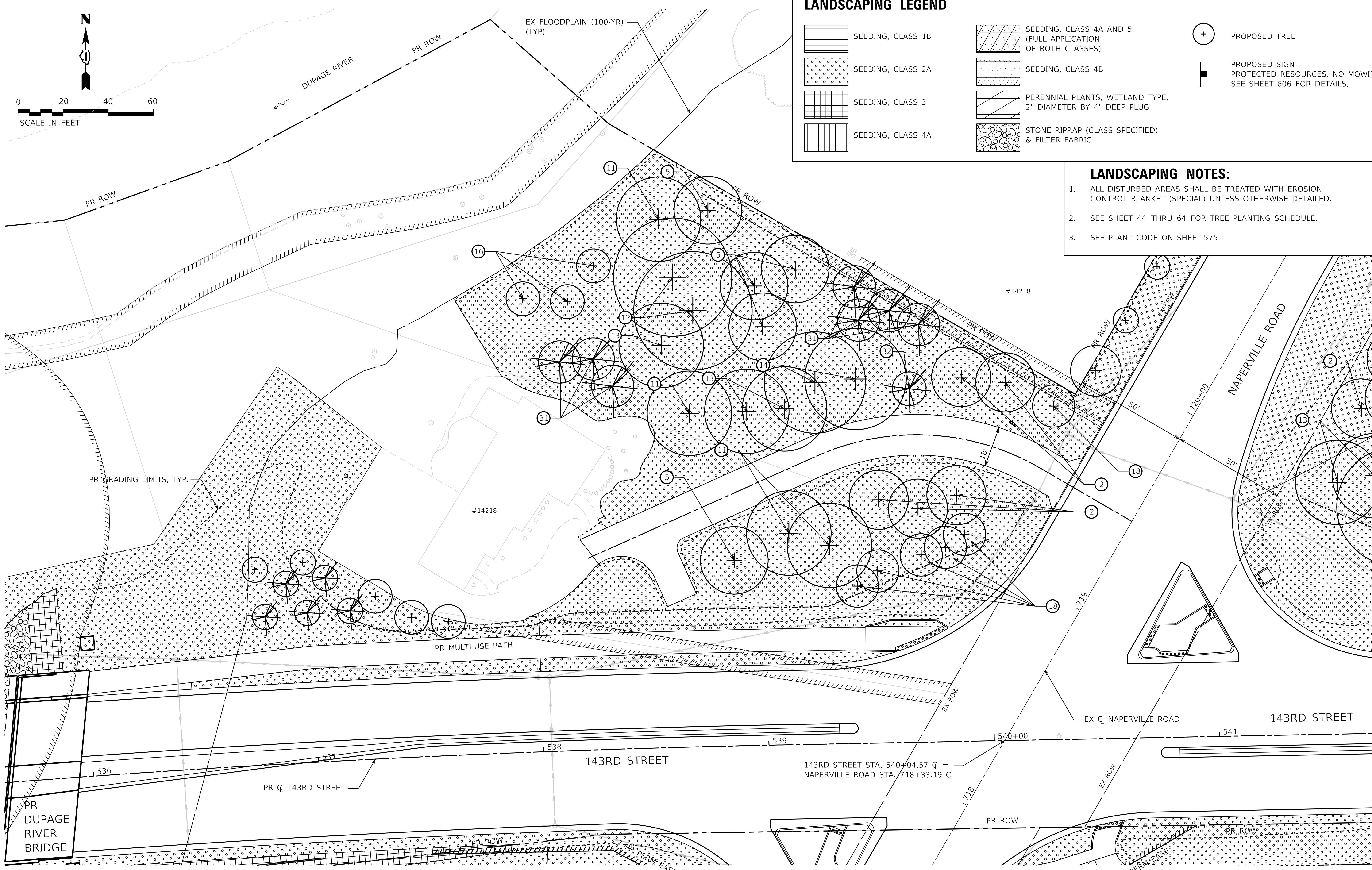

LANDSCAPING LEGEND

SEEDING, CLASS 1B	SEEDING, CLASS 4A AND 5 (FULL APPLICATION OF BOTH CLASSES)
SEEDING, CLASS 2A	SEEDING, CLASS 4B
SEEDING, CLASS 3	PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG
SEEDING, CLASS 4A	STONE RIPRAP (CLASS SPECIFIED) & FILTER FABRIC
PROPOSED TREE	PROPOSED SIGN PROTECTED RESOURCES, NO MOWING SEE SHEET 606 FOR DETAILS.

LANDSCAPING NOTES:

1. ALL DISTURBED AREAS SHALL BE TREATED WITH EROSION CONTROL BLANKET (SPECIAL) UNLESS OTHERWISE DETAILED.
2. SEE SHEET 44 THRU 64 FOR TREE PLANTING SCHEDULE.
3. SEE PLANT CODE ON SHEET 575.

PEN TABLE = Plainfield_Landscaping.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING PLAN
14218 NAPERVILLE ROAD

SCALE: 1"=20' | SHEET 27 OF 30 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	601

CONTRACT NO. 61H34

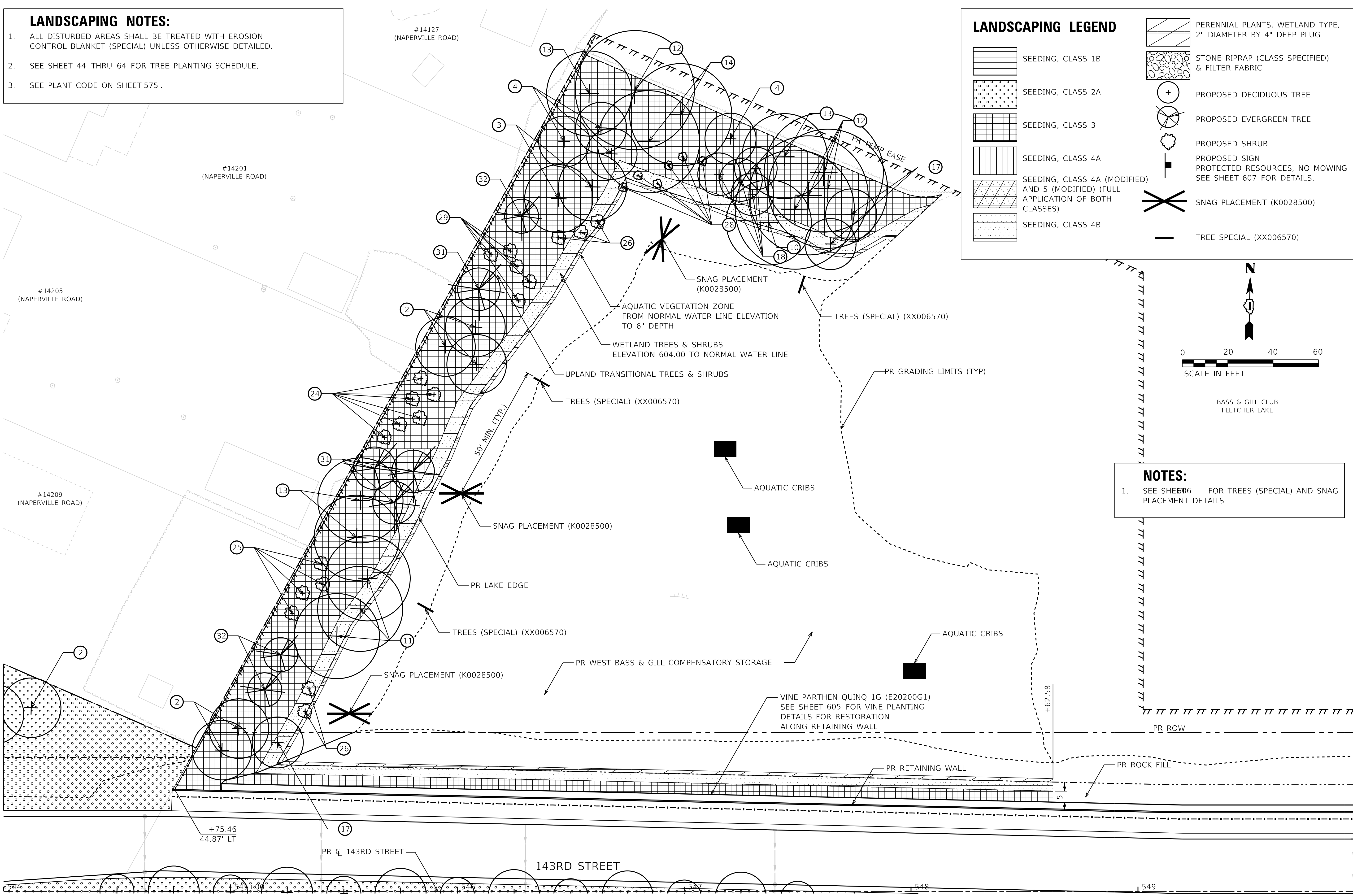
ILLINOIS FED. AID PROJECT

LANDSCAPING NOTES:

1. ALL DISTURBED AREAS SHALL BE TREATED WITH EROSION CONTROL BLANKET (SPECIAL) UNLESS OTHERWISE DETAILED.
2. SEE SHEET 44 THRU 64 FOR TREE PLANTING SCHEDULE.
3. SEE PLANT CODE ON SHEET 575 .

LANDSCAPING LEGEND

- SEEDING, CLASS 1B
- SEEDING, CLASS 2A
- SEEDING, CLASS 3
- SEEDING, CLASS 4A
- SEEDING, CLASS 4A (MODIFIED) AND 5 (MODIFIED) (FULL APPLICATION OF BOTH CLASSES)
- SEEDING, CLASS 4B
- PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG
- STONE RIPRAP (CLASS SPECIFIED) & FILTER FABRIC
- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE
- PROPOSED SHRUB
- PROPOSED SIGN PROTECTED RESOURCES, NO MOWING SEE SHEET 607 FOR DETAILS.
- SNAG PLACEMENT (K0028500)
- TREE SPECIAL (XX006570)



NOTES:

1. SEE SHEET 606 FOR TREES (SPECIAL) AND SNAG PLACEMENT DETAILS

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LANDSCAPING PLAN
BASS & GILL CLUB WEST COMPENSATORY STORAGE

SCALE: 1"=20' | SHEET 28 OF 30 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	602

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

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USER NAME = Zach Edwards
PEN TABLE = Plainfield_Landscaping.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

LANDSCAPING LEGEND

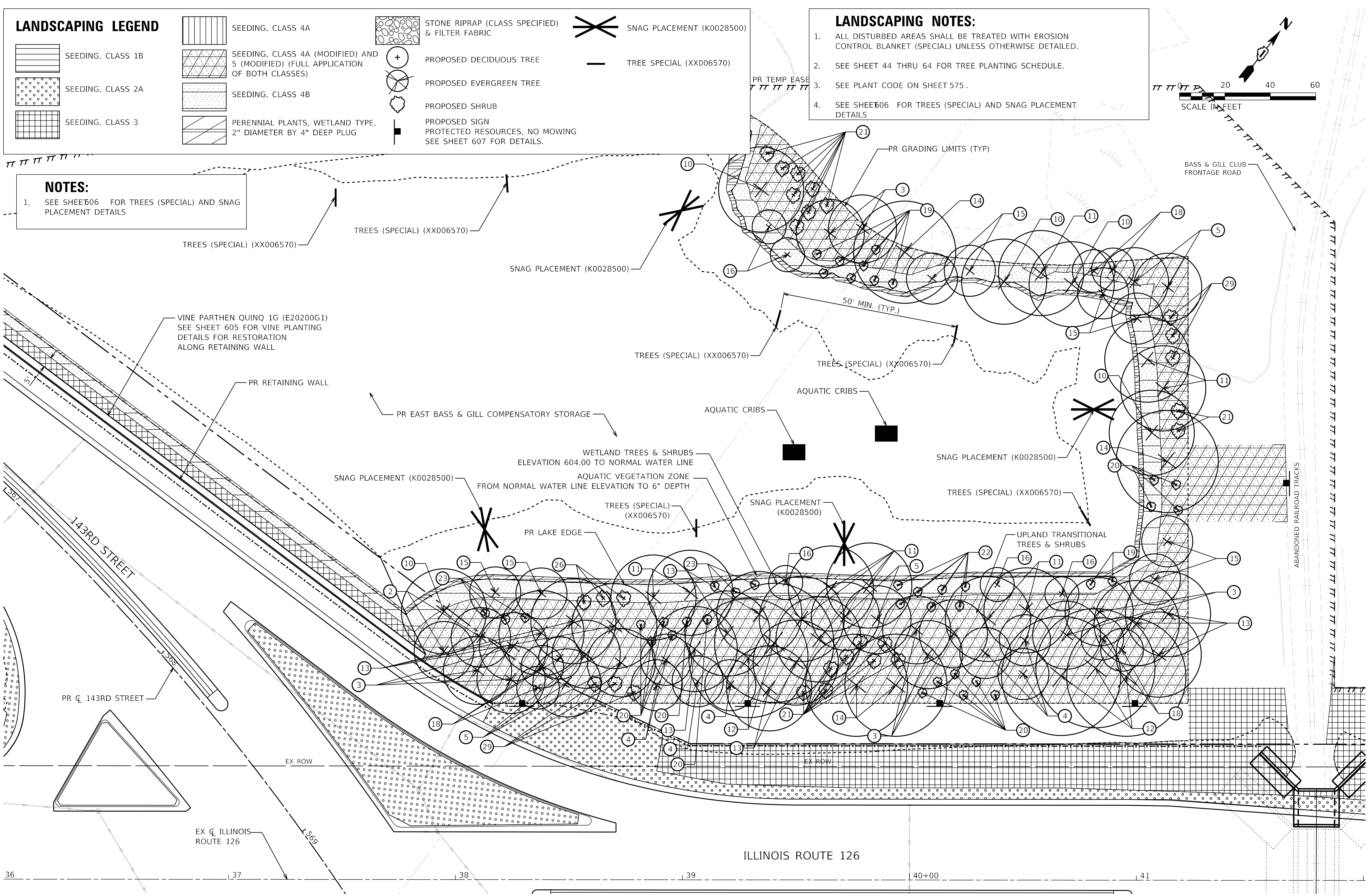
- SEEDING, CLASS 1B
- SEEDING, CLASS 2A
- SEEDING, CLASS 3
- SEEDING, CLASS 4A
- SEEDING, CLASS 4A (MODIFIED) AND 5 (MODIFIED) (FULL APPLICATION OF BOTH CLASSES)
- SEEDING, CLASS 4B
- PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG
- STONE RIPRAP (CLASS SPECIFIED) & FILTER FABRIC
- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE
- PROPOSED SHRUB
- PROPOSED SIGN PROTECTED RESOURCES, NO MOWING SEE SHEET 607 FOR DETAILS.
- SNAG PLACEMENT (K0028500)
- TREE SPECIAL (XX006570)

LANDSCAPING NOTES:

1. ALL DISTURBED AREAS SHALL BE TREATED WITH EROSION CONTROL BLANKET (SPECIAL) UNLESS OTHERWISE DETAILED.
2. SEE SHEET 44 THRU 64 FOR TREE PLANTING SCHEDULE.
3. SEE PLANT CODE ON SHEET 575 .
4. SEE SHEET 606 FOR TREES (SPECIAL) AND SNAG PLACEMENT DETAILS

NOTES:

1. SEE SHEET 606 FOR TREES (SPECIAL) AND SNAG PLACEMENT DETAILS



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LANDSCAPING PLAN
BASS & GILL CLUB EAST COMPENSATORY STORAGE

SCALE: 1"=20' | SHEET 29 OF 30 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	603

CONTRACT NO. 61H34

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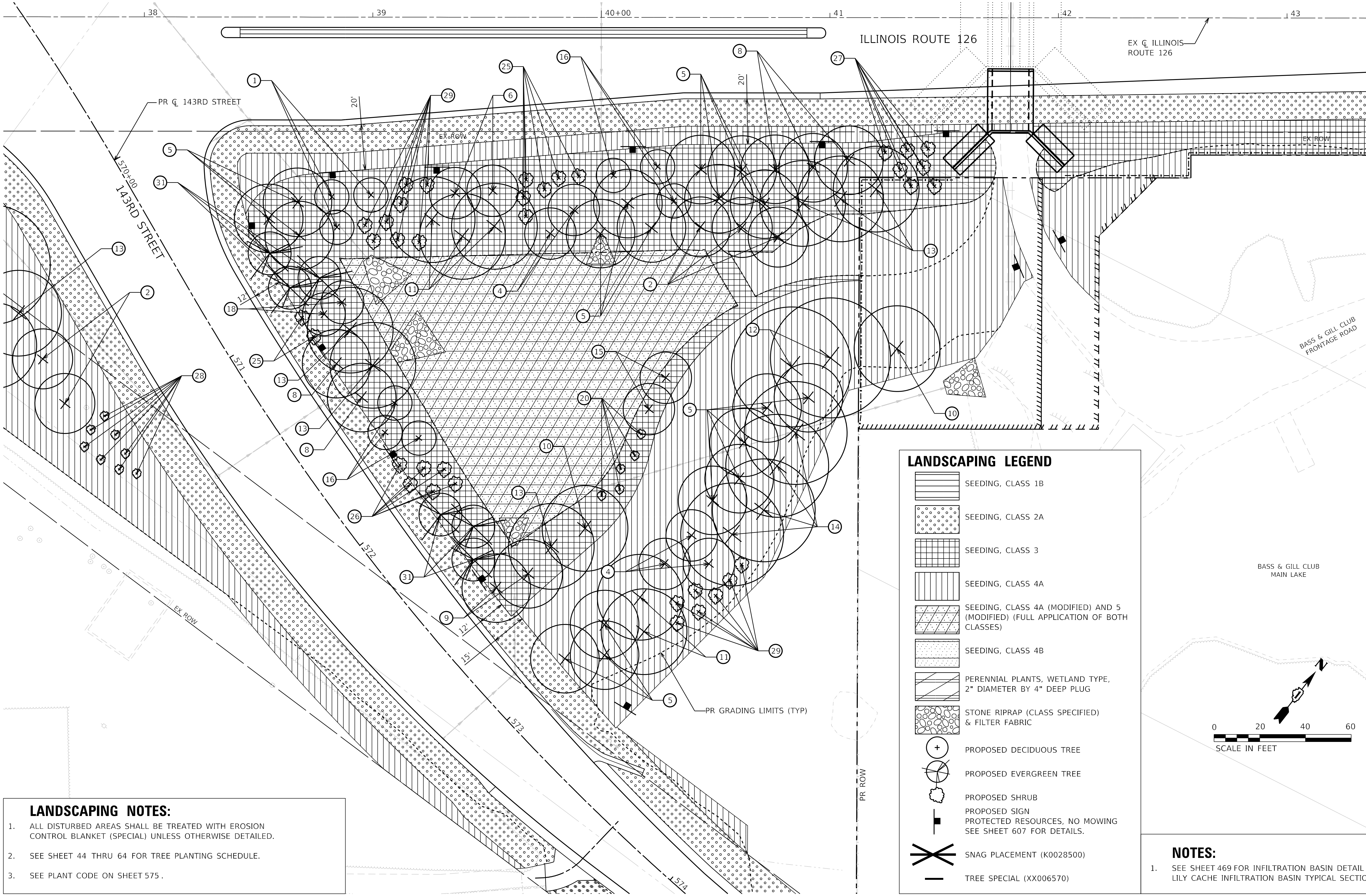

LANDSCAPING LEGEND

- SEEDING, CLASS 1B
- SEEDING, CLASS 2A
- SEEDING, CLASS 3
- SEEDING, CLASS 4A
- SEEDING, CLASS 4A (MODIFIED) AND 5 (MODIFIED) (FULL APPLICATION OF BOTH CLASSES)
- SEEDING, CLASS 4B
- PERENNIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUG
- STONE RIPRAP (CLASS SPECIFIED) & FILTER FABRIC
- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE
- PROPOSED SHRUB
- PROPOSED SIGN PROTECTED RESOURCES, NO MOWING SEE SHEET 607 FOR DETAILS.
- SNAG PLACEMENT (K0028500)
- TREE SPECIAL (XX006570)

LANDSCAPING NOTES:

1. ALL DISTURBED AREAS SHALL BE TREATED WITH EROSION CONTROL BLANKET (SPECIAL) UNLESS OTHERWISE DETAILED.
2. SEE SHEET 44 THRU 64 FOR TREE PLANTING SCHEDULE.
3. SEE PLANT CODE ON SHEET 575 .

NOTES:

1. SEE SHEET 469 FOR INFILTRATION BASIN DETAIL - LILY CACHE INFILTRATION BASIN TYPICAL SECTION.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

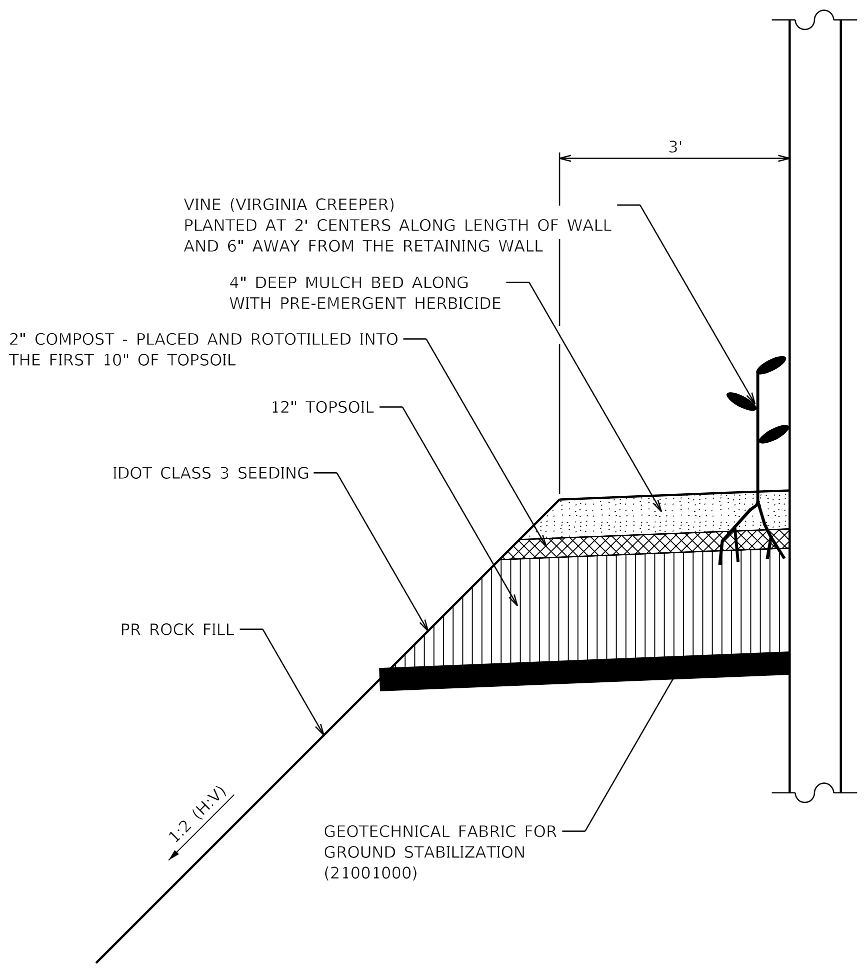
LANDSCAPING PLAN
NORTHEAST CORNER OF ILLINOIS ROUTE 126 & 143RD STREET

SCALE: 1"=20' | SHEET 30 OF 30 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	604

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

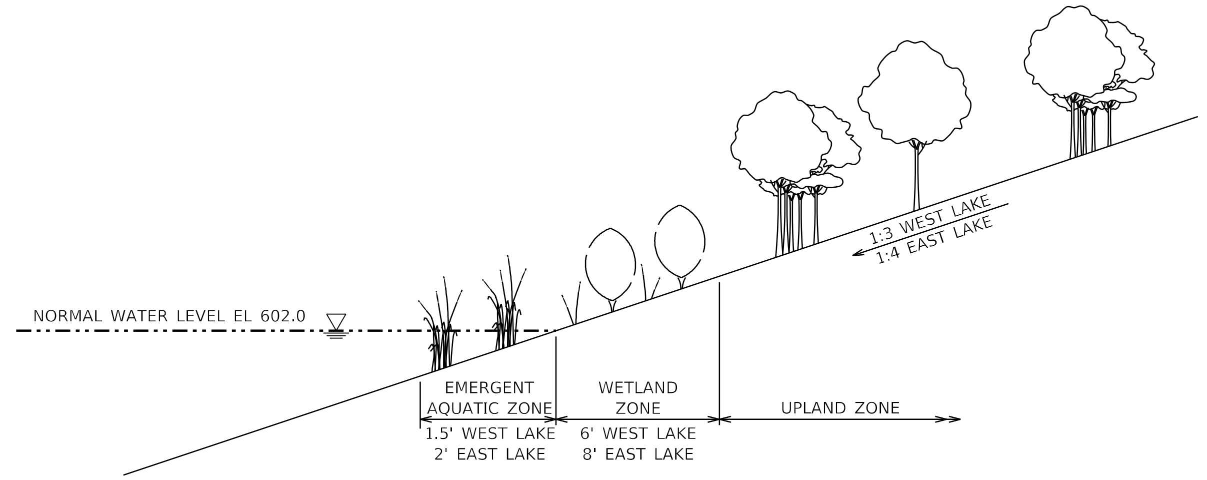


NOTES:

1. SEE LANDSCAPE PLANS FOR SPECIFIC LOCATIONS OF VINES.
2. COMPOST AND TOPSOIL SHALL BE THOROUGHLY ROTOTILLED TO A DEPTH OF 10" PRIOR TO PLANTING.
3. THE CONTRACTOR SHALL ORDER MATERIAL FOR PARTHENOCISSUS SP. (VIRGINIA CREEPER) VINES IMMEDIATELY FOLLOWING EXECUTION OF THE CONTRACT TO ASSURE AVAILABILITY OF THE PLANT MATERIAL FOR SPRING PLANTING AT THE CONCLUSION OF THE CONTRACT.
4. MULCH BED SHALL BE PLACED OVER ROTOTILLED COMPOST/TOPSOIL AS SHOWN IN VINE PLANTING DETAIL AND ACCORDING TO IDOT STANDARD SPECIFICATION 253.11 EXCEPT THAT NO WEED BARRIER FABRIC IS REQUIRED. FURNISHING AND INSTALLATION OF MULCH SHALL BE CONSIDERED INCLUDED IN THE UNIT COST OF THE VINE PLANTINGS.
5. PRE-EMERGENT HERBICIDE SHALL BE PLACED IN MULCHED BEDS ACCORDING TO THE SPECIAL PROVISION.

VINE PLANTING DETAIL

NTS



1. EMERGENT AQUATIC ZONE

(FROM NORMAL WATER LEVEL TO A WATER DEPTH OF 6")
PERENIAL PLANTS, WETLAND TYPE, 2" DIAMETER BY 4" DEEP PLUGS *

- LONG-BRACTED TUSSOCK SEDGE (CAREX AQUATILIS)
- COMMON LAKE SEDGE (CAREX LACUSTRIS)
- COMMON TUSSOCK SEDGE (CAREX STRICTA)
- COMMON YELLOW LAKE SEDGE (CAREX UTRICULATA)
- MUD PLANTAIN (ALISMA SUBCORDATUM)
- TURTLEHEAD (CHELONE GLABRA)
- ROSE MALLOW (HIBISCUS LAEVIS)
- SEED BOX (LUDWIGIA ALTERNIFOLIA)
- MONKEY FLOWER (MIMULUS RINGENS)
- COMMON ARROWHEAD (SAGITTARIA LATIFOLIA)

2. WETLAND ZONE

IDOT CLASS 4B SEEDING WITH TREES AND SHRUBS AT 15' SPACING
TREES

- AMERICAN SYCAMORE (PLATANUS OCCIDENTALIS)
- PRINCETON AMERICAN ELM (ULMUS AMERICANA 'PRINCETON')
- SWAMP WHITE OAK (QUERCUS BICOLOR)
- BLACK WILLOW (SALIX NIGRA)
- BALD CYPRESS (TAXODIUM DISTICHUM)

SHRUBS

- PUSSY WILLOW (SALIX DISCOLOR)
- SILKY DOG WOOD (CORNUS AMOMUM)
- BUTTONBUSH (CEPHALANTHUS OCCIDENTALIS)

3. UPLAND ZONE

IDOT CLASS 3 SEEDING (WEST LAKE), IDOT CLASS 4A/5A SEEDING (EAST LAKE)
WITH TREE AND SHRUB PLANTINGS AT 15' SPACING
TREES

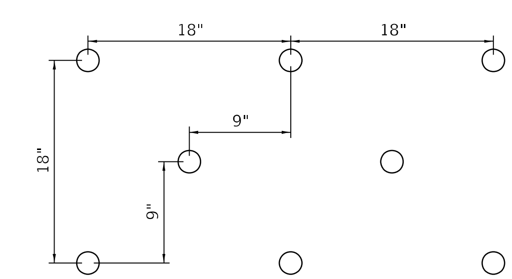
- CHINKAPIN OAK (QUERCUS MUEHLENBERGII)
- NORTHERN RED OAK (QUERCUS RUBRA)
- SHAGBARK HICKORY (CARYA OVATA)
- REDBUD (CERCIS CANADENSIS)
- SUGAR MAPLE (ACER SACCHARUM)
- BUR OAK (QUERCUS MACROCARPA)
- HACK BERRY (CELTIS OCCIDENTALIS)
- RED MAPLE (ACER RUBRUM)

SHRUBS

- BLACKHAW VIBURNUM (VIBURNUM PRUNIFOLIUM)
- ARROWWOOD VIBURNUM (VIBURNUM DENTATUM)
- SMOOTH SUMAC (RHUS GLABRA)
- PRAIRIE FLAME SHINING SUMAC (RHUS COPALLINA VAR. LATIFOLIA MORTON)
- SPICEBUSH (LINDERA BENZOIN)
- BUTTONBUSH (CEPHALANTHUS OCCIDENTALIS)
- GRAY DOGWOOD (CORNUS RACEMOSA)

* PLUGS NOTES:

1. THE SEDGE (CAREX GENUS) SPECIES SHALL COMPRISE OF 60% OF THE TOTAL QUANTITY OF PLUGS IN EQUAL RATIO OF EACH SEDGE SPECIES. REMAINING SPECIES SHALL COMPRISE 40% OF THE TOTAL QUANTITY OF PLUGS IN EQUAL RATIO.
2. PLUGS SHALL BE PLANTED SUCH THAT THE TOPS ARE ABOVE THE NORMAL WATER LEVEL (PLUGS SHALL NOT BE COMPLETELY SUBMERGED WHEN PLANTED).
3. PLUGS SHALL BE PLANTED IN MONOLITHIC CLUMPS ON 18" SPACING WITH ALTERNATING ROWS STAGGERED AS SHOWN:



FLETCHER LAKE SHORE RESTORATION DETAIL

NTS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

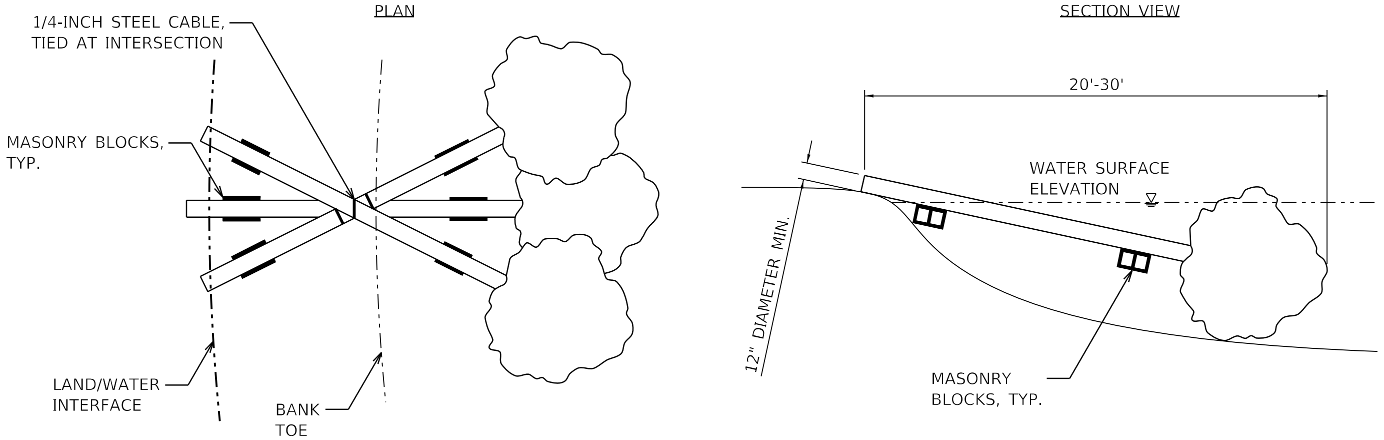
LANDSCAPING DETAILS
VINE DETAIL & FLETCHER LAKE DETAIL

SCALE: 1"=10' | SHEET 1 OF 4 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	605

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

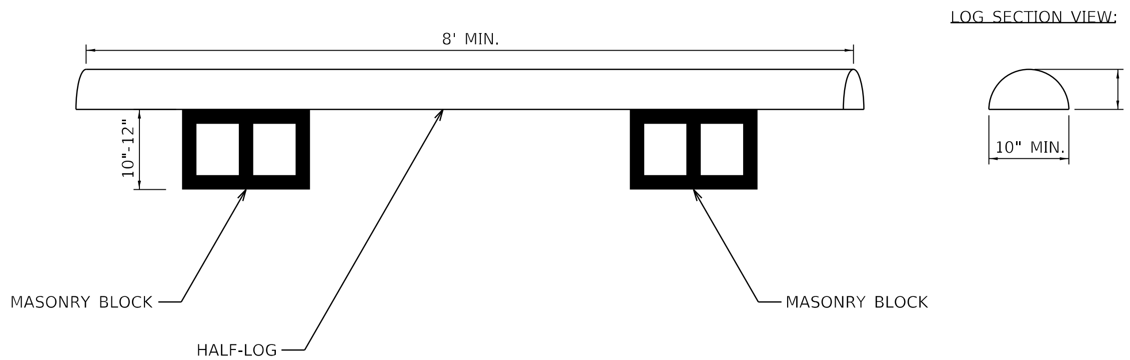


NOTES:

1. CABLE TREES TOGETHER IN GROUPS OF 3 TREES.
2. THE TREE CLUSTERS SHALL BE "TIED" TOGETHER AT ONE SITE, CABLING WITH 1/4-INCH STEEL CABLE AT THE INTERSECTION OF THE TREES IN THE STRUCTURE TO HELP KEEP THE STRUCTURE INTACT AND PREVENT LATERAL MOVEMENT ALONG THE SHORELINE.
3. PLACE SNAGS SO BUTT END IS ON SHORE, WEIGHED DOWN BY MASONRY BLOCKS WIHTIN THE LAND/WATER INTERFACE, WITH THE REST OF THE TREE EXTENDING OUT INTO THE LAKE APPROXIMATELY 10-15 FEET.
ATTACH MASONRY BLOCKS TO THE STRUCTURES USING HIGH QUALITY STAINLESS STEEL BOLTS AND HARDWARE.

SNAG PLACEMENT DETAIL

NTS

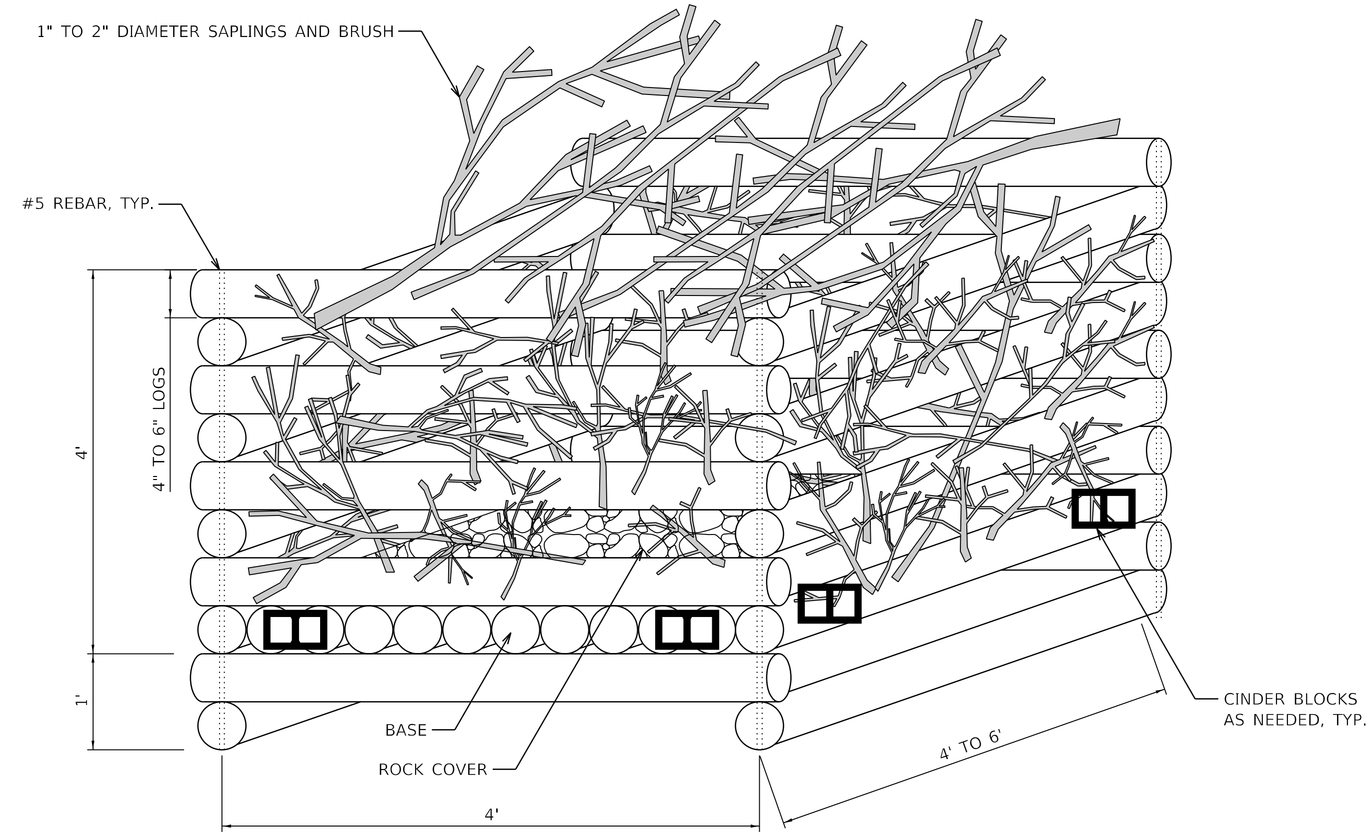


NOTES:

1. LOGS USED SHALL BE LIVE OAK OR OTHER HARDWOOD SPECIES.
2. ATTACH MASONRY BLOCKS TO THE LOGS USING HIGH QUALITY STAINLESS STEEL BOLTS AND HARDWARE.
3. HALF-LOGS SHALL BE PLACED IN BETWEEN 5 TO 9 FEET OF WATER
AND SHALL BE PLACED PERPENDICULAR TO SHORE TO PROVIDE A RANGE OF DEPTHS FOR HABITAT.

TREES (SPECIAL) DETAIL

NTS



NOTES:

1. THE BASE SHALL BE FILLED WITH A SINGLE LAYER OF RR1, NO RECYCLED MATERIALS.
2. HARDWOOD LOGS WITH A DIAMETER OF 4" TO 6" SHALL BE STACKED IN A "LOG CABIN" STYLE AND HELD TOGETHER WITH #5 REBAR.
3. 1 FOOT OF CLEARANCE SHALL BE PROVIDED FROM THE LAKE BOTTOM TO THE BASE OF THE CRIB.
4. THE INTERIOR OF THE CRIB SHALL BE FILLED WITH SAPLINGS (1-2 INCH DIA.) AND SECURED IN PLACE WITH NAILS AS NEEDED.
5. THE INTERIOR BRUSH SHALL BE PACKED TIGHTLY ENOUGH TO BLOCK OUT MOST LIGHT.
LONG BRANCHES SHALL EXTEND FROM THE CRIB ON ALL SIDES AND THROUGH ALL THE SLATS.
6. ATTACH CINDER BLOCKS AS NEEDED TO THE BASE SO THE CRIB WILL SINK TO THE LAKE BOTTOM.
ATTACH BLOCKS USING STAINLESS STEEL BOLTS AND HARDWARE.
7. AQUATIC CRIBS SHALL BE PLACED IN 10 TO 15 FEET OF WATER WITH A MINIMUM OF 5 FEET OF WATER OVER THE TOP OF THE STRUCTURE.
8. AQUATIC CRIBS SHALL NOT BE PLACED ON SLOPES STEEPER THAN 1:4 (H:V).

AQUATIC CRIBS DETAIL

NTS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

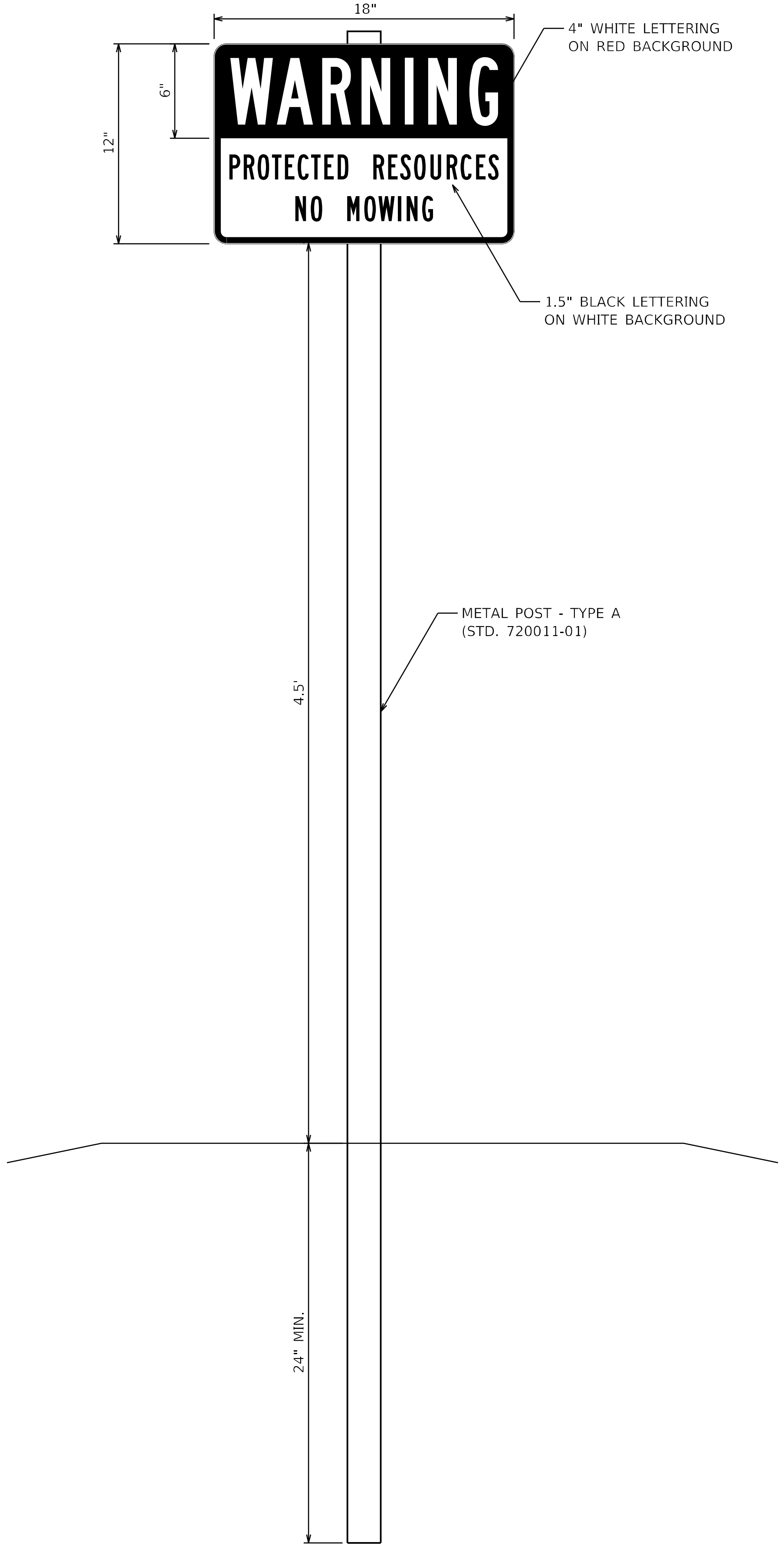
LANDSCAPING DETAILS
SNAG PLACEMENT, TREES (SPECIAL), AND AQUATIC CRIBS DETAILS

SCALE: NTS | SHEET 2 OF 4 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	606

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



NOTES:

1. SIGNS SHALL BE PLACED EVERY 100 FEET AROUND THE PERIMETER OF THE FOLLOWING PLANTINGS (83 TOTAL LOCATIONS):
   - -SEEDING, CLASS 4A
   - -SEEDING, CLASS 4A AND 5 (FULL APPLICATION OF BOTH CLASSES)
   - -SEEDING, CLASS 4B
2. SIGNS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 720 OF THE STANDARD SPECIFICATIONS.
3. THE SIGNS AND POST SHALL BECOME THE PROPERTY OF THE VILLAGE AT THE COMPLETION OF THE PROJECT.
4. THE SIGNS AND POSTS SHALL BE PAID FOR SEPARATELY AS SIGN PANEL - TYPE 1 (72000100) AND METAL POST - TYPE A (72900100).

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING DETAILS
PROTECTED RESOURCES SIGN DETAIL

SCALE: NTS | SHEET 3 OF 4 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	607

CONTRACT NO. 61H34

ILLINOIS | FED. AID PROJECT

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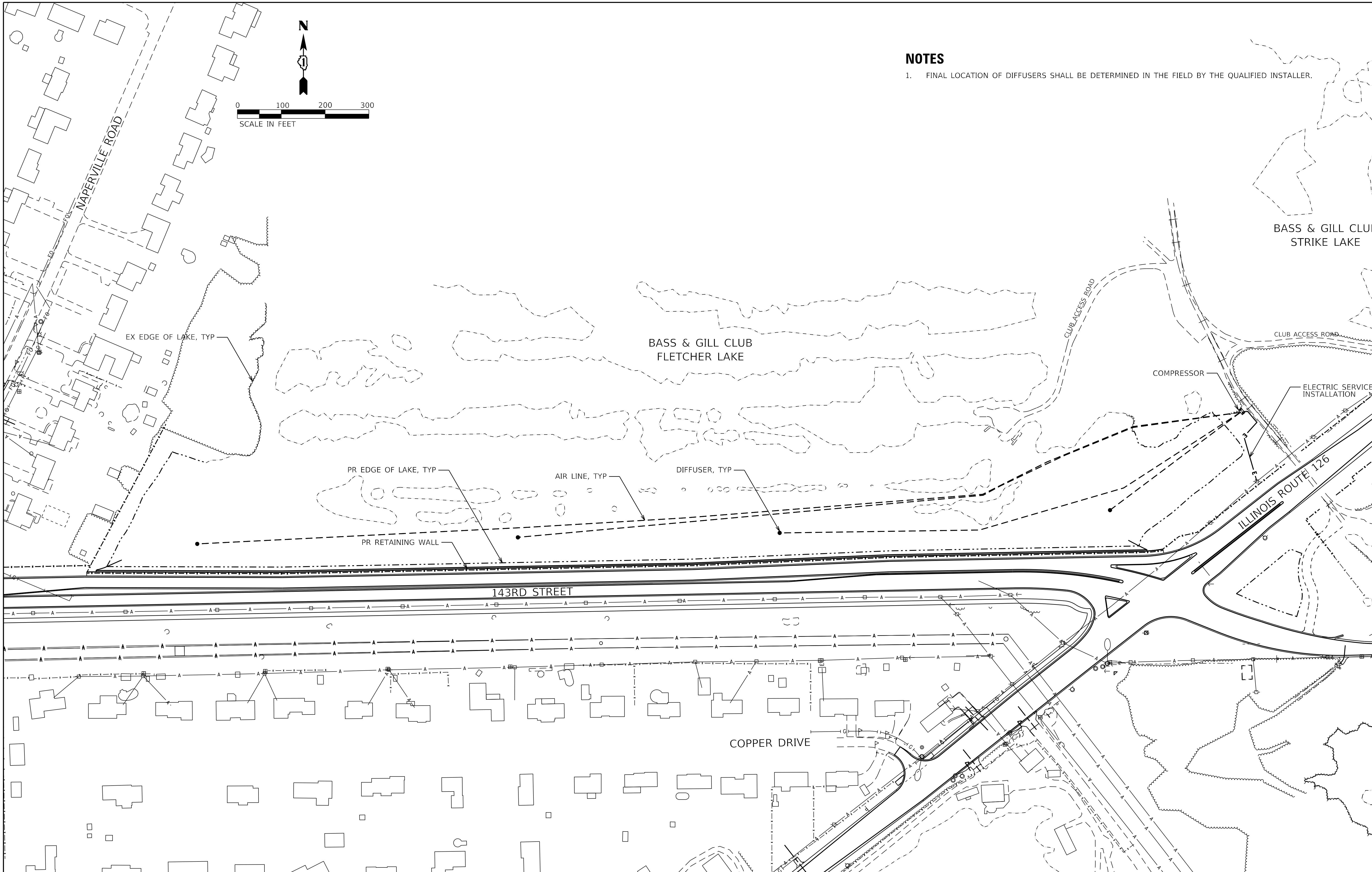

NOTES

1. FINAL LOCATION OF DIFFUSERS SHALL BE DETERMINED IN THE FIELD BY THE QUALIFIED INSTALLER.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING DETAILS
FLETCHER LAKE AERATION SYSTEM, COMPLETE

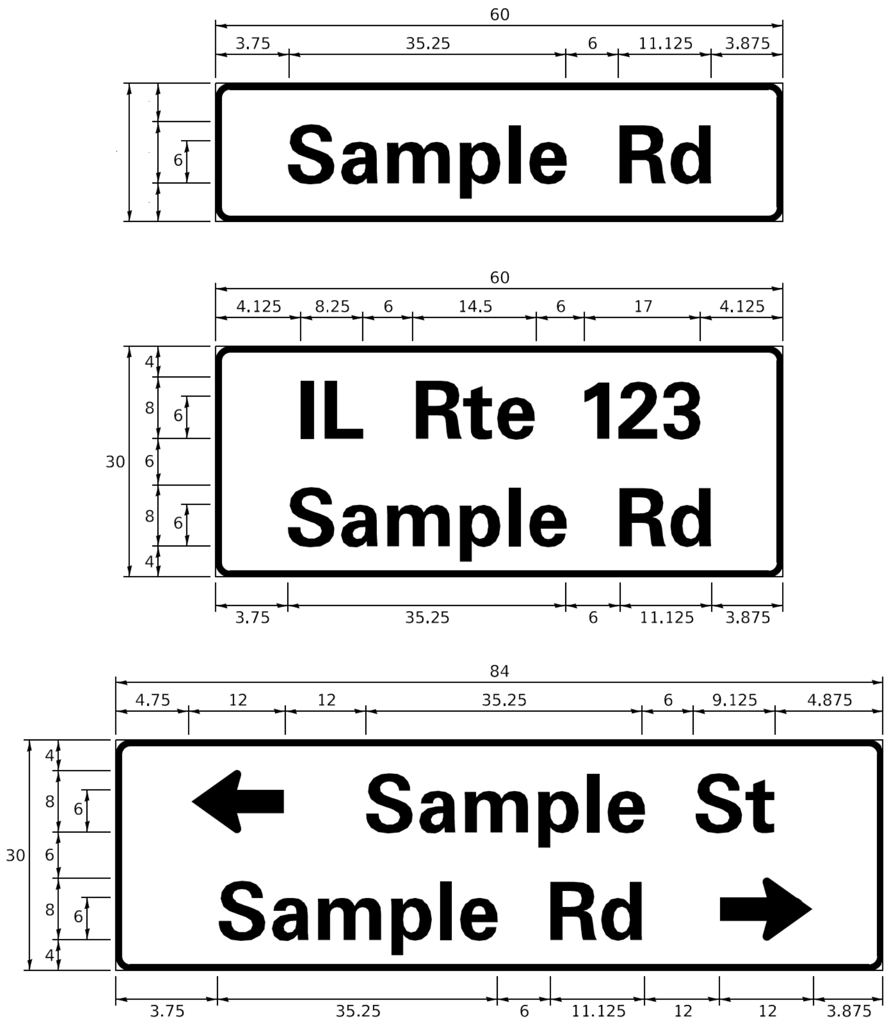
SCALE: 1"=100' | SHEET 4 OF 4 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	608

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

GENERAL NOTES

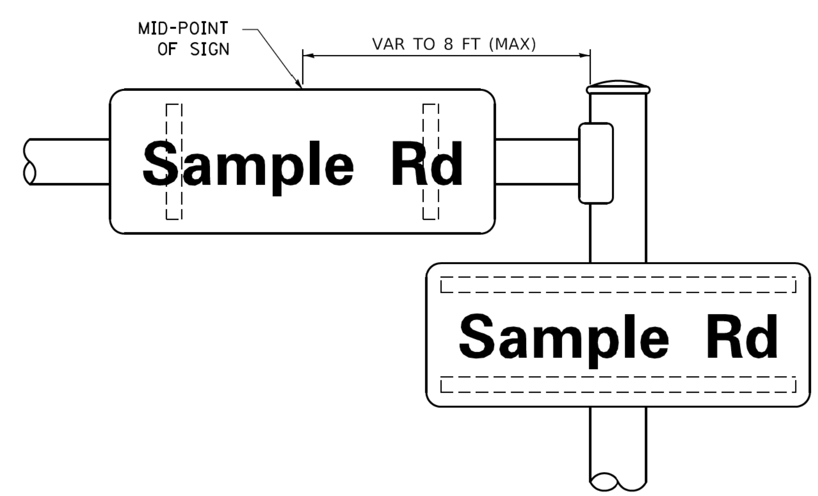
1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:	PARTS LISTING:	
- J.O. HERBERT COMPANY, INC MIDLOTHIAN, VA	SIGN CHANNEL SIGN SCREWS	PART #HPN053 (MED. CHANNEL) 1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
- WESTERN REMAC, INC. WOODRIDGE, IL	BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

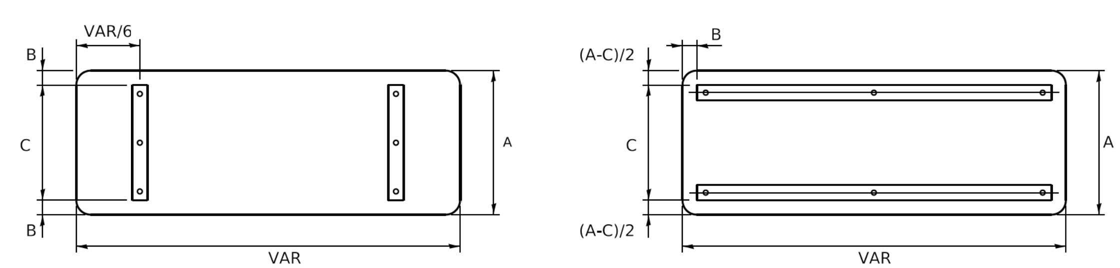
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION

ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
18"	2"	14"
30"	2"	24"

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

STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H H	H H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R Y G ◄Y ◄G / P	R Y G ◄Y ◄G / P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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USER NAME = Zach Edwards

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License No. 184-000613 © Copyright CMT, Inc.	PLOT DATE = 2/20/2024 (9:41:51 AM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
TS-05A STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET 2 OF 8 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	610

CONTRACT NO. 61H34

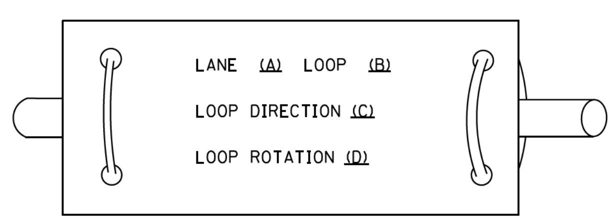
ILLINOIS FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

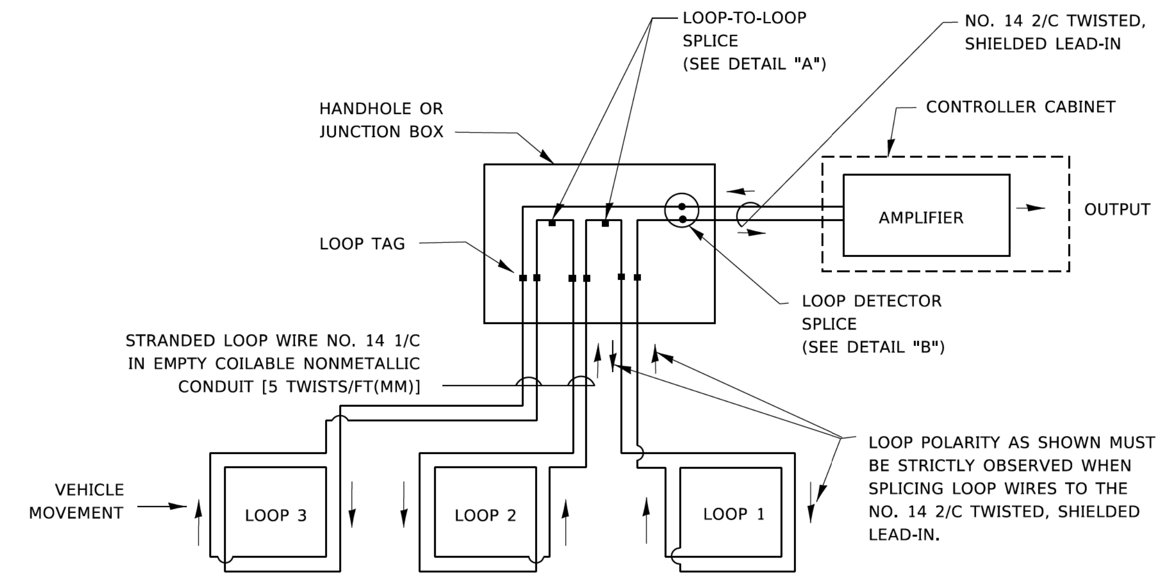
LOOP DETECTOR NOTES

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

LOOP LEAD–IN CABLE TAG

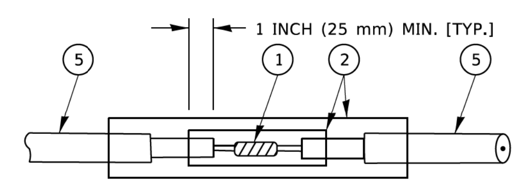


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

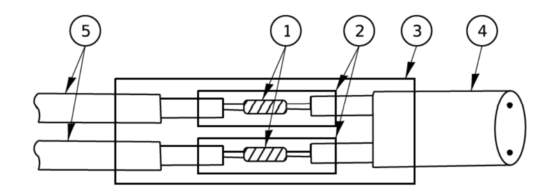


DETECTOR LOOP WIRING SCHEMATIC

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

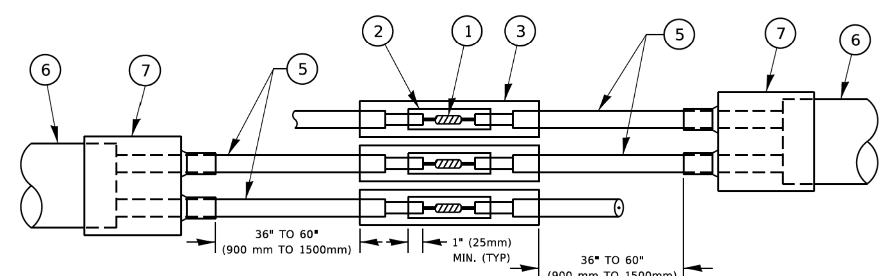


DETAIL "A"
LOOP-TO-LOOP SPLICE



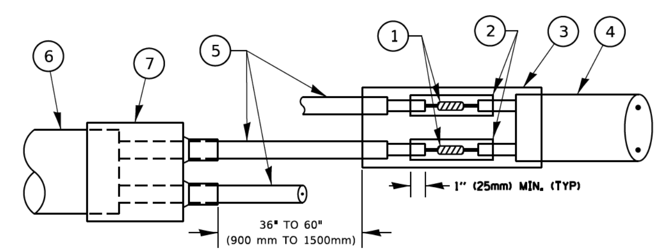
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE–FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

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

DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
TS-05B STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: SHEET 3 OF 8 SHEETS STA. TO STA.

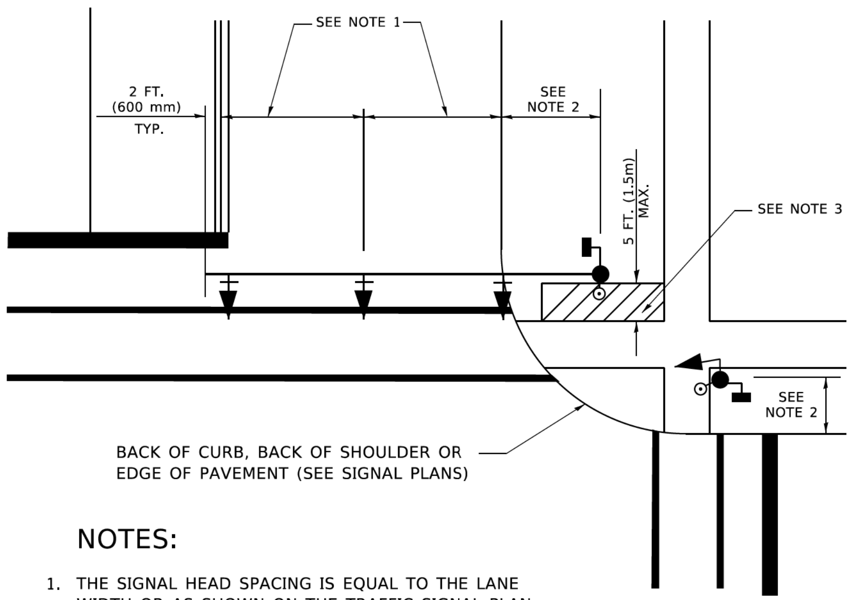
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	611

CONTRACT NO. 61H34
ILLINOIS FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

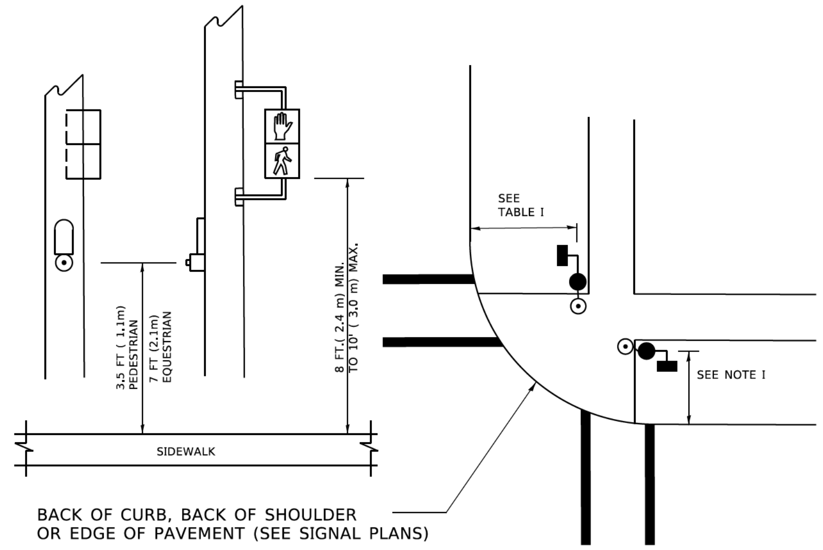
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

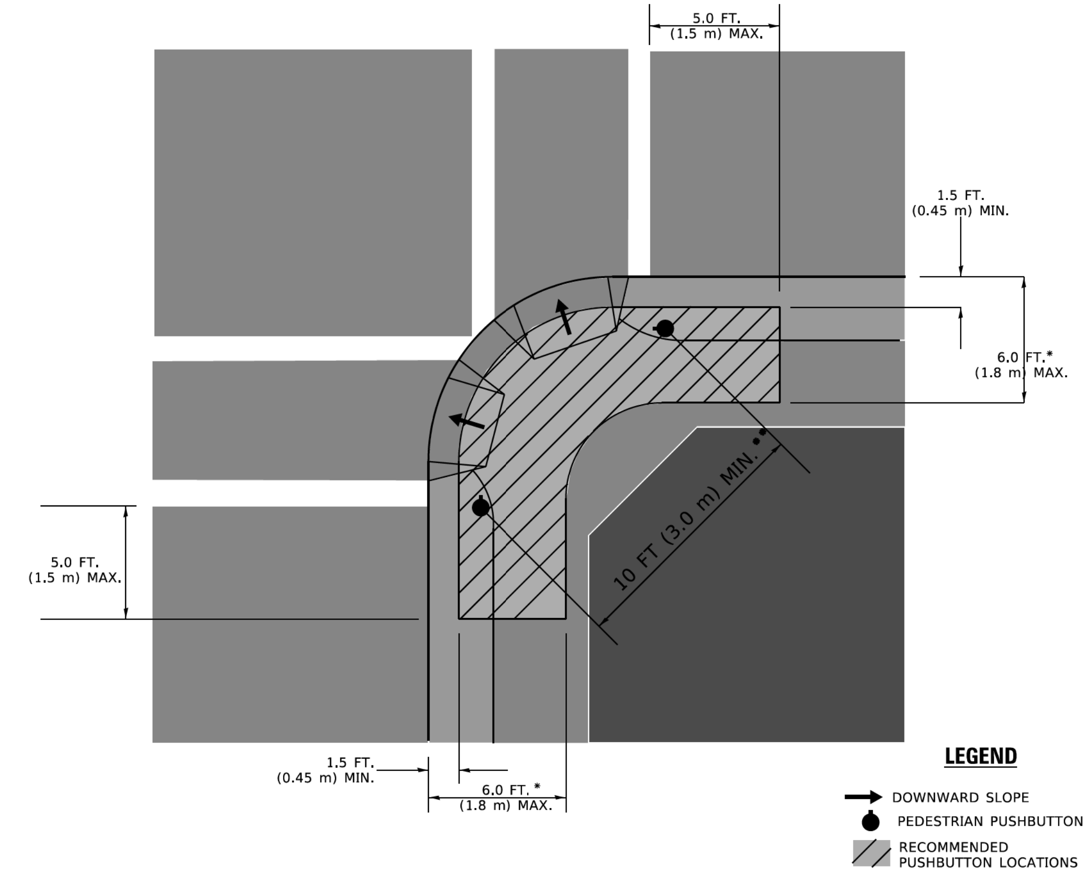
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

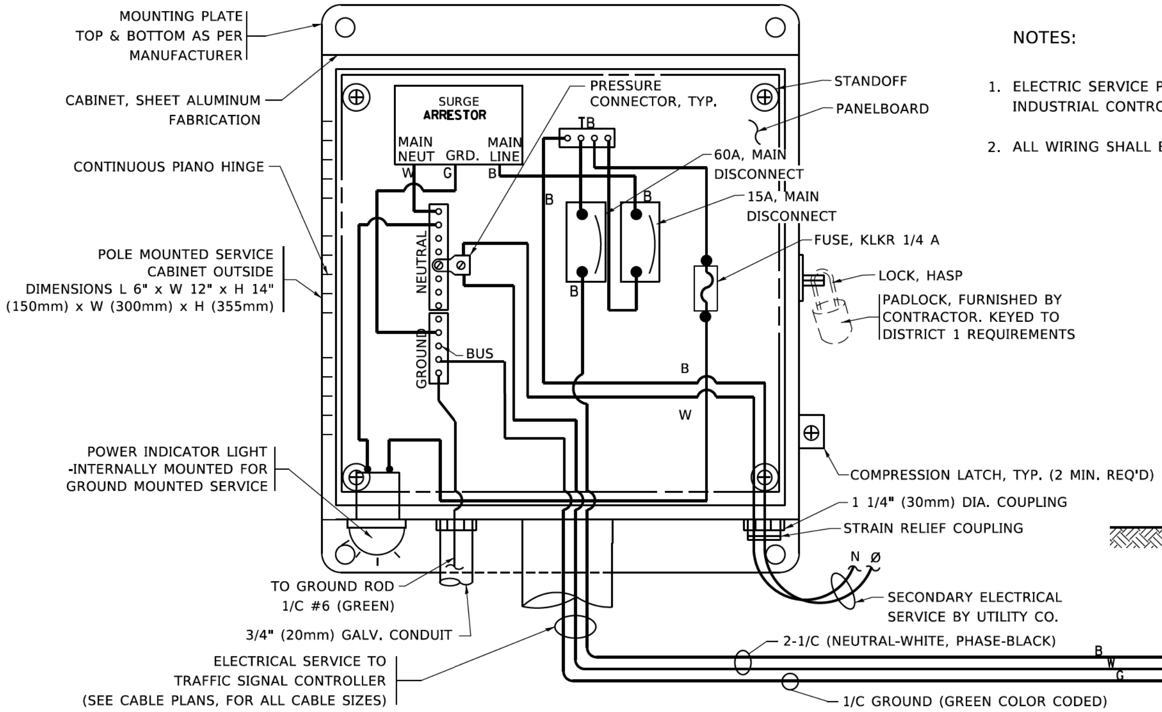
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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



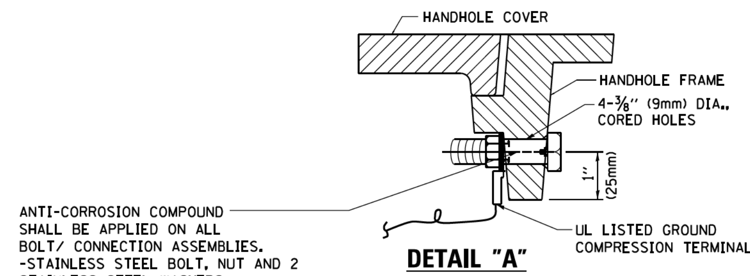
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

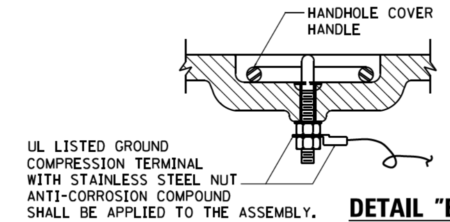
(NOT TO SCALE)

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.



