

06-14-13 LETTING ITEM 028

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION: OTHER PRINCIPLE ARTERIAL

2011 ADT = 8,100

DESIGN SPEED: 30 M.P.H.

SPEED LIMIT: 30 M.P.H.

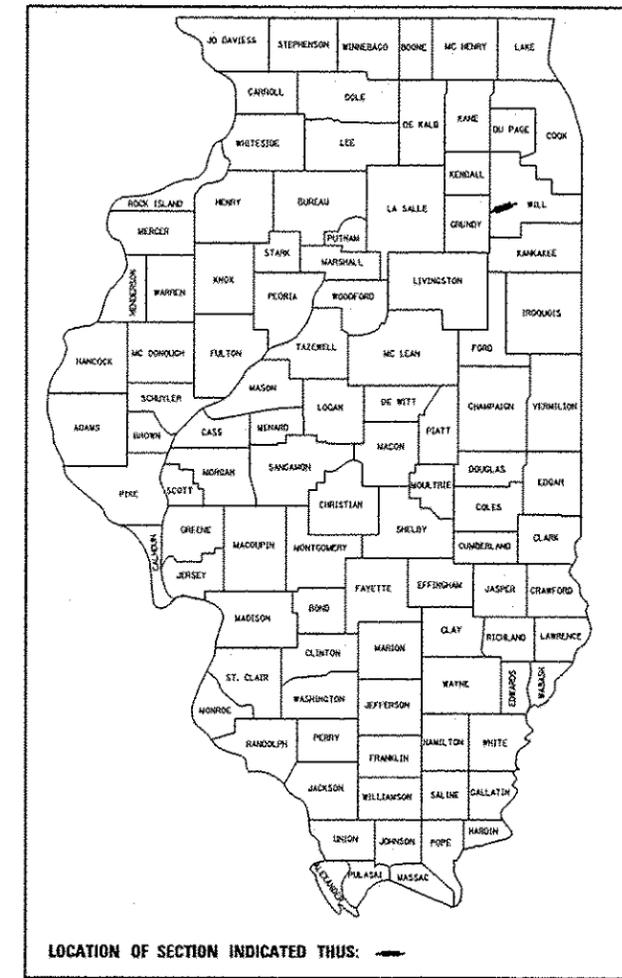
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**

F.A.P. RTE. 846 / ILLINOIS ROUTE 53 (BALTIMORE AVENUE)
 SECTION: K-29-A-BR-1

OVER KANKAKEE RIVER
 BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR
 COUNTY: WILL
 C-91-196-12

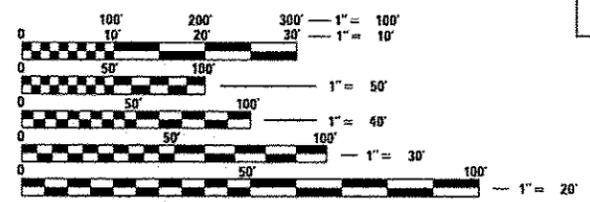
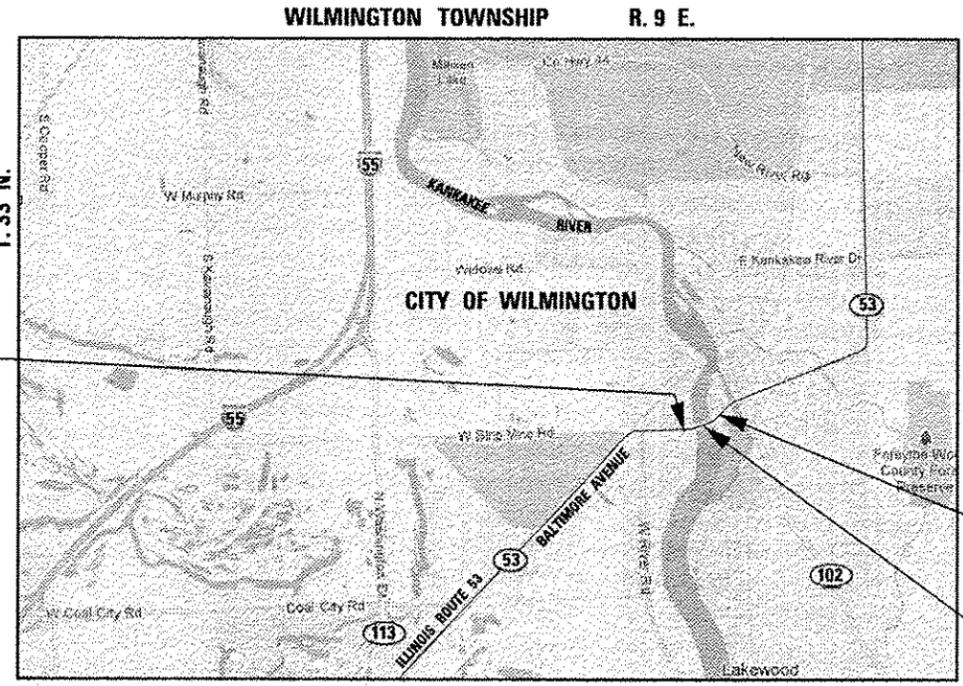
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60R63		

*55+1 = 56
 D-91-196-12



PROJECT LOCATED IN THE
 CITY OF WILMINGTON

PROJECT ENDS
 STA. 123 + 02



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 LOCATING INFORMATION FOR EXCAVATORS
 1-800-892-0123
 OR 811

PROJECT BEGINS
 STA. 114 + 15

BRIDGE
 S.N. 099-0272

GROSS LENGTH OF PROJECT = 887 FEET = 0.168 MILES
 NET LENGTH OF PROJECT = 887 FEET = 0.168 MILES



Birinder S. Sachdeva 11-26-12
 BIRINDER S. SACHDEVA, P.E. DATE
 EXPIRES: 11-30-2013

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED December 3, 2012

John Fortmann DE
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 10, 2013
 John D. Baranzelli PE, Jr
 acting ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2013
 Omar Osman PE, Jr
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

DISTRICT ONE - DESIGN
 PROJECT MANAGER : ISSAM RAYYAN (847) 705-4178
 PROJECT ENGINEER : ROBERT BORO (847) 705-4237

CONTRACT NO. 60R63

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS - PLANNERS - SURVEYORS
 211 W. WACKER DRIVE CHICAGO, IL 60606
 TELEPHONE: 312-372-2023

PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS

SHEET NO. INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, LIST OF ILLINOIS DOT HIGHWAY STANDARDS AND GENERAL NOTES - IL. RTE. 53
3 - 6	SUMMARY OF QUANTITIES - IL. RTE. 53
7	TYPICAL SECTION AND DETAILS - IL. RTE. 53
8	SUGGESTED TRAFFIC CONTROL AND PROTECTION NOTES AND DETAILS - IL. RTE. 53
9	SUGGESTED TRAFFIC CONTROL AND PROTECTION - STAGE I - IL. RTE. 53
10	SUGGESTED TRAFFIC CONTROL AND PROTECTION - STAGE II - IL. RTE. 53
11	EXISTING CONDITIONS AND PROPOSED PLAN - IL. RTE. 53
12	PAVEMENT MARKING PLAN - IL. RTE. 53
13 - 18	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS - IL. RTE. 53
19 - 26A	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN - IL. RTE. 53
27 - 29	TEMPORARY ROADWAY LIGHTING PLANS - IL. RTE. 53
30 - 48	STRUCTURAL DRAWINGS - IL. RTE. 53 OVER KANKAKEE RIVER
49	BUTT JOINT AND HMA TAPER DETAILS
50	HMA TAPER AT EDGE OF P.C.C. PAVEMENT
51	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
52	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
53	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
54	ARTERIAL ROAD INFORMATION SIGN
55	DRIVEWAY ENTRANCE SIGNING

LIST OF ILLINOIS DOT HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701316-07	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS > 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-02	TRAFFIC CONTROL DEVICES
780001-03	TYPICAL PAVEMENT MARKINGS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON ISNTALLATION

GENERAL NOTES

1. FORTY-EIGHT HOURS BEFORE STARTING EXCAVATION, THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) OR 811 TO HAVE THE LOCATION OF EXISTING UTILITIES STAKED.
2. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION.
3. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM I.D.O.T. FIELD MAINTENANCE ENGINEERS.
4. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
5. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
7. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
8. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.
10. THE RESIDENT ENGINEER SHALL CONTACT CORY JUCIUS, ARTERIAL TRAFFIC OPERATIONS ENGINEER, AT (847) 705-4411 AT LEAST TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
11. ANY SIGNAGE, PAVEMENT MARKINGS AND REFLECTORS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
12. ALL RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE) SHALL BE LOW PROFILE.
13. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED UNLESS NOTED ON THE PLAN.

FILE NAME: D:\6063-ht-genote.dgn
 PLOT DATE: 1/7/2013
 PLOT SCALE: 100.0000' / IN.



CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - M.P.	REVISED -
DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, LIST OF ILLINOIS DOT HIGHWAY STANDARDS AND
 GENERAL NOTES - IL. RTE. 53**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 114+15 TO STA. 123+02

P.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	2
CONTRACT NO. 60R63			ILLINOIS FED. AID PROJECT	

51

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				0014	
				100% STATE	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	91	91	
40600300	AGGREGATE (PRIME COAT)	TON	2	2	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	193	193	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	90	90	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SO FT	110	110	
44000600	SIDEWALK REMOVAL	SO FT	110	110	
50102400	CONCRETE REMOVAL	CU YD	16.5	16.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	17.7	17.7	
50300260	BRIDGE DECK GROOVING	SO YD	1,995	1,995	
50300300	PROTECTIVE COAT	SO YD	1,800	1,800	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,630	1,630	
50800515	BAR SPLICERS	EACH	24	24	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	100	100	
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1	

SPECIALTY ITEM *

FILE NAME: 016863-ant-500.dgn
 PLOT DATE: 1/7/2013
 PLOT SCALE: 100,0000 1/ IN.



CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.
 DRAWN - A.C.S.
 CHECKED - M.P.
 DATE - OCTOBER 9, 2012

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL. RTE. 53

SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 3
FED. ROAD DIST. NO. 1 ILLINOIS			CONTRACT NO. 60R63	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	URBAN	
				0014	
				100% STATE	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	4	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	192	192	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	700	700	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	894	894	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	3,548	3,548	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16	16	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	30	30	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	97	97	
78300100	PAVEMENT MARKING REMOVAL	SO FT	217	217	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	46	46	
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	2	2	
* 80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1	1	

SPECIALTY ITEM *

FILE NAME: D:\6062\shc-500.dgn
 PLOT DATE: 1/7/2013
 PLOT SCALE: 100.0000 1/4"



CHRISTIAN-ROCHE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.
 DRAWN - A.C.S.
 CHECKED - M.P.
 DATE - OCTOBER 9, 2012

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 IL. RTE. 53

SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	4
CONTRACT NO. 60R63			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	URBAN	
				0014	
				100% STATE	
* 81800320	AERIAL CABLE, 3-1/2 NO. 4 WITH MESSENGER WIRE	FOOT	900	900	
* 82103400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	2	2	
* 83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT MAST ARM	EACH	2	2	
* 83057535	LIGHT POLE, WOOD, 100 FOOT, CLASS 2, WITH 15 FT MAST ARM	EACH	2	2	
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	4	4	
87900200	DRILL EXISTING HANDHOLE	EACH	1	1	
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2	2	
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	376	376	
X5030530	FLOOR DRAIN EXTENSION	EACH	42	42	
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	
X7030030	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	2,610	2,610	
X7030055	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	24	24	
* X8210190	LUMINAIRE, SODIUM VAPOR, HIGH MAST, HORIZONTAL MOUNT, 750 WATT (INSTALL ONLY)	EACH	2	2	
* X8250230	PHOTOCELL	EACH	2	2	

SPECIALTY ITEM *

FILE NAME: D:\6063\shl-500.dgn
 PLOT DATE: 1/7/2013
 PLOT SCALE: 1/8" = 1' IN.



CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.
 DRAWN - A.C.S.
 CHECKED - M.P.
 DATE - OCTOBER 9, 2012

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
 IL. RTE. 53

SCALE: NONE SHEET NO. 3 OF 4 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 6063	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	URBAN	
				0014	100% STATE
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SO YD	20	20	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SO YD	12	12	
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SO YD	2,130	2,130	
Z0012130	BRIDGE DECK SCARIFICATION, 3/4"	SO YD	2,130	2,130	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	43	43	
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SO FT	9	9	
Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	11	11	
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	52	52	
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	3	3	
* Z0033040	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL	EACH	2	2	
* Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1	1	
* Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1	1	
Z0065700	SLOPE WALL REPAIR	SO YD	15	15	
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2	
XX004622	REMOVAL OF LUMINAIRE, SALVAGE	EACH	2	2	

15
SPECIALTY ITEM *

FILE NAME: 0160663-shc-500.dgn
PLOT DATE: 11/7/2013
PLOT SCALE: 100.0000 1/ IN.



CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-5274

DESIGNED - S.J.P.
DRAWN - A.C.S.
CHECKED - M.P.
DATE - OCTOBER 9, 2012

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL. RTE. 53

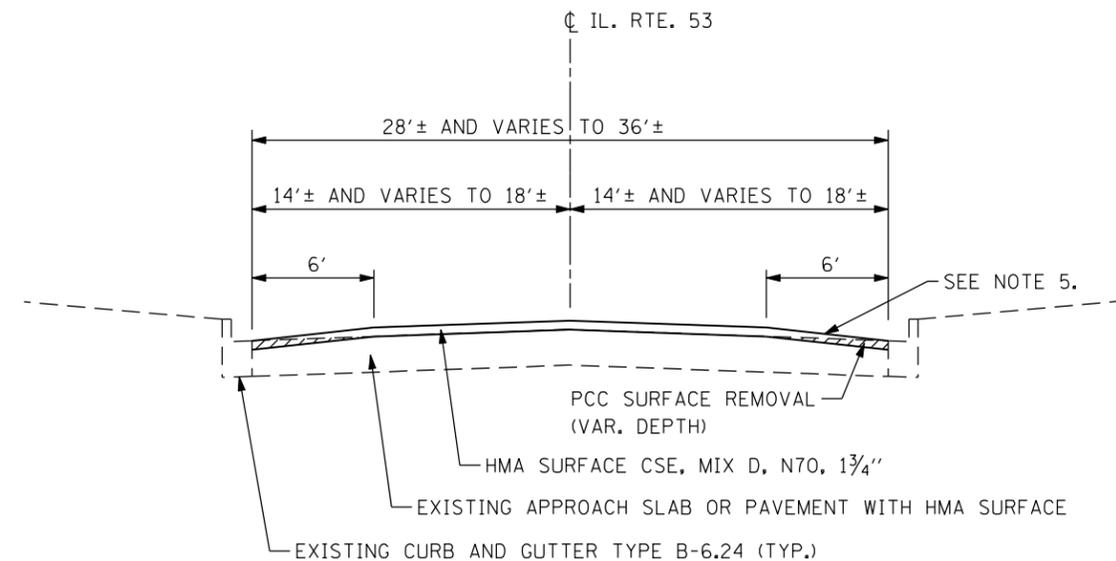
SCALE: NONE SHEET NO. 4 OF 4 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 6
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R63	

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING AND BUTT JOINT	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm); 1 3/4"	4% @ 70 GYR.
TEMPORARY HMA RAMP	
LEVELING BINDER (HAND METHOD), N70 (IL 9.5 mm); 1 1/2" - 3/4"	4% @ 70 GYR.

NOTES:

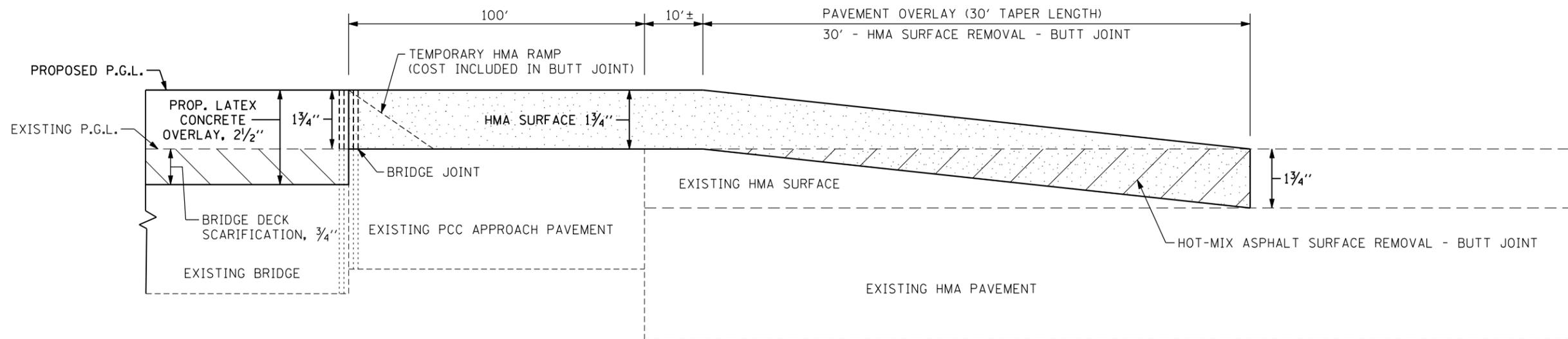
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE AND BINDER MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS, SEE SPECIAL PROVISIONS.
3. EXISTING PAVEMENT TO BE OVERLAID WILL BE CLEANED AND PRIMED PER ARTICLE 407.06 OF THE STANDARD SPECIFICATIONS.
4. SEE BUTT JOINT AND HMA TAPER DETAILS FOR ADDITIONAL NOTES AND DETAILS.
5. SEE HMA TAPER AT EDGE OF P.C.C. PAVEMENT FOR ADDITIONAL NOTES AND DETAILS.



EXISTING TYPICAL SECTION

STA. 114+15 TO STA. 123+02

BRIDGE OMISSION:
STA. 115+61.86 TO STA. 121+59.43



LEGEND

- BRIDGE DECK SCARIFICATION, 3/4"
- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70; 1 3/4"

PAVEMENT OVERLAY (WITH 30' BUTT JOINT)

STA. 114+15 TO STA. 115+61.86
STA. 121+59.43 TO STA. 123+02

FILE NAME = D160R63-sht-typical.dgn
PLOT DATE = 1/7/2013
PLOT SCALE = 100.0000' / IN.

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-8274

DESIGNED - S.J.P.
DRAWN - A.C.S.
CHECKED - M.P.
DATE - OCTOBER 9, 2012

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS & DETAILS
IL. RTE. 53**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	7
CONTRACT NO. 60R63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUGGESTED STAGING AND MAINTENANCE OF TRAFFIC

CONSTRUCTION STAGING

PRE-STAGE

- INSTALL TEMPORARY LIGHTING, TEMPORARY BRIDGE TRAFFIC SIGNAL AND TRAFFIC CONTROL DEVICES FOR STAGE I.

STAGE I

- SCARIFY NORTHBOUND LANE ON BRIDGE, DECK PATCHING, PLACE LATEX CONCRETE OVERLAY AND REPAIR BRIDGE JOINTS.

STAGE II

- SCARIFY SOUTHBOUND LANE ON BRIDGE, DECK PATCHING, PLACE LATEX CONCRETE OVERLAY AND REPAIR BRIDGE JOINTS.

- OVERLAY APPROACH SLABS AND EXISTING PAVEMENT AT THE END OF STAGE II, AFTER BRIDGE OVERLAY HAS BEEN PLACED AND CURED.

MAINTENANCE OF TRAFFIC

PRE-STAGE

- USE LANE CLOSURES TO INSTALL TEMPORARY LIGHTING AND SIGNALS AND PLACE TRAFFIC CONTROL DEVICES FOR STAGE I UTILIZING STD 701501.

STAGE I

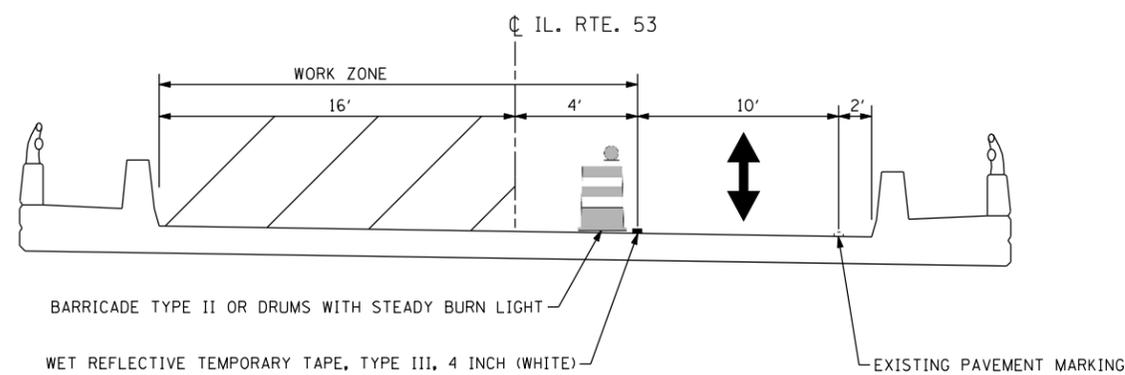
- CLOSE NORTHBOUND LANE AS SHOWN ON THE SUGGESTED TRAFFIC CONTROL AND PROTECTION PLAN AND UTILIZING STD 701316.
- MAINTAIN ONE-LANE TWO-WAY TRAFFIC ON SOUTHBOUND LANE ACROSS BRIDGE.
- CLOSE SIDEWALK ADJACENT TO NORTHBOUND LANE USE STD 701801.

STAGE II

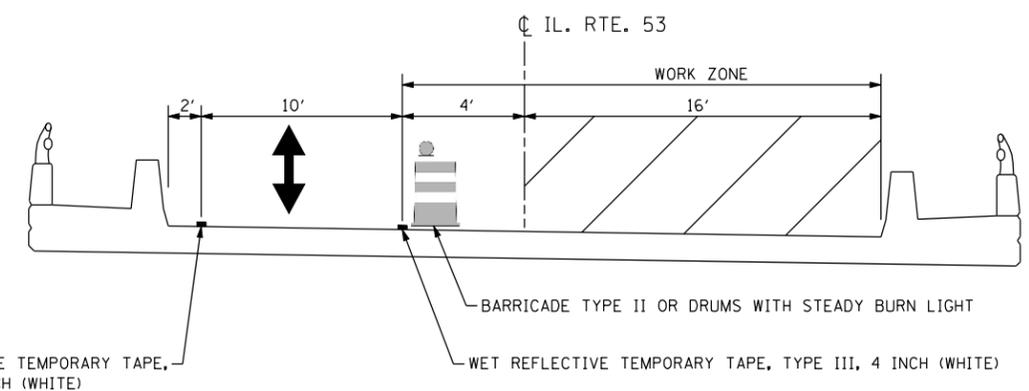
- CLOSE SOUTHBOUND LANE AS SHOWN ON THE SUGGESTED TRAFFIC CONTROL AND PROTECTION PLAN AND UTILIZING STD 701316.
- MAINTAIN ONE-LANE TWO-WAY TRAFFIC ON NORTHBOUND LANE ACROSS BRIDGE.
- CLOSE SIDEWALK ADJACENT TO SOUTHBOUND LANE USE STD 701801.
- USE LANE CLOSURES TO OVERLAY APPROACH SLABS AND PAVEMENT AT THE END OF STAGE II UTILIZING STD 701501.

TRAFFIC CONTROL GENERAL NOTES

1. THE CONTRACTOR SHALL NOT MOUNT SIGNS ON EXISTING SIGNS.
2. CONTRACTOR SHALL MAINTAIN SATISFACTORY INGRESS AND EGRESS TO ADJACENT PROPERTIES THROUGHOUT THE CONSTRUCTION.
3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE WET TEMPORARY PAVEMENT MARKING TAPE, TYPE III. UNLESS OTHERWISE NOTED.
4. REMOVAL OF TEMPORARY PAVEMENT MARKINGS SHALL BE PAID FOR AS WORK ZONE PAVEMENT MARKING REMOVAL.
5. EXISTING, CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.
6. THE EXISTING PAVEMENT MARKINGS THAT HAVE BEEN REMOVED SHALL BE REPLACED IN-KIND. POLYUREA PAVEMENT MARKING, TYPE I SHALL BE PLACED ON ALL SURFACES.
7. USE SUGGESTED TRAFFIC CONTROL AND PROTECTION PLAN IN CONJUNCTION WITH STANDARD 701316 AND APPLICABLE PORTIONS OF DISTRICT ONE STANDARD TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS. ADDITIONAL SIGNAGE MAY BE REQUIRED BY THE RESIDENT ENGINEER. ALL WORK AND SIGNAGE IN THE PLANS SHALL BE INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS OTHERWISE PROVIDED IN THE PLANS.
8. A MONO-DIRECTIONAL FLASHING AMBER BEACON SHALL BE MOUNTED ON THE FIRST TWO WARNING SIGNS ON EACH APPROACH DURING HOURS OF DARKNESS.
9. TEMPORARY RUMBLE STRIPS SHALL NOT BE REQUIRED.
10. REFLECTOR MARKER TYPE C AT 25' CENTER TO CENTER SHALL BE APPLIED ON THE BRIDGE PARAPET ACCORDING TO HIGHWAY STANDARD 701316 AND 635011.



MAINTENANCE OF TRAFFIC - STAGE I
(LOOKING SOUTH)



MAINTENANCE OF TRAFFIC - STAGE II
(LOOKING SOUTH)

FILE NAME = D160R63-sht-staging1.dgn
PLOT DATE = 1/7/2013
PLOT SCALE = 100.0000' / IN.

CR
CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-8274

DESIGNED - S.J.P.
DRAWN - A.C.S.
CHECKED - M.P.
DATE - OCTOBER 9, 2012

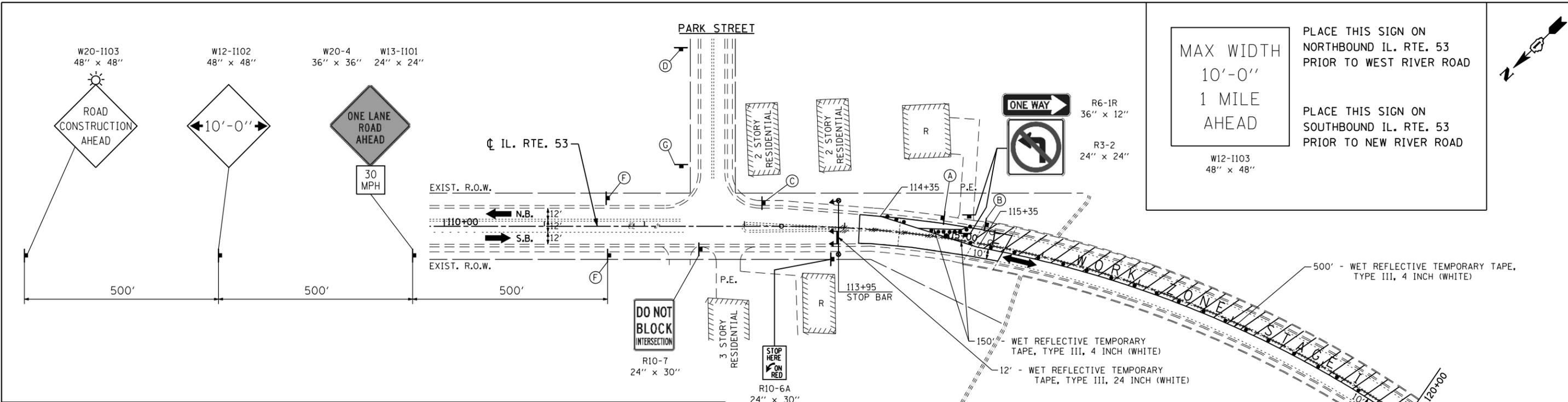
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL AND PROTECTION NOTES AND DETAILS
IL. RTE. 53

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	8
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R63	



MAX WIDTH
10'-0"
1 MILE
AHEAD

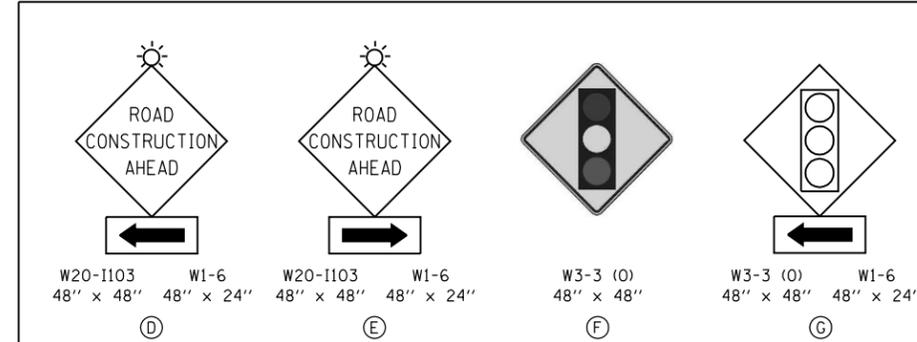
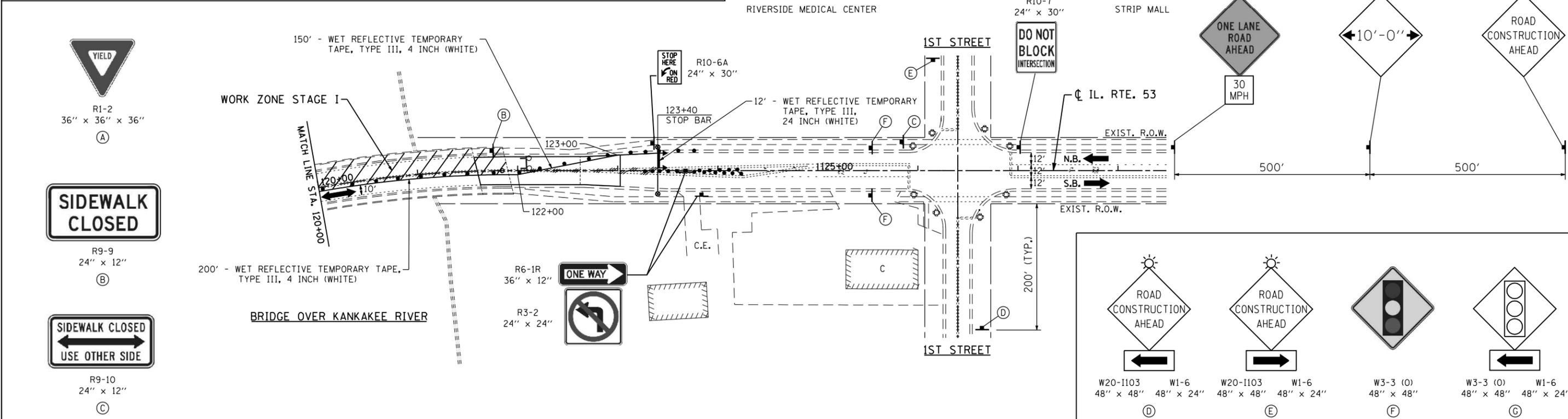
W12-1103
48" x 48"

PLACE THIS SIGN ON
NORTHBOUND IL. RTE. 53
PRIOR TO WEST RIVER ROAD

PLACE THIS SIGN ON
SOUTHBOUND IL. RTE. 53
PRIOR TO NEW RIVER ROAD

TRAFFIC CONTROL AND STAGING LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TYPE III BARRICADES WITH FLASHING LIGHTS
- TRAFFIC SIGNAL W/ POLE
- TRAFFIC SIGNAL
- POLE
- BARRICADE TYPE II OR DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- SIGN ON PORTABLE OR PREEMINENT SUPPORT
- PAVEMENT MARKING REMOVAL
- TEMPORARY RUMBLE STRIPS



FILE NAME = D160R63-sht-staging2.dgn
PLOT DATE = 1/7/2013
PLOT SCALE = 100.0000' / IN.

CHRISTIAN-ROGE & ASSOCIATES, INC.
ENGINEERS-PLANNERS-SURVEYORS
211 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606
PHONE: (312)372-2023 FAX: (312)372-8274

DESIGNED - S.J.P.
DRAWN - A.C.S.
CHECKED - M.P.
DATE - OCTOBER 9, 2012

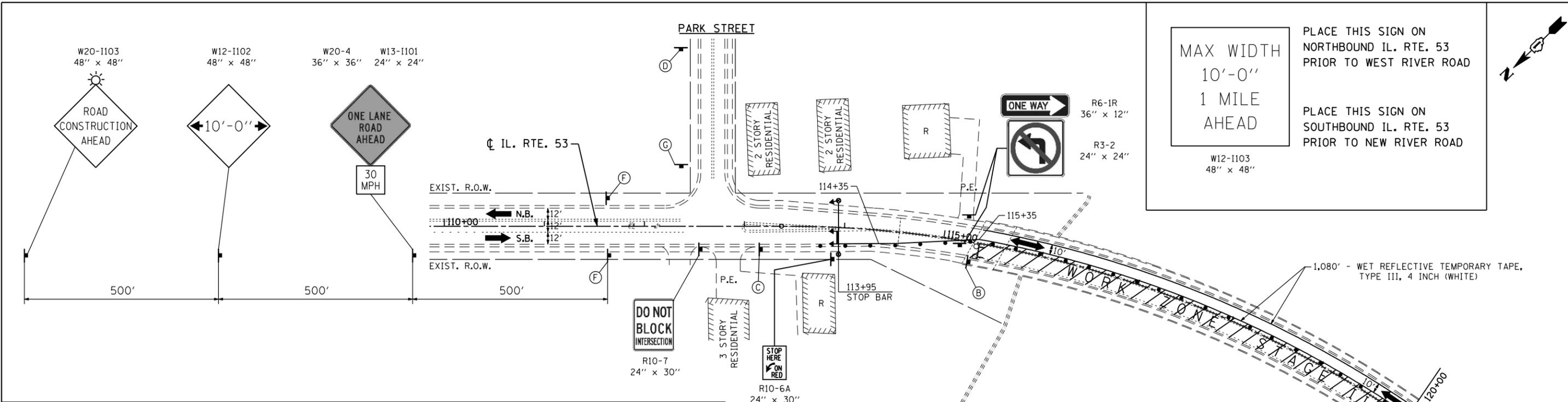
REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED TRAFFIC CONTROL AND PROTECTION - STAGE I
IL. RTE. 53 OVER KANKAKEE RIVER**

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	9
CONTRACT NO. 60R63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MAX WIDTH
 10'-0"
 1 MILE
 AHEAD

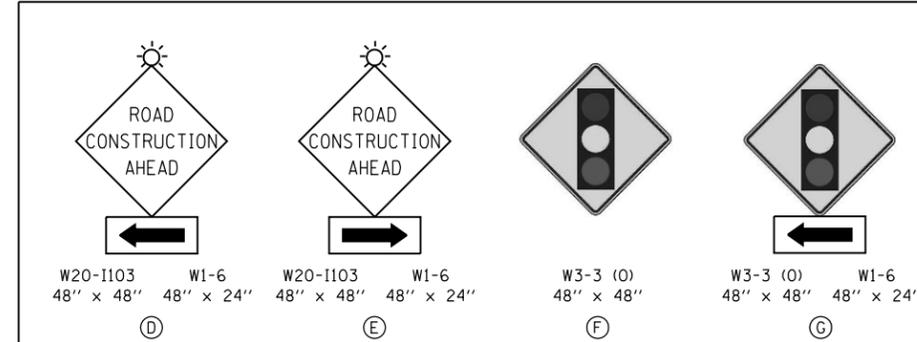
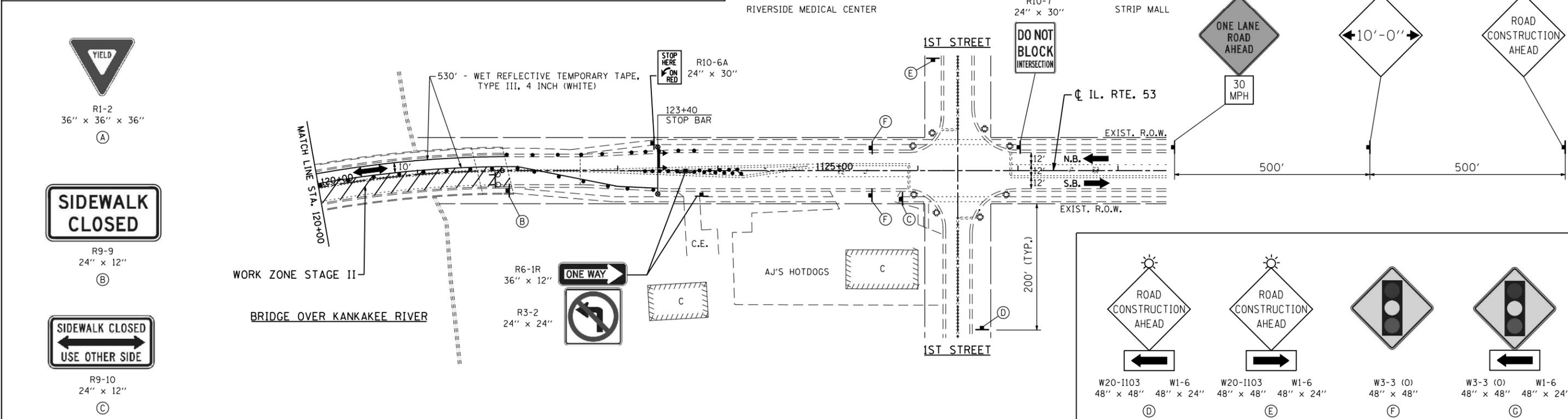
W12-1103
 48" x 48"

PLACE THIS SIGN ON
 NORTHBOUND IL. RTE. 53
 PRIOR TO WEST RIVER ROAD

PLACE THIS SIGN ON
 SOUTHBOUND IL. RTE. 53
 PRIOR TO NEW RIVER ROAD

TRAFFIC CONTROL AND STAGING LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- TRAFFIC SIGNAL W/ POLE
- TRAFFIC SIGNAL
- POLE
- TYPE III BARRICADES WITH FLASHING LIGHTS
- BARRICADE TYPE II OR DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- SIGN ON PORTABLE OR PREEMINENT SUPPORT
- PAVEMENT MARKING REMOVAL
- TEMPORARY RUMBLE STRIPS



FILE NAME = D160R63-sht-staging3.dgn
 PLOT DATE = 1/7/2013
 PLOT SCALE = 100.0000' / IN.

