0 50 100 150
SCALE IN FEET

DYNAMIC MESSAGE BOARD

R2-1
R2-I102
ATTACHED TO SIGN TRUSS SUPPORT

SPEED LIMIT 65
MINIMUM 45

E11-1(2E-13)

Chicago Rockford Intl Airport
USE 2 SOUTH
7 MILES AHEAD

D10-5

SOUTH 39
MILE 121.2

PR ℄ I-39
PR ℄ US-20

EXISTING OVERHEAD SIGN TRUSS TO REMAIN

MATCHLINE STA 2681+00.00

2681 2682 2683 2684 2685+00 2686 2687 2688 2689 2690+00 2691 2692 2693 2694

MATCHLINE STA 2695+00.00

EXISTING OVERHEAD SIGN TRUSS TO REMAIN

EX ℄ UNION PACIFIC RAILROAD

DYNAMIC MESSAGE BOARD

NORTH 39
MILE 121.2

D10-5

LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 5

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -
		DRAWN - MW	REVISED -
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -

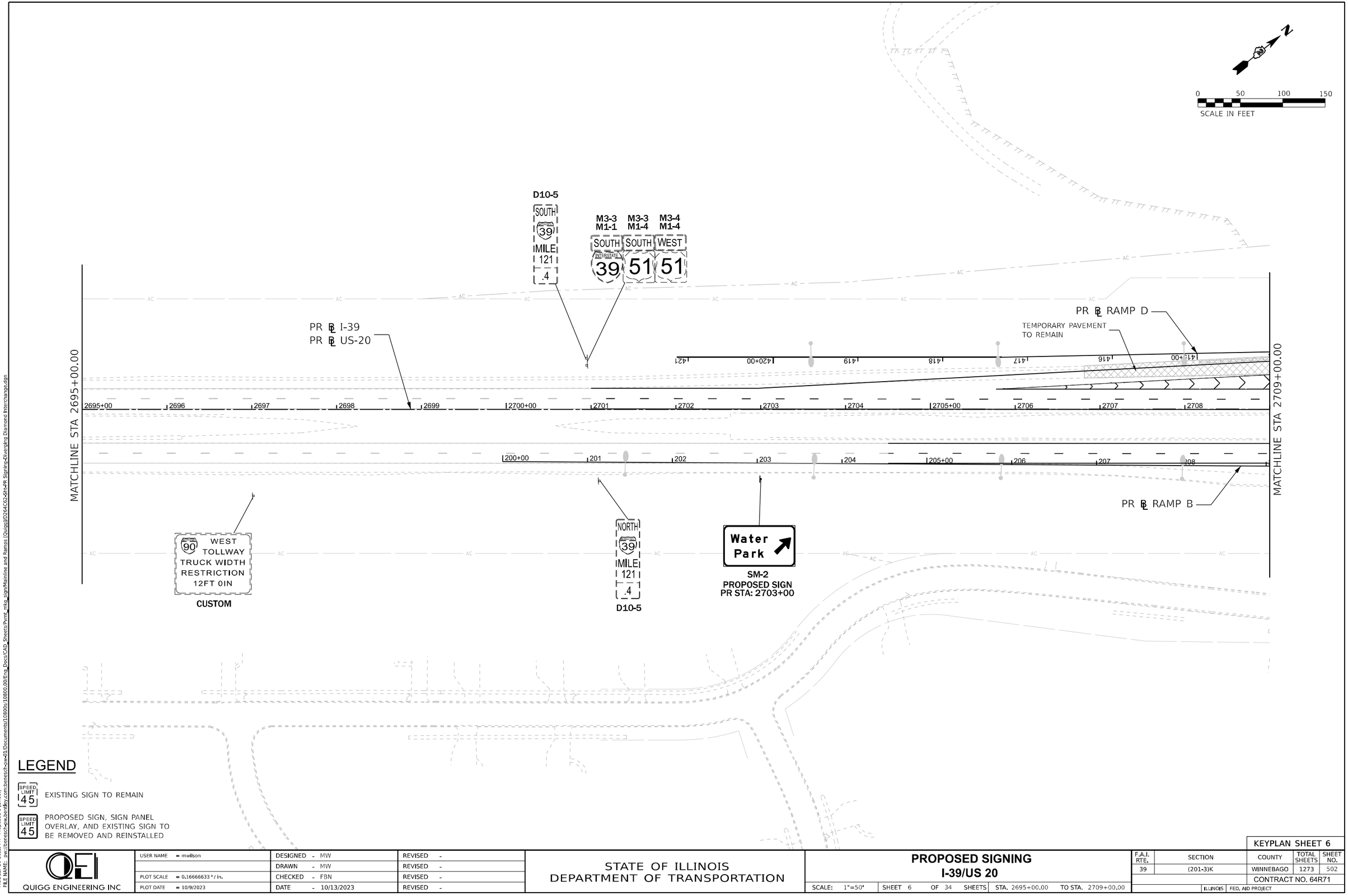
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
I-39/US 20

SCALE: 1"=50' | SHEET 5 OF 34 SHEETS | STA. 2681+00.00 TO STA. 2695+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	501
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

MODEL: 50 Scale PR - Proposed 5 [Sheet]
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\108800\10800.00\Eng_Docs\CAD_Sheets\Pvmt_mtg_sign\Mainline and Ramps [Quigg]\D2\64C62-Sht-PR Signing-Diverging Diamond Interchange.dgn



LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

MODEL: 50 Scale PR - Proposed 6 [Sheet]
FILE NAME: pw://beresch-pw.bentley.com:beresch-pw-01/Documents/108000/108000.00/Eng_Docs/CAD_Sheets/Pvmt_mrks_sign/Mainline and Ramps (Quigg)/D2640C02-sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

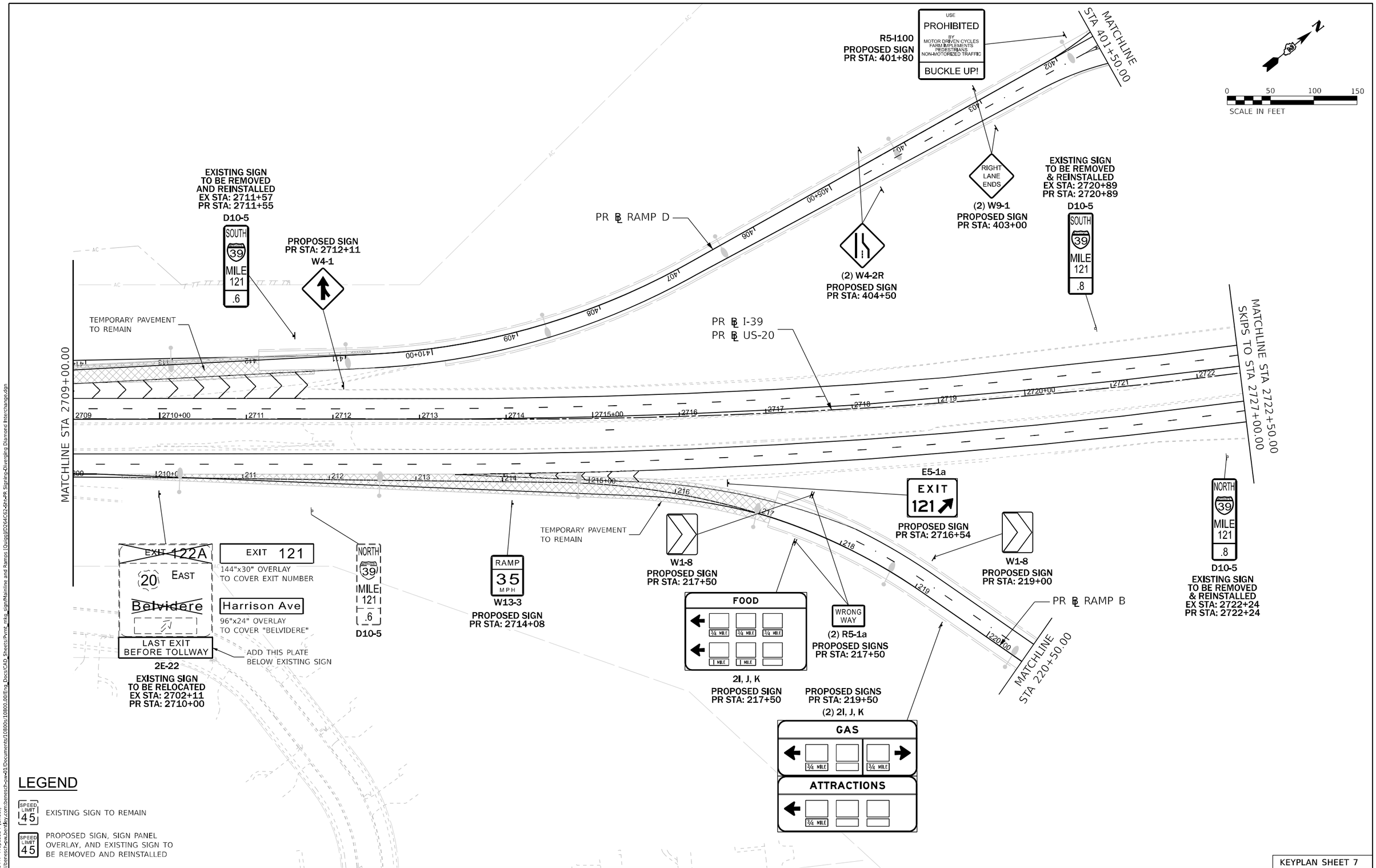
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
I-39/US 20

SCALE: 1"=50' | SHEET 6 OF 34 SHEETS | STA. 2695+00.00 | TO STA. 2709+00.00

KEYPLAN SHEET 6

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	502
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			



LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

MODEL: 50 Scale PR - Proposed 7 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/108009/10800.00/Eng_Docs/CAD_Sheets/Pvmt_mrka_sign/Mainline and Ramps (Quigg)/D2264C62-5fd-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

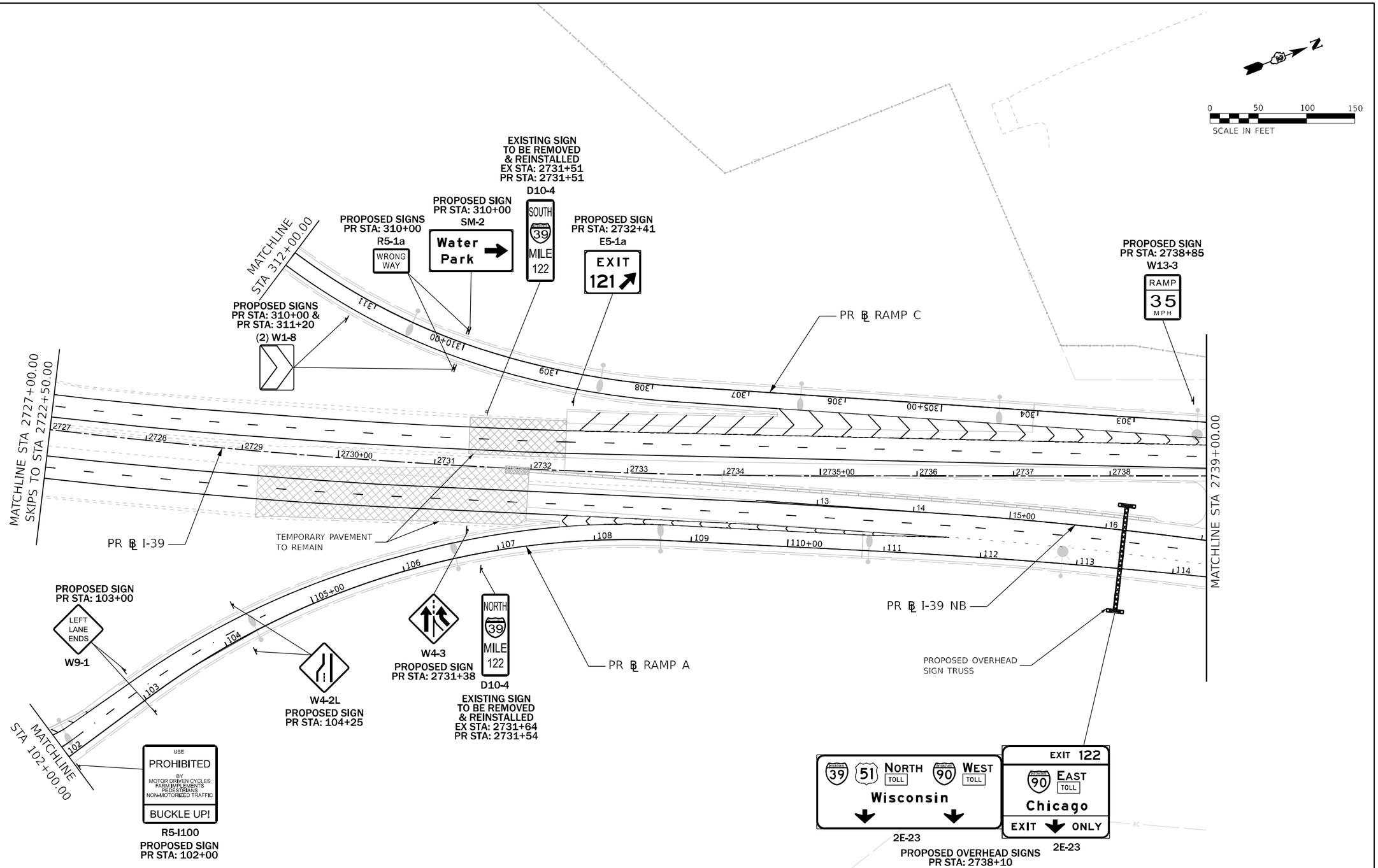
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
I-39/US 20

SCALE: 1"=50' | SHEET 7 OF 34 SHEETS | STA. 2709+00.00 | TO STA. 2722+50.00

KEYPLAN SHEET 7

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	503
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			



LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 8

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -
		DRAWN - MW	REVISED -
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
I-39

SCALE: 1"=50' | SHEET 8 OF 34 SHEETS | STA. 2727+00.00 | TO STA. 2739+00.00

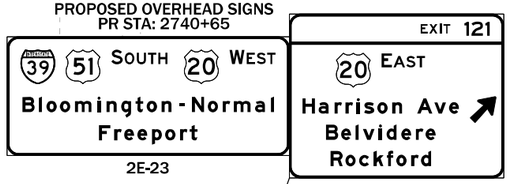
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	504

CONTRACT NO. 64R71

ILLINOIS | FED. AID PROJECT

MODEL: 50 Scale PR - Proposed 8 (Sheet)
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01\Documents\108009\10800.00\Eng_Docs\CAD_Sheets\Pvmt_mrka_sign\Mainline and Ramps (Quigg)\D2264C62-sht-PR Signing-Diverging Diamond Interchange.dgn

PROPOSED OVERHEAD SIGNS
PR STA: 2740+65



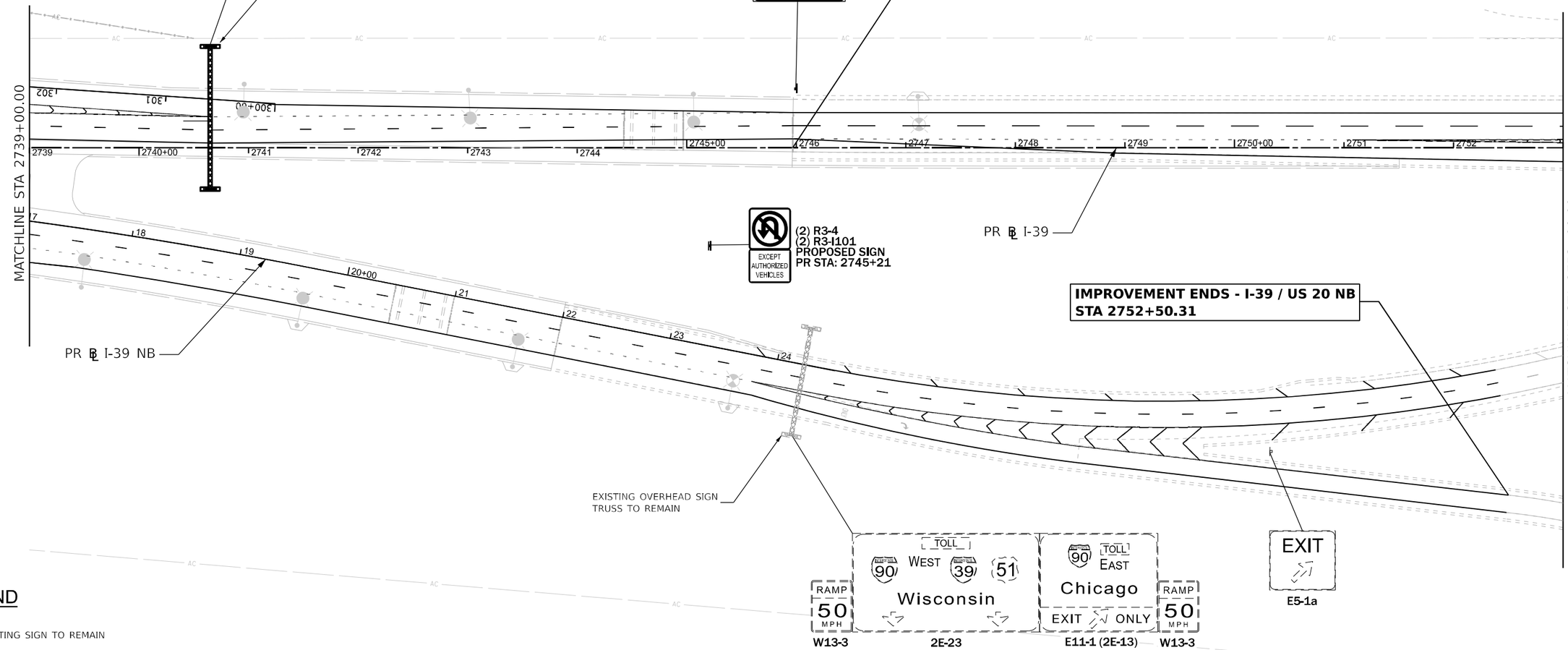
2E-23

2E-23

PROPOSED OVERHEAD
SIGN TRUSS

PROPOSED SIGN
PR STA: 2746+00
SM-2

PROJECT ENDS - I-39 / US 20
STA 2745+97.20



(2) R3-4
(2) R3-1101
PROPOSED SIGN
PR STA: 2745+21

IMPROVEMENT ENDS - I-39 / US 20 NB
STA 2752+50.31

EXISTING OVERHEAD SIGN
TRUSS TO REMAIN

W13-3 2E-23 E11-1 (2E-13) W13-3

E5-1a

LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

0 50 100 150
SCALE IN FEET

MODEL: 50 Scale PR - Proposed 9 [Sheet]
FILE NAME: pw://bentesch-pw.bentley.com:bentesch-pw-01\Documents\10809s\10800.00\Eng Docs\CAD Sheets\Pvmt_mrks_sign\Mainline and Ramps [Quigg]\D264CC62-5fH-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

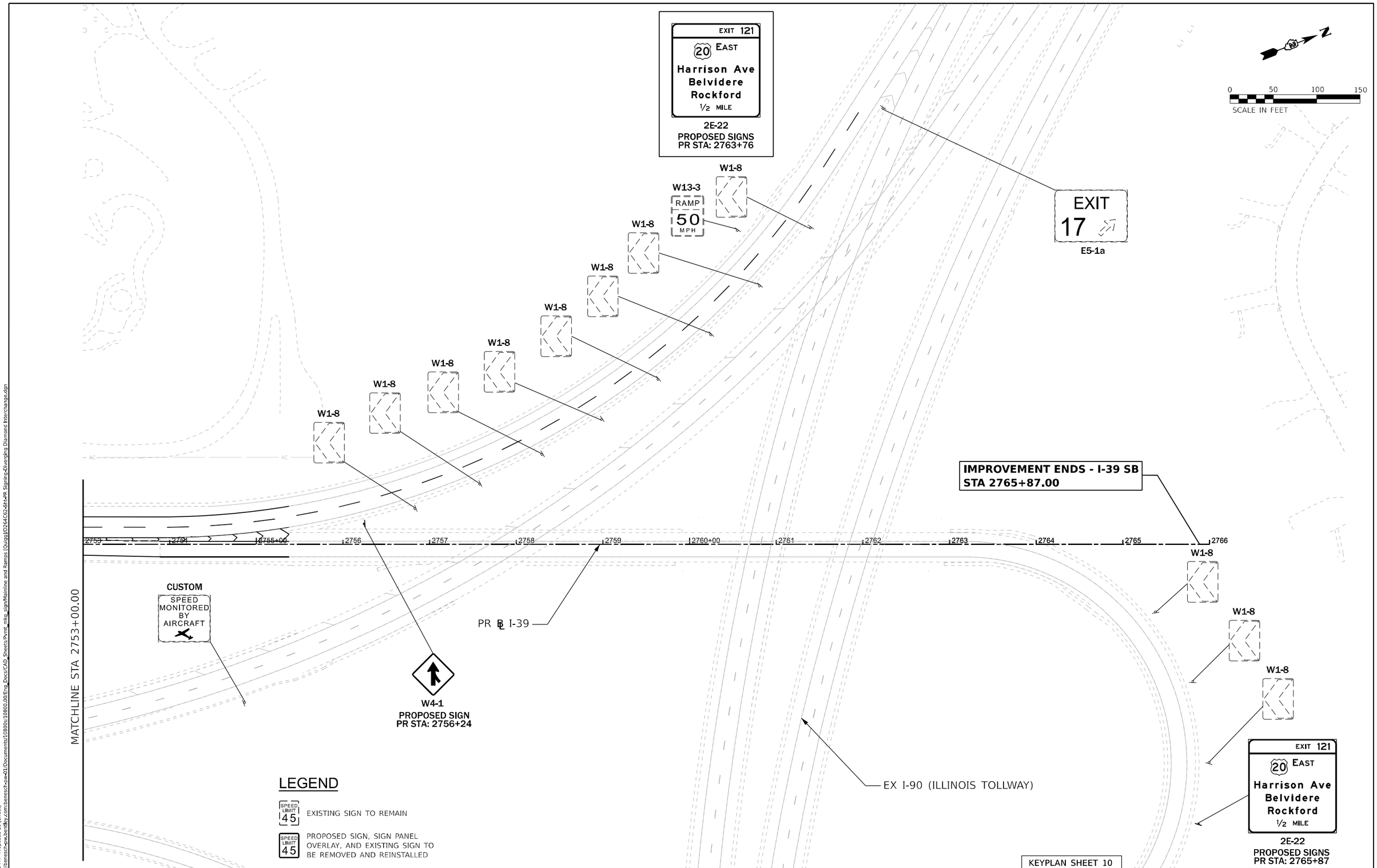
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
I-39

SCALE: 1"=50' | SHEET 9 OF 34 SHEETS | STA. 2739+00.00 | TO STA. 2753+00.00

KEYPLAN SHEET 9

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	505
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		



MODEL: 50 Scale PR - Proposed 10 [Sheet]
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QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
I-39

SCALE: 1"=50' | SHEET 10 OF 34 SHEETS | STA. 2753+00.00 | TO STA. 2763+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	506
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

N

0 50 100 150
SCALE IN FEET

PROPOSED SIGN
PR STA: 303+23
R4-7

PR ℄ MALL DR

PROPOSED SIGN
PR STA: 124+18
R2-1
SPEED LIMIT 45

PROPOSED SIGN
PR STA: 300+84
R4-7

SEE TRAFFIC SIGNAL MAST ARM AND SIGNAL DETAILS FOR INFORMATION ON SIGNS BEING BANDED TO TRAFFIC SIGNALS

BIKE ROUTE
D11-1
M6-4
PROPOSED SIGNS
PR STA: 127+47

PR ℄ HARRISON AVE

PROPOSED SIGN
PR STA: 131+12
R3-7R
RIGHT LANE MUST TURN RIGHT

IMPROVEMENT BEGINS - HARRISON AVE
STA 113+83.23

PROJECT BEGINS - HARRISON AVE
STA 123+50.00

EXISTING SIGN
TO BE REMOVED
& REINSTALLED
PR STA: 298+40
CUSTOM
WEIGHT LIMIT 72,380 LBS GROSS WEIGHT

SPEED LIMIT 45
R2-1
PROPOSED SIGN
PR STA: 128+00

MATCHLINE STA 132+00.00

JCT INTERSTATE 39 | JCT 51 | JCT 20
M2-1 M1-1 | M2-1 M1-4 | M2-1 M1-4
PROPOSED SIGNS
PR STA: 130+40

STOP
TRAFFIC FROM LEFT DOES NOT STOP
R1-1
W4-4aLP
PROPOSED SIGNS
PR STA: 297+44

STOP
TRAFFIC FROM RIGHT DOES NOT STOP
R1-1
W4-4aRP
PROPOSED SIGNS
PR STA: 297+91

LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 12

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -
	DRAWN - MW	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -

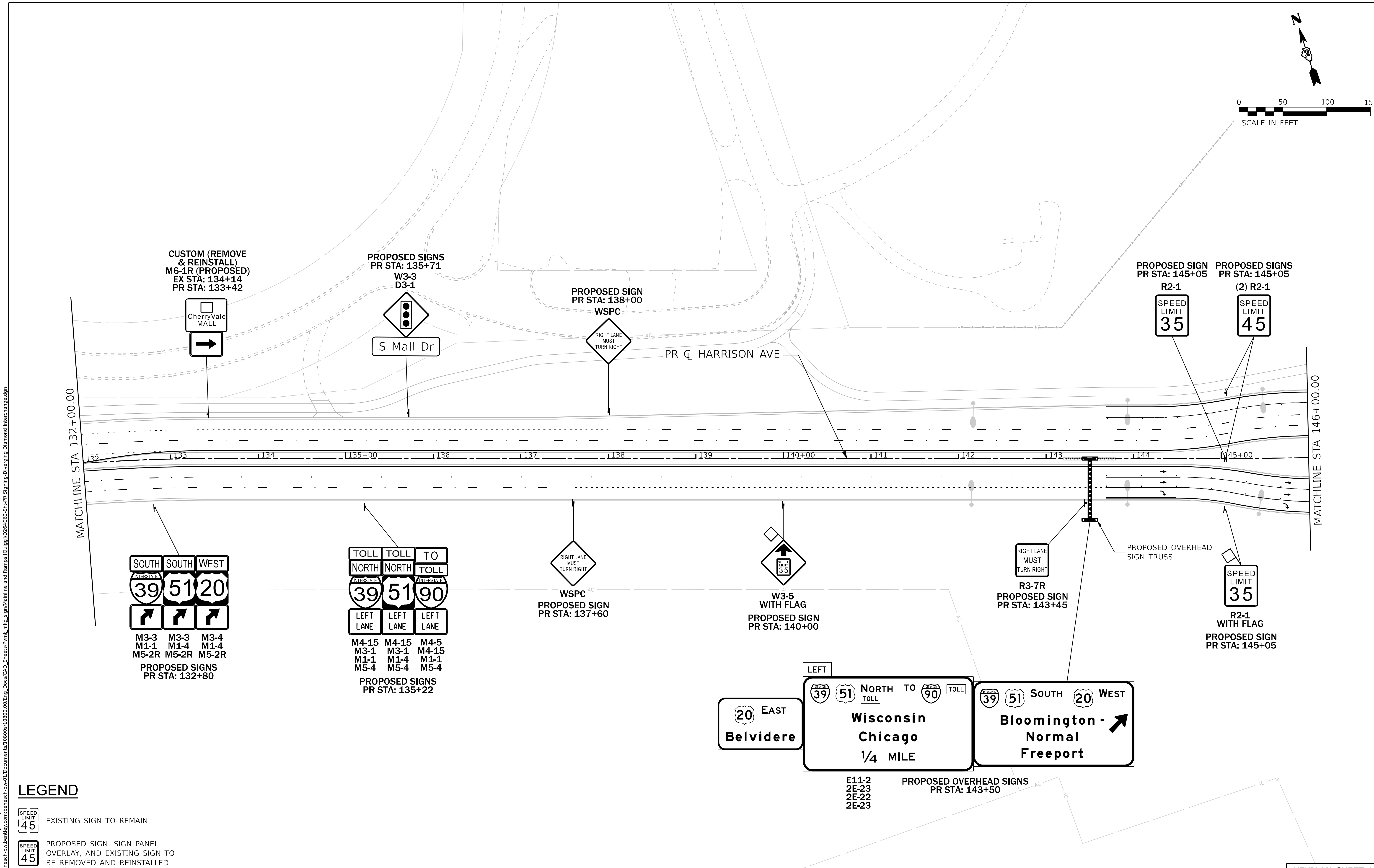
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
HARRISON AVE

SCALE: 1"=50' | SHEET 11 OF 34 SHEETS | STA. BEGIN STATION TO STA. 132+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	507
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

MODEL: 50 Scale PR - Proposed 12 [Sheet]
FILE NAME: pw://bentech-pw.bentley.com:bentech-pw-01/Documents/10800s\10800.00\Eng_Docs\CAD_Sheets\Pvmt_mtg_sign\Mainline and Ramps [QuiggJD264C62-SH-PR Signing-Diverging Diamond Interchange.dgn



KEYPLAN SHEET 13

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

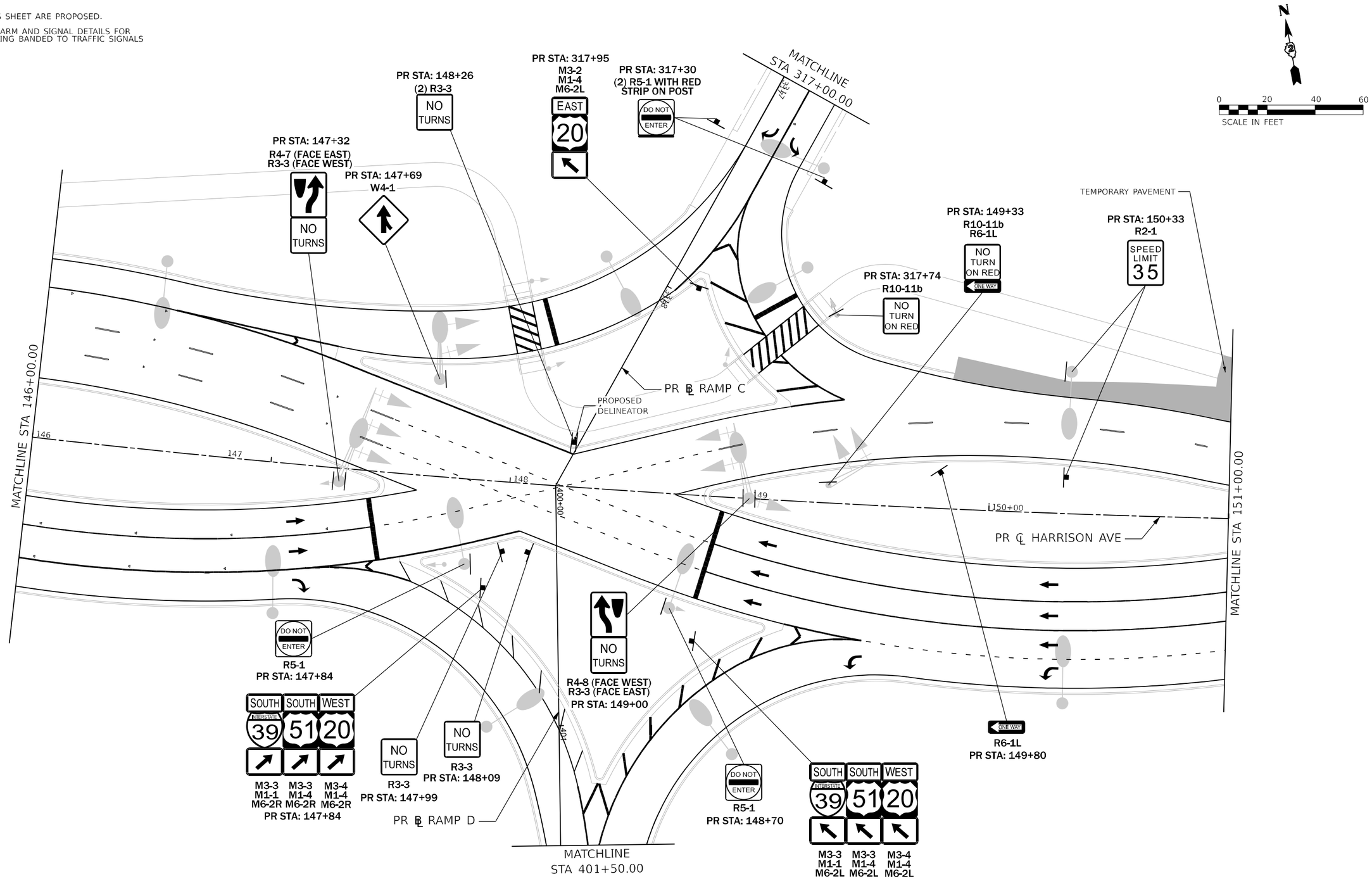
PROPOSED SIGNING
HARRISON AVE

SCALE: 1"=50' | SHEET 12 OF 34 SHEETS | STA. 132+00.00 TO STA. 146+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	508
		CONTRACT NO. 64R71		
		ILLINOIS FED. AID PROJECT		

NOTES:
ALL SIGNS SHOWN ON THIS SHEET ARE PROPOSED.

SEE TRAFFIC SIGNAL MAST ARM AND SIGNAL DETAILS FOR INFORMATION ON SIGNS BEING BANDED TO TRAFFIC SIGNALS



LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 14

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -	
		DRAWN - MW	REVISED -	
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

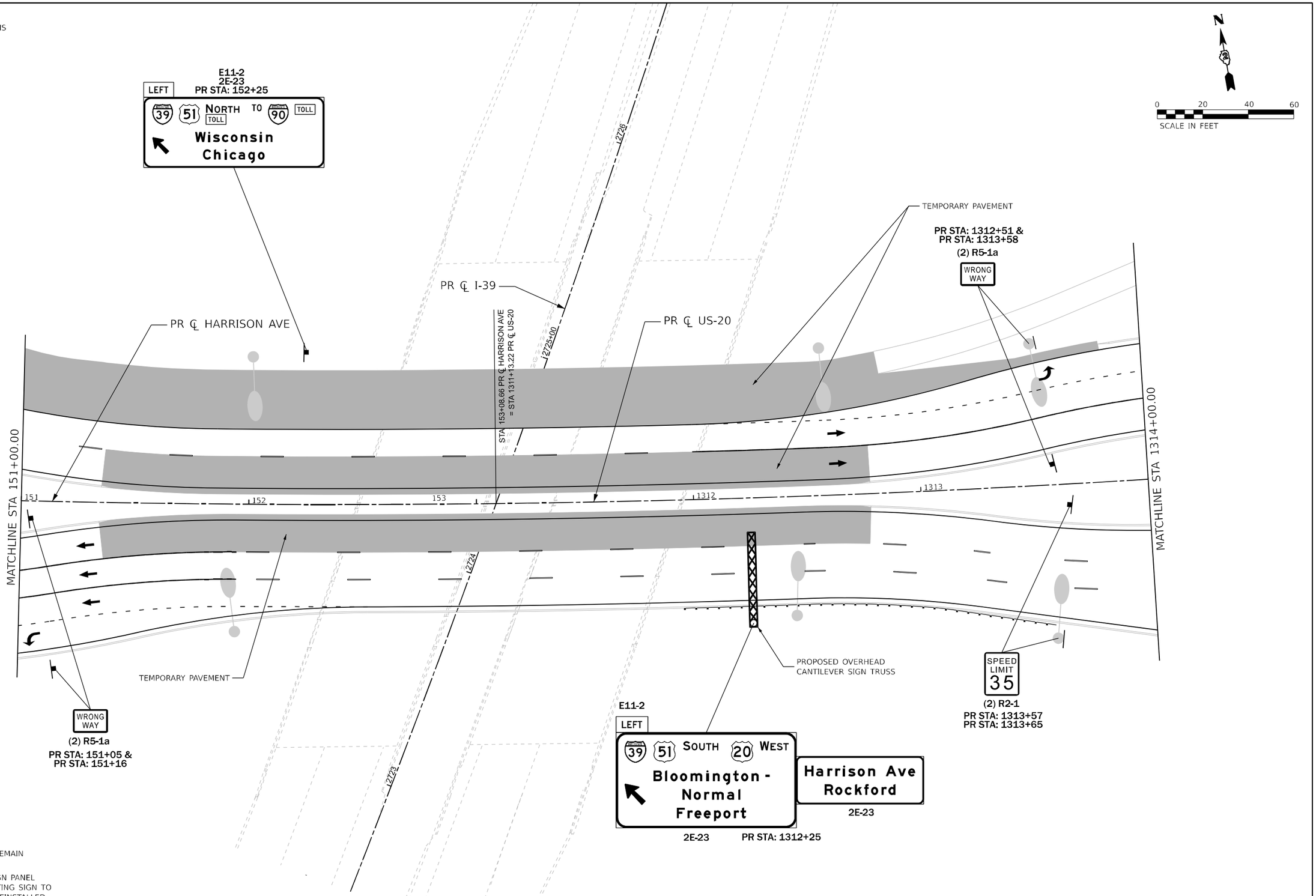
PROPOSED SIGNING
HARRISON AVE

SCALE: 1"=20' | SHEET 13 OF 34 SHEETS | STA. 146+00.00 TO STA. 151+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	509
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

MODEL: 20 Scale PR - Proposed 14 [Sheet]
FILE NAME: pw:\\beneschpw.bentley.com:beneschpw-pw01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Pvmt_mkg_sign\Mainline and Ramps [QuiggJD2264C62-SheetPR Signing-Diverging Diamond Interchange.dgn

NOTE:
ALL SIGNS SHOWN ON THIS SHEET ARE PROPOSED.



LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

MODEL: 2D Scale PR - Proposed 15 [Sheet]
FILE NAME: pw:\benesch-pw.bentley.com:benesch-pw-01\Documents\108800\10800.00\Eng_Docs\CAD_Sheets\Pvmt_mtg_sign\Mainline and Ramps [Quigg]\2024\C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
HARRISON AVE/US 20

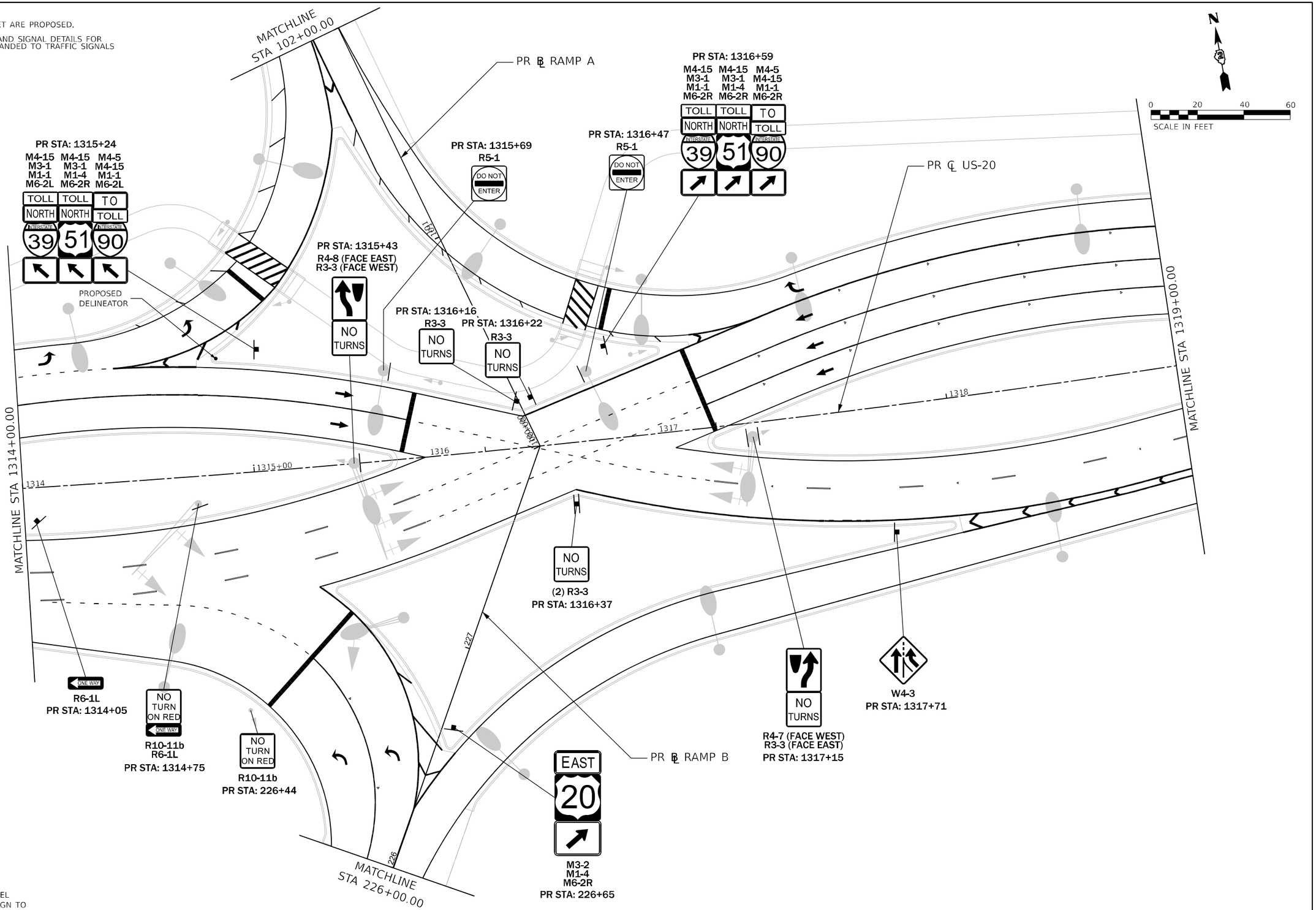
SCALE: 1"=20' | SHEET 14 OF 34 SHEETS | STA. 151+00.00 | TO STA. 1314+00.00

KEYPLAN SHEET 15

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	510
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

NOTES:
ALL SIGNS SHOWN ON THIS SHEET ARE PROPOSED.

SEE TRAFFIC SIGNAL MAST ARM AND SIGNAL DETAILS FOR INFORMATION ON SIGNS BEING BANDED TO TRAFFIC SIGNALS



LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 16

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -
		DRAWN - MW	REVISED -
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

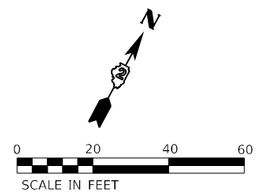
PROPOSED SIGNING
US 20

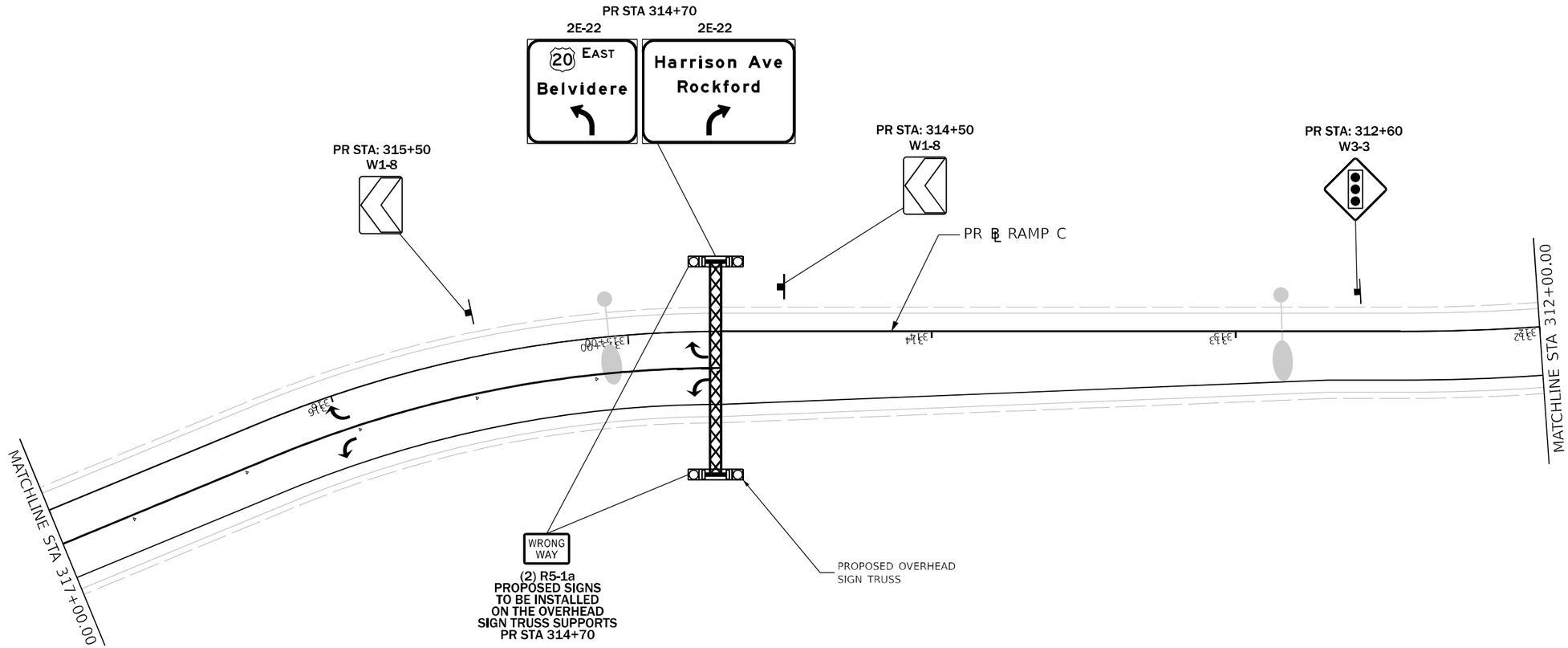
SCALE: 1"=20' | SHEET 15 OF 34 SHEETS | STA. 1314+00.00 | TO STA. 1319+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	511
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

MODEL: 20 Scale PR - Proposed 16 [Sheet]
FILE NAME: pw://bentesch-pw.bentley.com:bentesch-pw01\Documents\10800s\10800\00\Eng Docs\CAD Sheets\Pvmt_mrks_sign\Mainline and Ramps [Quigg]\D264C62-sht-PR Signing-Diverging Diamond Interchange.dgn

NOTE:
ALL SIGNS SHOWN ON THIS SHEET ARE PROPOSED.





LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 17

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -
		DRAWN - MW	REVISED -
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

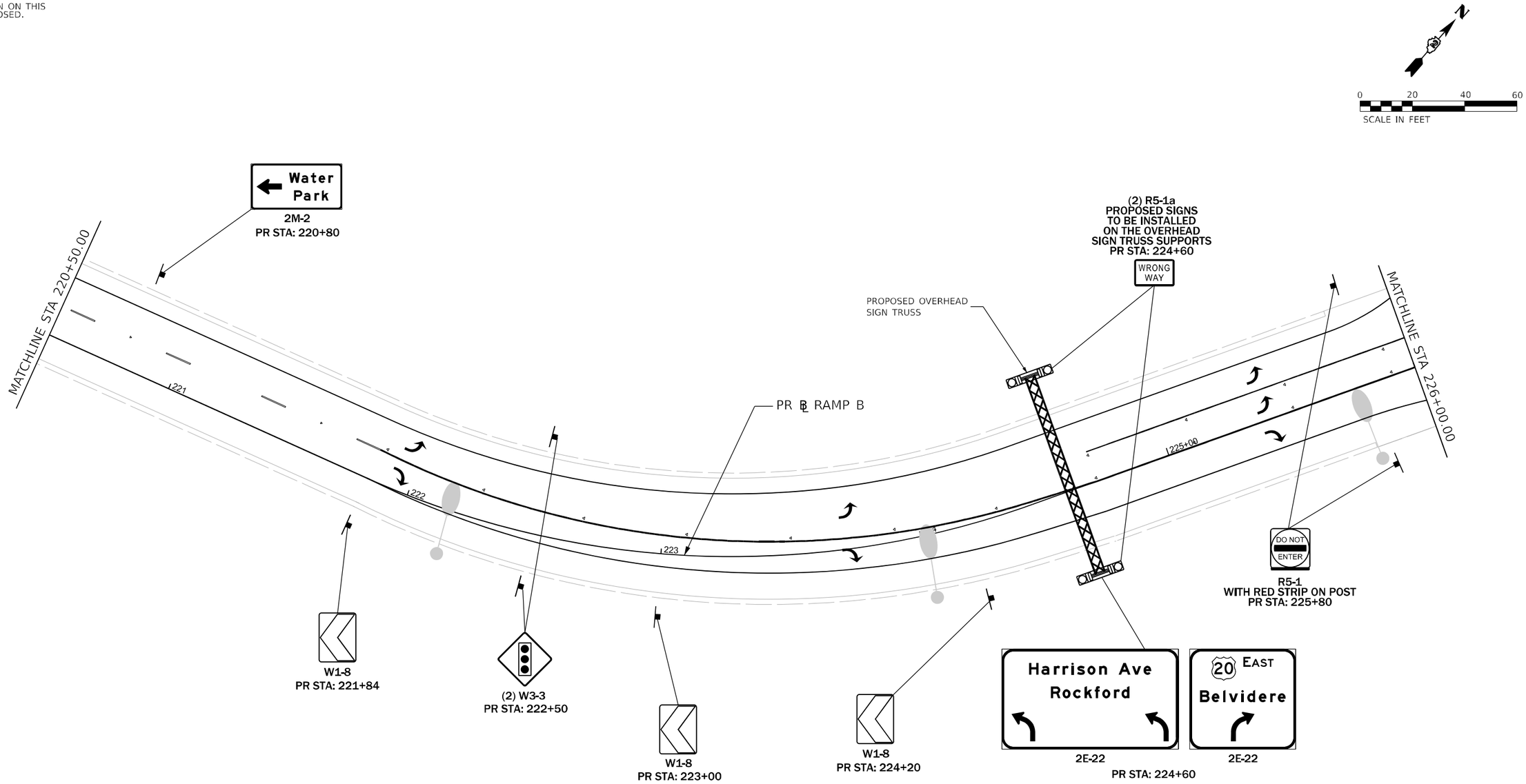
PROPOSED SIGNING
RAMP C

SCALE: 1"=20' | SHEET 16 OF 34 SHEETS | STA. 312+00.00 | TO STA. 317+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	512
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

MODEL: 20 Scale PR - Proposed 17 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-v01\Documents\108009\108000.00\Eng Docs\CAD Sheets\Pvmt_mkg_sign\Mainline and Ramps [Quigg]\D2264C62-5fH-PR Signing-Diverging Diamond Interchange.dgn

NOTE:
ALL SIGNS SHOWN ON THIS SHEET ARE PROPOSED.



LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 18

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
RAMP B

SCALE: 1"=20' | SHEET 17 OF 34 SHEETS | STA. 220+50.00 | TO STA. 226+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	513

CONTRACT NO. 64R71

ILLINOIS | FED. AID PROJECT

MODEL: 20 Scale PR - Proposed 18 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-v01\Documents\108009\108009.00\Eng_Docs\CAD_Sheets\Prmt_mkg_sign\Mainline and Ramps [Quigg]\D2264C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

E11-2
LEFT

2E-22
39 51 SOUTH 20 WEST
Bloomington -
Normal
Freeport
1/4 MILE

PROPOSED SIGNS
PR STA: 1322+00
2E-23
Harrison Ave
Rockford

2E-23
39 51 NORTH TO 90
TOLL TOLL TOLL
Wisconsin
Chicago

N

0 50 100 150
SCALE IN FEET

PROPOSED OVERHEAD
SIGN TRUSS

PROPOSED SIGN
PR STA: 1322+10
M1-I200

PROPOSED SIGN
PR STA: 1324+30
(2) R2-1
SPEED LIMIT 35
SPEED LIMIT 45

PROPOSED SIGN
PR STA: 1324+30
R2-1
WITH FLAG
SPEED LIMIT 35

PROPOSED SIGNS
PR STA: 1326+39
M3-3 M3-3 M3-4
M1-1 M1-4 M1-4
M5-4 M5-4 M5-4
SOUTH SOUTH WEST
39 51 20
LEFT LANE LEFT LANE LEFT LANE

PROPOSED SIGN
PR STA: 1328+54
W3-5
WITH FLAG
SPEED LIMIT 35

PROPOSED SIGNS
PR STA: 1330+69
M4-15 M4-15 M4-5
M3-1 M3-1 M4-15
M1-1 M1-4 M1-1
M5-2R M5-2R M5-2R
TOLL TOLL TO
NORTH NORTH TOLL
39 51 90

PROPOSED SIGNS
PR STA: 1332+84
M2-1 M2-1
M1-1 M1-4
JCT JCT
39 51

MATCHLINE STA 1319+00.00

1319 1320+00 1321 1322 1323 1324 1325+00 1326 1327 1328 1329 1330+00 1331 1332

MATCHLINE STA 1333+00.00

PR ℄ US-20

EAST
20
M3-2
M1-4
M1-I200
PROPOSED SIGNS
PR STA: 1322+10

SPEED LIMIT 45
R2-1
PROPOSED SIGN
PR STA: 1324+30

RIGHT LANE MUST TURN RIGHT
WSPC
PROPOSED SIGN
PR STA: 1326+73

MILL RD
(2) W3-3
(2) D3-1
PROPOSED SIGNS
PR STA: 1329+22

Cherry Valley
D1-1a (PROPOSED)
CUSTOM (REMOVE
AND REINSTALLED)
M6-1 (PROPOSED)
EX STA: 1333+83
PR STA: 1332+00

LEGEND

SPEED LIMIT 45 — EXISTING SIGN TO REMAIN

SPEED LIMIT 45 — PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

KEYPLAN SHEET 19

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

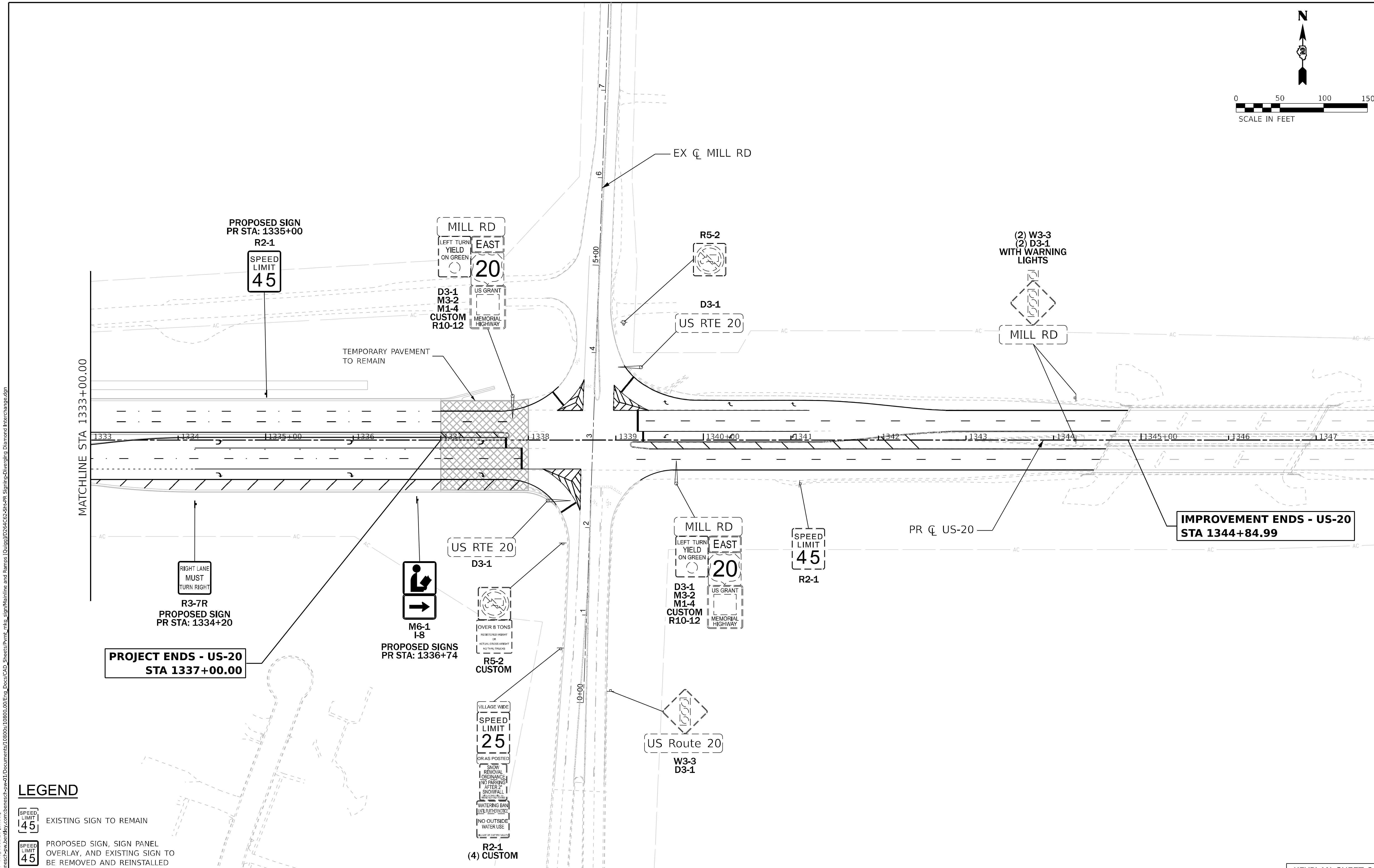
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
US 20

SCALE: 1"=50' | SHEET 18 OF 34 SHEETS | STA. 1319+00.00 | TO STA. 1333+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	514
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

MODEL: 50 Scale PR - Proposed 19 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/108809/108800.00/Eng_Docs/CAD_Sheets/Pvmt_mrks_sign/Mainline and Ramps [Quigg]/D26e4C02-SH-PR Signing-Diverging Diamond Interchange.dgn


N
0 50 100 150
SCALE IN FEET
EX ℄ MILL RD
PROPOSED SIGN
PR STA: 1335+00
R2-1
SPEED LIMIT 45
MILL RD
LEFT TURN YIELD ON GREEN
EAST
20
US GRANT MEMORIAL HIGHWAY
D3-1
M3-2
M1-4
CUSTOM
R10-12
R5-2
D3-1
US RTE 20
(2) W3-3
(2) D3-1
WITH WARNING LIGHTS
MILL RD
TEMPORARY PAVEMENT TO REMAIN
MATCHLINE STA 1333+00.00
1333
1334
1335+00
1336
1337
1338
1339
1340+00
1341
1342
1343
1344
1345+00
1346
1347
US RTE 20
D3-1
RIGHT LANE MUST TURN RIGHT
R3-7R
PROPOSED SIGN
PR STA: 1334+20
M6-1
I-8
PROPOSED SIGNS
PR STA: 1336+74
OVER 8 TONS
R5-2
CUSTOM
PROJECT ENDS - US-20
STA 1337+00.00
MILL RD
LEFT TURN YIELD ON GREEN
EAST
20
US GRANT MEMORIAL HIGHWAY
D3-1
M3-2
M1-4
CUSTOM
R10-12
SPEED LIMIT 45
R2-1
PR ℄ US-20
IMPROVEMENT ENDS - US-20
STA 1344+84.99
VILLAGE WIDE
SPEED LIMIT 25
OR AS POSTED
SNOW REMOVAL ORDINANCE
NO PARKING AFTER 2" SNOWFALL
WATERING BAN UNTIL FURTHER NOTICE
NO OUTSIDE WATER USE
VILLAGE OF CHERRY VALLEY
R2-1
(4) CUSTOM
US Route 20
W3-3
D3-1
LEGEND
SPEED LIMIT 45
EXISTING SIGN TO REMAIN
SPEED LIMIT 45
PROPOSED SIGN, SIGN PANEL OVERLAY, AND EXISTING SIGN TO BE REMOVED AND REINSTALLED

MODEL: 50 Scale PR - Proposed 20 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Pvmt_mkg_sign/Mainline and Ramps [Quigg]/D264C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
US 20

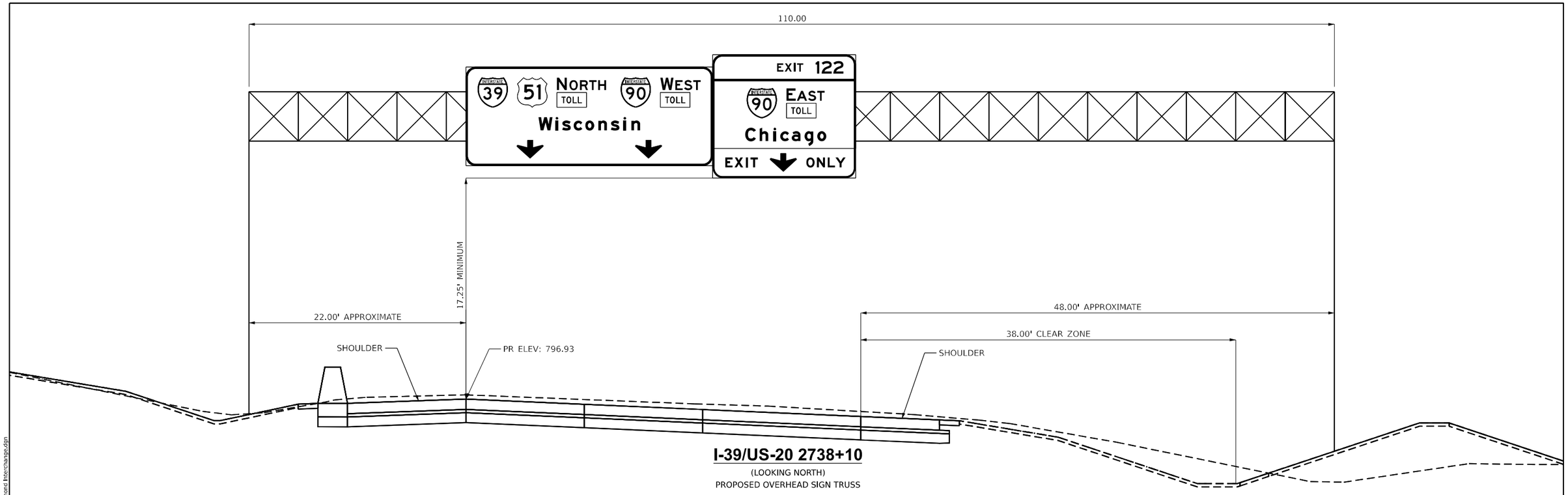
SCALE: 1"=50' | SHEET 19 OF 34 SHEETS | STA. 1333+00.00 TO STA. END STATION

KEYPLAN SHEET 20

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	515

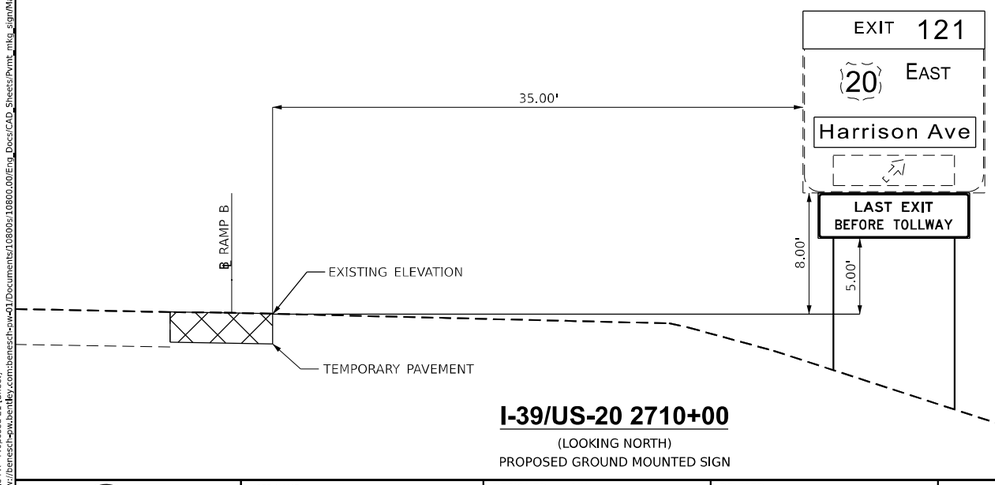
CONTRACT NO. 64R71

ILLINOIS | FED. AID PROJECT



I-39/US-20 2738+10

(LOOKING NORTH)
PROPOSED OVERHEAD SIGN TRUSS



I-39/US-20 2710+00

(LOOKING NORTH)
PROPOSED GROUND MOUNTED SIGN

MODEL: S Scale PR - Proposed 21 (Sheet)
FILE NAME: pw://benesch-pw.bentley.com:benesch-ciw01\Documents\10809s\10800.00\Eng Docs\CAD Sheets\Pvmt_mrks_sign\Mainline and Ramps [Quigg]\D2264C62-5fH-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

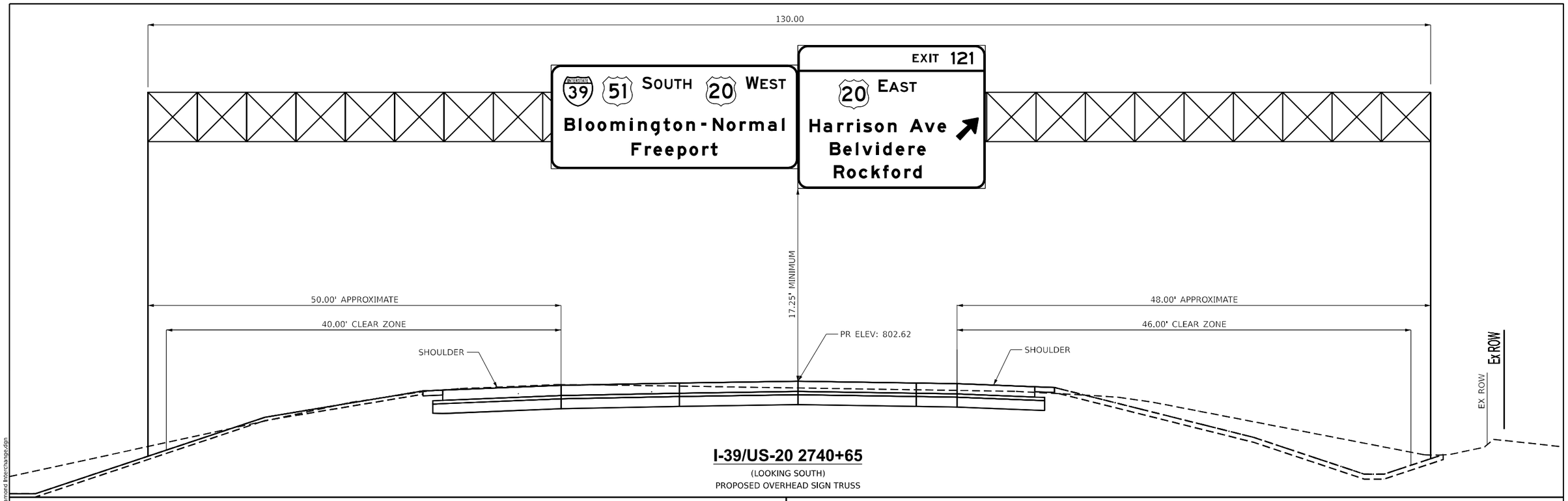
USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING ELEVATION VIEWS

