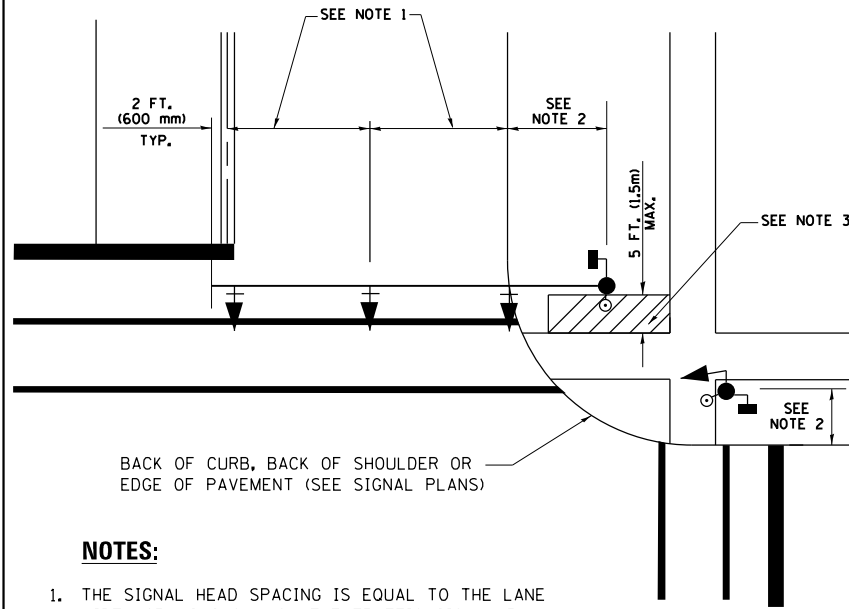


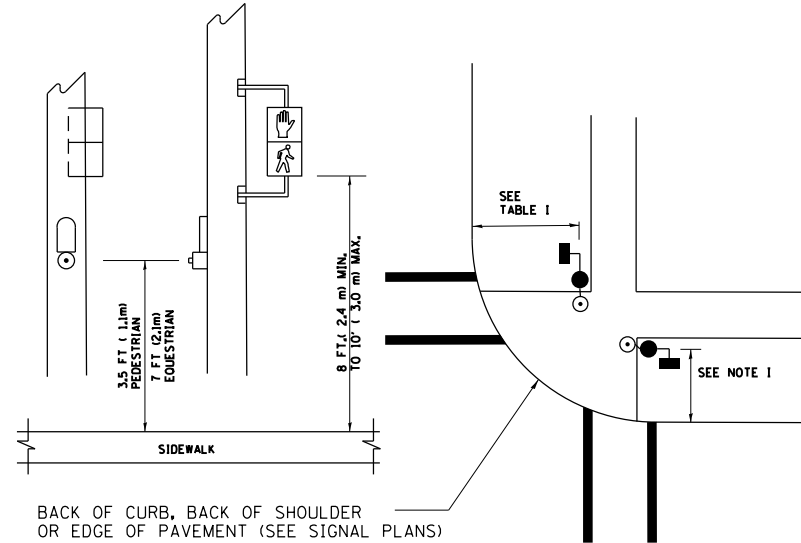
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



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."

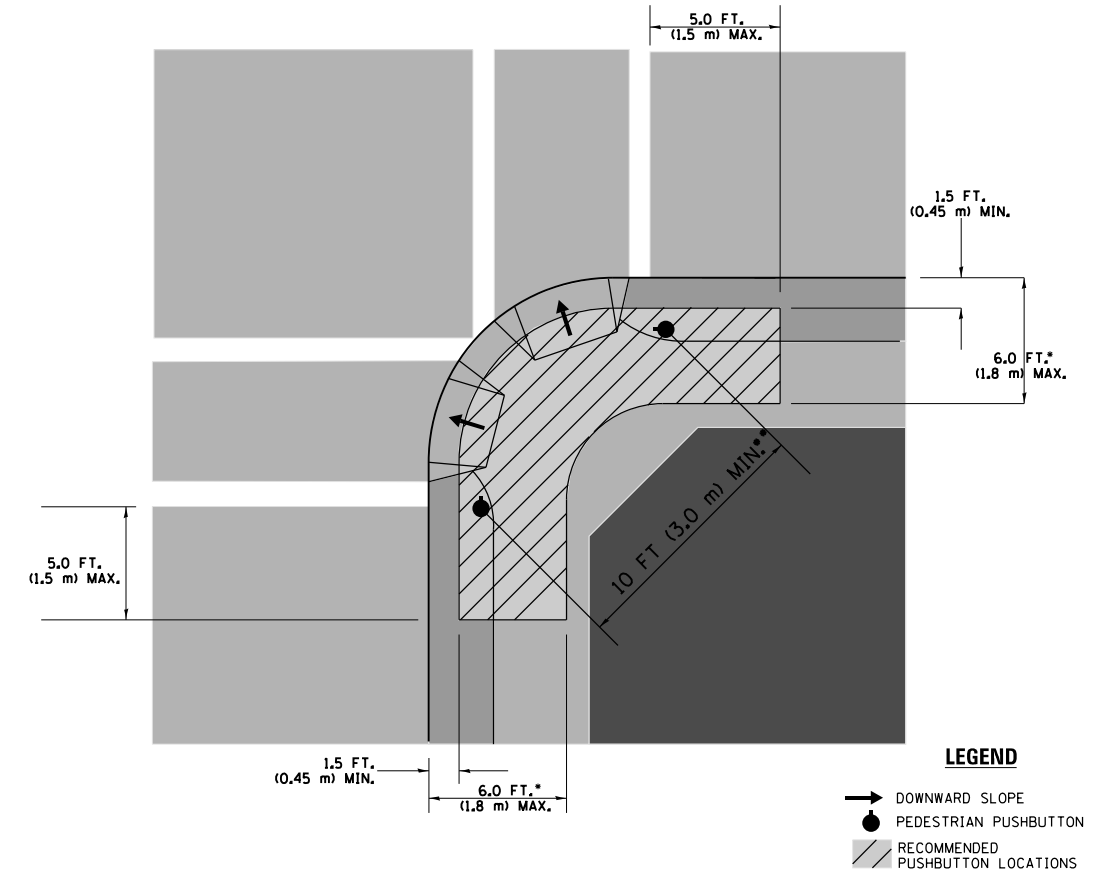
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



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) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

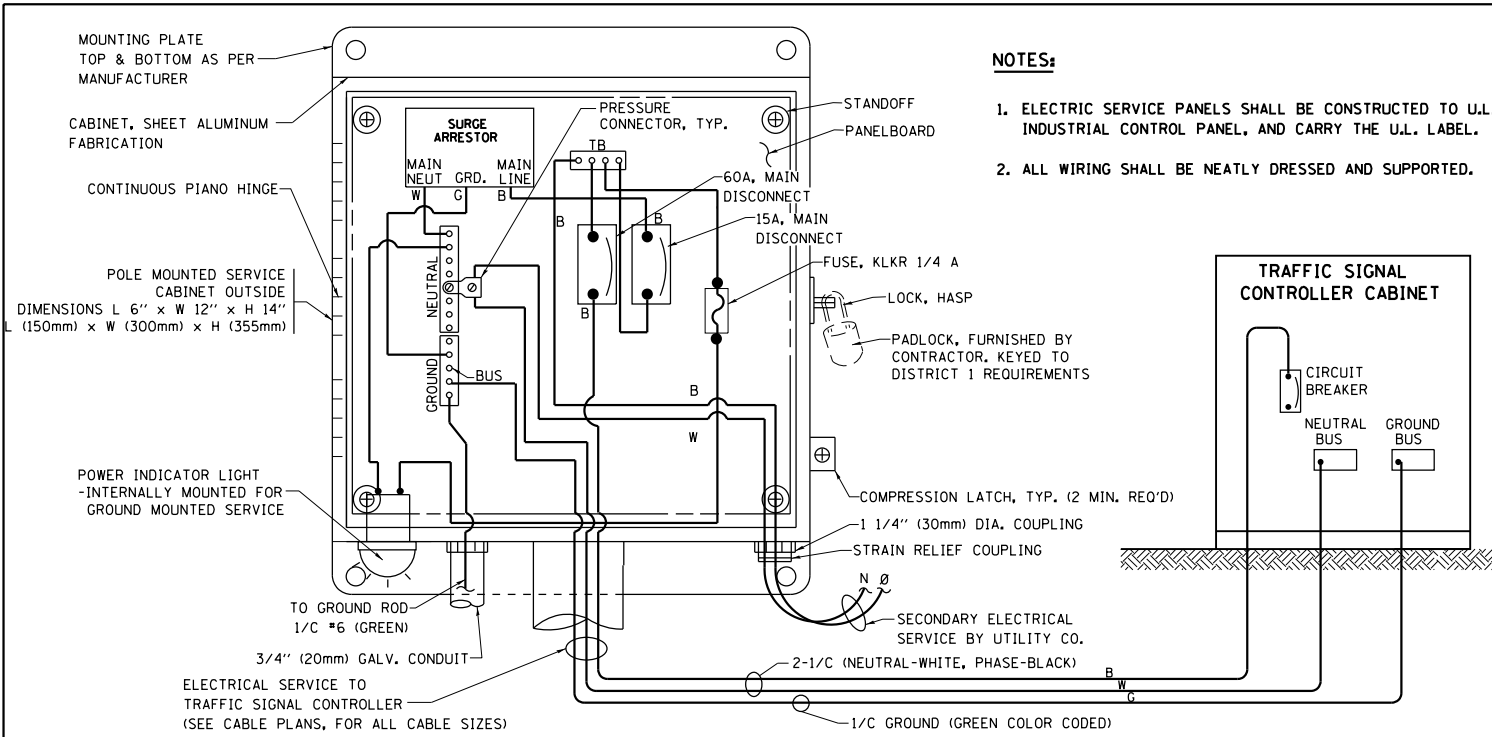
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

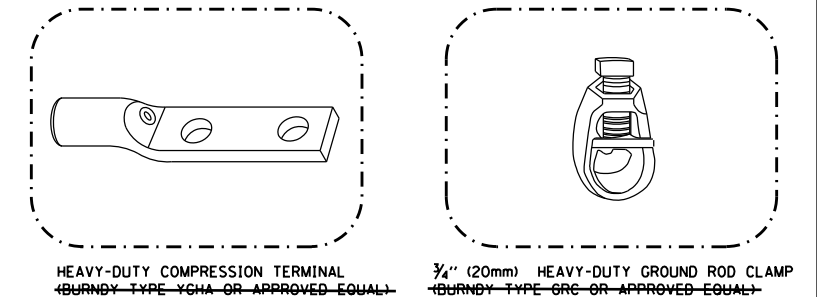
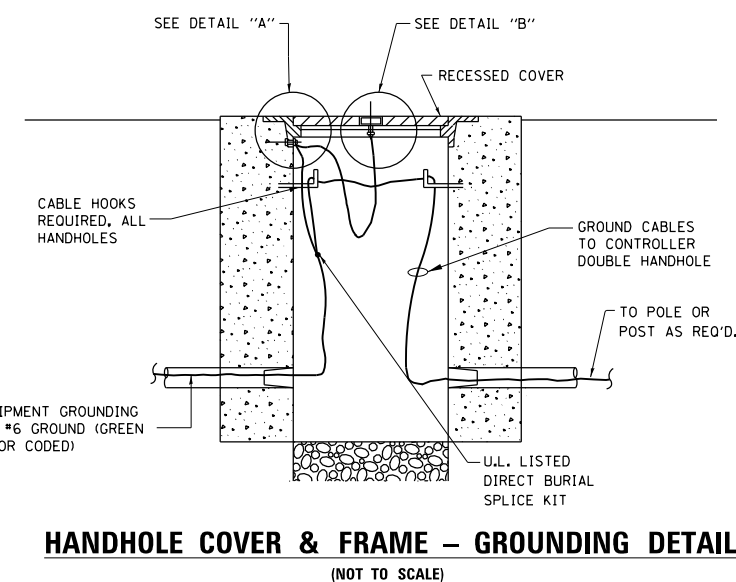
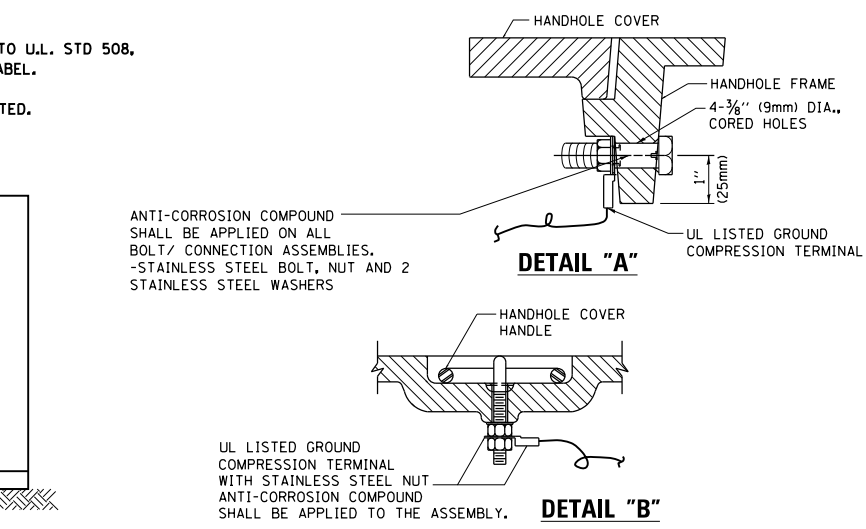
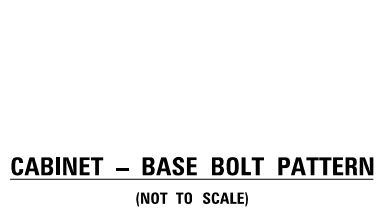
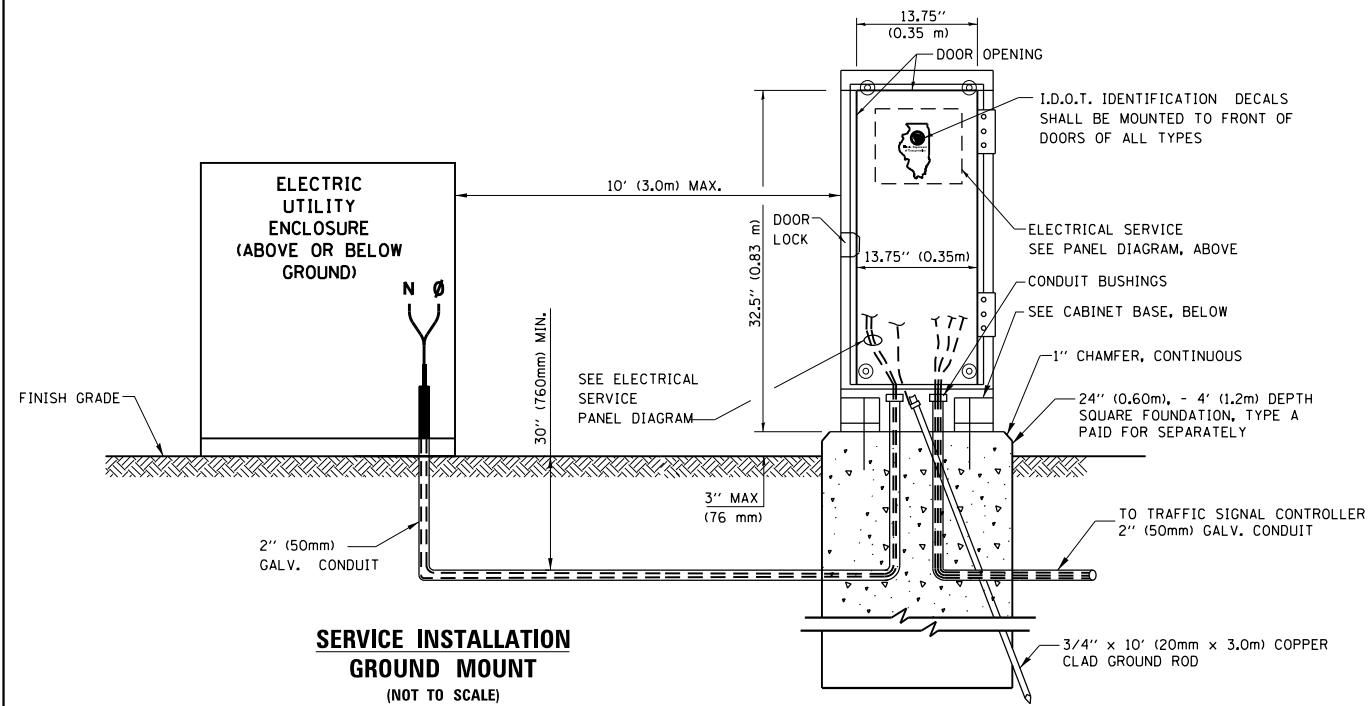
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT 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.

TS SHT NO. 3

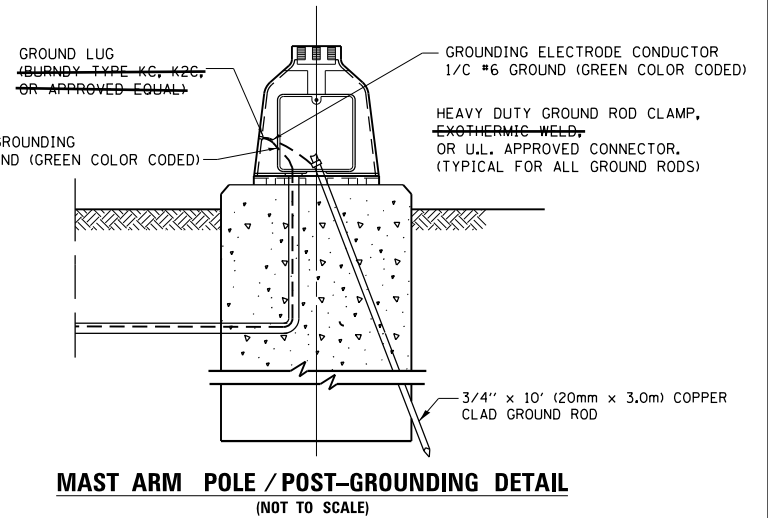
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			TS-05		CONTRACT NO. XXXXX		
	PLOT DATE = 5/17/2016	DATE -	REVISED -			SCALE: NONE	SHEET 3 OF 7 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	



**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(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.



TS SHT NO. 4

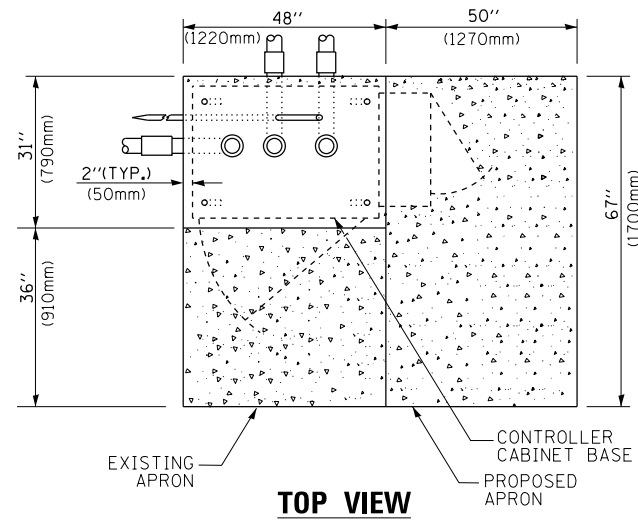
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

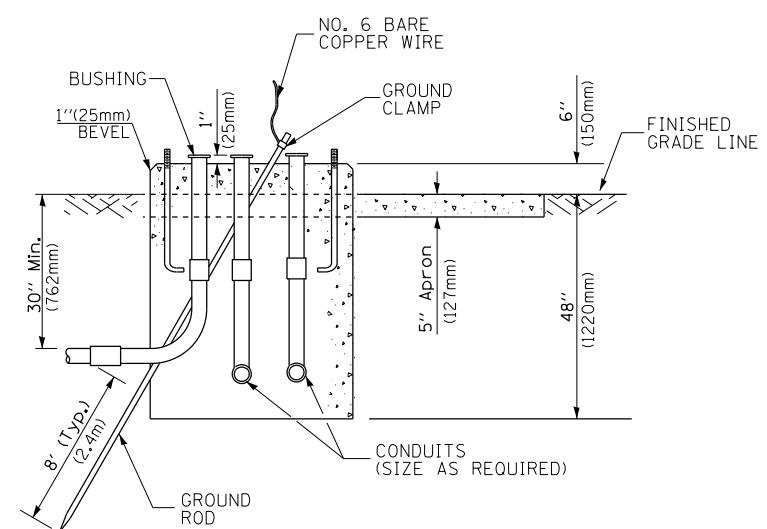
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 4 OF 7 SHEETS STA. TO STA.

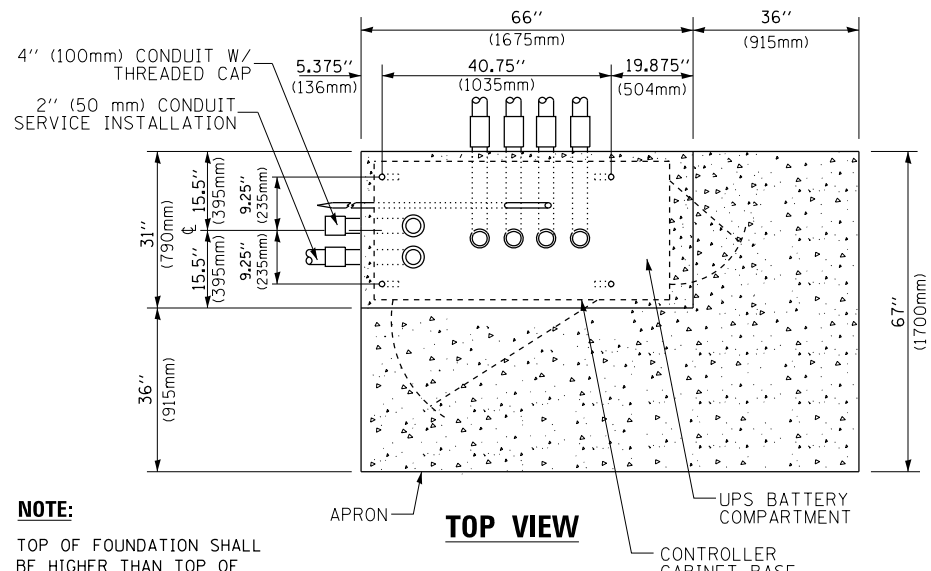
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	COOK		
TS-05		CONTRACT NO. XXXXX		
ILLINOIS FED. AID PROJECT				



TOP VIEW

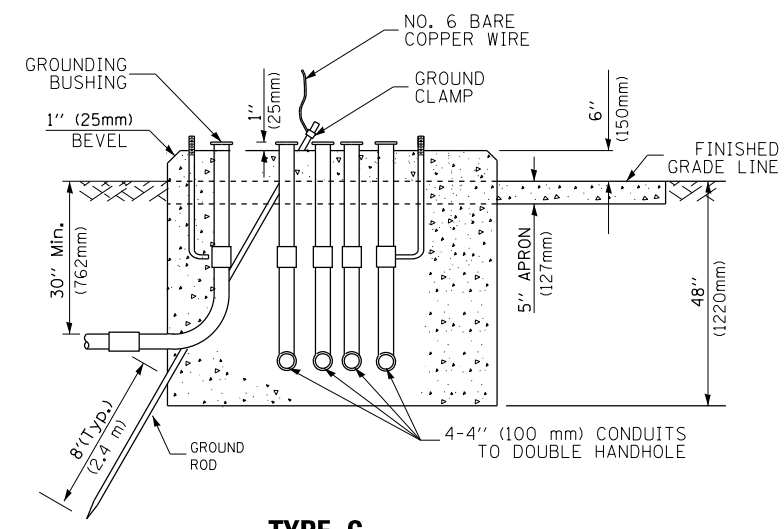


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

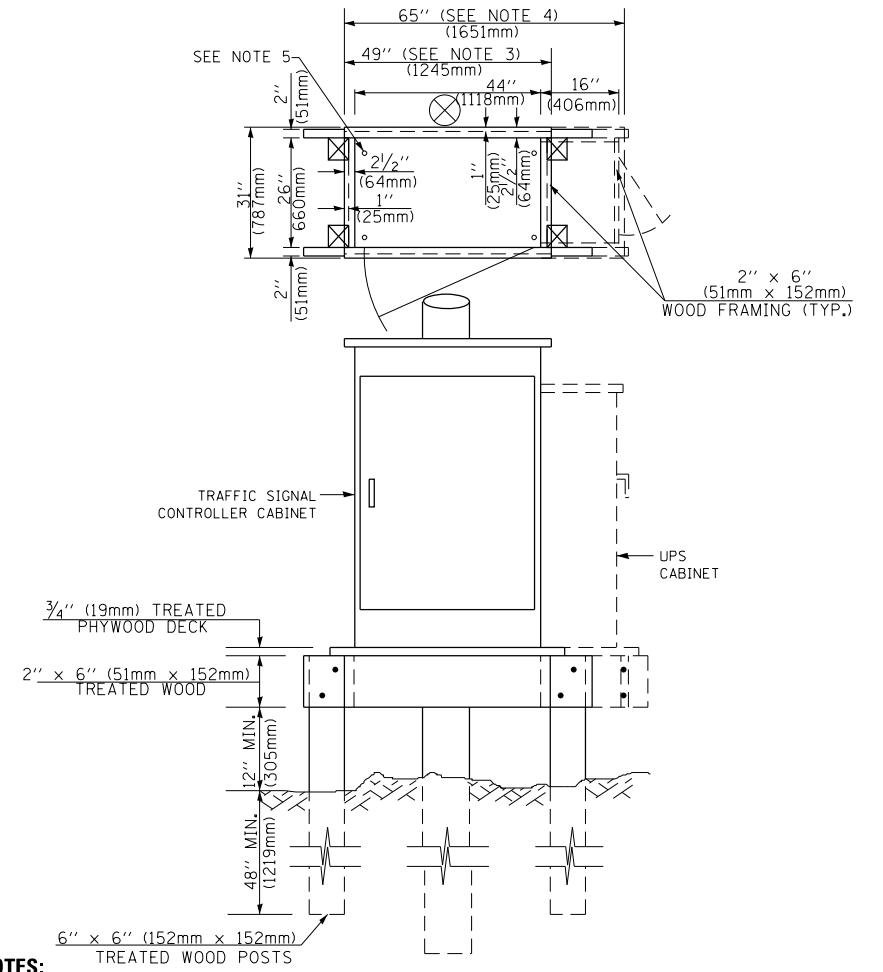


TOP VIEW

NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

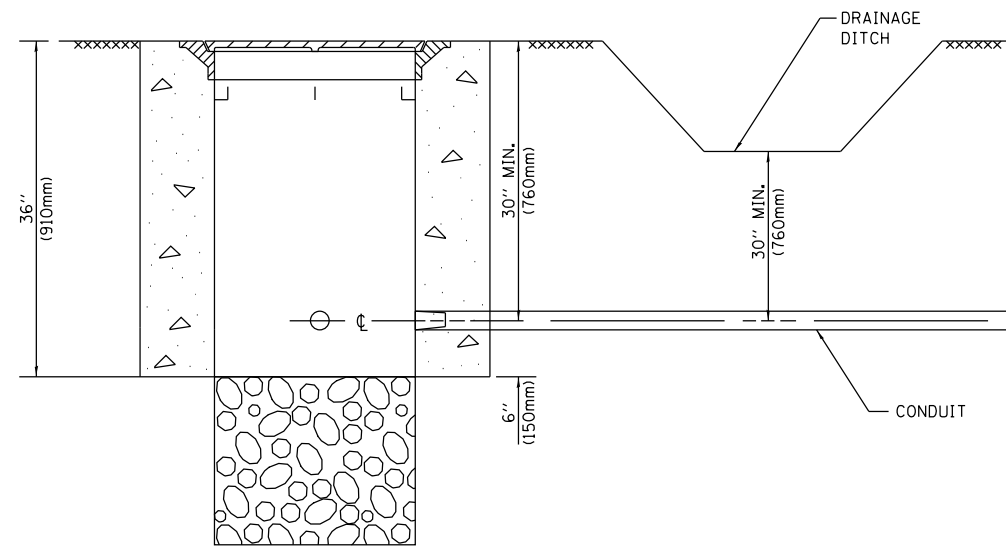
MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or 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 less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

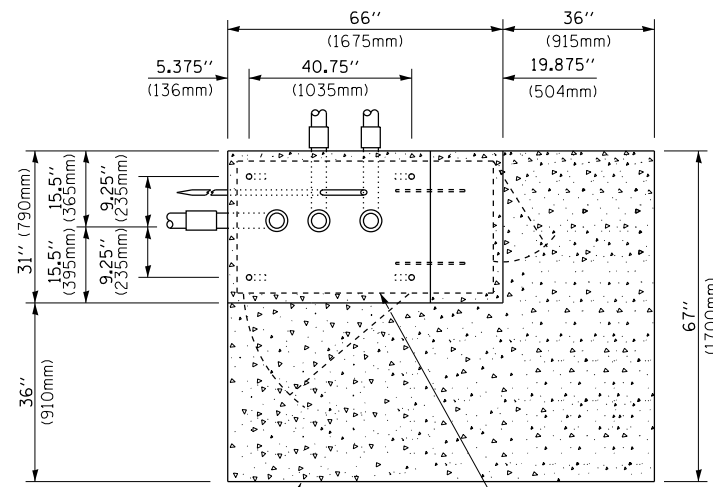
TS SHT NO. 5



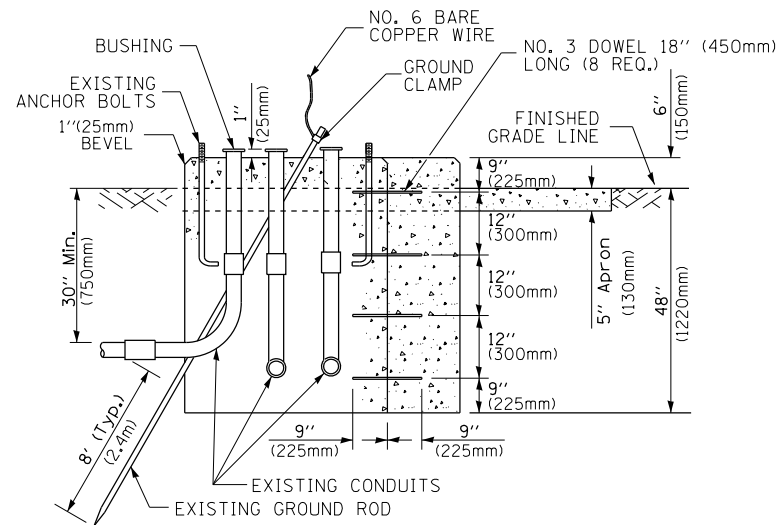
NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)

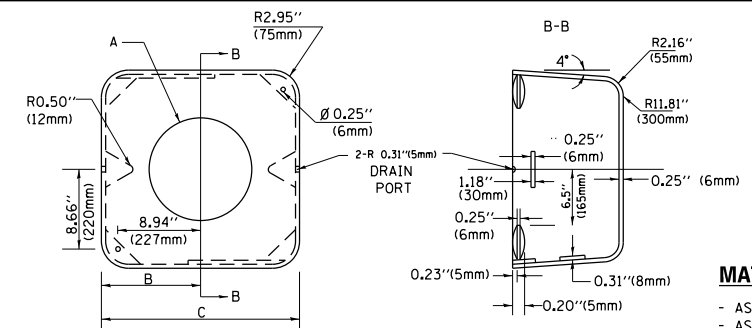


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

- 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.



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

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

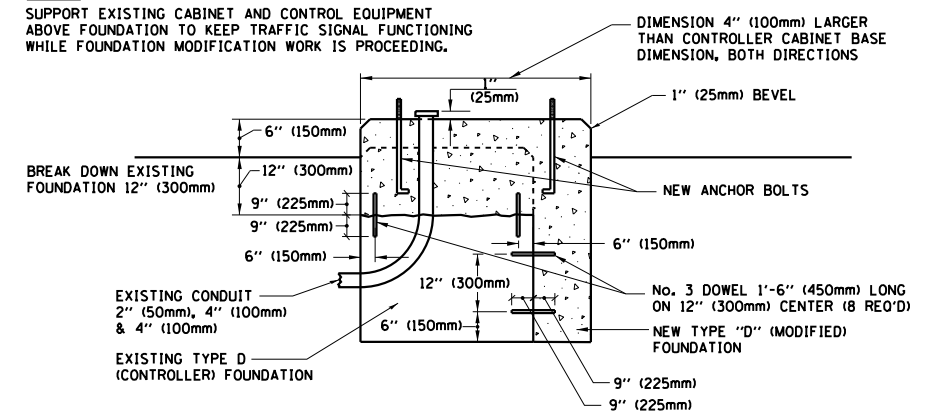
SHROUD

NOTES:

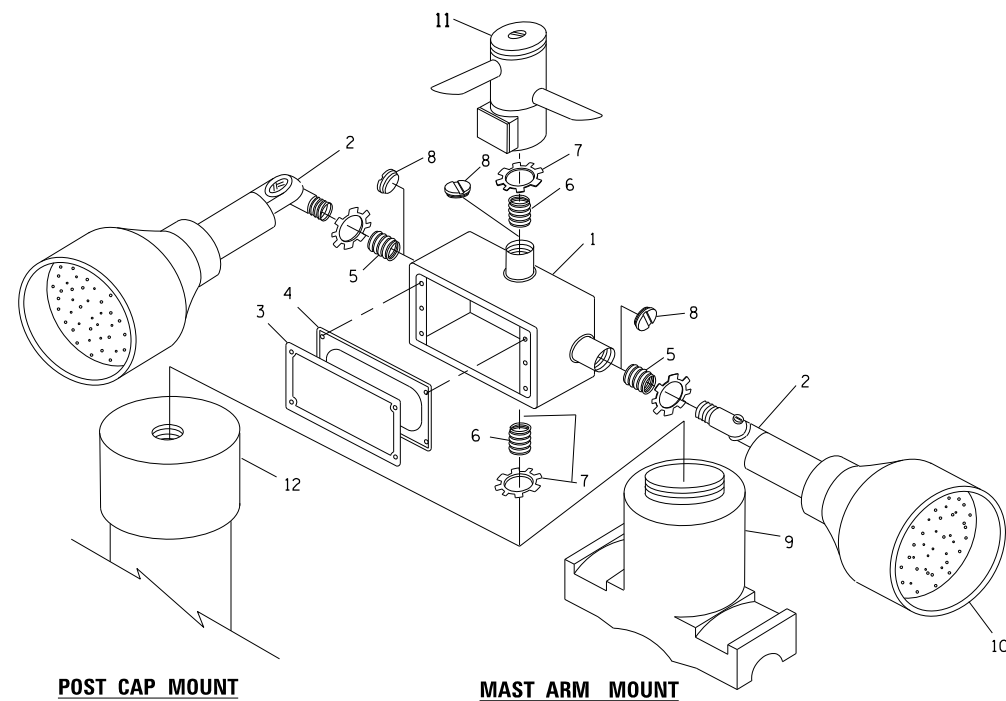
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS, AND FOUNDATION DIAMETER.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS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

NOTE:

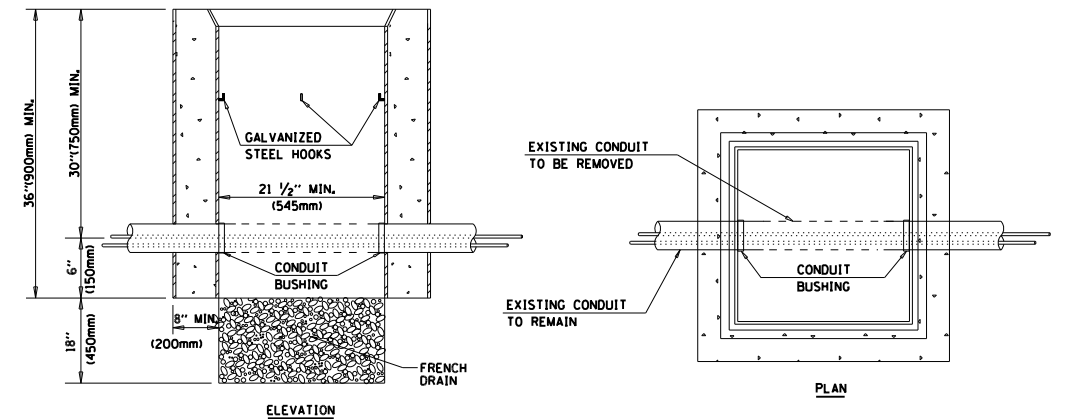
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT **MAST ARM MOUNT**
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

TS SHT NO. 6

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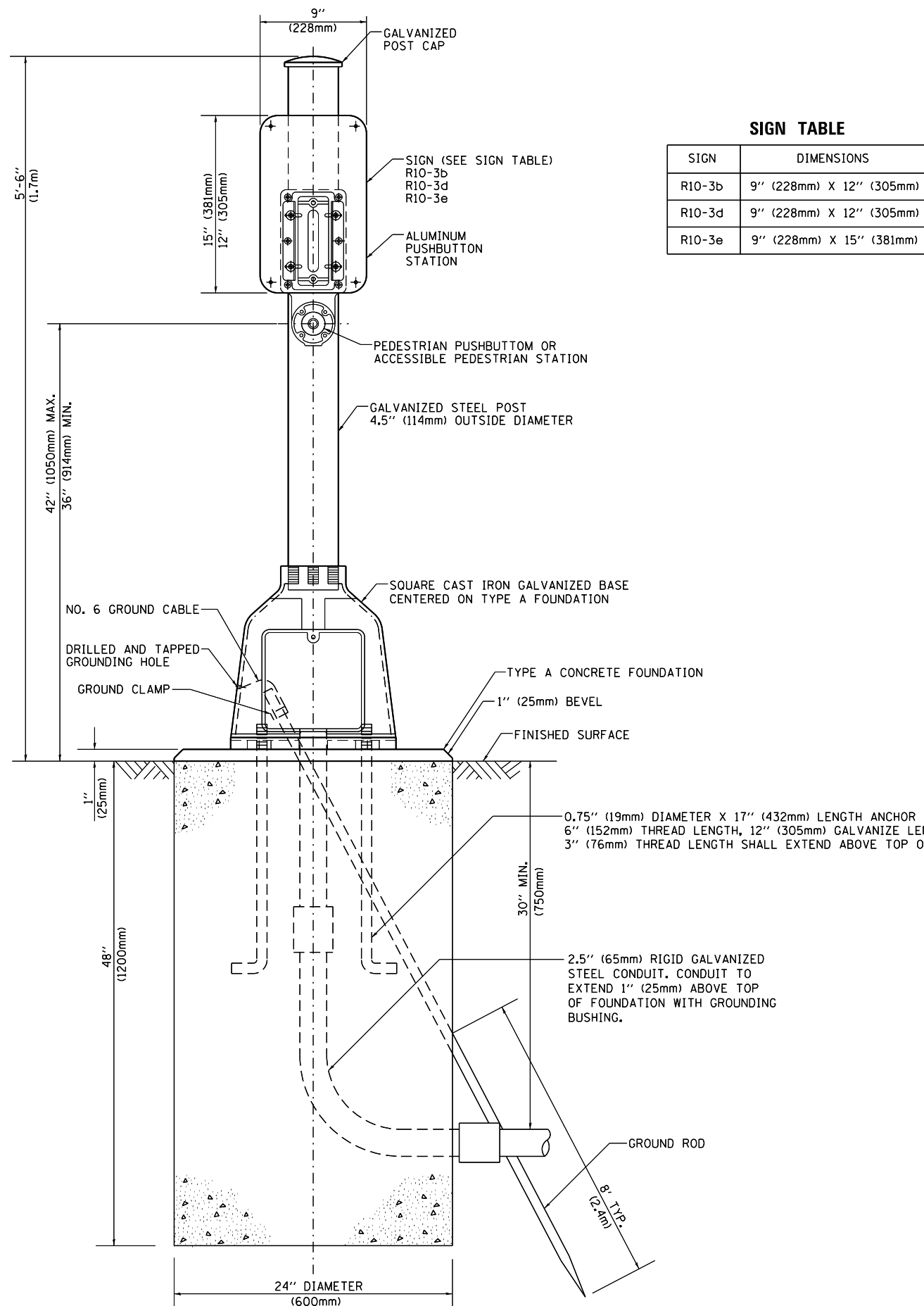
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.

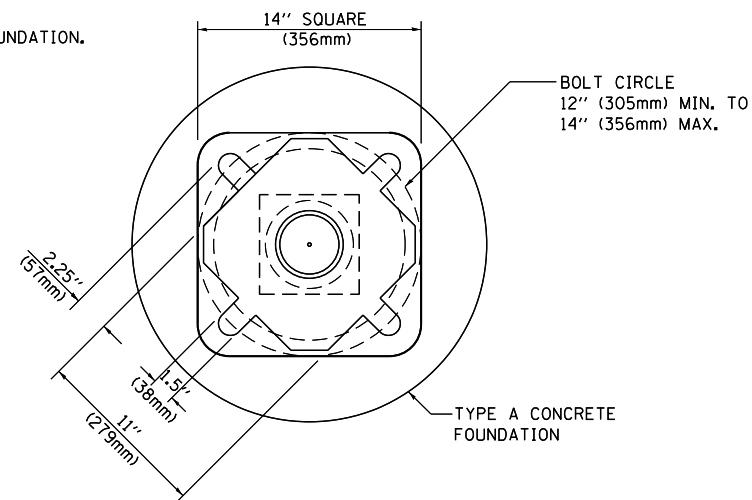
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-11N)	COOK		
TS-05		CONTRACT NO. XXXXX		
ILLINOIS FED. AID PROJECT				

TS SHT NO. 7



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
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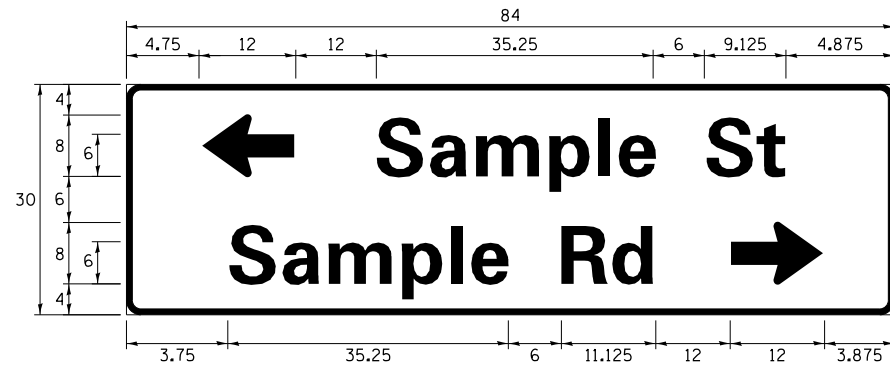
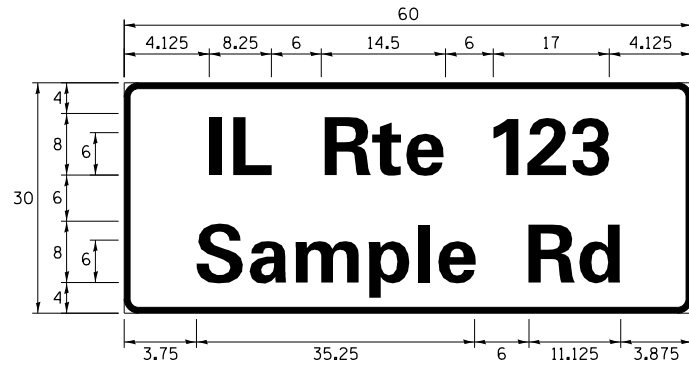
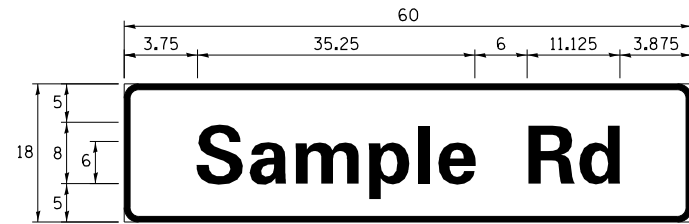
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 7 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	COOK		
TS-05		CONTRACT NO. XXXXX		
ILLINOIS FED. AID PROJECT				

SIGN PANEL – TYPE 1 OR TYPE 2



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

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

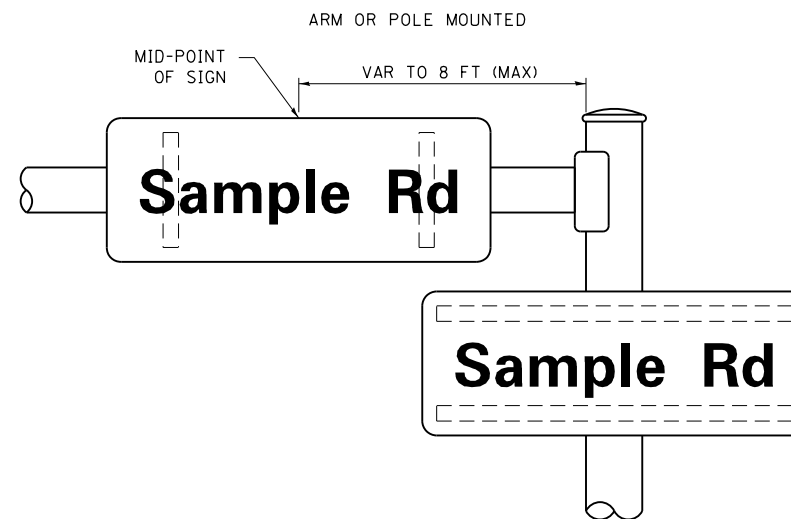
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODBRIDGE, IL

PARTS LISTING:

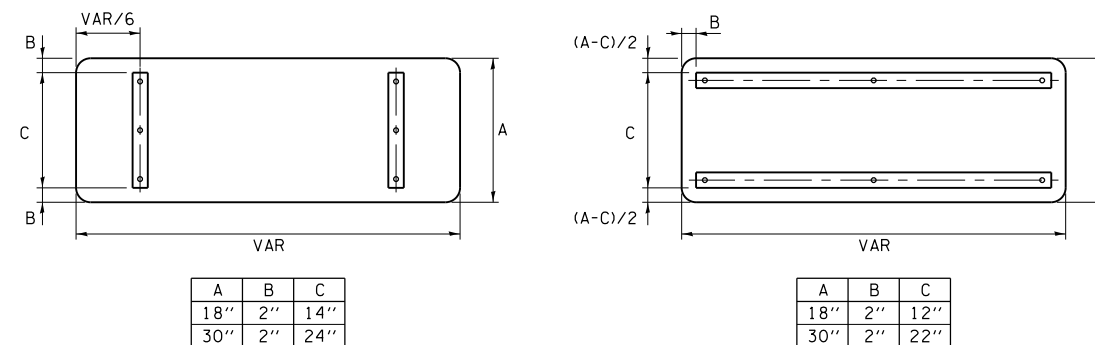
- SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
- SIGN SCREWS SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
- BRACKETS CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

MOUNTING LOCATION



SUPPORTING CHANNELS



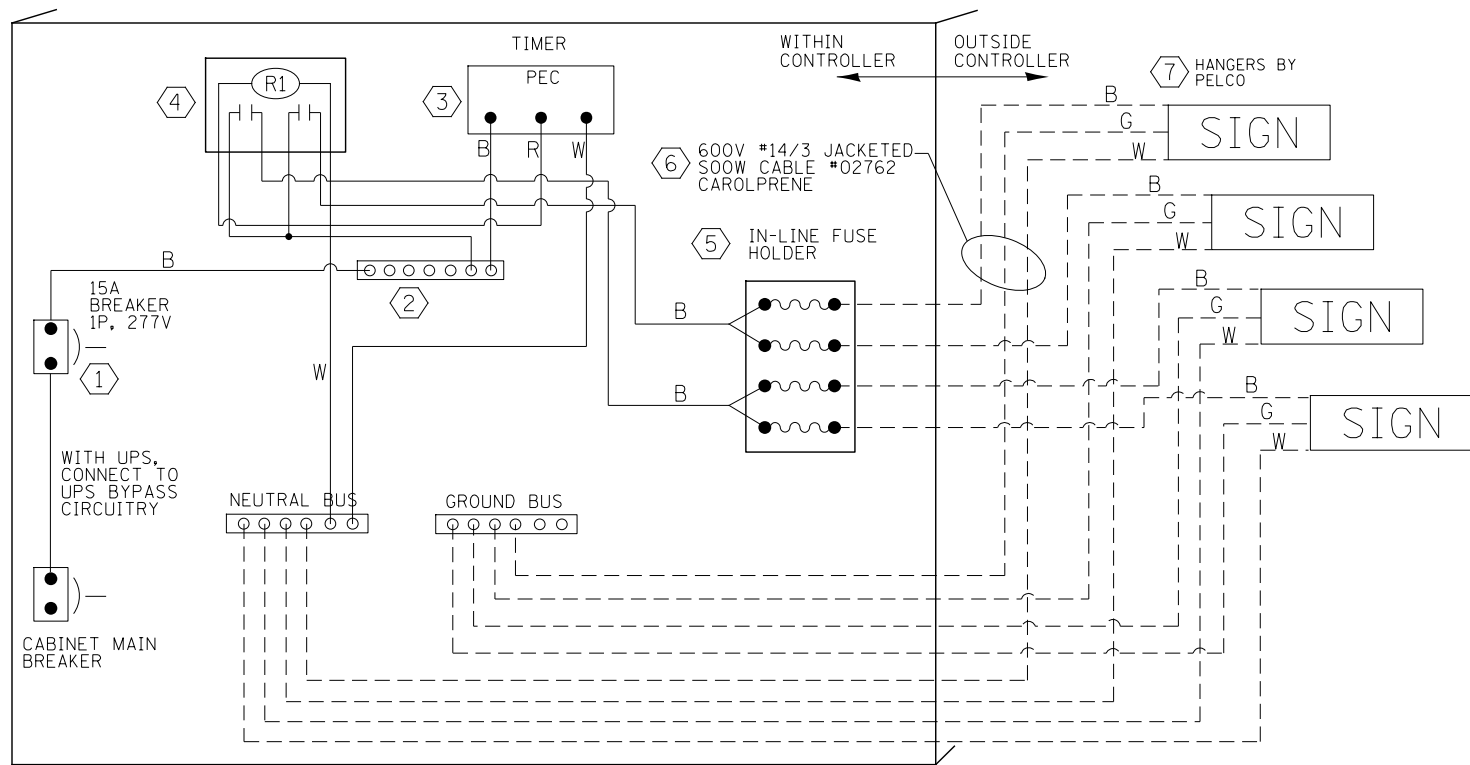
STANDARD ALPHABETS SPACING CHART

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

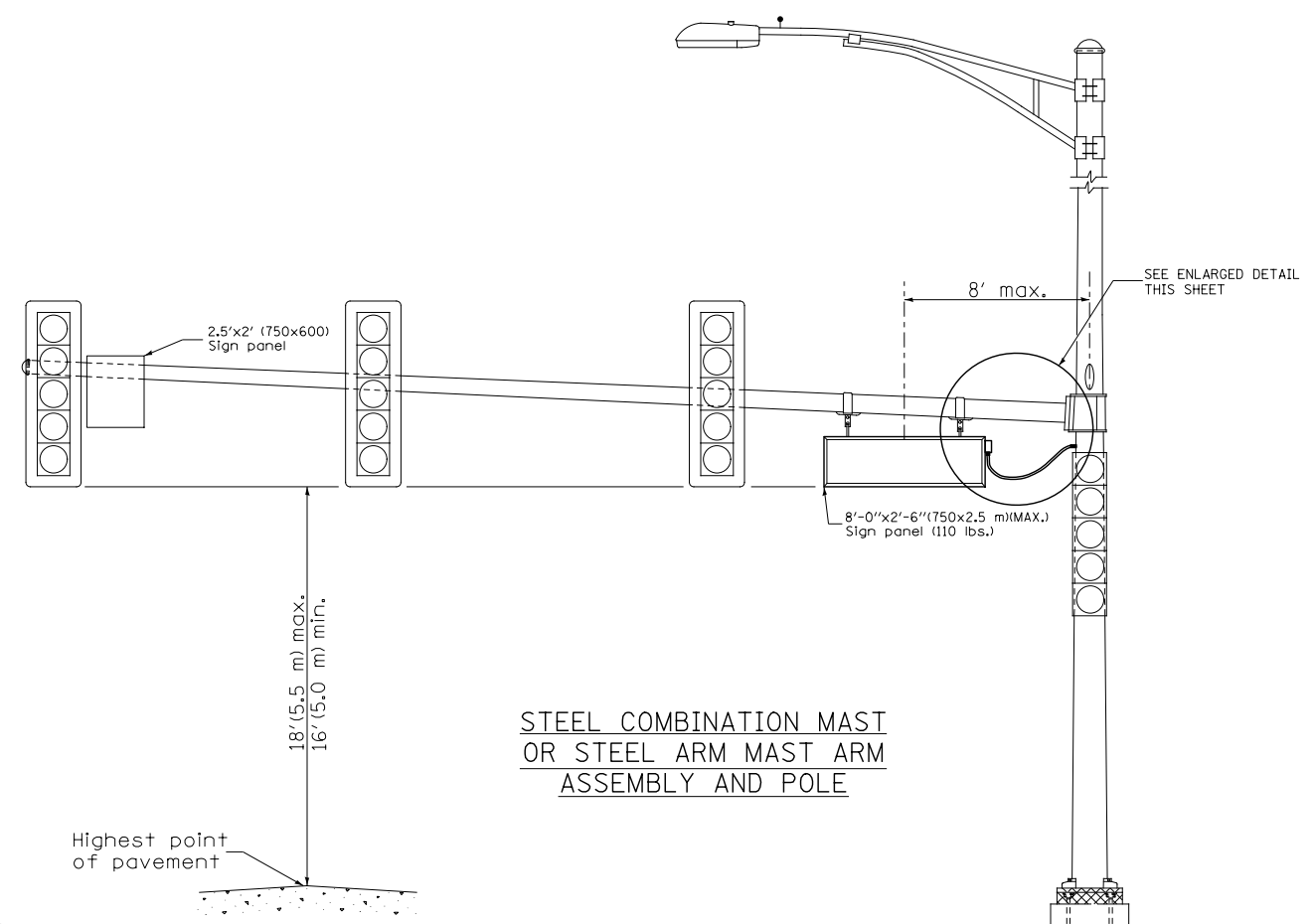
FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720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

TS SHT NO. 8

FILE NAME =	USER NAME = plascencia	DESIGNED - LP/IP	REVISED - LP 07/01/2015	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\WP\Design\Iovan\SamplePlans\DNF\Files\TSE\sample01-sht-ts.dgn	DRAWN - LP	REVISOR -	338			(110R-1JN)	COOK				
Default	CHECKED - IP	REVISOR -	TS-02			CONTRACT NO. XXXXX		ILLINOIS FED. AID PROJECT			
PLOT SCALE = 100.0000' / 1in.	DATE - 10/01/2014	REVISOR -	SCALE:			SHEET	OF	SHEETS	STA.	TO	STA.



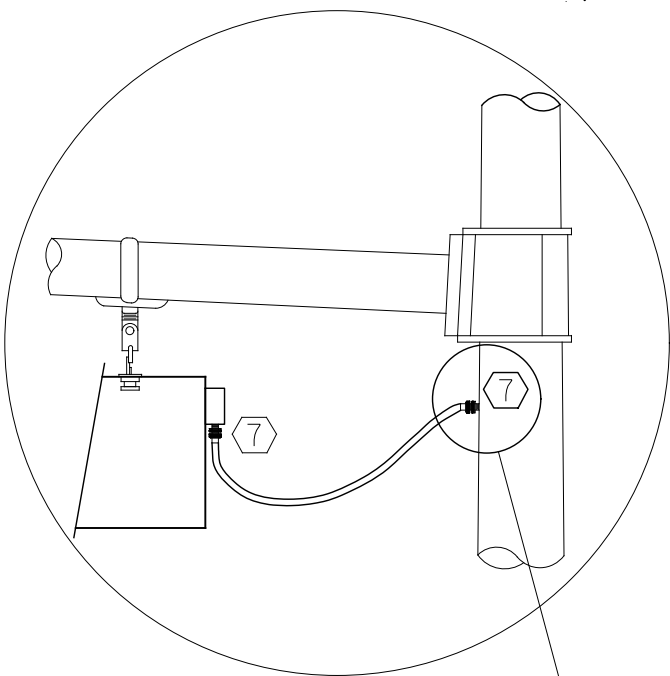
LED SIGN WIRING DETAIL



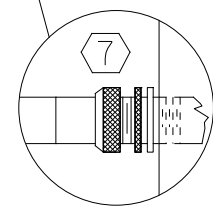
STEEL COMBINATION MAST OR STEEL ARM MAST ASSEMBLY AND POLE

DESCRIPTION	MANUFACTURER	MODEL	NOTES
① CIRCUIT BREAKER		15 AMPERE	Molded case, Thermal Mag. min. R.I. of 14K R.M.S. symmetrical amperes at 277V.
② TERMINAL BLOCK	MARATHON	1502 DJSV	
③ TIMER	TORK	DZS200BP	INCLUDED IN THE COST OF LED SIGNS
④ CONTROL RELAY	SQUARE D	8501X020V02	BOLT ON W/SCREW TERMINAL
⑤ IN-LINE FUSE HOLDER WITH 5 AMP FUSE	BUSSMAN	S-8000 BK/S-8-3-4-R	
⑥ ELECTRIC CABLE, NO. 14, 3/C (BLACK, WHITE, GREEN)	CAROLPRENE/500W	02762	
⑦ SIGN MOUNTING HARDWARE	PELCO	SE-5015	S.S. HARDWARE

BILL OF MATERIALS



L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL



L.E.D. SIGN ENLARGED CABLE CONNECTOR DETAIL

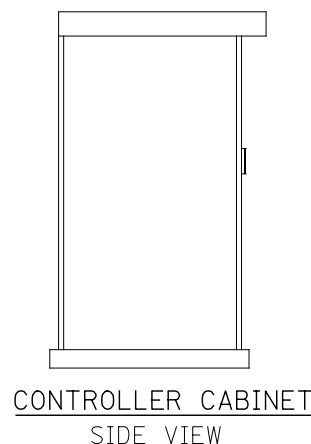


LED ILLUMINATED SIGN PANEL

8'0 x 2'6" (750 mm x 2.5 mm)(MAX)
C or D FONT

NOTES:

- SIGNS SHALL BE DUAL SIDED. FRONT AND BACK OF SIGN WILL BE THE SAME.
- CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN. VERIFY WITH ENGINEER. VILLAGE JURISDICTION IS INDICATED ON SIGN PANEL DETAIL SHEET.
- SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS. THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:
R = RED BL = BLUE W = WHITE
B = BLACK Y = YELLOW G = GREEN
- ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



CONTROLLER CABINET SIDE VIEW

FILE NAME = D:\60X10-eh-15300-11\lumSignDetail.dgn

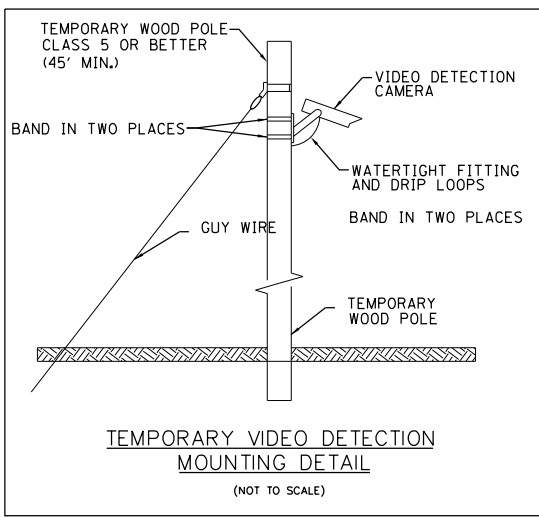
USER NAME = mmaestra	DESIGNED GR	REVISED -
PLOT SCALE = 1:100	DRAWN GR	REVISED -
PLOT DATE = 9/9/2015	CHECKED PJO	REVISED -
	DATE 09/14/15	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LED ILLUMINATED STREET NAME
INSTALLATION AND WIRING DIAGRAM

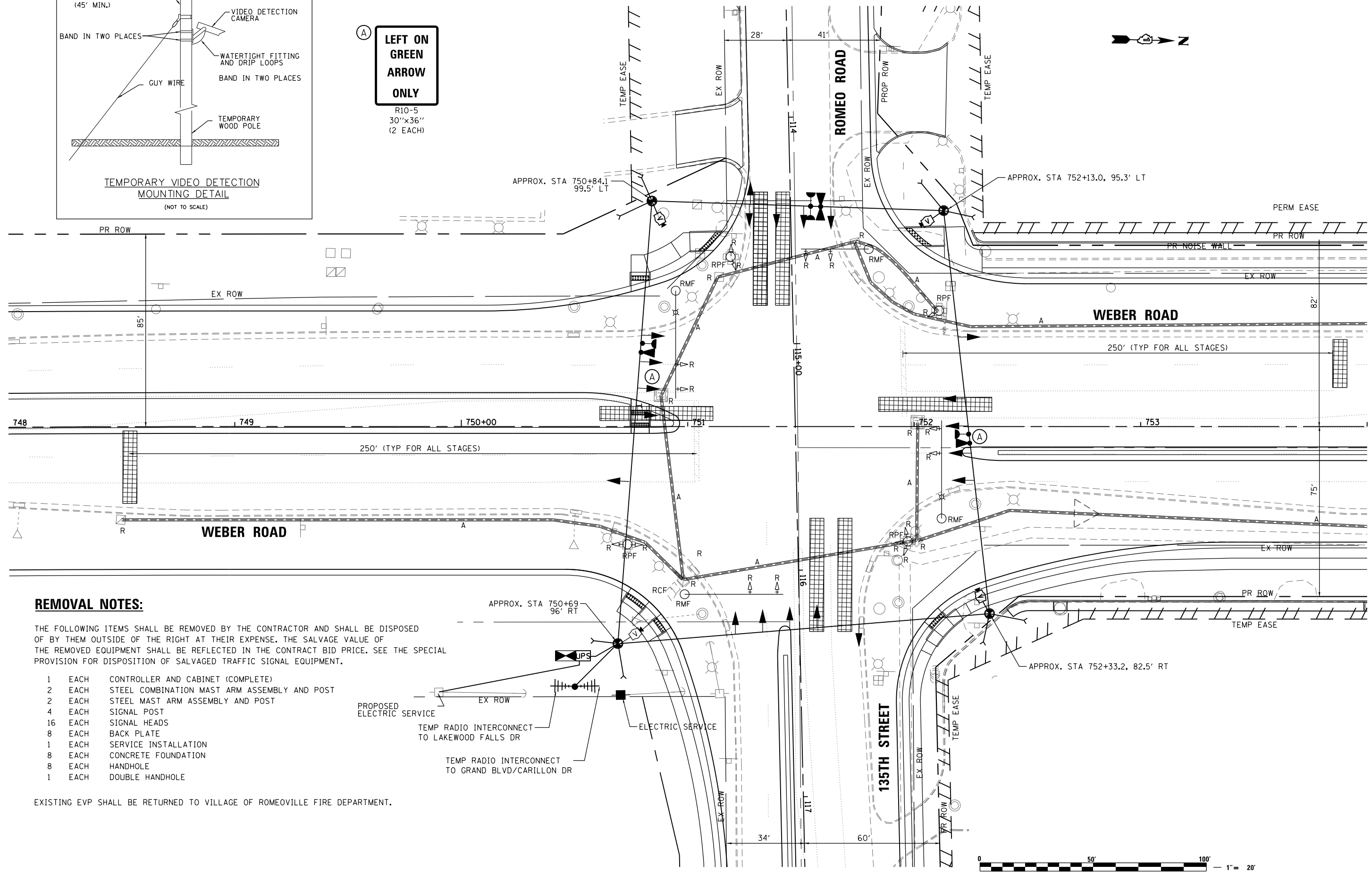
SCALE: N.T.S SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I./P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	(99-1HB-1) R-1	WILL	1386	715
CONTRACT NO. 60X10				
* FAI 55, FAP 856 ILLINOIS FED. AID PROJECT				



LEFT ON GREEN ARROW ONLY

R10-5
30"x36"
(2 EACH)

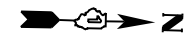
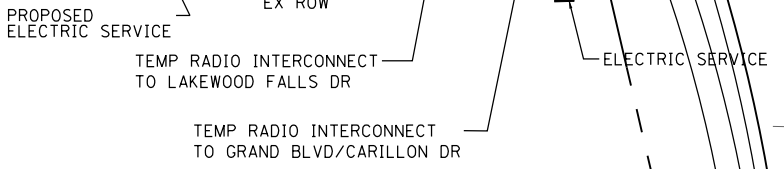


REMOVAL NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE OF THE RIGHT AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE. SEE THE SPECIAL PROVISION FOR DISPOSITION OF SALVAGED TRAFFIC SIGNAL EQUIPMENT.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 2 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POST
- 2 EACH STEEL MAST ARM ASSEMBLY AND POST
- 4 EACH SIGNAL POST
- 16 EACH SIGNAL HEADS
- 8 EACH BACK PLATE
- 1 EACH SERVICE INSTALLATION
- 8 EACH CONCRETE FOUNDATION
- 8 EACH HANDHOLE
- 1 EACH DOUBLE HANDHOLE

EXISTING EVP SHALL BE RETURNED TO VILLAGE OF ROMEOVILLE FIRE DEPARTMENT.



FILE NAME = D:\60X11-sht-TS11.135th-Temp.dgn
 PLOT SCALE = 46.0000 / in.
 USER NAME = Millennium Professional Services



2600 Warrenville Road, Suite 203, Downers Grove, IL 60515-1761
 630.705.0110 voice, 630.839.2566 fax
 www.mps-il.com
MILLENNIA PROFESSIONAL SERVICES

DESIGNED - TVN	REVISED -
DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

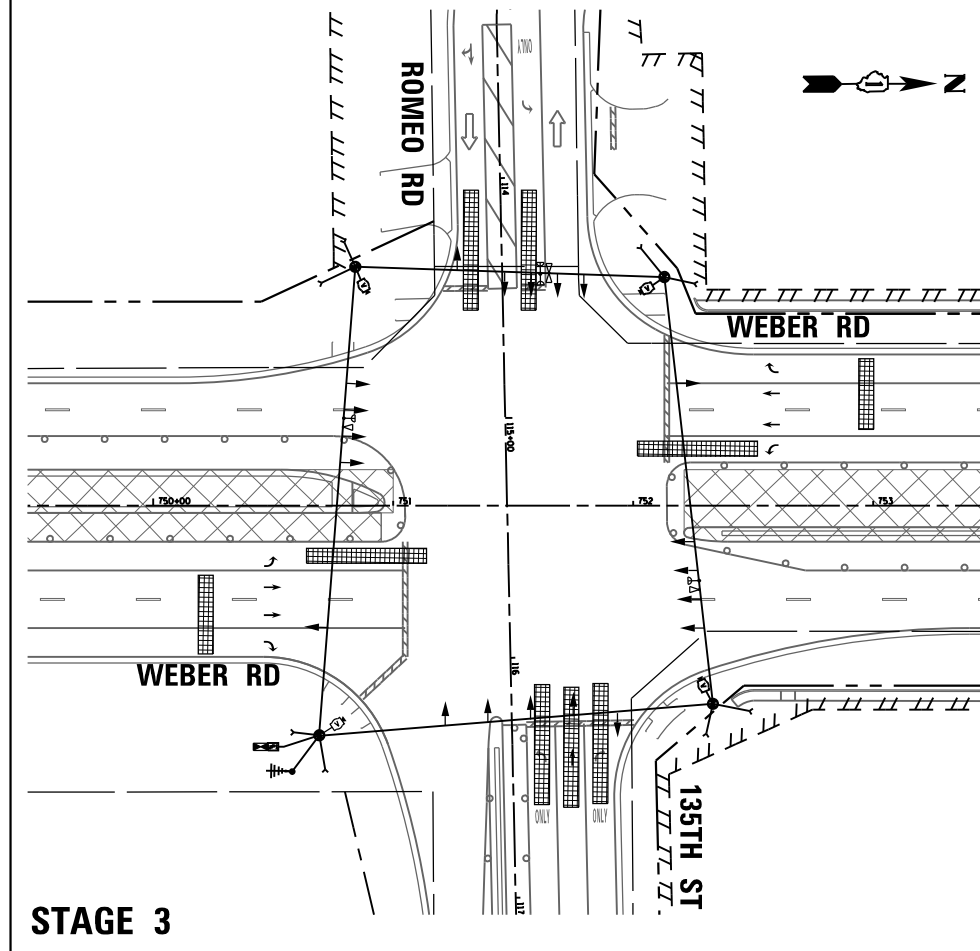
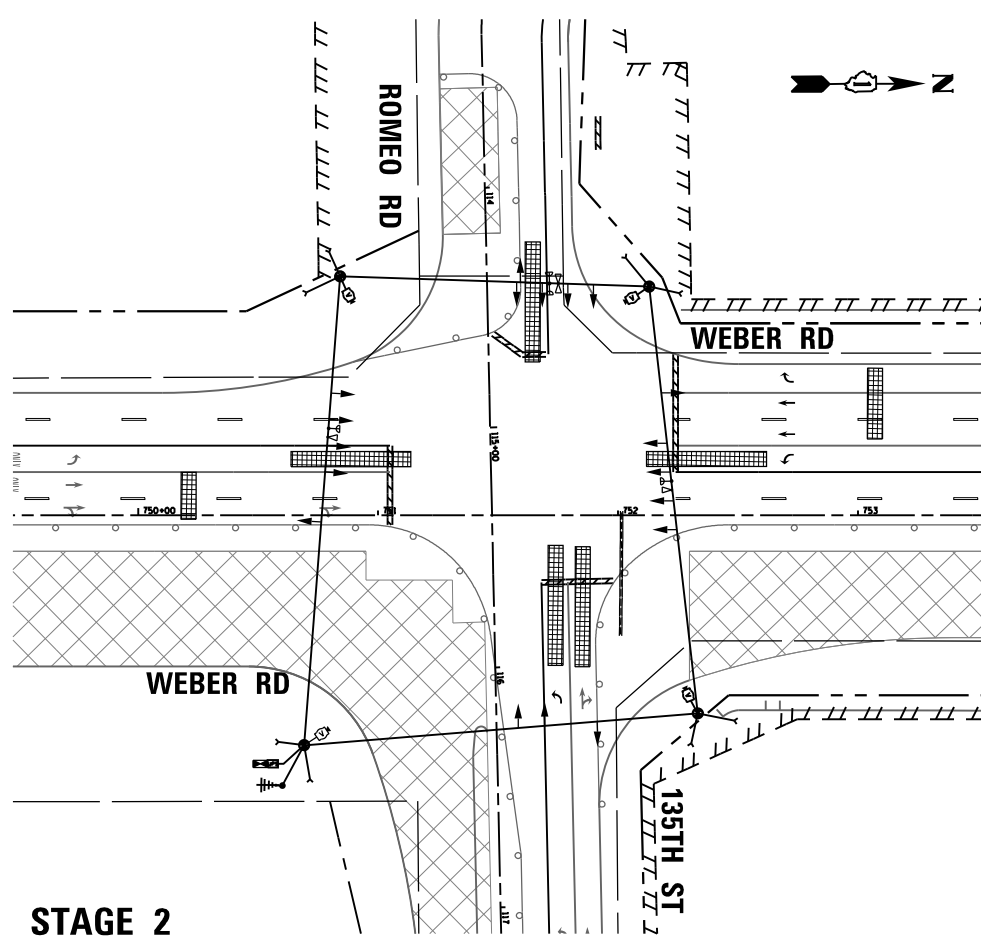
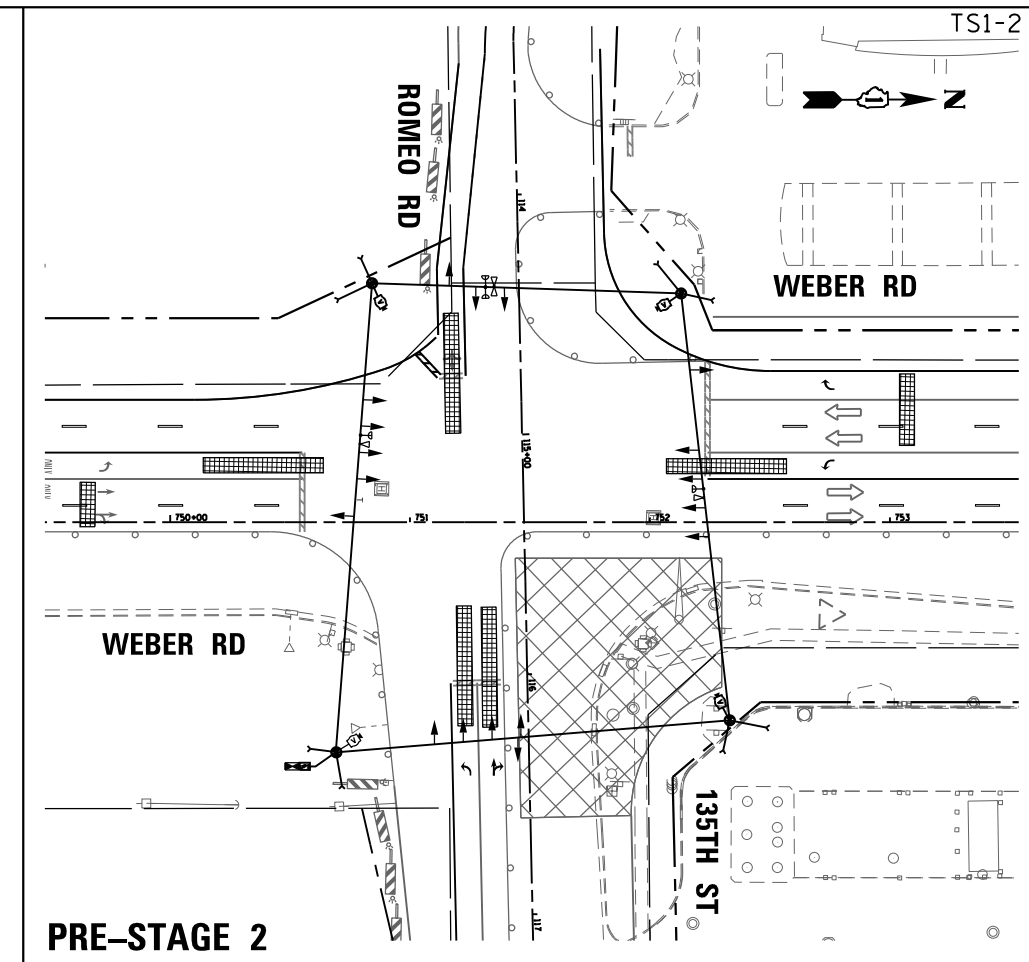
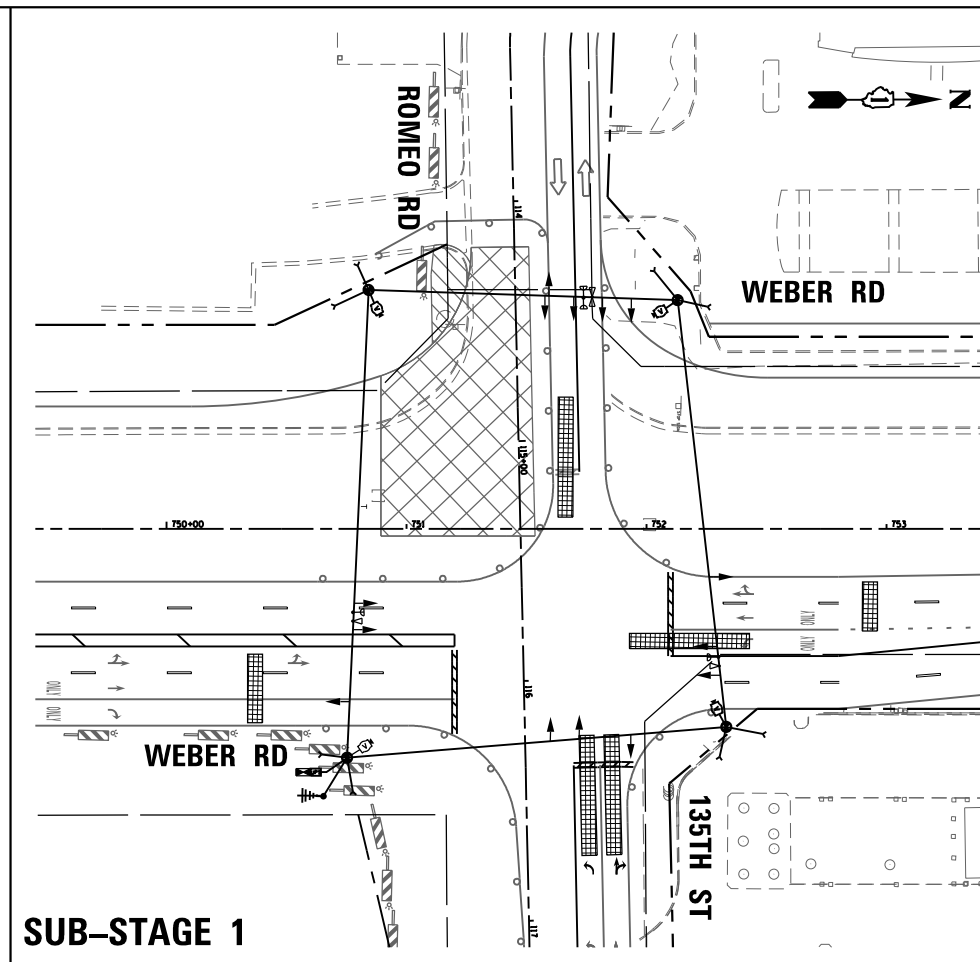
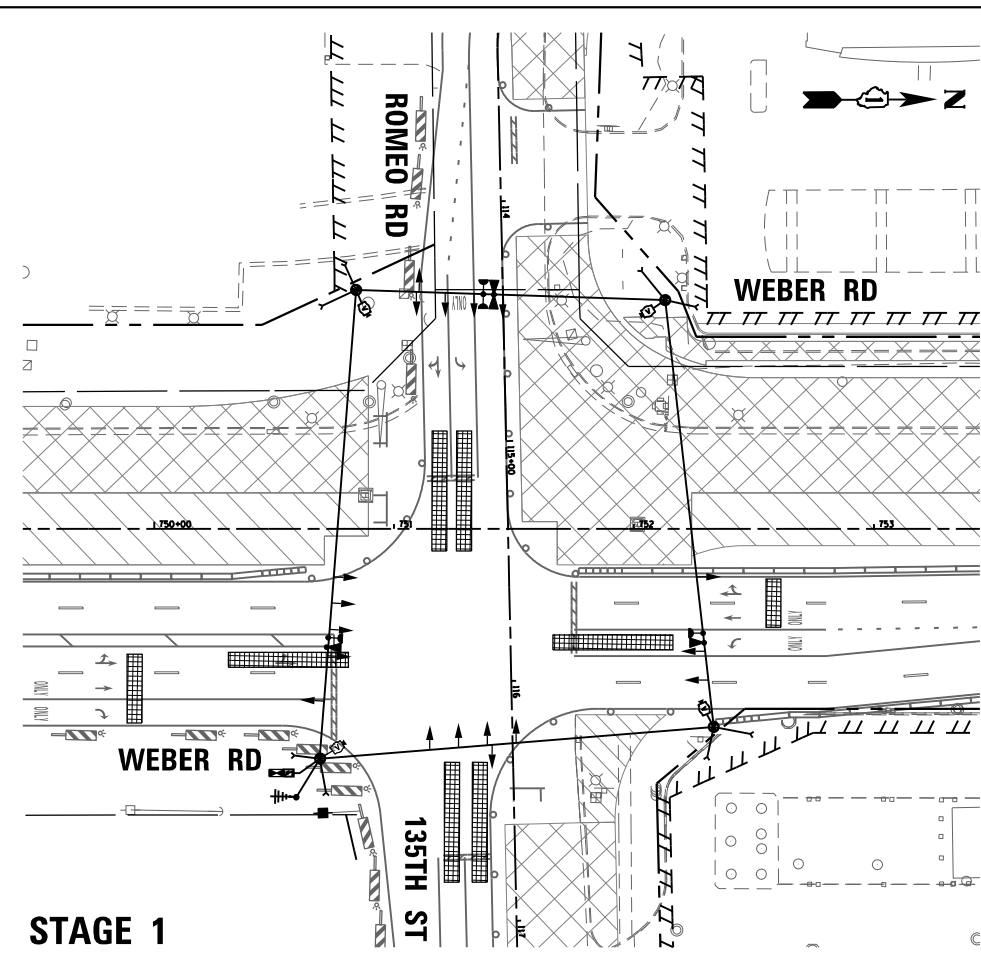
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION
WEBER ROAD AT 135TH STREET/ROMEO ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	210
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



FILE NAME = D:\60X11-sht-TS12-135th-TSstage1.dgn
 PLOT SCALE = 86.0000 / in.
 USER NAME = Millennium Professional Services



2600 Warrenville Road, Suite 203, Downers Grove, IL 60515-1761
 630.705.0110 voice, 630.839.2566 fax
 www.mps-il.com

DESIGNED - TVN	REVISED -
DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

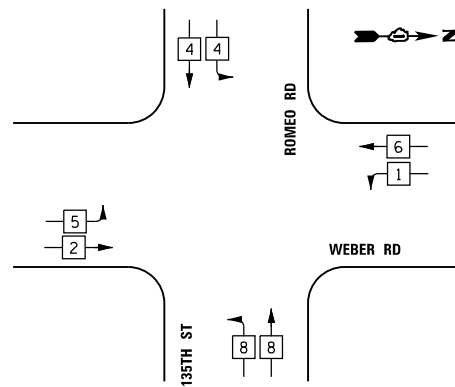
TEMPORARY TRAFFIC SIGNAL M.O.T. STAGING PLAN
 WEBER ROAD AT 135TH STREET/ROMEO ROAD

SCALE: 1"=40' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	211
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

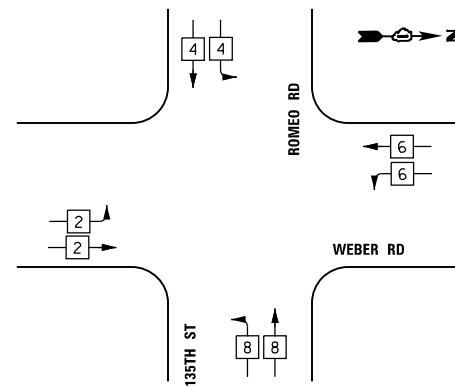
TEMPORARY CONTROLLER SEQUENCE

FOR STAGE 2 TO 4



TEMPORARY CONTROLLER SEQUENCE

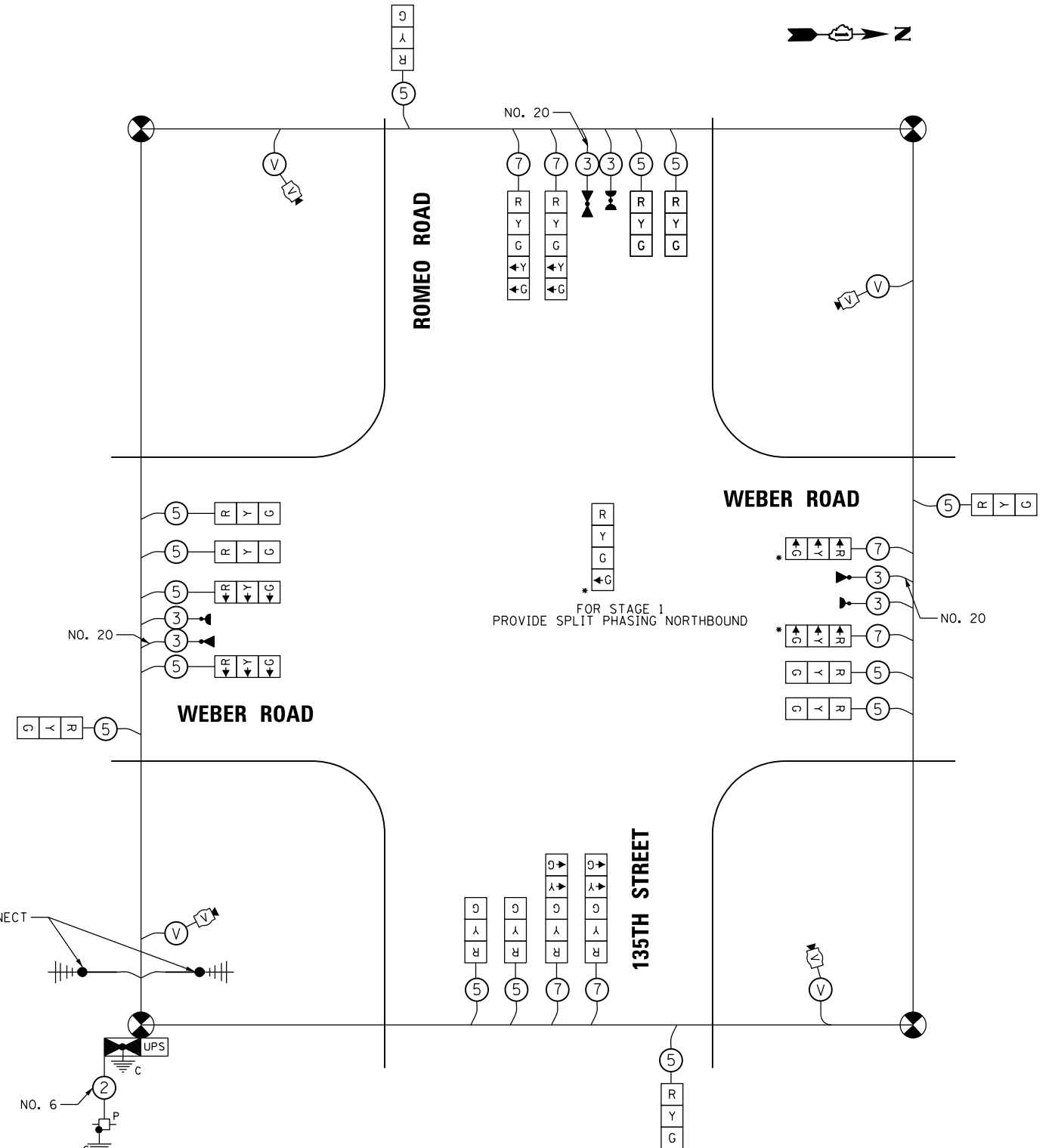
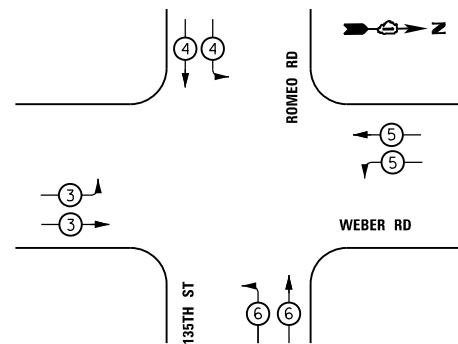
FOR STAGE 1 (SPLIT PHASING)



LEGEND

- ◀▪ SINGLE ENTRY PHASE
- ◀• DUAL ENTRY PHASE
- ◀◊ OL OVERLAP
- ◀• PEDESTRIAN PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TEMPORARY CABLE PLAN

NOTE:

NORTHBOUND WEBER RD (STAGE-1 AND SUB STAGE-1), ROMEO RD (SUB STAGE-1, PRE STAGE-2, AND STAGE-2) HAS NO LEFT TURN LANE. THE FAR SIDE 3-SECTION HEADS FOR ROMEO RD SHALL BE BAGGED AND DISCONNECTED.

