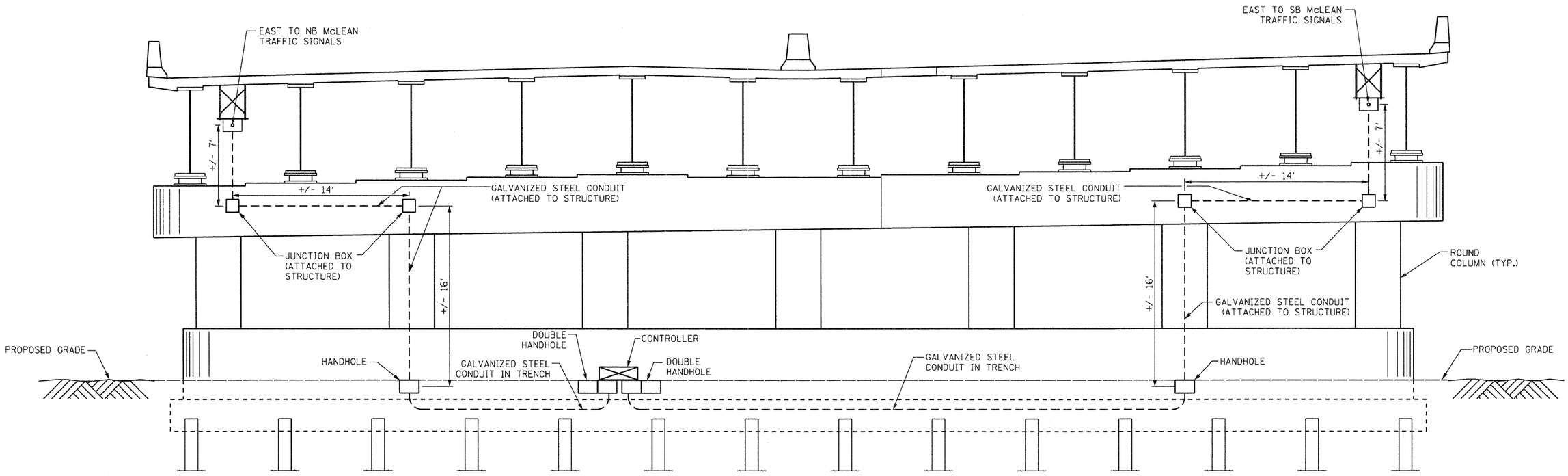
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION
McLEAN BLVD. AT US RTE. 20 SPUI (SHEET 2 OF 2)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	424
		CONTRACT NO. 60H45		

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



PIER 1 ELEVATION - SHOWING TRAFFIC SIGNAL EQUIPMENTS

(LOOKING WEST)
NOT TO SCALE

THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL EQUIPMENTS
McLEAN BOULEVARD AT U.S. RTE. 20 SPUI

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	425
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	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.

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.

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

1	EACH	CONTROLLER AND CABINET COMPLETE
2	EACH	SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
6	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, 1-FACE 5-SECTION, MAST ARM MOUNTED
4	EACH	TRAFFIC SIGNAL BACKPLATE
8	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
6	EACH	TRAFFIC SIGNAL POST
2	EACH	STEEL MAST ARM ASSEMBLY AND POLE
8	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	SERVICE INSTALLATION

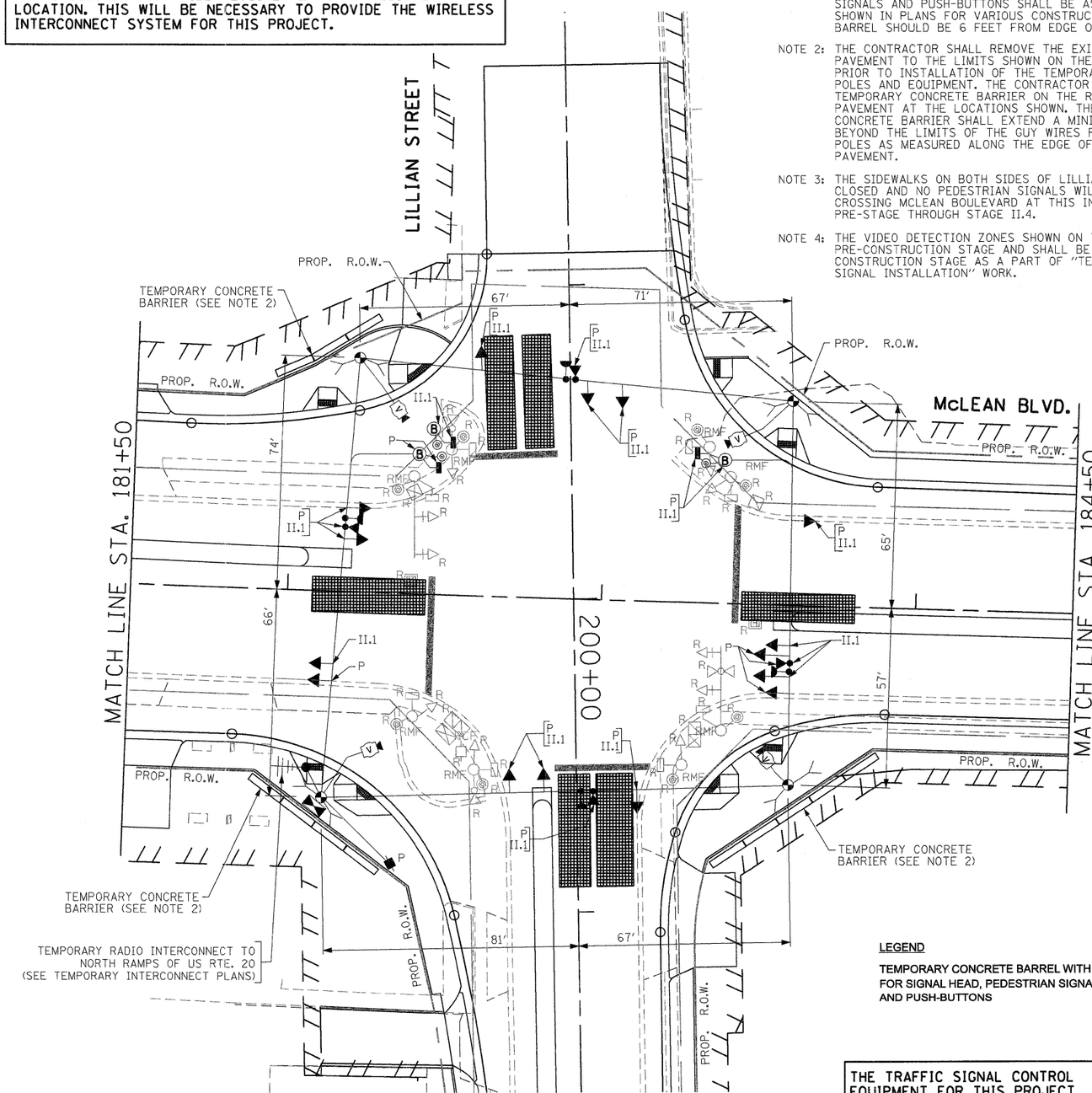
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: CITY OF ELGIN

CONTACT INFORMATION:
MR. BILL BECKER
CITY OF ELGIN
ENGINEERNG DEPARTMENT
PHONE: (847) 931-5969

3	EACH	LIGHT DETECTOR

THE TEMPORARY SIGNALS AT ALL THE INTERSECTIONS SHALL BE INSTALLED AS SOON AS ANY WORK ON ANY OF THE US RTE. 20 RAMPS BEGINS WHICH WILL REQUIRE TEMPORARY SIGNAL AT ANY LOCATION. THIS WILL BE NECESSARY TO PROVIDE THE WIRELESS INTERCONNECT SYSTEM FOR THIS PROJECT.



SIGNAL HEAD PLACEMENTS FOR STAGES: PRE-STAGE AND II.1

NOTE 1: INSTALLATION OF BARREL MOUNTED POSTS FOR PEDESTRIAN SIGNALS AND PUSH-BUTTONS SHALL BE AS NEEDED AND AS SHOWN IN PLANS FOR VARIOUS CONSTRUCTION STAGES. THE BARREL SHOULD BE 6 FEET FROM EDGE OF TRAVELED WAY.

NOTE 2: THE CONTRACTOR SHALL REMOVE THE EXISTING PARKING LOT PAVEMENT TO THE LIMITS SHOWN ON THE ROADWAY PLANS PRIOR TO INSTALLATION OF THE TEMPORARY TRAFFIC SIGNAL POLES AND EQUIPMENT. THE CONTRACTOR SHALL PLACE TEMPORARY CONCRETE BARRIER ON THE REMAINING EXISTING PAVEMENT AT THE LOCATIONS SHOWN. THE TEMPORARY CONCRETE BARRIER SHALL EXTEND A MINIMUM OF 6 FEET BEYOND THE LIMITS OF THE GUY WIRES FOR THE TEMPORARY POLES AS MEASURED ALONG THE EDGE OF THE REMAINING PAVEMENT.

NOTE 3: THE SIDEWALKS ON BOTH SIDES OF LILLIAN STREET WILL BE CLOSED AND NO PEDESTRIAN SIGNALS WILL BE PROVIDED FOR CROSSING MCLEAN BOULEVARD AT THIS INTERSECTION DURING PRE-STAGE THROUGH STAGE II.4.

NOTE 4: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR PRE-CONSTRUCTION STAGE AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

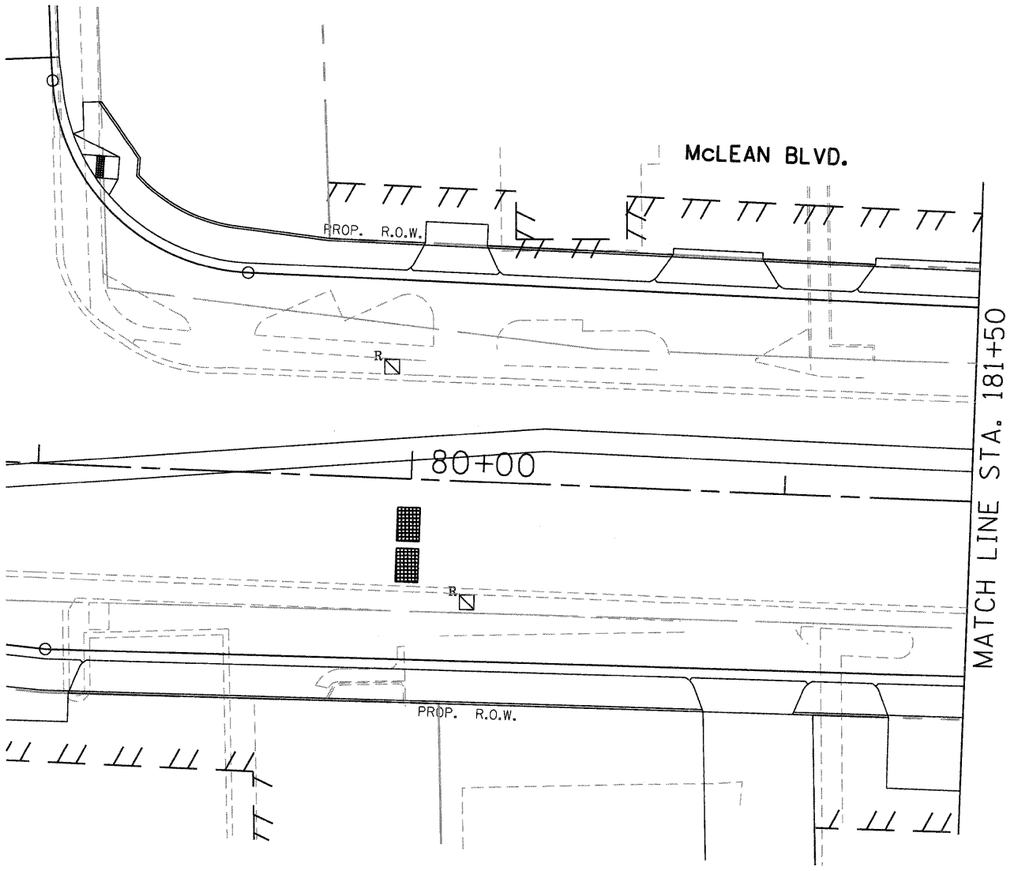
LEGEND

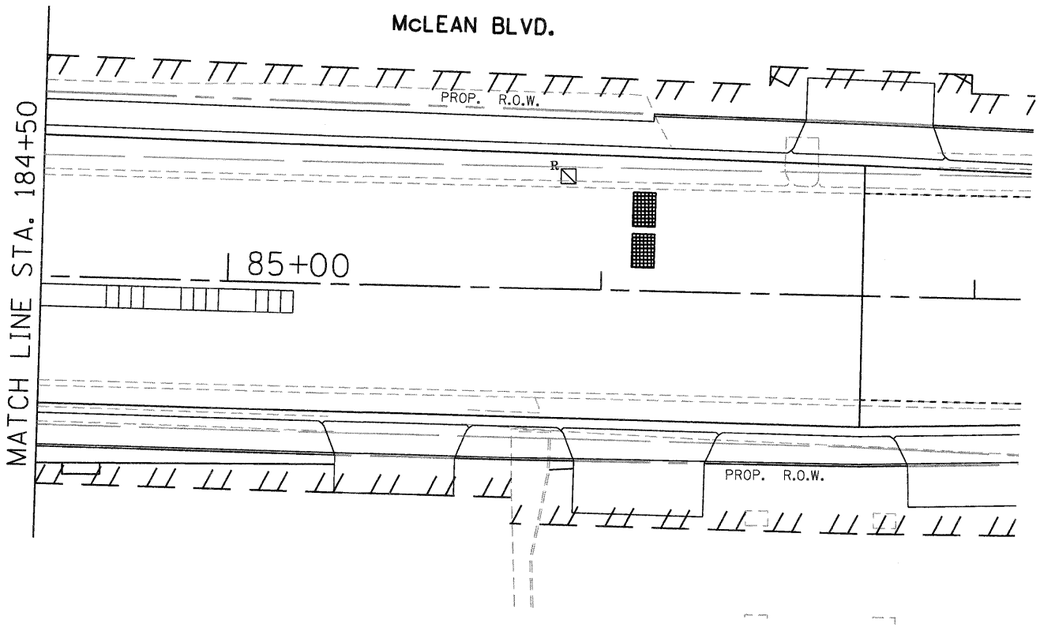
TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN McLEAN BOULEVARD AT LILLIAN STREET PRE-STAGE AND STAGE II.1 (SHEET 1 OF 8)
		DRAWN - MAA, EA	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -		SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = $DATE$	DATE - 03/21/2012	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	426
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		





THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" 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 - 12/16/2011	REVISED -

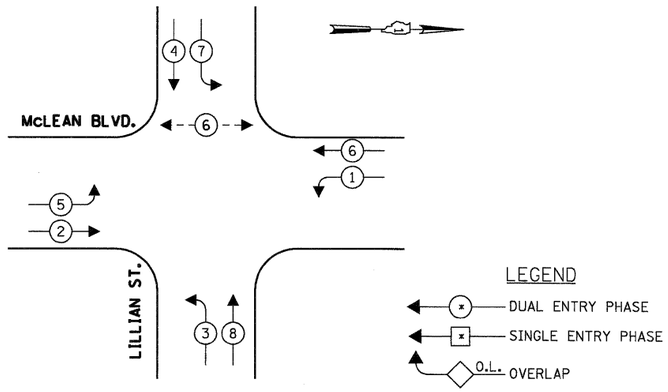
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
McLEAN BOULEVARD AT LILLIAN STREET (SHEET 2 OF 8)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	427
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

CONTROLLER SEQUENCE



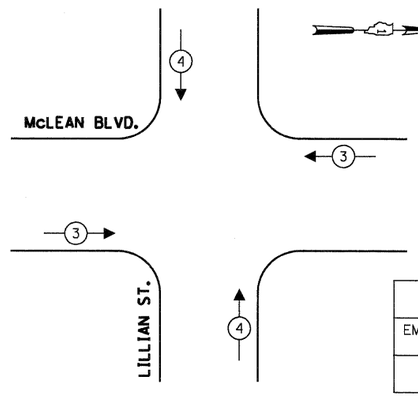
LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

STAGES: PRE-STAGE AND II.1

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



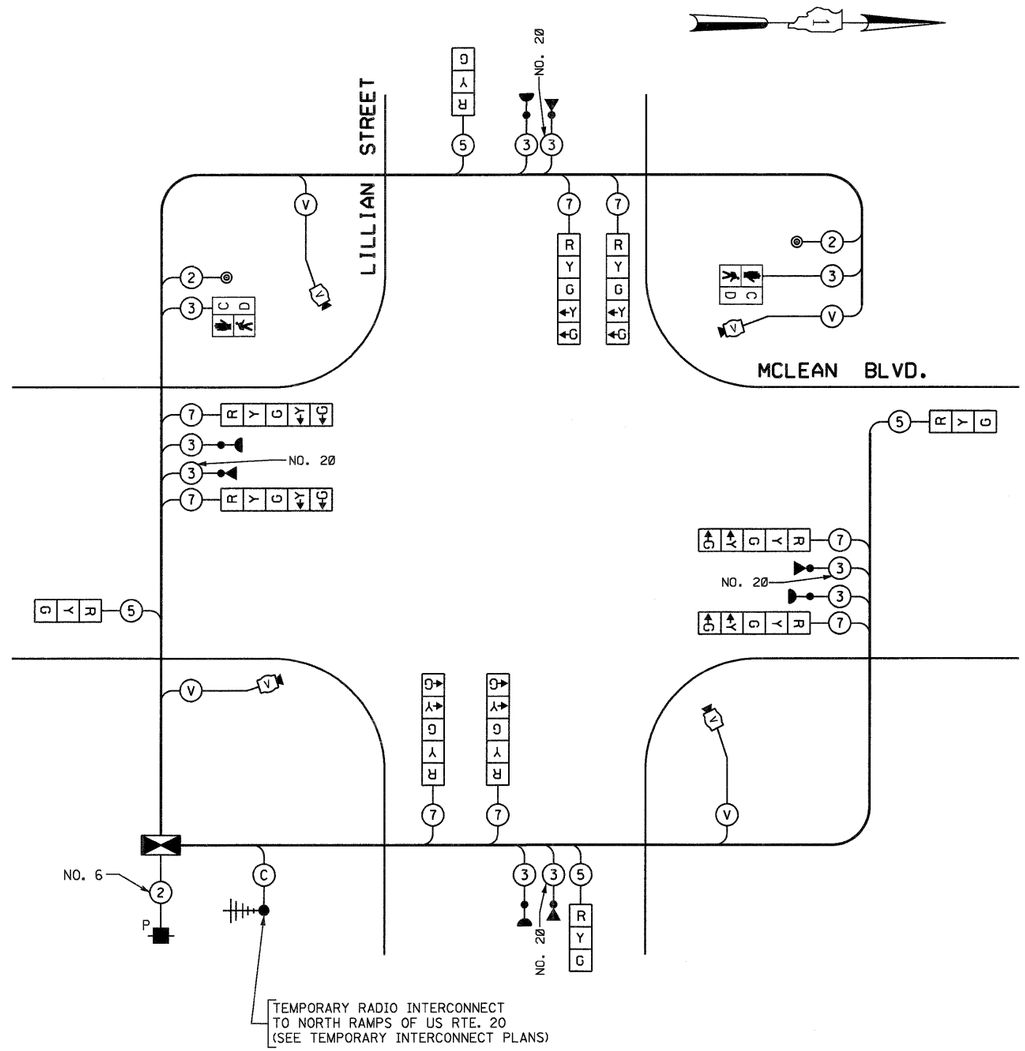
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	⇆	↓↑

STAGES: PRE-STAGE AND II.1

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	12	135	15	0.25	45
ARROW	16	135	12	0.10	19.2
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	541.2

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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



TEMPORARY CABLE PLAN

STAGES: PRE-STAGE AND II.1

(NOT TO SCALE)

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

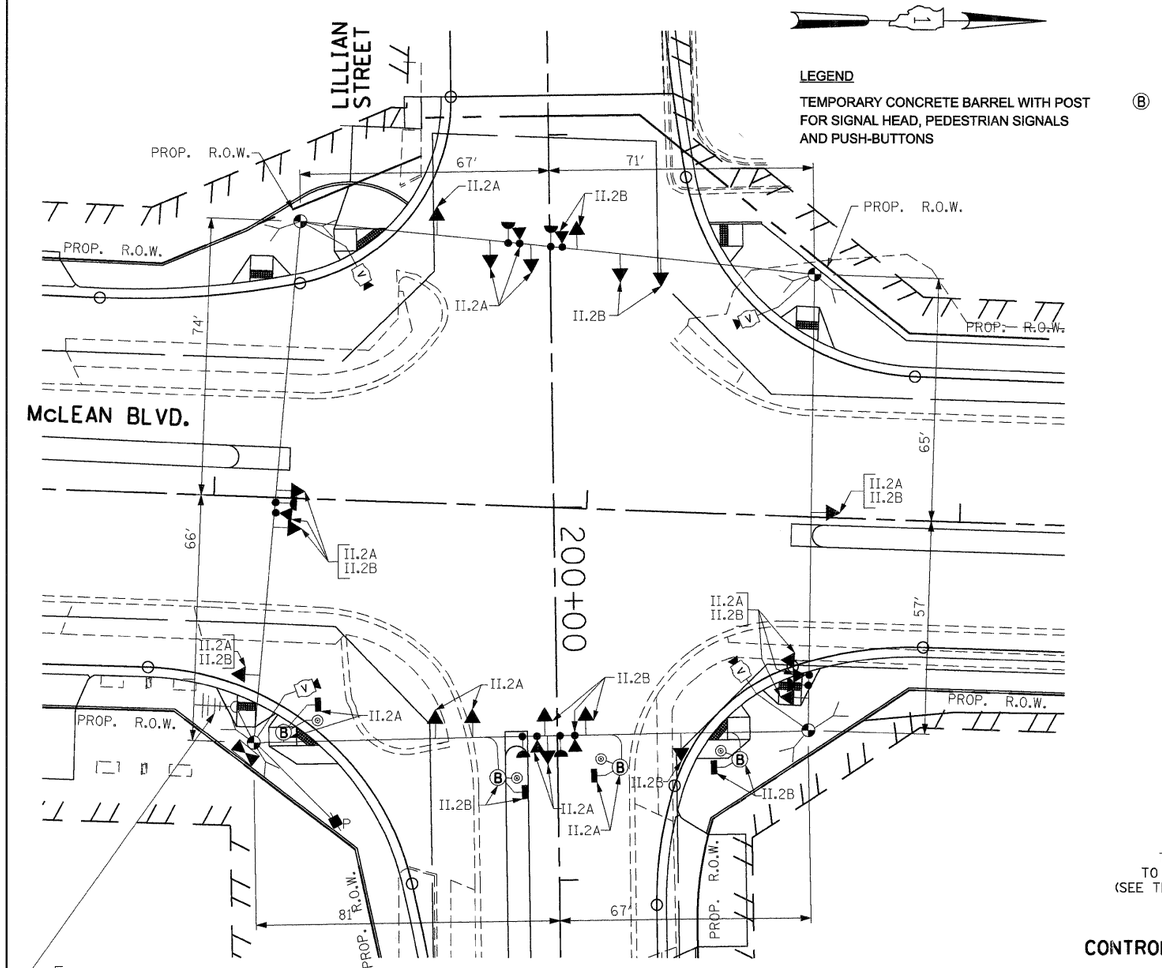
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT LILLIAN STREET
PRE-STAGE AND STAGE II.1 (SHEET 3 OF 8)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	428
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

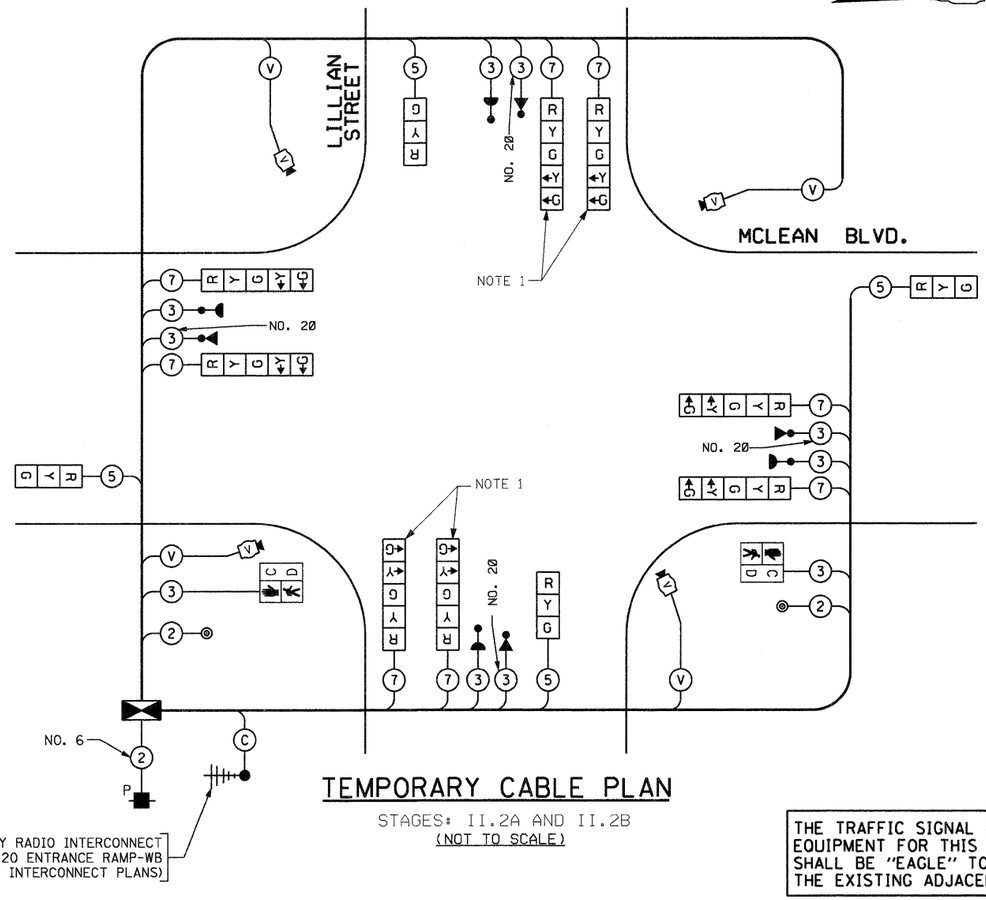


LEGEND

TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS Ⓑ

TEMPORARY RADIO INTERCONNECT TO US RTE. 20 ENTRANCE RAMP-WB (SEE TEMPORARY INTERCONNECT PLANS)

SIGNAL HEAD PLACEMENTS FOR STAGES: II.2A AND II.2B

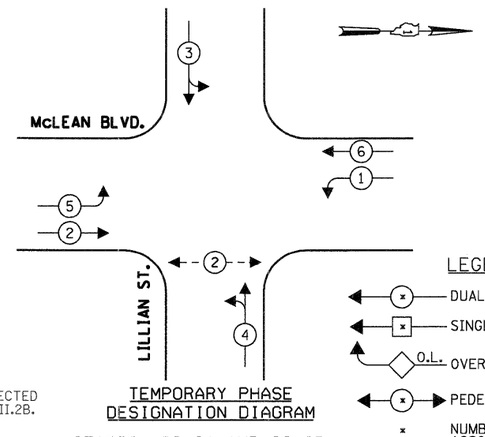


TEMPORARY CABLE PLAN

STAGES: II.2A AND II.2B
(NOT TO SCALE)

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

CONTROLLER SEQUENCE



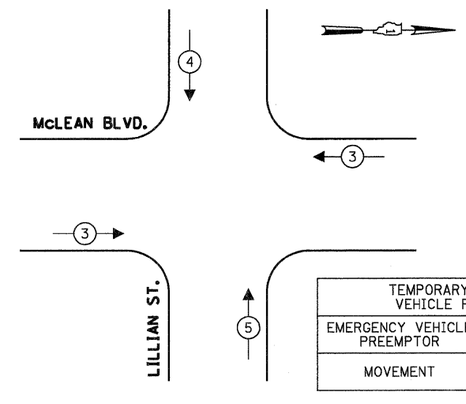
TEMPORARY PHASE DESIGNATION DIAGRAM

STAGES: II.2A AND II.2B

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	← →	↓	↑

STAGES: II.2A AND II.2B

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	16	135	15	0.25	60
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	546.6

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

NOTE 1: THE YELLOW LEFT ARROW INDICATION SECTION IN THE 5-SECTION SIGNAL HEADS FOR THE EASTBOUND AND WESTBOUND DIRECTION SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER DURING CONSTRUCTION II.2A AND II.2B.

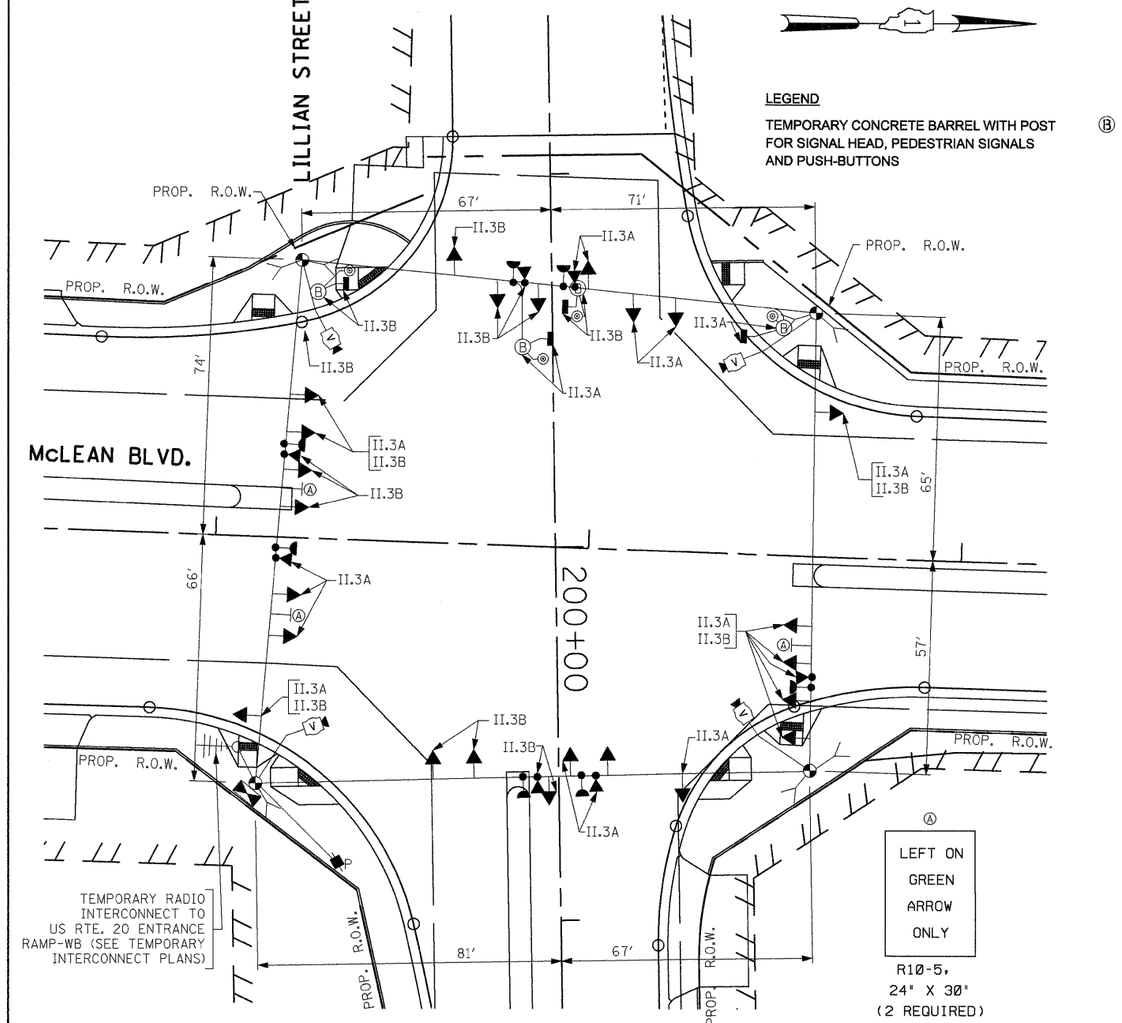
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT LILLIAN STREET
STAGE II.2A AND STAGE II.2B (SHEET 4 OF 8)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	429
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



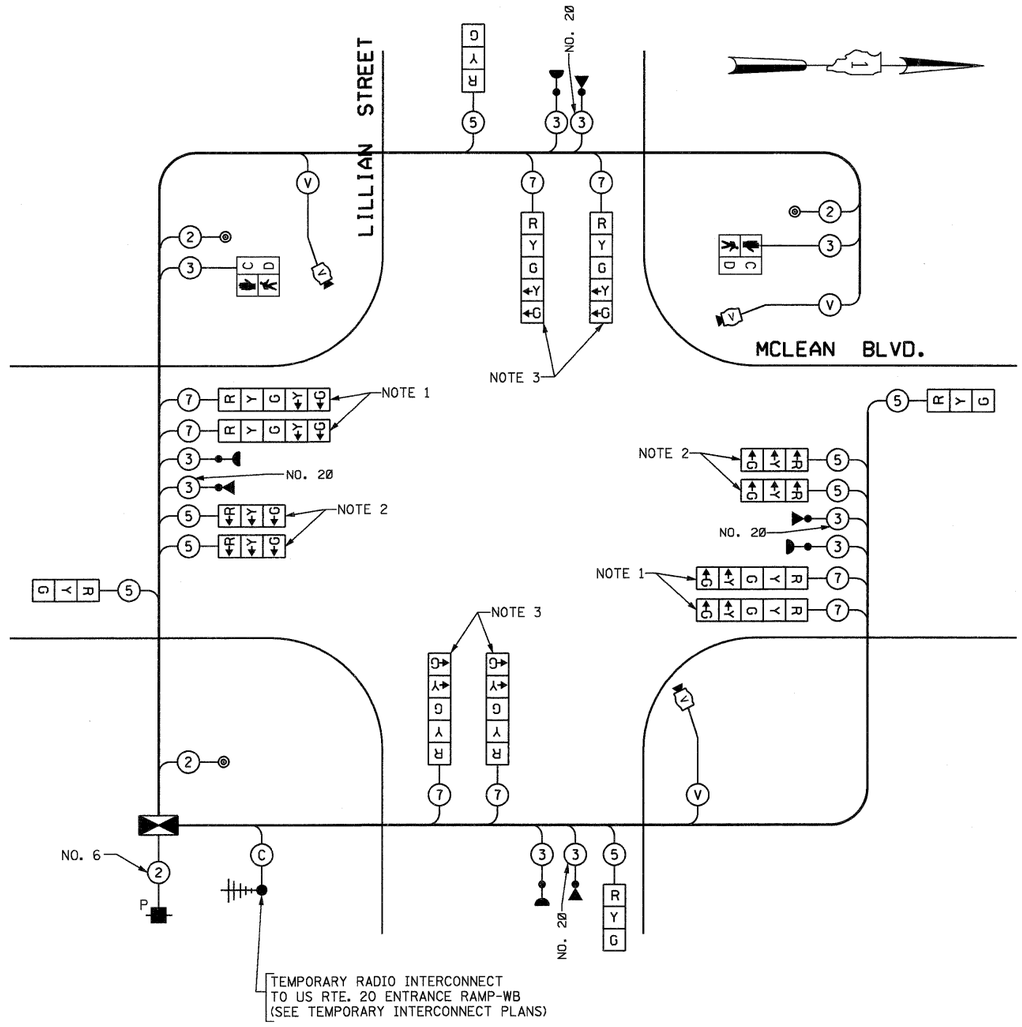
SIGNAL HEAD PLACEMENTS FOR
STAGES: II.3A AND II.3B

LEGEND

Ⓑ TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS

Ⓐ LEFT ON GREEN ARROW ONLY

R10-5,
24" X 30"
(2 REQUIRED)



TEMPORARY CABLE PLAN

STAGES: II.3A AND II.3B
(NOT TO SCALE)

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	
SIGNAL (RED)	16	135	17	0.50	136
(YELLOW)	16	135	25	0.25	100
(GREEN)	20	135	15	0.25	75
ARROW		135	12	0.10	
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	611.0

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

NOTE 1: DURING CONSTRUCTION STAGES II.3A, AND II.3B, THE GREEN AND YELLOW LEFT ARROW INDICATION SECTIONS FOR THE NORTHBOUND AND SOUTHBOUND DIRECTION OF TRAFFIC SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER. THEY SHALL BE UNBAGGED AND CONNECTED AT THE CONTROLLER AFTER CONSTRUCTION STAGE II.3B AS NEEDED IN THE SUBSEQUENT STAGE.

NOTE 2: THESE SIGNAL HEADS WITH ALL ARROW INDICATIONS SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER AFTER CONSTRUCTION STAGE II.3B.

NOTE 3: THE YELLOW LEFT ARROW INDICATION SECTION IN THE 5-SECTION SIGNAL HEADS FOR THE EASTBOUND AND WESTBOUND DIRECTION SHALL REMAIN BAGGED AND DISCONNECTED AT THE CONTROLLER THRU CONSTRUCTION STAGE II.3A AND STAGE II.3B

NOTE 4: ALL THE VIDEO DETECTION ZONES SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "TEMPORARY TRAFFIC SIGNAL INSTALLATION".

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

FILE NAME =	USER NAME = *USER*	DESIGNED - PKG	REVISED -
FILEL		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = *SCALE*	CHECKED - PKG	REVISED -
	PLOT DATE = *DATE*	DATE - 02/10/2012	REVISED -

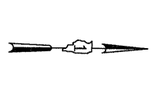
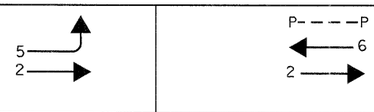
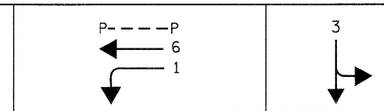
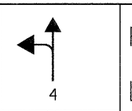
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND TEMPORARY CABLE PLAN, McLEAN BOULEVARD AT LILLIAN STREET STAGE II.3A AND STAGE II.3B (SHEET 5 OF 8)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	430
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TEMPORARY SEQUENCE OF OPERATION (FOR STAGES II.3A AND II.3B (LEAD–LAG FOR McLEAN BLVD.)

MOVEMENT																												FLASH
PHASE		2+5					2+6								1+6						3			4			
INTERVAL		1	2A	2B	3A	3B	4	5	6A	6B	7A	7B	8A	8B	9	10	11A	11B	12A	12B	13	14A	14B	15	16A	16B	
CHANGE TO			3, 4 1+6		2+6				1+6		2+5		3, 4				3, 4 2+5		2+6			4 1+6 2+5 2+6			1+6 2+5 2+6		
McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	N/B	G	Y	R	G	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R
McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←G	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R
McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	S/B	R	R	R	R	R	G	G	G	G	Y	R	Y	R	G	G	Y	R	G	G	R	R	R	R	R	R	R
McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←G	←Y	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R
LILLIAN STREET NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R
LILLIAN STREET TWO FAR SPAN WIRE SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ←G	Y	R	R	R	R	R
LILLIAN STREET NEAR RIGHT SPAN WIRE SIGNAL	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R
LILLIAN STREET TWO FAR SPAN WIRE SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G ←G	Y	R	R
PEDESTRIAN SIGNALS - CROSSING LILLIAN STREET ON WEST SIDE OF McLEAN BLVD.		H	H	H	H	H	*P	**FH	H	H	H	H	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

PHASE 2 + 6 SHALL BE PLACED ON RECALL.

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION.

** FLASHING " ✋ " IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

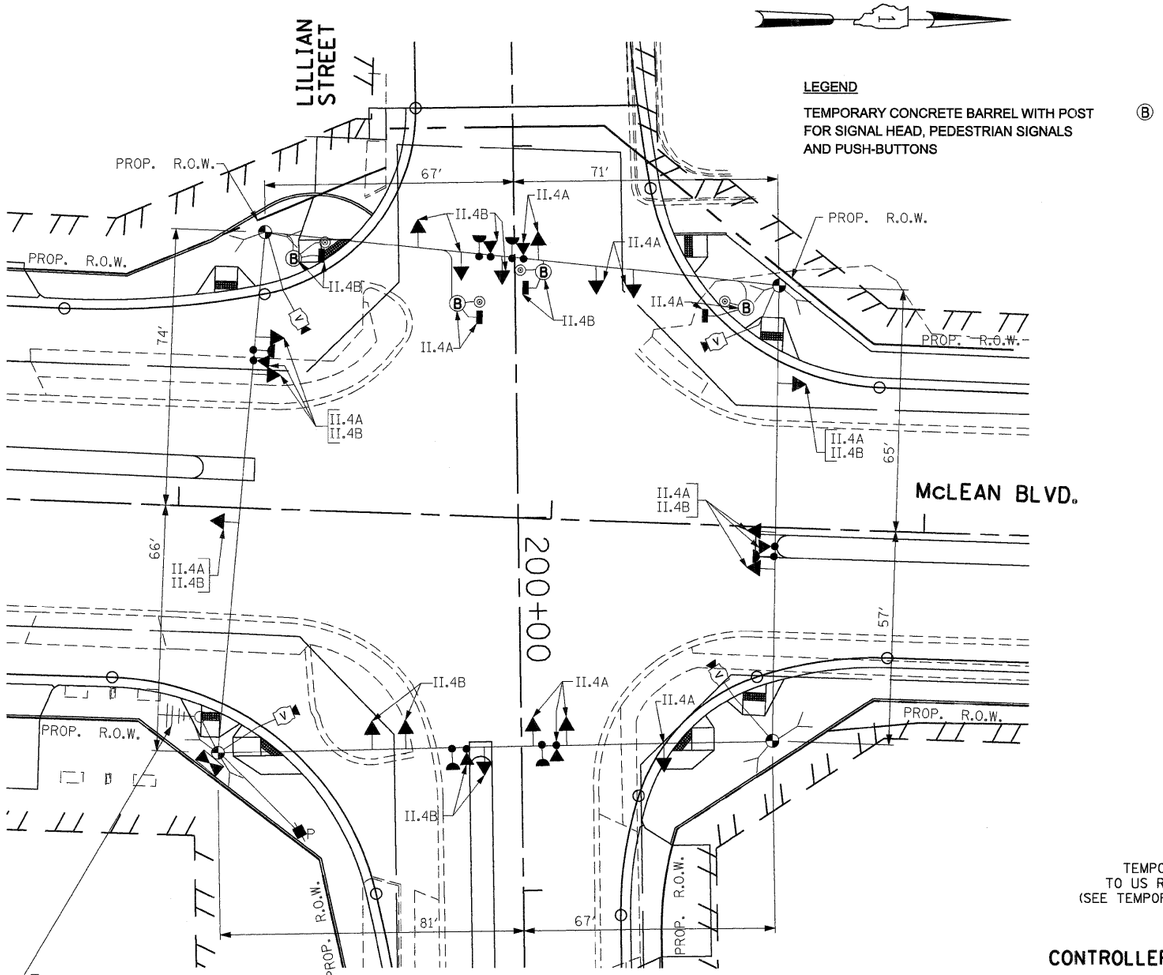
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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

TEMPORARY EMERGENCY VEHICLE SEQUENCE OF OPERATION (FOR STAGES II.3A AND II.3B)

																									PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 5	PREEMPTOR NUMBER 6	CLEAR TO NORMAL SEQUENCE
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	1		4			4			4			9			9	13		13	15		15					
EMERGENCY VEHICLE PRE-EMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	2	3	4	5	
CHANGE TO EMERGENCY VEHICLE PRE-EMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2	1C	3,4 5	1E	1F	2	1H	1J	3, 5	1L	1M	4	1P	1Q	2,3 5	4	1T	2,4 5	3	1W	2,3 4	5					
McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	N/B	G	Y	R	G	G	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	G	R	R	R	◊
McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	N/B	←G	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	←R	←R	◊
McLEAN BLVD. NEAR RIGHT AND TWO FAR RIGHT SPAN WIRE SIGNALS	S/B	R	R	R	G	Y	R	G	Y	R	G	G	G	G	Y	R	G	R	R	R	R	R	R	R	R	G	R	◊
McLEAN BLVD. TWO FAR LEFT SPAN WIRE SIGNALS WITH LEFT TURN ARROWS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←G	←Y	←R	←G	←R	←R	←R	←R	←R	←R	←R	←R	←G	←R	◊
LILLIAN STREET NEAR RIGHT SPAN WIRE SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	R	G	R	R	◊
LILLIAN STREET TWO FAR SPAN WIRE SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G ←G	R	R	R	R	G ←G	R	R	◊
LILLIAN STREET NEAR RIGHT SPAN WIRE SIGNAL	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	G	◊
LILLIAN STREET TWO FAR SPAN WIRE SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G ←G	R	R	R	G ←G	◊
PEDESTRIAN SIGNALS - CROSSING LILLIAN STREET ON WEST SIDE OF McLEAN BLVD.		H	H	H	FH	H	H	FH	H	H	FH	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	◊

FILE NAME = ⊕FILE⊕	USER NAME = ⊕USER⊕	DESIGNED - PKG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TEMPORARY SEQUENCE OF OPERATION AND TEMPORARY EMERGENCY VEHICLE SEQUENCE OF OPERATION McLEAN BLVD. AT LILLIAN STREET STAGE II.3A AND STAGE II.3B (SHEET 6 OF 8)**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MAA, EA	REVISED -			345	8R-R	KANE	794	431
	PLOT SCALE = ⊕SCALE⊕	CHECKED - PKG	REVISED -					CONTRACT NO. 60H45		
	PLOT DATE = ⊕DATE⊕	DATE - 02/10/2012	REVISED -		SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

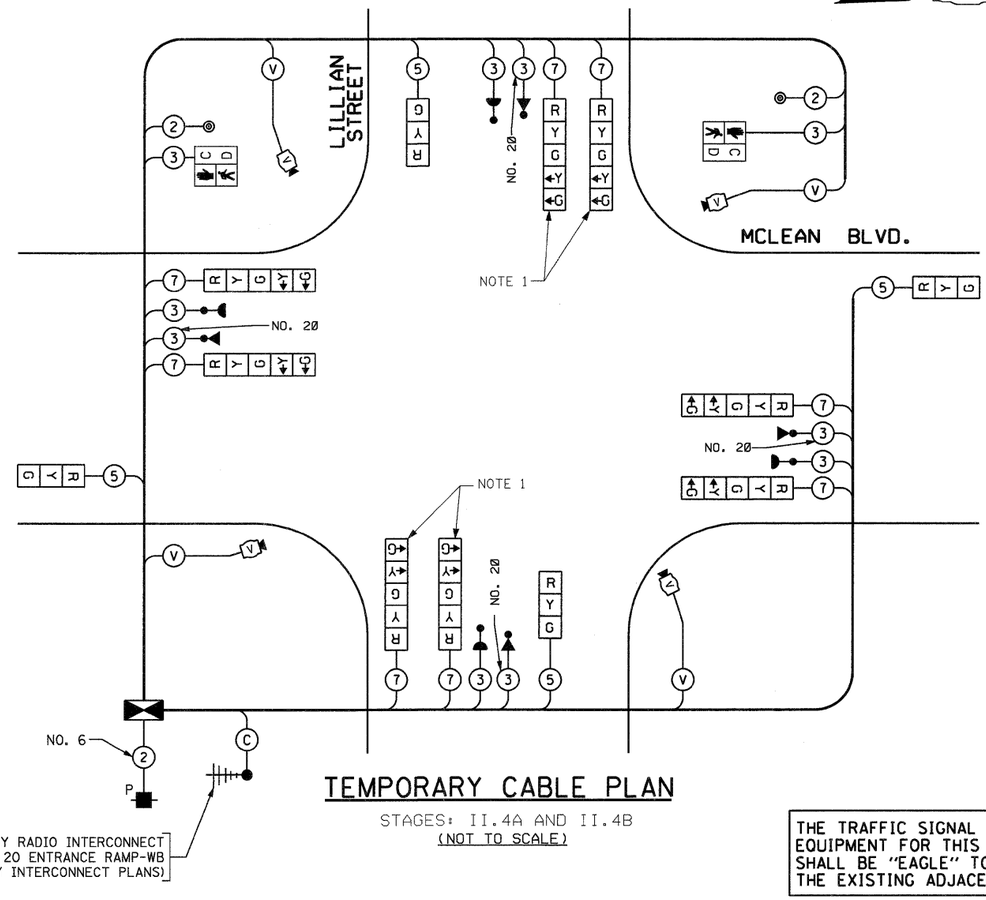


LEGEND

TEMPORARY CONCRETE BARREL WITH POST FOR SIGNAL HEAD, PEDESTRIAN SIGNALS AND PUSH-BUTTONS (B)

TEMPORARY RADIO INTERCONNECT TO US RTE. 20 ENTRANCE RAMP-WB (SEE TEMPORARY INTERCONNECT PLANS)

SIGNAL HEAD PLACEMENTS FOR STAGES: II.4A AND II.4B



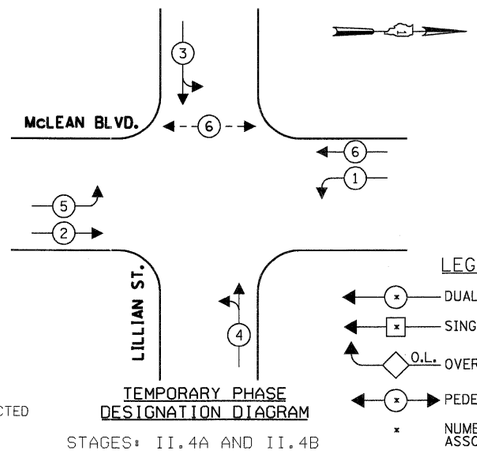
TEMPORARY RADIO INTERCONNECT TO US RTE. 20 ENTRANCE RAMP-WB (SEE TEMPORARY INTERCONNECT PLANS)

TEMPORARY CABLE PLAN

STAGES: II.4A AND II.4B
(NOT TO SCALE)

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

CONTROLLER SEQUENCE



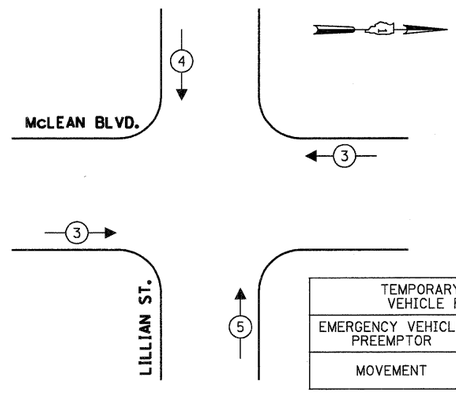
TEMPORARY PHASE DESIGNATION DIAGRAM

STAGES: II.4A AND II.4B

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- x NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	⇆	↓	↑

STAGES: II.4A AND II.4B

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

TYPE	NO LAMPS	X WATTAGE INCAND.	WATTAGE LED	X %OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	16	135	15	0.25	60
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	546.6

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

NOTE 1: THE YELLOW LEFT ARROW INDICATION SECTION IN THE 5-SECTION SIGNAL HEADS FOR THE EASTBOUND AND WESTBOUND DIRECTION SHALL BE BAGGED AND DISCONNECTED AT THE CONTROLLER DURING CONSTRUCTION II.2A, II.2B, II.4A, AND II.4B.

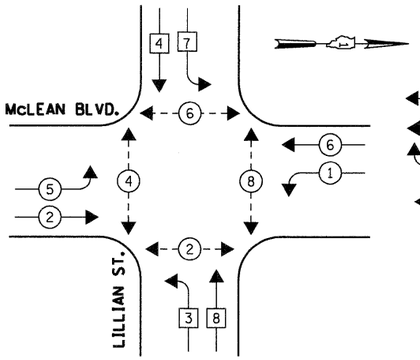
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - PKG	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - MAA, EA	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -	
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -	

TEMPORARY TRAFFIC SIGNAL INSTALLATION, TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT LILLIAN STREET
STAGE II.4A AND STAGE II.4B (SHEET 7 OF 8)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	432
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

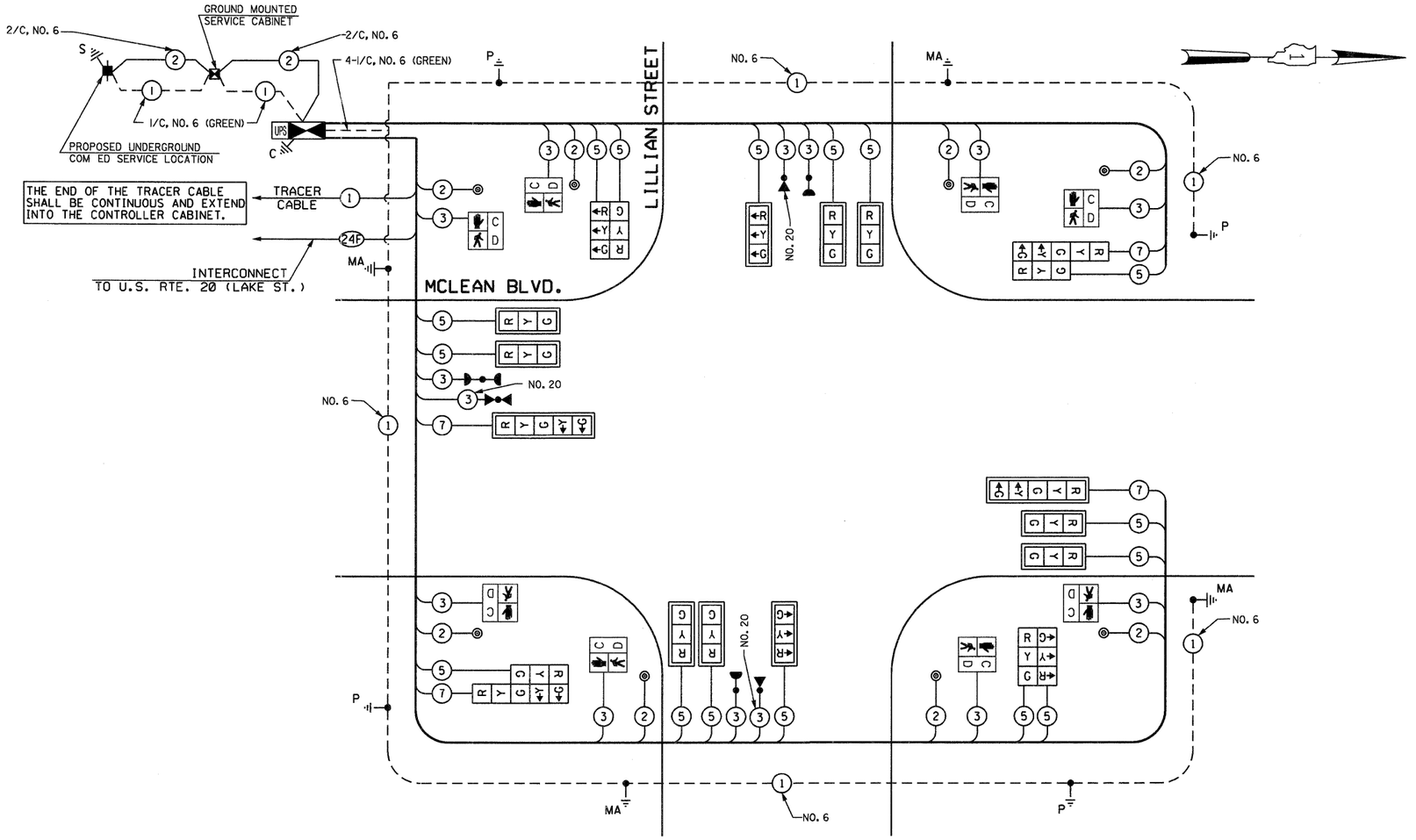
CONTROLLER SEQUENCE



LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

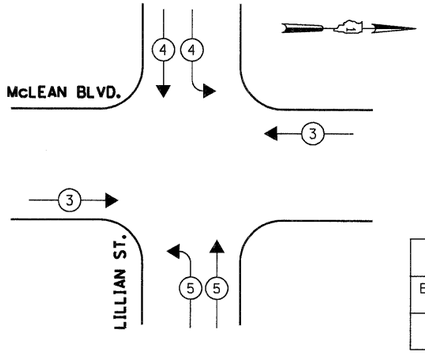
TEMPORARY PHASE DESIGNATION DIAGRAM
STAGE III



TEMPORARY CABLE PLAN

(NOT TO SCALE)
STAGE III

EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	⇆	↓↳	↰↑

NOTE 1: THE DETECTOR LOOPS SHALL BE DISABLED AT THE CONTROLLER.

NOTE 2: THE INTERSECTION WILL NOT USE THE PROPOSED DETECTOR LOOPS UNTIL THE GEOMETRICS ARE COMPLETED AND THE COMPLETE INTERSECTION IS OPENED TO TRAFFIC.

THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

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

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

TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	135	17	0.50	170
(YELLOW)	20	135	25	0.25	125
(GREEN)	20	135	15	0.25	75
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	8	90	25	1.00	200
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	679.6

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

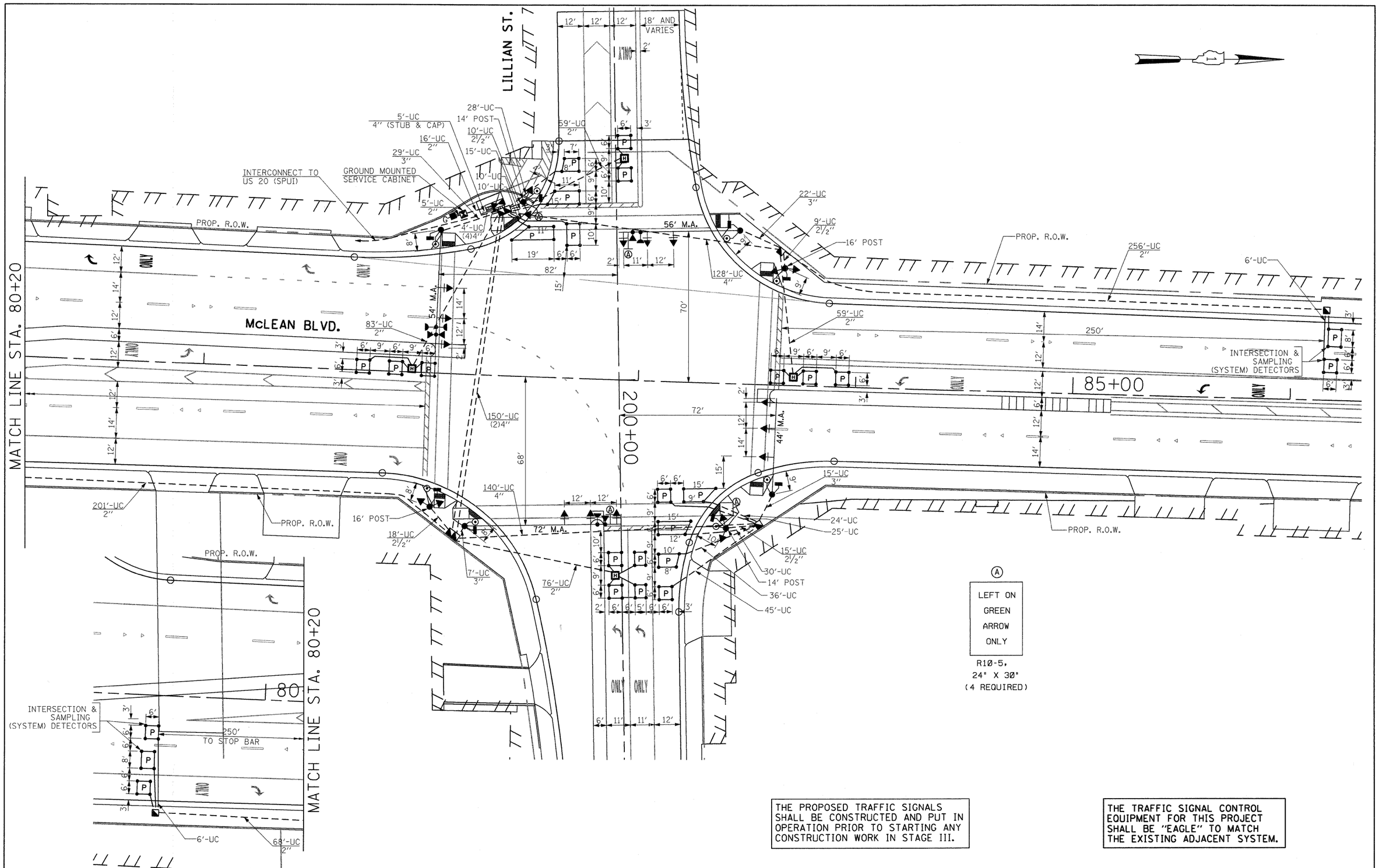
FILE NAME =	USER NAME = $USER$	DESIGNED - PKG	REVISED -
$FILEL$		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
McLEAN BOULEVARD AT LILLIAN STREET
STAGE III (SHEET 8 OF 8)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	433
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
McLEAN BOULEVARD AT LILLIAN STREET

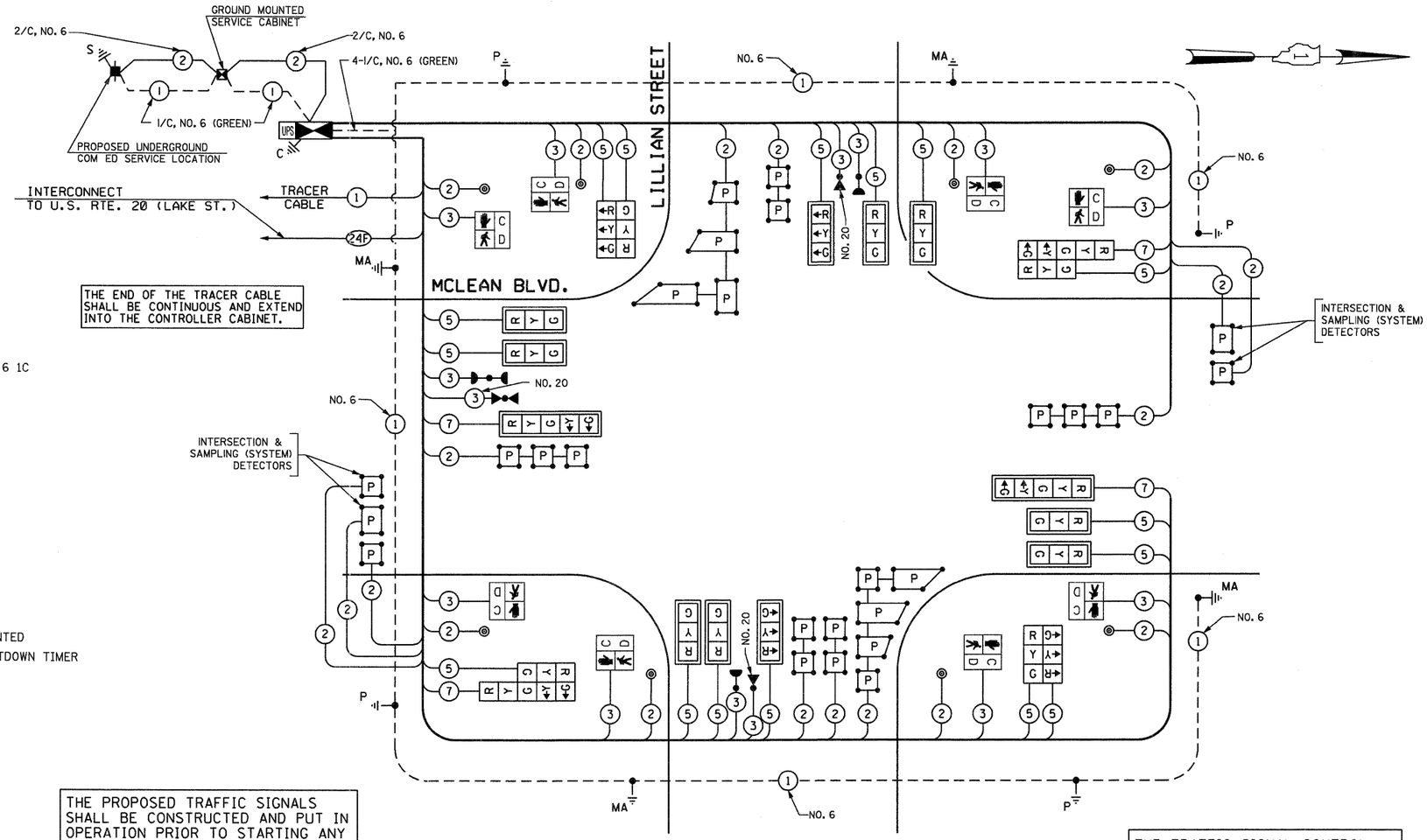
SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	434
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
33.5	SQ FT	SIGN PANEL - TYPE 1
21	SQ FT	SIGN PANEL - TYPE 2
1	EACH	SERVICE INSTALLATION - GROUND MOUNTED
823	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
52	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2½" DIA.
73	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
593	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
4	EACH	HANDHOLE
4	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
1	EACH	TRANSCEIVER-FIBER OPTIC
1542	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
2250	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
3692	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
918	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
3445	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
48	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
725	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 56 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 72 FT.
20	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
28	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
46	FOOT	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER
10	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
8	EACH	PEDESTRIAN SIGNAL HEAD, LED 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
12	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
12	EACH	INDUCTIVE LOOP DETECTOR
1093	FOOT	PREFORMED DETECTOR LOOP
• 3	EACH	LIGHT DETECTOR
• 1	EACH	LIGHT DETECTOR AMPLIFIER
8	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
9	EACH	REMOVE EXISTING HANDHOLE
9	EACH	REMOVE EXISTING CONCRETE FOUNDATION
• 652	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	FULL-ACTUATED CONTROLLER AND CABINET, TYPE IV, SPECIAL
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

• 100% COST TO CITY OF ELGIN [EVP IS PENDING ELGIN CONCURRENCE TO PAY]



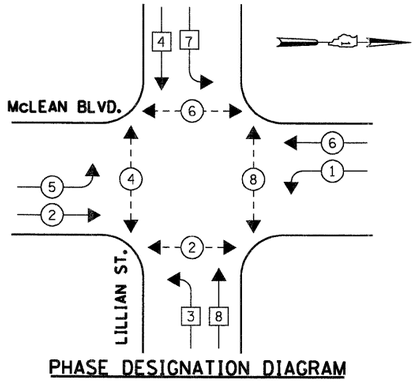
CABLE PLAN

(NOT TO SCALE)

THE PROPOSED TRAFFIC SIGNALS SHALL BE CONSTRUCTED AND PUT IN OPERATION PRIOR TO STARTING ANY CONSTRUCTION WORK IN STAGE III.

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

CONTROLLER SEQUENCE

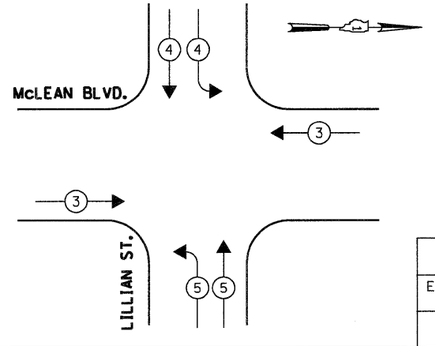


PHASE DESIGNATION DIAGRAM

LEGEND

- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- O.L. OVERLAP
- PEDESTRIAN PHASE
- x NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	⇆	↓↓	↰↑

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

TYPE	NO LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	135	17	0.50	170
(YELLOW)	20	135	25	0.25	125
(GREEN)	20	135	15	0.25	75
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	8	90	25	1.00	200
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	679.6

CITY OF ELGIN
150 DEXTER COURT
ELGIN, ILLINOIS 60120-5570

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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, SCHEDULE OF QUANTITIES
McLEAN BOULEVARD AT LILLIAN STREET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	435
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

SPARTAN DRIVE

FLEETWOOD DRIVE

TEMPORARY RADIO INTERCONNECT TO SPARTAN DR. AT McLEAN BLVD.

TEMPORARY RADIO INTERCONNECT TO SOUTH RAMPS OF US RTE. 20

EXIST. R.O.W.

TEMP. EASEMENT

EXIST. R.O.W.

McLEAN BLVD.

60+00

65+00

310+00

55+00

(18'-E-2½")

(2-5'-E-4")

EXIST. R.O.W.

TEMP. EASEMENT

TEMP. EASEMENT

TEMPORARY RADIO INTERCONNECT TO FLEETWOOD DR. AT McLEAN BLVD.

MATCH LINE 70+00

MATCH LINE 70+00

TEMPORARY RADIO INTERCONNECT TO NORTH RAMPS OF US RTE. 20

TEMPORARY RADIO INTERCONNECT TO FLEETWOOD DR. AT McLEAN BLVD.

WELD RD./US RTE. 20 EXIT RAMP-EB

TEMPORARY RADIO INTERCONNECT TO SOUTH RAMPS OF US RTE. 20

US RTE. 20 ENTRANCE RAMP-WB

TEMPORARY RADIO INTERCONNECT TO LILLIAN ST. AT McLEAN BLVD.

LILLIAN STREET

TEMP. EASEMENT

70+00

PROP. R.O.W.

TEMP. EASEMENT

175+00

McLEAN BLVD.

80+00

185

200+00

EXIST. R.O.W.

US RTE. 20 ENTRANCE RAMP-EB

EXIST. R.O.W.

US RTE. 20 EXIT RAMP-WB

TEMP. EASEMENT

PROP. R.O.W.

TEMP. EASEMENT

TEMPORARY RADIO INTERCONNECT TO NORTH RAMPS OF US RTE. 20

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

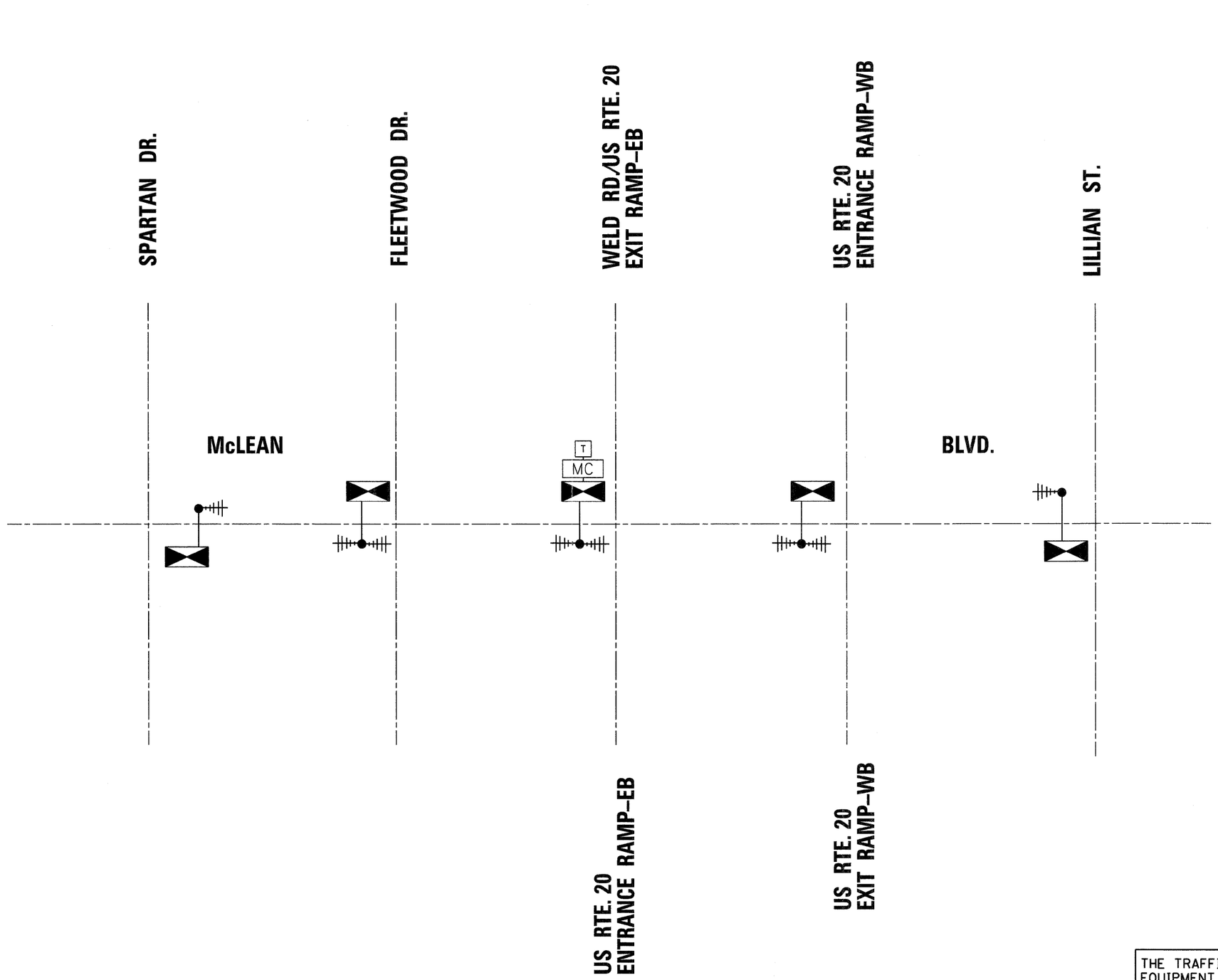
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN
McLEAN BOULEVARD
FROM SPARTAN DRIVE TO LILLIAN STREET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	436
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

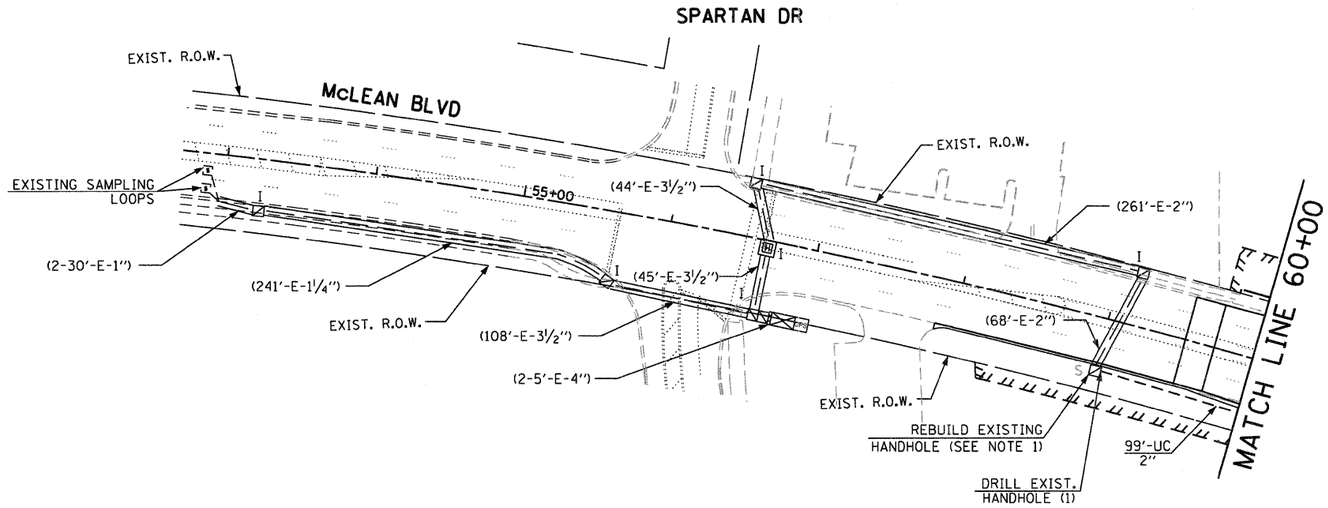
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

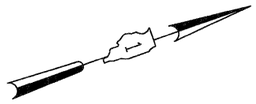
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT SCHEMATIC
McLEAN BOULEVARD
FROM SPARTAN DR. TO LILLIAN ST.

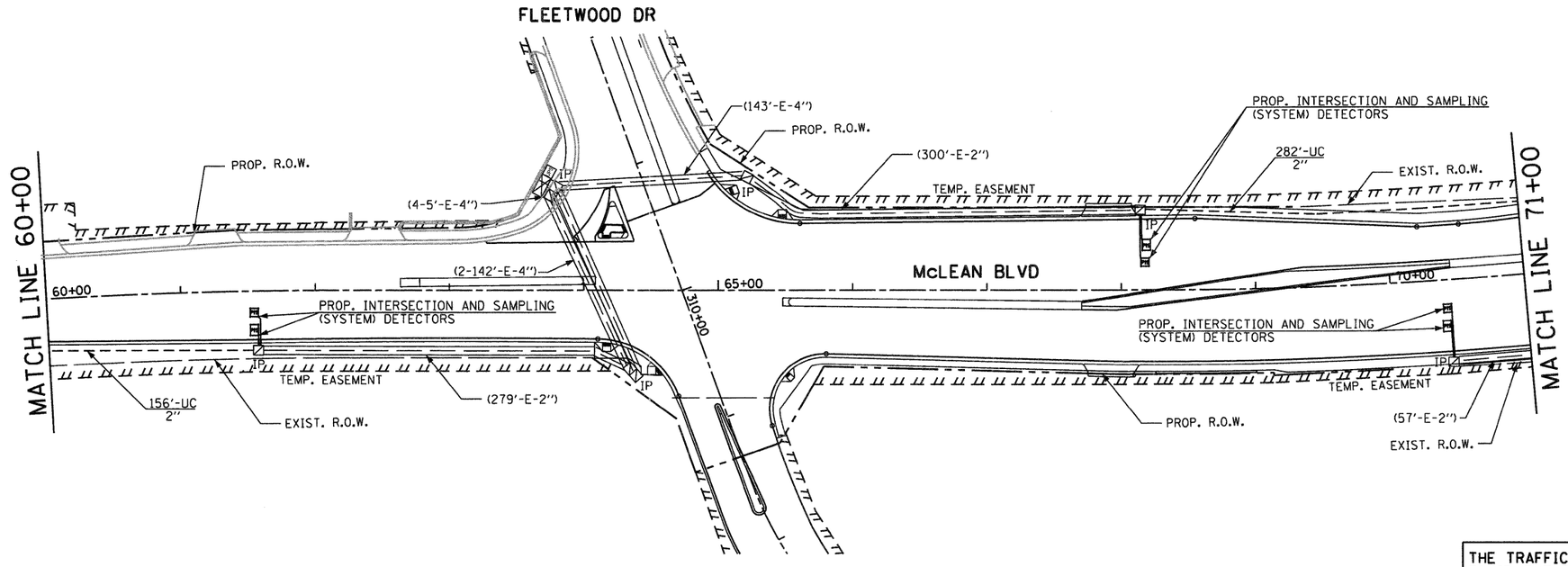
SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	437
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		





NOTE 1: THE FRAME AND COVER OF THE EXISTING HANDHOLE SHALL BE REMOVED AND THE WALLS SHALL BE PARTIALLY REMOVED TO LOWER THEM AND COVERED WITH A METAL PLATE TO PROVIDE A SAFE AND SMOOTH RIDING SURFACE DURING APPLICABLE CONSTRUCTION STAGING. UPON COMPLETION OF THE WORK, THE HANDHOLE SHALL BE REBUILT TO THE LEVEL OF THE FINISHED GRADE OF THE ADJACENT AREA AS SHOWN IN THE PLAN AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE INCLUDED IN THE PAY ITEM "REBUILD EXISTING HANDHOLE" AND NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME.



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

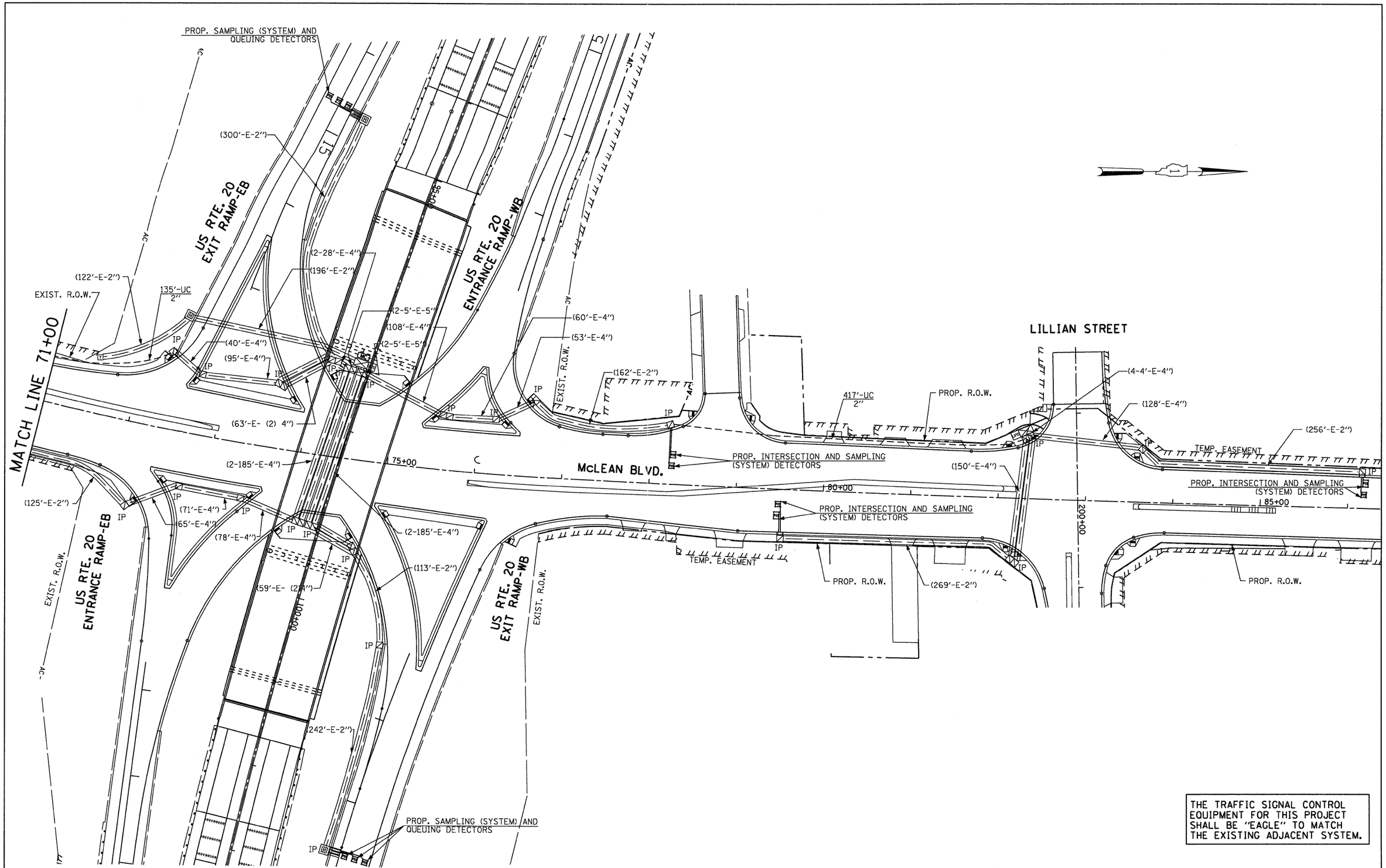
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL INTERCONNECT PLAN
McLEAN BOULEVARD
FROM SPARTAN DRIVE TO LILLIAN STREET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	438
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

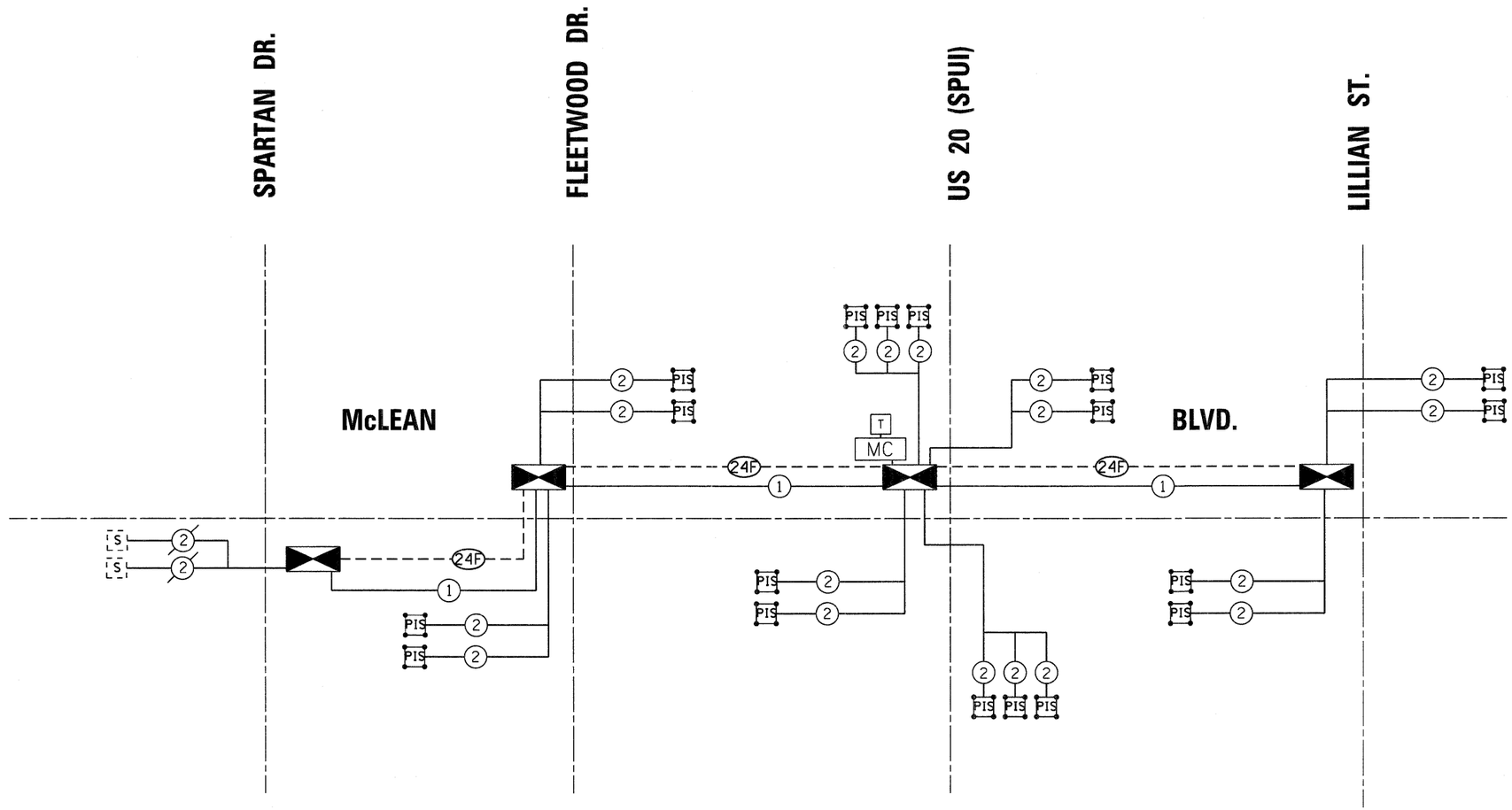
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 02/10/2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TRAFFIC SIGNAL INTERCONNECT
McLEAN BOULEVARD
FROM FLEETWOOD DRIVE TO LILLIAN STREET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	439
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



SCHEDULE OF INTERCONNECT QUANTITIES

QUANTITY	UNIT	ITEM
1089	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
1	EACH	MASTER CONTROLLER (SPECIAL)
3323	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F
3245	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
1	EACH	DRILL EXISTING HANDHOLE
1386	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REBUILD EXISTING HANDHOLE
1	EACH	OPTIMIZE TRAFFIC SIGNAL SYSTEM

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

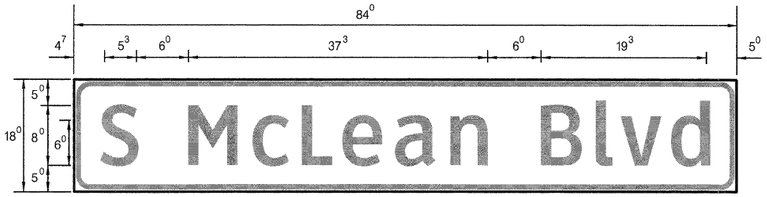
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT SCHEMATIC
McLEAN BOULEVARD
FROM SPARTAN DR. TO LILLIAN ST.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	440
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

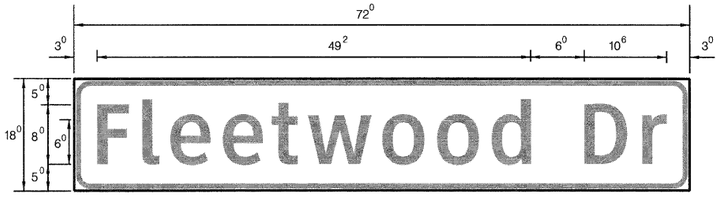


- Sq. M. each

10.5 Sq. Ft. each

6 Required

Design Series D

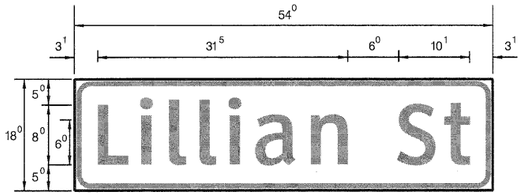


- Sq. M. each

9.0 Sq. Ft. each

2 Required

Design Series D



- Sq. M. each

6.75 Sq. Ft. each

2 Required

Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
4. ALL BORDERS SHALL BE ¾" WIDE AND CORNER RADIUS SHALL BE 2-1/4 ".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

* J.O. HERBERT CO.
MIDLOTHIAN, VA.

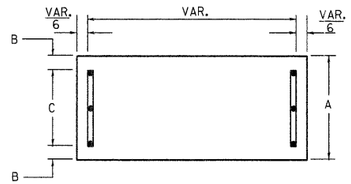
* WESTERN REMAC INC.
WOODRIDGE, IL.

PARTS LISTING:

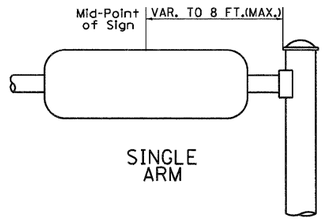
SIGN CHANNEL	PART #HPNO53 (MED. CHANNEL)
SIGN SCREWS	¼" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPNO34 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

SUPPORTING CHANNELS

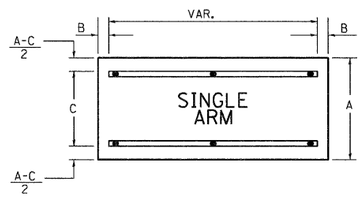


A	B	C
18"	2"	14"

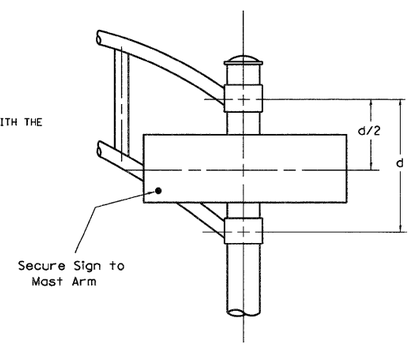


SINGLE ARM

SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"



DUAL ARM

SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM
Shall be used. See Note #5.

Upper Case To Lower Case
Spacing Chart 8-6 Inch Series "C & D"

EXAMPLE, 2 ③ DENOTES 3/8"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1²	1⁴	1⁴	1⁵	1²	1⁴	0⁶	1⁰	1¹	1⁴	0⁶	1⁰	1¹	1²	1²	1⁴
B	1⁴	1⁵	2⁰	2¹	1⁴	1⁵	1¹	1²	1⁴	1⁵	1²	1⁴	1²	1⁴	1⁶	1⁷
C E G	1⁴	1⁵	2⁰	2¹	1²	1⁴	0⁶	1⁰	1²	1⁴	1²	1⁴	1⁴	1⁵	1⁴	1⁵
D O Q R	1⁴	1⁵	2⁰	2¹	1⁴	1⁵	0⁶	1⁰	1²	1⁴	1²	1⁴	1⁴	1⁵	1⁴	1⁵
F	0⁵	0⁶	1⁴	1⁵	0⁶	1⁰	0⁵	0⁶	0⁶	1⁰	0⁶	1⁰	0⁶	1⁰	1¹	1²
H I M N	2⁰	2¹	2²	2⁴	2⁰	2¹	1⁴	1⁵	1⁶	1⁷	1⁶	1⁷	2⁰	2¹	2⁰	2¹
J U	2⁰	2¹	2⁰	2¹	1⁶	1⁷	1⁴	1⁵	1⁶	1⁷	1⁶	1⁷	1⁶	1⁷	2⁰	2¹
K L	1¹	1²	1⁶	1⁷	1¹	1²	0⁵	0⁶	1¹	1²	1¹	1²	1¹	1²	1²	1⁴
P	1²	1⁴	1⁴	1⁵	1²	1⁴	0⁵	0⁶	1¹	1²	1¹	1²	1²	1⁴	1²	1⁴
S	1²	1⁴	1⁶	1⁷	1²	1⁴	0⁶	1⁰	1²	1⁴	1²	1⁴	1²	1⁴	1²	1⁴
T	1¹	1²	1⁶	1⁷	0⁶	1⁰	0⁶	1⁰	1¹	1²	1¹	1²	1¹	1²	1²	1⁴
V	0⁶	1⁰	1⁴	1⁵	1¹	1²	0⁶	1⁰	1²	1⁴	1²	1⁴	1²	1⁴	1²	1⁴
Y	0⁵	0⁶	1⁴	1⁵	0⁶	1⁰	0⁵	0⁶	0⁵	0⁷	0⁵	0⁶	0⁶	1⁰	1¹	1²
Z	1⁶	1⁷	2²	2⁴	1⁶	1⁷	1²	1⁴	1⁶	1⁷	1⁶	1⁷	1⁶	1⁷	2⁰	2¹

Lower Case To Lower Case
Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g i j l m n q u	1⁶	1⁷	2²	2⁴	1⁶	1⁷	1²	1⁴	1⁴	1⁵	1⁴	1⁵	1⁶	1⁷	1⁶	1⁷
b f k o p s	1²	1⁴	1⁶	1⁷	1¹	1²	0⁵	0⁶	1¹	1²	1¹	1²	1²	1⁴	1²	1⁴
c e	1²	1⁴	1⁶	1⁷	1²	1⁴	0⁶	1⁰	1²	1⁴	1²	1⁴	1²	1⁴	1²	1⁴
r	0⁶	1⁰	1²	1⁴	0⁶	1⁰	0³	0³	0⁵	0⁶	0⁵	0⁶	0⁶	1⁰	0⁶	1⁰
t z	1²	1⁴	1⁶	1⁷	1²	1⁴	0⁶	1⁰	1¹	1²	1¹	1²	1²	1⁴	1²	1⁴
v y	1¹	1²	1⁴	1⁵	1¹	1²	0⁵	0⁶	0⁶	1⁰	0⁶	1⁰	1¹	1²	1¹	1²
w	1¹	1²	1⁴	1⁵	1¹	1²	0⁵	0⁶	1¹	1²	1¹	1²	1¹	1²	1²	1⁴
x	1²	1⁴	1⁶	1⁷	1¹	1²	0⁵	0⁶	1¹	1²	1¹	1²	1¹	1²	1²	1⁴

Number To Number
Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1⁶	1⁷	1⁶	1⁷	1⁴	1⁵	1²	1⁴	1⁴	1⁵	1⁴	1⁵	1⁶	1⁷	1²	1⁴	1⁶	1⁷	1⁶	1⁷
1	2⁰	2¹	2⁰	2¹	2⁰	2¹	1⁶	1⁷	1⁴	1⁵	2⁰	2¹	2⁰	2¹	1⁴	1⁵	2⁰	2¹	2⁰	2¹
2 3 4	1⁴	1⁵	1⁴	1⁵	1⁴	1⁵	1²	1⁴	1²	1⁴	1⁴	1⁵	1⁴	1⁵	1¹	1²	1⁶	1⁷	1⁴	1⁵
5	1⁴	1⁵	1⁴	1⁵	1⁴	1⁵	1¹	1²	1¹	1²	1⁴	1⁵	1⁴	1⁵	1¹	1²	1⁴	1⁵	1⁴	1⁵
6	1⁶	1⁷	1⁴	1⁵	1⁴	1⁵	1²	1⁵	1²	1⁴	1⁴	1⁵	1⁴	1⁵	1¹	1²	1⁴	1⁵	1⁴	1⁵
7	1²	1⁴	1²	1⁴	1⁴	1⁵	1²	1⁵	0⁵	0⁶	1²	1⁴	1⁴	1⁵	1¹	1²	1⁴	1⁵	1²	1⁴
8	1⁶	1⁷	1⁶	1⁷	1⁴	1⁵	1²	1⁵	1²	1⁴	1⁴	1⁵	1⁶	1⁷	1²	1⁴	1⁶	1⁷	1⁴	1⁵

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS SERIES C	D	8 INCH UPPER CASE LETTERS SERIES C	D	LETTERS	6 INCH LOWER CASE LETTERS SERIES C	D
A	3⁶	5⁰	5⁰	6⁵	a	3⁵	4²
B	3²	4⁰	4³	5³	b	3⁵	4²
C	3²	4⁰	4³	5³	c	3⁵	4¹
D	3²	4⁰	4³	5³	d	3⁵	4²
E	3⁰	3⁵	4⁰	4⁷	e	3⁵	4²
F	3⁰	3⁵	4⁰	4⁷	f	2³	2⁶
G	3²	4⁰	4³	5³	g	3⁵	4²
H	3²	4⁰	4³	5³	h	3⁵	4²
I	0⁷	0⁷	1¹	1²	i	1¹	1¹
J	3⁰	3⁶	4⁰	5⁰	j	2⁰	2²
K	3²	4¹	4³	5⁴	k	3⁵	4²
L	3⁰	3⁵	4⁰	4⁷	l	1¹	1¹
M	3⁷	4⁵	5¹	6¹	m	6⁰	7⁰
N	3²	4⁰	4³	5³	n	3⁵	4²
O	3⁴	4²	4⁵	5⁵	o	3⁶	4³
P	3²	4⁰	4³	5³	p	3⁵	4²
Q	3⁴	4²	4⁵	5⁵	q	3⁵	4²
R	3²	4⁰	4³	5³	r	2⁶	3²
S	3²	4⁰	4³	5³	s	3⁶	4²
T	3⁰	3⁵	4⁰	4⁷	t	2⁷	3²
U	3²	4⁰	4³	5³	u	3⁵	4²
V	3⁵	4⁴	4⁷	6⁰	v	4²	4⁷
W	4⁴	5²	6⁰	7⁰	w	5⁵	6⁴
X	3⁴	4⁰	4⁵	5³	x	4⁴	5¹
Y	3⁶	5⁰	5⁰	6⁶	y	4⁶	5³
Z	3²	4⁰	4³	5³	z	3⁶	4³

NUMBER	6 INCH SERIES C	D	8 INCH SERIES C	D
1	1²	1⁴	1⁵	2⁰
2	3²	4⁰	4³	5³
3	3²	4⁰	4³	5³
4	3⁵	4³	4⁷	5⁷
5	3²	4⁰	4³	5³
6	3²	4⁰	4³	5³
7	3²	4⁰	4³	5³
8	3²	4⁰	4³	5³
9	3²	4⁰	4³	5³
0	3⁴	4²	4⁵	5⁵

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - PKG	REVISED -
		DRAWN - MAA, EA	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PKG	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/2011	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
MAST ARM MOUNTED STREET NAME SIGNS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	441
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. -	ILLINOIS	FED. AID PROJECT		

LEGEND (IDOT)

PROPOSED LIGHTING UNIT
47.5' M.H., 15' M.A., 400W, 240V HPS,
MC-III LUMINAIRE TRANSFORMER
BASE BREAKAWAY, IDOT MAINTAINED

COMBINATION LIGHTING UNIT
45' M.H., 15' M.A., 400W, 240V HPS, MC-III
LUMINAIRE IDOT MAINTAINED

EXISTING TEMPORARY LIGHTING UNIT
INSTALLED IN PREVIOUS CONTRACT,
AND SHALL REMAIN IN PLACE AND
MAINTAINED DURING CONSTRUCTION STAGES

EXISTING TEMPORARY LIGHTING UNIT
INSTALLED IN PREVIOUS CONTRACT,
TO BE RELOCATED IN THIS CONTRACT PRIOR TO
COMMENCEMENT OF CONSTRUCTIONS AND SHALL
BE MAINTAINED DURING CONSTRUCTIONS STAGES

UNDERPASS LIGHTING UNIT 150W, 240V HPS,
MC-III LUMINAIRE, IDOT MAINTAINED

JUNCTION BOX, SIZE AND TYPE AS INDICATED

UNDERGROUND CONDUITS
SIZE AS NOTED

CONDUITS ATTACHED TO STRUCTURE
PVC COATED GALVANIZED STEEL
SIZE AS NOTED

UNIT DUCT, AS SPECIFIED IN PLANS

PROPOSED AERIAL CABLE, AS SPECIFIED IN PLANS

EXISTING AERIAL CABLE, INSTALLED IN
PREVIOUS CONTRACT

EXISTING TEMPORARY LIGHTING CONTROLLER
CABINET INSTALLED IN PREVIOUS CONTRACT

PROPOSED LIGHTING CONTROLLER CABINET "KI",
DUPLEX, CONSOLE TYPE

PROPOSED ELECTRIC SERVICE TRANSFORMER
BY COMED ON EXISTING OR PROPOSED
UTILITY WOOD POLE

ELECTRIC GROUND ROD

CALL-OUT SAMPLES

DEFINITION	EXAMPLE
CKT. NO. LOCATION SET BACK- FROM EDGE OF TRAVELED PAVEMENT OR BACK OF THE CURB (AS NOTED ON THE PLANS)	KIA1 STA. 162+30 SET BACK 15FT
	KIA1 POLE NUMBER CIRCUIT NUMBER LIGHTING CONTROL CABINET
	CONDUIT SIZE TYPE, LENGTH 3" DIA. RGC, 50 FT.
CIRCUITS CONDUCTORS RACEWAY	CKT. HCGH 3-1C#2, 1/C#4 GND. 1¼" DIA. UNIT DUCT
CONTROLLER DESIGNATION LOCATION DESCRIPTION	PROPOSED LIGHTING CONTROLLER "KI" STA. TBD, TBD LT 1-PHASE, 240/480V

ABBREVIATIONS

SYMBOL	DESCRIPTION
AC	ALTERNATING CURRENT
A/C	AERIAL CABLE
AFG	ABOVE FINISHED GRADE
CB	CIRCUIT BREAKER
CKT	CIRCUIT
CM	CENTIMETER
CNC	COILABLE NONMETALLIC CONDUIT
CT	CURRENT TRANSFORMER
CP	CONTROL PANEL
DA	DAVIT ARM
DC	DIRECT CURRENT
DIA	DIAMETER
DP	DISTRIBUTION PANEL
E	EXISTING UNIT TO REMAIN
ECA	ELECTRIC CABLE ASSEMBLY
EM	EXISTING UNIT TO BE MODIFIED (e.g. NEW LUMINAIRE, BALLAST OR MAST ARM)
ER	EXISTING RELOCATED UNIT
ET	EXISTING TEMPORARY UNIT TO REMAIN
ETR	EXISTING TEMPORARY RELOCATED UNIT
FT	FEET OR FOOT
FND BW	FOUNDATION BARRIER WALL
FND BW OS	FOUNDATION BARRIER WALL OFFSET
FND CON	FOUNDATION CONCRETE
FND CON OS	FOUNDATION CONCRETE OFFSET
FND MET	FOUNDATION METAL
FND PW	FOUNDATION PARAPET WALL
FU	FUSE
GND	GROUND
HID	HIGH INTENSITY DISCHARGE
JB	JUNCTION BOX
KVA	KILOVOLT-AMPERE
KW	KILOWATTS
M	METER
MA	MAST ARM
MM	MILLIMETER
MH	MOUNTING HEIGHT
NO. *	NUMBER
P	PROPOSED
PB	PUSH BUTTON
PNL	PANEL
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT
PT	POTENTIAL TRANSFORMER
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.)
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED
RECP	RECEPTACLE
RGC	RIGID GALVANIZED CONDUIT
RGS	RIGID GALVANIZED STEEL
SEL SW	SELECTOR SWITCH
SPARE	SPARE
SPACE	SPACE
SS	STAINLESS STEEL
STA	STATION
T	TEMPORARY LIGHTING UNIT
TB	TRANSFORMER BASE
TMP	TEMPORARY
TR	TEMPORARY UNIT TO BE REMOVED. SALVAGE EQUIPMENT AS SPECIFIED
TRR	TEMPORARY UNIT TO BE REMOVED AND RELOCATED
TUR	TEMPORARY UNIT ON UTILITY POLE TO BE REMOVED
UD	UNIT DUCT
U.N.O.	UNLESS NOTED OTHERWISE
WP	WOOD POLE
XFMR	TRANSFORMER

GENERAL NOTES:

1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
3. ALL NEW CONDUITS, UNIT DUCTS, DIRECT BURIAL CABLES, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL CONDITIONS (LATEST EDITION).
5. THE SCALE SHOWN ON PLAN DRAWINGS APPLIES ONLY TO THE FULL SIZE PLANS AND NOT TO REDUCED SIZE PLANS.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
8. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS OR AS DIRECTED BY THE ENGINEER.
9. WHERE MULTIPLE CONDUITS ADJACENT TO EACH OTHER ARE INSTALLED IN A COMMON TRENCH, TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH CONDUIT, BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
10. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.
11. BREAKAWAY DEVICE, TRANSFORMER BASE, 9", SHALL BE INSTALLED ON ALL GROUND MOUNTED POLES WITH 15" BOLT CIRCLE ON 24" DIA. FOUNDATION AS SHOWN IN THE PLANS.
12. SET BACK DISTANCES FOR LIGHT POLES ALONG US ROUTE 20 AND RAMPS ARE MEASURED FROM THE EDGE OF THE TRAVELED WAY TO THE NEAREST EDGE OF THE PROPOSED LIGHT POLE FOUNDATION.
13. THE COST OF ALL GROUND RODS SHALL BE INCLUDED IN THE COST OF THE ITEM FOR WHICH IT IS INSTALLED.

P.K. GANDHI
34993
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

P.K. Gandhi. 12/16/2011

P.K. GANDHI, P.E.
NO. 062-034993
EXPIRES: 11/30/2013
SHEETS 442-458

FILE NAME = *FILE1*	USER NAME = _GAI_	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - MAA, SHM	REVISED -	
	PLOT SCALE = NONE	CHECKED - PKG	REVISED -	
	PLOT DATE = 12/13/2011	DATE - 12/16/2011	REVISED -	

U.S. RTE. 20 & McLEAN BLVD.
LIGHTING LEGEND & GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	442
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

	BILL OF MATERIALS		
	DESIGNATION	UNIT	TOTAL QUANTITY
	ELECTRIC SERVICE INSTALLATION	EACH	1
	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	2335
	CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA., PVC COATED GALVANIZED STEEL	FOOT	445
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6" X 6" X 4"	EACH	4
	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 16" X 14" X 6"	EACH	3
	UNIT DUCT, 600V, 3-1C NO.2, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	18491
	UNIT DUCT, 600V, 4-1C NO.4, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/2" DIA. POLYETHYLENE	FOOT	970
	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	450
	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 4	FOOT	3229
	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C 350MCM	FOOT	360
	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 2	FOOT	3229
	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 10	FOOT	450
	AERIAL CABLE, 4-1/C NO. 4 WITH MESSENGER WIRE	FOOT	450
	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	94
	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR, STAINLESS STEEL HOUSING	EACH	4
	LIGHTING CONTROLLER, BASE MOUNTED 480 VOLT, 200 AMP, (DUAL)	EACH	1
	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	93
	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	830
	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	93
	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	95
	REMOVAL OF POLE FOUNDATION	EACH	6
	RELOCATE EXISTING LIGHTING UNIT	EACH	6
	RELOCATE EXISTING WOOD POLES	EACH	8
*	LIGHT POLE FOUNDATION, SPECIAL	EACH	6
*	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	50
*	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	21
*	JUNCTION BOX, EMBEDDED IN STRUCTURE, 12" X 8" X 6"	EACH	4
*	MAST ARM, 20 FT., FOR WOOD POLE (MATERIAL ONLY)	EACH	4
*	TEMPORARY WOOD POLE, 60 FT., CLASS 4, 20 FT MAST ARM, AND LUMINAIRE (INSTALL ONLY)	EACH	4

* DESIGNATES SPECIAL PROVISIONS

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

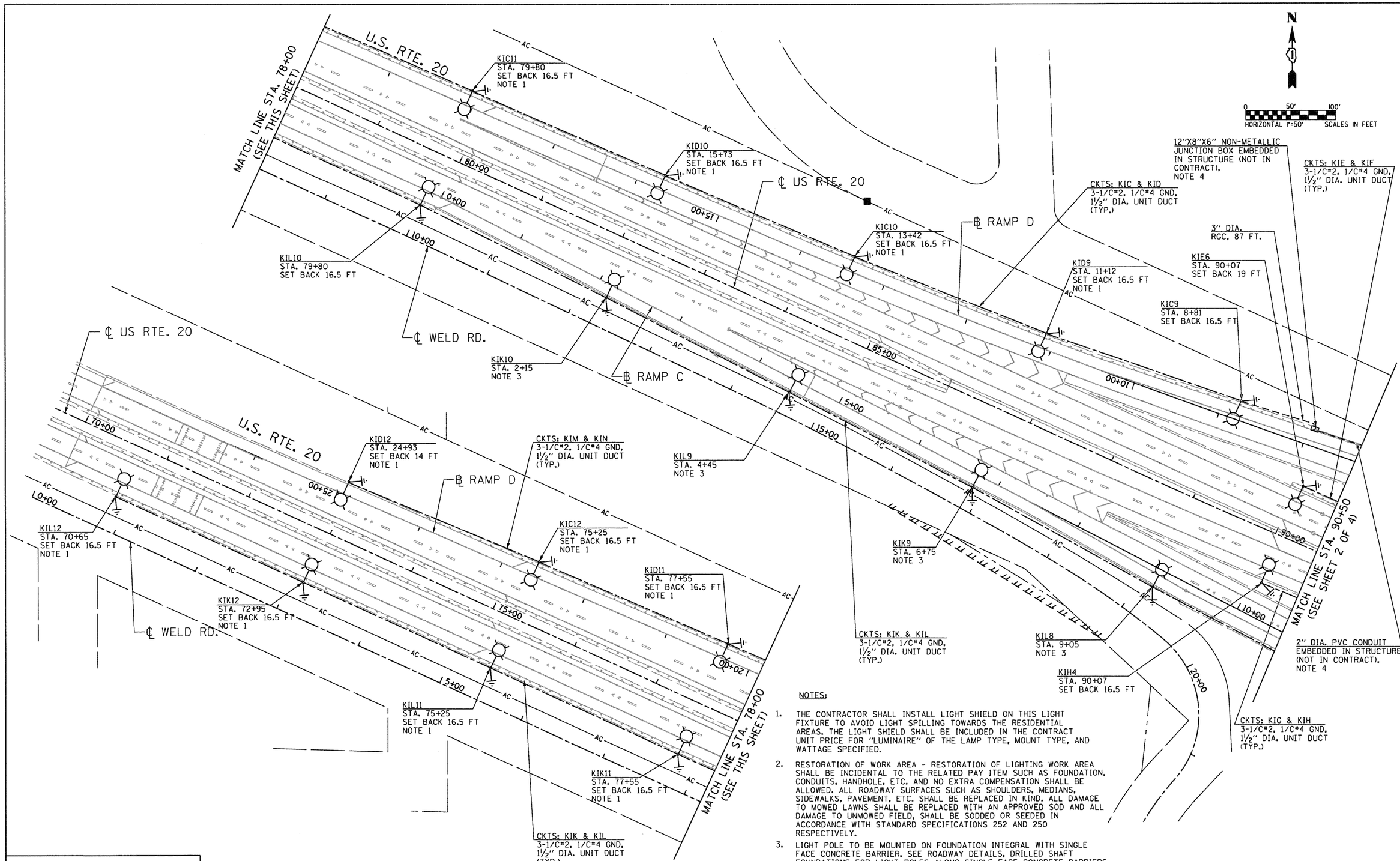
FILE NAME = *FILEL*	USER NAME = *USER*	DESIGNED - PKG	REVISED -
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = *DATE*	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

U.S. RTE. 20 & McLEAN BLVD.
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	443
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. THE CONTRACTOR SHALL INSTALL LIGHT SHIELD ON THIS LIGHT FIXTURE TO AVOID LIGHT SPILLING TOWARDS THE RESIDENTIAL AREAS. THE LIGHT SHIELD SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "LUMINAIRE" OF THE LAMP TYPE, MOUNT TYPE, AND WATTAGE SPECIFIED.
2. RESTORATION OF WORK AREA - RESTORATION OF LIGHTING WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUITS, HANDHOLE, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD AND ALL DAMAGE TO UNMOWED FIELD, SHALL BE SODDED OR SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.
3. LIGHT POLE TO BE MOUNTED ON FOUNDATION INTEGRAL WITH SINGLE FACE CONCRETE BARRIER. SEE ROADWAY DETAILS, DRILLED SHAFT FOUNDATIONS FOR LIGHT POLES ALONG SINGLE FACE CONCRETE BARRIERS.
4. SEE RAMP D RETAINING WALL (SN 045-W010) PLANS IN PREVIOUS CONTRACT 60K90.

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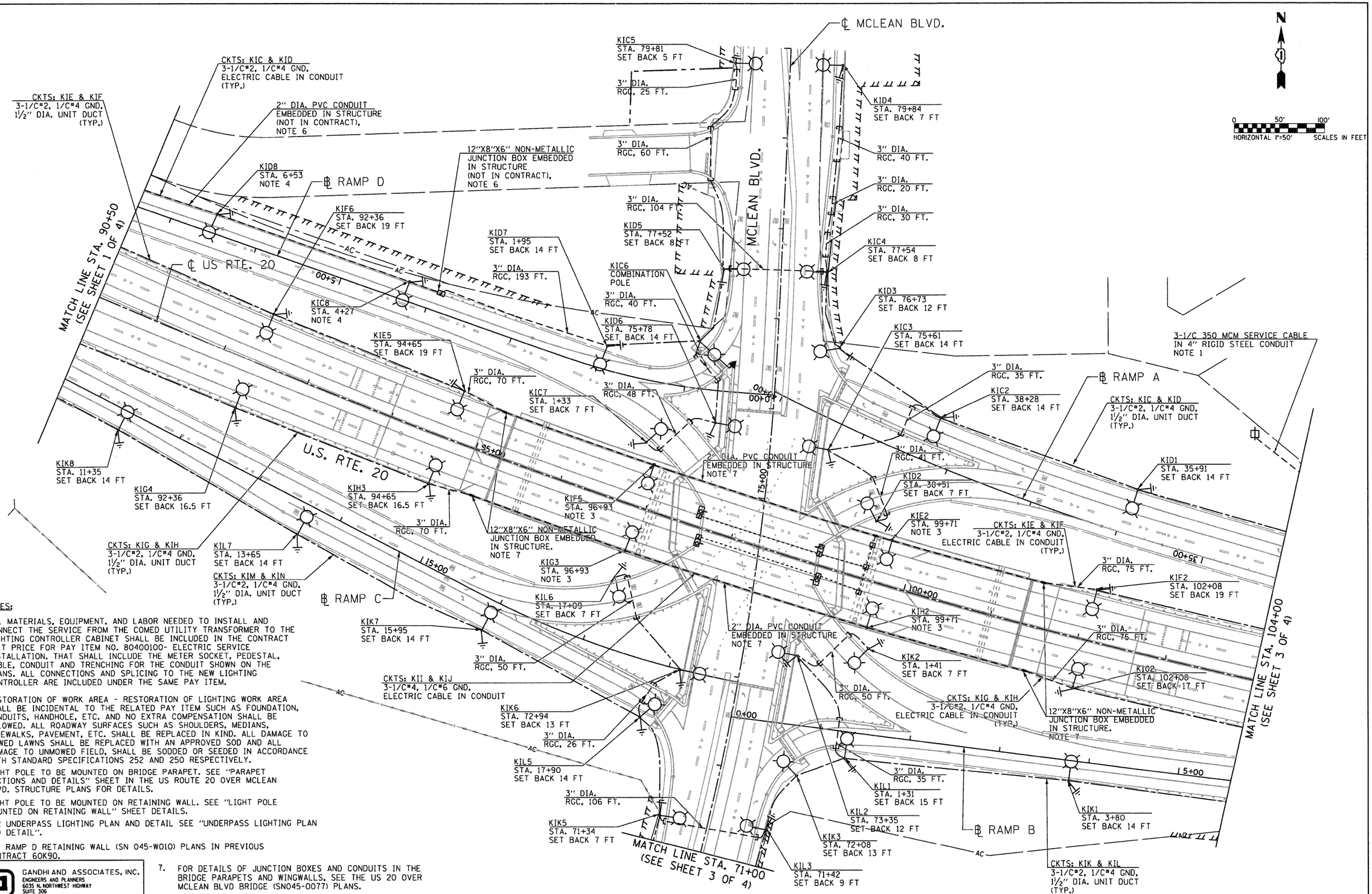
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
(SHEET 1 OF 4)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	444
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. ALL MATERIALS, EQUIPMENT, AND LABOR NEEDED TO INSTALL AND CONNECT THE SERVICE FROM THE COMED UTILITY TRANSFORMER TO THE LIGHTING CONTROLLER CABINET SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAY ITEM NO. 80400100- ELECTRIC SERVICE INSTALLATION. THAT SHALL INCLUDE THE METER SOCKET, PEDESTAL, CABLE, CONDUIT AND TRENCHING FOR THE CONDUIT SHOWN ON THE PLANS. ALL CONNECTIONS AND SPLICING TO THE NEW LIGHTING CONTROLLER ARE INCLUDED UNDER THE SAME PAY ITEM.
2. RESTORATION OF WORK AREA - RESTORATION OF LIGHTING WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUITS, HANDHOLE, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD AND ALL DAMAGE TO UNMOWED FIELD, SHALL BE SODDED OR SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.
3. LIGHT POLE TO BE MOUNTED ON BRIDGE PARAPET. SEE "PARAPET SECTIONS AND DETAILS" SHEET IN THE US ROUTE 20 OVER MCLEAN BLVD. STRUCTURE PLANS FOR DETAILS.
4. LIGHT POLE TO BE MOUNTED ON RETAINING WALL. SEE "LIGHT POLE MOUNTED ON RETAINING WALL" SHEET DETAILS.
5. FOR UNDERPASS LIGHTING PLAN AND DETAIL SEE "UNDERPASS LIGHTING PLAN AND DETAIL".
6. SEE RAMP D RETAINING WALL (SN 045-W010) PLANS IN PREVIOUS CONTRACT 60K90.
7. FOR DETAILS OF JUNCTION BOXES AND CONDUITS IN THE BRIDGE PARAPETS AND WINGWALLS, SEE THE US 20 OVER MCLEAN BLVD BRIDGE (SN045-0077) PLANS.

GANDHI AND ASSOCIATES, INC.
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	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
(SHEET 2 OF 4)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	445
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PROPOSED LIGHTING CONTROLLER
"KI" STA. 34+00, 116' RT IDOT
MAINTAINED, 240/480V, 1Ø

CKTS: KIC & KID
3-1/C#2, 1/C#4 GND,
1½" DIA. UNIT DUCT
(TYP.)

CKTS: KIE & KIF
3-1/C#2, 1/C#4 GND,
1½" DIA. UNIT DUCT
(TYP.)

KIB1
STA. 31+21
SET BACK 16.5 FT
NOTE 1

KIE1
STA. 104+32
SET BACK 19 FT

KIC1
STA. 33+55
SET BACK 16.5 FT

MATCH LINE STA. 104+00
(SEE SHEET 2 OF 4)

℄ RAMP A

CKTS: KIA & KIB
3-1/C#2, 1/C#4 GND,
1½" DIA. UNIT DUCT
(TYP.)

KIA1
STA. 28+77
SET BACK 16.5 FT
NOTE 1

KIB2
STA. 26+37
SET BACK 16.5 FT
NOTE 1

U.S. RTE. 20

KIA2
STA. 114+18
SET BACK 19 FT
NOTE 1

KIB3
STA. 116+48
SET BACK 19 FT
NOTE 1

MATCH LINE STA. 118+00
(SEE SHEET 4 OF 4)

(4)3" DIA.
RGC, 60 FT.

(3)3" DIA.
RGC, 105 FT.

(2)3" DIA.
RGC, 50 FT.

KIF1
STA. 106+62
SET BACK 19 FT

L 30+00
L 05+00
L 10+00
L 25+00
L 15+00
L 20+00

KIH1
STA. 104+32
SET BACK 16.5 FT
NOTE 1

KII1
STA. 8+72
NOTES 1&4

KIJ1
STA. 6+27
NOTES 1&4

KIJ2
STA. 11+12
NOTES 1&4

KII2
STA. 13+59
NOTES 1&4

KIJ3
STA. 114+16
SET BACK 16.5 FT
NOTE 1

KII3
STA. 116+46
SET BACK 16.5 FT
NOTE 1

KIG1
STA. 106+62
SET BACK 16.5 FT

2" DIA. PVC CONDUIT
EMBEDDED IN STRUCTURE
(NOT IN CONTRACT),
NOTE 5 (TYP.)

℄ RAMP B

12"X8"X6" NON-METALLIC
JUNCTION BOX EMBEDDED
IN STRUCTURE
(NOT IN CONTRACT),
NOTE 5

3" DIA.
RGC, 168 FT.

℄ US RTE. 20

CKTS: KII & KIJ
3-1/C#2, 1/C#4 GND,
1½" DIA. UNIT DUCT
(TYP.)

12"X8"X6" NON-METALLIC
JUNCTION BOX EMBEDDED
IN STRUCTURE
(NOT IN CONTRACT),
NOTE 5

CKTS: KIG & KIH
3-1/C#2, 1/C#4 GND,
1½" DIA. UNIT DUCT
(TYP.)

CKTS: KII & KIJ
3-1/C#2, 1/C#4 GND,
ELECTRIC CABLE IN CONDUIT
(TYP.)

N

0 50' 100'
HORIZONTAL 1"=50' SCALES IN FEET

MATCH LINE STA. 71+00
(SEE SHEET 2 OF 4)

MCLEAN BLVD.

L 10+00

KIL5
STA. 69+05
SET BACK 7 FT

℄ MCLEAN BLVD.

KIK5
STA. 69+05
SET BACK 6 FT

NOTES:

1. THE CONTRACTOR SHALL INSTALL LIGHT SHIELD ON THIS LIGHT FIXTURE TO AVOID LIGHT SPILLING TOWARDS THE RESIDENTIAL AREAS. THE LIGHT SHIELD SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "LUMINAIRE" OF THE LAMP TYPE, MOUNT TYPE, AND WATTAGE SPECIFIED.
2. ALL MATERIALS, EQUIPMENT, AND LABOR NEEDED TO INSTALL AND CONNECT THE SERVICE FROM THE COMED UTILITY TRANSFORMER TO THE LIGHTING CONTROLLER CABINET SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAY ITEM NO. 80400100- ELECTRIC SERVICE INSTALLATION. THAT SHALL INCLUDE THE METER SOCKET, PEDESTAL, CABLE, CONDUIT AND TRENCHING FOR THE CONDUIT SHOWN ON THE PLANS. ALL CONNECTIONS. SPLICING, AND WIRING TO THE NEW LIGHTING CONTROLLER IS INCLUDED UNDER THE SAME PAY ITEM.
3. RESTORATION OF WORK AREA - RESTORATION OF LIGHTING WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUITS, HANDHOLE, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD AND ALL DAMAGE TO UNMOWED FIELD, SHALL BE SODDED OR SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.
4. LIGHT POLE TO BE MOUNTED ON RETAINING WALL. SEE "LIGHT POLE MOUNTED ON RETAINING WALL" SHEET DETAILS.
5. SEE RAMP B RETAINING WALL (SN 045-W011) PLANS IN PREVIOUS CONTRACT 60K90.

