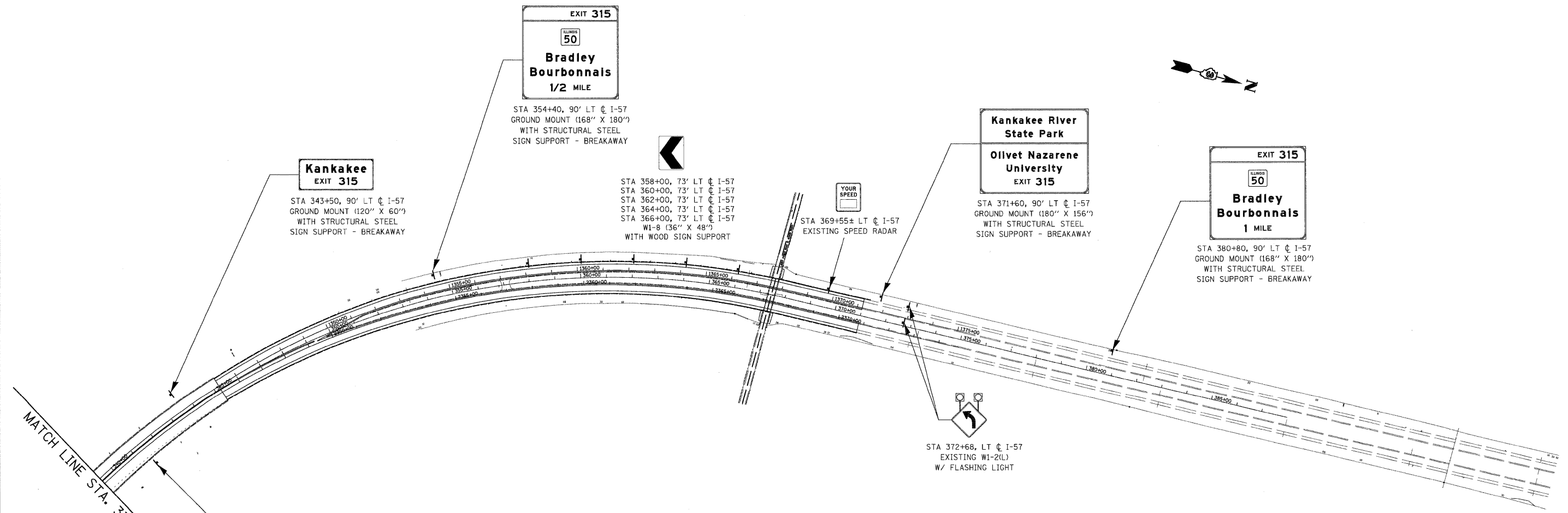


- NOTES:
1. CONTRACTOR AND RESIDENT ENGINEER SHALL DETERMINE EXACT LENGTHS REQUIRED BEFORE ORDERING SUPPORTS
  2. RESIDENT ENGINEER TO DETERMINE FINAL PLACEMENT OF SIGN IN ACCORDANCE WITH STANDARD 720006.
  3. MINIMUM CLEAR HEIGHT IS 7 FEET FOR GROUND MOUNTED SIGNS.
  4. 4"x4" AND 4"x6" WOOD POST IS PAID FOR AS WOOD SIGN SUPPORT
  5. ALL NEW SIGN MATERIAL SHALL BE PROVIDED, ALL EXISTING EXTRUDED SIGN PANELS EXCEPT THE GENERAL SERVICES SIGNS THAT ARE TO BE RELOCATED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ALL OTHER SIGNS SHALL BE GIVEN TO THE DEPARTMENT.
  6. TWELVE INCH BY TWELVE INCH (12"x12") BLOCK-OUT WILL BE REQUIRED FOR SIGNS LOCATED IN CONCRETE MEDIANS.

USE PROHIBITED BY MOTOR DRIVEN CYCLES FARM IMPLEMENTS PEDESTRIANS NON-MOTORIZED TRAFFIC

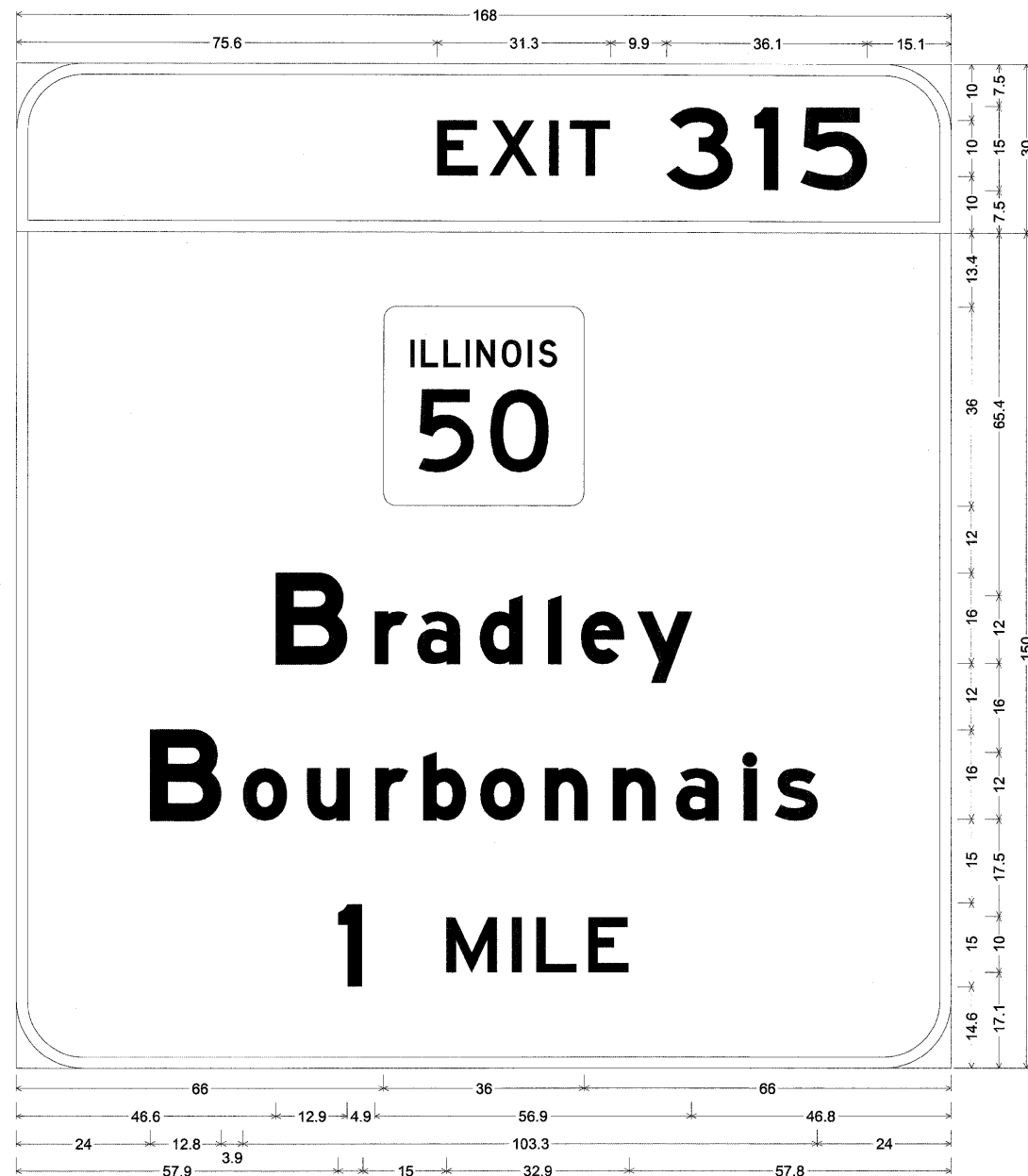
**BUCKLE UP**

FILE NAME = I:\Dgn\sheet\1812.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-57 PROPOSED SIGNING PLAN</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 201
	PLOT SCALE = 1:200	DRAWN -	REVISED -					SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT	CONTRACT NO. 66409
	PLOT DATE = 12/22/2010	CHECKED -	REVISED -									
		DATE = 12/17/10	REVISED -									



- NOTES:
1. CONTRACTOR AND RESIDENT ENGINEER SHALL DETERMINE EXACT LENGTHS REQUIRED BEFORE ORDERING SUPPORTS
  2. RESIDENT ENGINEER TO DETERMINE FINAL PLACEMENT OF SIGN IN ACCORDANCE WITH STANDARD 720006.
  3. MINIMUM CLEAR HEIGHT IS 7 FEET FOR GROUND MOUNTED SIGNS.
  4. 4"x4" AND 4"x6" WOOD POST IS PAID FOR AS WOOD SIGN SUPPORT
  5. ALL NEW SIGN MATERIAL SHALL BE PROVIDED, ALL EXISTING EXTRUDED SIGN PANELS EXCEPT THE GENERAL SERVICES SIGNS THAT ARE TO BE RELOCATED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND ALL OTHER SIGNS SHALL BE GIVEN TO THE DEPARTMENT.
  6. TWELVE INCH BY TWELVE INCH (12"x12") BLOCK-OUT WILL BE REQUIRED FOR SIGNS LOCATED IN CONCRETE MEDIANS.

FILE NAME = I:\Dgn\sheet\1013.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-57 PROPOSED SIGNING PLAN</b>			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:200	DRAWN -	REVISED -					57	(46-2) I, HBR, VBR	KANKAKEE	558	202
	PLOT DATE = 12/22/2010	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66409				
		DATE = 12/17/10	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT							



GROUND MOUNT; 12.0" Radius, 2.0" Border, White on Green;  
 [EXIT 315] E;  
 12.0" Radius, 2.0" Border, White on Green;  
 [Bradley] E Mod; [Bourbonnais] E Mod; [1 MILE] E;

Table of widths and spaces.

E	X	I	T	3	I	S								
75.6	7.4	2.0	8.6	2.1	1.8	2.0	7.3	10.0	12.0	3.9	4.4	3.9	11.9	15.1

66.0	36.0	66.0
------	------	------

B	r	a	d	i	e	y								
46.6	12.9	4.9	5.9	1.8	7.5	3.8	7.6	4.6	2.3	3.6	7.6	2.6	9.6	46.8

B	o	u	r	b	o	n	n	a	l	s												
24.0	12.8	3.9	7.9	3.6	7.8	4.5	5.9	2.8	7.6	2.6	7.9	3.6	7.8	4.5	7.6	3.8	7.5	4.6	2.3	3.4	7.6	24.0

I	M	I	L	E						
57.9	4.4	15.0	9.3	2.5	1.8	2.5	7.4	2.0	7.4	57.8

**I-57 ADVANCE GUIDE SIGN (GROUND MOUNT)**

STA 242+20, RT (NB I-57)

STA 380+80, 90' LT (SB I-57)

CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT



GROUND MOUNT; 12.0" Radius, 2.0" Border, White on Brown;

[Kankakee River] E Mod; [State Park] E Mod;

12.0" Radius, 2.0" Border, White on Green;

[Olivet Nazarene] E Mod; [University] E Mod; [EXIT 315] E;

Table of widths and spaces.

25.6	K	a	n	k	a	k	e	e	R	i	v	e	r	25.6										
10.8	2.4	6.3	3.9	6.3	3.9	6.3	2.1	6.4	3.9	6.3	2.1	6.4	2.4	6.3	10.0	10.6	4.0	1.9	2.8	7.4	1.9	6.4	3.1	4.9

44.9	S	t	a	t	e	P	a	r	k								
10.6	2.5	5.0	2.3	6.3	2.8	5.0	2.3	6.3	10.0	10.6	2.8	6.4	3.8	4.9	2.3	6.3	44.9

23.5	O	i	v	e	t	N	a	z	a	r	e	n	e														
11.1	3.9	1.9	3.9	1.8	2.8	7.5	1.9	6.4	2.1	5.0	10.0	10.6	4.0	6.4	3.1	6.5	2.3	6.4	3.8	4.9	1.4	6.4	3.1	6.4	3.1	6.4	23.4

48.0	U	n	i	v	e	r	s	i	t	y									
10.6	4.3	6.4	3.8	1.9	2.8	7.4	2.0	6.4	3.1	4.9	1.3	6.3	3.0	1.9	2.8	5.0	2.0	8.0	48.1

51.4	E	X	I	T	3	I	5						
7.3	2.1	8.5	2.1	1.8	2.0	7.4	10.0	11.9	3.9	4.4	3.9	12.0	51.3

**I-57 ADVANCE GUIDE SIGN (GROUND MOUNT)**

STA 250+50, RT (NB I-57)

STA 371+60, 90' LT (SB I-57)

CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT

**NOTE:**

- THE FINAL MOUNTING LOCATION OF SIGNS (OFFSET FROM EDGE OF PAVEMENT AND HEIGHT ABOVE PAVEMENT) SHALL BE DETERMINED BY THE ENGINEER. THE SIGNING QUANTITIES ARE ESTIMATES ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR ONCE THE FINAL SIGN LOCATIONS HAVE BEEN DETERMINED.
- THE ALUMINUM EXTRUSIONS AND THE INSTALLATION SHALL BE IN ACCORDANCE TO THE REQUIREMENTS OF SECTION 1090 OF THE STANDARD SPECIFICATION, AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- THE INTERSTATE GUIDE SIGNS, GREEN GUIDE SIGNS, WILL BE TYPE ZZ SHEETING WITH THE USE OF CLEARVIEW FONT, 5-W.
- BLUE AND BROWN GUIDE SIGNS SHALL HAVE THE TYPE AP SHEETING WITH TYPE ZZ LEGEND.

FILE NAME = I:\Dgn\sheets\si101.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGNING DETAILS</b>				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 1:15	CHECKED -	REVISED -	57						(46-2) I, HBR, VBR	KANKAKEE	558	203	
PLOT DATE = 12/22/2010	DATE = 12/17/10	REVISED -	SCALE:		SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 66409				
								FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					



GROUND MOUNT; 12.0" Radius, 2.0" Border, White on Green;

[EXIT 315] E;  
 12.0" Radius, 2.0" Border, White on Green;  
 [Bradley] E Mod; [Bourbonnais] E Mod; [1/2 MILE] E;

Table of widths and spaces.

E	X	I	T	3	1	5																
75.6	7.4	2.0	8.6	2.1	1.8	2.0	7.3	10.0	12.0	3.9	4.4	3.9	11.9	15.1								
66.0	36.0	66.0																				
B	r	a	d	l	e	y																
46.6	12.9	4.9	5.9	1.8	7.5	3.8	7.6	4.6	2.3	3.6	7.6	2.6	9.6	46.8								
B	o	u	r	b	o	n	n	a	i	s												
24.0	12.8	3.9	7.9	3.6	7.8	4.5	5.9	2.8	7.6	2.6	7.9	3.6	7.8	4.5	7.6	3.8	7.5	4.6	2.3	3.4	7.6	24.0
l	/	z	m	l	e																	
45.0	4.5	1.0	11.6	1.1	11.9	15.0	9.3	2.5	1.8	2.5	7.4	2.0	7.4	45.0								

**I-57 ADVANCE GUIDE SIGN (GROUND MOUNT)**  
**STA 268 + 60, 86' RT (NB I-57)**  
**STA 354 + 40, 90' LT (SB I-57)**

CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT

- NOTE:**
1. THE FINAL MOUNTING LOCATION OF SIGNS (OFFSET FROM EDGE OF PAVEMENT AND HEIGHT ABOVE PAVEMENT) SHALL BE DETERMINED BY THE ENGINEER. THE SIGNING QUANTITIES ARE ESTIMATES ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR ONCE THE FINAL SIGN LOCATIONS HAVE BEEN DETERMINED.
  2. THE ALUMINUM EXTRUSIONS AND THE INSTALLATION SHALL BE IN ACCORDANCE TO THE REQUIREMENTS OF SECTION 1090 OF THE STANDARD SPECIFICATION, AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
  3. THE INTERSTATE GUIDE SIGNS, GREEN GUIDE SIGNS, WILL BE TYPE ZZ SHEETING WITH THE USE OF CLEARVIEW FONT, 5-W.
  4. BLUE AND BROWN GUIDE SIGNS SHALL HAVE THE TYPE AP SHEETING WITH TYPE ZZ LEGEND.



GROUND MOUNT; 12.0" Radius, 2.0" Border, White on Green;

[EXIT 315] E;  
 12.0" Radius, 2.0" Border, White on Green;

[Bradley] E Mod; [Bourbonnais] E Mod; Standard Arrow Custom 31.1" X 18.8" 45°;

Table of widths and spaces.

E	X	I	T	3	1	5																
75.6	7.4	2.0	8.6	2.1	1.8	2.0	7.3	10.0	12.0	3.9	4.4	3.9	11.9	15.1								
66.0	36.0	66.0																				
B	r	a	d	l	e	y																
46.6	12.9	4.9	5.9	1.8	7.5	3.8	7.6	4.6	2.3	3.6	7.6	2.6	9.6	46.8								
B	o	u	r	b	o	n	n	a	i	s												
24.0	12.8	3.9	7.9	3.6	7.8	4.5	5.9	2.8	7.6	2.6	7.9	3.6	7.8	4.5	7.6	3.8	7.5	4.6	2.3	3.4	7.6	24.0
71.8	24.5	71.8																				

**I-57 GUIDE SIGN (GROUND MOUNT)**  
**STA 290 + 00, 85' RT (NB I-57)**  
**STA 332 + 00, 92' LT (SB I-57)**

CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT

FILE NAME = I:\Dgn\sheets\102.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGNING DETAILS</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 204
PLOT SCALE = 1:15	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			
PLOT DATE = 12/22/2010	DATE = 12/17/10	REVISED -								
						CONTRACT NO. 66409				



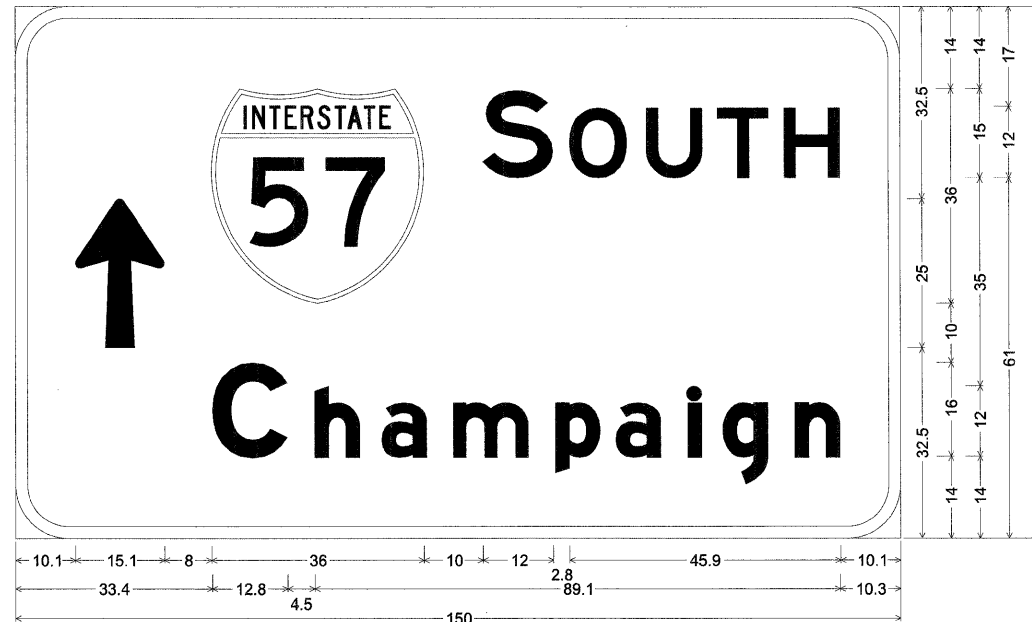


GORE EXIT SIGN; 8.0" Radius, 2.0" Border, White on Green;  
 [EXIT] [E Mod] [315] D;  
 Standard Arrow Custom 29.3" X 17.6" 45";  
 Table of widths and spaces.

E	X	I	T
26.0	8.9	2.5	10.4
2.5	10.4	2.5	2.4
2.4	2.4	8.9	26.0
3	1	5	↗
12.0	12.1	4.3	4.3
4.3	4.3	12.0	6.0
23.0	12.0		

**I-57 GORE EXIT SIGN (GROUND MOUNT)**  
 STA 298+23, 59' RT (NB I-57)  
 STA 324+20, 59' LT (SB I-57)

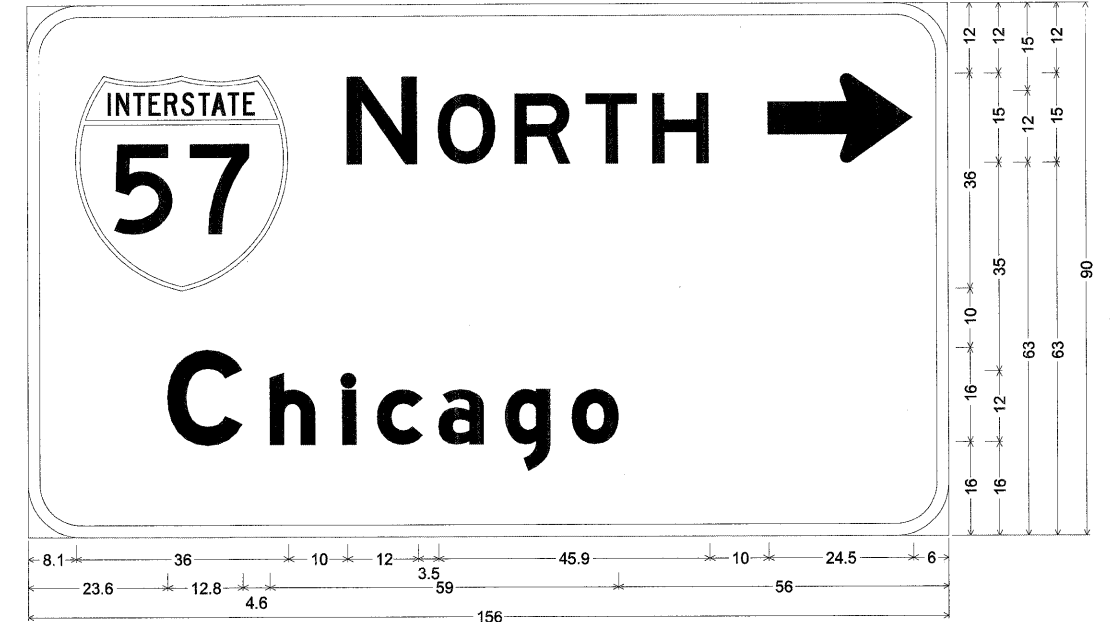
CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT



OVERHEAD; 9.0" Radius, 2.0" Border, White on Green;  
 Arrow 80 - 25.0" 90°; [SOUTH] E; [Champaign] [E Mod];  
 Table of widths and spaces.