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	11	50	110.0
(YELLOW)	20	20	5	20.0
(GREEN)	20	12	45	108.0
ARROW	8	10	10	8.0
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				521.0

ENERGY COSTS TO:

WILL COUNTY DIVISION OF TRANSPORTATION
16841 W. LARAWAY ROAD
JOLIET, IL 60433

ENERGY SUPPLY - CONTACT: TIM COSLET
PHONE: 815-724-5010
COMPANY: COMMONWEATH EDISON
ACCOUNT NUMBER: _____

FILE NAME = D:\60X11-sht-TS13.135th-TCable.dgn
PLOT SCALE = 46.0000 / in.
USER NAME = Millennium Professional Services

2600 Warrenville Road, Suite 203, Downers Grove, IL 60515-1761
630.705.0110 voice, 630.839.2566 fax
www.mps-il.com

DESIGNED - TVN	REVISED -
DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

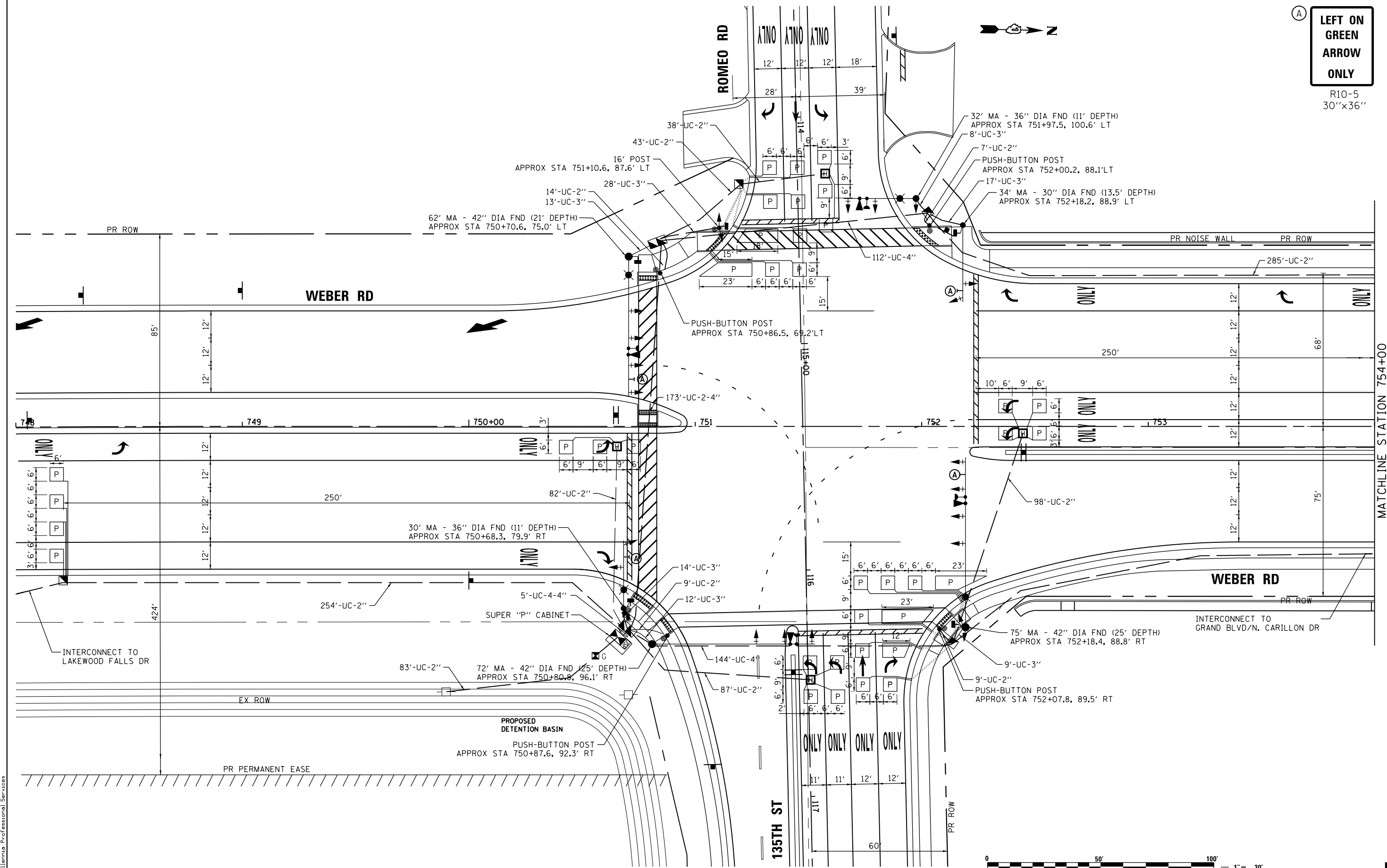
**TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
WEBER ROAD AT 135TH STREET/ROMEO ROAD**

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	212
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON

**LEFT ON GREEN
ARROW
ONLY**
R10-5
30"x36"



MATCHLINE STATION 754+00
SEE SHEET PTS1-6

FILE NAME = D:\60X11-sht-TS14_135th-Plan1.dgn
PLOT SCALE = 46.0000 / in.
USER NAME = Millennium Professional Services



2600 Warrenville Road, Suite 203, Downers Grove, IL 60515-1761
630.705.0110 voice, 630.839.2566 fax
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MILLENNIA PROFESSIONAL SERVICES

DESIGNED - TVN	REVISED -
DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

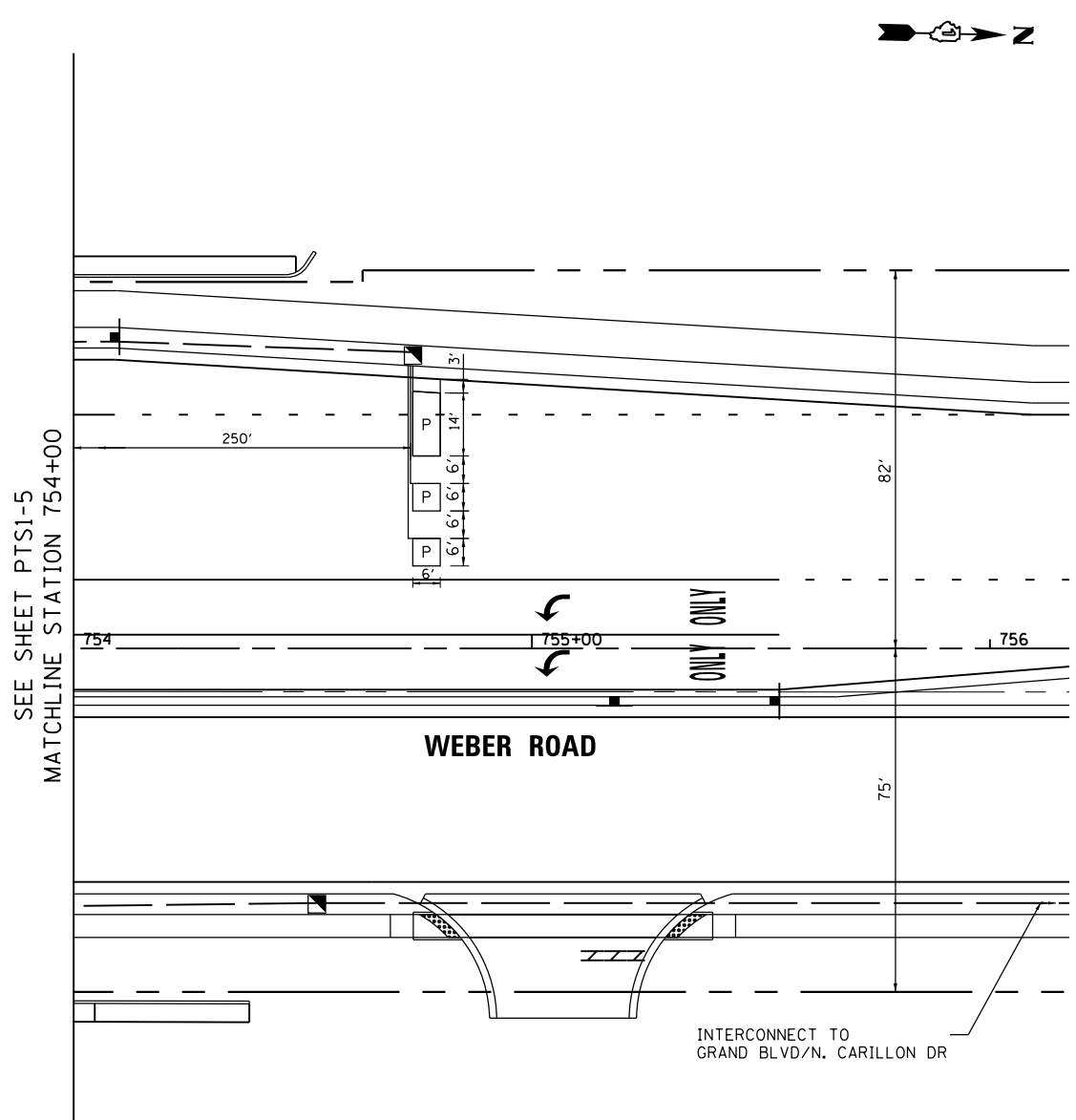
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN
WEBER ROAD AT 135TH STREET/ROMEO ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	213
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



FILE NAME = D:\60X11-sh-t-TS15.135th-Plan2.dgn
 PLOT SCALE = 48.0000 / in.
 USER NAME = Millennium Professional Services



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CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

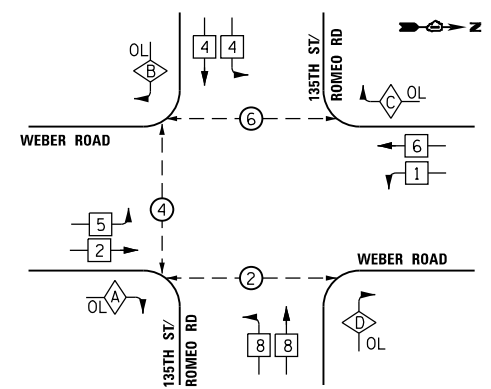
**TRAFFIC SIGNAL INSTALLATION PLAN
 WEBER ROAD AT 135TH STREET/ROMEO ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	214
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON

PROPOSED CONTROLLER SEQUENCE



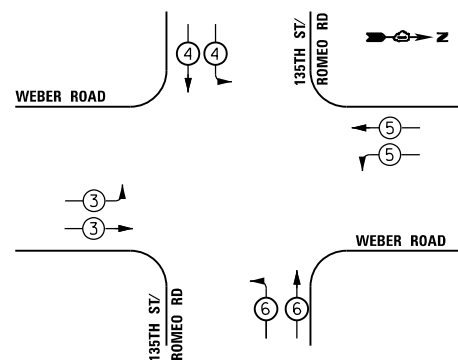
LEGEND

- ◻ SINGLE ENTRY PHASE
- ◻ DUAL ENTRY PHASE
- ◻ OVERLAP
- ◻ PEDESTRIAN PHASE

RIGHT TURN OVERLAP PHASE DESIGNATION

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

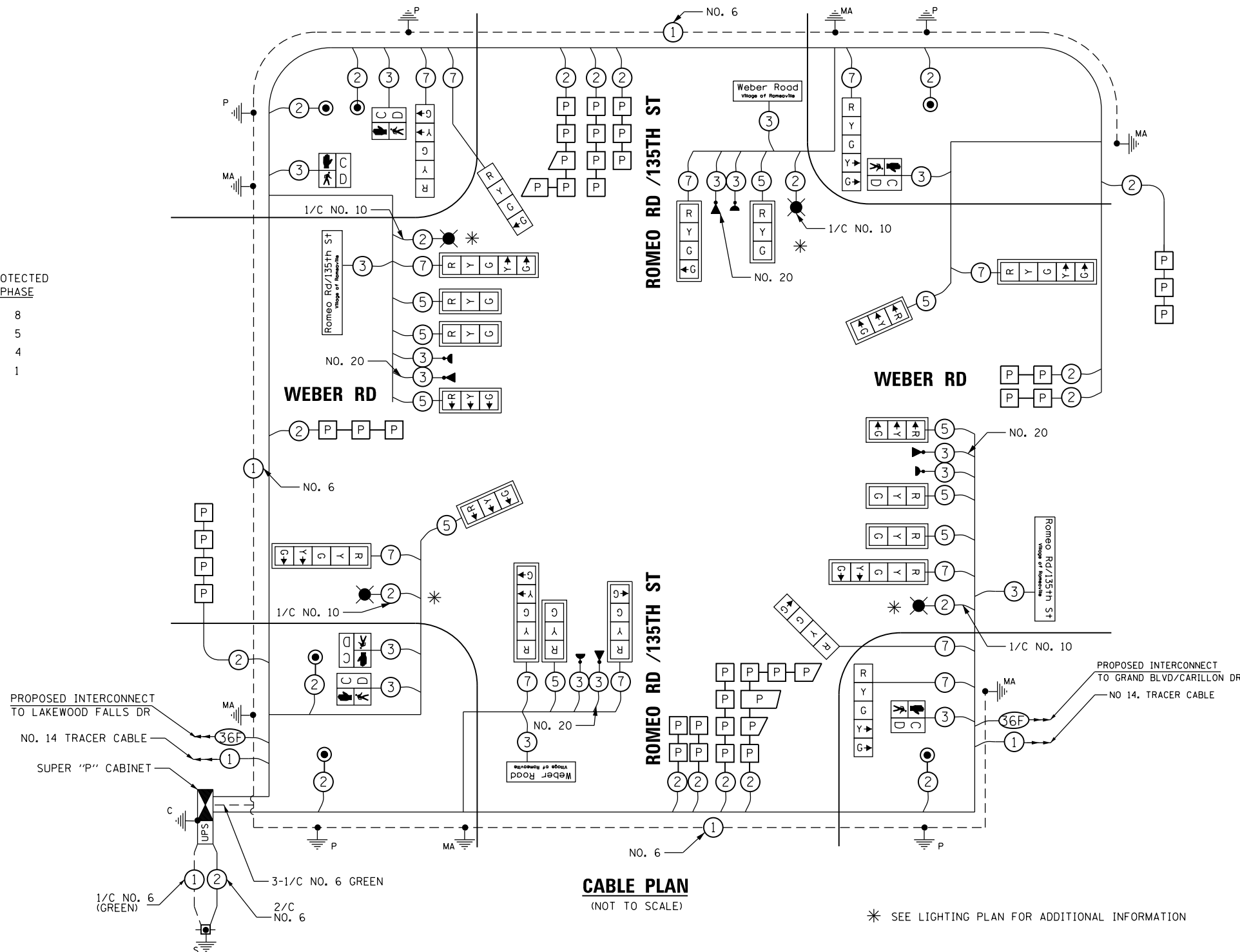
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	22	11	50	121.0
(YELLOW)	22	20	5	22.0
(GREEN)	26	12	45	140.4
ARROW	16	10	10	16.0
PED. SIGNAL	6	20	100	120.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	4	120	50	240.0
LUMINAIRE	-	-	-	-
TOTAL =				784.4

ENERGY COSTS TO:
 WILL COUNTY DIVISION OF TRANSPORTATION
 16841 W. LARAWAY ROAD
 JOLIET, IL 60433
 ENERGY SUPPLY - CONTACT: TIM COSLET
 PHONE: 815-724-5010
 COMPANY: COMMONWEATH EDISON
 ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

* SEE LIGHTING PLAN FOR ADDITIONAL INFORMATION

FILE NAME = D:\60X11-sh-t-TS16-135th_Cable.dgn
 PLOT SCALE = 4620000 / in.
 USER NAME = Millennium Professional Services

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CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
WEBER ROAD AT 135TH STREET/ROMEO ROAD

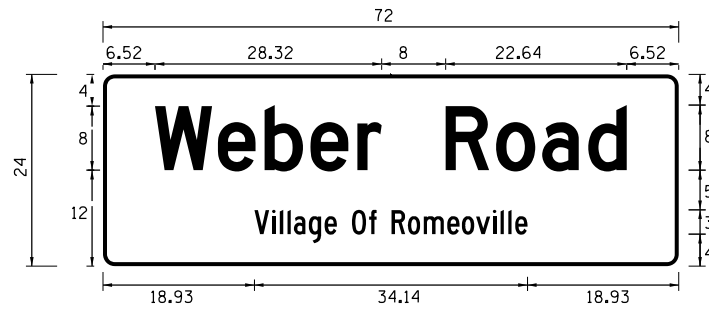
SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	215
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

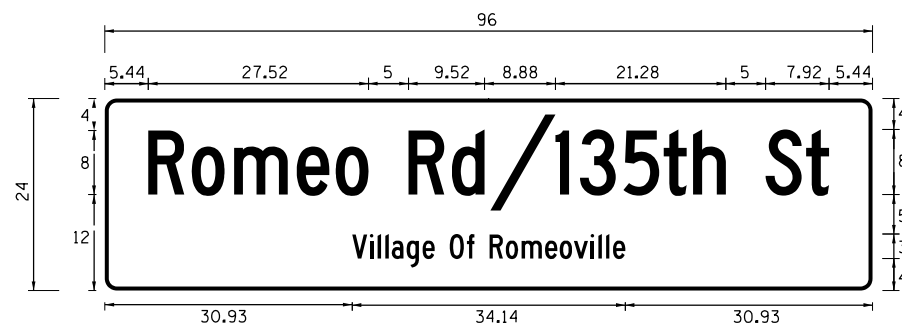
ECON

SCHEDULE OF QUANTITIES

ILLUMINATED STREET NAME SIGNS



DESIGN SERIES	AREA (SQ FT)	QTY. REQUIRED	SIGN WATTAGE
D	12.0	2	60



DESIGN SERIES	AREA (SQ FT)	QTY. REQUIRED	SIGN WATTAGE
C	16.0	2	60

ITEM DESCRIPTION	UNITS	TOTAL QUANTITY
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1009
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	101
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	622
HANDHOLE	EACH	5
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1096
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2645
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2672
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2866
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2964
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	222
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	666
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 72 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 32 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 62 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 75 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	20
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	14
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	22
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	71
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	10
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	5
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	17
INDUCTIVE LOOP DETECTOR	EACH	12
PREFORMED DETECTOR LOOP	FOOT	1607
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	6
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	8
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	1082
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
SIGN PANEL - TYPE 1 (SPECIAL)	SQ FT	30
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	4
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

FILE NAME = D:\60X11-sht-TS17-135th-Signs-S00.dgn
 PLOT SCALE = 48.0000 / in.
 USER NAME = Millennium Professional Services



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DATE - 12/11/2017	REVISED -

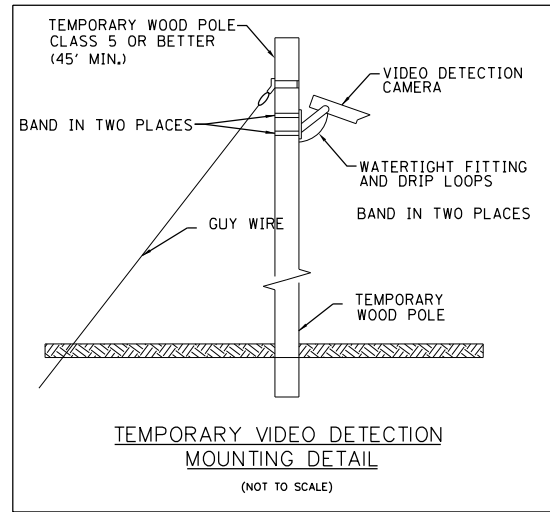
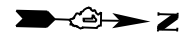
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MAST ARM MOUNTED STREET NAME SIGNS
 AND SCHEDULE OF QUANTITIES
 WEBER ROAD AT 135TH STREET/ROMEO ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	216
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



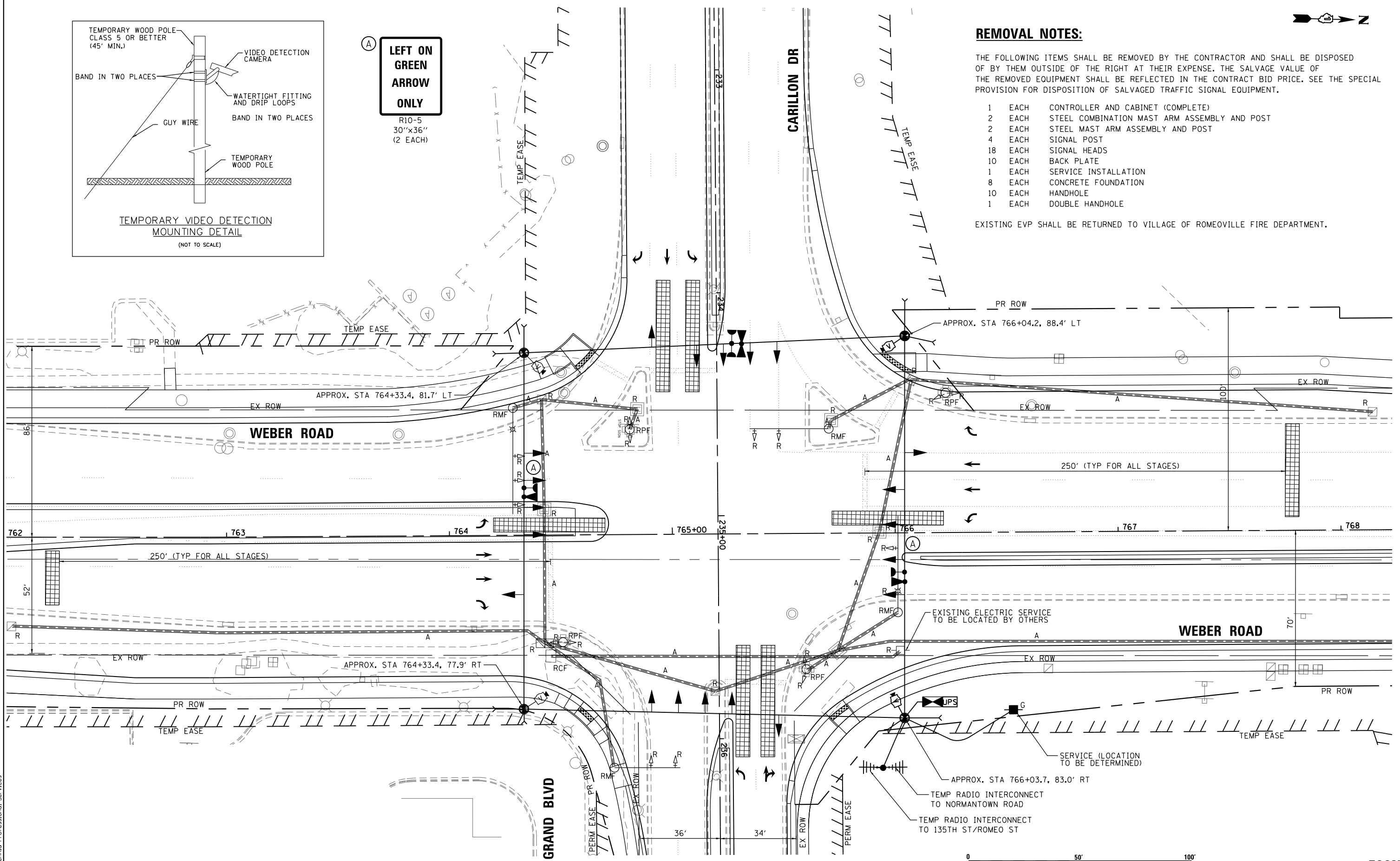
LEFT ON GREEN ARROW ONLY
 R10-5
 30"x36"
 (2 EACH)

REMOVAL NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE OF THE RIGHT AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE. SEE THE SPECIAL PROVISION FOR DISPOSITION OF SALVAGED TRAFFIC SIGNAL EQUIPMENT.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 2 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POST
- 2 EACH STEEL MAST ARM ASSEMBLY AND POST
- 4 EACH SIGNAL POST
- 18 EACH SIGNAL HEADS
- 10 EACH BACK PLATE
- 1 EACH SERVICE INSTALLATION
- 8 EACH CONCRETE FOUNDATION
- 10 EACH HANDHOLE
- 1 EACH DOUBLE HANDHOLE

EXISTING EVP SHALL BE RETURNED TO VILLAGE OF ROMEOVILLE FIRE DEPARTMENT.



FILE NAME = D160X11-sh1-TS21-Grand_Temp.dgn
 PLOT SCALE = 48.0000 / in.
 USER NAME = Millennium Professional Services



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CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

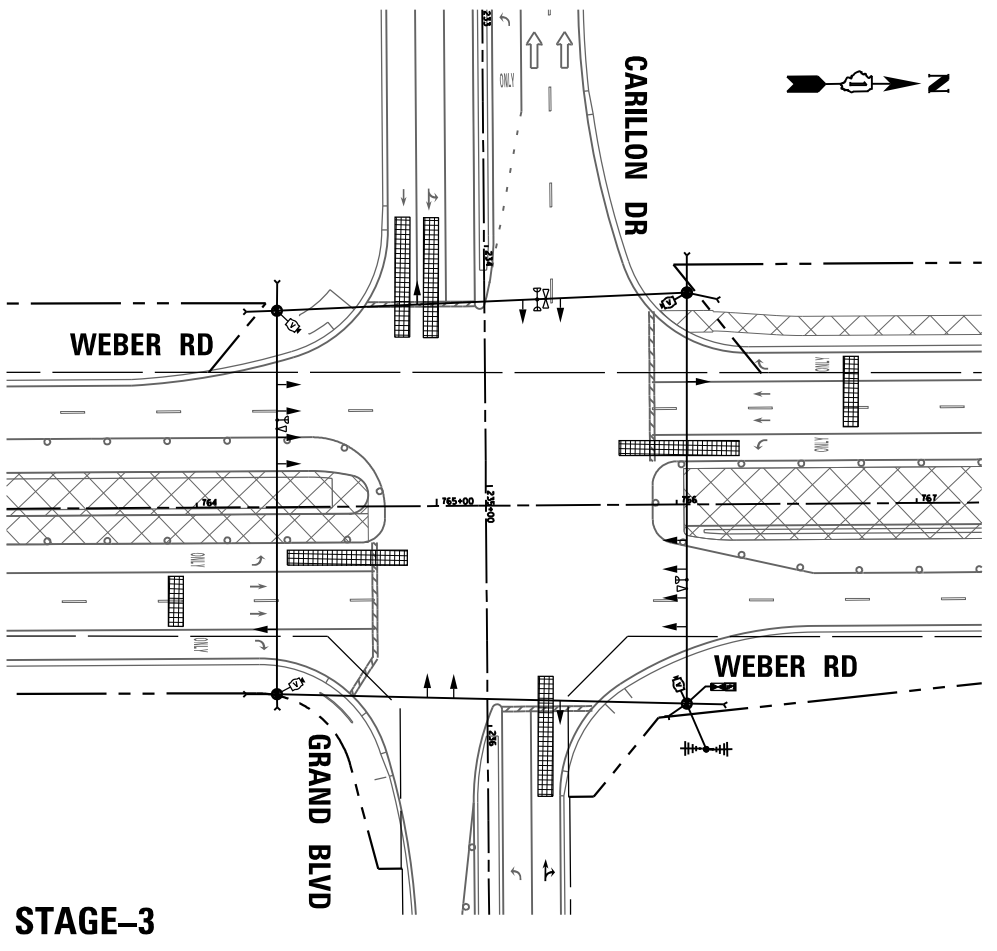
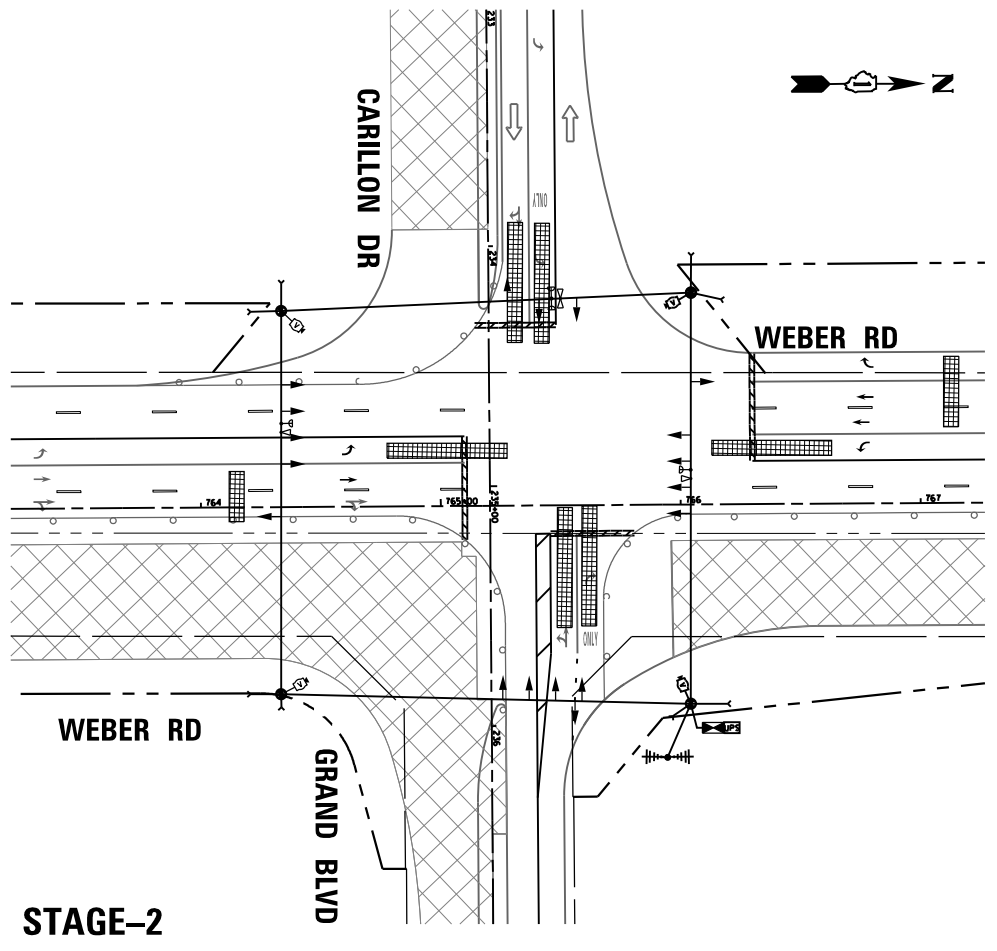
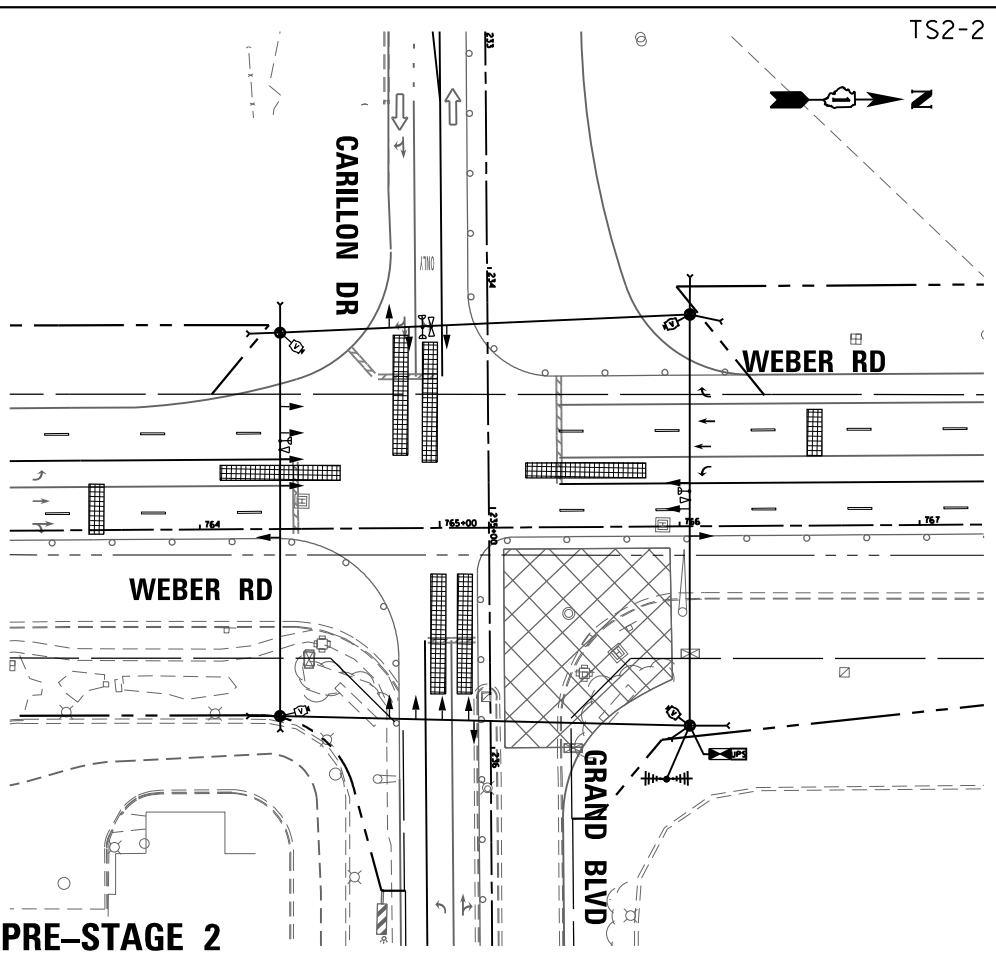
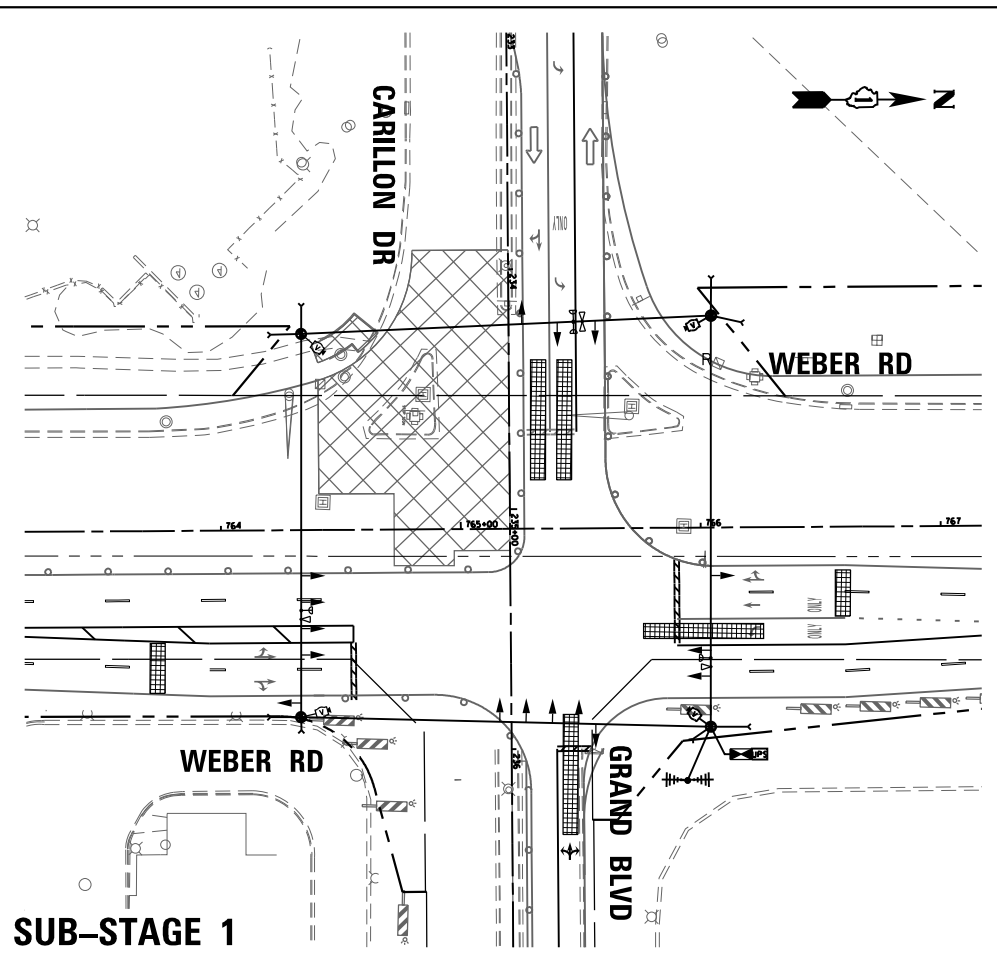
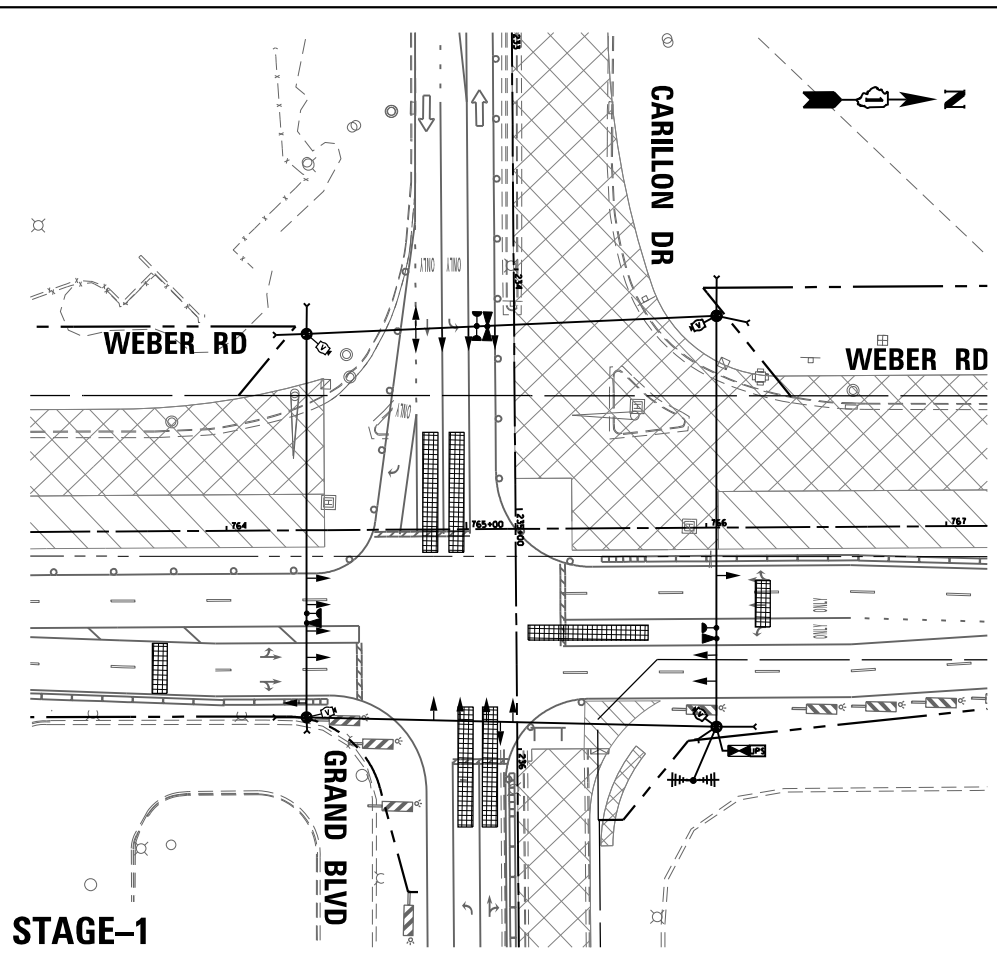
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION
 WEBER ROAD AT CARILLON DRIVE (GRAND BOULEVARD)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	217
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



FILE NAME = D:\60X11-sht-TS22-Grand-TS\stage1.dgn
 PLOT SCALE = 86.0000 / in
 USER NAME = Millennium Professional Services



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CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

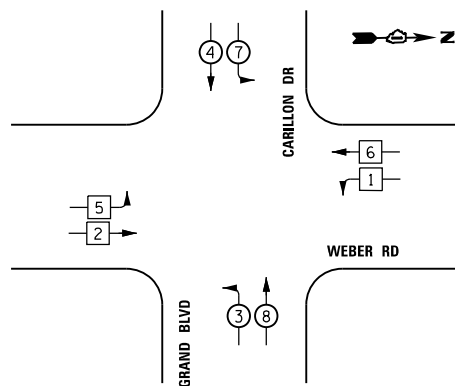
**TEMPORARY TRAFFIC SIGNAL M.O.T. STAGING PLAN
 WEBER ROAD AT CARILLON DRIVE (GRAND BOULEVARD)**

SCALE: 1"=40' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	218
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TEMPORARY CONTROLLER SEQUENCE

FOR STAGE 2 TO 4

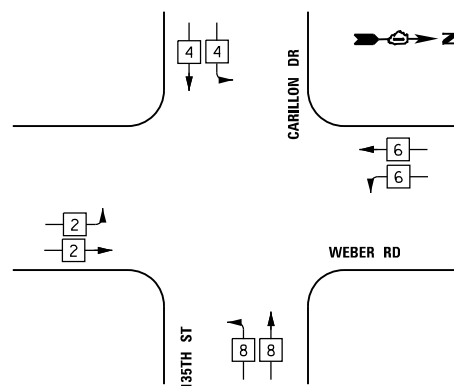


LEGEND

- ◻ SINGLE ENTRY PHASE
- ◻ DUAL ENTRY PHASE
- ◻ OVERLAP
- ◻ PEDESTRIAN PHASE

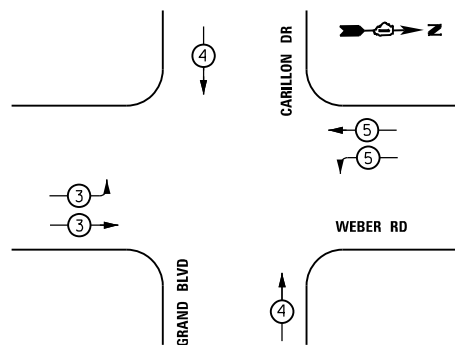
TEMPORARY CONTROLLER SEQUENCE

FOR STAGE 1 (SPLIT PHASING)



FOR STAGE 1
PROVIDE SPLIT PHASING NORTHBOUND

**TEMPORARY EMERGENCY
VEHICLE PREEMPTION SEQUENCE**



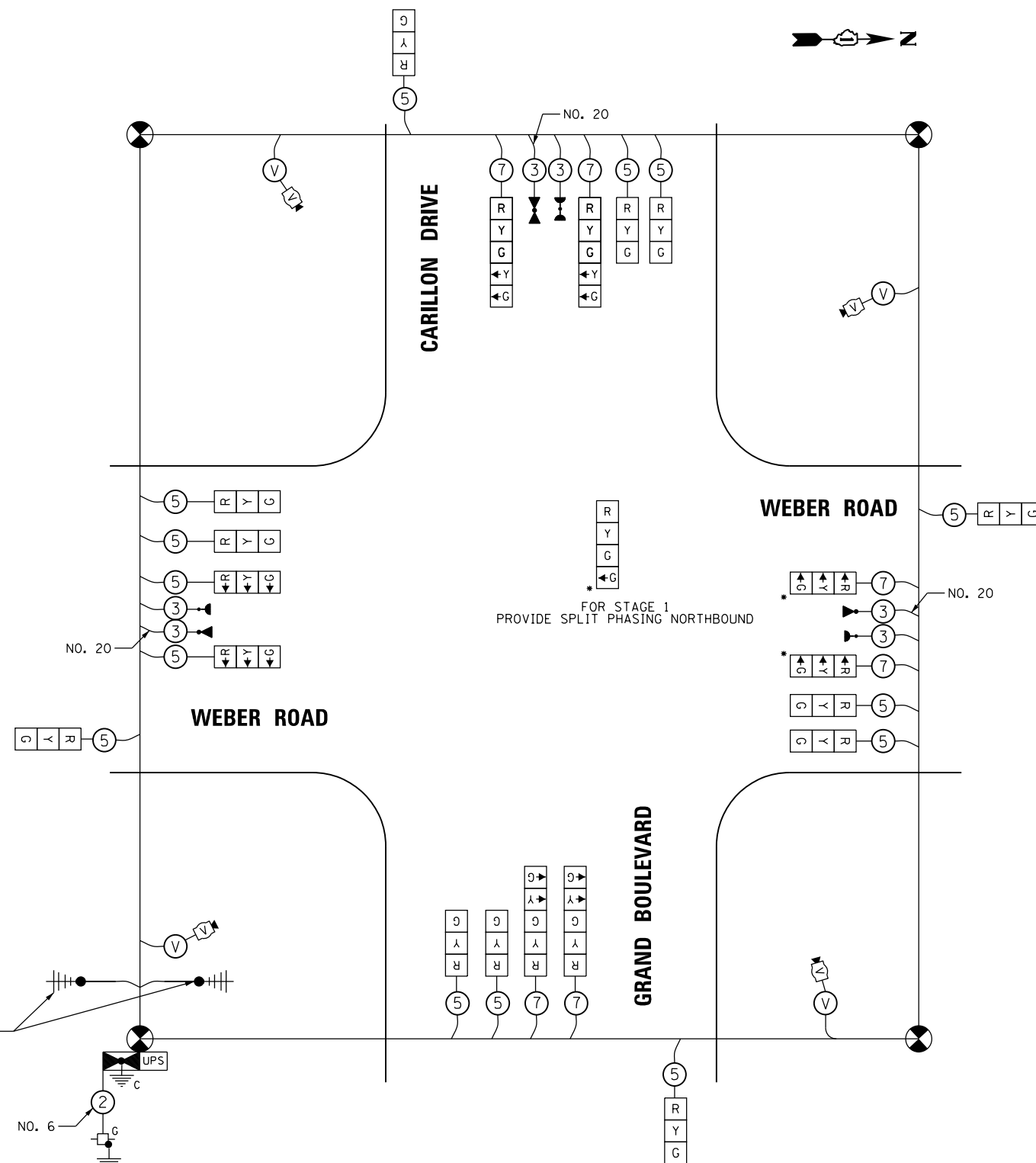
**TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	11	50	110.0
(YELLOW)	20	20	5	20.0
(GREEN)	20	12	45	108.0
ARROW	8	10	10	8.0
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				521.0

ENERGY COSTS TO:
WILL COUNTY DIVISION OF TRANSPORTATION
16841 W. LARAWAY ROAD
JOLIET, IL 60433
ENERGY SUPPLY - CONTACT: TIM COSLET
PHONE: 815-724-5010
COMPANY: COMMONWEATH EDISON
ACCOUNT NUMBER: ---

NOTE:

NORTHBOUND WEBER RD (STAGE-1 AND SUB STAGE-1), GRAND BLVD (SUB STAGE-1 AND STAGE-2) HAS NO LEFT TURN LANES. THE FAR SIDE 3-SECTION HEADS SHALL BE BAGGED AND DISCONNECTED.



TEMPORARY CABLE PLAN

FILE NAME = D:\60X11-sht-TS23-Grand_TCable.dgn
PLOT SCALE = 48.0000 / in.
USER NAME = Millennium Professional Services

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DATE - 12/11/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL CABLE PLAN AND
TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
WEBER ROAD AT CARILLON DRIVE (GRAND BOULEVARD)**

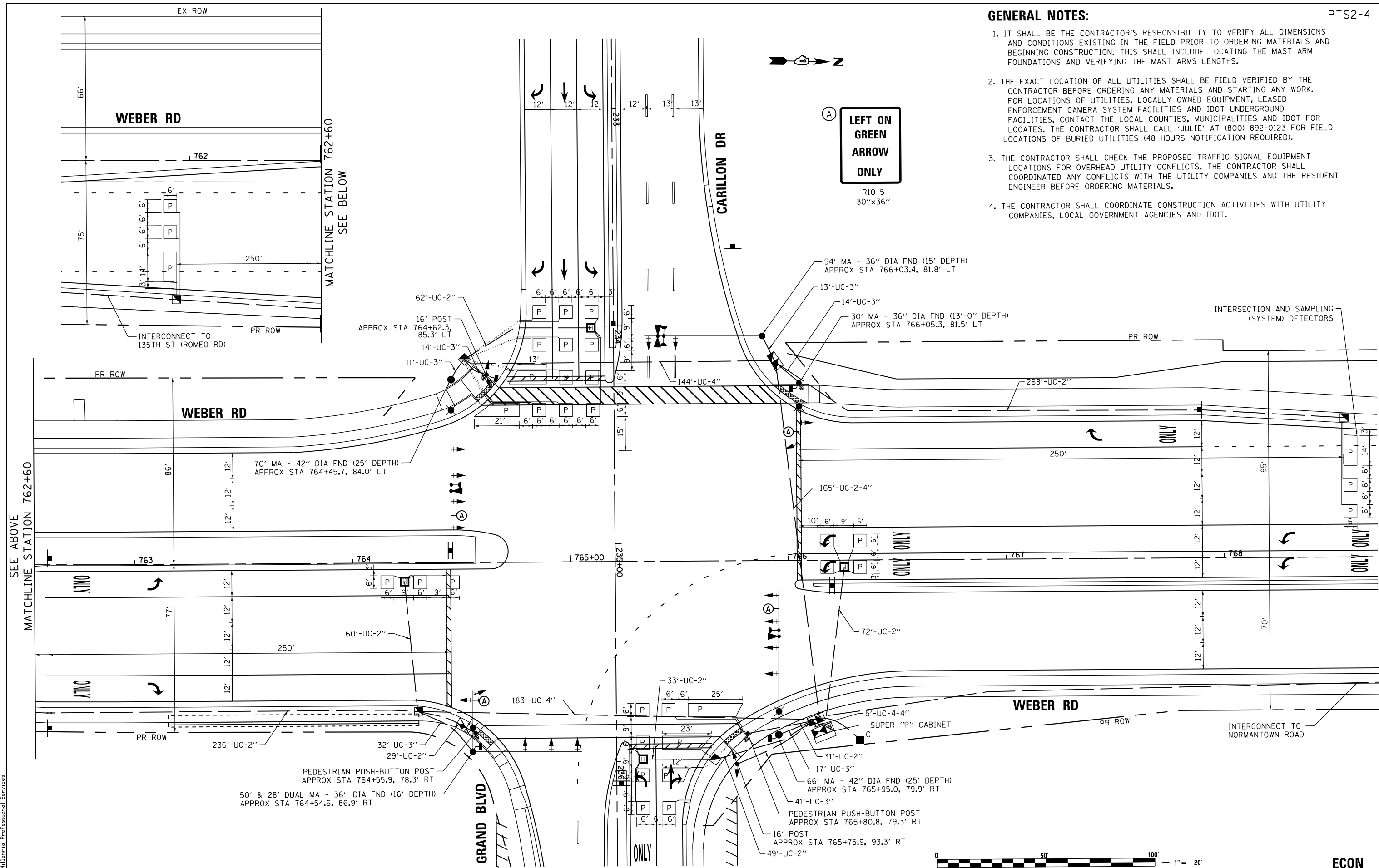
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	219
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON

GENERAL NOTES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL 'JULIE' AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.



FILE NAME = D:\60X11-sh-t-TS24-Grand.Plan.dgn
 PLOT SCALE = 48.0000 / in.
 USER NAME = Millennium Professional Services



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MILLENNIA PROFESSIONAL SERVICES

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DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

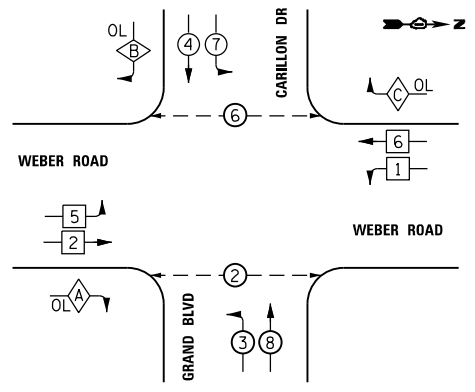
TRAFFIC SIGNAL INSTALLATION PLAN
WEBER ROAD AT CARILLON DRIVE (GRAND BOULEVARD)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	220
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON

PROPOSED CONTROLLER SEQUENCE



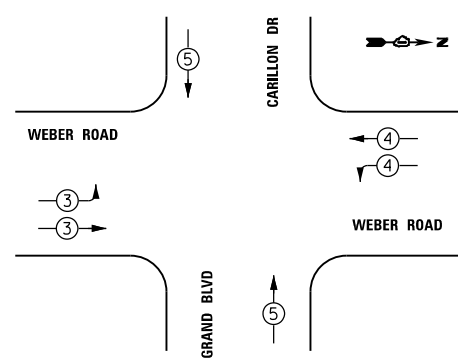
LEGEND

- ◻ SINGLE ENTRY PHASE
- ◉ DUAL ENTRY PHASE
- ◊ OVERLAP
- ◉ PEDESTRIAN PHASE

RIGHT TURN OVERLAP PHASE DESIGNATION

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

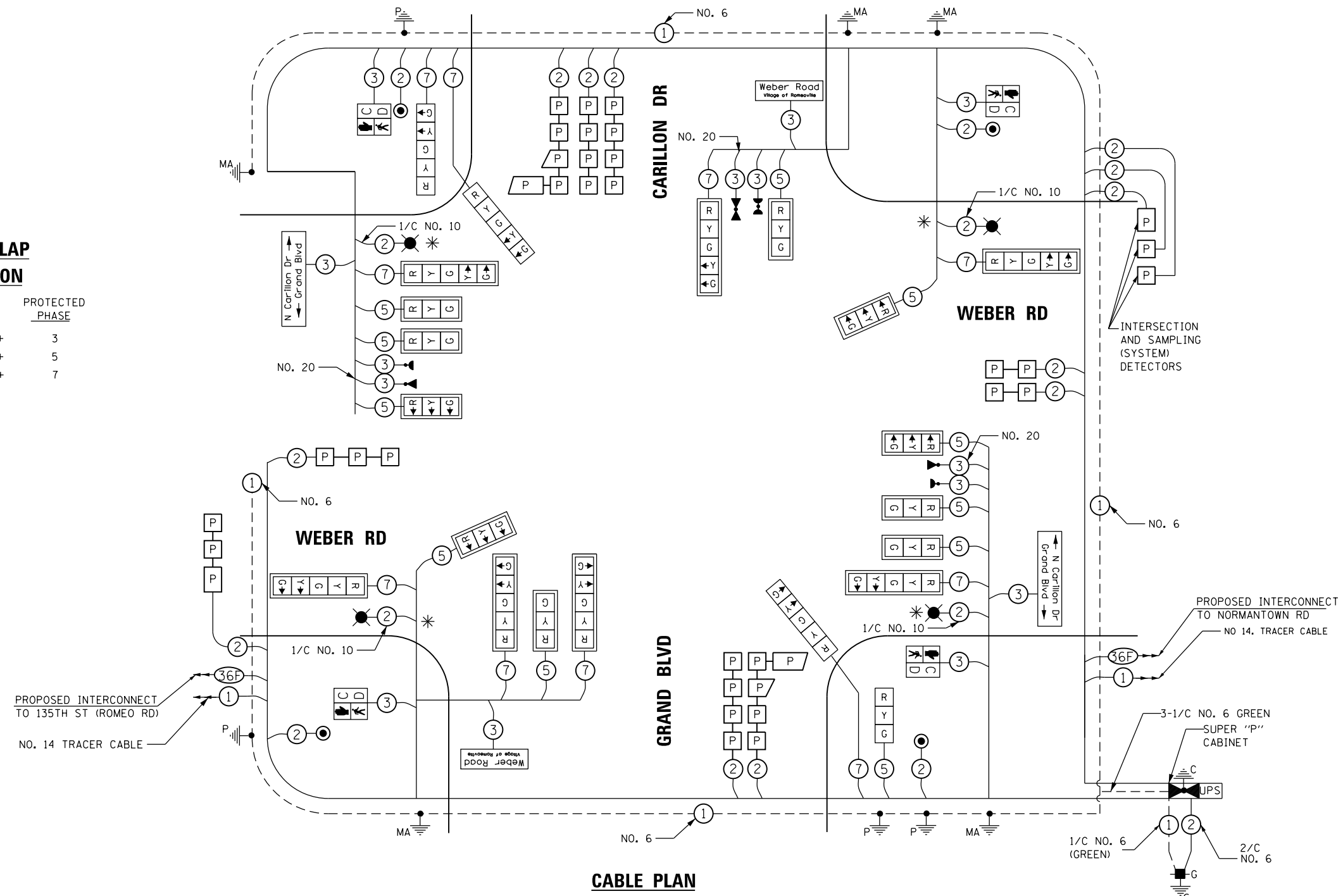
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	21	11	50	115.5
(YELLOW)	21	20	5	21.0
(GREEN)	21	12	45	113.4
PERMISSIVE ARROW	20	10	10	20.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	4	120	50	240.0
LUMINAIRE	-	-	-	-
			TOTAL =	714.9

ENERGY COSTS TO:
 WILL COUNTY DIVISION OF TRANSPORTATION
 16841 W. LARAWAY ROAD
 JOLIET, IL 60433
 ENERGY SUPPLY - CONTACT: TIM COSLET
 PHONE: 815-724-5010
 COMPANY: COMMONWEATH EDISON
 ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

* SEE LIGHTING PLAN FOR ADDITIONAL INFORMATION

FILE NAME = D:\60X11-sht-TS25-Grand.Cable.dgn
 PLOT SCALE = 48.0000 / in.
 USER NAME = Millennium Professional Services

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CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

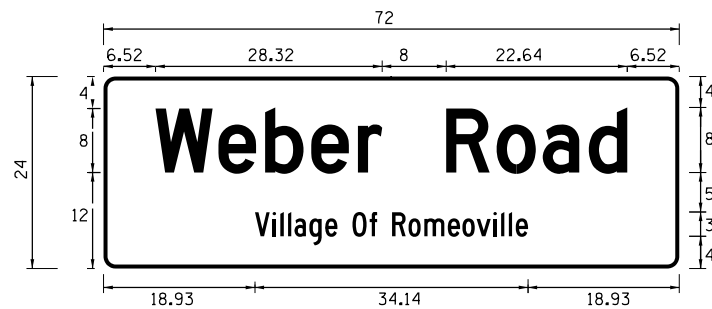
**CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
WEBER ROAD AT CARILLON DRIVE (GRAND BOULEVARD)**

SCALE: N/A SHEET NO. 30F 3 SHEETS STA. TO STA.

