4-3-09 Letting, Item 043

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2HB-1-I-2	WILL	34	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60D65		

D-91-083-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

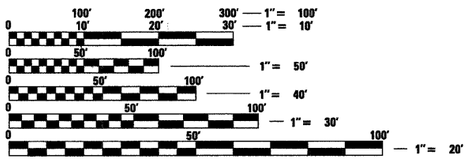
F.A.I 57/1–57 AT NORTH PEOTONE–JOLIET RD
SECTION 99–2HB–1–I–2
BRIDGE REPAIR & RESURFACE APPROACHES
WILL COUNTY
C–91–083–08
PROJECT: ESP-057-7(279)327

LOCATION OF IMPROVEMENT
PEOTONE–JOLIET RD OVER I–57
STRUCTURE NO. 099–0162

IMPROVEMENT LOCATED WITHIN
THE VILLAGE OF PEOTONE

TRAFFIC DATA

PEOTONE–JOLIET RD
2004 ADT = 1,700
SPEED LIMIT = 45 MPH

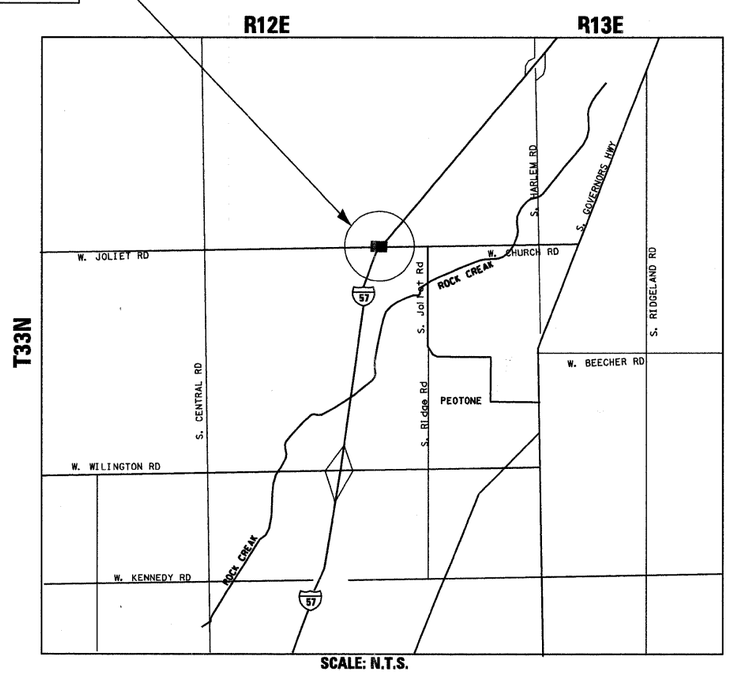


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

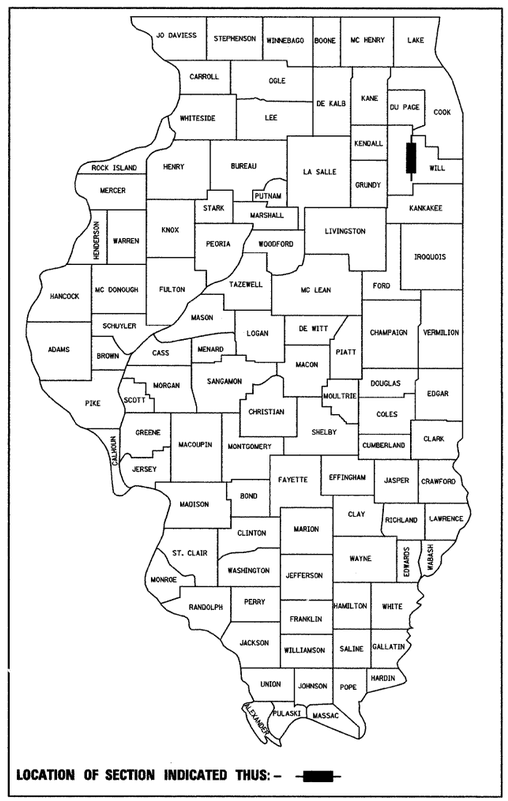
DISTRICT ONE –
PROJECT MANAGER: LONG TRAN (847) 705–4232
PROJECT ENGINEER: MICHELLE AQUINO (847) 705–4606

CONTRACT NO. 60D65



SCALE: N.T.S.

PEOTONE TOWNSHIP
GROSS & NET LENGTH OF PROJECT= 360 FT = 0.0682 MILES



LOCATION OF SECTION INDICATED THUS: –

RJN GROUP, INC.
BRANDON BUZZELL, S.E.
081-006358
Exp. 11/10
DATE:
SIGNATURE AND SEAL APPLIES TO DRWG. NOS. 17-28

STATE OF ILLINOIS
BRANDON L. BUZZELL
6358
NAPERVILLE
IL
LICENSED STRUCTURAL ENGINEER

MILLENNIA ENGINEERING
THOMAS V. NGO, P.E.
062-058379
11/09
DATE:
SIGNATURE AND SEAL APPLIES TO DRWG. NOS. 1-16 & 28-33

THOMAS V. NGO
062-058379
REGISTERED PROFESSIONAL ENGINEER
OF
ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 9, 2009
Duane M. O'Keefe PE
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 13, 2009
Charles J. Ingersoll PE
ENGINEER OF DESIGN AND ENVIRONMENT
March 13, 2009
Christine M. Reed PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

rjngroup
Excellence through Ownership
License # 184-000813
200 West Front Street
Wheaton, Il 60187

200 22ND Street, Suite 216, Lombard, IL 60148
630.705.0110 voice, 630.839.2566 fax
www.millenniaeng.com
MILLENNIA ENGINEERING

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INDEX OF SHEETS

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS

001001-02 AREAS OF REINFORCEMENT BARS

001006 DECIMAL OF AN INCH AND OF A FOOT

631031-07 TRAFFIC BARRIER TERMINAL, TYPE 6

701311-03 LANE CLOSURE 2 LANE 2 WAY MOVING OPERATIONS DAY ONLY

701316-04 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR FOR SPEEDS >/= 45 MPH

701901-01 TRAFFIC CONTROL DEVICES

701400-03 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY

701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY

COMMITMENTS

NO COMMITMENTS FOR THIS PROJECT

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)

2. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE BRIDGE INSPECTORS.

3. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

4. ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. NO ADDITIONAL COST TO THE DEPARTMENT.

5. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES INCLUDING THE VILLAGE OF PEOTONE.

6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

8. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD (FOR FUTURE REFERENCES), ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.

9. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK ALONG PEOTONE ROAD.

10. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK ALONG I-57.

11. THE ENGINEER SHALL CONTACT CORA MATHIS TRAFFIC FIELD ENGINEER AT (815) 485-6475 A MINIMUM OF TWO WEEKS PRIOR TO PLACE OF PERMANENT PAVEMENT MARKINGS.

12. ALL PAVEMENT MARKINGS AND RAISED REFLECTORS AFFECTED BY THE BRIDGE REPAIRS AND MAINTENANCE OF TRAFFIC SHALL BE REPLACED. NOMINAL QUANTITIES HAVE BEEN INCLUDED IN THE PLANS.

13. THE "ADVANCE WARNING SIGN DETAIL FOR ARTERIAL TRAFFIC" LOCATED IN THE SPECIAL PROVISIONS FOR "TEMPORARY INFORMATION SIGNING FOR LANE CLOSURES" AND THE SPECIAL PROVISION FOR "PUBLIC CONVENIENCE IS/ARE APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS/TOLLWAYS.

14. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

15. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN ON THE PLANS.

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MODEL = $MODEL$

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DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	1/14/2009	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 574-57
AT NORTH PEOTONE-JOILET RD

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

INDEX OF SHEETS, LIST OF IDOT HIGHWAY STANDARDS, GENERAL NOTES, AND COMMITMENTS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2HB-1-I-2	WILL	33	2
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN 100% FED. TOTAL QUANTITY	CONSTRUCTION TYPE CODE 099-0162 SFTY-2A QUANTITY	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	20.5	20.5	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	40.9	40.9	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	240	240	
40800020	BITUMINOUS MATERIALS (PRIME COAT)	TON	4.8	4.8	
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SQ YD	241.5	241.5	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	40	40	
50102400	CONCRETE REMOVAL	CU YD	11.6	11.6	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	12.7	12.7	
50300260	BRIDGE DECK GROOVING	SQ YD	884	884	
50300300	PROTECTIVE COAT	SQ YD	34	34	
50300530	FLOOR DRAIN EXTENSION	EACH	13	13	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1271	1271	
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	12	12	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1450	1450	
50800515	BAR SPLICERS	EACH	20	20	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	80	80	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12	12	
52100520	ANCHOR BOLTS, 1"	EACH	24	24	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	229	229	
67100100	MOBILIZATION	L SUM	1	1	
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	70	70	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	3	3	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1199	1199	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1729	1729	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16	16	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	10	10	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN 100% FED. TOTAL QUANTITY	CONSTRUCTION TYPE CODE 099-0162 SFTY-2A QUANTITY	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	286.2	286.2	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	26	26	
X0321468	PLUG EXISTING DECK DRAINS	EACH	1	1	
X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SQ YD	930	930	
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	119	119	
X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	3609	3609	
X0325841	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	24	24	
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1	
X8900005	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	930	930	
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	2	2	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	78	78	
Z0065700	SLOPE WALL REPAIR	SQ YD	15	15	

* SPECIALTY ITEM

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PLOT NAME = Millennia Engineering
MODEL = Model

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DATE	1/13/2009	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 574-57
AT NORTH PEOTONE-JOILET RD

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

SUMMARY OF QUANTITIES

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2HB-1-I-2	WILL	33	3
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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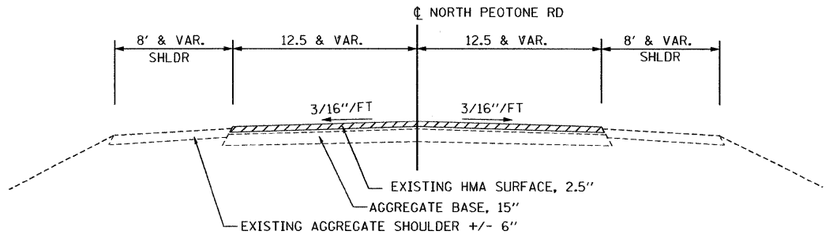
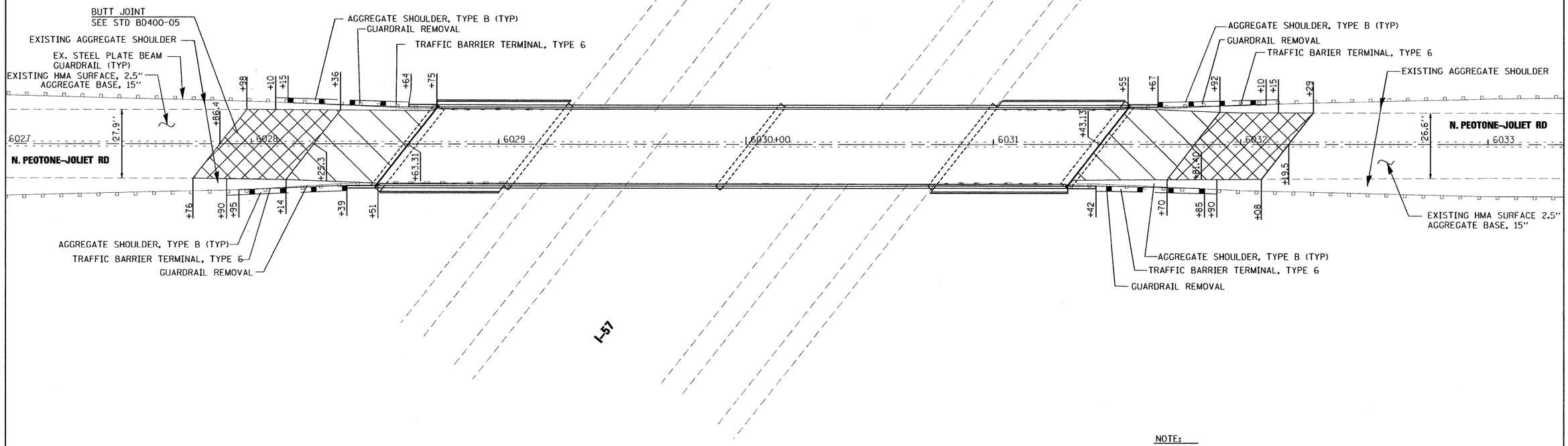


EXISTING TYPICAL SECTION

PROPOSED RESURFACE PAVEMENT

PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"
PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
PROP. LEVELING BINDER (MACHINE METHOD), N50, 3/4"

BUTT JOINT, SEE DETAILL SHEET 29



HMA MIXTURES REQUIREMENT		
MIXTURE USES	**AC TYPE**	**VOIDS**
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm)	PG 64-22	4% @ 50 GYR.
LEVELING BINDER (MACHINE METHOD), N50 (IL-9.5mm)	PG 64-22/58-22	4% @ 50 GYR.

MIXTURE NOTES:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES IS 112 LBS/SQ YD/IN.
2. WHEN RAP EXCEEDS 20%, THEN NEW ASPHALT BINDER IN THE MIX SALL BE PG 58-22

NOTE:
1. NOMINAL QUANTITY OF AGGREGATE SHOULDER, TYPE B WAS PROVIDED TO REGRADE THE EXISTING AGGREGATE SHOULDER UNDER THE PROPOSED TRAFFIC BARRIER TERMINAL, TYPE 6.

2. ANY DAMAGE DONE TO THE EXISTING GUARDRAIL DURING THE REMOVAL OF THE EXISTING TRAFFIC BARRIER TERMINALS ATTACHED TO THE BRIDGE SHALL BE REPAIR AND/OR REPLACED AT THE CONTRACTORS EXPENSE AT NO ADDITIONAL COST TO THE DEPARTMENT.

3. THE RECONNECTION OF THE EXISTING GUARDRAIL TO THE PROPOSED TRAFFIC BARRIER TERMINAL, TYPE 6 AND ANY REQUIRED ADDITIONAL STEEL PLATE BEAM GUARDRAIL, TYPE A, IF NEEDED FOR TRANSITION TO MAKE THE CONNECTION WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR TRAFFIC BARRIER TERMINAL, TYPE 6.

4. THE CONTRACTOR SHALL REMOVE ONLY ENOUGH GUARDRAIL FOR INSTALLATION OF TRAFFIC BARRIER TERMINAL, TYPE 6.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

ROADWAY PLAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	4
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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MAINTENANCE OF TRAFFIC NOTES

1. THE MAINTENANCE OF TRAFFIC CONTROL (MOT) PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

2. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.

3. ALL EXISTING PAVEMENT MARKING IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, "PAVEMENT MARKING REMOVAL"..

4. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING TAPE WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING. REMOVAL OF TEMPORARY PAVEMENT MARKING TAPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT, "WORK ZONE PAVEMENT MARKING REMOVAL".

5. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC, AS DETAILED ON THE PLANS, OR HIGHWAY STANDARDS SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN MAINTENANCE OF TRAFFIC SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

6. ALL DRUMS, VERTICAL PANELS AND BARRICADES ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY-BURNING LIGHTS.

7. ALL EXISTING SIGNS WITHIN THE LIMITS OF MAINTENANCE OF TRAFFIC WHICH ARE OBSCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION OPERATIONS AND MAINTENANCE OF TRAFFIC, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS.

8. TEMPORARY, OFF-PEAK HOUR LANE CLOSURES MUST BE REQUESTED THROUGH THE ENGINEER AND AS SPECIFIED IN THE SPECIAL PROVISIONS, WHEN OFF-PEAK HOUR OR WEEKEND LANE CLOSURES ARE REQUIRED, A PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE INSTALLED ONE WEEK PRIOR TO THE CLOSURE. THE MESSAGE SIGN WORDING AND LOCATION WILL BE DETERMINED BY THE ENGINEER.

9. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACED TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH, "CHANGEABLE MESSAGE SIGN".

10. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY AT THE CONTRACT UNIT PRICE PER SQUARE FEET FOR "TEMPORARY INFORMATION SIGNING".

11. FOR ADDITIONAL BRIDGE CONSTRUCTION STAGING INFORMATION, SEE STRUCTURAL PLANS.

MAINTENANCE OF TRAFFIC DESCRIPTION

PRESTAGE

CONSTRUCTION:
INSTALL TRAFFIC SIGNAL PER PLAN.

IMPLEMENT STAGE 1 MOT PAVEMENT MARKINGS

MAINTENANCE OF TRAFFIC:
UTILIZE HIGHWAY STANDARD LANE CLOSURE 2 LANE 2 WAY MOVING OPERATIONS DAY ONLY (701311)

STAGE 1

CONSTRUCTION:
CONDUCT BRIDGE REPAIRS AND OVERLAY ALONG EASTBOUND PEOTONE RD.

CONDUCT ABUTMENT AND PIER REPAIRS ALONG I-57.

MAINTENANCE OF TRAFFIC:
MAINTAIN ONE LANE ALONG WESTBOUND PEOTONE RD BY UTILIZING TEMPORARY BRIDGE SIGNALS
SEE MOT PLANS AND TEMPORARY TRAFFIC SIGNAL PLANS.

MAINTAIN THROUGH TRAFFIC ALONG I-57 AT ALL TIMES. UTILIZE DISTRICT ONE DETAIL TC-17, TRAFFIC CONTROL DETAILS FOR FREEWAY DAY CLOSURES.

STAGE 2

CONSTRUCTION:
CONDUCT BRIDGE REPAIRS AND OVERLAY ALONG WESTBOUND PEOTONE RD.

COMPLETE ABUTMENT AND PIER REPAIRS ALONG I-57.

MAINTENANCE OF TRAFFIC:
MAINTAIN ONE LANE ALONG EASTBOUND PEOTONE RD BY UTILIZING TEMPORARY BRIDGE SIGNALS
SEE MOT PLANS AND TEMPORARY TRAFFIC SIGNAL PLANS.

MAINTAIN THROUGH TRAFFIC ALONG I-57 AT ALL TIMES. UTILIZE DISTRICT ONE DETAIL TC-17, TRAFFIC CONTROL DETAILS FOR FREEWAY DAY CLOSURES.

STAGE 2A

CONSTRUCTION:
REMOVE TEMPORARY SIGNALS.

INSTALL FINAL PAVEMENT MARKINGS AND RAISED PAVEMENT REFLECTORS.

MAINTENANCE OF TRAFFIC:
UTILIZE 701311-02 LANE CLOSURE 2 LANE 2 WAY MOVING OPERATIONS DAY ONLY

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USER NAME = #MODEL$

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CHECKED -		REVISED -
DATE -	1/14/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 574-57
AT NORTH PEOTONE-JOILET RD

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

MAINTENANCE OF TRAFFIC NOTES AND DESCRIPTION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2HB-1-I-2	WILL	33	5
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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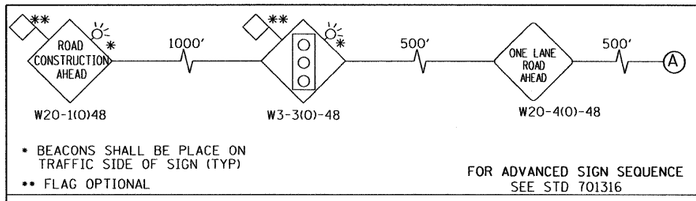
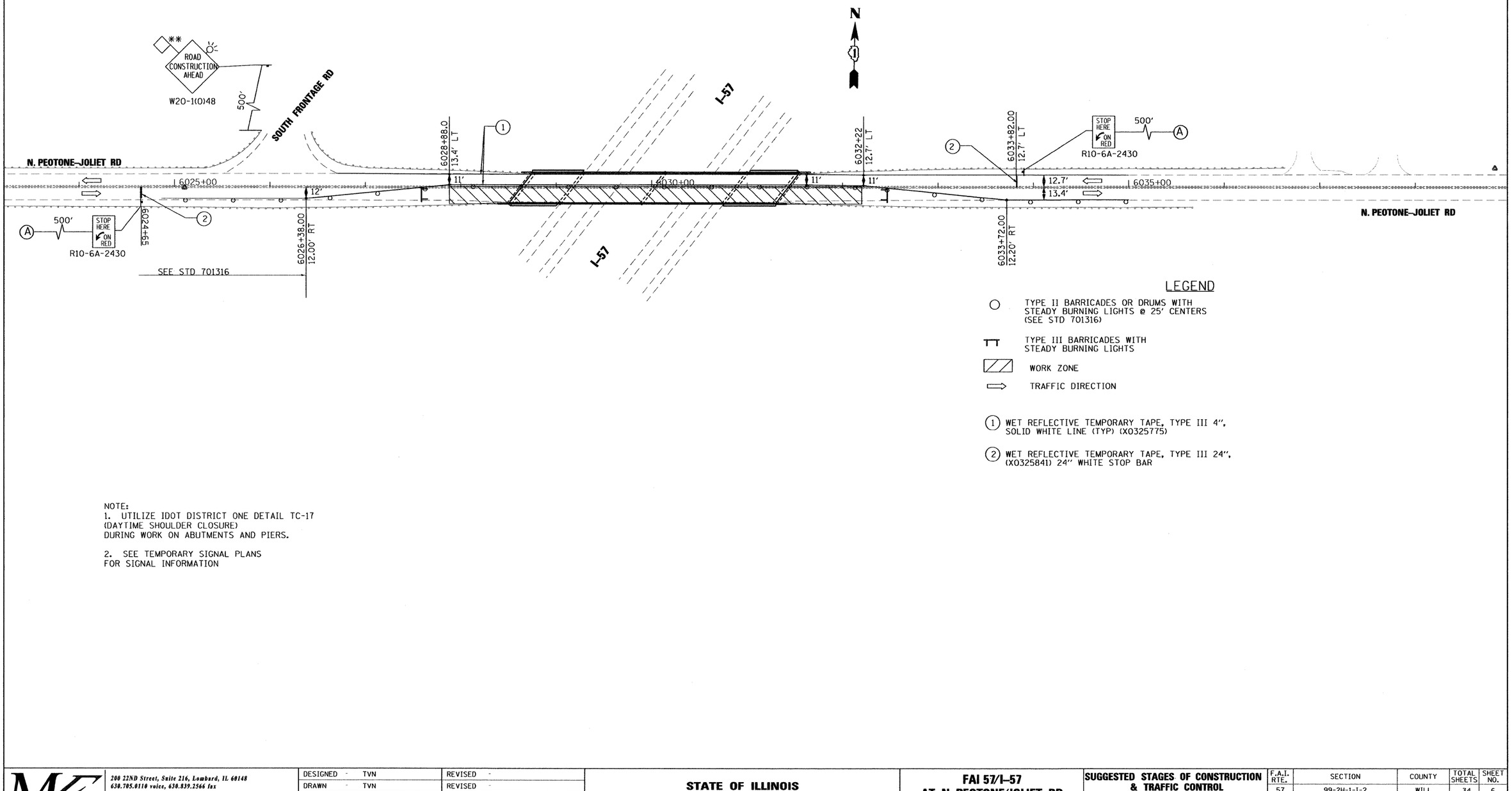


- BEACONS SHALL BE PLACE ON TRAFFIC SIDE OF SIGN (TYP)
- ** FLAG OPTIONAL

FOR ADVANCED SIGN SEQUENCE
SEE STD 701316



LEGEND

- ○ TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 25' CENTERS (SEE STD 701316)
- ⊤⊤ TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- ▨ WORK ZONE
- ⇨ TRAFFIC DIRECTION

(1) WET REFLECTIVE TEMPORARY TAPE, TYPE III 4", SOLID WHITE LINE (TYP) (X0325775)

(2) WET REFLECTIVE TEMPORARY TAPE, TYPE III 24", (X0325841) 24" WHITE STOP BAR

NOTE:
1. UTILIZE IDOT DISTRICT ONE DETAIL TC-17 (DAYTIME SHOULDER CLOSURE) DURING WORK ON ABUTMENTS AND PIERS.