DETAIL "A"

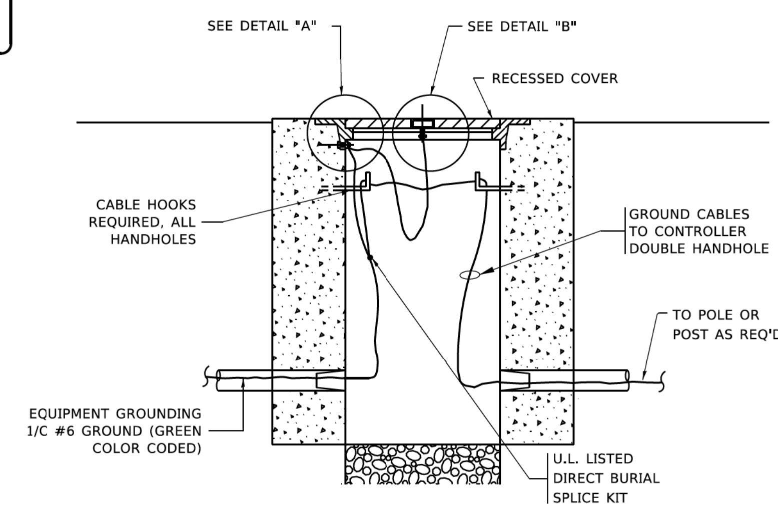


DETAIL "B"

NOTES:

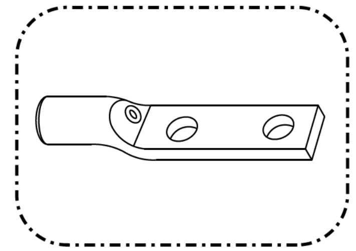
GROUNDING SYSTEM

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

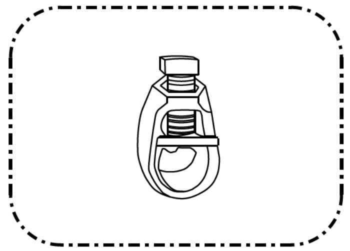


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



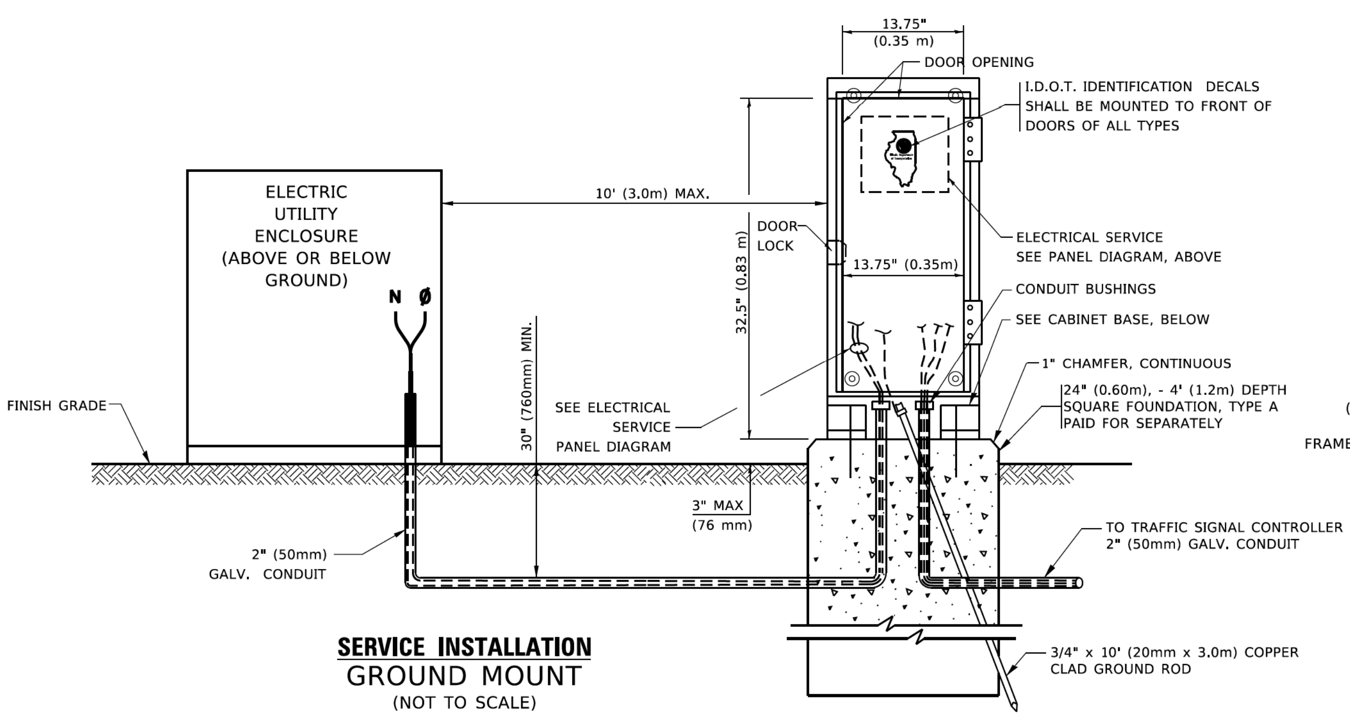
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

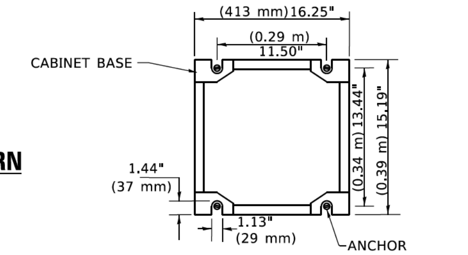
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION

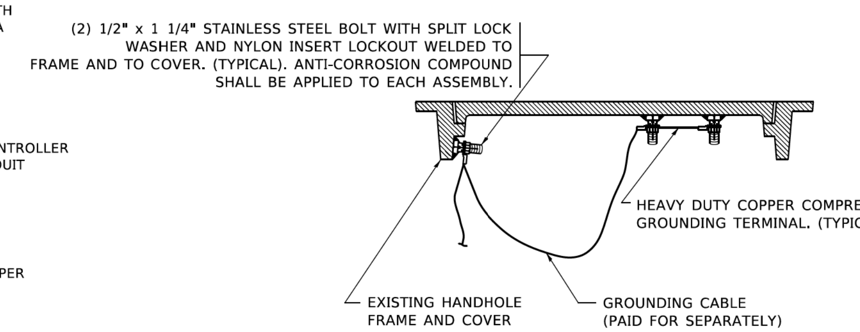
GROUND MOUNT

(NOT TO SCALE)



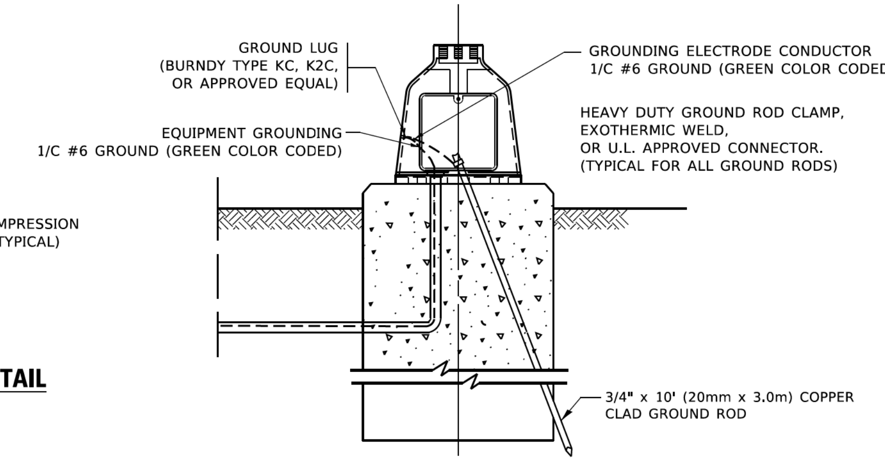
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

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	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -		
License No. 184-000613 © Copyright CMT, Inc.	PLOT DATE = 2/20/2024 (9:42:22 AM)	DATE - 09/29/2023	REVISED -		SCALE: SHEET 5 OF 8 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	613
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

DIRECTORY
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PEN TABLE
PLOT DRIVER

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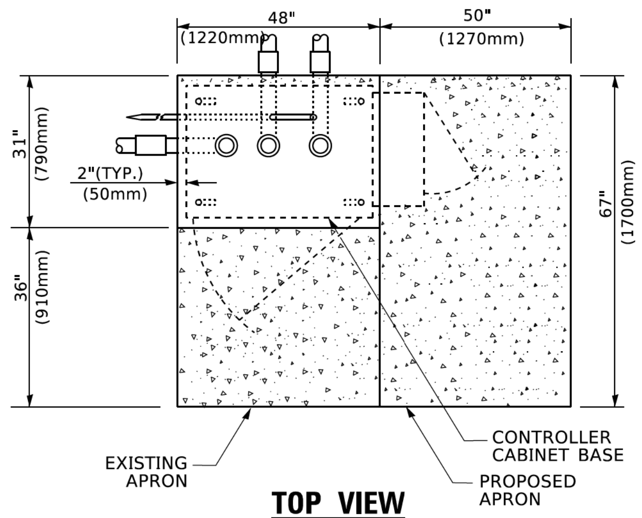
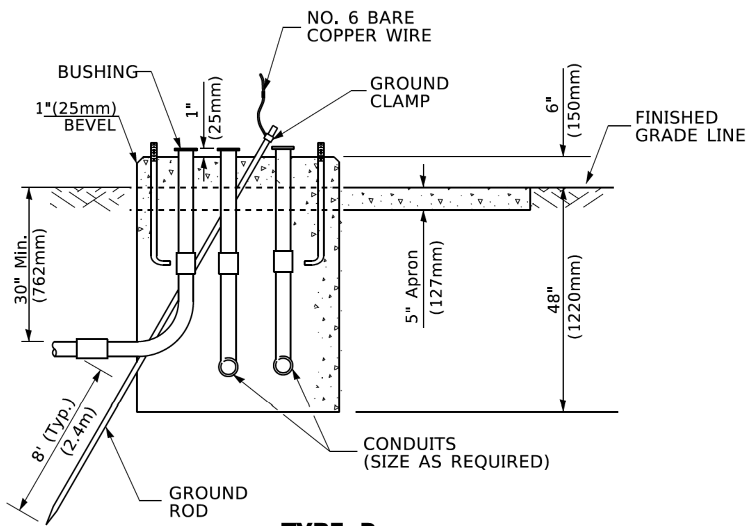
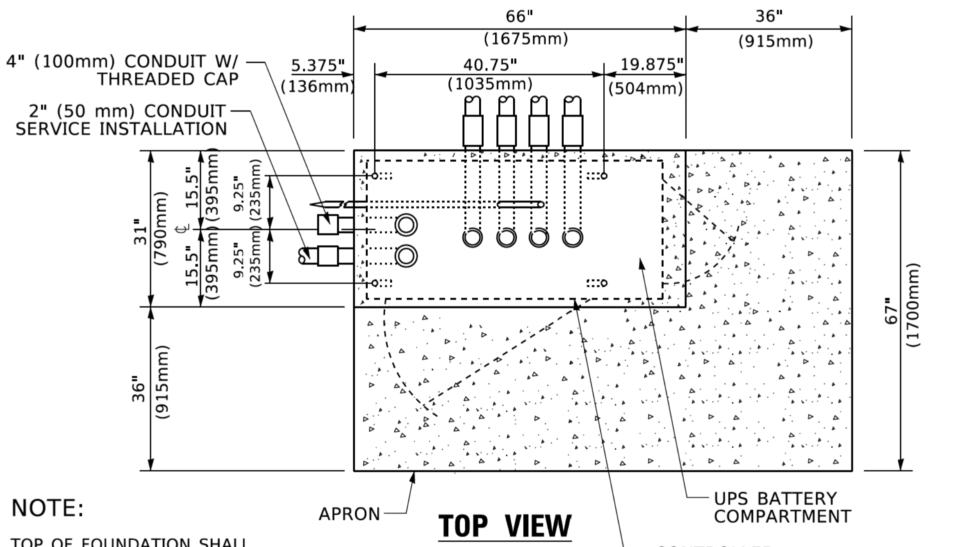


TOP VIEW



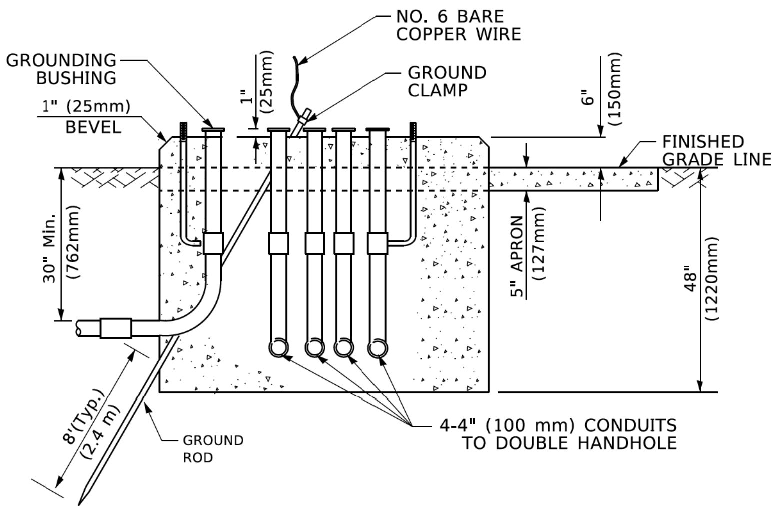
TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



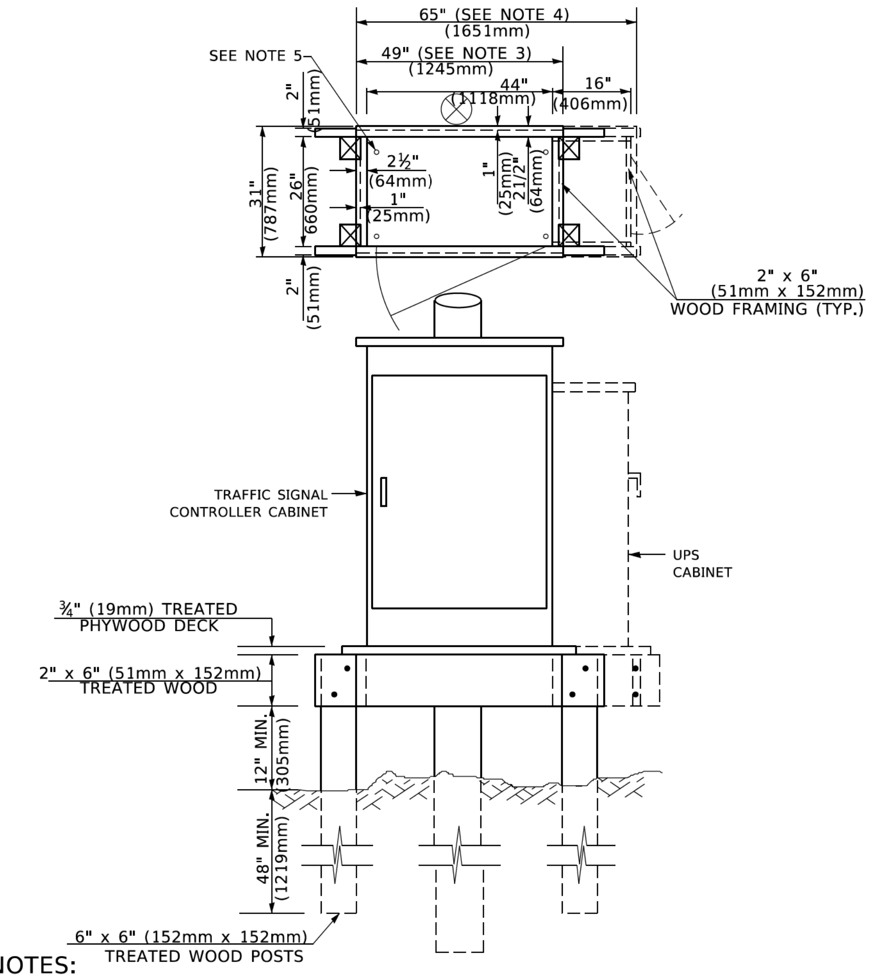
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



TYPE C FOR GROUND MOUNTED SUPER P (TYPE IV) AND SUPER R (TYPE V) CONTROLLER CABINETS



NOTES:

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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards

CMT

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MODEL NAME = Default	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 2/20/2024 (9:42:34 AM)	DATE - 09/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

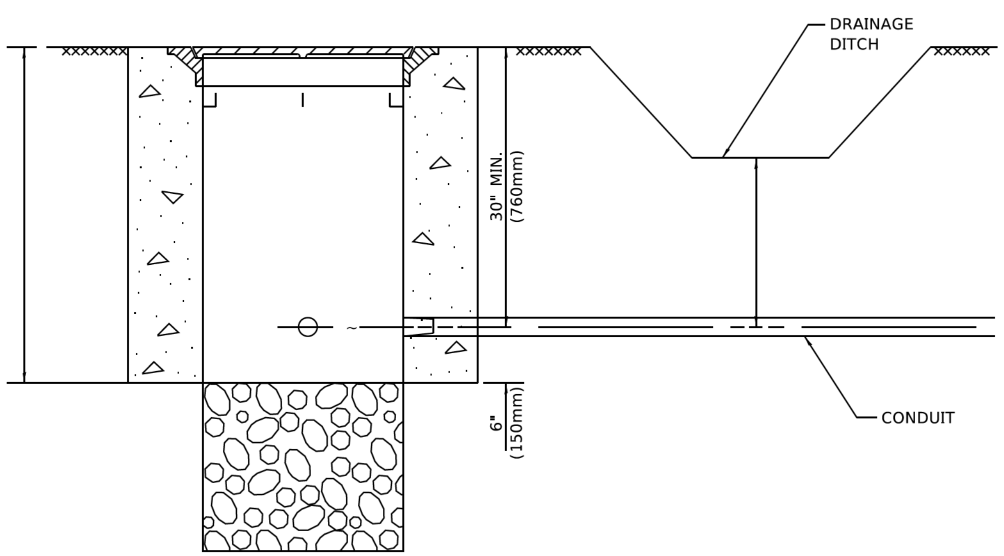
DISTRICT 1
TS-05E STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	614

CONTRACT NO. 61H34

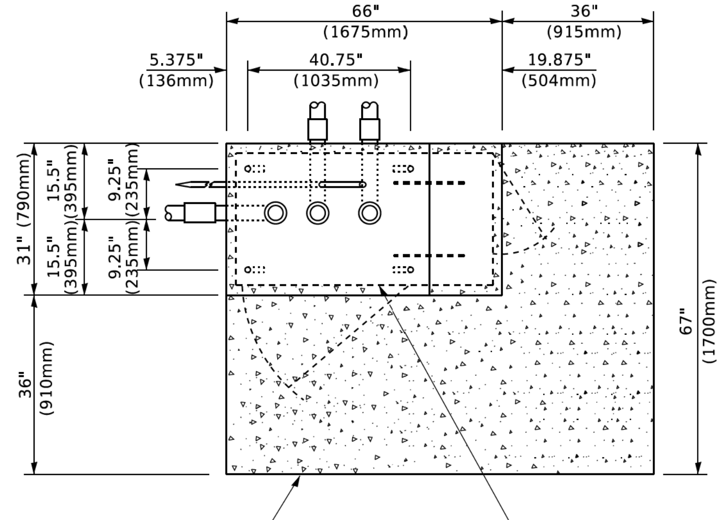
ILLINOIS FED. AID PROJECT



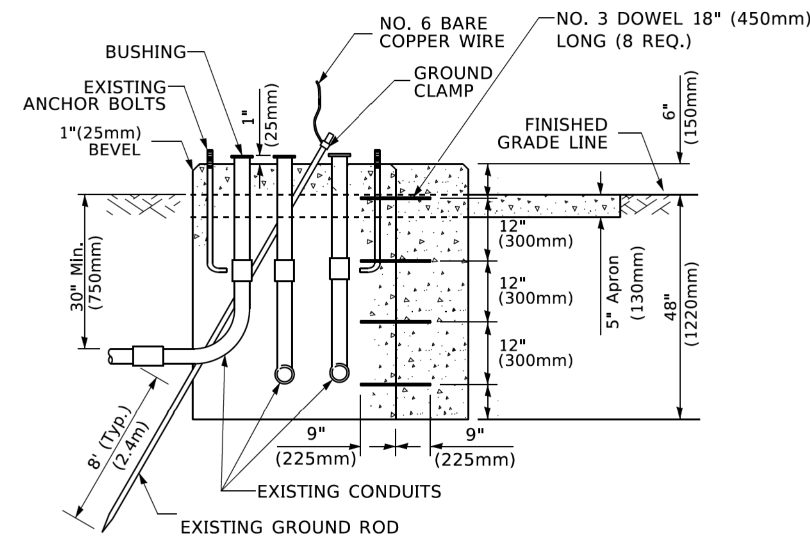
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

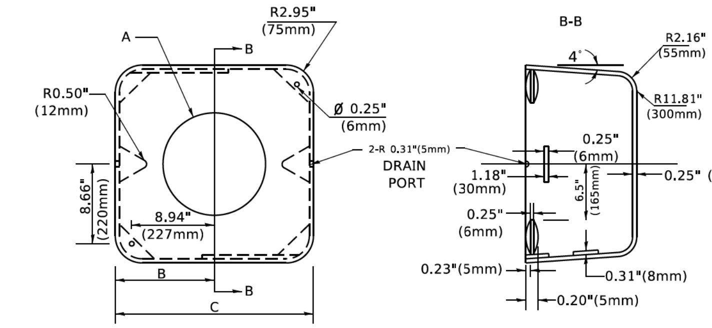
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)



MATERIAL

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

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

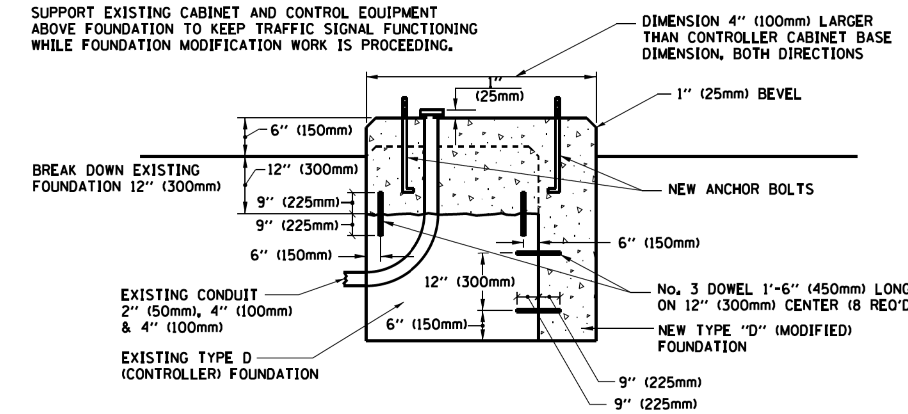
SHROUD

NOTES:

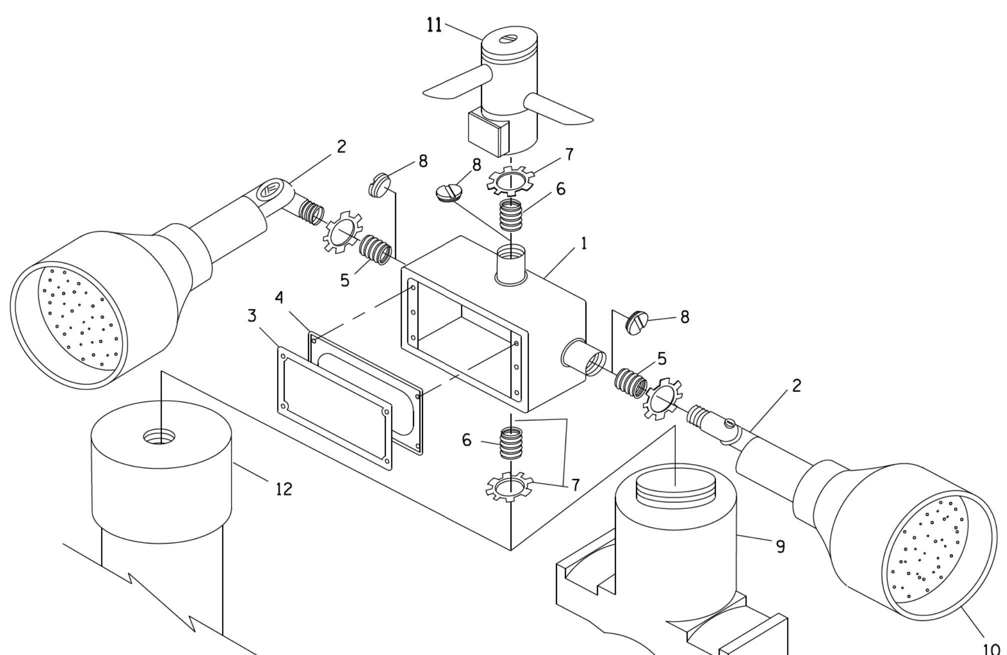
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



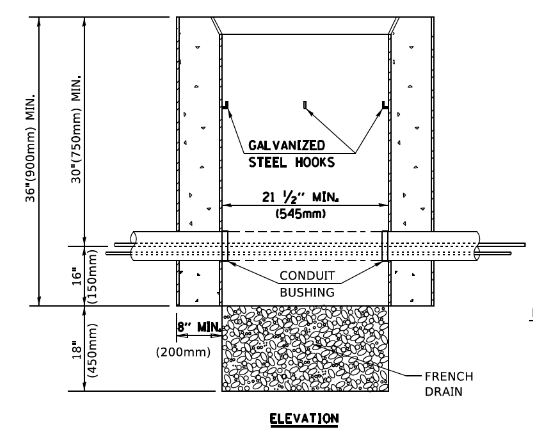
POST CAP MOUNT **MAST ARM MOUNT**

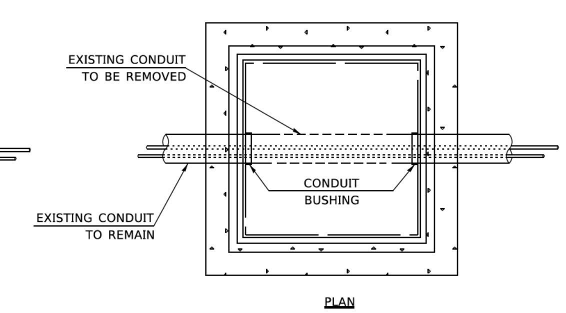
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
   ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
   ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4 "(19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.

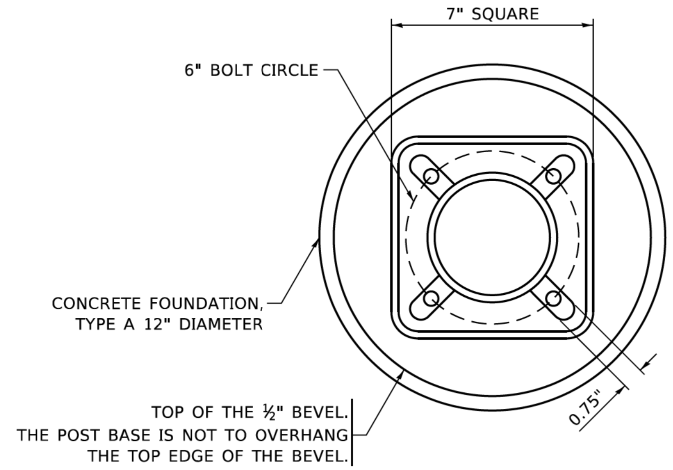




NOTES:

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

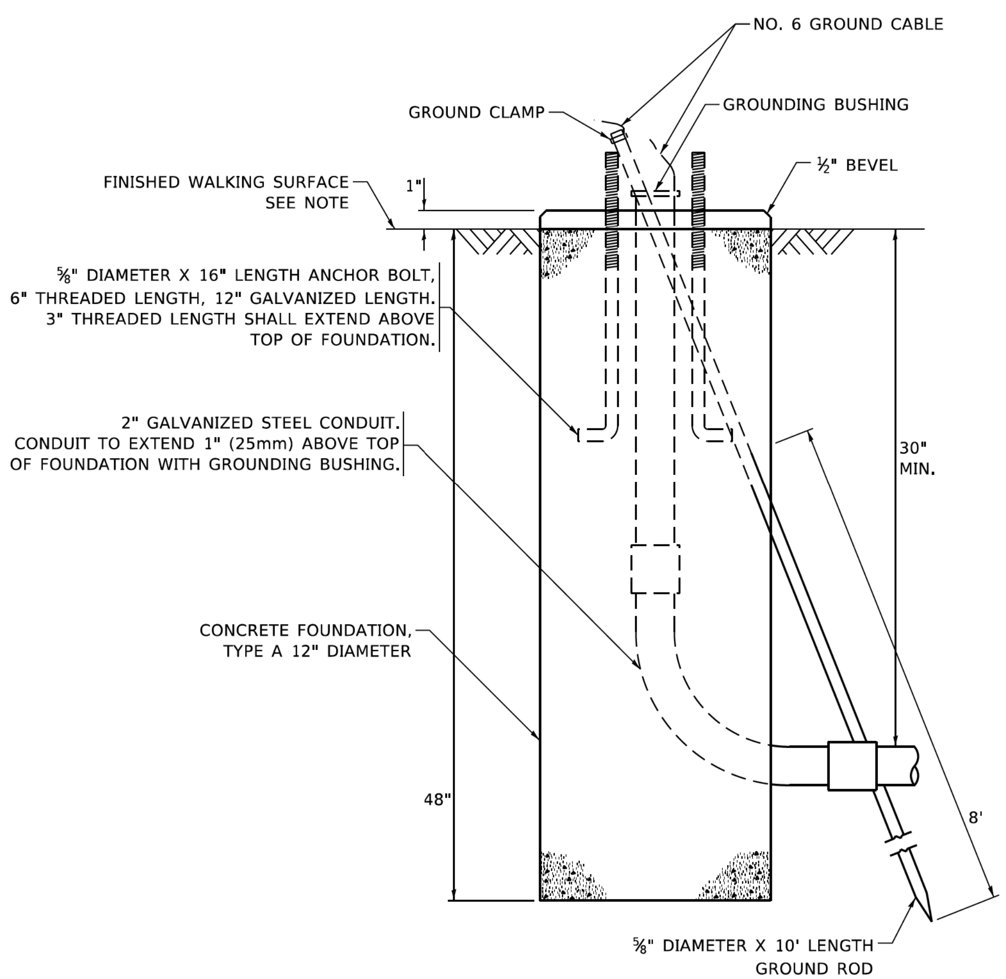
HANDHOLE TO INTERCEPT EXISTING CONDUIT



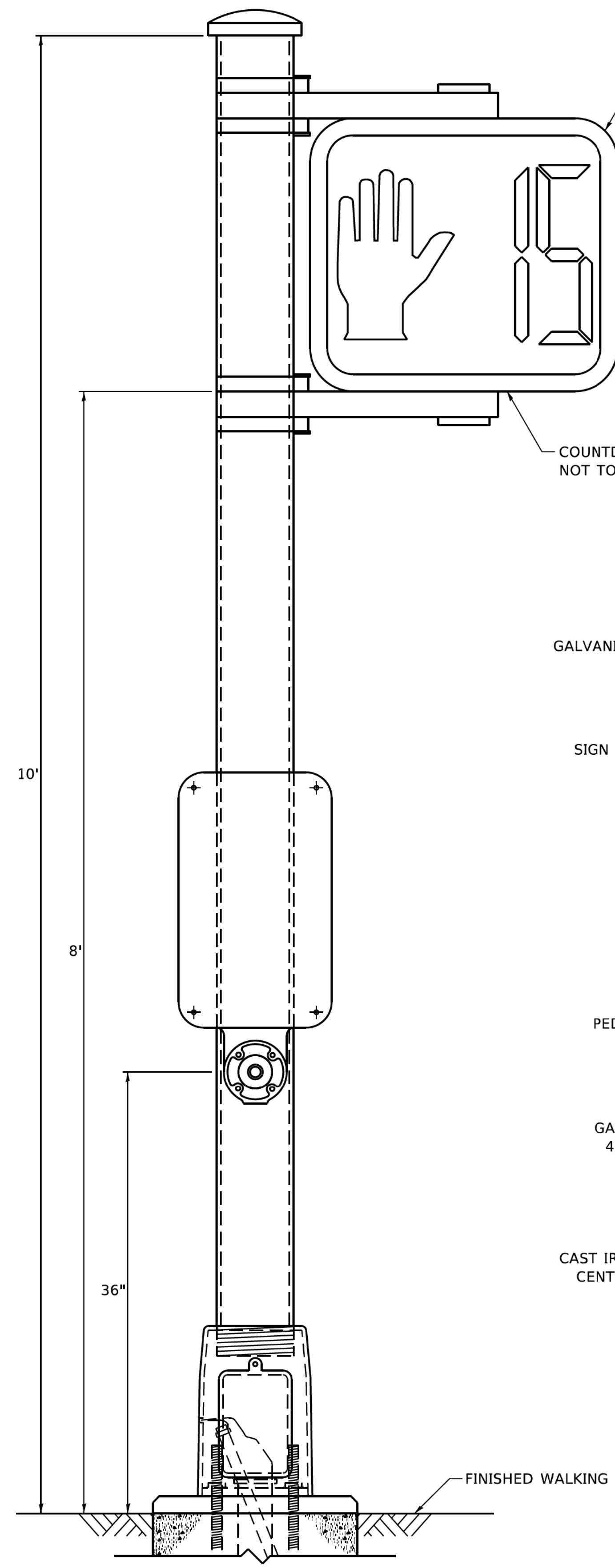
BOLT PATTERN

NOTE:

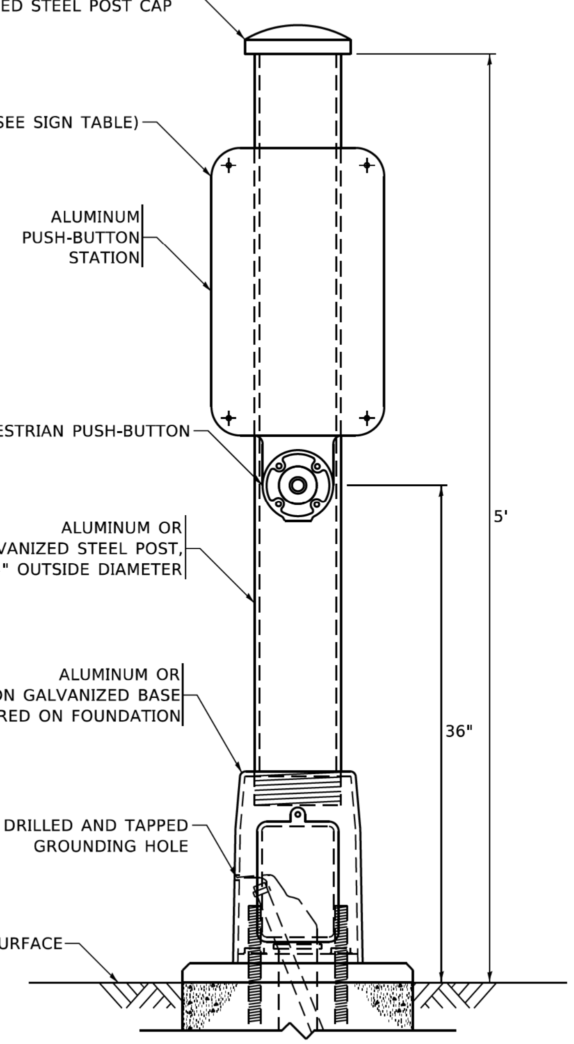
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.

R10-3b **R10-3d** **R10-3e**

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

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USER NAME = Zach Edwards

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License No. 184-000613	PLOT DATE = 2/20/2024 (9:42:58 AM)	DATE - 09/29/2023	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
TS-05G STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	616

CONTRACT NO. 61H34

ILLINOIS | FED. AID PROJECT

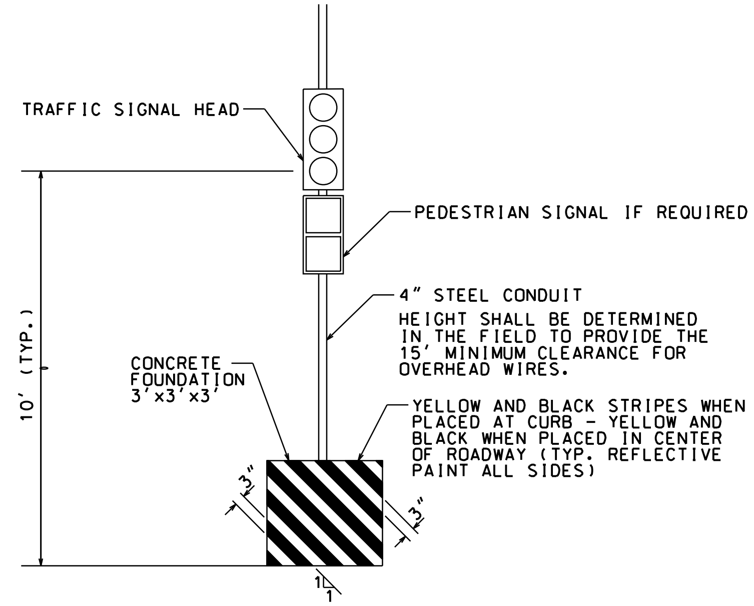
INDEX OF SHEETS

I.D.O.T. HIGHWAY STANDARD DRAWINGS

814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-08	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877011-10	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-07	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-11	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

I.D.O.T. (DISTRICT 1) DETAIL DRAWINGS

BE-220	ELECTRIC SERVICE INSTALLATION
TS-02	MAST ARM MOUNTED STREET NAME SIGNS
TS-05	STANDARD TRAFFIC SIGNAL DETAILS



BARREL MOUNTED
TEMPORARY TRAFFIC SIGNAL
(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
INDEX OF SHEETS, STANDARDS

SCALE: SHEET 1 OF 23 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	617

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES

(S.P.)	ITEM	DESCRIPTION	UNIT	143RD ST AT IL 59 SIGNAL QUANTITY	143RD ST AT NAPERVILLE RD SIGNAL QUANTITY	143RD AT IL ROUTE 126 SIGNAL QUANTITY	INTERCONNECT QUANTITY	TOTAL QUANTITY	RECORD QUANTITIY
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA		60	90		150	
	72000100	SIGN PANEL - TYPE 1	SQ FT	44	43	59		145	
	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1137	607	171	3966	5881	
	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	80	344	155		579	
	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	698	1053	1030	101	2882	
	81028390	UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT				254	254	
	81101005	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT				1866	1866	
	81400100	HANDHOLE	EACH	7	6	4		17	
	81400200	HEAVY-DUTY HANDHOLE	EACH	4	2	2		8	
	81400300	DOUBLE HANDHOLE	EACH	2	4	3		9	
	81400730	HANDHOLE, COMPOSITE CONCRETE	EACH				8	8	
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH				2	2	
	86400100	TRANSCEIVER - FIBER OPTIC	EACH				3	3	
*	87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT				11140	11140	
	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT		3081	351		3432	
	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	789	3598	884		5271	
	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2959	4271	5333		12563	
	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2856	2903	1646		7405	
	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	6924	2629	1390		10943	
*	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	53	58	90		201	
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	821	1697	1754		4272	
	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3	5	4		12	
	87700130	STEEL MAST ARM ASSEMBLY AND POLE, 18 FT.	EACH			1		1	
	87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1				1	
	87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH		1			1	
	87700320	STEEL MAST ARM ASSEMBLY AND POLE, 55 FT.	EACH	1				1	
	87702890	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH		1			1	
	87702900	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH		1	1		2	
	87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH		1	1		2	
	87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH		1			1	
	87702960	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT.	EACH			1		1	
	87702970	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	2	1			3	
	87703010	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.	EACH			1		1	
	87703100	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 72 FT.	EACH	1				1	
	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16	24	20		60	
	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4	4	4		12	
*	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10		10		20	
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	41	68	35		144	
*	87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	25		21		46	
	87900200	DRILL EXISTING HANDHOLE	EACH				1	1	
*	88040020	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 1-SECTION, BRACKET MOUNTED	EACH			1		1	

SUMMARY OF QUANTITIES

(S.P.)	ITEM	DESCRIPTION	UNIT	143RD ST AT IL 59 SIGNAL QUANTITY	143RD ST AT NAPERVILLE RD SIGNAL QUANTITY	143RD AT IL ROUTE 126 SIGNAL QUANTITY	INTERCONNECT QUANTITY	TOTAL QUANTITY	RECORD QUANTITIY
*	88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1	6	6		13	
*	88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7	9	11		27	
*	88040110	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH			1		1	
*	88040150	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5	5	2		12	
*	88040160	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	7	5	2		14	
*	88102825	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH		12			12	
	88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14	14	13		41	
	88500100	INDUCTIVE LOOP DETECTOR	EACH	21	6	5		32	
*	88600100	DETECTOR LOOP, TYPE I	FOOT	980	510	890		2380	
*	88700200	LIGHT DETECTOR	EACH	3	2	3		8	
*	88700300	LIGHT DETECTOR AMPLIFIER	EACH	1	1	1		3	
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1				1	
	89500120	REMOVE EXISTING SERVICE INSTALLATION	EACH	1				1	
	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT				10870	10870	
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1				1	
	89502380	REMOVE EXISTING HANDHOLE	EACH	7				7	
*	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1				1	
	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	7				7	
*	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	789	434	884		2107	
*	X1400108	FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET (SPECIAL)	EACH	1	1	1		3	
*	X1400150	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1	1	1		3	
*	X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH		3			3	
*	X8130110	JUNCTION BOX (SPECIAL)	EACH				4	4	
*	X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1	1	1		3	
*	X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT				11140	11140	
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH		12			12	
*	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT		12			12	
*	X8809005	LED SIGNAL FACE, LENS COVER	EACH	20	24	22		66	
*	X8891009	VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH		2	2		4	
*	Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH				1	1	
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1				1	

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REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

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

3	EACH	STEEL COMBINATION MAST ARM AND POLE
14	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
3	EACH	SIGNAL POST
1	EACH	TRAFFIC SIGNAL CABINET AND CONTROLLER (COMPLETE) (NOTE 1)
7	EACH	SIGNAL BACKPLATES

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE VILLAGE OF PLAINFIELD AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE VILLAGE OF PLAINFIELD AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE PUBLIC WORKS DEPARTMENT AS PER THE TRAFFIC SIGNAL SPECIFICATIONS OR AS DIRECTED BY THE VILLAGE ENGINEER.

2 CONFIRMATION BEACON
2 LIGHT DETECTOR
1 LIGHT DETECTOR AMPLIFIER

NOTE 1: RETURN TRAFFIC SIGNAL CONTROLLER AND CABINET TO STATE SPARE PART DEPARTMENT

0 20 40 60
SCALE IN FEET

TEMPORARY POLE

TEMPORARY POLE LOCATIONS

POLE	STATION	OFFSET
1	515+32.70	89.62' RT
2	515+47.63	57.06' LT
3	517+32.88	75.54' LT
4	517+22.17	74.90' RT

LEFT ON GREEN ARROW ONLY
R10-5
30" X 36"

TEMPORARY WIRELESS INTERCONNECT TO IL-59 AT 135TH ST

143RD STREET / US ROUTE 30

PT Sta 61+07.60

PR ROW

EX ROW

EX EASE

PR TEMP EASE

EX ℄ 143RD ST / US 30

PR ℄ 143RD ST

EX ℄ ILLINOIS ROUTE 59

PT Sta 3396+79.97

POT Sta 62+57.67

ILLINOIS ROUTE 59

ILLINOIS ROUTE 59 /
US ROUTE 30

PR ROW
EX EASE

EX EASE

TS 7588
ECON 133

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USER NAME = Zach.Eckert

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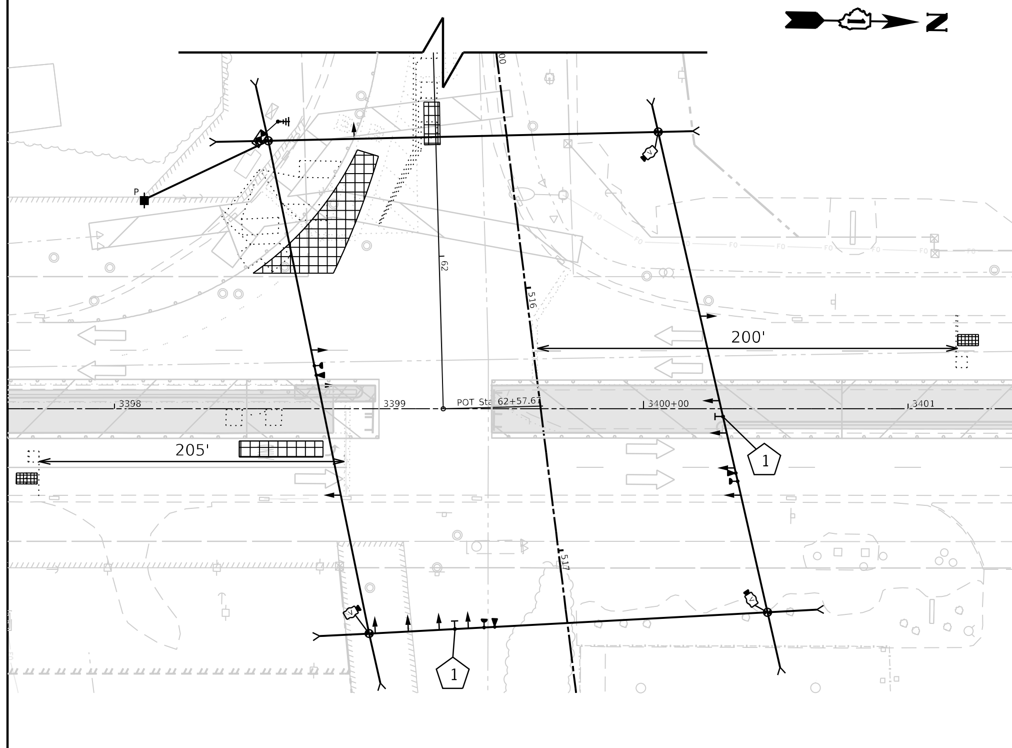
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

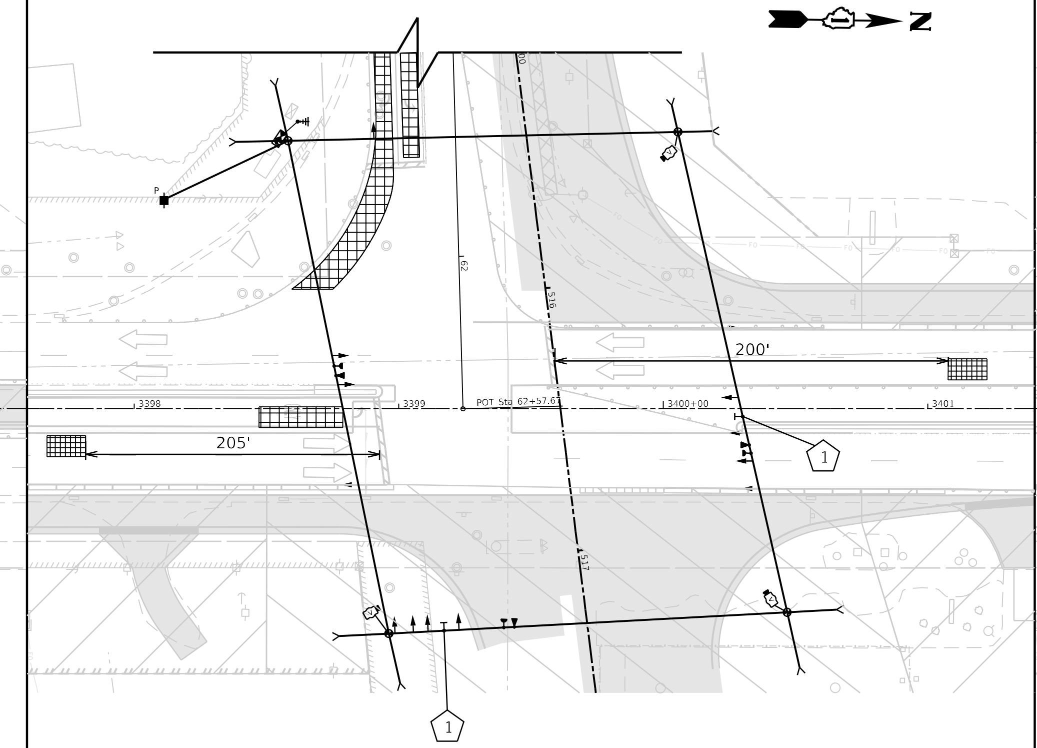
TEMPORARY TRAFFIC SIGNAL PLAN
143RD ST / ILLINOIS ROUTE 59 INTERSECTION - EXISTING

SCALE: 1"=20' | SHEET 4 OF 23 SHEETS | STA. | TO STA.

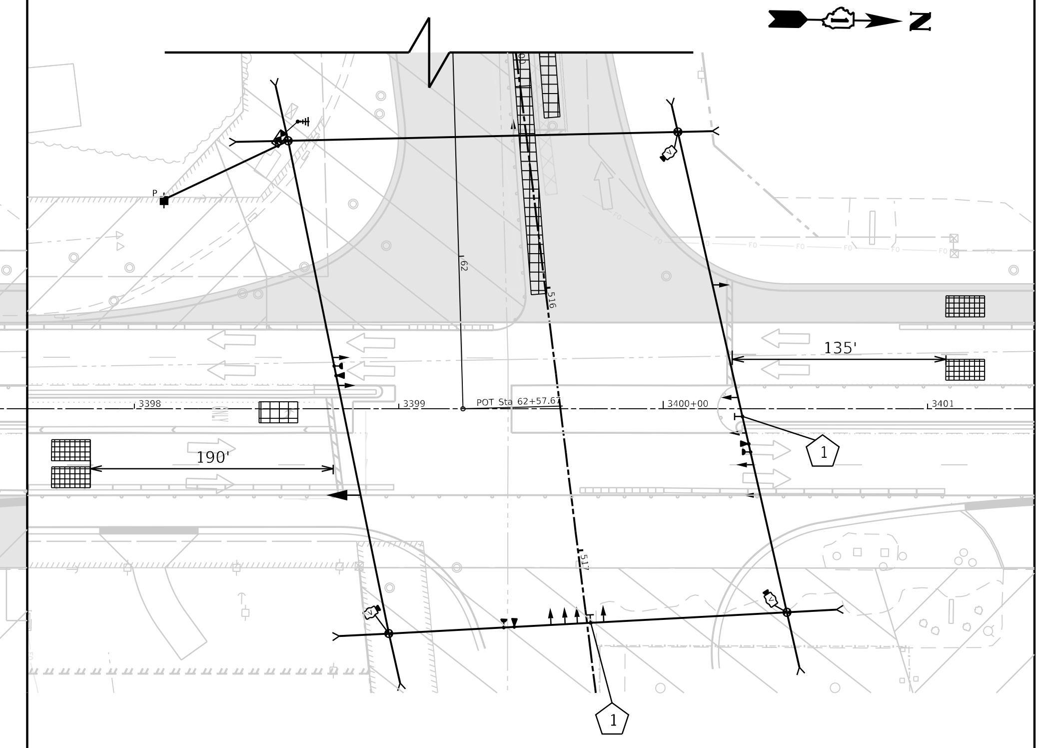
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	620
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



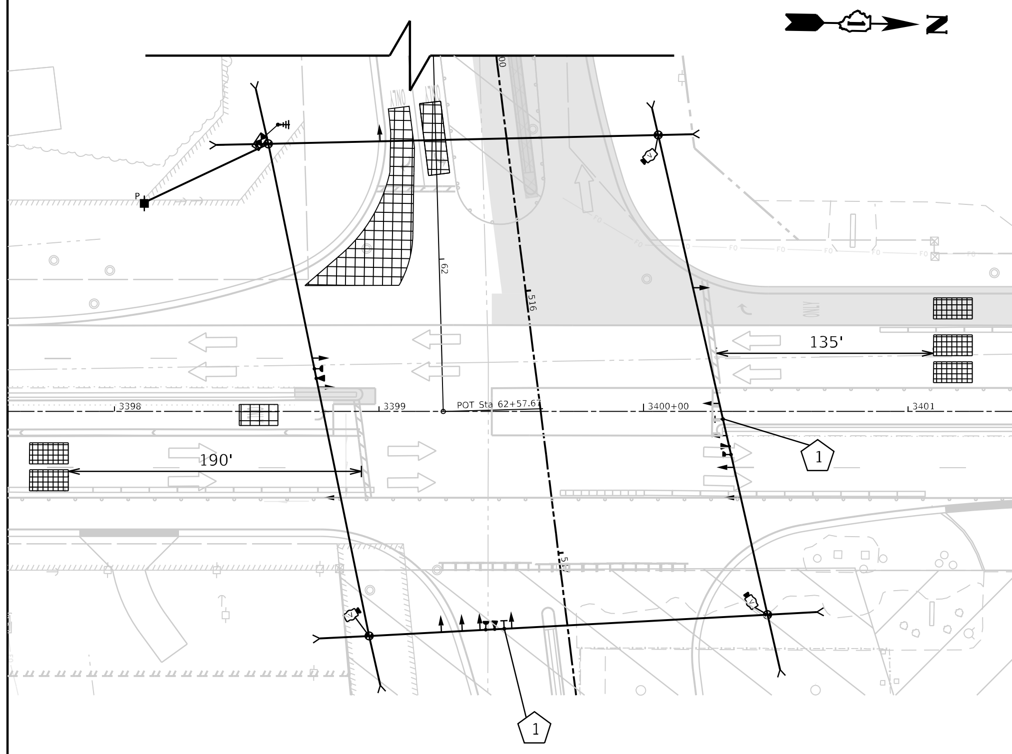
TEMPORARY TRAFFIC SIGNAL PRESTAGE



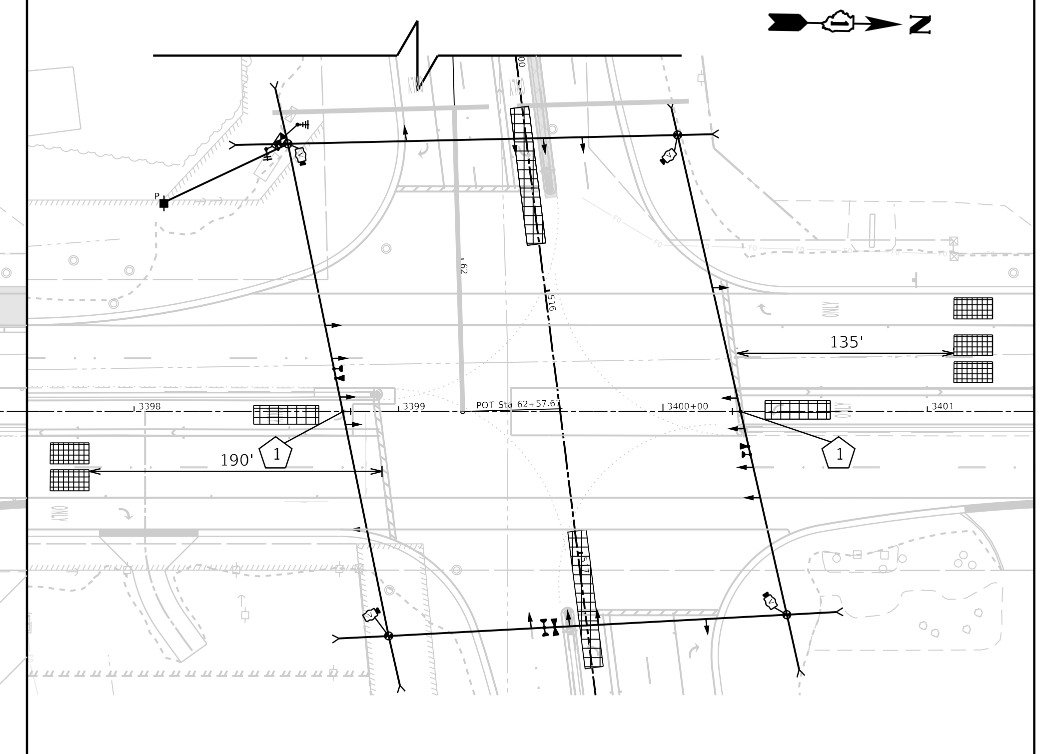
TEMPORARY TRAFFIC SIGNAL STAGE 1



TEMPORARY TRAFFIC SIGNAL STAGE 2



TEMPORARY TRAFFIC SIGNAL STAGE 3



TEMPORARY TRAFFIC SIGNAL STAGE OPEN

R10-5
30" X 36"

TS 7588

ECON 133

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USER NAME = Zach Edwards

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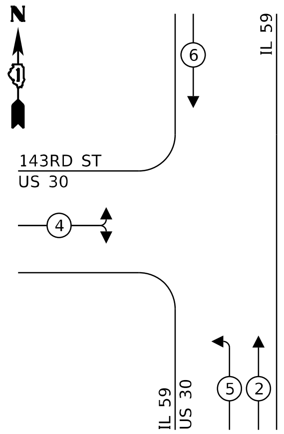
TEMPORARY TRAFFIC SIGNAL PLAN
143RD ST /ILLINOIS ROUTE 59 INTERSECTION
PRESTAGE TO STAGE OPEN

SCALE: N.T.S. | SHEET 5 OF 23 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	621
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

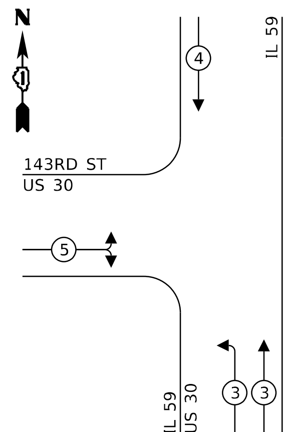
TEMPORARY CONTROLLER SEQUENCE

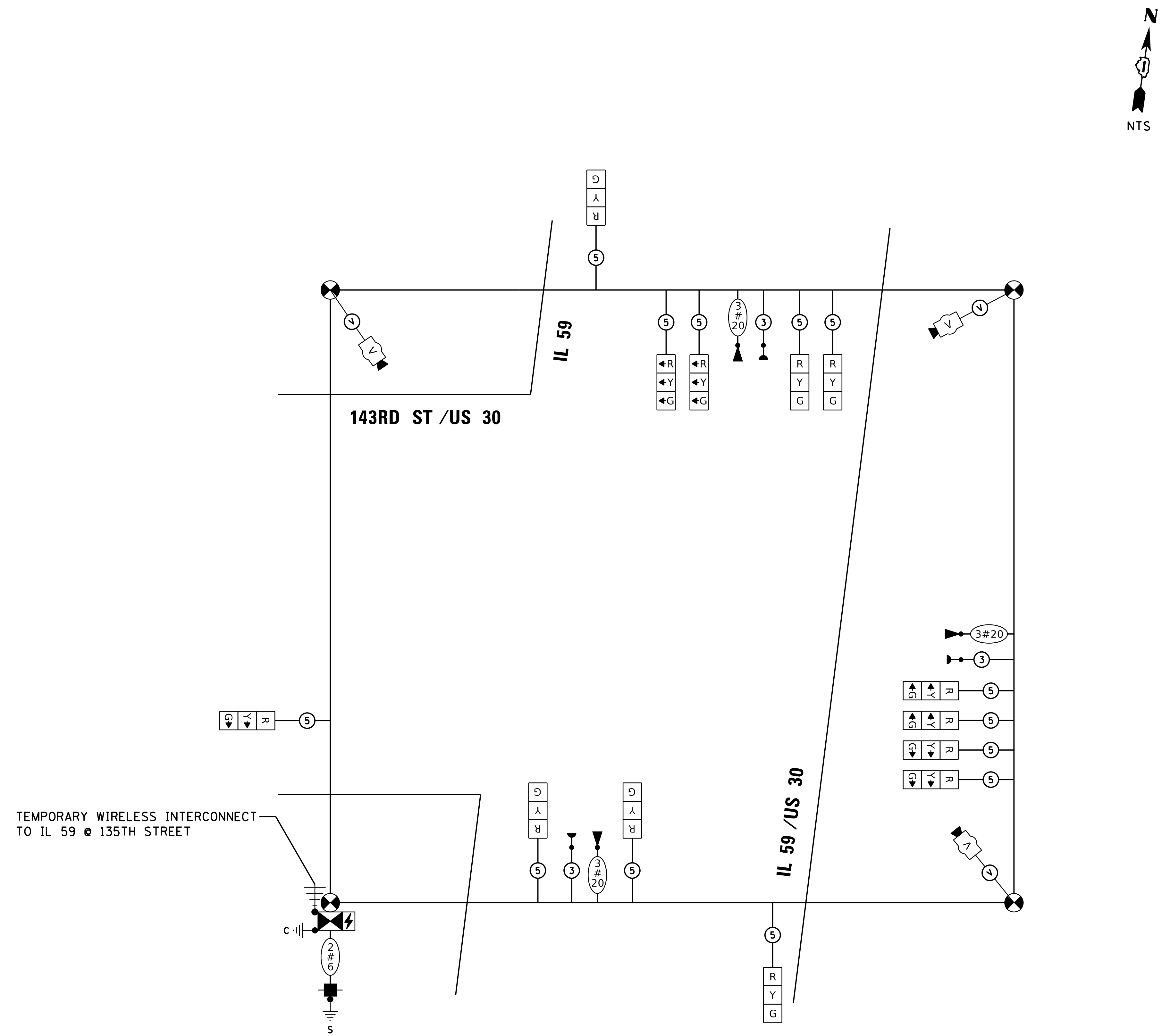


LEGEND:

←(✱)—	PROTECTED PHASE
← - (✱) - -	PROTECTED/PERMITTED PHASE
◄- (✱) - ►	PEDESTRIAN PHASE
OL	OVERLAP

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE





CABLE PLAN
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	3-SECTION	13	11	143.0
	4-SECTION	-	14	-
	5-SECTION	-	13	-
PED. SIGNAL		-	15	-
CONTROLLER		1	150	150.0
MASTER CONTROLLER		-	100	-
UPS		1	25	25.0
DETECTION	RADAR	-	20	-
	VIDEO	3	20	60.0
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH II OR III		-	35	-
CELLULAR MODEM		-	15	-
TOTAL UPS SIZING				-
UPS CHARGING		1	225	225.0
BATTERY HEATER MAT		1	180	180.0
CABINET HEATER		1	200	200.0
FLASHER		3	15	45.0
LED STREET NAME SIGN		-	120	-
LUMINAIRE		-	240	-
TOTAL SERVICE WIRE SIZING				1,028.0

ENERGY COSTS TO:

DIVISION OF HIGHWAYS DISTRICT 1
ATTN: FINANCIAL SERVICES, 201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: RICK OSTER
PHONE: 779-231-0625
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: -

TS 7588
ECON 133

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USER NAME = Zach Edwards

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TEMPORARY TRAFFIC SIGNAL CABLE PLAN
143RD STREET /IL 59 INTERSECTION
EXISTING TO STAGE 3

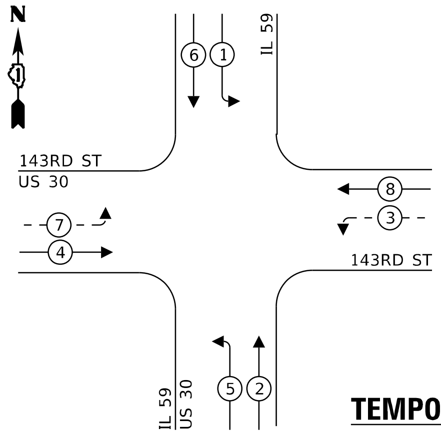
SCALE: NTS | SHEET 6 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	622

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

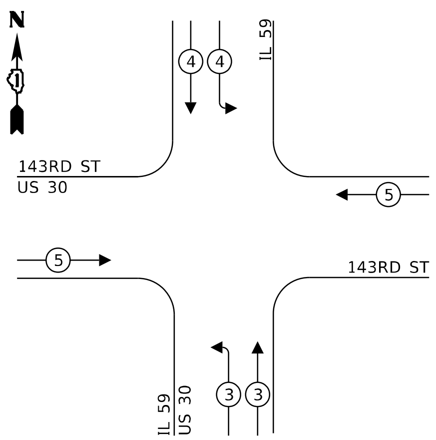
TEMPORARY CONTROLLER SEQUENCE

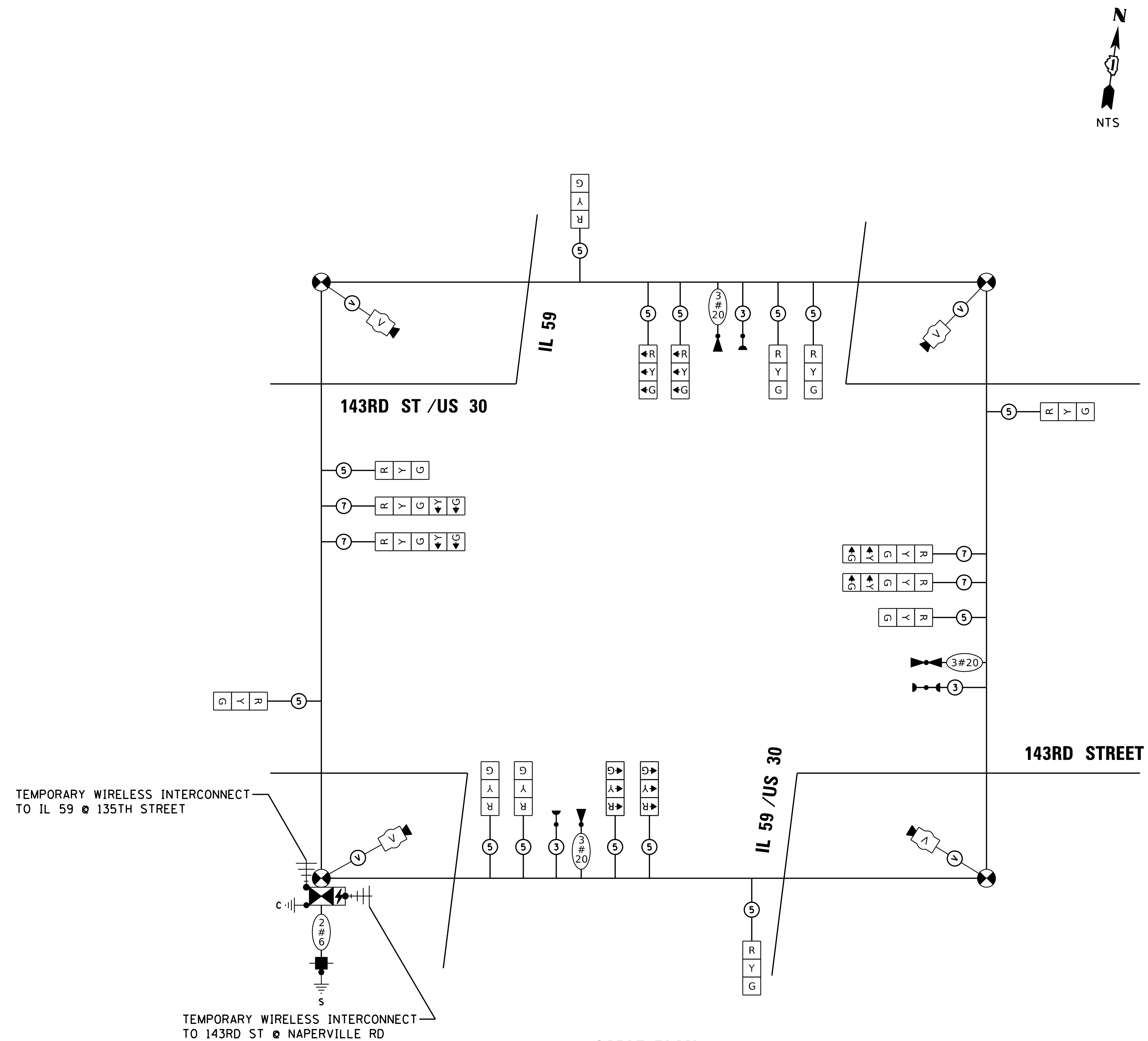


LEGEND:

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

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE





CABLE PLAN
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	3-SECTION	14	11	154.0
	4-SECTION	-	14	-
	5-SECTION	4	13	52.0
PED. SIGNAL		-	15	-
CONTROLLER		1	150	150
MASTER CONTROLLER		-	100	-
UPS		1	25	25.0
DETECTION	RADAR	-	20	-
	VIDEO	4	20	80.0
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH II OR III		-	35	-
CELLULAR MODEM		-	15	-
TOTAL UPS SIZING				-
UPS CHARGING		1	225	225.0
BATTERY HEATER MAT		1	180	180.0
CABINET HEATER		1	200	200.0
FLASHER		4	15	60.0
LED STREET NAME SIGN		-	120	-
LUMINAIRE		-	240	-
TOTAL SERVICE WIRE SIZING				1,126.0

ENERGY COSTS TO:

DIVISION OF HIGHWAYS DISTRICT 1
ATTN: FINANCIAL SERVICES, 201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: RICK OSTER
PHONE: 779-231-0625
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: -

TS 7588
ECON 133

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg
DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards

CMT
License No. 184-000613

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FILE NAME = sht-ts-15-TempCablePlan-stage_open.dgn	DESIGNED - JJM	REVISED -	
MODEL NAME = Default	DRAWN - AS	REVISED -	
PLOT SCALE = 40.0000 ' / In.	CHECKED - CMC	REVISED -	
PLOT DATE = 2/20/2024 (9:43:29 AM)	DATE - 09/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

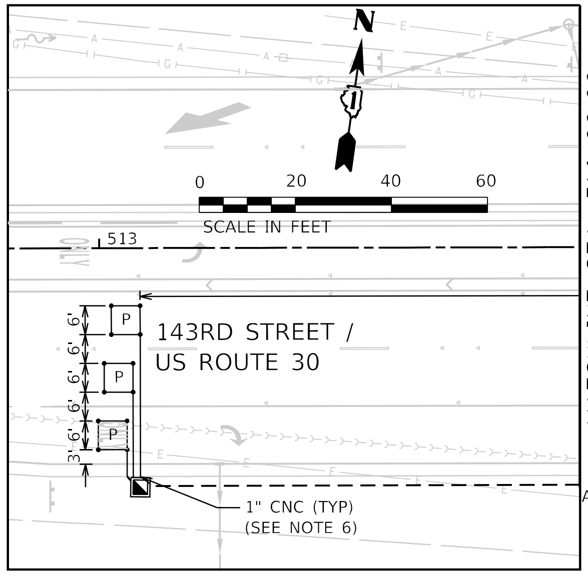
TEMPORARY TRAFFIC SIGNAL CABLE PLAN
143RD STREET / IL 59 INTERSECTION - STAGE OPEN

SCALE: NTS | SHEET 7 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	623

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



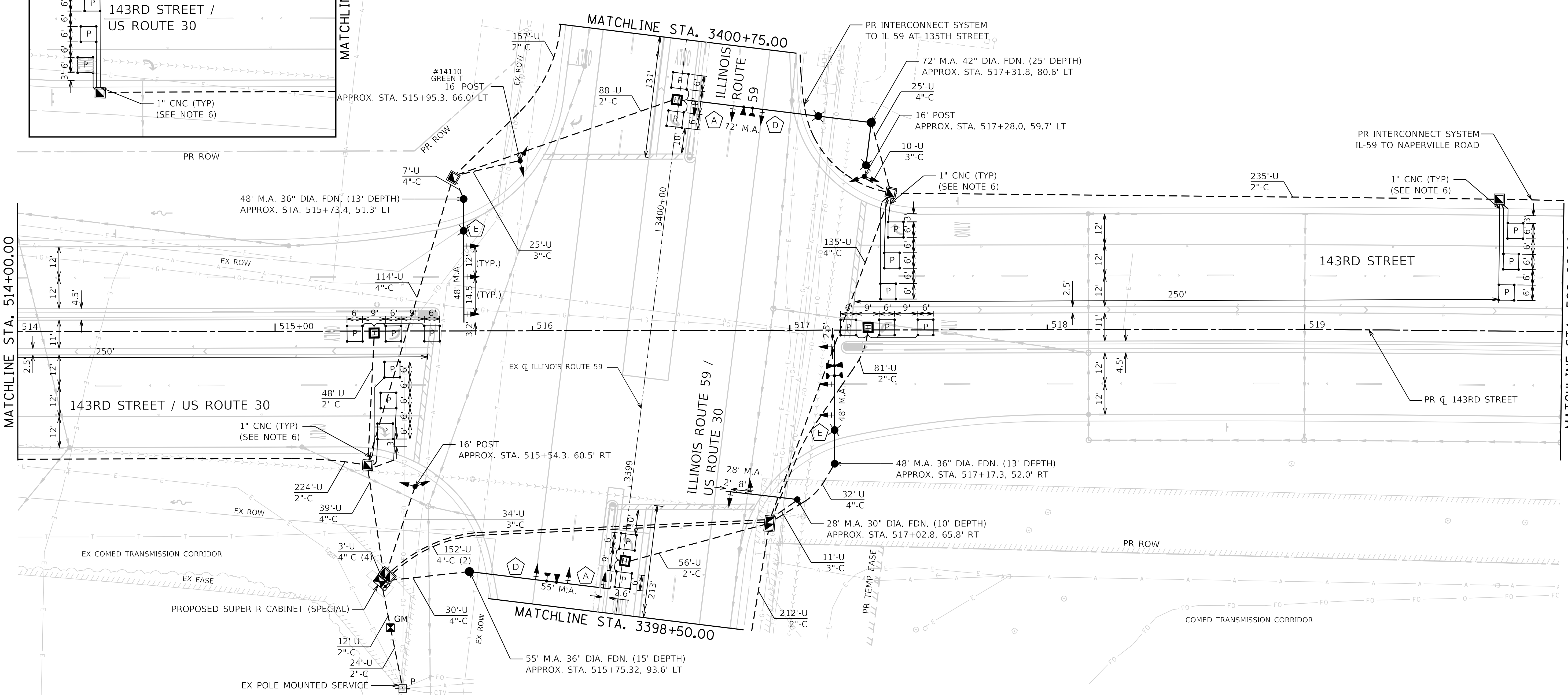
MATCHLINE STA. 514+00.00

LEGEND

(#) SIGN

NOTES:

1. SIGN STIFFENING CHANNELS SHALL BE INSTALLED ON TYPE 1 AND TYPE 2 SIGNS INSTALLED ON TRAFFIC SIGNAL ARMS, POLES, AND POSTS. THE COSTS FOR THESE SIGN STIFFENERS SHALL BE INCLUDED IN THE COST OF THE SIGNS BEING INSTALLED.
2. THE CONTRACTOR SHALL PROVIDE 2-2.5" RACEWAYS IN THE FOUNDATION OF ALL MAST ARM POLE FOUNDATIONS AT THIS INTERSECTION FOR LUMINAIRE WIRING. COST TO BE INCLUDED IN FOUNDATION INSTALLATION.
3. ALL TRAFFIC SIGNAL POLE FOUNDATION LOCATIONS ARE APPROXIMATE
4. ALL PROPOSED CONDUIT SHALL BE PLACED AT A MINIMUM DEPTH OF 4' WHERE POSSIBLE.
5. SIGNAL HEADS WHICH ARE MOUNTED TO THE SAME MAST ARM SHALL HAVE THEIR RED INDICATIONS VERTICALLY ALIGNED WHILE MAINTAINING REQUIRED OVERHEAD CLEARANCE TO THE PAVEMENT
6. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE SPECIFICATIONS.