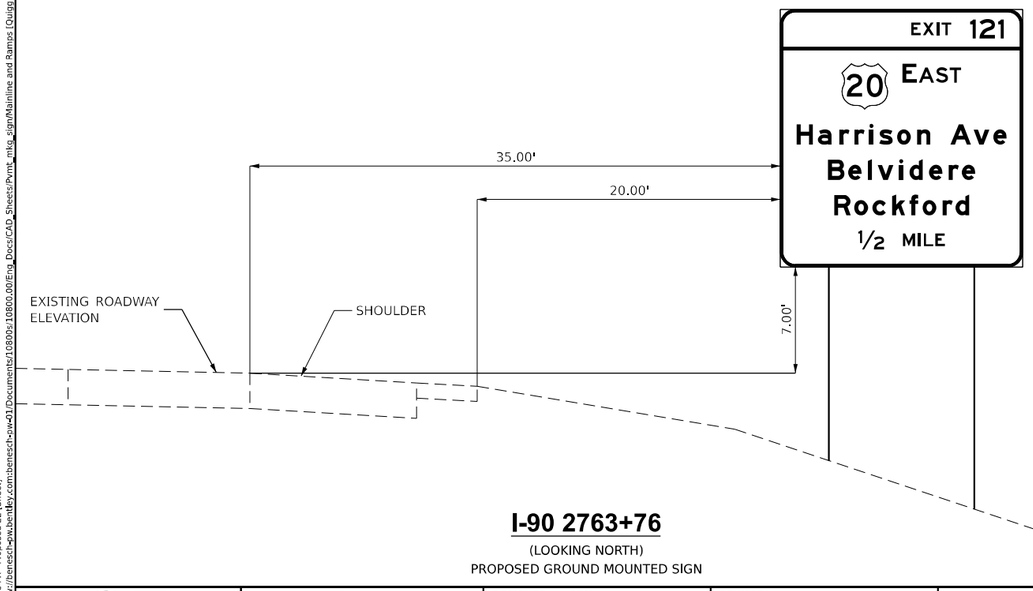
SCALE: 1"=5' | SHEET 20 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	516
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		



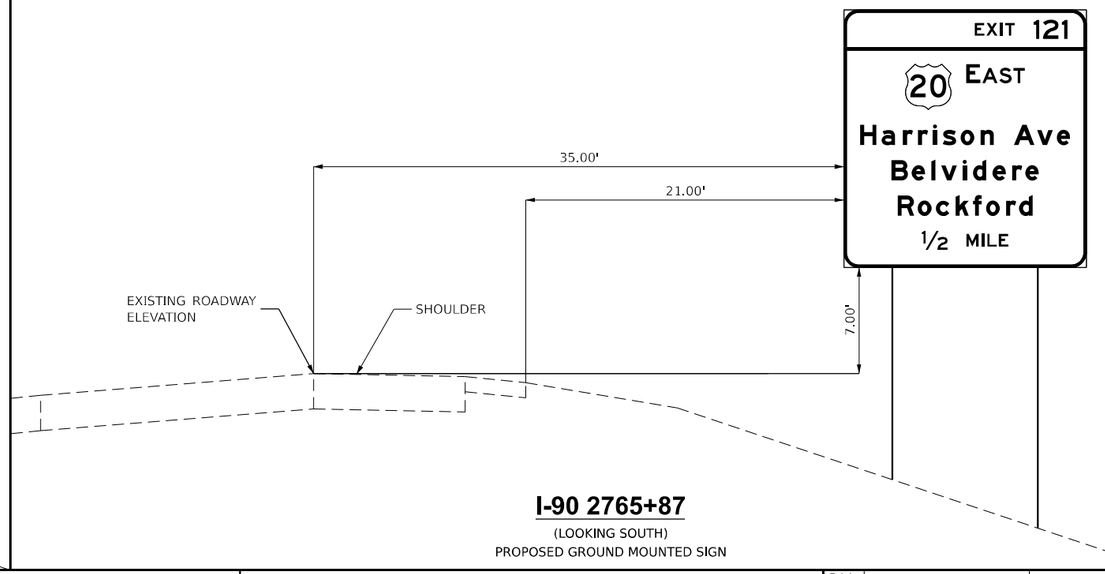
I-39/US-20 2740+65

(LOOKING SOUTH)
PROPOSED OVERHEAD SIGN TRUSS



I-90 2763+76

(LOOKING NORTH)
PROPOSED GROUND MOUNTED SIGN



I-90 2765+87

(LOOKING SOUTH)
PROPOSED GROUND MOUNTED SIGN

MODEL: 5 Scale PR - Proposed 22 [Sheet]
FILE NAME: pw://benesch-ow.bentley.com:benesch-ow-01\Documents\108001\108000.00\Eng_Docs\CAD_Sheets\Pvmt_mtg_sign\Mainline and Ramps [QuiggJD264C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

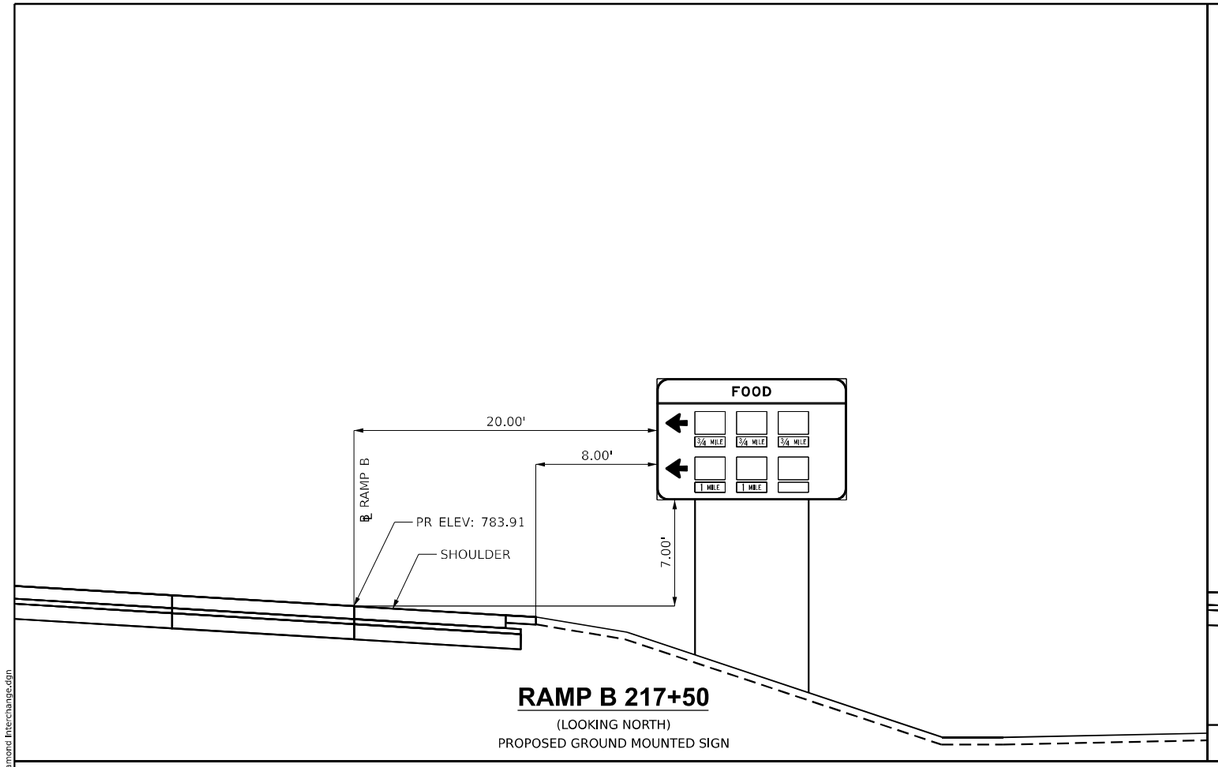
USER NAME = mwilson	DESIGNED - MW	REVISED -
	DRAWN - MW	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED - FBN	REVISED -
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING ELEVATION VIEWS

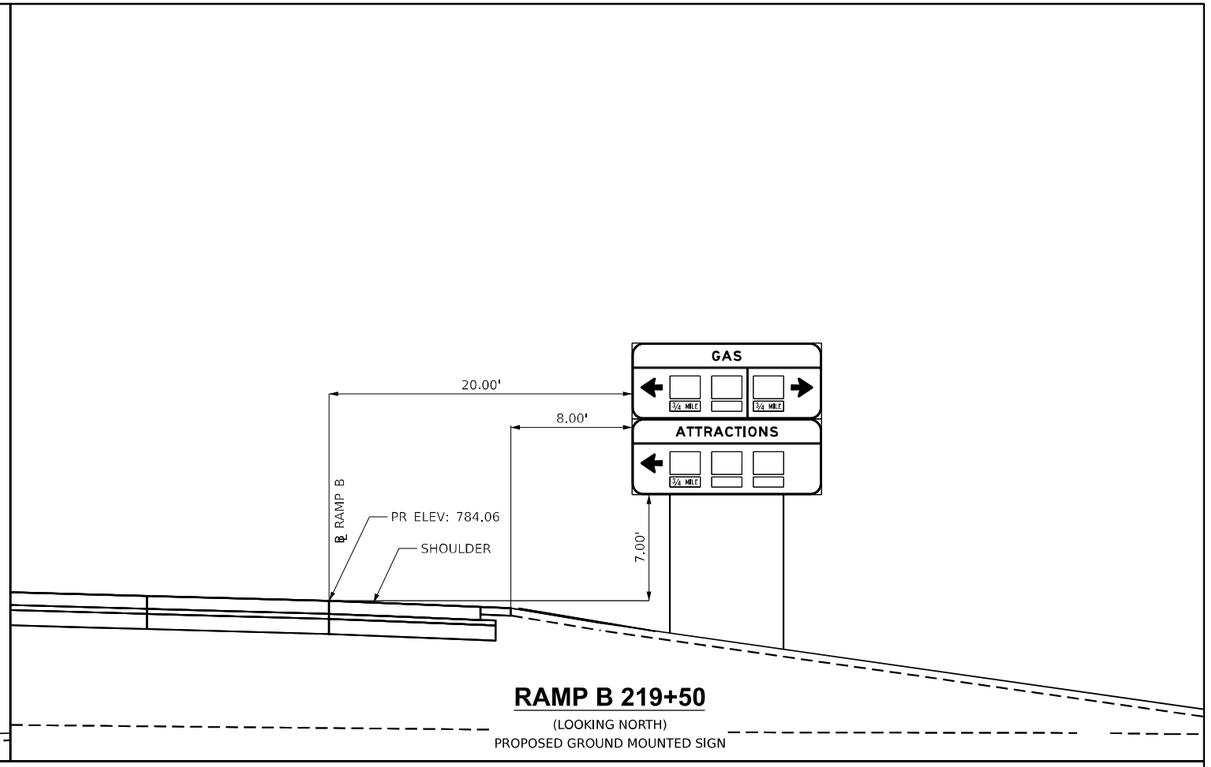
SCALE: 1"=5' | SHEET 21 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	517
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		



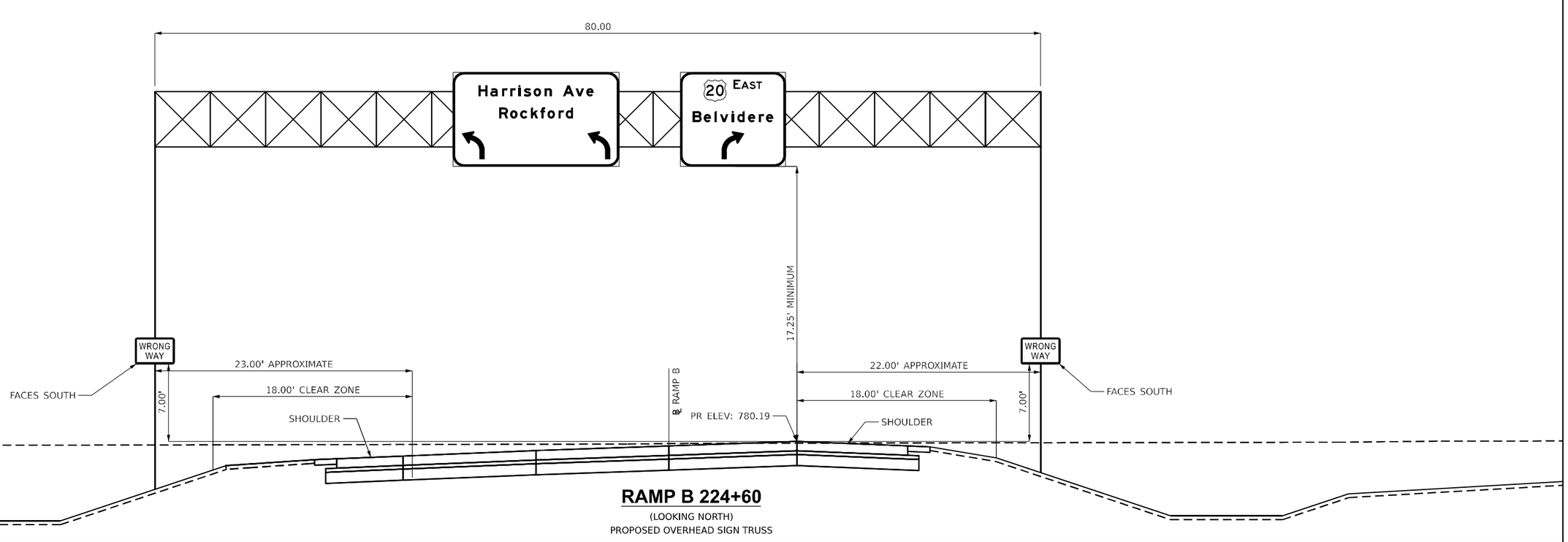
RAMP B 217+50

(LOOKING NORTH)
PROPOSED GROUND MOUNTED SIGN



RAMP B 219+50

(LOOKING NORTH)
PROPOSED GROUND MOUNTED SIGN



RAMP B 224+60

(LOOKING NORTH)
PROPOSED OVERHEAD SIGN TRUSS

MODEL: 5 Scale PR - Proposed 23 [Sheet]
FILE NAME: pw://benesch-ow.bentley.com:benesch-ow-01\Documents\108800\108800.00\Eng_Docs\CAD_Sheets\Pvmt_mkg_sign\Mainline and Ramps [QuiggJD2264C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

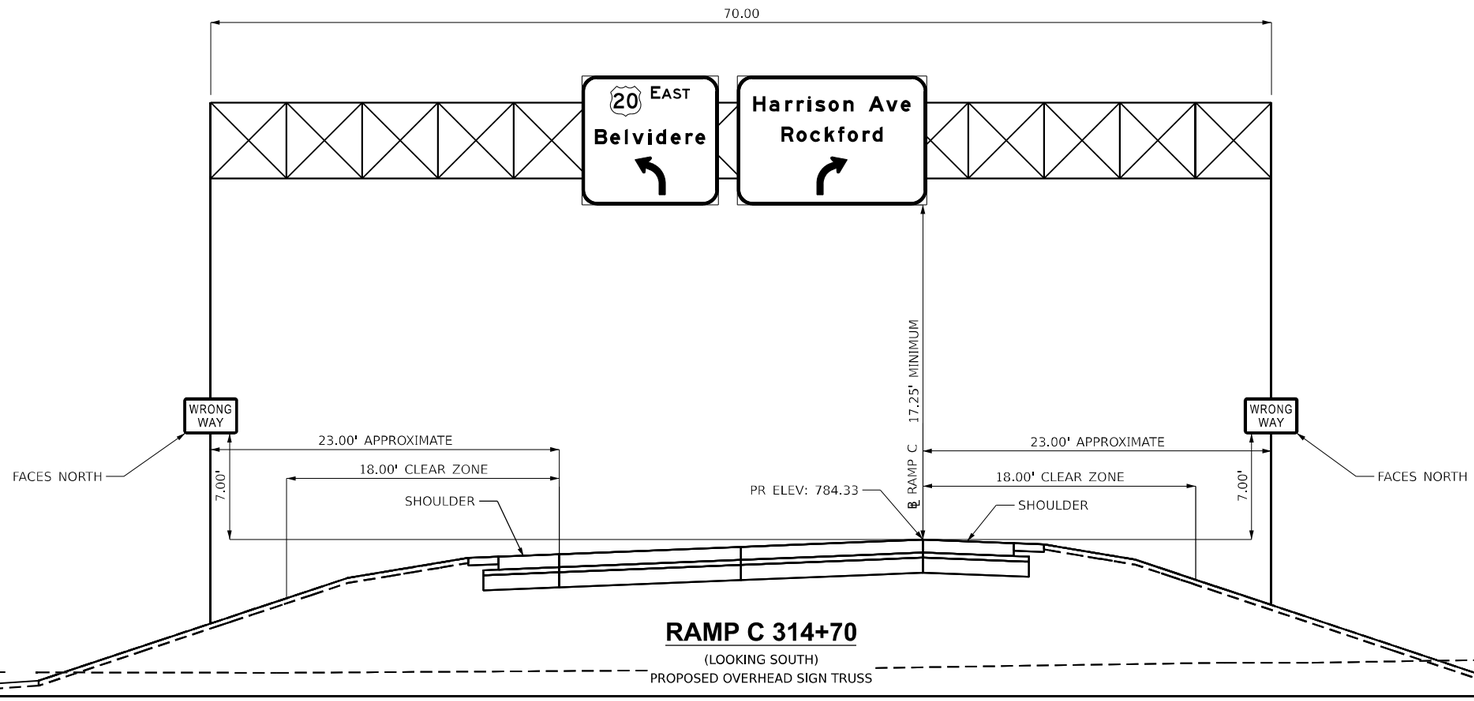
USER NAME = mwilson	DESIGNED - MW	REVISED -
	DRAWN - MW	REVISED -
PLOT SCALE = 0.16666633 ' / In.	CHECKED - FBN	REVISED -
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING ELEVATION VIEWS

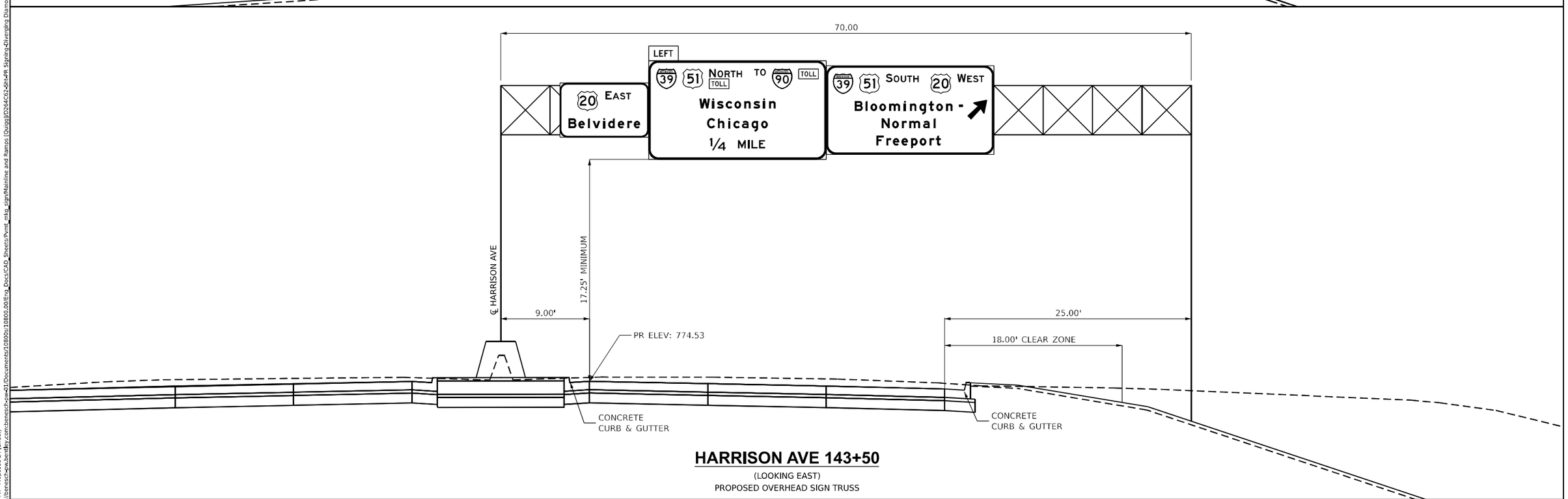
SCALE: 1"=5' | SHEET 22 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	518
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		



RAMP C 314+70

(LOOKING SOUTH)
PROPOSED OVERHEAD SIGN TRUSS



HARRISON AVE 143+50

(LOOKING EAST)
PROPOSED OVERHEAD SIGN TRUSS

MODEL: 5 Scale PR - Proposed 24 [Sheet]
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Pvmt_mrka_sign\Mainline and Ramps [Quigg]\D264C02-SH-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

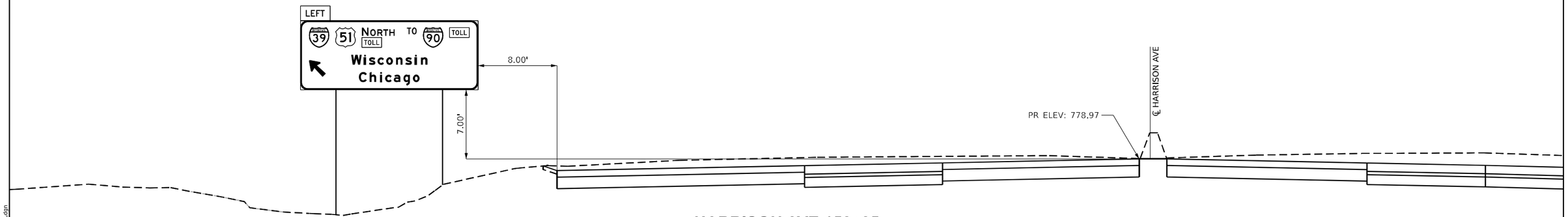
USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING ELEVATION VIEWS

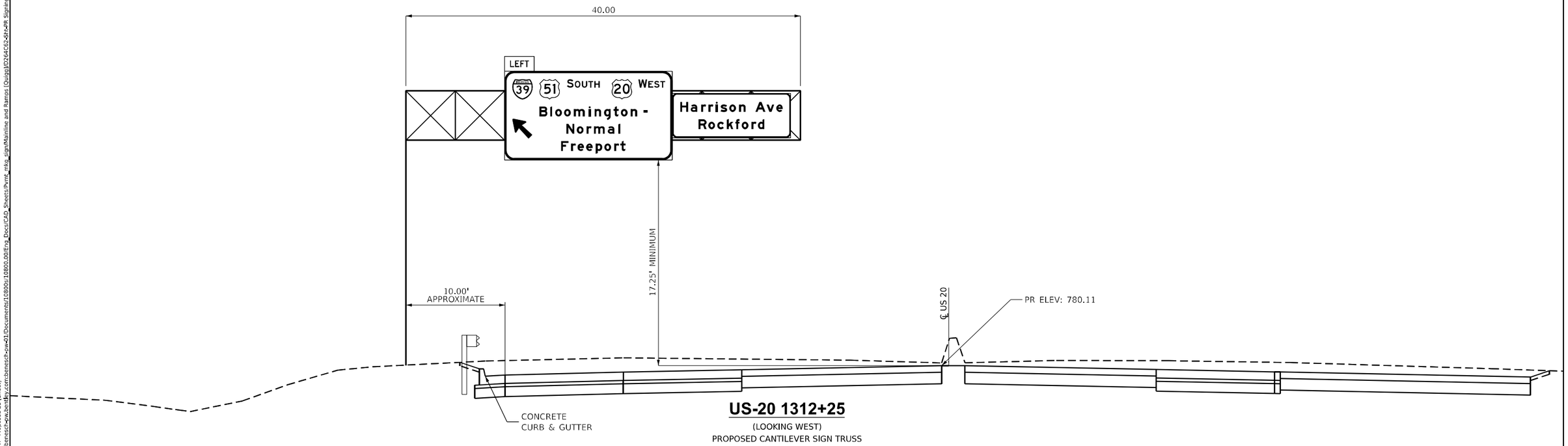
SCALE: 1"=5' | SHEET 23 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	519
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		



HARRISON AVE 152+25

(LOOKING EAST)
PROPOSED GROUND MOUNTED SIGNS



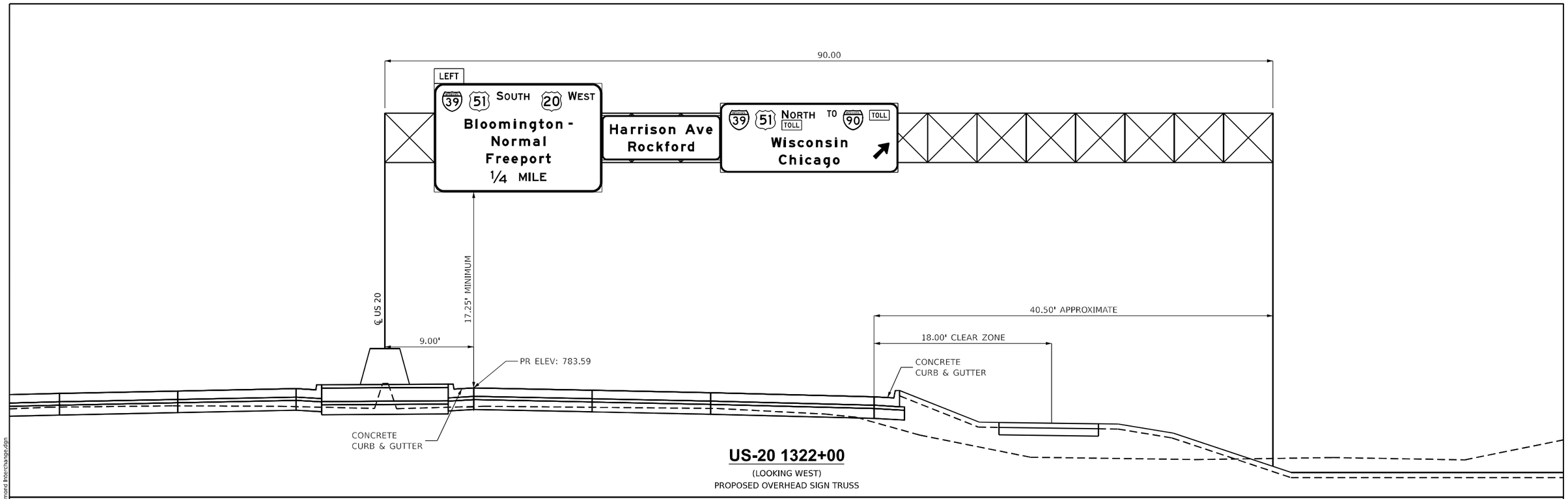
US-20 1312+25

(LOOKING WEST)
PROPOSED CANTILEVER SIGN TRUSS

MODEL: 5 Scale PR - Proposed 25 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01\Documents\108001\108000.00\Eng_Docs\CAD_Sheets\Pvmt_mtg_sign\Mainline and Ramps [QuiggUD264C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	**PROPOSED SIGNING ELEVATION VIEWS**
		DRAWN - MW	REVISED -		
	PLOT SCALE = 0.16666633 ' / In.	CHECKED - FBN	REVISED -		SCALE: 1"=5' SHEET 24 OF 34 SHEETS STA. TO STA.
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	520
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			



US-20 1322+00

(LOOKING WEST)
PROPOSED OVERHEAD SIGN TRUSS

MODEL: 5 Scale PR - Proposed 26 [Sheet]
FILE NAME: pw://benesch-ow.bentley.com:benesch-ow-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Pvmt_mtg_sign\Mainline and Ramps [Quigg]\D264C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/10/2023	DATE - 10/13/2023	REVISED -	

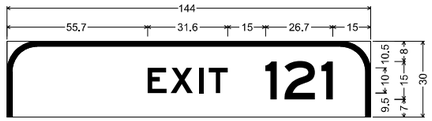
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING ELEVATION VIEWS

SCALE: 1"=5' | SHEET 25 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	521
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

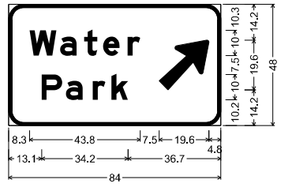
I-39/US-20 2680+91 (NB)



12.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K 120% spacing; " 121", E 2K;

	E	X	I	T	1	2	1	
55.7	9.2	11.1	3.8	22.5	7.5	14.7	4.5	15.0

I-39/US-20 2703+00 (NB)
I-39/US-20 2746+00 (SB)



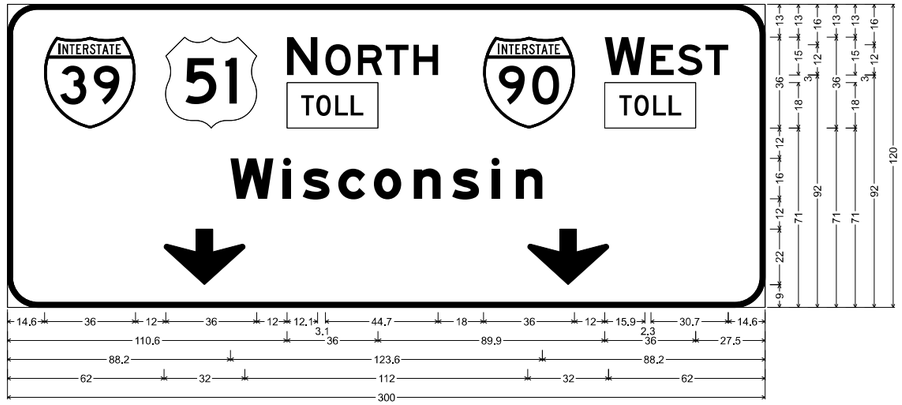
6.0" Radius, 1.3" Border, White on Brown;
"Water", E Mod 2K;
"Park", E Mod 2K;
Arrow 80 - 25.0" 45°;
Table of widths and spaces

	W		a		t		e		r	
8.3	10.6	1.5	6.6	2.9	5.2	2.3	6.6	3.1	5.0	

	↗	
7.5	19.6	4.8

	P		a		r		k		
13.1	8.1	1.5	6.6	4.0	5.0	2.4	6.6	36.7	

I-39/US-20 2738+10 (NB)



12.0" Radius, 2.0" Border, White on Green;
"NORTH", E 2K; Rectangle Fluorescent yellow;
"WEST", E 2K; Rectangle Fluorescent yellow;
"Wisconsin", E Mod 2K; Down Arrow 22.0" 270°; Down Arrow 22.0" 270°;
Table of distances between letter and object lefts

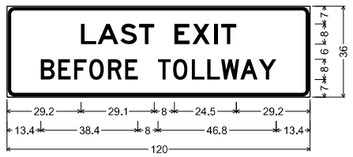
	●	●	N	O	R	T	H	●	W	E	S	T	
14.6	48.0	48.0	15.2	12.9	11.0	11.1	27.7	48.0	18.2	10.7	11.0	9.0	14.6

	▬	▬	
110.6	125.9	36.0	27.5

	W	i	s	c	o	n	s	i	n	
88.2	20.8	7.9	14.1	14.0	15.9	15.2	15.5	9.6	10.6	88.2

	↓	↓	
62.0	144.0	32.0	62.0

I-39/US-20 2710+00 (NB)



3.0" Radius, 1.0" Border, 0.5" Indent, Black on Fluorescent yellow;
"LAST EXIT", E 2K; "BEFORE TOLLWAY", D 2K;
Table of widths and spaces

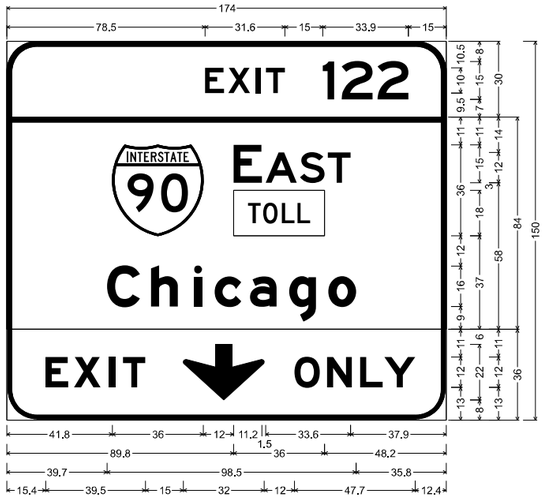
	L		A		S		T	
29.2	6.0	0.7	8.1	0.9	6.5	0.9	6.0	

	E		X		I		T	
8.0	6.0	1.1	7.0	1.6	1.4	1.4	6.0	29.2

	B		E		F		O		R		E	
13.4	5.5	1.3	5.0	1.4	4.9	1.1	5.6	1.8	5.4	1.4	5.0	

	T		O		L		L		W		A		Y	
8.0	4.9	1.1	5.6	1.8	5.0	1.2	4.9	0.5	7.1	0.5	6.8	0.5	6.9	13.4

I-39/US-20 2738+10 (NB)



12.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K 120% spacing; " 122", E 2K;

12.0" Radius, 2.0" Border, White on Green;
"EAST", E 2K; Rectangle Fluorescent yellow;
"Chicago", E Mod 2K;

12.0" Radius, 1.5" Border, 0.5" Indent, Black on Fluorescent yellow;
"EXIT", E Mod 2K 140% spacing; Down Arrow 22.0" 270°; "ONLY", E Mod 2K;
Table of distances between letter and object lefts

78.5	E 9.2	X 11.1	I 3.8	T 22.5	1 7.5	2 14.3	2 12.1	15.0

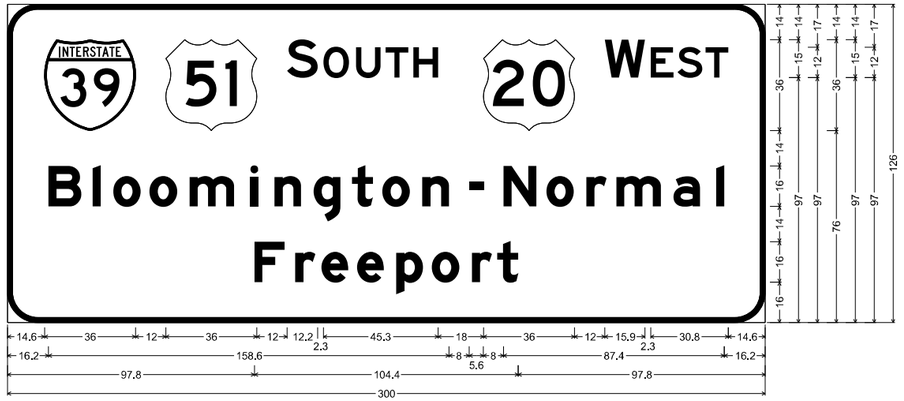
41.8	● 48.0	E 12.7	A 13.6	S 11.0	T 9.0	37.9

89.8	■ 36.0	48.2

39.7	C 17.4	h 17.0	i 8.1	c 14.1	a 15.5	g 15.5	o 10.9	35.8

15.4	E 11.2	X 14.0	I 5.4	T 23.9	▼ 44.0	O 12.9	N 13.1	L 9.6	Y 12.1	12.4

I-39/US-20 2740+65 (SB)



12.0" Radius, 2.0" Border, White on Green;
"SOUTH", E 2K; "WEST", E 2K; "Bloomington - Normal", E Mod 2K; "Freeport", E Mod 2K;
Table of distances between letter and object lefts

14.6	● 48.0	● 48.0	S 14.5	O 12.8	U 11.8	T 11.0	H 27.7	● 48.0	W 18.2	E 10.7	S 11.1	T 9.0	14.6	

16.2	B 17.5	l 8.1	o 14.4	o 15.9	m 24.0	i 9.6	n 15.5	g 15.2	t 12.0	o 15.8	n 18.6	- 13.6	N 17.0	o 15.8	r 11.8	m 22.6	a 17.0	l 3.2	16.2

97.8	F 16.1	r 10.4	e 14.1	e 15.5	p 14.1	o 15.8	r 10.1	t 8.3	97.8

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

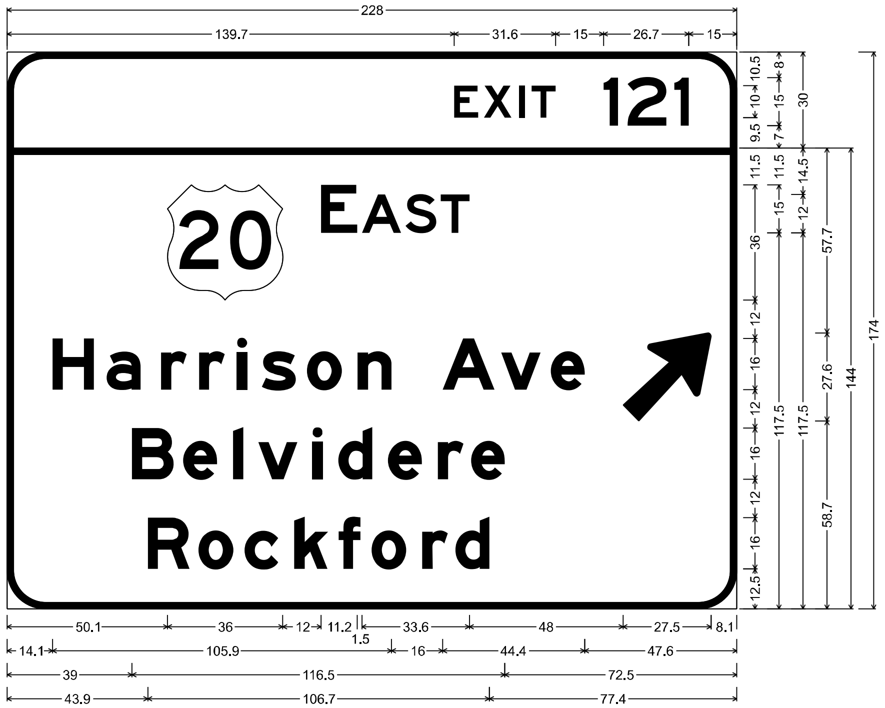
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
SIGN PANEL DETAILS

SCALE: 1"=5' | SHEET 27 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	523
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

I-39/US-20 2740+65 (SB)



12.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K 120% spacing; " 121", E 2K;

12.0" Radius, 2.0" Border, White on Green;
"EAST", E 2K; "Harrison Ave", E Mod 2K; "Belvidere", E Mod 2K; "Rockford", E Mod 2K;
Arrow 160 - 35.0" 45°;
Table of distances between letter and object lefts

	E	X	I	T	1	2	1	
139.7	9.2	11.1	3.8	22.5	7.5	14.7	4.5	15.0

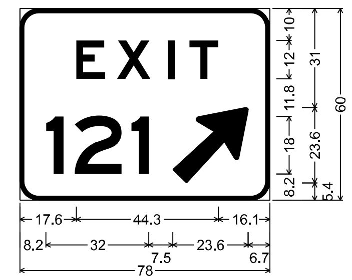
	(shield)	E	A	S	T	↗	
50.1	48.0	12.7	13.6	11.0	57.0	27.5	8.1

	H	a	r	r	i	s	o	n	A	v	e	
14.1	17.0	16.9	11.9	11.8	7.9	14.0	15.9	26.5	18.3	15.5	10.6	47.6

	B	e	l	v	i	d	e	r	e	
39.0	16.0	15.5	7.9	16.9	8.2	15.5	15.5	10.4	10.6	72.5

	R	o	c	k	f	o	r	d	
43.9	15.8	14.4	15.5	14.0	10.2	15.8	10.4	10.6	77.4

I-39/US-20 2716+54 (NB)
I-39/US-20 2732+41 (SB)

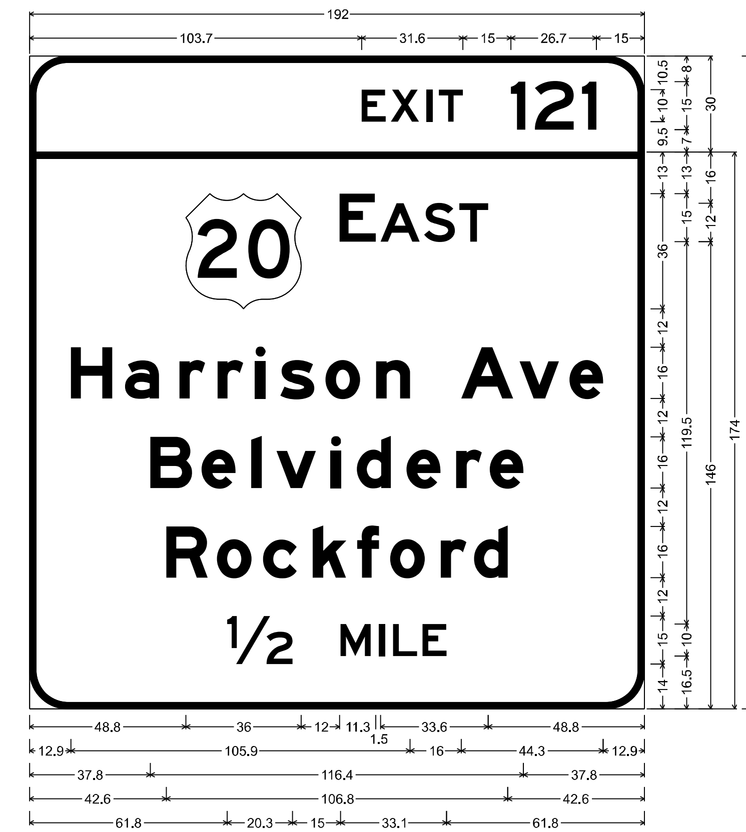


6.0" Radius, 1.3" Border, White on Green;
"EXIT", E 2K 225% spacing;
"121", E 2K;
Arrow 133 - 30.0" 45°;
Table of letter and object lefts

E	X	I	T
17.6	30.3	46.2	52.9

1	2	1	↗
8.2	17.2	34.8	47.7

I-90 2765+87 (LOOKING WEST)
I-90 2763+76 (LOOKING EAST)



12.0" Radius, 2.0" Border, White on Green;
"EXIT", E 2K 120% spacing; " 121", E 2K;

12.0" Radius, 2.0" Border, White on Green;
"EAST", E 2K; "Harrison Ave", E Mod 2K; "Belvidere", E Mod 2K; "Rockford", E Mod 2K;
"½ MILE", E 2K;
Table of distances between letter and object lefts

	E	X	I	T	1	2	1	
103.7	9.2	11.1	3.8	22.5	7.5	14.7	4.5	15.0

	(shield)	E	A	S	T	
48.8	48.0	12.8	13.5	11.1	9.0	48.8

	H	a	r	r	i	s	o	n	A	v	e	
12.9	16.9	17.0	11.8	11.9	7.8	14.1	15.8	26.6	18.2	15.6	10.5	12.9

	B	e	l	v	i	d	e	r	e	
37.8	16.0	15.5	7.8	17.0	8.1	15.6	15.5	10.4	10.5	37.8

	R	o	c	k	f	o	r	d	
42.6	15.9	14.4	15.5	13.9	10.3	15.8	10.4	10.6	42.6

	½	M	I	L	E	
61.8	35.3	12.0	4.4	9.2	7.5	61.8

MODEL: NTS PR - Proposed 29 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Pvmt_mkg_sign/Mainline and Ramps (Quigg)/D264C62-Sht-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

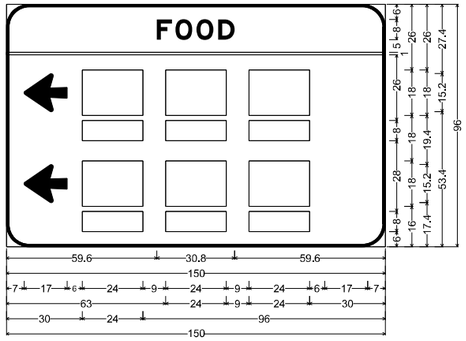
PROPOSED SIGNING
SIGN PANEL DETAILS

SCALE: 1"=5' | SHEET 28 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	524

CONTRACT NO. 64R71
ILLINOIS | FED. AID PROJECT

RAMP B 217+50



9.0" Radius, 1.0" Border, White on Blue;
"FOOD", E Mod 2K; Arrow 80 - 17.0" 180°; Arrow 80 - 17.0" 0°; Arrow 80 - 17.0" 180°; Arrow 80 - 17.0" 0°;
Table of letter and object lefts

F	O	O	D
59.6	66.9	75.2	83.9

-0.0

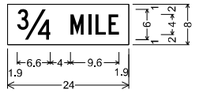
7.0	30.0	63.0	96.0

30.0	63.0	96.0

7.0	30.0	63.0	96.0

30.0	63.0	96.0

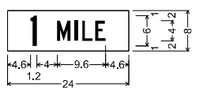
RAMP B 217+50
RAMP B 219+50



No border, White on Blue;
"¾ MILE", C 2K;
Table of widths and spaces

1.9	¾ 6.6

4.0	M 2.6	0.9	I 0.6	0.8	L 2.1	0.5	E 2.1	1.9

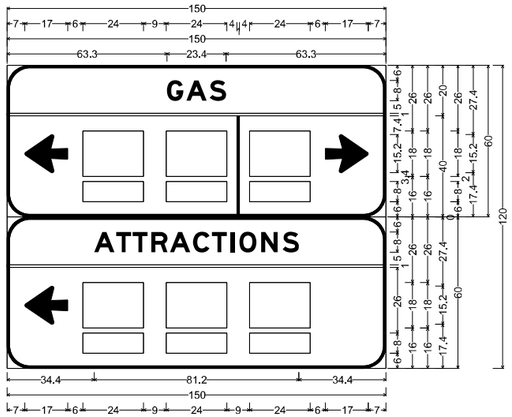


No border, White on Blue;
"1 MILE", C 2K;
Table of widths and spaces

4.6	I 1.2

4.0	M 2.7	0.9	I 0.5	0.9	L 2.0	0.6	E 2.0	4.6

RAMP B 219+50



9.0" Radius, 1.0" Border, White on Blue;
"GAS", E Mod 2K; Arrow 80 - 17.0" 180°; Arrow 80 - 17.0" 0°;

9.0" Radius, 1.0" Border, White on Blue;
"ATTRACTIONS", E Mod 2K; Arrow 80 - 17.0" 180°; Arrow 80 - 17.0" 0°;
Table of letter and object lefts

G	A	S
63.3	70.9	80.2

-0.0

7.0	30.0	63.0	91.0	96.0	126.0

30.0	63.0	96.0

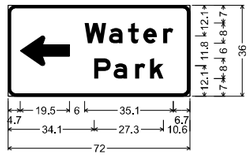
A 34.4	T 43.2	T 49.7	R 57.1	A 64.4	C 73.6	T 81.1	I 88.4	O 92.0	N 100.6	S 109.1

-0.0

7.0	30.0	63.0	96.0

30.0	63.0	96.0

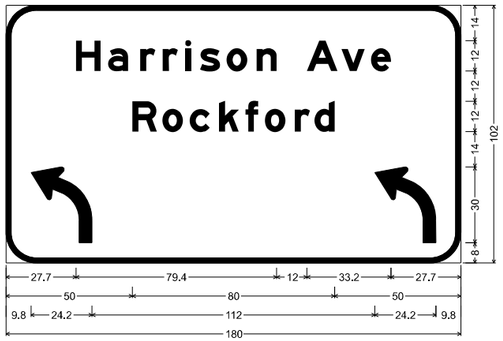
RAMP B 220+80



3.0" Radius, 1.0" Border, White on Brown;
Standard Arrow Custom 19.5" X 11.8" 180°;
"Water", E Mod 2K;
"Park", E Mod 2K;
Table of widths and spaces

4.7	← 19.5											
	6.0	W 8.5	1.2	a 5.3	2.3	t 4.2	1.8	e 5.3	2.5	r 4.0	6.7	
34.1	P 6.4	1.2	a 5.3	3.2	r 4.0	1.9	k 5.3	10.6				

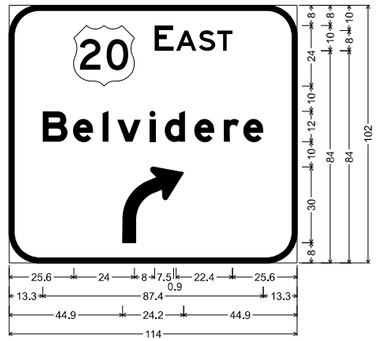
RAMP B 224+60



12.0" Radius, 2.0" Border, White on Green;
"Harrison Ave", E Mod 2K; "Rockford", E Mod 2K; left arrow; left arrow;
Table of widths and spaces

27.7	H 9.7	3.0	a 7.9	4.8	r 6.0	2.9	r 6.0	2.9	i 2.4	3.4	s 8.0	2.6	o 8.2	3.7	n 7.9			
	12.0	A 12.1	1.6	v 9.2	2.4	e 7.9	27.7											
50.0	R 9.7	2.2	o 8.1	2.7	c 7.9	3.7	k 7.9	2.5	f 5.1	2.6	o 8.2	3.7	r 6.0	1.8	d 7.9	50.0		
9.8	↰ 24.2	112.0	↰ 24.2	9.8														

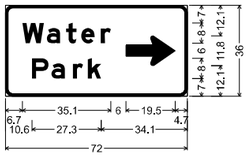
RAMP B 224+60



12.0" Radius, 2.0" Border, White on Green;
"EAST", E 2K; "Belvidere", E Mod 2K; right arrow;
Table of widths and spaces

25.6	20 24.0	8.0	E 7.5	0.9	A 8.2	0.9	S 6.5	0.8	T 6.0	25.6								
13.3	B 9.7	2.3	e 7.9	3.8	l 2.4	3.4	v 9.3	3.5	i 2.4	3.7	d 7.9	3.7	e 7.9	3.8	r 6.0	1.8	e 7.9	13.3
44.9	↱ 24.2	44.9																

RAMP C 310+00



3.0" Radius, 1.0" Border, White on Brown;
"Water", E Mod 2K;
"Park", E Mod 2K;
Standard Arrow Custom 19.5" X 11.8" 0°;
Table of widths and spaces

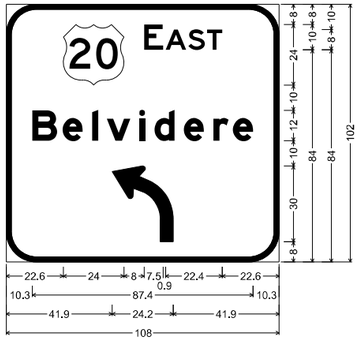
6.7	W 8.5	1.2	a 5.3	2.3	t 4.2	1.8	e 5.3	2.5	r 4.0	
	6.0	→ 19.5	4.7							
10.6	P 6.4	1.2	a 5.3	3.2	r 4.0	1.9	k 5.3	34.1		

MODEL: NTS PR - Proposed 31 [Sheet]
FILE NAME: pw:\\teresch-pw.bentley.com:teresch-pw-02\Documents\10800\10800.00\Eng Docs\CAD Sheets\Pvmt_mtce_sign\Mainline and Ramps [Quigg]\D264C02-SH-PR Signing-Diverging Diamond Interchange.dgn

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED SIGNING SIGN PANEL DETAILS
		DRAWN - MW	REVISED -		
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -		SCALE: 1"=5' SHEET 30 OF 34 SHEETS STA. TO STA.
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	526
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

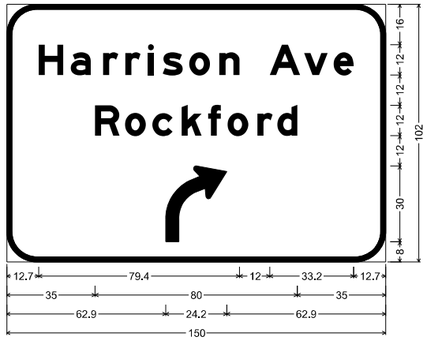
RAMP C 314+70



12.0" Radius, 2.0" Border, White on Green;
"EAST", E 2K; "Belvidere", E Mod 2K; left arrow;
Table of widths and spaces

22.6	●	24.0	8.0	E	7.5	0.9	A	8.2	0.9	S	6.5	0.8	T	6.0	22.6							
10.3	B	9.7	2.3	e	7.9	3.8	l	2.4	3.4	v	9.3	3.5	i	2.4	3.7	d	7.9	3.7	e	7.9	3.8	r	6.0	1.8	e	7.9	10.3
41.9	↖	24.2	41.9																			

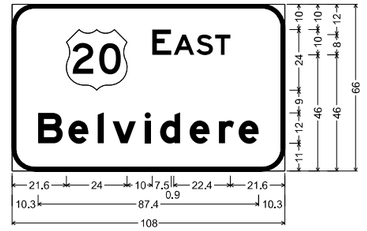
RAMP C 314+70



12.0" Radius, 2.0" Border, White on Green;
"Harrison Ave", E Mod 2K; "Rockford", E Mod 2K; right arrow;
Table of widths and spaces

12.7	H	9.7	3.0	a	7.9	4.8	r	6.0	2.9	r	6.0	2.9	i	2.4	3.4	s	8.0	2.6	o	8.2	3.7	n	7.9				
	12.0	A	12.1	1.6	v	9.2	2.4	e	7.9	12.7																
35.0	R	9.7	2.2	o	8.1	2.7	c	7.9	3.7	k	7.9	2.5	f	5.1	2.6	o	8.2	3.7	r	6.0	1.8	d	7.9	35.0			
62.9	↗	24.2	62.9																								

HARRISON AVE 143+50 (EB)



9.0" Radius, 1.5" Border, White on Green;
"EAST", E 2K; "Belvidere", E Mod 2K;
Table of distances between letter and object lefts

21.6	●	34.0	E	8.4	A	9.1	S	7.3	T	6.0	21.6											
10.3	B	12.0	e	11.7	l	5.8	v	12.8	i	6.1	d	11.6	e	11.7	r	7.8	e	7.9	10.3			

QUIGG ENGINEERING INC	USER NAME = mwilson	DESIGNED - MW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - MW	REVISED -	
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
	PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

PROPOSED SIGNING SIGN PANEL DETAILS

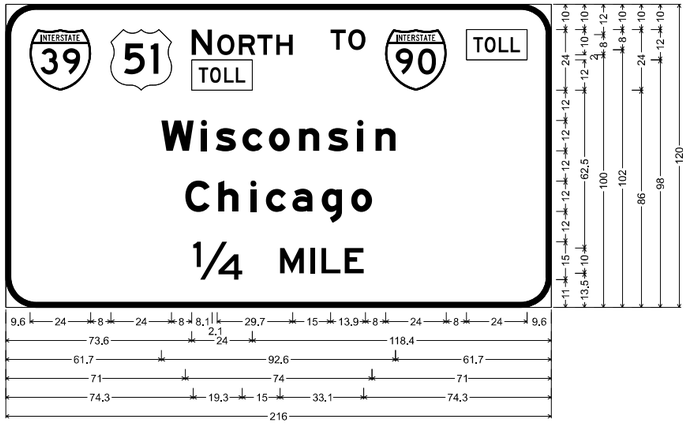
SCALE: 1"=5' | SHEET 31 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	527
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

HARRISON AVE 143+50 (EB)

LEFT Plaque is 36" X 18" and LEFT is 8" D 2k font install above sign top left corner

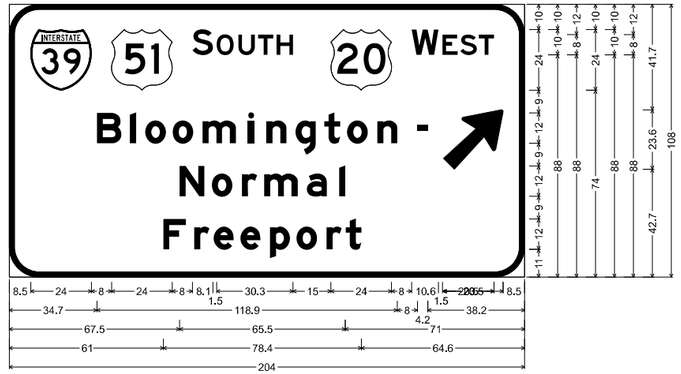
LEFT



12.0" Radius, 2.0" Border, White on Green;
"NORTH", E 2K; Rectangle Fluorescent yellow;
"TO", E 2K; Rectangle Fluorescent yellow;
"Wisconsin", E Mod 2K; "Chicago", E Mod 2K; "1/4 MILE", E 2K;
Table of distances between letter and object lefts

9.6	● 32.0	■ 32.0	N 10.2	O 8.5	R 7.4	T 7.4	H 21.4	T 7.2	O 14.7	● 32.0	▬ 24.0	9.6		
73.6	▬ 24.0	118.4												
61.7	W 15.6	i 5.9	s 10.5	c 10.6	o 11.9	n 11.4	s 11.6	i 7.2	n 7.9	61.7				
71.0	C 13.1	h 12.7	i 6.2	c 10.5	a 11.7	g 11.6	o 8.2	71.0						
74.3	1/4 34.3	M 12.0	I 4.4	L 9.2	E 7.5	74.3								

HARRISON AVE 143+50 (EB)



12.0" Radius, 2.0" Border, White on Green;
"SOUTH", E 2K; "WEST", E 2K; "Bloomington -", E Mod 2K; "Normal", E Mod 2K;
"Freeport", E Mod 2K; Arrow 133 - 30.0" 45°;
Table of distances between letter and object lefts

8.5	● 32.0	■ 32.0	S 9.6	O 8.6	U 7.8	T 7.4	H 21.5	■ 32.0	W 12.1	E 7.1	S 7.4	T -14.0	↗ 23.5	8.5
34.7	B 13.0	l 6.2	o 10.8	o 11.8	m 18.0	i 7.2	n 11.7	g 11.4	t 9.0	o 11.9	n 15.9	- 4.2	38.2	
67.5	N 12.7	o 11.9	r 8.8	m 17.0	a 12.7	l 2.4	71.0							
61.0	F 12.2	r 7.8	e 10.5	e 11.7	p 10.5	o 11.9	r 7.6	t 6.2	64.6					

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
SIGN PANEL DETAILS

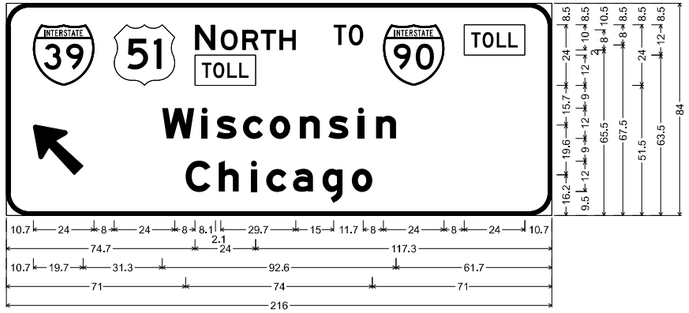
SCALE: 1"=5' | SHEET 32 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	528
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

HARRISON AVE 152+25 (EB)

LEFT Plaque is 36" X 18" and LEFT is 8" D 2k font install above sign top left corner

LEFT



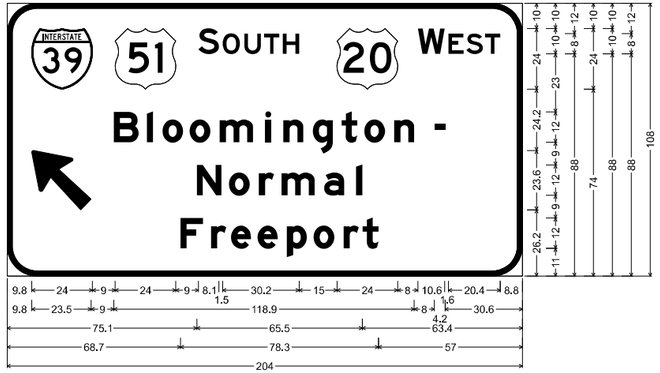
9.0" Radius, 1.5" Border, White on Green;
"NORTH", E 2K; Rectangle Fluorescent yellow;
"TO", D 2K; Rectangle Fluorescent yellow;
Arrow 80 - 25.0" 135°; "Wisconsin", E Mod 2K; "Chicago", E Mod 2K;
Table of distances between letter and object lefts

10.7	● 32.0	■ 32.0	N 10.2	O 8.5	R 7.4	T 7.3	H 21.5	T 6.0	O 13.7	● 32.0	▬ 24.0	10.7	
74.7	▬ 24.0	117.3											
10.7	↖ 51.0	W 15.6	i 5.9	s 10.5	c 10.6	o 11.9	n 11.4	s 11.6	i 7.2	n 7.9	61.7		
71.0	C 13.1	h 12.7	i 6.2	c 10.5	a 11.7	g 11.6	o 8.2	71.0					

US-20 1312+25 (WB)

LEFT Plaque is 36" X 18" and LEFT is 8" D 2k font install above sign top left corner

LEFT



12.0" Radius, 2.0" Border, White on Green;
"SOUTH", E 2K; "WEST", E 2K; Arrow 133 - 30.0" 135°; "Bloomington -", E Mod 2K;
"Normal", E Mod 2K; "Freeport", E Mod 2K;
Table of distances between letter and object lefts

9.8	● 33.0	■ 33.0	S 9.6	O 8.6	U 7.8	T 7.4	H 21.4	■ 32.0	W 12.2	E 7.1	S 7.3	T 6.0	8.8
9.8	↖ 32.5	B 13.1	l 6.1	o 10.8	o 11.9	m 18.0	i 7.2	n 11.6	g 11.4	t 9.0	o 11.9	n 15.9	- 4.2	30.6
75.1	N 12.7	o 11.9	r 8.9	m 16.9	a 12.7	l 2.4	63.4						
68.7	F 12.1	r 7.8	e 10.6	e 11.6	p 10.6	o 11.8	r 7.6	t 6.2	57.0				

QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

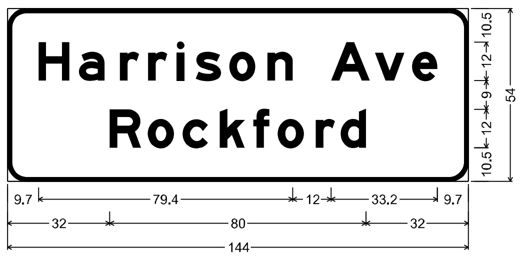
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING
SIGN PANEL DETAILS

SCALE: 1"=5' | SHEET 33 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	529
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

US-20 1312+25 (WB)
US-20 1322+00 (WB)



6.0" Radius, 1.3" Border, White on Green;
"Harrison Ave", E Mod 2K; "Rockford", E Mod 2K;
Table of distances between letter and object lefts

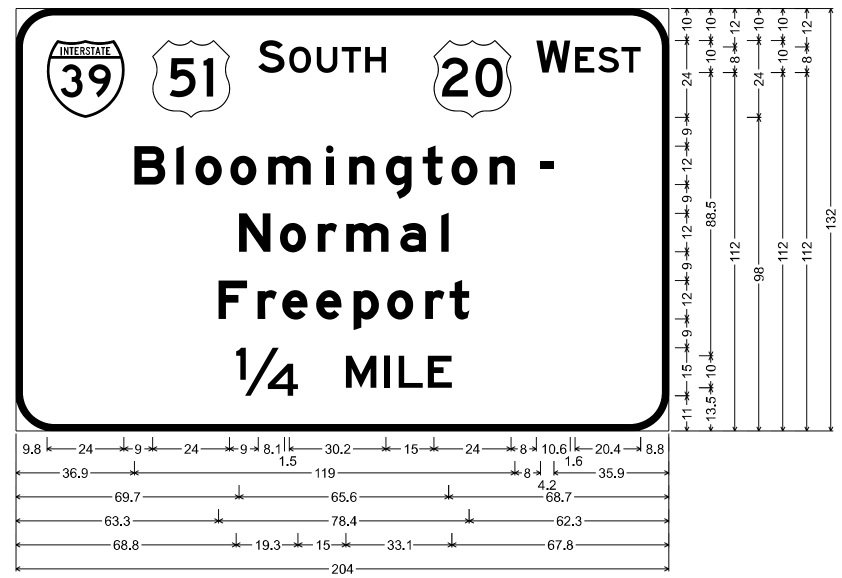
	H	a	r	r	i	s	o	n	A	v	e	
9.7	12.7	12.7	8.9	8.9	5.8	10.6	11.9	19.9	13.7	11.6	7.9	9.7

	R	o	c	k	f	o	r	d	
32.0	11.9	10.8	11.6	10.4	7.7	11.9	7.8	7.9	32.0

US-20 1322+00 (WB)

LEFT Plaque is 36" X 18" and LEFT is 8" D 2k font install above sign top left corner

LEFT



12.0" Radius, 2.0" Border, White on Green;
"SOUTH", E 2K; "WEST", E 2K; "Bloomington -", E Mod 2K; "Normal", E Mod 2K;
"Freeport", E Mod 2K; "1/4 MILE", E 2K;
Table of distances between letter and object lefts

			S	O	U	T	H		W	E	S	T	
9.8	33.0	33.0	9.6	8.6	7.8	7.4	21.4	32.0	12.2	7.1	7.3	6.0	8.8

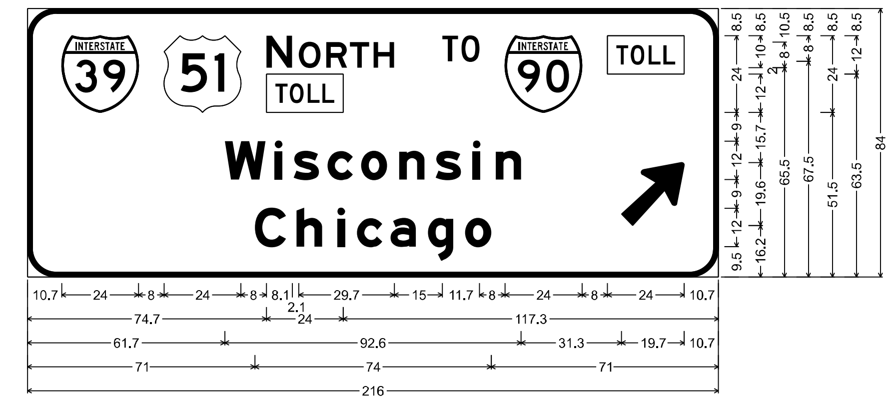
	B	l	o	o	m	i	n	g	t	o	n	-	
36.9	13.1	6.1	10.8	11.9	18.0	7.2	11.7	11.4	9.0	11.8	16.0	4.2	35.9

	N	o	r	m	a	l	
69.7	12.8	11.8	8.9	16.9	12.8	2.4	68.7

	F	r	e	e	p	o	r	t	
63.3	12.1	7.8	10.6	11.6	10.6	11.9	7.5	6.3	62.3

	1/4	M	I	L	E	
68.8	34.3	12.0	4.4	9.2	7.5	67.8

US-20 1322+00 (WB)



9.0" Radius, 1.5" Border, White on Green;
"NORTH", E 2K; Rectangle Fluorescent yellow;
"TO", D 2K; Rectangle Fluorescent yellow;
"Wisconsin", E Mod 2K; "Chicago", E Mod 2K; Arrow 80 - 25.0" 45°;
Table of distances between letter and object lefts

			N	O	R	T	H	T	O			
10.7	32.0	32.0	10.2	8.5	7.4	7.3	21.5	6.0	13.7	32.0	24.0	10.7

74.7	24.0	117.3

	W	i	s	c	o	n	s	i	n	↗	
61.7	15.6	5.9	10.5	10.6	11.9	11.4	11.6	7.2	39.2	19.7	10.7

	C	h	i	c	a	g	o	
71.0	13.1	12.7	6.2	10.5	11.7	11.6	8.2	71.0

MODEL: NTS PR - Proposed 35 [Sheet]
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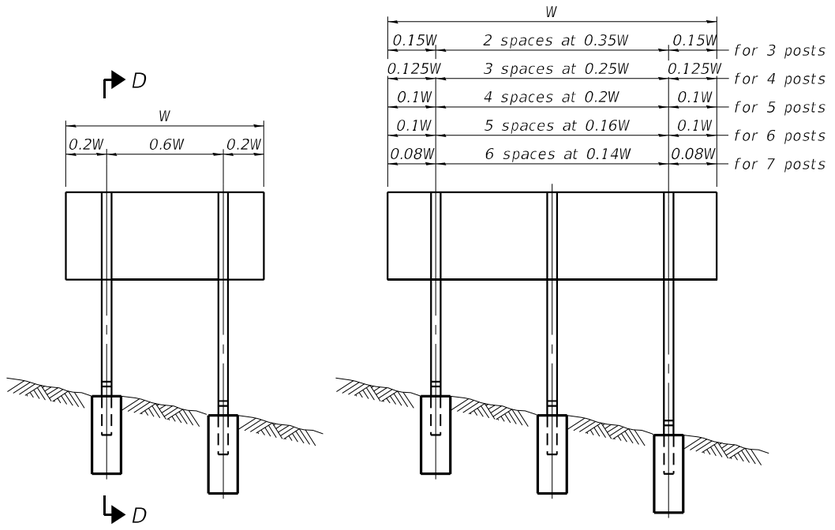
QUIGG ENGINEERING INC

USER NAME = mwilson	DESIGNED - MW	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - MW	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - FBN	REVISED -	
PLOT DATE = 10/9/2023	DATE - 10/13/2023	REVISED -	

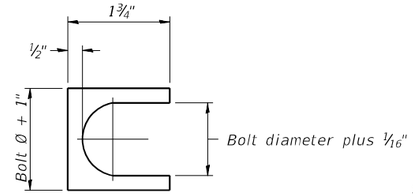
PROPOSED SIGNING
SIGN PANEL DETAILS

SCALE: 1"=5' | SHEET 34 OF 34 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1273	530
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

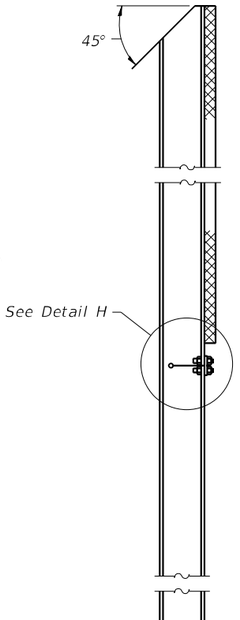


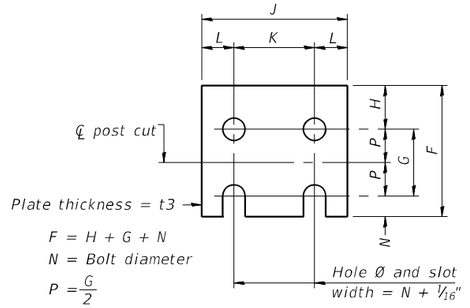
ELEVATION



SHIM DETAIL

Furnish two 0.01" thick and two 0.03" thick stainless steel or brass (ASTM B36) shims per post.