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		DRAWN - MAA, SHM	REVISED -
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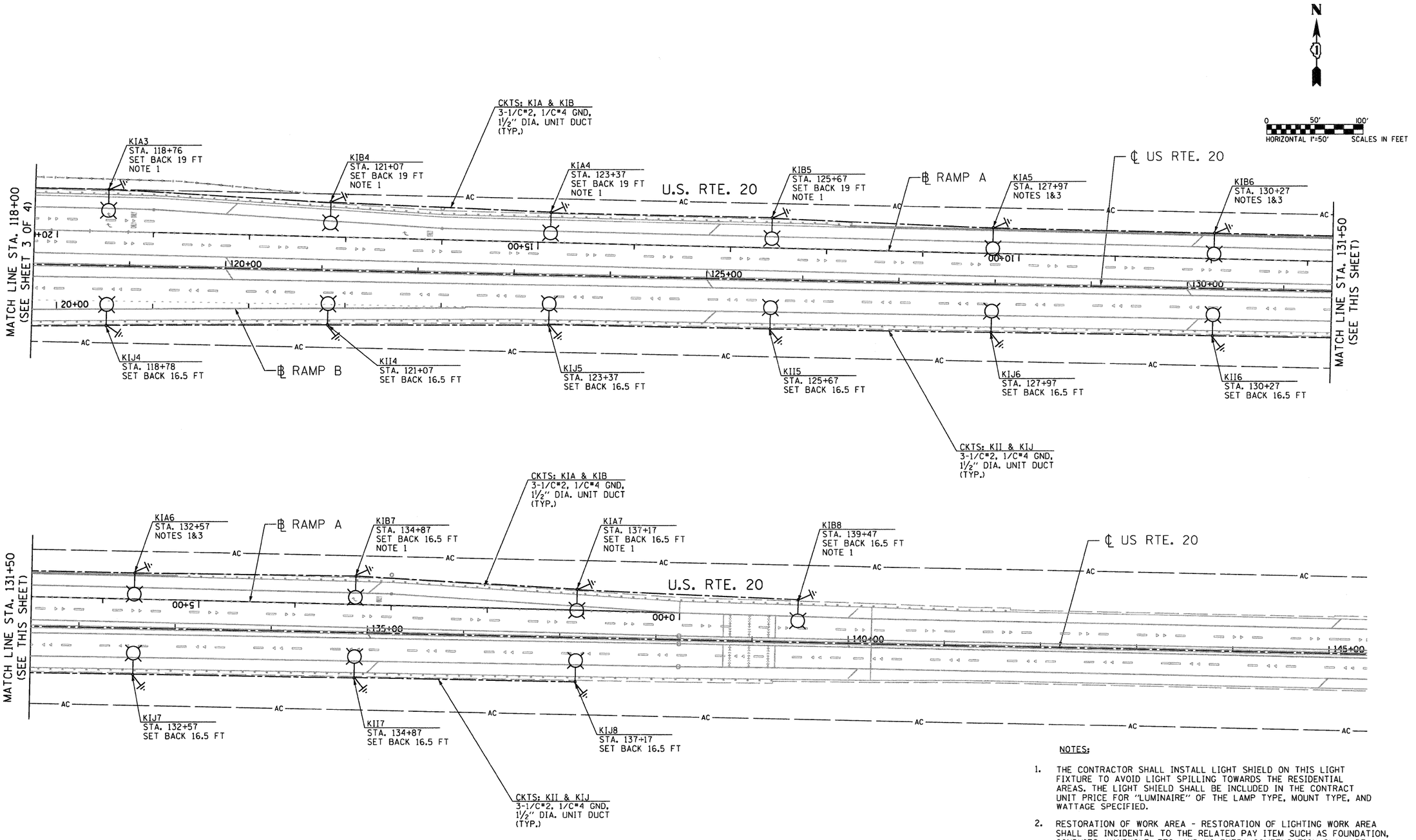
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
(SHEET 3 OF 4)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	446
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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3. LIGHT POLE TO BE MOUNTED ON FOUNDATION INTEGRAL WITH SINGLE FACE CONCRETE BARRIER. SEE ROADWAY PLANS FOR DETAILS

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
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CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

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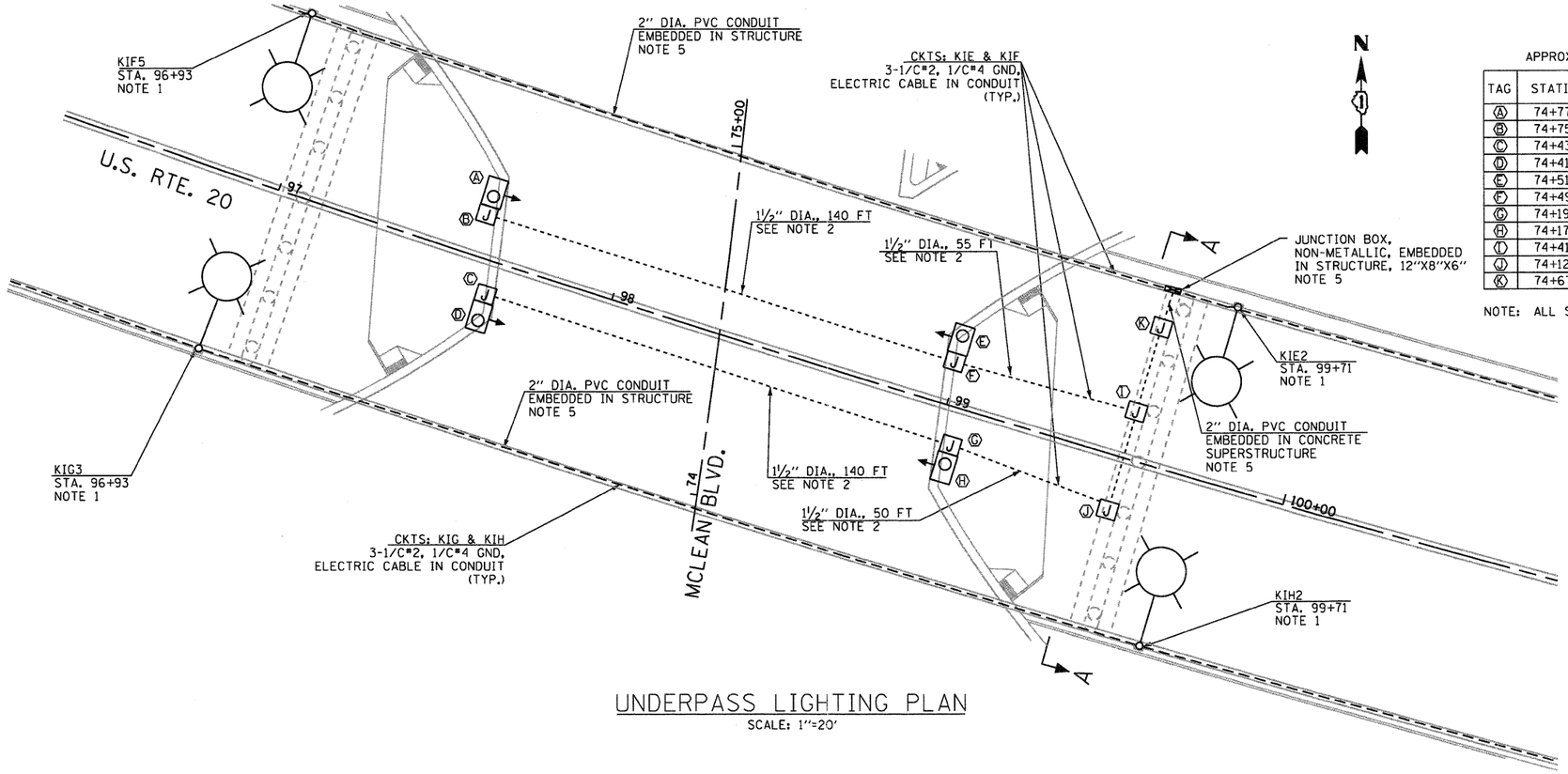
	PLOT SCALE = 1'=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
(SHEET 4 OF 4)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	447
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

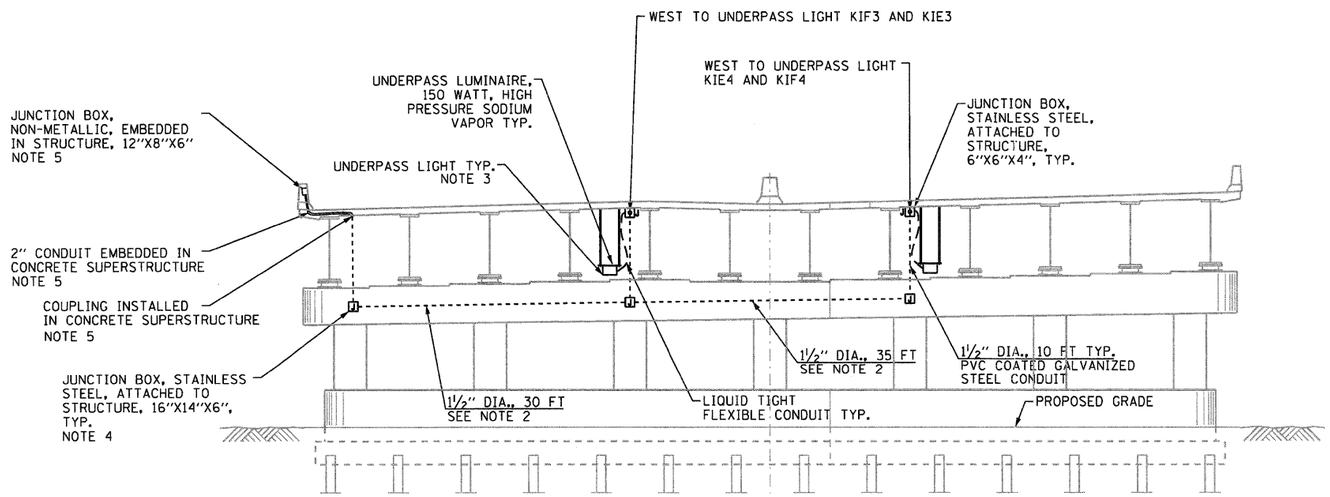


TAG	STATION	OFFSET	CKT. NO.	DESCRIPTION
Ⓐ	74+77.0	68.6' LT	KIE3	UNDERPASS LUMINAIRE
Ⓑ	74+75.0	69.0' LT	-	JUNCTION BOX - 6"X6"X4"
Ⓒ	74+43.2	68.2' LT	-	JUNCTION BOX - 6"X6"X4"
Ⓓ	74+41.2	68.6' LT	KIF4	UNDERPASS LUMINAIRE
Ⓔ	74+51.7	68.6' RT	KIF3	UNDERPASS LUMINAIRE
Ⓕ	74+49.8	68.2' RT	-	JUNCTION BOX - 6"X6"X4"
Ⓖ	74+19.6	68.9' RT	-	JUNCTION BOX - 6"X6"X4"
Ⓗ	74+17.7	68.6' RT	KIE4	UNDERPASS LUMINAIRE
Ⓘ	74+41.2	122.7' RT	-	JUNCTION BOX - 16"X14"X6"
Ⓙ	74+12.4	118.2' RT	-	JUNCTION BOX - 16"X14"X6"
Ⓚ	74+67.5	127.1' RT	-	JUNCTION BOX - 16"X14"X6"

NOTE: ALL STATIONS AND OFFSETS ARE FROM ℄ MCLEAN BLVD.

UNDERPASS LIGHTING PLAN

SCALE: 1"=20'



SECTION A-A

PIER 2 ELEVATION - SHOWING UNDERPASS LIGHTING FIXTURES

LOOKING EAST (NOT TO SCALE)

NOTES:

1. LIGHT POLE TO BE MOUNTED ON BRIDGE PARAPET. SEE "PARAPET SECTIONS AND DETAILS" SHEET IN THE US ROUTE 20 OVER MCLEAN BLVD. STRUCTURE PLANS FOR DETAILS.
2. 1½" DIA., PVC COATED GALVANIZED STEEL CONDUIT ATTACHED TO STRUCTURE.
3. LUMINAIRE TO BE INSTALLED FLUSH WITH BOTTOM OF BEAM.
4. MAIN JUNCTION BOX TO HAVE FUSE KIT AS SHOWN ON THE PROPOSED SINGLE LINE DIAGRAM DETAIL "B".
5. FOR DETAILS OF JUNCTION BOXES AND CONDUITS IN THE BRIDGE PARAPETS AND DECK, SEE THE US 20 OVER MCLEAN BLVD. BRIDGE (SN 045-0077) PLANS, SHEETS 490, 491, AND 493.

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$FILEL$		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1"=20'	CHECKED - PKG	REVISED -
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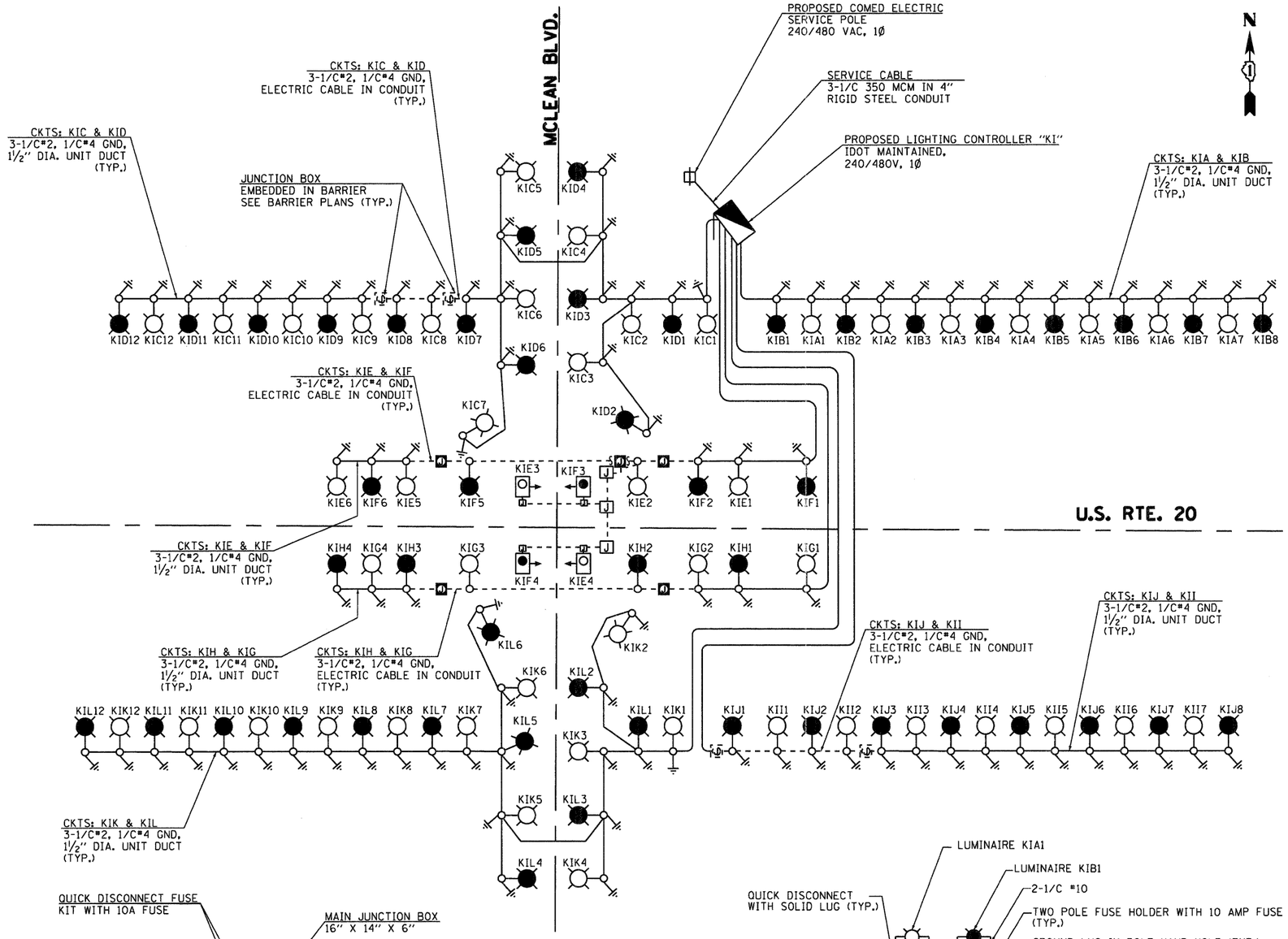
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

UNDERPASS LIGHTING PLAN AND DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	448
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



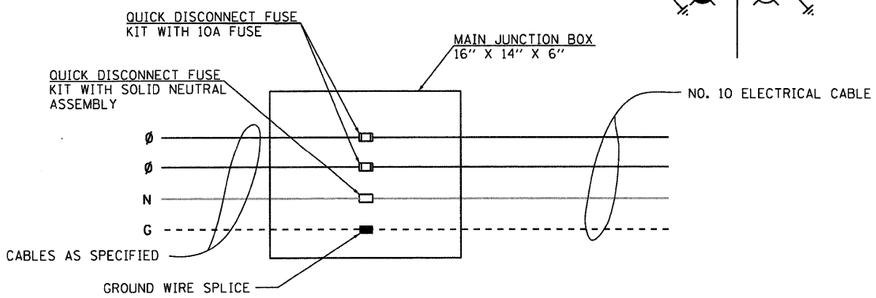
LOAD TABLE PROPOSED LIGHTING CONTROLLER "KI" (@ 240 VOLTS)					
CIRCUIT	RED PHASE		CIRCUIT	BLACK PHASE	
	AMPS	WATTS		AMPS	WATTS
A	14	3360	B	16	3840
C	24	5760	D	24	5760
E	9.6	2304	F	9.6	2304
G	8	1920	H	8	1920
I	14	3360	J	16	3840
K	24	5760	L	24	5760
TOTAL	93.6	22464	TOTAL	97.6	23424

TOTAL LOAD ON CONTROLLER (@240 V): 191.2 AMP

TOTAL LOAD ON CONTROLLER (@480 V): 95.6 AMP

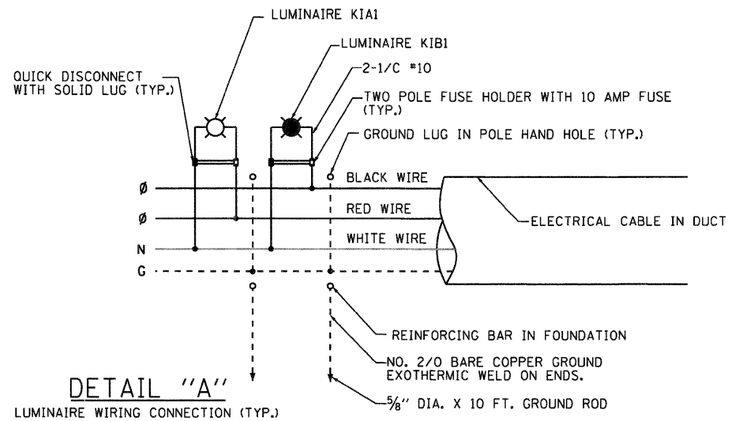
LEGEND

- PROPOSED LIGHTING UNIT 47.5' M.H., 15' M.A., 400W HPS TYPE MC-III, 240V LUMINAIRE (RED PHASE)
- PROPOSED LIGHTING UNIT 47.5' M.H., 15' M.A., 400W HPS TYPE MC-III, 240V LUMINAIRE (BLACK PHASE)
- PROPOSED UNDERPASS LIGHTING UNIT 150W HPS TYPE MC-III, 240V LUMINAIRE (RED PHASE)
- PROPOSED UNDERPASS LIGHTING UNIT 150W HPS TYPE MC-III, 240V LUMINAIRE (BLACK PHASE)
- UNIT DUCT, 3-1/C#2 AND 1/C#4 GND, 1¼" DIA.
- ELECTRIC CABLE IN CONDUIT , 3-1/C#2 AND 1/C#4 GND.
- 12"X8"X6" STAINLESS STEEL JUNCTION BOX EMBEDDED IN STRUCTURE.
- EXISTING 12"X8"X6" STAINLESS STEEL JUNCTION BOX EMBEDDED IN STRUCTURE
- JUNCTION BOX 6"X6"X4", NEMA 4X ATTACHED TO STRUCTURE
- JUNCTION BOX 16"X14"X6", NEMA 4X ATTACHED TO STRUCTURE
- PROPOSED LIGHTING CONTROLLER CABINET "KI", DUPLEX TYPE, IDOT MAINTAINED, 175A, 240/480V, 1Ø
- PROPOSED ELECTRIC SERVICE TRANSFORMER BY COMED ON EXISTING OR PROPOSED UTILITY WOOD POLE
- ELECTRIC GROUND ROD



DETAIL "B"

UNDERPASS OVERCURRENT PROTECTION



DETAIL "A"

LUMINAIRE WIRING CONNECTION (TYP.)

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6035 N. NORTHWEST HIGHWAY
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		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = NONE	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

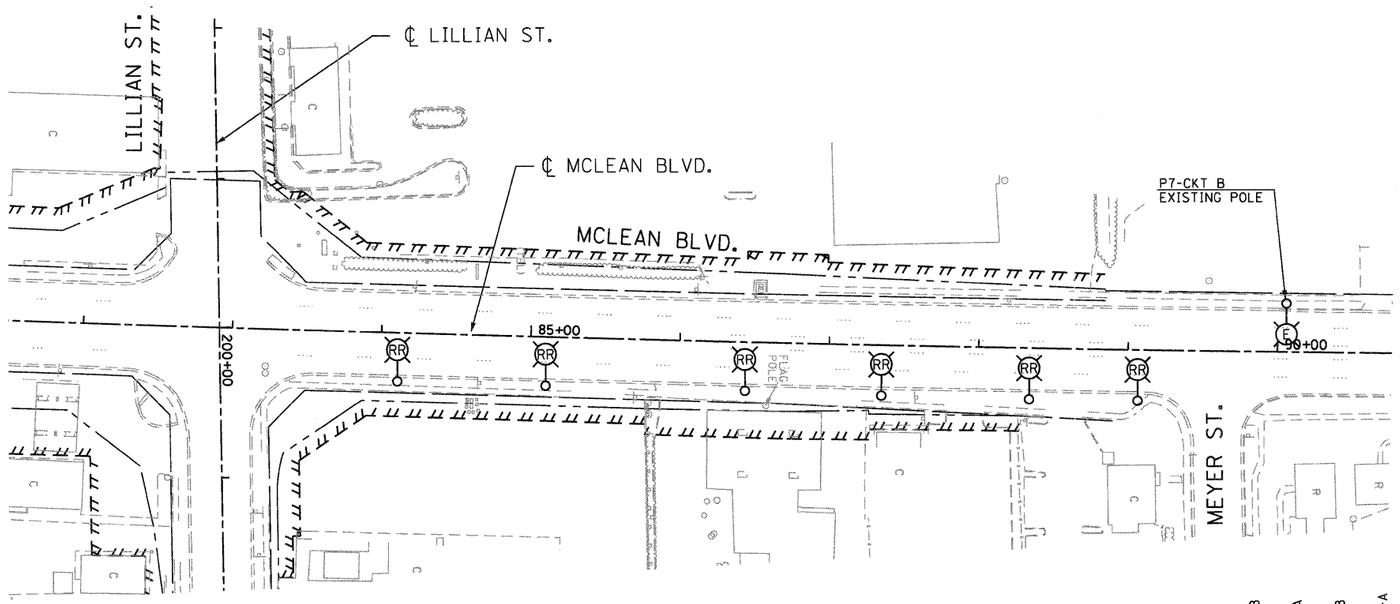
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SINGLE LINE DIAGRAM
LIGHTING CONTROLLER "KI"

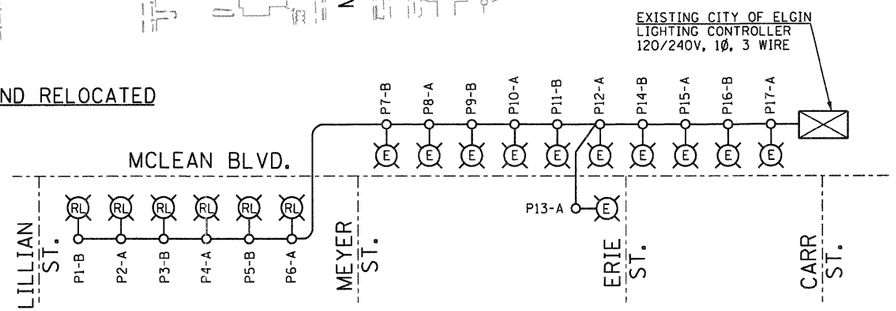
SCALE: NONE | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	449
		CONTRACT NO. 60H45		

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

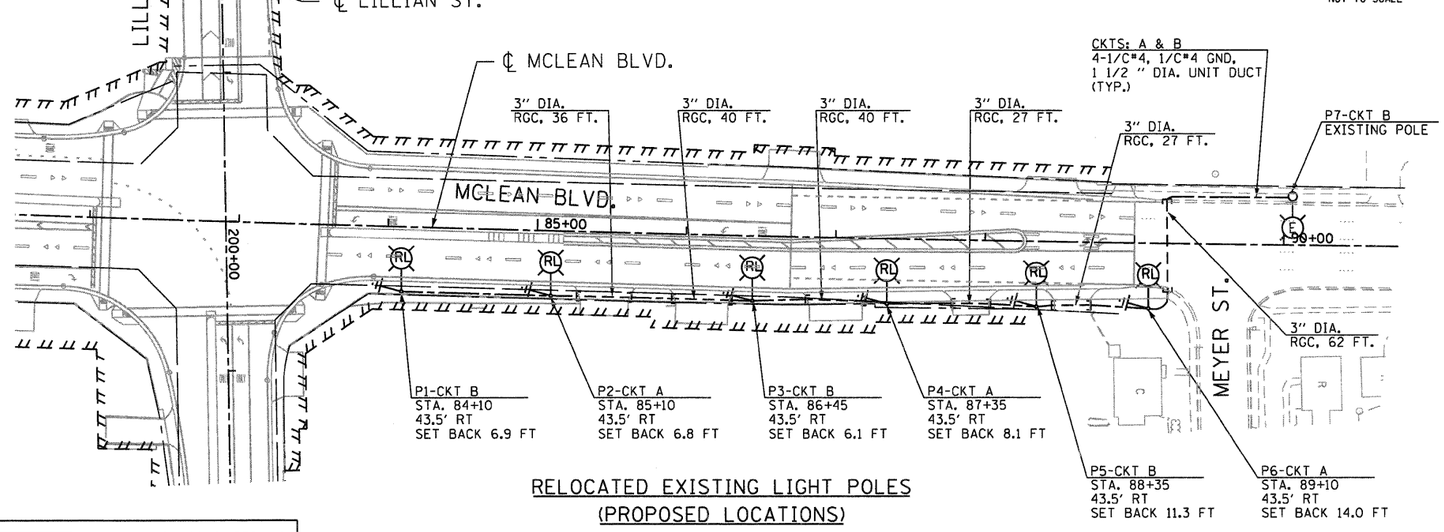


EXISTING LIGHT POLES TO BE REMOVED AND RELOCATED
(ORIGINAL LOCATIONS)

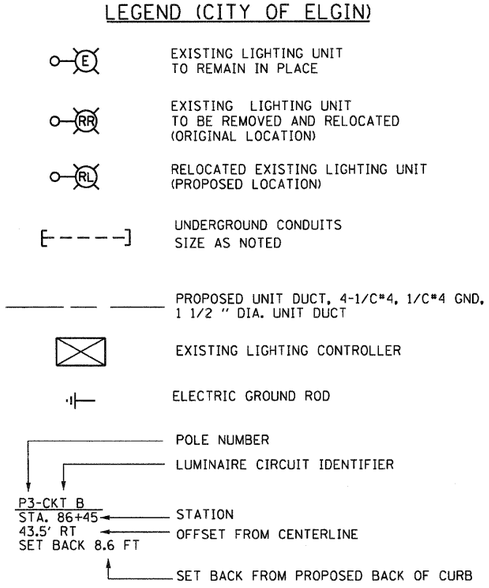


SINGLE LINE DIAGRAM
(CIRCUIT A & B ONLY) FOR MCLEAN BLVD.

NOT TO SCALE



RELOCATED EXISTING LIGHT POLES
(PROPOSED LOCATIONS)



NOTES:

1. THE EXISTING LIGHT POLE, MAST ARM, AND LUMINAIRE SHALL BE REMOVED FROM THE EXISTING FOUNDATION AND REINSTALLED ON THE NEW FOUNDATION AT THE PROPOSED LOCATION SHOWN ON THE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY AND MATCH THE EXISTING FOUNDATION BEFORE CONSTRUCTING A NEW FOUNDATION AT THE PROPOSED LOCATION.
2. ALL EXISTING LIGHTING UNITS MARKED WITH "RR" SHALL BE REMOVED AND PROPERLY STORED TO BE REINSTALLED ON THE NEW FOUNDATION MARKED WITH "RL". THE COST OF TRANSPORTING AND STORING THE LIGHTING UNIT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "RELOCATE EXISTING LIGHTING UNIT". ANY DAMAGE SUSTAINED TO THE LIGHTING UNIT DURING REMOVAL, TRANSPORT, STORAGE, OR INSTALLATION OPERATIONS SHALL BE REPAIRED OR REPLACED IN KIND.
3. RESTORATION OF WORK AREA - RESTORATION OF LIGHTING WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUITS, HANDHOLE, ETC. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD AND ALL DAMAGE TO UNMOWED FIELD, SHALL BE SODDED OR SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

CIRCUIT ID	250W LUMINAIRES		400W LUMINAIRES		TOTAL CIRCUIT LOAD (WATT)
	NO. OF LUMINAIRES	LOAD PER LUMINAIRE (WATT)	NO. OF LUMINAIRES	LOAD PER LUMINAIRE (WATT)	
A	9	288	-	456	2592
B	8	288	-	456	2304
C	6	288	2	456	2640
D	7	288	2	456	2928
TOTAL	30	-	4	-	10464

EXISTING CITY OF ELGIN LIGHTING
CONTROLLER LOAD AFTER RELOCATED POLES ARE INSTALLED

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

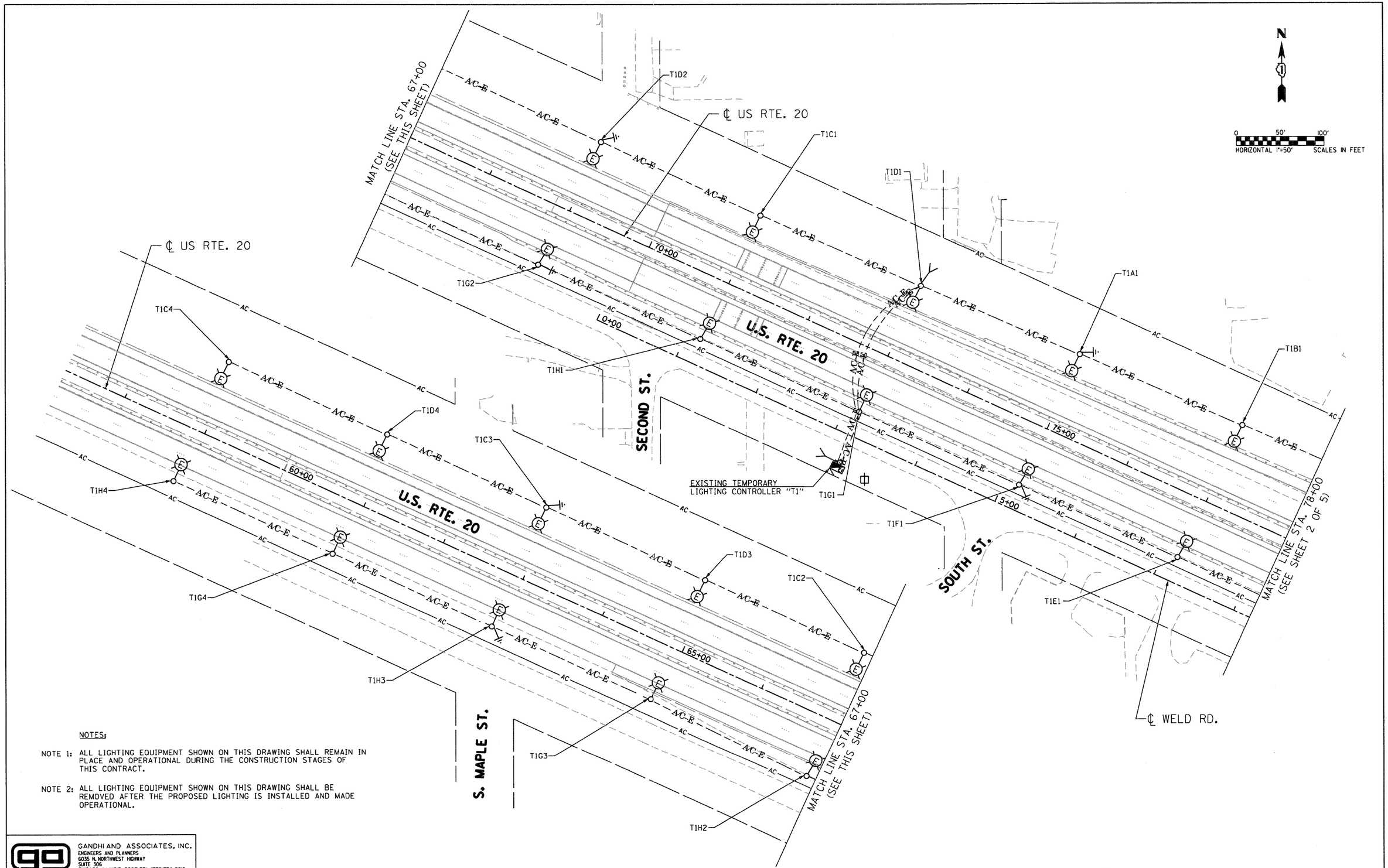
FILE NAME = *FILEL*	USER NAME = _GAL_	DESIGNED - PKG	REVISED -
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1'=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF ELGIN LIGHTING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	450
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

NOTE 1: ALL LIGHTING EQUIPMENT SHOWN ON THIS DRAWING SHALL REMAIN IN PLACE AND OPERATIONAL DURING THE CONSTRUCTION STAGES OF THIS CONTRACT.

NOTE 2: ALL LIGHTING EQUIPMENT SHOWN ON THIS DRAWING SHALL BE REMOVED AFTER THE PROPOSED LIGHTING IS INSTALLED AND MADE OPERATIONAL.

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6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

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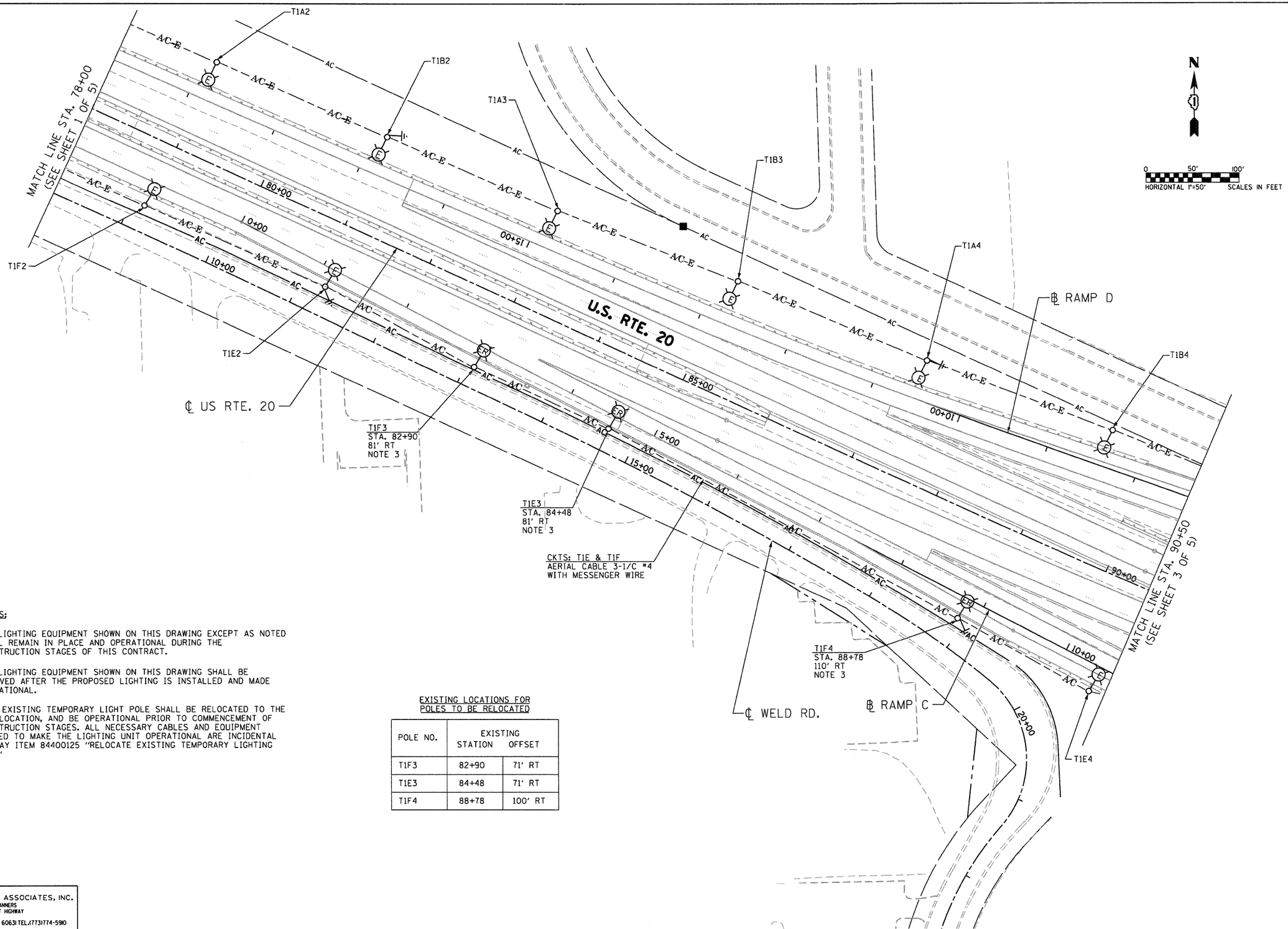
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1'=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TEMPORARY LIGHTING PLAN (SHEET 1 OF 5)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	451
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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NOTE 2: ALL LIGHTING EQUIPMENT SHOWN ON THIS DRAWING SHALL BE REMOVED AFTER THE PROPOSED LIGHTING IS INSTALLED AND MADE OPERATIONAL.

NOTE 3: THIS EXISTING TEMPORARY LIGHT POLE SHALL BE RELOCATED TO THE NEW LOCATION, AND BE OPERATIONAL PRIOR TO COMMENCEMENT OF CONSTRUCTION STAGES. ALL NECESSARY CABLES AND EQUIPMENT NEEDED TO MAKE THE LIGHTING UNIT OPERATIONAL ARE INCIDENTAL TO PAY ITEM 84400125 "RELOCATE EXISTING TEMPORARY LIGHTING UNIT"

EXISTING LOCATIONS FOR POLES TO BE RELOCATED

POLE NO.	EXISTING STATION	EXISTING OFFSET
T1F3	82+90	71' RT
T1E3	84+48	71' RT
T1F4	88+78	100' RT

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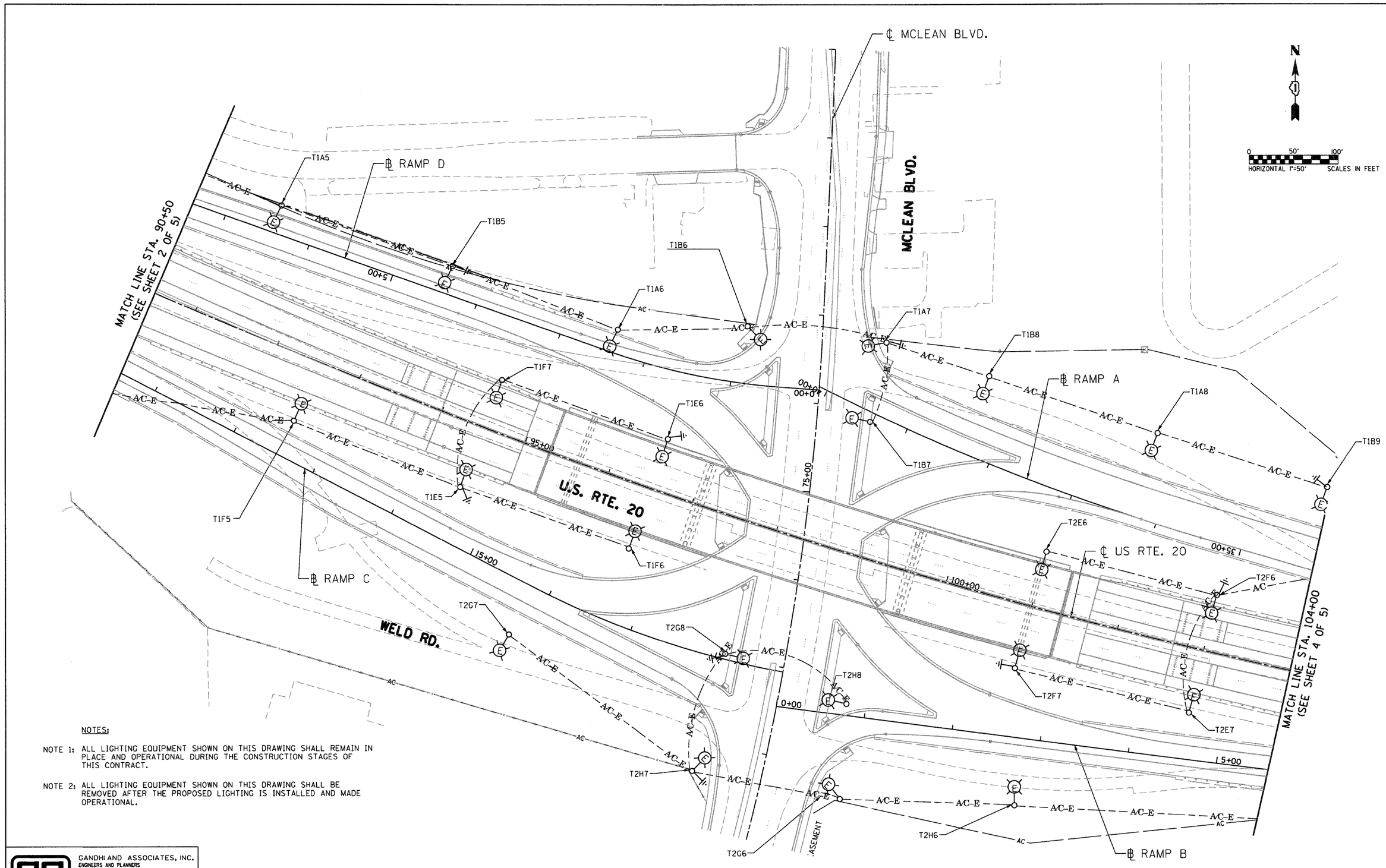
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1'=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TEMPORARY LIGHTING PLAN (SHEET 2 OF 5)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	452
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES;

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ENGINEERS AND PLANNERS
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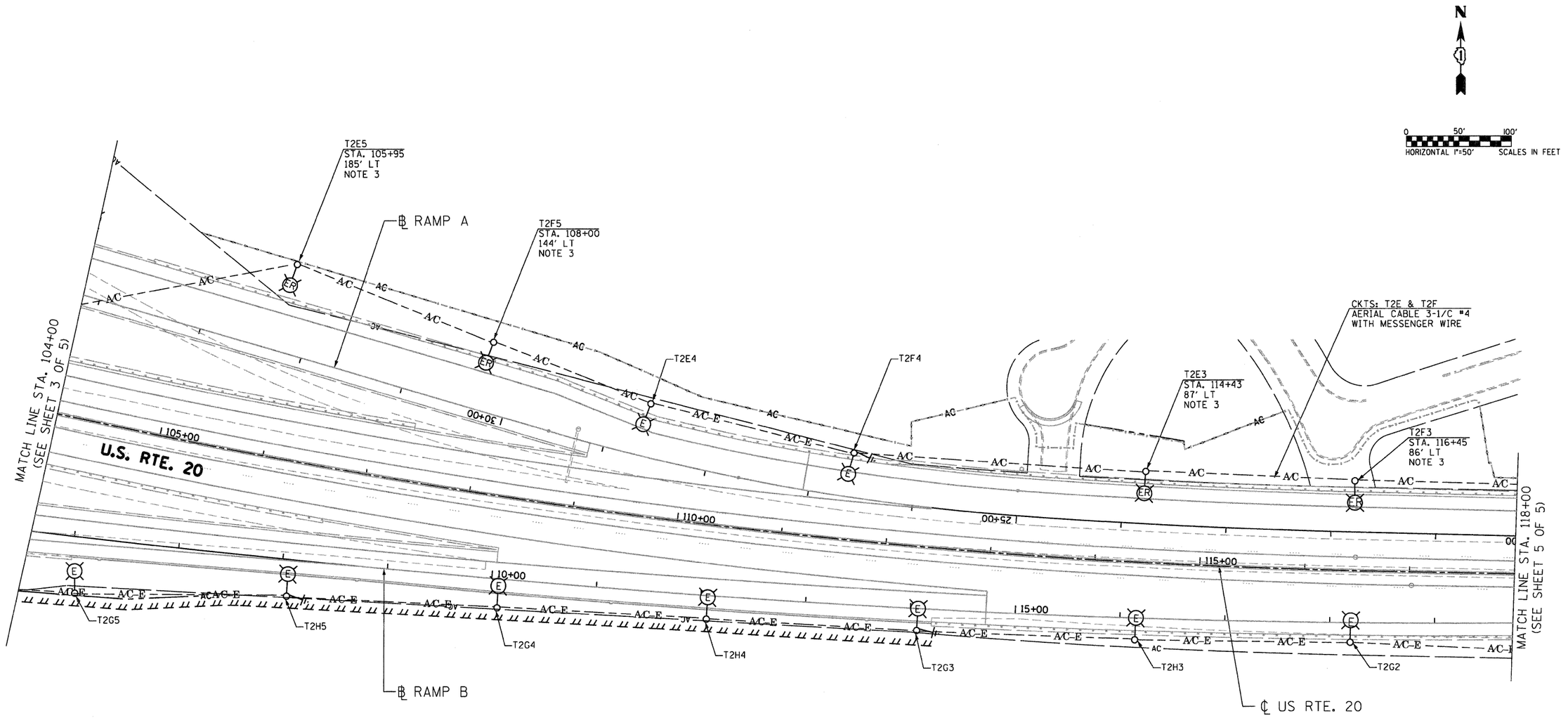
FILE NAME = $FILEL$	USER NAME = _GAI_	DESIGNED - PKG	REVISED -
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1'=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TEMPORARY LIGHTING PLAN (SHEET 3 OF 5)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	453
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING LOCATIONS FOR POLES TO BE RELOCATED

POLE NO.	EXISTING STATION	EXISTING OFFSET
T2E3	114+42	77' LT
T2F3	116+45	77' LT
T2F5	107+83	75' LT
T2E5	105+84	107' LT

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

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		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TEMPORARY LIGHTING PLAN
(SHEET 4 OF 5)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	454
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CKTS: T2E & T2F
AERIAL CABLE 3-1/C #4
WITH MESSENGER WIRE

EXISTING LOCATIONS FOR POLES TO BE RELOCATED

POLE NO.	EXISTING STATION	EXISTING OFFSET
T2E2	118+96	76' LT

T2E2
STA. 118+96
86' LT
NOTE 3

℄ RAMP A

℄ US RTE. 20

EXISTING TEMPORARY
LIGHTING CONTROLLER "T2"

N

0 50' 100'
HORIZONTAL 1"=50' SCALES IN FEET

MATCH LINE STA. 118+00
(SEE SHEET 4 OF 5)

MATCH LINE STA. 131+40
(SEE THIS SHEET)

U.S. RTE. 20

℄ RAMP B

T2B1 T2A2 T2B2 T2A3 T2B3 T2A4

MATCH LINE STA. 131+40
(SEE THIS SHEET)

MATCH LINE STA. 146+00
(SEE THIS SHEET)

U.S. RTE. 20

T2C2 T2D2 T2C3 T2D3 T2C4 T2D4

T2B4 T2A5

MATCH LINE STA. 146+00
(SEE THIS SHEET)

℄ US RTE. 20

T2C5 T2D5

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		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
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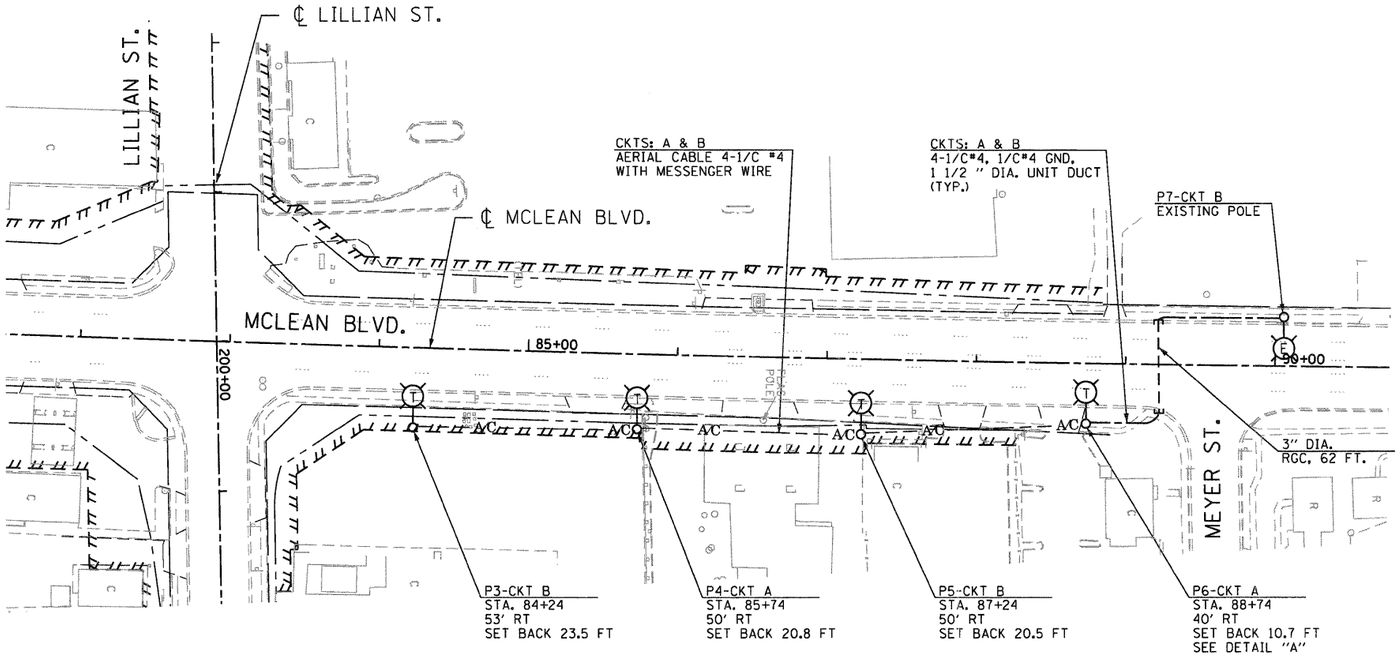
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TEMPORARY LIGHTING PLAN
(SHEET 5 OF 5)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	455
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



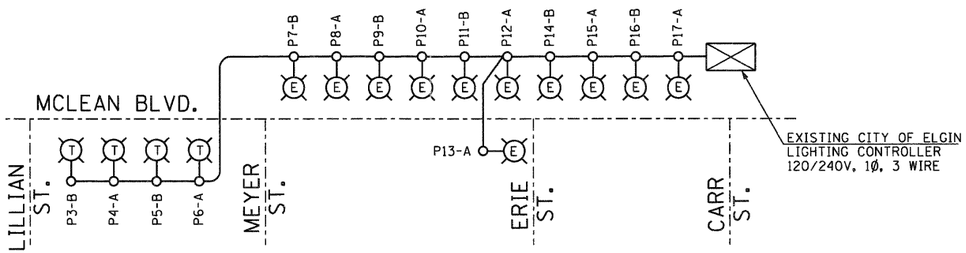
TEMPORARY LIGHTING PLAN ON MCLEAN BLVD.

SCALE: 1"=50'

LEGEND (CITY OF ELGIN)

- EXISTING LIGHTING UNIT TO REMAIN IN PLACE
- TEMPORARY WOOD POLE, 50 FT M.H., 20 FT. M.A. COBRA HEAD LUMINAIRE, 240V, 400W HPS, TYPE MC-III
- ---A/C--- AERIAL CABLE, 4-1/C #4 WITH MESSENGER WIRE
- PROPOSED UNIT DUCT, 4-1/C#4, 1/C#4 GND, 1 1/2 " DIA. UNIT DUCT
- UNDERGROUND CONDUITS SIZE AS NOTED
- EXISTING LIGHTING CONTROLLER
- ELECTRIC GROUND ROD
- POLE NUMBER
- LUMINAIRE CIRCUIT IDENTIFIER
- STATION
- OFFSET FROM CENTERLINE
- SET BACK FROM EXISTING BACK OF CURB

P3-CKT B
STA. 84+24
50.0' RT
SET BACK 23.5 FT

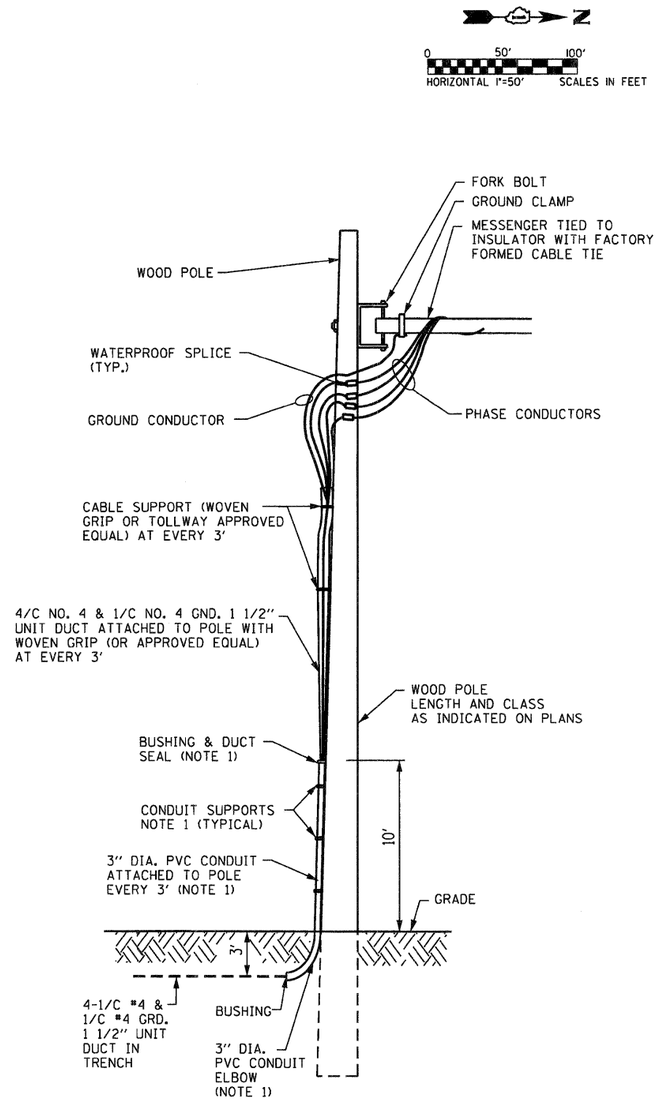


TEMPORARY SINGLE LINE DIAGRAM
(CIRCUIT A & B ONLY) FOR MCLEAN BLVD.

NOT TO SCALE

	250W LUMINAIRES		400W LUMINAIRES		
CIRCUIT ID	NO. OF LUMINAIRES	LOAD PER LUMINAIRE (WATT)	NO. OF LUMINAIRES	LOAD PER LUMINAIRE (WATT)	TOTAL CIRCUIT LOAD (WATT)
A	6 (EXISTING)	288 (EXISTING)	2 (NEW)	468 (NEW)	2664
B	5 (EXISTING)	288 (EXISTING)	2 (NEW)	468 (NEW)	2376
C	6 (EXISTING)	288 (EXISTING)	2 (EXISTING)	456 (EXISTING)	2640 (EXISTING)
D	7 (EXISTING)	288 (EXISTING)	2 (EXISTING)	456 (EXISTING)	2928 (EXISTING)
TOTAL	24	-	8	-	10608

EXISTING CITY OF ELGIN LIGHTING
CONTROLLER LOAD DURING CONSTRUCTION



DETAIL "A"

WOOD POLE TO EXISTING LIGHT POLE
WIRING CONNECTION DETAIL

NOT TO SCALE

NOTE 1 THE COST OF INDICATED ITEMS AND RELATED WORK SHALL BE INCLUDED IN THE COST OF THE WOOD POLE PAY ITEM.

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ENGINEERS AND PLANNERS
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CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

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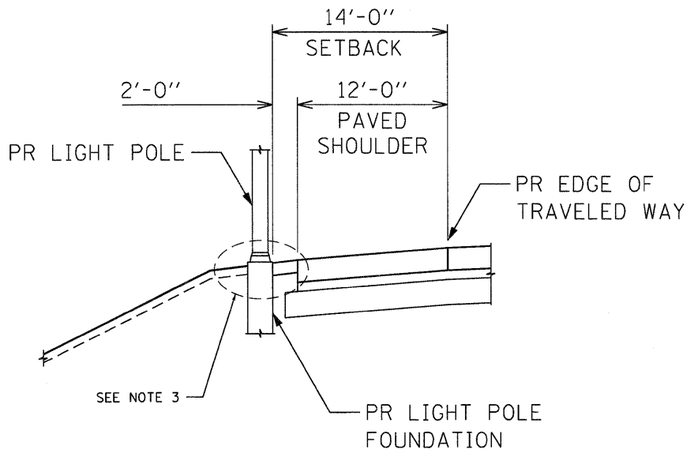
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

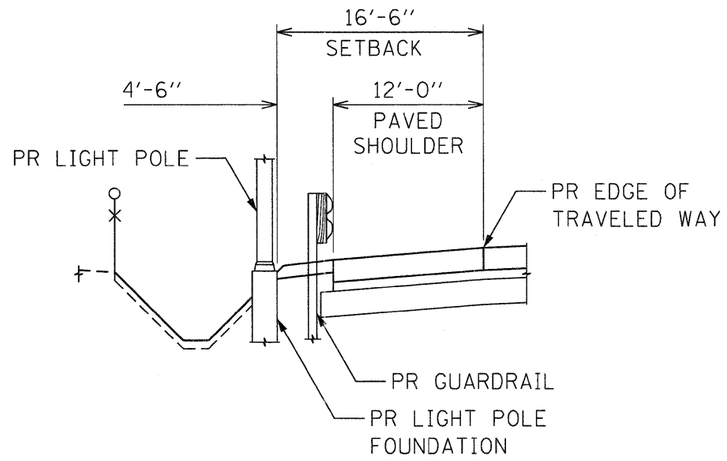
CITY OF ELGIN TEMPORARY LIGHTING PLAN

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

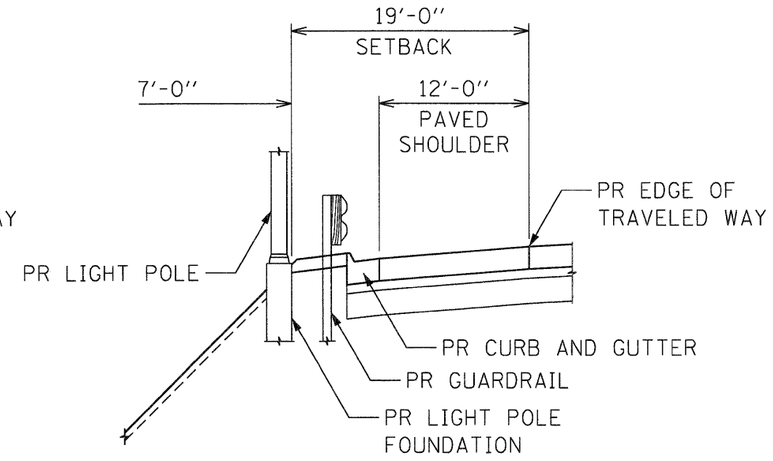
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	456
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION:
SHOULDER WITHOUT GUARDRAIL



TYPICAL SECTION:
SHOULDER WITH GUARDRAIL



TYPICAL SECTION:
SHOULDER WITH M-4.24 CURB AND GUTTER
AND GUARDRAIL

1. SET BACK DISTANCES FOR LIGHT POLES ALONG US ROUTE 20 AND RAMPS ARE MEASURED FROM THE EDGE OF TRAVELED WAY TO THE NEAREST EDGE OF THE PROPOSED LIGHT POLE FOUNDATION.
2. SEE TYPICAL SECTIONS IN ROADWAY PLANS FOR ROADWAY DETAILS.
3. GRADE ACCORDING TO THE FOUNDATION DETAIL SHOWN ON DETAIL BE-301.

