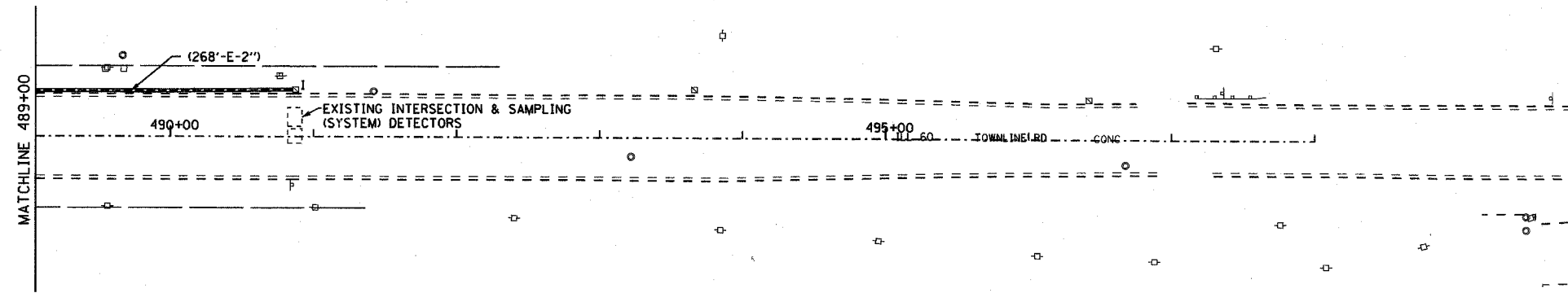
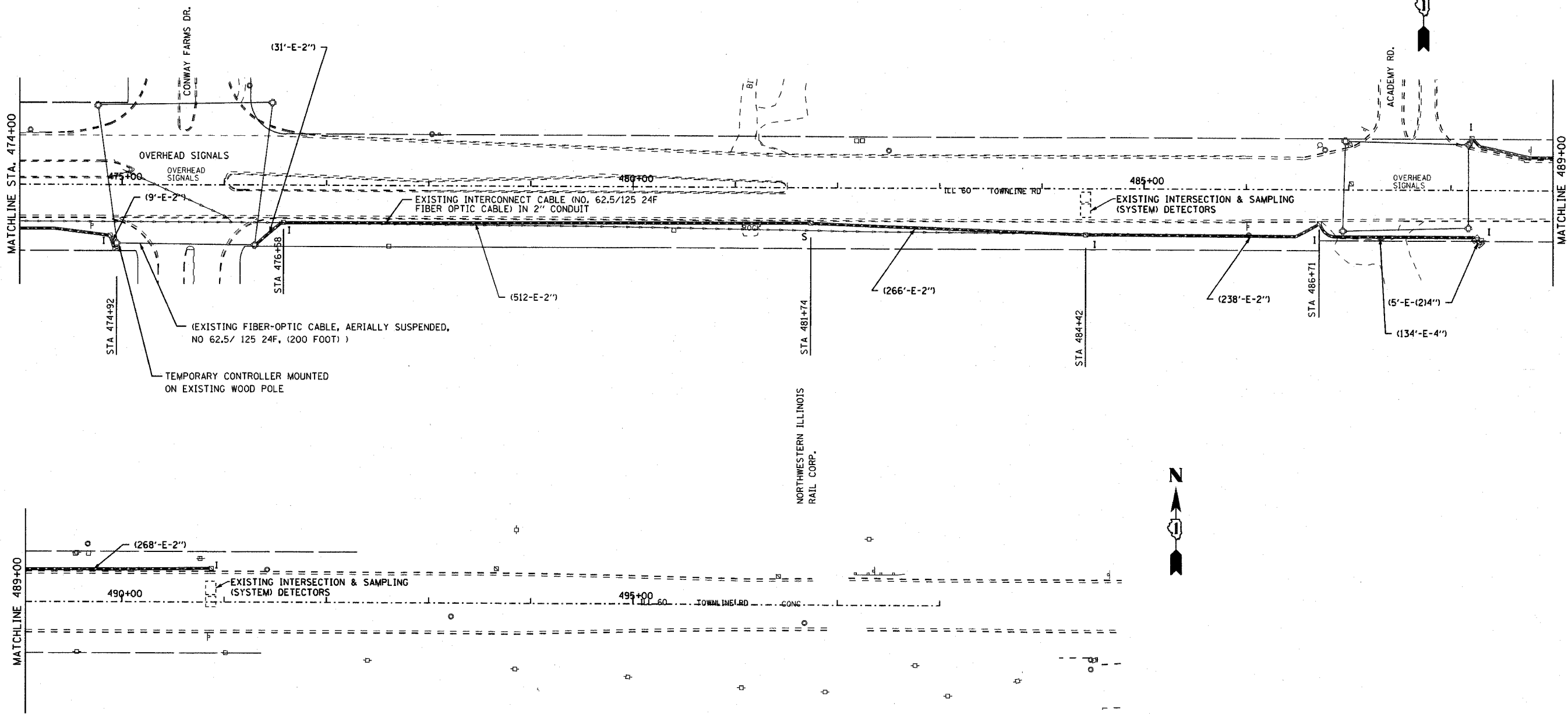


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	201
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01



EJM EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

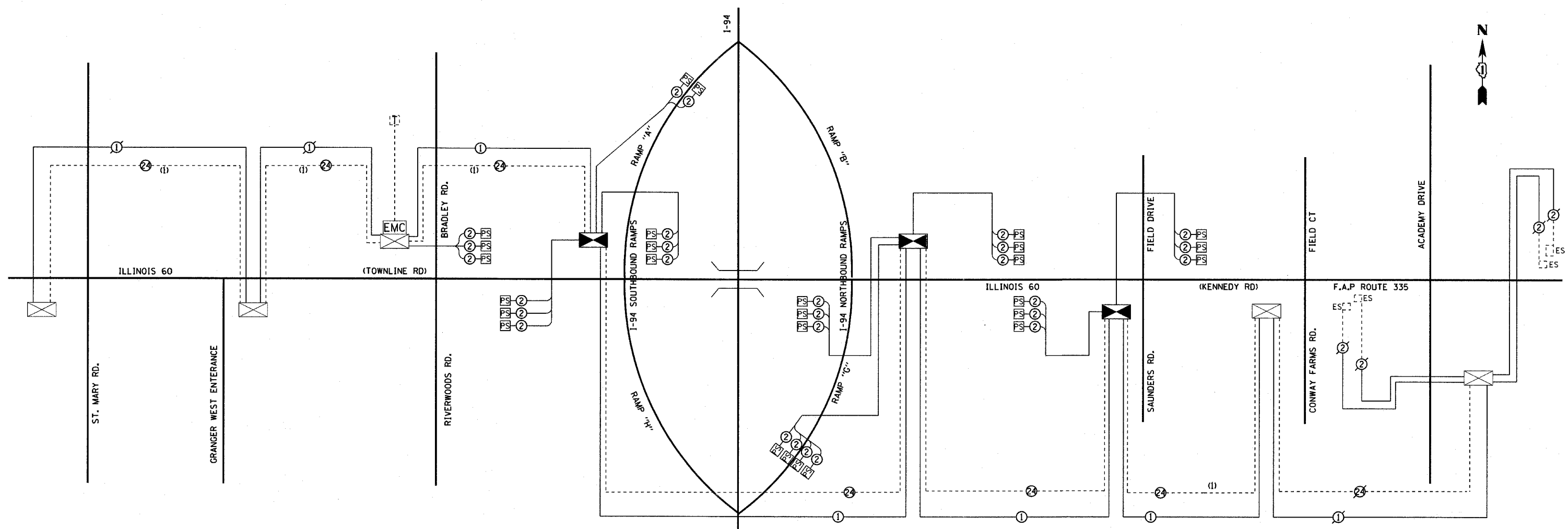
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERCONNECT PLAN
ILL ROUTE 60
ST. MARY'S ROAD TO ACADEMY DRIVE
Sheet 4 of 4

S.N.
SCALE: 1" = 50'-0"
DATE: MAY 8, 2007

DESIGNED BY: JM
DRAWN BY: PK
CHECKED BY: CK

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	202
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



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

- PROPOSED INTERSECTION CONTROLLER
- EXISTING INTERSECTION CONTROLLER
- MASTER MASTER CONTROLLER
- EXISTING MASTER CONTROLLER
- PROPOSED INTERSECTION CONTROLLER
- EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTOR
- PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTOR
- EXISTING INTERSECTION DETECTOR AND PROPOSED SAMPLING (SYSTEM) DETECTOR
- EXISTING SAMPLING (SYSTEM) DETECTOR
- PROPOSED SAMPLING (SYSTEM) DETECTORS
- PROPOSED INTERCONNECT CABLE - NO. 62.5/125
2 MM 12F & SM 12F - FIBER OPTIC CABLE
- EXISTING INTERCONNECT CABLE - NO. 62.5/125
2 MM 12F & SM 12F - FIBER OPTIC CABLE

INTERCONNECT SCHEMATIC LEGEND

- PROPOSED INTERCONNECT CABLE - NO. 18
3 PAIR TWISTED, SHIELDED
- EXISTING INTERCONNECT CABLE - NO. 18
3 PAIR TWISTED, SHIELDED
- PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
- EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
- PROPOSED TRACER CABLE NO. 14 1/C
- EXISTING TRACER CABLE NO. 14 1/C
- PROPOSED TELEPHONE CONNECTION
- EXISTING TELEPHONE CONNECTION
- EXISTING FIBER OPTIC CABLE (12F)
TO BE REMOVED FROM CONDUIT

SCHEDULE OF INTERCONNECT QUANTITIES

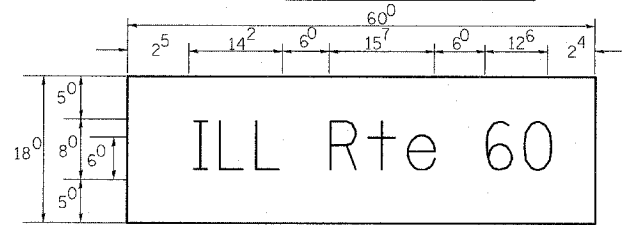
- 1,754 FOOT CONDUIT IN TRENCH, 2" DIA. GALVANIZED STEEL
- 309 FOOT CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
- 2 EACH JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 6"x6"x4"
- 3 EACH HANDHOLE
- 1,754 FOOT TRENCH AND BACKFILL FOR ELECTRICAL WORK
- 10,538 FOOT FIBER OPTIC CABLE IN CONDUIT NO 62.5/125, 24F
- 4,819 FOOT ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C
- 1 EACH DRILL EXISTING HANDHOLE
- 6,632 FOOT REMOVE ELECTRIC CABLE FROM CONDUIT
- 1 L SUM RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILL ROUTE 60
INTERCONNECT SCHEMATIC
ST. MARY'S ROAD TO ACADEMY DRIVE
SCHEDULE OF QUANTITIES

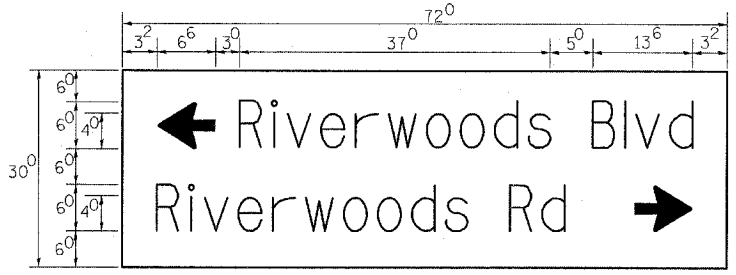
S.N. _____ DESIGNED BY: JM
 SCALE: NOT TO SCALE DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: CK

PANEL SIGN DESIGN TYPE 1

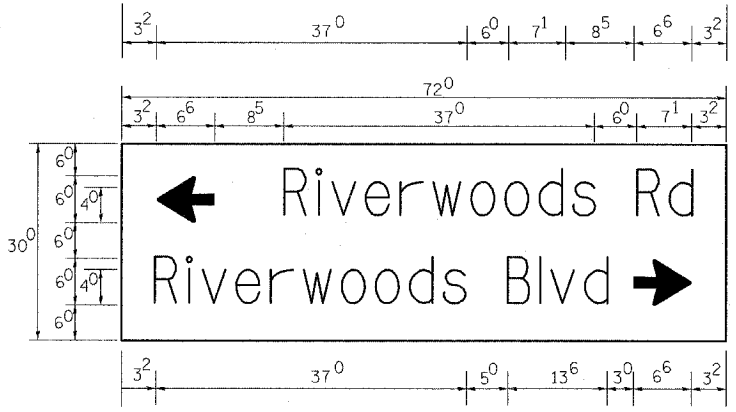


— Sq. M. each
 7.5 Sq. Ft. each
 2 Required
 Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS



— Sq. M. each
 15 Sq. Ft. each
 1 Required
 Design Series C

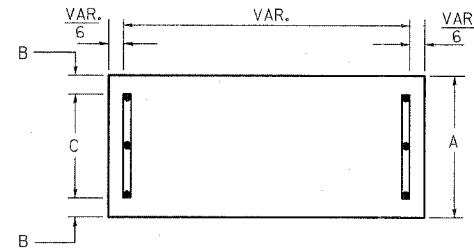


— Sq. M. each
 15 Sq. Ft. each
 1 Required
 Design Series C

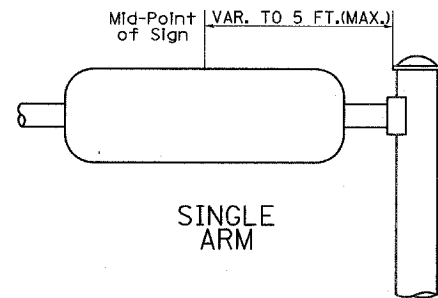
GENERAL NOTES

- 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 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-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.
 - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
 - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
 - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
 - 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:
 - * A.K.T. CORPORATION SCHAUMBURG, IL
 - * TUCKER COMPANY, INC. WAUWATOSA, WI
 - * AMERICAN FABRICATION CO. CHICAGO HEIGHTS, IL
 - * WESTERN TRAFFIC CONTROL INC. CICERO, IL
- PARTS LISTING:
 SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
 SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
 BRACKETS SELF TAPPING WITH NEOPRENE WASHER
 PART #HPN034 (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

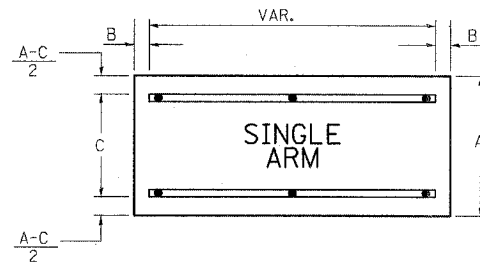


A	B	C
18"	2"	14"

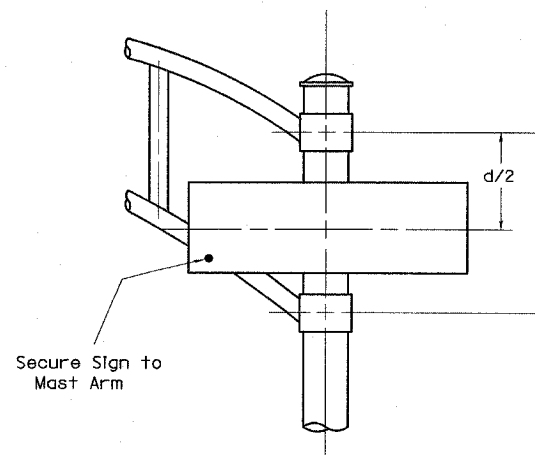


SINGLE ARM

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, 2³ DENOTES 3/8"

SERIES	SECOND LETTER															
	acde		bhikl		f w		J		s t		v y		x		z	
	g	o	q	m	n	p	r	u	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"

SERIES	SECOND LETTER															
	acde		bhikl		f w		J		s t		v y		x		z	
	g	o	q	m	n	p	r	u	C	D	C	D	C	D	C	D
ad h g l j	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
l m n q u																
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"

SERIES	SECOND NUMBER																			
	0	1	2	3	4	5	6	7	8	9	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	14	15	14	15	11	12	14	15	14	15	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

LETTERS	UPPER AND LOWER CASE LETTER WIDTHS						
	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES			SERIES	
	C	D	C	D		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		8 INCH SERIES	
	C	D	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

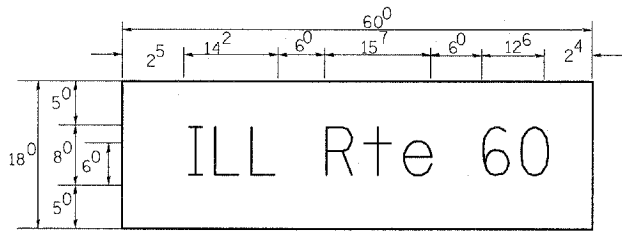
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 MAST ARM MOUNTED STREET NAME SIGNS
 ILLINOIS RTE 60 &
 RIVERWOODS ROAD/BLVD

SCALE: NONE
 DATE: MAY 8, 2007

DRAWN BY: CBS
 CHECKED BY: JDF

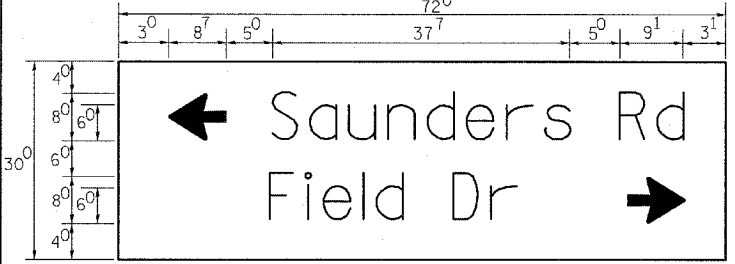
PANEL SIGN DESIGN TYPE 1



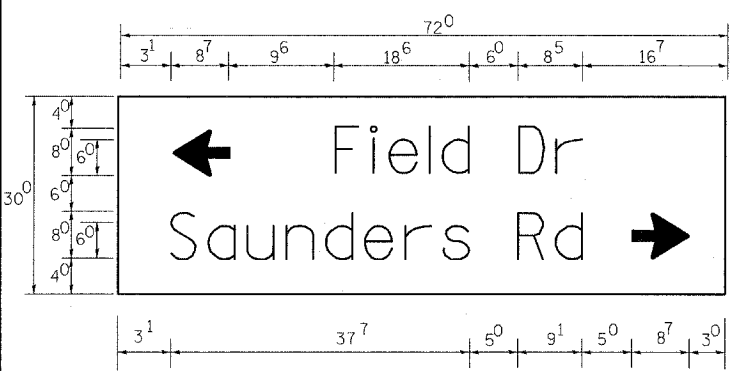
— Sq. M. each
 7.5 Sq. Ft. each
 4 Required
 Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

PANEL SIGN DESIGN TYPE 2



— Sq. M. each
 — Sq. Ft. each
 1 Required
 Design Series D

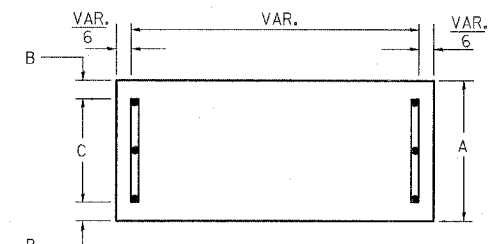


— Sq. M. each
 — Sq. Ft. each
 1 Required
 Design Series D

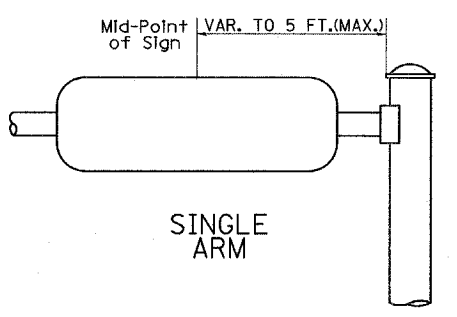
GENERAL NOTES

- 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 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-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.
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 - 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:
 - * A.K.T. CORPORATION, SCHAUMBURG, IL
 - * TUCKER COMPANY, INC., WAUWATOSA, WI
 - * AMERICAN FABRICATION CO., CHICAGO HEIGHTS, IL
 - * WESTERN TRAFFIC CONTROL INC., CICERO, IL
- PARTS LISTING:**
 SIGN CHANNEL: PART #HPN053 (MED. CHANNEL)
 SIGN SCREWS: 1/4" x 14 x 1" H.W.H. #3
 SELF TAPPING WITH NEOPRENE WASHER
 BRACKETS: PART #HPN034 (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

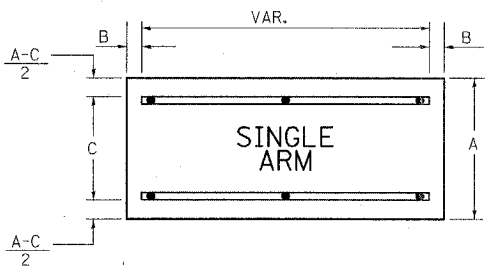


A	B	C
18"	2"	14"

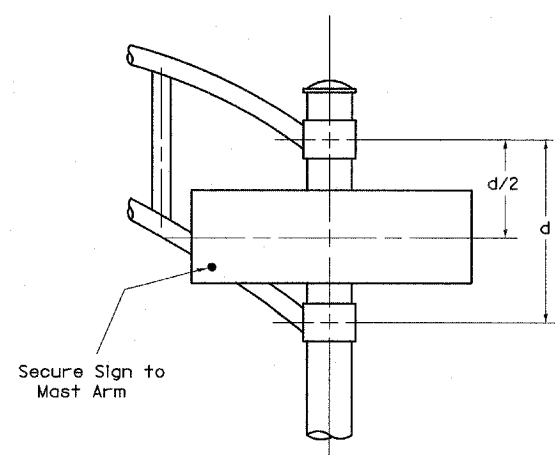


SINGLE ARM

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, 2³ DENOTES 3/8"

FIRST LETTER	SECOND LETTER															
	acde		bhikl		f w		J		s t		v y		x		z	
	g	o	q	m	n	p	r	u								
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ²	1 ⁴
B	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁶	1 ⁷
C E G	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
D O Q R	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
F	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²
H I M N	2 ⁰	2 ¹	2 ²	2 ⁴	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹	2 ⁰	2 ¹
J U	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹
K L	1 ¹	1 ²	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
P	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
S	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
T	1 ¹	1 ²	1 ⁶	1 ⁷	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
V	0 ⁶	1 ⁰	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
Y	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁵	0 ⁷	0 ⁵	0 ⁶	0 ⁶	1 ⁰	1 ¹	1 ²
Z	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹

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

FIRST LETTER	SECOND LETTER															
	acde		bhikl		f w		J		s t		v y		x		z	
	g	o	q	m	n	p	r	u								
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
adhglj	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷
lmnqu																
bfkops	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
c e	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
r	0 ⁶	1 ⁰	1 ²	1 ⁴	0 ⁶	1 ⁰	0 ³	0 ³	0 ⁵	0 ⁶	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰
t z	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
v y	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²
w	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
x	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴

**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	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷
1	2 ⁰	2 ¹	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹
2 3 4	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁶	1 ⁷	1 ⁴	1 ⁵
5	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
6	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
7	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁵	0 ⁵	0 ⁶	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴
8	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁴	1 ⁵

LETTERS	6 INCH UPPER CASE LETTERS				LETTERS	6 INCH LOWER CASE LETTERS			
	SERIES		SERIES			SERIES		SERIES	
	C	D	C	D		C	D	C	D
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²		
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²		
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹		
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²		
E	3 ⁰	3 ⁵	4 ⁰	4 ⁷	e	3 ⁵	4 ²		
F	3 ⁰	3 ⁵	4 ⁰	4 ⁷	f	2 ³	2 ⁶		
G	3 ²	4 ⁰	4 ³	5 ³	g	3 ⁵	4 ²		
H	3 ²	4 ⁰	4 ³	5 ³	h	3 ⁵	4 ²		
I	0 ⁷	0 ⁷	1 ¹	1 ²	i	1 ¹	1 ¹		
J	3 ⁰	3 ⁶	4 ⁰	5 ⁰	j	2 ⁰	2 ²		
K	3 ²	4 ¹	4 ³	5 ⁴	k	3 ⁵	4 ²		
L	3 ⁰	3 ⁵	4 ⁰	4 ⁷	l	1 ¹	1 ¹		
M	3 ⁷	4 ⁵	5 ¹	6 ¹	m	6 ⁰	7 ⁰		
N	3 ²	4 ⁰	4 ³	5 ³	n	3 ⁵	4 ²		
O	3 ⁴	4 ²	4 ⁵	5 ⁵	o	3 ⁶	4 ³		
P	3 ²	4 ⁰	4 ³	5 ³	p	3 ⁵	4 ²		
Q	3 ⁴	4 ²	4 ⁵	5 ⁵	q	3 ⁵	4 ²		
R	3 ²	4 ⁰	4 ³	5 ³	r	2 ⁶	3 ²		
S	3 ²	4 ⁰	4 ³	5 ³	s	3 ⁶	4 ²		
T	3 ⁰	3 ⁵	4 ⁰	4 ⁷	t	2 ⁷	3 ²		
U	3 ²	4 ⁰	4 ³	5 ³	u	3 ⁵	4 ²		
V	3 ⁵	4 ⁴	4 ⁷	6 ⁰	v	4 ²	4 ⁷		
W	4 ⁴	5 ²	6						

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	205
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

EXISTING TRAFFIC SIGNALS AND EQUIPMENT IN THE NORTHWEST AND SOUTHWEST CORNER OF ILLINOIS 60/RIVERWOODS RD/BLVD INTERSECTION SHALL REMAIN. SEE PROPOSED TRAFFIC SIGNAL SHEET (IL 60/RIVERWOODS RD/BLVD) FOR INFORMATION.

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

2	EACH	SIGNAL HEAD, 2-FACE, 3-SECTION, 5-SECTION
5	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
6	EACH	TRAFFIC SIGNAL BACKPLATE
2	EACH	STEEL MAST ARM AND POLE
1	EACH	TRAFFIC SIGNAL POST
1	EACH	PEDESTRIAN SIGNAL POST
2	EACH	LIGHT DETECTOR

NOTES:

1. THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.
2. THE LOCATIONS AND LENGTHS OF THE EXISTING SYSTEM ARE BASED ON PRE-BUILT PLANS AND TOPOGRAPHICAL INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE.
3. FOR INTERCONNECT BETWEEN ADJACENT TEMPORARY SIGNAL SYSTEMS SEE TEMPORARY INTERCONNECT SHEETS.

RESTORATION OF WORK AREA:

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST TO THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, 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. ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS 250 AND 252 RESPECTIVELY.

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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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.

LEFT ON GREEN ARROW ONLY
"A" R10-5

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ↖ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊔ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ▶ VIDEO VEHICLE DETECTION
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊖ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊕ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- ▨ VIDEO DETECTION ZONES

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ◁ EXISTING SIGNAL HEAD TO BE REMOVED
- "E" ⊕ EXISTING SERVICE INSTALLATION TO BE REMOVED
- "E" ⊠ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" ⊡ EXISTING HANDHOLE TO BE REMOVED
- "E" ⊞ EXISTING HEAVY DUTY HANDHOLE TO BE REMOVED
- ⊖ EXISTING EMERGENCY VEHICLE SYSTEM DETECTOR TO BE REMOVED
- ⊕ EXISTING EMERGENCY VEHICLE SYSTEM BEACON TO BE REMOVED
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊔ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊙ EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ○ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ○ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED

REVISIONS	
NAME	DATE

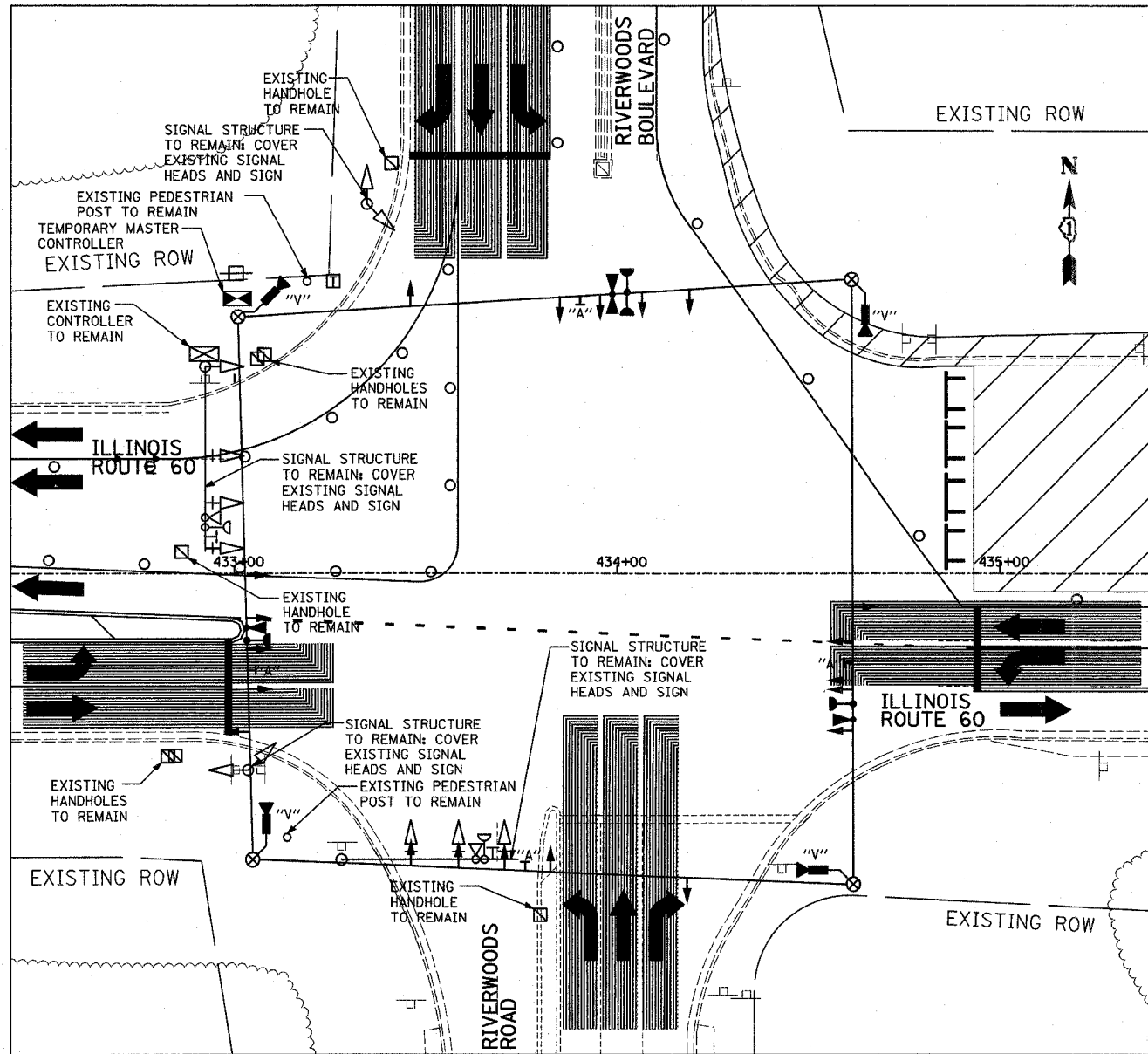
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL OF EXISTING TRAFFIC SIGNAL EQUIPMENT (PRE STAGE A & B)
IL RTE 60 & RIVERWOODS BLVD/RD

SCALE: 1"=20'-0"
DATE: MAY 8, 2007

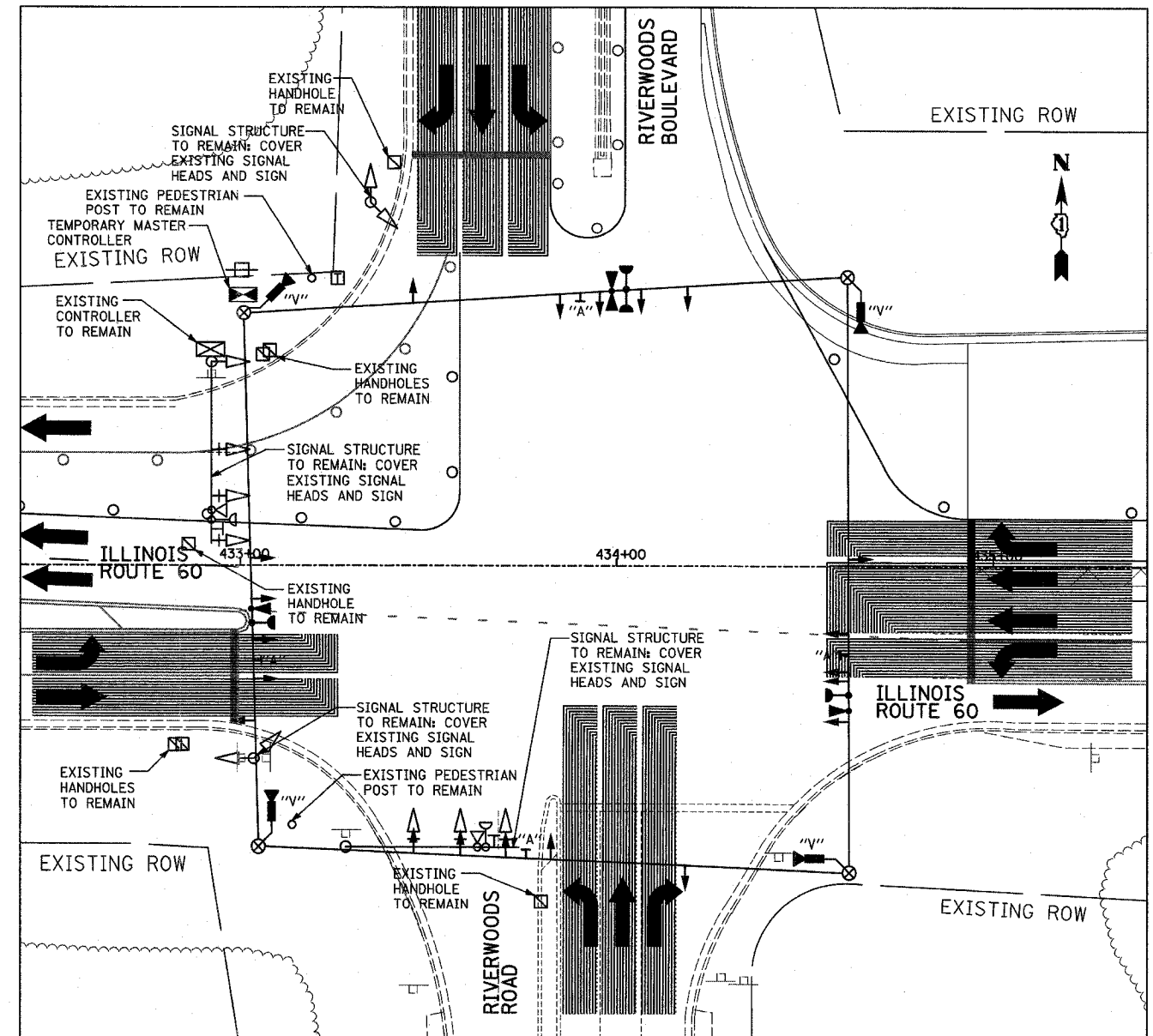
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STAGES 1 & 1A



STAGE 2

TYLIN INTERNATIONAL

LEFT ON
GREEN
ARROW
ONLY

"A" R10-5

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
TEMPORARY TRAFFIC SIGNAL INSTALLATION
AND REMOVAL OF EXISTING TRAFFIC
SIGNAL EQUIPMENT (STAGES 1, 1A, & 2)
IL RTE 60 & RIVERWOODS BLVD/RD

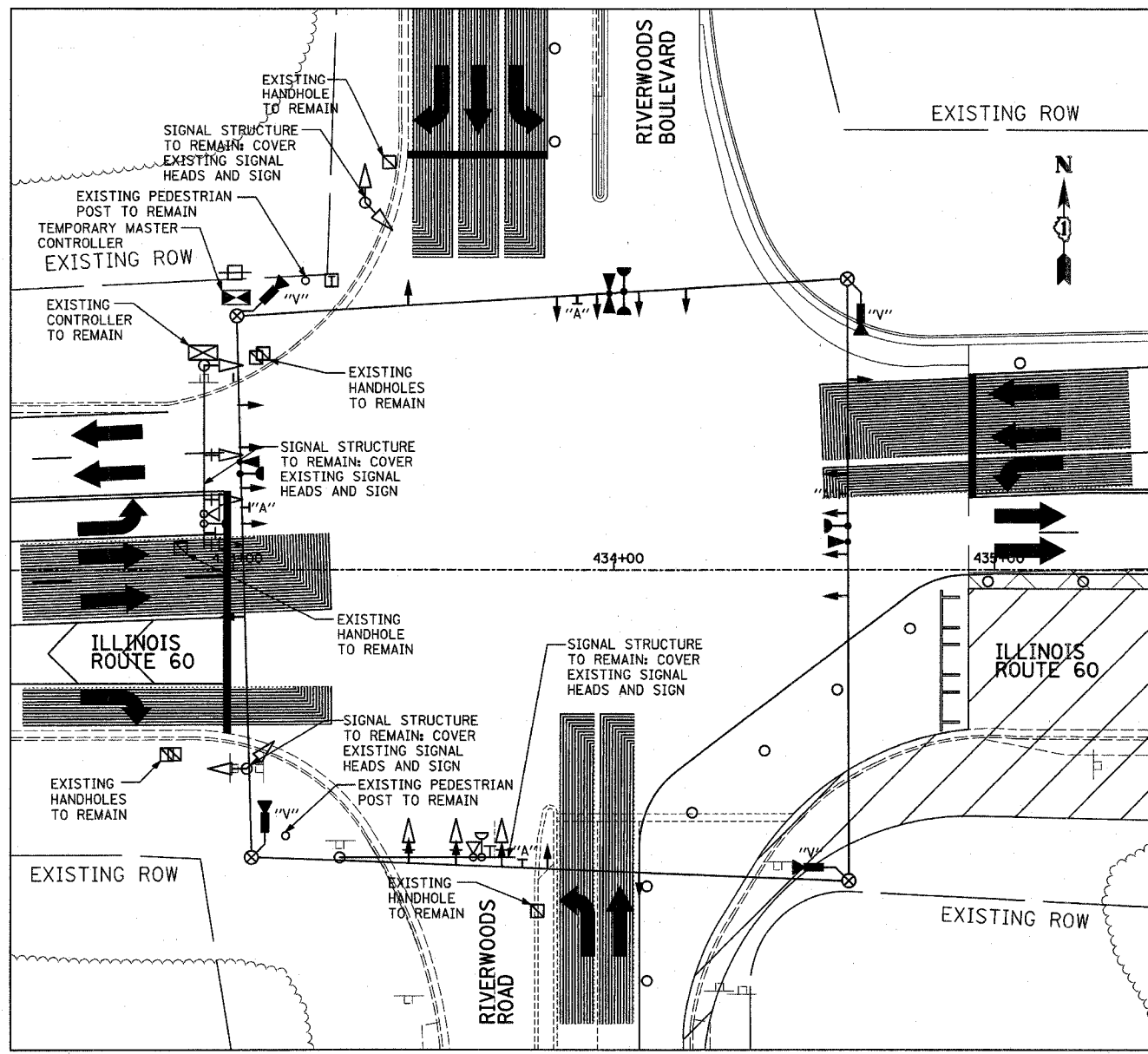
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DATE: MAY 8, 2007

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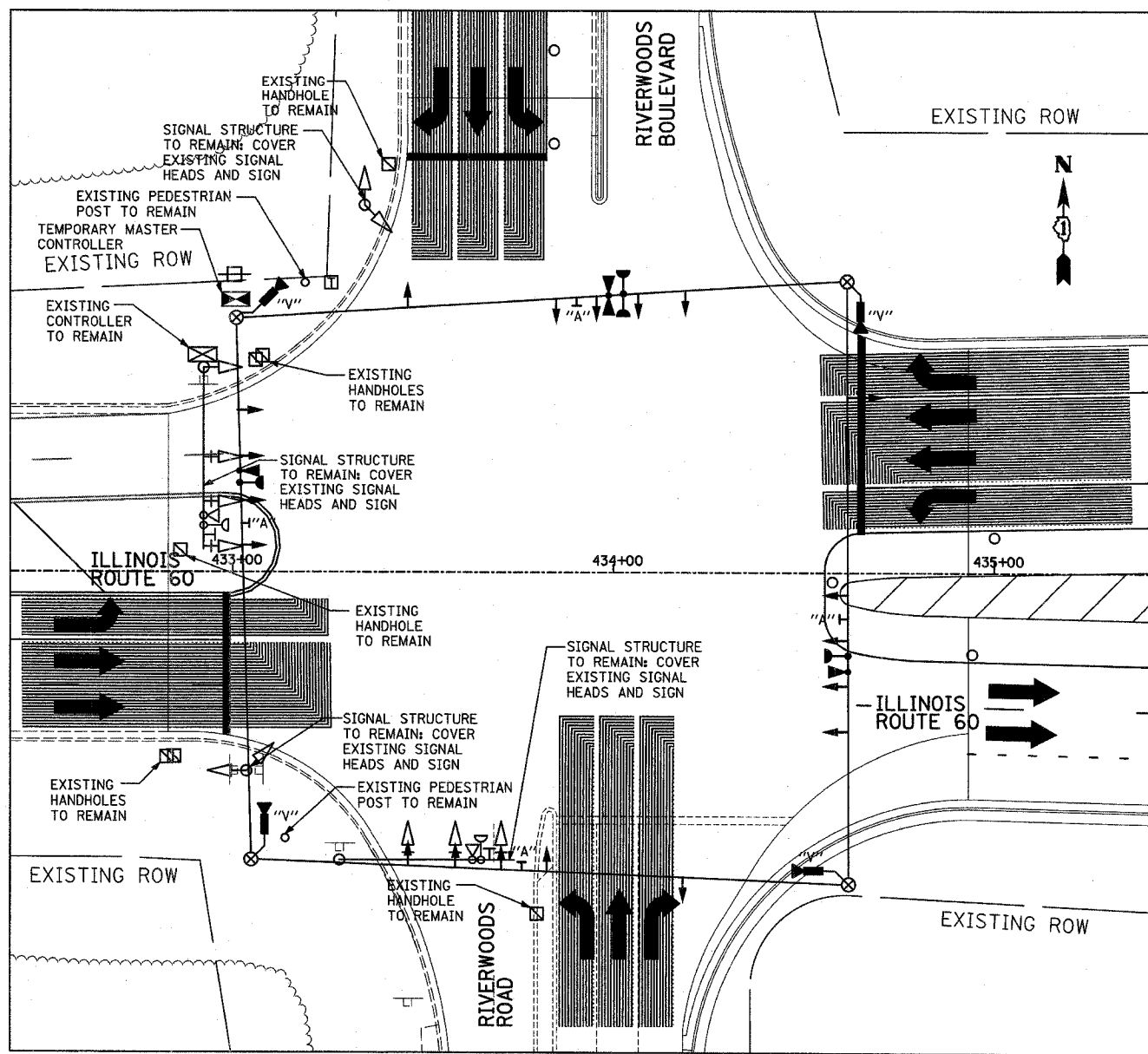
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	207
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



STAGES 3, 3A, & 4



STAGE 5

TYLIN INTERNATIONAL



"A" R10-5

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 TEMPORARY TRAFFIC SIGNAL INSTALLATION
 AND REMOVAL OF EXISTING TRAFFIC
 SIGNAL EQUIPMENT (STAGES 3, 3A, 4, & 5)
 IL RTE 60 & RIVERWOODS BLVD/RD

SCALE: 1"=20'-0"
 DATE: MAY 8, 2007

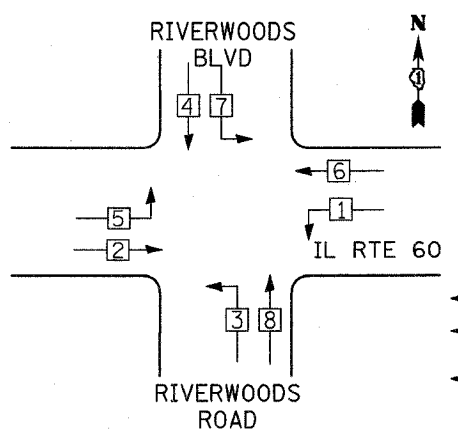
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	208
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

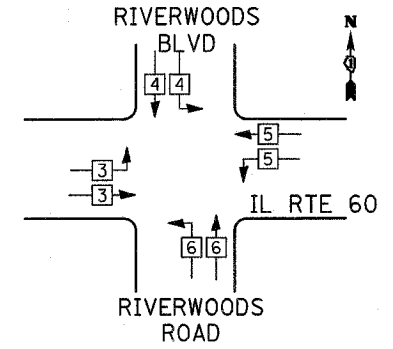
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PHASE DESIGNATION DIAGRAM



LEGEND
 [Symbol] SINGLE ENTRY PHASE
 [Symbol] DUAL ENTRY PHASE
 [Symbol] PEDESTRIAN PHASE
 • NUMBER REFERS TO ASSOCIATED PHASE

EMERGENCY VEHICLE PREEMPTION SEQUENCE

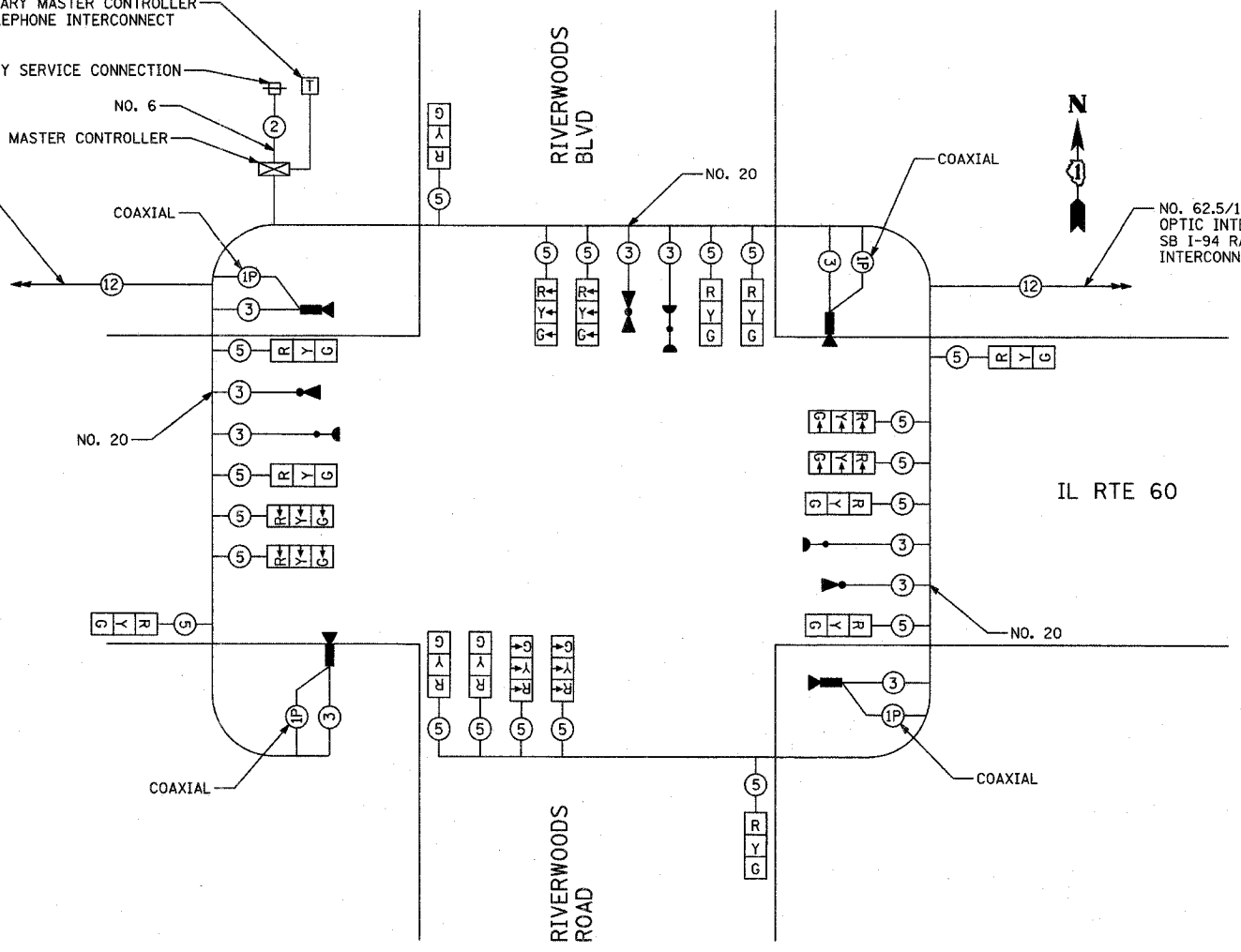


PROPOSED EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PREEMPTOR	3	4	5	6
MOVEMENT	→	↓	←	↑

CONNECT TEMPORARY MASTER CONTROLLER TO EXISTING TELEPHONE INTERCONNECT
 TEMPORARY SERVICE CONNECTION
 NO. 6
 TEMPORARY MASTER CONTROLLER

NO. 62.5/125 12F TEMPORARY FIBER OPTIC INTERCONNECT CABLE TO ILL RTE 60 @ GRAINGER WEST ENTRANCE (SEE TEMPORARY INTERCONNECT SHEETS)

NO. 62.5/125 12F TEMPORARY FIBER OPTIC INTERCONNECT CABLE TO SB I-94 RAMPS (SEE TEMPORARY INTERCONNECT SHEETS)



CABLE PLAN

TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [X] TEMPORARY CONTROLLER CABINET
- [S] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- [V] EMERGENCY VEHICLE LIGHT DETECTOR
- [B] CONFIRMATION BEACON
- [D] VEHICLE DETECTOR, INDUCTION LOOP
- [P] PEDESTRIAN PUSHBUTTON DETECTOR
- [P] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [V] VIDEO VEHICLE DETECTION

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. OF LAMPS	WATTAGE		% OPERATIONS	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12	135	17	0.50	810
(YELLOW)	12	135	25	0.25	405
(GREEN)	12	135	15	0.25	45
ARROW	24	135	12	0.10	324
PED. SIGNAL	0	90	25	1.00	0
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	0	252		0.05	0
FLASHER	0				0
ENERGY COSTS TO:		TOTAL = 1684.0			

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/DISTRICT 1
 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTACT: JOHN PRIBICH
 PHONE: 630-437-2212
 COMPANY: COMED

TYLIN INTERNATIONAL

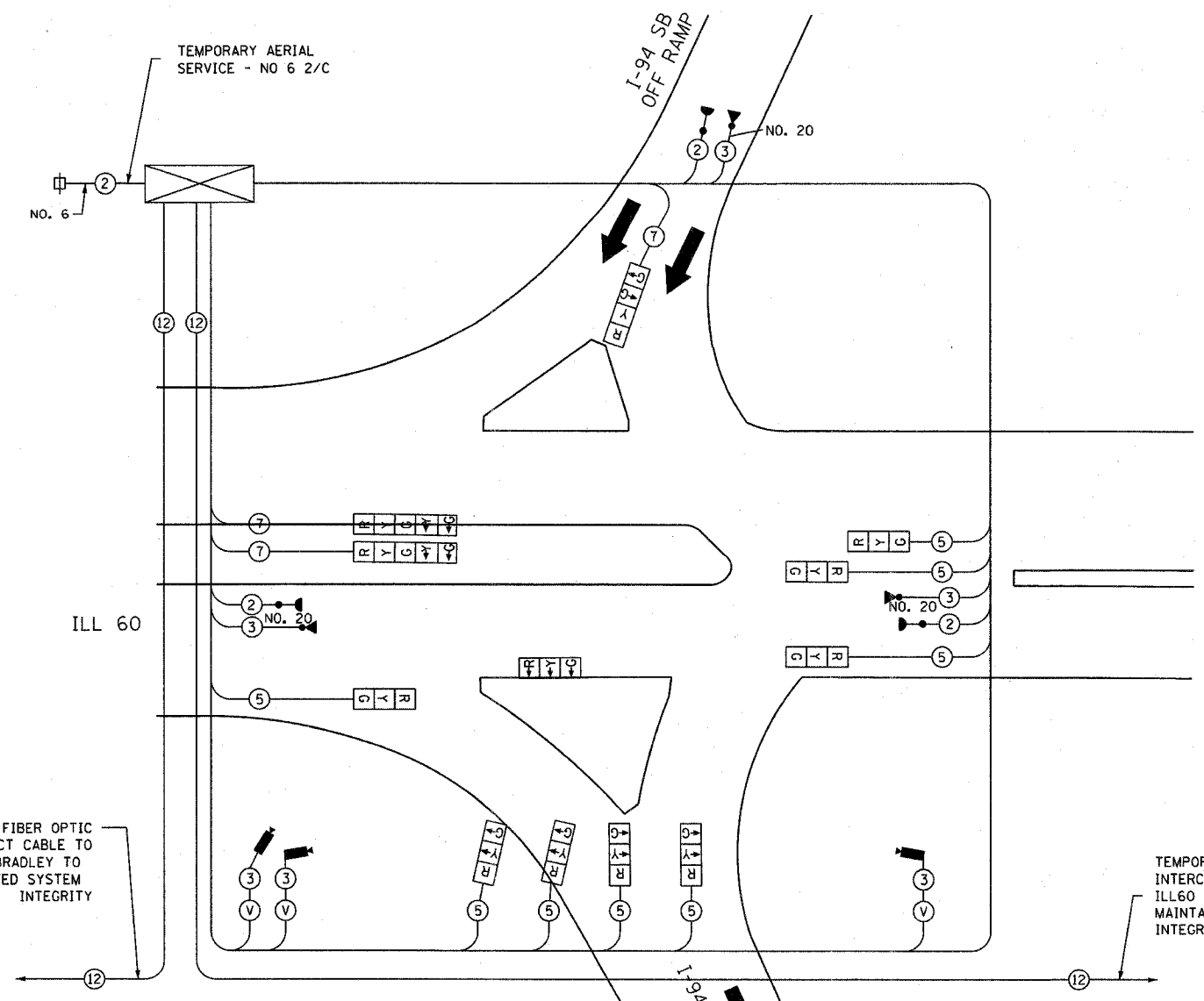
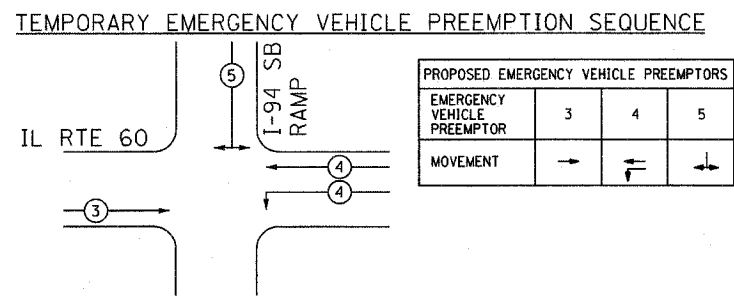
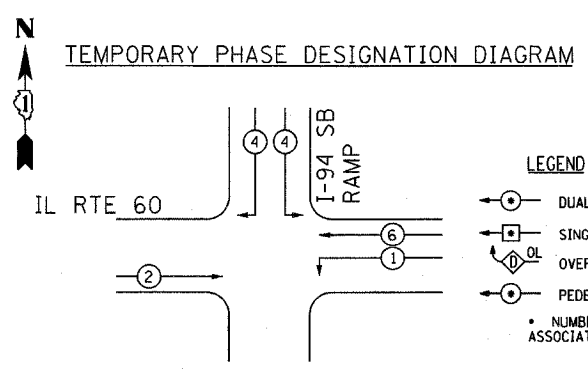
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 TEMPORARY CABLE PLAN AND TEMPORARY PHASE DESIGNATION DIAGRAM
 STAGES 1, 1A, 2, 3, 3A, 4, & 5
 IL RTE 60 & RIVERWOODS BLVD/RD
 SCALE: NONE DRAWN BY: CBS
 DATE: MAY 8, 2007 CHECKED BY: DMJ

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	210
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [X] TEMPORARY CONTROLLER CABINET
- [⊕] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED
- [▶] EMERGENCY VEHICLE LIGHT DETECTOR
- [◀] CONFIRMATION BEACON
- [□] VEHICLE DETECTOR, INDUCTION LOOP
- [⊙] PEDESTRIAN PUSHBUTTON DETECTOR
- [⊠] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [■] VIDEO VEHICLE DETECTOR
- (12) NO. 62.5/125 12F FIBER OPTIC CABLE
- (V) VIDEO DETECTOR CABLE AS RECOMMENDED BY VIDEO CAMERA MANUFACTURER

NOTE:
LOCATION AND NUMBER OF VIDEO DETECTION CAMERAS WILL VARY FROM STAGE TO STAGE

TEMPORARY TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS ILL 60 & I-94 SOUTHBOUND RAMP					TOTAL
TYPE	NO. LAMPS	WATTAGE INCAND. -LED.	% OPERATION	WATTAGE	
SIGNAL (RED)	11	17	0.50	93.50	
(YELLOW)	11	25	0.25	68.75	
(GREEN)	12	15	0.25	45.00	
ARROW	4	12	0.10	4.80	
PED. SIGNAL			1.00		
CONTROLLER	1	100	1.00	100.00	
FLASHER					
TOTAL =				312.05	

EXISTING SERVICE LOCATION
ENERGY COSTS TO:
ENERGY SUPPLY CONTACT: JOHN D. PRIBICH
PHONE: 630-437-2212
COMPANY: COMM. EDISON



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CABLE PLAN AND TEMPORARY PHASE DESIGNATION DIAGRAM ILL 60 & I-94 SOUTHBOUND RAMPS STAGES 1, 1A, 2, 3, 3A, 4

S.N.
SCALE: 1" = 20'
DATE: MAY 8, 2007

DESIGNED BY: JM
DRAWN BY: PK
CHECKED BY: CK

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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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 TO 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.