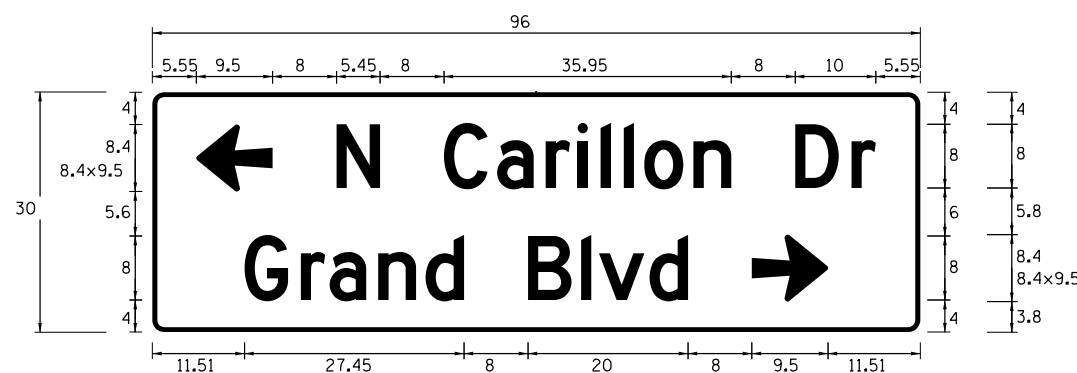
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	221
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON

ILLUMINATED STREET NAME SIGNS



DESIGN SERIES	AREA (SQ FT)	QTY. REQUIRED	SIGN WATTAGE
D	12.0	2	60



DESIGN SERIES	AREA (SQ FT)	QTY. REQUIRED	SIGN WATTAGE
D	20.0	1	60



DESIGN SERIES	AREA (SQ FT)	QTY. REQUIRED	SIGN WATTAGE
D	20.0	1	60

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QUANTITY
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	840
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	142
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	677
HANDHOLE	EACH	5
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	912
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3054
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2882
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2785
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3677
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	156
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	786
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 66 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 70 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 28 FT. AND 50 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	44
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	50
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	10
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	7
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	17
INDUCTIVE LOOP DETECTOR	EACH	12
PREFORMED DETECTOR LOOP	FOOT	1471
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	10
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	854
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
SIGN PANEL - TYPE 1 (SPECIAL)	SQ FT	30
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

FILE NAME = D:\60X11-sh-t-TS26-Grand Signs-S00.dgn
 PLOT SCALE = 48.0000 / in.
 USER NAME = Millennium Professional Services



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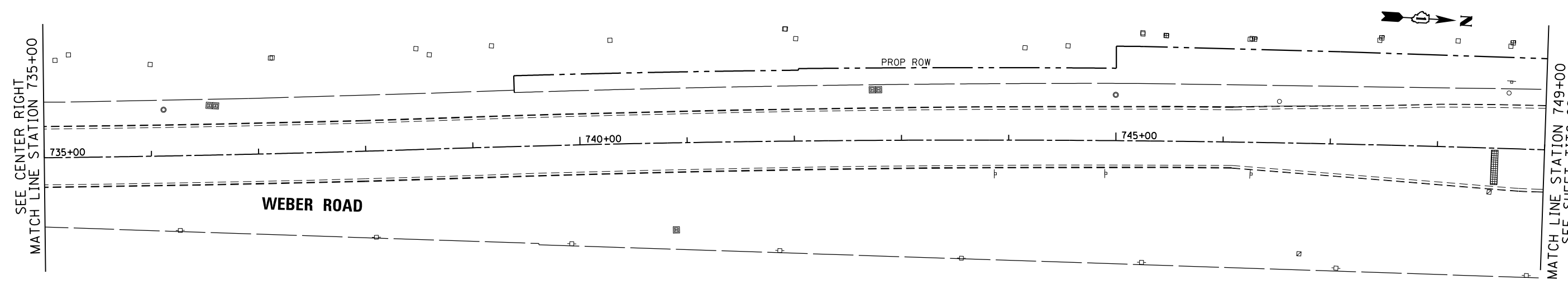
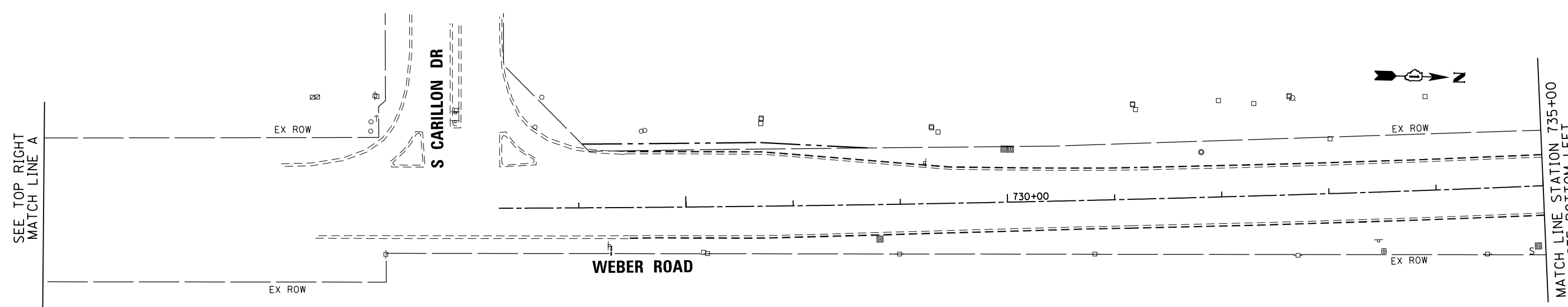
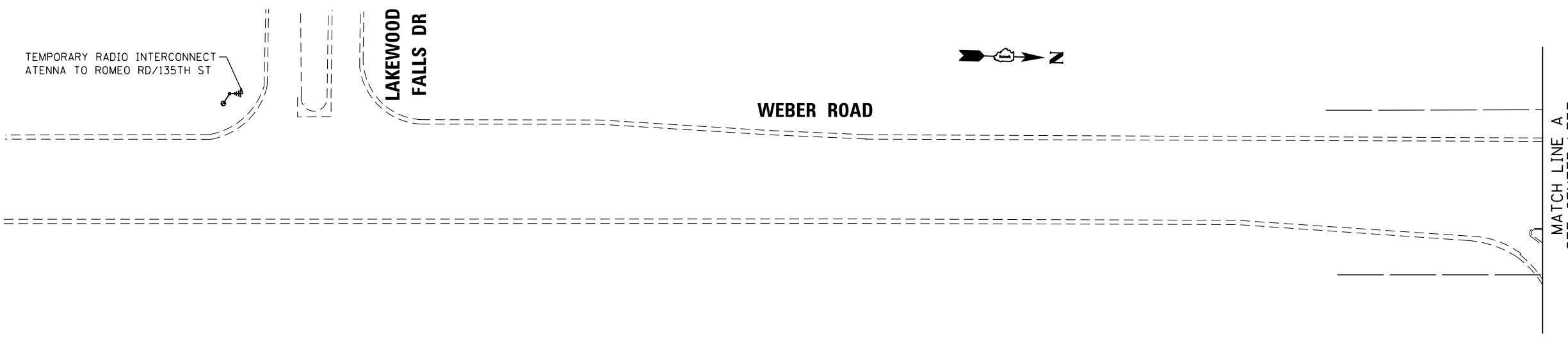
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DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAST ARM MOUNTED STREET NAME SIGNS
AND SCHEDULE OF QUANTITIES
WEBER ROAD AT CARILLON DRIVE (GRAND BOULEVARD)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	222
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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 USER NAME = Millennium Professional Services



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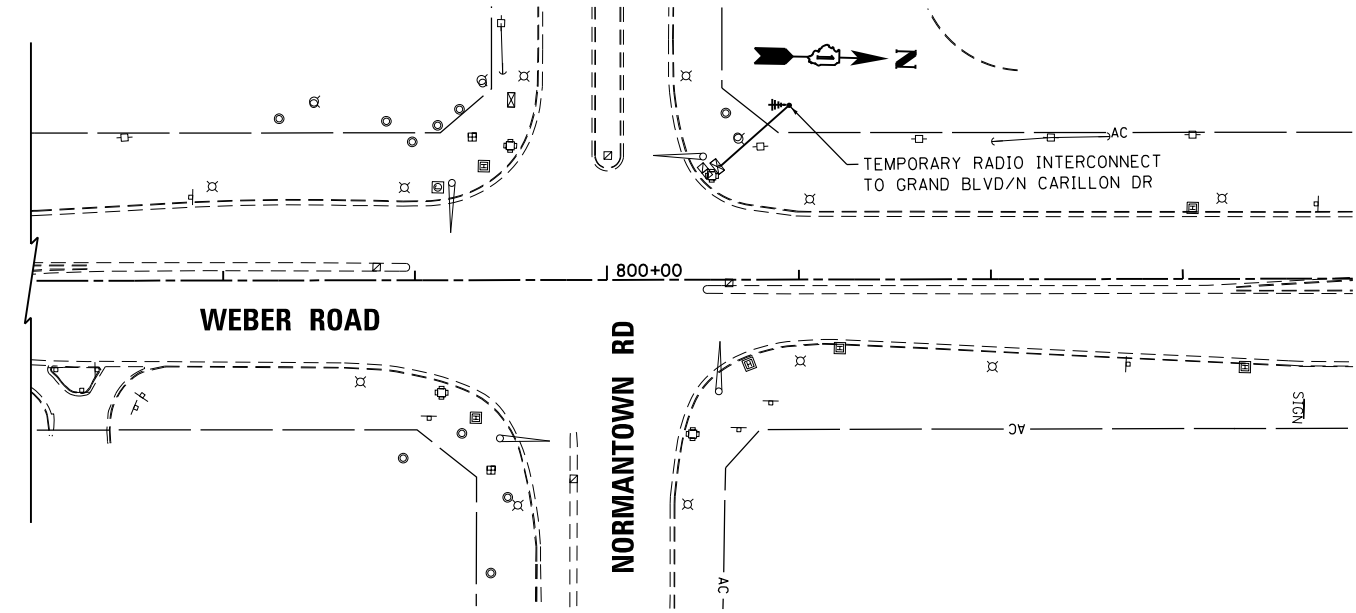
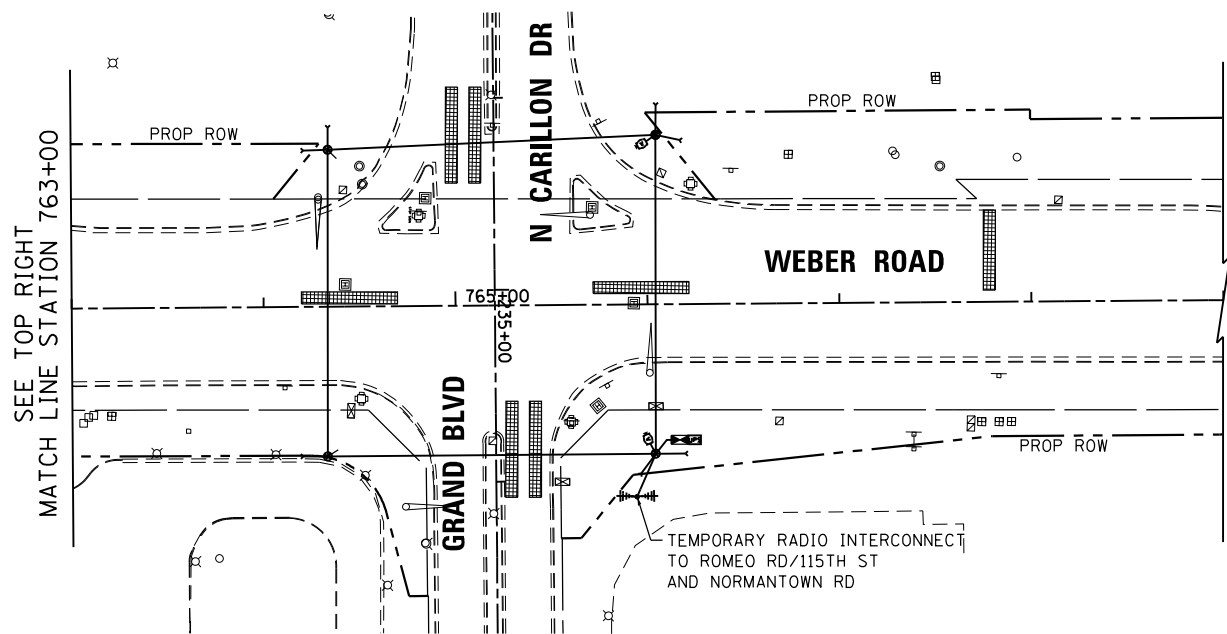
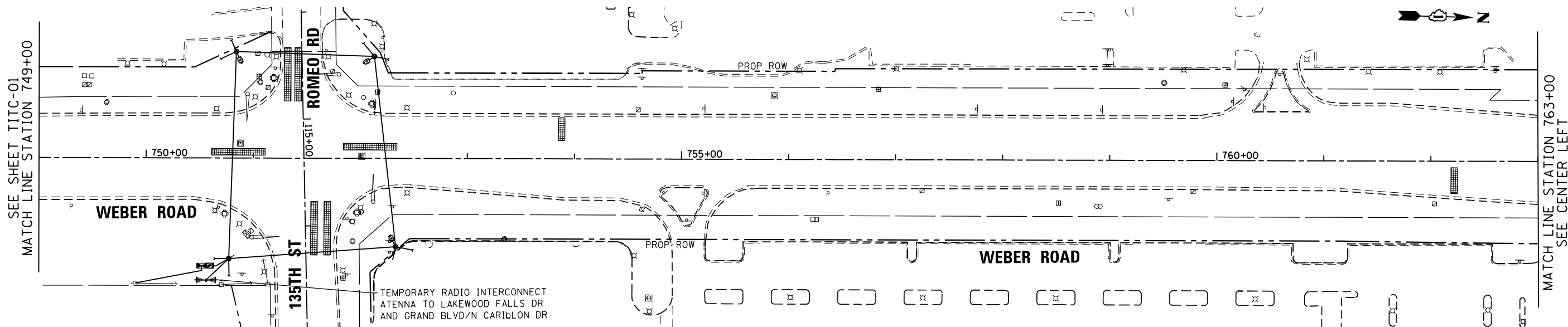
DESIGNED - TVN	REVISED -
DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

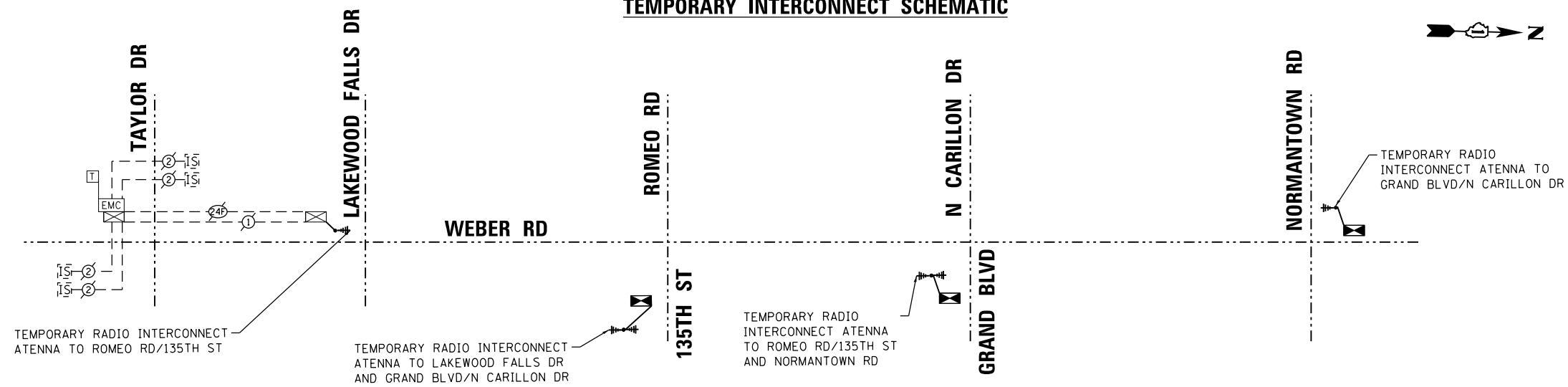
TEMPORARY INTERCONNECT PLAN (SHEET 1 OF 2)			
LAKEWOOD FALLS DRIVE TO GRAND BOULEVARD /N CARILLON DRIVE			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	223
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



TEMPORARY INTERCONNECT SCHEMATIC



FILE NAME = D:\60X11-sht-TINTC02_Temp-Interconnect.dgn
 PLOT SCALE = 1/8" = 1' in.
 USER NAME = Millennium Professional Services



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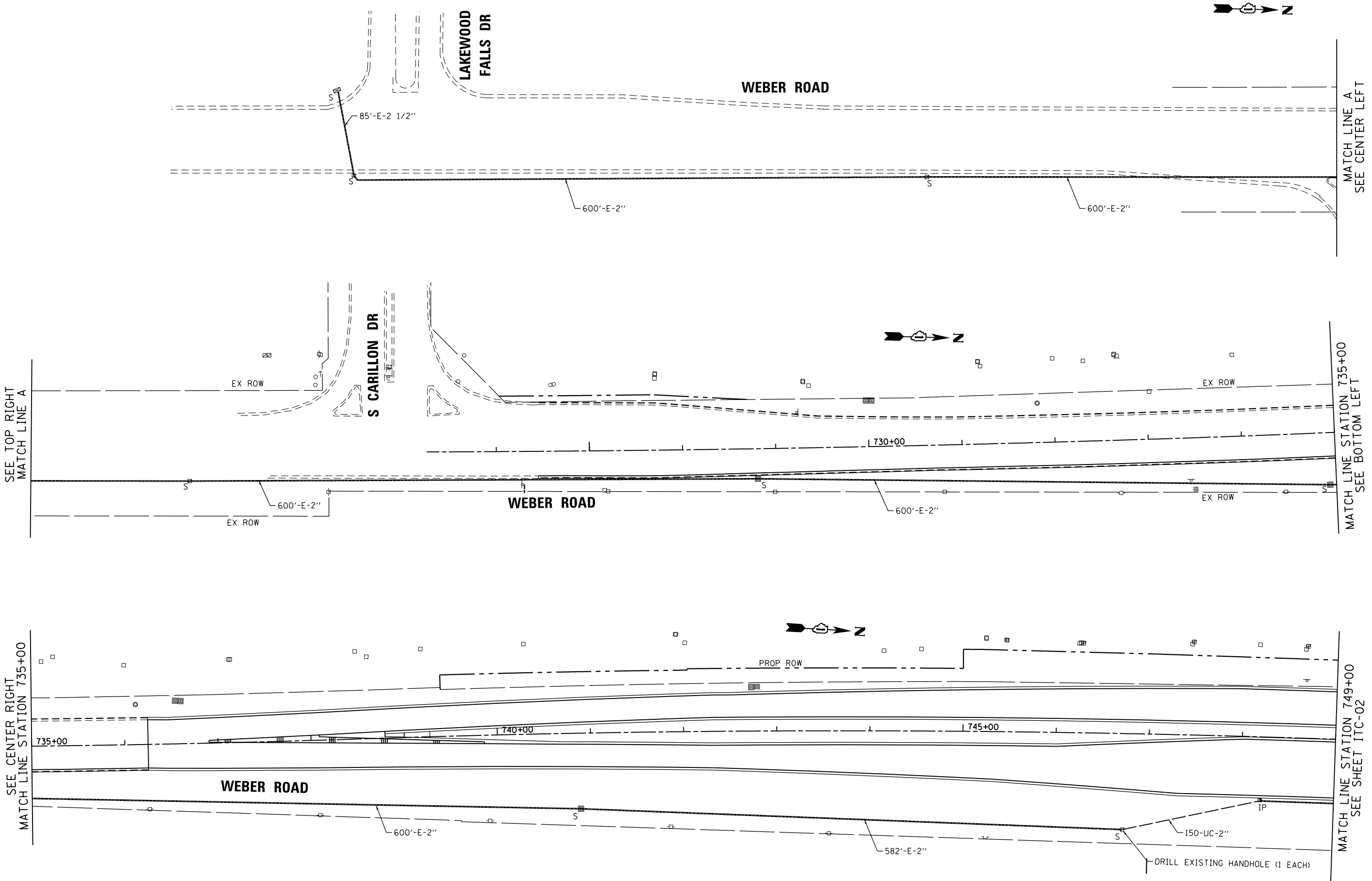
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DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN (SHEET 2 OF 2)
AND TEMPORARY INTERCONNECT SCHEMATIC
LAKWOOD FALLS DRIVE TO GRAND BOULEVARD /N CARILLON DRIVE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	224
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



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 PLOT SCALE = 1/8\"/>



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DRAWN - JP	REVISED -
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DATE - 12/11/2017	REVISED -

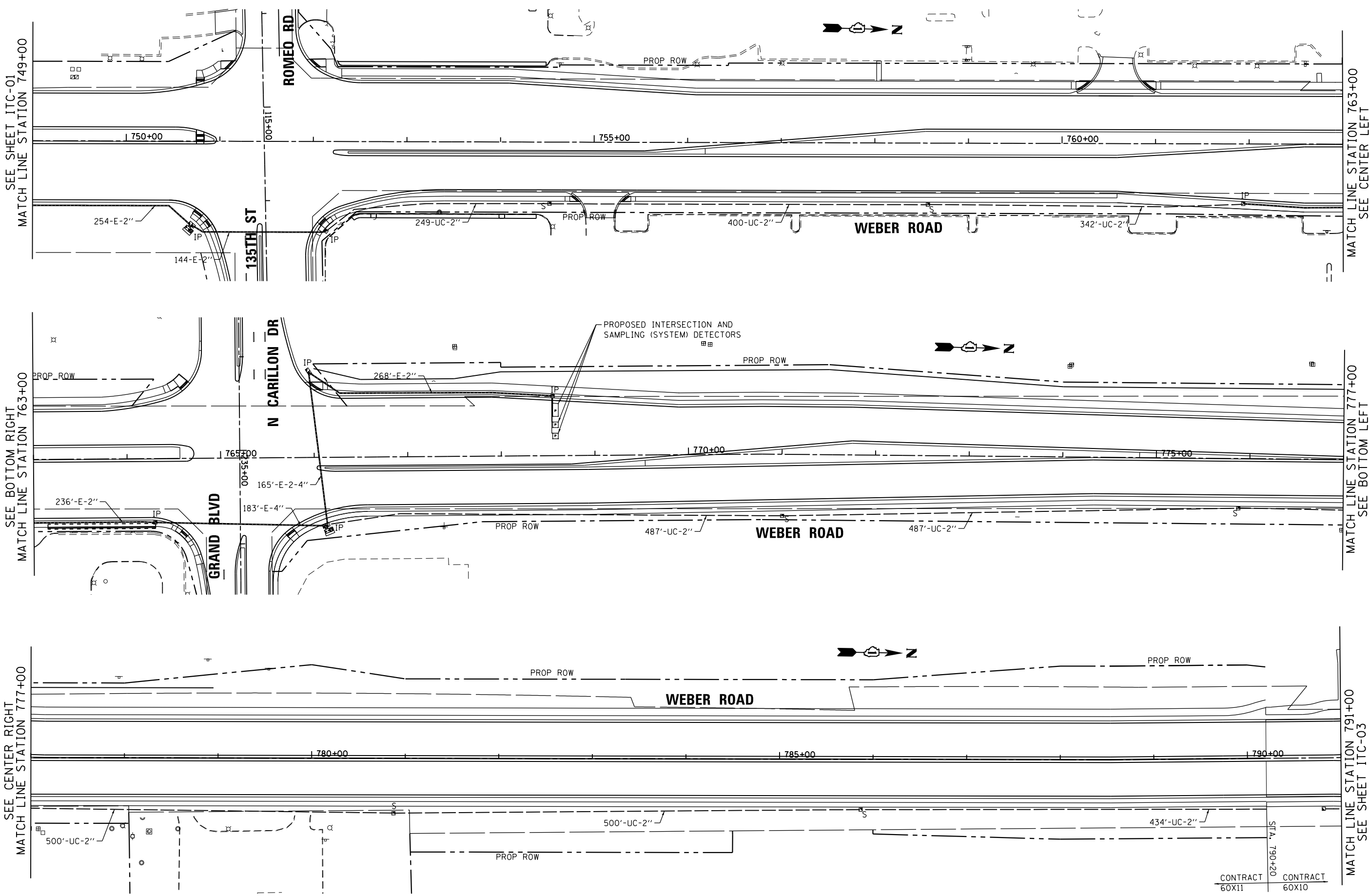
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT PLAN (SHEET 1 OF 3)
 LAKEWOOD FALLS DRIVE TO
 NORMANTOWN ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	225
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



SEE SHEET ITC-01
MATCH LINE STATION 749+00

MATCH LINE STATION 763+00
SEE CENTER LEFT

SEE BOTTOM RIGHT
MATCH LINE STATION 763+00

MATCH LINE STATION 777+00
SEE BOTTOM LEFT

SEE CENTER RIGHT
MATCH LINE STATION 777+00

MATCH LINE STATION 791+00
SEE SHEET ITC-03

CONTRACT 60X11
CONTRACT 60X10
STA. 790+20

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PLOT SCALE = 1/8\"/>



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DRAWN - JP	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/11/2017	REVISED -

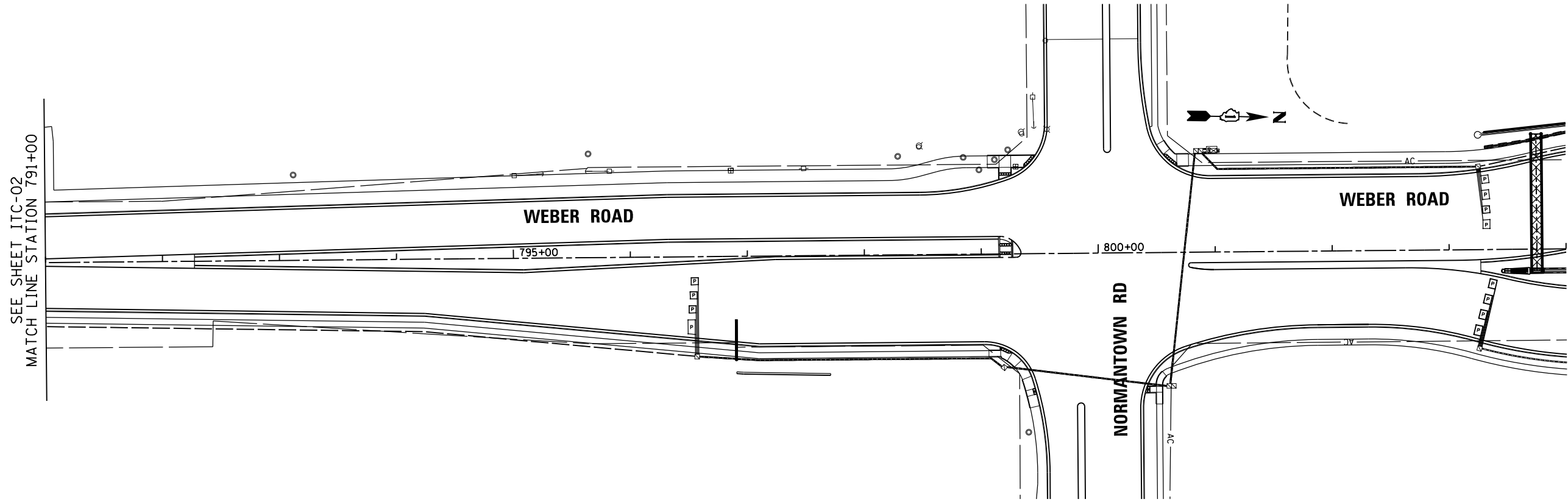
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT PLAN (SHEET 2 OF 3)
LAKEWOOD FALLS DRIVE TO
NORMANTOWN ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	226
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



SEE SHEET ITC-02
MATCH LINE STATION 791+00

WEBER ROAD

WEBER ROAD

NORMANTOWN RD

795+00

800+00

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PLOT SCALE = 100.0000 in.
USER NAME = Millennium Professional Services



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DATE - 12/11/2017	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

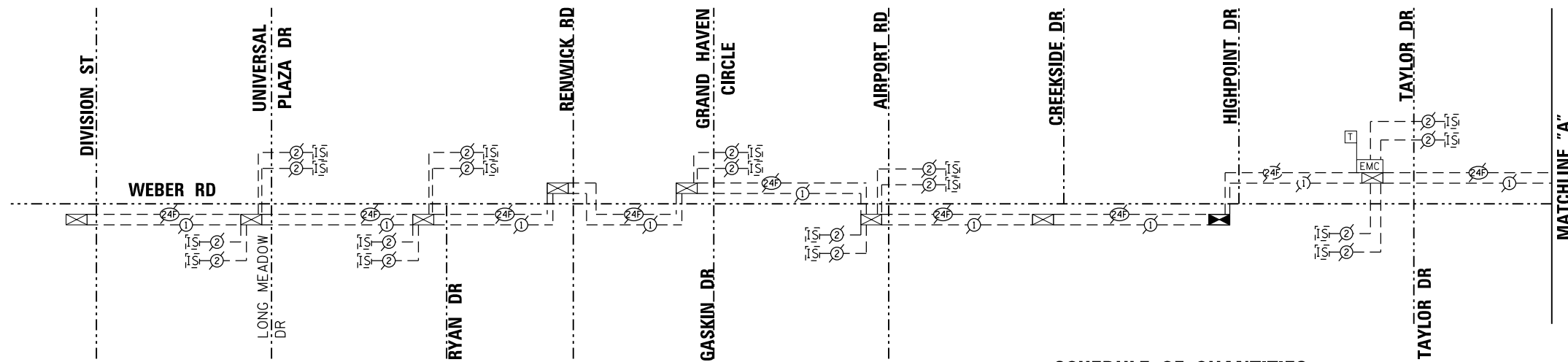
PROPOSED INTERCONNECT PLAN (SHEET 3 OF 3)
LAKEWOOD FALLS DRIVE TO NORMANTOWN ROAD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	227
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON

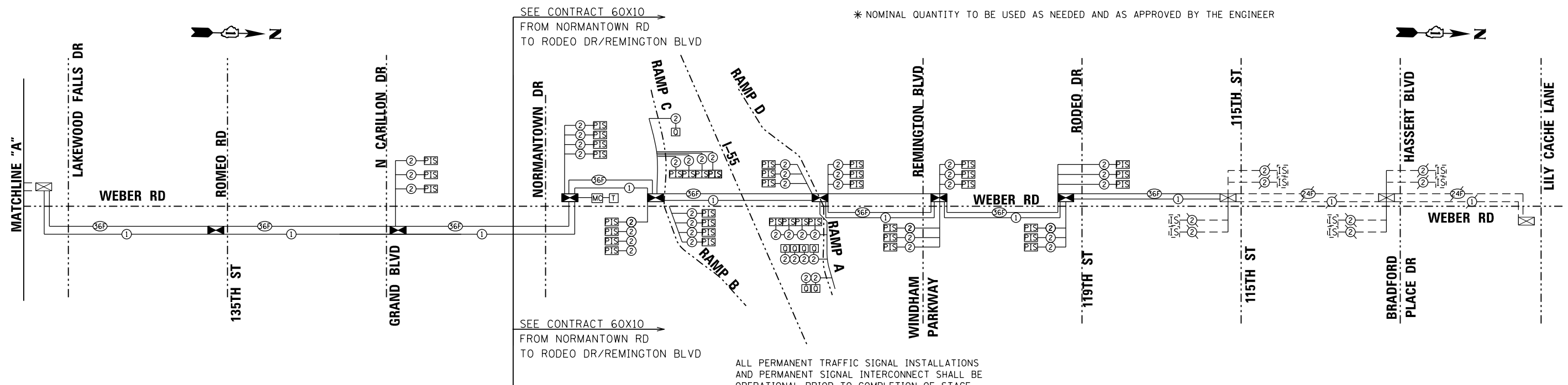
PROPOSED INTERCONNECT SCHEMATIC



SCHEDULE OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	3549
81400100	HANDHOLE	EACH	6
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	9720
87900200	DRILL EXISTING HANDHOLE	EACH	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3672
* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	500
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	9720
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1

* NOMINAL QUANTITY TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER



ALL PERMANENT TRAFFIC SIGNAL INSTALLATIONS AND PERMANENT SIGNAL INTERCONNECT SHALL BE OPERATIONAL PRIOR TO COMPLETION OF STAGE 4.

THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

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 PLOT SCALE = 1:100.0000
 USER NAME = Millennium Professional Services



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DATE - 12/11/2017	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES
 LAKEWOOD FALLS DRIVE TO NORMANTOWN ROAD**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	228
CONTRACT NO. 61D47				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ECON



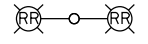
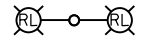



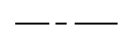
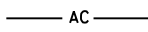
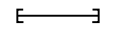



GENERAL NOTES:

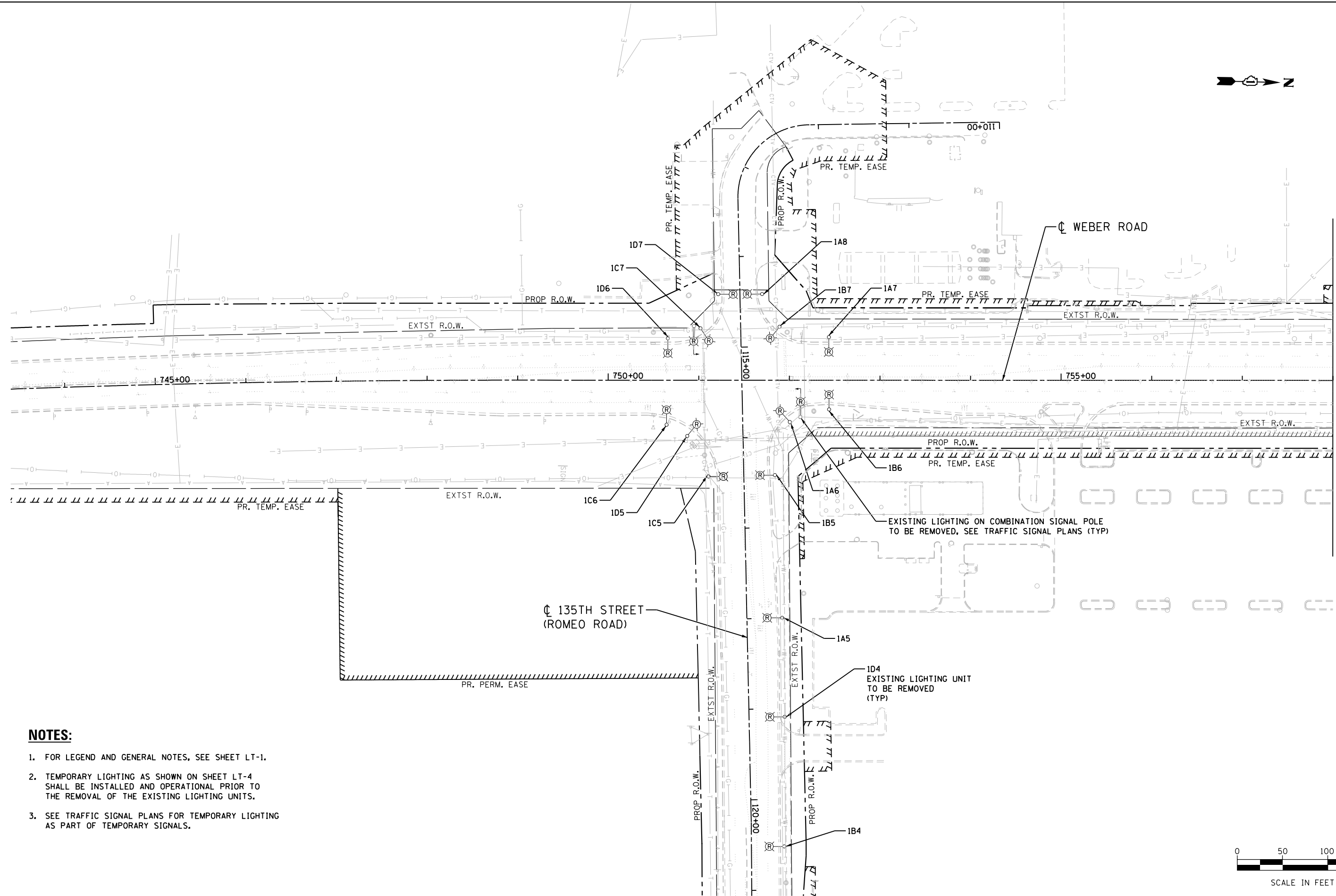
1. THIS PROJECT INCLUDES THE INSTALLATION OF A NEW LIGHTING SYSTEM AT THE INTERSECTION OF WEBER ROAD AND ROMEO RD./135TH ST. THE PROPOSED LIGHTING SHALL BE OWNED AND MAINTAINED BY THE VILLAGE OF ROMEOVILLE.
2. THE CONTRACTOR SHALL REQUEST A FORMAL MAINTENANCE TRANSFER OF EXISTING LIGHTING FROM THE THE VILLAGE OF ROMEOVILLE BEFORE ANY CONSTRUCTION WORK, LIGHTING OR OTHERWISE, BEGINS.
3. THE CONTRACTOR SHALL CONTACT JON ZABROCKI (708) 331-6700 AT THE VILLAGE OF ROMEOVILLE TO COORDINATE WORK AT THE EXISTING LIGHTING CONTROLLER AND TO COORDINATE SALVAGE OF LIGHTING UNITS TO BE REMOVED.
4. THE QUANTITIES OF RACEWAY WHEREVER INDICATED ON THESE PLANS ARE APPROXIMATIONS ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
5. THE CONTRACTOR SHALL NOTIFY J.U.L.I.E. TO LOCATE AND MARK/STAKE ALL UNDERGROUND UTILITIES, WITH IN THE PROJECT LIMITS.
6. THE CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERGROUND/OVERHEAD UTILITIES PRIOR TO INSTALLATION OF LIGHT POLES AND CONDUITS. IF THERE IS A CONFLICT WITH THE LIGHT POLES/CONDUITS AS SHOWN ON PLANS, THE CONTRACTOR SHALL SUGGEST ALTERNATIVE LOCATIONS AND COORDINATE WITH THE ENGINEER PRIOR TO PERFORMING ANY FURTHER WORK.
7. ALL LIGHTING RACEWAYS SHALL HAVE A MINIMUM OF 30 INCHES OF COVER.
8. LIGHTING SYSTEM INSTALLATION SHALL CONFORM TO THE LATEST IDOT STANDARDS, NEC AND LOCAL CODES.
9. ALL ELECTRICAL EQUIPMENT AND PRODUCTS SHALL BE UL LISTED AND LABELED.
10. THE CONTRACTOR SHALL TAKE CARE WHEN INSTALLING UNIT DUCT TO AVOID CONFLICTS WITH EXISTING UNDERGROUND UTILITIES AND TREES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AS DETERMINED BY THE ENGINEER.
11. THE CONDUIT CROSSING THE ROADWAY SHALL EXTEND 2 FT. BEYOND THE SIDEWALKS.

BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	554
UNIT DUCT, 600V, 3-1/C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE) , 1 1/4" DIA. POLYETHYLENE	FOOT	1782
AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE	FOOT	1074
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	EACH	7
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	8
LIGHT POLE, ALUMINUM, 40 FT. M.H. 15 FT. MAST ARM	EACH	7
LIGHT POLE, WOOD, 60 FOOT, CLASS 3, WITH 15FT MAST ARM	EACH	9
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	70
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	7
REMOVAL OF TEMPORARY LIGHTING UNIT	EACH	9
REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	15
REMOVAL OF POLE FOUNDATION	EACH	19
RELOCATE EXISTING LIGHTING UNIT	EACH	4
TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	9
REMOVE AND RELOCATE EXISTING LIGHTING CONTROLLER	EACH	1
LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	7
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	24

LEGEND

-  PROPOSED LIGHTING UNIT, 40 FT. MH, 15 FT. MAST ARM 250W, 240V MCIII HPS LUMINAIRE WITH BREAKAWAY DEVICE
-  EXISTING LIGHTING UNIT TO BE REMOVED
-  EXISTING LIGHTING UNIT TO BE REMOVED AND RELOCATED
-  RELOCATED LIGHTING UNIT
-  TEMPORARY WOOD POLE, 50 FT. MH, 15 FT. MAST ARM WITH 400W, 240V MCIII HPS LUMINAIRE
-  EXISTING COMBINATION SIGNAL/LIGHT POLE TO BE REMOVED
-  PROPOSED COMBINATION SIGNAL/LIGHT POLE, 45 FT. MH, 15 FT. MAST ARM, 400W, 240V MCIII HPS LUMINAIRE
-  UNIT DUCT, 600V, 3-1/C #4, 1/C #6 GROUND (XLP-TYPE USE) 1 1/4" DIA. POLYETHYLENE
-  AC AERIAL CABLE, 3-1/C NO. 2 WITH MESSENGER WIRE
-  RIGID GALVANIZED STEEL CONDUIT, 4" DIA. PUSHED OR AS REQUIRED
-  GROUND ROD 5/8" X 10 FT.
-  RR EXISTING LIGHTING CONTROLLER TO BE REMOVED AND RELOCATED
-  RL RELOCATED LIGHTING CONTROLLER



NOTES:

1. FOR LEGEND AND GENERAL NOTES, SEE SHEET LT-1.
2. TEMPORARY LIGHTING AS SHOWN ON SHEET LT-4 SHALL BE INSTALLED AND OPERATIONAL PRIOR TO THE REMOVAL OF THE EXISTING LIGHTING UNITS.
3. SEE TRAFFIC SIGNAL PLANS FOR TEMPORARY LIGHTING AS PART OF TEMPORARY SIGNALS.



SCALE IN FEET

MATCH LINE STA. 758+00
SEE SHEET LT-3

AMES Engineering, Inc.
CONSULTING ENGINEERS
5413 Walnut Avenue
Downers Grove, IL 60515

USER NAME = *USER*	DESIGNED - MB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - RV	REVISED -
PLOT DATE = *DATE*	CHECKED - BL	REVISED -
	DATE - 05-31-17	REVISED -

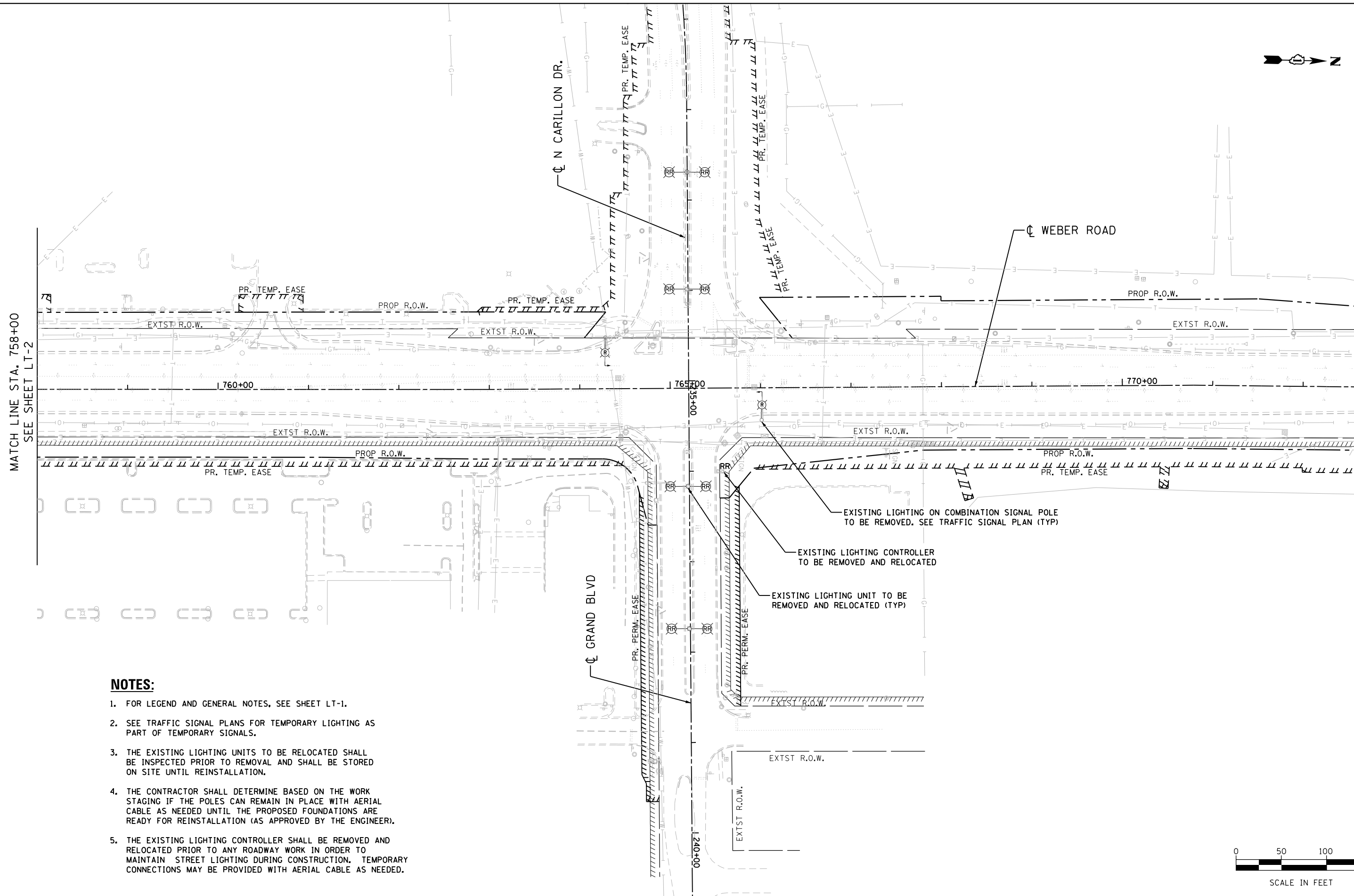
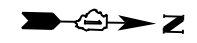
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING LIGHTING REMOVAL PLAN
WEBER ROAD AND ROMEO ROAD/135T**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	230
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

LT-2



MATCH LINE STA. 758+00
SEE SHEET LT-2

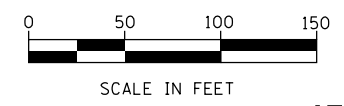
NOTES:

1. FOR LEGEND AND GENERAL NOTES, SEE SHEET LT-1.
2. SEE TRAFFIC SIGNAL PLANS FOR TEMPORARY LIGHTING AS PART OF TEMPORARY SIGNALS.
3. THE EXISTING LIGHTING UNITS TO BE RELOCATED SHALL BE INSPECTED PRIOR TO REMOVAL AND SHALL BE STORED ON SITE UNTIL REINSTALLATION.
4. THE CONTRACTOR SHALL DETERMINE BASED ON THE WORK STAGING IF THE POLES CAN REMAIN IN PLACE WITH AERIAL CABLE AS NEEDED UNTIL THE PROPOSED FOUNDATIONS ARE READY FOR REINSTALLATION (AS APPROVED BY THE ENGINEER).
5. THE EXISTING LIGHTING CONTROLLER SHALL BE REMOVED AND RELOCATED PRIOR TO ANY ROADWAY WORK IN ORDER TO MAINTAIN STREET LIGHTING DURING CONSTRUCTION. TEMPORARY CONNECTIONS MAY BE PROVIDED WITH AERIAL CABLE AS NEEDED.

EXISTING LIGHTING ON COMBINATION SIGNAL POLE TO BE REMOVED. SEE TRAFFIC SIGNAL PLAN (TYP)

EXISTING LIGHTING CONTROLLER TO BE REMOVED AND RELOCATED

EXISTING LIGHTING UNIT TO BE REMOVED AND RELOCATED (TYP)



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5413 Walnut Avenue
Downers Grove, IL 60515

USER NAME = #USER#	DESIGNED - MB	REVISED -
	DRAWN - RV	REVISED -
PLOT SCALE = #SCALE#	CHECKED - BL	REVISED -
PLOT DATE = #DATE#	DATE - 05-31-17	REVISED -

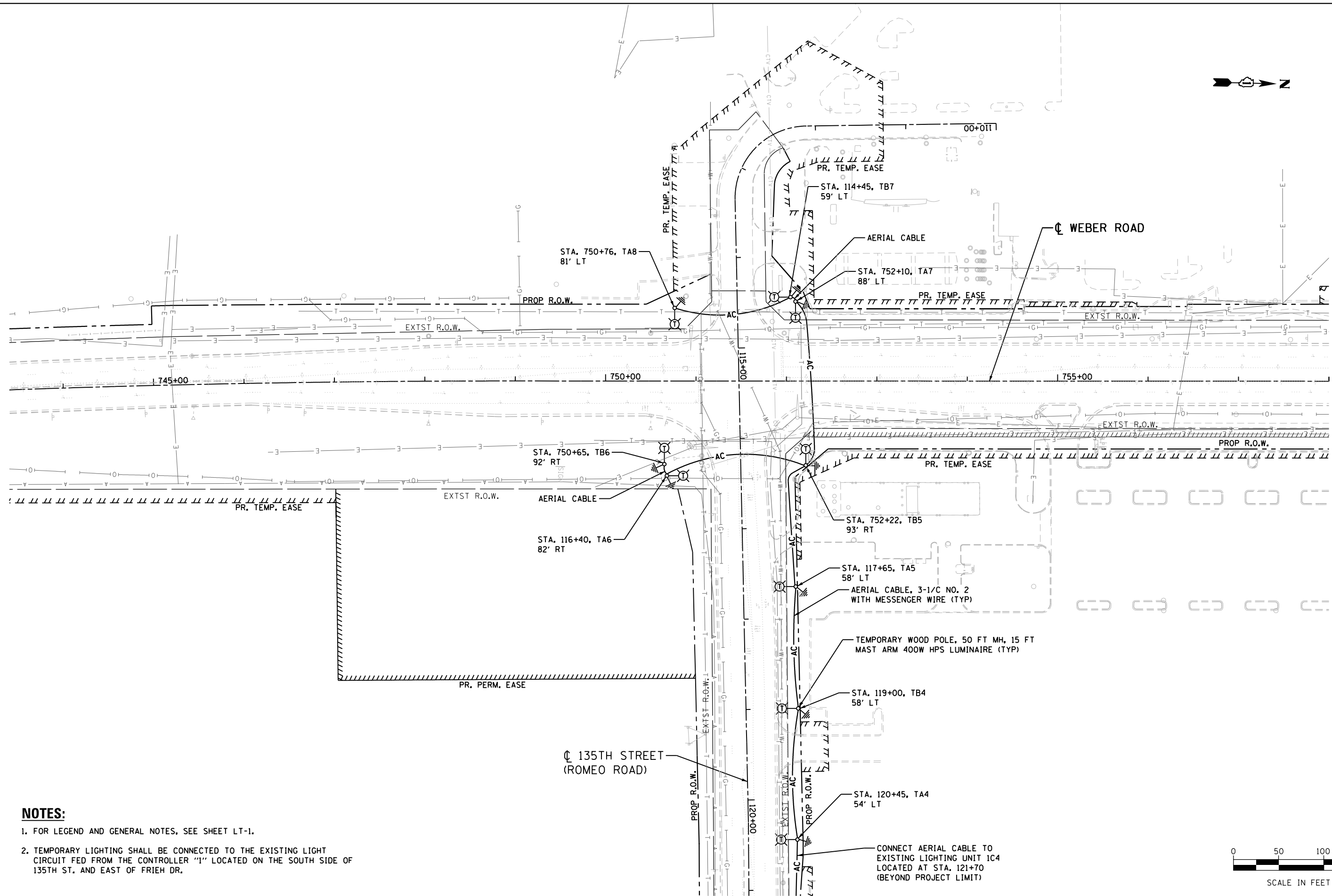
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING LIGHTING REMOVAL PLAN
WEBER ROAD AND CARILLON DR./GRAND BLVD.**

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. TO STA.

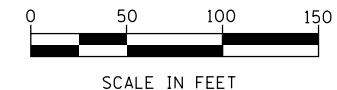
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	231
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

LT-3



NOTES:

1. FOR LEGEND AND GENERAL NOTES, SEE SHEET LT-1.
2. TEMPORARY LIGHTING SHALL BE CONNECTED TO THE EXISTING LIGHT CIRCUIT FED FROM THE CONTROLLER "1" LOCATED ON THE SOUTH SIDE OF 135TH ST. AND EAST OF FRIEH DR.



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USER NAME = *USER*	DESIGNED - MB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - RV	REVISED -
PLOT DATE = *DATE*	CHECKED - BL	REVISED -
	DATE - 05-31-17	REVISED -

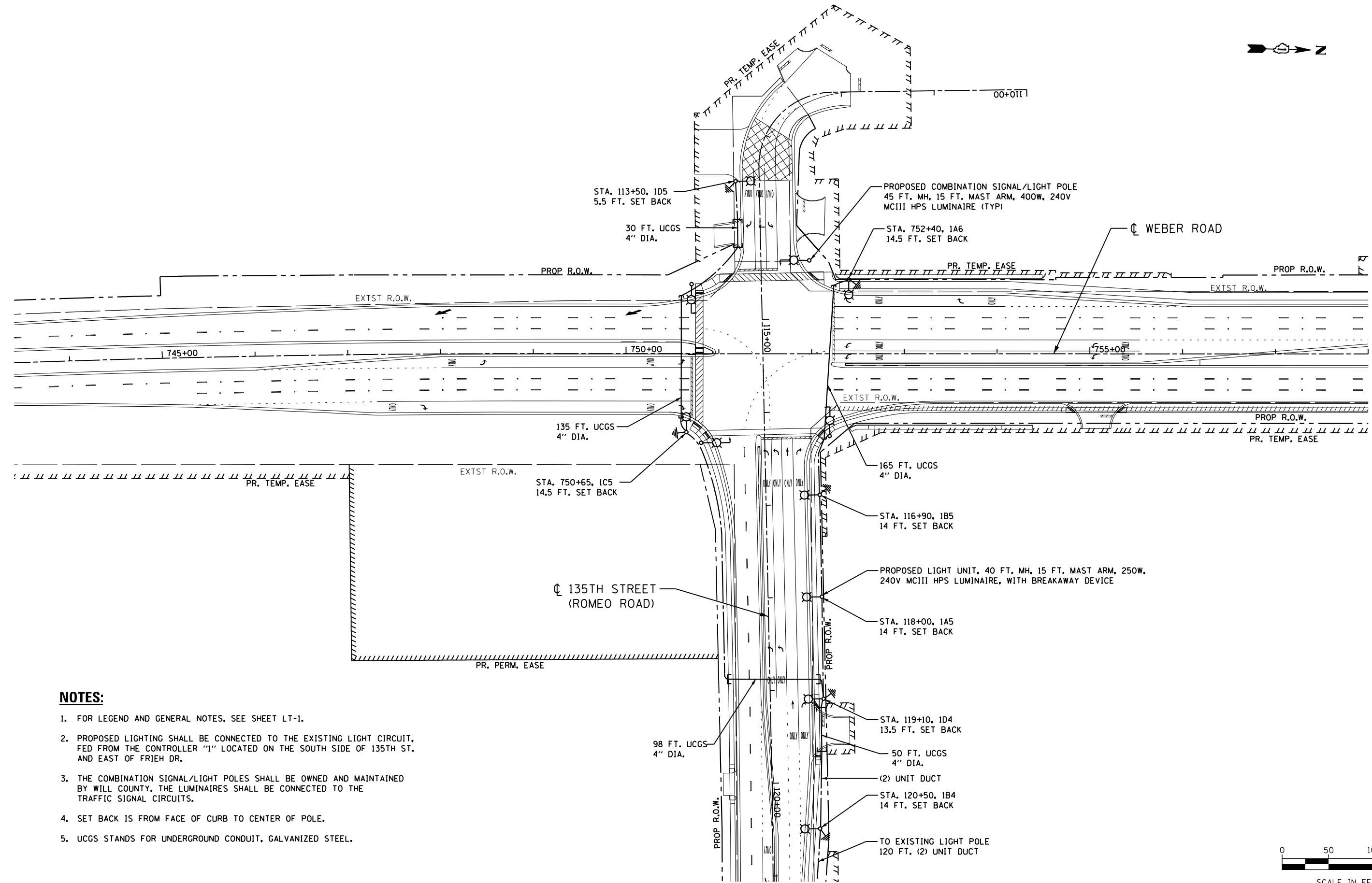
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY LIGHTING PLAN
WEBER ROAD AND ROMEO ROAD/135TH STREET**

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. TO STA.

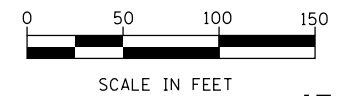
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	232
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

LT-4



NOTES:

1. FOR LEGEND AND GENERAL NOTES, SEE SHEET LT-1.
2. PROPOSED LIGHTING SHALL BE CONNECTED TO THE EXISTING LIGHT CIRCUIT, FED FROM THE CONTROLLER "1" LOCATED ON THE SOUTH SIDE OF 135TH ST. AND EAST OF FRIEH DR.
3. THE COMBINATION SIGNAL/LIGHT POLES SHALL BE OWNED AND MAINTAINED BY WILL COUNTY, THE LUMINAIRES SHALL BE CONNECTED TO THE TRAFFIC SIGNAL CIRCUITS.
4. SET BACK IS FROM FACE OF CURB TO CENTER OF POLE.
5. UCGS STANDS FOR UNDERGROUND CONDUIT, GALVANIZED STEEL.



LT-5

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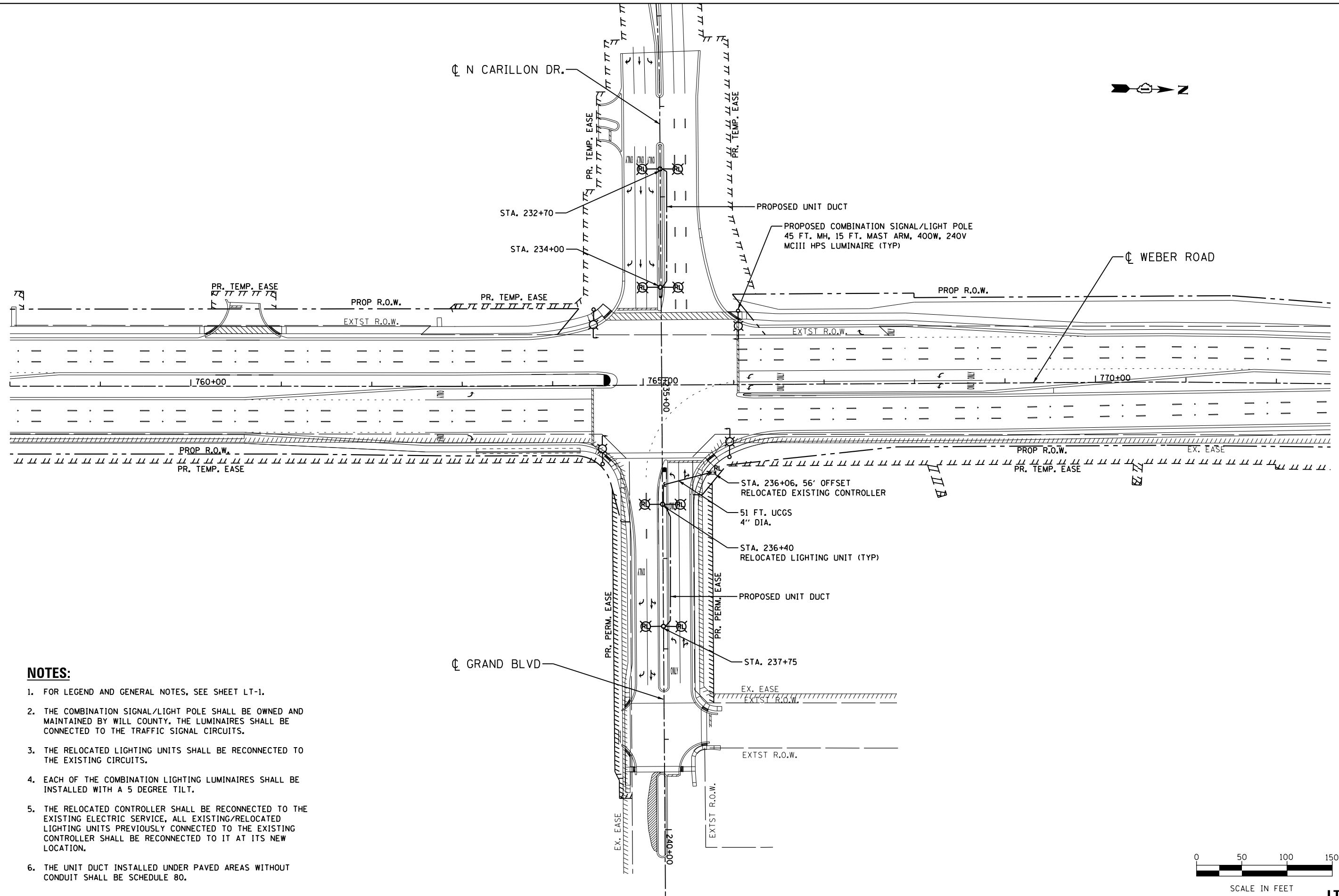
USER NAME = *USER*	DESIGNED - MB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - RV	REVISED -
PLOT DATE = *DATE*	CHECKED - BL	REVISED -
	DATE - 05-31-17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
WEBER ROAD AND ROMEO ROAD/135TH STREET

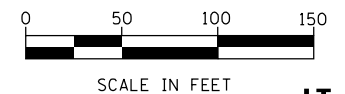
SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	233
			CONTRACT NO. 61D47	
ILLINOIS FED. AID PROJECT				



NOTES:

1. FOR LEGEND AND GENERAL NOTES, SEE SHEET LT-1.
2. THE COMBINATION SIGNAL/LIGHT POLE SHALL BE OWNED AND MAINTAINED BY WILL COUNTY. THE LUMINAIRES SHALL BE CONNECTED TO THE TRAFFIC SIGNAL CIRCUITS.
3. THE RELOCATED LIGHTING UNITS SHALL BE RECONNECTED TO THE EXISTING CIRCUITS.
4. EACH OF THE COMBINATION LIGHTING LUMINAIRES SHALL BE INSTALLED WITH A 5 DEGREE TILT.
5. THE RELOCATED CONTROLLER SHALL BE RECONNECTED TO THE EXISTING ELECTRIC SERVICE, ALL EXISTING/RELOCATED LIGHTING UNITS PREVIOUSLY CONNECTED TO THE EXISTING CONTROLLER SHALL BE RECONNECTED TO IT AT ITS NEW LOCATION.
6. THE UNIT DUCT INSTALLED UNDER PAVED AREAS WITHOUT CONDUIT SHALL BE SCHEDULE 80.



LT-6

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5413 Walnut Avenue
Downers Grove, IL 60515

USER NAME = #USER*	DESIGNED - MB	REVISED -
PLOT SCALE = #SCALE*	DRAWN - RV	REVISED -
PLOT DATE = #DATE*	CHECKED - BL	REVISED -
	DATE - 05-31-17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

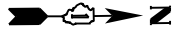
PROPOSED LIGHTING RELOCATION PLAN
WEBER ROAD AND CARILLON DRIVE/GRAND BLVD.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	234
			CONTRACT NO. 61D47	
ILLINOIS FED. AID PROJECT				

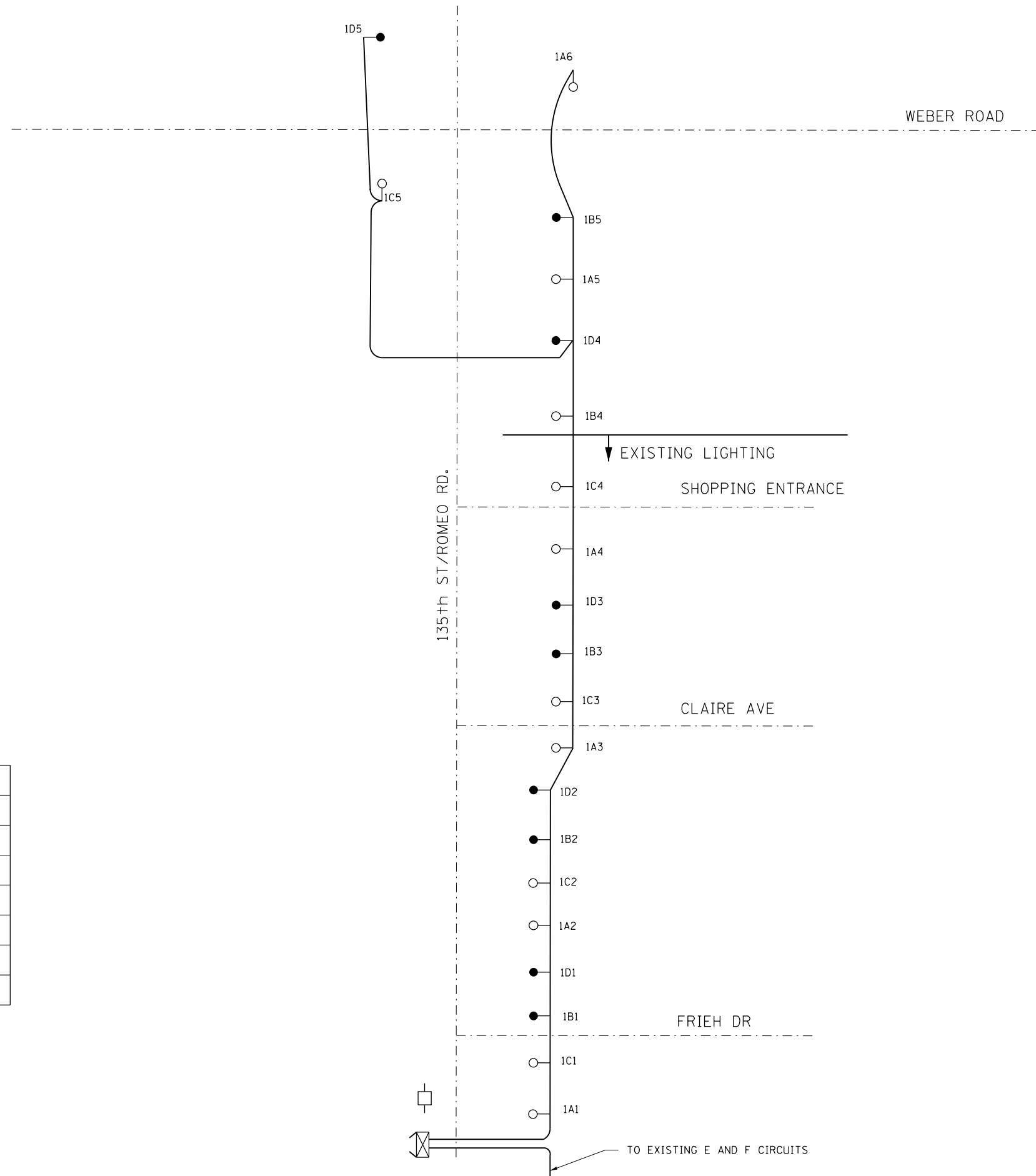
LEGEND

- LUMINAIRE 250W HPS, 240V, 1.32A, ON RED WIRE
- LUMINAIRE 250W HPS, 240V, 1.32A, ON BLACK WIRE
- UNIT DUCT 3 1/C #4 AND 1/C #6 GROUND
- ⊠ EXISTING CONTROLLER "1"
- EXISTING ELECTRIC SERVICE 240/480V SINGLE PHASE, 3 WIRE



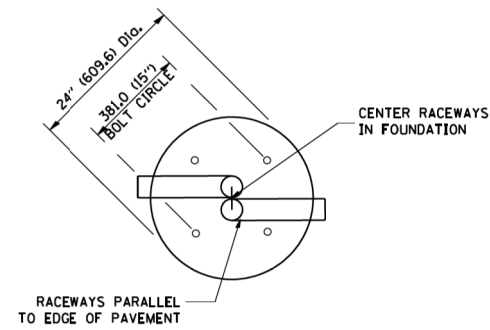
**LOAD TABLE LIGHTING CONTROLLER "1"
240/480V, 1 PHASE, 3 WIRE (EXISTING)**

LOAD ON RED WIRE			LOAD ON BLACK WIRE		
CIRCUIT	AMPS @ 240V	WATT	CIRCUIT	AMPS @ 240V	WATT
A	7.92	1710	B	6.6	1425
C	6.6	1425	D	6.6	1425
E	7.92	1710	F	7.92	1710
G	SPARE	SPARE	H	SPARE	SPARE
TOTAL	22.44	4845	TOTAL	21.12	4560
TOTAL LOAD 44.0A					

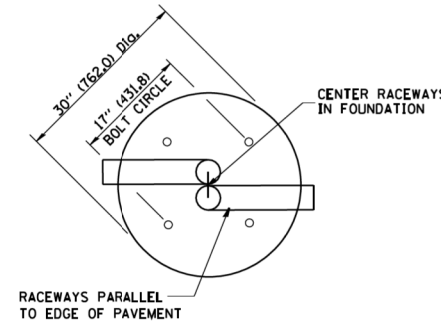


LIGHT POLE FOUNDATION DEPTH TABLE
40 FT. (12.192 m) TO 47.5 FT. (14.478 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O _u = 0.375 TON/SO. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY O _u = 0.75 TON/SO.FT	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY O _u = 1.50 TON/SO. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



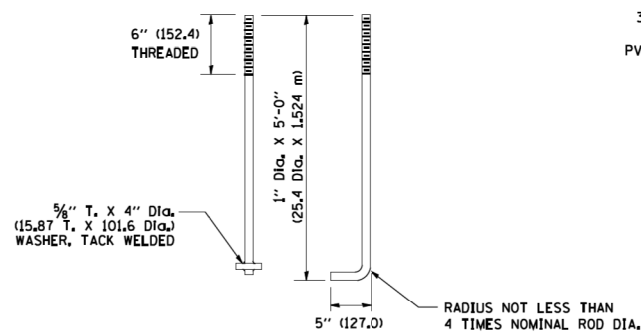
TOP VIEW



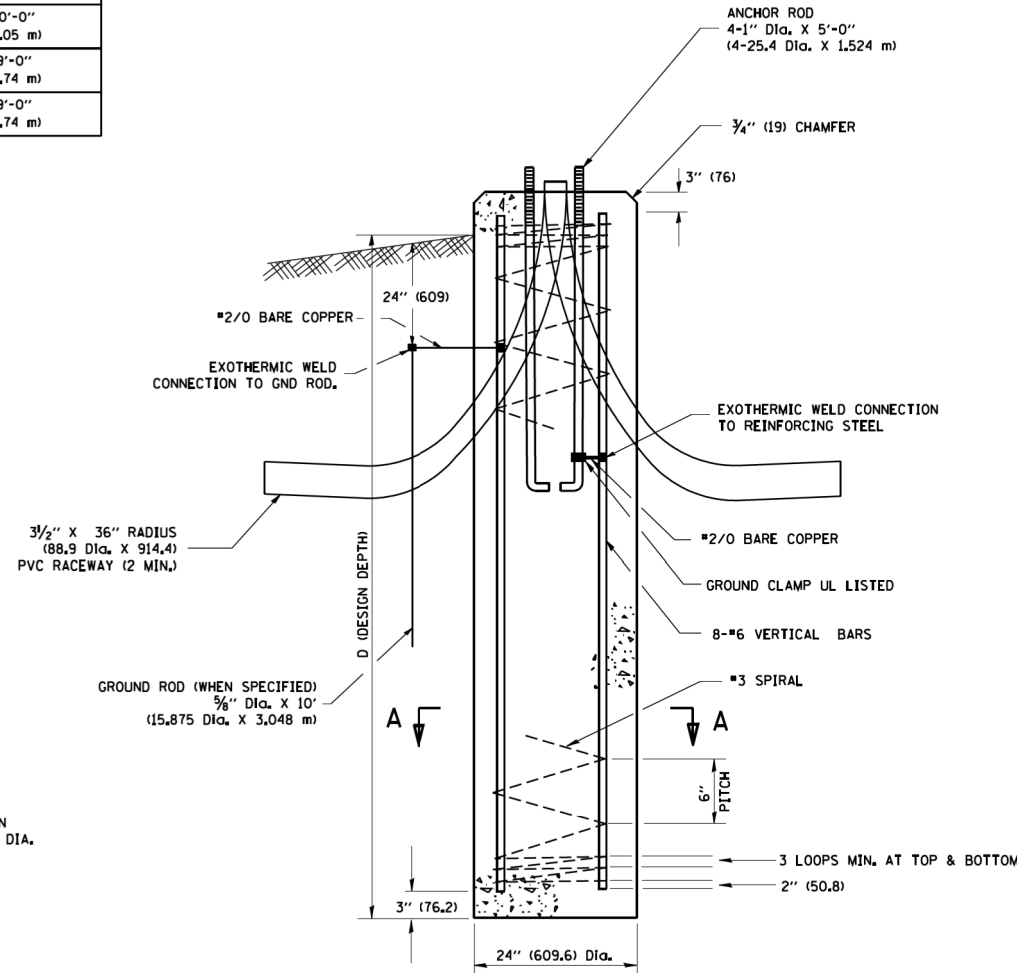
TOP VIEW

NOTES

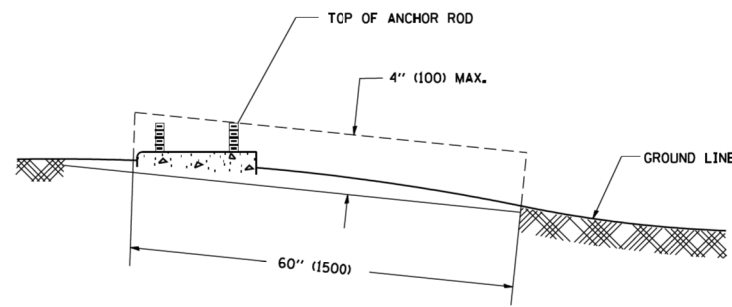
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION,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



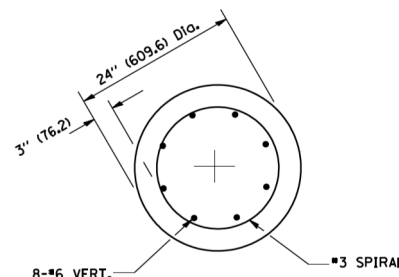
ANCHOR ROD DETAIL



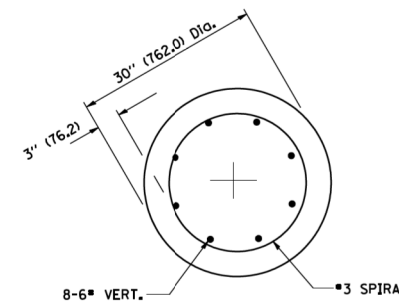
FOUNDATION DETAIL



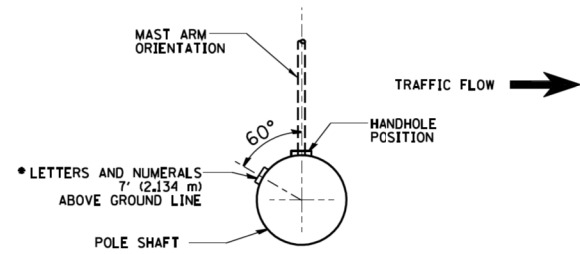
FOUNDATION EXTENSION DETAIL



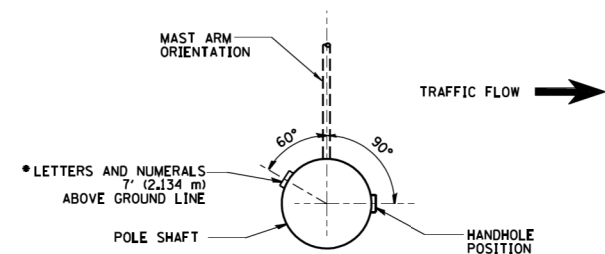
SECTION A-A



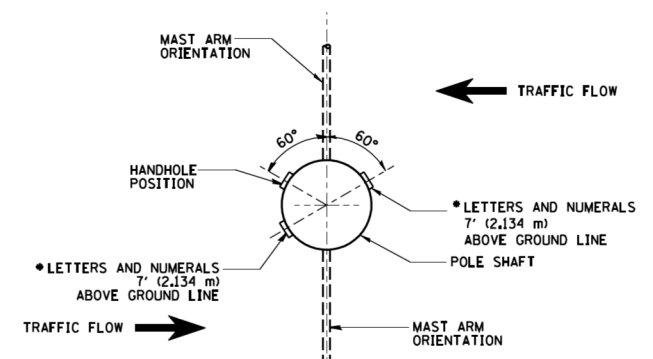
SECTION A-A



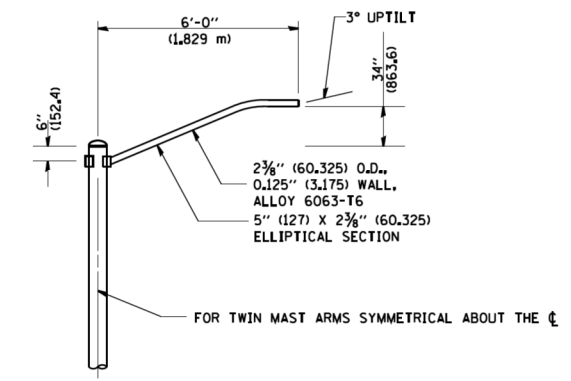
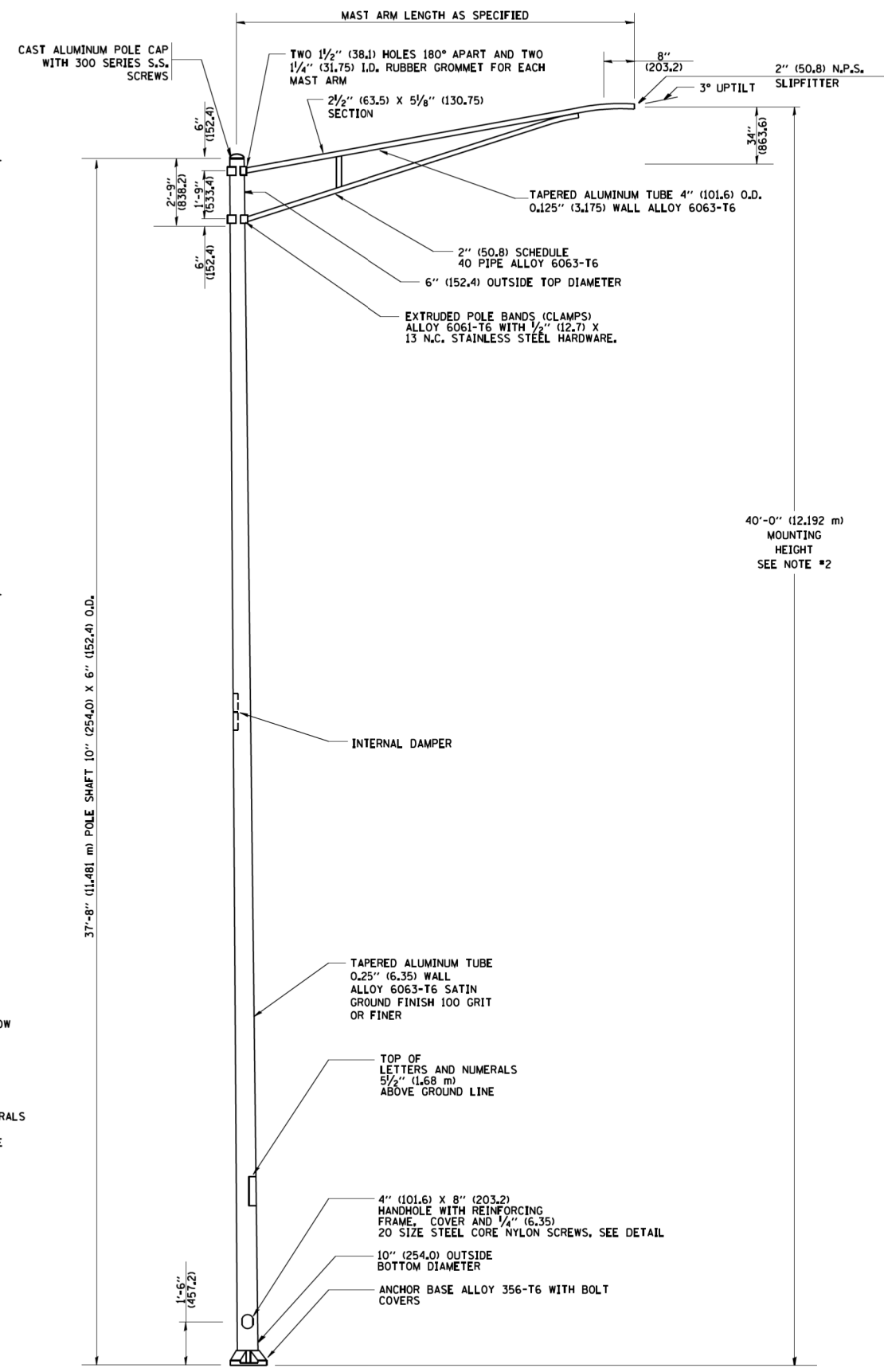
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES

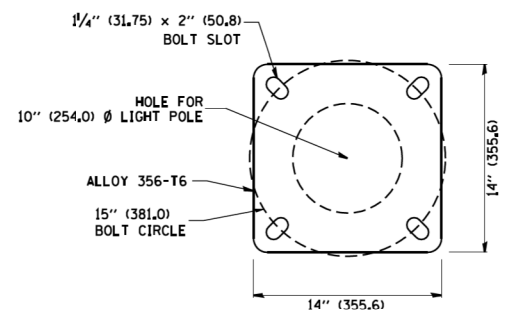


POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES

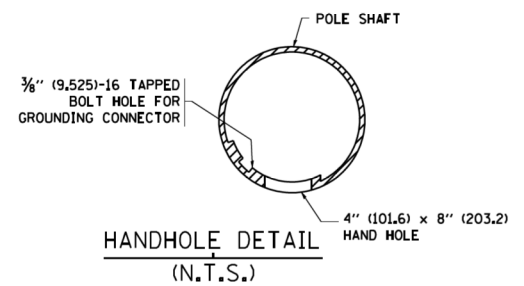


6' (1.8 m) SINGLE MEMBER MAST ARM (N.T.S.)

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



LIGHT POLE BASE PLATE DETAIL
15 INCH (381.0) BOLT CIRCLE



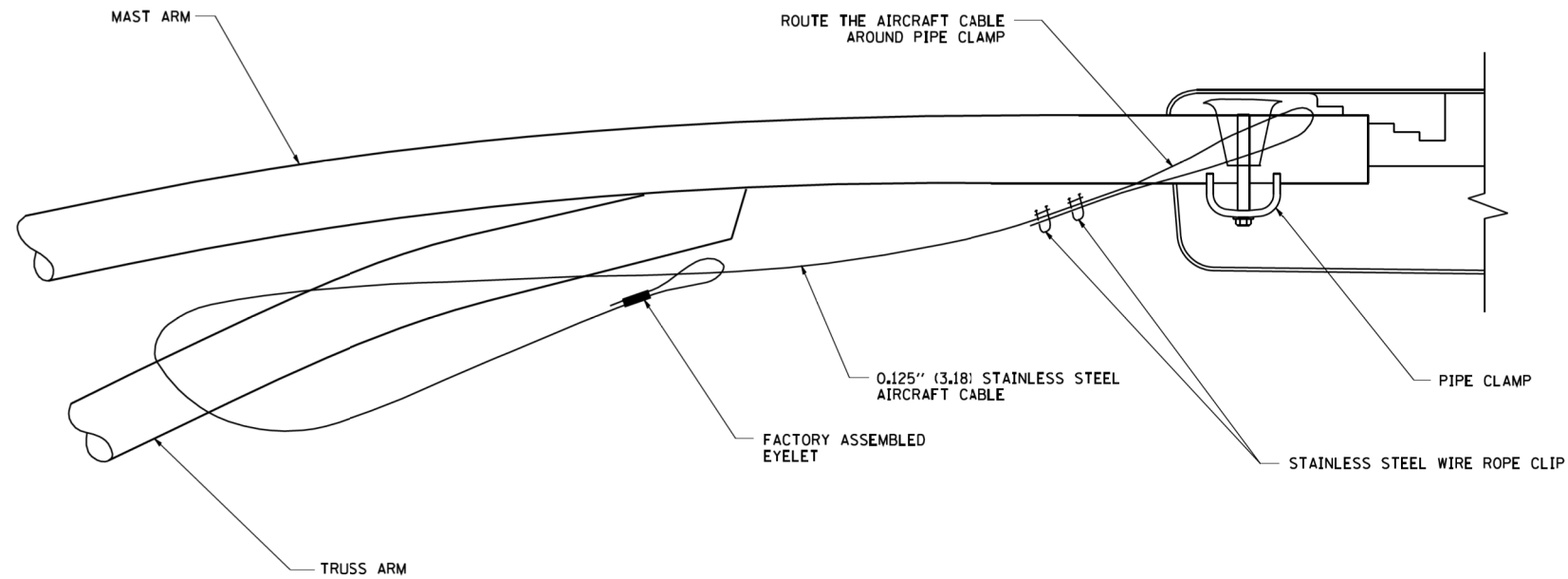
HANDHOLE DETAIL (N.T.S.)

AMES Engineering, Inc. CONSULTING ENGINEERS 5413 Walnut Avenue Downers Grove, IL 60515	USER NAME = geglanoht	DESIGNED -	REVISED - R. TOMSONS 09-06-00
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. TOMSONS 09-02-03
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -
		DATE -	REVISED -

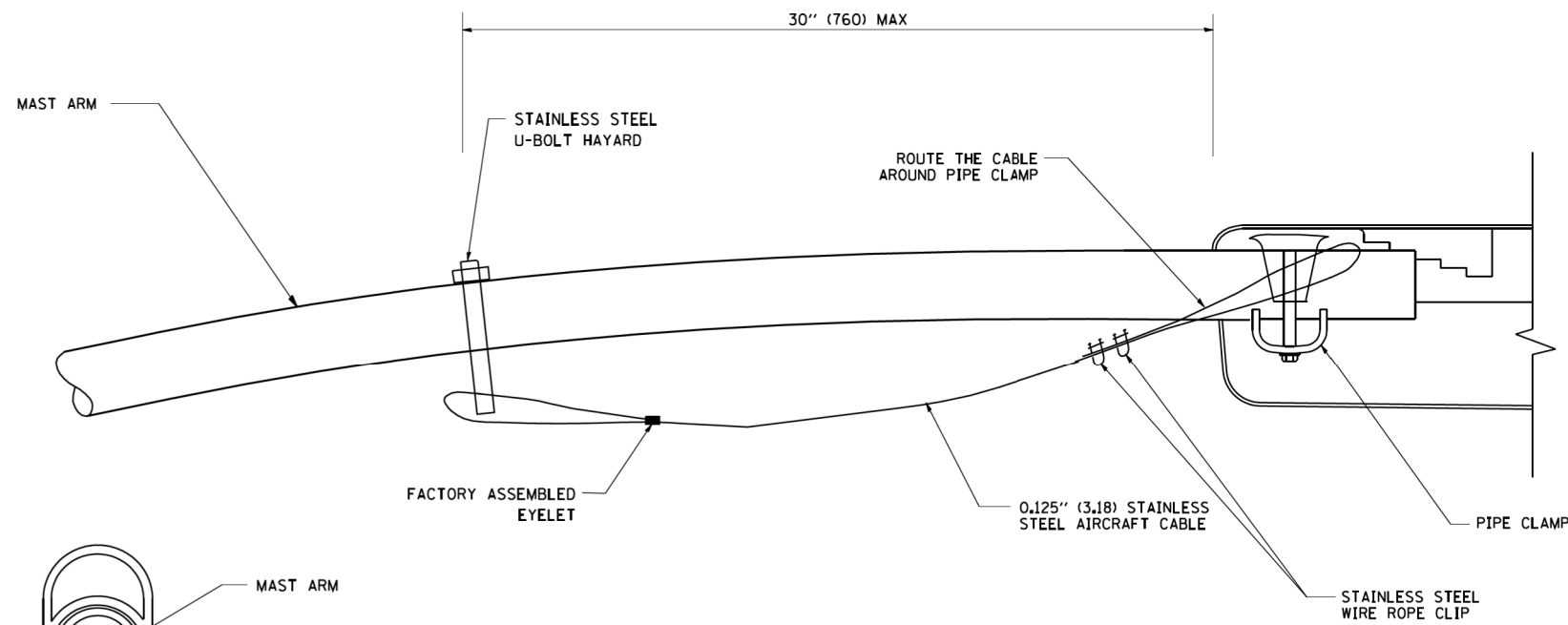
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMINUM LIGHT POLE			
40'-0" (12.192 m) MOUNTING HEIGHT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. N/A	TO STA. N/A

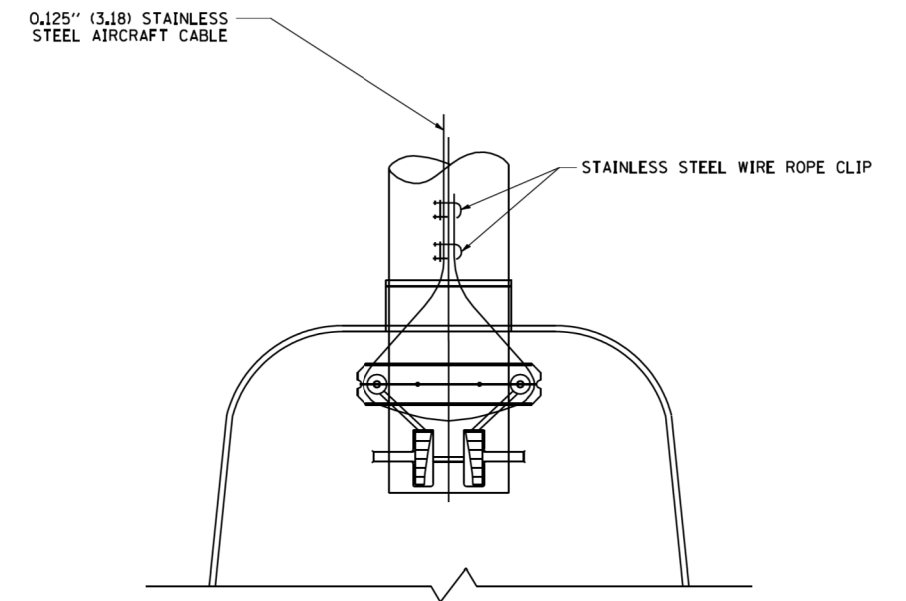
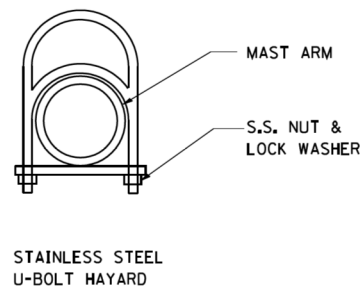
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	237
BE-401		CONTRACT NO. 61D47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SIDE VIEW (TRUSS ARM)
N.T.S.