↑	Ⓢ	S	O	U	T	H
10.1	15.1	8.0	36.0	10.0	12.0	2.8
9.9	3.1	9.6	2.5	8.8	2.4	9.6
10.1	33.4	C	h	a	m	p
4.5	7.6	3.8	7.5	4.6	12.6	4.6
7.8	2.5	7.6	4.6	2.3	3.6	7.8
4.5	7.6	10.3				

**IL-50 GUIDE SIGN (OVERHEAD SIGN TRUSS)**  
 STA 1320+50 SB IL-50  
 CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT

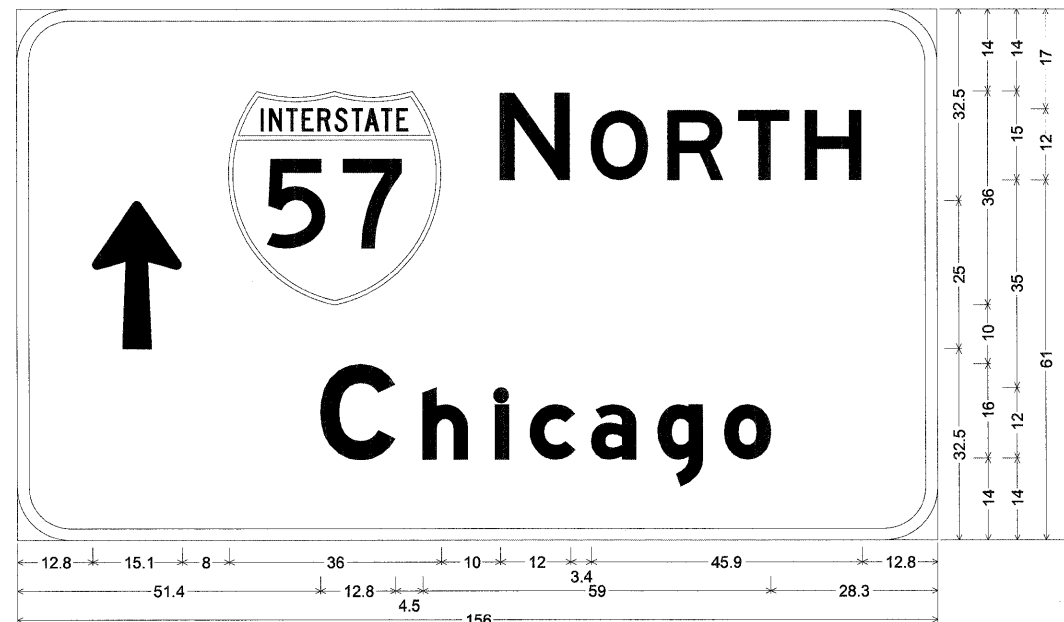


OVERHEAD; 9.0" Radius, 2.0" Border, White on Green;  
 [NORTH] E; [Chicago] [E Mod] Standard Arrow Custom 24.5" X 15.0" 0°;  
 Table of widths and spaces.

Ⓢ	N	O	R	T	H	→
8.1	36.0	10.0	12.0	3.5	9.9	3.1
9.6	2.5	8.8	2.4	9.6	10.0	24.5
6.0	23.6	C	h	a	m	p
4.6	7.6	3.8	7.5	4.6	12.6	4.6
7.8	2.5	7.6	4.6	2.3	3.6	7.8
4.5	7.6	56.0				

**NOTE:**

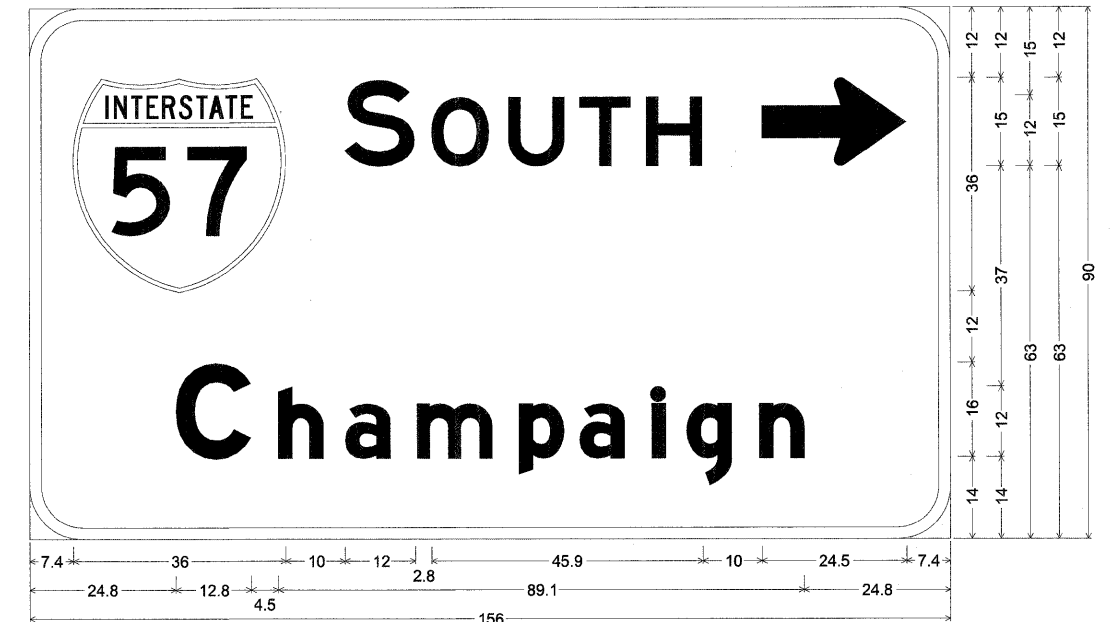
1. THE FINAL MOUNTING LOCATION OF SIGNS (OFFSET FROM EDGE OF PAVEMENT AND HEIGHT ABOVE PAVEMENT) SHALL BE DETERMINED BY THE ENGINEER. THE SIGNING QUANTITIES ARE ESTIMATES ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR ONCE THE FINAL SIGN LOCATIONS HAVE BEEN DETERMINED.
2. THE ALUMINUM EXTRUSIONS AND THE INSTALLATION SHALL BE IN ACCORDANCE TO THE REQUIREMENTS OF SECTION 1090 OF THE STANDARD SPECIFICATION, AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. THE INTERSTATE GUIDE SIGNS, GREEN GUIDE SIGNS, WILL BE TYPE ZZ SHEETING WITH THE USE OF CLEARVIEW FONT, 5-W.
4. BLUE AND BROWN GUIDE SIGNS SHALL HAVE THE TYPE AP SHEETING WITH TYPE ZZ LEGEND.



OVERHEAD; 9.0" Radius, 2.0" Border, White on Green;  
 Arrow 80 - 25.0" 90°; [NORTH] E; [Chicago] [E Mod];  
 Table of widths and spaces.

↑	Ⓢ	N	O	U	T	H
12.8	15.1	8.0	36.0	10.0	12.0	3.4
3.4	59	C	h	a	m	p
4.5	7.6	3.8	7.5	4.6	12.6	4.6
7.8	2.5	7.6	4.6	2.3	3.6	7.8
4.5	7.6	28.3				

**IL-50 GUIDE SIGN (OVERHEAD SIGN TRUSS)**  
 STA 1300+97 NB IL-50  
 CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT



OVERHEAD; 9.0" Radius, 2.0" Border, White on Green;  
 [SOUTH] E; Standard Arrow Custom 24.5" X 15.0" 0°; [Champaign] [E Mod];  
 Table of widths and spaces.

Ⓢ	S	O	U	T	H	→
7.4	36.0	10.0	12.0	2.8	9.9	3.1
9.5	2.5	8.9	2.4	9.6	10.0	24.5
7.4	24.8	C	h	a	m	p
4.5	7.6	3.8	7.5	4.6	12.6	4.6
7.8	2.5	7.6	4.6	2.4	3.6	7.8
4.6	7.8	24.8				

FILE NAME =  
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USER NAME = ERICG  
 PLOT SCALE = 1:15  
 PLOT DATE = 12/22/2010

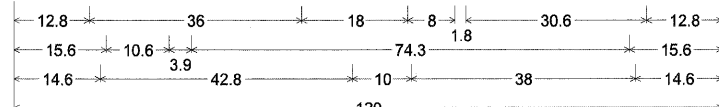
DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - 12/17/10

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	205
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66409	

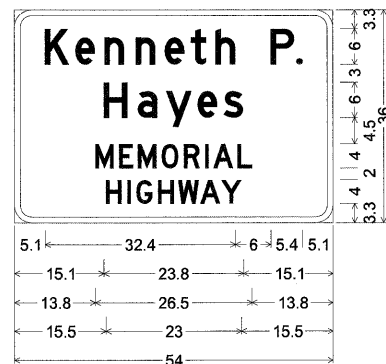


GROUND MOUNT; 9.0" Radius, 2.0" Border, White on Green;  
 [SOUTH] E; [Champaign] [E Mod]; [RIGHT LANE] E;  
 Table of widths and spaces.

12.8	36.0	18.0	8.0	1.8	6.6	2.1	6.4	1.6	5.9	1.6	6.4	12.8						
C	h	a	m	p	a	i	l	g	n									
15.6	10.6	3.9	6.4	3.0	6.4	3.9	10.5	3.8	6.4	2.1	6.4	3.9	1.8	3.0	6.4	3.9	6.4	15.6
R	I	G	H	T	L	A	N	E										
14.6	8.0	2.6	1.8	2.5	8.0	2.5	8.0	2.0	7.4	10.0	7.4	0.6	10.0	2.1	8.0	2.5	7.4	14.6

**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1297+43, 81' RT (NB IL-50)**

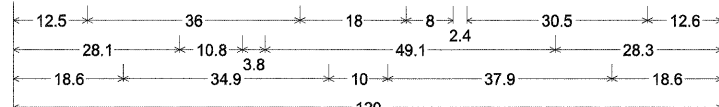
CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT



3.0" Radius, 1.0" Border, White on Brown;  
 [Kenneth P.] D; [Hayes] D;  
 [MEMORIAL] D; [HIGHWAY] D;  
 Table of widths and spaces.

5.1	4.3	1.0	3.3	1.6	3.4	1.9	3.4	1.5	3.4	1.0	2.6	1.6	3.4			
K	e	n	n	e	t	h										
6.0	4.0	0.4	0.9	5.3												
P																
15.1	4.1	1.8	3.3	1.4	4.4	1.0	3.4	1.0	3.4	15.1						
H	a	v	e	s												
13.8	3.0	1.0	2.4	0.8	3.0	1.0	2.8	0.9	2.8	0.9	0.6	0.8	3.3	0.8	2.4	13.8
M	E	M	O	R	I	A	L									
15.5	2.8	0.9	0.6	0.9	2.8	0.9	2.6	0.8	3.5	0.3	3.3	0.3	3.3	15.5		
H	I	G	H	W	A	Y										

**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1321+00, 54' RT (NB IL-50)**

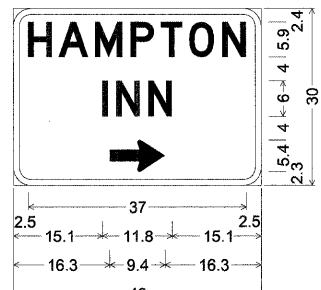


GROUND MOUNT; 9.0" Radius, 2.0" Border, White on Green;  
 [NORTH] E; [Chicago] [E Mod]; [LEFT LANE] E;  
 Table of widths and spaces.

12.5	36.0	18.0	8.0	2.4	6.6	2.0	6.4	1.6	5.9	1.6	6.5	12.5					
C	h	i	c	a	g	o											
28.1	10.8	3.8	6.3	3.9	1.8	3.1	6.3	2.4	6.3	3.0	6.4	3.1	6.5	28.3			
L	E	F	T	L	A	N	E										
18.6	7.4	2.0	7.4	2.0	7.4	1.3	7.4	10.0	7.3	0.6	10.1	2.0	8.0	2.6	7.4	18.6	

**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1298+92, 81' RT (NB IL-50)**

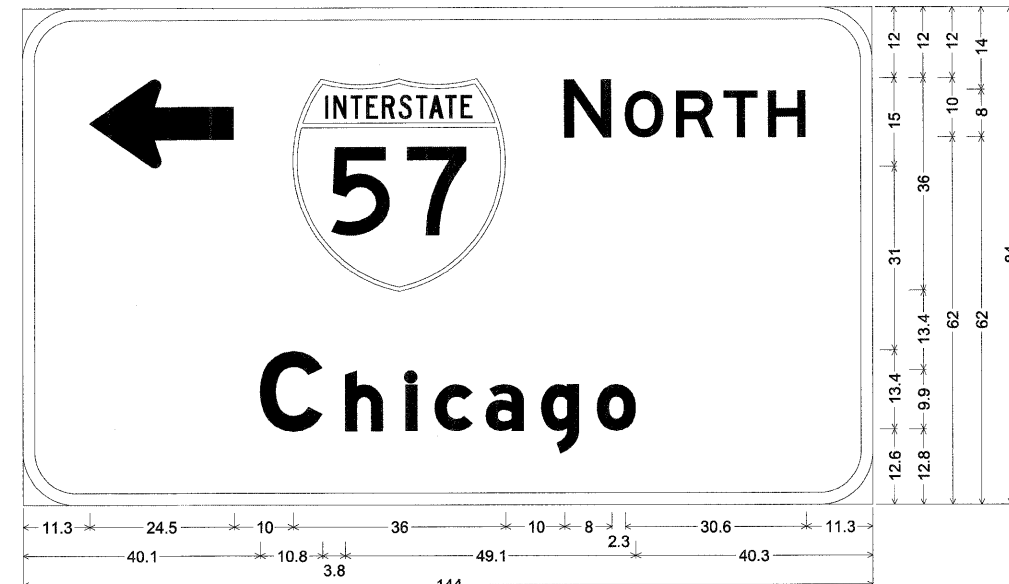
CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT



3.0" Radius, 1.0" Border, White on Brown;  
 [HAMPTON] D; [INN] D;  
 Standard Arrow Custom 9.4" X 5.4" 0°;  
 Table of widths and spaces.

2.5	4.0	1.1	5.1	1.1	4.6	1.5	4.0	1.1	3.8	1.0	4.3	1.4	4.0	2.5
H	A	M	P	T	O	N								
15.1	0.9	1.5	4.0	1.4	4.0	15.1								
I	N	N												
16.3	9.4	16.3												
L	E													

**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1327+50, 49' RT (NB IL-50)**



GROUND MOUNT; 9.0" Radius, 2.0" Border, White on Green;  
 Standard Arrow Custom 24.5" X 15.0" 180°; [NORTH] E; [Chicago] [E Mod];  
 Table of widths and spaces.

11.3	24.5	10.0	36.0	10.0	8.0	2.3	6.6	2.1	6.4	1.6	5.9	1.6	6.4	11.3
C	h	i	c	a	g	o								
40.1	10.8	3.8	6.3	3.9	1.8	3.1	6.3	2.4	6.3	3.0	6.4	3.1	6.5	40.3

**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1314+78, 83' RT (NB IL-50)**

CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT

**NOTE:**

1. THE FINAL MOUNTING LOCATION OF SIGNS (OFFSET FROM EDGE OF PAVEMENT AND HEIGHT ABOVE PAVEMENT) SHALL BE DETERMINED BY THE ENGINEER. THE SIGNING QUANTITIES ARE ESTIMATES ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR ONCE THE FINAL SIGN LOCATIONS HAVE BEEN DETERMINED.
2. THE ALUMINUM EXTRUSIONS AND THE INSTALLATION SHALL BE IN ACCORDANCE TO THE REQUIREMENTS OF SECTION 1090 OF THE STANDARD SPECIFICATION, AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. THE INTERSTATE GUIDE SIGNS, GREEN GUIDE SIGNS, WILL BE TYPE ZZ SHEETING WITH THE USE OF CLEARVIEW FONT, 5-W.
4. BLUE AND BROWN GUIDE SIGNS SHALL HAVE THE TYPE AP SHEETING WITH TYPE ZZ LEGEND.

FILE NAME = I:\Dgn\sheet\st1024.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGNING DETAILS</b>	F.A.I. RTE. = 57	SECTION = (46-2) I, HBR, VBR	COUNTY = KANKAKEE	TOTAL SHEETS = 558	SHEET NO. = 206	
PLT. SCALE = 1:16	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			
PLT. DATE = 12/22/2010	DATE = 12/17/10	REVISED -						CONTRACT NO. 66409			

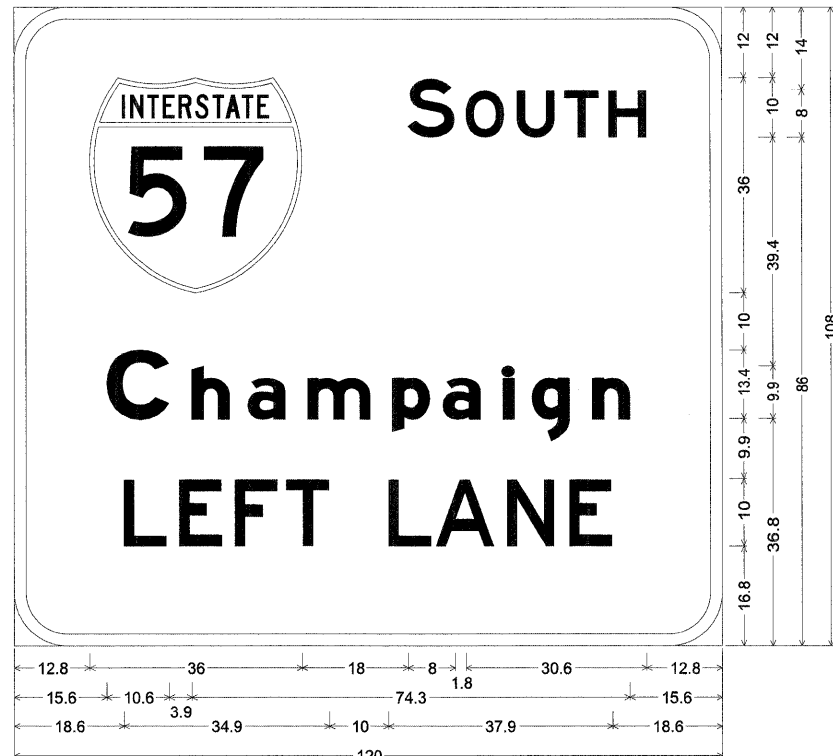


GROUND MOUNT; 9.0" Radius, 2.0" Border, White on Green;  
 [NORTH] E; [Chicago] E Mod; [RIGHT LANE] E;  
 Table of widths and spaces.

12.5	36.0	18.0	8.0	2.4	6.6	2.0	6.4	1.6	5.9	1.6	6.5	12.5						
28.1	10.8	3.8	6.3	3.9	1.8	3.1	6.3	2.4	6.3	3.0	6.4	3.1	6.5	28.3				
14.6	8.0	2.6	1.8	2.5	8.0	2.5	8.0	2.0	7.4	10.0	7.4	0.6	10.0	2.1	8.0	2.5	7.4	14.6

**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1324 + 79, 55' LT (SB IL-50)**

CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF E MOD FONT

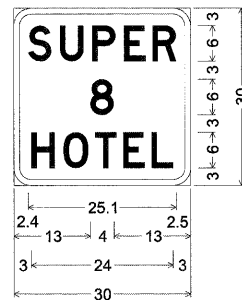


GROUND MOUNT; 9.0" Radius, 2.0" Border, White on Green;  
 [SOUTH] E; [Champaign] E Mod; [LEFT LANE] E;  
 Table of widths and spaces.

12.8	36.0	18.0	8.0	1.8	6.6	2.1	6.4	1.6	5.9	1.6	6.4	12.8						
15.6	10.6	3.9	6.4	3.0	6.4	3.9	10.5	3.8	6.4	2.1	6.4	3.9	1.8	3.0	6.4	3.9	6.4	15.6
18.6	7.4	2.0	7.4	2.0	7.4	1.3	7.4	10.0	7.3	0.6	10.1	2.0	8.0	2.6	7.4	18.5		

**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1323 + 10, 51' LT (SB IL-50)**

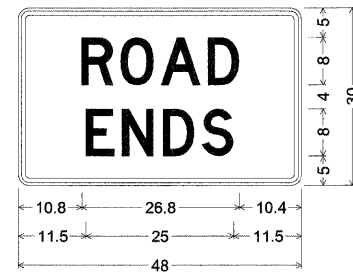
CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF E MOD FONT



3.0" Radius, 1.0" Border, White on Brown;  
 [SUPER] D; [8] D;  
 [HOTEL] D;  
 Table of widths and spaces.

2.4	4.1	1.4	4.0	1.4	4.0	1.5	3.6	1.1	4.1	2.4
13.0	4.0	13.0								
3.0	4.0	1.5	4.1	1.1	3.8	1.1	3.6	1.1	3.8	2.9

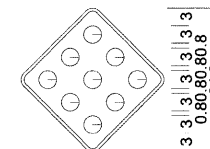
**IL-50 GUIDE SIGN (GROUND MOUNT)**  
**STA 1294 + 00, 49.0' LT (SB IL-50)**



R11-1100;  
 1.9" Radius, 0.8" Border, 0.5" Indent, Black on White;  
 [ROAD] D 82% spacing;  
 [ENDS] D 83% spacing;  
 Table of widths and spaces.

10.8	5.4	1.1	5.6	1.3	6.8	1.1	5.4	10.5
11.5	4.9	1.3	5.3	1.5	5.4	1.3	5.4	11.4

**N FRONTAGE RD SIGN (GROUND MOUNT)**  
**STA 1317 + 55, 90.0' LT (IL-50)**



OM1-1 18x18;  
 18.0" across sides 1.5" Radius, 0.5" Border, Yellow on Yellow;  
 Table of widths and spaces.

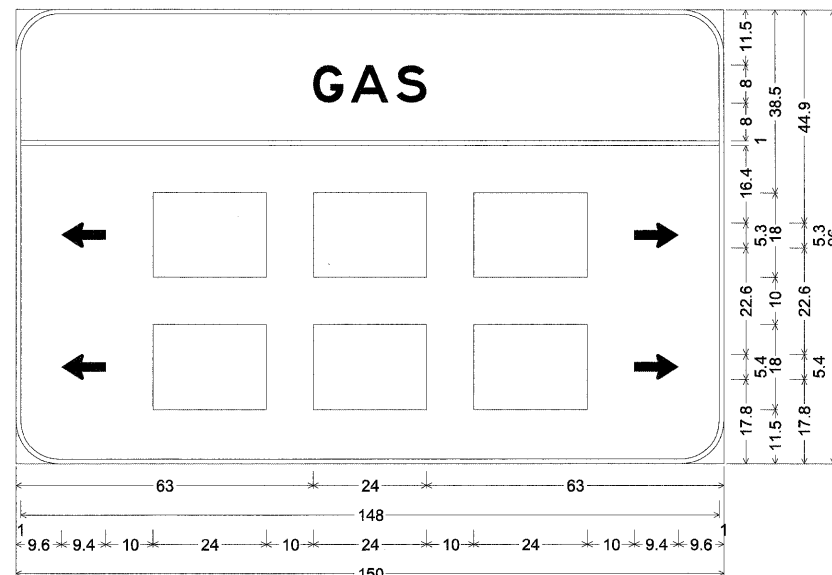
10.6	3.0	10.6		
6.8	3.0	4.6	3.0	6.9
3.0	3.0	4.6	3.0	
4.6	3.0	3.0		
6.8	3.0	4.6	3.0	6.9
10.6	3.0	10.6		

**N. FRONTAGE RD SIGN (GROUND MOUNT)**  
**STA 1317 + 55, 86' LT (IL-50)**  
**STA 1317 + 55, 94' LT (IL-50)**

**NOTE:**

1. THE FINAL MOUNTING LOCATION OF SIGNS (OFFSET FROM EDGE OF PAVEMENT AND HEIGHT ABOVE PAVEMENT) SHALL BE DETERMINED BY THE ENGINEER. THE SIGNING QUANTITIES ARE ESTIMATES ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR ONCE THE FINAL SIGN LOCATIONS HAVE BEEN DETERMINED.
2. THE ALUMINUM EXTRUSIONS AND THE INSTALLATION SHALL BE IN ACCORDANCE TO THE REQUIREMENTS OF SECTION 1090 OF THE STANDARD SPECIFICATION, AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. THE INTERSTATE GUIDE SIGNS, GREEN GUIDE SIGNS, WILL BE TYPE ZZ SHEETING WITH THE USE OF CLEARVIEW FONT, 5-W.
4. BLUE AND BROWN GUIDE SIGNS SHALL HAVE THE TYPE AP SHEETING WITH TYPE ZZ LEGEND.