2. SEE TEMPORARY SIGNAL PLANS FOR SIGNAL INFORMATION

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USER NAME = Millennia Engineering
MODEL = $MODEL$

200 22ND Street, Suite 216, Lombard, IL 60148
630.705.0110 voice, 630.839.2566 fax
www.millenniaeng.com
MILLENNIA ENGINEERING

DESIGNED - TVN	REVISED -	
DRAWN - TVN	REVISED -	
CHECKED - RPD	REVISED -	
DATE - 01/14/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
STAGE 1

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-1-2	WILL	34	6
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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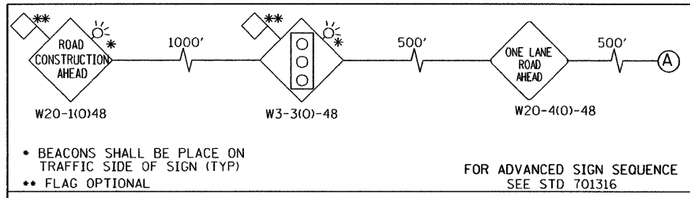

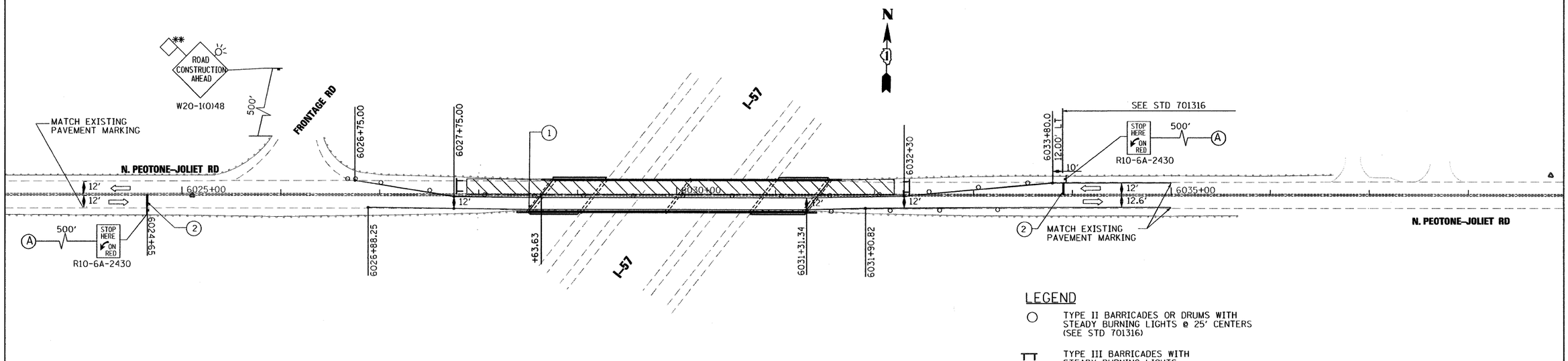

LEGEND

- ○ TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 25' CENTERS (SEE STD 701316)
- TT TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- WORK ZONE
- TRAFFIC DIRECTION

(1) WET REFLECTIVE TEMPORARY TAPE, TYPE III 4", SOLID WHITE LINE (TYP) (X0325775)

(2) WET REFLECTIVE TEMPORARY TAPE, TYPE III 24", (X0325841) 24" WHITE STOP BAR

NOTE:
1. UTILIZE IDOT DISTRICT ONE DETAIL TC-17 (DAYTIME SHOULDER CLOSURE) DURING WORK ON ABUTMENTS AND PIERS.

2. SEE TEMPORARY SIGNAL PLANS FOR SIGNAL INFORMATION

PLOT DATE = 1/14/2009
FILE NAME = P:\2007\ME07080_VarVar_PhII\Cadd\WD1\Base\Sht_Peotone\PMOT02PEOT.sht
PLOT SCALE = 50.0000 ' / IN.
PLOT BY = Millennia Engineering
MODEL = $MODEL$

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DRAWN - TVN	REVISED -	
CHECKED - RPD	REVISED -	
DATE - 01/14/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

SUGGESTED STAGES OF CONSTRUCTION & TRAFFIC CONTROL
STAGE 2

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	7
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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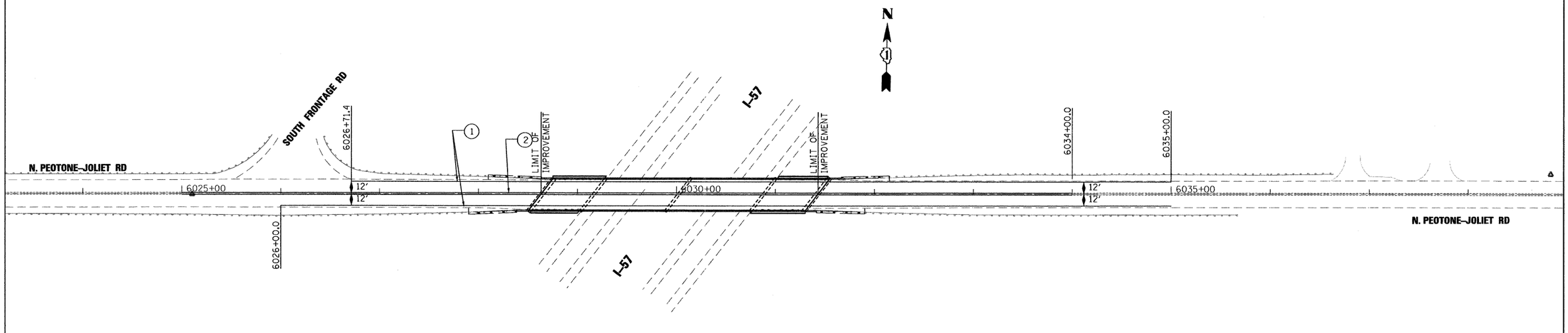

NOTE:

1. REFER TO DISTRICT 1 PAVEMENT MARKING DETAILS (TC-13) FOR ADDITIONAL INFORMATION.
2. THE ENGINEER SHALL CONTACT: CORA MATHIS, FIELD TRAFFIC ENGINEER, AT (815) 485-6475 A MINIMUM OF TWO (2) WEEKS PRIOR OF THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

(1) POLYUREA PAVEMENT MARKING, TYPE I LINE 4" (WHITE)

(2) POLYUREA PAVEMENT MARKING, TYPE I DOUBLE YELLOW SOLID LINE 4"

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07000_VarVar_Phil\Cadd\W01\Base\Sht_Peotone\PMK01PEOT.sht
PLOT SCALE = 50.0000 '/ IN.
USER NAME = Millennia Engineering
MODEL = $MODEL$

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CHECKED - RPD	REVISED -	
DATE - 01/14/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

PAVEMENT MARKING PLAN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	8
		CONTRACT NO. 60D65		

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

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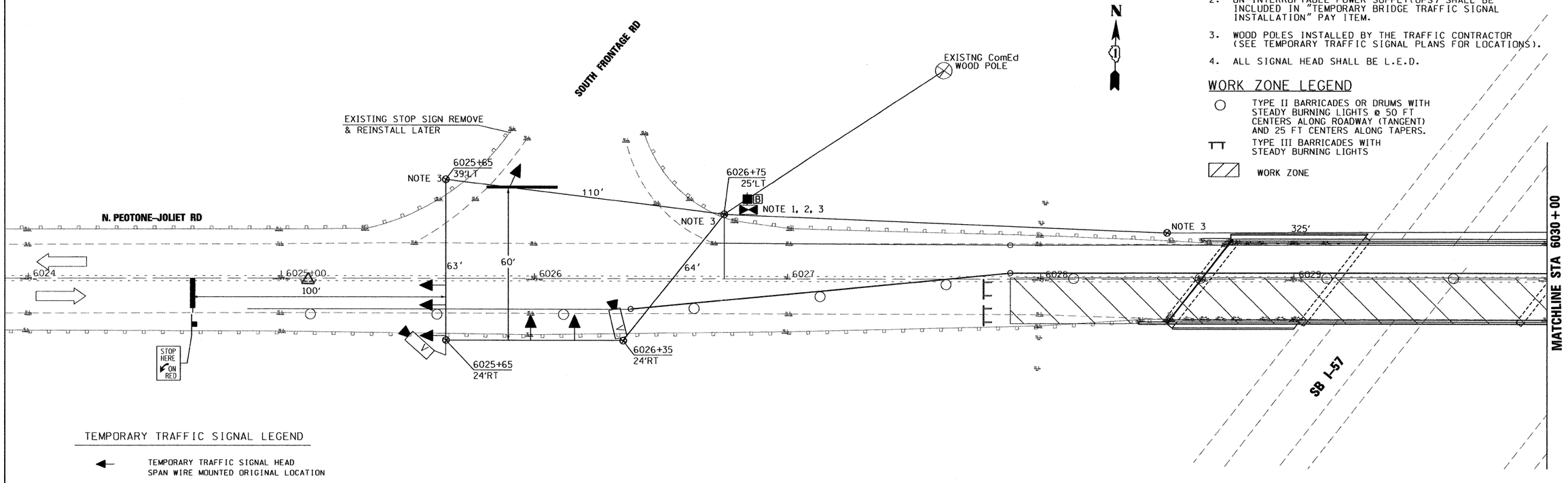
NOTES:

1. CONTROLLER WITH STEEL BASE CABINET AND BATTERY BACK-UP CABINET SHALL BE MOUNTED ON A WOOD STAND.
2. UN-INTERRUPTABLE POWER SUPPLY(UPS) SHALL BE INCLUDED IN "TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION" PAY ITEM.
3. WOOD POLES INSTALLED BY THE TRAFFIC CONTRACTOR (SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR LOCATIONS).
4. ALL SIGNAL HEAD SHALL BE L.E.D.

WORK ZONE LEGEND

- ○ TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT) AND 25 FT CENTERS ALONG TAPERS.
- TT TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- WORK ZONE



TEMPORARY TRAFFIC SIGNAL LEGEND

- ◄ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- ◄ TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- ⊗ TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- ▬ TEMPORARY CONTROLLER CABINET
- —— TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- ⊟ TEMPORARY SERVICE INSTALLATION
- ▮— TEMPORARY PEDESTRAIN SIGNAL HEAD, BRACKET MOUNTED
- ◉ PEDESTRIAN PUSHBUTTON DETECTOR
- ◄ EMERGENCY VEHICLE LIGHT DETECTOR
- ◄ CONFIRMATION BEACON
- □ VEHICLE DETECTOR, INDUCTION LOOP
- CT COMMON TRENCH
- UD UNIT DUCT
- — — — G.S. CONDUIT IN TRENCH OR PUSHED
- [H] HEAVY DUTY HANDHOLE
- [V] ◄ VIDEO VEHICLE SENSOR
- [B] UNINTERTUPTABLE POWER SUPPLY

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR MICROPROCESSOR BASE WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1 INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSTION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ONTHE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.

5. 24" WHITE STOP BAR MUST BE IN PLACE AT THE TIME OF SIGNAL TURN ON.

PLOT DATE = 1/13/2009
DGN FILE = P:\2007\ME07080_VarVar_PhII\Cadd\W01\Base\Sht_Peotone\PTEMPS01PEDT.sht
PLOT SCALE = 20.0000 '/ IN.
USER NAME = Millennia Engineering
MODEL = $MODEL$

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DRAWN - TVN	REVISED -	
CHECKED - RPD	REVISED -	
DATE - 01/14/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

TEMPORARY TRAFFIC SIGNAL PLAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	9
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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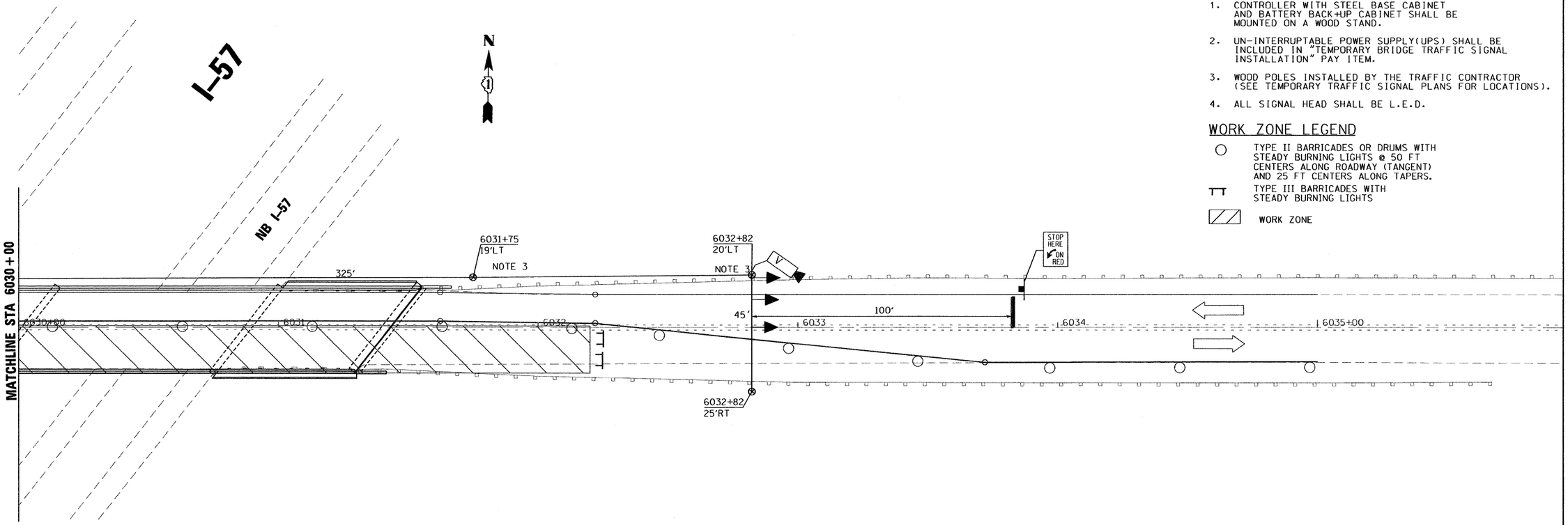

NOTES:

1. CONTROLLER WITH STEEL BASE CABINET AND BATTERY BACK-UP CABINET SHALL BE MOUNTED ON A WOOD STAND.
2. UN-INTERRUPTABLE POWER SUPPLY(UPS) SHALL BE INCLUDED IN "TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION" PAY ITEM.
3. WOOD POLES INSTALLED BY THE TRAFFIC CONTRACTOR (SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR LOCATIONS).
4. ALL SIGNAL HEAD SHALL BE L.E.D.

WORK ZONE LEGEND

- TYPE II BARRICADES OR DRUMS WITH STEADY BURNING LIGHTS @ 50 FT CENTERS ALONG ROADWAY (TANGENT) AND 25 FT CENTERS ALONG TAPERS.
- TYPE III BARRICADES WITH STEADY BURNING LIGHTS
- WORK ZONE

TEMPORARY TRAFFIC SIGNAL LEGEND

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRAIN SIGNAL HEAD, BRACKET MOUNTED
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- CT — COMMON TRENCH
- UD — UNIT DUCT
- G.S. CONDUIT IN TRENCH OR PUSHED
- H — HEAVY DUTY HANDHOLE
- V — VIDEO VEHICLE SENSOR
- B — UNINTERTUPTABLE POWER SUPPLY

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.

2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR MICROPROCESSOR BASE WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1 INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.

3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSTION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ONTHE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.

5. 24" WHITE STOP BAR MUST BE IN PLACE AT THE TIME OF SIGNAL TURN ON.

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07080_VarVar_PhII\Cadd\W01\Base\Sht_Peotone\PTEMPS02PEOT.sht
PLOT SCALE = 20.0000 ' / IN.
USER NAME = Millennia Engineering
MODEL = $MODEL$

200 22ND Street, Suite 216, Lombard, IL 60148
630.705.8110 voice, 630.839.2566 fax
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DESIGNED	TVN	REVISED	-
DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	01/14/09	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

TEMPORARY TRAFFIC SIGNAL PLAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	10
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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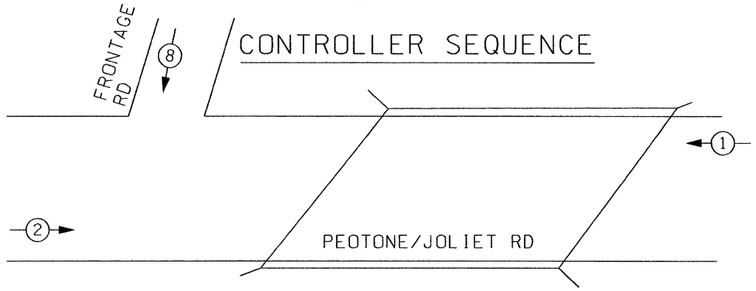
CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION

NOTES:

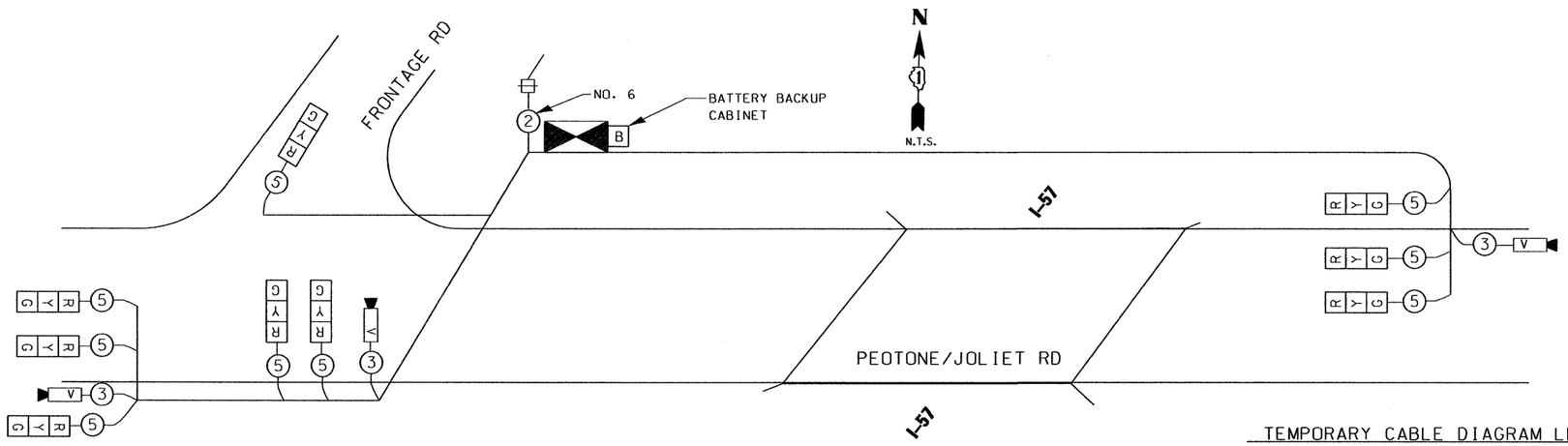
1. CONTROLLER WITH STEEL BASE CABINET AND BATTERY BACK+UP CABINET SHALL BE MOUNTED ON A WOOD STAND.
2. UN-INTERRUPTABLE POWER SUPPLY(UPS) SHALL BE INCLUDED IN "TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION" PAY ITEM.
3. WOOD POLES INSTALLED BY THE TRAFFIC CONTRACTOR (SEE TEMPORARY TRAFFIC SIGNAL PLANS FOR LOCATIONS).
4. ALL SIGNAL HEAD SHALL BE L.E.D.

SUMAMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QTY
X8900005	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1

LEGEND

- DUAL ENTRY PHASE
- PROTECTED LEFT TURN PHASE
- OL OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE



TEMPORARY CABLE PLAN

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE INCAND.	WATTAGE L.E.D.	OPERATION	
SIGNAL (RED)	9	135	17	0.50	76.5
(YELLOW)	9	135	25	0.25	56.3
(GREEN)	9	135	15	0.25	33.8
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
COTROLLER	1	100	100	1.00	100
ILLUM. SIGN		84		0.05	
VIDEO VEH. SENSOR	3	15	15	1.00	45
FLASHER				0.50	
				TOTAL	311.5

ENERGY COSTS - BILLED TO: I.D.O.T
(ADDRESS) 201 CENTER CT.
SCHAUMBURG, IL 60196

ENERGY SUPP:Y - CONTACT:
PHONE: (708) 235-2327
COMPANY: COMMONWEALTH EDISON

FOUNDATION (DEPTH)	(FEET) (m)
TYPE A - POST	4 , (1.2)
D - CONTROLLER	4 , (1.2)
E - M. ARM POLE	, ( )
24" (600mm)	10 , (3.0)
30" (600mm)	15 , (4.5)

CABLE SLACK	(FEET) (m)
HANDHOLE	6.5 , (2.0)
DOUBLE HANDHOLE	13 , (4.0)
SIGNAL POST	2 , (1.0)
CONTROLLER CAB.	1 , (0.5)
FIBER OPTIC	13 , (4.0)
ELECTRIC SERVICE	1 , (0.5)
GROUND CABLE	1 , (0.5)

VERTICAL	(FEET) (m)
ALL FOUNDATION	1.0 , (2.0)
MAST ARM (1.) POLE	20'+L-2 = (6m+L-0.6m)=
BRACKET MOUTED	13 , (4.0)
PED. PUSHBOTTON	4 , (1.2)
ELECTRIC SERVICE	13.5 , (4.1)
SERVICE TO GROUND	13. , (4.1)
POST MOUNTED	6 , (1.8)

TEMPORARY CABLE DIAGRAM LEGEND

- R TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- TEMPORARY CONTROLLER CABINET
- (2) INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- TEMPORARY SERVICE INSTALLATION
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PEDESTRIAN PUSHBUTTON DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP
- 12" (300") PEDESTRIAN SIGNAL SECTION
- V VIDEO VEHICLE SENSOR
- M MICROWAVE VEHICLE SENSOR
- C CLOSED CIRCUT TV
- BB BATTERY - BACK UP
- T TELEPHONE CONNECTION
- B UNINTERTUPTABLE POWER SUPPLY

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www.millenniaeng.com

DESIGNED	TVN	REVISED	-
DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	01/14/09	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

TEMPORARY CABLE PLAN AND TEMPORARY PHASE DESIGNATION DIAGRAM

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	11
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07080_VarVar_PhII\Cadd\W01\Base\Sht_Peotone\PTEMPS03PEOT.sht
PLOT SCALE = 20.0000 ' / IN.
PLOT NAME = Millennia Engineering
MODEL = &MODEL&

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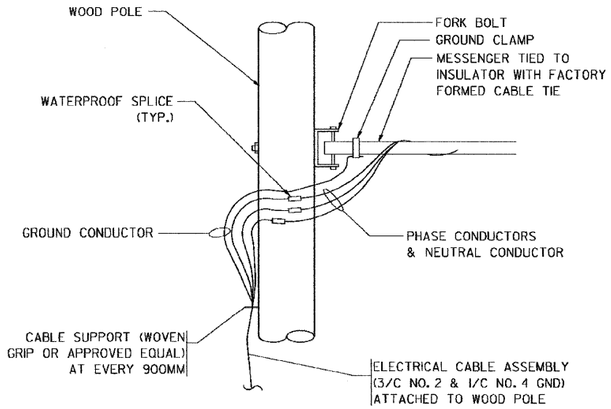
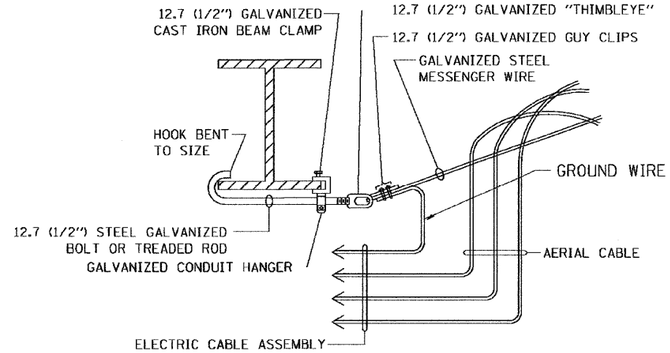
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



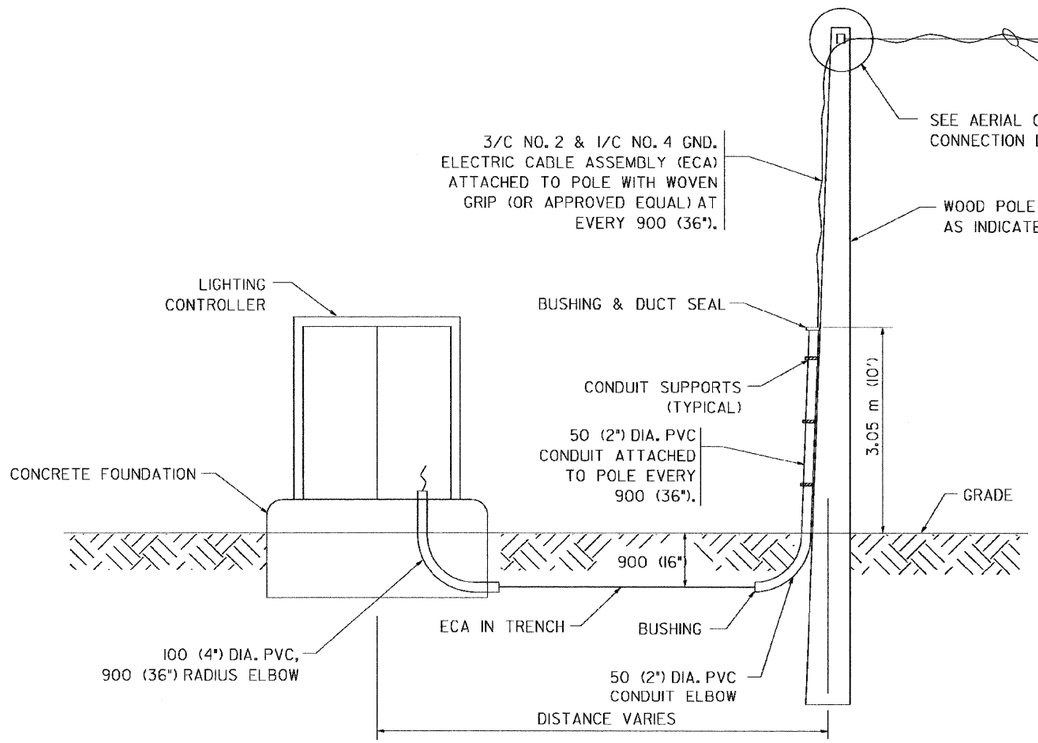
AERIAL CABLE CONNECTION DETAIL

N.T.S.



AERIAL CABLE
ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER
WIRING CONNECTION DETAIL

N.T.S.

NOTES:

1. ALL DIMENSIONS IN MILLIMETERS (INCHES) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TEMPORARY AERIAL CABLE INSTALLATION

SCALE: NONE | DRAWN BY

DATE 05/21/2003 | CHECKED BY

BE-801

05/21/2003

200 22ND Street, Suite 216, Lombard, IL 60148
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DRAWN - TVN		REVISED -
CHECKED - RPD		REVISED -
DATE - 12/7/2007		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

SCALE: | SHEET NO.$801 OF SHEETS | STA. TO STA.

DISTRICT ONE STANDARD DETAILS
BE-801

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-1-2	WILL	33	12
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 12/7/2007
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PLOT STYLE TABLE = Millennia Engineering
LAYOUT = MODEL

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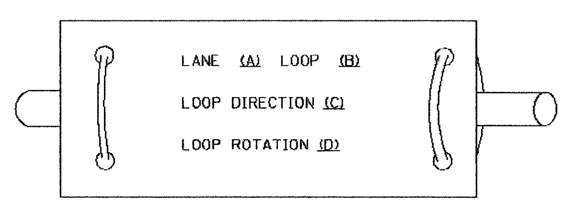
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW CUT. THE SAW CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

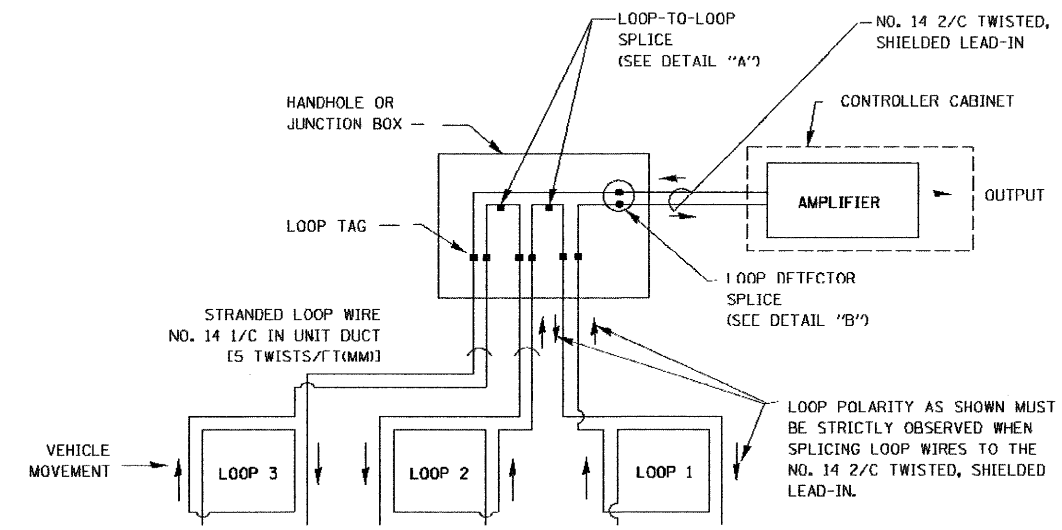


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

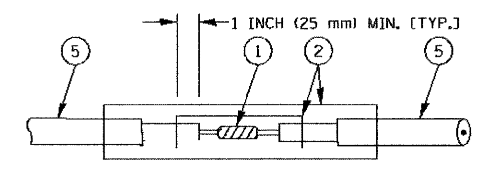
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

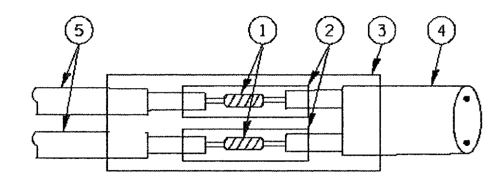


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. HORIZ. NONE
DATE 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

1/18/2002

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MILLENNIA ENGINEERING

DESIGNED - TVN	REVISED -
DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 01/14/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

DISTRICT ONE STANDARD DETAILS
TS-5A

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	13
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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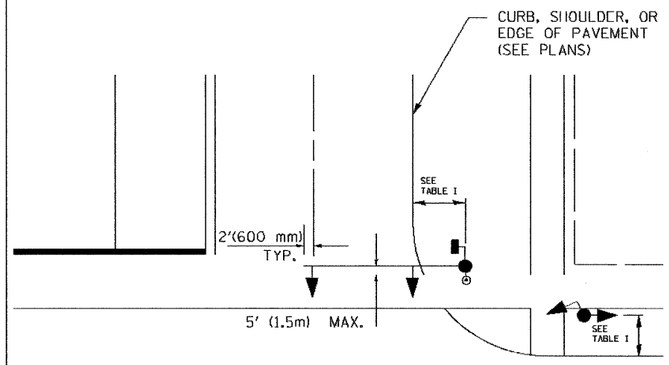
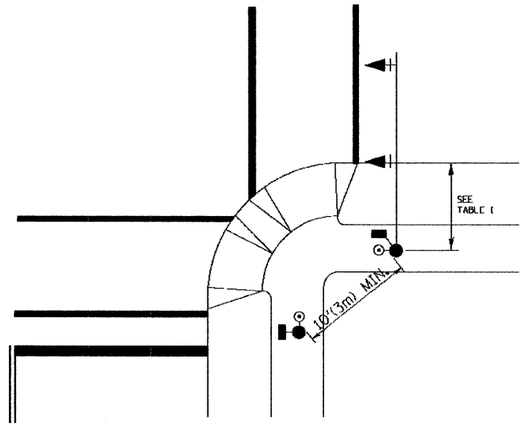
PLOT DATE = 1/13/2009
PLOT SCALE = 1.0000 ' / IN.
USER NAME = Millennia Engineering
MODEL = $MODEL$

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

NOTES:

1. AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

   AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

   PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:

   A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.

   B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.

   C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

   D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).

   E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK

2. PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.

3. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.

4. THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

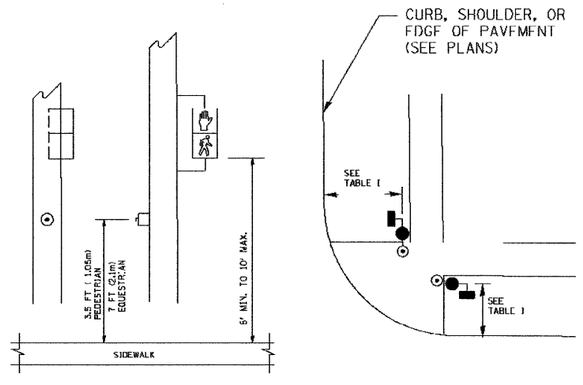


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 10/10/2007

DRAWN BY: KWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

TS05

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DESIGNED	TVN	REVISED -
DRAWN	TVN	REVISED -
CHECKED	RPD	REVISED -
DATE	01/14/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

DISTRICT ONE STANDARD DETAILS
TS-5B

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	14
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 1/13/2009
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PLOT SCALE = 1.2000 ' / IN.
USER NAME = Millennia Engineering
MODEL =

10/10/2007

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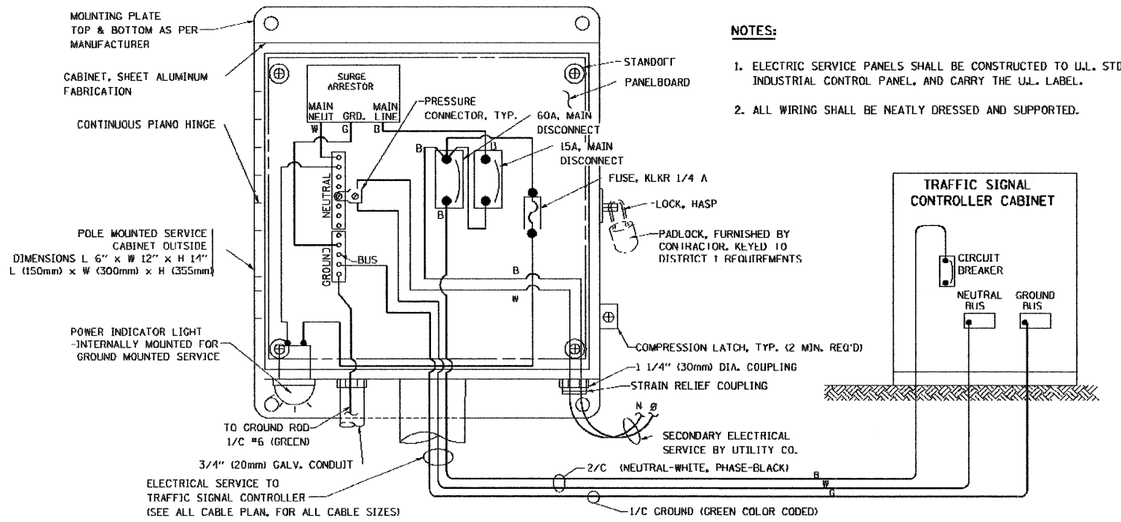


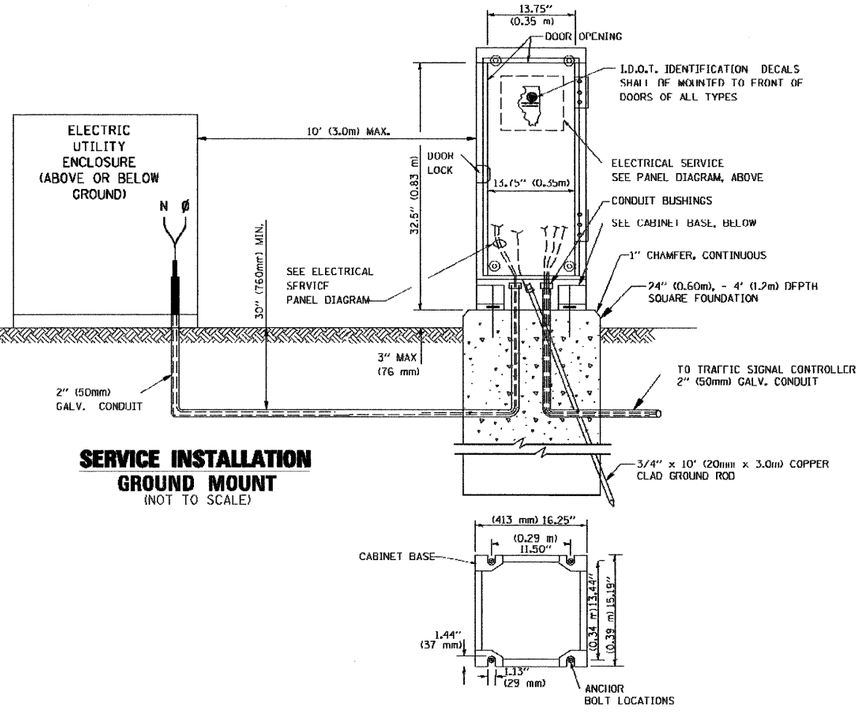
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

NOTES:

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

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

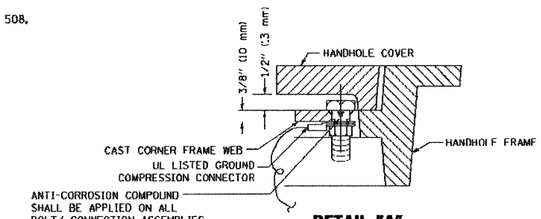


SERVICE INSTALLATION GROUND MOUNT

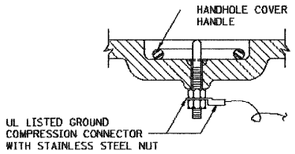
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

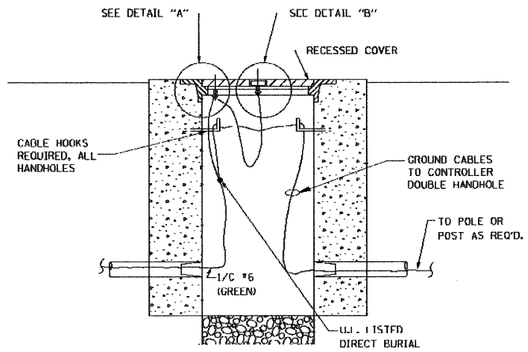
(NOT TO SCALE)



DETAIL "A"

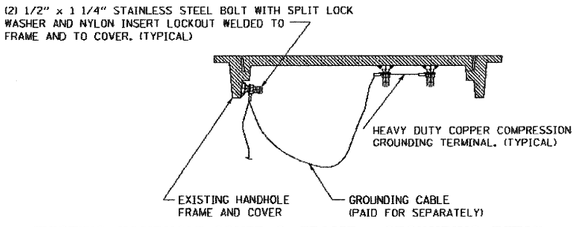


DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



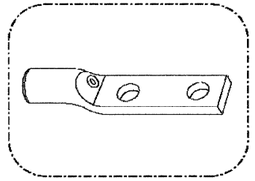
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

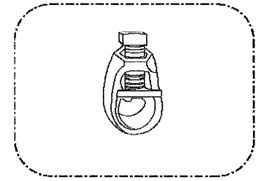
NOTES:

GROUNDING SYSTEM

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



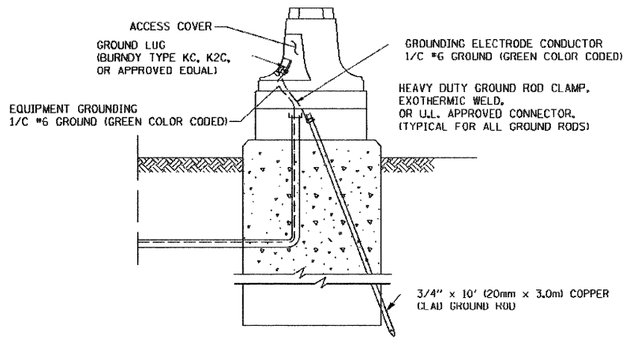
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE, HORIZ.