(A)

LEFT ON GREEN ARROW ONLY

R10-5
30" X 36"
SIGN PANEL TYPE 1

(D)

143rd St

D3-1
54" X 18"
SIGN PANEL TYPE 1

(E)

IL Rte 59

D3-1
60" X 18"
SIGN PANEL TYPE 1

TS 7588

ECON 133

CMT

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FILE NAME = sht-ts-16-IL-59-Plan1.dgn	DESIGNED - CMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
MODEL NAME = Default	DRAWN - JJM	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - CMC	REVISED -	
PLOT DATE = 2/20/2024 (9:43:32 AM)	DATE - 09/29/2023	REVISED -	

TRAFFIC SIGNAL MODERNIZATION PLAN
143RD ST / ILLINOIS ROUTE 59 INTERSECTION

SCALE: 1"=20' | SHEET 8 OF 23 SHEETS | STA. 514+00 TO STA. 520+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	624

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
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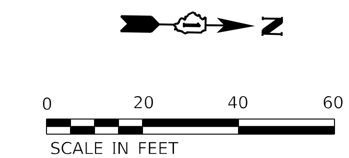
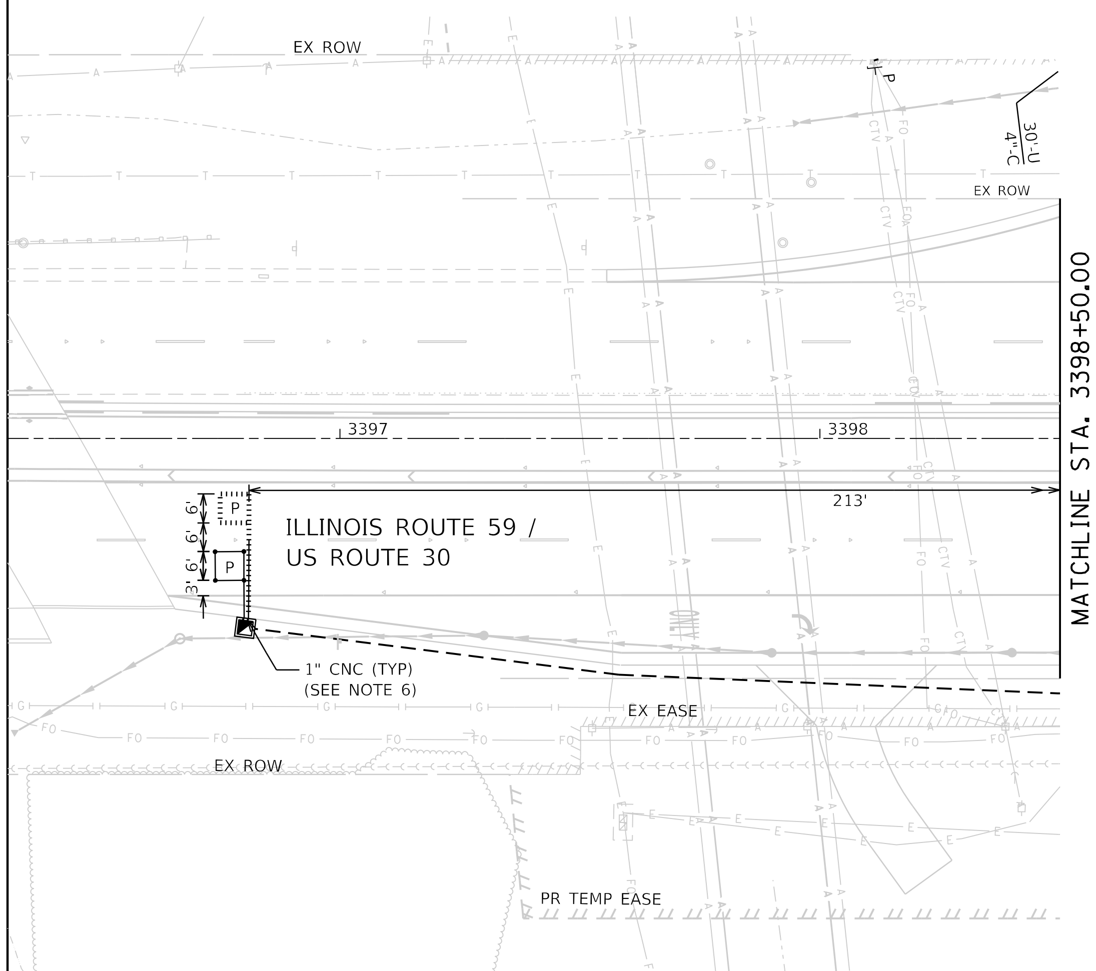
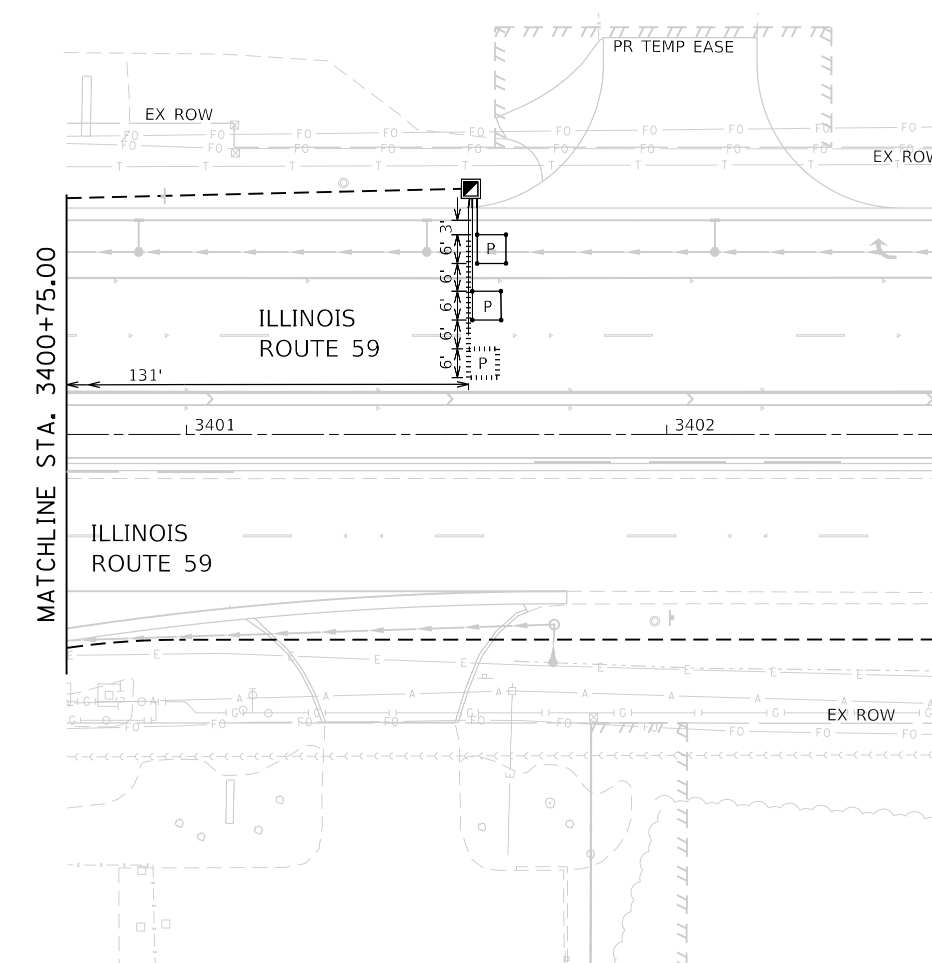
USER NAME = Zach Edwards







TS 7588
ECON 133

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg
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USER NAME = Zach Edwards

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PLOT DATE = 2/20/2024 (9:43:33 AM)	DATE - 09/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
143RD STREET / ILLINOIS ROUTE 59 INTERSECTION

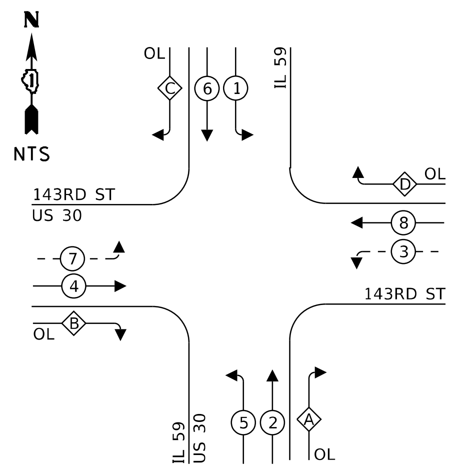
SCALE: 1"=20' | SHEET 9 OF 23 SHEETS | STA. 514+00 TO STA. 520+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	625

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

PROPOSED CONTROLLER SEQUENCE



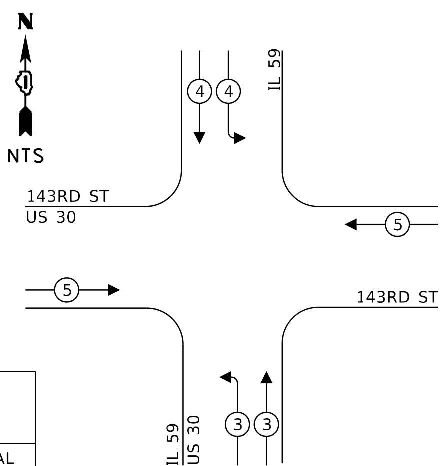
LEGEND:

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

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
A	=	2	+	3
B	=	4	+	5
C	=	6	+	7
D	=	8	+	1

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



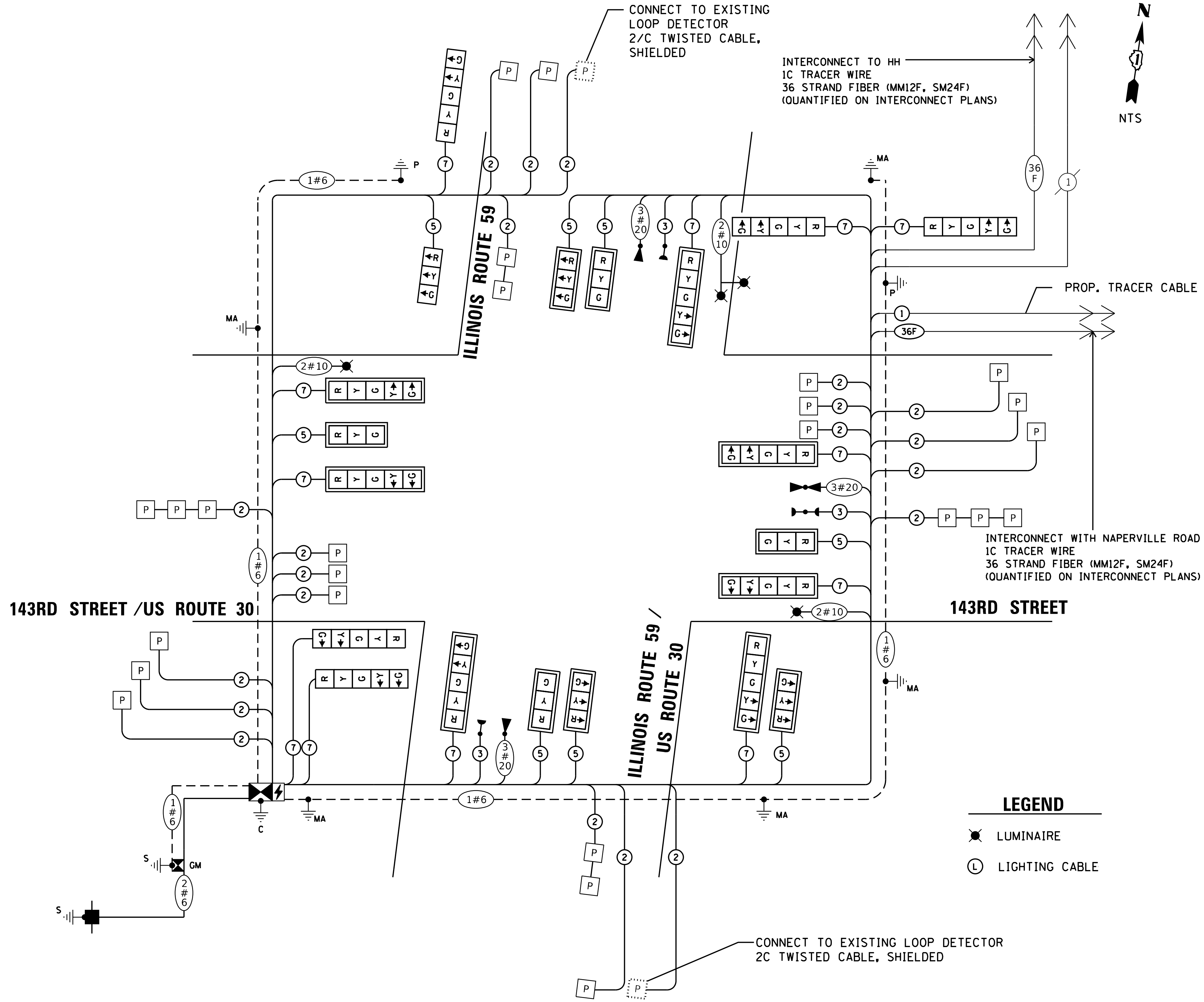
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	3-SECTION	8	11	88.0
	4-SECTION	0	14	0.0
	5-SECTION	12	13	156.0
PED. SIGNAL		-	15	-
CONTROLLER		1	150	150.0
MASTER CONTROLLER		-	100	-
UPS		1	25	25.0
DETECTION	RADAR	-	20	-
	VIDEO	-	20	-
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH II OR III		1	35	35.0
CELLULAR MODEM		-	15	-
TOTAL UPS SIZING				-
UPS CHARGING		1	225	225.0
BATTERY HEATER MAT		1	180	180.0
CABINET HEATER		1	200	200.0
FLASHER		4	15	60.0
LED STREET NAME SIGN		-	120	-
LUMINAIRE		4	240	960.0
TOTAL SERVICE WIRE SIZING				2,079.0

ENERGY COSTS TO:

DIVISION OF HIGHWAYS DISTRICT 1
ATTN: FINANCIAL SERVICES, 201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: RICK OSTER
PHONE: 779-231-0625
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 01680-85096



LEGEND

- LUMINAIRE
- LIGHTING CABLE

NOTES:
1. ALL RED INDICATIONS SHALL HAVE A LENS COVER

CABLE PLAN
(NOT TO SCALE)

TS 7588
ECON 133

CMT License No. 184-000613	FILE NAME = sht-ts-18-IL-59-CablePlan.dgn	DESIGNED - JJM	REVISED -
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	PLOT DATE = 2/20/2024 (9:43:35 AM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL CABLE PLAN
143RD STREET / ILLINOIS ROUTE 59 INTERSECTION

SCALE: NTS | SHEET 10 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	626

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

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DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards
PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

SCHEDULE OF QUANTITIES

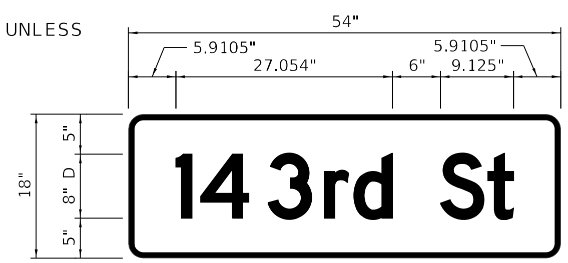
DESCRIPTION	UNIT	143RD ST AT IL 59 SIGNAL QUANTITY
SIGN PANEL - TYPE 1	SQ FT	44
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1137
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	80
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	698
HANDHOLE	EACH	7
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	789
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2959
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2856
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	6924
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	53
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	821
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 55 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 72 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	41
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	25
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1

DESCRIPTION	UNIT	143RD ST AT IL 59 SIGNAL QUANTITY
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	7
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	7
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14
INDUCTIVE LOOP DETECTOR	EACH	21
DETECTOR LOOP, TYPE I	FOOT	980
* LIGHT DETECTOR	EACH	3
* LIGHT DETECTOR AMPLIFIER	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING SERVICE INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	7
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	7
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	789
FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET (SPECIAL)	EACH	1
SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
LED SIGNAL FACE, LENS COVER	EACH	20
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

* 100% COST TO THE VILLAGE OF PLAINFIELD

SIGN PANEL

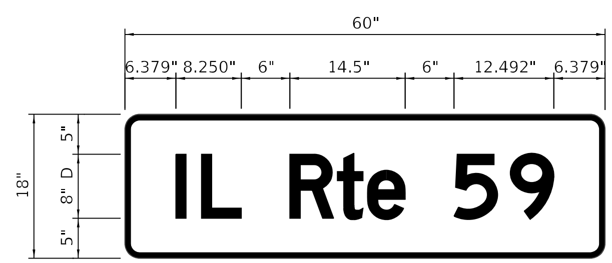
ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



BORDER
R=1.88"
TH=0.75"

QUANTITY REQUIRED: 3

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	6.75	1	ZZ	2



BORDER
R=1.88"
TH=0.75"

QUANTITY REQUIRED: 3

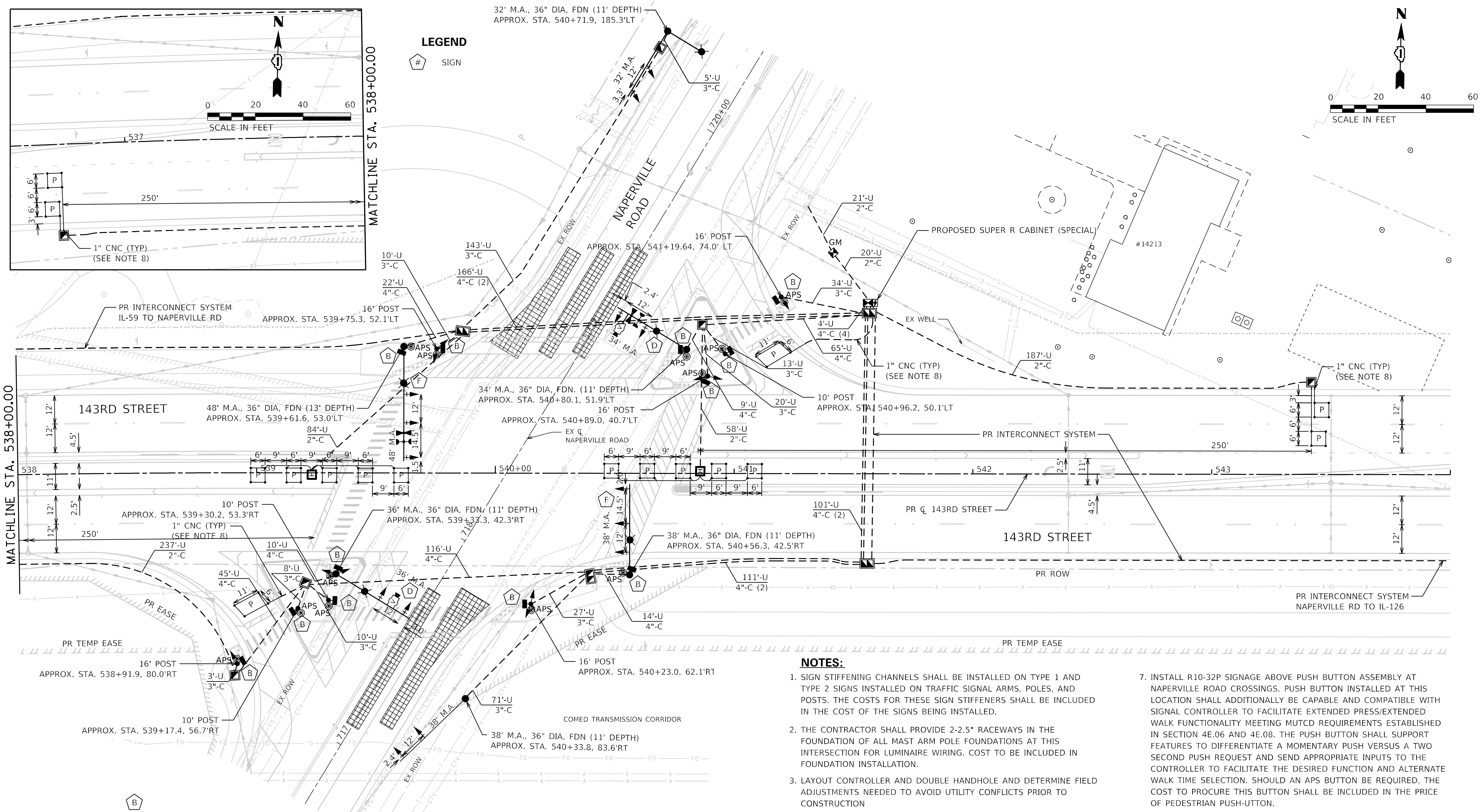
DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	7.50	1	ZZ	2

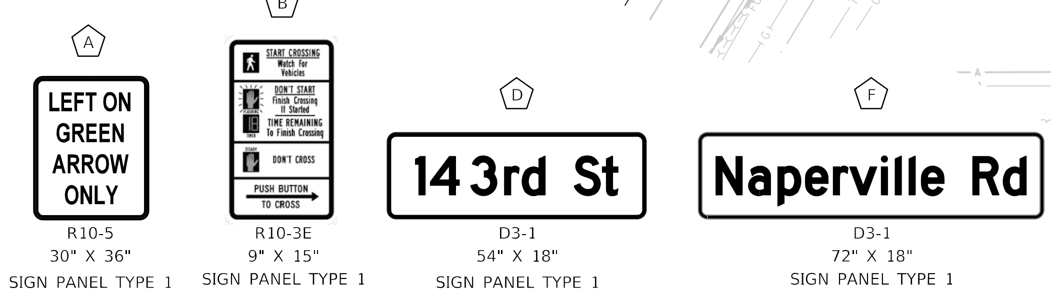
NOTE:

FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGN DETAIL.

TS 7588

ECON 133





NOTES:

1. SIGN STIFFENING CHANNELS SHALL BE INSTALLED ON TYPE 1 AND TYPE 2 SIGNS INSTALLED ON TRAFFIC SIGNAL ARMS, POLES, AND POSTS. THE COSTS FOR THESE SIGN STIFFENERS SHALL BE INCLUDED IN THE COST OF THE SIGNS BEING INSTALLED.
2. THE CONTRACTOR SHALL PROVIDE 2-2.5" RACEWAYS IN THE FOUNDATION OF ALL MAST ARM POLE FOUNDATIONS AT THIS INTERSECTION FOR LUMINAIRE WIRING. COST TO BE INCLUDED IN FOUNDATION INSTALLATION.
3. LAYOUT CONTROLLER AND DOUBLE HANDHOLE AND DETERMINE FIELD ADJUSTMENTS NEEDED TO AVOID UTILITY CONFLICTS PRIOR TO CONSTRUCTION
4. ALL TRAFFIC SIGNAL POLE FOUNDATION LOCATIONS ARE APPROXIMATE
5. ALL PROPOSED CONDUIT SHALL BE PLACED AT A MINIMUM DEPTH OF 4' WHERE POSSIBLE.
6. SIGNAL HEADS WHICH ARE MOUNTED TO THE SAME MAST ARM SHALL HAVE THEIR RED INDICATIONS VERTICALLY ALIGNED WHILE MAINTAINING REQUIRED OVERHEAD CLEARANCE TO THE PAVEMENT
7. INSTALL R10-32P SIGNAGE ABOVE PUSH BUTTON ASSEMBLY AT NAPERVILLE ROAD CROSSINGS. PUSH BUTTON INSTALLED AT THIS LOCATION SHALL ADDITIONALLY BE CAPABLE AND COMPATIBLE WITH SIGNAL CONTROLLER TO FACILITATE EXTENDED PRESS/EXTENDED WALK FUNCTIONALITY MEETING MUTCD REQUIREMENTS ESTABLISHED IN SECTION 4E.06 AND 4E.08. THE PUSH BUTTON SHALL SUPPORT FEATURES TO DIFFERENTIATE A MOMENTARY PUSH VERSUS A TWO SECOND PUSH REQUEST AND SEND APPROPRIATE INPUTS TO THE CONTROLLER TO FACILITATE THE DESIRED FUNCTION AND ALTERNATE WALK TIME SELECTION. SHOULD AN APS BUTTON BE REQUIRED, THE COST TO PROCURE THIS BUTTON SHALL BE INCLUDED IN THE PRICE OF PEDESTRIAN PUSH-UTTON.
8. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE SPECIFICATIONS.
9. THIS INTERSECTION IS NEW AND NO STOP CONDITION PREVIOUSLY EXISTED AT THIS LOCATION
10. CHANGEABLE MESSAGE SIGNS HAVE BEEN INCLUDED TO ALERT THE PUBLIC OF THE NEW INTERSECTION AND SIGNAL CONTROL.

TS 7591

ECON 133

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards

CMT

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FILE NAME = sht-ts-20-Nap-Plan1.dgn	DESIGNED - CMC	REVISED -	
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PLOT DATE = 2/20/2024 (9:43:39 AM)	DATE - 09/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
143RD ST / NAPERVILLE RD INTERSECTION

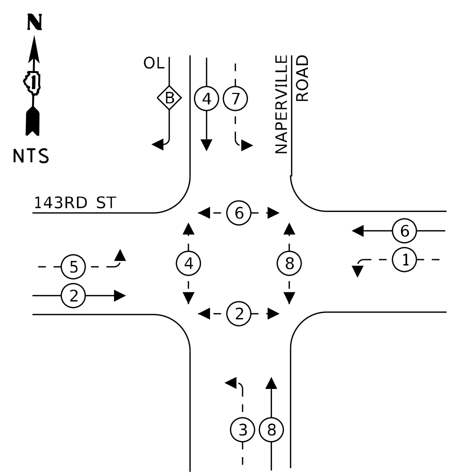
SCALE: 1"=20' | SHEET 12 OF 23 SHEETS | STA. 538+00 TO STA. 544+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	628

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

PROPOSED CONTROLLER SEQUENCE



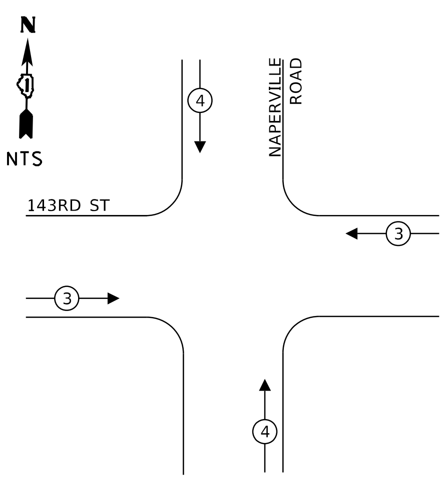
LEGEND:

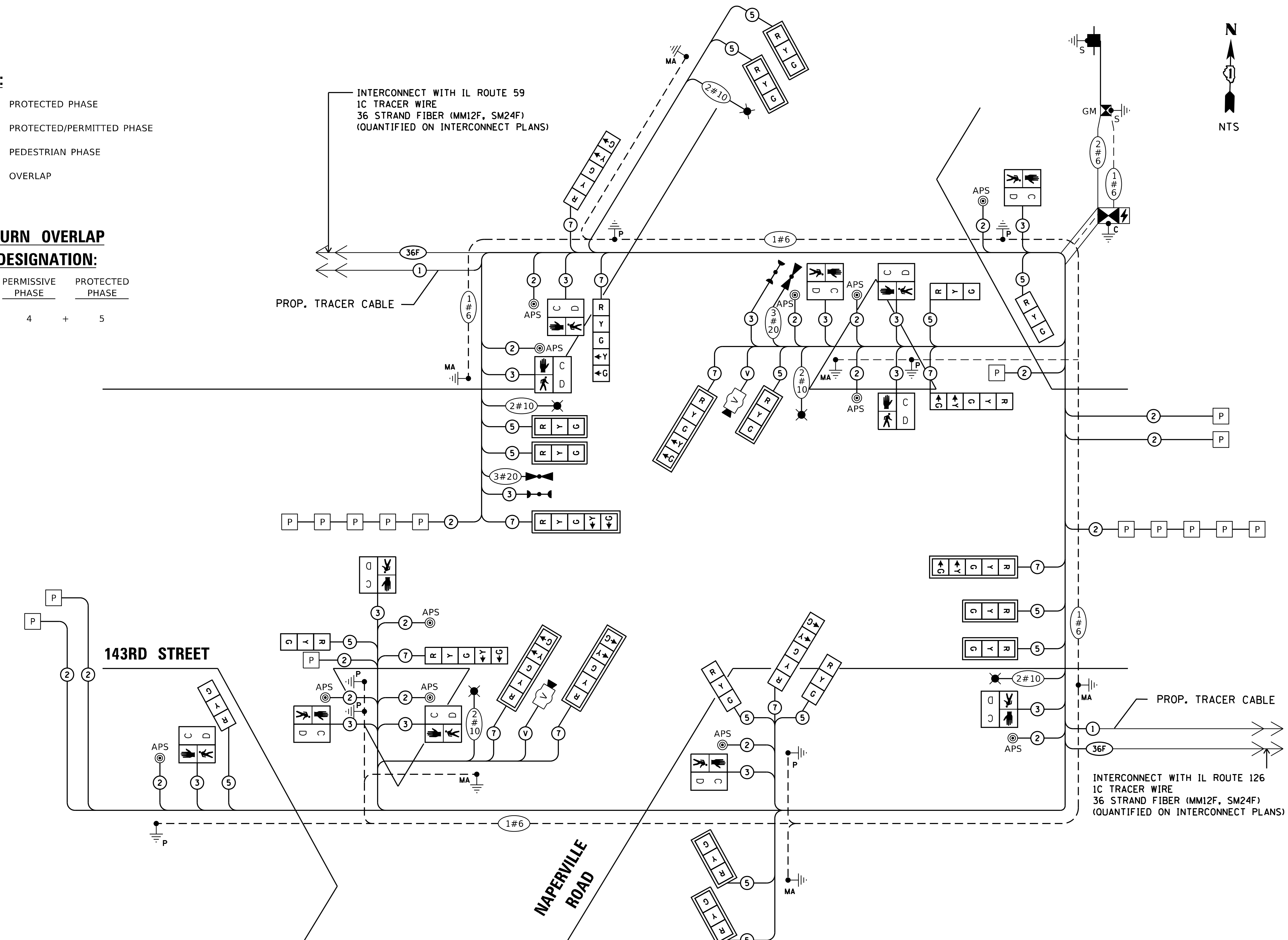
- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE





NOTES:
1. ALL RED INDICATIONS SHALL HAVE A LENS COVER

CABLE PLAN
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	3-SECTION	14	11	154.0
	4-SECTION	-	14	-
	5-SECTION	10	13	130.0
PED. SIGNAL		12	15	180.0
CONTROLLER		1	150	150.0
MASTER CONTROLLER		-	100	-
UPS		1	25	25.0
DETECTION	RADAR	-	20	-
	VIDEO	2	20	40.0
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH II OR III		1	35	35.0
CELLULAR MODEM		-	15	-
TOTAL UPS SIZING				-
UPS CHARGING		1	225	225.0
BATTERY HEATER MAT		1	180	180.0
CABINET HEATER		1	200	200.0
FLASHER		4	15	60.0
LED STREET NAME SIGN		-	120	-
LUMINAIRE		5	240	1200.0
TOTAL SERVICE WIRE SIZING				2,579.0

ENERGY COSTS TO:

DIVISION OF HIGHWAYS DISTRICT 1
ATTN: FINANCIAL SERVICES, 201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: RICK OSTER
PHONE: 779-231-0625
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 03811-20270

TS 7591
ECON 133

FILE NAME = sht-ts-21-Nap-CablePlan.dgn	DESIGNED - JJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT DATE = 2/20/2024 (9:43:41 AM)	DATE - 09/29/2023	REVISED -	

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TRAFFIC SIGNAL CABLE PLAN
143RD STREET / NAPERVILLE ROAD INTERSECTION

SCALE: NTS | SHEET 13 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	629

CONTRACT NO. 61H34
ILLINOIS FED. AID PROJECT

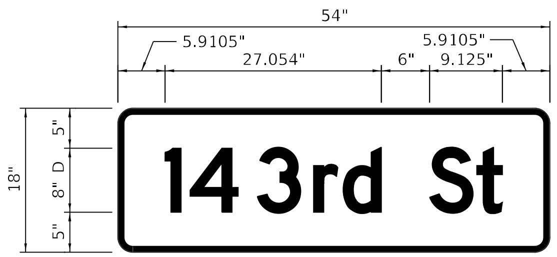
DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards
PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

SCHEDULE OF QUANTITIES

SIGN PANEL

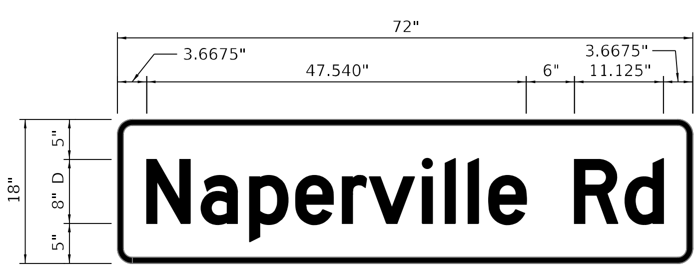
ALL DIMENSIONS ARE IN INCHES UNLESS
NOTED OTHERWISE



BORDER
R=1.88"
TH=0.75"

QUANTITY REQUIRED: 2

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	6.75	1	ZZ	2



BORDER
R=1.88"
TH=0.75"

QUANTITY REQUIRED: 4

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	9.00	1	ZZ	2

NOTE:

FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE
SEE DISTRICT ONE MAST AIM MOUNTED STREET NAME SIGN DETAIL.

	DESCRIPTION	UNIT	143RD ST AT NAPERVILLE RD SIGNAL QUANTITY
	CHANGEABLE MESSAGE SIGN	CAL DA	60
	SIGN PANEL - TYPE 1	SQ FT	43
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	607
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	344
	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	1053
	HANDHOLE	EACH	6
	HEAVY-DUTY HANDHOLE	EACH	2
	DOUBLE HANDHOLE	EACH	4
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	3081
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3598
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	4271
	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2903
	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2629
	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	58
	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1697
	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	5
	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1
	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	1
	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1
	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 38 FT.	EACH	1
	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48 FT.	EACH	1
	CONCRETE FOUNDATION, TYPE A	FOOT	24
	CONCRETE FOUNDATION, TYPE C	FOOT	4
	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	68
	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6
	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	9
	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	5
	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	5
	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	12
	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	14
	INDUCTIVE LOOP DETECTOR	EACH	6
	DETECTOR LOOP, TYPE I	FOOT	510
*	LIGHT DETECTOR	EACH	2
*	LIGHT DETECTOR AMPLIFIER	EACH	1
*	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	434
	FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET (SPECIAL)	EACH	1
	SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1
	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3
	VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	12
	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
	LED SIGNAL FACE, LENS COVER	EACH	24

* 100% COST TO THE VILLAGE OF PLAINFIELD

TS 7591
ECON 133

DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Jake Fitch

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FILE NAME = sht-ts-22-Nap-SOQ.dgn	DESIGNED - CMC	REVISED -
MODEL NAME = Default	DRAWN - JJM	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - CMC	REVISED -
PLOT DATE = 2/22/2024 (2:51:59 PM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

M.A. MOUNTED STREET NAME SIGNS & SCHEDULE OF QUANTITIES
143RD ST / NAPERVILLE RD INTERSECTION

SCALE: SHEET 14 OF 23 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	630

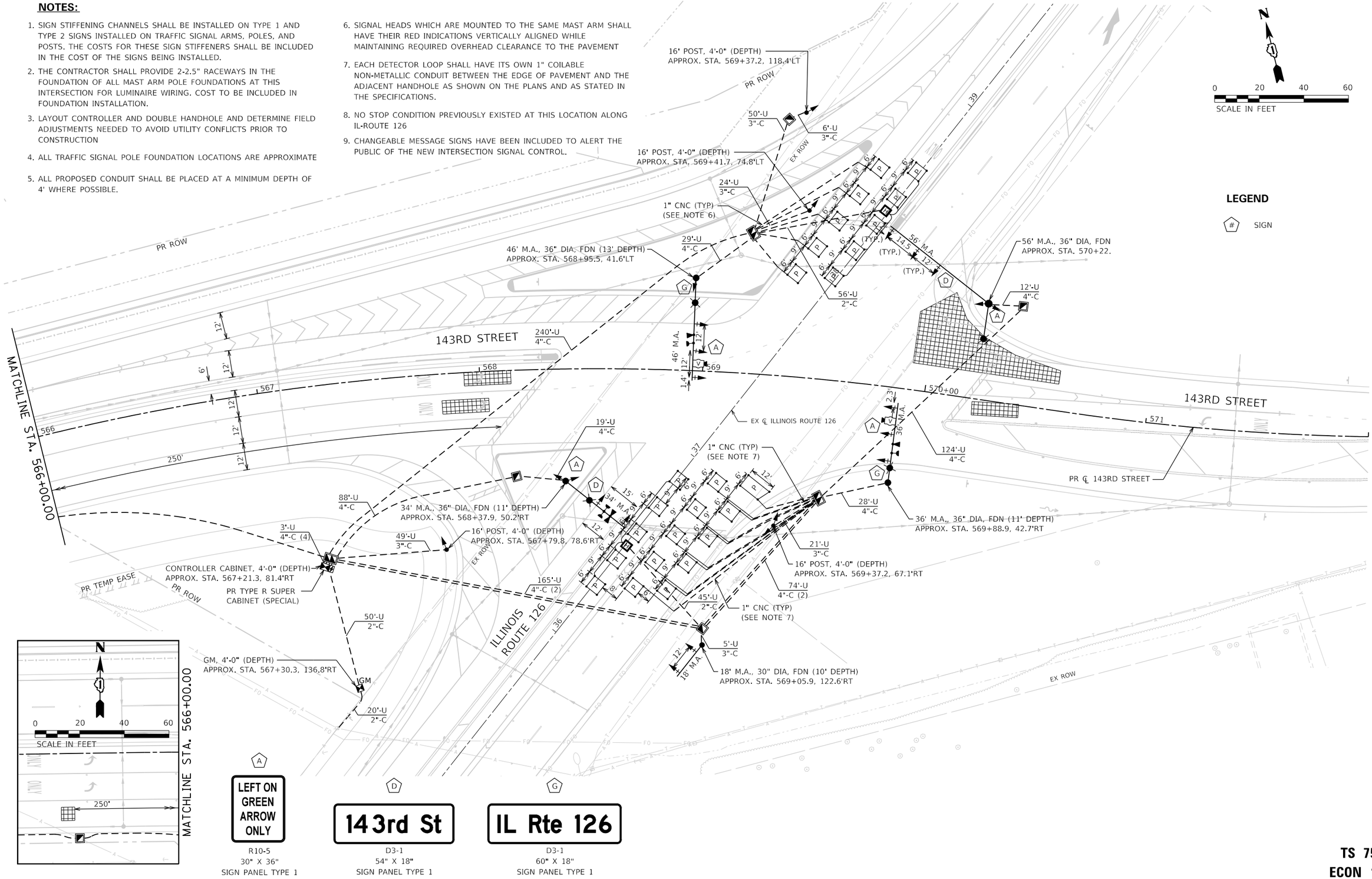
CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pltNOLAYERS\nw.pltcfg

NOTES:

1. SIGN STIFFENING CHANNELS SHALL BE INSTALLED ON TYPE 1 AND TYPE 2 SIGNS INSTALLED ON TRAFFIC SIGNAL ARMS, POLES, AND POSTS. THE COSTS FOR THESE SIGN STIFFENERS SHALL BE INCLUDED IN THE COST OF THE SIGNS BEING INSTALLED.
2. THE CONTRACTOR SHALL PROVIDE 2-2.5" RACEWAYS IN THE FOUNDATION OF ALL MAST ARM POLE FOUNDATIONS AT THIS INTERSECTION FOR LUMINAIRE WIRING. COST TO BE INCLUDED IN FOUNDATION INSTALLATION.
3. LAYOUT CONTROLLER AND DOUBLE HANDHOLE AND DETERMINE FIELD ADJUSTMENTS NEEDED TO AVOID UTILITY CONFLICTS PRIOR TO CONSTRUCTION
4. ALL TRAFFIC SIGNAL POLE FOUNDATION LOCATIONS ARE APPROXIMATE
5. ALL PROPOSED CONDUIT SHALL BE PLACED AT A MINIMUM DEPTH OF 4' WHERE POSSIBLE.
6. SIGNAL HEADS WHICH ARE MOUNTED TO THE SAME MAST ARM SHALL HAVE THEIR RED INDICATIONS VERTICALLY ALIGNED WHILE MAINTAINING REQUIRED OVERHEAD CLEARANCE TO THE PAVEMENT
7. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE SPECIFICATIONS.
8. NO STOP CONDITION PREVIOUSLY EXISTED AT THIS LOCATION ALONG IL-ROUTE 126
9. CHANGEABLE MESSAGE SIGNS HAVE BEEN INCLUDED TO ALERT THE PUBLIC OF THE NEW INTERSECTION SIGNAL CONTROL.



A
LEFT ON GREEN ARROW ONLY
R10-5
30" X 36"
SIGN PANEL TYPE 1

D
143rd St
D3-1
54" X 18"
SIGN PANEL TYPE 1

G
IL Rte 126
D3-1
60" X 18"
SIGN PANEL TYPE 1

TS 7594
ECON 133

DIRECTORY = L:\Projects\16024202-00_143rdDrawRoadway\CADD_Sheets\
USER NAME = Zach Edwards

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FILE NAME = sht-ts-234L-126-Plan1.dgn	DESIGNED - CMC	REVISED -	
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PLOT DATE = 2/20/2024 (8:43:45 AM)	DATE - 09/29/2023	REVISED -	

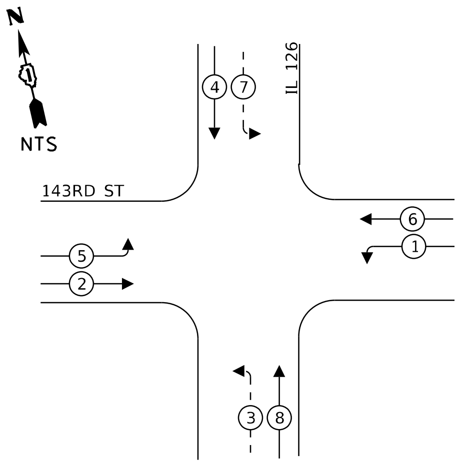
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
143RD ST / ILLINOIS ROUTE 126 INTERSECTION

SCALE: 1"=20' | SHEET 15 OF 23 SHEETS | STA. 566+00 TO STA. 572+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	631
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

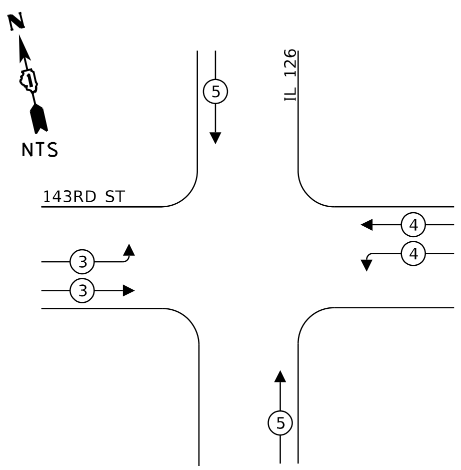
PROPOSED CONTROLLER SEQUENCE



LEGEND:

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

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



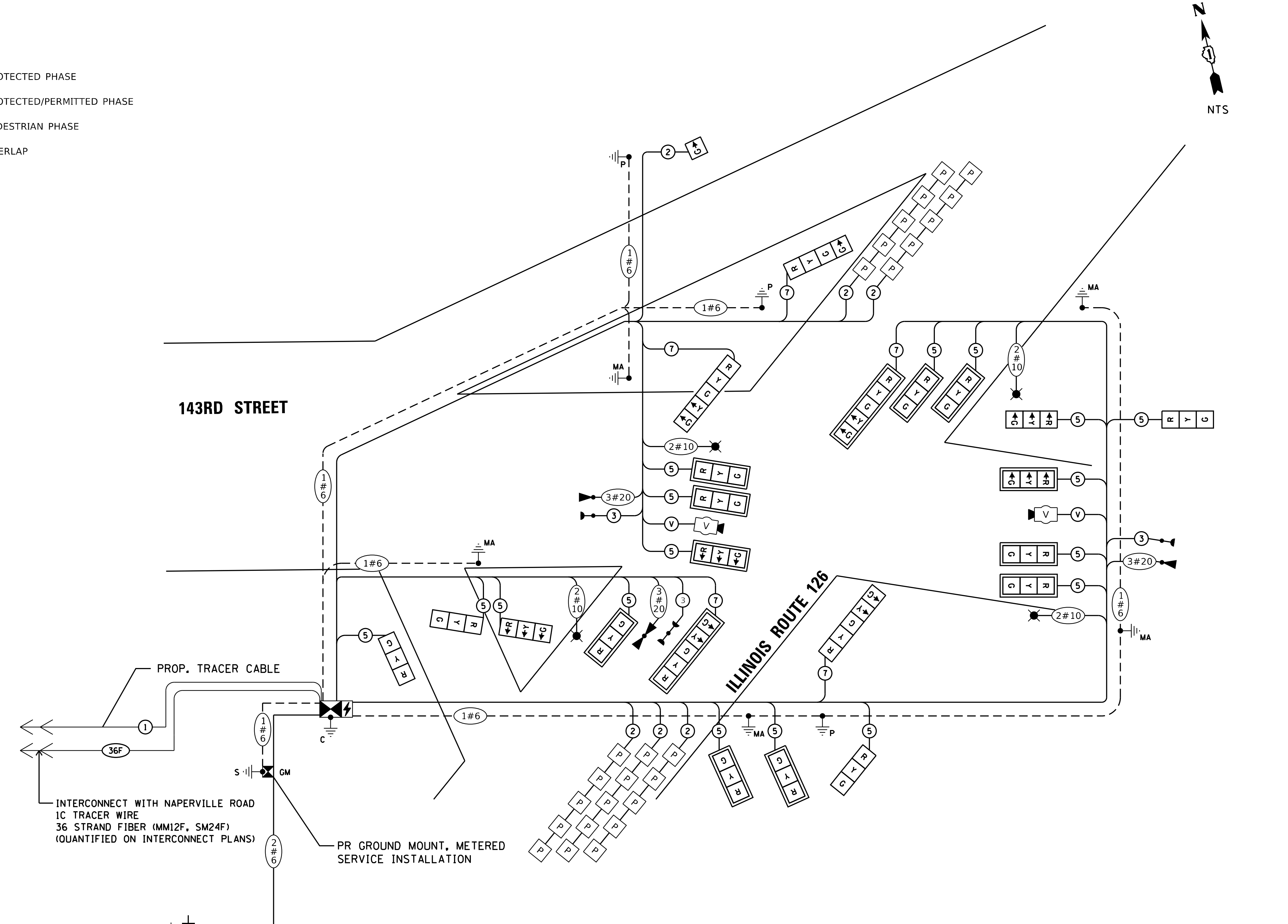
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	3-SECTION	17	11	187.0
	4-SECTION	1	14	14.0
	5-SECTION	4	13	52.0
PED. SIGNAL		-	15	-
CONTROLLER		1	150	150.0
MASTER CONTROLLER		-	100	-
UPS		1	25	25.0
DETECTION	RADAR	2	20	40.0
	VIDEO	-	20	-
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH II OR III		1	35	35.0
CELLULAR MODEM		-	15	-
TOTAL UPS SIZING				-
UPS CHARGING		1	225	225.0
BATTERY HEATER MAT		1	180	180.0
CABINET HEATER		1	200	200.0
FLASHER		4	15	60.0
LED STREET NAME SIGN		-	120	-
LUMINAIRE		4	240	960.0
TOTAL SERVICE WIRE SIZING				2,128

ENERGY COSTS TO:

DIVISION OF HIGHWAYS DISTRICT 1
ATTN: FINANCIAL SERVICES, 201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: RICK OSTER
PHONE: 779-231-0625
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 03811-20270



CABLE PLAN
(NOT TO SCALE)

NOTES:
1. ALL RED INDICATIONS SHALL HAVE A LENS COVER

TS 7594
ECON 133

FILE NAME = sht-ts-24-IL-126-CablePlan.dgn	DESIGNED - JJM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
MODEL NAME = Default	DRAWN - AS	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - CMC	REVISED -	
PLOT DATE = 2/20/2024 (9:43:47 AM)	DATE - 09/29/2023	REVISED -	

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TRAFFIC SIGNAL CABLE PLAN
143RD ST / ILLINOIS ROUTE 126 INTERSECTION

SCALE: NTS | SHEET 16 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	632

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg
DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards

SCHEDULE OF QUANTITIES

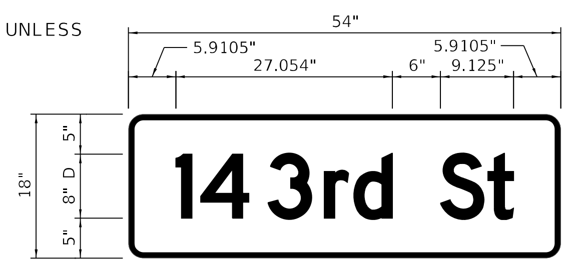
DESCRIPTION	UNIT	143RD AT IL ROUTE 126 SIGNAL QUANTITY
CHANGEABLE MESSAGE SIGN	CAL DA	90
SIGN PANEL - TYPE 1	SQ FT	59
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	171
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	155
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	1030
HANDHOLE	EACH	4
HEAVY-DUTY HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	3
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	351
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	884
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	5333
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1646
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1390
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	90
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1754
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 18 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 46 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	20
CONCRETE FOUNDATION, TYPE C	FOOT	4

DESCRIPTION	UNIT	143RD AT IL ROUTE 126 SIGNAL QUANTITY
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	35
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 1-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	11
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	13
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE I	FOOT	890
* LIGHT DETECTOR	EACH	3
* LIGHT DETECTOR AMPLIFIER	EACH	1
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	884
FULL-ACTUATED CONTROLLER AND TYPE SUPER R CABINET (SPECIAL)	EACH	1
SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
LED SIGNAL FACE, LENS COVER	EACH	22

* 100% COST TO THE VILLAGE OF PLAINFIELD

SIGN PANEL

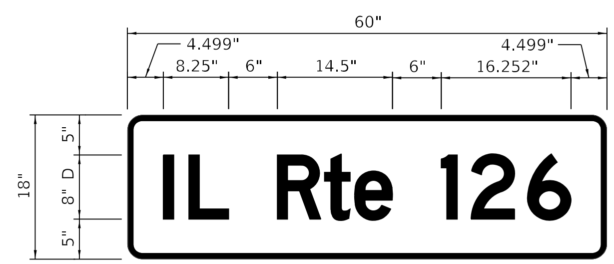
ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



BORDER
R=1.88"
TH=0.75"

QUANTITY REQUIRED: 3

DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	6.75	1	ZZ	2



BORDER
R=1.88"
TH=0.75"

QUANTITY REQUIRED: 3

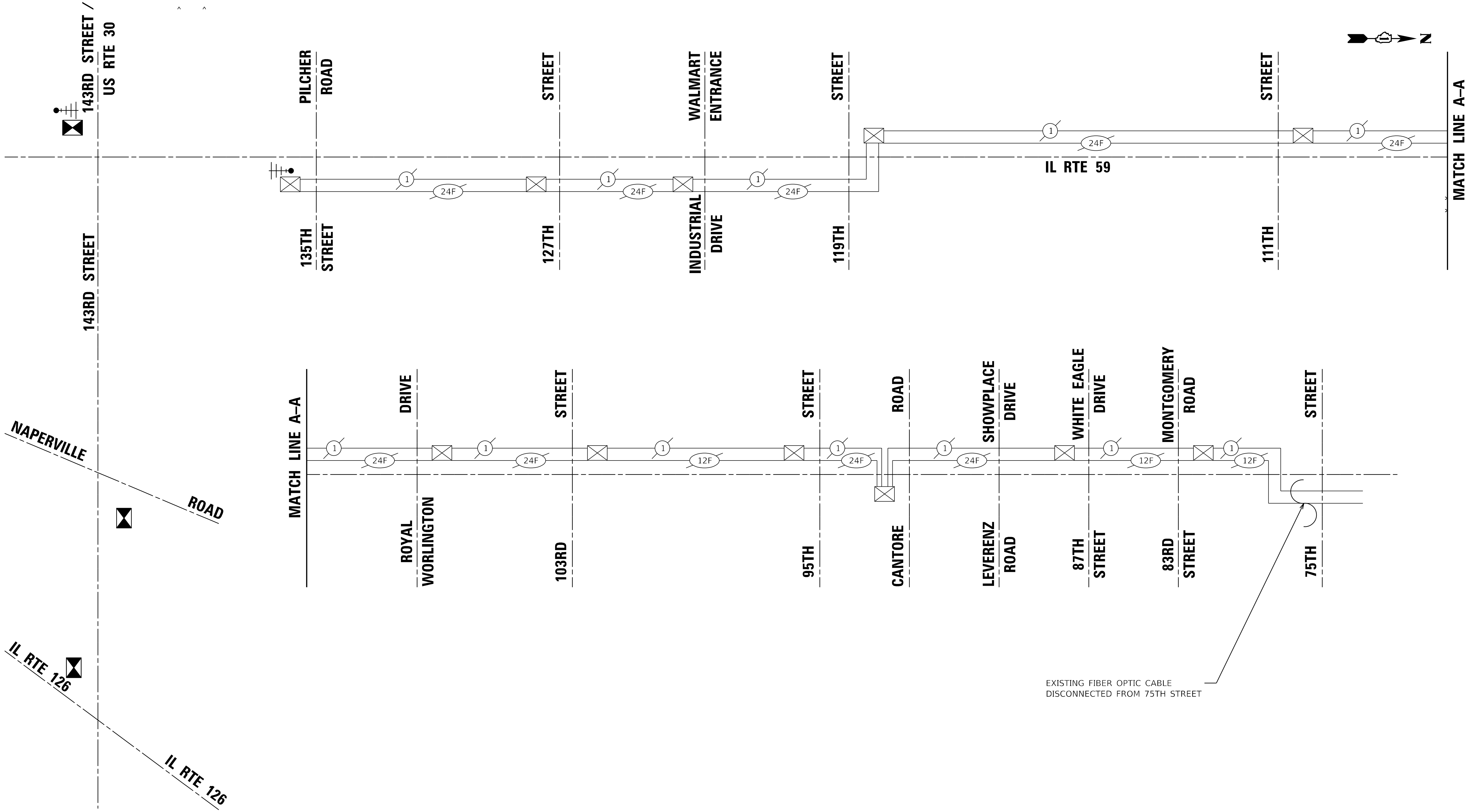
DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QUANTITY REQUIRED
D	7.75	1	ZZ	2

NOTE:

FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGN DETAIL.

TS 7594

ECON 133



ECON 133

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PLOT DATE = 2/20/2024 (9:43:50 AM)	DATE - 09/29/2023	REVISED -	

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
TEMPORARY INTERCONNECT SCHEMATIC

SCALE: NTS | SHEET 18 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	634

CONTRACT NO. 61H34
ILLINOIS FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
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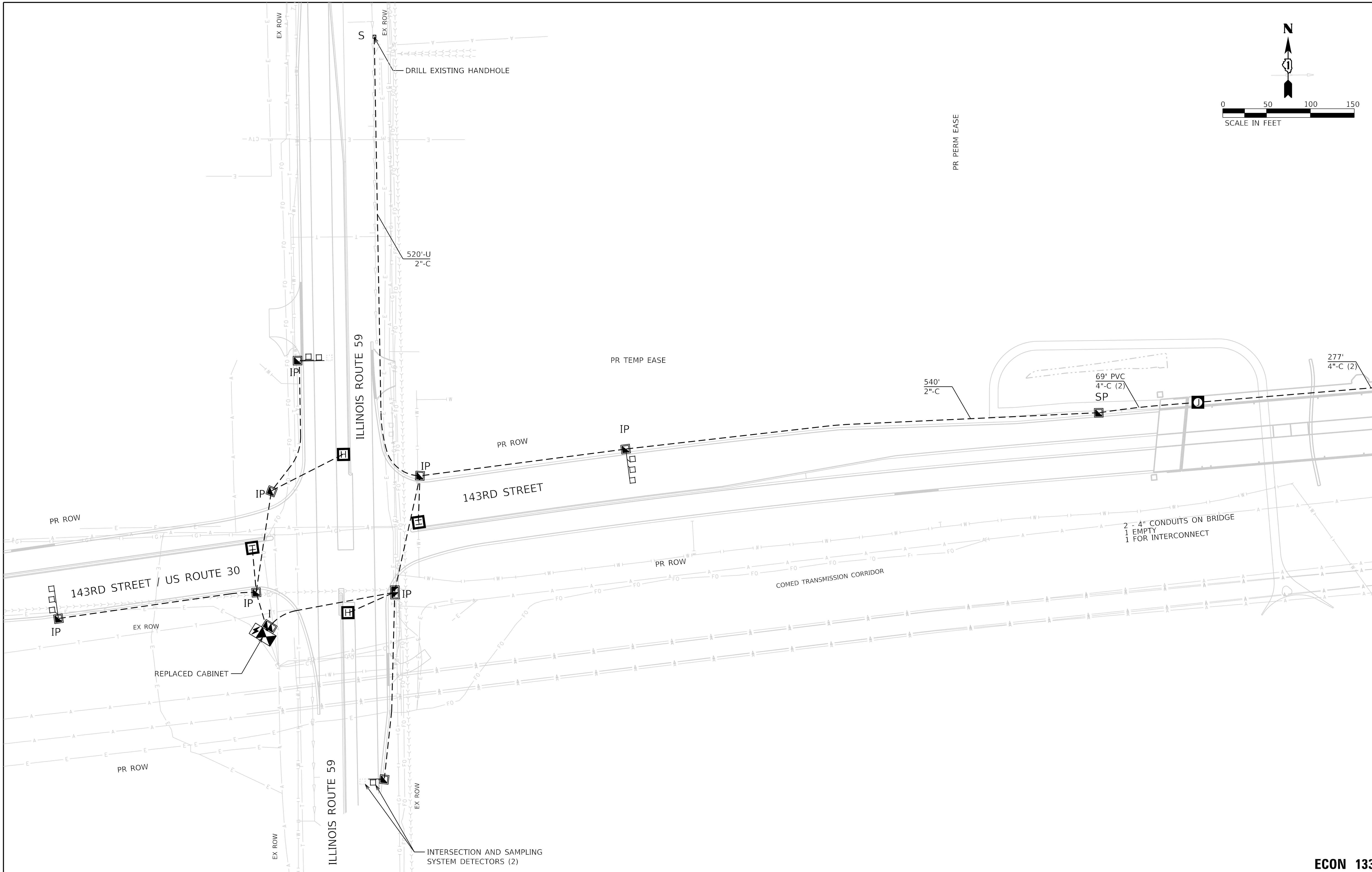
USER NAME = Zach Edwards



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PLOT DATE	= 2/20/2024 (9:43:51 AM)	DATE -	09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

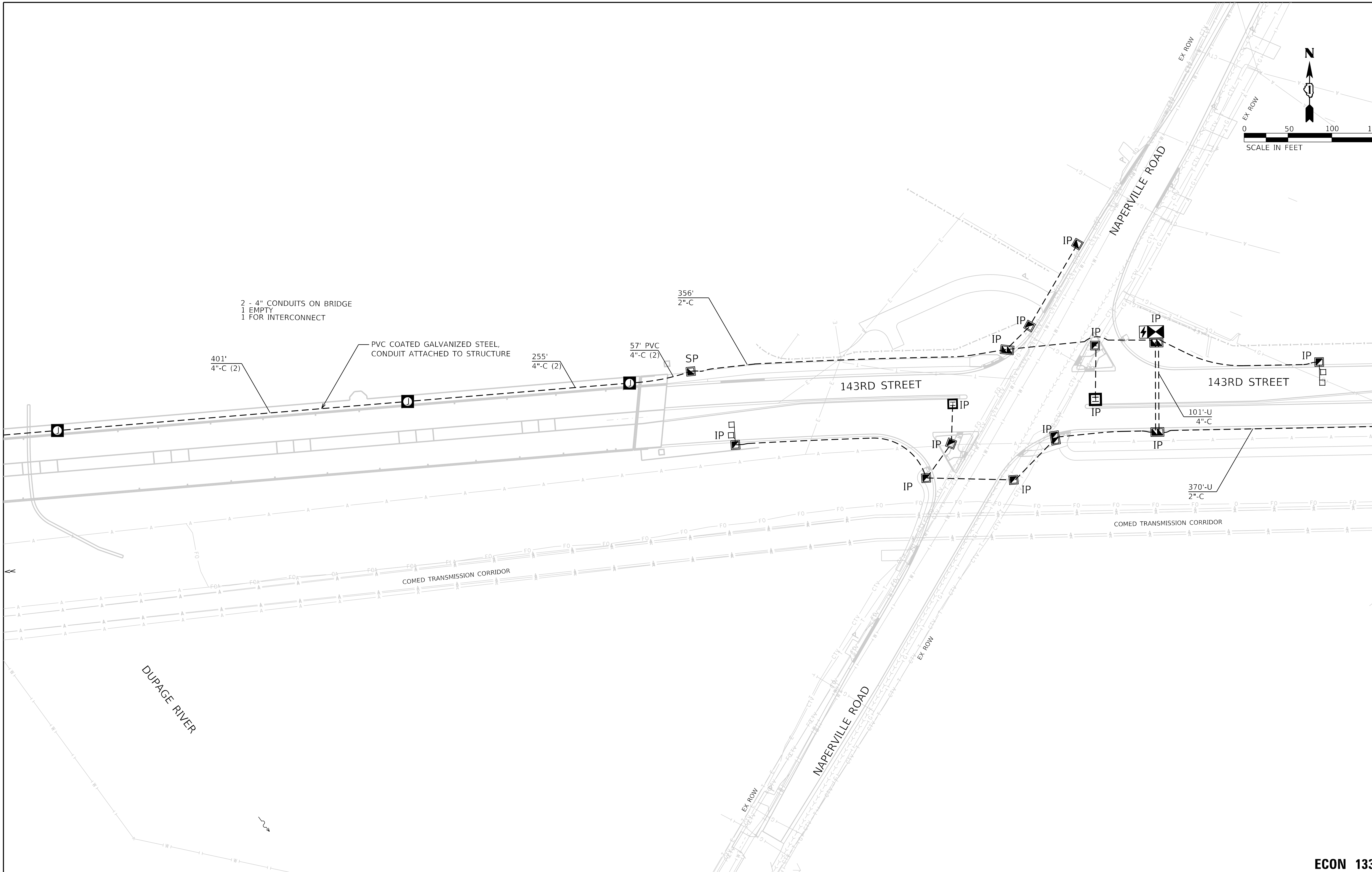
PROPOSED INTERCONNECT PLAN
143RD ST / ILLINOIS ROUTE 59 INTERSECTION

SCALE: 1"=50' | SHEET 19 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	635

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



ECON 133

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USER NAME = Zach Edwards

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FILE NAME = sht-ts-28-IntCon2.dgn	DESIGNED - CMC	REVISED -
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PLOT SCALE = 100.0000 ' / in.	CHECKED - CMC	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT PLAN
143RD ST / NAPERVILLE RD INTERSECTION

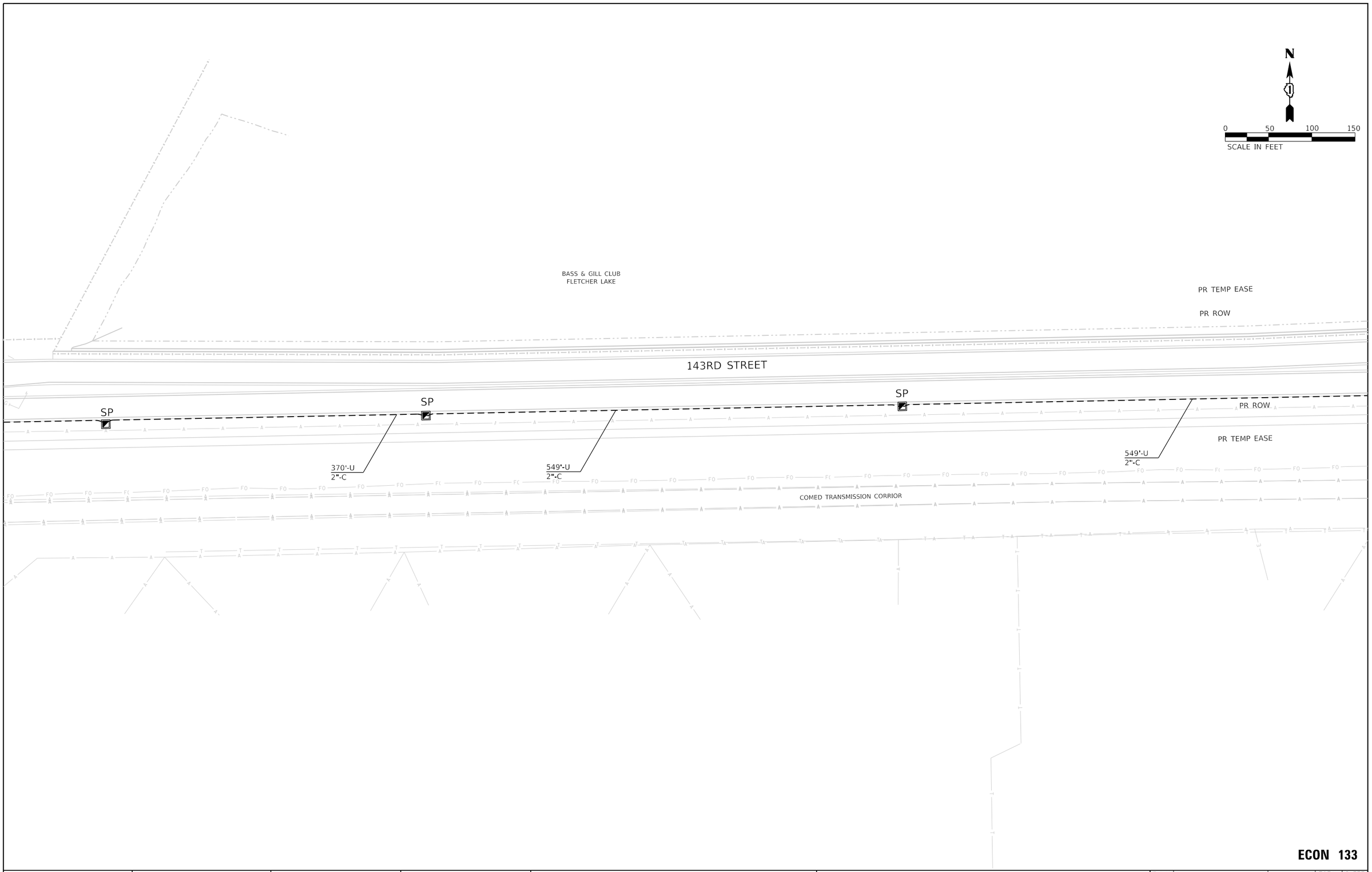
SCALE: 1"=50' | SHEET 20 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	636

CONTRACT NO. 61H34

ILLINOIS | FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERS!nw.pltcfg



ECON 133

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USER NAME = Zach Edwards

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PLOT DATE = 2/20/2024 (8:43:53 AM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT PLAN
143RD ST / NAPERVILLE RD TO ILLINOIS ROUTE 126

SCALE: 1"=50' | SHEET 21 OF 23 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	637
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

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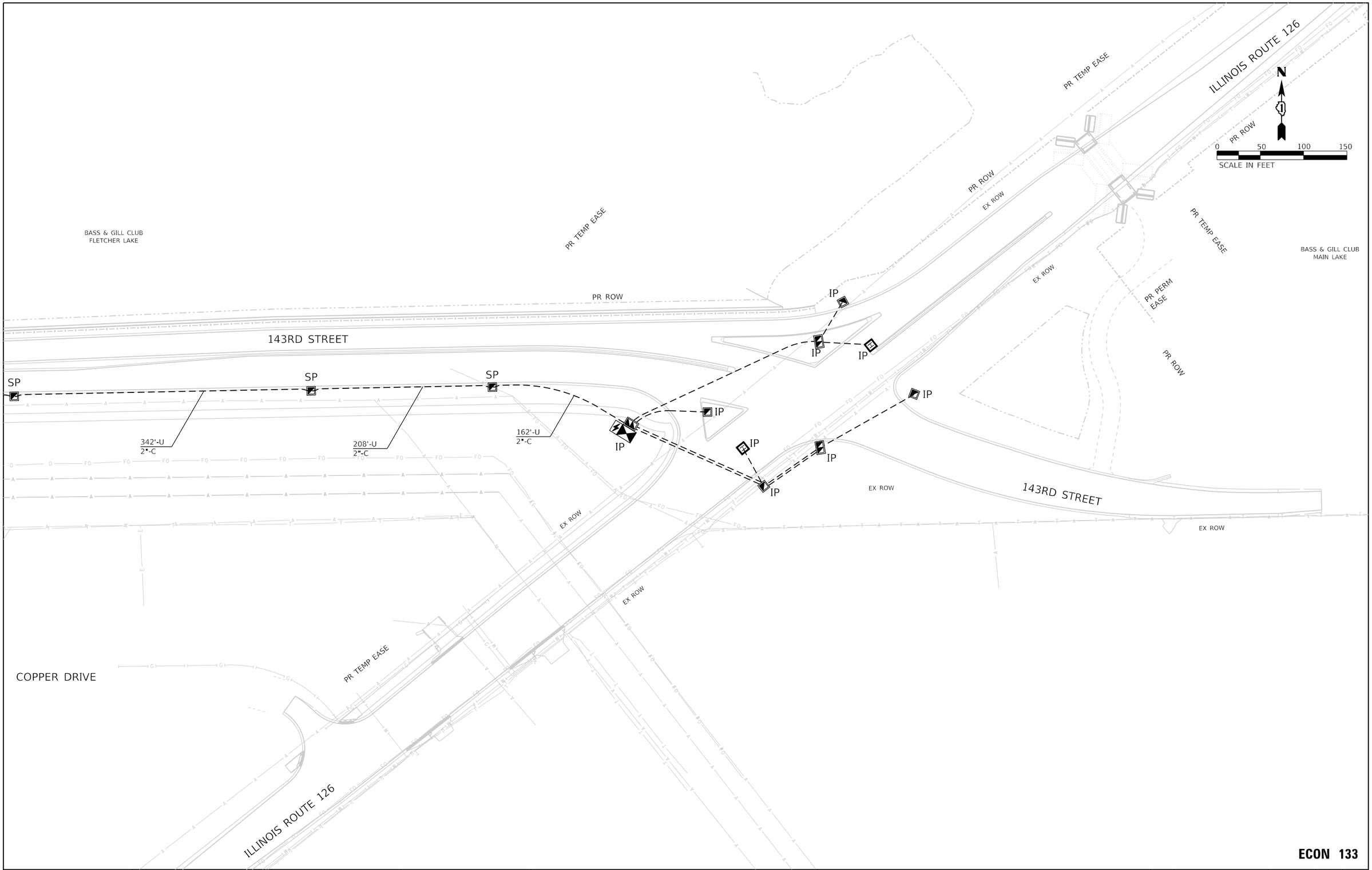

ECON 133

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USER NAME = Zach Edwards

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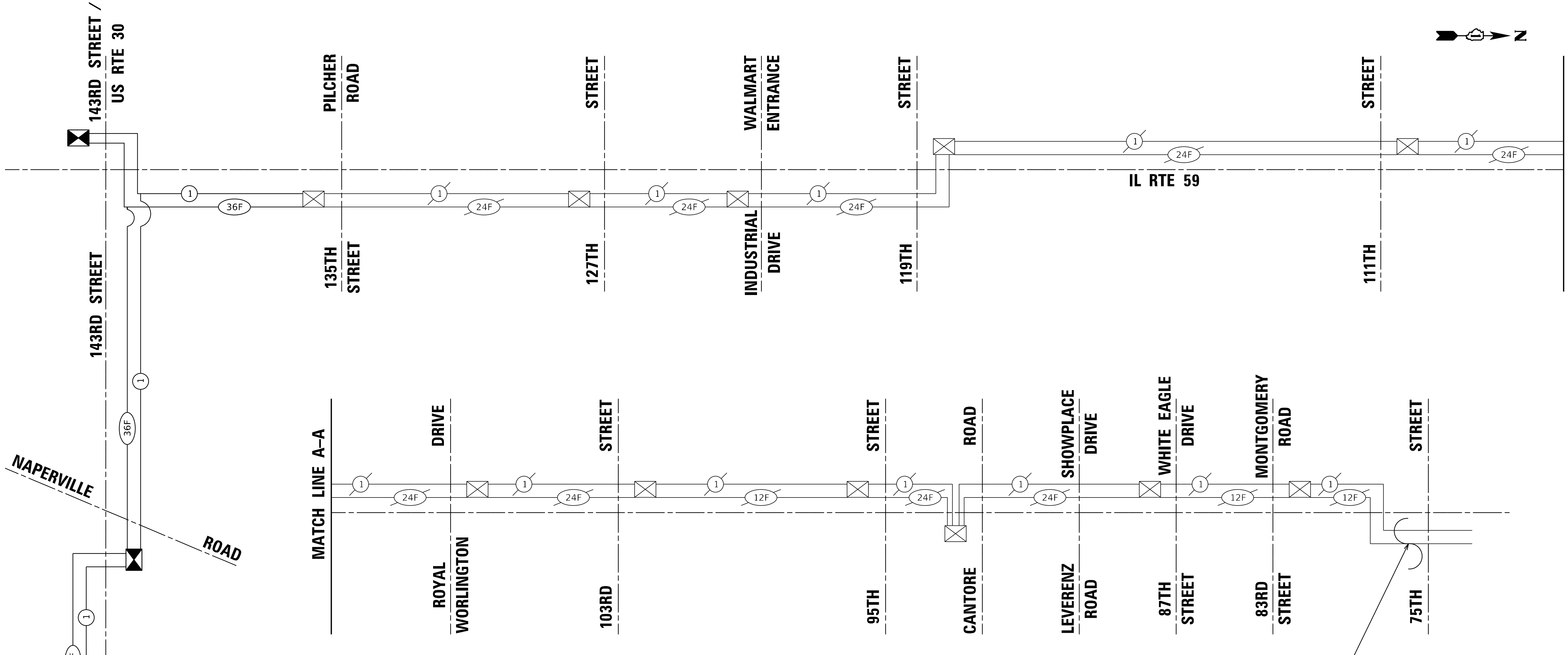
License No.: 184-000613 © Copyright CMT, Inc.	MODEL NAME = Default	DRAWN - JJM	REVISED -	
	PLOT SCALE = 100.0000 ' / In.	CHECKED - CMC	REVISED -	
	PLOT DATE = 2/20/2024 (8:43:54 AM)	DATE - 09/29/2023	REVISED -	

PROPOSED INTERCONNECT PLAN
143RD ST / ILLINOIS ROUTE 126 INTERSECTION

SCALE: 1"=50' | SHEET 22 OF 23 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	638
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



INTERCONNECT SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	INTERCONNECT QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	3966
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	101
UNDERGROUND CONDUIT, PVC, 4" DIA.	FOOT	254
CONDUIT ATTACHED TO STRUCTURE, 4" DIA., PVC COATED GALVANIZED STEEL	FOOT	1866
HANDHOLE, COMPOSITE CONCRETE	EACH	8
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
TRANSCEIVER - FIBER OPTIC	EACH	3
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	11140
DRILL EXISTING HANDHOLE	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	10870
JUNCTION BOX (SPECIAL)	EACH	4
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	11140
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

ECON 133

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PLOT DATE = 2/20/2024 (9:43:55 AM)	DATE - 09/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN
INTERCONNECT SCHEMATIC, SCHEDULE OF QUANTITIES

SCALE: NTS | SHEET 23 OF 23 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	639

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

PEN TABLE = Plainfield_TrafficSignals.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg
DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
USER NAME = Zach Edwards

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	942	639
	ILLINOIS	CONTRACT NO. 61H34		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
VOLUME 4 OF 4

PROPOSED
HIGHWAY PLANS

FAU ROUTE 0380 (143RD ST)
ILLINOIS ROUTE 59 TO ILLINOIS ROUTE 126
NEW CONSTRUCTION
SECTION NO.: 06-00040-00-FP
PROJECT NO.: NI5S(589)
WILL COUNTY
C-91-431-08

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL.