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-8274

DESIGNED - S.J.P.
 DRAWN - A.C.S.
 CHECKED - M.P.
 DATE - OCTOBER 9, 2012

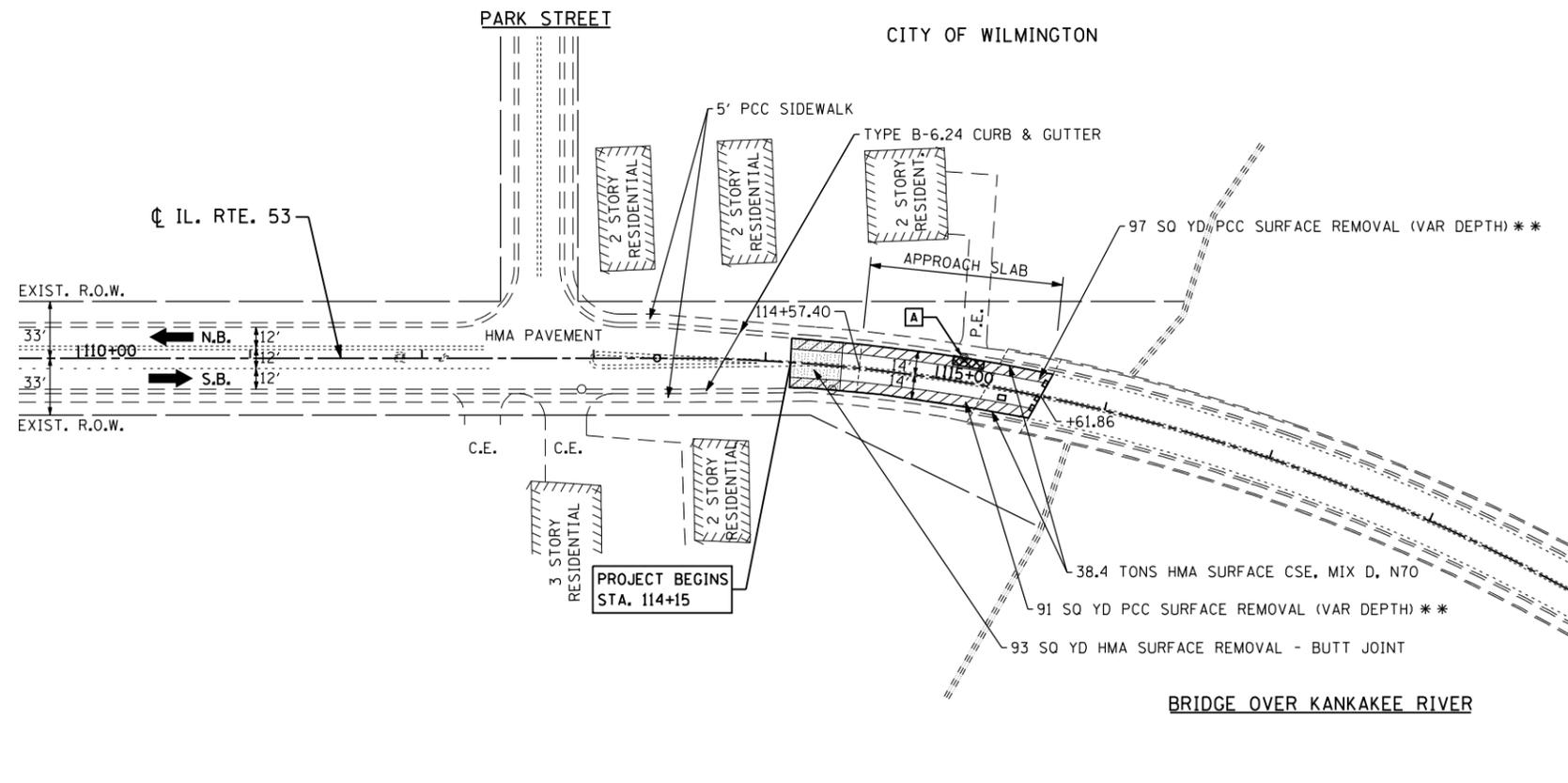
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED TRAFFIC CONTROL AND PROTECTION - STAGE II
IL. RTE. 53 OVER KANKAKEE RIVER

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. 114+15 TO STA. 123+02

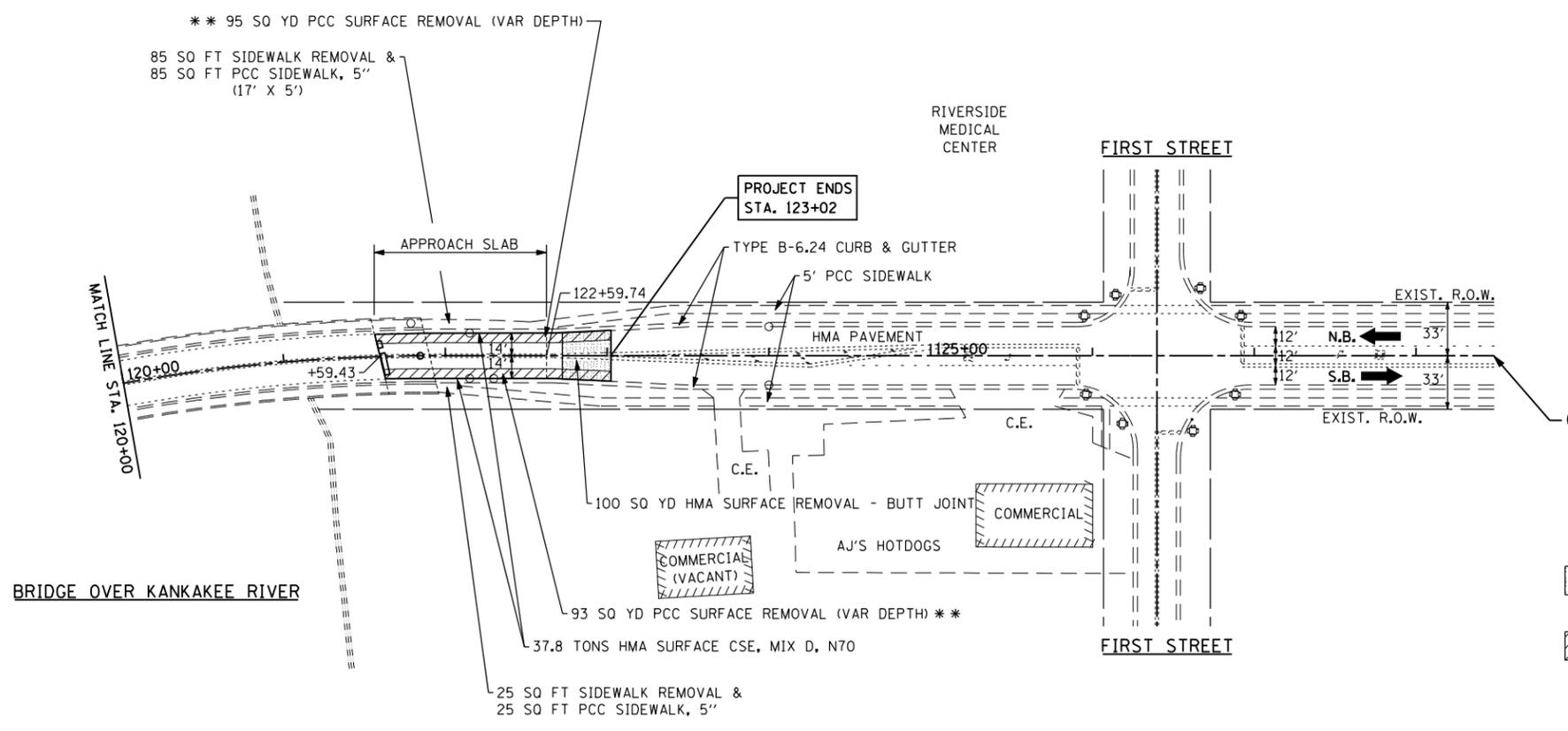
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	10
CONTRACT NO. 60R63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



EAST APPROACH SLAB REPAIR*

■ FD - 17'x5'
 □ PD - 1'x2', 1'x3', 1'x5', & 3'x3'

* ADDITIONAL AREAS TO BE DETERMINED BY THE ENGINEER



WEST APPROACH SLAB REPAIR*

■ FD - NONE
 □ PD - 1x5', & 1'x22'

* ADDITIONAL AREAS TO BE DETERMINED BY THE ENGINEER

LEGEND

■ HMA SURFACE REMOVAL - BUTT JOINT
 ▨ P.C.C. SURFACE REMOVAL (VARIABLE DEPTH)

** P.C.C. SURFACE REMOVAL (VARIABLE DEPTH) SHALL INCLUDE HMA SURFACE BETWEEN THE APPROACH SLAB AND THE PROJECT LIMITS

FILE NAME = D160R63-sht-plan.dgn
 PLOT DATE = 1/7/2013
 PLOT SCALE = 100.0000' / IN.

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-8274

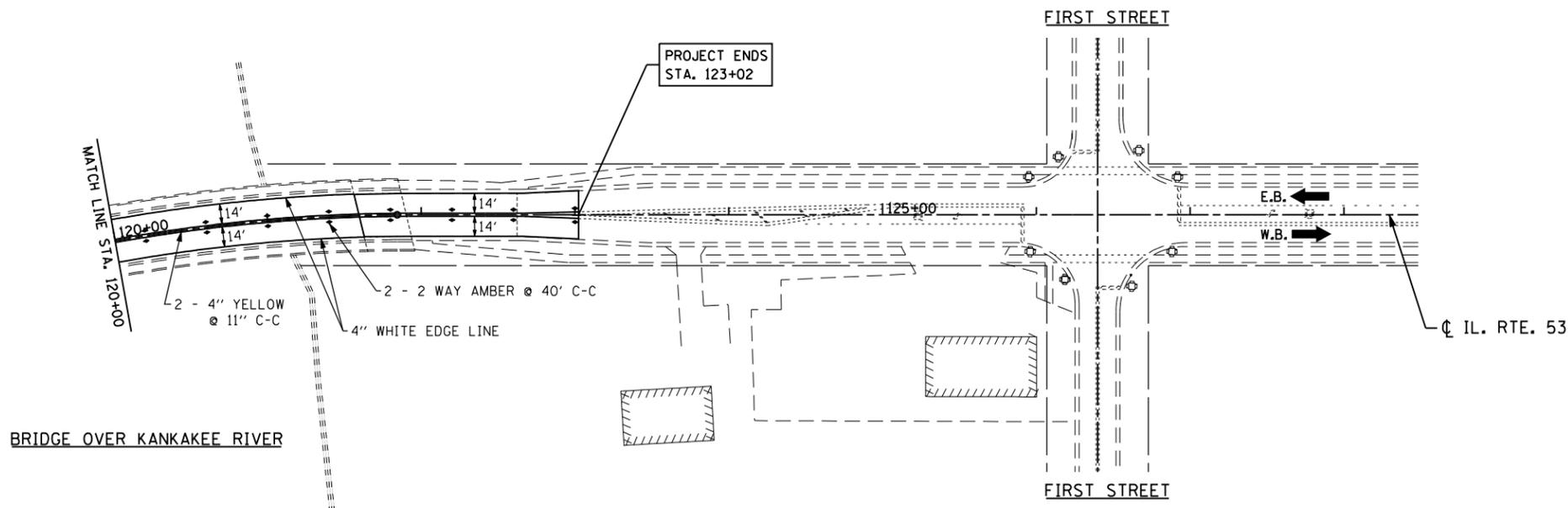
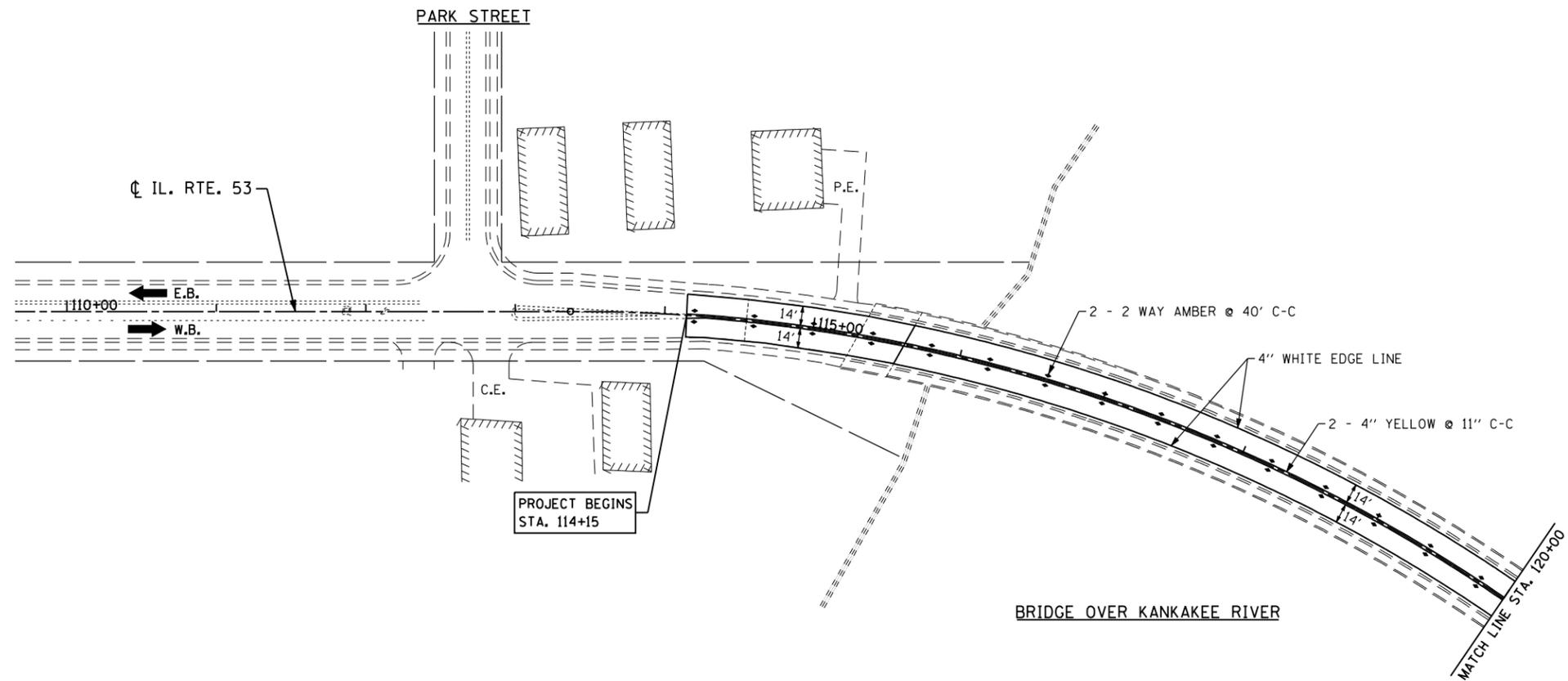
DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - M.P.	REVISED -
DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING CONDITIONS AND PROPOSED PLAN
 IL. RTE. 53 OVER KANKAKEE RIVER**

SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	11
CONTRACT NO. 60R63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

- 1) USE POLYUREA PAVEMENT MARKINGS TYPE I ON ALL SURFACES.
- 2) REPLACE ALL EXISTING PAVEMENT MARKING REMOVED DUE TO MAINTENANCE OF TRAFFIC. SEE DISTRICT ONE TYPICAL PAVEMENT MARKINGS DETAIL.

FILE NAME = D160R63-sht-pmk.dgn
 PLOT DATE = 1/7/2013
 PLOT SCALE = 100.0000' / IN.

CHRISTIAN-ROGE & ASSOCIATES, INC.
 ENGINEERS-PLANNERS-SURVEYORS
 211 WEST WACKER DRIVE
 CHICAGO, ILLINOIS 60606
 PHONE: (312)372-2023 FAX: (312)372-8274

DESIGNED - S.J.P.	REVISED -
DRAWN - A.C.S.	REVISED -
CHECKED - M.P.	REVISED -
DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL. RTE. 53
 PAVEMENT MARKING PLAN**

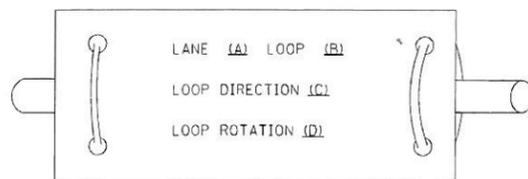
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. 114+15 TO STA. 123+02

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	12
CONTRACT NO. 60R63				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

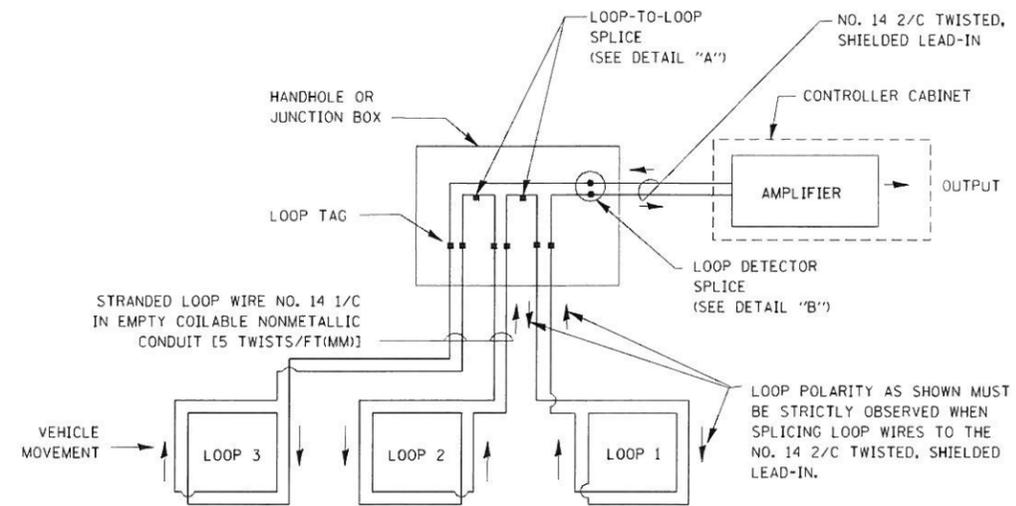
LOOP DETECTOR NOTES

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 DIVESHOLES 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

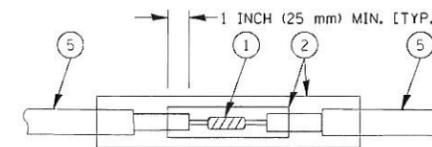


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

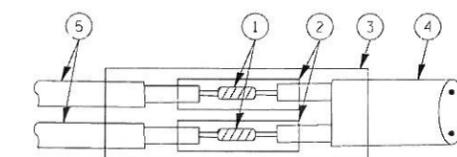


DETECTOR LOOP WIRING SCHEMATIC

- 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.

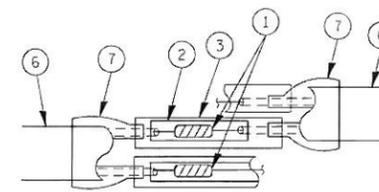


DETAIL "A" LOOP-TO-LOOP SPLICE

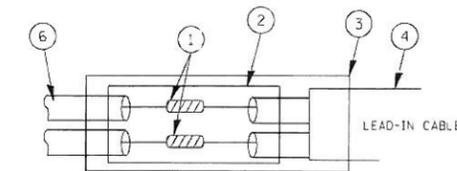


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

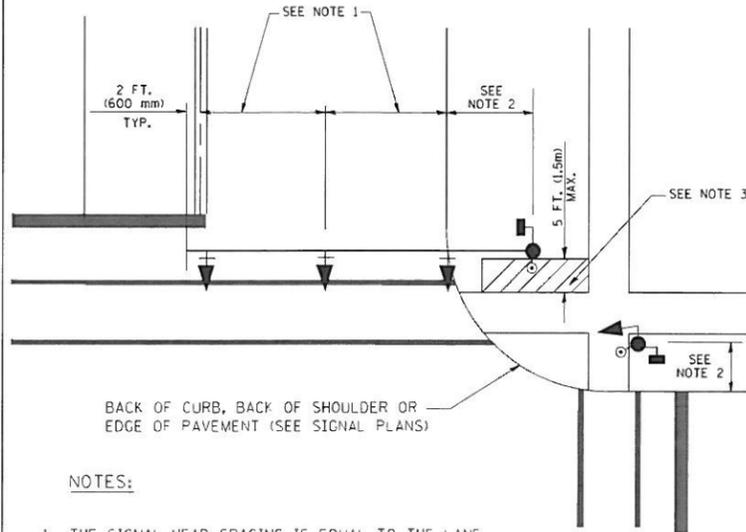
LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME :	USER NAME : kanthapixaybc	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 13	
et:\p\work\PWID01\KANTHAPHIXAYBC\01126	4\tr\offio.legend.v7.dgn	DRAWN - BCK	REVISED -		SCALE:	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60R63		
	PLOT SCALE = 20,000 1/1 IN.	CHECKED - DAD	REVISED -									
	PLOT DATE = 10/28/2009	DATE - 10/28/09	REVISED -									

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

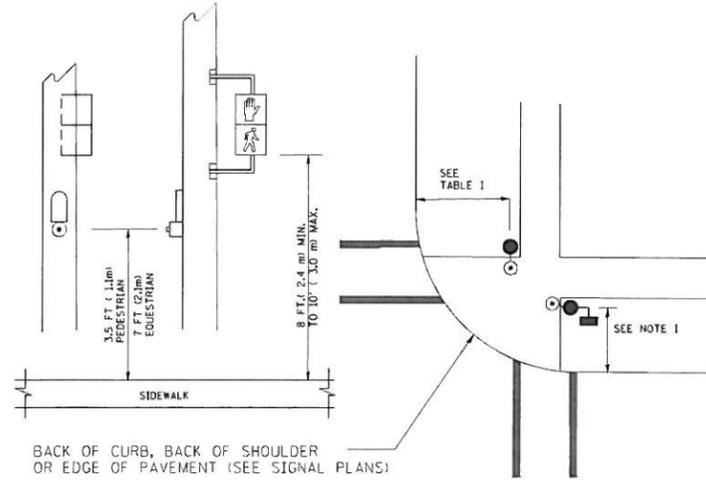
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

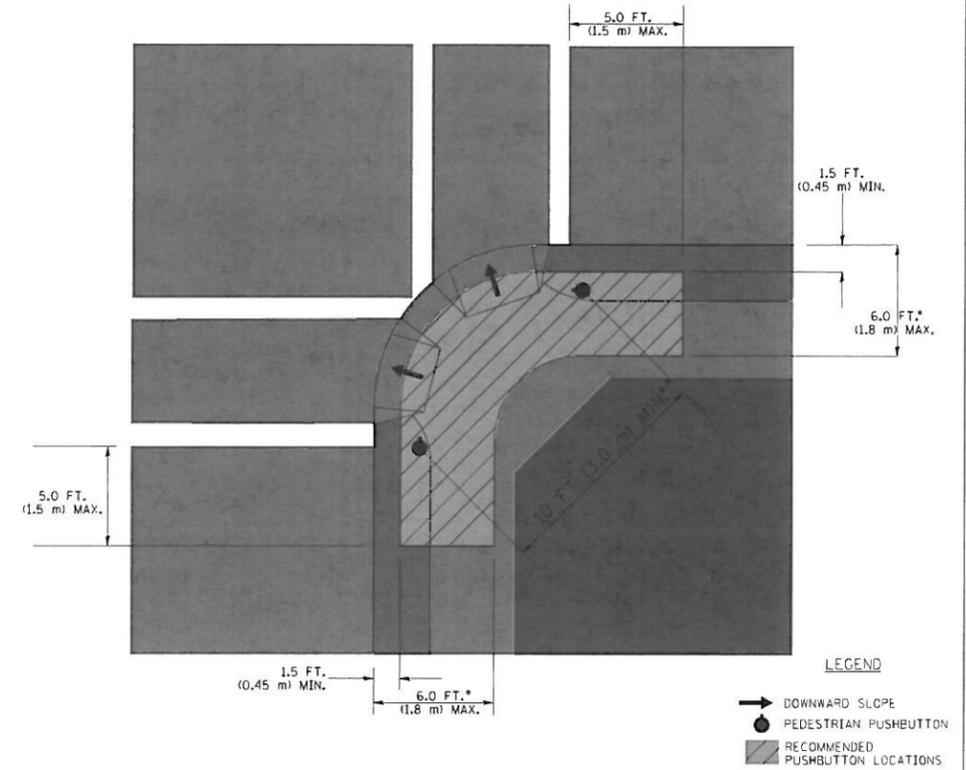
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ 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) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

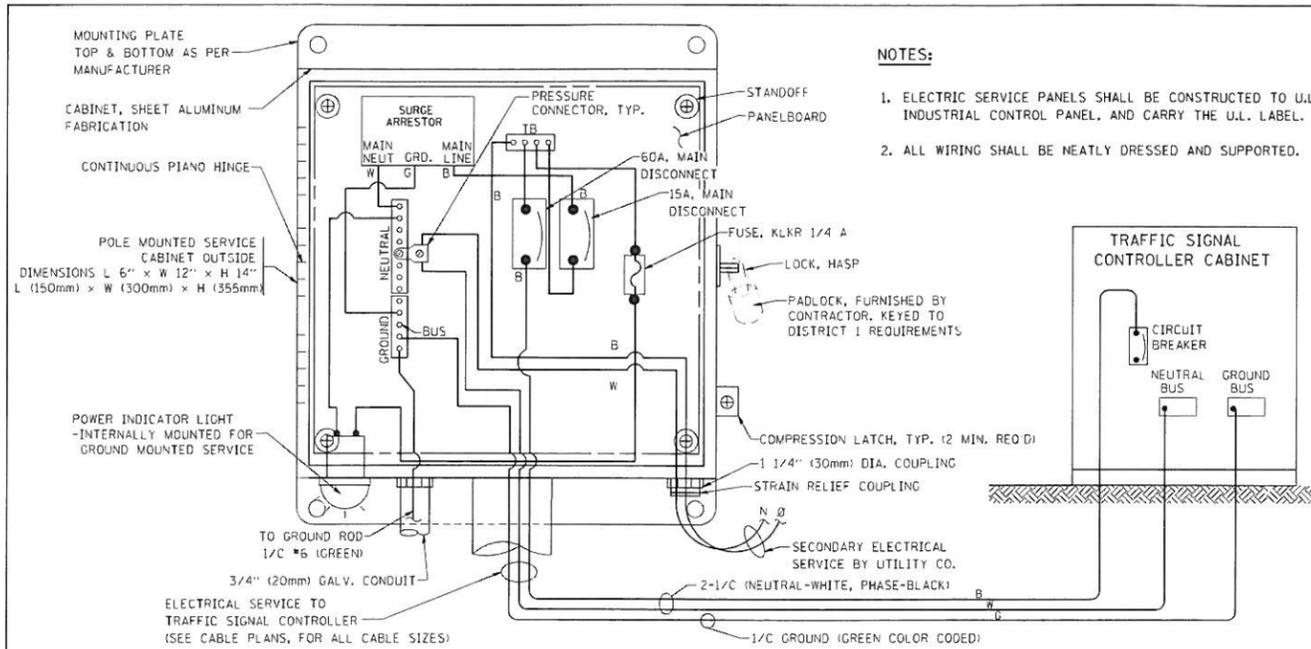
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM 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

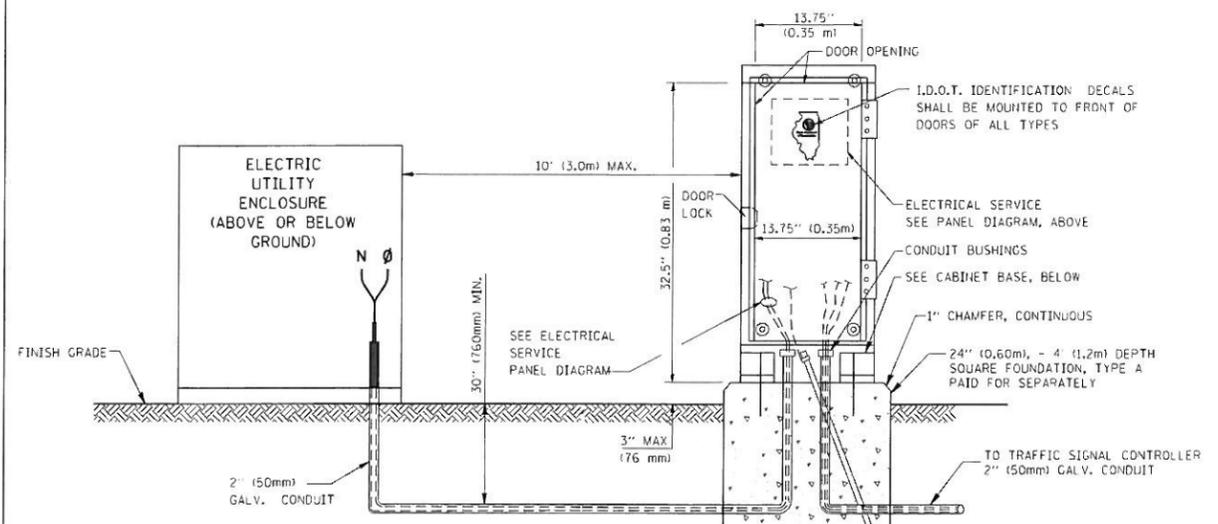
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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 TO THE 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.

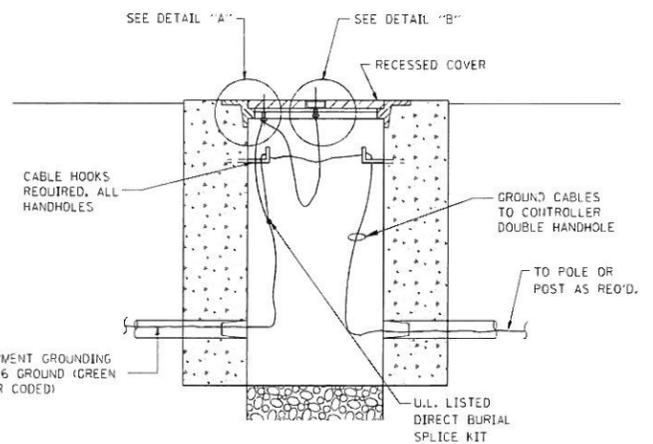
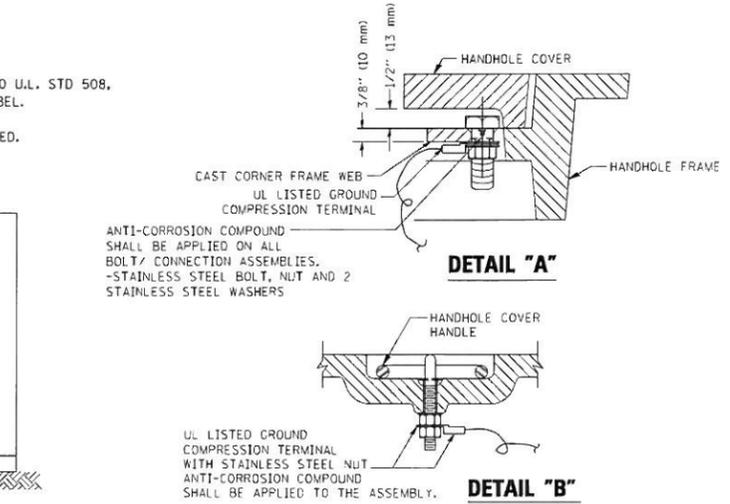
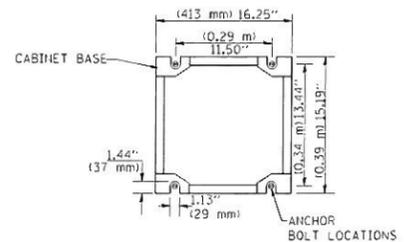


ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)

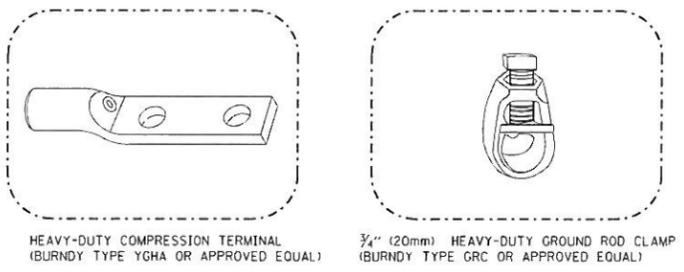


SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

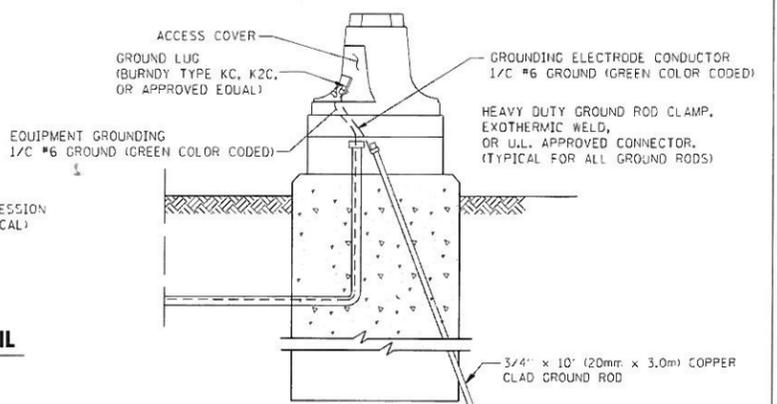
CABINET – BASE BOLT PATTERN (NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL (NOT TO SCALE)

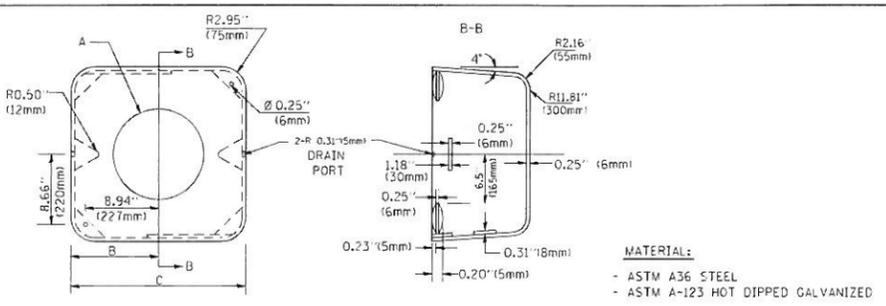
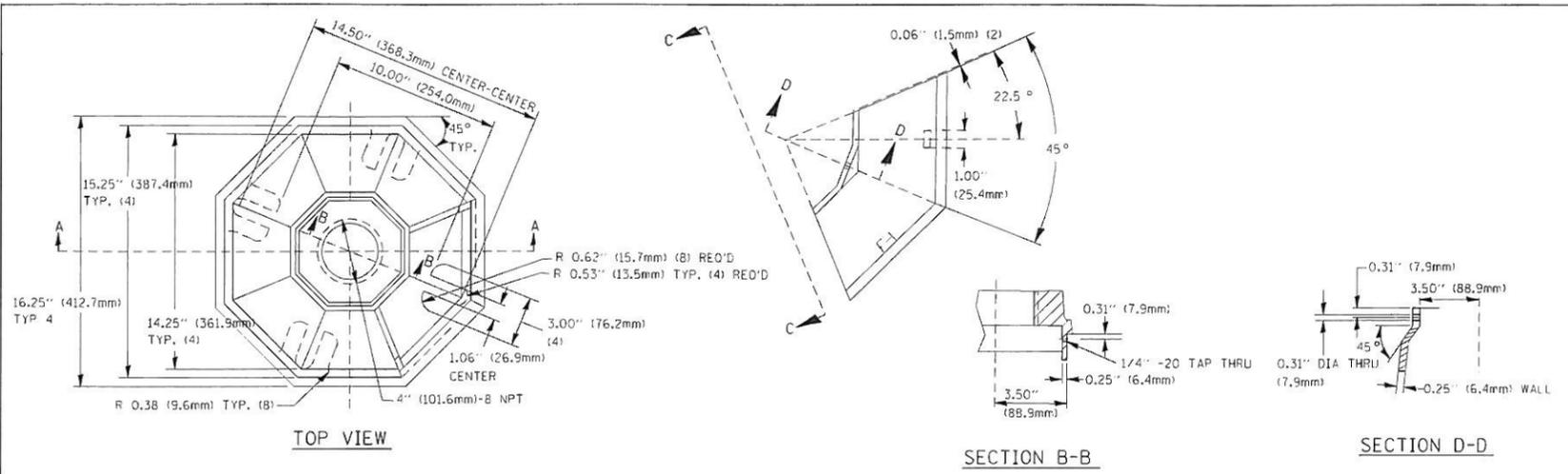


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

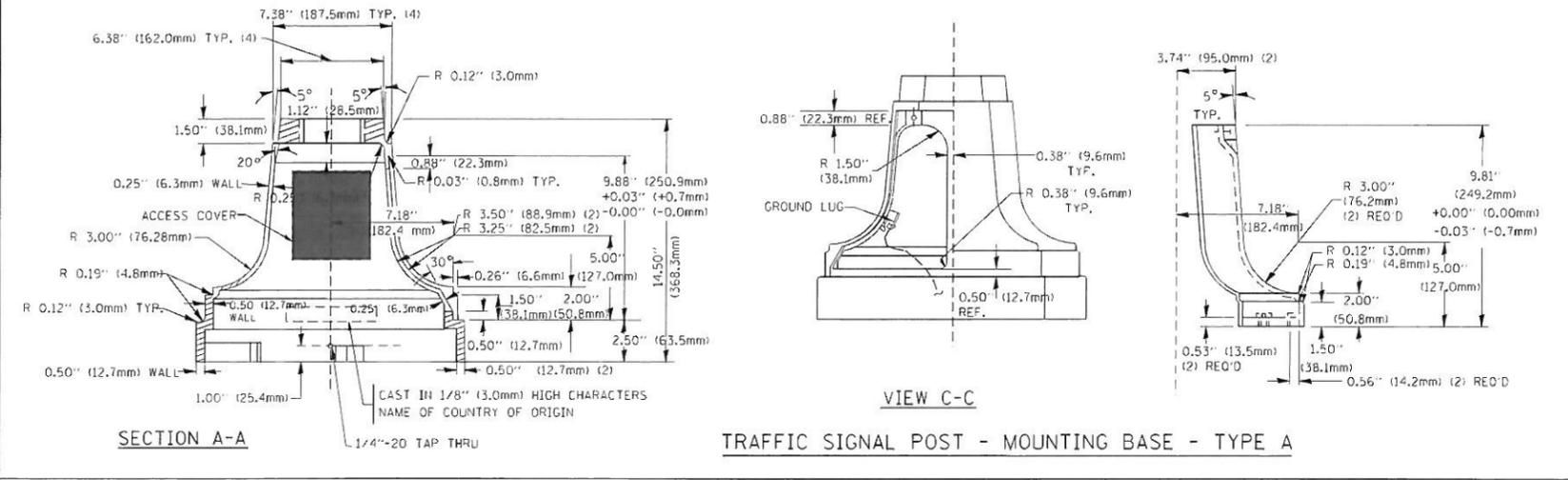
FILE NAME : c:\pwork\p\DOT\KAN\THAP\XAY\BCV\d01128	USER NAME : kenthap\kaybc kaybc\affic.legend.v7.dgn	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE : 20.0000 / IN.	CHECKED - DAO	REVISED -	846			K-29-A-BR-1	WILL	25	15		
PLOT DATE : 10/28/09	DATE - 10/28/09	REVISED -	CONTRACT NO. 60R63								
						SCALE:	SHEET NO. 3 OF 6 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO.