DATE 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 3 OF 4

TS05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.		IO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

10/18/2002

MILLENNIA ENGINEERING
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DRAWN -	TVN	REVISED -
CHECKED -	RPD	REVISED -
DATE -	01/14/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

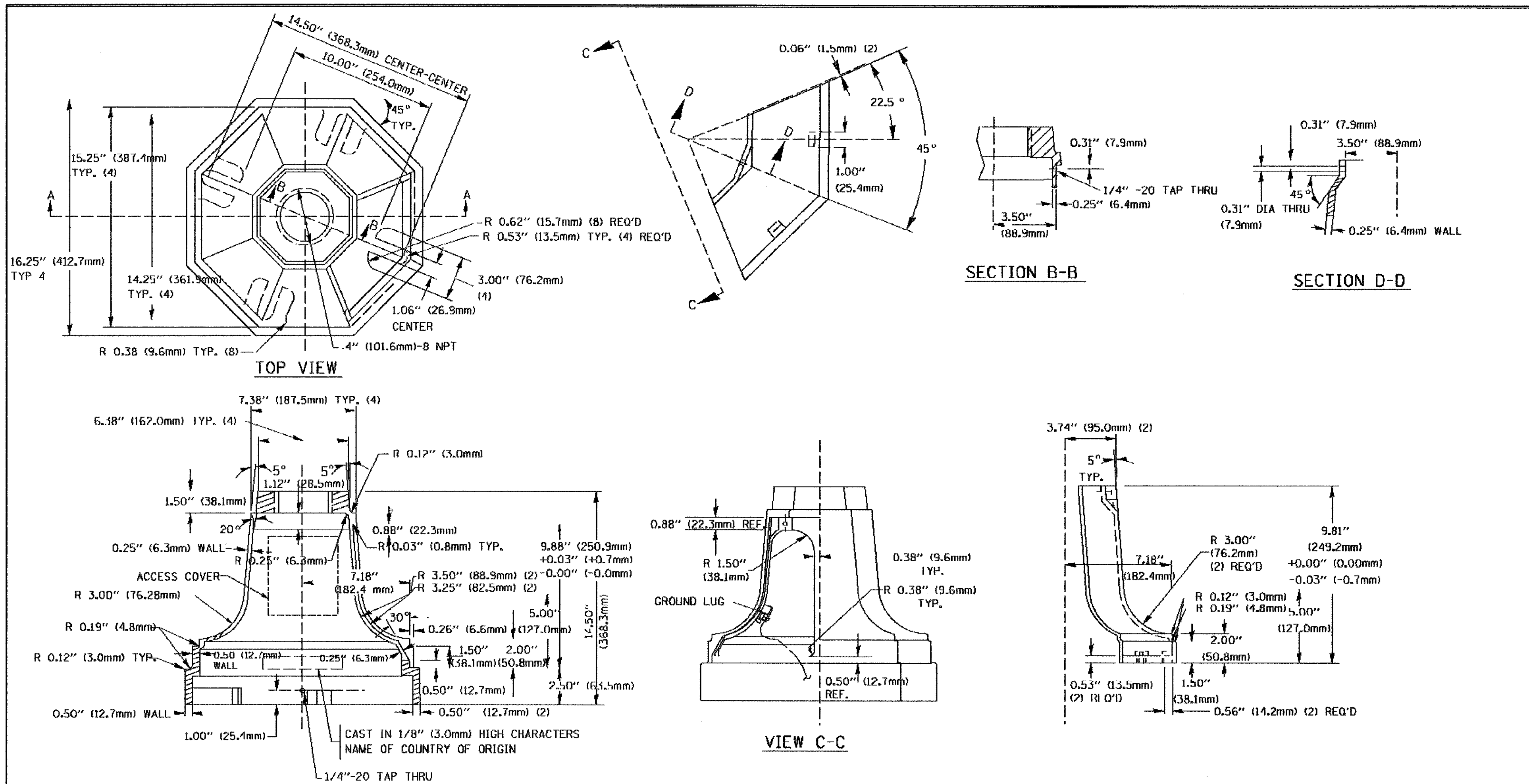
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

DISTRICT ONE STANDARD DETAILS
TS-5C

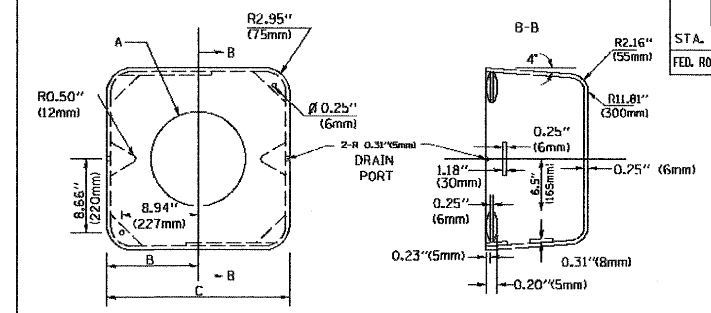
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	15
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07080_Ver-Ver_Phil\Cadd\WDI\Base\Sht_Peotone\TS5CDI_DETAILS.sht
PLOT SCALE = 1.000 '/ Inch
USER NAME = Millennia Engineering
MODEL = $MODEL$

P:\2007\ME07080_Ver-Ver_Phil\Cadd\WDI\Base\Sht_Peotone\TS5CDI_DETAILS.sht



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



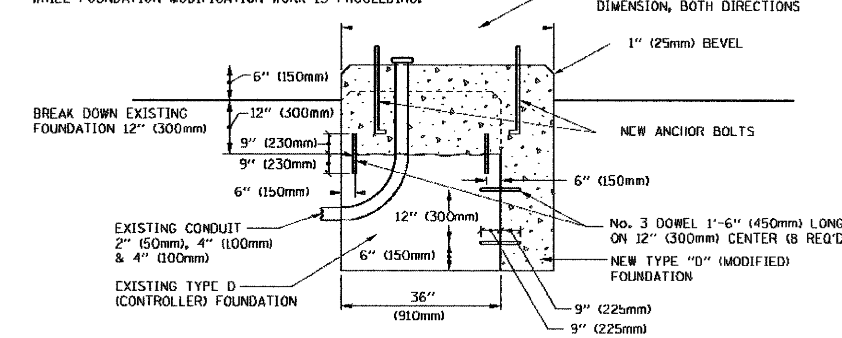
MATERIAL:

- ASTM A48 CLASS 30 GREY IRON
- ASTM A123 HOT DIPPED GALVANIZED

TYPE	A	B	C	HEIGHT	WEIGHT
I	ø 10.125"(257mm)	9.5"(241mm)	19"(483mm)	12" (300mm)	24Kg
II	ø 11.125"(283mm)	10.75"(273mm)	21.5"(546mm)	12" (300mm)	26Kg

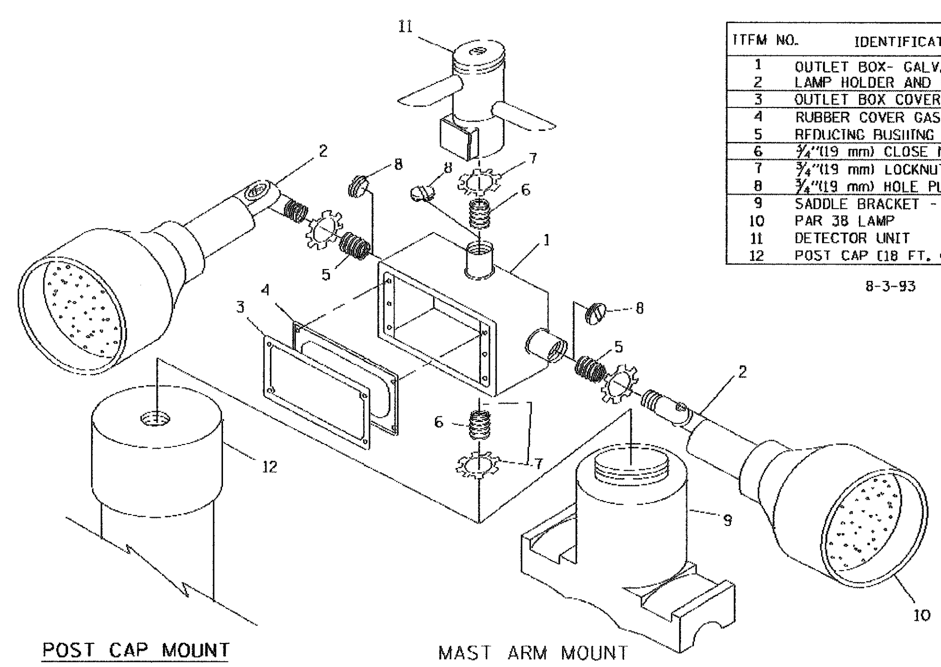
SHROUD DETAIL

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



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



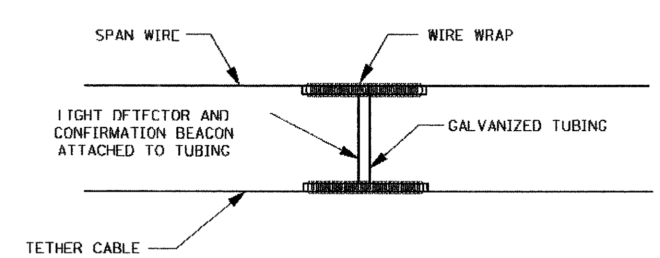
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

8-3-93

NOTES:

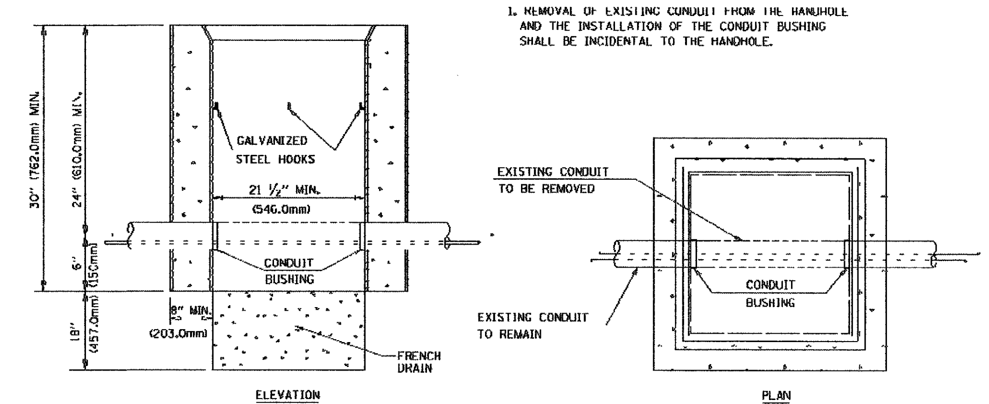
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9 "BAND IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED.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



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

NOTES:
1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



DETAIL
HANDHOLE TO INTERCEPT EXISTING CONDUIT
N.T.S.

REVISIONS NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: VERT. NONE HORIZ.
DATE 10/18/2002
DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 4 OF 4

TS05

200 22ND Street, Suite 216, Lombard, IL 60148
630.705.0110 voice, 630.839.2566 fax
www.millenniaeng.com
MILLENNIA ENGINEERING

DESIGNED - TVN	REVISED -		
DRAWN - TVN	REVISED -		
CHECKED - RPD	REVISED -		
DATE - 01/14/09	REVISED -		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

DISTRICT ONE STANDARD DETAILS
TS-5C

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	16
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

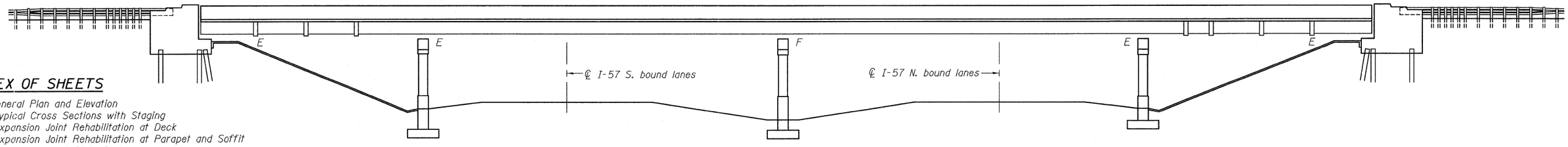
The existing structure was built in 1967. It is a four span continuous structure with steel beams. The substructure consists of open stub abutments and reinforced column concrete piers. The rehabilitaion work will be done utilizing stage construction.

The proposed improvements consist of hydroscarifying the deck, deck slab repairs, replacing the existing expansion joints, replacing the existing expansion bearings at the abutments, construction of a latex concrete overlay, providing drain extensions for existing drains, repair of the parapets, slope wall repair, and repair of the substructure.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-1-2	WILL	34	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1
12 SHEETS

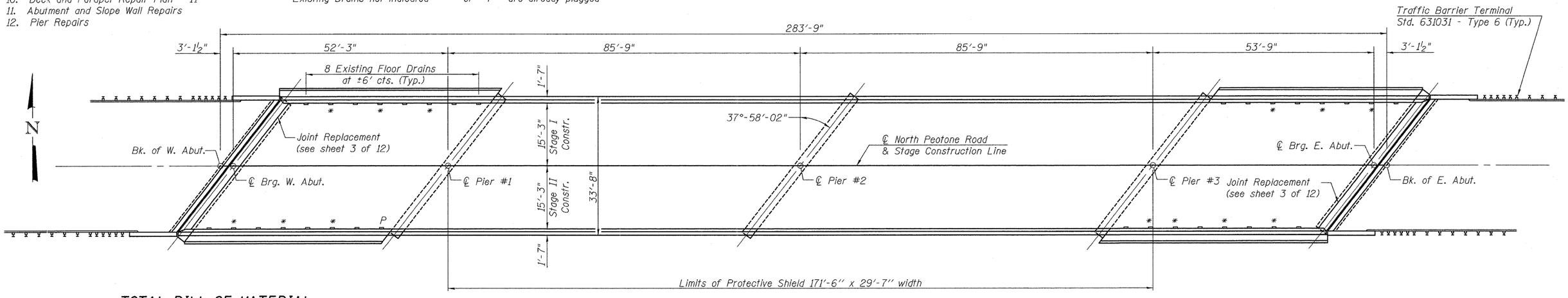
Contract #60D65



ELEVATION

INDEX OF SHEETS

* - Provide Floor Drain Extension (See Sheet 8 of 12 for Details)
P - Plug Existing Deck Drain (See Sheet 8 of 12 for Details)
▫ - Existing Drains not indicated " * " or " P " are already plugged



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	11.6		11.6
Bridge Deck Hydro-Scarification, ½"	Sq. Yd.	930		930
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2		2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	78		78
Bridge Deck Latex Concrete Overlay, 2¼"	Sq. Yd.	930		930
Jack and Remove Existing Bearings	Each	12		12
Anchor Bolt, 1"	Each	24		24
Elastomeric Bearing Assembly, Type II	Each	12		12
Furnishing and Erecting Structural Steel	Pound	1271		1271
Preformed Joint Strip Seal	Foot	80		80
Concrete Superstructure	Cu. Yd.	12.7		12.7
Protective Shield	Sq. Yd.	564		564
Protective Coat	Sq. Yd.	34		34
Bridge Deck Grooving	Sq. Yd.	884		884
Reinforcement Bars, Epoxy Coated	Pound	1450		1450
Bar Splicers	Each	20		20
Slope Wall Repair	Sq. Yd.		15	15
Plug Existing Deck Drains	Each	1		1
Floor Drain Extension	Each	13		13
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	14	105	119

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

These plans have been prepared from notes received from the Illinois Department of Transportation field maintenance Engineers.

Protective Coat shall not be applied over Latex Concrete Overlay.

DESIGN SPECIFICATIONS

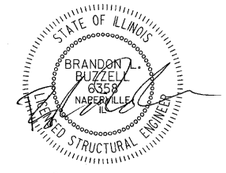
2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS 20-44

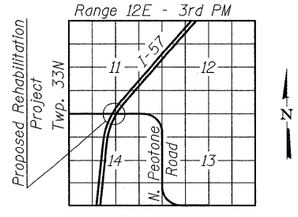
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)



2.5.09
Expires 11-30-10



LOCATION SKETCH

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200 West Front Street
Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-1-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009

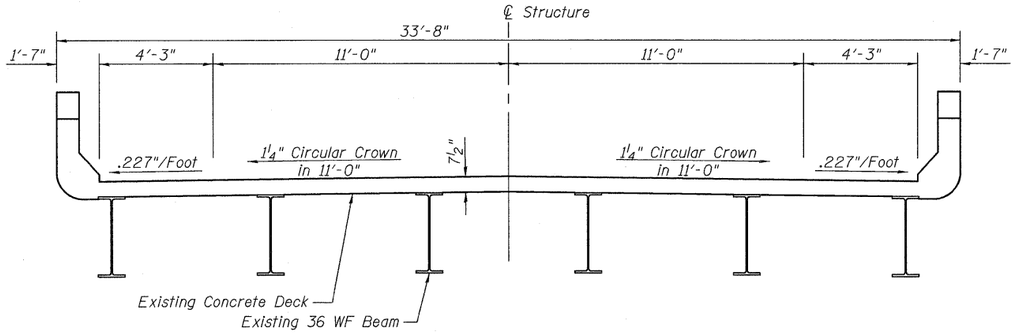
DRAWN BY WJV
CHECKED BY BLB

2/5/2009 K:\1125901\Structures\N Peotone over I-57\GPE.dgn

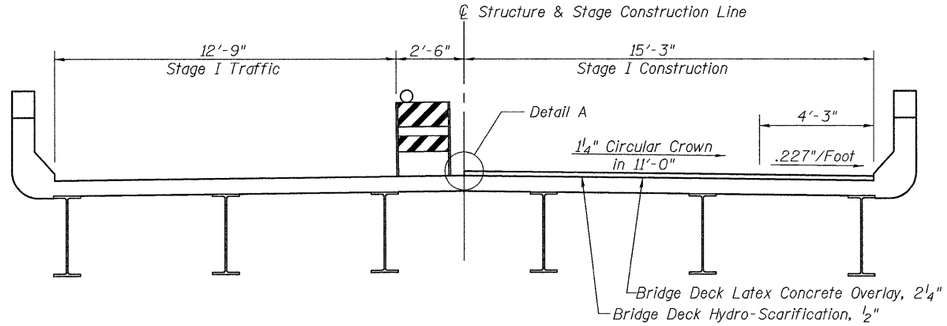
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-I-2	WILL	34	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
12 SHEETS

Contract #60D65

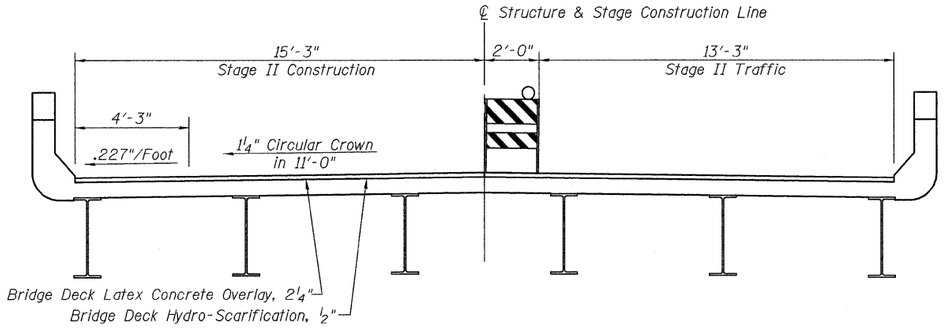


EXISTING CROSS SECTION



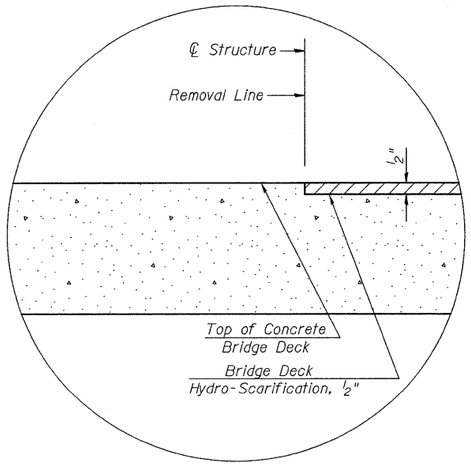
STAGE I CROSS SECTION

(Looking West)



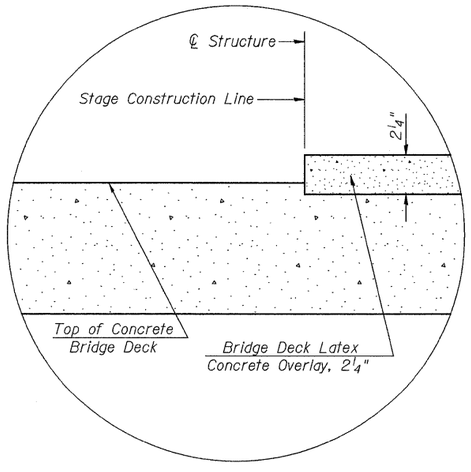
STAGE II CROSS SECTION

(Looking West)



DETAIL A

(Showing Removal)



DETAIL A

(Showing Proposed)

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200 West Front Street
Wheaton, IL 60187

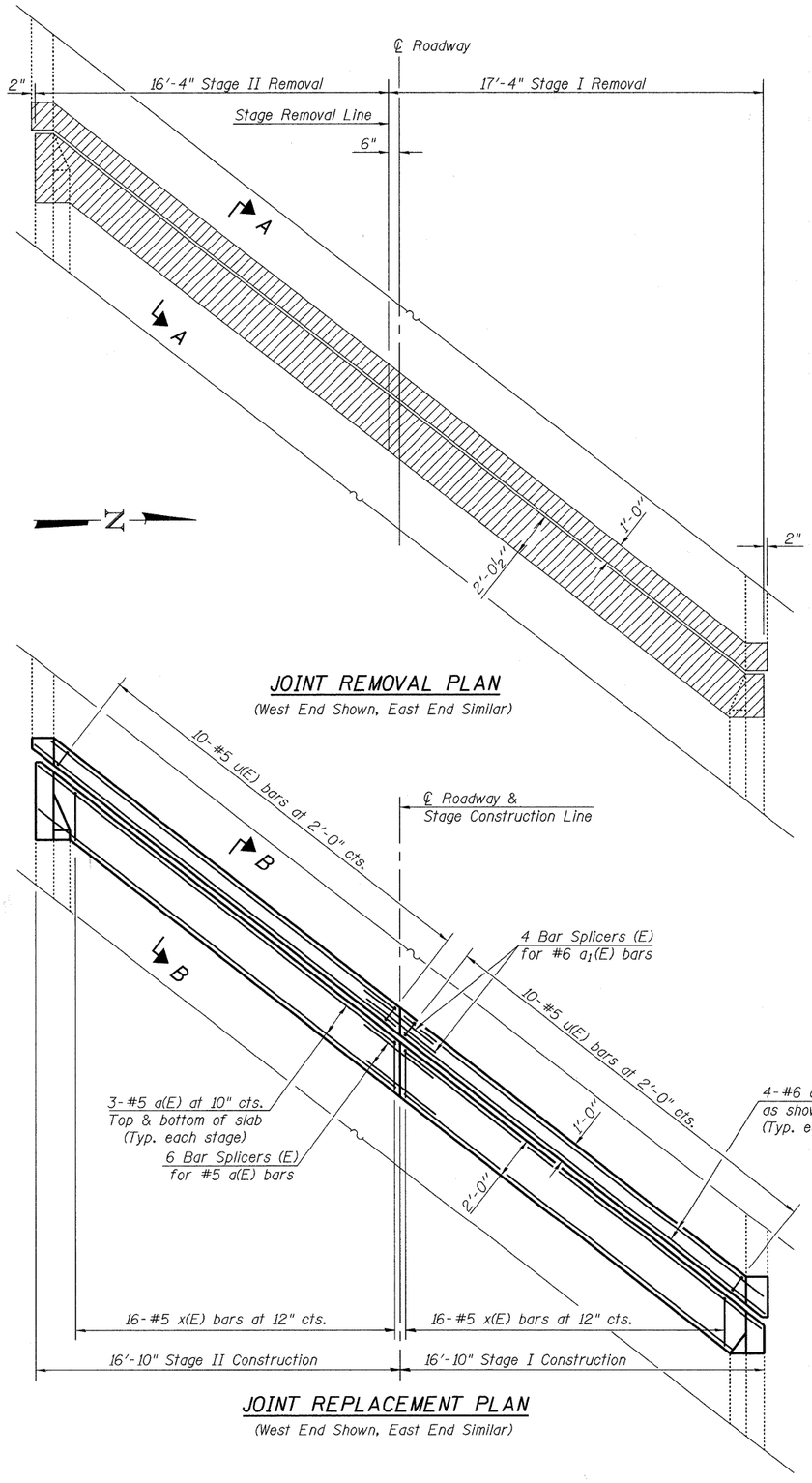
ILLINOIS DEPARTMENT OF TRANSPORTATION
TYPICAL CROSS SECTIONS
WITH STAGING
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009
DRAWN BY WJV
CHECKED BY BLB

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-1-2	WILL	34	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

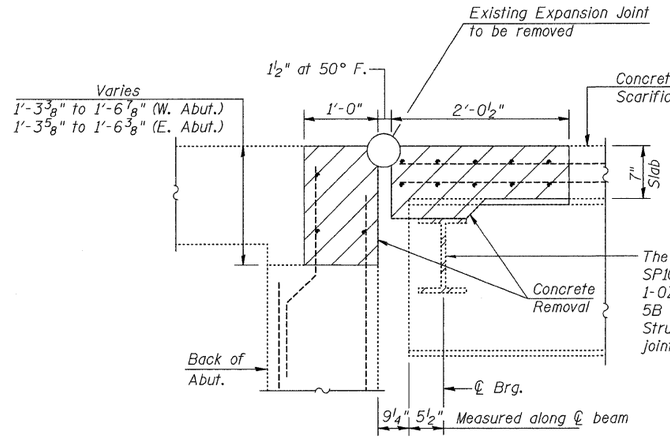
SHEET NO. 3
12 SHEETS

Contract #60D65



JOINT REMOVAL PLAN
(West End Shown, East End Similar)

JOINT REPLACEMENT PLAN
(West End Shown, East End Similar)



SECTION A-A
(All dimensions are at right L's)

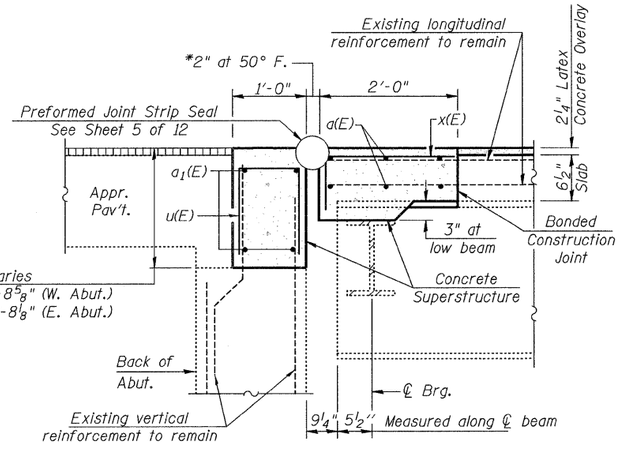
The End Diaphragms shall be cleaned per New White Blast Cleaning-SSPC-SP10 and shall be painted according to the requirements of paint system 1-OZ/E/U. The color of the final finish coat shall be Gray, Munsell No. 5B 7/1. See Speical Provision for Cleaning and Painting Existing Steel Structures. Cost of Blast Cleaning and Painting of Diaphragms under joints shall be included with Concrete Removal.