LIGHT POLE FOUNDATION SETBACK DISTANCES ALONG U.S. ROUTE 20

FILE NAME = $FILEL$	USER NAME = _GAI_	DESIGNED - PKG	REVISED -
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = 1"=50'	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

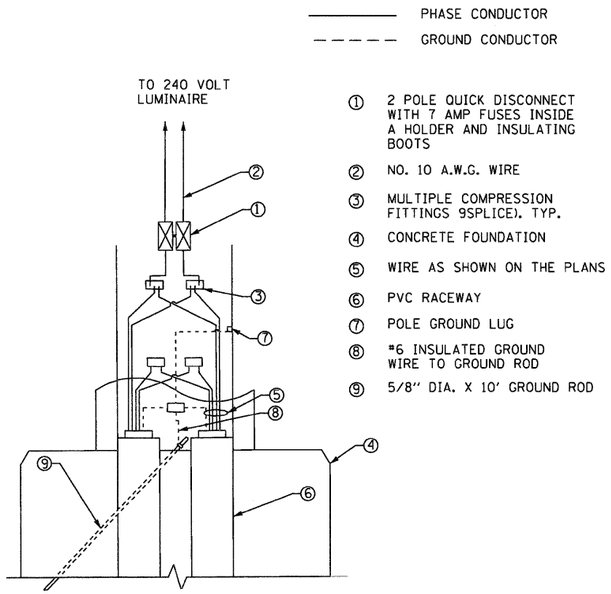
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION SETBACK DISTANCES ALONG U.S. ROUTE 20

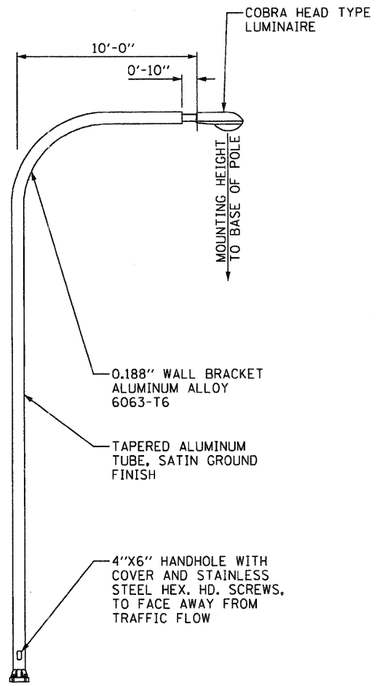
SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	457
		CONTRACT NO. 60H45		

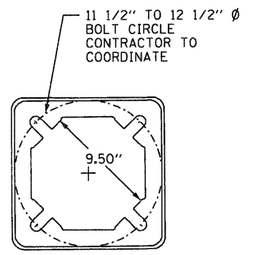
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT



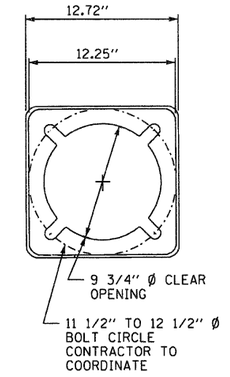
RELOCATED EXISTING CITY OF ELGIN LIGHT POLE
HANDHOLE WIRING DIAGRAM
N.T.S.



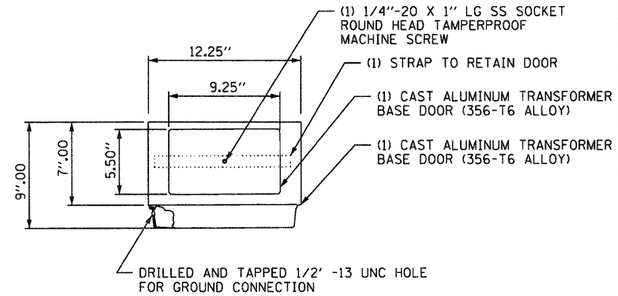
RELOCATED EXISTING CITY OF ELGIN LIGHT POLE
N.T.S



EXISTING TRANSFORMER BASE
BOTTOM VIEW
N.T.S.



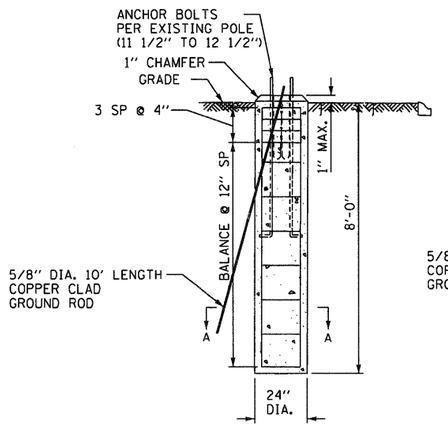
EXISTING TRANSFORMER BASE
TOP VIEW
N.T.S.



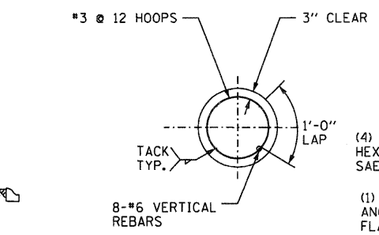
EXISTING TRANSFORMER BASE
N.T.S.

NOTES:

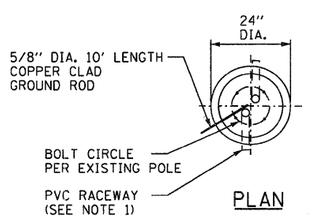
1. RACEWAYS SHALL BE 2 1/2" DIA. FOR THE CITY OF ELGIN LIGHT POLE FOUNDATION.
2. THE CONTRACTOR IS RESPONSIBLE TO VERIFY THE EXISTING FOUNDATION AND BOLT CIRCLE, AND BUILD A NEW FOUNDATION TO MATCH IT AT THE PROPOSED LOCATION FOR THE EXISTING RELOCATED LIGHT POLE.
3. THE STANDARD STREET POLE INSTALLED IN THE CITY OF ELGIN CONSISTS OF A 24 INCH DIAMETER CONCRETE FOUNDATION EIGHT FEET DEEP BELOW GRADE. AT LEAST THE TOP 18 INCHES OF THE FOUNDATION IS TO BE FORMED USING A ROUND FORM. THE FORM USED SHALL RESULT IN A SMOOTH UNIFORM FINISH A LONG AT LEAST THE TOP 18 INCHES OF THE FOUNDATION. THE TOP OF THE FORM SHALL PRODUCE A 1 INCH CHAMFER AROUND THE TOP OF THE FINISHED CONCRETE. THE BALANCE OF THE FOUNDATION SHALL BE POURED AGAINST UNDISTURBED EARTH. THE CONCRETE FOUNDATION SHALL INCLUDE REINFORCING WIRE AS SHOWN ON THE DRAWING. THE ANCHOR BOLT SHALL BE GALVANIZED AND A MINIMUM 1 INCH DIAMETER BY 40 INCHES LONG UNLESS OTHERWISE SPECIFIED BY THE STREET LIGHT POLE MANUFACTURER. ONE 5/8 INCH BY 10 FOOT COPPERWELD GROUND ROD SHALL BE CAST INTO THE CONCRETE FOUNDATION WITH AT LEAST 6 INCHES PROTRUDING ABOVE THE TOP OF SURFACE OF THE CONCRETE. THE GROUND ROD SHALL EXIT THE FOUNDATION AT A POINT 30 INCHES BELOW GRADE AND SHALL BE IN CONTINUOUS CONTACT WITH EARTH FOR THE REST OF ITS LENGTH. TWO 2 INCHES PVC CONDUIT STUBS WITH 90 DEGREE ELBOWS AT THE BOTTOM SHALL EXIT THE FOUNDATION AT 30 INCHES BELOW THE ESTABLISHED OR PROPOSED GRADE OF THE SURROUNDING AREA. IF GRADE IS NOT ESTABLISHED THEN THE GRADE SHALL NORMALLY BE CONSIDERED TO BE LEVEL WITH THE TOP OF ANY ADJOINING ROADWAY CURB. THE TWO CONDUIT STUBS SHALL BE LOCATED TO ALIGN WITH THE SOURCE OF ELECTRICAL CABLE IF ONE CONDUIT IS NOT USED FOR ELECTRICAL CABLE AT THIS TIME THEN IT SHALL BE LOCATED PARALLEL TO THE BACK OF THE ADJOINING ROADWAY CURB OR EDGE OF PAVEMENT. IF NO CURB EXISTS THEN THE STUBS SHALL BE LINED UP WITH THE PROPOSED PATH OF THE ELECTRICAL SERVICE. THE ANCHOR BOLTS SHALL BE INSTALLED SO THAT THE BASE CASTING OF THE STREET LIGHT POLE BASE IS PARALLEL TO THE BACK OF THE CURB OR EDGE OF PAVEMENT.



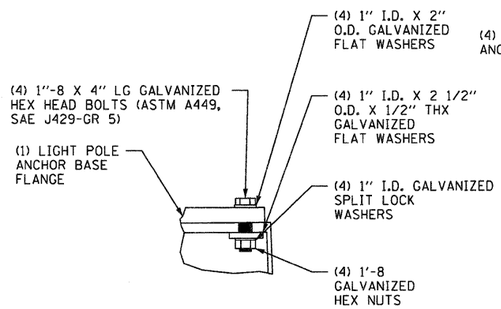
CONCRETE FOUNDATION DETAIL
N.T.S.



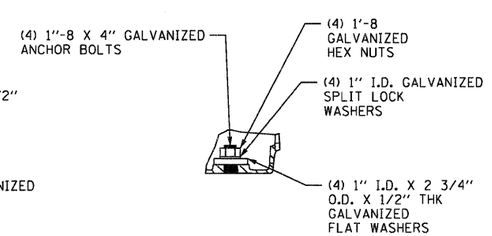
SECTION A-A



PLAN



EXISTING TRANSFORMER BASE
TO LIGHT POLE CONNECTION DETAIL
N.T.S.



EXISTING TRANSFORMER BASE
TO FOUNDATION CONNECTION DETAIL
N.T.S.

EXISTING BREAKAWAY TRANSFORMER BASE
DETAIL FOR CITY OF ELGIN RELOCATED POLE
N.T.S.

GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL.(773)774-5910

FILE NAME = $FILEL$	USER NAME = _GAI_	DESIGNED - PKG	REVISED -
		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = NONE	CHECKED - PKG	REVISED -
	PLOT DATE = 12/8/2011	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CITY OF ELGIN LIGHT POLE DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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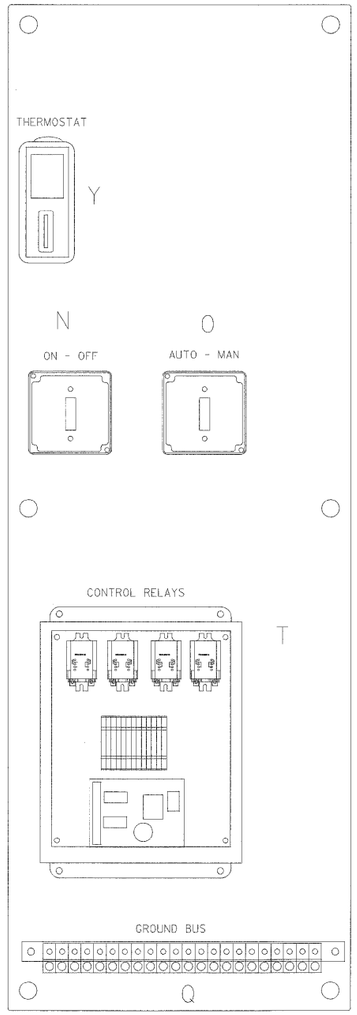
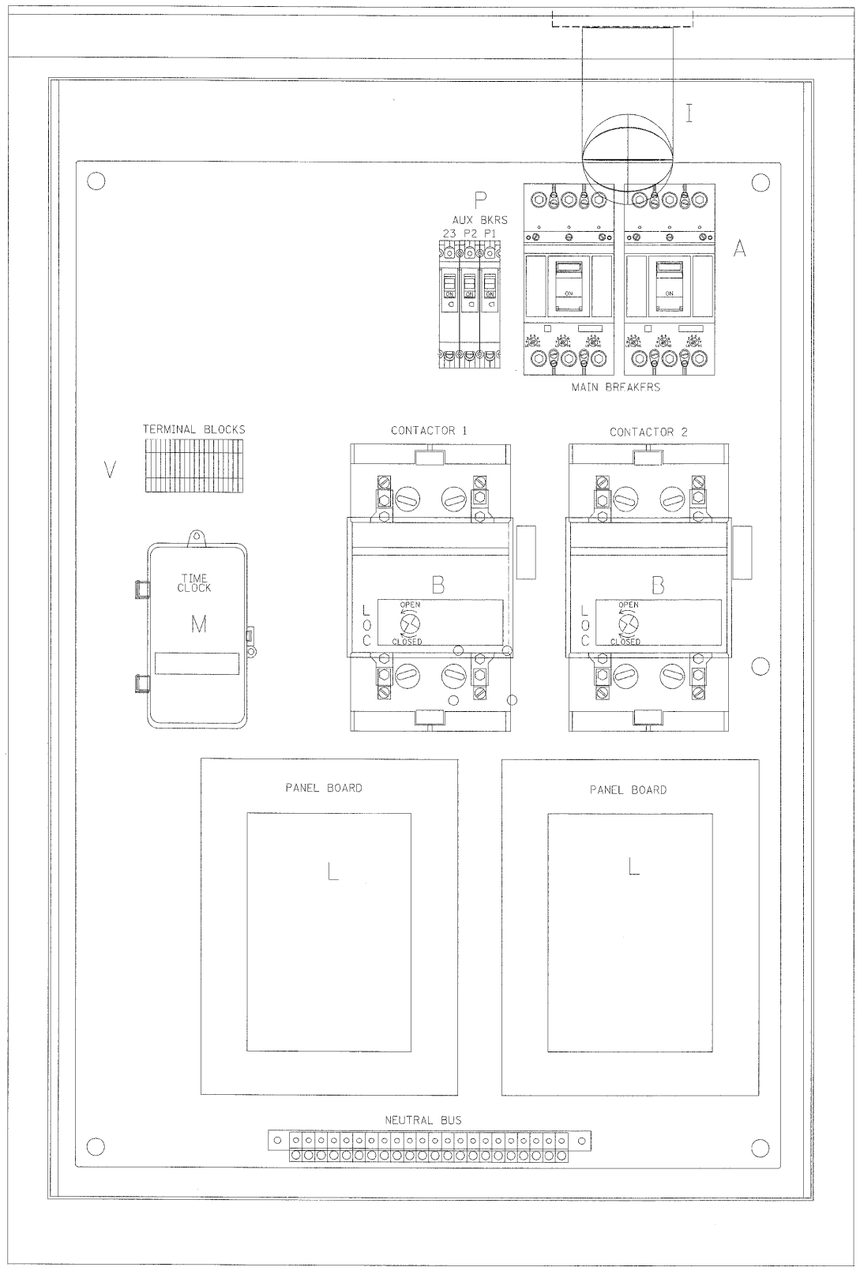
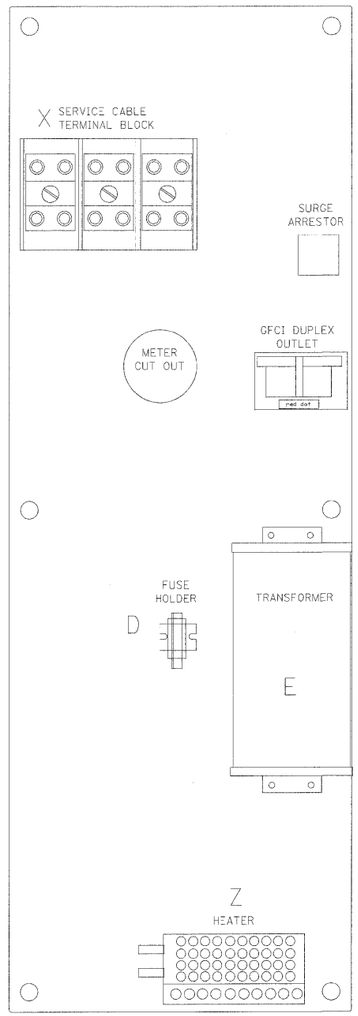
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



LEFT SIDE PANEL





RIGHT SIDE PANEL

BILL OF MATERIALS

ITEM *	QTY	DESCRIPITON
A	2	MAIN BREAKERS 2 POLE 200 AMP WITH AUX CONTACT
B	2	MECHANICAL CONTRACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	SECTIONAL FUSE HOLDER
E	1	2.0 KVA 277V-240/120 TRASFORMER
G	1	15 AMP GFCI
H	2	DOOR SWITCH
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OF
O	1	DPDT 20 AMP AUTO-MANUAL
P1	1	BREAKER 1P 15A
P2	1	BREAKER 1P 15A
P3	1	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 X 16 X 1/4
T	1	CONTROL RELAY ASSEMBLY 240V COILS WITH DPDT 25 AMP RELAYS (R1,R2,R3,R4). MOMENTARY CONTACT ADAPTER. QTY 12 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X	1	620 AMP SPLICE BLOCK
Y	1	CHROMALOX WR 80, 40-80 DEG THERMOSTAT
Z	1	HEATREX 276-10 375 WATT HEATER

*

E-200

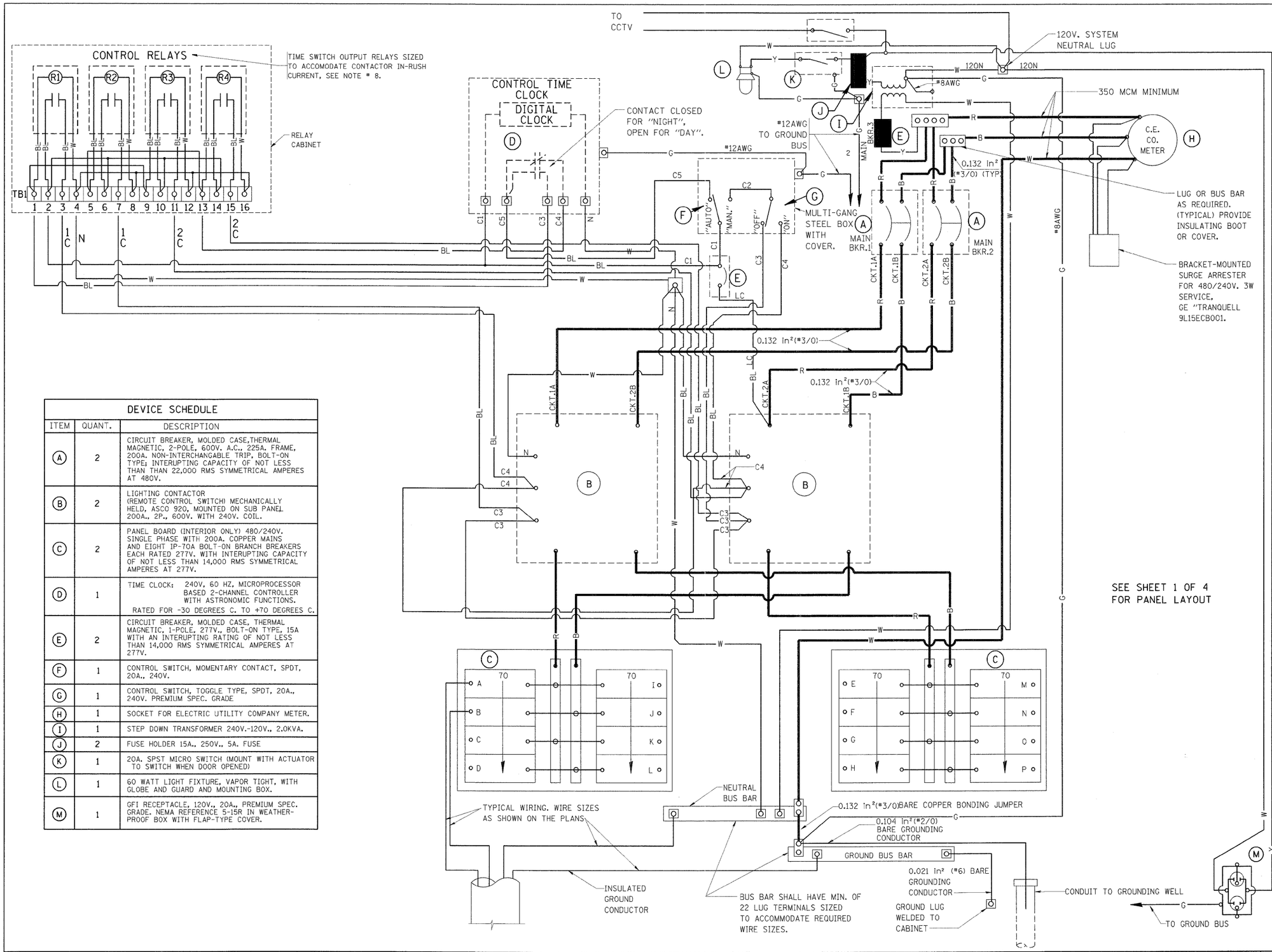
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0106315\be200.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/16/2012	DATE - 12-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, BASE MOUNTED
480 VOLT, 200 AMP, (DUAL)

SCALE: NONE | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	459
	E-200 (BE-200)	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



DEVICE SCHEDULE

ITEM	QUANT.	DESCRIPTION
(A)	2	CIRCUIT BREAKER, MOLDED CASE,THERMAL MAGNETIC, 2-POLE, 600V. A.C., 225A. FRAME, 200A. NON-INTERCHANGABLE TRIP, BOLT-ON TYPE; INTERUPTING CAPACITY OF NOT LESS THAN THAN 22,000 RMS SYMMETRICAL AMPERES AT 480V.
(B)	2	LIGHTING CONTACTOR (REMOTE CONTROL SWITCH) MECHANICALLY HELD, ASCO 920, MOUNTED ON SUB PANEL 200A., 2P., 600V. WITH 240V. COIL.
(C)	2	PANEL BOARD (INTERIOR ONLY) 480/240V. SINGLE PHASE WITH 200A. COPPER MAINS AND EIGHT IP-70A BOLT-ON BRANCH BREAKERS EACH RATED 277V. WITH INTERUPTING CAPACITY OF NOT LESS THAN 14,000 RMS SYMMETRICAL AMPERES AT 277V.
(D)	1	TIME CLOCK: 240V, 60 HZ, MICROPROCESSOR BASED 2-CHANNEL CONTROLLER WITH ASTRONOMIC FUNCTIONS. RATED FOR -30 DEGREES C. TO +70 DEGREES C.
(E)	2	CIRCUIT BREAKER, MOLDED CASE, THERMAL MAGNETIC, 1-POLE, 277V., BOLT-ON TYPE, 15A WITH AN INTERUPTING RATING OF NOT LESS THAN 14,000 RMS SYMMETRICAL AMPERES AT 277V.
(F)	1	CONTROL SWITCH, MOMENTARY CONTACT, SPDT, 20A., 240V.
(G)	1	CONTROL SWITCH, TOGGLE TYPE, SPDT, 20A., 240V. PREMIUM SPEC. GRADE
(H)	1	SOCKET FOR ELECTRIC UTILITY COMPANY METER.
(I)	1	STEP DOWN TRANSFORMER 240V.-120V., 2.0KVA.
(J)	2	FUSE HOLDER 15A., 250V., 5A. FUSE
(K)	1	20A. SPST MICRO SWITCH (MOUNT WITH ACTUATOR TO SWITCH WHEN DOOR OPENED)
(L)	1	60 WATT LIGHT FIXTURE, VAPOR TIGHT, WITH GLOBE AND GUARD AND MOUNTING BOX.
(M)	1	GFI RECEPTACLE, 120V., 20A., PREMIUM SPEC. GRADE. NEMA REFERENCE 5-15R IN WEATHER-PROOF BOX WITH FLAP-TYPE COVER.

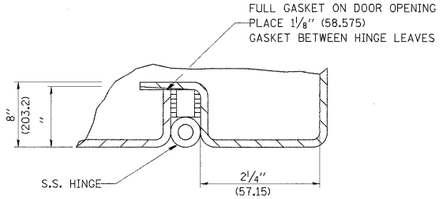
NOTES:

1. ALL CONTROL CABINET ITEMS SHALL HAVE SUITABLE IDENTIFICATION. OPEN CIRCUIT BREAKERS, CONTACTORS AND OTHER OPEN DEVICES SHALL HAVE PERMANENT SELF STICKING TAGS. DEVICES IN ENCLOSURES SHALL HAVE ENGRAVED 2-COLOR LAMINATED PLASTIC NAMEPLATES ATTACHED TO ENCLOSURES WITH SCREWS. NAMEPLATES SHALL BE ENGRAVED TO CORRESPOND TO DESIGNATIONS ON THE DRAWINGS. INTERNAL CABINET WIRING SHALL BE IDENTIFIED AS INDICATED OR AS DIRECTED BY THE ENGINEER BY MEANS OF SELF-STICKING TAGS APPLIED AT EACH CONNECTED END. IDENTIFICATION SHALL BE MADE BY THE CABINET MANUFACTURER.
2. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
   R = RED BL = BLUE W = WHITE
   B = BLACK Y = YELLOW G = GREEN
3. PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
4. ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12AWG STRANDED UNLESS OTHERWISE INDICATED.
5. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
6. THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL"
7. SEE CABINET AND FOUNDATION DETAIL SHEET FOR SCHEMATIC DIAGRAM AND DEVICE LAYOUT.
8. CONTROL RELAYS CAN BE ELIMINATED IF THE CONTROL TIME CLOCK OUTPUT CONTACTS ARE RATED FOR CONTACTOR INRUSH CURRENT.

E-200

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0128315\be200.dgn	USER NAME = drivakosgn	DESIGNED - G. BRATKIV	REVISED - M. BURNS 07-25-91	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING CONTROLLER, BASE MOUNTED 480 VOLT, 200 AMP, (DUAL)
	PLOT SCALE = 50.0000 ' / in.	DRAWN -	REVISED - S. MANLEY 10-11-93		SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. TO STA.
	PLOT DATE = 3/16/2012	CHECKED -	REVISED -		
		DATE - 06-30-86	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	460
	E-200 (BE-200)	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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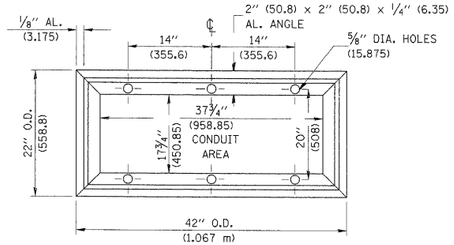
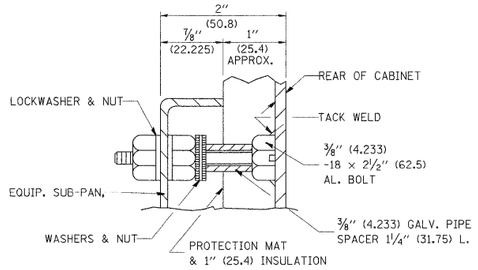


BASE MTG. DETAIL



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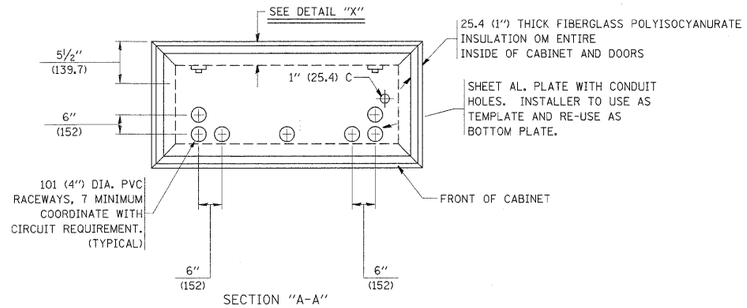
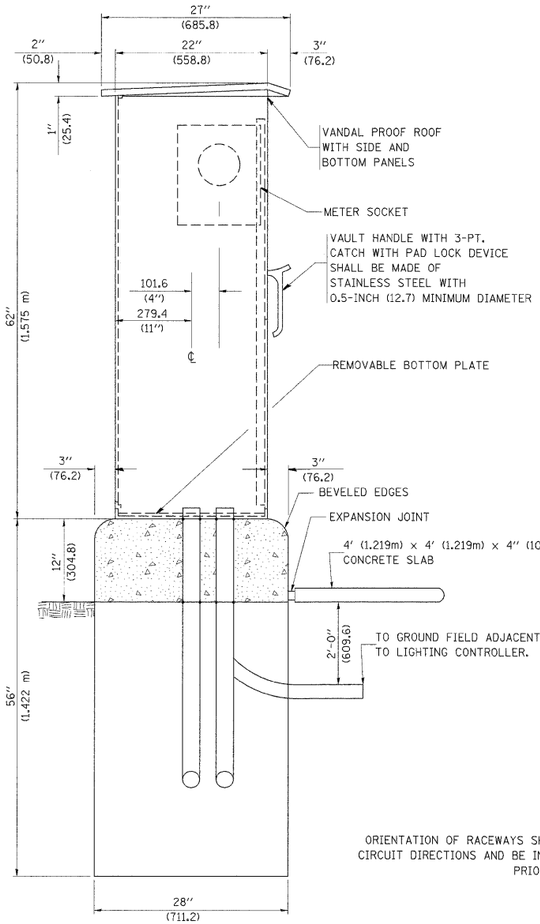
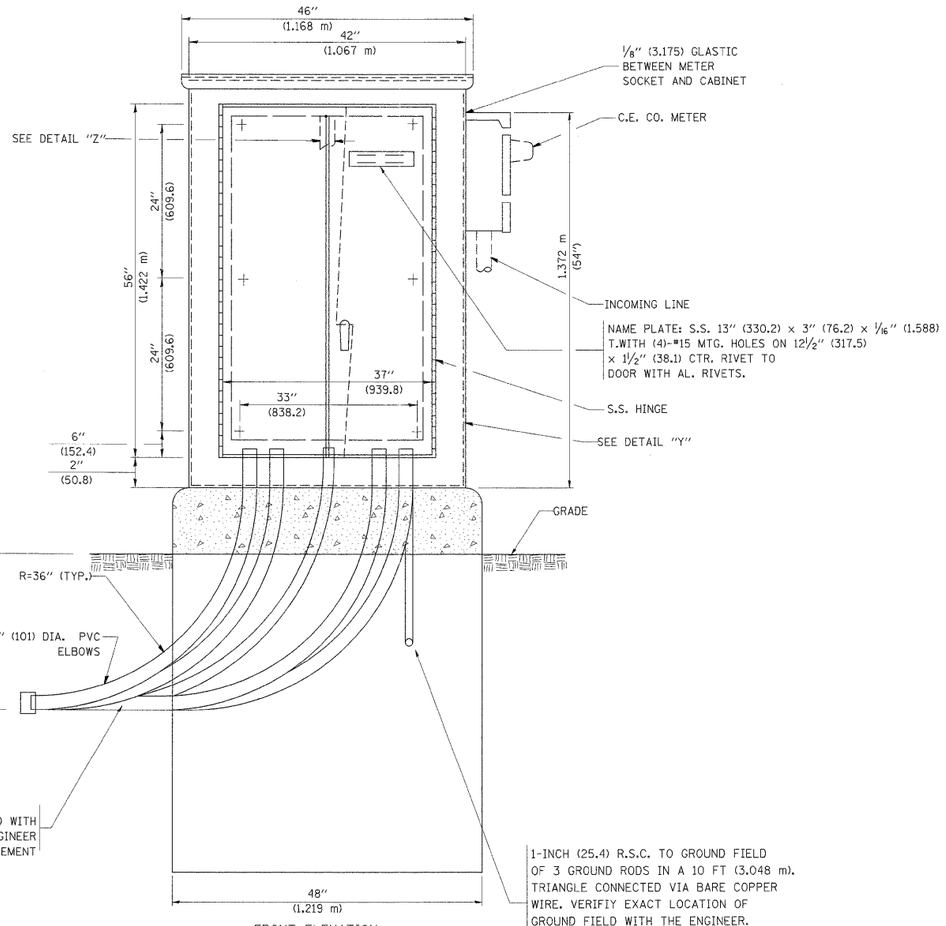


SECTION "A-A"

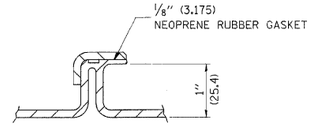


LEFT SIDE ELEVATION



FRONT ELEVATION

1-INCH (25.4) R.S.C. TO GROUND FIELD
OF 3 GROUND RODS IN A 10 FT (3.048 m).
TRIANGLE CONNECTED VIA BARE COPPER
WIRE. VERIFIY EXACT LOCATION OF
GROUND FIELD WITH THE ENGINEER.
NO GROUND WELL SHALL BE PLACED
IN CONCRETE PAD IN FRONT OF CONTROLLER.



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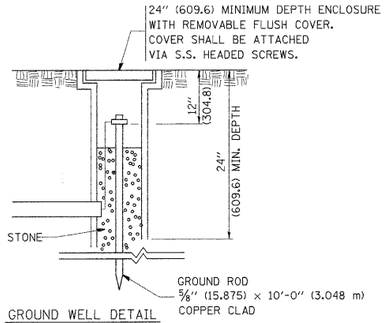
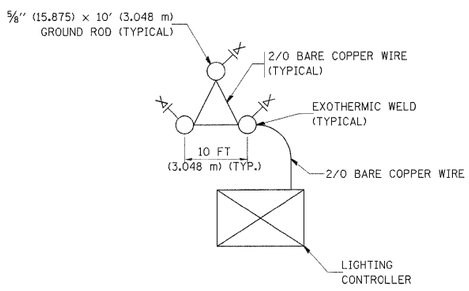


GROUND WELL DETAIL



GROUND FIELD DETAIL
(N.T.S.)

THE CONTRACTOR SHALL
VERIFY EXACT LOCATION
WITH THE ENGINEER

E-200

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\be200.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LIGHTING CONTROLLER, BASE MOUNTED 480 VOLT, 200 AMP, (DUAL)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -			345	8R-R	KANE	794	461
	PLOT DATE = 3/16/2012	DATE - 12-18-02	REVISED -		SCALE: NONE SHEET NO. 3 OF 4 SHEETS STA. TO STA.		E-200 (BE-200)	CONTRACT NO. 60H45		
		DRAWN - CADD	REVISED -			FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

NOTES

1. CABINET SHALL BE FABRICATED FROM 0.125-INCH (3.175) SHEET ALUMINUM #3003H14, FORMED AND ARC WELDED ASSEMBLY.
2. ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVANIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL.
3. NAME PLATE SHALL HAVE ENGRAVED 0.75-INCH (19.05) HIGH LETTERS FILLED IN BLACK: "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.
4. ONE INCH THICK POLYISOCYANURATE INSULATION SHALL BE INSTALL AND PERMANENTLY CEMENTED ON ALL SIDES OF THE CABINET AND DOORS.
5. CABINET SHALL BE PRIMED AND PAINTED AS SPECIFIED.
6. ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET AS SHOWN ON THE PANEL LAYOUT DIAGRAM.
7. THE COMPLETED CONTROLLER SHALL BE U.L. LISTED AS AN INDUSTRIAL CONTROL PANEL UNDER UL508.
8. METAL MOUNTING PANEL SHALL BE #10 GAUGE GALVANIZED SHEET STEEL FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
9. CIRCUIT BREAKERS AND CONTACTORS AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH (3.175) THICK GLASTIC INSULATION BACK PANEL.
10. ALL DEVICES SHALL BE FRONT REMOVABLE.
11. TIME CLOCK CHANNEL 1 N.O. CONTACT IS CLOSED NIGHT AND OPEN DAY.
12. SET "ON TIME" TO 30 MINUTES AFTER ASTRONOMICAL SUNSET.
13. BUS BAR SHALL HAVE 22 LUG TERMINALS SIZED TO ACCOMMODATE REQUIRED WIRE SIZES.
    NEUTRAL BUS SHALL BE PAINTED WHITE.
    GROUND BUS SHALL BE PAINTED GREEN.
14. ALL LUGS SHALL BE OF COPPER SCREWS AND CONNECTORS, SPRING HELD.
15. ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
16. ALL CONTROL WIRING SHALL BE 600V MACHINE TOOL WIRE TYPE MTW.
17. ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW.
18. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:

    R - RED Y - YELLOW
    B - BLACK W - WHITE
    BL- BLUE G - GREEN

19. ALL DIMENSIONS ARE IN MILIMETERS (INCHES) UNLESS OTHERWISE INDICATED.
20. SCHEMATIC SHOWN WITH BREAKER OPEN, CONTACTOR OPEN, CABINET DOOR CLOSED, CLOCK NOT ACTIVE.
21. A LAMINATED COPY OF THE CIRCUIT SCHEMATIC AND SCADA I/O DIAGRAM SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER.

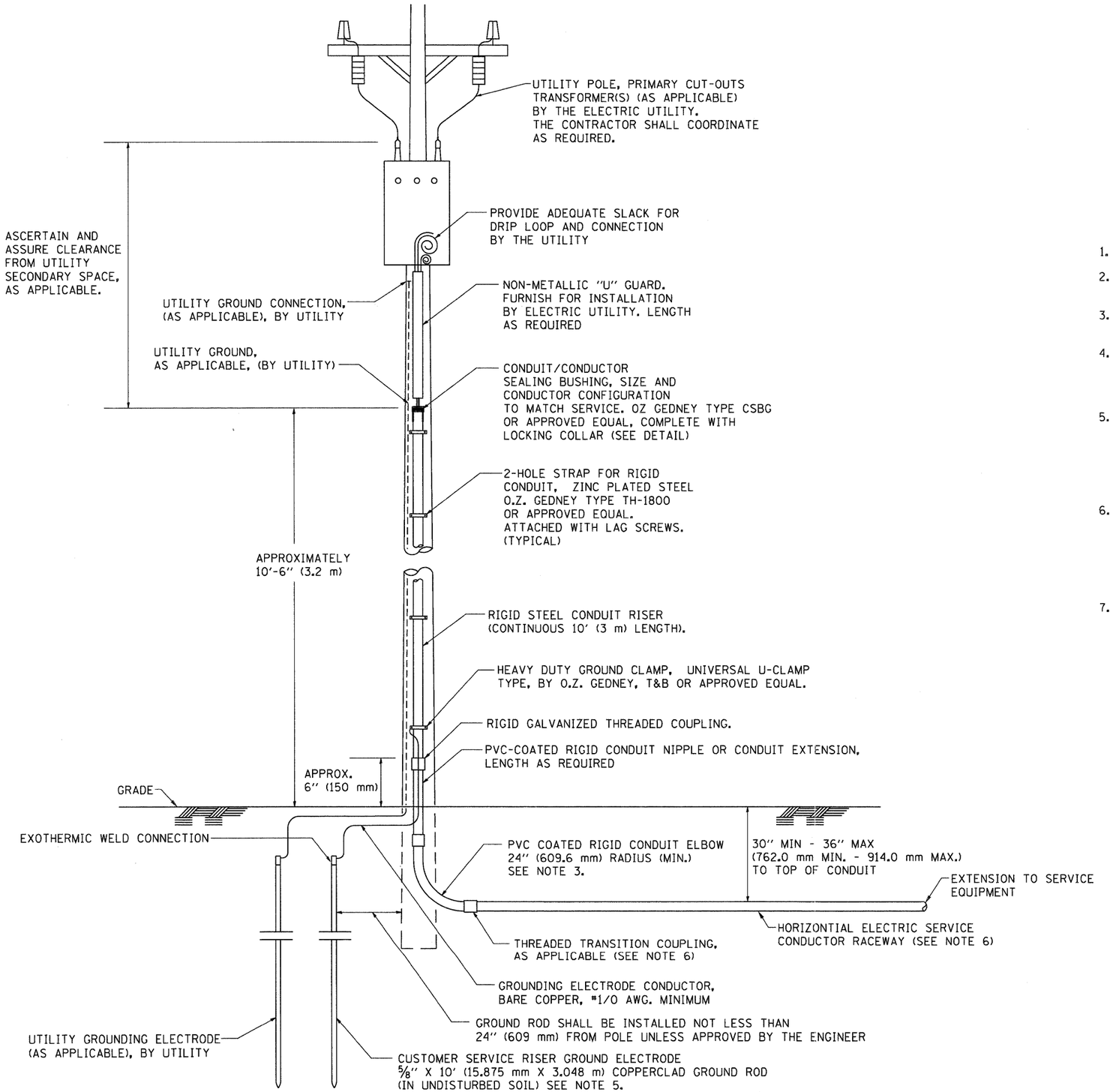
FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\be200.dgn	USER NAME = drivakosgn	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000 '/ in.	CHECKED -	REVISED -
	PLOT DATE = 3/16/2012	DATE - 12-18-02	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, BASE MOUNTED
480 VOLT, 200 AMP, (DUAL)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	462
	E-200 (BE-200)	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

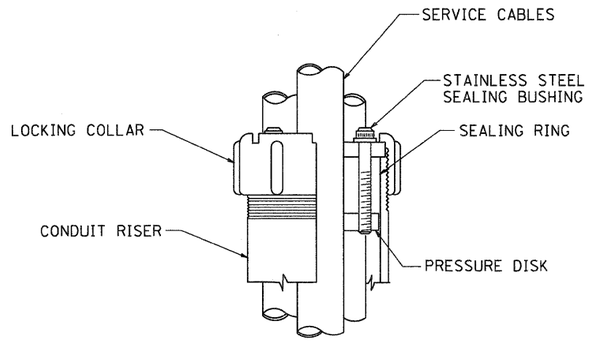


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

1. SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
2. UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
3. CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
4. PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
5. THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
6. THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
7. PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.

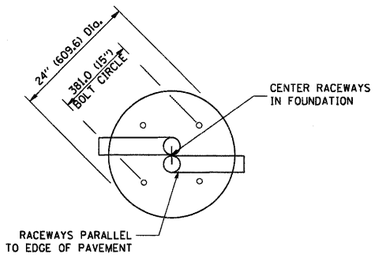


SEALING BUSHING DETAIL

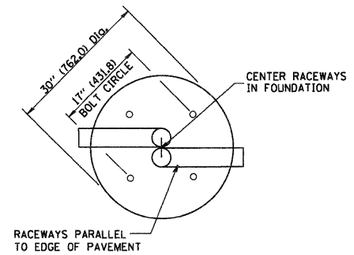
FILE NAME = W:\diststd\22x34\be220.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 03-03-06	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT**			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	8R-R	KANE	794	463
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - MEA	REVISED -						BE-220	CONTRACT NO. 60H45		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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

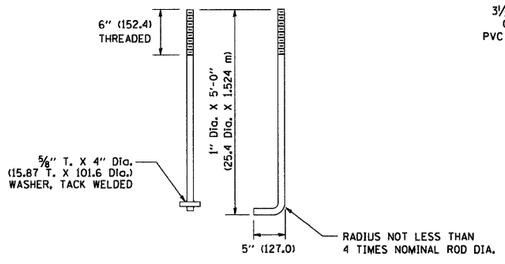
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Ou = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY Ou = 0.75 TON/SQ.FT	9'-6" (2.09 m)	10'-9" (3.23 m)
STIFF CLAY Ou = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND Ø = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND Ø = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND Ø = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



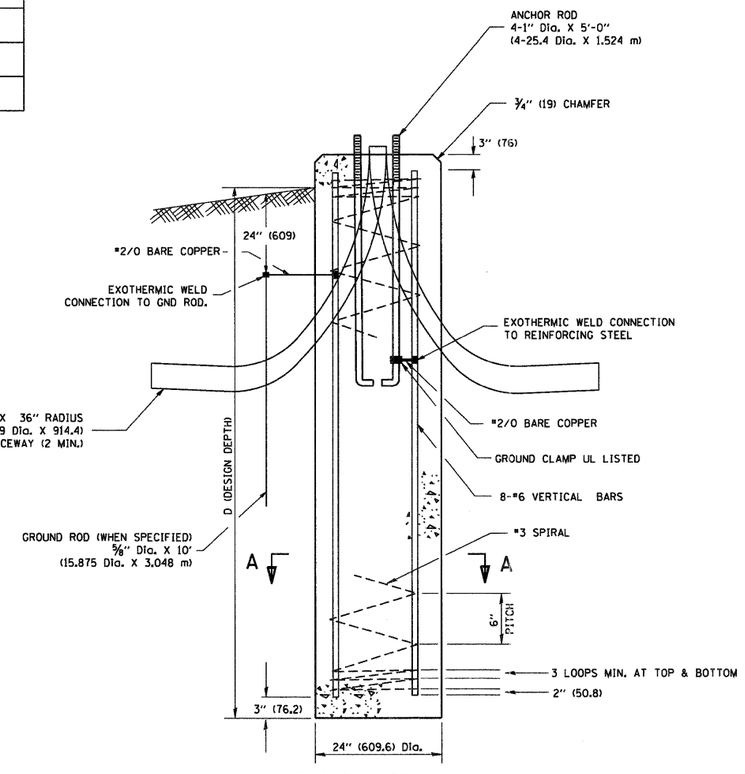
TOP VIEW



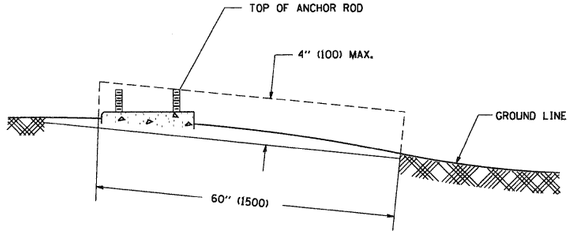
TOP VIEW



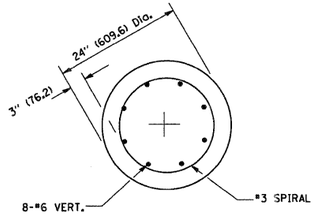
ANCHOR ROD DETAIL



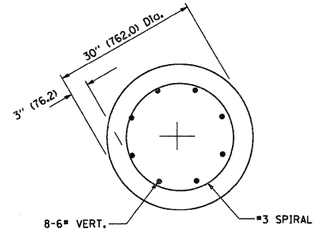
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

NOTES

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

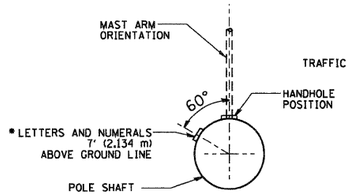
FILE NAME = W:\diststd\22x34\be301.dgn	USER NAME = gaglienabt	DESIGNED -	REVISED - 04-22-02
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

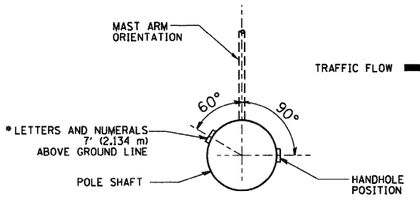
LIGHT POLE FOUNDATION
40' (12.192 m) TO 47 1/2' (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE

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

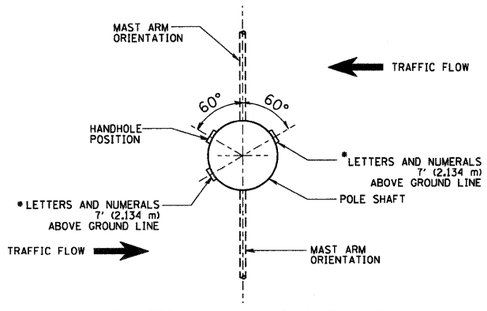
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	464
	BE-301	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



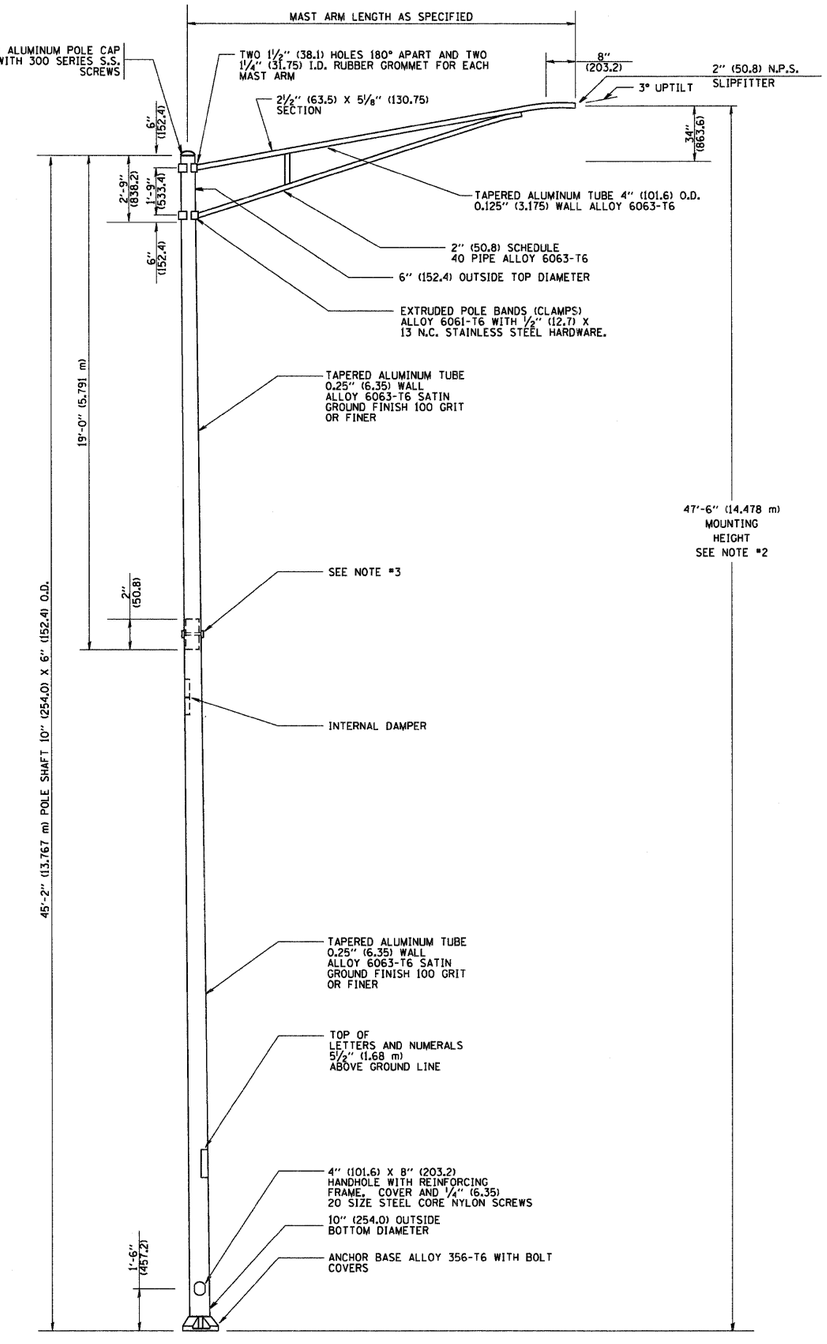
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL

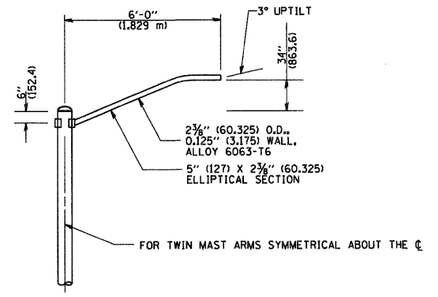


POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



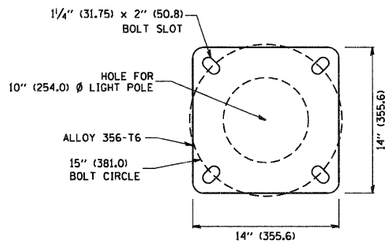


6' (1.8 m) SINGLE MEMBER MAST ARM

(N.T.S.)

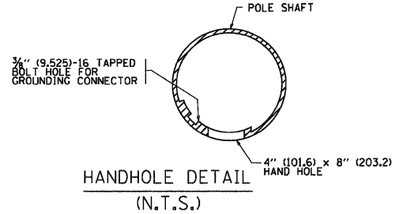
NOTES:

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



LIGHT POLE BASE PLATE DETAIL

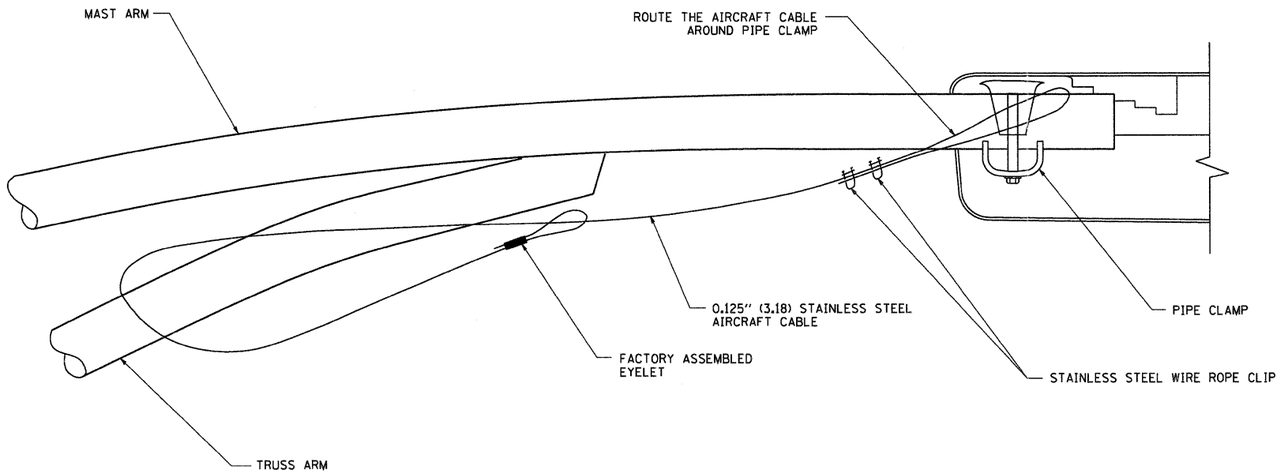
15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL

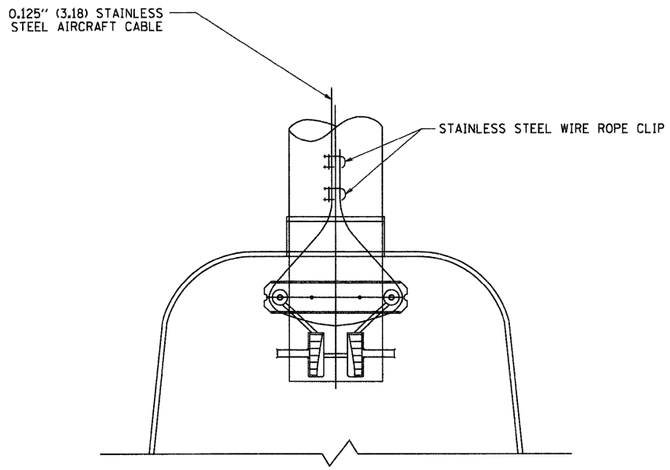
(N.T.S.)

FILE NAME = W:\diststd\22x34\be400.dgn	USER NAME = geglienobt	DESIGNED -	REVISED - R. TOMSONS 09-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ALUMINUM LIGHT POLE 47'-6" (14.478 m) MOUNTING HEIGHT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. TOMSONS 09-03-03					345	8R-R	KANE	794	465
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - "						BE-400	CONTRACT NO. 60H45		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



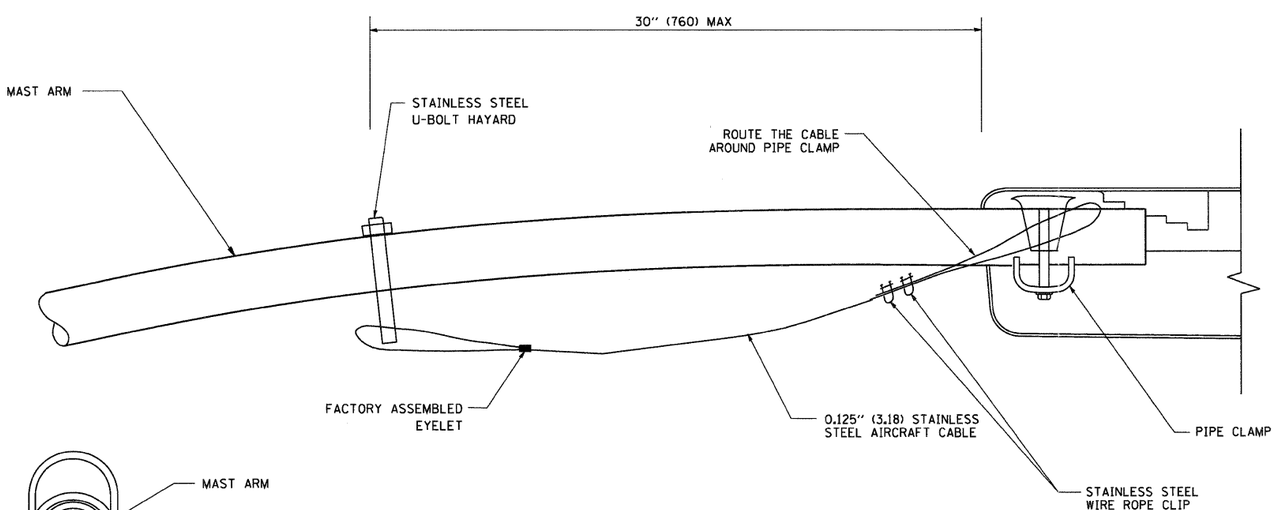
SIDE VIEW (TRUSS ARM)

N.T.S.



BOTTOM VIEW

N.T.S.



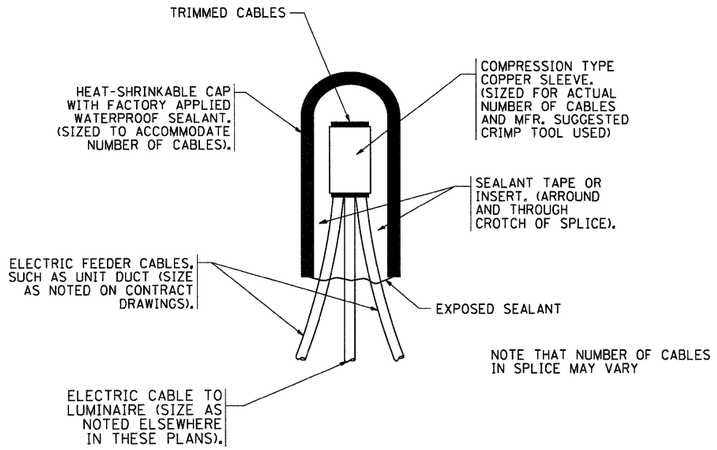
SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)

N.T.S.

NOTES:

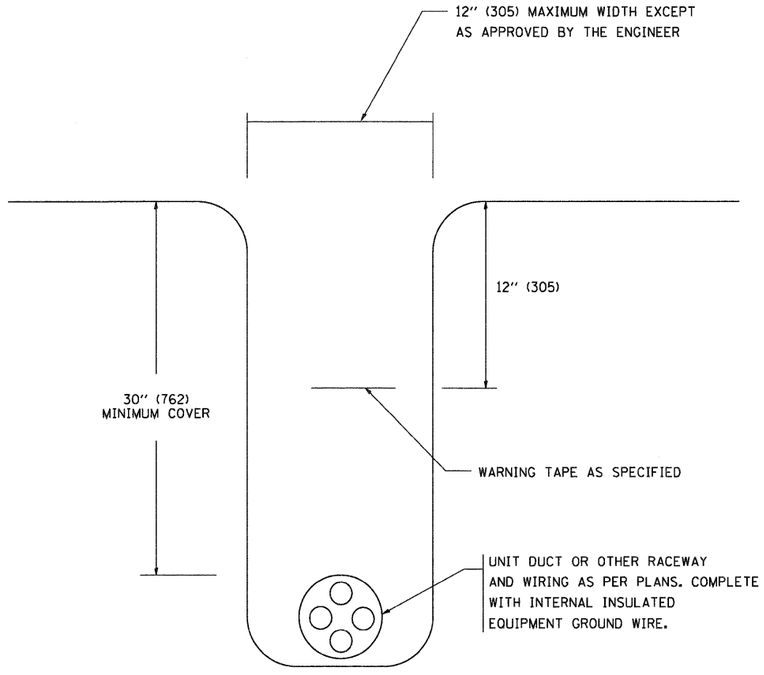
1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700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

FILE NAME = W:\diststd\22x34\be701.dgn	USER NAME = geglenobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LUMINAIRE SAFETY CABLE ASSEMBLY	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			345	8R-R	KANE	794	466
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -				BE-701	CONTRACT NO. 60H45		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



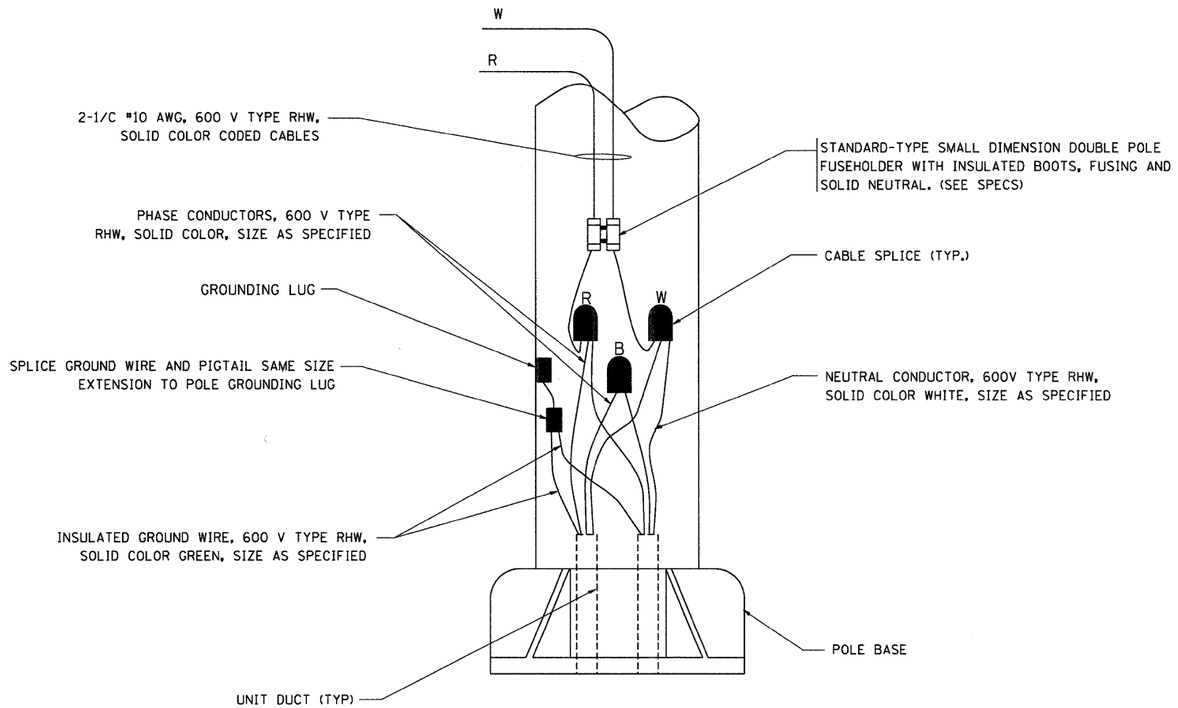
TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.