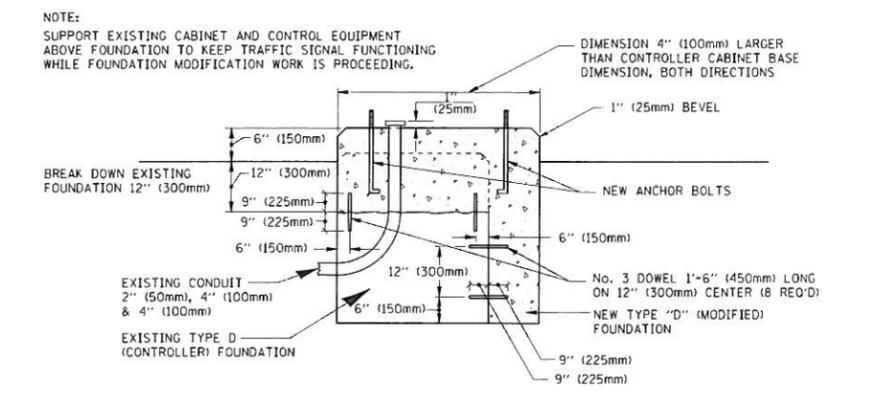
A	B	C	HEIGHT	WEIGHT
VARIES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126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

SHROUD

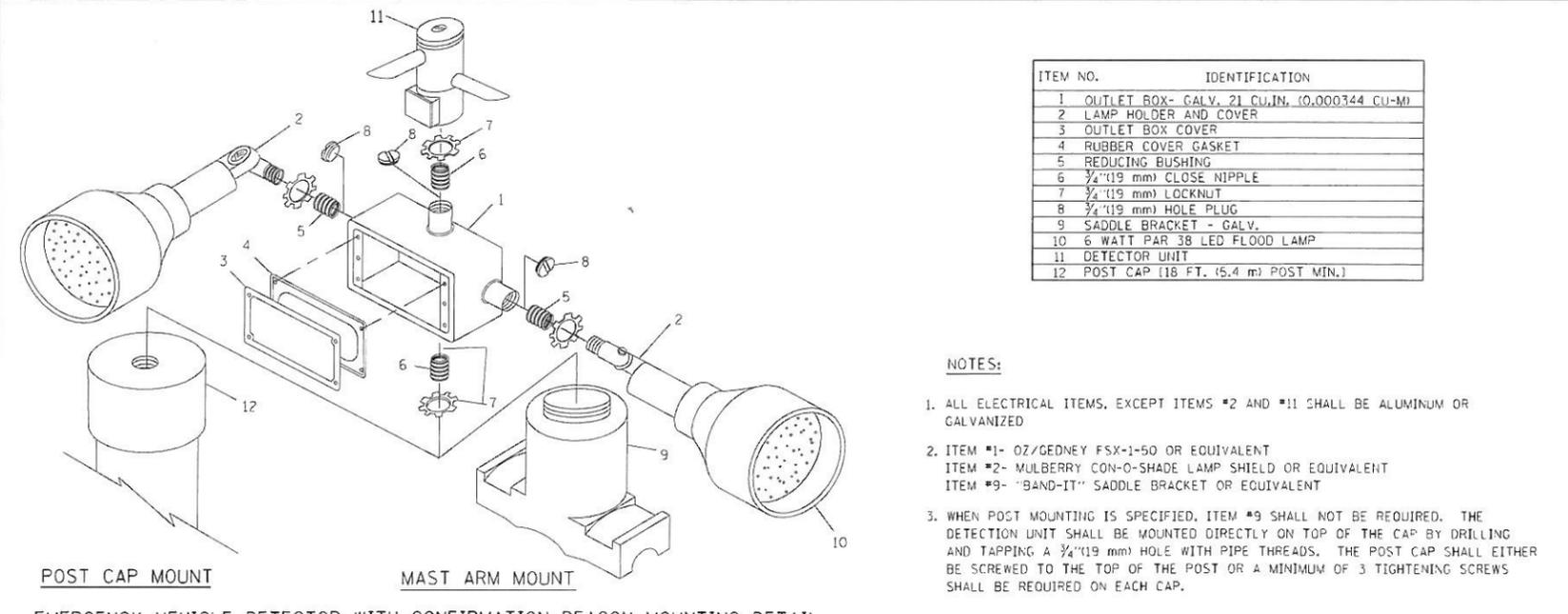
- NOTES:
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
 - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM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



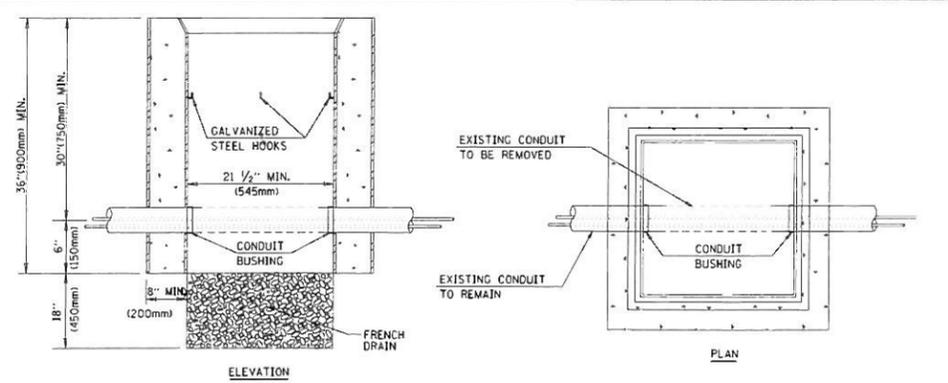
TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MODIFY EXISTING TYPE "D" FOUNDATION

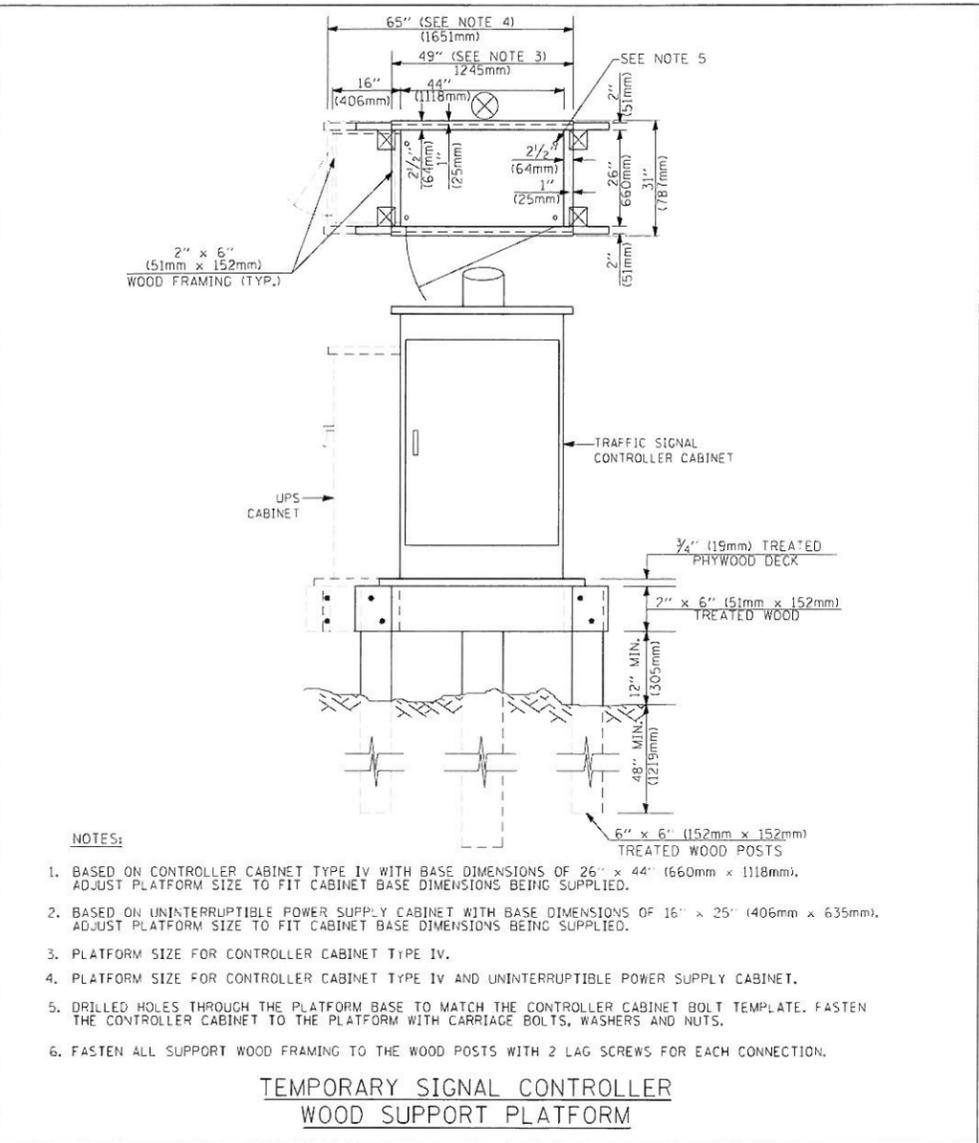
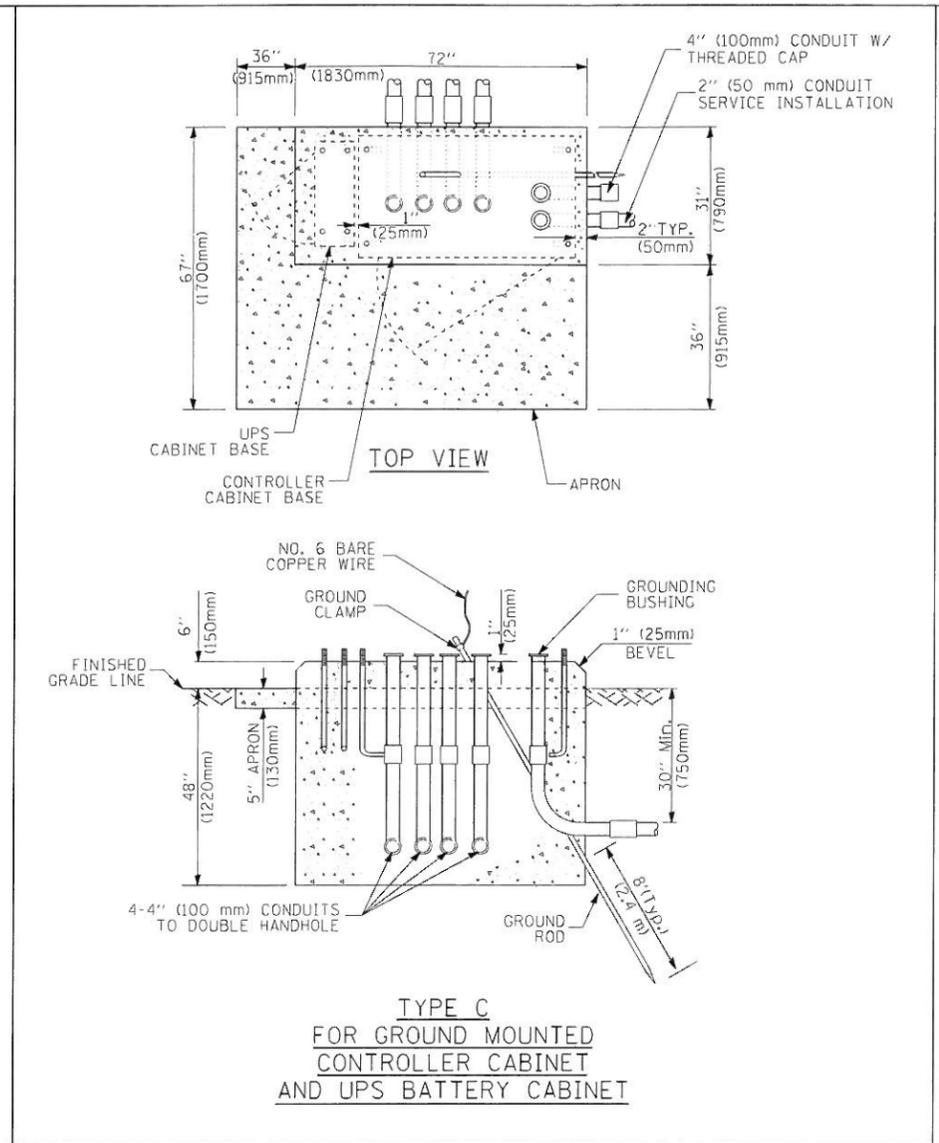
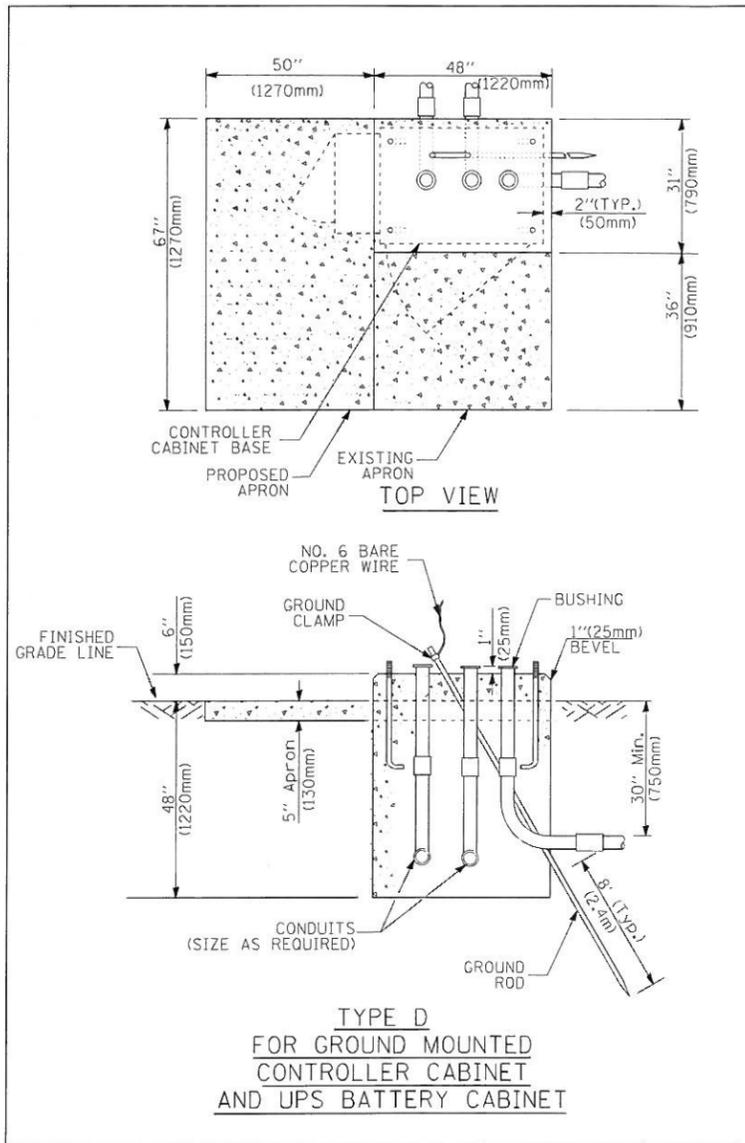


- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. 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.



HANDHOLE TO INTERCEPT EXISTING CONDUIT

- NOTES:
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.



- NOTES:**
- 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.
 - 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.
 - PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
 - PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
 - 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.
 - FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

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

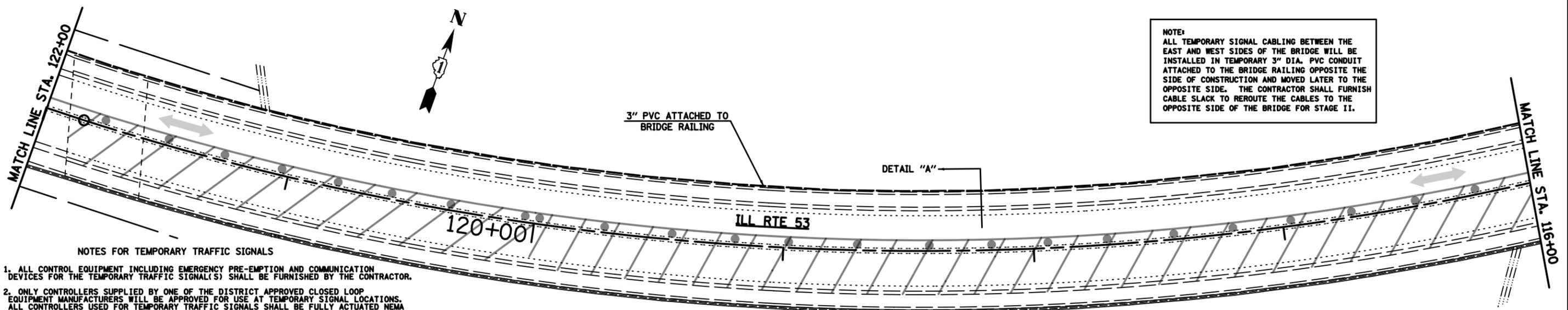
Mast Arm Length	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal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

- NOTES:**
- 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 ts* (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.
 - Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
 - Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
 - For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

TRAFFIC SIGNAL LEGEND

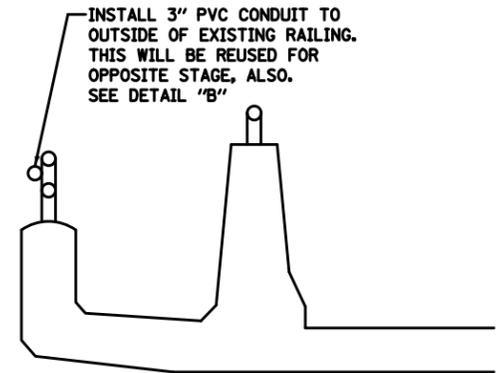
ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED				
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE							
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE							
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA							
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED							
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F							
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F							
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)							
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE							
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH			CT	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED							
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)			CNC	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED							
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED							
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED							
SIGNAL POST				REMOVE ITEM	R			SIGNAL POST AND FOUNDATION TO BE REMOVED							
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			INTERSECTION & SAMPLING (SYSTEM) DETECTOR							
GUY WIRE				ABANDON ITEM	A			SAMPLING (SYSTEM) DETECTOR							
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				EXISTING INTERSECTION LOOP DETECTOR							
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR							
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR							
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR							
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR							
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				PREFORMED SAMPLING (SYSTEM) DETECTOR							
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID				RAILROAD SYMBOLS							
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER				EXISTING		PROPOSED					
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT				RAILROAD CONTROL CABINET							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER				RAILROAD CANTILEVER MAST ARM							
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED				FLASHING SIGNAL							
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)				CROSSING GATE							
MICROWAVE VEHICLE SENSOR															
VIDEO DETECTION CAMERA															
VIDEO DETECTION ZONE															
PAN, TILT, ZOOM CAMERA															
WIRELESS DETECTOR SENSOR															
WIRELESS ACCESS POINT															



NOTE:
ALL TEMPORARY SIGNAL CABLING BETWEEN THE EAST AND WEST SIDES OF THE BRIDGE WILL BE INSTALLED IN TEMPORARY 3" DIA. PVC CONDUIT ATTACHED TO THE BRIDGE RAILING OPPOSITE THE SIDE OF CONSTRUCTION AND MOVED LATER TO THE OPPOSITE SIDE. THE CONTRACTOR SHALL FURNISH CABLE SLACK TO REROUTE THE CABLES TO THE OPPOSITE SIDE OF THE BRIDGE FOR STAGE II.

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



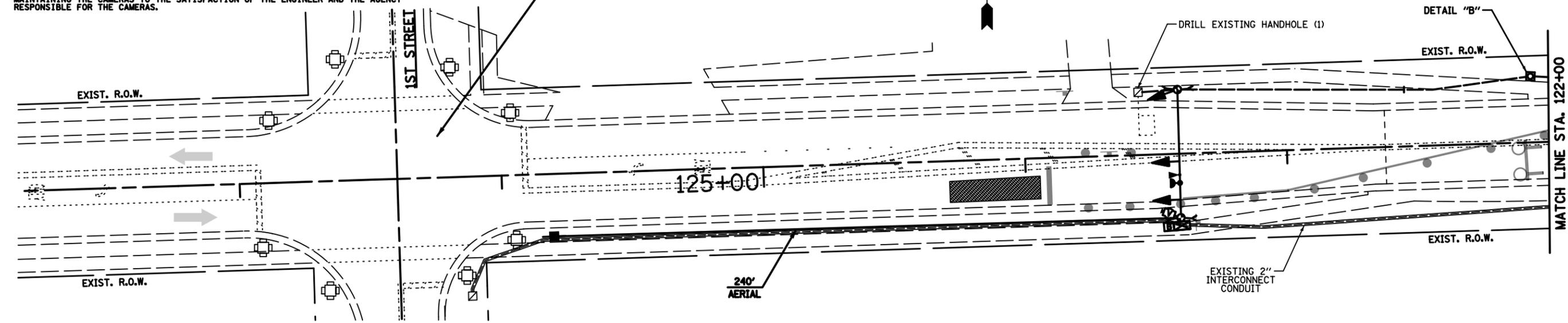
DETAIL "A"

NOTE:
THE EXISTING INTERCONNECT CONDUIT SHALL BE DETACHED FROM THE BRIDGE USING WOOD STANDOFFS AND REATTACHED TO THE BRIDGE AFTER CONSTRUCTION.

NOTE:
THE EXISTING INTERCONNECT CABLE WILL BE DISCONNECTED AT THE FIRST STREET CONTROLLER CABINET AND PULLED BACK TO AN EXISTING HANDHOLE ON THE OPPOSITE END OF THE BRIDGE AND STORED THERE FOR REUSE.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

SEE SHEET 14 OF 15 FOR DETAILS OF TRAFFIC SIGNAL EQUIPMENT TO BE MAINTAINED



DETAIL "B"

FILE NAME = 07-TMP IL 53.dgn
PLOT DATE = 10/10/2012
PLOT SCALE = 48.000000' / 1"

SPAAN Tech, Inc.
311 South Wacker Drive, Suite 2400
Chicago, IL 60606
phone: 312.277.8800
fax: 312.277.8888
web: www.spaan-tech.com

DESIGNED - TCM	REVISED -
DRAWN - TCM	REVISED -
CHECKED - YK	REVISED -
DATE - OCTOBER 2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN - SHEET 1 OF 2
ILL RTE 53 OVER KANKAKEE RIVER**
SCALE: 1" = 20' SHEET NO. 7 OF 15 SHEETS STA. 116+00.00 TO STA. 128+00.00

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 19
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 60R63	

NOTES FOR TEMPORARY TRAFFIC SIGNALS

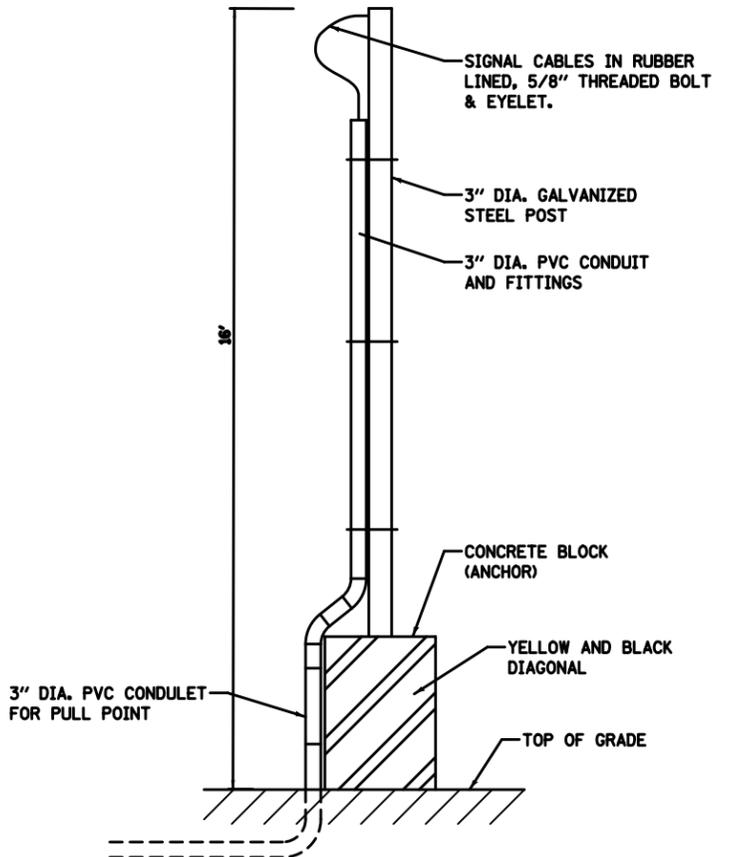
1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON. IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

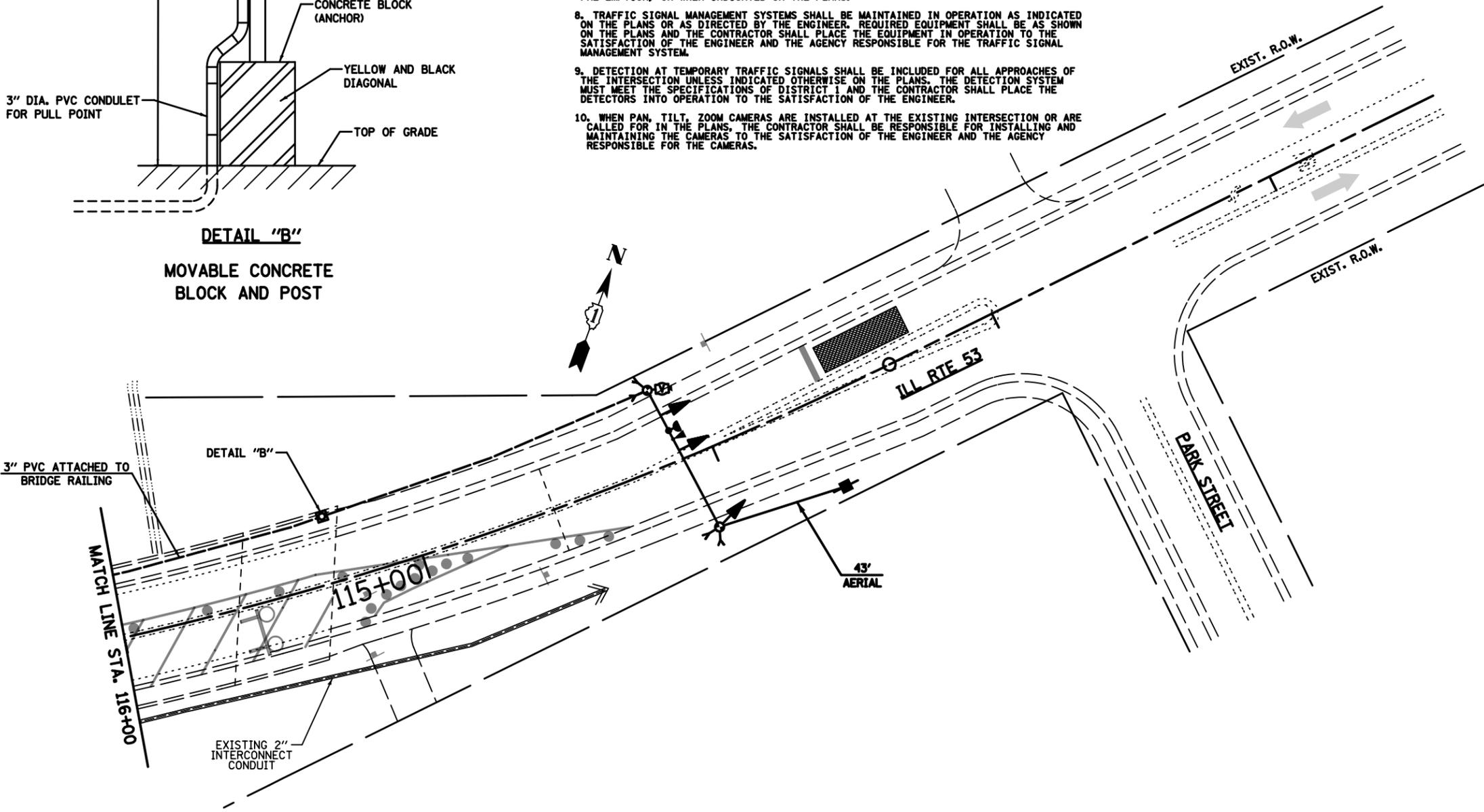
NOTE:
ALL TEMPORARY SIGNAL CABLING BETWEEN THE EAST AND WEST SIDES OF THE BRIDGE WILL BE INSTALLED IN TEMPORARY 3" DIA. PVC CONDUIT ATTACHED TO THE BRIDGE RAILING OPPOSITE THE SIDE OF CONSTRUCTION AND MOVED LATER TO THE OPPOSITE SIDE. THE CONTRACTOR SHALL FURNISH CABLE SLACK TO REROUTE THE CABLES TO THE OPPOSITE SIDE OF THE BRIDGE FOR STAGE II.

NOTE:
THE EXISTING INTERCONNECT CONDUIT SHALL BE DETACHED FROM THE BRIDGE USING WOOD STANDOFFS AND REATTACHED TO THE BRIDGE AFTER CONSTRUCTION.

NOTE:
THE EXISTING INTERCONNECT CABLE WILL BE DISCONNECTED AT THE FIRST STREET CONTROLLER CABINET AND PULLED BACK TO AN EXISTING HANDHOLE ON THE OPPOSITE END OF THE BRIDGE AND STORED THERE FOR REUSE.



DETAIL "B"
MOVABLE CONCRETE BLOCK AND POST



FILE NAME = 08-TMP IL 53 - 2.dgn
PLOT DATE = 10/10/2012
PLOT SCALE = 48,0000 / 1in.

SPAAN Tech, Inc.
311 South Wacker Drive, Suite 2400
Chicago, IL 60606
phone: 312.277.8800
fax: 312.277.8808
web: www.spaan-tech.com

DESIGNED - TCM	REVISED -
DRAWN - TCM	REVISED -
CHECKED - YK	REVISED -
DATE - OCTOBER 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN - SHEET 2 OF 2
ILL. RTE 53 OVER KANKAKEE RIVER
SCALE: 1" = 20'
SHEET NO. 8 OF 15 SHEETS
STA. 110+00.00 TO STA. 116+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	20
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 60R63	

TEMPORARY CONTROLLER SEQUENCE



ILL RTE 53



LEGEND

- ⊗ DUAL ENTRY PHASE
- ⊗ PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

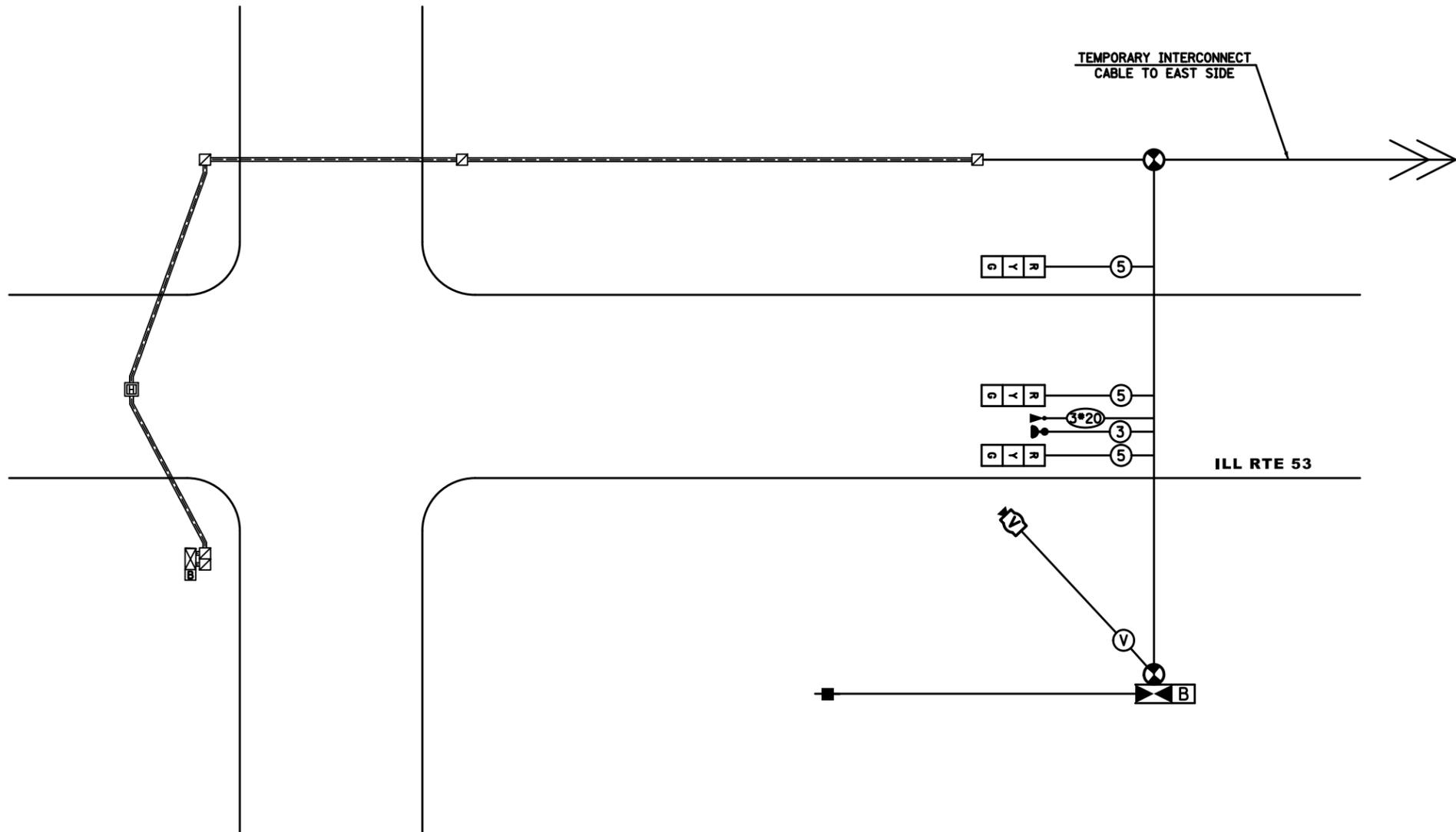
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

ILL RTE 53



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

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



1ST STREET

TEMPORARY CABLE PLAN
WEST SIDE OF BRIDGE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	6	-	17		0.50
(YELLOW)	6	-	25	0.25	37.5
(GREEN)	6	-	15	0.25	22.5
ARROW	-	-	12	0.10	-
PED. SIGNAL	-	-	25	1.00	-
CONTROLLER	1	100	-	1.00	100.0
VIDEO SYSTEM	1	150	-	1.00	150.0
TOTAL =					361.0

ENERGY COSTS TO: TOTAL = 361.0

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: JIM GLOVER
PHONE: 815-724-5054
COMPANY: COMED

FILE NAME = 09-TCB IL 53 West End.dgn
PLOT DATE = 10/10/2012
PLOT SCALE = 48,0000001' / in.