NOTES

Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following Concrete Removal operations to ensure that the existing rebar remaining in place are not damaged. All existing reinforcement to be incorporated into new construction shall be blast-cleaned, straightened, and properly positioned prior to concrete placement. Any reinforcement damaged during Concrete Removal shall be repaired or replaced using an approved Bar Splicer or Mechanical System. Cost included with Concrete Removal.

Existing reinforcement bars that are parallel to the expansion joint shall be removed.

Removal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.

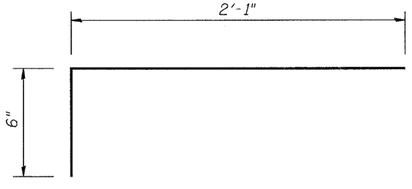


SECTION B-B
(All dimensions are at right L's)

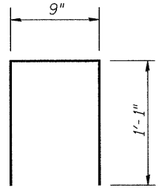
*See sheet 5 of 12 for Notes.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	24	#5	20'-6"	
a_1(E)	16	#6	20'-6"	
d(E)	12	#5	6'-9"	
a_1(E)	12	#5	3'-6"	
d_2(E)	6	#4	5'-3"	
x(E)	64	#5	2'-7"	
u(E)	40	#5	2'-11"	
Concrete Removal			Cu. Yd.	11.6
Reinforcement Bars, Epoxy Coated			Pound	1450
Concrete Superstructure			Cu. Yd.	12.7
Protective Coat			Sq. Yd.	34
Bar Splicers			Each	20



BAR x(E)



BAR u(E)

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200 West Front Street
Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT REHABILITATION
AT DECK
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

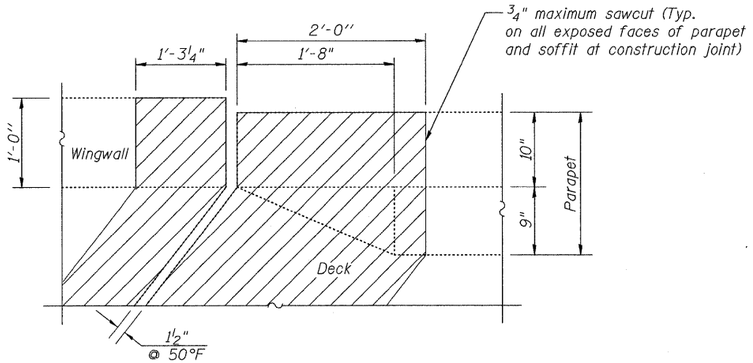
DATE: 1-14-2009
DRAWN BY LM
CHECKED BY WJV

1/14/2009 K:\1122598\Structures\N Peotone over I-57\Joints.dgn

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-I-2	WILL	34	20
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

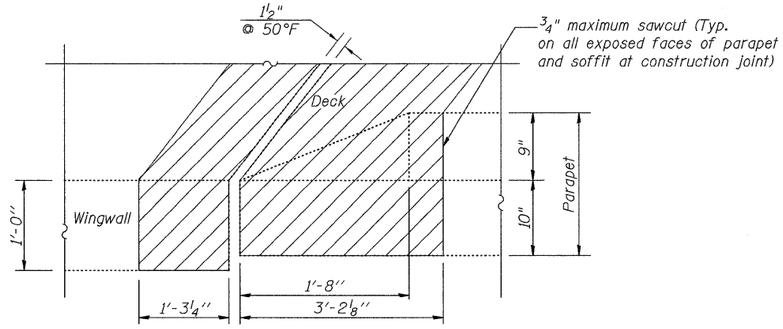
SHEET NO. 4
12 SHEETS

Contract #60D65



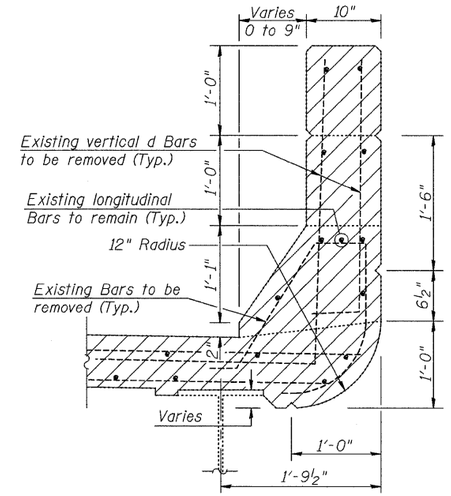
PLAN - CONCRETE REMOVAL

(North end of W. Abut. and South end of E. Abut.)

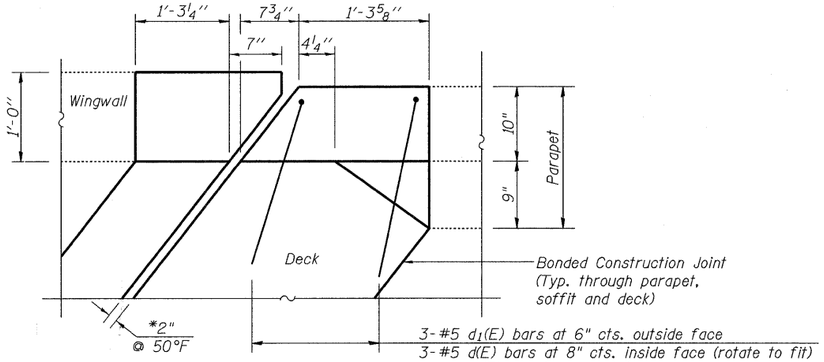


PLAN - CONCRETE REMOVAL

(South end of W. Abut. and North end of E. Abut.)

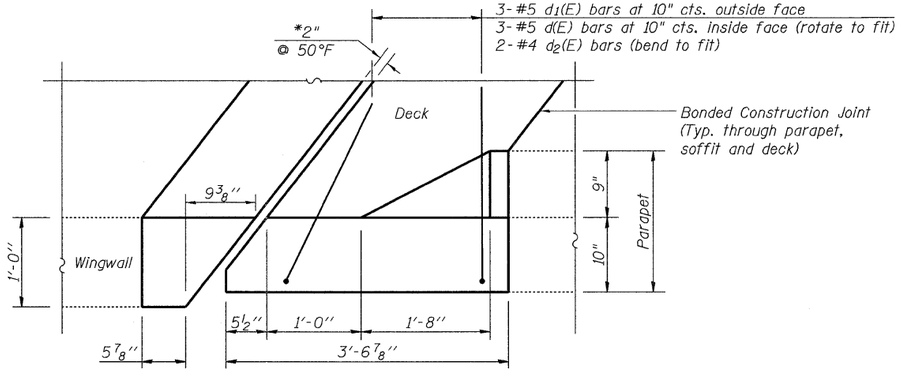


SECTION THROUGH PARAPET & SOFFIT - CONCRETE REMOVAL



PLAN - CONCRETE REPLACEMENT

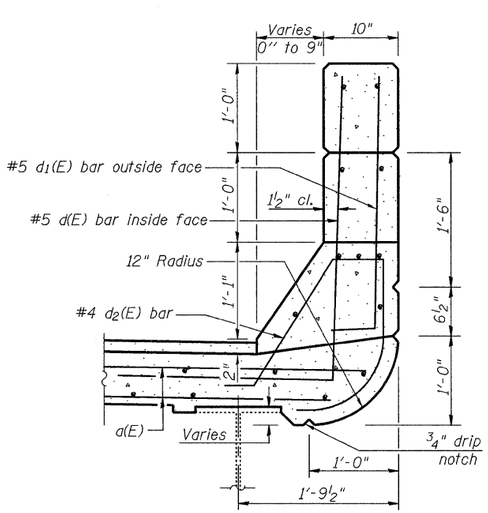
(North end of W. Abut. and South end of E. Abut.)



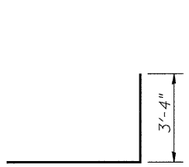
PLAN - CONCRETE REPLACEMENT

(South end of W. Abut. and North end of E. Abut.)

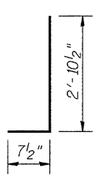
* See sheet 5 of 12 for Notes.



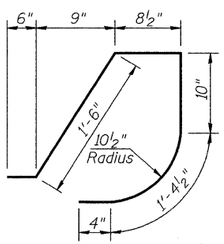
SECTION THROUGH PARAPET & SOFFIT - CONCRETE REPLACEMENT



BAR d(E)



BAR $d_1(E)$



BAR $d_2(E)$

NOTES

Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following Concrete Removal operations to ensure that the existing rebar remaining in place are not damaged. All existing reinforcement to be incorporated into new construction shall be blast-cleaned, straightened, and properly positioned prior to concrete placement. Any reinforcement damaged during Concrete Removal shall be repaired or replaced using an approved Bar Splicer or Mechanical System. Cost included with Concrete Removal.

For simplicity, only proposed reinforcement critical to parapet replacement is shown.

See Sheet 3 of 12 for Bill of Material.

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200 West Front Street
Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT REHABILITATION
AT PARAPET AND SOFFIT
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009

DRAWN BY LM
CHECKED BY WJV

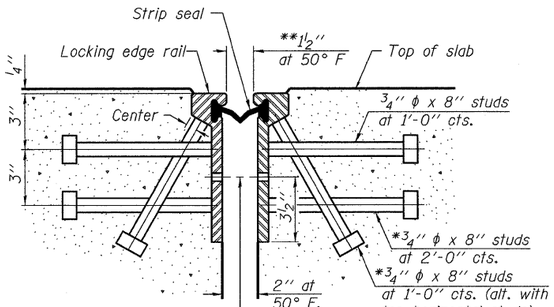
1/14/2009 K:\1122558\Structures\N Peotone over I-57\Joints.dgn

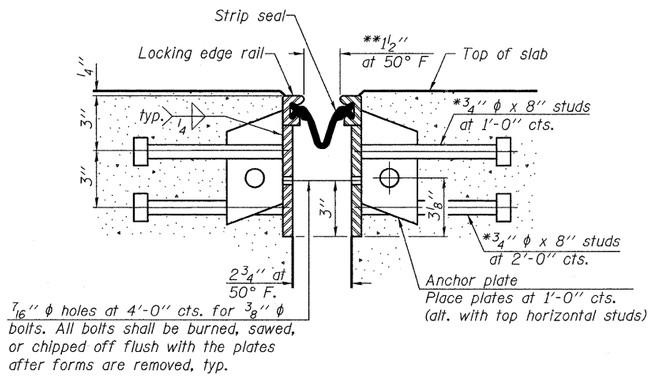
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-I-2	WILL	34	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 5
12 SHEETS

Contract #60D65

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.
**When joint is fixed, dimension is set at 1½".





Notes:

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

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

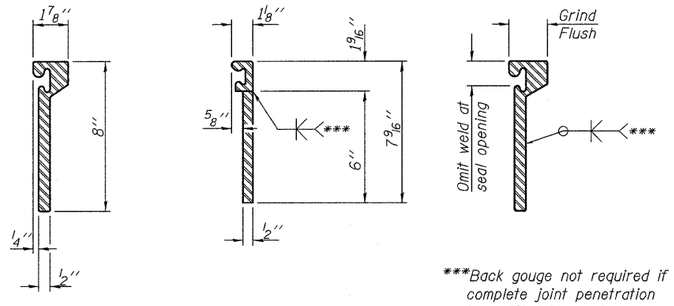
The manufacturer's recommended installation methods shall be followed.

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

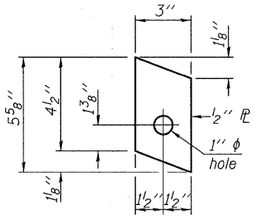
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

SECTION THRU ROLLED RAIL JOINT

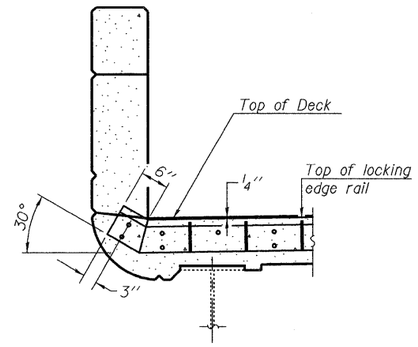
SECTION THRU WELDED RAIL JOINT



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



ANCHOR ℄
(for welded rail)



AT PARAPET

TYPICAL END TREATMENTS

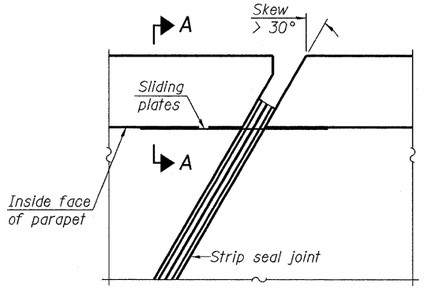
ROLLED (EXTRUDED) RAIL

WELDED RAIL

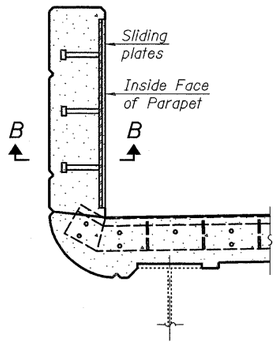
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

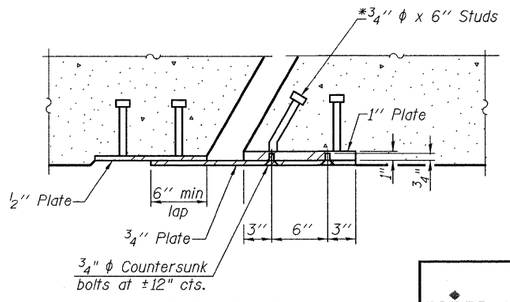
LOCKING EDGE RAILS



PLAN



SECTION A-A



SECTION B-B

POINT BLOCK DETAILS
(for skews > 30°)

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	80

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PREFORMED JOINT STRIP SEAL
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009

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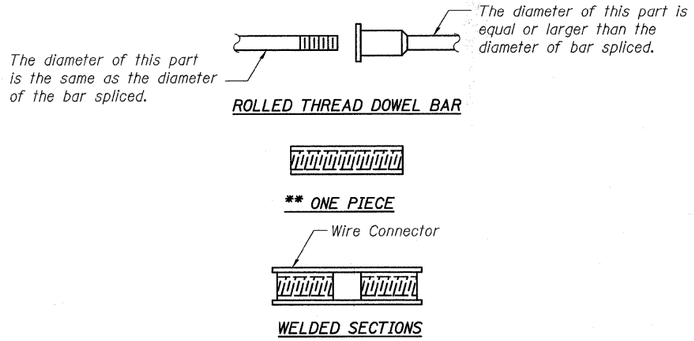
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-1-2	WILL	34	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

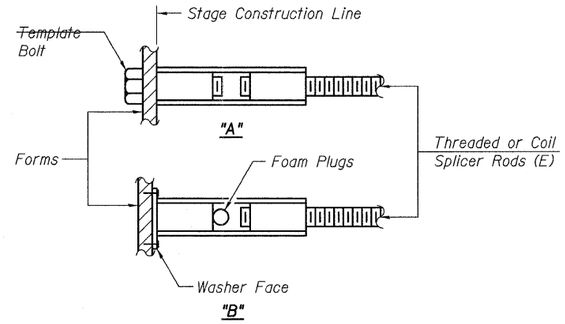
SHEET NO. 6
12 SHEETS

Contract #60D65



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

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

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

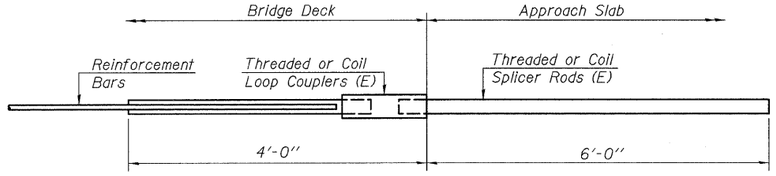
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

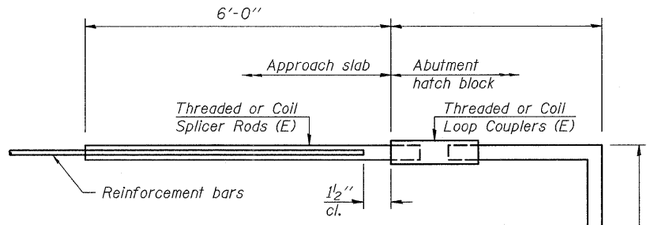
Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



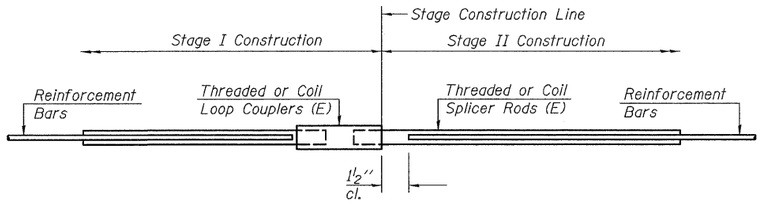
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	12	Deck
#6	8	T/Abut.

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BAR SPLICER ASSEMBLY DETAILS
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009
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BSD-1

11-1-06

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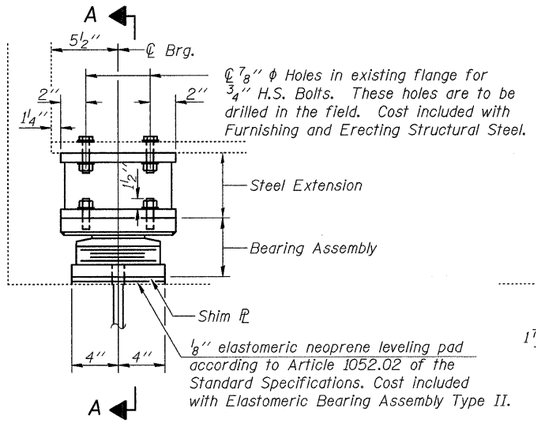
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-1-2	WILL	34	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7 12 SHEETS

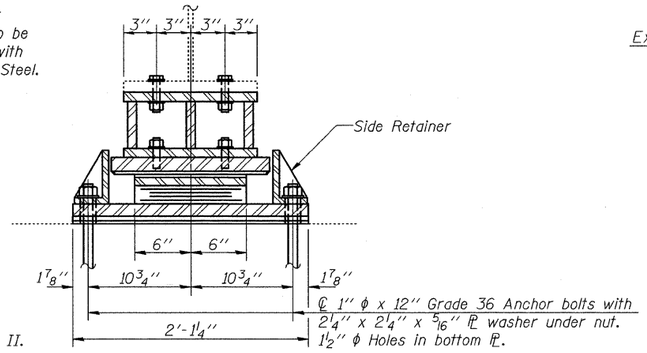
Contract #60D65



℄ ⅞" ϕ Holes in existing flange for ¾" H.S. Bolts. These holes are to be drilled in the field. Cost included with Furnishing and Erecting Structural Steel.

⅛" elastomeric neoprene leveling pad according to Article 1052.02 of the Standard Specifications. Cost included with Elastomeric Bearing Assembly Type II.

ELEVATION AT ABUT.

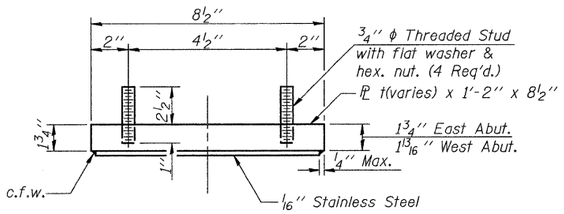


℄ 1" ϕ x 12" Grade 36 Anchor bolts with 2¼" x 2¼" x 5/16" PL washer under nut.

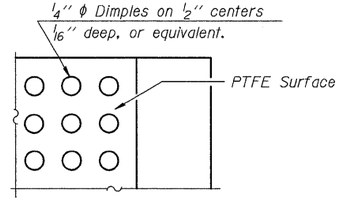
1½" ϕ Holes in bottom PL.