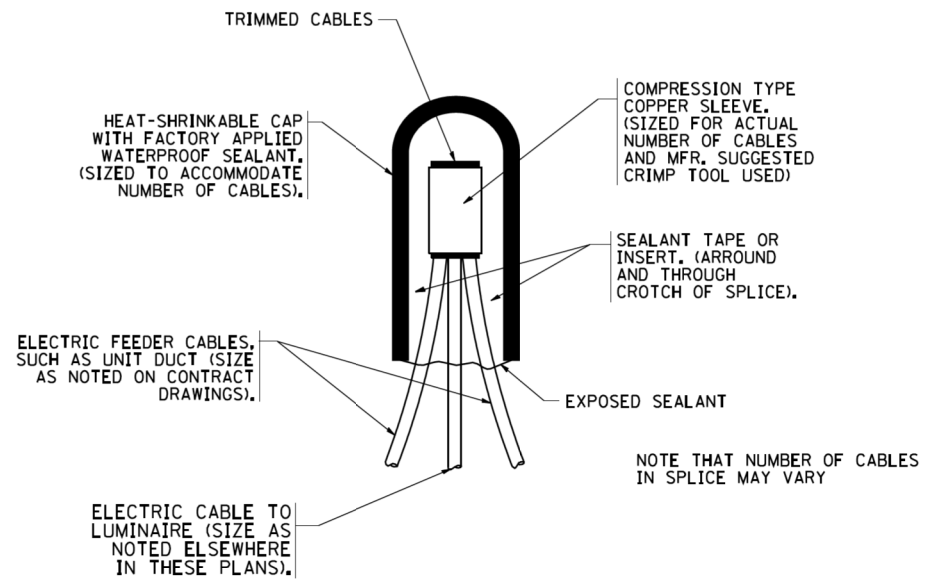
SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



BOTTOM VIEW
N.T.S.

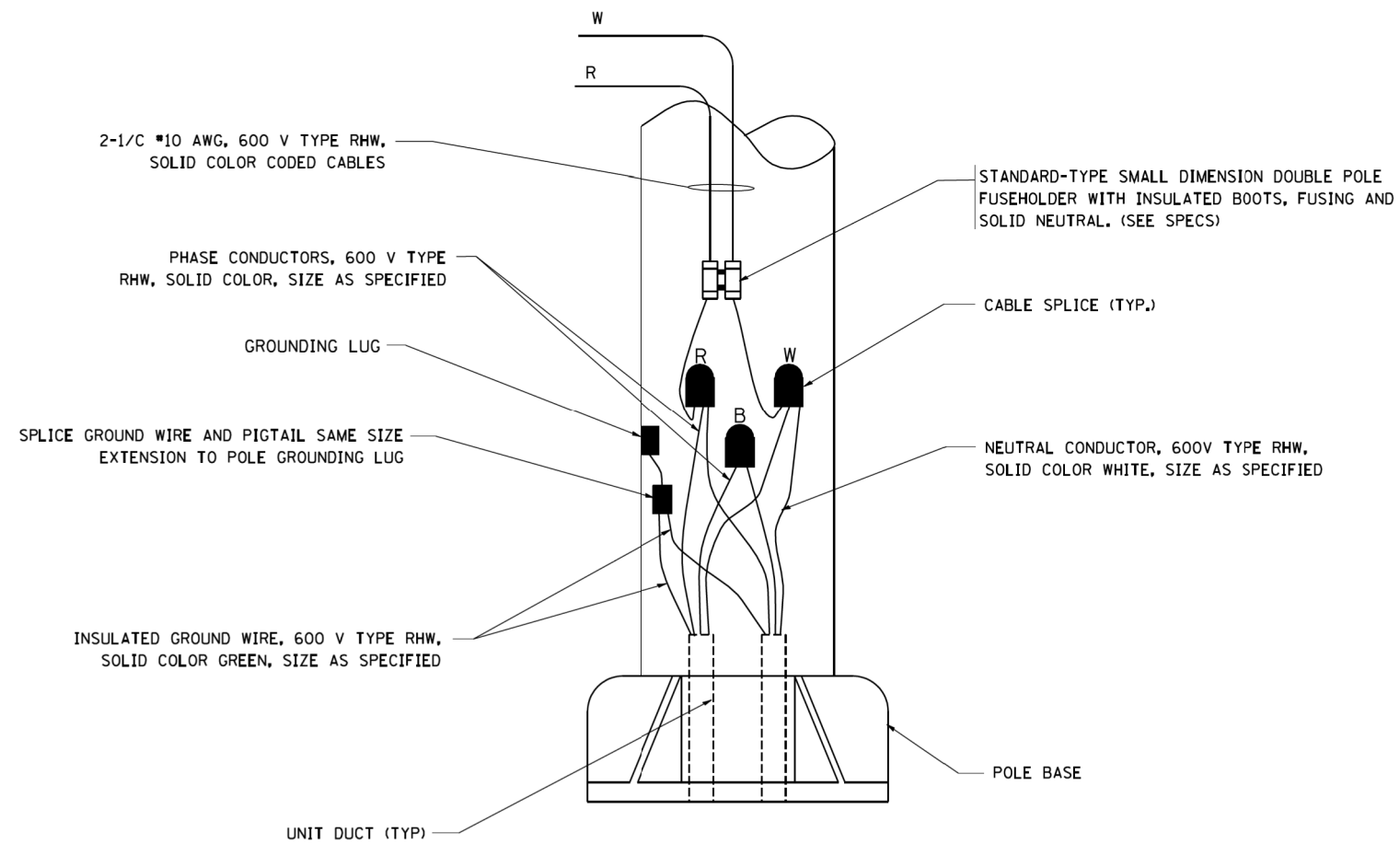
NOTES:

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



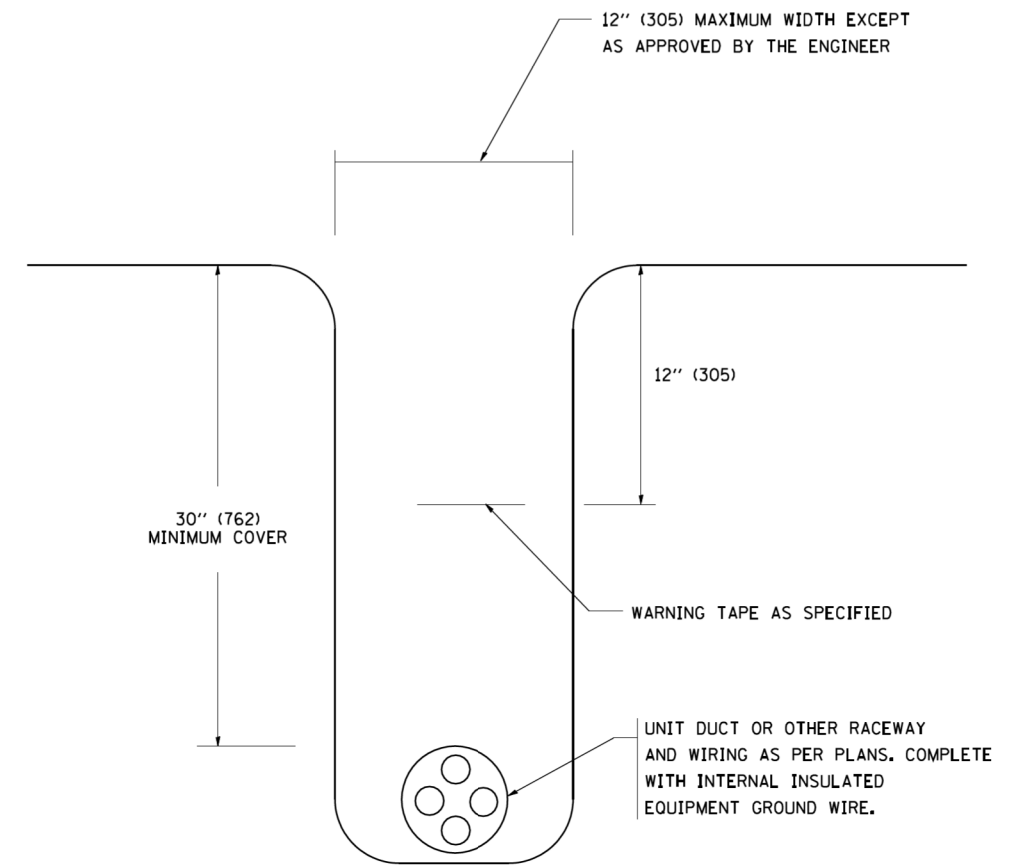
TYPICAL SPLICE DETAIL

N.T.S.



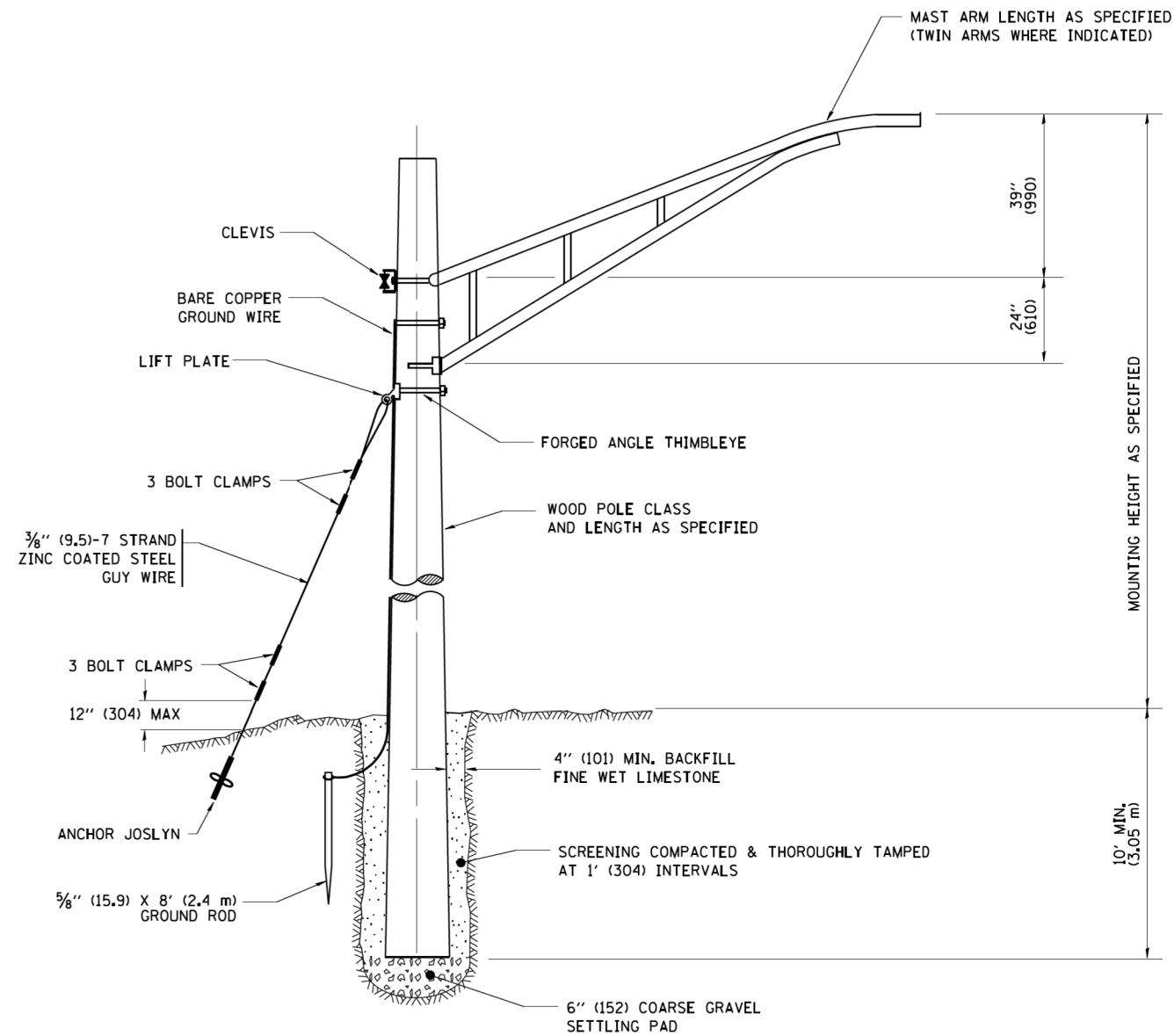
POLE WIRING DETAIL

N.T.S.

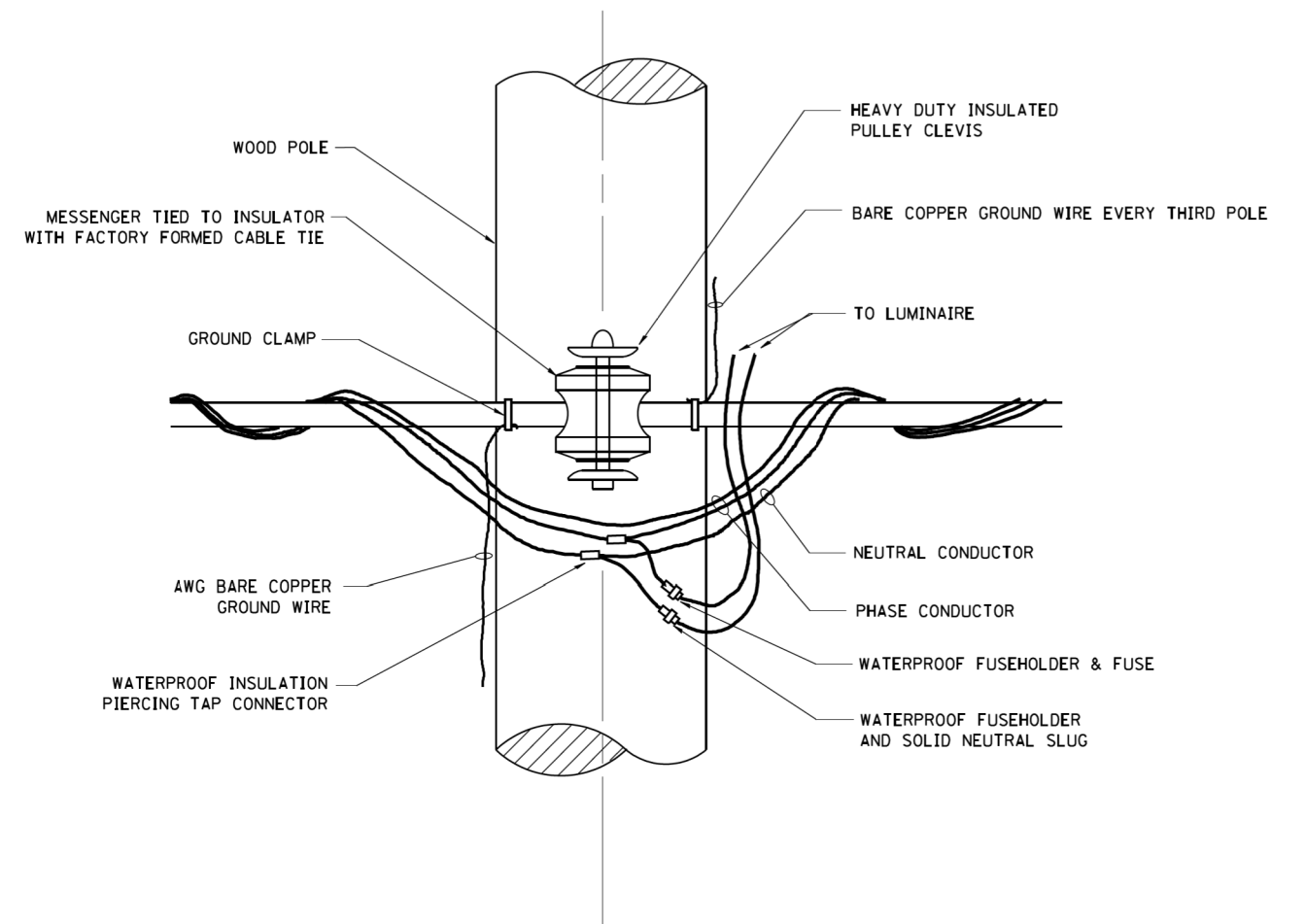


TYPICAL WIRING IN TRENCH DETAIL

N.T.S.



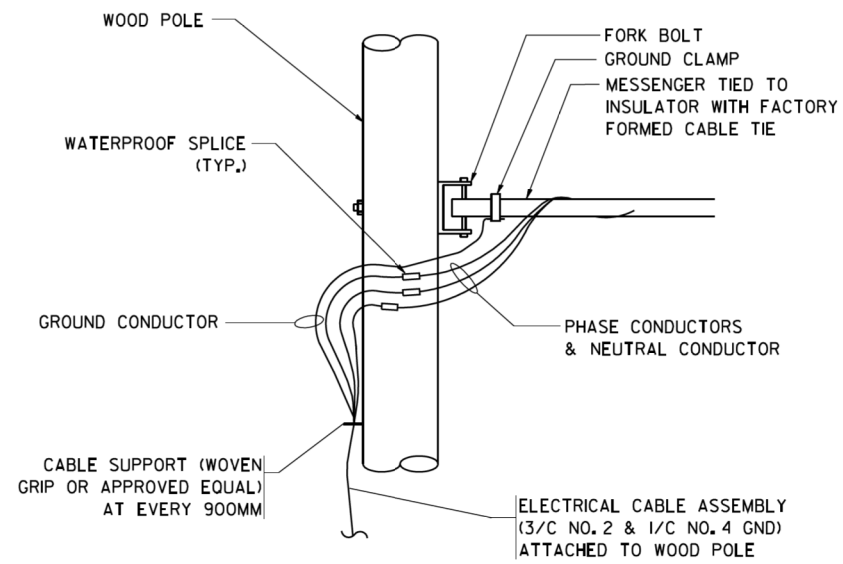
TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED



AERIAL CABLE CONNECTION DETAIL
N.T.S.

NOTES:

1. FOR TEMPORARY LIGHTING PLAN, SEE SHEETS LT-4 AND LT-12.
2. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN UNIT PRICE FOR AERIAL CABLE.

AMES Engineering, Inc. CONSULTING ENGINEERS 5413 Walnut Avenue Downers Grove, IL 60515	USER NAME = gegl:enobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY AERIAL CABLE INSTALLATION		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -		856	14-00170-42-RP	WILL	394	241		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -		BE-801		CONTRACT NO. 61D47				
	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

B.M.: Chiseled "□" in Northwest corner of West End of box culvert on Weber Road draining Lily Cache Slough Northwest from "Super Wash" ±500' Elev. 617.46

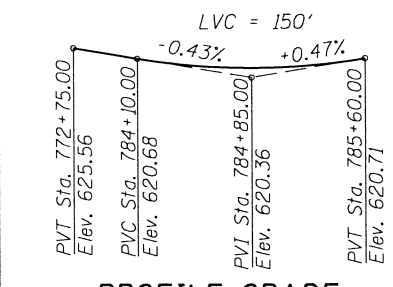
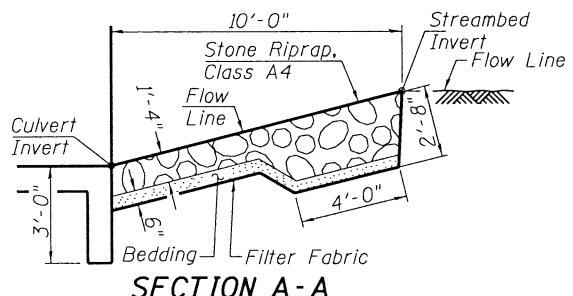
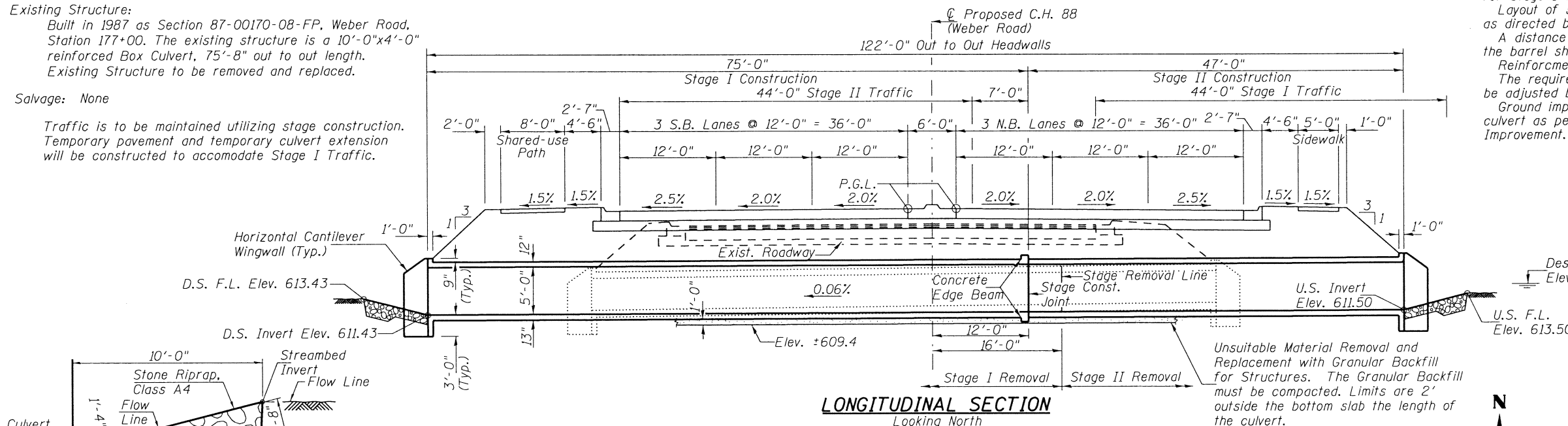
Existing Structure:
Built in 1987 as Section 87-00170-08-FP, Weber Road, Station 177+00. The existing structure is a 10'-0"x4'-0" reinforced Box Culvert, 75'-8" out to out length. Existing Structure to be removed and replaced.

Salvage: None

Traffic is to be maintained utilizing stage construction. Temporary pavement and temporary culvert extension will be constructed to accommodate Stage I Traffic.

GENERAL NOTES

Precast culvert option will not be allowed (except for culvert extension for Stage I Traffic).
Layout of stone riprap may be varied in the field to suit ground conditions as directed by the Engineer.
A distance of half the length of the wingwall, but not less than 6 feet of the barrel shall be poured monolithically with the wingwall.
Reinforcement bars designated (E) shall be epoxy coated.
The required depth of removal and replacement of unsuitable materials may be adjusted by the Engineer to account for variable subsurface conditions.
Ground improvements are to be completed prior to construction of the culvert as per the Special Provision "Contractor Designed Ground Improvement." Quantities are included in the Roadway Plans.



NAME PLATE
LILY CACHE SLOUGH
BUILT 201. BY
WILL COUNTY
SEC. 14-00170-42-RP
C.H. 88 (FAP 856) STATION 784+17.56
LOADING HL-93 w/ IL-120
STR. NO. 099-3409

Locate Name Plate at East Headwall S.E. Corner of Culvert (See Std. 515001)

WATERWAY INFORMATION

Existing Overtopping Elev. = 618.61 at Sta. 786+00.65		Proposed Overtopping Elev. = 620.86 at Sta. 784+95.11							
Drainage Area = 2.63 Sq. Mi.									
Flood	Freq. Yr.	Discharge ft ³ /s	Waterway Opening-ft ²		Nat. H.W.E. ft.	Head - ft.		Headwater Elev. - ft.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	105	10.4	27.4	614.5	1.5	0.8	616.0	615.3
Base	100	207	18.4	37.2	615.1	2.4	1.0	617.5	616.1
Max. Calc.	500	220	23.6	47.4	615.6	3.3	1.2	618.9	616.8

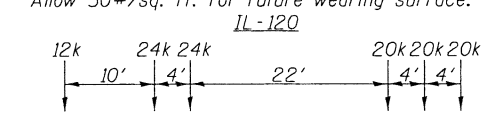
DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition w/ 2015 & 2016 Interims

DESIGN STRESSES

(FIELD UNITS)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

LOADING HL-93 W/ IL-120



INDEX OF SHEETS

SH. #'s	DESCRIPTION
1	General Plan and Elevation
2-3	Stage Construction Details
4	Temporary Concrete Barrier for Stage Construction
5-6	Culvert Details
7	Temporary Culvert Details
8	Bar Splicer Details
9-11	Soil Boring Logs

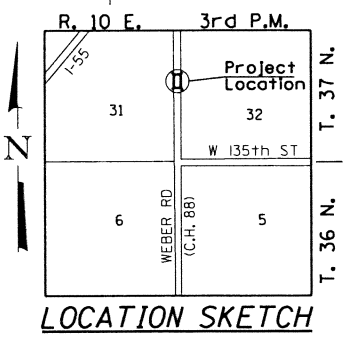
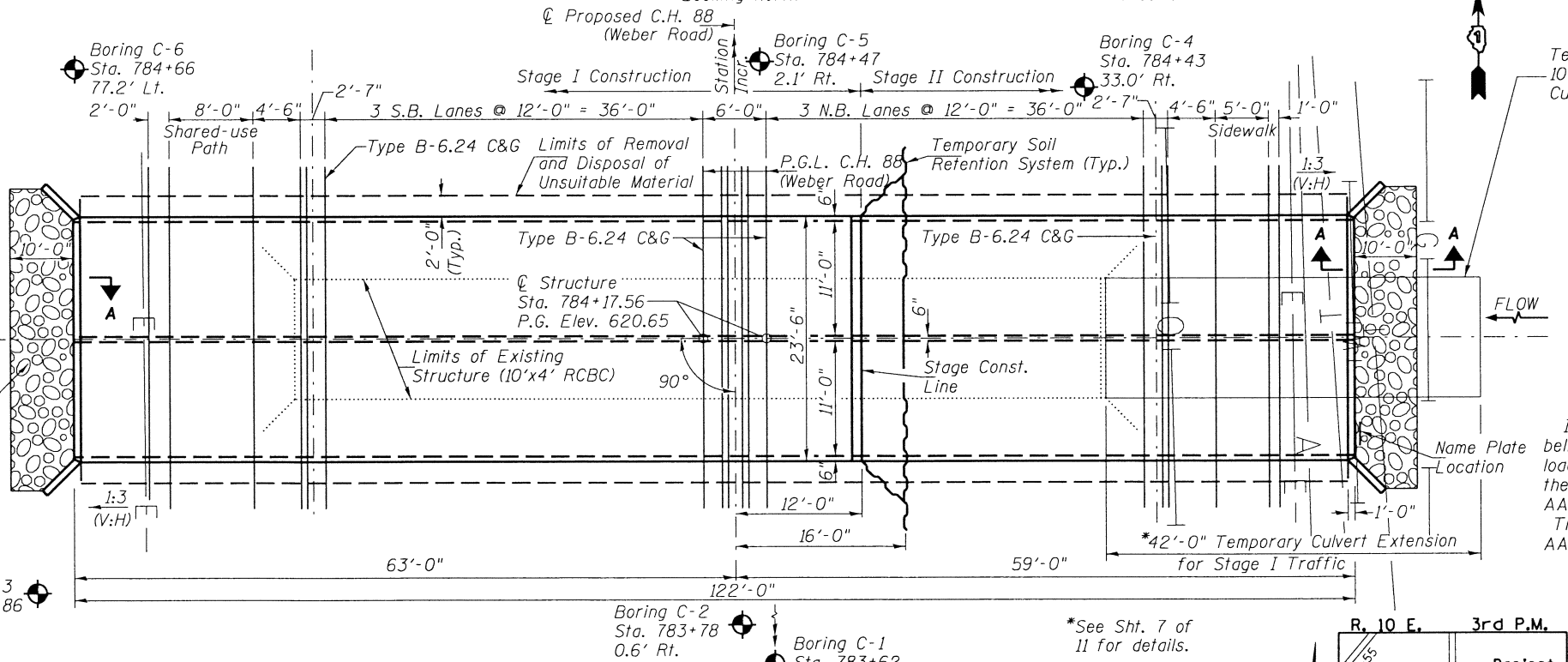
TOTAL BILL OF MATERIALS

ITEM	UNIT	TOTAL
Concrete Box Culverts	CU YD	267.4
Removal of Existing Structures	EACH	1
Reinforcement Bars, Epoxy Coated	POUND	46,320
Name Plates	EACH	1
Stone Riprap, Class A4	SQ YD	70
Filter Fabric	SQ YD	70
Removal & Disposal of Unsuitable Material for Structures	CU YD	125
Granular Backfill for Structures	CU YD	125
Precast Concrete Box Culverts 10'x4' (Special)	F00T	42
Temporary Soil Retention System	SQ FT	290
Bar Splicers	EACH	107

I certify that to the best of my knowledge, information and belief, this culvert design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Standard Specification for Highway Bridges. This design complies with all requirements of the current AASHTO Guide Specifications for Seismic Design of highway bridges.

[Signature]
Illinois Structural No. 6527
Expires 11/30/2018

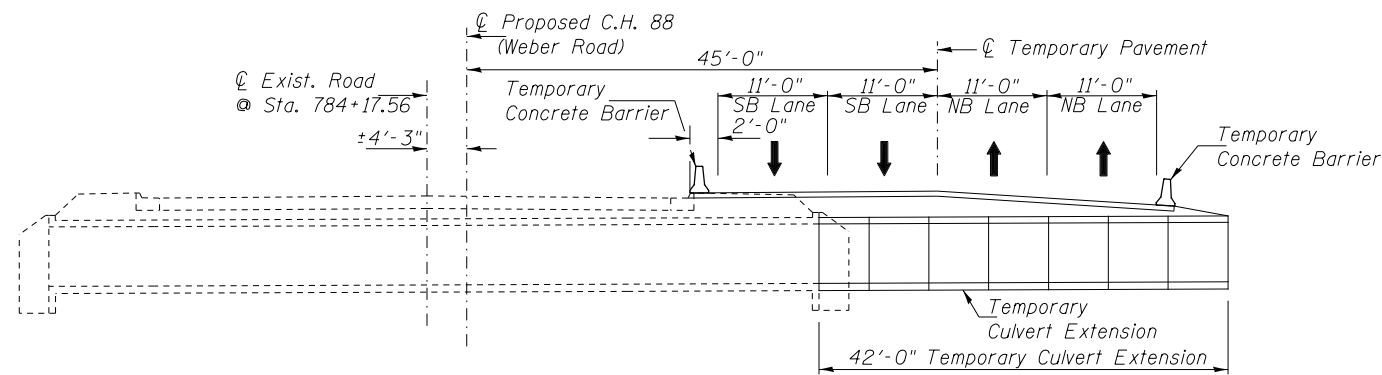
PLAN



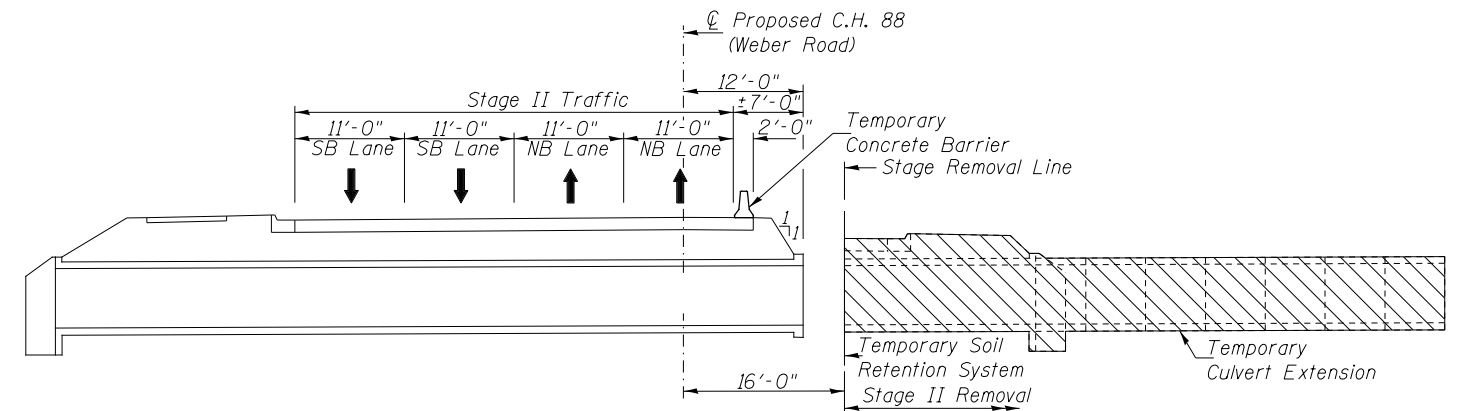
GENERAL PLAN & ELEVATION

WEBER ROAD (C.H. 88)
OVER LILY CACHE SLOUGH
SECTION 14-00170-42-RP
F.A.P. ROUTE 856
WILL COUNTY
STATION 784+17.56
STRUCTURE NO. 099-3409

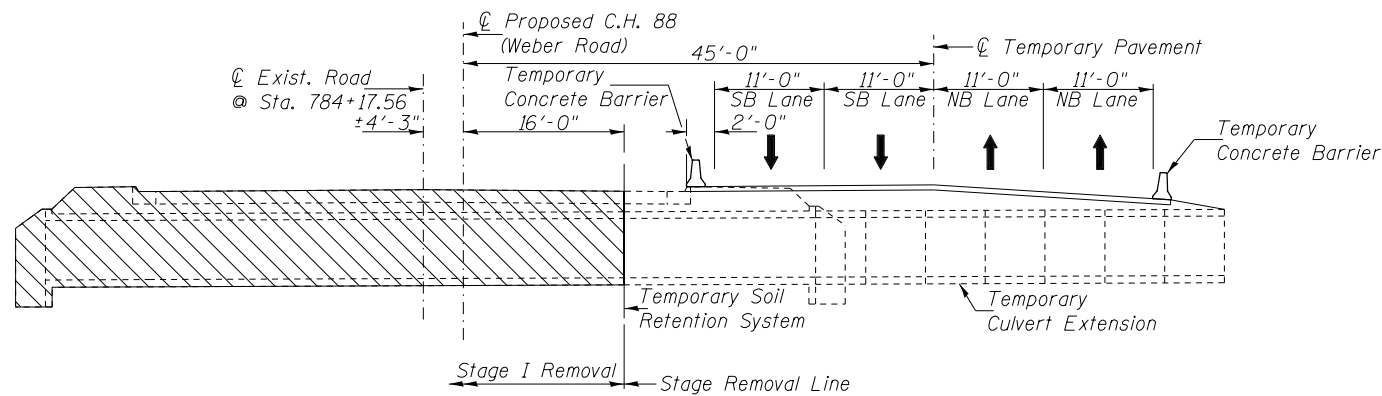
Hutchison Engineering, Inc. Jacksonville, Peoria & Shorewood, Illinois	USER NAME = ctmason	DESIGNED - CTM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 099-3409	SHEET NO. 1 OF 11 SHEETS	F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 242
	PLOT SCALE = NONE	CHECKED - STM/JOH	REVISED -				CONTRACT NO. 61047	ILLINOIS FED. AID PROJECT			
	PLOT DATE =	DRAWN - CTM	REVISED -								
		CHECKED - STM/JOH	REVISED -								



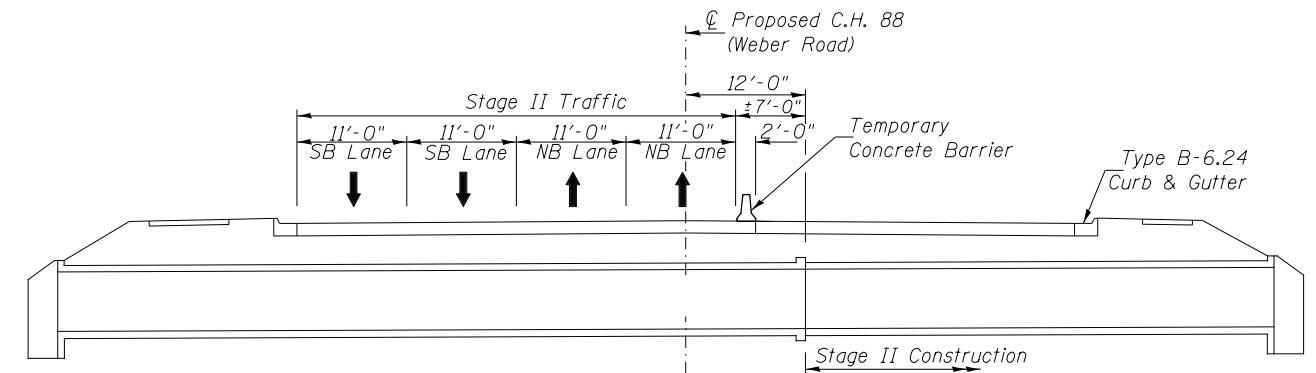
STAGE I TEMPORARY CONSTRUCTION
(Looking North)



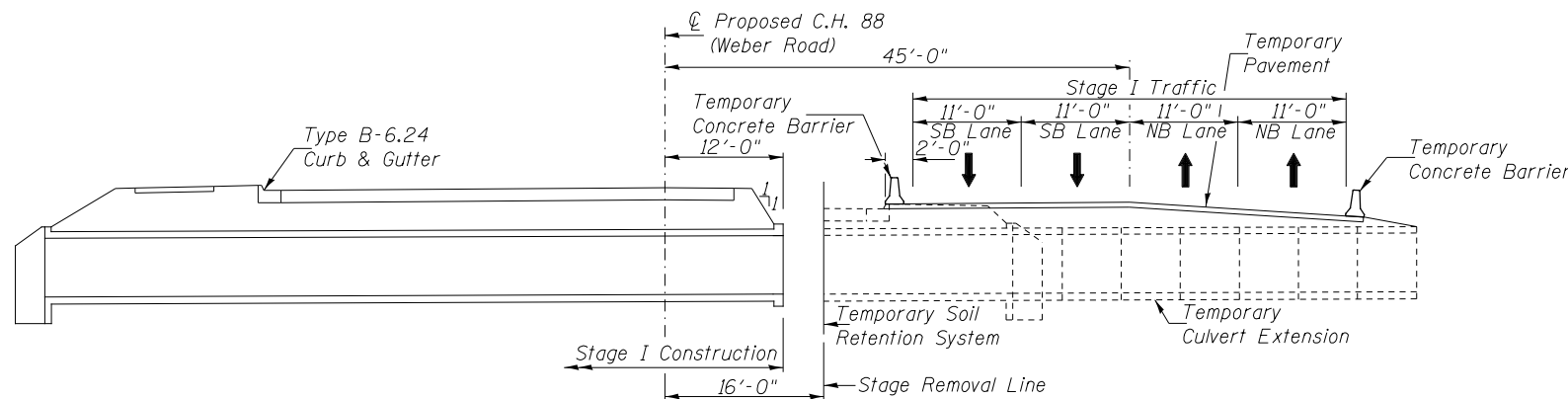
STAGE II REMOVAL
(Looking North)



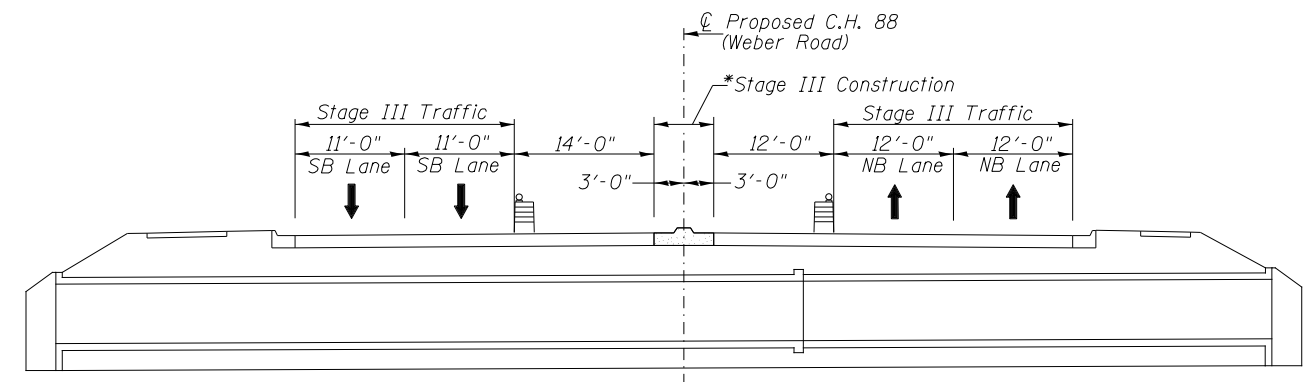
STAGE I REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)



STAGE I CONSTRUCTION
(Looking North)



STAGE III CONSTRUCTION
(Looking North)

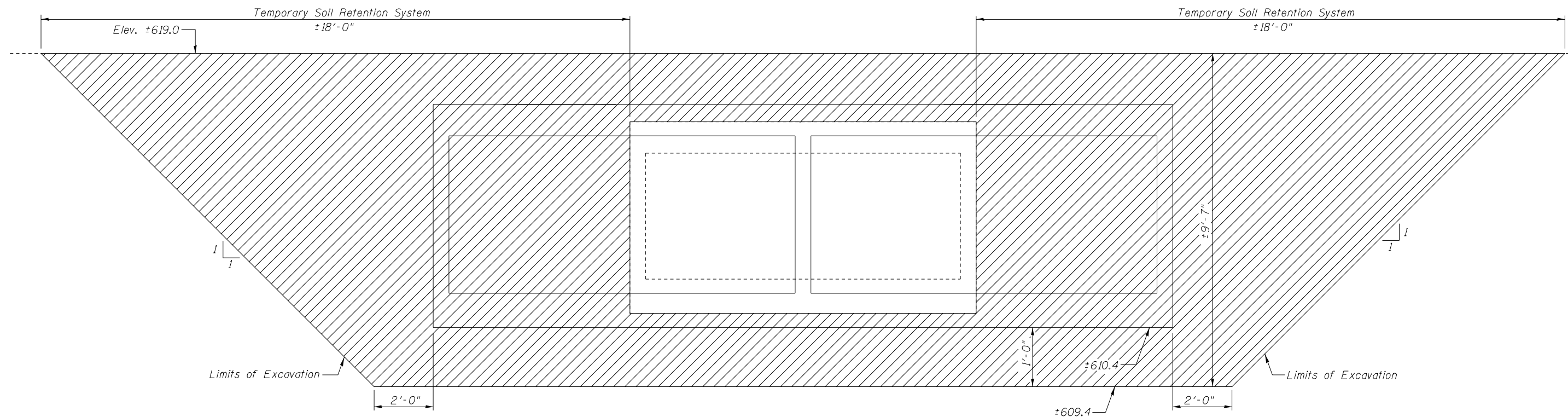
* Construct 6'-0" SM-6.12 Concrete Median & adjacent pavement as required.

Notes:

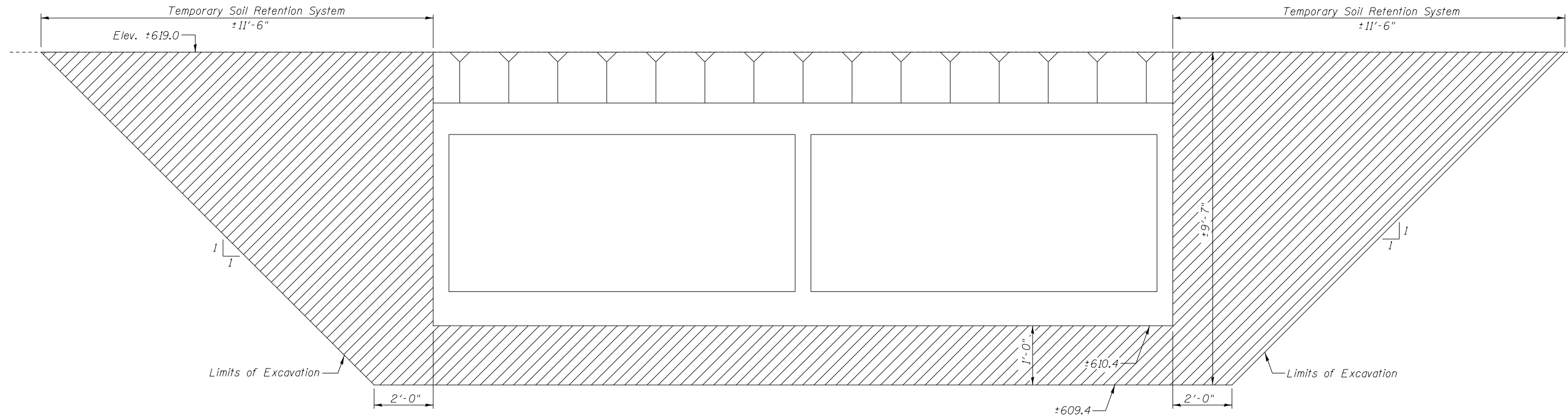
For detail of Temporary Concrete Barrier, See Sht. 4 of 11.
Hatched area indicates Removal of Existing Structures and Temporary Culvert Extension.
See Roadway Plans for quantity of Temporary Concrete Barrier.

USER NAME = ctmason	DESIGNED - CTM	REVISED -
PLOT SCALE = NONE	CHECKED - STM/JOH	REVISED -
PLOT DATE =	DRAWN - CTM	REVISED -
	CHECKED - STM/JOH	REVISED -

F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY	TOTAL SHEETS 394	SHEET NO. 243
			CONTRACT NO. 61D47	
ILLINOIS FED. AID PROJECT				



STAGE I - TEMPORARY SOIL RETENTION SYSTEM DETAILS



STAGE II - TEMPORARY SOIL RETENTION SYSTEM DETAILS

LEGEND

 Temporary Soil Retention System

Notes:
A cantilever sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

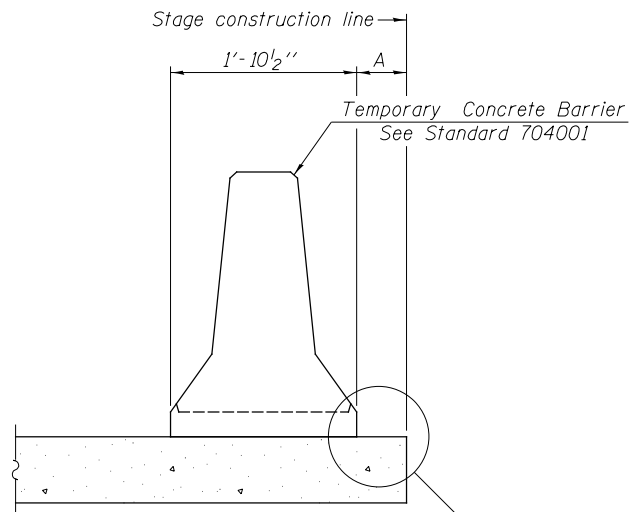
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONSTRUCTION DETAILS
STRUCTURE NO. 099-3409**

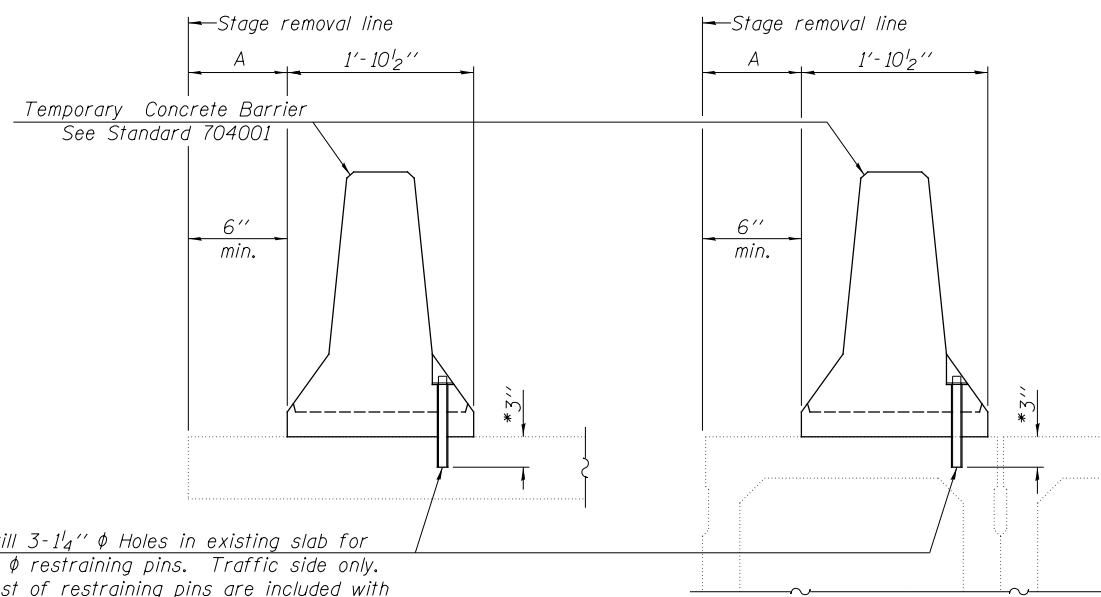
SHEET NO. 3 OF 11 SHEETS

F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 244
CONTRACT NO. 61D47			ILLINOIS FED. AID PROJECT	



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



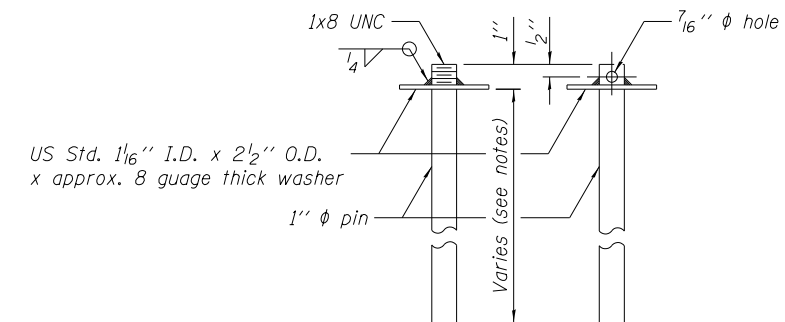
Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ restraining pins. Traffic side only. Cost of restraining with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

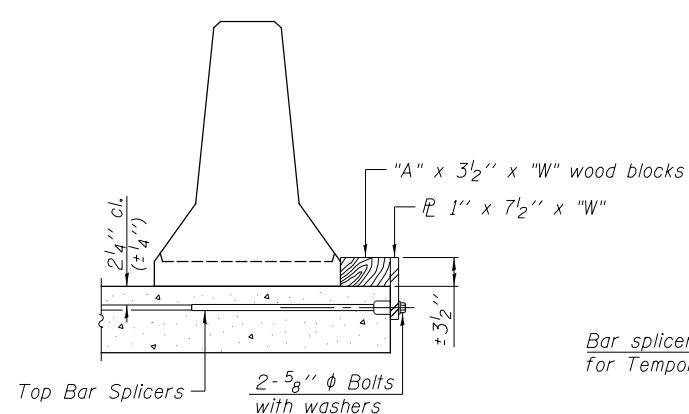
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

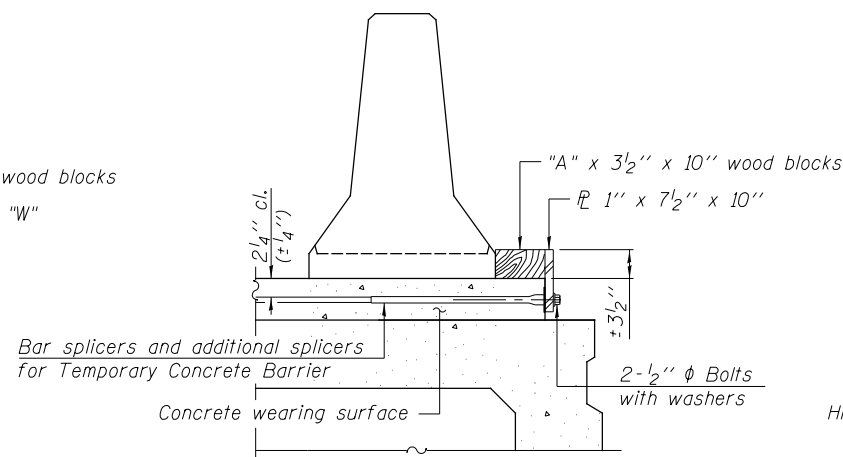
SECTIONS THRU SLAB OR DECK BEAM



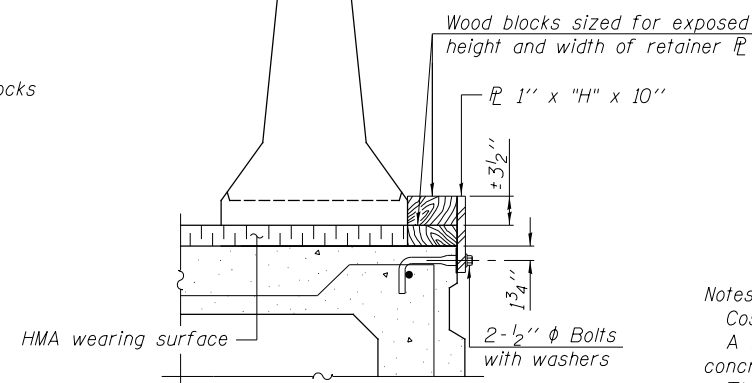
RESTRAINING PIN



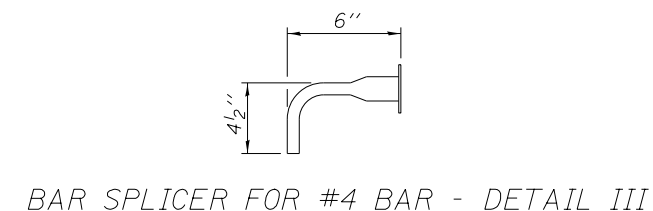
DETAIL I



DETAIL II



DETAIL III

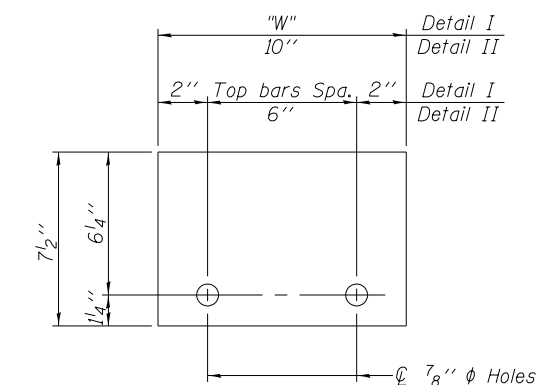


BAR SPLICER FOR #4 BAR - DETAIL III

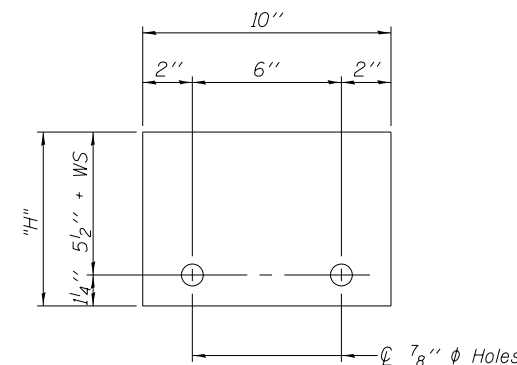
Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate ϕ of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.
 Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.



STEEL RETAINER 1" x 7 1/2" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

R-27

07-22-16

(Detail I and II)

(Detail III)

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

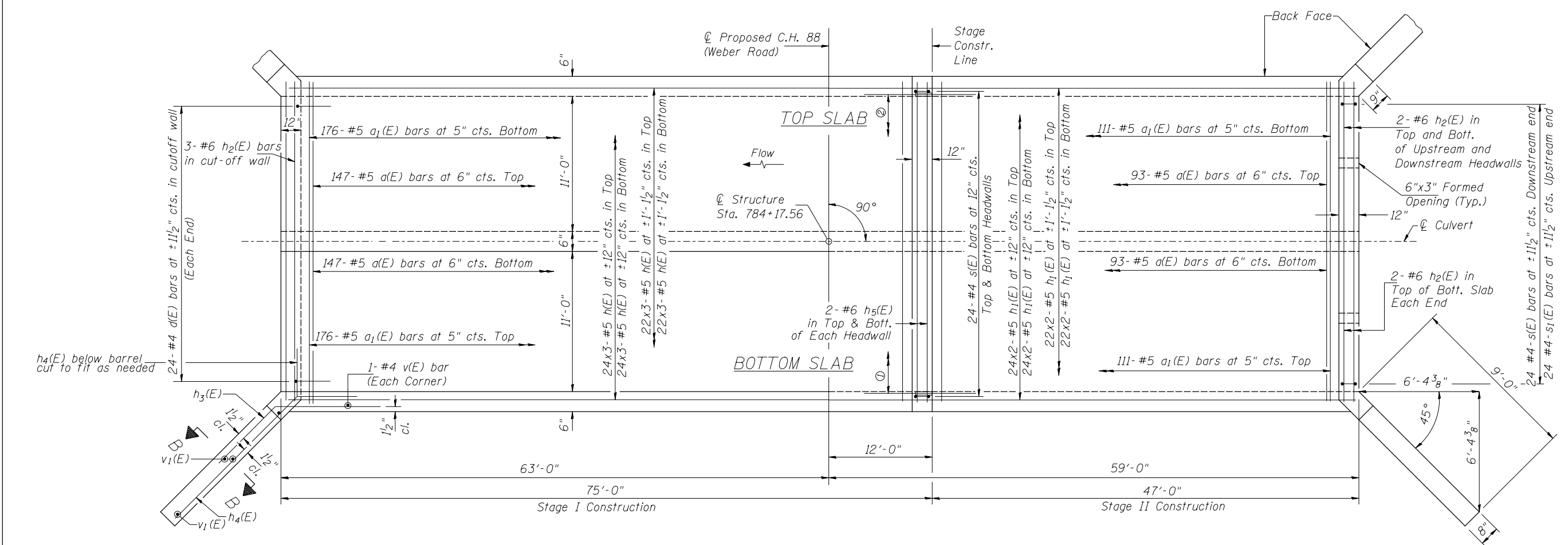
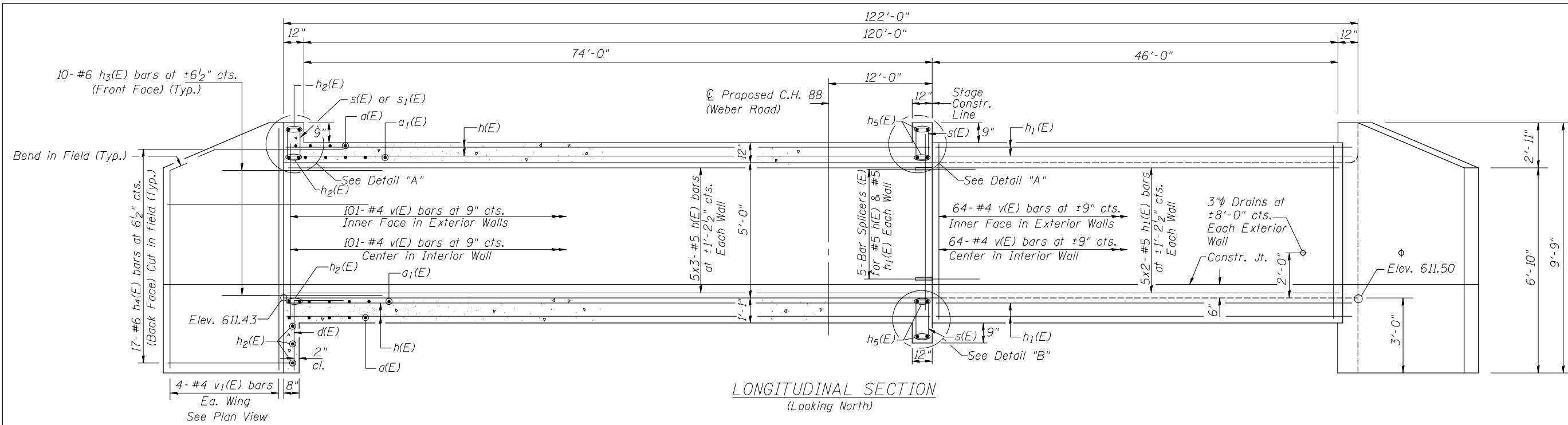
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PLOT DATE =	DRAWN - CTM	REVISED -
	CHECKED - STM/JOH	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
 STRUCTURE NO. 099-3409

SHEET NO. 4 OF 11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	245
CONTRACT NO.			61D47	
ILLINOIS FED. AID PROJECT				



MIN. BAR LAP
#5 bar = 3'-2"



- ① 24-Bar Splicers (E) for #5 h(E) & #5 h1(E) bars. Top & Bottom of Bottom Slab
- ② 22-Bar Splicers (E) for #5 h(E) & #5 h1(E) bars. Top & Bottom of Top Slab

Notes: Bars indicated thus 22 x 2-#5 etc. indicates 22 lines of bars with 2 lengths per line.
For Section B-B, Detail A and Detail B see sheet #6 of 11.

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

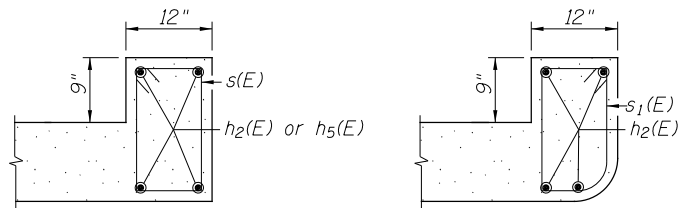
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	CHECKED - STM/JOH	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

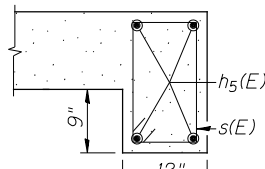
**CULVERT DETAILS
STRUCTURE NO. 099-3409**

SHEET NO. 5 OF 11 SHEETS

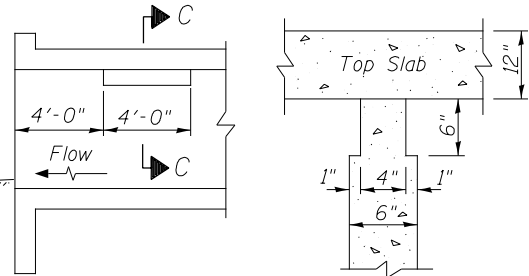
F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 246
			CONTRACT NO. 61D47	
ILLINOIS FED. AID PROJECT				



STAGE 1 HEADWALL STAGE 2 HEADWALL
DETAIL A



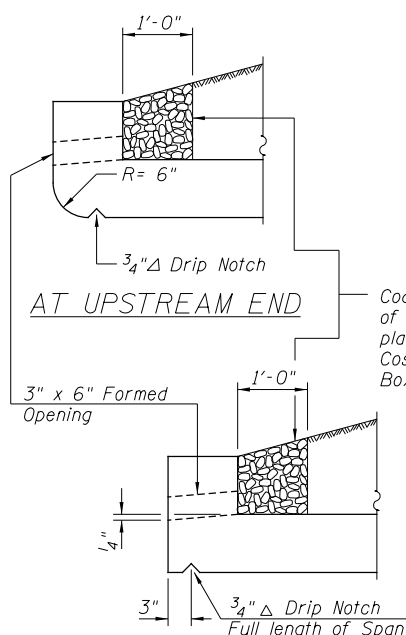
DETAIL B



LONGITUDINAL SECTION
SECTION C-C Interior Wall

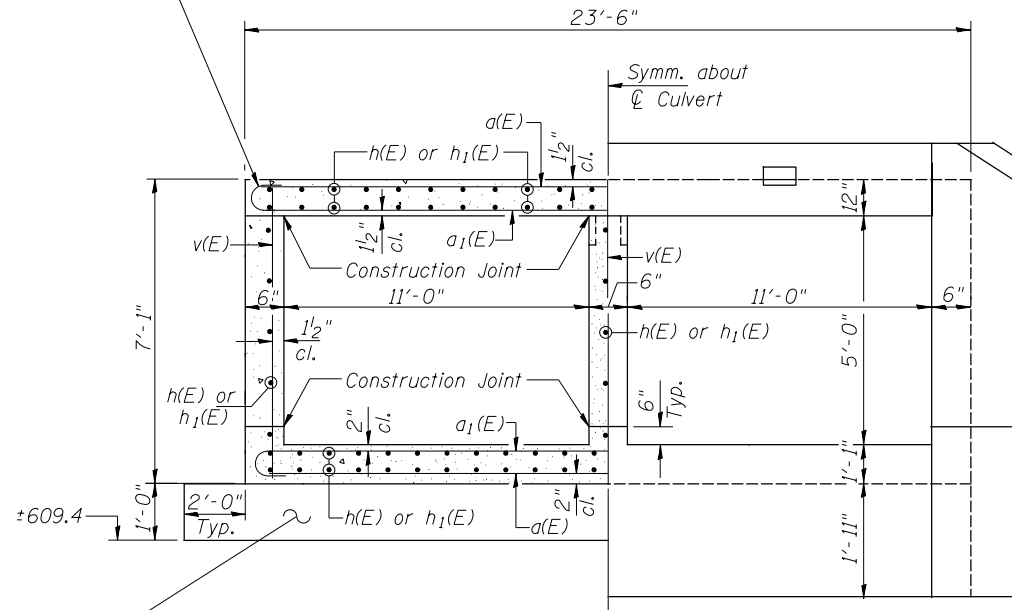
(Downstream End)
Note: Notch by rough-finished board attached to and removed with formwork, each interior wall. (Do not chamfer)

PHOEBE NESTING SITE DETAIL
(Downstream End Only - Cost included with Concrete Box Culverts)



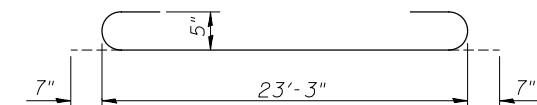
DRAIN DETAIL

Tilt hook of a₁(E) bars if necessary for 1/2" min. cl.

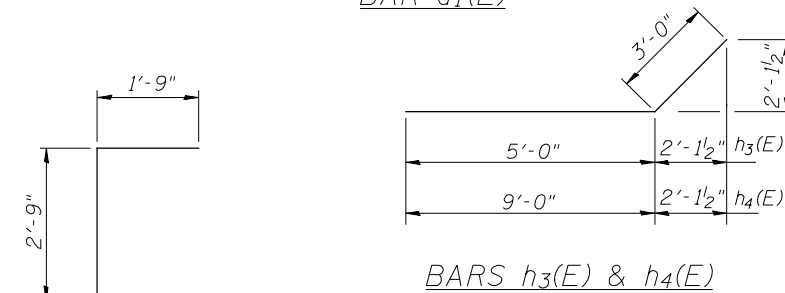


HALF SECTION THRU BARRELS Showing Reinforcement
HALF END ELEVATION Showing Dimensions

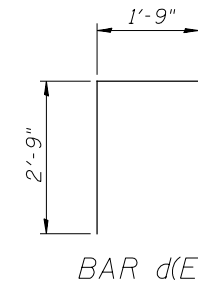
Granular Backfill for Structures



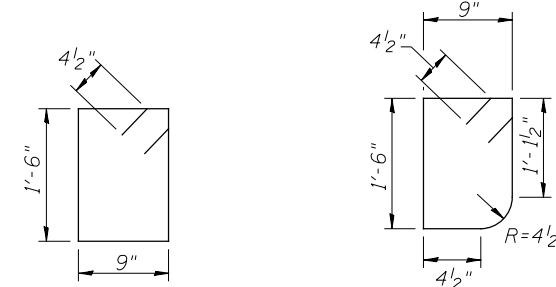
BAR a₁(E)



BARS h₃(E) & h₄(E)

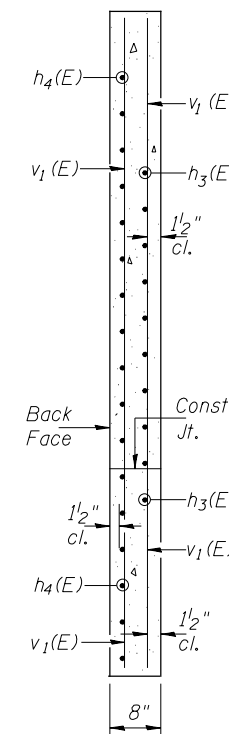


BAR d(E)



BAR s(E)

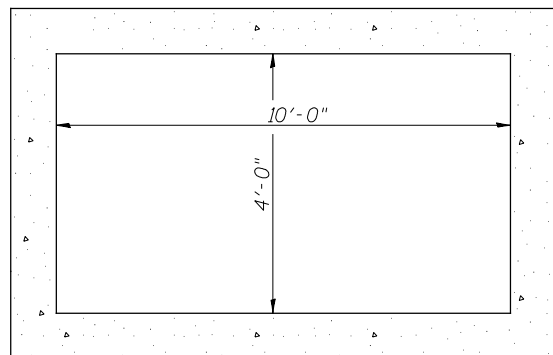
BAR s₁(E)



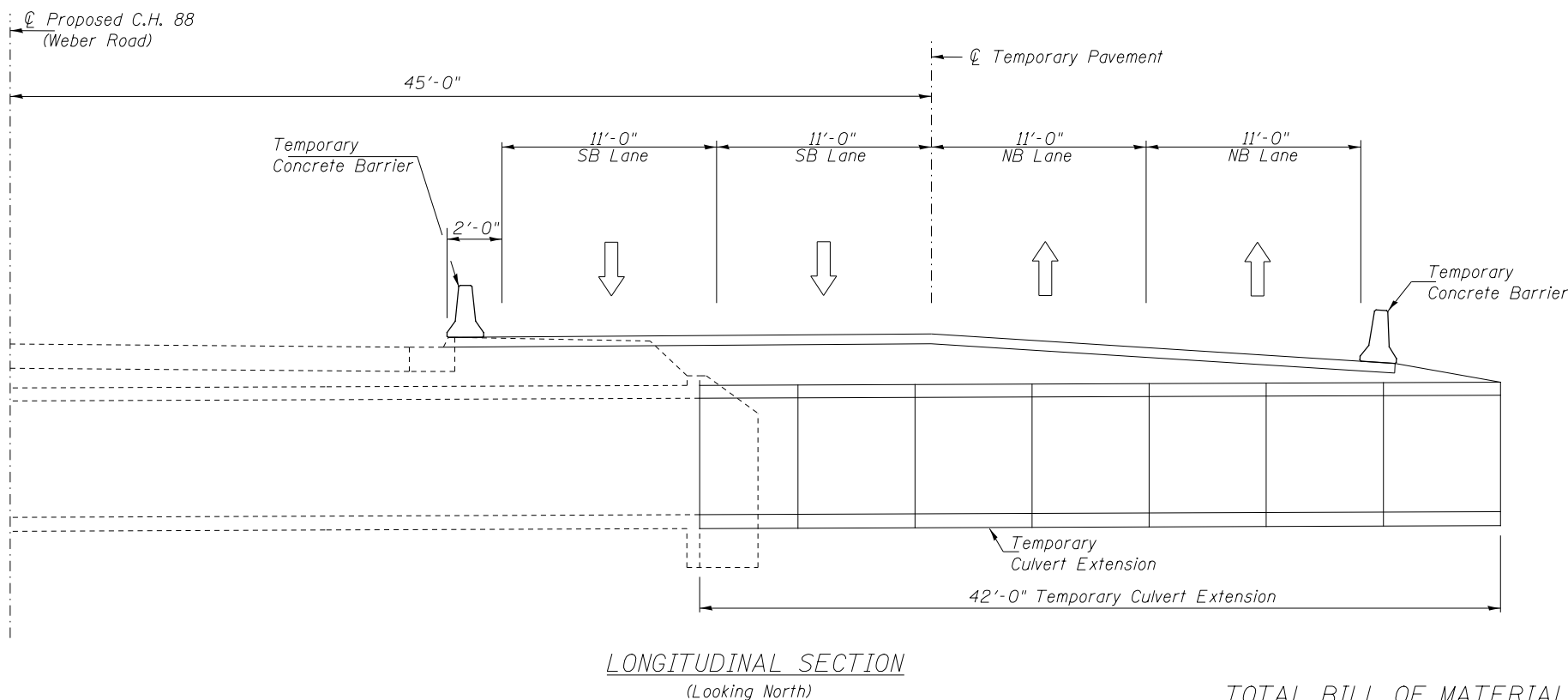
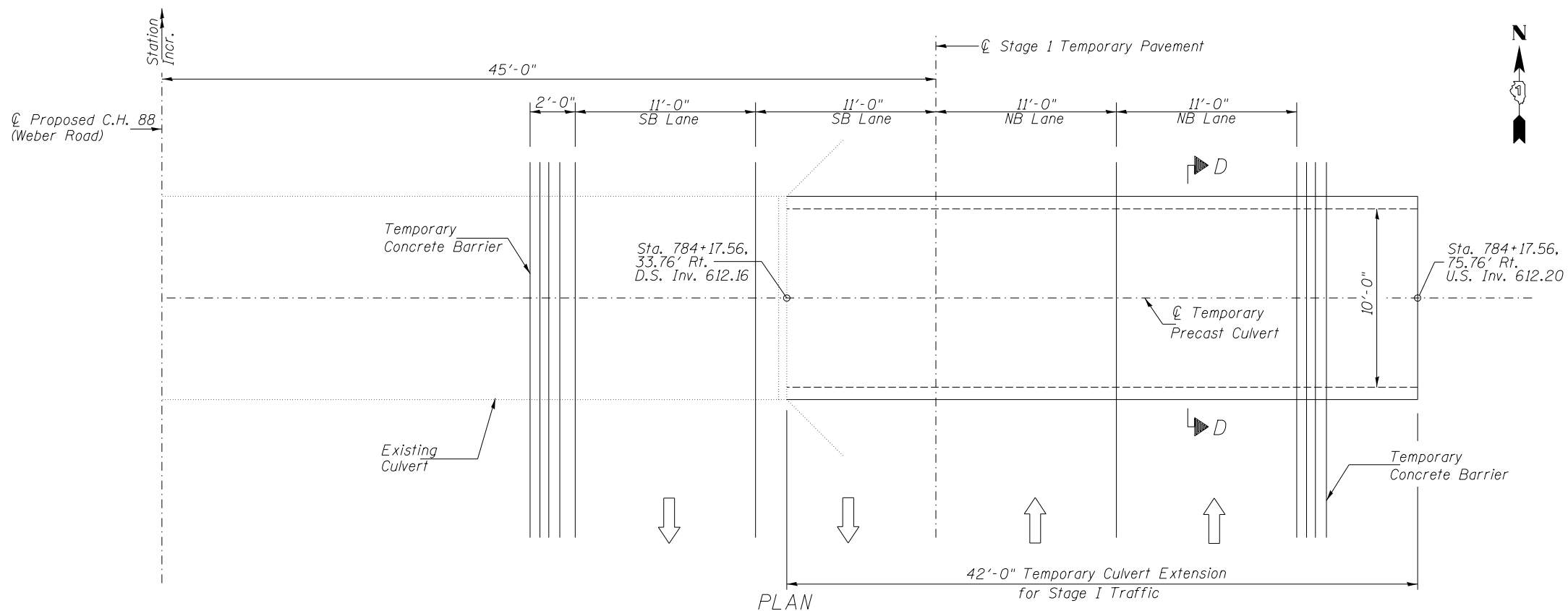
SECTION B-B

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	480	#5	23'-3"	—
a ₁ (E)	574	#5	24'-5"	⌋
d(E)	48	#4	4'-6"	└
h(E)	321	#5	27'-1"	—
h ₁ (E)	214	#5	25'-0"	—
h ₂ (E)	18	#6	22'-3"	—
h ₃ (E)	40	#6	8'-0"	└
h ₄ (E)	68	#6	12'-0"	└
h ₅ (E)	8	#6	23'-3"	—
s(E)	72	#4	5'-3"	□
s ₁ (E)	24	#4	5'-1"	□
v(E)	499	#4	6'-9"	—
v ₁ (E)	16	#4	9'-5"	—
Concrete Box Culverts			CU YD	267.4
Reinforcement Bars, Epoxy Coated			POUND	46,320



SECTION D-D



LONGITUDINAL SECTION
(Looking North)

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Precast Concrete Box Culverts 10'x4' (Special)	FOOT	42

Notes: The Contractor shall submit a plan for the connection between the existing culvert and the temporary culvert for review and acceptance by the Field Engineer.

Hutchison Engineering, Inc.
Jacksonville, Peoria & Shorewood, Illinois

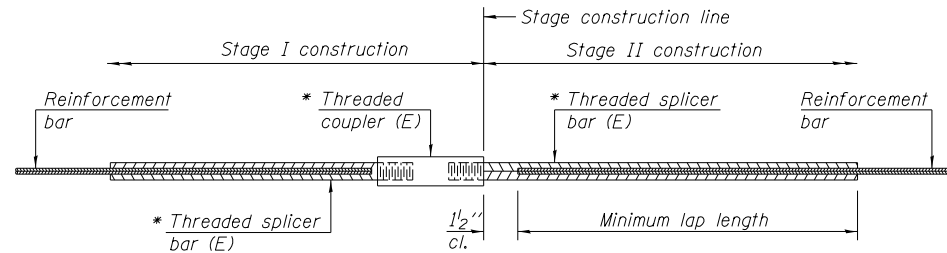
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PLOT DATE =	DRAWN - CTM	REVISED -
	CHECKED - STM/JOH	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CULVERT DETAILS
STRUCTURE NO. 099-3409

SHEET NO. 7 OF 11 SHEETS

F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 248
CONTRACT NO. 61D47			ILLINOIS FED. AID PROJECT	

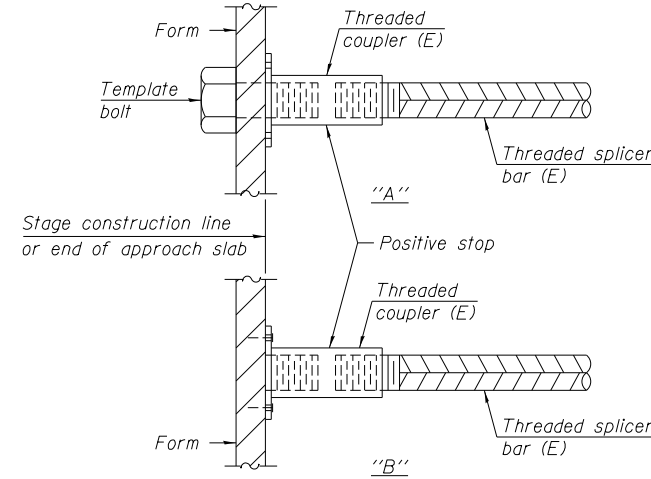


STANDARD BAR SPLICER ASSEMBLY

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

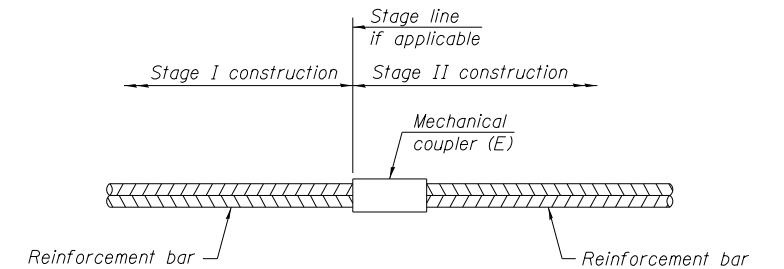
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Top Slab	#5	44	3'-2"
Bottom Slab	#5	48	3'-2"
Sidewalls	#5	15	3'-2"



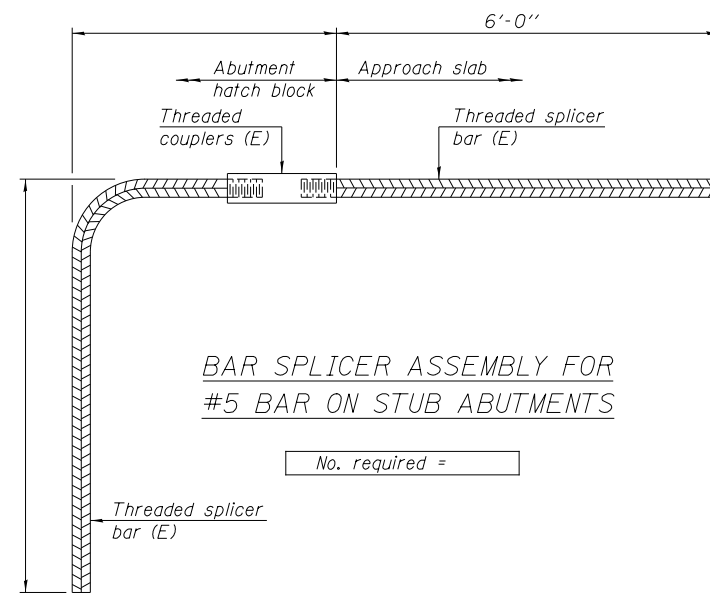
INSTALLATION AND SETTING METHODS

"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 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.