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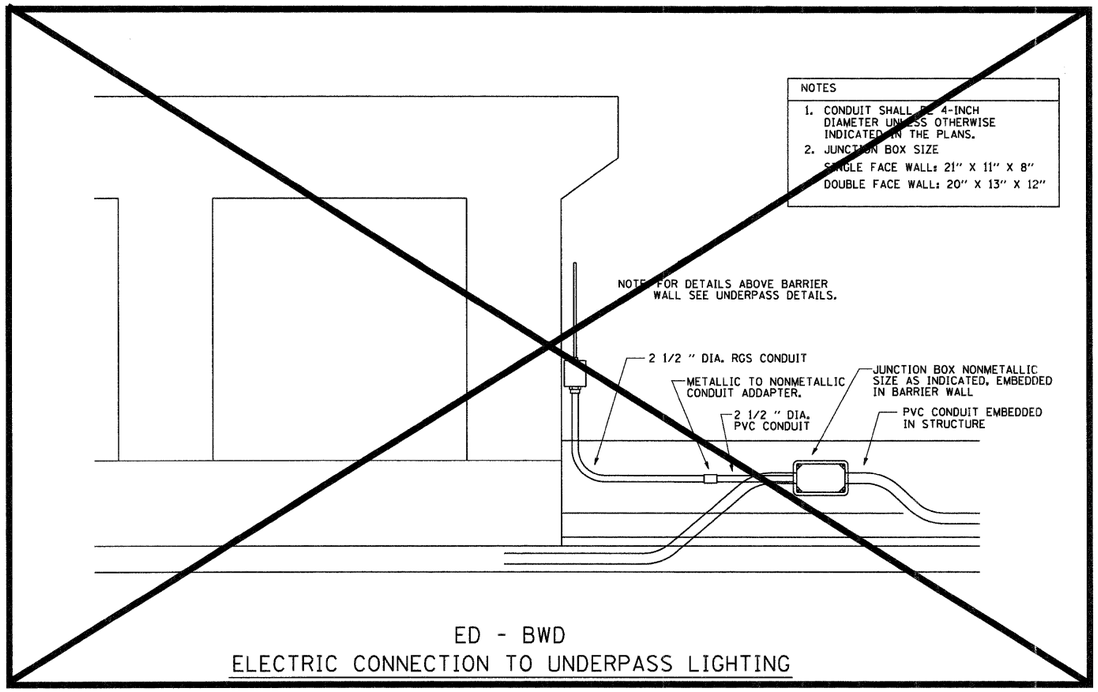
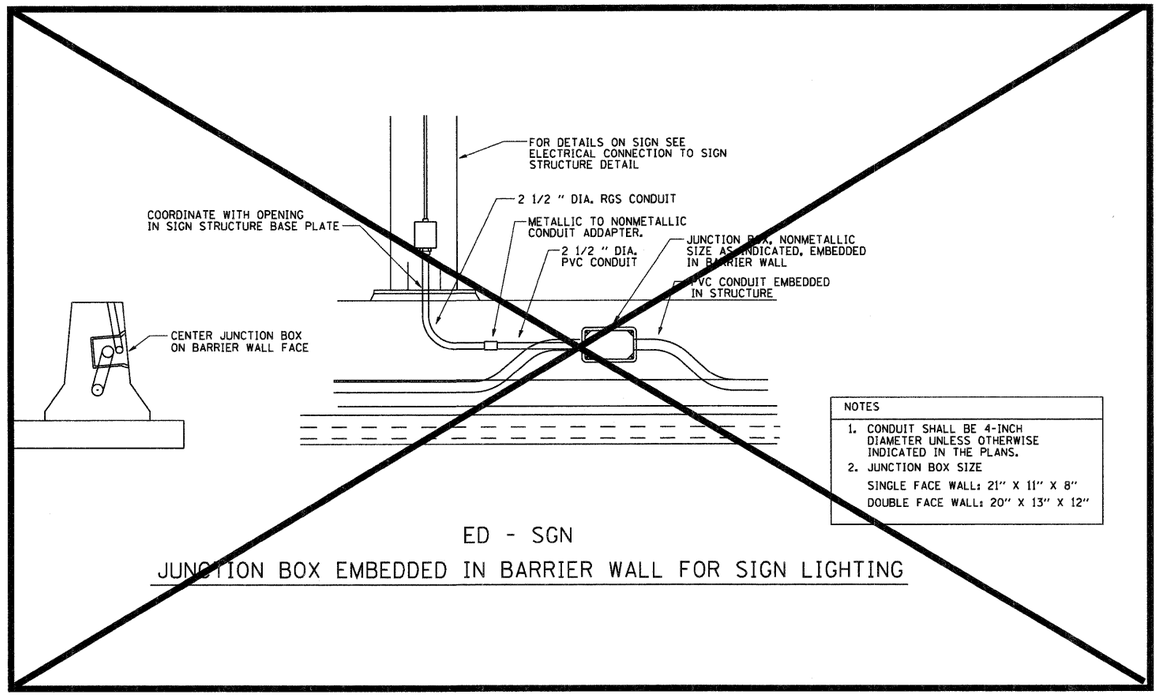
		DRAWN -	REVISED -						345	8R-R	KANE	794	467
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -							BE-702	CONTRACT NO. 60H45		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



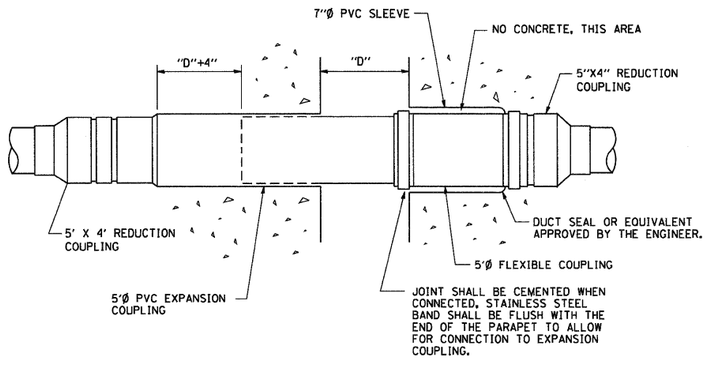
ED - BWD

ELECTRIC CONNECTION TO UNDERPASS LIGHTING



ED - SGN

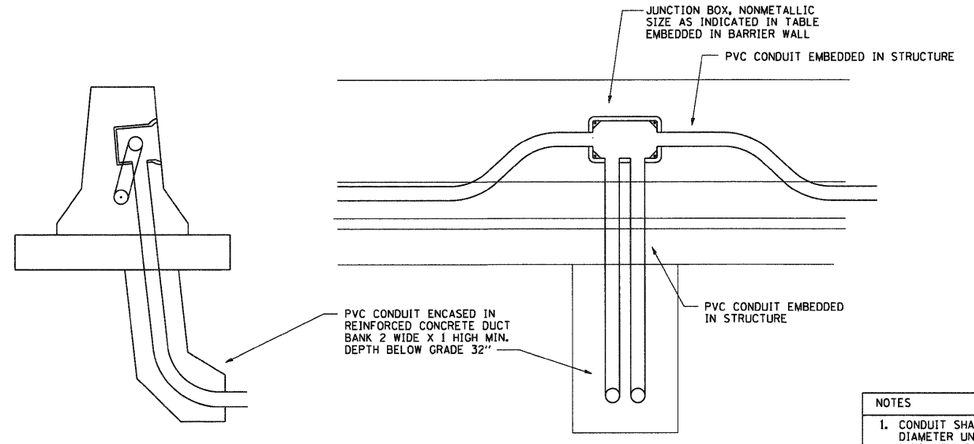
JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING



INSTALLATION OF CONDUIT

IN BRIDGE PARAPET EXPANSION JOINT

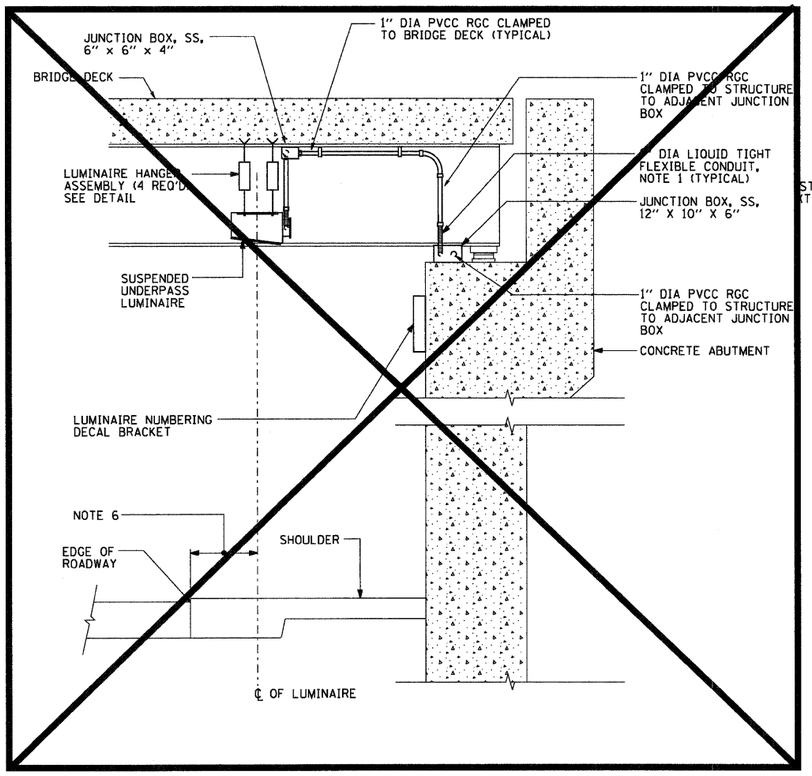
(N.T.S.)

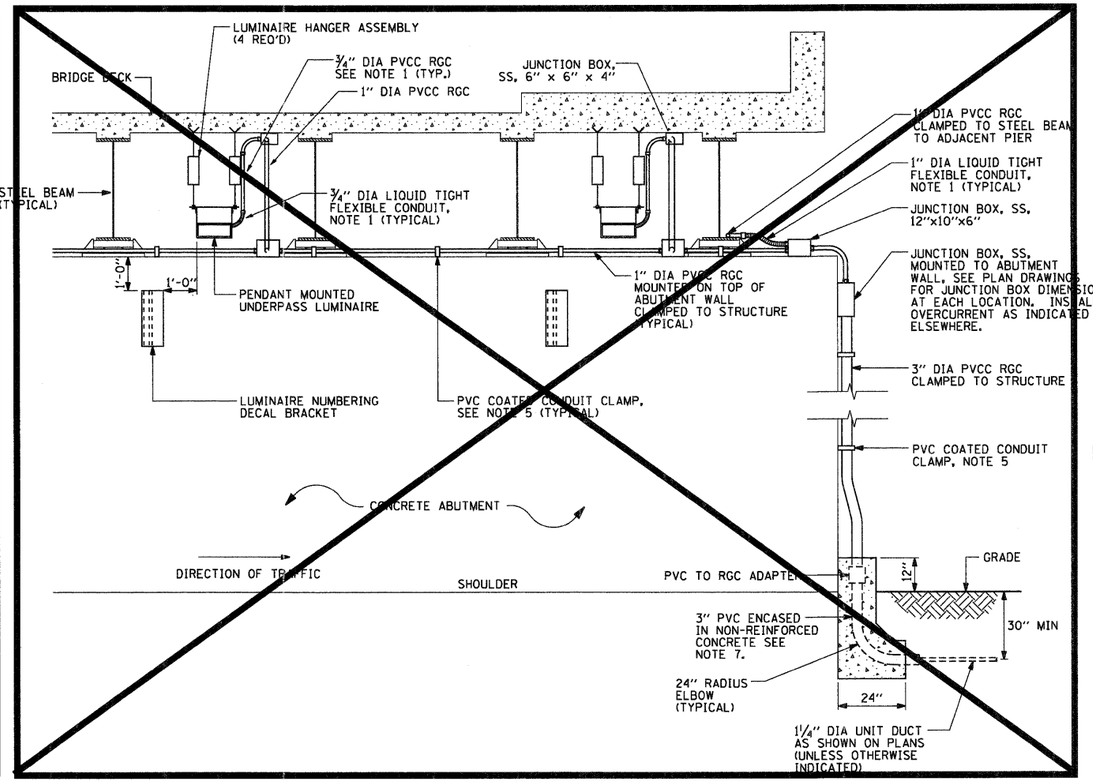


ED - BW

JUNCTION BOX EMBEDDED IN BARRIER WALL

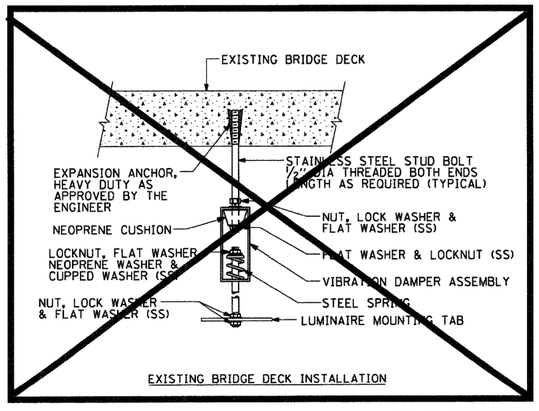
FILE NAME = be703.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS ELECTRICAL DETAILS, SHEET B	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		J BOX EMBEDDED IN BARRIER WALL – INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT – ELECTRIC CONNECTION TO UNDERPASS LIGHTING	345	8R-R	KANE	794	468
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -				BE-703	CONTRACT NO. 60H45		
	PLOT DATE = 2/5/2009	DATE - 01-20-2009	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



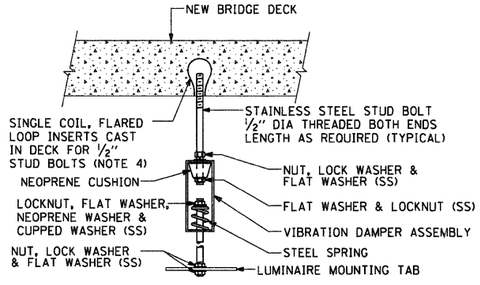


NOTES:

1. LIQUID TIGHT FLEXIBLE METAL CONDUIT, MAXIMUM LENGTH 6'-0", TYPICAL FOR EACH INSTANCE AS SHOWN. PROVIDE PVC COATED RIGID GALVANIZED STEEL CONDUIT AS REQUIRED NOT TO EXCEED 6'-0" OF FLEXIBLE LIQUID TIGHT METAL CONDUIT. LIQUID TIGHT FLEXIBLE METAL CONDUIT WILL BE INCLUDED IN THE COST OF THE CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED PAY ITEM EXCEPT THAT ¾" DIA. CONDUIT AND ¾" DIA. FLEXIBLE CONDUIT SHALL BE INCLUDED IN THE COST OF UNDERPASS LUMINAIRE INSTALLATION.
2. SEE UNDERPASS LIGHTING PLANS FOR INSTALLATION LOCATION OF UNDERPASS LIGHTING LUMINAIRES.
3. THE CONTRACTOR SHALL USE APPROVED SINGLE COIL FLARED LOOP INSERTS WHEN SUSPENDED MOUNTING AN UNDERPASS LUMINAIRE TO A NEW BRIDGE DECK. THE FLARED LOOP INSERTS MUST BE CAST INTO THE CONCRETE DECK. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND COORDINATING THE INSERT LOCATIONS FOR MOUNTING THE UNDERPASS LIGHTING SYSTEM AS SHOWN ON THE PLANS WITH THE BRIDGE DECK CONTRACTOR. SEE DETAIL.
4. THE UNDERPASS LUMINAIRE HANGER ASSEMBLY COMPLETE WITH HEAVY DUTY ANCHORS/INSERTS AND ALL APPLICABLE HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
5. SECURE THE CONDUIT WITH PVC COATED CONDUIT CLAMPS OR CONDUIT BEAM CLAMPS AS SHOWN AT 5'-0" INTERVALS FOR LATERALS AND WITHIN 2'-0" MAXIMUM FROM ANY JUNCTION BOX, FLEXIBLE CONDUIT, OR CHANGE IN DIRECTION. ALL PVC COATED CONDUIT CLAMPS OR BEAM CLAMPS SHALL BE INCLUDED WITH THE COST OF THE "CONDUIT ATTACHED TO STRUCTURE, OF THE CORRESPONDING DIA., GALVANIZED STEEL, PVC COATED" PAY ITEM.
6. ALL UNDERPASS LUMINAIRES MUST BE CENTERED IN THE BEAM SPACE AS INDICATED ON THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGR. LUMINAIRE SETBACK SHALL BE AS INDICATED IN PLANS FOR EACH SPECIFIC UNDERPASS
7. THE CONCRETE ENCASED CONDUIT TRANSITION SHALL BE INCLUDED IN THE COST OF THE GALVANIZED RIGID STEEL CONDUIT PAY ITEMS.
8. ALL CONDUIT ATTACHED TO STRUCTURE SHALL BE PVC COATED RIGID STEEL CONDUIT (PVCC RGC) TYPICAL.

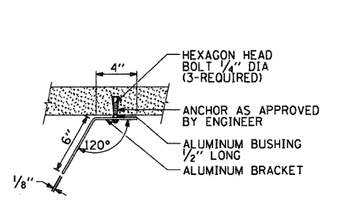


EXISTING BRIDGE DECK INSTALLATION



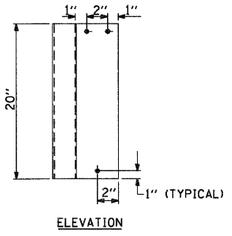
NEW BRIDGE DECK INSTALLATION

TYPICAL LUMINAIRE HANGER ASSEMBLY DETAILS



TOP VIEW

LUMINAIRE NUMBERING DECAL BRACKET
NOT TO SCALE

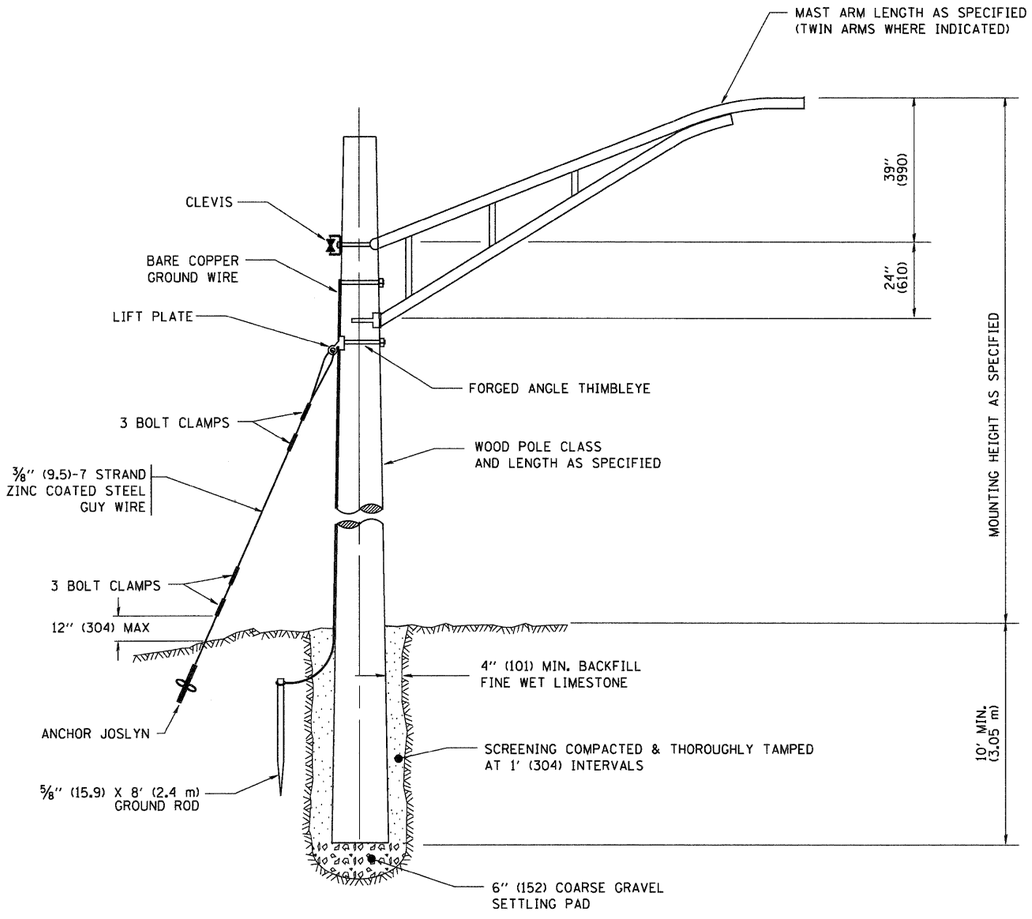


ELEVATION

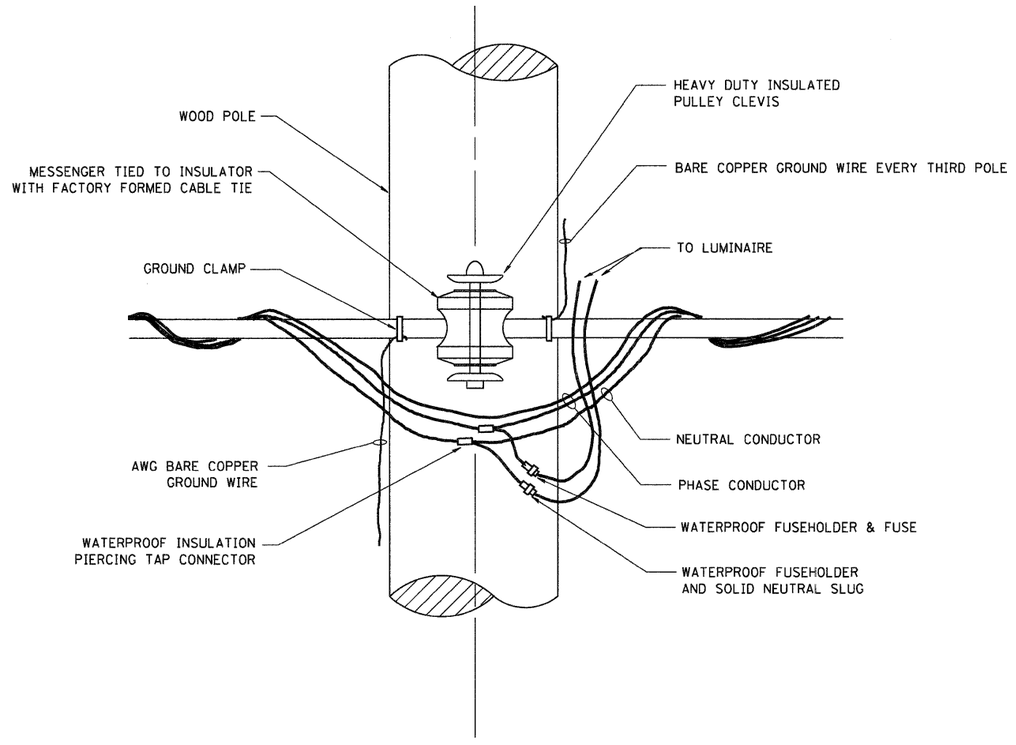
PVC COATED CONDUIT BEAM CLAMP
NOT TO SCALE

PVC COATED CONDUIT CLAMP
NOT TO SCALE

FILE NAME = W:\diststd\22x34\be900.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 12-12-05	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SUSPENDED MOUNT UNDERPASS LUMINAIRE INSTALLATION DETAILS**			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345	8R-R	KANE	794	469
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -						BE-900	CONTRACT NO. 60H45		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



TEMPORARY LIGHT POLE DETAIL

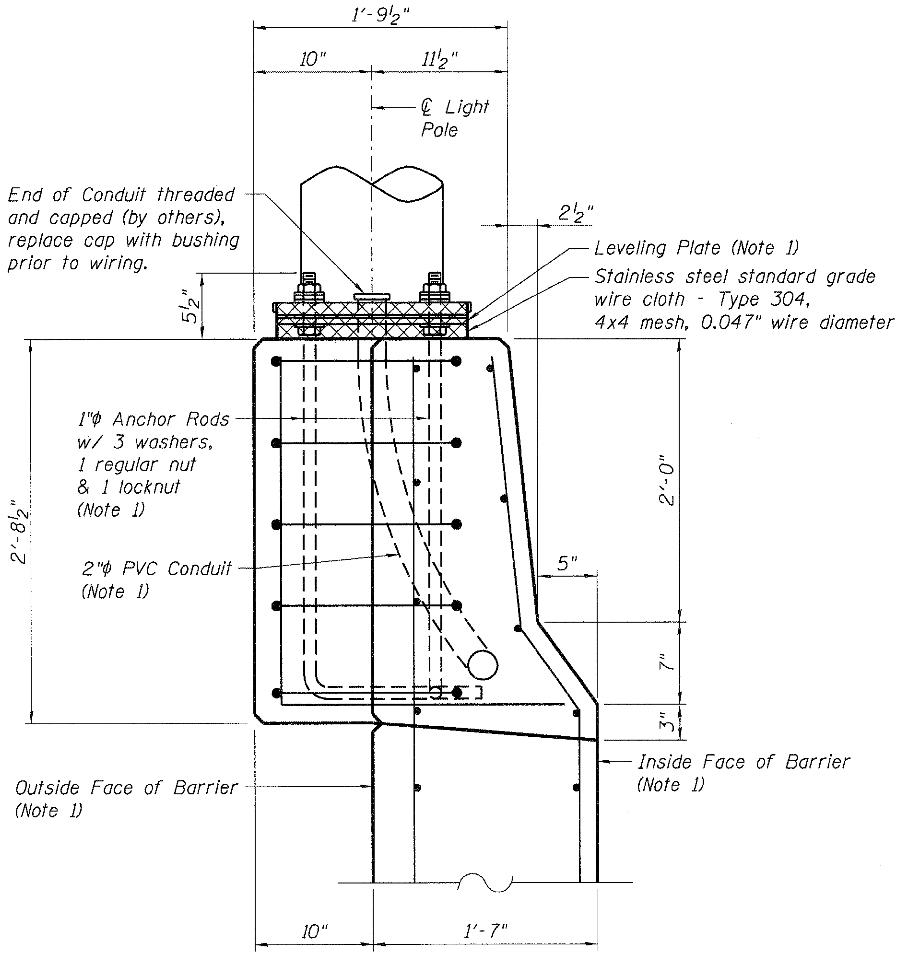


TEMPORARY LIGHT POLE ATTACHMENT DETAIL

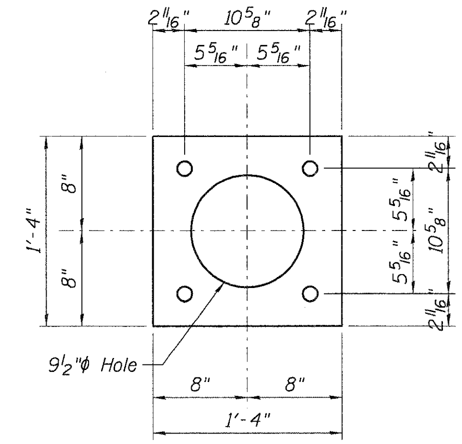
NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME = W:\diststd\22x34\be800.dgn	USER NAME = geglenobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHT POLE DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			345	8R-R	KANE	794	470
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -				BE-800	CONTRACT NO. 60H45		
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

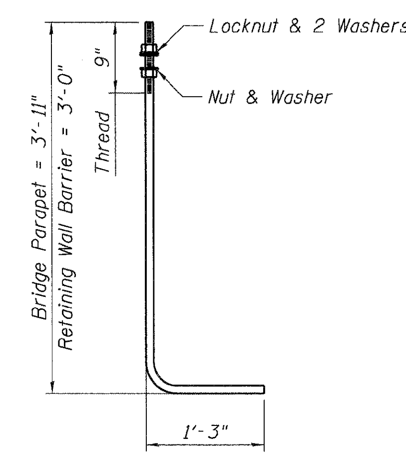


SECTION A-A



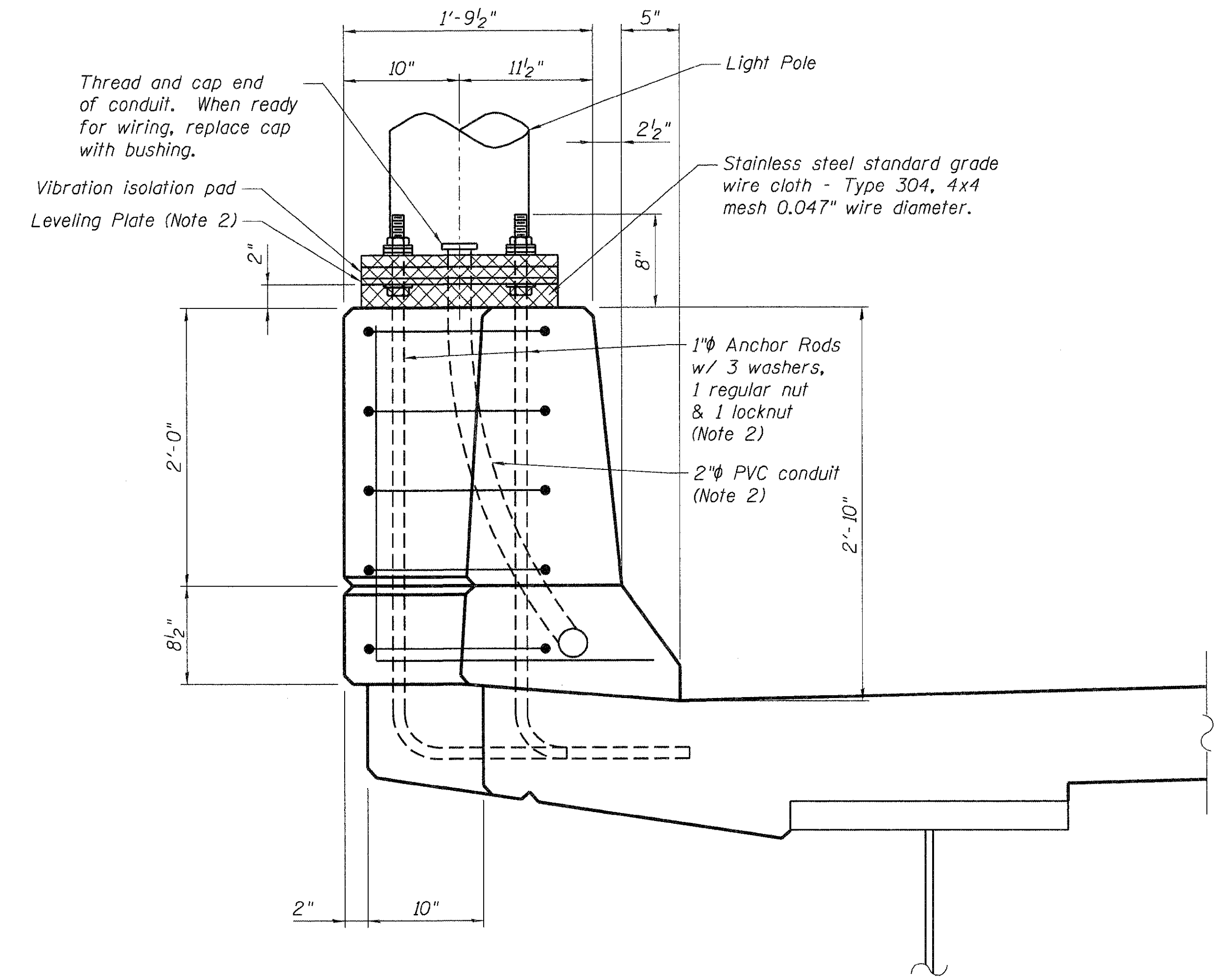
LEVELING PLATE DETAIL

½" Aluminum plate



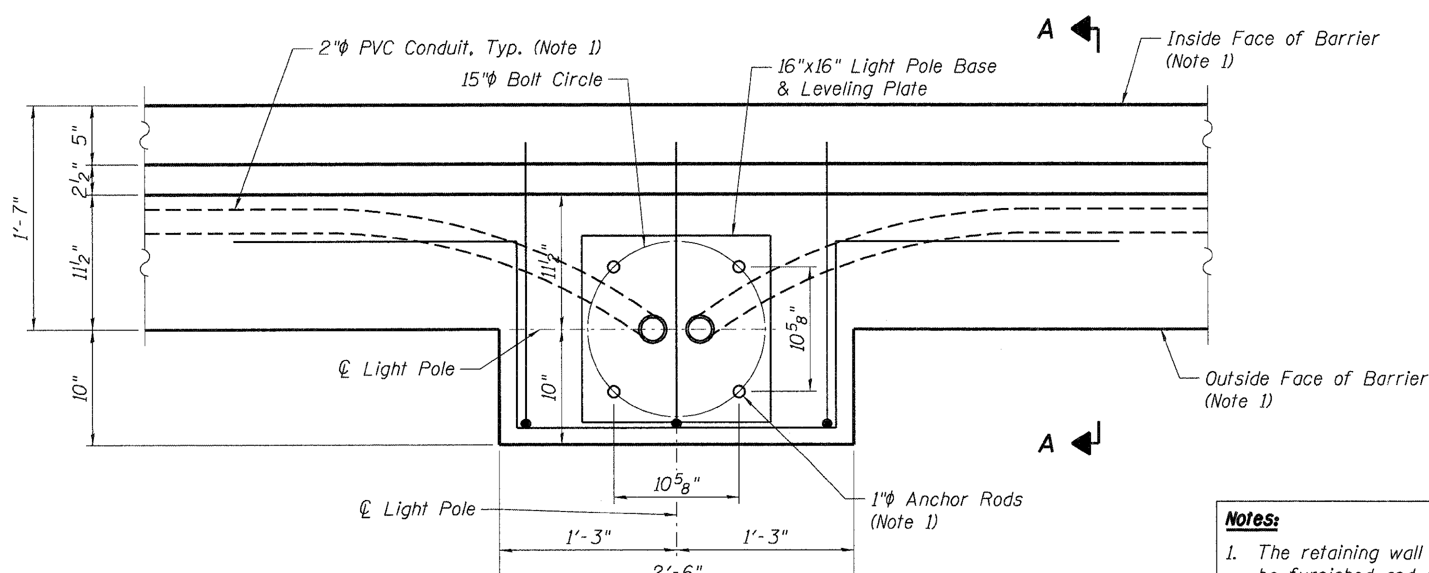
ANCHOR ROD DETAIL

1"φ ASTM F1554 Grade 105



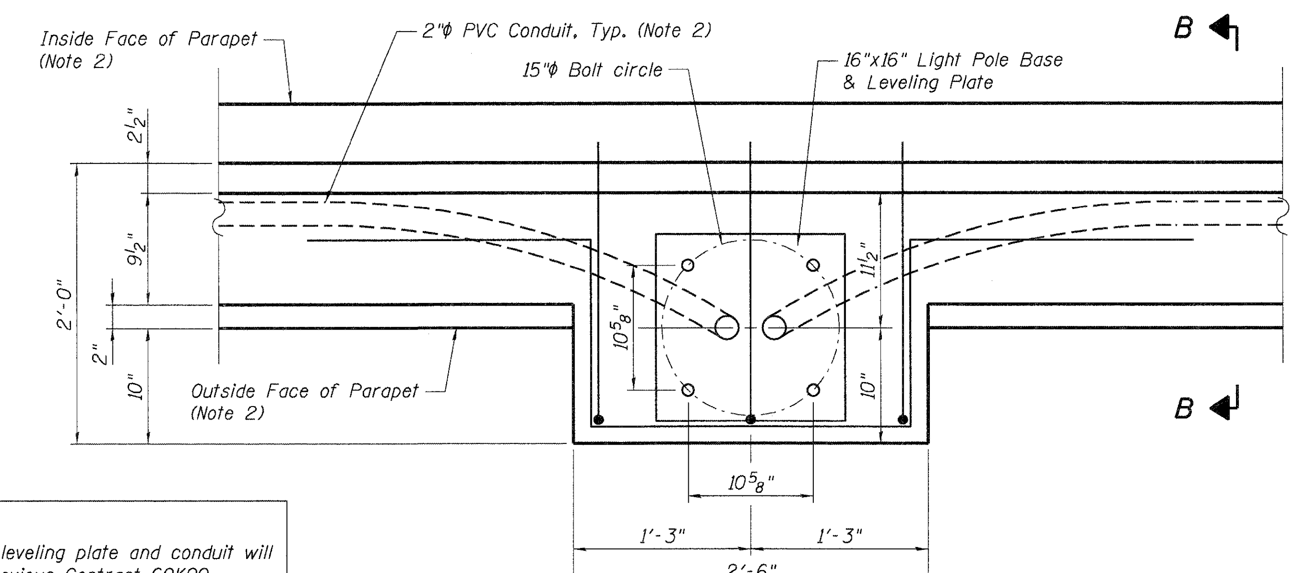
SECTION B-B

(Parapet reinforcement not shown for clarity.)



PLAN - LIGHT POLE ATTACHMENT TO RETAINING WALL BARRIER

(Barrier reinforcement not shown for clarity.)



PLAN - LIGHT POLE ATTACHMENT TO BRIDGE PARAPET

(Parapet reinforcement not shown for clarity.)

Notes:

1. The retaining wall including anchor rods, leveling plate and conduit will be furnished and erected by others in previous Contract 60K90.
2. The anchor rods, leveling plate and conduit for bridge parapet-mounted light poles are included with Concrete Superstructure. See US 20 over McLean Boulevard bridge plans (SN 045-0077).

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - VCP	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
FAP ROUTE 345 / US ROUTE 20

LIGHT POLE MOUNTED ON RETAINING WALL BARRIER

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	471
		CONTRACT NO. 60H45		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

..\LIGHTING-60H45-201-LIGHTING.DGN, ..\D60H45-BORDER01.DGN
12-12-2011, 13:25:02 \\FS-02\44\MM\VAULT.D-TRANS.07\2202\21379-001\STRUCT\CAD\60H45\LIGHTING\SHEET\LIGHTING-60H45-201-LIGHTING.SHT.DGN
BAJZEKKJ

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	472
	ILLINOIS	CONTRACT NO. 60H45		

INDEX OF SHEETS – VOLUME II OF II

*DISTRICT ONE TRAFFIC SIGNAL AND LIGHTING DETAILS ARE INCLUDED WITH THE TRAFFIC SIGNAL AND LIGHTING PLANS

**SEE SHEET 560 FOR INDEX OF CROSS SECTION SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 345 – U.S. ROUTE 20 (LAKE STREET) OVER McLEAN BOULEVARD
SECTION 8R–R
PROJECT
INTERCHANGE RECONSTRUCTION AND BRIDGE REPLACEMENT
KANE COUNTY
C–91–632–09
VOLUME II OF II

US ROUTE 20
DESIGN DESIGNATION – 56,200(12) ARTERIAL 34.29 (CRC–20)
ADT= 42,700 (2001) – 66,000 (2020)
DESIGN SPEED = 60 MPH
POSTED SPEED = 55 MPH

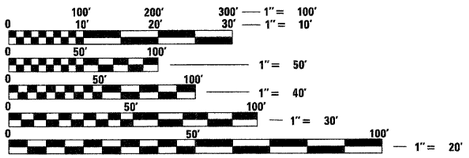
LILLIAN STREET
ADT= 12,700 (2001) – 16,500 (2020)
DESIGN SPEED = 35 MPH
POSTED SPEED = 30 MPH

FLEETWOOD DRIVE
ADT= 3,400 (2001) – 5,000 (2020)
DESIGN SPEED = 35 MPH
POSTED SPEED = 30 MPH

MCLEAN BOULEVARD (NORTH OF INTERCHANGE)
ADT= 30,000 (2001) – 41,000 (2020)
DESIGN SPEED = 35 MPH
POSTED SPEED = 30 MPH

MCLEAN BOULEVARD (SOUTH OF INTERCHANGE)
ADT= 26,000 (2001) – 44,000 (2020)
DESIGN SPEED = 35 MPH
POSTED SPEED = 35 MPH

PROJECT LOCATED IN CITY OF ELGIN



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 BRIAN KUTTAB, P.E.
PROJECT ENGINEER RON ZENAROSA

CONTRACT NO. 60H45

R 8 E

GROSS LENGTH = 7,024 FT. = 1.330 MILES
NET LENGTH = 7,024 FT. = 1.330 MILES

N

LOCATION MAP NOT TO SCALE

D–91–632–09

LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED _____ **20** _____

_____
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

_____ **20** _____

_____
ENGINEER OF DESIGN AND ENVIRONMENT

_____ **20** _____

_____
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

TENG

TENG & ASSOCIATES, INC.
ENGINEERS/ARCHITECTS/PLANNERS
205 N. MICHIGAN AVE. CHICAGO, IL 60601
TELEPHONE: 312/616–0000

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

Bench Mark: Cross cut on concrete surface of curb island at SW corner of intersection of US 20 and McLean Boulevard, located 4.9' W/SW of the traffic signal pole and 5.0' north of the south curb. Elevation = 829.90 (NAVD 88)

Existing Structures: S.N. 045-0002 (WB) and 045-0003 (EB) built in 1960 as FA Route 6 Section 8R-HB-2 at Sta. 98+40.4. Both structures were widened in 1987. S.N. 045-0003 will be widened further in prior contract for MOT purposes. Each structure consists of concrete deck on three-span continuous steel beams. The structures have overall lengths of 150'-1" and widths of 42'-11" (WB) and 55'-8" (EB). The spans are supported by concrete piers on spread footings and concrete stub abutments on piles.

Staging: Traffic to be maintained using staged construction.

Salvage: The two beam lines from the SN 045-0003 temporary widening, and the beam lines from the 1987 widening (one on SN 045-0002, one on SN 045-0003) shall be salvaged. The four stainless steel pins at the hinges of the 1987 widening beam lines shall also be salvaged.

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, 5th Edition (2010)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec (Sd1) = 0.084
Design Spectral Acceleration at 0.2 sec (Sds) = 0.144
Soil Site Class = D

LOADING HL-93

Allow 50 psf for future wearing surface

DESIGN STRESSES

FIELD UNITS

f'c = 3.5 ksi
fy = 60 ksi (Reinforcement)
fy = 50 ksi (Structural Steel) AASHTO M270 Grade 50

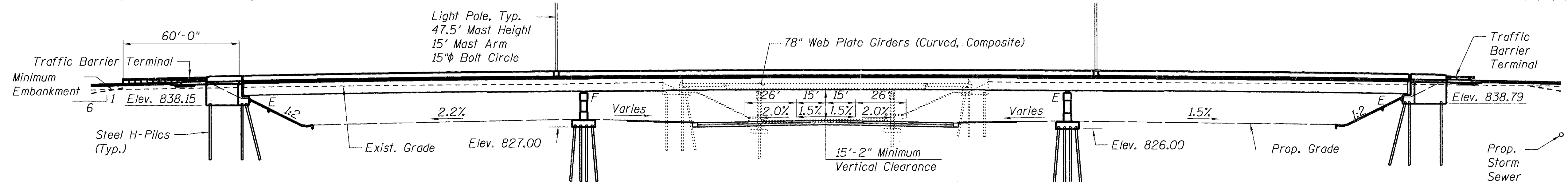
CURVE DATA

US 20

Δ = 20°04'26" (LT)
D = 00°53'20"
T = 1,141.01'
L = 2,258.64'
E = 100.20'
R = 6,446.67'
S.E. = 2.6%
P.C. = Sta. 94+16.23
P.T. = Sta. 116+74.87
P.I. = Sta. 105+57.25

McLean Boulevard

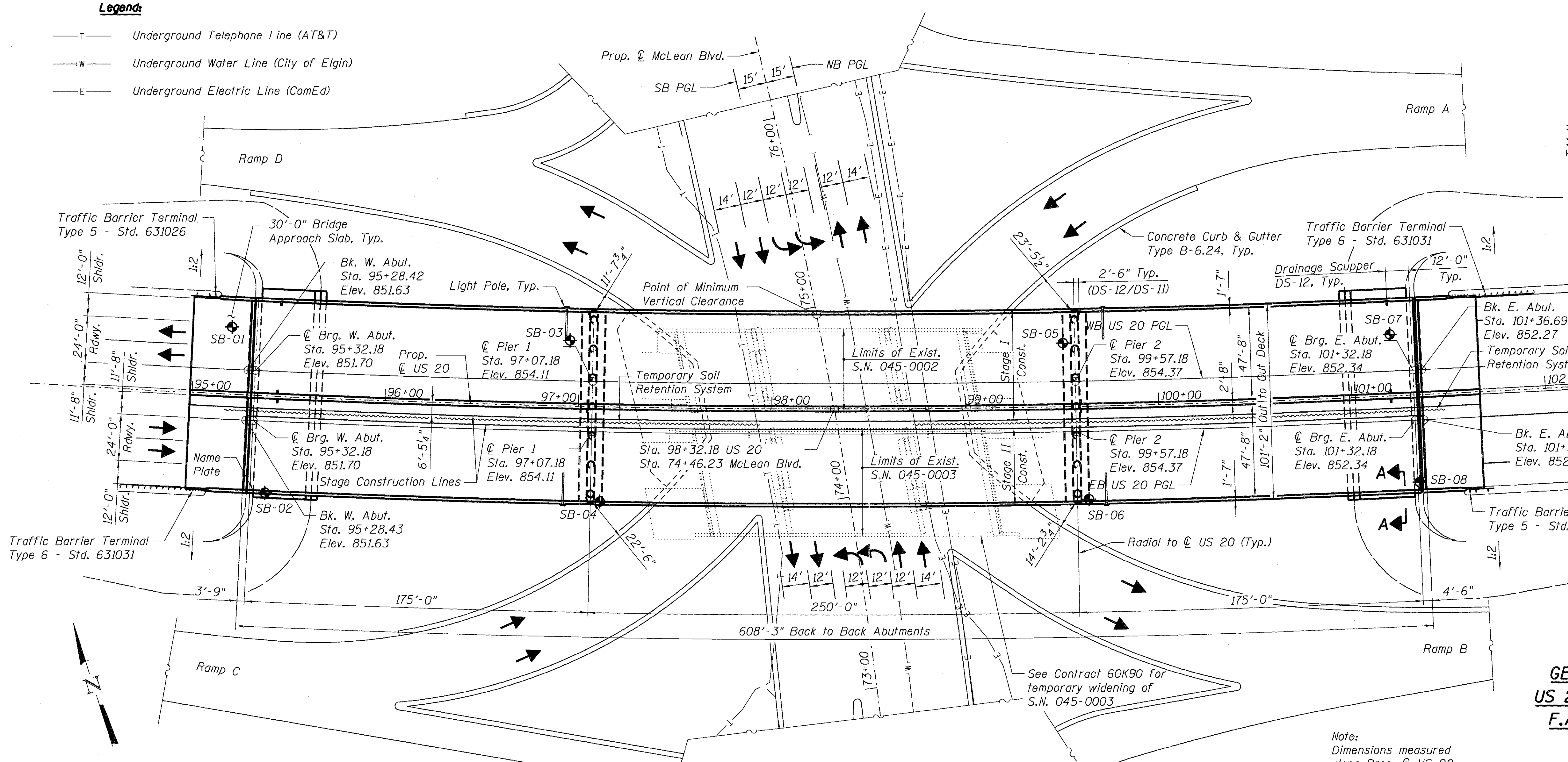
Δ = 16°16'29" (LT)
D = 01°54'35"
T = 428.96'
L = 852.15'
E = 30.51'
R = 3,000.00'
S.E. = n/a
P.C. = Sta. 68+34.21
P.T. = Sta. 76+86.36
P.I. = Sta. 72+63.17



ELEVATION

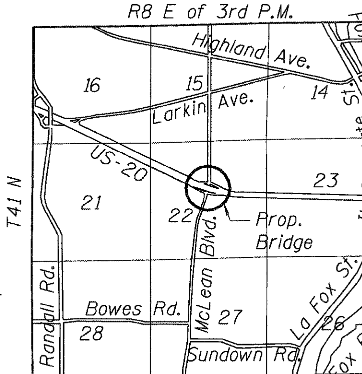
Legend:

Underground Telephone Line (AT&T)
Underground Water Line (City of Elgin)
Underground Electric Line (ComEd)



Note:
Dimensions measured along Prop. ℄ US 20

PLAN



LOCATION SKETCH

DATE 12/7/2011
EXP. 11/30/2012

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL PLAN & ELEVATION
US 20 OVER MCLEAN BOULEVARD
F.A.P. RTE. 345 - SEC. 8R-R
KANE COUNTY
STATION 98+32.18
STRUCTURE NO. 045-0077

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD	BRIDGE GENERAL PLAN AND ELEVATION	F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 473
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	DRAWN - MDB	REVISED -			SN 045-0077		CONTRACT NO. 60H45		
	PLOT DATE = $DATE$	CHECKED - PK	REVISED -		SCALE: SHEET NO. S-1 OF S-62 STATION 98+32.18	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				
		DATE - 12/16/11	REVISED -							

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^7/_8$"φ, holes $^{15}/_{16}$"φ, unless otherwise noted.
2. Calculated weight of Structural Steel = 3,009,710 lbs. (AASHTO M270 Grade 50)
3. No field welding is permitted except as specified in the contract documents.
4. Not used.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
7. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $^1/_8$" (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
8. Concrete Sealer shall be applied to the designated areas of the abutments.
9. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
10. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5 YR 3/4.
11. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
12. Slipforming of the parapets and median barrier is not allowed.
13. Current Ratings on File for Existing Structures:

    WB Bridge (SN 045-0002)
    Inventory: HS 20.1
    Operating: HS 33.4
    Live Load Restrictions: None

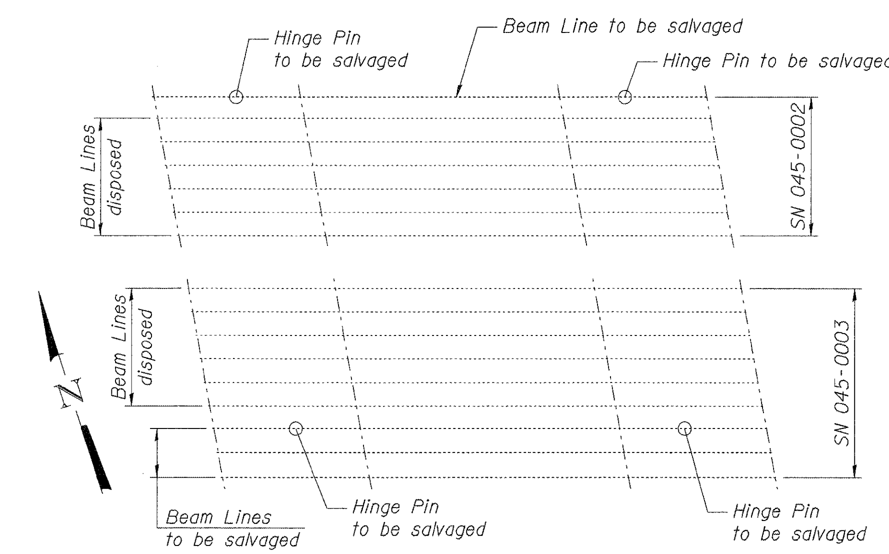
    EB Bridge (SN 045-0003)
    Inventory: HS 20.1
    Operating: HS 33.4
    Live Load Restrictions: None

    Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

INDEX OF SHEETS

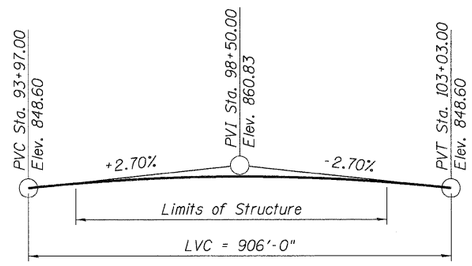
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures No. 1	Each			1
Removal of Existing Structures No. 2	Each			1
Protective Shield	Sq Yd	876		876
Structure Excavation	Cu Yd		1,141	1,141
Concrete Structures	Cu Yd		1,062.3	1,062.3
Concrete Superstructure	Cu Yd	2,187.0		2,187.0
Bridge Deck Grooving	Sq Yd	6,760		6,760
Concrete Encasement	Cu Yd		31.6	31.6
Form Liner Textured Surface	Sq Ft		540	540
Protective Coat	Sq Yd	8,146		8,146
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	20,586		20,586
Reinforcement Bars, Epoxy Coated	Pound	558,650	167,820	726,470
Bar Splicers	Each	4,536	545	5,081
Slope Wall 4 Inch	Sq Yd		897	897
Furnishing Steel Piles HP14x73	Foot		6,290	6,290
Driving Piles	Foot		6,290	6,290
Test Pile Steel HP14x73	Each		4	4
Pile Shoes	Each		218	218
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	98.0		98.0
Anchor Bolts, 1"	Each	144		144
Concrete Sealer	Sq Ft		2,565	2,565
Geocomposite Wall Drain	Sq Yd		254	254
Porous Granular Embankment, Special	Cu Yd		681	681
High Load Multi-Rotational Bearings, Guided Expansion, 250K	Each	24		24
High Load Multi-Rotational Bearings, Guided Expansion, 750K	Each	12		12
High Load Multi-Rotational Bearings, Fixed - 750K	Each	12		12
Drainage Scuppers, DS-11	Each	2		2
Drainage Scuppers, DS-12	Each	10		10
Drainage System	L Sum	1		1
Modular Expansion Joint 9"	Foot	98.0		98.0
Pipe Underdrains for Structures 4"	Foot		264	264
Temporary Soil Retention System	Sq Ft		9,960	9,960



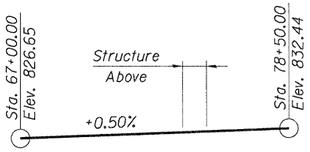
SALVAGE PLAN

Note:
The Contractor shall salvage the 4 beam lines shown, including wide flange beams and splice plates. The hinge plates and details, bearings, and cross frames shall not be salvaged, except as noted. The steel should be transported and unloaded by the Contractor to the District Bridge Yard in Elk Grove at 1101 Biesterfield Road, during the week days of Monday-Friday, and between the hours of 8am and 2pm. The Contractor shall notify the District Bridge Office 48 hours in advance of the delivery at (847) 956-1444. Cost included in Removal of Existing Structures.



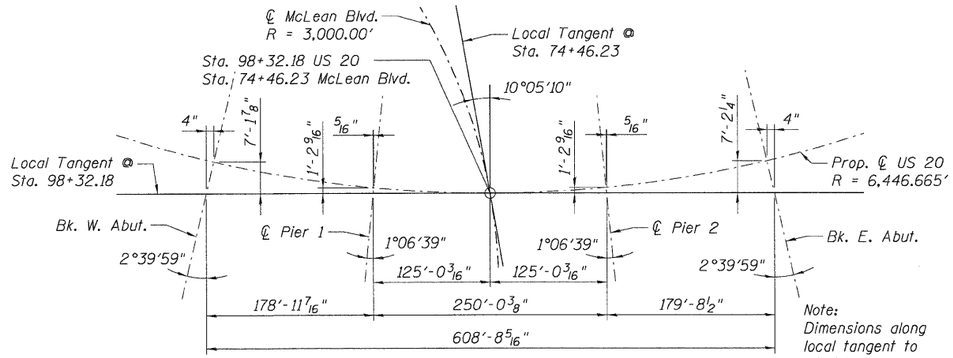
PROFILE GRADE

(WB/EB US 20 PGL)

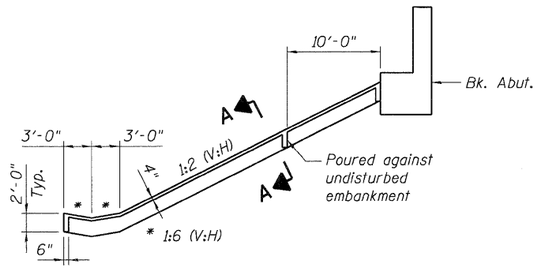


PROFILE GRADE

(NB/SB McLean Boulevard PGL)

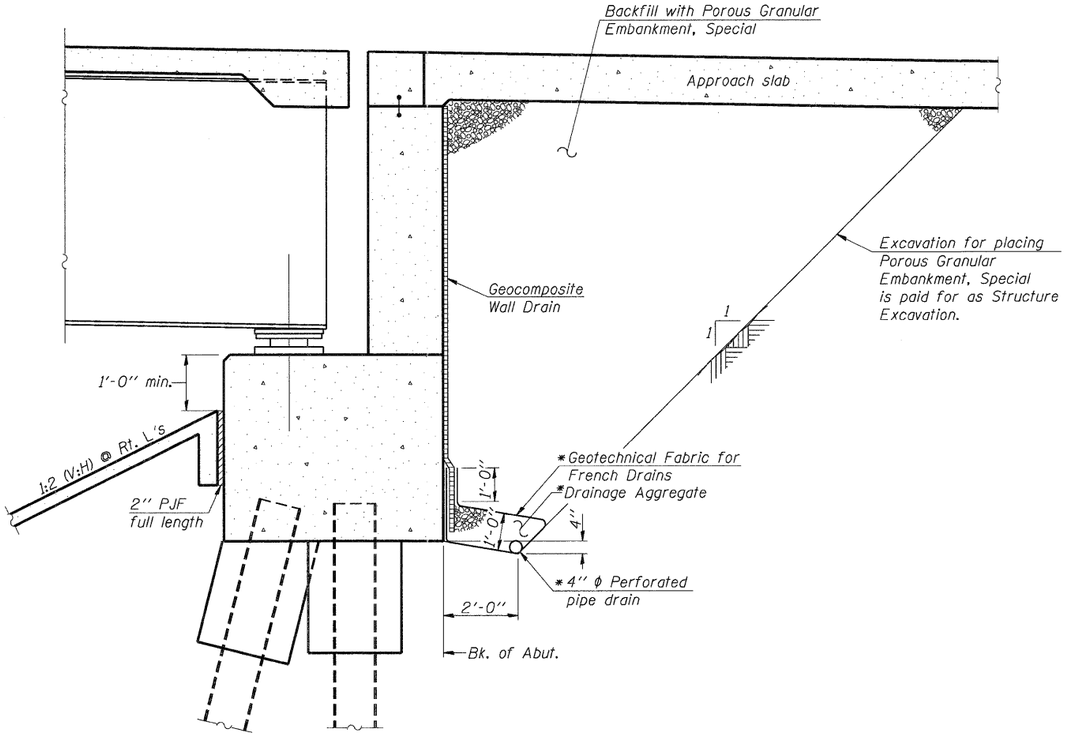


OFFSET SKETCH



SECTION THROUGH SLOPEWALL

(Horizontal dimensions at right angles)

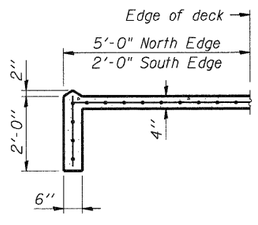


SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures.

Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A

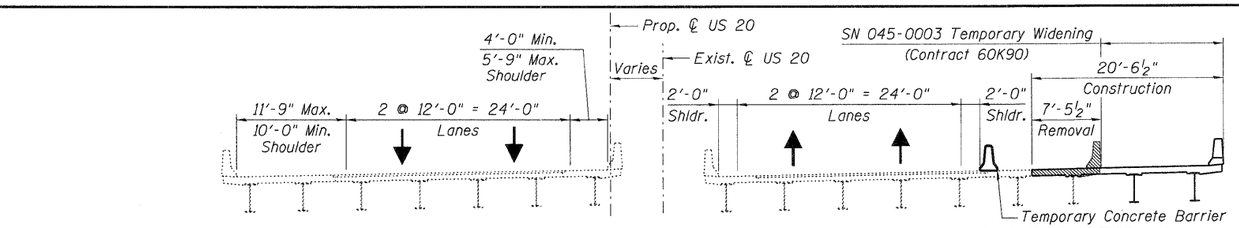
Note:
Slope wall shall be reinforced with welded wire fabric. 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

STATION 98+32.18
BUILT 201_ BY
STATE OF ILLINOIS
F.A.P. Route 345
Section 8R-R
LOADING HL-93
STRUCTURE NO. 045-0077

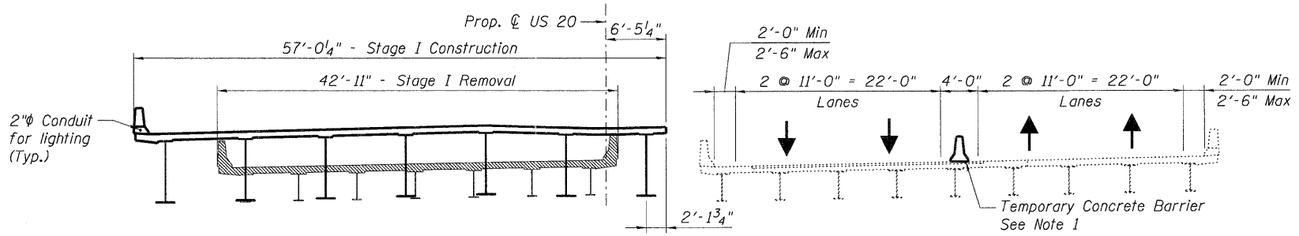
NAME PLATE

See Std. 515001

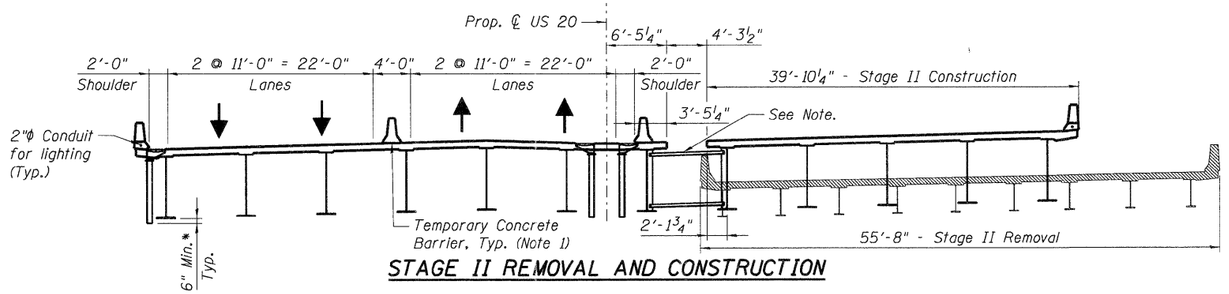
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD	VERTICAL PROFILES, OFFSET SKETCH AND SLOPEWALL DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MDB	REVISED -			345	8R-R	KANE	794	475
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -				SN 045-0077		CONTRACT NO. 60H45	
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -		SCALE:	SHEET NO. S-3 OF S-62	STATION 98+32.18		FED. ROAD DIST. NO. 7 | ILLINOIS | FED. AID PROJECT	



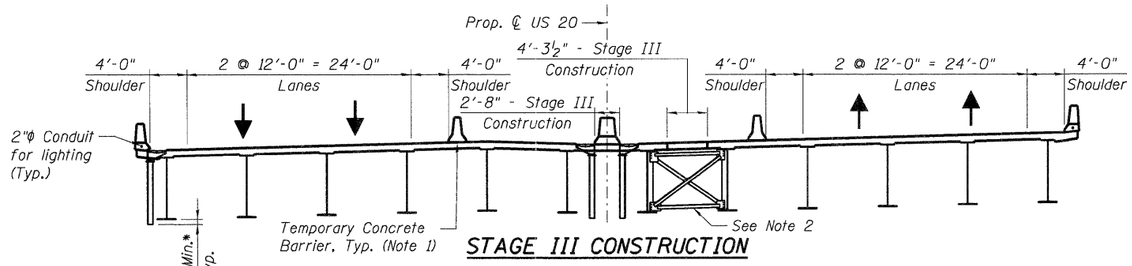
ADVANCE WORK (CONTRACT 60K90) REMOVAL AND CONSTRUCTION - FOR INFORMATION ONLY



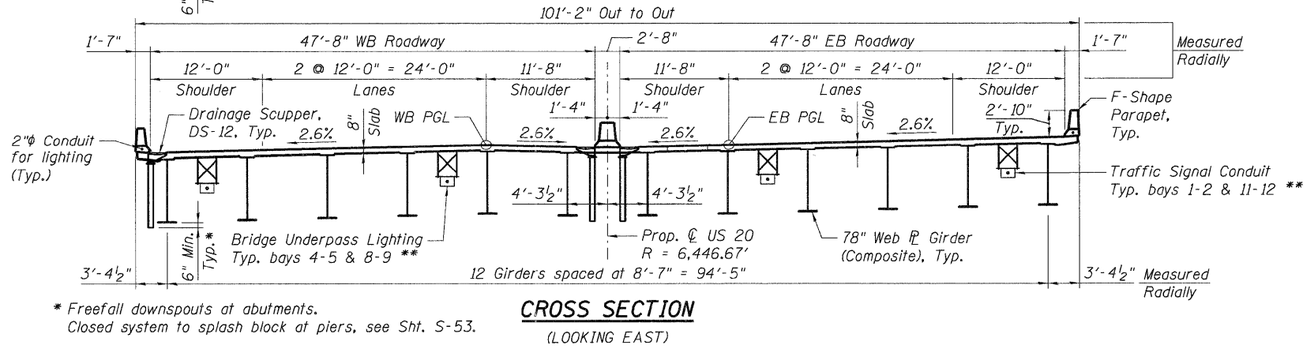
STAGE I REMOVAL AND CONSTRUCTION



STAGE II REMOVAL AND CONSTRUCTION



STAGE III CONSTRUCTION



* Freefall downspouts at abutments.
Closed system to splash block at piers, see Sht. S-53.

CROSS SECTION

(LOOKING EAST)

** See Lighting Plans and Traffic Signal Plans for location and limits of conduit and junction boxes attached to structure.

Notes:

1. See Roadway Plans for quantity of temporary concrete barrier.
2. See Sht. S-38 for stage construction sequence of cross frames under closure pour.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

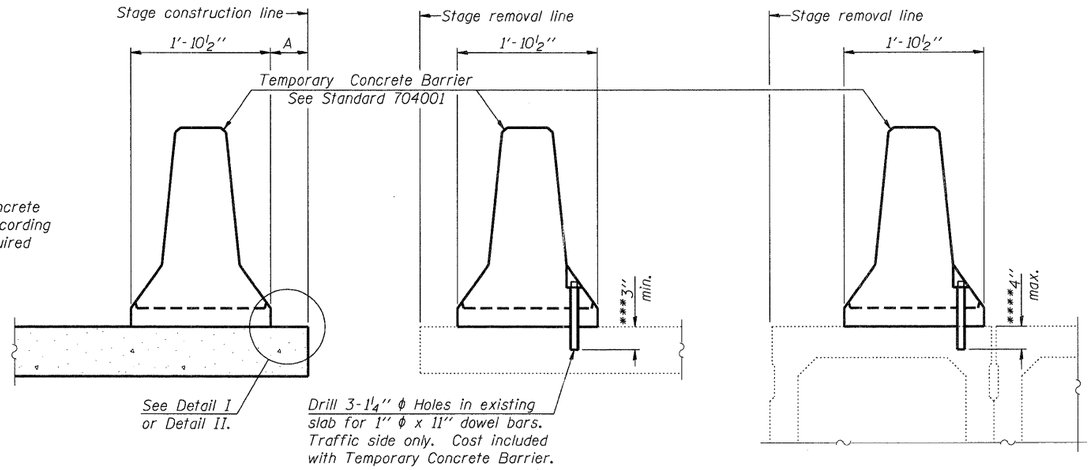
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

CONSTRUCTION STAGING

SCALE: | SHEET NO. S-4 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	BR-R	KANE	794	476
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" 'x "W" 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" x 7" x "W" 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.

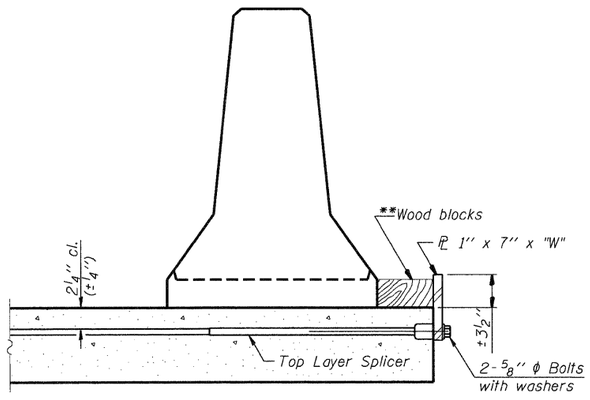
Cost of anchorage is included with Temporary Concrete Barrier.

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

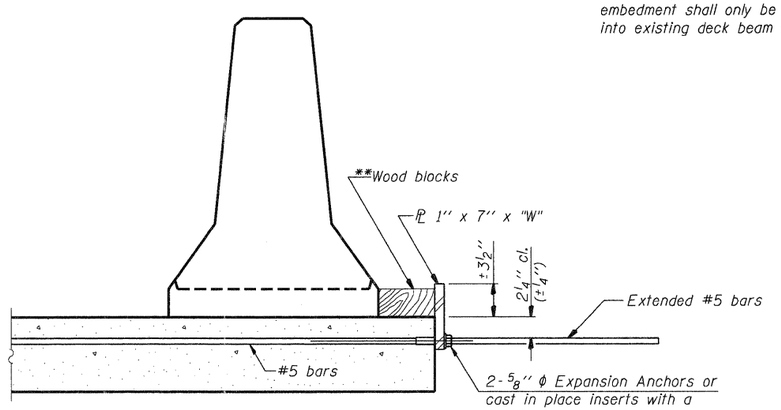
SECTIONS THRU SLAB OR DECK BEAM

*** 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.



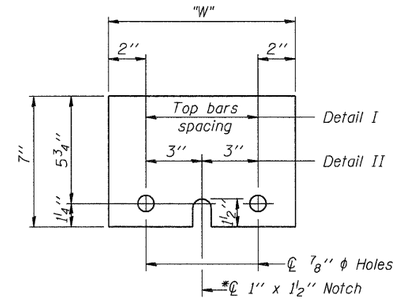
DETAIL I



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 "W"

* Required only with Detail II

R-27

7-1-10

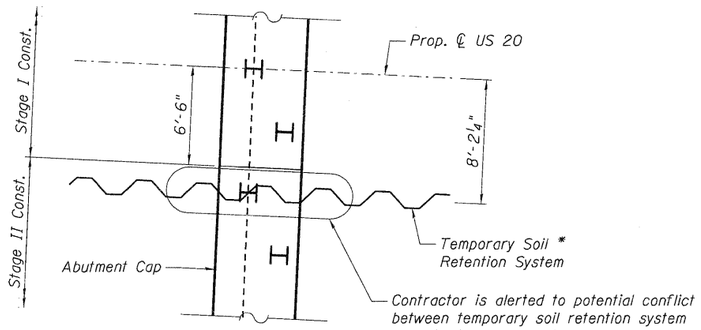
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

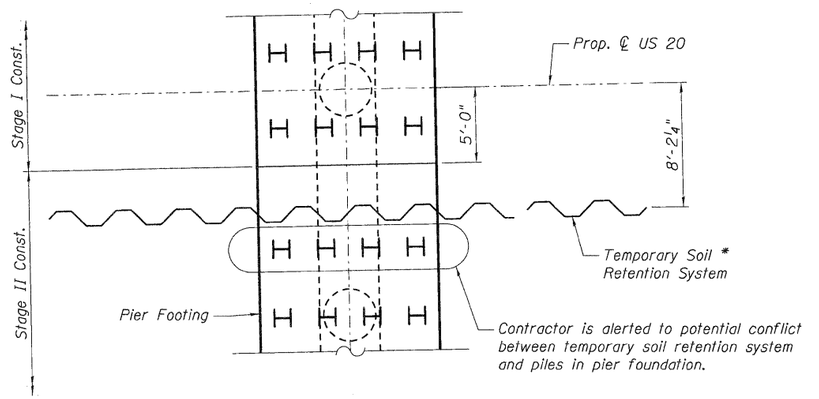
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

SCALE: | SHEET NO. S-5 OF S-62 | STATION 98+32.18

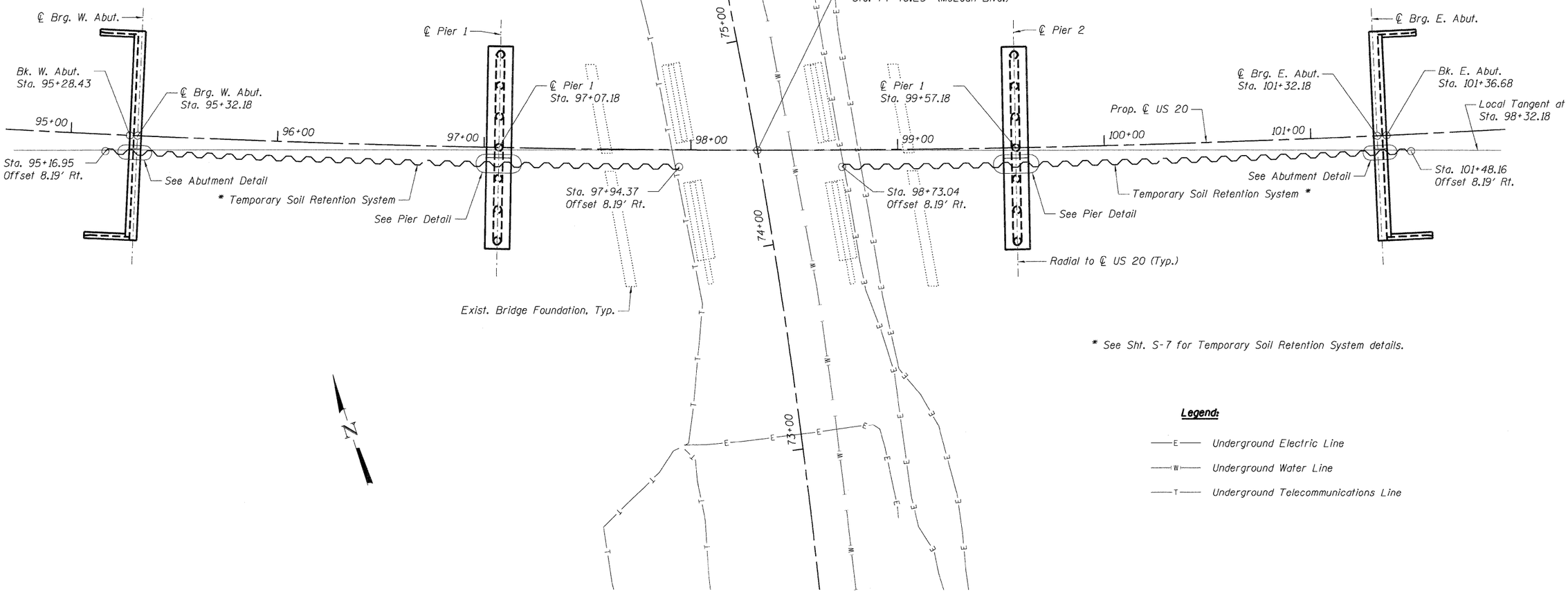
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	477
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



ABUTMENT DETAIL



PIER DETAIL



SUBSTRUCTURE LAYOUT

* See Sht. S-7 for Temporary Soil Retention System details.

Legend:

—E— Underground Electric Line

—W— Underground Water Line

—T— Underground Telecommunications Line

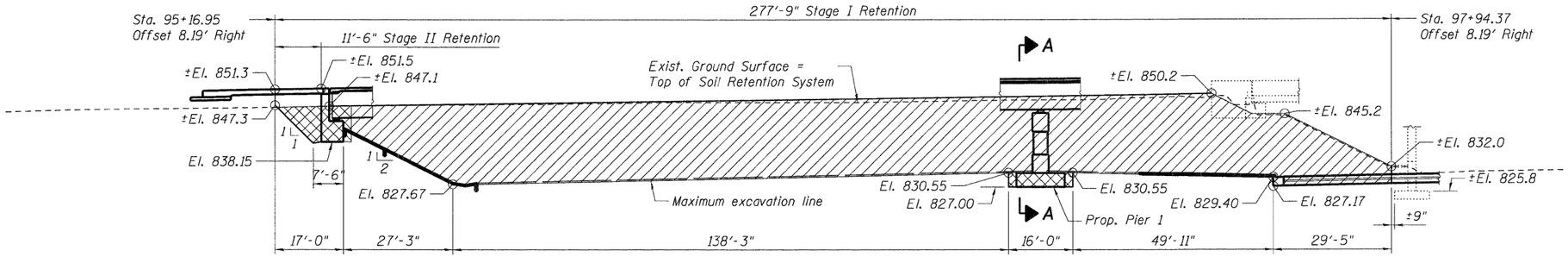
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

SUBSTRUCTURE LAYOUT

SCALE: | SHEET NO. S-6 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	478
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

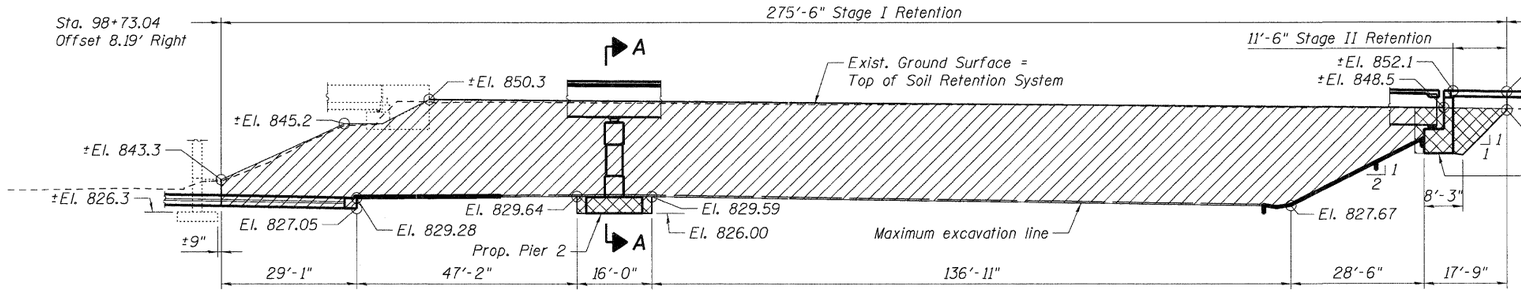


WEST ABUTMENT TO PIER 1 ELEVATION

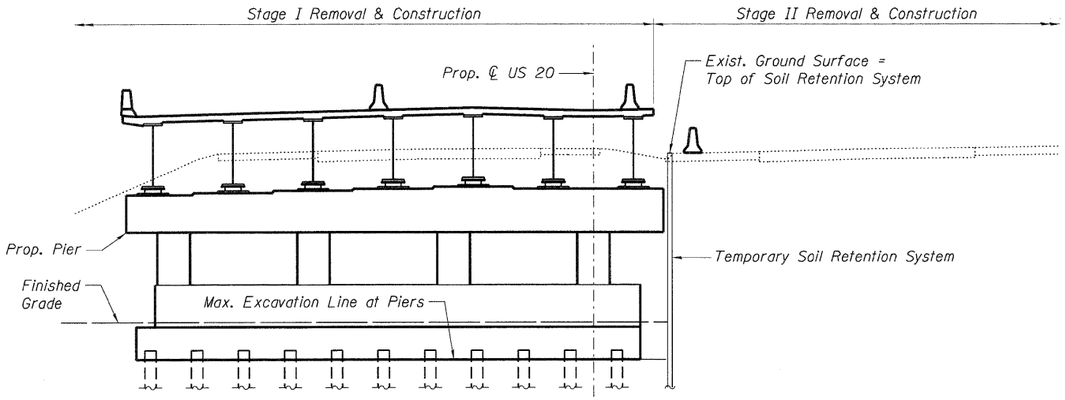
LEGEND:

Paid for as Earth Excavation
See Roadway Plans

Paid for as Structure Excavation



PIER 2 TO EAST ABUTMENT ELEVATION

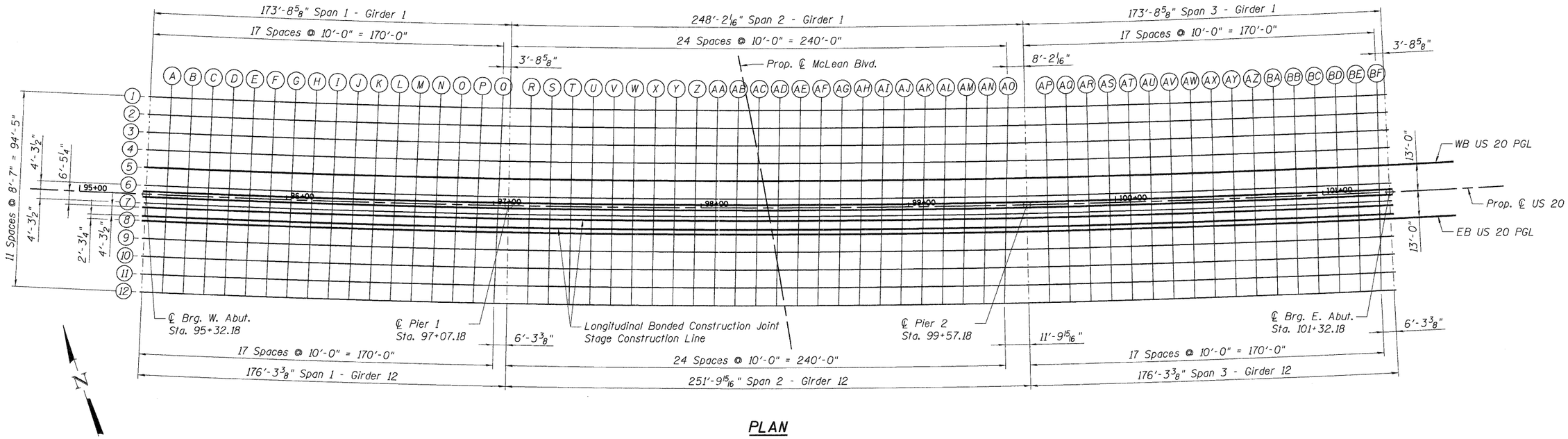


SECTION A-A

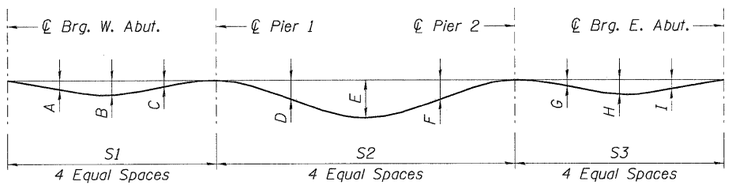
Notes:

1. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
2. The Temporary Soil Retention System design shall accomodate pile driving and footing / cap construction of the abutments and piers in Stage II. The design shall be installed and removed by means which will not significantly affect the capacity of the proposed friction piles. See Sht. S-6 for plan details.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD	TEMPORARY SOIL RETENTION SYSTEM DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MDB	REVISED -			345	8R-R	KANE	794	479
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -			SN 045-0077		CONTRACT NO. 60H45		
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -		SCALE:	SHEET NO. S-7 OF S-62	STATION 98+32.18	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT



PLAN



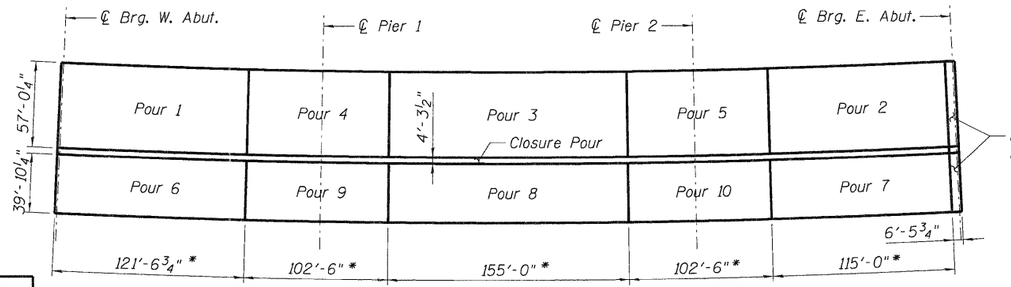
GIRDER DEAD LOAD DEFLECTIONS

(Includes weight of concrete only.)

GIRDER	S1	S2	S3	A	B	C	D	E	F	G	H	I
1	173'-8 5/8"	248'-2 1/16"	173'-8 5/8"	2 1/4"	2 3/8"	3/4"	2 3/4"	5"	2 3/4"	3/4"	2 1/2"	2 3/8"
2	173'-11 7/16"	248'-6"	173'-11 7/16"	2 1/4"	2 3/8"	5/8"	2 3/4"	5"	2 5/8"	3/4"	2 1/2"	2 3/8"
3	174'-2 3/16"	248'-10"	174'-2 3/16"	2 1/8"	2 1/4"	5/8"	2 5/8"	4 7/8"	2 5/8"	3/4"	2 3/8"	2 1/4"
4	174'-5"	249'-2"	174'-5"	2 1/8"	2 1/4"	5/8"	2 5/8"	4 7/8"	2 5/8"	3/4"	2 1/2"	2 1/4"
5	174'-7 13/16"	249'-6"	174'-7 13/16"	2 1/4"	2 3/8"	3/4"	2 3/4"	5"	2 3/4"	3/4"	2 5/8"	2 3/8"
6	174'-10 5/8"	249'-10"	174'-10 5/8"	2 3/8"	2 1/2"	3/4"	2 7/8"	5 1/4"	2 7/8"	7/8"	2 3/4"	2 1/2"
7	175'-1 3/8"	250'-2"	175'-1 3/8"	2 3/8"	2 1/2"	3/4"	2 7/8"	5 1/4"	2 7/8"	7/8"	2 3/4"	2 1/2"
8	175'-4 3/16"	250'-6"	175'-4 3/16"	2 1/4"	2 1/2"	3/4"	2 3/4"	5 1/8"	2 3/4"	3/4"	2 5/8"	2 1/2"
9	175'-7"	250'-10"	175'-7"	2 1/4"	2 3/8"	5/8"	2 3/4"	5"	2 5/8"	3/4"	2 1/2"	2 3/8"
10	175'-9 13/16"	251'-2"	175'-9 13/16"	2 1/4"	2 3/8"	5/8"	2 3/4"	5"	2 3/4"	3/4"	2 1/2"	2 3/8"
11	176'-0 9/16"	251'-6"	176'-0 9/16"	2 3/8"	2 1/2"	3/4"	2 7/8"	5 1/4"	2 7/8"	3/4"	2 5/8"	2 1/2"
12	176'-3 3/8"	251'-9 15/16"	176'-3 3/8"	2 1/2"	2 5/8"	3/4"	3 1/8"	5 5/8"	3"	7/8"	2 7/8"	2 5/8"

Note:

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



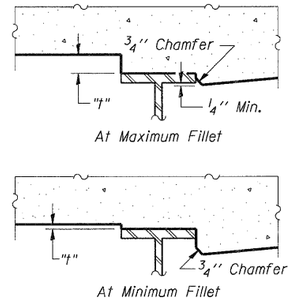
* Dimensions measured along Prop. ℄ US 20.

DECK POURING SEQUENCE

Notes:

1. *The Contractor is alerted that camber and dead load deflection values shown on the plans were developed based on the deck pouring sequence shown on this sheet. Any deviation from this pouring sequence will result in changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.*

2. *When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:*
   1. *At least 72 hours shall have elapsed from the end of the previous pour.*
   2. *The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.*



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Shts. S-9 thru S-14, minus 8" slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

Note:

Work this sheet with Shts. S-9 thru S-14.

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - CCE	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF SLAB ELEVATION PLAN

SCALE: | SHEET NO. S-8 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	480
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GIRDER 1

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-47.21	850.81	850.81
A	95+42.25	-47.21	851.00	851.05
B	95+52.32	-47.21	851.18	851.28
C	95+62.40	-47.21	851.36	851.50
D	95+72.47	-47.21	851.53	851.70
E	95+82.55	-47.21	851.69	851.89
F	95+92.62	-47.21	851.85	852.06
G	96+02.69	-47.21	852.00	852.22
H	96+12.77	-47.21	852.15	852.36
I	96+22.84	-47.21	852.29	852.48
J	96+32.91	-47.21	852.42	852.58
K	96+42.99	-47.21	852.55	852.68
L	96+53.06	-47.21	852.67	852.76
M	96+63.14	-47.21	852.78	852.84
N	96+73.21	-47.21	852.89	852.92
O	96+83.28	-47.21	853.00	853.01
P	96+93.36	-47.21	853.09	853.09
Q	97+03.43	-47.21	853.18	853.18
℄ Pier 1	97+07.18	-47.21	853.22	853.22
R	97+17.25	-47.21	853.30	853.31
S	97+27.32	-47.21	853.38	853.42
T	97+37.40	-47.21	853.45	853.52
U	97+47.47	-47.21	853.51	853.63
V	97+57.55	-47.21	853.57	853.74
W	97+67.62	-47.21	853.62	853.84
X	97+77.69	-47.21	853.67	853.94
Y	97+87.77	-47.21	853.71	854.02
Z	97+97.84	-47.21	853.74	854.10
AA	98+07.91	-47.21	853.77	854.16
AB	98+17.99	-47.21	853.79	854.20
AC	98+28.06	-47.21	853.81	854.23
AD	98+38.14	-47.21	853.82	854.24
AE	98+48.21	-47.21	853.82	854.23
AF	98+58.28	-47.21	853.82	854.20
AG	98+68.36	-47.21	853.81	854.16
AH	98+78.43	-47.21	853.80	854.10
AI	98+88.50	-47.21	853.78	854.04
AJ	98+98.58	-47.21	853.75	853.96
AK	99+08.65	-47.21	853.72	853.88
AL	99+18.73	-47.21	853.68	853.79
AM	99+28.80	-47.21	853.64	853.70
AN	99+38.87	-47.21	853.59	853.62
AO	99+48.95	-47.21	853.53	853.55
℄ Pier 2	99+57.18	-47.21	853.48	853.48
AP	99+67.25	-47.21	853.42	853.41
AQ	99+77.32	-47.21	853.34	853.35
AR	99+87.40	-47.21	853.26	853.29
AS	99+97.47	-47.21	853.18	853.23
AT	100+07.55	-47.21	853.09	853.17
AU	100+17.62	-47.21	852.99	853.11
AV	100+27.69	-47.21	852.88	853.05
AW	100+37.77	-47.21	852.77	852.97
AX	100+47.84	-47.21	852.66	852.88
AY	100+57.91	-47.21	852.54	852.76
AZ	100+67.99	-47.21	852.41	852.64
BA	100+78.06	-47.21	852.27	852.49
BB	100+88.14	-47.21	852.13	852.33
BC	100+98.21	-47.21	851.99	852.15
BD	101+08.28	-47.21	851.84	851.96
BE	101+18.36	-47.21	851.68	851.75
BF	101+28.43	-47.21	851.51	851.54
℄ Brg. E. Abut.	101+32.18	-47.21	851.45	851.45

GIRDER 2

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-38.63	851.04	851.04
A	95+42.24	-38.63	851.22	851.28
B	95+52.30	-38.63	851.41	851.50
C	95+62.36	-38.63	851.58	851.72
D	95+72.42	-38.63	851.75	851.92
E	95+82.48	-38.63	851.91	852.11
F	95+92.54	-38.63	852.07	852.28
G	96+02.60	-38.63	852.22	852.44
H	96+12.66	-38.63	852.37	852.57
I	96+22.72	-38.63	852.51	852.70
J	96+32.78	-38.63	852.64	852.80
K	96+42.84	-38.63	852.77	852.90
L	96+52.90	-38.63	852.89	852.98
M	96+62.96	-38.63	853.00	853.06
N	96+73.02	-38.63	853.11	853.14
O	96+83.08	-38.63	853.22	853.23
P	96+93.14	-38.63	853.31	853.31
Q	97+03.20	-38.63	853.41	853.40
℄ Pier 1	97+07.18	-38.63	853.44	853.44
R	97+17.24	-38.63	853.52	853.54
S	97+27.30	-38.63	853.60	853.64
T	97+37.36	-38.63	853.67	853.74
U	97+47.42	-38.63	853.73	853.85
V	97+57.48	-38.63	853.79	853.95
W	97+67.54	-38.63	853.84	854.06
X	97+77.60	-38.63	853.89	854.15
Y	97+87.66	-38.63	853.93	854.24
Z	97+97.72	-38.63	853.97	854.32
AA	98+07.78	-38.63	853.99	854.37
AB	98+17.84	-38.63	854.02	854.42
AC	98+27.90	-38.63	854.03	854.44
AD	98+37.96	-38.63	854.04	854.45
AE	98+48.02	-38.63	854.05	854.44
AF	98+58.08	-38.63	854.05	854.42
AG	98+68.14	-38.63	854.04	854.38
AH	98+78.20	-38.63	854.02	854.32
AI	98+88.26	-38.63	854.00	854.26
AJ	98+98.32	-38.63	853.98	854.18
AK	99+08.38	-38.63	853.95	854.10
AL	99+18.44	-38.63	853.91	854.01
AM	99+28.50	-38.63	853.86	853.93
AN	99+38.56	-38.63	853.81	853.85
AO	99+48.62	-38.63	853.76	853.77
℄ Pier 2	99+57.18	-38.63	853.71	853.71
AP	99+67.24	-38.63	853.64	853.64
AQ	99+77.30	-38.63	853.57	853.57
AR	99+87.36	-38.63	853.49	853.51
AS	99+97.42	-38.63	853.40	853.45
AT	100+07.48	-38.63	853.31	853.39
AU	100+17.54	-38.63	853.21	853.33
AV	100+27.60	-38.63	853.11	853.27
AW	100+37.66	-38.63	853.00	853.19
AX	100+47.72	-38.63	852.88	853.10
AY	100+57.78	-38.63	852.76	852.99
AZ	100+67.84	-38.63	852.63	852.86
BA	100+77.90	-38.63	852.50	852.72
BB	100+87.96	-38.63	852.36	852.56
BC	100+98.02	-38.63	852.21	852.38
BD	101+08.08	-38.63	852.06	852.19
BE	101+18.14	-38.63	851.91	851.98
BF	101+28.20	-38.63	851.74	851.76
℄ Brg. E. Abut.	101+32.18	-38.63	851.68	851.68

GIRDER 3

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-30.04	851.26	851.26
A	95+42.22	-30.04	851.45	851.50
B	95+52.27	-30.04	851.63	851.72
C	95+62.32	-30.04	851.80	851.94
D	95+72.36	-30.04	851.97	852.14
E	95+82.41	-30.04	852.14	852.33
F	95+92.46	-30.04	852.29	852.50
G	96+02.50	-30.04	852.44	852.65
H	96+12.55	-30.04	852.59	852.79
I	96+22.60	-30.04	852.73	852.91
J	96+32.64	-30.04	852.86	853.02
K	96+42.69	-30.04	852.99	853.11
L	96+52.74	-30.04	853.11	853.20
M	96+62.79	-30.04	853.23	853.28
N	96+72.83	-30.04	853.33	853.36
O	96+82.88	-30.04	853.44	853.45
P	96+92.93	-30.04	853.54	853.53
Q	97+02.97	-30.04	853.63	853.62
℄ Pier 1	97+07.18	-30.04	853.66	853.66
R	97+17.22	-30.04	853.75	853.76
S	97+27.27	-30.04	853.82	853.86
T	97+37.32	-30.04	853.89	853.96
U	97+47.36	-30.04	853.96	854.07
V	97+57.41	-30.04	854.02	854.17
W	97+67.46	-30.04	854.07	854.28
X	97+77.50	-30.04	854.11	854.37
Y	97+87.55	-30.04	854.15	854.46
Z	97+97.60	-30.04	854.19	854.53
AA	98+07.64	-30.04	854.22	854.59
AB	98+17.69	-30.04	854.24	854.63
AC	98+27.74	-30.04	854.26	854.66
AD	98+37.79	-30.04	854.27	854.67
AE	98+47.83	-30.04	854.27	854.66
AF	98+57.88	-30.04	854.27	854.64
AG	98+67.93	-30.04	854.26	854.60
AH	98+77.97	-30.04	854.25	854.54
AI	98+88.02	-30.04	854.23	854.48
AJ	98+98.07	-30.04	854.20	854.40
AK	99+08.11	-30.04	854.17	854.32
AL	99+18.16	-30.04	854.13	854.24
AM	99+28.21	-30.04	854.09	854.15
AN	99+38.25	-30.04	854.04	854.07
AO	99+48.30	-30.04	853.98	854.00
℄ Pier 2	99+57.18	-30.04	853.93	853.93
AP	99+67.22	-30.04	853.86	853.86
AQ	99+77.27	-30.04	853.79	853.80
AR	99+87.32	-30.04	853.71	853.73
AS	99+97.36	-30.04	853.62	853.67
AT	100+07.41	-30.04	853.53	853.61
AU	100+17.46	-30.04	853.44	853.55
AV	100+27.50	-30.04	853.33	853.49
AW	100+37.55	-30.04	853.22	853.41
AX	100+47.60	-30.04	853.11	853.31
AY	100+57.64	-30.04	852.99	853.20
AZ	100+67.69	-30.04	852.86	853.08
BA	100+77.74	-30.04	852.73	852.94
BB	100+87.79	-30.04	852.59	852.78
BC	100+97.83	-30.04	852.44	852.60
BD	101+07.88	-30.04	852.29	852.41
BE	101+17.93	-30.04	852.13	852.21
BF	101+27.97	-30.04	851.97	851.99
℄ Brg. E. Abut.	101+32.18	-30.04	851.90	851.90

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	
		DRAWN - MDB	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - CCE	REVISED -	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF SLAB ELEVATIONS
1 OF 6

SCALE: | SHEET NO. S-9 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	481
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GIRDER 4

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-21.46	851.48	851.48
A	95+42.21	-21.46	851.67	851.72
B	95+52.24	-21.46	851.85	851.95
C	95+62.28	-21.46	852.03	852.16
D	95+72.31	-21.46	852.20	852.36
E	95+82.34	-21.46	852.36	852.55
F	95+92.38	-21.46	852.52	852.72
G	96+02.41	-21.46	852.67	852.88
H	96+12.44	-21.46	852.81	853.01
I	96+22.48	-21.46	852.95	853.13
J	96+32.51	-21.46	853.08	853.24
K	96+42.54	-21.46	853.21	853.34
L	96+52.58	-21.46	853.33	853.42
M	96+62.61	-21.46	853.45	853.50
N	96+72.64	-21.46	853.56	853.59
O	96+82.68	-21.46	853.66	853.67
P	96+92.71	-21.46	853.76	853.76
Q	97+02.74	-21.46	853.85	853.85
℄ Pier 1	97+07.18	-21.46	853.89	853.89
R	97+17.21	-21.46	853.97	853.98
S	97+27.24	-21.46	854.04	854.08
T	97+37.28	-21.46	854.12	854.19
U	97+47.31	-21.46	854.18	854.29
V	97+57.34	-21.46	854.24	854.40
W	97+67.38	-21.46	854.29	854.50
X	97+77.41	-21.46	854.34	854.59
Y	97+87.44	-21.46	854.38	854.68
Z	97+97.48	-21.46	854.41	854.75
AA	98+07.51	-21.46	854.44	854.81
AB	98+17.54	-21.46	854.46	854.86
AC	98+27.58	-21.46	854.48	854.88
AD	98+37.61	-21.46	854.49	854.89
AE	98+47.64	-21.46	854.49	854.88
AF	98+57.68	-21.46	854.49	854.86
AG	98+67.71	-21.46	854.48	854.82
AH	98+77.74	-21.46	854.47	854.77
AI	98+87.78	-21.46	854.45	854.70
AJ	98+97.81	-21.46	854.43	854.63
AK	99+07.84	-21.46	854.39	854.54
AL	99+17.88	-21.46	854.36	854.46
AM	99+27.91	-21.46	854.31	854.38
AN	99+37.94	-21.46	854.26	854.30
AO	99+47.98	-21.46	854.21	854.22
℄ Pier 2	99+57.18	-21.46	854.15	854.15
AP	99+67.21	-21.46	854.08	854.08
AQ	99+77.24	-21.46	854.01	854.02
AR	99+87.28	-21.46	853.93	853.96
AS	99+97.31	-21.46	853.85	853.90
AT	100+07.34	-21.46	853.76	853.84
AU	100+17.38	-21.46	853.66	853.78
AV	100+27.41	-21.46	853.56	853.71
AW	100+37.44	-21.46	853.45	853.63
AX	100+47.48	-21.46	853.33	853.54
AY	100+57.51	-21.46	853.21	853.43
AZ	100+67.54	-21.46	853.08	853.31
BA	100+77.58	-21.46	852.95	853.16
BB	100+87.61	-21.46	852.81	853.00
BC	100+97.64	-21.46	852.67	852.83
BD	101+07.68	-21.46	852.52	852.64
BE	101+17.71	-21.46	852.36	852.43
BF	101+27.74	-21.46	852.20	852.22
℄ Brg. E. Abut.	101+32.18	-21.46	852.12	852.12

WB US 20 PGL

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-13.00	851.70	851.70
A	95+42.20	-13.00	851.89	851.94
B	95+52.22	-13.00	852.07	852.17
C	95+62.24	-13.00	852.25	852.39
D	95+72.26	-13.00	852.41	852.59
E	95+82.28	-13.00	852.58	852.78
F	95+92.30	-13.00	852.73	852.95
G	96+02.32	-13.00	852.88	853.11
H	96+12.34	-13.00	853.03	853.24
I	96+22.36	-13.00	853.17	853.36
J	96+32.38	-13.00	853.30	853.47
K	96+42.40	-13.00	853.43	853.56
L	96+52.42	-13.00	853.55	853.65
M	96+62.44	-13.00	853.66	853.73
N	96+72.46	-13.00	853.77	853.81
O	96+82.48	-13.00	853.88	853.89
P	96+92.50	-13.00	853.97	853.97
Q	97+02.52	-13.00	854.07	854.06
℄ Pier 1	97+07.18	-13.00	854.11	854.11
R	97+17.20	-13.00	854.19	854.20
S	97+27.22	-13.00	854.26	854.30
T	97+37.24	-13.00	854.33	854.41
U	97+47.26	-13.00	854.40	854.52
V	97+57.28	-13.00	854.46	854.62
W	97+67.30	-13.00	854.51	854.73
X	97+77.32	-13.00	854.56	854.82
Y	97+87.34	-13.00	854.60	854.91
Z	97+97.36	-13.00	854.63	854.99
AA	98+07.38	-13.00	854.66	855.05
AB	98+17.40	-13.00	854.68	855.09
AC	98+27.42	-13.00	854.70	855.12
AD	98+37.44	-13.00	854.71	855.13
AE	98+47.46	-13.00	854.71	855.12
AF	98+57.48	-13.00	854.71	855.10
AG	98+67.50	-13.00	854.70	855.05
AH	98+77.52	-13.00	854.69	855.00
AI	98+87.54	-13.00	854.67	854.93
AJ	98+97.56	-13.00	854.65	854.86
AK	99+07.58	-13.00	854.62	854.77
AL	99+17.60	-13.00	854.58	854.69
AM	99+27.62	-13.00	854.53	854.60
AN	99+37.64	-13.00	854.49	854.52
AO	99+47.66	-13.00	854.43	854.44
℄ Pier 2	99+57.18	-13.00	854.37	854.37
AP	99+67.20	-13.00	854.30	854.30
AQ	99+77.22	-13.00	854.23	854.24
AR	99+87.24	-13.00	854.15	854.18
AS	99+97.26	-13.00	854.07	854.12
AT	100+07.28	-13.00	853.98	854.07
AU	100+17.30	-13.00	853.88	854.01
AV	100+27.32	-13.00	853.78	853.94
AW	100+37.34	-13.00	853.67	853.86
AX	100+47.36	-13.00	853.55	853.77
AY	100+57.38	-13.00	853.43	853.67
AZ	100+67.40	-13.00	853.31	853.54
BA	100+77.42	-13.00	853.17	853.40
BB	100+87.44	-13.00	853.03	853.24
BC	100+97.46	-13.00	852.89	853.06
BD	101+07.48	-13.00	852.74	852.87
BE	101+17.50	-13.00	852.58	852.66
BF	101+27.52	-13.00	852.42	852.45
℄ Brg. E. Abut.	101+32.18	-13.00	852.34	852.34

GIRDER 5

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-12.88	851.70	851.70
A	95+42.20	-12.88	851.89	851.94
B	95+52.22	-12.88	852.07	852.17
C	95+62.24	-12.88	852.24	852.38
D	95+72.26	-12.88	852.41	852.59
E	95+82.28	-12.88	852.57	852.78
F	95+92.30	-12.88	852.73	852.95
G	96+02.32	-12.88	852.88	853.10
H	96+12.34	-12.88	853.03	853.24
I	96+22.36	-12.88	853.17	853.36
J	96+32.38	-12.88	853.30	853.47
K	96+42.40	-12.88	853.43	853.56
L	96+52.42	-12.88	853.55	853.64
M	96+62.44	-12.88	853.66	853.72
N	96+72.46	-12.88	853.77	853.80
O	96+82.48	-12.88	853.87	853.89
P	96+92.50	-12.88	853.97	853.97
Q	97+02.52	-12.88	854.06	854.06
℄ Pier 1	97+07.18	-12.88	854.10	854.10
R	97+17.20	-12.88	854.18	854.20
S	97+27.22	-12.88	854.26	854.30
T	97+37.24	-12.88	854.33	854.41
U	97+47.26	-12.88	854.40	854.51
V	97+57.28	-12.88	854.45	854.62
W	97+67.30	-12.88	854.51	854.72
X	97+77.32	-12.88	854.55	854.82
Y	97+87.34	-12.88	854.59	854.91
Z	97+97.36	-12.88	854.63	854.98
AA	98+07.38	-12.88	854.66	855.04
AB	98+17.40	-12.88	854.68	855.09
AC	98+27.42	-12.88	854.70	855.11
AD	98+37.44	-12.88	854.71	855.12
AE	98+47.46	-12.88	854.71	855.12
AF	98+57.48	-12.88	854.71	855.09
AG	98+67.50	-12.88	854.70	855.05
AH	98+77.52	-12.88	854.69	855.00
AI	98+87.54	-12.88	854.67	854.93
AJ	98+97.56	-12.88	854.64	854.85
AK	99+07.58	-12.88	854.61	854.77
AL	99+17.60	-12.88	854.57	854.69
AM	99+27.62	-12.88	854.53	854.60
AN	99+37.64	-12.88	854.48	854.52
AO	99+47.66	-12.88	854.43	854.44
℄ Pier 2	99+57.18	-12.88	854.37	854.37
AP	99+67.20	-12.88	854.30	854.30
AQ	99+77.22	-12.88	854.23	854.24
AR	99+87.24	-12.88	854.15	854.18
AS	99+97.26	-12.88	854.06	854.12
AT	100+07.28	-12.88	853.97	854.06
AU	100+17.30	-12.88	853.88	854.00
AV	100+27.32	-12.88	853.77	853.94
AW	100+37.34	-12.88	853.67	853.86
AX	100+47.36	-12.88	853.55	853.77
AY	100+57.38	-12.88	853.43	853.66
AZ	100+67.40	-12.88	853.30	853.54
BA	100+77.42	-12.88	853.17	853.39
BB	100+87.44	-12.88	853.03	853.23
BC	100+97.46	-12.88	852.89	853.06
BD	101+07.48	-12.88	852.74	852.86
BE	101+17.50	-12.88	852.58	852.66
BF	101+27.52	-12.88	852.42	852.44
℄ Brg. E. Abut.	101+32.18	-12.88	852.34	852.34

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	
		DRAWN - MDB	REVISED -	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - CCE	REVISED -	
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF SLAB ELEVATIONS
2 OF 6

SCALE: | SHEET NO. S-10 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	482
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GIRDER 6

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-4.29	851.48	851.48
A	95+42.18	-4.29	851.66	851.72
B	95+52.19	-4.29	851.84	851.95
C	95+62.20	-4.29	852.02	852.17
D	95+72.20	-4.29	852.19	852.37
E	95+82.21	-4.29	852.35	852.56
F	95+92.22	-4.29	852.51	852.74
G	96+02.22	-4.29	852.66	852.89
H	96+12.23	-4.29	852.80	853.03
I	96+22.24	-4.29	852.94	853.15
J	96+32.24	-4.29	853.07	853.25
K	96+42.25	-4.29	853.20	853.34
L	96+52.26	-4.29	853.32	853.42
M	96+62.26	-4.29	853.44	853.50
N	96+72.27	-4.29	853.55	853.58
O	96+82.28	-4.29	853.65	853.66
P	96+92.28	-4.29	853.75	853.75
Q	97+02.29	-4.29	853.84	853.84
℄ Pier 1	97+07.18	-4.29	853.88	853.88
R	97+17.18	-4.29	853.96	853.98
S	97+27.19	-4.29	854.04	854.08
T	97+37.20	-4.29	854.11	854.18
U	97+47.20	-4.29	854.17	854.29
V	97+57.21	-4.29	854.23	854.40
W	97+67.22	-4.29	854.28	854.51
X	97+77.22	-4.29	854.33	854.61
Y	97+87.23	-4.29	854.37	854.69
Z	97+97.24	-4.29	854.40	854.77
AA	98+07.24	-4.29	854.43	854.83
AB	98+17.25	-4.29	854.46	854.88
AC	98+27.26	-4.29	854.47	854.90
AD	98+37.26	-4.29	854.48	854.91
AE	98+47.27	-4.29	854.49	854.91
AF	98+57.28	-4.29	854.49	854.88
AG	98+67.28	-4.29	854.48	854.84
AH	98+77.29	-4.29	854.47	854.79
AI	98+87.30	-4.29	854.45	854.72
AJ	98+97.30	-4.29	854.42	854.64
AK	99+07.31	-4.29	854.39	854.55
AL	99+17.32	-4.29	854.35	854.47
AM	99+27.32	-4.29	854.31	854.38
AN	99+37.33	-4.29	854.26	854.30
AO	99+47.34	-4.29	854.21	854.22
℄ Pier 2	99+57.18	-4.29	854.15	854.15
AP	99+67.18	-4.29	854.08	854.08
AQ	99+77.19	-4.29	854.01	854.02
AR	99+87.20	-4.29	853.93	853.96
AS	99+97.20	-4.29	853.84	853.90
AT	100+07.21	-4.29	853.75	853.85
AU	100+17.22	-4.29	853.65	853.79
AV	100+27.22	-4.29	853.55	853.73
AW	100+37.23	-4.29	853.44	853.65
AX	100+47.24	-4.29	853.33	853.56
AY	100+57.24	-4.29	853.21	853.45
AZ	100+67.25	-4.29	853.08	853.33
BA	100+77.26	-4.29	852.95	853.18
BB	100+87.26	-4.29	852.81	853.02
BC	100+97.27	-4.29	852.67	852.85
BD	101+07.28	-4.29	852.52	852.65
BE	101+17.28	-4.29	852.36	852.44
BF	101+27.29	-4.29	852.20	852.23
℄ Brg. E. Abut.	101+32.18	-4.29	852.12	852.12

NORTH FACE OF MEDIAN BARRIER

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	-1.33	851.40	851.40
A	95+42.18	-1.33	851.59	851.64
B	95+52.18	-1.33	851.77	851.87
C	95+62.18	-1.33	851.94	852.09
D	95+72.19	-1.33	852.11	852.30
E	95+82.19	-1.33	852.27	852.49
F	95+92.19	-1.33	852.43	852.66
G	96+02.19	-1.33	852.58	852.81
H	96+12.19	-1.33	852.72	852.95
I	96+22.20	-1.33	852.86	853.07
J	96+32.20	-1.33	853.00	853.18
K	96+42.20	-1.33	853.12	853.27
L	96+52.20	-1.33	853.24	853.35
M	96+62.20	-1.33	853.36	853.43
N	96+72.21	-1.33	853.47	853.50
O	96+82.21	-1.33	853.57	853.59
P	96+92.21	-1.33	853.67	853.67
Q	97+02.21	-1.33	853.76	853.76
℄ Pier 1	97+07.18	-1.33	853.80	853.80
R	97+17.18	-1.33	853.88	853.90
S	97+27.18	-1.33	853.96	854.00
T	97+37.18	-1.33	854.03	854.11
U	97+47.19	-1.33	854.10	854.22
V	97+57.19	-1.33	854.15	854.32
W	97+67.19	-1.33	854.21	854.43
X	97+77.19	-1.33	854.25	854.53
Y	97+87.19	-1.33	854.29	854.62
Z	97+97.20	-1.33	854.33	854.69
AA	98+07.20	-1.33	854.36	854.76
AB	98+17.20	-1.33	854.38	854.80
AC	98+27.20	-1.33	854.40	854.83
AD	98+37.20	-1.33	854.41	854.84
AE	98+47.21	-1.33	854.41	854.83
AF	98+57.21	-1.33	854.41	854.81
AG	98+67.21	-1.33	854.40	854.77
AH	98+77.21	-1.33	854.39	854.71
AI	98+87.21	-1.33	854.37	854.64
AJ	98+97.22	-1.33	854.34	854.56
AK	99+07.22	-1.33	854.31	854.48
AL	99+17.22	-1.33	854.28	854.39
AM	99+27.22	-1.33	854.23	854.31
AN	99+37.22	-1.33	854.18	854.22
AO	99+47.23	-1.33	854.13	854.14
℄ Pier 2	99+57.18	-1.33	854.07	854.07
AP	99+67.18	-1.33	854.00	854.00
AQ	99+77.18	-1.33	853.93	853.94
AR	99+87.18	-1.33	853.85	853.88
AS	99+97.19	-1.33	853.77	853.82
AT	100+07.19	-1.33	853.67	853.77
AU	100+17.19	-1.33	853.58	853.71
AV	100+27.19	-1.33	853.48	853.65
AW	100+37.19	-1.33	853.37	853.57
AX	100+47.20	-1.33	853.25	853.48
AY	100+57.20	-1.33	853.13	853.38
AZ	100+67.20	-1.33	853.01	853.25
BA	100+77.20	-1.33	852.87	853.11
BB	100+87.20	-1.33	852.73	852.95
BC	100+97.21	-1.33	852.59	852.77
BD	101+07.21	-1.33	852.44	852.58
BE	101+17.21	-1.33	852.28	852.37
BF	101+27.21	-1.33	852.12	852.15
℄ Brg. E. Abut.	101+32.18	-1.33	852.04	852.04

SOUTH FACE OF MEDIAN BARRIER

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	1.33	851.40	851.40
A	95+42.17	1.33	851.59	851.64
B	95+52.17	1.33	851.77	851.87
C	95+62.17	1.33	851.94	852.09
D	95+72.17	1.33	852.11	852.30
E	95+82.17	1.33	852.27	852.49
F	95+92.16	1.33	852.43	852.66
G	96+02.16	1.33	852.58	852.81
H	96+12.16	1.33	852.72	852.95
I	96+22.16	1.33	852.86	853.07
J	96+32.16	1.33	853.00	853.18
K	96+42.15	1.33	853.12	853.27
L	96+52.15	1.33	853.24	853.35
M	96+62.15	1.33	853.36	853.43
N	96+72.15	1.33	853.47	853.50
O	96+82.15	1.33	853.57	853.58
P	96+92.14	1.33	853.67	853.67
Q	97+02.14	1.33	853.76	853.76
℄ Pier 1	97+07.18	1.33	853.80	853.80
R	97+17.17	1.33	853.88	853.90
S	97+27.17	1.33	853.96	854.00
T	97+37.17	1.33	854.03	854.11
U	97+47.17	1.33	854.10	854.22
V	97+57.17	1.33	854.15	854.32
W	97+67.16	1.33	854.21	854.43
X	97+77.16	1.33	854.25	854.53
Y	97+87.16	1.33	854.29	854.62
Z	97+97.16	1.33	854.33	854.69
AA	98+07.16	1.33	854.36	854.76
AB	98+17.15	1.33	854.38	854.80
AC	98+27.15	1.33	854.39	854.83
AD	98+37.15	1.33	854.41	854.84
AE	98+47.15	1.33	854.41	854.83
AF	98+57.15	1.33	854.41	854.81
AG	98+67.14	1.33	854.40	854.77
AH	98+77.14	1.33	854.39	854.71
AI	98+87.14	1.33	854.37	854.64
AJ	98+97.14	1.33	854.34	854.57
AK	99+07.14	1.33	854.31	854.48
AL	99+17.13	1.33	854.28	854.39
AM	99+27.13	1.33	854.23	854.31
AN	99+37.13	1.33	854.18	854.22
AO	99+47.13	1.33	854.13	854.14
℄ Pier 2	99+57.18	1.33	854.07	854.07
AP	99+67.17	1.33	854.00	854.00
AQ	99+77.17	1.33	853.93	853.94
AR	99+87.17	1.33	853.85	853.88
AS	99+97.17	1.33	853.77	853.82
AT	100+07.17	1.33	853.67	853.77
AU	100+17.16	1.33	853.58	853.71
AV	100+27.16	1.33	853.48	853.65
AW	100+37.16	1.33	853.37	853.57
AX	100+47.16	1.33	853.25	853.49
AY	100+57.16	1.33	853.13	853.38
AZ	100+67.15	1.33	853.01	853.25
BA	100+77.15	1.33	852.87	853.11
BB	100+87.15	1.33	852.74	852.95
BC	100+97.15	1.33	852.59	852.77
BD	101+07.15	1.33	852.44	852.58
BE	101+17.14	1.33	852.28	852.37
BF	101+27.14	1.33	852.12	852.15
℄ Brg. E. Abut.	101+32.18	1.33	852.04	852.04

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	
		DRAWN - MDB	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - CCE	REVISED -	
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF SLAB ELEVATIONS
3 OF 6

SCALE: | SHEET NO. S-11 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	483
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GIRDER 7

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	4.29	851.48	851.48
A	95+42.17	4.29	851.66	851.72
B	95+52.16	4.29	851.84	851.95
C	95+62.16	4.29	852.02	852.17
D	95+72.15	4.29	852.19	852.37
E	95+82.14	4.29	852.35	852.56
F	95+92.14	4.29	852.51	852.74
G	96+02.13	4.29	852.66	852.89
H	96+12.12	4.29	852.80	853.03
I	96+22.12	4.29	852.94	853.15
J	96+32.11	4.29	853.07	853.25
K	96+42.10	4.29	853.20	853.34
L	96+52.10	4.29	853.32	853.42
M	96+62.09	4.29	853.43	853.50
N	96+72.08	4.29	853.54	853.58
O	96+82.08	4.29	853.65	853.66
P	96+92.07	4.29	853.74	853.75
Q	97+02.06	4.29	853.83	853.83
℄ Pier 1	97+07.18	4.29	853.88	853.88
R	97+17.17	4.29	853.96	853.98
S	97+27.16	4.29	854.04	854.08
T	97+37.16	4.29	854.11	854.18
U	97+47.15	4.29	854.17	854.29
V	97+57.14	4.29	854.23	854.40
W	97+67.14	4.29	854.28	854.51
X	97+77.13	4.29	854.33	854.61
Y	97+87.12	4.29	854.37	854.69
Z	97+97.12	4.29	854.40	854.77
AA	98+07.11	4.29	854.43	854.83
AB	98+17.10	4.29	854.46	854.88
AC	98+27.10	4.29	854.47	854.91
AD	98+37.09	4.29	854.48	854.92
AE	98+47.08	4.29	854.49	854.91
AF	98+57.08	4.29	854.49	854.89
AG	98+67.07	4.29	854.48	854.84
AH	98+77.06	4.29	854.47	854.79
AI	98+87.06	4.29	854.45	854.72
AJ	98+97.05	4.29	854.42	854.64
AK	99+07.04	4.29	854.39	854.56
AL	99+17.04	4.29	854.35	854.47
AM	99+27.03	4.29	854.31	854.39
AN	99+37.02	4.29	854.26	854.30
AO	99+47.02	4.29	854.21	854.22
℄ Pier 2	99+57.18	4.29	854.15	854.15
AP	99+67.17	4.29	854.08	854.08
AQ	99+77.16	4.29	854.01	854.02
AR	99+87.16	4.29	853.93	853.96
AS	99+97.15	4.29	853.84	853.90
AT	100+07.14	4.29	853.75	853.85
AU	100+17.14	4.29	853.66	853.79
AV	100+27.13	4.29	853.55	853.73
AW	100+37.12	4.29	853.44	853.65
AX	100+47.12	4.29	853.33	853.56
AY	100+57.11	4.29	853.21	853.46
AZ	100+67.10	4.29	853.08	853.33
BA	100+77.10	4.29	852.95	853.19
BB	100+87.09	4.29	852.81	853.03
BC	100+97.08	4.29	852.67	852.85
BD	101+07.08	4.29	852.52	852.66
BE	101+17.07	4.29	852.36	852.45
BF	101+27.06	4.29	852.20	852.23
℄ Brg. E. Abut.	101+32.18	4.29	852.12	852.12

STAGE I CONSTRUCTION LINE

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	6.44	851.53	851.53
A	95+42.17	6.44	851.72	851.77
B	95+52.16	6.44	851.90	852.00
C	95+62.15	6.44	852.07	852.22
D	95+72.14	6.44	852.24	852.43
E	95+82.13	6.44	852.40	852.62
F	95+92.12	6.44	852.56	852.79
G	96+02.11	6.44	852.71	852.94
H	96+12.10	6.44	852.86	853.08
I	96+22.09	6.44	852.99	853.20
J	96+32.08	6.44	853.13	853.31
K	96+42.07	6.44	853.25	853.40
L	96+52.06	6.44	853.38	853.48
M	96+62.05	6.44	853.49	853.56
N	96+72.04	6.44	853.60	853.64
O	96+82.03	6.44	853.70	853.72
P	96+92.02	6.44	853.80	853.80
Q	97+02.01	6.44	853.89	853.89
℄ Pier 1	97+07.18	6.44	853.93	853.93
R	97+17.17	6.44	854.02	854.03
S	97+27.16	6.44	854.09	854.13
T	97+37.15	6.44	854.16	854.24
U	97+47.14	6.44	854.23	854.35
V	97+57.13	6.44	854.29	854.45
W	97+67.12	6.44	854.34	854.56
X	97+77.11	6.44	854.38	854.66
Y	97+87.10	6.44	854.43	854.75
Z	97+97.09	6.44	854.46	854.82
AA	98+07.08	6.44	854.49	854.89
AB	98+17.07	6.44	854.51	854.93
AC	98+27.06	6.44	854.53	854.96
AD	98+37.05	6.44	854.54	854.97
AE	98+47.04	6.44	854.54	854.96
AF	98+57.03	6.44	854.54	854.94
AG	98+67.02	6.44	854.53	854.90
AH	98+77.01	6.44	854.52	854.84
AI	98+87.00	6.44	854.50	854.77
AJ	98+96.99	6.44	854.48	854.70
AK	99+06.98	6.44	854.45	854.61
AL	99+16.97	6.44	854.41	854.53
AM	99+26.96	6.44	854.37	854.44
AN	99+36.95	6.44	854.32	854.36
AO	99+46.94	6.44	854.26	854.28
℄ Pier 2	99+57.18	6.44	854.20	854.20
AP	99+67.17	6.44	854.13	854.13
AQ	99+77.16	6.44	854.06	854.07
AR	99+87.15	6.44	853.98	854.01
AS	99+97.14	6.44	853.90	853.96
AT	100+07.13	6.44	853.81	853.90
AU	100+17.12	6.44	853.71	853.84
AV	100+27.11	6.44	853.61	853.78
AW	100+37.10	6.44	853.50	853.71
AX	100+47.09	6.44	853.39	853.62
AY	100+57.08	6.44	853.27	853.51
AZ	100+67.07	6.44	853.14	853.38
BA	100+77.06	6.44	853.01	853.24
BB	100+87.05	6.44	852.87	853.08
BC	100+97.04	6.44	852.73	852.91
BD	101+07.03	6.44	852.58	852.71
BE	101+17.02	6.44	852.42	852.51
BF	101+27.01	6.44	852.26	852.29
℄ Brg. E. Abut.	101+32.18	6.44	852.17	852.17