FILE NAME = I:\Dgn\sheet\vs1105.dgn	USER NAME = EPIG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGNING DETAILS</b>			F.A.I RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 207
PLOT SCALE = 1:5	CHECKED -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/22/2010	DATE = 12/17/10	REVISED -								CONTRACT NO. 66409		



FOOD; 9.0" Radius, 1.0" Border, White on Blue;  
 [GAS] E; Standard Arrow Custom 9.4" X 5.4" 180°;  
 Standard Arrow Custom 9.4" X 5.4" 0°; Standard Arrow Custom 9.4" X 5.4" 180°;  
 Standard Arrow Custom 9.4" X 5.4" 0°;

Table of widths and spaces.

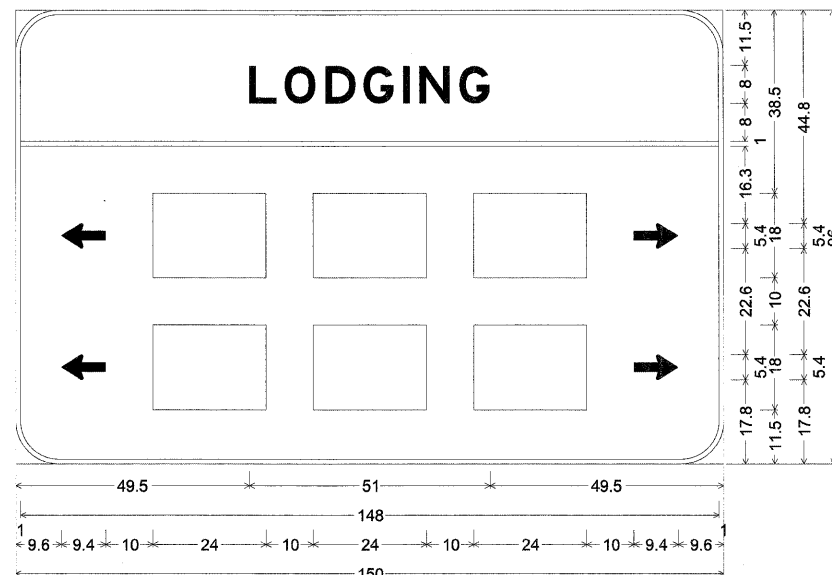
G	A	S
63.0	6.4	1.6
8.0	1.6	6.4
63.0		

1.0	148.0	1.0
9.6	9.4	10.0
24.0	10.0	24.0
10.0	24.0	10.0
9.4	9.6	
9.6	9.4	10.0
24.0	10.0	24.0
10.0	24.0	10.0
9.4	9.6	

**GENERAL SERVICES SIGN (GROUND MOUNT)**  
**W/ STRUCTURAL STEEL SIGN SUPPORT AND FOUNDATION**  
 STA 119+50, 41.0' RT (RAMP G)  
 STA 28+00, 35.0' RT (RAMP E)

**NOTE:**

1. THE FINAL MOUNTING LOCATION OF SIGNS (OFFSET FROM EDGE OF PAVEMENT AND HEIGHT ABOVE PAVEMENT) SHALL BE DETERMINED BY THE ENGINEER. THE SIGNING QUANTITIES ARE ESTIMATES ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR ONCE THE FINAL SIGN LOCATIONS HAVE BEEN DETERMINED.
2. THE ALUMINUM EXTRUSIONS AND THE INSTALLATION SHALL BE IN ACCORDANCE TO THE REQUIREMENTS OF SECTION 1090 OF THE STANDARD SPECIFICATION, AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
3. THE INTERSTATE GUIDE SIGNS, GREEN GUIDE SIGNS, WILL BE TYPE ZZ SHEETING WITH THE USE OF CLEARVIEW FONT, 5-W.
4. BLUE AND BROWN GUIDE SIGNS SHALL HAVE THE TYPE AP SHEETING WITH TYPE ZZ LEGEND.



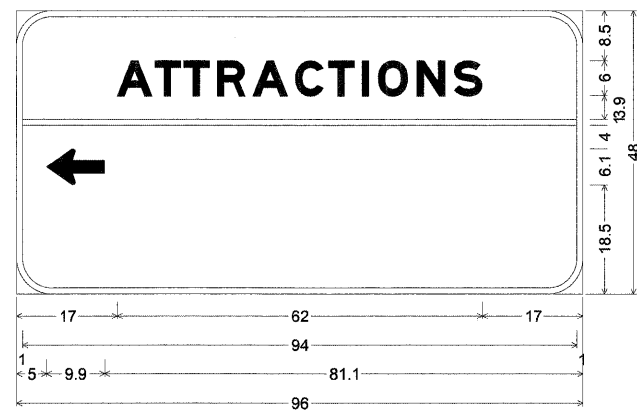
FOOD; 9.0" Radius, 1.0" Border, White on Blue;  
 [LODGING] E; Standard Arrow Custom 9.4" X 5.4" 180°;  
 Standard Arrow Custom 9.4" X 5.4" 0°; Standard Arrow Custom 9.4" X 5.4" 180°;  
 Standard Arrow Custom 9.4" X 5.4" 0°;

Table of widths and spaces.

L	O	D	G	I	N	G
49.5	5.9	1.6	6.8	2.0	6.4	1.6
6.4	2.0	6.4	2.0	1.4	2.0	6.4
2.1	6.4	49.5				

1.0	148.0	1.0
9.6	9.4	10.0
24.0	10.0	24.0
10.0	24.0	10.0
9.4	9.6	
9.6	9.4	10.0
24.0	10.0	24.0
10.0	24.0	10.0
9.4	9.6	

**GENERAL SERVICES SIGN (GROUND MOUNT)**  
**W/ STRUCTURAL STEEL SIGN SUPPORT AND FOUNDATION**  
 STA 112+00, 23.0' RT (RAMP G)  
 STA 21+00, 23.0' RT (RAMP E)

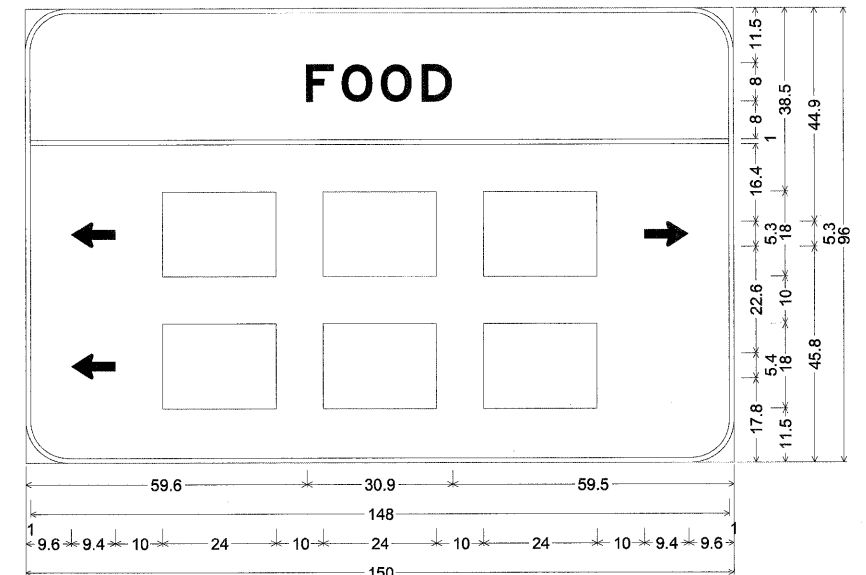


ATTRACTIONS; 6.0" Radius, 1.0" Border, White on Blue;  
 [ ATTRACTIONS ] [E Mod]; Standard Arrow Custom 9.9" X 6.1" 180°;  
 Table of widths and spaces.

A	T	T	R	A	C	T	I	O	N	S
17.0	6.0	0.5	4.4	0.4	4.5	1.3	4.8	1.1	6.0	1.3
4.8	0.8	4.4	1.3	1.1	1.6	5.0	1.5	4.9	1.5	4.8
17.0										

1.0	94.0	1.0
5.0	9.9	81.1

**RELOCATED GENERAL SERVICES SIGN (GROUND MOUNT)**  
**W/ NEW STRUCTURAL STEEL SIGN SUPPORT AND FOUNDATION**  
 STA 109+50, 23.0' RT (RAMP G)  
 STA 18+50, 23.0' RT (RAMP E)  
 CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT

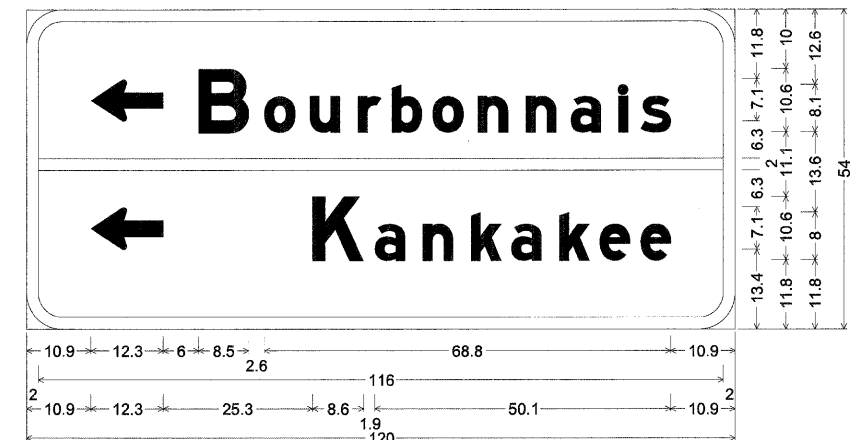


FOOD; 9.0" Radius, 1.0" Border, White on Blue;  
 [FOOD] E; Standard Arrow Custom 9.4" X 5.4" 180°;  
 Standard Arrow Custom 9.4" X 5.4" 0°; Standard Arrow Custom 9.4" X 5.4" 180°;  
 Table of widths and spaces.

F	O	O	D
59.6	5.9	1.6	6.6
1.6	6.8	2.0	6.4
59.5			

1.0	148.0	1.0
9.6	9.4	10.0
24.0	10.0	24.0
10.0	24.0	10.0
9.4	9.6	
9.6	9.4	10.0
24.0	10.0	24.0
10.0	24.0	29.0

**GENERAL SERVICES SIGN (GROUND MOUNT)**  
**W/ STRUCTURAL STEEL SIGN SUPPORT AND FOUNDATION**  
 STA 114+50, 28.0' RT (RAMP G)  
 STA 23+50, 23.0' RT (RAMP E)



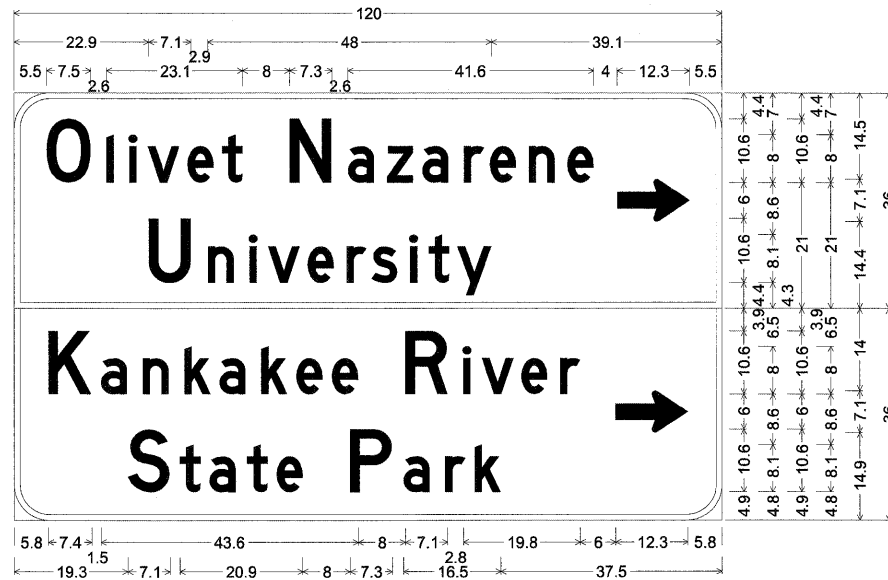
RAMP D1; 6.0" Radius, 2.0" Border, White on Green;  
 Standard Arrow Custom 12.3" X 7.1" 180°; [Bourbonnais] [E Mod];  
 Standard Arrow Custom 12.3" X 7.1" 180°; [Kankakee] [E Mod];  
 Table of widths and spaces.

B	o	u	r	b	o	n	n	a	i	s
6.0	8.5	2.6	5.3	2.4	5.1	3.0	4.0	1.8	5.1	1.8
5.3	2.4	5.0	3.1	5.1	2.5	5.0	3.1	1.5	2.3	5.0
10.9										

1.0	116.0	2.0
10.9	12.3	25.3
8.6	1.9	5.1
3.0	5.1	3.1
5.1	1.8	5.0
3.0	5.1	1.8
5.0	3.0	5.1
1.8	5.0	1.9
5.1	10.9	

**EXIT RAMP GUIDE SIGN (GROUND MOUNT)**  
 STA 117+00, 35.0' RT (RAMP G)  
 CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF [E MOD] FONT

FILE NAME = I:\Dgn\sheets\ss106.dgn	USER NAME = E110G	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING DETAILS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			57	(46-2) I, HBR, VBR	KANKAKEE	558	208	
		CHECKED -	REVISED -			CONTRACT NO. 66409					
		DATE - 12/17/10	REVISED -			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	

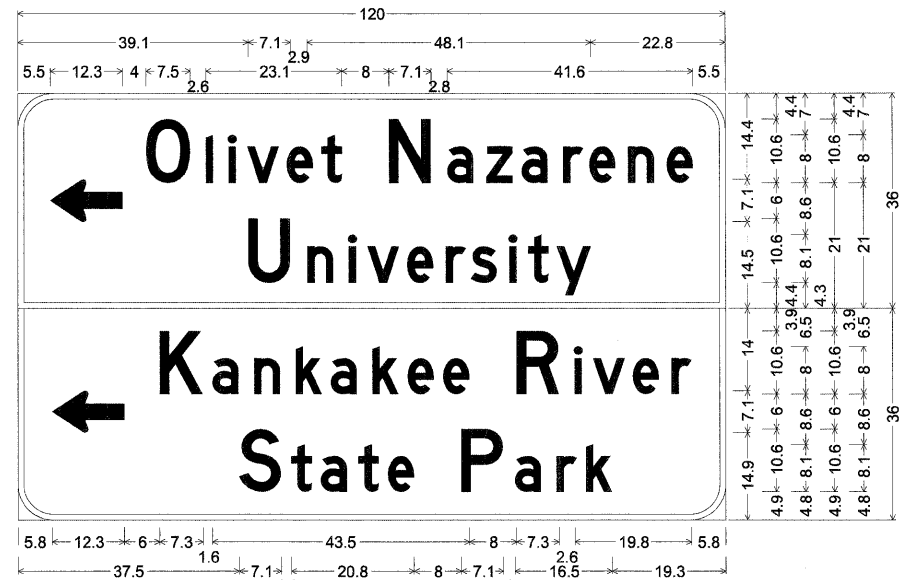


GM IL-50 D SIGN; 6.0" Radius, 1.0" Border, White on Green;  
 [Olivet Nazarene] D; [University] D; Standard Arrow Custom 12.3" X 7.1" 0°;  
 6.0" Radius, 1.0" Border, White on Brown;  
 [Kankakee River] D; [State Park] D; Standard Arrow Custom 12.3" X 7.1" 0°;  
 Table of widths and spaces.

O	5.5	7.5	2.6	1.3	2.6	1.3	1.9	5.4	1.3	4.4	1.5	3.4									
N	8.0	7.3	2.6	4.5	2.1	4.5	1.5	4.5	2.5	3.5	1.0	4.4	2.1	4.5	2.1	4.5	4.0	12.3	5.4		
U	22.9	7.1	2.9	4.4	2.6	1.3	1.9	5.3	1.4	4.4	2.1	3.4	0.9	4.4	2.1	1.3	1.9	3.5	1.4	5.8	39.0
K	5.8	7.4	1.5	4.5	2.6	4.5	2.6	4.4	1.5	4.5	2.6	4.4	1.5	4.5	1.5	4.5					
R	8.0	7.1	2.8	1.1	2.0	5.4	1.3	4.4	2.1	3.5	6.0	12.3	5.8								
S	19.3	7.1	1.6	3.6	1.5	4.5	1.9	3.5	1.5	4.4	8.0	7.3	1.8	4.5	2.6	3.4	1.5	4.5	37.5		

**EXIT RAMP GUIDE SIGN (GROUND MOUNT)**  
**STA 30+00, 36.0' RT (RAMP E)**

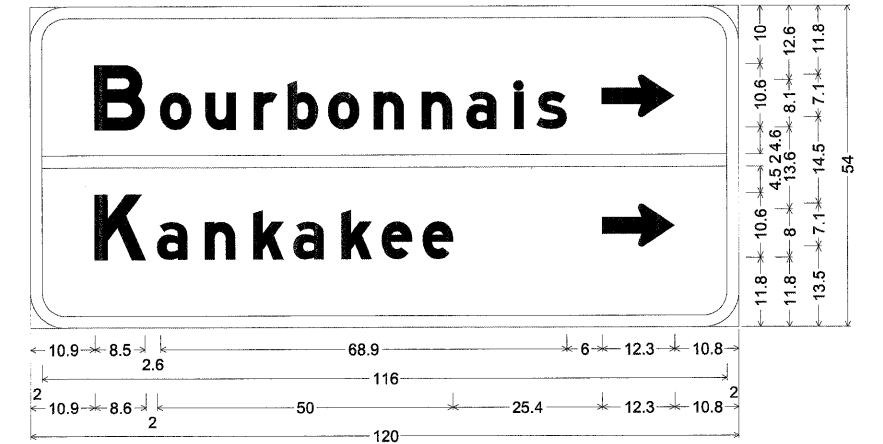
- NOTE:
1. THE FINAL MOUNTING LOCATION OF SIGNS (OFFSET FROM EDGE OF PAVEMENT AND HEIGHT ABOVE PAVEMENT) SHALL BE DETERMINED BY THE ENGINEER. THE SIGNING QUANTITIES ARE ESTIMATES ONLY AND SHALL BE FIELD VERIFIED BY THE CONTRACTOR ONCE THE FINAL SIGN LOCATIONS HAVE BEEN DETERMINED.
  2. THE ALUMINUM EXTRUSIONS AND THE INSTALLATION SHALL BE IN ACCORDANCE TO THE REQUIREMENTS OF SECTION 1090 OF THE STANDARD SPECIFICATION, AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
  3. THE INTERSTATE GUIDE SIGNS, GREEN GUIDE SIGNS, WILL BE TYPE ZZ SHEETING WITH THE USE OF CLEARVIEW FONT, 5-W.
  4. BLUE AND BROWN GUIDE SIGNS SHALL HAVE THE TYPE AP SHEETING WITH TYPE ZZ LEGEND.



GM IL-50 D SIGN; 6.0" Radius, 1.0" Border, White on Green;  
 Standard Arrow Custom 12.3" X 7.1" 180°; [Olivet Nazarene] D; [University] D;  
 6.0" Radius, 1.0" Border, White on Brown;  
 Standard Arrow Custom 12.3" X 7.1" 180°; [Kankakee River] D; [State Park] D;  
 Table of widths and spaces.

O	5.5	12.3	4.0	7.5	2.6	1.3	2.6	1.3	1.9	5.3	1.3	4.5	1.4	3.5							
N	8.0	7.1	2.8	4.4	2.1	4.5	1.5	4.5	2.6	3.4	1.0	4.5	2.1	4.5	2.0	4.5	5.5				
U	39.1	7.1	2.9	4.5	2.5	1.3	1.9	5.4	1.3	4.5	2.1	3.4	0.9	4.4	2.1	1.3	1.9	3.4	1.4	5.8	22.8
K	5.8	12.3	6.0	7.3	1.6	4.5	2.5	4.5	2.6	4.5	1.5	4.4	2.6	4.5	1.5	4.4	1.6	4.5			
R	8.0	7.1	2.6	1.4	1.9	5.3	1.4	4.4	2.1	3.4	5.8										
S	37.5	7.1	1.8	3.4	1.5	4.5	1.9	3.5	1.5	4.5	8.0	7.1	2.0	4.4	2.6	3.4	1.6	4.5	19.3		

**EXIT RAMP GUIDE SIGN (GROUND MOUNT)**  
**STA 121+50, 47.0' RT (RAMP G)**



RAMP D1; 6.0" Radius, 2.0" Border, White on Green;  
 [Bourbonnais] E Mod; Standard Arrow Custom 12.3" X 7.1" 0°; [Kankakee] E Mod;  
 Standard Arrow Custom 12.3" X 7.1" 0°;  
 Table of widths and spaces.

B	10.9	8.5	2.6	5.3	2.4	5.1	3.1	3.9	1.9	5.0	1.8	5.3	2.4	5.1	3.0	5.1	2.5	5.1	3.0	1.5	2.3	5.0
o	6.0	12.3	10.9																			
u	2.0	116.0	2.0																			
K	10.9	8.6	2.0	5.0	3.1	5.1	3.0	5.1	1.8	5.0	3.1	5.0	1.8	5.1	1.9	5.0	25.4	12.3	10.8			

**EXIT RAMP GUIDE SIGN (GROUND MOUNT)**  
**STA 26+00, 31.0' RT (RAMP E)**  
 CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF E MOD FONT



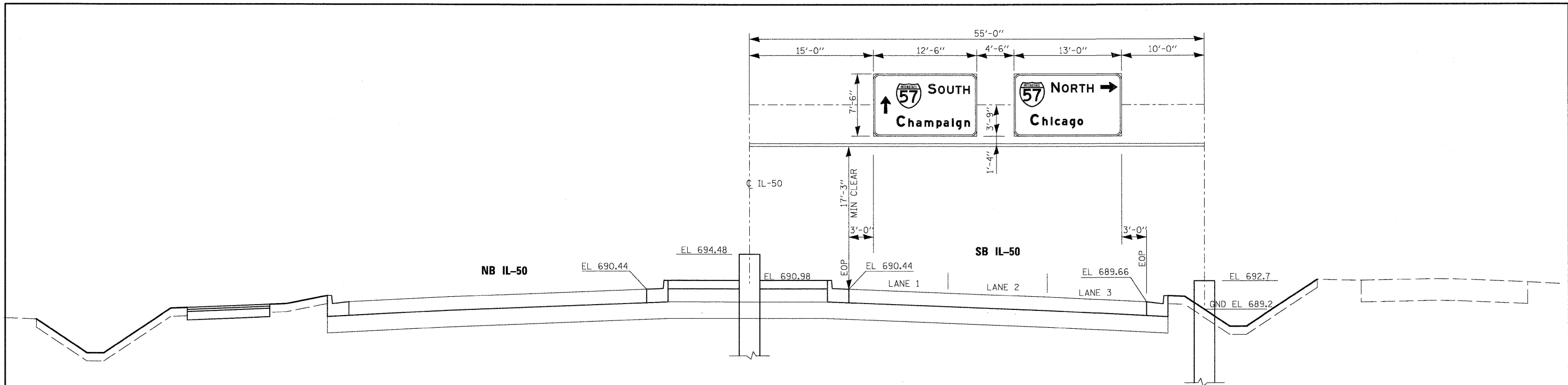
GROUND MOUNT; 6.00" Radius, 1.25" Border, White on Green;  
 [Kankakee] E Mod; [EXIT 315] E;  
 Table of widths and spaces.