SPAAN Tech, Inc.
311 South Wacker Drive, Suite 2400
Chicago, IL 60606
phone: 312.277.8800
fax: 312.277.8888
web: www.spaan-tech.com

DESIGNED - TCM	REVISED -
DRAWN - TCM	REVISED -
CHECKED - YK	REVISED -
DATE - OCTOBER 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN AND TEMPORARY PHASE DESIGNATION DIAGRAM
ILL RTE 53 OVER KANKAKEE RIVER - WEST SIDE

SCALE: N.T.S. SHEET NO. 9 OF 15 SHEETS STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	21
CONTRACT NO. 60R63			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	

TEMPORARY CONTROLLER SEQUENCE



ILL RTE 53



LEGEND

- ← ⊗ → DUAL ENTRY PHASE
- ← ⊗ → PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY PHASE DESIGNATION DIAGRAM

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

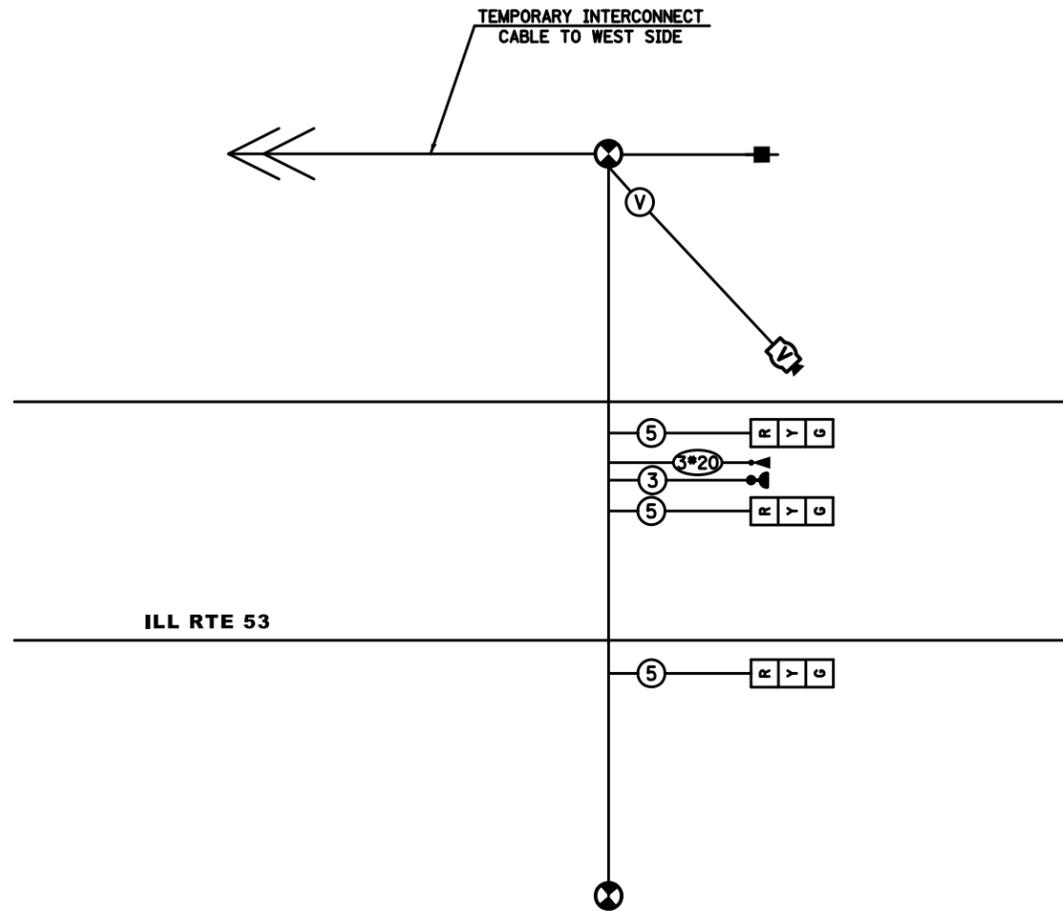


ILL RTE 53



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

RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.



TEMPORARY CABLE PLAN
EAST SIDE OF BRIDGE

FILE NAME = 10-TCB IL 53 East End.dgn
PLOT DATE = 10/10/2012
PLOT SCALE = 40,0000001' / in.



DESIGNED - TCM	REVISED -
DRAWN - TCM	REVISED -
CHECKED - YK	REVISED -
DATE - OCTOBER 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

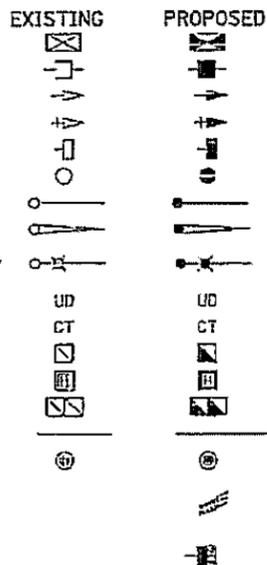
TEMPORARY CABLE PLAN AND TEMPORARY PHASE DESIGNATION DIAGRAM
ILL RTE 53 OVER KANKAKEE RIVER - EAST SIDE
SCALE: N.T.S. SHEET NO. 10 OF 15 SHEETS STA. - TO STA. -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	22
CONTRACT NO. 60R63			FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT	

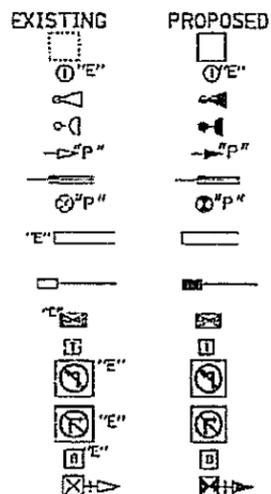
TRAFFIC SIGNAL LEGEND

- CONTROLLER**
 SERVICE INSTALLATION
 SIGNAL HEAD
 SIGNAL HEAD WITH BACKPLATE
 SIGNAL HEAD, PEDESTRIAN
 SIGNAL POST
 MAST ARM ASSEMBLY AND POLE, STEEL
 MAST ARM ASSEMBLY AND POLE, ALUMINUM
 COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
 UNIT DUCT
 COMMON TRENCH
 HANDHOLE
 HEAVY DUTY HANDHOLE
 DOUBLE HANDHOLE
 G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)
 PEDESTRIAN PUSHBUTTON DETECTOR

DETECTABLE WARNINGS
 PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER

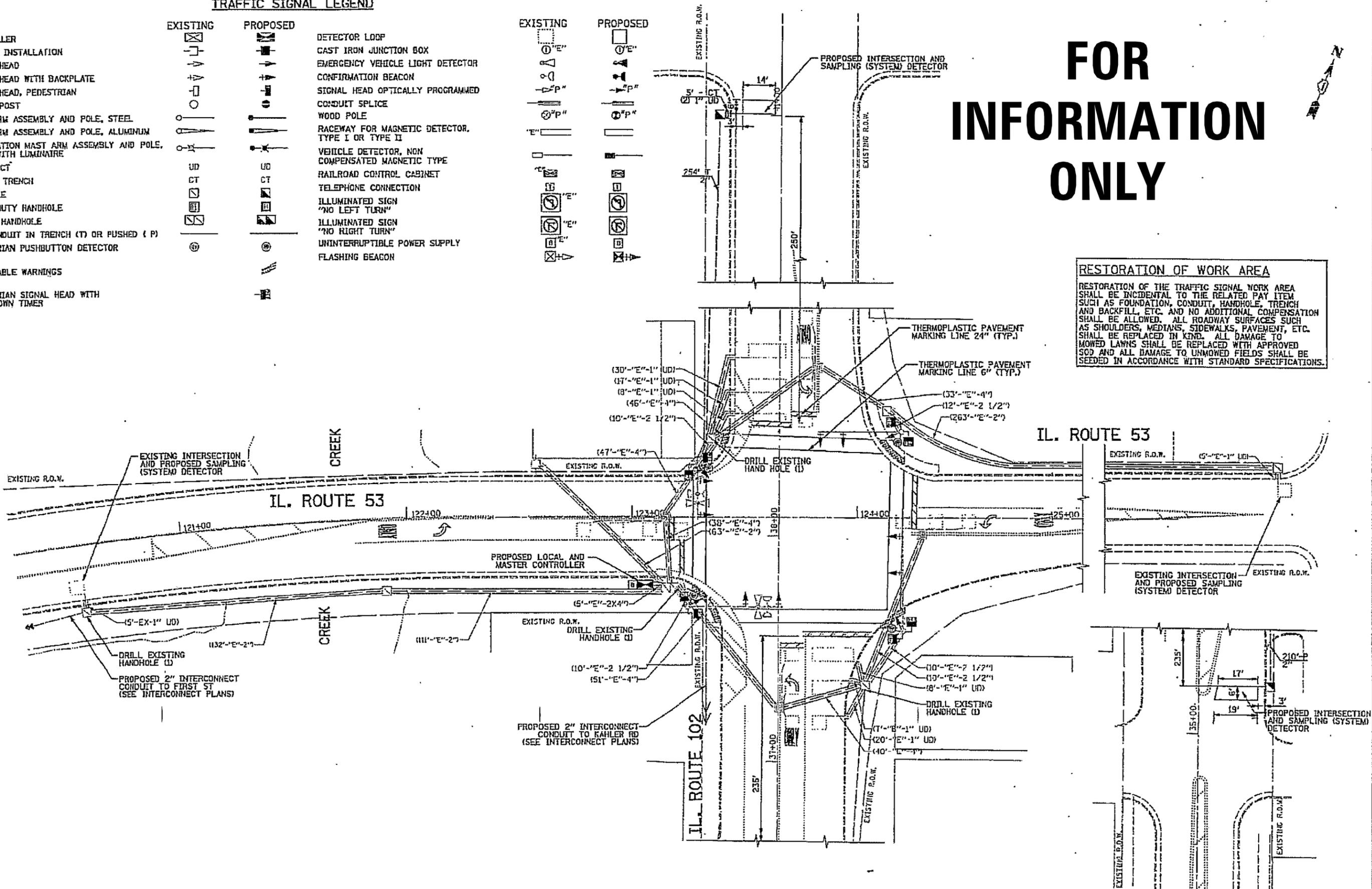


- DETECTOR LOOP**
 CAST IRON JUNCTION BOX
 EMERGENCY VEHICLE LIGHT DETECTOR
 CONFIRMATION BEACON
 SIGNAL HEAD OPTICALLY PROGRAMMED
 CONDUIT SPLICE
 WOOD POLE
 RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
 VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
 RAILROAD CONTROL CABINET
 TELEPHONE CONNECTION
 ILLUMINATED SIGN "NO LEFT TURN"
 ILLUMINATED SIGN "NO RIGHT TURN"
 UNINTERRUPTIBLE POWER SUPPLY
 FLASHING BEACON



FOR INFORMATION ONLY

RESTORATION OF WORK AREA
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC. AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH APPROVED SOD AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS.



FILE NAME = 11-EXIST TS Plans 01.dgn
 PLOT DATE = 10/10/2012
 PLOT SCALE = 100.000000' / 1"

SPAAN Tech, Inc.
 311 South Wacker Drive, Suite 2400
 Chicago, IL 60606
 phone: 312.277.8800
 fax: 312.277.8888
 web: www.spaan-tech.com

DESIGNED - TCM	REVISED -
DRAWN - TCM	REVISED -
CHECKED - YK	REVISED -
DATE - OCTOBER 2012	REVISED -

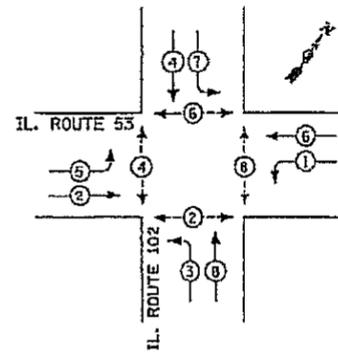
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING TRAFFIC SIGNAL PLANS - SHEET 1 OF 3
 ILL RTE 53 AND ILL RTE 102

SCALE: N.T.S. SHEET NO. 11 OF 15 SHEETS STA. 110+00.00 TO STA. 128+00.00

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 23
CONTRACT NO. 60R63				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

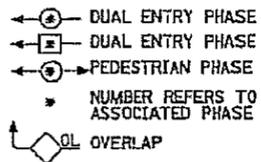
CONTROLLER SEQUENCE



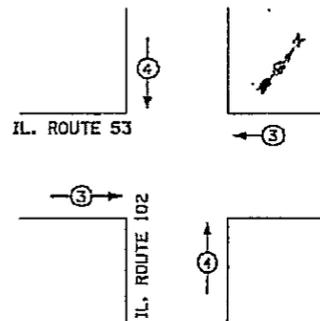
PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS PROTECTED/ PERMITTED LEFT TURN PHASING

LEGEND



EMERGENCY VEHICLE PREEMPTION SEQUENCE



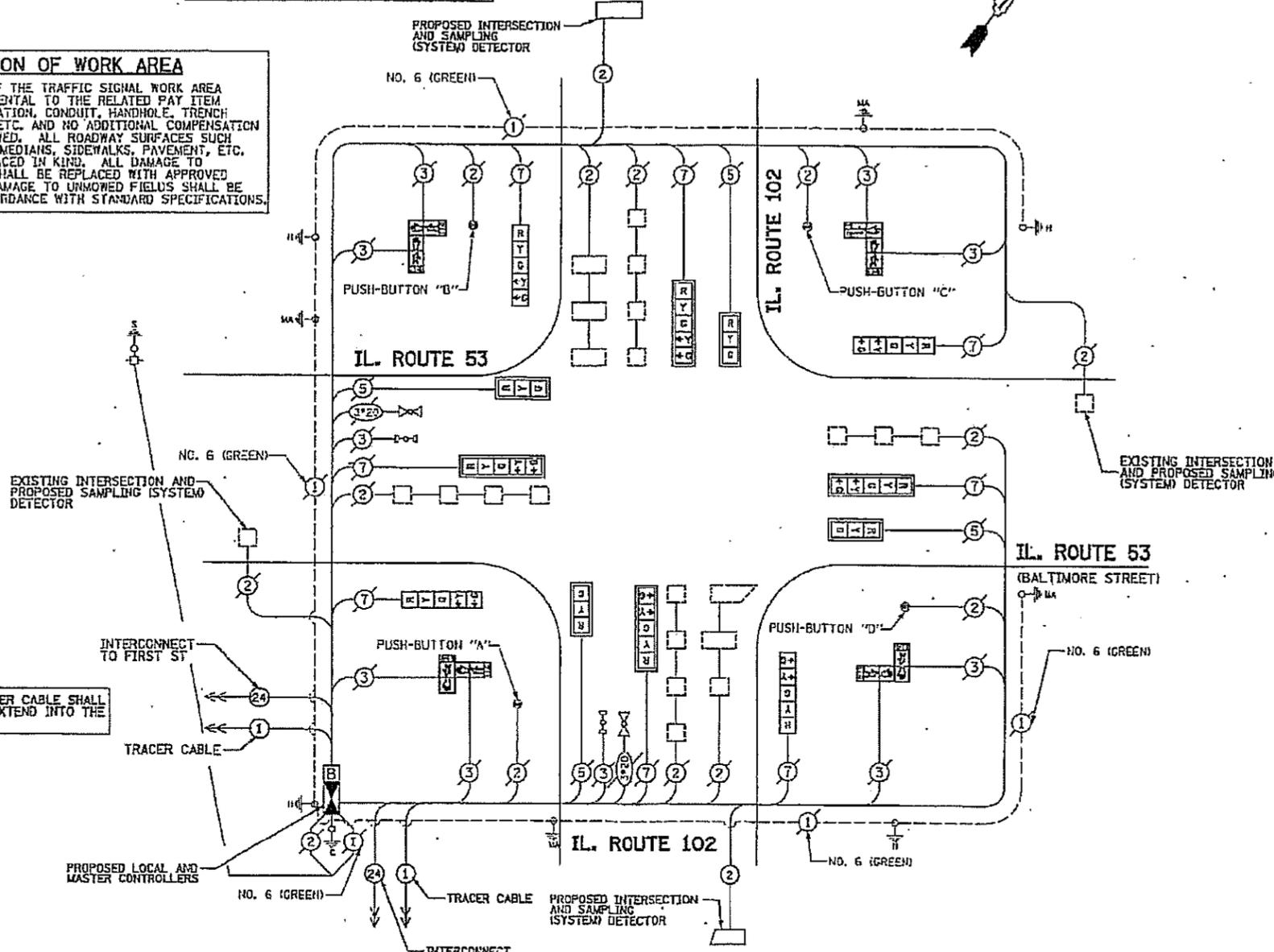
PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	←	↑

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. LAMPS	WATTAGE (INCAND. LED)	OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	12	0.50	102.0
(YELLOW)	12	25	0.25	75.0
(GREEN)	12	15	0.25	45.0
ARROW	16	12	0.10	19.2
PED. SIGNAL	4	25	1.00	200.0
CONTROLLER	1	100	1.00	100.0
TRULUM SIGN		25	0.05	
FLASHER			0.50	
ENERGY COSTS TO			TOTAL =	441.2

RESTORATION OF WORK AREA
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC. AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH APPROVED SOD AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS.

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THE PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM INSTALLATION

PROPOSED CABLE PLAN



THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

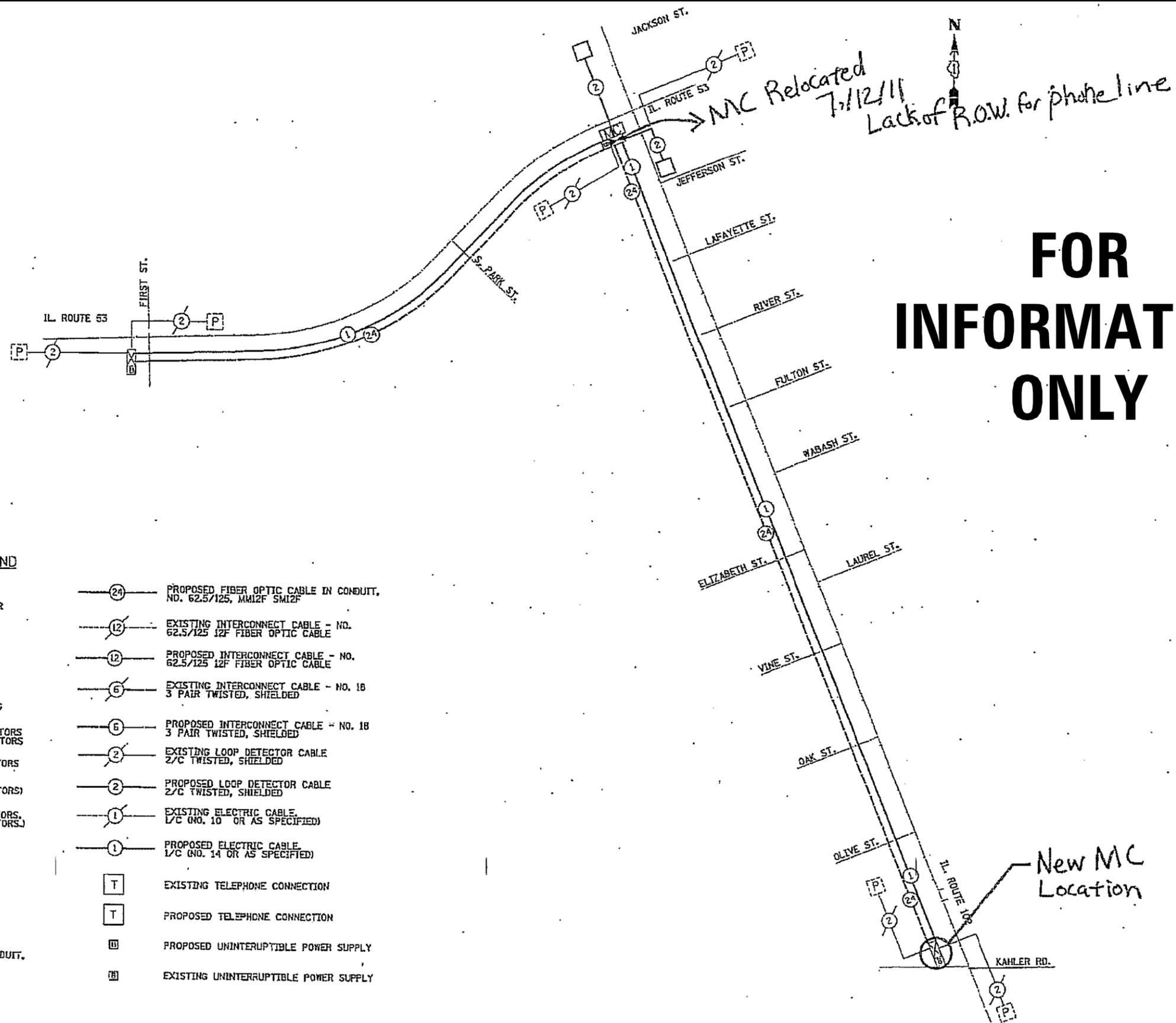
NOTES:

- PUSH-BUTTON "A" SHALL PLACE A CALL IN PHASES 2 & 4
- PUSH-BUTTON "B" SHALL PLACE A CALL IN PHASES 4 & 6
- PUSH-BUTTON "C" SHALL PLACE A CALL IN PHASES 6 & 8
- PUSH-BUTTON "D" SHALL PLACE A CALL IN PHASES 2 & 8

CABLE PLAN LEGEND

- EXISTING PROPOSED
- 8" (200mm) TRAFFIC SIGNAL SECTION
 - 12" (300mm) TRAFFIC SIGNAL SECTION
 - 12" (300mm) PEDESTRIAN SIGNAL SECTION
 - 12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
 - CONTROLLER CABINET
 - SERVICE INSTALLATION
 - TELEPHONE CONNECTION
 - VEHICLE DETECTOR, INDUCTION LOOP
 - MAGNETIC DETECTOR
 - EMERGENCY VEHICLE LIGHT DETECTOR
 - CONFIRMATION BEACON
 - PUSHBUTTON DETECTOR
 - DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
 - GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
 - FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM2F SM12F
 - SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
 - RAILROAD CONTROL CABINET
 - ILLUMINATED SIGN "NO LEFT TURN"
 - ILLUMINATED SIGN "NO RIGHT TURN"
 - GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C)
 - GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
 - GROUND ROD AT ELECTRIC SERVICE INSTALLATION
 - VIDEO VEHICLE SENSOR
 - UNINTERRUPTIBLE POWER SUPPLY

FOR INFORMATION ONLY



**FOR
INFORMATION
ONLY**

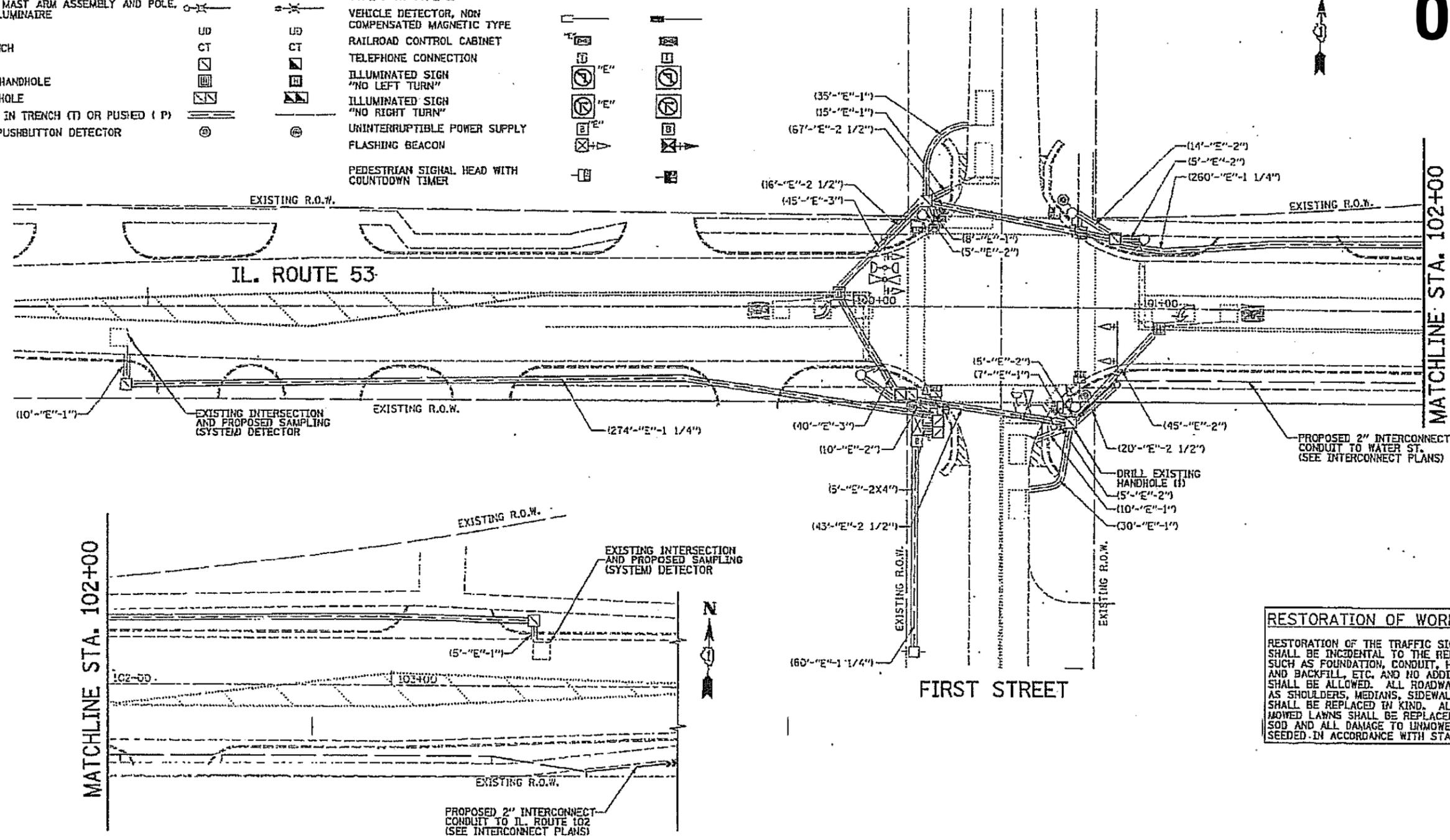
INTERCONNECT SCHEMATIC LEGEND

- | | | | |
|--|--|--|--|
| | EXISTING INTERSECTION CONTROLLER | | PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SMI2F |
| | PROPOSED INTERSECTION CONTROLLER | | EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE |
| | EXISTING MASTER CONTROLLER | | PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE |
| | PROPOSED MASTER CONTROLLER | | EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED |
| | MASTER MASTER CONTROLLER | | PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED |
| | EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED |
| | PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED |
| | EXISTING INTERSECTION LOOP DETECTORS PROPOSED SAMPLING (SYSTEM) DETECTORS | | EXISTING ELECTRIC CABLE 1/C (NO. 10 OR AS SPECIFIED) |
| | EXISTING SAMPLING (SYSTEM) DETECTORS | | PROPOSED ELECTRIC CABLE 1/C (NO. 14 OR AS SPECIFIED) |
| | PROPOSED SAMPLING (SYSTEM) DETECTORS | | EXISTING TELEPHONE CONNECTION |
| | EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS | | PROPOSED TELEPHONE CONNECTION |
| | EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | PROPOSED UNINTERRUPTIBLE POWER SUPPLY |
| | PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | EXISTING UNINTERRUPTIBLE POWER SUPPLY |
| | EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS | | |
| | PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS | | |
| | EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SMI2F | | |

FOR INFORMATION ONLY

TRAFFIC SIGNAL LEGEND

	EXISTING	PROPOSED		EXISTING	PROPOSED
CONTROLLER			DETECTOR LOOP		
SERVICE INSTALLATION			CAST IRON JUNCTION BOX		
SIGNAL HEAD			EMERGENCY VEHICLE LIGHT DETECTOR		
SIGNAL HEAD WITH BACKPLATE			CONFIRMATION BEACON		
SIGNAL HEAD, PEDESTRIAN			SIGNAL HEAD OPTICALLY PROGRAMMED		
SIGNAL POST			CONDUIT SPLICE		
MAST ARM ASSEMBLY AND POLE, STEEL			WOOD POLE		
MAST ARM ASSEMBLY AND POLE, ALUMINUM			RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE			VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
UNIT DUCT			RAILROAD CONTROL CABINET		
COMMON TRENCH			TELEPHONE CONNECTION		
HANDHOLE			ILLUMINATED SIGN "NO LEFT TURN"		
HEAVY DUTY HANDHOLE			ILLUMINATED SIGN "NO RIGHT TURN"		
DOUBLE HANDHOLE			UNINTERRUPTIBLE POWER SUPPLY		
G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)			FLASHING BEACON		
PEDESTRIAN PUSHBUTTON DETECTOR			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		



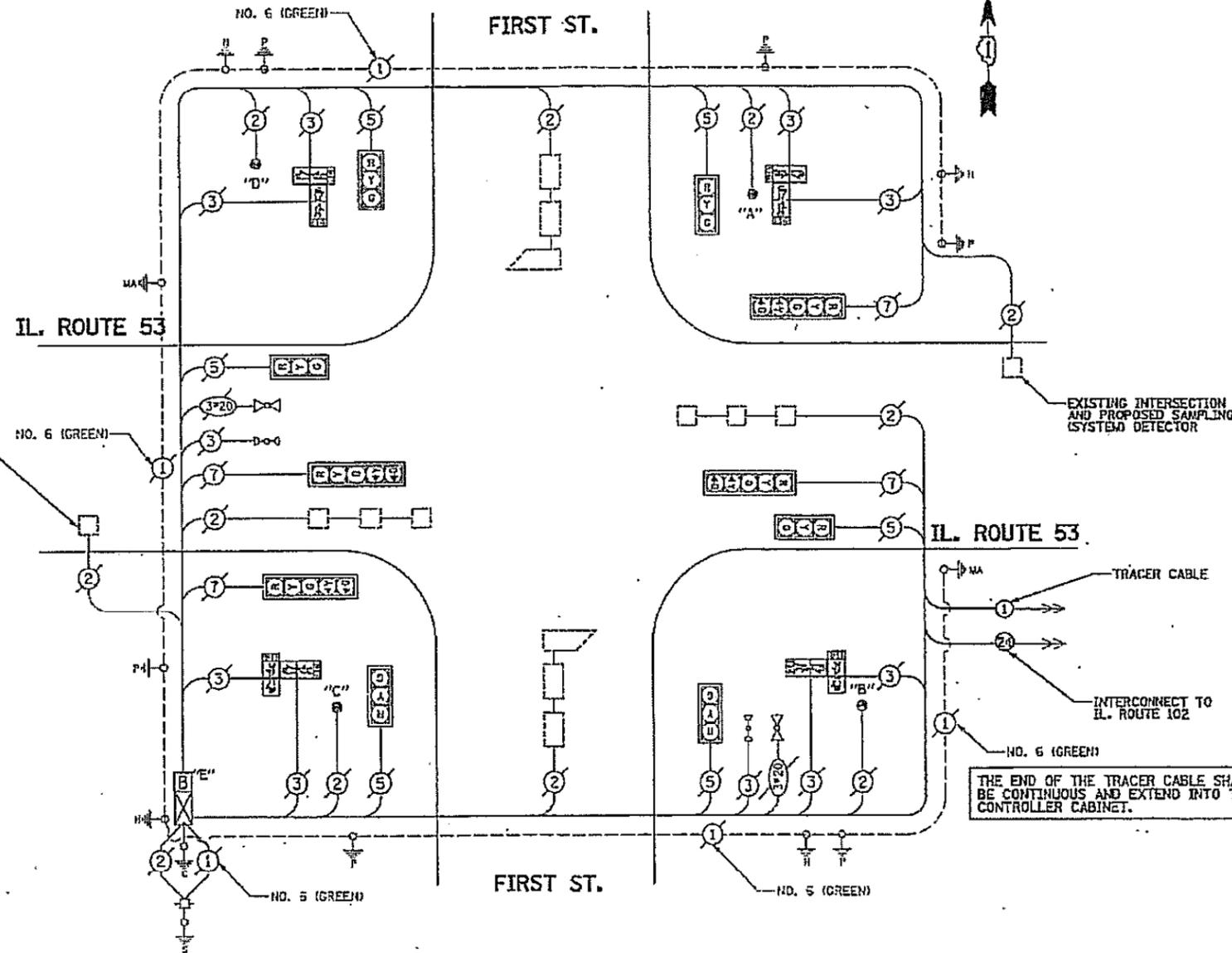
RESTORATION OF WORK AREA

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC. AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH APPROVED SOD AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDING IN ACCORDANCE WITH STANDARD SPECIFICATIONS.

CABLE PLAN LEGEND

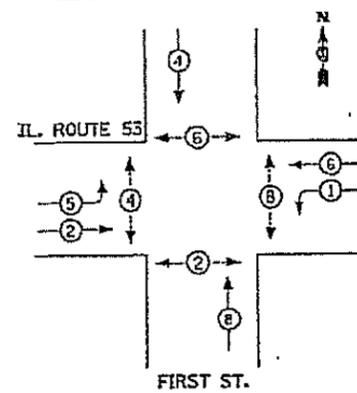
- EXISTING** **PROPOSED**
- 8" (200mm) TRAFFIC SIGNAL SECTION
 - 12" (300mm) TRAFFIC SIGNAL SECTION
 - 12" (300mm) PEDESTRIAN SIGNAL SECTION
 - 12" (300mm) PEDESTRIAN SIGNAL SECTION WITH COUNTDOWN TIMER
 - CONTROLLER CABINET
 - SERVICE INSTALLATION
 - TELEPHONE CONNECTION
 - VEHICLE DETECTOR, INDUCTION LOOP
 - MAGNETIC DETECTOR
 - EMERGENCY VEHICLE LIGHT DETECTOR
 - CONFIRMATION BEACON
 - PUSHBUTTON DETECTOR
 - ① GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
 - ② FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM/2F SMI2F
 - SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD.
 - RAILROAD CONTROL CABINET
 - ILLUMINATED SIGN "NO LEFT TURN"
 - ILLUMINATED SIGN "NO RIGHT TURN"
 - GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (HH), OR MAST ARM POLE (MA)
 - GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
 - GROUND ROD AT ELECTRIC SERVICE INSTALLATION
 - VIDEO VEHICLE SENSOR
 - UNINTERRUPTIBLE POWER SUPPLY

PROPOSED CABLE PLAN



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THE PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM INSTALLATION

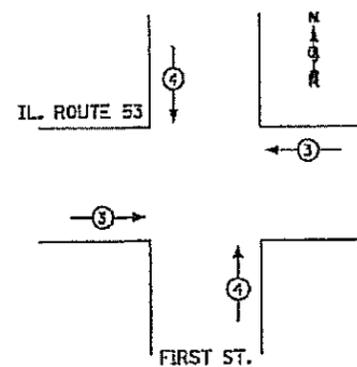
CONTROLLER SEQUENCE



LEGEND

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

PHASE DESIGNATION DIAGRAM



EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	%OPERATION	
SIGNAL (RED)	10	135	11	0.50	65.0
(YELLOW)	10	135	25	0.25	62.5
(GREEN)	10	135	15	0.25	37.5
ARROW	8	135	12	0.10	9.6
PED. SIGNAL	8	50	25	1.00	200.0
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN		81		0.05	
FLASHER					0.50
ENERGY COSTS TO:					TOTAL = 494.6

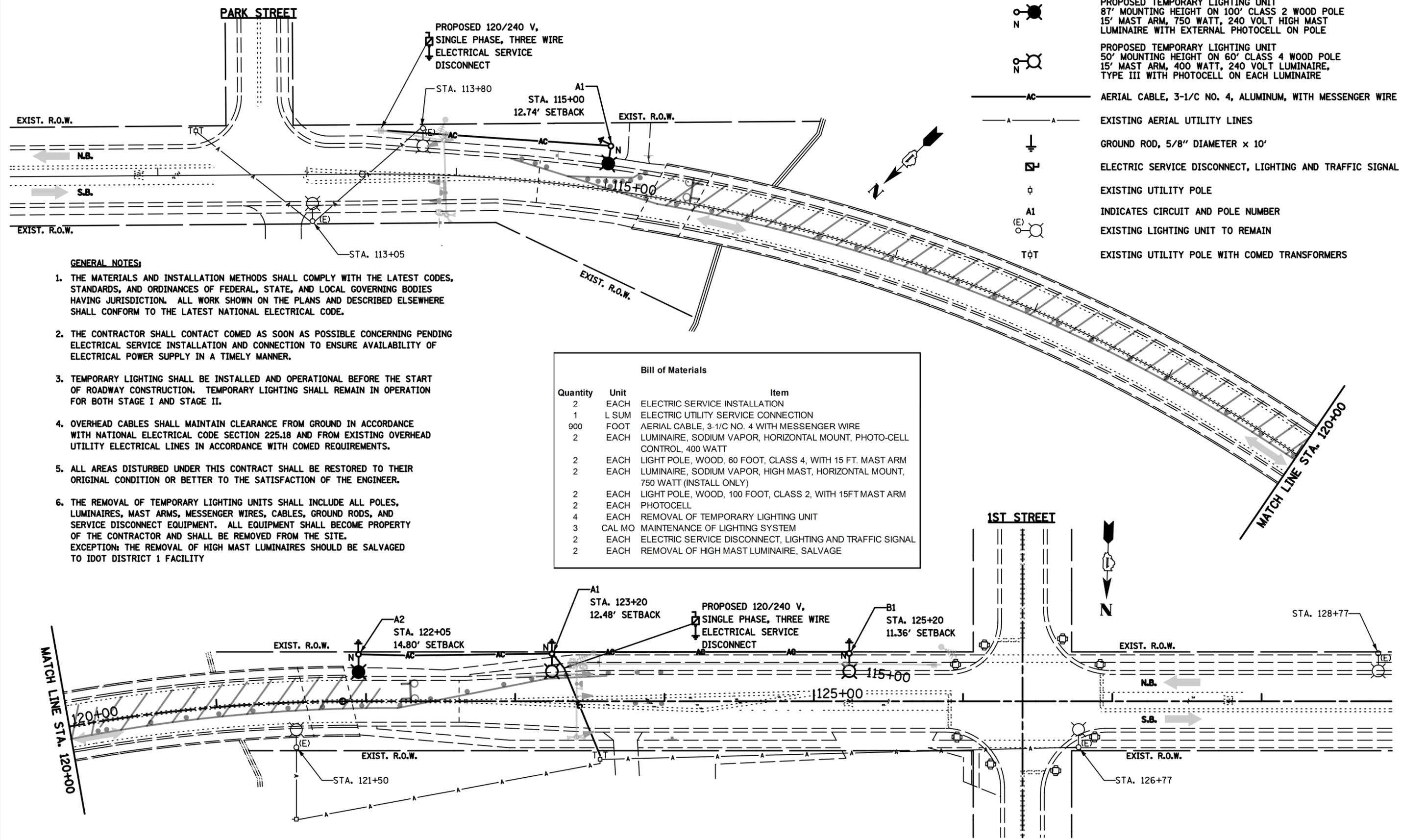
RESTORATION OF WORK AREA
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC. AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH APPROVED SOG AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS.