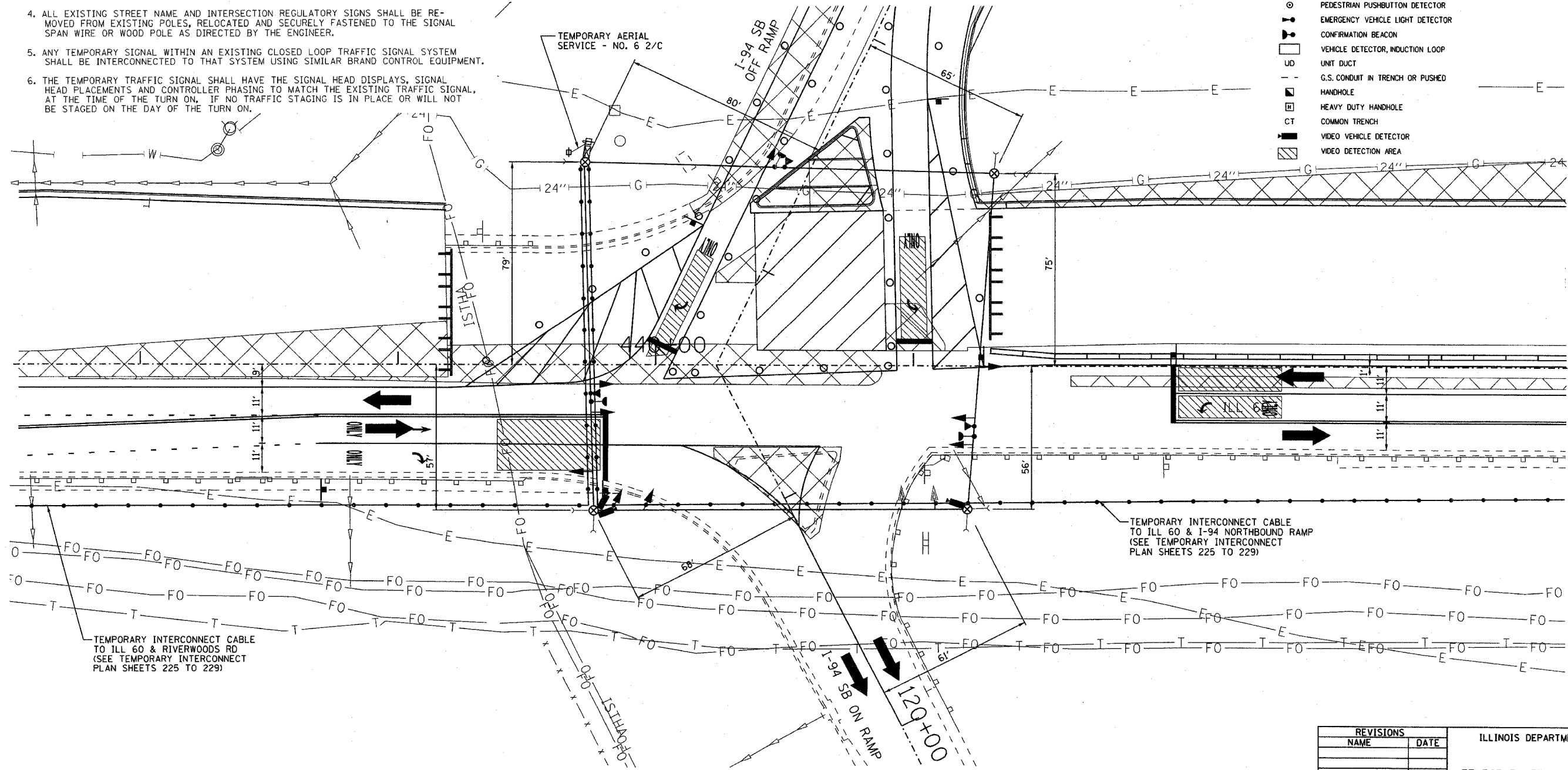
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS. THE COST TO BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊙ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊠ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊙ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- ⊙ VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- - - G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊙ VIDEO VEHICLE DETECTOR
- ▨ VIDEO DETECTION AREA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	211
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION
ILL 60 & I-94 SOUTHBOUND RAMPS
STAGE 1A

S.N. _____ DESIGNED BY: JM
SCALE: 1" = 20' DRAWN BY: PK
DATE: MAY 8, 2007 CHECKED BY: CK

NOTES FOR TEMPORARY TRAFFIC SIGNALS

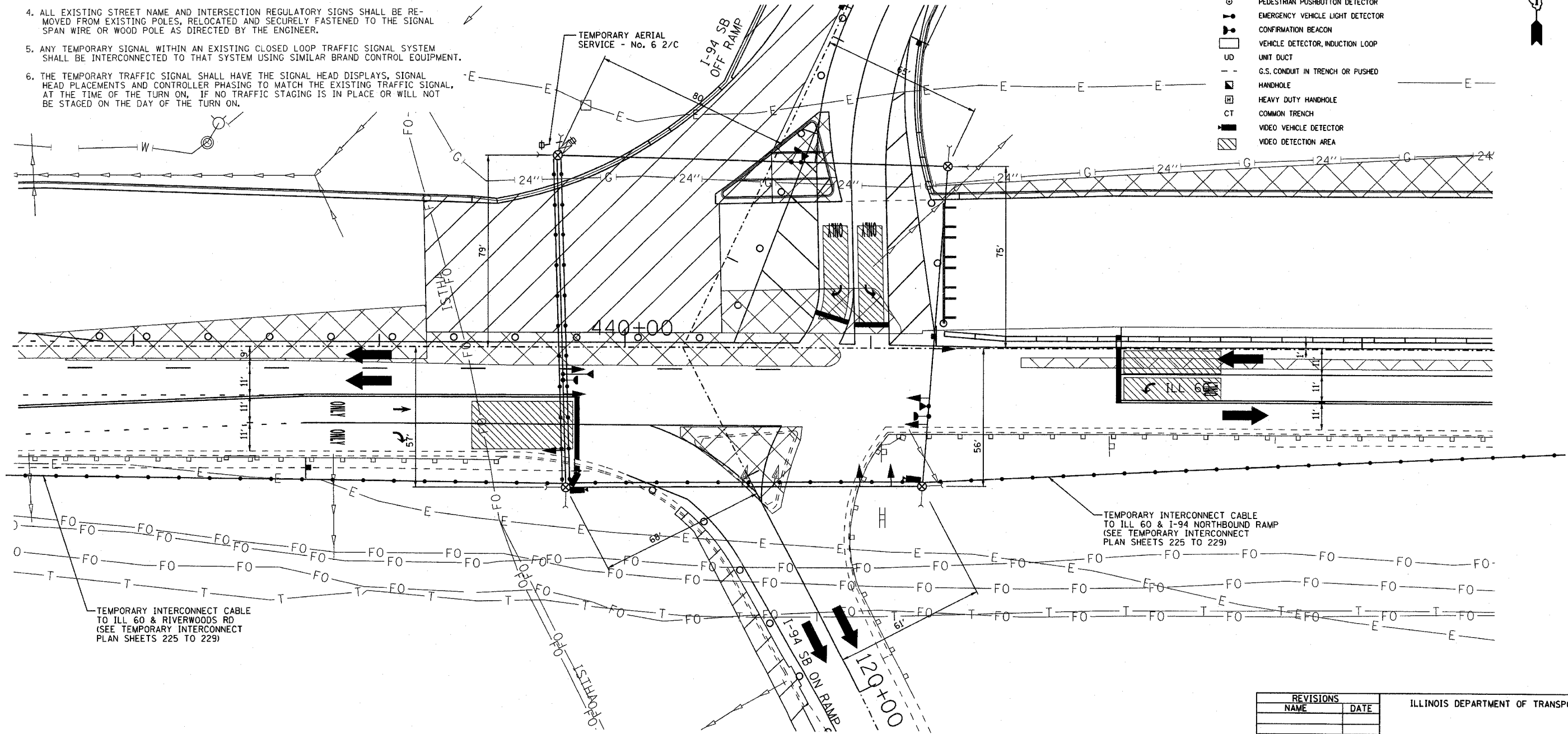
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. 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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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 TO 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS, THE COST TO BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊙ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊖ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊙ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- ⊙ VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊙ VIDEO VEHICLE DETECTOR
- ▨ VIDEO DETECTION AREA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	212
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



TEMPORARY INTERCONNECT CABLE TO ILL 60 & RIVERWOODS RD (SEE TEMPORARY INTERCONNECT PLAN SHEETS 225 TO 229)

TEMPORARY INTERCONNECT CABLE TO ILL 60 & I-94 NORTHBOUND RAMP (SEE TEMPORARY INTERCONNECT PLAN SHEETS 225 TO 229)

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION
ILL 60 & I-94 SOUTHBOUND RAMP
STAGE 2

S.N. DESIGNED BY: JM
SCALE: 1" = 20' DRAWN BY: PK
DATE: MAY 8, 2007 CHECKED BY: CK

NOTES FOR TEMPORARY TRAFFIC SIGNALS

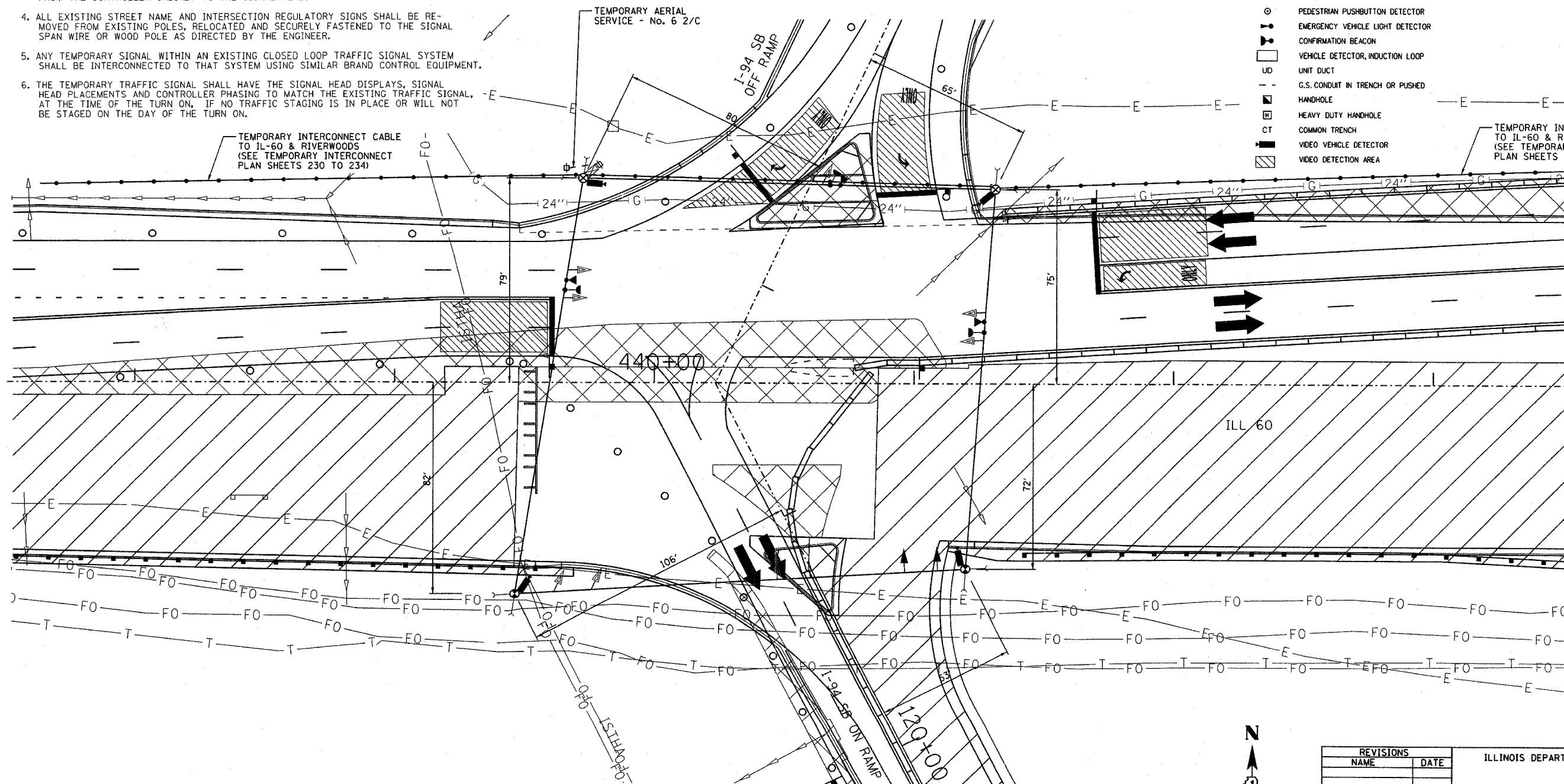
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. 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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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 TO 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS, THE COST TO BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊙ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊠ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊙ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- ⊠ HANDHOLE
- ⊠ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊠ VIDEO VEHICLE DETECTOR
- ⊠ VIDEO DETECTION AREA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	213
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



TEMPORARY INTERCONNECT CABLE TO ILL-60 & RIVERWOODS (SEE TEMPORARY INTERCONNECT PLAN SHEETS 230 TO 234)

TEMPORARY INTERCONNECT CABLE TO ILL-60 & RIVERWOODS (SEE TEMPORARY INTERCONNECT PLAN SHEETS 230 TO 234)

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION
ILL 60 & SOUTHBOUND I-94 RAMPS
STAGES 3, 3A, & 4

S.N. _____ DESIGNED BY: JM
SCALE: 1" = 20' DRAWN BY: PK
DATE: MAY 8, 2007 CHECKED BY: CK

NOTES FOR TEMPORARY TRAFFIC SIGNALS

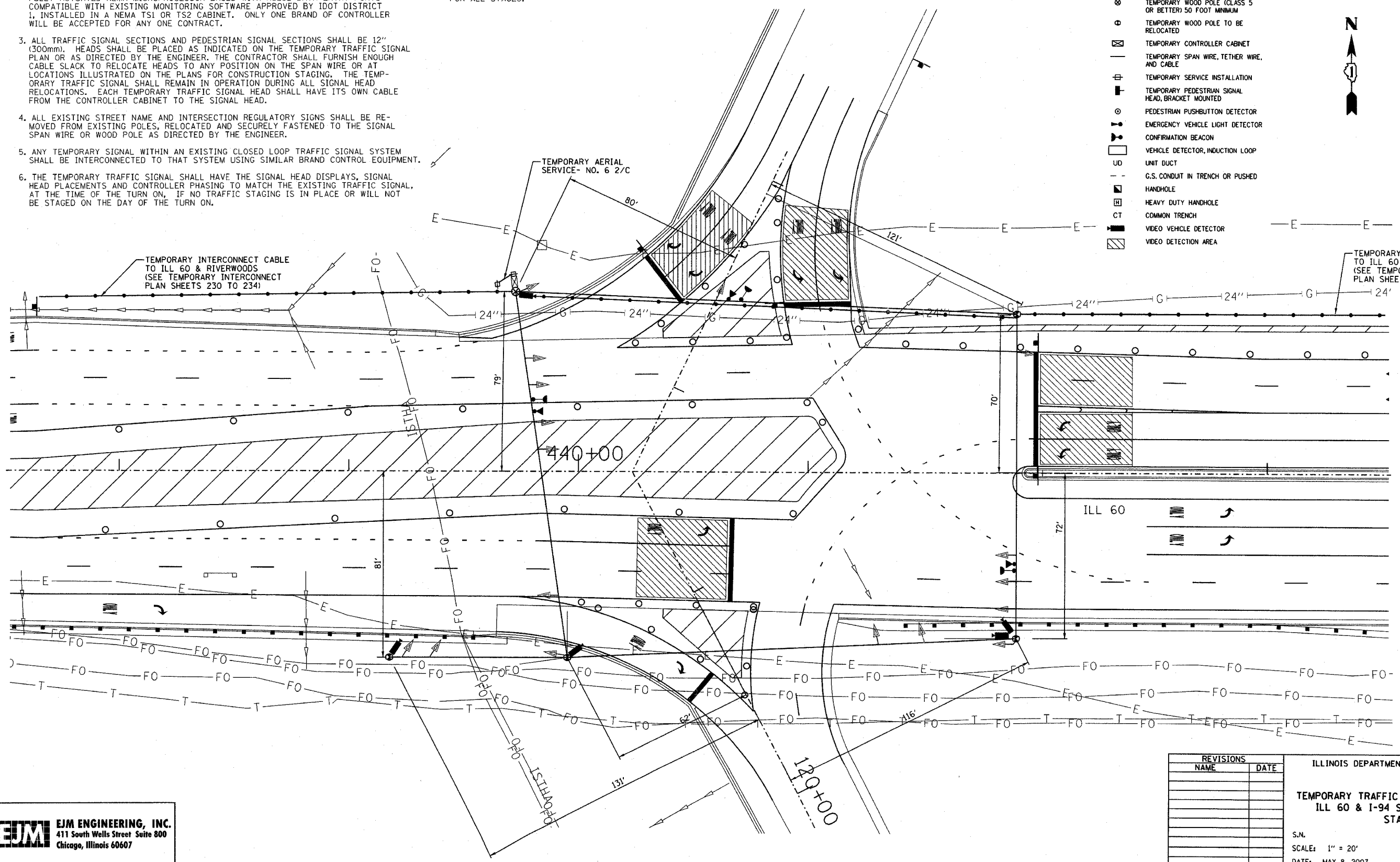
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
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3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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 TO 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS. THE COST TO BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.
8. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM FOR ALL STAGES.

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊙ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊞ TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊞ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊞ CONFIRMATION BEACON
- ⊞ VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- ⊞ HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊞ VIDEO VEHICLE DETECTOR
- ⊞ VIDEO DETECTION AREA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	214
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



REVISIONS	
NAME	DATE

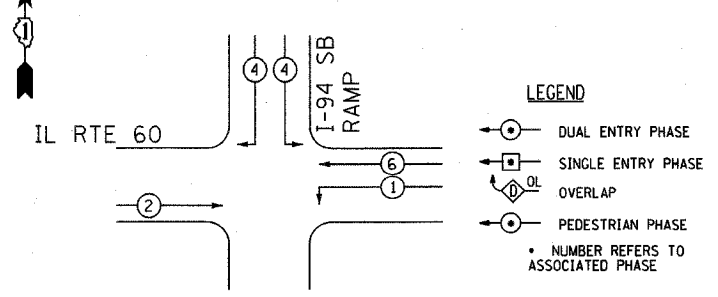
ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL INSTALLATION
ILL 60 & I-94 SOUTHBOUND RAMPS
STAGE 5

S.N.
 SCALE: 1" = 20'
 DATE: MAY 8, 2007

DESIGNED BY: JM
 DRAWN BY: PK
 CHECKED BY: CK

EJM **EJM ENGINEERING, INC.**
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

TEMPORARY PHASE DESIGNATION DIAGRAM

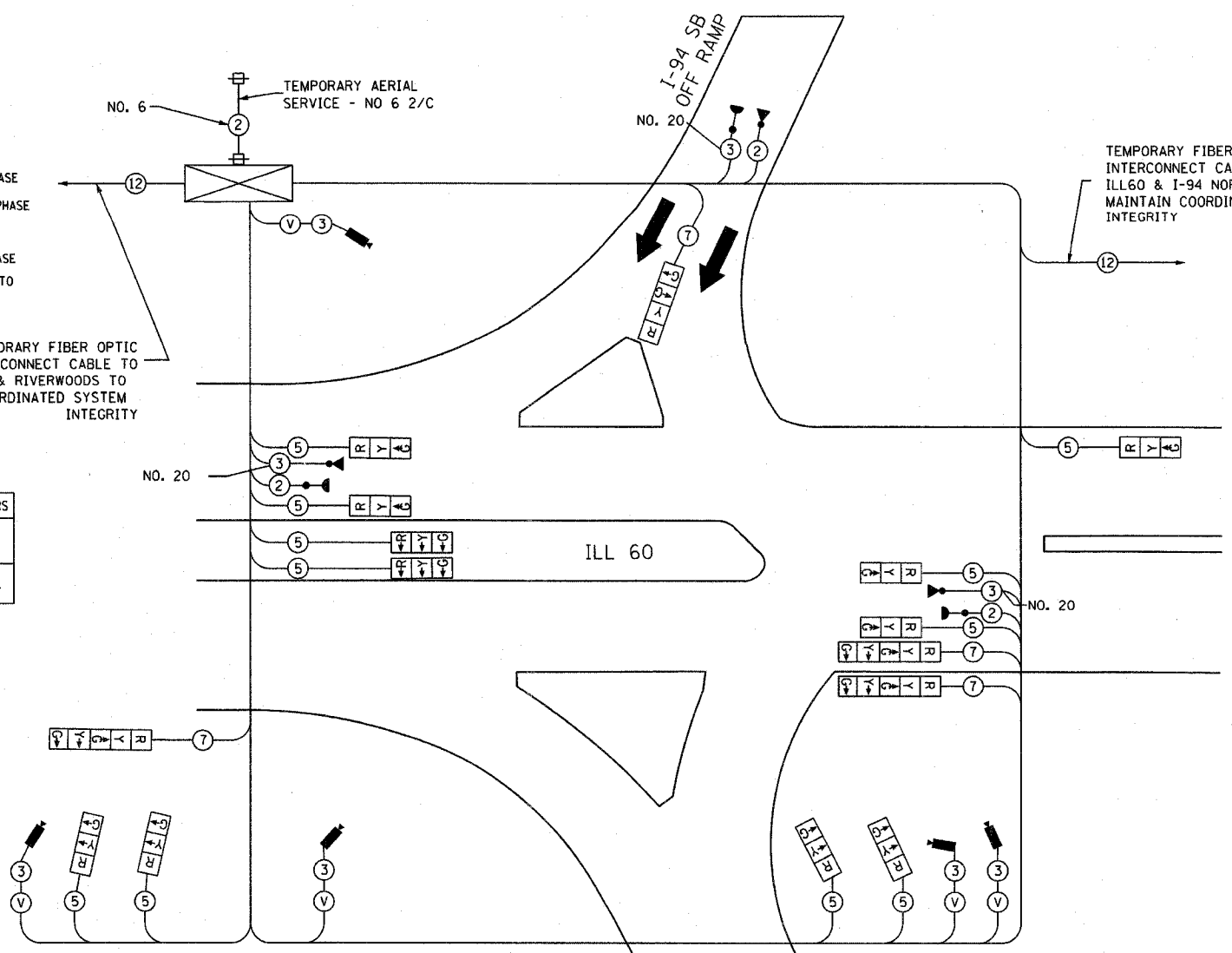
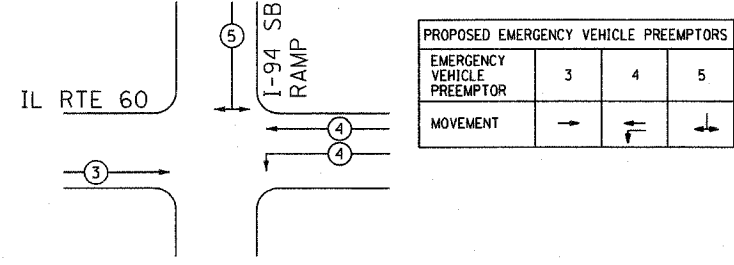


LEGEND

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

TEMPORARY FIBER OPTIC INTERCONNECT CABLE TO ILL60 & RIVERWOODS TO MAINTAIN COORDINATED SYSTEM INTEGRITY

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY CABLE DIAGRAM LEGEND

- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION
- INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- PEDESTRIAN PUSHBUTTON DETECTOR
- 12" (300mm) PEDESTRIAN SIGNAL SECTION
- VIDEO VEHICLE DETECTOR
- NO. 62.5/125 12F FIBER OPTIC CABLE
- VIDEO DETECTOR CABLE AS RECOMMENDED BY VIDEO CAMERA MANUFACTURER

NOTE:
LOCATION AND NUMBER OF VIDEO DETECTION CAMERAS WILL VARY FROM STAGE TO STAGE

TEMPORARY TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS ILL 60 & I-94 SOUTHBOUND RAMP					TOTAL
TYPE	NO. LAMPS	WATTAGE INCAND. -LED.	% OPERATION	WATTAGE	
SIGNAL (RED)	15	17	0.50	127.50	
(YELLOW)	15	25	0.25	93.75	
(GREEN)	16	15	0.25	60.00	
ARROW	6	12	0.10	7.20	
PED. SIGNAL			1.00		
CONTROLLER	1	100	1.00	100.00	
FLASHER					
TOTAL =				388.45	

EXISTING SERVICE LOCATION
ENERGY COSTS TO:
ENERGY SUPPLY CONTACT: JOHN D. PRIBICH
PHONE: 630-437-2212
COMPANY: COMM. EDISON

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY CABLE PLAN AND TEMPORARY PHASE DESIGNATION DIAGRAM ILL 60 & I-94 SOUTHBOUND RAMPS STAGE 5

S.J.N. DESIGNED BY: JM
SCALE: 1" = 20' DRAWN BY: PK
DATE: MAY 8, 2007 CHECKED BY: CK

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 TS1 OR 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 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. 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 SIGNAL 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 TO 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS, THE COST TO BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

8. THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)

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

- 9 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 2 EACH SIGNAL HEAD, 2-FACE, 1-3-SECTION, 1-5-SECTION
- 4 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH STEEL MAST ARM AND POLE
- 6 EACH TRAFFIC SIGNAL POST

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

EXISTING COMMONWEALTH EDISON PAD MOUNTED COMMUNITY BANK PROPOSED TEMPORARY SIGNAL SERVICE INSTALLATION

TEMPORARY AERIAL SERVICE - No. 6 2/C

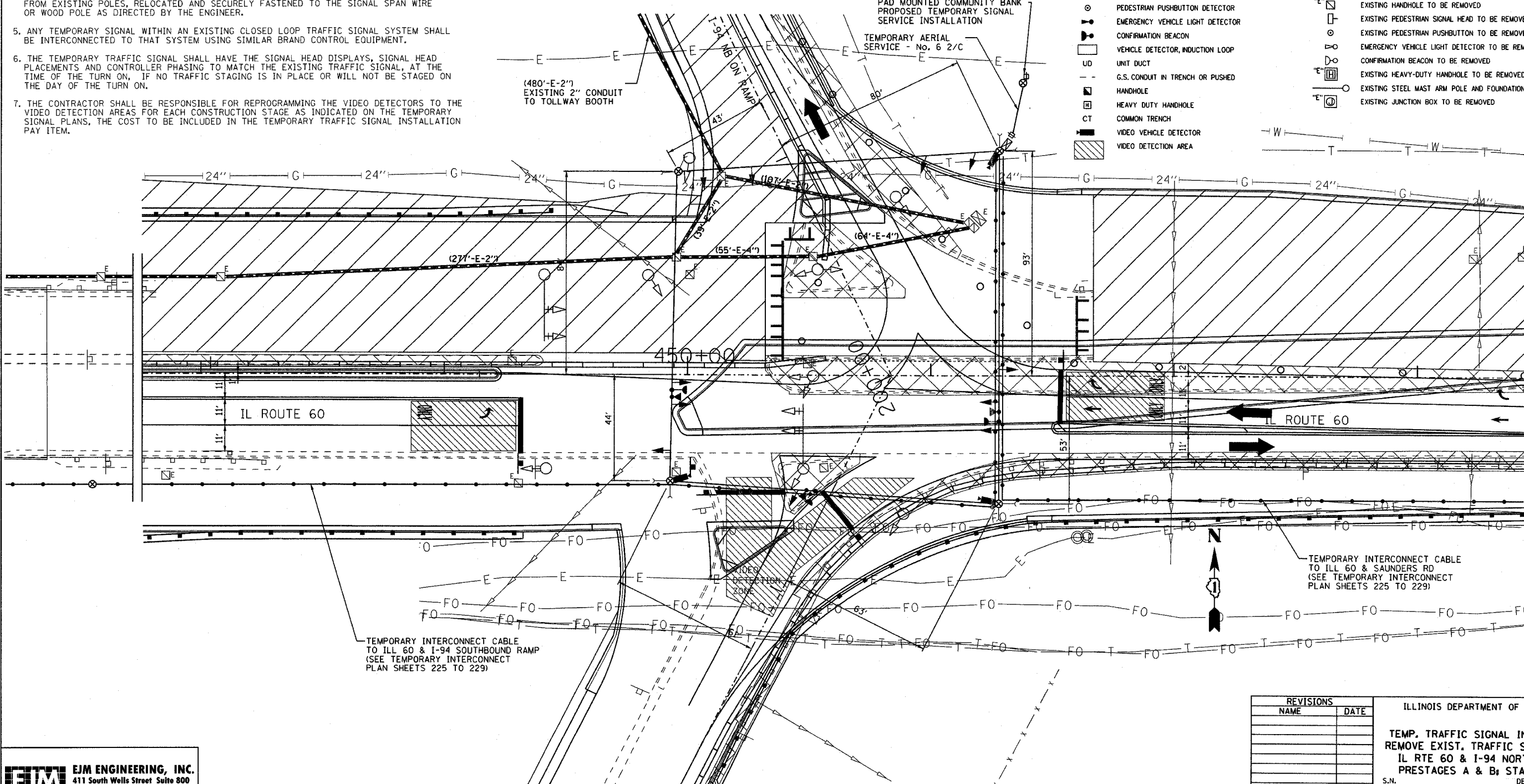
(480'-E-2") EXISTING 2" CONDUIT TO TOLLWAY BOOTH

TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊙ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊕ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊕ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊕ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊕ CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- ⊕ HANDHOLE
- ⊕ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊕ VIDEO VEHICLE DETECTOR
- ▨ VIDEO DETECTION AREA

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- ⊕ EXISTING SIGNAL HEAD TO BE REMOVED
- ⊕ EXISTING SERVICE INSTALLATION TO BE REMOVED
- ⊕ EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- ⊕ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊕ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- ⊕ EXISTING HANDHOLE TO BE REMOVED
- ⊕ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- ⊕ EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- ⊕ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- ⊕ CONFIRMATION BEACON TO BE REMOVED
- ⊕ EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- ⊕ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED
- ⊕ EXISTING JUNCTION BOX TO BE REMOVED



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	216
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

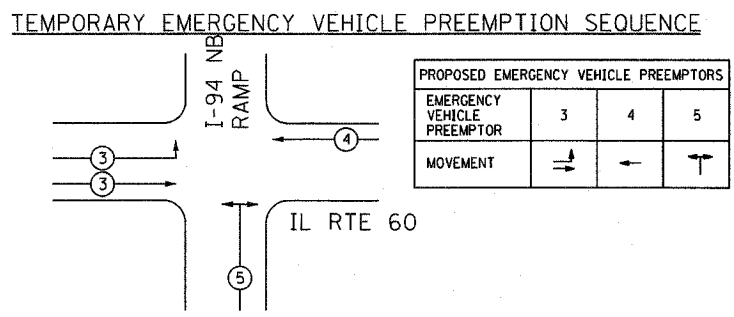
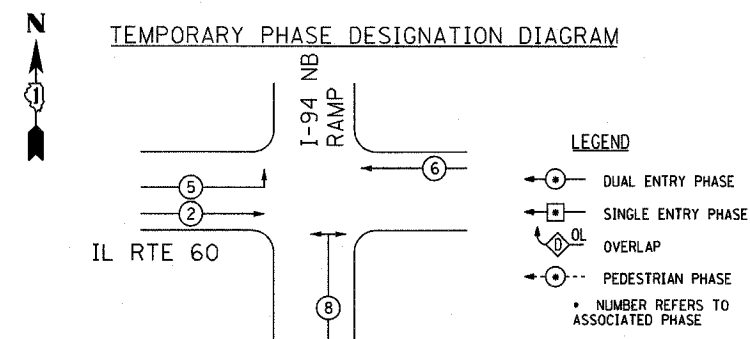
EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMP. TRAFFIC SIGNAL INSTALLATION AND REMOVE EXIST. TRAFFIC SIGNAL EQUIPMENT IL RTE 60 & I-94 NORTHBOUND RAMP PRESTAGES A & B; STAGES 1, 1A, & 2
 S.N. DESIGNED BY: JM
 SCALE: 1" = 20' DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: GR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	217
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

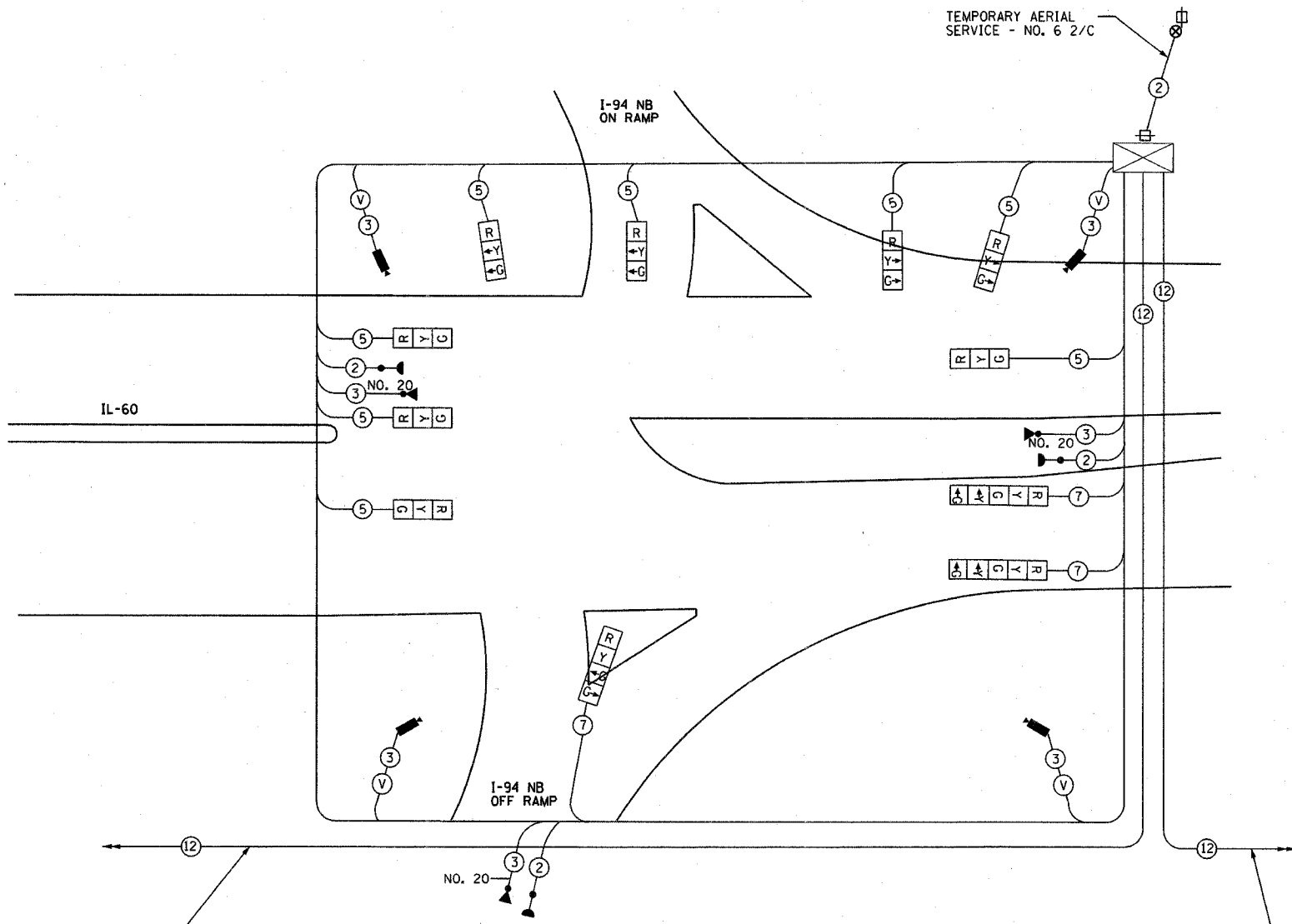
60B01



TEMPORARY TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS ILL 60 & I-94 NORTHBOUND RAMP

TYPE	NO. LAMPS	WATTAGE INCAND. -LED.	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	11	17	0.50	93.50
(YELLOW)	11	25	0.25	68.75
(GREEN)	12	15	0.25	45.00
ARROW	4	12	0.10	4.80
PED. SIGNAL			1.00	
CONTROLLER	1	100	1.00	100.00
FLASHER				
			TOTAL =	312.05

EXISTING SERVICE LOCATION
 ENERGY COSTS TO:
 ENERGY SUPPLY CONTACT: JOHN D. PRIBICH
 PHONE: 630-437-2212
 COMPANY: COMM. EDISON



TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [X] TEMPORARY CONTROLLER CABINET
- [Φ] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED
- [▶] EMERGENCY VEHICLE LIGHT DETECTOR
- [▶] CONFIRMATION BEACON
- [□] VEHICLE DETECTOR, INDUCTION LOOP
- [⊙] PEDESTRIAN PUSHBUTTON DETECTOR
- [⊙] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [▶] VIDEO VEHICLE DETECTOR
- (12) NO. 62.5/125 12F FIBER OPTIC CABLE
- (V) VIDEO DETECTOR CABLE AS RECOMMENDED BY VIDEO CAMERA MANUFACTURER

NOTE: LOCATION AND NUMBER OF VIDEO DETECTOR CAMERAS WILL VARY FROM STAGE TO STAGE.

EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN IL RTE 60 & I-94 NORTHBOUND RAMP

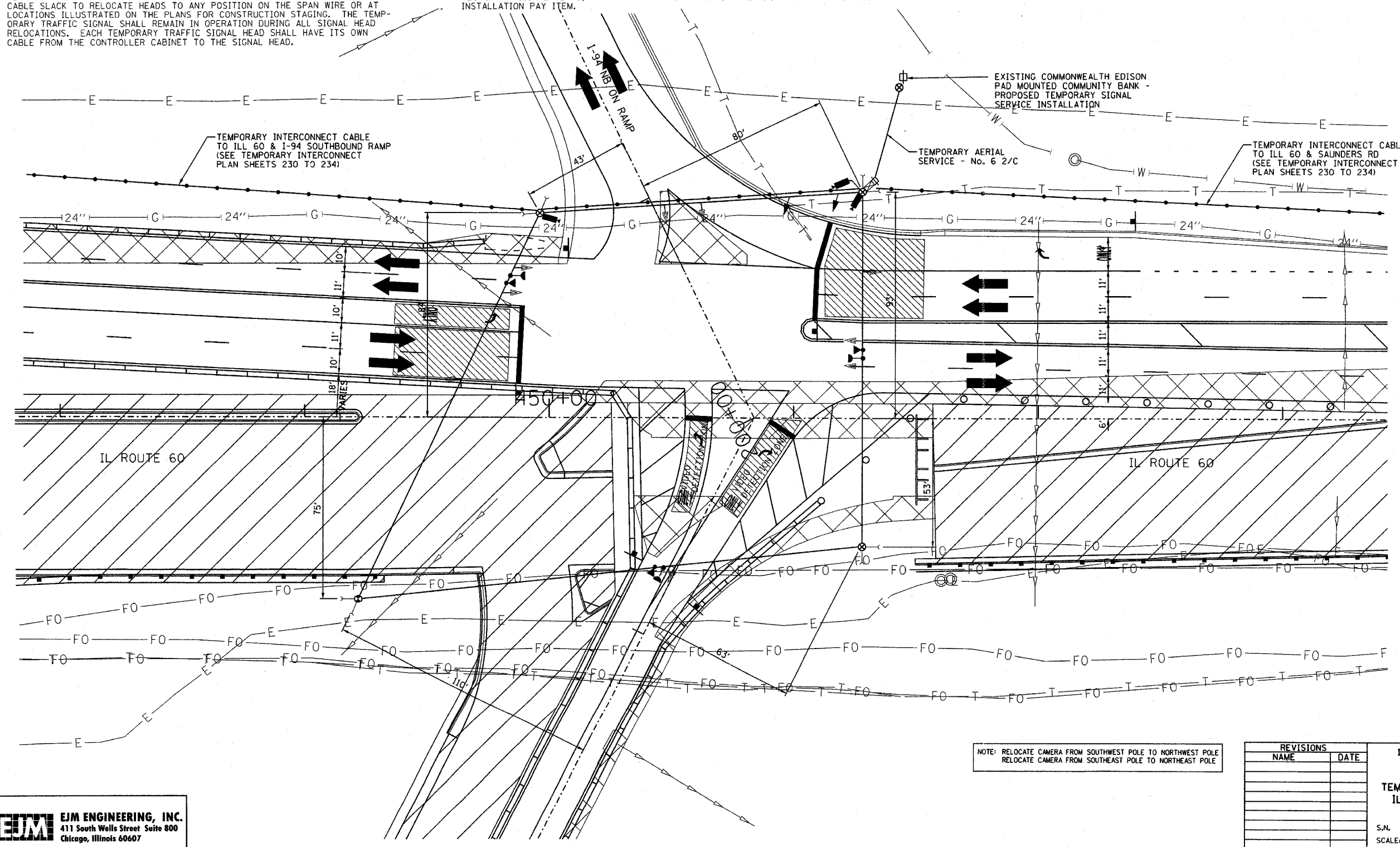
S.N. DESIGNED BY: JM
 SCALE: NONE DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: GR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	218
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60801

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 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 I, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
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- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS. THE COST TO BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.



TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- ⇐ TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊕ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊞ TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊞ EMERGENCY VEHICLE LIGHT DETECTOR CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- ⊞ HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊞ VIDEO VEHICLE DETECTOR
- ▨ VIDEO DETECTION AREA

NOTE: RELOCATE CAMERA FROM SOUTHWEST POLE TO NORTHWEST POLE
RELOCATE CAMERA FROM SOUTHEAST POLE TO NORTHEAST POLE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL INSTALLATION
IL RTE 60 & I-94 NORTHBOUND RAMPS
STAGE 3
S.J.N. DESIGNED BY: JM
SCALE: 1" = 20' DRAWN BY: PK
DATE: MAY 8, 2007 CHECKED BY: GR

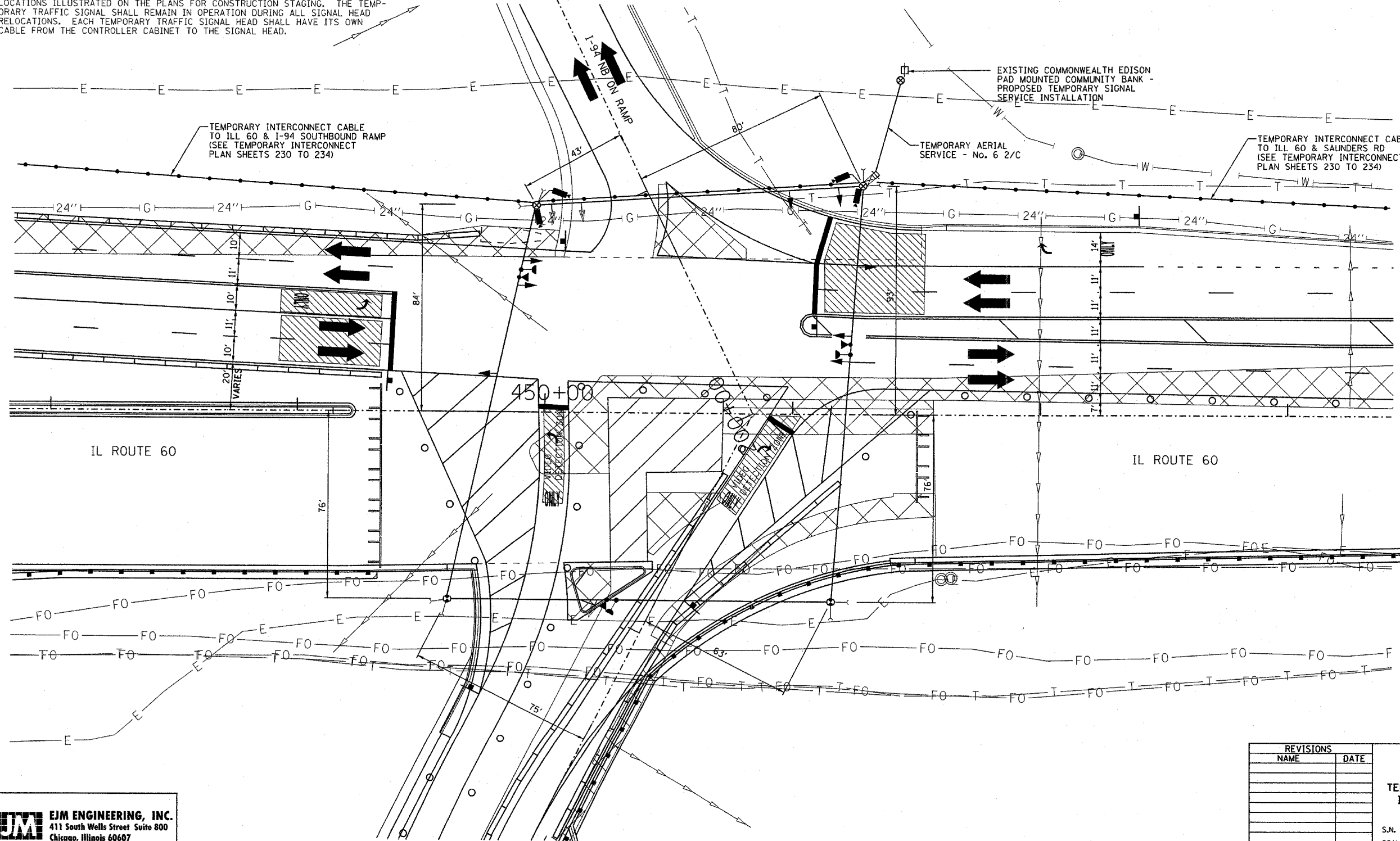
EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

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7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPROGRAMMING THE VIDEO DETECTORS TO THE VIDEO DETECTION AREAS FOR EACH CONSTRUCTION STAGE AS INDICATED ON THE TEMPORARY SIGNAL PLANS. THE COST TO BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	219
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊙ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊙ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- ⊙ VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- - G.S. CONDUIT IN TRENCH OR PUSHED
- ⊞ HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊞ VIDEO VEHICLE DETECTOR
- ▨ VIDEO DETECTION AREA

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL INSTALLATION
IL RTE 60 & I-94 NORTHBOUND RAMP
STAGE 3A

S.N. DESIGNED BY: JM
 SCALE: 1" = 20' DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: GR

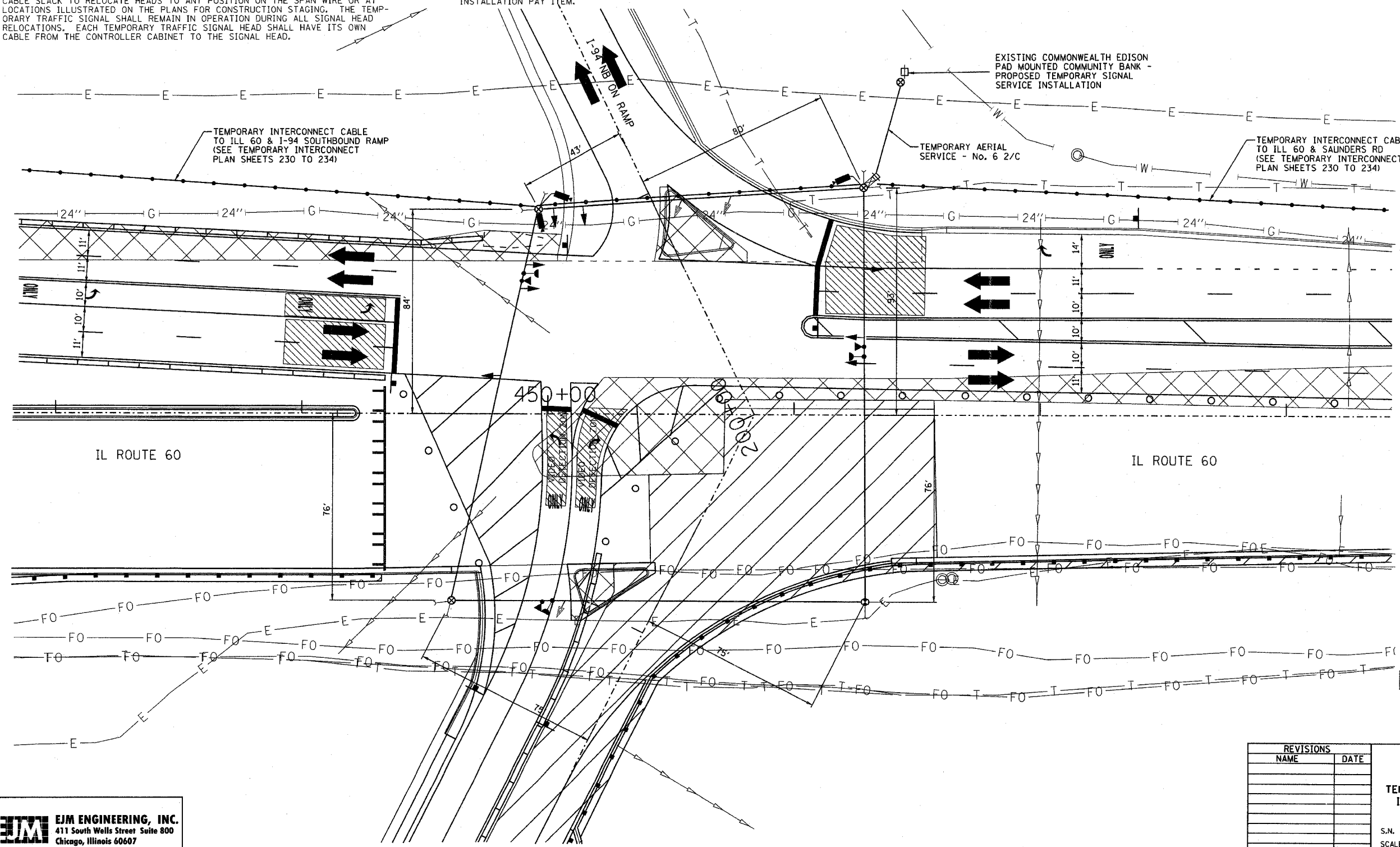
EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	220
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01

NOTES FOR TEMPORARY TRAFFIC SIGNALS

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TEMPORARY TRAFFIC SIGNAL LEGEND

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- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED HANDHOLE
- ⊞ HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- ⊙ VIDEO VEHICLE DETECTOR
- ▨ VIDEO DETECTION AREA

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY TRAFFIC SIGNAL INSTALLATION
IL RTE 60 & I-94 NORTHBOUND RAMP
STAGE 4

S.N.
SCALE: 1" = 20'
DATE: MAY 8, 2007

DESIGNED BY: JM
DRAWN BY: PK
CHECKED BY: GR

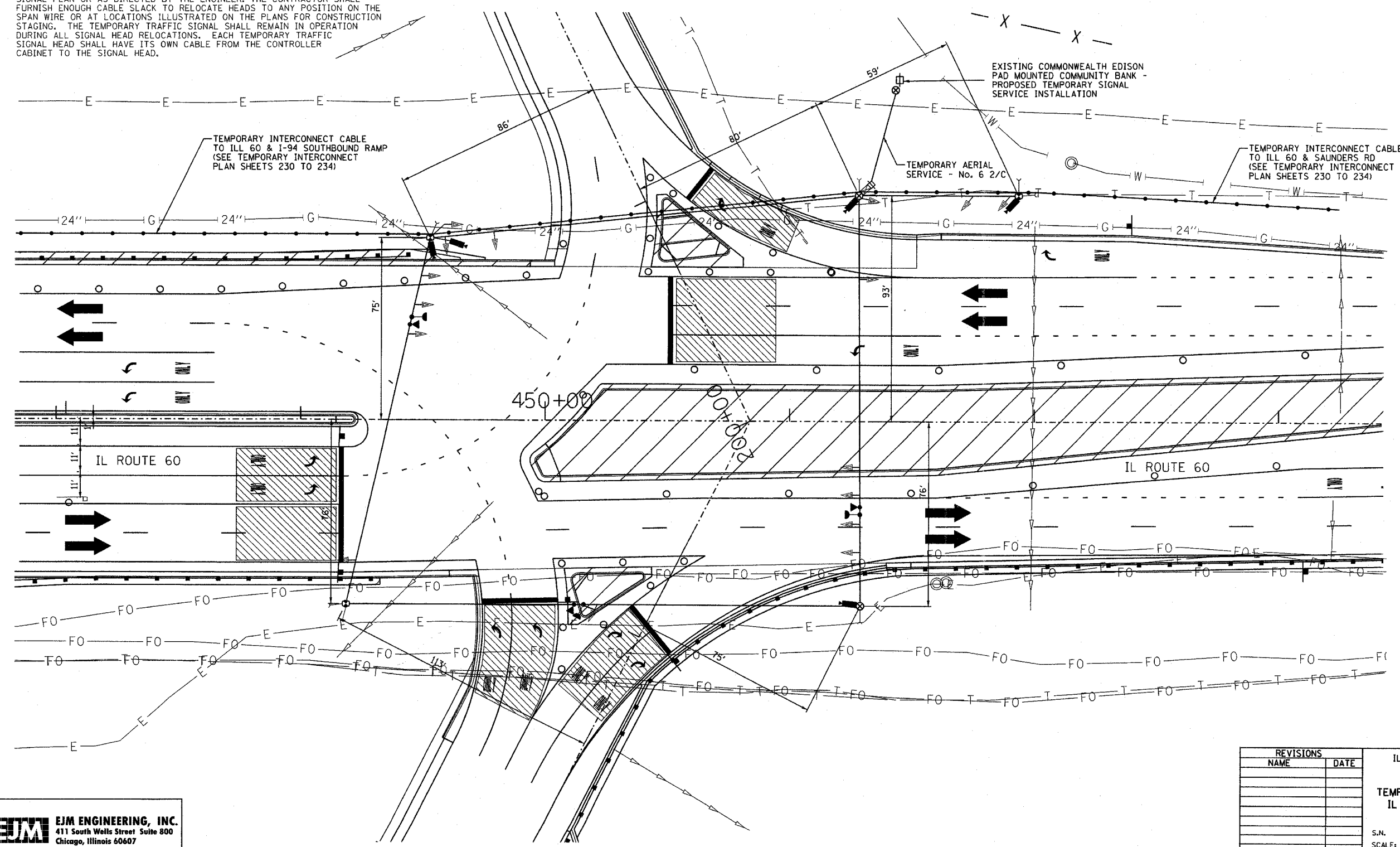
EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	221
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01

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



TEMPORARY TRAFFIC SIGNAL LEGEND

- ← TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, ORIGINAL LOCATION
- ↔ TEMPORARY TRAFFIC SIGNAL HEAD, SPAN WIRE MOUNTED, SECONDARY LOCATION
- ⊙ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MINIMUM
- ⊙ TEMPORARY WOOD POLE TO BE RELOCATED
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊞ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊙ EMERGENCY VEHICLE LIGHT DETECTOR
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- UD UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
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- ⊞ HEAVY DUTY HANDHOLE
- ⊞ COMMON TRENCH
- ⊞ VIDEO VEHICLE DETECTOR
- ⊞ VIDEO DETECTION AREA

EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

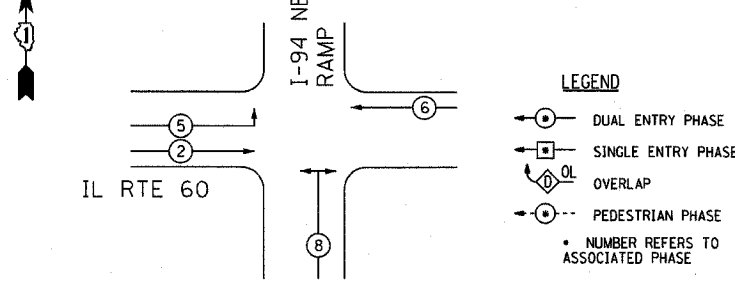
**TEMPORARY TRAFFIC SIGNAL INSTALLATION
 IL RTE 60 & I-94 NORTHBOUND RAMP
 STAGE 5**

S.N. DESIGNED BY: JM
 SCALE: 1" = 20' DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: GR

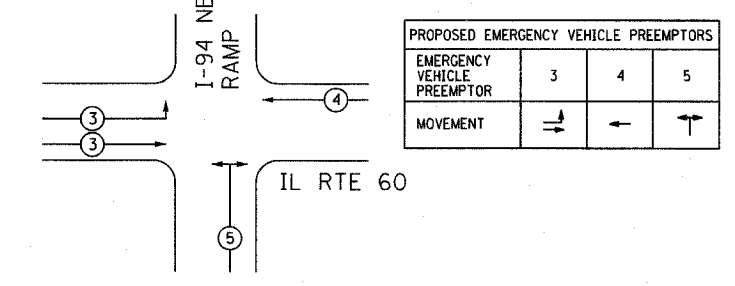
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	222
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

TEMPORARY PHASE DESIGNATION DIAGRAM

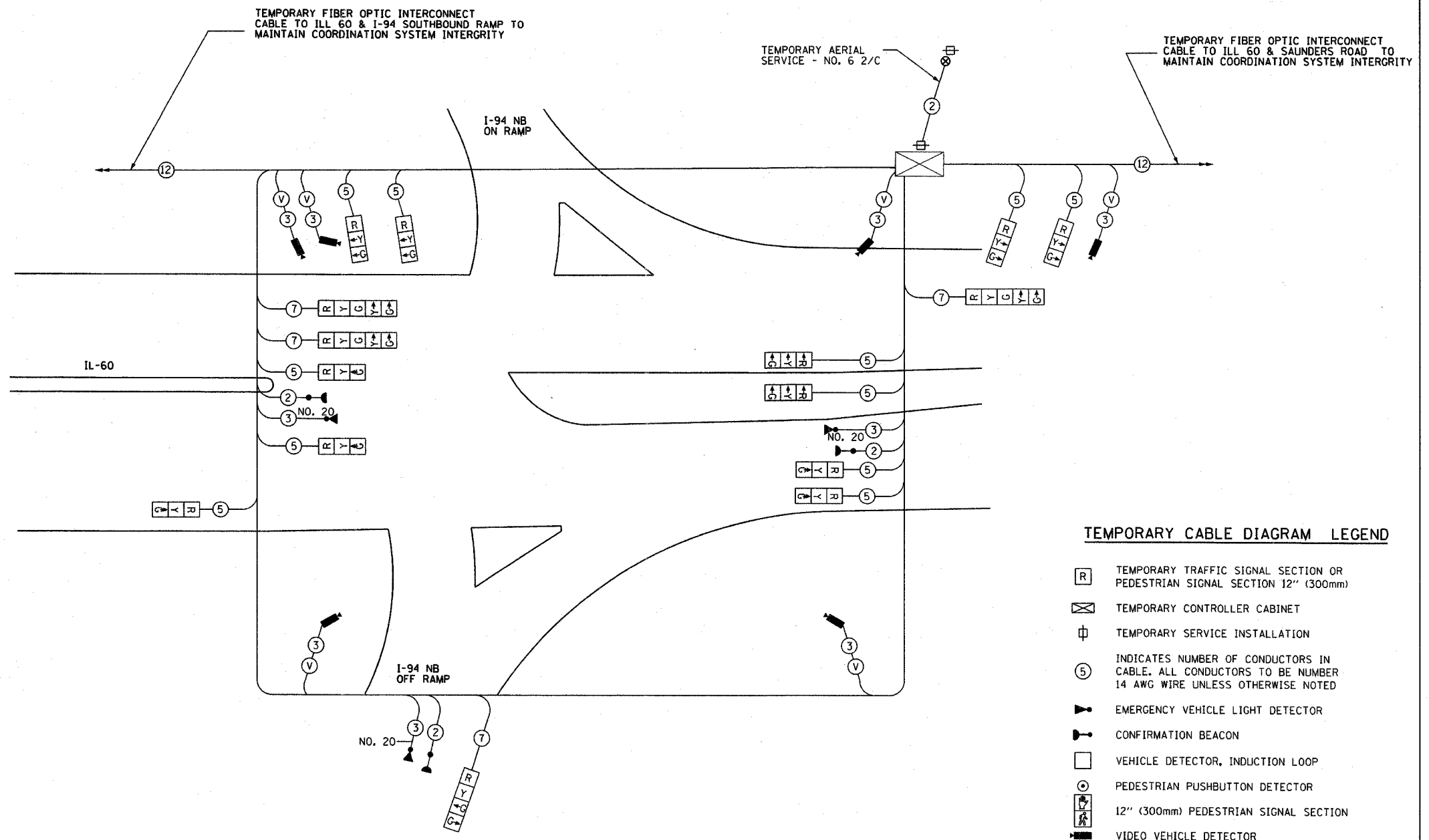


TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS ILL 60 & I-94 NORTHBOUND RAMP					TOTAL
TYPE	NO. LAMPS	WATTAGE INCAND. -LED.	% OPERATION		WATTAGE
SIGNAL (RED)	15	17	0.50		127.50
(YELLOW)	15	25	0.25		93.75
(GREEN)	16	15	0.25		60.00
ARROW	6	12	0.10		7.20
PED. SIGNAL			1.00		
CONTROLLER	1	100	1.00		100.00
LUMINAIRES					
FLASHER					
			TOTAL=		388.45

EXISTING SERVICE LOCATION
 ENERGY COSTS TO:
 ENERGY SUPPLY CONTACT: JOHN D. PRIBICH
 PHONE: 630-437-2212
 COMPANY: COMM. EDISON



TEMPORARY CABLE PLAN

NOTE: LOCATION AND NUMBER OF VIDEO DETECTOR CAMERAS WILL VARY FROM STAGE TO STAGE.

TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [X] TEMPORARY CONTROLLER CABINET
- [⊕] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED
- [V] EMERGENCY VEHICLE LIGHT DETECTOR
- [B] CONFIRMATION BEACON
- [□] VEHICLE DETECTOR, INDUCTION LOOP
- [⊙] PEDESTRIAN PUSHBUTTON DETECTOR
- [P] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [V] VIDEO VEHICLE DETECTOR
- (12) NO. 62.5/125 12F FIBER OPTIC CABLE
- (V) VIDEO DETECTOR CABLE AS RECOMMENDED BY VIDEO CAMERA MANUFACTURER

REVISIONS	
NAME	DATE

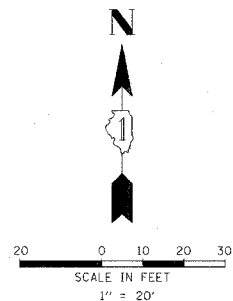
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY CABLE PLAN AND
 TEMPORARY PHASE DESIGNATION DIAGRAM
 IL RTE 60 & I-94 NORTHBOUND RAMPS
 STAGE 5

S.N.
 SCALE: NONE
 DATE: MAY 8, 2007
 DESIGNED BY: JM
 DRAWN BY: PK
 CHECKED BY: GR

EJM EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

NOTES FOR TEMPORARY TRAFFIC SIGNALS

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TEMPORARY TRAFFIC SIGNAL LEGEND

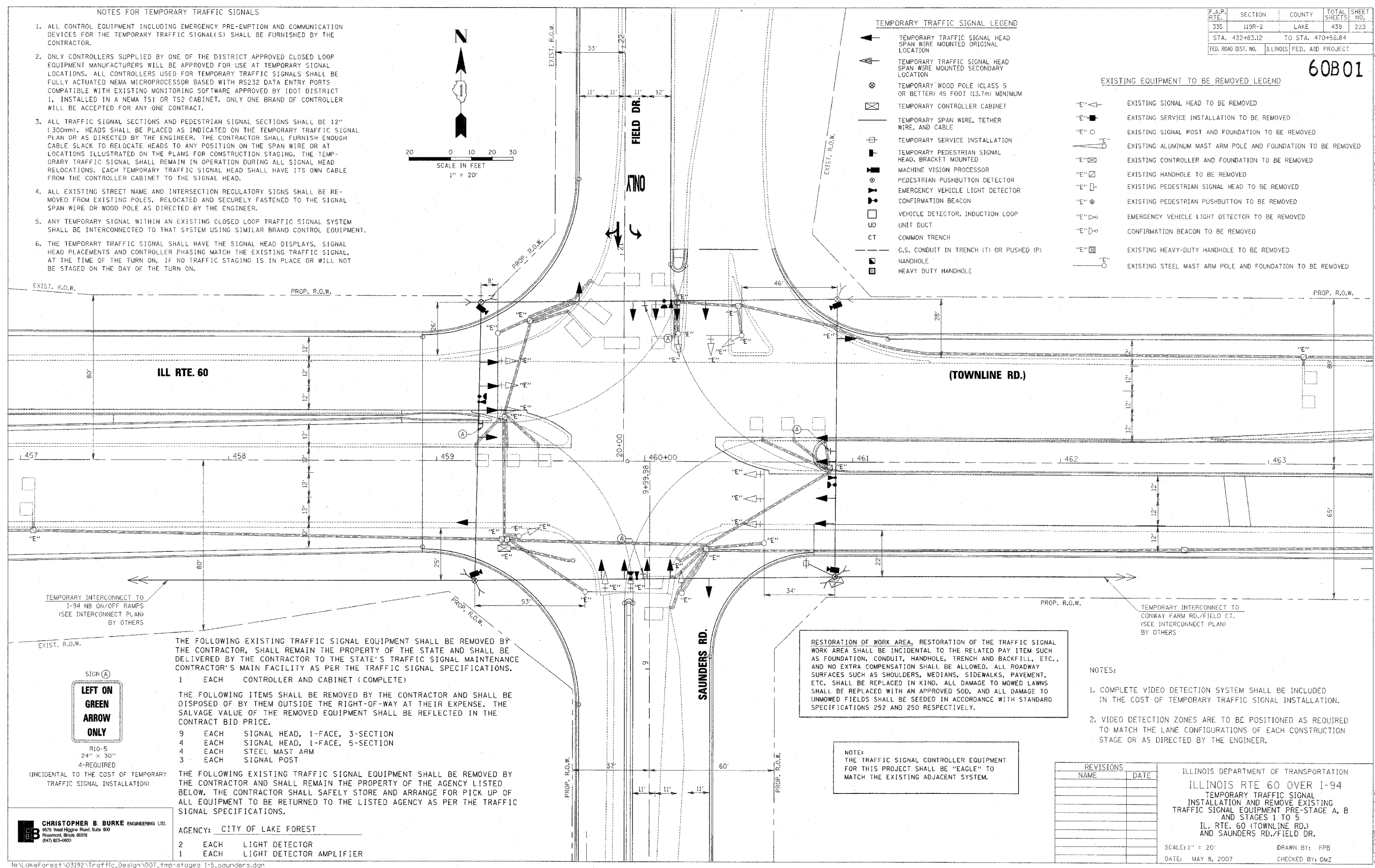
- ▲ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ▲ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊕ TEMPORARY SERVICE INSTALLATION
- ⊖ TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- ⊙ MACHINE VISION PROCESSOR
- ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
- ⊙ EMERGENCY VEHICLE LIGHT DETECTOR
- ⊙ CONFIRMATION BEACON
- ⊙ VEHICLE DETECTOR, INDUCTION LOOP
- UD UNIT DUCT
- CT COMMON TRENCH
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
- ⊙ HANDHOLE
- ⊙ HEAVY DUTY HANDHOLE

EXISTING EQUIPMENT TO BE REMOVED LEGEND

- "E" ⊖ EXISTING SIGNAL HEAD TO BE REMOVED
- "E" ⊖ EXISTING SERVICE INSTALLATION TO BE REMOVED
- "E" ⊙ EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED
- "E" ⊙ EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED
- "E" ⊖ EXISTING CONTROLLER AND FOUNDATION TO BE REMOVED
- "E" ⊖ EXISTING HANDHOLE TO BE REMOVED
- "E" ⊖ EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED
- "E" ⊖ EXISTING PEDESTRIAN PUSHBUTTON TO BE REMOVED
- "E" ⊖ EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED
- "E" ⊖ CONFIRMATION BEACON TO BE REMOVED
- "E" ⊖ EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED
- "E" ⊖ EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	223
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01



TEMPORARY INTERCONNECT TO I-94 NB ON/OFF RAMP (SEE INTERCONNECT PLAN) BY OTHERS

TEMPORARY INTERCONNECT TO CONWAY FARM RD./FIELD CT. (SEE INTERCONNECT PLAN) BY OTHERS

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 9 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 4 EACH STEEL MAST ARM
- 3 EACH SIGNAL POST

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND 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 LAKE FOREST
- 2 EACH LIGHT DETECTOR
 - 1 EACH LIGHT DETECTOR AMPLIFIER

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, 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 FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

- NOTES:
1. COMPLETE VIDEO DETECTION SYSTEM SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
 2. VIDEO DETECTION ZONES ARE TO BE POSITIONED AS REQUIRED TO MATCH THE LANE CONFIGURATIONS OF EACH CONSTRUCTION STAGE OR AS DIRECTED BY THE ENGINEER.



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 9015 West Higgins Road, Suite 300
 Rosemont, Illinois 60018
 (847) 823-0900

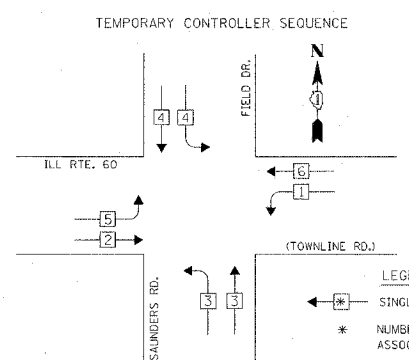
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 TEMPORARY TRAFFIC SIGNAL
 INSTALLATION AND REMOVE EXISTING
 TRAFFIC SIGNAL EQUIPMENT PRE-STAGE A, B
 AND STAGES 1 TO 5
 IL. RTE. 60 (TOWNLIN RD.)
 AND SAUNDERS RD./FIELD DR.