K	14.50	13.00	2.88	7.50	4.63	7.63	4.63	7.63	2.63	7.63	4.50	7.63	2.63	7.63	2.75	7.75	14.50
E	18.88	7.38	2.00	8.63	2.00	1.75	2.00	7.38	15.00	12.00	3.88	4.38	3.88	12.00	18.88		

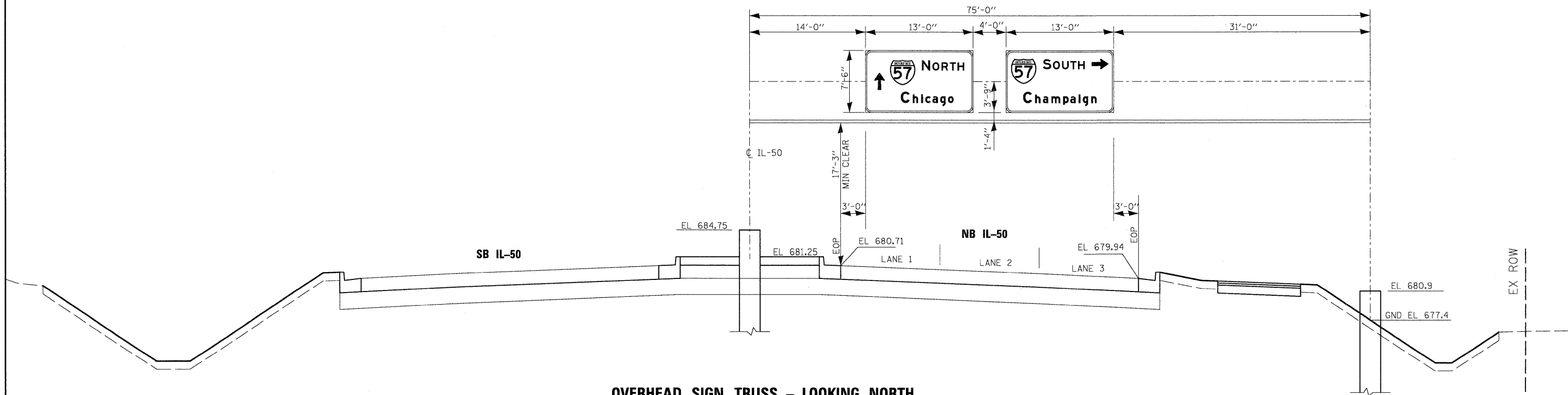
**EXIT GUIDE SIGN (GROUND MOUNT)**  
**STA 278+50, 78.0' RT (NB I-57)**  
**STA 343+50, 90.0' LT (SB I-57)**  
 CLEARVIEW 5 W FONT SHOULD BE USE IN PLACE OF E MOD FONT

FILE NAME = J:\Dgn\shaeta\ss107.dgn	USER NAME = EricG	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNING DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:5	DRAWN -	REVISED -			57	(46-2) I, HBR, VBR	KANKAKEE	558	209
PLOT DATE = 12/22/2010	CHECKED -	REVISED -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.
	DATE = 12/17/10	REVISED -	REVISED -							
										FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT





**OVERHEAD SIGN TRUSS - LOOKING SOUTH**  
**STA 1320+50 (SB IL-50)**

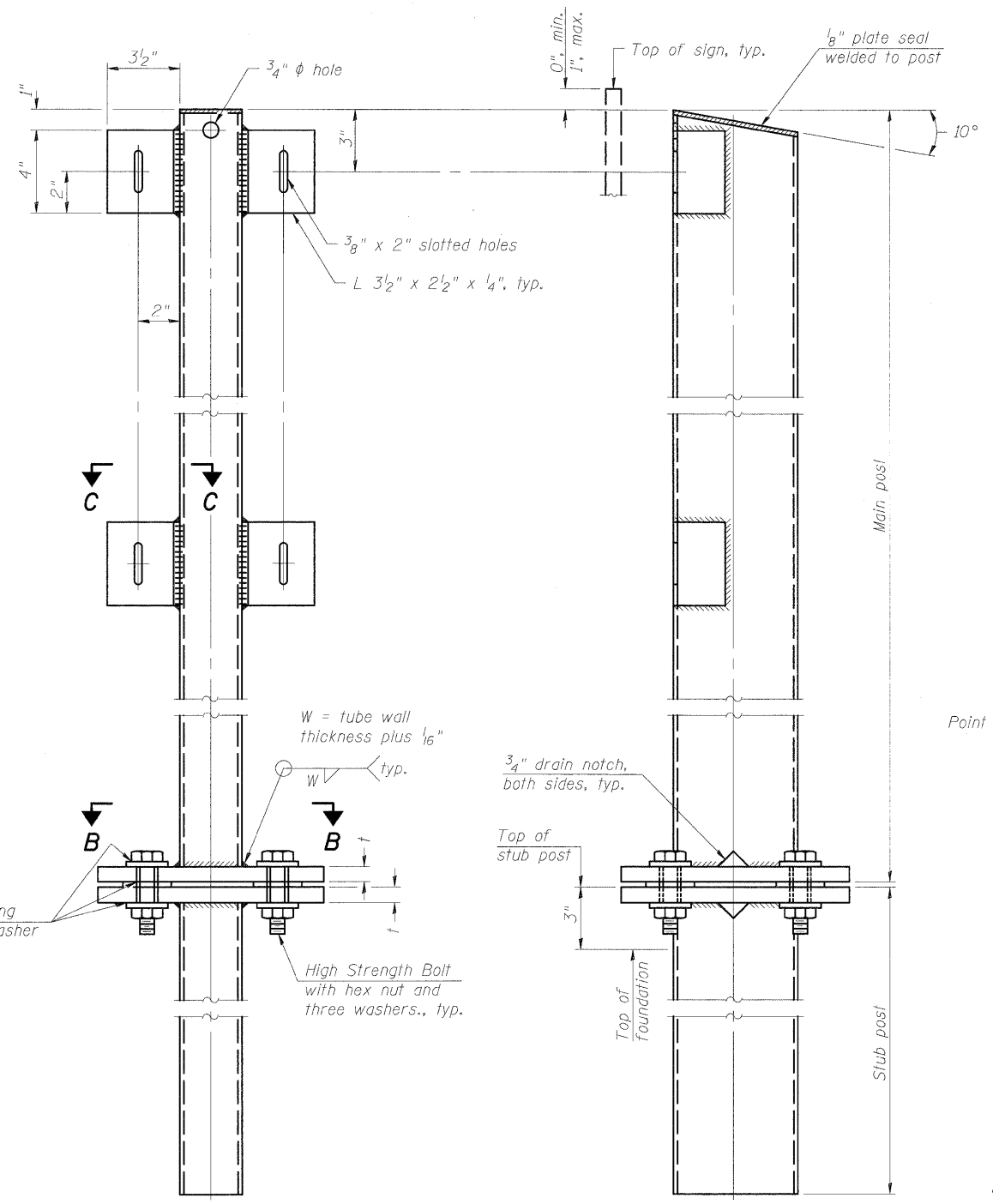


**OVERHEAD SIGN TRUSS - LOOKING NORTH**  
**STA 1300+97 (NB IL-50)**

FILE NAME = I:\Dgn\sheeta\si109.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIGN PANEL LAYOUT</b>			F.A.I RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 211
PLOT SCALE = 1:6	CHECKED -	REVISED -	REVISED -					SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
PLOT DATE = 12/22/2010	DATE = 12/17/10	REVISED -	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT							



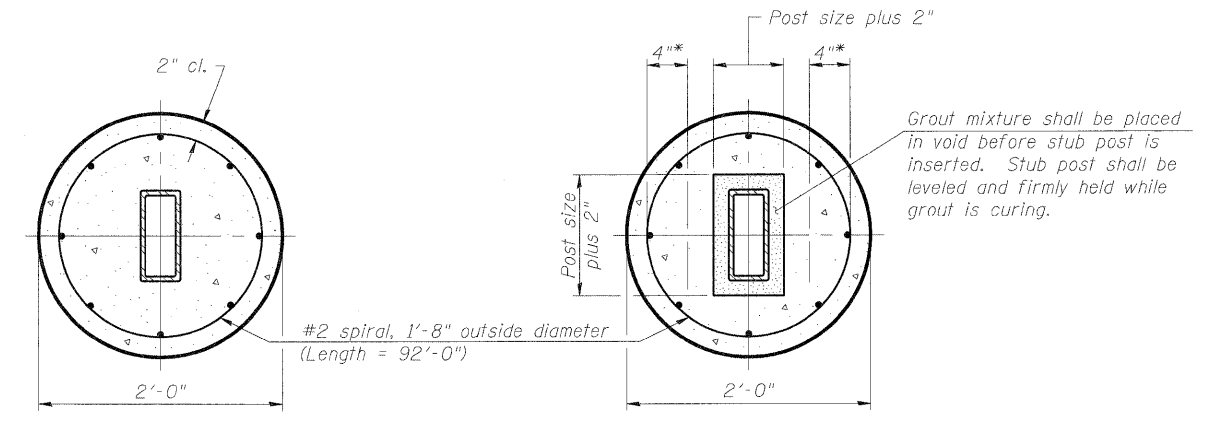




**FRONT ELEVATION**

**SIDE ELEVATION**

**MAIN POST & STUB POST**

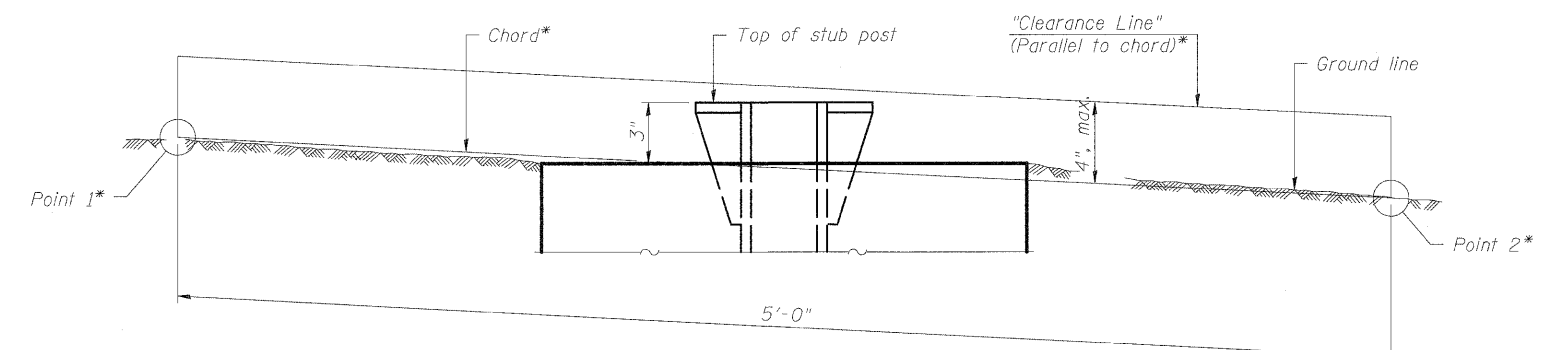


**SECTION A-A  
(CAST-IN-PLACE)**

OR

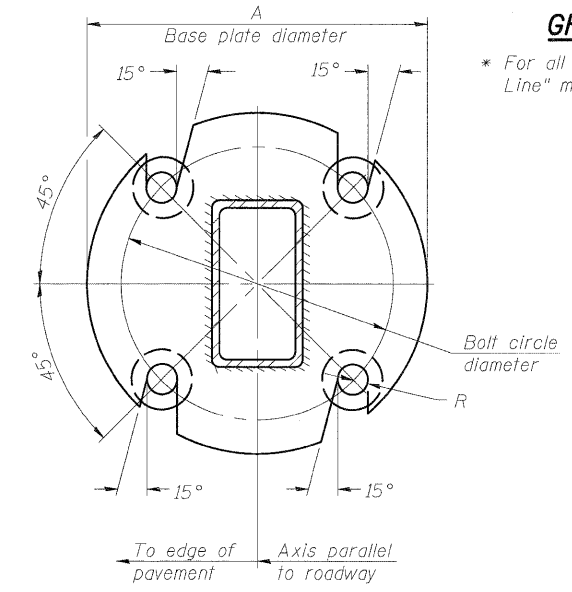
**SECTION A-A  
(PRECAST)**

\* Hot dip galvanized lifting loops or inserts may be placed in precast foundation inside the spiral reinforcement but not within 6" of the long axis of the post. Inserts must be adequate for safely lifting a total of 3,000 pounds and must not interfere with installation of the stub post or proper functioning of the slip base.

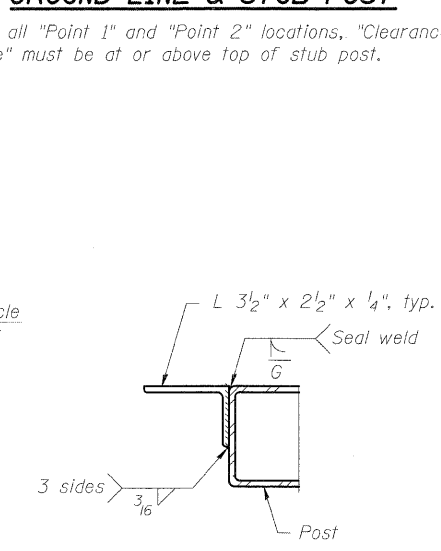


**ELEVATION  
GROUND LINE & STUB POST**

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



**SECTION B-B**



**SECTION C-C**

Weld continuously around corners.

**SHIM DETAIL**

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

Remove all galvanizing runs or beads in washer contact areas., typ.

W = tube wall thickness plus 1/16"

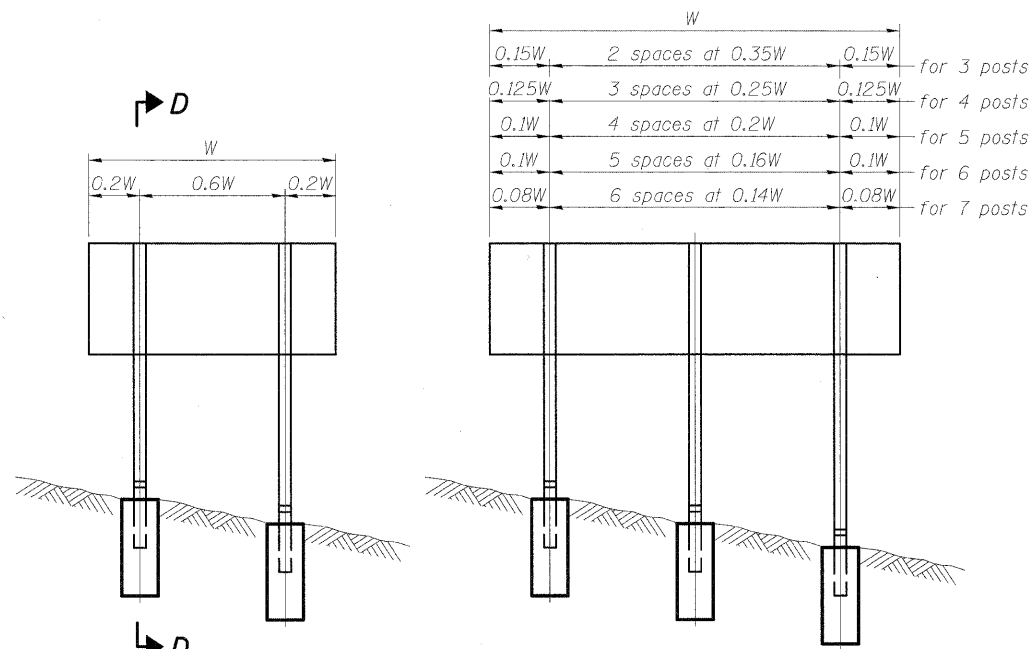
High Strength Bolt with hex nut and three washers., typ.

BAT-A-2

7-1-10

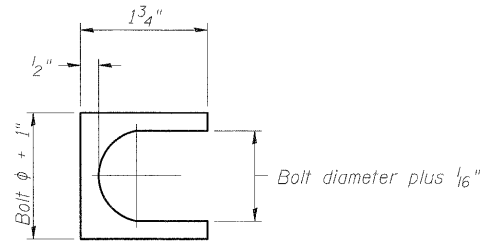
(Sheet 2 of 2)

FILE NAME = I:\0gn\sheet\sl111.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BREAK-AWAY TUBULAR STEEL SIGN POSTS AND DETAILS</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:5	DRAWN -	REVISED -		57	(46-2) 1, HBR, VBR	KANKAKEE	558	213			
	PLOT DATE = 12/22/2010	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 66409				
		DATE = 12/17/10	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT							



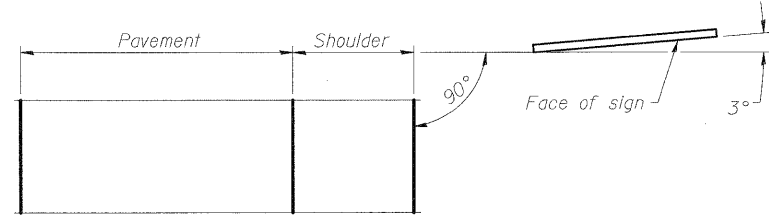
**ELEVATION**

0.15W	2 spaces at 0.35W	0.15W	for 3 posts
0.125W	3 spaces at 0.25W	0.125W	for 4 posts
0.1W	4 spaces at 0.2W	0.1W	for 5 posts
0.1W	5 spaces at 0.16W	0.1W	for 6 posts
0.08W	6 spaces at 0.14W	0.08W	for 7 posts

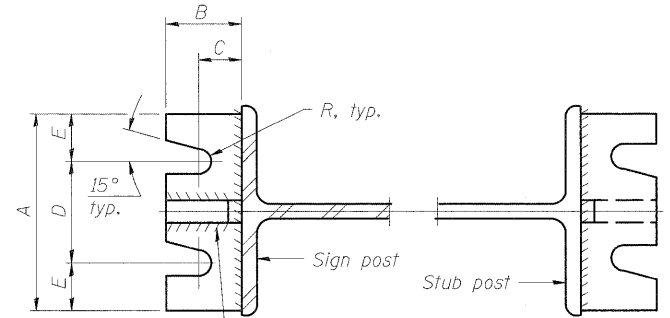


**SHIM DETAIL**

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

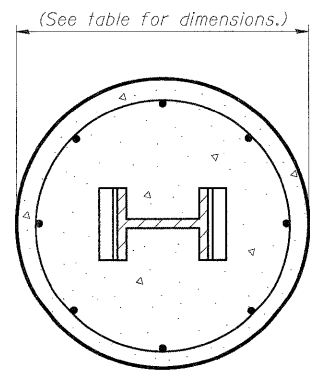


**LOCATION SKETCH**

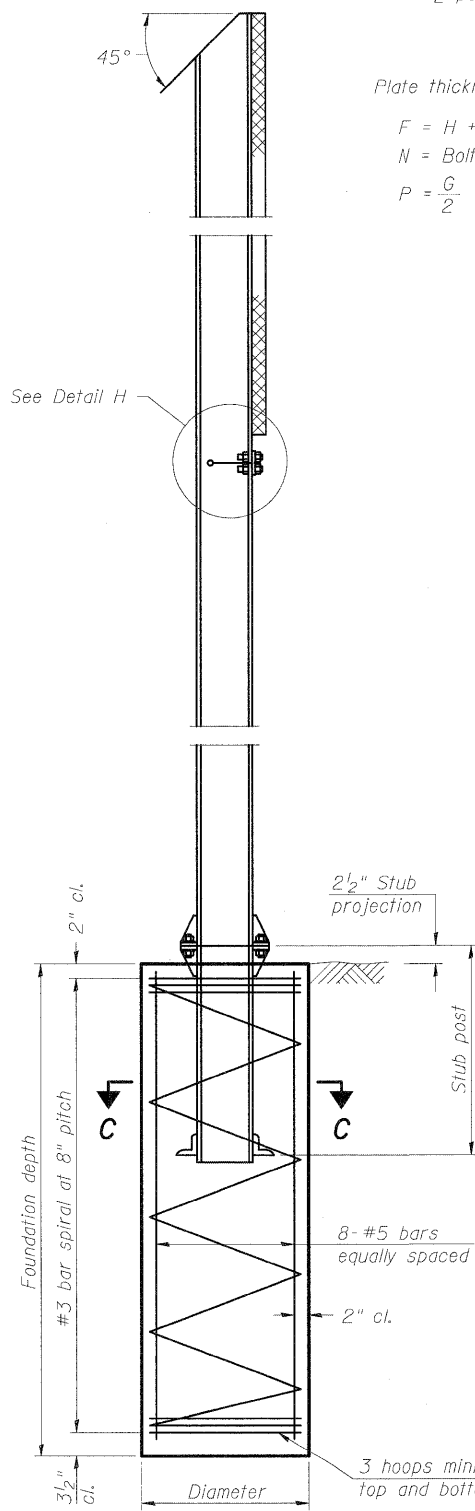


**SECTION A-A**

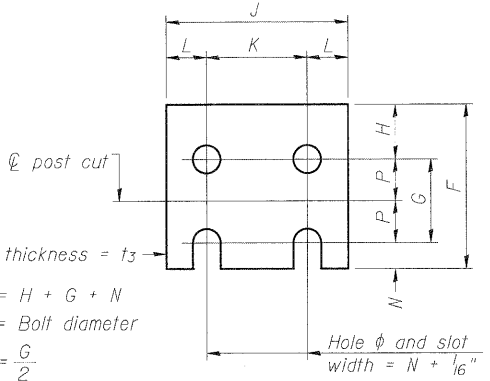
**SECTION B-B**



**SECTION C-C**



**SECTION D-D**

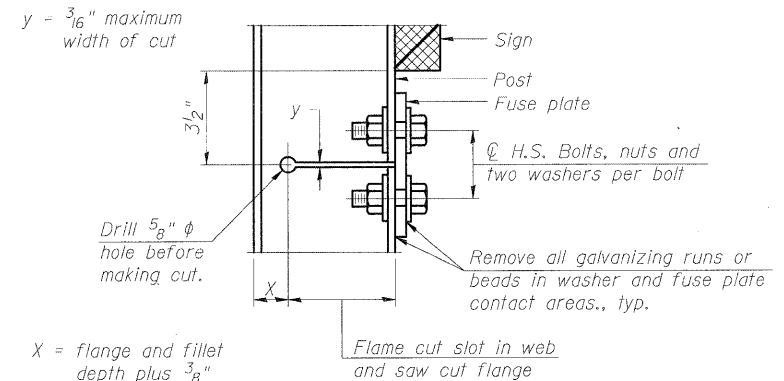


**FUSE PLATE DETAIL**

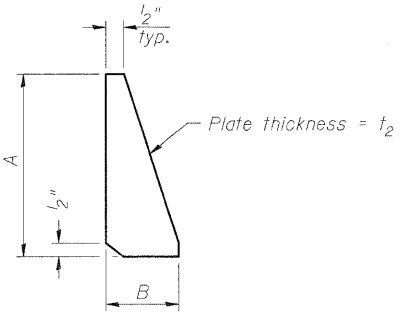
(Install with notches down.)