NOTES:

- PUSH-BUTTON "A" SHALL PLACE A CALL IN PHASES 2 & 4
- PUSH-BUTTON "B" SHALL PLACE A CALL IN PHASES 4 & 6
- PUSH-BUTTON "C" SHALL PLACE A CALL IN PHASES 3 & 6
- PUSH-BUTTON "D" SHALL PLACE A CALL IN PHASES 2 & 3

FOUNDATION DEPTH	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	1.65 (2.0)	ALL FOUNDATIONS	3.5 (0.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	1.13 (1.0)	MAST ARM P. POLE	2.0 (1.2)
E - M. ARM POLE		SIGNAL POST	1.2 (1.0)		1.6 (1.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1.1 (0.5)	BRACKET MOUNTED	1.1 (1.0)
30" (750mm)	12 (4.6)	FIBER OPTIC	1.13 (1.0)	PED. PUSHBUTTON	1.4 (0.2)
36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1.1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1.1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	1.6 (0.0)

FOR INFORMATION ONLY



LEGEND

	PROPOSED TEMPORARY LIGHTING UNIT 87' MOUNTING HEIGHT ON 100' CLASS 2 WOOD POLE 15' MAST ARM, 750 WATT, 240 VOLT HIGH MAST LUMINAIRE WITH EXTERNAL PHOTOCELL ON POLE
	PROPOSED TEMPORARY LIGHTING UNIT 50' MOUNTING HEIGHT ON 60' CLASS 4 WOOD POLE 15' MAST ARM, 400 WATT, 240 VOLT LUMINAIRE, TYPE III WITH PHOTOCELL ON EACH LUMINAIRE
	AERIAL CABLE, 3-1/C NO. 4, ALUMINUM, WITH MESSENGER WIRE
	EXISTING AERIAL UTILITY LINES
	GROUND ROD, 5/8" DIAMETER x 10'
	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
	EXISTING UTILITY POLE
	INDICATES CIRCUIT AND POLE NUMBER
	EXISTING LIGHTING UNIT TO REMAIN
	EXISTING UTILITY POLE WITH COMED TRANSFORMERS

GENERAL NOTES:

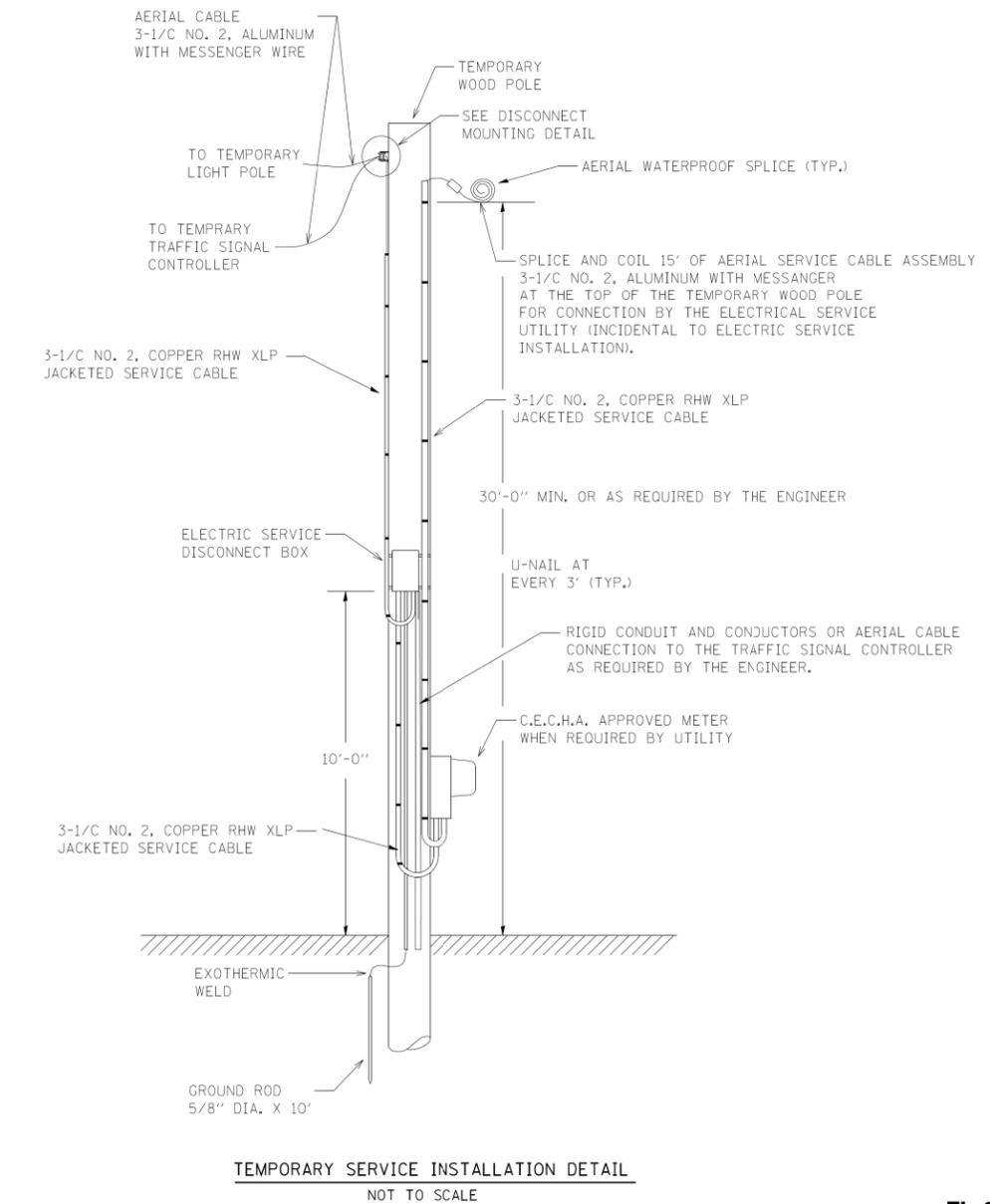
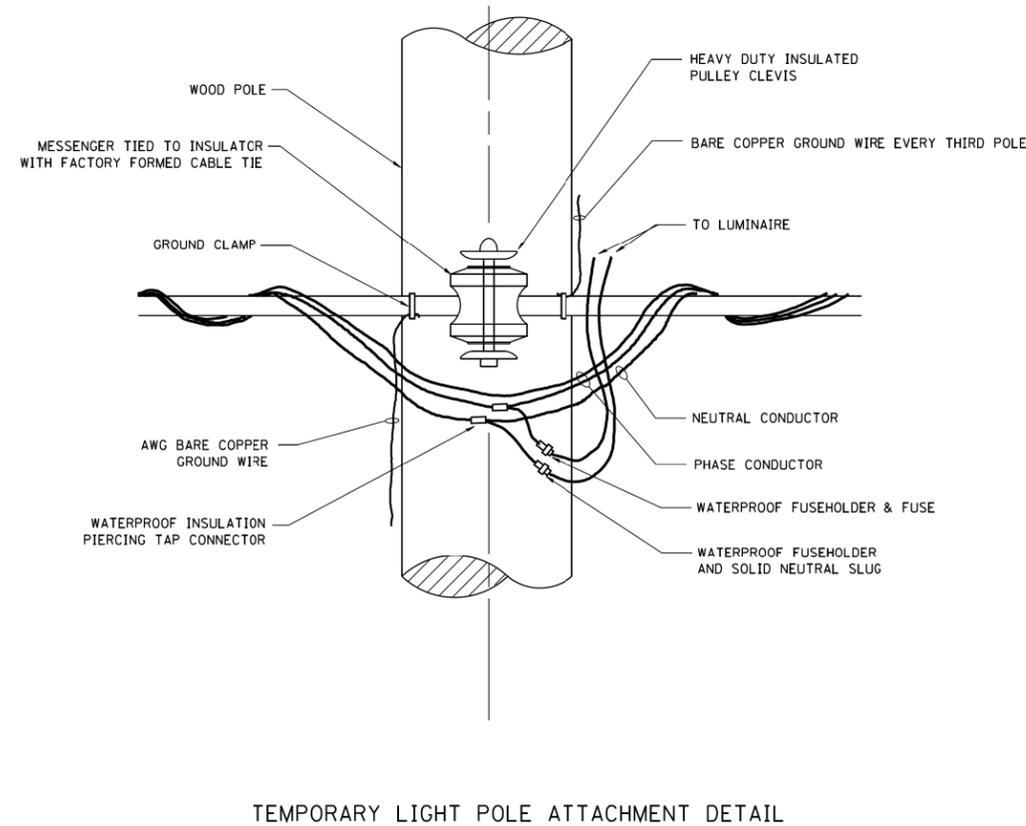
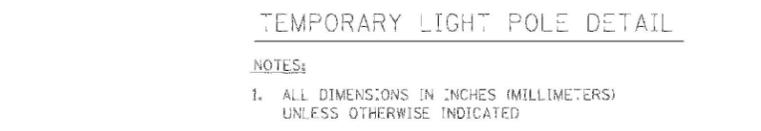
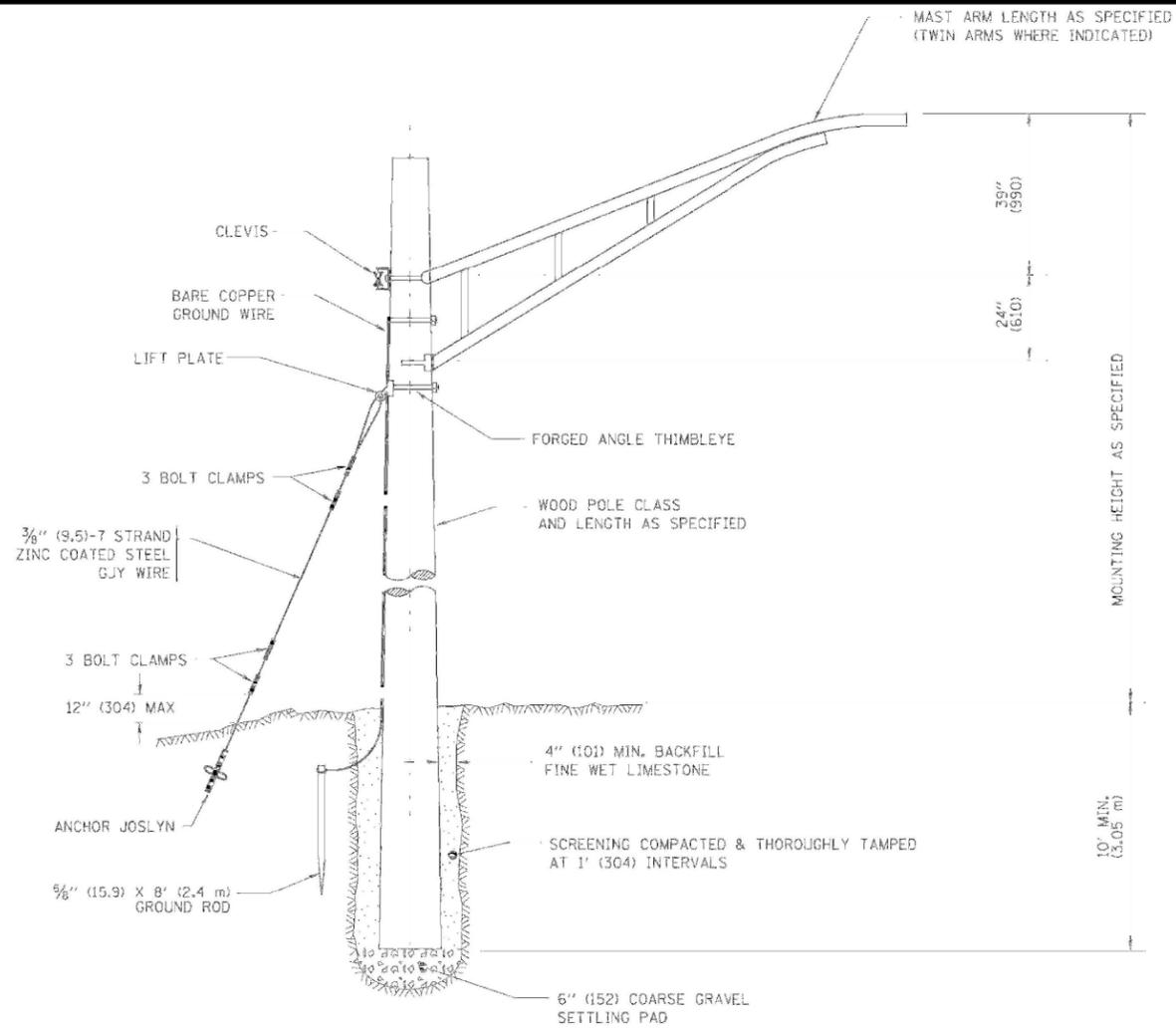
1. THE MATERIALS AND INSTALLATION METHODS SHALL COMPLY WITH THE LATEST CODES, STANDARDS, AND ORDINANCES OF FEDERAL, STATE, AND LOCAL GOVERNING BODIES HAVING JURISDICTION. ALL WORK SHOWN ON THE PLANS AND DESCRIBED ELSEWHERE SHALL CONFORM TO THE LATEST NATIONAL ELECTRICAL CODE.
2. THE CONTRACTOR SHALL CONTACT COMED AS SOON AS POSSIBLE CONCERNING PENDING ELECTRICAL SERVICE INSTALLATION AND CONNECTION TO ENSURE AVAILABILITY OF ELECTRICAL POWER SUPPLY IN A TIMELY MANNER.
3. TEMPORARY LIGHTING SHALL BE INSTALLED AND OPERATIONAL BEFORE THE START OF ROADWAY CONSTRUCTION. TEMPORARY LIGHTING SHALL REMAIN IN OPERATION FOR BOTH STAGE I AND STAGE II.
4. OVERHEAD CABLES SHALL MAINTAIN CLEARANCE FROM GROUND IN ACCORDANCE WITH NATIONAL ELECTRICAL CODE SECTION 225.18 AND FROM EXISTING OVERHEAD UTILITY ELECTRICAL LINES IN ACCORDANCE WITH COMED REQUIREMENTS.
5. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO THEIR ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE ENGINEER.
6. THE REMOVAL OF TEMPORARY LIGHTING UNITS SHALL INCLUDE ALL POLES, LUMINAIRES, MAST ARMS, MESSENGER WIRES, CABLES, GROUND RODS, AND SERVICE DISCONNECT EQUIPMENT. ALL EQUIPMENT SHALL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE SITE. EXCEPTION: THE REMOVAL OF HIGH MAST LUMINAIRES SHOULD BE SALVAGED TO IDOT DISTRICT 1 FACILITY

Bill of Materials

Quantity	Unit	Item
2	EACH	ELECTRIC SERVICE INSTALLATION
1	L SUM	ELECTRIC UTILITY SERVICE CONNECTION
900	FOOT	AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE
2	EACH	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT
2	EACH	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15 FT. MAST ARM
2	EACH	LUMINAIRE, SODIUM VAPOR, HIGH MAST, HORIZONTAL MOUNT, 750 WATT (INSTALL ONLY)
2	EACH	LIGHT POLE, WOOD, 100 FOOT, CLASS 2, WITH 15FT MAST ARM
2	EACH	PHOTOCELL
4	EACH	REMOVAL OF TEMPORARY LIGHTING UNIT
3	CAL MO	MAINTENANCE OF LIGHTING SYSTEM
2	EACH	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
2	EACH	REMOVAL OF HIGH MAST LUMINAIRE, SALVAGE

18/10/2012 3:28:19 PM

FILE NAME = TL-1 - IL 53.dgn PLOT DATE = 10/10/2012 PLOT SCALE = 60.000000' / 1in.	 SPAAN Tech, Inc. <small>311 South Wacker Drive, Suite 2400 Chicago, IL 60606 phone: 312.277.8800 fax: 312.277.8808 web: www.spaan-tech.com</small>	DESIGNED - YK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY ROADWAY LIGHTING PLAN ILL RTE 53 OVER KANKAKEE RIVER	F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 27
		DRAWN - TCM	REVISED -			SCALE: 1" = 30'			SHEET NO. 1 OF 3 SHEETS	
		CHECKED - IB	REVISED -	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT						
		DATE - OCTOBER 2012	REVISED -							



FILE NAME = TL-3 - IL 53.dgn	DESIGNED - YK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY LIGHTING DETAILS ILL RTE 53 OVER KANKAKEE RIVER		F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 29	CONTRACT NO. 60R63
PLOT DATE = 10/10/2012	DRAWN - TCM	REVISED -		SCALE: N.T.S.	SHEET NO. 3 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				
PLOT SCALE = 1/8" = 1'-0"	CHECKED - YK	REVISED -									
	DATE - OCTOBER 2012	REVISED -									

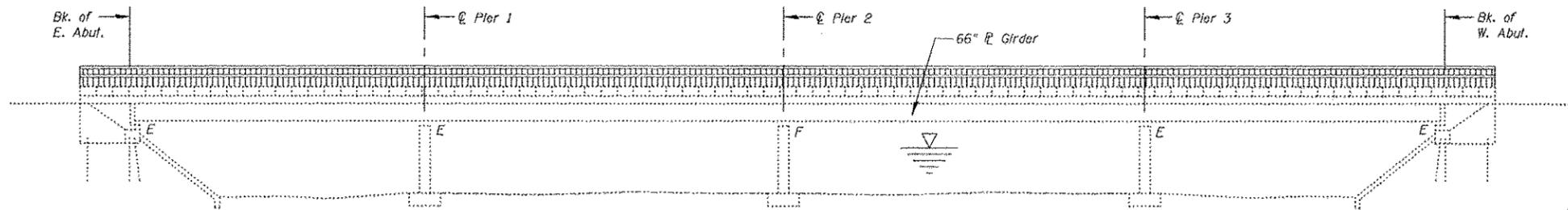
SPAAN Tech, Inc.
311 South Wacker Drive, Suite 2400
Chicago, IL 60606
phone: 312.277.8800
fax: 312.277.8888
web: www.spaan-tech.com

SCOPE OF WORK:

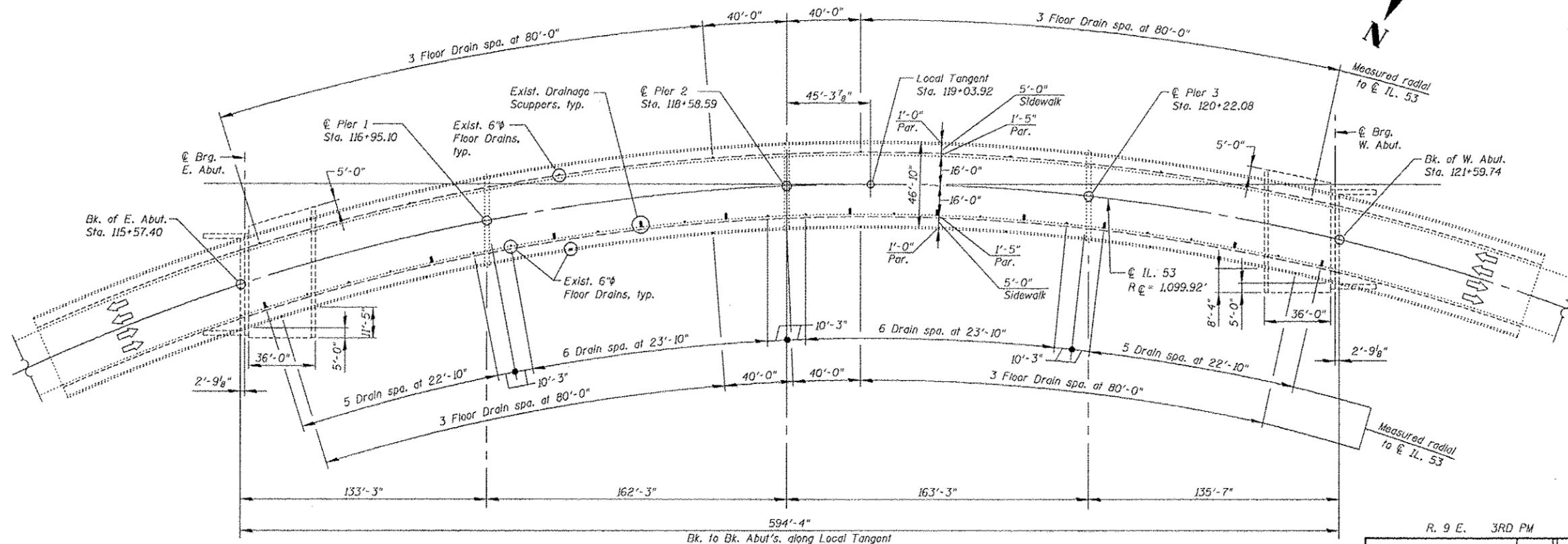
1. Bridge deck scarification and placement of Latex Concrete Overlay.
2. Expansion Joint reconstruction at East & West Abutments.
3. Structural repair of North & South Parapets.
4. Deck drains extended.
5. Slope Wall repairs.

INDEX OF SHEETS

- S1 GENERAL PLAN & ELEVATION
- S2 GENERAL NOTES & TOTAL BILL OF MATERIAL
- S3 DECK CROSS SECTIONS - STAGING
- S4 DECK PLAN REPAIRS-I
- S5 DECK PLAN REPAIRS-II
- S6 DECK PLAN REPAIRS-III
- S7 DECK PLAN REPAIRS-IV
- S8 NORTH PARAPET REPAIRS
- S9 SOUTH PARAPET REPAIRS
- S10 DECK DRAIN EXTENSIONS
- S11 JOINT RECONSTRUCTION DETAILS AT EAST ABUTMENT-I
- S12 JOINT RECONSTRUCTION DETAILS AT EAST ABUTMENT-II
- S13 JOINT RECONSTRUCTION DETAILS AT EAST ABUTMENT-III
- S14 JOINT RECONSTRUCTION DETAILS AT WEST ABUTMENT-I
- S15 JOINT RECONSTRUCTION DETAILS AT WEST ABUTMENT-II
- S16 JOINT RECONSTRUCTION DETAILS AT WEST ABUTMENT-III
- S17 SLOPE WALL REPAIRS
- S18 BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
- S19 PREFORMED JOINT STRIP SEAL

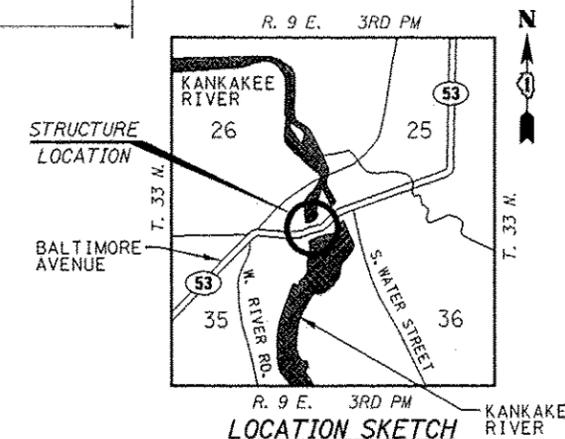


ELEVATION



PLAN

DESIGN STRESSES
 FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)



Bh. N. Shah
 BHADRESH N. SHAH 11-16-2012
 LICENSED STRUCTURAL ENGINEER
 STATE OF ILLINOIS LIC. No. 081-004476
 EXPIRES: 11-30-14

GENERAL PLAN & ELEVATION
IL. 53 (BALTIMORE AVE.) OVER
KANKAKEE RIVER
SECTION K-29-A-BR-1
WILL COUNTY
STATION 119+03.92
STRUCTURE NO. 099-0272

FILE NAME = I:\182918-IL-53 (Baltimore)\Structural\CADD Sheets\166R63-01-CPE.dgn

	USER NAME = 1001	DESIGNED - J.C.N./B.N.S.	REVISED -
	PLOT SCALE = 49.999968 1/ IN.	CHECKED - B.N.S./J.C.N.	REVISED -
	PLOT DATE = 11/16/2012	DRAWN - F.M.	REVISED -
		DATE - OCTOBER 9, 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. S1 OF S19 SHEETS

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 30
				CONTRACT NO. 60R63
ILLINOIS FED. AID PROJECT				

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu Yd	16.5
Concrete Superstructure	Cu Yd	17.7
Bridge Deck Grooving	Sq Yd	1,995
Protective Coat	Sq Yd	1,800
Reinforcement Bars, Epoxy Coated	Pound	1,630
Bar Splicers	Each	24
Prefomed Joint Strip Seal	Foot	100
Floor Drain Extension	Each	42
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq Yd	2,130
Bridge Deck Scarification 3/4"	Sq Yd	2,130
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq Ft	43
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	9
Drainage Scuppers to be Adjusted	Each	11
Slope Wall Repair	Sq Yd	15

GENERAL NOTES:

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

These plans have been prepared from notes received from I.D.Q.T. Field Maintenance Engineers. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

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

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Refer to Article 503.16 of the Standard Specification for Bridge Deck Grooving.

Refer to Article 503.19 of the Standard Specification for Protective Coat applications.

The scupper troughs shall be covered with plastic and taped shut immediately prior to the application of the Protective Coat. No Protective Coat must be allowed to stick to the scupper troughs. Immediately after the Protective Coat has dried, the plastic and tapes shall be removed from the drainage scuppers.

All floor drains and scuppers shall be cleaned and flushed with water at the end of the contract. Cost included with "Concrete Superstructure".

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on the As-Built plans. Existing Reinforcement Bars extending into the removal areas shall be cleaned, straightened and incorporated into the new construction. Any Reinforcement Bars that are damaged during concrete removal shall be replaced with an approved Bar Splicer or Anchorage System. Cost is included with Concrete Removal.

Reinforcement Bars designated (E) shall be epoxy coated.

All Structural Steel shall conform to AASHTO Classification M-270 Grade 36, unless otherwise noted.

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-02-gen_notes.dgn



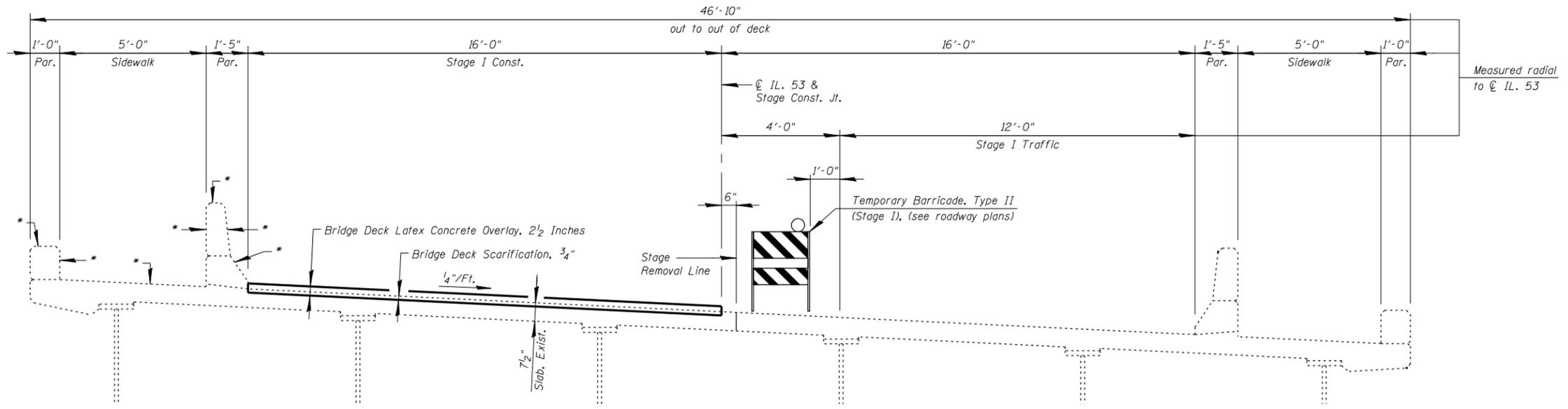
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT SCALE = 100.000000' / IN.	DRAWN - F.M.	REVISED -
PLOT DATE = 1/7/2013	DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

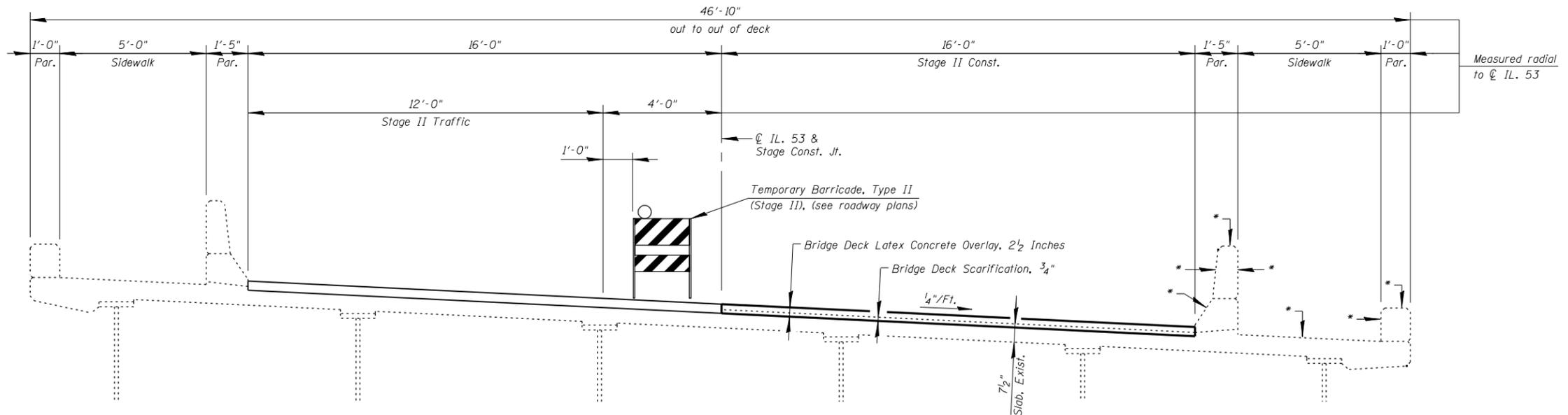
**GENERAL NOTES & TOTAL BILL OF MATERIAL
STRUCTURE NO. 099-0272**

SHEET NO. S2 OF S19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	31
CONTRACT NO. 60R63				
ILLINOIS FED. AID PROJECT				



STAGE I CONSTRUCTION
(Looking West)



STAGE II CONSTRUCTION
(Looking West)

*Apply Protective Coat

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-03-const_staging.dgn



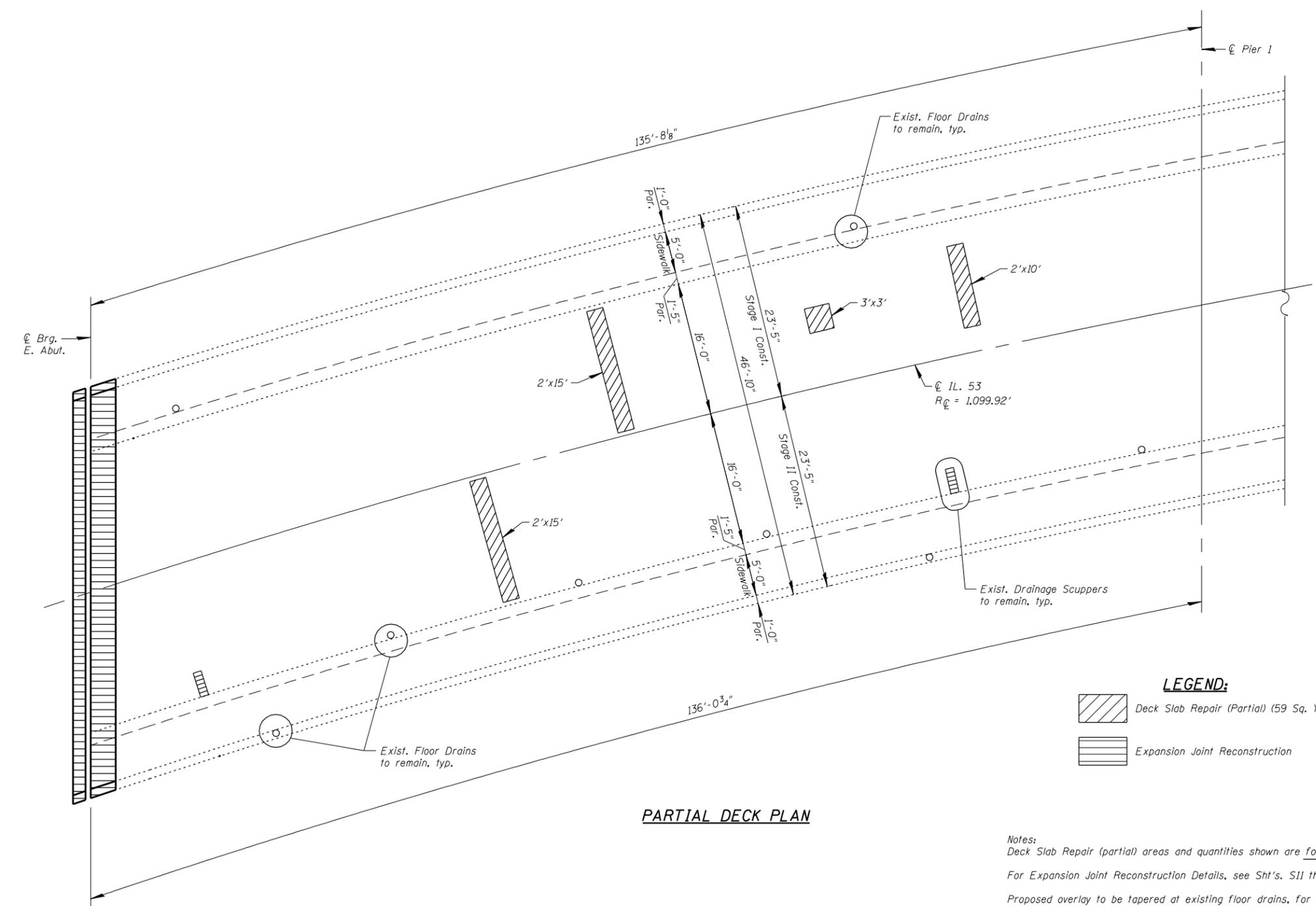
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK CROSS SECTIONS - STAGING
STRUCTURE NO. 099-0272

SHEET NO. S3 OF S19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	32
CONTRACT NO. 60R63				
ILLINOIS FED. AID PROJECT				

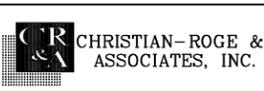


PARTIAL DECK PLAN

- LEGEND:**
- Deck Slab Repair (Partial) (59 Sq. Yds. total)
 - Expansion Joint Reconstruction

Notes:
 Deck Slab Repair (partial) areas and quantities shown are for information only. See Special Provisions.
 For Expansion Joint Reconstruction Details, see Sht's. S11 thru S16.
 Proposed overlay to be tapered at existing floor drains, for details see Sht. S10.
 Raise the existing grate on the existing drainage scuppers by adding a fabricated adjusting ring, for details see Sht. S10.

FILE NAME = I:\102918_11.53 (baltimore)\structural\cadd sheets\160663-04-dk_repair-1.dgn



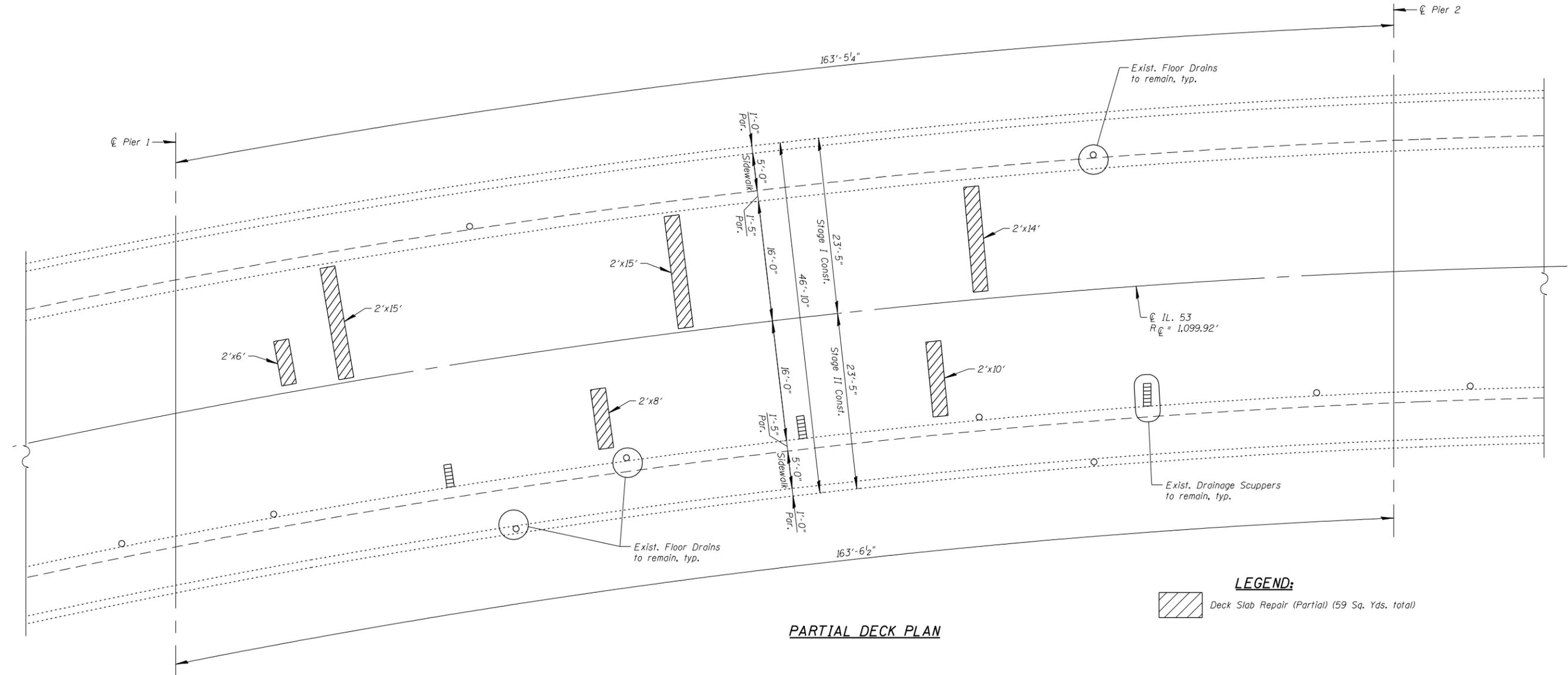
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN REPAIRS-I
STRUCTURE NO. 099-0272**

SHEET NO. S4 OF S19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	33
CONTRACT NO. 60R63				
ILLINOIS FED. AID PROJECT				



PARTIAL DECK PLAN

LEGEND:

Deck Slab Repair (Partial) (59 Sq. Yds. total)

Notes:
 Deck Slab Repair (partial) areas and quantities shown are for information only. See Special Provisions.
 Proposed overlay to be tapered at existing floor drains, for details see Sht. S10.
 Raise the existing grate on the existing drainage scuppers by adding a fabricated adjusting ring, for details see Sht. S10.