STAGE II CONSTRUCTION LINE

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	10.73	851.64	851.64
A	95+42.16	10.73	851.83	851.88
B	95+52.14	10.73	852.01	852.11
C	95+62.13	10.73	852.18	852.33
D	95+72.11	10.73	852.35	852.53
E	95+82.09	10.73	852.52	852.72
F	95+92.08	10.73	852.67	852.89
G	96+02.06	10.73	852.82	853.05
H	96+12.04	10.73	852.97	853.19
I	96+22.03	10.73	853.11	853.31
J	96+32.01	10.73	853.24	853.41
K	96+41.99	10.73	853.36	853.50
L	96+51.98	10.73	853.49	853.59
M	96+61.96	10.73	853.60	853.67
N	96+71.94	10.73	853.71	853.74
O	96+81.93	10.73	853.81	853.83
P	96+91.91	10.73	853.91	853.91
Q	97+01.89	10.73	854.00	854.00
℄ Pier 1	97+07.18	10.73	854.05	854.05
R	97+17.16	10.73	854.13	854.14
S	97+27.14	10.73	854.20	854.24
T	97+37.13	10.73	854.27	854.35
U	97+47.11	10.73	854.34	854.46
V	97+57.09	10.73	854.40	854.56
W	97+67.08	10.73	854.45	854.67
X	97+77.06	10.73	854.50	854.77
Y	97+87.04	10.73	854.54	854.85
Z	97+97.03	10.73	854.57	854.93
AA	98+07.01	10.73	854.60	854.99
AB	98+16.99	10.73	854.62	855.04
AC	98+26.98	10.73	854.64	855.06
AD	98+36.96	10.73	854.65	855.07
AE	98+46.94	10.73	854.65	855.07
AF	98+56.93	10.73	854.65	855.05
AG	98+66.91	10.73	854.65	855.00
AH	98+76.89	10.73	854.63	854.95
AI	98+86.88	10.73	854.61	854.88
AJ	98+96.86	10.73	854.59	854.81
AK	99+06.84	10.73	854.56	854.72
AL	99+16.83	10.73	854.52	854.64
AM	99+26.81	10.73	854.48	854.55
AN	99+36.79	10.73	854.43	854.47
AO	99+46.78	10.73	854.38	854.39
℄ Pier 2	99+57.18	10.73	854.31	854.31
AP	99+67.16	10.73	854.25	854.25
AQ	99+77.14	10.73	854.17	854.18
AR	99+87.13	10.73	854.09	854.12
AS	99+97.11	10.73	854.01	854.07
AT	100+07.09	10.73	853.92	854.01
AU	100+17.08	10.73	853.82	853.95
AV	100+27.06	10.73	853.72	853.89
AW	100+37.04	10.73	853.61	853.81
AX	100+47.03	10.73	853.50	853.72
AY	100+57.01	10.73	853.38	853.62
AZ	100+66.99	10.73	853.25	853.49
BA	100+76.98	10.73	853.12	853.35
BB	100+86.96	10.73	852.98	853.19
BC	100+96.94	10.73	852.84	853.01
BD	101+06.93	10.73	852.69	852.82
BE	101+16.91	10.73	852.53	852.62
BF	101+26.89	10.73	852.37	852.40
℄ Brg. E. Abut.	101+32.18	10.73	852.28	852.28

..\045077-60H45-001-TOSELEV.DGN ..\ALLSNUM-60H45-001-GIRDER.DGN
12-12-2011, 10:38:24 BAUZEKAJ \\FS-0044\GM\PALL\D-TRANS.07\2282\21379-001\STRUCT\CAD\60H45\045077\SHEET\045077-60H45-005-TOSELEV_SHT.DGN

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	
		DRAWN - MDB	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - CCE	REVISED -	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF SLAB ELEVATIONS
4 OF 6

SCALE: | SHEET NO. S-12 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	484
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GIRDER 8

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	12.88	851.70	851.70
A	95+42.16	12.88	851.89	851.94
B	95+52.14	12.88	852.07	852.17
C	95+62.12	12.88	852.24	852.38
D	95+72.10	12.88	852.41	852.59
E	95+82.08	12.88	852.57	852.78
F	95+92.06	12.88	852.73	852.95
G	96+02.04	12.88	852.88	853.10
H	96+12.02	12.88	853.02	853.24
I	96+22.00	12.88	853.16	853.36
J	96+31.98	12.88	853.29	853.47
K	96+41.96	12.88	853.42	853.56
L	96+51.94	12.88	853.54	853.64
M	96+61.92	12.88	853.66	853.72
N	96+71.90	12.88	853.76	853.80
O	96+81.88	12.88	853.87	853.88
P	96+91.86	12.88	853.96	853.97
Q	97+01.84	12.88	854.06	854.05
℄ Pier 1	97+07.18	12.88	854.10	854.10
R	97+17.16	12.88	854.18	854.20
S	97+27.14	12.88	854.26	854.30
T	97+37.12	12.88	854.33	854.40
U	97+47.10	12.88	854.39	854.51
V	97+57.08	12.88	854.45	854.62
W	97+67.06	12.88	854.51	854.72
X	97+77.04	12.88	854.55	854.82
Y	97+87.02	12.88	854.59	854.91
Z	97+97.00	12.88	854.63	854.98
AA	98+06.98	12.88	854.66	855.05
AB	98+16.96	12.88	854.68	855.09
AC	98+26.94	12.88	854.69	855.12
AD	98+36.92	12.88	854.71	855.13
AE	98+46.90	12.88	854.71	855.12
AF	98+56.88	12.88	854.71	855.10
AG	98+66.86	12.88	854.70	855.06
AH	98+76.84	12.88	854.69	855.00
AI	98+86.82	12.88	854.67	854.94
AJ	98+96.80	12.88	854.65	854.86
AK	99+06.78	12.88	854.61	854.78
AL	99+16.76	12.88	854.58	854.69
AM	99+26.74	12.88	854.54	854.61
AN	99+36.72	12.88	854.49	854.53
AO	99+46.70	12.88	854.43	854.45
℄ Pier 2	99+57.18	12.88	854.37	854.37
AP	99+67.16	12.88	854.30	854.30
AQ	99+77.14	12.88	854.23	854.24
AR	99+87.12	12.88	854.15	854.18
AS	99+97.10	12.88	854.07	854.12
AT	100+07.08	12.88	853.98	854.06
AU	100+17.06	12.88	853.88	854.01
AV	100+27.04	12.88	853.78	853.94
AW	100+37.02	12.88	853.67	853.87
AX	100+47.00	12.88	853.55	853.78
AY	100+56.98	12.88	853.43	853.67
AZ	100+66.96	12.88	853.31	853.55
BA	100+76.94	12.88	853.18	853.40
BB	100+86.92	12.88	853.04	853.25
BC	100+96.90	12.88	852.89	853.07
BD	101+06.88	12.88	852.74	852.88
BE	101+16.86	12.88	852.59	852.67
BF	101+26.84	12.88	852.43	852.46
℄ Brg. E. Abut.	101+32.18	12.88	852.34	852.34

EB US 20 PGL

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	13.00	851.70	851.70
A	95+42.16	13.00	851.89	851.94
B	95+52.14	13.00	852.07	852.17
C	95+62.12	13.00	852.24	852.39
D	95+72.10	13.00	852.41	852.59
E	95+82.08	13.00	852.57	852.78
F	95+92.06	13.00	852.73	852.95
G	96+02.04	13.00	852.88	853.11
H	96+12.02	13.00	853.03	853.24
I	96+22.00	13.00	853.16	853.36
J	96+31.98	13.00	853.30	853.47
K	96+41.96	13.00	853.42	853.56
L	96+51.94	13.00	853.54	853.64
M	96+61.92	13.00	853.66	853.72
N	96+71.90	13.00	853.77	853.80
O	96+81.87	13.00	853.87	853.88
P	96+91.85	13.00	853.97	853.97
Q	97+01.83	13.00	854.06	854.06
℄ Pier 1	97+07.18	13.00	854.11	854.11
R	97+17.16	13.00	854.19	854.20
S	97+27.14	13.00	854.26	854.30
T	97+37.12	13.00	854.33	854.41
U	97+47.10	13.00	854.40	854.52
V	97+57.08	13.00	854.46	854.62
W	97+67.06	13.00	854.51	854.73
X	97+77.04	13.00	854.56	854.82
Y	97+87.02	13.00	854.60	854.91
Z	97+97.00	13.00	854.63	854.99
AA	98+06.98	13.00	854.66	855.05
AB	98+16.96	13.00	854.68	855.09
AC	98+26.94	13.00	854.70	855.12
AD	98+36.92	13.00	854.71	855.13
AE	98+46.90	13.00	854.71	855.12
AF	98+56.87	13.00	854.71	855.10
AG	98+66.85	13.00	854.71	855.06
AH	98+76.83	13.00	854.69	855.01
AI	98+86.81	13.00	854.67	854.94
AJ	98+96.79	13.00	854.65	854.87
AK	99+06.77	13.00	854.62	854.78
AL	99+16.75	13.00	854.58	854.70
AM	99+26.73	13.00	854.54	854.61
AN	99+36.71	13.00	854.49	854.53
AO	99+46.69	13.00	854.44	854.45
℄ Pier 2	99+57.18	13.00	854.37	854.37
AP	99+67.16	13.00	854.31	854.30
AQ	99+77.14	13.00	854.23	854.24
AR	99+87.12	13.00	854.15	854.18
AS	99+97.10	13.00	854.07	854.12
AT	100+07.08	13.00	853.98	854.07
AU	100+17.06	13.00	853.88	854.01
AV	100+27.04	13.00	853.78	853.95
AW	100+37.02	13.00	853.67	853.87
AX	100+47.00	13.00	853.56	853.78
AY	100+56.98	13.00	853.44	853.67
AZ	100+66.96	13.00	853.31	853.55
BA	100+76.94	13.00	853.18	853.41
BB	100+86.92	13.00	853.04	853.25
BC	100+96.90	13.00	852.90	853.07
BD	101+06.87	13.00	852.75	852.88
BE	101+16.85	13.00	852.59	852.68
BF	101+26.83	13.00	852.43	852.46
℄ Brg. E. Abut.	101+32.18	13.00	852.34	852.34

GIRDER 9

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	21.46	851.92	851.92
A	95+42.14	21.46	852.11	852.16
B	95+52.11	21.46	852.29	852.39
C	95+62.08	21.46	852.46	852.60
D	95+72.04	21.46	852.63	852.80
E	95+82.01	21.46	852.79	852.99
F	95+91.98	21.46	852.95	853.16
G	96+01.94	21.46	853.10	853.31
H	96+11.91	21.46	853.24	853.45
I	96+21.88	21.46	853.38	853.57
J	96+31.85	21.46	853.51	853.68
K	96+41.81	21.46	853.64	853.77
L	96+51.78	21.46	853.76	853.86
M	96+61.75	21.46	853.88	853.94
N	96+71.71	21.46	853.99	854.02
O	96+81.68	21.46	854.09	854.10
P	96+91.65	21.46	854.19	854.19
Q	97+01.61	21.46	854.28	854.28
℄ Pier 1	97+07.18	21.46	854.33	854.33
R	97+17.14	21.46	854.41	854.42
S	97+27.11	21.46	854.48	854.52
T	97+37.08	21.46	854.55	854.63
U	97+47.04	21.46	854.62	854.73
V	97+57.01	21.46	854.68	854.83
W	97+66.98	21.46	854.73	854.94
X	97+76.94	21.46	854.77	855.04
Y	97+86.91	21.46	854.82	855.12
Z	97+96.88	21.46	854.85	855.20
AA	98+06.85	21.46	854.88	855.26
AB	98+16.81	21.46	854.90	855.30
AC	98+26.78	21.46	854.92	855.33
AD	98+36.75	21.46	854.93	855.34
AE	98+46.71	21.46	854.93	855.33
AF	98+56.68	21.46	854.93	855.31
AG	98+66.65	21.46	854.93	855.27
AH	98+76.61	21.46	854.91	855.22
AI	98+86.58	21.46	854.89	855.15
AJ	98+96.55	21.46	854.87	855.08
AK	99+06.51	21.46	854.84	855.00
AL	99+16.48	21.46	854.80	854.92
AM	99+26.45	21.46	854.76	854.83
AN	99+36.41	21.46	854.71	854.75
AO	99+46.38	21.46	854.66	854.67
℄ Pier 2	99+57.18	21.46	854.59	854.59
AP	99+67.14	21.46	854.53	854.52
AQ	99+77.11	21.46	854.45	854.46
AR	99+87.08	21.46	854.37	854.40
AS	99+97.04	21.46	854.29	854.34
AT	100+07.01	21.46	854.20	854.28
AU	100+16.98	21.46	854.10	854.22
AV	100+26.94	21.46	854.00	854.16
AW	100+36.91	21.46	853.89	854.08
AX	100+46.88	21.46	853.78	853.99
AY	100+56.85	21.46	853.66	853.88
AZ	100+66.81	21.46	853.53	853.76
BA	100+76.78	21.46	853.40	853.62
BB	100+86.75	21.46	853.26	853.46
BC	100+96.71	21.46	853.12	853.29
BD	101+06.68	21.46	852.97	853.10
BE	101+16.65	21.46	852.82	852.90
BF	101+26.61	21.46	852.65	852.68
℄ Brg. E. Abut.	101+32.18	21.46	852.56	852.56

FILE NAME = $FILE1$

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

TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

DESIGNED - MDB	REVISED -	
DRAWN - MDB	REVISED -	
CHECKED - CCE	REVISED -	
DATE - 12/16/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF SLAB ELEVATIONS
5 OF 6

SCALE: | SHEET NO. S-13 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	485
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GIRDER 10

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	30.04	852.15	852.15
A	95+42.13	30.04	852.33	852.38
B	95+52.08	30.04	852.51	852.61
C	95+62.04	30.04	852.68	852.82
D	95+71.99	30.04	852.85	853.03
E	95+81.94	30.04	853.01	853.21
F	95+91.90	30.04	853.17	853.38
G	96+01.85	30.04	853.32	853.54
H	96+11.81	30.04	853.47	853.67
I	96+21.76	30.04	853.60	853.80
J	96+31.71	30.04	853.74	853.90
K	96+41.67	30.04	853.86	854.00
L	96+51.62	30.04	853.98	854.08
M	96+61.57	30.04	854.10	854.16
N	96+71.53	30.04	854.21	854.24
O	96+81.48	30.04	854.31	854.32
P	96+91.43	30.04	854.41	854.41
Q	97+01.39	30.04	854.50	854.50
℄ Pier 1	97+07.18	30.04	854.55	854.55
R	97+17.13	30.04	854.63	854.65
S	97+27.08	30.04	854.71	854.75
T	97+37.04	30.04	854.78	854.85
U	97+46.99	30.04	854.84	854.96
V	97+56.94	30.04	854.90	855.06
W	97+66.90	30.04	854.95	855.17
X	97+76.85	30.04	855.00	855.26
Y	97+86.81	30.04	855.04	855.35
Z	97+96.76	30.04	855.07	855.42
AA	98+06.71	30.04	855.10	855.48
AB	98+16.67	30.04	855.12	855.53
AC	98+26.62	30.04	855.14	855.56
AD	98+36.57	30.04	855.15	855.57
AE	98+46.53	30.04	855.16	855.56
AF	98+56.48	30.04	855.16	855.54
AG	98+66.43	30.04	855.15	855.50
AH	98+76.39	30.04	855.14	855.45
AI	98+86.34	30.04	855.12	855.38
AJ	98+96.30	30.04	855.09	855.31
AK	99+06.25	30.04	855.06	855.23
AL	99+16.20	30.04	855.03	855.14
AM	99+26.16	30.04	854.98	855.06
AN	99+36.11	30.04	854.94	854.98
AO	99+46.06	30.04	854.88	854.90
℄ Pier 2	99+57.18	30.04	854.81	854.81
AP	99+67.13	30.04	854.75	854.75
AQ	99+77.08	30.04	854.68	854.68
AR	99+87.04	30.04	854.60	854.62
AS	99+96.99	30.04	854.51	854.56
AT	100+06.94	30.04	854.42	854.51
AU	100+16.90	30.04	854.33	854.45
AV	100+26.85	30.04	854.23	854.38
AW	100+36.81	30.04	854.12	854.31
AX	100+46.76	30.04	854.00	854.22
AY	100+56.71	30.04	853.88	854.11
AZ	100+66.67	30.04	853.76	853.99
BA	100+76.62	30.04	853.63	853.85
BB	100+86.57	30.04	853.49	853.69
BC	100+96.53	30.04	853.35	853.52
BD	101+06.48	30.04	853.20	853.33
BE	101+16.43	30.04	853.04	853.13
BF	101+26.39	30.04	852.88	852.91
℄ Brg. E. Abut.	101+32.18	30.04	852.78	852.78

GIRDER 11

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	38.63	852.37	852.37
A	95+42.12	38.63	852.55	852.61
B	95+52.06	38.63	852.73	852.84
C	95+62.00	38.63	852.91	853.05
D	95+71.94	38.63	853.08	853.26
E	95+81.88	38.63	853.24	853.45
F	95+91.82	38.63	853.39	853.62
G	96+01.76	38.63	853.54	853.77
H	96+11.70	38.63	853.69	853.91
I	96+21.64	38.63	853.83	854.03
J	96+31.58	38.63	853.96	854.13
K	96+41.52	38.63	854.08	854.23
L	96+51.46	38.63	854.20	854.31
M	96+61.40	38.63	854.32	854.39
N	96+71.34	38.63	854.43	854.46
O	96+81.28	38.63	854.53	854.54
P	96+91.22	38.63	854.63	854.63
Q	97+01.16	38.63	854.72	854.72
℄ Pier 1	97+07.18	38.63	854.77	854.77
R	97+17.12	38.63	854.85	854.87
S	97+27.06	38.63	854.93	854.97
T	97+37.00	38.63	855.00	855.08
U	97+46.94	38.63	855.06	855.19
V	97+56.88	38.63	855.12	855.29
W	97+66.82	38.63	855.17	855.40
X	97+76.76	38.63	855.22	855.50
Y	97+86.70	38.63	855.26	855.59
Z	97+96.64	38.63	855.30	855.66
AA	98+06.58	38.63	855.32	855.73
AB	98+16.52	38.63	855.35	855.77
AC	98+26.46	38.63	855.36	855.80
AD	98+36.40	38.63	855.37	855.81
AE	98+46.34	38.63	855.38	855.81
AF	98+56.28	38.63	855.38	855.78
AG	98+66.22	38.63	855.37	855.74
AH	98+76.16	38.63	855.36	855.69
AI	98+86.10	38.63	855.34	855.62
AJ	98+96.05	38.63	855.32	855.55
AK	99+05.99	38.63	855.29	855.46
AL	99+15.93	38.63	855.25	855.38
AM	99+25.87	38.63	855.21	855.29
AN	99+35.81	38.63	855.16	855.20
AO	99+45.75	38.63	855.11	855.12
℄ Pier 2	99+57.18	38.63	855.04	855.04
AP	99+67.12	38.63	854.97	854.97
AQ	99+77.06	38.63	854.90	854.91
AR	99+87.00	38.63	854.82	854.85
AS	99+96.94	38.63	854.74	854.79
AT	100+06.88	38.63	854.65	854.74
AU	100+16.82	38.63	854.55	854.68
AV	100+26.76	38.63	854.45	854.62
AW	100+36.70	38.63	854.34	854.54
AX	100+46.64	38.63	854.23	854.45
AY	100+56.58	38.63	854.11	854.35
AZ	100+66.52	38.63	853.98	854.23
BA	100+76.46	38.63	853.85	854.09
BB	100+86.40	38.63	853.72	853.93
BC	100+96.34	38.63	853.57	853.75
BD	101+06.28	38.63	853.42	853.56
BE	101+16.22	38.63	853.27	853.36
BF	101+26.16	38.63	853.11	853.14
℄ Brg. E. Abut.	101+32.18	38.63	853.01	853.01

GIRDER 12

Location	Station	Offset From Prop. ℄ US 20	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for DL Deflections
℄ Brg. W. Abut.	95+32.18	47.21	852.59	852.59
A	95+42.10	47.21	852.78	852.83
B	95+52.03	47.21	852.96	853.07
C	95+61.96	47.21	853.13	853.29
D	95+71.89	47.21	853.30	853.49
E	95+81.81	47.21	853.46	853.68
F	95+91.74	47.21	853.61	853.85
G	96+01.67	47.21	853.76	854.01
H	96+11.60	47.21	853.91	854.14
I	96+21.52	47.21	854.05	854.26
J	96+31.45	47.21	854.18	854.37
K	96+41.38	47.21	854.31	854.46
L	96+51.30	47.21	854.43	854.54
M	96+61.23	47.21	854.54	854.61
N	96+71.16	47.21	854.65	854.69
O	96+81.09	47.21	854.75	854.77
P	96+91.01	47.21	854.85	854.85
Q	97+00.94	47.21	854.94	854.94
℄ Pier 1	97+07.18	47.21	855.00	855.00
R	97+17.10	47.21	855.08	855.09
S	97+27.03	47.21	855.15	855.20
T	97+36.96	47.21	855.22	855.30
U	97+46.89	47.21	855.29	855.41
V	97+56.81	47.21	855.34	855.52
W	97+66.74	47.21	855.40	855.63
X	97+76.67	47.21	855.44	855.74
Y	97+86.60	47.21	855.48	855.83
Z	97+96.52	47.21	855.52	855.91
AA	98+06.45	47.21	855.55	855.97
AB	98+16.38	47.21	855.57	856.02
AC	98+26.30	47.21	855.59	856.05
AD	98+36.23	47.21	855.60	856.06
AE	98+46.16	47.21	855.60	856.06
AF	98+56.09	47.21	855.60	856.03
AG	98+66.01	47.21	855.60	855.99
AH	98+75.94	47.21	855.58	855.93
AI	98+85.87	47.21	855.57	855.86
AJ	98+95.80	47.21	855.54	855.79
AK	99+05.72	47.21	855.51	855.70
AL	99+15.65	47.21	855.48	855.61
AM	99+25.58	47.21	855.43	855.52
AN	99+35.50	47.21	855.39	855.43
AO	99+45.43	47.21	855.33	855.35
℄ Pier 2	99+57.18	47.21	855.26	855.26
AP	99+67.10	47.21	855.19	855.19
AQ	99+77.03	47.21	855.12	855.13
AR	99+86.96	47.21	855.04	855.07
AS	99+96.89	47.21	854.96	855.02
AT	100+06.81	47.21	854.87	854.97
AU	100+16.74	47.21	854.78	854.91
AV	100+26.67	47.21	854.67	854.85
AW	100+36.60	47.21	854.57	854.78
AX	100+46.52	47.21	854.45	854.69
AY	100+56.45	47.21	854.33	854.59
AZ	100+66.38	47.21	854.21	854.46
BA	100+76.30	47.21	854.08	854.32
BB	100+86.23	47.21	853.94	854.17
BC	100+96.16	47.21	853.80	853.99
BD	101+06.09	47.21	853.65	853.80
BE	101+16.01	47.21	853.49	853.59
BF	101+25.94	47.21	853.33	853.37
℄ Brg. E. Abut.	101+32.18	47.21	853.23	853.23

FILE NAME = $FILEL$
USER NAME = $USER$
PLOT SCALE = $SCALE$
PLOT DATE = $DATE$

TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

DESIGNED - MDB
DRAWN - MDB
CHECKED - CCE
DATE - 12/16/11

REVISED -
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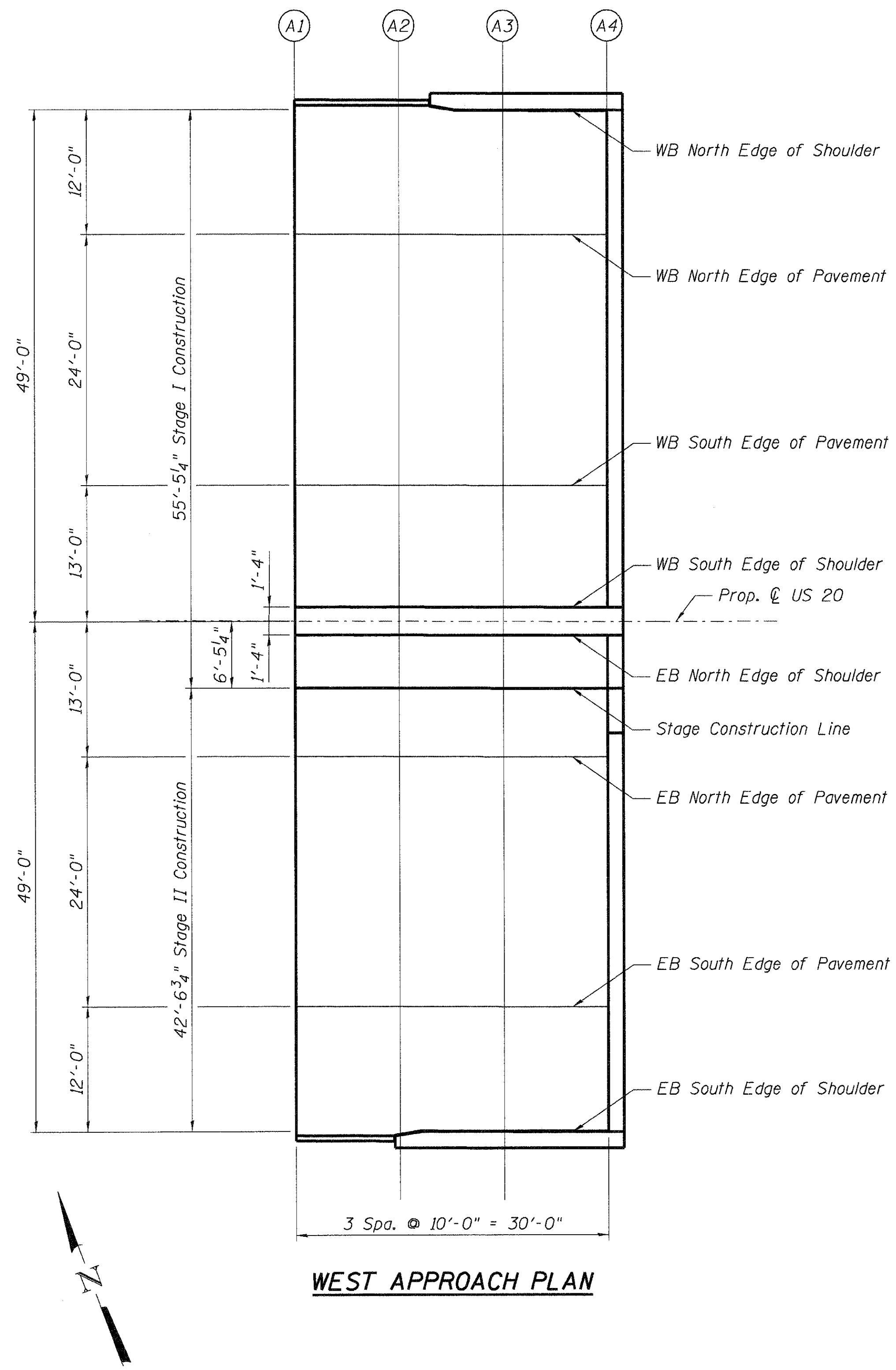
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF SLAB ELEVATIONS
6 OF 6

SCALE: | SHEET NO. S-14 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	486
	SN 045-0077	CONTRACT NO. 60H45		

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



WEST APPROACH PLAN

WB NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+98.67	-49.00	850.10
A2	95+08.75	-49.00	850.31
A3	95+18.83	-49.00	850.51
A4	95+28.90	-49.00	850.70

WB NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+98.74	-37.00	850.41
A2	95+08.79	-37.00	850.62
A3	95+18.85	-37.00	850.82
A4	95+28.91	-37.00	851.02

WB PGL / SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+98.86	-13.00	851.04
A2	95+08.88	-13.00	851.24
A3	95+18.90	-13.00	851.45
A4	95+28.92	-13.00	851.64

WB SOUTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+98.92	-1.33	850.74
A2	95+08.92	-1.33	850.94
A3	95+18.92	-1.33	851.14
A4	95+28.93	-1.33	851.34

EB NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+98.93	1.33	850.74
A2	95+08.93	1.33	850.94
A3	95+18.93	1.33	851.14
A4	95+28.93	1.33	851.34

STAGE CONSTRUCTION LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+98.96	6.44	850.87
A2	95+08.95	6.44	851.08
A3	95+18.94	6.44	851.28
A4	95+28.93	6.44	851.47

EB PGL / NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+98.99	13.00	851.04
A2	95+08.97	13.00	851.25
A3	95+18.95	13.00	851.45
A4	95+28.93	13.00	851.64

EB SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+99.12	37.00	851.67
A2	95+09.06	37.00	851.87
A3	95+19.00	37.00	852.07
A4	95+28.95	37.00	852.27

EB SOUTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
A1	94+99.18	49.00	851.98
A2	95+09.10	49.00	852.19
A3	95+19.03	49.00	852.38
A4	95+28.95	49.00	852.58

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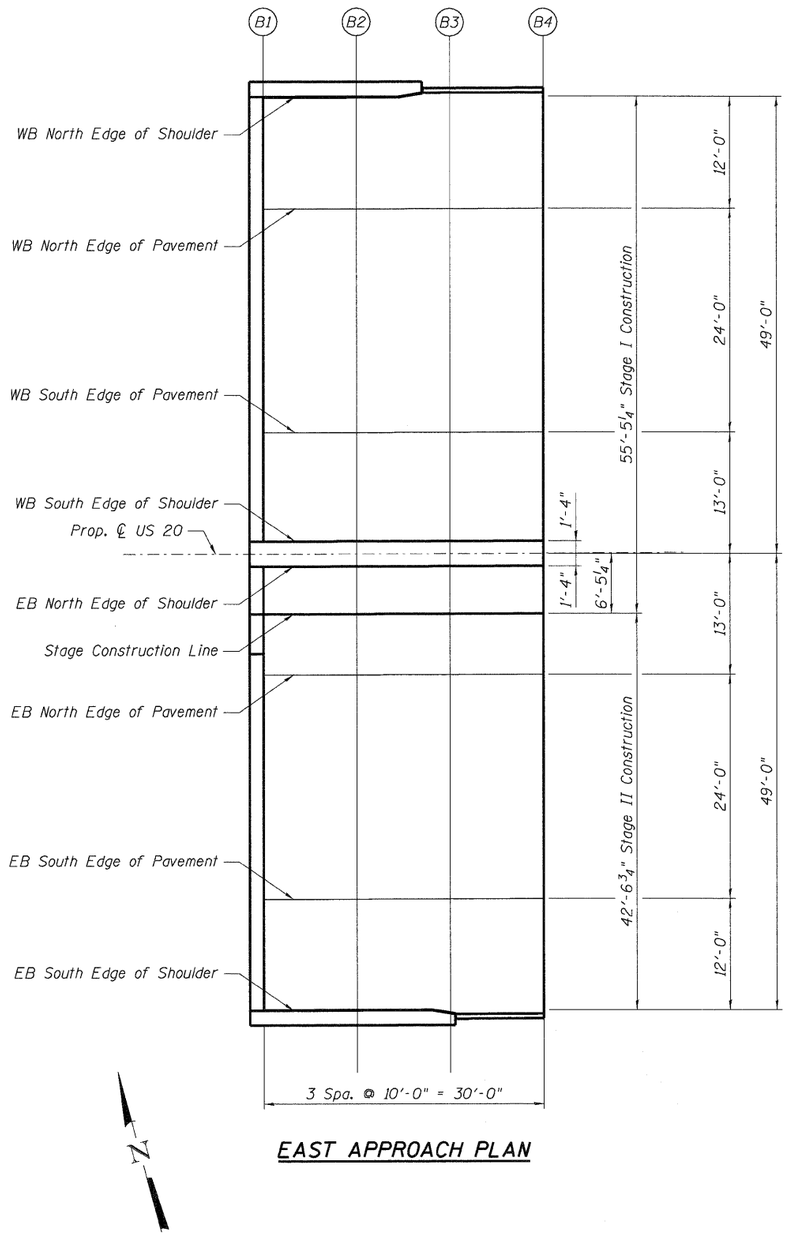
		DRAWN - MDB	REVISED -
TENG — TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - CCE	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

TOP OF WEST APPROACH SLAB ELEVATIONS

SCALE: | SHEET NO. S-15 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	487
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



EAST APPROACH PLAN

WB NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.21	-49.00	851.34
B2	101+46.28	-49.00	851.16
B3	101+56.36	-49.00	850.98
B4	101+66.44	-49.00	850.79

STAGE CONSTRUCTION LINE

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.17	6.44	852.10
B2	101+46.16	6.44	851.93
B3	101+56.15	6.44	851.75
B4	101+66.14	6.44	851.57

WB NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.20	-37.00	851.65
B2	101+46.26	-37.00	851.47
B3	101+56.32	-37.00	851.29
B4	101+66.37	-37.00	851.11

EB PGL / NORTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.17	13.00	852.27
B2	101+46.15	13.00	852.10
B3	101+56.13	13.00	851.92
B4	101+66.11	13.00	851.74

WB PGL / SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.19	-13.00	852.27
B2	101+46.21	-13.00	852.10
B3	101+56.23	-13.00	851.92
B4	101+66.25	-13.00	851.73

EB SOUTH EDGE OF PAVEMENT

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.15	37.00	852.90
B2	101+46.10	37.00	852.73
B3	101+56.04	37.00	852.55
B4	101+65.98	37.00	852.36

WB SOUTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.18	-1.33	851.97
B2	101+46.18	-1.33	851.80
B3	101+56.18	-1.33	851.62
B4	101+66.18	-1.33	851.43

EB SOUTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.15	49.00	853.21
B2	101+46.07	49.00	853.04
B3	101+56.00	49.00	852.86
B4	101+65.92	49.00	852.68

EB NORTH EDGE OF SHOULDER

LOCATION	STATION	OFFSET	THEORETICAL GRADE ELEVATIONS
B1	101+36.18	1.33	851.97
B2	101+46.17	1.33	851.80
B3	101+56.17	1.33	851.62
B4	101+66.17	1.33	851.43

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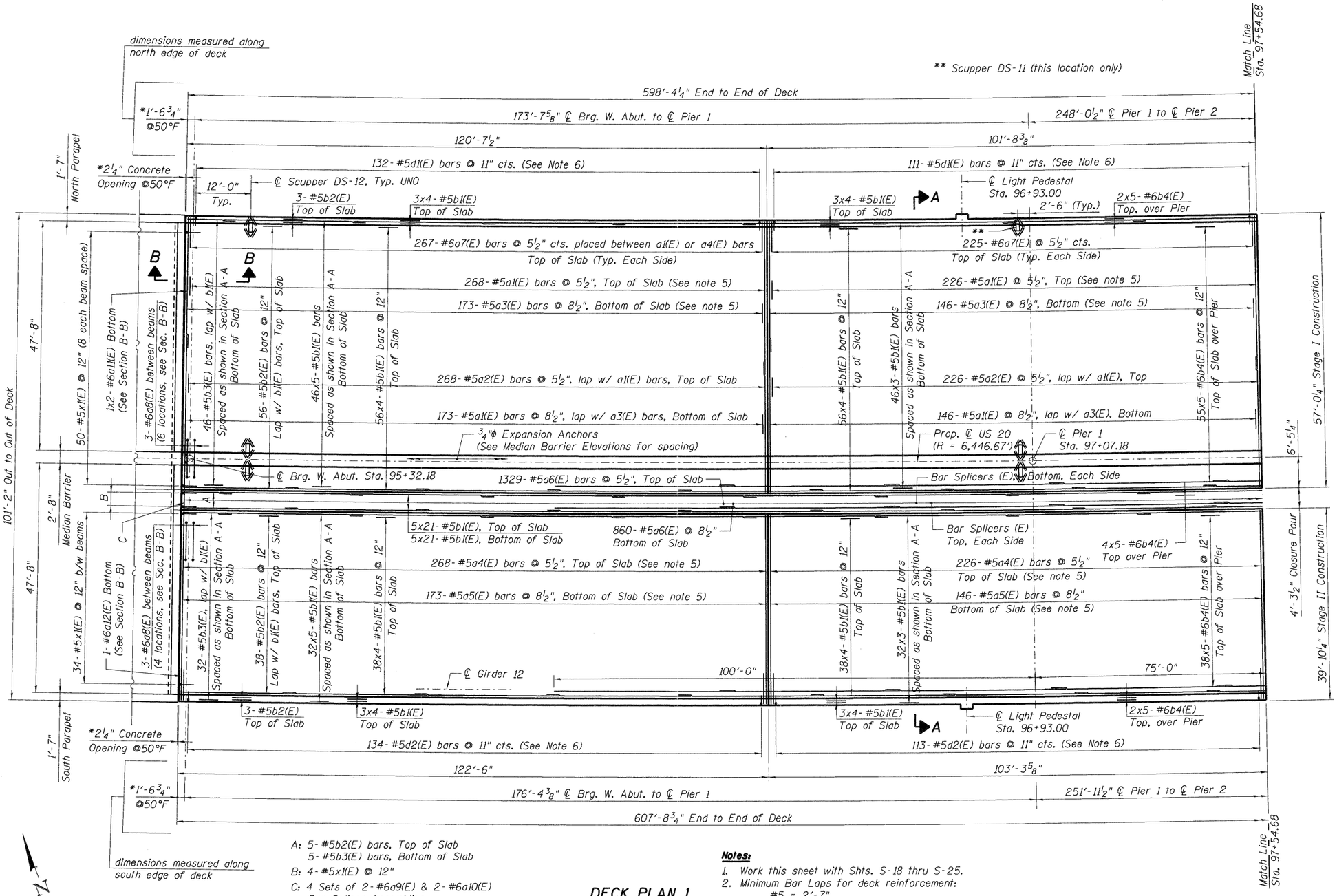
		DRAWN - MDB	REVISED -			345	8R-R	KANE	794	488
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - CCE	REVISED -				SN 045-0077		CONTRACT NO. 60H45	
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -		SCALE: SHEET NO. S-16 OF S-62 STATION 98+32.18		FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	



A: 5-#5b2(E) bars, Top of Slab
5-#5b3(E) bars, Bottom of Slab

B: 4-#5x1(E) @ 12"

C: 4 Sets of 2-#6a9(E) & 2-#6a10(E) Bar Splicer Assemblies (See Section D-D)

* Dimensions are based on a rolled rail strip seal joint. If the Contractor elects to use the welded rail strip seal joint, deck dimensions may require adjustments to satisfy the details on Sht. S-32.

DECK PLAN 1

Notes:

1. Work this sheet with Shts. S-18 thru S-25.
2. Minimum Bar Laps for deck reinforcement:
   #5 = 2'-7"
   #6 = 3'-1"
3. Bars indicated thus 38x4-#5 etc. indicates 38 lines of bars with 4 lengths per line.
4. Longitudinal b(E) bars shall be sprung into place to be concentric at the spacing noted.
5. Transverse a(E) bars shall be placed radially to the PGL at the spacing noted. The spacing is measured along ℄ Girder 12.
6. Space bars to miss parapet joints.
7. For expansion joint details, see Shts. S-32 & S-33. For drainage scupper details, see Sht. S-31. For bar splicer details, see Sht. S-54.
8. I.F. = Inside Face; O.F. = Outside Face; E.F. = Each Face; UNO = Unless Noted Otherwise
9. Cost of Expansion Anchors under median barrier included in Reinforcement Bars, Epoxy Coated.
10. Cost of Anchor Rods for light pole connections included in Concrete Superstructure.
11. Cost of 2" Dia. PVC Conduit Embedded in Structure included in Concrete Superstructure.

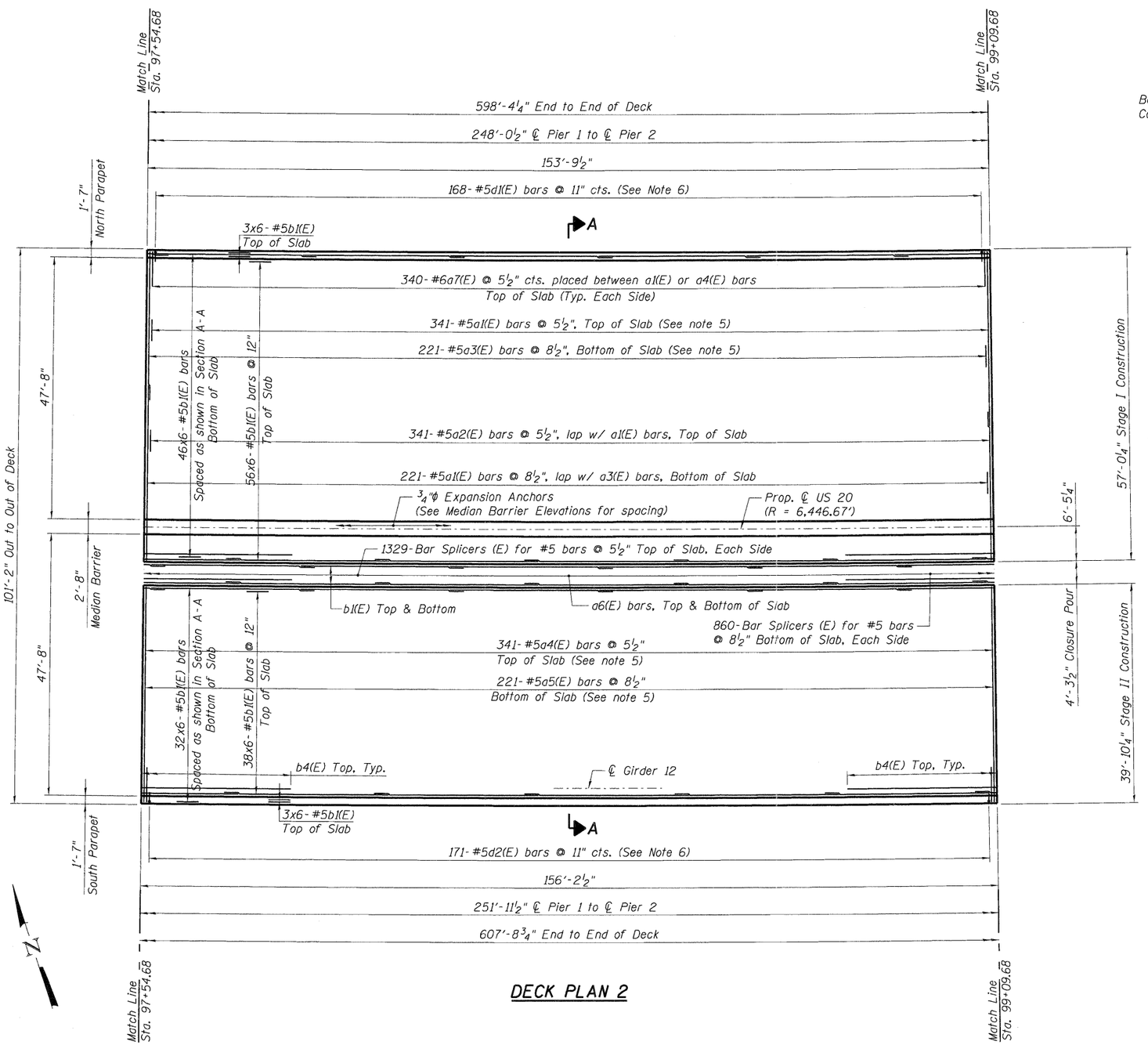
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

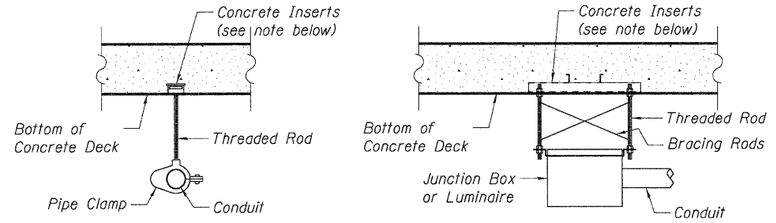
DECK PLAN
1 OF 3

SCALE: | SHEET NO. S-17 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	489
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



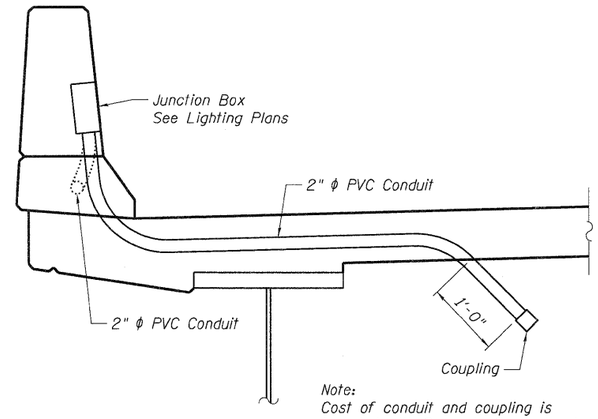
DECK PLAN 2



SINGLE CONDUIT **JUNCTION BOX**

Note:
The hanger assemblies for underpass lighting items including concrete inserts shall be furnished and installed as part of the conduit, junction box, or luminaire pay items. Refer to underpass lighting plans for sizes, numbers, locations, and limits of conduits, junction boxes, and luminaires. The Contractor shall be responsible for installation of the concrete inserts according to the layout and installation details included in approved underpass lighting shop drawings.

HANGER ASSEMBLIES FOR UNDERPASS LIGHTING ITEMS ATTACHED TO CONCRETE DECK



Note:
Cost of conduit and coupling is included with Concrete Superstructure.

DETAIL 1

North Parapet at Sta. 99+54.68
(Reinforcement not shown for clarity.)

Note:
See Sht. S-17 for notes.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** US 20 OVER MCLEAN BOULEVARD	**DECK PLAN 2 OF 3**	F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794	SHEET NO. 490
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS		DRAWN - MDB	REVISED -			SN 045-0077		CONTRACT NO. 60H45		
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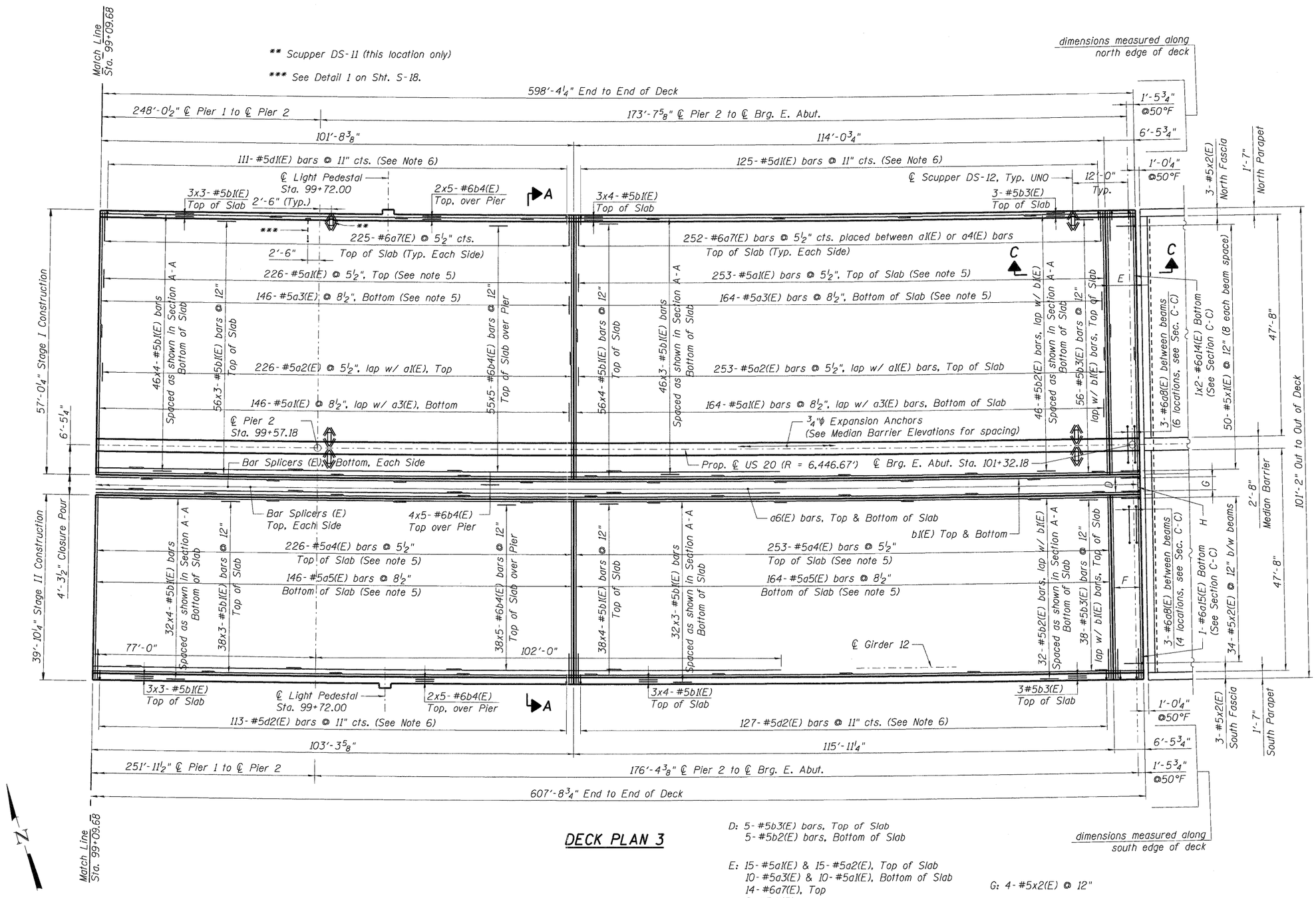


DECK PLAN 3

D: 5-#5b3(E) bars, Top of Slab
5-#5b2(E) bars, Bottom of Slab

E: 15-#5a1(E) & 15-#5a2(E), Top of Slab
10-#5a3(E) & 10-#5a1(E), Bottom of Slab
14-#6a7(E), Top
8-#5d1(E)

F: 15-#5a4(E), Top of Slab
10-#5a5(E), Bottom of Slab
14-#6a7(E), Top
8-#5d2(E)

G: 4-#5x2(E) @ 12"

H: 4 Sets of 2-#6a9(E) & 2-#6a10(E) Bar Splicer Assemblies (See Section D-D)

Note:
See Sht. S-17 for notes.

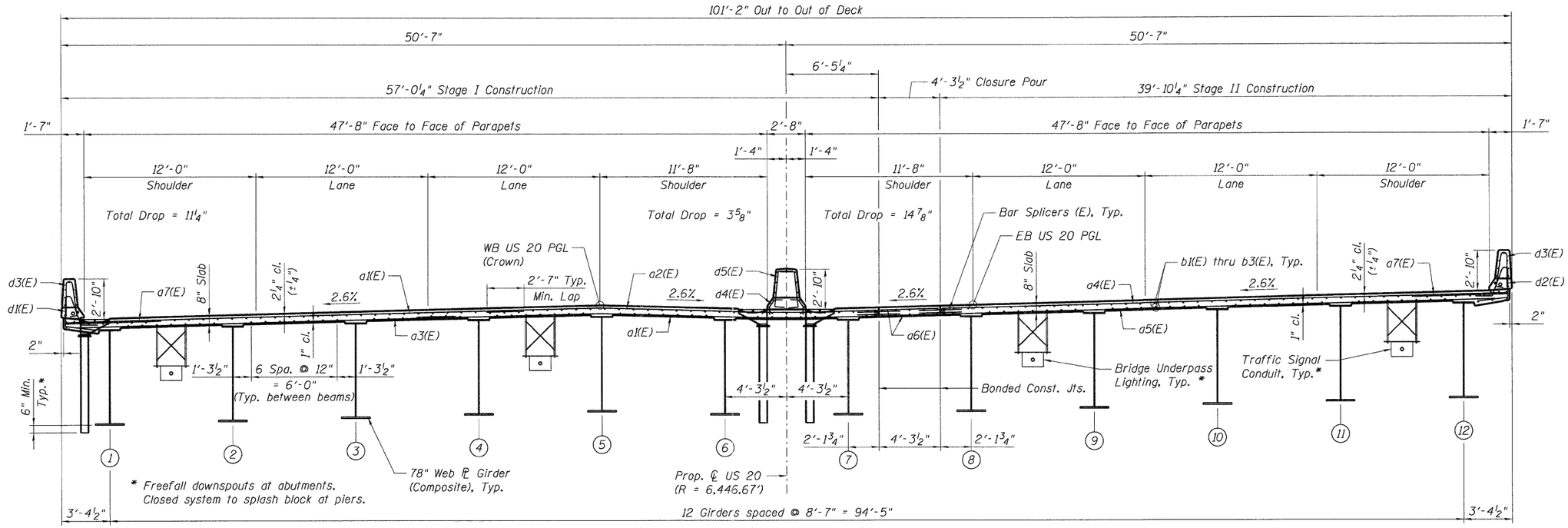
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

DECK PLAN
3 OF 3

SCALE: | SHEET NO. S-19 OF S-62 | STATION 98+32.18

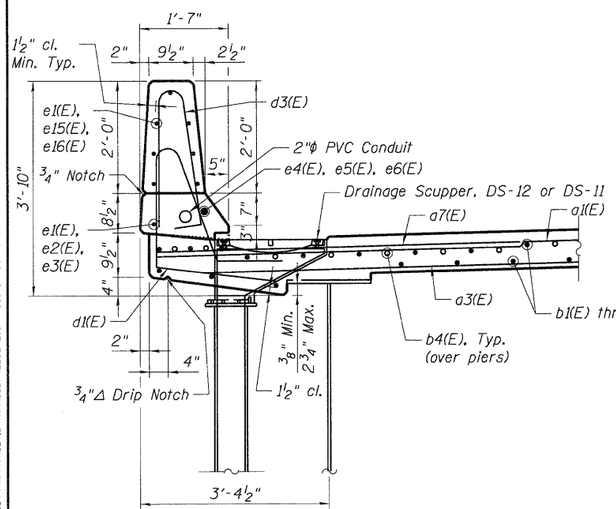
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	491
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



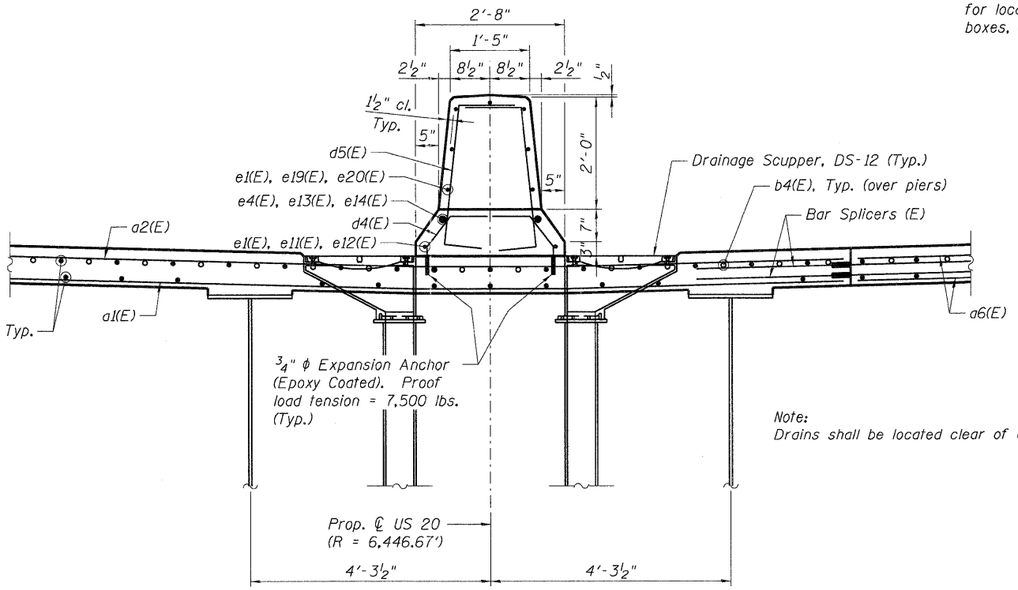
SECTION A-A

(Looking East)

* See Sht. S-18 & S-40 for detail of hanger assemblies attached to concrete deck. See Lighting Plans and Traffic Signal Plans for location and limits of conduit, junction boxes, and luminaires attached to structure.

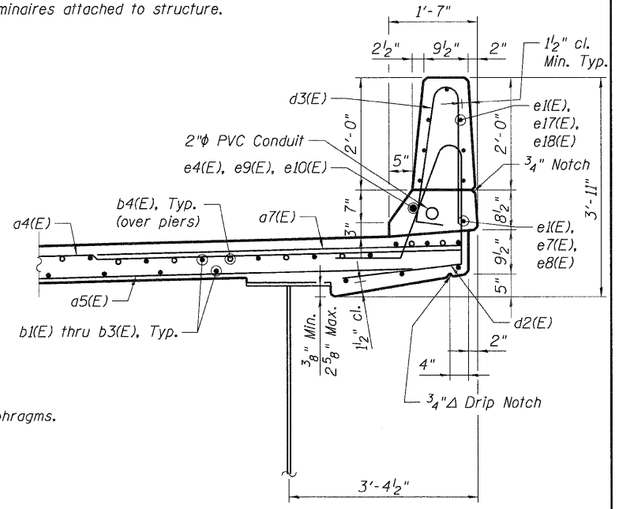


NORTH PARAPET DETAIL



MEDIAN BARRIER DETAIL

Note:
Drains shall be located clear of all diaphragms.



SOUTH PARAPET DETAIL

Note:
See Sht. S-17 for notes.

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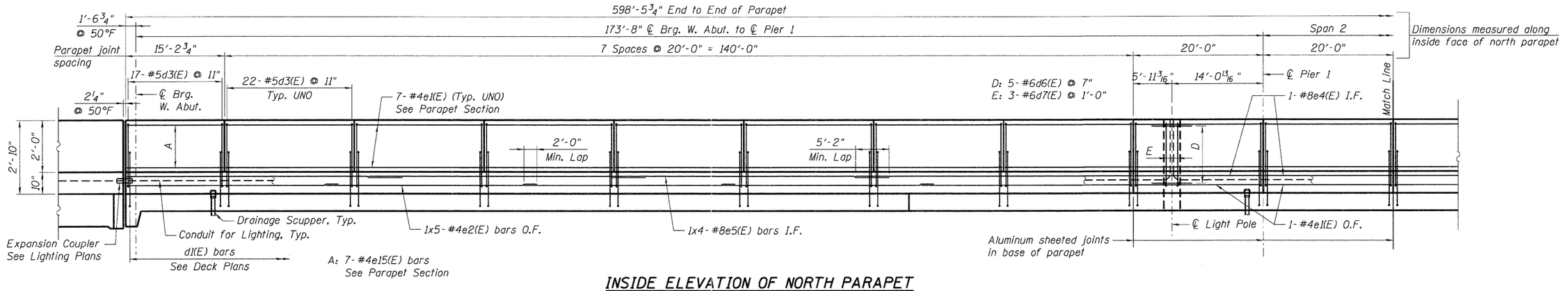
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

DECK CROSS SECTION AND DETAILS

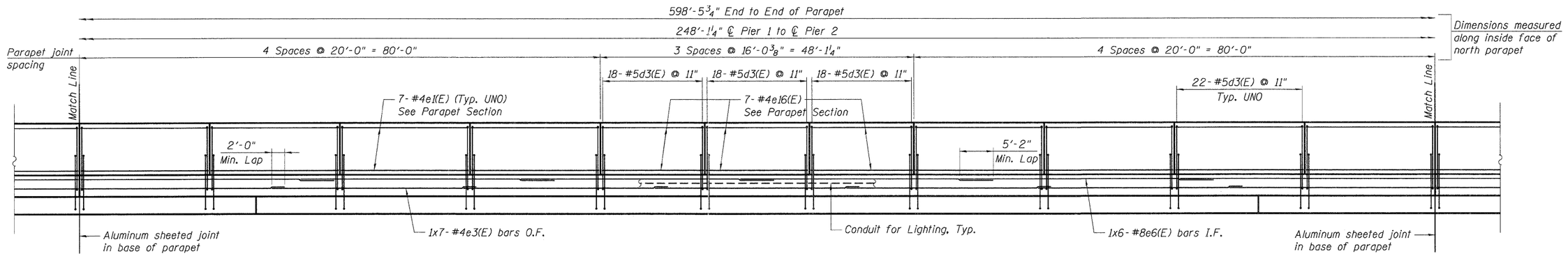
SCALE: | SHEET NO. S-20 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	492
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



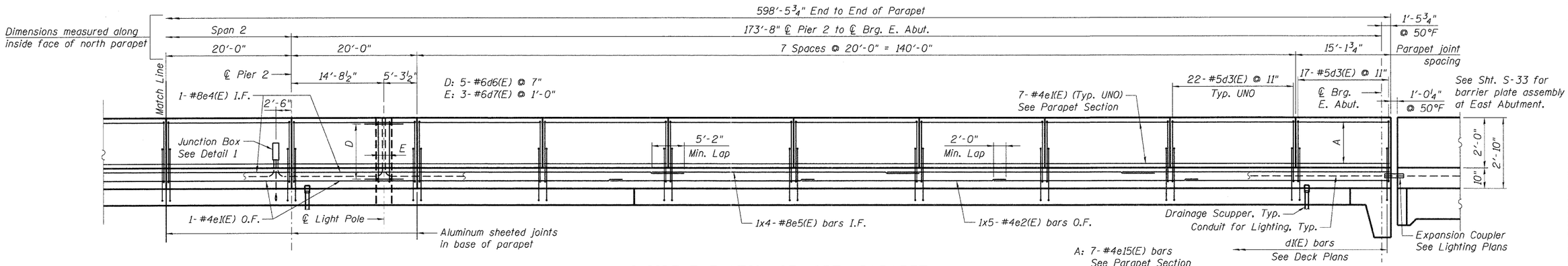
INSIDE ELEVATION OF NORTH PARAPET

(Looking North)



INSIDE ELEVATION OF NORTH PARAPET

(Looking North)



INSIDE ELEVATION OF NORTH PARAPET

(Looking North)

Note:
See Sht. S-17 for notes.