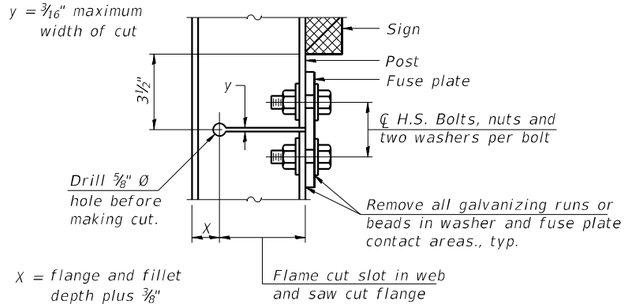




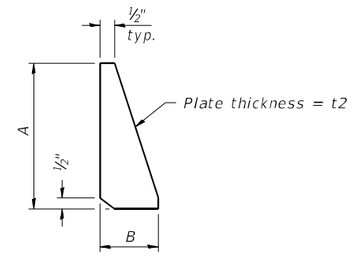
FUSE PLATE DATA		
N = Bolt Diameter	G	H
½"	2"	1⅛"
⅝"	2¼"	1¼"
¾"	2½"	1⅜"
⅞"	2¾"	1½"
1"	3"	1⅝"
1⅛"	3¼"	1¾"
1¼"	3½"	1⅞"

FUSE PLATE DETAIL

(Install with notches down.)

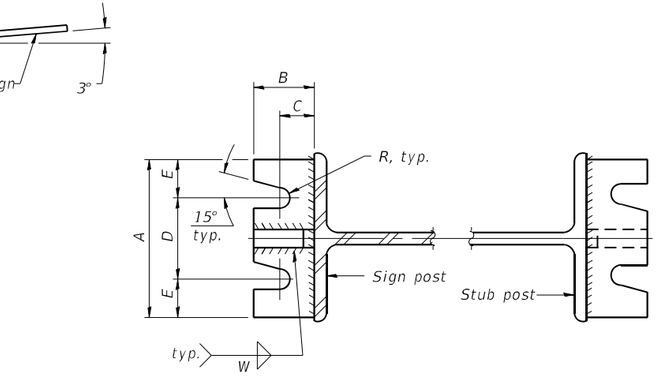


DETAIL H



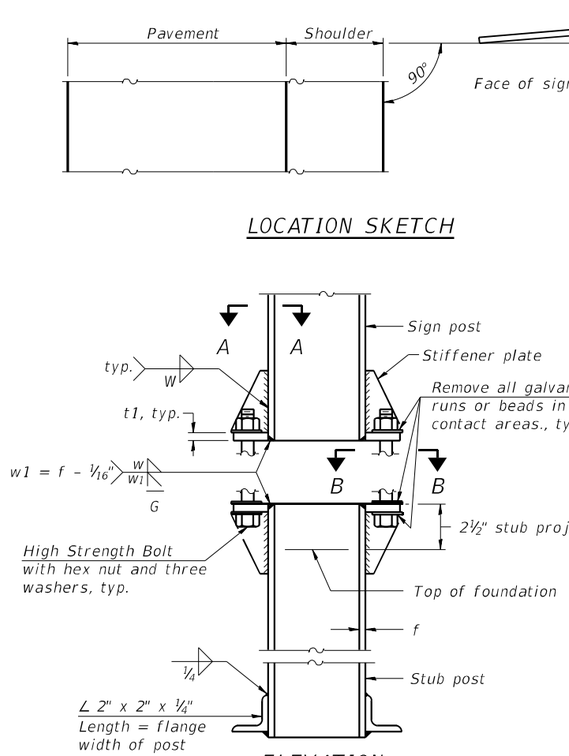
STIFFENER PLATE DETAIL

Diameter



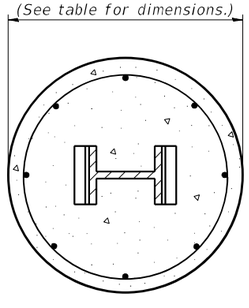
SECTION A-A

SECTION B-B

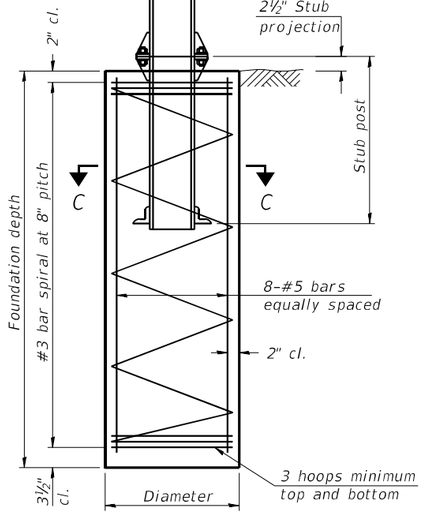


LOCATION SKETCH

ELEVATION
SIGN POST & STUB POST



SECTION C-C



SECTION D-D

GENERAL NOTES

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 727.05 and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

LOADING: 80 m.p.h. wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

After fabrication, the post, fuse plate and upper 6", min. of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

Work this sheet with Base Sheet BAW-A-2.

BAW-A-1 2-17-2017

(Sheet 1 of 2)

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -			
D264R71-SHT-001-BAW Sign Post	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -			
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS

SHEET 1 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	531
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

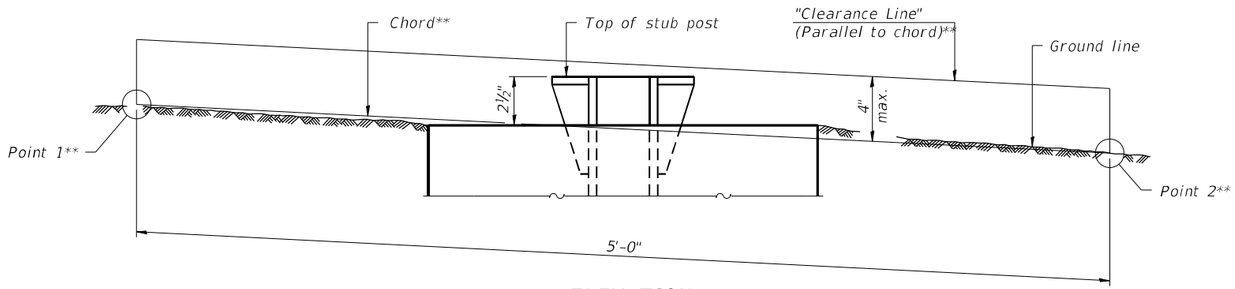
MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\108000s\108000.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg] Diverging Diamond Interchange\D264R71-SHT-001-BAW Sign Post

10/5/2023 3:22:18 PM

POST	CONCRETE FOUNDATION TABLE								POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA			
	Foundation			Reinforcement				Stub Post														
	Diameter	* Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Bar Spirals Length	lbs. (2)	Length	Bolt Size	A	B	C	D	E	t1	t2	R	W	J	K	L	t3
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-3"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	¼"	4"	2¼"	⅞"	¼"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-6"	⅝" x 3¼"	6"	2¼"	1¼"	3½"	1¼"	¾"	½"	11/32"	¼"	6"	3½"	1¼"	⅜"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8½"	79'-0"	78	2'-6"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¼"	2¾"	1¼"	⅜"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2½"	105'-0"	92	3'-0"	¾" x 3¾"	6"	2½"	1⅜"	3¼"	1⅜"	1"	½"	13/32"	5/16"	5¾"	2¾"	1½"	½"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2½"	112'-0"	98	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	5¾"	2¾"	1½"	⅝"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2½"	119'-0"	107	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6½"	3½"	1½"	⅝"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8½"	145'-0"	113	3'-0"	⅞" x 4"	7"	2¾"	1½"	4"	1½"	1"	¾"	15/32"	⅜"	6¾"	3½"	1⅝"	½"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8½"	153'-0"	122	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	6¾"	3½"	1⅝"	½"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8½"	162'-0"	130	3'-6"	1" x 4½"	7½"	3"	1¾"	4"	1¾"	1¼"	¾"	17/32"	⅜"	7"	3½"	1¾"	½"

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE — Sign Height																				
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"
W6x9	½" x 1½"	½" x 1½"	½" x 1½"	½" x 1½"	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——	——
W6x15	½" x 1¾"	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	——	——	——	——	——	——	——	——	——	——	——	——
W8x18	½" x 1¾"	½" x 1¾"	½" x 1¾"	½" x 1¾"	⅝" x 2"	⅝" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	¾" x 2"	——	——	——	——	——	——	——	——	——	——	——
W10x22	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	——	——	——	——	——	——	——	——
W10x26	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	——	——	——	——	——	——	——
W12x26	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	——	——	——	——	——	——
W14x30	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2"	⅝" x 2"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	¾" x 2¼"	——	——	——	——
W14x38	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"
W16x45	——	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	½" x 2"	⅝" x 2¼"	⅝" x 2¼"	⅝" x 2¼"	¾" x 2½"	¾" x 2½"	⅞" x 2½"	⅞" x 2½"	⅞" x 2½"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"	1" x 2¾"



ELEVATION
GROUND LINE & STUB POST

** For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

(1) Quantity includes all concrete necessary for one foundation.

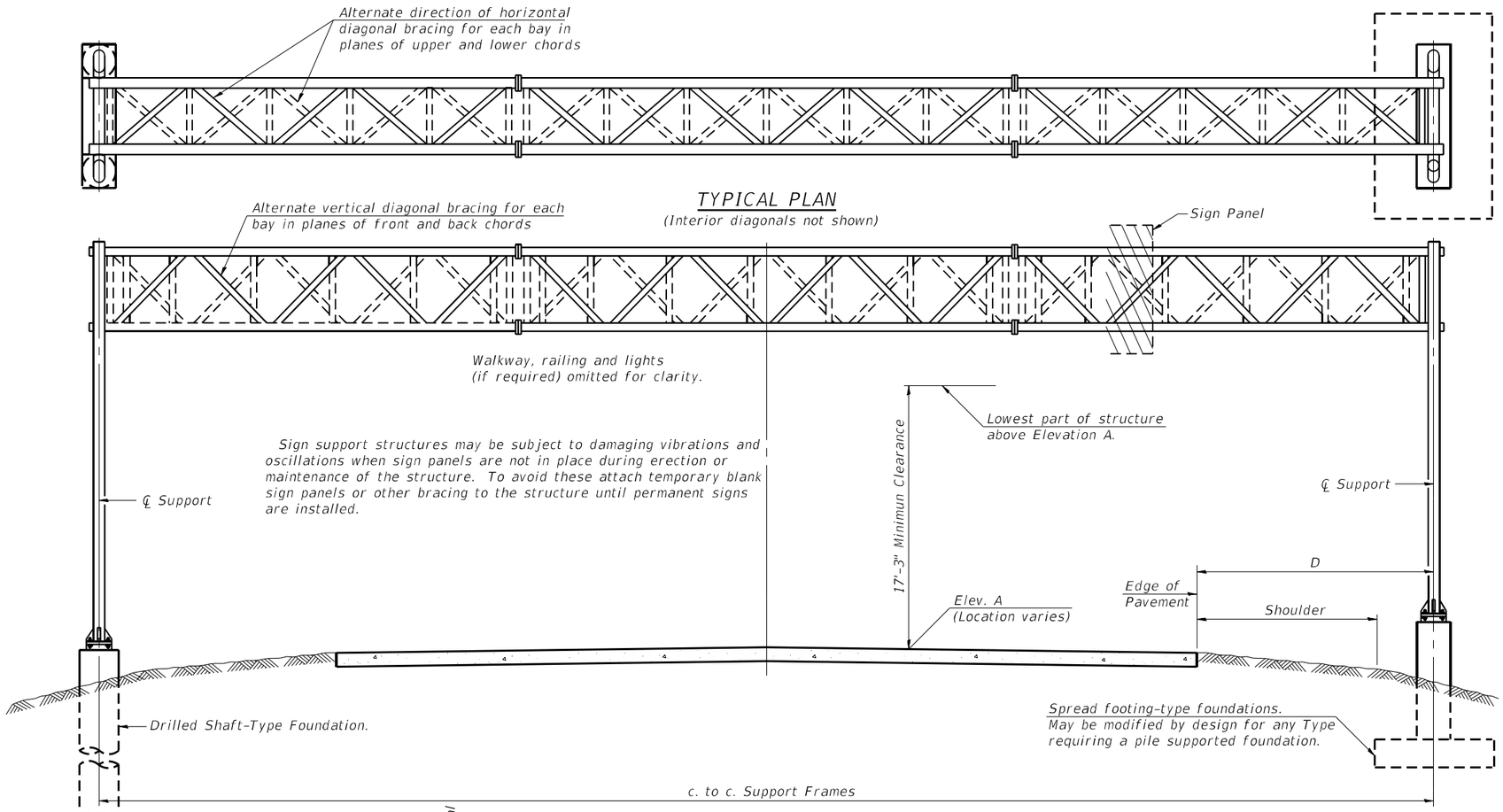
(2) Includes reinforcement bars and spiral hooping for one foundation.

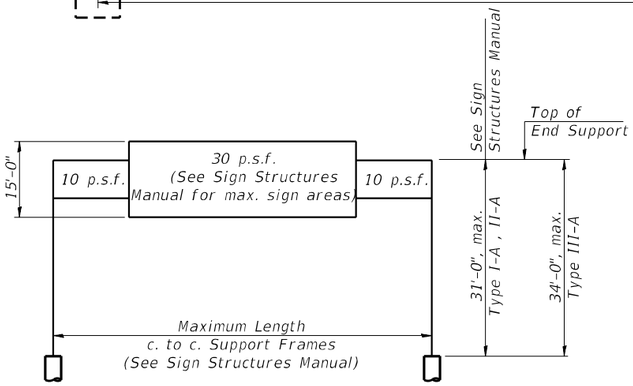
MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg] Diverging Diamond Interchange\D264R71-SHT-002-BAW Sign Post
10/5/2023 3:22:23 PM

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BREAK-AWAY WIDE FLANGE STEEL SIGN POST TABLES
D264R71-SHT-002-BAW Sign Post	CHECKED - KWB	REVISED -		
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -		SHEET 2 OF 2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	532
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		





DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards and Sign Manual Tables. Installations not within dimensional limits shown require special analysis for all components.

TYPICAL ELEVATION

*(Looking at Face of Signs**)*

Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

Structure Number	Station	Design Truss Type	c. to c. Supports	Elev. A	Dim. D	Height of Tallest Sign	Total Sign Area
2S101I039R122.1	2738+10	II-A	110'-0"	796.93	22'-0"	12'-6"	431 SF
2S101I039L122.1	2740+65	III-A	130'-0"	802.62	42'-0"	14'-6"	538 SF
2S101I039R121.8	224+60	I-A	80'-0"	780.19	22'-0"	8'-6"	204 SF
2S101I039L121.9	314+70	I-A	70'-0"	784.33	23'-0"	8'-6"	183 SF
2S101U020R024.7	143+50	I-A	70'-0"	774.53	25'-0"	10'-0"	383 SF
2S101U020L025.0	1322+00	I-A	90'-0"	783.59	40'-6"	11'-0"	367 SF

**Looking upstation for structures with signs both sides.*

* *If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.*

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:
Field Units
f'c = 3,500 p.s.i.
fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specificiations.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer. The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.*

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to ASTM F1554 Gr. 105.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Concrete Sealer in accordance with the Standard Specifications.

REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Concrete Foundations and Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE SPAN TYPE I-A	Foot	310
OVERHEAD SIGN STRUCTURE SPAN TYPE II-A	Foot	110
OVERHEAD SIGN STRUCTURE SPAN TYPE III-A	Foot	130
OVERHEAD SIGN STRUCTURE WALKWAY TYPE A	Foot	247
CONCRETE FOUNDATIONS	Cu. Yds	-
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds	202.1

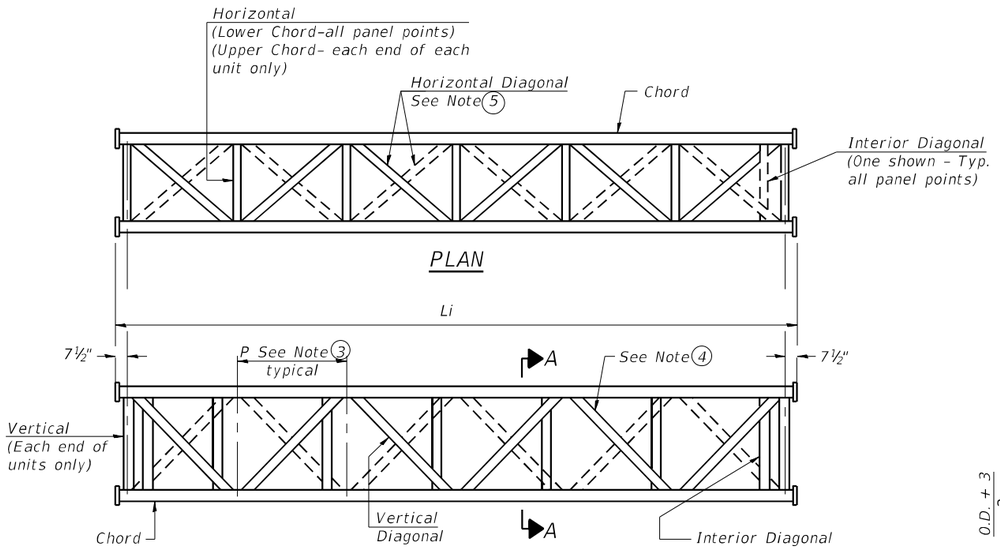
OS-A-1 2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES – GENERAL PLAN & ELEVATION – ALUMINUM TRUSS & STEEL SUPPORTS	
D264R71-SHT-001-Span GPE	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		SHEET 1 OF 22 SHEETS	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -			

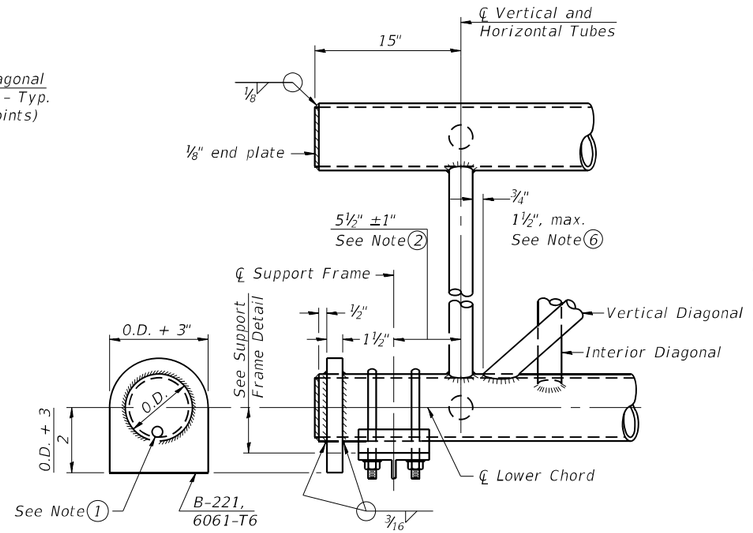
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	533
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\benes:ch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800s\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-001-Span GPE
10/11/2023 8:49:31 AM

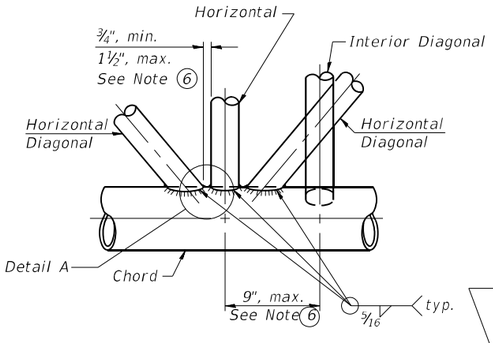


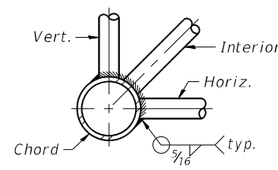
ELEVATION
TYPICAL INTERIOR UNIT

Even number of panels/interior unit required.

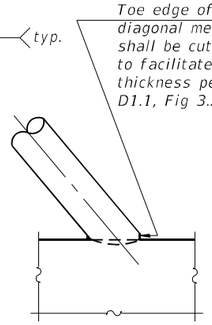


SUPPORT END DETAIL FOR EXTERIOR UNIT

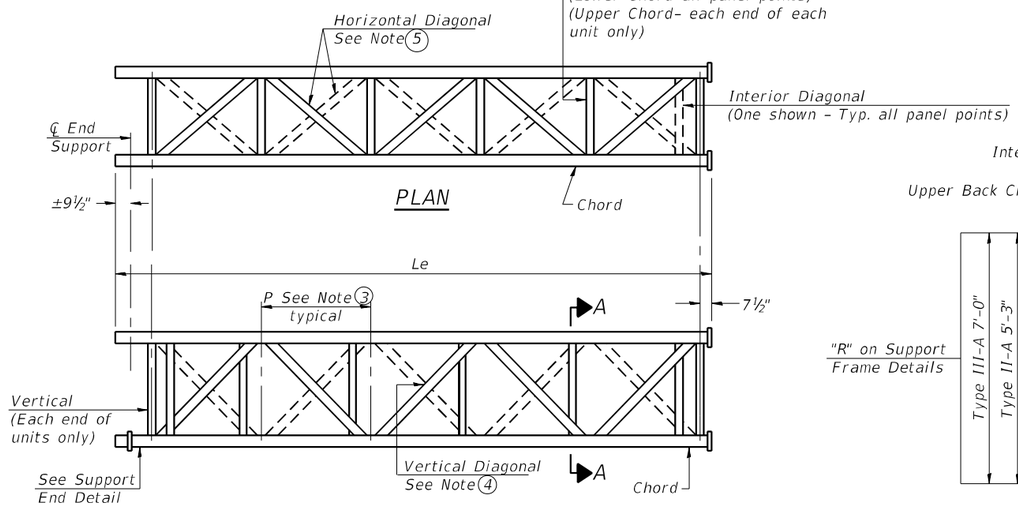




TYPICAL JOINT DETAILS

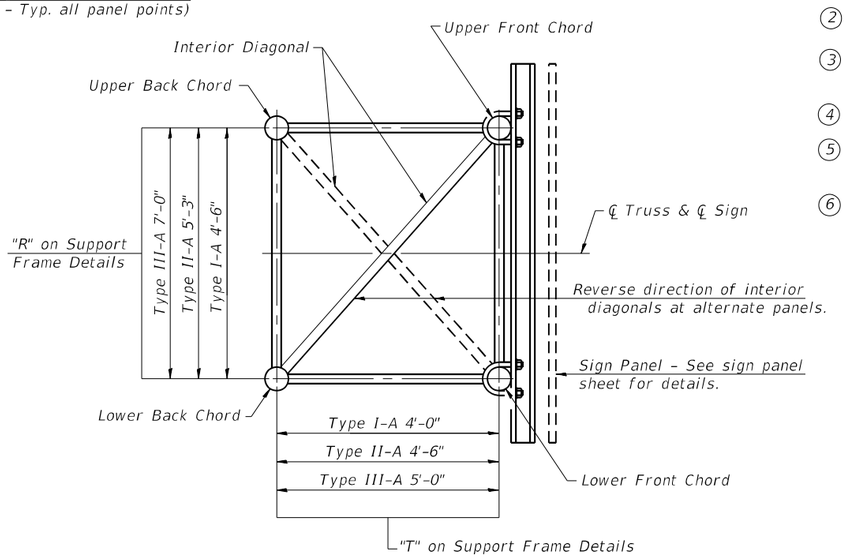


DETAIL A



ELEVATION
TYPICAL EXTERIOR UNIT

Even or odd number of panels/exterior units allowed.



SECTION A-A

1. Contractor may alternatively use standard aluminum drive-fit cap to close end. ½" Ø drain hole in end plate/drive-fit cap. (Typ. at ends of all chords)
2. 5½" end dimension may vary by ±1" to provide uniform panel spacing (P).
3. Panel spacing (P) shall be uniform for entire truss and between 4'-0" and 5'-0" for Type I-A or 4'-0" and 5'-6" for Types II-A and III-A.
4. Vertical Diagonals in front and back face shall alternate.
5. Hidden lines show wind bracing alternates direction between planes of top and bottom chords.
6. All diagonals shall be detailed for minimum offset from the panel point based on the following: Offset shall be such as to provide a ¾" minimum to 1½" maximum clearance between any diagonal and any horizontal or vertical member, and to provide clearance for U-bolt connections of signs or walkway brackets.

0S-A-2 2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES – ALUMINUM TRUSS DETAILS FOR TRUSS TYPES I–A, II–A AND III–A
D264R71-SHT-002-Span Truss Details	CHECKED - KWB	REVISED -		
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -		SHEET 2 OF 22 SHEETS

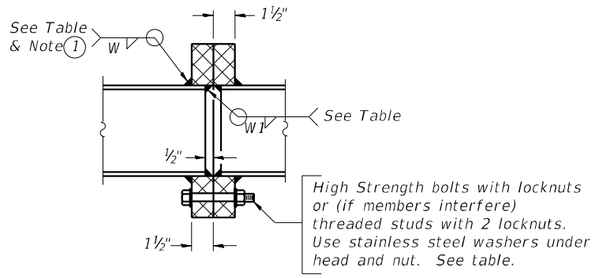
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	534
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-002-Span Truss Details

10/11/2023 8:49:35 AM

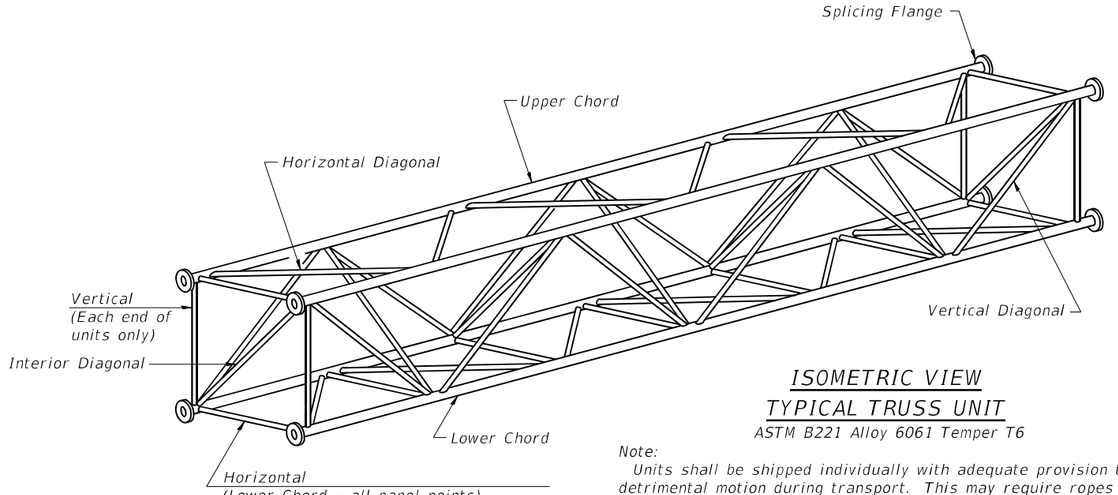
TRUSS UNIT TABLE

Structure Number	Station	Design Truss Type	Exterior Units (2)			Interior Unit				Upper & Lower Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals		Camber at Midspan	Splicing Flange					
			No. Panels per Unit	Unit Lgth.(Le)	Panel Lgth.(P)	No. Req'd.	No. Panels per Unit	Unit Lgth.(Li)	Panel Lgth.(P)	O.D.	Wall	O.D.	Wall		Bolts		Weld Sizes		A	B
															No./Splice	Dia.	W	W1		
2S101I039R122.1	2738+10	II-A	7	39'-2½"	5'-4"	1	6	33'-3"	5'-4"	6½"	5/16"	3"	5/16"	3⅜"	6	1"	⅜"	¼"	11"	14½"
2S101I039L122.1	2740+65	III-A	6	33'-3"	5'-2¾"	2	6	32'-7½"	5'-2¾"	8½"	½"	3½"	5/16"	3¾"	8	1¼"	9/16"	7/16"	13"	16½"
2S101I039R121.8	224+60	I-A	5	25'-10"	4'-9½"	1	6	30'-0"	4'-9½"	5"	5/16"	2½"	5/16"	2¼"	6	⅞"	5/16"	¼"	8¾"	11¾"
2S101I039L121.9	314+70	I-A	7	35'-8½"	4'-10"	0	–	–	–	5"	5/16"	2½"	5/16"	1¾"	6	⅞"	5/16"	¼"	8¾"	11¾"
2S101U020R024.7	143+50	I-A	7	35'-8½"	4'-10"	0	–	–	–	5"	5/16"	2½"	5/16"	1¾"	6	⅞"	5/16"	¼"	8¾"	11¾"
2S101U020L025.0	1322+00	I-A	6	30'-9"	4'-9¾"	1	6	30'-1½"	4'-9¾"	5"	5/16"	2½"	5/16"	2¾"	6	⅞"	5/16"	¼"	8¾"	11¾"



SECTION B-B

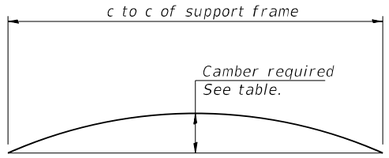
(1) Splicing Flanges shall be attached to each truss unit with the truss shop assembled to camber shown. Truss units shall be in proper alignment and flange surfaces shall be shop bolted into full contact before welding. Sufficient external welds or tacks shall be made to secure flanges until remaining welds are made after disassembly. Adjacent flanges shall be "match marked" to insure proper field assembly.



ISOMETRIC VIEW
TYPICAL TRUSS UNIT

ASTM B221 Alloy 6061 Temper T6

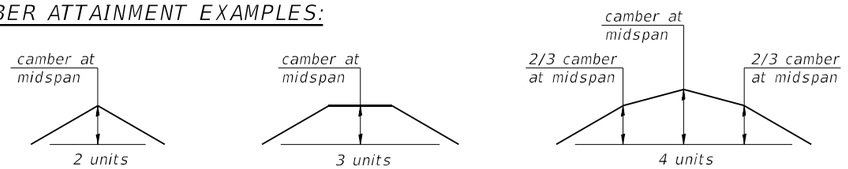
Note:
Units shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The Contractor is responsible for maintaining the configuration and protection of the units.



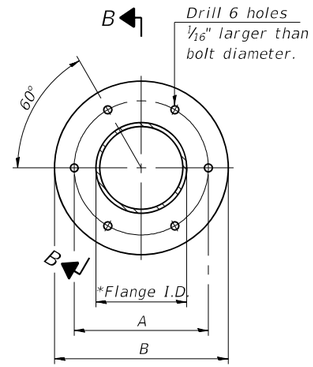
CAMBER DIAGRAM

Camber curve shown is theoretical. Actual camber attained by slope changes at splices between units.

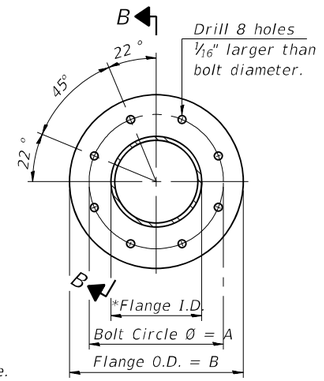
CAMBER ATTAINMENT EXAMPLES:



Camber shown is for fabrication only, measured with truss fully supported. (No-load condition)



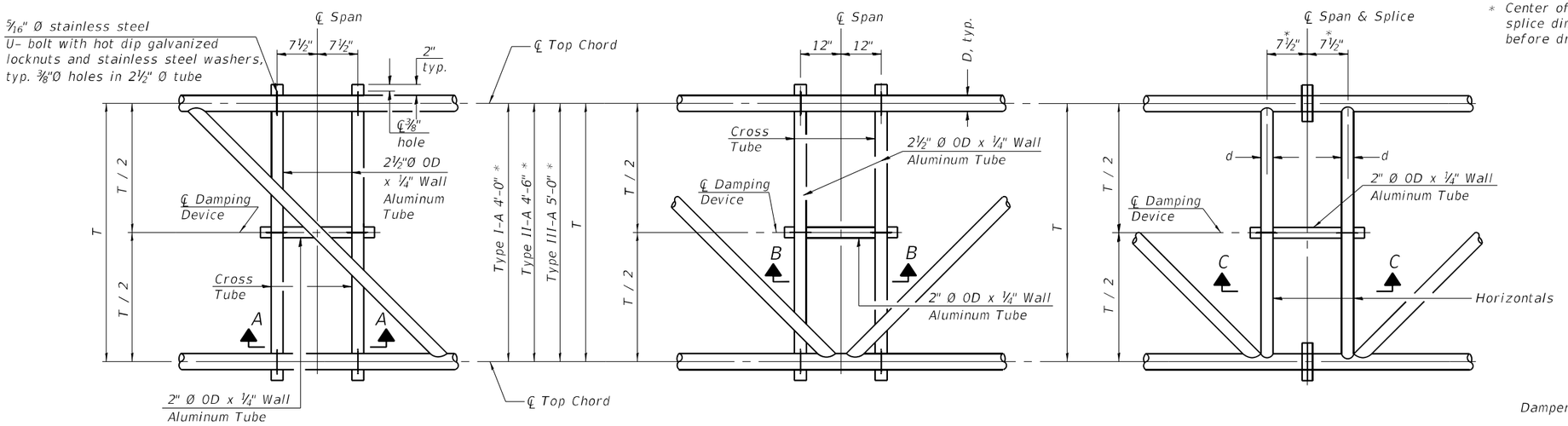
TRUSS TYPES I-A, II-A, & III-A



TRUSS TYPES II-A & III-A

SPLICING FLANGES

ASTM B221, Alloy 6061-T6
or ASTM B209, Alloy 6061-T651
*To fit O.D. of Chord with maximum gap of 1/16".

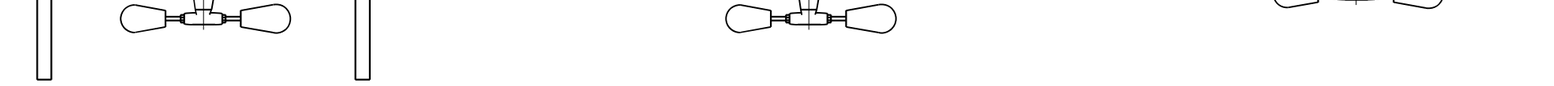


* Center of horizontal to center of splice dimension may vary. Verify before drilling holes in mounting tube.

PLAN DETAIL "A"
℄ Span between Panel Points

PLAN DETAIL "B"
℄ Span at Panel Point

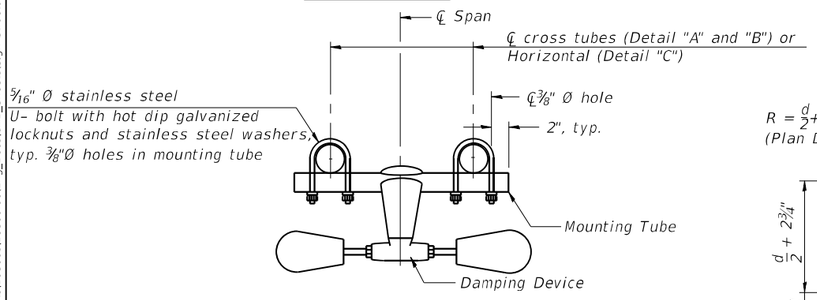
PLAN DETAIL "C"
℄ Span at ℄ Chord Splice



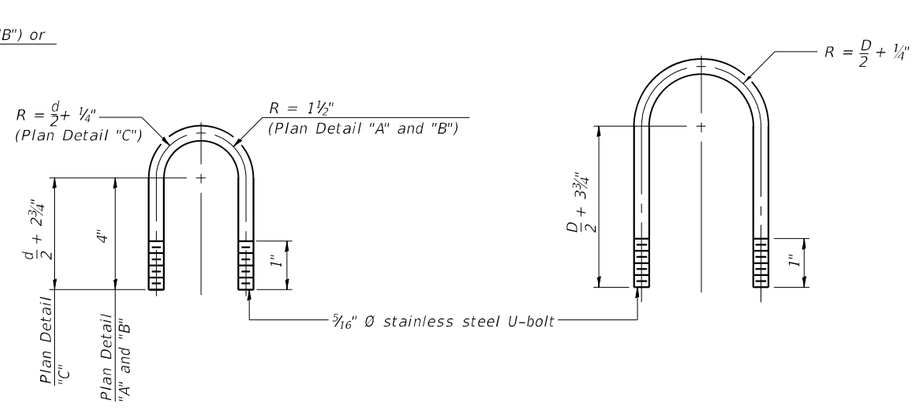
SECTION A-A

SECTION B-B

SECTION C-C

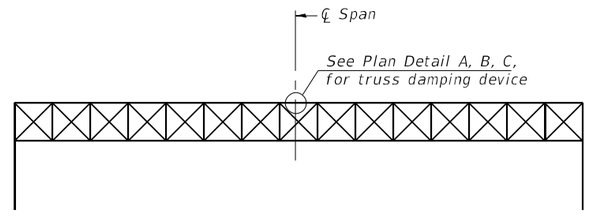


TRUSS DAMPING DEVICE CONNECTION DETAIL
(Typical)



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL
(Typical)

TOP CHORD TO CROSS TUBE U-BOLT DETAIL
(Typical - Detail "A" and "B")



ELEVATION
Aluminum Overhead Sign Truss

NOTES

Damper: One damper per truss. (31 lbs. minimum Stockbridge-Type Aluminum - 29" minimum between ends of weights) Cost included in Overhead Sign Structure...

Materials: Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6. Cost included in Overhead Sign Structure...

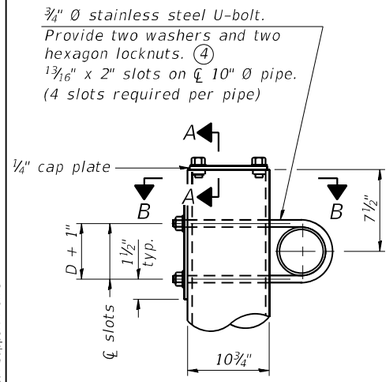
OS-A-D 2-17-2017

QUIGG ENGINEERING INC	USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	D264R71-SHT-004-Span Damping Device	CHECKED - KWB	REVISED -	OVERHEAD SIGN STRUCTURE DAMPING DEVICE
	PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	SHEET 4 OF 22 SHEETS
	PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -	

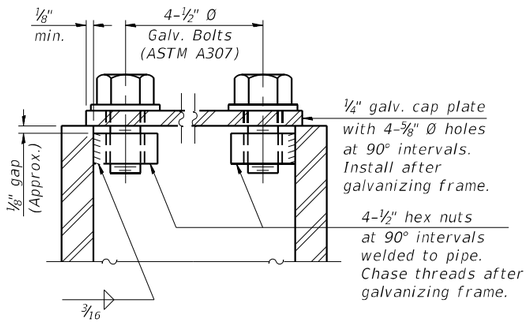
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	536
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\beneschpw.bentley.com:beneschpw-011\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-004-Span Damping Device

10/11/2023 8:49:45 AM

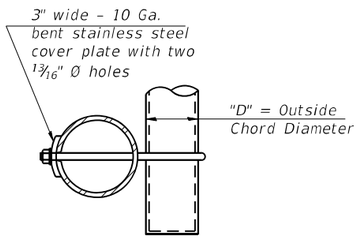


DETAIL A

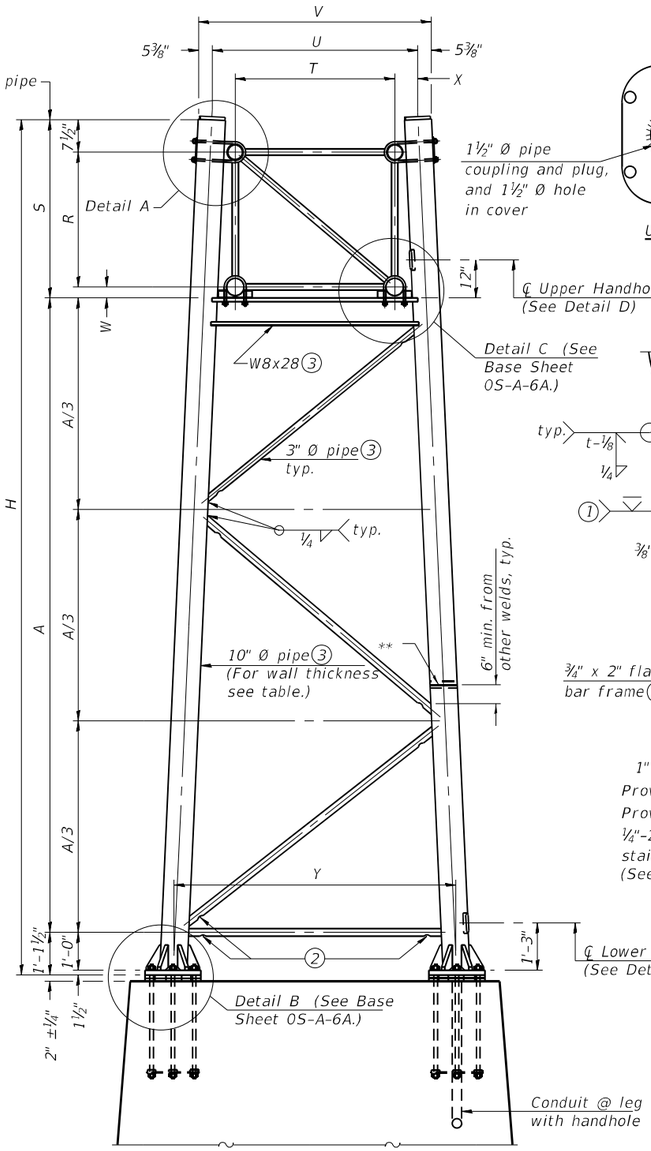


SECTION A-A

As an alternate to bolts, may use galvanized drive-fit caps installed after galvanizing frame.

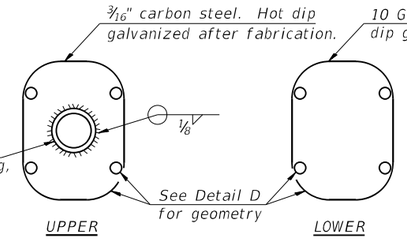


SECTION B-B

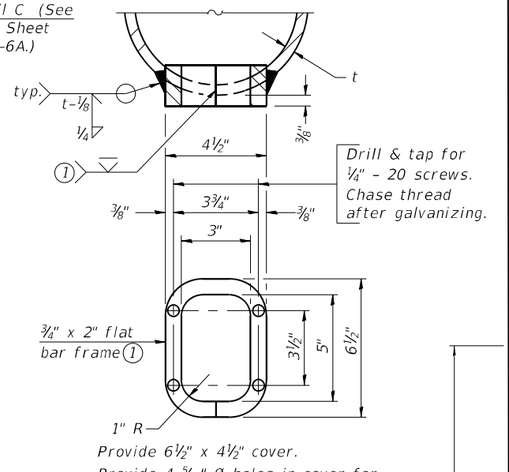


For Foundation Details, see base sheet 0S-F3 (Spread Footing) or 0S4-F3 (Drilled Shaft).

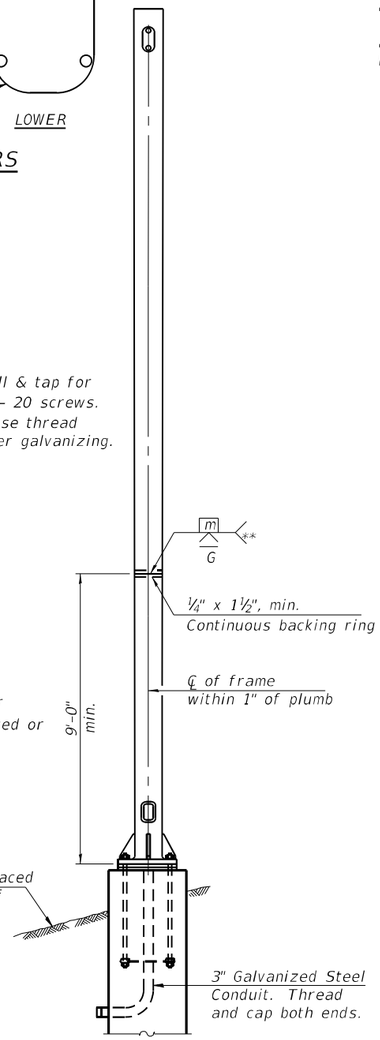
SIDE ELEVATION



HANDHOLE COVERS



DETAIL D



END ELEVATION

Support Design Loads: See Base Sheet 0S-A-1 for design and loading criteria.

Load combinations checked include deadload plus:
a) 100% wind normal to sign, 20% parallel to sign
b) 60% wind normal to sign, 30% parallel to sign

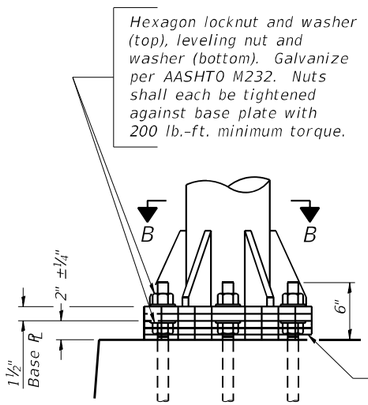
1. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500µ in or less.
2. Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.
3. Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet 0S-A-1.
4. See General Notes for fasteners.
5. Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.
6. "H" based on 15'-0" or actual sign height, whichever is greater.

Truss Type	Dimensions							
	R	S	T	U	V	W	X	Y
I-A	4'-6"	5'-5½"	4'-0"	5'-6"	6'-4¾"	4"	9"	8'-3"
II-A (5)	5'-3"	6'-3¼"	4'-6"	6'-1"	6'-11¾"	4¾"	9½"	8'-3"

10" Ø PIPE TRUSS SUPPORT FRAME

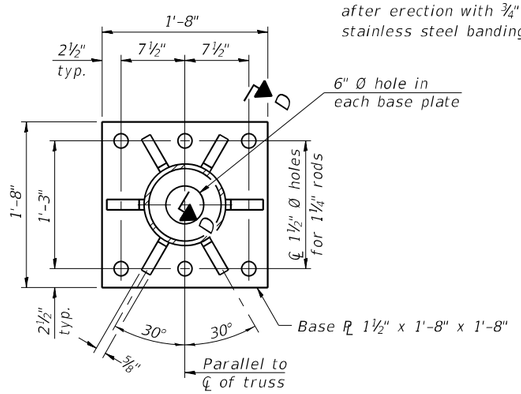
** One butt welded joint is allowed only on one post per support frame. If used, weld procedure must be pre-approved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

Structure Number	Station	Support		Truss Type	Pipe Wall Thickness	H (6)	A
		Left	Right				
2S101I039R122.1	2738+10	X		II-A	0.365"	27'-2"	19'-9¼"
			X	II-A	0.365"	30'-11"	23'-6¼"
2S101I039R121.8	224+60	X		I-A	0.279"	29'-7"	23'-0"
			X	I-A	0.279"	28'-1"	21'-6"
2S101I039L121.9	314+70	X		I-A	0.279"	30'-9"	24'-2"
			X	I-A	0.279"	29'-7"	23'-0"
2S101U020R024.7	143+50	X		I-A	0.279"	24'-8"	18'-1"
			X	I-A	0.279"	29'-3"	22'-8"
2S101U020L025.0	1322+00	X		I-A	0.279"	24'-9"	18'-2"
			X	I-A	0.365"	33'-3"	26'-8"

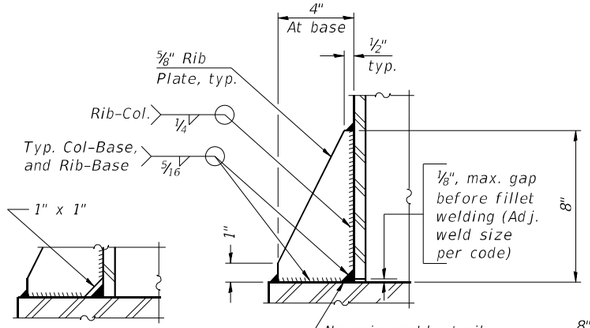


DETAIL B

Ribs shall be cut to fit slope of pipe.

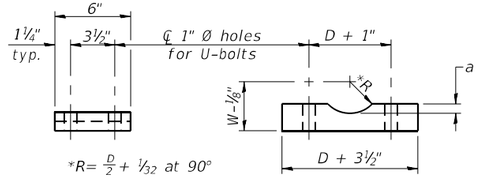


SECTION B-B



** Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib ¼" from snip.

SECTION D-D



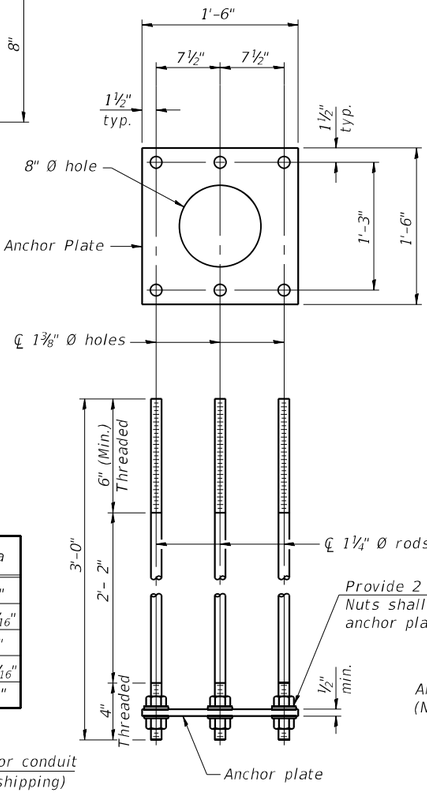
*R= $\frac{D}{2}$ + 1/32 at 90°

D = Outside Diameter of Chord.
For W, see Base Sheet OS-A-6.

SADDLE SHIM DETAIL

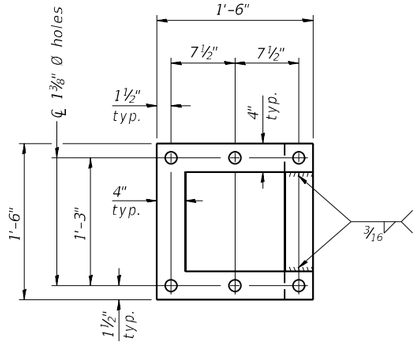
ASTM B26 Alloy 356-F
or
ASTM B209 Alloy 6061-T651
(4 required per sign truss)

Truss Chord Nominal Dia.	a
5"	¾"
5½"	13/16"
6"	⅞"
6½"	15/16"
7"	1"

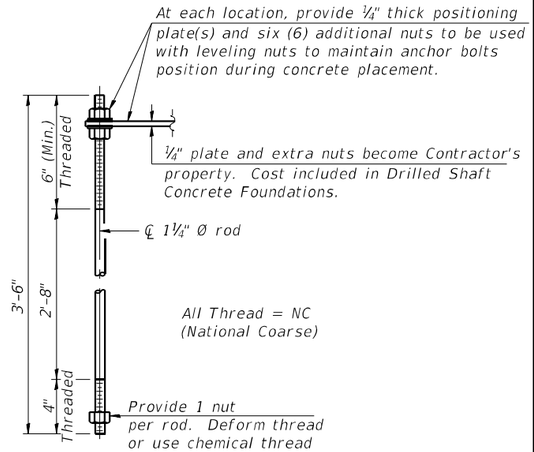


ANCHOR ROD DETAIL

Spread Footing Foundation



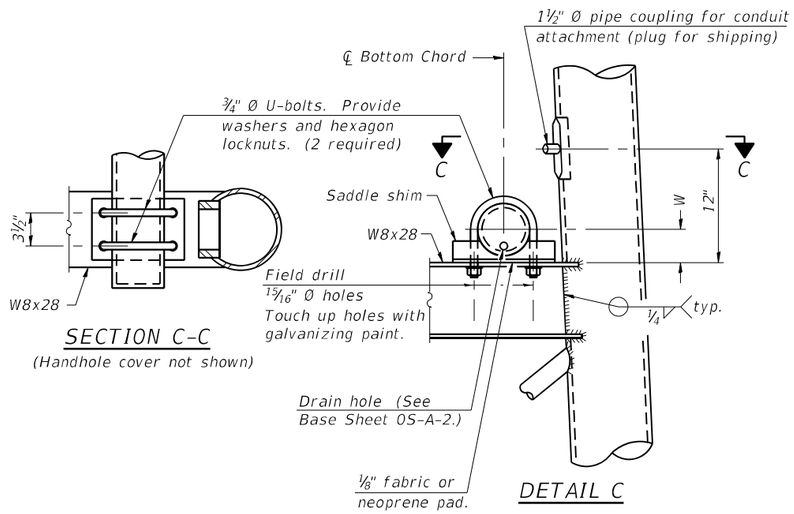
POSITIONING PLATE(S)



ANCHOR ROD DETAIL

Drilled Shaft Foundation

Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize upper 12" minimum per AASHTO M232. No welding shall be permitted on rods.



SECTION C-C

(Handhole cover not shown)

DETAIL C

10" Ø PIPE SUPPORT FRAME DETAILS

OS-A-6A 2-17-2017

QUIGG ENGINEERING INC

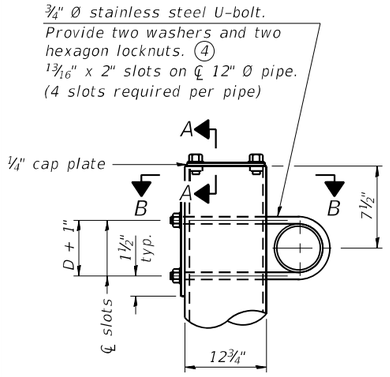
USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
D264R71-SHT-006-Span 10in Support Frame Deta	CHECKED - KWB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

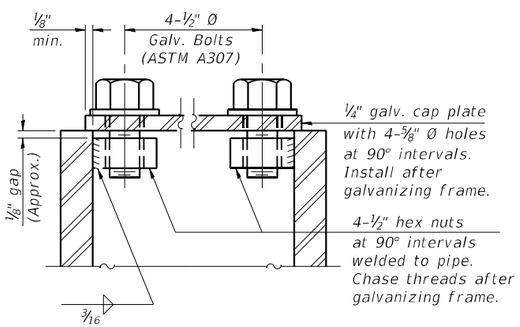
OVERHEAD SIGN STRUCTURES
SUPPORT FRAME DETAILS – ALUMINUM TRUSS
SHEET 6 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	538
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\beneschpw.bentley.com:beneschpw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg] Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-006-Span 10in Support Frame Details
10/11/2023 8:49:55 AM

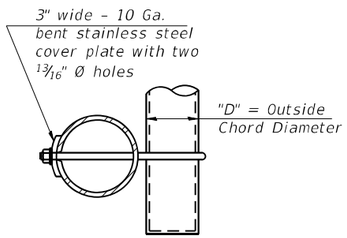


DETAIL A

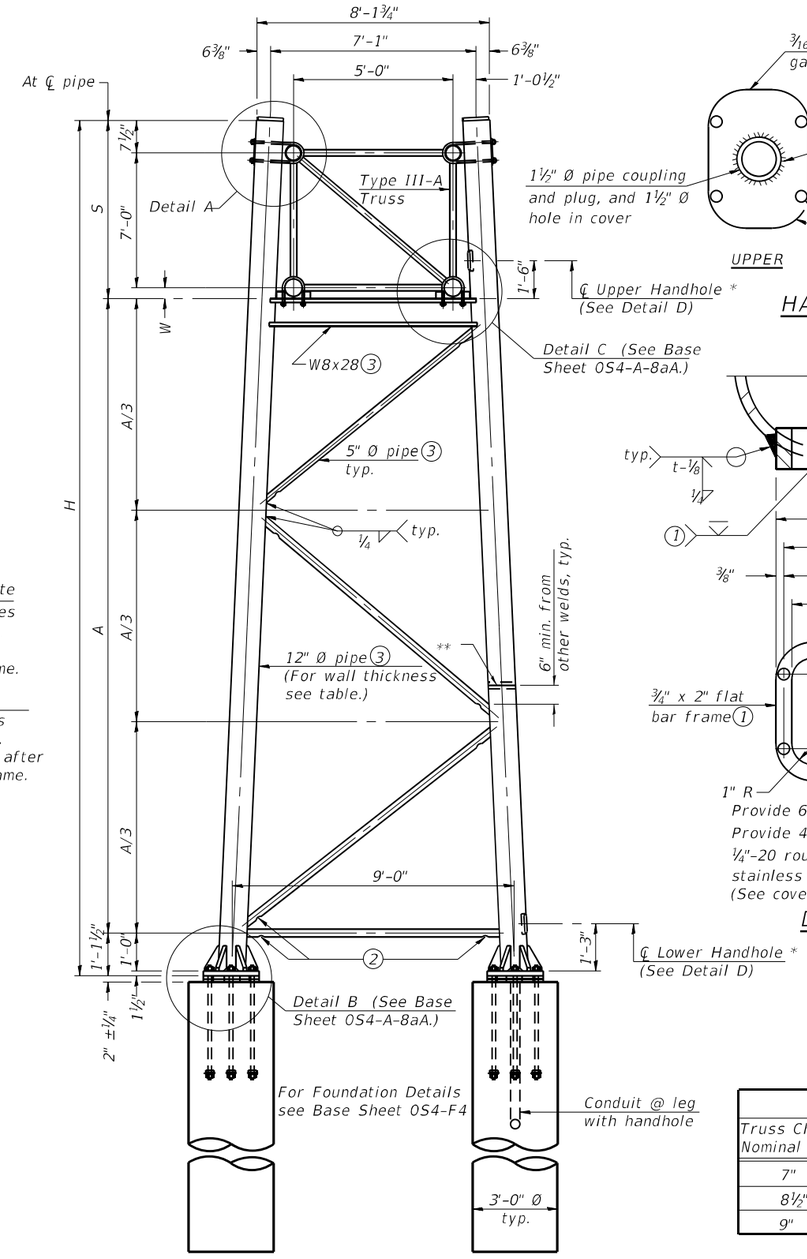


SECTION A-A

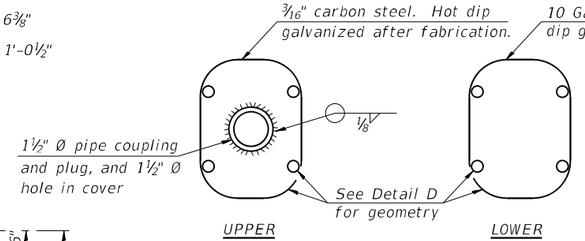
As an alternate to bolts, may use galvanized drive-fit caps installed after galvanizing frame.



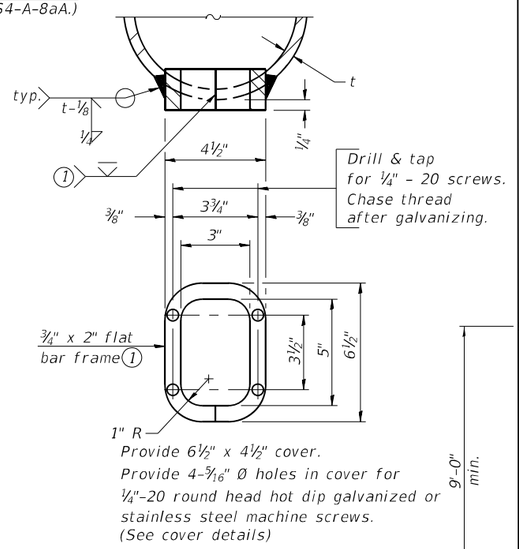
SECTION B-B



SIDE ELEVATION

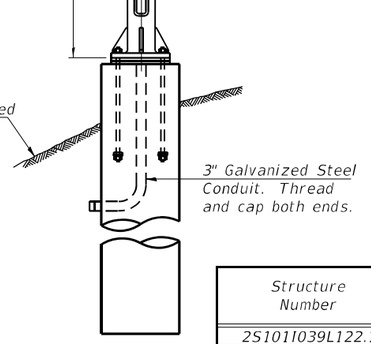


HANDHOLE COVERS



DETAIL D

Dimensions		
Truss Chord Nominal Dia.	W	S
7"	4¾"	8'-0¼"
8½"	5½"	8'-1"
9"	5¾"	8'-1¼"



END ELEVATION

Support Design Loads: See Base Sheet 0S-A-1 for design and loading criteria.
Load combinations checked include deadload plus:
a) 100% wind normal to sign, 20% parallel to sign
b) 60% wind normal to sign, 30% parallel to sign

(1) In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 µin or less.

(2) Galvanizing vent holes of adequate size shall be provided on underside at each end of bracing pipes. Alternately, holes may be provided in wall of pipe column. All vent holes shall be drilled and de-burred, typ.

(3) Steel pipe, plate, carbon steel handhole covers and rolled sections shall be hot dip galvanized after fabrication. Painting is not permitted. See Base Sheet 0S-A-1.

(4) See General Notes for fasteners.

(5) Dimensions shown are based on selection criteria in the Sign Structures Manual. Nonstandard applications must have dimensions verified or amended as appropriate.

(6) "H" based on 15'-0" or actual sign height, whichever is greater.

* For dynamic message sign installations, provide upper and lower handholes in both legs of each support frame.

Structure Number	Station	Support		Pipe Wall Thickness	H (6)	A
		Left	Right			
2S1011039L122.1	2740+65	X		0.500" (XS)	34'-1"	24'-10½"
			X	0.500" (XS)	34'-4"	25'-1½"

TRUSS SUPPORT DETAILS

(12" Ø Pipe-Type III-A Truss

** One butt welded joint is allowed only on one post per support frame. If used, weld procedure must be pre-approved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

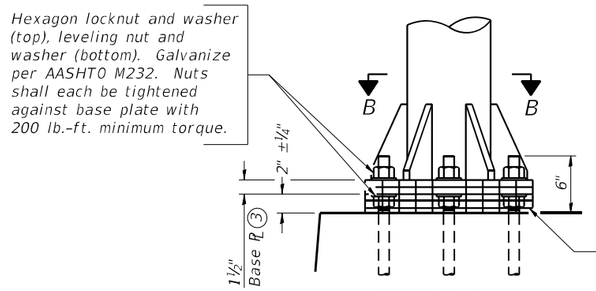
0S4-A-8a 2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES – SUPPORT FRAME FOR TYPE III-A ALUMINUM TRUSS	
D264R71-SHT-007-Span 12in Support Frame	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		SHEET 7 OF 22 SHEETS	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -			

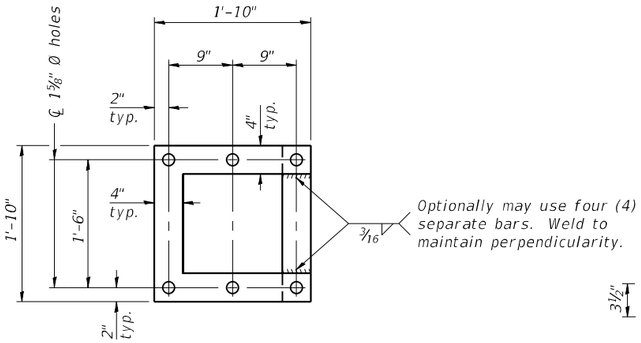
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	539
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800\00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-007-Span 12in Support Frame
10/11/2023 8:49:59 AM

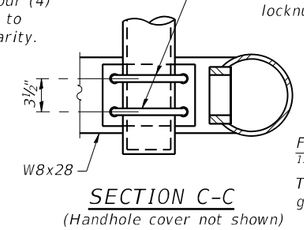


DETAIL B

Ribs shall be cut to fit slope of pipe.