SECTION A-S

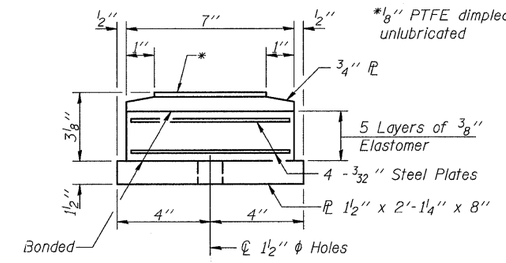
TYPE II ELASTOMERIC EXP. BRG.



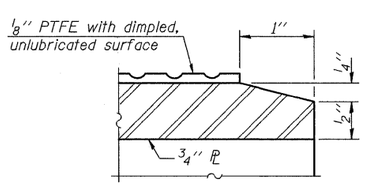
TOP BEARING ASSEMBLY



PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



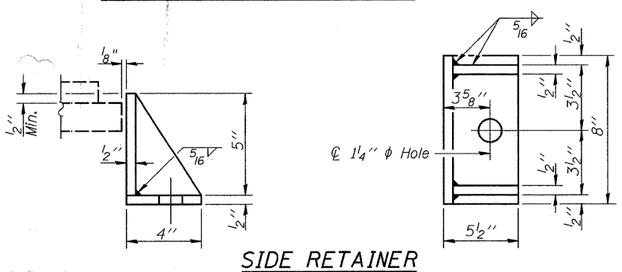
SECTION THRU PTFE

	West Abut.	East Abut.
Beam 1		
Beam 2		
Beam 3	3/8"	3/8"
Beam 4		
Beam 5		
Beam 6		¼"

SHIM TABLE

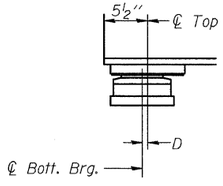
Match plan dimensions of bottom bearing plate. Weight included with Furnishing and Erecting Structural Steel.

BEARING REACTION TABLE		
		Abutment
R℄	(k)	20.7
R↓	(k)	34.6
Imp.	(k)	10.4
R Total	(k)	64.6



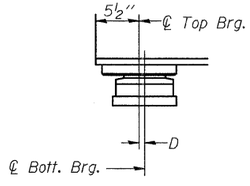
SIDE RETAINER

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



BELOW 50°F.

(Move bott. brg. away from fixed brg.)

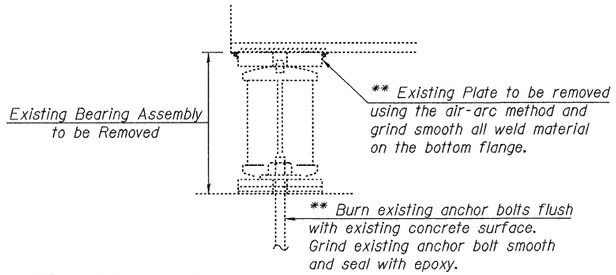


ABOVE 50°F.

(Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



**Cost is included with Jack and Remove Existing Bearings

JACK AND REMOVE EXISTING BEARING AT ABUTMENTS

JACKING PROCEDURES

1. Prior to commencing any work at the bearings, the contractor shall submit plans for Jacking for approval by the Engineer.
2. Jacking shall be limited so that the maximum lift transversely between adjacent beams is ⅛". See Special Provision for Jack and Remove Existing Bearings.
3. Minimum Jack capacity is 35 Tons.

NOTES

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

Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

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

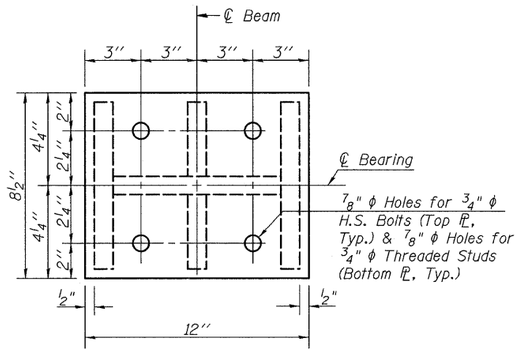
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type II.

The ⅛" PTFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

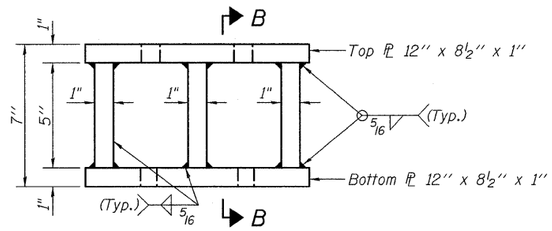
Bonding of ⅛" PTFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

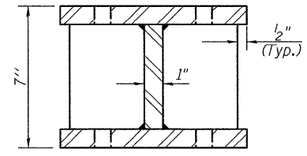
Weight of steel extensions included with Furnishing and Erecting Structural Steel.



STEEL EXTENSION PLAN



STEEL EXTENSION ELEVATION



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	12
Elastomeric Bearing Assembly Type II	Each	12
Furnishing and Erecting Structural Steel	Pound	1271
Anchor Bolts, 1"	Each	24

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BEARING REPLACEMENT DETAILS
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-1-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009

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CHECKED BY WJV

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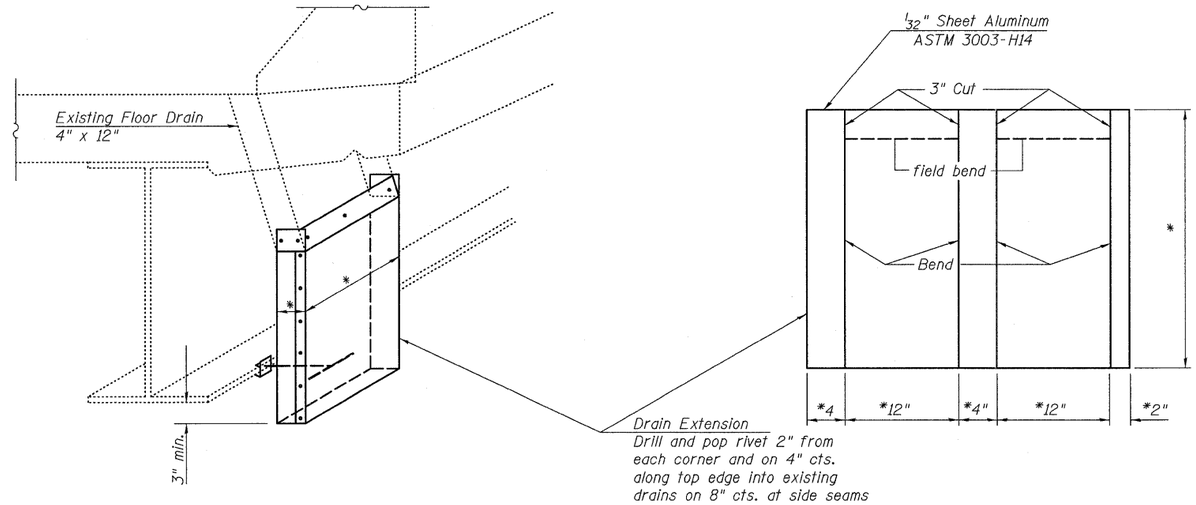
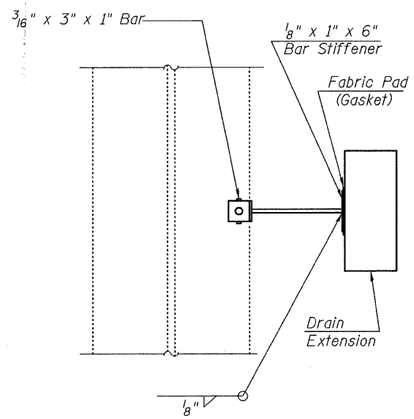
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-I-2	WILL	34	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8
12 SHEETS

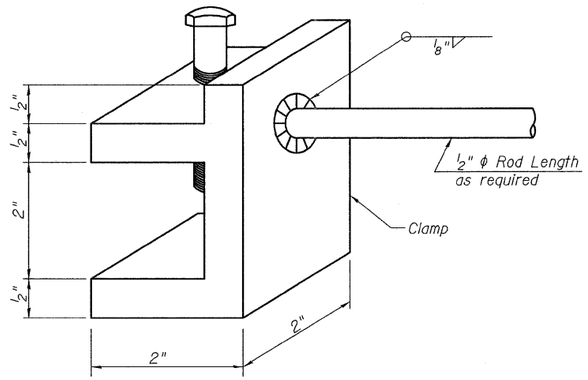
Contract #60D65

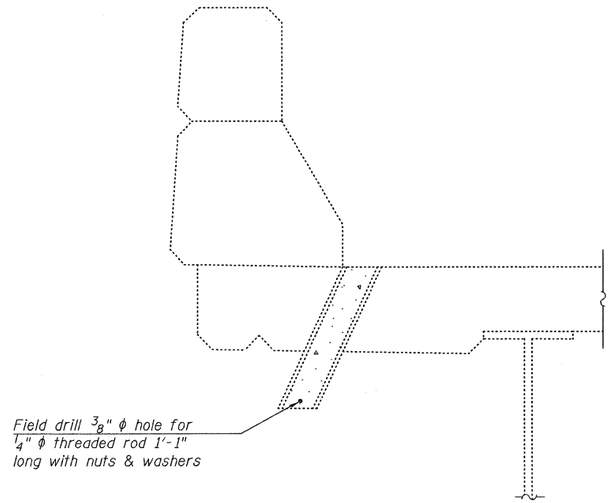


*Field measure and cut to fit existing drain



STEEL CLAMP





Deck Drains shall be eliminated by field drilling a 3/8" ϕ hole through the bottom of the drain, installing a 1/4" ϕ threaded rod and filling the drain with concrete.

DRAIN PLUGGING DETAIL

NOTES

Pop rivet the 1/8" x 1" bar to drain extension. Weld or securely attach rod to both the clamp and bar stiffener. Use 3/16" stainless steel pop rivets of sufficient length.

Clamp shown in approximate dimensions. Similar commercially available may be substituted.

An aluminum extrusion drain extension of similar dimensions may be substituted.

If there is a floor drain extension already in place where a new floor drain extension is to be installed, Contractor shall remove it and properly dispose of it. Removal and disposal of the existing floor drain extensions shall be included with the cost of Floor Drain Extensions.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Plug Existing Deck Drains	Each	1
Floor Drain Extension	Each	13

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ILLINOIS DEPARTMENT OF TRANSPORTATION

FLOOR DRAIN DETAILS
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009

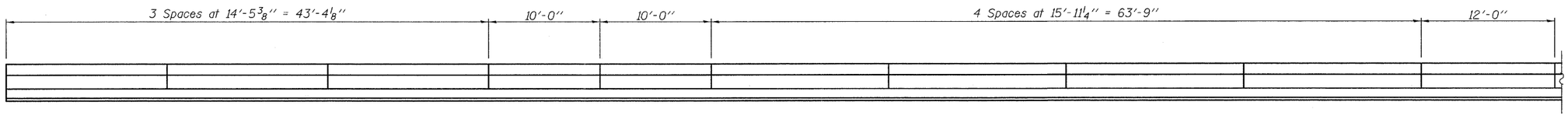
DRAWN BY WJV
CHECKED BY BLB

1/14/2009 K:\1122550\Structures\N Peotone over I-57\Floor Drain Details.dgn

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-1-2	WILL	34	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

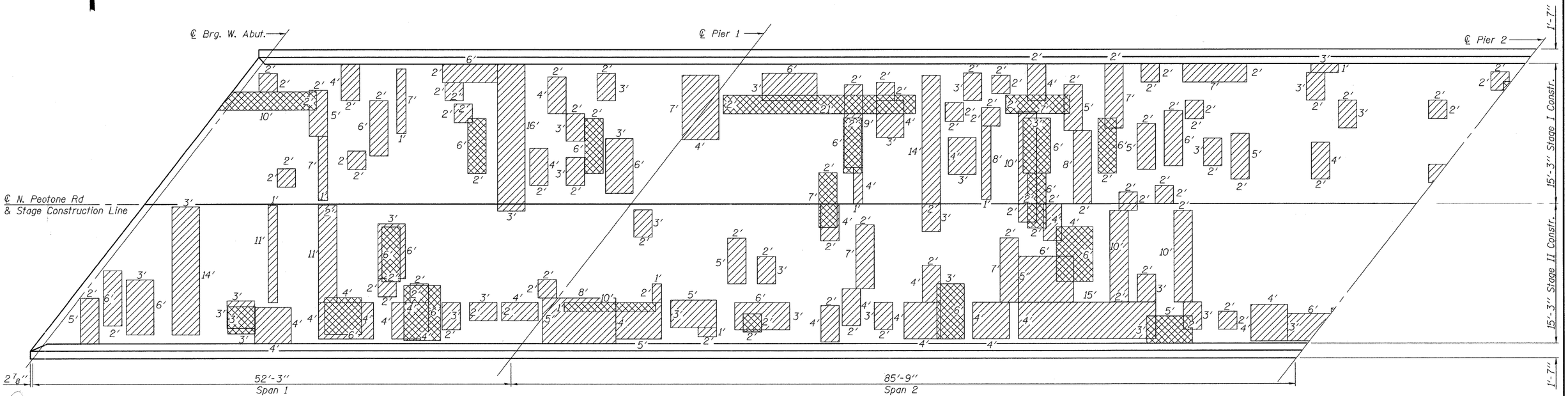
SHEET NO. 9
12 SHEETS

Contract #60D65



NORTH PARAPET ELEVATION

N



PLAN

NOTES

1. Entire existing deck to be Hydro-Scarified 1/2" and overlayed with 2 1/4" Latex Concrete.
2. Existing reinforcement bars & dowel rods extending into new concrete are to be cleaned and incorporated into new construction.
3. Deck repair areas are estimated from IDOT in the Fall of 2007. Actual locations of repairs made shall be shown by the Engineer on As Built plans.
4. See Sheet 1 of 12 for limits of protective shield.
5. See Sheet 10 of 12 for location of structural repair of concrete.

BILL OF MATERIAL

(Quantity for entire deck)

Item	Unit	Quantity
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	78
Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	930
Bridge Deck Hydro-Scarification, 1/2"	Sq. Yd.	930
Bridge Deck Grooving	Sq. Yd.	884
Protective Shield	Sq. Yd.	564
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	14

Full-Depth Patching

*Partial Depth Patching (231 Sq. Yd., for entire deck)

*Partial Depth shown for information only.

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ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK AND PARAPET
REPAIR PLAN - I
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009
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CHECKED BY WJV

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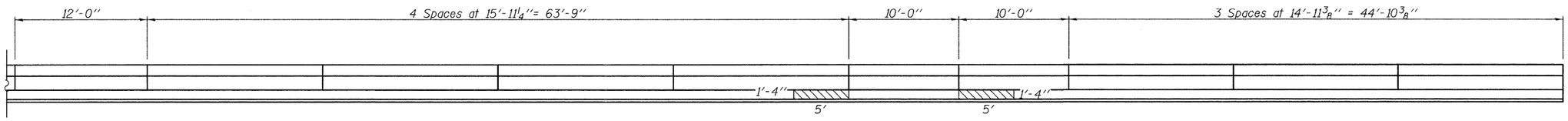
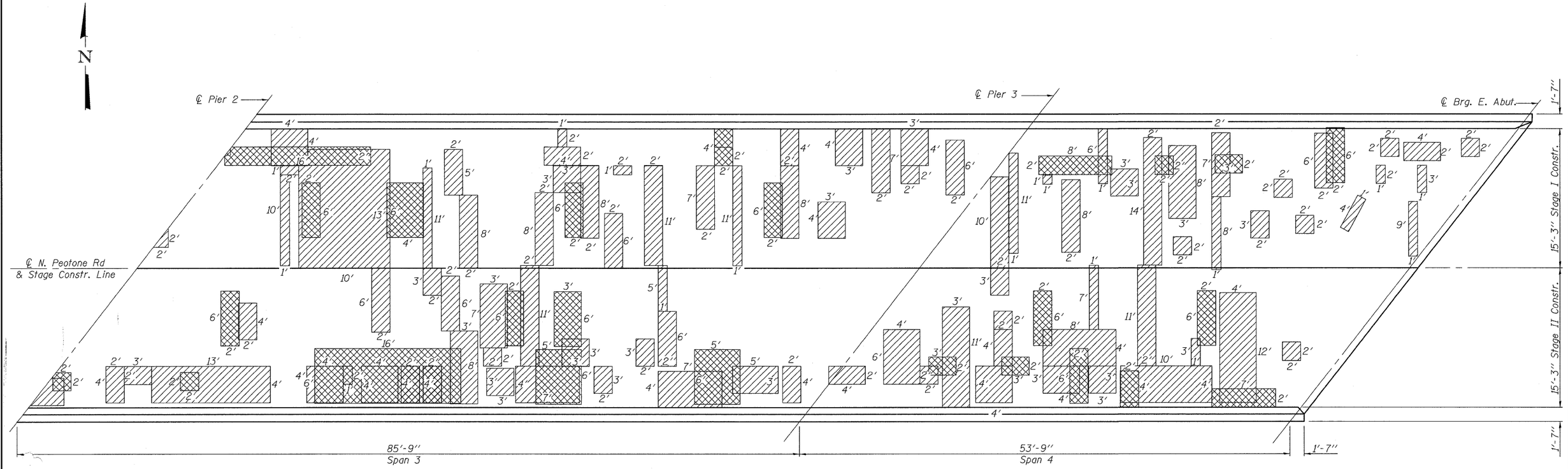
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-1-2	WILL	34	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 10
12 SHEETS

Contract #60D65



NORTH PARAPET ELEVATION



PLAN

Full-Depth Patching

*Partial Depth Patching (See previous sheet for quantity of entire deck)

Structural Repair of Concrete (Depth equal to or less than 5")

*Partial Depth shown for information only.

NOTES

Quantities on this sheet are included in the Bill of Material on the previous sheet.

See previous sheet for notes that also apply to this sheet.

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ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK AND PARAPET
REPAIR PLAN - II
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009
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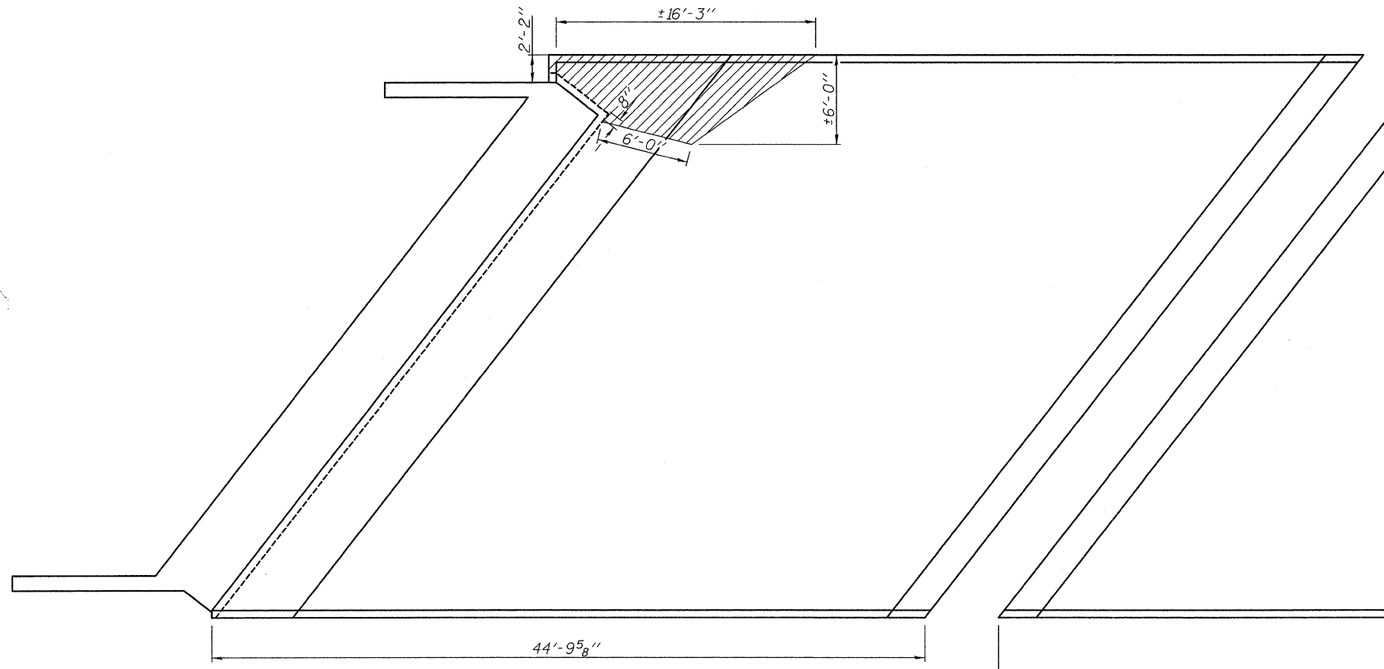
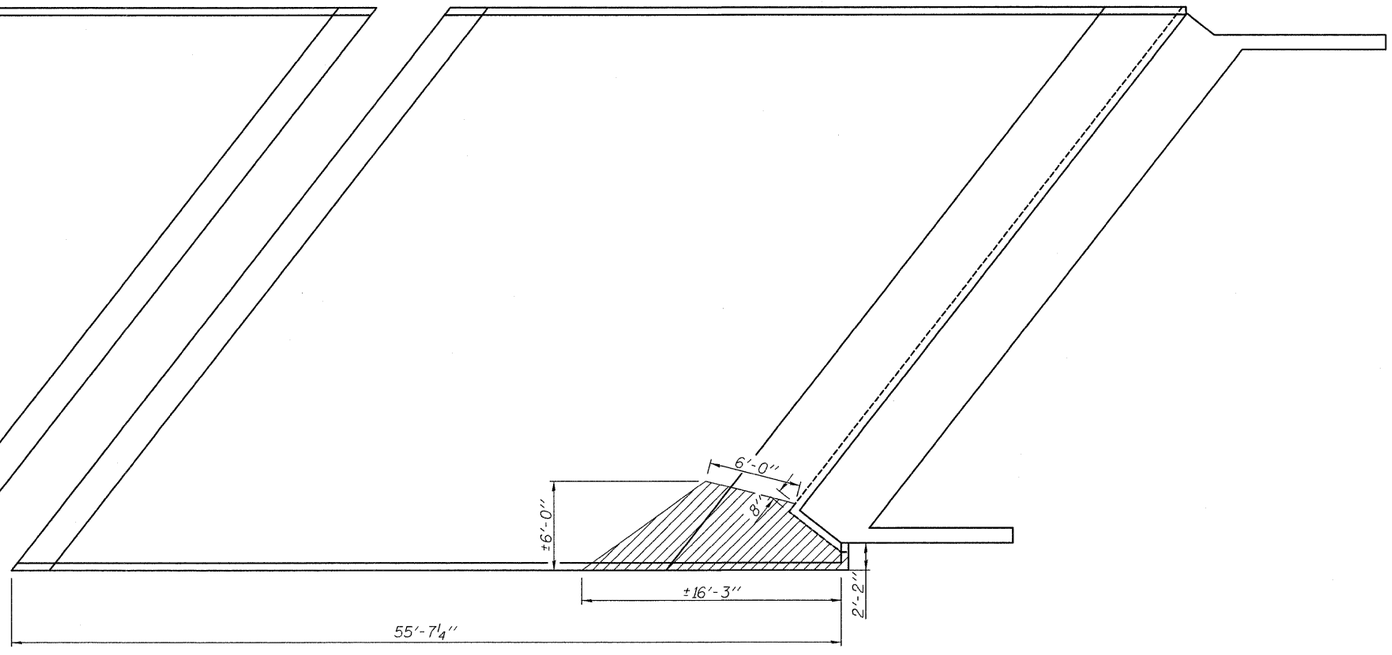
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-I-2	WILL	34	27
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 11
12 SHEETS