BSD-1

6-8-15

Hutchison Engineering, Inc.
 Jacksonville, Peoria & Shorewood, Illinois

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PLOT SCALE = NONE	CHECKED - STM/JOH	REVISED -
PLOT DATE =	DRAWN - CTM	REVISED -
	CHECKED - STM/JOH	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 099-3409**

SHEET NO. 8 OF 11 SHEETS

F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 249
CONTRACT NO. 61D47			ILLINOIS FED. AID PROJECT	



SOIL BORING LOG

Date 5/19/15

ROUTE Weber Rd. DESCRIPTION Weber Rd / Normantown to Romer LOGGED BY E. Mueller

SECTION LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. WCHD
Station 617435
BORING NO. C-1
Station 783+62
Offset 3.9 ft Right
Ground Surface Elev. 618.80 ft

DEPTH (ft)	DESCRIPTION	DRILLING METHOD	HAMMER TYPE	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
0	Surface Water Elev. _____ ft			0	0	0	0
0	Stream Bed Elev. _____ ft			0	0	0	0
0	Groundwater Elev.: _____ ft			0	0	0	0
0	First Encounter _____ ft			0	0	0	0
0	Upon Completion _____ ft			0	0	0	0
0	After 24 Hrs. _____ ft			0	0	0	0
0	Gray Fractured Rock			0	0	0	0
0	End of Boring			0	0	0	0
0	Black Silty Clay Fill, A-7-6			0	0	0	0
0	Dark Silty Clay, Below 3', A-6			0	0	0	0
0	Black Peat, A-8 Loss on Ignition 34.6%			0	0	0	0
0	Gray Silty Clay Loam			0	0	0	0
0	Gray Silty Loam, A-4			0	0	0	0
0	Brown Gray Silty Clay			0	0	0	0
0	Brown Gray Silty Loam			0	0	0	0
0	Gray Sandy Gravel and Fractured Rock, Recovery 2"			0	0	0	0

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 5/20/15

ROUTE Weber Rd. DESCRIPTION _____ LOGGED BY E. Mueller

SECTION LOCATION SEC., TWP., RNG., Latitude, Longitude

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. _____
Station _____
BORING NO. C-2
Station 783+78
Offset 0.6 ft Right
Ground Surface Elev. 619.20 ft

DEPTH (ft)	DESCRIPTION	DRILLING METHOD	HAMMER TYPE	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
0	Surface Water Elev. _____ ft			0	0	0	0
0	Stream Bed Elev. _____ ft			0	0	0	0
0	Groundwater Elev.: _____ ft			0	0	0	0
0	First Encounter _____ ft			0	0	0	0
0	Upon Completion _____ ft			0	0	0	0
0	After _____ Hrs. _____ ft			0	0	0	0
0	HMA Pavement 8"			0	0	0	0
0	Brown Sandy Gravel, Fill			0	0	0	0
0	Gray Crushed Stone, Fill			0	0	0	0
0	Brown Sandy Gravel, Fill			0	0	0	0
0	Brown Organic Silt Organic Content= 4.5%			0	0	0	0
0	Gray Silty Clay			0	0	0	0
0	Sand Seam			0	0	0	0
0	Gray Fractured Dolomitic Limestone			0	0	0	0
0	End of Boring			0	0	0	0

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 5/21/15

ROUTE Weber Rd. DESCRIPTION LOGGED BY E. Mueller

SECTION LOCATION , SEC. , TWP. , RNG. ,
Latitude , Longitude

COUNTY Will DRILLING METHOD Flight Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	ft	P	O	S	I
BORING NO.	T	W	Qu	T	Groundwater Elev.:	H	S	Qu	T
Station	H	S			First Encounter	(ft)	(/6")	(tsf)	(%)
Offset					Upon Completion	ft			
Ground Surface Elev.	ft	(ft)	(/6")	(tsf)	(%)	After 24 Hrs.	ft		
Black Clay, A-7-6	611.80	2		54					
		3		52					
Brown and Black Organic Silt, A-4	609.30	0	0.1	93					
		1	B						
Gray Silty Loam, A-4	601.80	0	0.7	24					
		1	B						
		0							
		1	0.6	25					
		2	B						
		0							
		1	0.1	31					
		2	B						
Gray Gravelly Sand, A-1-a	599.30	7		12					
		10							
		9							
Auger Refusal at 15.5									
End of Boring									

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 5/19/15

ROUTE Weber Rd. DESCRIPTION LOGGED BY E. Mueller

SECTION 2013-052WRS LOCATION , SEC. , TWP. , RNG. ,
Latitude , Longitude

COUNTY Will DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	ft	P	O	S	I
BORING NO.	T	W	Qu	T	Groundwater Elev.:	H	S	Qu	T
Station	H	S			First Encounter	(ft)	(/6")	(tsf)	(%)
Offset					Upon Completion	ft			
Ground Surface Elev.	ft	(ft)	(/6")	(tsf)	(%)	After 24 Hrs.	ft		
Black Silty Clay, Fill	616.90			37					
		5							
Black and Dark Brown Silty Clay with Sand, Fill		3		23					
		5							
		4							
		6		18					
		7							
		0							
		1		20					
		1							
Gray Silty Loam	609.90	0							
		1		18					
		2							
		1							
		2	0.6	17					
		4	B						
		1							
Sand Seam at 14'	603.90	2	0.2	16					
		1	B						
		17							
		52	1.7						
		50 - 2"	B						
Auger Refusal	599.90								
End of Boring									

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 5/20/15

ROUTE Weber Rd. DESCRIPTION LOGGED BY E. Mueller

SECTION 2013-052WRS LOCATION , SEC. , TWP. , RNG. ,
Latitude , Longitude

COUNTY Will DRILLING METHOD Flight Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	ft	P	O	S	I
	T	W	Qu	T		H	S	Qu	T
BORING NO.	H	S			Groundwater Elev.:				
Station					First Encounter	ft	(/6")	(tsf)	(%)
Offset					Upon Completion	ft			
Ground Surface Elev.	ft	(ft)	(/6")	(tsf)	After 24 Hrs.	ft			
HMA Pavement 12.0"					598.40				
Brown Sandy Gravel, Fill, A-1-a	16			4					
	20			5	596.90	50/0			13
	32								
									Auger Refusal
	25								
	25			5					
	-5								
	13								
	26			7					
	18								
Dark Gray Silty Loam, A-7-6									
LL:72	0								
Pl:42	0	0.8		59					
	2	B							
	-10								
Shells below 10.5'									
	2								
	3	1.1		25					
	4	B							
	605.90								
Gray Silty Clay Loam, A-6									
	2								
	3	2.1		24					
	4	B							
	-15								
	4								
	6	2.4		21					
	9	B							
	600.90								
Brown Sandy Gravel									
	13								
	43			9					
	-20								

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Date 5/21/15

ROUTE Weber Rd. DESCRIPTION LOGGED BY E. Mueller

SECTION LOCATION , SEC. , TWP. , RNG. ,
Latitude , Longitude

COUNTY Will DRILLING METHOD Flight Auger HAMMER TYPE Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
	P	O	S	I	ft	P	O	S	I
	T	W	Qu	T		H	S	Qu	T
BORING NO.	H	S			Groundwater Elev.:				
Station					First Encounter	ft	(/6")	(tsf)	(%)
Offset					Upon Completion	ft			
Ground Surface Elev.	ft	(ft)	(/6")	(tsf)	After 24 Hrs.	ft			
Black Silty Clay					593.70				
	1			69					
	1			53					
	1								
	611.20								
Brown Gray Organic Silt, A-4									
	0								
	0	0.2		72					
	-5	B							
	608.70								
Brown Gray Silty Loam, A-4									
	1								
	2	0.8		26					
	3	B							
	2								
	2	0.9		25					
	-10	B							
	0								
	0	0.2		35					
	21	B							
	601.70								
Gray Fractured Dolomitic Limestone									
	0			7					
	0								
	7			4					
	-15								
	11								
	10								
	6								
	8			14					
	13								
	21								
	19			11					
	-20								

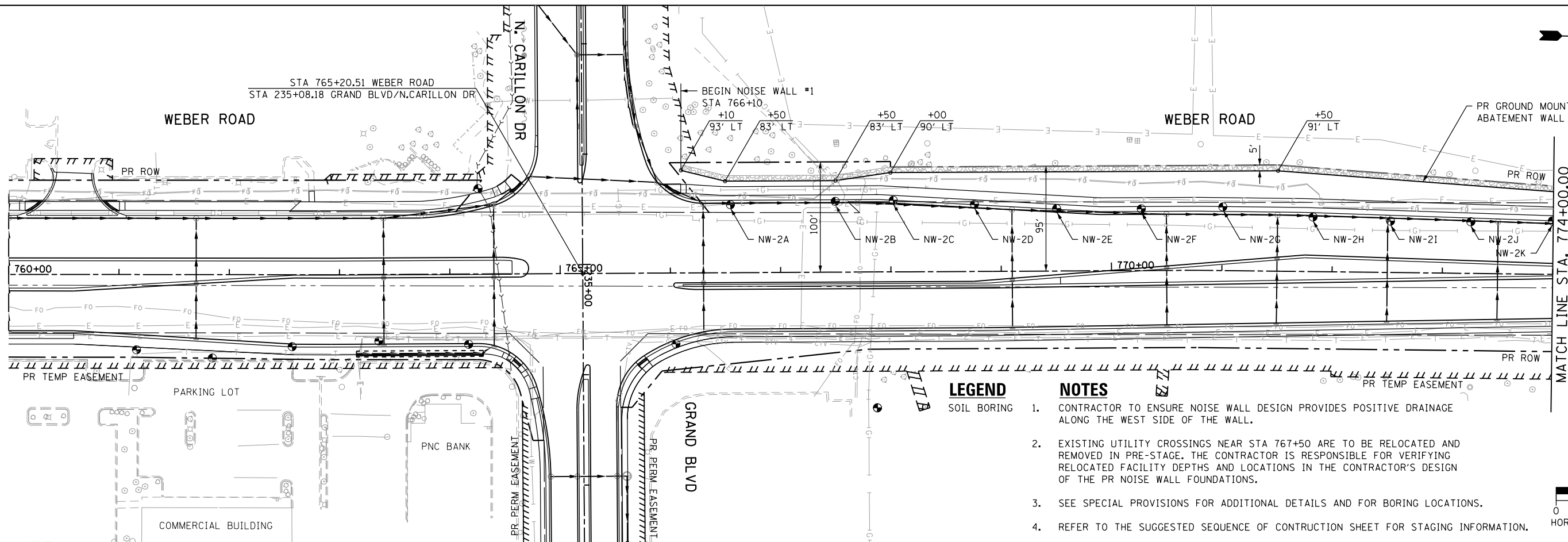
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	FILE NAME	

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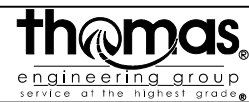
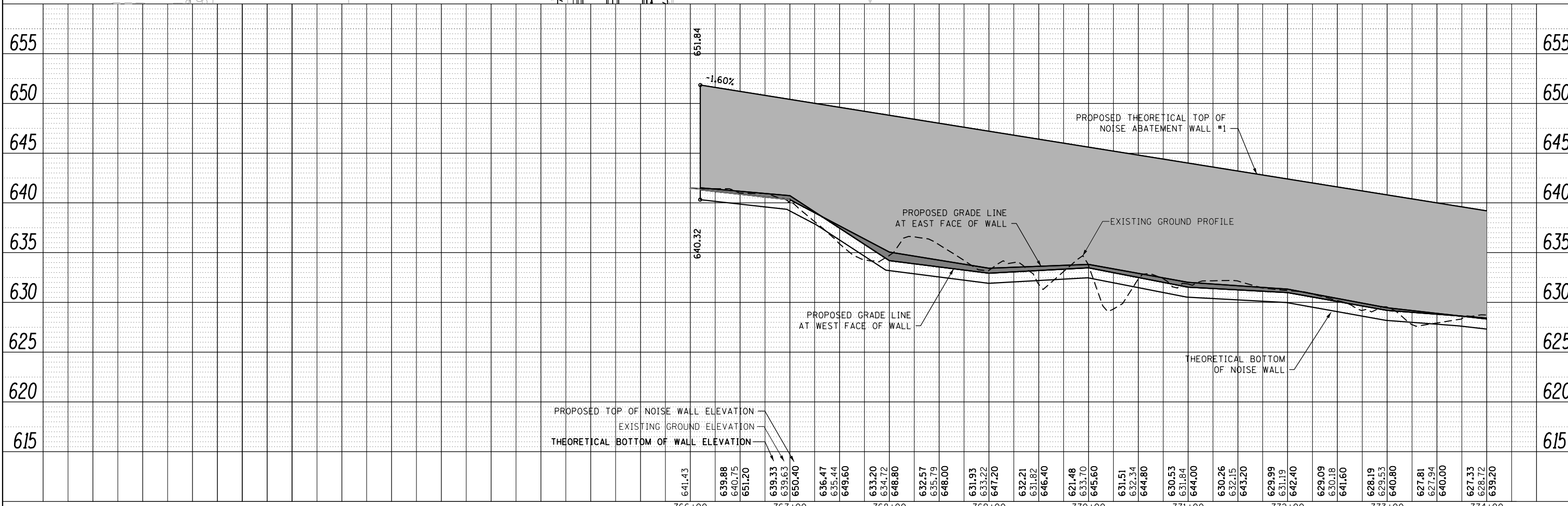
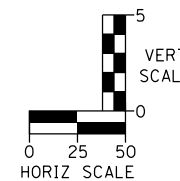


LEGEND

SOIL BORING

NOTES

1. CONTRACTOR TO ENSURE NOISE WALL DESIGN PROVIDES POSITIVE DRAINAGE ALONG THE WEST SIDE OF THE WALL.
2. EXISTING UTILITY CROSSINGS NEAR STA 767+50 ARE TO BE RELOCATED AND REMOVED IN PRE-STAGE. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING RELOCATED FACILITY DEPTHS AND LOCATIONS IN THE CONTRACTOR'S DESIGN OF THE PR NOISE WALL FOUNDATIONS.
3. SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS AND FOR BORING LOCATIONS.
4. REFER TO THE SUGGESTED SEQUENCE OF CONSTRUCTION SHEET FOR STAGING INFORMATION.



USER NAME = TEG	DESIGNED - CRC	REVISED - 3/3/2015
	DRAWN - JBH	REVISED - 6/19/2015
PLOT SCALE = 100.0000' / in.	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL
WEBER ROAD

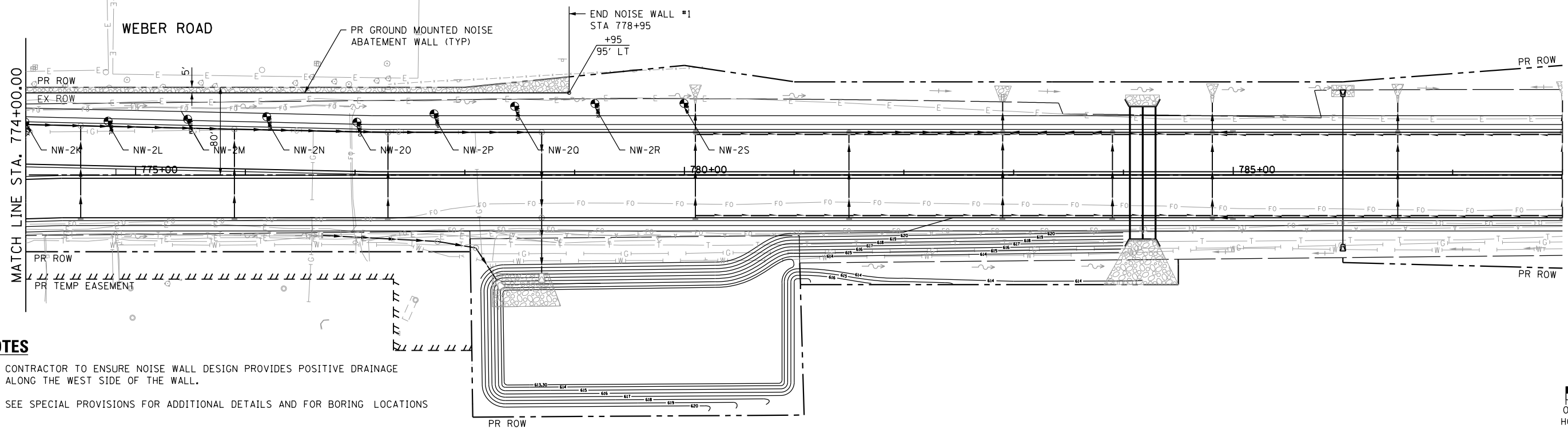
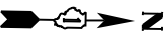
SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	253
				CONTRACT NO. 61D47
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	NOTE FILE NAME	

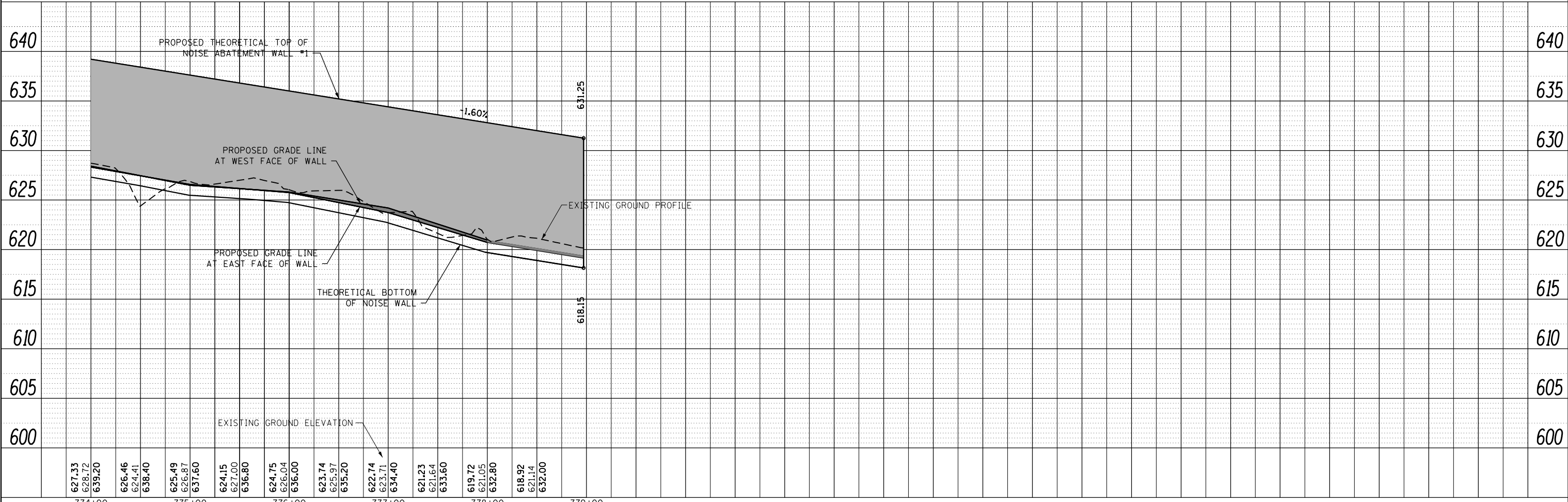
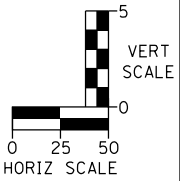
PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NOTE BOOK NO.	
	NOTE FILE NAME	

FILE NAME = D:\B2\11-ht-noise\1105.dgn



NOTES

1. CONTRACTOR TO ENSURE NOISE WALL DESIGN PROVIDES POSITIVE DRAINAGE ALONG THE WEST SIDE OF THE WALL.
2. SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS AND FOR BORING LOCATIONS



627.33	628.72	639.20	626.46	624.41	638.40	625.49	626.87	637.60	624.15	627.00	636.80	624.75	626.04	636.00	623.74	625.97	635.20	622.74	623.71	634.40	621.23	621.64	633.60	619.72	621.05	632.80	618.92	621.14	632.00
774+00	775+00	776+00	777+00	778+00	779+00																								



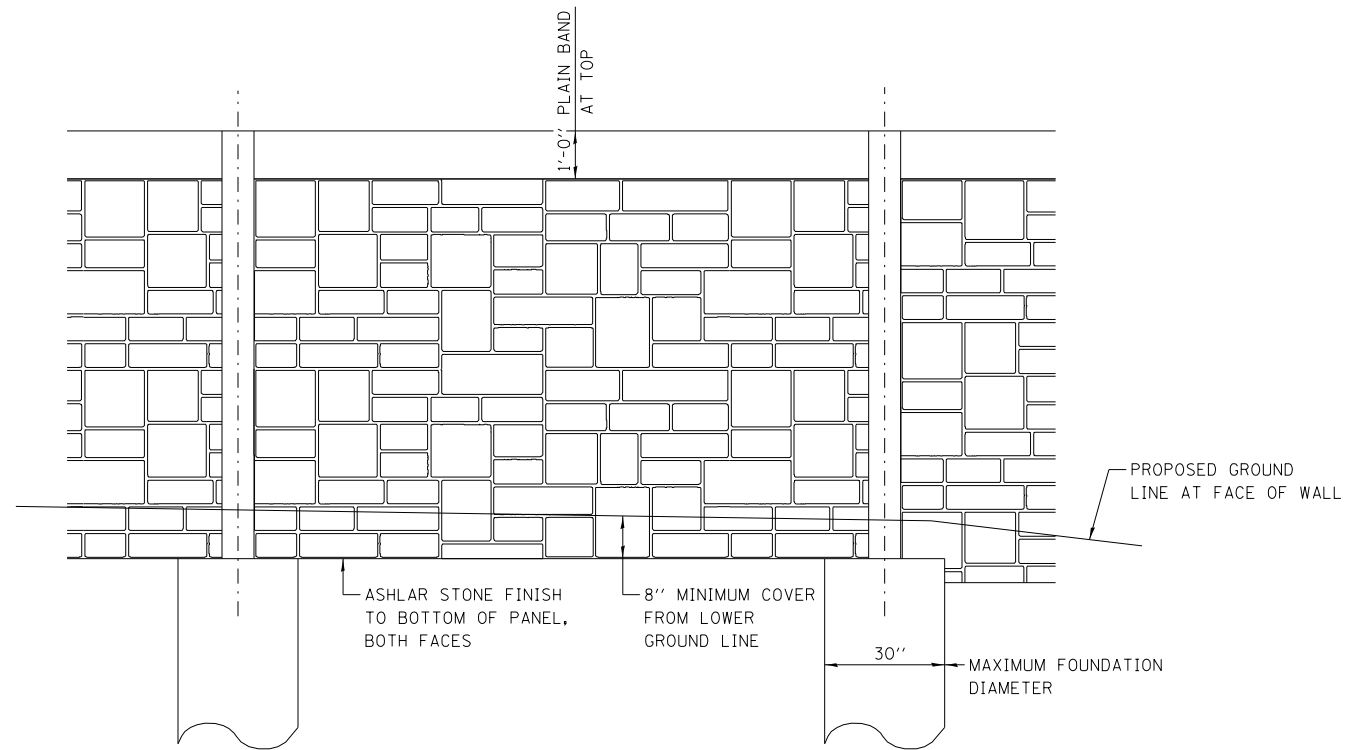
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PLOT SCALE = 100.0000' / in.	DRAWN - JBH	REVISED - 6/19/2015
PLOT DATE = 11/14/2017	CHECKED - BLP	REVISED - 9/27/2016
	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

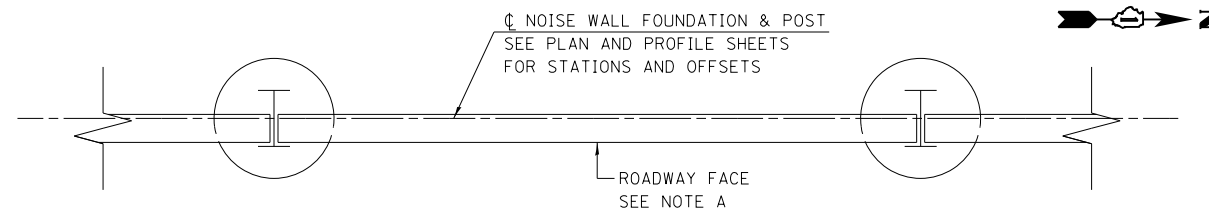
**NOISE ABATEMENT WALL
WEBER ROAD**

SCALE: 1"=50' SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	254
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



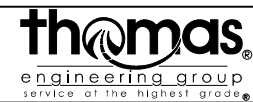
ELEVATION
N.T.S.



PLAN
N.T.S.

NOTE A
THE ROADWAY FACE OF THE NOISE WALL PANELS SHALL BE PLACED FLUSH WITH THE ROADWAY FACING FLANGE OF THE SUPPORT PILING AS SHOWN IN THE PLAN VIEW.

FILE NAME = D:\B\11-sht-noise\1106.dgn



USER NAME = TEG	DESIGNED -	REVISED - 3/3/2015
	DRAWN -	REVISED - 6/19/2015
PLOT SCALE = 4.0000' / in.	CHECKED -	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOISE ABATEMENT WALL
WEBER ROAD

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	255
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

BENCH MARK

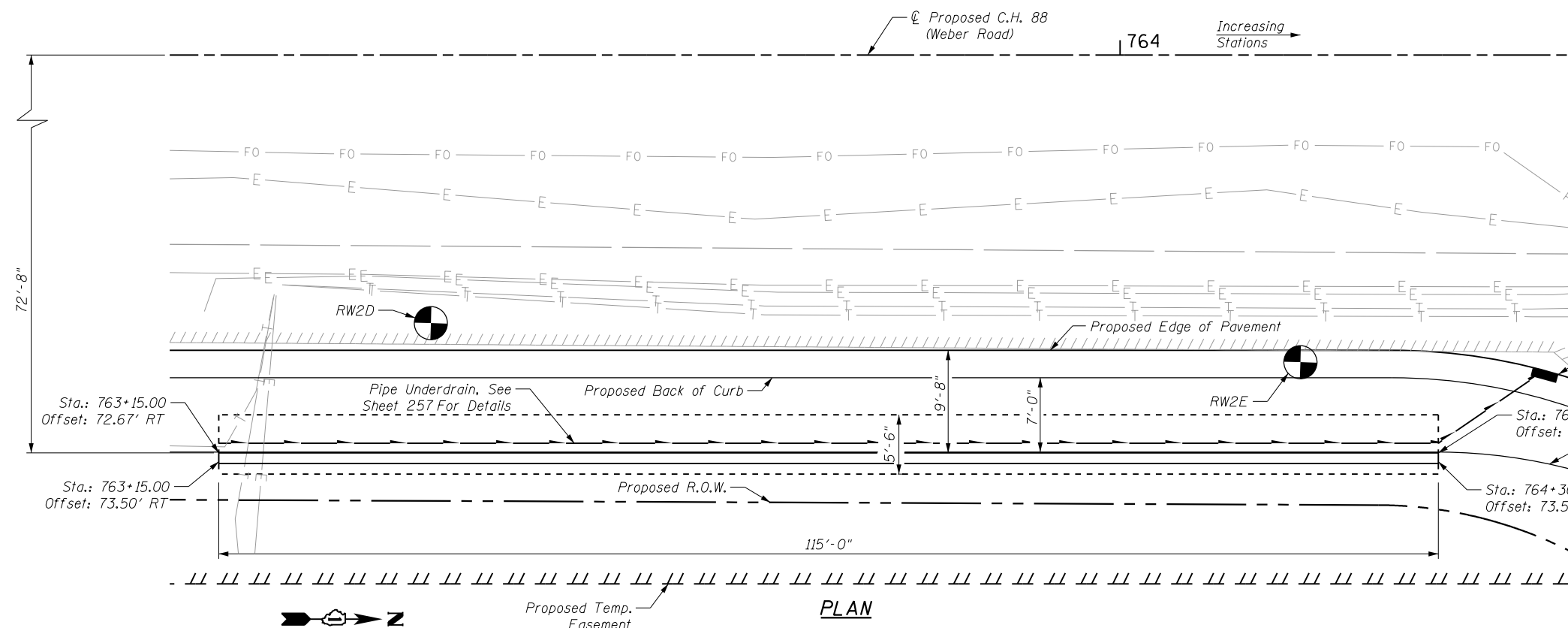
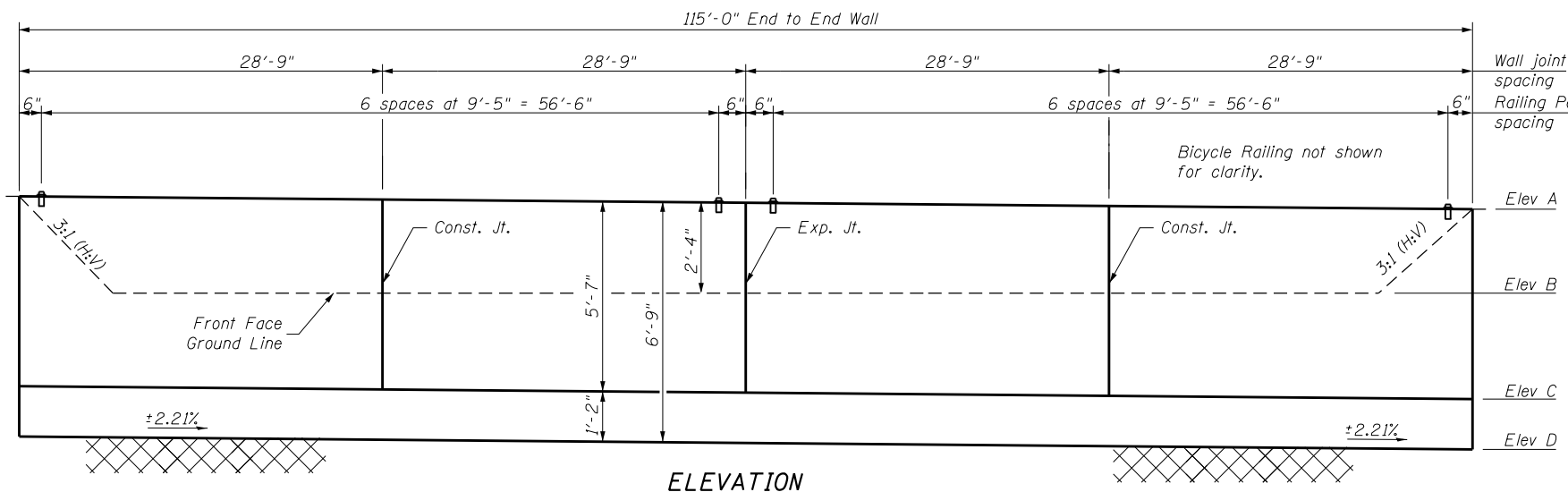
B.M. Lin 2 Chiseled "□" in East side of foundation
 For mast arm with light in Southwest Quad of Weber
 Road and North Carillon Drive and Grand Boulevard.
 Elev. = 644.84

**RETAINING WALL
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	20	#4	33'-1"	—
h ₁ (E)	20	#4	27'-1"	—
n(E)	116	#5	4'-11"	—
v(E)	116	#5	5'-3"	—
v ₁ (E)	78	#4	5'-3"	—
t	232	#5	5'-0"	—
w	48	#4	30'-11"	—
Reinforcement Bars			Pounds	2,210
Reinforcement Bars, Epoxy Coated			Pounds	2,310
Concrete Structures (Retaining Wall)			Cu. Yds.	48.0
Geocomposite Wall Drain			Sq. Yds.	46.0
Granular Backfill for Structures			Cu. Yds.	60.0
Structure Excavation			Cu. Yds.	215.0
Pipe Underdrains for Structures 4"			Feet	127.0

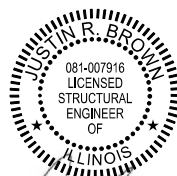
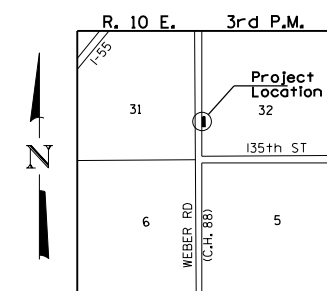
WALL ELEVATIONS

Station	Elev. A	Elev. B	Elev. C	Elev. D
763+15	646.77	646.77	641.9	640.02
763+20	646.67	645.10	641.09	639.92
763+30	646.46	644.13	640.88	639.71
763+40	646.25	643.92	640.67	639.50
763+50	646.04	643.71	640.46	639.29
763+60	645.83	643.50	640.25	639.08
763+70	645.61	643.28	640.03	638.86
763+80	645.39	643.06	639.81	638.64
763+90	645.16	642.83	639.58	638.41
764+00	644.93	642.60	639.35	638.18
764+10	644.70	642.37	639.12	637.95
764+20	644.47	642.14	638.89	637.72
764+30	644.22	644.22	638.64	637.47



NOTES:

- Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.
- Reinforcement bars designated (E) shall be epoxy coated.
- All exposed concrete edges shall be chamfered 3/4" except as noted.
- Backfill remainder of structure excavation and over excavation with the same material specified for roadway embankment.
- Any unsuitable material, as identified by the Engineer, encountered below the proposed footing limits shall be removed in accordance with Article 502.
- Existing Utilities will be removed and relocated prior to construction.
- See sheet 257 of 394 for Retaining Wall Details.
- See sheet 258 of 394 for Bicycle Railing Details and Bill of Material.
- See sheet 259 of 394 for Soil Boring Logs.
- All rail posts and concrete joints shall be vertical.



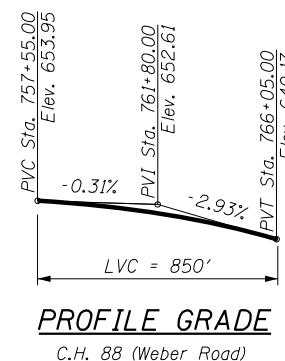
I certify that to the best of my knowledge, information and belief, this design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with the requirements of the current AASHTO LRFD Bridge Design Specifications.

DATE: 11/13/17

JUSTIN R. BROWN, P.E., S.E.
 ILLINOIS LICENSED STRUCTURAL ENGINEER
 LICENSE EXPIRES NOVEMBER 30, 2018

HIGHWAY CLASSIFICATION

C.H. 88 (Weber Road)
 Functional Class: Urban SRA
 ADT: 39,200 (2010); 57,000 (2040)
 ADTT: 3.0%
 Design Speed: 45 m.p.h.
 Posted Speed: 45 m.p.h.
 Directional Distribution: 50:50



DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, 7th Edition, 2014

DESIGN STRESSES

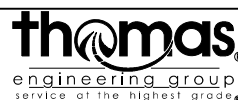
f'c = 3,500 psi
 fy = 60,000 psi

LOADING

2 ft Live Load Surcharge
 Equivalent Fluid Soil Pressure = 40 psf
 Ka = 0.30

LOCATION SKETCH

**GENERAL PLAN
 WEBER ROAD (C.H. 88)
 RETAINING WALL
 F.A.P. ROUTE 856
 SECTION 14-00170-42-RP
 WILL COUNTY
 STA. 763+15**



USER NAME	DESIGNED	REVISIONS
TEG	NPH	3/3/2015
	JBH	6/19/2015
	JRB	9/27/2016
		11/15/17

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

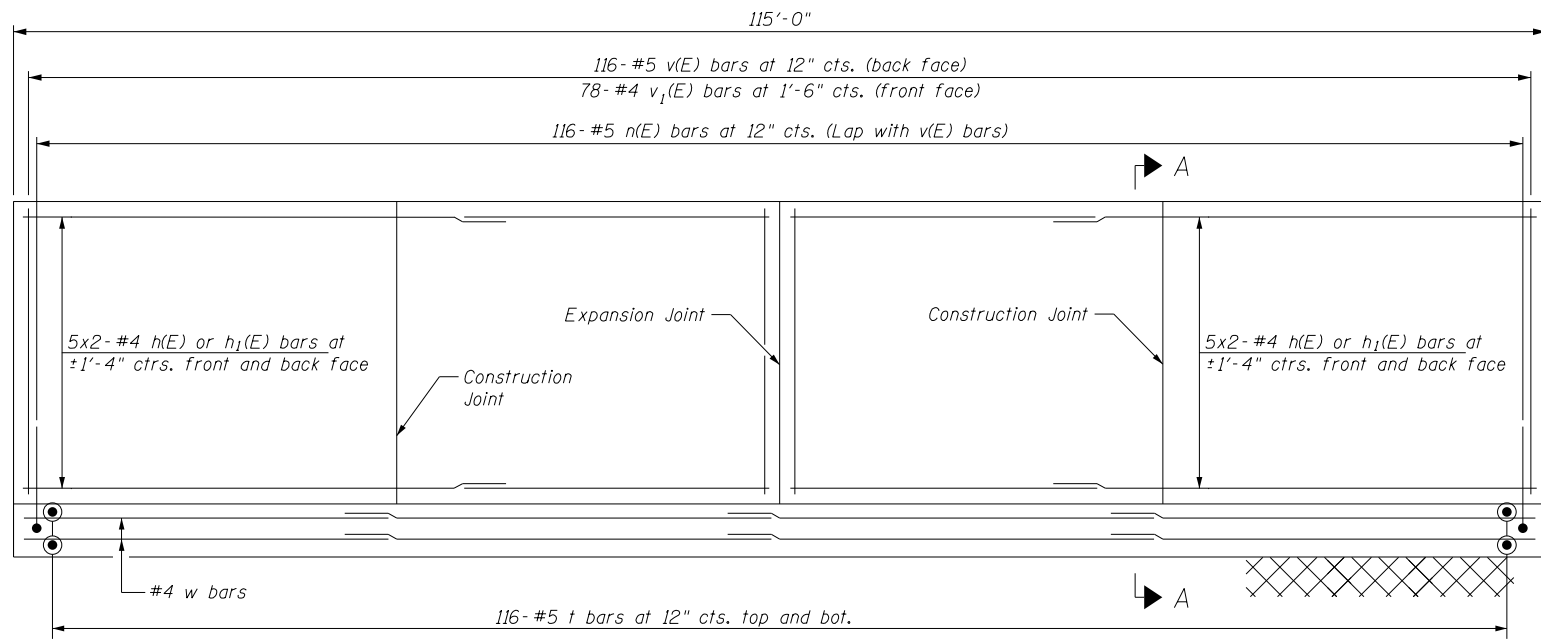
**GENERAL PLAN & ELEVATION
 RETAINING WALL**

SCALE: NTS SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	256
CONTRACT NO. 61D47				

ILLINOIS FED. AID PROJECT

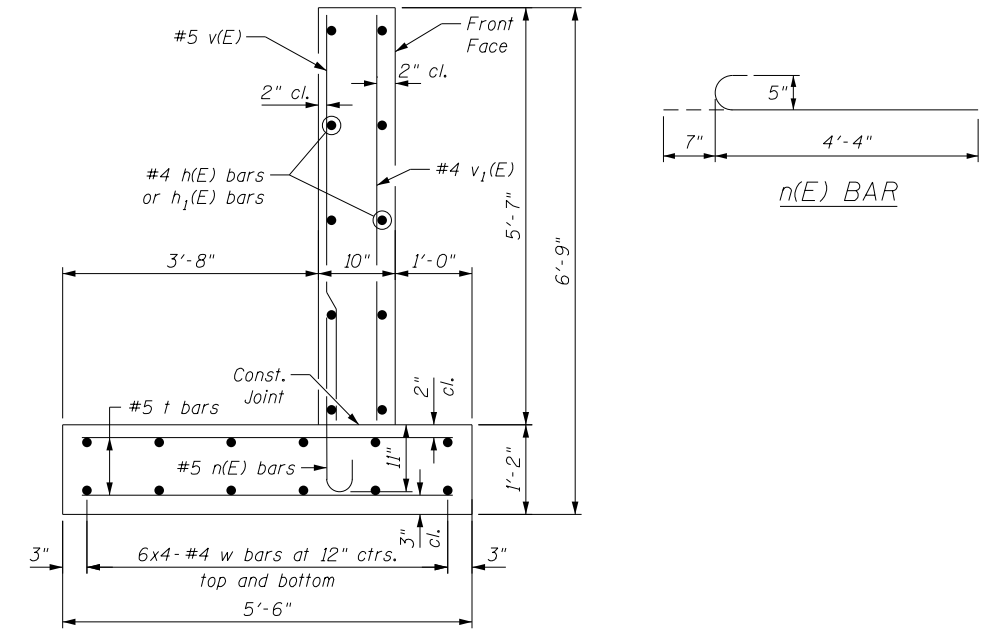
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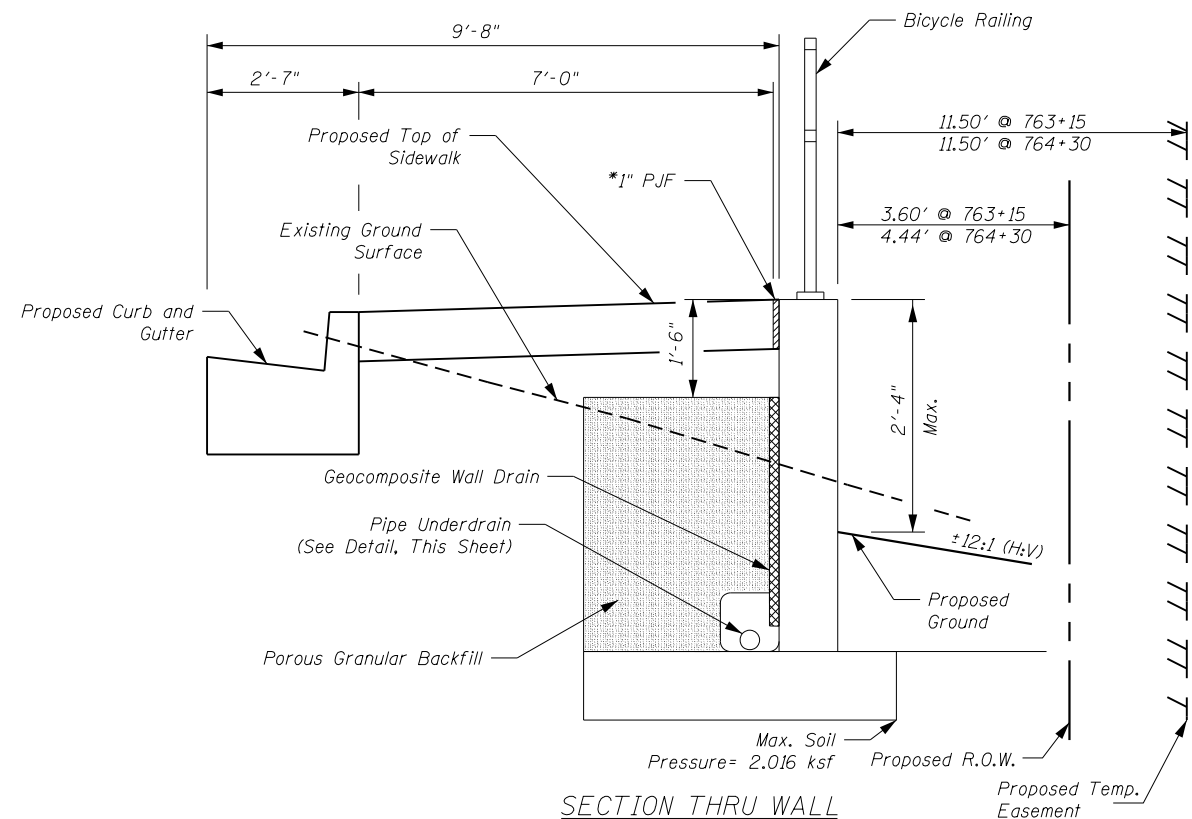
ELEVATION

MINIMUM BAR LAP

#4 bar = 2'-11"
#5 bar = 3'-3"

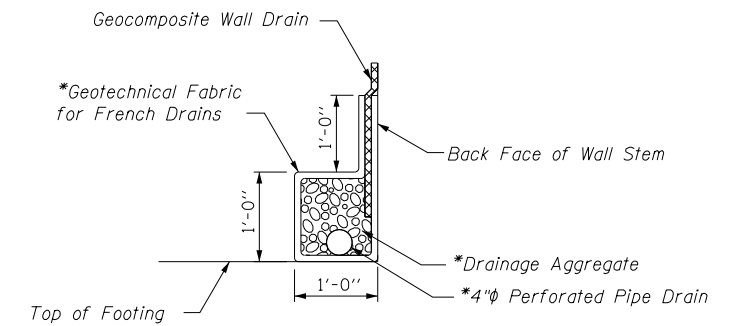


SECTION A-A



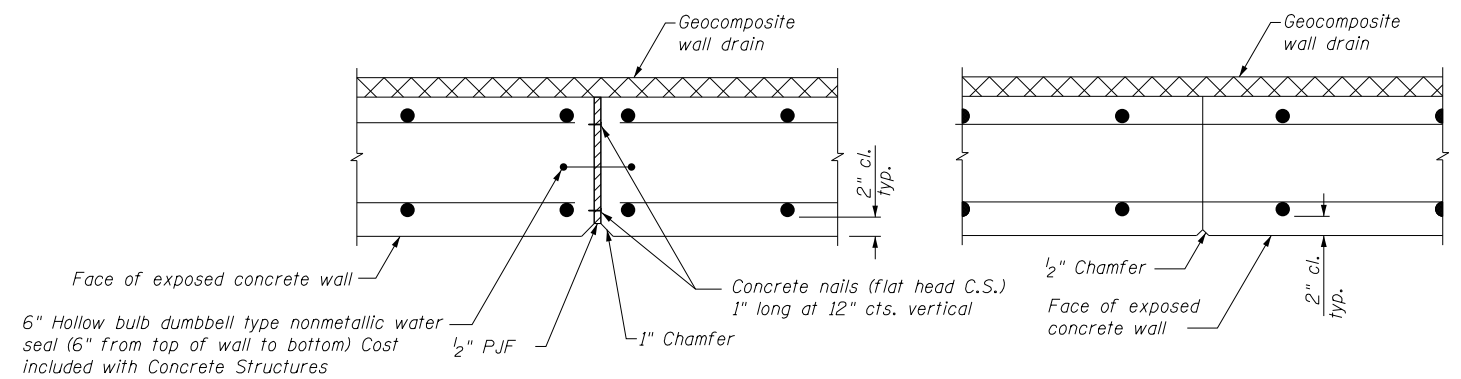
SECTION THRU WALL

*Cost of preformed joint filler between sidewalk and wall included in Concrete Structures (Retaining Wall).



PIPE UNDERDRAIN DETAIL

*Included in the cost of "Pipe Underdrains for Structures"



EXPANSION JOINT DETAIL

CONSTRUCTION JOINT DETAIL

FILE NAME = D:\BX11-ent-CP&E2\dgn



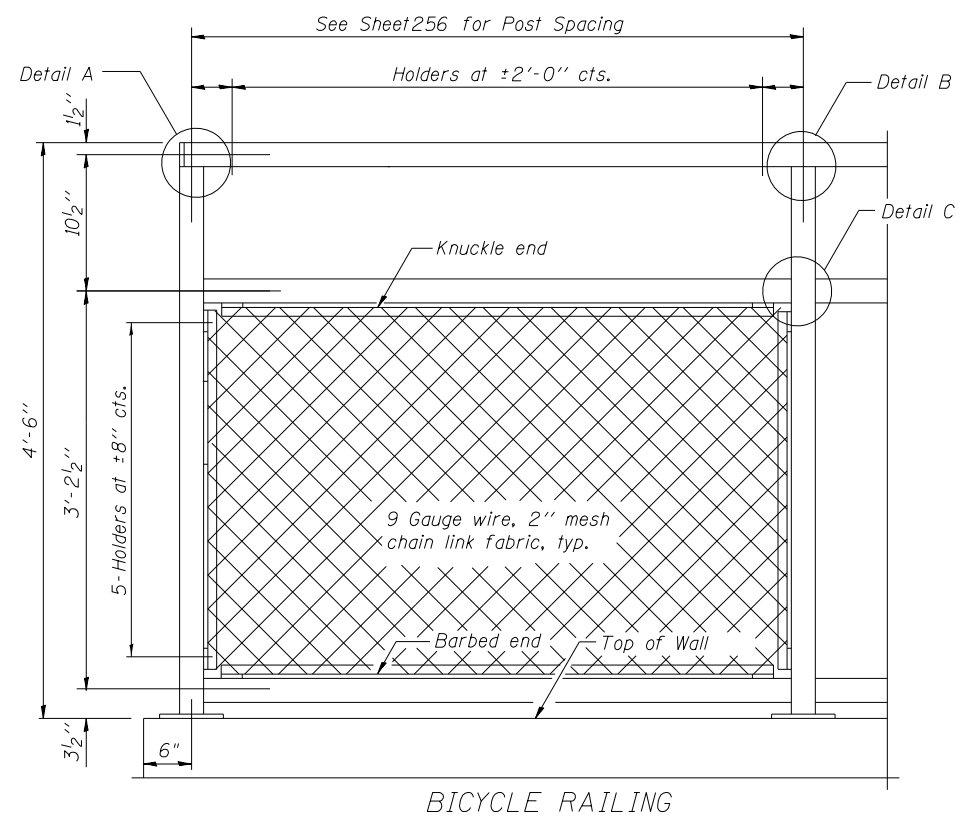
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	DRAWN - JBH	REVISED - 6/19/2015
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PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS
RETAINING WALL

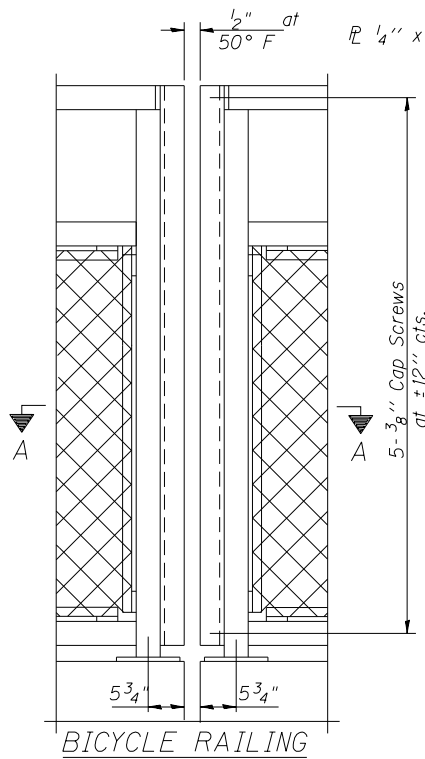
SCALE: NTS SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 257
				CONTRACT NO. 61D47
ILLINOIS FED. AID PROJECT				

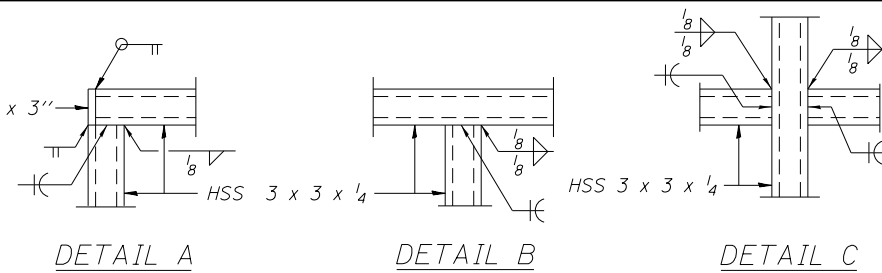


BICYCLE RAILING

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



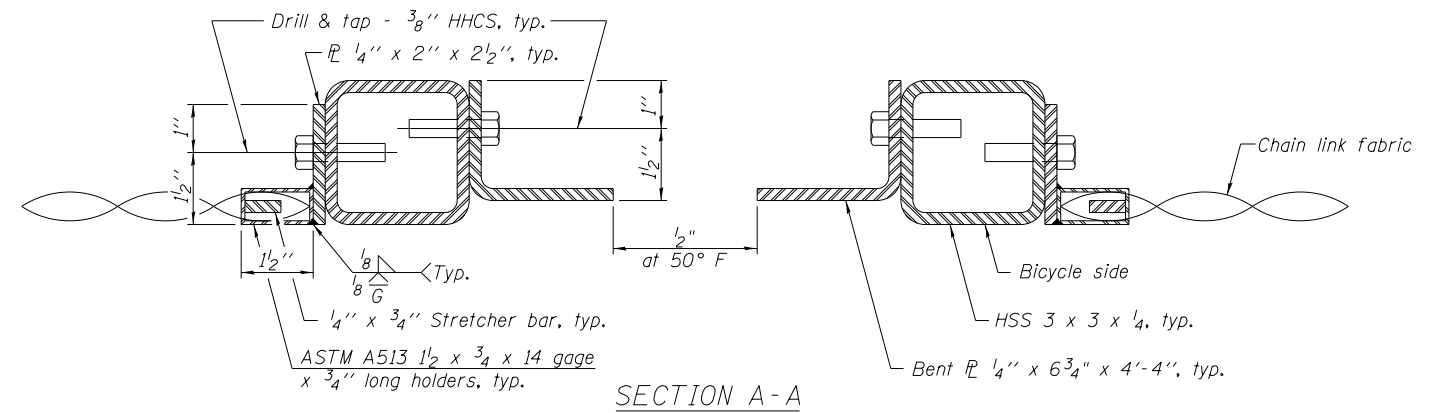
BICYCLE RAILING



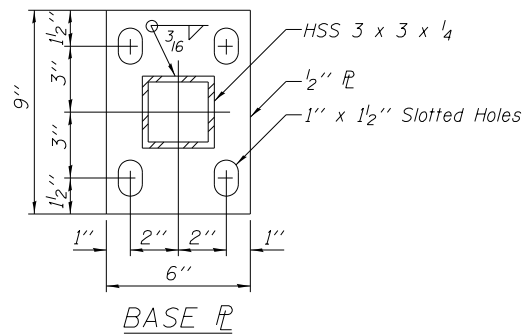
DETAIL A

DETAIL B

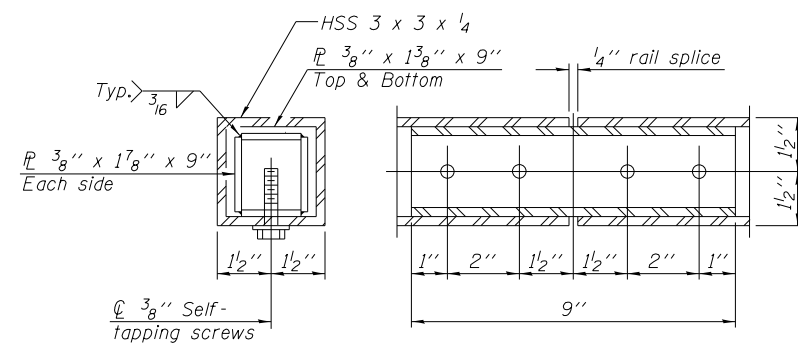
DETAIL C



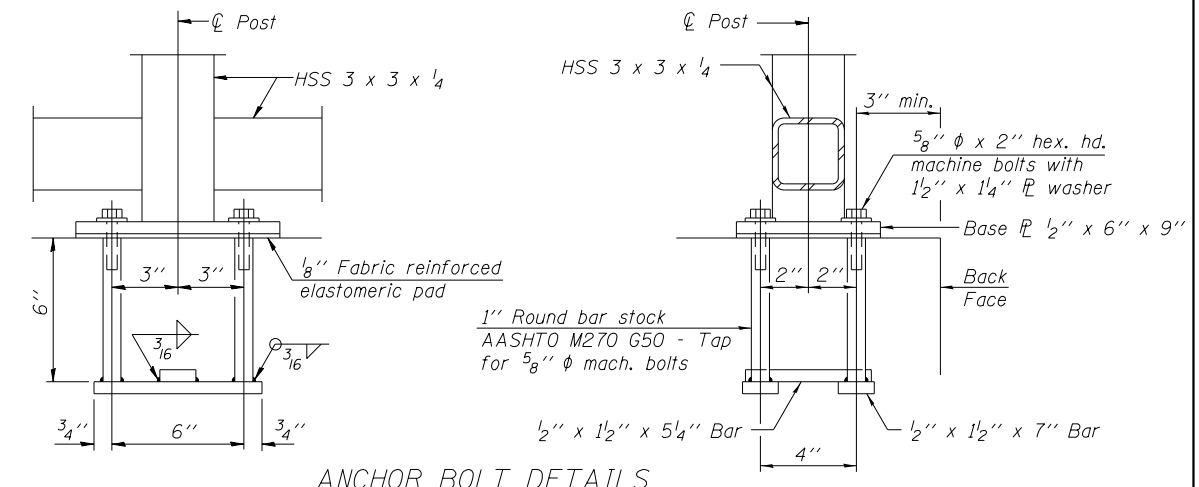
SECTION A-A



BASE PLATE



RAIL SPLICE



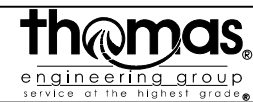
ANCHOR BOLT DETAILS

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

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	115

FILE NAME = D:\B\11-ent-07\B\11.dgn



USER NAME = TEG	DESIGNED - NPH	REVISED - 3/3/2015
	DRAWN - JBH	REVISED - 6/19/2015
PLOT SCALE = 10.0000 "/td> <td>CHECKED - JRB</td> <td>REVISED - 9/27/2016</td>	CHECKED - JRB	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BICYCLE RAILING
RETAINING WALL**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	258
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Page 1 of 1

Date 5/22/15

ROUTE Weber Rd. DESCRIPTION _____ LOGGED BY E. Mueller

SECTION 2013-052WRS LOCATION SEC., TWP., RNG.,
Latitude, Longitude

COUNTY Will DRILLING METHOD Flight Auger HAMMER TYPE Automatic

STRUCT. NO. _____
Station _____

BORING NO. RW2D
Station 763+35
Offset 60.2 ft Right
Ground Surface Elev. 647.20 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion _____ ft
After 24 Hrs. 634.7 ft

DEPTH (ft) (ft) (6") (tsf) (%)
BLOW COUNT (blows) (blows) (blows) (blows)
UCS (tsf) (tsf) (tsf) (tsf)
MOISTURE (%) (%) (%) (%)

DEPTH (ft)	DEPTH (ft)	BLOW COUNT (blows)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
0	0				Black Silty Clay, Fill, A-7-6
4	4			125	
4	4			21	
1	1				
644.20					
8	8				Dark Brown Silty Clay, A-6
9	9	4.5	18		
17	17	P			
641.70					
8	8				Brown below 5.5'
9	9	5.5	15		
12	12	S			
8	8				
9	9	8.0	16		
12	12	S			
-10					
6	6				
8	8	4.5	17		
10	10	B			
8	8				
9	9	8.2	17		
13	13	S			
632.20					
-15					
-20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 1 of 1

Date 5/22/15

ROUTE Weber Rd. DESCRIPTION _____ LOGGED BY E. Mueller

SECTION 2013-052WRS LOCATION SEC., TWP., RNG.,
Latitude, Longitude

COUNTY Will DRILLING METHOD Flight Auger HAMMER TYPE Automatic

STRUCT. NO. _____
Station _____

BORING NO. RW2E
Station 764+17
Offset 63.7 ft Right
Ground Surface Elev. 644.70 ft

Surface Water Elev. _____ ft
Stream Bed Elev. _____ ft

Groundwater Elev.:
First Encounter _____ ft
Upon Completion _____ ft
After 24 Hrs. 630.7 ft

DEPTH (ft) (ft) (6") (tsf) (%)
BLOW COUNT (blows) (blows) (blows) (blows)
UCS (tsf) (tsf) (tsf) (tsf)
MOISTURE (%) (%) (%) (%)

DEPTH (ft)	DEPTH (ft)	BLOW COUNT (blows)	UCS (tsf)	MOISTURE (%)	DESCRIPTION
0	0				Black Silty Clay, Fill
643.70				18	
5	5				Brown Silty Clay, Fill, A-4
5	5			16	
7	7				
1	1				
0	0			16	
1	1				
-5					
0	0				
0	0	0.5	28		
1	1	P			
636.70					
4	4				Brown to Brown and Gray Silty Clay, A-6
6	6	6.1	19		
8	8	S			
-10					
4	4				
9	9	5.4	18		
11	11	S			
8	8				
10	10	7.3	19		
15	15	S			
629.70					
-15					
-20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-99)

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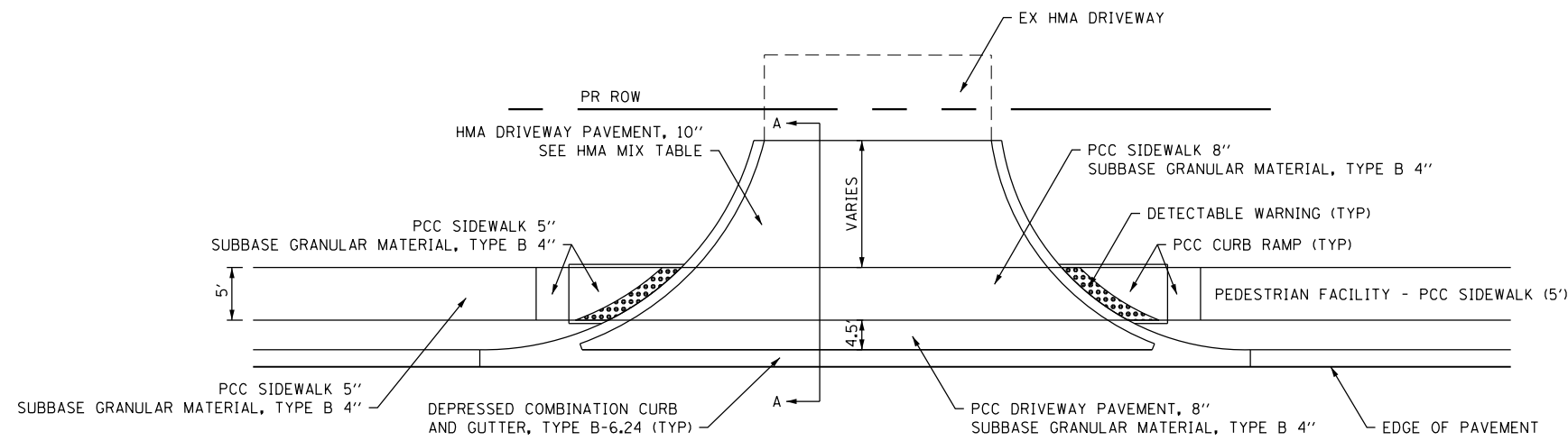
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DRAWN - JBH	REVISED - 6/19/2015	
PLOT SCALE = 2.0000' / in.	CHECKED - JRB	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RETAINING WALL
SOIL BORING LOGS

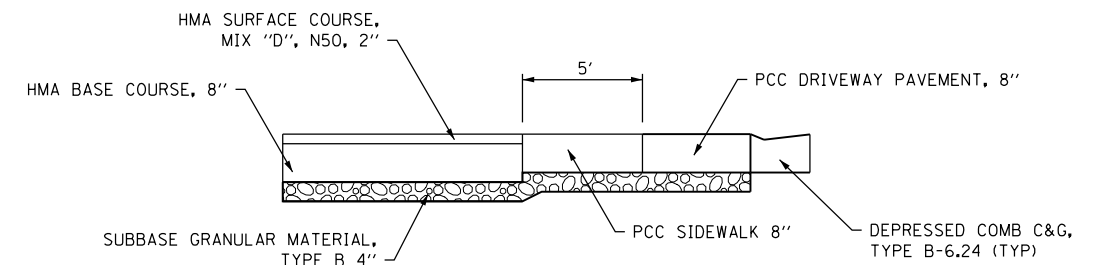
SCALE: NTS SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	259
CONTRACT NO. 61D47			ILLINOIS FED. AID PROJECT	



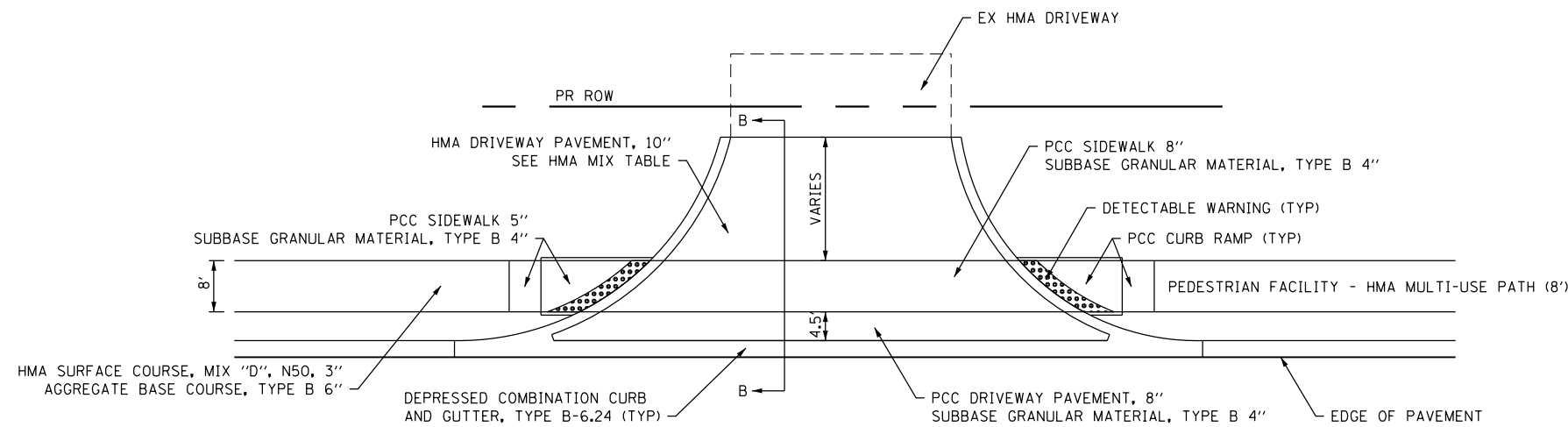
COMMERCIAL DRIVEWAY WITH PCC SIDEWALK PEDESTRIAN FACILITIES

N.T.S. - SEE PLANS FOR LOCATIONS



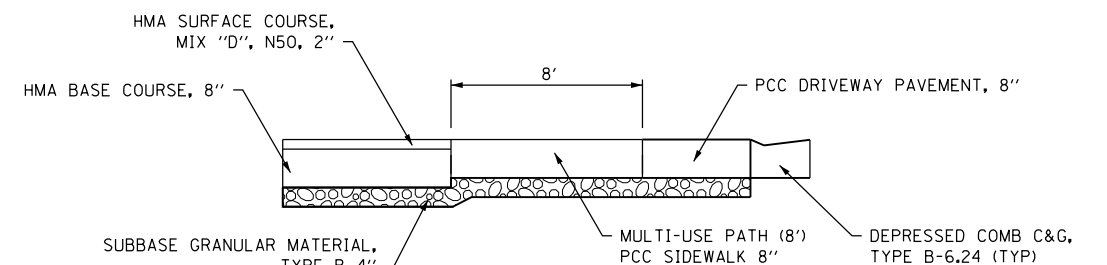
SECTION A-A

N.T.S. - SEE CROSS SECTIONS FOR GRADES



COMMERCIAL DRIVEWAY WITH HMA MULTI-USE PATH PEDESTRIAN FACILITIES

N.T.S. - SEE PLANS FOR LOCATIONS



SECTION B-B

N.T.S. - SEE CROSS SECTIONS FOR GRADES

FILE NAME = D:\B\11-ent-detail\03.dgn



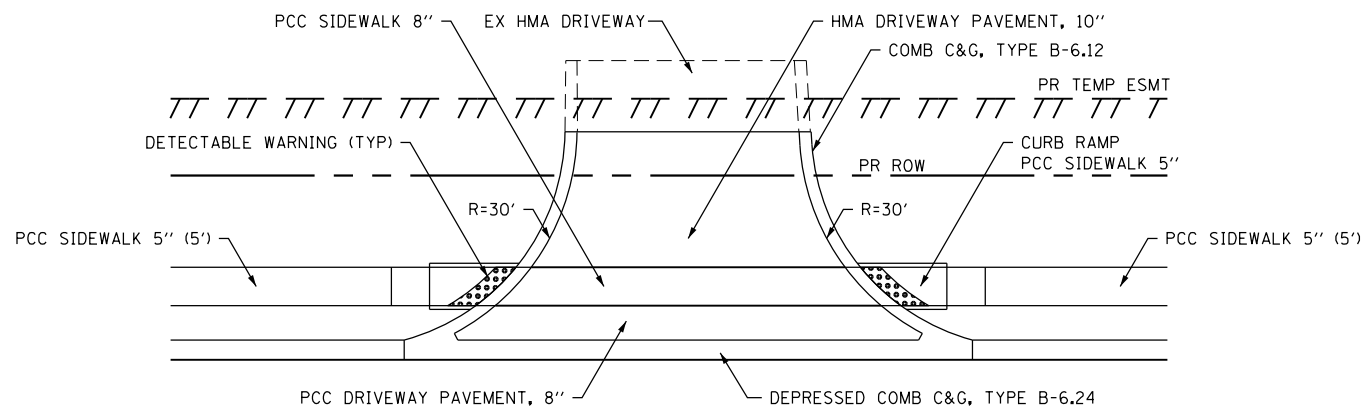
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PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS
ENTRANCES**

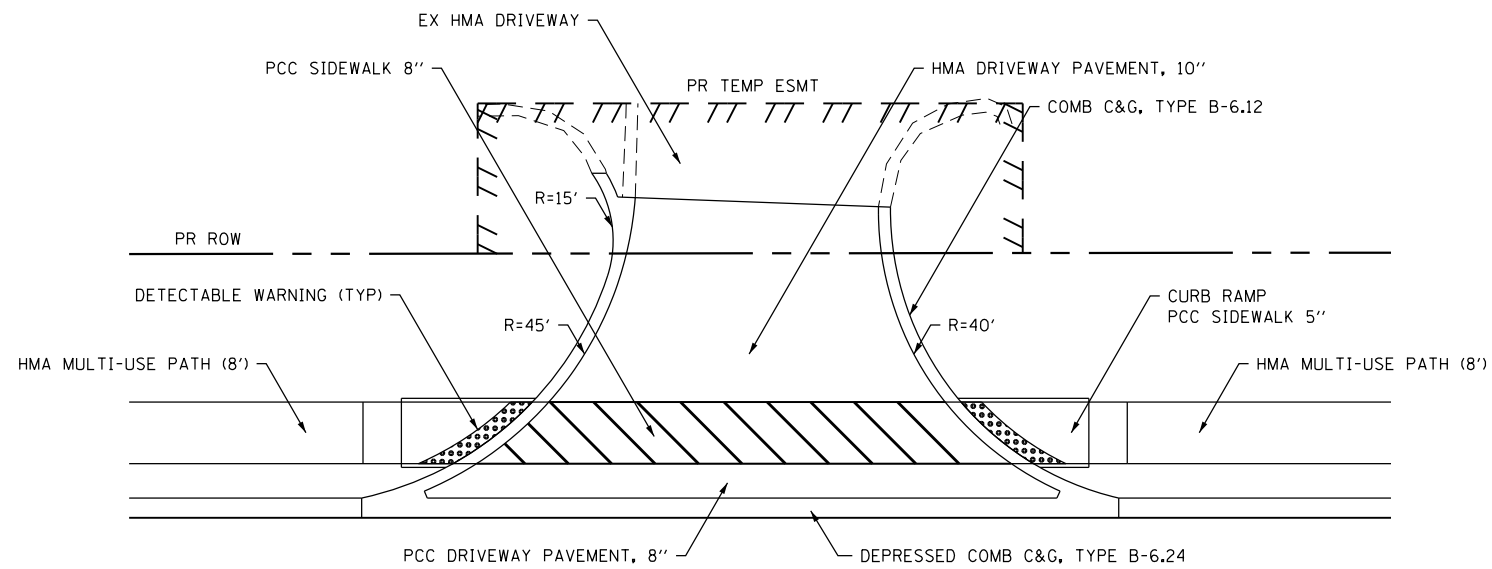
SCALE: NTS SHEET 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	260
CONTRACT NO. 61D47			ILLINOIS FED. AID PROJECT	



WEBER ROAD COMMERCIAL ENTRANCE STA 755+05.90 (RT)

N.T.S.



WEBER ROAD COMMERCIAL ENTRANCE STA 760+58.97 (LT)

N.T.S.

NOTES:

1. PREMOLDED EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF PCC DRIVEWAY PAVEMENT 8".
2. COMBINATION CONCRETE CURB AND GUTTER AND CONCRETE CURB SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY RETURN. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB TRANSITION SECTIONS.
3. ALL POURS MUST BE SEPARATE. NO MONOLITHIC POURS WITH CURB AND GUTTER, DRIVEWAY APPROACHES, AND SIDEWALKS.
4. ALL SAWCUTS ARE TO BE FULL DEPTH.
5. PROTECTIVE COATING SHALL BE INSTALLED ON ALL CONCRETE WORK.
6. SEE HMA MIXTURE REQUIREMENTS IN TYPICAL SECTIONS FOR MIX DETAILS.

FILE NAME = D:\B\11-ent-detail-03.dgn



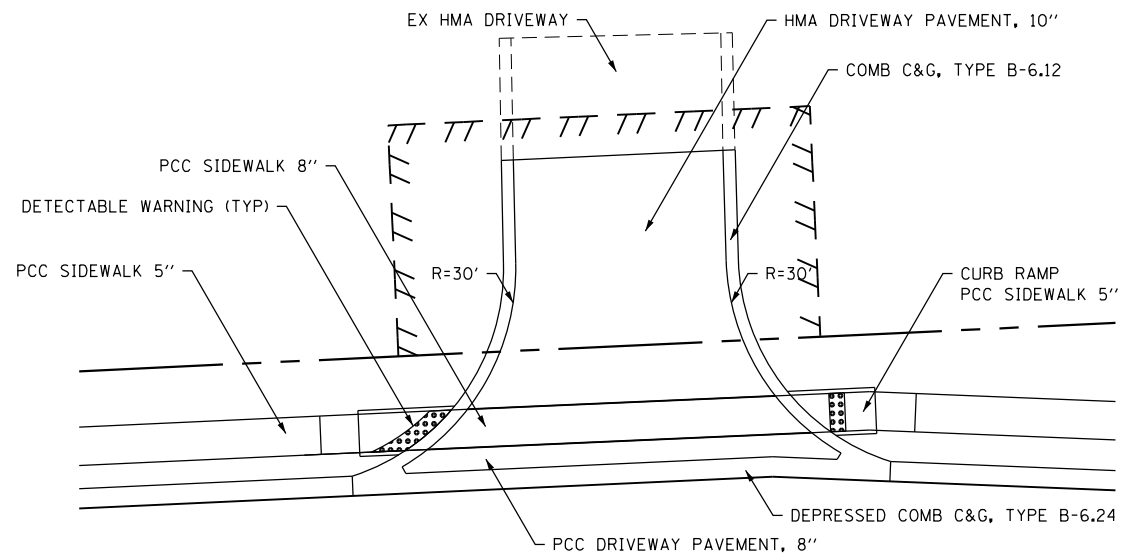
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PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS
ENTRANCES**

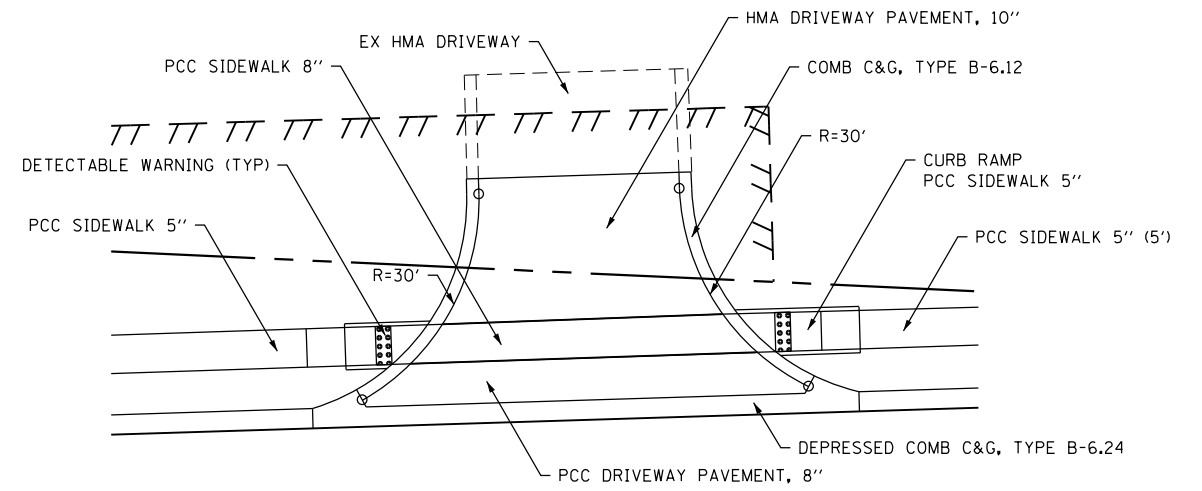
SCALE: NTS SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	261
			CONTRACT NO. 61D47	
ILLINOIS FED. AID PROJECT				



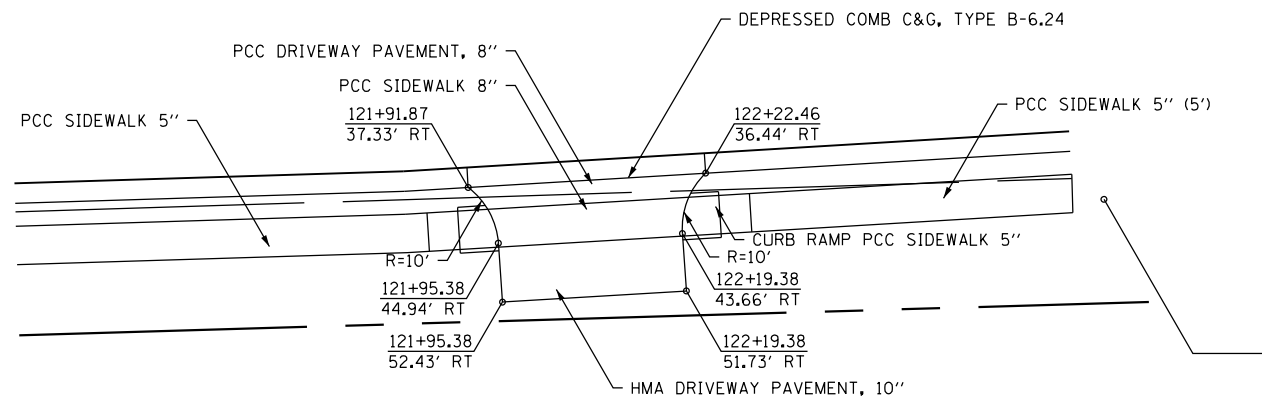
EAST 135TH STREET COMMERCIAL ENTRANCE STA 119+44.27 (LT)

N.T.S.