TRAFFIC DATA

143RD STREET
DESIGN DESIGNATION: MINOR ARTERIAL
CURRENT ADT (2018): 11,134 (18% TRUCKS)
PROJECTED ADT (2050): 19,500 (17% TRUCKS)
DESIGN SPEED: 45 MPH
POSTED SPEED: 40–45 MPH

NAPERVILLE ROAD
DESIGN DESIGNATION: COLLECTOR
CURRENT ADT (2018): 6,312 (TRUCKS N/A)
PROJECTED ADT (2050): 9,100 (TRUCKS N/A)
DESIGN SPEED: 35
POSTED SPEED: 35

ILLINOIS ROUTE 59
DESIGN DESIGNATION: PRINCIPAL ARTERIAL
CURRENT ADT (2018): 38,063 (8% TRUCKS)
PROJECTED ADT (2050): 41,750 (13% TRUCKS)
DESIGN SPEED: 45
POSTED SPEED: 45

ILLINOIS ROUTE 126
DESIGN DESIGNATION: MINOR ARTERIAL
CURRENT ADT (2018): 16,980 (11% TRUCKS)
PROJECTED ADT (2050): 21,250 (6% TRUCKS)
DESIGN SPEED: 45
POSTED SPEED: 45–55

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

CMT
Crawford, Murphy & Tilly
550 N Commons Drive, Suite 116
Aurora, Illinois 60504
P. 630.820.1022 | F. 630.820.0359
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CONTRACT NO. 61H34

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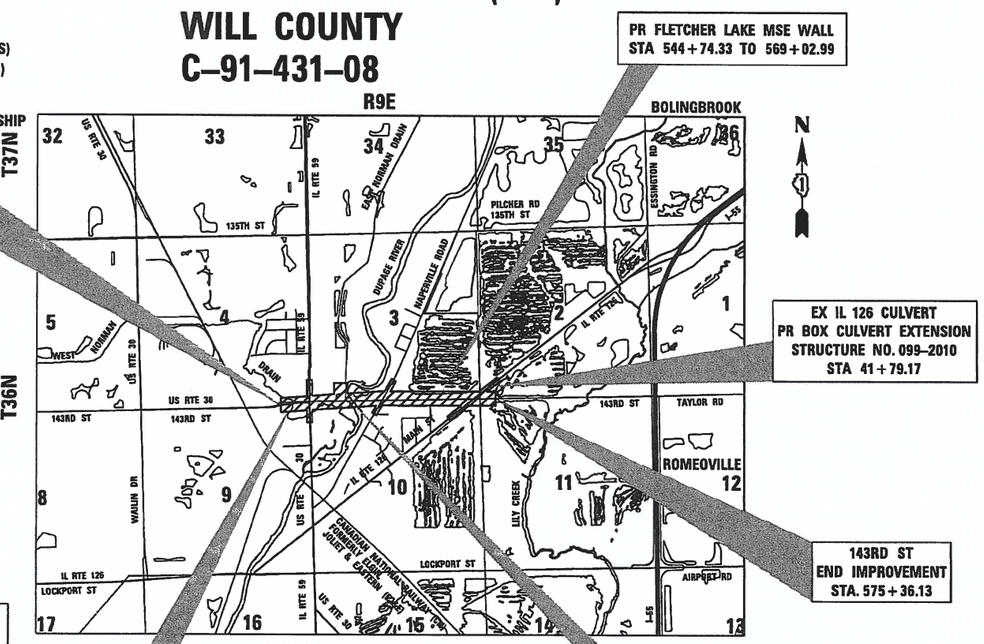

LOCATION MAP
NOT TO SCALE

143RD ST	GROSS LENGTH = 6,931.13 FT. = 1.313 MILE NET LENGTH = 6,931.13 FT. = 1.313 MILE	US RTE 30	GROSS LENGTH = 1,702.96 FT. = 0.323 MILE NET LENGTH = 1,702.96 FT. = 0.323 MILE
IL RTE 59	GROSS LENGTH = 1,391.04 FT. = 0.263 MILE NET LENGTH = 1,391.04 FT. = 0.263 MILE		
NAPERVILLE RD	GROSS LENGTH = 1,132.24 FT. = 0.214 MILE NET LENGTH = 1,132.24 FT. = 0.214 MILE		
IL RTE 126	GROSS LENGTH = 2,143.24 FT. = 0.406 MILE NET LENGTH = 2,143.24 FT. = 0.406 MILE		
GROSS LENGTH = 11,597.65 FT. = 2.197 MILE NET LENGTH = 11,597.65 FT. = 2.197 MILE			

LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED _____
Scott Throgmorton
VILLAGE OF PLAINFIELD, DIRECTOR OF PUBLIC WORKS

PASSED FEB 22 2024
_____
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID BASED ON LIMITED REVIEW 2-23-2024
_____
REGIONAL ENGINEER

PROFESSIONAL ENGINEER'S SIGNATURE & SEAL
CMT License No. 184-000613
CHARLES M. COLE 062-059904 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS
2/20/24
CHARLES "TICE" COLE, P.E., PTOE DATE
EXPIRES: 11/30/2025
SEAL

STRUCTURAL ENGINEER'S SIGNATURE & SEAL
CMT License No. 184-002812
JOSEPH T. HEGER 081-008156 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS
2/19/24
JOSEPH HEGER, P.E., S.E. DATE
EXPIRES: 11/30/2024
SEAL

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880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS

USER NAME = Zach Edwards
DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\

PLOT SCALE = 2.0000 ' / in.
= 2/20/2024 (9:48:45 AM)

PLOT DRIVER = pdfNOLAYERSbw.pltcfg
PEN TABLE = Plainfield_Screen.tbl

.. CMT

L,cense No. 184-000613

FILE NAME = sht-Index-04.dgn	DESIGNED - MJW	REVISED -
MODEL NAME = Default	DRAWN - MJW	REVISED -
PLOT SCALE =	CHECKED - CMC	REVISED -
PLOT DATE =	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

SCALE: | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
03ao	06-00040-00-FP	WILL	943	641

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

GENERAL NOTES

1. PRIOR TO THE INSTALLATION OF THE NEW CABLES, UNDERGROUND CONDUITS, CONCRETE ENCASED CONDUITS, UNIT DUCTS, HANDHOLES, JUNCTION BOXES, LIGHT POLE FOUNDATIONS, CONTROLLER FOUNDATIONS AND APPURTENANCES, THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF EXISTING CONDUITS, CABLES AND UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CALL AND COORDINATE WITH DISTRICT 1 ELECTRICAL MAINTENANCE CONTRACTOR TO AID IN THIS TASK.
   •MEADE ELECTRIC CO. DISTRICT 1 ELECTRICAL MAINTENANCE CONTRACTOR SHALL LOCATE IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES. PHONE NUMBER: 773-287-7672
2. THE CONTRACTOR SHALL VERIFY ALL OF THE DATA SHOWN ON THE CONTRACT PLANS AND REFERENCE DRAWINGS, WHICH WOULD AFFECT THEIR WORK UNDER THIS CONTRACT.
3. ALL NEW CABLES, CONDUITS, HANDHOLES, JUNCTION BOXES AND APPURTENANCES ARE ILLUSTRATED DIAGRAMMATICALLY. PROPOSED ROUTING OF THE UNDERGROUND CONDUITS, AS SHOWN IN THE PLANS, IS FOR INFORMATION ONLY. CONTRACTOR SHALL VERIFY THE ACTUAL ROUTING LOCATION IN THE FIELD WITH THE APPROVAL OF THE ENGINEER.
4. ALL SPLICES SHALL BE HEAT SHRINK, WATERPROOF AND INSTALLED INSIDE A LIGHT POLE BASE, JUNCTION BOX OR LIGHTING CONTROLLER. NO BELOW GRADE SPLICES SHALL BE ALLOWED.
5. LUMINAIRES MUST BE INSTALLED ON LIGHT STANDARDS AS SUCH THAT POLES AND MAST ARMS ARE NOT LEFT UNLOADED.
6. THE ELECTRICAL MATERIAL SHALL BE NEW AND OF THE TYPE AND KINDS APPROVED BY THE FOLLOWING ORGANIZATIONS:

   NATIONAL ELECTRICAL MANUFACTURES ASSOCIATION
   INSTITUTE OF ELECTRICAL AND ELECTRONIC ENGINEERS
   ILLUMINATION ENGINEERING SOCIETY OF NORTH AMERICA
   AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
   ILLINOIS DEPARTMENT OF TRANSPORTATION
   UNDERWRITERS LABORATORIES
   AMERICAN STANDARD INSTITUTE
   INSULATED POWER CABLE ENGINEERS ASSOCIATION

7. UNDERGROUND CONDUITS AND CABLE DUCTS SHALL BE POSITIONED IN THE FIELD TO AVOID CONFLICTS WITH UNDERDRAINS AND OTHER UTILITIES.
8. WHERE MULTIPLE CABLE DUCTS OR UNDERGROUND CONDUITS ADJACENT TO EACH OTHER ARE INSTALL IN A COMMON TRENCH. TRENCH AND BACKFILL SHALL BE CONTINUOUS BETWEEN EACH CABLE DUCT OR UNDERGROUND CONDUIT FOR THE LENGTH OF THE COMMON TRENCH.
9. UTILITY POLES REQUIRED FOR ELECTRIC SERVICE INSTALLATION SHALL BE INSTALLED BY THE UTILITY COMPANY. CONTRACTOR SHALL INSTALL UNDERGROUND CONDUITS, GROUNDING, METER CABINET, AND SECONDARY CONDUCTORS FROM THE UTILITY POLE. COORDINATE WORK WITH UTILITY COMPANY. REFER TO LIGHTING PLAN DETAILS FOR ELECTRIC SERVICE INSTALLATION TO LIGHTING CONTROLLER.
10. THE CONTRACTOR SHALL PREPARE A SCHEDULE WHEN THE PROJECT COMMENCES, WHICH ESTABLISHES THE DATE WHEN ELECTRICAL SERVICES ARE REQUIRED. THIS SCHEDULE SHALL BE FORWARDED IN WRITING TO THE UTILITY COMPANY. SUBSEQUENT UPDATING TO THE SCHEDULE SHALL ALSO BE FORWARDED TO UTILITY COMPANY AS CHANGES OCCUR A MINIMUM OF FIVE (5) DAYS BEFORE ELECTRICAL SERVICES ARE REQUIRED. THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY BY PHONE AND IN WRITING TO CONFIRM THE REQUIREMENT. COMED CONTACT FOR THE PROJECT SHALL BE JOE LEPE, PHONE NUMBER: 815-724-5569.
11. HOUSESIDE SHIELDS SHALL BE USED ON LUMINAIRES ADJACENT TO RESIDENTIAL AREAS AND SHALL BE INCLUDED IN THE COST OF THE ROADWAY LUMINAIRE PAY ITEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
12. SPLICES NECESSARY FOR A COMPLETE AND OPERATIONAL LIGHTING CIRCUIT SHALL BE INCLUDED IN THE COST OF PAY ITEM UNIT DUCT, OF THE TYPE SPECIFIED IN THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
13. CONTRACTOR SHALL TAKE OVER MAINTENANCE OF EXISTING ROADWAY LIGHTING CONTROLLERS. COST SHALL BE PAID UNDER PAY ITEM Z0033028, MAINTAIN LIGHTING SYSTEM, CAL PER MONTH.

ROADWAY LIGHTING SCHEDULE OF QUANTITIES

ITEM NUMBER	SP	DESCRIPTION	UNIT	QUANTITY
1		ELECTRIC SERVICE INSTALLATION	EACH	2
2		ELECTRIC UTILITY SERVICE CONNECTION	LSUM	1
3		UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	130
4		UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	325
5		UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	1,350
6		UNDERGROUND CONDUIT, PVC, 1" DIA.	FOOT	520
7		HANDHOLE	EACH	6
8		UNIT DUCT, 600V, 2-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	4,233
9		UNIT DUCT, 600V, 4-1C NO. 8, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1-1/4" DIA. POLYETHYLENE	FOOT	8,292
10		ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,110
11		ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 6	FOOT	150
12		ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 2	FOOT	450
13		AERIAL CABLE, 2-1/C NO. 8 WITH MESSENGER WIRE	FOOT	2,550
14	•	LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G	EACH	67
15		LIGHTING CONTROLLER, BASEMOUNTED, 240VOLT, 100AMP	EACH	2
16		LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	62
17		LIGHT POLE, WOOD, 60 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	13
18		LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	589
19		BREAKAWAY DEVICE, TRANSORMER BASE, 15 INCH BOLT CIRCLE	EACH	62
20	•	LUMINAIRE, LED, SPECIAL	EACH	4
21		REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	13
22		REMOVAL OF LIGHTING UNIT, NO SALVAGE	EACH	5
23	•	DMX CONTROL CABLE IN CONDUIT	FOOT	280
24	•	TEMPORARY LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	16
25	•	LIGHTING CONTROLLER, SPECIAL	EACH	2
26	•	REMOVAL OF TEMPORARY LUMINAIRE	EACH	16
27	•	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	67
28	•	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	12

• INDICATES SPECIAL PROVISION

LEGEND

LIGHTING UNIT
240V LED LUMINAIRE WITH 21,000 LUMENS & TYPE 3 DISTRIBUTION, 47.5-FT MOUNTING HEIGHT, 15-FT MAST ARM, 9-FT 6-INCH DEEP 24-INCH DIA. FOUNDATION WITH BREAKAWAY TRANSFORMER BASE

TRAFFIC SIGNAL COMBINATION UNIT
120V LED LUMINAIRE WITH 21,000 LUMENS & TYPE 3 DISTRIBUTION, 45-FT MOUNTING HEIGHT, 15-FT MAST ARM. (REFER TO TRAFFIC SIGNAL PLANS FOR FOUNDATION AND POLE INSTALLATION)

TEMPORARY LIGHTING UNIT
240V LED LUMINAIRE WITH 28,000 LUMENS & TYPE 3 DISTRIBUTION, 50-FT MOUNTING HEIGHT ON 60-FT WOOD POLE WITH 15-FT MAST ARM

EXISTING ROADWAY LIGHTING UNIT TO REMAIN WITH NEW 240V LED LUMINAIRE WITH 21,000 LUMENS & TYPE 3 DISTRIBUTION

IN-GOUND FLUSH MOUNTED MONUMENT RGB LIGHT (PAY ITEM X1400238 - LUMINAIRE, LED, SPECIAL)

LIGHTING CONTROLLER, 240/480V, 100A, 1Ø, 3W

ELECTRIC SERVICE INSTALLATION, 240/480V, 100A, 1Ø, 3W

GROUND ROD 5/8" DIA. X 10' LONG

L — LIGHTING CONDUCTORS IN RACEWAY SIZE AND NUMBER AS INDICATED ON PLANS, (NOTE 12)

L — LIGHTING CONDUCTORS IN RACEWAY IN RIGID GALVANIZED STEEL CONDUIT SLEEVE, SIZE AND QUANTITY AS INDICATED ON PLANS

A — AERIAL CABLE WITH MESSENGER WIRE, SIZE AND QUANTITY AS INDICATED ON PLANS

"T" TRENCH CONDUIT UNDER ROADWAY

"P" BORE AND PULL CONDUIT UNDER ROADWAY

"RGC" RIGID GALVANIZED STEEL CONDUIT

CIRCUIT DESIGNATION SCHEME

X A 12 (R)
- X — CONTROL CABINET
- A — CIRCUITRY
- 12 — POLE NUMBER
- (R) — CABLE COLOR CODE

STA. XXX+XX.XX — STATION
OFF. XX.X' RT/LT — OFFSET
EOP SETBACK X.X' — EDGE OF PAVEMENT SETBACK

CABLE/CONDUIT NOMENCLATURE

(A) UNIT DUCT, 4-1C NO. 8, 1/C NO. 8 GROUND, (600V, XLP-TYPE USE), IN 1-1/4" DIA. POLYETHYLENE

(B) UNIT DUCT, 2-1C NO. 8, 1/C NO. 8 GROUND, (600V, XLP-TYPE USE), IN 3/4" DIA. POLYETHYLENE

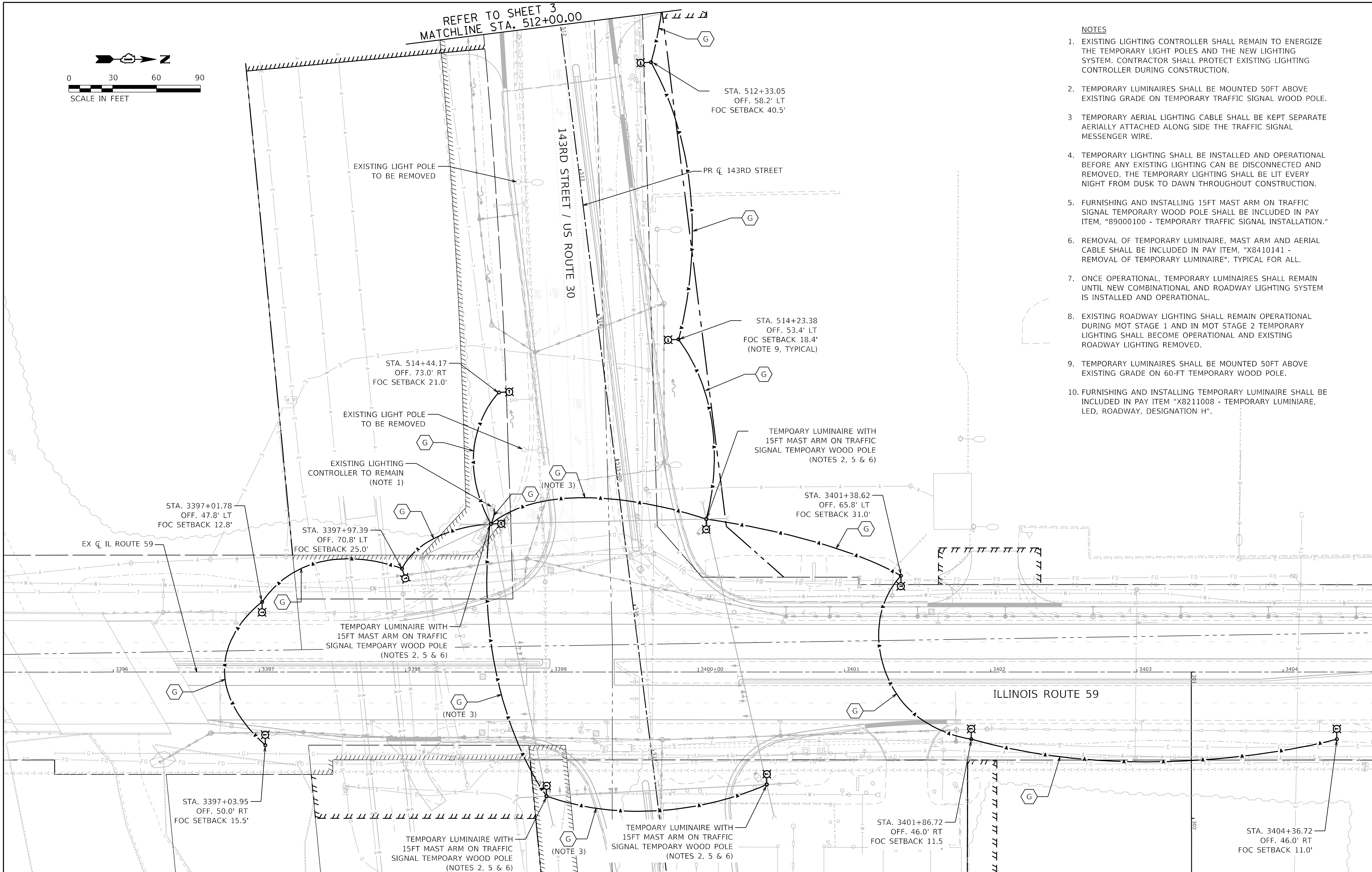
(C) 3-1/C NO. 2 (XLP-TYPE USE), NO. 6 GOUND, IN 2 1/2" GALVANIZED STEEL CONDUIT

(D) 2-1/C NO. 10, 1/C NO. 10 GROUND, (600V, XLP-TYPE USE), IN 1" PVC SCHEDULE 80 CONDUIT

(E) DMX CONTROL CABLE IN 1" PVC SCHEDULE 80 CONDUIT

(F) EXISTING UNDERGROUND CABLE IN CONDUIT OR UNITDUCT TO REMAIN

(G) AERIAL CABLE, 2-1/C NO. 8 WITH MESSENGER WIRE



NOTES

1. EXISTING LIGHTING CONTROLLER SHALL REMAIN TO ENERGIZE THE TEMPORARY LIGHT POLES AND THE NEW LIGHTING SYSTEM. CONTRACTOR SHALL PROTECT EXISTING LIGHTING CONTROLLER DURING CONSTRUCTION.
2. TEMPORARY LUMINAIRES SHALL BE MOUNTED 50FT ABOVE EXISTING GRADE ON TEMPORARY TRAFFIC SIGNAL WOOD POLE.
3. TEMPORARY AERIAL LIGHTING CABLE SHALL BE KEPT SEPARATE AERIALLY ATTACHED ALONG SIDE THE TRAFFIC SIGNAL MESSENGER WIRE.
4. TEMPORARY LIGHTING SHALL BE INSTALLED AND OPERATIONAL BEFORE ANY EXISTING LIGHTING CAN BE DISCONNECTED AND REMOVED. THE TEMPORARY LIGHTING SHALL BE LIT EVERY NIGHT FROM DUSK TO DAWN THROUGHOUT CONSTRUCTION.
5. FURNISHING AND INSTALLING 15FT MAST ARM ON TRAFFIC SIGNAL TEMPORARY WOOD POLE SHALL BE INCLUDED IN PAY ITEM, "89000100 - TEMPORARY TRAFFIC SIGNAL INSTALLATION."
6. REMOVAL OF TEMPORARY LUMINAIRE, MAST ARM AND AERIAL CABLE SHALL BE INCLUDED IN PAY ITEM, "X8410141 - REMOVAL OF TEMPORARY LUMINAIRE". TYPICAL FOR ALL.
7. ONCE OPERATIONAL, TEMPORARY LUMINAIRES SHALL REMAIN UNTIL NEW COMBINATIONAL AND ROADWAY LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
8. EXISTING ROADWAY LIGHTING SHALL REMAIN OPERATIONAL DURING MOT STAGE 1 AND IN MOT STAGE 2 TEMPORARY LIGHTING SHALL BECOME OPERATIONAL AND EXISTING ROADWAY LIGHTING REMOVED.
9. TEMPORARY LUMINAIRES SHALL BE MOUNTED 50FT ABOVE EXISTING GRADE ON 60-FT TEMPORARY WOOD POLE.
10. FURNISHING AND INSTALLING TEMPORARY LUMINAIRE SHALL BE INCLUDED IN PAY ITEM "X8211008 - TEMPORARY LUMINIARE, LED, ROADWAY, DESIGNATION H".

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PLOT DRIVER = pdfNOLAYERSbw.pltcfg

DIRECTORY = L:\Plainfield\16024202-00_143rd\Draw\Roadway\CADD_Sheets\...
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY LIGHTING PLAN
143RD STREET & IL-59

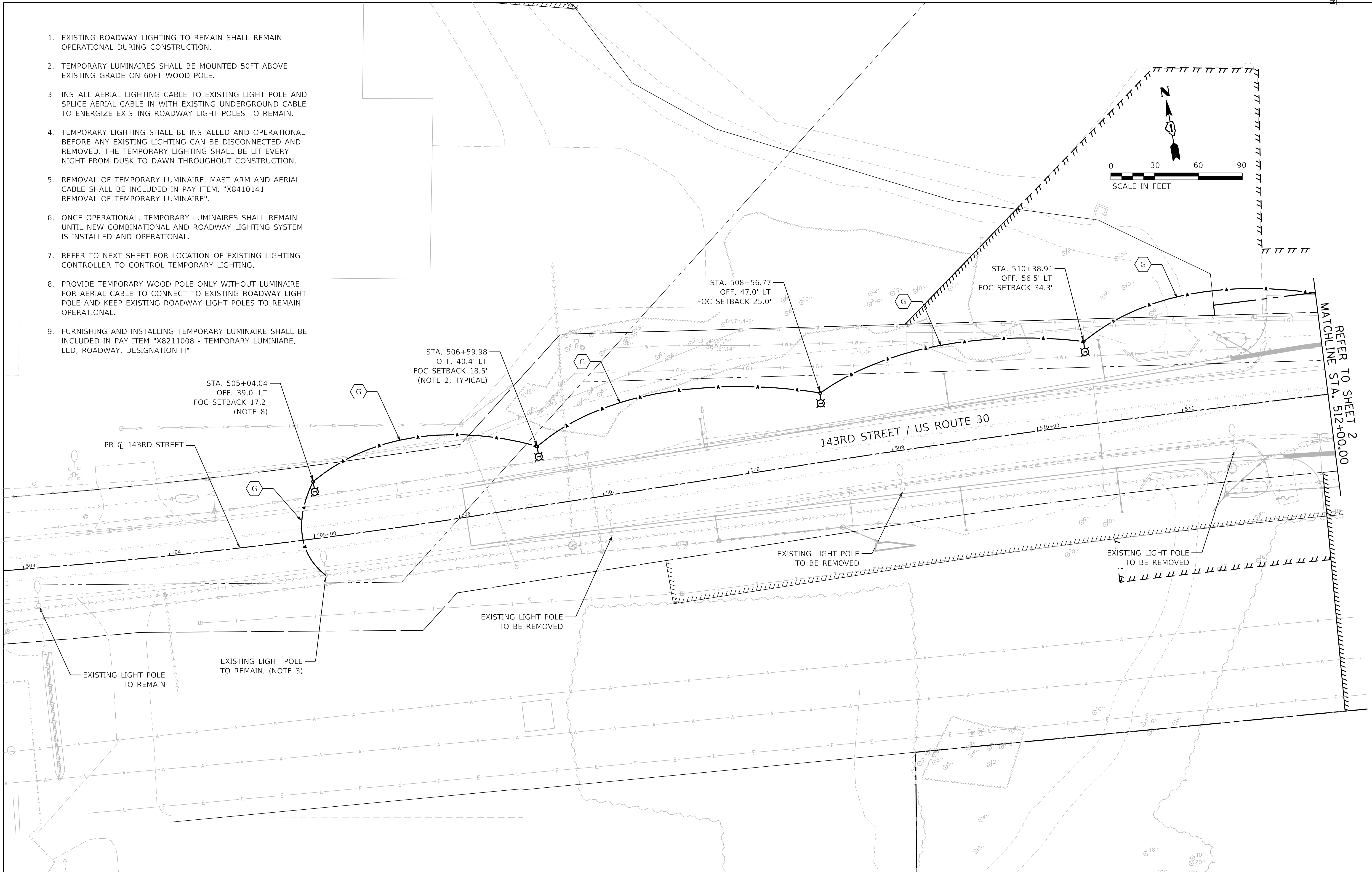
SCALE: 1"=20' | SHEET 2 OF 35 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	643

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

1. EXISTING ROADWAY LIGHTING TO REMAIN SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
2. TEMPORARY LUMINAIRES SHALL BE MOUNTED 50FT ABOVE EXISTING GRADE ON 60FT WOOD POLE.
3. INSTALL AERIAL LIGHTING CABLE TO EXISTING LIGHT POLE AND SPLICE AERIAL CABLE IN WITH EXISTING UNDERGROUND CABLE TO ENERGIZE EXISTING ROADWAY LIGHT POLES TO REMAIN.
4. TEMPORARY LIGHTING SHALL BE INSTALLED AND OPERATIONAL BEFORE ANY EXISTING LIGHTING CAN BE DISCONNECTED AND REMOVED. THE TEMPORARY LIGHTING SHALL BE LIT EVERY NIGHT FROM DUSK TO DAWN THROUGHOUT CONSTRUCTION.
5. REMOVAL OF TEMPORARY LUMINAIRE, MAST ARM AND AERIAL CABLE SHALL BE INCLUDED IN PAY ITEM, "X8410141 - REMOVAL OF TEMPORARY LUMINAIRE".
6. ONCE OPERATIONAL, TEMPORARY LUMINAIRES SHALL REMAIN UNTIL NEW COMBINATIONAL AND ROADWAY LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
7. REFER TO NEXT SHEET FOR LOCATION OF EXISTING LIGHTING CONTROLLER TO CONTROL TEMPORARY LIGHTING.
8. PROVIDE TEMPORARY WOOD POLE ONLY WITHOUT LUMINAIRE FOR AERIAL CABLE TO CONNECT TO EXISTING ROADWAY LIGHT POLE AND KEEP EXISTING ROADWAY LIGHT POLES TO REMAIN OPERATIONAL.
9. FURNISHING AND INSTALLING TEMPORARY LUMINAIRE SHALL BE INCLUDED IN PAY ITEM "X8211008 - TEMPORARY LUMINAIRE, LED, ROADWAY, DESIGNATION H".



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

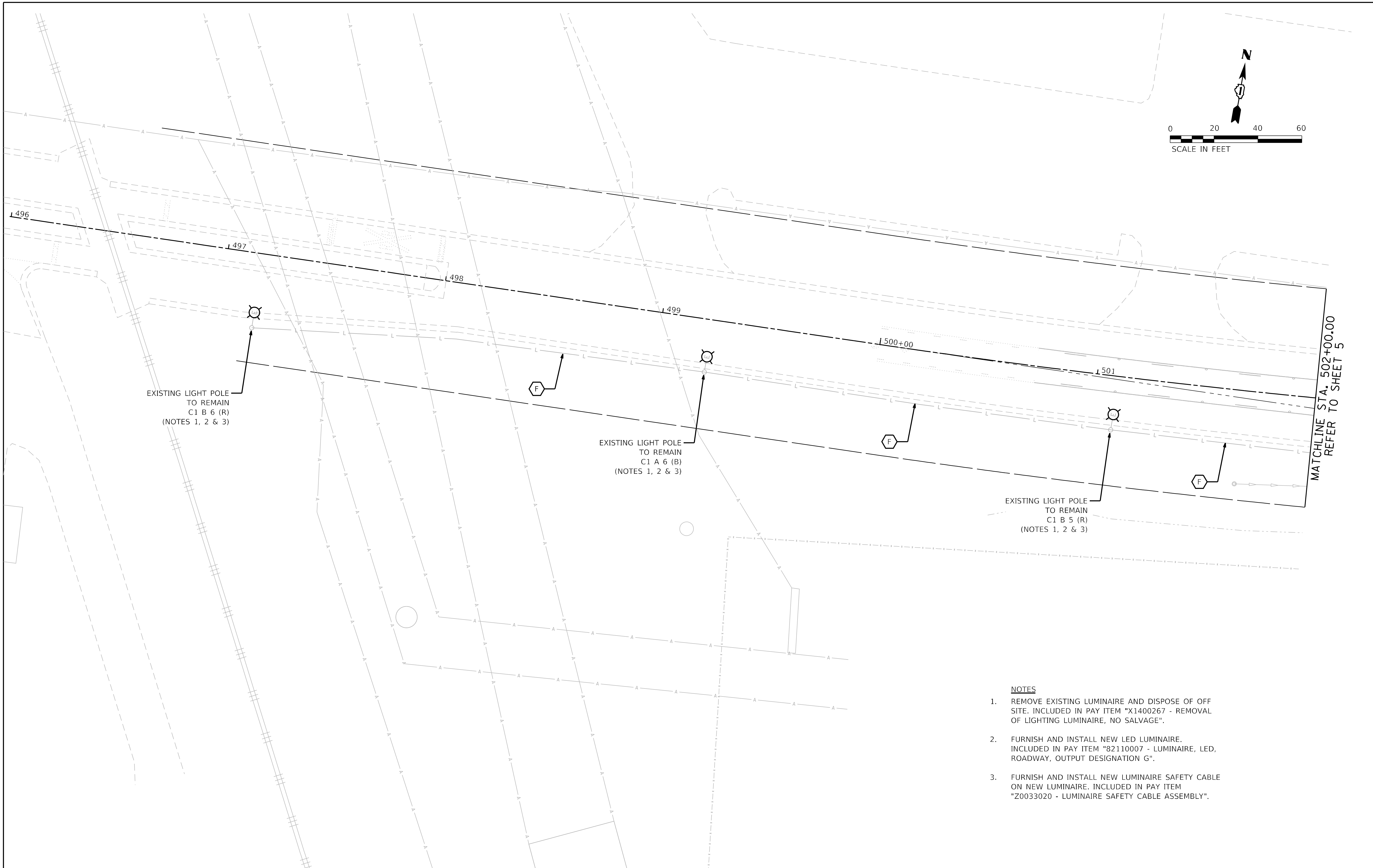
TEMPORARY LIGHTING PLAN
143RD STREET & IL-59

SCALE: 1"=20' | SHEET 3 OF 35 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	644

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



NOTES

1. REMOVE EXISTING LUMINAIRE AND DISPOSE OF OFF SITE. INCLUDED IN PAY ITEM "X1400267 - REMOVAL OF LIGHTING LUMINAIRE, NO SALVAGE".
2. FURNISH AND INSTALL NEW LED LUMINAIRE. INCLUDED IN PAY ITEM "82110007 - LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G".
3. FURNISH AND INSTALL NEW LUMINAIRE SAFETY CABLE ON NEW LUMINAIRE. INCLUDED IN PAY ITEM "Z0033020 - LUMINAIRE SAFETY CABLE ASSEMBLY".

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

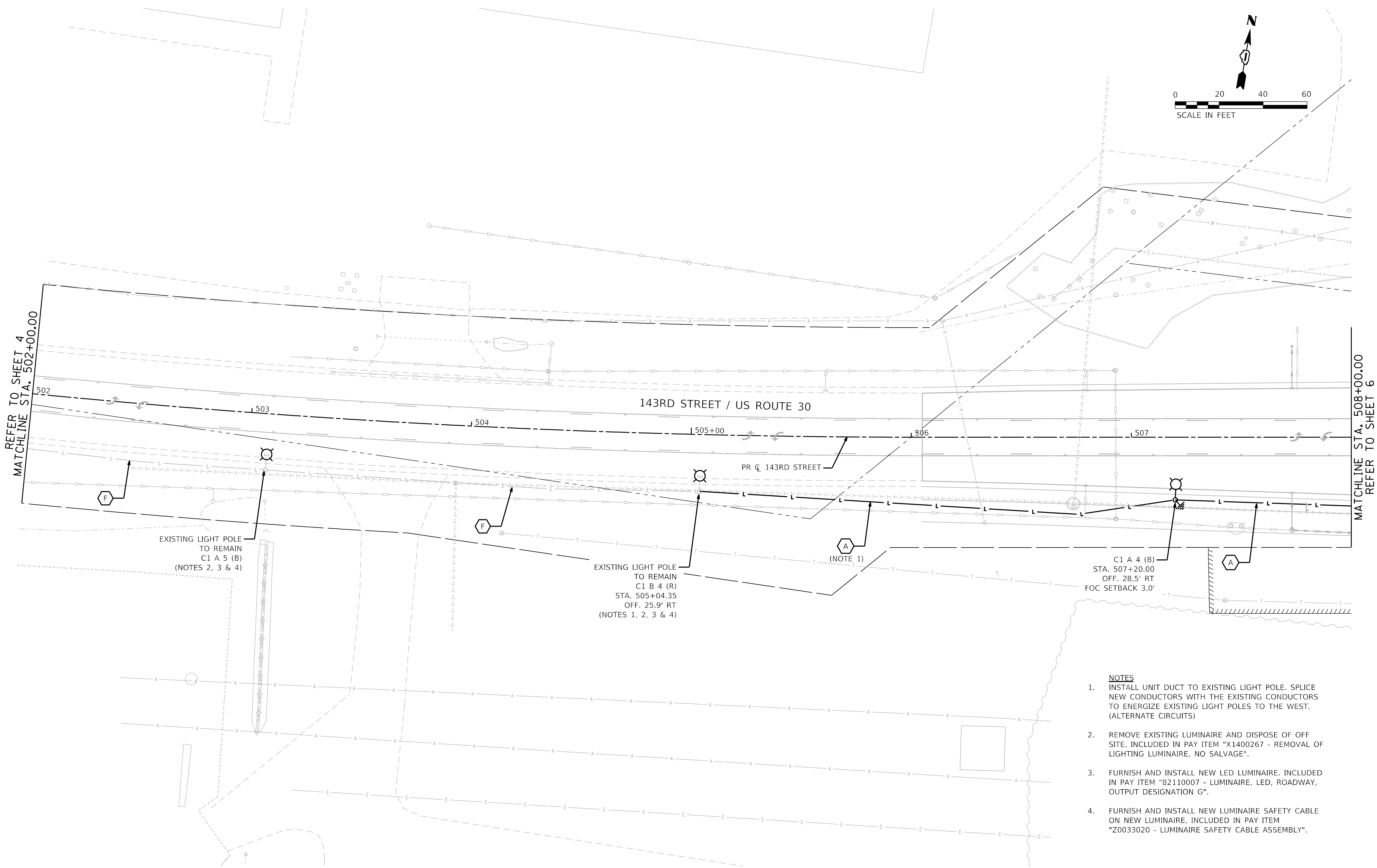
LIGHTING PLAN
143RD STREET

SCALE: 1"=20' SHEET 4 OF 35 SHEETS STA. 496+00 TO STA. 502+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	645

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



NOTES

1. INSTALL UNIT DUCT TO EXISTING LIGHT POLE. SPLICE NEW CONDUCTORS WITH THE EXISTING CONDUCTORS TO ENERGIZE EXISTING LIGHT POLES TO THE WEST. (ALTERNATE CIRCUITS)
2. REMOVE EXISTING LUMINAIRE AND DISPOSE OF OFF SITE. INCLUDED IN PAY ITEM "X1400267 - REMOVAL OF LIGHTING LUMINAIRE, NO SALVAGE".
3. FURNISH AND INSTALL NEW LED LUMINAIRE. INCLUDED IN PAY ITEM "82110007 - LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION G".
4. FURNISH AND INSTALL NEW LUMINAIRE SAFETY CABLE ON NEW LUMINAIRE. INCLUDED IN PAY ITEM "Z0033020 - LUMINAIRE SAFETY CABLE ASSEMBLY".

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LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 5 OF 35 SHEETS | STA. 502+00 TO STA. 508+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	646

CONTRACT NO. 61H34

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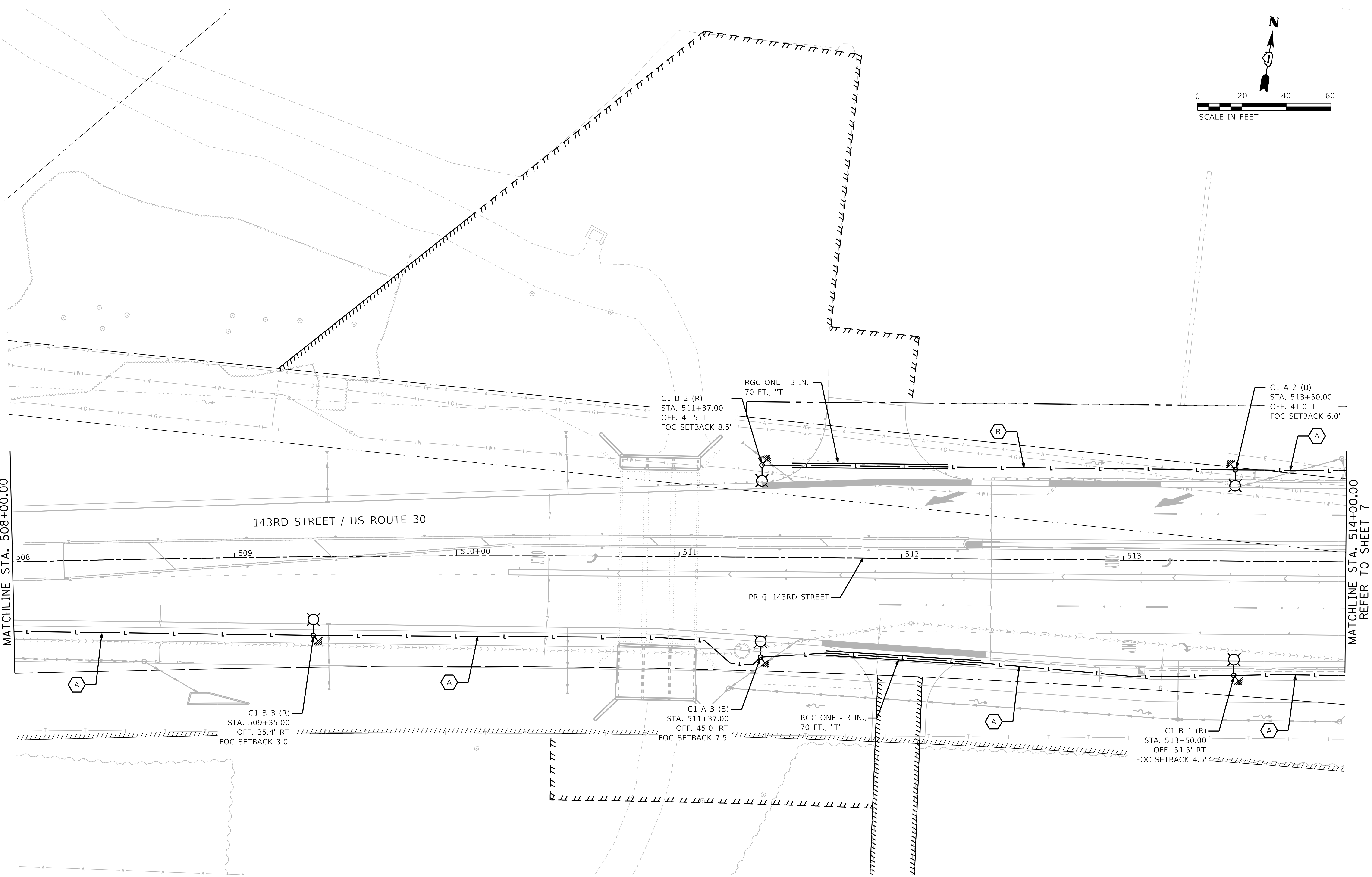

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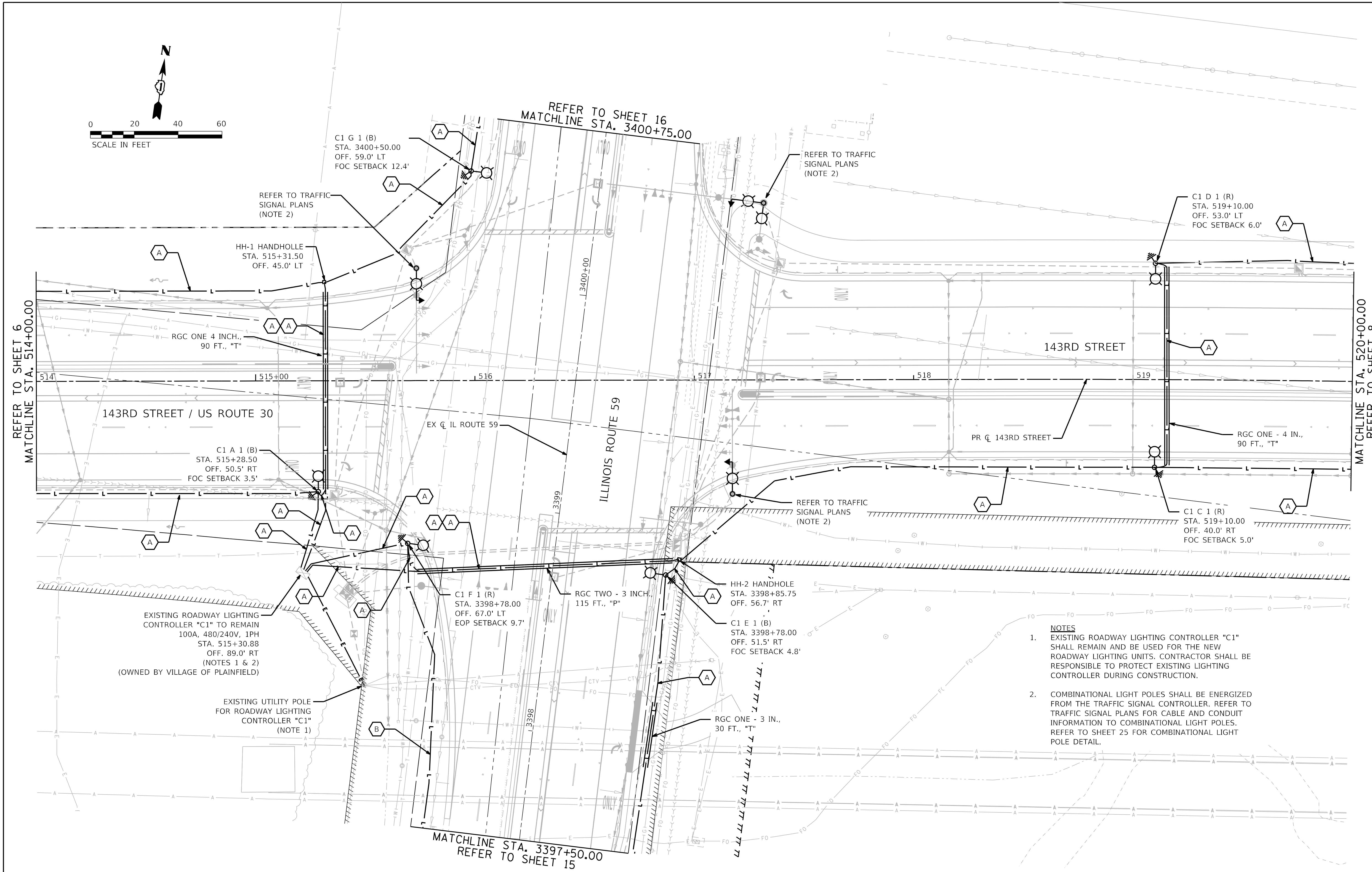
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 6 OF 35 SHEETS | STA. 508+00 TO STA. 514+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	647

CONTRACT NO. 61H34
ILLINOIS FED. AID PROJECT



NOTES

1. EXISTING ROADWAY LIGHTING CONTROLLER "C1" SHALL REMAIN AND BE USED FOR THE NEW ROADWAY LIGHTING UNITS. CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT EXISTING LIGHTING CONTROLLER DURING CONSTRUCTION.
2. COMBINATIONAL LIGHT POLES SHALL BE ENERGIZED FROM THE TRAFFIC SIGNAL CONTROLLER. REFER TO TRAFFIC SIGNAL PLANS FOR CABLE AND CONDUIT INFORMATION TO COMBINATIONAL LIGHT POLES. REFER TO SHEET 25 FOR COMBINATIONAL LIGHT POLE DETAIL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

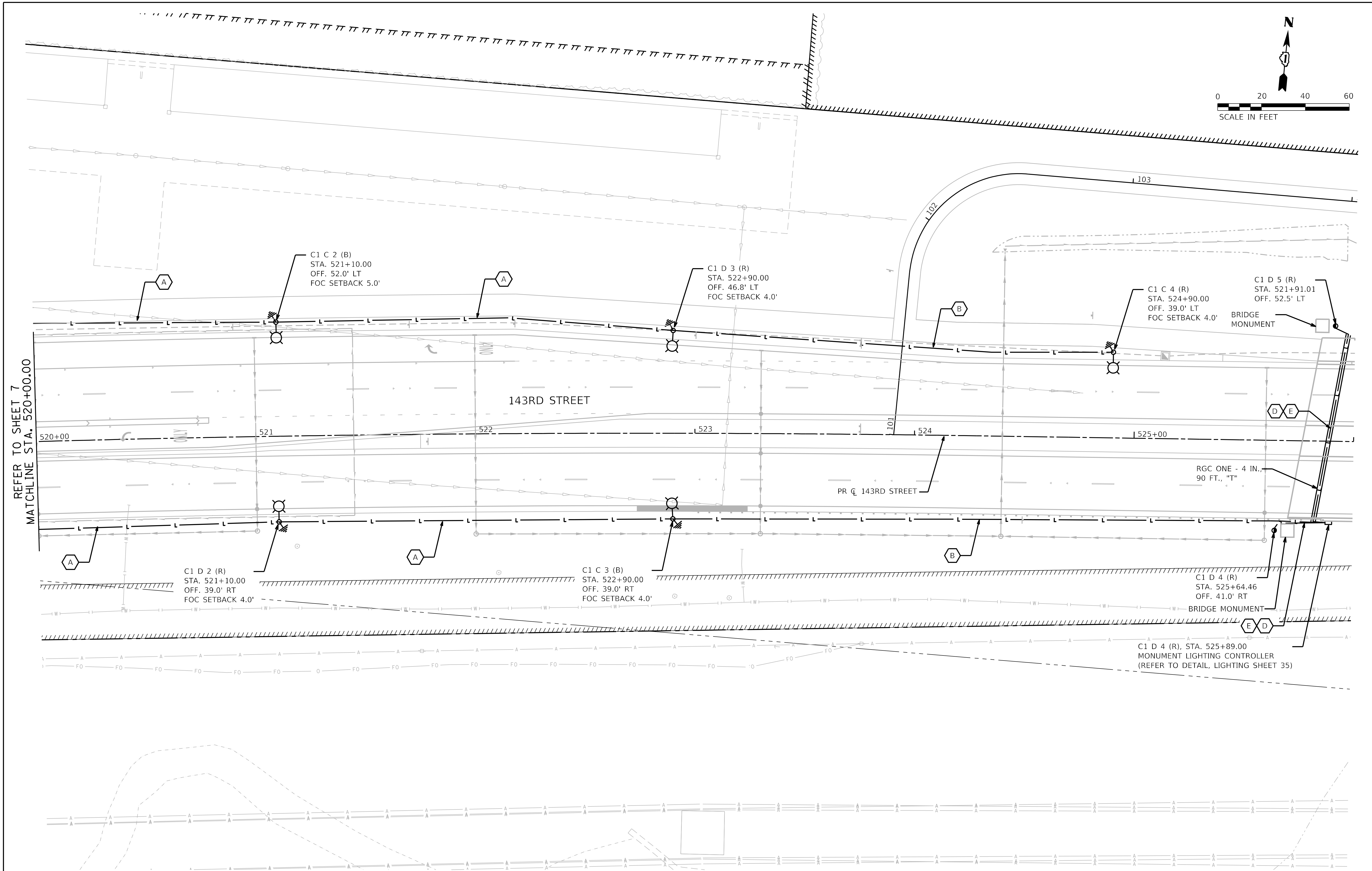
LIGHTING PLAN
143RD STREET

SCALE: 1"=20' SHEET 7 OF 35 SHEETS STA. 514+00 TO STA. 520+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	648

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

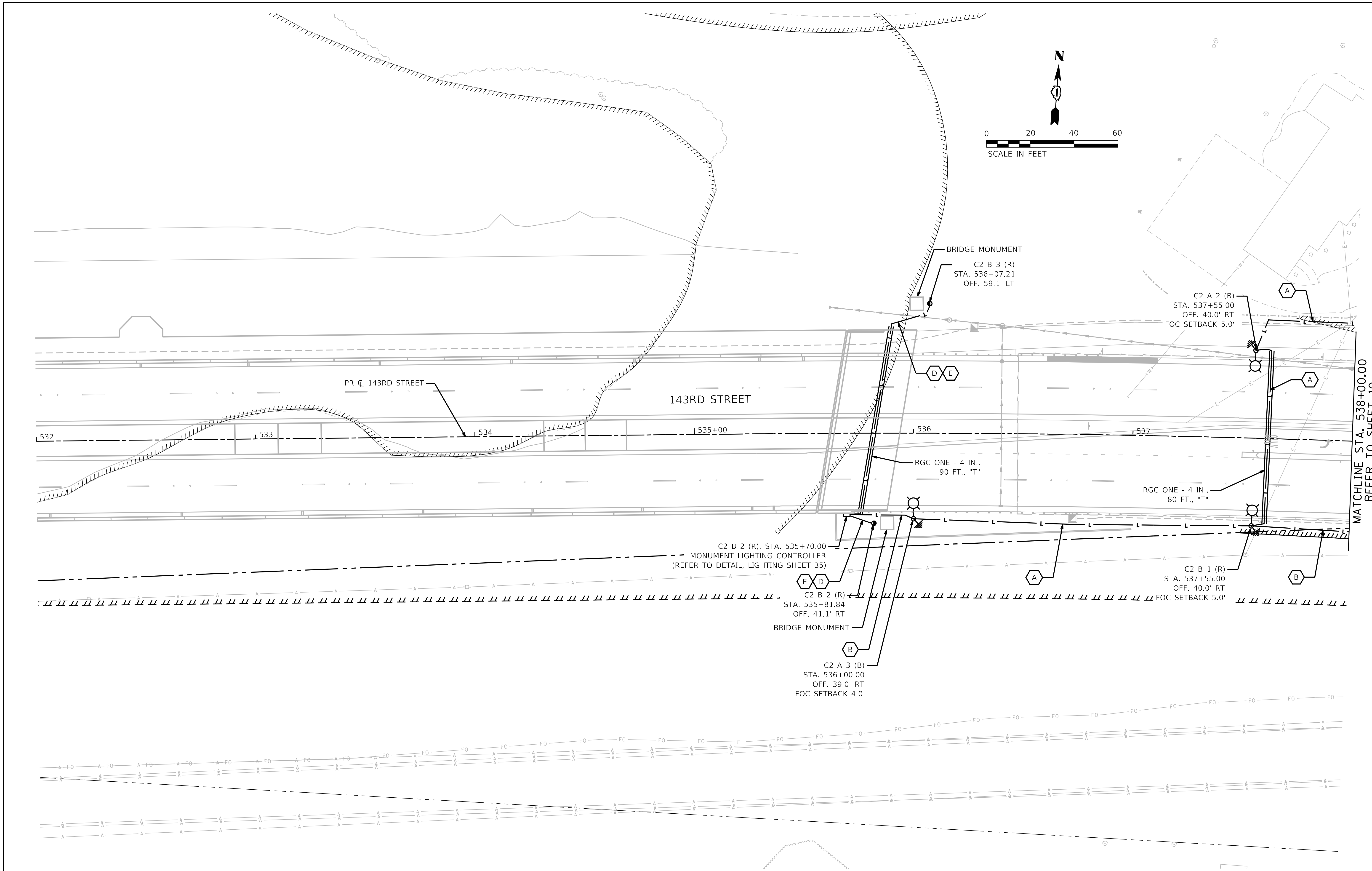
LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 8 OF 35 SHEETS | STA. 520+00 TO STA. 526+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	649

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

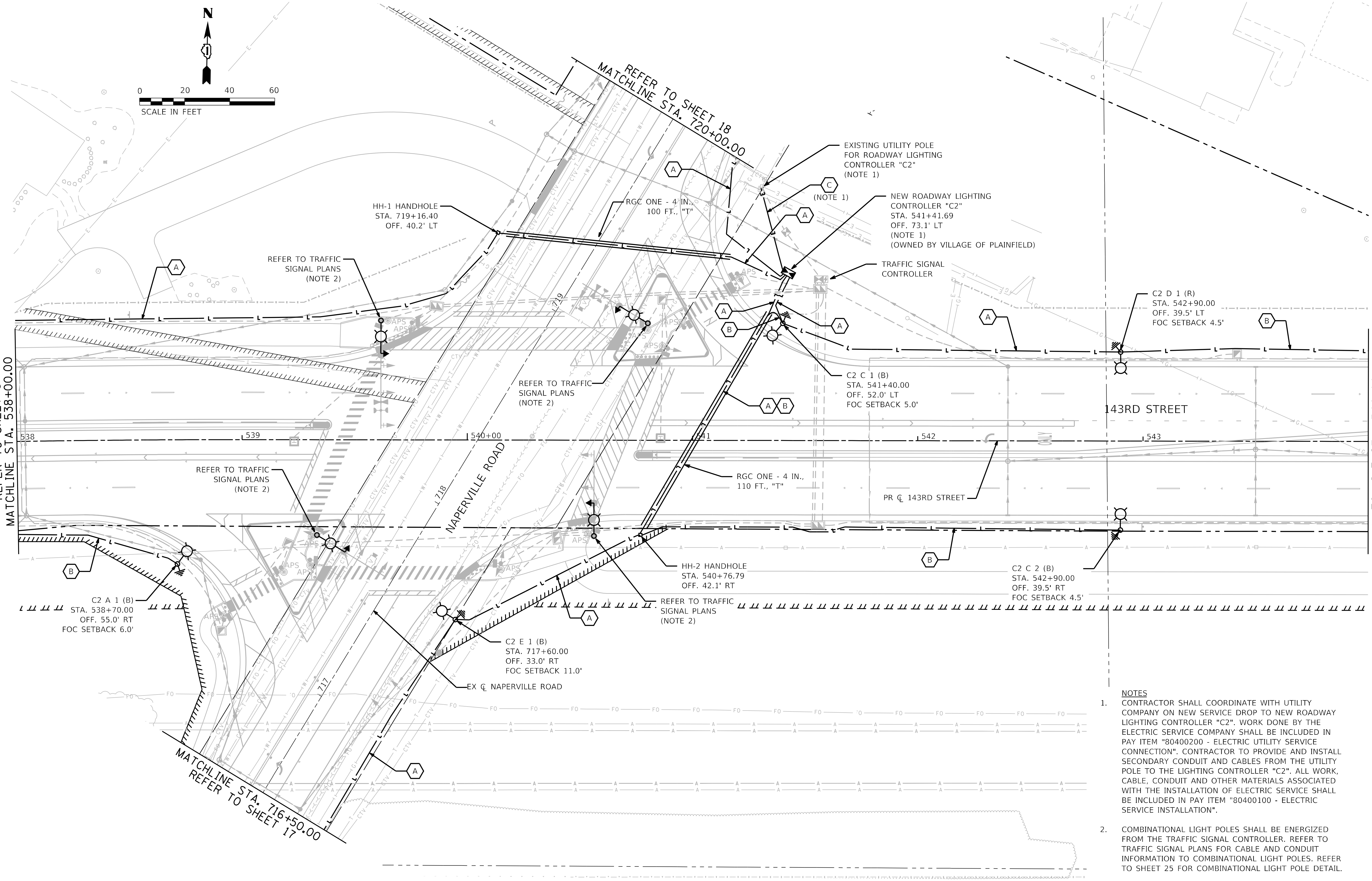
LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 9 OF 35 SHEETS | STA. 532+00 TO STA. 538+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	650

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



NOTES

1. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY ON NEW SERVICE DROP TO NEW ROADWAY LIGHTING CONTROLLER "C2". WORK DONE BY THE ELECTRIC SERVICE COMPANY SHALL BE INCLUDED IN PAY ITEM "80400200 - ELECTRIC UTILITY SERVICE CONNECTION". CONTRACTOR TO PROVIDE AND INSTALL SECONDARY CONDUIT AND CABLES FROM THE UTILITY POLE TO THE LIGHTING CONTROLLER "C2". ALL WORK, CABLE, CONDUIT AND OTHER MATERIALS ASSOCIATED WITH THE INSTALLATION OF ELECTRIC SERVICE SHALL BE INCLUDED IN PAY ITEM "80400100 - ELECTRIC SERVICE INSTALLATION".

2. COMBINATIONAL LIGHT POLES SHALL BE ENERGIZED FROM THE TRAFFIC SIGNAL CONTROLLER. REFER TO TRAFFIC SIGNAL PLANS FOR CABLE AND CONDUIT INFORMATION TO COMBINATIONAL LIGHT POLES. REFER TO SHEET 25 FOR COMBINATIONAL LIGHT POLE DETAIL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 10 OF 35 SHEETS | STA. 538+00 TO STA. 544+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	651

CONTRACT NO. 61H34

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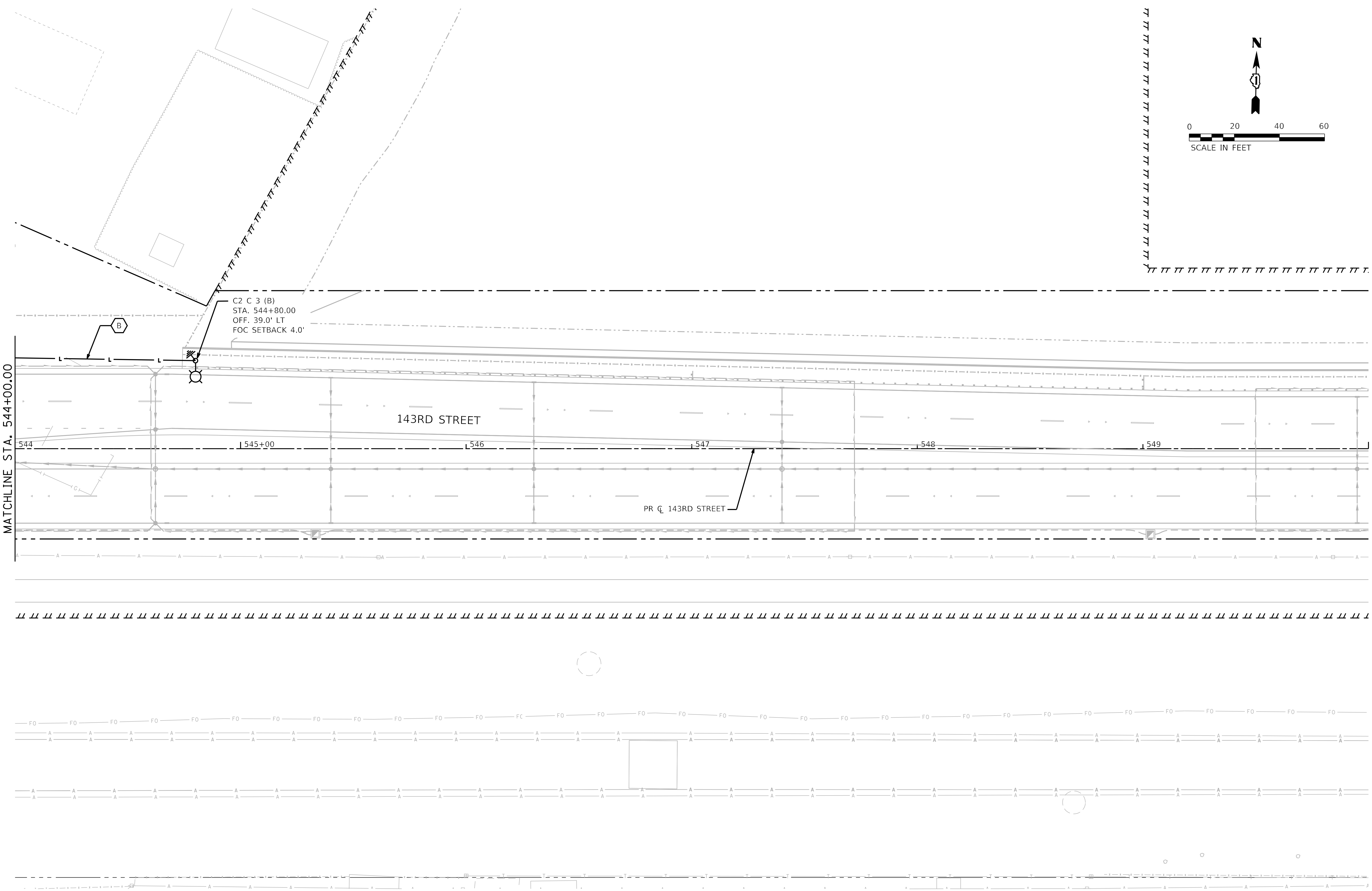

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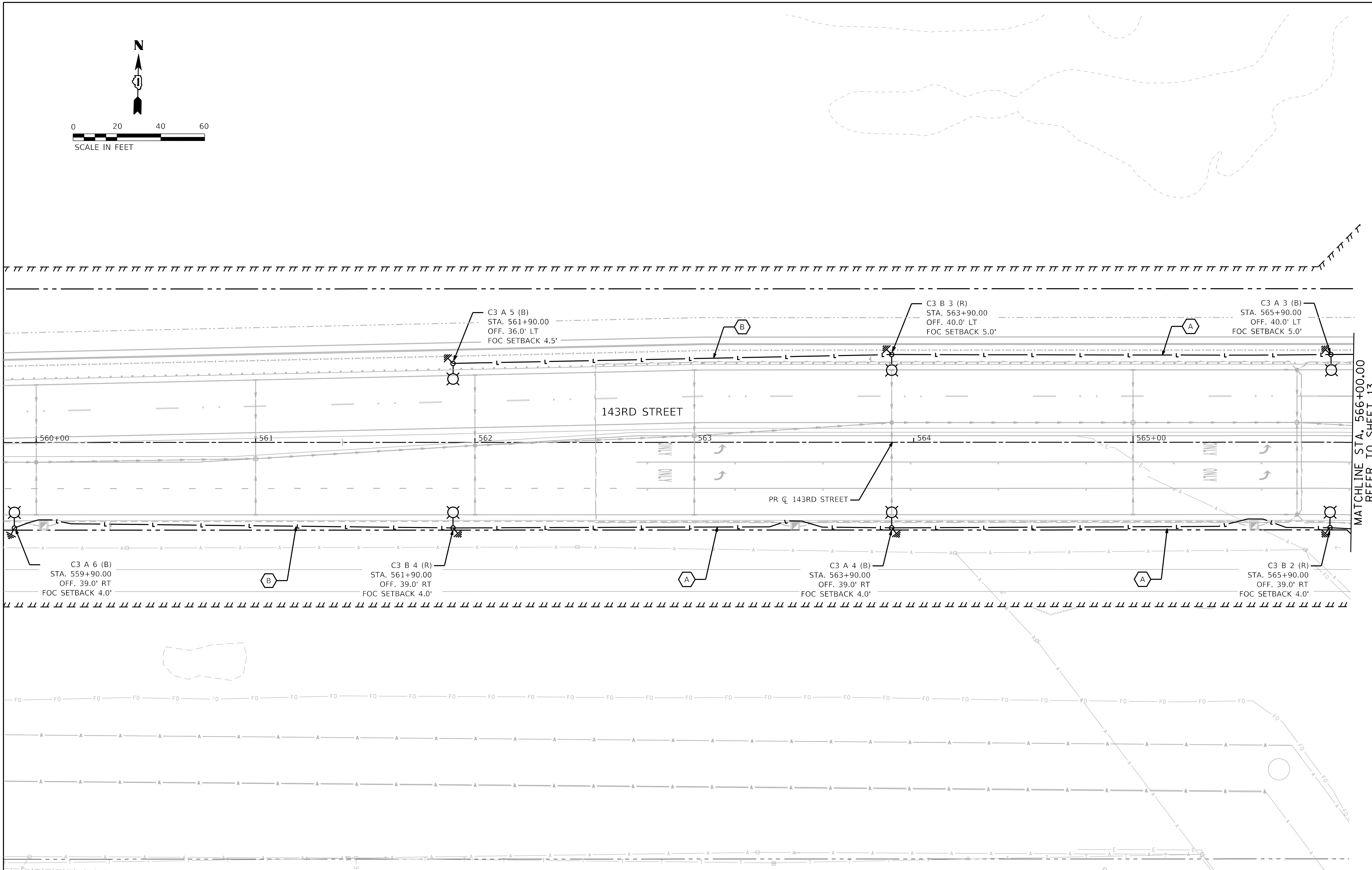
LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 11 OF 35 SHEETS | STA. 544+00 TO STA. 550+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	652

CONTRACT NO. 61H34

ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

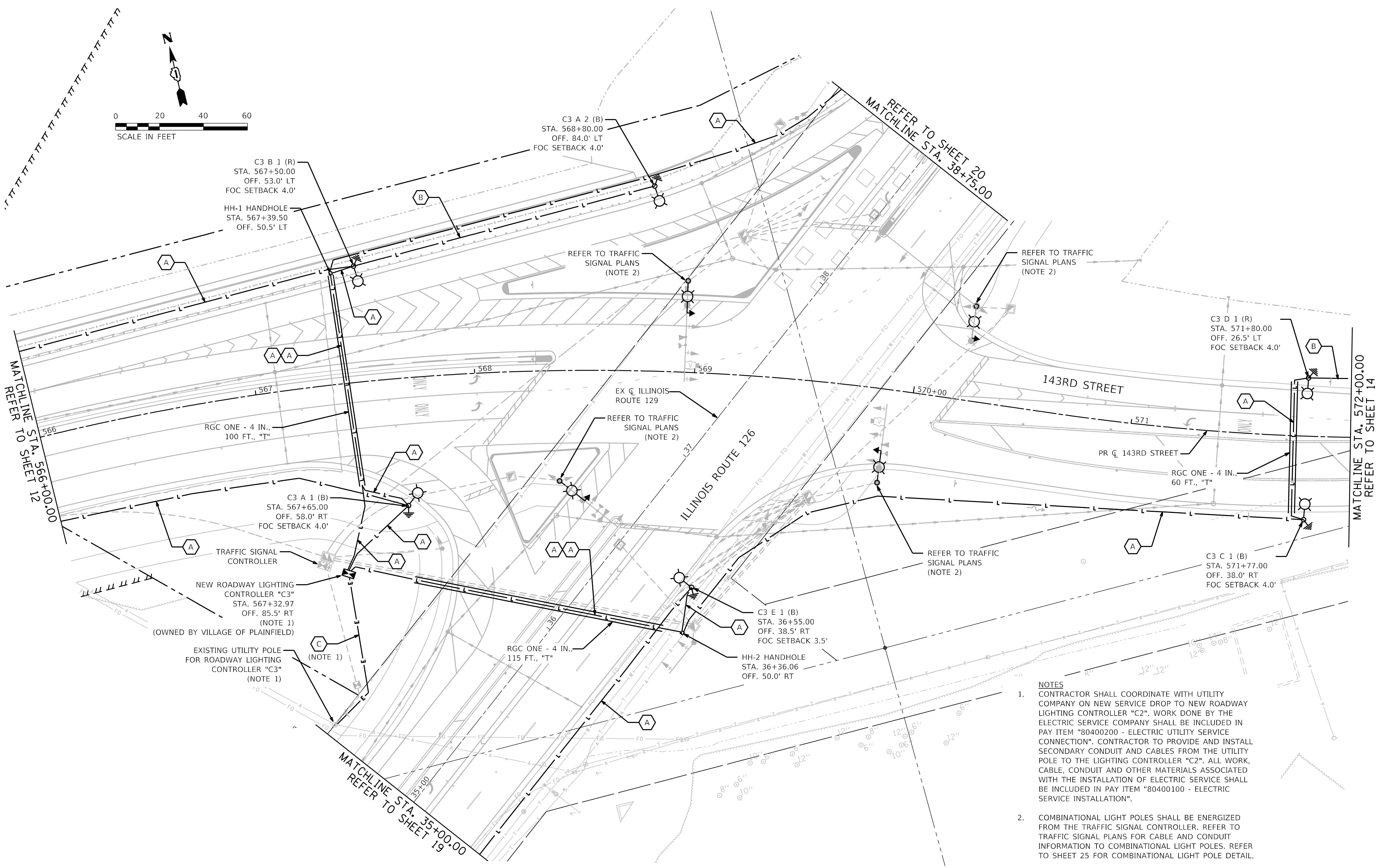
LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 12 OF 35 SHEETS | STA. 559+80 TO STA. 566+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	653

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



NOTES

1. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY ON NEW SERVICE DROP TO NEW ROADWAY LIGHTING CONTROLLER "C2". WORK DONE BY THE ELECTRIC SERVICE COMPANY SHALL BE INCLUDED IN PAY ITEM "80400200 - ELECTRIC UTILITY SERVICE CONNECTION". CONTRACTOR TO PROVIDE AND INSTALL SECONDARY CONDUIT AND CABLES FROM THE UTILITY POLE TO THE LIGHTING CONTROLLER "C2". ALL WORK, CABLE, CONDUIT AND OTHER MATERIALS ASSOCIATED WITH THE INSTALLATION OF ELECTRIC SERVICE SHALL BE INCLUDED IN PAY ITEM "80400100 - ELECTRIC SERVICE INSTALLATION".