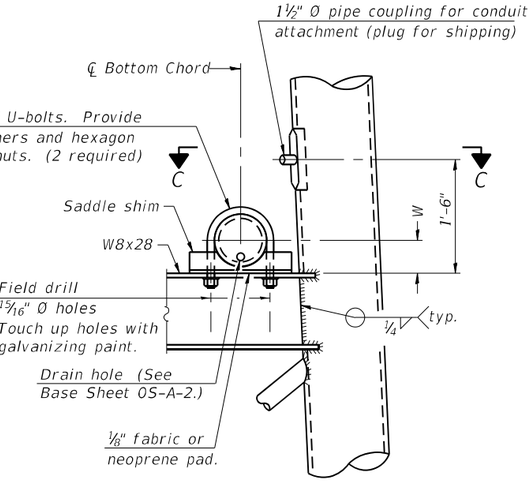


POSITIONING PLATE(S)

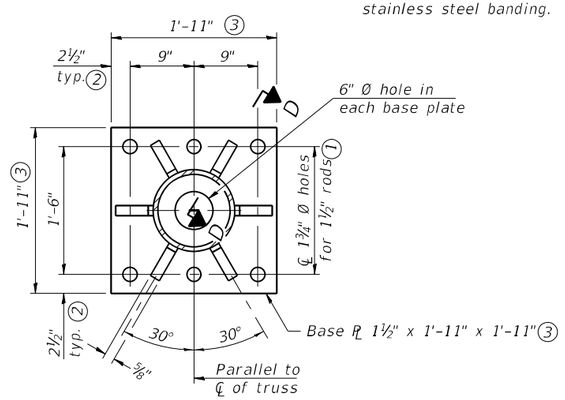


SECTION C-C

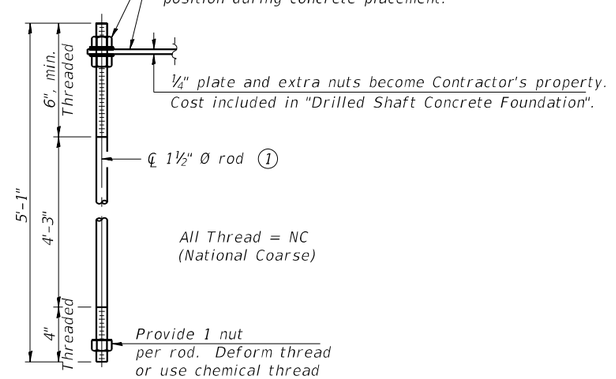
(Handhole cover not shown)



DETAIL C

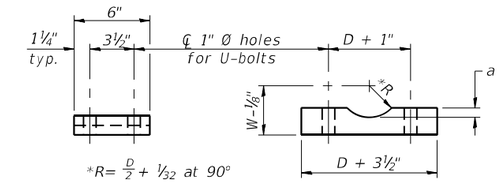


SECTION B-B



ANCHOR ROD DETAIL

Anchor rods shall conform to ASTM F1554 Grade 105 Galvanize upper 12" minimum per AASHTO M232. No welding shall be permitted on rods.



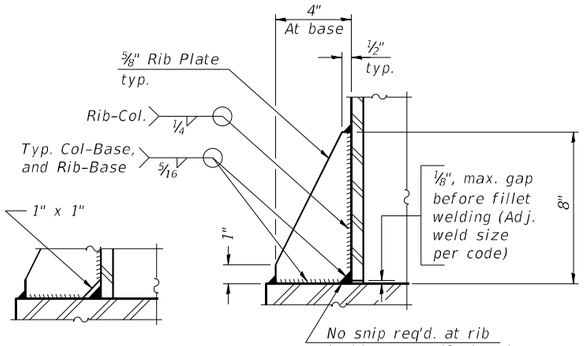
*R= $\frac{D}{2}$ + 1/32 at 90°

D = Outside Diameter of Chord.
For W, see Base Sheet OS-A-6.

Truss Chord Nominal Dia.	a
7"	1"
8½"	1¼"
9"	1⅜"

SADDLE SHIM DETAIL

ASTM B26 Alloy 356-F
or
ASTM B209 Alloy 6061-T651
(4 required per sign truss)



** Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib ¼" from snip.

SECTION D-D

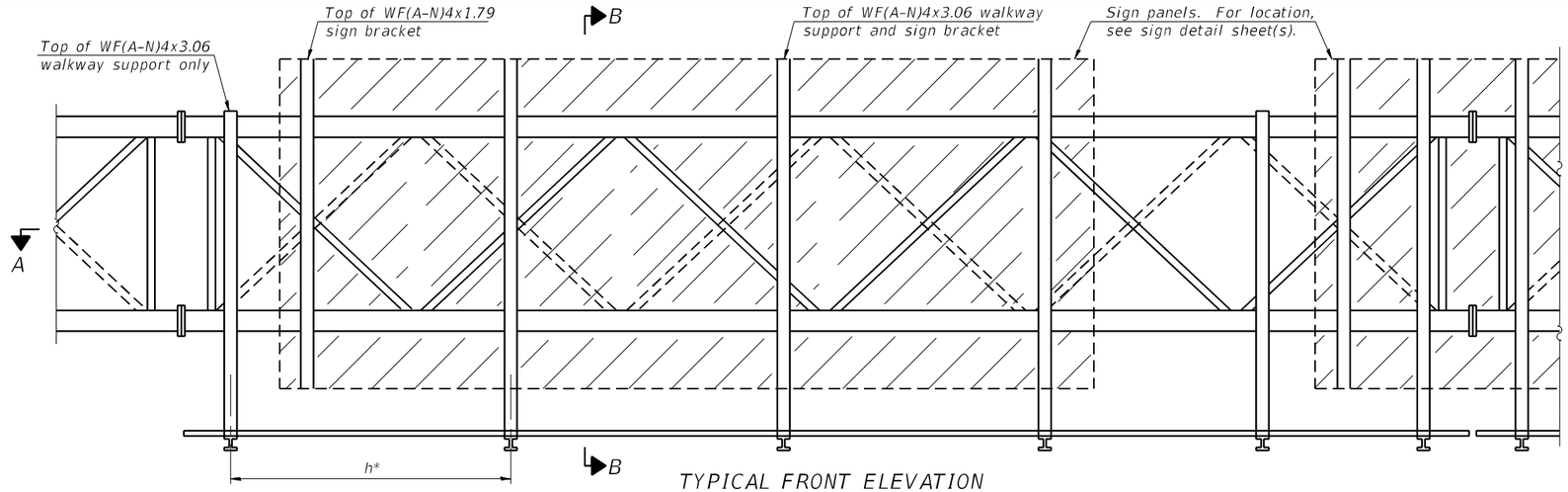
TYPE III-A TRUSS
12" Ø PIPE SUPPORT FRAME DETAILS

Notes:
For Type III-A Truss spans greater than 150 ft, and up to 160 ft.:

① 1¾" Ø rod, 2" Ø holes

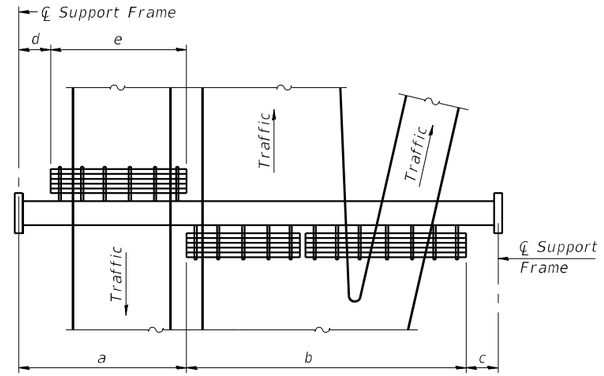
② 2¾" edge distance

③ Base PL 1⅝" x 1'-11½" x 1'-11½"



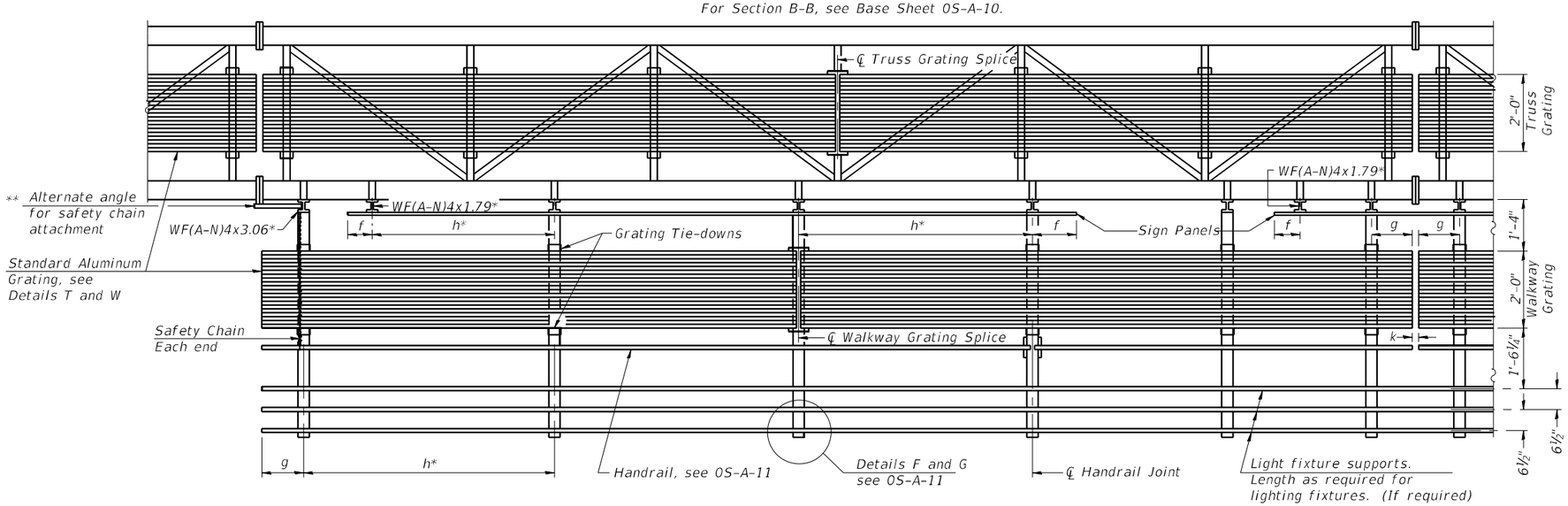
TYPICAL FRONT ELEVATION

With lights and handrail omitted for clarity.
For Section B-B, see Base Sheet 0S-A-10.



PLAN
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath truss varies)



SECTION A-A

Handrail and walkway shall span a minimum of three brackets between splices and/or gap joints.
Place all sign and walkway brackets as close to panel points as practical.
Handrail joints, grating, and light support splices placed as needed.

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06 ASTM B308, Alloy 6061-T6		
Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

Notes:

* Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to ℄ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway grating to ℄ of nearest support bracket)
h = 6'-0" maximum (℄ to ℄ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)
k = 2" maximum gap between adjacent walkway grating sections and handrail ends

** If walkway bracket at safety chain location is behind sign, add angle to bracket, see Alternate Safety Chain Attachment on Base Sheet 0S-A-11.

For Details T and W, Section B-B and Grating Splice Details see Base Sheet 0S-A-10.
For Handrail Details see Base Sheet 0S-A-11.

Structure Number	Station	a	b	c	d	e	Walkway Grating and Handrail Lengths
2S1011039R122.1	2738+10	18'-0"	44'-0"	48'-0"	-	-	44'-0"
2S1011039L122.1	2740+65	38'-0"	48'-0"	44'-0"	-	-	48'-0"
2S1011039R121.8	224+60	22'-0"	40'-0"	18'-0"	-	-	40'-0"
2S1011039L121.9	314+70	23'-0"	24'-0"	23'-0"	-	-	24'-0"
2S101U020R024.7	143+50	6'-0"	44'-0"	20'-0"	-	-	44'-0"
2S101U020L025.0	1322+00	5'-0"	47'-0"	38'-0"	-	-	47'-0"

Truss grating to facilitate inspection shall run full length (center to center of support frames) ±12" on overhead trusses. Cost of truss grating is included in "Overhead Sign Structure".

Walkway and Truss Grating width dimensions are nominal and may vary ±½" based on available standard widths.

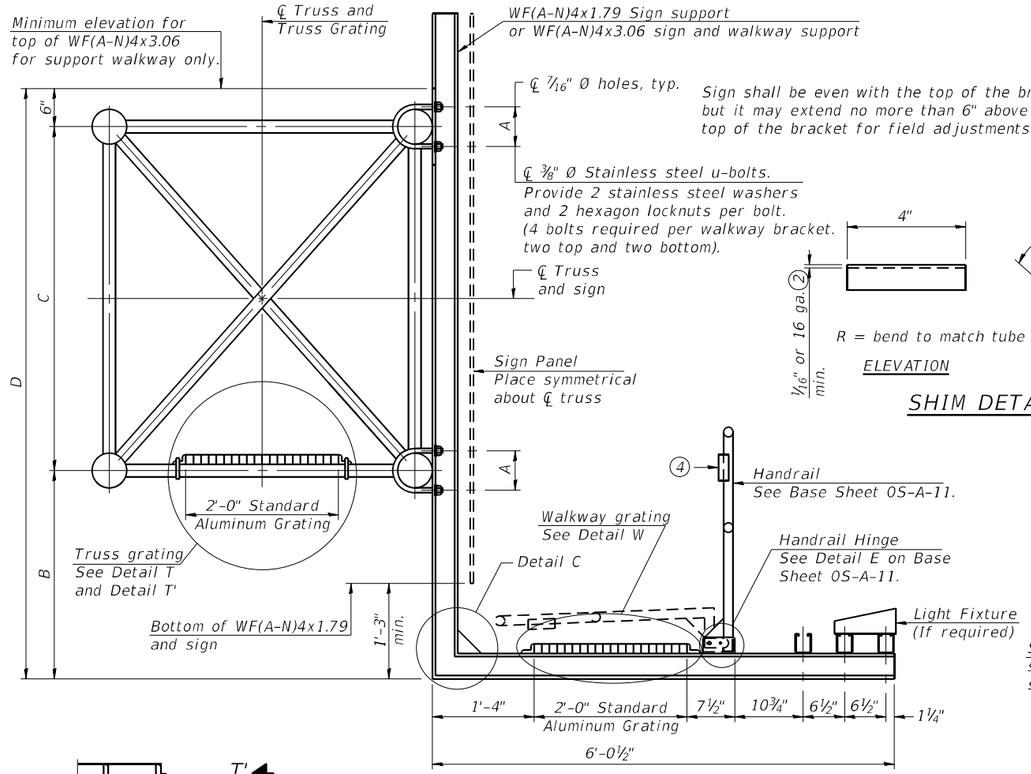
0S-A-9 2-17-2017

QUIGG ENGINEERING INC

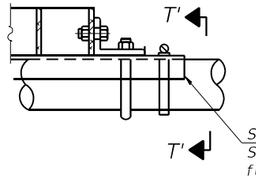
USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	OVERHEAD SIGN STRUCTURES ALUMINUM WALKWAY DETAILS	
D264R71-SHT-009-Span Alum Walkway Details	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -			
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -		SHEET 9 OF 22 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	541
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\\beneschpw.bentley.com:beneschpw-011\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg] Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-009-Span Alum Walkway Details
10/11/2023 8:50:06 AM



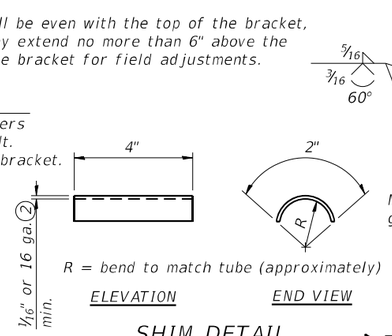
SECTION B-B



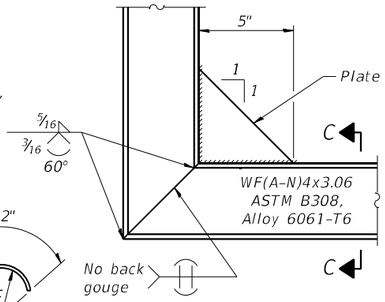
DETAIL T'

(Truss grating splice)

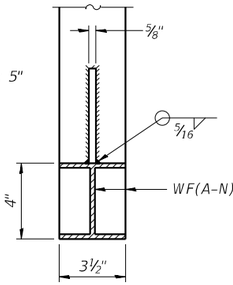
Details not shown same as Detail T. Alternate materials may be used subject to the Engineer's review and approval.



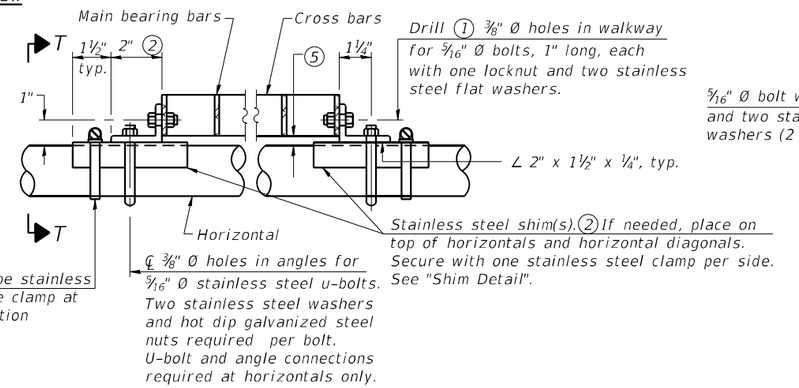
SHIM DETAIL



DETAIL C

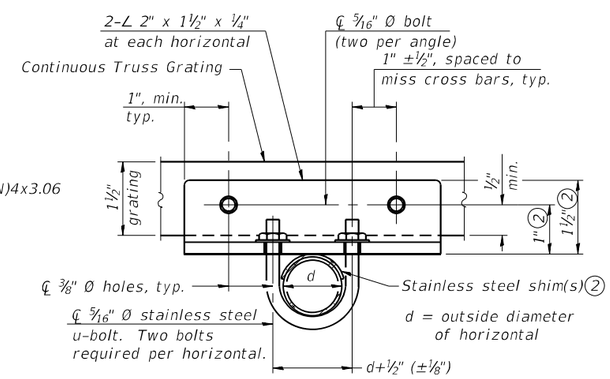


SECTION C-C

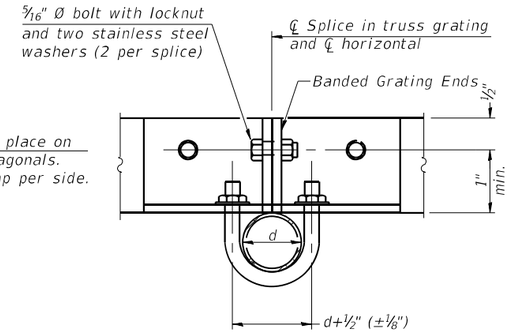


DETAIL T

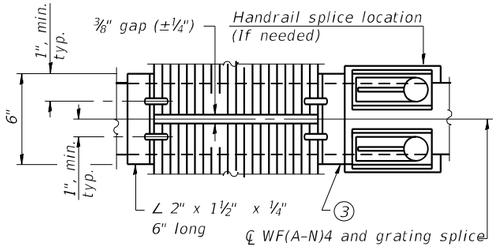
(Continuous Truss grating)



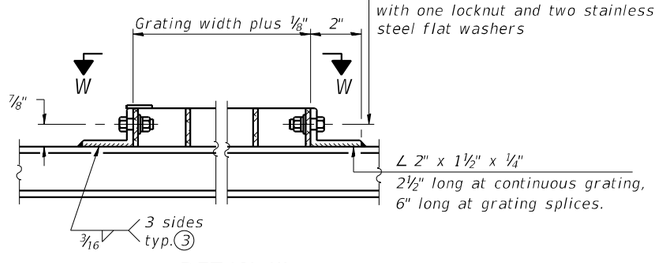
SECTION T-T



SECTION T'-T'

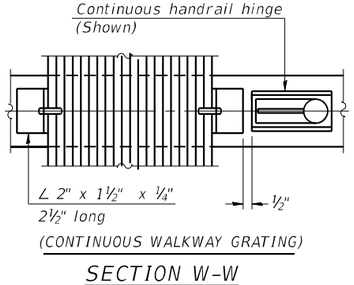


(AT WALKWAY GRATING SPLICE)



DETAIL W

(Walkway grating)



(CONTINUOUS WALKWAY GRATING)

SECTION W-W

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars shall be 3/16" x 1½" on 1 3/16" centers and conform to ASTM B221 Alloy 6061-T6.

Cross bars shall be 3/16" x 1½" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

Aluminum Grating with modified "t" sections for main bearing bars shall meet the following requirements:

Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.³ per bar, a depth of 1½", spaced on 1 3/16" centers.

Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Structure Number	Station	A	⑥ B	C	⑥ D
2S101I039R122.1	2738+10	7"	4'-10½"	5'-3"	10'-7½"
2S101I039L122.1	2740+65	9"	5'-0"	7'-0"	12'-6"
2S101I039R121.8	224+60	5½"	3'-3"	4'-6"	8'-3"
2S101I039L121.9	314+70	5½"	3'-3"	4'-6"	8'-3"
2S101U020R024.7	143+50	5½"	4'-0"	4'-6"	9'-0"
2S101U020L025.0	1322+00	5½"	4'-6"	4'-6"	9'-6"

1. Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
2. Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
3. If Handrail Joint present, weld angle to WF(A-N)4 and ¼" extension bars. (See Base Sheet 0S-A-11.)
4. PL ⅛" x ½" x 2" welded to handrail posts to protect locations that contact grating.
5. Tube to grating gap may vary from 0 to ½", max. to align walkway, allow for camber, etc.
6. Based on actual height of tallest sign given on 0S-A-1.

0S-A-10 2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -		
D264R71-SHT-010-Span Alum Walkway Details	CHECKED - KWB	REVISED -		
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -		

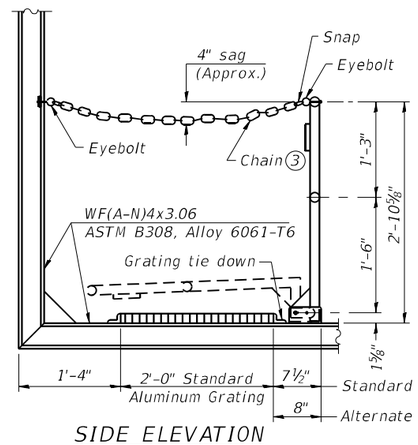
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES
ALUMINUM WALKWAY DETAILS
SHEET 10 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	542
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

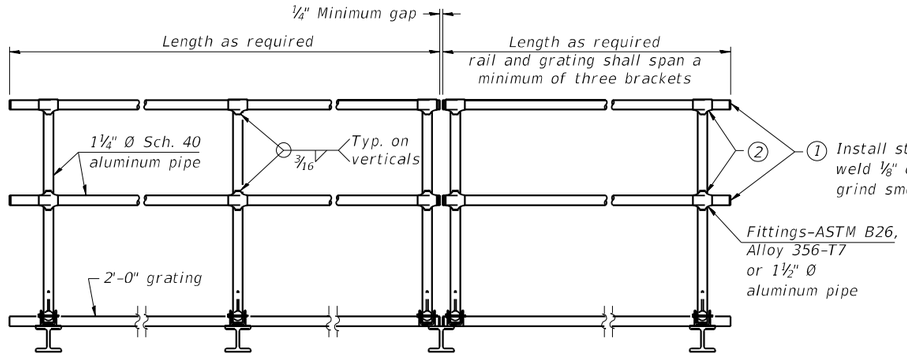
MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800s\00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-010-Span Alum Walkway Details

10/11/2023 8:50:11 AM



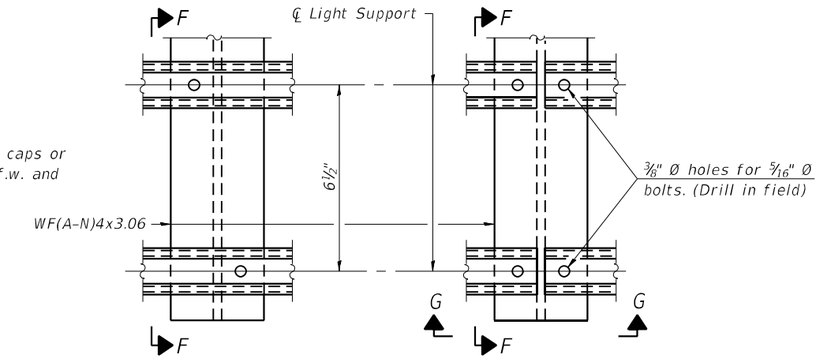
SIDE ELEVATION

(Showing safety chain w/o sign)



FRONT ELEVATION

(2) Horizontal handrail member shall be continuous thru fitting. Provide 7/16" Ø hole in fitting for ⅜" Ø bolt. Field drill 7/16" Ø hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16"Ø holes on top rail at ends only.)

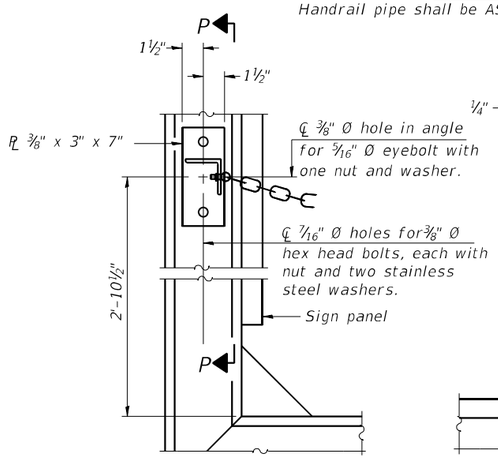


DETAIL F

DETAIL G

HANDRAIL DETAILS

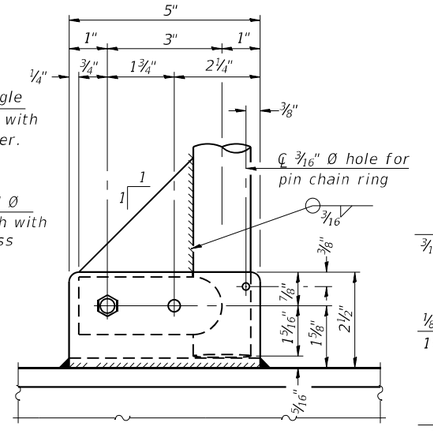
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.



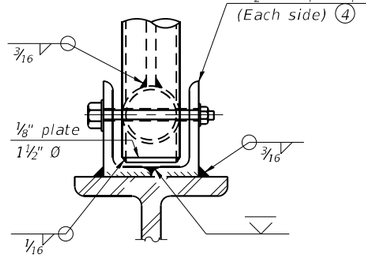
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

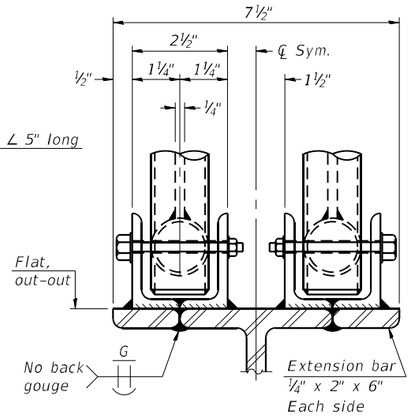


SIDE ELEVATION

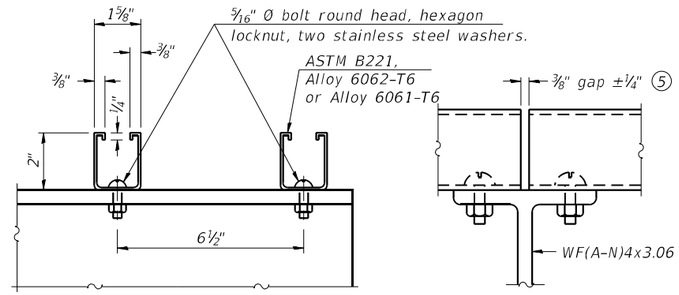


FRONT ELEVATION

See "Elevation" at right for dimensions.



ELEVATION AT HANDRAIL JOINT (4)

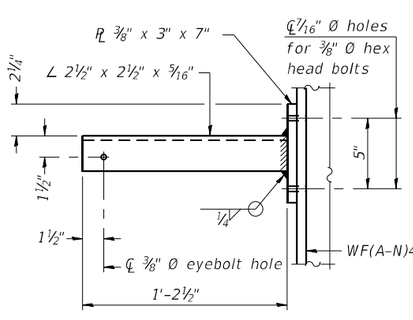


SECTION F-F

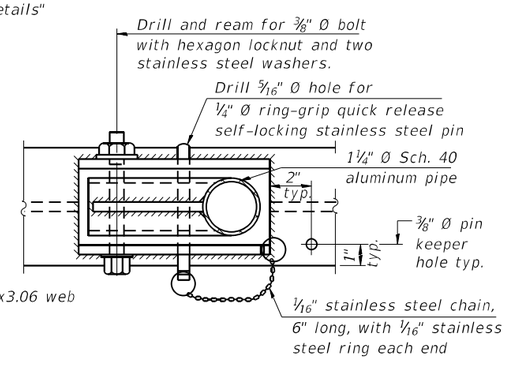
SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

(5) Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

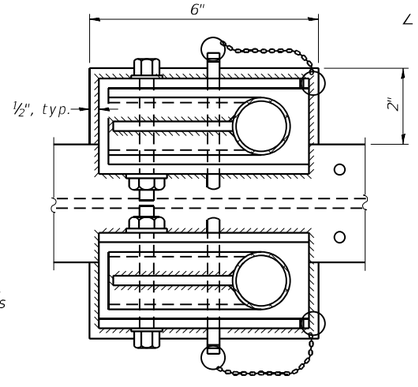


SECTION P-P



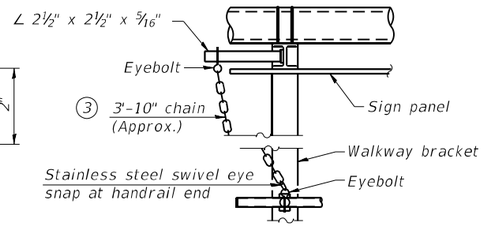
PLAN

DETAIL E HANDRAIL HINGE



PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"

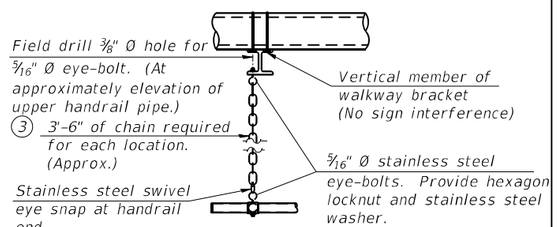


ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details
(Walkway omitted for clarity)

(3) 3/16" Type 304L stainless steel chain, approximately 12 links per foot.

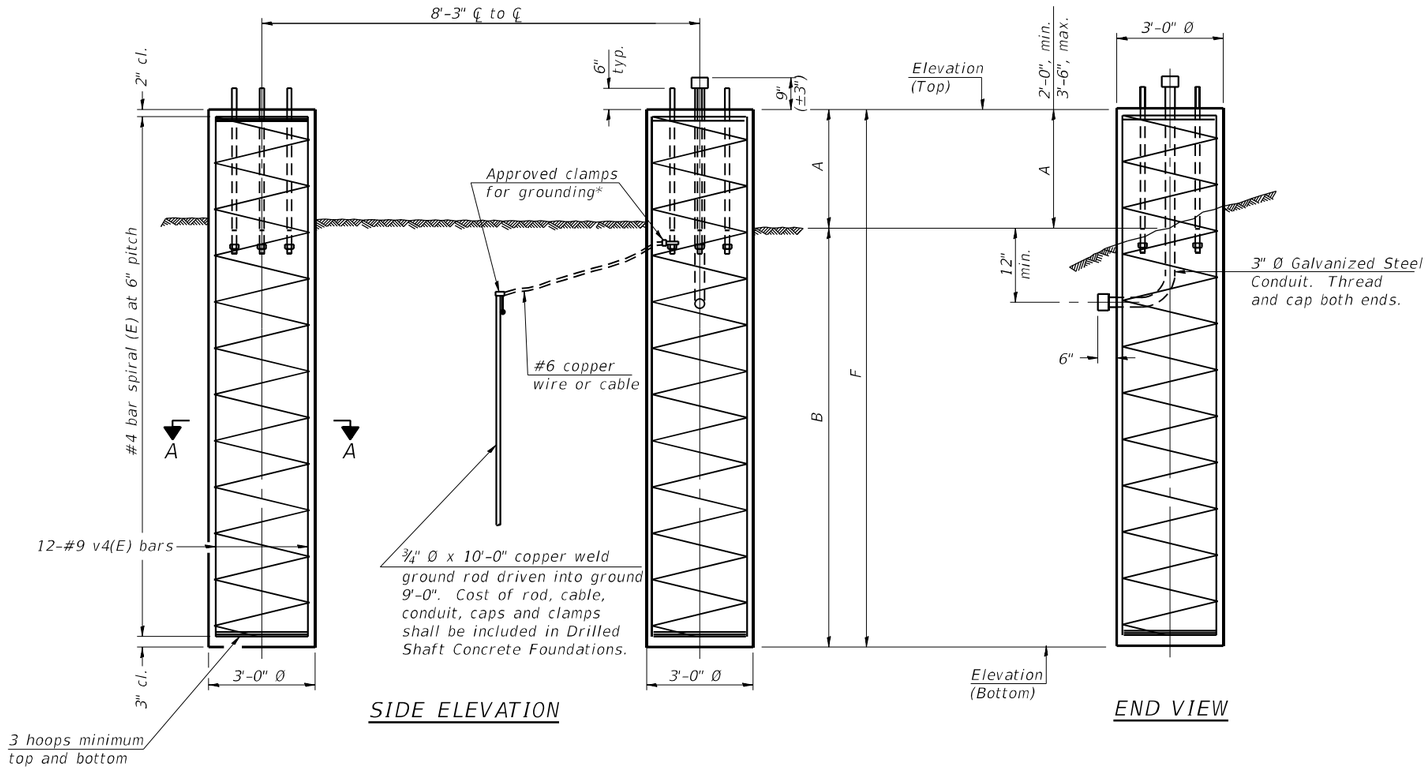
(4) Extrusions may be used in lieu of the details shown, with approval of the Engineer.

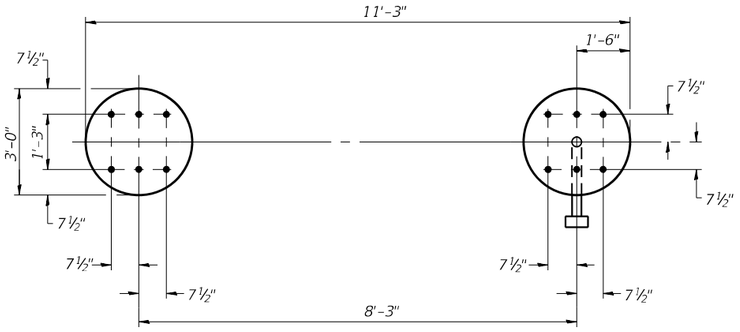


SAFETY CHAIN

One required for each end of each walkway.

OS-A-11 2-17-2017





PLAN

For anchor rod size and placement, see Support Frame Detail Sheet.

* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
v4(E)	24	#9	F less 5"	——
#4 bar spiral (E) - see Side Elevation				

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

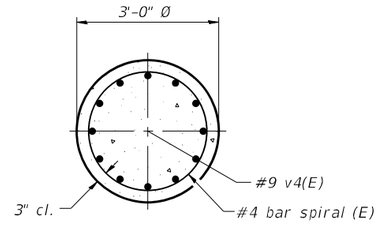
No sonotubes or decomposable forms shall be used below the lower conduit entrance.

Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

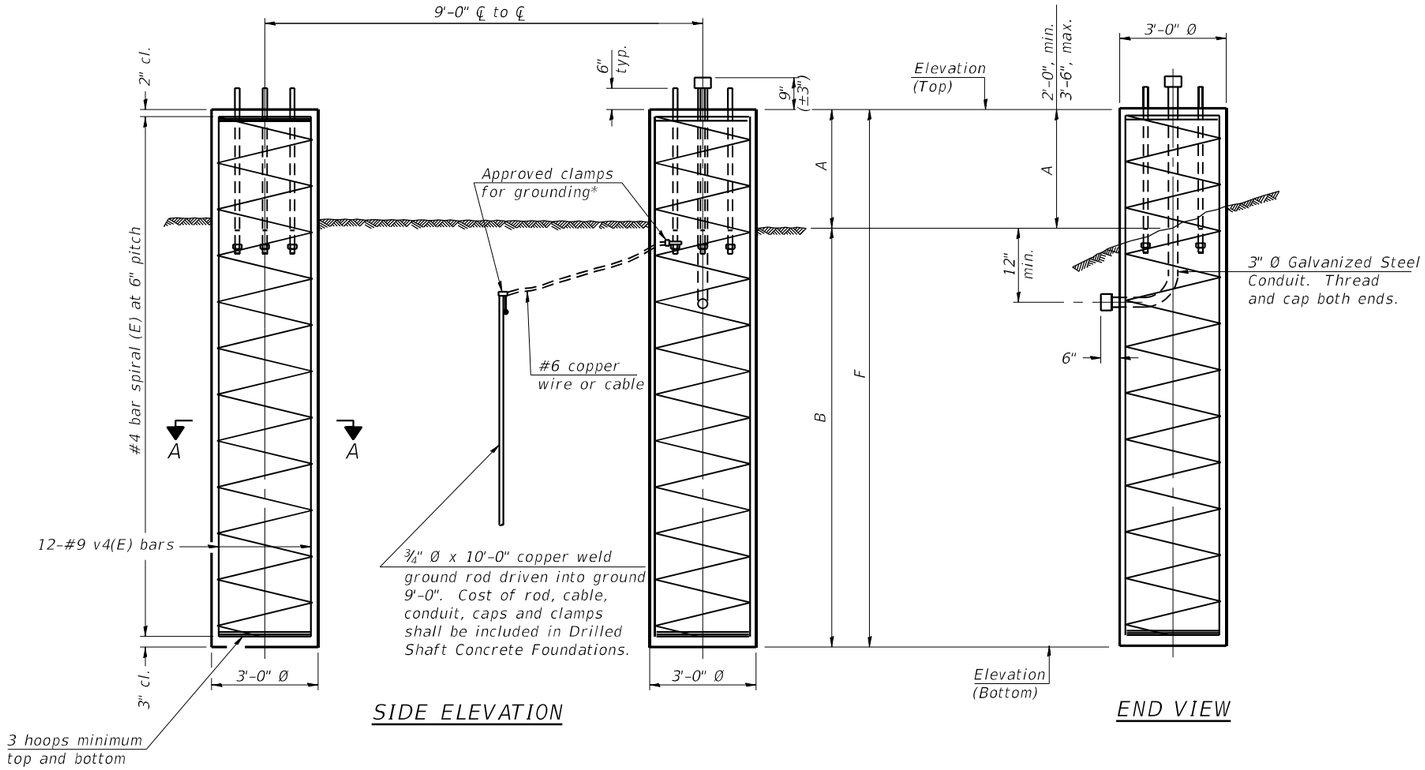
A normal surface finish followed by a Concrete Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



SECTION A-A

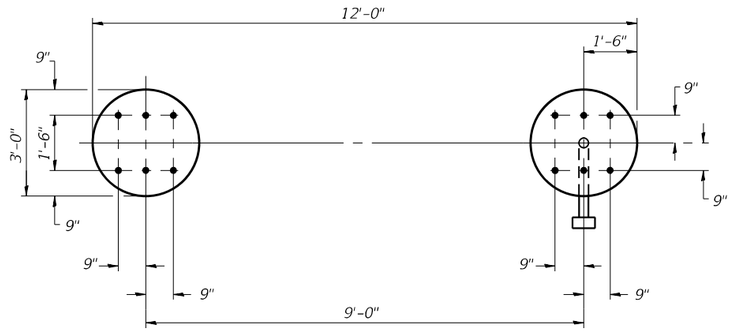
DETAILS FOR 10" Ø SUPPORT FRAME TYPE I-A or II-A TRUSS

Structure Number	Station		Left Foundation				Right Foundation					Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top	Elevation Bottom	A	B	F	
2S101I39R122.1	2738+10	798.87	764.37	3'-6"	31'-0"	34'-6"	795.15	760.65	3'-6"	31'-0"	34'-6"	36.2
2S101I39R121.8	224+60	779.36	750.86	3'-6"	25'-0"	28'-6"	780.88	752.38	3'-6"	25'-0"	28'-6"	29.9
2S101I39L121.9	314+70	782.30	759.80	3'-6"	19'-0"	22'-6"	783.51	761.01	3'-6"	19'-0"	22'-6"	23.6
2S101U020R024.7	143+50	-	-	-	-	-	773.99	742.49	3'-6"	28'-0"	31'-6"	16.5
2S101U020L025.0	1322+00	-	-	-	-	-	779.13	749.63	3'-6"	26'-0"	29'-6"	15.5



SIDE ELEVATION

END VIEW



PLAN

For anchor rod size and placement, see Support Frame Detail Sheet.

* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.

BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
v4(E)	24	#9	F less 5"	——
#4 bar spiral (E) - see Side Elevation				

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

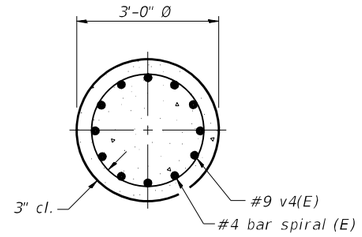
No sonotubes or decomposable forms shall be used below the lower conduit entrance.

Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Concrete Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.



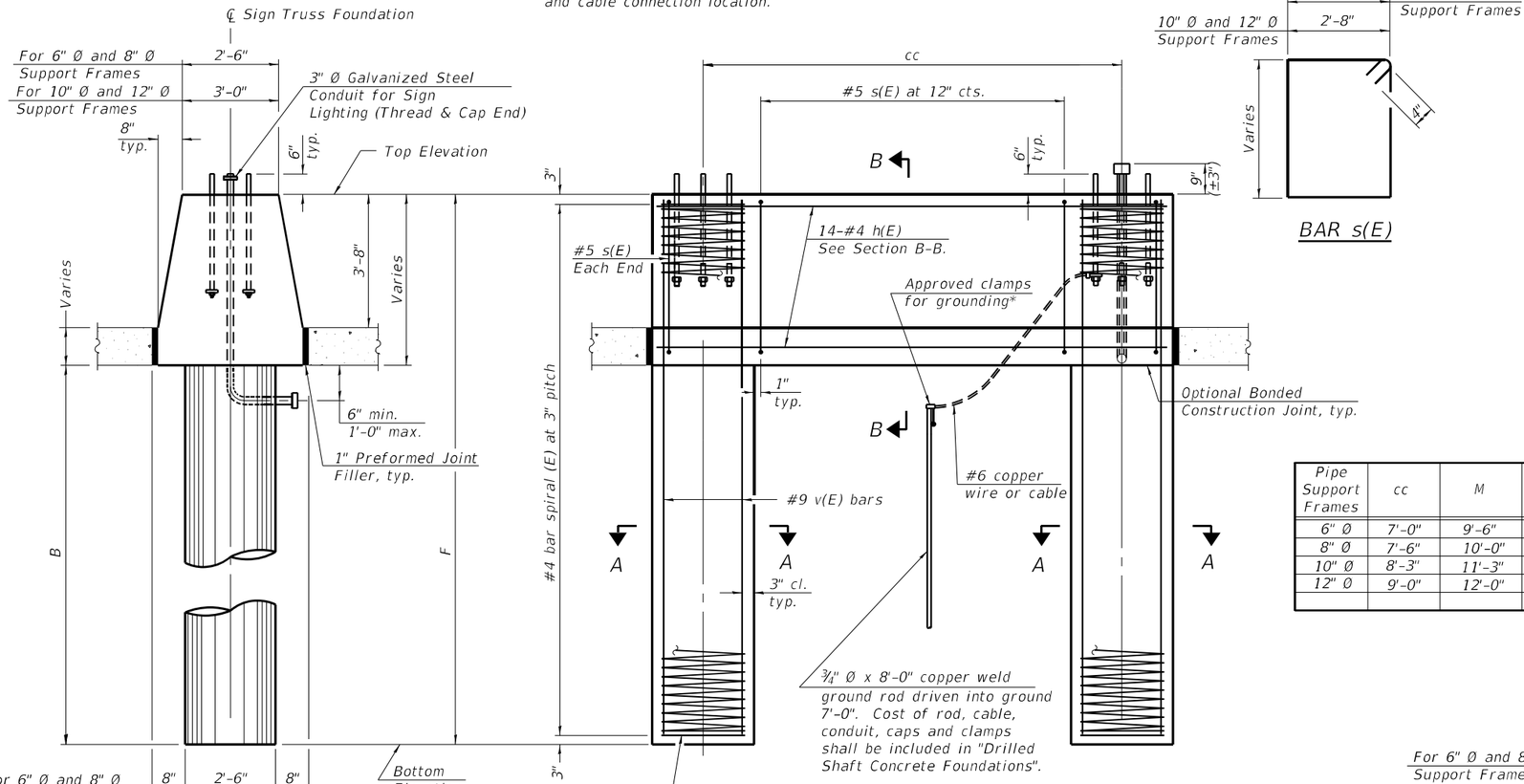
SECTION A-A

DETAILS FOR 12" Ø SUPPORT FRAME TYPE III-A TRUSS

Structure Number	Station	Left Foundation					Right Foundation					Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	A	B	F	Elevation Top	Elevation Bottom	A	B	F	
2S1011039L122.1	2740+65	798.53	770.03	3'-6"	25'-0"	28'-6"	798.28	769.78	3'-6"	25'-0"	28'-6"	29.9

0S4-F4 2-17-2017

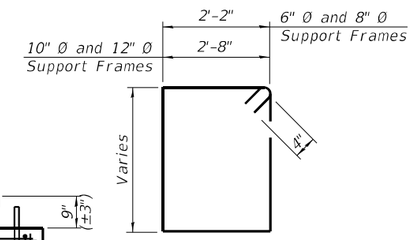
* Anchor rod shall be ground or filed to bright metal at clamp and cable connection location.



END VIEW

SIDE ELEVATION

Concrete Foundation poured monolithically with no construction joint.



BAR s(E)

NOTES:

The foundation dimensions shown are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance.

Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Concrete Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in Drilled Shaft Concrete Foundation.

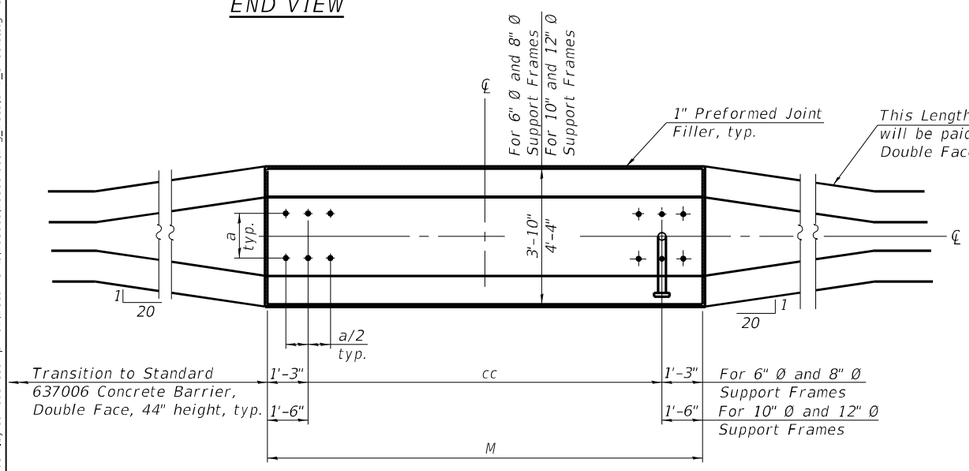
BAR LIST - EACH FOUNDATION

Bar	Number	Size	Length	Shape
h(E)	14	#4	M less 4"	——
s(E)	Varies	#5	Varies	□
v(E)	16	#9	F less 0'-5"	——
v(E)	24	#9	F less 0'-5"	——
#4(E) bar spiral. See Side Elevation				

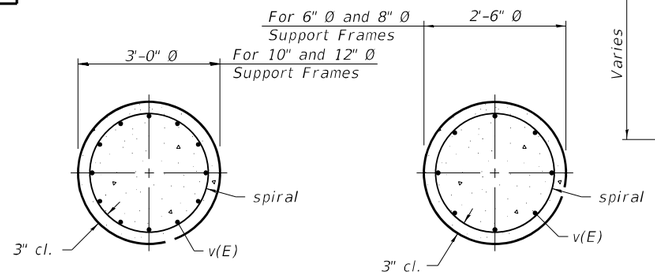
6" Ø and 8" Ø Support Frame

10" Ø and 12" Ø Support Frame

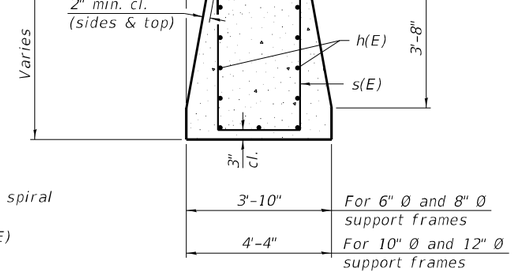
Pipe Support Frames	cc	M	a	a/2
6" Ø	7'-0"	9'-6"	0'-11"	5½"
8" Ø	7'-6"	10'-0"	1'-1½"	6¾"
10" Ø	8'-3"	11'-3"	1'-3"	7½"
12" Ø	9'-0"	12'-0"	1'-6"	9"



PLAN



SECTION A-A



SECTION B-B

Structure Number	Station	Left Foundation				Right Foundation				Class DS Concrete (Cu. Yds.)
		Elevation Top	Elevation Bottom	B	F	Elevation Top	Elevation Bottom	B	F	
2S101U020R024.7	143+50	778.59	743.90	28'-0"	34'-9"	–	–	–	–	25.8
2S101U020L025.0	1322+00	787.60	754.91	26'-0"	32'-9"	–	–	–	–	24.7

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/30/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. NBR
Station 2738+10

Latitude 42° 14' 33.23" Northing 2,033,214.7808
Longitude -88° 57' 47.84" Easting 2,622,423.2598

BORING NO. B-1a
Station 2738+10
Offset 75.00ft Rt of NB CL
Ground Surface Elev. 91.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 68.5 ft
Upon Completion Dry ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM			0.6 P	20.0
	89.00			
MEDIUM light brown SANDY LOAM TILL		2 3 5	0.8 S	12.0
	87.50			
STIFF tan SANDY LOAM TILL	-5	7 7 9	1.3 P	8.0
	85.00			
MEDIUM tan SANDY LOAM TILL with SAND LENS		22 15 12		7.0
	82.50			
VERY DENSE tan SANDY LOAM TILL	-10	15 29 97		
Hard drilling	80.00			
VERY DENSE tan SANDY LOAM TILL with SAND LENS		34 44 50		
	77.50			
VERY DENSE tan SANDY LOAM TILL	-15	20 28 26		6.0
	75.00			
VERY DENSE tan SANDY LOAM TILL		12 26 27		
	72.50			
	-20	15		
VERY STIFF tan SANDY LOAM TILL *(continued)*		22 33	3.3 S	7.0
	69.00			
VERY DENSE tan MOIST SAND with MEDIUM GRAVEL		16 30 38		
	66.50			
DENSE tan SANDY LOAM TILL	-25	14 23 22		8.0
	65.00			
End of Boring	-30			
	-35			
	-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 91.00 = 788.33

The elevation datum was taken from the pavement crown at the center of the structure, which has been arbitrarily assigned an elevation of 100.00. This daum should be converted to USGS datum. Elevation 100.00 = 797.33.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/30/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. NBL
Station 2738+10

Latitude 42° 14' 33.64" Northing 2,033,254.7528
Longitude -88° 57' 49.32" Easting 2,622,311.3849

BORING NO. B-2a
Station 2738+10
Offset 36.00ft Lt of NB CL
Ground Surface Elev. 98.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM			0.5 P	15.0
	96.00			
STIFF brown SILTY CLAY LOAM		2 3 4	1.1 B	34.0
	94.50			
MEDIUM gray SILTY CLAY LOAM	-5	2 2 4	0.6 B	31.0
	92.00			
MEDIUM gray SANDY LOAM		2 3 4	0.6 B	16.0
	89.50			
SOFT gray SANDY LOAM	-10	4 6 6	0.4 B	24.0
	87.00			
STIFF tan SANDY LOAM TILL		4 6 7	1.3 S	9.0
	84.50			
VERY STIFF tan SANDY LOAM TILL	-15	4 6 9	3.6 P	9.0
	82.00			
DENSE tan SANDY LOAM TILL		8 13 18		
	79.50			
HARD tan SANDY LOAM TILL	-20	10		
HARD tan SANDY LOAM TILL *(continued)*		15 20	4.4 S	8.0
	77.00			
VERY DENSE tan SANDY LOAM TILL		17 19 27		
	73.50			
DENSE tan DRY FINE SAND	-25	12 21 27		
	72.00			
End of Boring	-30			
	-35			
	-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 98.00 = 795.33

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 8/30/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. SBL
Station 2740+65

Latitude 42° 14' 35.82" Northing 2,033,476.8377
Longitude -88° 57' 47.80" Easting 2,622,422.5380

BORING NO. B-1b
Station 2740+65
Offset 74.00ft Lt of SB CL
Ground Surface Elev. 90.70 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft
Groundwater Elev.:
First Encounter ____ ft
Upon Completion ____ ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
		0.5 P	17.0	MEDIUM brown SILTY CLAY LOAM
88.70				
	2 4 7	1.3 B	13.0	STIFF gray SILTY CLAY LOAM
87.20				
-5	2 4 9	0.7 S	11.0	MEDIUM light brown SANDY LOAM
84.70				
	3 3 4	0.3 B	19.0	SOFT tan SANDY LOAM
82.20				
-10	3 5 8	1.8 B	10.0	STIFF tan SANDY LOAM TILL
79.70				
	5 9 12	3.1 S	9.0	VERY STIFF tan SANDY LOAM TILL
77.20				
-15	7 12 13	5.0 B	8.0	HARD tan SANDY LOAM TILL
74.70				
	13 20 17	2.3 B	9.0	VERY STIFF tan SANDY LOAM TILL
72.20				
-20	7			HARD tan SANDY LOAM TILL

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	11 16	4.3 B	9.0	HARD tan SANDY LOAM TILL *(continued)*
69.70				
	39 30 33			VERY DENSE No Recovery
67.20				
-25	7 8 16	4.1 B	9.0	HARD gray SANDY LOAM TILL
64.70				
				End of Boring
-30				
-35				
-40				

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 90.70 = 792.97

The elevation datum was taken from the pavement crown at the center of the structure, which has been arbitrarily assigned an elevation of 100.00. This daum should be converted to USGS datum. Elevation 100.00 = 802.27.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 8/30/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. SBR
Station 2740+65

Latitude 42° 14' 36.39" Northing 2,033,533.3551
Longitude -88° 57' 49.49" Easting 2,622,294.9938

BORING NO. B-2b
Station 2740+65
Offset 62.00ft Rt of SB CL
Ground Surface Elev. 94.00 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft
Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
		3.0 P	17.0	VERY STIFF brown SILTY CLAY LOAM
92.00				
	3 3 5	1.5 B	16.0	STIFF light brown SILTY CLAY LOAM
90.50				
-5	3 3 5	0.7 B	13.0	MEDIUM tan SANDY LOAM TILL
88.00				
	2 4 6	1.0 S	11.0	MEDIUM tan SANDY LOAM TILL
85.50				
-10	5 10 14	1.8 S	10.0	STIFF tan SANDY LOAM TILL
83.00				
	20 24 32	6.6 S	7.0	HARD tan SANDY LOAM TILL
80.50				
-15	16 26 34	3.7 S	7.0	VERY STIFF tan SANDY LOAM TILL
78.00				Hard drilling
	49 65 36	2.8 S	7.0	VERY STIFF tan SANDY LOAM TILL
75.50				
-20	23			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	
	24 32			VERY DENSE tan SANDY LOAM TILL
73.00				
				Hard drilling *(continued)*
	17 21 32		7.0	VERY DENSE tan SANDY LOAM TILL
70.50				
-25	11 16 19	3.5 S	7.0	VERY STIFF gray SANDY LOAM TILL
68.00				
				End of Boring
-30				
-35				
-40				

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 94.00 = 796.27

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
D264R71-SHT-016-Span Boring	CHECKED - KWB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
OVERHEAD SIGN STRUCTURES
SHEET 16 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	548
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\108000s\108000.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-016-Span Boring
10/11/2023 8:50:57 AM

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 8/31/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. Ramp CR/CL
Station 314+70

Latitude 42° 14' 25.49" Northing 2,032,419.4110
Longitude -88° 57' 59.72" Easting 2,621,540.4562

BORING NO. B-1c
Station 314+70
Offset 0.00ft CL Prop
Ground Surface Elev. 100.00 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft
Groundwater Elev.:
First Encounter 81.0 ft
Upon Completion Dry ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOOSE brown SILTY CLAY LOAM			6.0
98.00			
VERY STIFF tan SANDY LOAM TILL	21 25 29	2.1 P	7.0
96.50			
HARD tan SANDY LOAM TILL	24 50 38	4.2 P	7.0
-5			
94.00			
STIFF tan SANDY LOAM TILL	27 29 30	1.8 P	8.0
91.50			
MEDIUM tan SANDY LOAM TILL	16 19 24	0.9 S	8.0
-10			
89.00			
VERY STIFF tan SANDY LOAM TILL	22 32 29	3.5 P	7.0
86.50			
STIFF tan SANDY LOAM TILL	19 26 21	1.8 S	8.0
-15			
84.00			
VERY DENSE No Recovery	12 27 26		
81.50			
-20	9		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF tan SANDY LOAM TILL with FINE SAND LENS *(continued)*	14 16	2.2 S	9.0
79.00			
VERY STIFF tan SANDY LOAM TILL	10 16 17	3.9 S	8.0
76.50			
VERY STIFF tan SANDY LOAM TILL	10 15 18	3.3 S	9.0
-25			
74.00			
End of Boring			
-30			
-35			
-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 100.00 = 775.86

The elevation datum was taken from the proposed centerline at the center of the structure, which has been arbitrarily assigned an elevation of 100.00. This daum should be converted to USGS datum.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 8/31/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Cherry Valley, NE 1/4 2, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. Ramp BC/BR
Station 224+60

Latitude 42° 14' 17.85" Northing 2,031,652.6282
Longitude -88° 57' 52.90" Easting 2,622,064.7798

BORING NO. B-1e
Station 224+60
Offset 0.00ft CL Prop
Ground Surface Elev. 100.00 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft
Groundwater Elev.:
First Encounter 88.0 ft
Upon Completion 84.5 ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOOSE tan SANDY LOAM			8.0
98.00			
VERY DENSE tan SANDY LOAM TILL	48 77 100 for 5"		6.0
96.50			
VERY DENSE tan SANDY LOAM TILL	100 for 10"		6.0
-5			
93.00			
VERY DENSE tan FINE SAND	20 27 37		15.0
91.50			
VERY DENSE tan VERY FINE SILTY SAND	12 26 34	0.5 S	18.0
-10			
88.00			
VERY DENSE tan SANDY LOAM TILL	100 for 5"		8.0
86.50			
VERY DENSE tan SANDY LOAM TILL with FINE SAND LENS	40 100 for 5"		14.0
-15			
Hard drilling			
83.00			
VERY DENSE tan MOIST SANDY MEDIUM GRAVEL	71 42 48		
81.50			
-20	16		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE tan SANDY GRAVEL with SANDY LOAM TILL LENS *(continued)*	34 92		
79.00			
End of Boring			
-25			
-30			
-35			
-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 100.00 = 779.99

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
D264R71-SHT-017-Span Boring	CHECKED - KWB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
OVERHEAD SIGN STRUCTURES
SHEET 17 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	549
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: pw:\\beneschpw.bentley.com:beneschpw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-017-Span Boring
10/11/2023 8:51:25 AM

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/31/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. US 20 R
Station 143+50

Latitude 42° 14' 23.32"
Longitude -88° 58' 09.84"

Northing 2,032,188.2407
Easting 2,620,782.9219

BORING NO. B-1d
Station 143+50
Offset 33.00ft Rt of EB CL
Ground Surface Elev. 98.20 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion ____ ft
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM			0.8 P	16.0
	96.20			
STIFF dark gray SILTY LOAM		2 3 6	1.5 B	26.0
	94.70			
STIFF dark gray SILTY CLAY LOAM	-5	3 4 5	1.7 B	26.0
	92.20			
MEDIUM gray SILTY CLAY LOAM		2 5 7	0.6 B	26.0
	88.70			
MEDIUM tan FINE SAND	-10	7 7 8		
	87.20			
MEDIUM tan MEDIUM SAND		12 10 12		7.0
	83.70			
MEDIUM tan SANDY LOAM TILL with FINE SAND LENS	-15	6 8 8	0.5 S	9.0
	82.20			
STIFF tan SANDY LOAM TILL		3 8 13	1.2 B	11.0
	79.70			
	-20	5		
VERY STIFF tan SANDY LOAM TILL *(continued)*		8 11	3.3 P	12.0
	77.20			
VERY STIFF tan SANDY LOAM TILL		6 10 13	3.1 B	9.0
	74.70			
VERY STIFF tan SANDY LOAM TILL	-25	6 10 12	2.5 B	9.0
	72.20			
End of Boring				
	-30			
	-35			
	-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 98.20 = 773.16

The elevation datum was taken from the pavement crown at the center of the structure, which has been arbitrarily assigned an elevation of 100.00. This daum should be converted to USGS datum. Elevation 100.00 = 774.96.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 9/5/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. US 20 L
Station 143+50

Latitude 42° 14' 23.97"
Longitude -88° 58' 09.51"

Northing 2,032,255.2749
Easting 2,620,806.6264

BORING NO. B-2d
Station 143+50
Offset 29.50ft Lt of CL EB
Ground Surface Elev. 100.00 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8" Asphalt	99.50			
MEDIUM gray SILTY CLAY LOAM			0.8 P	10.0
	98.00			
VERY STIFF gray CLAY LOAM		10 5 7	3.7 B	23.0
	96.50			
STIFF gray LOAM with SAND LENS	-5	3 5 5	1.2 B	21.0
	94.00			
VERY STIFF tan SANDY LOAM TILL		7 9 14	2.1 P	7.0
	91.50			
DENSE tan SANDY LOAM TILL	-10	16 18 18		
	89.00			
MEDIUM tan SANDY LOAM TILL		11 11 12	0.9 S	8.0
	86.50			
STIFF tan SANDY LOAM TILL	-15	11 17 24	1.1 S	7.0
	84.00			
STIFF tan SANDY LOAM TILL		23 36 40	1.4 P	7.0
	81.50			
	-20	17		
STIFF tan SANDY LOAM TILL with SAND LENS *(continued)*		25 31	1.8 P	8.0
	79.00			
MEDIUM tan SANDY LOAM TILL		16 19 22	0.6 S	8.0
	76.50			
STIFF tan SANDY LOAM TILL	-25	11 16 16	1.3 S	9.0
	74.00			
End of Boring				
	-30			
	-35			
	-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 100.00 = 774.96

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 8/31/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC., TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. US 20 R
Station 1322+00

Latitude 42° 14' 21.43"
Longitude -88° 57' 43.11"

Northing 2,032,025.2497
Easting 2,622,795.6745

BORING NO. B-1f
Station 1322+00
Offset 61.00ft Rt of WB CL
Ground Surface Elev. 94.40 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion ____ ft
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
LOOSE brown SILTY CLAY LOAM				6.0
	92.40			
MEDIUM tan SANDY LOAM TILL with SAND LENS		8 8 8	0.6 P	9.0
	90.90			
DENSE tan SANDY LOAM TILL	-5	9 22 25	4.5 P	7.0
	88.40			
VERY STIFF tan SANDY LOAM TILL		37 40 47	3.0 P	7.0
	85.90			
VERY STIFF tan SANDY LOAM TILL	-10	20 25 30	2.4 S	7.0
	83.40			
VERY STIFF tan SANDY LOAM TILL		13 19 20	2.3 S	8.0
	80.90			
HARD tan SANDY LOAM TILL	-15	9 16 19	4.8 S	8.0
	78.40			
VERY DENSE tan SANDY LOAM TILL Hard drilling		14 100 for 2.5"		
	75.90			
	-20	21		

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE tan SANDY LOAM TILL with SAND LENS *(continued)*	73.40	32 32		
VERY STIFF tan SANDY LOAM TILL	70.90	14 14 14	2.1 S	9.0
STIFF tan SILTY CLAY TILL	-25 68.40	5 10 11	1.2 B	13.0
End of Boring	-30			
	-35			
	-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 94.40 = 776.13

The elevation datum was taken from the pavement crown at the center of the structure, which has been arbitrarily assigned an elevation of 100.00. This daum should be converted to USGS datum. Elevation 100.00 = 781.73.