EAST 135TH STREET COMMERCIAL ENTRANCE STA 122+07.37 (LT)

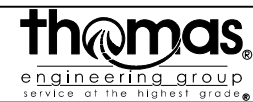
N.T.S.



EAST 135TH STREET COMMERCIAL ENTRANCE STA 122+07.37 (RT)

N.T.S.

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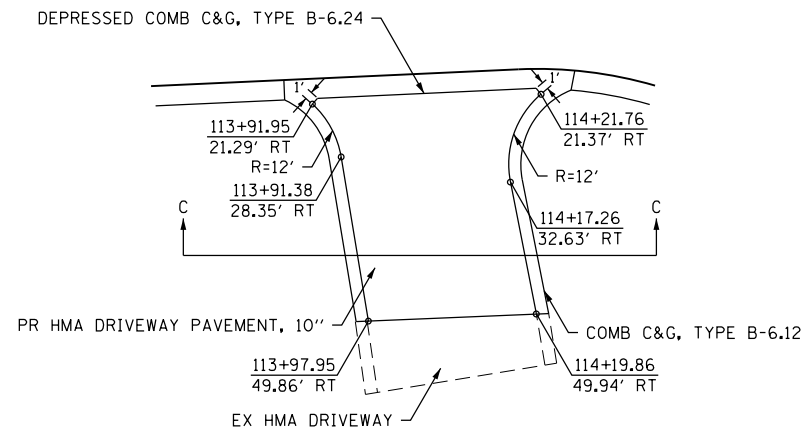
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PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS
ENTRANCES**

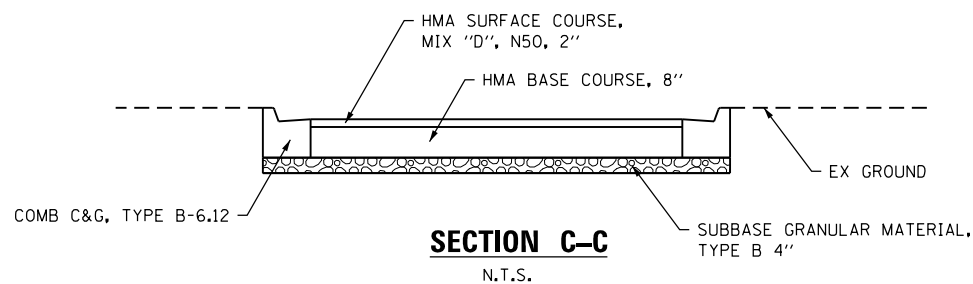
SCALE: NTS SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	262
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



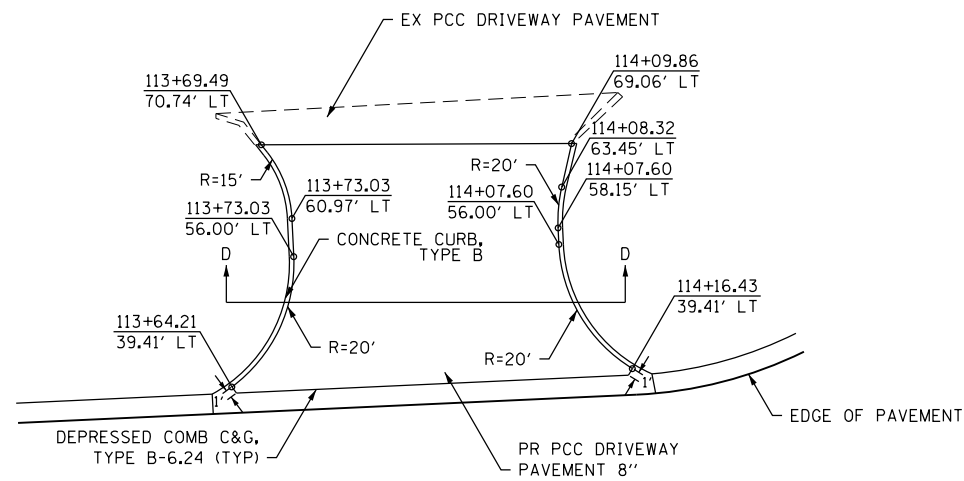
FIRE DEPARTMENT ENTRANCE STA 114+07.02 (RT)

N.T.S.



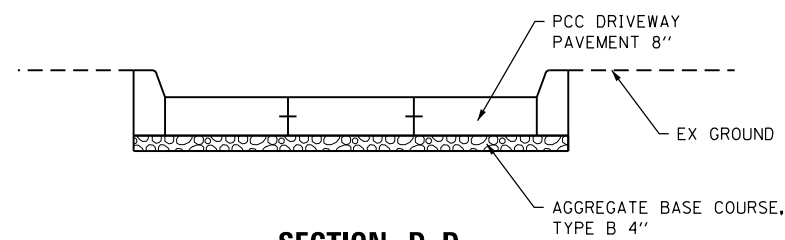
SECTION C-C

N.T.S.



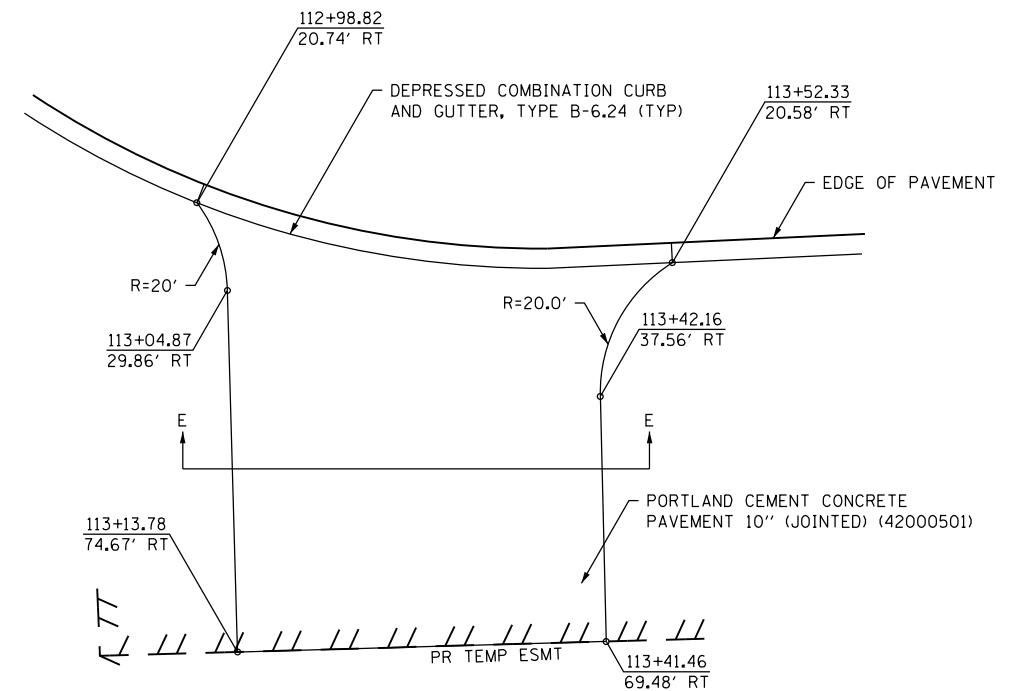
BP GAS STATION ENTRANCE STA 113+89.36 (LT)

N.T.S.



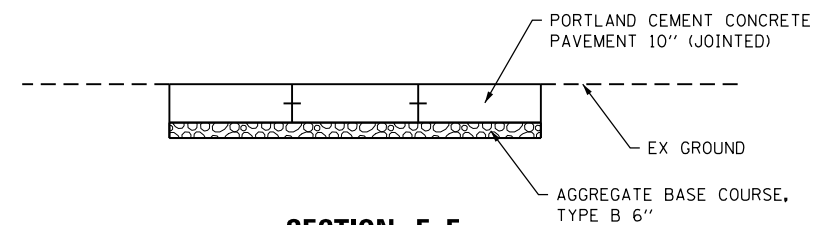
SECTION D-D

N.T.S.



LOCKPORT TOWNSHIP FIRE PROTECTION DISTRICT ENTRANCE STA 113+25.24 (RT)

N.T.S.



SECTION E-E

N.T.S.

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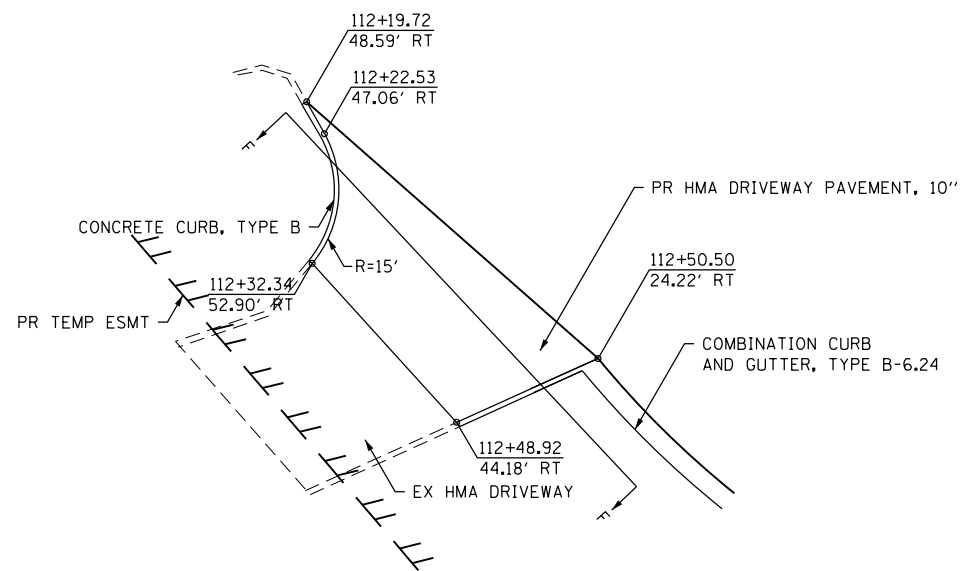


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	DRAWN -	REVISED - 6/19/2015
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

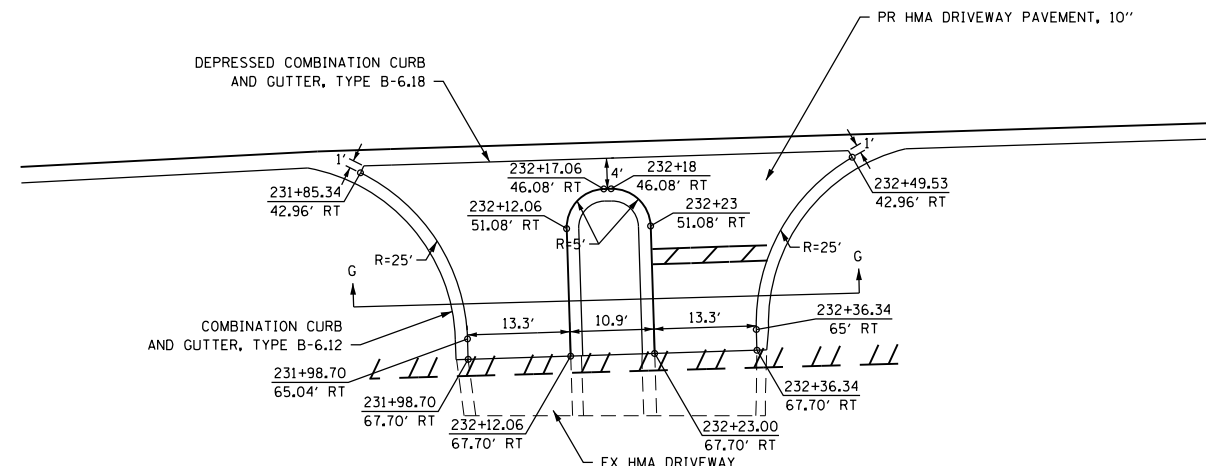
CONSTRUCTION DETAILS	
ENTRANCES	
SCALE: NTS	SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	263
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



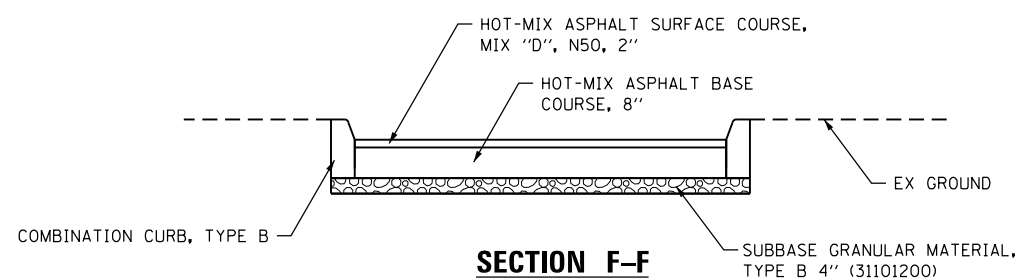
WEST 135TH STREET DRIVEWAY STA 112+37.53 (RT)

N.T.S.



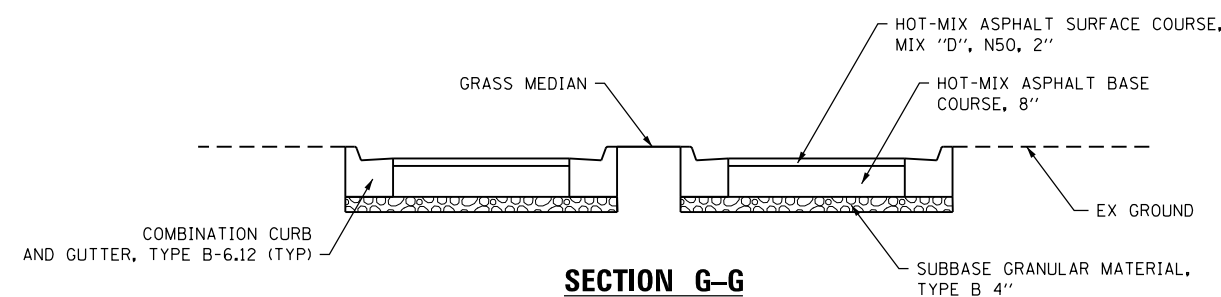
N. CARILLON COMMERCIAL ENTRANCE STA 232+17.42 (RT)

N.T.S.



SECTION F-F

N.T.S.



SECTION G-G

N.T.S.

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
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PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

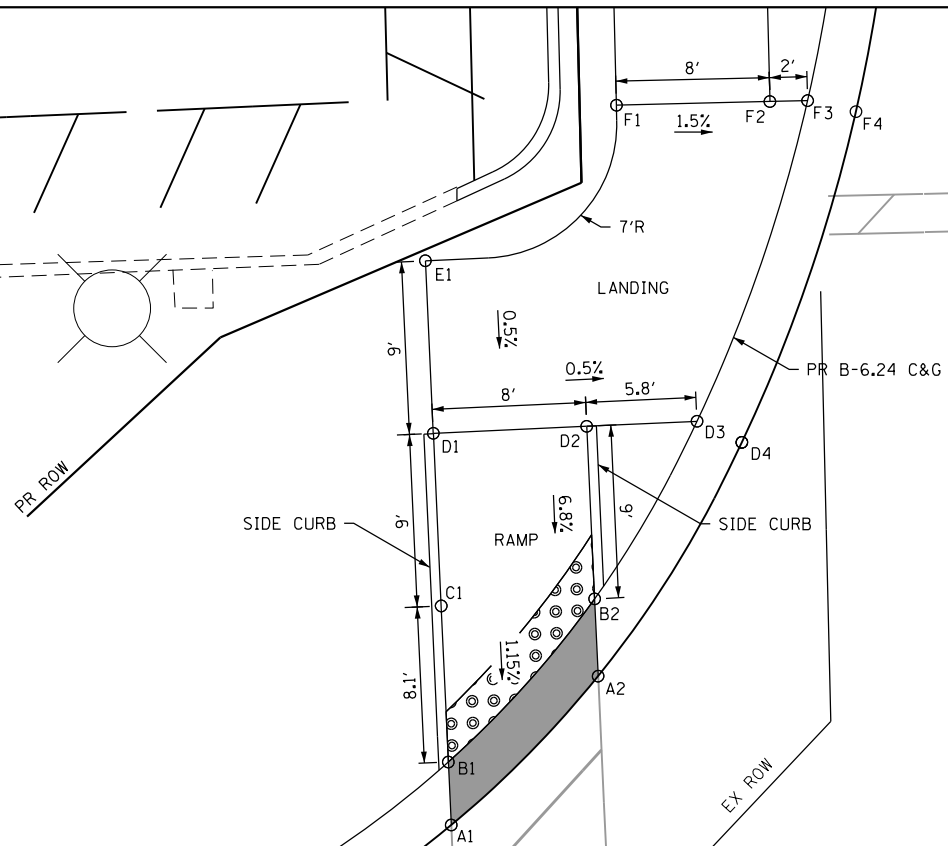
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS
ENTRANCES**

SCALE: NTS SHEET 5 OF 6 SHEETS STA. TO STA.

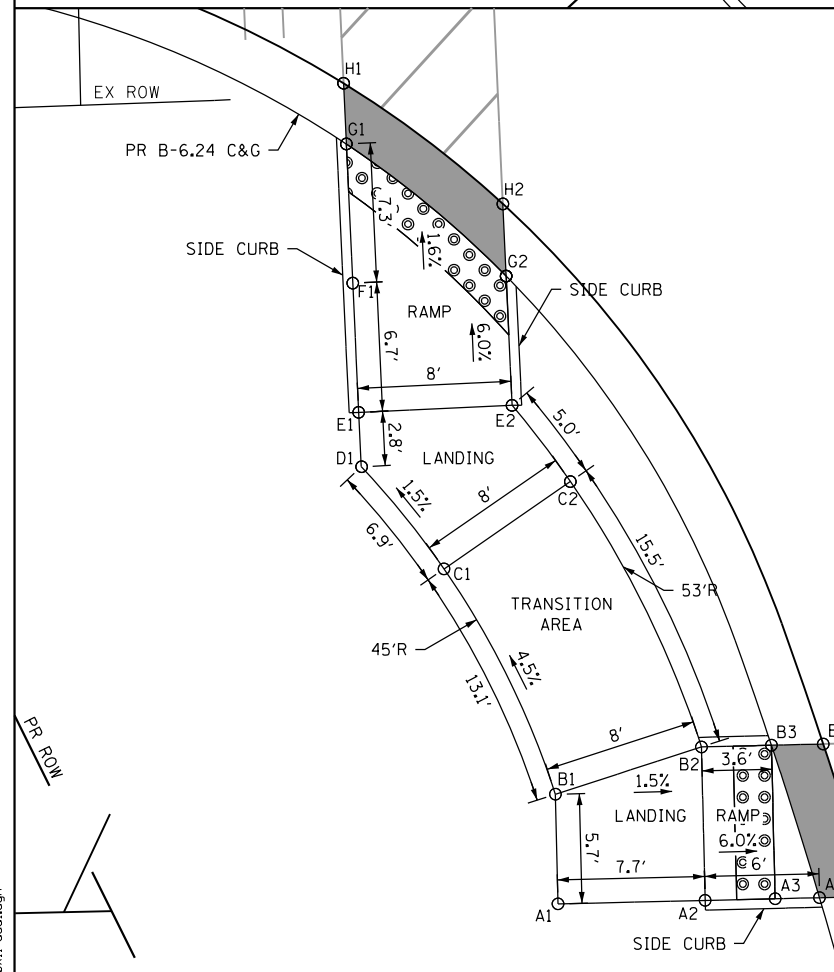
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	264
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

- NOTES**
- ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
 - ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
 - SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
 - PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
 - PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SO FT).
-  DEPRESSED ADA CURB AND GUTTER
  DETECTABLE WARNING

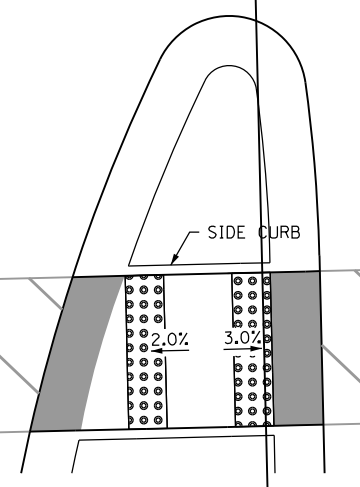


POINT	STA	OFFSET	ELEV
A1	751+92.72	87.59' LT	654.02
A2	752+00.29	79.75' LT	654.12
B1	751+96	87.66' LT	653.97
B2	752+04.31	79.84' LT	654.07
C1	752+04.14	87.83' LT	654.07
D1	752+13.14	88.03' LT	654.68
D2	752+13.31	80.03' LT	654.64
D3	752+13.44	74.28' LT	654.61
D4	752+12.28	71.97' LT	654.23
E1	752+22.14	88.23' LT	654.73
F1	752+30	78.08' LT	654.81
F2	752+30	70.08' LT	654.79
F3	752+30	68.12' LT	654.77
F4	752+29.36	65.62' LT	654.39

ROMEO ROAD / 135TH STREET AT WEBER ROAD (NORTHWEST CORNER)



POINT	STA	OFFSET	ELEV
A1	750+75.01	75.82' LT	655.41
A2	750+75	68.15' LT	655.29
A3	750+75.01	64.51' LT	655.09
A4	750+75.01	62.19' LT	655.05
A5	750+75	59.52' LT	655.09
B1	750+80.73	75.82' LT	655.41
B2	750+83	68.15' LT	655.27
B3	750+83	64.51' LT	654.97
B4	750+83	61.80' LT	655.02
C1	750+92.60	81.34' LT	654.82
C2	750+96.99	74.65' LT	654.82
D1	750+98.02	85.50' LT	654.76
E1	751+00.86	85.59' LT	654.74
E2	751+01.03	77.59' LT	654.74
F1	751+07.60	85.73' LT	654.34
G1	751+14.85	85.89' LT	654.22
G2	751+07.77	77.74' LT	654.34
H1	751+18.02	85.96' LT	654.27
H2	751+11.53	77.82' LT	654.39



ROMEO ROAD / 135TH STREET AT WEBER ROAD (SOUTHWEST CORNER AND MEDIAN)

FILE NAME = DIBX11-ada.dgn



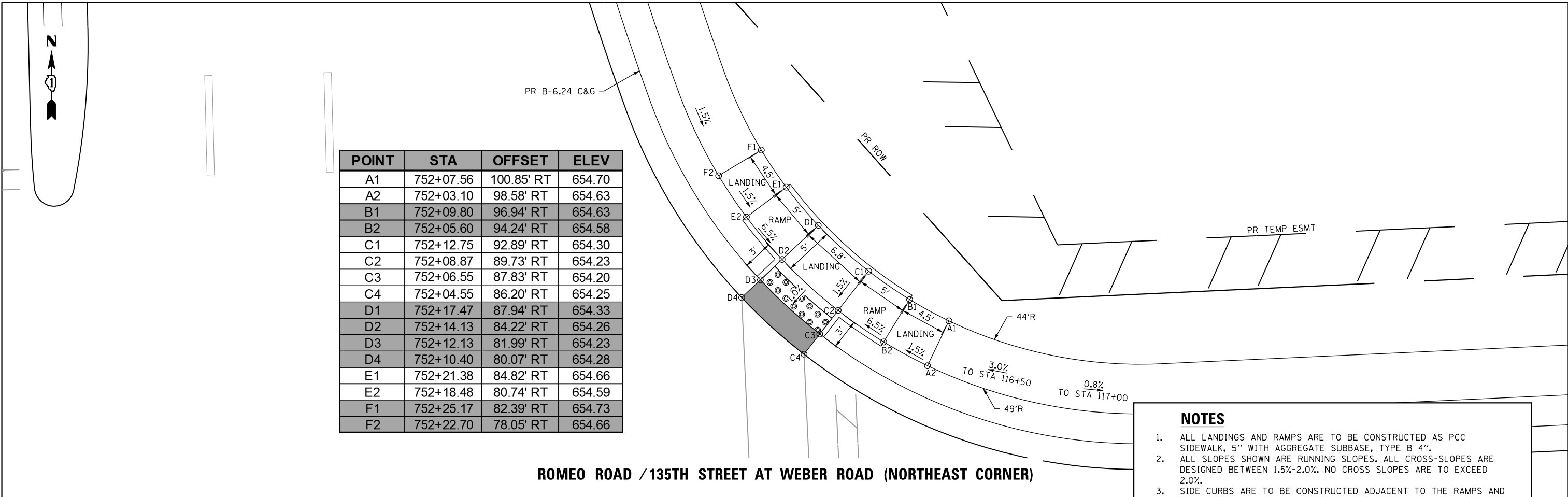
USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
PLOT SCALE = 10.0000' / in.	DRAWN - RO	REVISED - 6/19/2015
PLOT DATE = 11/14/2017	CHECKED - BLP	REVISED - 9/27/2016
	DATE - 11/15/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

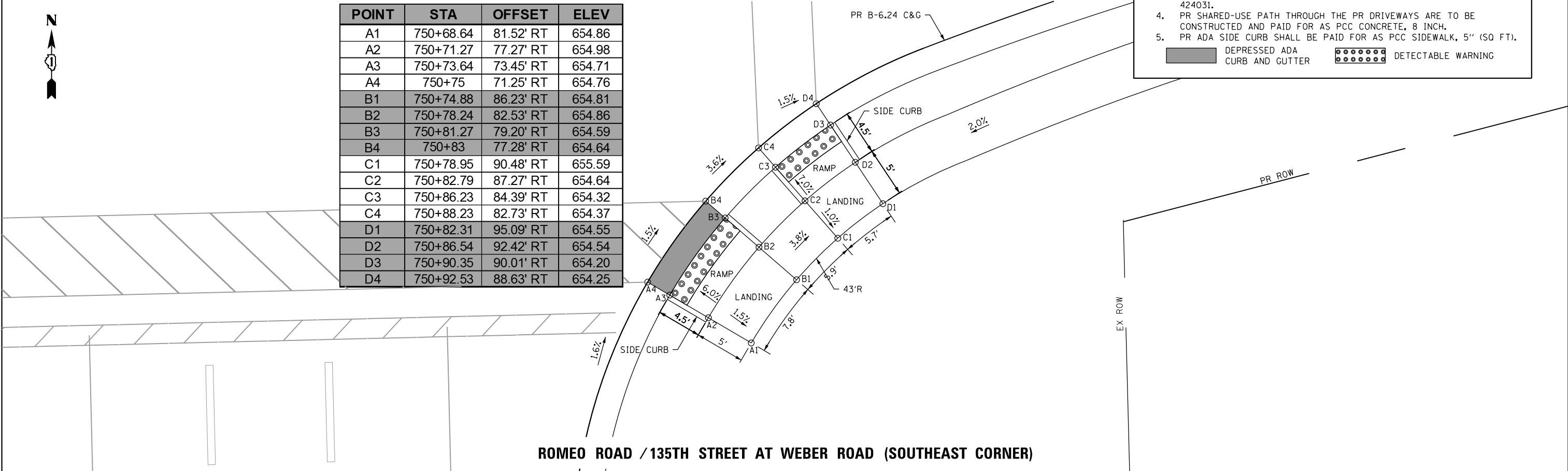
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	265
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



POINT	STA	OFFSET	ELEV
A1	752+07.56	100.85' RT	654.70
A2	752+03.10	98.58' RT	654.63
B1	752+09.80	96.94' RT	654.63
B2	752+05.60	94.24' RT	654.58
C1	752+12.75	92.89' RT	654.30
C2	752+08.87	89.73' RT	654.23
C3	752+06.55	87.83' RT	654.20
C4	752+04.55	86.20' RT	654.25
D1	752+17.47	87.94' RT	654.33
D2	752+14.13	84.22' RT	654.26
D3	752+12.13	81.99' RT	654.23
D4	752+10.40	80.07' RT	654.28
E1	752+21.38	84.82' RT	654.66
E2	752+18.48	80.74' RT	654.59
F1	752+25.17	82.39' RT	654.73
F2	752+22.70	78.05' RT	654.66

ROMEO ROAD / 135TH STREET AT WEBER ROAD (NORTHEAST CORNER)

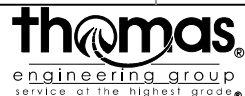
- NOTES**
1. ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
 2. ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
 3. SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
 4. PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
 5. PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SQ FT).
- DEPRESSED ADA CURB AND GUTTER
 DETECTABLE WARNING



POINT	STA	OFFSET	ELEV
A1	750+68.64	81.52' RT	654.86
A2	750+71.27	77.27' RT	654.98
A3	750+73.64	73.45' RT	654.71
A4	750+75	71.25' RT	654.76
B1	750+74.88	86.23' RT	654.81
B2	750+78.24	82.53' RT	654.86
B3	750+81.27	79.20' RT	654.59
B4	750+83	77.28' RT	654.64
C1	750+78.95	90.48' RT	655.59
C2	750+82.79	87.27' RT	654.64
C3	750+86.23	84.39' RT	654.32
C4	750+88.23	82.73' RT	654.37
D1	750+82.31	95.09' RT	654.55
D2	750+86.54	92.42' RT	654.54
D3	750+90.35	90.01' RT	654.20
D4	750+92.53	88.63' RT	654.25

ROMEO ROAD / 135TH STREET AT WEBER ROAD (SOUTHEAST CORNER)

FILE NAME = DIBX11-ada2.dgn



USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
	DRAWN - RO	REVISED - 6/19/2015
PLOT SCALE = 10.0000' / in.	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	266
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

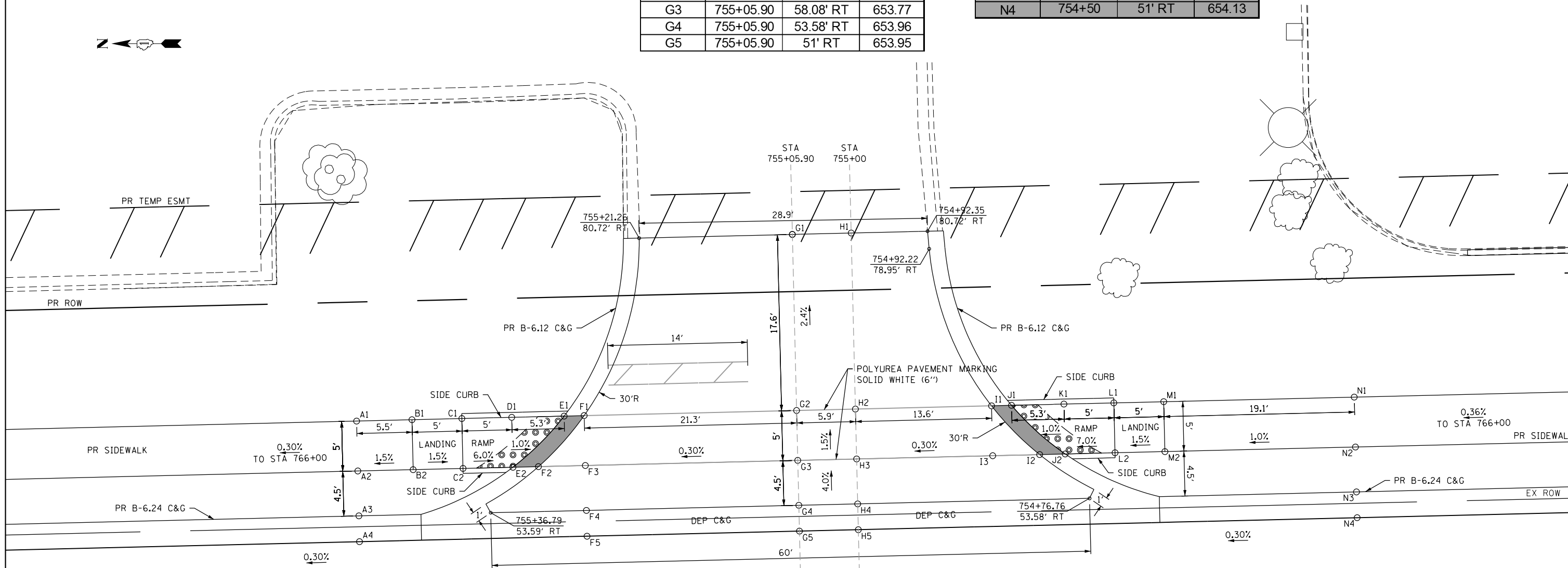
NOTES

1. ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
2. ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
3. SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
4. PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
5. PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SO FT).

DEPRESSED ADA CURB AND GUTTER
 DETECTABLE WARNING

POINT	STA	OFFSET	ELEV
A1	755+50	63.08' RT	653.74
A2	755+50	58.08' RT	653.81
A3	755+50	53.58' RT	653.88
A4	755+50	51' RT	653.50
B1	755+44.45	63.08' RT	653.82
B2	755+44.45	58.08' RT	653.89
C1	755+39.45	63.08' RT	653.89
C2	755+39.45	58.08' RT	653.96
D1	755+34.45	63.08' RT	653.59
E1	755+29.20	63.08' RT	653.63
E2	755+34.45	58.08' RT	653.66
F1	755+27.19	63.08' RT	653.64
F2	755+31.89	58.08' RT	653.67
F3	755+27.19	58.08' RT	653.71
F4	755+27.19	53.58' RT	653.96
F5	755+27.19	51' RT	653.95
G1	755+05.90	80.72' RT	653.28
G2	755+05.90	63.08' RT	653.70
G3	755+05.90	58.08' RT	653.77
G4	755+05.90	53.58' RT	653.96
G5	755+05.90	51' RT	653.95

POINT	STA	OFFSET	ELEV
H1	755+00	80.72' RT	653.37
H2	755+00	63.08' RT	653.72
H3	755+00	58.08' RT	653.79
H4	755+00	53.58' RT	653.98
H5	755+00	51' RT	653.97
I1	754+86.36	63.08' RT	653.76
I2	754+81.65	58.08' RT	653.83
I3	754+86.36	58.08' RT	653.83
J1	754+84.35	63.08' RT	653.75
J2	754+79.10	58.08' RT	653.82
K1	754+79.10	63.08' RT	653.80
L1	754+74.10	63.08' RT	654.10
L2	754+74.10	58.08' RT	654.17
M1	754+69.10	63.08' RT	654.17
M2	754+69.10	58.08' RT	654.24
N1	754+50	63.08' RT	654.34
N2	754+50	58.08' RT	654.44
N3	754+50	53.58' RT	654.51
N4	754+50	51' RT	654.13



COMMERCIAL ENTRANCE AT WEBER ROAD STA 755 +05.90

FILE NAME = DIBX11-ada3.dgn



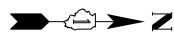
USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
	DRAWN - RO	REVISED - 6/19/2015
PLOT SCALE = 10.0000' / in.	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	267
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

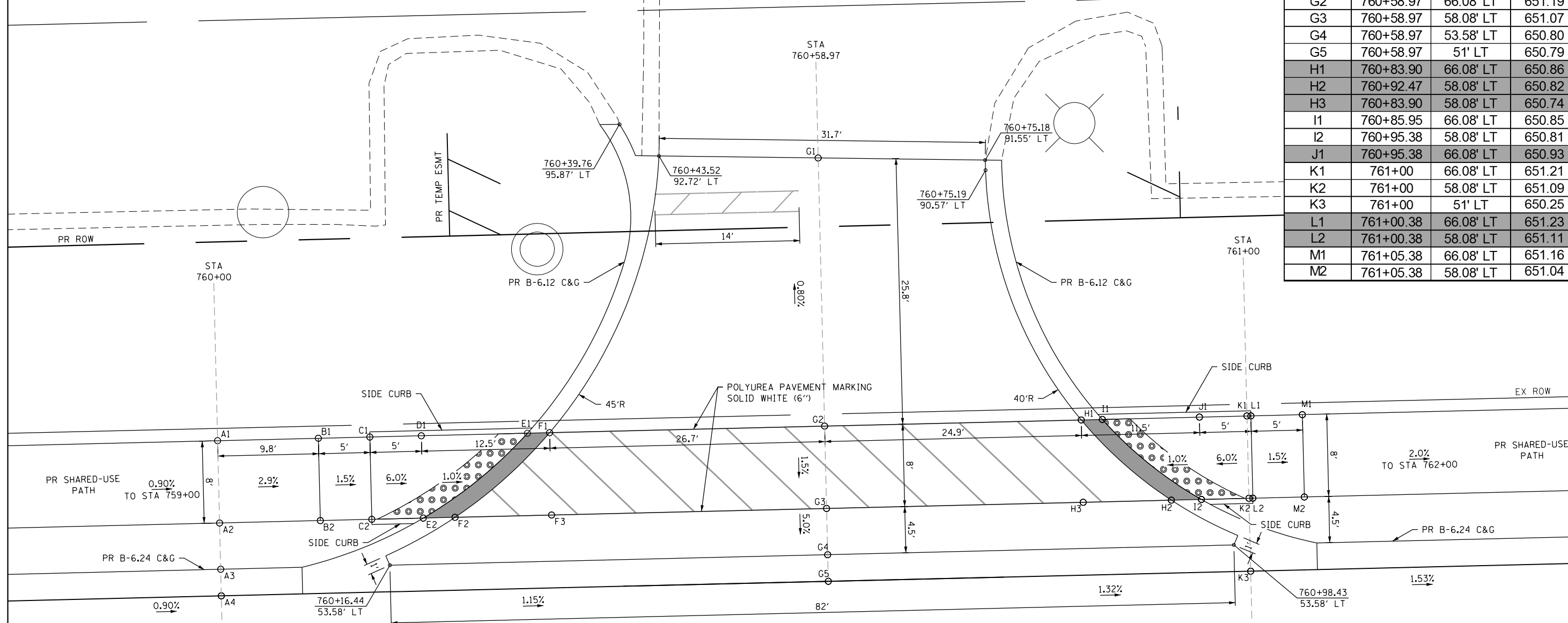


NOTES

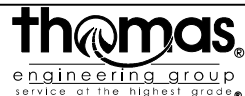
- ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
- ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
- SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
- PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
- PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SO FT).

 DEPRESSED ADA CURB AND GUTTER
  DETECTABLE WARNING

POINT	STA	OFFSET	ELEV
A1	760+00	66.80' LT	651.67
A2	760+00	58.08' LT	651.79
A3	760+00	53.58' LT	651.85
A4	760+00	51' LT	651.47
B1	760+09.79	66.08' LT	651.95
B2	760+09.79	58.08' LT	651.83
C1	760+14.79	66.08' LT	651.88
C2	760+14.79	58.08' LT	651.76
D1	760+19.79	66.08' LT	651.58
E1	760+30.10	66.08' LT	651.49
E2	760+19.79	58.08' LT	651.46
F1	760+32.25	66.08' LT	651.50
F2	760+22.87	58.08' LT	651.47
F3	760+32.25	58.08' LT	651.38
G1	760+58.97	92.15' LT	650.98
G2	760+58.97	66.08' LT	651.19
G3	760+58.97	58.08' LT	651.07
G4	760+58.97	53.58' LT	650.80
G5	760+58.97	51' LT	650.79
H1	760+83.90	66.08' LT	650.86
H2	760+92.47	58.08' LT	650.82
H3	760+83.90	58.08' LT	650.74
I1	760+85.95	66.08' LT	650.85
I2	760+95.38	58.08' LT	650.81
J1	760+95.38	66.08' LT	650.93
K1	761+00	66.08' LT	651.21
K2	761+00	58.08' LT	651.09
K3	761+00	51' LT	650.25
L1	761+00.38	66.08' LT	651.23
L2	761+00.38	58.08' LT	651.11
M1	761+05.38	66.08' LT	651.16
M2	761+05.38	58.08' LT	651.04



COMMERCIAL ENTRANCE AT WEBER ROAD STA 760+58.97



USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
PLOT SCALE = 10.0000' / in.	DRAWN - RO	REVISED - 6/19/2015
PLOT DATE = 11/14/2017	CHECKED - BLP	REVISED - 9/27/2016
	DATE - 11/15/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	268
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

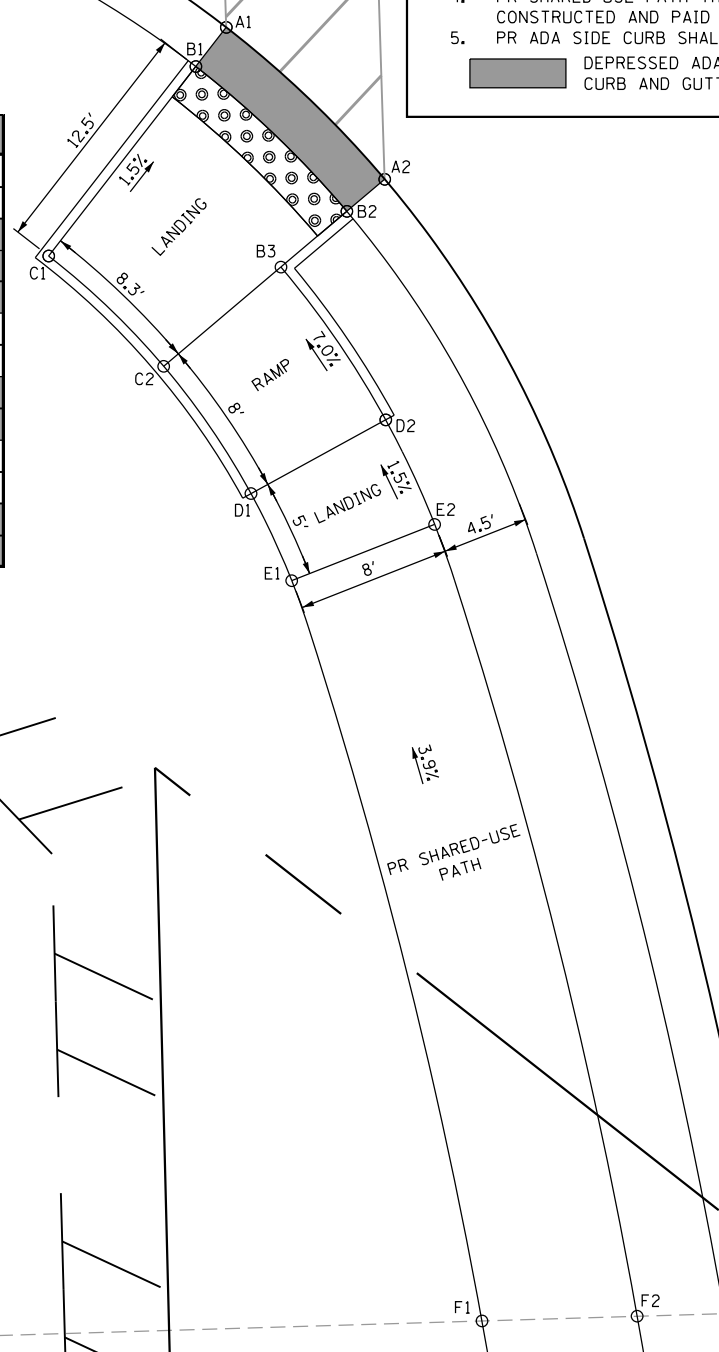
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NOTES

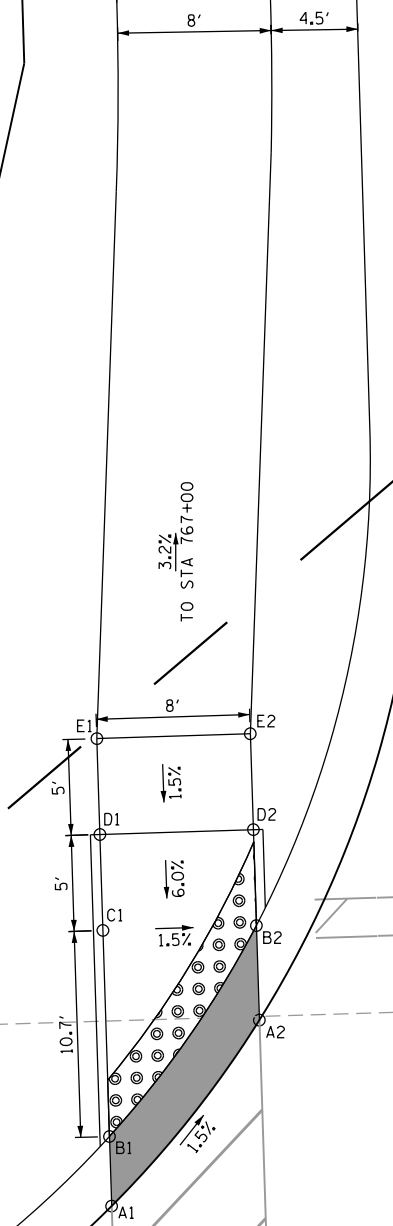
1. ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
2. ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
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4. PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
5. PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SQ FT).

DEPRESSED ADA CURB AND GUTTER
 DETECTABLE WARNING

POINT	STA	OFFSET	ELEV
A1	764+67.77	80.11' LT	642.76
A2	764+59.60	72.10' RT	642.93
B1	764+66	81.76' RT	642.71
B2	764+58	74.12' RT	642.88
B3	764.55.20	77.65' RT	642.95
C1	764+56.14	89.72' RT	642.95
C2	764+50.22	83.91' RT	643.07
D1	764+43.45	79.56' RT	643.63
D2	764+47.07	72.43' RT	642.51
E1	764+38.85	77.58' RT	643.70
E2	764+41.55	70.05' RT	642.58
F1	764+00	68.85' RT	643.63
F2	764+00	60.76' RT	642.51



POINT	STA	OFFSET	ELEV
A1	765+90.36	80.26' LT	639.46
A2	765+99.81	72.27' LT	639.29
B1	765+93.99	80.27' LT	639.41
B2	766+04.73	72.28' LT	639.24
C1	766+04.72	80.28' LT	639.36
D1	766+09.72	80.29' LT	639.66
D2	766+09.73	72.29' LT	639.54
E1	766+14.72	80.29' LT	639.59
E2	766+14.73	72.29' LT	639.47



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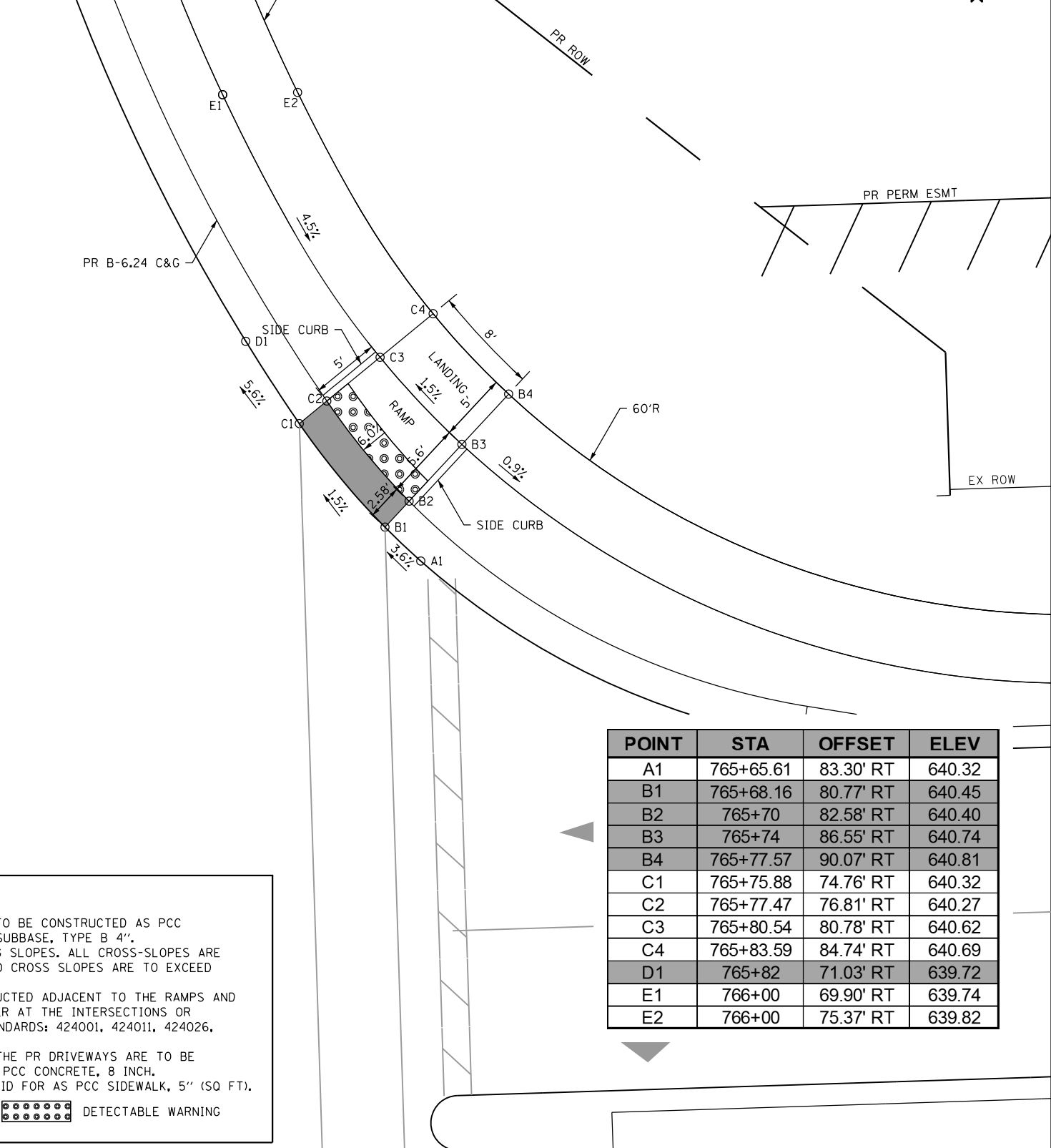
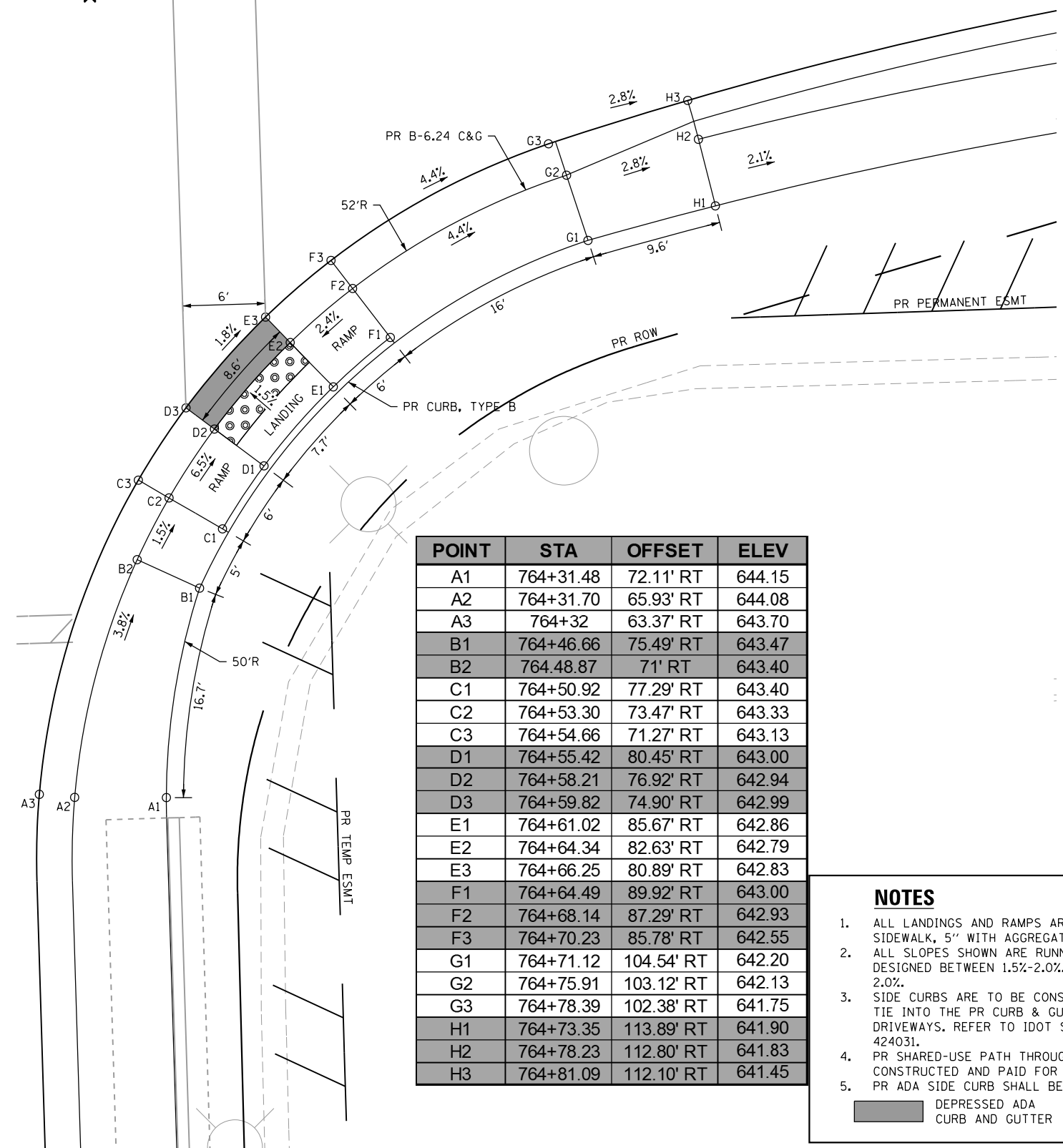
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	DRAWN - RO	REVISD - 6/19/2015
PLOT SCALE = 10.0000' / in.	CHECKED - BLP	REVISD - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	269
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				


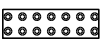


POINT	STA	OFFSET	ELEV
A1	764+31.48	72.11' RT	644.15
A2	764+31.70	65.93' RT	644.08
A3	764+32	63.37' RT	643.70
B1	764+46.66	75.49' RT	643.47
B2	764.48.87	71' RT	643.40
C1	764+50.92	77.29' RT	643.40
C2	764+53.30	73.47' RT	643.33
C3	764+54.66	71.27' RT	643.13
D1	764+55.42	80.45' RT	643.00
D2	764+58.21	76.92' RT	642.94
D3	764+59.82	74.90' RT	642.99
E1	764+61.02	85.67' RT	642.86
E2	764+64.34	82.63' RT	642.79
E3	764+66.25	80.89' RT	642.83
F1	764+64.49	89.92' RT	643.00
F2	764+68.14	87.29' RT	642.93
F3	764+70.23	85.78' RT	642.55
G1	764+71.12	104.54' RT	642.20
G2	764+75.91	103.12' RT	642.13
G3	764+78.39	102.38' RT	641.75
H1	764+73.35	113.89' RT	641.90
H2	764+78.23	112.80' RT	641.83
H3	764+81.09	112.10' RT	641.45

POINT	STA	OFFSET	ELEV
A1	765+65.61	83.30' RT	640.32
B1	765+68.16	80.77' RT	640.45
B2	765+70	82.58' RT	640.40
B3	765+74	86.55' RT	640.74
B4	765+77.57	90.07' RT	640.81
C1	765+75.88	74.76' RT	640.32
C2	765+77.47	76.81' RT	640.27
C3	765+80.54	80.78' RT	640.62
C4	765+83.59	84.74' RT	640.69
D1	765+82	71.03' RT	639.72
E1	766+00	69.90' RT	639.74
E2	766+00	75.37' RT	639.82

NOTES

- ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
- ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
- SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
- PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
- PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SQ FT).

 DEPRESSED ADA CURB AND GUTTER
  DETECTABLE WARNING

GRAND BOULEVARD AT WEBER ROAD (SOUTHEAST CORNER)

GRAND BOULEVARD AT WEBER ROAD (NORTHEAST CORNER)

FILE NAME = D:\B\11-ada6.dgn



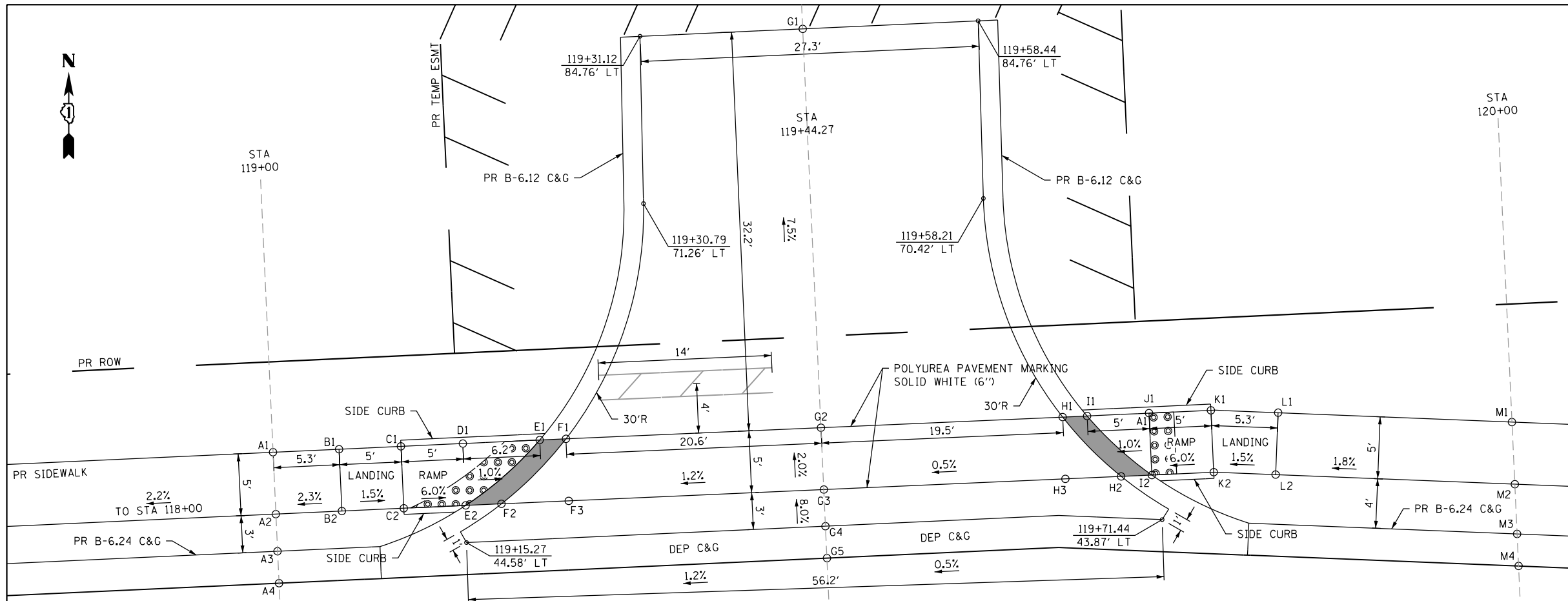
USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
	DRAWN - RO	REVISED - 6/19/2015
PLOT SCALE = 10.0000' / in.	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 270
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				





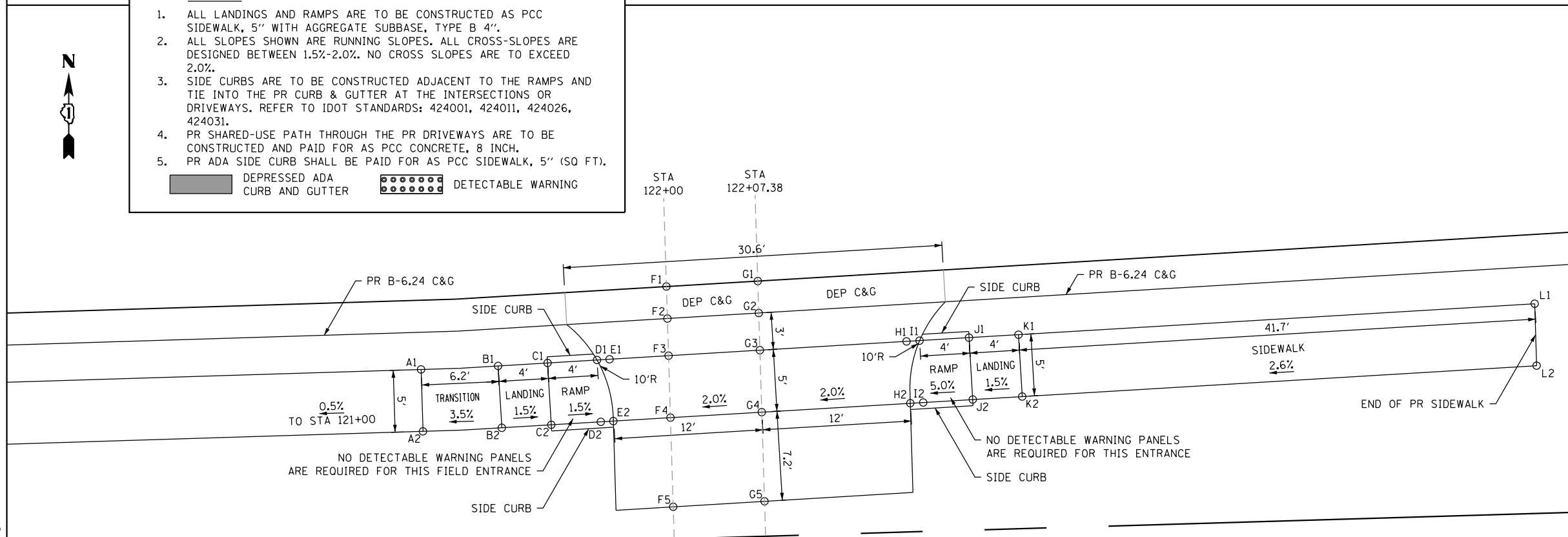
COMMERCIAL ENTRANCE AT ROMEO ROAD STA 119+44.27

POINT	STA	OFFSET	ELEV
A1	119+00	52.58' LT	658.36
A2	119+00	47.58' LT	658.43
A3	119+00	44.58' LT	658.48
A4	119+00	42' LT	658.10
B1	119+05.34	52.58' LT	658.48
B2	119+05.34	47.58' LT	658.53
C1	119+10.34	52.58' LT	658.41
C2	119+10.34	47.58' LT	658.46
D1	119+15.34	52.58' LT	658.11
E1	119+21.55	52.58' LT	658.08
E2	119+15.34	47.58' LT	658.16
F1	119+23.67	52.58' LT	658.09
F2	119+18.23	47.58' LT	658.17
F3	119+23.66	47.57' LT	658.17
G1	119+44.27	84.76' LT	655.85
G2	119+44.27	52.54' LT	658.34
G3	119+44.27	47.54' LT	658.42
G4	119+44.27	44.58' LT	658.66
G5	119+44.27	42' LT	658.64
H1	119+63.79	52.50' LT	658.44
H2	119+69.29	47.50' LT	658.52
H3	119+63.79	47.51' LT	658.52
I1	119+65.77	52.50' LT	658.43
I2	119+70.77	47.50' LT	658.51
J1	119+70.77	52.50' LT	658.45
K1	119+75.77	52.50' LT	658.75
K2	119+75.77	47.50' LT	658.81
L1	119+81.18	52.06' LT	658.82
L2	119+80.75	47.08' LT	658.88
M1	120+00	50.44' LT	659.16
M2	120+00	45.42' LT	659.23
M3	120+00	41.41' LT	659.29
M4	120+00	38.81' LT	658.91

NOTES

- ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
- ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
- SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
- PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
- PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (50 FT).

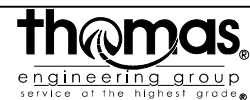
 DEPRESSED ADA CURB AND GUTTER
  DETECTABLE WARNING



FIELD ENTRANCE AT ROMEO ROAD STA 122+07.38

POINT	STA	OFFSET	ELEV
A1	121+80	40.58' RT	658.63
A2	121+80	45.58' RT	658.55
B1	121+86.22	40.49' RT	658.85
B2	121+86.37	45.49' RT	658.77
C1	121+90.22	40.38' RT	658.79
C2	121+90.37	45.37' RT	658.71
D1	121+94.22	40.26' RT	658.73
D2	121+94.36	45.26' RT	658.65
E1	121+95.23	40.23' RT	658.72
E2	121+95.38	45.23' RT	658.64
F1	122+00	34.51' RT	659.07
F2	122+00	37.09' RT	659.08
F3	122+00	40.09' RT	658.81
F4	122+00	45.09' RT	658.73
F5	122+00	52.3' RT	657.66
G1	122+07.38	34.29' RT	659.13
G2	122+07.38	36.88' RT	659.14
G3	122+07.38	39.88' RT	658.96
G4	122+07.38	44.88' RT	658.88
G5	122+07.38	52.08' RT	657.81
H1	122+19.23	39.53' RT	659.20
H2	122+19.38	44.53' RT	659.12
I1	122+20.28	39.50' RT	659.21
I2	122+20.43	44.50' RT	659.13
J1	122+24.28	39.38' RT	659.41
J2	122+24.43	44.38' RT	659.33
K1	122+28.28	39.27' RT	657.47
K2	122+28.43	44.27' RT	659.39
L1	122+70	38.06' RT	660.76
L2	122+70	43.06' RT	660.68

FILE NAME = DIBX11-ada7.dgn



USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
	DRAWN - RO	REVISED - 6/19/2015
PLOT SCALE = 10.0000' / in.	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	271
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

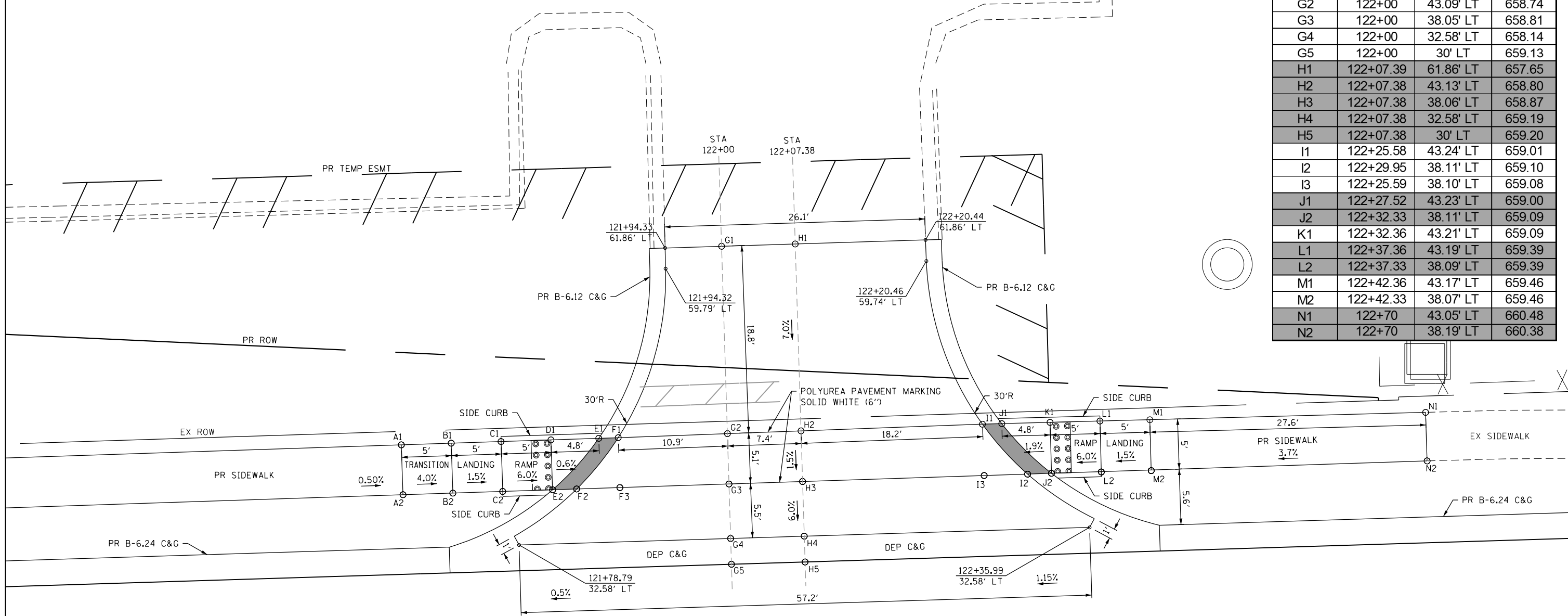


NOTES

- ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
- ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
- SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
- PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
- PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (50 FT).

DEPRESSED ADA CURB AND GUTTER
 DETECTABLE WARNING

POINT	STA	OFFSET	ELEV
A1	121+67.31	42.98' LT	659.28
A2	121+67.32	37.98' LT	659.35
B1	121+72.31	42.99' LT	659.08
B2	121+72.32	37.99' LT	659.15
C1	121+77.31	43' LT	659.01
C2	121+77.32	38' LT	659.08
D1	121+82.31	43.01' LT	658.71
E1	121+87.10	43.02' LT	658.68
E2	121+82.32	38.01' LT	658.78
F1	121+89.05	43.02' LT	658.69
F2	121+84.73	38.01' LT	658.79
F3	121+89.06	38.02' LT	658.76
G1	122+00	61.86' LT	657.42
G2	122+00	43.09' LT	658.74
G3	122+00	38.05' LT	658.81
G4	122+00	32.58' LT	658.14
G5	122+00	30' LT	659.13
H1	122+07.39	61.86' LT	657.65
H2	122+07.38	43.13' LT	658.80
H3	122+07.38	38.06' LT	658.87
H4	122+07.38	32.58' LT	659.19
H5	122+07.38	30' LT	659.20
I1	122+25.58	43.24' LT	659.01
I2	122+29.95	38.11' LT	659.10
I3	122+25.59	38.10' LT	659.08
J1	122+27.52	43.23' LT	659.00
J2	122+32.33	38.11' LT	659.09
K1	122+32.36	43.21' LT	659.09
L1	122+37.36	43.19' LT	659.39
L2	122+37.33	38.09' LT	659.39
M1	122+42.36	43.17' LT	659.46
M2	122+42.33	38.07' LT	659.46
N1	122+70	43.05' LT	660.48
N2	122+70	38.19' LT	660.38



COMMERCIAL ENTRANCE AT ROMEO ROAD STA 122+07.38

FILE NAME = DIBX11-ada8.dgn



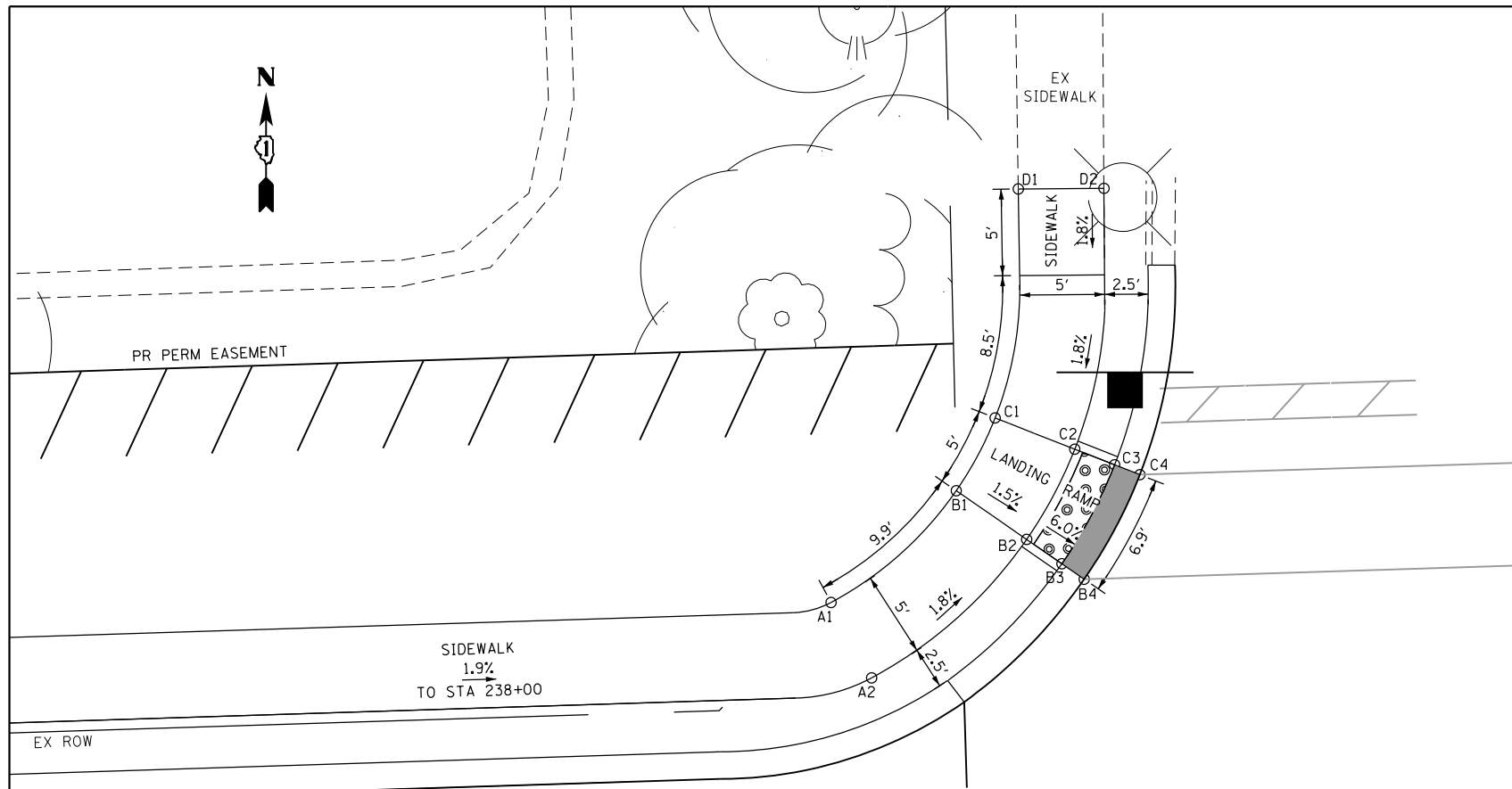
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	DRAWN - RO	REVISED - 6/19/2015
PLOT SCALE = 10.0000" / 1"	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

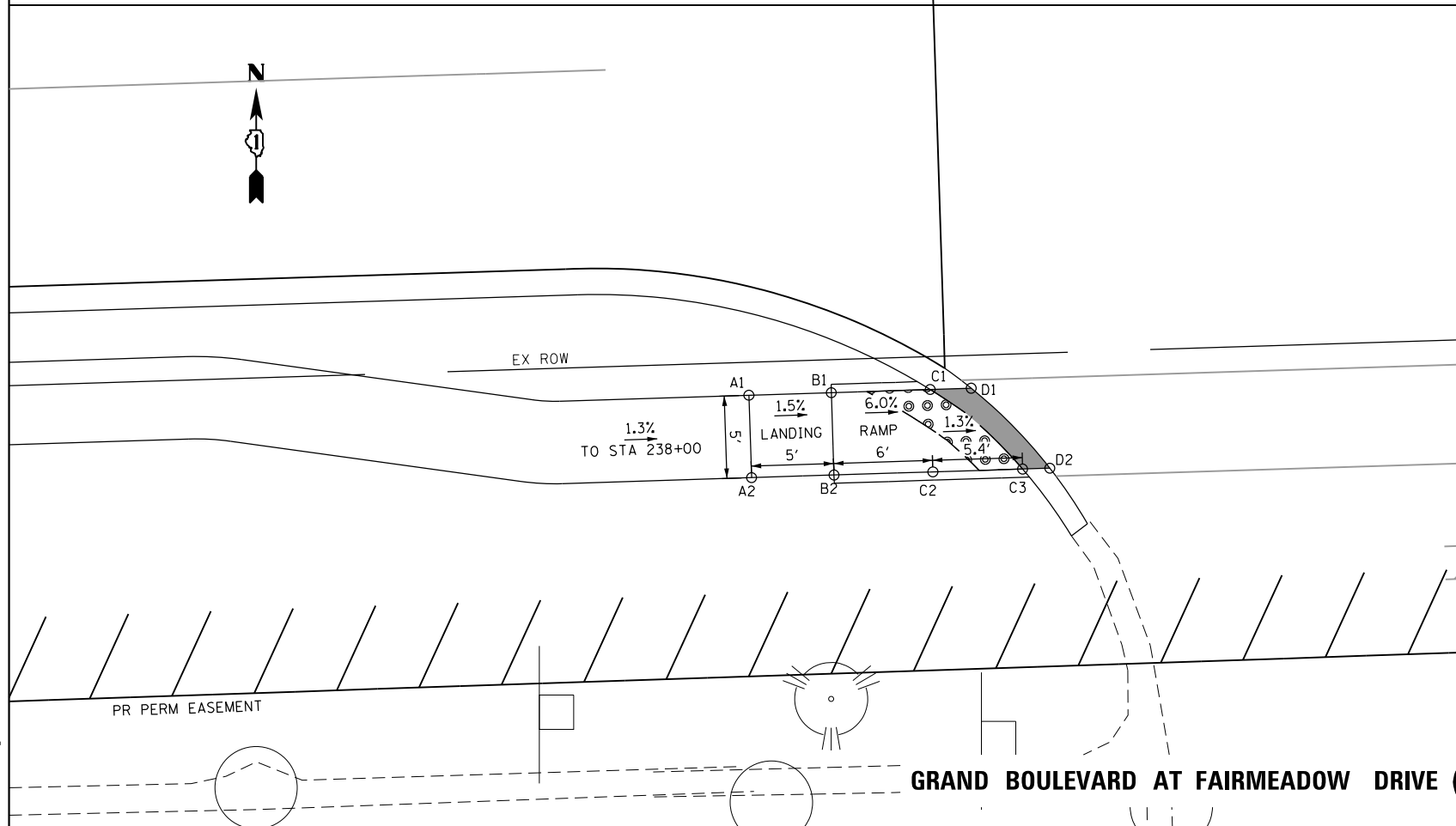
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	272
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



GRAND BOULEVARD AT FAIRMEADOW DRIVE (NORTHWEST CORNER)

POINT	STA	OFFSET	ELEV
A1	238+52.41	40.11' LT	638.02
A2	238+54.64	35.63' LT	637.95
B1	238+59.93	46.40' LT	637.83
B2	238+63.95	43.43' LT	637.75
B3	238+65.96	42' LT	637.60
B4	238+67.23	41' LT	637.61
C1	238+62.33	50.58' LT	637.87
C2	238+66.92	48.61' LT	637.79
C3	238+69.22	47.62' LT	637.74
C4	238+70.67	47' LT	637.75
D1	238+64.1	63.91' LT	638.11
D2	238+69.1	63.79' LT	638.06

- NOTES**
- ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
 - ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
 - SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
 - PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
 - PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SQ FT).
- DEPRESSED ADA CURB AND GUTTER
 DETECTABLE WARNING



GRAND BOULEVARD AT FAIRMEADOW DRIVE (SOUTHWEST CORNER)

POINT	STA	OFFSET	ELEV
A1	238+48.07	38' RT	638.73
A2	238+48.07	43' RT	638.80
B1	238+53.07	38' RT	638.66
B2	238+53.07	43' RT	638.73
C1	238+59.07	38' RT	638.22
C2	238+59.07	43' RT	638.37
C3	238+64.52	43' RT	638.22
D1	238+61.55	38' RT	638.23
D2	238+66.17	43' RT	638.23

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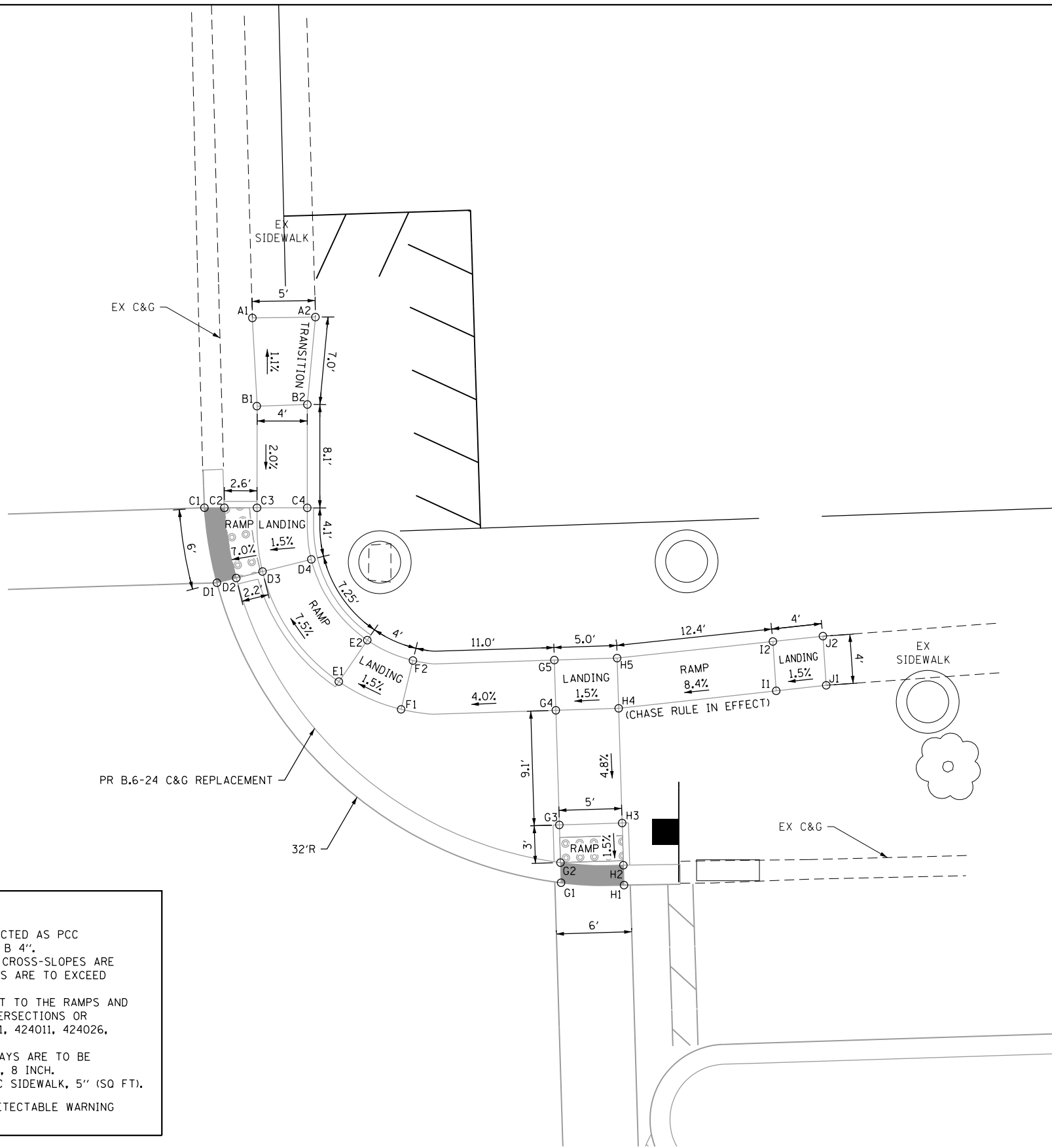
USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
	DRAWN - RO	REVISED - 6/19/2015
PLOT SCALE = 10.0000' / in.	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	273
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



POINT	STA	OFFSET	ELEV
A1	239+07.38	61.98' LT	638.00
A2	239+12.40	61.89' LT	638.09
B1	239+07.51	54.96' LT	638.08
B2	239+11.54	54.95' LT	638.12
C1	239+03.09	47' LT	637.82
C2	239+04.68	46.95' LT	637.81
C3	239+07.27	46.86' LT	638.01
C4	239+11.27	46.73' LT	638.05
D1	239+03.90	41' LT	637.96
D2	239+05.45	41.33' LT	637.95
D3	239+07.55	41.78' LT	638.08
D4	239+11.46	42.62' LT	638.10
E1	239+13.35	32.83' LT	638.64
E2	239+15.71	36.06' LT	638.70
F1	239+18.23	30.47' LT	638.70
F2	239+19.29	34.32' LT	638.76
G1	239+30.52	16.27' LT	639.53
G2	239+30.52	17.87' LT	639.52
G3	239+30.53	20.87' LT	639.57
G4	239+30.54	30' LT	639.13
G5	239+30.54	34' LT	639.20
H1	239+35.52	15.92' LT	639.63
H2	239+35.52	17.5' LT	639.62
H3	239+35.53	20.87' LT	639.64
H4	239+35.54	30' LT	639.20
H5	239+35.54	34' LT	639.27
I1	239+48.11	31' LT	640.25
I2	239+47.98	34.93' LT	640.33
J1	239+52.10	31.31' LT	640.31
J2	239+51.97	35.23' LT	640.39

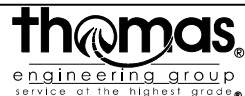
NOTES

- ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH AGGREGATE SUBBASE, TYPE B 4".
- ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0%.
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- PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
- PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5" (SQ FT).