2. COMBINATIONAL LIGHT POLES SHALL BE ENERGIZED FROM THE TRAFFIC SIGNAL CONTROLLER. REFER TO TRAFFIC SIGNAL PLANS FOR CABLE AND CONDUIT INFORMATION TO COMBINATIONAL LIGHT POLES. REFER TO SHEET 25 FOR COMBINATIONAL LIGHT POLE DETAIL.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

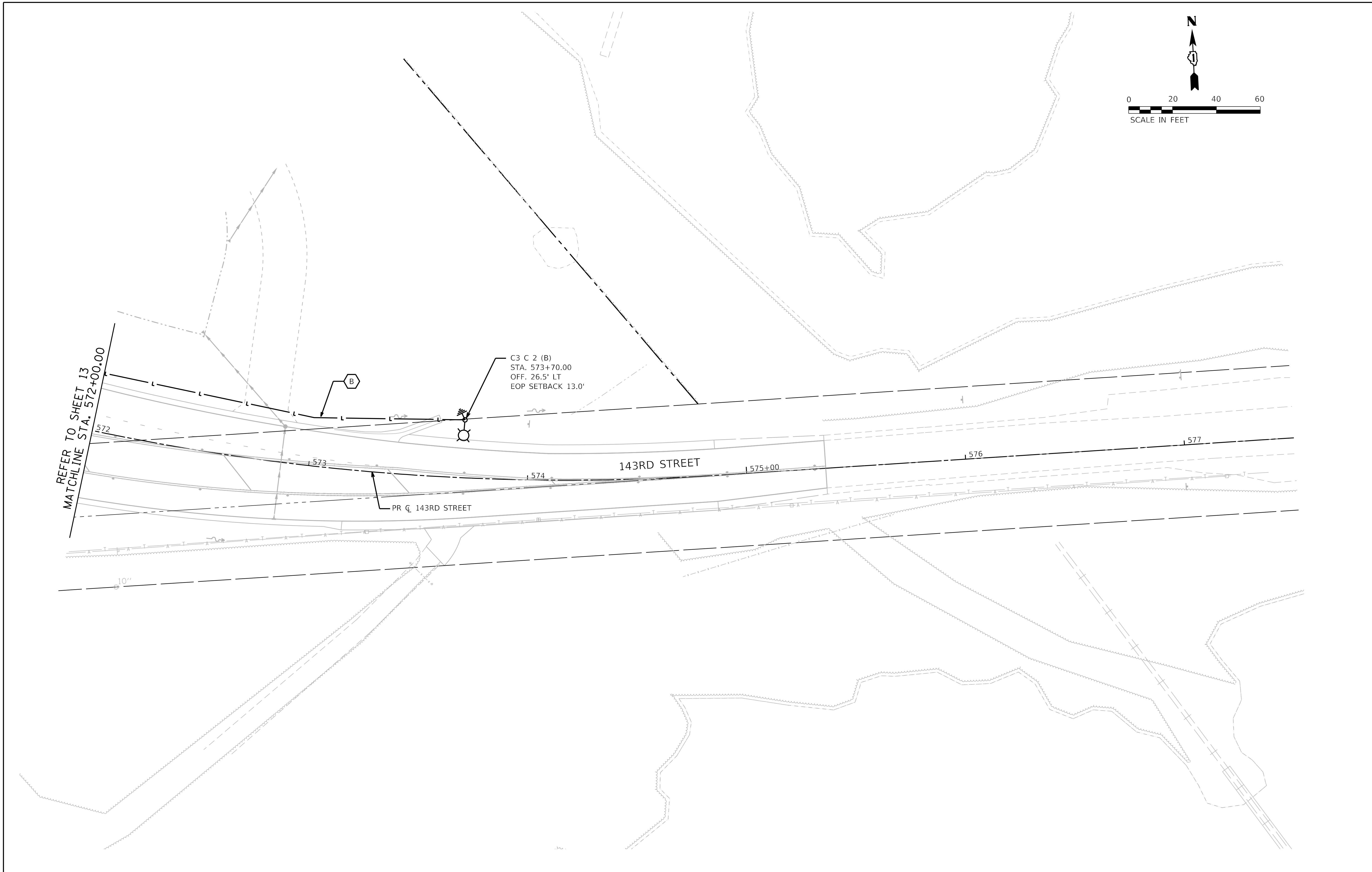
LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 13 OF 35 SHEETS | STA. 566+00 TO STA. 572+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	654

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
143RD STREET

SCALE: 1"=20' | SHEET 14 OF 35 SHEETS | STA. 572+00 TO STA. 577+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	655

CONTRACT NO. 61H34

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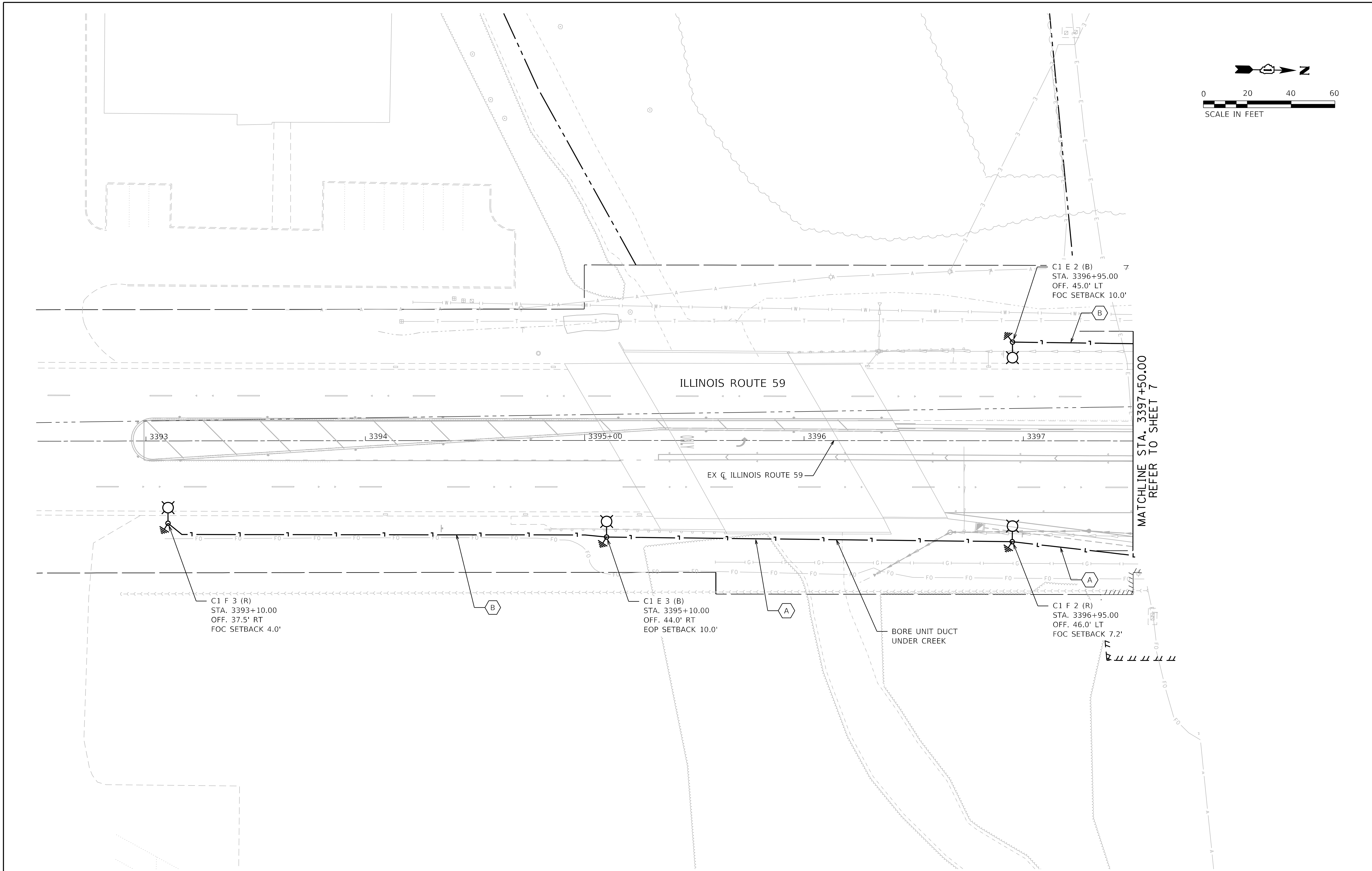

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

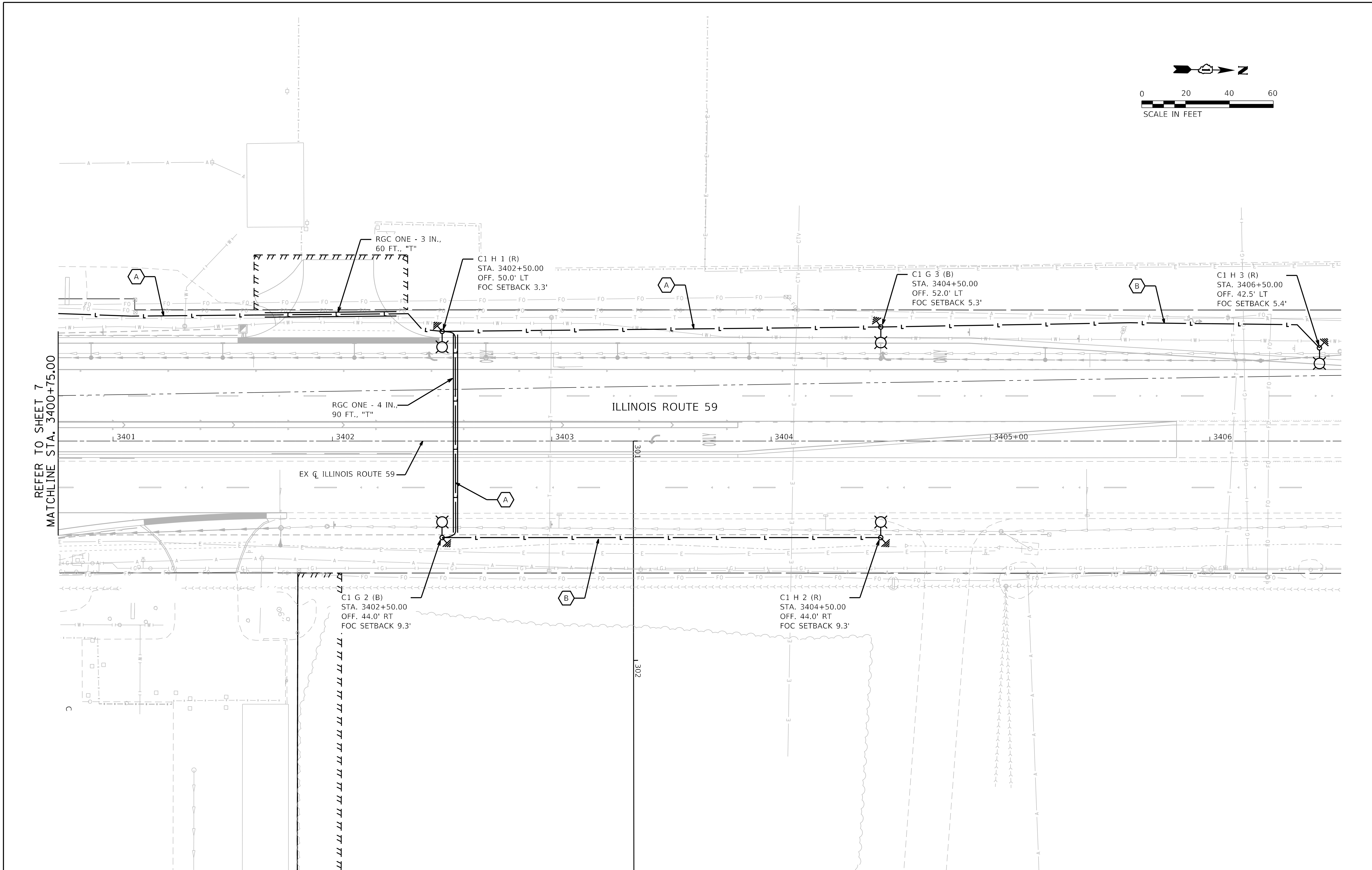
LIGHTING PLAN
ILLINOIS ROUTE 59

SCALE: 1"=20' | SHEET 15 OF 35 SHEETS | STA. 3392+50 TO STA. 3398+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	656

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



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PLOT DRIVER = pdfNOLAYERSbw.pltcfg

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USER NAME = Zach Edwards

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
ILLINOIS ROUTE 59

SCALE: 1"=20' | SHEET 16 OF 35 SHEETS | STA. 3400+75 TO STA. 3404+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	657

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

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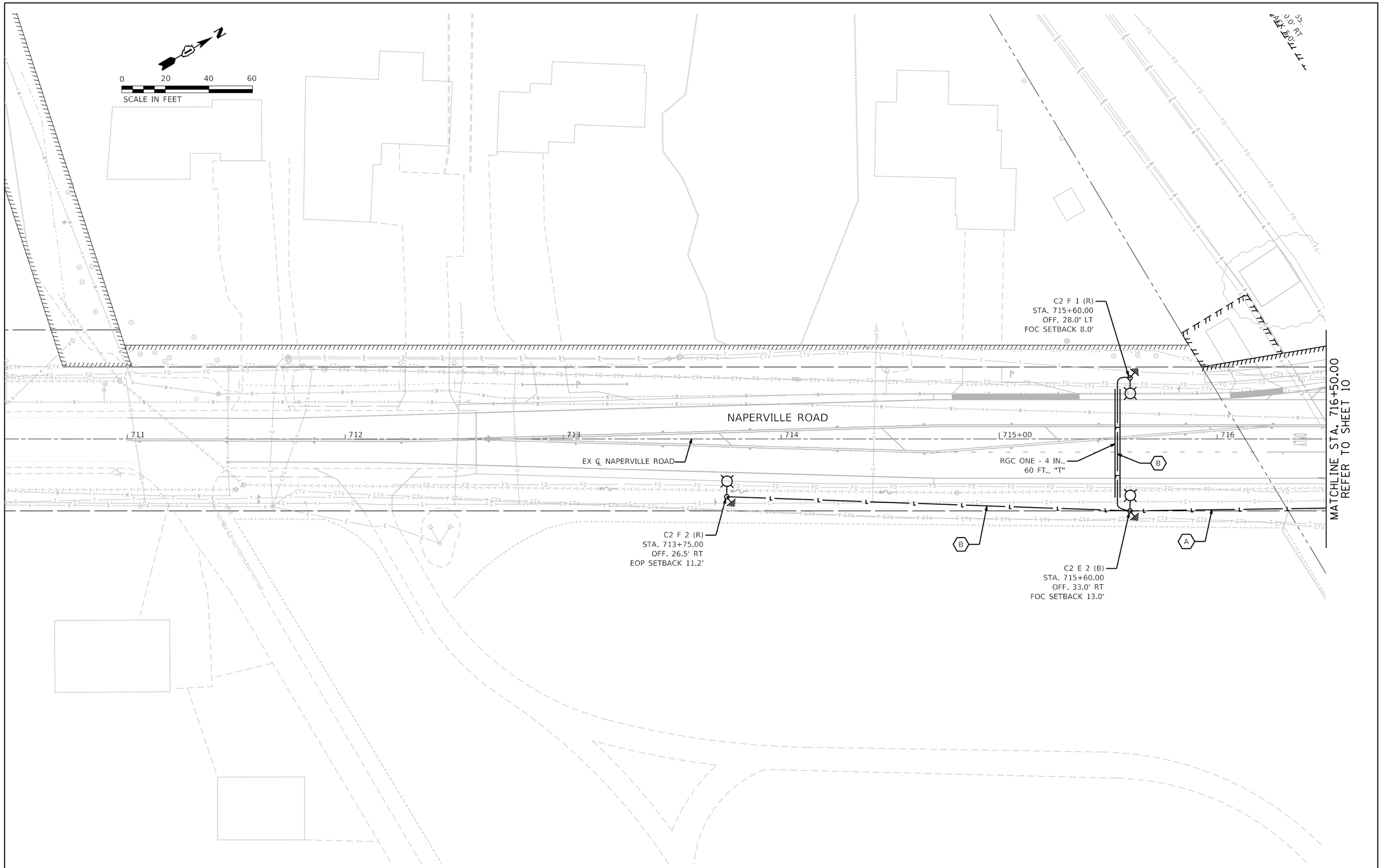

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USER NAME = Zach Edwards

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
NAPERVILLE ROAD

SCALE: 1"=20' | SHEET 17 OF 35 SHEETS | STA. 709+50 TO STA. 715+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	658
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

PEN TABLE = Plainfield_Lighting.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg

NOTES

1. COMBINATIONAL LIGHT POLES SHALL BE ENERGIZED FROM THE TRAFFIC SIGNAL CONTROLLER. REFER TO TRAFFIC SIGNAL PLANS FOR CABLE AND CONDUIT INFORMATION TO COMBINATIONAL LIGHT POLES.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

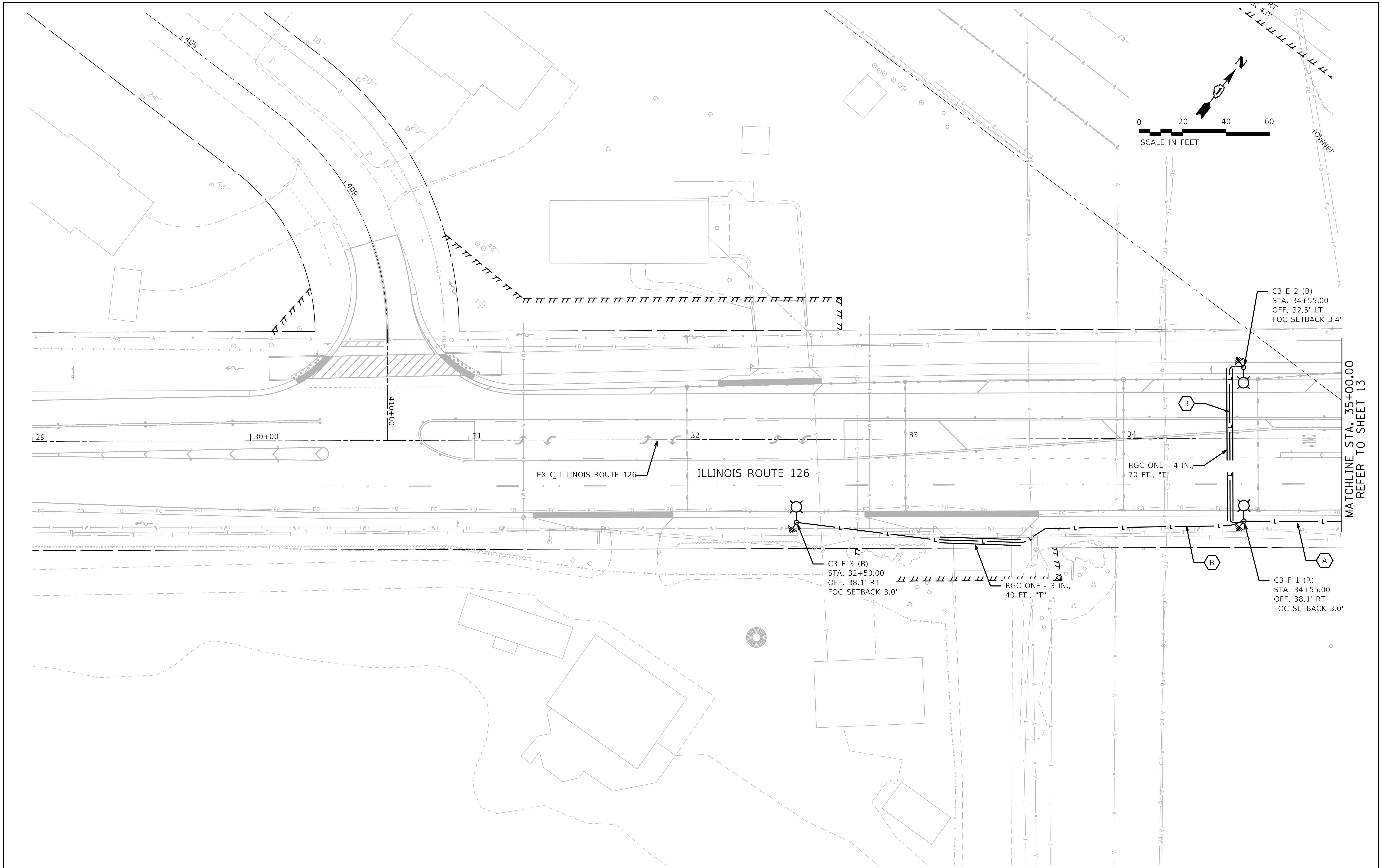
LIGHTING PLAN
NAPERVILLE ROAD

SCALE: 1"=20' | SHEET 18 OF 35 SHEETS | STA. 721+50 TO STA. 727+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	659

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

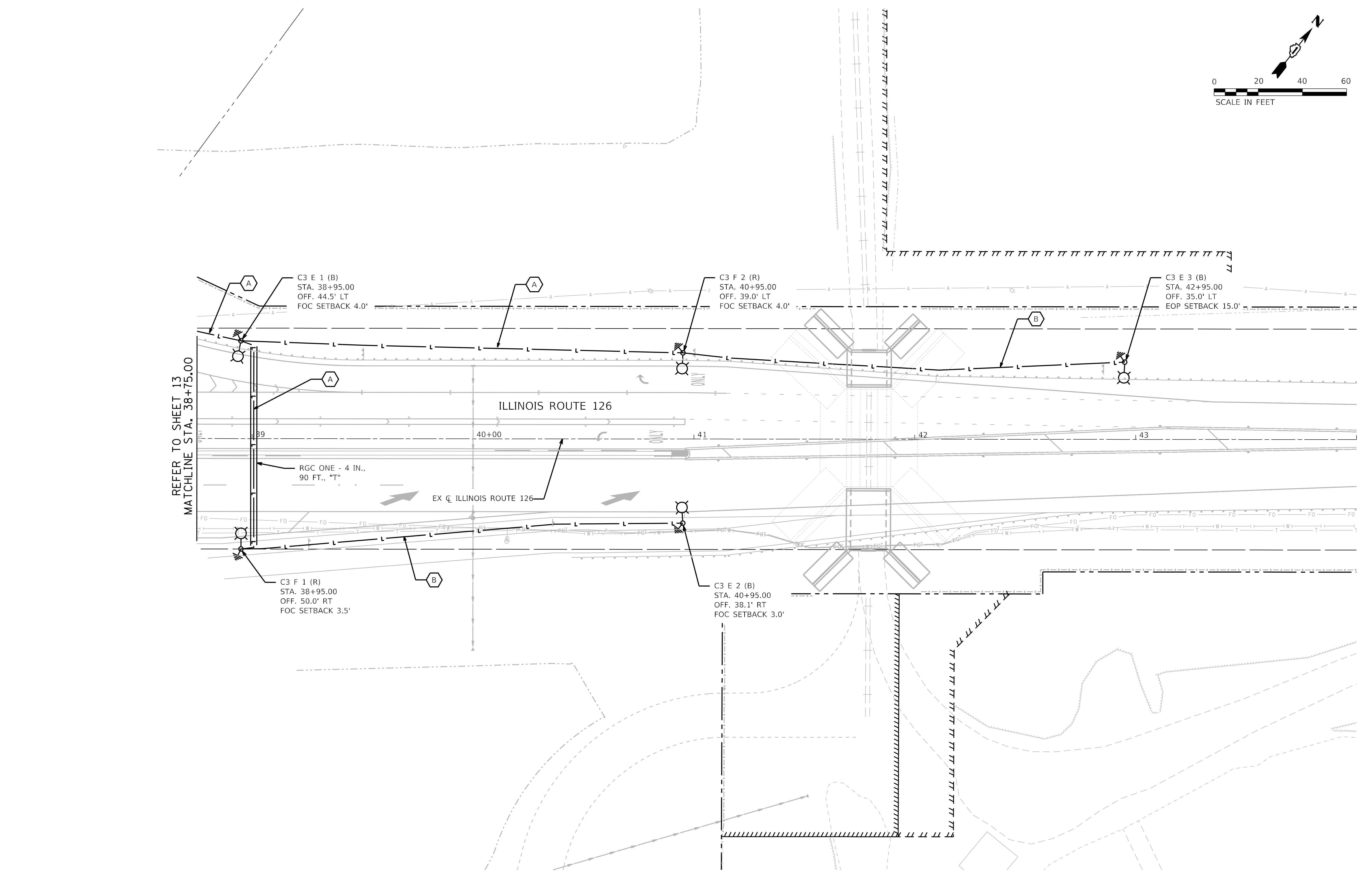
LIGHTING PLAN
ILLINOIS ROUTE 126

SCALE: 1"=20' | SHEET 19 OF 35 SHEETS | STA. 29+00 TO STA. 35+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	660

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



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USER NAME = Zach Edwards

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
ILLINOIS ROUTE 126

SCALE: 1"=20' | SHEET 20 OF 35 SHEETS | STA. 38+75 TO STA. 44+00

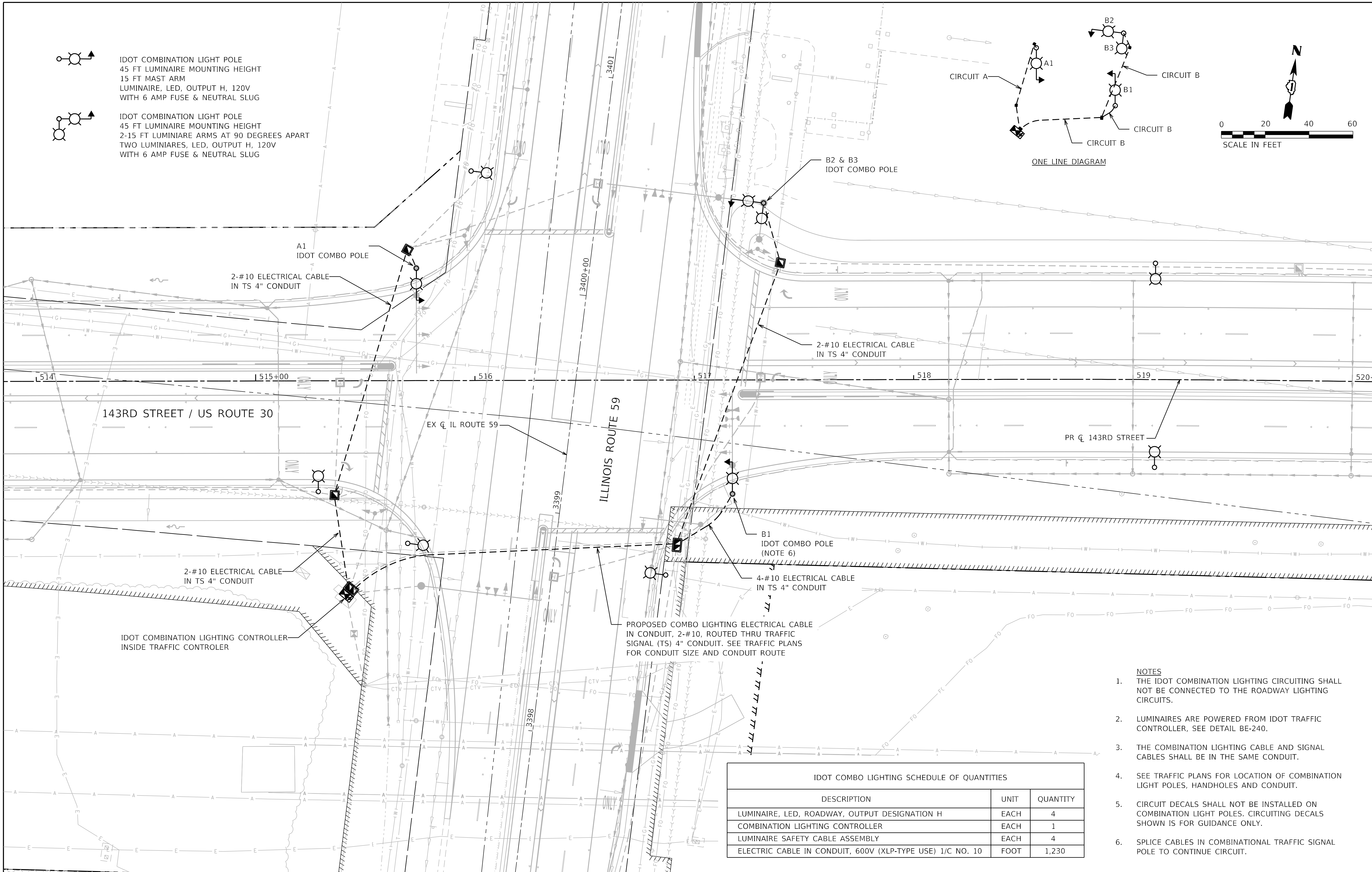
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	661

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

IDOT COMBINATION LIGHT POLE
45 FT LUMINAIRE MOUNTING HEIGHT
15 FT MAST ARM
LUMINAIRE, LED, OUTPUT H, 120V
WITH 6 AMP FUSE & NEUTRAL SLUG

IDOT COMBINATION LIGHT POLE
45 FT LUMINAIRE MOUNTING HEIGHT
2-15 FT LUMINIARE ARMS AT 90 DEGREES APART
TWO LUMINIARES, LED, OUTPUT H, 120V
WITH 6 AMP FUSE & NEUTRAL SLUG



IDOT COMBO LIGHTING SCHEDULE OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	4
COMBINATION LIGHTING CONTROLLER	EACH	1
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	4
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	1,230

NOTES

1. THE IDOT COMBINATION LIGHTING CIRCUITING SHALL NOT BE CONNECTED TO THE ROADWAY LIGHTING CIRCUITS.
2. LUMINAIRES ARE POWERED FROM IDOT TRAFFIC CONTROLLER, SEE DETAIL BE-240.
3. THE COMBINATION LIGHTING CABLE AND SIGNAL CABLES SHALL BE IN THE SAME CONDUIT.
4. SEE TRAFFIC PLANS FOR LOCATION OF COMBINATION LIGHT POLES, HANDHOLES AND CONDUIT.
5. CIRCUIT DECALS SHALL NOT BE INSTALLED ON COMBINATION LIGHT POLES. CIRCUITING DECALS SHOWN IS FOR GUIDANCE ONLY.
6. SPLICE CABLES IN COMBINATIONAL TRAFFIC SIGNAL POLE TO CONTINUE CIRCUIT.

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PLOT DRIVER = pdfNOLAYERSbw.pltcfg
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USER NAME = Zach Edwards

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PLOT DATE = 2/20/2024 (9:47:15 AM)	DATE - 09/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

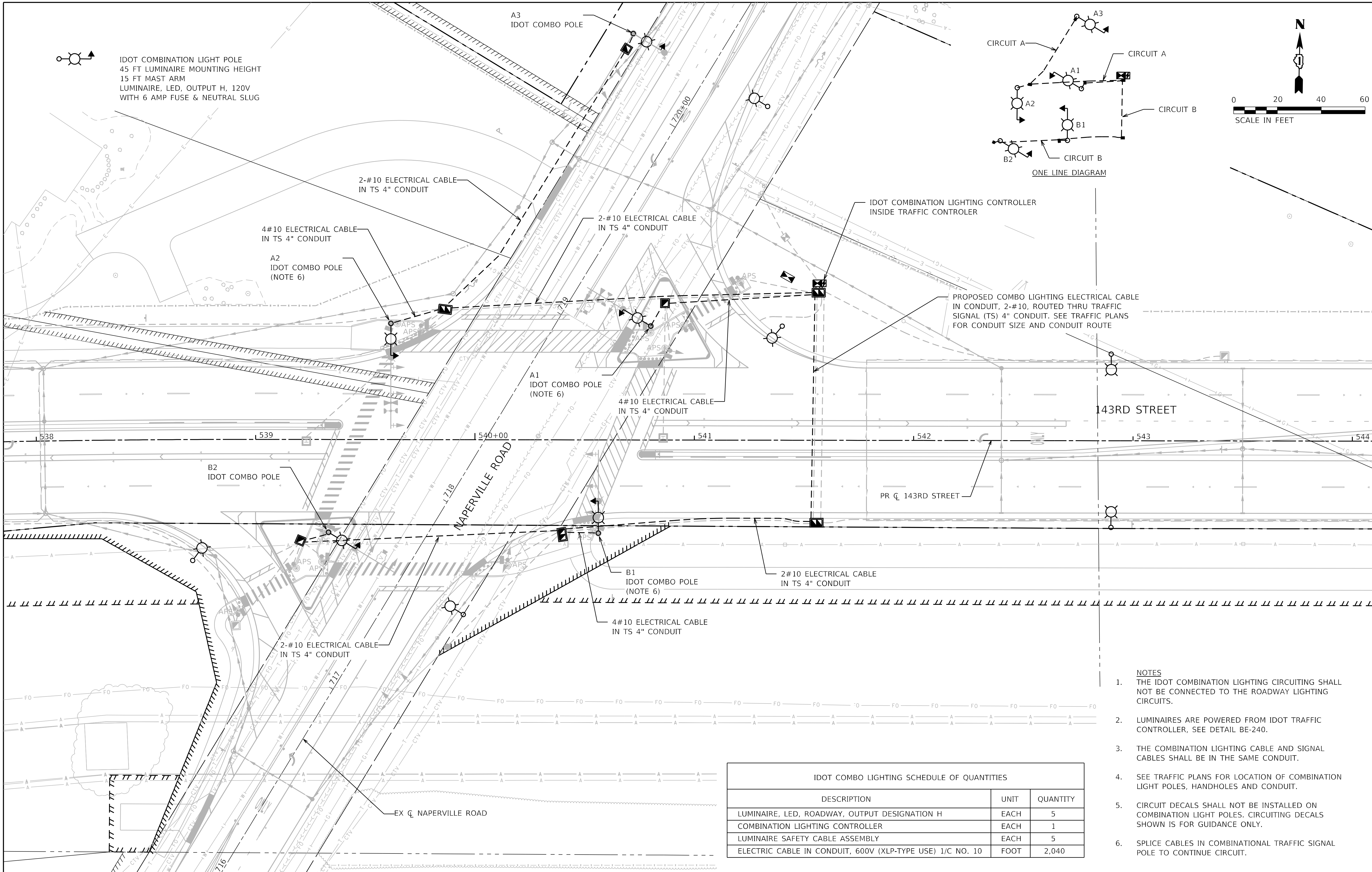
COMBINATION LIGHTING PLAN
143RD STREET/ILLINOIS ROUTE 59

SCALE: 1"=20' | SHEET 21 OF 35 SHEETS | STA. 514+00 TO STA. 520+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	662

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



IDOT COMBO LIGHTING SCHEDULE OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	5
COMBINATION LIGHTING CONTROLLER	EACH	1
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	5
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2,040

NOTES

1. THE IDOT COMBINATION LIGHTING CIRCUITING SHALL NOT BE CONNECTED TO THE ROADWAY LIGHTING CIRCUITS.
2. LUMINAIRES ARE POWERED FROM IDOT TRAFFIC CONTROLLER, SEE DETAIL BE-240.
3. THE COMBINATION LIGHTING CABLE AND SIGNAL CABLES SHALL BE IN THE SAME CONDUIT.
4. SEE TRAFFIC PLANS FOR LOCATION OF COMBINATION LIGHT POLES, HANDHOLES AND CONDUIT.
5. CIRCUIT DECALS SHALL NOT BE INSTALLED ON COMBINATION LIGHT POLES. CIRCUITING DECALS SHOWN IS FOR GUIDANCE ONLY.
6. SPLICE CABLES IN COMBINATIONAL TRAFFIC SIGNAL POLE TO CONTINUE CIRCUIT.

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USER NAME = Zach Edwards

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PLOT DATE = 2/20/2024 (9:47:17 AM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

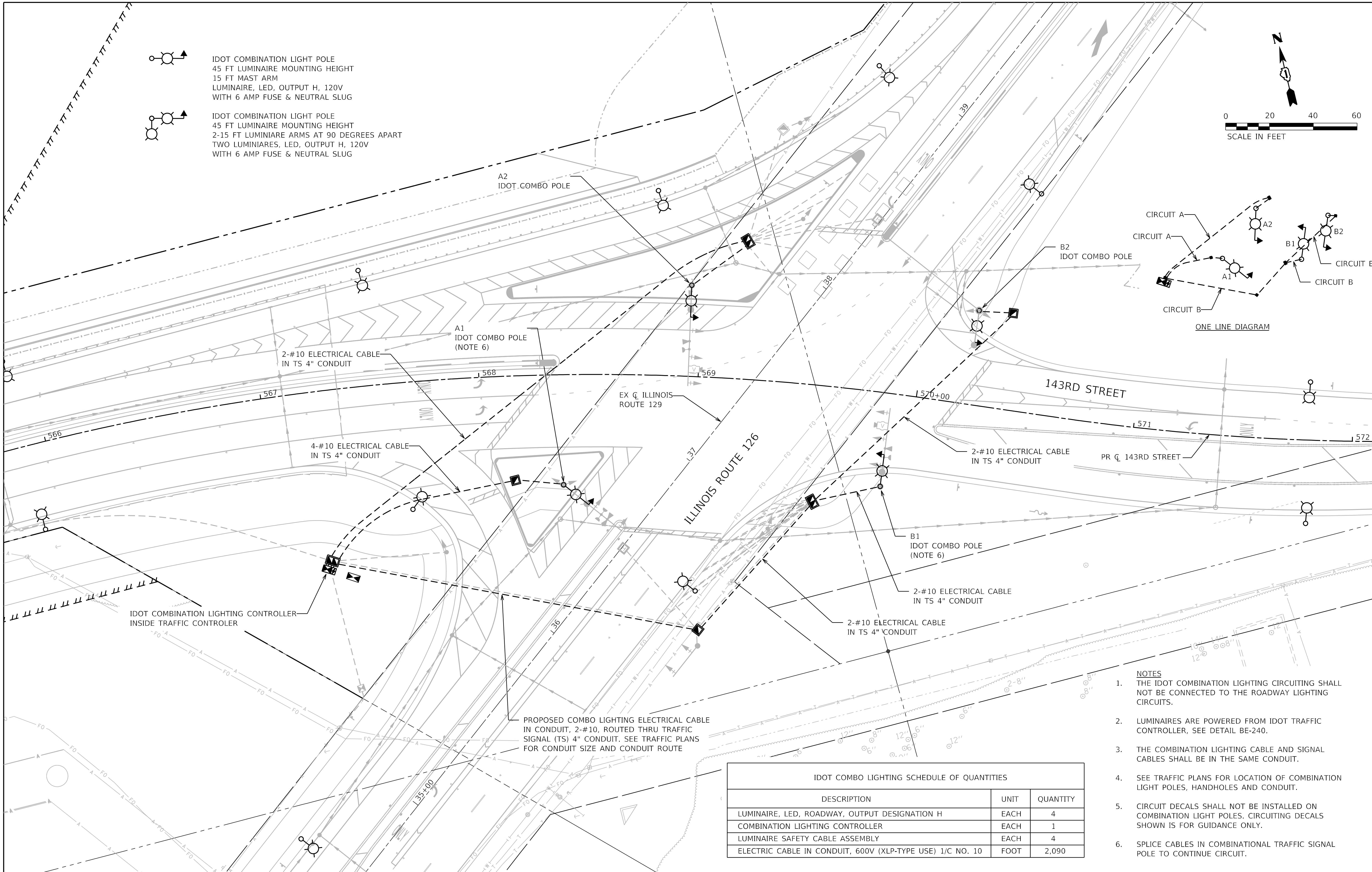
COMBINATION LIGHTING PLAN
143RD STREET/NAPERVILLE ROAD

SCALE: 1"=20' | SHEET 22 OF 35 SHEETS | STA. 538+00 TO STA. 544+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	663

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT



IDOT COMBO LIGHTING SCHEDULE OF QUANTITIES		
DESCRIPTION	UNIT	QUANTITY
LUMINAIRE, LED, ROADWAY, OUTPUT DESIGNATION H	EACH	4
COMBINATION LIGHTING CONTROLLER	EACH	1
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	4
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	2,090

NOTES

1. THE IDOT COMBINATION LIGHTING CIRCUITING SHALL NOT BE CONNECTED TO THE ROADWAY LIGHTING CIRCUITS.
2. LUMINAIRES ARE POWERED FROM IDOT TRAFFIC CONTROLLER, SEE DETAIL BE-240.
3. THE COMBINATION LIGHTING CABLE AND SIGNAL CABLES SHALL BE IN THE SAME CONDUIT.
4. SEE TRAFFIC PLANS FOR LOCATION OF COMBINATION LIGHT POLES, HANDHOLES AND CONDUIT.
5. CIRCUIT DECALS SHALL NOT BE INSTALLED ON COMBINATION LIGHT POLES. CIRCUITING DECALS SHOWN IS FOR GUIDANCE ONLY.
6. SPLICE CABLES IN COMBINATIONAL TRAFFIC SIGNAL POLE TO CONTINUE CIRCUIT.

PEN TABLE = Plainfield_Lighting.tbl
PLOT DRIVER = pdfNOLAYERSbw.pltcfg
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

COMBINATION LIGHTING PLAN
143RD STREET/ILLINOIS ROUTE 126

SCALE: 1"=20' | SHEET 23 OF 35 SHEETS | STA. 566+00 TO STA. 572+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	664

CONTRACT NO. 61H34

ILLINOIS | FED. AID PROJECT

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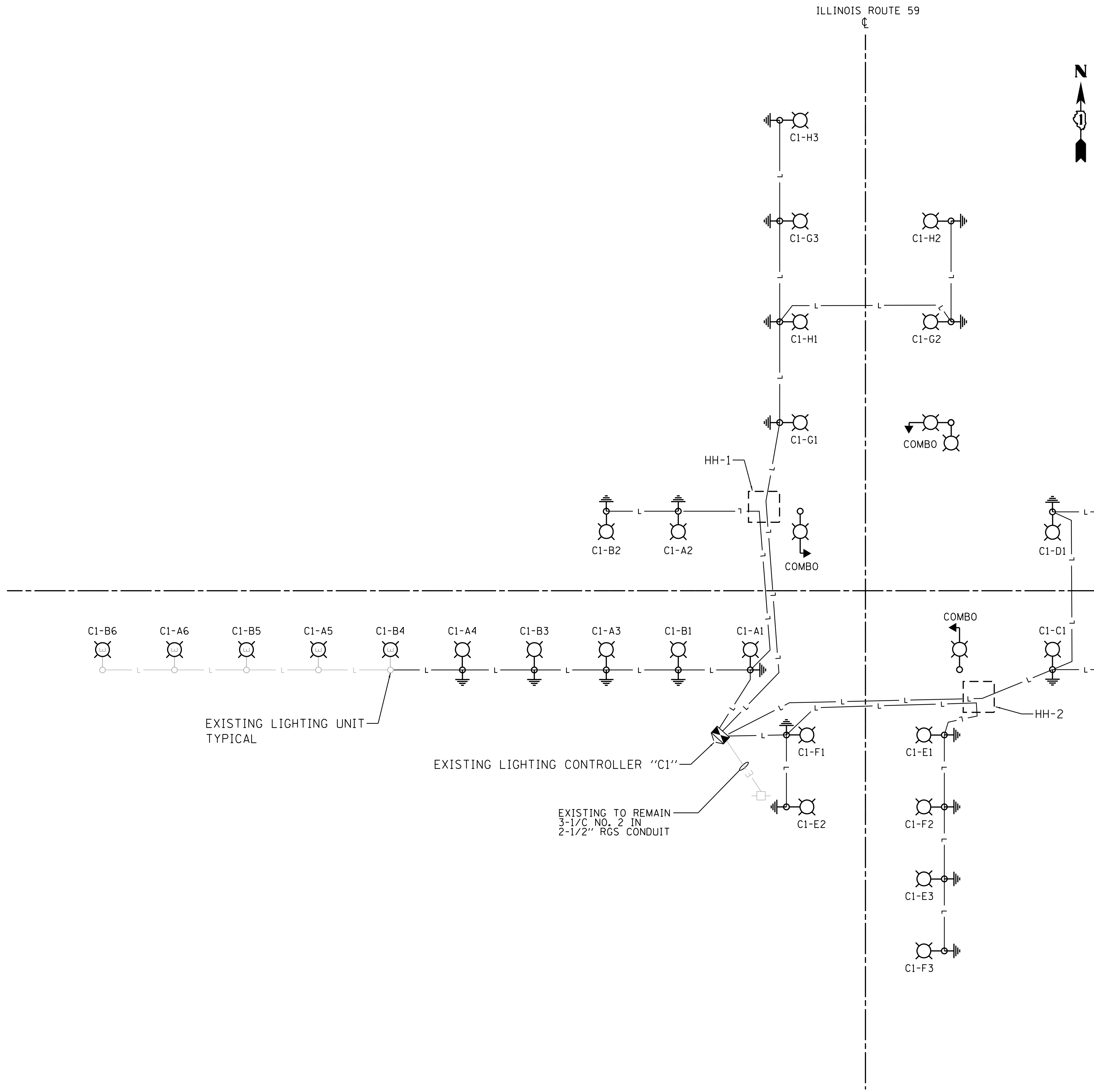

SYMBOL	DESCRIPTION
	LIGHTING UNIT, LED LUMINAIRE, HORIZONTAL MOUNT, 240V, 190 WATT, 21,000 LUMENS, TYPE-3 DISTRIBUTION, 4000K, 47.5' MOUNTING HEIGHT, 15' MAST ARM
	EXISTING LIGHTING UNIT WITH NEW LED LUMINAIRE, HORIZONTAL MOUNT, 240V, 190 WATT, 21,000 LUMENS, TYPE-3 DISTRIBUTION, 4000K
	COMBINATION UNIT, LED LUMINAIRE, HORIZONTAL MOUNT, 120V, 190 WATT, 21,000 LUMENS, TYPE-3 DISTRIBUTION, 4000K, 45' MOUNTING HEIGHT, 15' MAST ARM (NOTE: COMBINATION LIGHT POLES SHALL BE ENERGIZED FROM THE TRAFFIC SIGNAL CONTROLLER. REFER TO SHEETS 25 & 26 OF 32 FOR DETAILS.)
— L —	LIGHTING UNIT DUCT. REFER TO SITE PLAN FOR SIZES
	GROUND ROD, COPPER-CLAD STEEL, 5/8" DIA. X 10' LONG
	LIGHTING CONTROLLER CABINET, BASE MOUNTED, 480/240V, 100A, 1-PH, 3W
	EXISTING ELECTRICAL UTILTIY POLE
	MONUMENT LIGHTING UNIT, IN GROUND

ALL CABLE SPLICES SHALL BE DONE IN LIGHT POLE BASES.
NO BURIED OR HANDHOLE SPLICES ALLOWED.

PANEL SCHEDULE AND LOAD TABULATION
LIGHTING CONTROLLER "C1"

480/240V, 1-PHASE, 3-WIRE

CIRCUIT	BREAKER SIZE	WATTS		AMPS
		BLACK	RED	
A	20A	1,140	-	4.75
B	20A	-	1,140	4.75
C	20A	760	-	3.17
D	20A	-	760	3.17
E	20A	570	-	2.38
F	20A	-	570	2.38
G	20A	570	-	2.38
H	20A	-	570	2.38

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN SINGLE LINE DIAGRAM
ILLINOIS ROUTE 59

SCALE: NO SCALE | SHEET 24 OF 35 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	665

CONTRACT NO. 61H34

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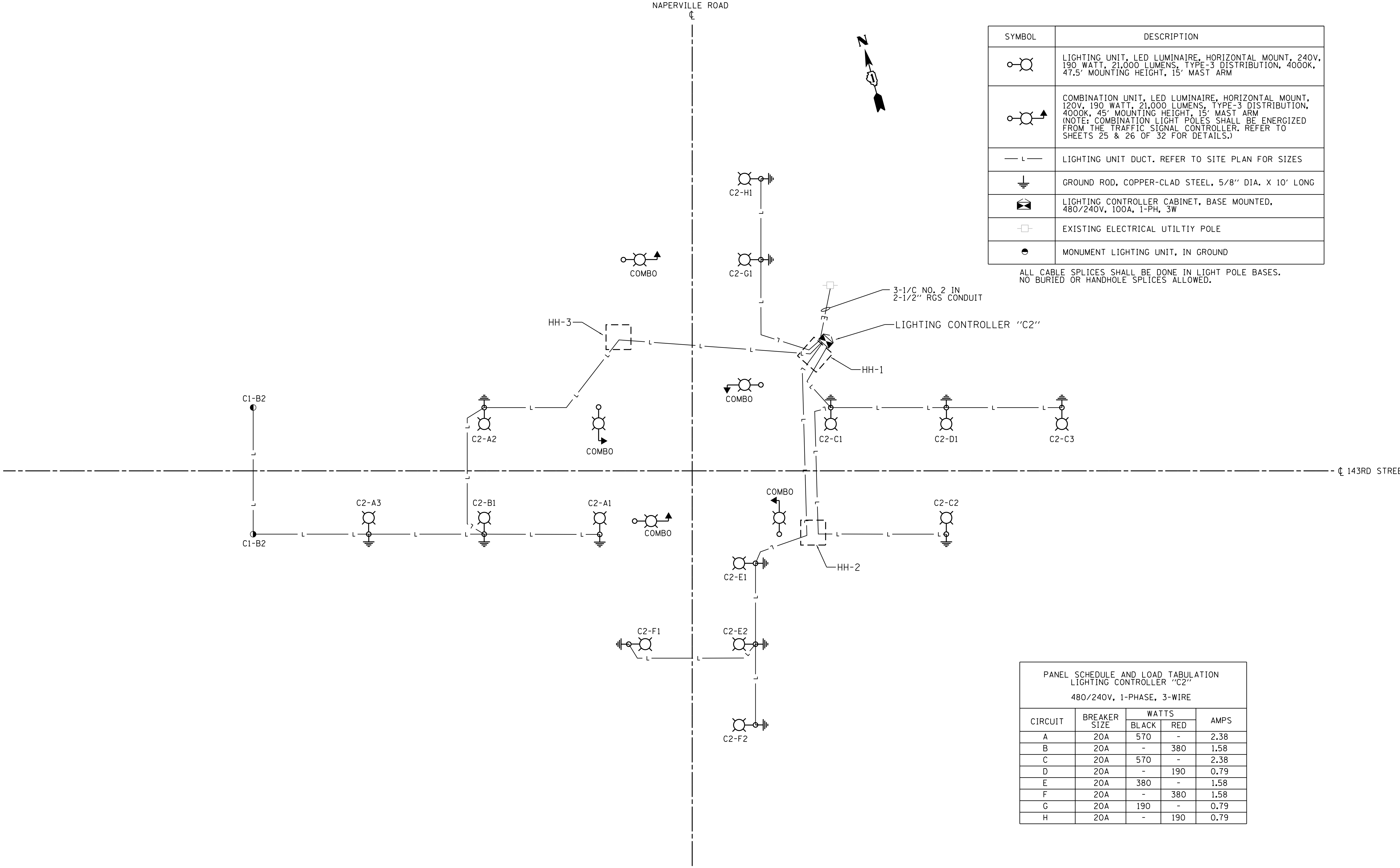

SYMBOL	DESCRIPTION
	LIGHTING UNIT, LED LUMINAIRE, HORIZONTAL MOUNT, 240V, 190 WATT, 21,000 LUMENS, TYPE-3 DISTRIBUTION, 4000K, 47.5' MOUNTING HEIGHT, 15' MAST ARM
	COMBINATION UNIT, LED LUMINAIRE, HORIZONTAL MOUNT, 120V, 190 WATT, 21,000 LUMENS, TYPE-3 DISTRIBUTION, 4000K, 45' MOUNTING HEIGHT, 15' MAST ARM (NOTE: COMBINATION LIGHT POLES SHALL BE ENERGIZED FROM THE TRAFFIC SIGNAL CONTROLLER. REFER TO SHEETS 25 & 26 OF 32 FOR DETAILS.)
— L —	LIGHTING UNIT DUCT. REFER TO SITE PLAN FOR SIZES
	GROUND ROD, COPPER-CLAD STEEL, 5/8" DIA. X 10' LONG
	LIGHTING CONTROLLER CABINET, BASE MOUNTED, 480/240V, 100A, 1-PH, 3W
	EXISTING ELECTRICAL UTILTIY POLE
	MONUMENT LIGHTING UNIT, IN GROUND

ALL CABLE SPLICES SHALL BE DONE IN LIGHT POLE BASES.
NO BURIED OR HANDHOLE SPLICES ALLOWED.

PANEL SCHEDULE AND LOAD TABULATION
LIGHTING CONTROLLER "C2"

480/240V, 1-PHASE, 3-WIRE

CIRCUIT	BREAKER SIZE	WATTS		AMPS
		BLACK	RED	
A	20A	570	-	2.38
B	20A	-	380	1.58
C	20A	570	-	2.38
D	20A	-	190	0.79
E	20A	380	-	1.58
F	20A	-	380	1.58
G	20A	190	-	0.79
H	20A	-	190	0.79

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PLOT DATE = 2/20/2024 (9:47:21 AM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

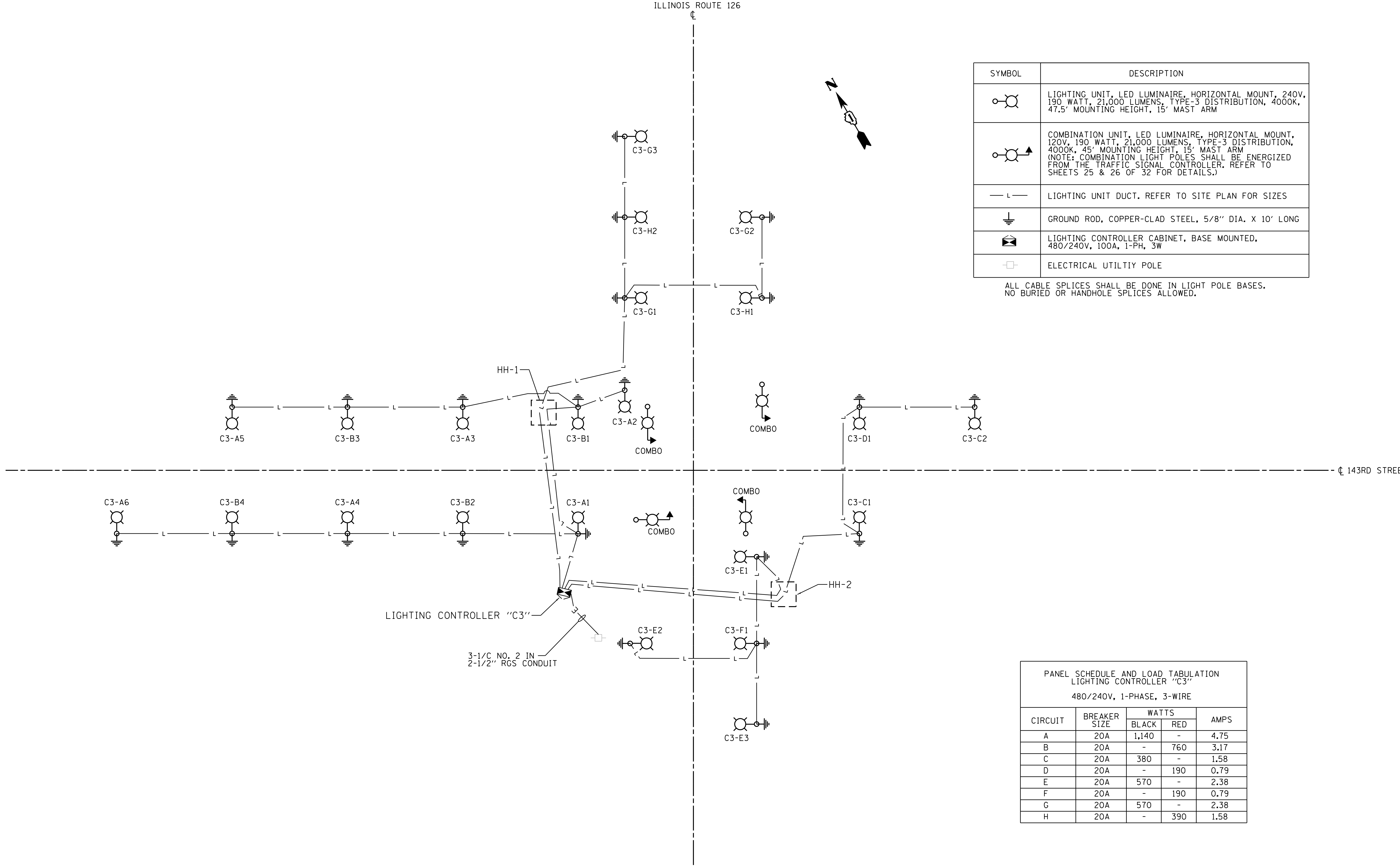
LIGHTING PLAN SINGLE LINE DIAGRAM
NAPERVILLE ROAD / 143RD STREET

SCALE: NO SCALE | SHEET 25 OF 35 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	666

CONTRACT NO. 61H34

ILLINOIS | FED. AID PROJECT



SYMBOL	DESCRIPTION
	LIGHTING UNIT, LED LUMINAIRE, HORIZONTAL MOUNT, 240V, 190 WATT, 21,000 LUMENS, TYPE-3 DISTRIBUTION, 4000K, 47.5' MOUNTING HEIGHT, 15' MAST ARM
	COMBINATION UNIT, LED LUMINAIRE, HORIZONTAL MOUNT, 120V, 190 WATT, 21,000 LUMENS, TYPE-3 DISTRIBUTION, 4000K, 45' MOUNTING HEIGHT, 15' MAST ARM (NOTE: COMBINATION LIGHT POLES SHALL BE ENERGIZED FROM THE TRAFFIC SIGNAL CONTROLLER. REFER TO SHEETS 25 & 26 OF 32 FOR DETAILS.)
— L —	LIGHTING UNIT DUCT. REFER TO SITE PLAN FOR SIZES
	GROUND ROD, COPPER-CLAD STEEL, 5/8" DIA. X 10' LONG
	LIGHTING CONTROLLER CABINET, BASE MOUNTED, 480/240V, 100A, 1-PH, 3W
	ELECTRICAL UTILTIY POLE

ALL CABLE SPLICES SHALL BE DONE IN LIGHT POLE BASES.
NO BURIED OR HANDHOLE SPLICES ALLOWED.

PANEL SCHEDULE AND LOAD TABULATION
LIGHTING CONTROLLER "C3"

480/240V, 1-PHASE, 3-WIRE

CIRCUIT	BREAKER SIZE	WATTS		AMPS
		BLACK	RED	
A	20A	1,140	-	4.75
B	20A	-	760	3.17
C	20A	380	-	1.58
D	20A	-	190	0.79
E	20A	570	-	2.38
F	20A	-	190	0.79
G	20A	570	-	2.38
H	20A	-	390	1.58

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PLOT DATE = 2/20/2024 (9:47:22 AM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

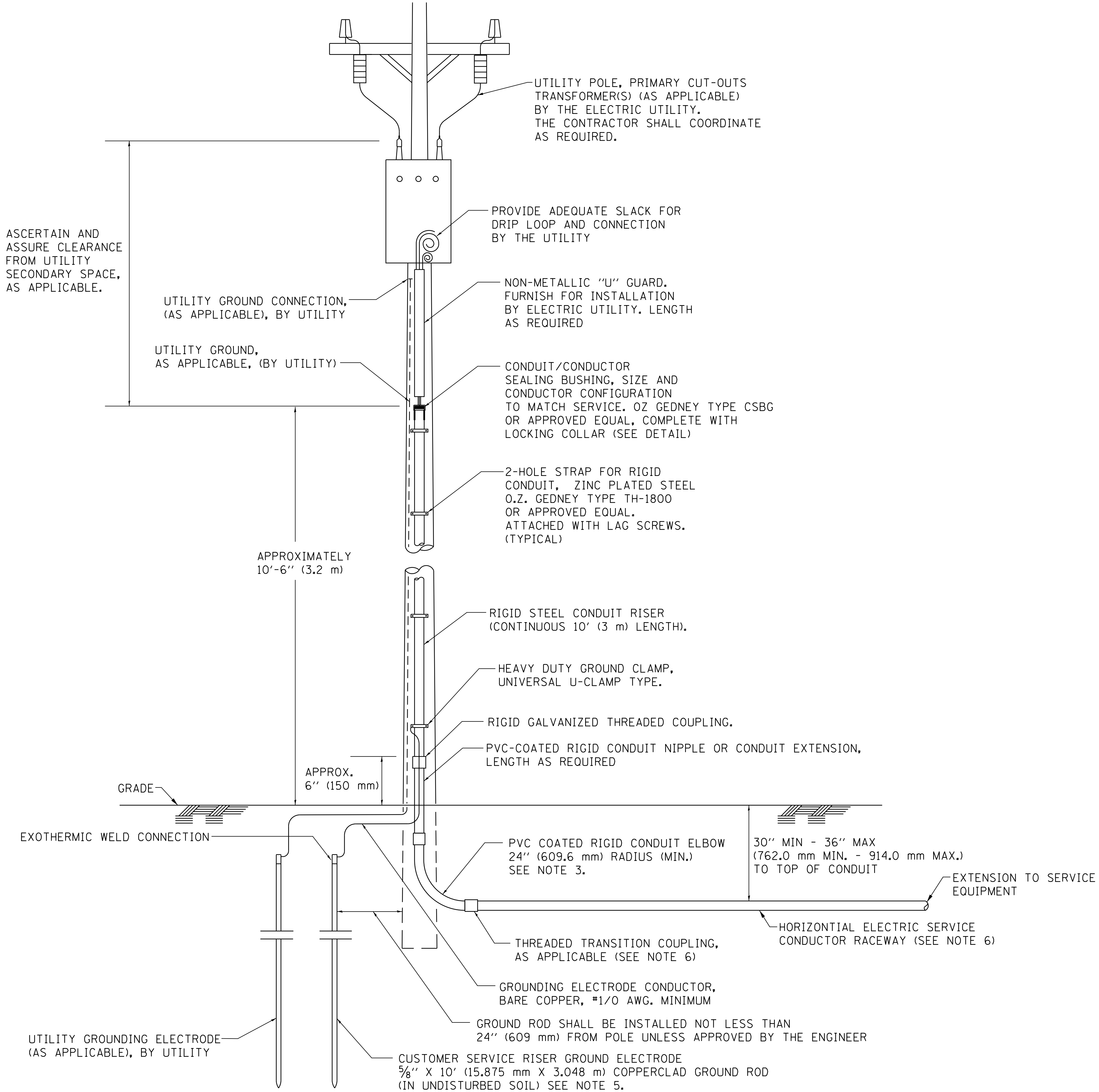
LIGHTING PLAN SINGLE LINE DIAGRAM
ILLINOIS ROUTE 126

SCALE: NO SCALE | SHEET 26 OF 35 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	667

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

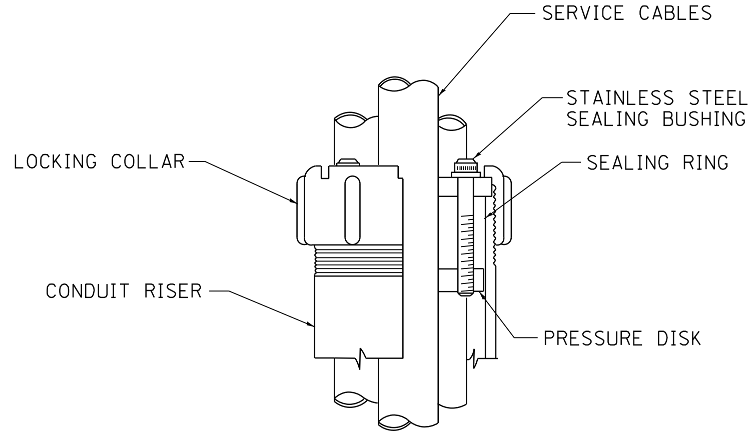


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (600 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

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



SEAL BUSHING DETAIL

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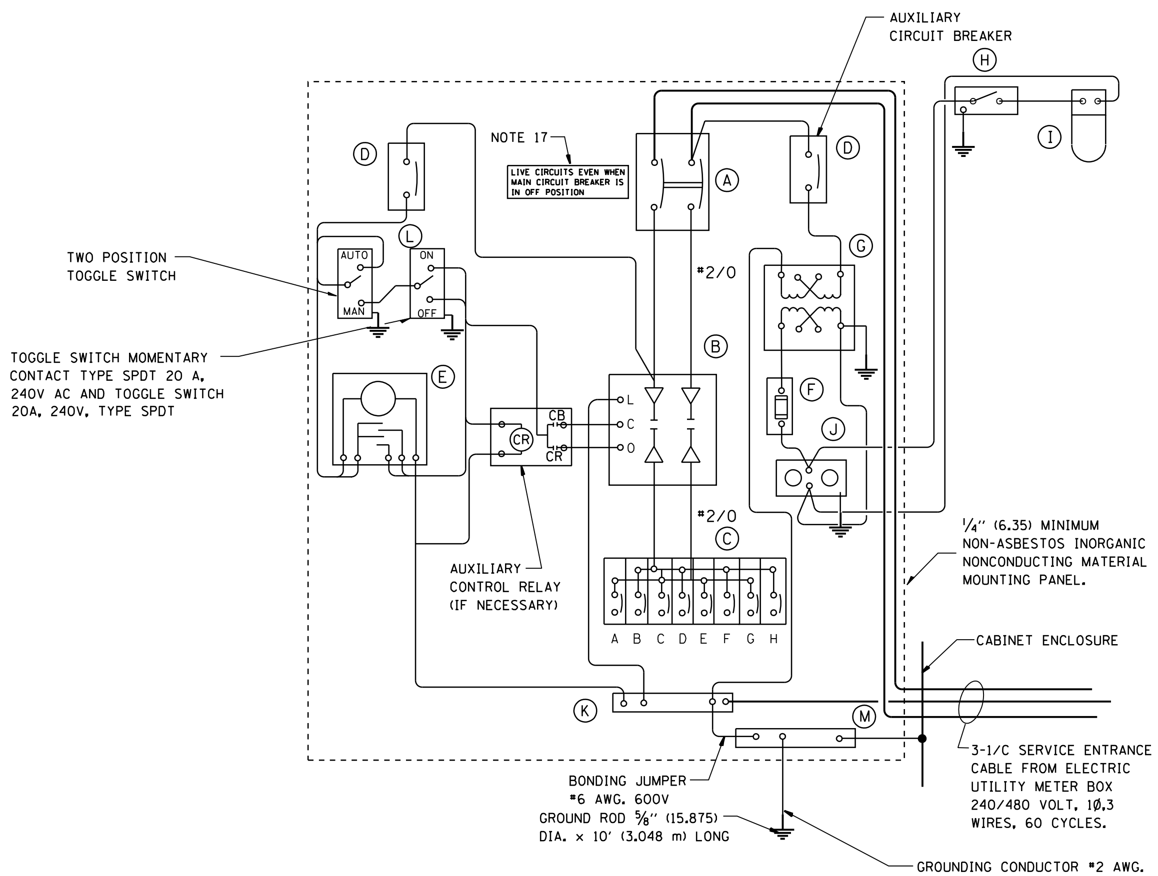
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN DETAILS
ELECTRIC SERVICE INSTALLATION - AERIAL, REMOTE DISCONNECT

SCALE: | SHEET 27 OF 35 SHEETS | STA. | TO STA.

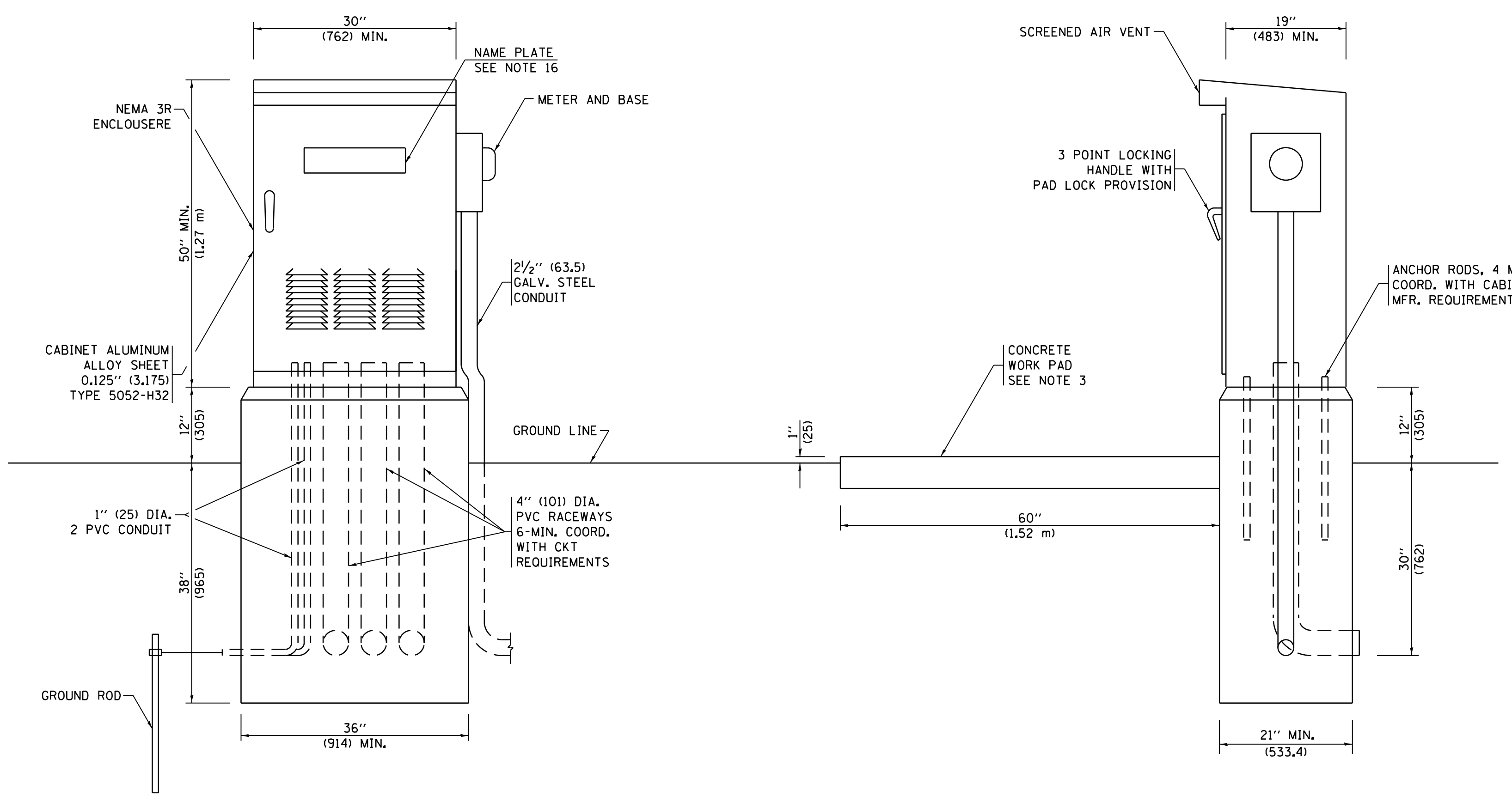
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	668
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		



PANEL WIRING DIAGRAM

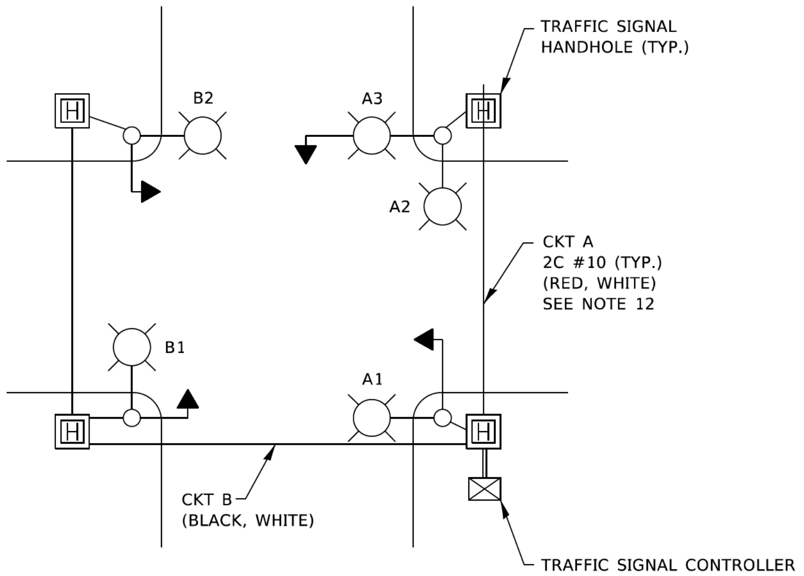
PANEL EQUIPMENT

BILL OF MATERIAL		
ITEM	QUANTITY	DESCRIPTION
A	1	MAIN CIRCUIT BREAKER, 2 POLE, 600 VOLT 100 AMP. FRAME, 100 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-22000 AMP. AT 480 VOLT.
B	1	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 100 AMP., 600 VOLTS CONTROL CIRCUIT 240 VOLT.
C	8	CIRCUIT BREAKERS, 1 POLE, 100AMP. FRAME , 20 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-10,000 AMP. AT 240 V.
D	2	CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 240 V., 100 AMP. FRAME, 15 AMP. NON-INTERCHANGEABLE TRIP INTERRUPTING RATING NEMA-5000 AMP. AT 240 V.
E	1	ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER [TIME SWITCH].
F	1	20 A., 120 V. FUSE.
G	1	1.5 KVA, SINGLE PHASE, ENCAPSULATED TRANSFORMER 240 X 480 / 120 X 240 VOLT, 60 Hz.
H	1	SPST 20A SWITCH ON DOOR, TO TURN LIGHT ON WHEN DOOR IS OPEN.
I	1	LED LIGHTING FIXTURE ENCLOSED AND GASKETED WITH 60 WATT EQUIVALENT, 120 V. LAMP.
J	1	20 A., 120 V., DUPLEX RECEPTACLE, GFCI.
K	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
L	1	TOGGLE SWITCHES MOUNTED IN 4" (101.6) X 4" (101.6 mm) BOX.
M	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND SPARE LUGS



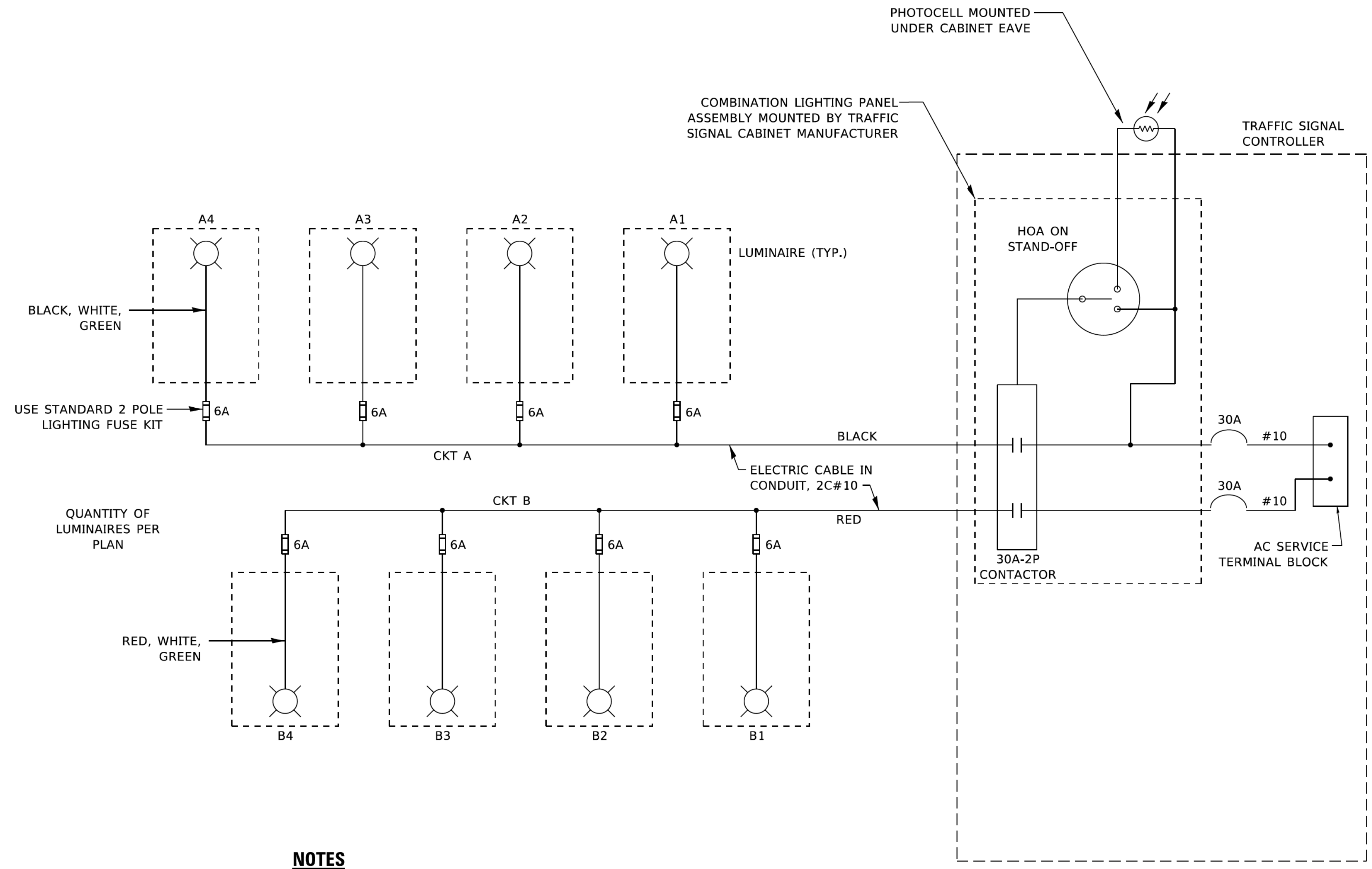
NOTES:

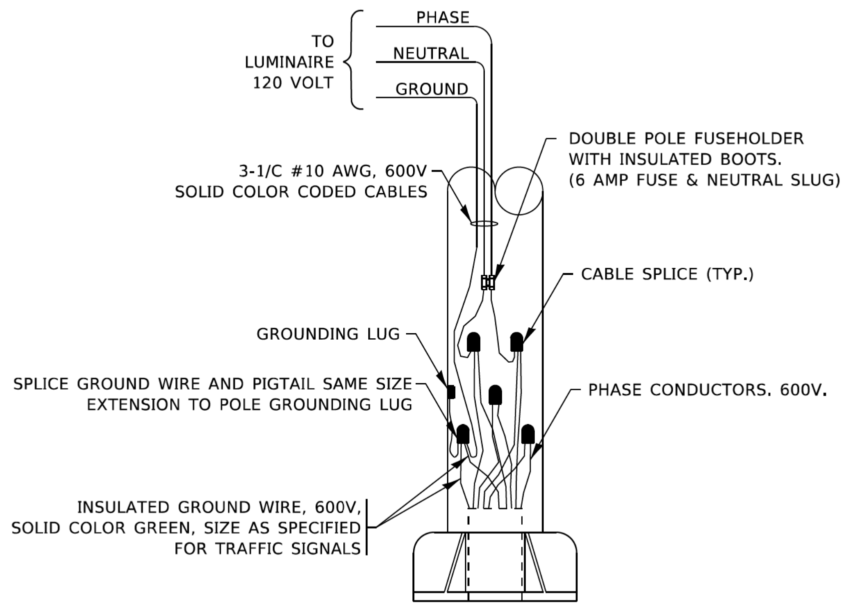
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. FOUNDATION SIZE SHALL BE COORDINATED WITH CABINET SIZE AND MFR.
3. IN FRONT OF CONTROL CABINET DOOR, REMOVE VEGETATION AND 2" (50.8 mm) TOP SOIL, LEVEL THE AREA AND ON TOP, PLACE LENGTH WISE PARALLEL TO CONTROL CABINET, A CONCRETE PAD 36" (914.4 mm) x 60" (18.288 m) x 4" (101 mm) MIN. SIZE. THE COST OF LABOR AND MATERIALS ARE INCLUDED IN THE COST OF THE CONTROLLER.
4. DOOR SHALL BE CONSTRUCTED FROM SAME TYPE OF MATERIAL AND THICKNESS AS CABINET.
5. DOOR SHALL BE EQUIPPED WITH THREE POINT LATCHING MECHANISM WITH NYLON ROLLERS AT TOP THE BOTTOM.
6. DOOR HINGE SHALL BE A HEAVY GAUGE CONTINUOUS HINGE WITH A 1/4" (6.35 mm) DIA. STAINLESS STEEL HINGE PIN.
7. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
8. CONTROL WIRING TO BE #12 AWG, 600V, TYPE "SIS" GRAY SWITCH BOARD WIRE, STRANDED COPPER.
9. METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET, NEAR TO THE SERVICE POLE.
10. CABINETS SHALL BE PRIMED AND PAINTED AS SPECIFIED.
11. THE HEADS OF CONNECTORS SCREWS SHALL BE PAINTED WHITE FOR NEUTRAL BAR CONNECTION AND GREEN FOR GROUND BAR CONNECTORS.
12. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED.
    R = RED BL = BLUE W = WHITE
    B = BLACK Y = YELLOW G = GREEN
13. PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE CONTROL CABINET.
14. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
15. THE CONTROLLER SHALL BE CONSTRUCTED TO U.L. STD. 508 AND BEAR THE U.L. LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
16. 12" (304.8) X 16" (406.4 mm) STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "VILLAGE OF PLAINFIELD LIGHTING CONTROLLER" UNLESS OTHERWISE SPECIFIED.
17. PROVIDE A RED WARNING NAMEPLATE WITHIN LIGHTING CONTROLLER AND CLOSE TO THE MAIN CIRCUIT BREAKER INDICATING, "LIVE CIRCUITS EVEN WHEN MAIN CIRCUIT BREAKER IS IN OFF POSITION".