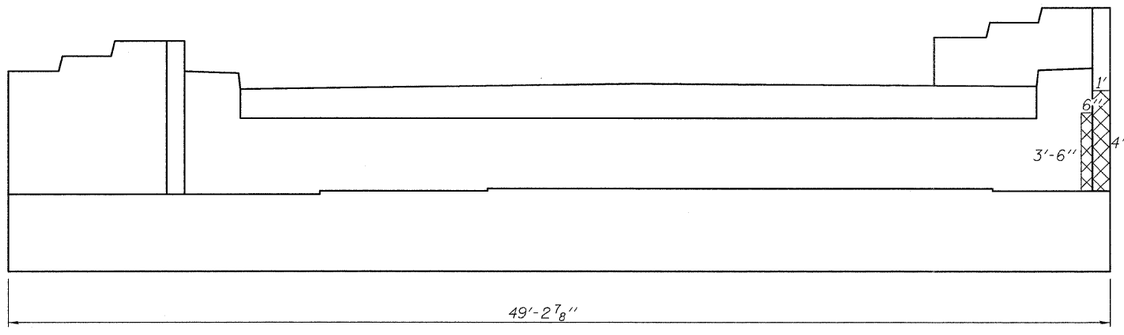
Contract #60D65



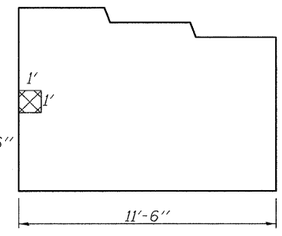
WEST ABUTMENT SLOPE WALL



EAST ABUTMENT SLOPE WALL



EAST ABUTMENT ELEVATION



SOUTHEAST WINGWALL ELEVATION

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	8
Slope Wall Repair	Sq. Yd.	15

Structural Repair of Concrete (Depth equal to or less than 5")

Slope Wall Repair

rjngroup
Excellence through Ownership
200 West Front Street
Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT AND SLOPE
WALL REPAIRS
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009

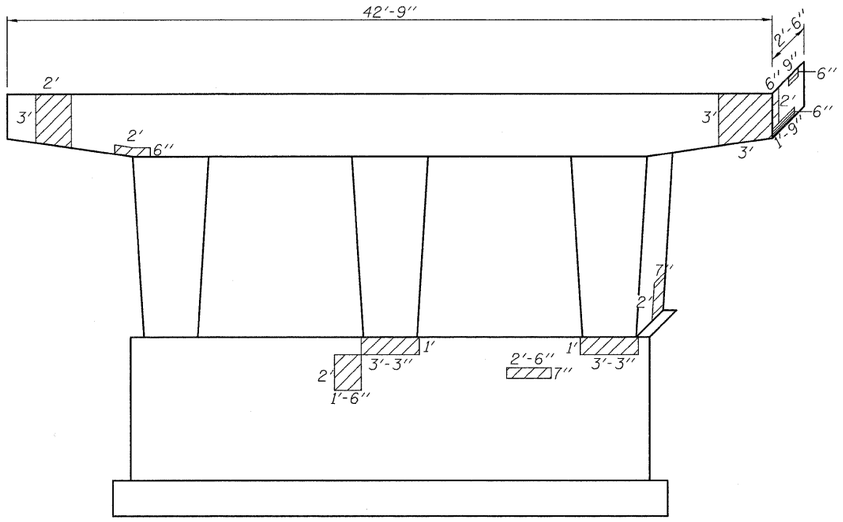
DRAWN BY JMT
CHECKED BY WJV

1/14/2009 K:\11225691\Structures\N Peotone over I-57\Repairs.dgn

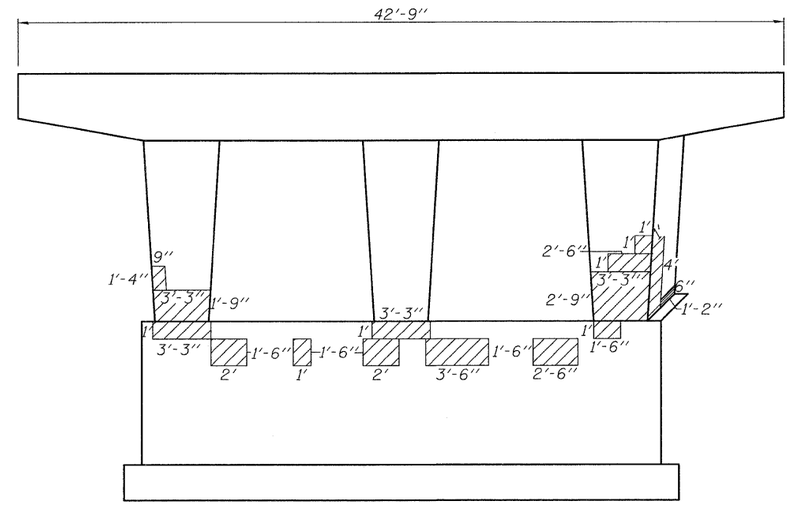
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 57	99-2HB -1-I-2	WILL	34	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 12
12 SHEETS

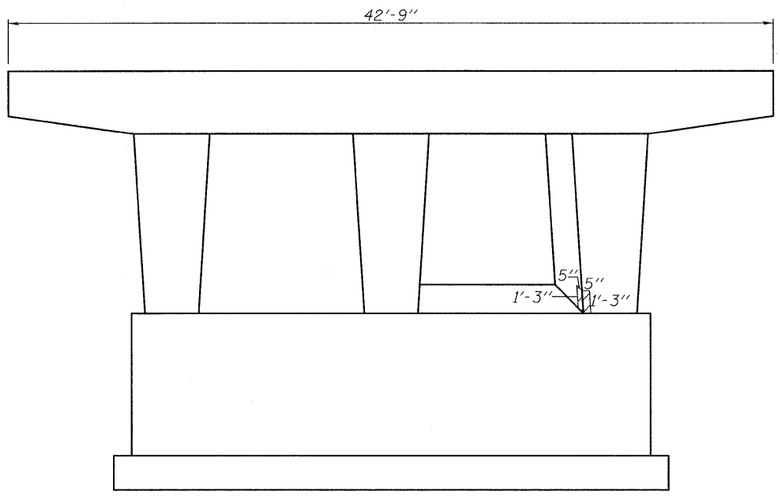
Contract #60D65



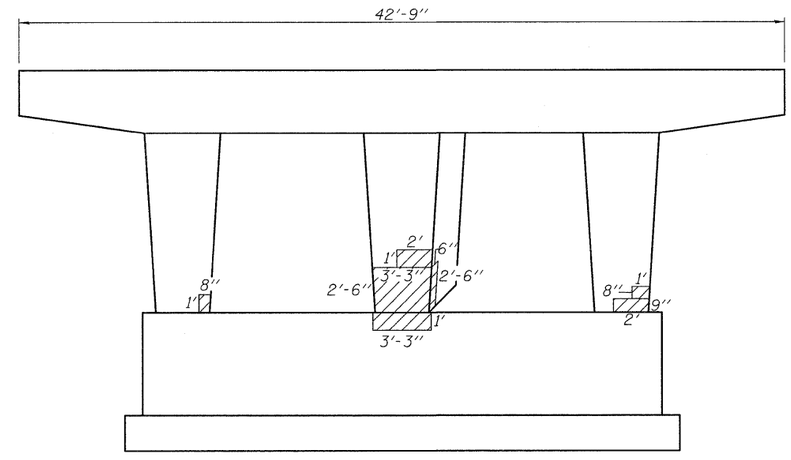
WEST ELEVATION PIER #1



EAST ELEVATION PIER #1



WEST ELEVATION PIER #2



WEST ELEVATION PIER #3

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	97

▨ Structural Repair of Concrete (Depth equal to or less than 5")

rjngroup
Excellence through Ownership

200 West Front Street
Wheaton, IL 60187

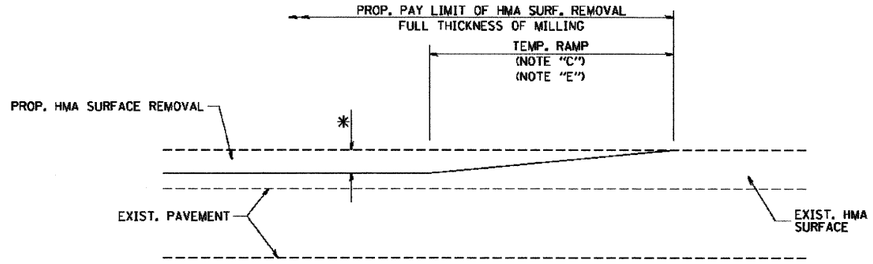
ILLINOIS DEPARTMENT OF TRANSPORTATION

PIER REPAIRS
NORTH PEOTONE ROAD OVER I-57
FAI RTE 57 SECTION 99-2HB-1-I-2
WILL COUNTY
STATION 1035+6.40
STRUCTURE NO. 099-0162

DATE: 1-14-2009

DRAWN BY JMT
CHECKED BY WJV

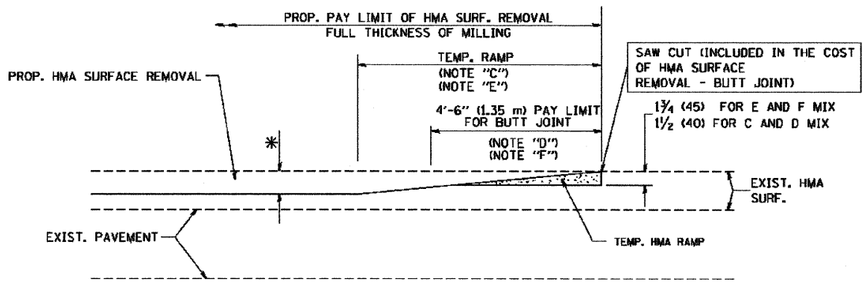
1/14/2009 K:\11225581\Structures\N Peotone over I-57\Repairs.dgn



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

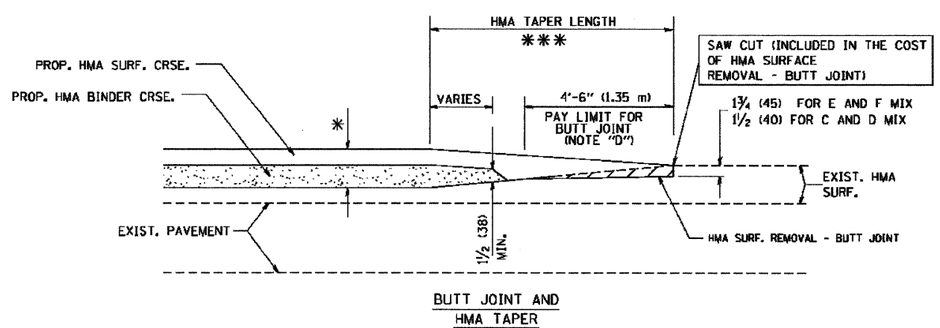


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

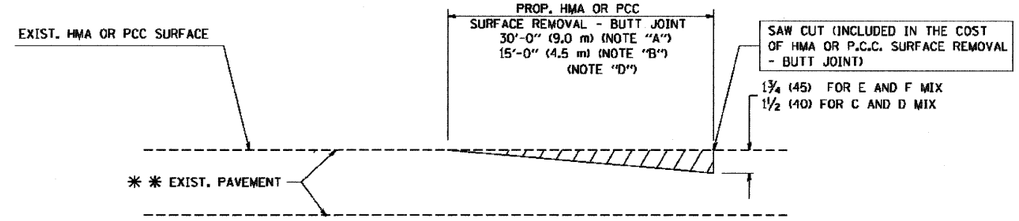
OPTION 2

TYPICAL TEMPORARY RAMP

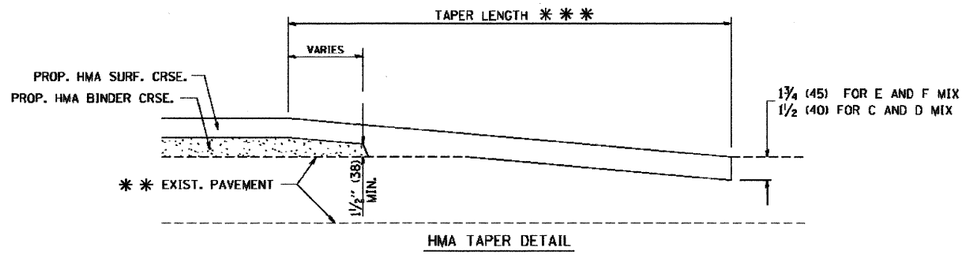


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

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

BASIS OF PAYMENT:

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

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: VERT. NONE HORIZ.

DRAWN BY

CHECKED BY

BD400-05 (VI-BD32)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

200 22ND Street, Suite 216, Lombard, IL 60148
630.705.0110 voice, 630.839.2566 fax
www.milleniaseng.com
MILLENNIA ENGINEERING

DESIGNED	TVN	REVISED	-
DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	01/14/09	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

DISTRICT ONE STANDARD DETAILS
BD400-05

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-1-2	WILL	34	29
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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PLOT SCALE = 1.0000 ' / IN.
USER NAME = Millennia Engineering
MODEL = $MODEL$

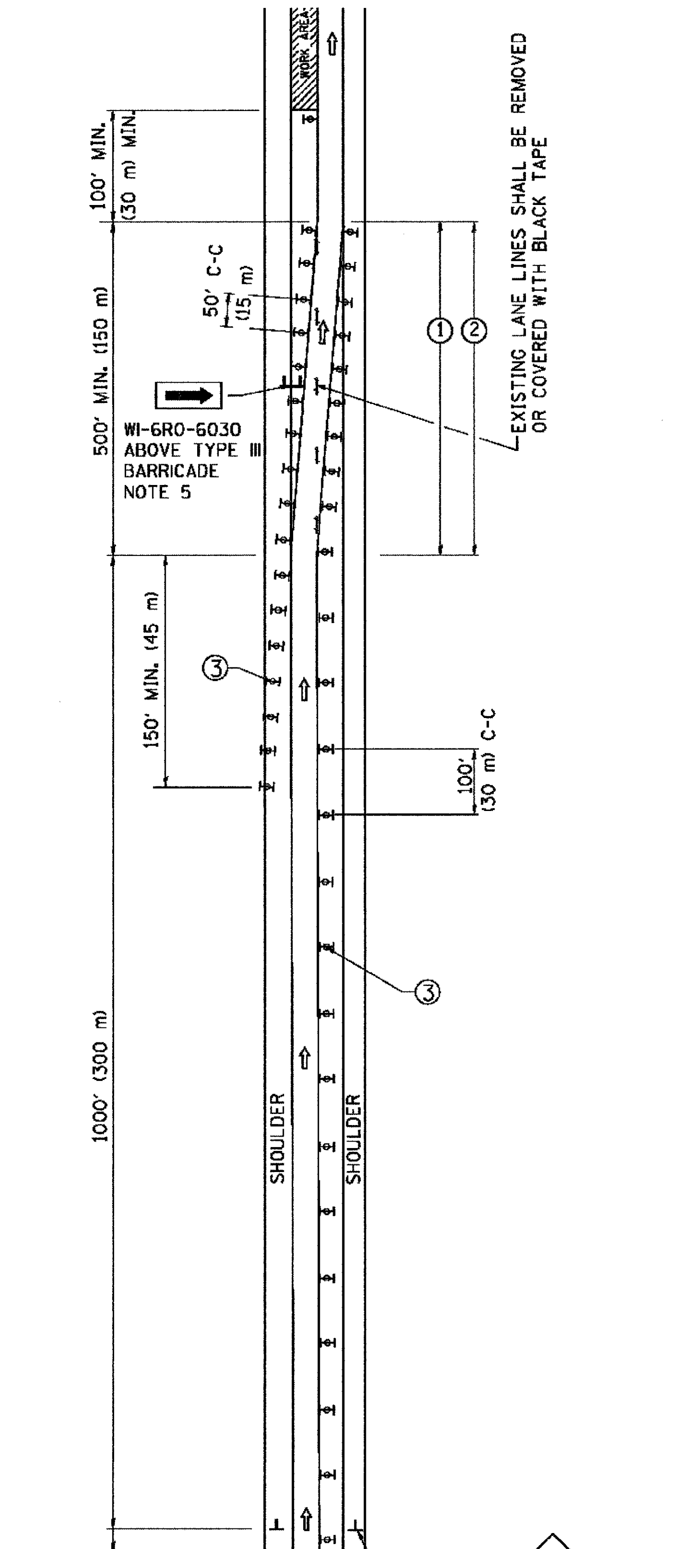
CONTRACT NO.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

STA. TO STA.

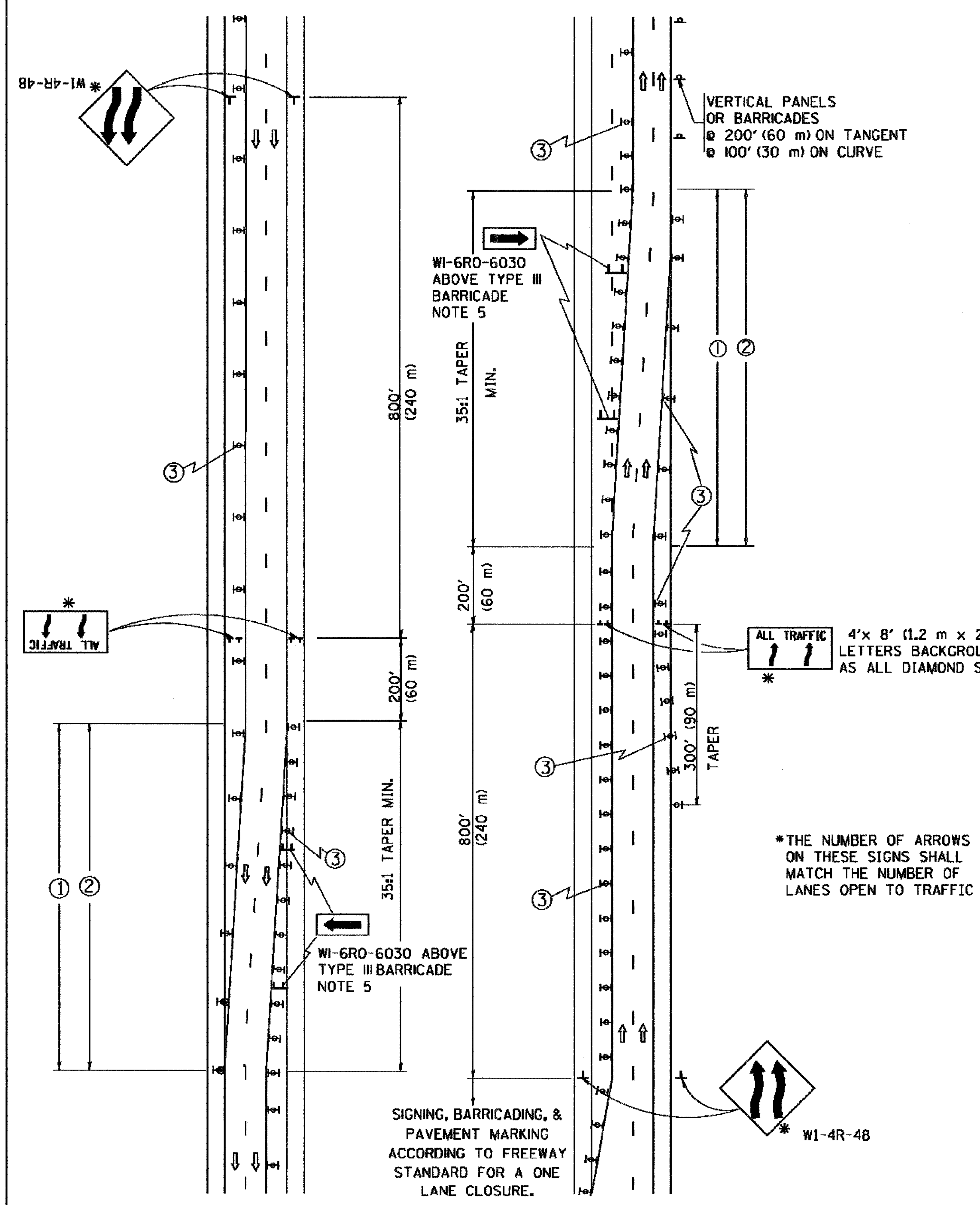
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

SINGLE LANE WEAVE



RIGHT LANE CLOSED SIGNING & BARRICADING ACCORDING TO FREEWAY STANDARD FOR A ONE LANE CLOSURE

MULTI-LANE WEAVE



*THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC

GENERAL NOTES

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.

② CONTINOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 10'-30' (3 m-9 m) SKIP DASH, WHITE.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.