Plate thickness =  $t_3$   
 $F = H + G + N$   
 $N = \text{Bolt diameter}$   
 $P = \frac{G}{2}$

N = Bolt Diameter	G	H
1/2"	2"	1 1/8"
5/8"	2 1/4"	1 1/4"
3/4"	2 1/2"	1 3/8"
7/8"	2 3/4"	1 1/2"
1"	3"	1 5/8"
1 1/8"	3 1/4"	1 3/4"
1 1/4"	3 1/2"	1 7/8"



**DETAIL H**



**STIFFENER PLATE DETAIL**

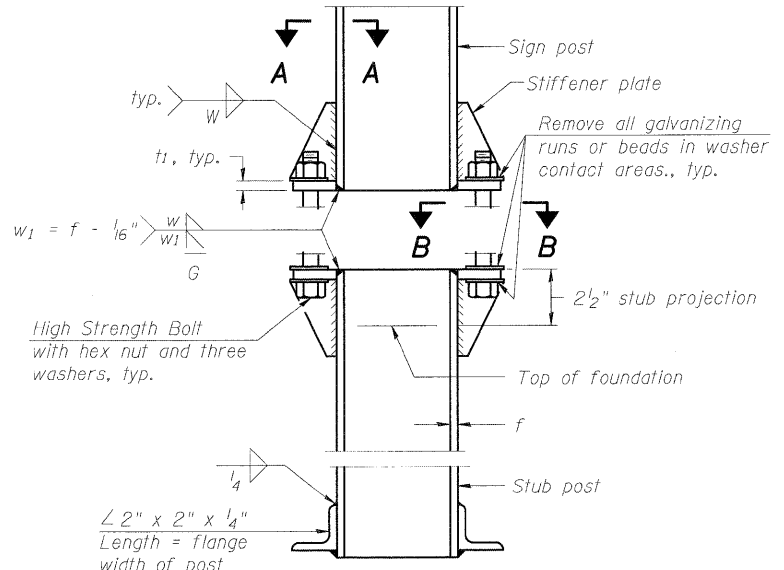
**GENERAL NOTES**

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

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

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

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



**ELEVATION SIGN POST & STUB POST**

BAW-A-1

7-1-10

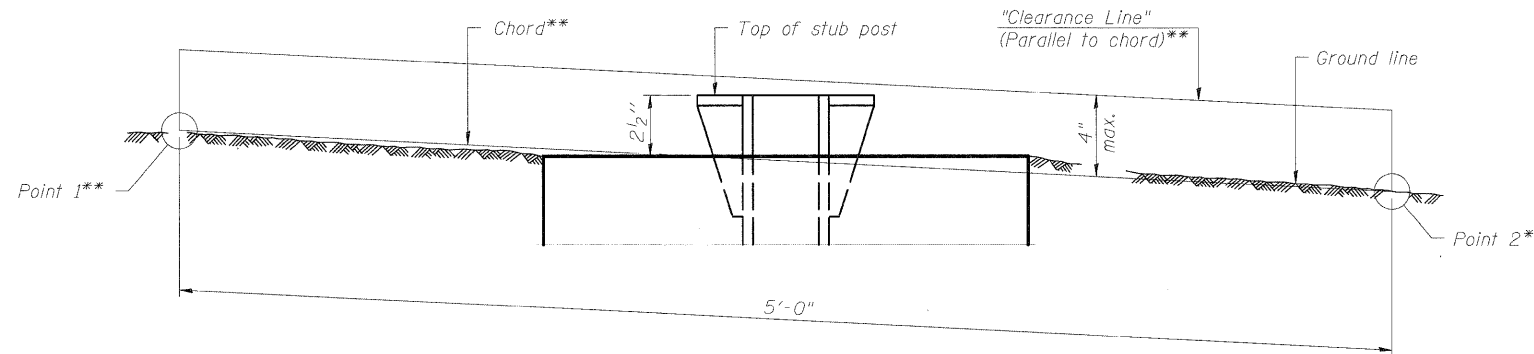
(Sheet 1 of 2)

FILE NAME = I:\0gn\sheets\sl112.dgn	USER NAME = EricG	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BREAK-AWAY WIDE FLANGE STEEL SIGN POST DETAILS</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 214
PLOT SCALE = 1:5	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66409
PLOT DATE = 12/22/2012	DATE = 12/17/10	REVISED -								

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA				
	Foundation			Reinforcement				Stub Post Length	Bolt Size	A	B	C	D	E	t <sub>1</sub>	t <sub>2</sub>	R	W	J	K	L	t <sub>3</sub>
	Diameter	* Minimum Depth	Concrete (1) cu. yds.)	Vertical Bars Length	Bar Spirals Diameter	Bar Spirals Length	lbs. (2)															
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	4"	2 1/4"	7/8"	1/4"
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	6"	3 1/2"	1 1/4"	3/8"
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/2"	1 1/4"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/2"	1 1/4"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/2"	1 1/4"	5 3/4"	2 3/4"	1 1/2"	5/8"
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/2"	1 1/4"	6 1/2"	3 1/2"	1 1/2"	5/8"
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	1 1/2"	1 1/4"	6 3/4"	3 1/2"	1 1/2"	5/8"
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/2"	1 1/4"	6 3/4"	3 1/2"	1 1/2"	5/8"
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/2"	1 1/4"	6 3/4"	3 1/2"	1 1/2"	5/8"

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

POST	FUSE PLATE BOLT SIZE																				
	Sign Height																				
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	17'-0"	18'-0"	19'-0"	20'-0"	21'-0"	22'-0"	23'-0"	24'-0"
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	---	---	---	---	---	---	---	---	---	---	---
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---	---	---	---
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---	---
W12x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	---	---	---	---	---	---
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	---	---	---	---	---
W14x38	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	3/4" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W16x45	---	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	5/8" x 2 1/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"



**ELEVATION  
GROUND LINE & STUB POST**

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

- ① Quantity includes all concrete necessary for one foundation.
- ② Includes reinforcement bars and spiral hooping for one foundation.

FOUNDATIONS:  
ALL NECESSARY EXCAVATING OR DRILLING (EXCEPT IN ROCK); BACKFILLING WITH EXCAVATED MATERIAL; DISPOSAL OF UNSUITABLE OR SURPLUS MATERIAL; FORMWORK; AND FURNISHING AND PLACING THE CLASS SI CONCRETE AND REINFORCEMENT BARS, SHALL BE INCLUDED IN THE PAY ITEM "CONCRETE FOUNDATIONS"

BAW-A-2

7-1-10

(Sheet 2 of 2)

FILE NAME = I:\Dgn\sheets\sl113.dgn	USER NAME = EricD	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BREAK-AWAY WIDE FLANGE STEEL SIGN POST TABLES</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 215	
PLOT SCALE = 1:15	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		CONTRACT NO. 66409	
PLOT DATE = 12/22/2010	DATE = 12/17/10	REVISED -									

**GENERAL NOTES**

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

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

LOADING: 90 M.P.H. WIND VELOCITY

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

DESIGN STRESSES:  
Field Units  
 $f_c = 3,500$  p.s.i.  
 $f_y = 60,000$  p.s.i. (reinforcement)

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

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B or A500 Grade B or C. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53. All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W\*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer.

The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

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

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

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

ANCHOR RODS: Shall conform to AASHTO M314 Gr. 36, 55 or 105 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F.

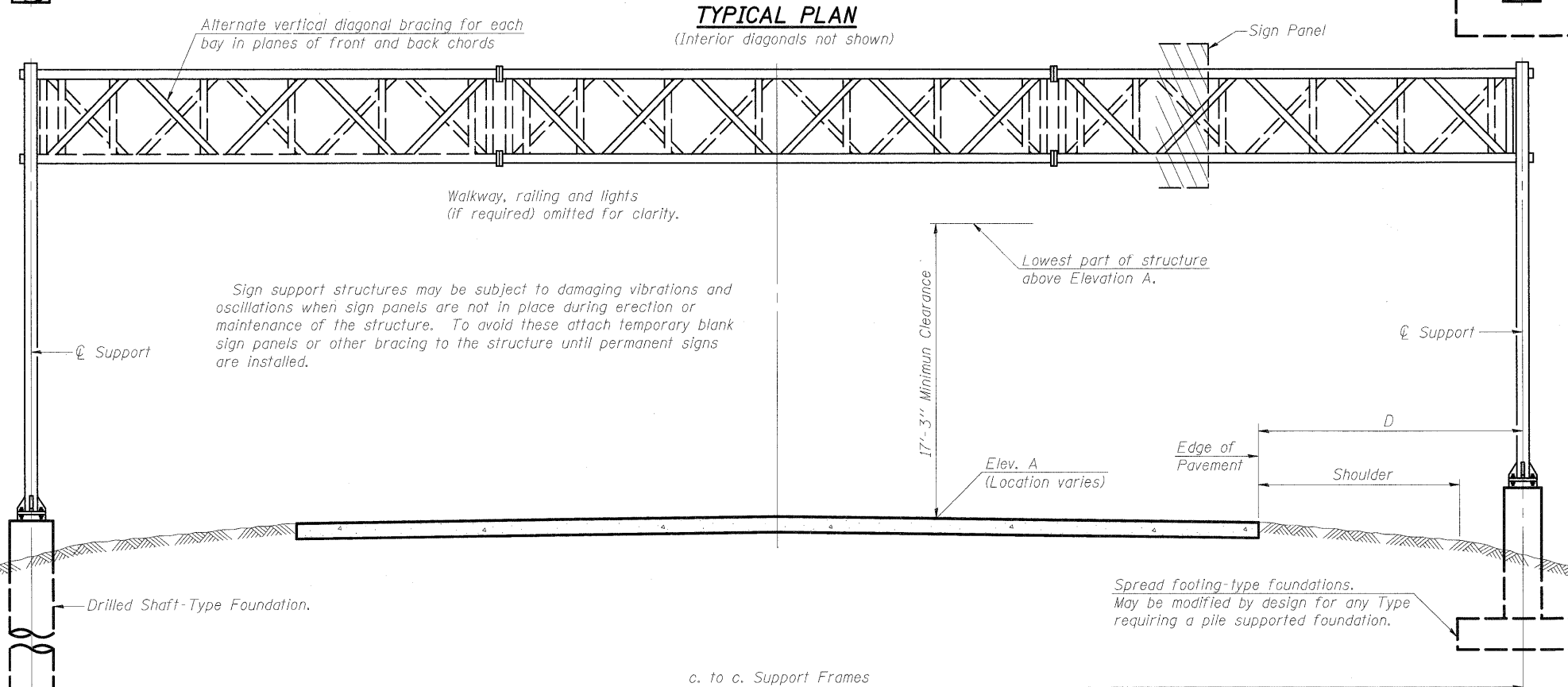
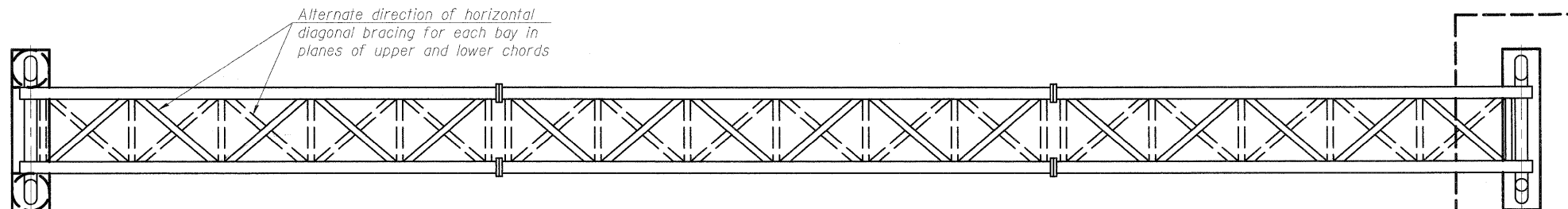
CONCRETE SURFACES: All concrete surfaces above an elevation 6" below the lowest final ground line at each foundation shall be cleaned and coated with Bridge Seat Sealer in accordance with the Standard Specifications.

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

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

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE SPAN TYPE I-A (4'-0"X4'-6")	Foot	133.2
OVERHEAD SIGN STRUCTURE SPAN TYPE II-A	Foot	
OVERHEAD SIGN STRUCTURE SPAN TYPE III-A	Foot	
OVERHEAD SIGN STRUCTURE WALKWAY TYPE A	Foot	88.0
CONCRETE FOUNDATIONS	Cu. Yds.	
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	25.6



**TYPICAL ELEVATION**

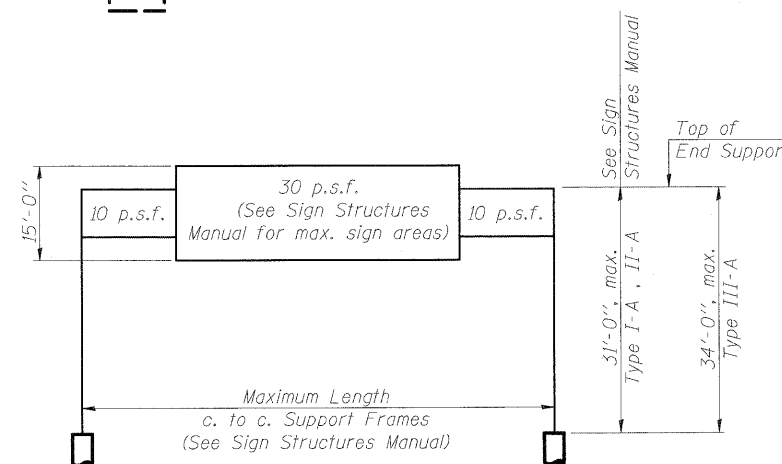
(Looking at Face of Signs\*\*)

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

Structure Number	Station	Design Truss Type	c. to c. Supports	Elev. A	Dim. D	Height of Tallest Sign	Total Sign Area
3S046S050R315.5	1300+97	I-A	75'-0"	680.71	28.0	7'-6"	195
3S046S050L315.5	1320+50	I-A	55'-0"	690.44	7.0	7'-6"	192

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

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

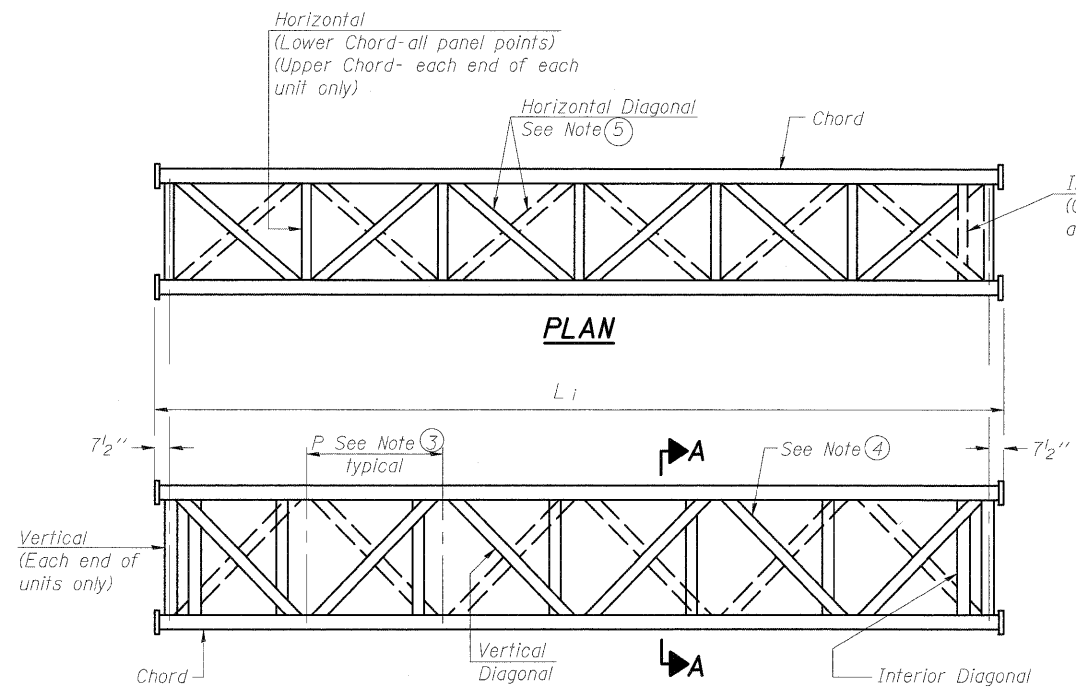


**DESIGN WIND LOADING DIAGRAM**

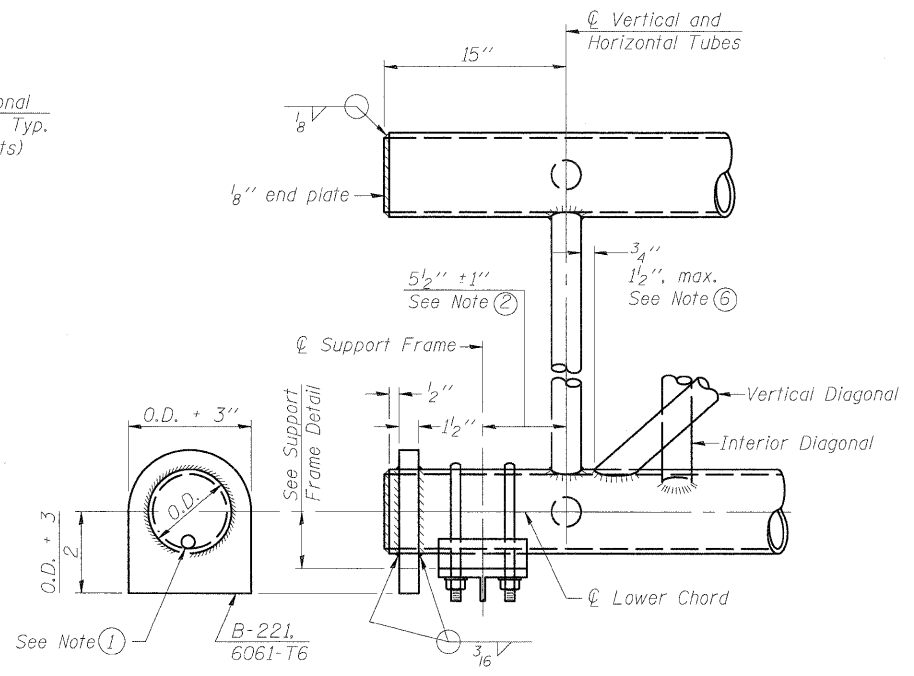
Parameters shown are basis for I.D.O.T. Standards and Sign Manual Tables. Installations not within dimensional limits shown require special analysis for all components.

OS-A-1 7-1-10

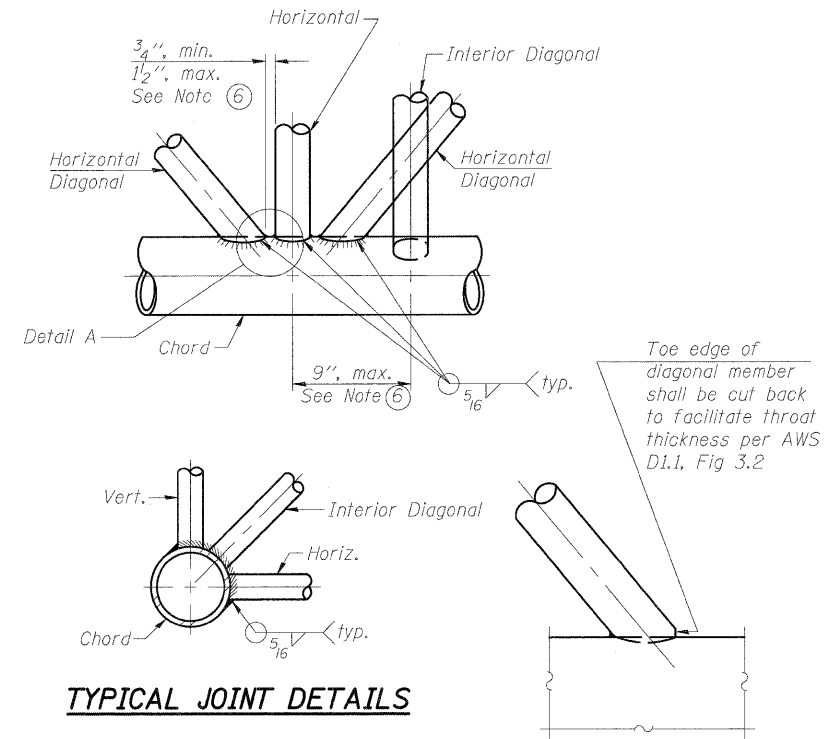
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PLOT SCALE = 1/8"=1'-0"	DRAWN - MGB	CHECKED - BB	REVISED -			CONTRACT NO. 66409				
PLOT DATE = 12/22/2010	CHECKED - BB	REVISED -	REVISED -			SHEET NO. 1 OF 10 SHEETS				
						FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