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 1

Date 9/5/23

ROUTE FAI 39 (I-39) DESCRIPTION P92-111-06 - Various proposed sign trusses at I-39 and Harrison Avenue LOGGED BY W. Garza

SECTION (201-3)K LOCATION Rockford, SE 1/4 35, SEC., TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME-75 Automatic

STRUCT. NO. US 20 L
Station 1322+00

Latitude 42° 14' 20.56"
Longitude -88° 57' 42.95"

Northing 2,031,937.9661
Easting 2,622,809.3673

BORING NO. B-2f
Station 1322+00
Offset 14.00ft Lt of WB CL
Ground Surface Elev. 99.90 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter None ft
Upon Completion Dry ft
After ____ Hrs. ____ ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
8" Asphalt	99.40			
MEDIUM brown SILTY CLAY LOAM			0.8 P	13.0
	97.90			
VERY STIFF brown SANDY CLAY		6 6 9	2.3 B	16.0
	96.40			
STIFF tan SANDY LOAM TILL	-5	7 8 11	1.5 S	9.0
	93.90			
STIFF tan SANDY LOAM TILL		11 13 15	1.8 P	6.0
	90.40			
DENSE tan DIRTY SAND with MEDIUM GRAVEL	-10	13 18 23		
	87.90			
VERY DENSE No Recovery		100 for 4"		
	85.40			
VERY DENSE tan SANDY LOAM TILL	-15	33 100 for 9"		6.0
	83.90			
STIFF tan SANDY LOAM TILL		13 16 32	1.7 S	8.0
	81.40			
	-20	15		

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
STIFF tan SANDY LOAM TILL with SAND LENS *(continued)*	78.90	19 18	1.7 S	9.0
STIFF tan SANDY LOAM TILL	76.40	8 10 15	1.8 S	10.0
VERY STIFF tan SANDY LOAM TILL	-25 73.90	16 19 21	3.1 P	8.0
End of Boring	-30			
	-35			
	-40			

Northing and Easting were calculated using the ILHP-WF coordinate system

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Ground Surface Elev. 99.90 = 781.72

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Span Sign Structures\D264R71-SHT-019-Span Boring
10/11/2023 8:52:20 AM

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
D264R71-SHT-019-Span Boring	CHECKED - KWB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
OVERHEAD SIGN STRUCTURES
SHEET 19 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	551
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

THIS SHEET WAS INTENTIONALLY LEFT BLANK

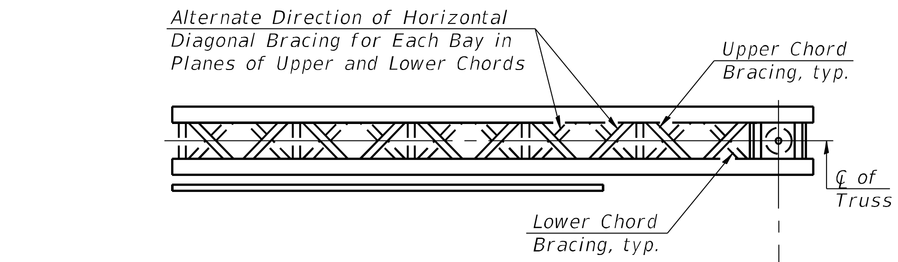
QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS OVERHEAD SIGN STRUCTURES	
D264R71-SHT-020-Span Blank	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -			
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -		SHEET 20 OF 22 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	552
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

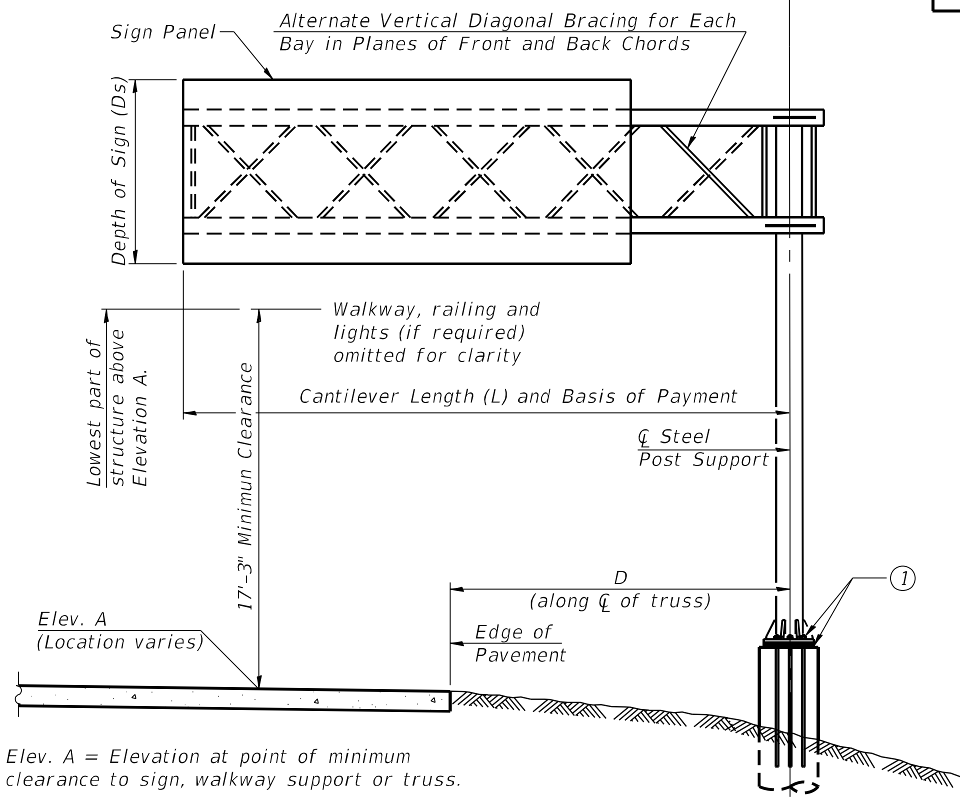
THIS SHEET WAS INTENTIONALLY LEFT BLANK

THIS SHEET WAS INTENTIONALLY LEFT BLANK



TYPICAL PLAN

(Walkway not shown)



Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

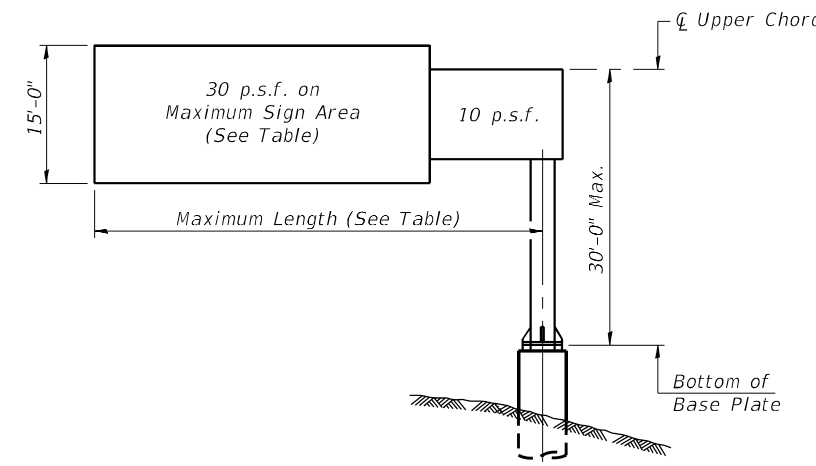
TYPICAL ELEVATION

Looking in Direction of Traffic

Sign support structures may be subject to damaging vibrations and oscillations when sign panels are not in place during erection or maintenance of the structure. To avoid these vibrations and oscillations, consideration should be given to attaching temporary blank sign panels to the structure.

Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	Ds	Total Sign Area
2C101U020R024.8	1312+25	III-C-A	40'-0"	780.11	10'-0"	9'-0"	207 SF

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



DESIGN WIND LOADING DIAGRAM

Parameters shown are basis for I.D.O.T. Standards Installations not within dimensional limits shown require special analysis for all components.

Note:
Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

(1) After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.

* If M270 Gr. 50W (M222) steel is proposed, chemistry for plate to be used shall first be approved by the Engineer as suitable for galvanizing and welding.

GENERAL NOTES

DESIGN: AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals. ("AASHTO Specifications")

CONSTRUCTION: Current (at time of letting) Illinois Department of Transportation Standard Specifications for Road and Bridge Construction, Supplemental Specifications and Special Provisions. ("Standard Specifications")

LOADING: 90 M.P.H. WIND VELOCITY

WALKWAY LOADING: Dead load plus 500 lbs. concentrated live load.

DESIGN STRESSES:
Field Units
f'_c = 3,500 p.s.i.
fy = 60,000 p.s.i. (reinforcement)

WELDING: All welds to be continuous unless otherwise shown. All welding to be done in accordance with current AWS D1.1 and D1.2 Structural Welding Codes (Steel and Aluminum) and the Standard Specificiations.

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.
All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.
The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

FASTENERS FOR ALUMINUM TRUSSES: All bolts noted as "high strength" must satisfy the requirements of AASHTO M164 (ASTM A325), or approved alternate, and must have matching lock nuts. Threaded studs for splices (if Members interfere) must satisfy the requirements of ASTM A449, ASTM A193, Grade B7, or approved alternate, and must have matching lock nuts. Bolts and lock nuts not required to be high strength must satisfy the requirements of ASTM A307. All bolts and lock nuts must be hot dip galvanized per AASHTO M232. The lock nuts must have nylon or steel inserts. A stainless steel flat washer conforming to ASTM A240 Type 302 or 304, is required under both head and nut or under both nuts where threaded studs are used. High strength bolt installation shall conform to Article 505.04 (f) (2)d of the IDOT Standard Specifications for Road and Bridge Construction. Rotational capacity ("ROCAP") testing of bolts will not be required.

U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts and hot dip galvanized per AASHTO M232. A stainless steel flat washer conforming to ASTM A240, Type 302 or 304, is required under each U-Bolt and Eyebolt lock nut.

GALVANIZING: All Steel Grating, Plates, Shapes and Pipe shall be Hot Dip Galvanized after fabrication in accordance with AASHTO M111. Painting is not permitted.

ANCHOR RODS: Shall conform to ASTM F1554 Gr. 105.

CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Concrete Sealer in accordance with the Standard Specifications.

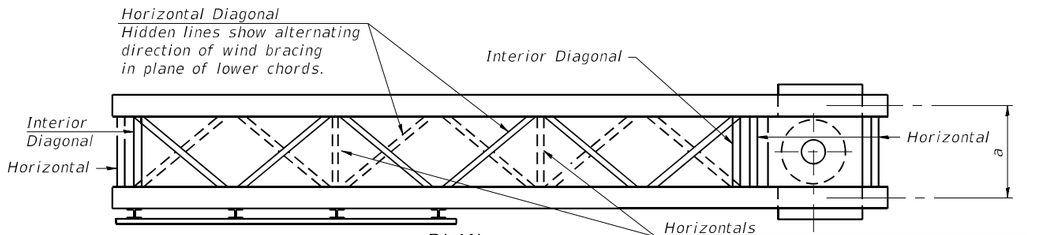
REINFORCEMENT BARS: Reinforcement Bars designated (E) shall be epoxy coated in accordance with the Standard Specifications.

FOUNDATIONS: The contract unit price for Drilled Shaft Concrete Foundations shall include reinforcement bars complete in place.

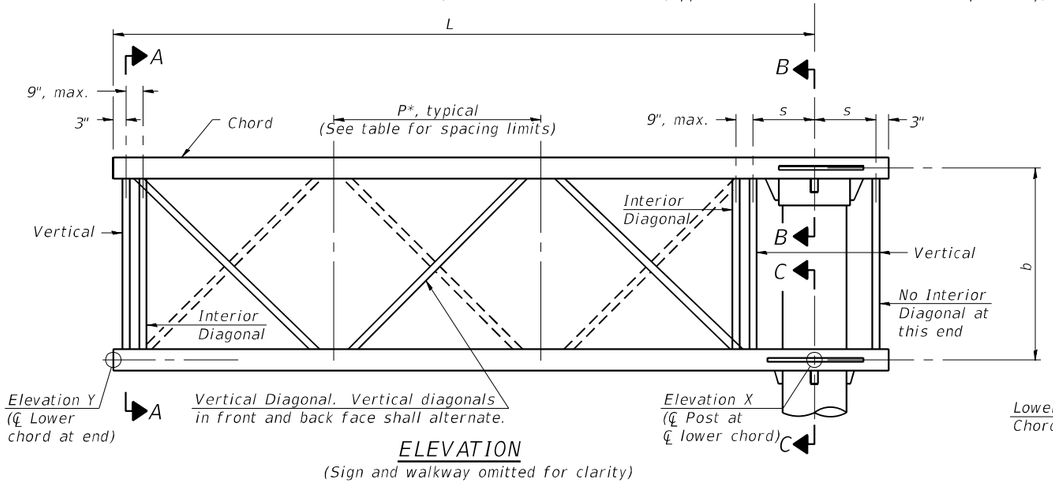
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE I-C-A	Foot	-
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A	Foot	-
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE III-C-A	Foot	40
OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	Foot	30
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	12.7

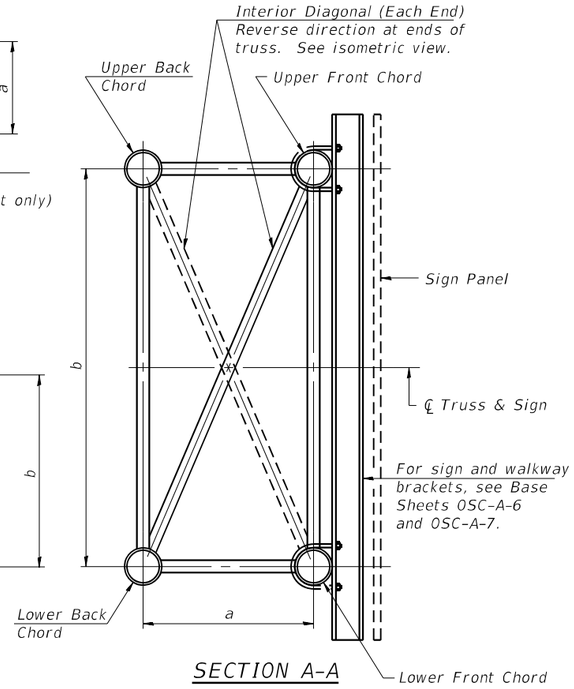
OSC-A-1 2-17-2017



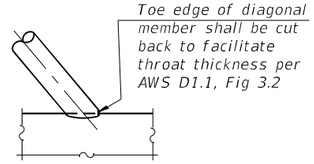
PLAN
(Walkway not shown)



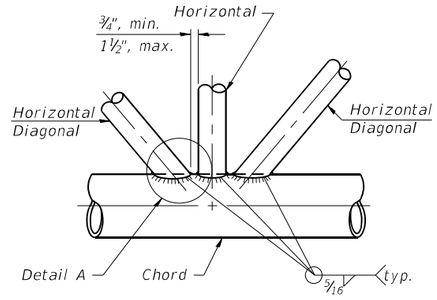
ELEVATION
(Sign and walkway omitted for clarity)



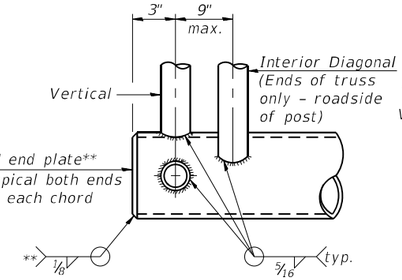
SECTION A-A



DETAIL A

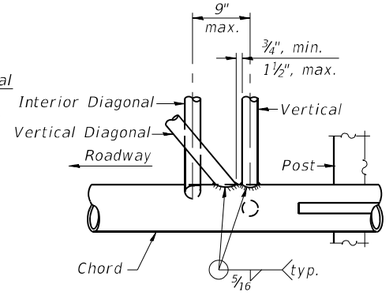


TRUSS INTERIOR JOINT DETAIL



CANTILEVER END JOINT DETAIL

** Contractor may alternatively use standard aluminum drive-fit cap to close ends. ½" Ø Drain hole in end plate / drive-fit cap.



POST END JOINT DETAIL

Note:
There are twice as many horizontal diagonals as there are vertical diagonals.

TYPICAL TRUSS UNIT
For Section B-B and Section C-C, see Base Sheet 0SC-A-3.

TRUSS UNIT TABLE

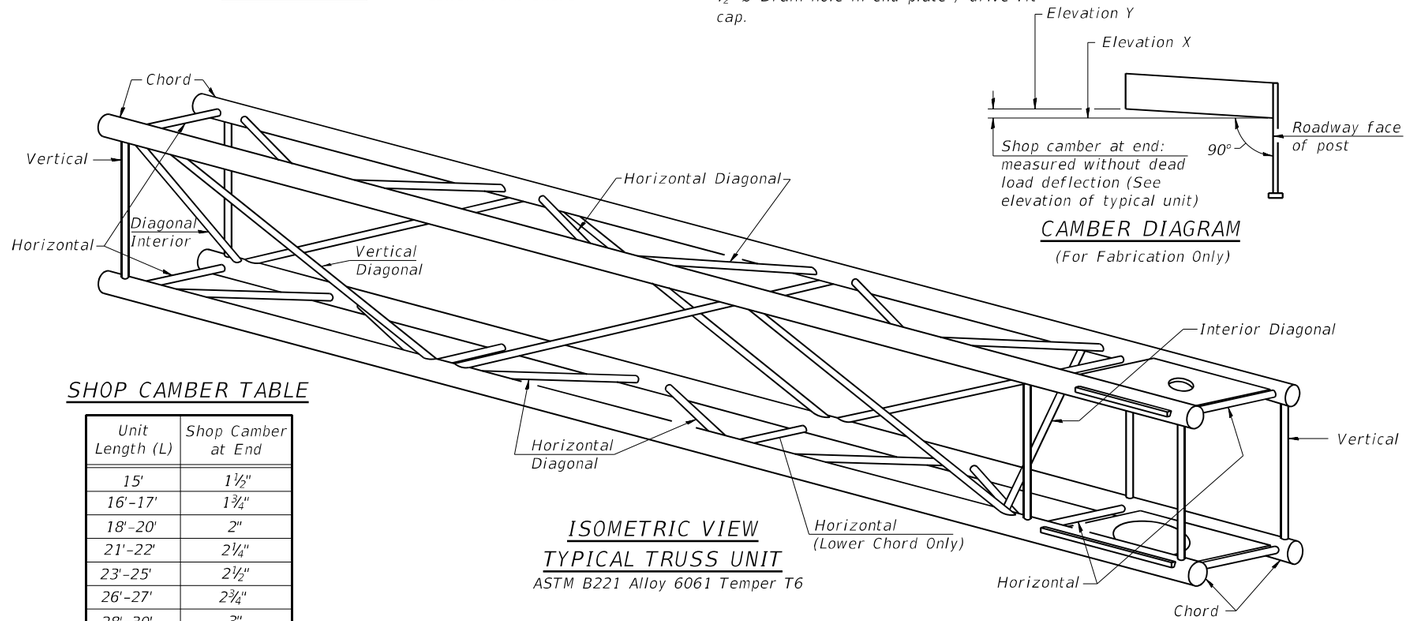
Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals	
					O.D.	Wall	O.D.	Wall
I-C-A	24"	54"	16"	36" min. to 48" max.	5"	5/16"	2½"	5/16"
II-C-A	36"	66"	21"	42" min. to 54" max.	6½"	5/16"	3¼"	5/16"
III-C-A (35' Max.)	36"	84"	21"	48" min. to 66" max.	7"	⅜"	3½"	⅜"
III-C-A (>35' to 40')	36"	84"	21"	48" min. to 66" max.	8"	⅜"	3½"	⅜"

$$*P = \frac{L - s - 3"}{\#\ Panels}$$

Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
2C101U020R024.8	1312+25	III-C-A	40'-0"	7	5'-5⅛"

SHOP CAMBER TABLE

Unit Length (L)	Shop Camber at End
15'	1½"
16'-17'	1¾"
18'-20'	2"
21'-22'	2¼"
23'-25'	2½"
26'-27'	2¾"
28'-30'	3"
31'-32'	3¼"
33'-35'	3½"
36'-37'	4"
38'-40'	4½"



CAMBER DIAGRAM
(For Fabrication Only)

ISOMETRIC VIEW
TYPICAL TRUSS UNIT
ASTM B221 Alloy 6061 Temper T6

0SC-A-2 2-17-2017

QUIGG ENGINEERING INC

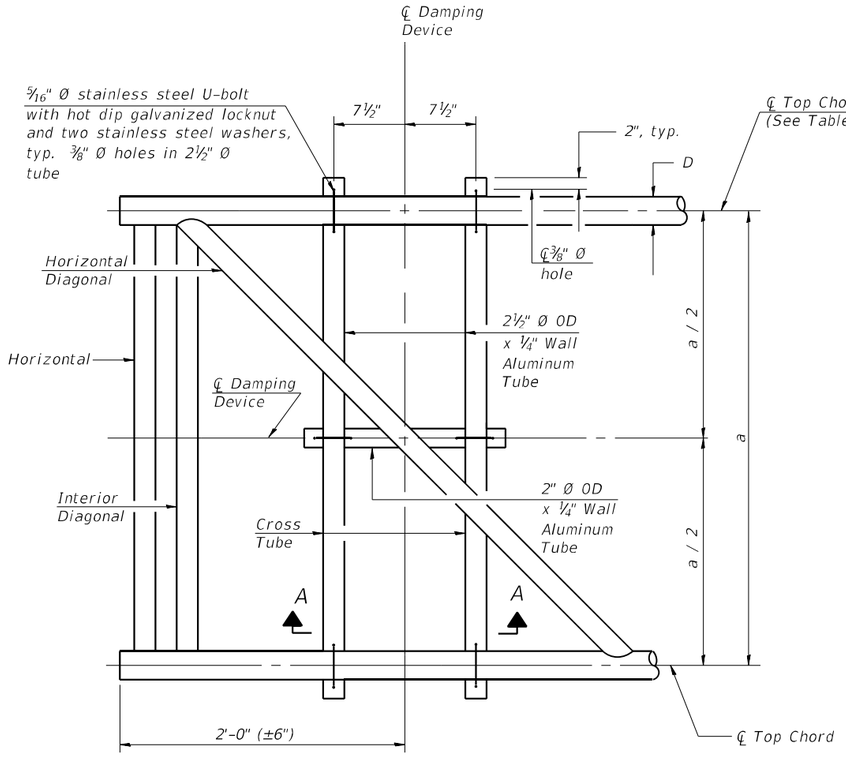
USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
D264R71-SHT-002-Cantilever Truss Details	CHECKED - KWB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

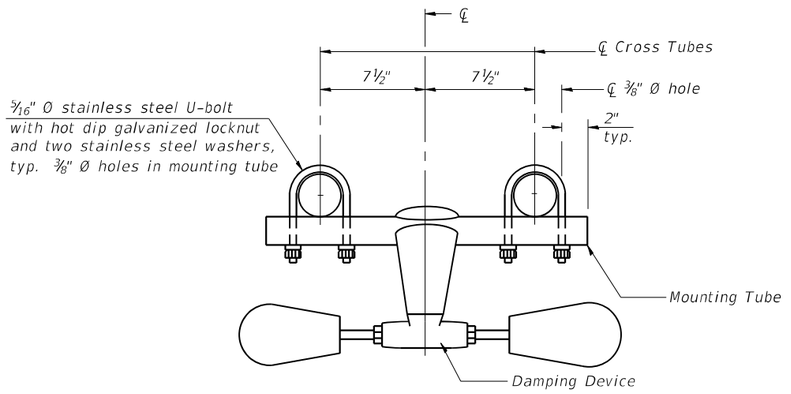
CANTILEVER SIGN STRUCTURES – TRUSS DETAILS
ALUMINUM TRUSS & STEEL POST
SHEET 2 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	556
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

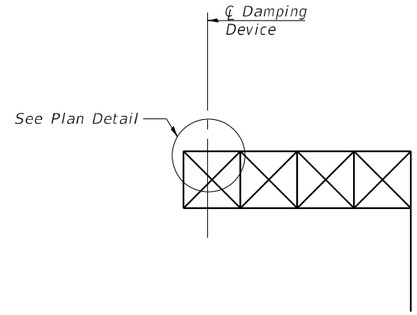
MODEL: Default
FILE NAME: pw:\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800\00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Cantilever Sign Structures\D264R71-SHT-002-Cantilever Truss Details
10/11/2023 8:53:25 AM



PLAN DETAIL



TRUSS DAMPING DEVICE CONNECTION DETAIL



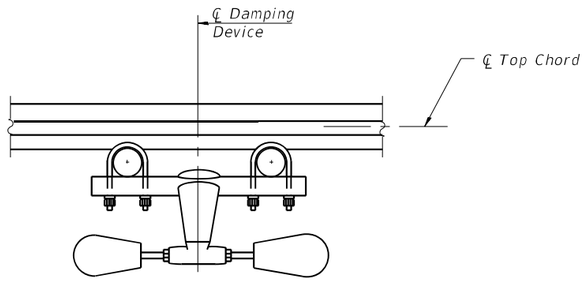
ELEVATION

Aluminum Cantilever Sign Structure

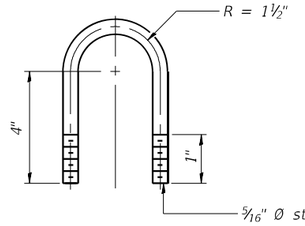
GENERAL NOTES

Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum-29" minimum between ends of weights)

Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6

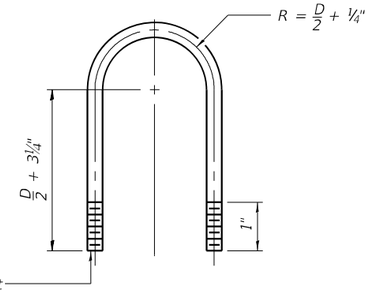


SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL

(Typical)



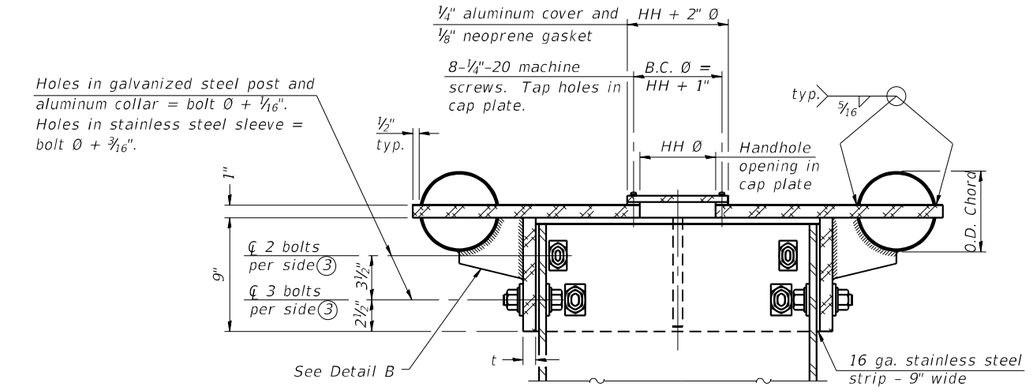
TOP CHORD TO CROSS TUBE U-BOLT DETAIL

(Typical)

OSC-A-D 2-17-2017

QUIGG ENGINEERING INC	USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURE DAMPING DEVICE
	D264R71-SHT-003-Cantilever Damping Device	CHECKED - KWB	REVISED -		
	PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		SHEET 3 OF 10 SHEETS
	PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -		

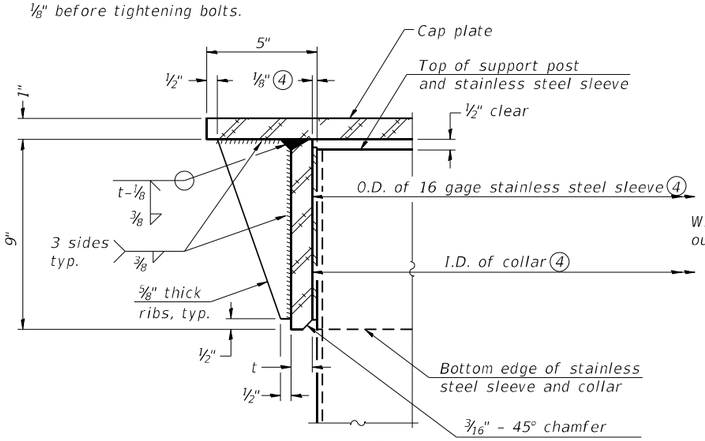
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	557
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		



SECTION B-B

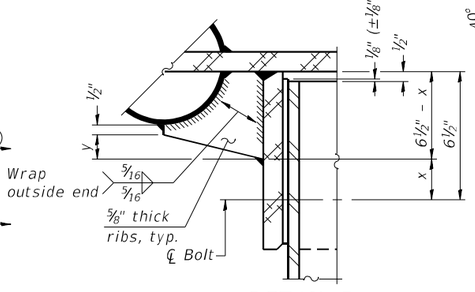
Bolts, washers (including contoured washers), and locknuts shall be stainless steel.

④ Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus ⅛" (±1/16"). Maximum gap between post and collar at any location equals ⅛" before tightening bolts.



DETAIL A

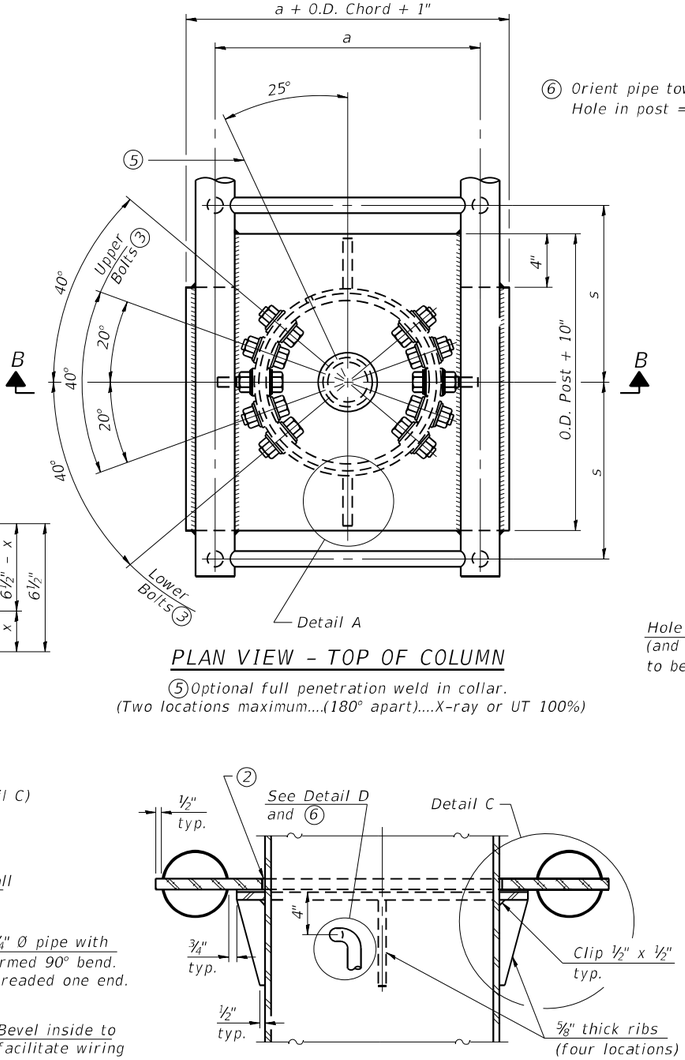
(Two locations)



DETAIL B

Two locations

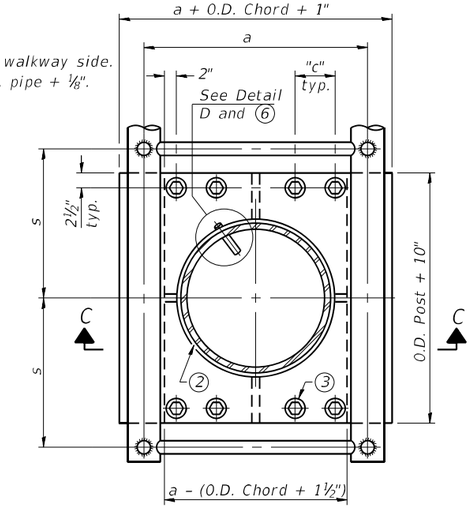
(For details not shown, see Detail C)



PLAN VIEW - TOP OF COLUMN

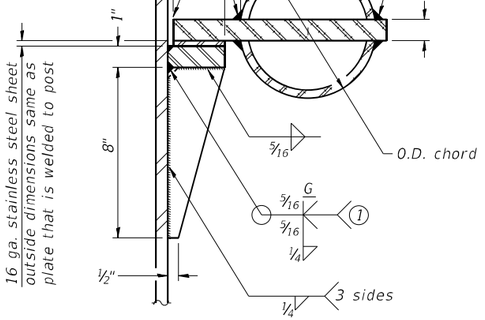
⑤ Optional full penetration weld in collar. (Two locations maximum....(180° apart)....X-ray or UT 100%)

⑥ Orient pipe toward walkway side. Hole in post = O.D. pipe + ⅛".

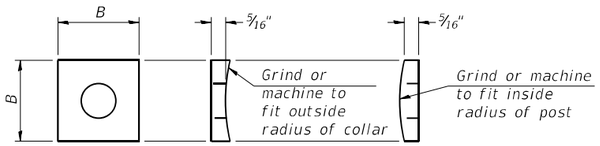


SECTION THRU POST ABOVE LOWER CHORDS

SECTION C-C

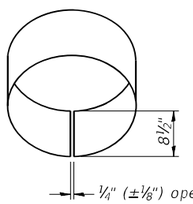


DETAIL C



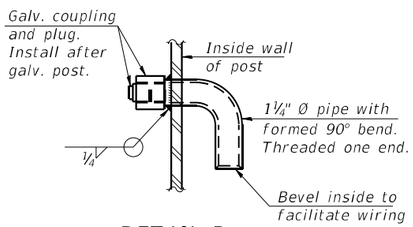
CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
⅞"	1"	2½"
1"	1⅛"	3"
1¼"	1⅜"	3¼"



DETAIL OF STAINLESS STEEL SLEEVE

Weld to post after galvanizing. (Prepare post surface to insure tight, uniform fit and allow welding.) Welds to be 1½" long at 6" cts. along top edge and at ¼" opening.



DETAIL D

Truss Type	Post Size	Upper & Lower Connection Bolt Diameter ③	Lower Juncture Bolt Spacing Dimension "c" ③	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-C-A	16" Ø (83#/')	⅞"	3¼"	8"	⅝"	1¾"	2¼"
II-C-A	24" Ø (125#/')	1"	3½"	12"	⅞"	2"	1¼"
III-C-A (35' max.)	24" Ø (125#/')	1¼"	3½"	12"	⅞"	2"	1"
III-C-A (>35' to 40')	24" Ø (171#/')	1¼"	3½"	12"	⅞"	2"	1"

① Grind top if required to fully seat aluminum plate and stainless steel sheet.

② After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.

③ Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.

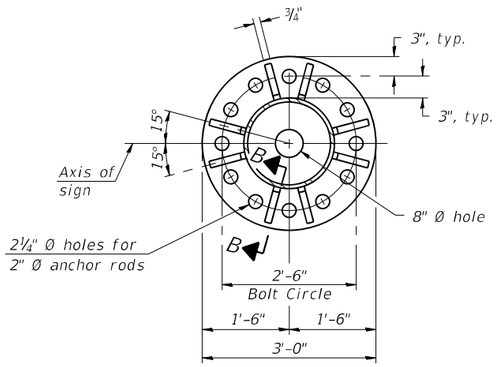
OSC-A-3 2-17-2017

QUIGG ENGINEERING INC

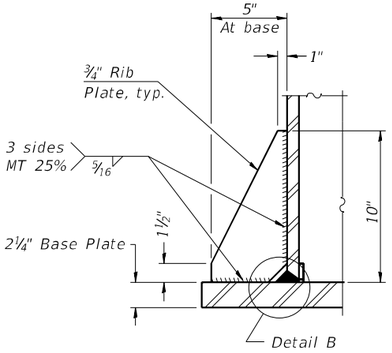
USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURES - JUNCTURE DETAILS ALUMINUM TRUSS & STEEL POST	
D264R71-SHT-004-Cantilever Juncture Details	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -			
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -		SHEET 4 OF 10 SHEETS	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	558
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

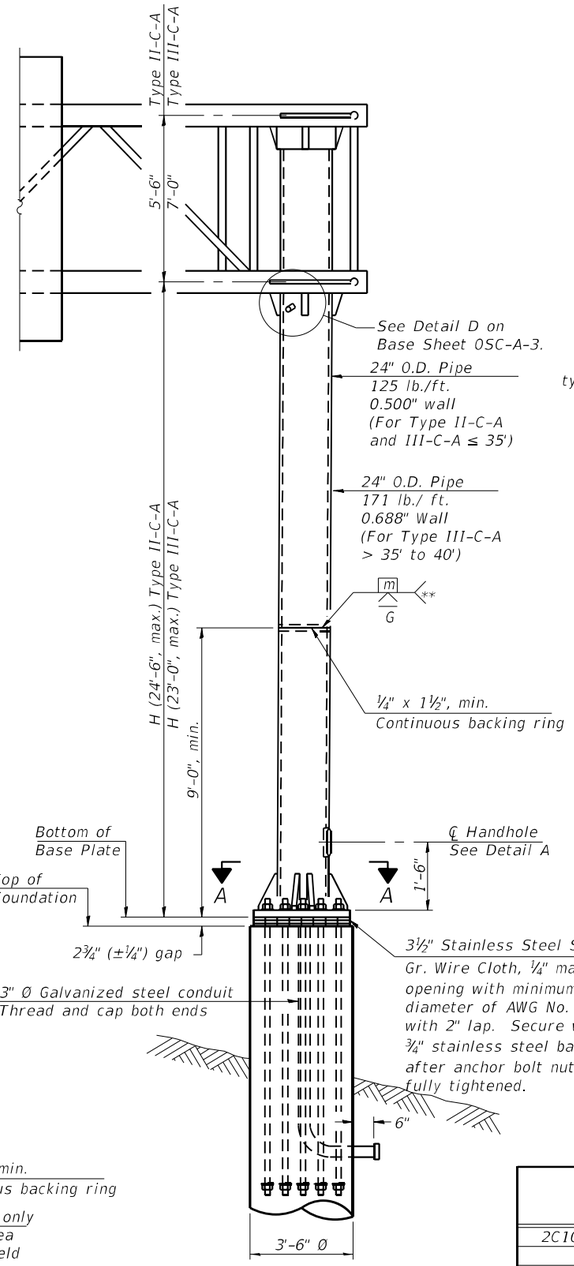
MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Cantilever Sign Structures\D264R71-SHT-004-Cantilever Juncture Details
10/11/2023 8:53:32 AM



SECTION A-A

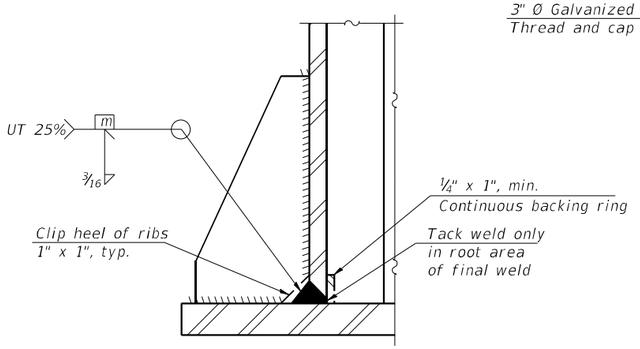


SECTION B-B



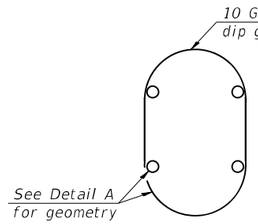
FRONT ELEVATION

For Foundation Details see Base Sheet 0SC-A-9.

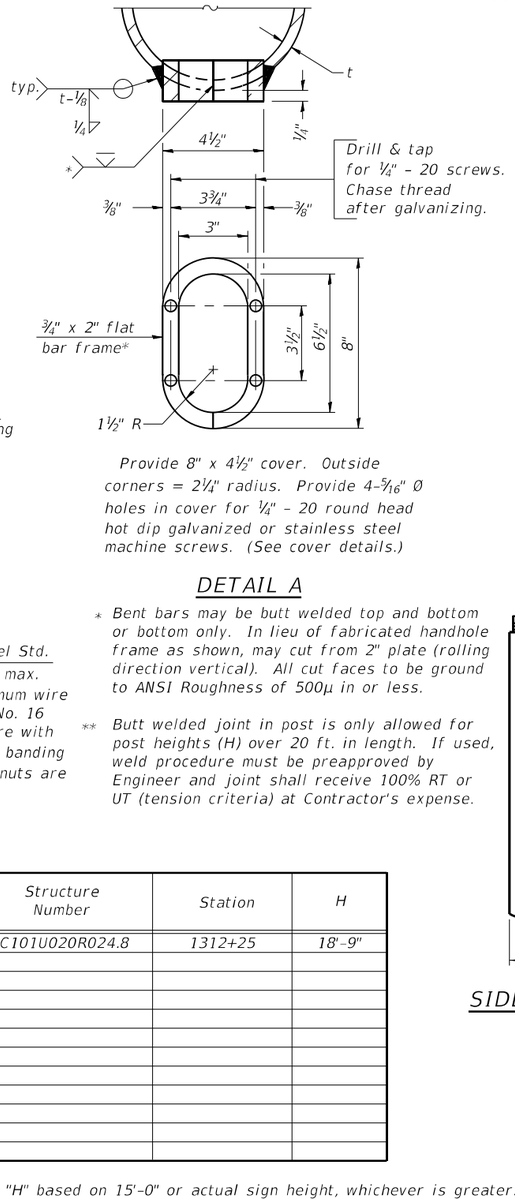


DETAIL B

(Typical rib)



HANDHOLE COVER

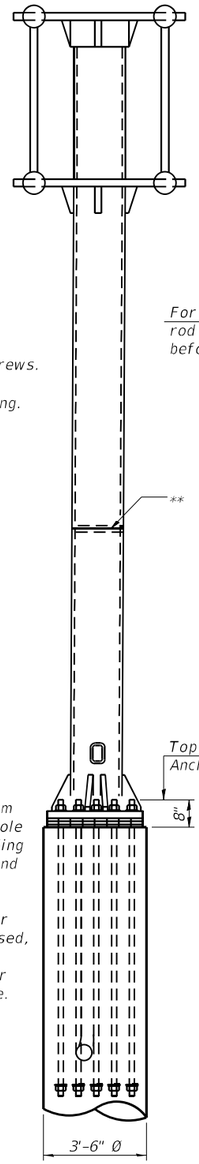


Provide 8" x 4½" cover. Outside corners = 2¼" radius. Provide 4-5/16" Ø holes in cover for ¼" - 20 round head hot dip galvanized or stainless steel machine screws. (See cover details.)

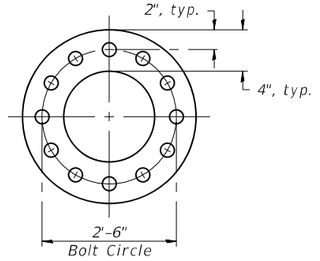
DETAIL A

* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500μ in or less.

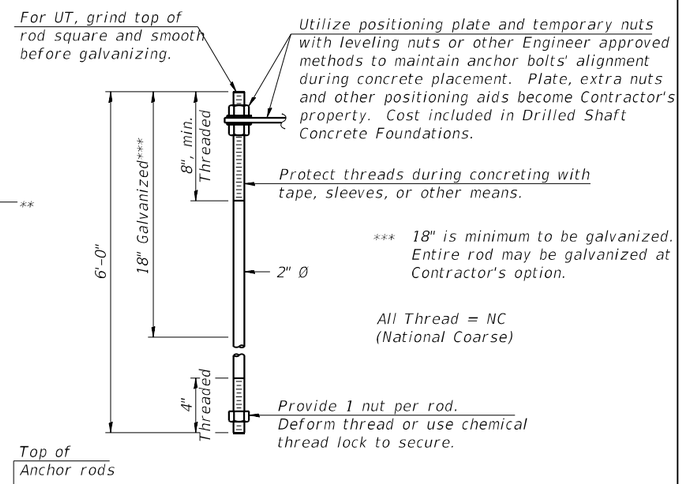
** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.



SIDE ELEVATION



SUGGESTED POSITIONING PLATE



ANCHOR ROD DETAIL

Anchor rods shall conform to ASTM F1554 Grade 105. Galvanize the upper 18" (minimum***) and associated AASHTO M291, Grade A, C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide a nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.

Structure Number	Station	H
2C101U020R024.8	1312+25	18'-9"

Note: "H" based on 15'-0" or actual sign height, whichever is greater.

0SC-A-5 2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -			
D264R71-SHT-005-Cantilever Truss Support Pos.	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -			
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

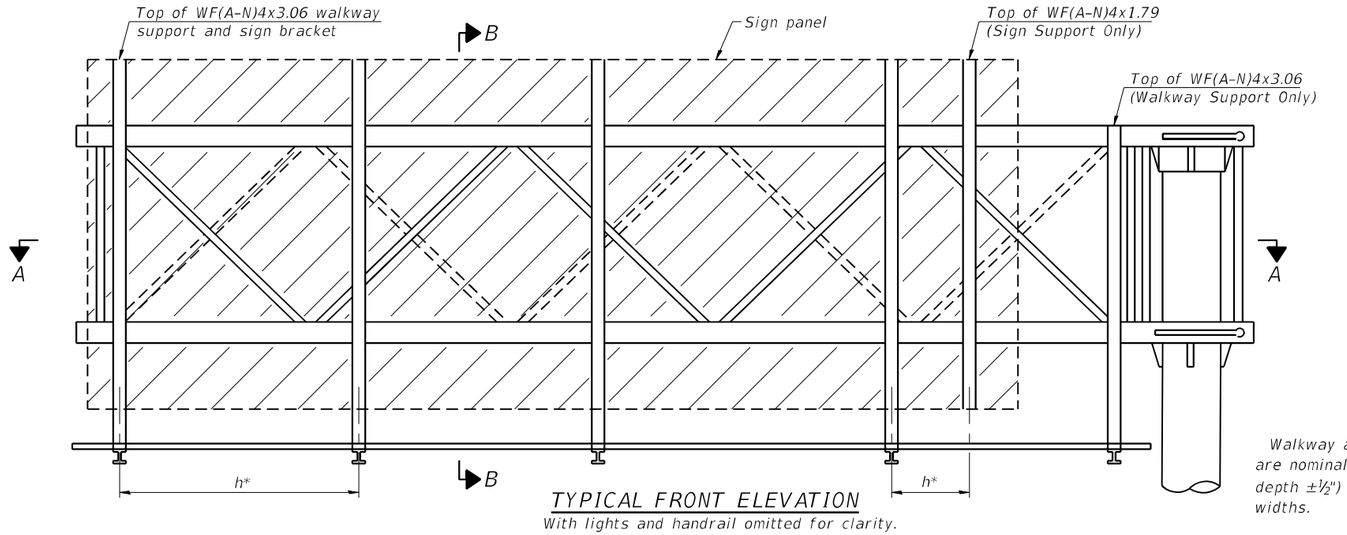
CANTILEVER SIGN STRUCTURES – TYPE II-C-A & III-C-A
TRUSS SUPPORT POST – ALUMINUM TRUSS & STEEL POST

SHEET 5 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	559
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

MODEL: Default
FILE NAME: pw:\\beneschpw.bentley.com:beneschpw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Cantilever Sign Structures\D264R71-SHT-005-Cantilever Truss Support Post

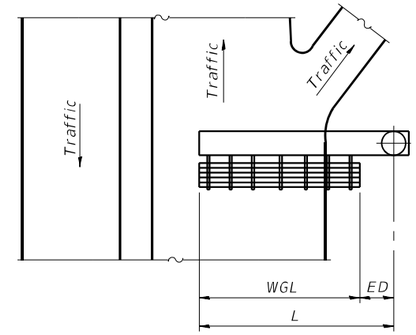
10/11/2023 8:53:36 AM



TYPICAL FRONT ELEVATION

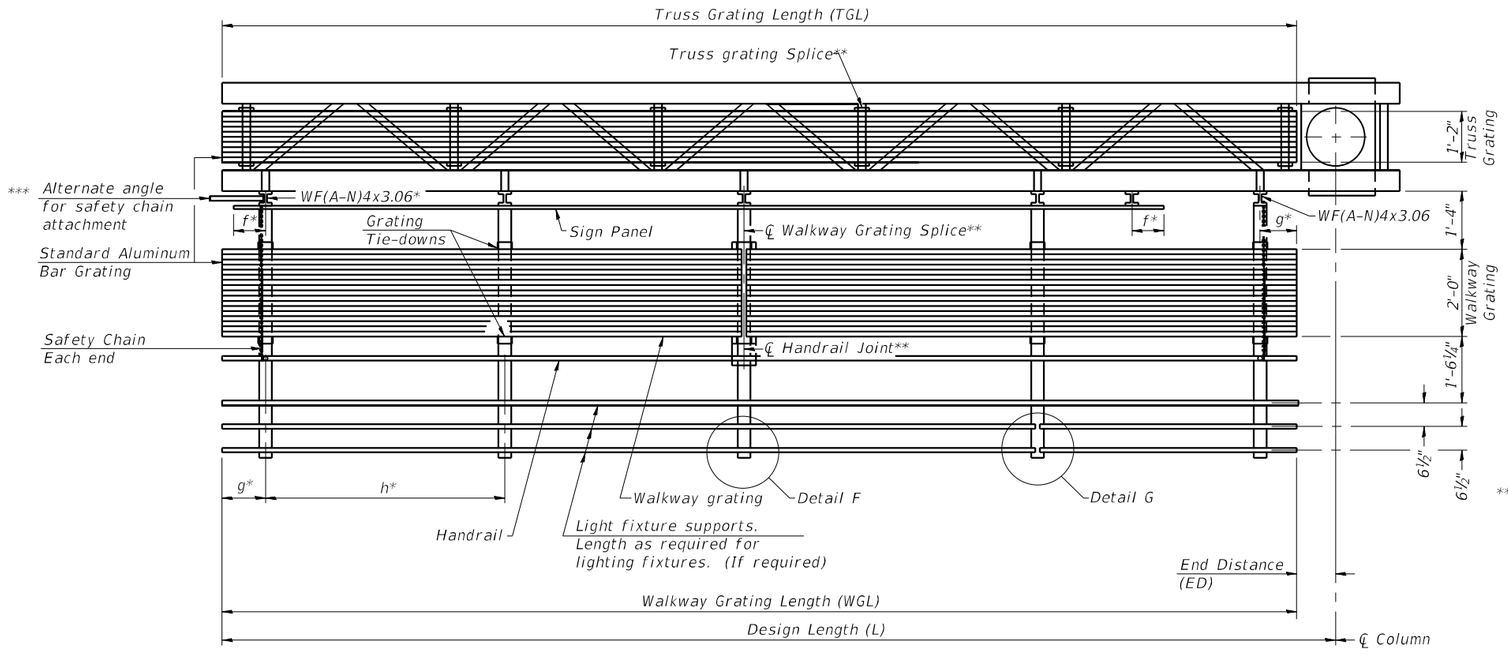
With lights and handrail omitted for clarity.

Walkway and truss grating dimensions are nominal and may vary (width ±½", depth ±½") based on available standard widths.



PLAN
WALKWAY AND HANDRAIL SKETCH

(Road plan beneath truss varies)



SECTION A-A

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.

Structure Number	Station	WGL	ED	TGL
2C101U020R024.8	1312+25	30'-0"	10'-0"	38'-6"

Notes:

* Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:

f = 12" maximum, 4" minimum (End of sign to ℄ of nearest bracket)
g = 12" maximum, 4" minimum (End of walkway to ℄ of nearest bracket)
h = 6'-0" maximum (℄ to ℄ sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

*** If walkway bracket at safety chain location is behind sign, add angle to bracket. See alternate safety chain attachment on base sheet 0SC-A-8

For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet 0SC-A-7.
For details of handrail, handrail joint, safety chain and Details F and G, see Base Sheet 0SC-A-8.

** Handrail and walkway grating shall span a minimum of three brackets between splices. Use and location of handrail joints or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6"\right)$$

BRACKET TABLE

WF(A-N)4x1.79 or WF(A-N)4x3.06
ASTM B308, Alloy 6061-T6

Sign Width		Number Brackets Required
Greater Than	Less Than or Equal To	
	8'-0"	2
8'-0"	14'-0"	3
14'-0"	20'-0"	4
20'-0"	26'-0"	5
26'-0"	32'-0"	6

2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson		DESIGNED - ZLD		REVISED -	
D264R71-SHT-006-Cantilever Walkway Details		CHECKED - KWB		REVISED -	
PLOT SCALE = 0.1667 ' / in.		DRAWN - ZLD		REVISED -	
PLOT DATE = 10/13/2023		CHECKED - MDC		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

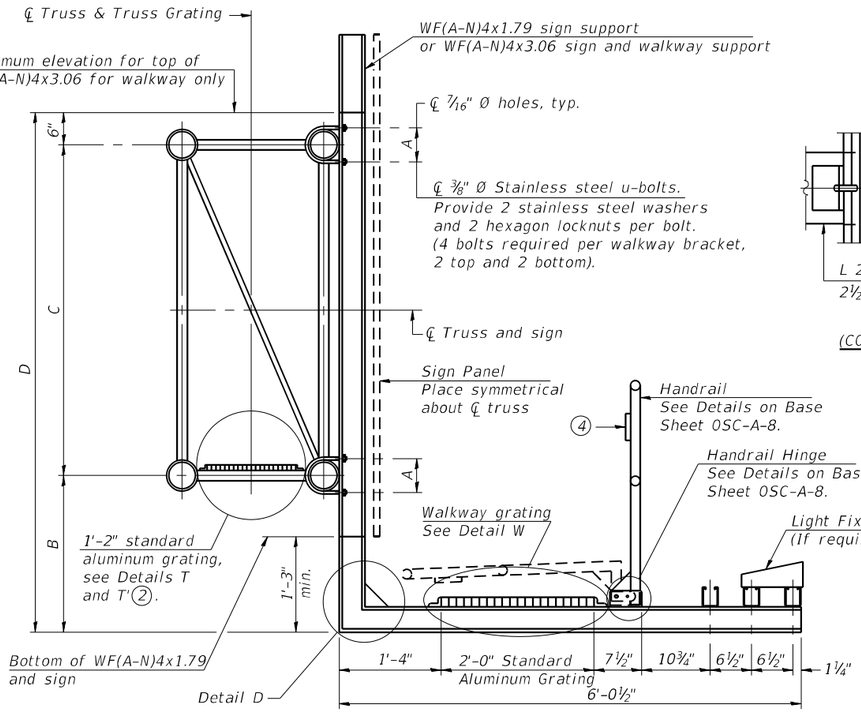
CANTILEVER SIGN STRUCTURES – ALUMINUM WALKWAY DETAILS – ALUMINUM TRUSS & STEEL POST

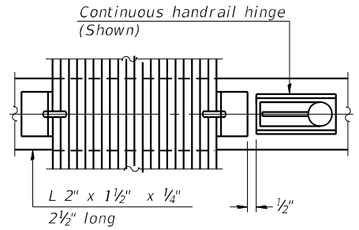
SHEET 6 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	560
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

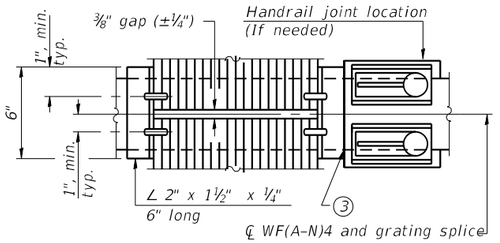
MODEL: Default
FILE NAME: pw:\\bteneschpw.bentley.com:beneschpw-01\Documents\108009s\108009.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg] Diverging Diamond Interchange\Cantilever Sign Structures\D264R71-SHT-006-Cantilever Walkway Details

10/11/2023 8:53:40 AM



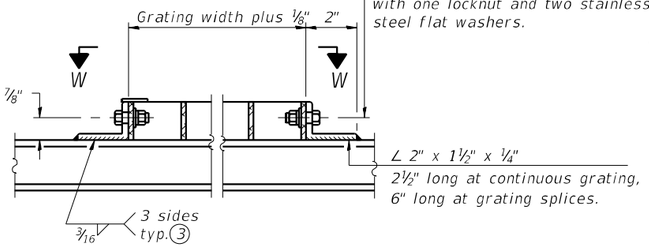


(CONTINUOUS WALKWAY GRATING)



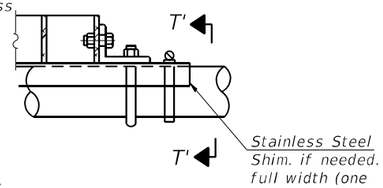
(AT WALKWAY GRATING SPLICE)

SECTION W-W



DETAIL W

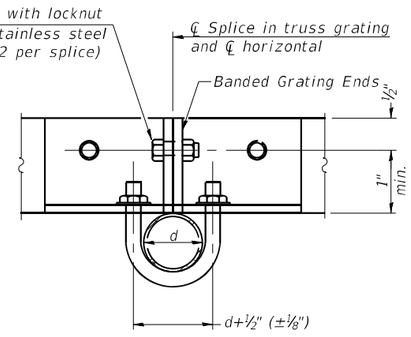
(Walkway grating)



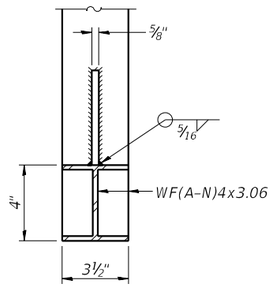
DETAIL T'

(Truss grating splice)

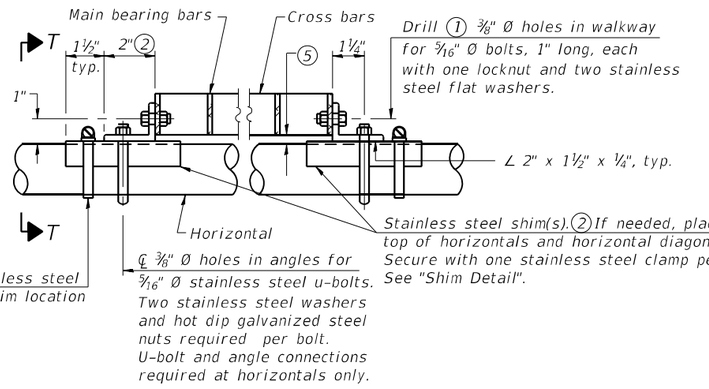
Details not shown same as Detail T.
Alternate materials may be used subject to the Engineer's review and approval.



SECTION T-T

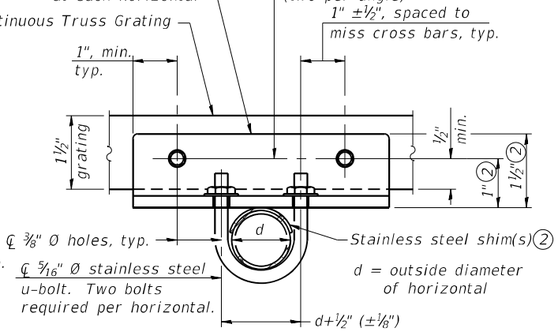


SECTION D-D

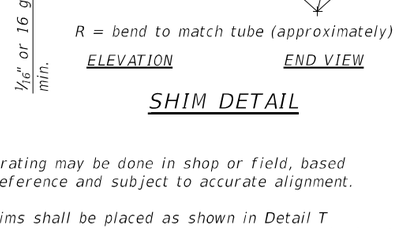


DETAIL T

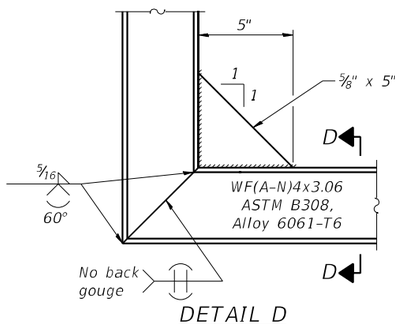
(Continuous Truss grating)



SECTION T-T



SHIM DETAIL



DETAIL D

Sign shall be even with the top of the bracket, but it may extend no more than 6" above the top of the bracket for field adjustments.

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING

Main Bearing Bars (MBB) shall be 3/16" x 1½" on 1 3/16" centers and conform to ASTM B211 Alloy 6061-T6.

Cross bars (CB) shall be 3/16" x 1½" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

OR

Aluminum Grating with modified "t" sections for main bearing bars shall meet the following requirements:

Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.³ per bar, a depth of 1½", spaced on 1 3/16" centers.

Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Structure Number	Station	A	(6) B	C	(6) D
2C101U020R024.8	1312+25	8½"	2'-3"	7'-0"	9'-9"

(1) Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.

(2) Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.

(3) If Handrail Joint present, weld angle to WF(A-N)4 and ¼" extension bars. (See Base Sheet 0SC-A-8.)

(4) ℄ ⅛" x ½" x 2" welded to handrail posts to protect locations that contact grating.

(5) Tube to grating gap may vary from 0 to ½", max. to align walkway, allow for camber, etc.

(6) Based on actual sign height, Ds, given on 0SC-A-1.

0SC-A-7 2-17-2017

MODEL: Default
FILE NAME: pw:\\benesch-pw.bentley.com:benesch-pw-01\Documents\108000s\108000.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Cantilever Sign Structures\D264R71-SHT-007-Cantilever Walkway Details.dgn
10/11/2023 8:53:44 AM

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -			
D264R71-SHT-007-Cantilever Walkway Details	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -			
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES – WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST
SHEET 7 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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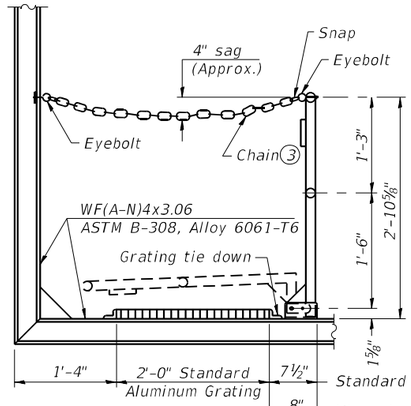
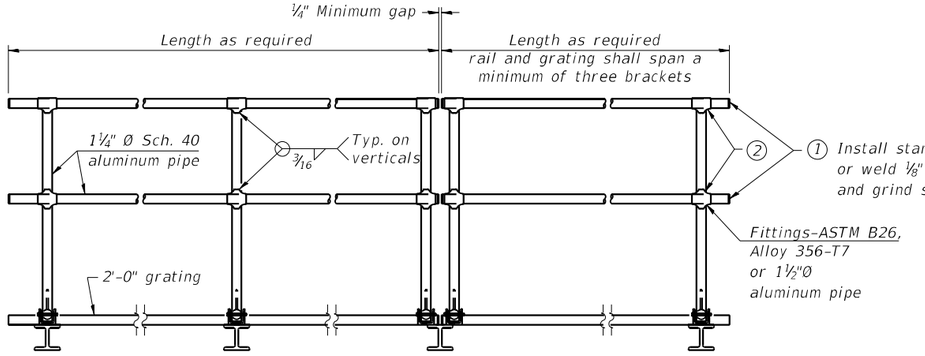
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

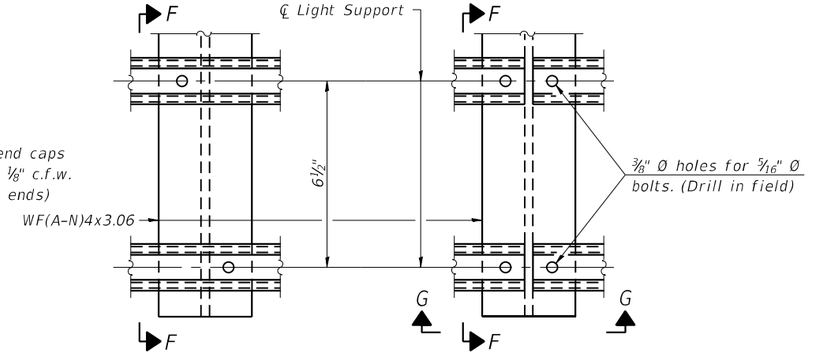


SIDE ELEVATION

(Showing Safety Chain W/O Sign)



FRONT ELEVATION



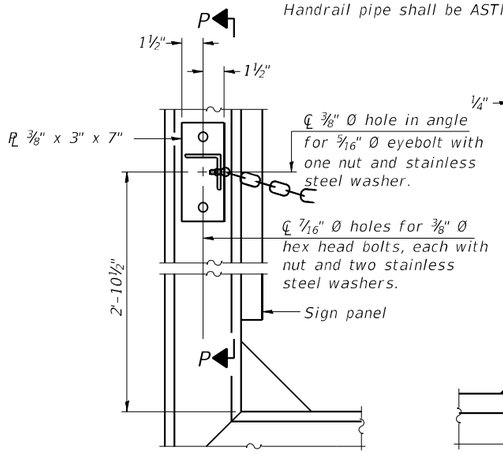
DETAIL F

DETAIL G

HANDRAIL DETAILS

Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

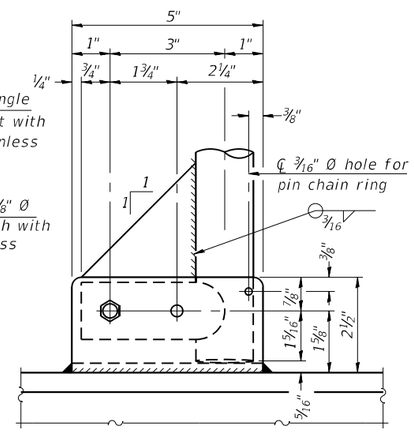
② *Horizontal handrail member shall be continuous thru fitting. Provide 7/16" Ø hole in fitting for ⅜" Ø bolt. Field drill 7/16" Ø hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" Ø holes on top rail at ends only.)*



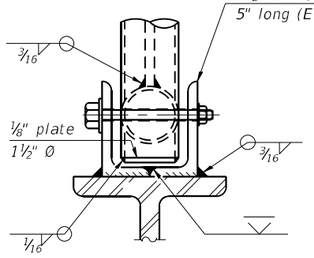
ALTERNATE SAFETY CHAIN ATTACHMENT

(With Sign Present)

Items not shown same as "Side Elevation" of "Handrail Details"

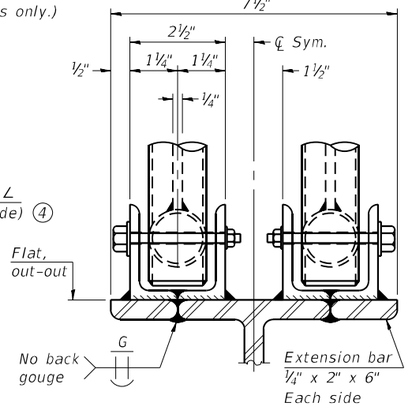


SIDE ELEVATION



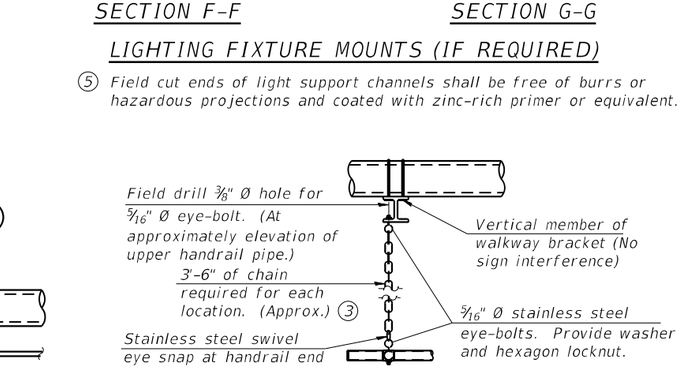
FRONT ELEVATION

Details not shown same as "ELEVATION" at right.