DEPRESSED ADA CURB AND GUTTER
 DETECTABLE WARNING

GRAND BOULEVARD AT FAIRMEADOW DRIVE (SOUTHWEST CORNER)

FILE NAME = D:\B\11-ada\11.dgn



USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
	DRAWN - RO	REVISED - 6/19/2015
PLOT SCALE = 10.0000' / in.	CHECKED - BLP	REVISED - 9/27/2016
PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

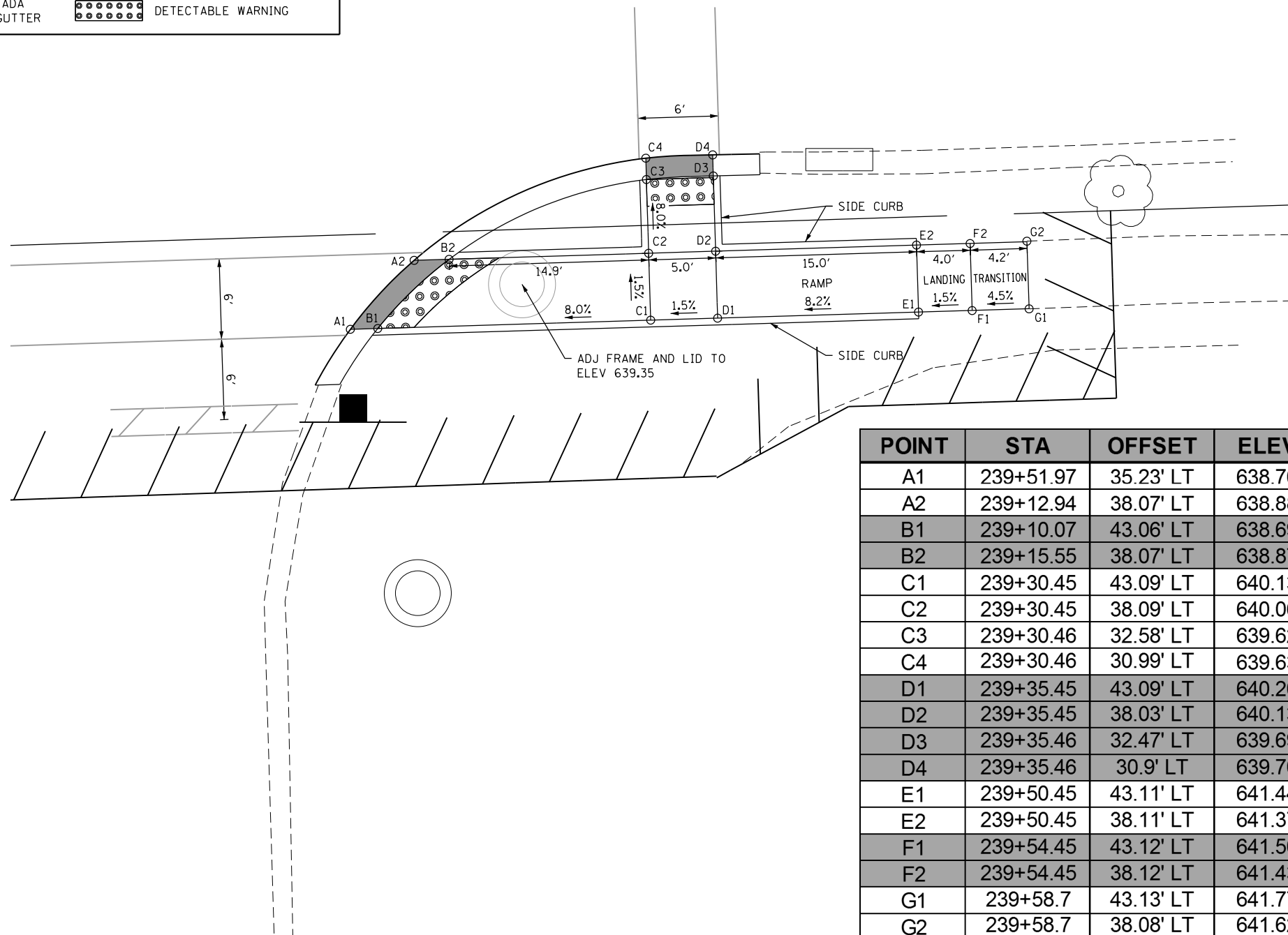
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	274
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				



NOTES

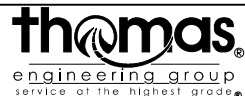
1. ALL LANDINGS AND RAMPS ARE TO BE CONSTRUCTED AS PCC SIDEWALK, 5" WITH 4" AGGREGATE SUBBASE, TYPE B.
2. ALL SLOPES SHOWN ARE RUNNING SLOPES. ALL CROSS-SLOPES ARE DESIGNED BETWEEN 1.5%-2.0%. NO CROSS SLOPES ARE TO EXCEED 2.0% AND NO RUNNING SLOPE SHALL EXCEED 5.0%.
3. SIDE CURBS ARE TO BE CONSTRUCTED ADJACENT TO THE RAMPS AND TIE INTO THE PR CURB & GUTTER AT THE INTERSECTIONS OR DRIVEWAYS. REFER TO IDOT STANDARDS: 424001, 424011, 424026, 424031.
4. PR SHARED-USE PATH THROUGH THE PR DRIVEWAYS ARE TO BE CONSTRUCTED AND PAID FOR AS PCC CONCRETE, 8 INCH.
5. PR ADA SIDE CURB SHALL BE PAID FOR AS PCC SIDEWALK, 5".

DEPRESSED ADA CURB AND GUTTER
 DETECTABLE WARNING



POINT	STA	OFFSET	ELEV
A1	239+51.97	35.23' LT	638.70
A2	239+12.94	38.07' LT	638.88
B1	239+10.07	43.06' LT	638.69
B2	239+15.55	38.07' LT	638.87
C1	239+30.45	43.09' LT	640.13
C2	239+30.45	38.09' LT	640.06
C3	239+30.46	32.58' LT	639.62
C4	239+30.46	30.99' LT	639.63
D1	239+35.45	43.09' LT	640.20
D2	239+35.45	38.03' LT	640.13
D3	239+35.46	32.47' LT	639.69
D4	239+35.46	30.9' LT	639.70
E1	239+50.45	43.11' LT	641.44
E2	239+50.45	38.11' LT	641.37
F1	239+54.45	43.12' LT	641.50
F2	239+54.45	38.12' LT	641.43
G1	239+58.7	43.13' LT	641.77
G2	239+58.7	38.08' LT	641.62

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USER NAME = TEG	DESIGNED - RO	REVISED - 3/3/2015
	DRAWN - RO	REVISED - 6/19/2015
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PLOT DATE = 11/14/2017	DATE - 11/15/17	REVISED -

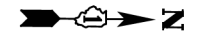
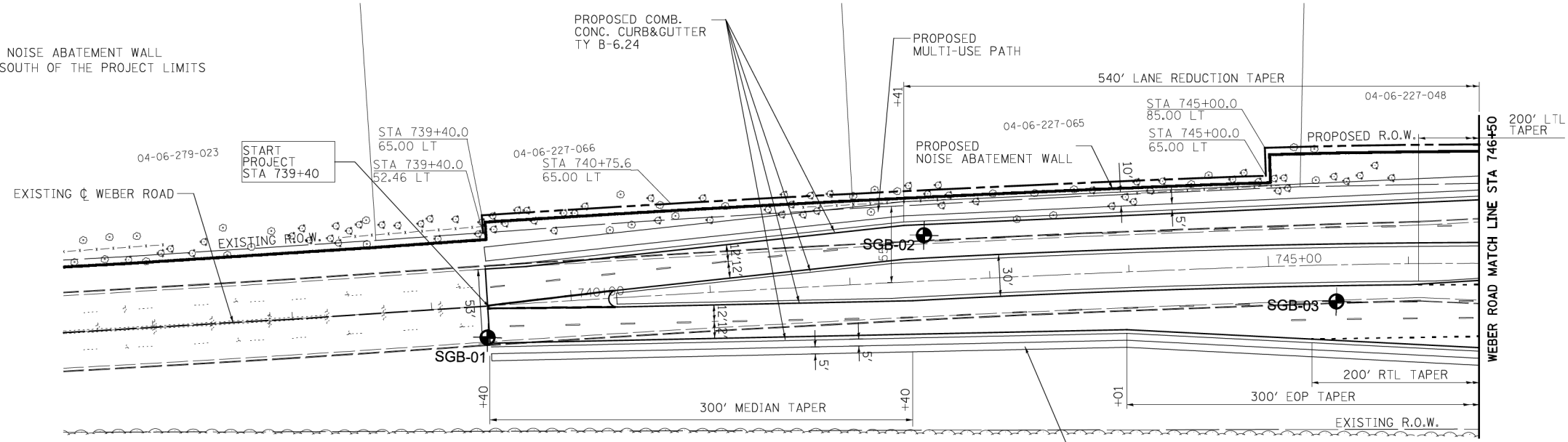
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	275
CONTRACT NO. 61D47				
ILLINOIS FED. AID PROJECT				

NOTE: PROPOSED NOISE ABATEMENT WALL EXTENDS 1,335' SOUTH OF THE PROJECT LIMITS



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	CARD FILED	
NO.		

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NO.		

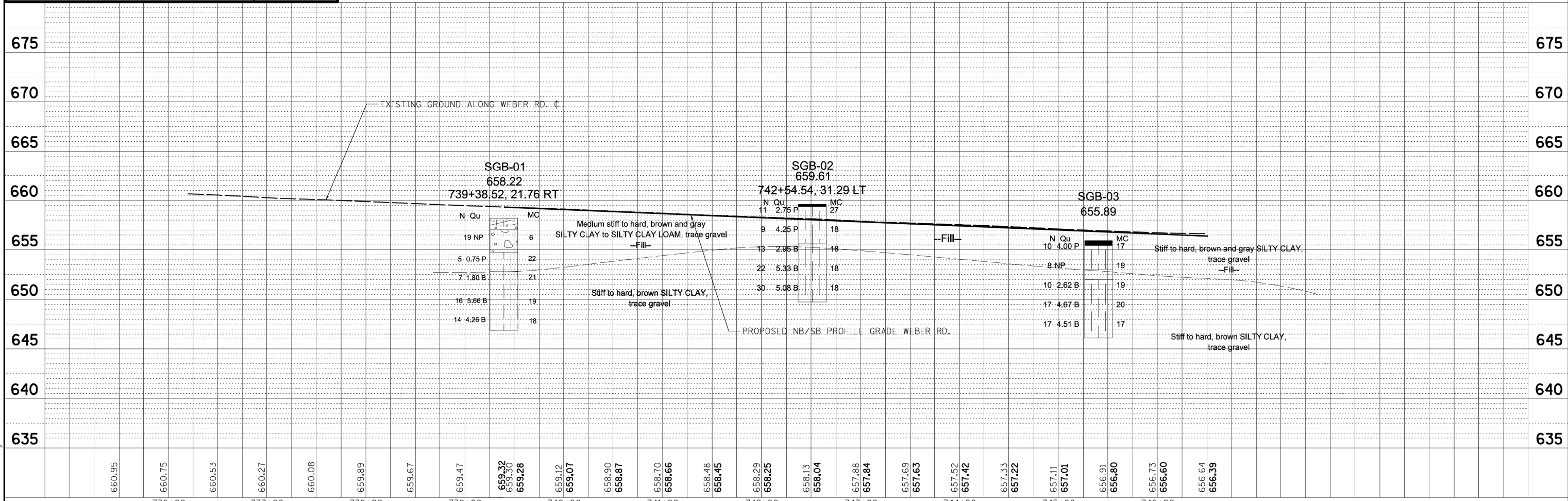
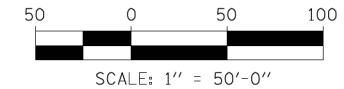
SOIL BORING LOCATION PLAN AND SOIL PROFILE: WEBER ROAD AT I-55, FROM ROMEO ROAD, IDOT P-91-186-09, WILL COUNTY, ILLINOIS

SCALE: GRAPHICAL **EXHIBIT E-1** DRAWN BY: B. Wilson
 CHECKED BY: M. Seyhun

Wang Engineering
 1145 N. Main Street
 Lombard, IL 60148
 www.wangeng.com

FOR CLARK DIETZ, INC. **373-18-01**

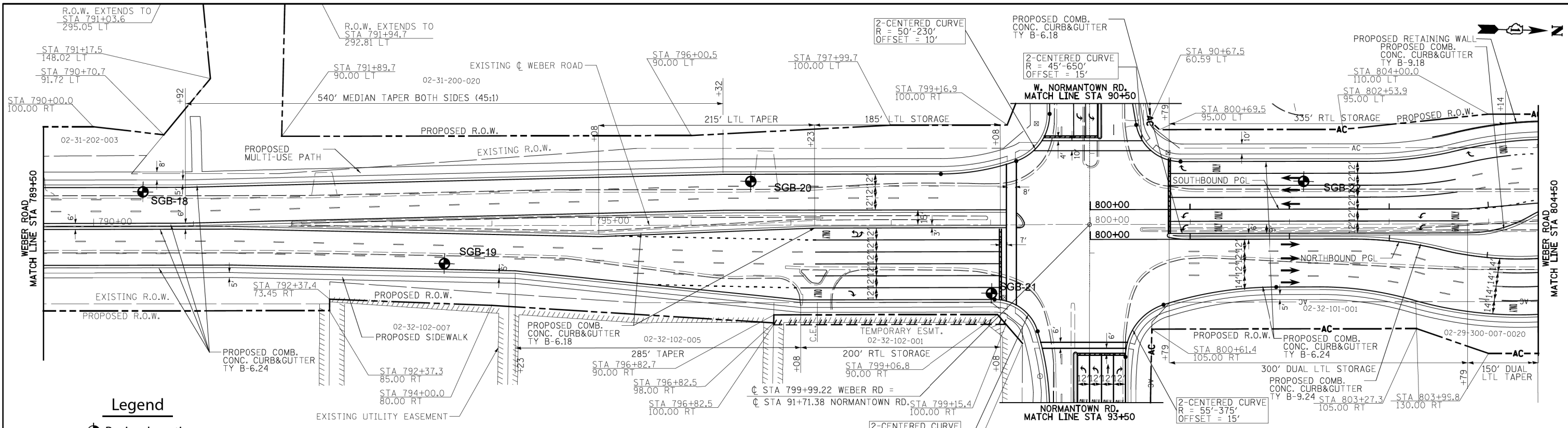
Legend
 Boring Location



FILE NAME =	USER NAME = #USER#	DESIGNED - TMW/CMD/PAW	REVISED - 6/20/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEBER ROAD SOILS PLAN AND PROFILE		F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 276
*FILE#		DRAWN - TMW/CMD/PAW	REVISED - 11/11/2013		SCALE: 1"=50'	SHEET 1 OF 8 SHEETS	STA. 739+59.11 TO STA. 746+50	CONTRACT NO. 61D47		ILLINOIS FED. AID PROJECT	
*MODELNAME#		CHECKED - TMW/SMW	REVISED - 1/9/2014								
		DATE - 1/25/2013	REVISED - 1/20/2014								

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

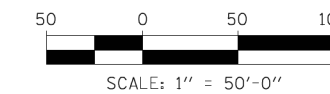
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	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	NO.	



Legend

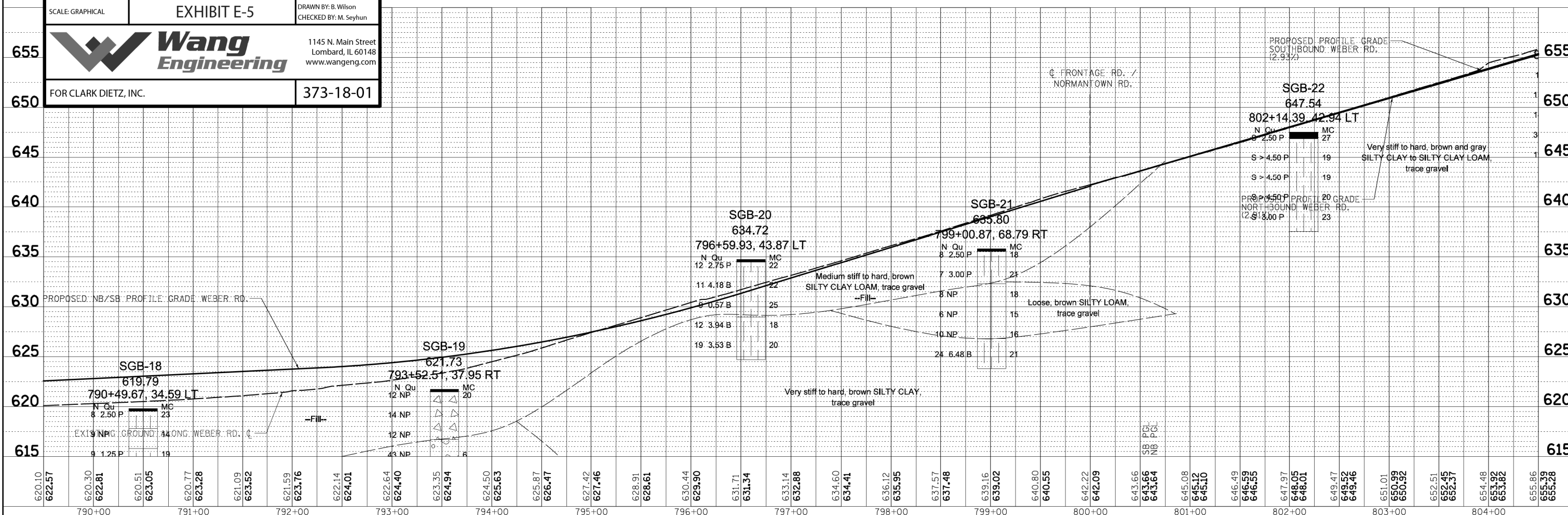
⊙ Boring Location

NOTE:
PLEASE REFER TO THE CONTRACTOR DESIGNED GROUND IMPROVEMENT
DETAIL FOR MORE COMPLETE GEOTECHNICAL INFORMATION FROM
STA. 782+00 TO STA. 790+00



SOIL BORING LOCATION PLAN AND SOIL PROFILE: WEBER ROAD AT I-55, FROM ROMEO ROAD, IDOT P-91-186-09, WILL COUNTY, ILLINOIS

SCALE: GRAPHICAL	EXHIBIT E-5	DRAWN BY: B. Wilson CHECKED BY: M. Seyhun
		1145 N. Main Street Lombard, IL 60148 www.wangeng.com
FOR CLARK DIETZ, INC.		373-18-01

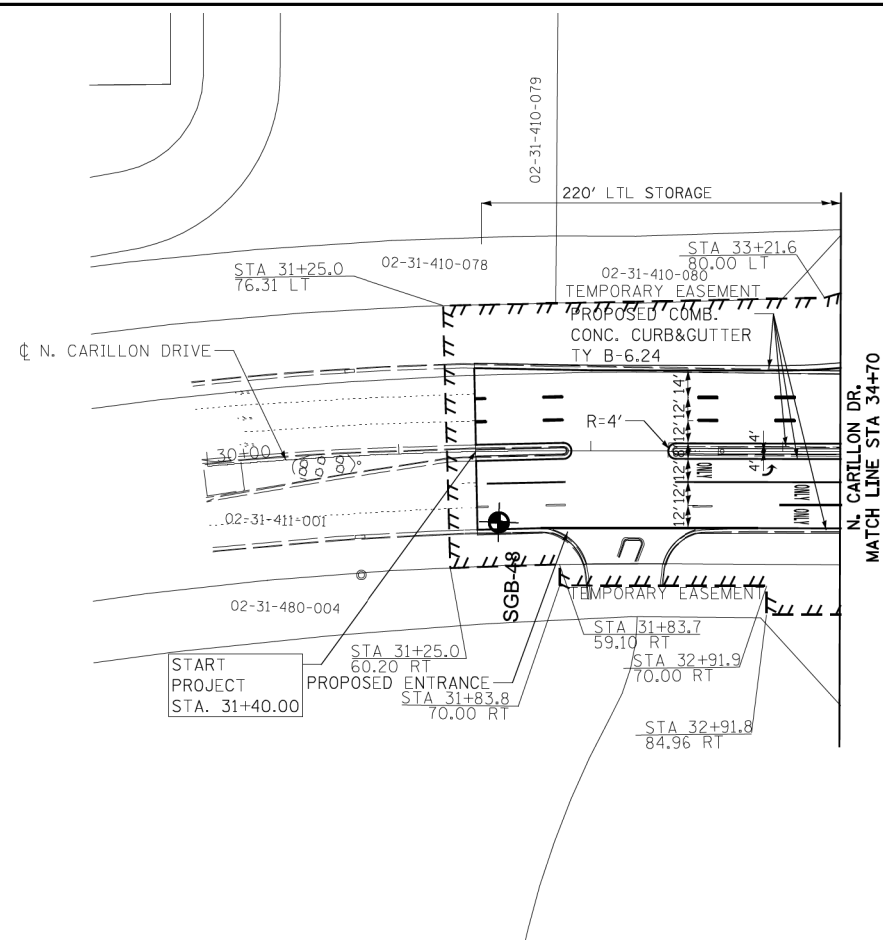


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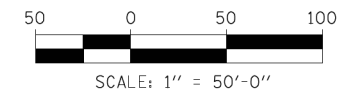
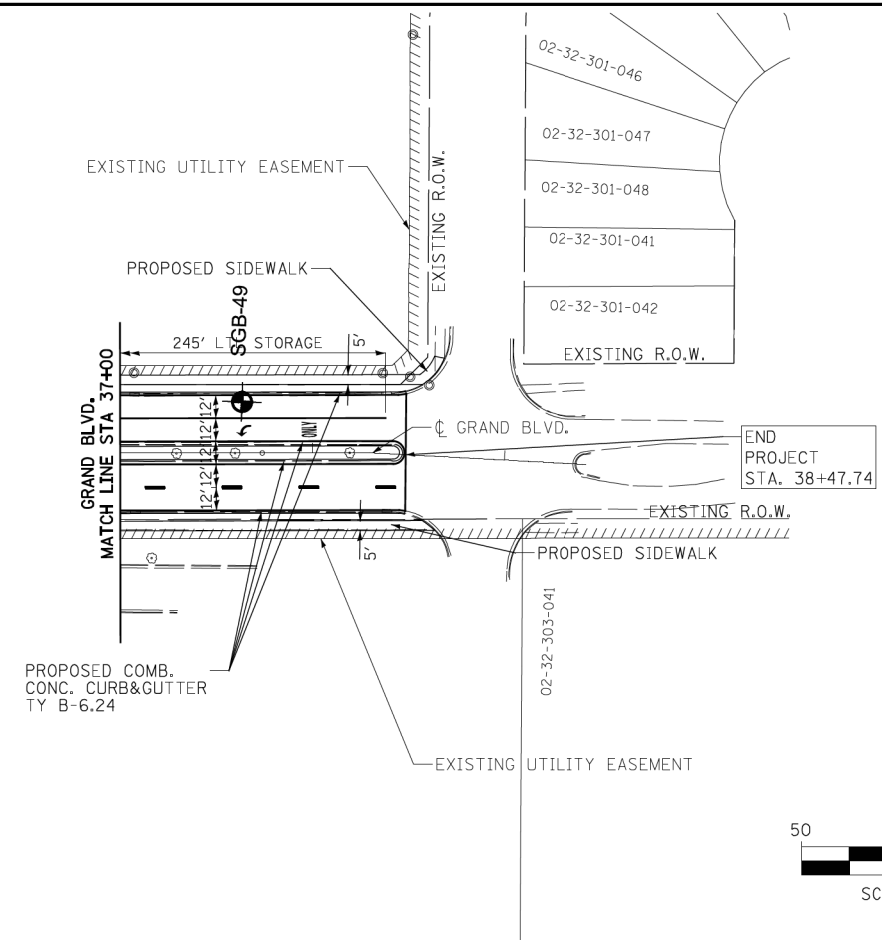
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#FILEL#		DRAWN - TMW/CMD/PAW	REVISED - 11/11/2013		SCALE: 1"=50'	SHEET 5 OF 8 SHEETS	STA. 789+50 TO STA. 804+50	CONTRACT NO. 61D47		ILLINOIS FED. AID PROJECT	
#MODELNAME#		CHECKED - TMW/SMW	REVISED - 1/9/2014								
		DATE - 1/25/2013	REVISED - 1/20/2014								

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	CADD FILE NAME	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATION	
	CHNO	
	NO.	



NOTE: SEE WEBER ROAD PLAN & PROFILE SHEETS FOR PLAN INFORMATION



Legend

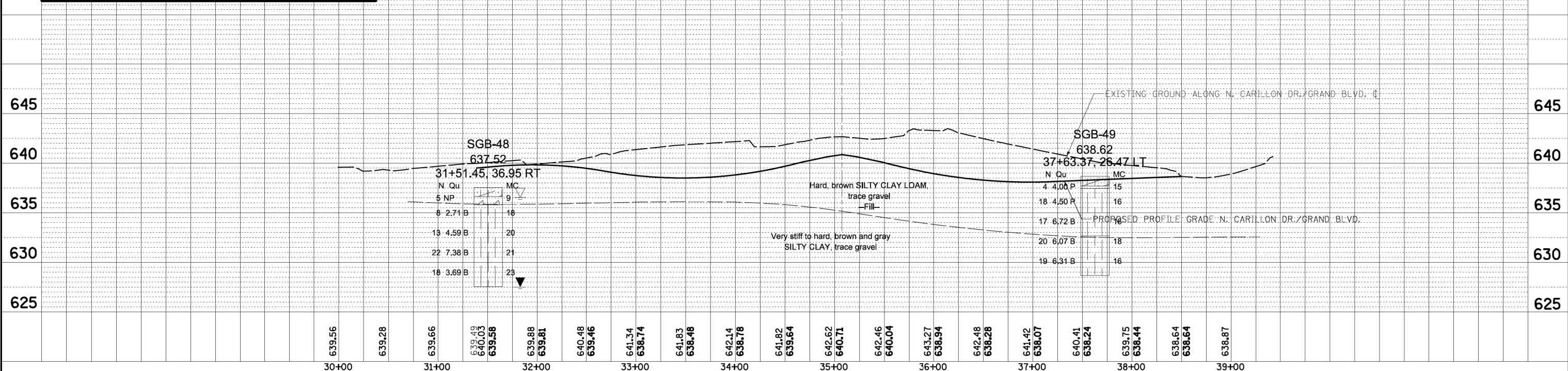
Boring Location

SOIL BORING LOCATION PLAN AND SOIL PROFILE: WEBER ROAD AT I-55, FROM ROMEO ROAD, IDOT P-91-186-09, WILL COUNTY, ILLINOIS

SCALE: GRAPHICAL **EXHIBIT E-12** DRAWN BY: B. Wilson
 CHECKED BY: M. Seyhun

Wang Engineering 1145 N. Main Street
 Lombard, IL 60148
 www.wangeng.com

FOR CLARK DIETZ, INC. 373-18-01

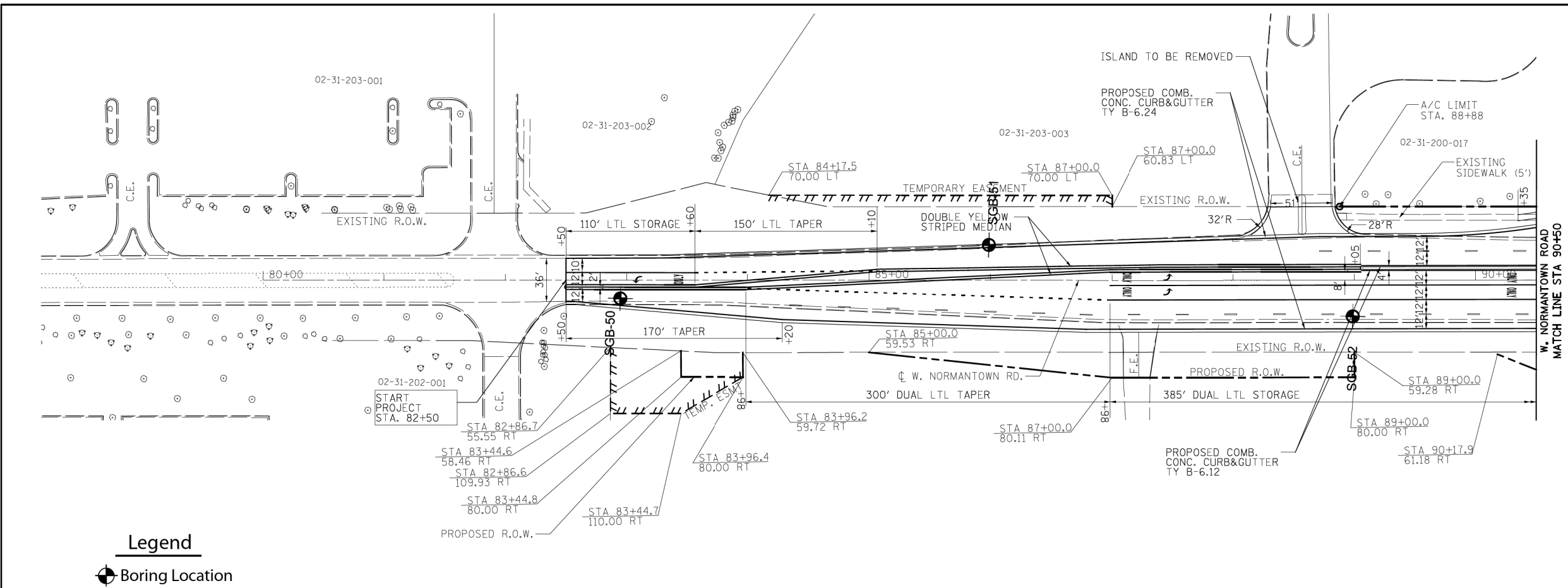


FILE NAME =	USER NAME = #USER#	DESIGNED - TMW/CMD/PAW	REVISED - 6/20/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	N. CARILLON DR./GRAND BLVD. SOILS PLAN AND PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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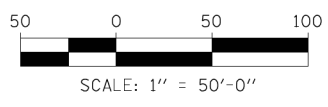
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	PLOTTED	
	ALIGNMENT CHECKED	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	NOTE BOOK NO.	
	STRUCTURE NOTATIONS CHKD	

FILE NAME = D:\B211-1411-soils.dgn



NOTE: SEE WEBER ROAD PLAN & PROFILE SHEETS FOR PLAN INFORMATION



Legend

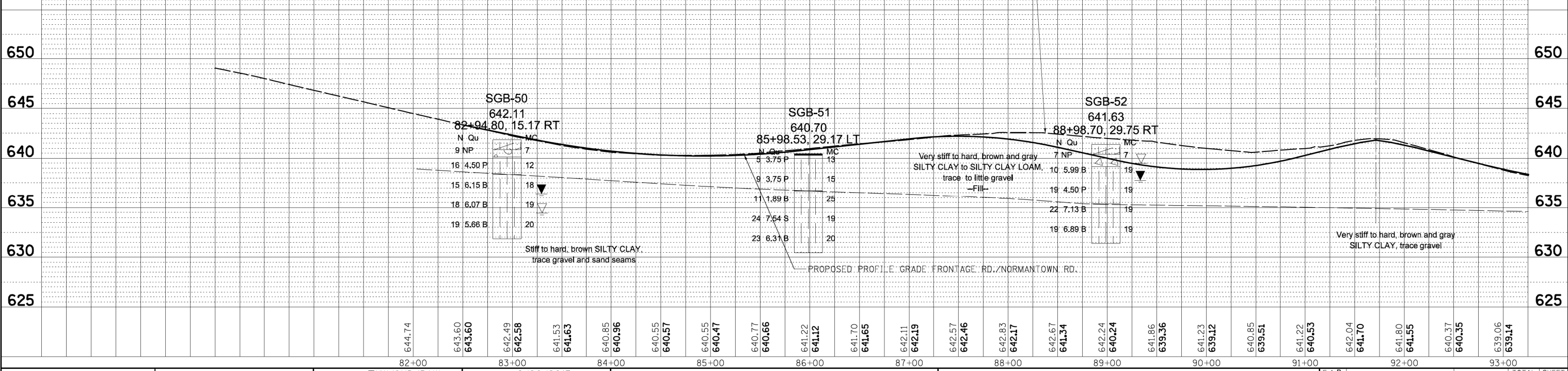
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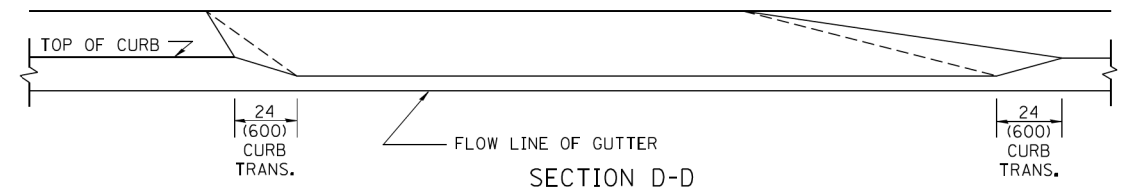
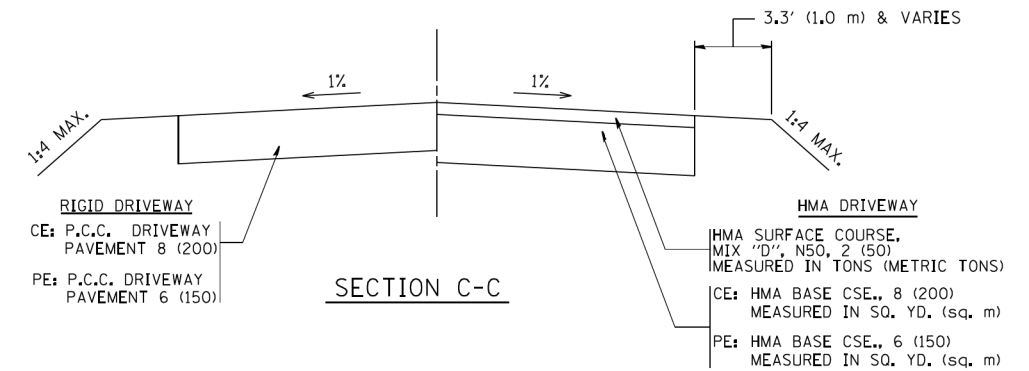
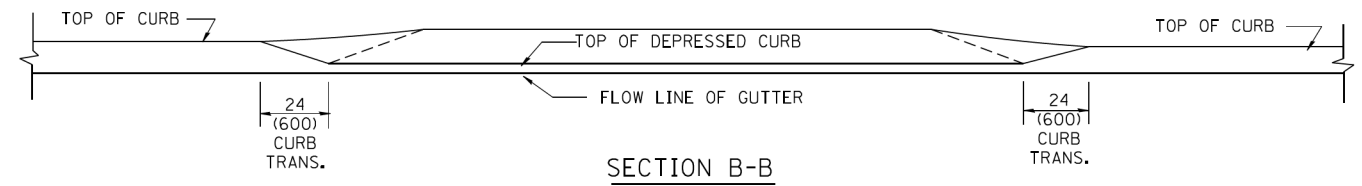
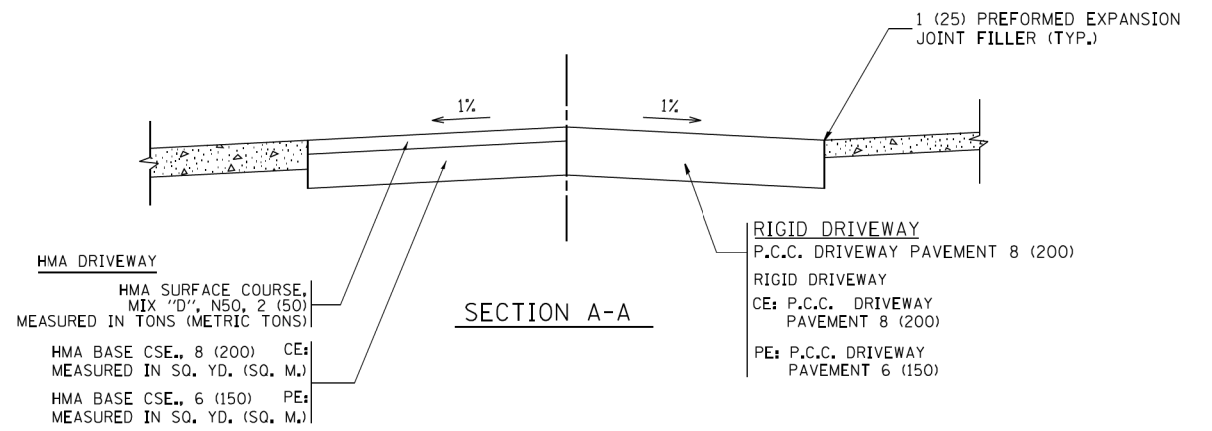
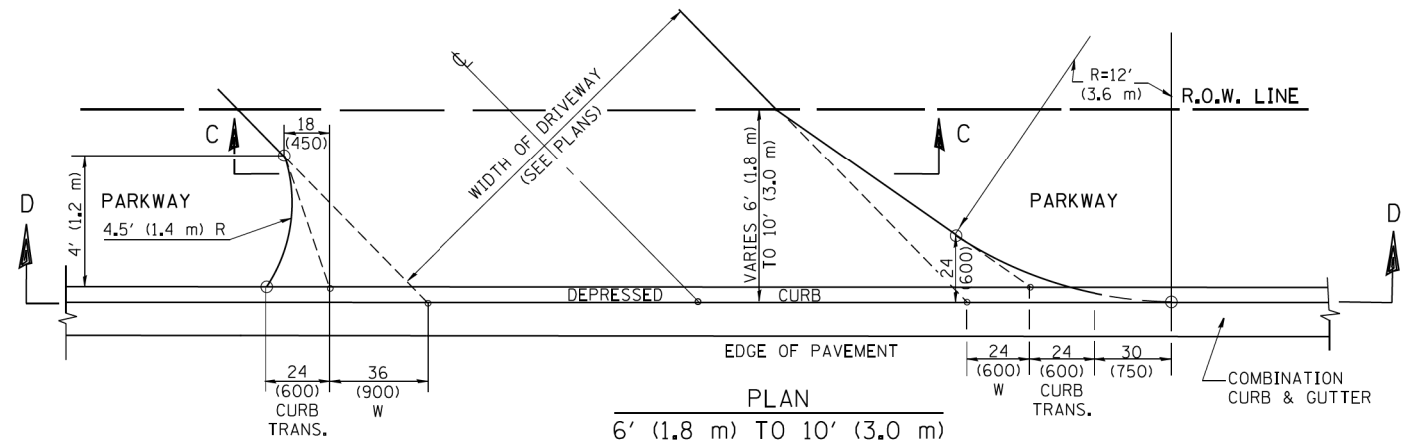
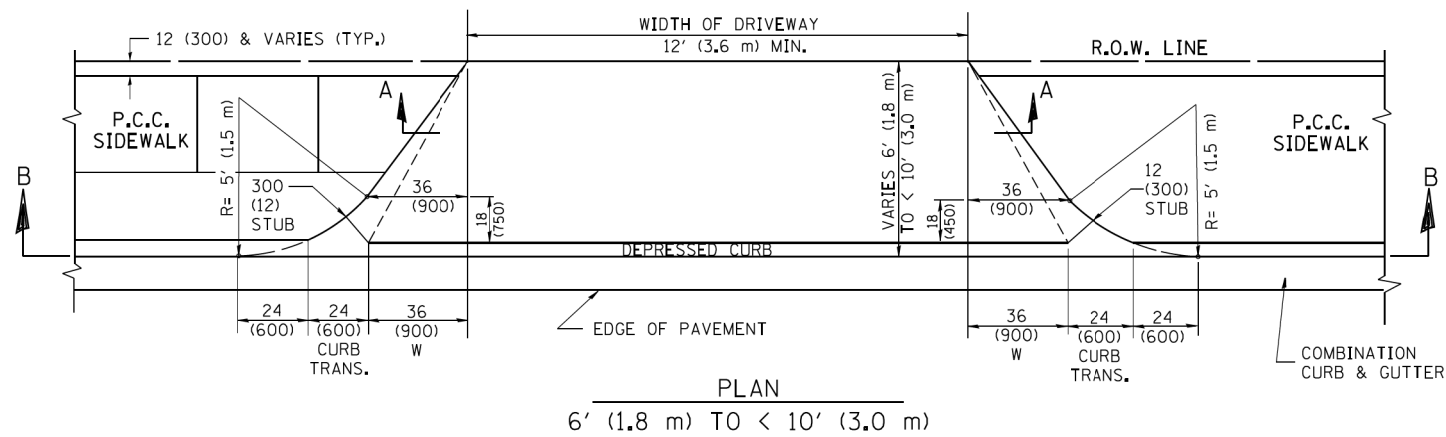
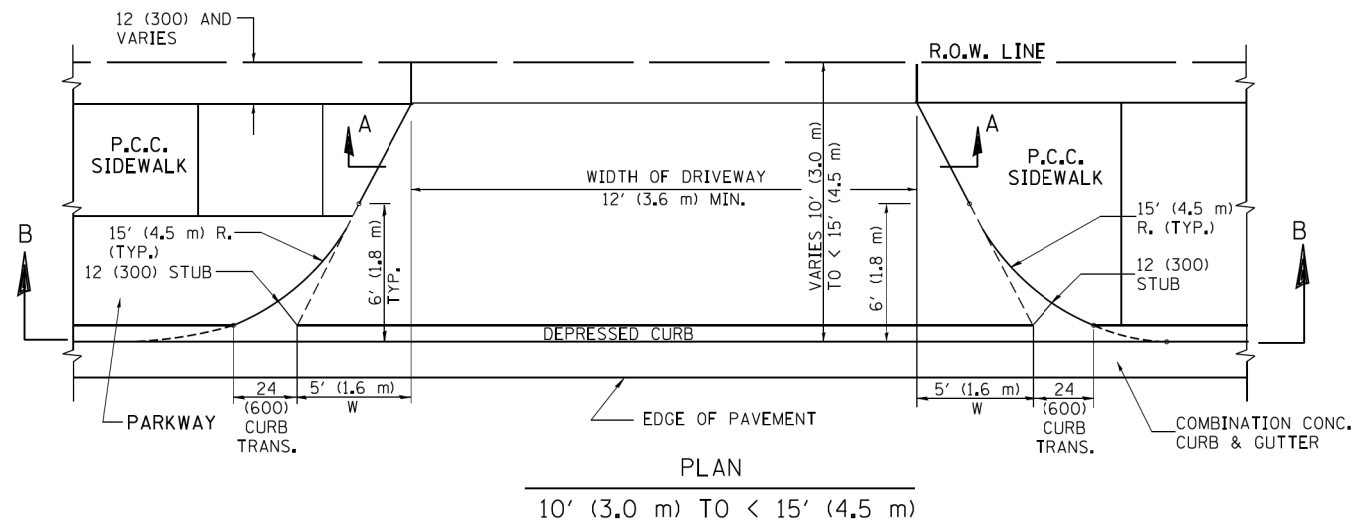
SCALE: GRAPHICAL **EXHIBIT E-13** DRAWN BY: B. Wilson
CHECKED BY: M. Seyhun

Wang Engineering
1145 N. Main Street
Lombard, IL 60148
www.wangeng.com

FOR CLARK DIETZ, INC. 373-18-01



FILE NAME =	USER NAME = #USER#	DESIGNED - TMW/CMD/PAW	REVISED - 6/20/2013	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	W. NORMANTOWN ROAD/NORMANTOWN ROAD SOILS PLAN AND PROFILE	F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 283		
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MODELNAME	PLOT DATE = #DATE#	DATE - 1/25/2013	REVISED - 1/9/2014			ILLINOIS FED. AID PROJECT						
			REVISED - 1/20/2014									



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

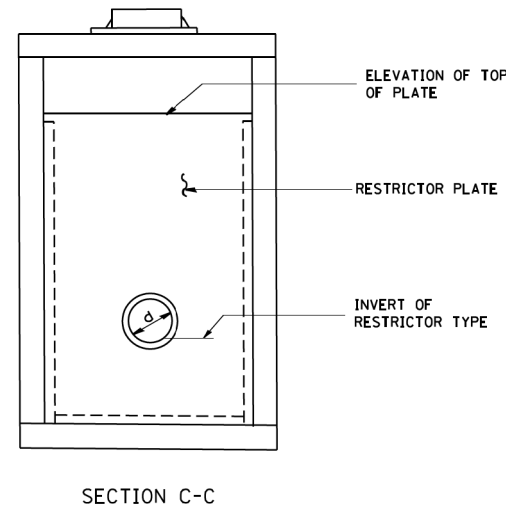
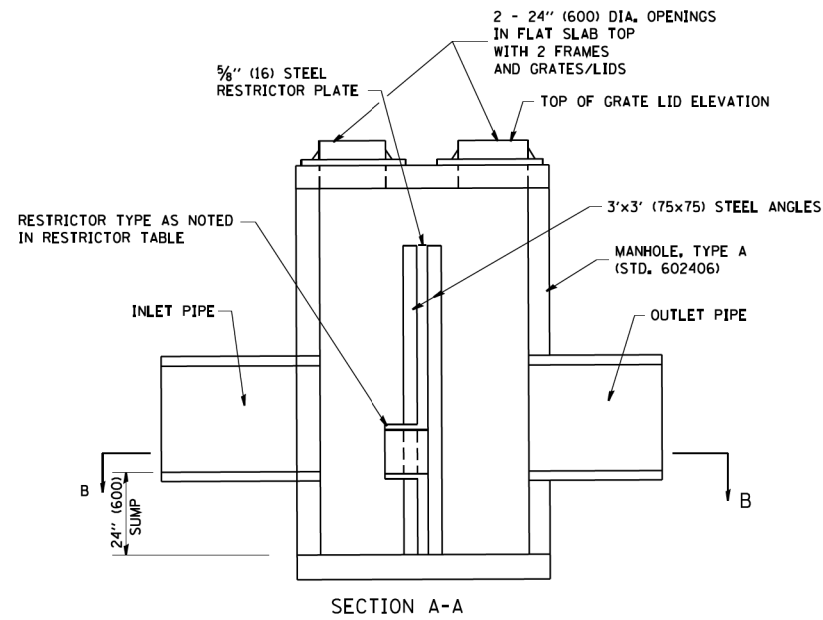
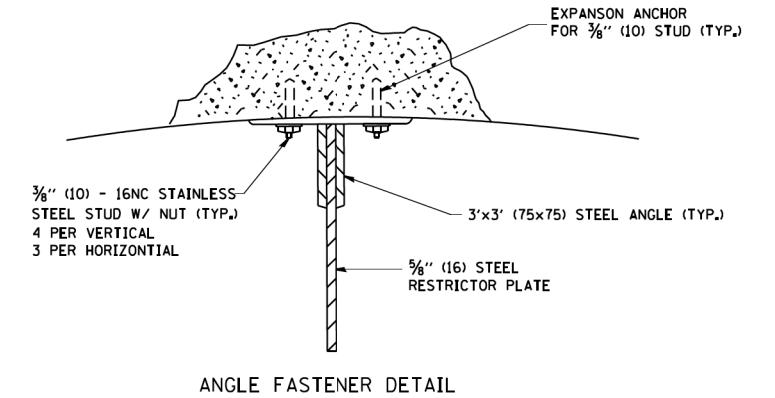
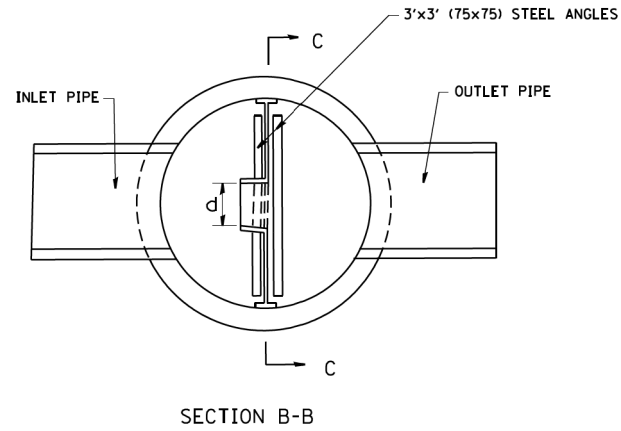
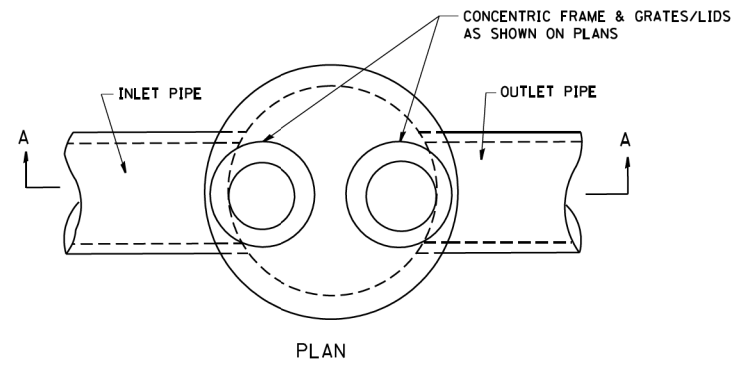
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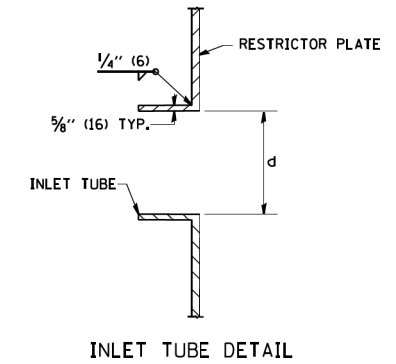
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	285
BD400-02 (BD-02)			CONTRACT NO. 61D47	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

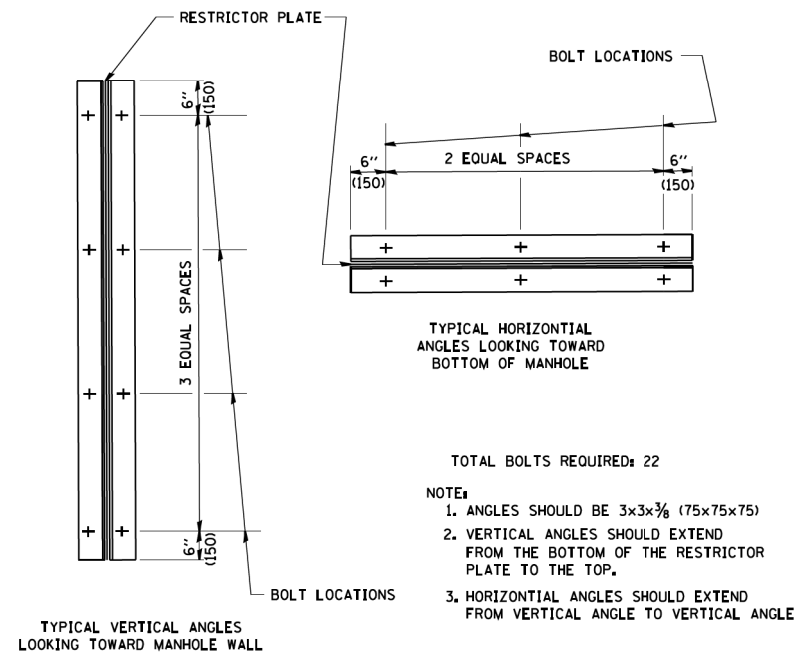


- NOTES:
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
 3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



•SEE DRAINAGE DETAILS FOR MORE INFORMATION•

STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
750+50.00	6'	TY 1 CLOSED	SHARP EDGED	15"	649.30	653.00



RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

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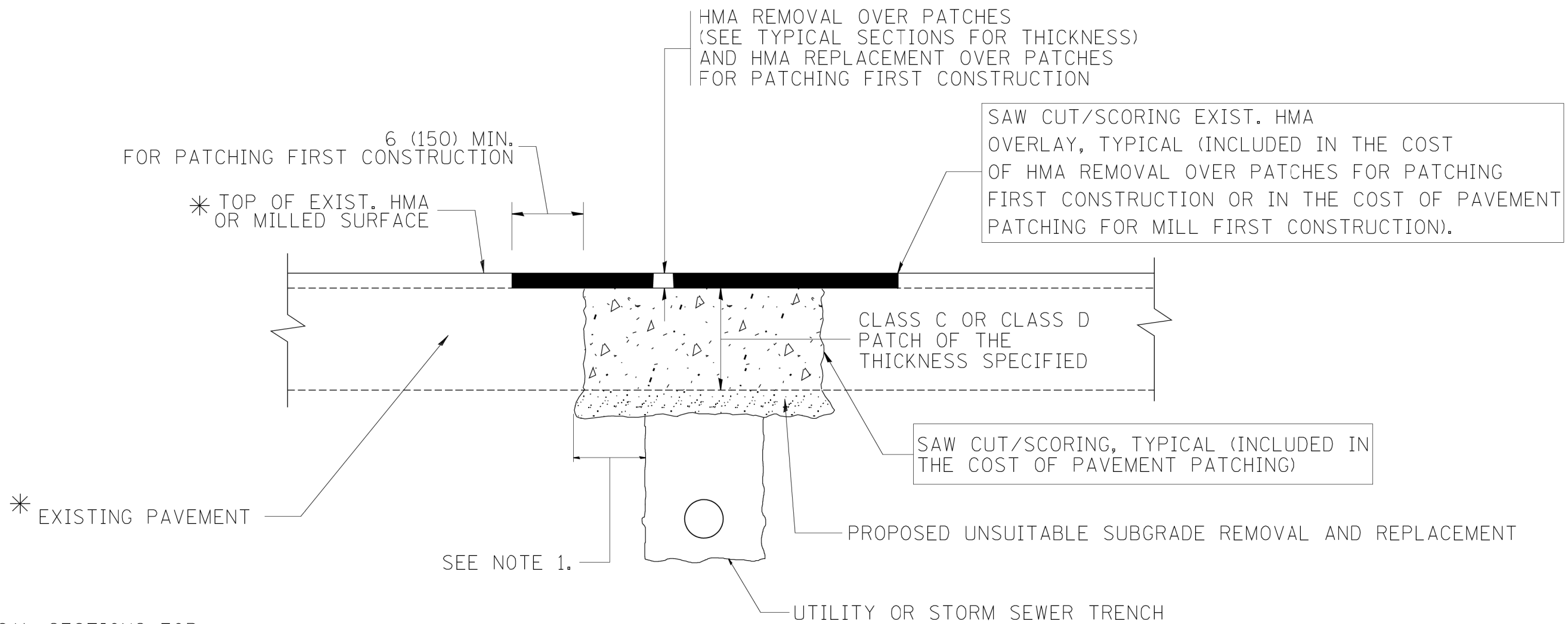
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	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 01-08-01
	PLOT DATE = 1/4/2008	DATE - 09-09-94	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MANHOLE WITH
RESTRICTOR PLATE

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

F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 286
BD600-04 (BD-12)		CONTRACT NO. 61D47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

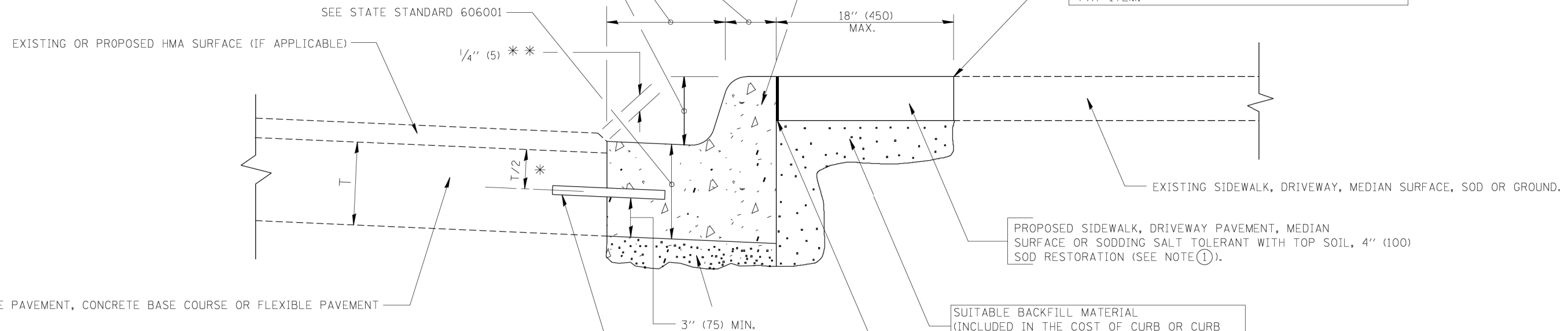
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		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	856	14-00170-42-RP	WILL	394	287
		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07					BD400-04 (BD-22)		CONTRACT NO. 61D47			
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY. SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

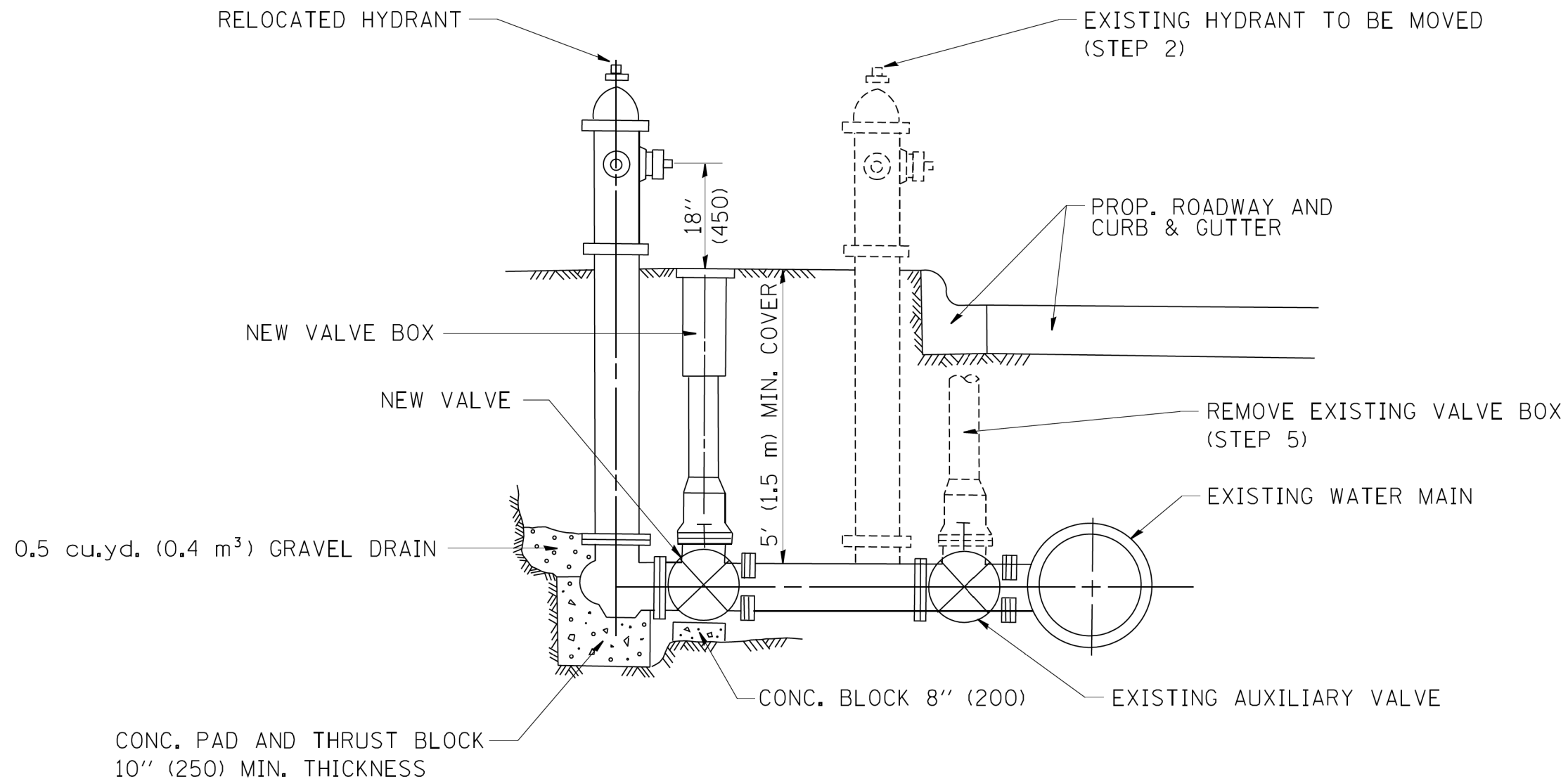
BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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c:\p\work\p\dot\drivkosgn\d0108315\bc24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			856	14-00170-42-RP	WILL	394	288
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09				BD600-06 (BD-24)		CONTRACT NO. 61D47		
PLOT DATE = 12/15/2009	DATE - 03-11-94					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

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

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FILE NAME = W:\distatd\22x34\bd36.dgn	USER NAME = gegl1enobt	DESIGNED - DRAWN -	REVISED - R. SHAH 09-09-94 REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED			F.A.P. RTE. 856	SECTION 14-00170-42-RP	COUNTY WILL	TOTAL SHEETS 394	SHEET NO. 289
PLOT SCALE = 50.0000' / IN. PLOT DATE = 1/4/2008	CHECKED - DATE -	REVISED - REVISED -	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD-36		CONTRACT NO. 61D47		
											FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

GENERAL NOTES

ALTERNATE MATERIAL FOR THE WALLS MAY BE CONCRETE MASONRY UNITS, PRECAST REINFORCED CONCRETE SECTIONS OR CAST-IN-PLACE CONCRETE. THE CAST IRON STEPS AS DETAILED HEREON ARE TYPICAL. STEPS OF OTHER DESIGN AND MATERIAL THAT CONFORM TO THE MINIMUM REQUIREMENTS OF THE STEPS SHOWN MAY BE USED WHEN APPROVED BY THE ENGINEER.

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

STEPS SHALL BE EMBEDDED INTO THE WALL A MINIMUM OF THREE (3) INCHES. STEPS SHALL NOT BE EXTENDED ON THE OUTSIDE.

STEPS SHALL BE OMITTED FOR WORK IN COOK COUNTY WHEN THE DEPTH OF THE MANHOLE IS TEN (10') OR LESS.

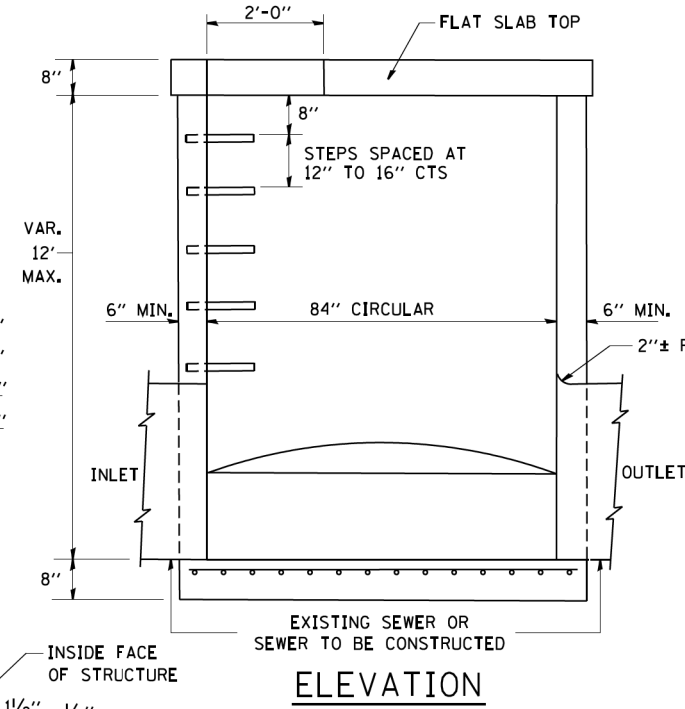
IN ADDITION TO THE REQUIREMENTS OF ARTICLE 612.13 OF THE STANDARD SPECIFICATIONS, THE CONTRACT UNIT PRICE FOR MANHOLES, TYPE A, 7'-DIAMETER SHALL INCLUDE THE SAND CUSHION WHEN REQUIRED, FURNISHING AND INSTALLING STEPS WHEN REQUIRED, FURNISHING AND COMPACTING THE SPECIFIED BACKFILL MATERIAL, AND FURNISHING AND INSTALLING FLAT SLAB TOP.

PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE PERMITTED.

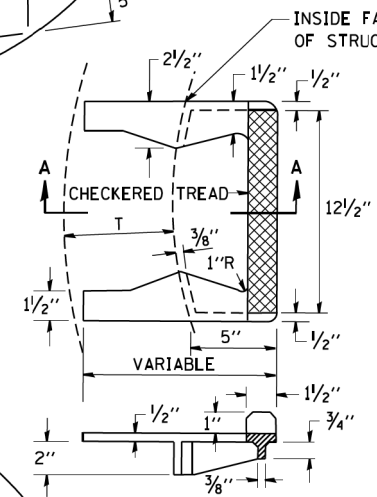
BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.46 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

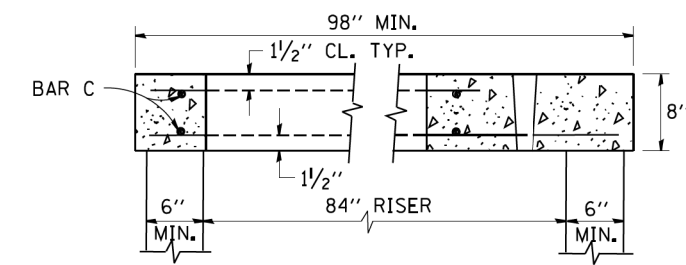
LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.



ELEVATION

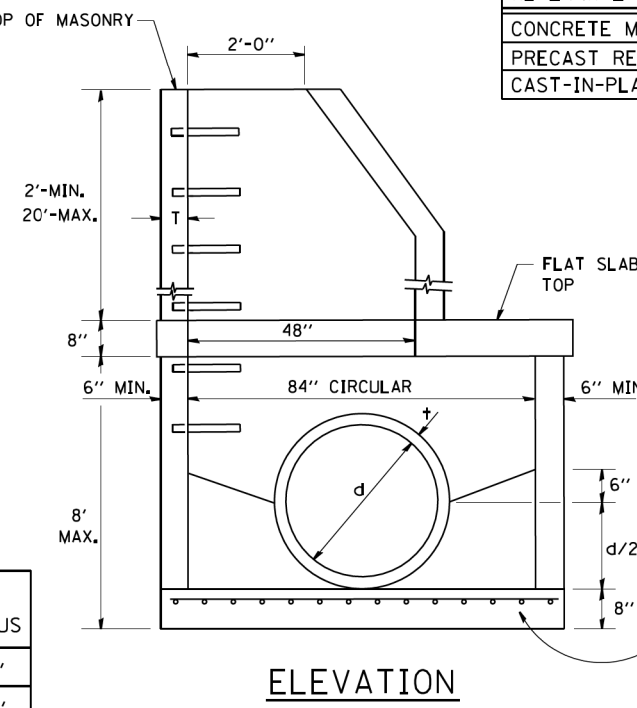


**SEC. A-A
CAST IRON STEPS**

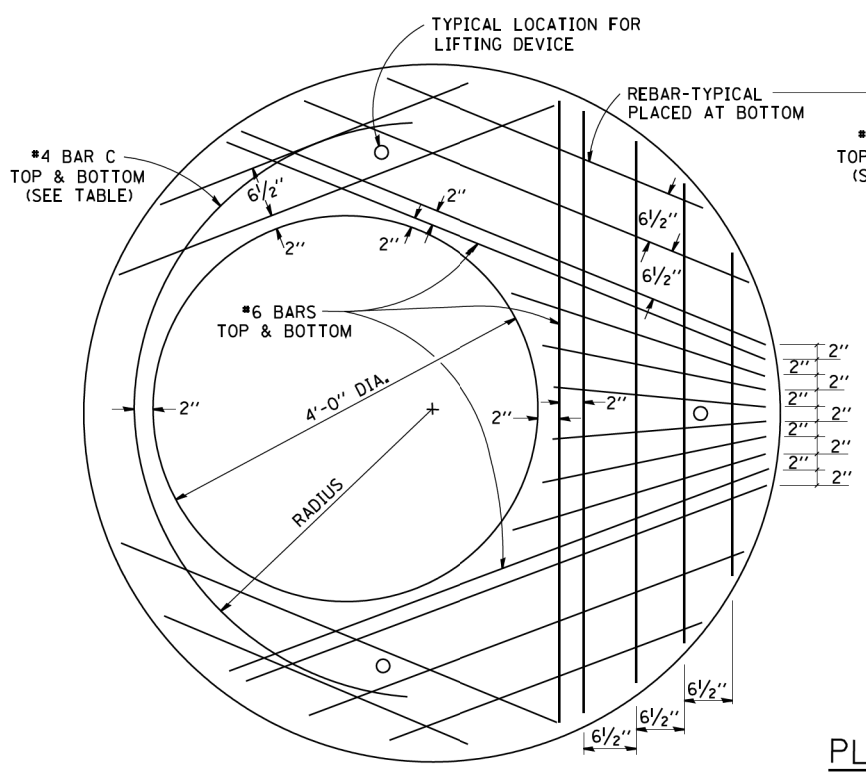


SECTION B-B

ALTERNATE MATERIALS FOR RISERS	T (MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"

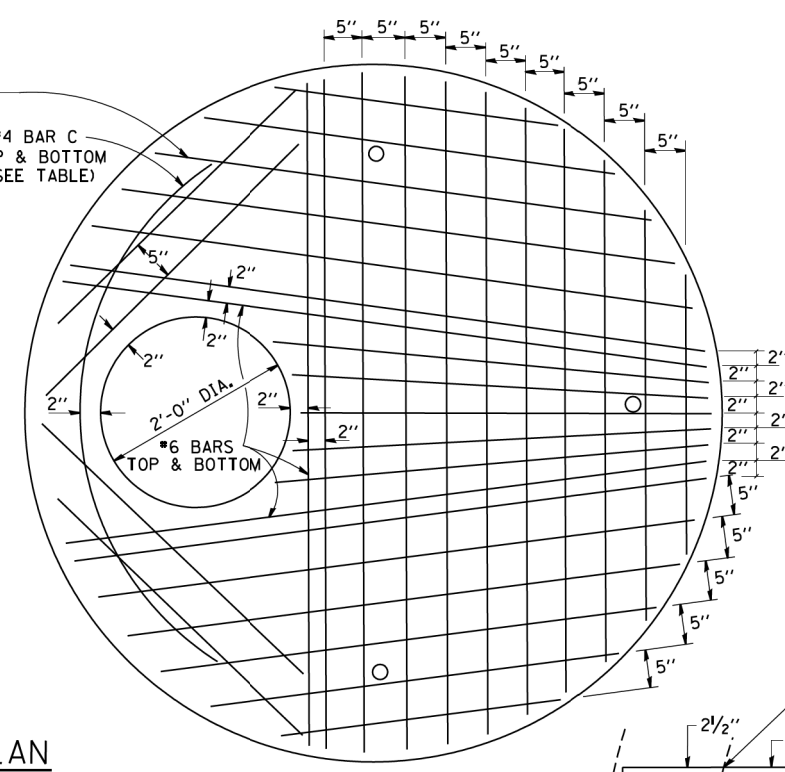


ELEVATION

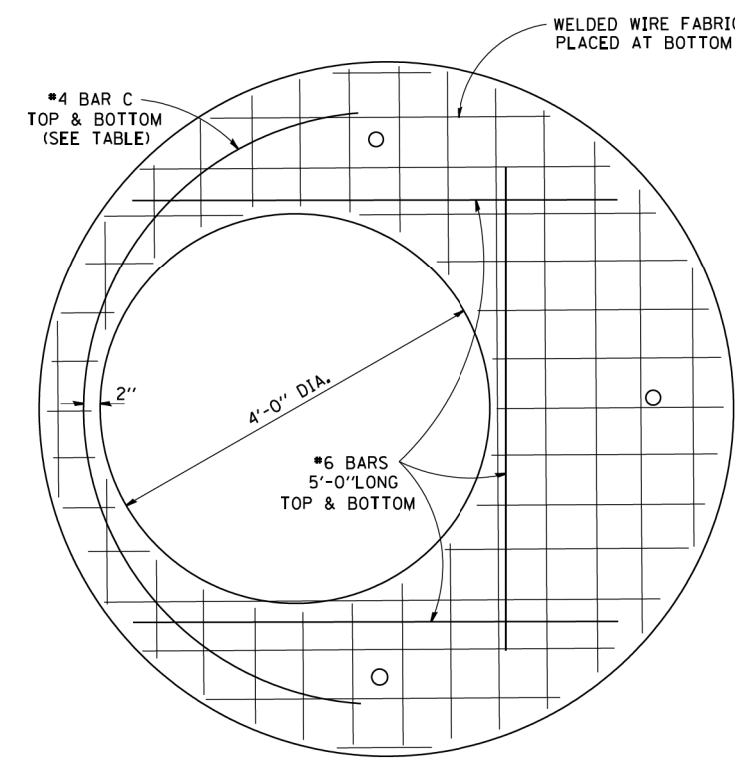


PLAN

SHOWING REBAR REINFORCEMENT



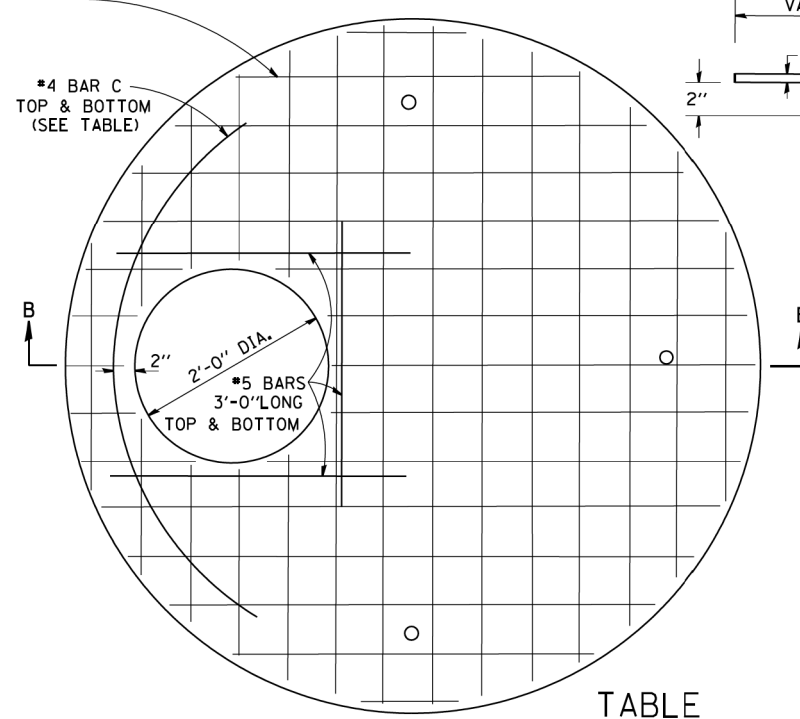
SEC. A-A



PLAN

SHOWING WELDED WIRE FABRIC REINFORCEMENT

NOTE: THIS STRUCTURE SHOULD BE USED WITH PIPES SIZE 54" DIA. OR SMALLER.