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\1160R63-05-dk_repair-II.dgn



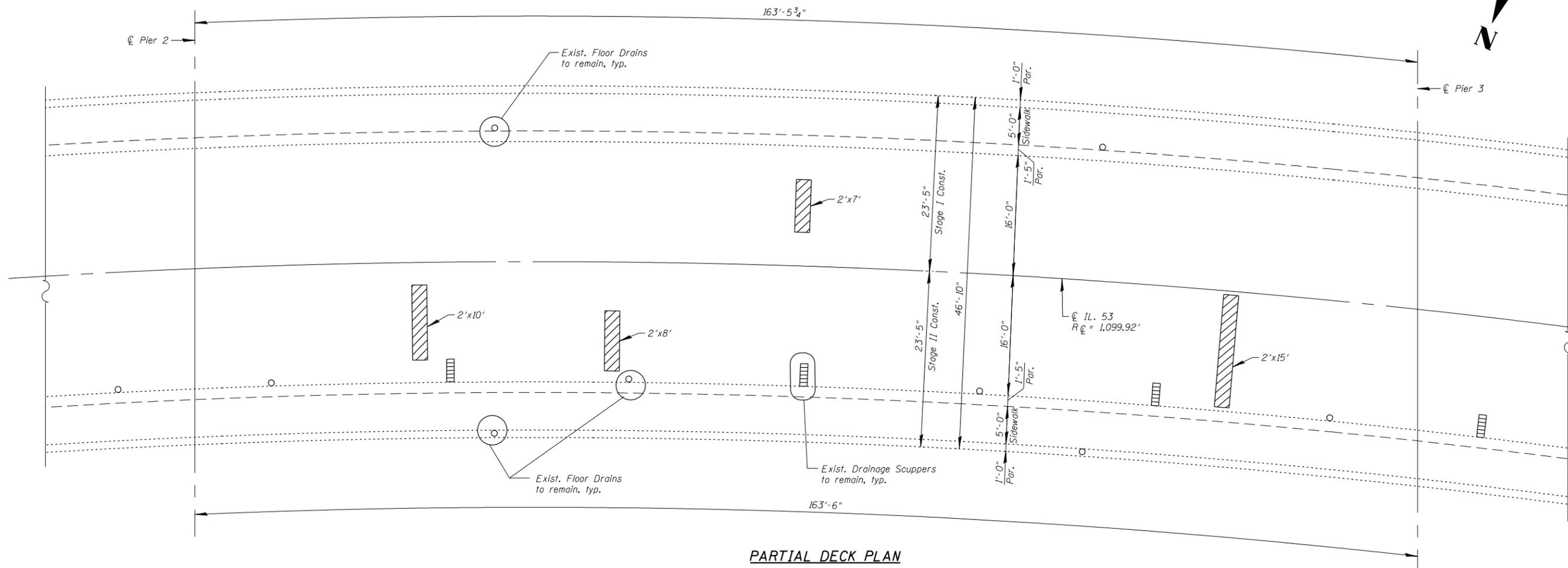
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN REPAIRS-II
STRUCTURE NO. 099-0272**

SHEET NO. S5 OF S19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	34
CONTRACT NO. 60R63				
ILLINOIS FED. AID PROJECT				



PARTIAL DECK PLAN

LEGEND:

Deck Slab Repair (Partial) (59 Sq. Yds. total)

Notes:
 Deck Slab Repair (partial) areas and quantities shown are for information only. See Special Provisions.
 Proposed overlay to be tapered at existing floor drains, for details see Sht. S10.
 Raise the existing grate on the existing drainage scuppers by adding a fabricated adjusting ring, for details see Sht. S10.

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-06-dk_repair-III.dgn

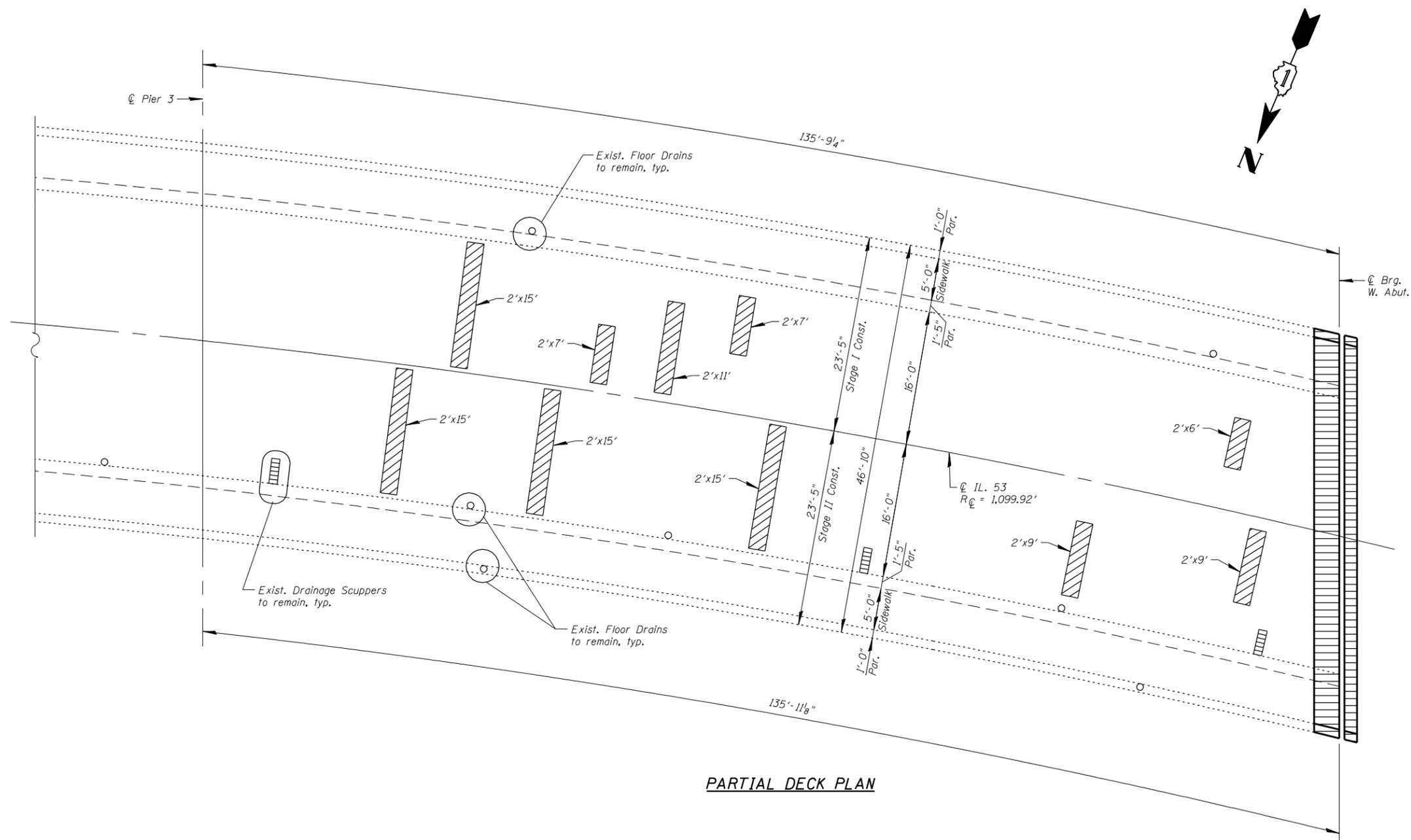
	USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
	PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
	PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
		DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK PLAN REPAIRS-III
STRUCTURE NO. 099-0272**

SHEET NO. S6 OF S19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	35
CONTRACT NO. 60R63				
ILLINOIS FED. AID PROJECT				



PARTIAL DECK PLAN

LEGEND:

-  Deck Slab Repair (Partial) (59 Sq. Yds. total)
-  Expansion Joint Reconstruction

Notes:
 Deck Slab Repair (partial) areas and quantities shown are for information only. See Special Provisions.
 For Expansion Joint Reconstruction Details, see Sht's. S11 thru S16.
 Proposed overlay to be tapered at existing floor drains, for details see Sht. S10.
 Raise the existing grate on the existing drainage scuppers by adding a fabricated adjusting ring, for details see Sht. S10.

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\1106163-07-dk_repair-IV.dgn



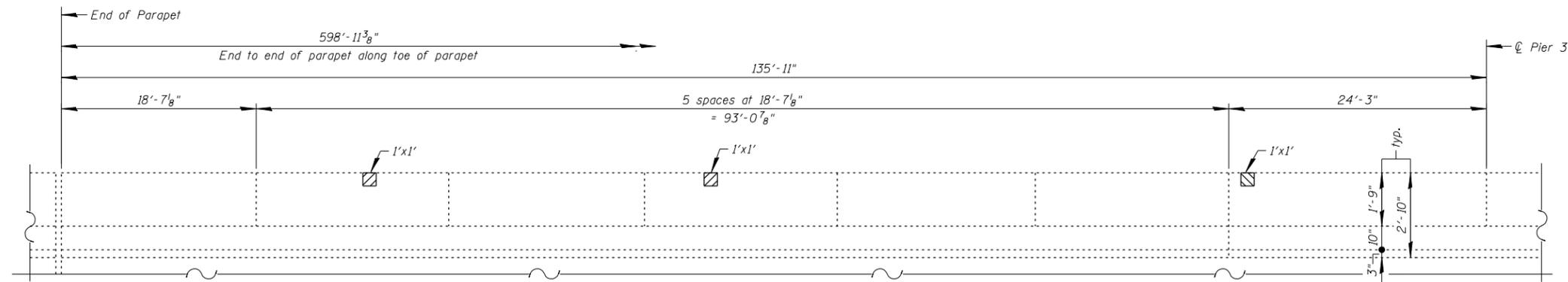
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

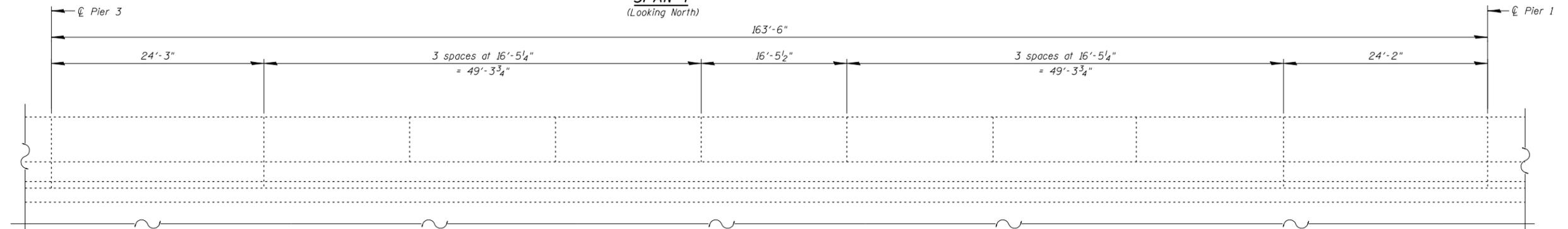
**DECK PLAN REPAIRS-IV
 STRUCTURE NO. 099-0272**

SHEET NO. S7 OF S19 SHEETS

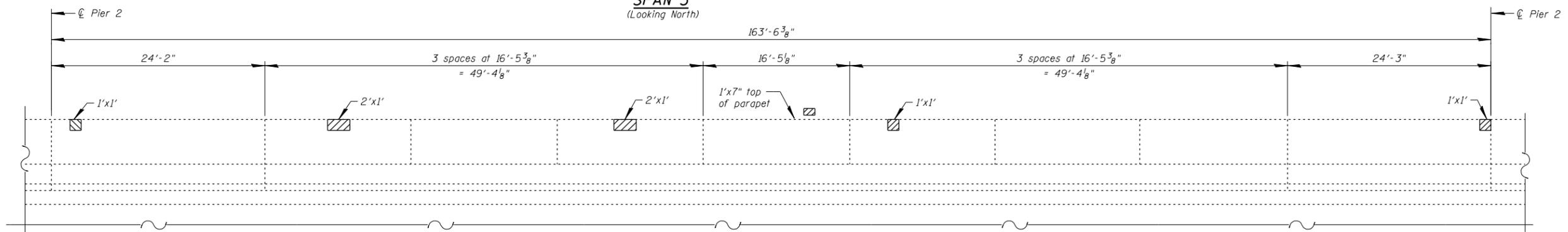
F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 36
CONTRACT NO. 60R63			ILLINOIS FED. AID PROJECT	



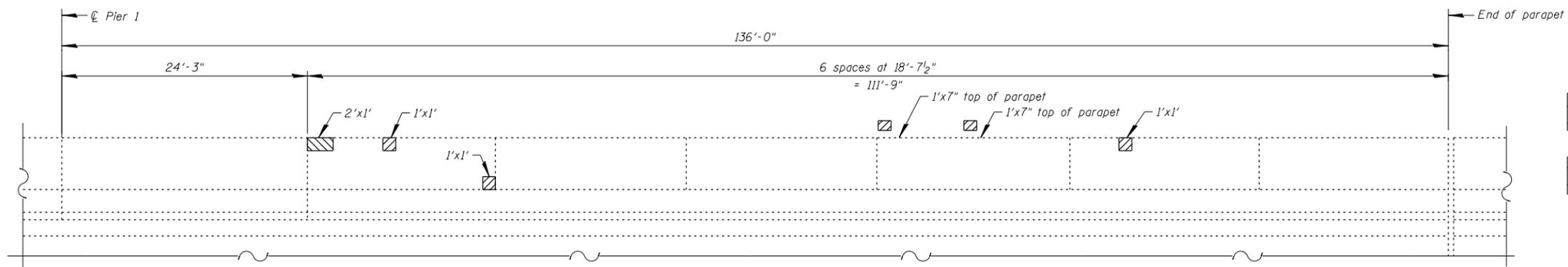
SPAN 4
(Looking North)



SPAN 3
(Looking North)



SPAN 2
(Looking North)



SPAN 1
(Looking North)

- LEGEND:**
- Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches) Back Face of parapet
 - Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches) Front Face or top of parapet

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft	18

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160R63-08-no-par-repair.dgn



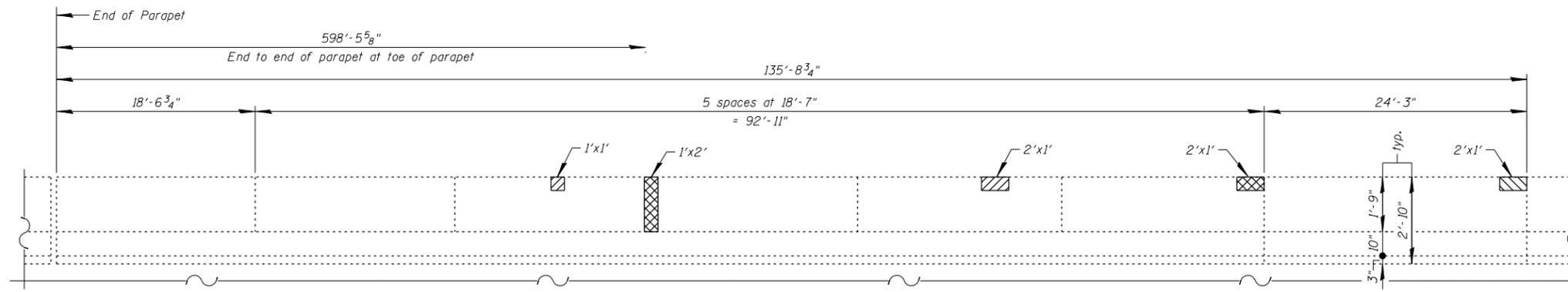
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 1/8" = 1'-0"	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

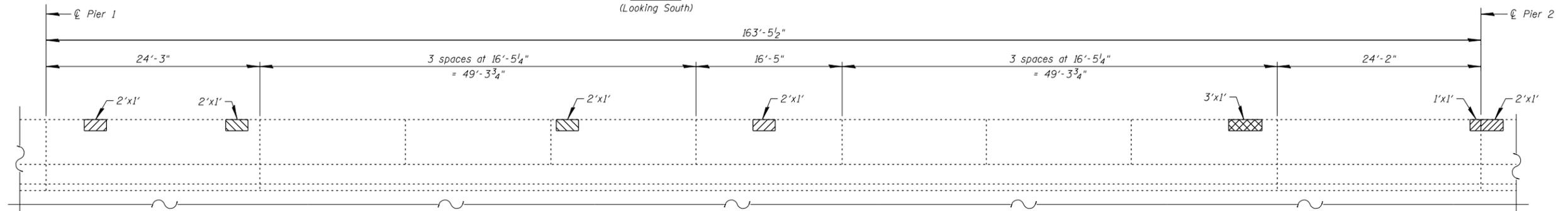
**NORTH PARAPET REPAIRS
STRUCTURE NO. 099-0272**

SHEET NO. S8 OF S19 SHEETS

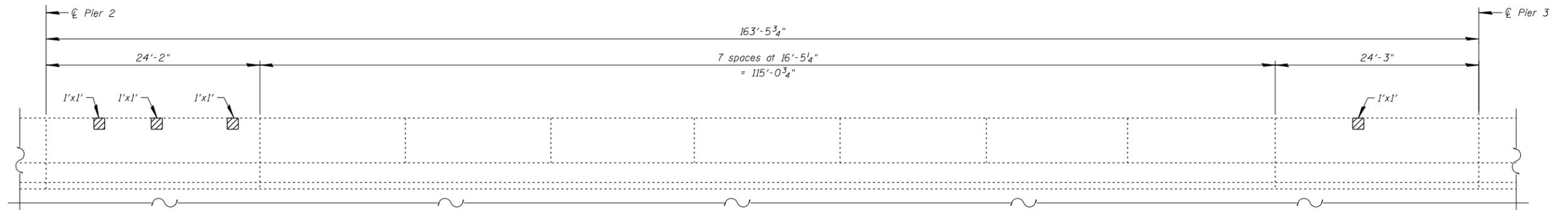
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	37
CONTRACT NO. 60R63				
ILLINOIS FED. AID PROJECT				



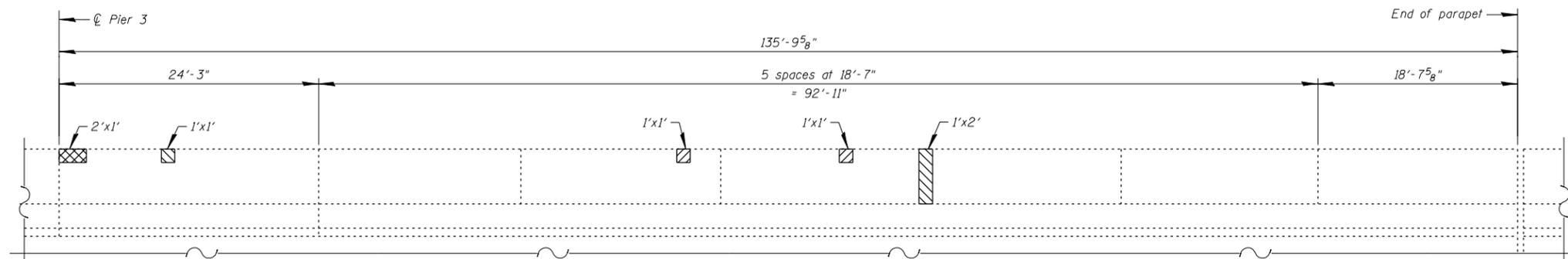
SPAN 1
(Looking South)



SPAN 2
(Looking South)



SPAN 3
(Looking South)



SPAN 4
(Looking South)

- LEGEND:**
- Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches) Back Face of parapet
 - Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches) Front Face or top of parapet
 - Structural Repair of Concrete (Depth Greater Than 5 Inches)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq Ft	25
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq Ft	9

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-09-so-par-repair.dgn



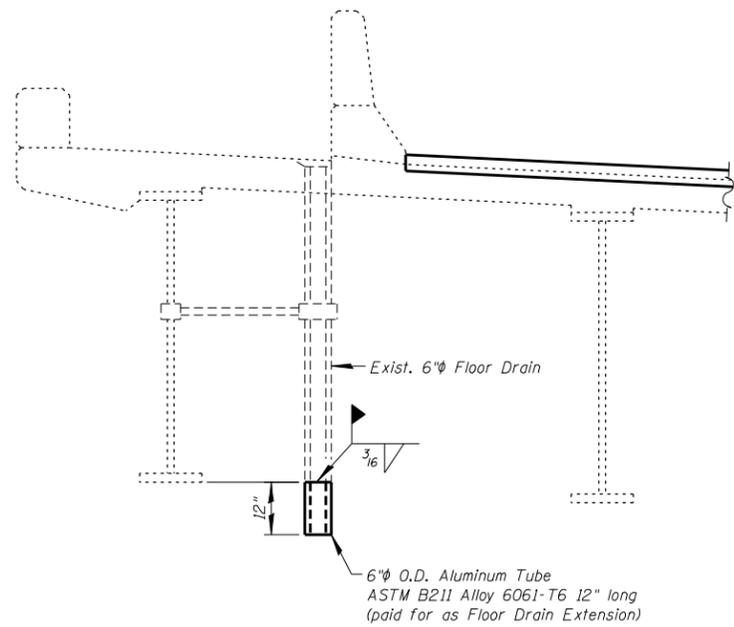
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

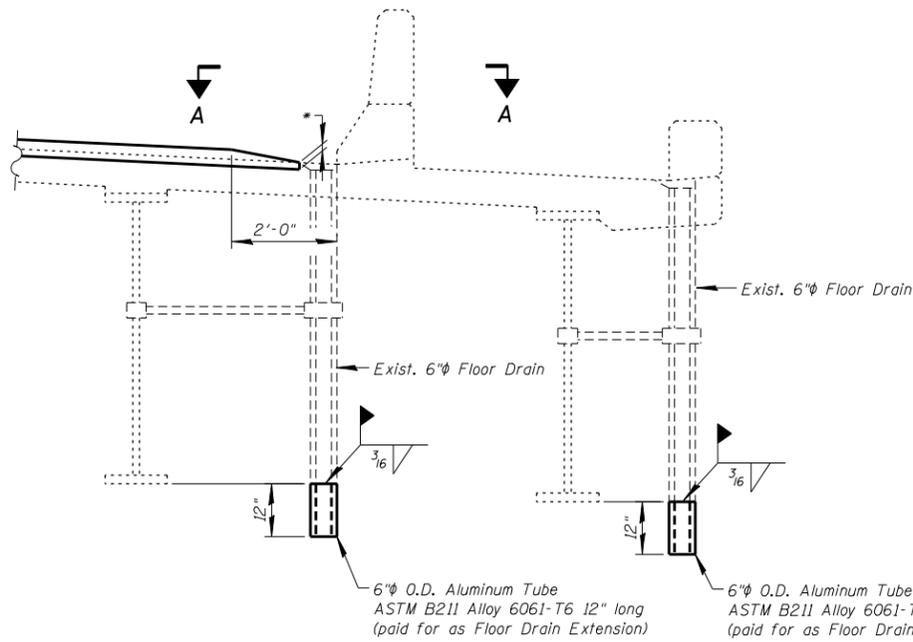
**SOUTH PARAPET REPAIRS
STRUCTURE NO. 099-0272**

SHEET NO. S9 OF S19 SHEETS

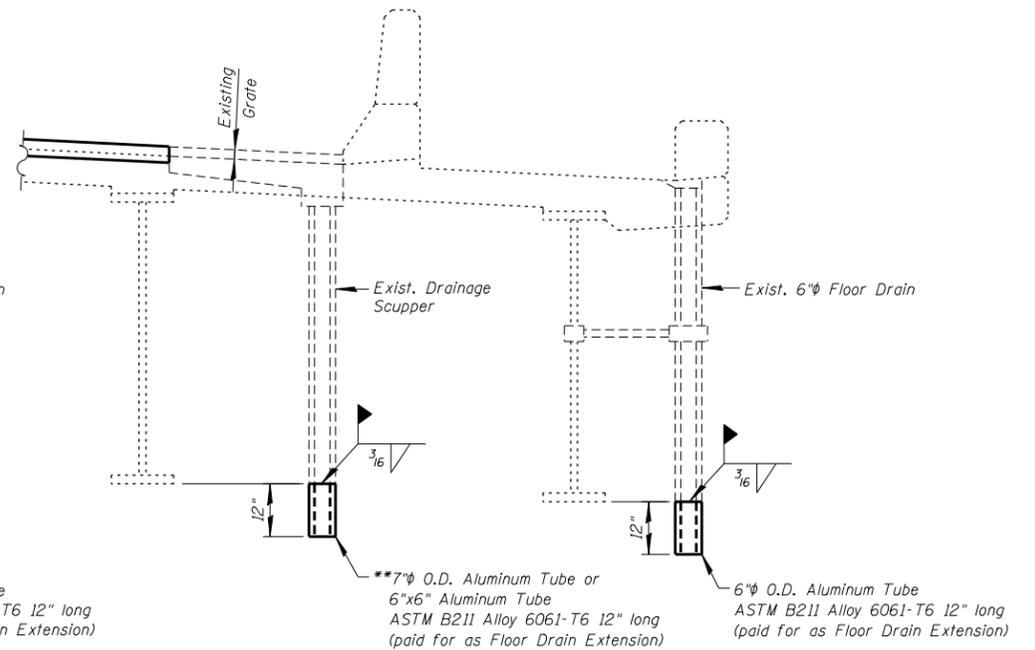
F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 38
CONTRACT NO. 60R63				ILLINOIS FED. AID PROJECT



SECTION THRU SOUTH SIDEWALK
(at 6" Floor Drains)



SECTION THRU NORTH SIDEWALK
(at 6" Floor Drains)

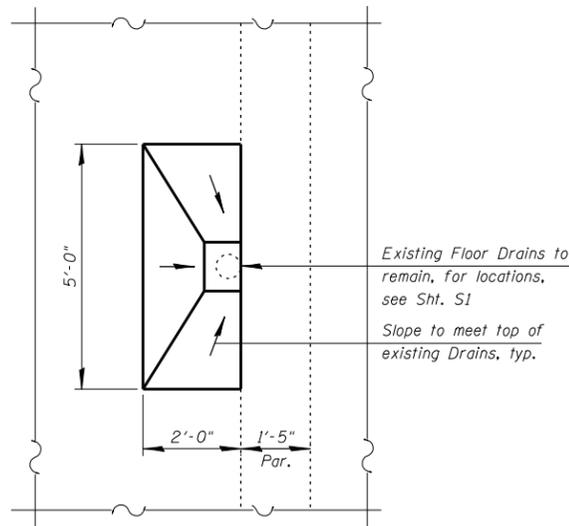


SECTION THRU NORTH SIDEWALK
(at Scupper)

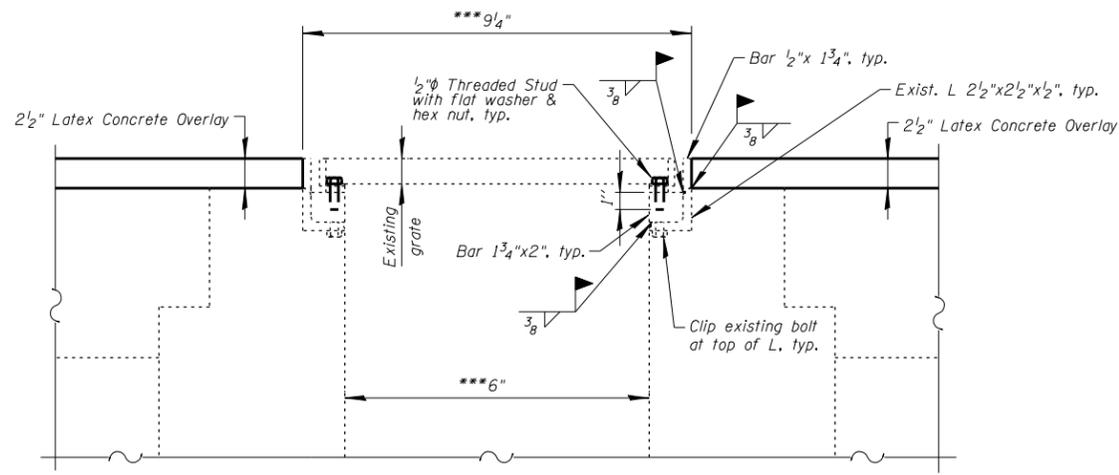
* 1" min. Overlay thickness at edge, typ. all around.

**The Contractor shall verify shape & size of the existing downspouts, in the field, prior to ordering of materials.

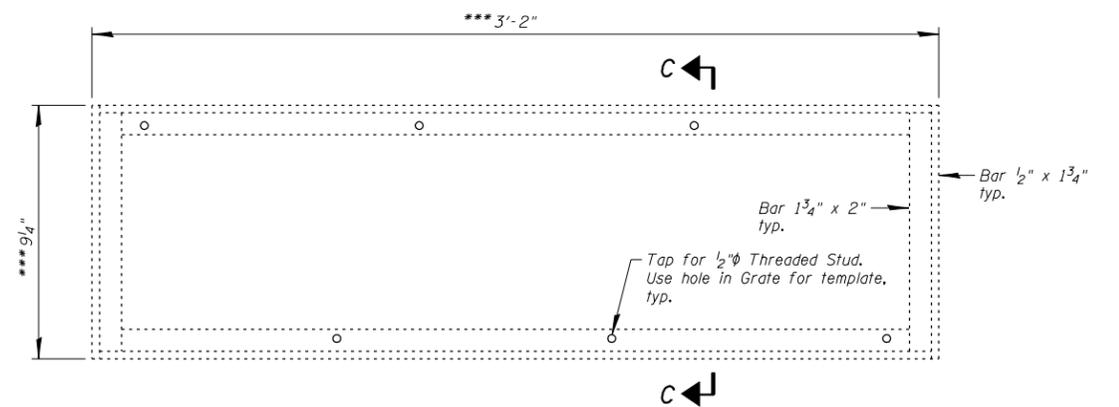
***Dimensions to be determined in the field prior to ordering of materials.



VIEW A-A
(at 6" Floor Drains)



SECTION C-C



EXISTING DRAINAGE SCUPPER
PLAN
(Grate omitted for clarity)

Notes:
All 31 existing floor drains & 11 existing drainage scuppers require a 12" extension.
15 existing floor drains require overlay to be tapered.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Floor Drain Extension	Each	42
Drainage Scuppers to be Adjusted	Each	11

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160R63-10-drain-exten.dgn



USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

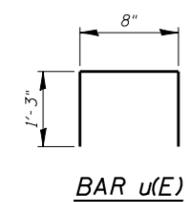
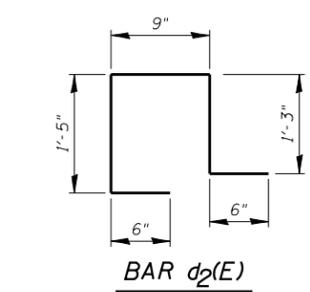
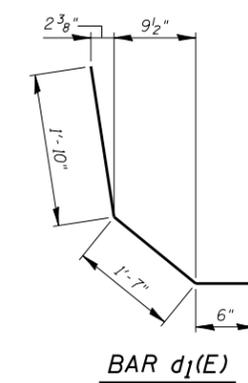
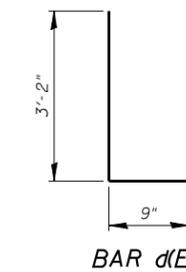
DECK DRAIN EXTENSIONS
STRUCTURE NO. 099-0272

SHEET NO. S10 OF S19 SHEETS

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 39
CONTRACT NO. 60R63				ILLINOIS FED. AID PROJECT

BILL OF MATERIAL

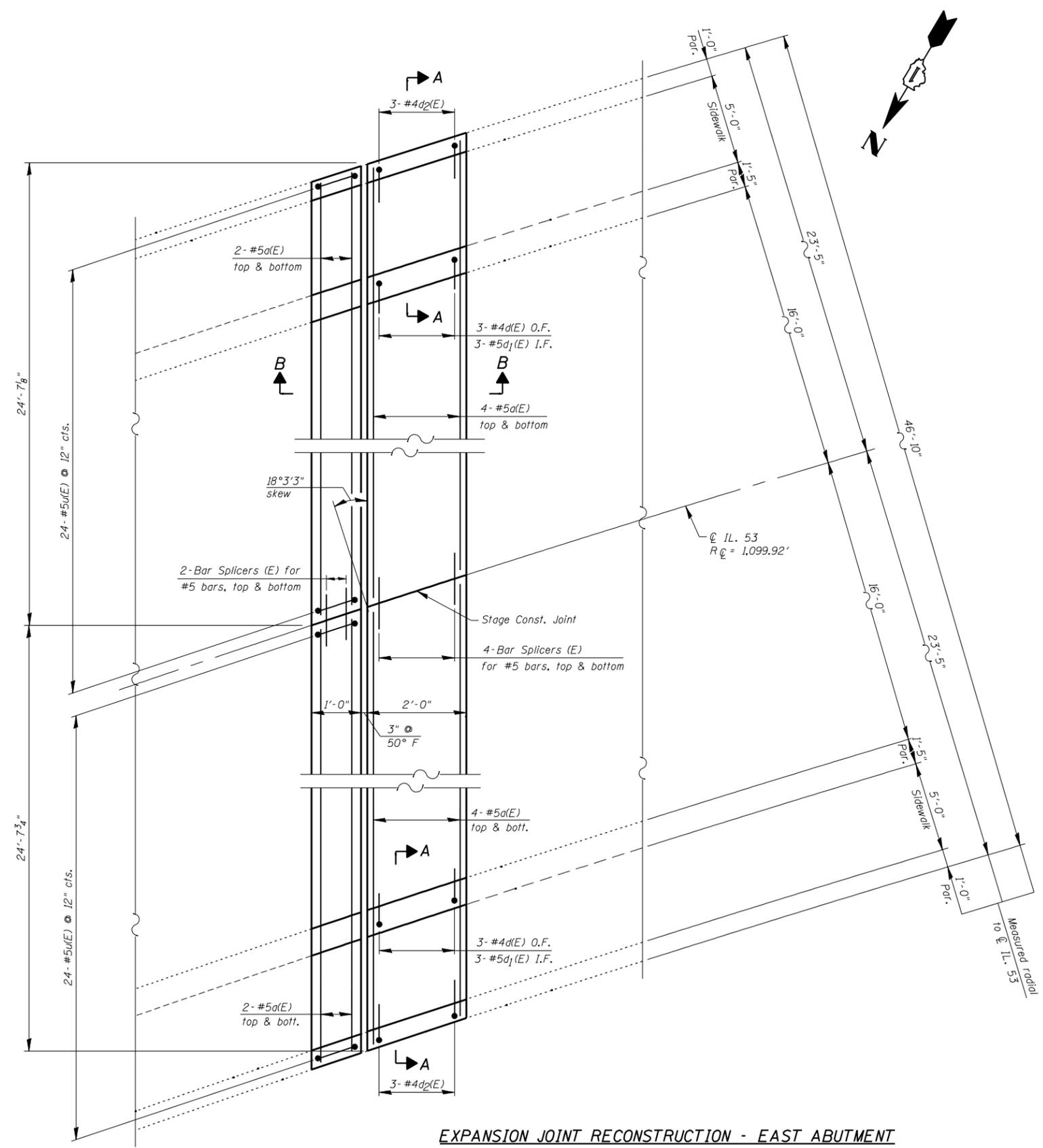
Bar	No.	Size	Length	Shape
d(E)	24	#5	24'-3"	—
d(E)	6	#4	3'-11"	L
d ₁ (E)	6	#5	3'-11"	L
d ₂ (E)	6	#4	4'-5"	L
u(E)	48	#5	3'-2"	□
Reinforcement Bars, Epoxy Coated		Pound	820	
Concrete Removal		Cu Yd	8.3	
Concrete Superstructure		Cu Yd	8.9	
Bar Splicers		Each	12	



LEGEND:
 O.F. = Outside Face
 I.F. = Inside Face

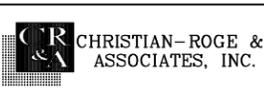
MIN. BAR LAP:
 #5 bars = 2'-2"

Notes:
 See Sht. S12 for Section A-A.
 See Sht. S13 for Section B-B.