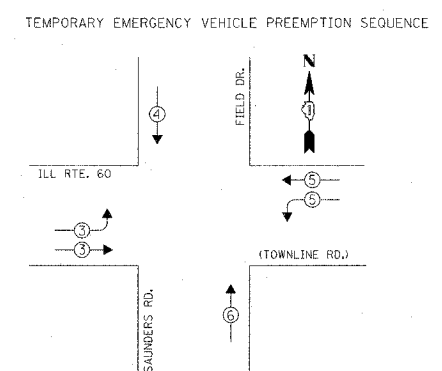
SCALE: 1" = 20' DRAWN BY: FPG
 DATE: MAY 8, 2007 CHECKED BY: GMZ

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	224
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



TEMPORARY PHASE DESIGNATION DIAGRAM
PRE-STAGE A & B
STAGES 1 TO 5



PRE-STAGE A & B
STAGES 1 TO 5

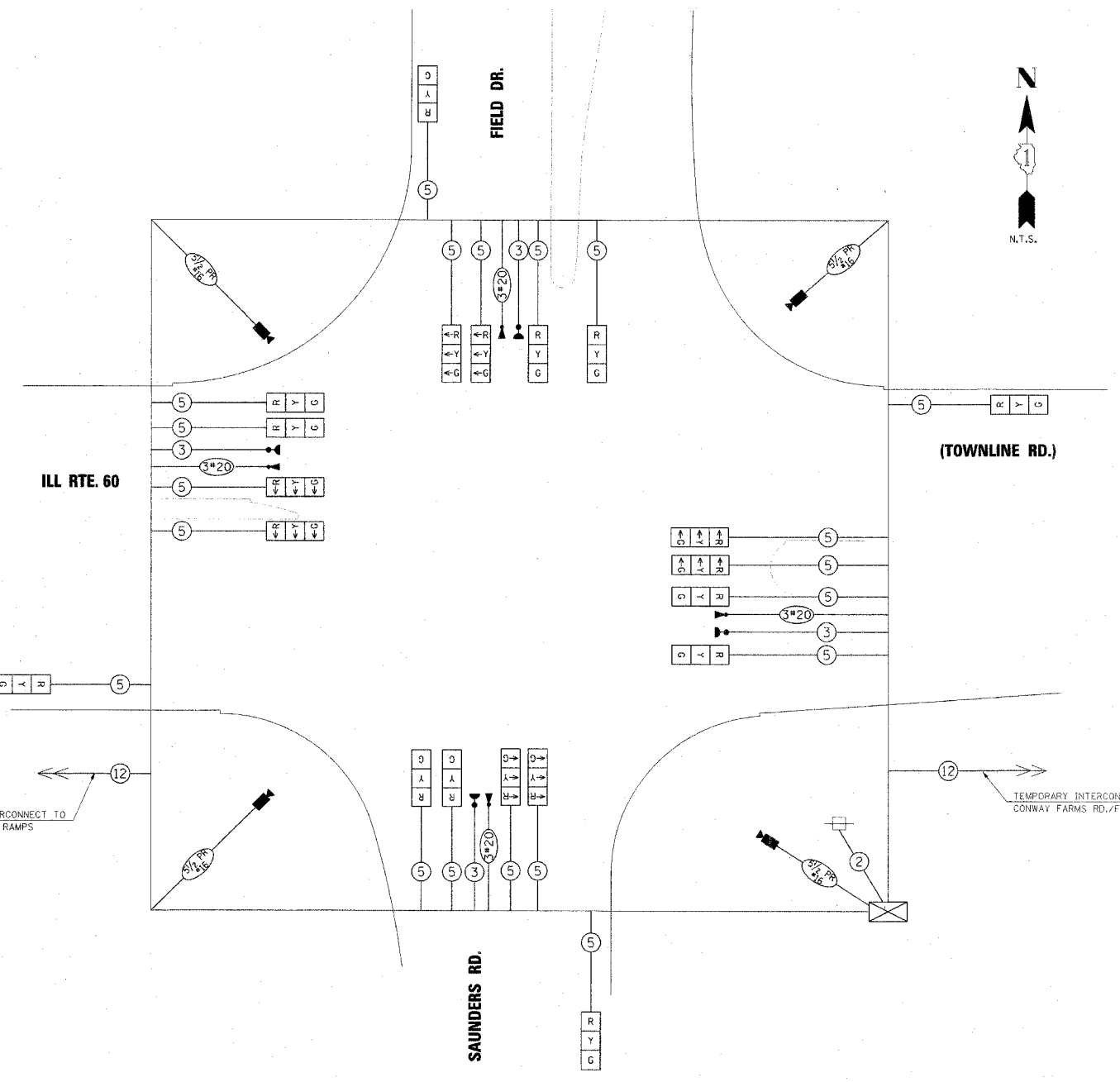
EMERGENCY VEHICLE PREEMPTOR	3	4	5	6
MOVEMENT	→	↓	←	↑

TYPE	NO. OF LAMPS	INCAND.	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	17	0.50		170.00
(YELLOW)	20	25	0.25		125.00
(GREEN)	20	15	0.25		75.00
ARROW	-	12	0.10		-
PED. SIGNAL	-	25	1.00		-
CONTROLLER	1	100	1.00		100.00
ILLUM. SIGN	-	25	0.05		-
FLASHER	-		0.50		-

ENERGY COSTS TO: TOTAL = 470.00

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: CONTACT: DOTTIE PROSEN
PHONE: 847-816-5496
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	FT.	(m)	CABLE SLACK	FT.	(m)	VERTICAL	FT.	(m)
TYPE A - POST	4	(1.2)	HANDHOLE	6.5	(2.0)	ALL FOUNDATIONS	3.5	(1.0)
D - CONTROLLER	4	(1.2)	DOUBLE HANDHOLE	13	(4.0)	MAST ARM (L) POLE	20'	H-2=
C - M. ARM POLE	10	(3.0)	SIGNAL POST	2	(0.6)	BRACKET MOUNTED	15	(4.6)
24" (600mm)	10	(3.0)	CONTROL CAB.	1	(0.3)	PED. PUSHBUTTON	4	(1.2)
30" (750mm)	15	(4.6)	FIBER OPTIC	13	(4.0)	ELECTRIC SERVICE	13.5	(4.1)
			ELECTRIC SERVICE	1	(0.3)	SERVICE TO GROUND	13.5	(4.1)
			GROUND CABLE	1	(0.3)	POST MOUNTED	6	(1.8)



TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [C] TEMPORARY CONTROLLER CABINET
- [S] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- [E] EMERGENCY VEHICLE LIGHT DETECTOR
- [B] CONFIRMATION BEACON
- [V] VEHICLE DETECTOR, INDUCTION LOOP
- [P] PEDESTRIAN PUSHBUTTON DETECTOR
- [12] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [M] MACHINE VISION PROCESSOR

- CONSTRUCTION NOTES:
- COMPLETE VIDEO DETECTION SYSTEM SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
 - VIDEO DETECTION ZONES ARE TO BE POSITIONED AS REQUIRED TO MATCH THE LANE CONFIGURATIONS OF EACH CONSTRUCTION STAGE OR AS DIRECTED BY THE ENGINEER.

RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, 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 FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

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

NAME	DATE

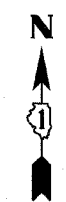
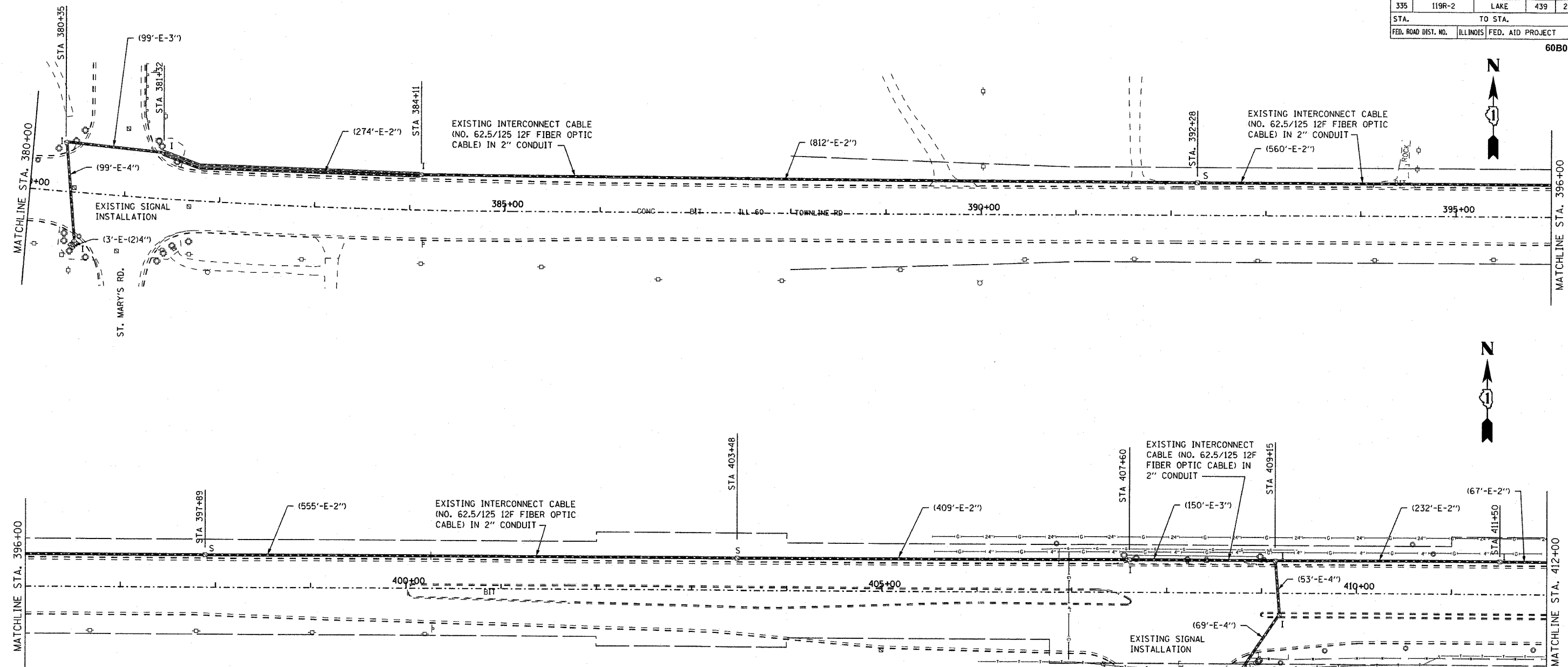
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
PRE-STAGE A, B AND STAGES 1 TO 5
ILL. RTE. 60 (TOWNLINE RD.) AND SAUNDERS RD./FIELD DR.
SCALE: N.T.S. DRAWN BY: FCP
DATE: MAY 8, 2007 CHECKED BY: QMZ

CHRISTOPHER B. BURKE ENGINEERING LTD.
9515 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0000

M:\LakeForest\03192\Traffic_Design\008_tcb-stages 1-5_saunders.dgn

F.A.P. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	225
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



TEMPORARY INTERCONNECT PLAN LEGEND

PROPOSED	EXISTING	
		CONTROLLER
		HANDHOLE
		DOUBLE HANDHOLE
		HEAVY DUTY HANDHOLE
		G.S. CONDUIT IN TRENCH OR PUSHED
		DETECTOR LOOP
		COMMON TRENCH
		UNIT DUCT
		SYSTEM
		INTERSECTION
		TELEPHONE
		TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MIN.
		TEMPORARY OPTIC FIBER 12F INTERCONNECT CABLE (AERIALLY SUSPENDED)
		TEMPORARY FIBER OPTIC 24F DATA CABLE (AERIALLY SUSPENDED)
		TEMPORARY 2/C #4 AND 1/C #6 ELECTRICAL SERVICE WIRE (AERIALLY SUSPENDED)
		SURVEILLANCE CAMERA TO BE RELOCATED
		CCTV FIELD TERMINAL CABINET TO BE RELOCATED

NOTES:

1. RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, 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 FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.
2. USE EXISTING FIBER OPTIC 12F CABLE FOR TEMPORARY INTERCONNECT - FROM ST. MARY'S ROAD CONTROLLER CABINET TO RIVERWOODS ROAD CONTROLLER CABINET. ALL STAGES.
3. ALL ITEMS REQUIRED FOR TEMPORARY INTERCONNECT PLAN ARE INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.
4. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.
5. TRAFFIC SIGNAL SYSTEM TIMING AND COORDINATION PROGRAM ADJUSTMENTS WILL BE REQUIRED FOR EACH CONSTRUCTION STAGE AT EACH TEMPORARY SIGNAL INTERSECTION AND WILL BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL TIMINGS PAY ITEM.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INTERCONNECT PLAN
 ILL ROUTE 60
 ST. MARY'S ROAD TO ACADEMY DRIVE
 STAGES 1, 1A, 2

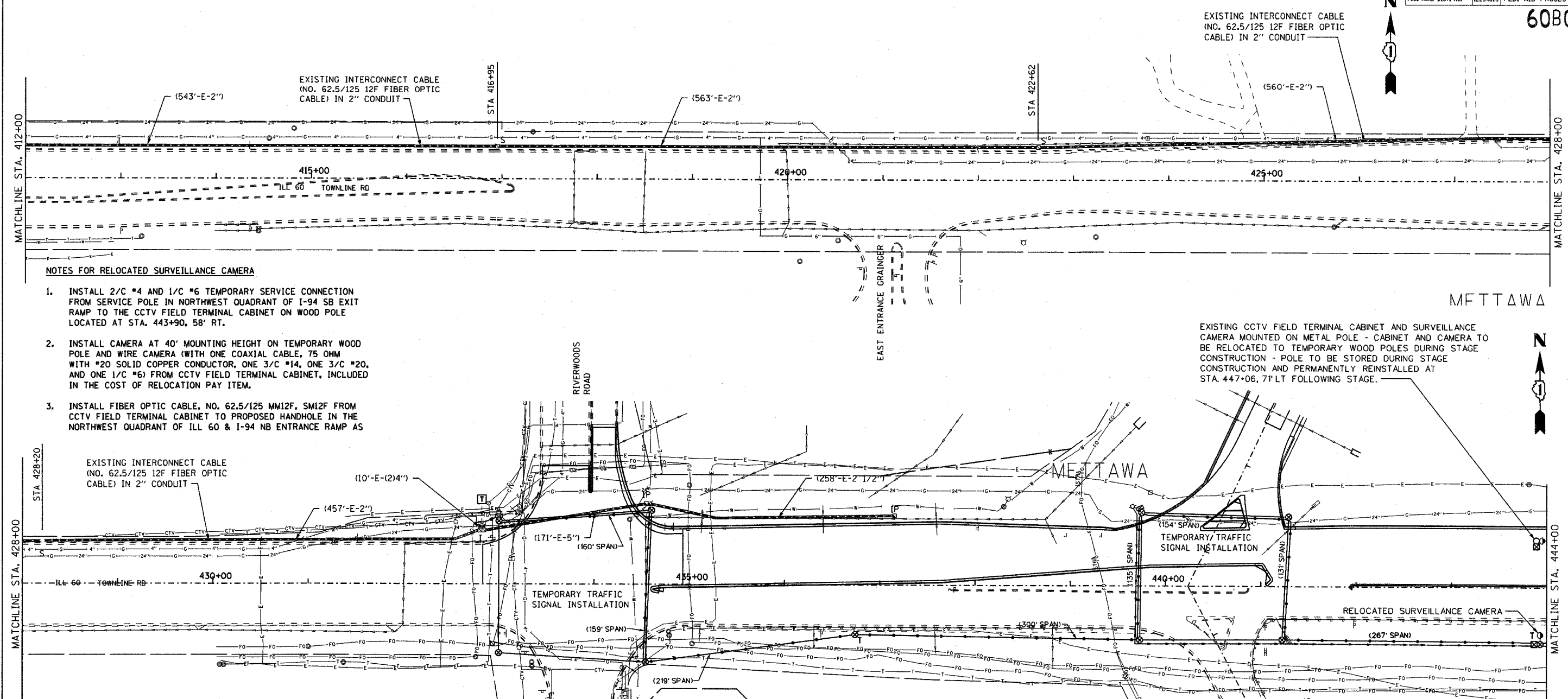
S.N.
 SCALE: 1" = 50'-0"
 DATE: MAY 8, 2007

DESIGNED BY: JM
 DRAWN BY: PK
 CHECKED BY: GR

EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	226
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



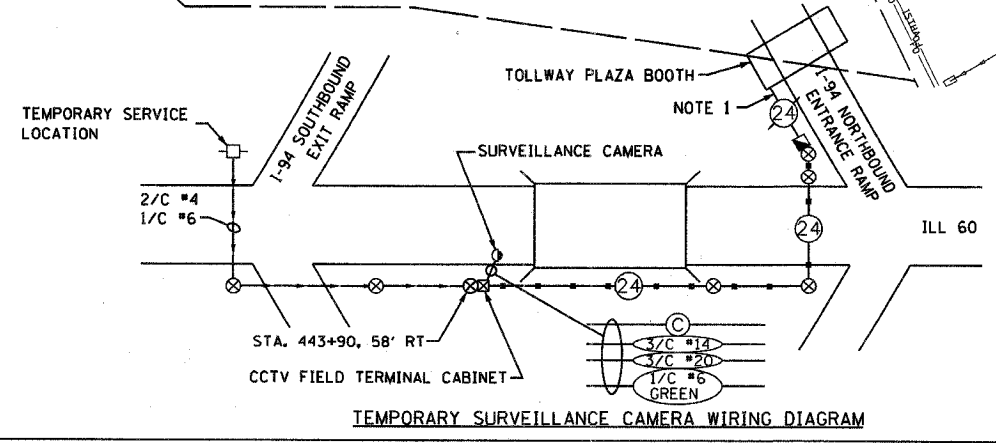
NOTES FOR RELOCATED SURVEILLANCE CAMERA

1. INSTALL 2/C #4 AND 1/C #6 TEMPORARY SERVICE CONNECTION FROM SERVICE POLE IN NORTHWEST QUADRANT OF I-94 SB EXIT RAMP TO THE CCTV FIELD TERMINAL CABINET ON WOOD POLE LOCATED AT STA. 443+90, 58' RT.
2. INSTALL CAMERA AT 40' MOUNTING HEIGHT ON TEMPORARY WOOD POLE AND WIRE CAMERA (WITH ONE COAXIAL CABLE, 75 OHM WITH #20 SOLID COPPER CONDUCTOR, ONE 3/C #14, ONE 3/C #20, AND ONE 1/C #6) FROM CCTV FIELD TERMINAL CABINET, INCLUDED IN THE COST OF RELOCATION PAY ITEM.
3. INSTALL FIBER OPTIC CABLE, NO. 62.5/125 MM12F, SM12F FROM CCTV FIELD TERMINAL CABINET TO PROPOSED HANDHOLE IN THE NORTHWEST QUADRANT OF ILL 60 & I-94 NB ENTRANCE RAMP AS

EXISTING CCTV FIELD TERMINAL CABINET AND SURVEILLANCE CAMERA MOUNTED ON METAL POLE - CABINET AND CAMERA TO BE RELOCATED TO TEMPORARY WOOD POLES DURING STAGE CONSTRUCTION - POLE TO BE STORED DURING STAGE CONSTRUCTION AND PERMANENTLY REINSTALLED AT STA. 447+06, 71' LT FOLLOWING STAGE.

4. SHOWN ON THE PLANS VIA TEMPORARY INTERCONNECT AND TEMPORARY TRAFFIC SIGNAL WOOD POLES. TEMPORARY CONNECT TO EXISTING FIBER OPTIC CABLE VIDEO FEED IN HANDHOLE.
5. CONNECT TEMPORARY FIBER OPTIC CABLE TO EXISTING 24 FIBER OPTIC CABLE IN PROPOSED HANDHOLE WHICH GOES TO TOLLWAY PLAZA BOOTH ON NORTHBOUND ENTRANCE RAMP.
6. ALL TEMPORARY AERIAL SERVICE AND FIBER OPTIC CABLE SHALL BE SUPPORTED BY TETHER WIRE, INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL PAY ITEM.
7. ALL TEMPORARY CABLE TO BE INCLUDED IN THE COST OF RELOCATE EXISTING SURVEILLANCE CAMERA, CABINET, AND POLE.

8. FOLLOWING COMPLETION OF STAGE CONSTRUCTION, THE EXISTING FIBER OPTIC 24F CABLE FROM TEMPORARY LOCATED SURVEILLANCE CAMERA TO TOLLWAY PLAZA BOOTH SHALL BE REMOVED TO FACILITATE REPLACEMENT WITH A NEW FIBER OPTIC CABLE TO TOLLWAY PLAZA BOOTH.
9. USE EXISTING FIBER OPTIC 12F CABLE FOR TEMPORARY INTERCONNECT - FROM ST. MARY'S ROAD CONTROLLER CABINET TO RIVERWOODS ROAD CONTROLLER CABINET, ALL STAGES.



- ⊙ COAXIAL CABLE, 75 OHM WITH #20 AWG SOLID COPPER CONDUCTOR
- ⊚ FIBER OPTIC CABLE, NO. 62.5/125, MM12F, SM12F, AND TRACER NO. 14 1/C

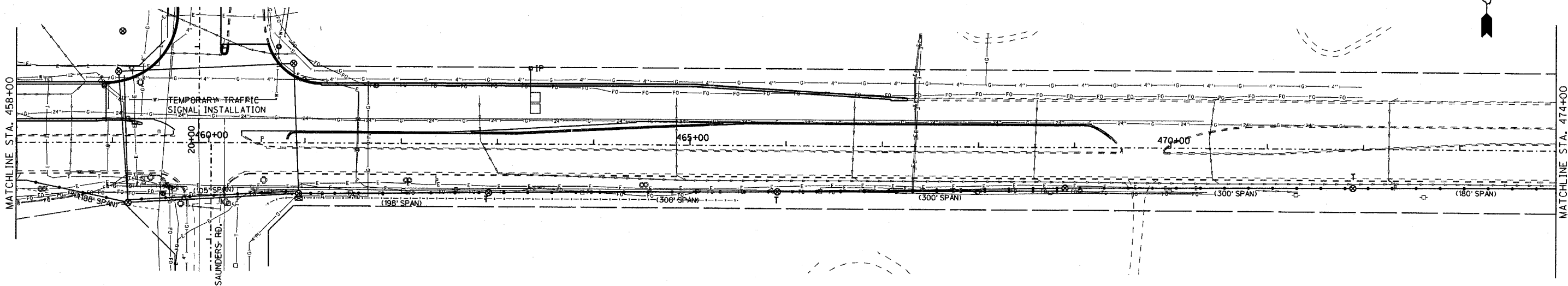
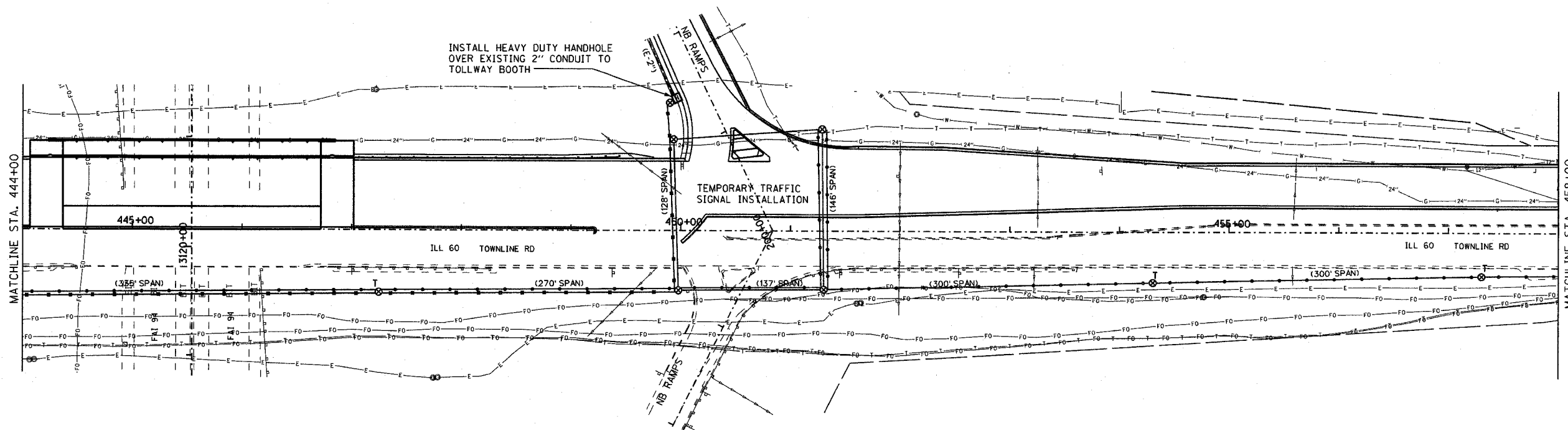
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY INTERCONNECT PLAN
 TEMP. SURVEILLANCE CAMERA INSTALL.
 ILL ROUTE 60
 ST. MARY'S ROAD TO ACADEMY DRIVE
 STAGES 1, 1A, 2

S.N. DESIGNED BY: JM
 SCALE: 1" = 50'-0" DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: GR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	227
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

60B01



EJM EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

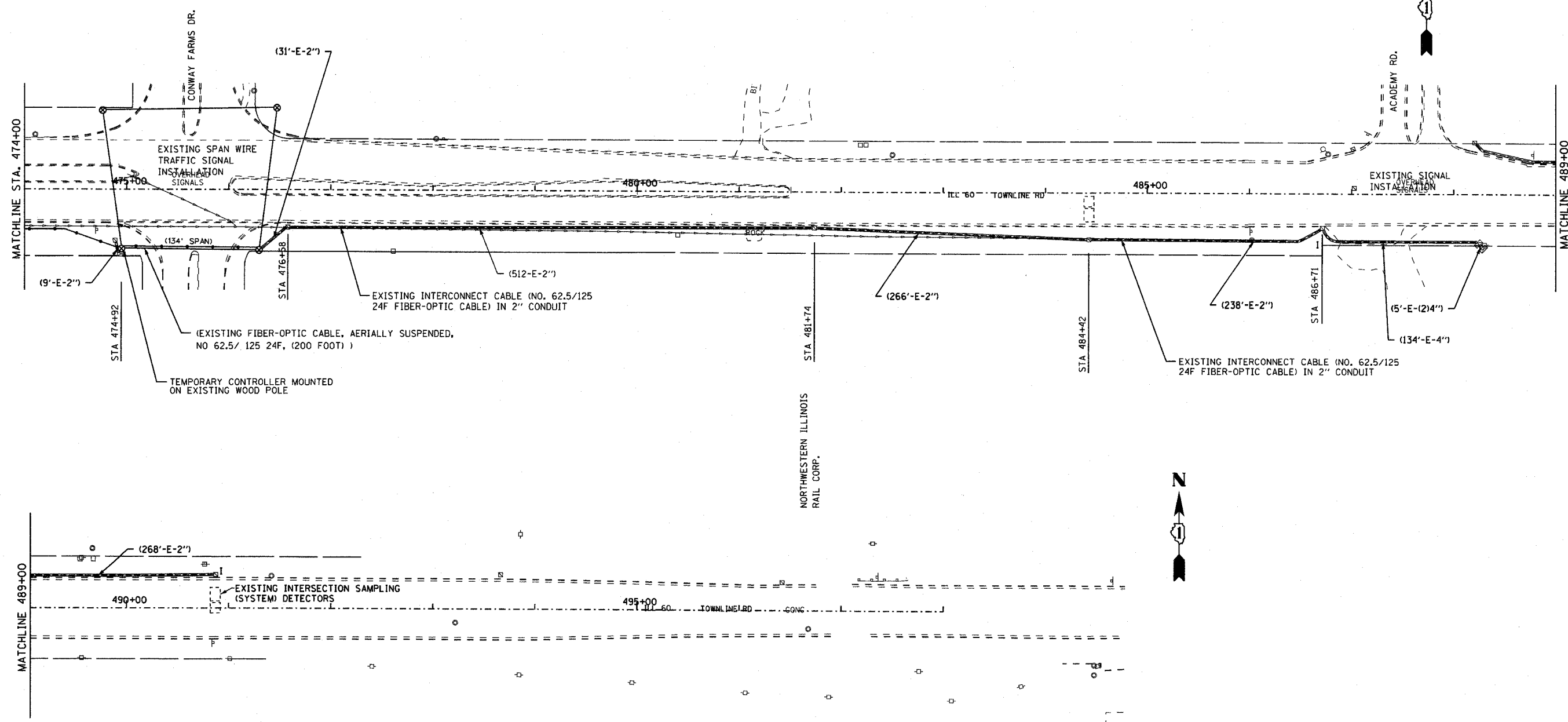
ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN
ILL ROUTE 60
ST. MARY'S ROAD TO ACADEMY DRIVE
STAGES 1, 1A & 2

S.N. DESIGNED BY: JM
SCALE: 1" = 50'-0" DRAWN BY: PK
DATE: MAY 8, 2007 CHECKED BY: GR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	228
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



NOTES:
 1. USE EXISTING FIBER OPTIC 24F CABLE FOR TEMPORARY INTERCONNECT - FROM CONWAY FARMS DRIVE CONTROLLER CABINET TO ACADEMY ROAD CONTROLLER CABINET. ALL STAGES.

EJM **EJM ENGINEERING, INC.**
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

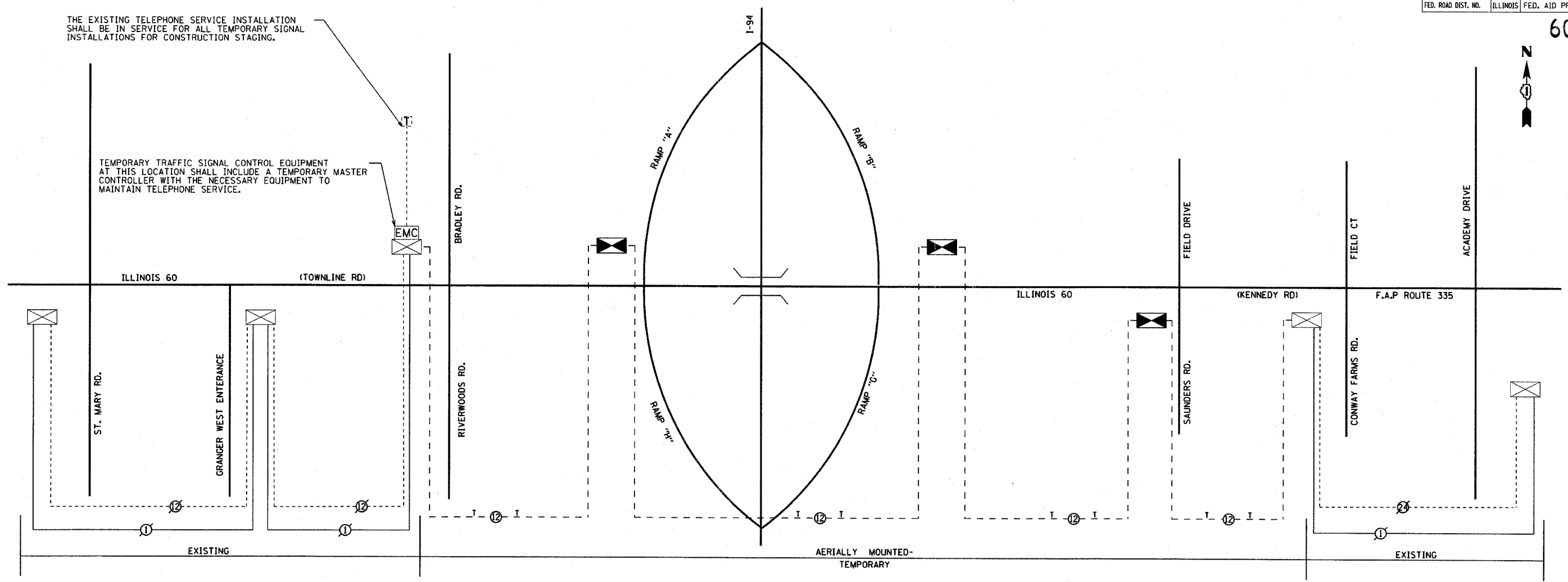
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY INTERCONNECT PLAN
 ILL ROUTE 60
 ST. MARY'S ROAD TO ACADEMY DRIVE
 STAGES 1, 1A, 2

S.N.
 SCALE: 1" = 50'-0"
 DATE: MAY 8, 2007

DESIGNED BY: JM
 DRAWN BY: PK
 CHECKED BY: GR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	229
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



THE EXISTING TELEPHONE SERVICE INSTALLATION SHALL BE IN SERVICE FOR ALL TEMPORARY SIGNAL INSTALLATIONS FOR CONSTRUCTION STAGING.

TEMPORARY TRAFFIC SIGNAL CONTROL EQUIPMENT AT THIS LOCATION SHALL INCLUDE A TEMPORARY MASTER CONTROLLER WITH THE NECESSARY EQUIPMENT TO MAINTAIN TELEPHONE SERVICE.

TEMPORARY INTERCONNECT SCHEMATIC LEGEND

	PROPOSED INTERSECTION CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F - FIBER OPTIC CABLE
	EXISTING INTERSECTION CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F - FIBER OPTIC CABLE
	MASTER MASTER CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
	EXISTING MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
	PROPOSED INTERSECTION CONTROLLER		PROPOSED TEMPORARY INTERCONNECT CABLE - NO. 62.5/125 12F SPAN WIRE MOUNTED FIBER OPTIC CABLE
	EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTOR		PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
	PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTOR		EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
	EXISTING INTERSECTION DETECTOR AND PROPOSED SAMPLING (SYSTEM) DETECTOR		PROPOSED TRACER CABLE NO. 14 1/C
	EXISTING SAMPLING (SYSTEM) DETECTOR		EXISTING TRACER CABLE NO. 14 1/C
	PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED TELEPHONE CONNECTION
	PROPOSED INTERCONNECT CABLE - NO. 62.5/125 2 MM 12F & SM 12F - FIBER OPTIC CABLE		EXISTING TELEPHONE CONNECTION
	EXISTING INTERCONNECT CABLE - NO. 62.5/125 2 MM 12F & SM 12F - FIBER OPTIC CABLE		

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

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

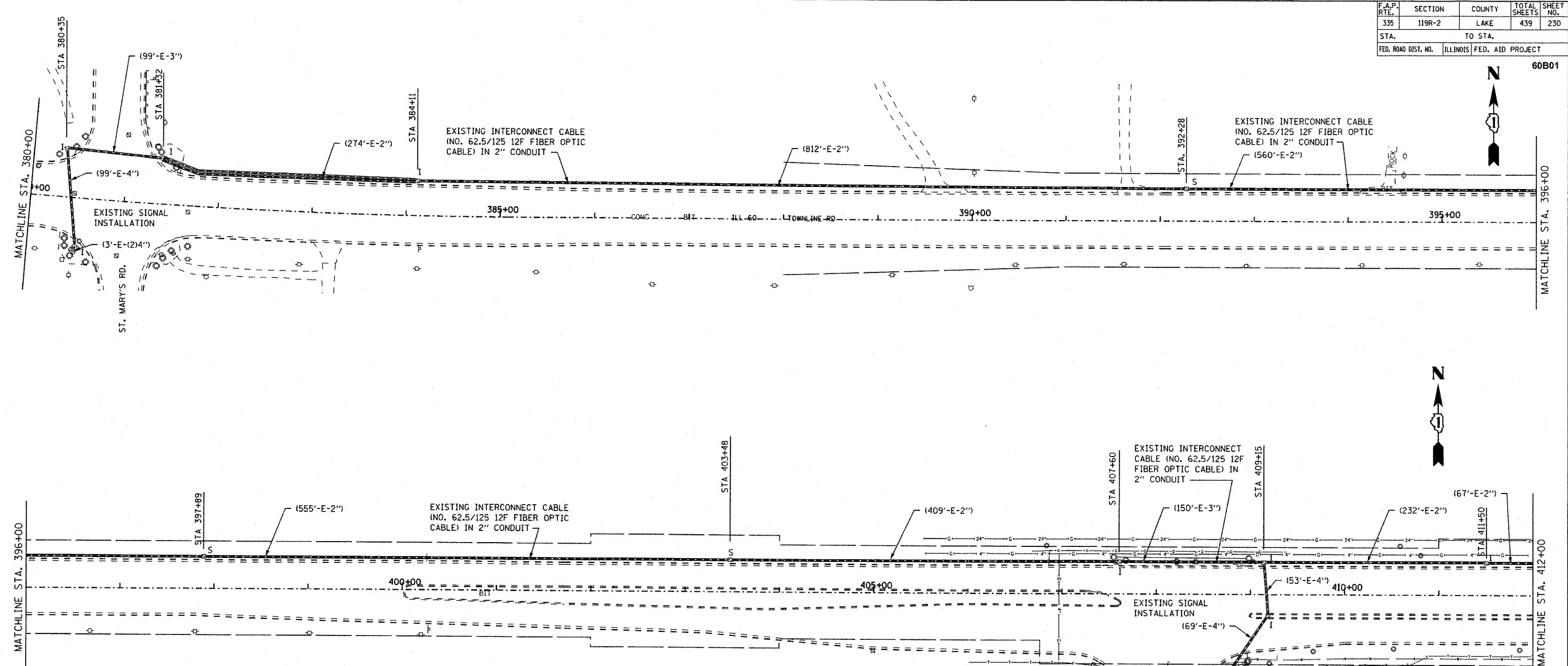
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INTERCONNECT PLAN
SCHEMATIC DRAWING
ILL ROUTE 60
ST. MARY'S ROAD TO ACADEMY DRIVE
STAGES I, 1A, 2

S.N. DESIGNED BY: JM
SCALE: NOT TO SCALE DRAWN BY: PK
DATE: MAY 8, 2007 CHECKED BY: GR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	230
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



TEMPORARY INTERCONNECT PLAN LEGEND

PROPOSED	EXISTING	
		CONTROLLER
		HANDHOLE
		DOUBLE HANDHOLE
		HEAVY DUTY HANDHOLE
		G.S. CONDUIT IN TRENCH OR PUSHED
		DETECTOR LOOP
CT	CT	COMMON TRENCH
UD	UD	UNIT DUCT
S	S	SYSTEM
IP	I	INTERSECTION
		TELEPHONE
		TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 50 FOOT MIN.
		TEMPORARY OPTIC FIBER 12F INTERCONNECT CABLE (AERIALLY SUSPENDED)
		TEMPORARY FIBER OPTIC 24F DATA CABLE (AERIALLY SUSPENDED)
		TEMPORARY 2/C #4 AND 1/C #6 ELECTRICAL SERVICE WIRE (AERIALLY SUSPENDED)
		SURVEILLANCE CAMERA TO BE RELOCATED
		CCTV FIELD TERMINAL CABINET TO BE RELOCATED

NOTES:

1. RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, 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 FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.
2. USE EXISTING FIBER OPTIC 12F CABLE FOR TEMPORARY INTERCONNECT - FROM ST. MARY'S ROAD CONTROLLER CABINET TO RIVERWOODS ROAD CONTROLLER CABINET. ALL STAGES.
3. ALL ITEMS REQUIRED FOR TEMPORARY INTERCONNECT PLAN ARE INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.
4. THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.
5. TRAFFIC SIGNAL SYSTEM TIMING AND COORDINATION PROGRAM ADJUSTMENTS WILL BE REQUIRED FOR EACH CONSTRUCTION STAGE AT EACH TEMPORARY SIGNAL INTERSECTION AND WILL BE INCLUDED IN THE TEMPORARY TRAFFIC SIGNAL TIMINGS PAY ITEM.

REVISIONS	
NAME	DATE

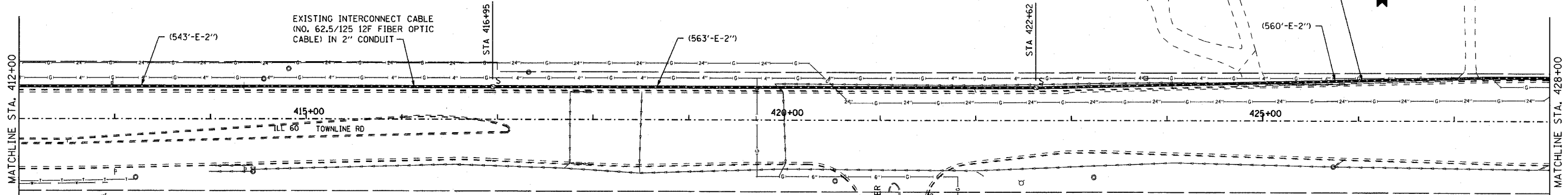
ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INTERCONNECT PLAN
 ILL ROUTE 60
 ST. MARY'S ROAD TO ACADEMY DRIVE
 STAGES 3, 3A, 4, 5

S.N. DESIGNED BY: JM
 SCALE: 1" = 50'-0" DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: CK

EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

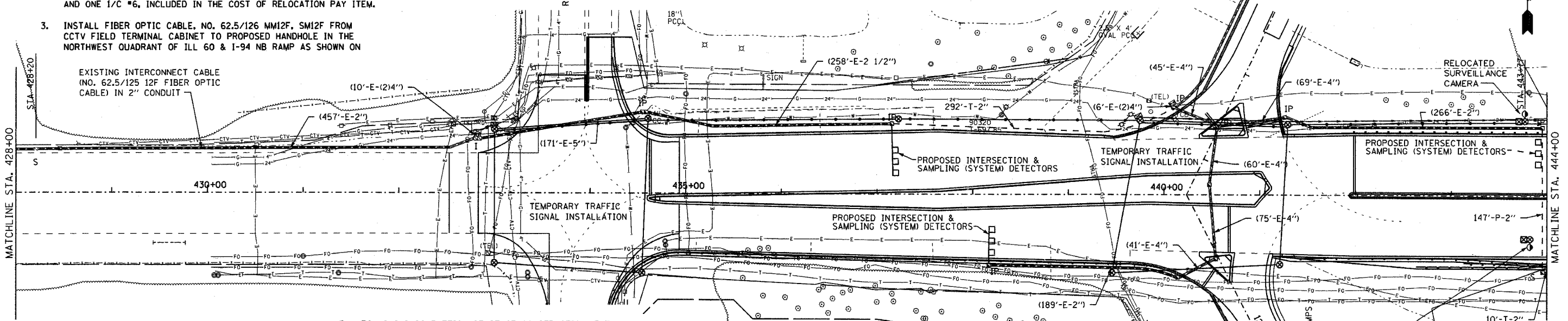
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	231
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

60B01



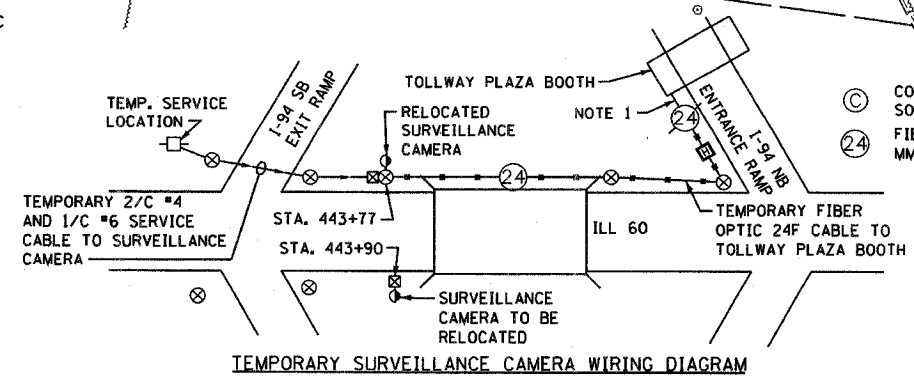
NOTES FOR RELOCATED SURVEILLANCE CAMERA

1. INSTALL 2/C #4 AND 1/C #6 TEMPORARY SERVICE CONNECTION FROM EXISTING SERVICE POLE IN NORTHWEST QUADRANT OF I-94 SB EXIT RAMP TO THE CCTV FIELD TERMINAL CABINET ON WOOD POLE LOCATED AT STA. 443+77, 80' LT.
2. RELOCATE CAMERA FROM TEMPORARY WOOD POLE LOCATED AT STA. 443+90, 58' RT. TO TEMPORARY WOOD POLE LOCATED AT STA. 443+77, 80' LT., 40' MOUNT HEIGHT. CONNECT CAMERA TO CCTV FIELD TERMINAL CABINET WITH ONE COAXIAL CABLE, 75 OHM WITH #20 SOLID COPPER CONDUCTOR; ONE 3/C #14, ONE 3/C #20, AND ONE 1/C #6, INCLUDED IN THE COST OF RELOCATION PAY ITEM.
3. INSTALL FIBER OPTIC CABLE, NO. 62.5/126 MM12F, SM12F FROM CCTV FIELD TERMINAL CABINET TO PROPOSED HANDHOLE IN THE NORTHWEST QUADRANT OF ILL 60 & I-94 NB RAMP AS SHOWN ON



4. THE PLANS VIA TEMPORARY INTERCONNECT AND TEMPORARY TRAFFIC SIGNAL WOOD POLES. TEMPORARY CONNECT TO EXISTING FIBER OPTIC CABLE VIDEO FEED IN HANDHOLE.
5. CONNECT TEMPORARY FIBER OPTIC CABLE TO EXISTING 24 FIBER OPTIC CABLE IN PROPOSED HANDHOLE WHICH GOES TO TOLLWAY PLAZA BOOTH ON NORTHBOUND ENTRANCE RAMP.
6. ALL TEMPORARY AERIAL SERVICE AND FIBER OPTIC CABLE SHALL BE SUPPORTED BY TETHER WIRE, INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL PAY ITEM.
7. ALL TEMPORARY CABLE TO BE INCLUDED IN THE COST OF RELOCATE EXISTING SURVEILLANCE CAMERA, CABINET, AND POLE.

7. FOLLOWING COMPLETION OF STAGE CONSTRUCTION, THE EXISTING FIBER OPTIC 24F CABLE FROM TEMPORARY LOCATED SURVEILLANCE CAMERA TO TOLLWAY PLAZA BOOTH SHALL BE REMOVED TO FACILITATE REPLACEMENT WITH A NEW FIBER OPTIC CABLE TO TOLLWAY PLAZA BOOTH.
8. USE EXISTING FIBER OPTIC 12F CABLE FOR TEMPORARY INTERCONNECT - FROM ST. MARY'S ROAD CONTROLLER CABINET TO RIVERWOODS ROAD CONTROLLER CABINET. ALL STAGES.



- (C) COAXIAL CABLE, 75 OHM WITH #20 AWG SOLID COPPER CONDUCTOR
- (24) FIBER OPTIC CABLE, NO. 65.2/125, MM12F, SM12F, AND TRACER NO. 14 1/C

EXISTING TEMPORARY LOCATED SURVEILLANCE CAMERA (TPZ) WITH CCTV FIELD TERMINAL CABINET - RELOCATE TO TEMPORARY WOOD POLE ON NORTH SIDE OF ROADWAY, STA. 443+44, 80' RT.

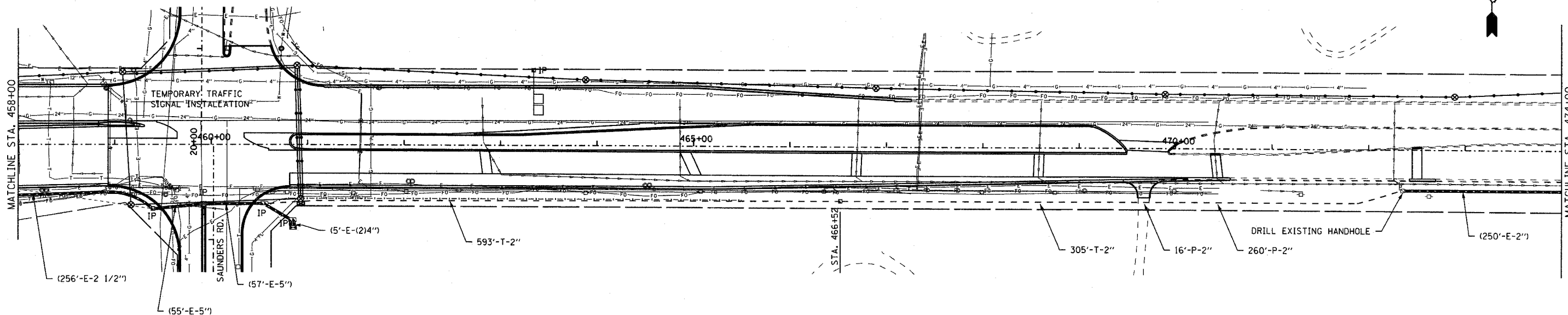
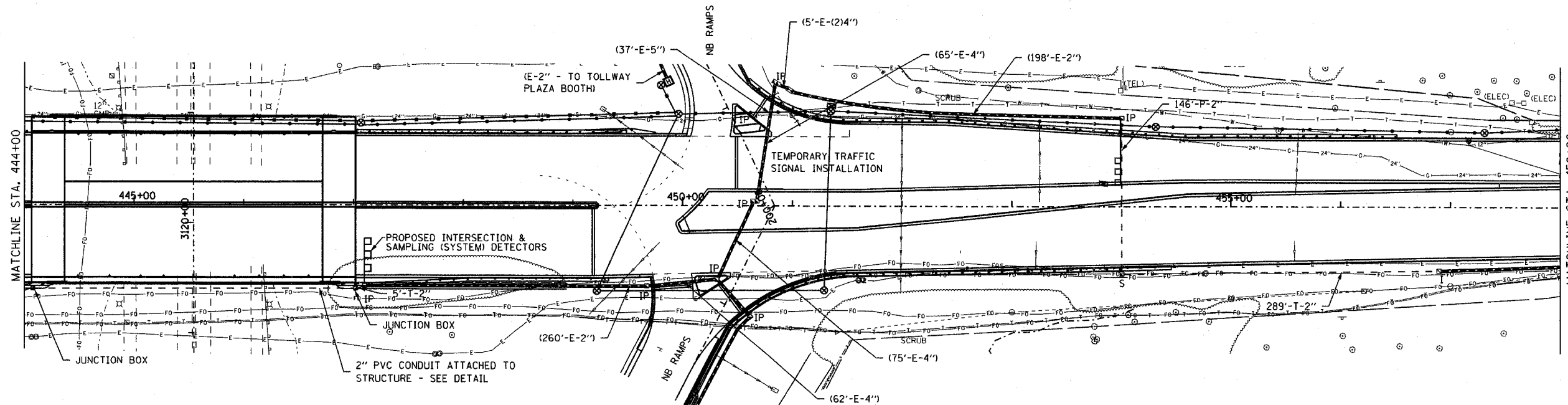
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INTERCONNECT PLAN
 STAGES 3, 3A, 4, 5
TEMP. SURVEILLANCE CAMERA INSTALLATION
 STAGES 3, 3A, 4, 5
ST. MARY'S ROAD TO ACADEMY DRIVE
 S.N. DESIGNED BY: JM
 SCALE: 1" = 50'-0" DRAWN BY: PK
 DATE: MAY 8, 2007 CHECKED BY: CK

EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	232
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



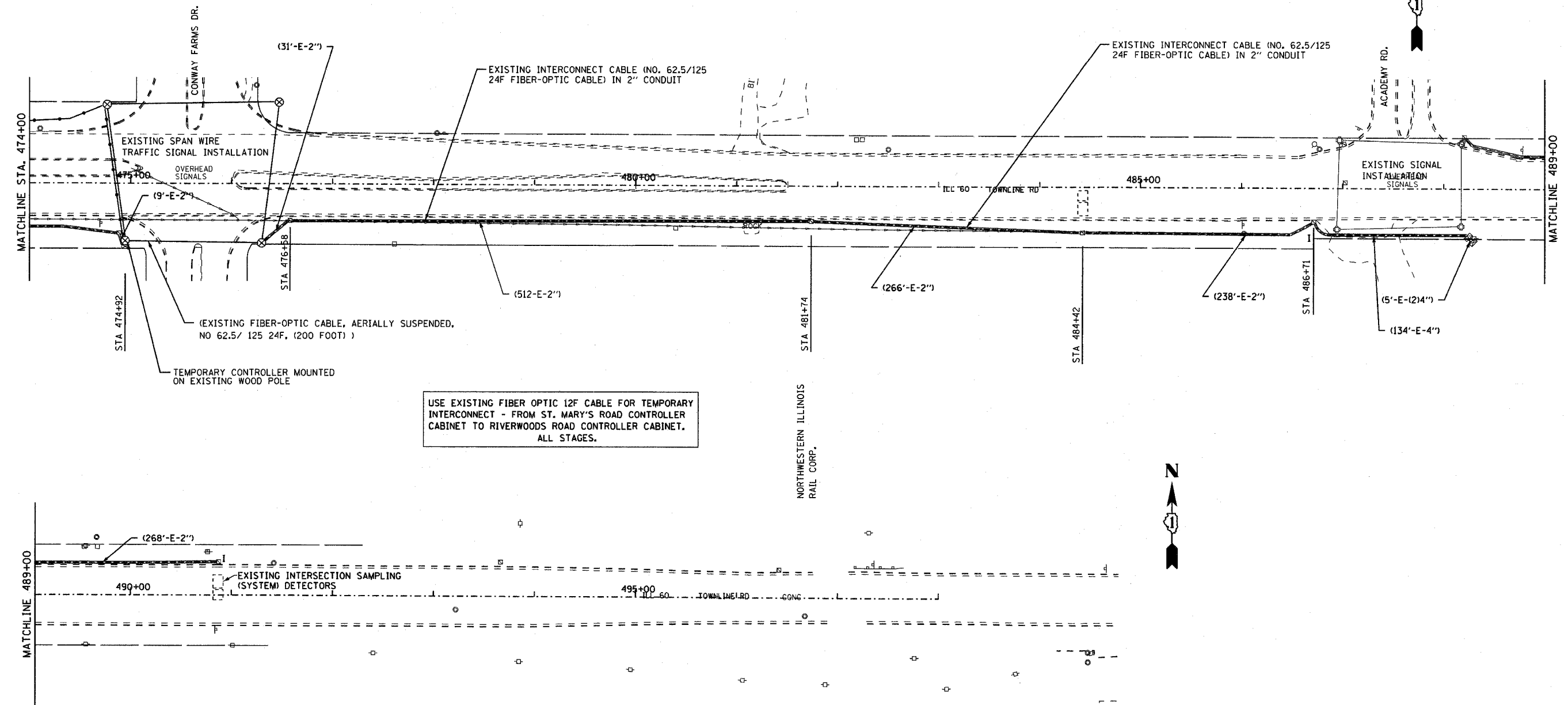
EJM **EJM ENGINEERING, INC.**
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INTERCONNECT PLAN
 STAGES 3, 3, 4, 5
TEMP. SURVEILLANCE CAMERA INSTALLATION
 STAGES 3, 3A, 4, 5
ST. MARY'S ROAD TO ACADEMY DRIVE
 S.N. DESIGNED BY: JM
 SCALE: 1" = 50'-0" DRAWN BY: PK
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	233
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



USE EXISTING FIBER OPTIC 12F CABLE FOR TEMPORARY INTERCONNECT - FROM ST. MARY'S ROAD CONTROLLER CABINET TO RIVERWOODS ROAD CONTROLLER CABINET. ALL STAGES.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY INTERCONNECT PLAN
 ILL ROUTE 60
 ST. MARY'S ROAD TO ACADEMY DRIVE
 STAGES 3, 3A, 4, 5

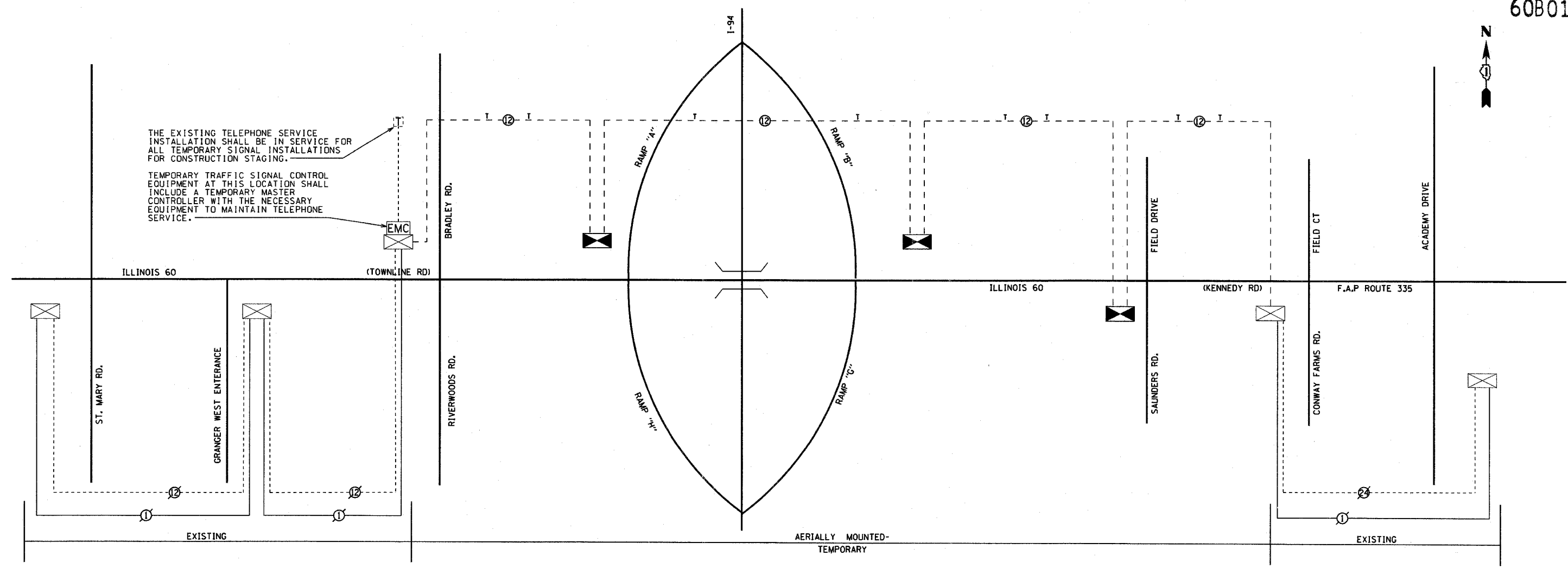
S.N.
 SCALE: 1" = 50'-0"
 DATE: MAY 8, 2007

DESIGNED BY: JM
 DRAWN BY: PK
 CHECKED BY: CK

EJM EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	234
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



TEMPORARY INTERCONNECT SCHEMATIC LEGEND

	PROPOSED INTERSECTION CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F - FIBER OPTIC CABLE
	EXISTING INTERSECTION CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F - FIBER OPTIC CABLE
	MASTER MASTER CONTROLLER		PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
	EXISTING MASTER CONTROLLER		EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
	PROPOSED INTERSECTION CONTROLLER		PROPOSED TEMPORARY INTERCONNECT CABLE - NO. 62.5/125 12F SPAN WIRE MOUNTED FIBER OPTIC CABLE
	EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTOR		PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
	PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTOR		EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
	EXISTING INTERSECTION DETECTOR AND PROPOSED SAMPLING (SYSTEM) DETECTOR		PROPOSED TRACER CABLE NO. 14 1/C
	EXISTING SAMPLING (SYSTEM) DETECTOR		EXISTING TRACER CABLE NO. 14 1/C
	PROPOSED SAMPLING (SYSTEM) DETECTORS		PROPOSED TELEPHONE CONNECTION
	PROPOSED INTERCONNECT CABLE - NO. 62.5/125 2 MM 12F & SM 12F - FIBER OPTIC CABLE		EXISTING TELEPHONE CONNECTION
	EXISTING INTERCONNECT CABLE - NO. 62.5/125 2 MM 12F & SM 12F - FIBER OPTIC CABLE		

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

EJM **EJM ENGINEERING, INC.**
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INTERCONNECT PLAN
SCHEMATIC DRAWING
 ILL ROUTE 60
 ST. MARY'S ROAD TO ACADEMY DRIVE
 STAGES 3, 3A, 4 & 5
 S.N.
 SCALE: NOT TO SCALE
 DATE: MAY 8, 2007
 DESIGNED BY: JM
 DRAWN BY: PK
 CHECKED BY: CK

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	235
STA. -----		TO STA. -----		
FED. ROAD DIST. NO. -		ILLINOIS FED. AID PROJECT		

60B01

NOTES:

1. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST IDOT STANDARDS, NATIONAL ELECTRICAL CODE AS WELL AS THE NATIONAL ELECTRICAL SAFETY CODE.
2. COORDINATE THE INSTALLATION OF TEMPORARY AND PERMANENT ROADWAY LIGHTING WITH THE CONSTRUCTION STAGING.
3. FOR POLE AND LUMINAIRE DETAILS, REFER TO ELECTRICAL PLANS AND SPECIFICATIONS.
4. COORDINATE THE INSTALLATION OF ROADWAY LIGHTING AND UNDERGROUND WORK WITH THE OTHER TRADES.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE EXISTING AND PROPOSED LIGHTING DURING CONSTRUCTION, AS INDICATED ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
6. ALL REMOVED ISTHA POLES ARE TO BE RETURNED TO THE M-06 GARAGE, MARENGO-HAMPSHIRE EXIT ON I-90. AN A-14 WILL BE NEEDED WITH THE AMOUNTS. CONTRACTOR IS TO CALL MARK DALKA AT 630-399-0748 OR THE GARAGE X3506 PRIOR TO DELIVERY TO SET UP ASSISTANCE WITH UNLOADING MATERIAL.