TABLE

DIAMETER OF OPENING	REINFORCEMENT "A _C " WWF OR BAR SIZE EACH DIRECTION	BAR SIZE	BAR C		
			SIZE	LENGTH	RADIUS
2'-0"	1.06 SQ.IN./LIN.FT.	#6	#4	6'-0"	38"
4'-0"	0.82 SQ.IN./LIN.FT.	#6	#4	9'-0"	38"

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MANHOLE TYPE A
7 FOOT DIAMETER**

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USER NAME = geglennobt
W:\distata\22x34\bd37.dgn

DESIGNED -
DRAWN -
CHECKED -
DATE - 10-18-02

REVISED -
REVISED -
REVISED -
REVISED -

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

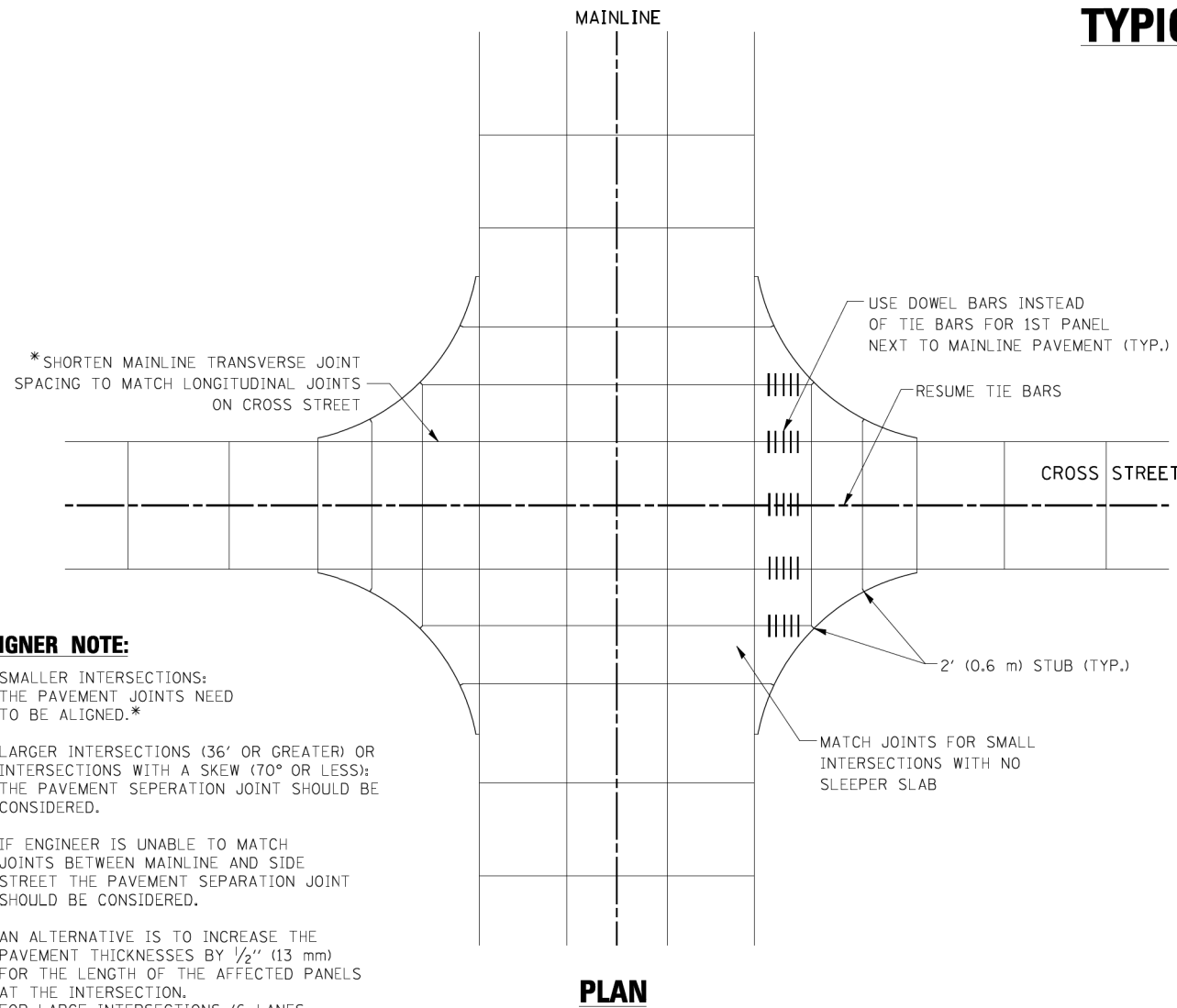
MANHOLE TYPE A
7 FOOT DIAMETER

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SHEET NO. 1 OF 1 SHEETS
STA. TO STA.

F.A.P. RTE. 856
SECTION 14-00170-42-RP
COUNTY WILL
TOTAL SHEETS 394
SHEET NO. 290
CONTRACT NO. 61D47
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

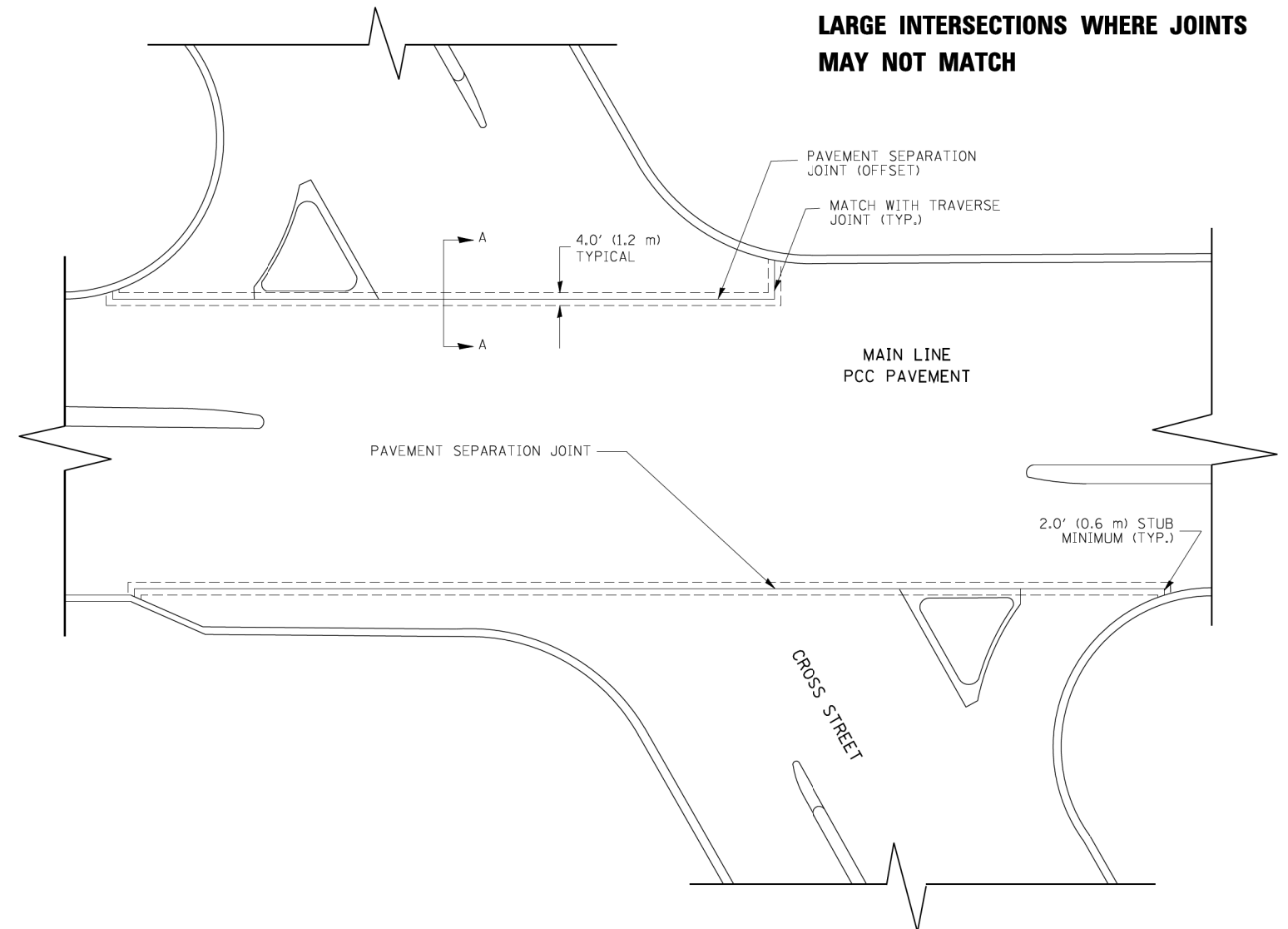
TYPICAL APPLICATION

THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



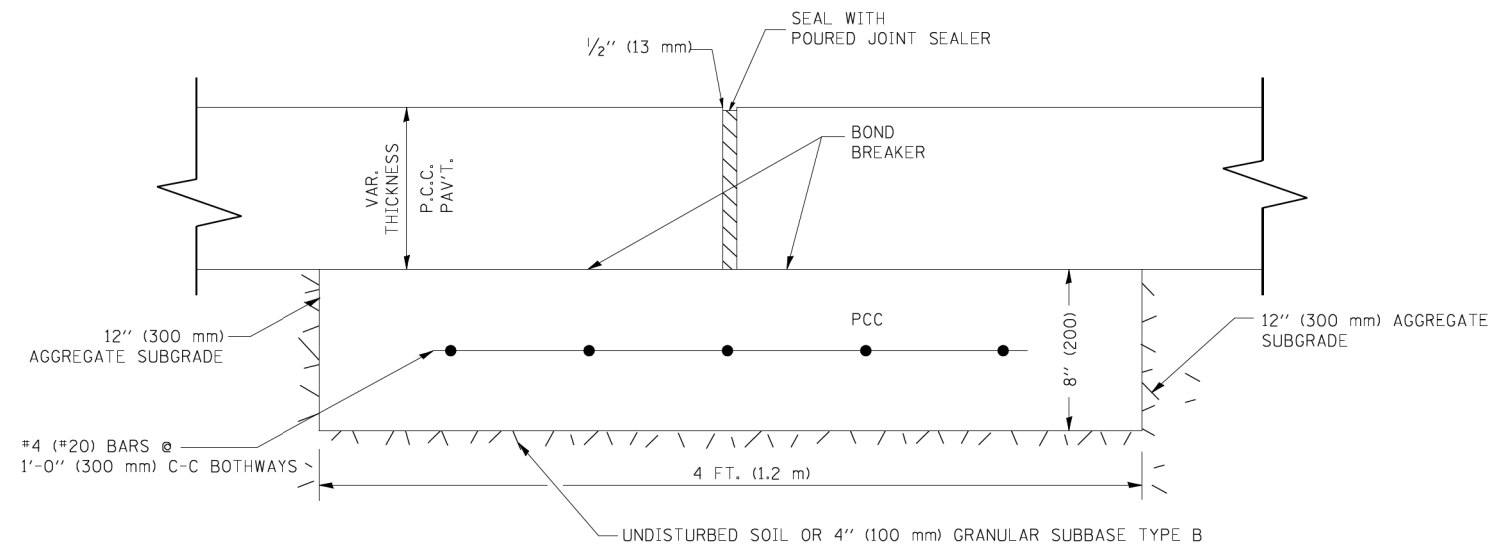
DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPERATION JOINTS USED.



NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPERATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



PROPOSED SECTION A-A

FILE NAME = D:\B\11-sht-detail\82.dgn

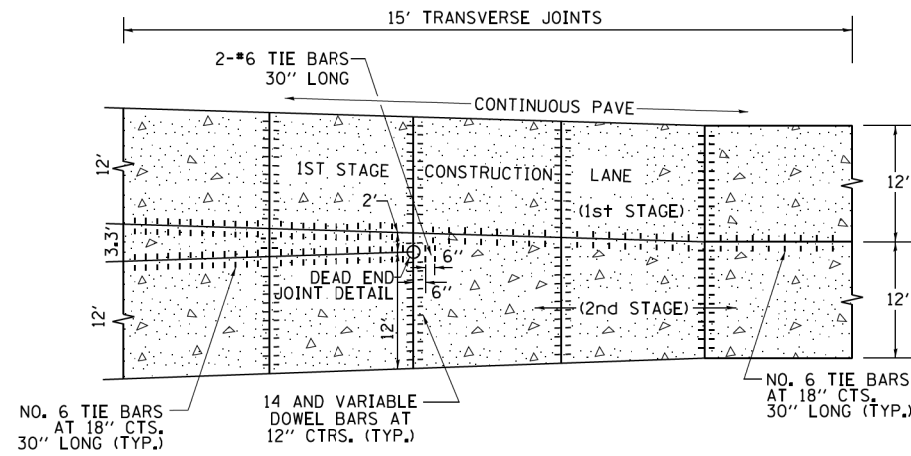
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bd92.dgn		DRAWN -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

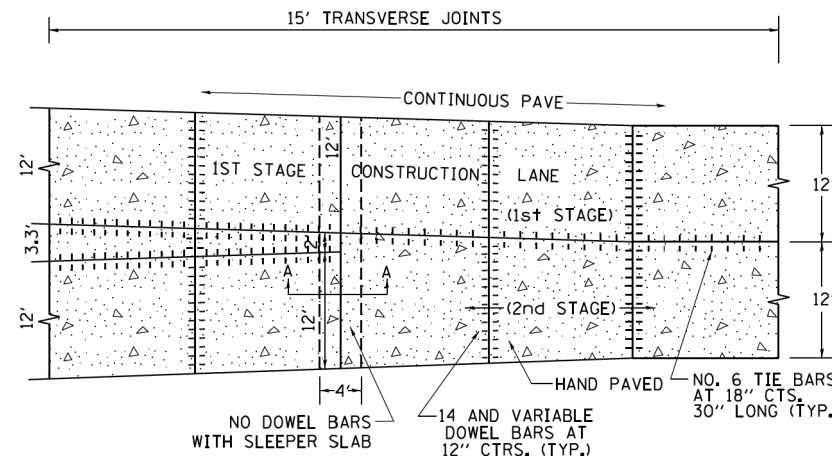
DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD52			CONTRACT NO. 61D47	
ILLINOIS FED. AID PROJECT				

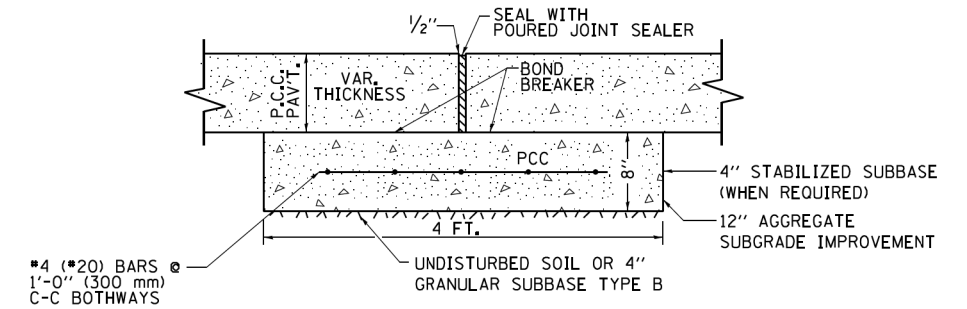
LANE REDUCTION WITH A CONTINUOUS PAVEMENT FOR 1ST STAGE WITH DEAD END JOINT OR SLEEPER SLAB



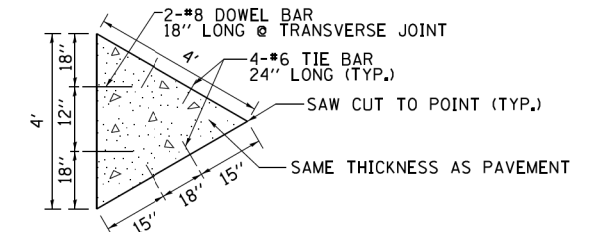
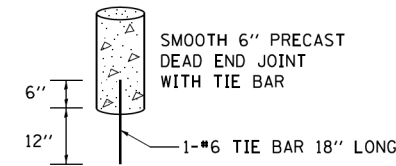
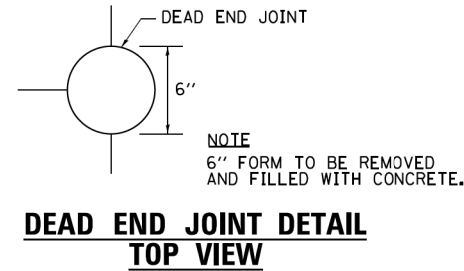
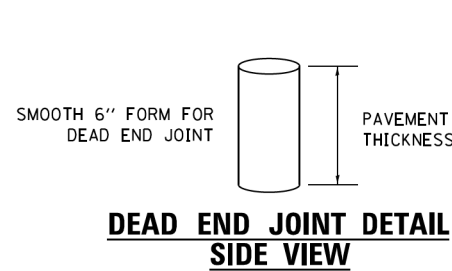
PLAN



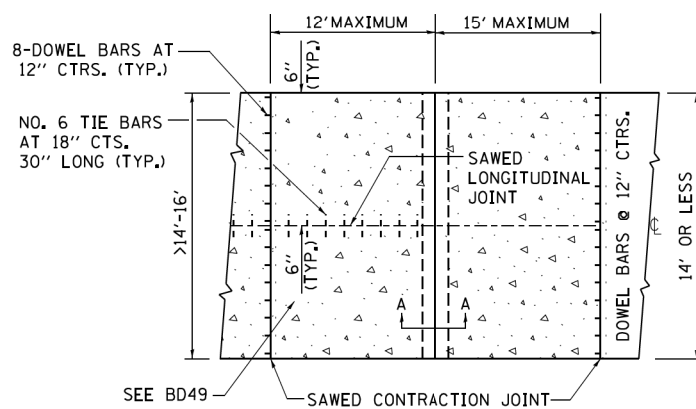
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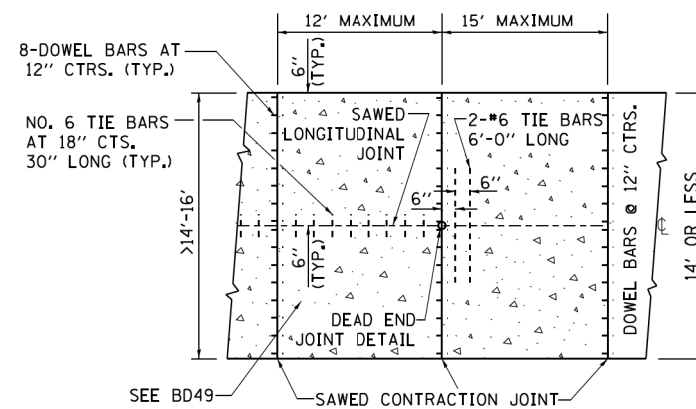
PROPOSED SECTION A-A OF SLEEPER SLAB



TRANSITION DETAILS FOR CENTERLINE SAW CUT FOR DEAD END JOINT OR SLEEPER SLAB FOR VARIABLE JOINTED PCC PAVEMENT FOR LANES OVER 14'

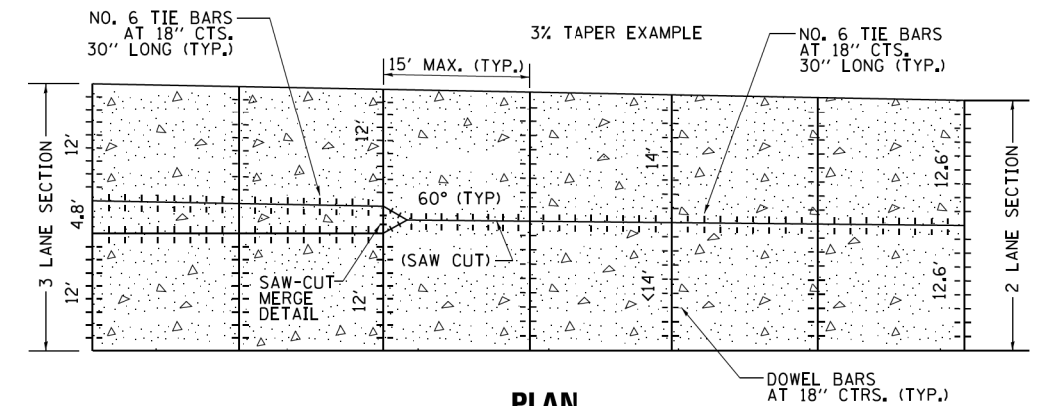


PLAN USING SLEEPER SLAB



PLAN USING DEAD END JOINT

INTERIOR LANE REDUCTION FOR THREE LANE SECTION IN PCC PAVEMENT



PLAN

NOTES:

1. SAW-CUT MERGE DETAIL: THE 4' TRIANGLE SECTION COULD BE PRECAST OR CAST INPLACE AND PROPERLY PLACED WITH TIE BARS AND PROPERLY ALIGNED DOWEL BARS.
2. TRANSVERSE JOINT SPACING MAY DECREASE DEPENDING ON PAVEMENT THICKNESS BELOW 9.5". USE FORMULA JOINT SPACING IN (FT) = 2 X PAVEMENT THICKNESS IN (IN)-4.
3. USE SAW-CUT MERGE DETAIL IN SITUATIONS WHERE THERE IS NO STAGING.
4. PRECAST DEAD END JOINT SET IN PLACE WITH DRILLED HOLE INTO SUBBASE/SUBGRADE FOR #6 TIE BAR.
5. DEAD END JOINTS WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PCC PAVEMENT.
6. SLEEPER SLAB WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR SLEEPER SLAB.

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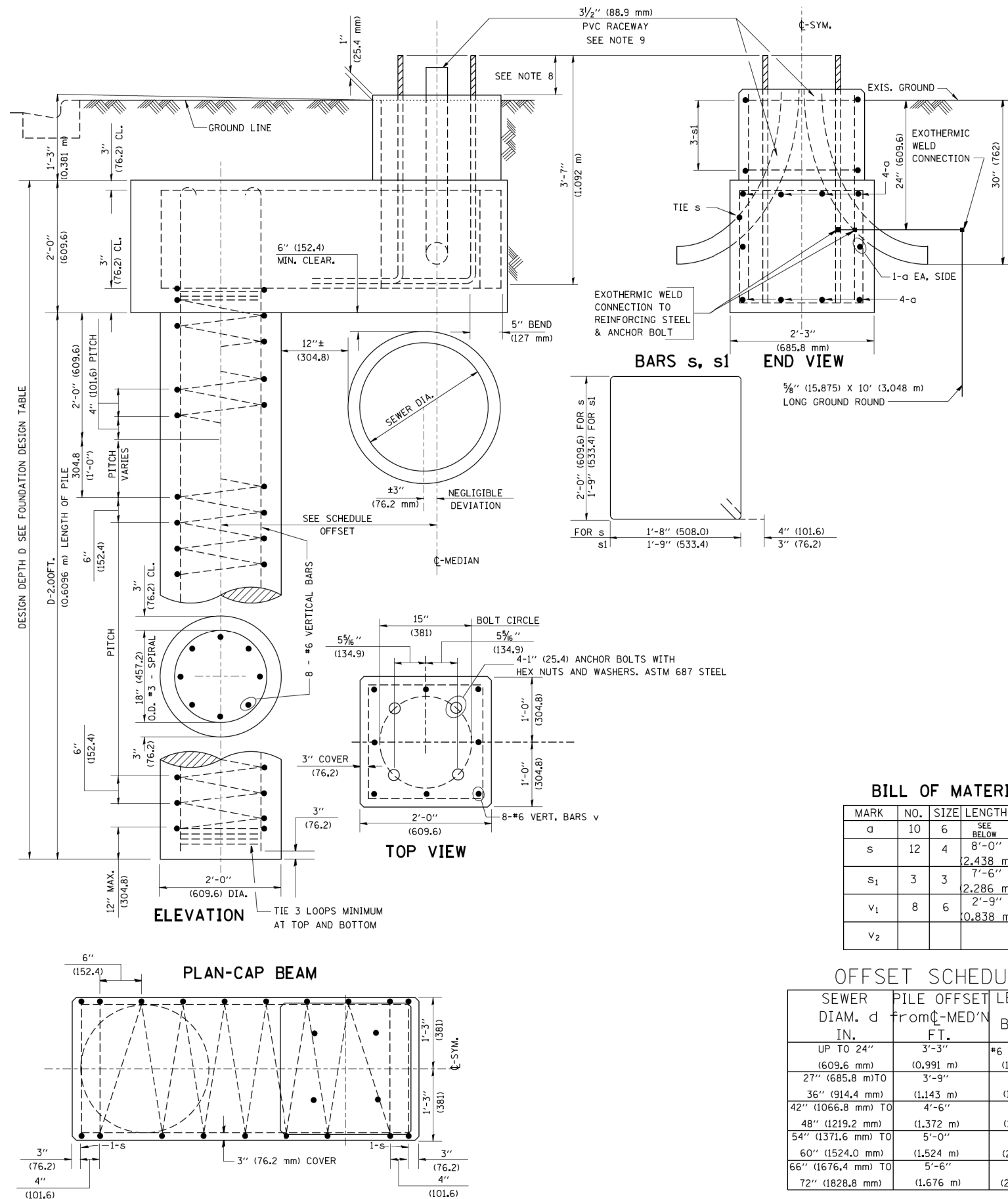
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Default		CHECKED - JD	REVISED - CADD 11-02-15					856	14-00170-42-RP	WILL	394	292
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	PLOT DATE = 11/2/2015		REVISED -		ILLINOIS FED. AID PROJECT							

FOUNDATION DESIGN TABLE

TYPE OF SOIL	DESIGN DEPTH OF FOUNDATION		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM		TWIN ARM	
			VERT BARS	SPIRAL	VERT BARS	SPIRAL
SOFT CLAY	13'-0" (3.962 m)	15'-0" (4.572 m)	8-#6X12'-6" (3.810 m)	#3X122' (37.186 m)	8-#6X14'-3" (4.343 m)	#3X141' (42.977 m)
MEDIUM CLAY	9'-6" (2.896 m)	10'-9" (3.277 m)	8-#6X9'-0" (2.743 m)	#3X90' (27.432 m)	8-#6X10'-0" (3.048 m)	#3X100' (30.480 m)
STIFF CLAY	7'-0" (2.134 m)	8'-0" (2.438 m)	8-#6X6'-6" (1.981 m)	#3X66' (20.112 m)	8-#6X7'-6" (2.286 m)	#3X76' (23.165 m)
LOOSE SAND	9'-0" (2.743 m)	10'-0" (3.048 m)	8-#6X8'-6" (2.591 m)	#3X85' (25.908 m)	8-#6X9'-6" (2.896 m)	#3X94' (28.651 m)
MEDIUM SAND	8'-3" (2.515 m)	9'-0" (2.743 m)	8-#6X8'-0" (2.438 m)	#3X78' (23.774 m)	8-#6X8'-6" (2.591 m)	#3X85' (25.908 m)
DENSE SAND	7'-9" (2.362 m)	9'-0" (2.743 m)	8-#6X7'-6" (2.286 m)	#3X73' (22.250 m)	8-#6X8'-6" (2.591 m)	#3X85' (25.908 m)
ROCK OR SOLIDIFIED SLAG	5'-0" (1.524 m)	5'-0" (1.524 m)	NONE	NONE	NONE	NONE

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.
- EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24" (609.6 mm) OR 30" (762.0 mm) IN DIAMETER.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS. IF LIGHT POLE IS MOUNTED WITHOUT BREAKAWAY DEVICE, ANCHOR BOLTS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE TOP OF THE FOUNDATION. THE CONTRACTOR SHALL CONFIRM ANCHOR BOLT EXTENTION WITH ENGINEER.
- RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.
- THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERCTED.



BILL OF MATERIAL

MARK	NO.	SIZE	LENGTH	SHAPE
a	10	6	SEE BELOW	—
s	12	4	8'-0" (2.438 m)	□
s ₁	3	3	7'-6" (2.286 m)	□
v ₁	8	6	2'-9" (0.838 m)	—
v ₂				

OFFSET SCHEDULE

SEWER DIAM. d IN.	PILE OFFSET FROM C-MED'N FT.	LENGTH OF BAR a FT.
UP TO 24" (609.6 mm)	3'-3" (0.991 m)	#6 x 5'-3" (1.600 m)
27" (685.8 mm) TO	3'-9" (1.143 m)	5'-9" (1.753 m)
36" (914.4 mm)	(1.143 m)	(1.753 m)
42" (1066.8 mm) TO	4'-6" (1.372 m)	6'-6" (1.981 m)
48" (1219.2 mm)	(1.372 m)	(1.981 m)
54" (1371.6 mm) TO	5'-0" (1.524 m)	7'-0" (2.134 m)
60" (1524.0 mm)	(1.524 m)	(2.134 m)
66" (1676.4 mm) TO	5'-6" (1.676 m)	7'-6" (2.286 m)
72" (1828.8 mm)	(1.676 m)	(2.286 m)

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6/16/2008
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bauerdl

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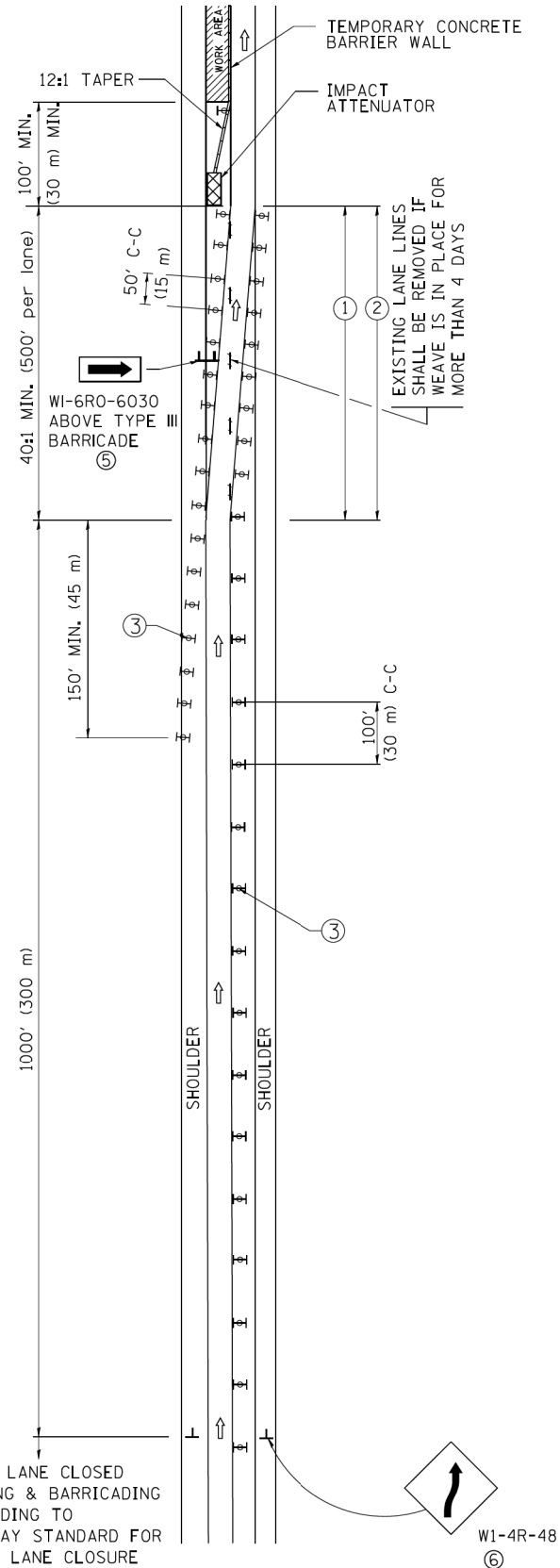
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION OFFSET
40" (1219.2 mm) TO 47 1/2" (1447.8 mm) M.H.
15" (381 mm) BOLT CIRCLE

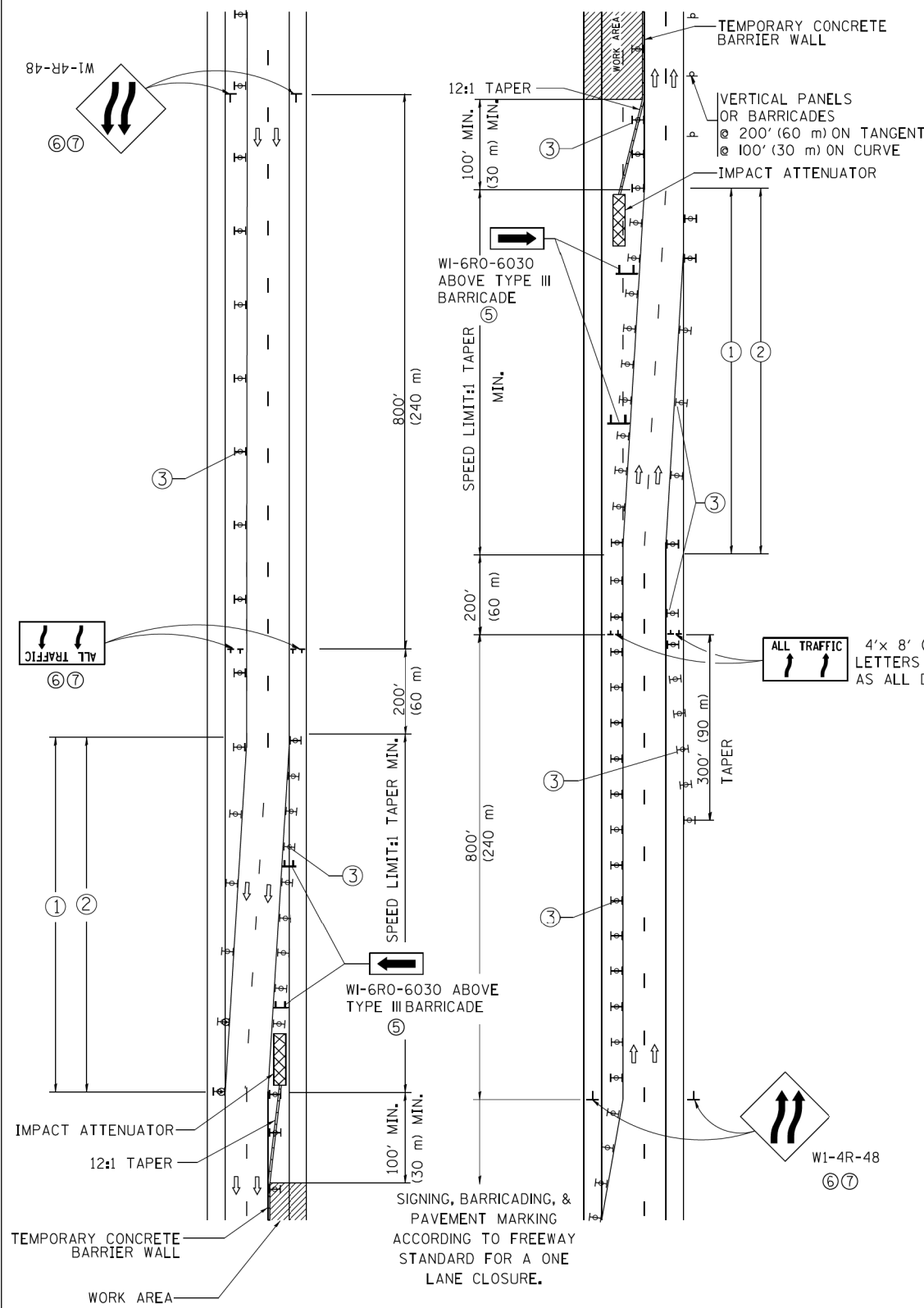
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	293
BE-310		CONTRACT NO.	61D47	
ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48 (6, 7)
- W24-1-48 (7)

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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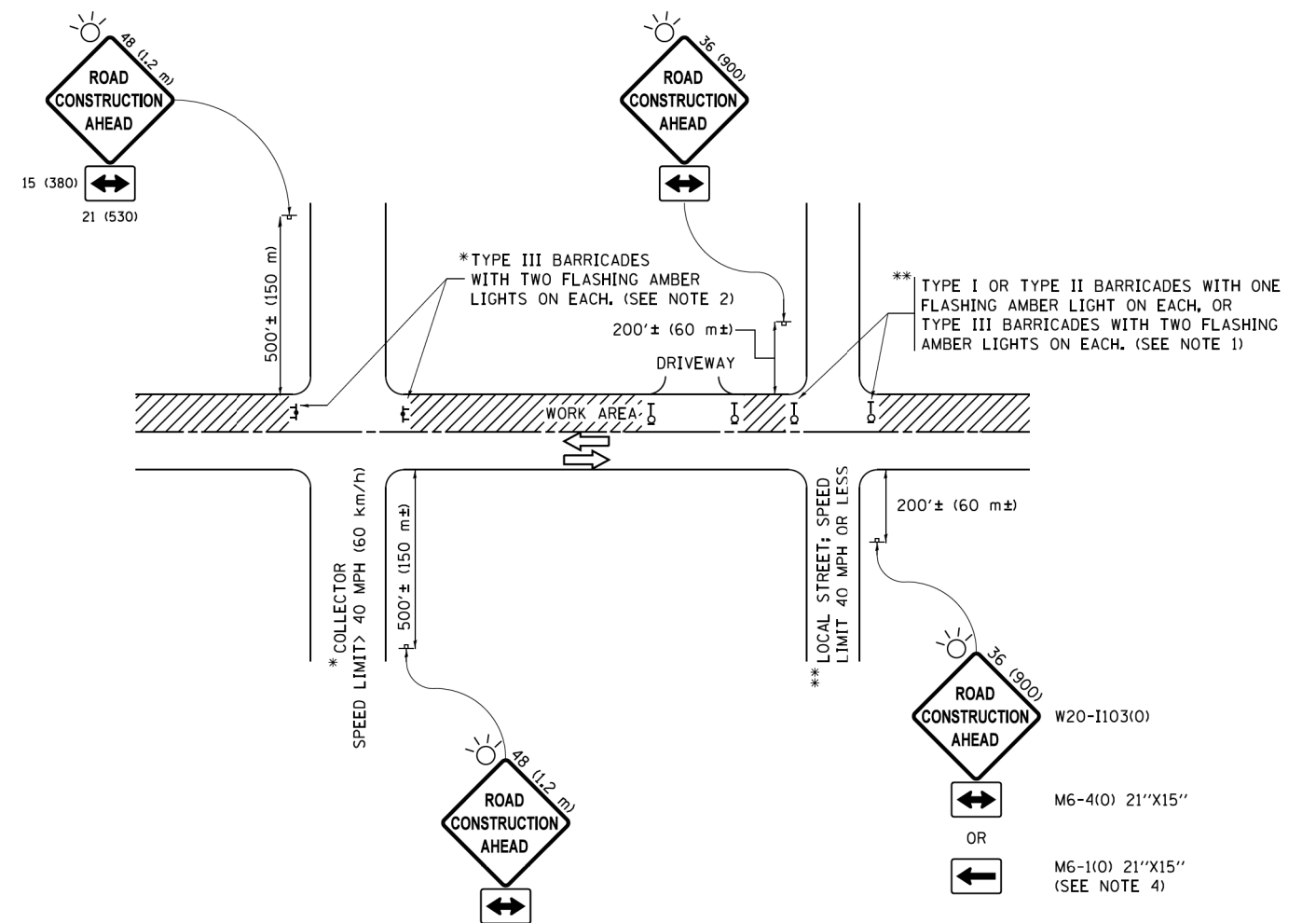
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	PLOT DATE = 7/1/2013	DATE - 02-87	REVISED - MD 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR
FREEWAY SINGLE & MULTI-LANE WEAVE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
865	14-00170-42-RP	WILL	394	294
TC-09		CONTRACT NO. 61D47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

1. 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:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) 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.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) 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.
 - b) 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. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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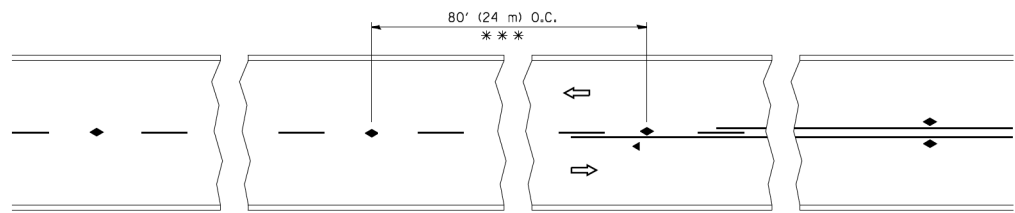
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	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

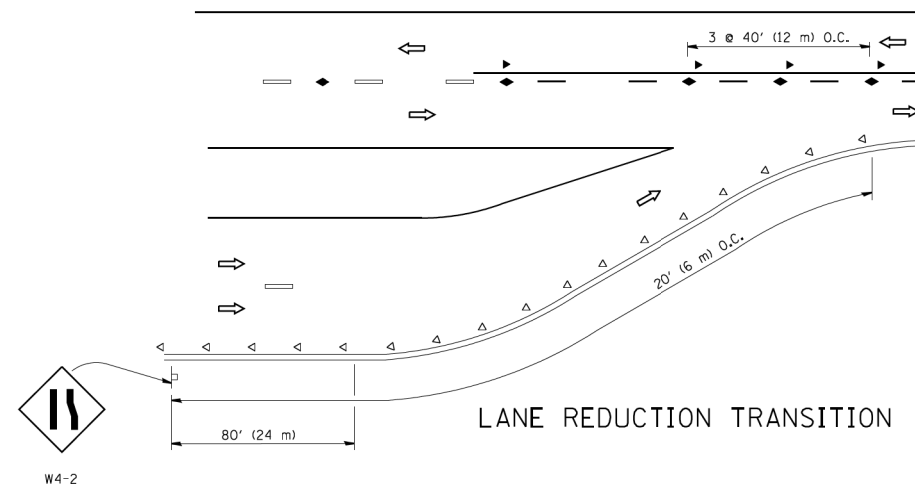
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TC-10		CONTRACT NO.	61D47	
ILLINOIS FED. AID PROJECT				

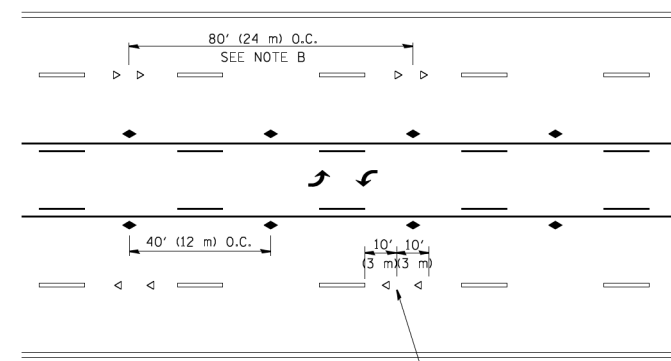


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

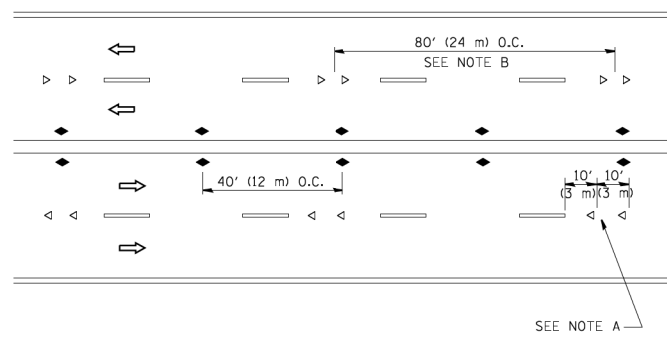
TWO-LANE/TWO-WAY



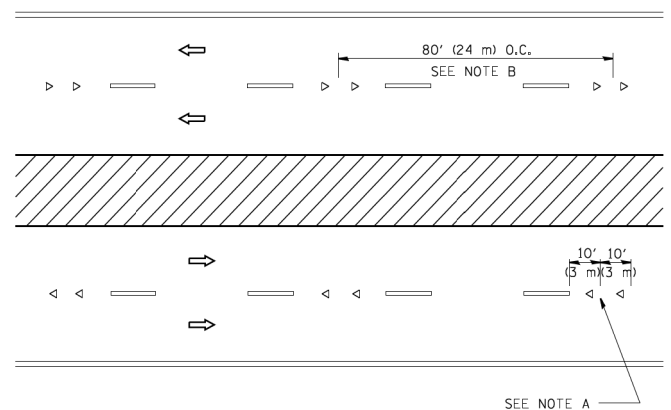
LANE REDUCTION TRANSITION



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

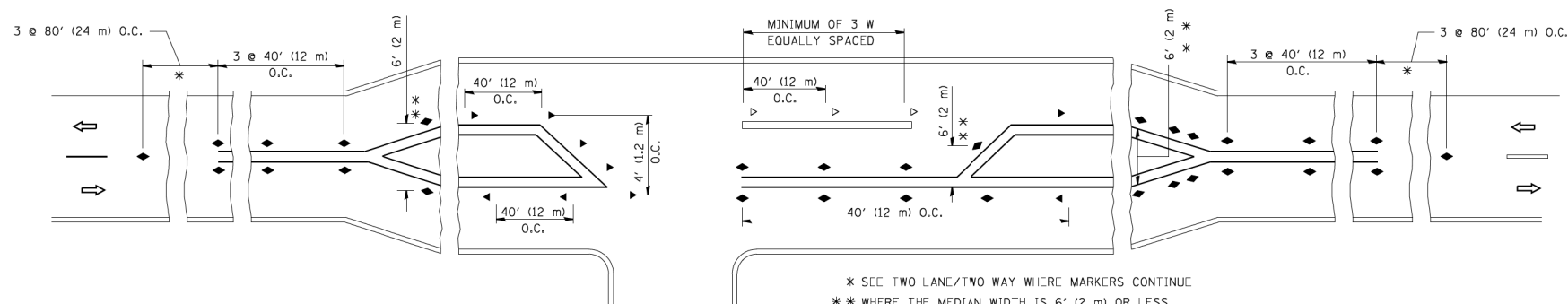
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
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

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

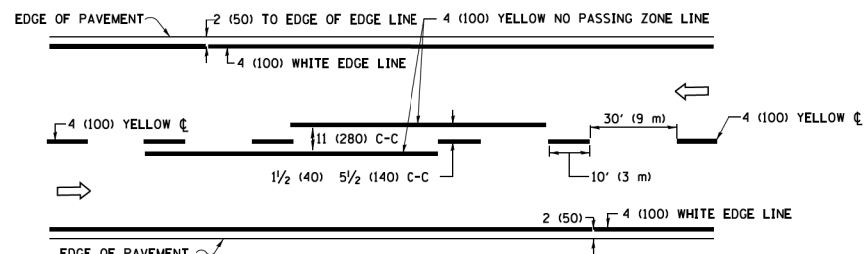
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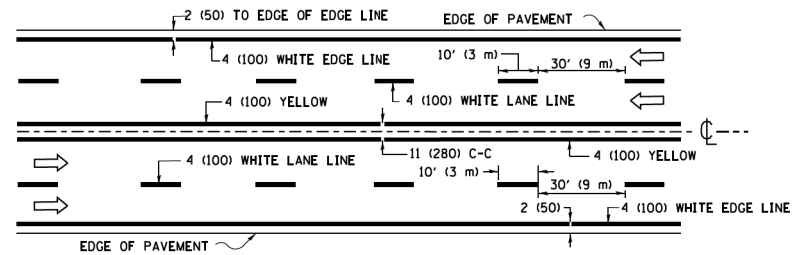
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS	
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

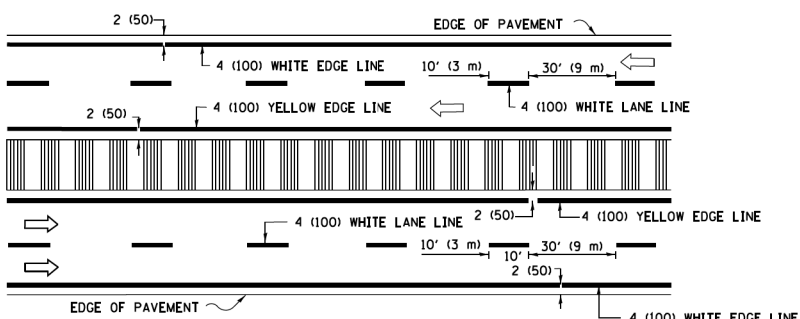
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	296
TC-11		CONTRACT NO. 61D47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

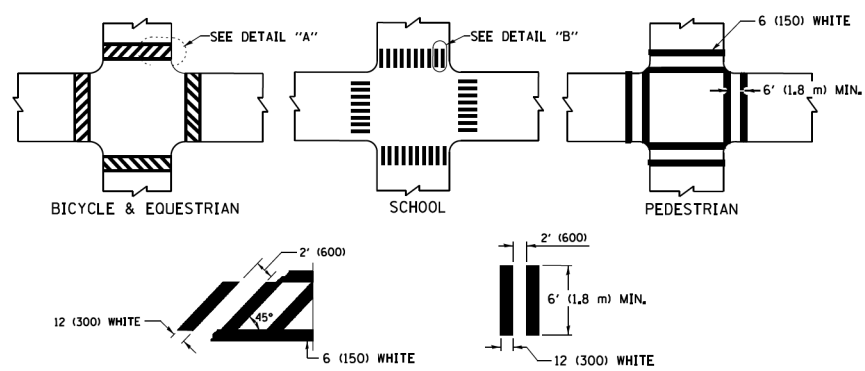


MULTI-LANE UNDIVIDED



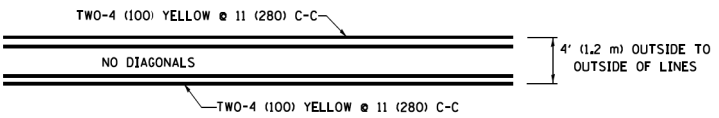
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

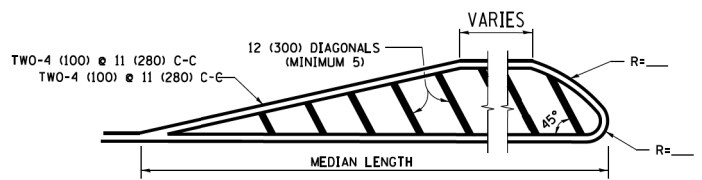


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

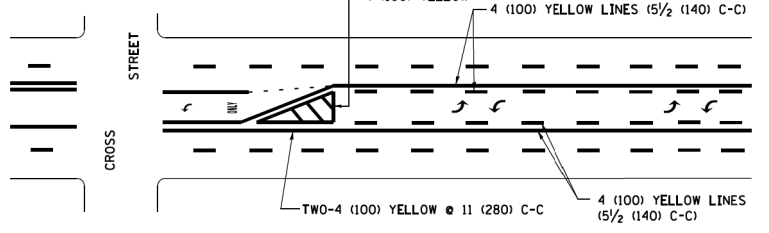


4' (1.2 m) WIDE MEDIANS ONLY



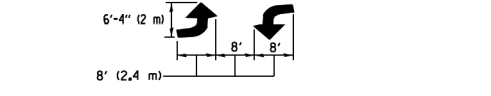
MEDIANS OVER 4' (1.2 m) WIDE

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))



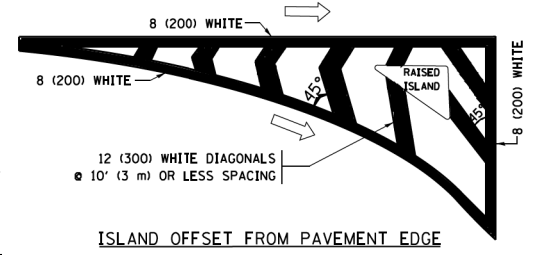
**MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING**

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.

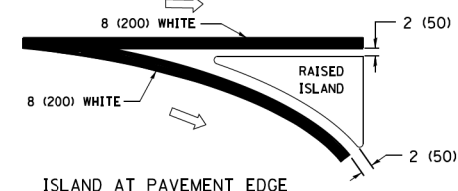


**TYPICAL LEFT (OR RIGHT) TURN LANE
TYPICAL TURN LANE MARKING**

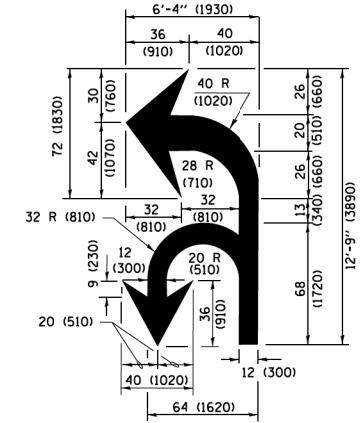
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



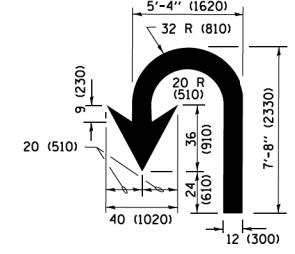
ISLAND OFFSET FROM PAVEMENT EDGE



**ISLAND AT PAVEMENT EDGE
TYPICAL ISLAND MARKING**



COMBINATION LEFT AND U-TURN



U-TURN

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

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	5/2 (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 MEDIANS IN YELLOW
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 5/2 (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.
CORE 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 "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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 = D:\BX11-ahc-detail-a02.dgn

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Default	PLOT SCALE = 50,000' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	297
TC-13		CONTRACT NO.	61D47	
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

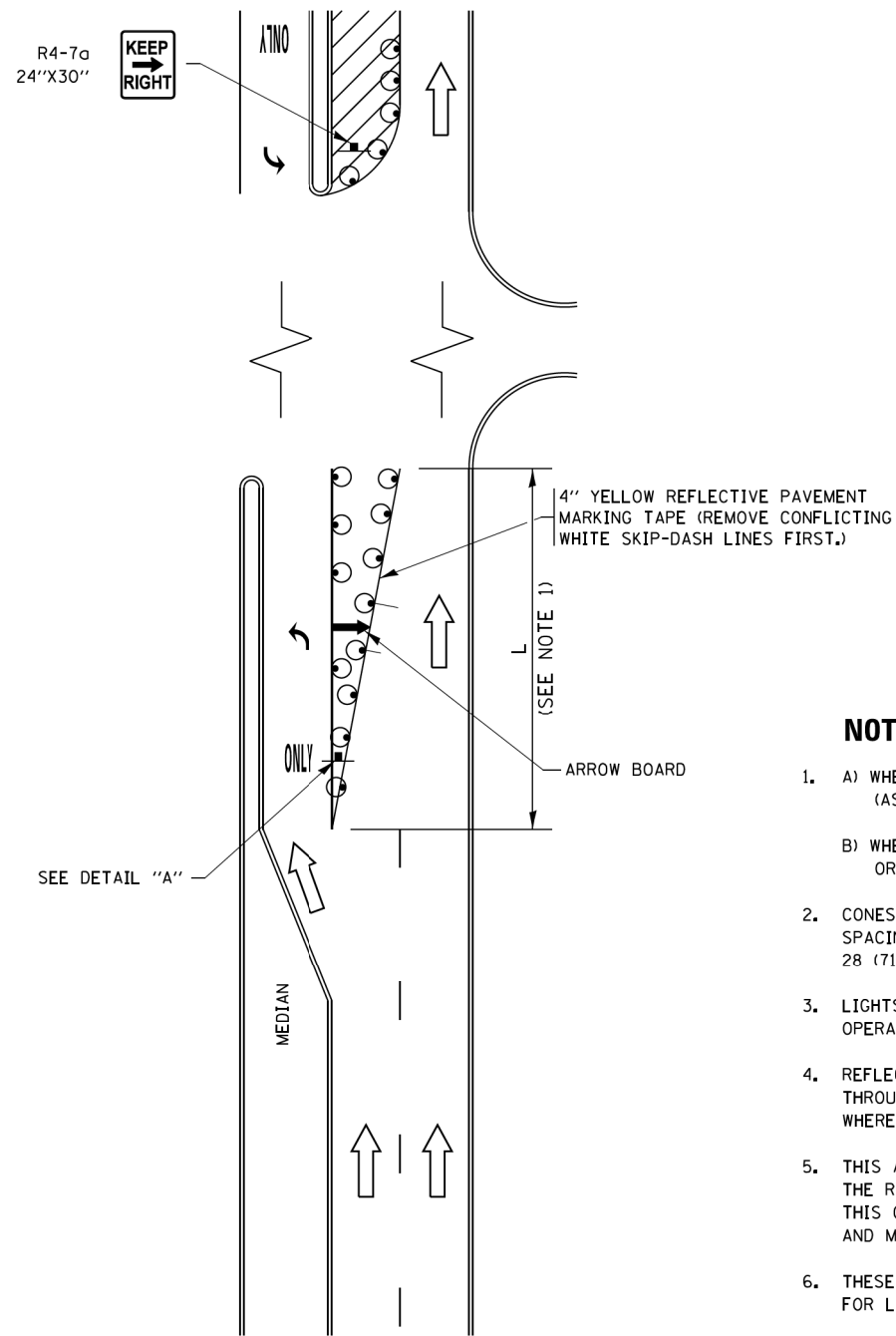


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

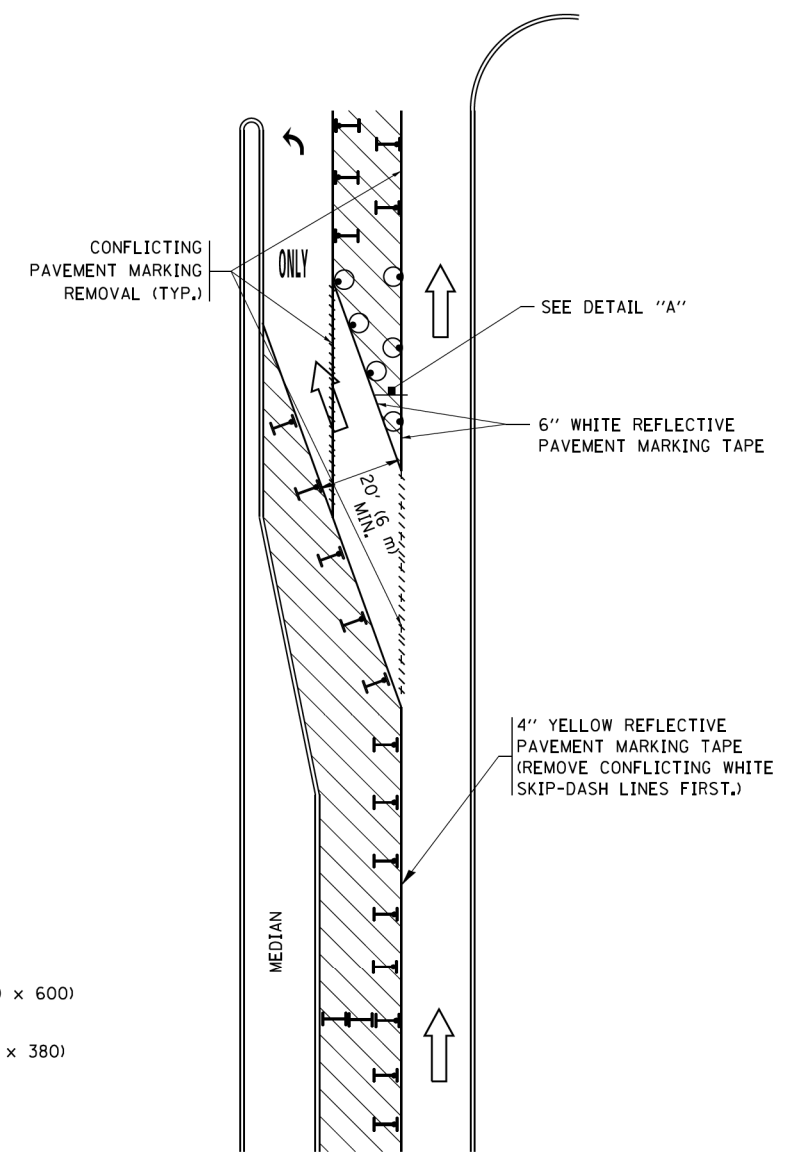


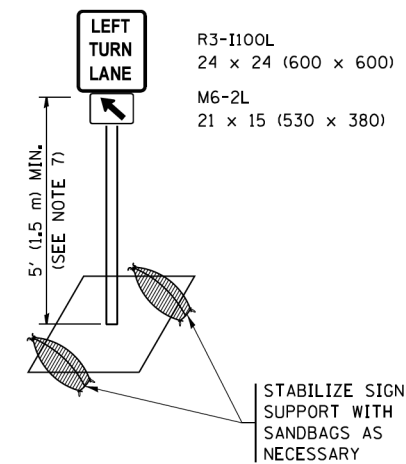
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PRE REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

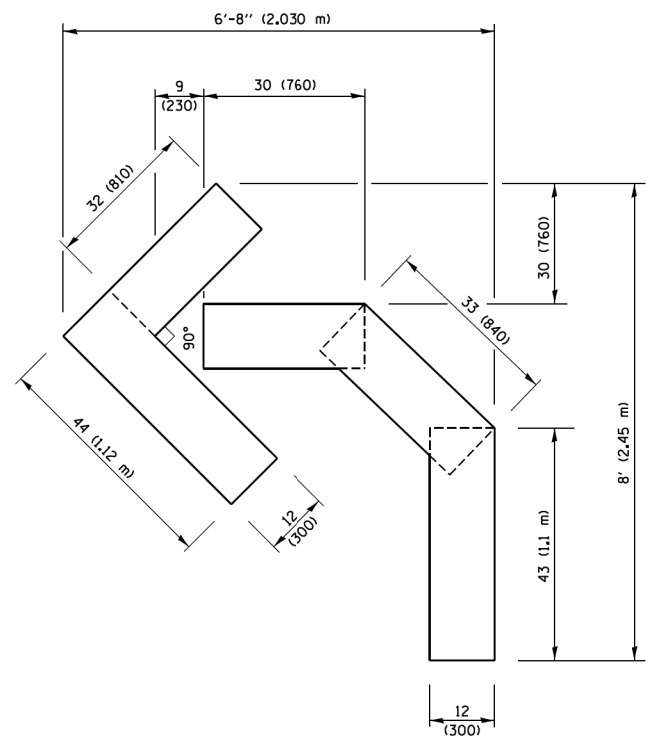


DETAIL A

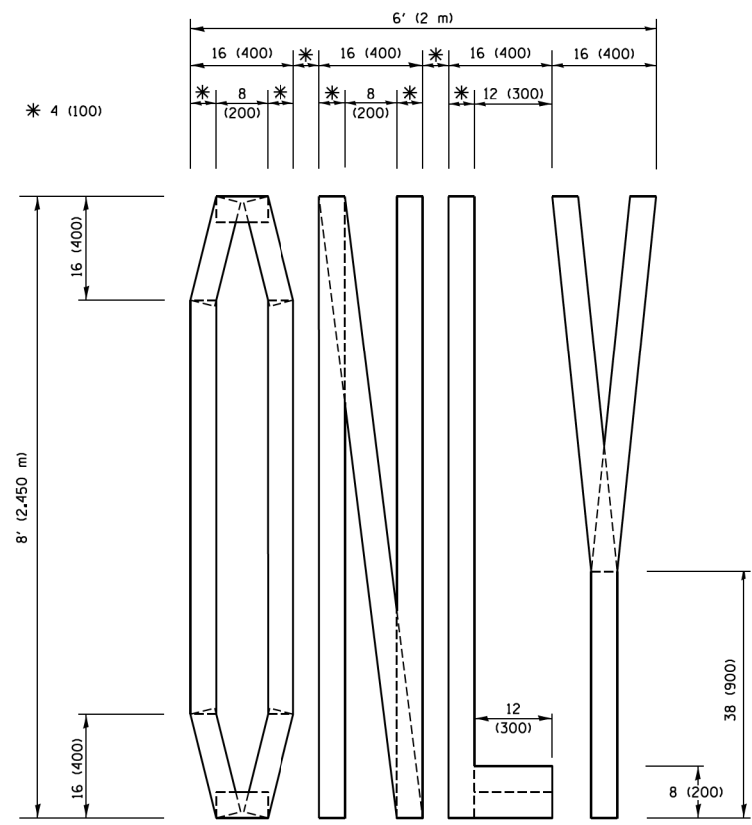
All dimensions are in inches (millimeters) unless otherwise shown.

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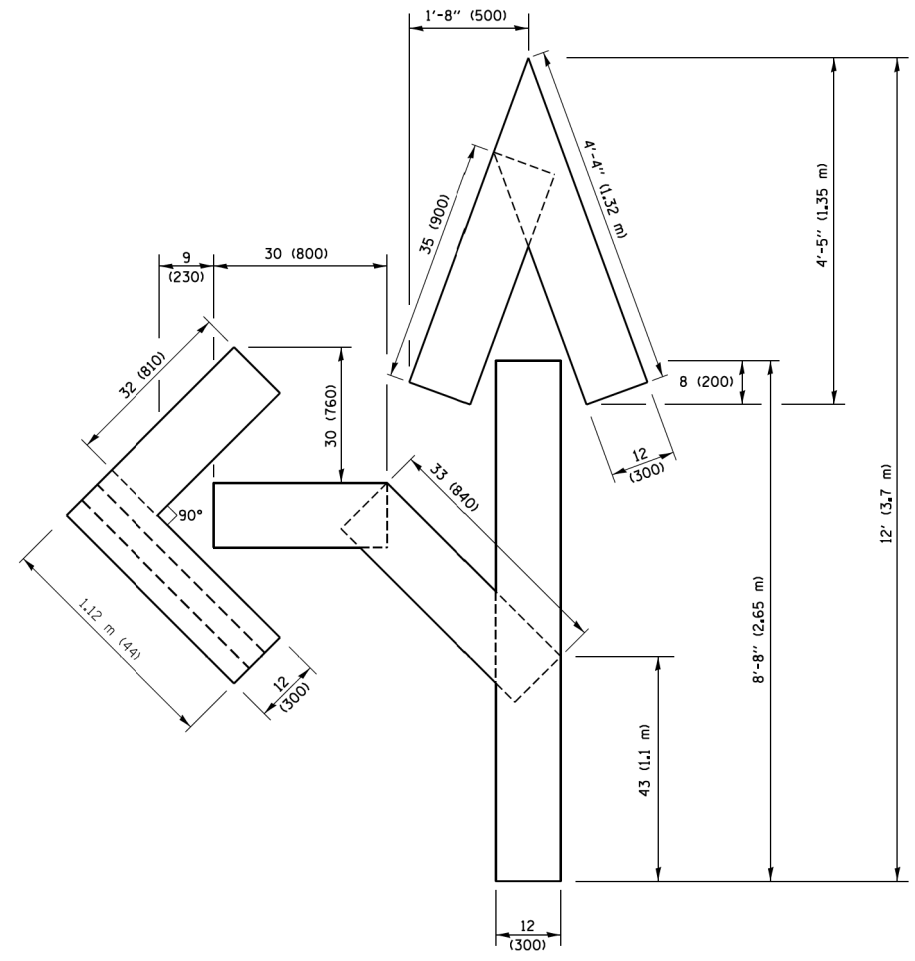
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Default	Default	REVISED - A. HOUSEH 10-07-95	REVISED - A. SCHUETZE 07-01-13					856	14-00170-42-RP	WILL	394	298
	PLOT SCALE = 50,0000' / 1m.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		TC-14			CONTRACT NO. 61D47				
	PLOT DATE = 9/15/2016	REVISED - T. RAMMACHER 01-06-00	REVISED -		ILLINOIS FED. AID PROJECT							



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

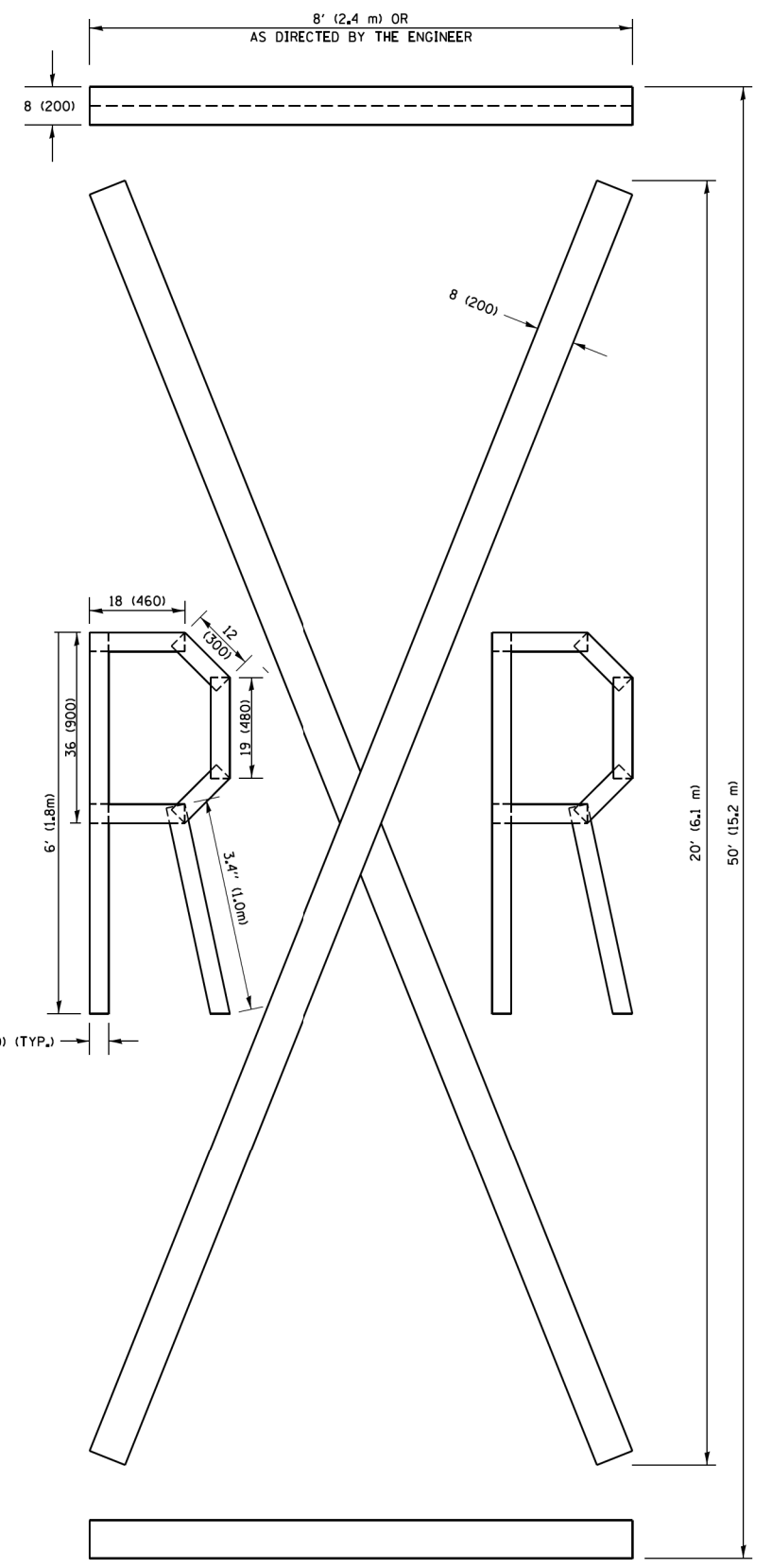


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

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

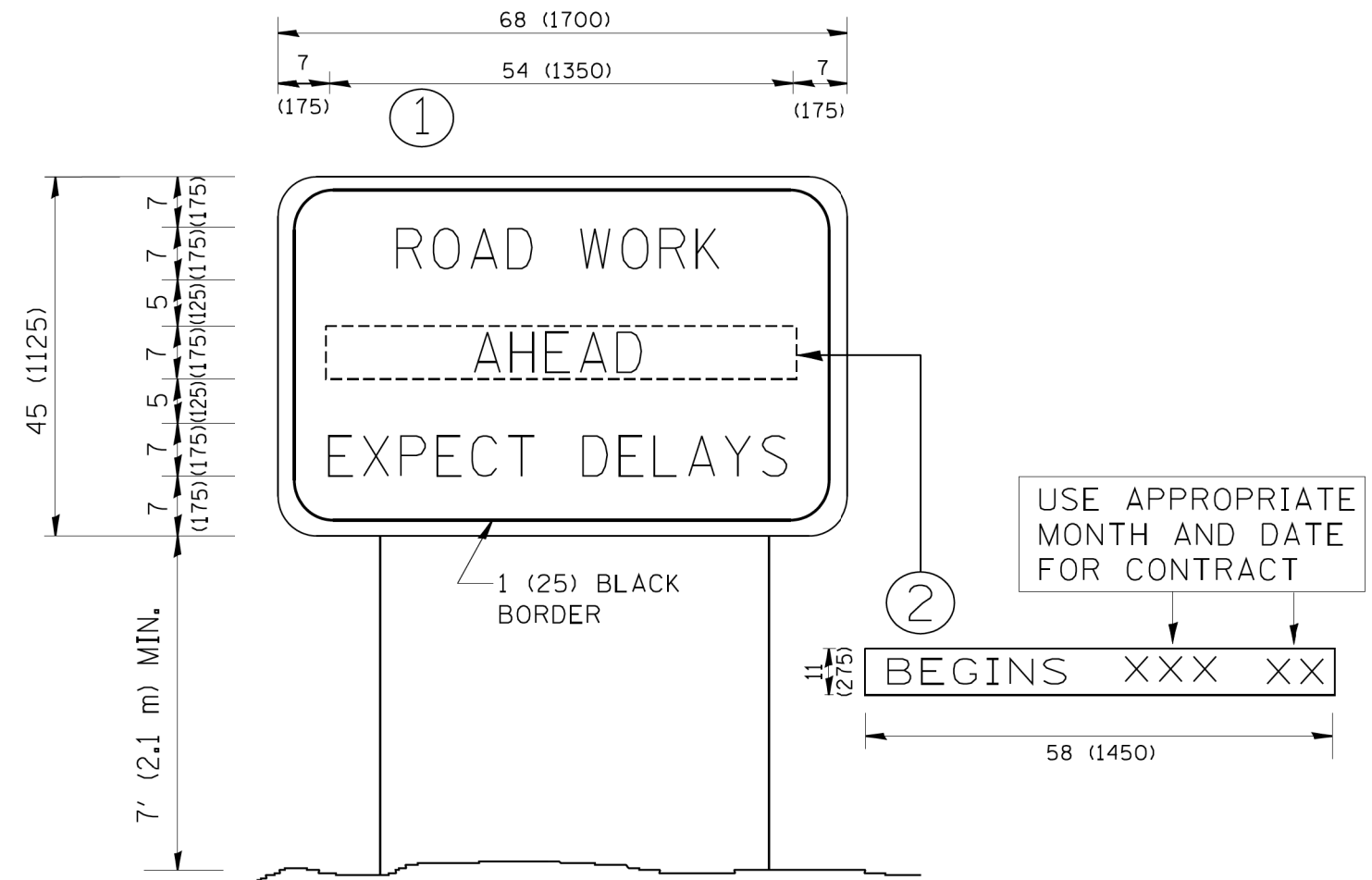
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PLOT SCALE = 50,0000 / 1 in.		CHECKED -	REVISED -E. GOMEZ 08-28-00
PLOT DATE = 9/15/2016		DATE -	REVISED -A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	299
TC-16		CONTRACT NO. 61D47		
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 = DIGBX11-sht-detail:02.dgn

FILE NAME = W:\diststd\22x34\te22.dgn	USER NAME = gegl1enobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97
PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
856	14-00170-42-RP	WILL	394	300
TC-22		CONTRACT NO. 61D47		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				