ELEVATION AT HANDRAIL JOINT ④

Details not shown same as "FRONT ELEVATION"



SECTION F-F

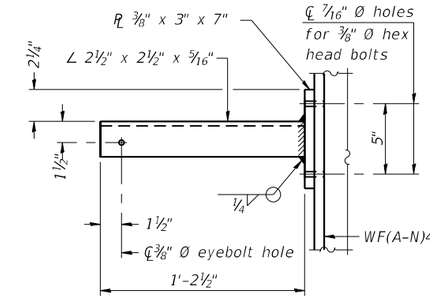
SECTION G-G

LIGHTING FIXTURE MOUNTS (IF REQUIRED)

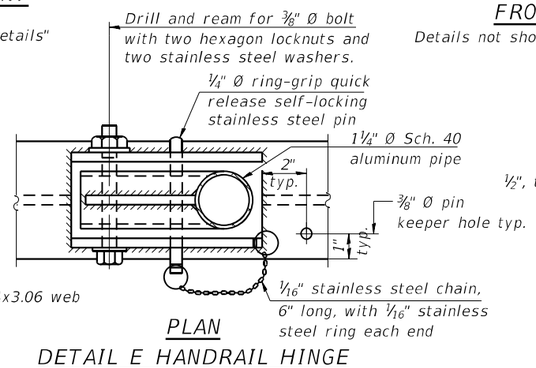
⑤ *Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.*

SAFETY CHAIN

One required for each end of each walkway.

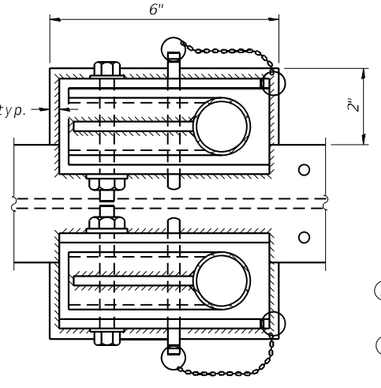


SECTION P-P



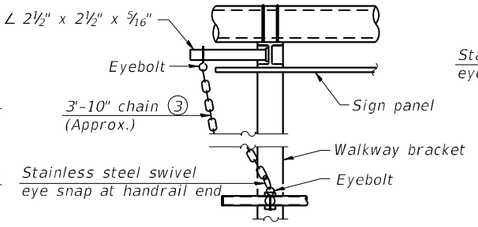
PLAN

DETAIL E HANDRAIL HINGE



PLAN AT HANDRAIL JOINT

Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT

Details not shown similar to "Safety Chain" Details
(Walkway omitted for clarity)

③ *3/16" Type 304L stainless steel chain, approximately 12 links per foot.*

④ *Extrusions may be used in lieu of the details shown, with approval of the Engineer.*

OSC-A-8 2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson		DESIGNED - ZLD		REVISED -	
D264R71-SHT-008-Cantilever Handrail Details		CHECKED - KWB		REVISED -	
PLOT SCALE = 0.1667 ' / in.		DRAWN - ZLD		REVISED -	
PLOT DATE = 10/13/2023		CHECKED - MDC		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CANTILEVER SIGN STRUCTURES – HANDRAIL DETAILS
ALUMINUM TRUSS & STEEL POST

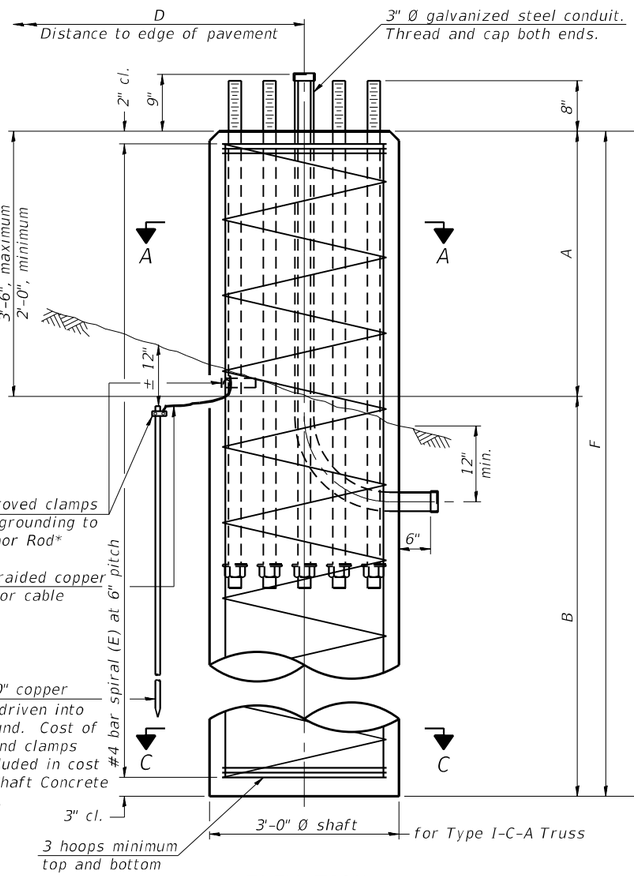
SHEET 8 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	562
		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

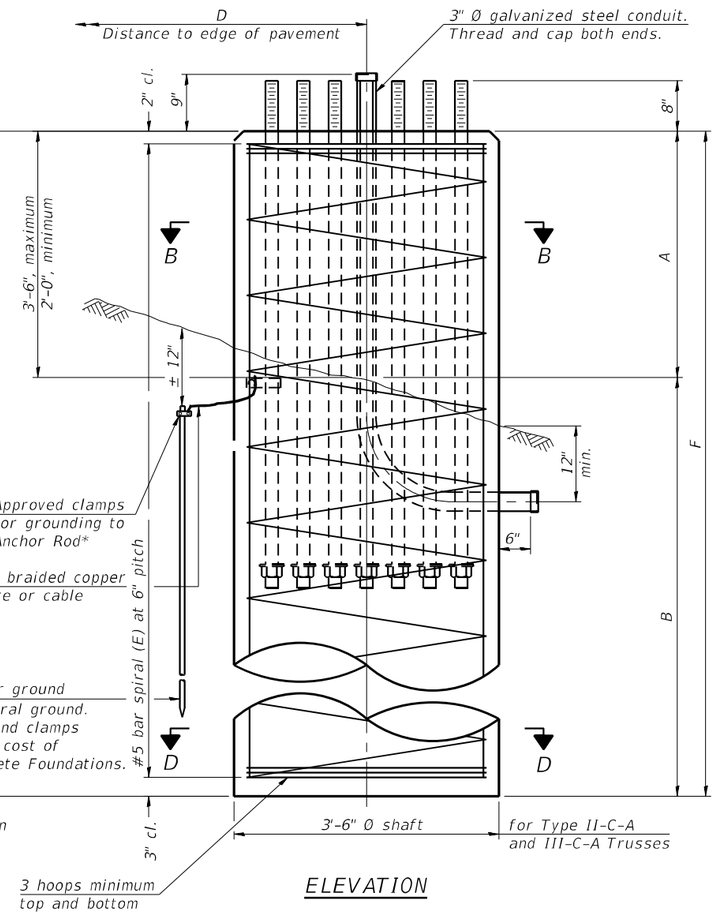
MODEL: Default
FILE NAME: pw:\\beneschpw.bentley.com:beneschpw-01\Documents\10800s\10800.00\Eng_Docs\CAD_Sheets\Sign Structures [Quigg]\Diverging Diamond Interchange\Cantilever Sign Structures\D264R71-SHT-008-Cantilever Handrail Details

10/11/2023 8:53:48 AM

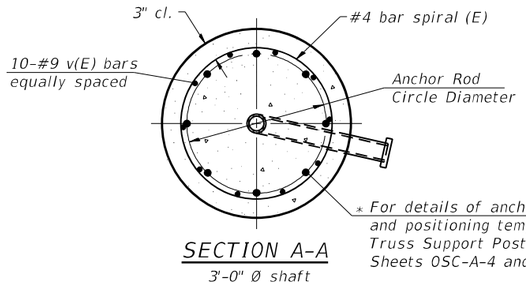
* Grind anchor rod to bright finish at ground clamp location before installing clamp.



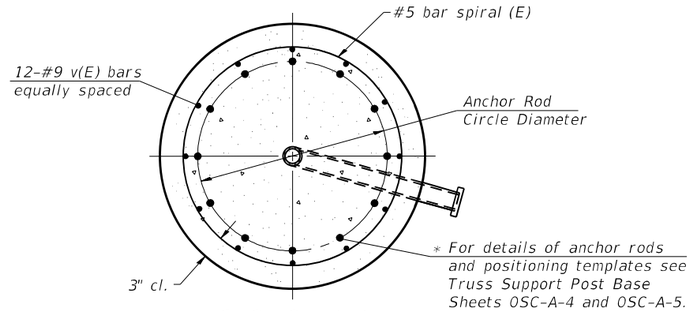
ELEVATION



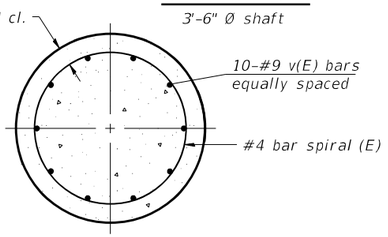
ELEVATION



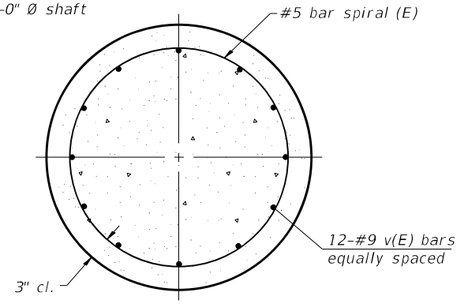
SECTION A-A
3'-0" Ø shaft



SECTION B-B
3'-6" Ø shaft



SECTION C-C
3'-0" Ø shaft



SECTION D-D
3'-6" Ø shaft

NOTES:

The foundation dimensions shown in the Foundation Design Table are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Qu) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown in the Foundation Data Table will be the result of site specific designs.

If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference.

No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission.

Concrete shall be placed monolithically, without construction joints.

Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column.

A normal surface finish followed by a Concrete Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".

FOUNDATION DESIGN TABLE

Truss Type	Post Base Sheet	Maximum Cantilever Length (ft)	Maximum Total Sign Area (sq ft)	Shaft Diameter (in)	"B" Depth (ft)	Anchor Rods		Anchor Rod Circle Diameter (in)
						No.	Diameter (in)	
I-C-A	0SC-A-4	25	170	3.0	16.0	8	2	22
II-C-A	0SC-A-5	30	170	3.5	17.0	12	2	30
II-C-A	0SC-A-5	30	340	3.5	21.5	12	2	30
III-C-A	0SC-A-5	35	170	3.5	19.0	12	2	30
III-C-A	0SC-A-5	35	250	3.5	22.5	12	2	30
III-C-A	0SC-A-5	35	400	3.5	26.5	12	2	30
III-C-A	0SC-A-5	40	400	3.5	32.0	12	2	30

FOUNDATION DATA TABLE

Structure Number	Station	Truss Type	Shaft Diameter	Elevation Top	Elevation Bottom	Qu	A	B	F	Class DS Concrete Cubic Yards
2C101U020R024.8	1312+25	III-C-A	3'-6"	783.67	748.17	1.34	3'-6"	32'-0"	35'-6"	12.7

0SC-A-9 2-17-2017

QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CANTILEVER SIGN STRUCTURES – DRILLED SHAFT ALUMINUM TRUSS & STEEL POST	
D264R71-SHT-009-Cantilever Drilled Shaft	CHECKED - KWB	REVISED -			
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -		SHEET 9 OF 10 SHEETS	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	563
		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
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10/11/2023 8:53:52 AM

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 1/27/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, .6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station

BORING NO. B-3
Station 49+03 - Harrison Avenue
Offset 98.00ft Lt CL
Ground Surface Elev. 775.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 757.5 ft
Upon Completion 734.0 ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM brown SILTY CLAY LOAM			0.6 P	35.0
	772.50			
MEDIUM light brown SILTY CLAY LOAM		3		
		4	0.7	27.0
		5	B	
	770.50			
	-5			
MEDIUM tan dirty SAND with medium GRAVEL		6		
		7		14.0
		10		
	768.00			
SOFT tan SANDY LOAM TILL		4		
		5	0.4	10.0
	766.00	7	B	
	-10			
STIFF tan SANDY LOAM TILL		5		
		8	1.4	10.0
	763.50	8	P	
MEDIUM tan SANDY LOAM TILL		3		
		5	0.6	10.0
	761.00	8	B	
	-15			
SOFT tan SANDY LOAM TILL		3		
		7	0.4	10.0
	758.50	11	S	
VERY DENSE tan SANDY LOAM TILL with GRAVEL		38		
		40	4.5	8.0
	756.00	35	P	
	-20			
VERY DENSE tan SANDY LOAM TILL with GRAVEL Hard Drilling		33		
		32		8.0
	753.50	39		
DENSE gray SANDY LOAM TILL		17		
		19		8.0
	751.00	17		
	-25			
VERY STIFF gray SANDY LOAM TILL		14		
		16	3.8	8.0
	748.50	17	P	
VERY STIFF gray SANDY LOAM TILL		11		
		12	3.4	7.0
	746.00	19	P	
	-30			
HARD gray SANDY LOAM TILL		5		
		10	4.5	8.0
	743.50	15	B	
HARD gray SANDY LOAM TILL		6		
		12	4.5	8.0
	741.00	13	P	
	-35			
DENSE gray SANDY LOAM TILL		13		
		18		
	738.50	22		
VERY STIFF gray SANDY LOAM TILL		2		
		7	3.5	9.0
	736.00	14	B	
	-40			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 1/27/12

ROUTE FAP 301 DESCRIPTION 101-0071 0072 I-39 Bridge over Harrison Road, .6 miles west of Mill Road LOGGED BY W. Garza

SECTION (201-3) K (4-1, 5) K LOCATION Rockford Twp. - 35SE, SEC. , TWP. 44N, RNG. 2E

COUNTY Winnebago DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 101-0071/0072
Station

BORING NO. B-3
Station 49+03 - Harrison Avenue
Offset 98.00ft Lt CL
Ground Surface Elev. 775.00 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 757.5 ft
Upon Completion 734.0 ft
After Hrs. ft

	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF gray SANDY LOAM TILL		6		
		10	3.3	8.0
		16	B	
	733.00			
VERY DENSE tan SANDY GRAVEL		38		
		31		
	731.00	60		
	-45			
VERY DENSE tan/gray SANDY GRAVEL		19		
		43		
	728.50	33		
End of Boring				
	-50			
	-55			
	-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, from 137 (Rev. 8-99)

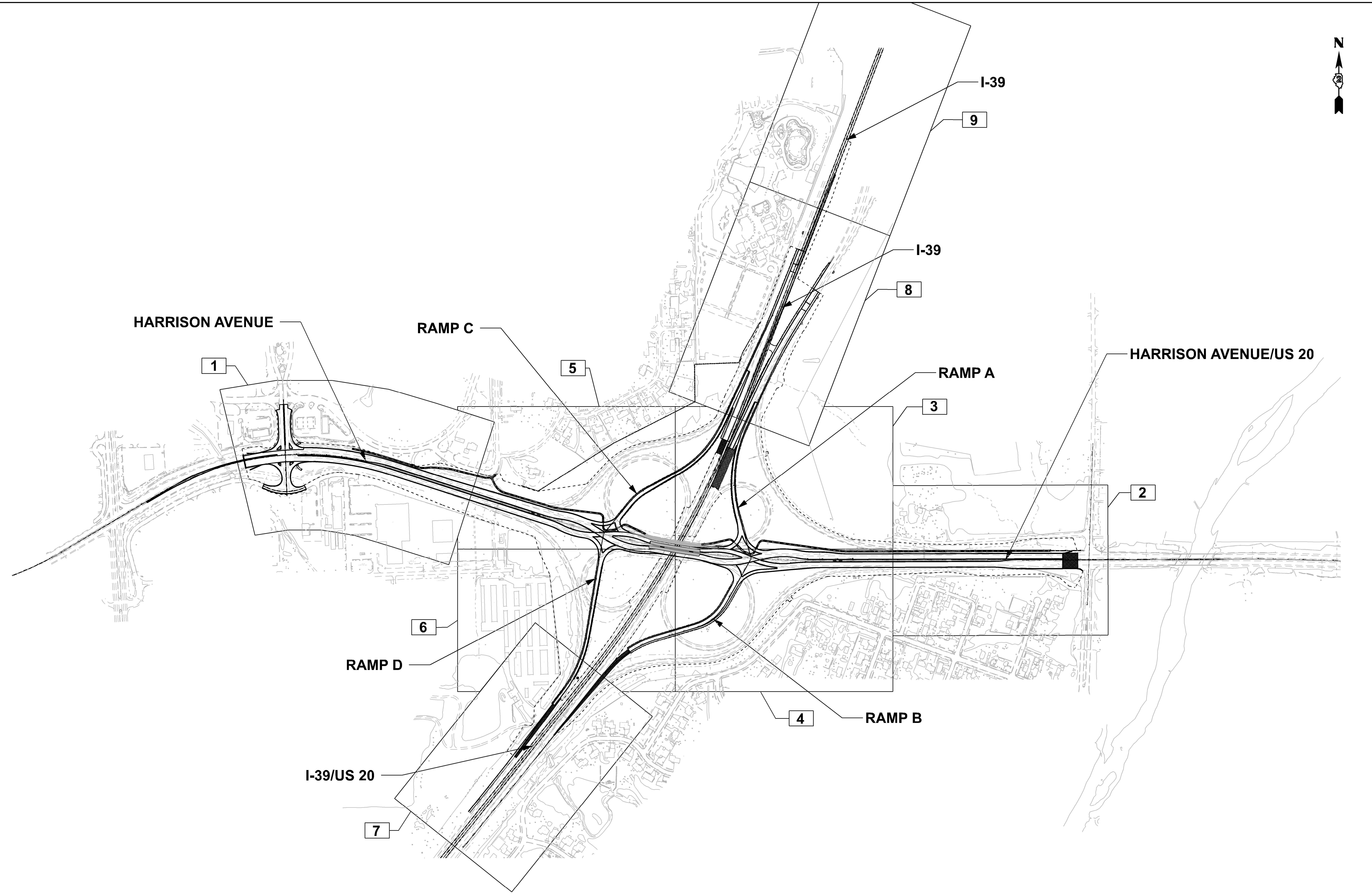
QUIGG ENGINEERING INC

USER NAME = zdavidson	DESIGNED - ZLD	REVISED -	
D264R71-SHT-010-Cantilever Boring	CHECKED - KWB	REVISED -	
PLOT SCALE = 0.1667 ' / in.	DRAWN - ZLD	REVISED -	
PLOT DATE = 10/13/2023	CHECKED - MDC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
OVERHEAD SIGN STRUCTURES
SHEET 10 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
39	(201-3)K	WINNEBAGO	1279	564
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		



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618.233.5877 phone
618.233.5977 fax
www.kaskaskiaeng.com

PROFESSIONAL REGISTRATIONS	LICENSE NO.
Illinois Professional Design Firm	184.004773
Professional Engineering Group	20-5080586

USER NAME = sshuler	DESIGNED RJB	REVISED -	
	DRAWN SRS	REVISED -	
PLOT SCALE = 601.821 ' / in.	CHECKED RJB	REVISED -	
PLOT DATE = 10/6/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KEYPLAN
LANDSCAPING

SCALE: 1:50 | SHEET 1 OF 11 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	565
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E

LANDSCAPING GENERAL NOTES

1. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANTS MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

2. THE SEEDING DATES FOR BARE EARTH SEEDING SHALL BE FROM MAY 15 TO JUNE 30 AND OCTOBER 15 TO DECEMBER 1, ALL SEEDING NOT SOWN ACCORDING TO THE SPECIFIED SEASONAL DATES SHALL REQUIRE PRIOR WRITTEN APPROVAL FROM THE ENGINEER, FAILURE TO SECURE SUCH APPROVAL SHALL RESULT IN THE REJECTION OF THE SEEDING AND REPLACEMENT BY THE CONTRACTOR AT THEIR OWN EXPENSE.

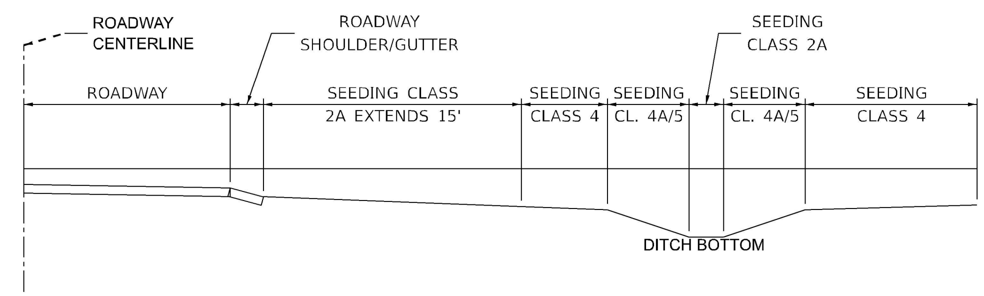
3. SEE EROSION AND SEDIMENT CONTROL AND DRAINAGE PLANS FOR MORE INFORMATION ON EROSION CONTROL BLANKETS AND TURF REINFORCEMENT MATS LOCATED ON SLOPES STEEPER THAN 3:1 AND ALONG DTICH LINES.

4. ALL EROSION CONTROL BLANKET AND TURF REINFORCEMENT MAT WILL BE PLACED AS SHOWN IN THE EROSION AND SEDIMENT CONTROL PLANS AND WILL REMAIN IN PLACE EVEN IF PLACED DURING A TEMPORARY STAGE.

5. CLASS 4A AND 5 SEED SHALL BE USED ON ALL BACKSLOPE AND FORESLOPES ON TEH PROJECT. PLEASE REFER TO SPECIAL PROVISION FOR ADDITIONAL INFORMATION AND FOLLOW THE SPECS IN SECTION 250 IN THE MANUAL FOR ANY TEMPORARY DISTURBANCE WITHIN THE PROJECT LIMITS. CLASS 5 INTERSEEDING SHALL BE PAID FOR AS SEEDING, CLASS 5.

6. HERBICIDE FOR CLASS 5 INTERSEEDING SHALL BE APPLIED FIRST BEFORE PLANTING ANY PERMANENT SEEDING.

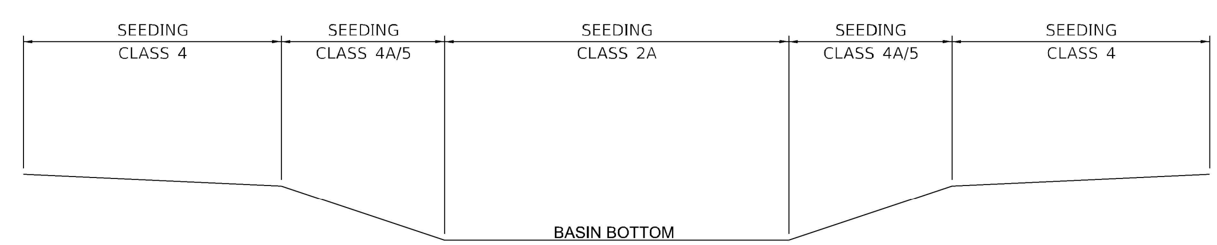
TYPICAL ROADSIDE DITCH SEEDING CROSS SECTION



*FOR DITCHES THAT FALL WITHIN THE 15' OFFSET FROM THE ROADWAY, THE ENTIRE DITCH WILL BE CLASS 2A INCLUDING THE SIDESLOPES AND DITCH BOTTOMS. IN AREAS WHERE ONLY A PORTION OF THE DITCH FALLS WITHIN THE 15' OFFSET FROM THE ROADWAY, ONLY THE FORESLOPE AND DITCH BOTTOM WILL BE CLASS 2A, WHILE THE BACKSLOPE WILL BE CLASS 4A/5 SEEDING. FOR ANY AREAS WHERE THE SLOPE IS GREATER THAN 3:1, CLASS 4 SEEDING WILL BE USED REGARDLESS OF THE PROXIMITY TO THE ROADWAY OR LOCATION WITHIN A DITCHES.

**PLEASE SEE PLANS FOR SEEDING AROUND PROPOSED SIDEWALK LOCATIONS.

TYPICAL RETENTION BASIN SEEDING CROSS SECTION



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Kaskaskia Engineering Group, LLC 208 E. Main St., Suite 100 Belleville, Illinois 62220 618.233.5877 phone 618.233.5977 fax www.kaskaskiaeng.com PROFESSIONAL REGISTRATIONS / LICENSE NO. Illinois Professional Design Firm 184.004773 Professional Engineering Group 20-5080586	USER NAME = sshuler PLOT SCALE = 100.387 ' / in. PLOT DATE = 12/4/2023	DESIGNED RJB DRAWN SRS CHECKED RJB DATE - 10/13/2023	REVISED - REVISED - REVISED - REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

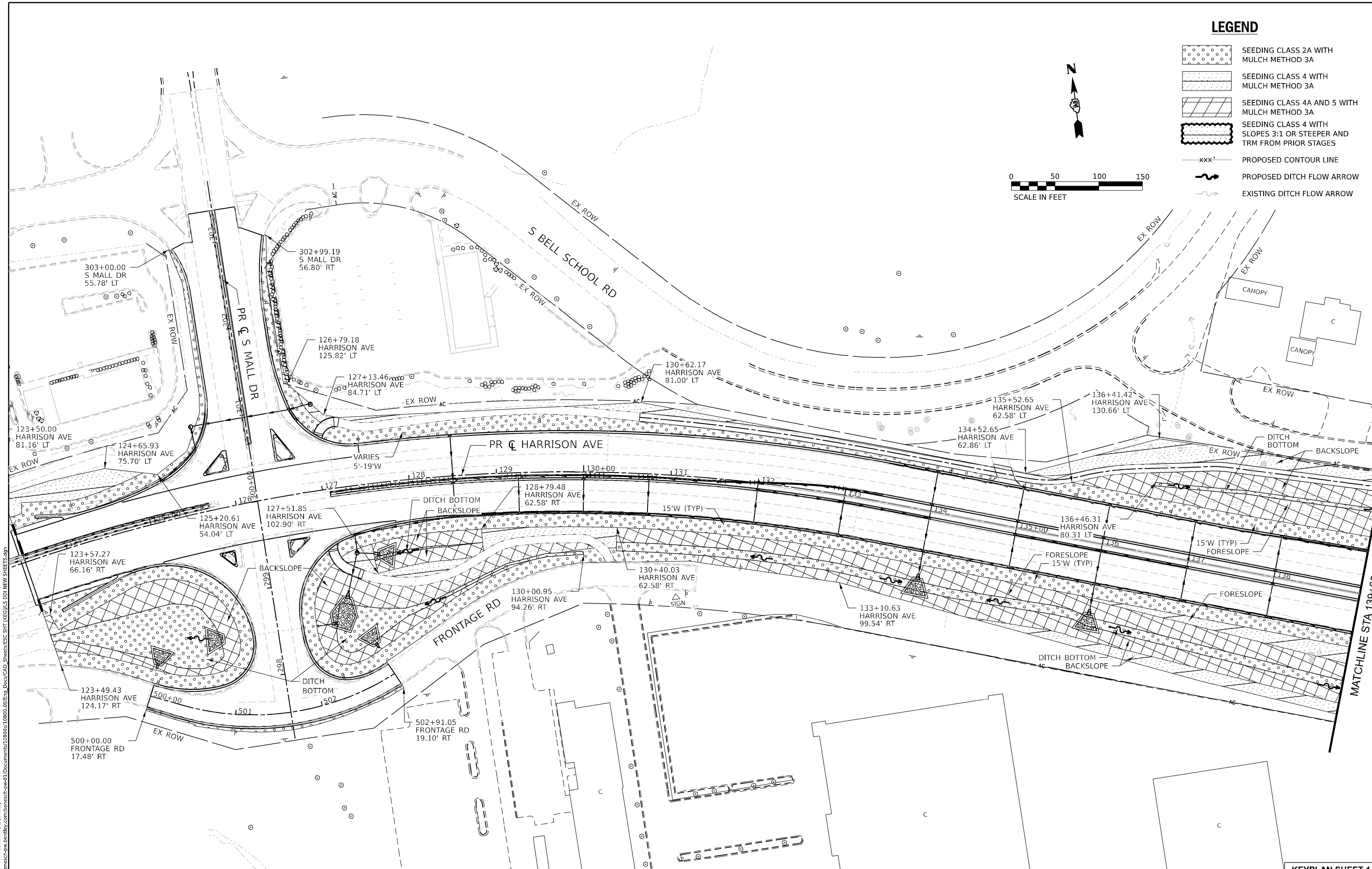
LANDSCAPING PLANS
GENERAL NOTES

SCALE: NONE | SHEET 2 OF 10 SHEETS | STA. N/A | TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	566
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E



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Kaskaskia Engineering Group, LLC
208 E. Main St., Suite 100 Belleville, Illinois 62220 618.233.5877 phone 618.233.5977 fax www.kaskaskiaeng.com
PROFESSIONAL REGISTRATIONS — LICENSE NO.
Illinois Professional Design Firm — 184.004773
Professional Engineering Group — 20-5080586

USER NAME = sshuler		DESIGNED RJB	REVISED -
		DRAWN SRS	REVISED -
PLOT SCALE = 1.99999600 ' / ft.		CHECKED RJB	REVISED -
PLOT DATE = 12/4/2023		DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLANS
HARRISON AVENUE

SCALE: 1:50 | SHEET 3 OF 11 SHEETS | STA. 123+50.00 TO STA. 139+00.00

KEYPLAN SHEET 1

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	567

CONTRACT NO. 64R71

ILLINOIS | FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E

MATCHLINE STA 1325+67.59

1326+92.47
US 20/HARRISON
67.58' LT

1327+74.83
US 20/HARRISON
110.07' LT

1329+40.00
US 20/HARRISON
78.08' RT

1330+60.00
US 20/HARRISON
104.40' LT

1331+60.00
US 20/HARRISON
103.83' RT

1333+00.00
US 20/HARRISON
111.53' LT

1335+00.00
US 20/HARRISON
143.58' LT

1335+60.00
US 20/HARRISON
91.56' RT

1335+63.59
US 20/HARRISON
74.44' RT

1336+80.00
US 20/HARRISON
119.48' RT

1337+40.23
US 20/HARRISON
175.07' RT

1337+67.30
US 20/HARRISON
147.13' LT

1337+69.05
US 20/HARRISON
100.71' LT

1337+80.00
US 20/HARRISON
184.13' RT

PR ℄ US 20/ HARRISON AVE

1326 1327 1328 1329 1330+00 1331 1332 1333 1334 1335+00 1336 1337 1338 1339

15' W (TYP)

BACKSLOPE
DITCH BOTTOM
FORESLOPE

EX ROW
SIGN
AC
CEMETERY
MILL ROAD
FLAGPOLE

CAMP ST
FRANKLIN ST
N ULSTER ST
N SALEM ST

0 50 100 150
SCALE IN FEET

N

LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 3A
- SEEDING CLASS 4 WITH MULCH METHOD 3A
- SEEDING CLASS 4A AND 5 WITH MULCH METHOD 3A
- SEEDING CLASS 4 WITH SLOPES 3:1 OR STEEPER AND TRM FROM PRIOR STAGES
- xxx' PROPOSED CONTOUR LINE
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW

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www.kaskaskiaeng.com

USER NAME = sshuler	DESIGNED RJB	REVISED -	
	DRAWN SRS	REVISED -	
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -	
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLANS
HARRISON AVENUE/US 20

SCALE: 1:50 | SHEET 4 OF 11 SHEETS | STA. 1325+67.59 | TO STA. 1338+00.00

KEYPLAN SHEET 2

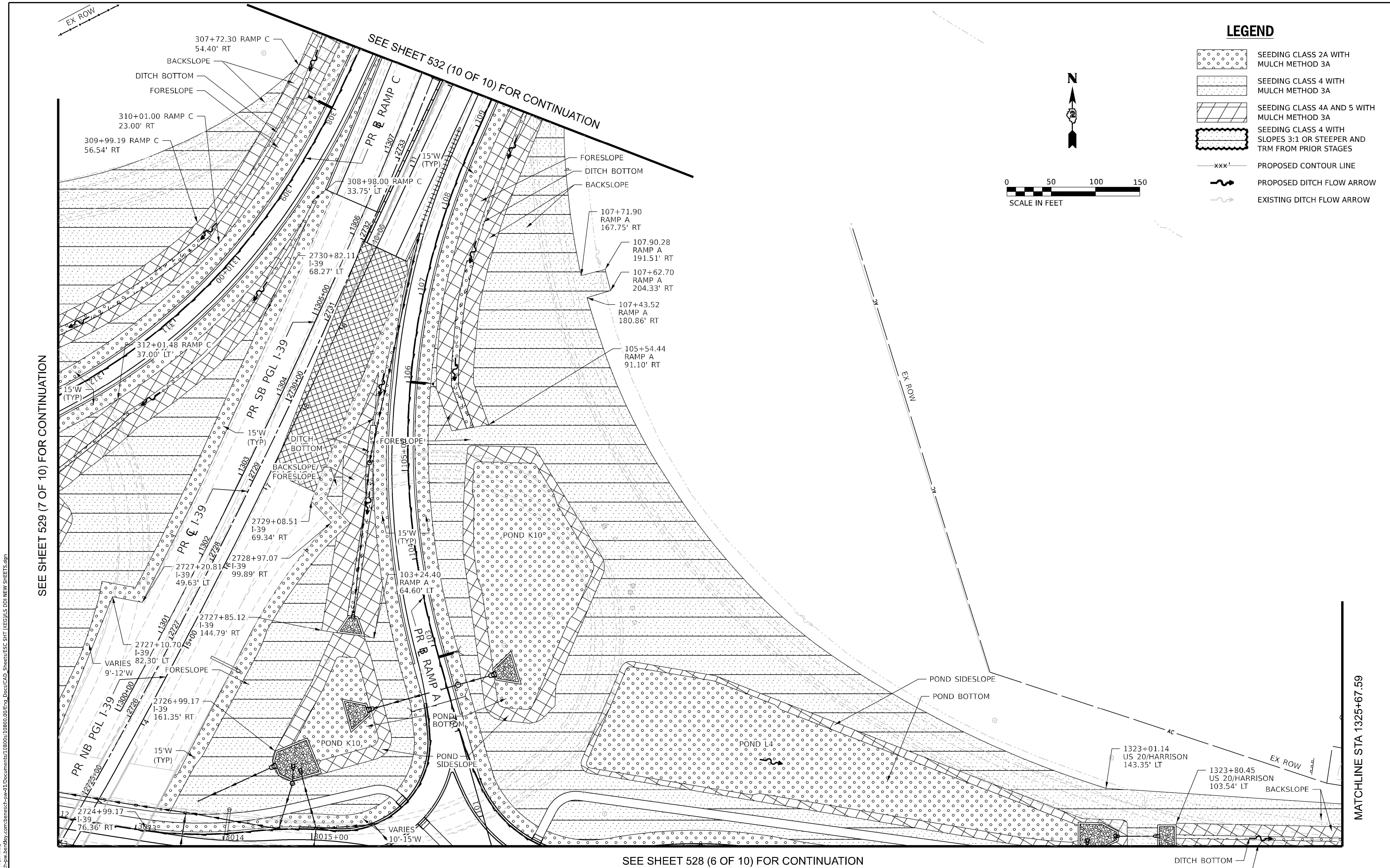
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	568

CONTRACT NO. 64R71

ILLINOIS | FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E



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Kaskaskia Engineering Group, LLC

USER NAME = sshuler	DESIGNED RJB	REVISED -
	DRAWN SRS	REVISED -
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLANS
RAMP A

SCALE: 1:50 | SHEET 5 OF 11 SHEETS | STA. N/A | TO STA. 2734+00.00

KEYPLAN SHEET 3

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	569

CONTRACT NO. 64R71

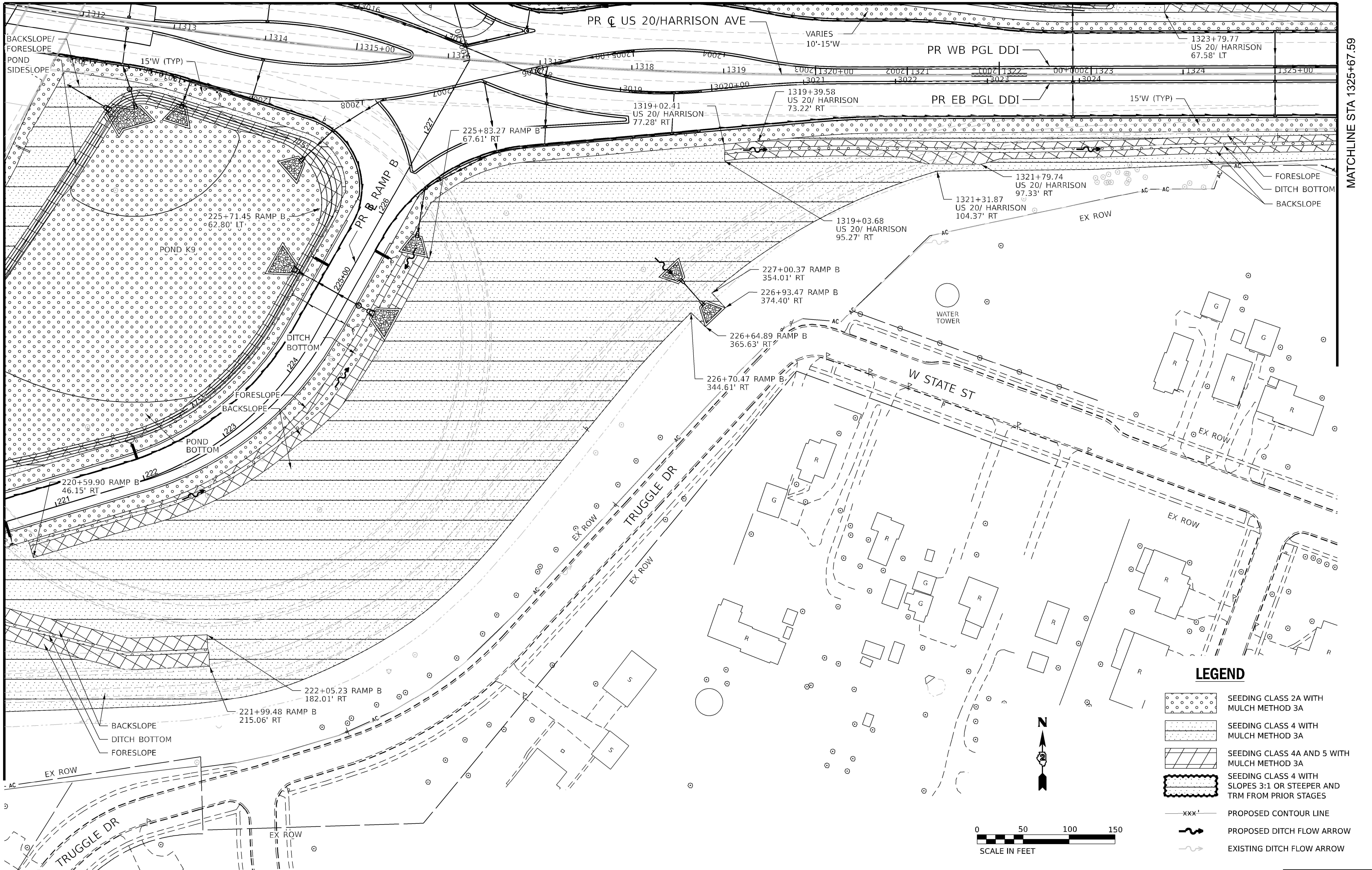
ILLINOIS | FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E

SEE SHEET 527 (5 OF 10) FOR CONTINUATION

SEE SHEET 530 (8 OF 10) FOR CONTINUATION



PR ℄ US 20/HARRISON AVE
VARIES
10'-15'W
1323+79.77
US 20/ HARRISON
67.58' LT
PR WB PGL DDI
PR EB PGL DDI
MATCHLINE STA 1325+67.59
BACKSLOPE/
FORESLOPE
POND
SIDESLOPE
15'W (TYP)
1319+39.58
US 20/ HARRISON
73.22' RT
1319+02.41
US 20/ HARRISON
77.28' RT
225+83.27 RAMP B
67.61' RT
PR ℄ RAMP B
225+71.45 RAMP B
62.80' LT
POND K9
1321+79.74
US 20/ HARRISON
97.33' RT
1321+31.87
US 20/ HARRISON
104.37' RT
FORESLOPE
DITCH BOTTOM
BACKSLOPE
EX ROW
1319+03.68
US 20/ HARRISON
95.27' RT
227+00.37 RAMP B
354.01' RT
226+93.47 RAMP B
374.40' RT
WATER
TOWER
226+64.89 RAMP B
365.63' RT
226+70.47 RAMP B
344.61' RT
W STATE ST
DITCH
BOTTOM
FORESLOPE
BACKSLOPE
POND
BOTTOM
220+59.90 RAMP B
46.15' RT
TRUGGLE DR
EX ROW
222+05.23 RAMP B
182.01' RT
221+99.48 RAMP B
215.06' RT
BACKSLOPE
DITCH BOTTOM
FORESLOPE
TRUGGLE DR
LEGEND
SEEDING CLASS 2A WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH MULCH METHOD 3A
SEEDING CLASS 4A AND 5 WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH SLOPES 3:1 OR STEEPER AND TRM FROM PRIOR STAGES
PROPOSED CONTOUR LINE
PROPOSED DITCH FLOW ARROW
EXISTING DITCH FLOW ARROW
N
0 50 100 150
SCALE IN FEET

KEYPLAN SHEET 4

USER NAME = sshuler	DESIGNED RJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN SRS	REVISED -	
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -	
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -	

Kaskaskia Engineering Group, LLC

LANDSCAPING PLANS
RAMP B

SCALE: 1:50 | SHEET 6 OF 11 SHEETS | STA. N/A | TO STA. 1325+67.59

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	570
CONTRACT NO. 64R71				
ILLINOIS	FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E

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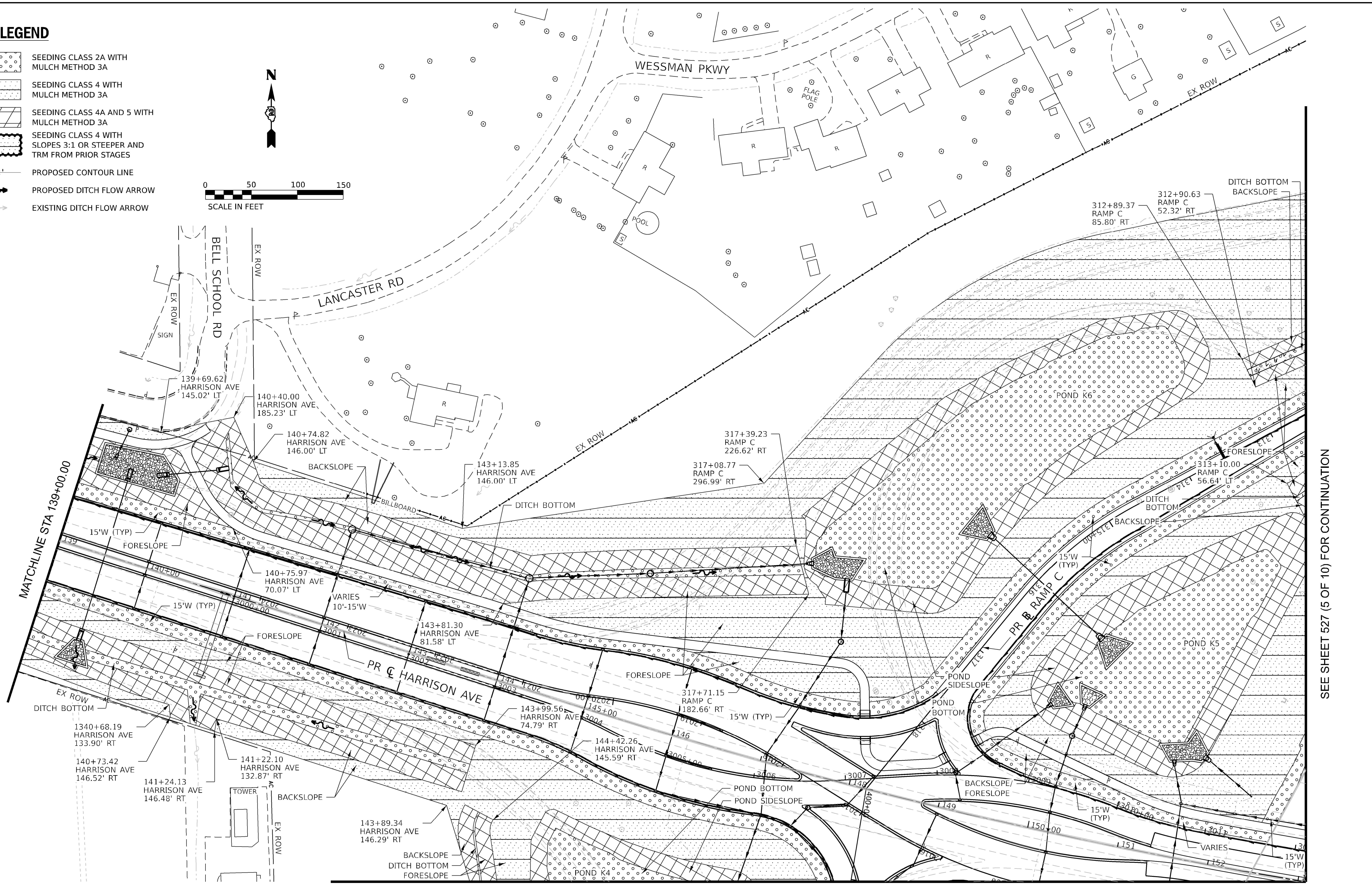
LEGEND

- SEEDING CLASS 2A WITH MULCH METHOD 3A
- SEEDING CLASS 4 WITH MULCH METHOD 3A
- SEEDING CLASS 4A AND 5 WITH MULCH METHOD 3A
- SEEDING CLASS 4 WITH SLOPES 3:1 OR STEEPER AND TRM FROM PRIOR STAGES
- XXX' PROPOSED CONTOUR LINE
- PROPOSED DITCH FLOW ARROW
- EXISTING DITCH FLOW ARROW



N
0 50 100 150
SCALE IN FEET
WESSMAN PKWY
FLAG POLE
POOL
LANCASTER RD
BELL SCHOOL RD
EX ROW
SIGN
BILLBOARD
TOWER
MATCHLINE STA 139+00.00
PR ℄ HARRISON AVE
PR ℄ RAMP C
POND K4
POND K5
POND K6
139+69.62 HARRISON AVE 145.02' LT
140+40.00 HARRISON AVE 185.23' LT
140+74.82 HARRISON AVE 146.00' LT
143+13.85 HARRISON AVE 146.00' LT
140+75.97 HARRISON AVE 70.07' LT
143+81.30 HARRISON AVE 81.58' LT
143+99.56 HARRISON AVE 74.79' RT
144+42.26 HARRISON AVE 145.59' RT
143+89.34 HARRISON AVE 146.29' RT
1340+68.19 HARRISON AVE 133.90' RT
140+73.42 HARRISON AVE 146.52' RT
141+24.13 HARRISON AVE 146.48' RT
141+22.10 HARRISON AVE 132.87' RT
317+39.23 RAMP C 226.62' RT
317+08.77 RAMP C 296.99' RT
317+71.15 RAMP C 182.66' RT
312+89.37 RAMP C 85.80' RT
312+90.63 RAMP C 52.32' RT
313+10.00 RAMP C 56.64' LT
BACKSLOPE
FORESLOPE
DITCH BOTTOM
DITCH BOTTOM BACKSLOPE
BACKSLOPE/ FORESLOPE
POND BOTTOM
POND SIDESLOPE
15'W (TYP)
VARIES 10'-15'W
VARIES

SEE SHEET 527 (5 OF 10) FOR CONTINUATION

SEE SHEET 530 (8 OF 10) FOR CONTINUATION

KEYPLAN SHEET 5

USER NAME = sshuler	DESIGNED RJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN SRS	REVISED -	
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -	
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -	

LANDSCAPING PLANS
RAMP C

SCALE: 1:50 | SHEET 7 OF 11 SHEETS | STA. 139+00.00 TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	571

CONTRACT NO. 64R71

ILLINOIS FED. AID PROJECT

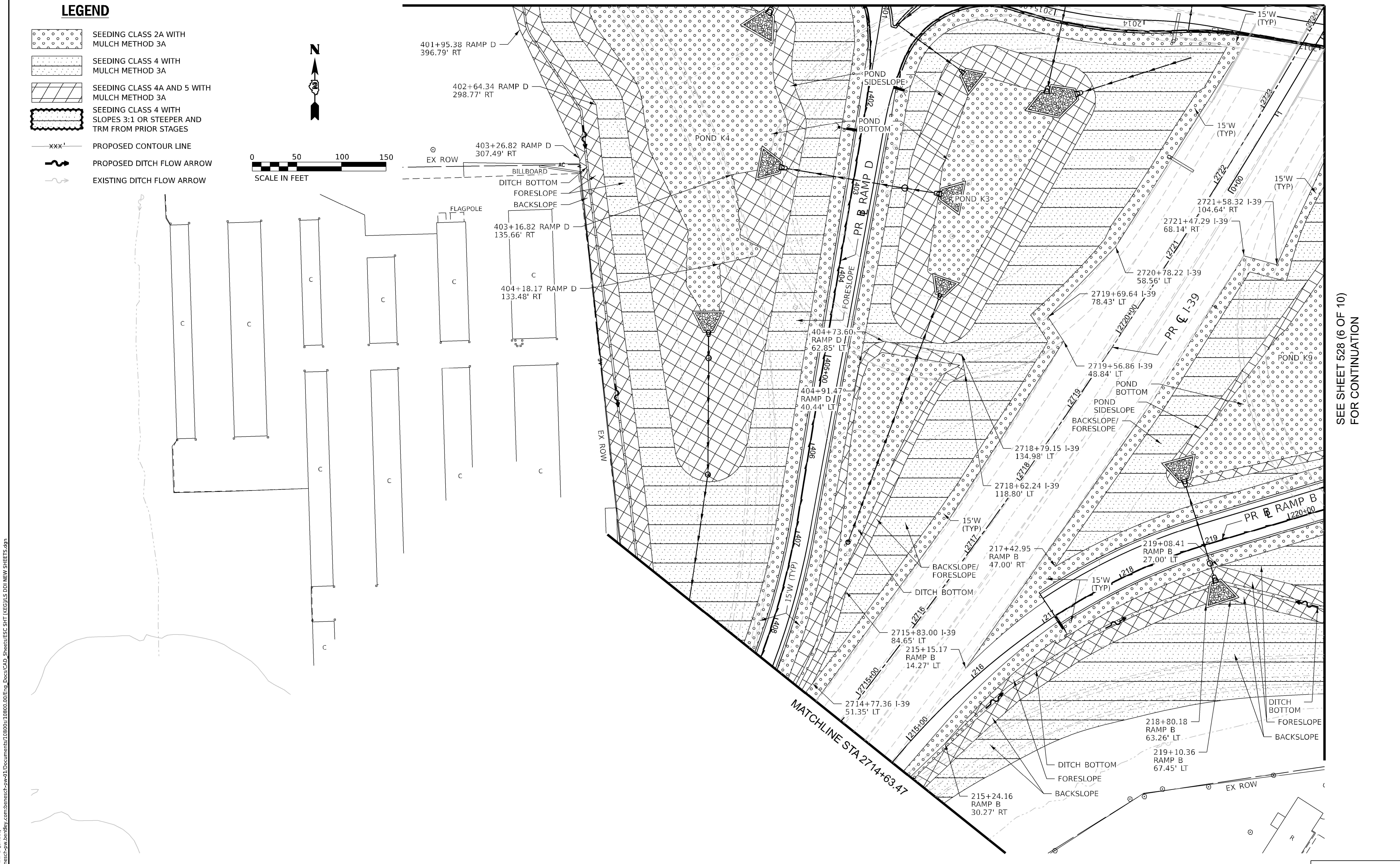
* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E

Kaskaskia Engineering Group, LLC

MODEL: RAMP C - RAMP C [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/ESC SHT (KEG)/LS DDI NEW SHEETS.dgn

SEE SHEET 529 (7 OF 10) FOR CONTINUATION



LEGEND
SEEDING CLASS 2A WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH MULCH METHOD 3A
SEEDING CLASS 4A AND 5 WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH SLOPES 3:1 OR STEEPER AND TRM FROM PRIOR STAGES
PROPOSED CONTOUR LINE
PROPOSED DITCH FLOW ARROW
EXISTING DITCH FLOW ARROW
N
0 50 100 150
SCALE IN FEET
401+95.38 RAMP D
396.79' RT
402+64.34 RAMP D
298.77' RT
403+26.82 RAMP D
307.49' RT
EX ROW
BILLBOARD
DITCH BOTTOM
FORESLOPE
BACKSLOPE
FLAGPOLE
403+16.82 RAMP D
135.66' RT
404+18.17 RAMP D
133.48' RT
POND K4
POND SIDESLOPE
POND BOTTOM
PR RAMP D
POND K3
FORESLOPE
404+73.60 RAMP D
62.85' LT
404+91.47 RAMP D
40.44' LT
15'W (TYP)
2721+58.32 I-39
104.64' RT
2721+47.29 I-39
68.14' RT
2720+78.22 I-39
58.56' LT
2719+69.64 I-39
78.43' LT
PR I-39
2719+56.86 I-39
48.84' LT
POND K9
POND BOTTOM
POND SIDESLOPE
BACKSLOPE/ FORESLOPE
2718+79.15 I-39
134.98' LT
2718+62.24 I-39
118.80' LT
PR RAMP B
217+42.95 RAMP B
47.00' RT
219+08.41 RAMP B
27.00' LT
BACKSLOPE/ FORESLOPE
DITCH BOTTOM
2715+83.00 I-39
84.65' LT
215+15.17 RAMP B
14.27' LT
2714+77.36 I-39
51.35' LT
MATCHLINE STA 2714+63.47
DITCH BOTTOM
FORESLOPE
BACKSLOPE
218+80.18 RAMP B
63.26' LT
219+10.36 RAMP B
67.45' LT
DITCH BOTTOM
FORESLOPE
BACKSLOPE
215+24.16 RAMP B
30.27' RT
EX ROW

SEE SHEET 528 (6 OF 10) FOR CONTINUATION

MODEL: RAMP D - RAMP D [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/ESC SHT (KEG)/LS DDI NEW SHEETS.dgn

Kaskaskia Engineering Group, LLC

USER NAME = sshuler	DESIGNED RJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN SRS	REVISED -	
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -	
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -	

LANDSCAPING PLANS
RAMP D

SCALE: 1:50 | SHEET 8 OF 11 SHEETS | STA. 2714+63.47 TO STA. N/A

KEYPLAN SHEET 6

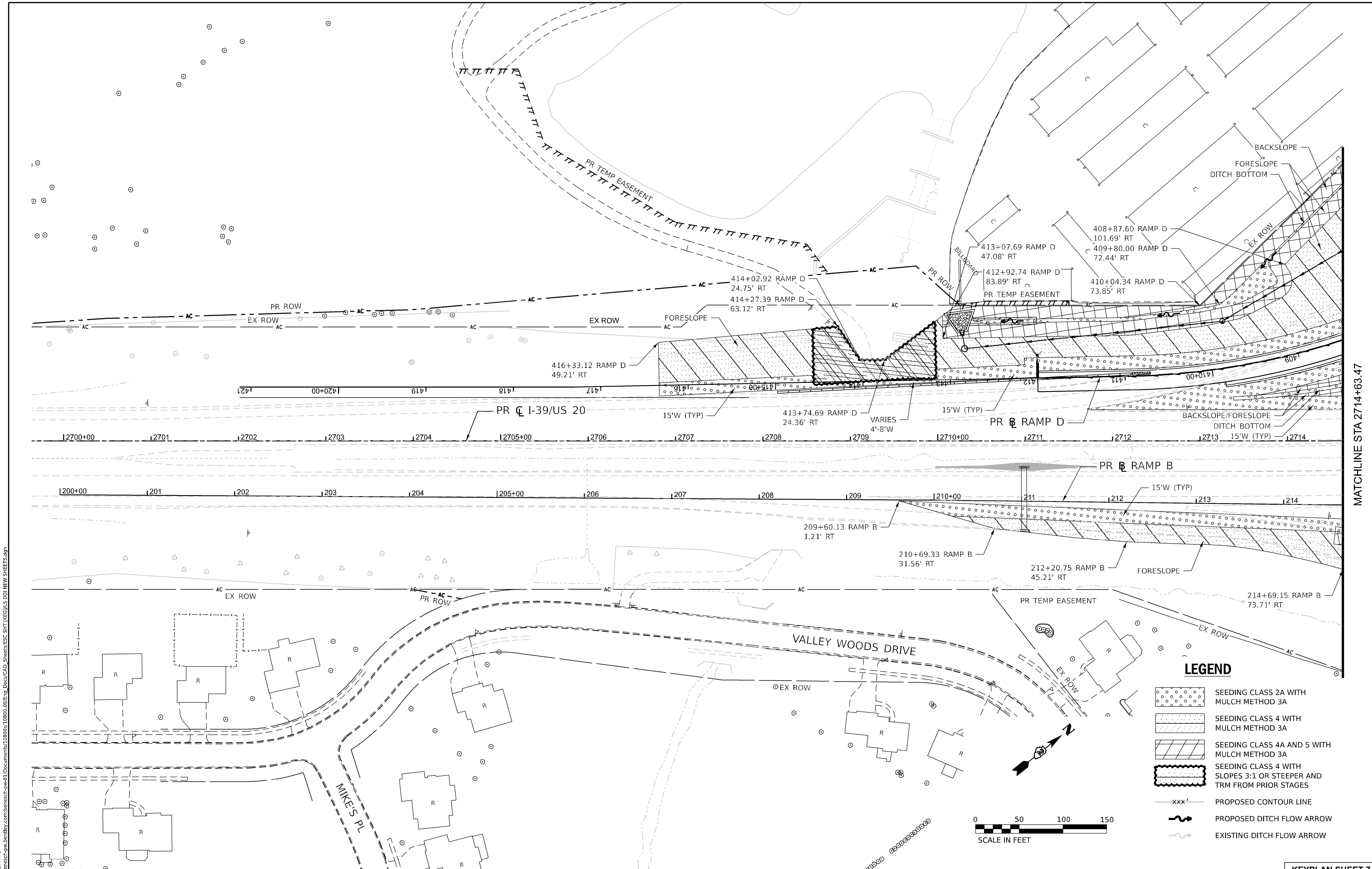
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	572

CONTRACT NO. 64R71

ILLINOIS | FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E


PR TEMP EASEMENT
PR ROW
EX ROW
PR ROW
BILLBOARD
413+07.69 RAMP D
47.08' RT
412+92.74 RAMP D
83.89' RT
PR TEMP EASEMENT
414+02.92 RAMP D
24.75' RT
414+27.39 RAMP D
63.12' RT
FORESLOPE
416+33.12 RAMP D
49.21' RT
408+87.60 RAMP D
101.69' RT
409+80.00 RAMP D
72.44' RT
410+04.34 RAMP D
73.85' RT
BACKSLOPE
FORESLOPE
DITCH BOTTOM
EX ROW
PR ℄ I-39/US 20
15'W (TYP)
413+74.69 RAMP D
24.36' RT
VARIES
4'-8'W
15'W (TYP)
PR ℄ RAMP D
BACKSLOPE/FORESLOPE
DITCH BOTTOM
15'W (TYP)
MATCHLINE STA 2714+63.47
PR ℄ RAMP B
15'W (TYP)
209+60.13 RAMP B
1.21' RT
210+69.33 RAMP B
31.56' RT
212+20.75 RAMP B
45.21' RT
FORESLOPE
214+69.15 RAMP B
73.71' RT
EX ROW
PR ROW
PR TEMP EASEMENT
EX ROW
VALLEY WOODS DRIVE
EX ROW
EX ROW
MIKE'S PL
LEGEND
SEEDING CLASS 2A WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH MULCH METHOD 3A
SEEDING CLASS 4A AND 5 WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH SLOPES 3:1 OR STEEPER AND TRM FROM PRIOR STAGES
PROPOSED CONTOUR LINE
PROPOSED DITCH FLOW ARROW
EXISTING DITCH FLOW ARROW
0 50 100 150
SCALE IN FEET

MODEL: I-39 - I-39 [Sheet]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/ESC SHT (KEG)/LS DDI NEW SHEETS.dgn

Kaskaskia Engineering Group, LLC

USER NAME = sshuler	DESIGNED RJB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN SRS	REVISED -	
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -	
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -	

LANDSCAPING PLANS
I-39/US 20

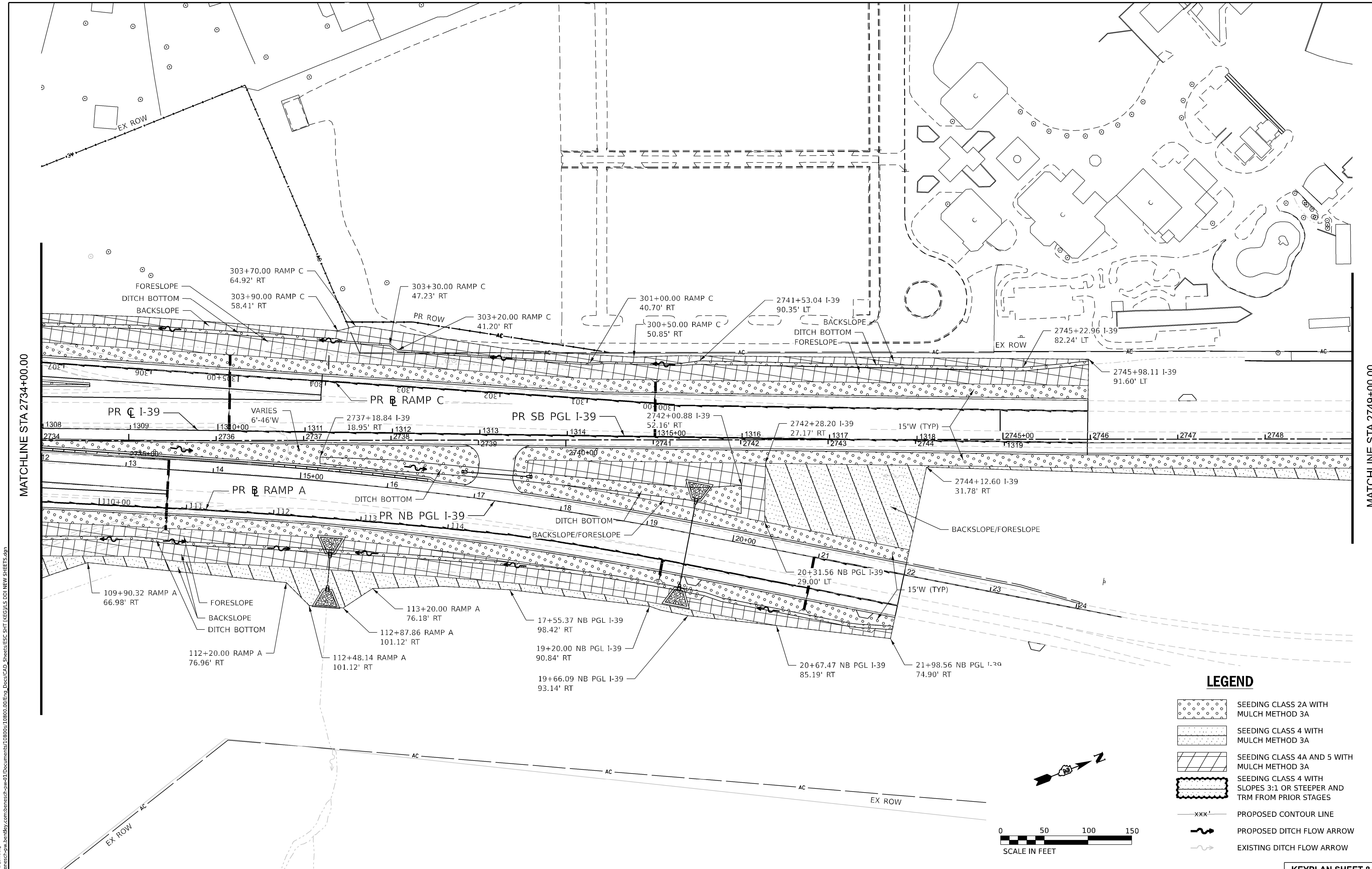
SCALE: 1:50 | SHEET 9 OF 11 SHEETS | STA. 2706+19.85 TO STA. 2714+63.47

KEYPLAN SHEET 7

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	573
		CONTRACT NO. 64R71		
		ILLINOIS FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E


MATCHLINE STA 2734+00.00
MATCHLINE STA 2749+00.00
EX ROW
PR ROW
303+70.00 RAMP C
64.92' RT
303+90.00 RAMP C
58.41' RT
303+30.00 RAMP C
47.23' RT
303+20.00 RAMP C
41.20' RT
301+00.00 RAMP C
40.70' RT
300+50.00 RAMP C
50.85' RT
2741+53.04 I-39
90.35' LT
2745+22.96 I-39
82.24' LT
2745+98.11 I-39
91.60' LT
FORESLOPE
DITCH BOTTOM
BACKSLOPE
PR ℄ RAMP C
PR ℄ I-39
VARIES
6'-46'W
2737+18.84 I-39
18.95' RT
PR SB PGL I-39
2742+00.88 I-39
52.16' RT
2742+28.20 I-39
27.17' RT
15'W (TYP)
2744+12.60 I-39
31.78' RT
PR ℄ RAMP A
DITCH BOTTOM
PR NB PGL I-39
BACKSLOPE/FORESLOPE
20+31.56 NB PGL I-39
29.00' LT
15'W (TYP)
109+90.32 RAMP A
66.98' RT
112+20.00 RAMP A
76.96' RT
112+48.14 RAMP A
101.12' RT
112+87.86 RAMP A
101.12' RT
113+20.00 RAMP A
76.18' RT
17+55.37 NB PGL I-39
98.42' RT
19+20.00 NB PGL I-39
90.84' RT
19+66.09 NB PGL I-39
93.14' RT
20+67.47 NB PGL I-39
85.19' RT
21+98.56 NB PGL I-39
74.90' RT
LEGEND
SEEDING CLASS 2A WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH MULCH METHOD 3A
SEEDING CLASS 4A AND 5 WITH MULCH METHOD 3A
SEEDING CLASS 4 WITH SLOPES 3:1 OR STEEPER AND TRM FROM PRIOR STAGES
PROPOSED CONTOUR LINE
PROPOSED DITCH FLOW ARROW
EXISTING DITCH FLOW ARROW
0 50 100 150
SCALE IN FEET

USER NAME = sshuler	DESIGNED RJB	REVISED -	STATE OF ILLINOIS
	DRAWN SRS	REVISED -	DEPARTMENT OF TRANSPORTATION
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -	
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -	

Kaskaskia Engineering Group, LLC

LANDSCAPING PLANS
I-39

SCALE: 1:50 | SHEET 10 OF 11 SHEETS | STA. 2734+00.00 TO STA. 2749+00.00

KEYPLAN SHEET 8

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	574

CONTRACT NO. 64R71

ILLINOIS FED. AID PROJECT

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E

MODEL: I-39 - I-39-1 [Sheet]
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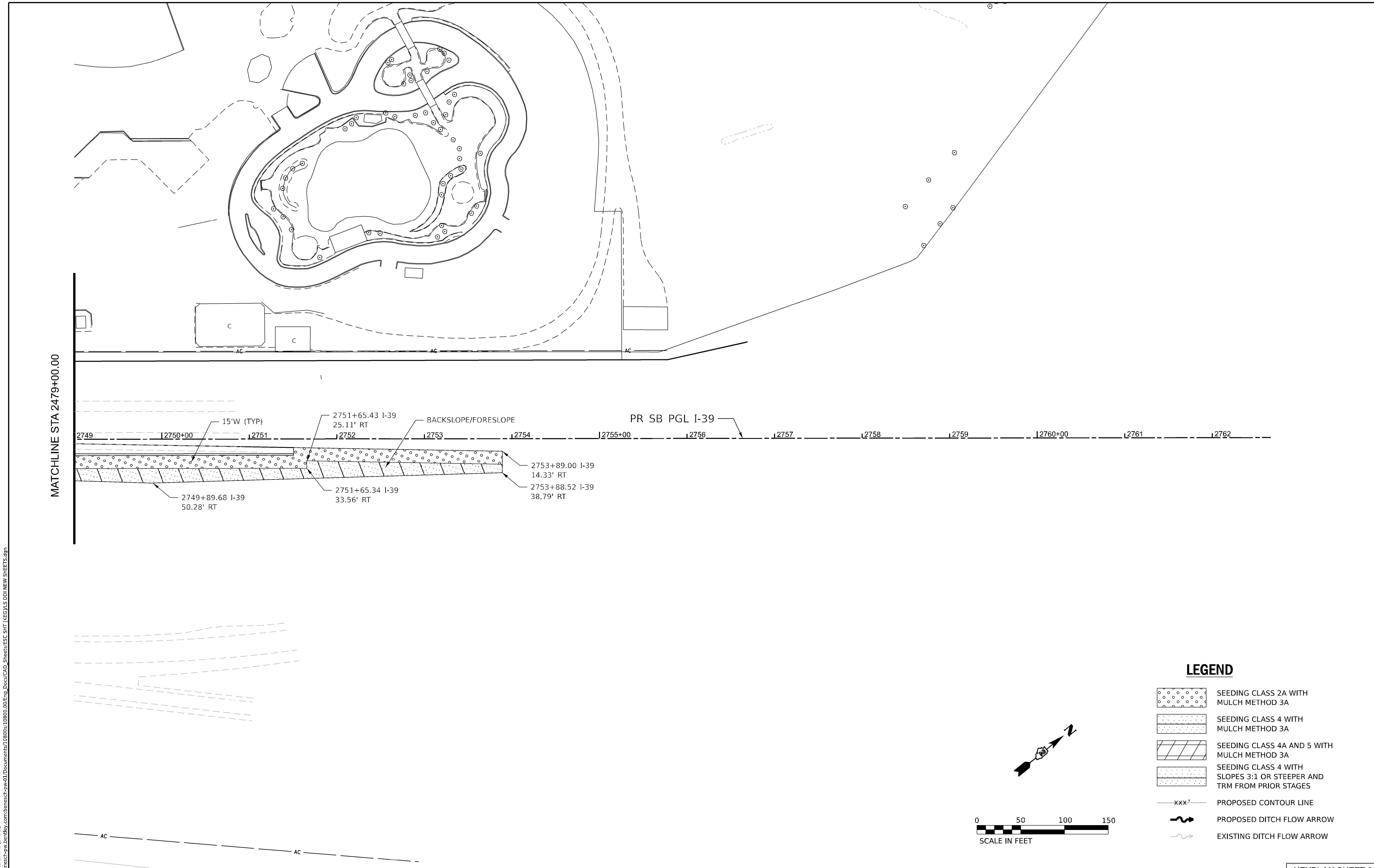

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Kaskaskia Engineering Group, LLC

USER NAME = sshuler	DESIGNED RJB	REVISED -	
	DRAWN SRS	REVISED -	
PLOT SCALE = 1.99999600 ' / ft.	CHECKED RJB	REVISED -	
PLOT DATE = 12/4/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

KEYPLAN SHEET 9

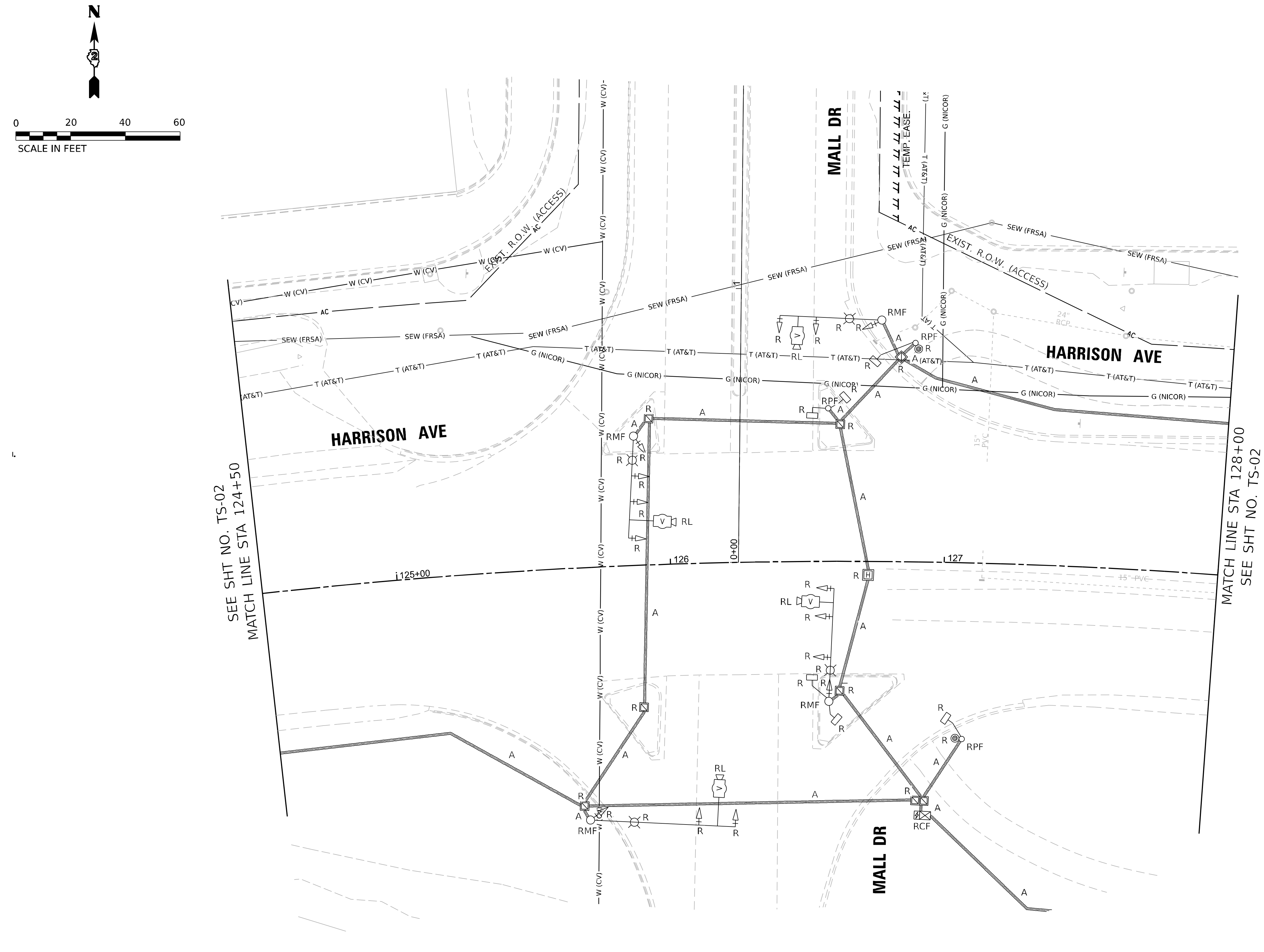
LANDSCAPING PLANS
I-39/US 20

SCALE: 1:50 | SHEET 11 OF 11 SHEETS | STA. 2749+00.00 TO STA. 2762+66.64

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC		1279	575
		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

PS&E



NOTE

1. EXISTING DETECTOR LOOP WIRES SHALL BE REMOVED PER "DETECTOR LOOP REMOVAL" SPECIFICATION. AFTER DETECTOR LOOP WIRE IS REMOVED, ALL PAVEMENT VOIDS THAT REMAIN SHALL BE FILLED EITHER PER "CRACK ROUTING (PAVEMENT)" OR "JOINT OR CRACK ROUTING (PC CONCRETE PAVEMENT AND SHOULDER)" SPECIFICATION. DEPENDING ON THE TYPE OF PAVEMENT.