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	IDOT QUANTITY	ISTHA QUANTITY	TOTAL QUANTITY
80400100	ELECTRIC SERVICE INSTALLATION	EACH	2	1	3
80700140	GROUND ROD, 5/8" DIA. X 10 FT.	EACH	37	-	37
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	60	-	60
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	1240	-	1240
81304100	JUNCTION BOX EMBEDDED IN STRUCTURE, 12" x 12" x 6"	EACH	4	-	4
81302000	JUNCTION BOX, CAST IRON, ATTACHED TO STRUCTURE, 4" X 4" X 3"	EACH	-	12	12
81302300	JUNCTION BOX, CAST IRON, ATTACHED TO STRUCTURE, 12" X 8" X 6"	EACH	-	2	2
81603170	UNIT DUCT, 600V, 3-1/C NO.6, 1/C NO.8 GROUND, (EPR-TYPE RHW), 1" DIA. POLYETHYLENE	FOOT	9180	-	9180
81603195	UNIT DUCT, 600V, 3-1/C NO.2, 1/C NO.2 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	60	-	60
81700110	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 1/C NO. 10	FOOT	-	3000	3000
81700115	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 1/C NO. 8	FOOT	-	125	125
81700225	ELECTRIC CABLE IN CONDUIT, 600V (EPR-TYPE RHW), 2-1/C NO. 6	FOOT	-	250	250
81800300	AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	-	75	75
81800415	AERIAL CABLE, 4-1/C NO. 6 WITH MESSENGER WIRE	FOOT	-	9185	9185
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	7665	-	7665
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	42	16	58
83050730	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 8 FT. DAVIT ARM	EACH	14	-	14
83050805	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 12 FT. DAVIT ARM	EACH	26	-	26
83057435	LIGHT POLE, WOOD, 80 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	-	4	4
83600300	LIGHT POLE FOUNDATION, 30" DIAMETER	FOOT	296	-	296
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	36	-	36
84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	-	14	14
84200800	POLE FOUNDATION, REMOVED	EACH	1	14	15
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	1	-	1
84500110	REMOVAL OF LIGHTING CONTROLLER	EACH	-	1	1
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	-	1	1
84500130	REMOVAL OF LIGHTING CONTROLLER FOUNDATION	EACH	-	1	1
JS811001	CONDUIT ATTACHED TO STRUCTURE, 3/4" DIA. GALVANIZED STEEL, PVC COATED	FOOT	-	20	20
JS811002	CONDUIT ATTACHED TO STRUCTURE, 1" DIA. GALVANIZED STEEL, PVC COATED	FOOT	-	720	720
JS811003	CONDUIT ATTACHED TO STRUCTURE, 1 1/2" DIA. GALVANIZED STEEL, PVC COATED	FOOT	-	125	125
JT821002	UNDERPASS LUMINAIRE, 150 WATT, HIGH PRESSURE SODIUM VAPOR	EACH	-	12	12
JS830030	TEMPORARY WOOD POLE, 60 FT., CLASS 4	EACH	-	7	7
JS830034	TEMPORARY WOOD POLE, 70 FT., CLASS 3, 15 FT. MAST ARM	EACH	-	12	12
JS846001	MAINTAIN LIGHTING SYSTEM	L. SUM	-	1	1
X0322695	MAST ARM, STEEL, STREET LIGHTING, 12 FT.	EACH	2	-	2
X0323792	LIGHTING CONTROLLER, SINGLE DOOR, CONSOLE TYPE	EACH	2	-	2
XX002113	TEMPORARY LIGHTING CONTROLLER	EACH	-	1	1
XX006767	LIQUIDTIGHT FLEXIBLE METAL CONDUIT, 3/4"	FOOT	-	20	20

* ISTHA PAY ITEM

LEGEND

IDOT ITEMS (IL-60)

- PROPOSED 47.5' M.H. LIGHT POLE WITH 400W M-C-III TYPE LUMINAIRE AND 8' DAVIT ARM
- PROPOSED 47.5' M.H. LIGHT POLE WITH 400W M-C-III TYPE LUMINAIRE AND 12' DAVIT ARM
- EXISTING PRIVATE ROADWAY LIGHTING UNIT TO REMAIN
- RELOCATED PRIVATE ROADWAY LIGHTING UNIT
- PROPOSED 47.5' M.H. LIGHT POLE WITH 400W M-C-III TYPE LUMINAIRE AND 12' DAVIT ARM MOUNTED ON PARAPET WALL
- PROPOSED TRAFFIC SIGNAL POST WITH 12' MAST ARM AND 400W M-C-III TYPE LUMINAIRE MOUNTED AT 47.5' (SEE TRAFFIC SIGNAL PLANS FOR EXACT POST LOCATION)
- PROPOSED 240/480V LIGHTING CONTROLLER, SINGLE PHASE, 60 HZ
- PROPOSED POLE MOUNTED ELECTRICAL SERVICE
- PROPOSED JUNCTION BOX, EMBEDDED IN STRUCTURE, 12"x12"x6"
- GROUND ROD, 5/8" DIAMETER X 10 FT.
- PROPOSED 2" CONDUIT, PUSHED WITH 3#6 & 1#8 GROUND IN 1" UD
- PROPOSED UNIT DUCT IN TRENCH, SIZE AS NOTED
- PROPOSED CONDUIT EMBEDDED IN STRUCTURE, SIZE AS NOTED
- RGS RIGID GALVANIZED STEEL
- ATS CONDUIT ATTACHED TO STRUCTURE
- EIS CONDUIT EMBEDDED IN STRUCTURE
- EIC CONDUIT ENCASED IN CONCRETE
- UD UNIT DUCT, 1", WITH 3#6 & 1#8 GROUND, UNLESS OTHERWISE NOTED
- EOP EDGE OF TRAVELLED PAVEMENT

ISTHA ITEMS (RAMPS & UNDERPASS)

- EXISTING TOLLWAY LIGHT POLE TO REMAIN. 50' LIGHT POLE WITH 400W M-C-II TYPE LUMINAIRE WITH 15' MAST ARM
- EXISTING TOLLWAY LIGHT POLE TO BE REMOVED, SEE NOTE 6
- TEMPORARY WOOD POLE. 60' WOOD POLE (TEMP WP)
- TEMPORARY LIGHT POLE WITH 400W LUMINAIRE AND 15' MAST ARM, SIZE AS NOTED
- PROPOSED AERIAL CABLE, 4-1/C #6 WITH MESSENGER WIRE, UNLESS OTHERWISE NOTED
- EXISTING ISTHA LIGHTING CONTROLLER
- TEMPORARY ISTHA LIGHTING CONTROLLER
- PROPOSED 150W UNDERPASS LUMINAIRE

LIST OF IDOT STANDARD DRAWINGS

877011 - STEEL COMBINATION MAST ARM ASSEMBLY AND POLE

LIST OF IDOT DISTRICT ONE STANDARD DRAWINGS

- BE215 - LIGHTING CONTROLLER SINGLE DOOR
- BE220 - ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT
- BE301 - LIGHT POLE FOUNDATION, CONCRETE, <=35 FT. M.H. (15" B.C.)
- BE330 - LIGHT POLE FOUNDATION ON CONCRETE PARAPET WALL
- BE410 - LIGHT POLE, ALUMINUM, DAVIT TYPE, 47.5 FT. M.H.
- BE701 - LUMINAIRE SAFETY CABLE ASSEMBLY
- BE702 - MISCELLANEOUS DETAILS, SHEET A - CABLE SPLICE, POLE WIRING, TRENCH DETAIL

SHEET EL-01 OF 13

REVISIONS	
NAME	DATE

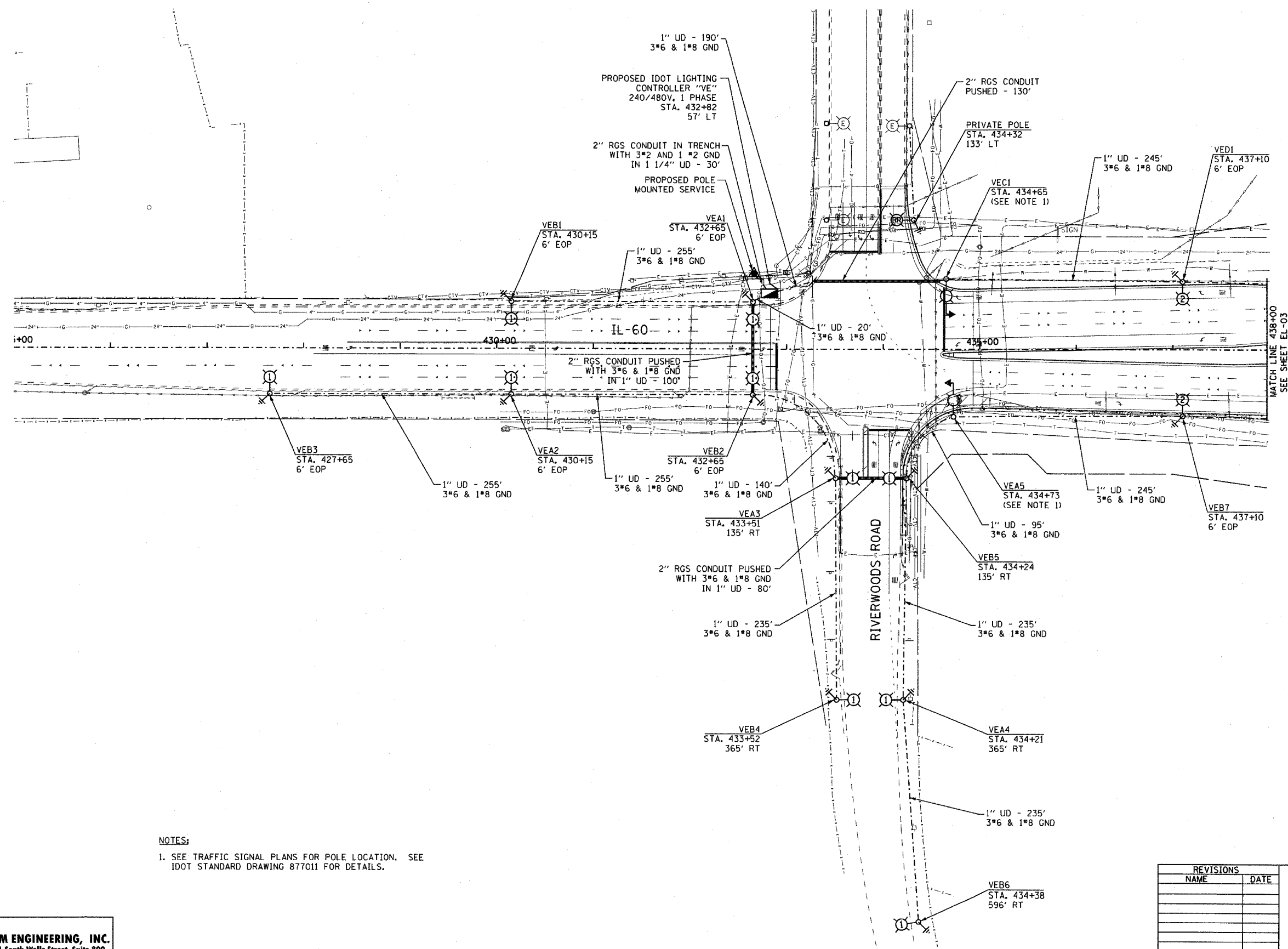
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
PROPOSED ROADWAY LIGHTING PLAN
GENERAL NOTES, LEGEND AND QUANTITIES

S.N. _____ DESIGNED BY: JDM
SCALE: NONE DRAWN BY: JDM
DATE: MAY 8, 2007 CHECKED BY: RES

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	236
STA.	425+00	TO STA.	438+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

60B01



NOTES:

1. SEE TRAFFIC SIGNAL PLANS FOR POLE LOCATION. SEE IDOT STANDARD DRAWING 877011 FOR DETAILS.

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
PROPOSED ROADWAY LIGHTING PLAN
STA. 425+00 TO STA. 438+00

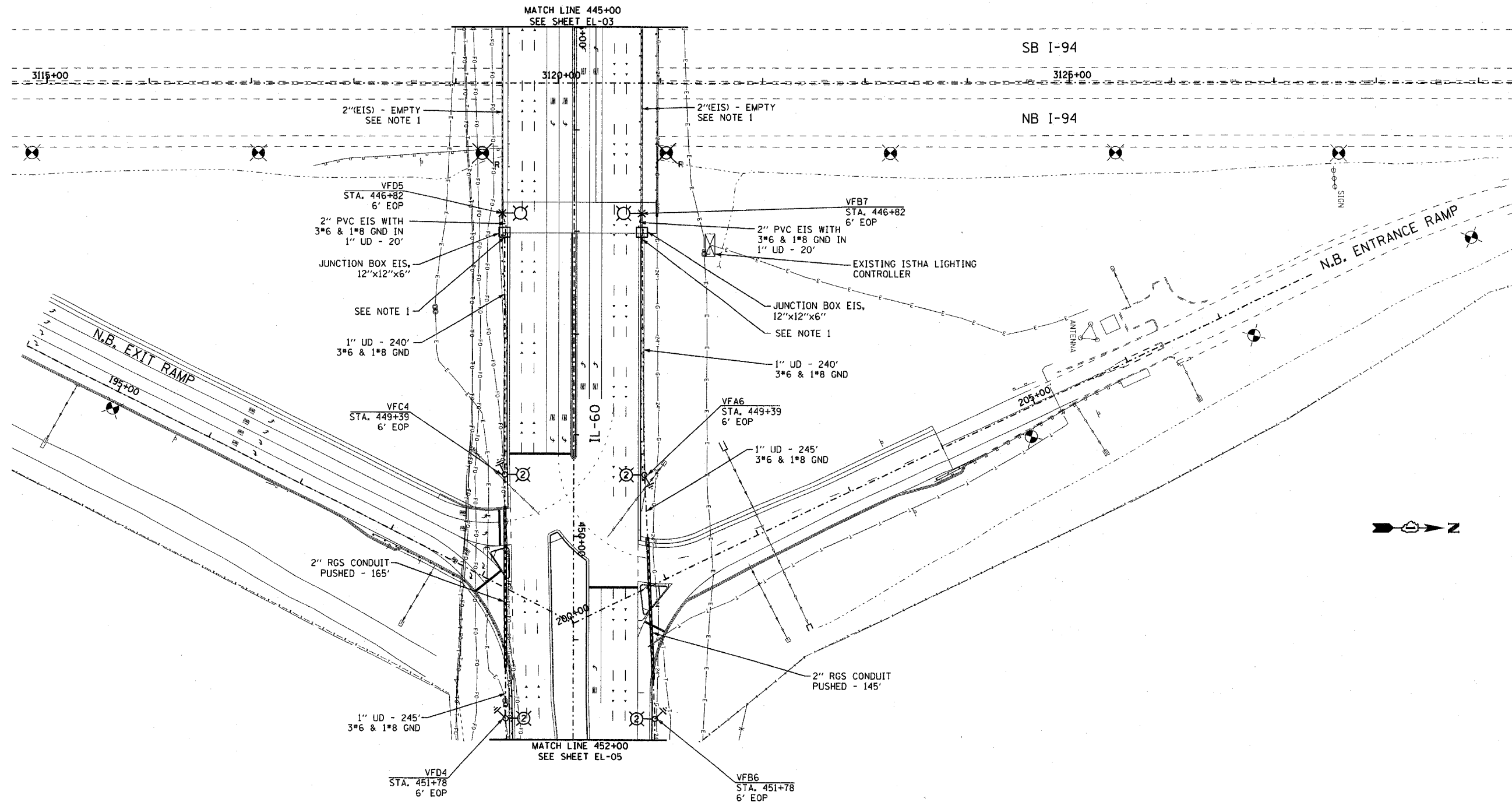
S.N. _____ DESIGNED BY: JDM
SCALE: 1"=50'-0" DRAWN BY: JDM
DATE: MAY 8, 2007 CHECKED BY: RES

SHEET EL-02 OF 13

DATE: 5/8/07

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	I19R-2	LAKE	439	238
STA.	445+00	TO STA.	452+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



NOTES:

1. SEE STRUCTURAL DRAWINGS FOR ALL CONDUIT EMBEDDED IN BRIDGE STRUCTURE.
2. FOR TEMPORARY RAMP LIGHTING, SEE SHEET EL-09. FOR PERMANENT RAMP LIGHTING, REFER TO ISTHA CONTRACT I-07-5221 LIGHTING PLANS. CALL MANAR NASHIF AT 630-241-6800 IF NECESSARY.

EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

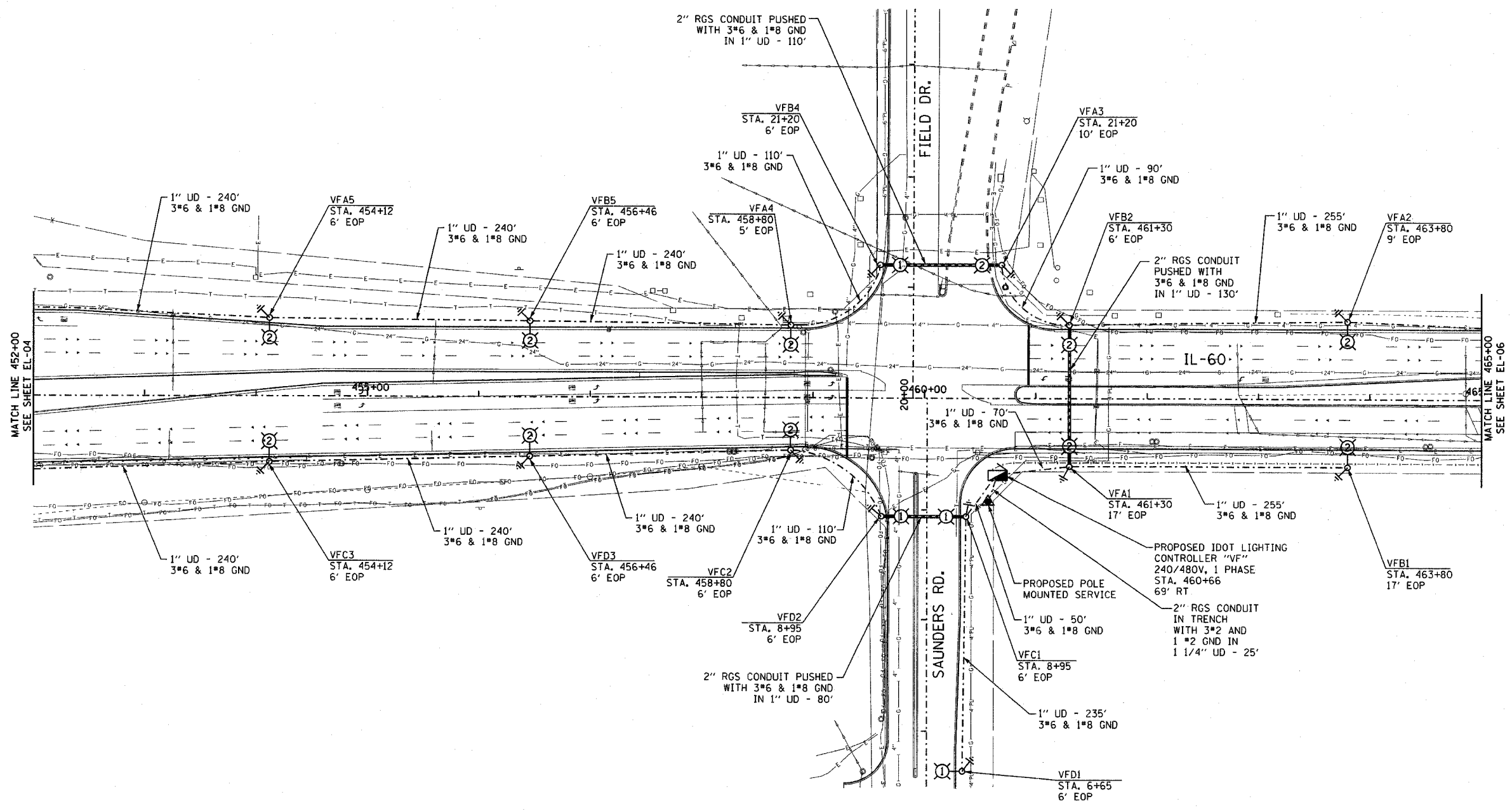
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
PROPOSED ROADWAY LIGHTING PLAN
 STA. 445+00 TO STA. 452+00
 S.N. _____ DESIGNED BY: JDM
 SCALE: 1"=50'-0" DRAWN BY: JDM
 DATE: MAY 8, 2007 CHECKED BY: RES

SHEET EL-04 OF 13

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	239
STA.	452+00	TO STA.	465+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



SHEET EL-05 OF 13

REVISIONS	
NAME	DATE

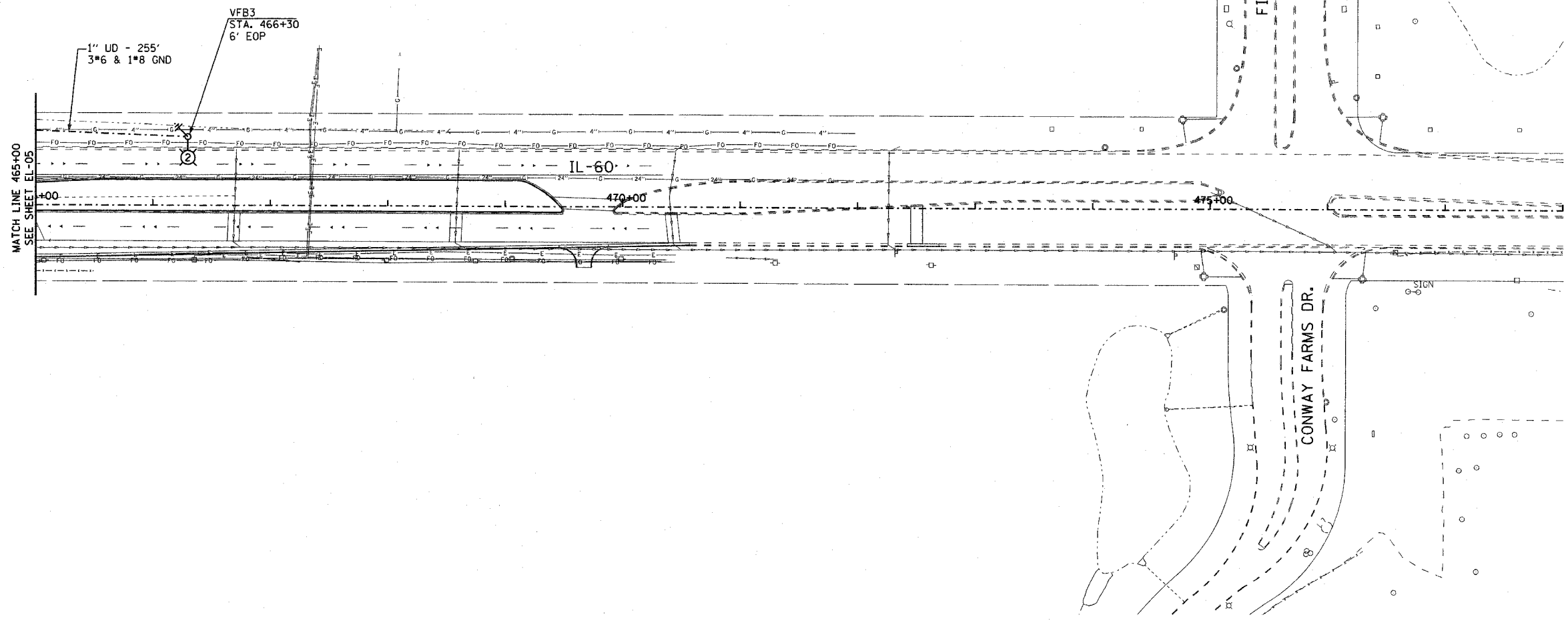
ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 PROPOSED ROADWAY LIGHTING PLAN
 STA. 452+00 TO STA. 465+00

S.N. _____ DESIGNED BY: JDM
 SCALE: 1"=50'-0" DRAWN BY: JDM
 DATE: MAY 8, 2007 CHECKED BY: RES

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 411 South Wells Street Suite 800
 Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	240
STA. 465+00		TO STA. 478+00		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT

60B01



SHEET EL-06 OF 13

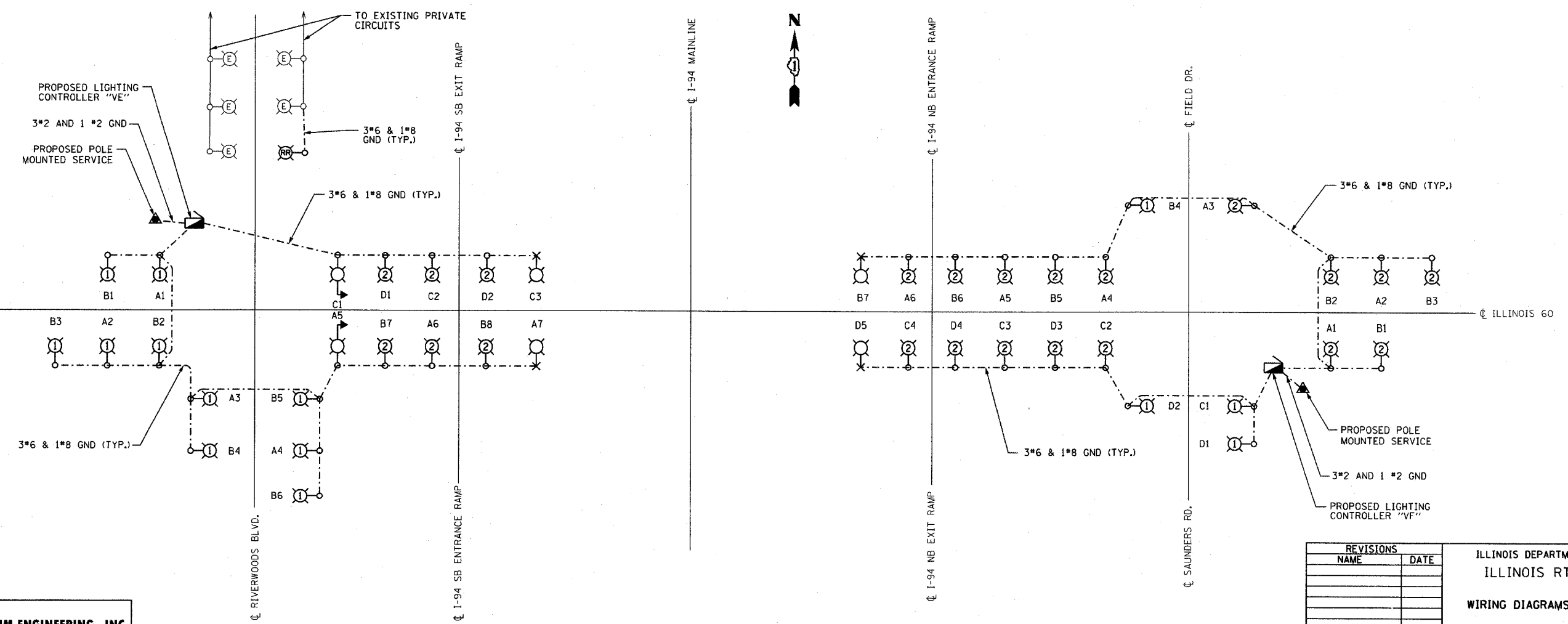
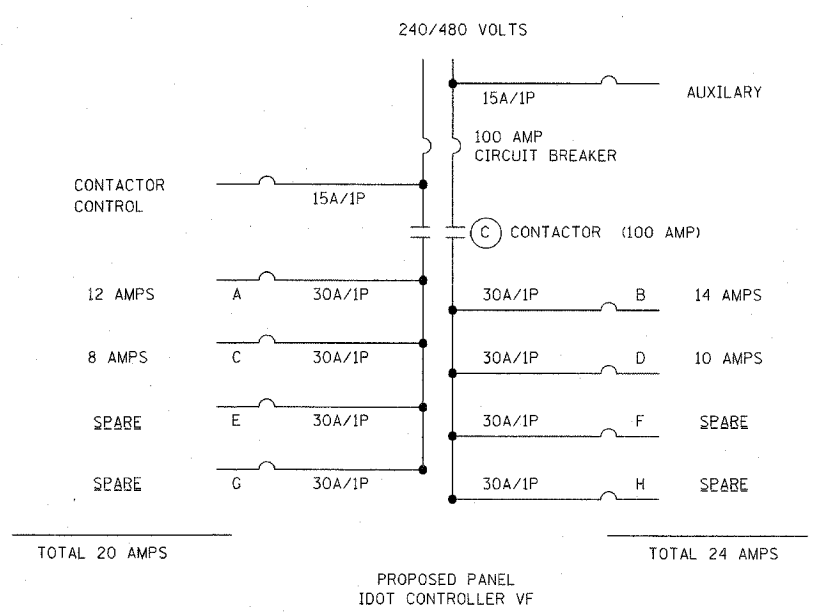
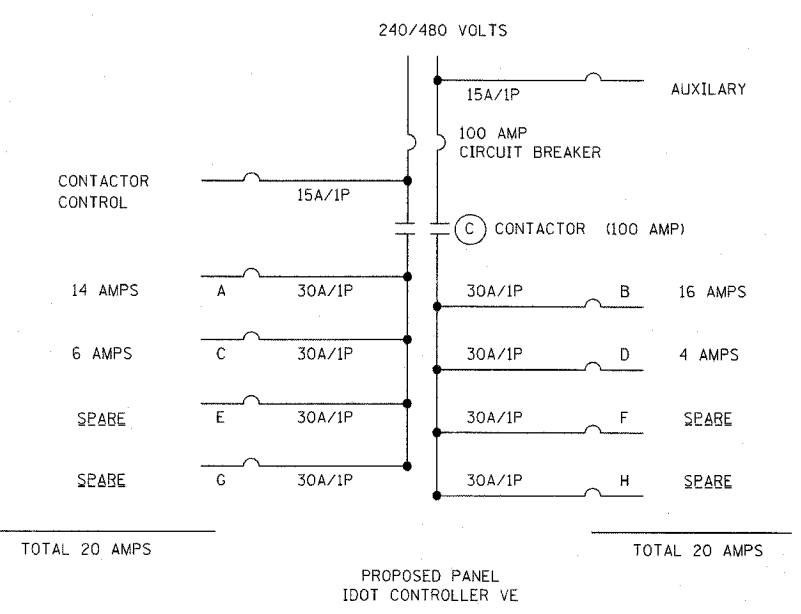
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 PROPOSED ROADWAY LIGHTING PLAN
 STA. 465+00 TO STA. 478+00

S.N. _____ DESIGNED BY: JDM
 SCALE: 1"=50'-0" DRAWN BY: JDM
 DATE: MAY 8, 2007 CHECKED BY: RES

EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	241
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	60B01	



EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

REVISIONS	
NAME	DATE

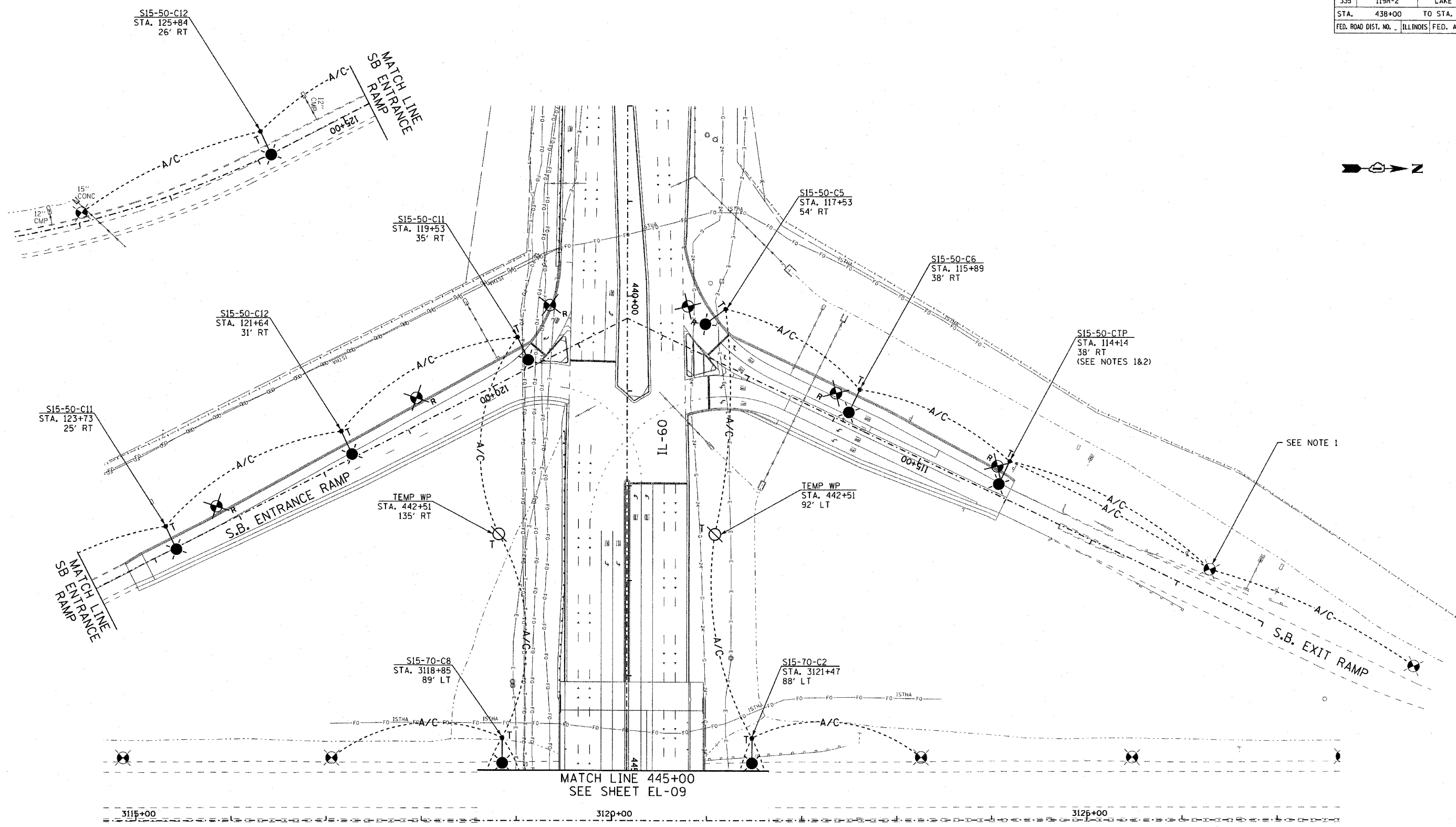
ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 WIRING DIAGRAMS & LOAD TABULATIONS

S.N. _____ DESIGNED BY: JDM
 SCALE: NONE DRAWN BY: JDM
 DATE: MAY 8, 2007 CHECKED BY: RES

SHEET EL-07 OF 13

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	242
STA. 438+00		TO STA.	445+00	
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01



SEE NOTE 1

- NOTES:**
1. ATTACH AERIAL CABLE TO LIGHT POLE BUT DO NOT CONNECT AERIAL CABLE TO LIGHT POLE CIRCUITRY. ANY DAMAGE CAUSED BY CONNECTING THIS CIRCUIT WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
 2. CONNECT POLE TO EXISTING TOLL PLAZA CIRCUITRY FROM THE NORTH.

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 411 South Wells Street Suite 800
 Chicago, Illinois 60607

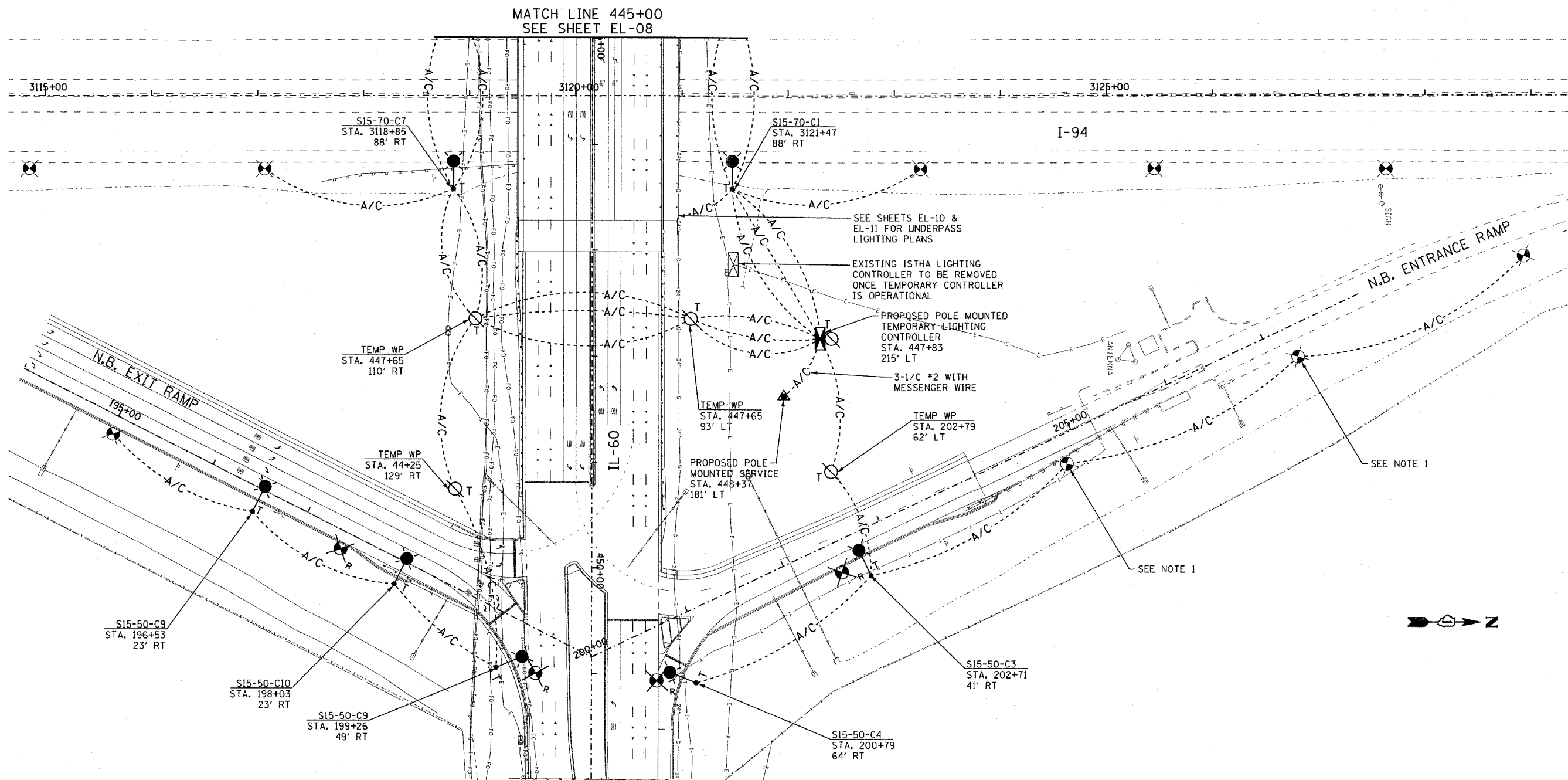
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 TEMPORARY ROADWAY LIGHTING PLAN
 I-94 SOUTHBOUND RAMP

S.N. _____ DESIGNED BY: JDM
 SCALE: 1"=50'-0" DRAWN BY: JDM
 DATE: MAY 8, 2007 CHECKED BY: RES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	243
STA.	445+00	TO STA.	452+00	
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

60B01



MATCH LINE 445+00
SEE SHEET EL-08

SEE SHEETS EL-10 & EL-11 FOR UNDERPASS LIGHTING PLANS
EXISTING ISTHA LIGHTING CONTROLLER TO BE REMOVED ONCE TEMPORARY CONTROLLER IS OPERATIONAL

PROPOSED POLE MOUNTED TEMPORARY LIGHTING CONTROLLER
STA. 447+83
215' LT

3-1/2" #2 WITH MESSENGER WIRE

TEMP WP
STA. 447+65
93' LT

PROPOSED POLE MOUNTED SERVICE
STA. 448+37
181' LT

TEMP WP
STA. 202+79
62' LT

S15-50-C3
STA. 202+71
41' RT

S15-50-C4
STA. 200+79
64' RT

S15-50-C9
STA. 196+53
23' RT

S15-50-C10
STA. 198+03
23' RT

S15-50-C9
STA. 199+26
49' RT

TEMP WP
STA. 447+65
110' RT

TEMP WP
STA. 44+25
129' RT

S15-70-C7
STA. 3118+85
88' RT

S15-70-C1
STA. 3121+47
88' RT

NOTES:

1. ATTACH AERIAL CABLE TO LIGHT POLE BUT DO NOT CONNECT AERIAL CABLE TO LIGHT POLE CIRCUITRY. ANY DAMAGE CAUSED BY CONNECTING THIS CIRCUIT WILL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

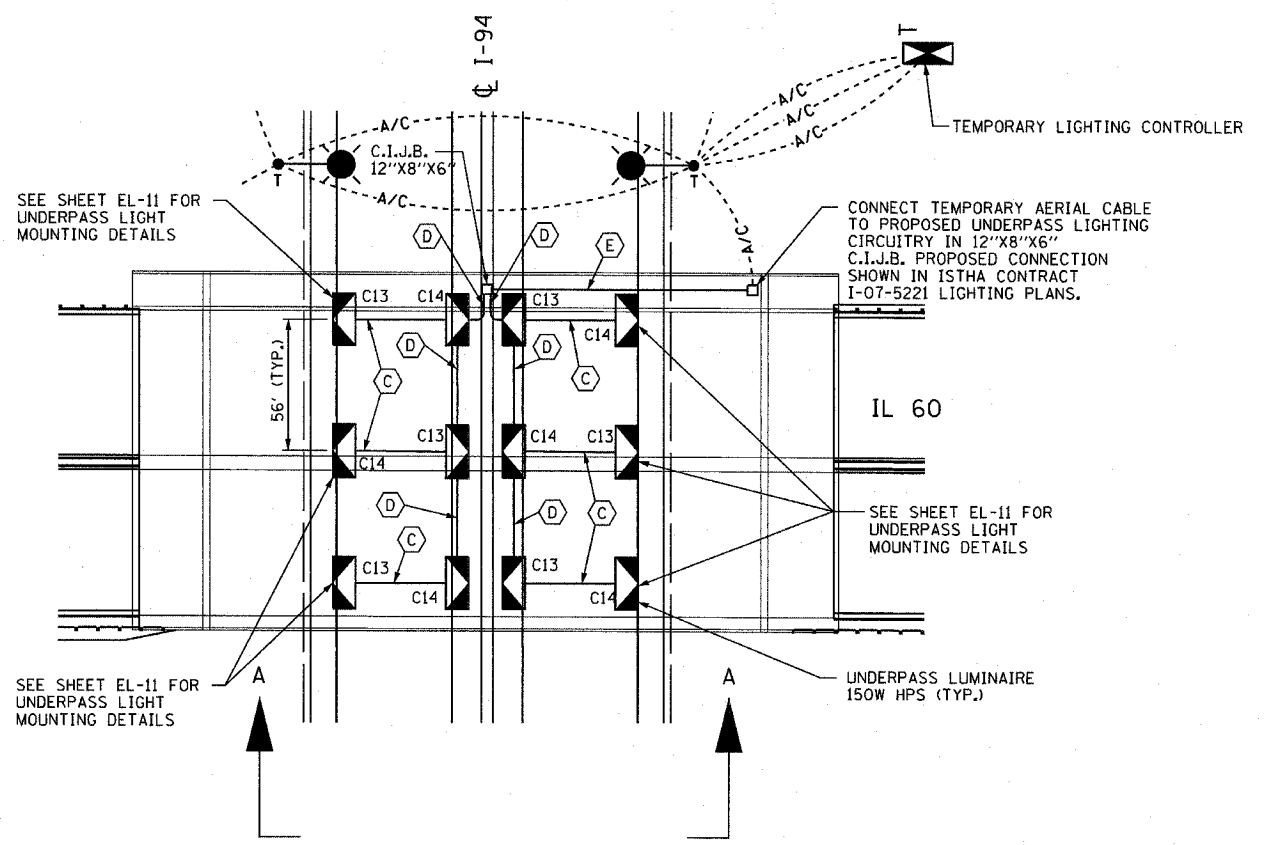
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
TEMPORARY ROADWAY LIGHTING PLAN
I-94 NORTHBOUND RAMP

S.N. _____ DESIGNED BY: JDM
SCALE: 1"=50'-0" DRAWN BY: JDM
DATE: MAY 8, 2007 CHECKED BY: RES

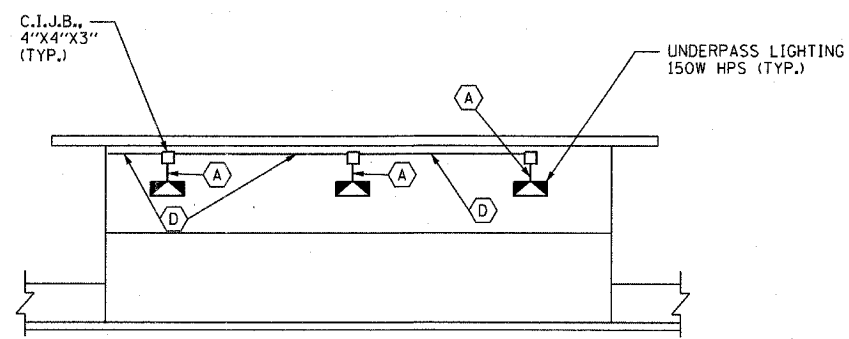
SHEET EL-09 OF 13

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	244
STA. -----		TO STA. -----		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

60B01



PLAN
NOT TO SCALE



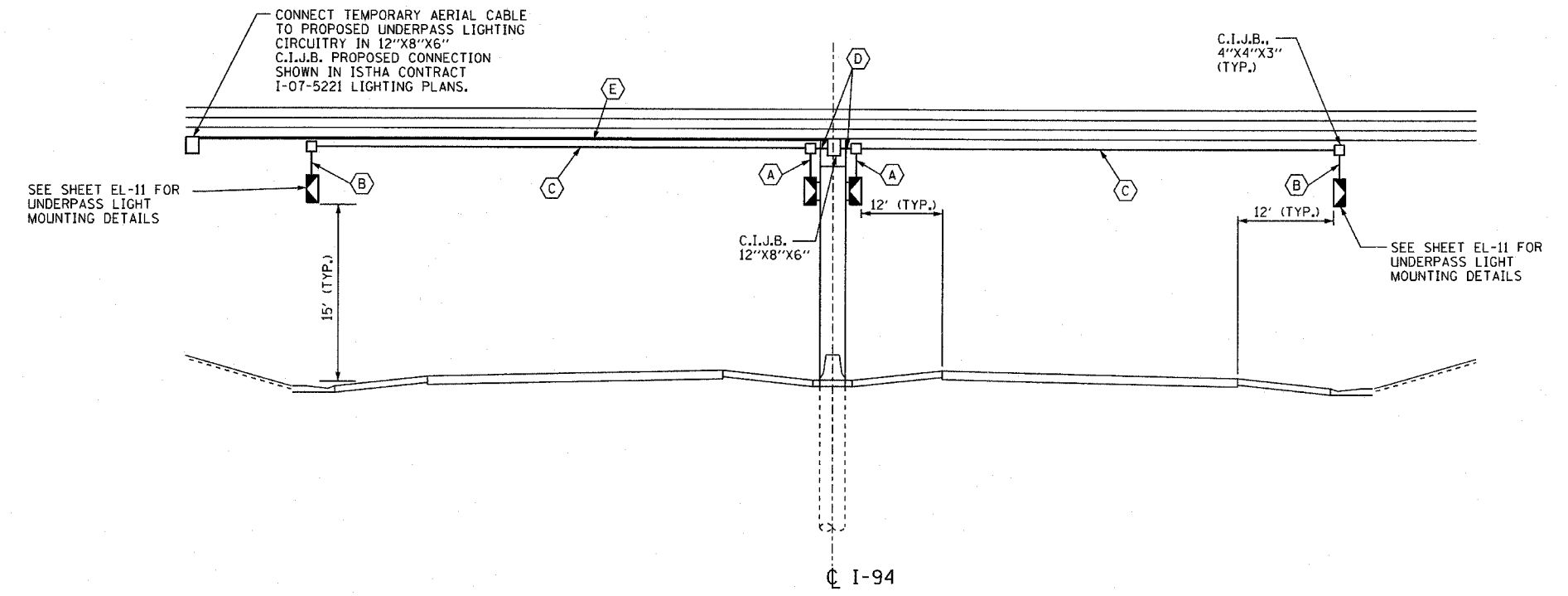
ELEVATION OF PIER
NOT TO SCALE

CABLE GROUPING LEGEND

- (A) 3/4" PVC COATED RGS CONDUIT, 2 #10 AND 1 #10 GROUND (ALL 600V TYPE XHHW) ATTACHED TO STRUCTURE
- (B) 3/4" LIQUIDTIGHT FLEXIBLE METALLIC CONDUIT, 2 #10 AND 1 #10 GROUND (ALL 600V TYPE XHHW)
- (C) 1" PVC COATED RGS CONDUIT, 2 #10 AND 1 #10 GROUND (ALL 600V TYPE XHHW) ATTACHED TO STRUCTURE
- (D) 1" PVC COATED RGS CONDUIT, 4 #10 AND 1 #10 GROUND (ALL 600V TYPE XHHW) ATTACHED TO STRUCTURE
- (E) 1 1/2" PVC COATED RGS CONDUIT, 4 #6 AND 1 #8 GROUND (ALL 600V TYPE XHHW) ATTACHED TO STRUCTURE

NOTES:

1. PVC COATED CONDUIT CLAMP AND CLAMP BACK ON 5'-0" CENTERS. (TYPICAL) ATTACH WITH EXPANSION ANCHORS (MIN. 2" LONG) EXPANSION ANCHORS SHALL BE HOT DIPPED GALVANIZED AS MADE BY PARABOLT KWIK-BOLT, WEJ-IT OR APPROVED EQUAL.
2. EXPANSION FITTINGS AT WALL JOINTS SHALL BE O.Z. GEDNEY TYPE DX EXPANSION-DEFLECTION FITTINGS OR APPROVED EQUAL ALLOWING A MOVEMENT OF 3/4" IN ALL DIRECTIONS AND A DEFLECTION OF 30° FROM NORMAL IN ALL DIRECTIONS.
3. LUMINAIRES SHALL BE SURFACE MOUNTED TO WALL WITH UNISTRUT P5500 STAINLESS STEEL CHANNELS (12 GAUGE) OR APPROVED EQUAL TO PROVIDE A MINIMUM CLEARANCE OF 2" BETWEEN THE BACK OF LUMINAIRE AND THE FACE OF THE WALL.
4. ALIGN CENTERLINE OF 56' LUMINAIRE SPACING AT CENTERLINE OF ILLINOIS 60 OVERPASS.



SECTION A-A
LOOKING NORTH
NOT TO SCALE

EJM EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94

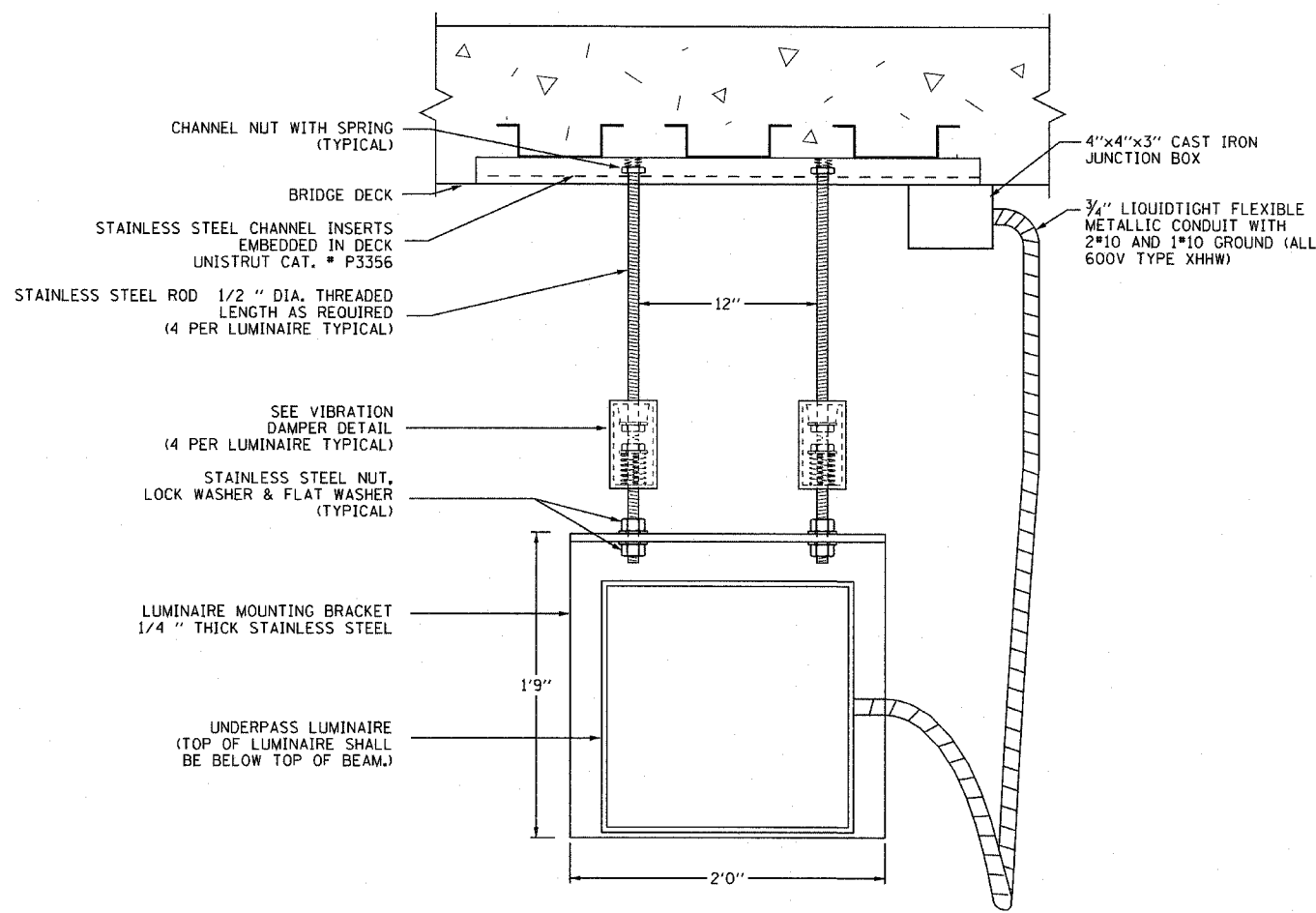
UNDERPASS LIGHTING PLAN

S.N. _____ DESIGNED BY: JDM
SCALE: NONE DRAWN BY: JDM
DATE: MAY 8, 2007 CHECKED BY: RES

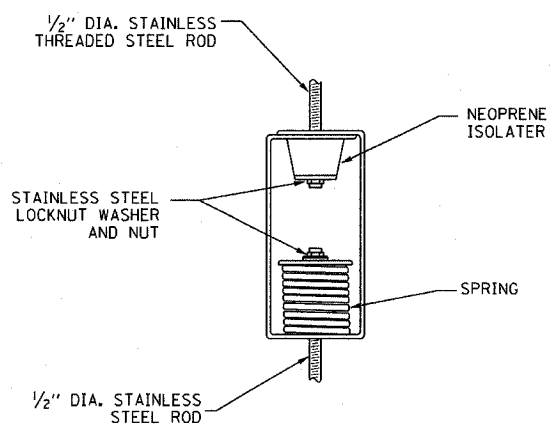
SHEET EL-10 OF 13

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. -----		TO STA. -----		
FED. ROAD DIST. NO. -----		ILLINOIS	FED. AID PROJECT	

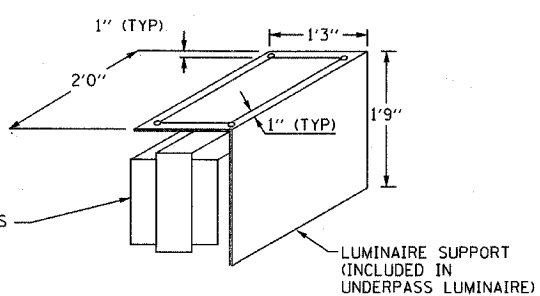
60B01



SECTION A-A
NOT TO SCALE

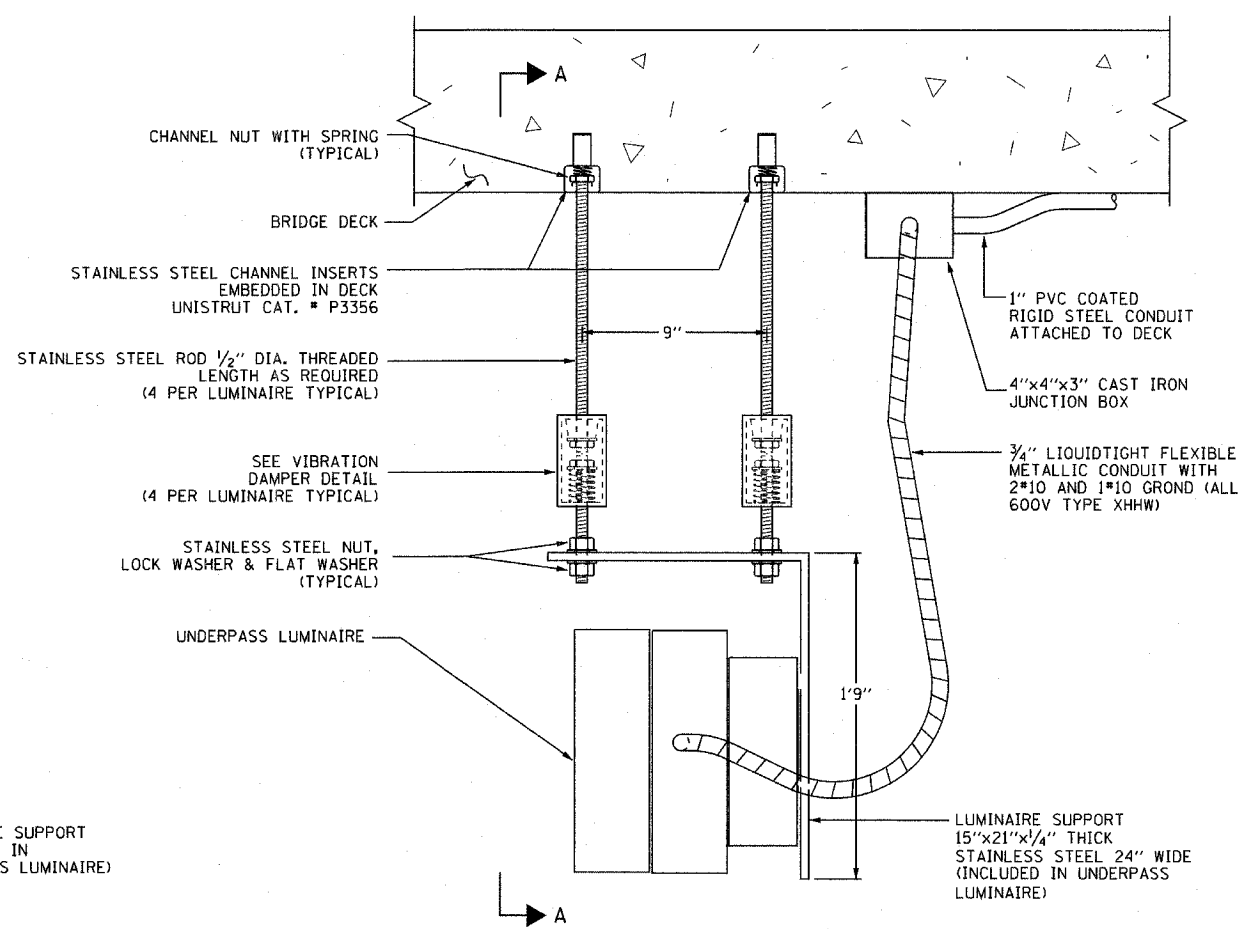


VIBRATION DAMPER DETAIL
NOT TO SCALE



LUMINAIRE SUPPORT DETAIL
NOT TO SCALE

- NOTES:
- COORDINATE THE CHANNEL INSERT LOCATION WITH THE BRIDGE PLANS.
 - ALL OF THE LUMINAIRE SUPPORTING HARDWARE SHALL BE STAINLESS STEEL.
 - ALL OF THE UNDERPASS MOUNTING AND SUPPORTING HARDWARE, MATERIALS AND LABOR, INCLUDING STAINLESS STEEL RODS, MOUNTING BRACKETS, VIBRATION DAMPERS, CONCRETE INSERTS, NUTS, WASHERS, ETC. SHALL BE INCLUDED IN THE UNDERPASS LUMINAIRE ITEM.