EXPANSION JOINT RECONSTRUCTION - EAST ABUTMENT
PLAN

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\1160R63-11-jt_recon_east_abut-.ldgn



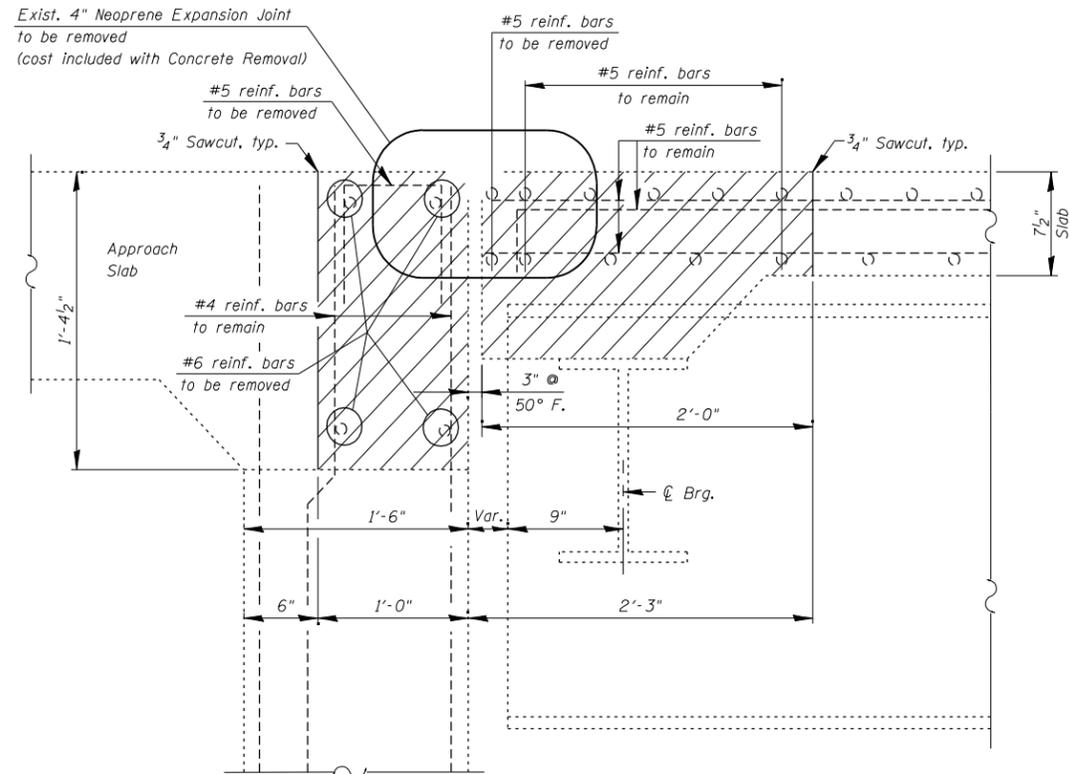
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT EAST ABUTMENT-I
STRUCTURE NO. 099-0272

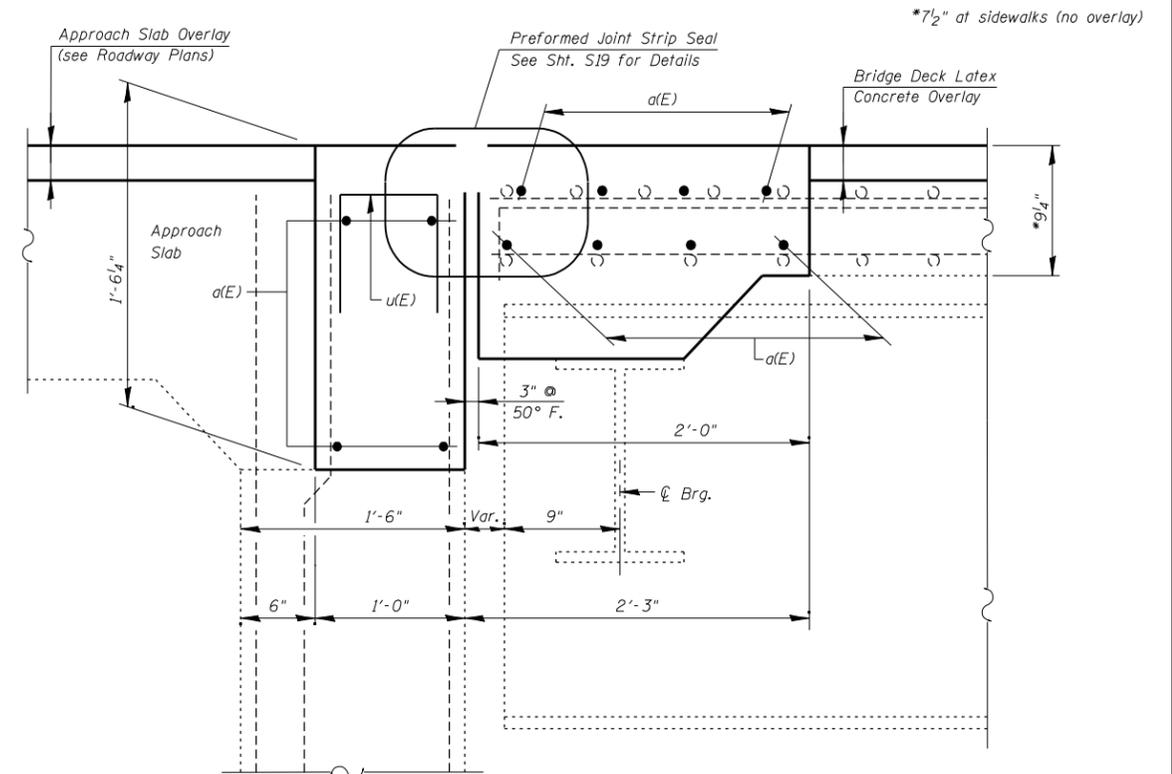
SHEET NO. S11 OF S19 SHEETS

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 40
			CONTRACT NO. 60R63	
ILLINOIS FED. AID PROJECT				



EXISTING
SECTION B-B

LEGEND:
 Concrete Removal



PROPOSED
SECTION B-B

EAST ABUTMENT

Note:
For Bar Splicer Assembly Details, See Sht. S18

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-13-jt_recon_east_abut-III.dgn



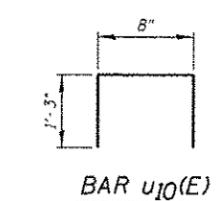
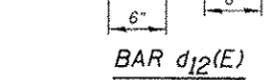
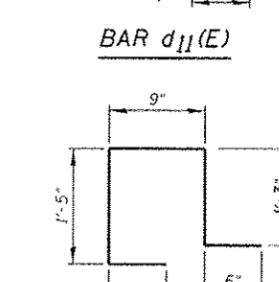
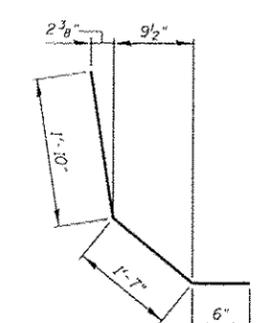
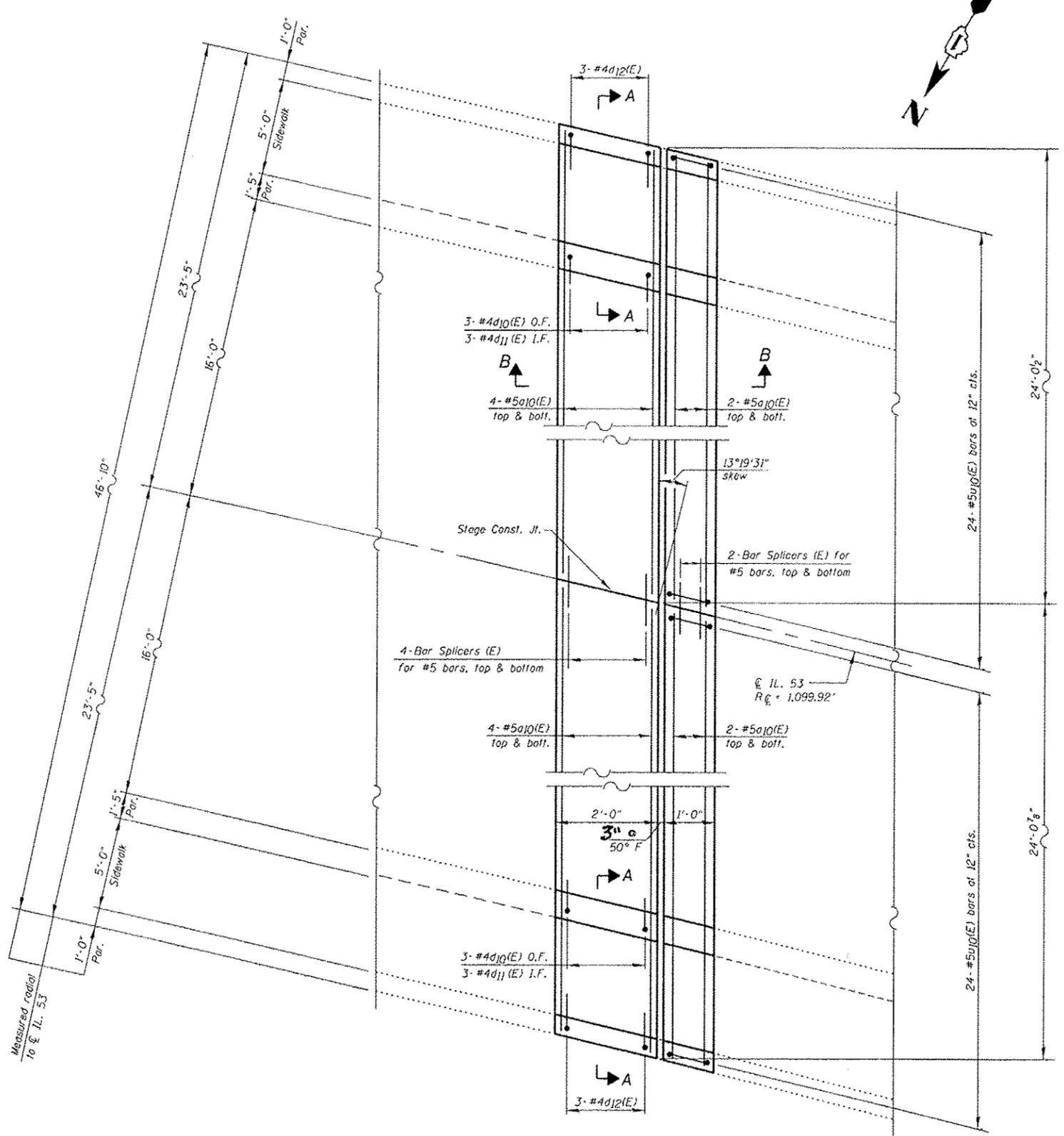
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
CHECKED - B.N.S./J.C.N.	REVISIONS	
PLOT SCALE = 100.000000' / IN.	DRAWN - F.M.	REVISED -
PLOT DATE = 1/7/2013	DATE - OCTOBER 9, 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT EAST ABUTMENT-III
STRUCTURE NO. 099-0272

SHEET NO. S13 OF S19 SHEETS

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 42
CONTRACT NO. 60R63				ILLINOIS FED. AID PROJECT



LEGEND:
 O.F. = Outside Face
 I.F. = Inside Face

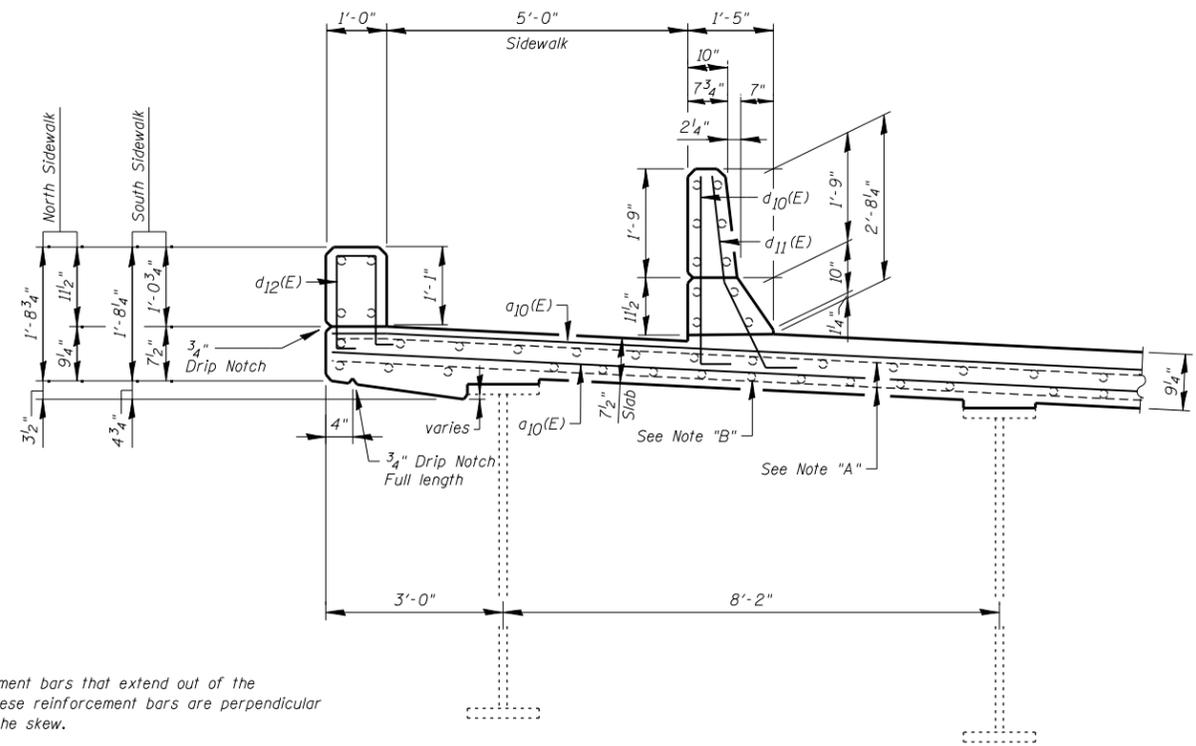
MIN. BAR LAP:
 #5 bars = 2'-2"

Notes:
 See Sht. S15 for Section A-A.
 See Sht. S16 for Section B-B.

**EXPANSION JOINT RECONSTRUCTION - WEST ABUTMENT
 PLAN**

FILE NAME: i:\18296-11_53 (baltimore)\structure\load sheets\182963-14-jt_recon_west_abut-1.dgn

	USER NAME: 1001	DESIGNED: J.C.M./B.N.S.	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT RECONSTRUCTION DETAILS AT WEST ABUTMENT-I STRUCTURE NO. 099-0272	F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 43
	PLOT SCALE: 1/8" = 1'-0"	DRAWN: F.M.	REVISED: -			CONTRACT NO. 60R63				
	PLOT DATE: 1/7/2013	DATE: OCTOBER 9, 2012	REVISED: -			SHEET NO. S14 OF S19 SHEETS				

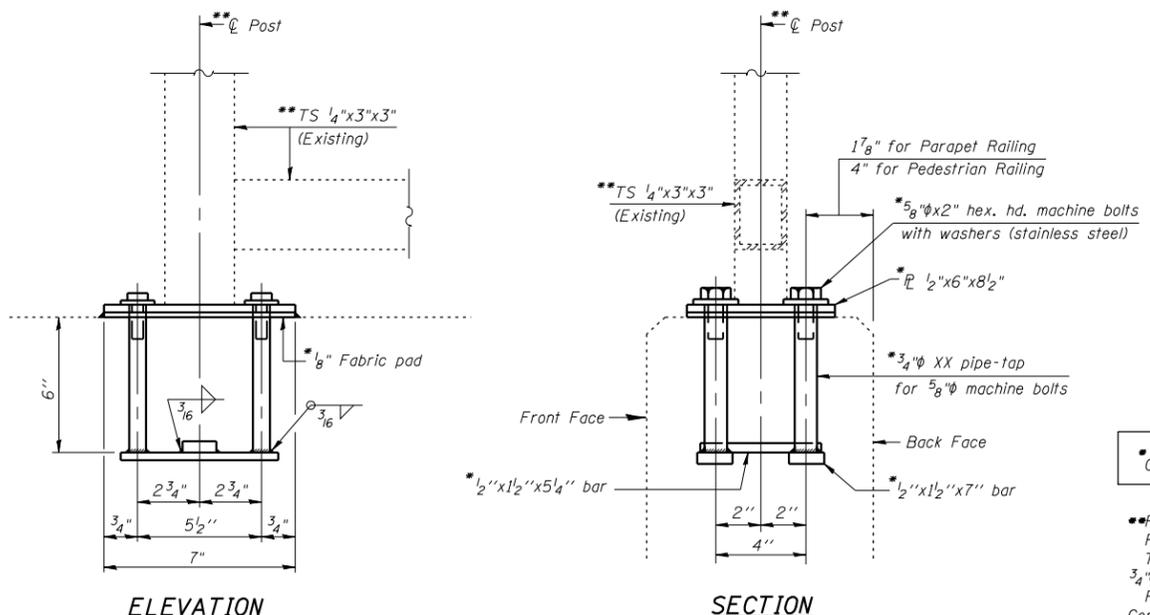


NOTE "A":
Existing transverse reinforcement bars that extend out of the removal area shall remain. These reinforcement bars are perpendicular to \angle IL. 53, not parallel to the skew.

NOTE "B":
Existing longitudinal reinforcement bars to remain.

SECTION A-A
THRU SOUTH SIDEWALK
(North Sidewalk - similar)
(Looking West)

Notes:
All horizontal dimensions are given radially.
All dimensions and reinforcement bar call outs are the same for North sidewalk and South sidewalk, except as noted.



RAIL POST REMOVAL & REPLACEMENT DETAILS
FOR PARAPET RAILING & PEDESTRIAN RAILING

Cost included with Concrete Superstructure

Remove and store rails in the concrete removal area prior to concrete removal. Remove and store rail post in the concrete removal area. The Contractor must verify locations & sizes of existing holes prior to ordering 3/4\"/>

FILE NAME = I:\102918.1.53 (baltimore)\structural\cadd sheets\160R63-15-jt_recon_west_abut-1.dgn



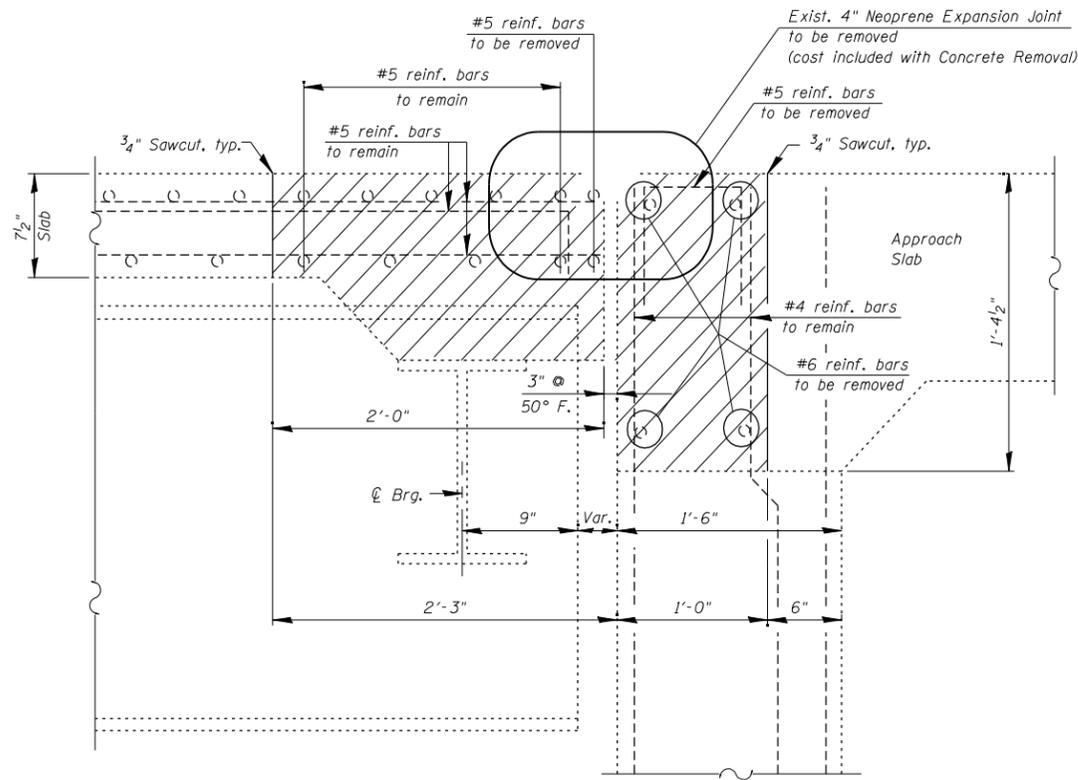
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

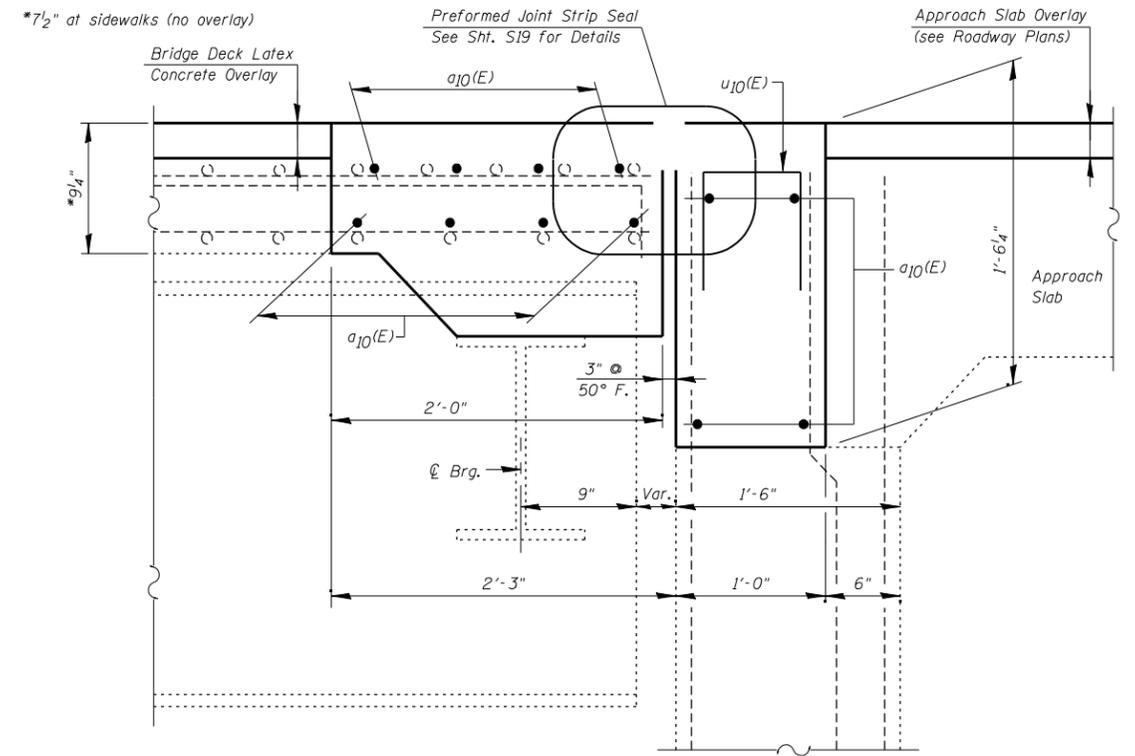
JOINT RECONSTRUCTION DETAILS AT WEST ABUTMENT-II
STRUCTURE NO. 099-0272

SHEET NO. S15 OF S19 SHEETS

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 44
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60R63	



EXISTING
SECTION B-B



PROPOSED
SECTION B-B

LEGEND:
 Concrete Removal

WEST ABUTMENT

Note:
For Bar Splicer Assembly Details, See Sht. S18

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-16-16-16-recon-west_abut-III.dgn



USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT SCALE = 100.000000' / IN.	DRAWN - F.M.	REVISED -
PLOT DATE = 1/7/2013	DATE - OCTOBER 9, 2012	REVISED -

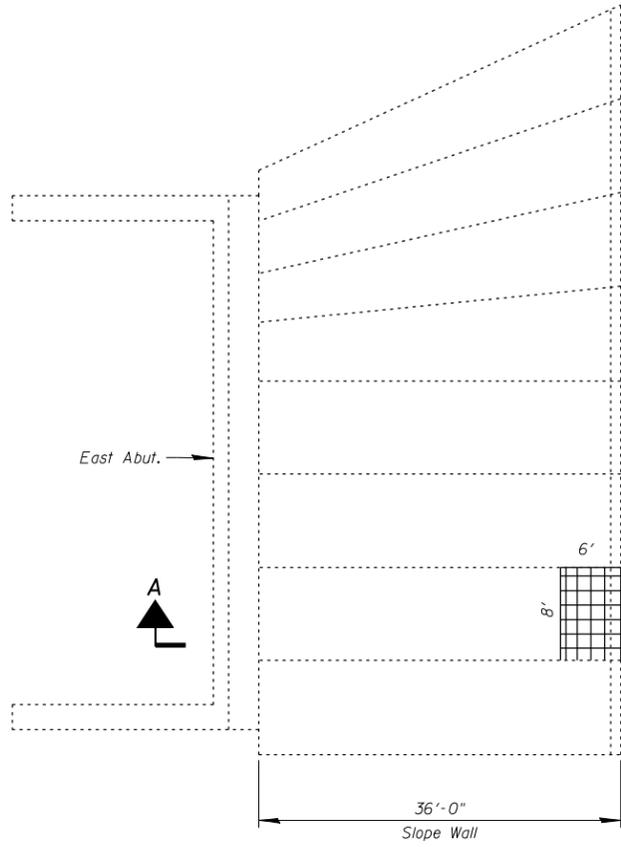
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT RECONSTRUCTION DETAILS AT WEST ABUTMENT-III
STRUCTURE NO. 099-0272

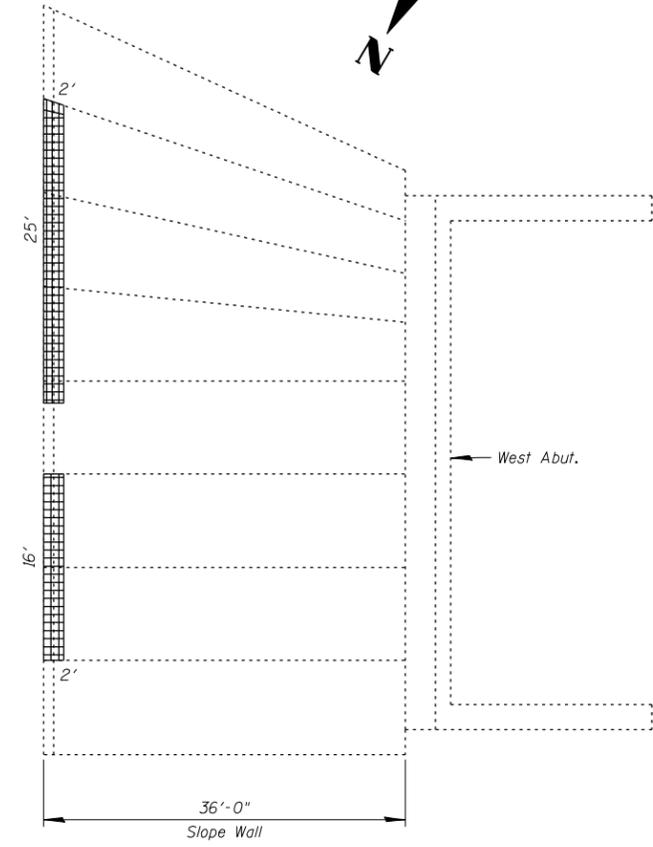
SHEET NO. S16 OF S19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	45
CONTRACT NO. 60R63			ILLINOIS FED. AID PROJECT	

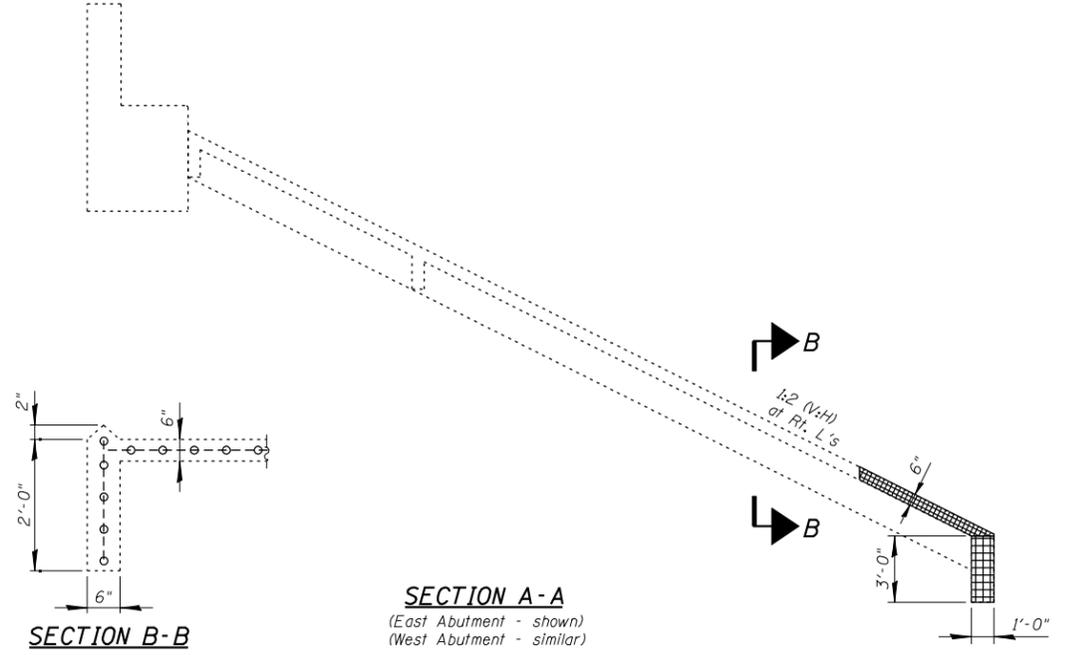
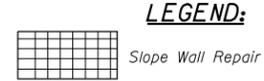
FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-17-slopewall-repair.dgn



PLAN
(Slope Wall at East Abutment)



PLAN
(Slope Wall at West Abutment)



SECTION A-A
(East Abutment - shown)
(West Abutment - similar)

Notes:
 Areas of Slope Wall Repair shown are estimated. The Engineer shall show actual locations of Slope Wall Repair on As-Built Plans.
 Slope Wall shall be reinforced with Welded Wire Fabric, 6 in. x 6 in. W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
 New and existing welded wire fabric must overlap at least 6".
 Any voids shall be filled with Porous Granular Embankment prior to replacement of new Slope Wall. Cost included with Slope Wall Repair.
 For additional information, see Special Provision for Slope Wall Repair.

BILL OF MATERIAL

Item	Unit	Quantity
Slope Wall Repair	Sq Yd	15



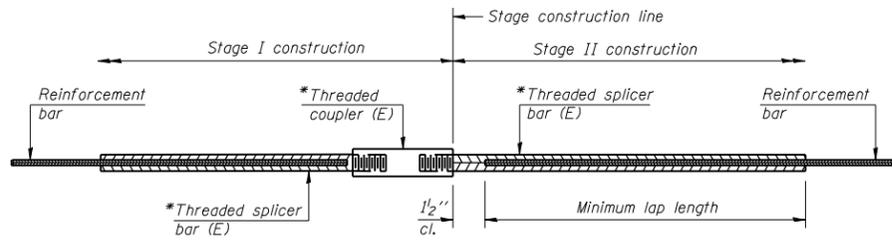
USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
CHECKED - B.N.S./J.C.N.	DRAWN - F.M.	REVISED -
PLOT SCALE = 100.000000' / IN.	DATE - OCTOBER 9, 2012	REVISED -
PLOT DATE = 1/7/2013		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL REPAIRS
STRUCTURE NO. 099-0272

SHEET NO. S17 OF S19 SHEETS

F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 46
ILLINOIS FED. AID PROJECT				CONTRACT NO. 60R63



STANDARD BAR SPLICER ASSEMBLY

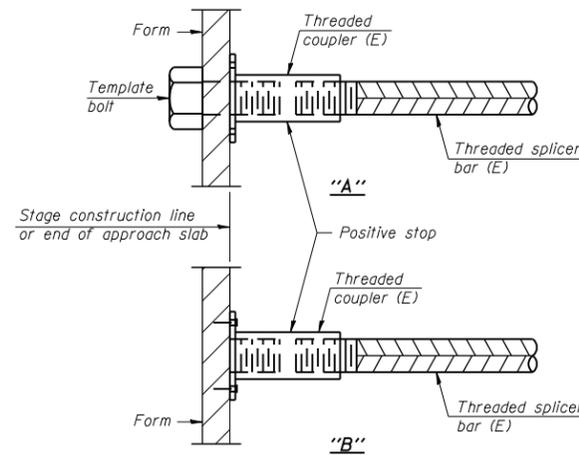
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

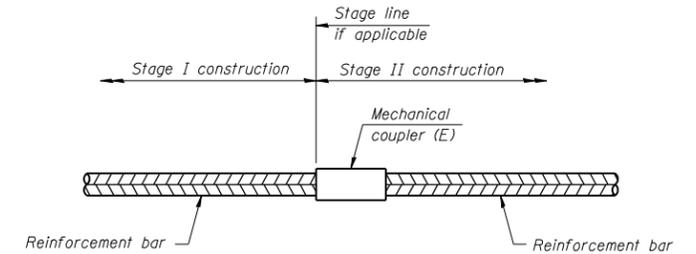
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Joint Reconstruction at East Abutment	#5	12	3
Joint Reconstruction at West Abutment	#5	12	3



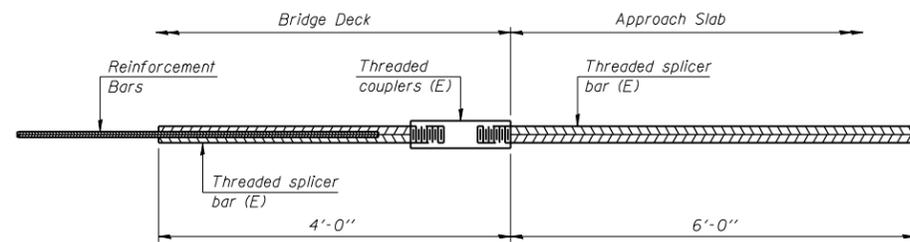
INSTALLATION AND SETTING METHODS

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



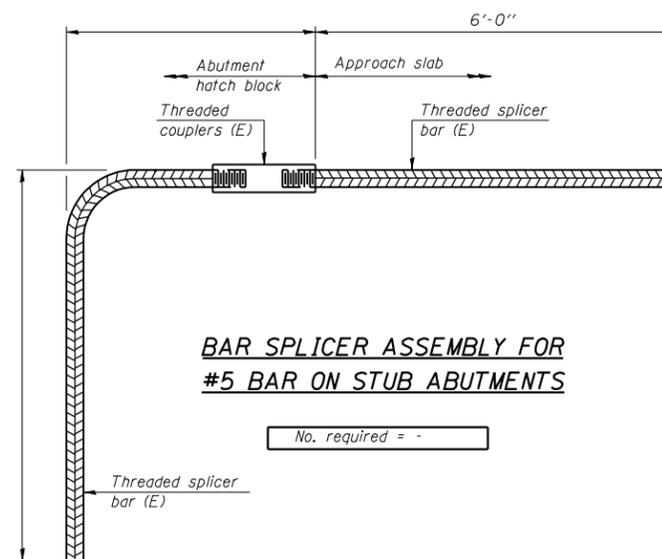
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = -



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = -

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160663-18-bar-splicer-assembly.dgn



CHRISTIAN-ROGE & ASSOCIATES, INC.
 USER NAME = IDOT
 DESIGNED - J.C.N./B.N.S.
 CHECKED - B.N.S./J.C.N.
 DRAWN - F.M.
 DATE - OCTOBER 9, 2012
 PLOT SCALE = 100.0000' / IN.
 PLOT DATE = 1/7/2013

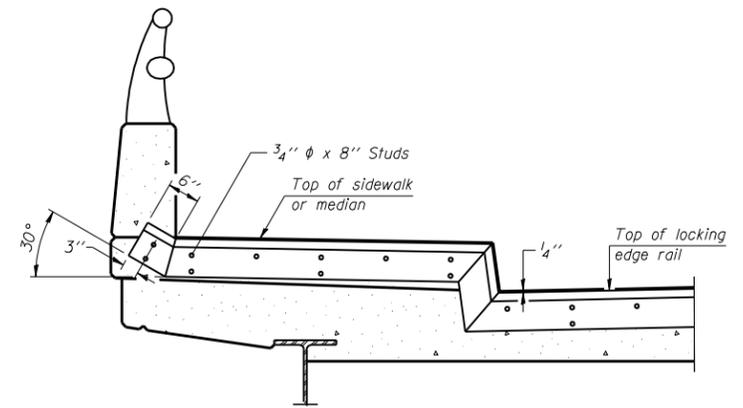
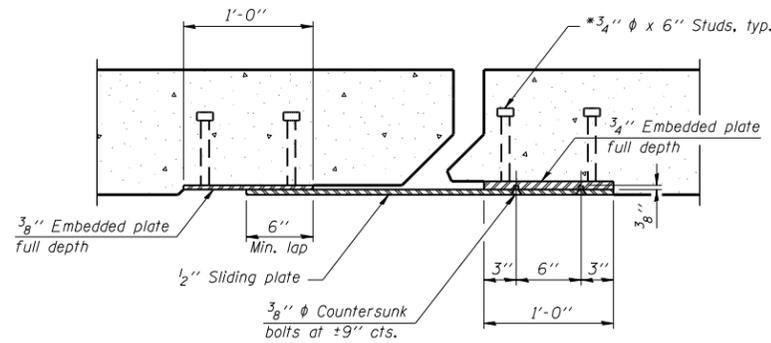
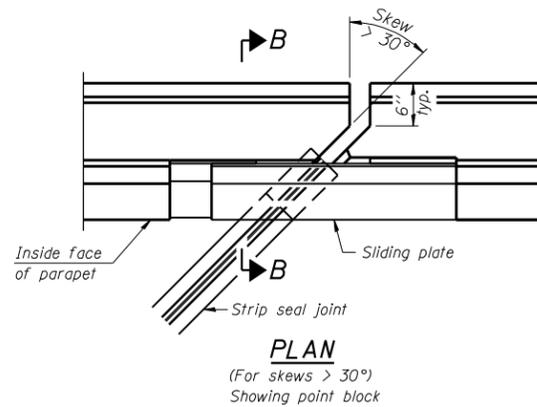
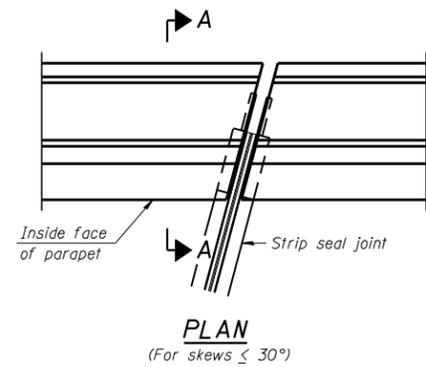
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 099-0272**