⑥ IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

SYMBOLS

⇧ DIRECTION OF TRAFFIC

▨ WORK AREA

⊢ SIGN ON PORTABLE OR PERMANENT SUPPORT

⌶ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS NAME	DATE
DWS	2/87
DWS	1/90
DWS	12/27/94
DWS	11/96
JAF	4/03
JAF	2/06
SPB	1/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

SCALE: NONE DRAWN BY R.H. CHECKED BY

TC-9

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07080.VarVar_Phil\Cadd\WOI\Base\Sht_Peotone\TC0901_DETAILS.sht
PLOT SCALE = 1.0000 ' / IN.
USER NAME = Millennia Engineering
MODEL = $MODEL$

200 22ND Street, Suite 216, Lombard, IL 60148
630.705.0110 voice, 630.839.2566 fax
www.millenniaeng.com
MILLENNIA ENGINEERING

DESIGNED - TVN	REVISED -
DRAWN - TVN	REVISED -
CHECKED - RPD	REVISED -
DATE - 01/14/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

DISTRICT ONE STANDARD DETAILS
TC-9

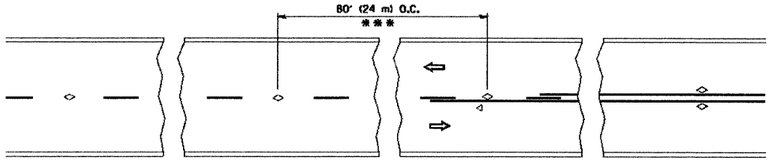
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	30

CONTRACT NO. 60D65

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

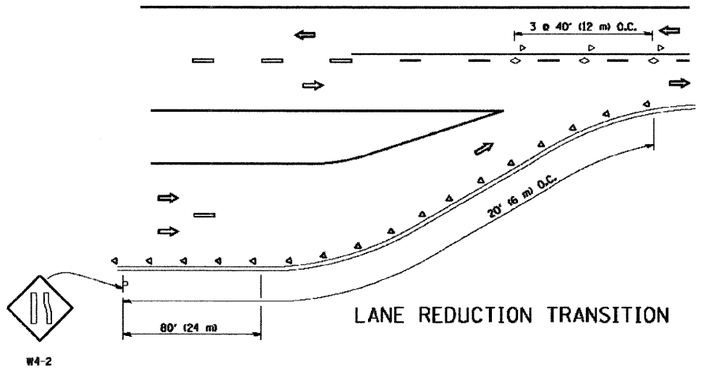
P:\2007\ME07080.VarVar_Phil\Cadd\WOI\Base\Sht_Peotone\TC0901_DETAILS.sht

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

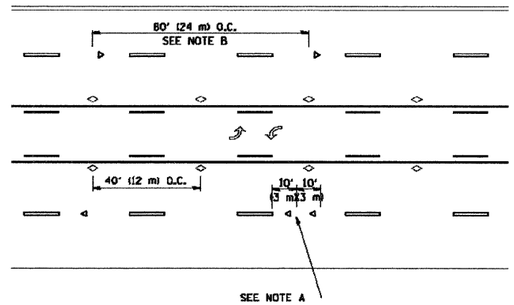


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

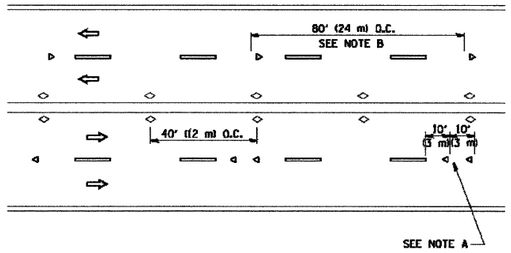
TWO-LANE/TWO-WAY



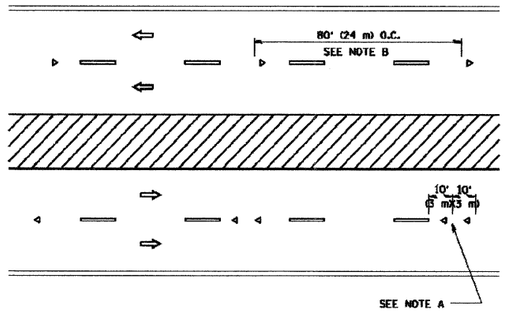
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

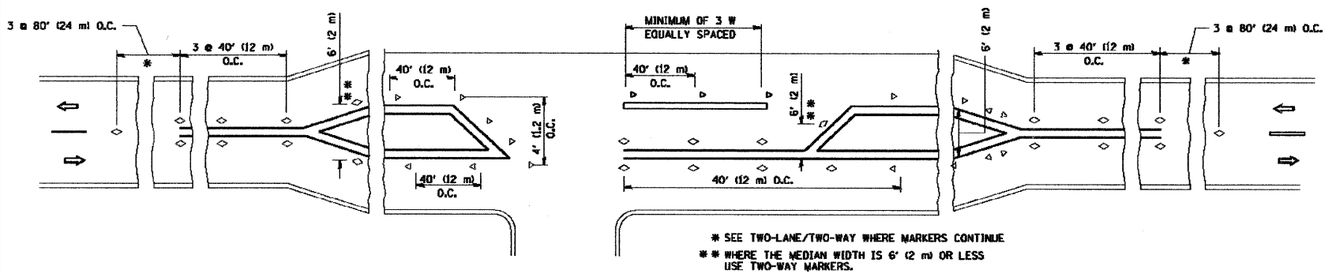
LANE MARKER NOTES

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

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

DESIGN NOTES

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



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

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

LEFT TURN

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

DRAWN BY CADD

CHECKED BY

TC-11

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07080.VarVar_PhII\Cadd\W01\Base\Sht_Peotone\TC11D1_DETAILS.sht
PLOT SCALE = 1.0000 ' / IN.
PLOT UNITS = Inches
USER NAME = Millennia Engineering
MODEL =

200 22ND Street, Suite 216, Lombard, IL 60148
630.705.0110 voice, 630.839.2566 fax
www.milleniaeng.com
MILLENNIA ENGINEERING

DESIGNED -	TVN	REVISED -
DRAWN -	TVN	REVISED -
CHECKED -	RPD	REVISED -
DATE -	01/14/09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

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

DISTRICT ONE STANDARD DETAILS
TC-11

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	31
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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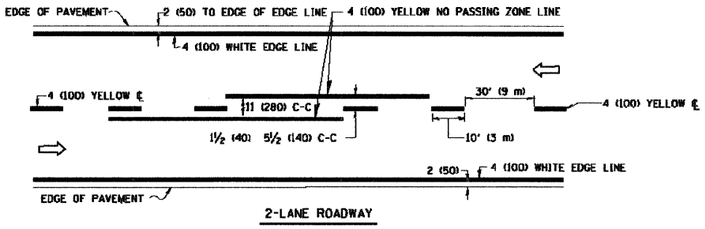
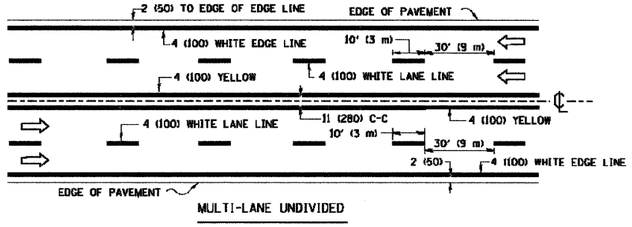
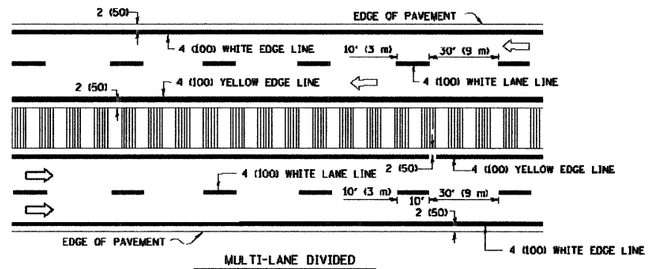


2-LANE ROADWAY



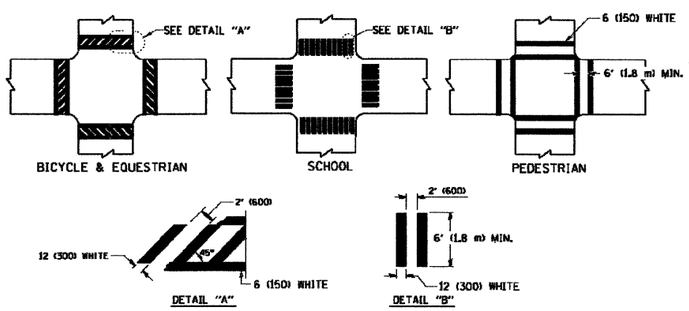
MULTI-LANE UNDIVIDED



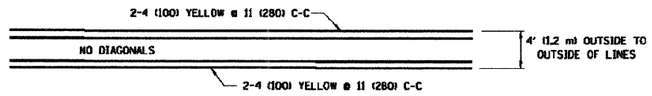
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

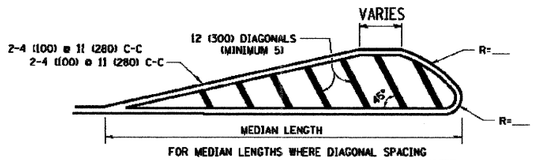
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING



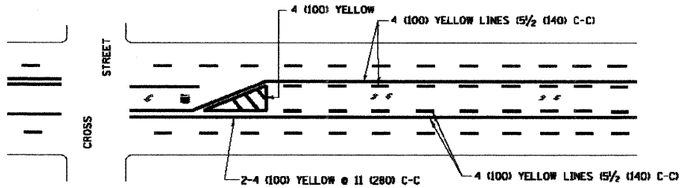
4' (1.2 m) WIDE MEDIANS ONLY



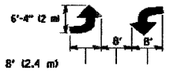
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

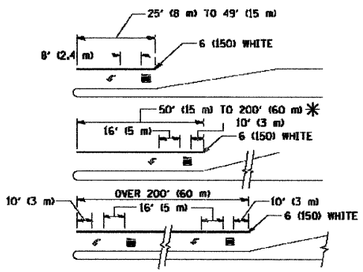


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

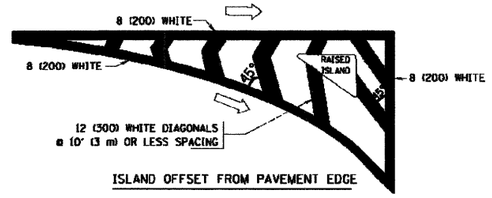


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

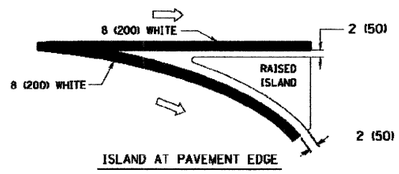
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

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

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE

DRAWN BY CADD

CHECKED BY
TC-13

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

CONTRACT NO.

PLOT DATE = 1/13/2009
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PLOT SCALE = 1.0000 '/ IN.
PLOT UNITS = Inches
MODEL = &MODEL&

MILLENNIA ENGINEERING
200 22ND Street, Suite 216, Lombard, IL 60148
630.785.0110 voice, 630.839.2566 fax
www.milleniaseng.com

DESIGNED - TVN		REVISED -
DRAWN - TVN		REVISED -
CHECKED - RPD		REVISED -
DATE - 01/14/09		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

SCALE: | SHEET NO. 18 OF SHEETS | STA. | TO STA.

DISTRICT ONE STANDARD DETAILS
TC-13

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	32
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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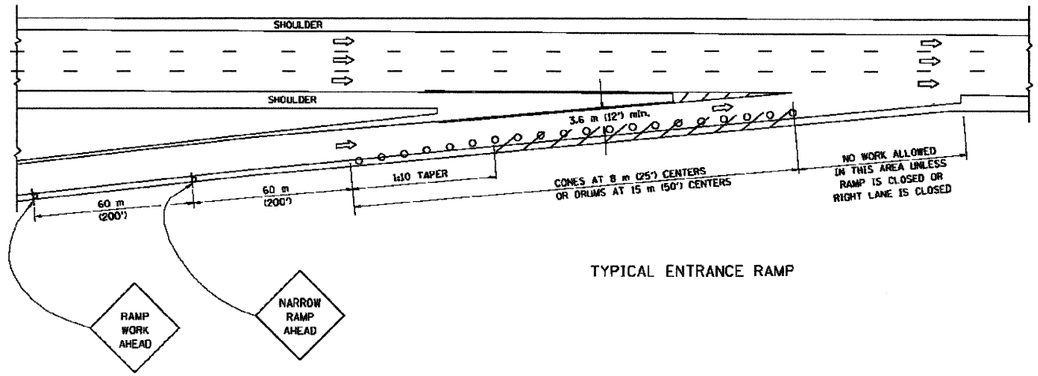
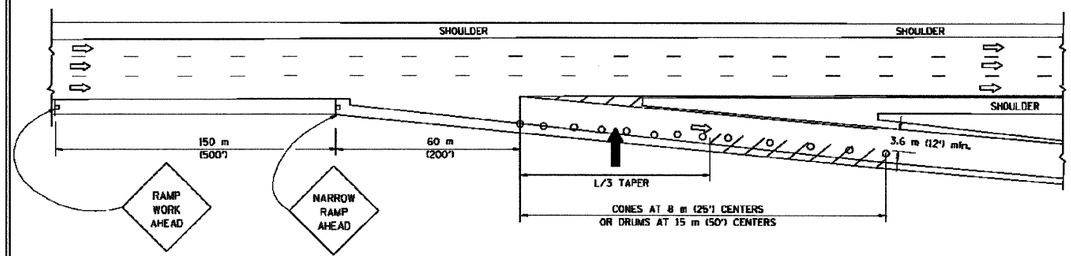
Create Date: 03 23 95

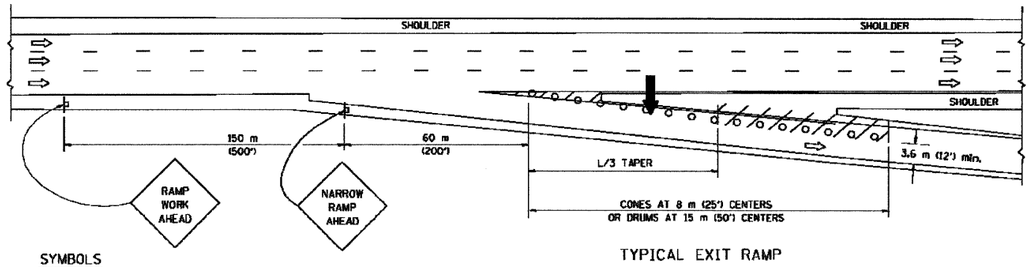
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- CONES - 700 (28) IN HEIGHT

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

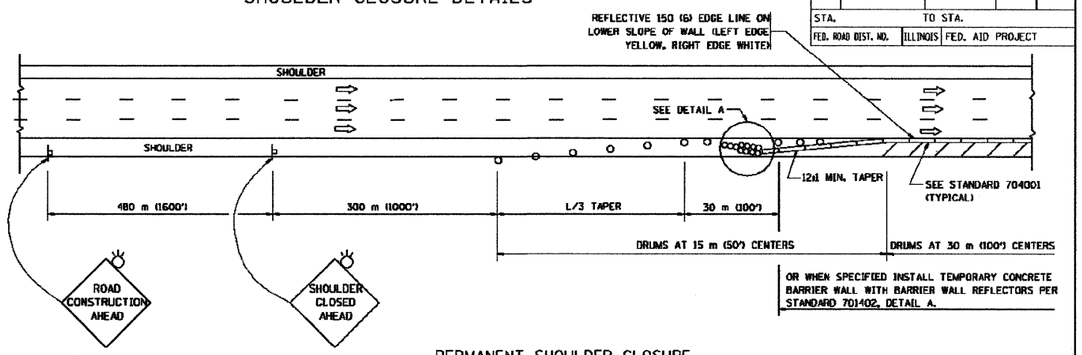
SPEED LIMIT	FORMULAS	
80 km/h (45 mph) OR GREATER:	METRIC L=0.65(WXS)	ENGLISH L=(WXS)

W = WIDTH OF OFFSET IN METERS (FEET)
S = NORMAL POSTED SPEED KM/H (MPH)

2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

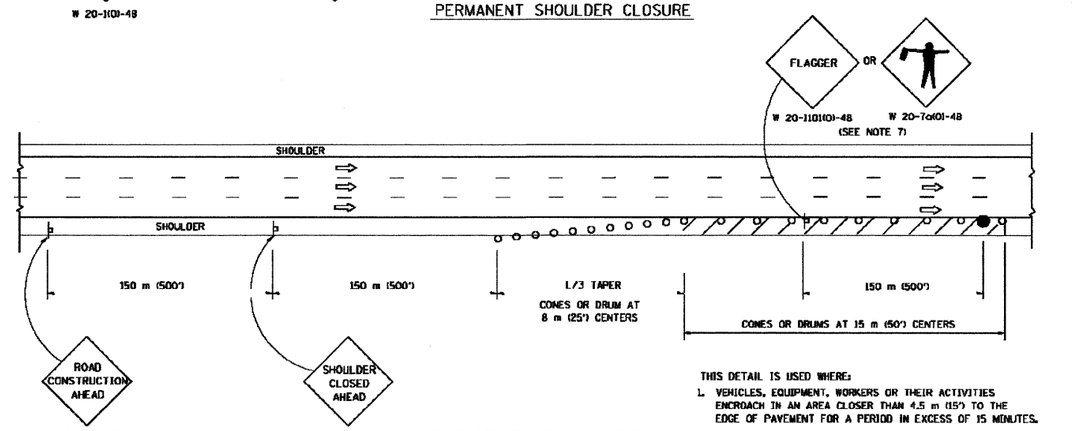
SHOULDER CLOSURE DETAILS

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



W 20-1(01-48

PERMANENT SHOULDER CLOSURE

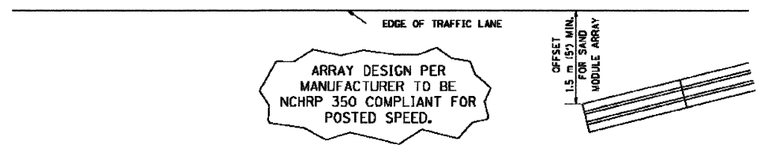


W 20-1(01-48

DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 4.5 m (15') TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



DETAIL "A"
IMPACT ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

5. THE IMPACT ATTENTUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS OUTSIDE THE CLEAR ZONE OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE "TRAFFIC BARRIER TERMINAL, TYPE III, TEMPORARY" DEVICE TO MEET NCHRP350 FOR POSTED SPEED.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 30 m (100') TO 60 m (200') IN ADVANCE OF THE WORKERS.

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

REVISIONS	
NAME	DATE
DWS	11/96
JAF	12/02
NCHRP 350	04/03

ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES PARTIAL RAMP CLOSURES

SCALE: NONE
DRAWN BY
DESIGNED BY: DWS
CHECKED BY
DATE: 05/06/2003
TC-17

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07080_VarVar_PhII\Cadd\WD1\Base\Sht_Peotone\TC17D1_DETAILS.sht
PLOT SCALE = 1.0000 ' / IN.
USER NAME = Millennia Engineering
MODEL = #MODEL#

05/06/2003

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630.705.0110 voice, 630.839.2566 fax
www.millenniaeng.com
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DRAWN - TVN		REVISED -
CHECKED - RPD		REVISED -
DATE - 01/14/09		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 57/I-57
AT N. PEOTONE/JOLIET RD
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

DISTRICT ONE STANDARD DETAILS
TC-17

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-1-2	WILL	34	33
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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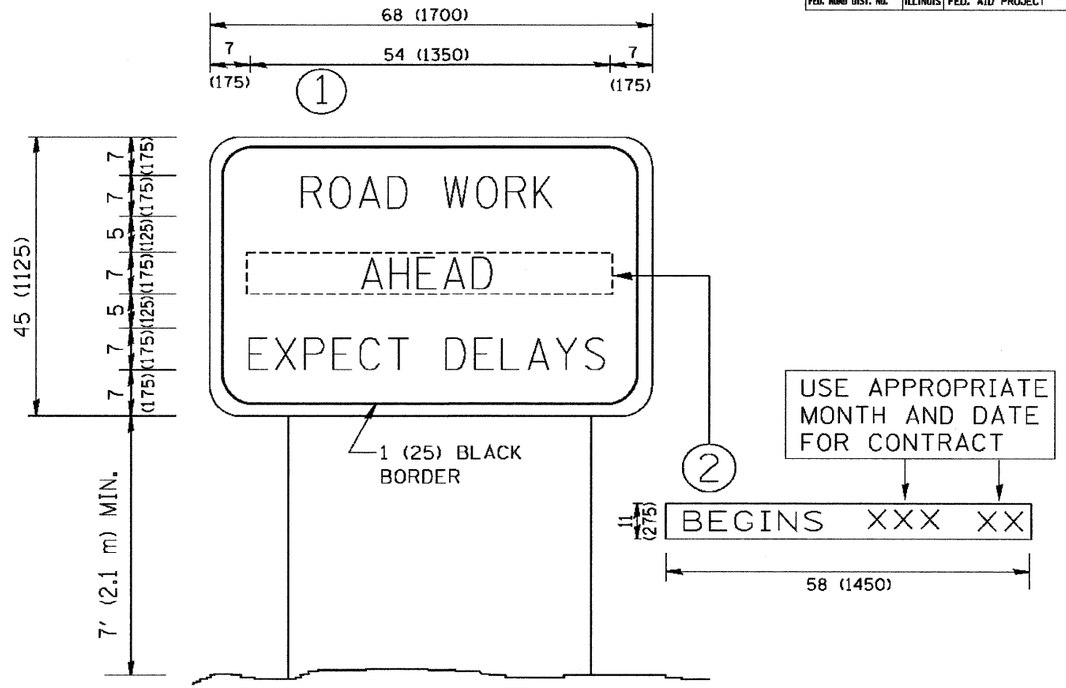
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

REVISIONS	
NAME	DATE
R. WIRS	9-15-97
R. WIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

CHECKED BY

TC22

PLOT DATE = 1/13/2009
FILE NAME = P:\2007\ME07080_VarVar_PhII\Cadd\WO1\Base\Sht_Peotone\TC22D1_DETAILS.sht
PLOT SCALE = 1.0000 ' / IN.
USER NAME = Millennia Engineering
MODEL = $MODEL$

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DRAWN	TVN	REVISED	-
CHECKED	RPD	REVISED	-
DATE	01/14/09	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF ILLINOIS

FAI 57/I-57
AT N. PEOTONE/JOLIET RD

DISTRICT ONE STANDARD DETAILS
TC-22

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	99-2H-1-I-2	WILL	34	34
		CONTRACT NO. 60D65		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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