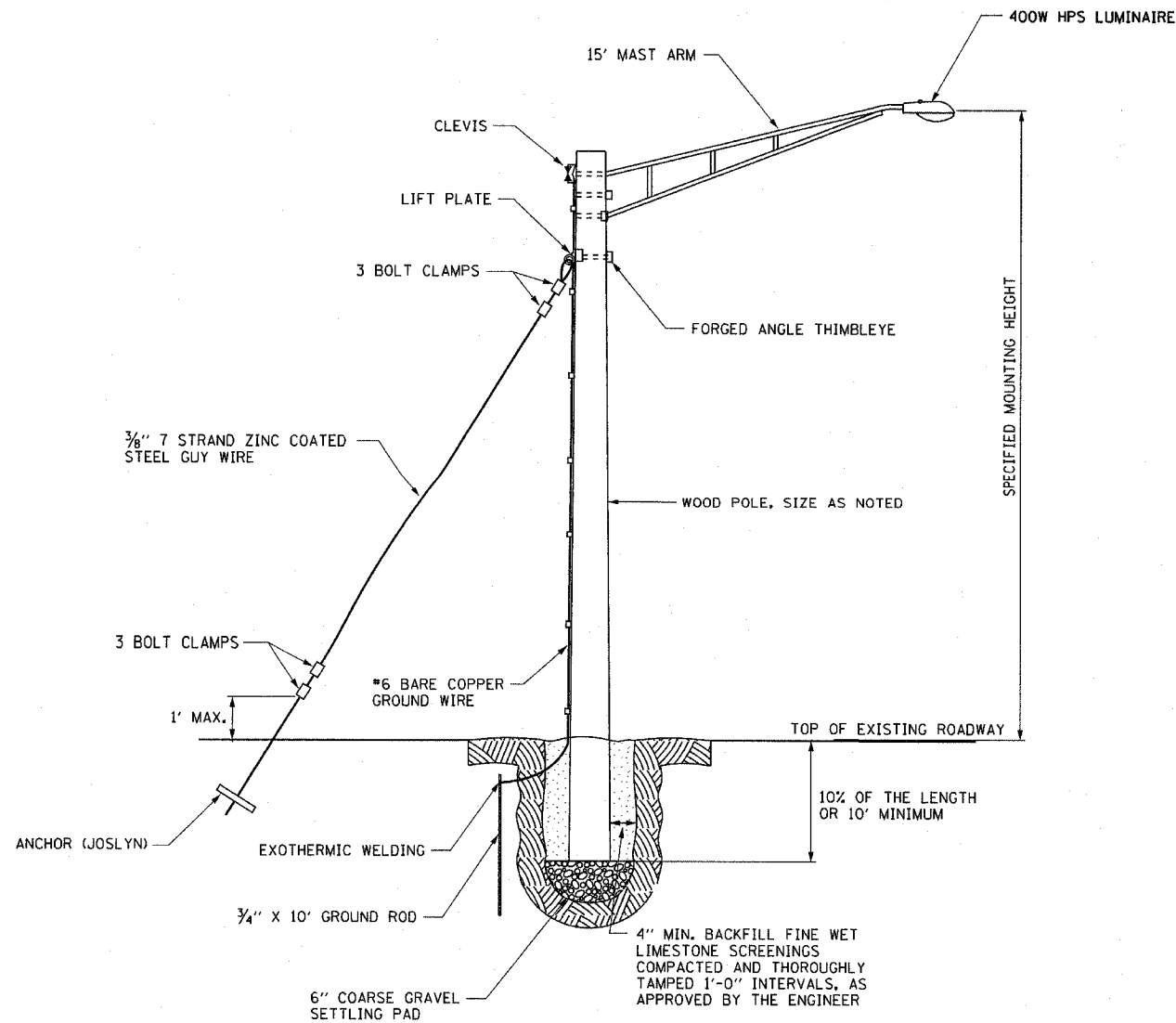
UNDERPASS LIGHT MOUNTED TO UNDERDECK DETAIL
NOT TO SCALE

EJM ENGINEERING, INC.
411 South Wells Street Suite 800
Chicago, Illinois 60607

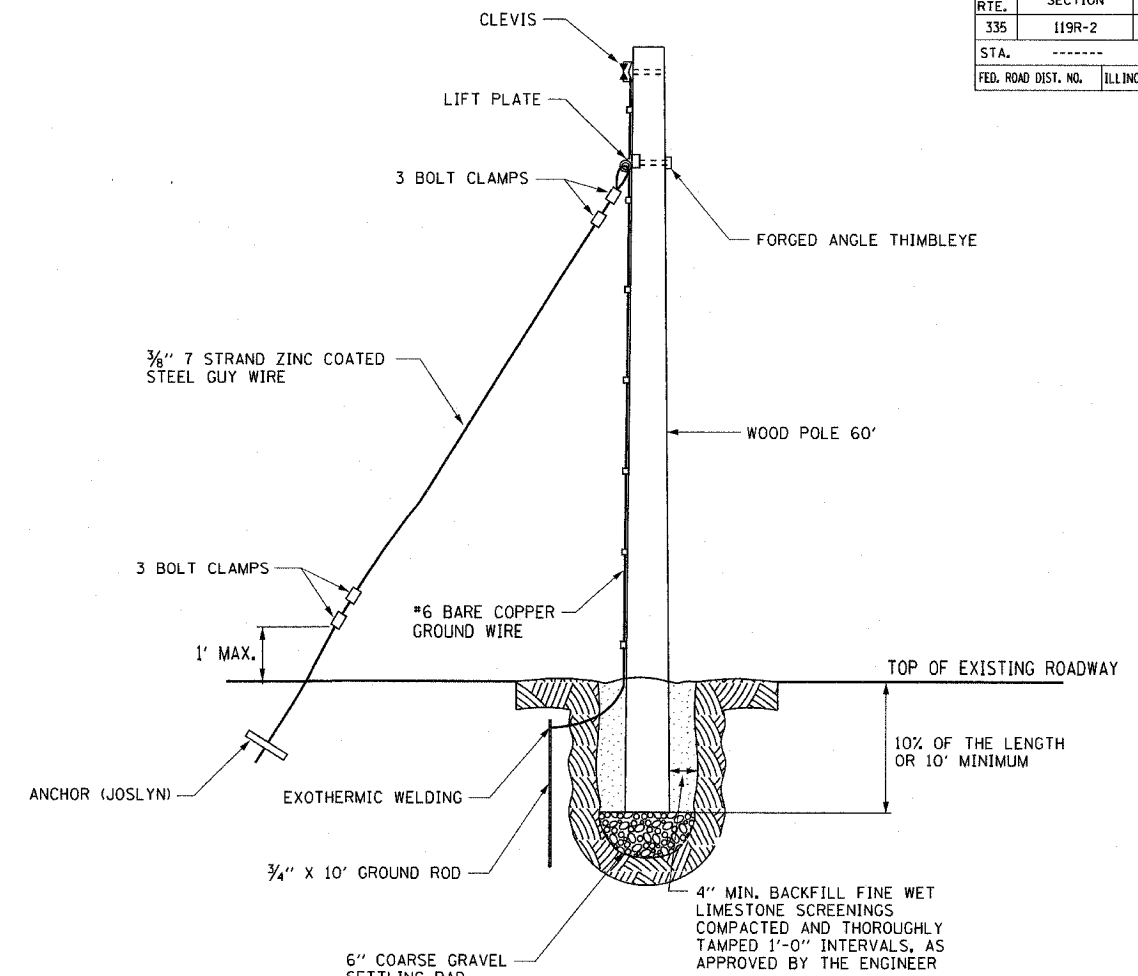
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ILLINOIS RTE 60 OVER I-94
UNDERPASS LIGHTING DETAILS
S.N. _____
SCALE: NONE
DATE: MAY 8, 2007
DESIGNED BY: JDM
DRAWN BY: JDM
CHECKED BY: RES

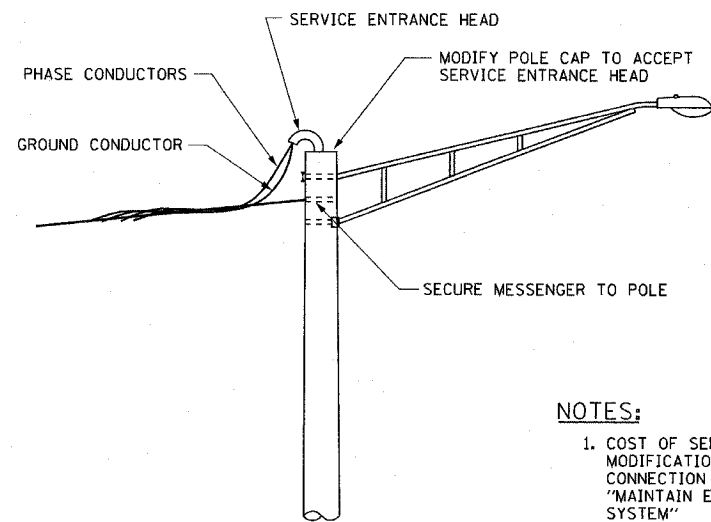
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	246
STA. -----		TO STA. -----		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
60B01				



TEMPORARY LIGHT POLE DETAIL
NOT TO SCALE



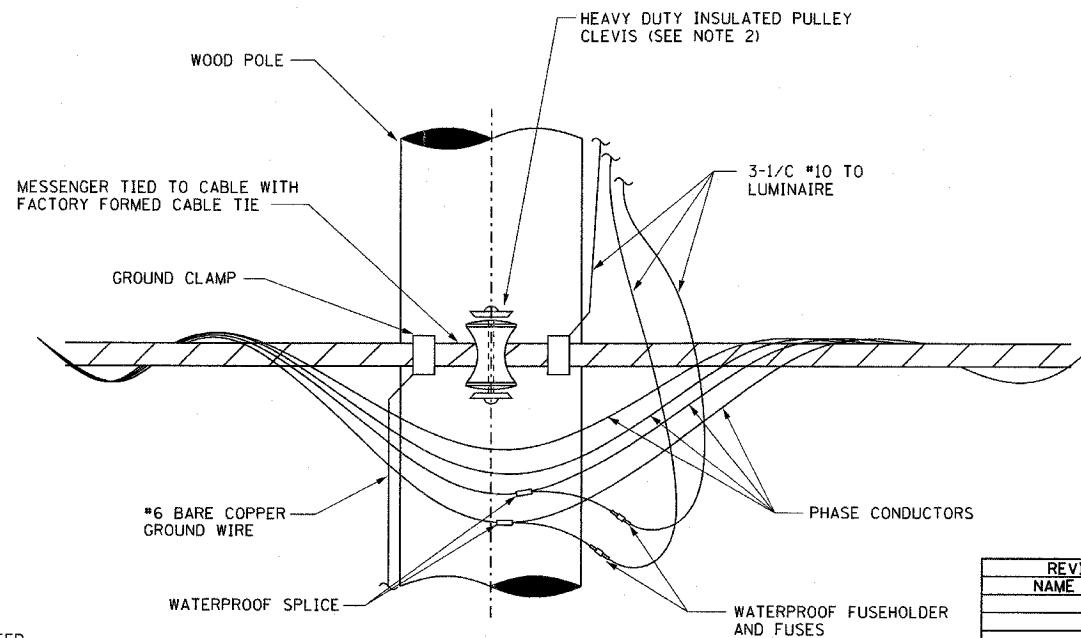
TEMPORARY WOOD POLE DETAIL
NOT TO SCALE



TEMPORARY POWER FEED TO EXISTING ALUMINUM POLE
NOT TO SCALE

NOTES:

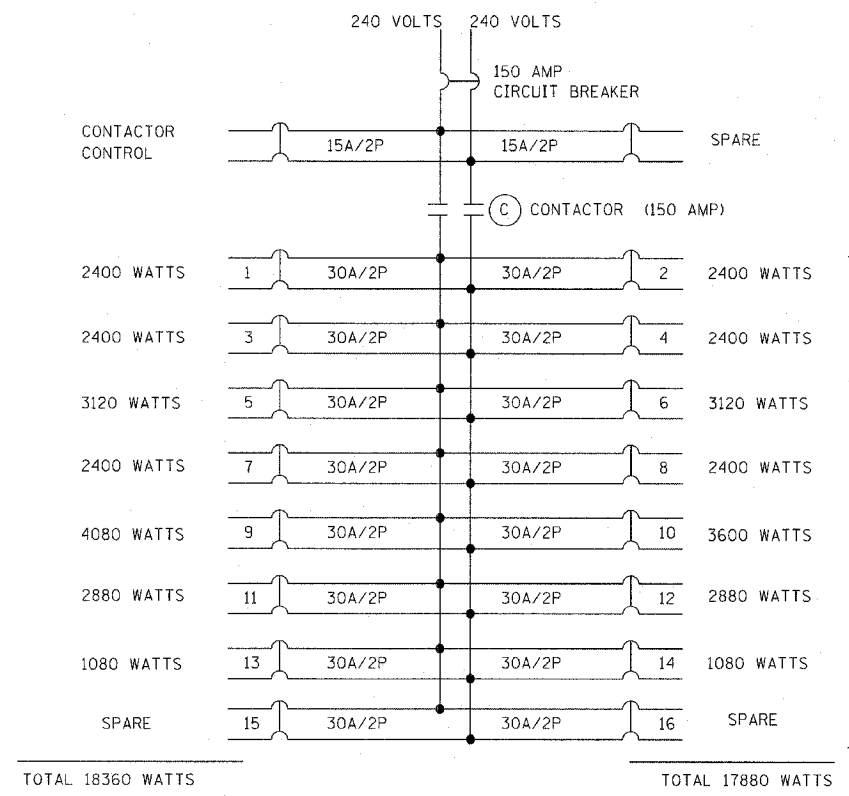
1. COST OF SERVICE ENTRANCE HEAD, MODIFICATION OF POLE CAP AND CONNECTION ARE INCLUDED IN "MAINTAIN EXISTING LIGHTING SYSTEM"
2. WITH THE APPROVAL OF THE ENGINEER, A SECONDARY CABLE SPREADER SECURED TO THE POLE MAY BE USED IN CONJUNCTION WITH THE QUADRUPLEX IN LIEU OF THE HEAVY DUTY INSULATED PULLEY CLEVIS.



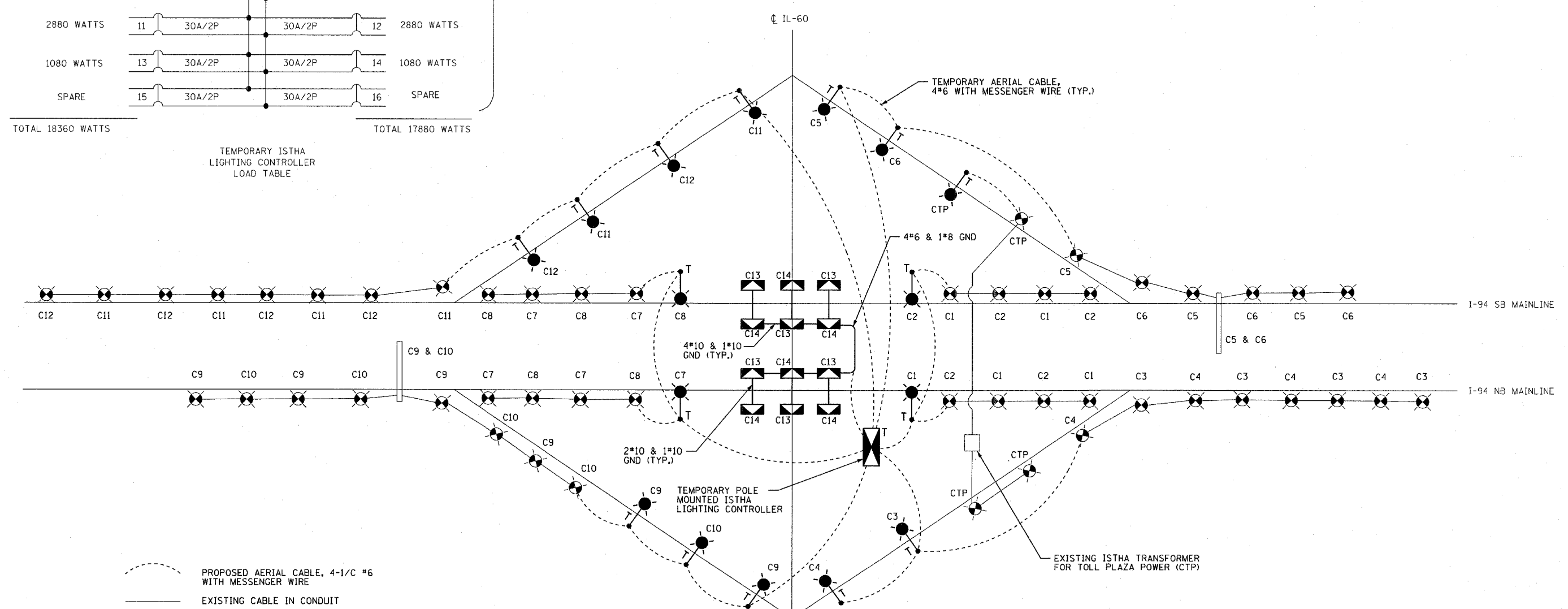
TEMPORARY LIGHT POLE CABLE ATTACHMENT DETAIL
NOT TO SCALE

REVISIONS	
NAME	DATE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	247
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
60B01				



TEMPORARY ISTHA LIGHTING CONTROLLER LOAD TABLE



PROPOSED AERIAL CABLE, 4-1/C #6 WITH MESSENGER WIRE
 EXISTING CABLE IN CONDUIT
 EXISTING OVERHEAD SIGN STRUCTURE WITH LUMINAIRES

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 ILLINOIS RTE 60 OVER I-94
 TEMPORARY WIRING DIAGRAM AND LOAD TABLE
 S.N.
 SCALE: NONE
 DATE: MAY 8, 2007
 DESIGNED BY: JDM
 DRAWN BY: JDM
 CHECKED BY: RES

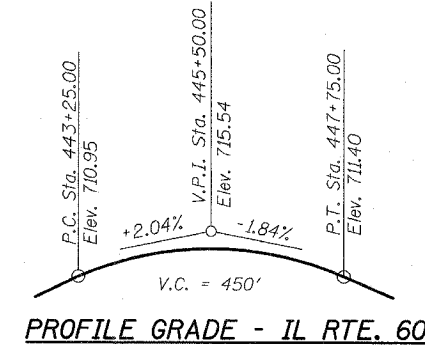
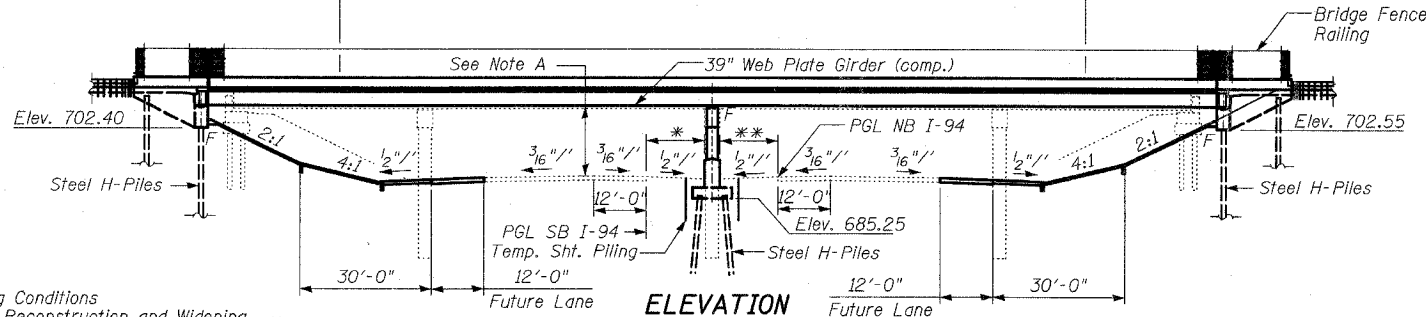
EJM ENGINEERING, INC.
 411 South Wells Street Suite 800
 Chicago, Illinois 60607

Benchmark: BM #203 - Set Square on S.E. corner of S.E. end of south handrail of Illinois Route 60 Bridge over I-94. Sta. 446+76.89 @ IL 60. Offset 35.70' Right, Elev. 713.54

Existing Structure: Existing Structure Number 049-9902 built in 1958 as S.B.I. Route 59A by the Illinois State Toll Highway Commission is a 4-span continuous PPC I-Beam structure with an out-to-out deck width of 64'-4" and overall length of 222'-2" bk. to bk. abutments. The substructure consists of concrete pile-supported abutments and PPC cylindrical pile bent piers. The structure was widened in 1988 to 71'-6" out-to-out deck. The road shall be kept open during structure replacement by stage construction.

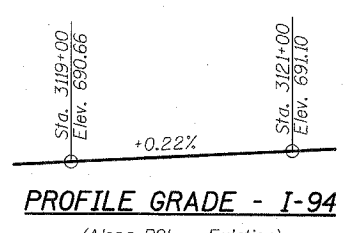
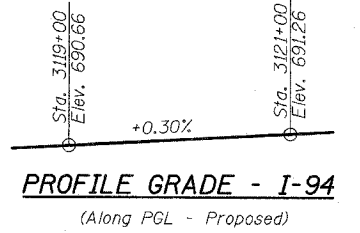
Salvage: None

Limits of Protective Shield - 170'-0"

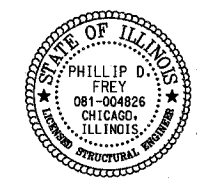
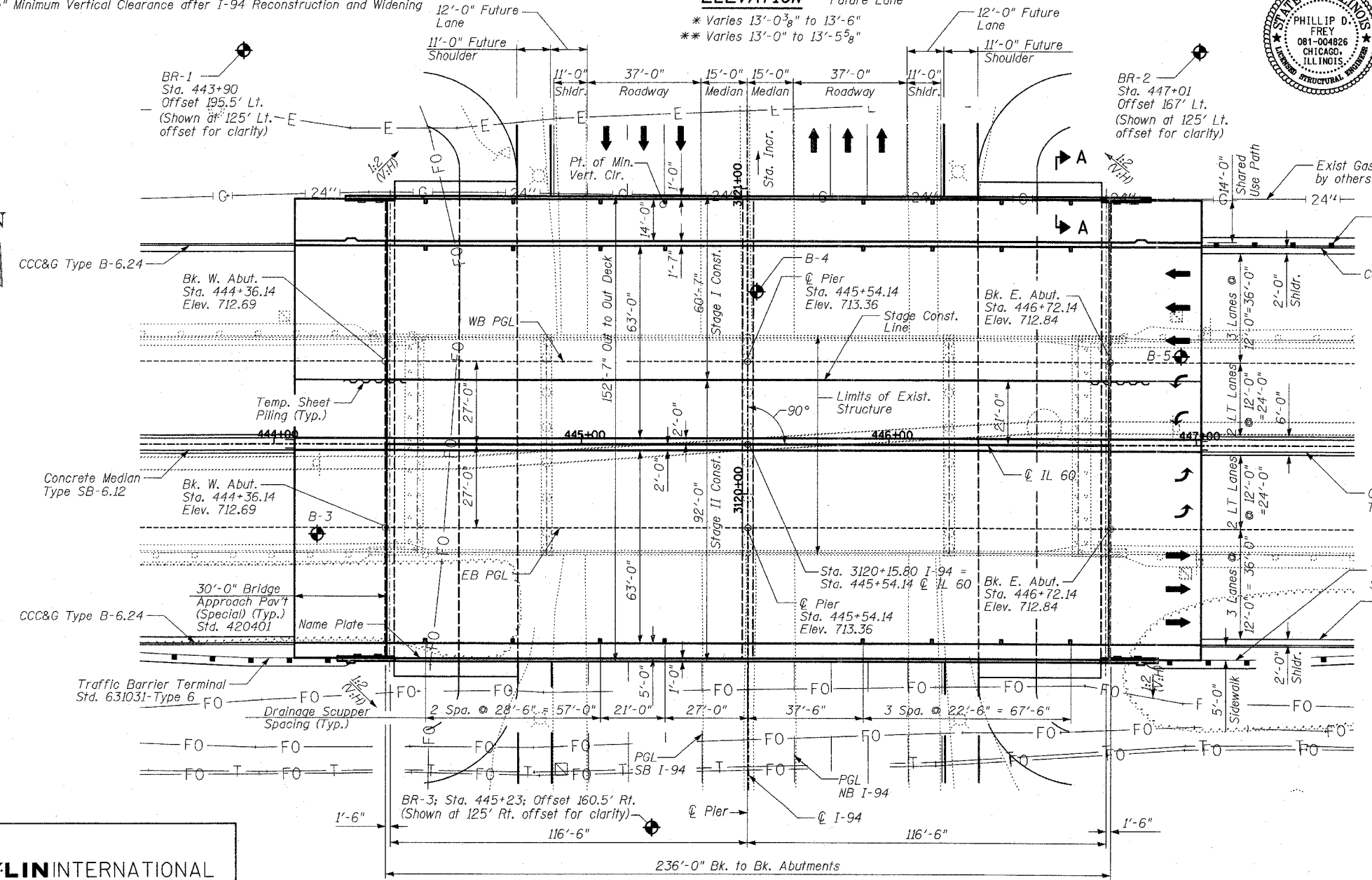


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	248
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

60B01



Note A:
 16'-8 1/2" Minimum Vertical Clearance for Existing Conditions
 16'-6 1/4" Minimum Vertical Clearance after I-94 Reconstruction and Widening



Signed: *Phillip D. Frey*
 Phillip D. Frey, S.E. Ill. Lic. No. 081-004826
 Expires 11-30-2008
 Date: 5-8-07
 for drawings S-1 thru S-53

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

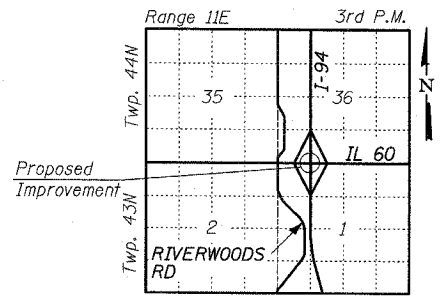
DESIGN SPECIFICATIONS
 2002 AASHTO

LOADING HS20-44
 Allow 50 psf for future wearing surface

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50)

SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.035g
 Site Coefficient (S) = 1.0



LOCATION SKETCH

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GENERAL PLAN
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SP
 DRAWN BY: SP
 CHECKED BY: PF
 SCALE:
 DATE: MAY 8, 2007

SHEET S-1 OF S-53

TYLIN INTERNATIONAL

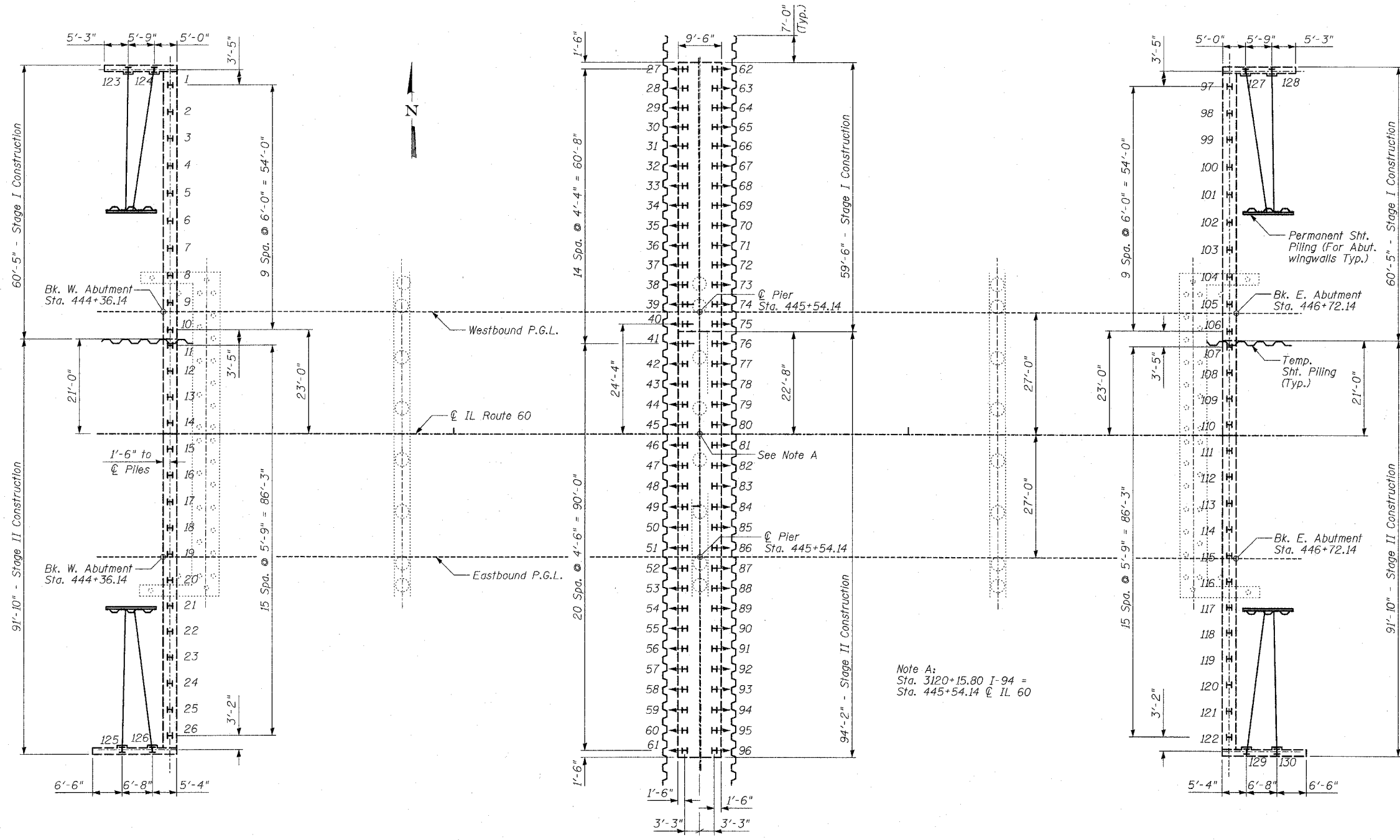
PLAN

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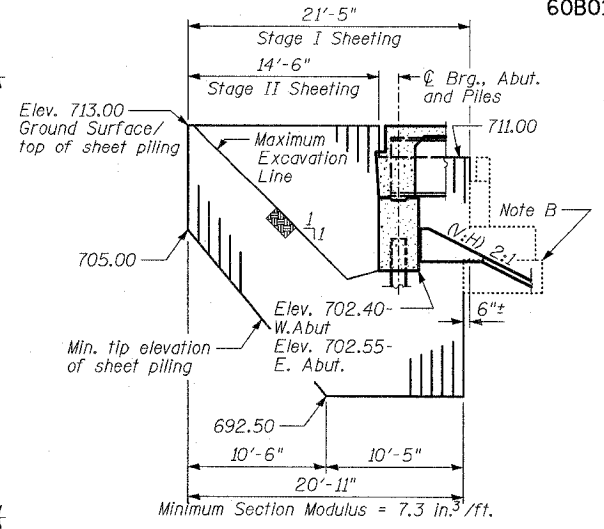
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	250
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



SUBSTRUCTURE LAYOUT

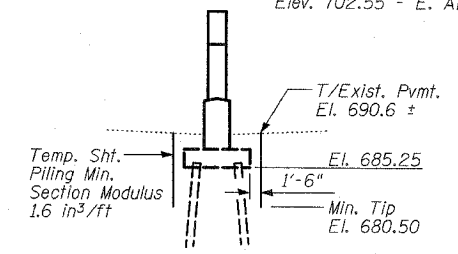
Note A:
Sta. 3120+15.80 I-94 =
Sta. 445+54.14 @ IL 60



TEMPORARY SHEET PILING-ABUT.

(West Abutment shown; East Abutment opposite hand)

Note B:
Elev. 702.40 - W.Abut;
Elev. 702.55 - E. Abut.



TEMPORARY SHEET PILING-PIER

SHEET PILING NOTES:

1. Hard driving may be encountered during the sheet piling installation. The Contractor shall provide the appropriate driving equipment for the site conditions indicated on the boring logs.
2. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
3. At the Abutment Location, the Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

SHEET S-3 OF S-53

LEGEND

- Existing Structure
- Proposed Structure
- H Proposed Battered Pile 2:12 (H:V)
- H Proposed Pile
- ~ Temp. Sheet Piling

REVISIONS	
NAME	DATE

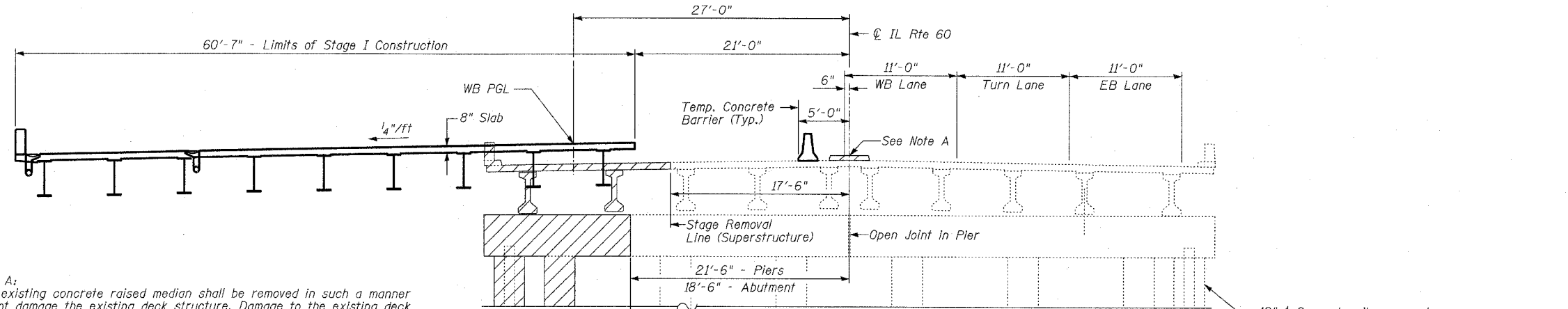
ILLINOIS DEPARTMENT OF TRANSPORTATION
SUBSTRUCTURE LAYOUT
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SP
 DRAWN BY: SNB
 DATE: MAY 8, 2007 CHECKED BY: PDF

TYLIN INTERNATIONAL

PA:60245811-60\Structure\Final\60B01.dwg 05/03/2007 04:29:59 PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	251
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

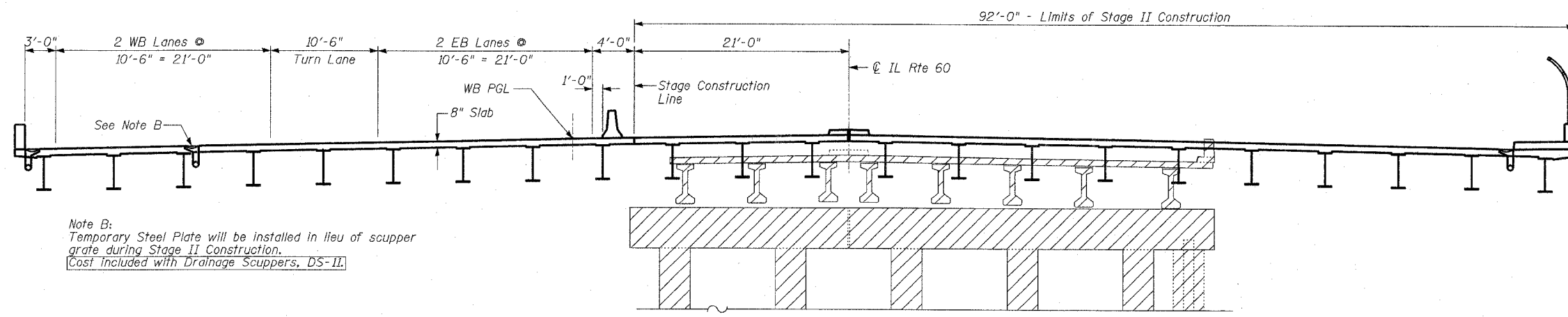


Note A:
The existing concrete raised median shall be removed in such a manner to not damage the existing deck structure. Damage to the existing deck shall be repaired by the contractor subject to the approval of the Engineer. The cost shall be included in Removal of Existing Structures. See Roadway Plans for Maintenance of Traffic details for this substage work.

STAGE I BRIDGE REMOVAL & CONSTRUCTION

Note: Removal of existing raised median to occur during Pre-Stage B of the Roadway Plans. Bridge Removal & reconstruction as shown above shall occur during Stages 1, 1A and 2 of the Roadway Plans.

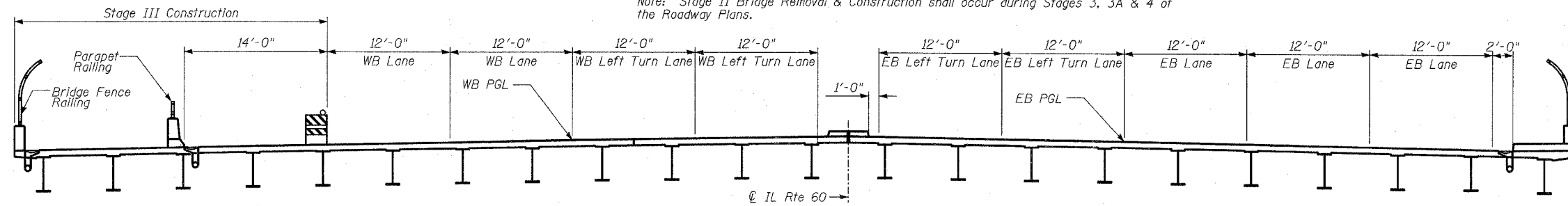
12" ϕ Concrete pile encased in 36" ϕ reinforced concrete column (Typ. fascia columns)
Precast Prestressed Concrete Piles 36" ϕ (Typ. Interior columns)



Note B:
Temporary Steel Plate will be installed in lieu of scupper grate during Stage II Construction.
Cost included with Drainage Scuppers, DS-II.

STAGE II BRIDGE REMOVAL & CONSTRUCTION

Note: Stage II Bridge Removal & Construction shall occur during Stages 3, 3A & 4 of the Roadway Plans.



Stage III Note:
Work to be performed during Stage III Construction consists of placement of the F-Shape concrete parapet and parapet railing along with the installation of the bridge fence railing on the north fascia barrier.

Note: Stage III Bridge Construction shall occur during Stage 5 of the Roadway Plans.

STAGE III BRIDGE CONSTRUCTION

LEGEND

Indicates Concrete Removal

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONSTRUCTION STAGING
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2
LAKE COUNTY STA. 445+54.14
S.N. 049-2012 ISTHA BRIDGE NO. 407
DESIGNED BY: SP
DRAWN BY: SP
SCALE:
DATE: MAY 8, 2007
CHECKED BY: PF

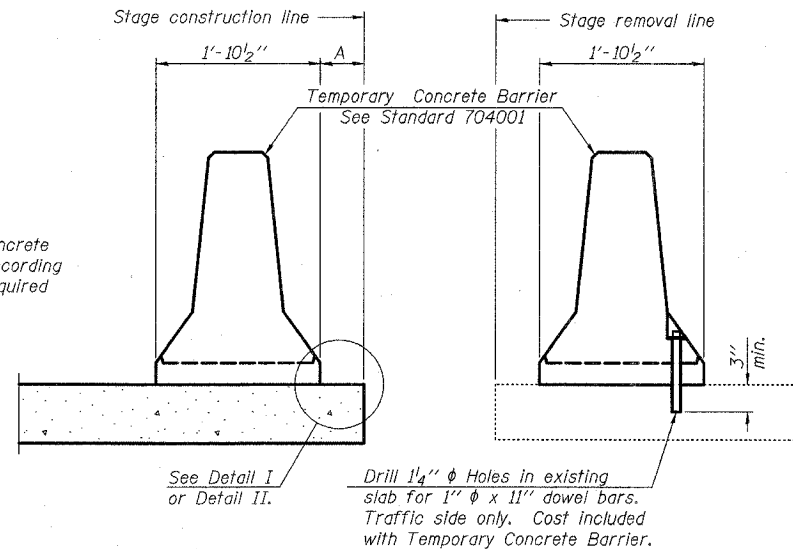
TYLIN INTERNATIONAL

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	252
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

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



NEW SLAB

EXISTING SLAB

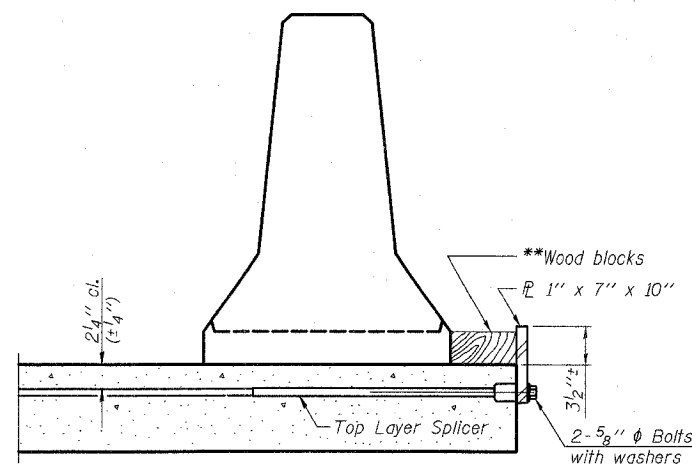
SECTIONS THRU SLAB

NOTES

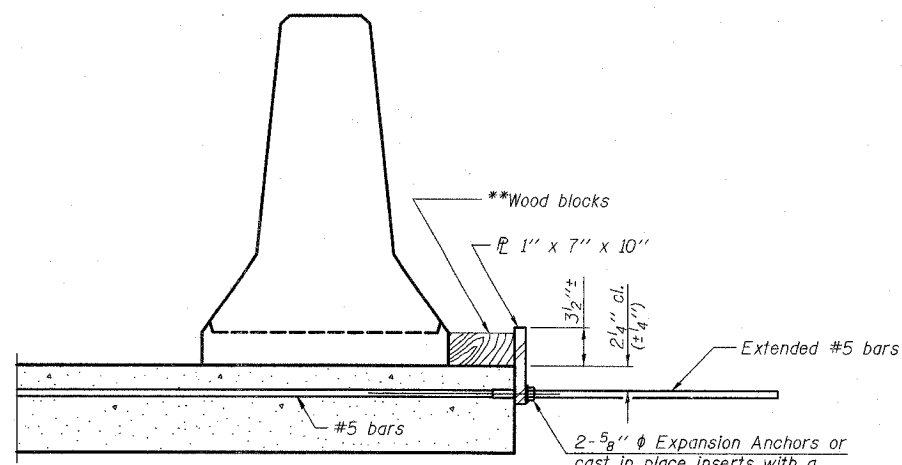
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" diameter bolts screwed to coupler at approximate center of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel PL to the concrete slab with 2-5/8" diameter Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate center of each barrier panel.

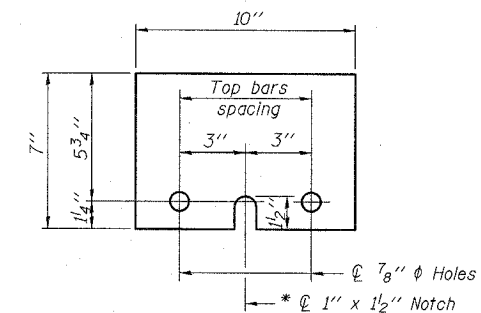
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x 10"

* Required only with 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.

TYLIN INTERNATIONAL

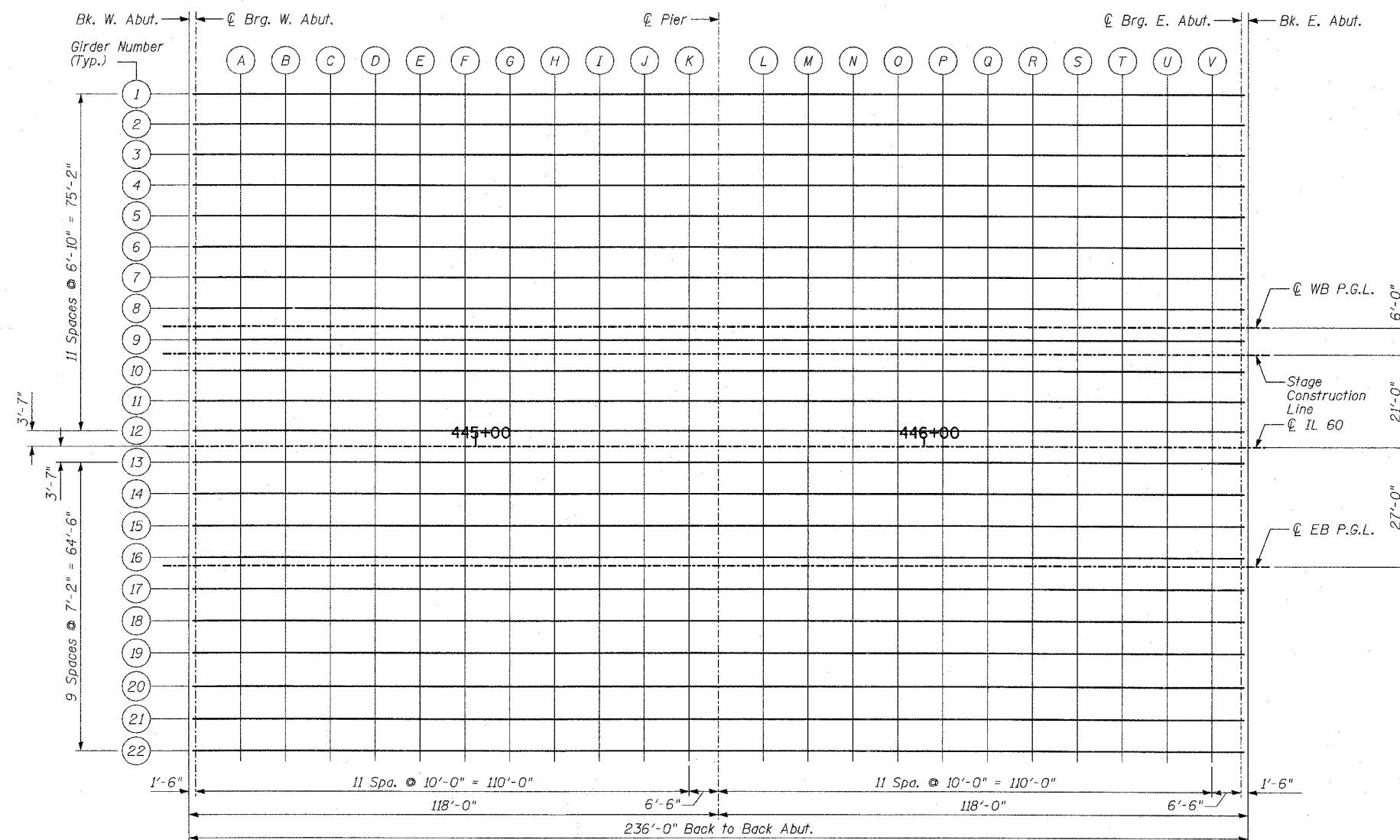
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY CONCRETE BARRIER ILLINOIS 60 OVER I-94 F.A.P. RTE. 335 SECTION 119R-2 LAKE COUNTY STA. 445+54.14 S.N. 049-2012 ISTHA BRIDGE NO. 407 DESIGNED BY: SNB
NAME	DATE	
		SCALE: DRAWN BY: SNB
		DATE: MAY 8, 2007 CHECKED BY: SP

SHEET S-5 OF S-53

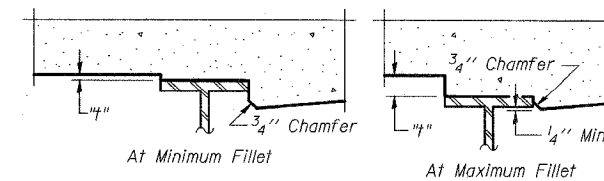
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	253
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

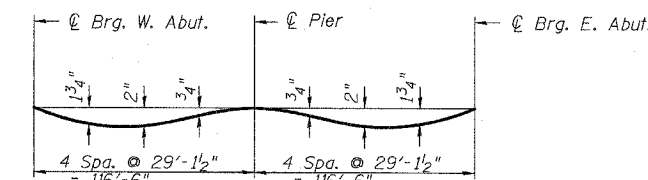


PLAN



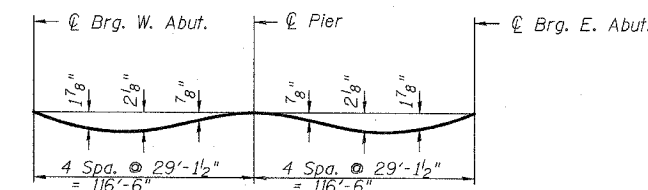
To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on the following sheet, minus slab thickness,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

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Girders 1-12 and 22)
(Includes weight of concrete only.)

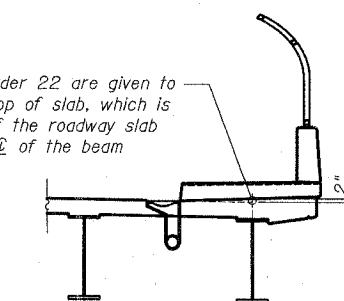


DEAD LOAD DEFLECTION DIAGRAM

(Girders 13-21)
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections.

Elevations at Girder 22 are given to the theoretical top of slab, which is the projection of the roadway slab template to the centerline of the beam.



LOCATION OF ELEVATIONS AT BEAM 22

REVISIONS	
NAME	DATE

SHEET S-6 OF S-53
ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS - LAYOUT
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2
LAKE COUNTY STA. 445+54.14
S.N. 049-2012 ISTHA BRIDGE NO. 407
DESIGNED BY: PL
SCALE: DRAWN BY: PL
DATE: MAY 8, 2007 CHECKED BY: SP

TYLIN INTERNATIONAL

PA6024581L601STRUCTUR-17011608Rres.dgn 5/4/2007 10:07:58 AM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	255
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-44.58	712.32	712.32
Q Brg. West Abut	444+37.64	-44.58	712.33	712.33
A	444+47.64	-44.58	712.44	712.50
B	444+57.64	-44.58	712.53	712.64
C	444+67.64	-44.58	712.62	712.76
D	444+77.64	-44.58	712.69	712.86
E	444+87.64	-44.58	712.76	712.93
F	444+97.64	-44.58	712.82	712.98
G	445+07.64	-44.58	712.87	713.00
H	445+17.64	-44.58	712.91	713.01
I	445+27.64	-44.58	712.95	713.00
J	445+37.64	-44.58	712.97	713.00
K	445+47.64	-44.58	712.99	712.99
Q Pier	445+54.14	-44.58	712.99	712.99
L	445+64.14	-44.58	713.01	713.01
M	445+74.14	-44.58	712.99	713.02
N	445+84.14	-44.58	712.98	713.04
O	445+94.14	-44.58	712.95	713.06
P	446+04.14	-44.58	712.92	713.06
Q	446+14.14	-44.58	712.88	713.04
R	446+24.14	-44.58	712.83	713.00
S	446+34.14	-44.58	712.77	712.93
T	446+44.14	-44.58	712.70	712.84
U	446+54.14	-44.58	712.63	712.72
V	446+64.14	-44.58	712.54	712.58
Q Brg. East Abut	446+70.64	-44.58	712.48	712.48
Bk. of East Abut	446+72.14	-44.58	712.47	712.47

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-37.75	712.46	712.46
Q Brg. West Abut	444+37.64	-37.75	712.48	712.48
A	444+47.64	-37.75	712.58	712.64
B	444+57.64	-37.75	712.67	712.78
C	444+67.64	-37.75	712.76	712.91
D	444+77.64	-37.75	712.84	713.00
E	444+87.64	-37.75	712.90	713.07
F	444+97.64	-37.75	712.96	713.12
G	445+07.64	-37.75	713.01	713.14
H	445+17.64	-37.75	713.06	713.15
I	445+27.64	-37.75	713.09	713.15
J	445+37.64	-37.75	713.11	713.14
K	445+47.64	-37.75	713.13	713.14
Q Pier	445+54.14	-37.75	713.14	713.14
L	445+64.14	-37.75	713.14	713.15
M	445+74.14	-37.75	713.13	713.17
N	445+84.14	-37.75	713.12	713.19
O	445+94.14	-37.75	713.09	713.20
P	446+04.14	-37.75	713.06	713.20
Q	446+14.14	-37.75	713.02	713.18
R	446+24.14	-37.75	712.97	713.14
S	446+34.14	-37.75	712.91	713.07
T	446+44.14	-37.75	712.85	712.98
U	446+54.14	-37.75	712.77	712.86
V	446+64.14	-37.75	712.69	712.72
Q Brg. East Abut	446+70.64	-37.75	712.63	712.63
Bk. of East Abut	446+72.14	-37.75	712.61	712.61

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-30.92	712.60	712.60
Q Brg. West Abut	444+37.64	-30.92	712.62	712.62
A	444+47.64	-30.92	712.72	712.78
B	444+57.64	-30.92	712.82	712.93
C	444+67.64	-30.92	712.90	713.05
D	444+77.64	-30.92	712.98	713.15
E	444+87.64	-30.92	713.05	713.22
F	444+97.64	-30.92	713.11	713.26
G	445+07.64	-30.92	713.16	713.29
H	445+17.64	-30.92	713.20	713.29
I	445+27.64	-30.92	713.23	713.29
J	445+37.64	-30.92	713.26	713.28
K	445+47.64	-30.92	713.27	713.28
Q Pier	445+54.14	-30.92	713.28	713.28
L	445+64.14	-30.92	713.28	713.29
M	445+74.14	-30.92	713.27	713.31
N	445+84.14	-30.92	713.26	713.33
O	445+94.14	-30.92	713.24	713.34
P	446+04.14	-30.92	713.20	713.35
Q	446+14.14	-30.92	713.16	713.33
R	446+24.14	-30.92	713.11	713.29
S	446+34.14	-30.92	713.05	713.22
T	446+44.14	-30.92	712.99	713.12
U	446+54.14	-30.92	712.91	713.01
V	446+64.14	-30.92	712.83	712.87
Q Brg. East Abut	446+70.64	-30.92	712.77	712.77
Bk. of East Abut	446+72.14	-30.92	712.75	712.75

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-27.00	712.68	712.68
Q Brg. West Abut	444+37.64	-27.00	712.70	712.70
A	444+47.64	-27.00	712.80	712.86
B	444+57.64	-27.00	712.90	713.01
C	444+67.64	-27.00	712.98	713.13
D	444+77.64	-27.00	713.06	713.23
E	444+87.64	-27.00	713.13	713.30
F	444+97.64	-27.00	713.19	713.35
G	445+07.64	-27.00	713.24	713.37
H	445+17.64	-27.00	713.28	713.37
I	445+27.64	-27.00	713.31	713.37
J	445+37.64	-27.00	713.34	713.36
K	445+47.64	-27.00	713.35	713.36
Q Pier	445+54.14	-27.00	713.36	713.36
L	445+64.14	-27.00	713.36	713.37
M	445+74.14	-27.00	713.36	713.39
N	445+84.14	-27.00	713.34	713.41
O	445+94.14	-27.00	713.32	713.43
P	446+04.14	-27.00	713.29	713.43
Q	446+14.14	-27.00	713.24	713.41
R	446+24.14	-27.00	713.19	713.37
S	446+34.14	-27.00	713.14	713.30
T	446+44.14	-27.00	713.07	713.20
U	446+54.14	-27.00	712.99	713.09
V	446+64.14	-27.00	712.91	712.95
Q Brg. East Abut	446+70.64	-27.00	712.85	712.85
Bk. of East Abut	446+72.14	-27.00	712.84	712.84

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-24.08	712.73	712.73
Q Brg. West Abut	444+37.64	-24.08	712.75	712.75
A	444+47.64	-24.08	712.85	712.91
B	444+57.64	-24.08	712.94	713.05
C	444+67.64	-24.08	713.03	713.17
D	444+77.64	-24.08	713.10	713.27
E	444+87.64	-24.08	713.17	713.34
F	444+97.64	-24.08	713.23	713.39
G	445+07.64	-24.08	713.28	713.41
H	445+17.64	-24.08	713.33	713.42
I	445+27.64	-24.08	713.36	713.42
J	445+37.64	-24.08	713.38	713.41
K	445+47.64	-24.08	713.40	713.41
Q Pier	445+54.14	-24.08	713.41	713.41
L	445+64.14	-24.08	713.41	713.42
M	445+74.14	-24.08	713.40	713.44
N	445+84.14	-24.08	713.39	713.46
O	445+94.14	-24.08	713.36	713.47
P	446+04.14	-24.08	713.33	713.47
Q	446+14.14	-24.08	713.29	713.45
R	446+24.14	-24.08	713.24	713.41
S	446+34.14	-24.08	713.18	713.34
T	446+44.14	-24.08	713.12	713.25
U	446+54.14	-24.08	713.04	713.13
V	446+64.14	-24.08	712.96	712.99
Q Brg. East Abut	446+70.64	-24.08	712.90	712.90
Bk. of East Abut	446+72.14	-24.08	712.88	712.88

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS - II
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 DRAWN BY: PL
 SCALE: DATE: MAY 8, 2007
 CHECKED BY: SP

SHEET S-8 OF S-53

05/03/2007 04:30:05 PM P:\60245811\601\structure\7\60B01\60B01s2.dwg

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-21.00	712.78	712.78
⊕ Brg. West Abut	444+37.64	-21.00	712.79	712.79
A	444+47.64	-21.00	712.90	712.96
B	444+57.64	-21.00	712.99	713.10
C	444+67.64	-21.00	713.08	713.22
D	444+77.64	-21.00	713.15	713.32
E	444+87.64	-21.00	713.22	713.39
F	444+97.64	-21.00	713.28	713.44
G	445+07.64	-21.00	713.33	713.46
H	445+17.64	-21.00	713.37	713.47
I	445+27.64	-21.00	713.41	713.46
J	445+37.64	-21.00	713.43	713.46
K	445+47.64	-21.00	713.45	713.45
⊕ Pier	445+54.14	-21.00	713.45	713.45
L	445+64.14	-21.00	713.46	713.47
M	445+74.14	-21.00	713.45	713.48
N	445+84.14	-21.00	713.44	713.50
O	445+94.14	-21.00	713.41	713.52
P	446+04.14	-21.00	713.38	713.52
Q	446+14.14	-21.00	713.34	713.50
R	446+24.14	-21.00	713.29	713.46
S	446+34.14	-21.00	713.23	713.39
T	446+44.14	-21.00	713.16	713.30
U	446+54.14	-21.00	713.09	713.18
V	446+64.14	-21.00	713.00	713.04
⊕ Brg. East Abut	446+70.64	-21.00	712.94	712.94
Bk. of East Abut	446+72.14	-21.00	712.93	712.93

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-17.25	712.84	712.84
⊕ Brg. West Abut	444+37.64	-17.25	712.85	712.85
A	444+47.64	-17.25	712.96	713.01
B	444+57.64	-17.25	713.05	713.16
C	444+67.64	-17.25	713.14	713.28
D	444+77.64	-17.25	713.21	713.38
E	444+87.64	-17.25	713.28	713.45
F	444+97.64	-17.25	713.34	713.50
G	445+07.64	-17.25	713.39	713.52
H	445+17.64	-17.25	713.43	713.53
I	445+27.64	-17.25	713.47	713.52
J	445+37.64	-17.25	713.49	713.52
K	445+47.64	-17.25	713.51	713.51
⊕ Pier	445+54.14	-17.25	713.51	713.51
L	445+64.14	-17.25	713.52	713.53
M	445+74.14	-17.25	713.51	713.54
N	445+84.14	-17.25	713.49	713.56
O	445+94.14	-17.25	713.47	713.58
P	446+04.14	-17.25	713.44	713.58
Q	446+14.14	-17.25	713.40	713.56
R	446+24.14	-17.25	713.35	713.52
S	446+34.14	-17.25	713.29	713.45
T	446+44.14	-17.25	713.22	713.36
U	446+54.14	-17.25	713.15	713.24
V	446+64.14	-17.25	713.06	713.10
⊕ Brg. East Abut	446+70.64	-17.25	713.00	713.00
Bk. of East Abut	446+72.14	-17.25	712.99	712.99

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-10.42	712.94	712.94
⊕ Brg. West Abut	444+37.64	-10.42	712.96	712.96
A	444+47.64	-10.42	713.06	713.12
B	444+57.64	-10.42	713.16	713.27
C	444+67.64	-10.42	713.24	713.39
D	444+77.64	-10.42	713.32	713.49
E	444+87.64	-10.42	713.39	713.56
F	444+97.64	-10.42	713.45	713.60
G	445+07.64	-10.42	713.50	713.63
H	445+17.64	-10.42	713.54	713.63
I	445+27.64	-10.42	713.57	713.63
J	445+37.64	-10.42	713.60	713.62
K	445+47.64	-10.42	713.61	713.62
⊕ Pier	445+54.14	-10.42	713.62	713.62
L	445+64.14	-10.42	713.62	713.63
M	445+74.14	-10.42	713.62	713.65
N	445+84.14	-10.42	713.60	713.67
O	445+94.14	-10.42	713.58	713.68
P	446+04.14	-10.42	713.54	713.69
Q	446+14.14	-10.42	713.50	713.67
R	446+24.14	-10.42	713.45	713.63
S	446+34.14	-10.42	713.40	713.56
T	446+44.14	-10.42	713.33	713.46
U	446+54.14	-10.42	713.25	713.35
V	446+64.14	-10.42	713.17	713.21
⊕ Brg. East Abut	446+70.64	-10.42	713.11	713.11
Bk. of East Abut	446+72.14	-10.42	713.10	713.10

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	-3.58	713.05	713.05
⊕ Brg. West Abut	444+37.64	-3.58	713.07	713.07
A	444+47.64	-3.58	713.17	713.23
B	444+57.64	-3.58	713.26	713.37
C	444+67.64	-3.58	713.35	713.50
D	444+77.64	-3.58	713.43	713.59
E	444+87.64	-3.58	713.49	713.66
F	444+97.64	-3.58	713.55	713.71
G	445+07.64	-3.58	713.60	713.73
H	445+17.64	-3.58	713.65	713.74
I	445+27.64	-3.58	713.68	713.74
J	445+37.64	-3.58	713.70	713.73
K	445+47.64	-3.58	713.72	713.73
⊕ Pier	445+54.14	-3.58	713.73	713.73
L	445+64.14	-3.58	713.73	713.74
M	445+74.14	-3.58	713.72	713.76
N	445+84.14	-3.58	713.71	713.78
O	445+94.14	-3.58	713.68	713.79
P	446+04.14	-3.58	713.65	713.79
Q	446+14.14	-3.58	713.61	713.77
R	446+24.14	-3.58	713.56	713.73
S	446+34.14	-3.58	713.50	713.66
T	446+44.14	-3.58	713.44	713.57
U	446+54.14	-3.58	713.36	713.45
V	446+64.14	-3.58	713.28	713.31
⊕ Brg. East Abut	446+70.64	-3.58	713.22	713.22
Bk. of East Abut	446+72.14	-3.58	713.20	713.20

⊕ IL 60

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	0.00	713.11	713.11
⊕ Brg. West Abut	444+37.64	0.00	713.12	713.12
A	444+47.64	0.00	713.23	713.29
B	444+57.64	0.00	713.32	713.44
C	444+67.64	0.00	713.40	713.57
D	444+77.64	0.00	713.48	713.67
E	444+87.64	0.00	713.55	713.74
F	444+97.64	0.00	713.61	713.79
G	445+07.64	0.00	713.66	713.81
H	445+17.64	0.00	713.70	713.81
I	445+27.64	0.00	713.74	713.80
J	445+37.64	0.00	713.76	713.79
K	445+47.64	0.00	713.78	713.78
⊕ Pier	445+54.14	0.00	713.78	713.78
L	445+64.14	0.00	713.78	713.80
M	445+74.14	0.00	713.78	713.82
N	445+84.14	0.00	713.76	713.84
O	445+94.14	0.00	713.74	713.86
P	446+04.14	0.00	713.71	713.87
Q	446+14.14	0.00	713.67	713.85
R	446+24.14	0.00	713.62	713.81
S	446+34.14	0.00	713.56	713.74
T	446+44.14	0.00	713.49	713.64
U	446+54.14	0.00	713.42	713.52
V	446+64.14	0.00	713.33	713.37
⊕ Brg. East Abut	446+70.64	0.00	713.27	713.27
Bk. of East Abut	446+72.14	0.00	713.26	713.26

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

SHEET S-9 OF S-53

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS - III
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 SCALE: DRAWN BY: PL
 DATE: MAY 8, 2007 CHECKED BY: SP

05/03/2007 04:30:05 PM

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	258
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

GIRDER 17

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	32.25	712.58	712.58
⊙ Brg. West Abut	444+37.64	32.25	712.59	712.59
A	444+47.64	32.25	712.69	712.76
B	444+57.64	32.25	712.79	712.91
C	444+67.64	32.25	712.87	713.04
D	444+77.64	32.25	712.95	713.14
E	444+87.64	32.25	713.02	713.21
F	444+97.64	32.25	713.08	713.25
G	445+07.64	32.25	713.13	713.27
H	445+17.64	32.25	713.17	713.28
I	445+27.64	32.25	713.20	713.27
J	445+37.64	32.25	713.23	713.26
K	445+47.64	32.25	713.25	713.25
⊙ Pier	445+54.14	32.25	713.25	713.25
L	445+64.14	32.25	713.25	713.26
M	445+74.14	32.25	713.25	713.29
N	445+84.14	32.25	713.23	713.31
O	445+94.14	32.25	713.21	713.33
P	446+04.14	32.25	713.18	713.33
Q	446+14.14	32.25	713.13	713.32
R	446+24.14	32.25	713.09	713.28
S	446+34.14	32.25	713.03	713.21
T	446+44.14	32.25	712.96	713.11
U	446+54.14	32.25	712.88	712.99
V	446+64.14	32.25	712.80	712.84
⊙ Brg. East Abut	446+70.64	32.25	712.74	712.74
Bk. of East Abut	446+72.14	32.25	712.73	712.73

GIRDER 18

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	39.42	712.43	712.43
⊙ Brg. West Abut	444+37.64	39.42	712.44	712.44
A	444+47.64	39.42	712.54	712.61
B	444+57.64	39.42	712.64	712.76
C	444+67.64	39.42	712.72	712.89
D	444+77.64	39.42	712.80	712.99
E	444+87.64	39.42	712.87	713.06
F	444+97.64	39.42	712.93	713.11
G	445+07.64	39.42	712.98	713.13
H	445+17.64	39.42	713.02	713.13
I	445+27.64	39.42	713.05	713.12
J	445+37.64	39.42	713.08	713.11
K	445+47.64	39.42	713.10	713.10
⊙ Pier	445+54.14	39.42	713.10	713.10
L	445+64.14	39.42	713.10	713.12
M	445+74.14	39.42	713.10	713.14
N	445+84.14	39.42	713.08	713.16
O	445+94.14	39.42	713.06	713.18
P	446+04.14	39.42	713.03	713.19
Q	446+14.14	39.42	712.99	713.17
R	446+24.14	39.42	712.94	713.13
S	446+34.14	39.42	712.88	713.06
T	446+44.14	39.42	712.81	712.96
U	446+54.14	39.42	712.74	712.84
V	446+64.14	39.42	712.65	712.69
⊙ Brg. East Abut	446+70.64	39.42	712.59	712.59
Bk. of East Abut	446+72.14	39.42	712.58	712.58

GIRDER 19

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	46.58	712.28	712.28
⊙ Brg. West Abut	444+37.64	46.58	712.29	712.29
A	444+47.64	46.58	712.40	712.46
B	444+57.64	46.58	712.49	712.61
C	444+67.64	46.58	712.57	712.74
D	444+77.64	46.58	712.65	712.84
E	444+87.64	46.58	712.72	712.91
F	444+97.64	46.58	712.78	712.96
G	445+07.64	46.58	712.83	712.98
H	445+17.64	46.58	712.87	712.98
I	445+27.64	46.58	712.91	712.97
J	445+37.64	46.58	712.93	712.96
K	445+47.64	46.58	712.95	712.95
⊙ Pier	445+54.14	46.58	712.95	712.95
L	445+64.14	46.58	712.96	712.97
M	445+74.14	46.58	712.95	712.99
N	445+84.14	46.58	712.93	713.01
O	445+94.14	46.58	712.91	713.03
P	446+04.14	46.58	712.88	713.04
Q	446+14.14	46.58	712.84	713.02
R	446+24.14	46.58	712.79	712.98
S	446+34.14	46.58	712.73	712.91
T	446+44.14	46.58	712.66	712.81
U	446+54.14	46.58	712.59	712.69
V	446+64.14	46.58	712.50	712.54
⊙ Brg. East Abut	446+70.64	46.58	712.44	712.44
Bk. of East Abut	446+72.14	46.58	712.43	712.43

GIRDER 20

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	53.75	712.13	712.13
⊙ Brg. West Abut	444+37.64	53.75	712.14	712.14
A	444+47.64	53.75	712.25	712.31
B	444+57.64	53.75	712.34	712.46
C	444+67.64	53.75	712.43	712.59
D	444+77.64	53.75	712.50	712.69
E	444+87.64	53.75	712.57	712.76
F	444+97.64	53.75	712.63	712.81
G	445+07.64	53.75	712.68	712.83
H	445+17.64	53.75	712.72	712.83
I	445+27.64	53.75	712.76	712.82
J	445+37.64	53.75	712.78	712.81
K	445+47.64	53.75	712.80	712.80
⊙ Pier	445+54.14	53.75	712.80	712.80
L	445+64.14	53.75	712.81	712.82
M	445+74.14	53.75	712.80	712.84
N	445+84.14	53.75	712.78	712.86
O	445+94.14	53.75	712.76	712.88
P	446+04.14	53.75	712.73	712.89
Q	446+14.14	53.75	712.69	712.87
R	446+24.14	53.75	712.64	712.83
S	446+34.14	53.75	712.58	712.76
T	446+44.14	53.75	712.51	712.66
U	446+54.14	53.75	712.44	712.54
V	446+64.14	53.75	712.35	712.39
⊙ Brg. East Abut	446+70.64	53.75	712.29	712.29
Bk. of East Abut	446+72.14	53.75	712.28	712.28

GIRDER 21

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of West Abut	444+36.14	60.92	711.98	711.98
⊙ Brg. West Abut	444+37.64	60.92	711.99	711.99
A	444+47.64	60.92	712.10	712.16
B	444+57.64	60.92	712.19	712.31
C	444+67.64	60.92	712.28	712.44
D	444+77.64	60.92	712.35	712.54
E	444+87.64	60.92	712.42	712.61
F	444+97.64	60.92	712.48	712.66
G	445+07.64	60.92	712.53	712.68
H	445+17.64	60.92	712.57	712.68
I	445+27.64	60.92	712.61	712.67
J	445+37.64	60.92	712.63	712.66
K	445+47.64	60.92	712.65	712.65
⊙ Pier	445+54.14	60.92	712.65	712.65
L	445+64.14	60.92	712.66	712.67
M	445+74.14	60.92	712.65	712.69
N	445+84.14	60.92	712.63	712.71
O	445+94.14	60.92	712.61	712.73
P	446+04.14	60.92	712.58	712.74
Q	446+14.14	60.92	712.54	712.72
R	446+24.14	60.92	712.49	712.68
S	446+34.14	60.92	712.43	712.61
T	446+44.14	60.92	712.36	712.51
U	446+54.14	60.92	712.29	712.39
V	446+64.14	60.92	712.20	712.25
⊙ Brg. East Abut	446+70.64	60.92	712.14	712.14
Bk. of East Abut	446+72.14	60.92	712.13	712.13