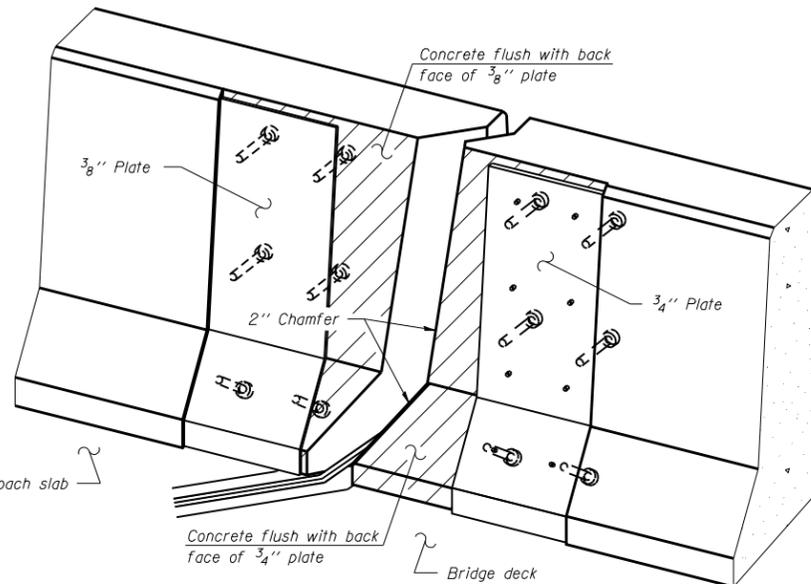
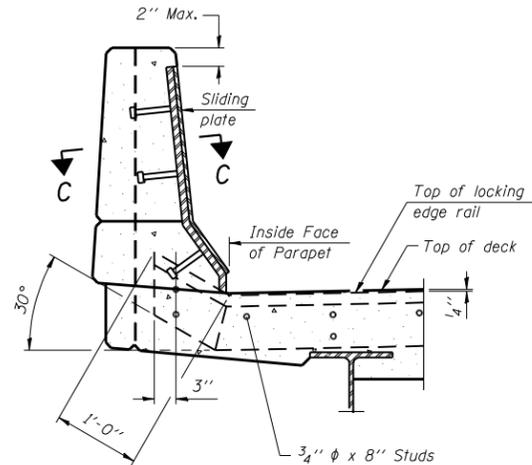
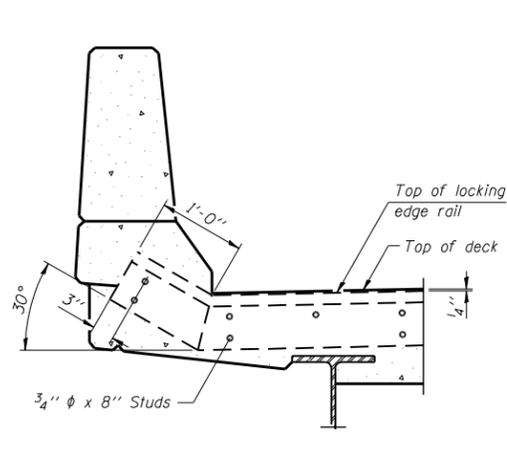
SHEET NO. S18 OF S19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	47
CONTRACT NO. 60R63				
ILLINOIS FED. AID PROJECT				

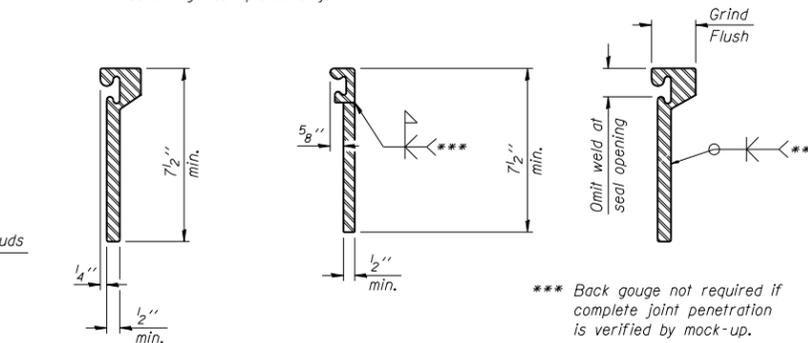
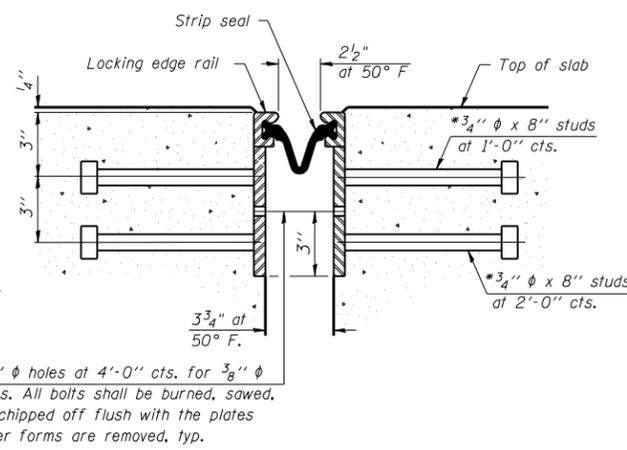
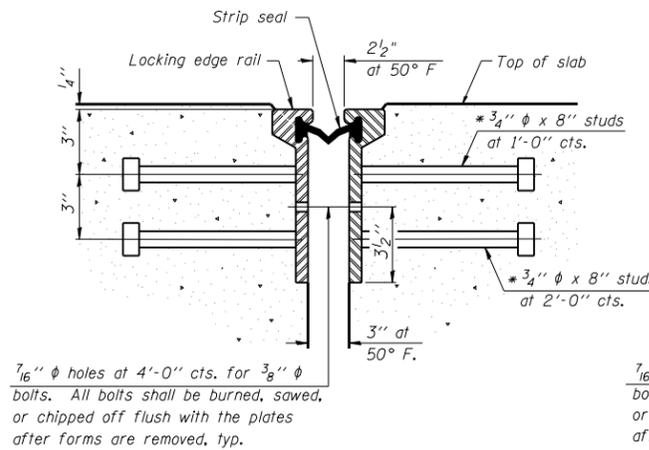


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	100

7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

EJ-SSJ 1-27-12



USER NAME = IDOT	DESIGNED - J.C.N./B.N.S.	REVISED -
PLOT SCALE = 100.000000' / IN.	CHECKED - B.N.S./J.C.N.	REVISED -
PLOT DATE = 1/7/2013	DRAWN - F.M.	REVISED -
	DATE - OCTOBER 9, 2012	REVISED -

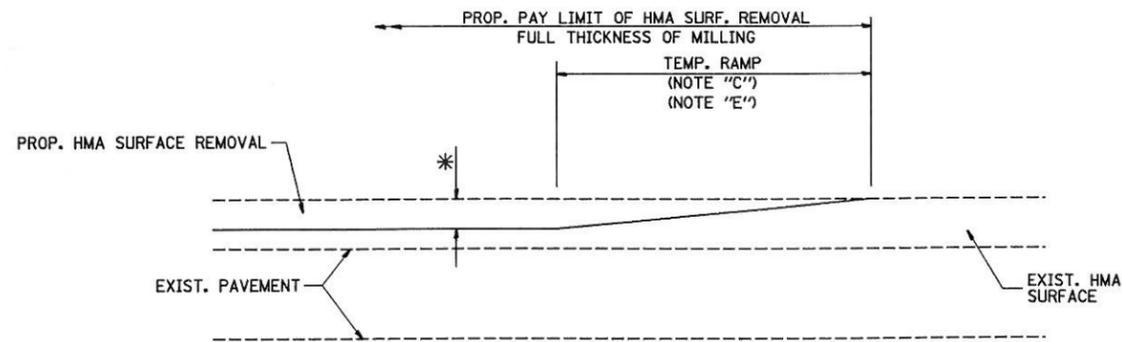
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 099-0272**

SHEET NO. S19 OF S19 SHEETS

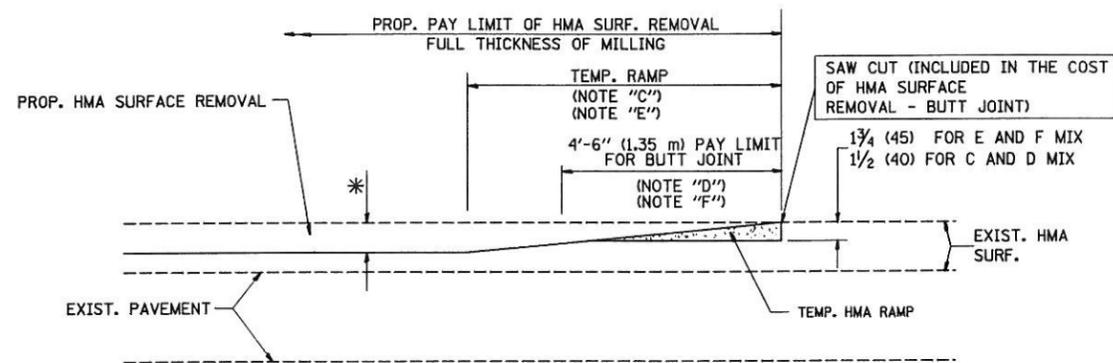
F.A.P. RTE. 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 48
				CONTRACT NO. 60R63
ILLINOIS FED. AID PROJECT				

FILE NAME = I:\102918_11_53 (baltimore)\structural\cadd sheets\160R63-19-jt_str-rip-seal.dgn



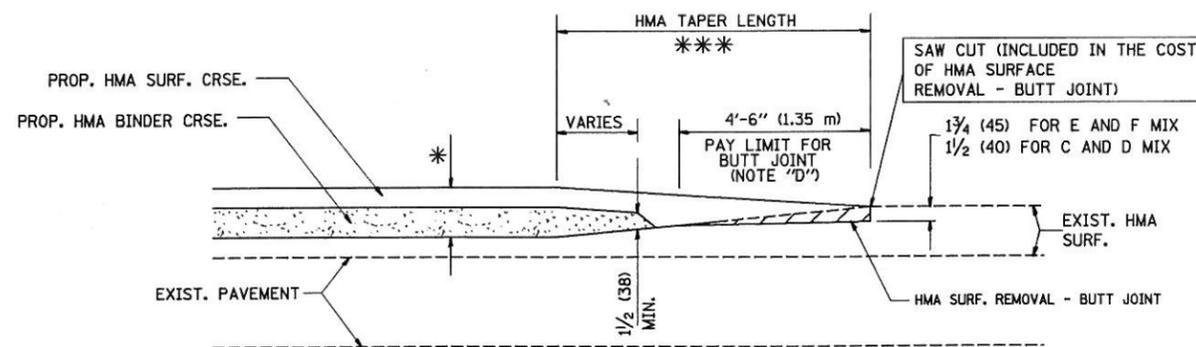
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

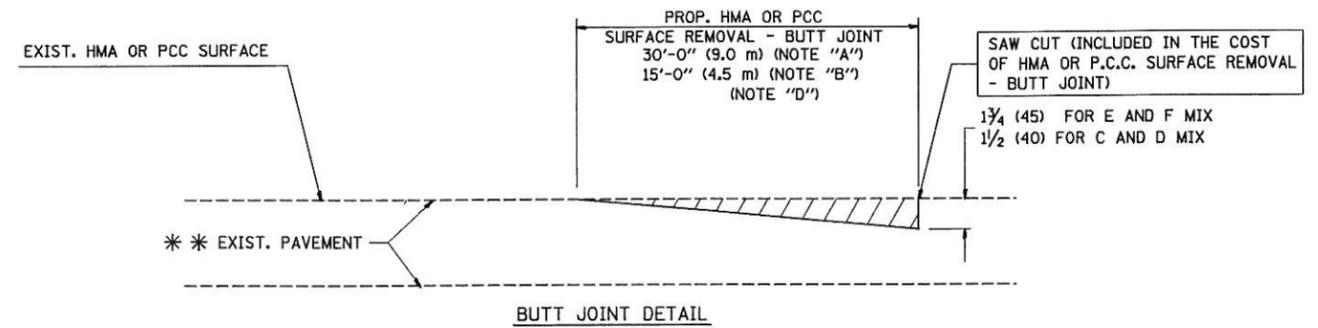


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

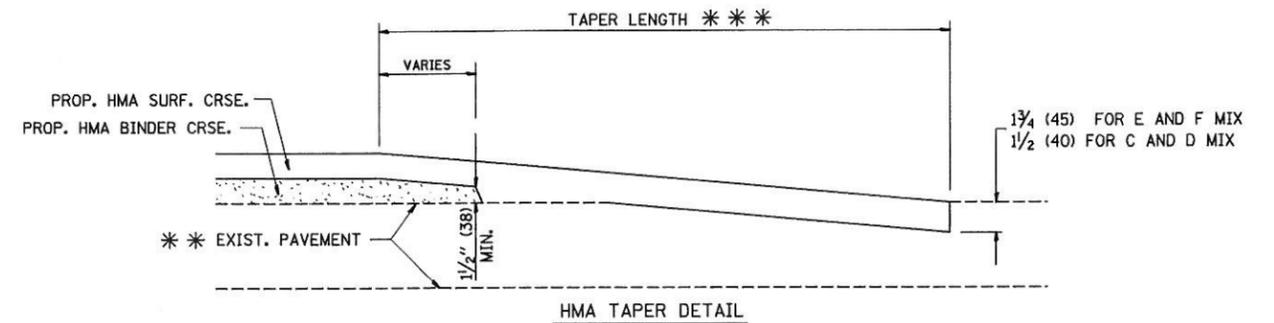
OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER
TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

* * * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- * * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

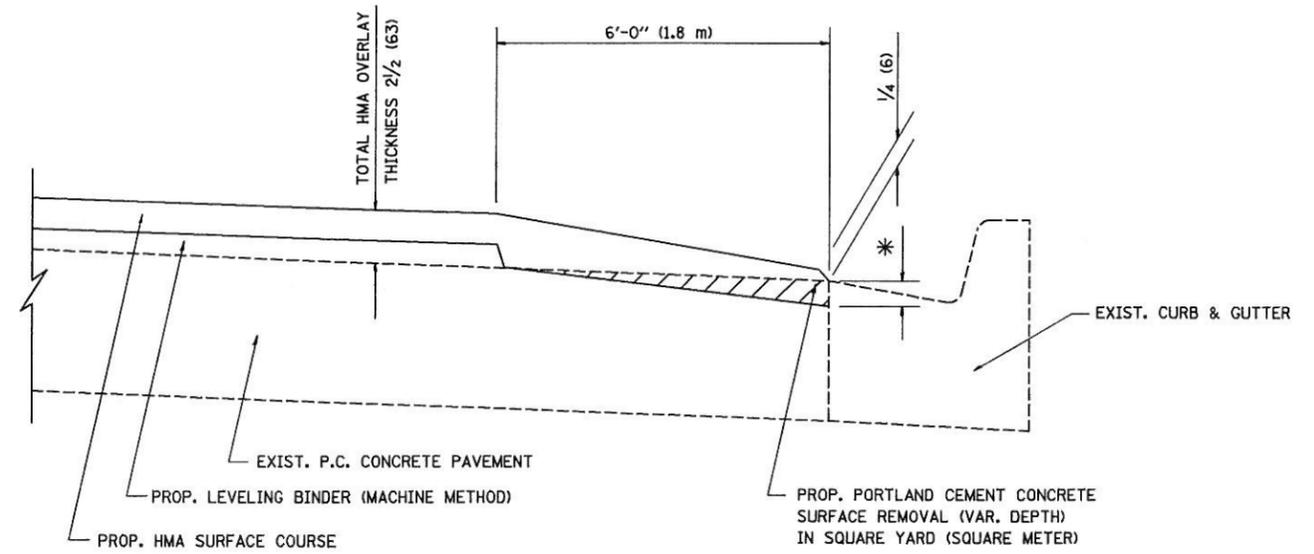
FILE NAME = W:\distatd\22x34\bd32.dgn	USER NAME = goglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	49
BD400-05 BD32			CONTRACT NO. 60R63	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

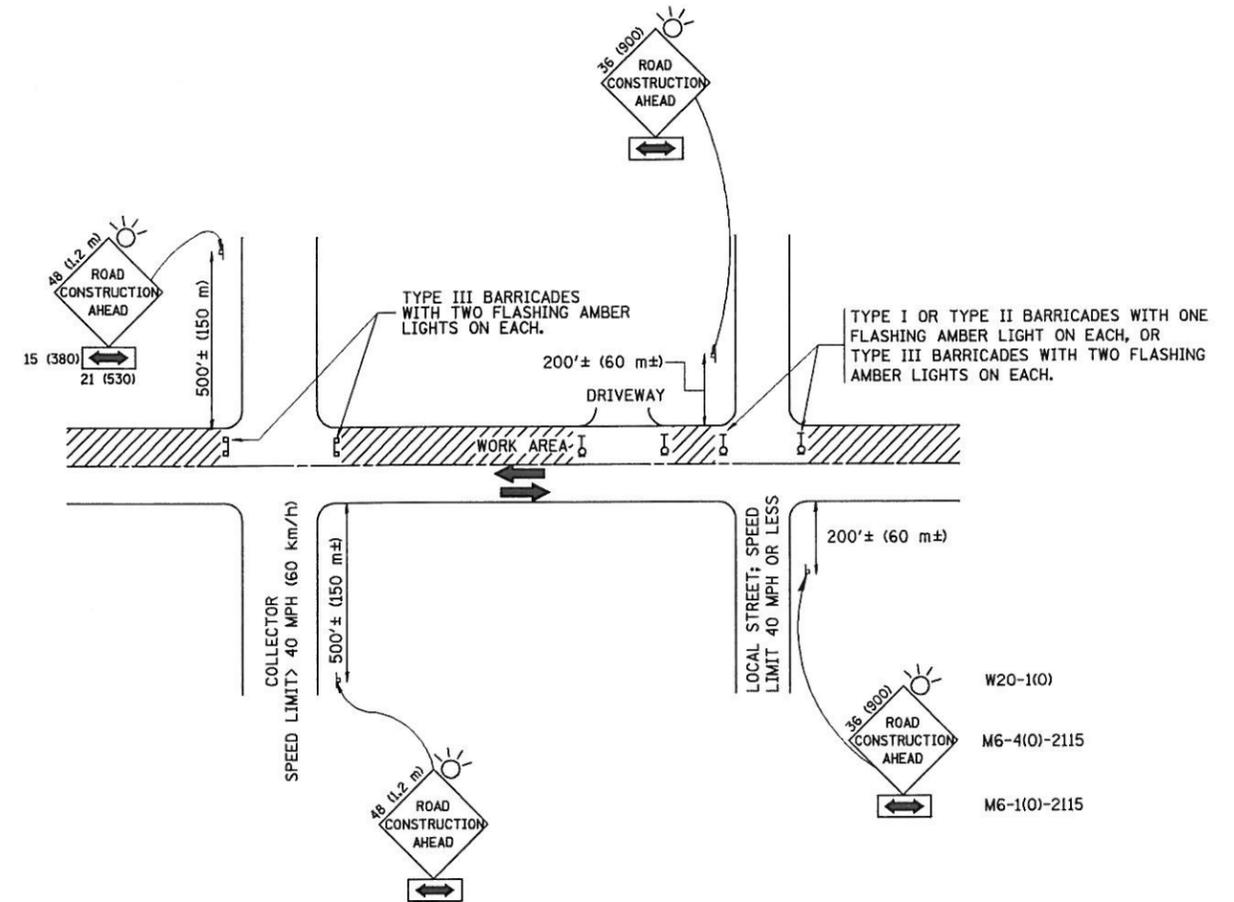


HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

HMA SURFACE	LEVELING BINDER	* MILLING AT GUTTER FLAG
MIX	THICKNESS	THICKNESS
C OR D	1/2 (38)	1 (25)
F	1 3/4 (44)	3/4 (19)

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

FILE NAME = M:\data\22x34\bd33.dgn	USER NAME = geglienobt	DESIGNED - R. SHAH	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HMA TAPER AT EDGE OF P.C.C. PAVEMENT			F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - JIS	REVISED - A. ABBAS 05-05-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	846	K-29-A-BR-1	WILL	55	50
	PLOT DATE = 1/4/2008	CHECKED - A. ABBAS	REVISED - E. GOMEZ 12-21-00					BD400-06 (BD33)		CONTRACT NO. 60R63		
		DATE - 09-10-94	REVISED - R. BORO 01-01-07				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY: USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

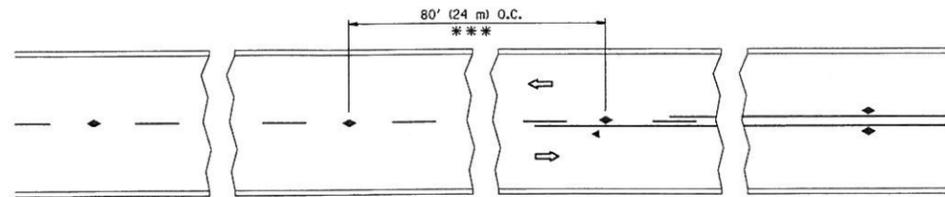
FILE NAME = W:\data\td\22x34\to18.dgn	USER NAME = goglonobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.800 / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

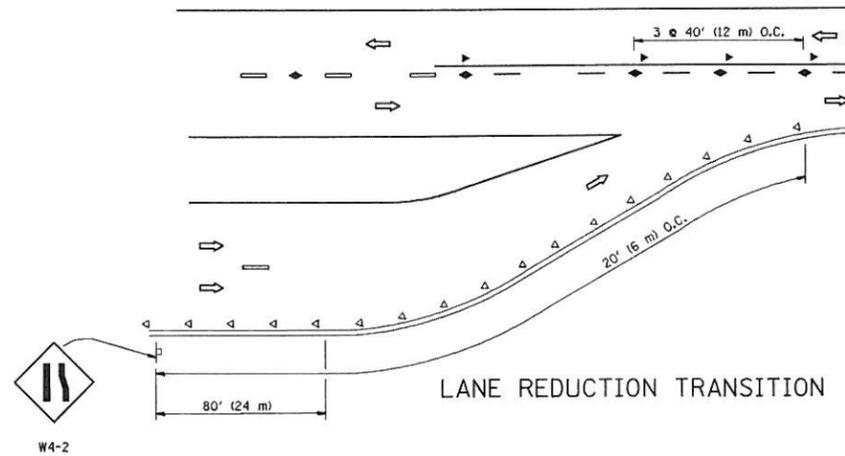
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	51
TC-10			CONTRACT NO. 60R63	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

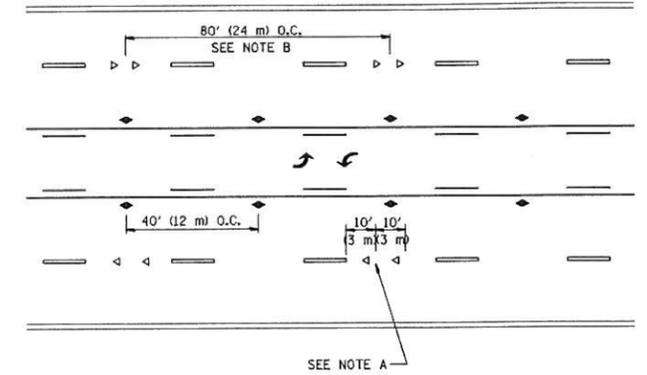


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

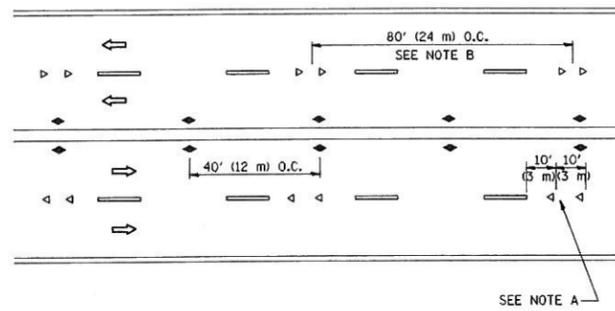
TWO-LANE/TWO-WAY



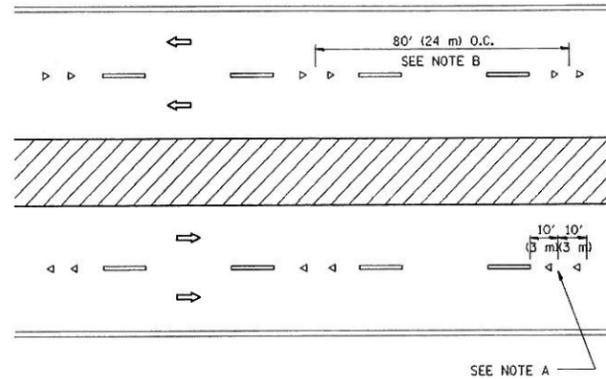
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

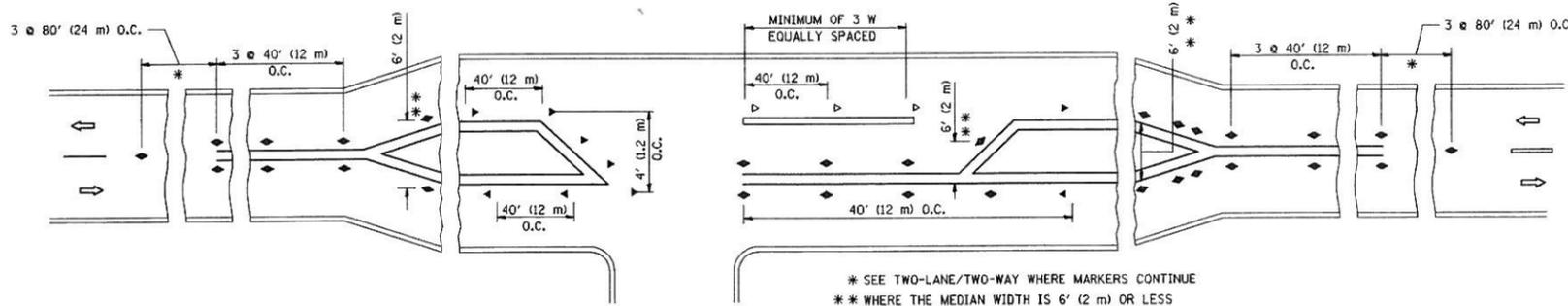
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

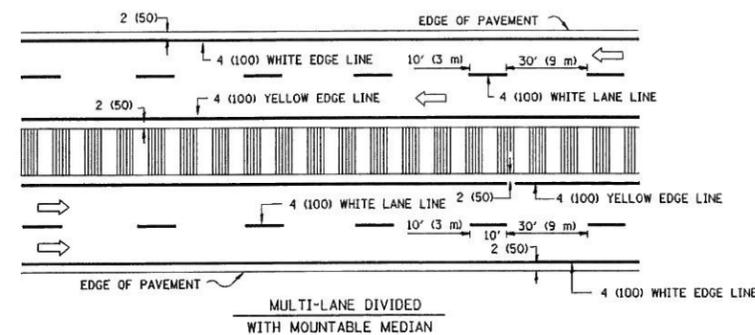
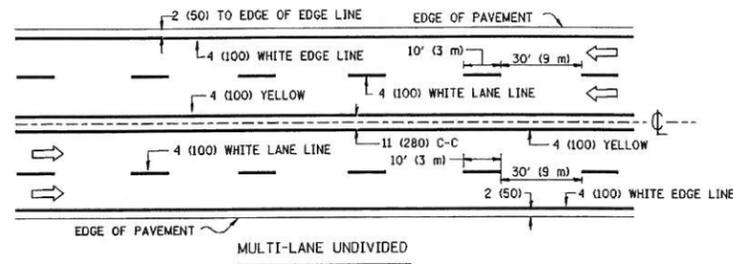
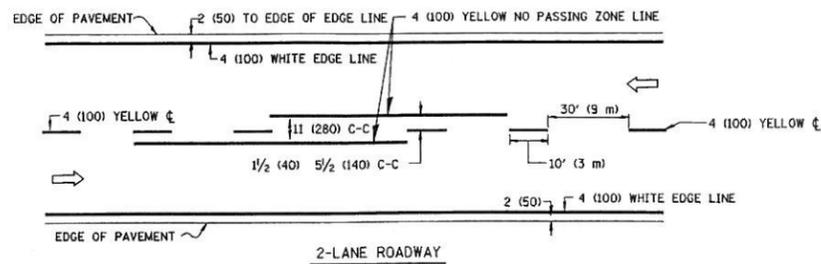


LEFT TURN

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

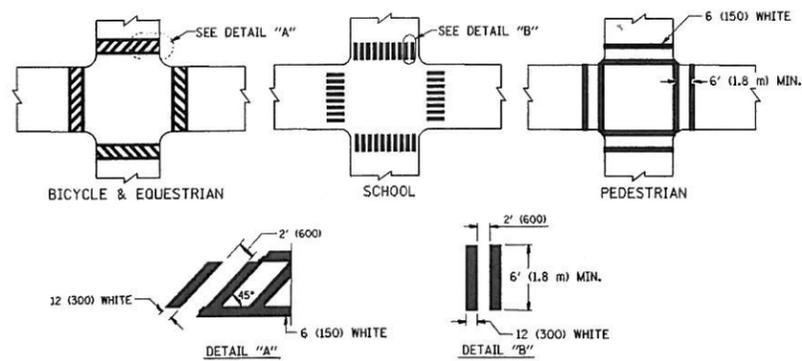
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwwork\pwwork\drivakosgn\d0188315\td01.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		846	K-29-A-BR-1	WILL	55	52			
PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		TC-11 CONTRACT NO. 60R63	
PLOT DATE = 9/9/2009		DATE -	REVISED - C. JUCIUS 09-09-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

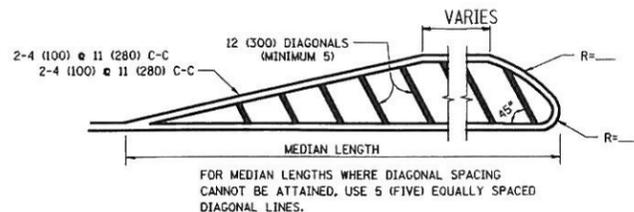
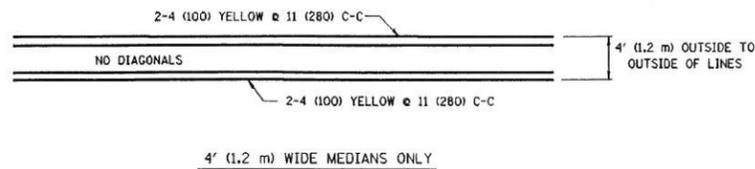


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

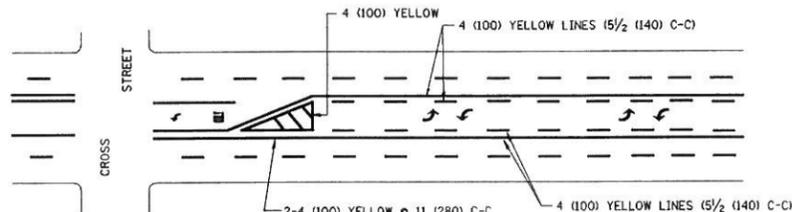


TYPICAL CROSSWALK MARKING

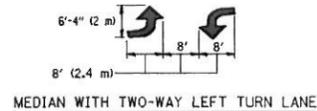


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

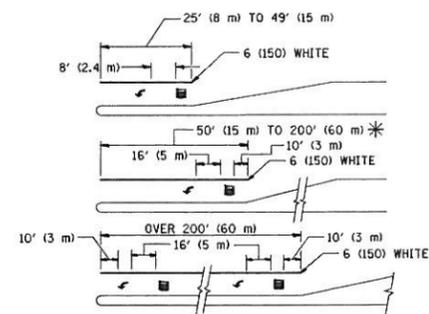
MEDIANS OVER 4' (1.2 m) WIDE



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



TYPICAL PAINTED MEDIAN MARKING

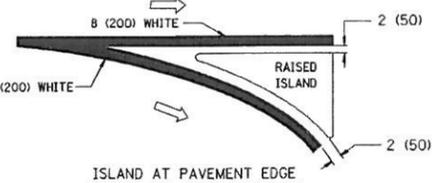
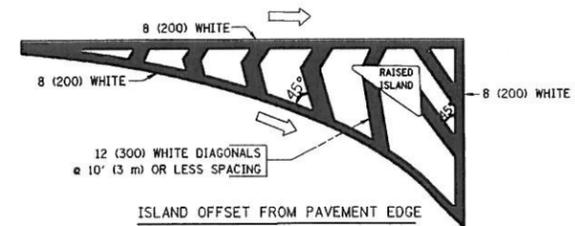


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2' (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS 8' (2.4m)	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

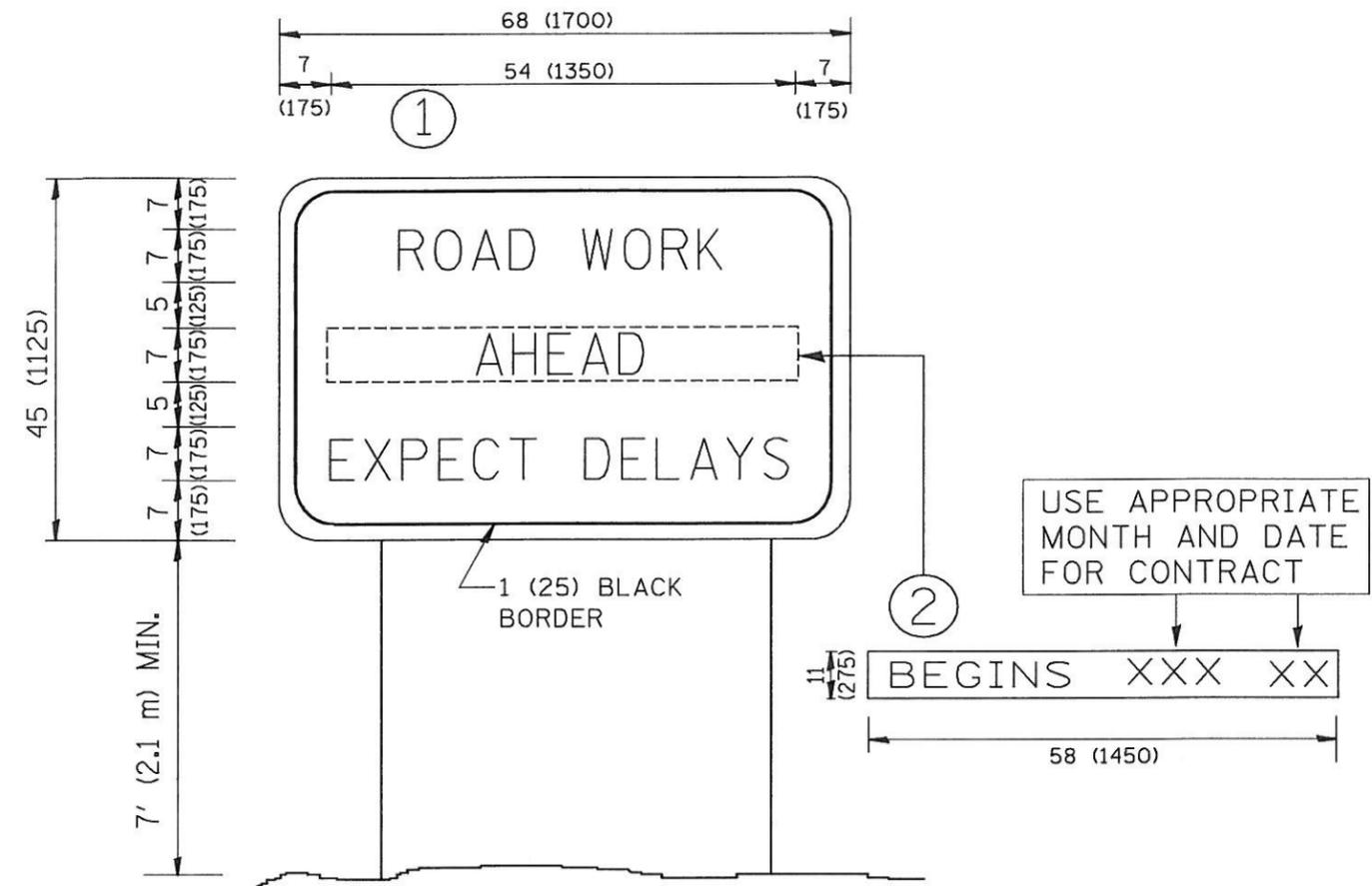
FILE NAME = c:\pvc\work\pvd\driv\ekosgn\d8188315\103.dgn	USER NAME = driv\ekosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F&P RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	K-29-A-BR-1	WILL	55	53
TC-13		CONTRACT NO. 60R63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

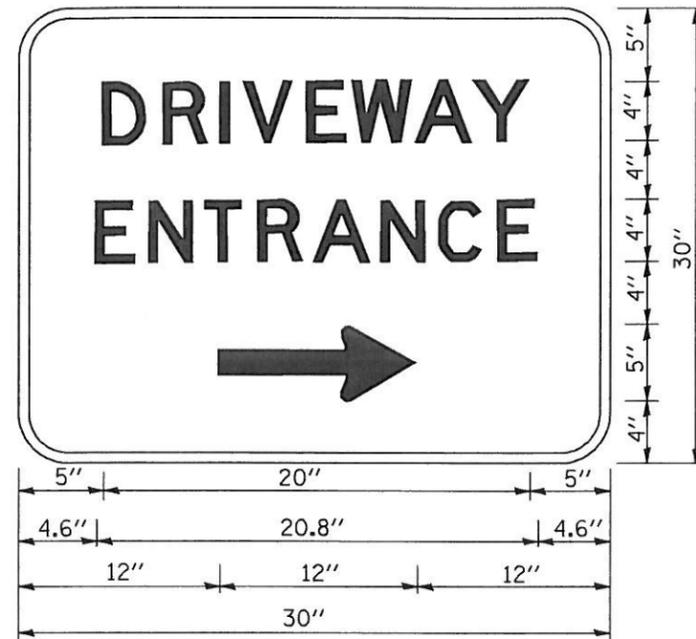


NOTES:

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

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

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = geglionobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A.P. RTE 846	SECTION K-29-A-BR-1	COUNTY WILL	TOTAL SHEETS 55	SHEET NO. 54
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	TC-22 CONTRACT NO. 60R63	
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED - C. JUCIUS 01-31-07									



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

1

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING	F.A.D. RIF.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -			846	K-29-A-BR-1	WILL	55	55
PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-26 CONTRACT NO. 60R63		
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				