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		DRAWN - MDB	REVISED -
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	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

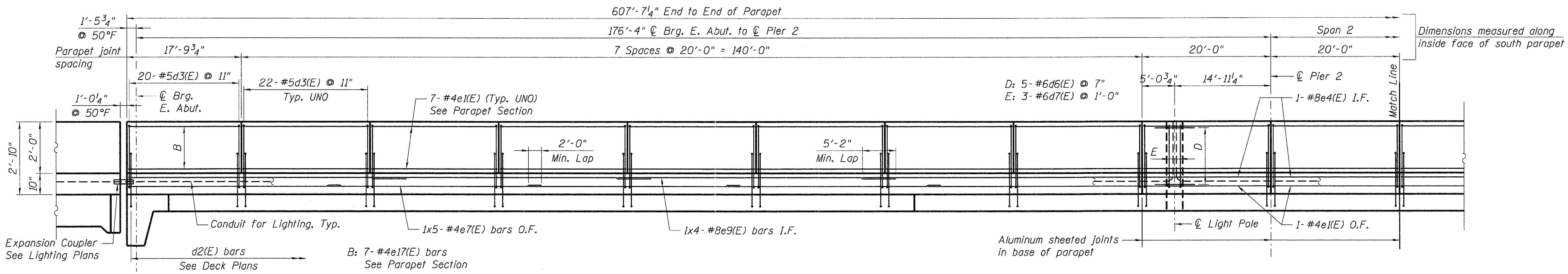
TENG — TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

NORTH PARAPET ELEVATIONS

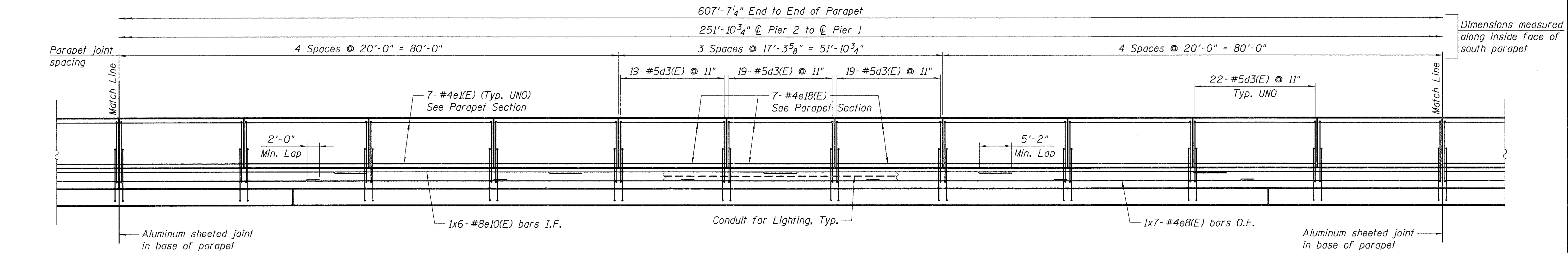
SCALE: | SHEET NO. S-21 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	493
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



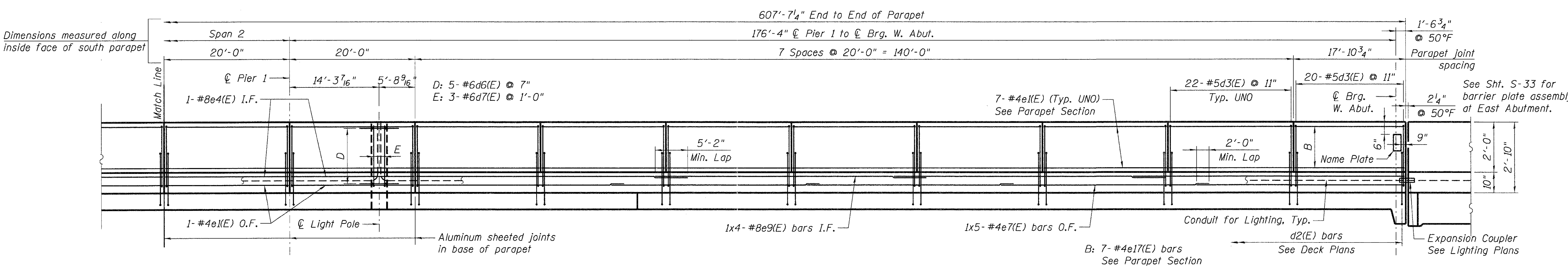
INSIDE ELEVATION OF SOUTH PARAPET

(Looking South)



INSIDE ELEVATION OF SOUTH PARAPET

(Looking South)



INSIDE ELEVATION OF SOUTH PARAPET

(Looking South)

Note:

See Sht. S-17 for notes.

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	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

SOUTH PARAPET ELEVATIONS

SCALE: | SHEET NO. S-22 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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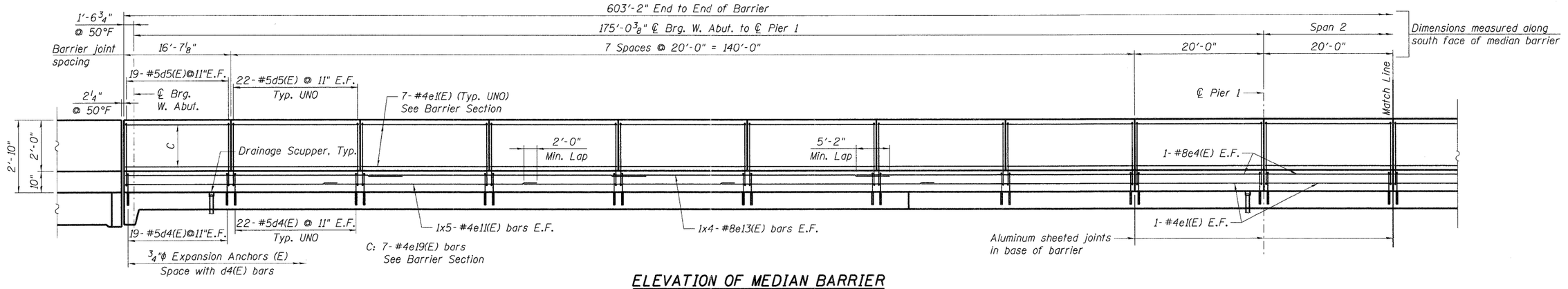
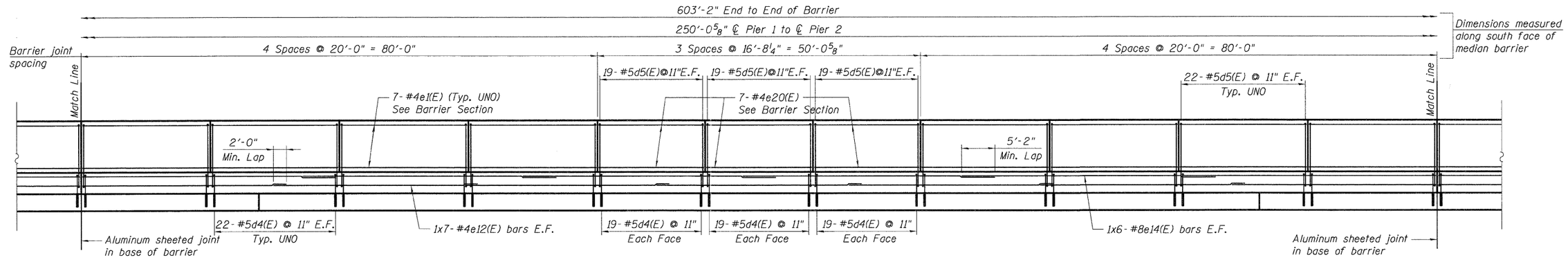
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



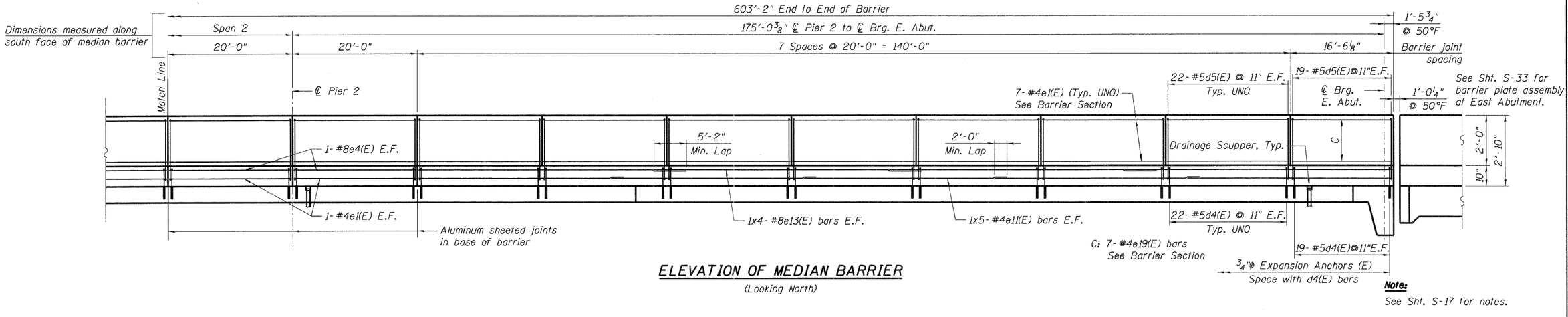
ELEVATION OF MEDIAN BARRIER

(Looking North)



ELEVATION OF MEDIAN BARRIER

(Looking North)

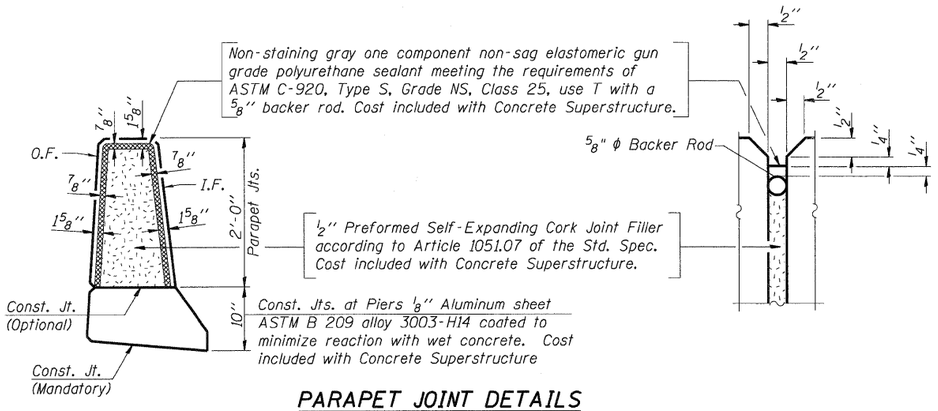


ELEVATION OF MEDIAN BARRIER

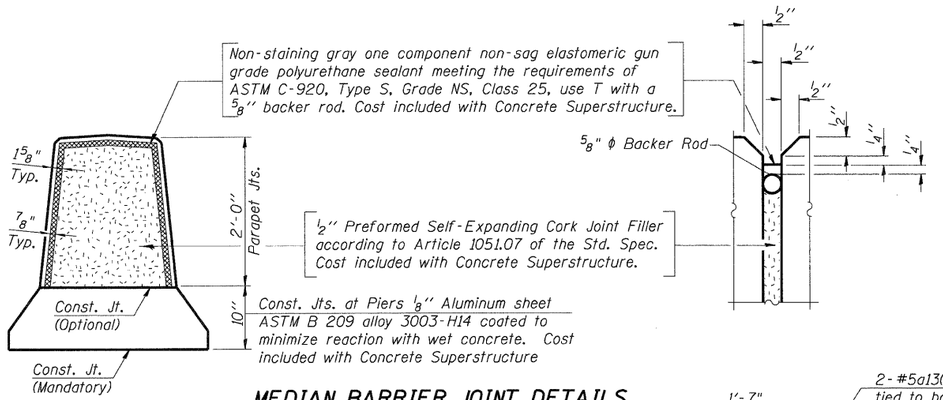
(Looking North)

Note:
See Sht. S-17 for notes.

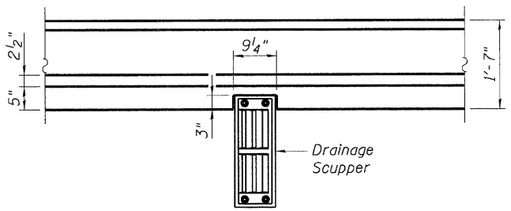
FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION** US 20 OVER MCLEAN BOULEVARD	**MEDIAN BARRIER ELEVATIONS**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MDB	REVISED -			345	8R-R	KANE	794	495
	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -				SN 045-0077		CONTRACT NO. 60H45	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -		SCALE:	SHEET NO. S-23 OF S-62	STATION 98+32.18	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	



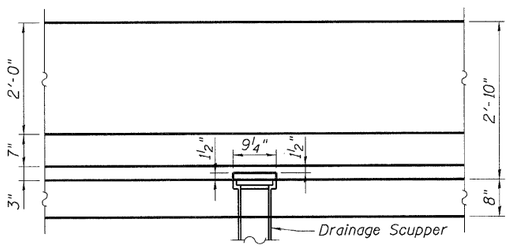
PARAPET JOINT DETAILS



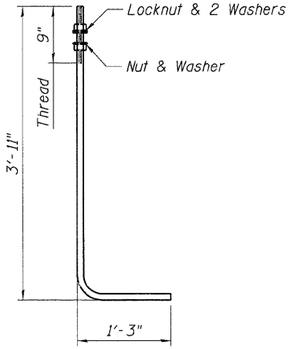
MEDIAN BARRIER JOINT DETAILS



PLAN AT NORTH PARAPET SCUPPERS

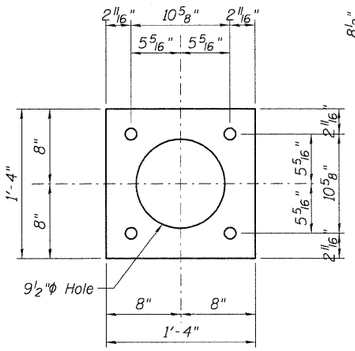


ELEVATION AT NORTH PARAPET SCUPPERS



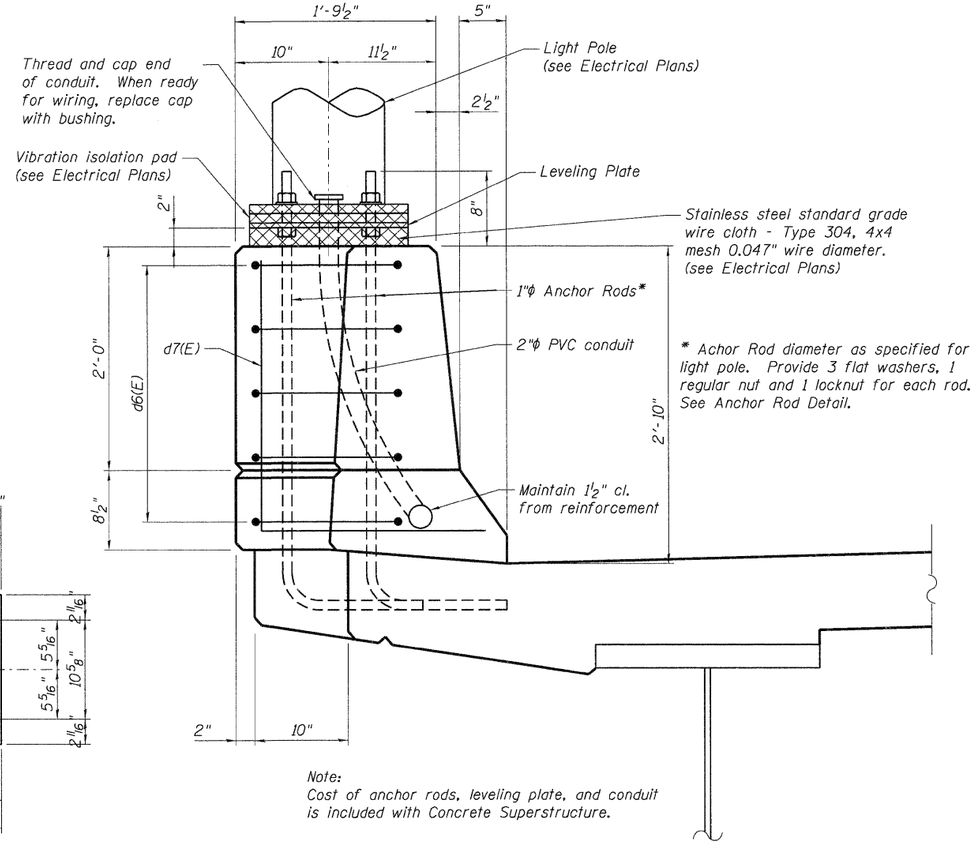
ANCHOR ROD DETAIL

1"ϕ ASTM F1554 Grade 105 (match light pole)



LEVELING PLATE DETAIL

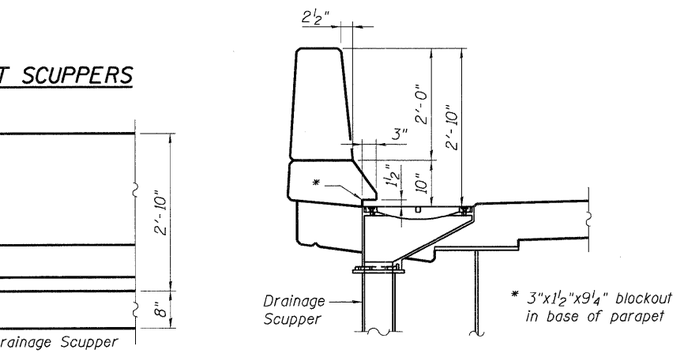
1/2" Aluminum plate



Note:
Cost of anchor rods, leveling plate, and conduit is included with Concrete Superstructure.

SECTION E-E

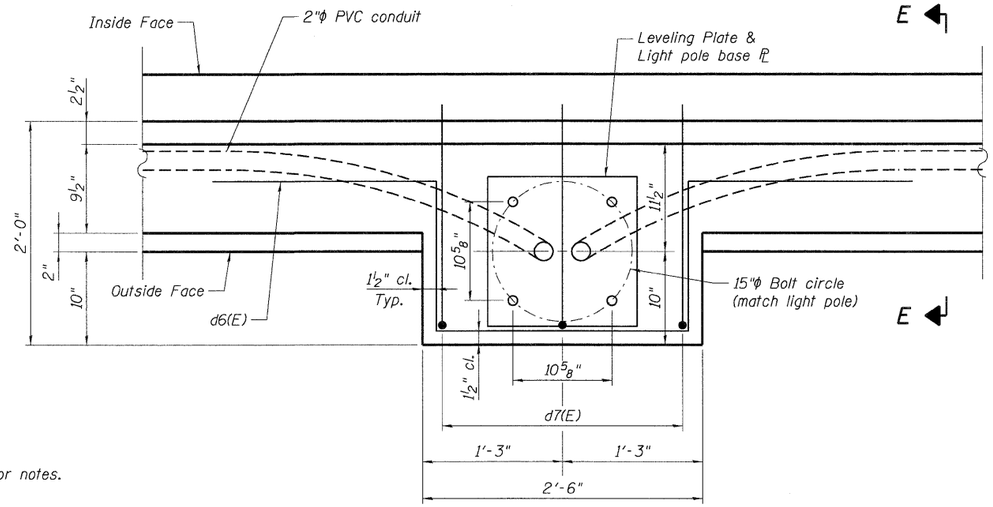
(Parapet reinforcement not shown for clarity.)



ADDITIONAL REINFORCEMENT AT SCUPPERS

Note: Cut longitudinal reinforcement to clear drainage scuppers.

SECTION AT NORTH PARAPET SCUPPERS



Note:
See Sht. S-17 for notes.

LIGHT PEDESTAL PLAN

..\045077-60H45-001-SUPERDETAIL.DGN ..\ALLSNUM-60H45-001-BORDER.DGN ..\045077-60H45-001-SUPERDETAIL.DGN
12-12-2011, 10:39:07 BAJZEKJ \\FS-0044\HWY\VAULT\D-TRANS\2012\12-DEC\STRUCT\GRD\60H45\045077\SHEET\045077-60H45-002-SUPERDETAIL.SHT.DGN

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS		DRAWN - MDB	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -	
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -	

PARAPET SECTIONS AND DETAILS

SCALE: | SHEET NO. S-24 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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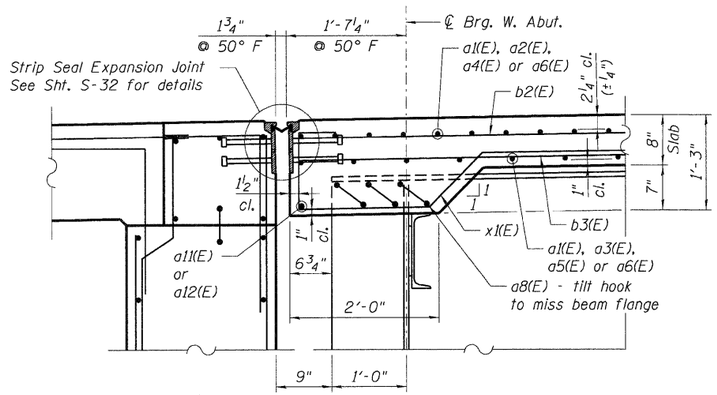
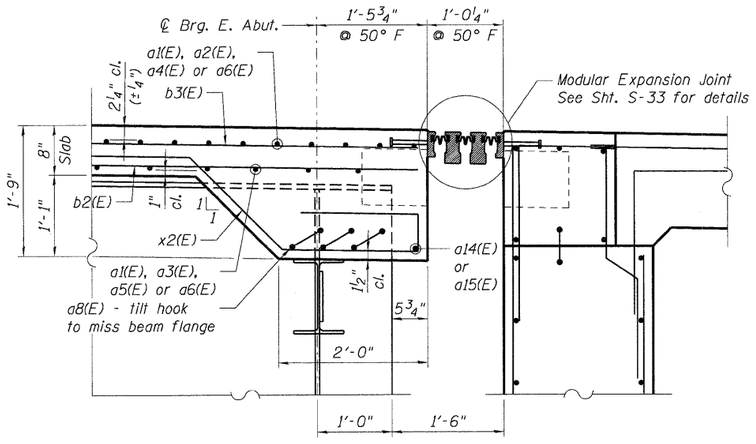
SN 045-0077		CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

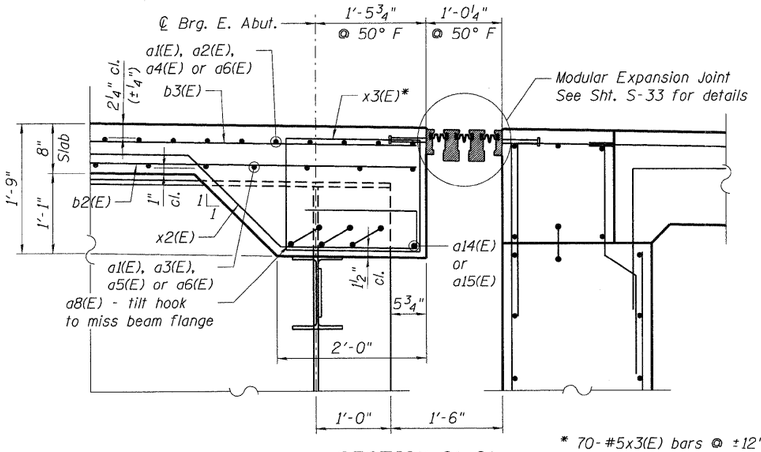


SECTION B-B



SECTION C-C

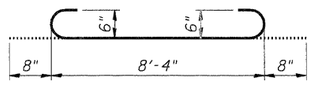
(at support boxes)



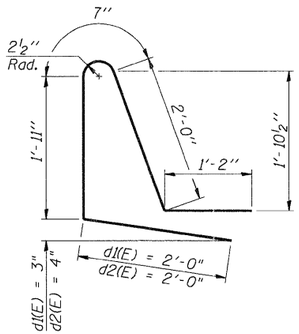
SECTION C'-C'

(between support boxes)

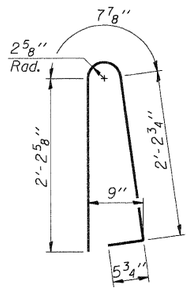
* 70-#5x3(E) bars @ ±12"
Locate in spaces between support boxes, girders, and deck sides.



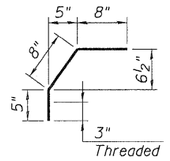
a8(E) BAR



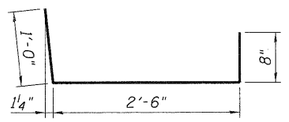
d1(E) & d2(E) BARS



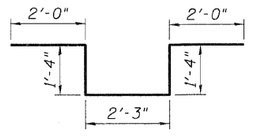
d3(E) BAR



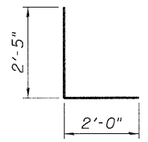
d4(E) BAR



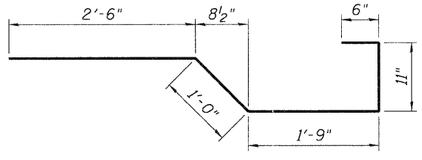
d5(E) BAR



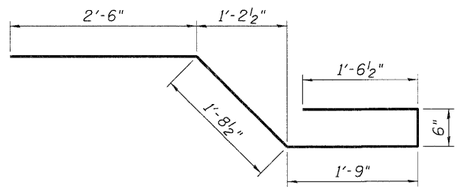
d6(E) BAR



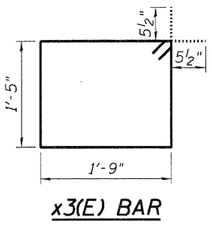
d7(E) BAR



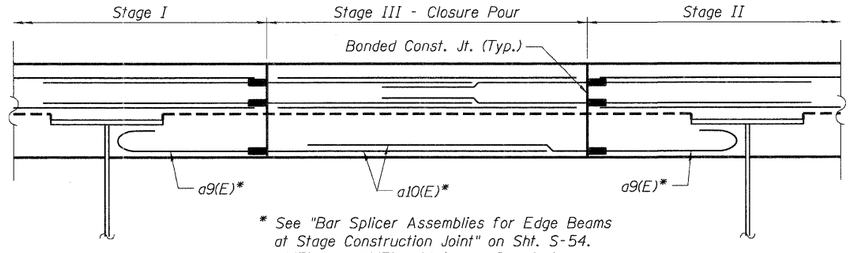
x1(E) BAR



x2(E) BAR



x3(E) BAR



* See "Bar Splicer Assemblies for Edge Beams at Stage Construction Joint" on Sht. S-54.
a9(E) and a10(E) paid for as Bar Splicers.

SECTION D-D

Edge Beam Closure Pours
(Looking East)

Note:

See Sht. S-17 for notes.

BAR LIST

Bar	No.	Size	Length	Shape
a1(E)	2189	#5	32'-0"	
a2(E)	1329	#5	27'-3"	
a3(E)	860	#5	26'-4"	
a4(E)	1329	#5	39'-5"	
a5(E)	860	#5	38'-6"	
a6(E)	2189	#5	4'-0"	
a7(E)	2647	#6	6'-6"	
a8(E)	60	#6	9'-8"	
a11(E)	2	#6	28'-3"	
a12(E)	1	#6	36'-2"	
a13(E)	96	#5	2'-0"	
a14(E)	2	#6	29'-9"	
a15(E)	1	#6	39'-4"	
b1(E)	3948	#5	30'-0"	
b2(E)	188	#5	24'-0"	
b3(E)	188	#5	10'-3"	
b4(E)	1010	#6	37'-6"	
d1(E)	655	#5	7'-8"	
d2(E)	666	#5	7'-8"	
d3(E)	1329	#5	5'-7"	
d4(E)	1334	#5	1'-9"	
d5(E)	1334	#5	4'-2"	
d6(E)	20	#6	8'-11"	
d7(E)	12	#6	4'-5"	
e1(E)	562	#4	19'-9"	
e2(E)	10	#4	32'-7"	
e3(E)	7	#4	31'-5"	
e4(E)	16	#8	19'-9"	
e5(E)	8	#8	42'-8"	
e6(E)	6	#8	39'-0"	
e7(E)	10	#4	33'-2"	
e8(E)	7	#4	32'-0"	
e9(E)	8	#8	43'-4"	
e10(E)	6	#8	39'-7"	
e11(E)	20	#4	32'-11"	
e12(E)	14	#4	31'-8"	
e13(E)	16	#8	43'-0"	
e14(E)	12	#8	39'-4"	
e15(E)	14	#4	14'-10"	
e16(E)	21	#4	15'-9"	
e17(E)	14	#4	17'-6"	
e18(E)	21	#4	17'-0"	
e19(E)	14	#4	16'-3"	
e20(E)	21	#4	16'-5"	
x1(E)	88	#5	6'-8"	
x2(E)	94	#5	8'-0"	
x3(E)	70	#5	7'-3"	

BILL OF MATERIAL

Item	Unit	Total
Concrete Superstructure	Cu. Yd.	1,856.5
Bridge Deck Grooving	Sq. Yd.	6,120
Protective Coat	Sq. Yd.	7,384
Reinforcement Bars, Epoxy Coated	Pound	492,970

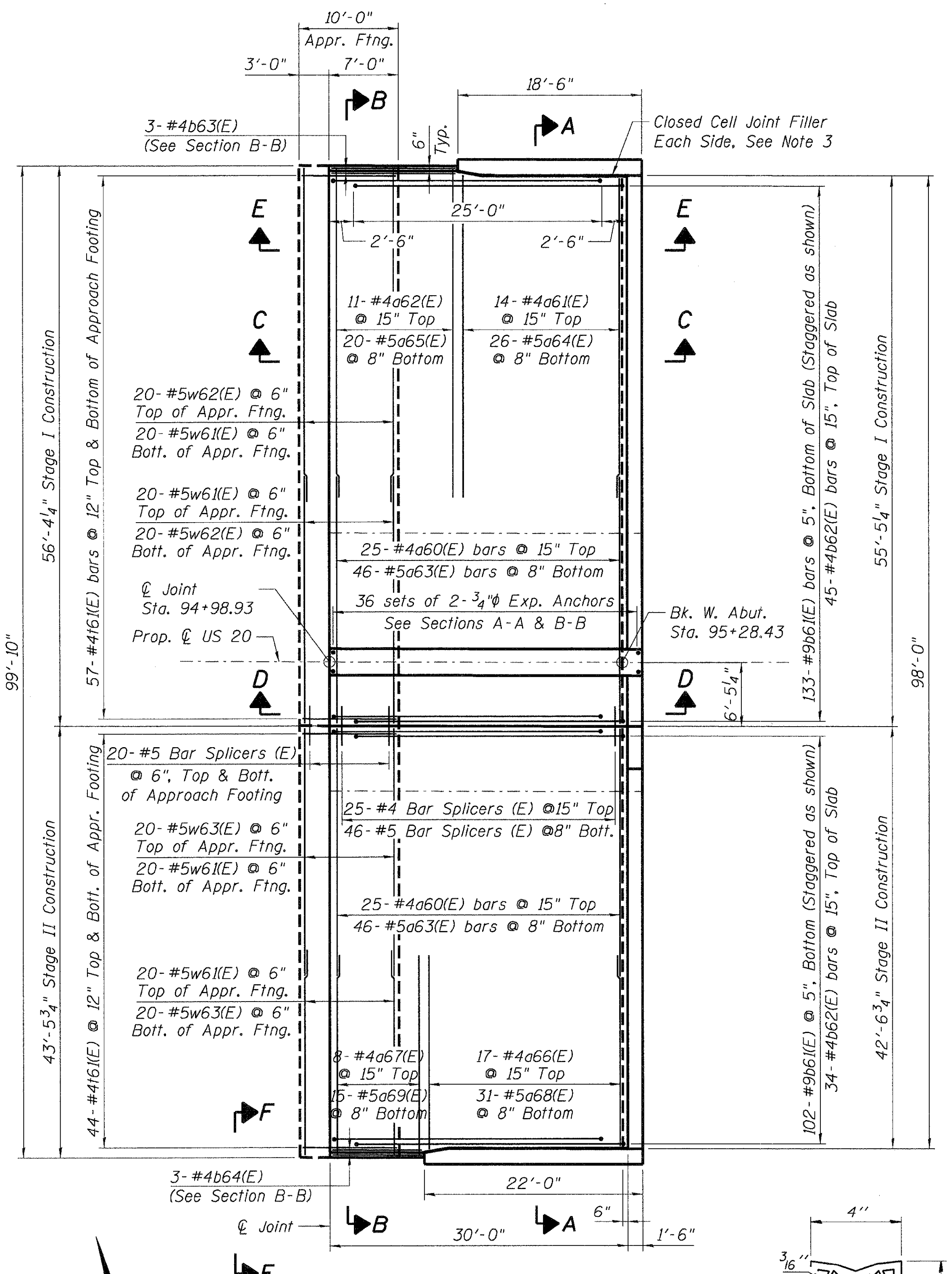
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	
		DRAWN - MDB	REVISED -	
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -	
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

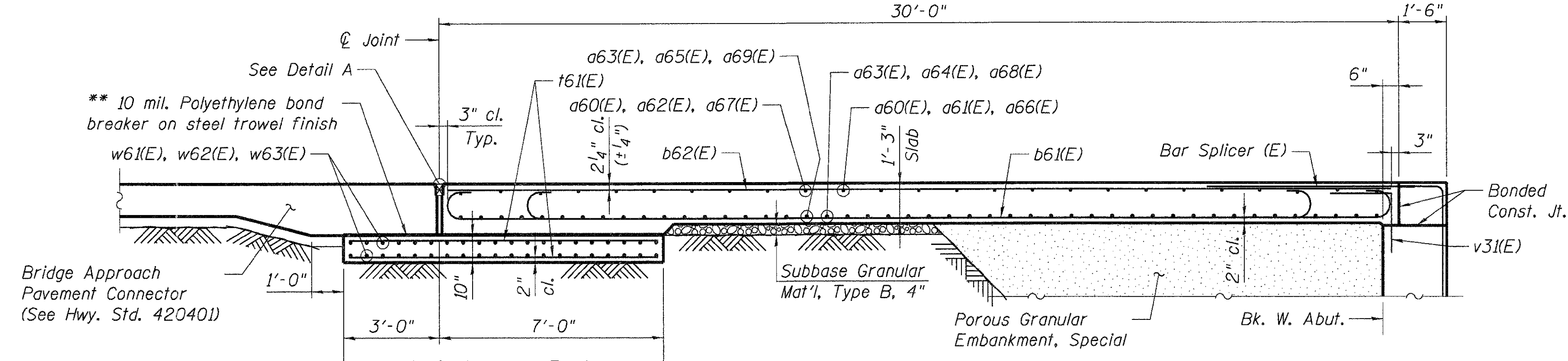
DECK DETAILS AND BAR LIST

SCALE: | SHEET NO. S-25 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	497
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

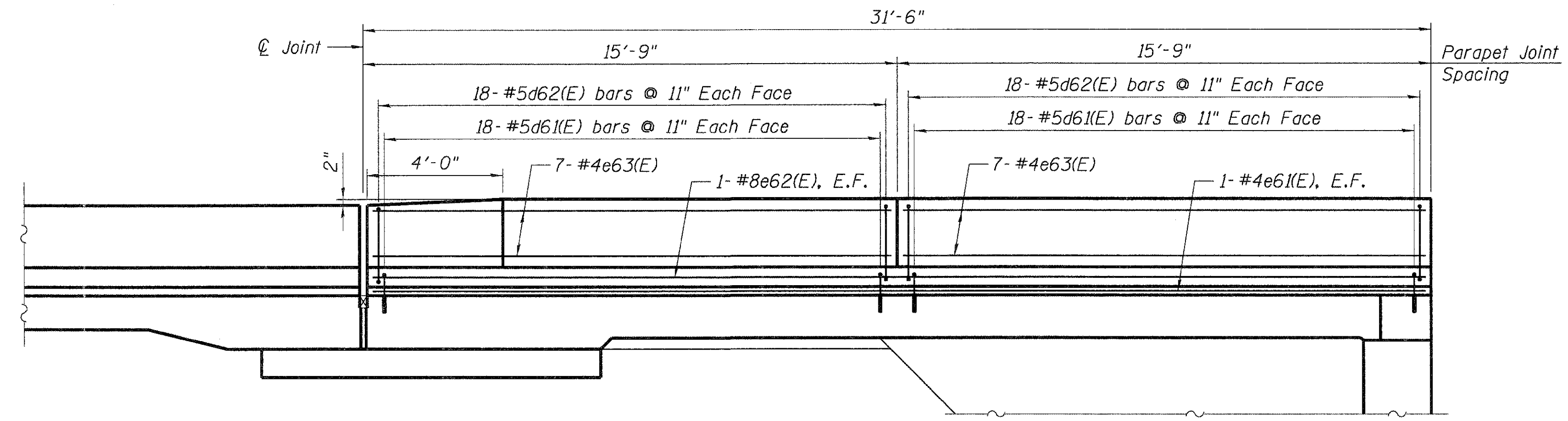


WEST APPROACH PLAN

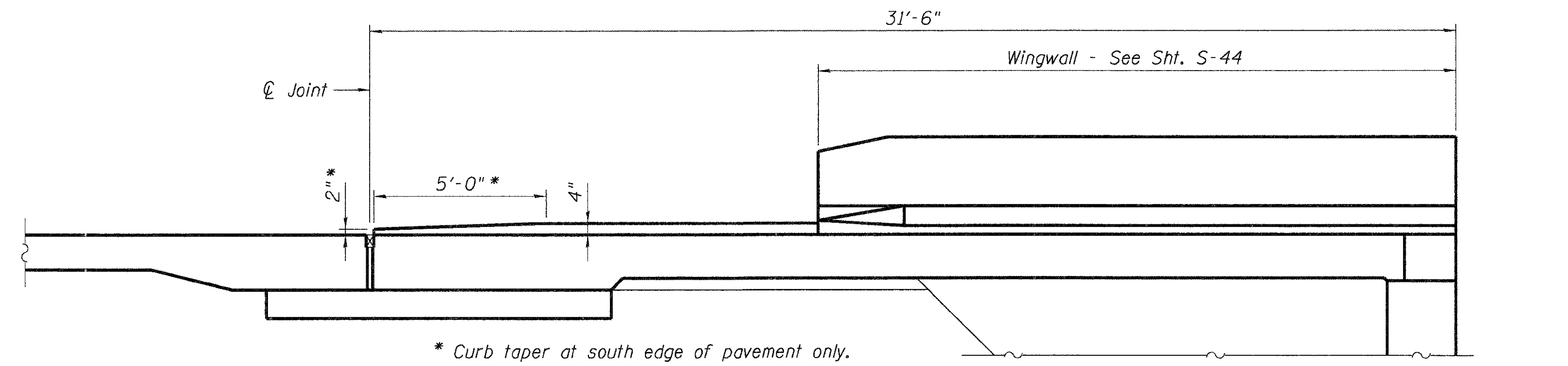


SECTION C-C

** Cost included with Concrete Structures.



VIEW D-D

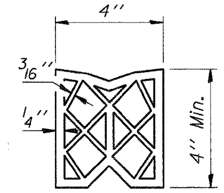


* Curb taper at south edge of pavement only.

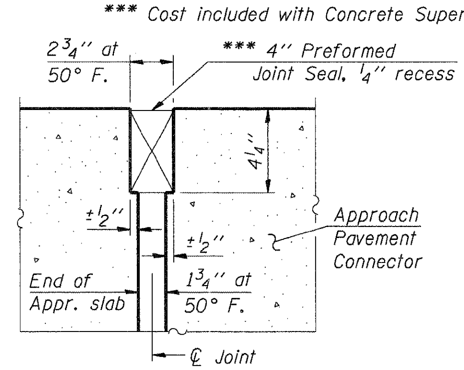
VIEW E-E

(North and South Wingwalls similar, except as noted)

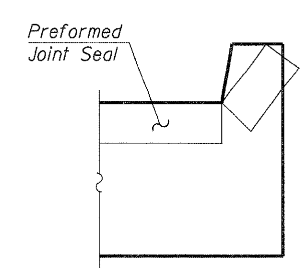
*** Cost included with Concrete Superstructure.



PREFORMED JOINT SEAL



DETAIL A



VIEW F-F

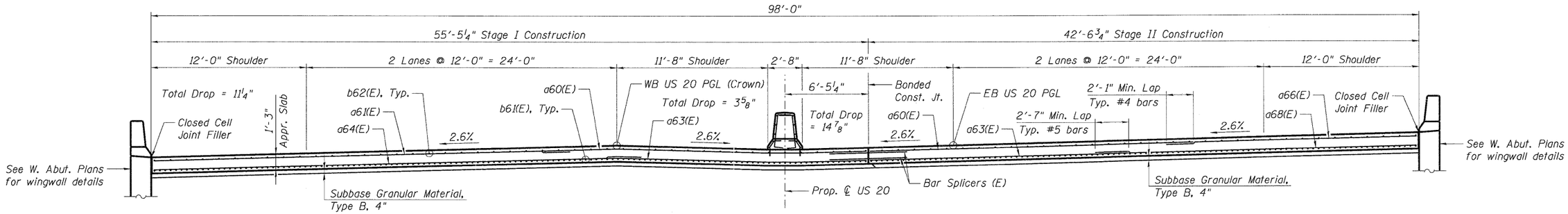
Angle Preformed Joint Seal at 45° at curbs.

Notes:

1. Work this sheet with Sht. S-27.
2. Tilt b51(E) bars as required to maintain clearance.
3. Closed cell joint filler according to Article 1051.08 of the Standard Specifications; full depth of slab, full length of wingwall. Typ. each wingwall.
4. E.S. = Each Side

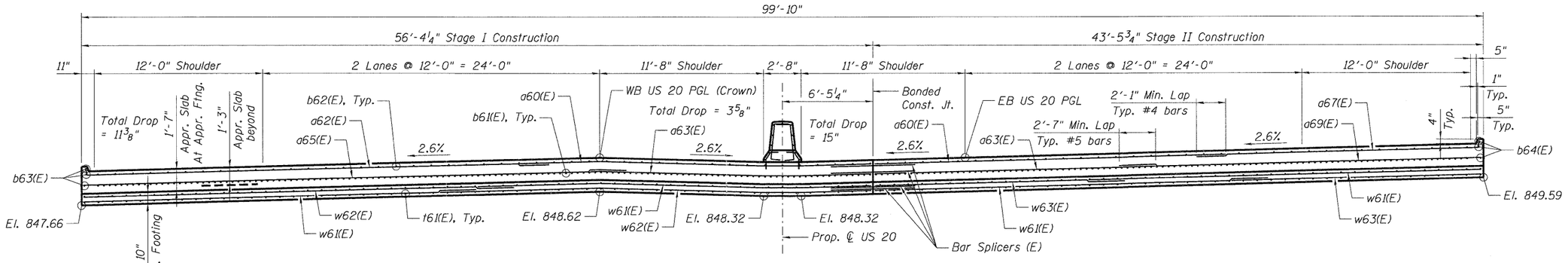
...\DIMASTER-ALIGNMNT.DGN,..\0450077-60H45-001-APPRPVMT.DGN,..\0450077-60H45-001-APPRPVMT.DGN,..VALLSNUM-60H45-001-BORDER.DGN,..\0450077-60H45-001-APPRPVMT.DGN
12-12-2011, 10:34:14 \\FS-004\V\MV\VAULT\D-TRANS\07\2202\2137\4-001\STRUCT\CAD\60H45\0450077\SHEET\0450077-60H45-001-APPRPVMT.SHT.DGN
BAJZEKKJ

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION US 20 OVER MCLEAN BOULEVARD	WEST APPROACH PAVEMENT 1 OF 2	F.A.P. RTE. 345	SECTION 8R-R	COUNTY KANE	TOTAL SHEETS 794 / SHEET NO. 498
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS		DRAWN - MDB	REVISED -			SN 045-0077		CONTRACT NO. 60H45	
	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -		SCALE:	SHEET NO. S-26 OF S-62	STATION 98+32.18	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT	
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -						



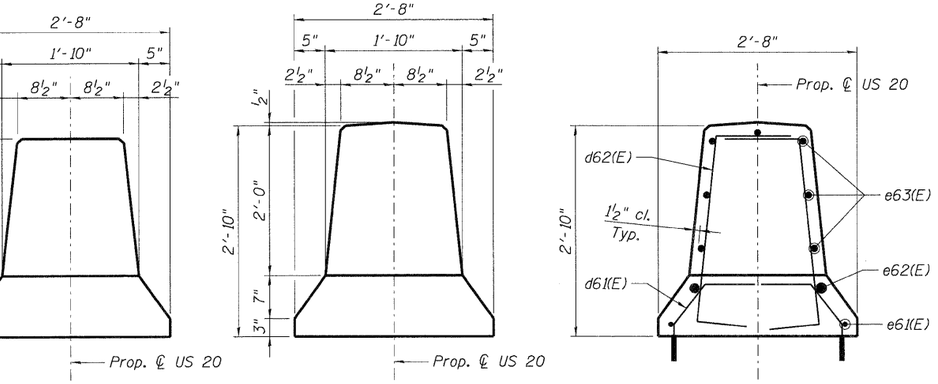
SECTION A-A

(Looking East)



SECTION B-B

(Looking East)



MEDIAN BARRIER DETAIL

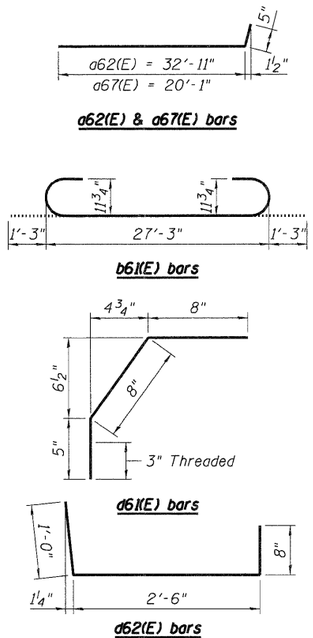
(Showing Dimensions at end of approach)

MEDIAN BARRIER DETAIL

(Showing Typical Dimensions)

MEDIAN BARRIER DETAIL

(Showing Reinforcement)



WEST APPROACH BAR LIST

Bar	No.	Size	Length	Shape
a60(E)	50	#4	25'-0"	
a61(E)	14	#4	32'-3"	
a62(E)	11	#4	33'-4"	
a63(E)	92	#5	20'-0"	
a64(E)	26	#5	37'-9"	
a65(E)	20	#5	38'-8"	
a66(E)	17	#4	19'-4"	
a67(E)	8	#4	20'-6"	
a68(E)	31	#5	24'-10"	
a69(E)	15	#5	25'-9"	
b61(E)	235	#9	29'-9"	
b62(E)	79	#4	29'-8"	
b63(E)	3	#4	12'-8"	
b64(E)	3	#4	9'-2"	
d61(E)	72	#5	1'-9"	
d62(E)	72	#5	4'-2"	
e61(E)	2	#4	31'-3"	
e62(E)	2	#8	31'-3"	
e63(E)	14	#4	15'-5"	
t61(E)	202	#4	9'-8"	
w61(E)	80	#5	28'-0"	
w62(E)	40	#5	30'-9"	
w63(E)	40	#5	17'-10"	

WEST APPROACH BILL OF MATERIAL

Item	Unit	Total
Concrete Structures	Cu. Yd.	30.8
Concrete Superstructure	Cu. Yd.	152.4
Bridge Deck Grooving	Sq. Yd.	320
Protective Coat	Sq. Yd.	363
Reinforcement Bars, Epoxy Coated	Pound	38,510

Notes:

1. Work this sheet with Sht. S-26.
2. The Approach Slab and Median Barrier shall be paid for as Concrete Superstructure.
3. The Approach Footing shall be paid for as Concrete Structures.
4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
5. Cost of Subbase Granular Material and Closed Cell Joint Filler included with Concrete Superstructure.
6. Cost of excavation for Approach Footing included with Concrete Structures.
7. Cost of expansion anchors included with Reinforcement Bars, Epoxy Coated.
8. For v31(E) bar details, see Sht. S-44.
8. For Bar Splicer details, see Sht. S-54.
9. For Porous Granular Embankment, Special and drainage treatment details, see Sht. S-3.
10. The Approach Footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
11. For median barrier joint details, see Sht. S-24.

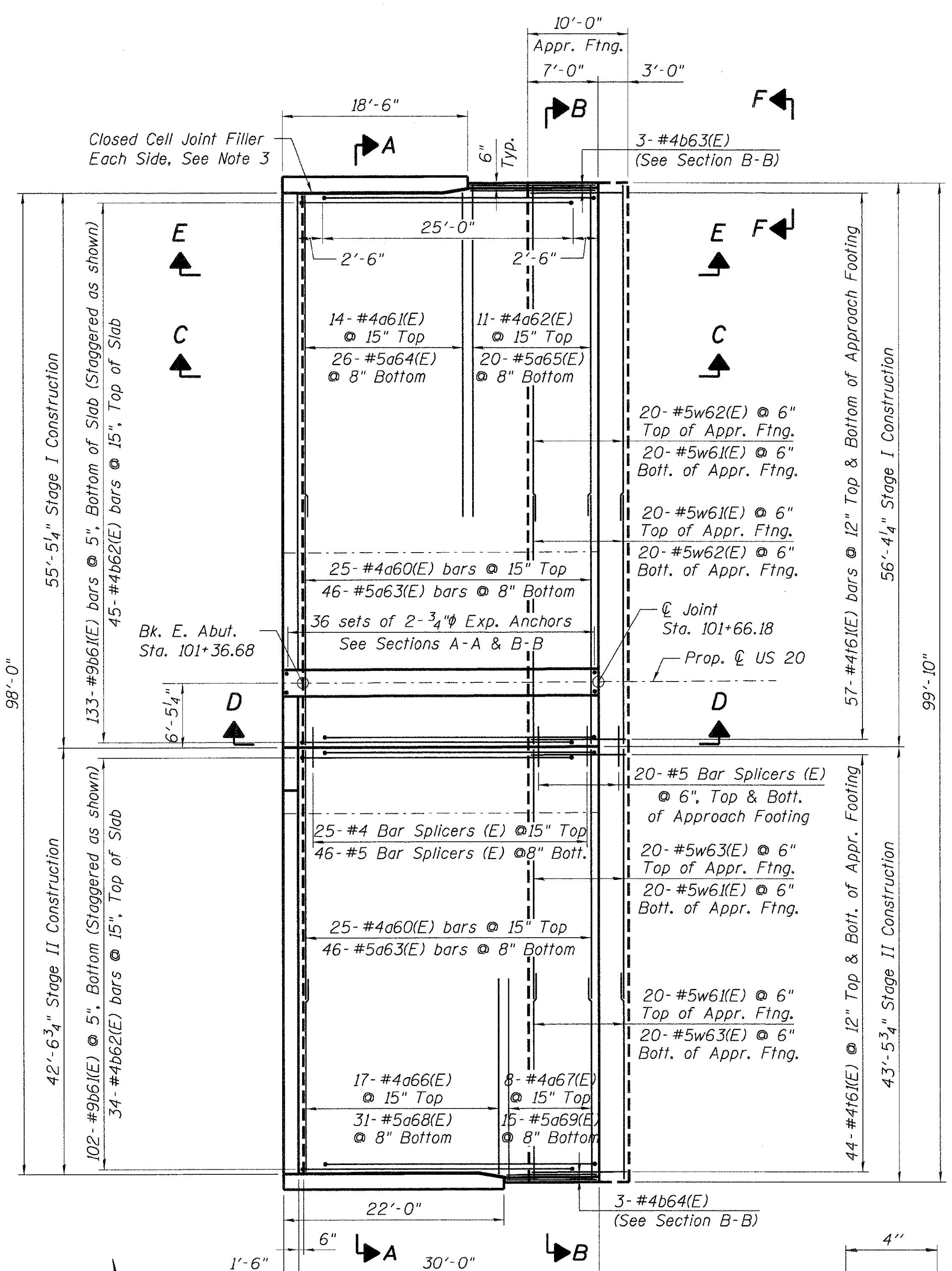
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -
TENG TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

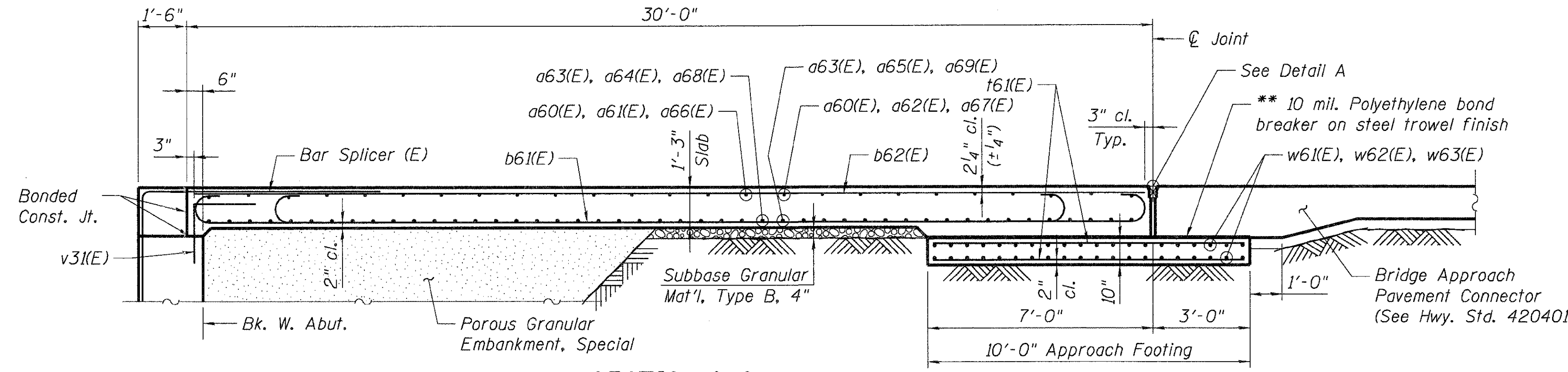
WEST APPROACH PAVEMENT
2 OF 2

SCALE: | SHEET NO. S-27 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	499
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

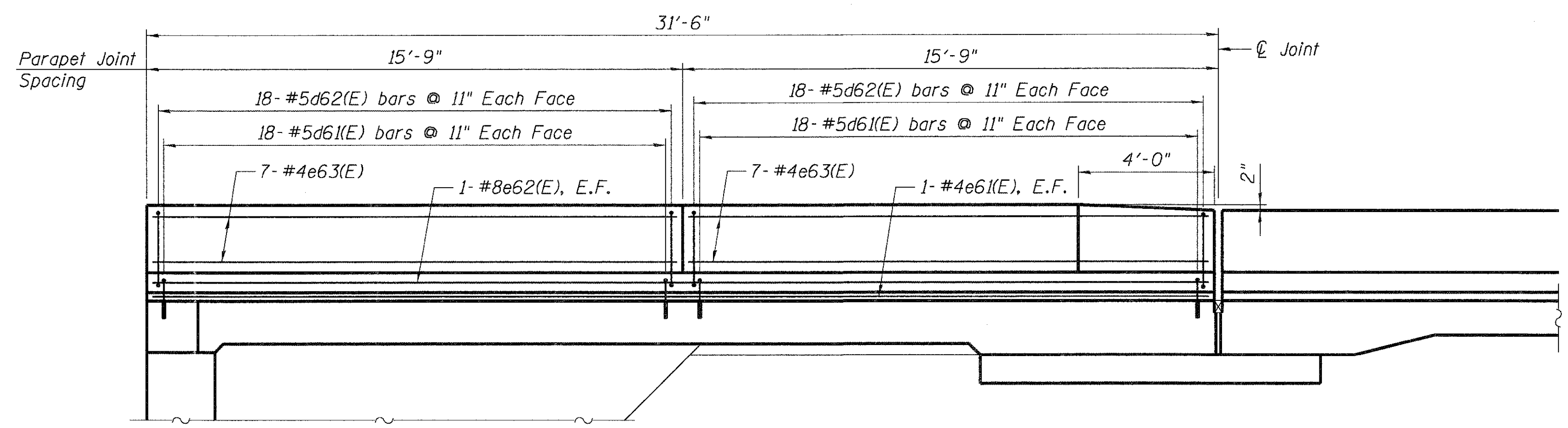


EAST APPROACH SLAB PLAN

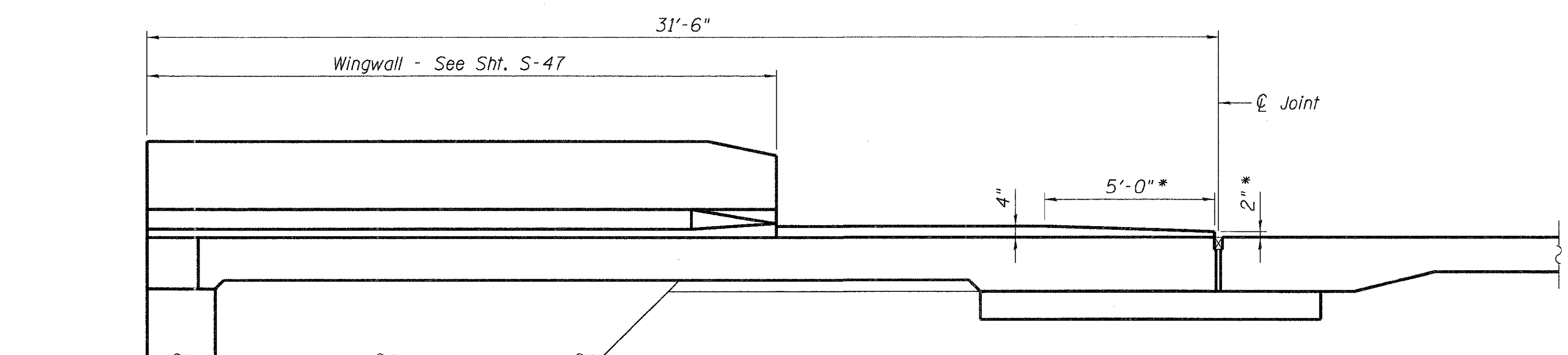


SECTION C-C

** Cost included with Concrete Structures.



VIEW D-D

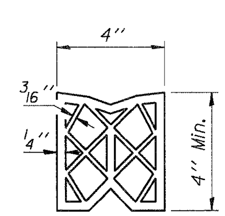


* Curb taper at south edge of pavement only.

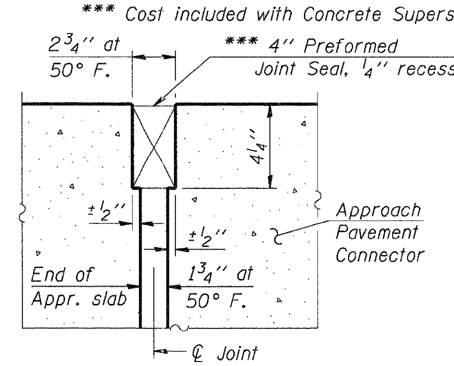
VIEW E-E

(North and South Wingwalls similar, except as noted)

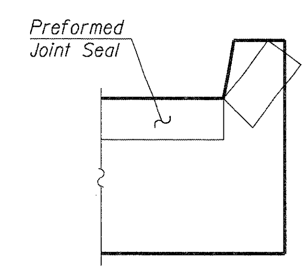
*** Cost included with Concrete Superstructure.



PREFORMED JOINT SEAL



DETAIL A



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs.

Notes:

1. Work this sheet with Sht. S-29.
2. Tilt b51(E) bars as required to maintain clearance.
3. Closed cell joint filler according to Article 1051.08 of the Standard Specifications; full depth of slab, full length of wingwall. Typ. each wingwall.
4. E.S. = Each Side

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - MDB	REVISED -
		DRAWN - MDB	REVISED -
TENG & ASSOCIATES, INC. ENGINEERS/ARCHITECTS/PLANNERS CHICAGO, ILLINOIS	PLOT SCALE = $SCALE$	CHECKED - PK	REVISED -
	PLOT DATE = $DATE$	DATE - 12/16/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
US 20 OVER MCLEAN BOULEVARD

EAST APPROACH PAVEMENT
1 OF 2

SCALE: | SHEET NO. S-28 OF S-62 | STATION 98+32.18

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345	8R-R	KANE	794	500
	SN 045-0077	CONTRACT NO. 60H45		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		