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

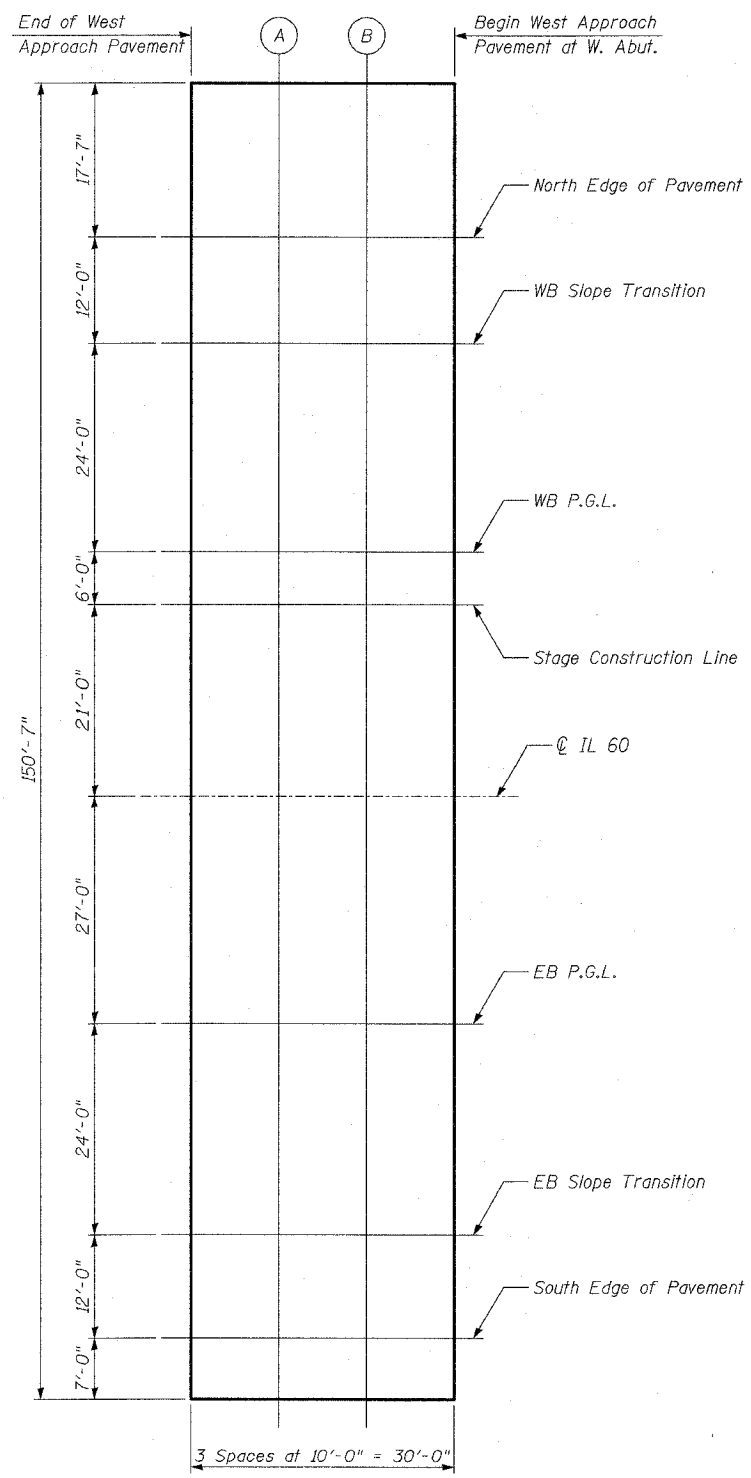
SHEET S-11 OF S-53

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF SLAB ELEVATIONS - V
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 SCALE: DRAWN BY: PL
 DATE: MAY 8, 2007 CHECKED BY: SP

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	260
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



PLAN

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	-63.00	711.52
A	444+16.64	-63.00	711.68
B	444+26.64	-63.00	711.83
Begin W. Appr. Pav't	444+36.64	-63.00	711.94

IL 60

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	0.00	712.75
A	444+16.64	0.00	712.88
B	444+26.64	0.00	713.00
Begin W. Appr. Pav't	444+36.64	0.00	713.11

WB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	-51.00	711.83
A	444+16.64	-51.00	711.96
B	444+26.64	-51.00	712.08
Begin W. Appr. Pav't	444+36.64	-51.00	712.19

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	27.00	712.33
A	444+16.64	27.00	712.46
B	444+26.64	27.00	712.58
Begin W. Appr. Pav't	444+36.64	27.00	712.69

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	-27.00	712.33
A	444+16.64	-27.00	712.46
B	444+26.64	-27.00	712.58
Begin W. Appr. Pav't	444+36.64	-27.00	712.69

EB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	51.00	711.83
A	444+16.64	51.00	711.96
B	444+26.64	51.00	712.08
Begin W. Appr. Pav't	444+36.64	51.00	712.19

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	-21.00	712.42
A	444+16.64	-21.00	712.55
B	444+26.64	-21.00	712.67
Begin W. Appr. Pav't	444+36.64	-21.00	712.78

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't	444+06.64	63.00	711.52
A	444+16.64	63.00	711.69
B	444+26.64	63.00	711.83
Begin W. Appr. Pav't	444+36.64	63.00	711.94

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

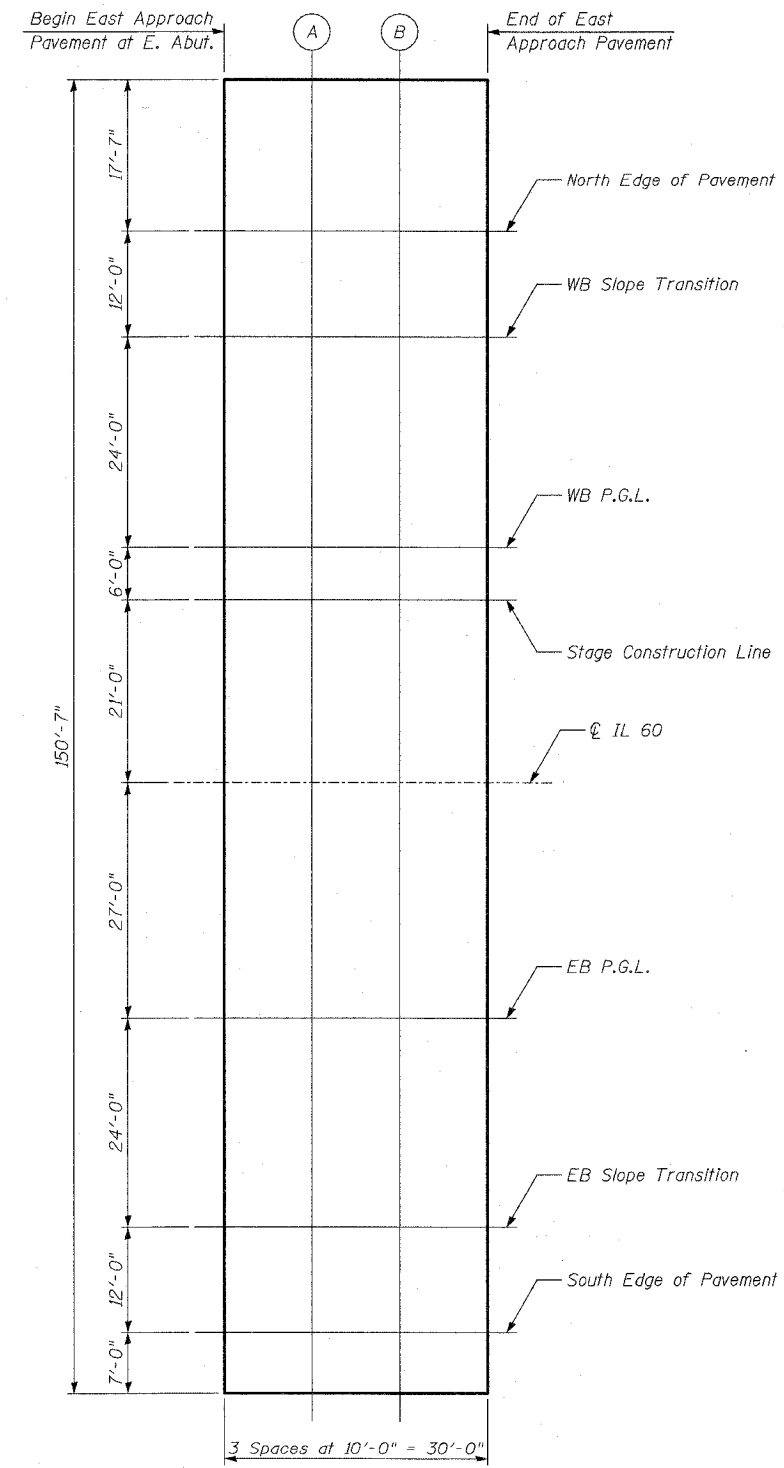
ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF WEST APPROACH PAVEMENT ELEVATIONS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 DRAWN BY: PL
 SCALE: _____
 DATE: MAY 8, 2007
 CHECKED BY: SP

SHEET S-13 OF S-53

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	261
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



PLAN

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	-63.00	712.09
A	446+81.64	-63.00	711.99
B	446+91.64	-63.00	711.86
End E. Appr. Pav't	447+01.64	-63.00	711.71

C IL 60

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	0.00	713.26
A	446+81.64	0.00	713.16
B	446+91.64	0.00	713.06
End E. Appr. Pav't	447+01.64	0.00	712.94

WB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	-51.00	712.34
A	446+81.64	-51.00	712.24
B	446+91.64	-51.00	712.13
End E. Appr. Pav't	447+01.64	-51.00	712.02

EB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	27.00	712.84
A	446+81.64	27.00	712.74
B	446+91.64	27.00	712.63
End E. Appr. Pav't	447+01.64	27.00	712.52

WB P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	-27.00	712.84
A	446+81.64	-27.00	712.74
B	446+91.64	-27.00	712.63
End E. Appr. Pav't	447+01.64	-27.00	712.52

EB SLOPE TRANSITION

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	51.00	712.34
A	446+81.64	51.00	712.24
B	446+91.64	51.00	712.13
End E. Appr. Pav't	447+01.64	51.00	712.02

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	-21.00	712.94
A	446+81.64	-21.00	712.84
B	446+91.64	-21.00	712.73
End E. Appr. Pav't	447+01.64	-21.00	712.61

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Begin E. Appr. Pav't	446+71.64	63.00	712.09
A	446+81.64	63.00	711.99
B	446+91.64	63.00	711.87
End E. Appr. Pav't	447+01.64	63.00	711.71

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

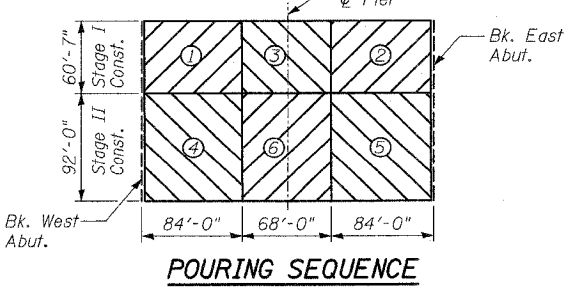
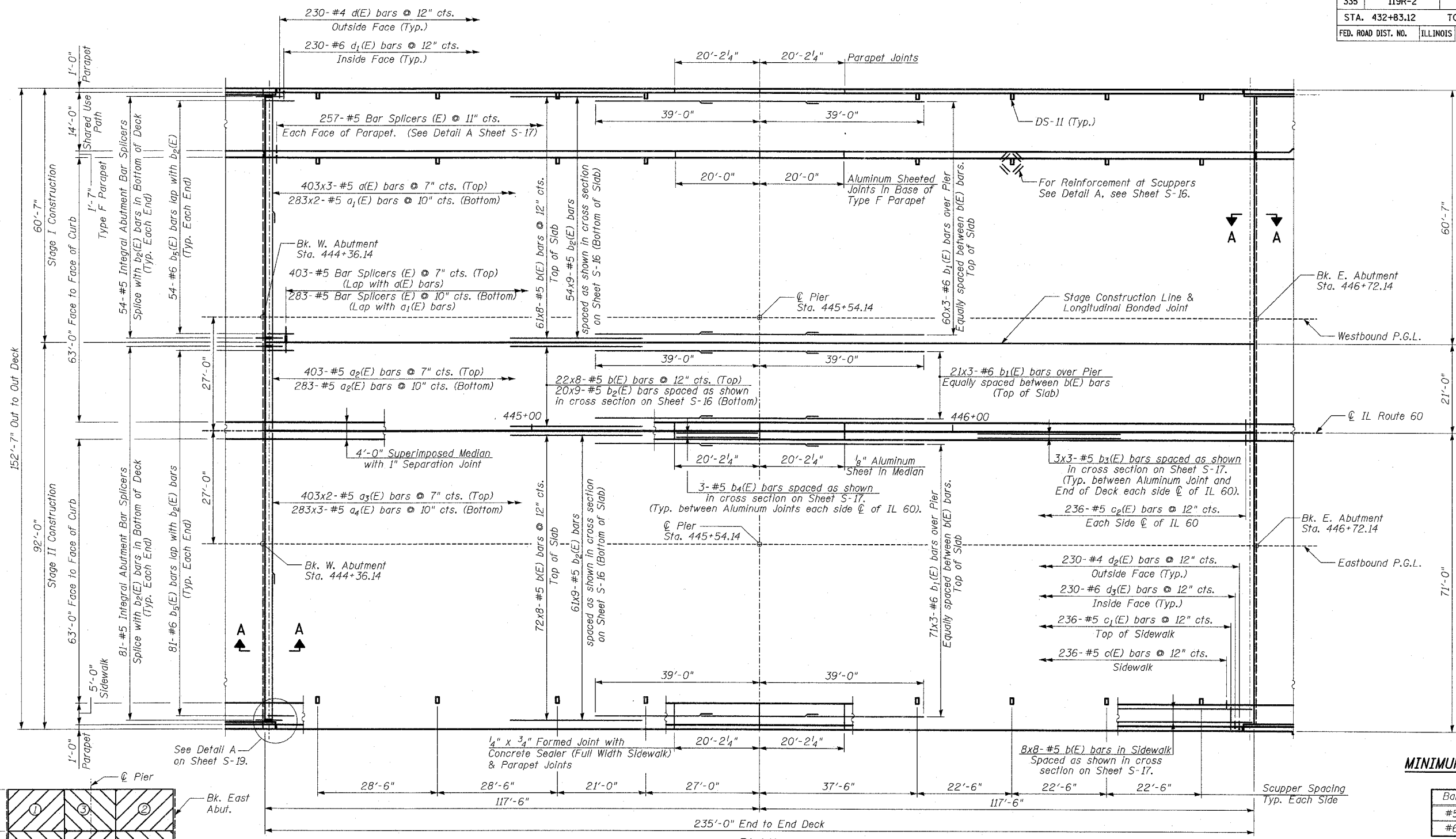
ILLINOIS DEPARTMENT OF TRANSPORTATION
TOP OF EAST APPROACH PAVEMENT ELEVATIONS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 DRAWN BY: PL
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

SHEET S-14 OF S-53

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	262
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



NOTES

- For Additional Superstructure Details, see Sheets S-16 to S-22.
- For Bill of Material, see Sheet S-17.
- For Section A-A see Sheet S-20.
- Bars indicated thus: 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
- Cut Longitudinal Bars to clear Drainage Scuppers.
- For Bar Splicer Details, see Sheet S-38.
- For Parapet Reinforcement, see Sheets S-18 and S-19.
- 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:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

TYLIN INTERNATIONAL

MINIMUM BAR LAPS

Bar	Lap
#5	2'-2"
#6	2'-7"

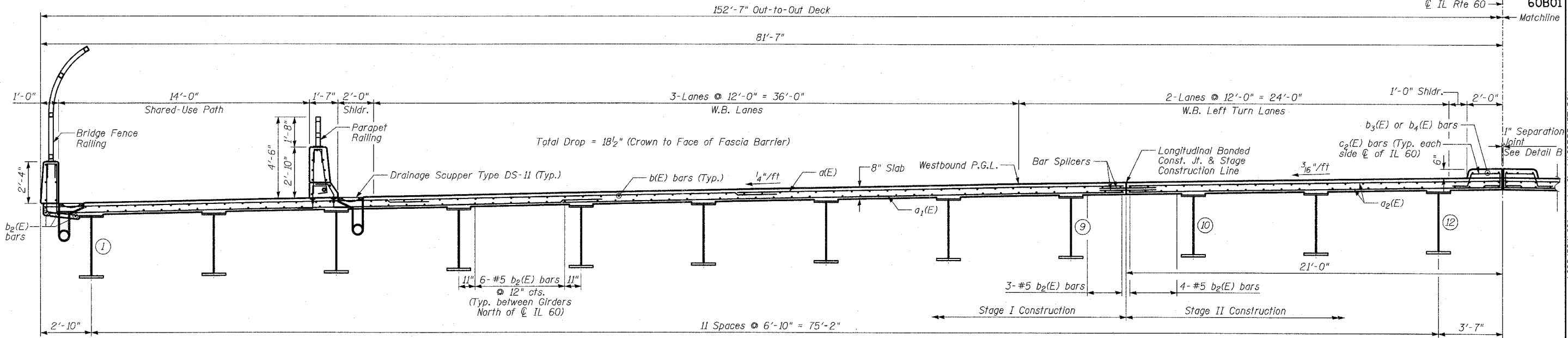
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK PLAN
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SNB
 DRAWN BY: SNB
 SCALE:
 DATE: MAY 8, 2007
 CHECKED BY: SP

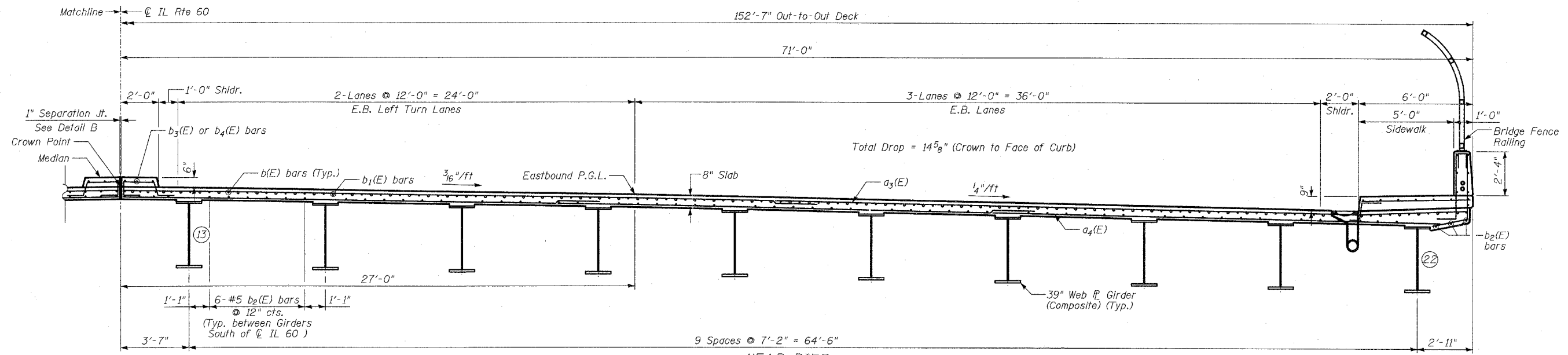
SHEET S-15 OF S-53

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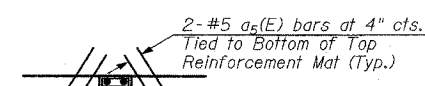
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	263
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



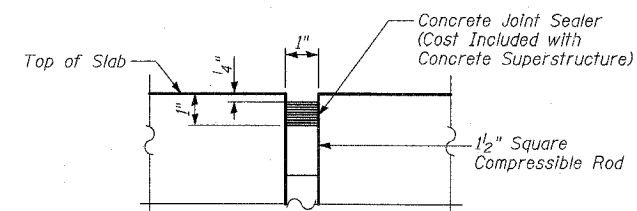
NEAR MIDSPAN
WESTBOUND SECTION THRU DECK
(Looking East)



NEAR PIER
EASTBOUND SECTION THRU DECK
(Looking East)



DETAIL A



DETAIL B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DECK CROSS SECTION
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SNB
 DRAWN BY: SNB
 SCALE: DATE: MAY 8, 2007
 CHECKED BY: SP

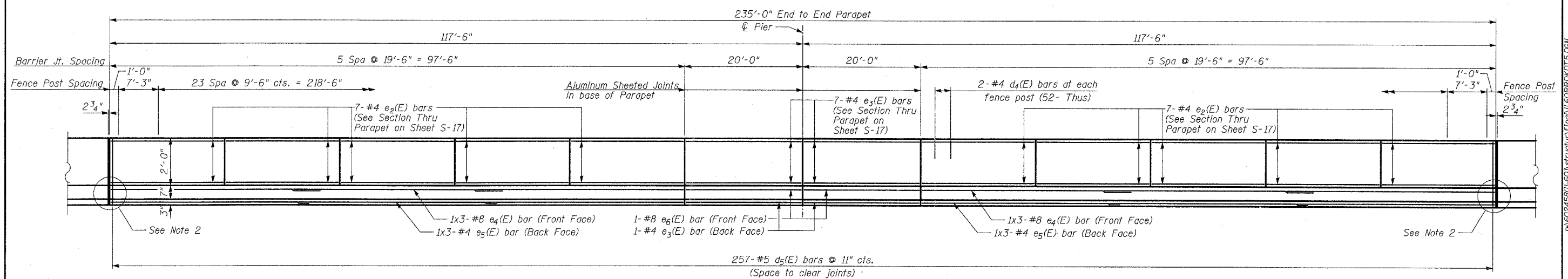
TYLIN INTERNATIONAL

SHEET S-16 OF S-53

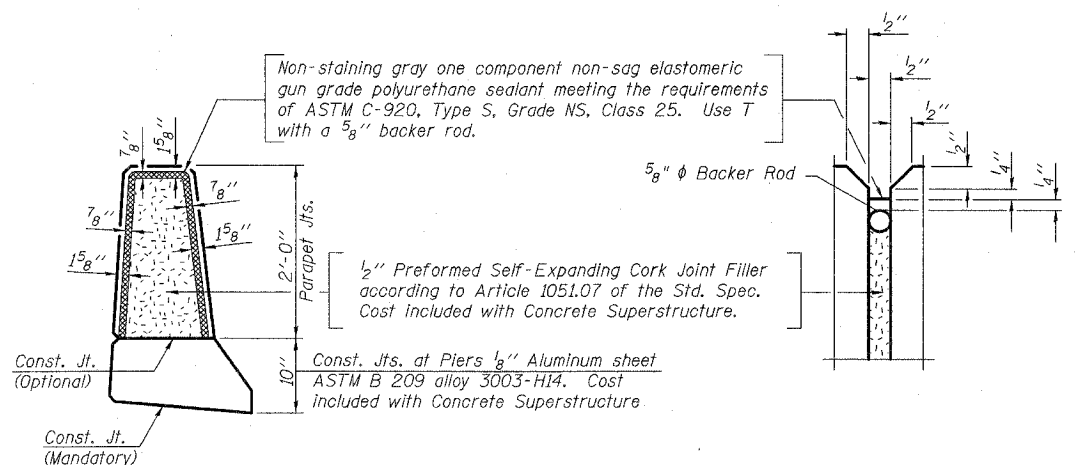
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	265
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



INSIDE ELEVATION OF TYPE F PARAPET



PARAPET JOINT DETAILS

NOTES:

1. Bars indicated thus 1x3-#4 etc. indicates 1 line of bars with 3 lengths per line.
2. Provide expansion coupling per Section 812 of the Standard Specifications for embedded conduits.

SHEET S-18 OF S-53

MINIMUM BAR LAPS
(Parapet)

Bar	Lap
#4	1'-4"
#8	3'-5"

REVISIONS	
NAME	DATE

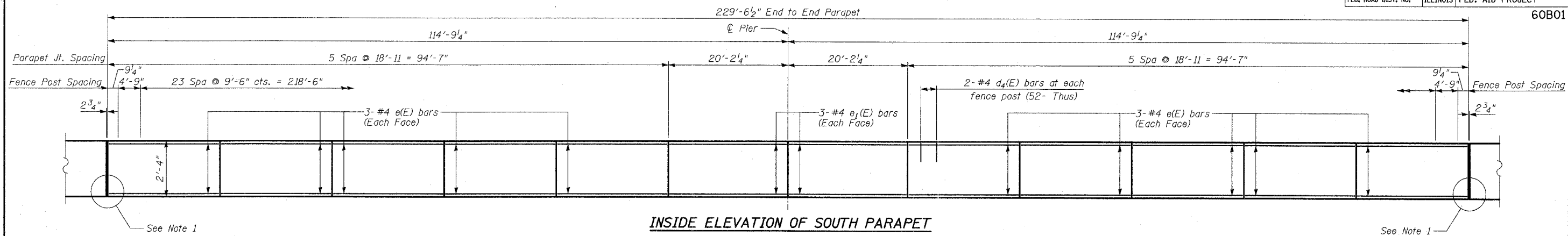
ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPE F CONCRETE PARAPET ELEVATION
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: DE
 DRAWN BY: DE
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

TYLIN INTERNATIONAL

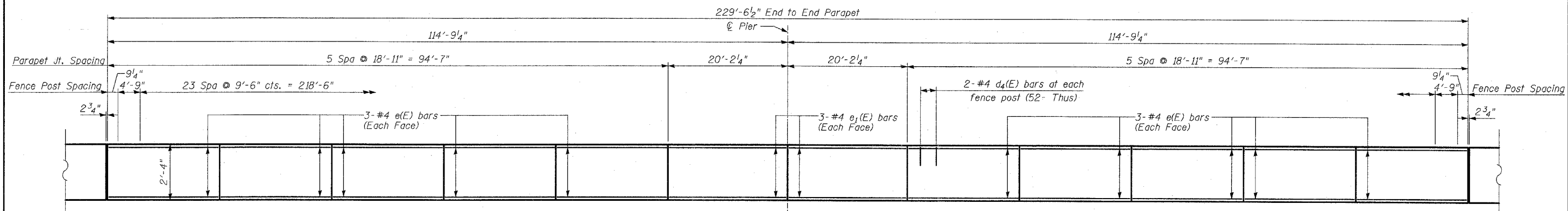
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	266
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

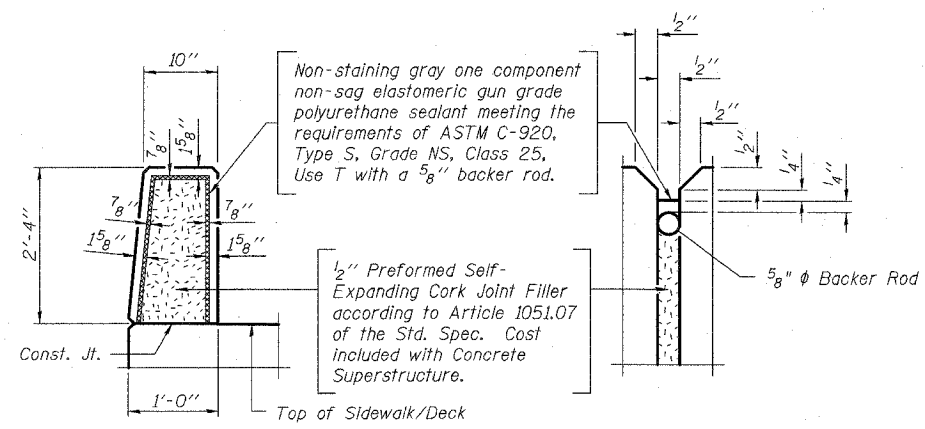
60B01



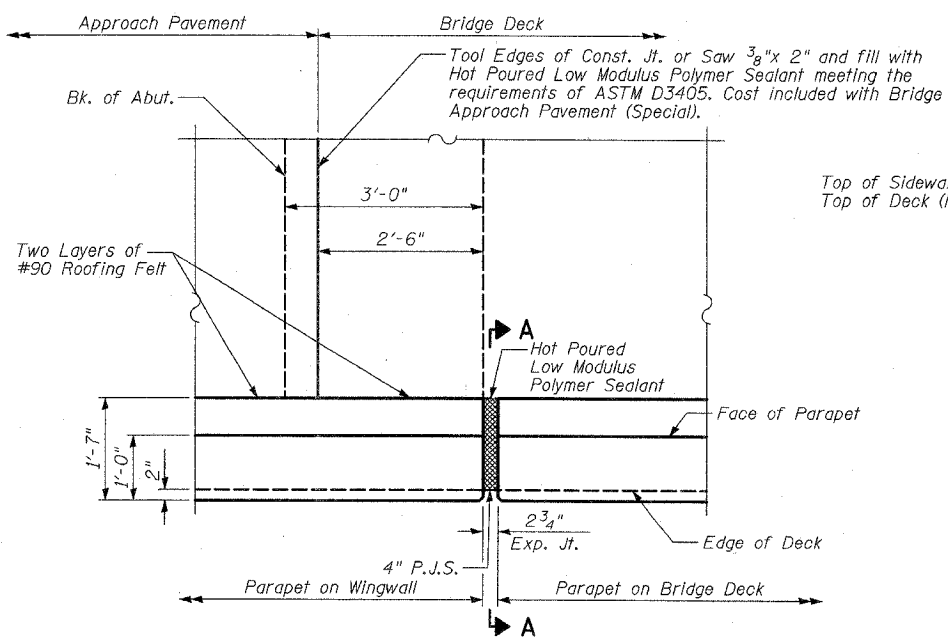
INSIDE ELEVATION OF SOUTH PARAPET



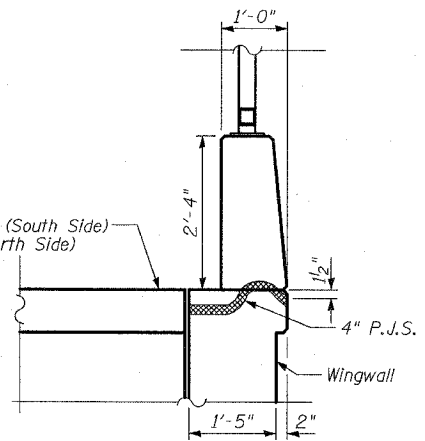
INSIDE ELEVATION OF NORTH PARAPET



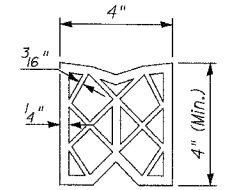
PARAPET JOINT DETAILS



DETAIL A
South West Corner Shown
(Other Corners Similar)



SECTION A-A



PREFORMED JOINT SEALER

Cost of Preformed Joint Sealer to be included with Concrete Superstructure.

NOTE:

1. Provide expansion coupling per Section 812 of the Standard Specifications for embedded conduits.

SHEET S-19 OF S-53

REVISIONS	
NAME	DATE

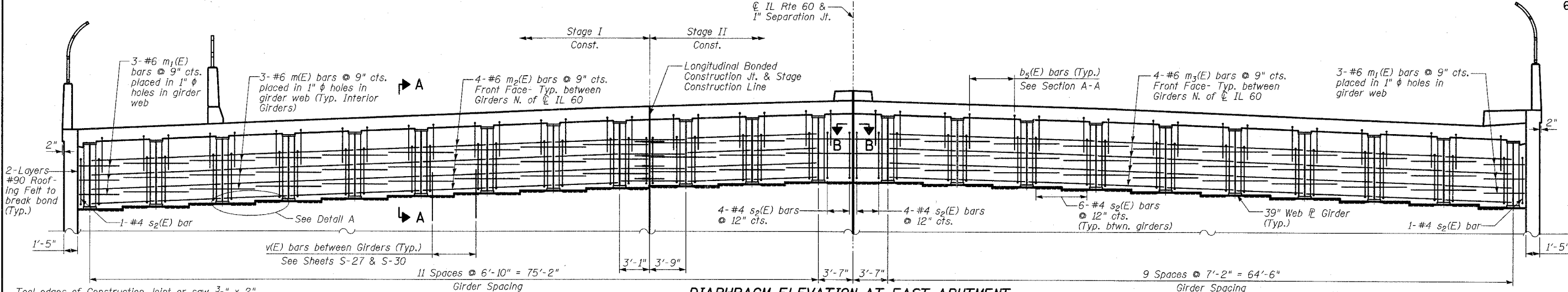
ILLINOIS DEPARTMENT OF TRANSPORTATION
SIDEWALK PARAPET ELEVATIONS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: DE
 DRAWN BY: DE
 SCALE:
 DATE: MAY 8, 2007
 CHECKED BY: SP

TYLIN INTERNATIONAL

A-90245811-60 STRUCTURAL INDIANAPOLIS, IN 46204-1000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	267
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



Tool edges of Construction Joint or saw 3/8" x 2" and fill with hot poured Low Modulus Polymer Sealant meeting the requirements of ASTM D3405. Cost included with Bridge Approach Pavement (Special).

Approach Pavement Bridge Deck

Bar Splacers

b₅(E) bars spaced to match b₂(E) bars in bottom of Deck Slab (See Sheet S-15)

Front Face Diaphragm

39" Web Plate Girder

m(E) or m₁(E) bars placed thru Girder Web

m₂(E) or m₃(E) bars

1/2" P.J.F.

12"x2" Keyway between girders

Bk. of Abutment

v(E) bars between girders

3'-0"

SECTION A-A

Concrete Nails (Flat Hd. C.S.) 1" Long @ 12" cts. Vertical (Typ.)

Back of Abutment

CL Brg.

1'-6"

3'-0"

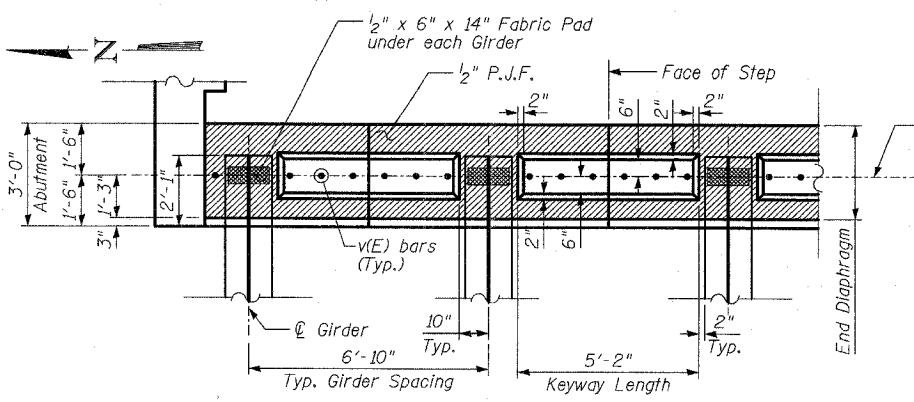
6" Hollow Bulb Dumbbell Type Non-metallic Water Seal. (8" below Top of Deck to Brg. Seat)

1" Pref. Jt. Filler Top of deck to Brg. Seat

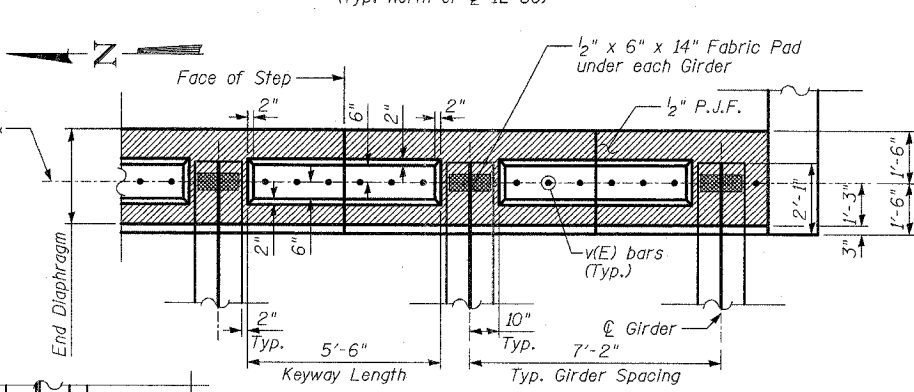
SECTION B-B

Cost of Water Seal included in the cost of Concrete Structures.

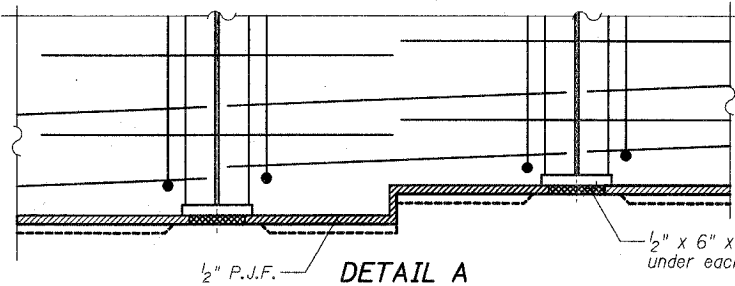
DIAPHRAGM ELEVATION AT EAST ABUTMENT
(West Abutment Opposite Hand)



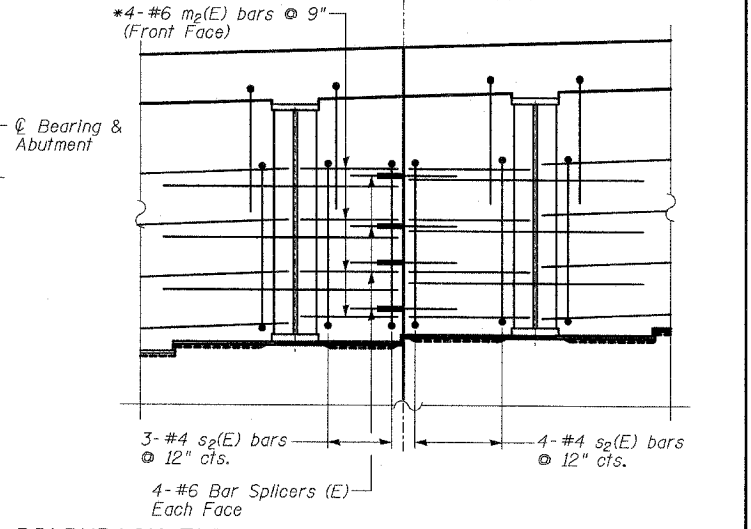
DIAPHRAGM PLAN AT ABUTMENT
(Typ. North of CL IL 60)



DIAPHRAGM PLAN AT ABUTMENT
(Typ. South of CL IL 60)



DIAPHRAGM ELEVATION AT STAGE CONSTRUCTION LINE



*Order bars m₂(E) full length and cut to fit. Use the remainder in Stage II Construction. Connect using #6 Bar Splacers.

NOTES:

1. Reinforcement bars in Diaphragm are billed with Superstructure on Sheet S-17.
2. Concrete in Diaphragm is included with Concrete Superstructure on Sheet S-17.
3. Bars indicated thus 4x2-#6 etc. indicates 4 lines of bars with 2 lengths per line.

MINIMUM BAR LAPS
(Diaphragms)

Bar	Lap
#6	2'-9"

REVISIONS	
NAME	DATE

SHEET S-20 OF S-53

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTEGRAL ABUT. DIAPHRAGM DETAILS
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2
LAKE COUNTY STA. 445+54.14
S.N. 049-2012 ISTHA BRIDGE NO. 407
DESIGNED BY: DE
DRAWN BY: DE
CHECKED BY: SP

SCALE:
DATE: MAY 8, 2007

TYLIN INTERNATIONAL

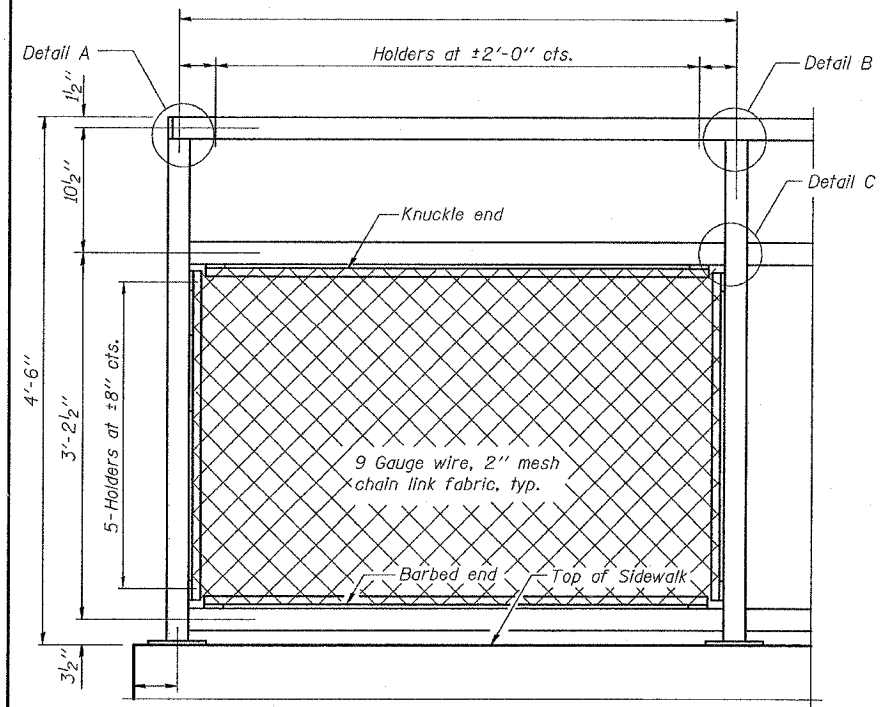
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	269
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

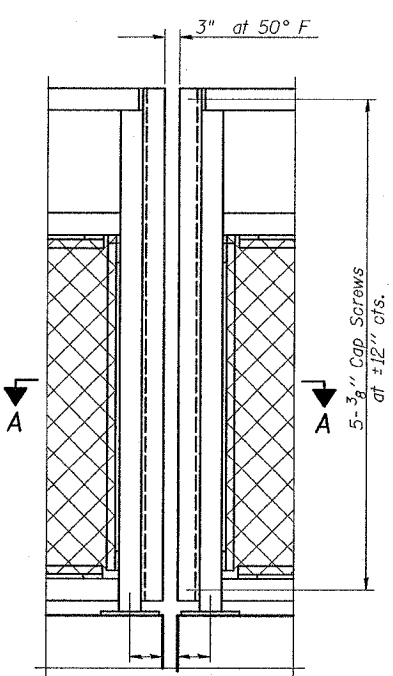
60B01

NOTES:

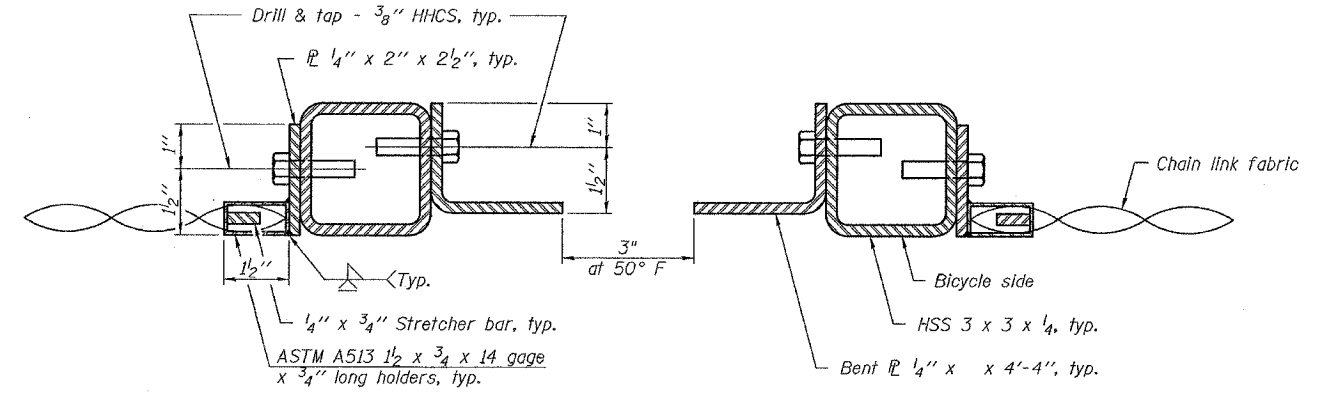
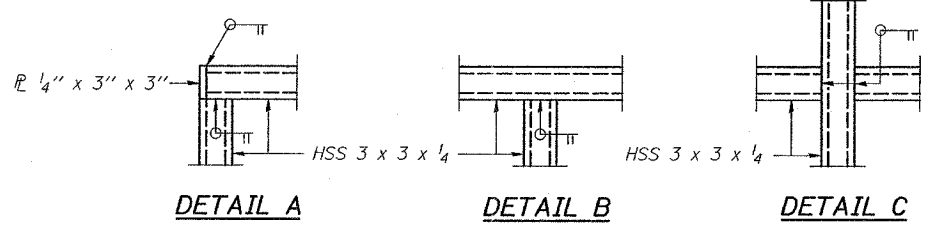
- All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
- All steel rail elements shall be finished with black polyester powder coating over galvanized steel according to METAL RAILING COATING of the Special Provisions.



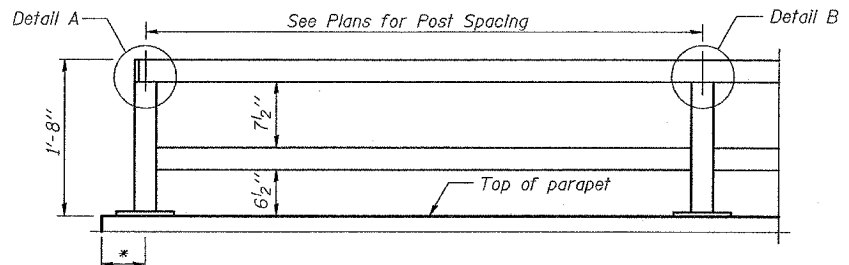
BICYCLE RAILING



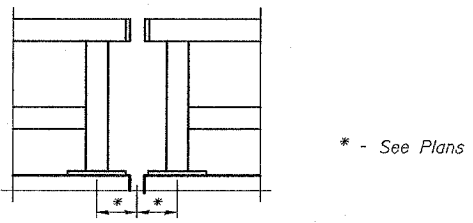
BICYCLE RAILING



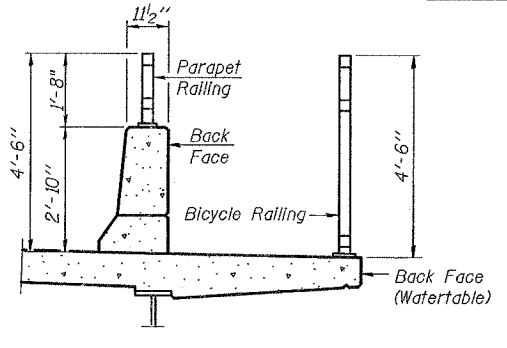
SECTION A-A



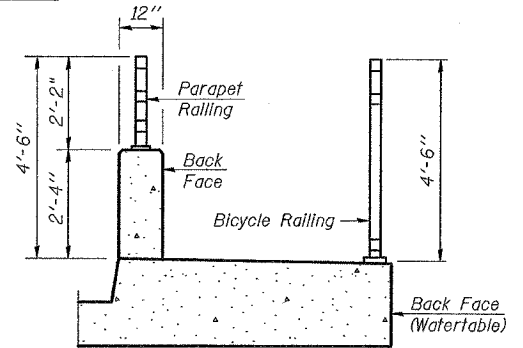
PARAPET RAILING ELEVATION
(Inside Face of Two Element Rail)



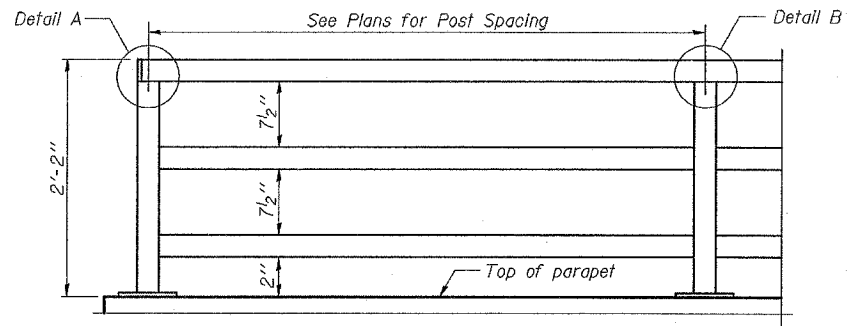
PARAPET RAILING ELEVATION AT EXPANSION JOINT



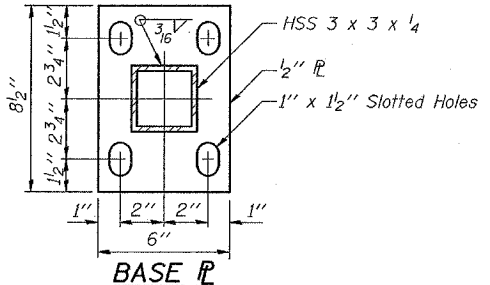
SECTION THRU DECK



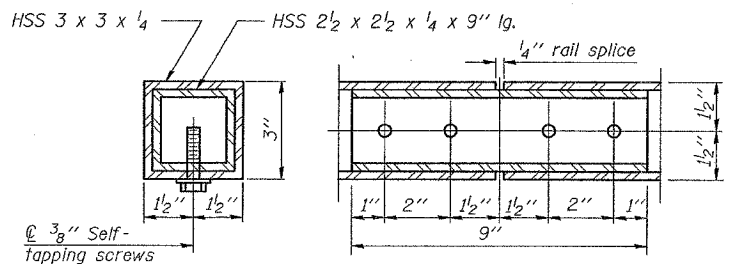
SECTION THRU SIDEWALK



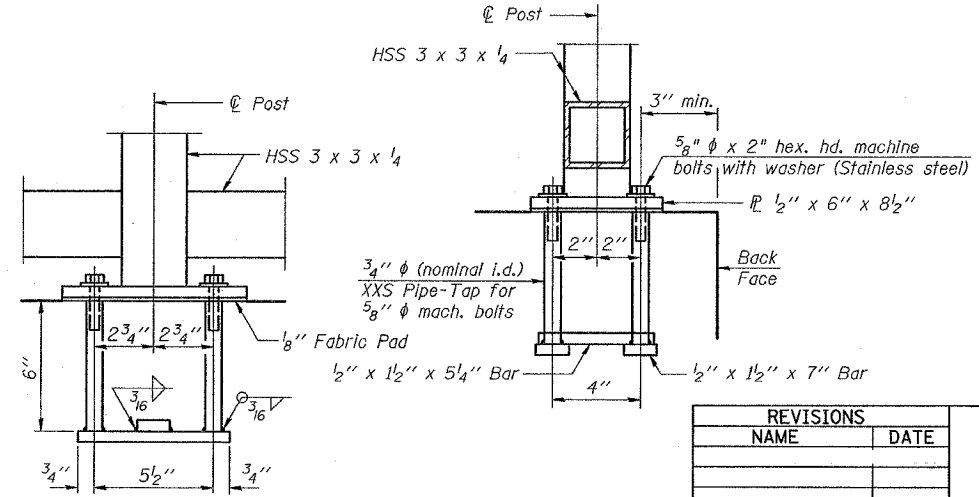
PARAPET RAILING ELEVATION
(Inside Face of Three Element Rail)



BASE PLATE



RAIL SPLICE



ANCHOR BOLT DETAILS

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

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	295
Parapet Railing Coating	Foot	295

SHEET S-22 OF S-53

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PARAPET RAILING DETAILS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: DE
 DRAWN BY: DE
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

TYLIN INTERNATIONAL

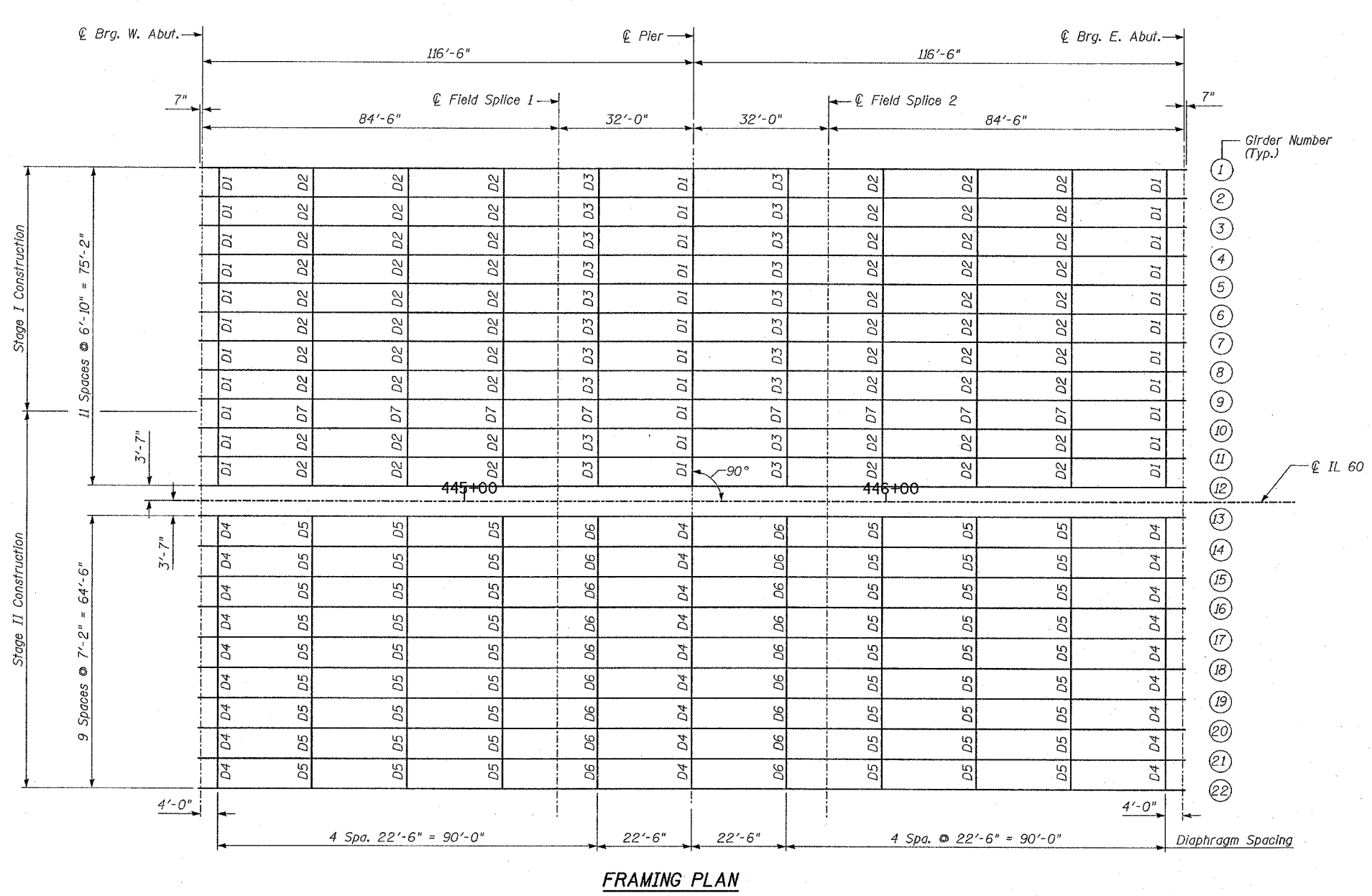
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	270
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

INTERIOR GIRDER MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 2	Pier
I_s	(in ⁴) 16,853	33,150
$I_c(n)$	(in ⁴) 39,143	
$I_c(3n)$	(in ⁴) 28,873	
S_s	(in ³) 875	1,523
$S_c(n)$	(in ³) 1,139	
$S_c(3n)$	(in ³) 1,051	
Z	(in ³) -	-
ρ	(k/ft.) 0.996	1.596
$M \rho$	(k) 798	2,732
$s \rho$	(k/ft.) 0.47	
$M_s \rho$	(k) 439	
M_L	(k) 982	915
M_{Imp}	(k) 196	183
$\frac{5}{8} [M_L + M_{Imp}]$	(k) 1,963	1,830
M_a	(k) 4,160	5,931
M_u	(k) 4,385	-
$f_s \rho$ non-comp	(ksi) 10.9	21.5
$f_s \rho$ (comp)	(ksi) 5.0	
$f_s \frac{5}{8} [M_L + M_{Imp}]$	(ksi) 20.7	14.4
f_s (Overload)	(ksi) 36.6	35.9
f_s (Total)	(ksi) 47.6	46.7
VR	(k) 56.8	

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to long-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to short-term composite (superimposed) dead loads (in⁴ and in³).
- Z : Plastic Section Modulus of the steel section in non-composite areas (in³).
- ρ : Un-factored non-composite dead load (kips/ft.).
- $M \rho$: Un-factored moment due to non-composite dead load (kip-ft.).
- $s \rho$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
- $M_s \rho$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
- M_L : Un-factored live load moment (kip-ft.).
- M_{Imp} : Un-factored moment due to impact (kip-ft.).
- M_a : Factored design moment (kip-ft.).
 $1.3 [M \rho + M_s \rho + \frac{5}{8} (M_L + M_{Imp})]$
- M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
- f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M \rho + M_s \rho + \frac{5}{8} (M_L + M_{Imp})$
- f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M \rho + M_s \rho + \frac{5}{8} (M_L + M_{Imp})]$
- VR: Maximum $\frac{1}{4}$ + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



FRAMING PLAN

INTERIOR GIRDER REACTION TABLE		
	Abut.	Pier
$R \rho$	(k) 59.7	217.4
R_L	(k) 42.5	76.7
Imp.	(k) 8.5	10.7
R_{Total}	(k) 110.7	304.8

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	L SUM	1
Stud Shear Connectors	Each	13,860

NOTES

All structural steel for girders and splice plates shall conform to the requirements of AASHTO M270, Grade 50. All other structural steel shall conform to the requirements of AASHTO M270, Grade 36.

Load carrying components designated "NTR" shall conform to the supplemental requirements for Notch Toughness, Zone 2.

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins or bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

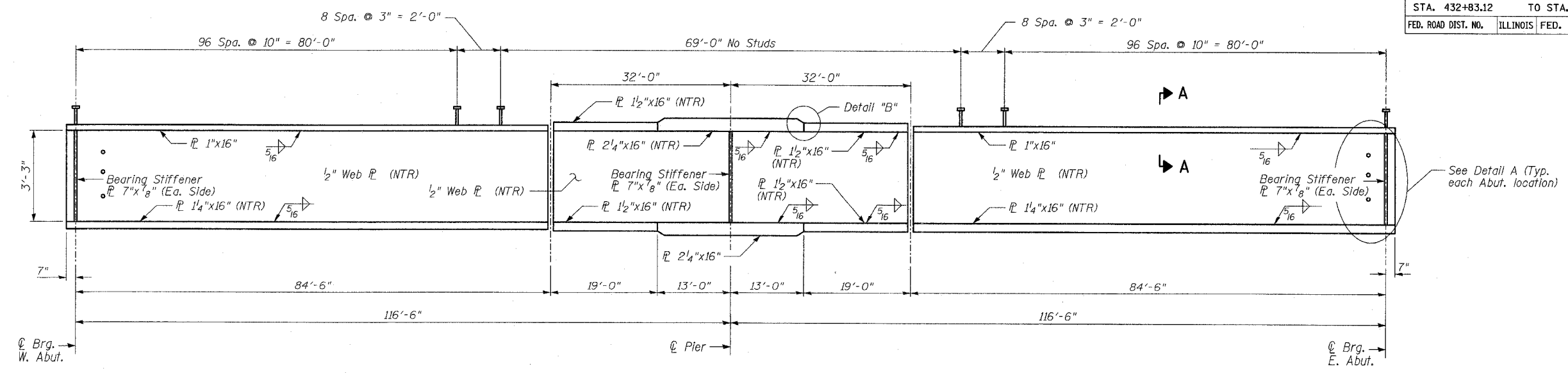
ILLINOIS DEPARTMENT OF TRANSPORTATION
FRAMING PLAN
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SP
 DRAWN BY: SP
 SCALE: DATE: MAY 8, 2007
 CHECKED BY: PDF

SHEET S-23 OF S-53

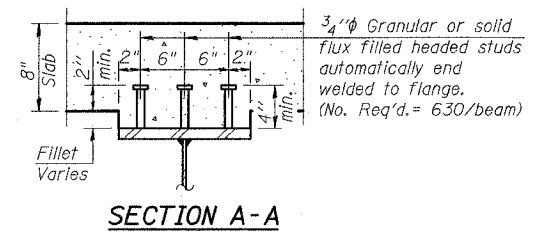
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	271
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

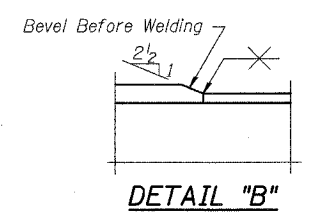
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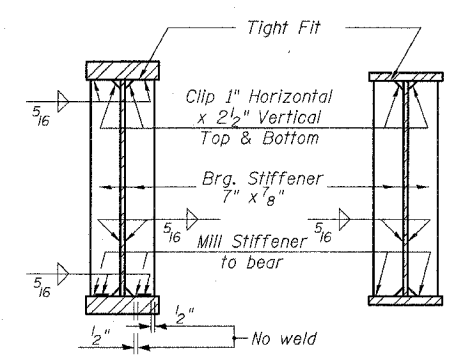
GIRDER ELEVATION



SECTION A-A

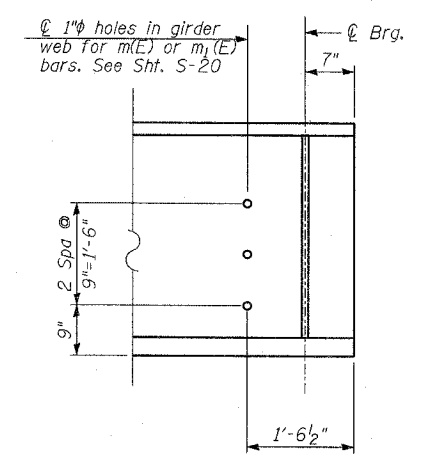


DETAIL "B"



SECTION AT PIER

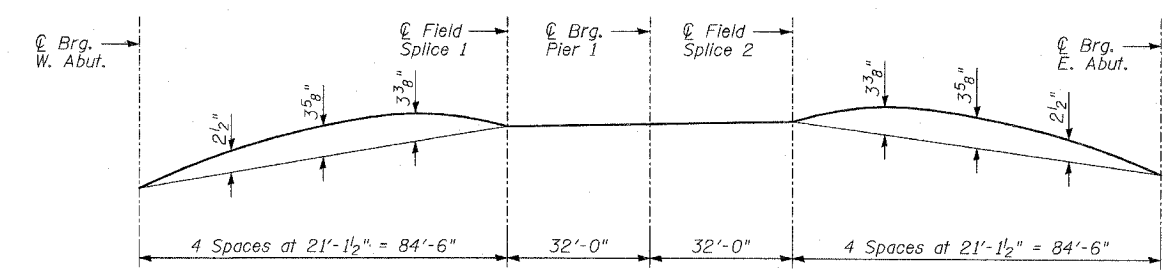
SECTION AT ABUTMENT



DETAIL A

TOP OF WEB ELEVATIONS
For Fabrication Only.