TYPICAL LIGHTING CIRCUIT

(NOT TO SCALE)





COMBINATION POLE WIRING DETAIL

(NOT TO SCALE)

NOTES

1. 4 LUMINAIRES PER CIRCUIT, MAXIMUM.
2. TWO #10 (XLP-TYPE USE) CABLES TO BE USED FOR LIGHTING CIRCUITS.
3. ROUTE LIGHTING CIRCUITS IN TRAFFIC SIGNAL CONDUIT SYSTEM.
4. ALL SPLICES AND CONNECTIONS FOR ROADWAY LIGHTING SHALL BE AT POLE BASE ONLY.
5. FOR LIGHTING CIRCUITS, CONNECT TWO CIRCUIT BREAKERS TO AC SERVICE TERMINAL BLOCK.
6. ALL WIRING SHALL BE NEATLY DRESSED, IDENTIFIED BY TAGS, AND SUPPORTED. (UNDERGROUND SPLICING OF LIGHTING CONDUCTORS IS NOT PERMITTED).
7. THE H.O.A. SWITCH SHALL BE LABELED AS "LIGHTING CONTROL" WITH THE POSITIONS "AUTO", "OFF" AND "TEST" WITH ENGRAVED NAME PLATES.
8. LIGHTING CONNECTED TO UPS BYPASS CIRCUIT.
9. COMBINATION LIGHTING MUST BE INSTALLED PRIOR TO SIGNAL TURN ON.
10. LUMINAIRE VOLTAGE SHALL BE 120V
11. POLE WIRING & FUSE KITS ARE INCLUDED IN THE LUMINAIRE PAY ITEM.
12. THE UNDERGROUND EQUIPMENT GROUND WIRE IS SHOWN IN THE TRAFFIC SIGNAL PLANS AND IS INCLUDED IN THE SIGNAL PLANS. IT IS SHARED GROUND BETWEEN SIGNALS AND LIGHTING.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN DETAILS
COMBINATION LIGHTING CONTROLLER

SCALE: | SHEET 29 OF 35 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	670

CONTRACT NO. 61H34

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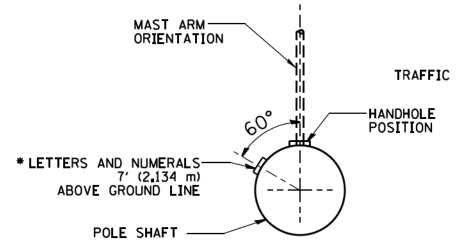
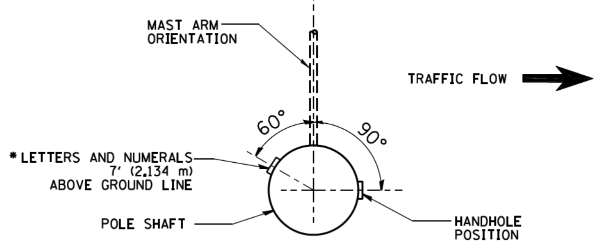


POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



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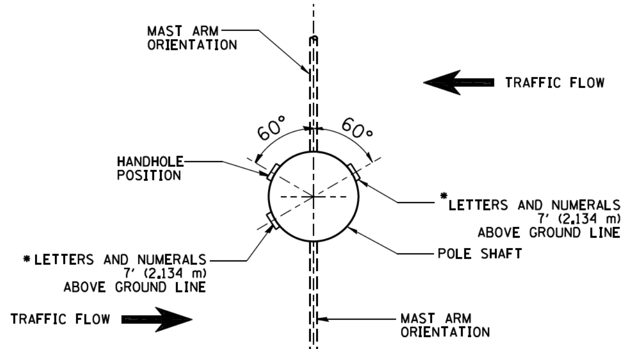
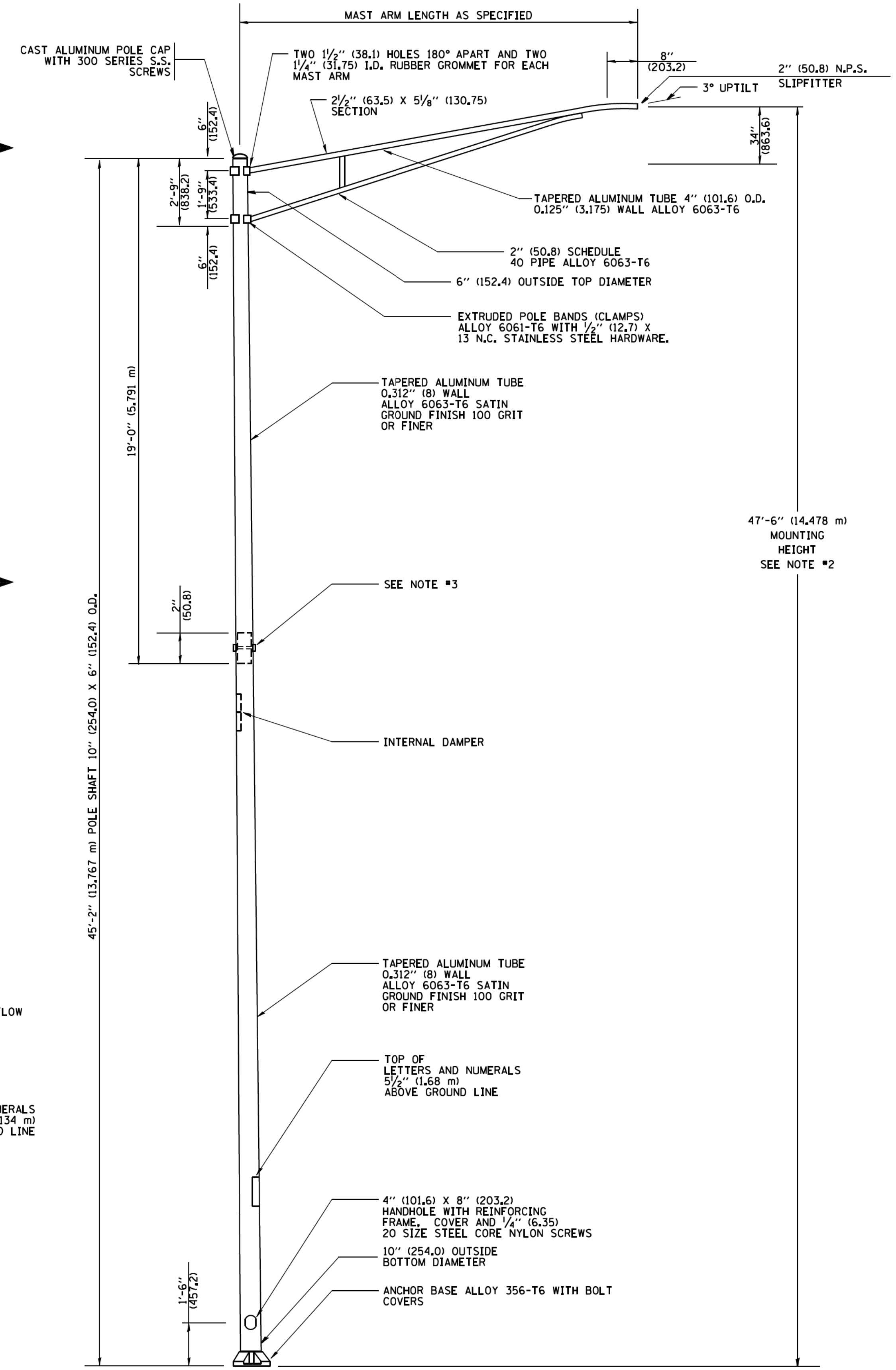
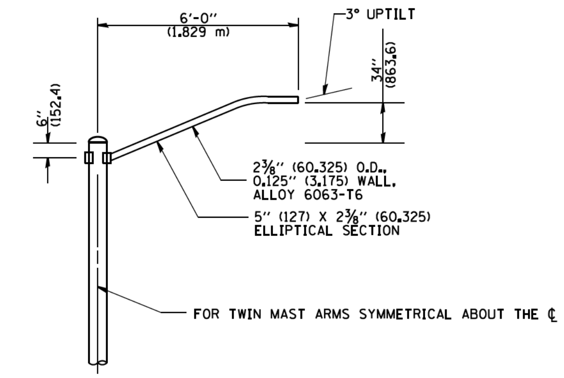


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES

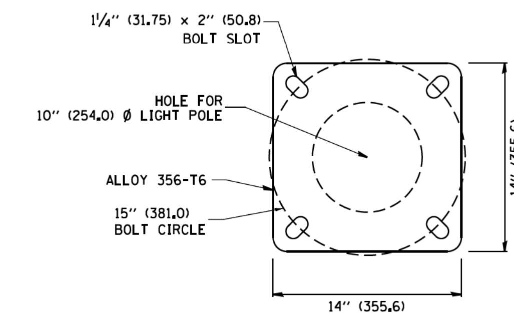




6' (1.8 m) SINGLE MEMBER MAST ARM
(N.T.S.)
(NOT USED)

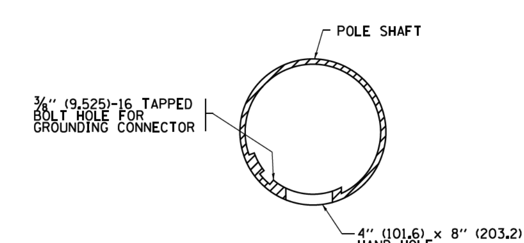
NOTES:

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



LIGHT POLE BASE PLATE DETAIL

15 INCH (381.0) BOLT CIRCLE



HANDHOLE DETAIL
(N.T.S.)

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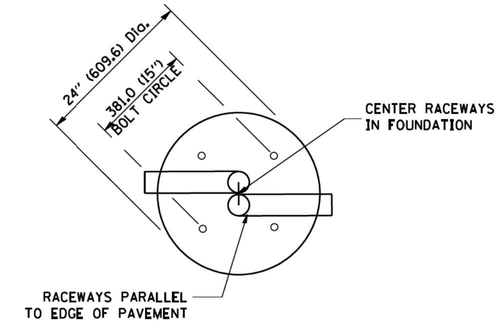
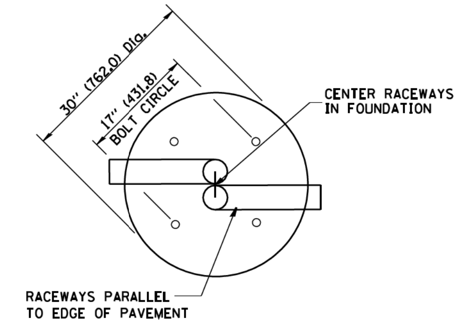
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	671
CONTRACT NO. 61H34				
ILLINOIS FED. AID PROJECT				

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

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



TOP VIEW



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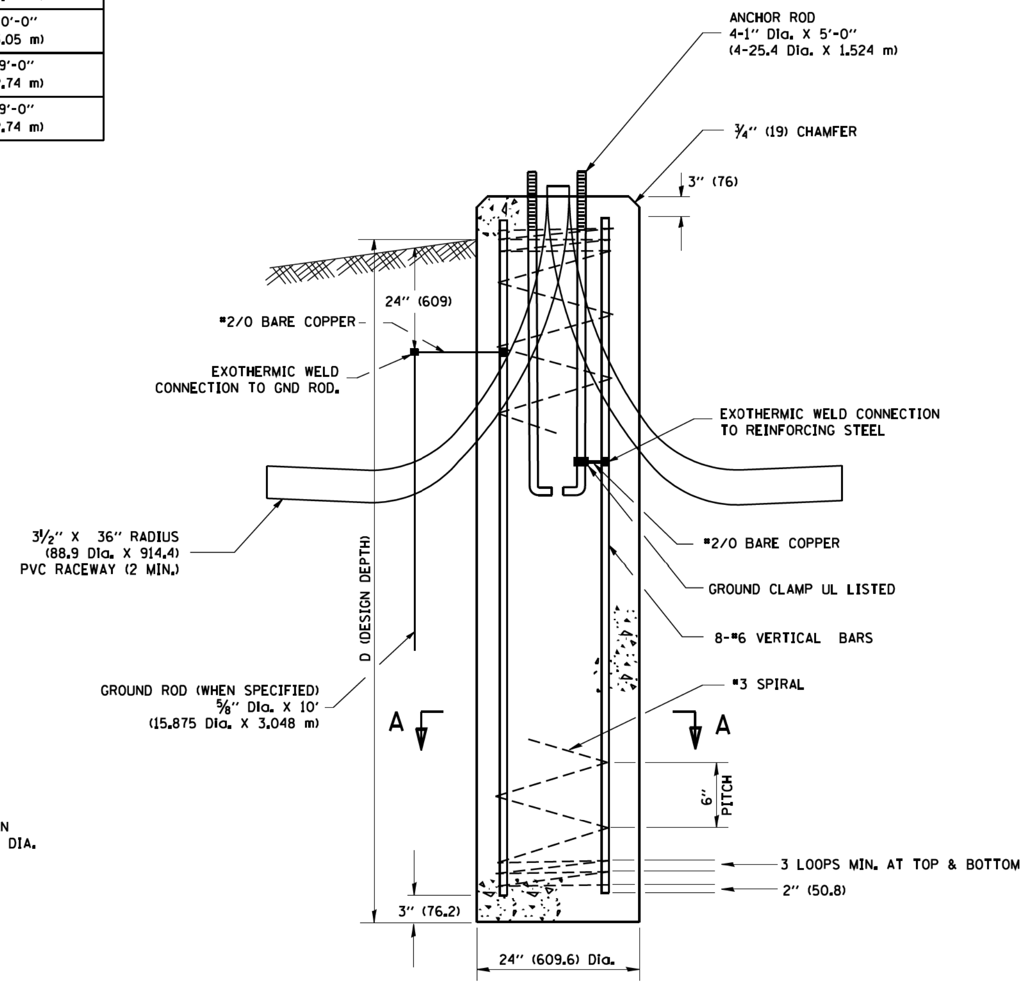
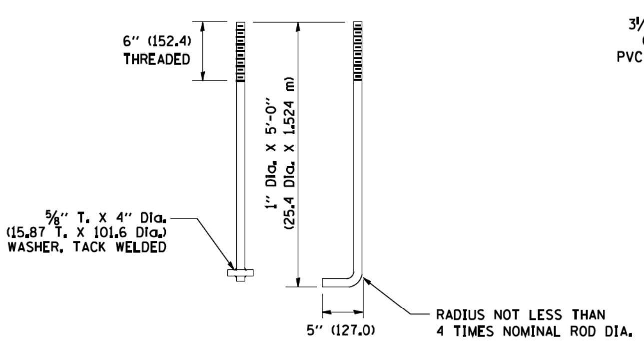
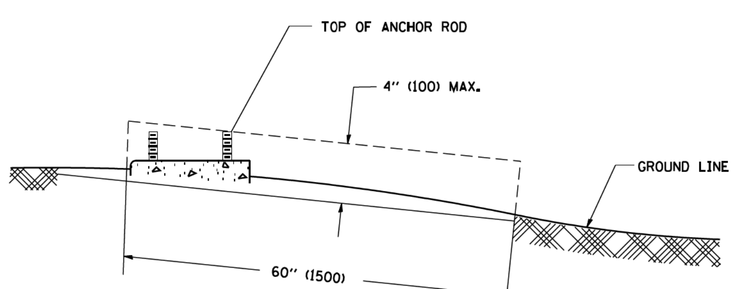


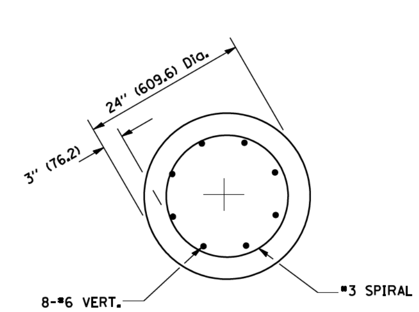
FOUNDATION DETAIL



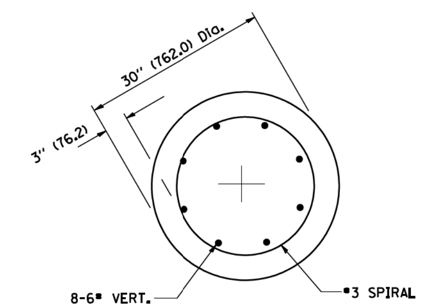
ANCHOR ROD DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

NOTES

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IN PLACED.
3. THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
4. THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
5. THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED ¾-IN. (20 mm).
6. THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
7. THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
8. THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
9. ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
10. THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
11. ANCHOR RODS SHALL PROJECT 2¾" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
12. THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
13. THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
14. THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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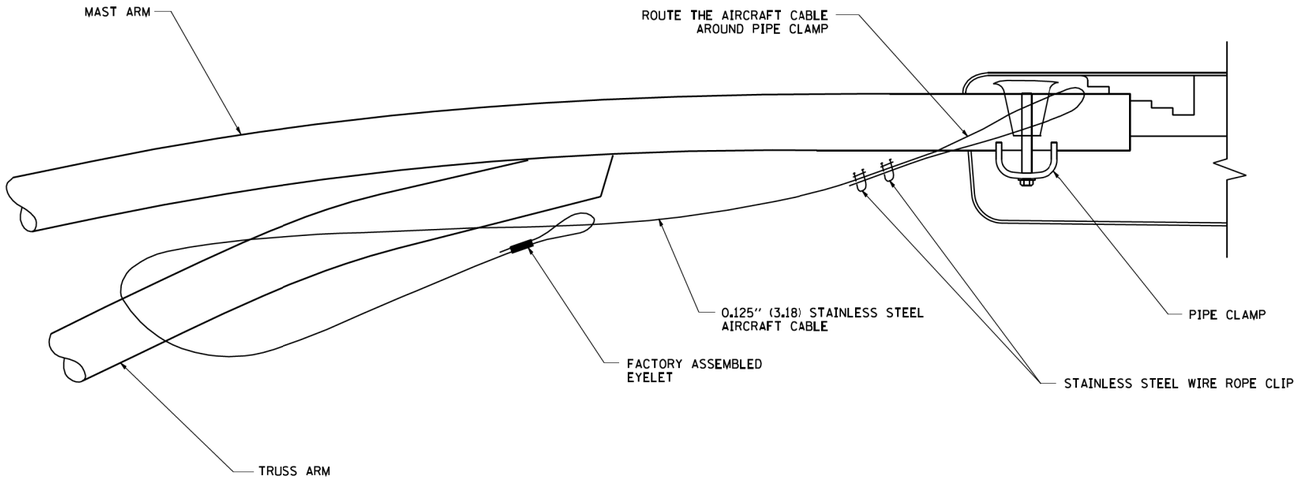
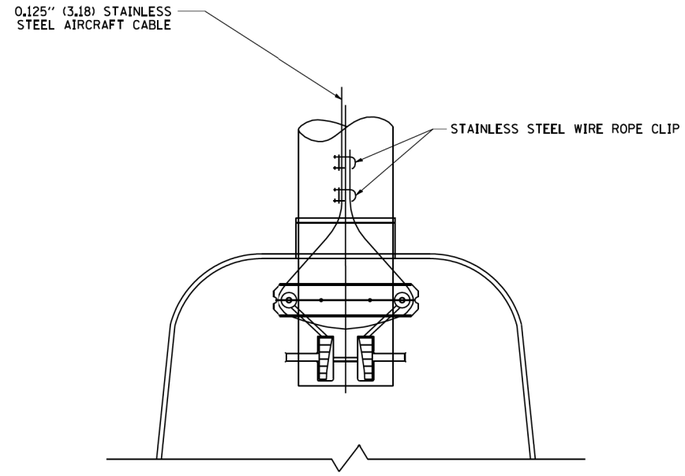


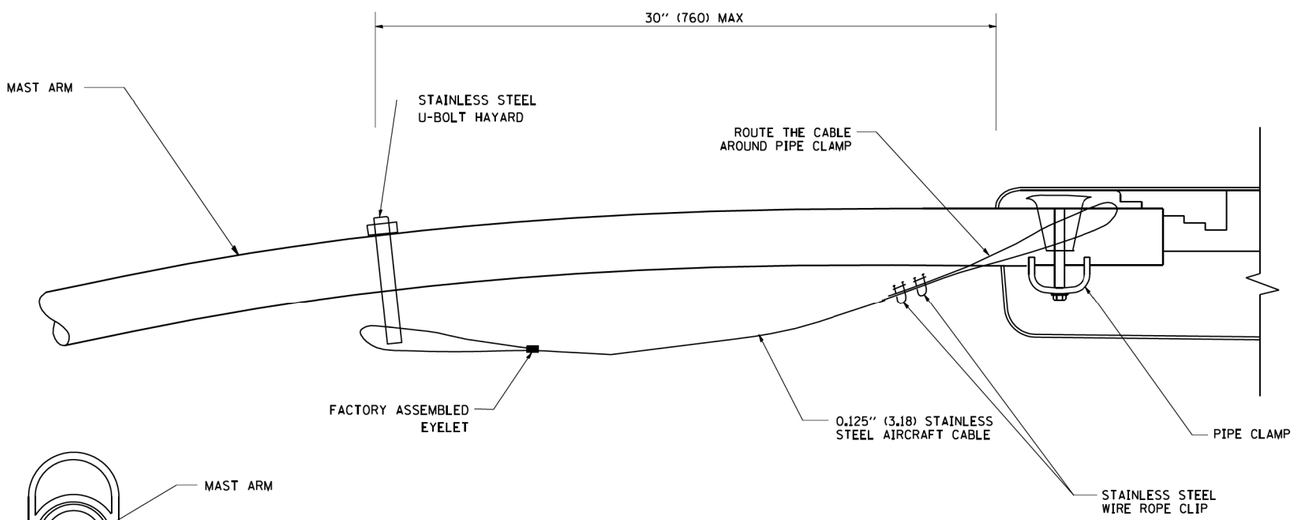
SIDE VIEW (TRUSS ARM)

N.T.S.



BOTTOM VIEW

N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)

N.T.S.

NOTES:

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN DETAILS
LUMINAIRE SAFETY CABLE ASSEMBLY

SCALE: | SHEET 32 OF 35 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	673
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

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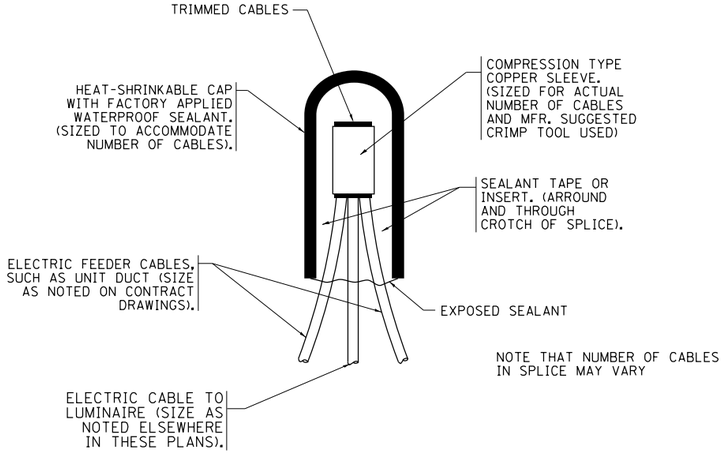
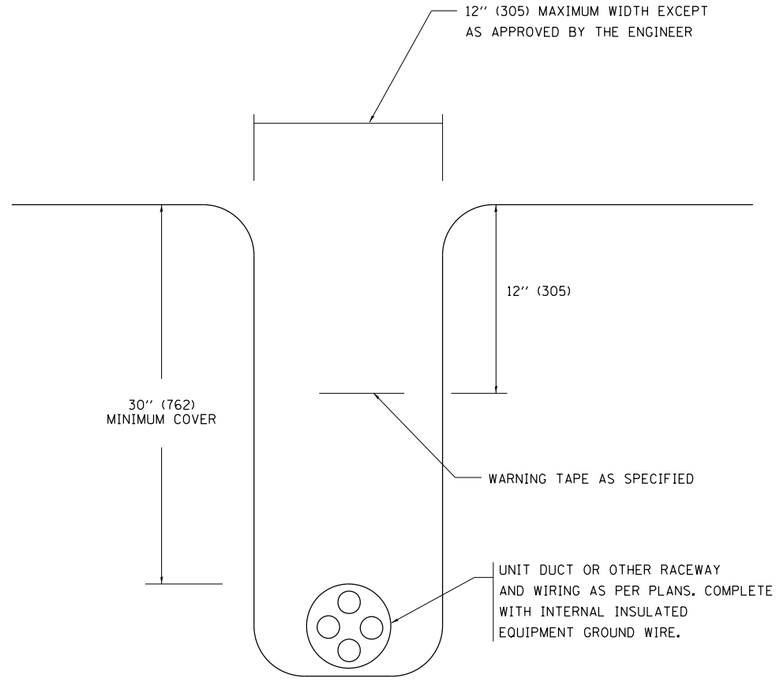


TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

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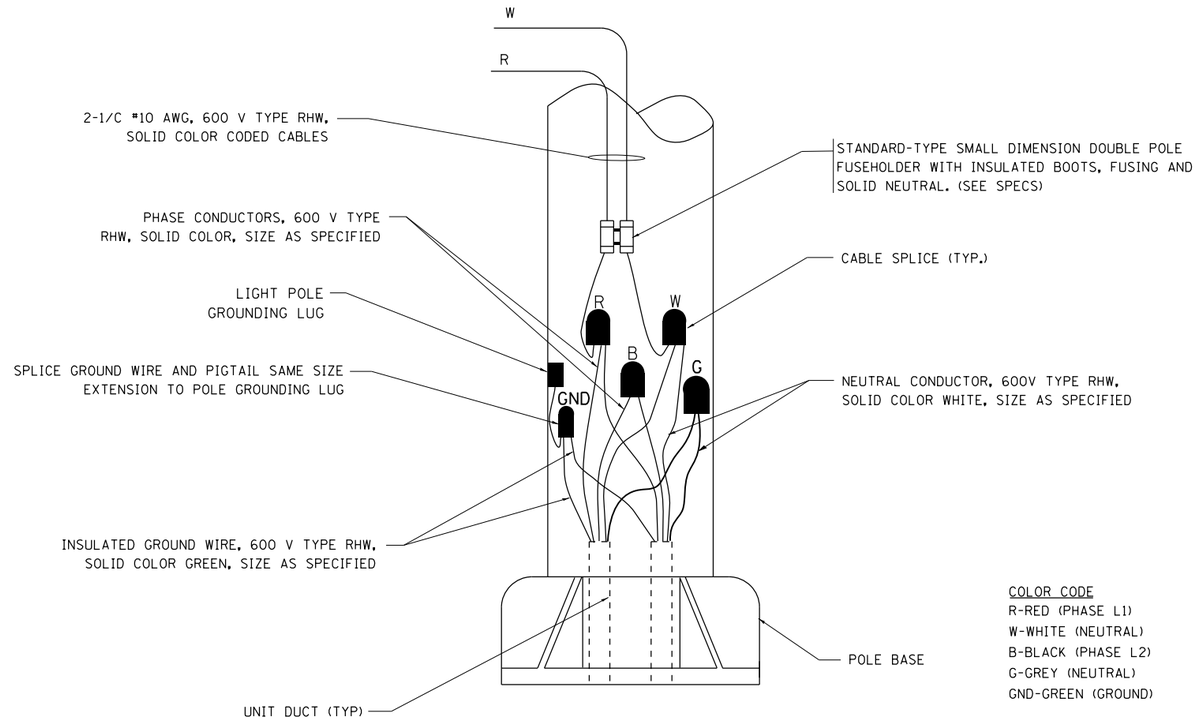

COLOR CODE
R-RED (PHASE L1)
W-WHITE (NEUTRAL)
B-BLACK (PHASE L2)
G-GREY (NEUTRAL)
GND-GREEN (GROUND)

POLE WIRING DETAIL

N.T.S.

DIRECTORY = L:\Plainfield\160420240_143rd\Draw\Roadway\CADD_Sheets\
USER NAME = Zach Edwards

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN DETAILS
MISC. ELECTRICAL DETAILS - SHEET A

SCALE: | SHEET 33 OF 35 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	674
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

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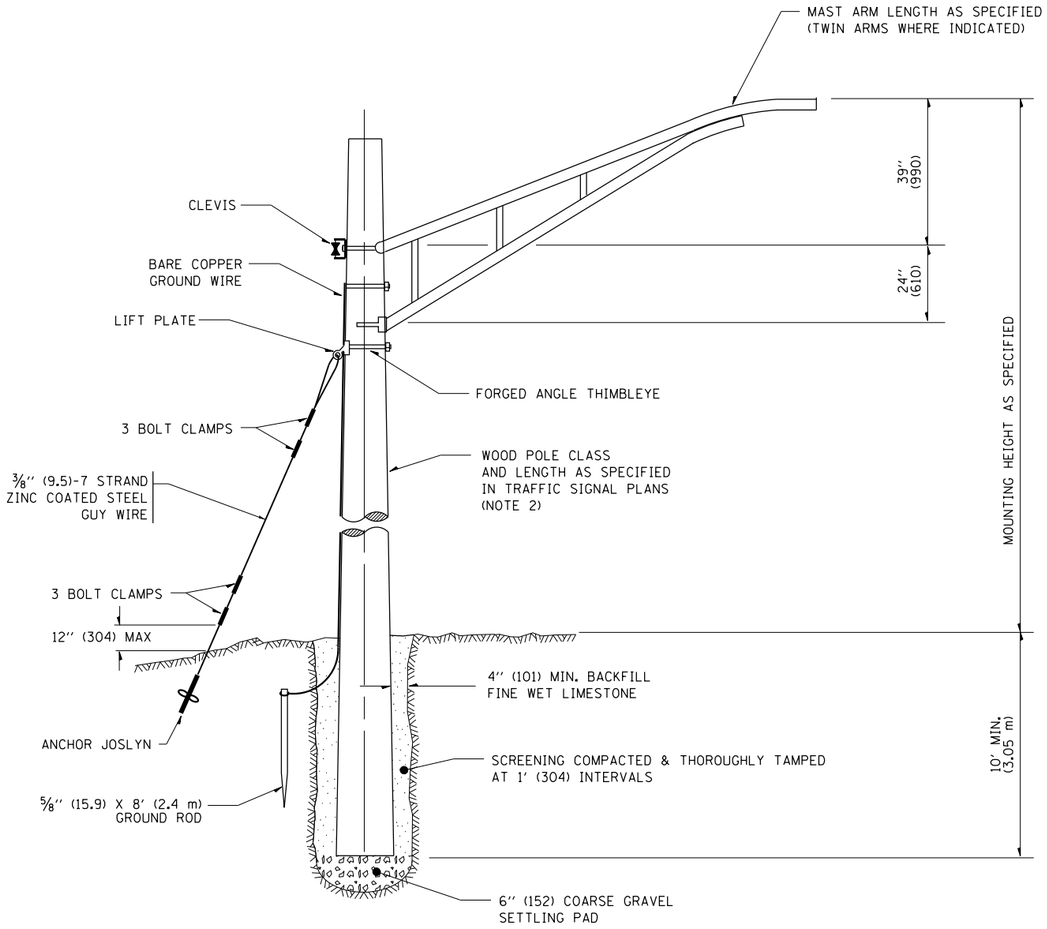
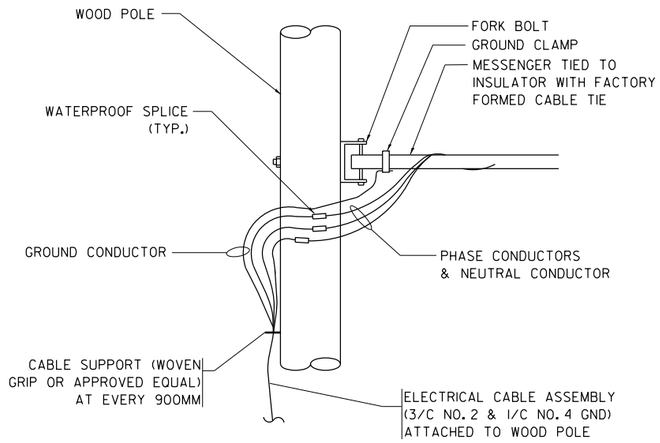


TEMPORARY LUMINAIRE MOUNTING DETAIL

NOTES:

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



AERIAL CABLE CONNECTION DETAIL

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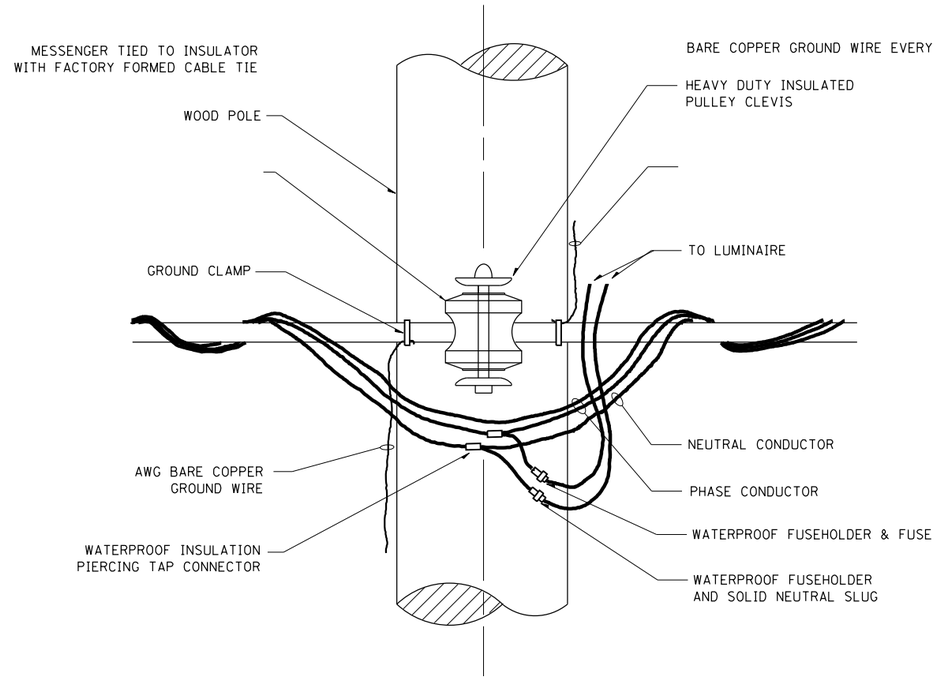

TEMPORARY LIGHT POLE ATTACHMENT DETAIL

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USER NAME = Zach Edwards

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PLOT DATE = 2/20/2024 (8:48:29 AM)	DATE - 09/29/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN DETAILS
TEMPORARY LIGHTING DETAILS

SCALE: | SHEET 34 OF 35 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	675
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

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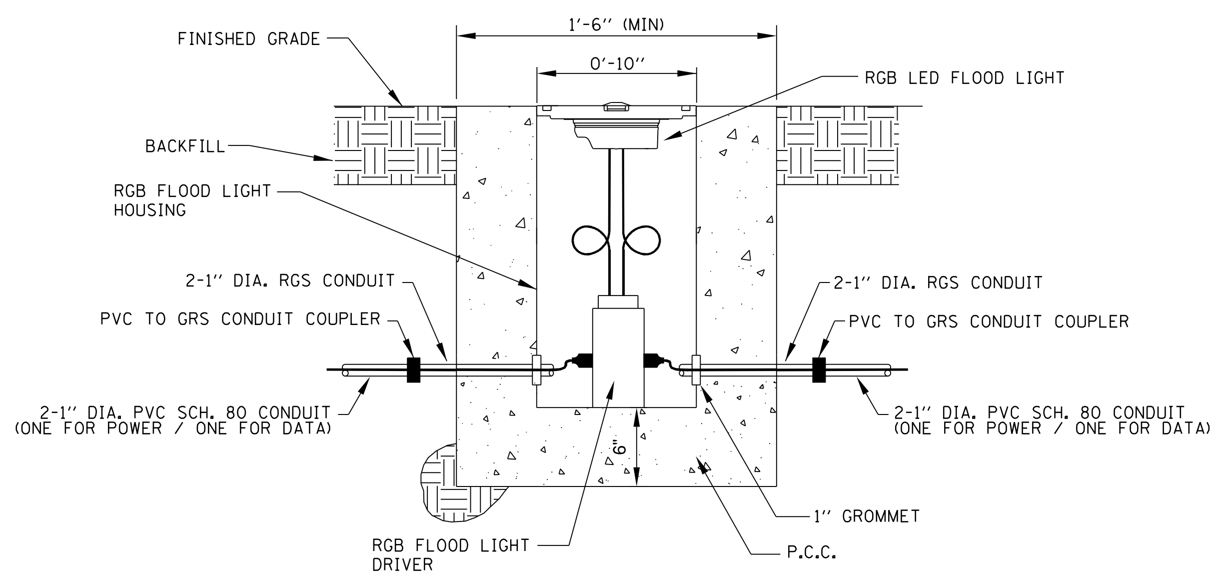
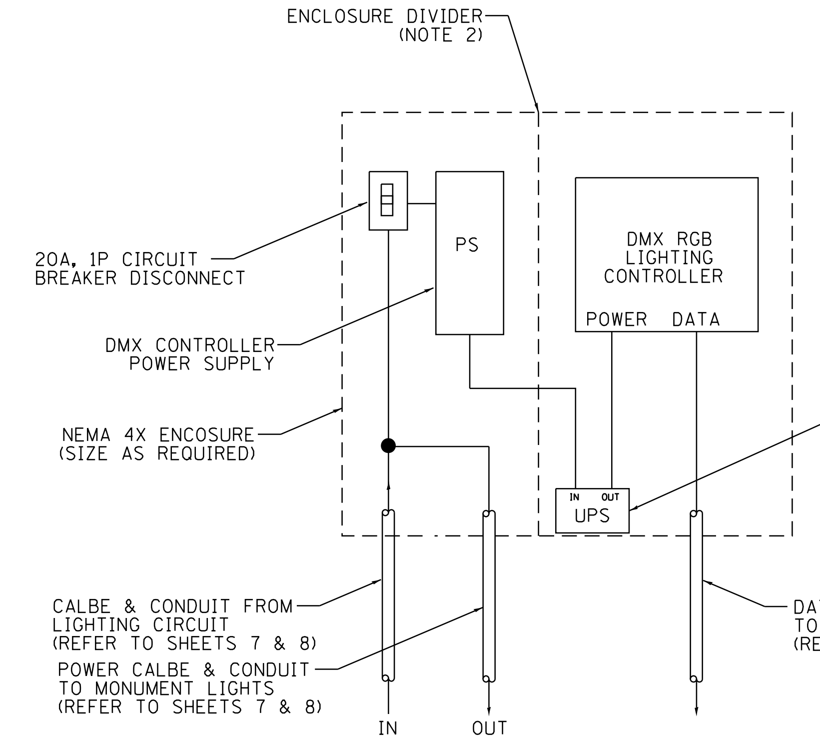


GROUND MOUNTED FLOOD LIGHT INSTALLATION DETAIL

N.T.S.

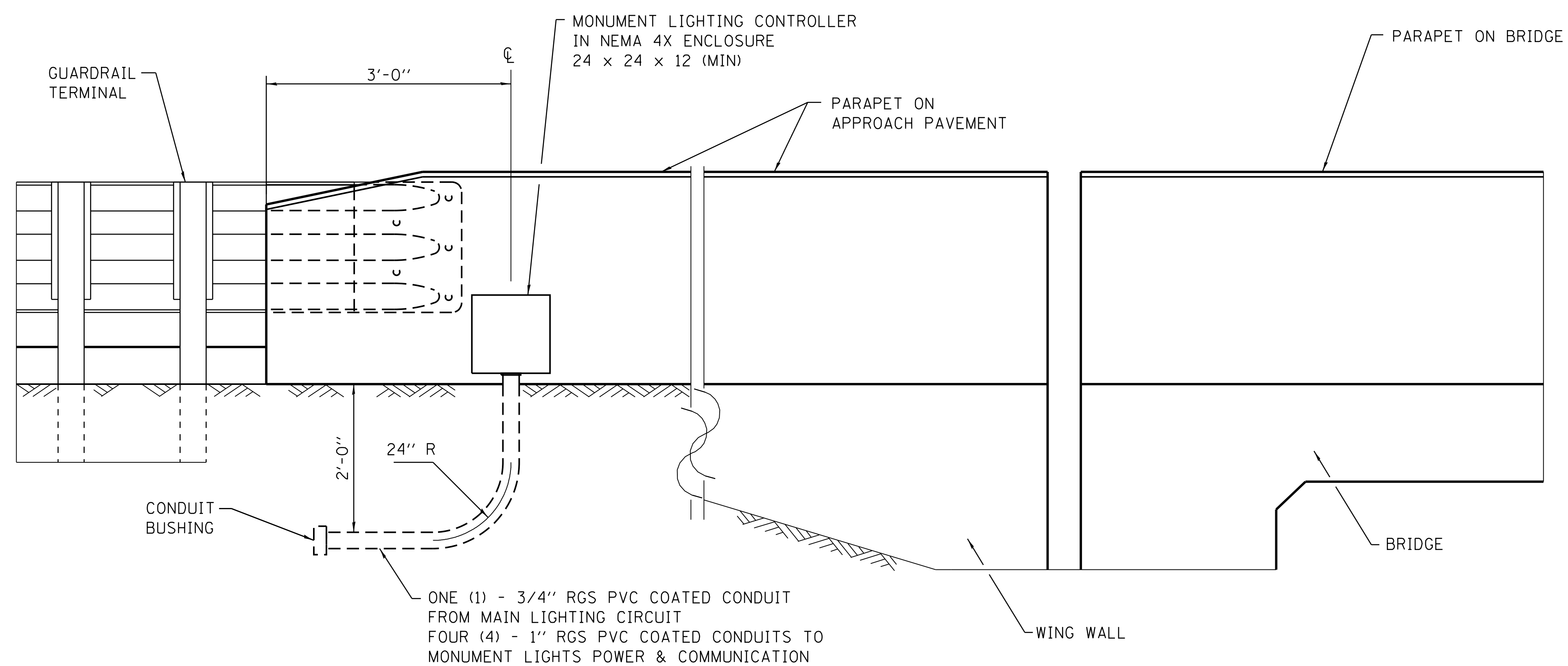


NOTE

1. DMX CONTROLLER SHALL RETAIN PROGRAMMING OR HAVE UPS BATTERY BACKUP TO STORE THE RGB LIGHTING SETTING.
2. ENCLOSURE SHALL HAVE A DIVIDER TO SEPARATE POWER AND DATA.

MONUMENT LIGHTING CONTROLLER DETAIL

N.T.S.



MONUMENT LIGHITNG CONTROLLER INSTALLATION DETAIL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN DETAILS
MONUMENT LIGHTING DETAILS

SCALE: | SHEET 35 OF 35 SHEETS | STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	676

CONTRACT NO. 61H34

ILLINOIS FED. AID PROJECT

BENCHMARK

CP 2: Iron Rod set in concrete. Sta. 538+73.87, Offset 148.16' rt., Elev. 614.33.

LOADING HL-93

Allow 50 psf for future wearing surface.

DESIGN SPECIFICATIONS

2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec (SD1) = 0.066g
Design Spectral Acceleration at 0.2 sec (SDS) = 0.126g
Soil Site Class = C

DESIGN STRESSES

FIELD UNITS

f'c = 4,000 psi (superstructure concrete)
f'c = 3,500 psi (substructure concrete)
fy = 60,000 psi (reinforcement)
fy = 50,000 psi (M 270 Grade 50)
fy = 36,000 psi (M 270 Grade 36)

CURVE DATA

Prop. Curve PRCL_143_4
P.I. Sta. = 537+18.05
Δ = 3° 37' 30" (RT)
D = 0° 57' 18"
R = 6,000.00'
T = 189.86'
L = 379.60'
E = 3.00'
S.E. = None
P.C. Sta. = 535+28.19
P.T. Sta. = 539+07.79

EXISTING STRUCTURE

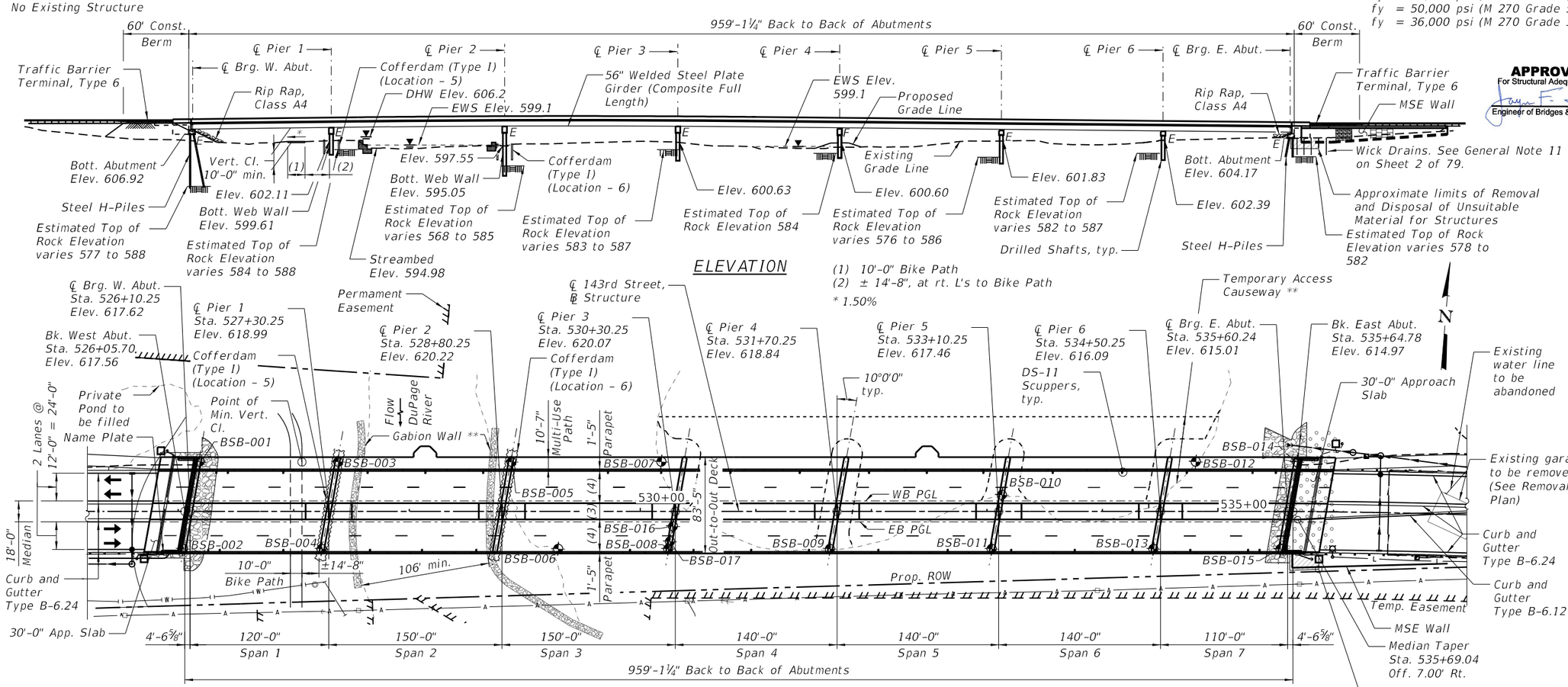
No Existing Structure

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER
JOSEPH T. HEGER
081-008156
STATE OF ILLINOIS
2-19-24
Exp. Date 11/30/2024

"I certify that to the best of my knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of the structure and complies with the requirements of the current Design Specifications listed."

ELEVATION



PLAN

(3) 14'-0" Raised Curb Median
(4) 28'-0" Roadway

** See Soil Erosion and Sediment Control Plan Sheets

WATERWAY INFORMATION TABLE

Exist. Low Grade Elev. N/A ft. @ Sta. N/A
Drainage Area = 251 sq. mi. Prop. Low Grade Elev. 613.45 ft. @ Sta. 538+04

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	6,890	N/A	4,945	604.7	0.0	0.1	604.7	604.8
Design	50	9,950	N/A	6,370	606.2	0.0	0.1	606.2	606.3
Base	100	11,280	N/A	6,944	606.8	0.0	0.1	606.8	606.9
Scour Design Check	200	12,800	N/A	7,239	607.1	0.0	0.1	607.1	607.2
OVERTOPPING OCCURS ABOVE THE 500 YR. FLOOD									
Max. Calc.	500	14,700	N/A	8,308	608.3	0.0	0.1	608.3	608.4

DESIGN SCOUR ELEVATION TABLE

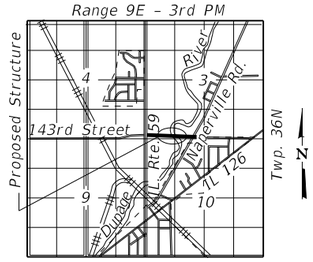
Event/Limit State	West Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	Pier 6	East Abut.	Item 113
Q100	--	598.54	593.86	596.86	596.71	597.94	598.58	--	8
Q200	--	598.39	593.69	596.68	596.53	597.76	598.41	--	
Design	606.92	598.54	593.86	596.86	596.71	597.94	598.58	604.17	
Check	606.92	598.39	593.69	596.68	596.53	597.76	598.41	604.17	

SCUPPER LOCATIONS

N. Parapet Station		S. Parapet Station	
526+33.00	531+38.00	526+26.00	531+46.00
526+43.00	531+98.00	526+36.00	532+06.00
526+91.00	532+48.00	526+91.00	532+66.00
527+64.00	532+97.00	527+66.00	533+21.00
528+14.00	533+57.00	528+11.00	533+76.00
528+64.00	534+17.00	528+58.00	534+26.00
529+72.00	534+73.00	529+91.00	534+76.00
530+18.00	535+30.00	530+46.00	535+26.00
530+78.00	535+50.00	530+96.00	535+36.00

LEGEND

- Soil Boring
- Gabion Wall
- Approximate limits of Stone Riprap Class A4
- Approximate limits of Wick Drains
- Approximate limits of Removal and Disposal of Unsuitable Material for Structures
- Existing ComEd Distribution Lines
- Existing Water line
- Prop. Lighting Unit
- Prop. Buried Interconnect Line
- Prop. Buried Lighting Service
- Prop. Storm Sewer
- Prop. Underdrain
- Prop. Inlet
- Prop. Catch Basin
- Prop. Manhole
- Prop. Guardrail



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
143rd STREET OVER DuPAGE RIVER
F.A.U. RTE. 0380 - SEC 06-00040-00-FP
WILL COUNTY
STATION 530+85.25
STRUCTURE NO. 099-6006

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 1 OF 79 SHEETS | STA. | TO STA.

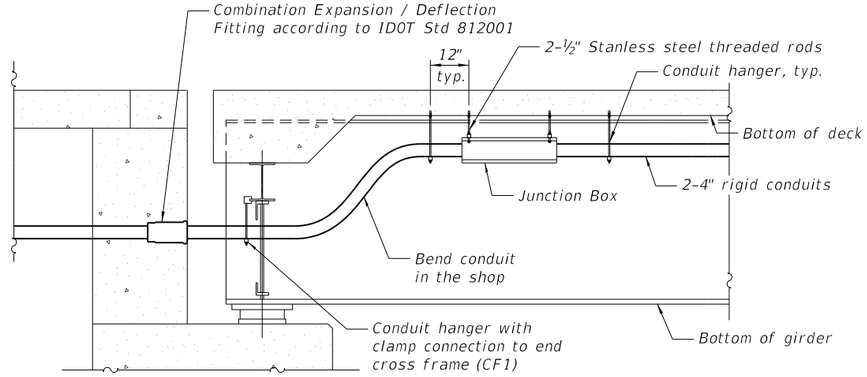
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	677
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

FILE NAME = L:\Plainfield\160242202-00_143rdDrawStructures\CADD_Sheets\Sht_Dupage River Bridge_01 GPE.dgn

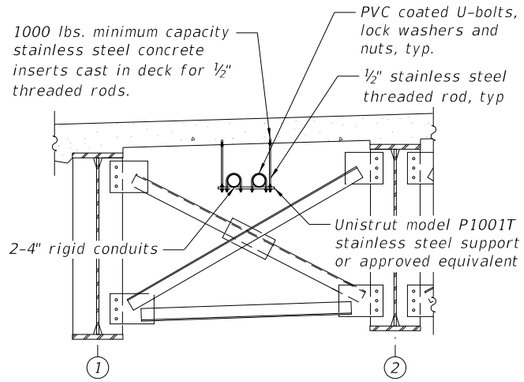
SHEET INDEX

GENERAL NOTES

1. Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechanically galvanized bolts in painted areas. Bolts ¾ in. Ø, holes $^{15}/_{16}$ in. Ø, unless otherwise noted.
2. Calculated weight of Structural Steel:
   M 270 Grade 36 = 238,250 lbs.
   M 270 Grade 50 = 3,204,580 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars designated (E) shall be epoxy coated.
5. Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
6. Concrete Sealer shall be applied to all exposed areas of the abutments.
7. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Interstate Green, Munsell No. 7.5G 4/8.
8. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
9. The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
10. Cofferdams shown for construction at Pier 1 and Pier 2 may be omitted if Contractor determines that cofferdams for gabion wall construction are adequate. No additional payment will be made for work resulting from such change.
11. Wick Drains shall be placed beneath the embankment as shown on Sheet 4 of 79 or as determined by the Engineer. Elsewhere, unsuitable material is shallower and shall be removed as shown in roadway plan sheets. See Special Provisions.



BRIDGE MOUNTED CONDUIT DETAIL AT ABUTMENT

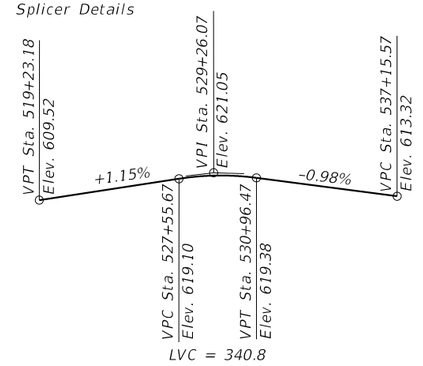


CONDUIT HANGER ASSEMBLY DETAIL

(Section view)

BRIDGE MOUNTED CONDUIT NOTES:

1. Conduit shall be supported at a maximum interval per the Standard Specifications, except as noted. Support shall be located a maximum of 3' away from any connection.
2. All hardware shall be stainless steel unless noted otherwise.
3. The electrical contractor shall coordinate the location of the concrete inserts with the bridge contractor.
4. Conduits shall be centered between the beams.
5. Conduits shall not come into contact with any cross bracing or other structural members except at end cross frames (CF1) as shown.
6. Provide 1" minimum clearance to all structural members.
7. The contractor shall furnish & install a pull tape from junction box to junction box.
8. Do not drill deck. Use installed hanger inserts.
9. All hardware shall be stainless steel in accordance with article 1006.31 of the Standard Specifications.
10. The junction boxes shall meet the requirements of Article 1088.04 of the Standard Specifications. Hinged doors and provisions for 3-point lock and a pad-lock are required. Junction boxes are required at both abutments, and an intermediate location in Span 4 as shown in Traffic Signal Interconnect Plan sheets.
11. The contractor shall submit shop drawings showing details of the exposed raceway system, including junction boxes, to the Engineer and obtain the Engineer's approval before ordering any material. Cost included in the Conduit Attached to Structure items.
12. All conduit and junction box supports, bends, inserts, expansion fittings, hardware, etc. shall be included in Conduit Attached to Structure, 4" Dia., PVC Coated Galvanized Steel. See Traffic Signal Interconnect Plan sheets for quantities.



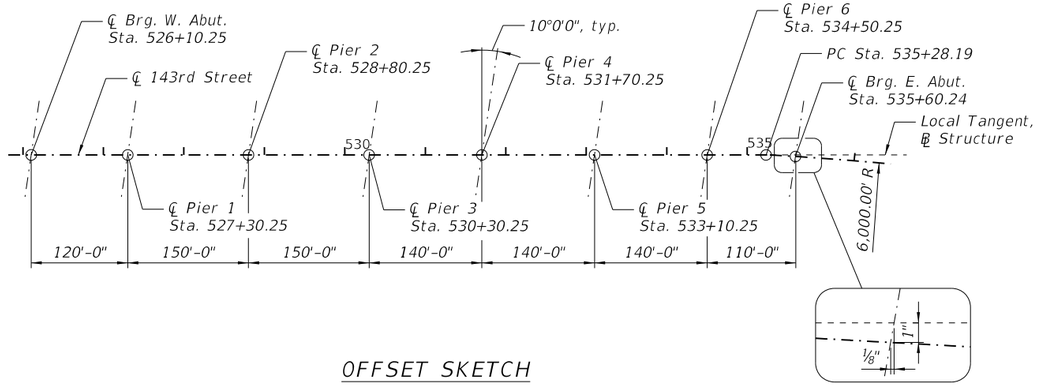
PROFILE GRADE

(143rd Street)

DUPAGE RIVER
BUILT 20__ BY
WILL COUNTY
SEC. 06-00040-00-FP
F.A.U. RT. 0380 STA. 530+85.25
STRUCTURE NO. 099-6006
LOADING HL-93

NAME PLATE

See Std. 515001



OFFSET SKETCH

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 2 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	678
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

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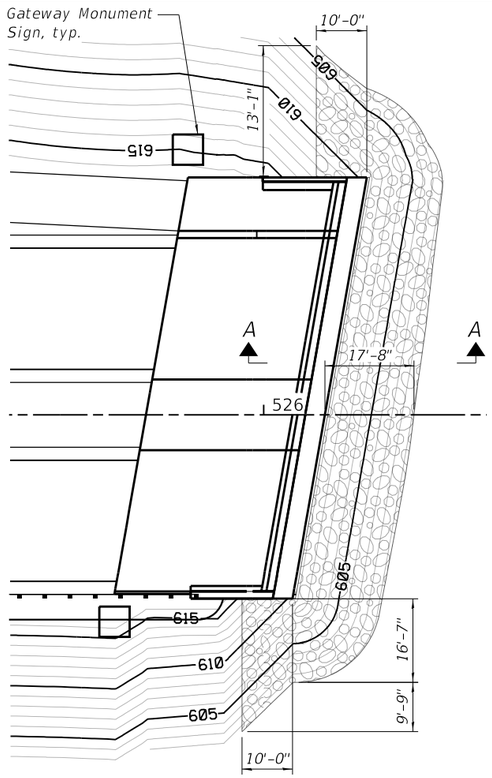
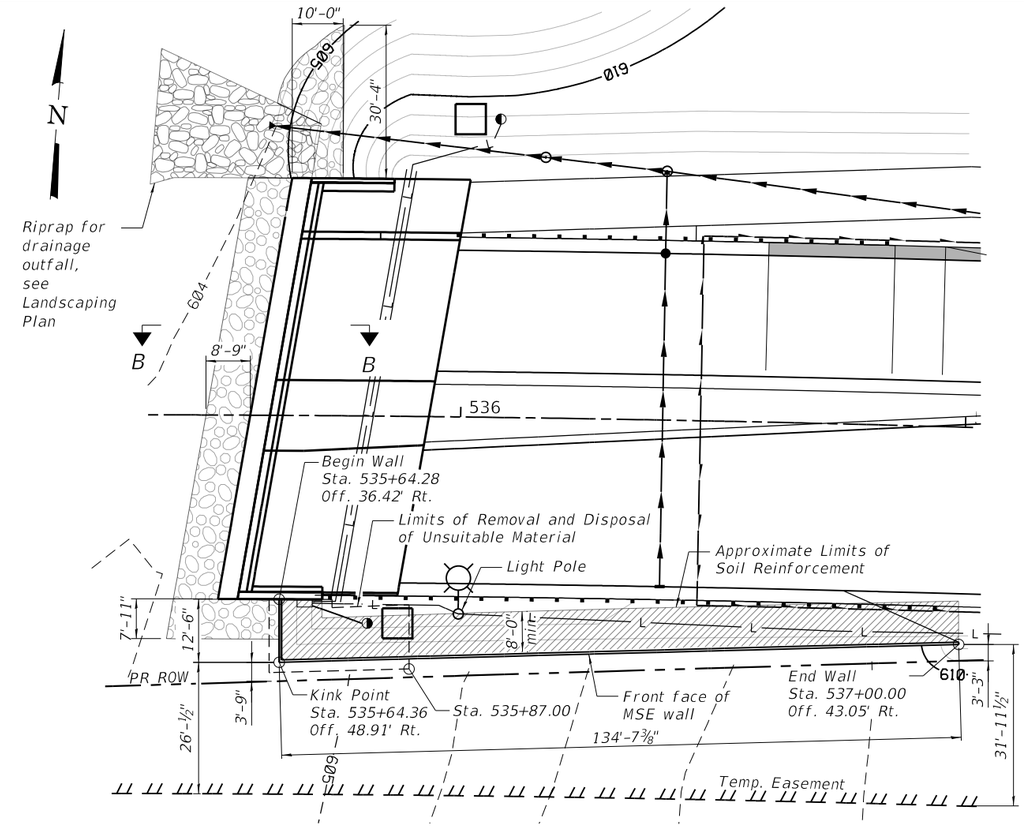


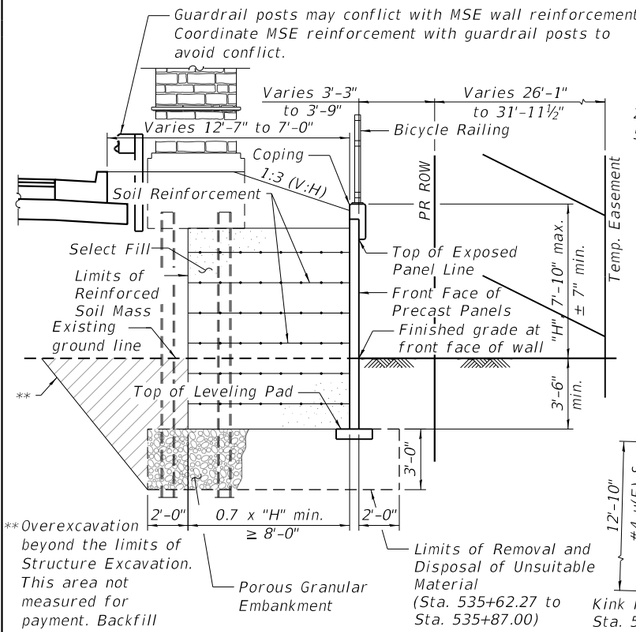
SLOPE PROTECTION AT WEST ABUTMENT



SLOPE PROTECTION AT EAST ABUTMENT

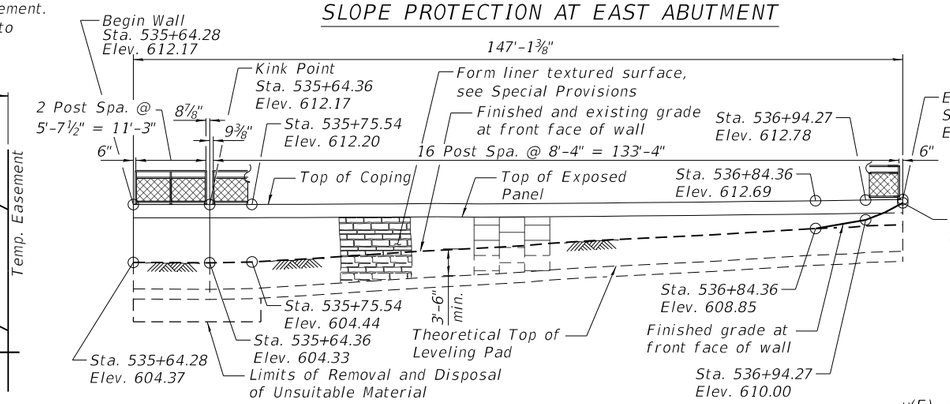
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu Yd		38	38
Stone Riprap, Class A4	Sq Yd		400	400
Filter Fabric	Sq Yd		400	400
Structure Excavation	Cu Yd		360	360
Cofferdam Excavation	Cu Yd		110	110
Removal and Disposal of Unsuitable Material for Structures	Cu Yd		38	38
Cofferdam (Type 1) (Location - 5)	Each		1	1
Cofferdam (Type 1) (Location - 6)	Each		1	1
Concrete Structures	Cu Yd		771.8	771.8
Concrete Superstructure	Cu Yd	2,707.8		2,707.8
Bridge Deck Grooving	Sq Yd	5,846		5,846
Protective Coat	Sq Yd	10,703		10,703
Concrete Superstructure (Approach Slab)	Cu Yd	228.3		228.3
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	42,694		42,694
Reinforcement Bars, Epoxy Coated	Pound	823,540	138,070	961,610
Bar Splicers	Each	166	440	606
Bicycle Railing	Foot	1,156		1,156
Parapet Railing	Foot	1,014		1,014
Furnishing Steel Piles HP14x73	Foot		1,303	1,303
Driving Piles	Foot		1,303	1,303
Test Pile Steel HP14x73	Each		3	3
Pile Shoes	Each		45	45
Name Plates	Each		1	1
Drilled Shaft in Soil	Cu Yd		302.4	302.4
Drilled Shaft in Rock	Cu Yd		49.8	49.8
Elastomeric Bearing Assembly, Type II	Each		22	22
Anchor Bolts, ¾"	Each		44	44
Anchor Bolts, 1"	Each		264	264
Granular Backfill for Structures	Cu Yd		364	364
Concrete Sealer	Sq Ft		1,955	1,955
Geocomposite Wall Drain	Sq Yd		167	167
Concrete Headwalls for Pipe Drains	Each		4	4
Pipe Underdrains for Structures 4"	Foot		233	233
Crosshole Sonic Logging Access Ducts	Foot		1,042	1,042
Crosshole Sonic Logging Testing	Each		12	12
Gateway Monument Sign Complete	Each		4	4
Wick Drains	Foot		3,462	3,462
High Load Multi-Rotational Bearings, Disc, Fixed-500K	Each		11	11
High Load Multi-Rotational Bearings, Disc, Guided Expansion-500K	Each		55	55
Drainage Scuppers, DS-11	Each	36		36
Mechanically Stabilized Earth Retaining Wall, Special	Sq Ft		1,107	1,107
Modular Expansion Joint 6"	Foot	168		168
Settlement Platforms	Each		1	1



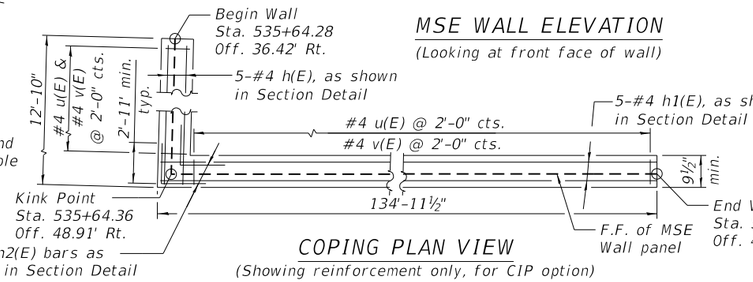
SECTION THROUGH WALL

(Looking East)



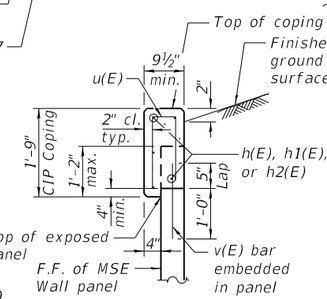
MSE WALL ELEVATION

(Looking at front face of wall)



COPING PLAN VIEW

(Showing reinforcement only, for CIP option)



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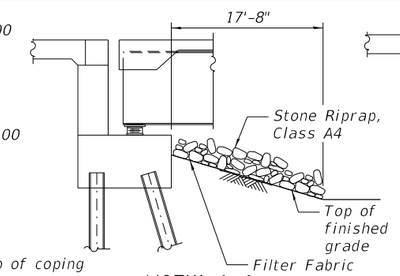
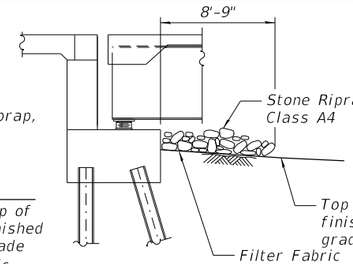
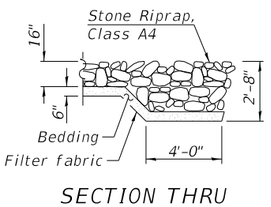


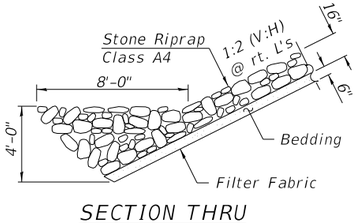
VIEW A-A



VIEW B-B



SECTION THRU RIPRAP FLANK



SECTION THRU RIPRAP TOE

FILE NAME = L:\Plainfield\160242002-00_143rd\Drawl\Structures\CADD_Sheets\Sht_DuPage River Bridge_03 BOM.dgn

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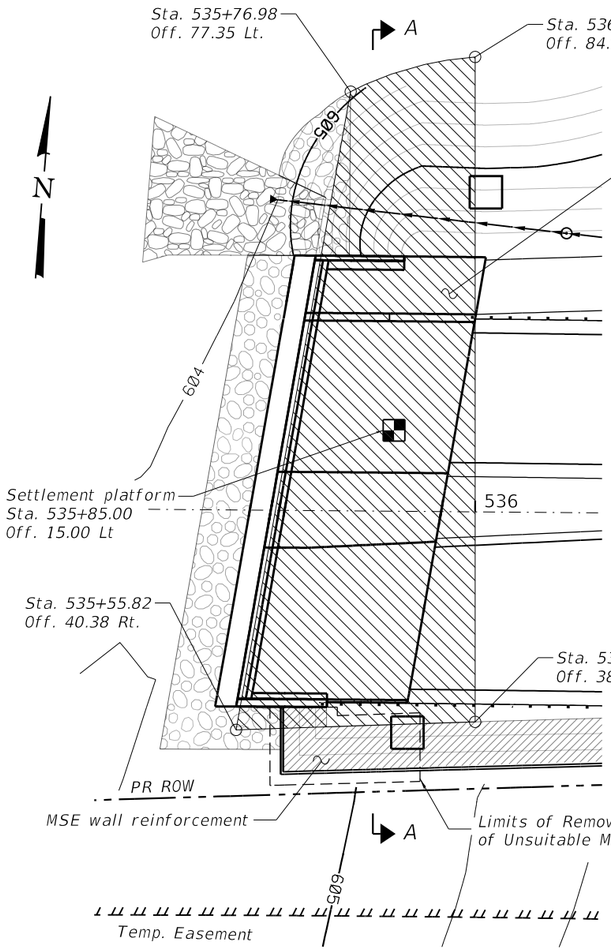
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

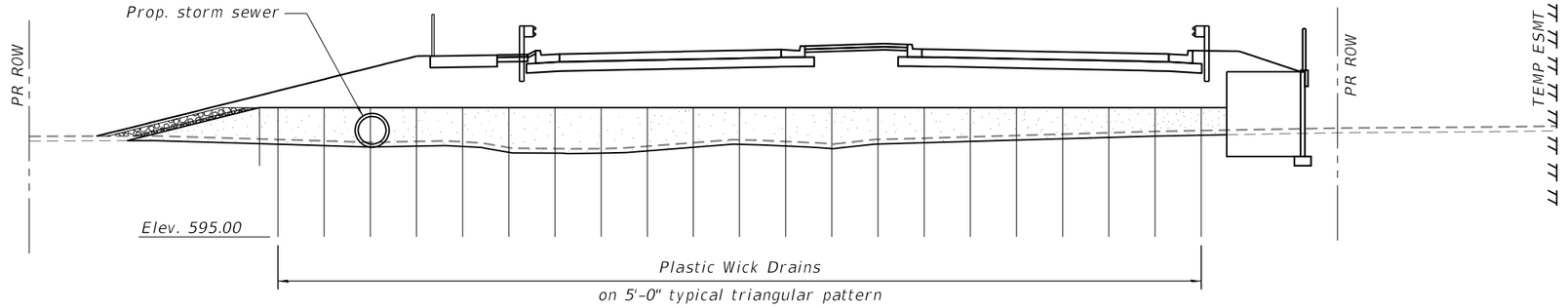
GENERAL DATA AND BILL OF MATERIAL
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 3 OF 79 SHEETS | STA. | TO STA.

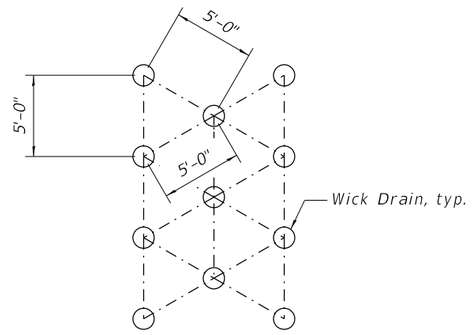
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	679
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



PLAN VIEW

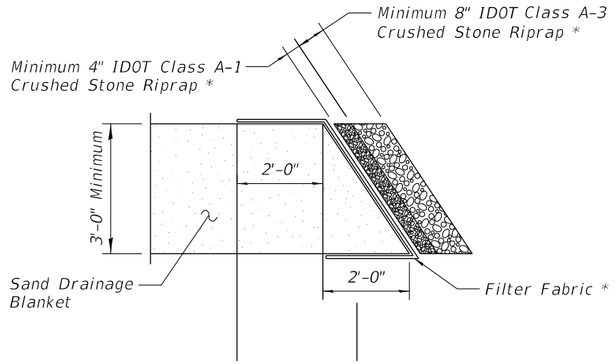


SECTION A-A



WICK DRAIN PATTERN

(Wick drains shall also be spaced to miss pile locations)



DRAINAGE BLANKET PROTECTION

* Included in the cost of Sand Drainage Blanket

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Wick Drains	Foot	3,462
Settlement Platforms	Each	1

NOTES:

1. In the areas where Wick Drains will be installed, existing ground shall be prepared according to Article 205.
2. Following preparation of the existing ground, a Sand Drainage Blanket 3' thick shall be placed within the limits of the Wick Drains. Any working platform needed to construct the Sand Drainage Blanket or the Wick Drains will not be measured for payment. Quantity for Sand Drainage Blanket is shown in the Cross-Section sheets.
3. The Contractor shall install the Wick Drains through the Sand Drainage Blanket using a method acceptable to the Engineer which does not damage the Wick Drains. See Wick Drains Special Provision.
4. For settlement platform requirements see Special Provision.
5. Drainage blanket protection shall be removed or incorporated into the embankment at the end of the settlement period. See Special Provision.
6. Where Riprap Class A4 is placed around abutment, no Class A-1 and Class A-3 Riprap will be required.
7. See Roadway plan sheets for sand drainage blanket quantity.

FILE NAME = L:\Plainfield\160242202-00_143rd\Drawn\Structures\CADD_Sheets\Sht_Dupage River Bridge_04 Ground Improvement Details.dgn

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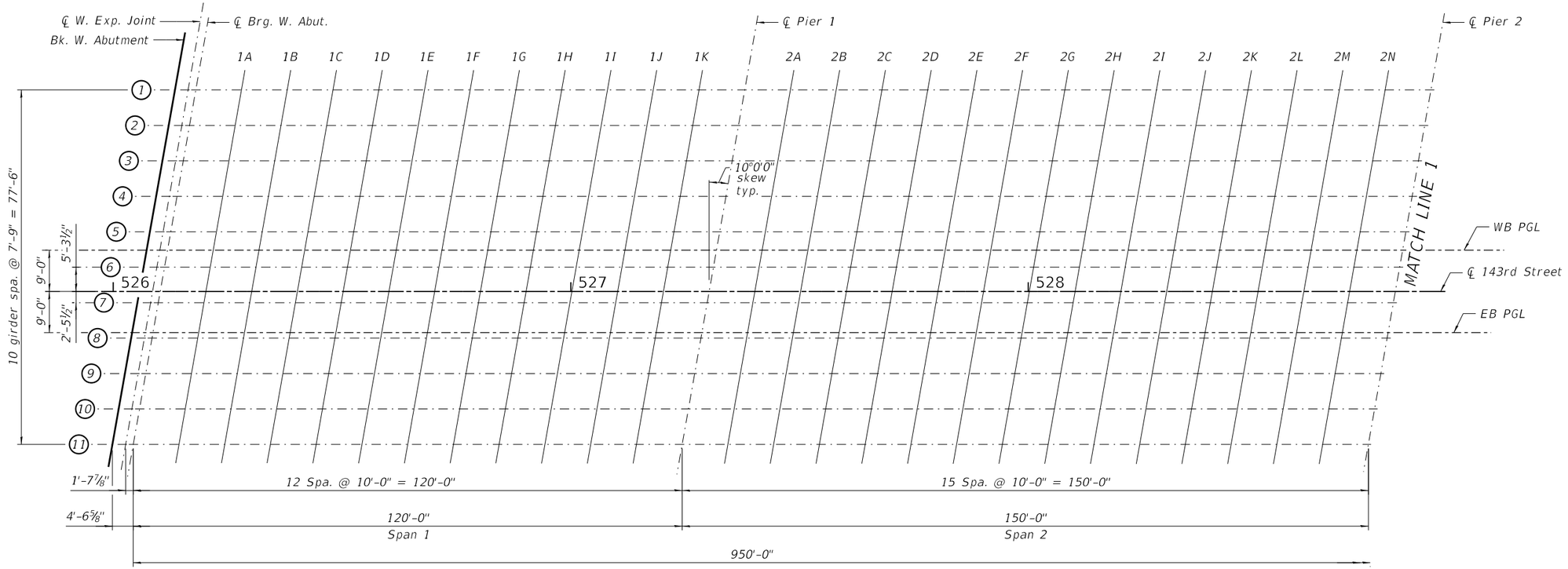
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GROUND IMPROVEMENT DETAILS
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 4 OF 79 SHEETS | STA. | TO STA.