**ELEVATION  
TYPICAL INTERIOR UNIT**  
Even number of panels/interior unit required.

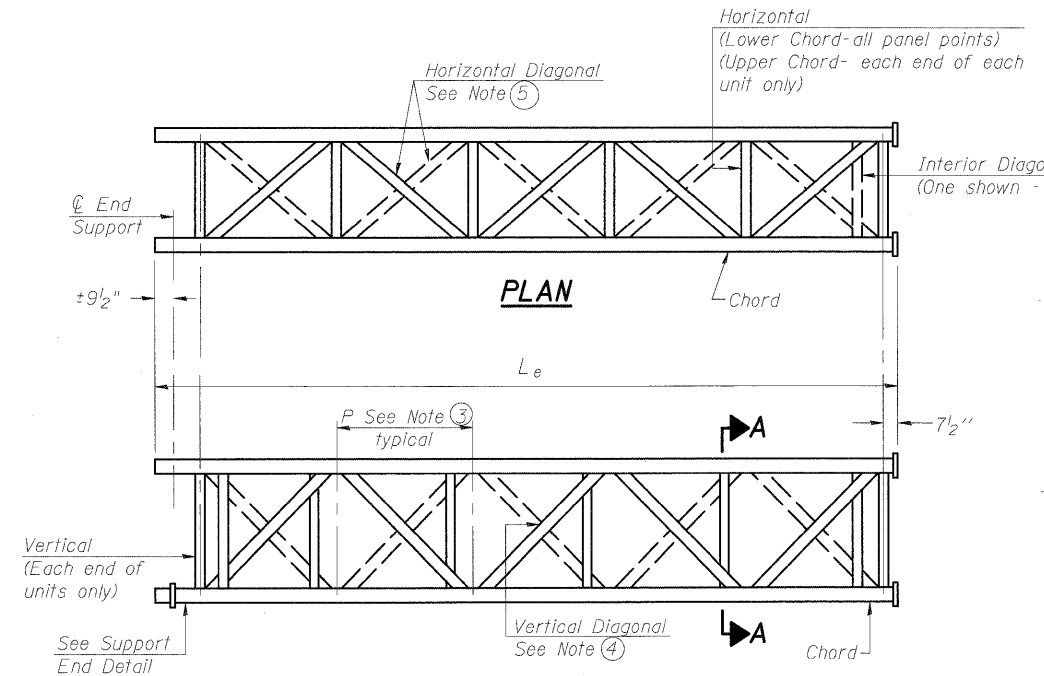


**SUPPORT END DETAIL FOR EXTERIOR UNIT**

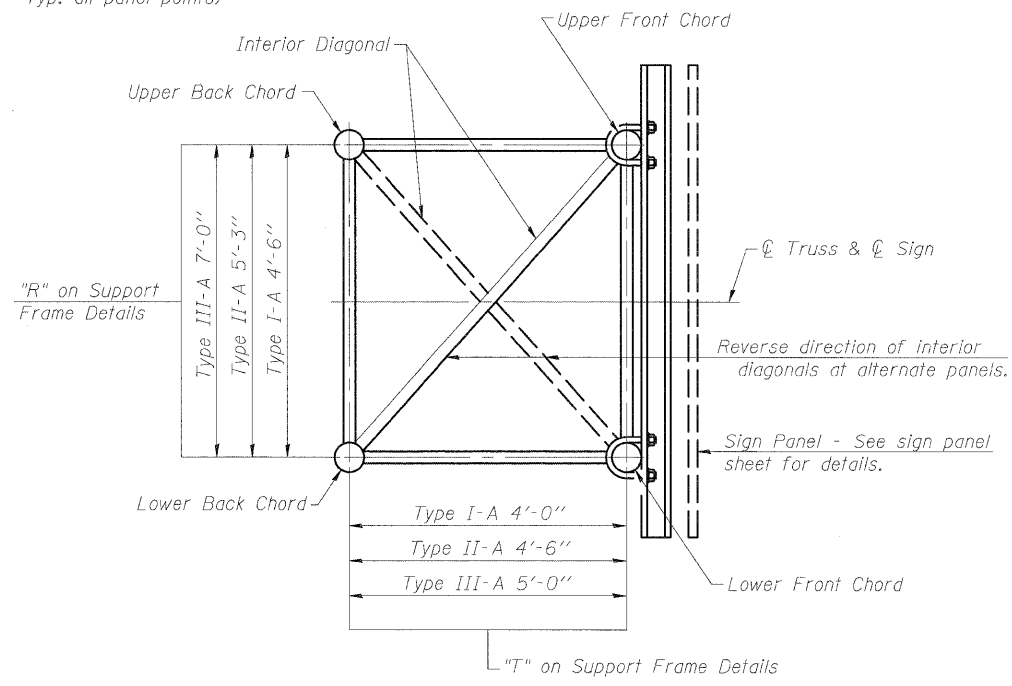


**TYPICAL JOINT DETAILS**

**DETAIL A**



**ELEVATION  
TYPICAL EXTERIOR UNIT**  
Even or odd number of panels/exterior units allowed.



**SECTION A-A**

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

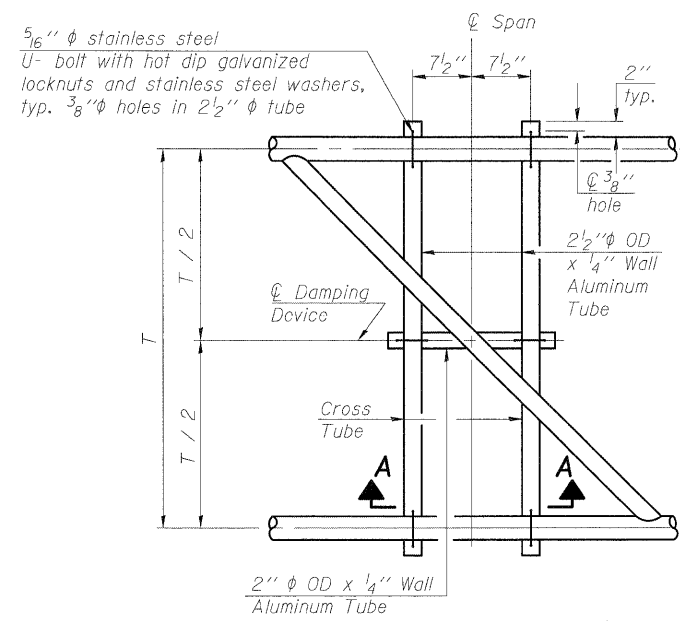
OS-A-2

7-1-10

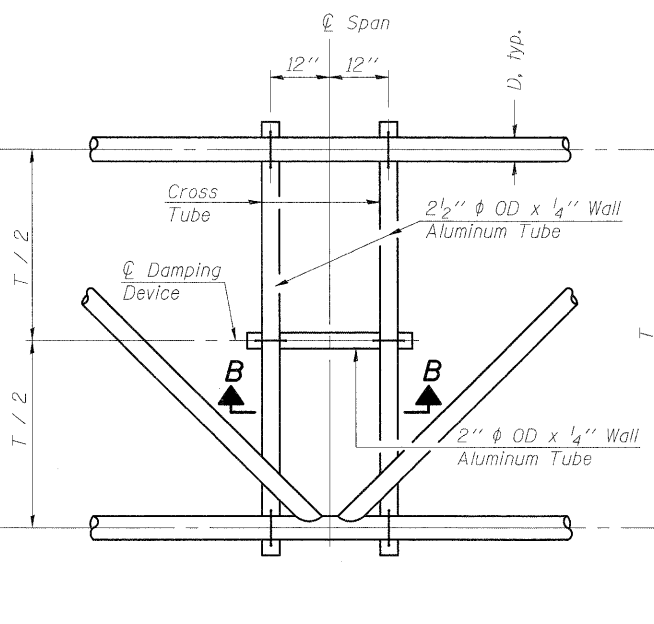
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PLOT SCALE = 1:0.0833333	DRAWN - MGB	CHECKED - BB	REVISED -			57	(46-2) I, HBR, VBR	KANKAKEE	558	217		
PLOT DATE = 12/22/2012	CHECKED - BB	REVISED -	REVISED -			CONTRACT NO. 66409						
SHEET NO. 2 OF 10 SHEETS						FED. ROAD DIST. NO. 3   ILLINOIS   FED. AID PROJECT						



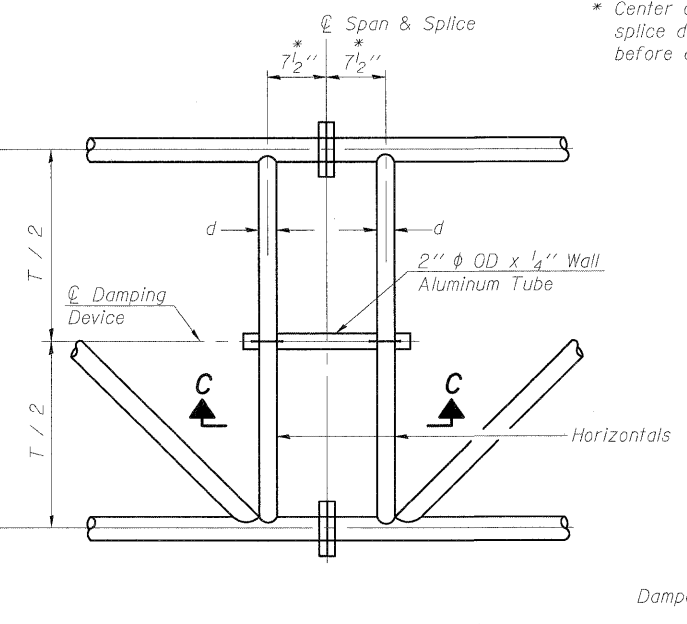




**PLAN DETAIL "A"**  
 ☉ Span between Panel Points



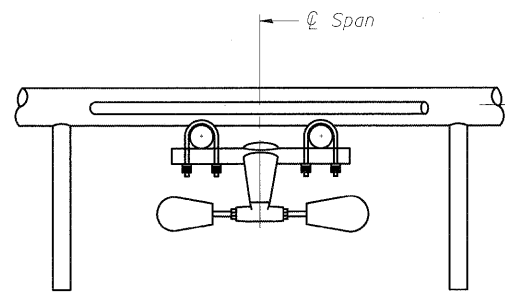
**PLAN DETAIL "B"**  
 ☉ Span at Panel Point



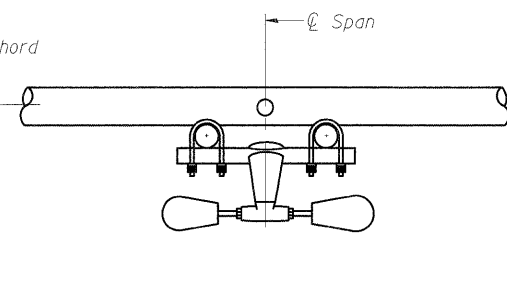
**PLAN DETAIL "C"**  
 ☉ Span at ☉ Chord Splice

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

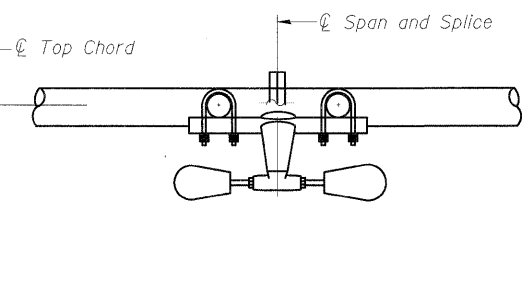
**NOTES**  
 Damper: One damper per truss. (51 lbs. minimum Stockbridge-Type Aluminum - 29" minimum between ends of weights) Cost included in Overhead Sign Structure...  
 Materials: Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6. Cost included in Overhead Sign Structure...



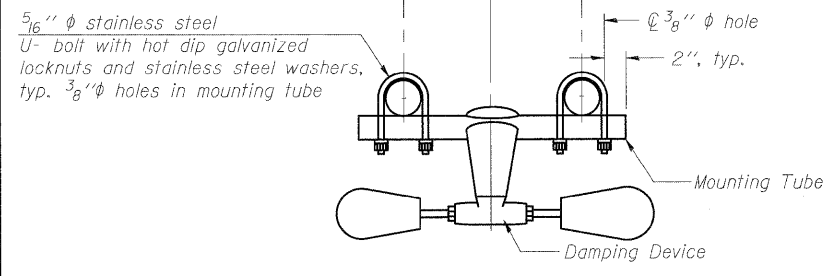
**SECTION A-A**



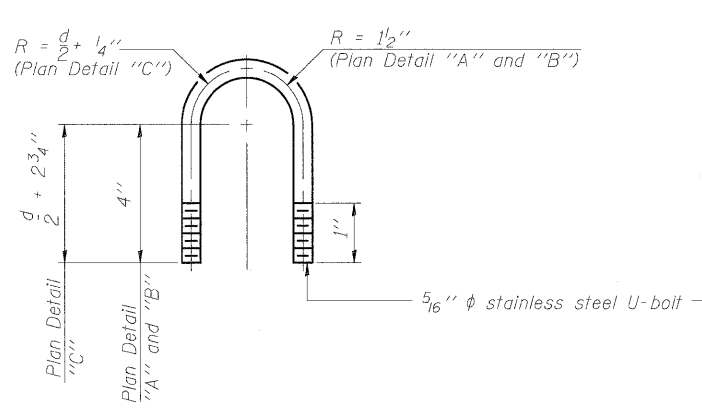
**SECTION B-B**



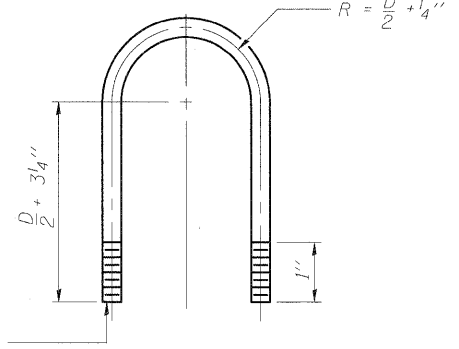
**SECTION C-C**



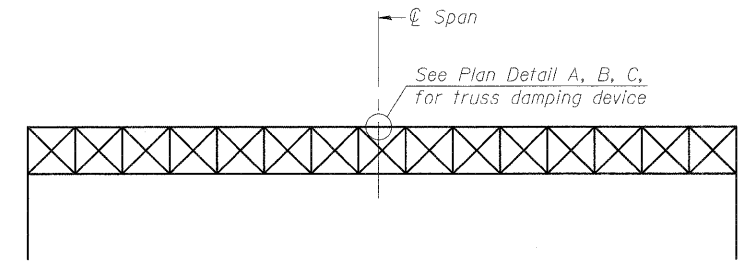
**TRUSS DAMPING DEVICE CONNECTION DETAIL**  
 (Typical)



**DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL**  
 (Typical)



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



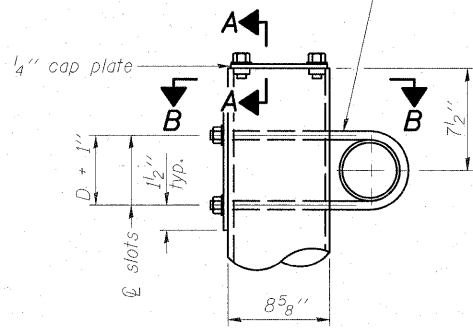
**ELEVATION**  
 Aluminum Overhead Sign Truss

OS-A-D

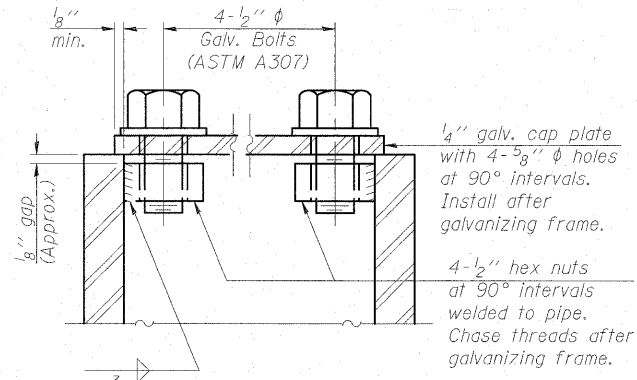
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PLOT SCALE = 1:20,000	DRAWN - MGB	REVISIONS -	SHEET NO. 4 OF 10 SHEETS			CONTRACT NO. 66409				
PLOT DATE = 12/22/2010	CHECKED - BB	REVISIONS -	FED. ROAD DIST. NO. 3			ILLINOIS FED. AID PROJECT				

3/4" φ stainless steel U-bolt.  
Provide two washers and two hexagon locknuts. (4)  
1 3/16" x 2" slots on 8" φ pipe.  
(4 slots required per pipe)

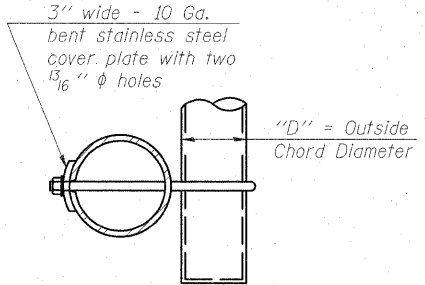


**DETAIL A**

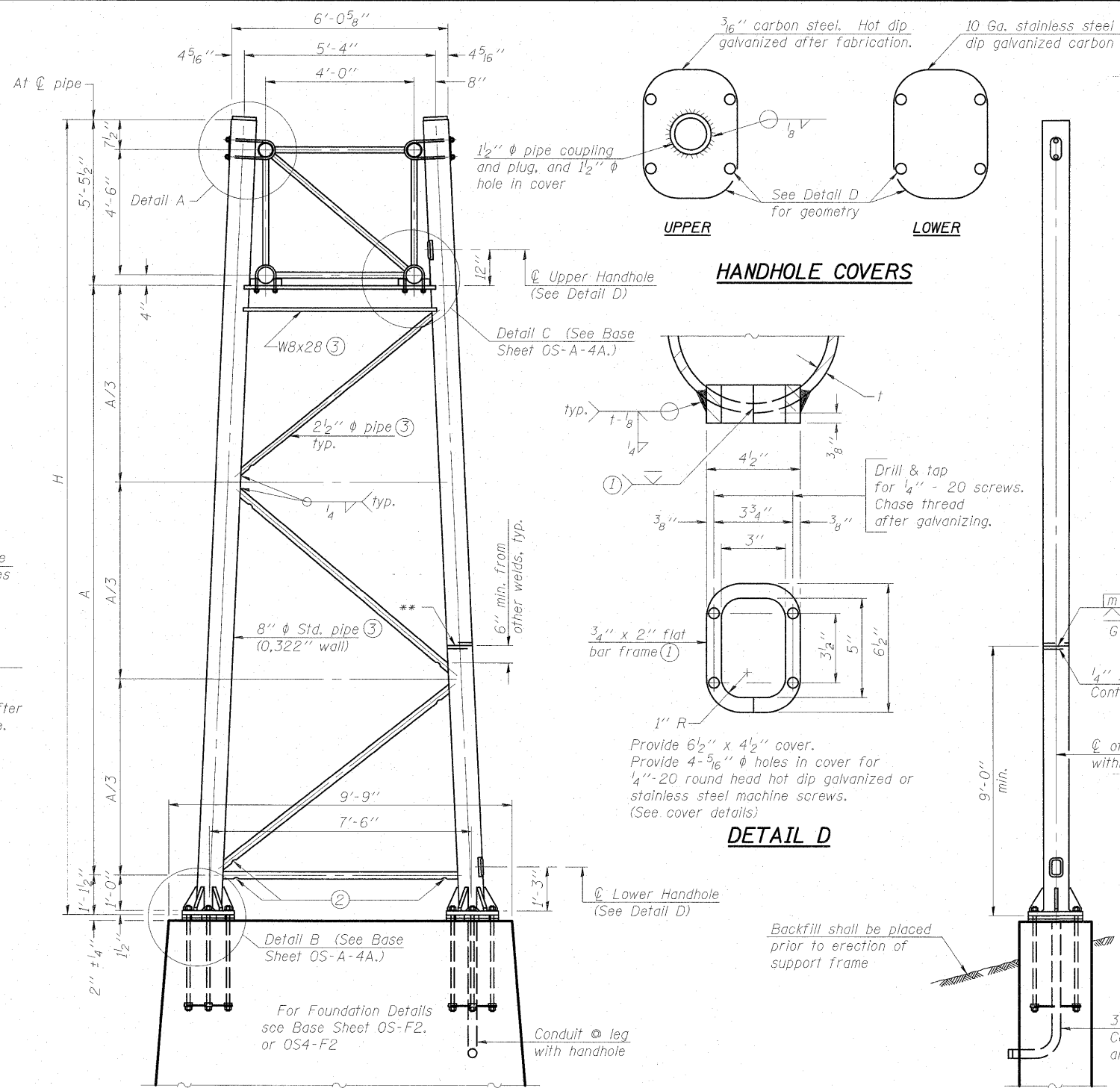


**SECTION A-A**

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



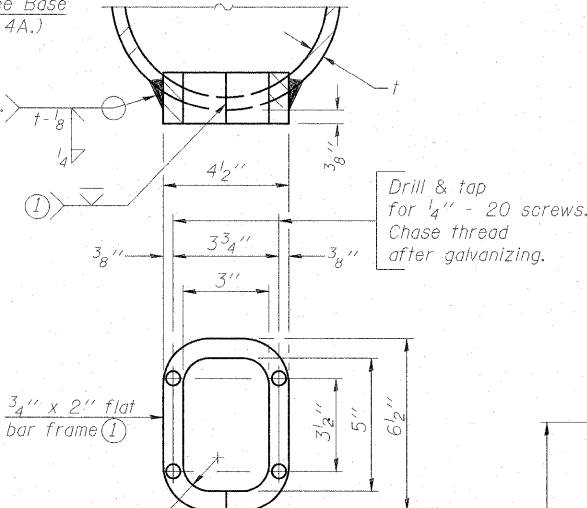
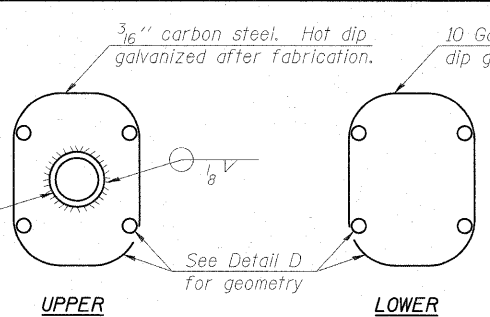
**SECTION B-B**



**SIDE ELEVATION**

**END ELEVATION**

**HANDHOLE COVERS**



**DETAIL D**

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

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

**8" φ PIPE TRUSS SUPPORT FRAME**

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

Structure Number	Station	Support		H ⑥	A
		Left	Right		
3S046S050R315.5	1300+97	X		24.667	18.085
			X	28.518	21.935
3S046S050L315.5	1320+50	X		24.667	18.085
			X	26.448	19.865

OS-A-4

7-1-10

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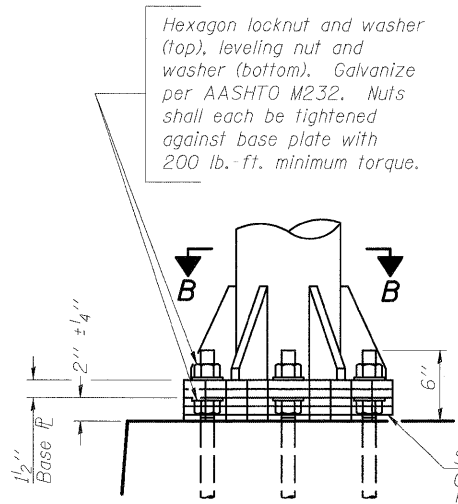
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CHECKED - BB	REVISED -
DRAWN - MGB	REVISED -
CHECKED - BB	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**OVERHEAD SIGN STRUCTURES  
SUPPORT FRAME FOR TYPE I-A ALUMINUM TRUSS**

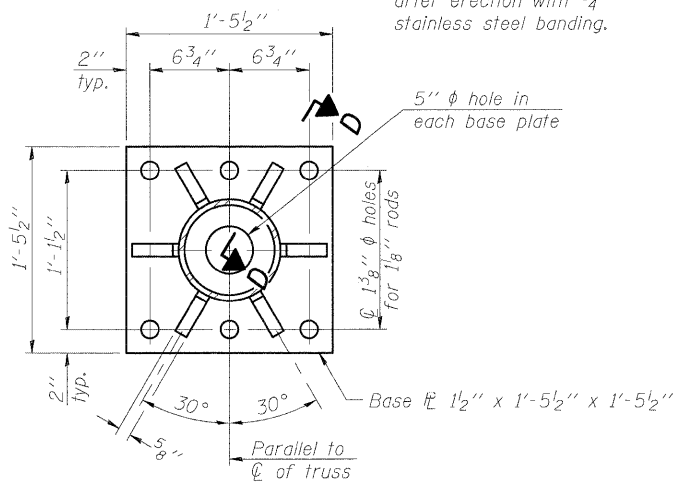
SHEET NO. 5 OF 10 SHEETS

F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 220
CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3   ILLINOIS   FED. AID PROJECT				

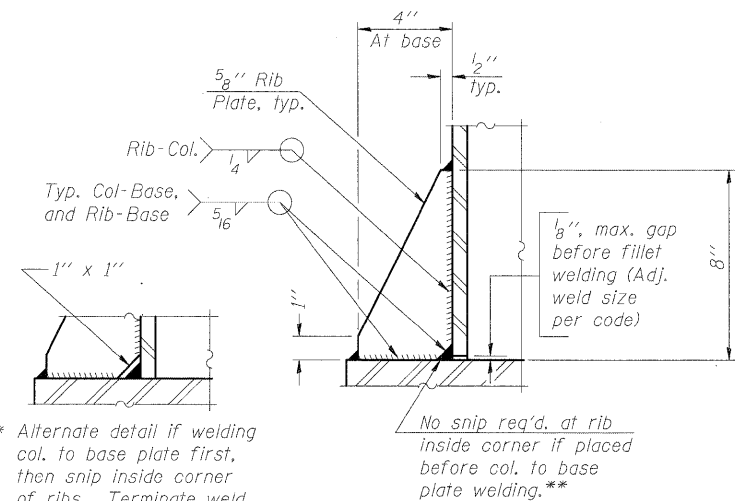


**DETAIL B**

Ribs shall be cut to fit slope of pipe.  
 Stainless Steel Standard Grade Wire Cloth, 3" wide, 1/4" maximum opening with a minimum wire diameter of AWG. No. 16 with a minimum 2" lap. Secure to base plate after erection with 3/4" stainless steel banding.