Beam	© Brg. W. Abut.	© Field Splice 1	© Brg. Pier 1	© Field Splice 2	© Brg. E. Abut.
1	710.81	711.34	711.37	711.39	710.96
2	710.95	711.49	711.51	711.53	711.10
3	711.09	711.63	711.65	711.67	711.24
4	711.24	711.77	711.79	711.82	711.39
5	711.38	711.91	711.94	711.96	711.53
6	711.52	712.06	712.08	712.10	711.67
7	711.66	712.20	712.22	712.24	711.81
8	711.81	712.34	712.36	712.38	711.96
9	711.93	712.47	712.49	712.51	712.08
10	712.04	712.57	712.60	712.62	712.19
11	712.15	712.68	712.70	712.73	712.30
12	712.25	712.79	712.81	712.83	712.40
13	712.25	712.79	712.81	712.83	712.40
14	712.14	712.68	712.70	712.72	712.29
15	712.03	712.56	712.59	712.61	712.18
16	711.92	712.45	712.47	712.50	712.07
17	711.78	712.31	712.33	712.36	711.93
18	711.63	712.16	712.19	712.21	711.78
19	711.48	712.01	712.04	712.06	711.63
20	711.33	711.87	711.89	711.91	711.48
21	711.18	711.72	711.74	711.76	711.33
22	711.03	711.57	711.59	711.61	711.18



CAMBER DIAGRAM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GIRDER ELEVATIONS & DETAILS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SP
 DRAWN BY: SP
 SCALE: _____
 DATE: MAY 8, 2007
 CHECKED BY: PDF

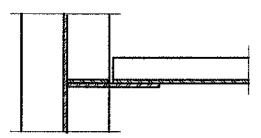
TYLIN INTERNATIONAL

SHEET S-24 OF S-53

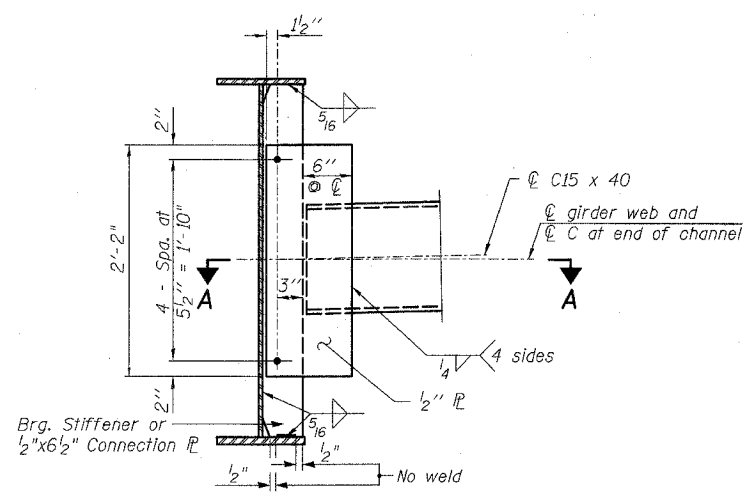
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	272
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



SECTION A-A

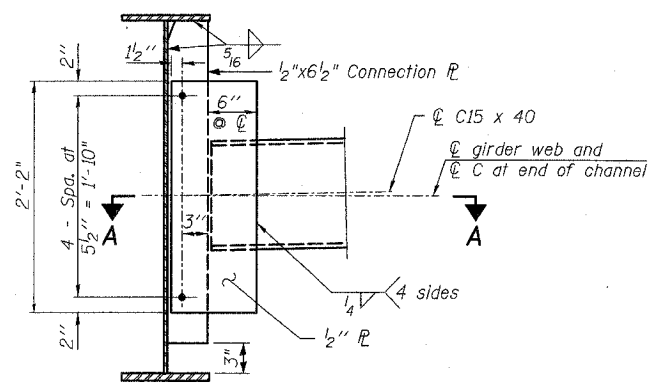


DIAPHRAGM D1, D4

33 Required D1
27 Required D4

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

Fasteners shall be 3/4 inch diameter HS bolts, 15/16 inch diameter holes

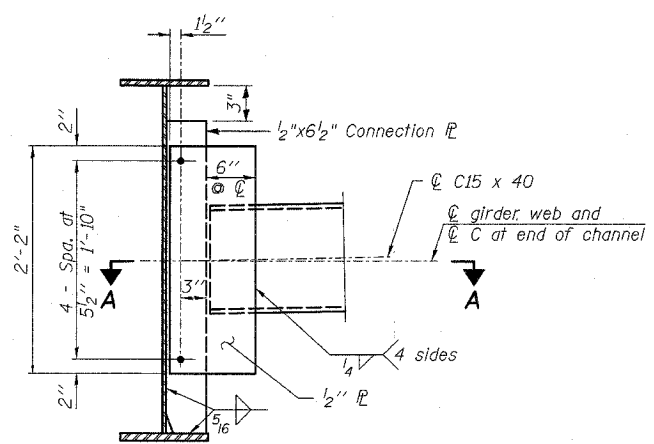


DIAPHRAGM D2, D5

60 Required D2
54 Required D5

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

Fasteners shall be 3/4 inch diameter HS bolts, 15/16 inch diameter holes

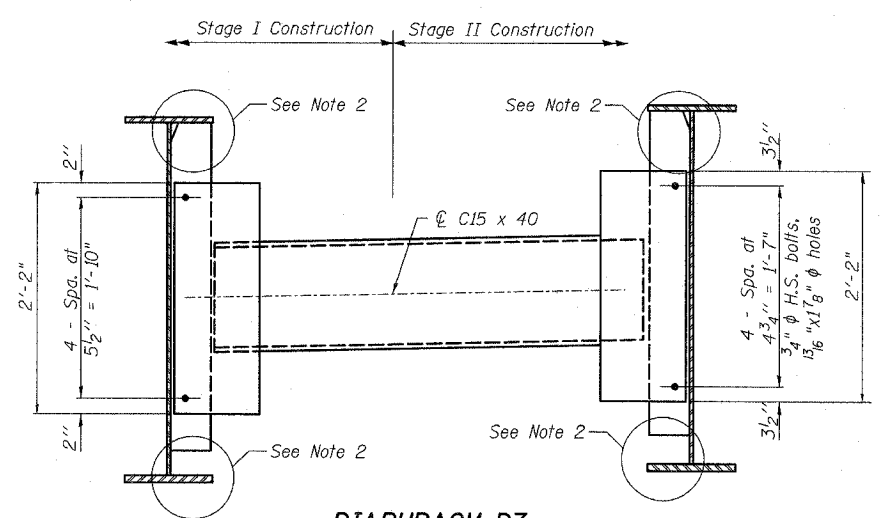


DIAPHRAGM D3, D6

20 Required D3
18 Required D6

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

Fasteners shall be 3/4 inch diameter HS bolts, 15/16 inch diameter holes



DIAPHRAGM D7
8 Required

Notes:

- All details and notes similar to Diaphragm D2 or D3, except as noted.
- Diaphragm D7 that is placed transversely in-line with Diaphragm D2 shall be detailed similar to D2. Diaphragm D7 that is placed transversely in-line with Diaphragm D3 shall be detailed similar to D3.
- Bolts in slots shall be finger tight until Stage II deck pour is complete.
- Slots shall be positioned such that under no concrete load, bolts are at low end of slot and finish near opposite end of slot under deck load.

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

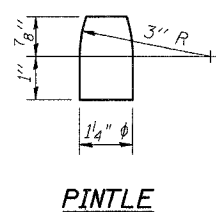
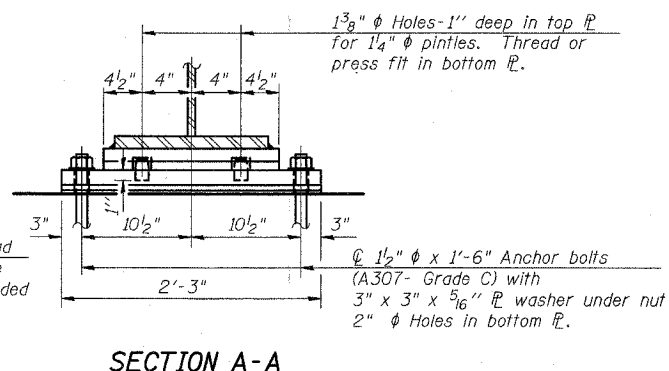
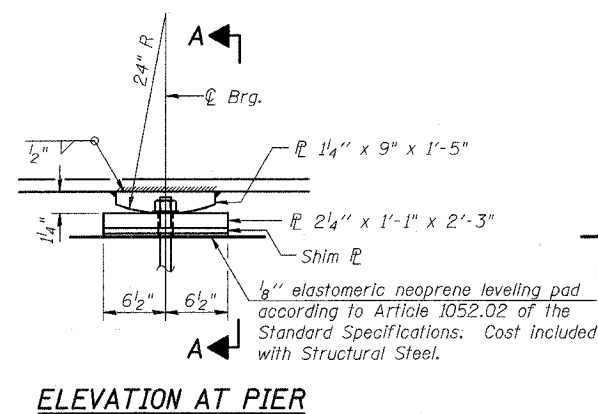
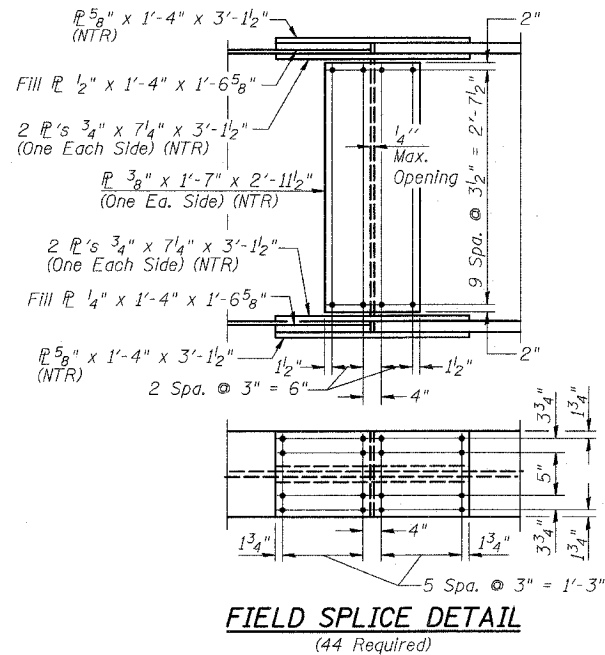
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIAPHRAGM DETAILS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SP
 DRAWN BY: SNB
 CHECKED BY: PDF
 SCALE:
 DATE: MAY 8, 2007

SHEET S-25 OF S-53

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	273
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



NOTES FOR FIXED BEARINGS:

- The structural steel plates of the bearing assembly shall conform to the requirements of AASHTO M270 Grade 50.
- Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
- Bearing plates, side retainers, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232.
- H.S. Bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
- Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
- Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts 1 1/2" φ	Each	44

SHEET S-26 OF S-53

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FIELD SPLICE & BEARING DETAILS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SP,PL
 DRAWN BY: SNB
 SCALE: DATE: MAY 8, 2007 CHECKED BY: PDF

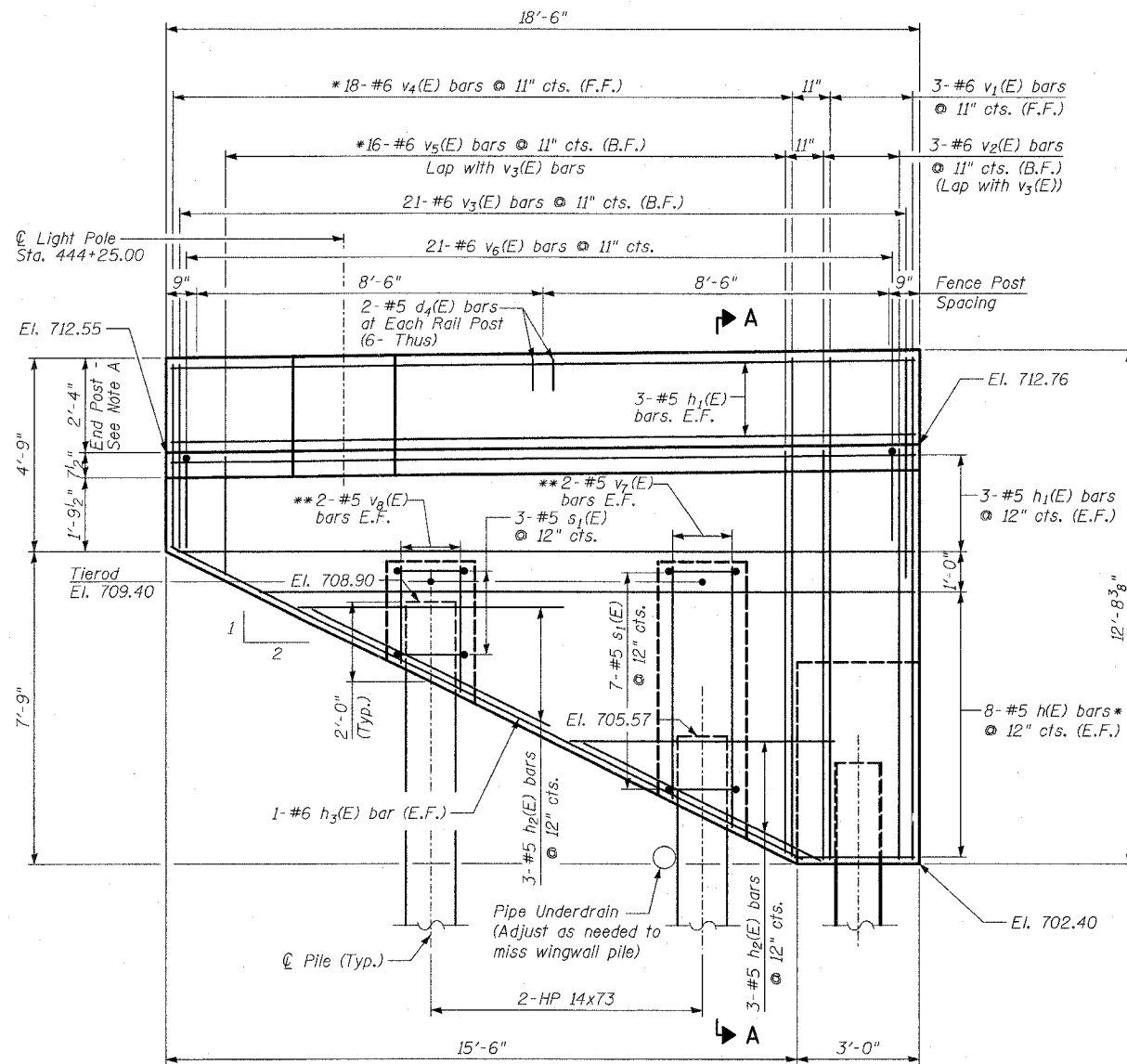
TYLINT INTERNATIONAL

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	275
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

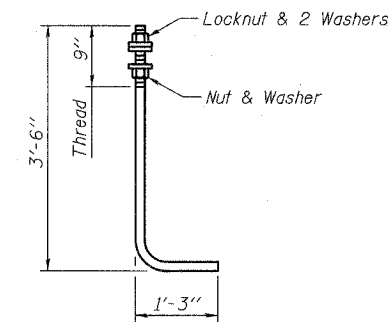
60B01



SOUTH WINGWALL ELEVATION
(Looking North)

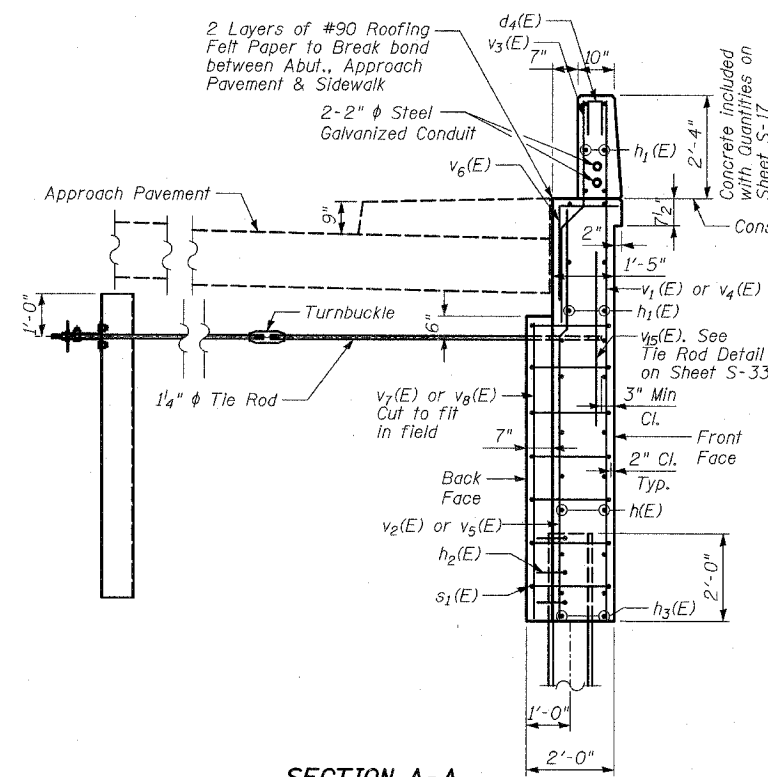
* See Field Cutting Diagram
** Cut to Fit

Note A:
End Post shall be poured after Bridge Parapet is in place. Form top surface to match Parapet grade.

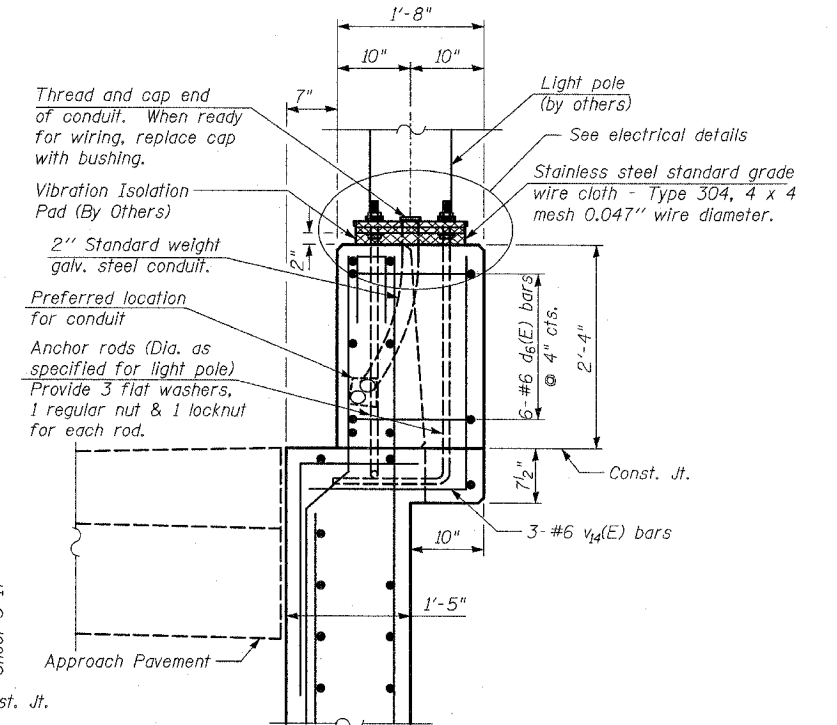


ANCHOR ROD

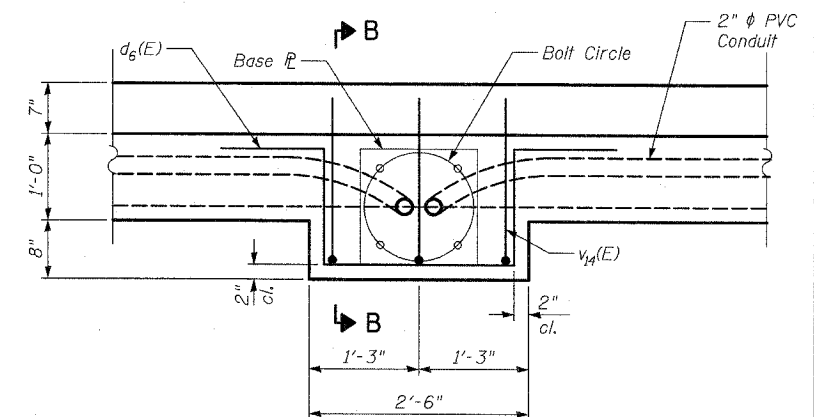
Diameter as specified for light poles.
(ASTM F 1554 Grade 105)



SECTION A-A



SECTION B-B



LIGHT POLE PLAN

TYLIN INTERNATIONAL

LEGEND

E.F. - Denotes Each Face.
B.F. - Denotes Back Face.
F.F. - Denotes Front Face.

NOTES

- Quantity of Concrete in End Post included with Concrete Superstructure on Sheet S-17.
- For Details on Bar Splicers, See Sheet S-38.
- For Details on Piles and Concrete Encasement, See Sheet S-39. Concrete Encasement shall be used on each Abutment and Wingwall Pile.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
WEST ABUTMENT DETAILS - I
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: TB
 DRAWN BY: TB
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

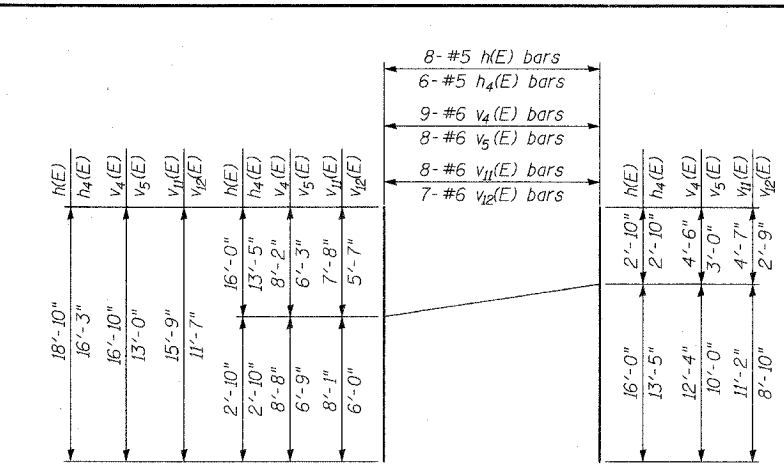
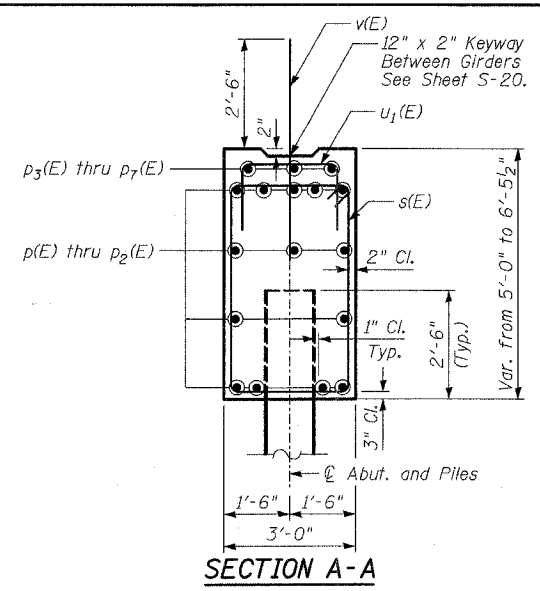
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	276
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

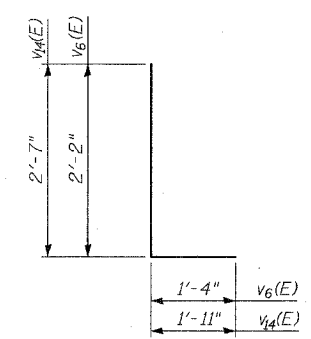
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d ₄ (E)	12	#5	2'-0"	□
d ₆ (E)	6	#6	7'-2"	□
h(E)	8	#5	18'-10"	—
h ₁ (E)	12	#5	18'-2"	—
h ₂ (E)	12	#5	7'-4"	—
h ₃ (E)	2	#6	17'-3"	—
h ₄ (E)	6	#5	16'-3"	—
h ₅ (E)	12	#5	15'-8"	—
h ₆ (E)	2	#6	14'-6"	—
p(E)	28	#7	31'-9"	—
p ₁ (E)	14	#7	20'-8"	—
p ₂ (E)	28	#7	37'-0"	—
p ₃ (E)	6	#5	23'-8"	—
p ₄ (E)	3	#5	7'-0"	—
p ₅ (E)	3	#5	20'-8"	—
p ₆ (E)	3	#5	20'-0"	—
p ₇ (E)	3	#5	22'-8"	—
s(E)	132	#5	15'-5"	□
s ₁ (E)	19	#5	8'-3"	□
u(E)	4	#5	8'-5"	□
u ₂ (E)	115	#5	7'-0"	□
v(E)	128	#8	5'-0"	—
v ₁ (E)	3	#6	12'-4"	—
v ₂ (E)	3	#6	10'-0"	—
v ₃ (E)	39	#6	5'-3"	—
v ₄ (E)	9	#6	16'-10"	—
v ₅ (E)	8	#6	13'-0"	—
v ₆ (E)	39	#6	3'-6"	—
v ₇ (E)	4	#5	6'-4"	—
v ₈ (E)	8	#5	3'-0"	—
v ₉ (E)	3	#6	11'-2"	—
v ₁₀ (E)	3	#6	8'-10"	—
v ₁₁ (E)	8	#6	15'-9"	—
v ₁₂ (E)	7	#6	11'-7"	—
v ₁₃ (E)	4	#5	5'-10"	—
v ₁₄ (E)	3	#6	4'-6"	—
v ₁₅ (E)	4	#10	4'-0"	—
Porous Granular Embankment, Special		Cu Yd	367	
Structure Excavation		Cu Yd	188	
Concrete Structures		Cu Yd	112	
Reinforcement Bars, Epoxy Coated		Pound	12,290	
Furnishing Steel Piles, HP14x73		Foot	1,529	
Driving Piles		Foot	1,529	
Test Pile Steel HP14x73		Each	1	
Pile Shoes		Each	30	
Geocomposite Wall Drain		Sq Yd	143	
Bar Splicers		Each	14	
Permanent Steel Sheet Piling		Sq Ft	264	
Concrete Encasement		Cu Yd	16	

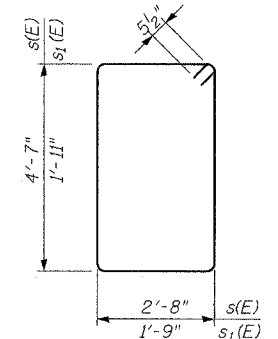


FIELD CUTTING DIAGRAM

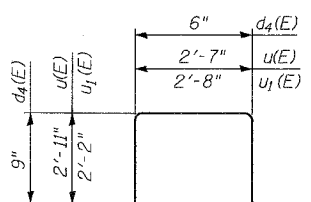
Order all bars full length.
Cut h(E) and h₄(E) bars as shown and use remainder of bars in opposite face.
Cut v₄(E), v₅(E), v₁₁(E) & v₁₂(E) bars as shown and use remainder of bars in opposite end.



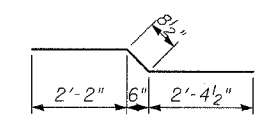
BARS v₆(E) & v₄(E)



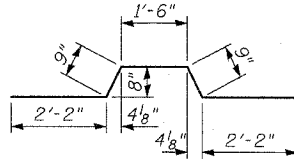
BARS s(E) & s₁(E)



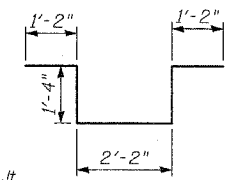
BARS u(E), u₁(E) & d₄(E)



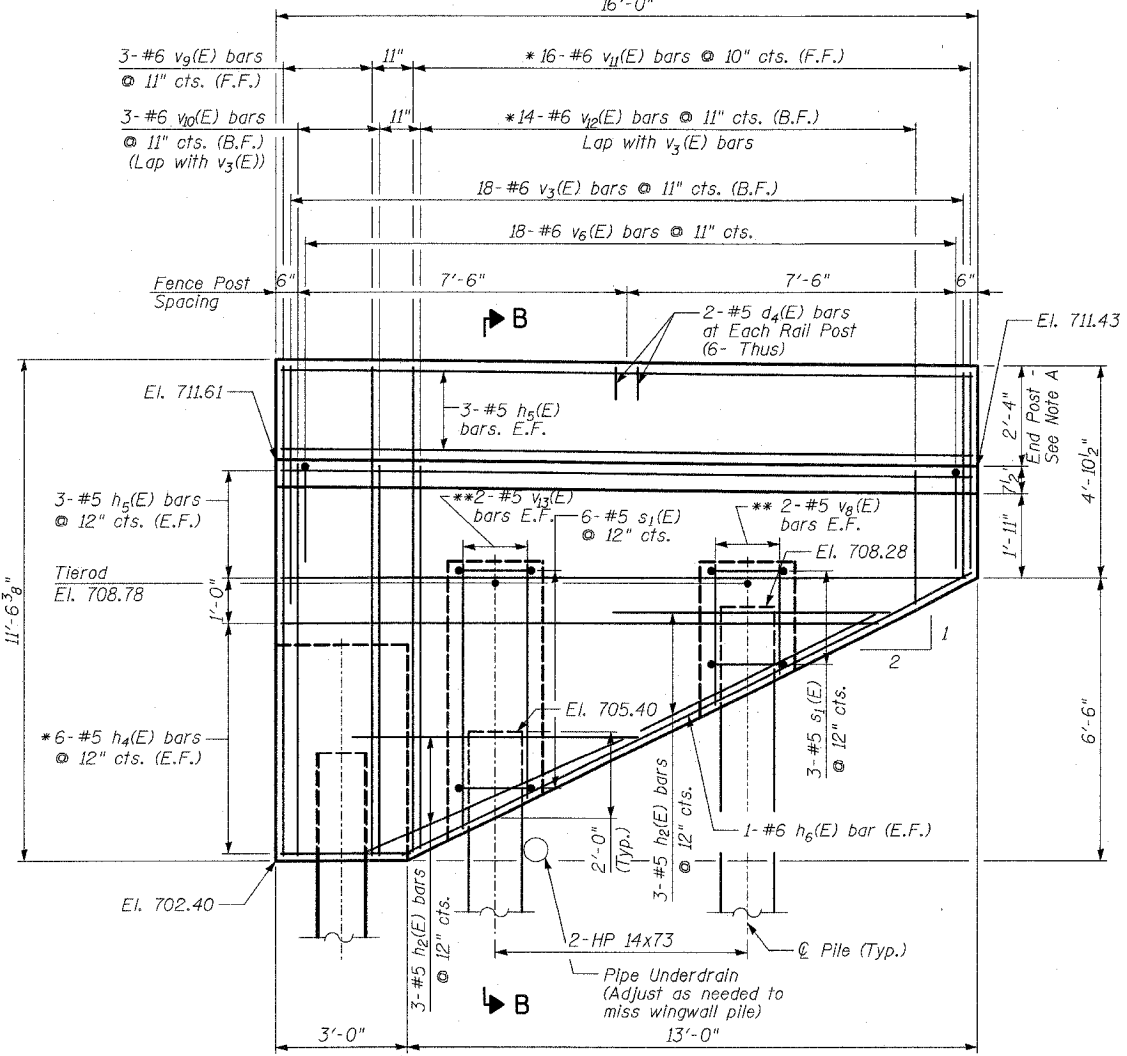
BAR v₃(E)



BAR h₂(E)



BAR d₆(E)

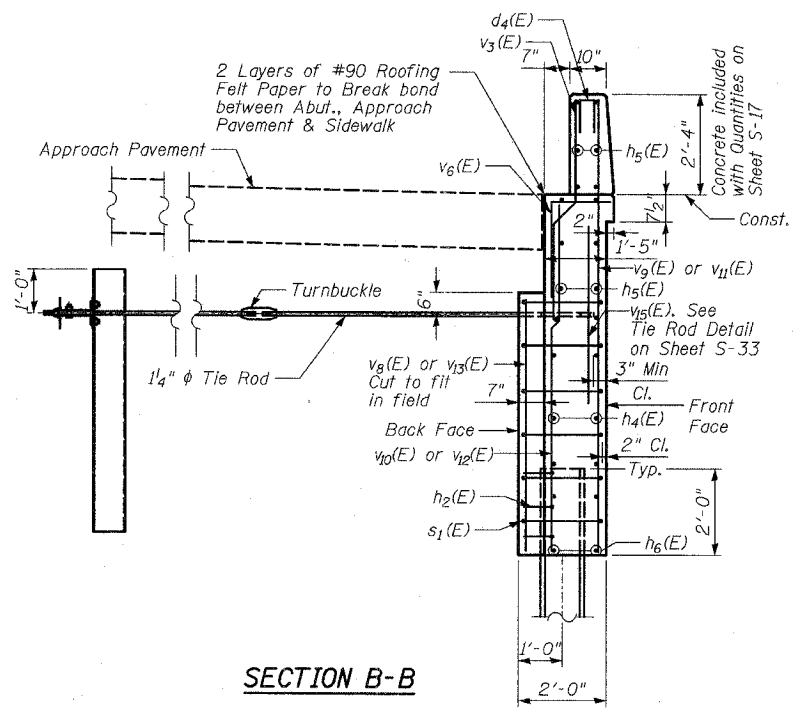


NORTH WINGWALL ELEVATION

(Looking South)

* See Field Cutting Diagram
** Cut to Fit

Note A:
End Post shall be poured after Bridge Parapet is in place. Form top surface to match Parapet grade.



SECTION B-B

LEGEND

- E.F. - Denotes Each Face.
- B.F. - Denotes Back Face.
- F.F. - Denotes Front Face.

NOTES

- Quantity of Concrete in End Post included with Concrete Superstructure on Sheet S-17.
- For Details on Bar Splicers, See Sheet S-38.
- For Details on Piles and Concrete Encasement, See Sheet S-39. Concrete Encasement shall be used on each Abutment and Wingwall Pile.

REVISIONS	
NAME	DATE

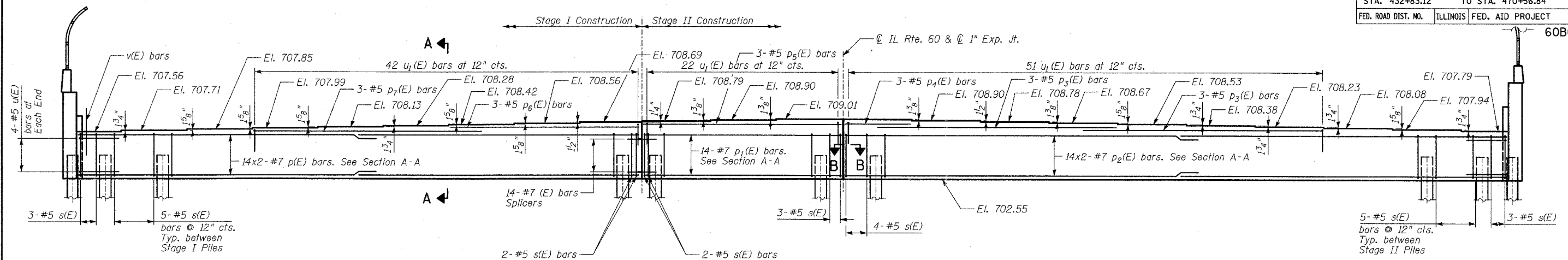
ILLINOIS DEPARTMENT OF TRANSPORTATION
WEST ABUTMENT DETAILS - II
ILLINOIS 60 OVER I-94
F.A.P. RTE. 335 SECTION 119R-2
LAKE COUNTY STA. 445+54.14
S.N. 049-2012 ISTHA BRIDGE NO. 407
DESIGNED BY: TB
DRAWN BY: TB
CHECKED BY: SP
SCALE:
DATE: MAY 8, 2007

TYLIN INTERNATIONAL

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	277
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

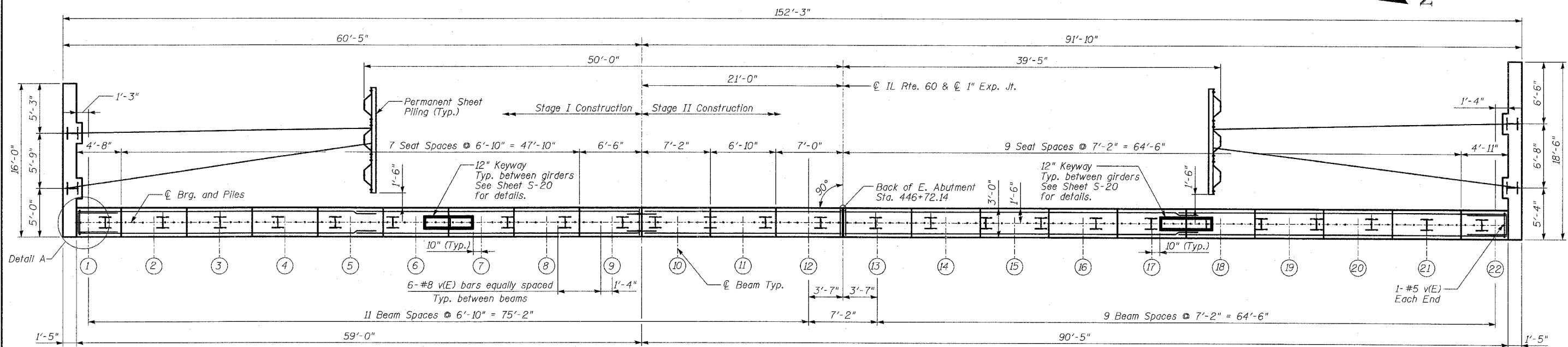
60B01



PILE DATA
 Type: Steel HP 14x73
 Nominal Required Bearing: 480 Kips
 Allowable Resistance Available: 160 Kips
 Estimated Length: 56'-6" Ft
 No. Production Piles: 25
 No. Test Piles: 1

PILE DATA FOR WINGWALLS
 Type: Steel HP 14x73
 Nominal Required Bearing: 480 Kips
 Allowable Resistance Available: 160 Kips
 Estimated Length: 56'-0" Ft
 No. Production Piles: 4
 No. Test Piles: 0

ELEVATION
 (Looking East)



PLAN

MINIMUM BAR LAPS
 (Abutments)

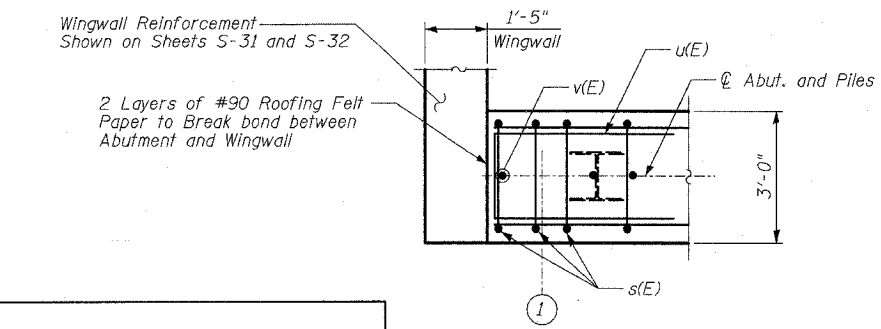
Bar	Lap
#5	2'-2"
#7	4'-10"

NOTES

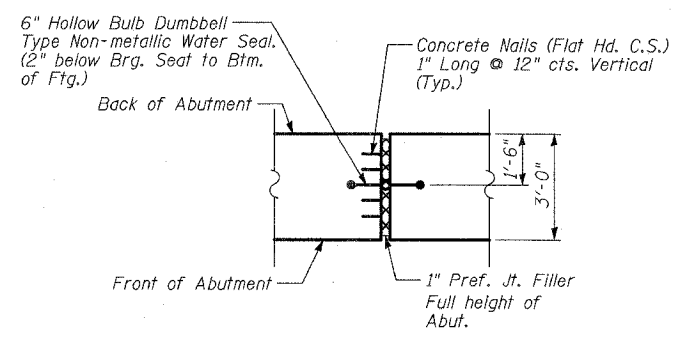
1. Pour steps monolithically with cap.
2. For Pile Layout and Spacing See Sheet S-3.
3. See Sheet S-32 for Section A-A.
4. v(E) bars shall be cast in place and not mucked-in after the pile cap is placed.
5. See Sheet S-20 for Keyway details.

REVISIONS	
NAME	DATE

SHEET S-30 OF S-53
 ILLINOIS DEPARTMENT OF TRANSPORTATION
EAST ABUTMENT
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 SCALE: DRAWN BY: TB
 DATE: MAY 8, 2007 CHECKED BY: SP



DETAIL A



SECTION B-B

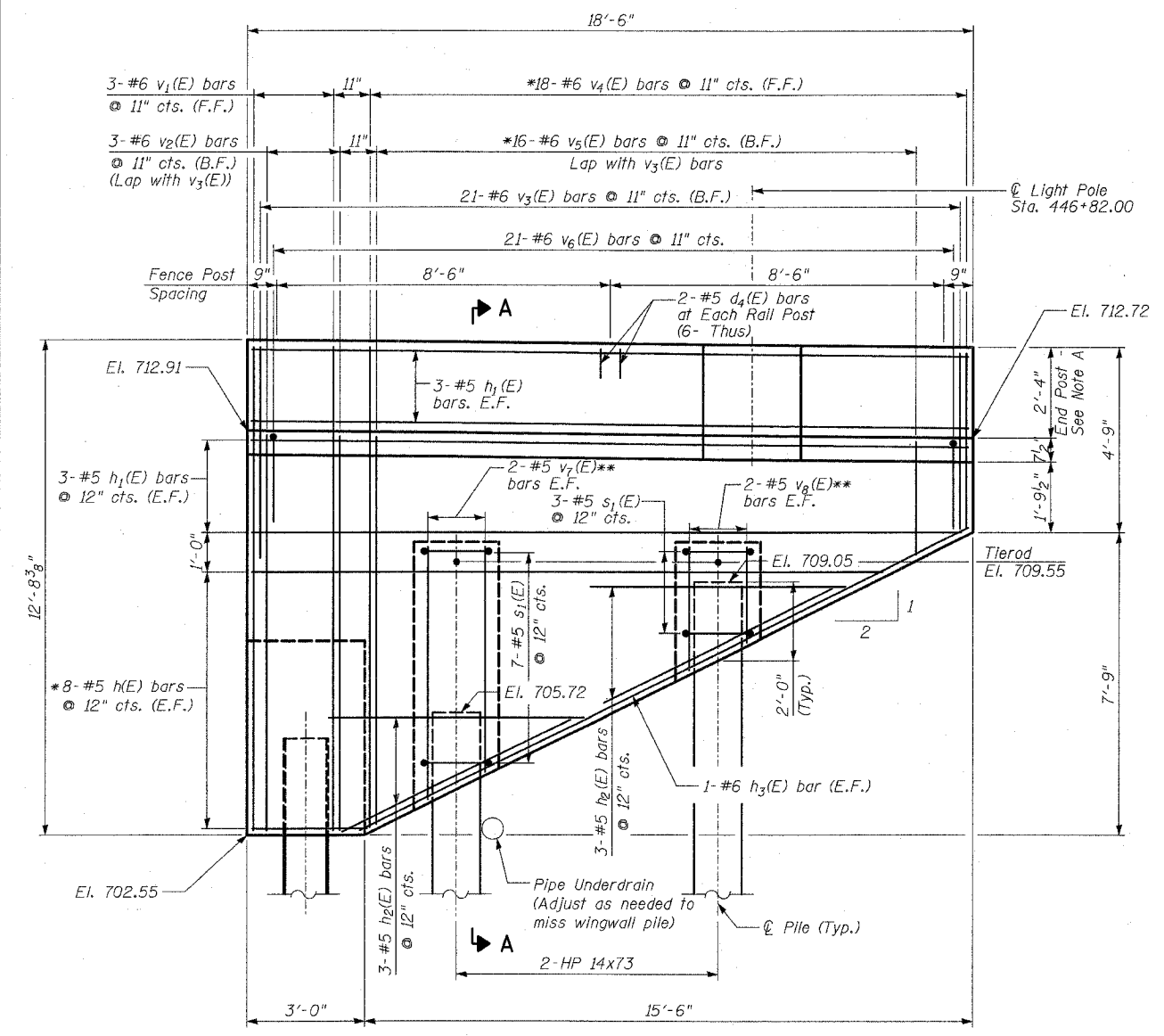
Cost of Water Seal included in the cost of Concrete Structures.

TYLIN INTERNATIONAL

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	278
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

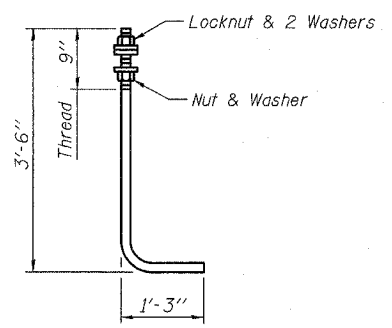
60B01



SOUTH WINGWALL ELEVATION
(Looking North)

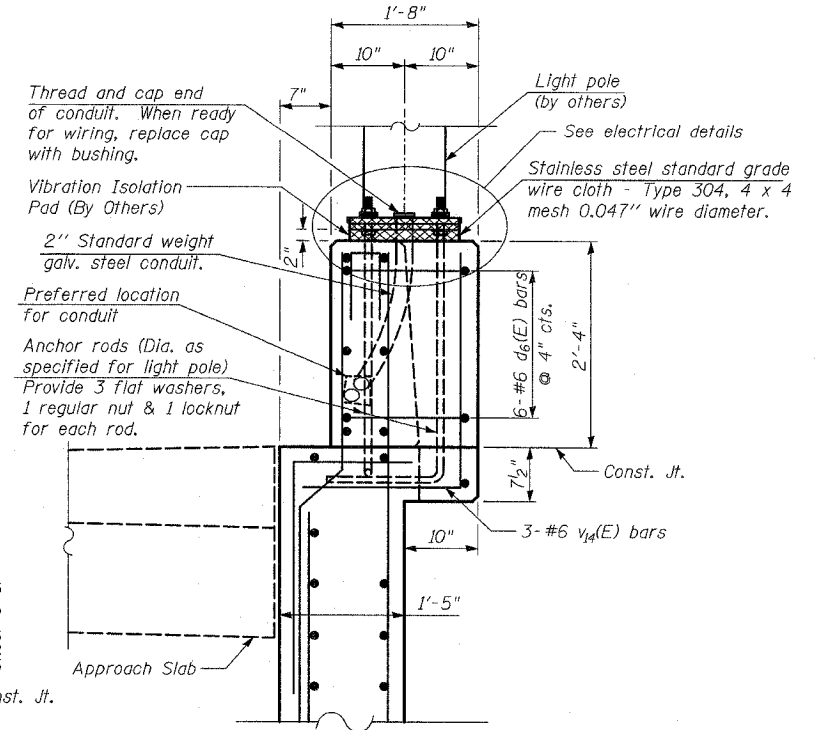
* See Field Cutting Diagram
** Cut to Fit

Note A:
End Post shall be poured after Bridge Parapet is in place. Form top surface to match Parapet grade.

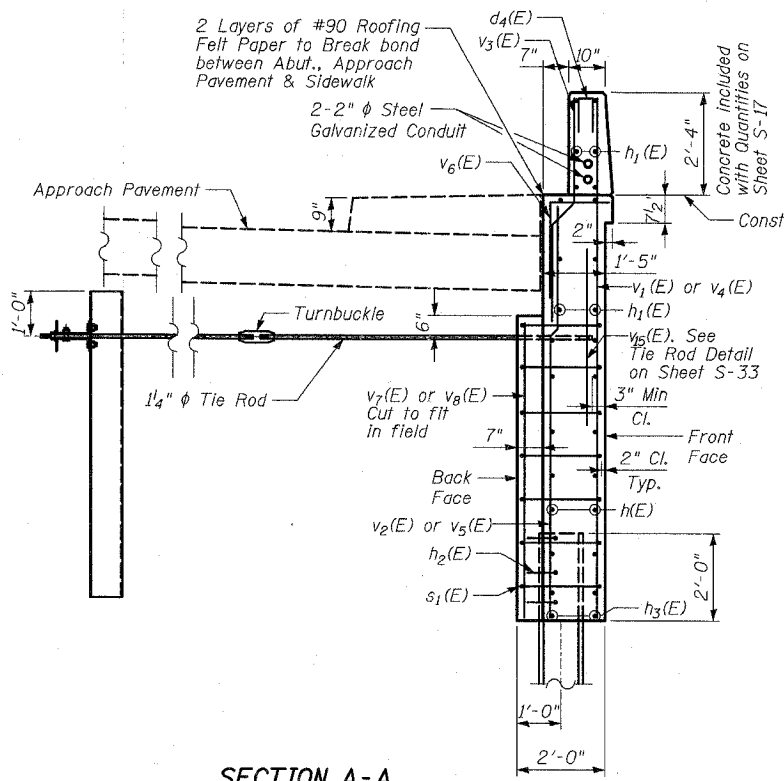


ANCHOR ROD

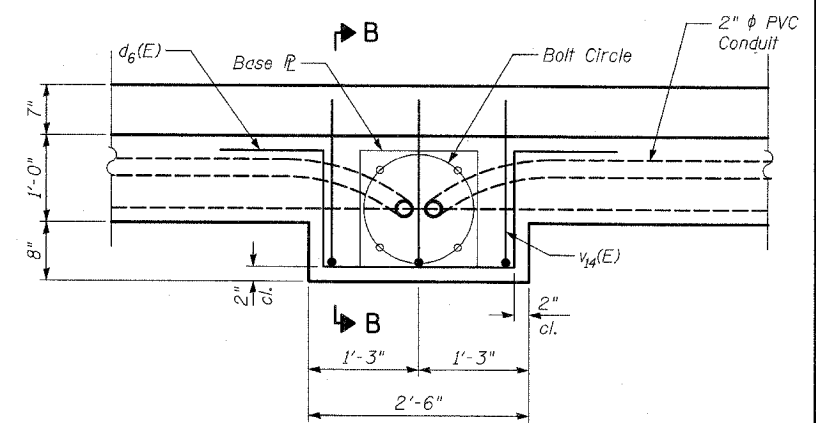
Diameter as specified for light poles.
(ASTM F 1554 Grade 105)



SECTION B-B



SECTION A-A



LIGHT POLE PLAN

LEGEND

- E.F. - Denotes Each Face.
- B.F. - Denotes Back Face.
- F.F. - Denotes Front Face.

NOTES

- Quantity of Concrete in End Post included with Concrete Superstructure on Sheet S-17.
- For Details on Bar Splicers, See Sheet S-38.
- For Details on Piles and Concrete Encasement, See Sheet S-39. Concrete Encasement shall be used on each Abutment and Wingwall Pile.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EAST ABUTMENT DETAILS - I
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: TB
 DRAWN BY: TB
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

TYLIN INTERNATIONAL

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	280
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

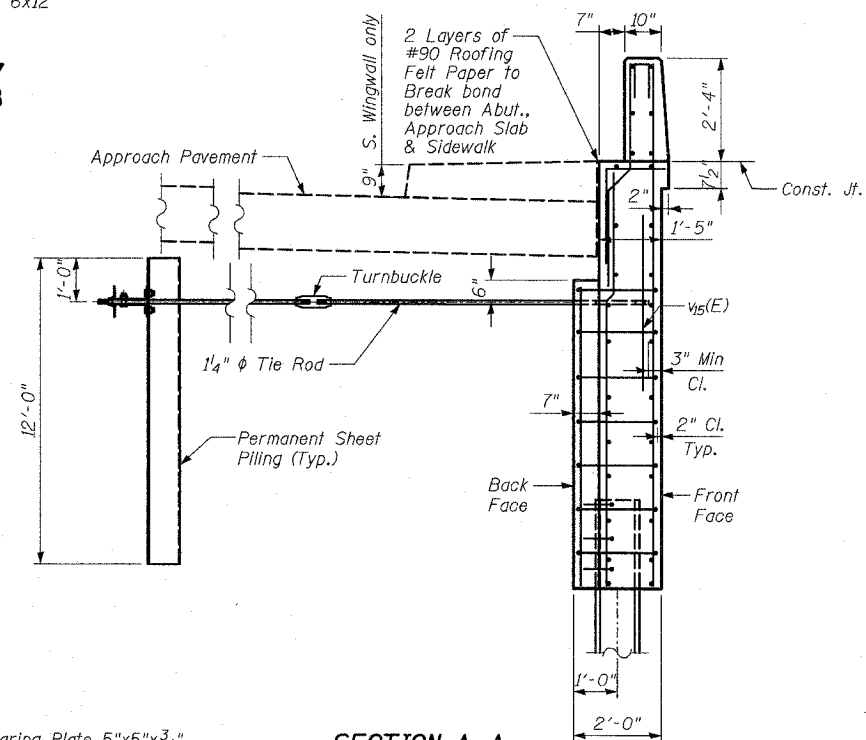
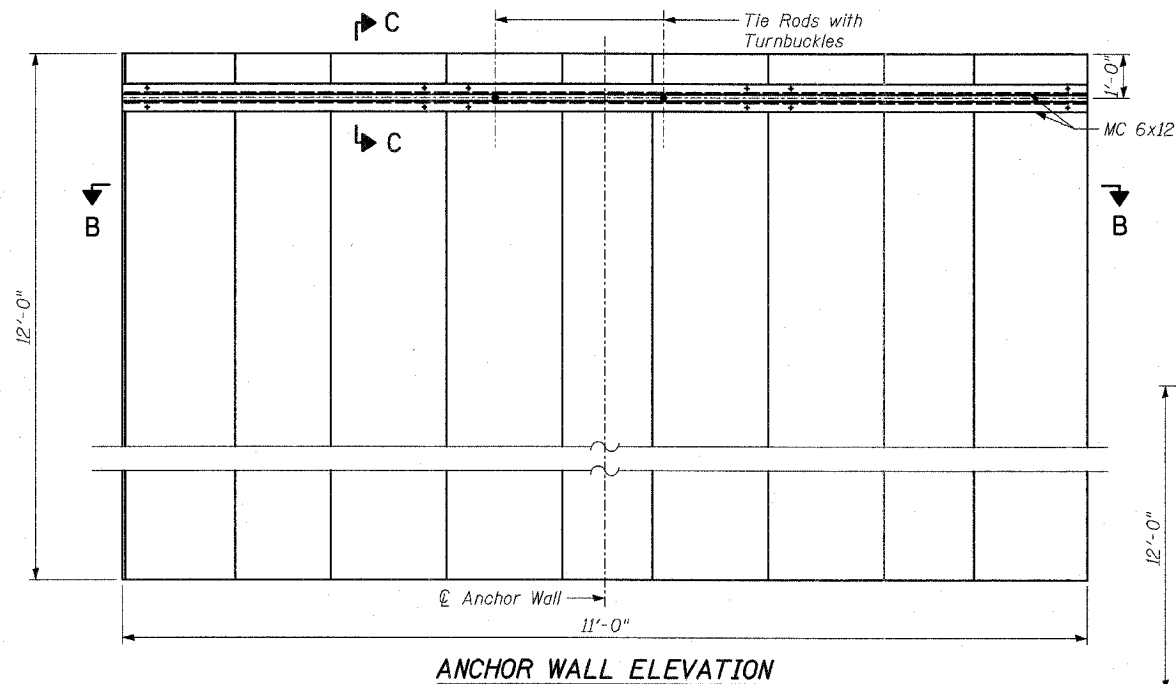
NOTES:

1. Tie Rods shall conform to the requirements of AASHTO M 183. Turnbuckles shall be dropped forged and conform to the requirements of AASHTO M 102 (ASTM A 668) Class C. The structural steel, tie rods and turnbuckles shall be hot-dipped galvanized in accordance with AASHTO M 232 (ASTM A.153).
2. The nuts and bolts at the end of the tie rods shall conform to the requirements of AASHTO M 164 (ASTM A 325). The nuts and bolts shall be hot-dipped galvanized in accordance with AASHTO M 232 (ASTM A 153).
3. The tape to be wrapped around tie rods shall be "Tapecoat-CT" or an approved equal.
4. The cost of Furnishing and Installing the tie rods and associated hardware shall be included in the cost of "Permanent Sheet Piling".

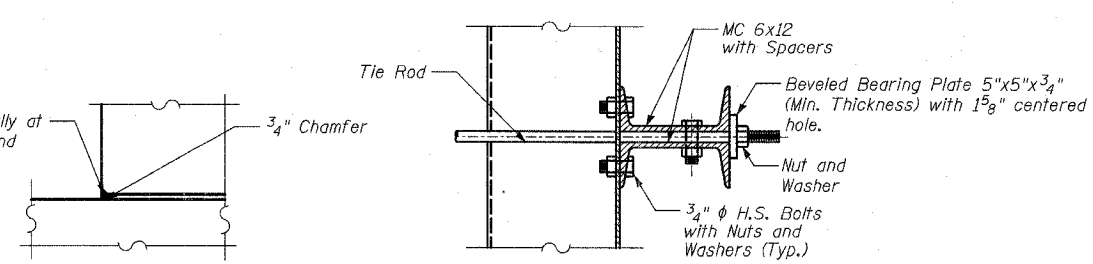
CONSTRUCTION SEQUENCE

The tie rods shall be installed in the following sequence unless an alternate sequence is submitted by the Contractor and approved by the Engineer:

1. After the superstructure is in place and formwork has been removed, drive sheet piling 4' minimum into existing ground at locations shown in the plans. The sheet lengths shown in the plans are the minimum required, however the Engineer may elect to increase depth based on existing field conditions. Care shall be taken not to drive the sheets through the pipe underdrain.
2. Place Porous Granular Embankment (Special) behind the abutments in the vicinity of the sheet piling to six inches below the tie rod elevation. The Porous Granular Embankment (Special) shall be placed level in front and back of the sheet for approximately 10 feet minimum before sloping down at a 1 to 1 slope to the bottom of the wingwall elevation. At locations where excavation is necessary to install the tie rods, excavate to 6" below the tie rod elevation.
3. Install wales, tie rods, and turnbuckles. Tighten turnbuckles until tie rod is lightly tensioned. Tensioning should not pull the wingwall reinforcement out of vertical or horizontal alignment. Shim tie rod near middle at support sheet piling.
4. Form, pour, and cure the concrete in the wingwalls.
5. After forms have been removed, backfill on outside of wingwalls to approximate final grade. Place porous granular backfill on the inside of the wingwall to an elevation six inches below the tie rod elevation using care not to place directly on the tie rod.
6. Tighten turnbuckles until sheet piling is aligned. Tension tie rod to a snug fit, back off and re-tighten to a snug fit plus one-quarter turn. Set the threads of the tie rod after the final tightening.
7. Clean, wrap, and protect the tie rod, turnbuckle, and wale anchorage connections in accordance with the tape manufacturer's recommendations.
8. Complete backfill on inside of wingwalls, using care to work fill material around the tie rods. Do not permit mechanical compaction equipment to cross the tie rods until a minimum of one foot of protective backfill has been placed and compacted by alternate methods.