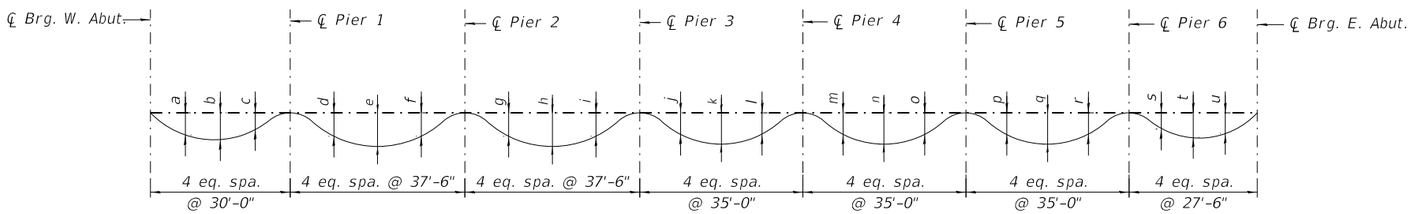
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	680
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



PARTIAL DECK ELEVATION LAYOUT

DEAD LOAD DEFLECTION TABLE

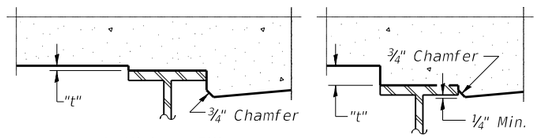
Girder	Span 1			Span 2			Span 3			Span 4			Span 5			Span 6			Span 7		
	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u
1	1"	1¼"	½"	¾"	1¼"	¾"	¾"	1½"	⅞"	½"	1"	½"	⅝"	1¼"	⅝"	⅝"	1⅛"	⅝"	⅜"	⅞"	¾"
2 & 3	1⅛"	1⅜"	⅝"	¾"	1½"	¾"	⅞"	1⅝"	1"	½"	1⅛"	⅝"	¾"	1⅜"	¾"	¾"	1¼"	¾"	½"	1"	⅞"
4	1¼"	1½"	⅝"	⅞"	1⅝"	⅞"	1"	1⅞"	1"	⅝"	1¼"	⅝"	⅞"	1½"	¾"	¾"	1½"	¾"	½"	1⅛"	1"
5 thru 8, & 10	1¼"	1⅜"	⅝"	¾"	1½"	¾"	⅞"	1⅝"	1"	½"	1⅛"	⅝"	¾"	1⅜"	¾"	¾"	1⅜"	¾"	½"	1"	⅞"
9	1⅜"	1½"	¾"	⅞"	1⅝"	⅞"	1"	1⅞"	1⅛"	⅝"	1¼"	⅝"	⅞"	1½"	⅞"	¾"	1½"	⅞"	½"	1⅛"	1"
11	1⅛"	1¼"	½"	¾"	1⅜"	¾"	⅞"	1½"	⅞"	½"	1"	½"	¾"	1¼"	⅝"	⅝"	1¼"	⅝"	⅜"	⅞"	¾"



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 7 thru 13 of 79.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders shall be taken at intervals shown on Sheets 7 thru 13 of 79. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 7 thru 13 of 79, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS

FILE NAME = L:\Plainfield\160242\02-00_143rd\Draw\Structures\CADD_Sheets\Sht_Dupage River Bridge_04 Deck Elevations I.dgn

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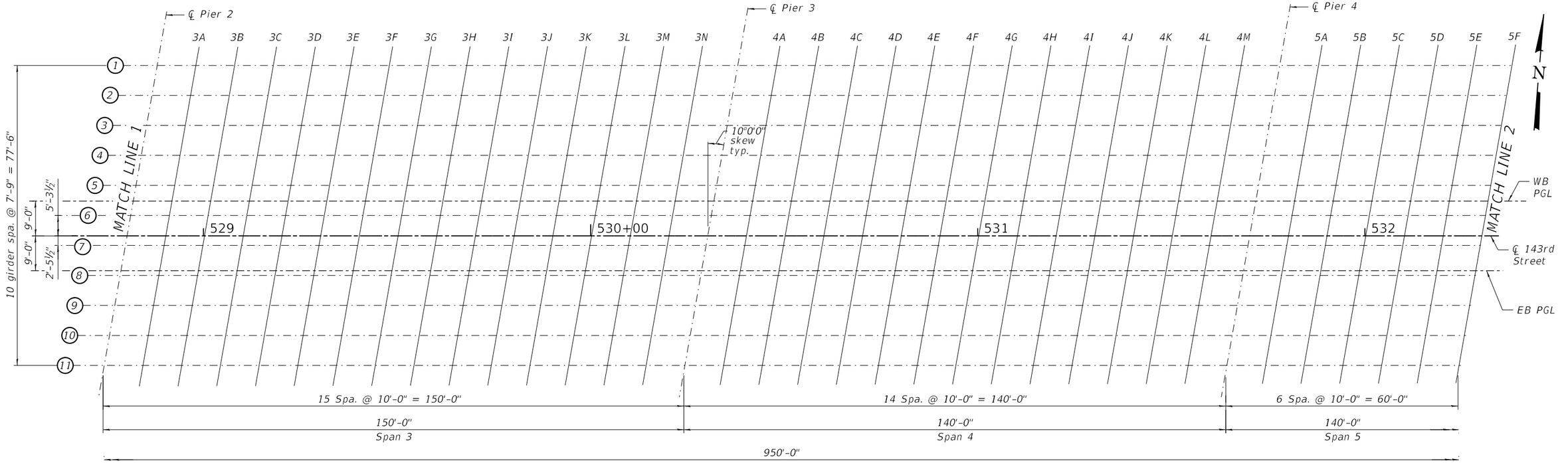
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

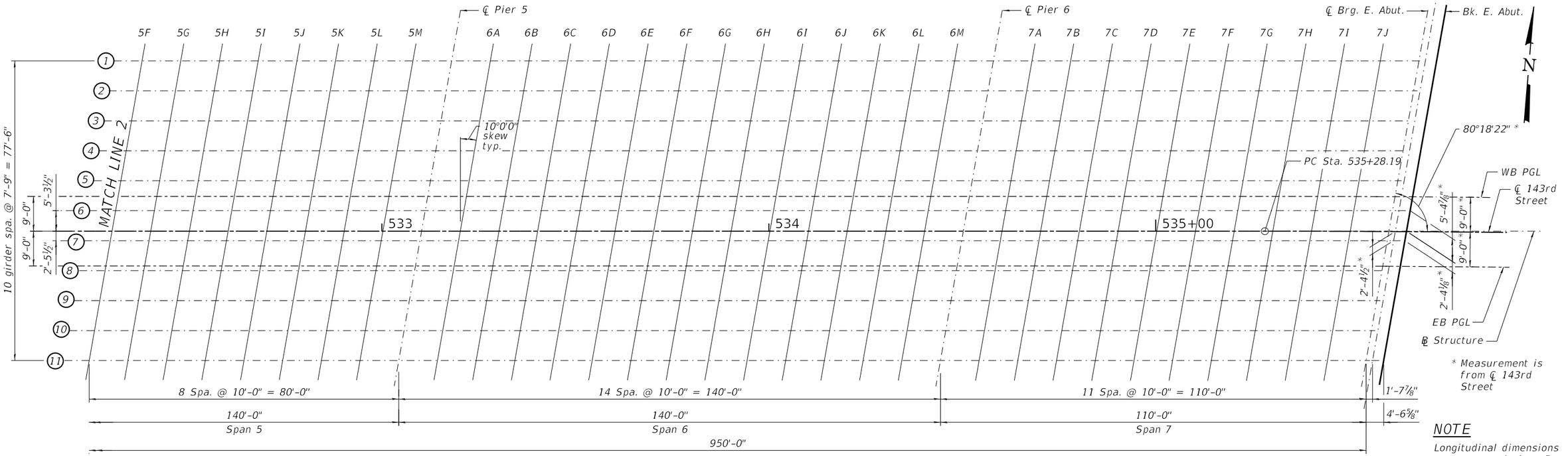
DECK ELEVATIONS - I
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 5 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	681
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		



PARTIAL DECK ELEVATION LAYOUT



PARTIAL DECK ELEVATION LAYOUT

NOTE

Longitudinal dimensions are measured along ℄ Structure.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - II
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 6 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	682
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+13.47	-44.04	616.82	616.82
CL W. Exp. Jt.	526+16.36	-44.04	616.85	616.85
CL Brg. W. Abut.	526+18.02	-44.04	616.87	616.87
1A	526+28.02	-44.04	616.98	617.01
1B	526+38.02	-44.04	617.10	617.16
1C	526+48.02	-44.04	617.21	617.30
1D	526+58.02	-44.04	617.33	617.43
1E	526+68.02	-44.04	617.44	617.55
1F	526+78.02	-44.04	617.56	617.66
1G	526+88.02	-44.04	617.67	617.76
1H	526+98.02	-44.04	617.78	617.85
1I	527+08.02	-44.04	617.90	617.95
1J	527+18.02	-44.04	618.01	618.03
1K	527+28.02	-44.04	618.13	618.14
CL Pier 1	527+38.02	-44.04	618.24	618.24
2A	527+48.02	-44.04	618.36	618.37
2B	527+58.02	-44.04	618.47	618.49
2C	527+68.02	-44.04	618.58	618.62
2D	527+78.02	-44.04	618.68	618.75
2E	527+88.02	-44.04	618.78	618.87
2F	527+98.02	-44.04	618.87	618.97
2G	528+08.02	-44.04	618.96	619.07
2H	528+18.02	-44.04	619.04	619.15
2I	528+28.02	-44.04	619.11	619.21
2J	528+38.02	-44.04	619.18	619.27
2K	528+48.02	-44.04	619.24	619.30
2L	528+58.02	-44.04	619.29	619.33
2M	528+68.02	-44.04	619.34	619.36
2N	528+78.02	-44.04	619.38	619.39
CL Pier 2	528+88.02	-44.04	619.41	619.41
3A	528+98.02	-44.04	619.44	619.45
3B	529+08.02	-44.04	619.46	619.49
3C	529+18.02	-44.04	619.48	619.53
3D	529+28.02	-44.04	619.49	619.56
3E	529+38.02	-44.04	619.49	619.59
3F	529+48.02	-44.04	619.49	619.60
3G	529+58.02	-44.04	619.48	619.60
3H	529+68.02	-44.04	619.47	619.59
3I	529+78.02	-44.04	619.45	619.57
3J	529+88.02	-44.04	619.42	619.52
3K	529+98.02	-44.04	619.39	619.47
3L	530+08.02	-44.04	619.35	619.40
3M	530+18.02	-44.04	619.30	619.33
3N	530+28.02	-44.04	619.25	619.26
CL Pier 3	530+38.02	-44.04	619.19	619.19
4A	530+48.02	-44.04	619.13	619.13
4B	530+58.02	-44.04	619.06	619.07
4C	530+68.02	-44.04	618.98	619.01
4D	530+78.02	-44.04	618.89	618.94
4E	530+88.02	-44.04	618.81	618.88
4F	530+98.02	-44.04	618.71	618.79
4G	531+08.02	-44.04	618.61	618.69
4H	531+18.02	-44.04	618.51	618.59
4I	531+28.02	-44.04	618.42	618.49
4J	531+38.02	-44.04	618.32	618.37
4K	531+48.02	-44.04	618.22	618.26
4L	531+58.02	-44.04	618.12	618.14
4M	531+68.02	-44.04	618.02	618.03
CL Pier 4	531+78.02	-44.04	617.93	617.93
5A	531+88.02	-44.04	617.83	617.84
5B	531+98.02	-44.04	617.73	617.76
5C	532+08.02	-44.04	617.63	617.68
5D	532+18.02	-44.04	617.53	617.60
5E	532+28.02	-44.04	617.44	617.52
5F	532+38.02	-44.04	617.34	617.44
5G	532+48.02	-44.04	617.24	617.34
5H	532+58.02	-44.04	617.14	617.24
5I	532+68.02	-44.04	617.04	617.12
5J	532+78.02	-44.04	616.95	617.02
5K	532+88.02	-44.04	616.85	616.89
5L	532+98.02	-44.04	616.75	616.77
5M	533+08.02	-44.04	616.65	616.66
CL Pier 5	533+18.02	-44.04	616.55	616.55
6A	533+28.02	-44.04	616.46	616.47

GIRDER 1 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
6B	533+38.02	-44.04	616.36	616.38
6C	533+48.02	-44.04	616.26	616.30
6D	533+58.02	-44.04	616.16	616.22
6E	533+68.02	-44.04	616.06	616.14
6F	533+78.02	-44.04	615.97	616.06
6G	533+88.02	-44.04	615.87	615.97
6H	533+98.02	-44.04	615.77	615.86
6I	534+08.02	-44.04	615.67	615.75
6J	534+18.02	-44.04	615.57	615.64
6K	534+28.02	-44.04	615.48	615.52
6L	534+38.02	-44.04	615.38	615.40
6M	534+48.02	-44.04	615.28	615.29
CL Pier 6	534+58.02	-44.04	615.18	615.18
7A	534+68.02	-44.04	615.08	615.09
7B	534+78.02	-44.04	614.99	615.01
7C	534+88.02	-44.04	614.89	614.93
7D	534+98.02	-44.04	614.79	614.85
7E	535+08.02	-44.04	614.69	614.76
7F	535+18.02	-44.04	614.59	614.67
7G	535+28.02	-44.04	614.50	614.58
7H	535+37.95	-44.05	614.40	614.47
7I	535+47.87	-44.07	614.30	614.35
7J	535+57.80	-44.12	614.20	614.23
CL Brg. E. Abut.	535+67.73	-44.17	614.10	614.10
CL E. Exp. Jt.	535+69.37	-44.18	614.09	614.09
Bk. E. Abut.	535+72.24	-44.21	614.06	614.06

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+12.10	-36.29	616.92	616.92
CL W. Exp. Jt.	526+14.99	-36.29	616.95	616.95
CL Brg. W. Abut.	526+16.65	-36.29	616.97	616.97
1A	526+26.65	-36.29	617.08	617.12
1B	526+36.65	-36.29	617.20	617.27
1C	526+46.65	-36.29	617.31	617.41
1D	526+56.65	-36.29	617.43	617.54
1E	526+66.65	-36.29	617.54	617.66
1F	526+76.65	-36.29	617.66	617.77
1G	526+86.65	-36.29	617.77	617.87
1H	526+96.65	-36.29	617.89	617.97
1I	527+06.65	-36.29	618.00	618.05
1J	527+16.65	-36.29	618.11	618.14
1K	527+26.65	-36.29	618.23	618.24
CL Pier 1	527+36.65	-36.29	618.34	618.34
2A	527+46.65	-36.29	618.46	618.47
2B	527+56.65	-36.29	618.57	618.59
2C	527+66.65	-36.29	618.68	618.73
2D	527+76.65	-36.29	618.79	618.86
2E	527+86.65	-36.29	618.89	618.99
2F	527+96.65	-36.29	618.98	619.09
2G	528+06.65	-36.29	619.06	619.18
2H	528+16.65	-36.29	619.14	619.26
2I	528+26.65	-36.29	619.22	619.33
2J	528+36.65	-36.29	619.28	619.37
2K	528+46.65	-36.29	619.34	619.41
2L	528+56.65	-36.29	619.40	619.45
2M	528+66.65	-36.29	619.45	619.47
2N	528+76.65	-36.29	619.49	619.50
CL Pier 2	528+86.65	-36.29	619.52	619.52
3A	528+96.65	-36.29	619.55	619.56
3B	529+06.65	-36.29	619.58	619.61
3C	529+16.65	-36.29	619.60	619.65
3D	529+26.65	-36.29	619.61	619.69

GIRDER 2 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
3E	529+36.65	-36.29	619.61	619.72
3F	529+46.65	-36.29	619.61	619.74
3G	529+56.65	-36.29	619.60	619.74
3H	529+66.65	-36.29	619.59	619.73
3I	529+76.65	-36.29	619.57	619.70
3J	529+86.65	-36.29	619.54	619.65
3K	529+96.65	-36.29	619.51	619.60
3L	530+06.65	-36.29	619.47	619.53
3M	530+16.65	-36.29	619.42	619.45
3N	530+26.65	-36.29	619.37	619.38
CL Pier 3	530+36.65	-36.29	619.32	619.32
4A	530+46.65	-36.29	619.25	619.25
4B	530+56.65	-36.29	619.18	619.20
4C	530+66.65	-36.29	619.11	619.14
4D	530+76.65	-36.29	619.02	619.07
4E	530+86.65	-36.29	618.93	619.00
4F	530+96.65	-36.29	618.84	618.93
4G	531+06.65	-36.29	618.74	618.83
4H	531+16.65	-36.29	618.64	618.73
4I	531+26.65	-36.29	618.54	618.62
4J	531+36.65	-36.29	618.45	618.51
4K	531+46.65	-36.29	618.35	618.39
4L	531+56.65	-36.29	618.25	618.27
4M	531+66.65	-36.29	618.15	618.16
CL Pier 4	531+76.65	-36.29	618.05	618.05
5A	531+86.65	-36.29	617.96	617.97
5B	531+96.65	-36.29	617.86	617.89
5C	532+06.65	-36.29	617.76	617.81
5D	532+16.65	-36.29	617.66	617.73
5E	532+26.65	-36.29	617.56	617.65
5F	532+36.65	-36.29	617.47	617.58
5G	532+46.65	-36.29	617.37	617.48
5H	532+56.65	-36.29	617.27	617.38
5I	532+66.65	-36.29	617.17	617.26
5J	532+76.65	-36.29	617.07	617.14
5K	532+86.65	-36.29	616.98	617.03
5L	532+96.65	-36.29	616.88	616.91
5M	533+06.65	-36.29	616.78	616.79
CL Pier 5	533+16.65	-36.29	616.68	616.68
6A	533+26.65	-36.29	616.58	616.59
6B	533+36.65	-36.29	616.49	616.52
6C	533+46.65	-36.29	616.39	616.44
6D	533+56.65	-36.29	616.29	616.36
6E	533+66.65	-36.29	616.19	616.28
6F	533+76.65	-36.29	616.09	616.19
6G	533+86.65	-36.29	616.00	616.11
6H	533+96.65	-36.29	615.90	616.00
6I	534+06.65	-36.29	615.80	615.89
6J	534+16.65	-36.29	615.70	615.77
6K	534+26.65	-36.29	615.60	615.65
6L	534+36.65	-36.29	615.51	615.54
6M	534+46.65	-36.29	615.41	615.42
CL Pier 6	534+56.65	-36.29	615.31	615.31
7A	534+66.65	-36.29	615.21	615.22
7B	534+76.65	-36.29	615.11	615.13
7C	534+86.65	-36.29	615.02	615.06
7D	534+96.65	-36.29	614.92	614.98
7E	535+06.65	-36.29	614.82	614.90
7F	535+16.65	-36.29	614.72	614.81
7G	535+26.65	-36.29	614.62	614.71
7H	535+36.60	-36.30	614.53	614.61
7I	535+46.54	-36.32	614.43	614.49
7J	535+56.48	-36.36	614.33	614.36
CL Brg. E. Abut.	535+66.42	-36.41	614.23	614.23
CL E. Exp. Jt.	535+68.07	-36.43	614.22	614.22
Bk. E. Abut.	535+70.94	-36.45	614.19	614.19

FILE NAME = L:\Plainfield\160242202-00_143rd\Draw\Structures\CADD_Sheets\Sht_Dupage River Bridge_06 Deck Elevations III.dgn

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USER NAME = Vincent Tan	DESIGNED - DH	REVISED -	
	DRAWN - DH/EC	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 2/19/2024 (11:06:08 AM)	DATE - 11/27/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - III
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 7 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	683
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+10.73	-28.54	617.05	617.05
CL W. Exp. Jt.	526+13.62	-28.54	617.08	617.08
CL Brg. W. Abut.	526+15.28	-28.54	617.10	617.10
1A	526+25.28	-28.54	617.22	617.26
1B	526+35.28	-28.54	617.33	617.40
1C	526+45.28	-28.54	617.45	617.55
1D	526+55.28	-28.54	617.56	617.67
1E	526+65.28	-28.54	617.67	617.79
1F	526+75.28	-28.54	617.79	617.90
1G	526+85.28	-28.54	617.90	618.00
1H	526+95.28	-28.54	618.02	618.10
1I	527+05.28	-28.54	618.13	618.18
1J	527+15.28	-28.54	618.25	618.28
1K	527+25.28	-28.54	618.36	618.37
CL Pier 1	527+35.28	-28.54	618.48	618.48
2A	527+45.28	-28.54	618.59	618.60
2B	527+55.28	-28.54	618.70	618.72
2C	527+65.28	-28.54	618.82	618.87
2D	527+75.28	-28.54	618.92	618.99
2E	527+85.28	-28.54	619.02	619.12
2F	527+95.28	-28.54	619.11	619.22
2G	528+05.28	-28.54	619.20	619.32
2H	528+15.28	-28.54	619.28	619.40
2I	528+25.28	-28.54	619.35	619.46
2J	528+35.28	-28.54	619.42	619.51
2K	528+45.28	-28.54	619.48	619.55
2L	528+55.28	-28.54	619.54	619.59
2M	528+65.28	-28.54	619.59	619.61
2N	528+75.28	-28.54	619.63	619.64
CL Pier 2	528+85.28	-28.54	619.67	619.67
3A	528+95.28	-28.54	619.70	619.71
3B	529+05.28	-28.54	619.72	619.75
3C	529+15.28	-28.54	619.74	619.79
3D	529+25.28	-28.54	619.75	619.83
3E	529+35.28	-28.54	619.76	619.87
3F	529+45.28	-28.54	619.76	619.89
3G	529+55.28	-28.54	619.75	619.89
3H	529+65.28	-28.54	619.74	619.88
3I	529+75.28	-28.54	619.72	619.85
3J	529+85.28	-28.54	619.69	619.80
3K	529+95.28	-28.54	619.66	619.75
3L	530+05.28	-28.54	619.62	619.68
3M	530+15.28	-28.54	619.58	619.61
3N	530+25.28	-28.54	619.53	619.54
CL Pier 3	530+35.28	-28.54	619.47	619.47
4A	530+45.28	-28.54	619.41	619.41
4B	530+55.28	-28.54	619.34	619.36
4C	530+65.28	-28.54	619.26	619.29
4D	530+75.28	-28.54	619.18	619.23
4E	530+85.28	-28.54	619.09	619.16
4F	530+95.28	-28.54	619.00	619.09
4G	531+05.28	-28.54	618.90	618.99
4H	531+15.28	-28.54	618.80	618.89
4I	531+25.28	-28.54	618.71	618.79
4J	531+35.28	-28.54	618.61	618.67
4K	531+45.28	-28.54	618.51	618.55
4L	531+55.28	-28.54	618.41	618.43
4M	531+65.28	-28.54	618.31	618.32
CL Pier 4	531+75.28	-28.54	618.22	618.22
5A	531+85.28	-28.54	618.12	618.13
5B	531+95.28	-28.54	618.02	618.05
5C	532+05.28	-28.54	617.92	617.97
5D	532+15.28	-28.54	617.82	617.89
5E	532+25.28	-28.54	617.73	617.82
5F	532+35.28	-28.54	617.63	617.74
5G	532+45.28	-28.54	617.53	617.64
5H	532+55.28	-28.54	617.43	617.54
5I	532+65.28	-28.54	617.33	617.42
5J	532+75.28	-28.54	617.24	617.31
5K	532+85.28	-28.54	617.14	617.19
5L	532+95.28	-28.54	617.04	617.07
5M	533+05.28	-28.54	616.94	616.95
CL Pier 5	533+15.28	-28.54	616.84	616.84
6A	533+25.28	-28.54	616.75	616.76

GIRDER 3 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
6B	533+35.28	-28.54	616.65	616.68
6C	533+45.28	-28.54	616.55	616.60
6D	533+55.28	-28.54	616.45	616.52
6E	533+65.28	-28.54	616.35	616.44
6F	533+75.28	-28.54	616.26	616.36
6G	533+85.28	-28.54	616.16	616.27
6H	533+95.28	-28.54	616.06	616.16
6I	534+05.28	-28.54	615.96	616.05
6J	534+15.28	-28.54	615.86	615.93
6K	534+25.28	-28.54	615.77	615.82
6L	534+35.28	-28.54	615.67	615.70
6M	534+45.28	-28.54	615.57	615.58
CL Pier 6	534+55.28	-28.54	615.47	615.47
7A	534+65.28	-28.54	615.37	615.38
7B	534+75.28	-28.54	615.28	615.30
7C	534+85.28	-28.54	615.18	615.22
7D	534+95.28	-28.54	615.08	615.14
7E	535+05.28	-28.54	614.98	615.06
7F	535+15.28	-28.54	614.88	614.97
7G	535+25.28	-28.54	614.79	614.88
7H	535+35.25	-28.55	614.69	614.77
7I	535+45.20	-28.57	614.59	614.65
7J	535+55.16	-28.60	614.49	614.52
CL Brg. E. Abut.	535+65.11	-28.66	614.39	614.39
CL E. Exp. Jt.	535+66.76	-28.67	614.38	614.38
Bk. E. Abut.	535+69.63	-28.69	614.35	614.35

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+09.37	-20.79	617.19	617.19
CL W. Exp. Jt.	526+12.26	-20.79	617.22	617.22
CL Brg. W. Abut.	526+13.92	-20.79	617.24	617.24
1A	526+23.92	-20.79	617.36	617.40
1B	526+33.92	-20.79	617.47	617.55
1C	526+43.92	-20.79	617.59	617.70
1D	526+53.92	-20.79	617.70	617.83
1E	526+63.92	-20.79	617.81	617.94
1F	526+73.92	-20.79	617.93	618.06
1G	526+83.92	-20.79	618.04	618.15
1H	526+93.92	-20.79	618.16	618.24
1I	527+03.92	-20.79	618.27	618.33
1J	527+13.92	-20.79	618.39	618.42
1K	527+23.92	-20.79	618.50	618.51
CL Pier 1	527+33.92	-20.79	618.62	618.62
2A	527+43.92	-20.79	618.73	618.74
2B	527+53.92	-20.79	618.84	618.87
2C	527+63.92	-20.79	618.96	619.01
2D	527+73.92	-20.79	619.06	619.14
2E	527+83.92	-20.79	619.16	619.27
2F	527+93.92	-20.79	619.26	619.39
2G	528+03.92	-20.79	619.34	619.47
2H	528+13.92	-20.79	619.42	619.55
2I	528+23.92	-20.79	619.50	619.62
2J	528+33.92	-20.79	619.57	619.68
2K	528+43.92	-20.79	619.63	619.71
2L	528+53.92	-20.79	619.69	619.74
2M	528+63.92	-20.79	619.74	619.77
2N	528+73.92	-20.79	619.78	619.79
CL Pier 2	528+83.92	-20.79	619.82	619.82
3A	528+93.92	-20.79	619.85	619.86
3B	529+03.92	-20.79	619.88	619.91
3C	529+13.92	-20.79	619.89	619.95
3D	529+23.92	-20.79	619.91	620.00

GIRDER 4 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
3E	529+33.92	-20.79	619.91	620.03
3F	529+43.92	-20.79	619.91	620.05
3G	529+53.92	-20.79	619.91	620.06
3H	529+63.92	-20.79	619.90	620.05
3I	529+73.92	-20.79	619.88	620.02
3J	529+83.92	-20.79	619.85	619.97
3K	529+93.92	-20.79	619.82	619.92
3L	530+03.92	-20.79	619.78	619.85
3M	530+13.92	-20.79	619.74	619.78
3N	530+23.92	-20.79	619.69	619.70
CL Pier 3	530+33.92	-20.79	619.64	619.64
4A	530+43.92	-20.79	619.57	619.57
4B	530+53.92	-20.79	619.50	619.52
4C	530+63.92	-20.79	619.43	619.47
4D	530+73.92	-20.79	619.35	619.41
4E	530+83.92	-20.79	619.26	619.34
4F	530+93.92	-20.79	619.17	619.27
4G	531+03.92	-20.79	619.07	619.17
4H	531+13.92	-20.79	618.97	619.07
4I	531+23.92	-20.79	618.88	618.97
4J	531+33.92	-20.79	618.78	618.85
4K	531+43.92	-20.79	618.68	618.72
4L	531+53.92	-20.79	618.58	618.60
4M	531+63.92	-20.79	618.48	618.49
CL Pier 4	531+73.92	-20.79	618.39	618.39
5A	531+83.92	-20.79	618.29	618.30
5B	531+93.92	-20.79	618.19	618.22
5C	532+03.92	-20.79	618.09	618.15
5D	532+13.92	-20.79	617.99	618.07
5E	532+23.92	-20.79	617.90	618.00
5F	532+33.92	-20.79	617.80	617.92
5G	532+43.92	-20.79	617.70	617.82
5H	532+53.92	-20.79	617.60	617.72
5I	532+63.92	-20.79	617.50	617.60
5J	532+73.92	-20.79	617.41	617.49
5K	532+83.92	-20.79	617.31	617.36
5L	532+93.92	-20.79	617.21	617.24
5M	533+03.92	-20.79	617.11	617.12
CL Pier 5	533+13.92	-20.79	617.01	617.01
6A	533+23.92	-20.79	616.92	616.93
6B	533+33.92	-20.79	616.82	616.85
6C	533+43.92	-20.79	616.72	616.77
6D	533+53.92	-20.79	616.62	616.70
6E	533+63.92	-20.79	616.52	616.62
6F	533+73.92	-20.79	616.43	616.55
6G	533+83.92	-20.79	616.33	616.45
6H	533+93.92	-20.79	616.23	616.35
6I	534+03.92	-20.79	616.13	616.23
6J	534+13.92	-20.79	616.03	616.11
6K	534+23.92	-20.79	615.94	615.99
6L	534+33.92	-20.79	615.84	615.87
6M	534+43.92	-20.79	615.74	615.75
CL Pier 6	534+53.92	-20.79	615.64	615.64
7A	534+63.92	-20.79	615.54	615.55
7B	534+73.92	-20.79	615.45	615.47
7C	534+83.92	-20.79	615.35	615.40
7D	534+93.92	-20.79	615.25	615.32
7E	535+03.92	-20.79	615.15	615.24
7F	535+13.92	-20.79	615.05	615.15
7G	535+23.92	-20.79	614.95	615.05
7H	535+33.90	-20.79	614.86	614.95
7I	535+43.86	-20.81	614.76	614.82
7J	535+53.83	-20.85	614.66	614.69
CL Brg. E. Abut.	535+63.79	-20.89	614.56	614.56
CL E. Exp. Jt.	535+65.45	-20.91	614.55	614.55
Bk. E. Abut.	535+68.33	-20.93	614.52	614.52

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	DRAWN - DH/EC	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 2/19/2024 (11:06:09 AM)	DATE - 11/27/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - IV
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 8 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	684
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+08.00	-13.04	617.33	617.33
CL W. Exp. Jt.	526+10.89	-13.04	617.36	617.36
CL Brg. W. Abut.	526+12.55	-13.04	617.38	617.38
1A	526+22.55	-13.04	617.50	617.54
1B	526+32.55	-13.04	617.61	617.68
1C	526+42.55	-13.04	617.72	617.82
1D	526+52.55	-13.04	617.84	617.96
1E	526+62.55	-13.04	617.95	618.07
1F	526+72.55	-13.04	618.07	618.19
1G	526+82.55	-13.04	618.18	618.28
1H	526+92.55	-13.04	618.30	618.38
1I	527+02.55	-13.04	618.41	618.46
1J	527+12.55	-13.04	618.53	618.56
1K	527+22.55	-13.04	618.64	618.65
CL Pier 1	527+32.55	-13.04	618.75	618.75
2A	527+42.55	-13.04	618.87	618.88
2B	527+52.55	-13.04	618.98	619.01
2C	527+62.55	-13.04	619.10	619.15
2D	527+72.55	-13.04	619.20	619.27
2E	527+82.55	-13.04	619.30	619.40
2F	527+92.55	-13.04	619.40	619.51
2G	528+02.55	-13.04	619.49	619.61
2H	528+12.55	-13.04	619.57	619.69
2I	528+22.55	-13.04	619.65	619.76
2J	528+32.55	-13.04	619.71	619.81
2K	528+42.55	-13.04	619.78	619.85
2L	528+52.55	-13.04	619.84	619.89
2M	528+62.55	-13.04	619.89	619.91
2N	528+72.55	-13.04	619.93	619.94
CL Pier 2	528+82.55	-13.04	619.97	619.97
3A	528+92.55	-13.04	620.00	620.01
3B	529+02.55	-13.04	620.03	620.06
3C	529+12.55	-13.04	620.05	620.11
3D	529+22.55	-13.04	620.06	620.14
3E	529+32.55	-13.04	620.07	620.18
3F	529+42.55	-13.04	620.07	620.20
3G	529+52.55	-13.04	620.06	620.20
3H	529+62.55	-13.04	620.05	620.19
3I	529+72.55	-13.04	620.04	620.17
3J	529+82.55	-13.04	620.01	620.12
3K	529+92.55	-13.04	619.98	620.07
3L	530+02.55	-13.04	619.94	620.00
3M	530+12.55	-13.04	619.90	619.93
3N	530+22.55	-13.04	619.85	619.86
CL Pier 3	530+32.55	-13.04	619.80	619.80
4A	530+42.55	-13.04	619.74	619.74
4B	530+52.55	-13.04	619.67	619.69
4C	530+62.55	-13.04	619.60	619.64
4D	530+72.55	-13.04	619.52	619.58
4E	530+82.55	-13.04	619.43	619.50
4F	530+92.55	-13.04	619.34	619.43
4G	531+02.55	-13.04	619.24	619.33
4H	531+12.55	-13.04	619.14	619.23
4I	531+22.55	-13.04	619.04	619.12
4J	531+32.55	-13.04	618.95	619.01
4K	531+42.55	-13.04	618.85	618.89
4L	531+52.55	-13.04	618.75	618.77
4M	531+62.55	-13.04	618.65	618.66
CL Pier 4	531+72.55	-13.04	618.55	618.55
5A	531+82.55	-13.04	618.46	618.47
5B	531+92.55	-13.04	618.36	618.39
5C	532+02.55	-13.04	618.26	618.31
5D	532+12.55	-13.04	618.16	618.24
5E	532+22.55	-13.04	618.06	618.16
5F	532+32.55	-13.04	617.97	618.08
5G	532+42.55	-13.04	617.87	617.98
5H	532+52.55	-13.04	617.77	617.88
5I	532+62.55	-13.04	617.67	617.76
5J	532+72.55	-13.04	617.57	617.64
5K	532+82.55	-13.04	617.48	617.53
5L	532+92.55	-13.04	617.38	617.41
5M	533+02.55	-13.04	617.28	617.29
CL Pier 5	533+12.55	-13.04	617.18	617.18
6A	533+22.55	-13.04	617.08	617.09

GIRDER 5 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
6B	533+32.55	-13.04	616.99	617.02
6C	533+42.55	-13.04	616.89	616.94
6D	533+52.55	-13.04	616.79	616.86
6E	533+62.55	-13.04	616.69	616.78
6F	533+72.55	-13.04	616.59	616.70
6G	533+82.55	-13.04	616.50	616.61
6H	533+92.55	-13.04	616.40	616.51
6I	534+02.55	-13.04	616.30	616.39
6J	534+12.55	-13.04	616.20	616.27
6K	534+22.55	-13.04	616.10	616.15
6L	534+32.55	-13.04	616.01	616.04
6M	534+42.55	-13.04	615.91	615.92
CL Pier 6	534+52.55	-13.04	615.81	615.81
7A	534+62.55	-13.04	615.71	615.72
7B	534+72.55	-13.04	615.61	615.63
7C	534+82.55	-13.04	615.52	615.56
7D	534+92.55	-13.04	615.42	615.48
7E	535+02.55	-13.04	615.32	615.40
7F	535+12.55	-13.04	615.22	615.31
7G	535+22.55	-13.04	615.12	615.21
7H	535+32.54	-13.04	615.03	615.11
7I	535+42.52	-13.06	614.93	614.99
7J	535+52.50	-13.09	614.83	614.86
CL Brg. E. Abut.	535+62.48	-13.14	614.73	614.73
CL E. Exp. Jt.	535+64.13	-13.15	614.71	614.71
Bk. E. Abut.	535+67.01	-13.17	614.69	614.69

WB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+07.29	-9.00	617.40	617.40
CL W. Exp. Jt.	526+10.18	-9.00	617.44	617.44
CL Brg. W. Abut.	526+11.84	-9.00	617.45	617.45
1A	526+21.84	-9.00	617.57	617.61
1B	526+31.84	-9.00	617.68	617.75
1C	526+41.84	-9.00	617.80	617.90
1D	526+51.84	-9.00	617.91	618.03
1E	526+61.84	-9.00	618.03	618.15
1F	526+71.84	-9.00	618.14	618.26
1G	526+81.84	-9.00	618.26	618.36
1H	526+91.84	-9.00	618.37	618.45
1I	527+01.84	-9.00	618.48	618.53
1J	527+11.84	-9.00	618.60	618.63
1K	527+21.84	-9.00	618.71	618.72
CL Pier 1	527+31.84	-9.00	618.83	618.83
2A	527+41.84	-9.00	618.94	618.95
2B	527+51.84	-9.00	619.06	619.09
2C	527+61.84	-9.00	619.17	619.22
2D	527+71.84	-9.00	619.28	619.35
2E	527+81.84	-9.00	619.38	619.48
2F	527+91.84	-9.00	619.47	619.58
2G	528+01.84	-9.00	619.56	619.68
2H	528+11.84	-9.00	619.64	619.76
2I	528+21.84	-9.00	619.72	619.83
2J	528+31.84	-9.00	619.79	619.89
2K	528+41.84	-9.00	619.85	619.92
2L	528+51.84	-9.00	619.91	619.96
2M	528+61.84	-9.00	619.96	619.98
2N	528+71.84	-9.00	620.01	620.02
CL Pier 2	528+81.84	-9.00	620.05	620.05
3A	528+91.84	-9.00	620.08	620.09
3B	529+01.84	-9.00	620.11	620.14
3C	529+11.84	-9.00	620.13	620.19
3D	529+21.84	-9.00	620.14	620.22

WB PGL CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
3E	529+31.84	-9.00	620.15	620.26
3F	529+41.84	-9.00	620.15	620.28
3G	529+51.84	-9.00	620.15	620.29
3H	529+61.84	-9.00	620.13	620.27
3I	529+71.84	-9.00	620.12	620.25
3J	529+81.84	-9.00	620.09	620.20
3K	529+91.84	-9.00	620.06	620.15
3L	530+01.84	-9.00	620.03	620.09
3M	530+11.84	-9.00	619.99	620.02
3N	530+21.84	-9.00	619.94	619.95
CL Pier 3	530+31.84	-9.00	619.88	619.88
4A	530+41.84	-9.00	619.82	619.82
4B	530+51.84	-9.00	619.76	619.78
4C	530+61.84	-9.00	619.68	619.72
4D	530+71.84	-9.00	619.60	619.66
4E	530+81.84	-9.00	619.52	619.59
4F	530+91.84	-9.00	619.42	619.51
4G	531+01.84	-9.00	619.33	619.42
4H	531+11.84	-9.00	619.23	619.32
4I	531+21.84	-9.00	619.13	619.21
4J	531+31.84	-9.00	619.03	619.09
4K	531+41.84	-9.00	618.94	618.98
4L	531+51.84	-9.00	618.84	618.86
4M	531+61.84	-9.00	618.74	618.75
CL Pier 4	531+71.84	-9.00	618.64	618.64
5A	531+81.84	-9.00	618.54	618.55
5B	531+91.84	-9.00	618.45	618.48
5C	532+01.84	-9.00	618.35	618.40
5D	532+11.84	-9.00	618.25	618.33
5E	532+21.84	-9.00	618.15	618.25
5F	532+31.84	-9.00	618.05	618.16
5G	532+41.84	-9.00	617.96	618.07
5H	532+51.84	-9.00	617.86	617.97
5I	532+61.84	-9.00	617.76	617.85
5J	532+71.84	-9.00	617.66	617.73
5K	532+81.84	-9.00	617.56	617.61
5L	532+91.84	-9.00	617.47	617.50
5M	533+01.84	-9.00	617.37	617.38
CL Pier 5	533+11.84	-9.00	617.27	617.27
6A	533+21.84	-9.00	617.17	617.18
6B	533+31.84	-9.00	617.07	617.10
6C	533+41.84	-9.00	616.98	617.03
6D	533+51.84	-9.00	616.88	616.95
6E	533+61.84	-9.00	616.78	616.87
6F	533+71.84	-9.00	616.68	616.79
6G	533+81.84	-9.00	616.58	616.69
6H	533+91.84	-9.00	616.49	616.60
6I	534+01.84	-9.00	616.39	616.48
6J	534+11.84	-9.00	616.29	616.36
6K	534+21.84	-9.00	616.19	616.24
6L	534+31.84	-9.00	616.09	616.12
6M	534+41.84	-9.00	616.00	616.01
CL Pier 6	534+51.84	-9.00	615.90	615.90
7A	534+61.84	-9.00	615.80	615.81
7B	534+71.84	-9.00	615.70	615.72
7C	534+81.84	-9.00	615.60	615.64
7D	534+91.84	-9.00	615.51	615.57
7E	535+01.84	-9.00	615.41	615.49
7F	535+11.84	-9.00	615.31	615.40
7G	535+21.84	-9.00	615.21	615.30
7H	535+31.83	-9.00	615.11	615.19
7I	535+41.81	-9.00	615.02	615.08
7J	535+51.79	-9.00	614.92	614.95
CL Brg. E. Abut.	535+61.77	-9.00	614.82	614.82
CL E. Exp. Jt.	535+63.43	-9.00	614.80	614.80
Bk. E. Abut.	535+66.31	-9.00	614.78	614.78

FILE NAME = L:\Plainfield\160242O2-00_143rd\Draw\Structures\CADD_Sheets\Sht_Dupage River Bridge_08 Deck Elevations V.dgn

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USER NAME = Vincent Tan	DESIGNED - DH	REVISED -	
	DRAWN - DH/EC	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 2/19/2024 (11:06:11 AM)	DATE - 11/27/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - V
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 9 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	685
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+06.63	-5.29	617.47	617.47
CL W. Exp. Jt.	526+09.52	-5.29	617.50	617.50
CL Brg. W. Abut.	526+11.18	-5.29	617.52	617.52
1A	526+21.18	-5.29	617.64	617.68
1B	526+31.18	-5.29	617.75	617.82
1C	526+41.18	-5.29	617.86	617.96
1D	526+51.18	-5.29	617.98	618.10
1E	526+61.18	-5.29	618.09	618.21
1F	526+71.18	-5.29	618.21	618.33
1G	526+81.18	-5.29	618.32	618.42
1H	526+91.18	-5.29	618.44	618.52
1I	527+01.18	-5.29	618.55	618.60
1J	527+11.18	-5.29	618.67	618.70
1K	527+21.18	-5.29	618.78	618.79
CL Pier 1	527+31.18	-5.29	618.89	618.89
2A	527+41.18	-5.29	619.01	619.02
2B	527+51.18	-5.29	619.12	619.15
2C	527+61.18	-5.29	619.24	619.29
2D	527+71.18	-5.29	619.34	619.41
2E	527+81.18	-5.29	619.45	619.55
2F	527+91.18	-5.29	619.54	619.65
2G	528+01.18	-5.29	619.63	619.75
2H	528+11.18	-5.29	619.71	619.83
2I	528+21.18	-5.29	619.79	619.90
2J	528+31.18	-5.29	619.86	619.96
2K	528+41.18	-5.29	619.92	619.99
2L	528+51.18	-5.29	619.98	620.03
2M	528+61.18	-5.29	620.03	620.05
2N	528+71.18	-5.29	620.08	620.09
CL Pier 2	528+81.18	-5.29	620.12	620.12
3A	528+91.18	-5.29	620.15	620.16
3B	529+01.18	-5.29	620.18	620.21
3C	529+11.18	-5.29	620.20	620.26
3D	529+21.18	-5.29	620.21	620.29
3E	529+31.18	-5.29	620.22	620.33
3F	529+41.18	-5.29	620.22	620.35
3G	529+51.18	-5.29	620.22	620.36
3H	529+61.18	-5.29	620.21	620.35
3I	529+71.18	-5.29	620.19	620.32
3J	529+81.18	-5.29	620.17	620.28
3K	529+91.18	-5.29	620.14	620.23
3L	530+01.18	-5.29	620.11	620.17
3M	530+11.18	-5.29	620.06	620.09
3N	530+21.18	-5.29	620.02	620.03
CL Pier 3	530+31.18	-5.29	619.96	619.96
4A	530+41.18	-5.29	619.90	619.90
4B	530+51.18	-5.29	619.83	619.85
4C	530+61.18	-5.29	619.76	619.80
4D	530+71.18	-5.29	619.68	619.74
4E	530+81.18	-5.29	619.60	619.67
4F	530+91.18	-5.29	619.51	619.60
4G	531+01.18	-5.29	619.41	619.50
4H	531+11.18	-5.29	619.31	619.40
4I	531+21.18	-5.29	619.21	619.29
4J	531+31.18	-5.29	619.11	619.17
4K	531+41.18	-5.29	619.02	619.06
4L	531+51.18	-5.29	618.92	618.94
4M	531+61.18	-5.29	618.82	618.83
CL Pier 4	531+71.18	-5.29	618.72	618.72
5A	531+81.18	-5.29	618.62	618.63
5B	531+91.18	-5.29	618.53	618.56
5C	532+01.18	-5.29	618.43	618.48
5D	532+11.18	-5.29	618.33	618.41
5E	532+21.18	-5.29	618.23	618.33
5F	532+31.18	-5.29	618.13	618.24
5G	532+41.18	-5.29	618.04	618.15
5H	532+51.18	-5.29	617.94	618.05
5I	532+61.18	-5.29	617.84	617.93
5J	532+71.18	-5.29	617.74	617.81
5K	532+81.18	-5.29	617.64	617.69
5L	532+91.18	-5.29	617.55	617.58
5M	533+01.18	-5.29	617.45	617.46
CL Pier 5	533+11.18	-5.29	617.35	617.35
6A	533+21.18	-5.29	617.25	617.26

GIRDER 6 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
6B	533+31.18	-5.29	617.15	617.18
6C	533+41.18	-5.29	617.06	617.11
6D	533+51.18	-5.29	616.96	617.03
6E	533+61.18	-5.29	616.86	616.95
6F	533+71.18	-5.29	616.76	616.87
6G	533+81.18	-5.29	616.66	616.77
6H	533+91.18	-5.29	616.57	616.68
6I	534+01.18	-5.29	616.47	616.56
6J	534+11.18	-5.29	616.37	616.44
6K	534+21.18	-5.29	616.27	616.32
6L	534+31.18	-5.29	616.17	616.20
6M	534+41.18	-5.29	616.08	616.09
CL Pier 6	534+51.18	-5.29	615.98	615.98
7A	534+61.18	-5.29	615.88	615.89
7B	534+71.18	-5.29	615.78	615.80
7C	534+81.18	-5.29	615.68	615.72
7D	534+91.18	-5.29	615.59	615.65
7E	535+01.18	-5.29	615.49	615.57
7F	535+11.18	-5.29	615.39	615.48
7G	535+21.18	-5.29	615.29	615.38
7H	535+31.18	-5.29	615.19	615.27
7I	535+41.17	-5.31	615.10	615.16
7J	535+51.16	-5.34	615.00	615.03
CL Brg. E. Abut.	535+61.15	-5.38	614.90	614.90
CL E. Exp. Jt.	535+62.81	-5.39	614.88	614.88
Bk. E. Abut.	535+65.70	-5.41	614.85	614.85

℄ 143RD STREET

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+05.70	0.00	617.56	617.56
CL W. Exp. Jt.	526+08.59	0.00	617.60	617.60
CL Brg. W. Abut.	526+10.25	0.00	617.62	617.62
1A	526+20.25	0.00	617.73	617.77
1B	526+30.25	0.00	617.84	617.91
1C	526+40.25	0.00	617.96	618.06
1D	526+50.25	0.00	618.07	618.19
1E	526+60.25	0.00	618.19	618.31
1F	526+70.25	0.00	618.30	618.42
1G	526+80.25	0.00	618.42	618.52
1H	526+90.25	0.00	618.53	618.61
1I	527+00.25	0.00	618.65	618.70
1J	527+10.25	0.00	618.76	618.79
1K	527+20.25	0.00	618.87	618.88
CL Pier 1	527+30.25	0.00	618.99	618.99
2A	527+40.25	0.00	619.10	619.11
2B	527+50.25	0.00	619.22	619.25
2C	527+60.25	0.00	619.33	619.38
2D	527+70.25	0.00	619.44	619.51
2E	527+80.25	0.00	619.54	619.64
2F	527+90.25	0.00	619.64	619.75
2G	528+00.25	0.00	619.73	619.85
2H	528+10.25	0.00	619.81	619.93
2I	528+20.25	0.00	619.89	620.00
2J	528+30.25	0.00	619.96	620.06
2K	528+40.25	0.00	620.02	620.09
2L	528+50.25	0.00	620.08	620.13
2M	528+60.25	0.00	620.14	620.16
2N	528+70.25	0.00	620.18	620.19
CL Pier 2	528+80.25	0.00	620.22	620.22
3A	528+90.25	0.00	620.26	620.27
3B	529+00.25	0.00	620.28	620.31
3C	529+10.25	0.00	620.30	620.36
3D	529+20.25	0.00	620.32	620.40

℄ 143RD STREET CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
3E	529+30.25	0.00	620.33	620.44
3F	529+40.25	0.00	620.33	620.46
3G	529+50.25	0.00	620.33	620.47
3H	529+60.25	0.00	620.32	620.46
3I	529+70.25	0.00	620.30	620.43
3J	529+80.25	0.00	620.28	620.39
3K	529+90.25	0.00	620.25	620.34
3L	530+00.25	0.00	620.21	620.27
3M	530+10.25	0.00	620.17	620.20
3N	530+20.25	0.00	620.13	620.14
CL Pier 3	530+30.25	0.00	620.07	620.07
4A	530+40.25	0.00	620.01	620.01
4B	530+50.25	0.00	619.95	619.97
4C	530+60.25	0.00	619.87	619.91
4D	530+70.25	0.00	619.80	619.86
4E	530+80.25	0.00	619.71	619.78
4F	530+90.25	0.00	619.62	619.71
4G	531+00.25	0.00	619.52	619.61
4H	531+10.25	0.00	619.42	619.51
4I	531+20.25	0.00	619.33	619.41
4J	531+30.25	0.00	619.23	619.29
4K	531+40.25	0.00	619.13	619.17
4L	531+50.25	0.00	619.03	619.05
4M	531+60.25	0.00	618.93	618.94
CL Pier 4	531+70.25	0.00	618.84	618.84
5A	531+80.25	0.00	618.74	618.75
5B	531+90.25	0.00	618.64	618.67
5C	532+00.25	0.00	618.54	618.59
5D	532+10.25	0.00	618.44	618.52
5E	532+20.25	0.00	618.35	618.45
5F	532+30.25	0.00	618.25	618.36
5G	532+40.25	0.00	618.15	618.26
5H	532+50.25	0.00	618.05	618.16
5I	532+60.25	0.00	617.95	618.04
5J	532+70.25	0.00	617.86	617.93
5K	532+80.25	0.00	617.76	617.81
5L	532+90.25	0.00	617.66	617.69
5M	533+00.25	0.00	617.56	617.57
CL Pier 5	533+10.25	0.00	617.46	617.46
6A	533+20.25	0.00	617.37	617.38
6B	533+30.25	0.00	617.27	617.30
6C	533+40.25	0.00	617.17	617.22
6D	533+50.25	0.00	617.07	617.14
6E	533+60.25	0.00	616.97	617.06
6F	533+70.25	0.00	616.88	616.99
6G	533+80.25	0.00	616.78	616.89
6H	533+90.25	0.00	616.68	616.79
6I	534+00.25	0.00	616.58	616.67
6J	534+10.25	0.00	616.48	616.55
6K	534+20.25	0.00	616.39	616.44
6L	534+30.25	0.00	616.29	616.32
6M	534+40.25	0.00	616.19	616.20
CL Pier 6	534+50.25	0.00	616.09	616.09
7A	534+60.25	0.00	615.99	616.00
7B	534+70.25	0.00	615.90	615.92
7C	534+80.25	0.00	615.80	615.84
7D	534+90.25	0.00	615.70	615.76
7E	535+00.25	0.00	615.60	615.68
7F	535+10.25	0.00	615.50	615.59
7G	535+20.25	0.00	615.41	615.50
7H	535+30.25	0.00	615.31	615.39
7I	535+40.25	0.00	615.21	615.27
7J	535+50.24	0.00	615.11	615.14
CL Brg. E. Abut.	535+60.24	0.00	615.01	615.01
CL E. Exp. Jt.	535+61.90	0.00	615.00	615.00
Bk. E. Abut.	535+64.78	0.00	614.97	614.97

FILE NAME = L:\Plainfield\160242202-00_143rdDrawStructures\CADD_Sheets\Sht_Dupage River Bridge_09 Deck Elevations VI.dgn

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USER NAME = Vincent Tan	DESIGNED - DH	REVISED -	
	DRAWN - DH/EC	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 2/19/2024 (11:06:12 AM)	DATE - 11/27/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - VI
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 10 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	686
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+05.27	2.46	617.51	617.51
CL W. Exp. Jt.	526+08.16	2.46	617.54	617.54
CL Brg. W. Abut.	526+09.82	2.46	617.56	617.56
1A	526+19.82	2.46	617.68	617.72
1B	526+29.82	2.46	617.79	617.86
1C	526+39.82	2.46	617.91	618.01
1D	526+49.82	2.46	618.02	618.14
1E	526+59.82	2.46	618.13	618.25
1F	526+69.82	2.46	618.25	618.37
1G	526+79.82	2.46	618.36	618.46
1H	526+89.82	2.46	618.48	618.56
1I	526+99.82	2.46	618.59	618.64
1J	527+09.82	2.46	618.71	618.74
1K	527+19.82	2.46	618.82	618.83
CL Pier 1	527+29.82	2.46	618.93	618.93
2A	527+39.82	2.46	619.05	619.06
2B	527+49.82	2.46	619.16	619.19
2C	527+59.82	2.46	619.28	619.33
2D	527+69.82	2.46	619.39	619.46
2E	527+79.82	2.46	619.49	619.59
2F	527+89.82	2.46	619.59	619.70
2G	527+99.82	2.46	619.68	619.80
2H	528+09.82	2.46	619.76	619.88
2I	528+19.82	2.46	619.84	619.95
2J	528+29.82	2.46	619.91	620.01
2K	528+39.82	2.46	619.97	620.04
2L	528+49.82	2.46	620.03	620.08
2M	528+59.82	2.46	620.08	620.10
2N	528+69.82	2.46	620.13	620.14
CL Pier 2	528+79.82	2.46	620.17	620.17
3A	528+89.82	2.46	620.21	620.22
3B	528+99.82	2.46	620.23	620.26
3C	529+09.82	2.46	620.25	620.31
3D	529+19.82	2.46	620.27	620.35
3E	529+29.82	2.46	620.28	620.39
3F	529+39.82	2.46	620.28	620.41
3G	529+49.82	2.46	620.28	620.42
3H	529+59.82	2.46	620.27	620.41
3I	529+69.82	2.46	620.25	620.38
3J	529+79.82	2.46	620.23	620.34
3K	529+89.82	2.46	620.20	620.29
3L	529+99.82	2.46	620.17	620.23
3M	530+09.82	2.46	620.13	620.16
3N	530+19.82	2.46	620.08	620.09
CL Pier 3	530+29.82	2.46	620.03	620.03
4A	530+39.82	2.46	619.97	619.97
4B	530+49.82	2.46	619.90	619.92
4C	530+59.82	2.46	619.83	619.87
4D	530+69.82	2.46	619.75	619.81
4E	530+79.82	2.46	619.67	619.74
4F	530+89.82	2.46	619.57	619.66
4G	530+99.82	2.46	619.48	619.57
4H	531+09.82	2.46	619.38	619.47
4I	531+19.82	2.46	619.28	619.36
4J	531+29.82	2.46	619.18	619.24
4K	531+39.82	2.46	619.09	619.13
4L	531+49.82	2.46	618.99	619.01
4M	531+59.82	2.46	618.89	618.90
CL Pier 4	531+69.82	2.46	618.79	618.79
5A	531+79.82	2.46	618.69	618.70
5B	531+89.82	2.46	618.60	618.63
5C	531+99.82	2.46	618.50	618.55
5D	532+09.82	2.46	618.40	618.48
5E	532+19.82	2.46	618.30	618.40
5F	532+29.82	2.46	618.20	618.31
5G	532+39.82	2.46	618.11	618.22
5H	532+49.82	2.46	618.01	618.12
5I	532+59.82	2.46	617.91	618.00
5J	532+69.82	2.46	617.81	617.88
5K	532+79.82	2.46	617.71	617.76
5L	532+89.82	2.46	617.62	617.65
5M	532+99.82	2.46	617.52	617.53
CL Pier 5	533+09.82	2.46	617.42	617.42
6A	533+19.82	2.46	617.32	617.33

GIRDER 7 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
6B	533+29.82	2.46	617.22	617.25
6C	533+39.82	2.46	617.13	617.18
6D	533+49.82	2.46	617.03	617.10
6E	533+59.82	2.46	616.93	617.02
6F	533+69.82	2.46	616.83	616.94
6G	533+79.82	2.46	616.73	616.84
6H	533+89.82	2.46	616.64	616.75
6I	533+99.82	2.46	616.54	616.63
6J	534+09.82	2.46	616.44	616.51
6K	534+19.82	2.46	616.34	616.39
6L	534+29.82	2.46	616.24	616.27
6M	534+39.82	2.46	616.15	616.16
CL Pier 6	534+49.82	2.46	616.05	616.05
7A	534+59.82	2.46	615.95	615.96
7B	534+69.82	2.46	615.85	615.87
7C	534+79.82	2.46	615.75	615.79
7D	534+89.82	2.46	615.66	615.72
7E	534+99.82	2.46	615.56	615.64
7F	535+09.82	2.46	615.46	615.55
7G	535+19.82	2.46	615.36	615.45
7H	535+29.82	2.46	615.26	615.34
7I	535+39.82	2.45	615.17	615.23
7J	535+49.83	2.42	615.07	615.10
CL Brg. E. Abut.	535+59.83	2.37	614.97	614.97
CL E. Exp. Jt.	535+61.49	2.37	614.96	614.96
Bk. E. Abut.	535+64.38	2.35	614.93	614.93

EB PGL

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+04.11	9.00	617.37	617.37
CL W. Exp. Jt.	526+07.00	9.00	617.40	617.40
CL Brg. W. Abut.	526+08.66	9.00	617.42	617.42
1A	526+18.66	9.00	617.53	617.57
1B	526+28.66	9.00	617.65	617.72
1C	526+38.66	9.00	617.76	617.86
1D	526+48.66	9.00	617.88	618.00
1E	526+58.66	9.00	617.99	618.11
1F	526+68.66	9.00	618.10	618.22
1G	526+78.66	9.00	618.22	618.32
1H	526+88.66	9.00	618.33	618.41
1I	526+98.66	9.00	618.45	618.50
1J	527+08.66	9.00	618.56	618.59
1K	527+18.66	9.00	618.68	618.69
CL Pier 1	527+28.66	9.00	618.79	618.79
2A	527+38.66	9.00	618.91	618.92
2B	527+48.66	9.00	619.02	619.05
2C	527+58.66	9.00	619.13	619.18
2D	527+68.66	9.00	619.24	619.31
2E	527+78.66	9.00	619.35	619.45
2F	527+88.66	9.00	619.44	619.55
2G	527+98.66	9.00	619.53	619.65
2H	528+08.66	9.00	619.62	619.74
2I	528+18.66	9.00	619.70	619.81
2J	528+28.66	9.00	619.77	619.87
2K	528+38.66	9.00	619.84	619.91
2L	528+48.66	9.00	619.89	619.94
2M	528+58.66	9.00	619.95	619.97
2N	528+68.66	9.00	620.00	620.01
CL Pier 2	528+78.66	9.00	620.04	620.04
3A	528+88.66	9.00	620.07	620.08
3B	528+98.66	9.00	620.10	620.13
3C	529+08.66	9.00	620.12	620.18
3D	529+18.66	9.00	620.14	620.22

EB PGL CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
3E	529+28.66	9.00	620.15	620.26
3F	529+38.66	9.00	620.15	620.28
3G	529+48.66	9.00	620.15	620.29
3H	529+58.66	9.00	620.14	620.28
3I	529+68.66	9.00	620.12	620.25
3J	529+78.66	9.00	620.10	620.21
3K	529+88.66	9.00	620.07	620.16
3L	529+98.66	9.00	620.04	620.10
3M	530+08.66	9.00	620.00	620.03
3N	530+18.66	9.00	619.95	619.96
CL Pier 3	530+28.66	9.00	619.90	619.90
4A	530+38.66	9.00	619.84	619.84
4B	530+48.66	9.00	619.78	619.80
4C	530+58.66	9.00	619.71	619.75
4D	530+68.66	9.00	619.63	619.69
4E	530+78.66	9.00	619.54	619.61
4F	530+88.66	9.00	619.45	619.54
4G	530+98.66	9.00	619.36	619.45
4H	531+08.66	9.00	619.26	619.35
4I	531+18.66	9.00	619.16	619.24
4J	531+28.66	9.00	619.06	619.12
4K	531+38.66	9.00	618.97	619.01
4L	531+48.66	9.00	618.87	618.89
4M	531+58.66	9.00	618.77	618.78
CL Pier 4	531+68.66	9.00	618.67	618.67
5A	531+78.66	9.00	618.57	618.58
5B	531+88.66	9.00	618.48	618.51
5C	531+98.66	9.00	618.38	618.43
5D	532+08.66	9.00	618.28	618.36
5E	532+18.66	9.00	618.18	618.28
5F	532+28.66	9.00	618.08	618.19
5G	532+38.66	9.00	617.99	618.10
5H	532+48.66	9.00	617.89	618.00
5I	532+58.66	9.00	617.79	617.88
5J	532+68.66	9.00	617.69	617.76
5K	532+78.66	9.00	617.59	617.64
5L	532+88.66	9.00	617.50	617.53
5M	532+98.66	9.00	617.40	617.41
CL Pier 5	533+08.66	9.00	617.30	617.30
6A	533+18.66	9.00	617.20	617.21
6B	533+28.66	9.00	617.10	617.13
6C	533+38.66	9.00	617.01	617.06
6D	533+48.66	9.00	616.91	616.98
6E	533+58.66	9.00	616.81	616.90
6F	533+68.66	9.00	616.71	616.82
6G	533+78.66	9.00	616.61	616.72
6H	533+88.66	9.00	616.52	616.63
6I	533+98.66	9.00	616.42	616.51
6J	534+08.66	9.00	616.32	616.39
6K	534+18.66	9.00	616.22	616.27
6L	534+28.66	9.00	616.12	616.15
6M	534+38.66	9.00	616.03	616.04
CL Pier 6	534+48.66	9.00	615.93	615.93
7A	534+58.66	9.00	615.83	615.84
7B	534+68.66	9.00	615.73	615.75
7C	534+78.66	9.00	615.63	615.67
7D	534+88.66	9.00	615.54	615.60
7E	534+98.66	9.00	615.44	615.52
7F	535+08.66	9.00	615.34	615.43
7G	535+18.66	9.00	615.24	615.33
7H	535+28.66	9.00	615.14	615.22
7I	535+38.68	9.00	615.05	615.11
7J	535+48.69	9.00	614.95	614.98
CL Brg. E. Abut.	535+58.70	9.00	614.85	614.85
CL E. Exp. Jt.	535+60.36	9.00	614.83	614.83
Bk. E. Abut.	535+63.25	9.00	614.81	614.81

FILE NAME = L:\Plainfield\160242O2-00_143rd\Draw\Structures\CADD_Sheets\Sht_Dupage River Bridge_10 Deck Elevations VII.dgn

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USER NAME = Vincent Tan	DESIGNED - DH	REVISED -	
	DRAWN - DH/EC	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 2/19/2024 (11:06:13 AM)	DATE - 11/27/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - VII
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 11 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	687
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+03.90	10.21	617.34	617.34
CL W. Exp. Jt.	526+06.79	10.21	617.37	617.37
CL Brg. W. Abut.	526+08.45	10.21	617.39	617.39
1A	526+18.45	10.21	617.51	617.55
1B	526+28.45	10.21	617.62	617.69
1C	526+38.45	10.21	617.73	617.83
1D	526+48.45	10.21	617.85	617.97
1E	526+58.45	10.21	617.96	618.08
1F	526+68.45	10.21	618.08	618.20
1G	526+78.45	10.21	618.19	618.29
1H	526+88.45	10.21	618.31	618.39
1I	526+98.45	10.21	618.42	618.47
1J	527+08.45	10.21	618.54	618.57
1K	527+18.45	10.21	618.65	618.66
CL Pier 1	527+28.45	10.21	618.76	618.76
2A	527+38.45	10.21	618.88	618.89
2B	527+48.45	10.21	618.99	619.02
2C	527+58.45	10.21	619.11	619.16
2D	527+68.45	10.21	619.22	619.29
2E	527+78.45	10.21	619.32	619.42
2F	527+88.45	10.21	619.42	619.53
2G	527+98.45	10.21	619.51	619.63
2H	528+08.45	10.21	619.59	619.71
2I	528+18.45	10.21	619.67	619.78
2J	528+28.45	10.21	619.74	619.84
2K	528+38.45	10.21	619.81	619.88
2L	528+48.45	10.21	619.87	619.92
2M	528+58.45	10.21	619.92	619.94
2N	528+68.45	10.21	619.97	619.98
CL Pier 2	528+78.45	10.21	620.01	620.01
3A	528+88.45	10.21	620.05	620.06
3B	528+98.45	10.21	620.07	620.10
3C	529+08.45	10.21	620.10	620.16
3D	529+18.45	10.21	620.11	620.19
3E	529+28.45	10.21	620.12	620.23
3F	529+38.45	10.21	620.13	620.26
3G	529+48.45	10.21	620.12	620.26
3H	529+58.45	10.21	620.11	620.25
3I	529+68.45	10.21	620.10	620.23
3J	529+78.45	10.21	620.08	620.19
3K	529+88.45	10.21	620.05	620.14
3L	529+98.45	10.21	620.02	620.08
3M	530+08.45	10.21	619.98	620.01
3N	530+18.45	10.21	619.93	619.94
CL Pier 3	530+28.45	10.21	619.88	619.88
4A	530+38.45	10.21	619.82	619.82
4B	530+48.45	10.21	619.75	619.77
4C	530+58.45	10.21	619.68	619.72
4D	530+68.45	10.21	619.61	619.67
4E	530+78.45	10.21	619.52	619.59
4F	530+88.45	10.21	619.43	619.52
4G	530+98.45	10.21	619.34	619.43
4H	531+08.45	10.21	619.24	619.33
4I	531+18.45	10.21	619.14	619.22
4J	531+28.45	10.21	619.04	619.10
4K	531+38.45	10.21	618.94	618.98
4L	531+48.45	10.21	618.85	618.87
4M	531+58.45	10.21	618.75	618.76
CL Pier 4	531+68.45	10.21	618.65	618.65
5A	531+78.45	10.21	618.55	618.56
5B	531+88.45	10.21	618.45	618.48
5C	531+98.45	10.21	618.36	618.41
5D	532+08.45	10.21	618.26	618.34
5E	532+18.45	10.21	618.16	618.26
5F	532+28.45	10.21	618.06	618.17
5G	532+38.45	10.21	617.96	618.07
5H	532+48.45	10.21	617.87	617.98
5I	532+58.45	10.21	617.77	617.86
5J	532+68.45	10.21	617.67	617.74
5K	532+78.45	10.21	617.57	617.62
5L	532+88.45	10.21	617.47	617.50
5M	532+98.45	10.21	617.38	617.39
CL Pier 5	533+08.45	10.21	617.28	617.28
6A	533+18.45	10.21	617.18	617.19

GIRDER 8 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
6B	533+28.45	10.21	617.08	617.11
6C	533+38.45	10.21	616.98	617.03
6D	533+48.45	10.21	616.89	616.96
6E	533+58.45	10.21	616.79	616.88
6F	533+68.45	10.21	616.69	616.80
6G	533+78.45	10.21	616.59	616.70
6H	533+88.45	10.21	616.49	616.60
6I	533+98.45	10.21	616.40	616.49
6J	534+08.45	10.21	616.30	616.37
6K	534+18.45	10.21	616.20	616.25
6L	534+28.45	10.21	616.10	616.13
6M	534+38.45	10.21	616.00	616.01
CL Pier 6	534+48.45	10.21	615.91	615.91
7A	534+58.45	10.21	615.81	615.82
7B	534+68.45	10.21	615.71	615.73
7C	534+78.45	10.21	615.61	615.65
7D	534+88.45	10.21	615.51	615.57
7E	534+98.45	10.21	615.42	615.50
7F	535+08.45	10.21	615.32	615.41
7G	535+18.45	10.21	615.22	615.31
7H	535+28.45	10.21	615.12	615.20
7I	535+38.47	10.20	615.02	615.08
7J	535+48.49	10.17	614.93	614.96
CL Brg. E. Abut.	535+58.50	10.13	614.83	614.83
CL E. Exp. Jt.	535+60.17	10.12	614.81	614.81
Bk. E. Abut.	535+63.06	10.11	614.79	614.79

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+02.53	17.96	617.17	617.17
CL W. Exp. Jt.	526+05.42	17.96	617.20	617.20
CL Brg. W. Abut.	526+07.08	17.96	617.22	617.22
1A	526+17.08	17.96	617.33	617.37
1B	526+27.08	17.96	617.45	617.53
1C	526+37.08	17.96	617.56	617.67
1D	526+47.08	17.96	617.68	617.81
1E	526+57.08	17.96	617.79	617.92
1F	526+67.08	17.96	617.91	618.04
1G	526+77.08	17.96	618.02	618.13
1H	526+87.08	17.96	618.14	618.23
1I	526+97.08	17.96	618.25	618.31
1J	527+07.08	17.96	618.36	618.39
1K	527+17.08	17.96	618.48	618.49
CL Pier 1	527+27.08	17.96	618.59	618.59
2A	527+37.08	17.96	618.71	618.72
2B	527+47.08	17.96	618.82	618.85
2C	527+57.08	17.96	618.94	618.99
2D	527+67.08	17.96	619.05	619.13
2E	527+77.08	17.96	619.15	619.26
2F	527+87.08	17.96	619.25	619.38
2G	527+97.08	17.96	619.34	619.48
2H	528+07.08	17.96	619.43	619.57
2I	528+17.08	17.96	619.51	619.64
2J	528+27.08	17.96	619.58	619.69
2K	528+37.08	17.96	619.65	619.73
2L	528+47.08	17.96	619.71	619.76
2M	528+57.08	17.96	619.76	619.79
2N	528+67.08	17.96	619.81	619.82
CL Pier 2	528+77.08	17.96	619.85	619.85
3A	528+87.08	17.96	619.89	619.90
3B	528+97.08	17.96	619.92	619.95
3C	529+07.08	17.96	619.94	620.00
3D	529+17.08	17.96	619.96	620.05

GIRDER 9 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
3E	529+27.08	17.96	619.97	620.09
3F	529+37.08	17.96	619.97	620.11
3G	529+47.08	17.96	619.97	620.12
3H	529+57.08	17.96	619.96	620.11
3I	529+67.08	17.96	619.95	620.10
3J	529+77.08	17.96	619.93	620.06
3K	529+87.08	17.96	619.90	620.00
3L	529+97.08	17.96	619.87	619.94
3M	530+07.08	17.96	619.83	619.87
3N	530+17.08	17.96	619.78	619.79
CL Pier 3	530+27.08	17.96	619.73	619.73
4A	530+37.08	17.96	619.67	619.67
4B	530+47.08	17.96	619.61	619.63
4C	530+57.08	17.96	619.54	619.58
4D	530+67.08	17.96	619.46	619.52
4E	530+77.08	17.96	619.38	619.46
4F	530+87.08	17.96	619.29	619.39
4G	530+97.08	17.96	619.19	619.29
4H	531+07.08	17.96	619.10	619.20
4I	531+17.08	17.96	619.00	619.09
4J	531+27.08	17.96	618.90	618.97
4K	531+37.08	17.96	618.80	618.85
4L	531+47.08	17.96	618.70	618.72
4M	531+57.08	17.96	618.61	618.62
CL Pier 4	531+67.08	17.96	618.51	618.51
5A	531+77.08	17.96	618.41	618.42
5B	531+87.08	17.96	618.31	618.34
5C	531+97.08	17.96	618.21	618.27
5D	532+07.08	17.96	618.12	618.20
5E	532+17.08	17.96	618.02	618.13
5F	532+27.08	17.96	617.92	618.04
5G	532+37.08	17.96	617.82	617.95
5H	532+47.08	17.96	617.72	617.84
5I	532+57.08	17.96	617.63	617.73
5J	532+67.08	17.96	617.53	617.61
5K	532+77.08	17.96	617.43	617.49
5L	532+87.08	17.96	617.33	617.36
5M	532+97.08	17.96	617.23	617.24
CL Pier 5	533+07.08	17.96	617.14	617.14
6A	533+17.08	17.96	617.04	617.05
6B	533+27.08	17.96	616.94	616.97
6C	533+37.08	17.96	616.84	616.89
6D	533+47.08	17.96	616.74	616.82
6E	533+57.08	17.96	616.65	616.75
6F	533+67.08	17.96	616.55	616.67
6G	533+77.08	17.96	616.45	616.57
6H	533+87.08	17.96	616.35	616.47
6I	533+97.08	17.96	616.25	616.35
6J	534+07.08	17.96	616.16	616.24
6K	534+17.08	17.96	616.06	616.12
6L	534+27.08	17.96	615.96	615.99
6M	534+37.08	17.96	615.86	615.87
CL Pier 6	534+47.08	17.96	615.76	615.76
7A	534+57.08	17.96	615.67	615.68
7B	534+67.08	17.96	615.57	615.59
7C	534+77.08	17.96	615.47	615.52
7D	534+87.08	17.96	615.37	615.44
7E	534+97.08	17.96	615.27	615.36
7F	535+07.08	17.96	615.18	615.28
7G	535+17.08	17.96	615.08	615.18
7H	535+27.08	17.96	614.98	615.07
7I	535+37.11	17.95	614.88	614.95
7J	535+47.14	17.93	614.78	614.82
CL Brg. E. Abut.	535+57.17	17.89	614.69	614.69
CL E. Exp. Jt.	535+58.84	17.88	614.67	614.67
Bk. E. Abut.	535+61.73	17.86	614.64	614.64

FILE NAME = L:\Plainfield\160242202-00_143rd\Draw\Structures\CADD_Sheets\Sht_Dupage River Bridge_11 Deck Elevations VIII.dgn