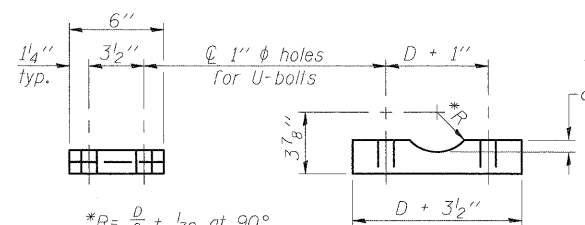
**SECTION B-B**



**SECTION D-D**

\*\* Alternate detail if welding col. to base plate first, then snip inside corner of ribs. Terminate weld on rib 1/4" from snip.

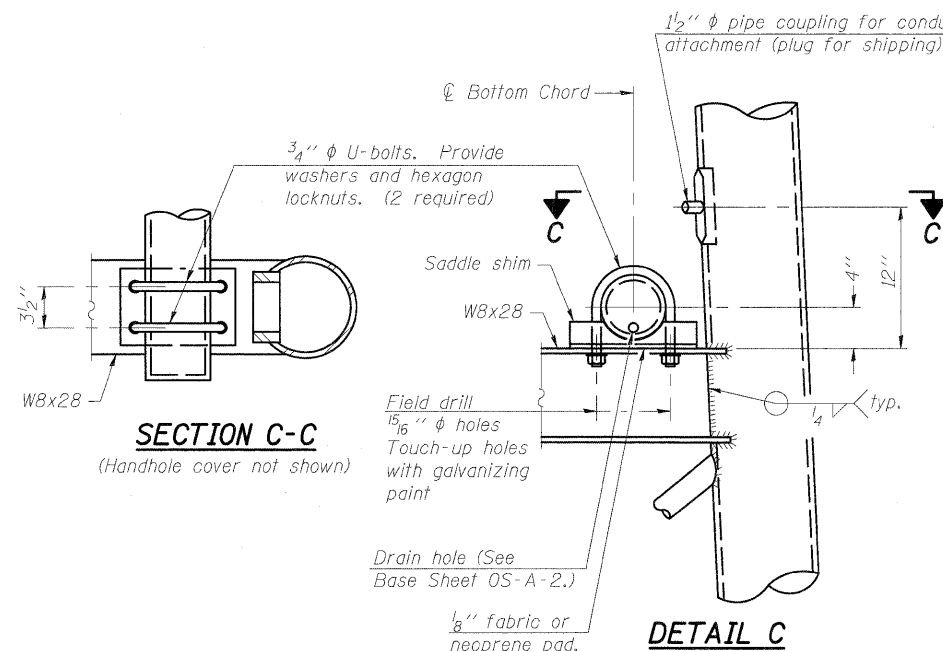
No snip req'd. at rib inside corner if placed before col. to base plate welding.



**SADDLE SHIM DETAIL**

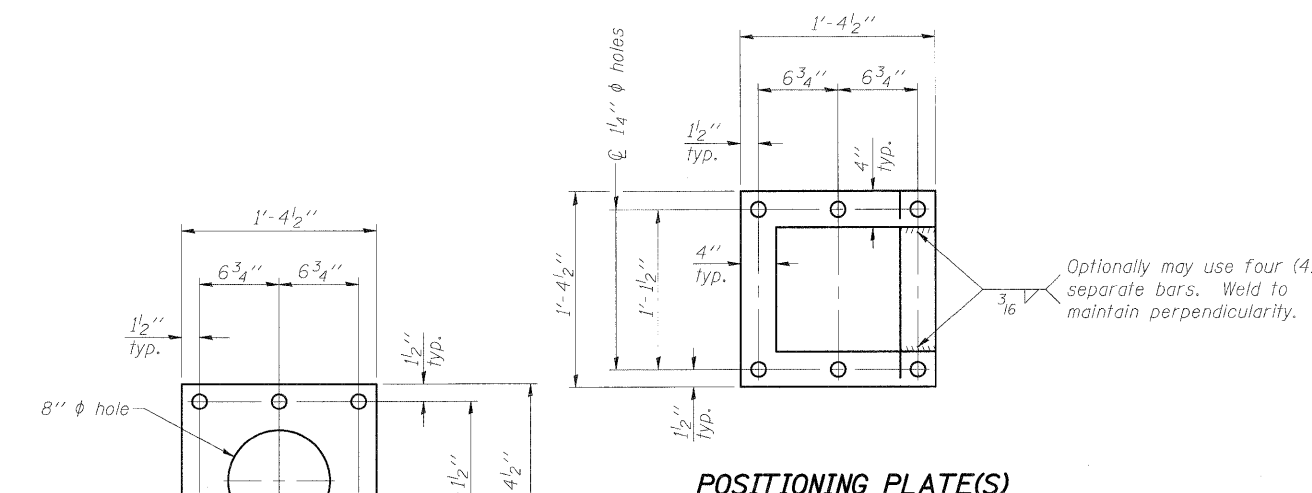
ASTM B26 Alloy 356-F  
 or  
 ASTM B209 Alloy 6061-T651  
 (4 required per sign truss)

Truss Chord Nominal Dia.	a
5"	3/4"
5 1/2"	13/16"
6"	7/8"
6 1/2"	15/16"



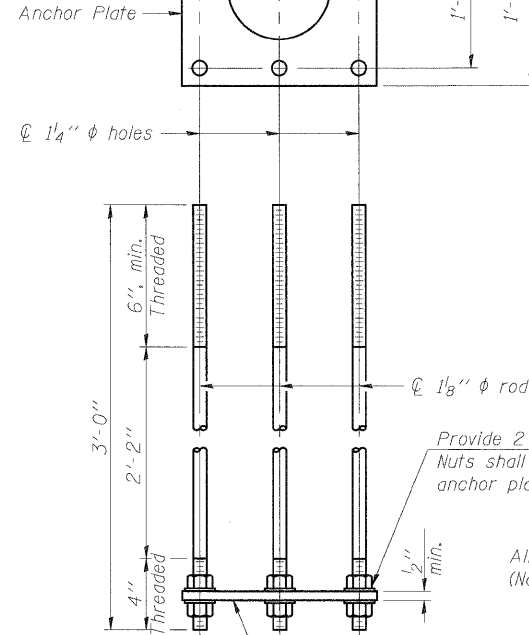
**SECTION C-C**

**DETAIL C**



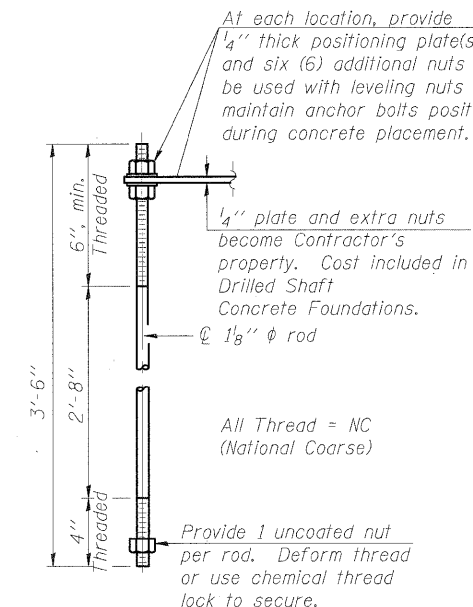
**POSITIONING PLATE(S)**

Optionally may use four (4) separate bars. Weld to maintain perpendicularity.



**ANCHOR ROD DETAIL**

Spread Footing Foundation



**ANCHOR ROD DETAIL**

Drilled Shaft Foundation

All Thread = NC (National Coarse)

Anchor rods shall conform to AASHTO M314 Grade 36 or 55 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. Galvanize upper 12" per AASHTO M232. No welding shall be permitted on rods.

**TYPE I-A TRUSS**  
**8" φ PIPE SUPPORT FRAME DETAILS**

OS-A-4A

7-1-10

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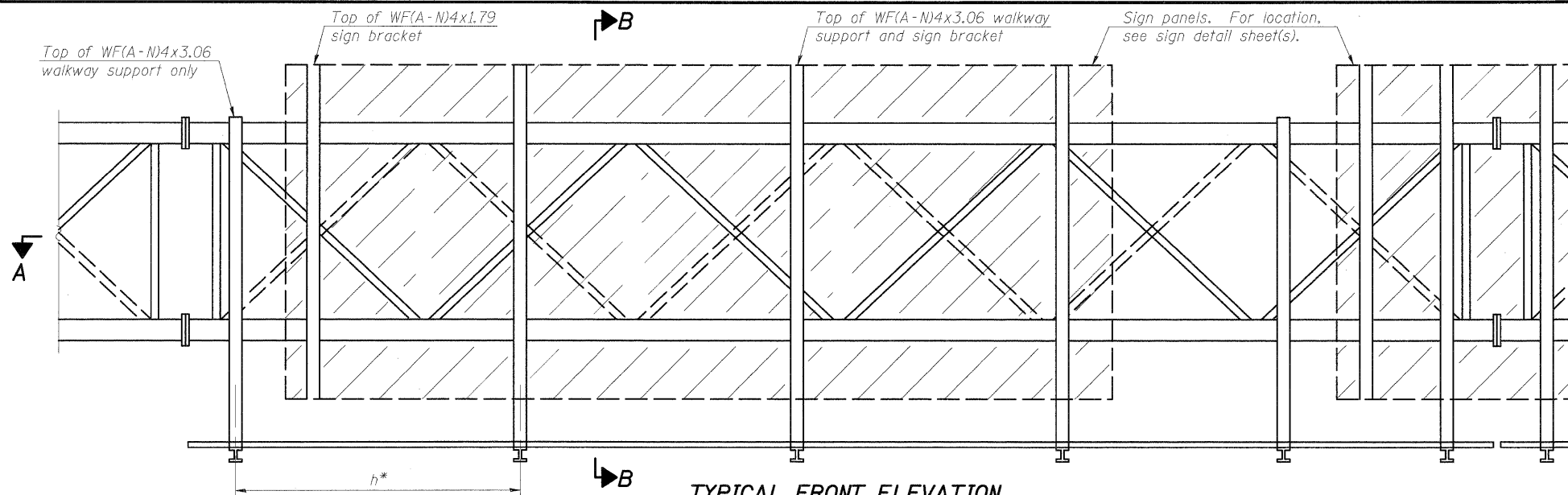
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CHECKED - BB	REVISD -
DRAWN - MGB	REVISD -
CHECKED - BB	REVISD -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

OVERHEAD SIGN STRUCTURES  
 SUPPORT FRAME DETAILS - ALUMINUM TRUSS

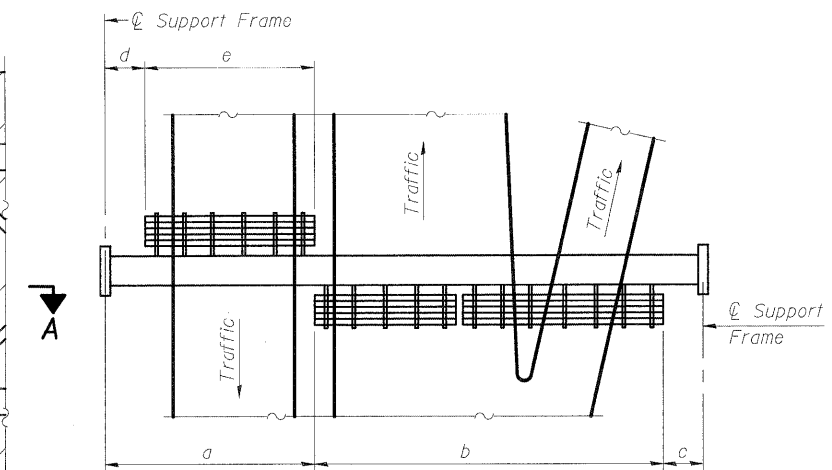
SHEET NO. 6 OF 10 SHEETS

F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 221
CONTRACT NO. 66409			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT	



**TYPICAL FRONT ELEVATION**

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



**PLAN WALKWAY AND HANDRAIL SKETCH**  
(Road plan beneath truss varies)

**BRACKET TABLE**

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

**Notes:**

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

f = 12" maximum, 4" minimum (End of sign to  $\phi$  of nearest bracket)  
g = 12" maximum, 4" minimum (End of walkway grating to  $\phi$  of nearest support bracket)

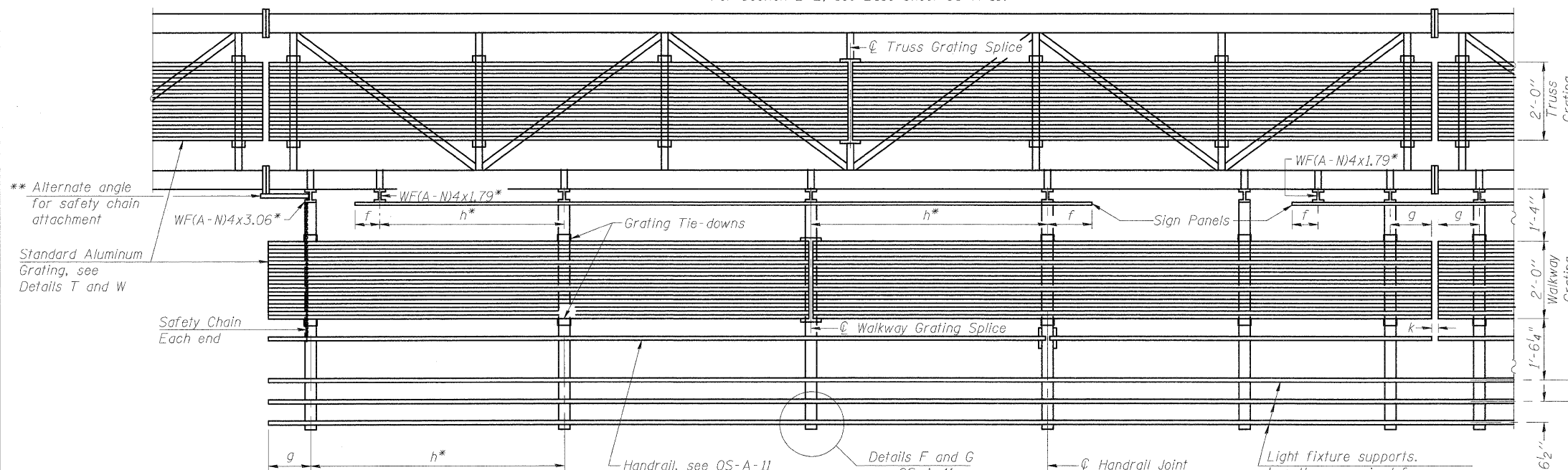
h = 6'-0" maximum ( $\phi$  to  $\phi$  sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)

k = 2" maximum gap between adjacent walkway grating sections and handrail ends

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

For Details T and W, Section B-B and Grating Splice Details see Base Sheet OS-A-10.

For Handrail Details see Base Sheet OS-A-11.



**SECTION A-A**

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

Structure Number	Station	a	b	c	d	e	Walkway Grating and Handrail Lengths
3S046S050R315.5	1300+97	7'-0"	44'-0"	24'-0"	-	-	-
3S046S050L315.5	1320+50	8'-0"	44'-0"	3'-0"	-	-	-

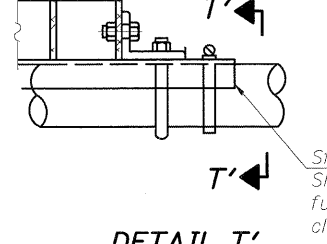
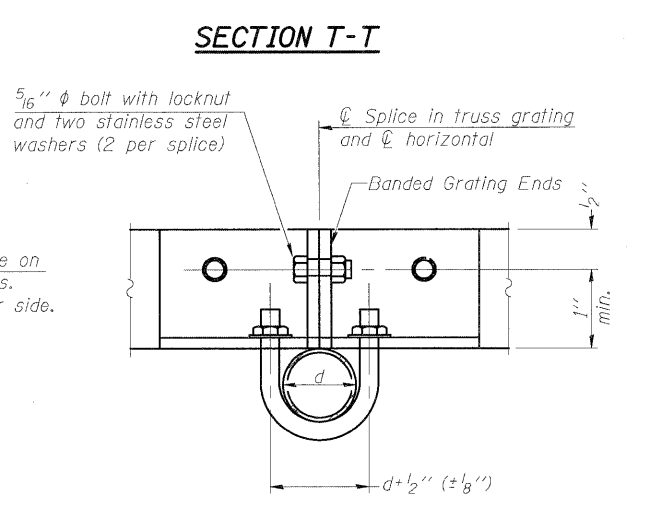
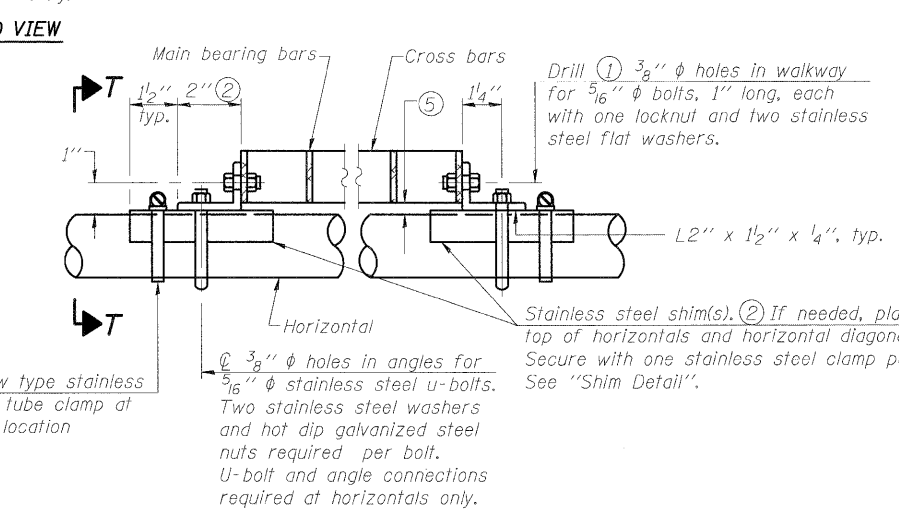
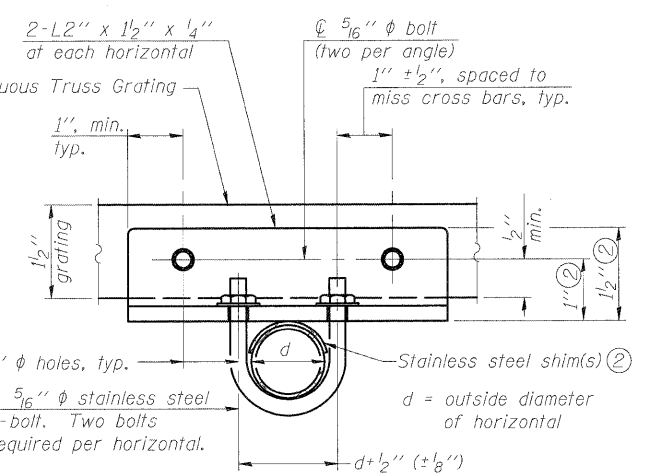
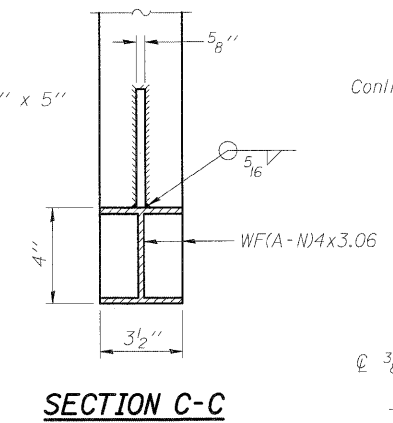
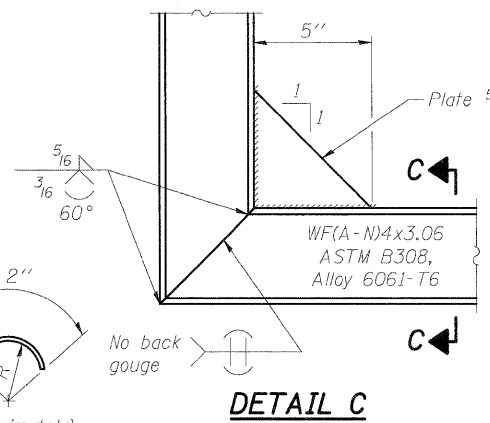
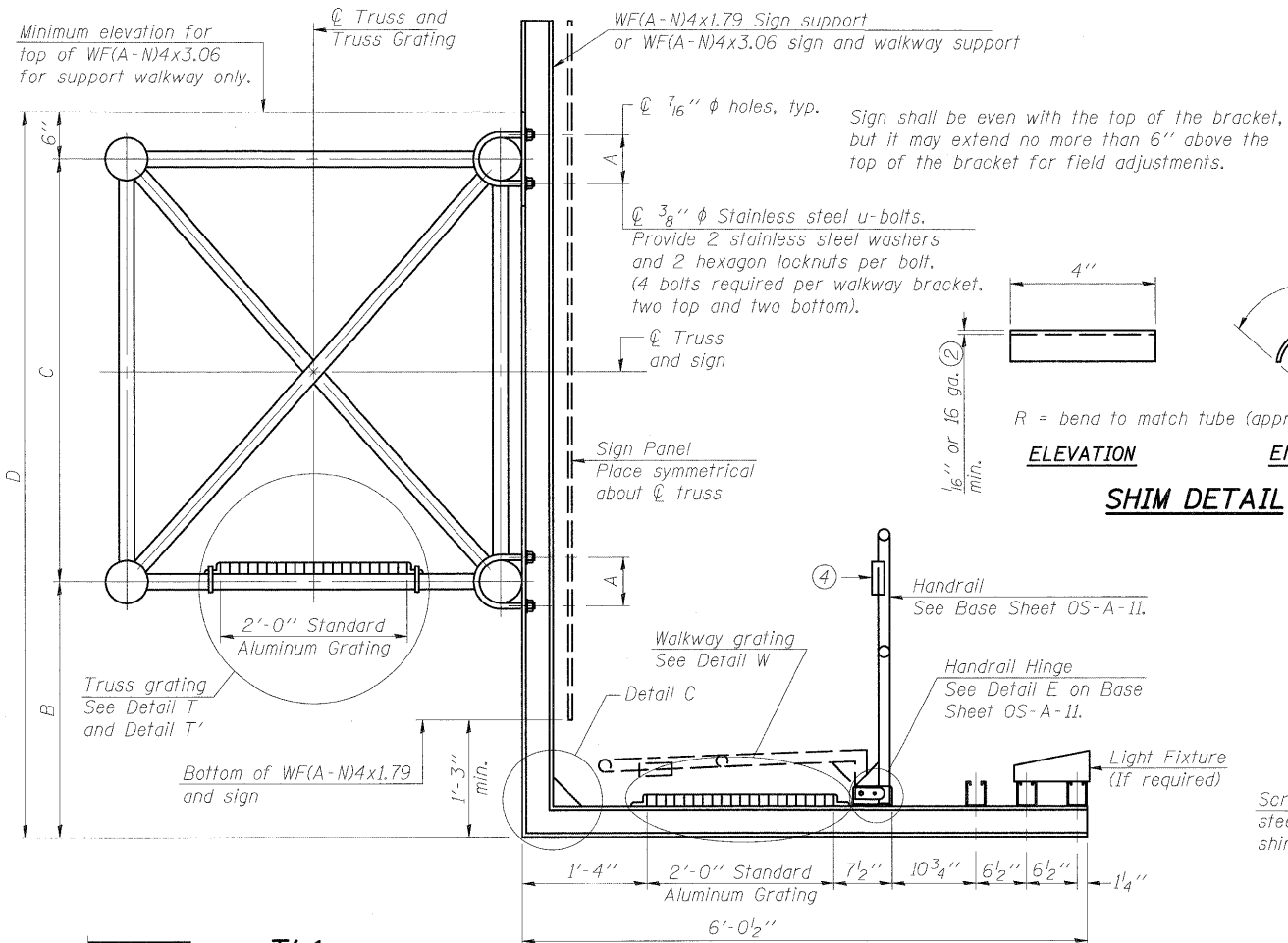
Truss grating to facilitate inspection shall run full length (center to center of support frames)  $\pm 12"$  on overhead trusses.  
Cost of truss grating is included in "Overhead Sign Structure".