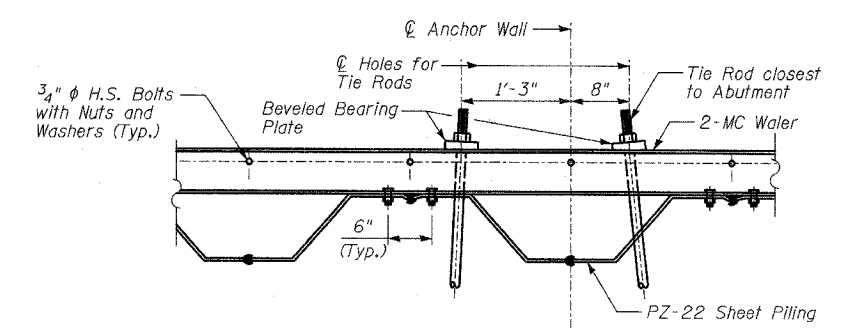


SECTION A-A

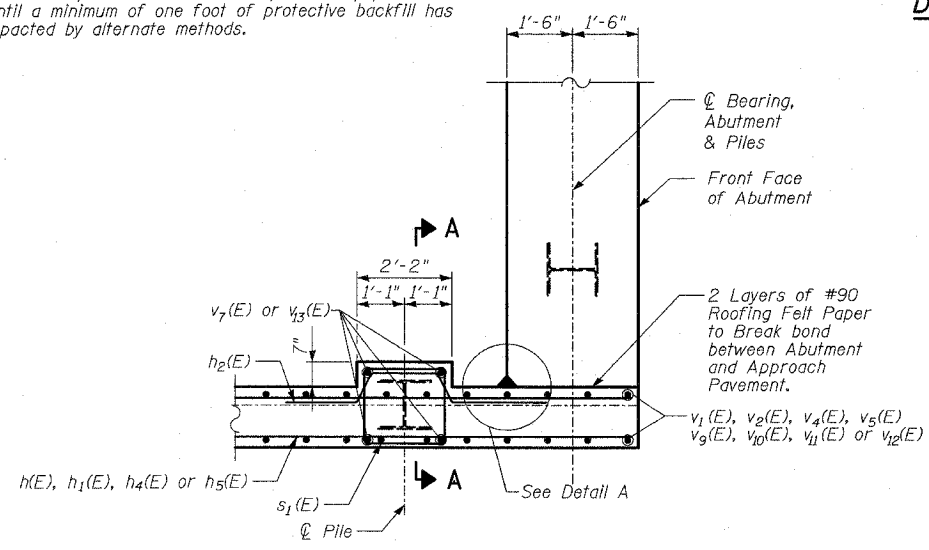


DETAIL A

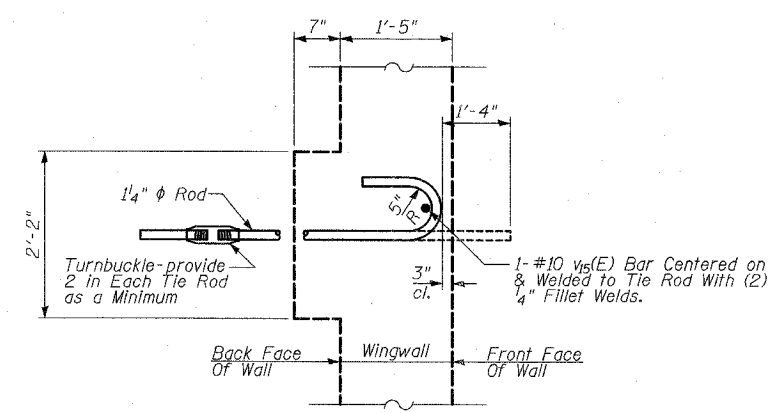
SECTION C-C



SECTION B-B



WINGWALL - PLAN



TIE ROD DETAILS - PLAN VIEW

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT MISCELLANEOUS DETAILS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: TB
 DRAWN BY: TB
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

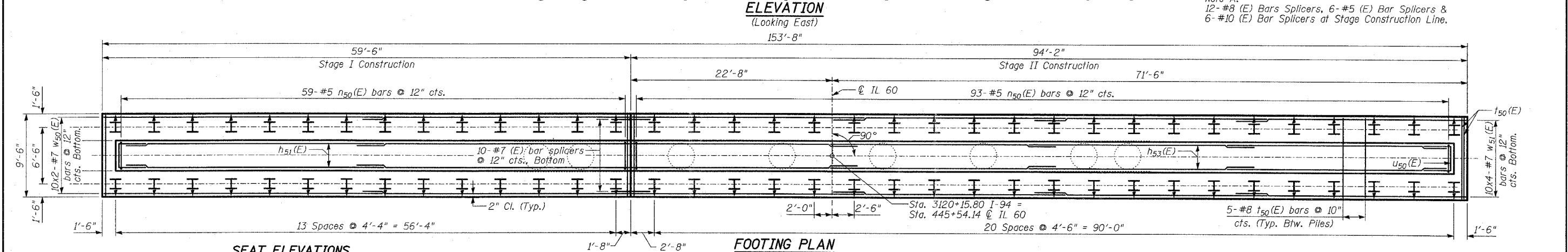
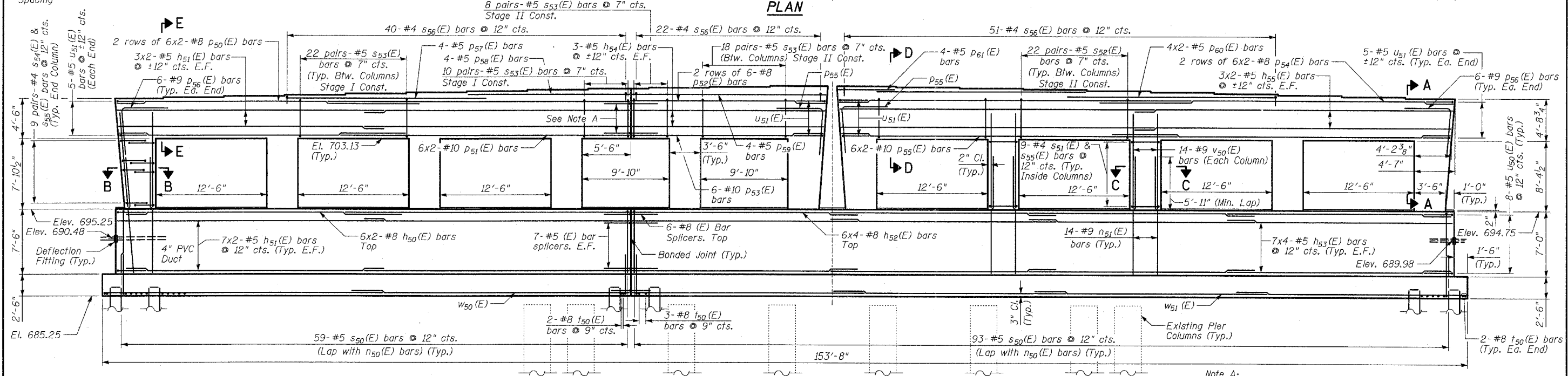
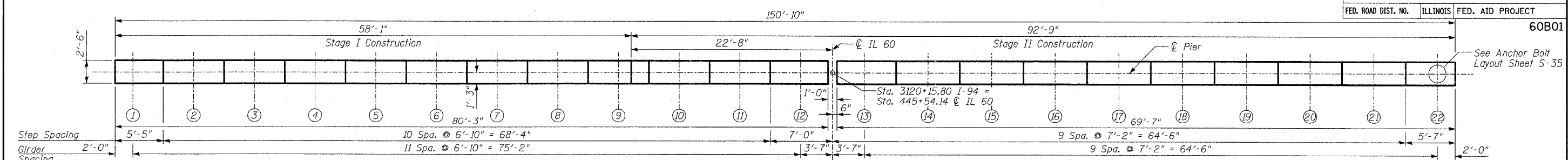
TYLIN INTERNATIONAL

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	281
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

See Anchor Bolt Layout Sheet S-35



PILE DATA
 Type: Steel HP 14x73
 Nominal Required Bearing: 480 Kips
 Allowable Resistance Available: 160 Kips
 Estimated Length: 56'-0"
 No. Production Piles: 69
 No. Test Piles: 1

SEAT ELEVATIONS

BEAM #	1	2	3	4	5	6	7	8	9	10	11	12
ELEVATION	707.63	707.77	707.91	708.05	708.20	708.34	708.48	708.62	708.75	708.86	708.96	709.07
STEP HT.	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ¹ / ₂ "	1 ¹ / ₄ "	1 ¹ / ₄ "	1 ¹ / ₄ "

BEAM #	13	14	15	16	17	18	19	20	21	22
ELEVATION	709.07	708.96	708.85	708.73	708.60	708.45	708.30	708.15	708.00	707.85
STEP HT.	1 ³ / ₈ "	1 ³ / ₈ "	1 ³ / ₈ "	1 ⁵ / ₈ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "	1 ³ / ₄ "

MINIMUM BAR LAPS

Bar	Lap
#5	2'-2"
#7	3'-5"
#8	6'-4"
#10	7'-3"

Typical unless noted otherwise

- NOTES:**
- For Sections A-A thru E-E, see Sheet S-35.
 - Bars indicated thus: 10 x 3 #7 etc. indicates 10 lines of bars with 3 lengths per line.
 - For Bar Splicer Details, see Sheet S-38.
 - Space reinforcement in cap to miss anchor bolts.
 - Four steps monolithically with cap.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: MI
 DRAWN BY: SNB
 SCALE: DATE: MAY 8, 2007
 CHECKED BY: SP

TYLIN INTERNATIONAL

SHEET S-34 OF S-53

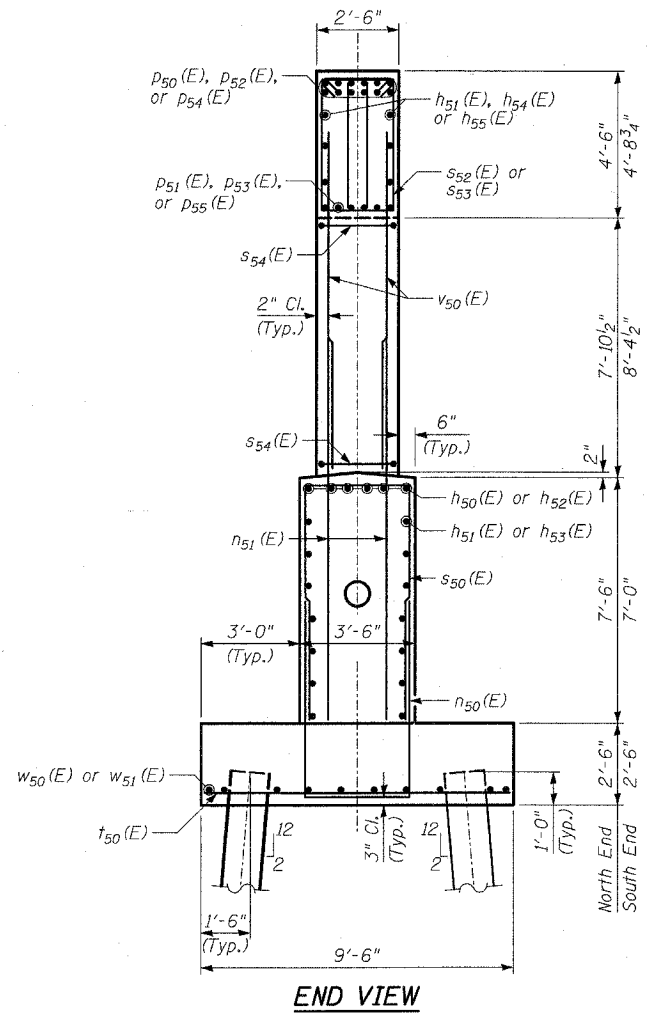
PA6024581160NSTRUCTURAL/IN/IL60BPIER.DWG 04/30/07

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	282
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

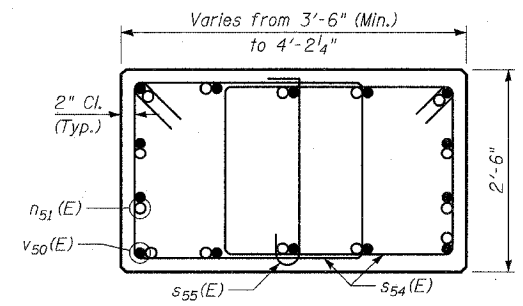
60B01

BILL OF MATERIAL

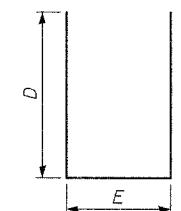
Bar	No.	Size	Length	Shape
$h_{50}(E)$	12	#8	32'-0"	—
$h_{51}(E)$	40	#5	30'-0"	—
$h_{52}(E)$	24	#8	27'-10"	—
$h_{53}(E)$	56	#5	24'-9"	—
$h_{54}(E)$	6	#5	21'-6"	—
$h_{55}(E)$	12	#5	35'-5"	—
$n_{50}(E)$	152	#5	12'-0"	□
$n_{51}(E)$	154	#9	13'-4"	—
$p_{50}(E)$	24	#8	34'-0"	—
$p_{51}(E)$	12	#10	32'-2"	—
$p_{52}(E)$	12	#8	21'-6"	—
$p_{53}(E)$	12	#10	21'-6"	—
$p_{54}(E)$	24	#8	39'-7"	—
$p_{55}(E)$	12	#10	37'-9"	—
$p_{56}(E)$	24	#9	17'-0"	7
$p_{57}(E)$	4	#5	22'-6"	—
$p_{58}(E)$	4	#5	18'-2"	—
$p_{59}(E)$	4	#5	21'-9"	—
$p_{60}(E)$	8	#5	23'-6"	—
$p_{61}(E)$	4	#5	6'-3"	—
$s_{50}(E)$	152	#5	17'-6"	□
$s_{51}(E)$	63	#4	11'-5"	□
$s_{52}(E)$	176	#5	12'-3"	□
$s_{53}(E)$	204	#5	11'-11"	□
$s_{54}(E)$	32	#4	10'-3"	□
$s_{55}(E)$	103	#4	2'-11"	□
$s_{56}(E)$	113	#4	7'-0"	□
$t_{50}(E)$	174	#8	9'-2"	—
$u_{50}(E)$	16	#5	9'-1"	□
$u_{51}(E)$	20	#5	8'-0"	□
$v_{50}(E)$	154	#9	11'-9"	—
$w_{50}(E)$	30	#7	31'-4"	—
$w_{51}(E)$	40	#7	26'-1"	—
Structure Excavation		Cu Yd	411	
Concrete Structures		Cu Yd	384	
Reinforcement Bars, Epoxy Coated		Pound	50,740	
Furnishing Steel Piles, HP14x73		Foot	3,864	
Driving Piles		Foot	3,864	
Test Pile Steel HP14x73		Each	1	
Pile Shoes		Each	70	
Concrete Sealer		Sq Ft	4730	
Bar Splicers		Each	54	
Conduit Embedded in Structure, 4" Dia., PVC		Foot	150.7	



END VIEW

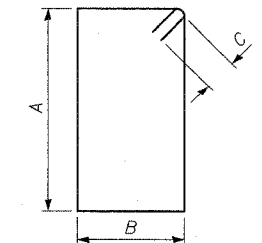


SECTION B-B



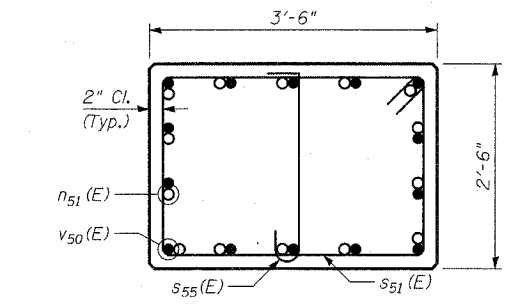
BARS $n_{50}(E)$, $s_{50}(E)$, $s_{56}(E)$, $u_{50}(E)$ & $u_{51}(E)$

Bar	D	E
$n_{50}(E)$	4'-5"	3'-2"
$s_{50}(E)$	7'-2"	3'-2"
$s_{56}(E)$	2'-5"	2'-2"
$u_{50}(E)$	3'-0"	3'-1"
$u_{51}(E)$	3'-0"	2'-0"

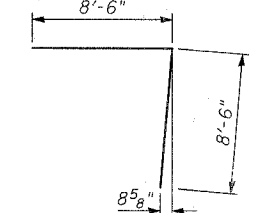


BARS $s_{51}(E)$ THRU $s_{54}(E)$

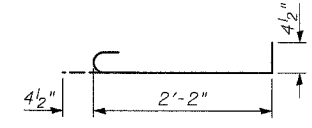
Bar	A	B	C
$s_{51}(E)$	2'-2"	3'-2"	4 1/2"
$s_{52}(E)$	4'-4"	1'-4"	5 1/2"
$s_{53}(E)$	4'-2"	1'-4"	5 1/2"
$s_{54}(E)$	2'-2"	2'-7"	4 1/2"



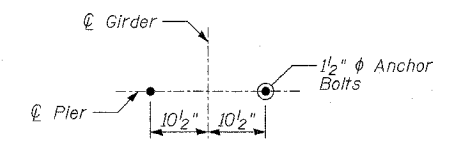
SECTION C-C



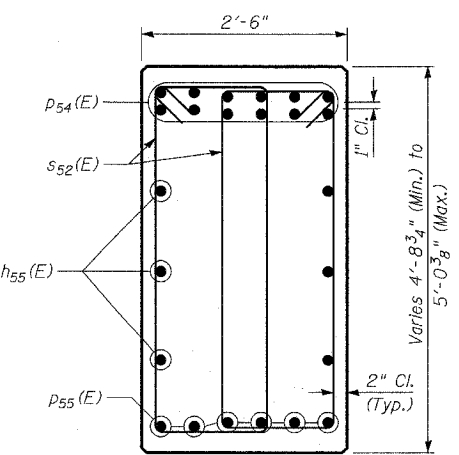
BAR $p_{56}(E)$



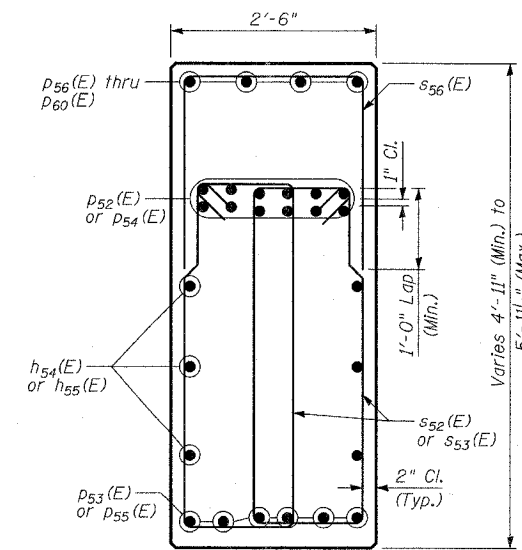
BAR $s_{55}(E)$



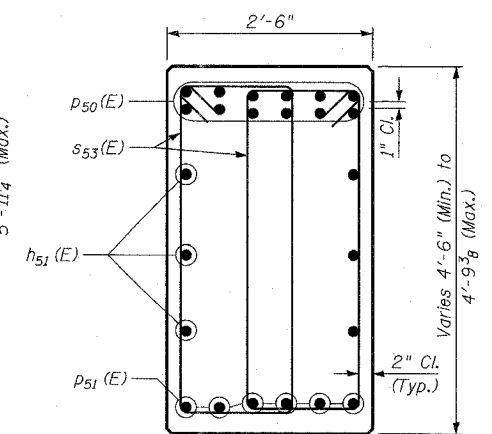
ANCHOR BOLT LAYOUT



SECTION A-A



SECTION D-D



SECTION E-E

REVISIONS	
NAME	DATE

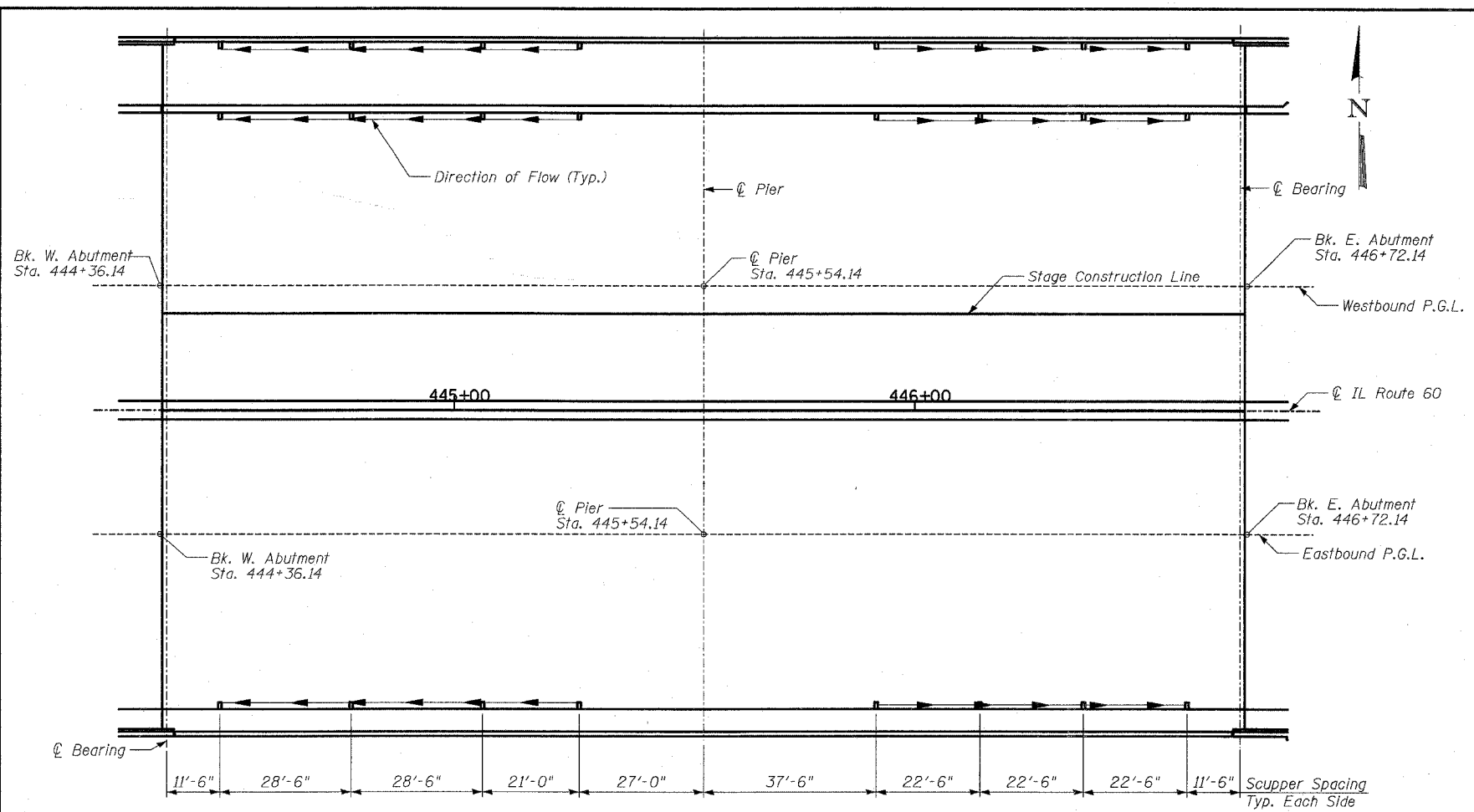
SHEET S-35 OF S-53
 ILLINOIS DEPARTMENT OF TRANSPORTATION
PIER DETAILS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: MI
 DRAWN BY: SNB
 CHECKED BY: MI
 SCALE:
 DATE: MAY 8, 2007

TYLIN INTERNATIONAL

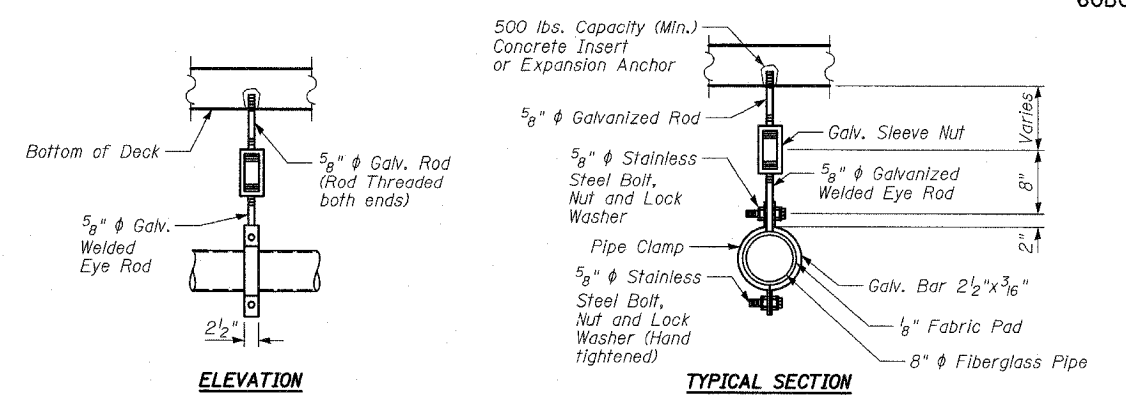
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	283
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

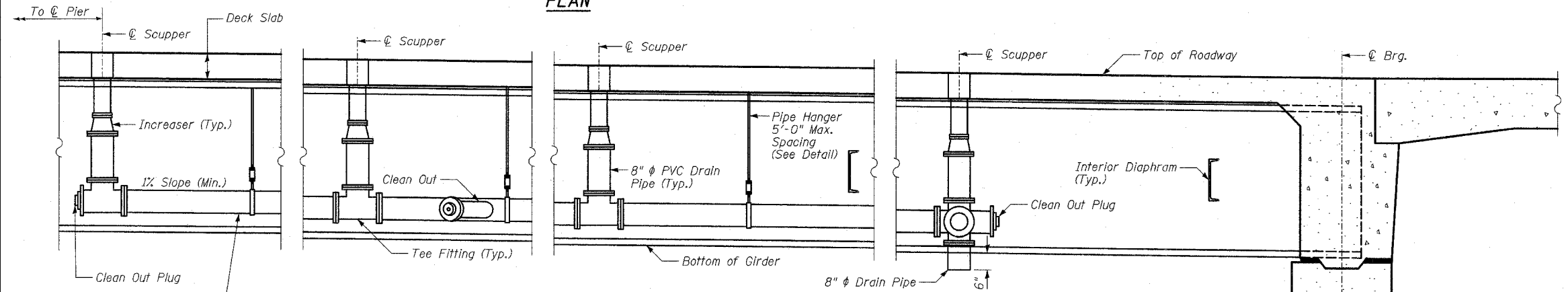
60B01



PLAN



PIPE HANGER DETAIL



DECK DRAINAGE SYSTEM

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PVC Drain Pipe (8 in.)	Foot	454

NOTES

- All Drain Pipes and Fittings shall be PVC Schedule 80 conforming to ASTM Standards D1785, D2464 or D2467. The pipe system shall be painted, top coat color shall be light gray for the interior piping and for the pipes outside the north fascia beam Interstate Green, Munsell No. 7.5G 4/8.
- All Pipe Hangers, Supports and Hardware shall be hot-dipped galvanized in accordance with AASHTO M232 (ASTM A153). All bolts, nuts and washers shall be stainless steel.
- Pipe hangers shall be provided on all horizontal pipes at each tee, elbow or change in direction and at intermediate points as specified by the manufacturer, but not to exceed 5'-0" on centers. Pipe hangers shall have a load capacity of not less than 500 lbs.

TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

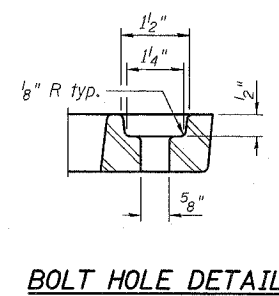
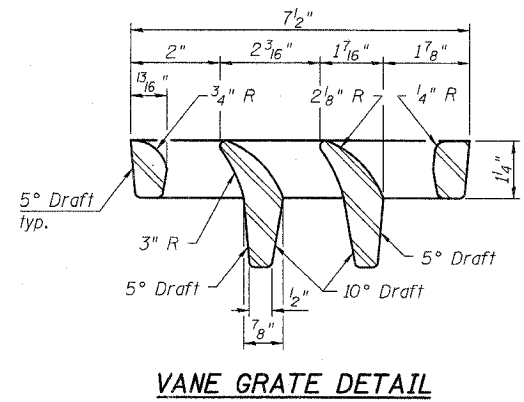
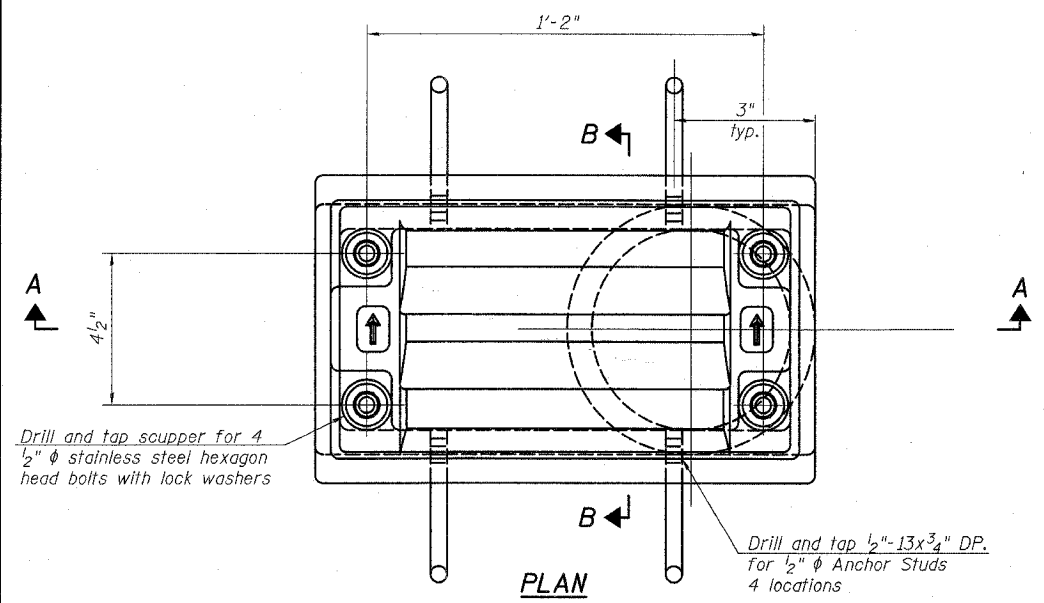
SHEET S-36 OF S-53

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAINAGE SYSTEM
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SNB
 DRAWN BY: SNB
 SCALE:
 DATE: MAY 8, 2007
 CHECKED BY: SP

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	284
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

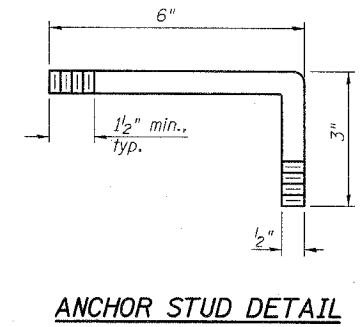
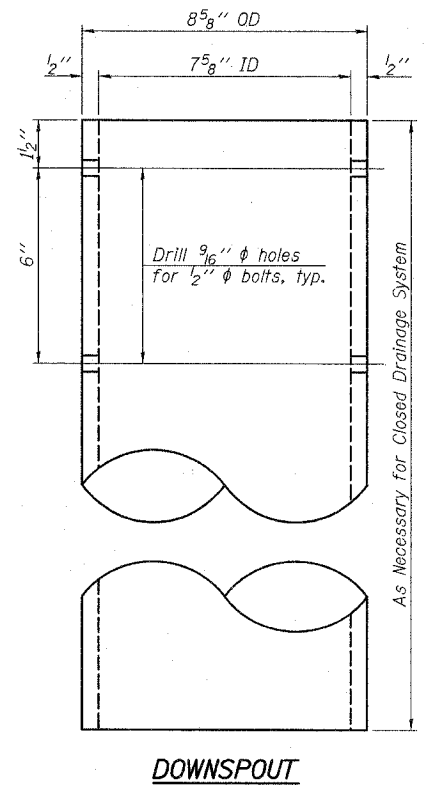
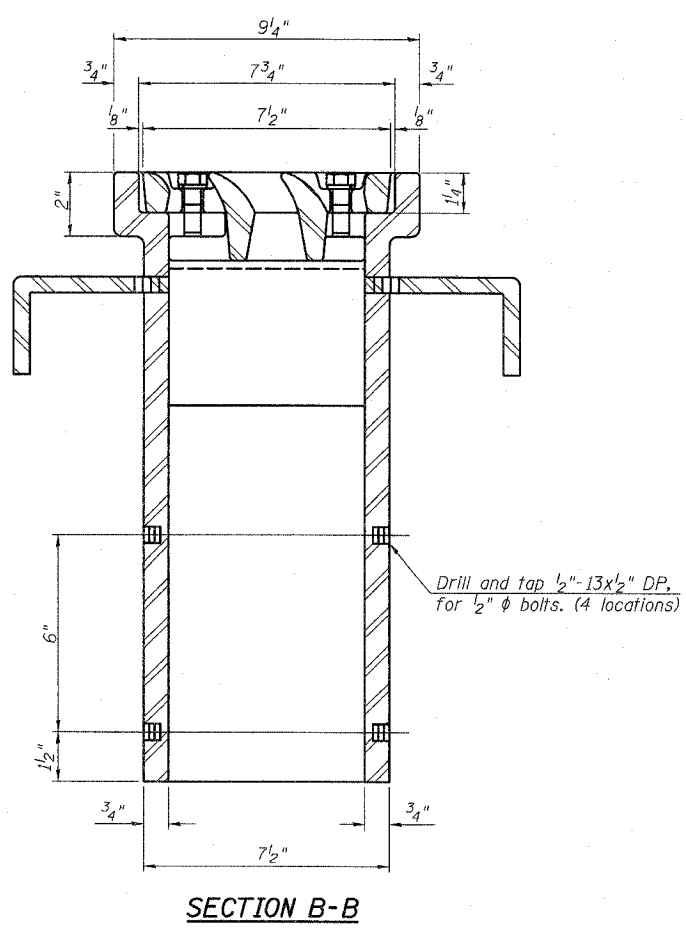
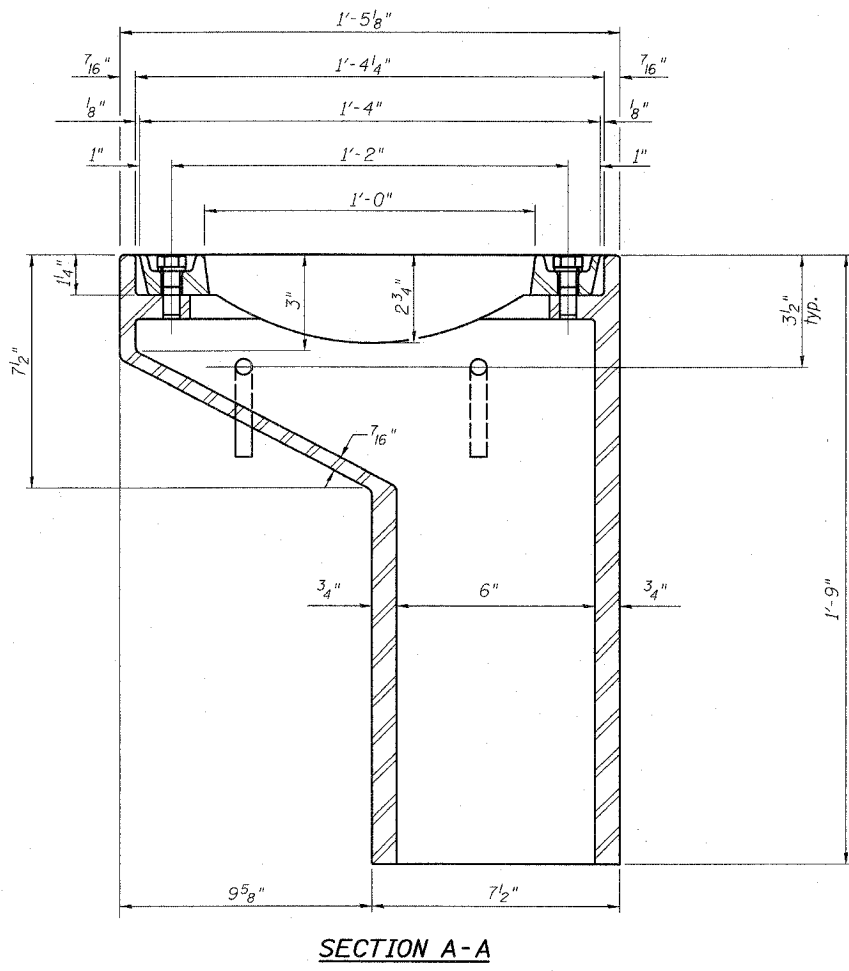
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M 111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	24

TYLIN INTERNATIONAL

Note B:
Temporary Steel Plate will be installed in lieu of scupper grate during Stage II Construction.
Cost Included with Drainage Scuppers, DS-11.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DRAINAGE SCUPPER, DS-11
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SP
 DRAWN BY: SP
 CHECKED BY: PF
 SCALE:
 DATE: MAY 8, 2007

SHEET S-37 OF S-53

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	285
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

NOTES

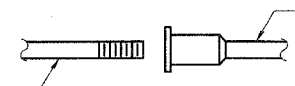
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8

The diameter of this part is the same as the diameter of the bar spliced.

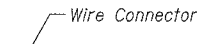
The diameter of this part is equal or larger than the diameter of bar spliced.



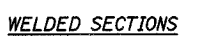
ROLLED THREAD DOWEL BAR



** ONE PIECE



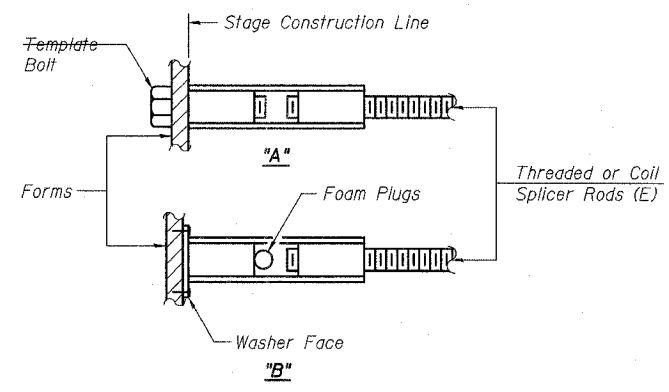
WIRE CONNECTOR



WELDED SECTIONS

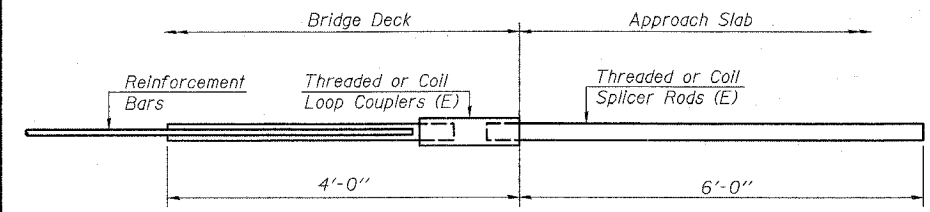
BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



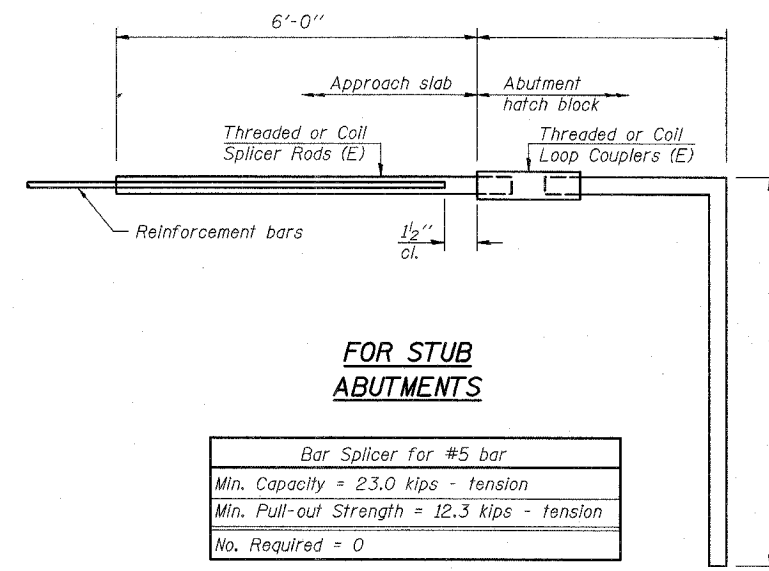
INSTALLATION AND SETTING METHODS

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



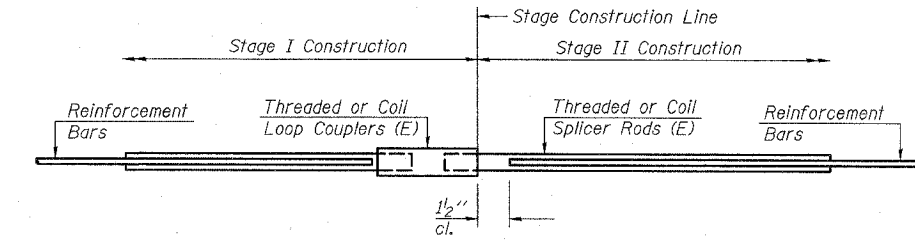
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 270



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 0



STANDARD

Bar Size	No. Assemblies Required	Location
#5	1,438	Deck, Integral Abut., Pier, Approach Pavement
#6	16	Diaphragm
#7	38	Abutments, Pier
#8	18	Pier
#10	6	Pier

REVISIONS	
NAME	DATE

SHEET S-38 OF S-53

ILLINOIS DEPARTMENT OF TRANSPORTATION
BAR SPLICER ASSEMBLY DETAILS
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407

DESIGNED BY: DE
 DRAWN BY: DE
 CHECKED BY: SP

SCALE:
 DATE: MAY 8, 2007

TYLIN INTERNATIONAL

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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	291
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01



Bridge Foundation Boring Log

P-91-285-79 PROJECT BRIDGE Route 60 over the Date March 19, 1985 Sh. 1 of 2 Sh.
 ROUTE FAU 1246 Tri-State Tollway Bored By D. Grow
 SEC. STA. Checked By

COUNTY Lake				Surface Water El.			
Boring No. 3 Station 444+14 Offset 29' Rt. of C.I.				Groundwater El. at Completion			
Elevation	N	Qu /s.f.	w (%)	Elevation	N	Qu /s.f.	w (%)
Ground Surface 710.5	0			Very Stiff, Gray Silty Clay (Till)			
Concrete 709.5							
Road Gravel 708.0							
Very Stiff, Brown Silty Clay (Fill)	2	B		685.5	2	B	
	3	2.3	17	Hard, Brown Silty Clay (Till)	4	B	
	3	B			10		
	4	2.9	16		12	5.2	16
	6	B			6	B	
	6	3.1	17		12	9.3	19
	4	B		681.0	4	S(15)E	
	6	3.1	16	Very Stiff, Brown Silty Clay (Till)	8	B	
	6	3.1	16		10	3.3	19
698.5	8	B		677.5	5	B	
Hard, Brown Silty Clay (Fill)	7	B			7	1.7	17
	8	5.4	16		2	B	
696.0	6	B			4	1.7	12
Very Stiff, Brown Silty Clay (Fill)	6	B			6	1.7	12
	7	2.5	21		3	B	
	3	B		672.5	4	2.0	20
	8	2.9	20	Stiff, Gray Clay (Till)	3	B	
690.5	4	B			4	1.6	19
Hard, Gray Silty Clay (Till)	5	B			6	1.6	19
	8	6.2	17		2	B	
688.5	5	B		668.0	5	B	
	6	2.5	19	Very Stiff, Gray Clay (Till)	6	2.5	19
	4	B			6	2.5	19

N-Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".
 Qu-Unconfined Compressive Strength - t/sf
 w - Water Content - percentage of oven dry weight-%
 Type failure:
 B - Bulge Failure
 S - Shear Failure
 E - Estimated Value
 P - Penetrometer

BD 137 (Rev. 4-78)

TYLIN INTERNATIONAL

FORM NO. S. D. 187 REV. 9-88

BRIDGE FOUNDATION BORING LOG

FAU 1246 Section P-91-285-79 Lake County Boring 3 Cont.	Elevation	N	Qu /s.f.	w (%)	Elevation	N	Qu /s.f.	w (%)
Very Stiff, Gray Clay (Till) with 6" Seam of Sandy Loam	-45	2	B					
	5	2.1	19					
663.5	1	B						
	4	1.7	19					
	1	B						
	4	1.4	14					
	5	1.4	14					
	2	B						
	6	1.2	15					
	6	1.2	13					
	8	1.2	13					
652.5	6	B						
Hard, Gray Silty Clay (Till)	8	4.2	18					
	11	4.2	18					
	9	B						
	10							
649.0	12	4.8	18					
End of Boring								

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORINGS - V
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SNB
 DRAWN BY: SNB
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

SHEET S-44 OF S-53

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Bridge Foundation Boring Log

P-91-285-79 PROJECT BRIDGE Route 60 over the Date March 21, 1985 Sh. 1 of 2 Sh.
 ROUTE FAU-1246 Tri-State Tollway Bored By D. Grow
 SEC. _____ STA. _____ Checked By _____

Boring No. 5 Station 446+95 Offset 29' Lt. of C.L.				Surface Water El. _____ Groundwater El. at Completion 675.6 After _____ Hours _____			
Elevation	N	Cu / s.f.	w (%)	Elevation	N	Cu / s.f.	w (%)
710.6	0						
Concrete underlain by Roadstone				Hard, Brown Silty Clay (Till)			
707.1	1			-3	B		
	2			6		4.7	16
	3			-25	7	S(15)%	
	4			9			
	5			10		4.6	23
	6	2.9	17	20			
	7			22			
702.1	3	B		22			
	4			-30	5	S(15)%	
	5			9			
	6	2.1	19	11		7.8	16
701.1	3	B		11			
	4			5	B		
	6			10			
	7	3.7	16	11		8.1	16
698.6	4	B		11			
	6			-35	3	B	
	7	5.8	17	3			
695.6	3	S(20)%		7		3.7	16
	6			9			
	7	2.9	17	4	B		
	2	S(20)%		7		1.6	20
	5			40	3		
	7	2.3	23	5			
	9			6			
688.6	2	B		6			
	7			3	B		
	9	3.9	15	5			
	6			6		1.9	18
	4			-45			

N-Standard Penetration Test- Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140 No. hammer falling 30".

Qu-Unconfined Compressive Strength - Usf

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

Type failure:
 B - Bulge Failure
 S - Shear Failure
 E - Estimated Value
 P - Penetrometer

BD 137 (Rev. 4-78)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	293
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01

FORM NO. B. D. 187 REV. 9-66

Sh. 2 of 2 Sh.

BRIDGE FOUNDATION BORING LOG

FAU 1246 Section P-91-285-79 Lake County Boring 5 Cent.	Elevation	N	Cu / s.f.	w (%)	Elevation	N	Cu / s.f.	w (%)
Stiff, Gray Clay (Till)	-45	2	B					
	4							
663.6	6		1.9	20				
Very Stiff, Gray Clay (Till)		3	B					
	4							
661.1	6		2.7	19				
Stiff, Gray Clay (Till)	-50	3	B					
	4							
659.1	4		1.6	18				
End of Boring								

SHEET S-46 OF S-53

REVISIONS	
NAME	DATE

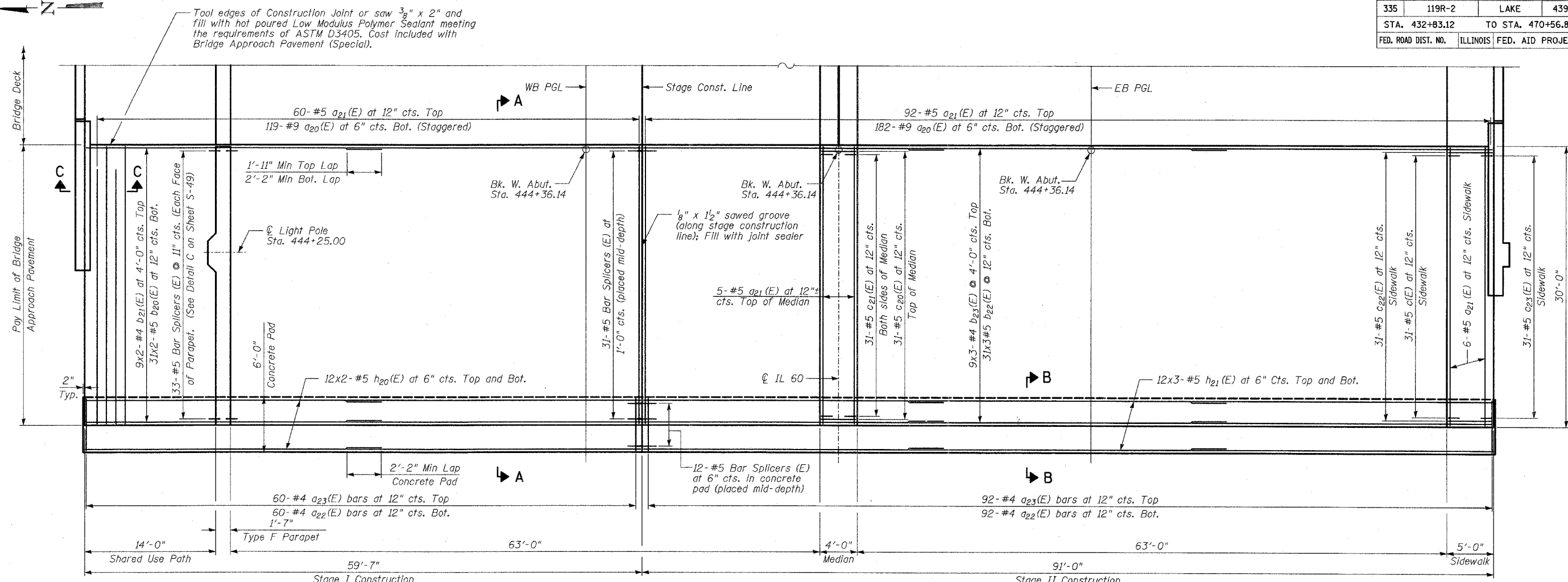
ILLINOIS DEPARTMENT OF TRANSPORTATION
SOIL BORINGS - VII
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: SNB
 DRAWN BY: SNB
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

TYLIN INTERNATIONAL

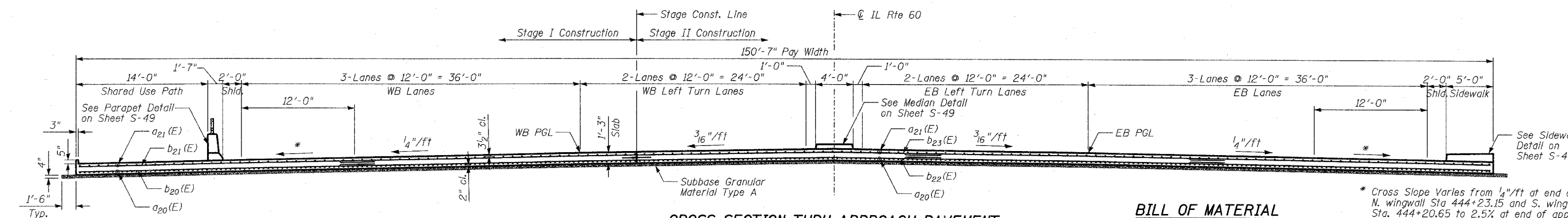
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	294
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01



PLAN



CROSS SECTION THRU APPROACH PAVEMENT
(Looking East)

NOTES:

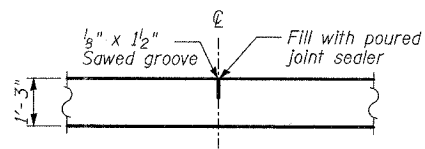
- With the approval of the Engineer, the contractor will be permitted to reduce the paving widths by substituting a Longitudinal Construction Joint with tie bars, as shown in Standard 420401, in lieu of the Specified Sawed Longitudinal Joint.
- The Contractor shall provide the details shown in Detail B at the \odot IL Rte. 60 and at a lane edge if pavement is poured two or more lanes at a time.
- Bars indicated thus 31x2-#5 indicates 31 lines of bars with 2 lengths per line.
- The cost of tie bars, expansion joint, preformed joint seal, polyethylene bond breaker, reinforcement bars, sidewalk, median, the concrete pad (including reinforcement), 4" granular subbase and excavation shall be included in the cost of Bridge Approach Pavement (Special).
- See Sheet S-49 for Sections A-A and B-B.

BILL OF MATERIAL

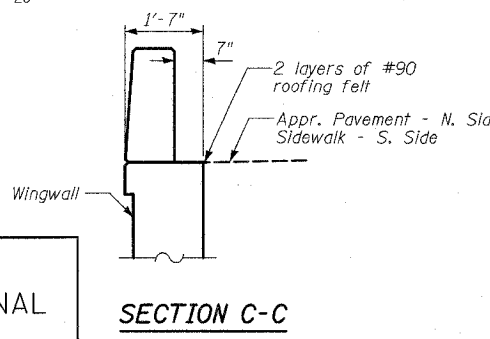
ITEM	UNIT	TOTAL
Bridge Approach Pavement, (Special)	SQ YD	502

REVISIONS

NAME	DATE



DETAIL B
(Reinforcement Not Shown)



SECTION C-C

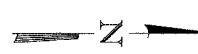
TYLIN INTERNATIONAL

ILLINOIS DEPARTMENT OF TRANSPORTATION
WEST APPROACH PAVEMENT LAYOUT
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 SCALE: DRAWN BY: PL
 DATE: MAY 8, 2007 CHECKED BY: SP

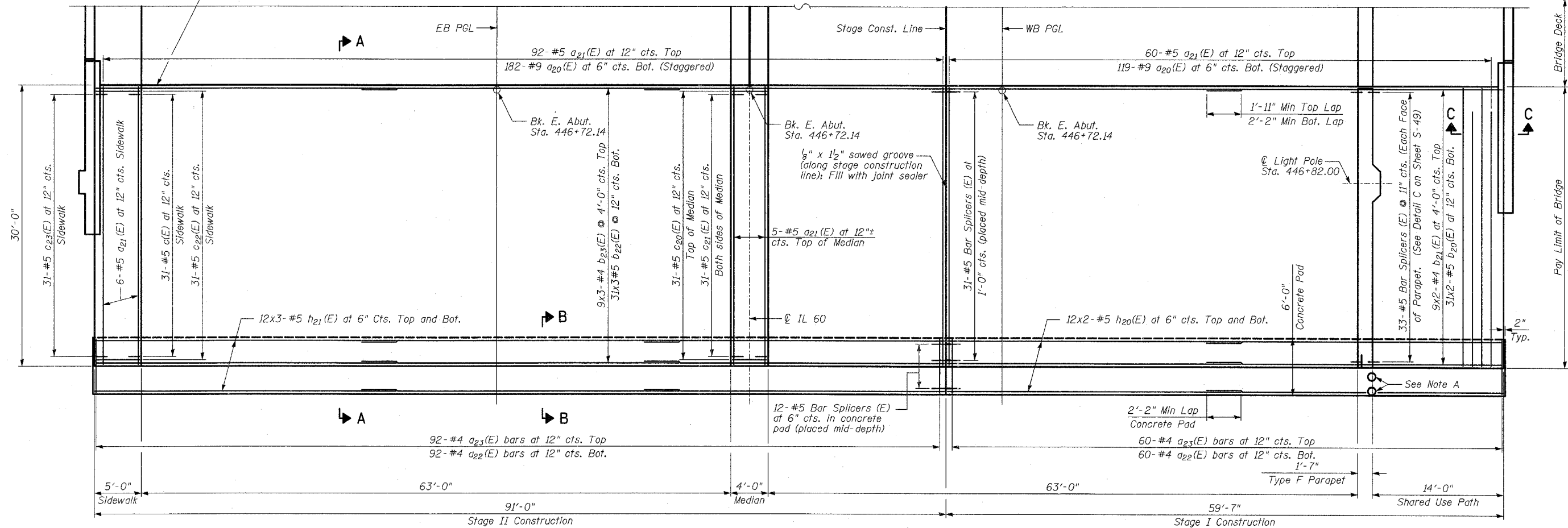
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	295
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

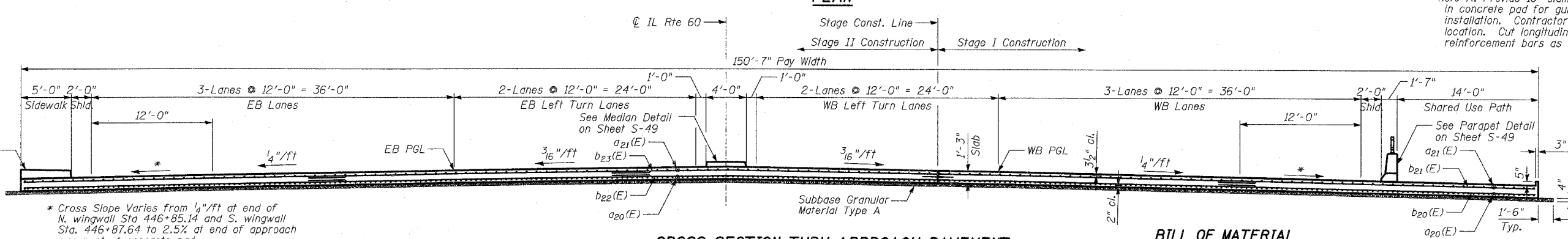


Tool edges of Construction Joint or saw $\frac{3}{8}$ " x 2" and fill with hot poured Low Modulus Polymer Sealant meeting the requirements of ASTM D3405. Cost included with Bridge Approach Pavement (Special).



PLAN

Note A: Provide 10" diameter blockouts in concrete pad for guardrail post installation. Contractor shall verify location. Cut longitudinal reinforcement bars as necessary.

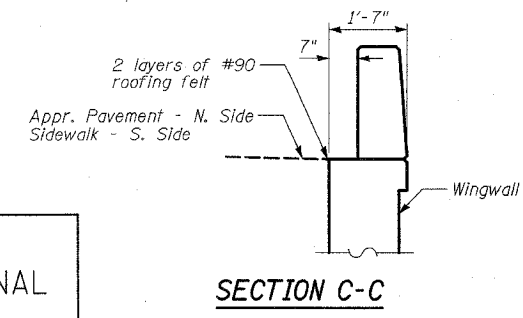


CROSS SECTION THRU APPROACH PAVEMENT
(Looking West)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Approach Pavement, (Special)	SQ YD	502

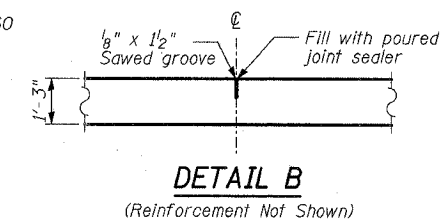
SHEET S-48 OF S-53



SECTION C-C

NOTES:

1. With the approval of the Engineer, the contractor will be permitted to reduce the paving widths by substituting a Longitudinal Construction Joint with tie bars, as shown in Standard 420401, in lieu of the Specified Sawed Longitudinal Joint.
2. The Contractor shall provide the details shown in Detail B at the $\text{\textcircled{C}}$ on IL Rte. 60 and at a lane edge if pavement is poured two or more lanes at a time.
3. Bars indicated thus 31x2-#5 indicates 31 lines of bars with 2 lengths per line.
4. The cost of tie bars, expansion joint, preformed joint seal, polyethylene bond breaker, reinforcement bars, sidewalk, median, the concrete pad (including reinforcement), 4" granular subbase and excavation shall be included in the cost of Bridge Approach Pavement (Special).
5. See Sheet S-49 for Sections A-A and B-B.



DETAIL B

(Reinforcement Not Shown)

REVISIONS

NAME	DATE

SCALE:
DATE: MAY 8, 2007

ILLINOIS DEPARTMENT OF TRANSPORTATION
EAST APPROACH PAVEMENT LAYOUT
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 DRAWN BY: PL
 CHECKED BY: SP

TYLIN INTERNATIONAL

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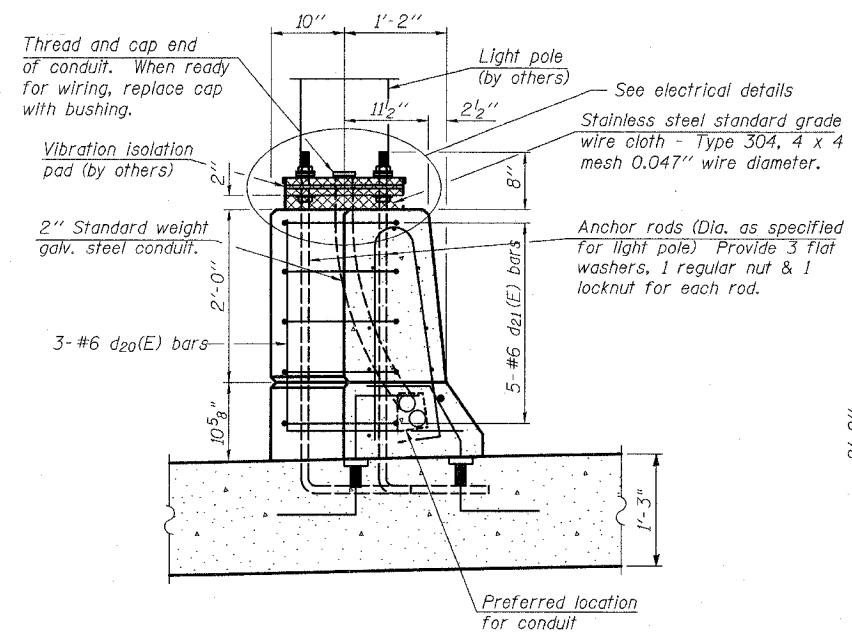
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	297
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

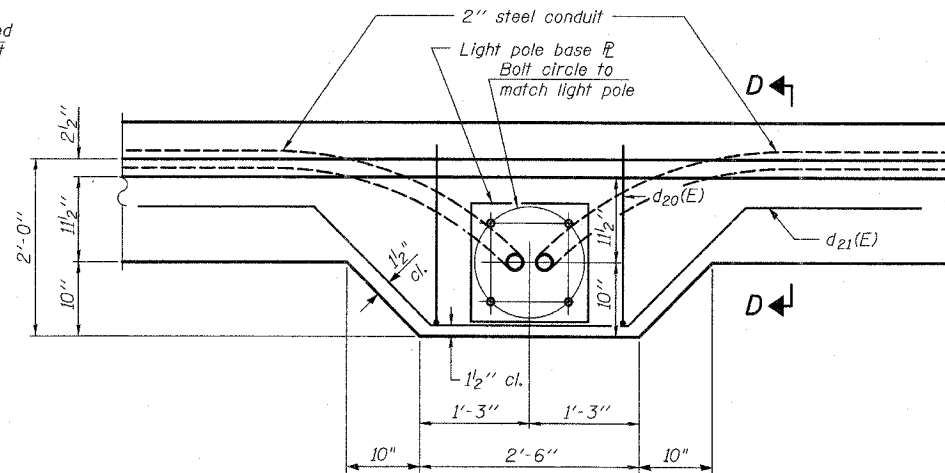
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d ₂₀ (E)	602	#9	29'-6"	U
d ₂₁ (E)	326	#5	29'-6"	U
d ₂₂ (E)	304	#4	6'-8"	U
d ₂₃ (E)	304	#4	5'-8"	U
b ₂₀ (E)	124	#5	30'-8"	U
b ₂₁ (E)	36	#4	30'-6"	U
b ₂₂ (E)	186	#5	31'-8"	U
b ₂₃ (E)	54	#4	31'-6"	U
c(E)	62	#5	2'-5"	L
c ₂₀ (E)	62	#5	3'-5"	L
c ₂₁ (E)	62	#5	2'-2"	L
c ₂₂ (E)	62	#5	4'-8"	L
c ₂₃ (E)	62	#5	3'-8"	L
d ₄ (E)	16	#4	2'-0"	L
d ₅ (E)	66	#5	5'-7"	L
d ₂₀ (E)	6	#6	4'-5"	L
d ₂₁ (E)	10	#6	10'-0"	L
e ₂₀ (E)	2	#8	29'-6"	U
e ₂₁ (E)	16	#4	29'-6"	U
h ₂₀ (E)	96	#5	30'-10"	U
h ₂₁ (E)	144	#5	31'-9"	U
Protective Coat		SQ YD	1051	
Bar Splicers		Each	218	
* Reinforcement Bars, Epoxy Coated		Pound	94,876	

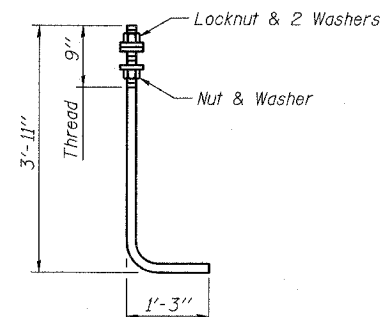
* Provided for information only



SECTION D-D



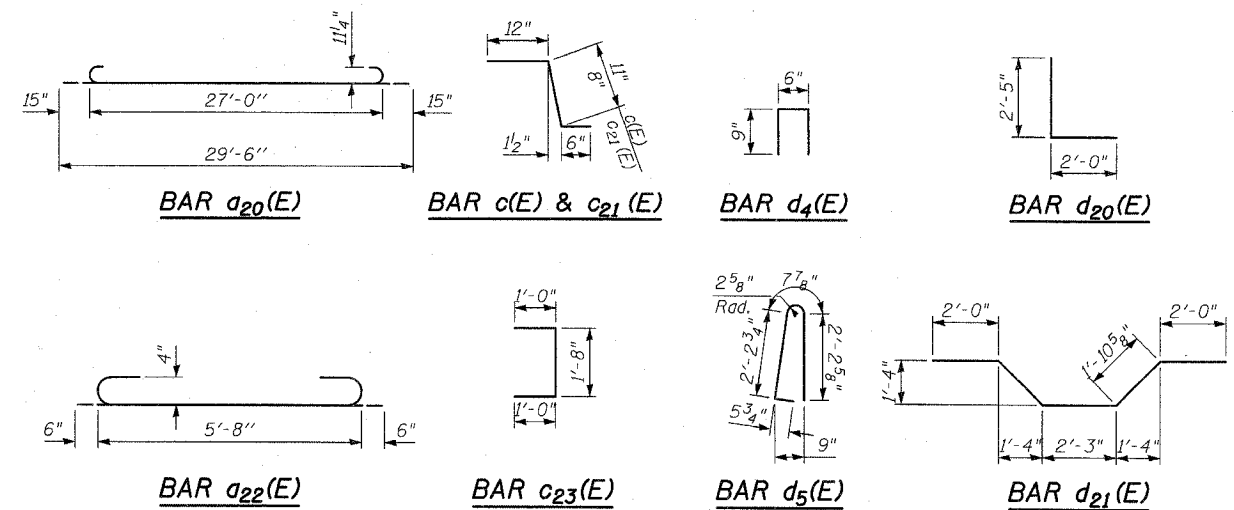
PLAN



ANCHOR ROD

Diameter as specified for light poles. (ASTM F 1554 Grade 105)

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



SHEET S-50 OF S-53

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
APPROACH PAVEMENT DETAILS - II
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 SCALE: DRAWN BY: SNB
 DATE: MAY 8, 2007 CHECKED BY: SP

TYLIN INTERNATIONAL

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DATE PILES DRIVEN: _____
 MONTH _____ YEAR _____
 TYPE & SIZE OF PILE USED: _____

PILE DRIVING RECORD

PILE DRIVING EQUIPMENT USED: _____ ENERGY RATING _____
 HAMMER USED: TYPE _____ STROKE _____ WEIGHT _____

FORMULA USED TO CALCULATE CAPACITY: _____

PILE DRIVING CONTRACTOR: _____ CSE: _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	298
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

60B01

PILE LOCATION	PILE NUMBER	GROUND SURFACE ELEVATION	CUT-OFF ELEVATION	PENETRATED LENGTH, FT.	DRIVING DATA FOR THE FINAL 5 FEET-BLOWS						CAPACITY TONS	REMARKS
					5' TO 4'	4' TO 3'	3' TO 2'	2' TO 1'	1' TO 0'	12" TO 6"		
	1											
	2											
	3											
	4											
	5											
	6											
	7											
	8											
	9											
	10											
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PILE DRIVING LOG - I
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 DRAWN BY: PL
 CHECKED BY: SP
 SCALE:
 DATE: MAY 8, 2007

SHEET S-51 OF S-53

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DATE PILES DRIVEN: _____
 MONTH YEAR
 TYPE & SIZE OF PILE USED: _____

PILE DRIVING RECORD

PILE DRIVING EQUIPMENT USED: _____ ENERGY RATING _____
 HAMMER USED: TYPE _____ STROKE _____ WEIGHT _____

FORMULA USED TO CALCULATE CAPACITY: _____

PILE DRIVING CONTRACTOR: _____ CSE: _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	119R-2	LAKE	439	299
STA. 432+83.12		TO STA. 470+56.84		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

60B01

PILE LOCATION	PILE NUMBER	GROUND SURFACE ELEVATION	CUT-OFF ELEVATION	PENETRATED LENGTH, FT.	DRIVING DATA FOR THE FINAL 5 FEET-BLOWS						CAPACITY TONS	REMARKS
					5' TO 4'	4' TO 3'	3' TO 2'	2' TO 1'	1' TO 0'	12" TO 6"		
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	62											
	63											
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TYLIN INTERNATIONAL

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PILE DRIVING LOG - II
 ILLINOIS 60 OVER I-94
 F.A.P. RTE. 335 SECTION 119R-2
 LAKE COUNTY STA. 445+54.14
 S.N. 049-2012 ISTHA BRIDGE NO. 407
 DESIGNED BY: PL
 DRAWN BY: PL
 CHECKED BY: SP
 DATE: MAY 8, 2007

SHEET S-52 OF S-53

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