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	DRAWN - DH/EC	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 2/19/2024 (11:06:14 AM)	DATE - 11/27/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - VIII
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 12 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	688
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	526+01.17	25.71	617.00	617.00
CL W. Exp. Jt.	526+04.06	25.71	617.03	617.03
CL Brg. W. Abut.	526+05.72	25.71	617.05	617.05
1A	526+15.72	25.71	617.16	617.16
1B	526+25.72	25.71	617.28	617.29
1C	526+35.72	25.71	617.39	617.40
1D	526+45.72	25.71	617.51	617.52
1E	526+55.72	25.71	617.62	617.63
1F	526+65.72	25.71	617.74	617.75
1G	526+75.72	25.71	617.85	617.86
1H	526+85.72	25.71	617.97	617.98
1I	526+95.72	25.71	618.08	618.09
1J	527+05.72	25.71	618.19	618.19
1K	527+15.72	25.71	618.31	618.31
CL Pier 1	527+25.72	25.71	618.42	618.42
2A	527+35.72	25.71	618.54	618.54
2B	527+45.72	25.71	618.65	618.65
2C	527+55.72	25.71	618.77	618.78
2D	527+65.72	25.71	618.88	618.89
2E	527+75.72	25.71	618.98	618.99
2F	527+85.72	25.71	619.08	619.09
2G	527+95.72	25.71	619.17	619.18
2H	528+05.72	25.71	619.26	619.27
2I	528+15.72	25.71	619.34	619.35
2J	528+25.72	25.71	619.41	619.42
2K	528+35.72	25.71	619.48	619.49
2L	528+45.72	25.71	619.54	619.55
2M	528+55.72	25.71	619.60	619.60
2N	528+65.72	25.71	619.65	619.65
CL Pier 2	528+75.72	25.71	619.69	619.69
3A	528+85.72	25.71	619.73	619.73
3B	528+95.72	25.71	619.76	619.76
3C	529+05.72	25.71	619.78	619.79
3D	529+15.72	25.71	619.80	619.81
3E	529+25.72	25.71	619.81	619.82
3F	529+35.72	25.71	619.82	619.83
3G	529+45.72	25.71	619.81	619.83
3H	529+55.72	25.71	619.81	619.83
3I	529+65.72	25.71	619.79	619.80
3J	529+75.72	25.71	619.77	619.78
3K	529+85.72	25.71	619.75	619.76
3L	529+95.72	25.71	619.72	619.73
3M	530+05.72	25.71	619.68	619.68
3N	530+15.72	25.71	619.63	619.63
CL Pier 3	530+25.72	25.71	619.58	619.58
4A	530+35.72	25.71	619.53	619.53
4B	530+45.72	25.71	619.46	619.46
4C	530+55.72	25.71	619.39	619.39
4D	530+65.72	25.71	619.32	619.33
4E	530+75.72	25.71	619.24	619.25
4F	530+85.72	25.71	619.15	619.16
4G	530+95.72	25.71	619.05	619.06
4H	531+05.72	25.71	618.96	618.97
4I	531+15.72	25.71	618.86	618.87
4J	531+25.72	25.71	618.76	618.77
4K	531+35.72	25.71	618.66	618.66
4L	531+45.72	25.71	618.56	618.56
4M	531+55.72	25.71	618.47	618.47
CL Pier 4	531+65.72	25.71	618.37	618.37
5A	531+75.72	25.71	618.27	618.27
5B	531+85.72	25.71	618.17	618.17
5C	531+95.72	25.71	618.07	618.08
5D	532+05.72	25.71	617.98	617.99
5E	532+15.72	25.71	617.88	617.89
5F	532+25.72	25.71	617.78	617.79
5G	532+35.72	25.71	617.68	617.69
5H	532+45.72	25.71	617.58	617.59
5I	532+55.72	25.71	617.49	617.50
5J	532+65.72	25.71	617.39	617.40
5K	532+75.72	25.71	617.29	617.30
5L	532+85.72	25.71	617.19	617.19
5M	532+95.72	25.71	617.09	617.09
CL Pier 5	533+05.72	25.71	617.00	617.00
6A	533+15.72	25.71	616.90	616.90

GIRDER 10 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
6B	533+25.72	25.71	616.80	616.80
6C	533+35.72	25.71	616.70	616.71
6D	533+45.72	25.71	616.60	616.61
6E	533+55.72	25.71	616.51	616.52
6F	533+65.72	25.71	616.41	616.42
6G	533+75.72	25.71	616.31	616.32
6H	533+85.72	25.71	616.21	616.22
6I	533+95.72	25.71	616.11	616.12
6J	534+05.72	25.71	616.02	616.03
6K	534+15.72	25.71	615.92	615.93
6L	534+25.72	25.71	615.82	615.82
6M	534+35.72	25.71	615.72	615.72
CL Pier 6	534+45.72	25.71	615.62	615.62
7A	534+55.72	25.71	615.53	615.53
7B	534+65.72	25.71	615.43	615.43
7C	534+75.72	25.71	615.33	615.33
7D	534+85.72	25.71	615.23	615.24
7E	534+95.72	25.71	615.13	615.14
7F	535+05.72	25.71	615.04	615.05
7G	535+15.72	25.71	614.94	614.95
7H	535+25.72	25.71	614.84	614.85
7I	535+35.75	25.70	614.74	614.75
7J	535+45.79	25.68	614.64	614.64
CL Brg. E. Abut.	535+55.84	25.64	614.55	614.55
CL E. Exp. Jt.	535+57.50	25.64	614.53	614.53
Bk. E. Abut.	535+60.40	25.62	614.50	614.50

GIRDER 11

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	525+99.80	33.46	616.83	616.83
CL W. Exp. Jt.	526+02.69	33.46	616.86	616.86
CL Brg. W. Abut.	526+04.35	33.46	616.88	616.88
1A	526+14.35	33.46	616.99	616.99
1B	526+24.35	33.46	617.11	617.12
1C	526+34.35	33.46	617.22	617.23
1D	526+44.35	33.46	617.34	617.35
1E	526+54.35	33.46	617.45	617.46
1F	526+64.35	33.46	617.57	617.58
1G	526+74.35	33.46	617.68	617.69
1H	526+84.35	33.46	617.79	617.80
1I	526+94.35	33.46	617.91	617.92
1J	527+04.35	33.46	618.02	618.02
1K	527+14.35	33.46	618.14	618.14
CL Pier 1	527+24.35	33.46	618.25	618.25
2A	527+34.35	33.46	618.37	618.37
2B	527+44.35	33.46	618.48	618.48
2C	527+54.35	33.46	618.60	618.61
2D	527+64.35	33.46	618.71	618.72
2E	527+74.35	33.46	618.81	618.82
2F	527+84.35	33.46	618.91	618.92
2G	527+94.35	33.46	619.01	619.02
2H	528+04.35	33.46	619.09	619.10
2I	528+14.35	33.46	619.18	619.19
2J	528+24.35	33.46	619.25	619.26
2K	528+34.35	33.46	619.32	619.33
2L	528+44.35	33.46	619.38	619.39
2M	528+54.35	33.46	619.44	619.44
2N	528+64.35	33.46	619.49	619.49
CL Pier 2	528+74.35	33.46	619.53	619.53
3A	528+84.35	33.46	619.57	619.57
3B	528+94.35	33.46	619.60	619.60
3C	529+04.35	33.46	619.62	619.63
3D	529+14.35	33.46	619.64	619.65

GIRDER 11 CONTINUED

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
3E	529+24.35	33.46	619.65	619.66
3F	529+34.35	33.46	619.66	619.68
3G	529+44.35	33.46	619.66	619.68
3H	529+54.35	33.46	619.65	619.67
3I	529+64.35	33.46	619.64	619.66
3J	529+74.35	33.46	619.62	619.63
3K	529+84.35	33.46	619.60	619.61
3L	529+94.35	33.46	619.57	619.58
3M	530+04.35	33.46	619.53	619.53
3N	530+14.35	33.46	619.49	619.49
CL Pier 3	530+24.35	33.46	619.44	619.44
4A	530+34.35	33.46	619.38	619.38
4B	530+44.35	33.46	619.32	619.32
4C	530+54.35	33.46	619.25	619.25
4D	530+64.35	33.46	619.17	619.18
4E	530+74.35	33.46	619.09	619.10
4F	530+84.35	33.46	619.01	619.02
4G	530+94.35	33.46	618.91	618.92
4H	531+04.35	33.46	618.81	618.82
4I	531+14.35	33.46	618.72	618.73
4J	531+24.35	33.46	618.62	618.63
4K	531+34.35	33.46	618.52	618.52
4L	531+44.35	33.46	618.42	618.42
4M	531+54.35	33.46	618.32	618.32
CL Pier 4	531+64.35	33.46	618.23	618.23
5A	531+74.35	33.46	618.13	618.13
5B	531+84.35	33.46	618.03	618.03
5C	531+94.35	33.46	617.93	617.94
5D	532+04.35	33.46	617.83	617.84
5E	532+14.35	33.46	617.74	617.75
5F	532+24.35	33.46	617.64	617.65
5G	532+34.35	33.46	617.54	617.55
5H	532+44.35	33.46	617.44	617.45
5I	532+54.35	33.46	617.34	617.35
5J	532+64.35	33.46	617.25	617.26
5K	532+74.35	33.46	617.15	617.16
5L	532+84.35	33.46	617.05	617.05
5M	532+94.35	33.46	616.95	616.95
CL Pier 5	533+04.35	33.46	616.85	616.85
6A	533+14.35	33.46	616.76	616.76
6B	533+24.35	33.46	616.66	616.66
6C	533+34.35	33.46	616.56	616.57
6D	533+44.35	33.46	616.46	616.47
6E	533+54.35	33.46	616.36	616.37
6F	533+64.35	33.46	616.27	616.28
6G	533+74.35	33.46	616.17	616.18
6H	533+84.35	33.46	616.07	616.08
6I	533+94.35	33.46	615.97	615.98
6J	534+04.35	33.46	615.87	615.88
6K	534+14.35	33.46	615.78	615.79
6L	534+24.35	33.46	615.68	615.68
6M	534+34.35	33.46	615.58	615.58
CL Pier 6	534+44.35	33.46	615.48	615.48
7A	534+54.35	33.46	615.38	615.38
7B	534+64.35	33.46	615.29	615.29
7C	534+74.35	33.46	615.19	615.19
7D	534+84.35	33.46	615.09	615.10
7E	534+94.35	33.46	614.99	615.00
7F	535+04.35	33.46	614.89	614.90
7G	535+14.35	33.46	614.80	614.81
7H	535+24.35	33.46	614.70	614.71
7I	535+34.39	33.45	614.60	614.61
7J	535+44.44	33.44	614.50	614.50
CL Brg. E. Abut.	535+54.50	33.40	614.40	614.40
CL E. Exp. Jt.	535+56.17	33.39	614.39	614.39
Bk. E. Abut.	535+59.07	33.38	614.36	614.36

FILE NAME = L:\Plainfield\160242202-00_143rd\Draw\Structures\CADD_Sheets\Sht_Dupage River Bridge_12 Deck Elevations IX.dgn

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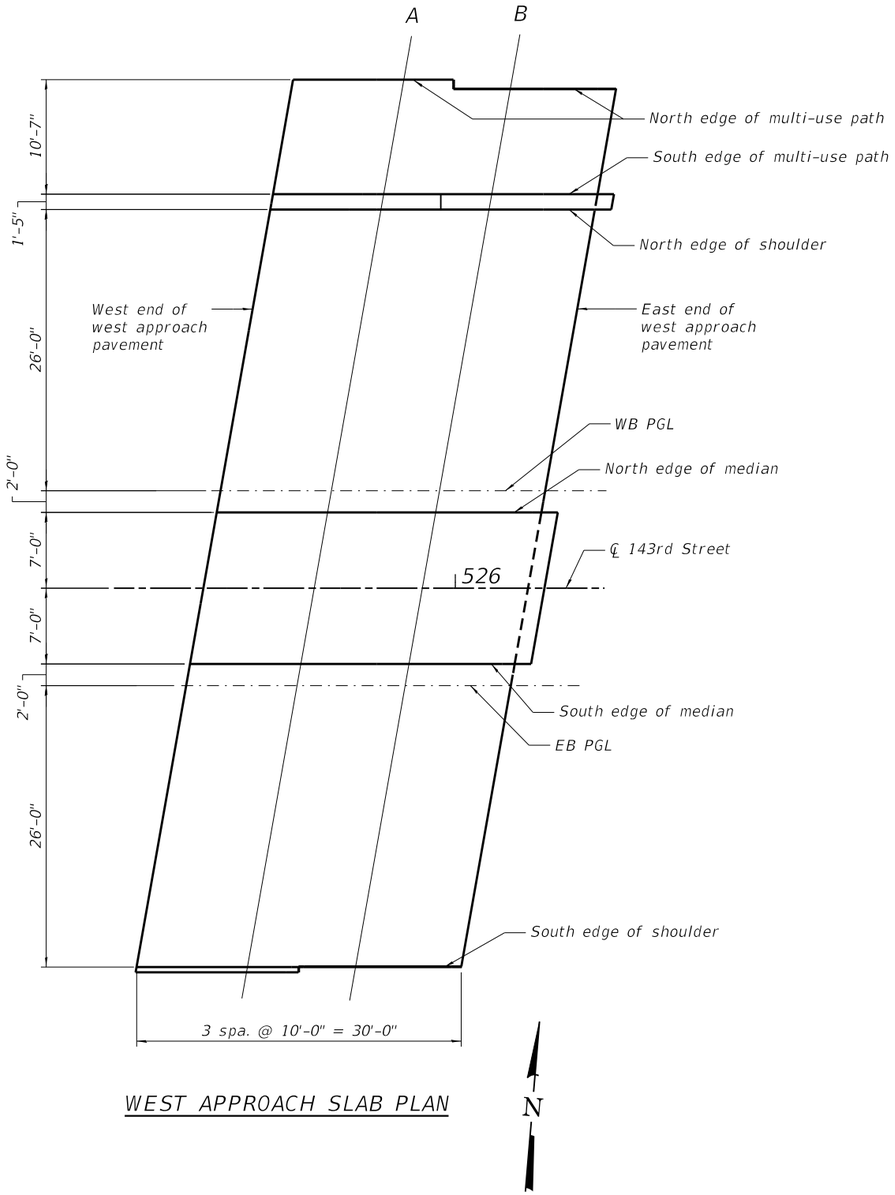
	DRAWN - DH/EC	REVISED -	
PLOT SCALE = N/A	CHECKED - JTH	REVISED -	
PLOT DATE = 2/19/2024 (11:06:15 AM)	DATE - 11/27/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK ELEVATIONS - IX
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 13 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	689
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



WEST APPROACH SLAB PLAN

NORTH EDGE OF MULTI-USE PATH

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+85.01	-47.00	616.45
A	525+95.01	-47.00	616.56
B	526+04.86	-46.17	616.69
E. End West Appr. Pav't.	526+14.86	-46.17	616.80

℄ 143rd STREET

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+76.72	0.00	617.23
A	525+86.72	0.00	617.35
B	525+96.72	0.00	617.46
E. End West Appr. Pav't.	526+06.72	0.00	617.58

SOUTH EDGE OF MULTI-USE PATH

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+83.14	-36.42	616.58
A	525+93.14	-36.42	616.70
B	526+03.14	-36.42	616.81
E. End West Appr. Pav't.	526+13.14	-36.42	616.93

SOUTH EDGE OF MEDIAN

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+75.49	7.00	617.08
A	525+85.49	7.00	617.19
B	525+95.49	7.00	617.31
E. End West Appr. Pav't.	526+05.49	7.00	617.42

NORTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+82.89	-35.00	616.60
A	525+92.89	-35.00	616.72
B	526+02.89	-35.00	616.83
E. End West Appr. Pav't.	526+12.89	-35.00	616.95

EB PGL

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+75.13	9.00	617.03
A	525+85.13	9.00	617.15
B	525+95.13	9.00	617.26
E. End West Appr. Pav't.	526+05.13	9.00	617.38

WB PGL

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+78.31	-9.00	617.07
A	525+88.31	-9.00	617.18
B	525+98.31	-9.00	617.30
E. End West Appr. Pav't.	526+08.31	-9.00	617.41

SOUTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+70.55	35.00	616.46
A	525+80.55	35.00	616.58
B	525+90.55	35.00	616.69
E. End West Appr. Pav't.	526+00.55	35.00	616.80

NORTH EDGE OF MEDIAN

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End West Appr. Pav't.	525+77.95	-7.00	617.11
A	525+87.95	-7.00	617.22
B	525+97.95	-7.00	617.34
E. End West Appr. Pav't.	526+07.95	-7.00	617.45

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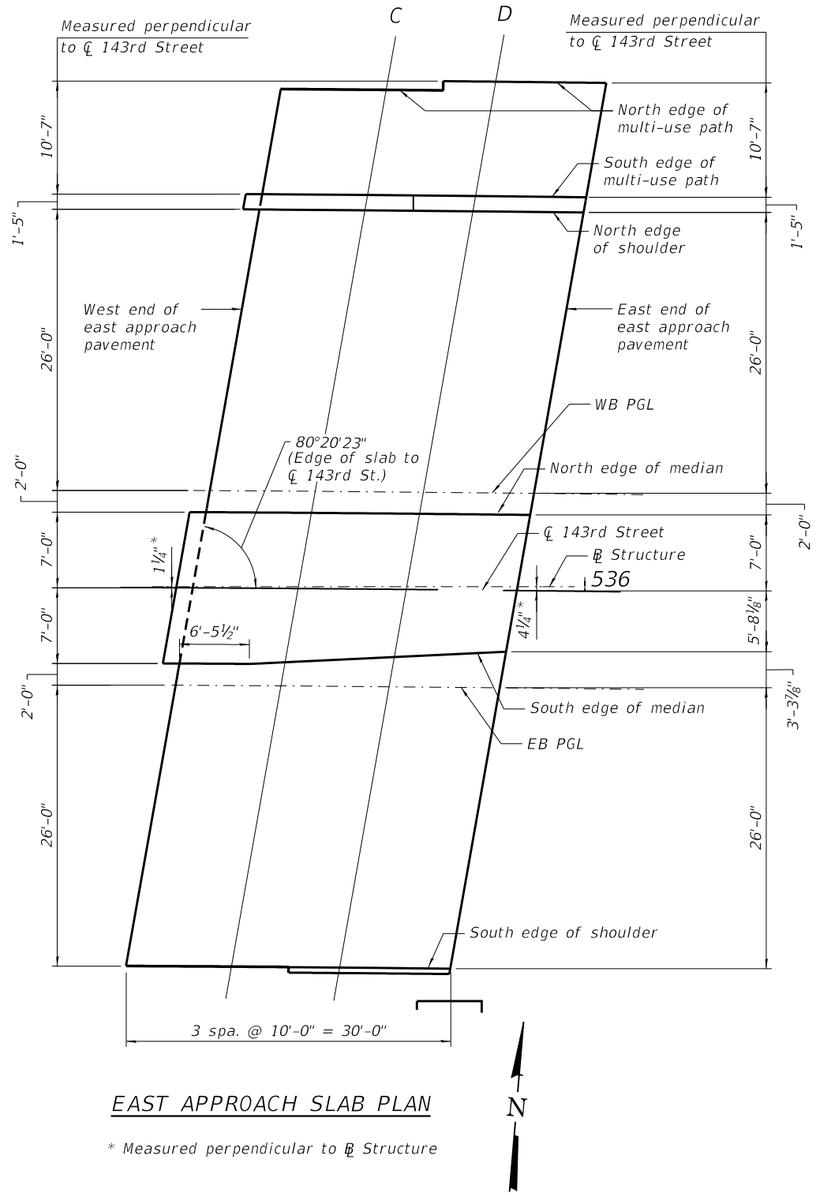
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST APPROACH SLAB ELEVATIONS
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 14 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	690
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



EAST APPROACH SLAB PLAN

* Measured perpendicular to ℄ Structure

NORTH EDGE OF MULTI-USE PATH

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+71.56	-46.17	614.04
C	535+81.47	-46.17	613.94
D	535+91.52	-47.00	613.83
E. End East Appr. Pav't.	536+01.42	-47.00	613.73

SOUTH EDGE OF MULTI-USE PATH

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+69.93	-36.42	614.20
C	535+79.85	-36.42	614.10
D	535+89.78	-36.42	614.00
E. End East Appr. Pav't.	535+99.70	-36.42	613.91

NORTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+69.69	-35.00	614.22
C	535+79.62	-35.00	614.12
D	535+89.54	-35.00	614.03
E. End East Appr. Pav't.	535+99.47	-35.00	613.93

WB PGL

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+65.30	-9.00	614.79
C	535+75.27	-9.00	614.69
D	535+85.24	-9.00	614.59
E. End East Appr. Pav't.	535+95.21	-9.00	614.49

NORTH EDGE OF MEDIAN

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+64.96	-7.00	614.83
C	535+74.93	-7.00	614.73
D	535+84.91	-7.00	614.63
E. End East Appr. Pav't.	535+94.88	-7.00	614.54

℄ 143rd STREET

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+63.77	0.00	614.98
C	535+73.75	0.00	614.88
D	535+83.74	0.00	614.78
E. End East Appr. Pav't.	535+93.72	0.00	614.69

SOUTH EDGE OF MEDIAN

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+62.57	7.00	614.85
C	535+72.61	6.81	614.76
D	535+82.70	6.25	614.67
E. End East Appr. Pav't.	535+92.78	5.67	614.58

EB PGL

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+62.23	9.00	614.82
C	535+72.23	9.00	614.72
D	535+82.23	9.00	614.62
E. End East Appr. Pav't.	535+92.23	9.00	614.52

SOUTH EDGE OF SHOULDER

Location	Station	Offset (ft.)	Theoretical Grade Elevations
W. End East Appr. Pav't.	535+57.77	35.00	614.34
C	535+67.82	35.00	614.24
D	535+77.87	35.00	614.14
E. End East Appr. Pav't.	535+87.91	35.00	614.04

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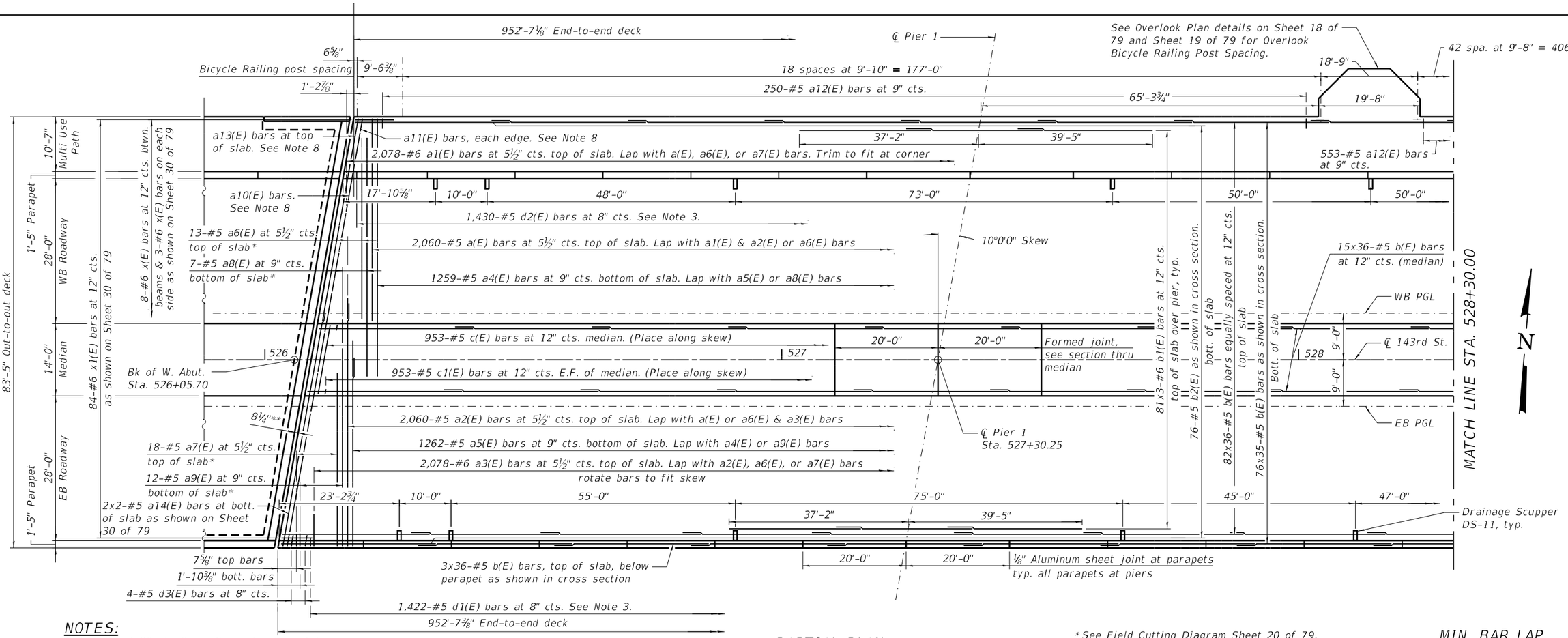
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST APPROACH SLAB ELEVATIONS
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 15 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	691
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN

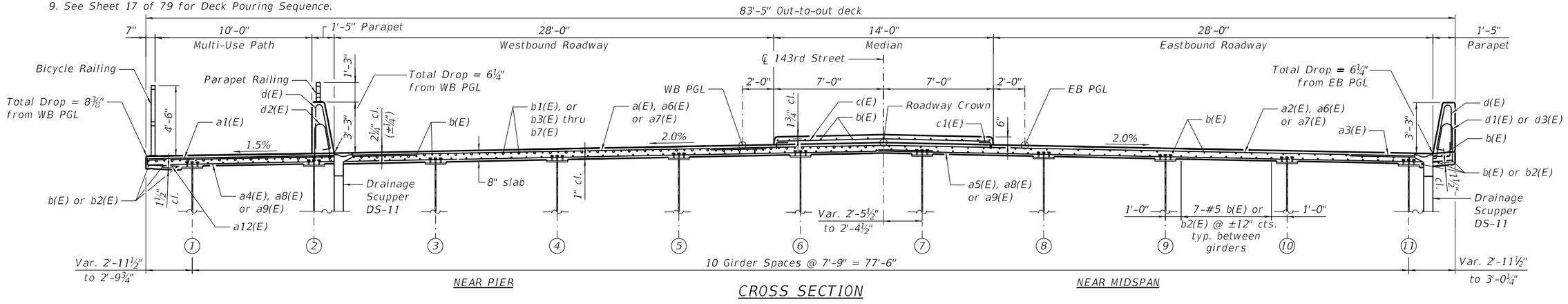
*See Field Cutting Diagram Sheet 20 of 79.
**Dimension showing concrete opening. For joint opening see Sheet 29 of 79.

MIN. BAR LAP

#5 Bar = 3'-6"
#6 Bar = 3'-7"

NOTES:

1. See Sheet 20 of 79 for Superstructure Details.
2. Bars indicated thus 81x3-#6 etc. indicates 81 lines of bars with 3 lengths per line.
3. Space bars to miss parapet joints. See Sheets 21 thru 23 of 79 for Parapet Elevations.
4. See Sheets 20 and 25 of 79 for Drainage Scupper Details.
5. See Sheet 30 of 79 for sliding plate details at parapets.
6. Bicycle Railing post spacings measured along the centerline of railing. See Sheet 28 of 79 for railing details.
7. See Sheets 21 thru 23 of 79 for Pedestrian Railing post spacing.
8. For details and billing of bars a10(E), a11(E), and a13(E) see Sheet 20 of 79.
9. See Sheet 17 of 79 for Deck Pouring Sequence.



CROSS SECTION

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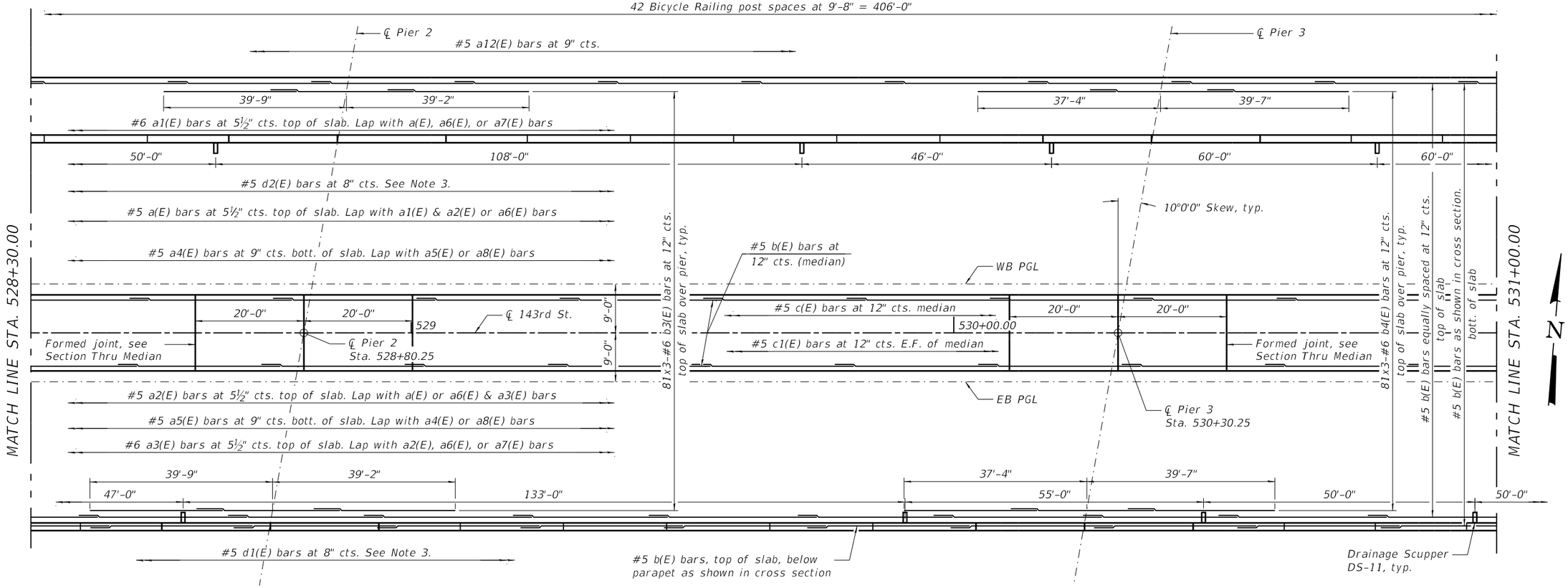
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - I
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 16 OF 79 SHEETS | STA. | TO STA.

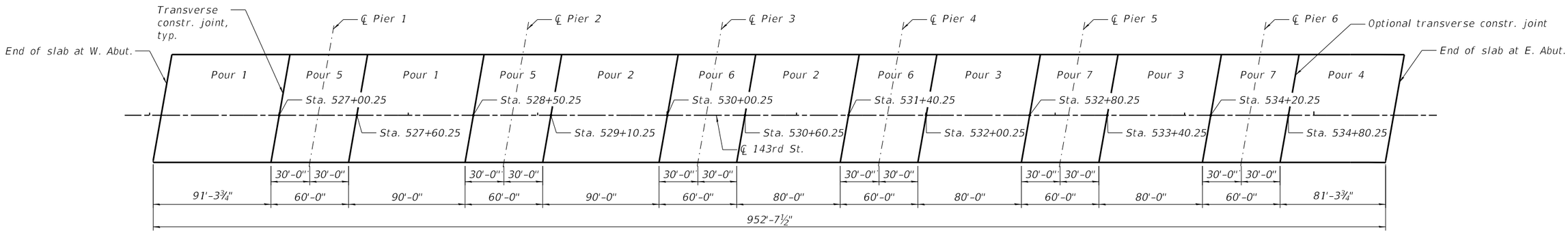
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	692
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



MIN. BAR LAP

#5 Bar = 3'-6"
#6 Bar = 3'-7"

PARTIAL PLAN



DECK POUR NOTES:

When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

1) At least 72 hours shall have elapsed from the end of the previous pour.
2) The concrete strength shall have attained a minimum flexural strength of 675 psi or a minimum compressive strength of 4000 psi.

DECK POURING SEQUENCE

(Dimensions along ℄ structure)

NOTES:

1. See Sheet 20 of 79 for Superstructure Details.
2. Bars indicated thus 81x3-#6 etc. indicates 81 lines of bars with 3 lengths per line.
3. Space bars to miss parapet joints. See Sheets 21 thru 23 of 79 for Parapet Elevations.
4. See Sheets 20 and 25 of 79 for Drainage Scupper Details.
5. Bicycle Railing post spacings measured along the centerline of railing. See Sheet 28 of 79 for railing details.
6. See Sheets 21 thru 23 of 79 for Pedestrian Railing post spacing.
7. See Sheet 16 of 79 for Cross Section.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - II
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 17 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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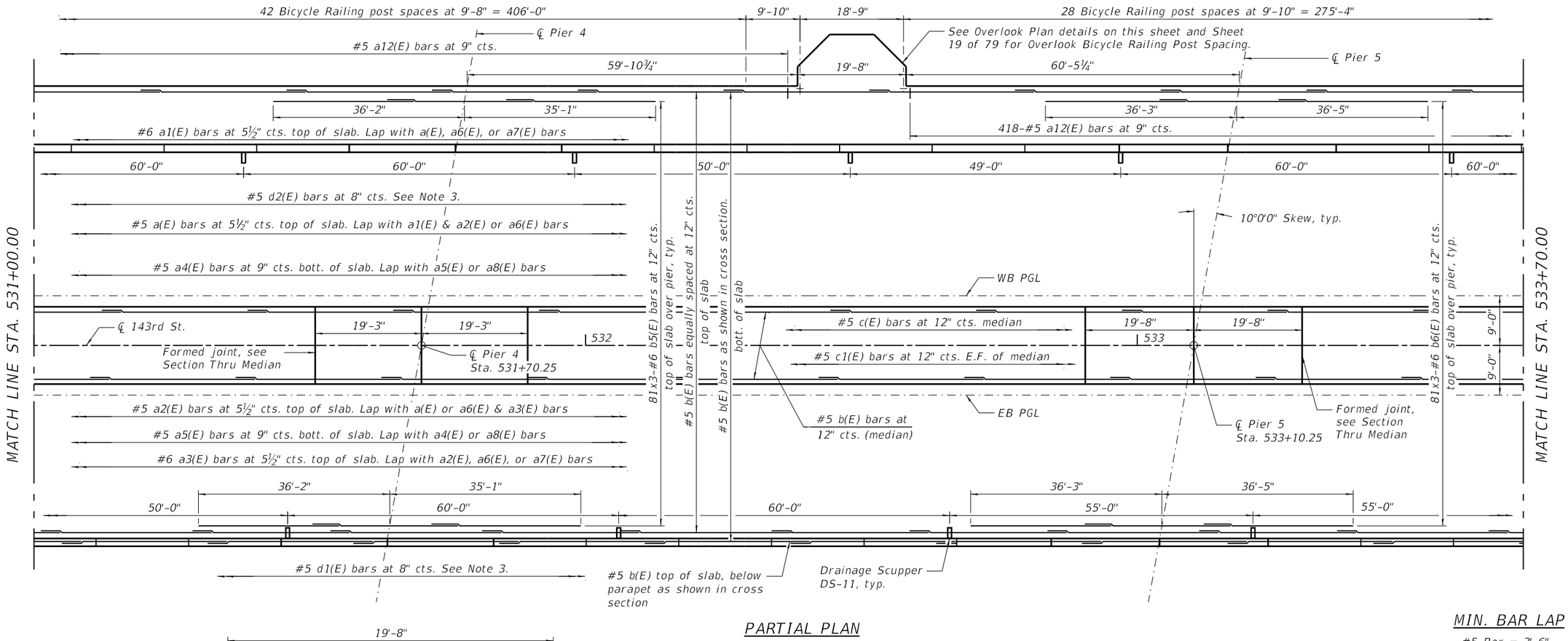
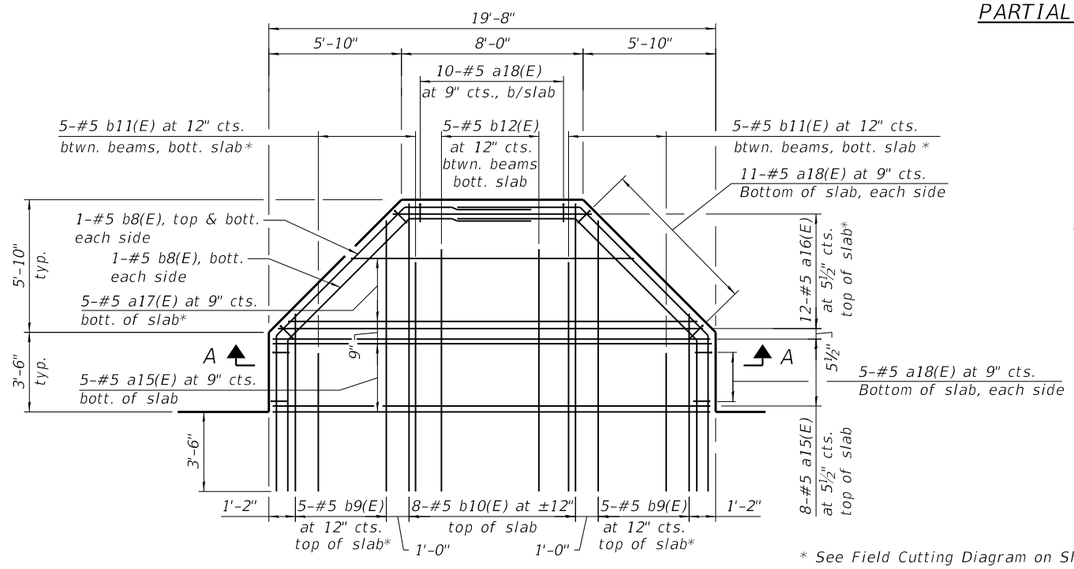
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



PARTIAL PLAN



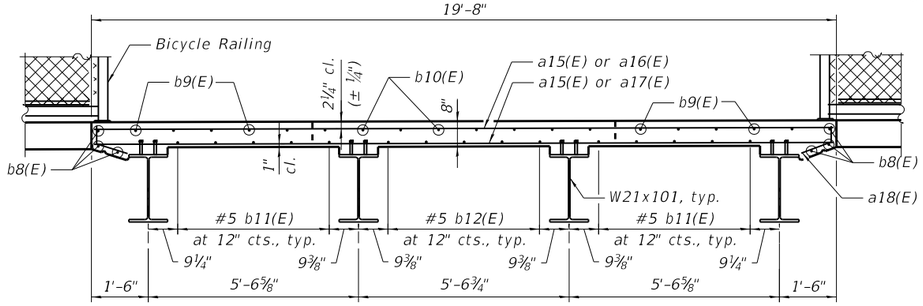
OVERLOOK PLAN

(2 overhangs)

* See Field Cutting Diagram on Sheet 20 of 79.

MIN. BAR LAP

#5 Bar = 3'-6"
#6 Bar = 3'-7"



SECTION A-A

NOTES:

1. See Sheet 20 of 79 for Superstructure Details.
2. Bars indicated thus 81x3-#6 etc. indicates 81 lines of bars with 3 lengths per line.
3. Space bars to miss parapet joints. See Sheets 21 thru 23 of 79 for Parapet Elevations.
4. See Sheets 20 and 25 of 79 for Drainage Scupper Details.
5. Bicycle Railing post spacings measured along the centerline of railing. See Sheet 28 of 79 for railing details.
6. See Sheets 21 thru 23 of 79 for Pedestrian Railing post spacing.
7. See Sheet 16 of 79 for Cross Section.
8. See Sheet 17 of 79 for Deck Pouring Sequence.

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DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - III
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 18 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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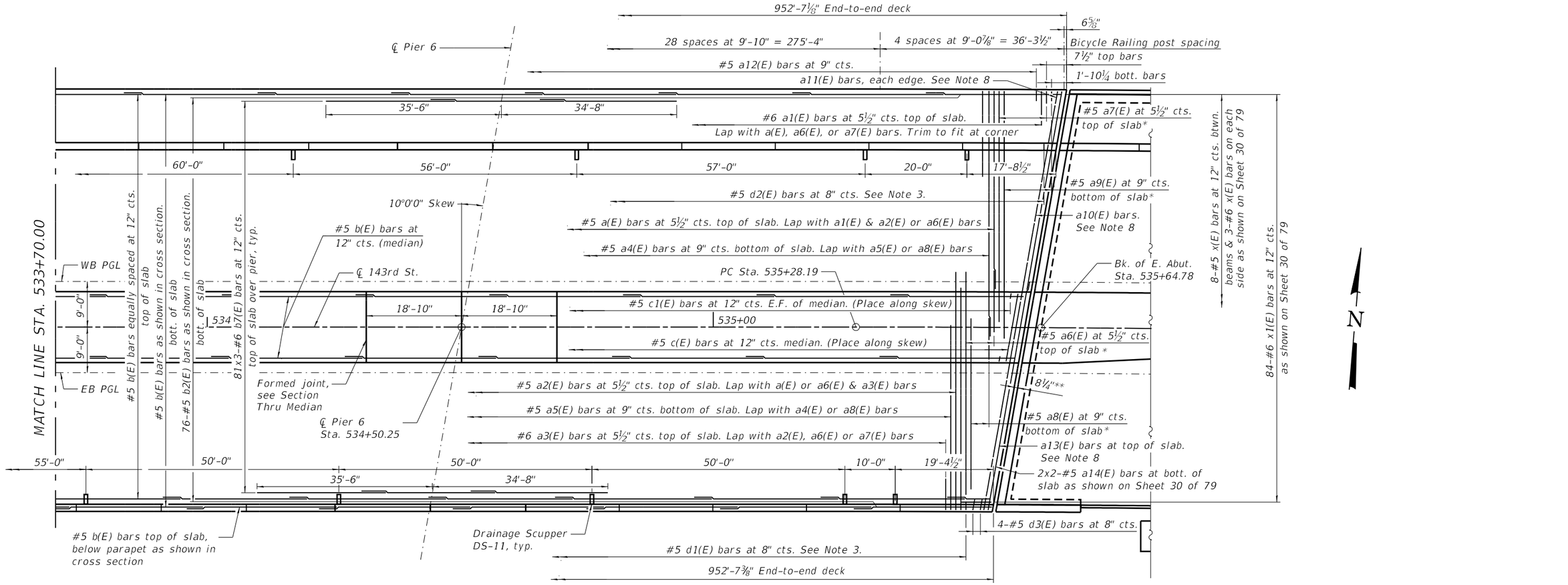
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

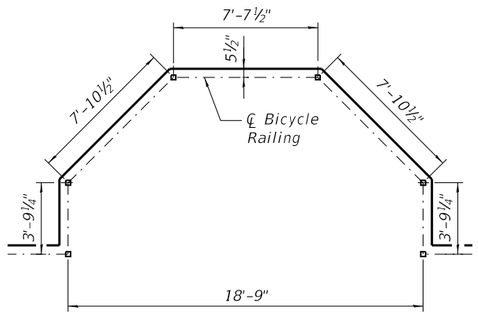


PARTIAL PLAN

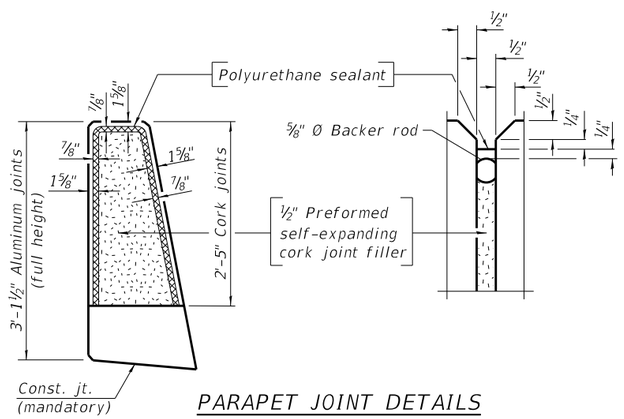
* See Field Cutting Diagram Sheet 20 of 79.
** Dimension showing concrete opening. For joint opening see Sheet 29 of 79.

MIN. BAR LAP

#5 Bar = 3'-6"
#6 Bar = 3'-7"



OVERLOOK BICYCLE RAILING POST SPACING



PARAPET JOINT DETAILS

NOTES:

1. See Sheet 20 of 79 for Superstructure Details.
2. Bars indicated thus 81x3-#6 etc. indicates 81 lines of bars with 3 lengths per line.
3. Space bars to miss parapet joints. See Sheets 21 thru 23 of 79 for Parapet Elevations.
4. See Sheets 20 and 25 of 79 for Drainage Scupper Details.
5. See Sheet 30 of 79 for sliding plate details at parapets.
6. Bicycle Railing post spacings measured along the centerline of railing. See Sheet 28 of 79 for railing details.
7. See Sheets 21 thru 23 of 79 for Pedestrian Railing post spacing.
8. For details and billing of bars a10(E), a11(E), and a13(E) see Sheet 20 of 79.
9. See Sheet 16 of 79 for Cross Section.
10. See Sheet 17 of 79 for Deck Pouring Sequence.
11. The ⅛" Aluminum sheet shall be ASTM B209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
12. The Polyurethane Sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE - IV
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 19 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	695
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			

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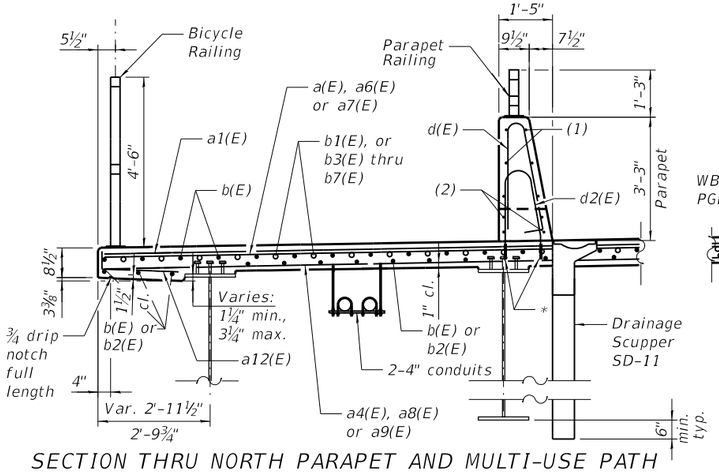
(1) e(E), e2(E) thru e4(E), e6(E), e7(E), e9(E), e11(E), e12(E), or e14(E) thru e16(E)

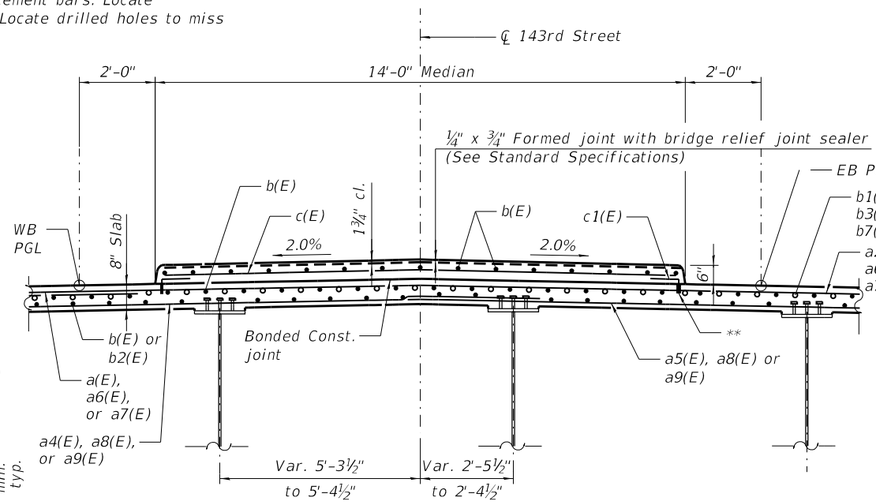
(2) e1(E), e3(E), e5(E), e8(E), e9(E), e10(E), e12(E), e13(E), e15(E), or e17(E)

* Drill and set #5 d2(E) bar according to Article 509.06 of the Standard specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

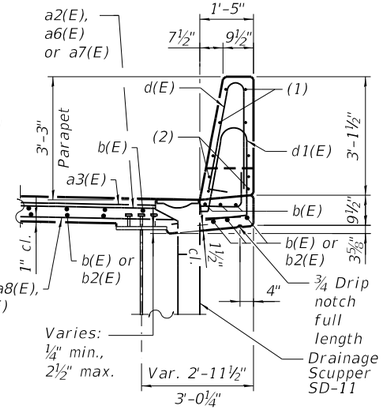
** ¾" ϕ Galvanized expansion anchor or Ferrule Loop Slab Insert (Proof Load 6600 lb). Cost included in the Cost of Reinforcement Bars, Epoxy Coated.



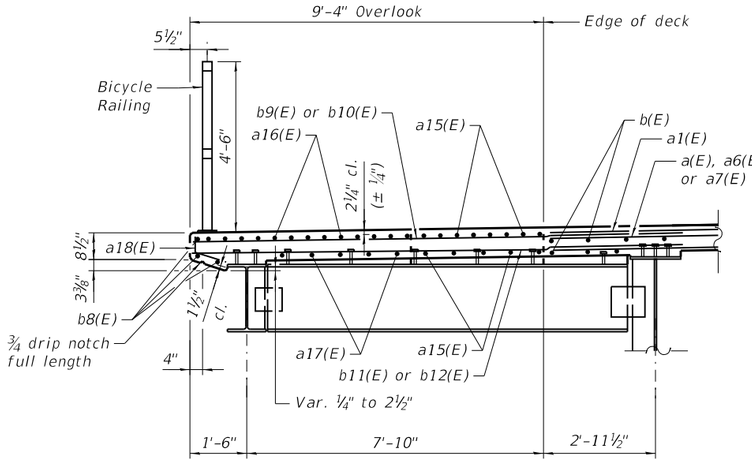
SECTION THRU NORTH PARAPET AND MULTI-USE PATH



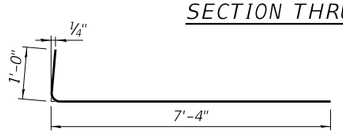
SECTION THRU MEDIAN



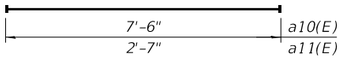
SECTION THRU SOUTH PARAPET



SECTION THRU OVERLOOK

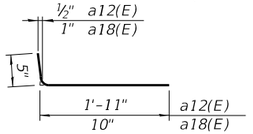


BAR a3(E)

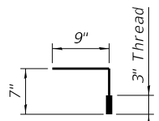


BAR a10(E) & a11(E)

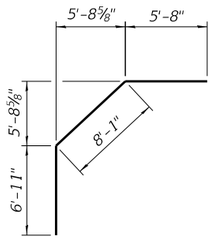
(headed)



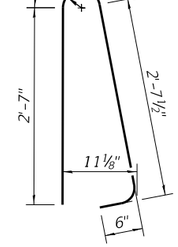
BARS a12(E) & a18(E)



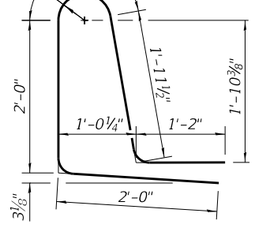
BAR c1(E)



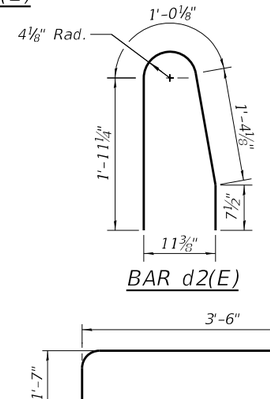
BAR b8(E)



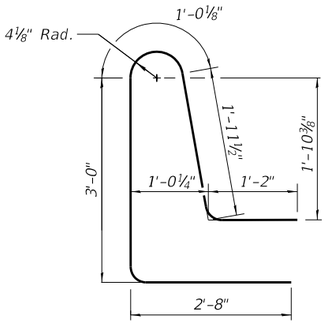
BAR d(E)



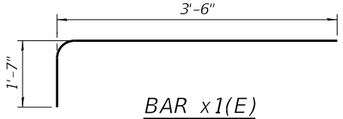
BAR d1(E)



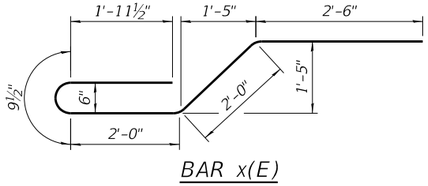
BAR d2(E)



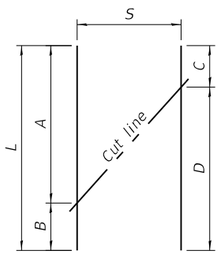
BAR d3(E)



BAR x1(E)



BAR x(E)



Bar	S	A	B	C	D	L
a6(E)	13 bars @ 5½"	44'-7½"	5'-7½"	13'-5½"	36'-9½"	50'-3"
a7(E)	18 bars @ 5½"	46'-8"	2'-6"	2'-6"	46'-8"	49'-3"
a8(E)	7 bars @ 9"	32'-6"	18'-10"	7'-0"	44'-4"	51'-4"
a9(E)	12 bars @ 9"	47'-9¾"	2'-3¼"	1'-0½"	49'-0½"	50'-1"
a16(E)	12 bars at 5½"	18'-10"	8'-9"	18'-10"	8'-9"	27'-7"
a17(E)	5 bars at 9"	18'-8"	12'-8"	18'-8"	12'-8"	31'-4"
b9(E)	5 bars at 12"	11'-11"	7'-11"	11'-11"	7'-11"	19'-10"
b11(E)	5 bars at 12"	13'-0"	9'-0"	13'-0"	9'-0"	22'-0"

FIELD CUTTING DIAGRAM

Order bars full length.
For bars a6(E) thru a9(E), cut as shown and use remainder on opposite end of deck.
For bars a16(E), a17(E), b9(E), and b11(E), cut as shown and use remainder on other overlook.

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	2060	#5	39'-5"	
a1(E)	2078	#6	17'-11"	
a2(E)	2060	#5	47'-2"	
a3(E)	2078	#6	8'-4"	
a4(E)	1259	#5	48'-8"	
a5(E)	1262	#5	38'-0"	
a6(E)	13	#5	50'-3"	
a7(E)	18	#5	49'-3"	
a8(E)	7	#5	51'-4"	
a9(E)	12	#5	50'-1"	
a10(E)	280	#6	7'-6"	
a11(E)	56	#6	2'-7"	
a12(E)	1221	#5	2'-4"	
a13(E)	24	#6	44'-3"	
a14(E)	8	#5	44'-0"	
a15(E)	26	#5	19'-4"	
a16(E)	12	#5	27'-7"	
a17(E)	5	#5	31'-4"	
a18(E)	84	#5	1'-3"	
b(E)	6260	#5	30'-0"	
b1(E)	243	#6	27'-11"	
b2(E)	152	#5	14'-3"	
b3(E)	243	#6	28'-9"	
b4(E)	243	#6	28'-1"	
b5(E)	243	#6	26'-2"	
b6(E)	243	#6	26'-8"	
b7(E)	243	#6	25'-10"	
b8(E)	12	#5	20'-8"	
b9(E)	10	#5	19'-10"	
b10(E)	16	#5	12'-8"	
b11(E)	10	#5	22'-0"	
b12(E)	10	#5	12'-8"	
c(E)	953	#5	13'-8"	
c1(E)	1906	#5	1'-4"	
d(E)	2928	#5	6'-5"	
d1(E)	1422	#5	8'-2"	
d2(E)	1430	#5	4'-11"	
d3(E)	8	#5	9'-10"	
e(E)	12	#4	16'-0"	
e1(E)	32	#4	27'-1"	
e2(E)	60	#4	16'-8"	
e3(E)	120	#4	19'-8"	
e4(E)	120	#4	18'-8"	
e5(E)	64	#4	29'-3"	
e6(E)	24	#4	14'-8"	
e7(E)	192	#4	16'-5"	
e8(E)	24	#4	35'-1"	
e9(E)	40	#4	18'-11"	
e10(E)	24	#4	35'-3"	
e11(E)	12	#4	16'-9"	
e12(E)	40	#4	19'-4"	
e13(E)	24	#4	35'-4"	
e14(E)	12	#4	17'-2"	
e15(E)	40	#4	18'-6"	
e16(E)	60	#4	18'-2"	
e17(E)	24	#4	32'-4"	
x(E)	172	#6	9'-3"	
x1(E)	168	#6	5'-1"	
Concrete Superstructure		Cu. Yd.	2,667.3	
Bridge Deck Grooving		Sq. Yd.	5,502	
Protective Coat		Sq. Yd.	9,885	
Reinforcement Bars, Epoxy Coated		Pound	724,580	

NOTES:

1. Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.
2. See Sheet 19 of 79 for Parapet Joint Details.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS - I
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 20 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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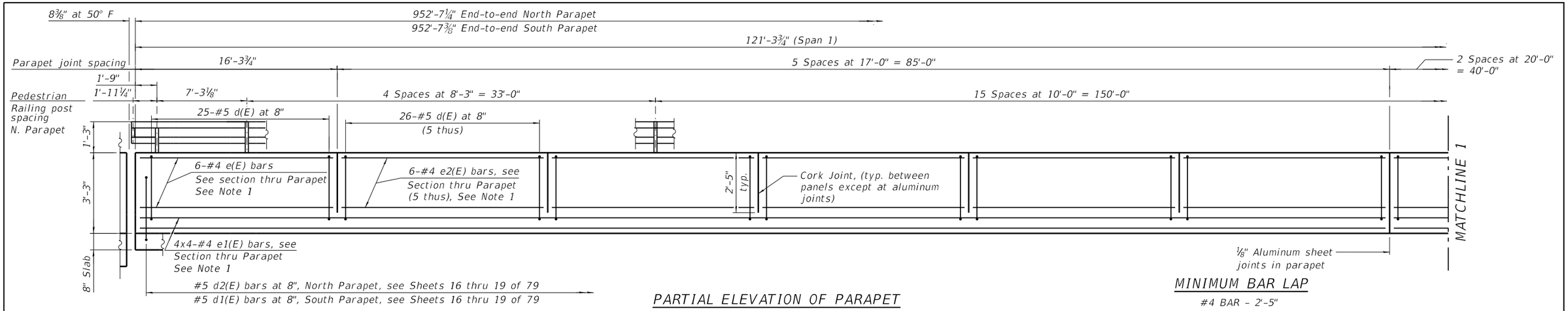
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		

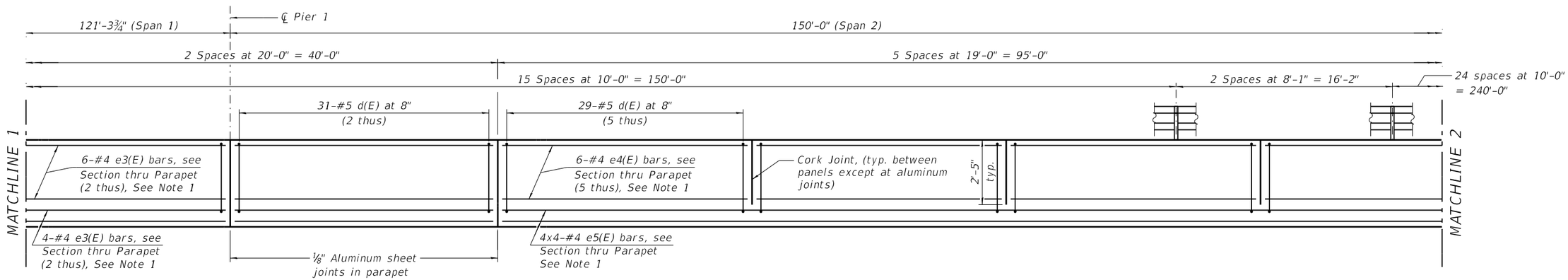


PARTIAL ELEVATION OF PARAPET

(Looking North)

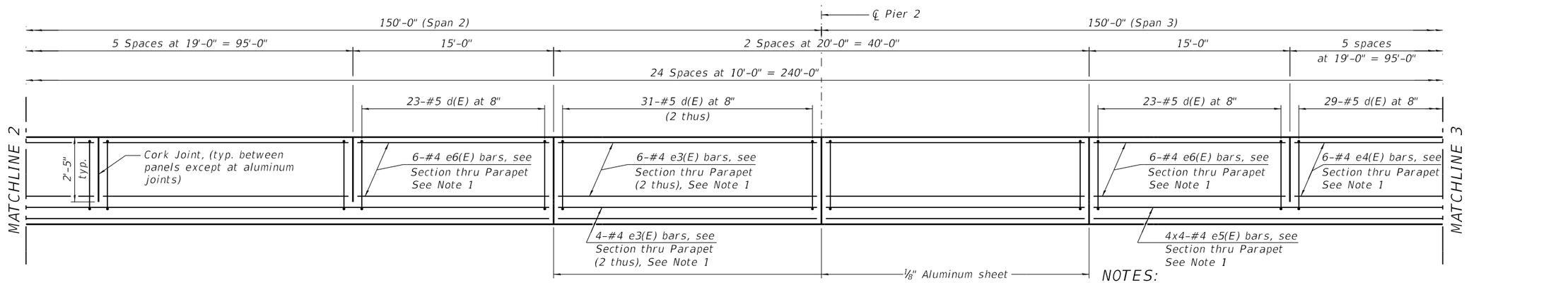
MINIMUM BAR LAP

#4 BAR - 2'-5"



PARTIAL ELEVATION OF PARAPET

(Looking North)



PARTIAL ELEVATION OF PARAPET

(Looking North)

NOTES:

1. See Sheet 20 of 79 for Section Thru Parapet.
2. Bars indicated thus 2x5-#8, etc. indicates 2 lines of bars with 5 lengths per line.
3. All dimensions are along front face of parapets.
4. See Sheet 29 & 30 of 79 for modular joint details.

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SUPERSTRUCTURE DETAILS - II
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 21 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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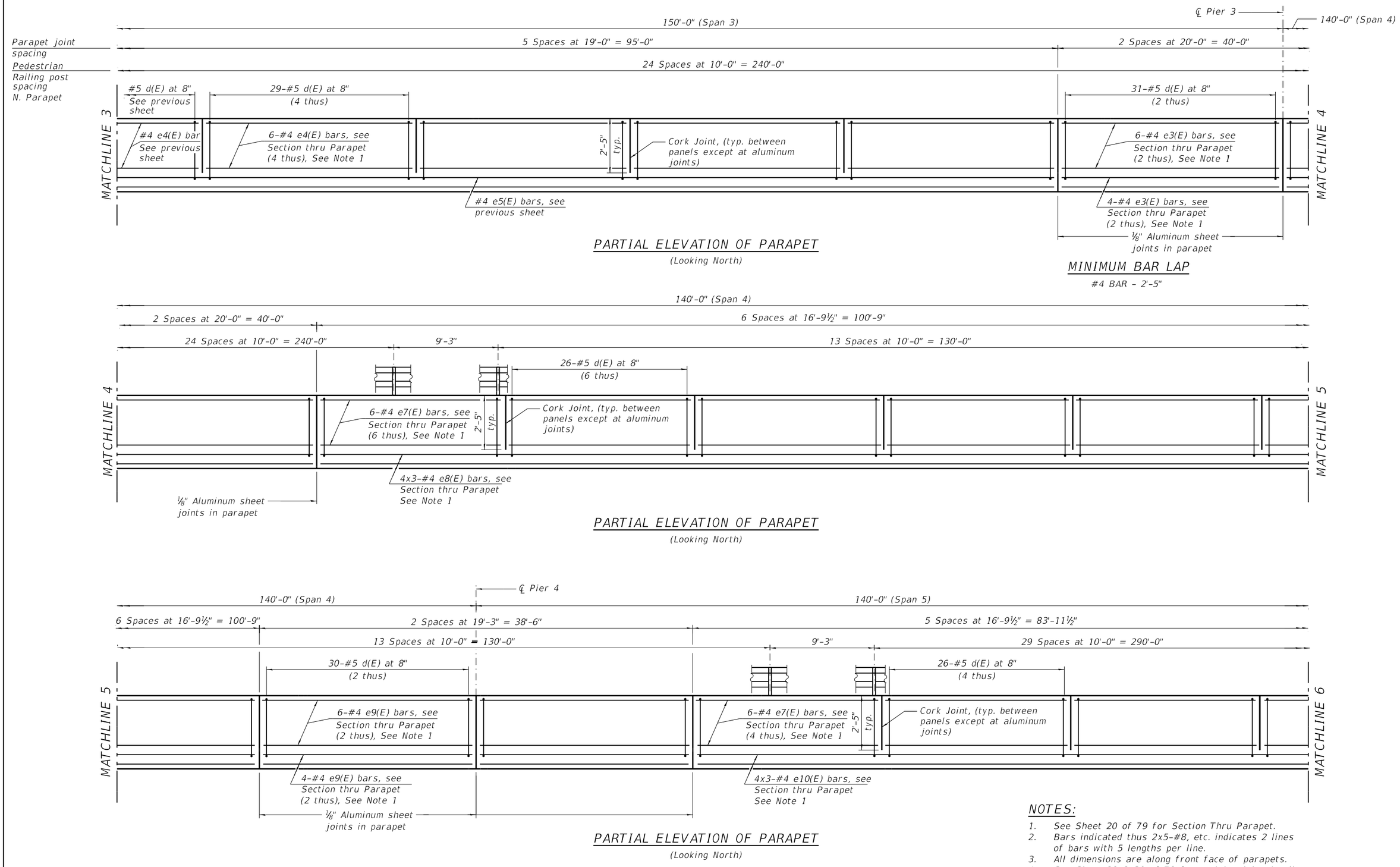
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. See Sheet 20 of 79 for Section Thru Parapet.
2. Bars indicated thus 2x5-#8, etc. indicates 2 lines of bars with 5 lengths per line.
3. All dimensions are along front face of parapets.
4. See Sheet 29 & 30 of 79 for modular joint details.

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SUPERSTRUCTURE DETAILS - III
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 22 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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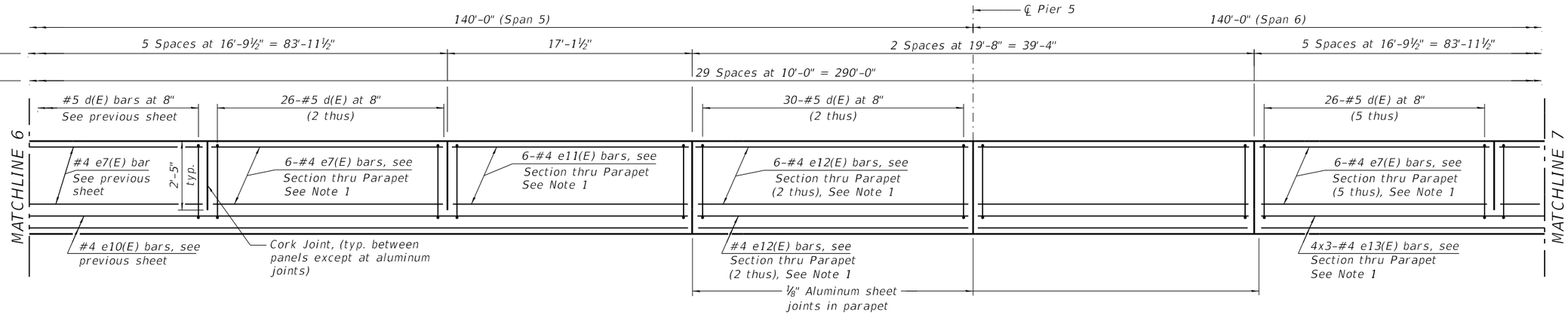
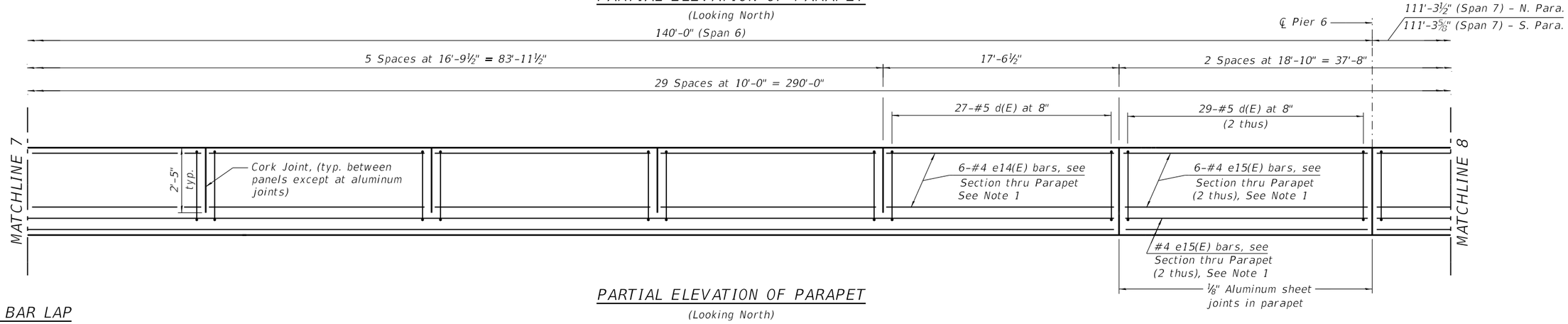
		CONTRACT NO. 61H34		
		ILLINOIS FED. AID PROJECT		



PARTIAL ELEVATION OF PARAPET

(Looking North)

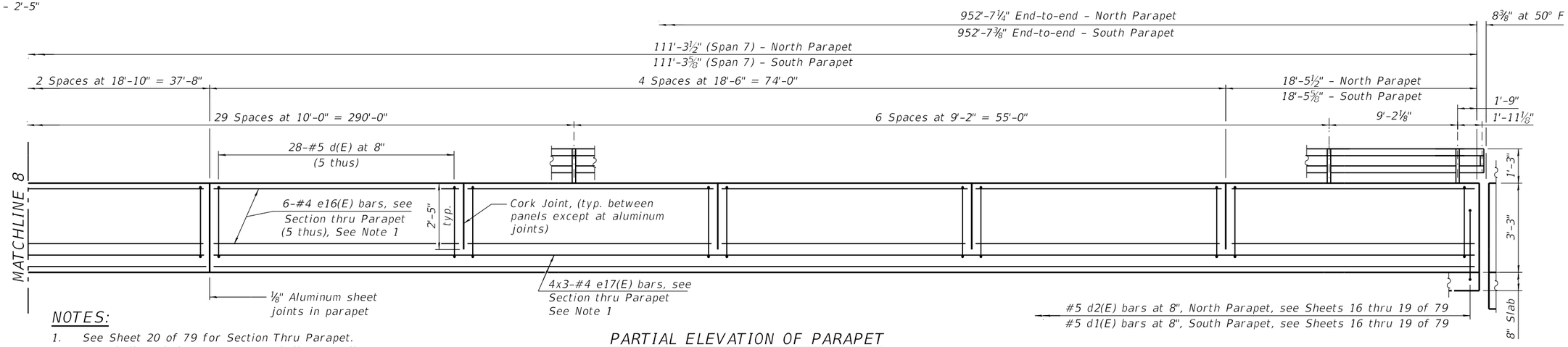


PARTIAL ELEVATION OF PARAPET

(Looking North)

MINIMUM BAR LAP

#4 BAR - 2'-5"



PARTIAL ELEVATION OF PARAPET

(Looking North)

NOTES:

1. See Sheet 20 of 79 for Section Thru Parapet.
2. Bars indicated thus 2x5-#8, etc. indicates 2 lines of bars with 5 lengths per line.
3. All dimensions are along front face of parapets.
4. See Sheet 29 & 30 of 79 for modular joint details.

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SUPERSTRUCTURE DETAILS - IV
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 23 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61H34		
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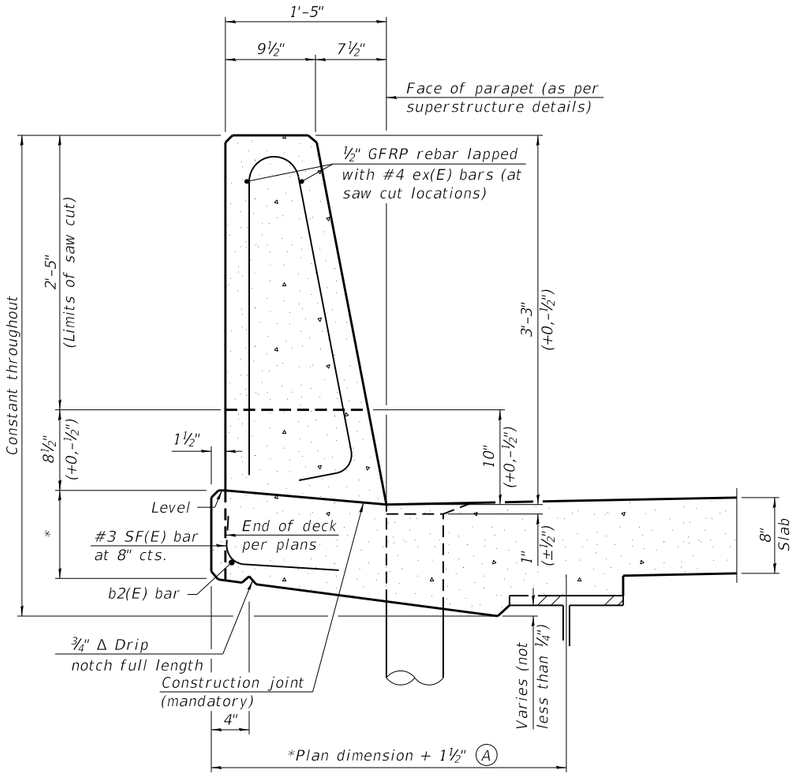
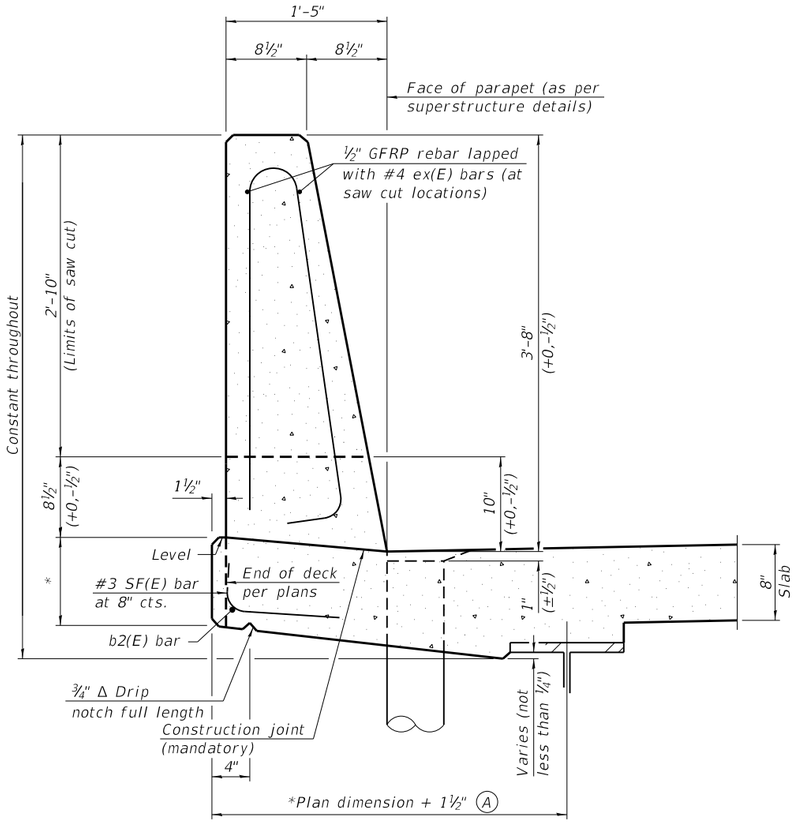


39" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)



44" CONSTANT-SLOPE PARAPET SECTION

(Showing dimensions, d(E), and ½" Ø GFRP rebar)

*See Superstructure Details.

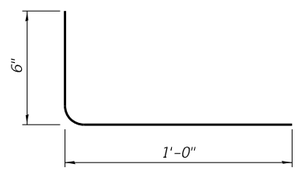
Notes:

All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.

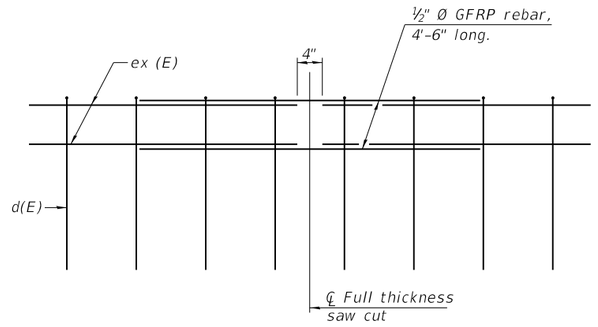
Place full depth aluminum sheets as shown on superstructure details.

Replace all cork joint filler locations with a full thickness saw cut.

Steel superstructure shown. Other superstructure types similar.



#3 SF(E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

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CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NUMBER 099-6006

SCALE: | SHEET 24 OF 79 SHEETS | STA. | TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0380	06-00040-00-FP	WILL	943	700
		CONTRACT NO. 61H34		
	ILLINOIS FED. AID PROJECT			