REMOVAL AND RELOCATION NOTES:

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

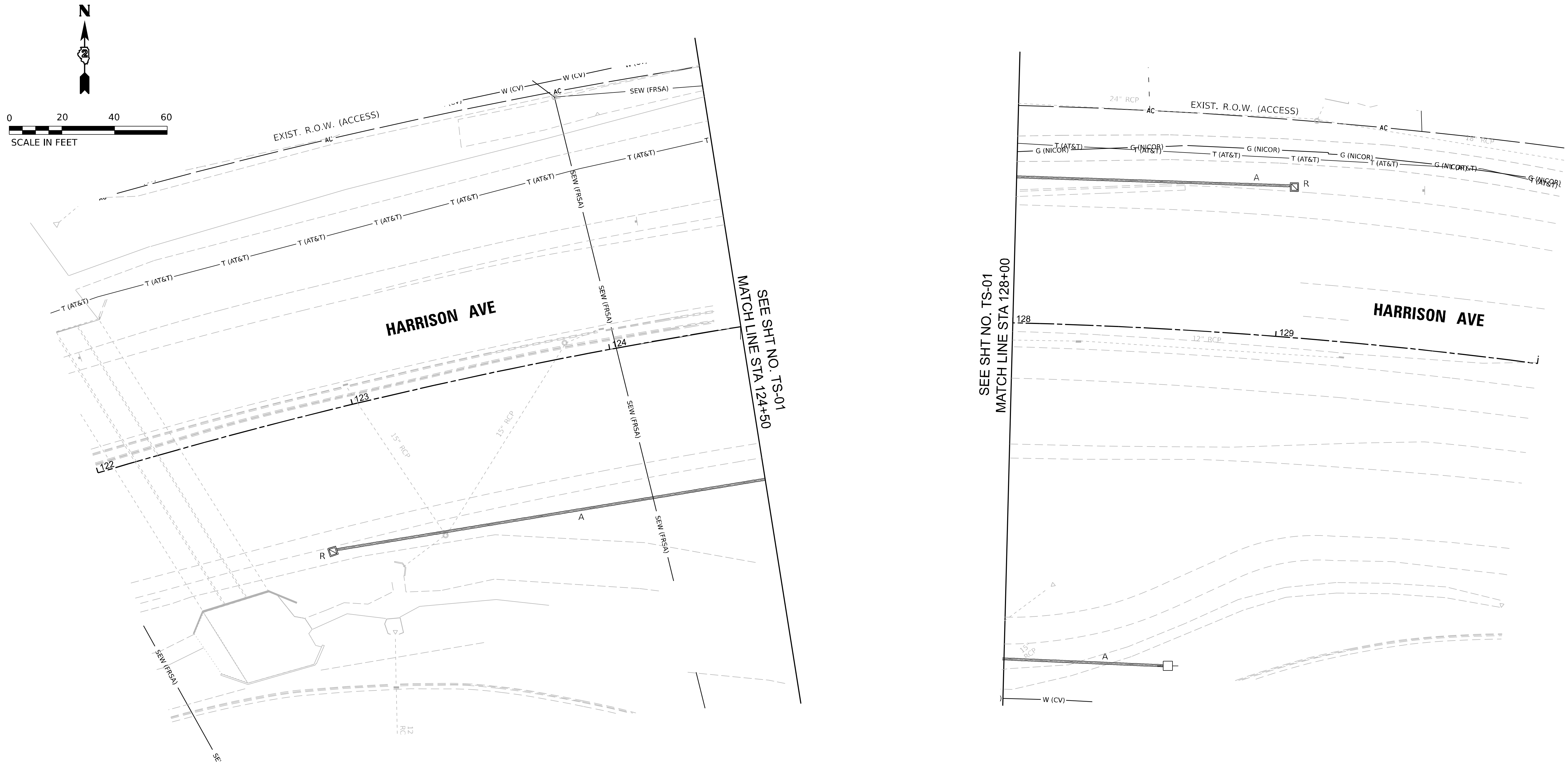
1	EACH	CONTROLLER AND CABINET (COMPLETED)
4	EACH	STEEL MAST ARM AND POLE
3	EACH	TRAFFIC SIGNAL POST
6	EACH	PEDESTRIAN SIGNAL HEAD
2	EACH	PEDESTRIAN PUSH-BUTTON
6	EACH	3-SECTION SIGNAL HEAD
8	EACH	5-SECTION SIGNAL HEAD
1	EACH	SERVICE INSTALLATION
14	EACH	TRAFFIC SIGNAL BACKPLATE
4	EACH	LUMINAIRE

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED TEMPORARY TRAFFIC SIGNAL INSTALLATION:

4	EACH	VIDEO DETECTION CAMERA

GENERAL SIGNAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800)-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED UTILITIES, 48-HOUR NOTIFICATION IS REQUIRED.
2. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT 72-HOURS IN ADVANCE OF BEGINNING WORK.
3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
4. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, THE CONTRACTOR SHALL CONTACT THE LOCATION COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING IDOT FACILITITES. THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800)892-0123.
5. IF THE CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ON FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT TWO ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGES DURING CONSTRUCTION AT THEIR EXPENSE.
6. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR UNDERGROUND AND OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL NOTIFY THE AREA ENGINEER, THE RESIDENT ENGINEER AND ANY IMPACTED UTILITY COMPANY OF THE CONFLICT AND SHALL COORDINATE AND RESOLVE THE ISSUE PRIOR TO ORDERING MATERIALS, AND PRIOR TO POURING FOUNDATIONS.
7. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.
8. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWN 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.
9. PARTIAL PAYMENT AS DESCRIBED IN ARTICLE 109.07(b) OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED FOR ITEMS INCLUDED IN THIS CONTRACT.
10. LOCATION WITH PEDESTRIAN EQUIPMENT HAVE BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATIONS FROM THE PLANS FOR TRAFFIC SIGNAL MAST ARM/POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY THE ENGINEER TO ENSURE ADA COMPLIANCE.
11. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.



MODEL: TempTS Mall-02 Stage 1 [Sheet-2]
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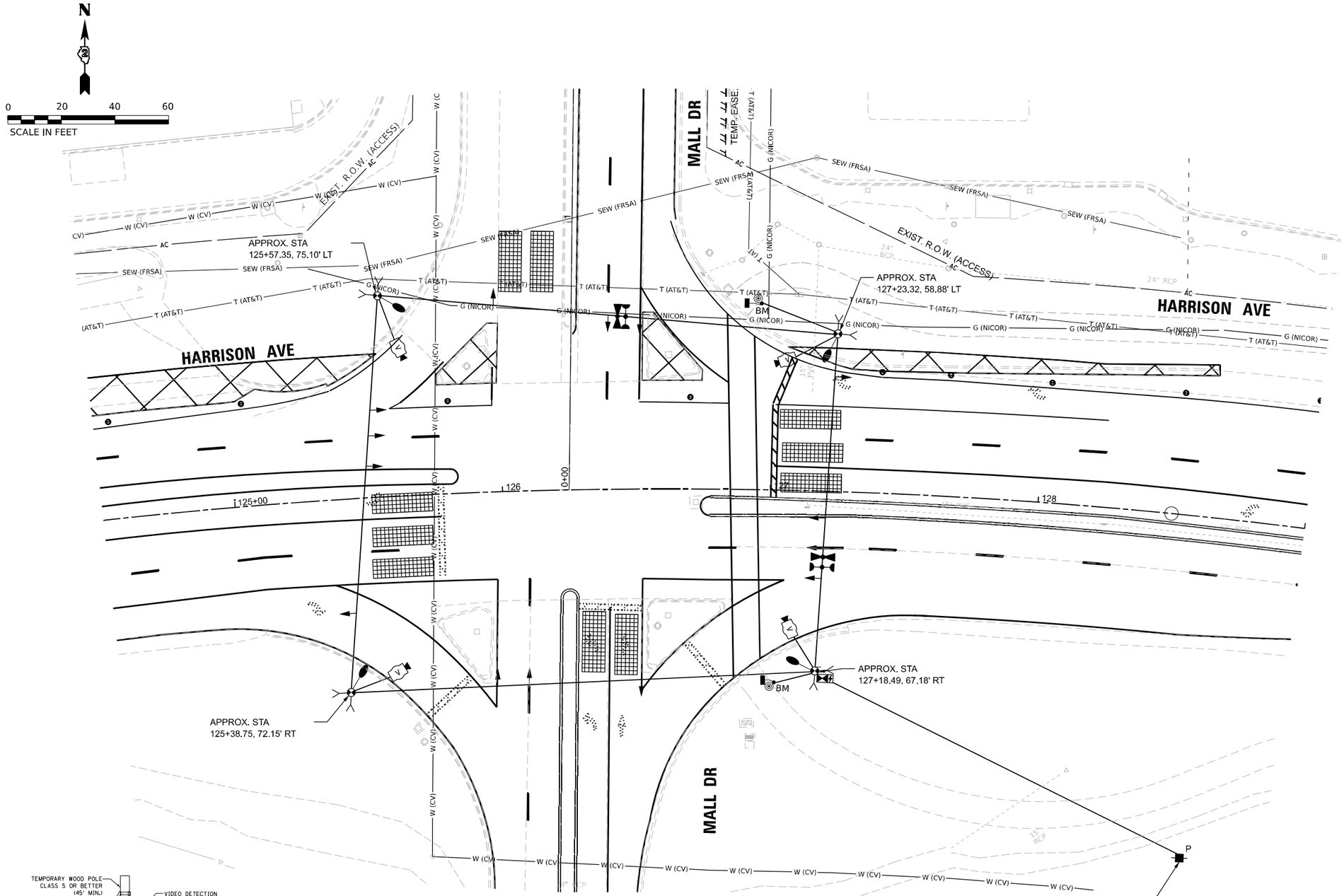
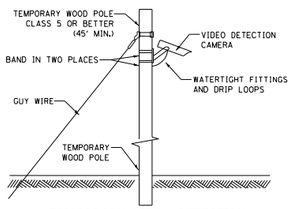
benesch Alfred Benesch & Company 35 W. Wacker Drive, Suite 3300 Chicago, Illinois 60601 312-565-0450 Job No. 10800.00	USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVAL PLAN (SHEET 2 OF 2) HARRISON AVENUE AND MALL DRIVE	
		DRAWN - A.RODRIGUEZ	REVISED -			
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - G.THIESSE	REVISED -			
	PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -		SCALE: 1"=20'	SHEET 2 OF 58 SHEETS STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	577
TS-02		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)





TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
5. DETECTION ZONES SHALL BE DETERMINED IN THE FIELD BY A QUALIFIED SIGNAL TECHNICIAN.
6. RELOCATE EXISTING MAST ARM MOUNTED STREET NAME SIGNS TO THE TEMPORARY TRAFFIC SIGNAL SUPPORT. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFICE SIGNAL INSTALLATION.
7. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS AND ALL WORK SHALL CONFORM TO NEC REQUIREMENTS.
8. INACTIVE SIGNAL HEADS SHALL BE DE-ENERGIZED AND BAGGED PER PLANS
9. BARREL MOUNTED POSTS WITH PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS SHALL BE PROVIDED FOR ALL CROSSWALKS. BARREL MOUNTED POSTS SHALL BE RELOCATED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN CROSSWALK ACCESS AT ALL TIMES.
10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

MODEL: TempTS Mall-01 Pre-Stage 1 [Sheet-1]
FILE NAME: pw:\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10860_00\Eng Docs\CAD Sheets\Traffic Signals\DON\D264871-DDI-sht-TempTS-Mall-MBI-Pre-Stage1.dgn

benesch
Alfred Benesch & Company
35 W. Wacker Drive, Suite 3300
Chicago, Illinois 60601
3124895400 Job No. 10860_00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

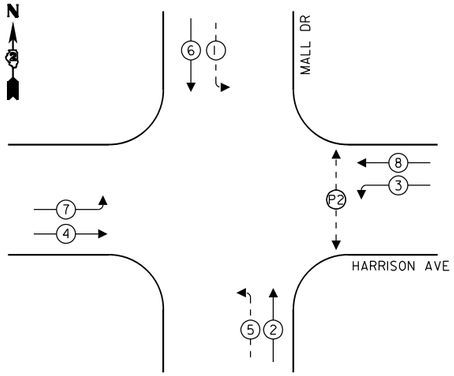
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
PRE–STAGE 1 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 3 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	578
TS-03		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

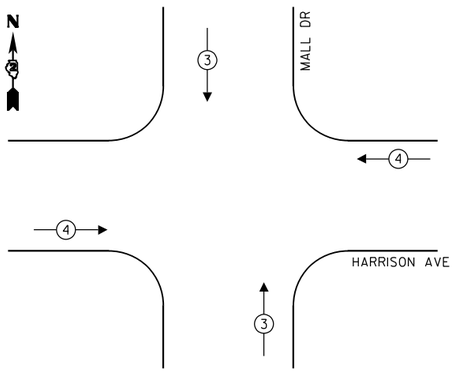
PROPOSED CONTROLLER SEQUENCE



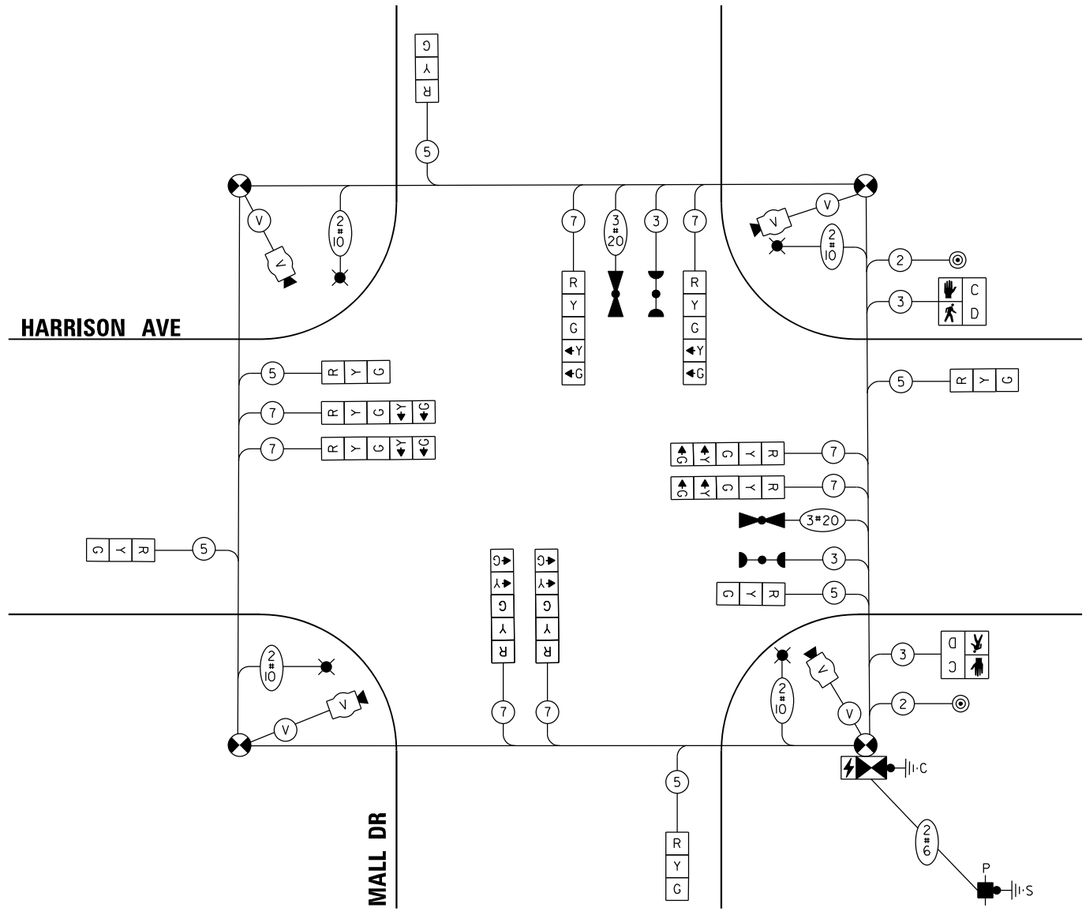
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



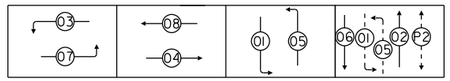
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2	3	4	5	6	7	8
MINIMUM GREEN	3	8	3	15	3	8	3	15
PASSAGE	3	4	3	7	3	4	3	7
MAXIMUM I	15	50	15	60	15	50	15	60
YELLOW CHANGE	3.5	4	3.5	4	3.5	4	3.5	4
RED CLEARANCE	0	2	1	2	0	2	1	2
RECALL MODE	OFF	OFF	OFF	MIN	OFF	OFF	OFF	MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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35 W. Wacker Drive, Suite 3300
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312-565-0450 Job No. 10800.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

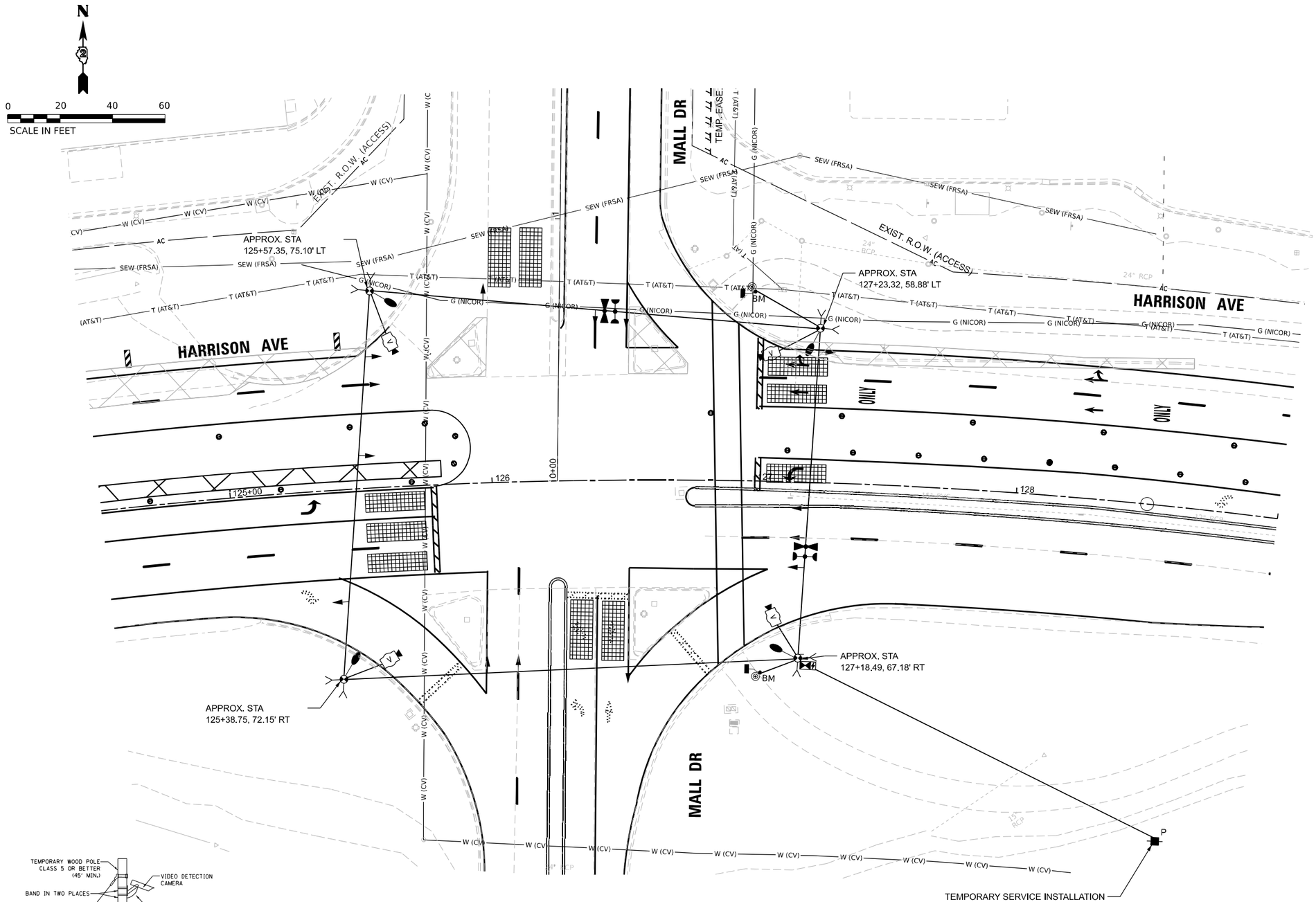
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

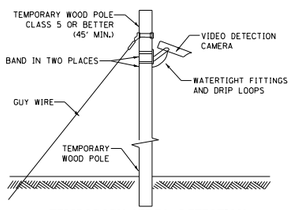
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , PRE–STAGE 1 – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 4 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	579
TS-04	CONTRACT NO. 64R71			
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)





TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
5. DETECTION ZONES SHALL BE DETERMINED IN THE FIELD BY A QUALIFIED SIGNAL TECHNICIAN.
6. RELOCATE EXISTING MAST ARM MOUNTED STREET NAME SIGNS TO THE TEMPORARY TRAFFIC SIGNAL SUPPORT. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFICE SIGNAL INSTALLATION.
7. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS AND ALL WORK SHALL CONFORM TO NEC REQUIREMENTS.
8. INACTIVE SIGNAL HEADS SHALL BE DE-ENERGIZED AND BAGGED PER PLANS
9. BARREL MOUNTED POSTS WITH PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS SHALL BE PROVIDED FOR ALL CROSSWALKS. BARREL MOUNTED POSTS SHALL BE RELOCATED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN CROSSWALK ACCESS AT ALL TIMES.
10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

MODEL: TempTS Mall-01 Pre-Stage 2 [Sheet-1]
FILE NAME: pw://benesech-pw.bentley.com:benesech-pw-01/Documents/10800s/10800s/10800.00/Eng Docs/CAD Sheets/Traffic Signals/D0N0264871-D01-sht-TempTS-Mall-MBI-Pre-Stage2.dgn

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Chicago, Illinois 60601
3124654150 Job No. 10800.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

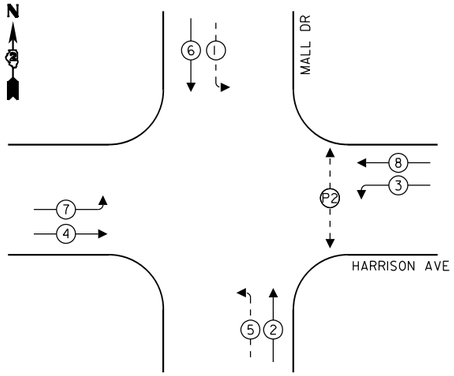
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
PRE–STAGE 2 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 5 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	580
TS-05		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

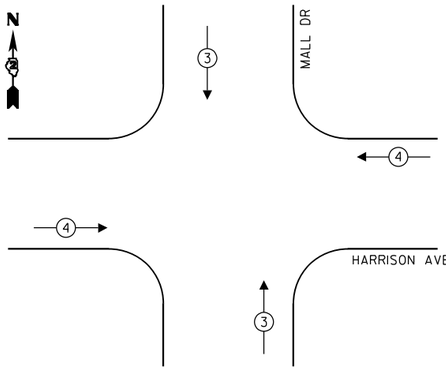
PROPOSED CONTROLLER SEQUENCE



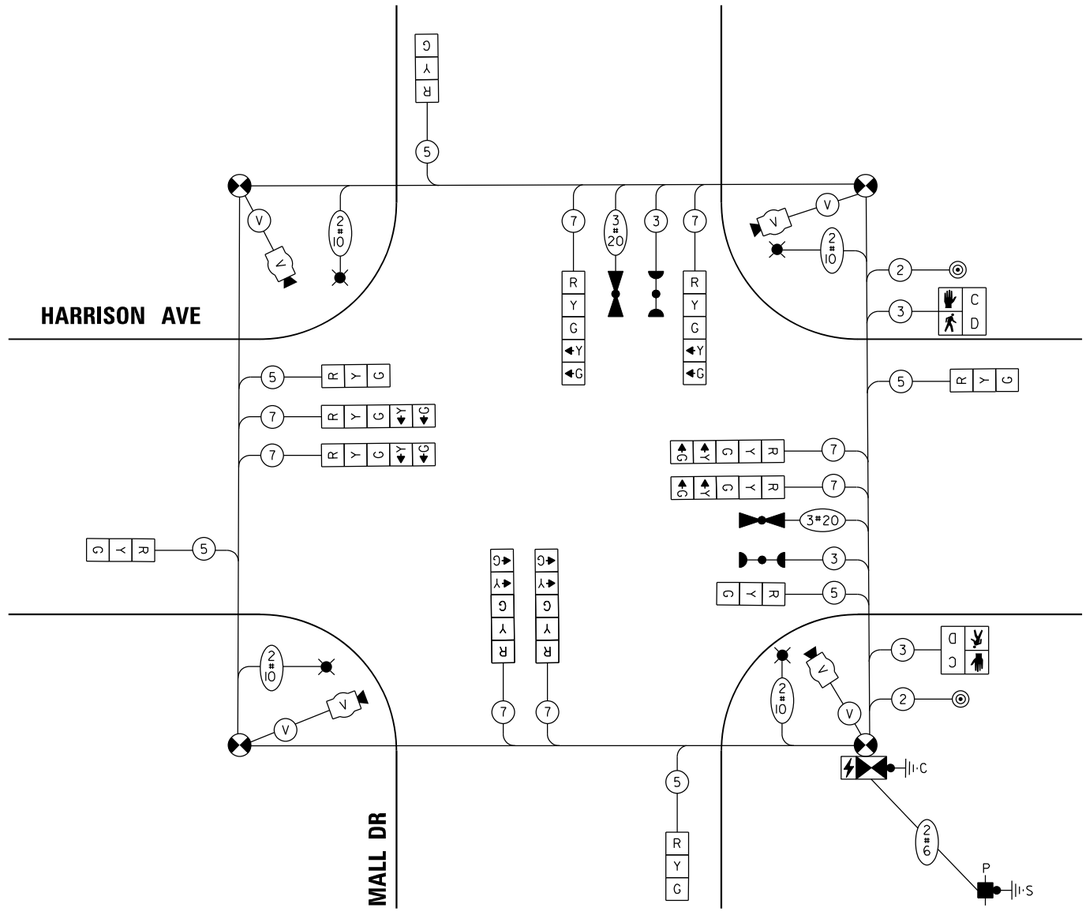
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



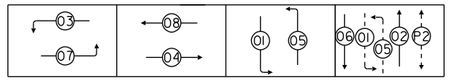
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2	3	4	5	6	7	8
MINIMUM GREEN	3	8	3	15	3	8	3	15
PASSAGE	3	4	3	7	3	4	3	7
MAXIMUM I	15	50	15	60	15	50	15	60
YELLOW CHANGE	3.5	4	3.5	4	3.5	4	3.5	4
RED CLEARANCE	0	2	1	2	0	2	1	2
RECALL MODE	OFF	OFF	OFF	MIN	OFF	OFF	OFF	MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

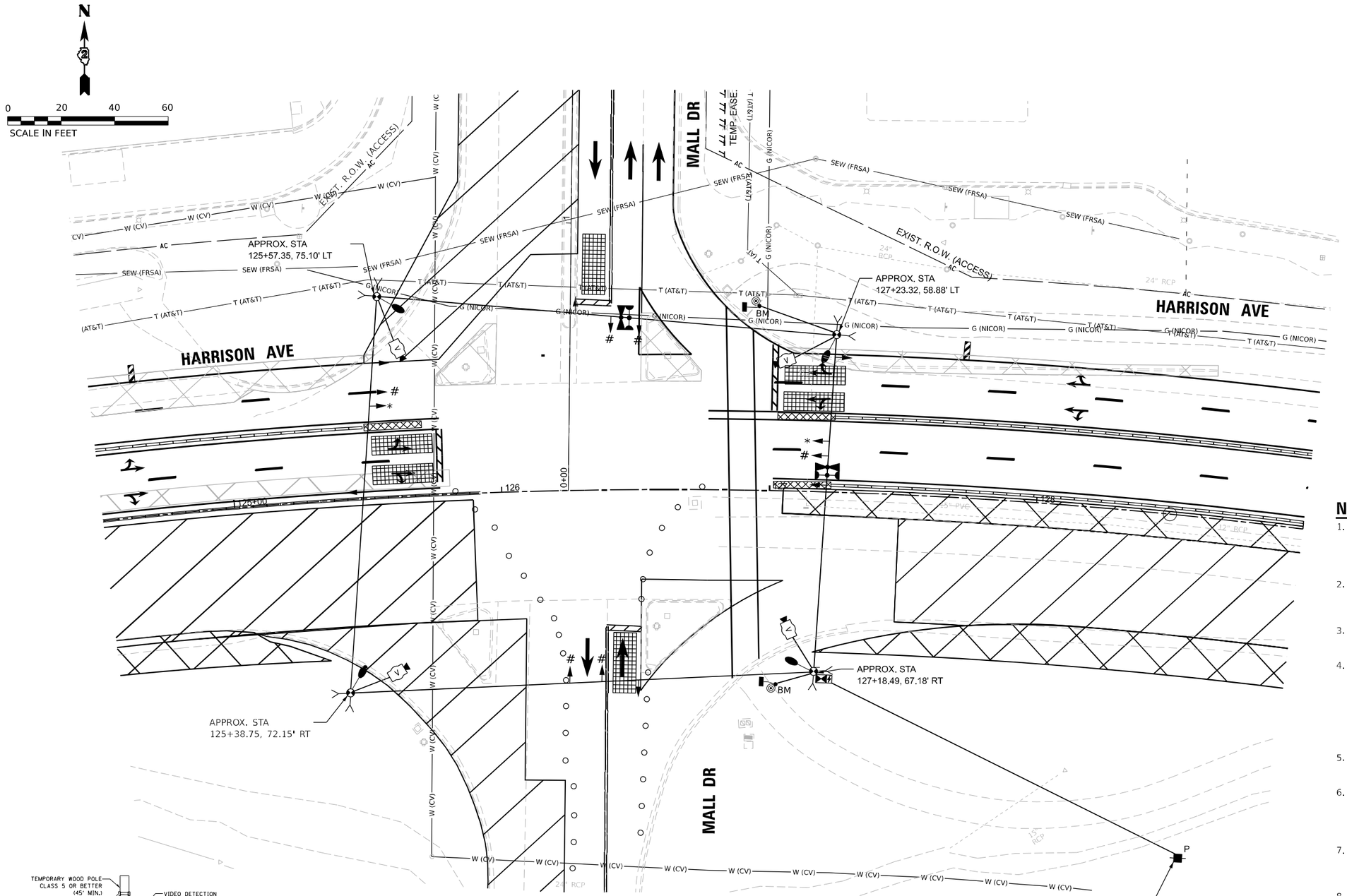
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , PRE–STAGE 2 – HARRISON AVENUE AND MALL DRIVE

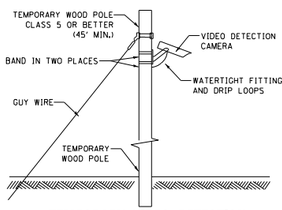
SCALE: NTS | SHEET 6 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	581
TS-06	CONTRACT NO. 64R71			
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: Default
FILE NAME: pw:\benesch-pw.bentley.com:benesch-pw-01\Documents\10800s\10800.00\Eng. Docs\CAD Sheets\Traffic Signals\DOD\D264R71-DOI-sht-TempTSCtalk-Hall-Pre-Stage2.dgn





TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
5. DETECTION ZONES SHALL BE DETERMINED IN THE FIELD BY A QUALIFIED SIGNAL TECHNICIAN.
6. RELOCATE EXISTING MAST ARM MOUNTED STREET NAME SIGNS TO THE TEMPORARY TRAFFIC SIGNAL SUPPORT. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFICE SIGNAL INSTALLATION.
7. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS AND ALL WORK SHALL CONFORM TO NEC REQUIREMENTS.
8. INACTIVE SIGNAL HEADS SHALL BE DE-ENERGIZED AND BAGGED PER PLANS
9. BARREL MOUNTED POSTS WITH PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS SHALL BE PROVIDED FOR ALL CROSSWALKS. BARREL MOUNTED POSTS SHALL BE RELOCATED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN CROSSWALK ACCESS AT ALL TIMES.
10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

MODEL: Temp TS Mall-01 Stage 1 [Sheet-1]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/108800-10800.00/Eng_Docs/CAD_Sheets/Traffic_Signals/DGN/D264R71-DDI-sht-TempTS-Mall-Mill-Stage1.dgn

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312-565-0450 Job No. 10800.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

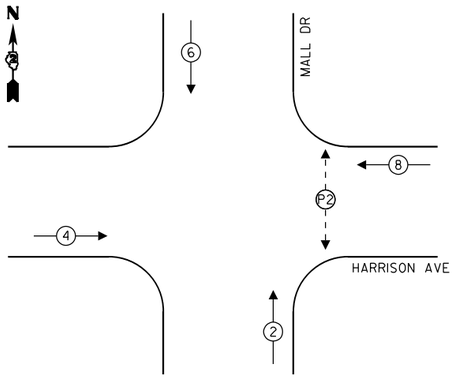
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 1A–1 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 7 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	582
TS-07		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

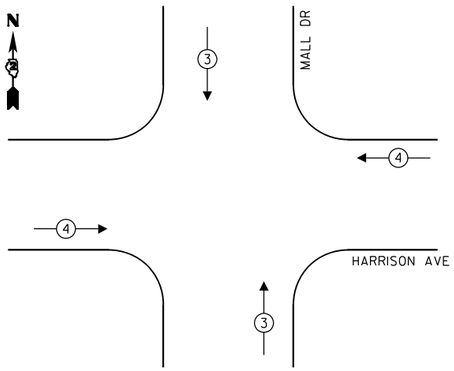
PROPOSED CONTROLLER SEQUENCE



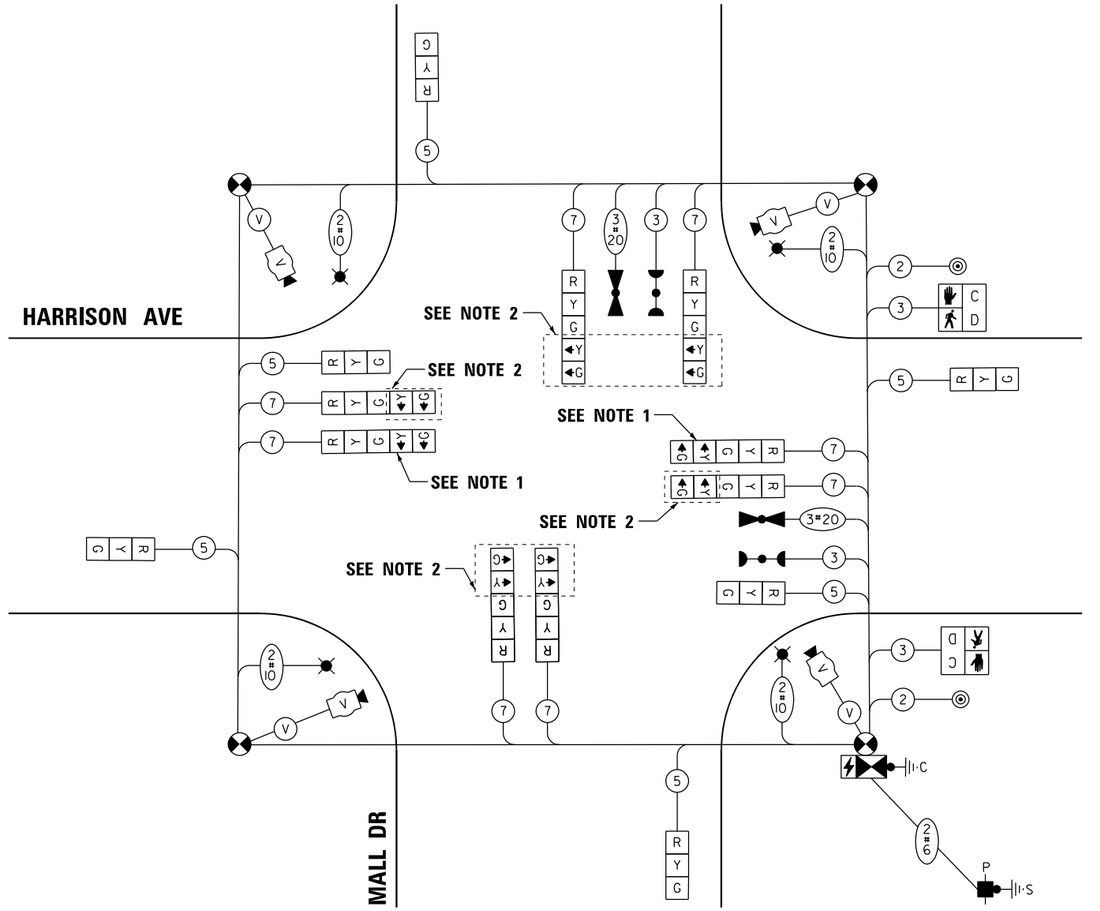
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



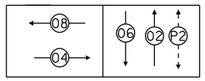
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2	3	4	5	6	7	8
MINIMUM GREEN		8		15		8		15
PASSAGE		4		7		4		7
MAXIMUM I		60		60		60		60
YELLOW CHANGE		4		4		4		4
RED CLEARANCE		2		2		2		2
RECALL MODE		OFF		MIN		OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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312-565-0450 Job No. 10800.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

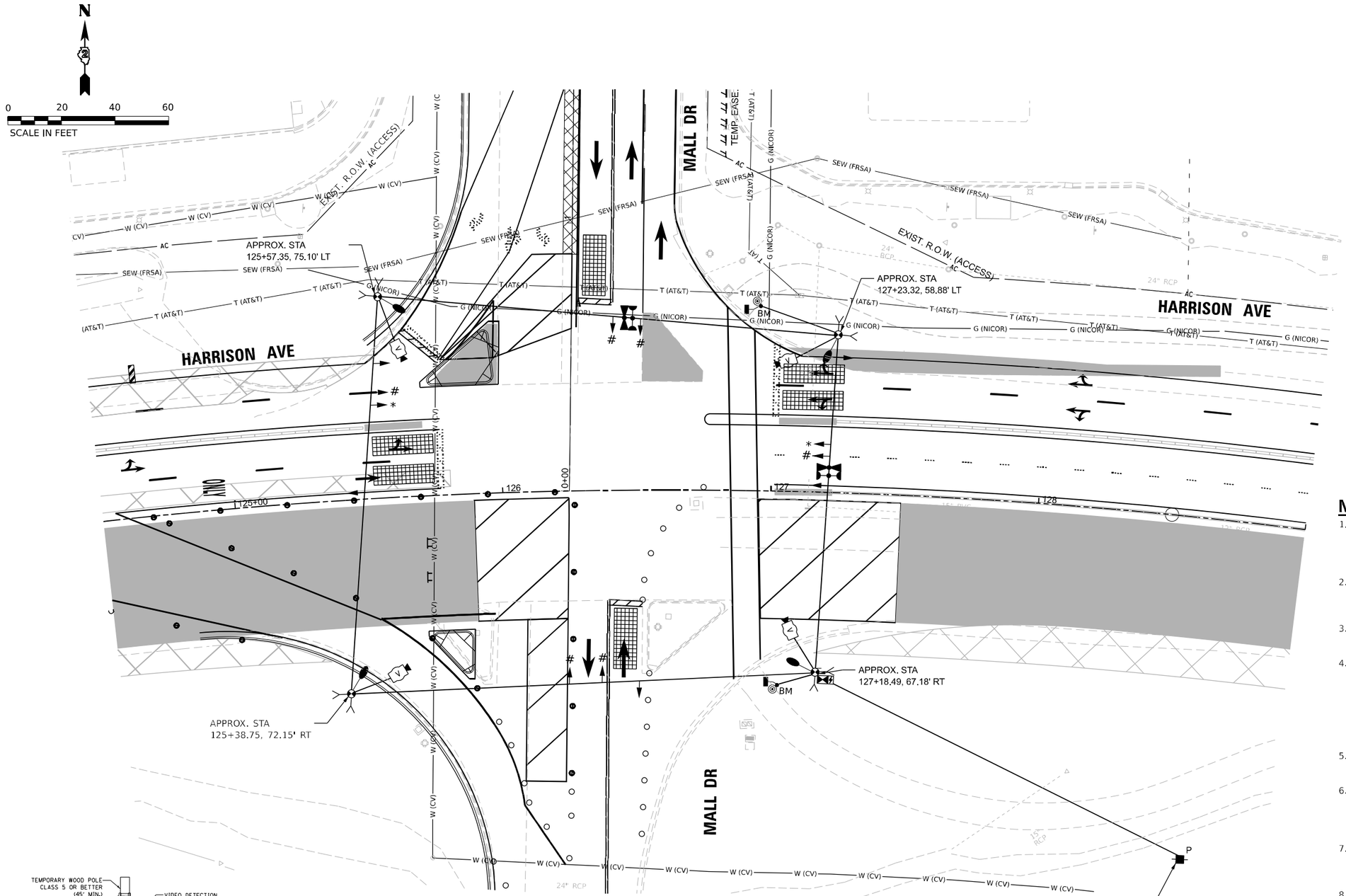
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

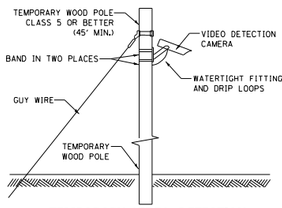
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , STAGE 1A–1 – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 8 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	583
TS-08		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)





TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
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6. RELOCATE EXISTING MAST ARM MOUNTED STREET NAME SIGNS TO THE TEMPORARY TRAFFIC SIGNAL SUPPORT. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFICE SIGNAL INSTALLATION.
7. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS AND ALL WORK SHALL CONFORM TO NEC REQUIREMENTS.
8. INACTIVE SIGNAL HEADS SHALL BE DE-ENERGIZED AND BAGGED PER PLANS
9. BARREL MOUNTED POSTS WITH PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS SHALL BE PROVIDED FOR ALL CROSSWALKS. BARREL MOUNTED POSTS SHALL BE RELOCATED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN CROSSWALK ACCESS AT ALL TIMES.
10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

MODEL: TempTS Mall-01 Stage 1 [Sheet-1]
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35 W. Wacker Drive, Suite 3300
Chicago, Illinois 60601
312.565.0450 Job No. 10860.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

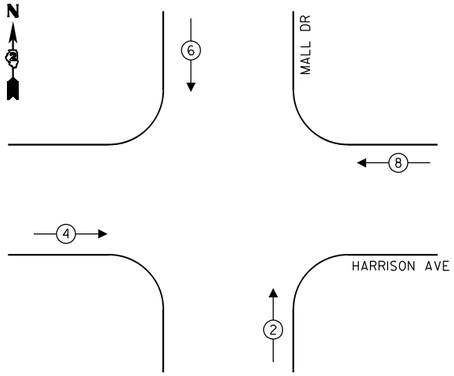
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 1A–2 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 9 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	584
TS-09		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

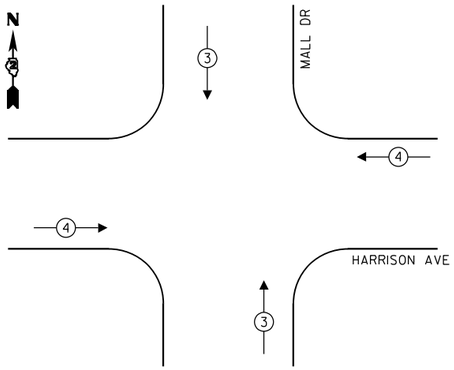
PROPOSED CONTROLLER SEQUENCE



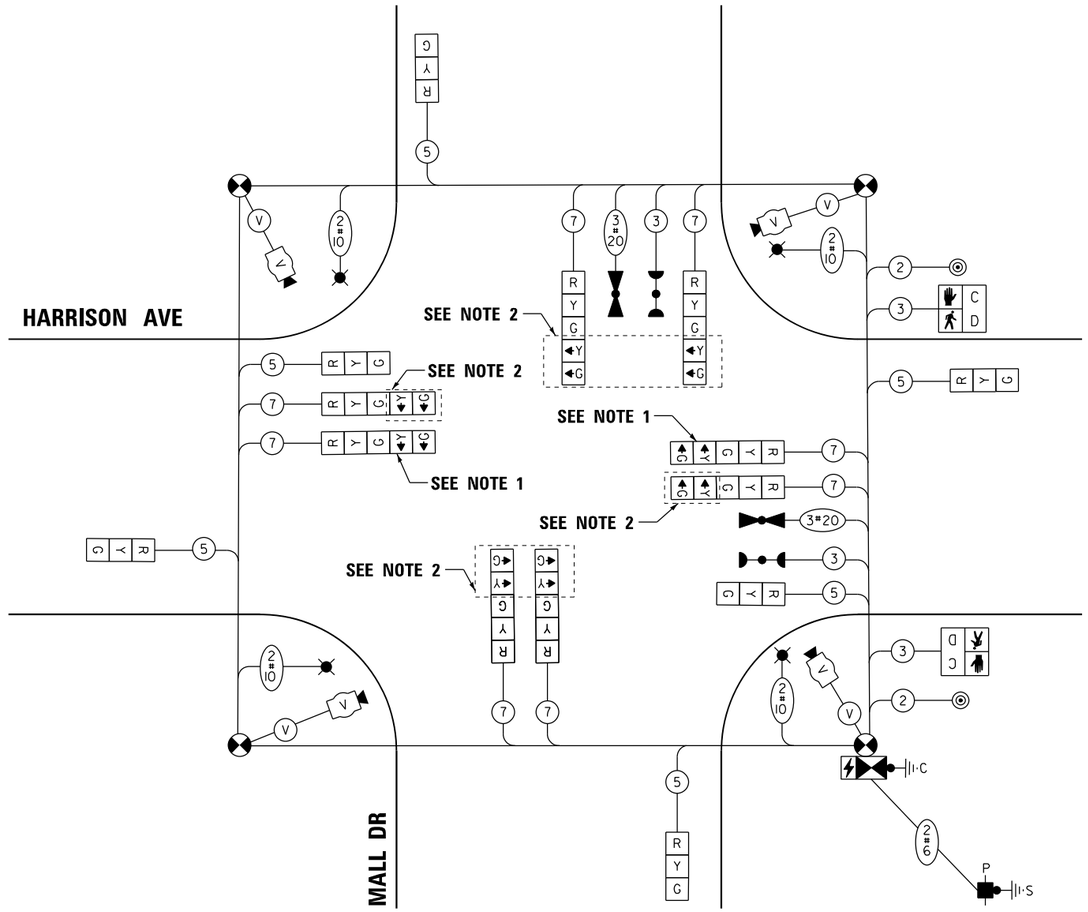
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



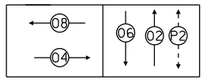
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2	3	4	5	6	7	8
MINIMUM GREEN		8		15		8		15
PASSAGE		4		7		4		7
MAXIMUM I		60		60		60		60
YELLOW CHANGE		4		4		4		4
RED CLEARANCE		2		2		2		2
RECALL MODE		OFF		MIN		OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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Chicago, Illinois 60601
312-565-0450 Job No. 10800.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

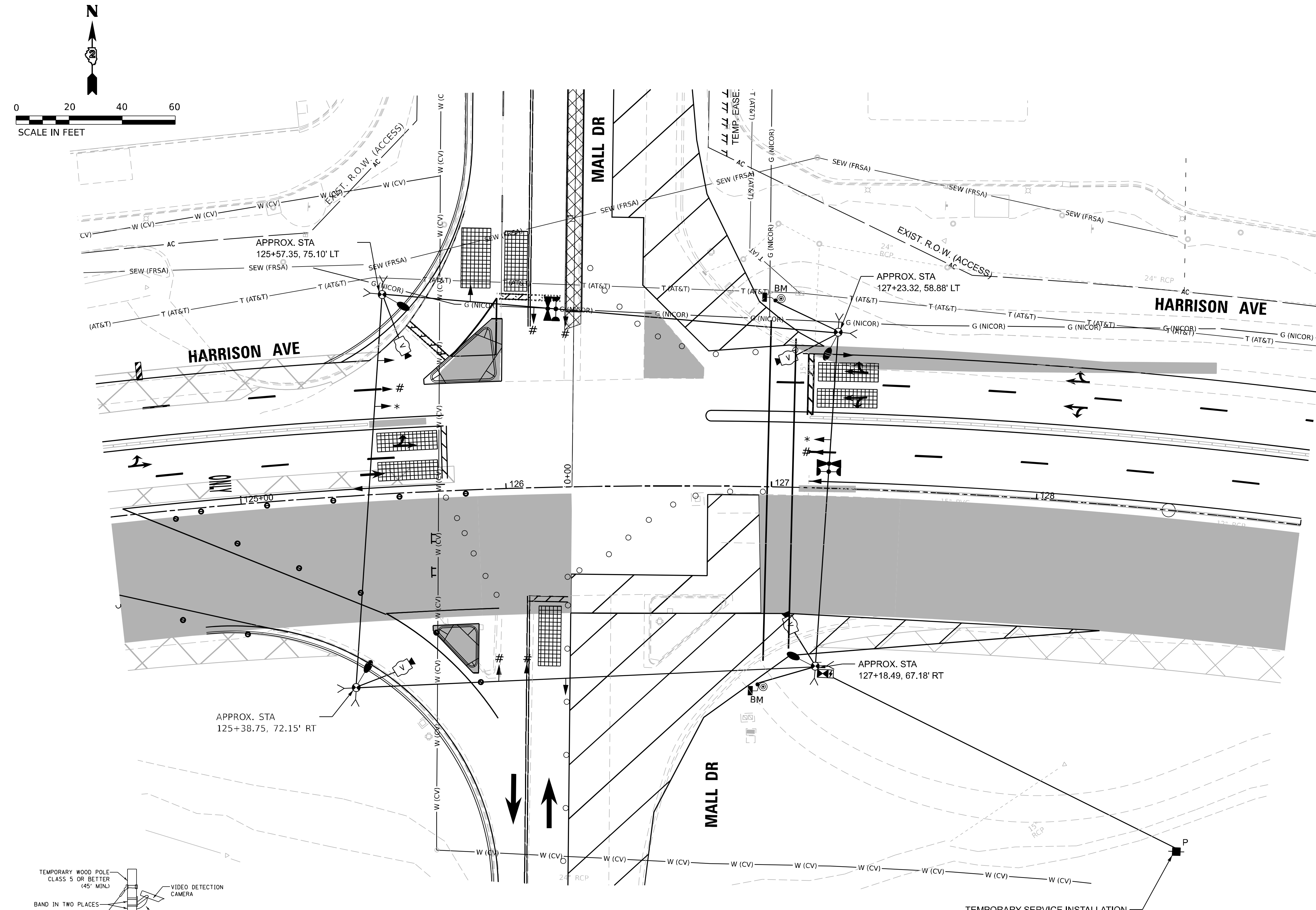
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , STAGE 1A–2 – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 10 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	585
TS-10		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
5. DETECTION ZONES SHALL BE DETERMINED IN THE FIELD BY A QUALIFIED SIGNAL TECHNICIAN.
6. RELOCATE EXISTING MAST ARM MOUNTED STREET NAME SIGNS TO THE TEMPORARY TRAFFIC SIGNAL SUPPORT. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFICE SIGNAL INSTALLATION.
7. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS AND ALL WORK SHALL CONFORM TO NEC REQUIREMENTS.
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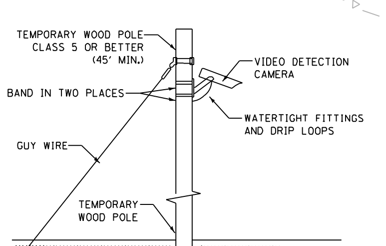
10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.



TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

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USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -
	DRAWN - A.RODRIGUEZ	REVISED -
PLOT SCALE = 0.16666667 ' / in.	CHECKED - G.THIESSE	REVISED -
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

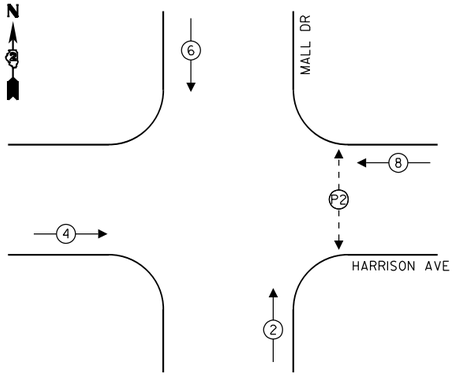
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 1A–3 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 11 OF 58 SHEETS | STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	586
TS-11		CONTRACT NO. 64R71		
		ILLINOIS FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

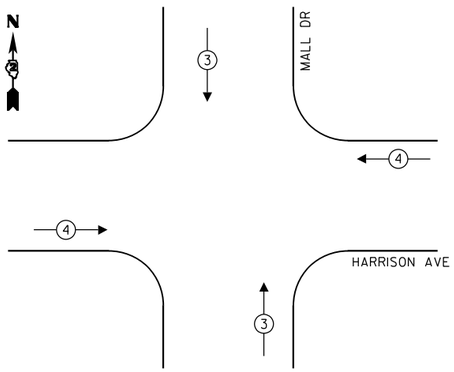
PROPOSED CONTROLLER SEQUENCE



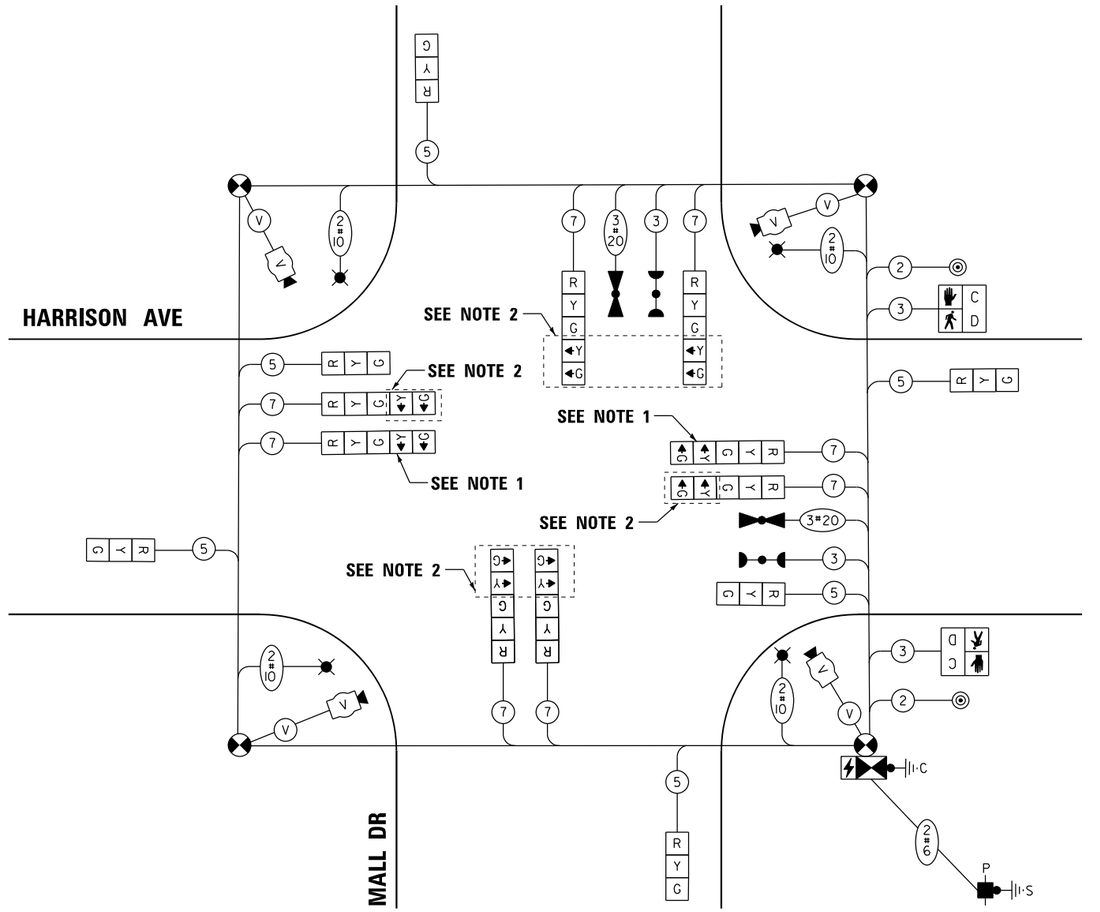
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



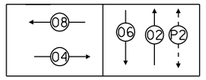
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2	3	4	5	6	7	8
MINIMUM GREEN		8		15		8		15
PASSAGE		4		7		4		7
MAXIMUM I		60		60		60		60
YELLOW CHANGE		4		4		4		4
RED CLEARANCE		2		2		2		2
RECALL MODE		OFF		MIN		OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , STAGE 1A–3 – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 12 OF 58 SHEETS | STA. | TO STA.

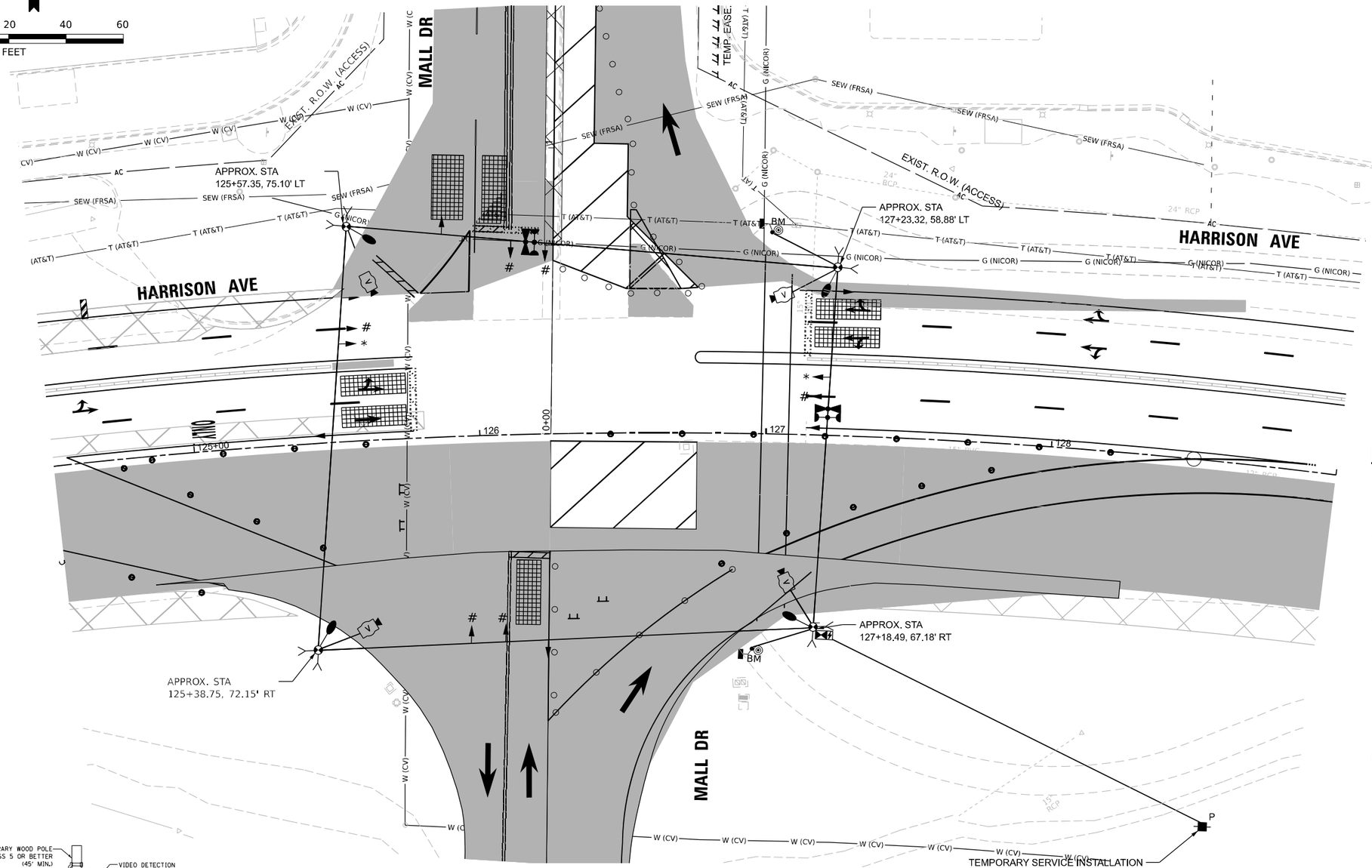
F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	587
TS-12		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

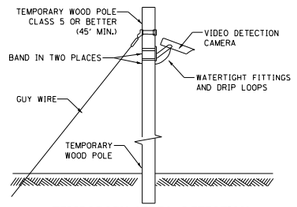
* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

N

0 20 40 60

SCALE IN FEET





TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
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NOTES:

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3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
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MODEL: TempTS Mall-01 Stage 1 [Sheet-1]
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Chicago, Illinois 60601
312.565.0450 Job No. 10800.00

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	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.16666667 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

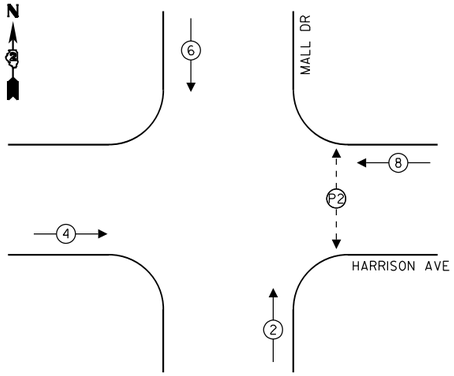
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 1A–4 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 13 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	588
TS-13		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

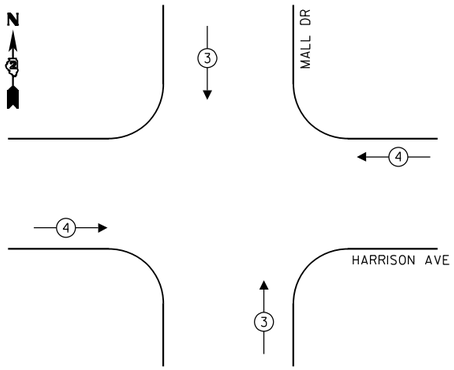
PROPOSED CONTROLLER SEQUENCE



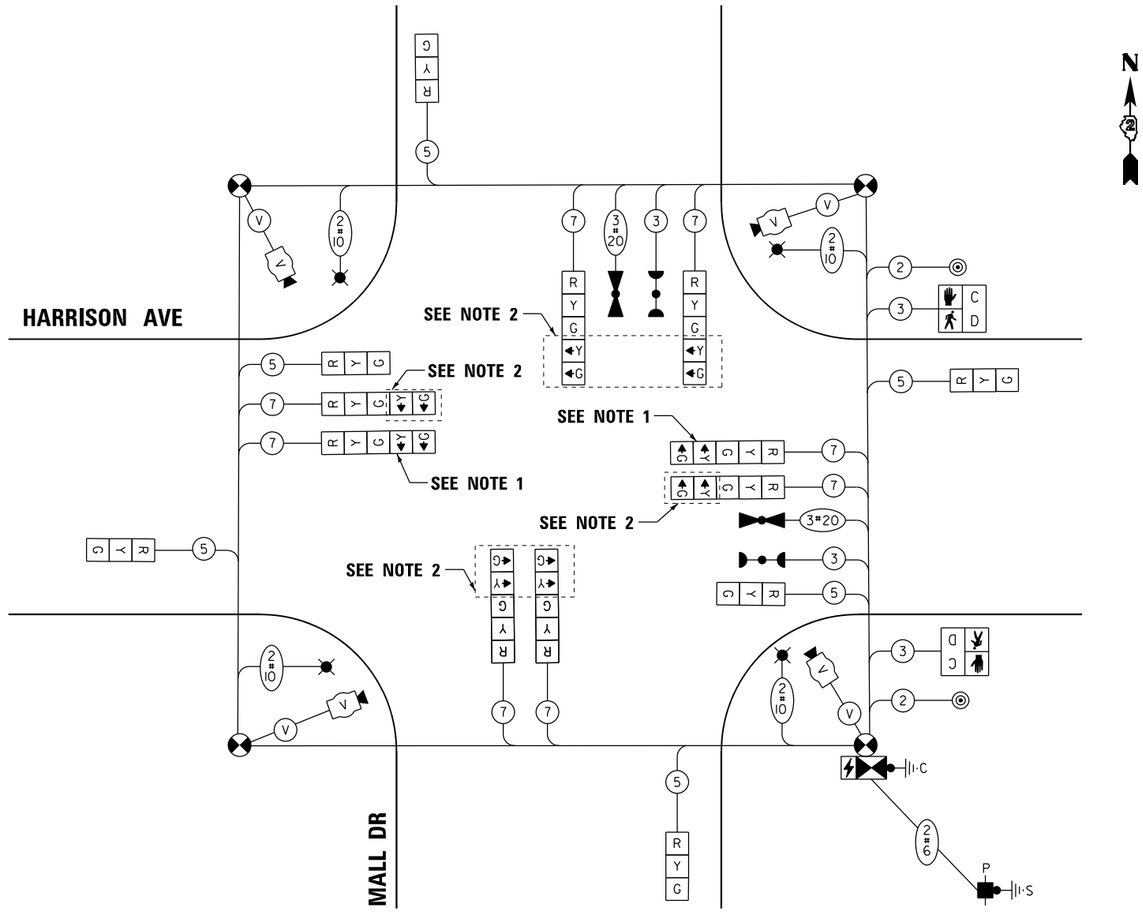
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



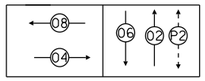
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2	3	4	5	6	7	8
MINIMUM GREEN		8		15		8		15
PASSAGE		4		7		4		7
MAXIMUM I		60		60		60		60
YELLOW CHANGE		4		4		4		4
RED CLEARANCE		2		2		2		2
RECALL MODE		OFF		MIN		OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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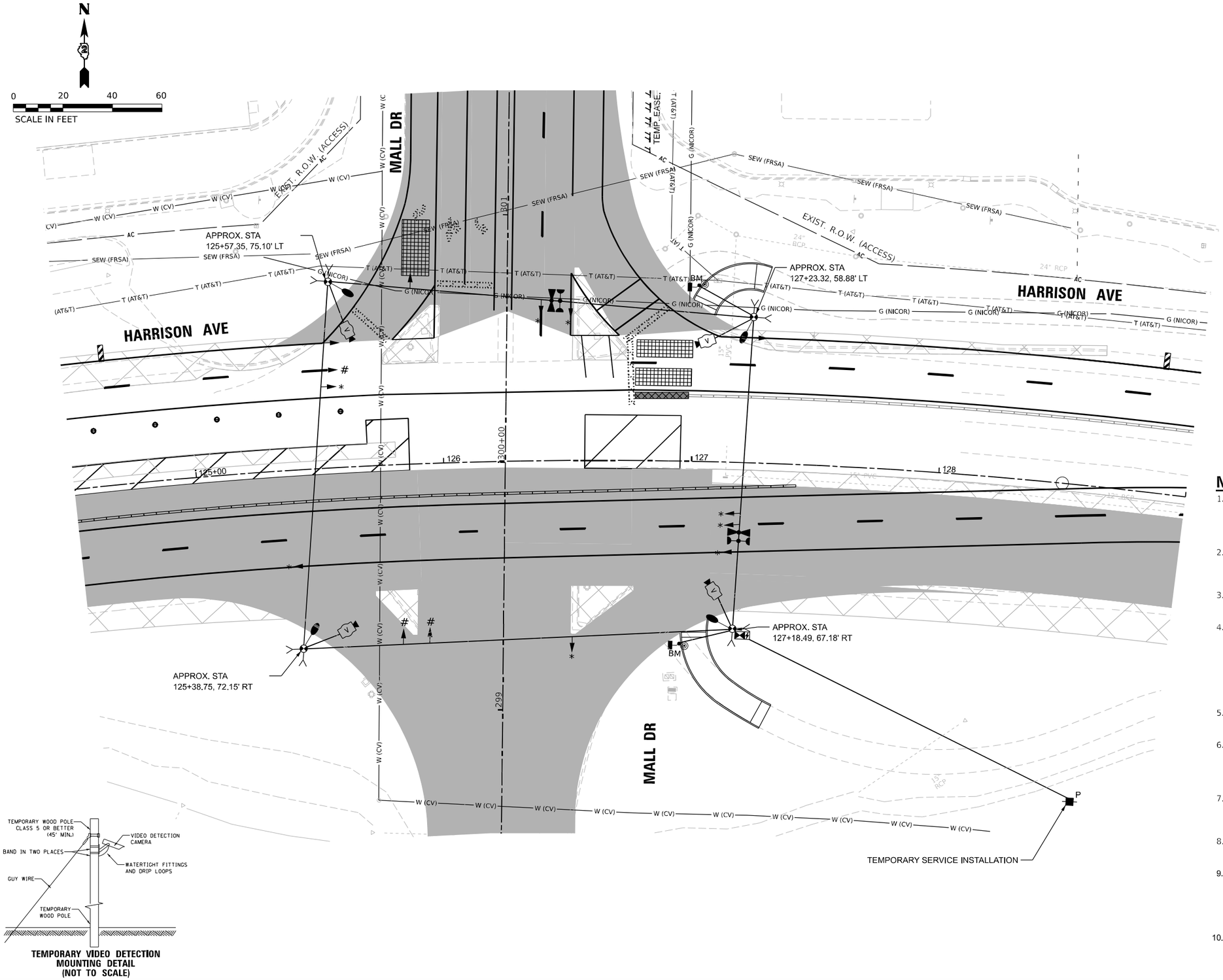
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , STAGE 1A–4 – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 14 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	589
TS-14		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
5. DETECTION ZONES SHALL BE DETERMINED IN THE FIELD BY A QUALIFIED SIGNAL TECHNICIAN.
6. RELOCATE EXISTING MAST ARM MOUNTED STREET NAME SIGNS TO THE TEMPORARY TRAFFIC SIGNAL SUPPORT. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFICE SIGNAL INSTALLATION.
7. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS AND ALL WORK SHALL CONFORM TO NEC REQUIREMENTS.
8. INACTIVE SIGNAL HEADS SHALL BE DE-ENERGIZED AND BAGGED PER PLANS
9. BARREL MOUNTED POSTS WITH PEDESTRIAN SIGNAL HEADS AND PUSH-BUTTONS SHALL BE PROVIDED FOR ALL CROSSWALKS. BARREL MOUNTED POSTS SHALL BE RELOCATED AS NEEDED. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN CROSSWALK ACCESS AT ALL TIMES.
10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

MODEL: TempTS Mall-01 Stage 1B [Sheet-1]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Traffic_Signal/DDID264871-2D\-sht-TempTS-Mall-Mill-Stage1B.dgn

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312-565-0450 Job No. 10800.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

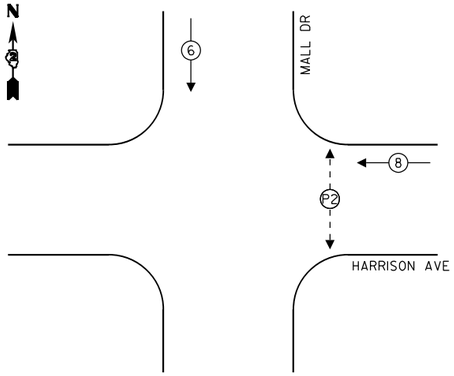
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN STAGE 1B , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 15 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	590
TS-15		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

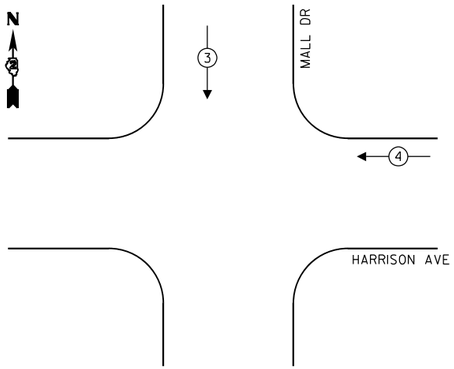
PROPOSED CONTROLLER SEQUENCE



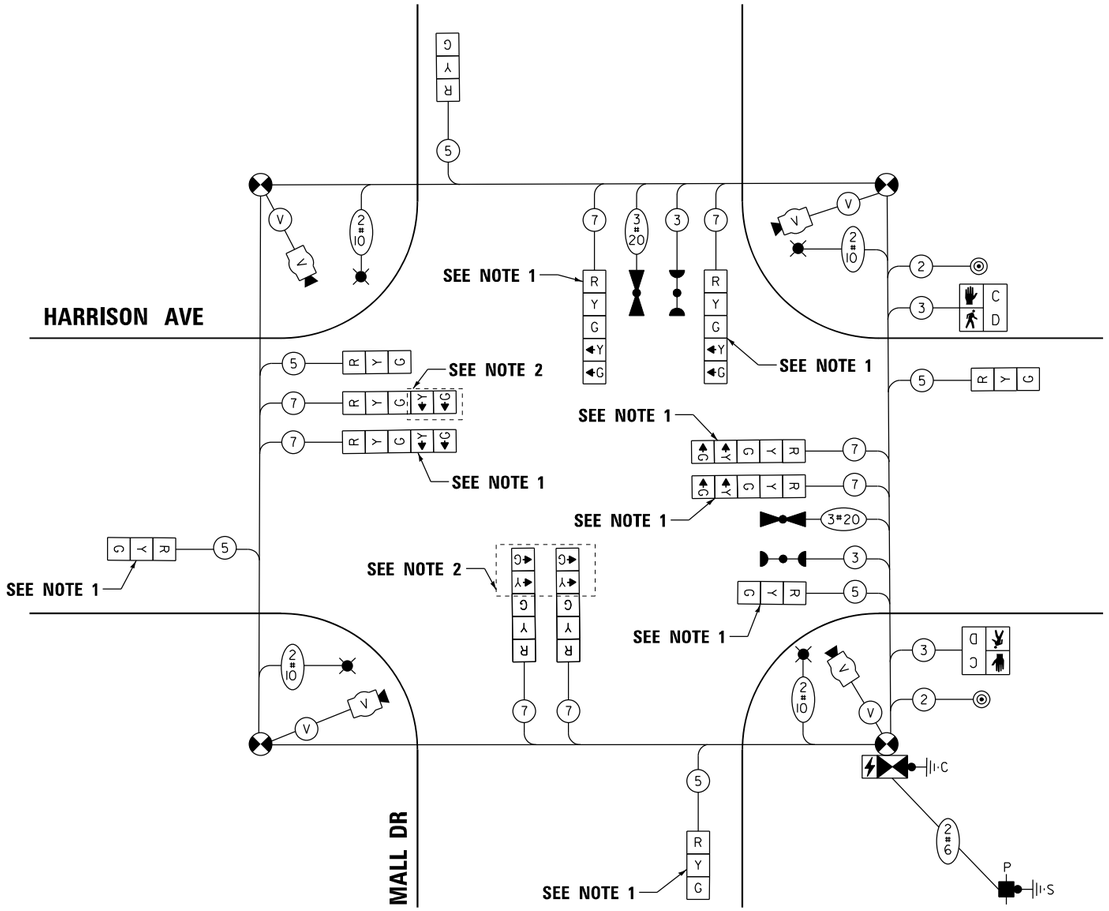
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



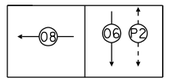
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓	←



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2	3	4	5	6	7	8
MINIMUM GREEN						8		15
PASSAGE						4		7
MAXIMUM I						60		60
YELLOW CHANGE						4		4
RED CLEARANCE						2		2
RECALL MODE						OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SB SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

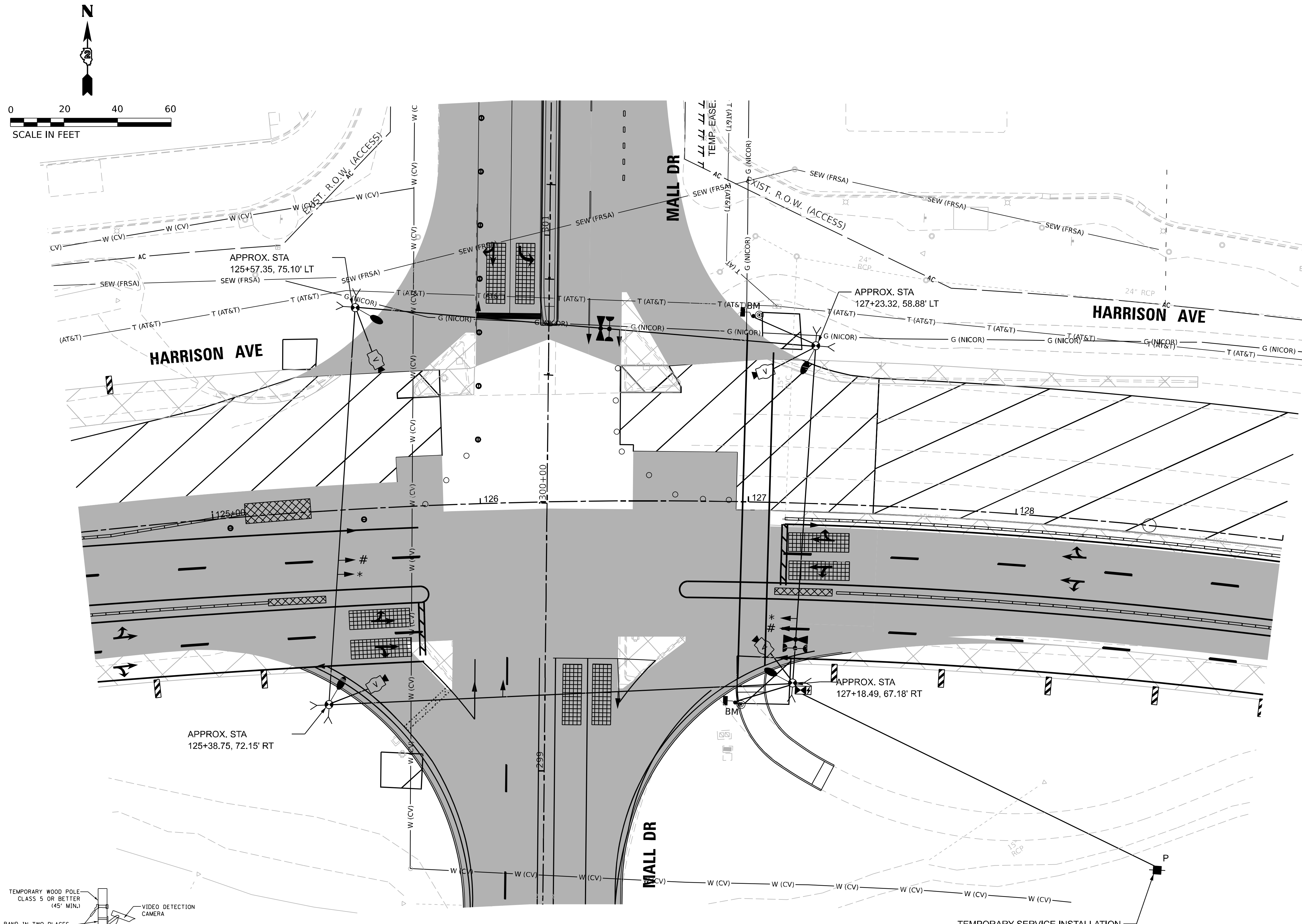
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , STAGE 1B – HARRISON AVENUE AND MALL DRIVE

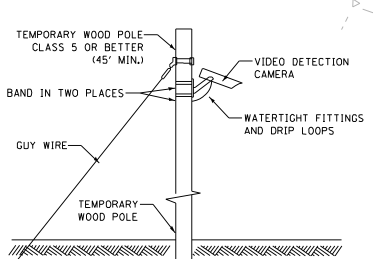
SCALE: NTS | SHEET 16 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	591
TS-16		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: Default
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng Docs/CAD Sheets/Traffic Signals/DDM0264871-DDI-int-Temp/Scale-Mall-Stage1B.dgn





TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
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10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

MODEL: TempTS Mall-01 Stage 2 [Sheet-1]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Traffic_Signals/D04/D264R71-D04-sht-TempTS-Mall-Mill-Stage2.dgn

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PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

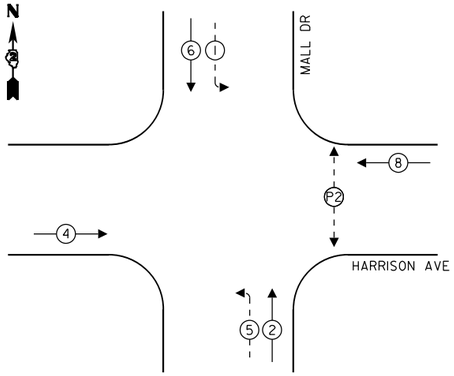
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 2 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 17 OF 58 SHEETS | STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	592
TS-17		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

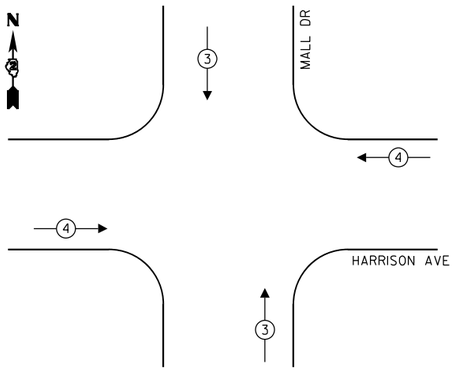
PROPOSED CONTROLLER SEQUENCE



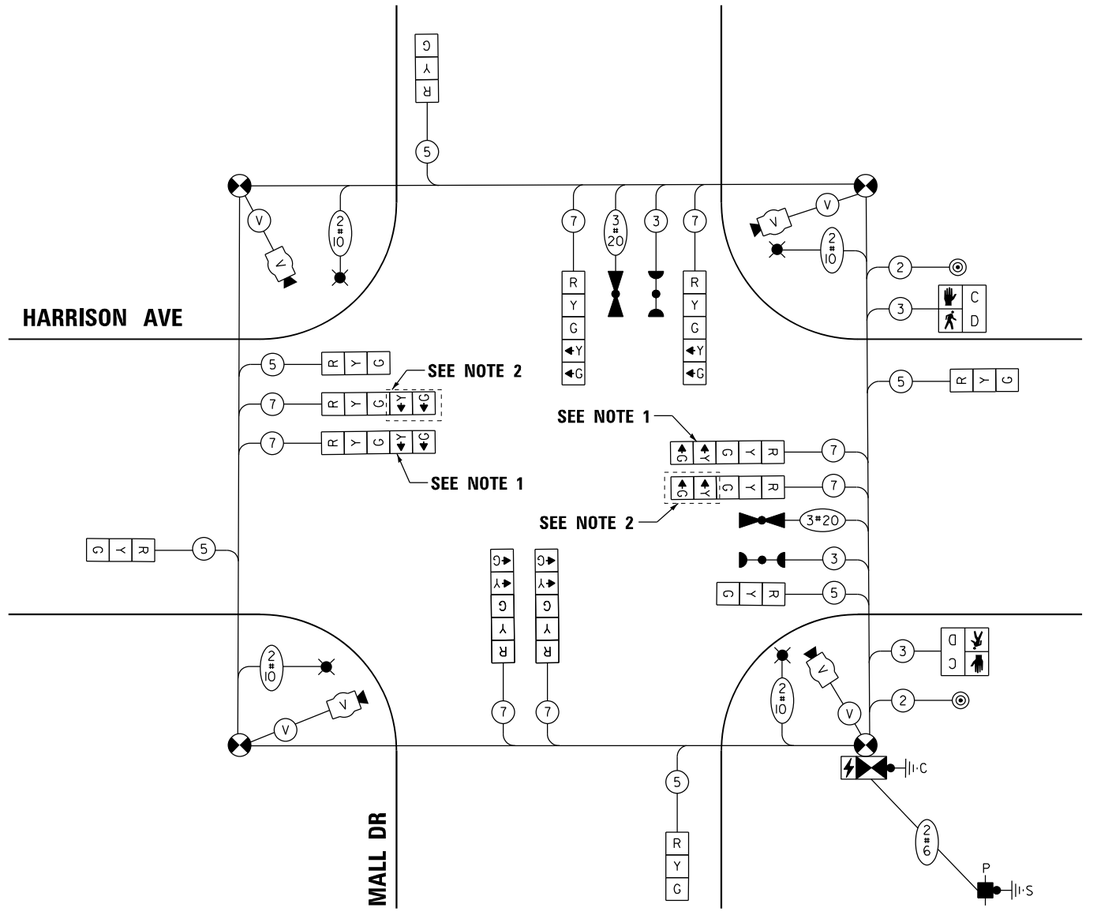
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



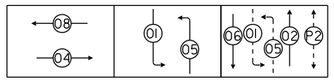
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↑ ↓	← →



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2		4	5	6		8
MINIMUM GREEN	3	8		15	3	8		15
PASSAGE	3	4		7	3	4		7
MAXIMUM I	15	50		60	15	50		60
YELLOW CHANGE	3.5	4		4	3.5	4		4
RED CLEARANCE	0	2		2	0	2		2
RECALL MODE	OFF	OFF		MIN	OFF	OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

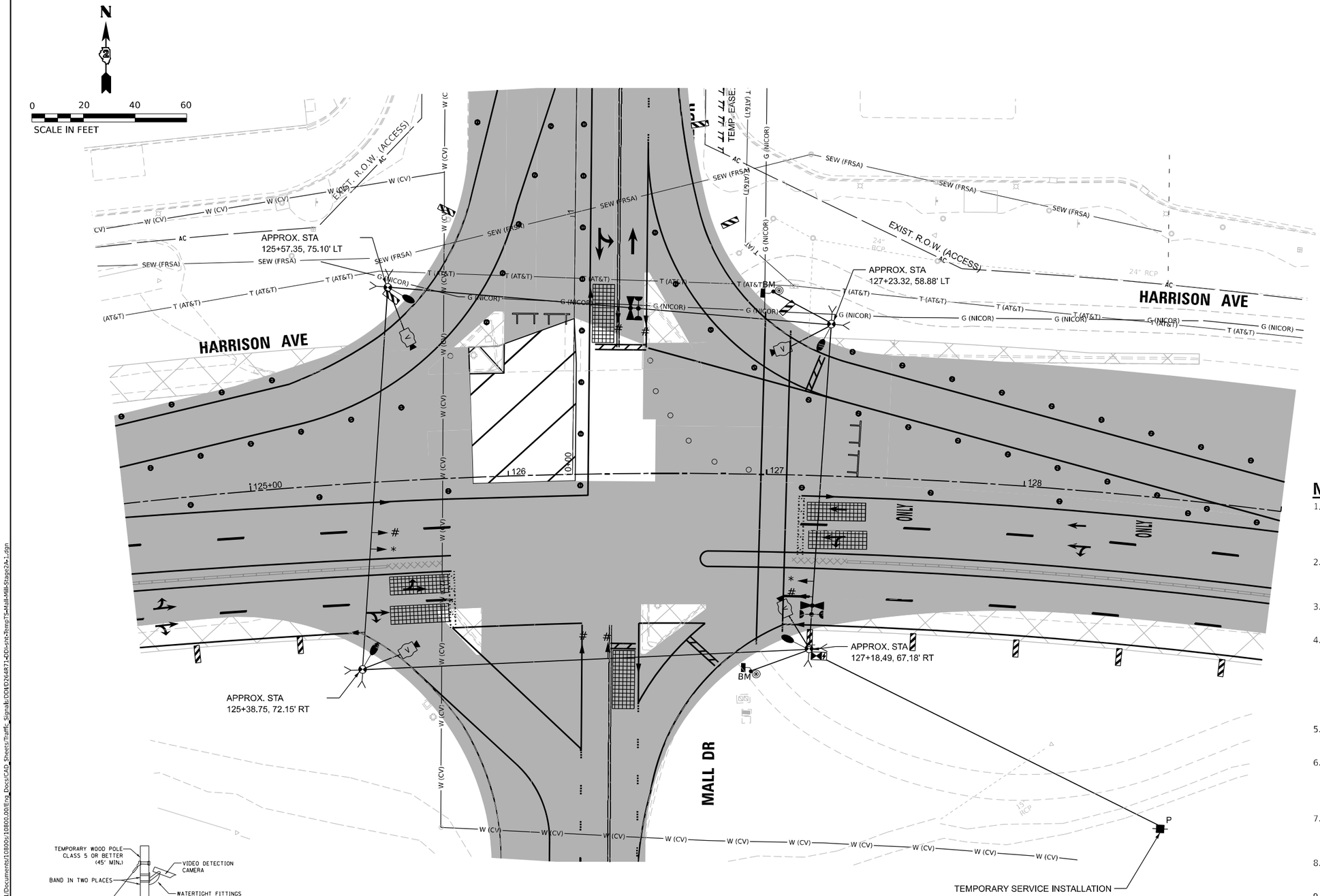
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

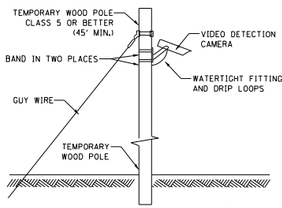
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , STAGE 2 – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 18 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	593
TS-18		CONTRACT NO. 64R71		
	ILLINOIS	FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)





TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

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3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
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10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

MODEL: Temp TS Mall-01 Stage 2A-1 [Sheet-1]
FILE NAME: pw://benesech-pw.bentley.com:benesech-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Traffic_Signals/DOND26R471-ODI-sht-TempTS-Mall-MBI-Stage2A-1.dgn

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PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

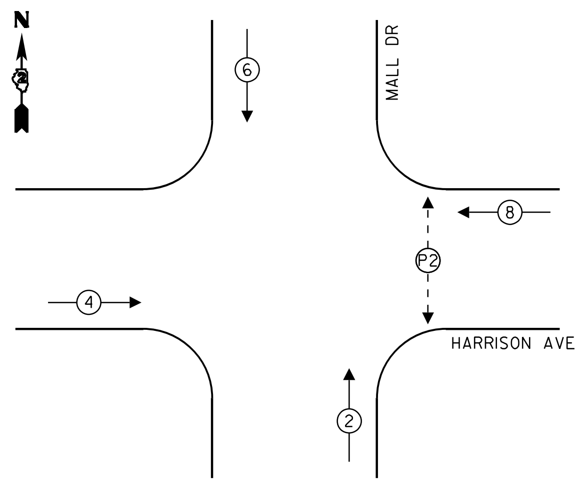
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 2A–1 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 19 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	594
TS-19		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

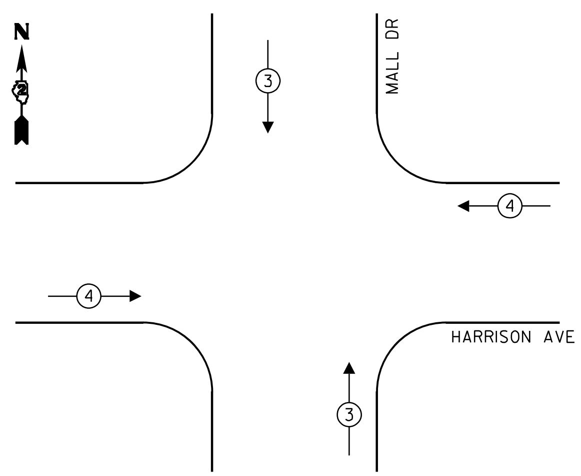
PROPOSED CONTROLLER SEQUENCE



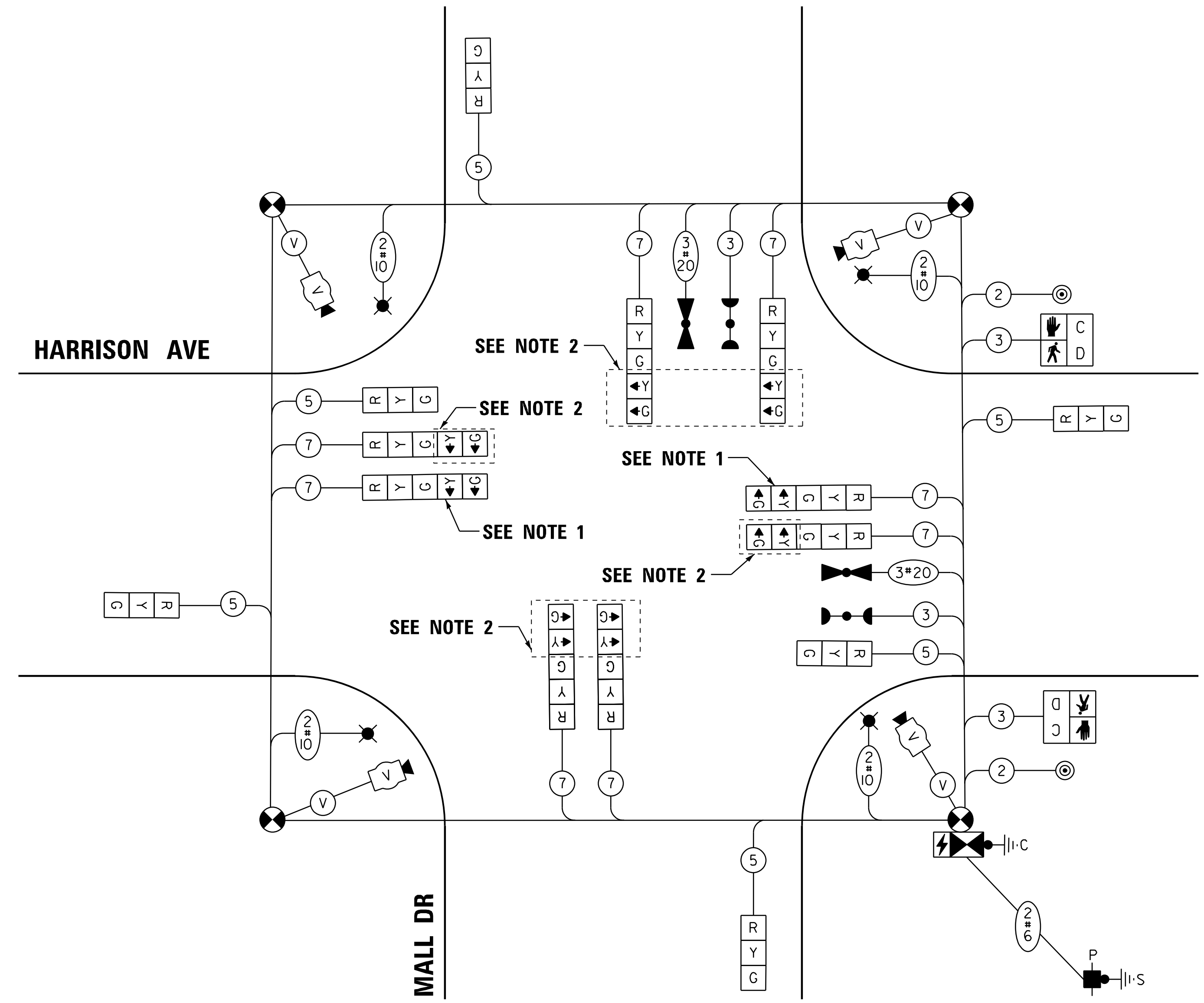
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



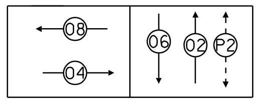
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓↑	←→



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2		4	5	6		8
MINIMUM GREEN		8		15		8		15
PASSAGE		4		7		4		7
MAXIMUM I		60		60		60		60
YELLOW CHANGE		4		4		4		4
RED CLEARANCE		2		2		2		2
RECALL MODE		OFF		MIN		OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
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PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

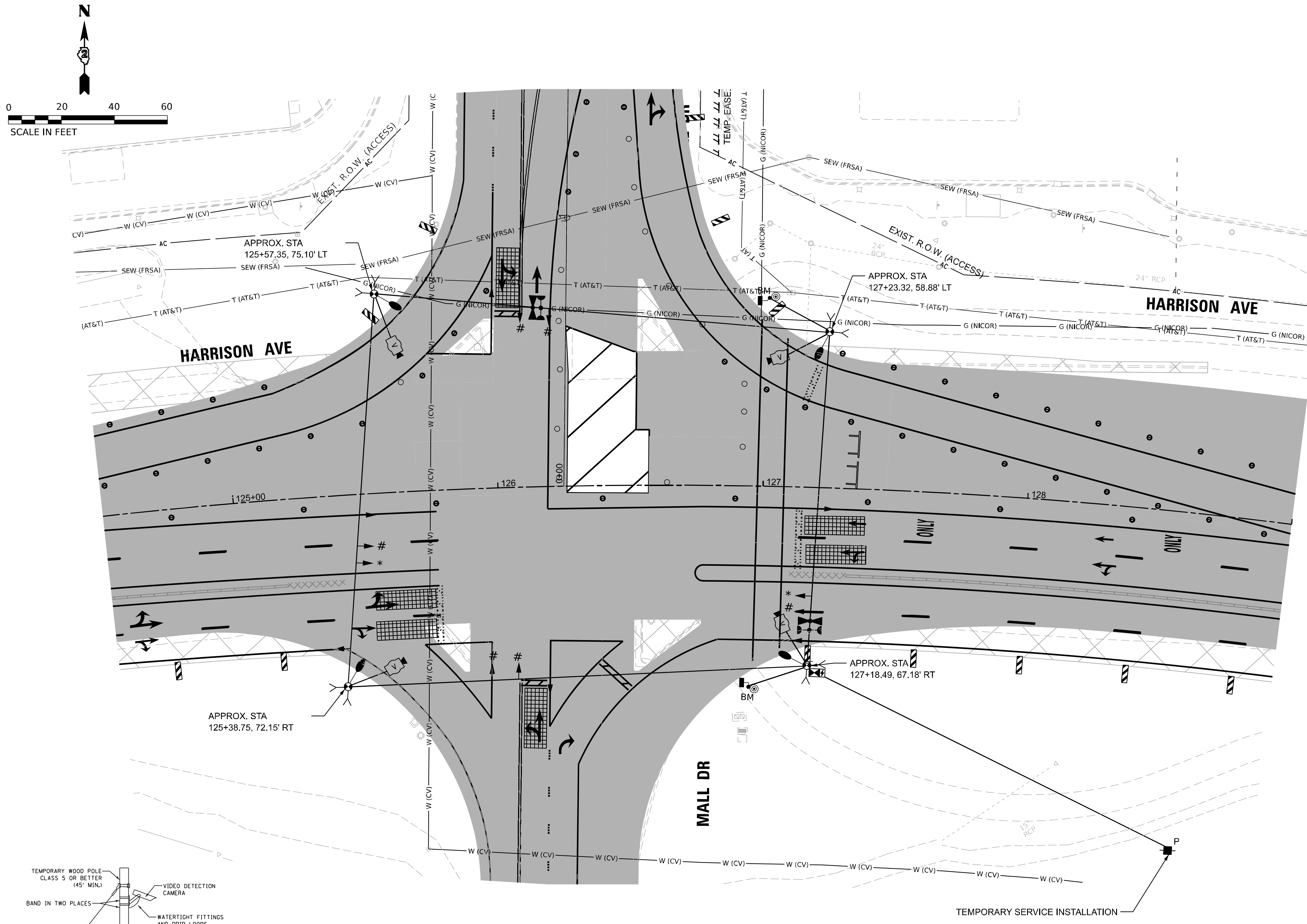
TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE, STAGE 2A–1 – HARRISON AVENUE AND MALL DRIVE

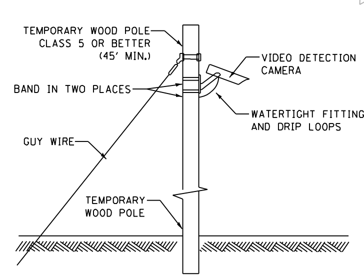
SCALE: NTS | SHEET 20 OF 58 SHEETS | STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	595
TS-20		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: Default
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng Docs/CAD Sheets/Traffic Signals/DD/D264R71-DD-sht-TempTSCable-Mall-Stage2A-1.dgn





TEMPORARY VIDEO DETECTION MOUNTING DETAIL
(NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
2. CONTRACTOR TO RELOCATE (ON SPAN WIRE) NORTHBOUND, SOUTHBOUND, EASTBOUND, AND WESTBOUND TEMPORARY SIGNAL HEADS ACCORDINGLY DURING MOT LANE SHIFTING.
3. SIGNAL NETWORK AND TRAFFIC CAMERAS SHALL NOT BE DOWN FOR MORE THAN FOUR HOURS.
4. FOR THE PURPOSE OF ADVANCE DETECTION, THE CONTRACTOR SHALL ENSURE THE VERTICAL CLEARANCE OF THE EMERGENCY VEHICLE PREEMPTION (EVP) EQUIPMENT TO BE BETWEEN 17-18 FEET FROM THE TOP OF ROADWAY GRADE TO THE BOTTOM OF THE ELOWEST PART OF THE EVP EQUIPMENT, BUT NO LESS THAN 17 FEET. CONTACT CHERRY VALLEY FIRE PROTECTION DISTRICT 815-332-5382 TO VERIFY APPROPRIATE OPERATIONS.
5. DETECTION ZONES SHALL BE DETERMINED IN THE FIELD BY A QUALIFIED SIGNAL TECHNICIAN.
6. RELOCATE EXISTING MAST ARM MOUNTED STREET NAME SIGNS TO THE TEMPORARY TRAFFIC SIGNAL SUPPORT. THIS WORK SHALL BE INCLUDED IN THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
7. THE TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL APPLICABLE MUTCD STANDARDS AND ALL WORK SHALL CONFORM TO NEC REQUIREMENTS.
8. INACTIVE SIGNAL HEADS SHALL BE DE-ENERGIZED AND BAGGED PER PLANS
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10. CONTACT SCOTT KULLERSTRAND - IDOT BUREAU OF OPERATIONS 815-284-5468, TWO WEEKS IN ADVANCE TO DISCUSS PROPOSED CONSTRUCTION TRAFFIC PLANS AND TO ASSIST WITH SIGNAL TIMINGS.

MODEL: TempTS Mall-01 Stage 2A-2 [Sheet-1]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Traffic_Signals/DDI/D264R71-DD-sht-TempTS-Mall-Mill-Stage2A-2.dgn

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312-565-0450 Job No. 10800.00

USER NAME = gthiesse	DESIGNED - A.RODRIGUEZ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - A.RODRIGUEZ	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

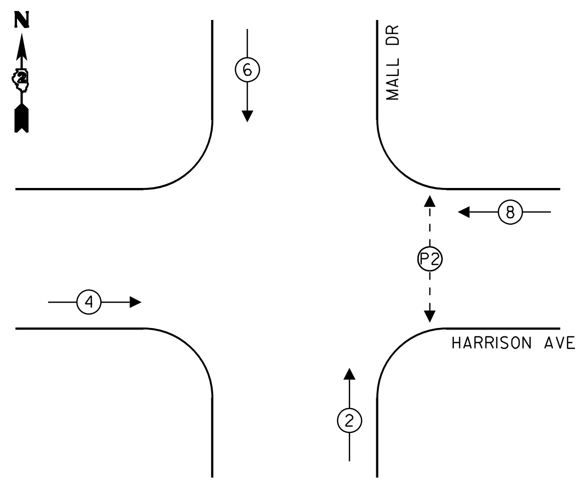
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 2A–2 , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 21 OF 58 SHEETS | STA. TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	596
TS-21		CONTRACT NO. 64R71		
		ILLINOIS FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

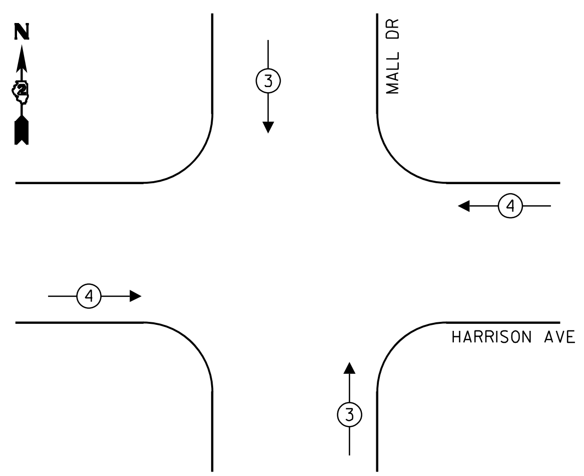
PROPOSED CONTROLLER SEQUENCE



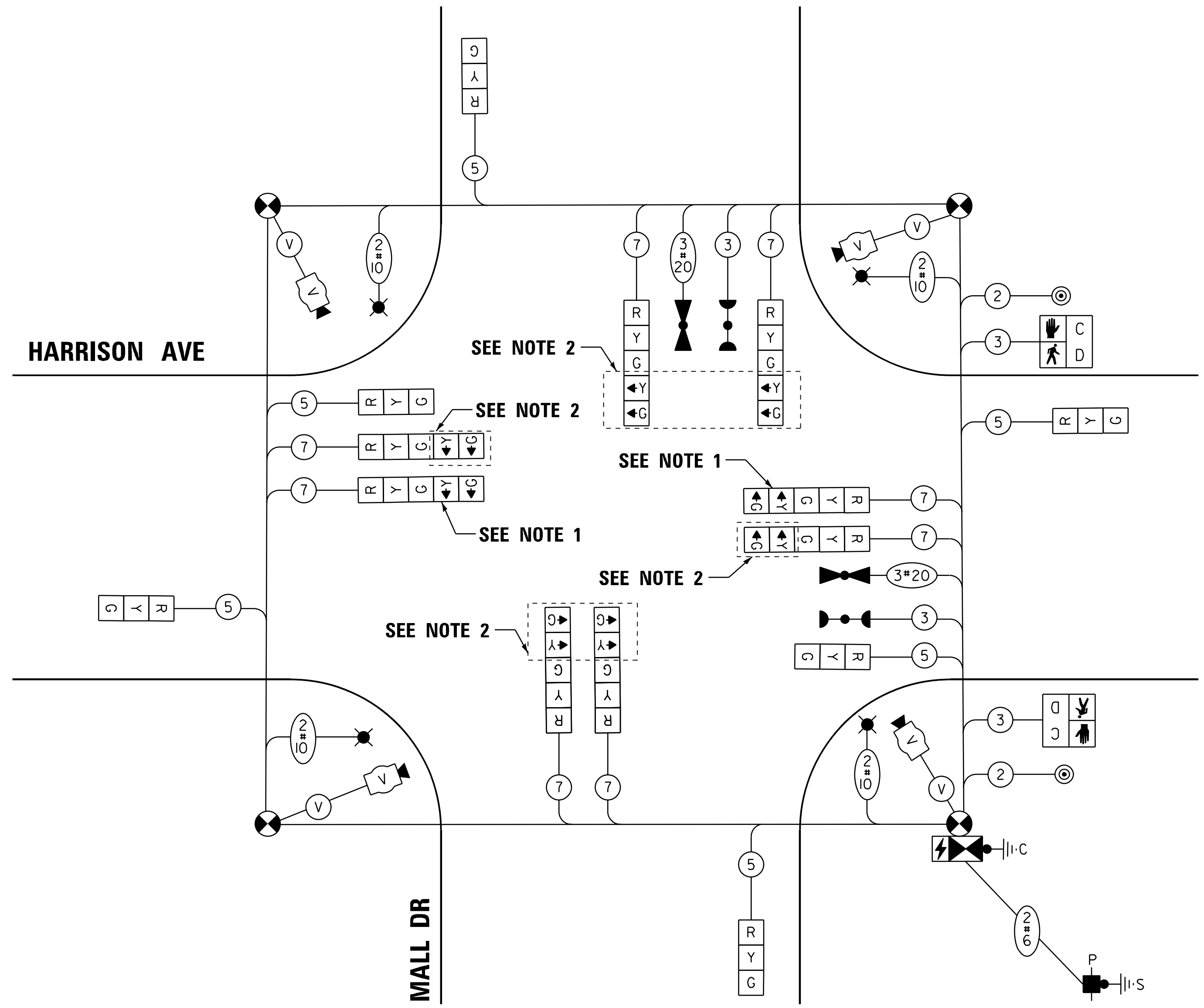
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



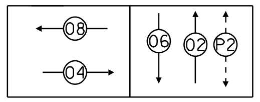
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓↑	←→



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2		4	5	6		8
MINIMUM GREEN		8		15		8		15
PASSAGE		4		7		4		7
MAXIMUM I		60		60		60		60
YELLOW CHANGE		4		4		4		4
RED CLEARANCE		2		2		2		2
RECALL MODE		OFF		MIN		OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

MODEL: Default
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PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -

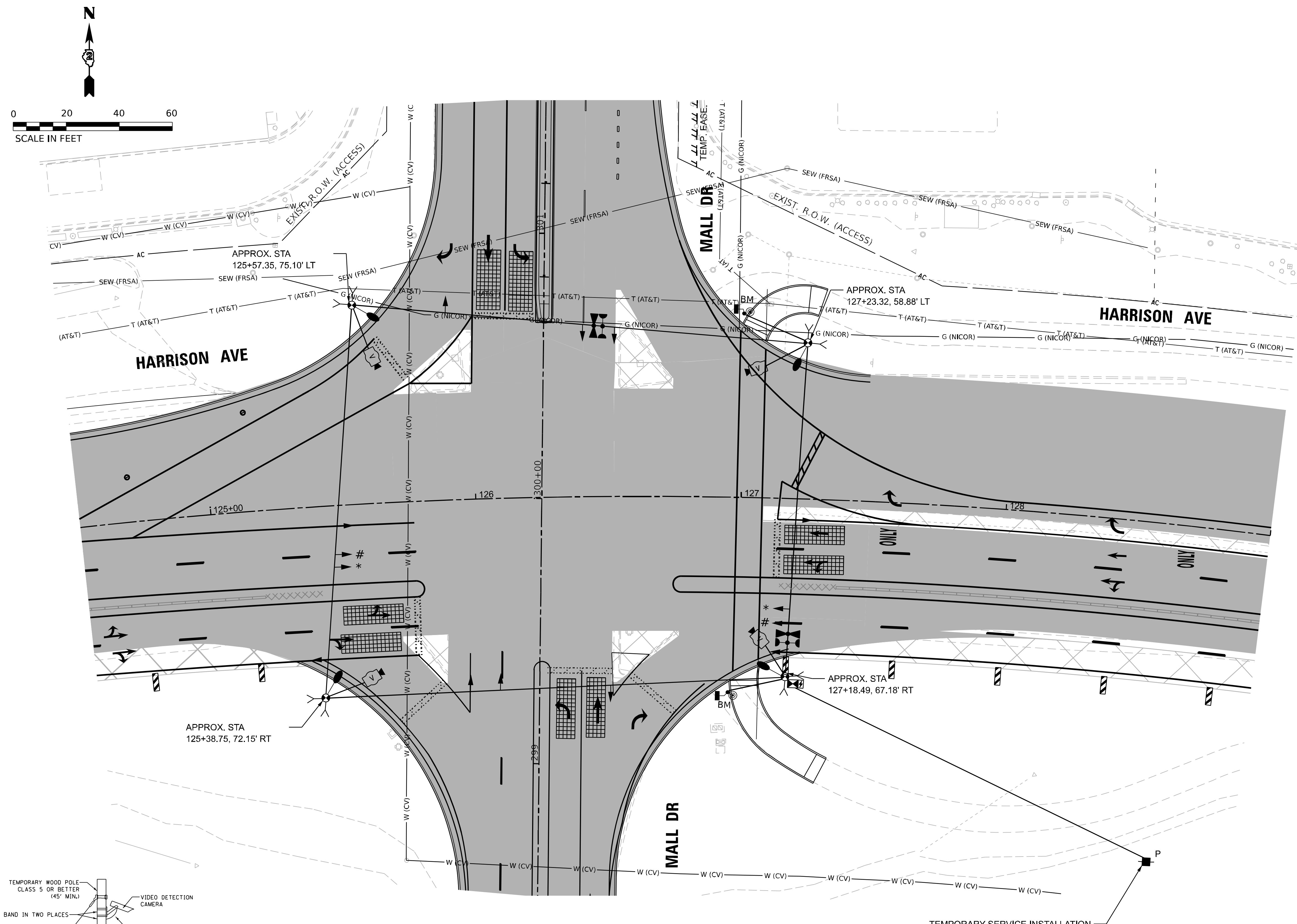
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE, STAGE 2A–2 – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 22 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	597
TS-22		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)



TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- # BAG PERMISSIVE ARROW LAMPS
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
- WORK ZONE
- COMPLETED CONSTRUCTION (PREVIOUS STAGE WORK ZONE)
- TEMPORARY PAVEMENT
- COMPLETED TEMPORARY PAVEMENT (PREVIOUS STAGE WORK ZONE)

NOTES:

1. THE WOOD POLES SHALL BE LOCATED TO AVOID BURIED UTILITIES. LOCATIONS OF BURIED UTILITIES ARE BASED ON RECORDS. THE CONTRACTOR SHALL FIELD SURVEY THE FINAL LOCATION OF EACH WOOD POLE.
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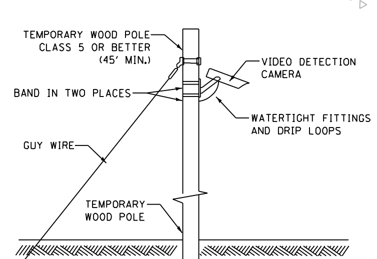

TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

MODEL: TempTS Mall-01 Stage 2B [Sheet-1]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Traffic_Signals/DOI/D264R71-DD-sht-TempTS-Mall-Mill-Stage2B.dgn

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312-565-0450 Job No. 10800.00

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

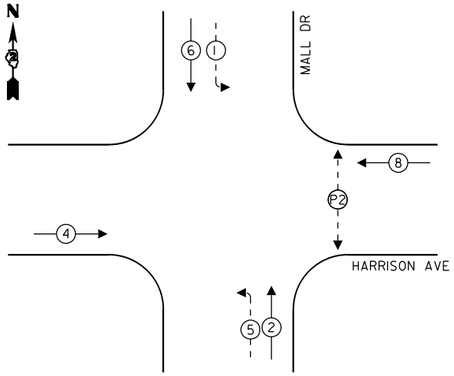
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 2B , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 23 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	598
TS-23		CONTRACT NO. 64R71		
		ILLINOIS	FED. AID PROJECT	

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

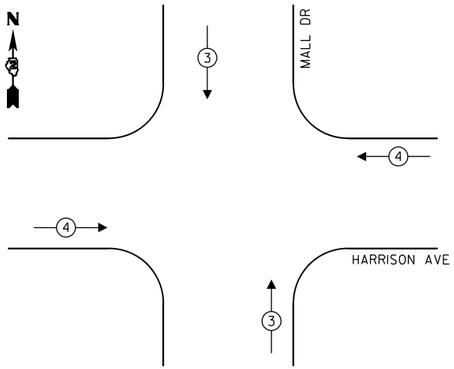
PROPOSED CONTROLLER SEQUENCE



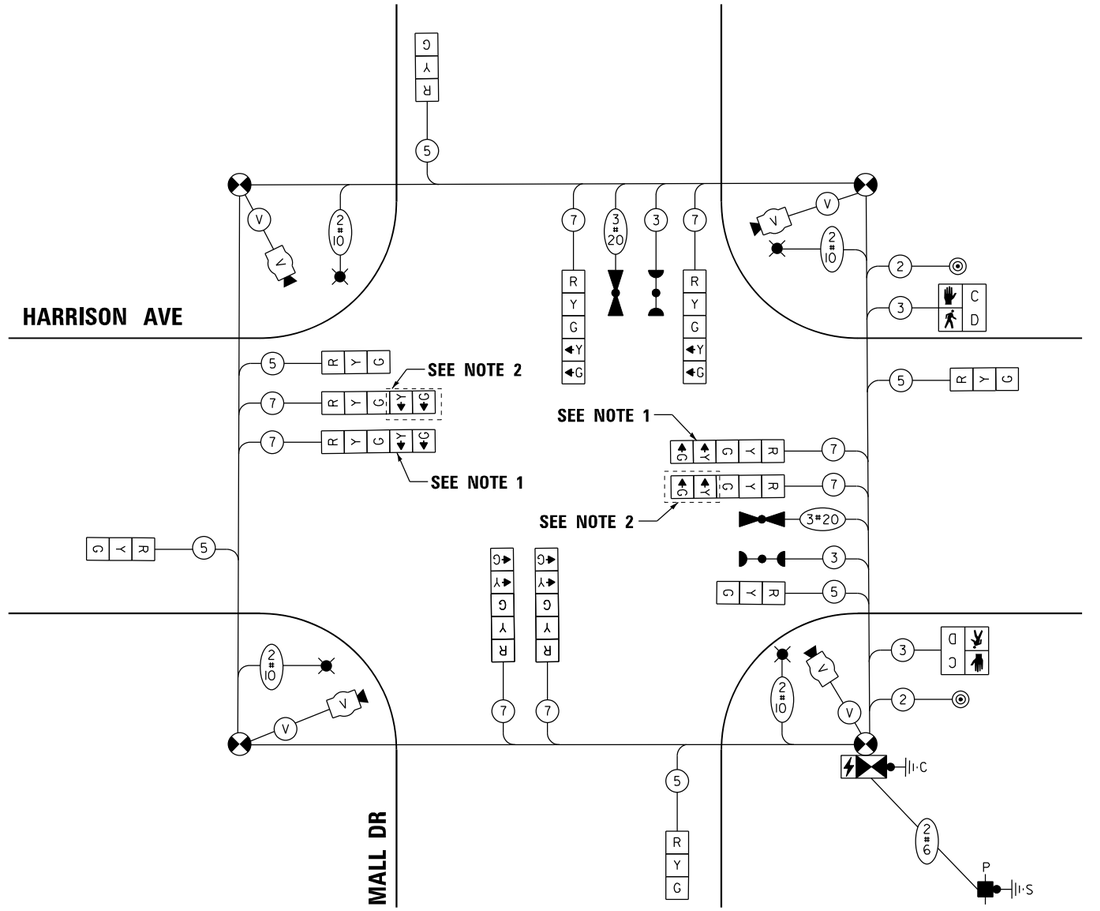
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



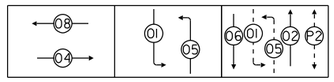
TEMPORARY EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓	← →



CABLE PLAN

(NOT TO SCALE)

PHASE SEQUENCE CHART



SUGGESTED TIMINGS (SECONDS)

TYPE	1	2		4	5	6		8
MINIMUM GREEN	3	8		15	3	8		15
PASSAGE	3	4		7	3	4		7
MAXIMUM I	15	50		60	15	50		60
YELLOW CHANGE	3.5	4		4	3.5	4		4
RED CLEARANCE	0	2		2	0	2		2
RECALL MODE	OFF	OFF		MIN	OFF	OFF		MIN
WALK		7						
FLASH DW		43						
ACTUATED CYCLE LENGTH = 120								

NOTES:

1. BAG TRAFFIC SIGNAL HEAD AND DE-ENERGIZE
2. BAG TRAFFIC PERMISSIVE ARROW LAMPS FOR SIGNAL HEADS
3. CONTRACTOR TO VERIFY AND OPTIMIZE SIGNAL TIMINGS PER FIELD CONDITIONS.

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PLOT SCALE = 0.167 ' / in.	CHECKED - G.THIESSE	REVISED -	
PLOT DATE = 10/12/2023	DATE - 10/13/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE , STAGE 2B – HARRISON AVENUE AND MALL DRIVE

SCALE: NTS | SHEET 24 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	599
TS-24		CONTRACT NO. 64R71		
	ILLINOIS FED. AID PROJECT			

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: Default
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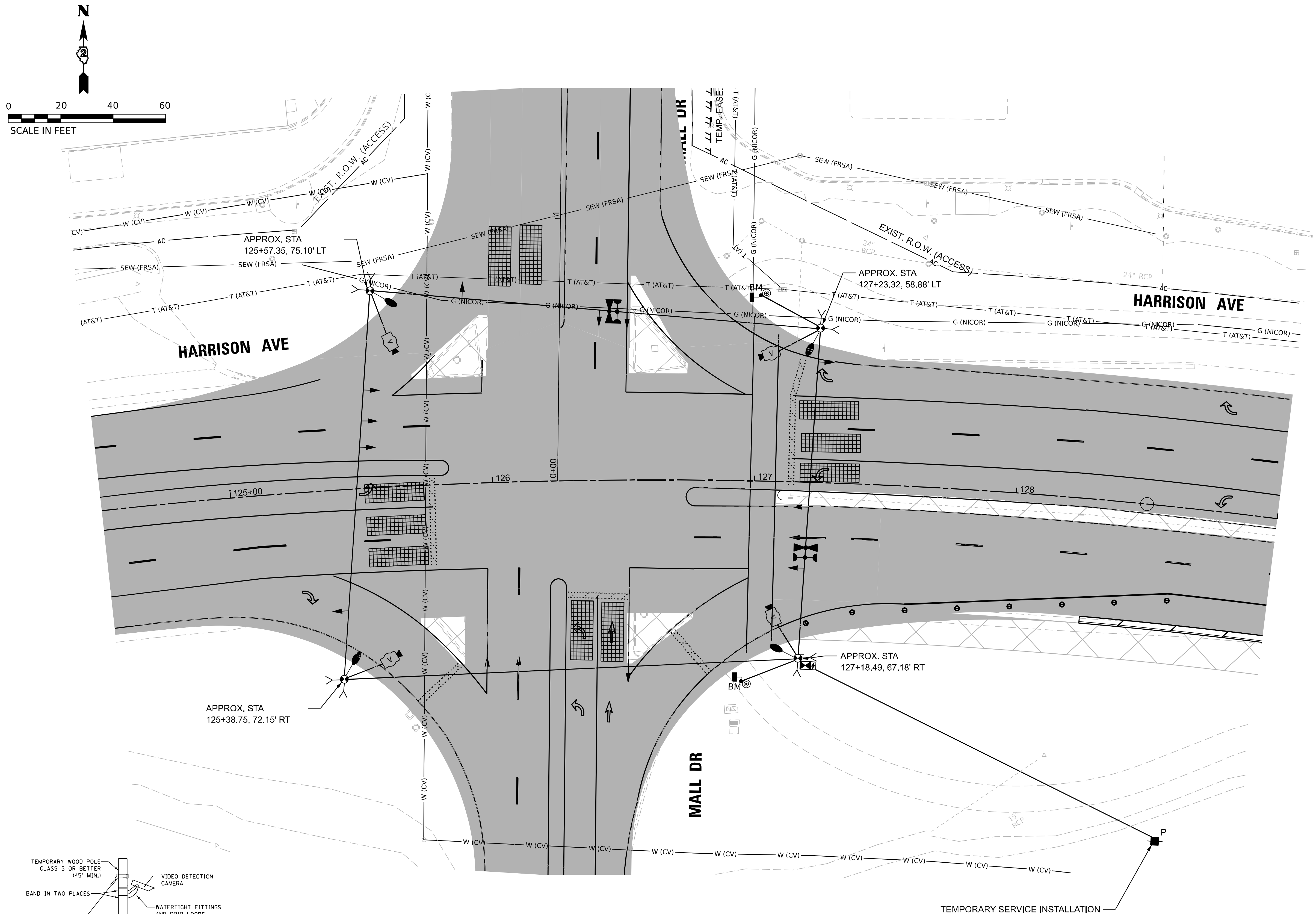

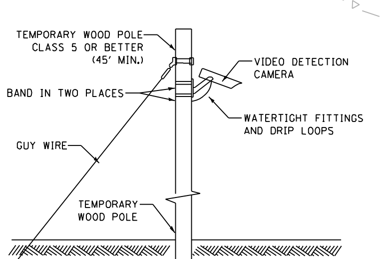

TEMPORARY VIDEO DETECTION MOUNTING DETAIL (NOT TO SCALE)

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY SIGNAL CONTROLLER
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY SIGNAL HEAD
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE AND CABLE
- TEMPORARY VIDEO DETECTION CAMERA
- TEMPORARY VEHICLE LIGHT DETECTOR/ CONFIRMATION BEACON
- TEMPORARY 15' MAST ARM AND LED LUMINAIRE OUTPUT DESIGNATION G
- * BAG AND DEACTIVATE ENTIRE SIGNAL HEAD
- • BM TEMPORARY BARREL MOUNTED POST
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- VIDEO DETECTION
- IMPACT ATTENUATORS, TEMPORARY
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NOTES:

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
WINTER STAGE, STAGE 3 & 3B , HARRISON AVENUE AND MALL DRIVE

SCALE: 1"=20' | SHEET 25 OF 58 SHEETS | STA. | TO STA.

F.A.* RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(5)RS & (5&5HB)RC	WINNEBAGO	1279	600
TS-25		CONTRACT NO. 64R71		
		ILLINOIS FED. AID PROJECT		

* FAI ROUTE 39 (I-39) & FAP ROUTE 525 (US 20)

MODEL: TempTS Mall-01 Stage 3 [Sheet-1]
FILE NAME: pw://benesch-pw.bentley.com:benesch-pw-01/Documents/10800s/10800.00/Eng_Docs/CAD_Sheets/Traffic_Signals/DDI/D264R71-DDI-sht-TempTS-Mall-Mill-Stage3.dgn