Walkway and Truss Grating width dimensions are nominal and may vary  $\pm 1/2"$  based on available standard widths.

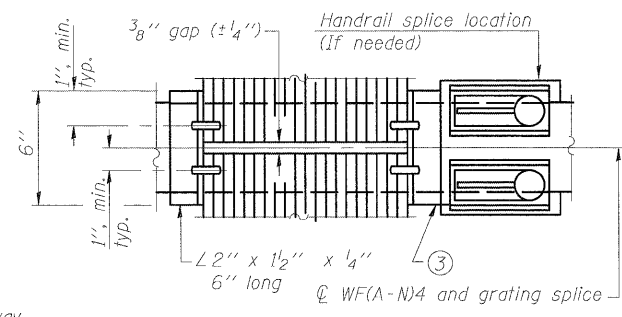
**WALKWAY GRATING, HANDRAIL AND LIGHT FIXTURE ARE NOT REQUIRED.**

OS-A-9

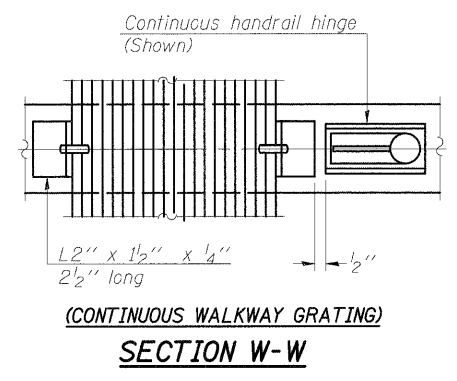
7-1-10



**SECTION B-B**



**(AT WALKWAY GRATING SPLICE)**



**SECTION W-W**

**SPECIFICATIONS FOR STANDARD ALUMINUM GRATING**

Main Bearing Bars shall be 3/16" x 1/2" on 1 3/16" centers and conform to ASTM B221 Alloy 6061-T6.  
 Cross bars shall be 3/16" x 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

**OR**

Aluminum Grating with modified "I" sections for main bearing bars shall meet the following requirements:  
 Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.<sup>3</sup> per bar, a depth of 1 1/2", spaced on 1 3/16" centers.  
 Cross bars shall conform to ASTM B221 Alloy 6063-T5 or T-42 and spaced on 4" centers.

Structure Number	Station	A	⑥ B	C	⑥ D
3S046S050R315.5	1300+97	5 1/2"	2'-10"	4'-6"	7'-10"
3S046S050L315.5	1320+50	5 1/2"	2'-10"	4'-6"	7'-10"

- Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- Stainless steel shims shall be placed as shown in Detail T if needed to compensate for alignment variations between horizontal and diagonal pipes beyond adjustment provided by angles. Thicker shims may be used subject to shims performing properly.
- If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OS-A-11.)
- 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.
- Tube to grating gap may vary from 0 to 1/2", max. to align walkway, allow for camber, etc.
- Based on actual height of tallest sign given on OS-A-1.

**WALKWAY GRATING, HANDRAIL AND LIGHT FIXTURE ARE NOT REQUIRED**

OS-A-10

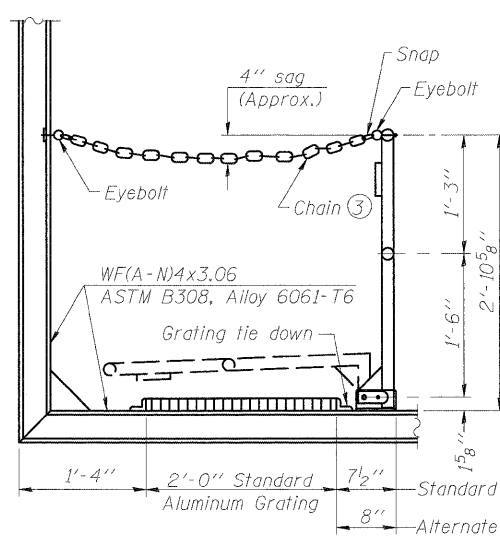
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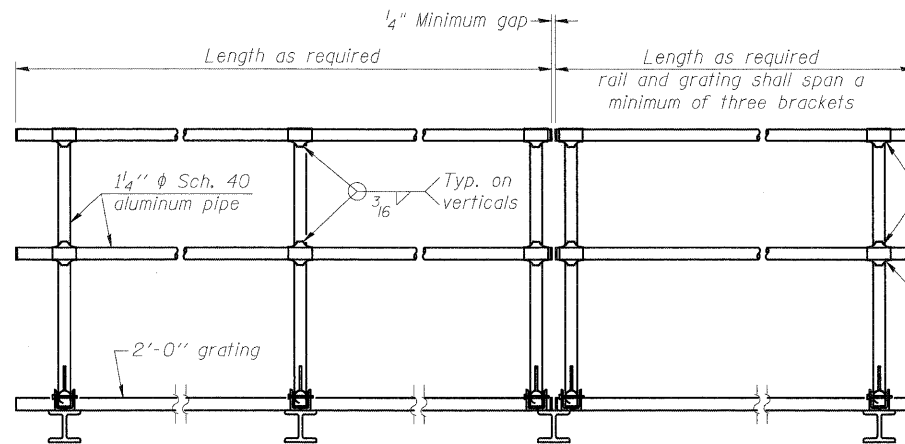
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**OVERHEAD SIGN STRUCTURES  
ALUMINUM WALKWAY DETAILS**  
SHEET NO. 8 OF 10 SHEETS

F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 223
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66409	



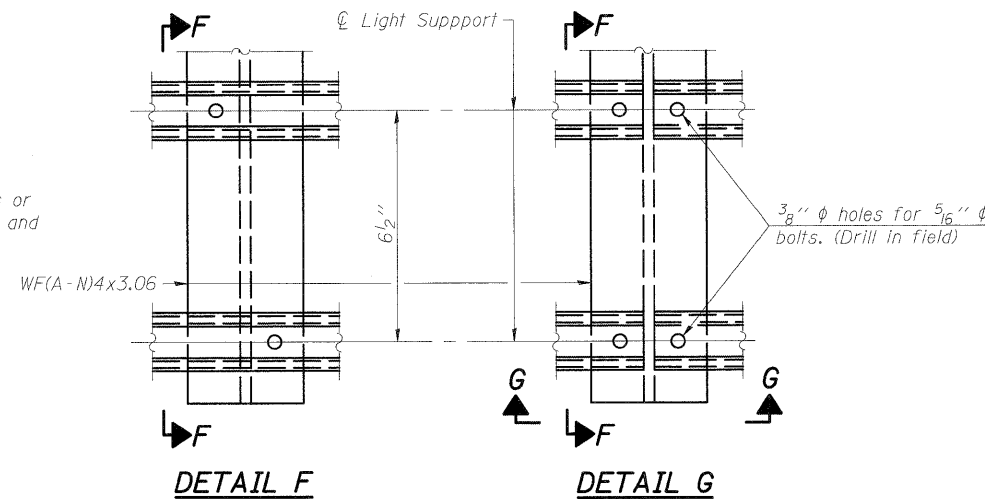
**SIDE ELEVATION**  
(Showing safety chain w/o sign)



**HANDRAIL DETAILS**  
**FRONT ELEVATION**

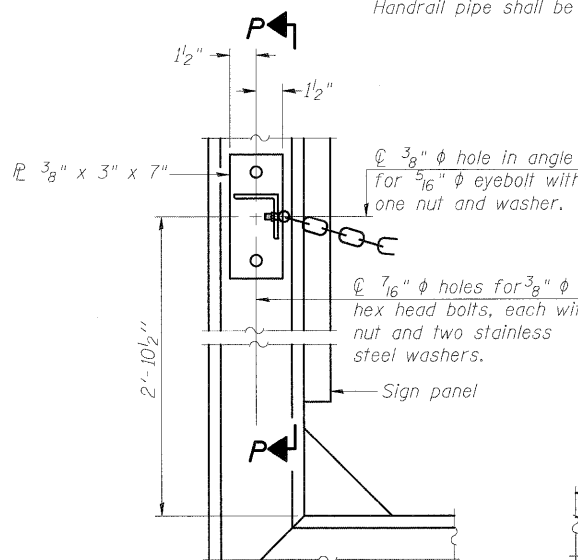
Handrail pipe shall be ASTM B241 or B429, Alloy 6063-T6 or Alloy 6061-T6.

- Install standard force-fit end caps or weld 3/8" end plates with 3/8" c.f.w. and grind smooth. (All rail ends)
- Horizontal handrail member shall be continuous thru fitting. Provide 7/16" hole in fitting for 3/8" bolt. Field drill 1/16" hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 7/16" holes on top rail at ends only.)



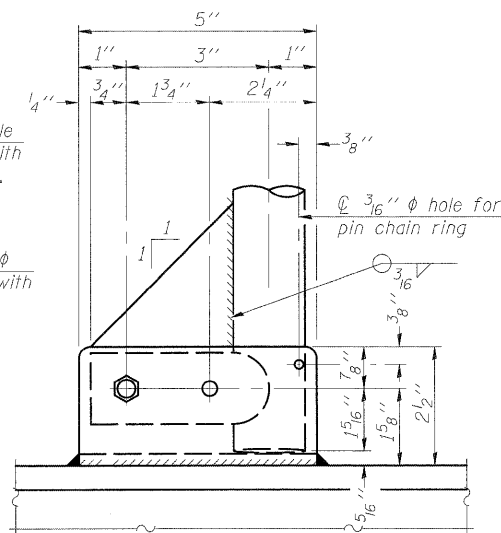
**DETAIL F**

**DETAIL G**

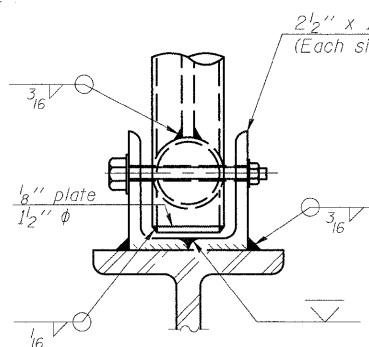


**ALTERNATE SAFETY CHAIN ATTACHMENT**  
(With Sign Present)

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

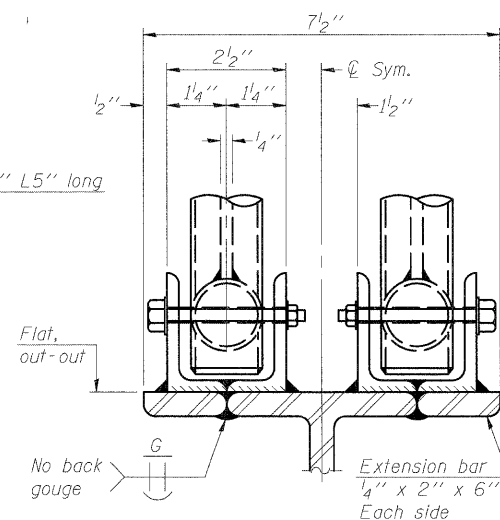


**SIDE ELEVATION**

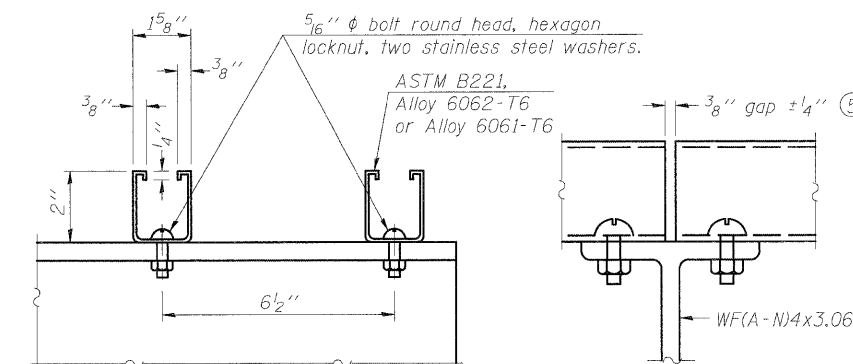


**FRONT ELEVATION**

See "Elevation" at right for dimensions.



**ELEVATION AT HANDRAIL JOINT**

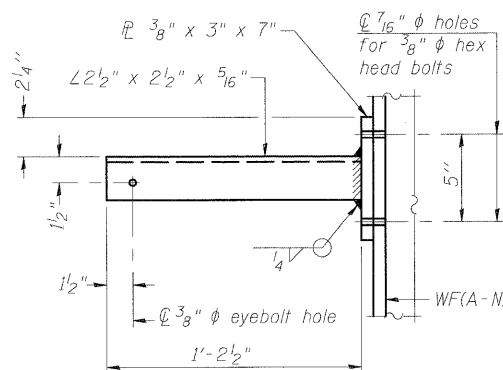


**SECTION F-F**

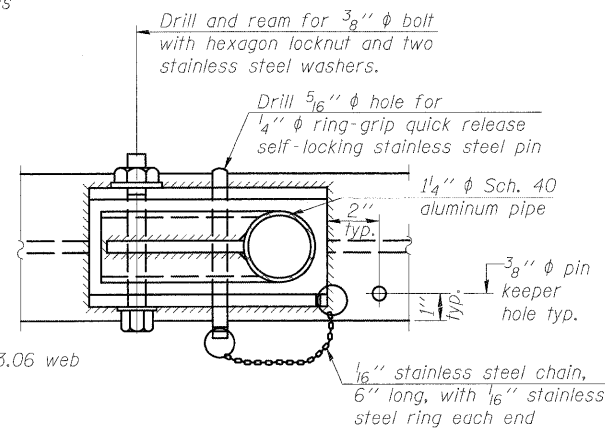
**SECTION G-G**

**LIGHTING FIXTURE MOUNTS (IF REQUIRED)**

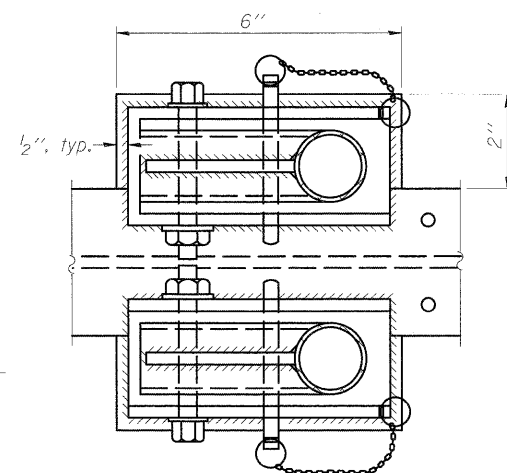
- Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.



**SECTION P-P**

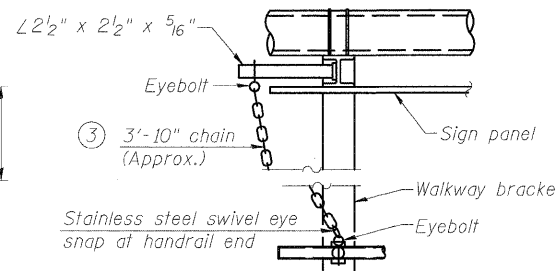


**PLAN**  
**DETAIL E HANDRAIL HINGE**



**PLAN AT HANDRAIL JOINT**

Details not shown same as "PLAN"

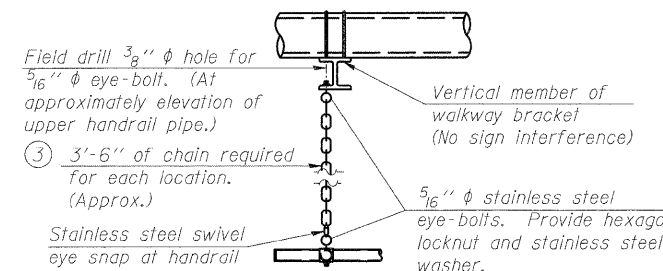


**ALTERNATE SAFETY CHAIN ATTACHMENT**

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

- 3'-10" Type 304L stainless steel chain, approximately 12 links per foot.

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



**SAFETY CHAIN**

One required for each end of each walkway.

OS-A-11

7-1-10

FILE NAME = H:\07031\Struct\dn\sh\11L 50-S131.dgn	USER NAME = EricC	DESIGNED - MGB	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>OVERHEAD SIGN STRUCTURES ALUMINUM HANDRAIL DETAILS</b>	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 1:20,000	DRAWN - MGB	CHECKED - BB	REVISD -			57	(46-2) I, HBR, VBR	KANKAKEE	558	224	
PLOT DATE = 12/22/2010	CHECKED - BB	DRAWN - MGB	REVISD -			CONTRACT NO. 66409					
						FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					





**TRAFFIC SIGNAL GENERAL NOTES:**

1. THE CONTRACTOR SHALL CONTACT THE UNITED VILLAGE OF BRADLEY (815-932-2125) A MINIMUM OF 72 HOURS PRIOR TO BEGINNING WORK.
2. THE TRAFFIC SIGNAL SECTION AT THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3, SHALL BE NOTIFIED AT 815-434-8506 AT LEAST 72 HOURS PRIOR TO TURNING ON ANY FLASHER OR CONTROLLER UNITS.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCED NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123.
4. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 701 OF THE STANDARD SPECIFICATIONS.
5. ALL TRAFFIC SIGNAL HEADS SHALL BE 12-INCH POLYCARBONATE.
6. TRAFFIC SIGNAL HEADS SHALL BE PROPERLY COVERED PRIOR TO INTERSECTION TURN-ON OR AS DIRECTED BY THE ENGINEER. THIS COST SHALL BE INCLUDED WITH THE COST OF THE ASSOCIATED TRAFFIC SIGNAL PAY ITEMS.
7. A 1/4" DIAMETER CONTINUOUS RODENT RESISTANT NYLON ROPE SHALL BE FURNISHED AND LEFT IN PLACE IN ALL CONDUITS BETWEEN HANDHOLES AND FOUNDATIONS OR CONTROLLER. THIS COST SHALL BE INCLUDED WITH THE COST OF CONDUIT PAY ITEM.
8. THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNAL IS TURNED ON. COST TO BE INCLUDED WITH THE TRAFFIC SIGNAL CONTROLLER PAY ITEM.
9. ALL CONDUIT IN TRENCH SHALL BE PVC. ALL CONDUIT PUSHED MAY BE PVC OR GALVANIZED STEEL. CONDUIT ATTACHED TO STRUCTURES SHALL BE GALVANIZED STEEL.
10. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT A GREATER THAN 2' MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
11. THE ELECTRICAL CONDUCTORS FOR ALL TRAFFIC SIGNAL HEADS SHALL BE SOLID, SOFT COPPER.
12. ALL THREADS OF BOLTS USED IN THE ASSEMBLY OF TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.
13. ALL HARDWARE SHALL BE TIGHTENED AND WELL SECURED, CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.
14. ALL TRAFFIC SIGNAL WIRING SHALL EXTEND FROM CONTROLLER TO SIGNAL. SPLICES IN JUNCTION BOXES WILL NOT BE ALLOWED.
15. THE CONTROLLER CABINET SHALL BE PLACED SO THAT A TECHNICIAN MAY SEE THE INTERSECTION OVER THE TOP OF THE CABINET WHILE WATCHING THE COMPONENTS IN THE CABINET.
16. THE PROPOSED TRAFFIC SIGNAL CONTROLLER CABINET SHALL BE FURNISHED WITH A MANUAL CONTROL SWITCH AND MANUAL CONTROL CHORD WITHIN THE POLICE DOOR COMPARTMENT. THIS WORK SHALL BE INCLUDED IN THE CONTROLLER CABINET PAY ITEM.
17. THE CONTRACTOR SHALL PROVIDE A SELF-ADHERED PHASE DIAGRAM ON THE INSIDE OF THE CONTROLLER CABINET DOOR.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO BEGINNING WORK TO OBTAIN THE UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATION.
19. THE CONTRACTOR SHALL CONTACT VILLAGE OF BRADLEY, IDOT AND UTILITY COMPANY FOR THE TELEPHONE CONNECTION TO THE MASTER CONTROLLER.
20. THE ELEVATION OF THE TOP OF THE DOUBLE HANDHOLE SHALL BE LESS THAN THE ELEVATION OF THE TOP OF THE CONTROLLER FOUNDATION.
21. ALL UNINTERRUPTIBLE POWER SUPPLIES SHALL BE EQUIPPED WITH ALPHA GUARD MONITORS.
22. ALL GROUNDING MATERIALS FOR CONCRETE FOUNDATIONS SHALL REFER TO SECTION 806 OF THE STANDARD SPECIFICATIONS.
23. ALL AREAS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED WITH SEED OR SOD TO THE SATISFACTION OF THE ENGINEER. SEEDING OR SODDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION.
24. THE FIBER OPTIC CABLE SHALL BE LABELED WITH DIRECTION AND ASSIGNMENT NUMBER.
25. THE SURGE PROTECTOR IN THE CONTROLLER CABINET SHALL HAVE AN INDICATOR LIGHT.
26. THE MAST ARMS SHALL BE LOCATED A MINIMUM 6' FROM THE FACE OF CURB OR A MINIMUM 18' FROM THE EDGE OF PAVEMENT TO THE FACE OF FOUNDATION WHERE THERE IS NO CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. IN CURB AREA, GET MORE THAN 6' IF POSSIBLE IF THE SIGNAL HEAD STILL LINES UP IN CENTER OF LANE.
27. ONE WEEK PRIOR TO SIGNAL TURN-ON FOR BOTH DIRECTIONS, THE CHANGEABLE MESSAGE SIGNS SHOULD READ "NEW SIGNAL AHEAD/ TURN ON DATE" FOR THREE WEEKS. AFTER THE SIGNALS ARE TURNED ON THE MESSAGE SIGN SHOULD READ "NEW SIGNAL AHEAD/ BE PREPARE TO STOP", FOR FOUR WEEKS.

**TEMPORARY TRAFFIC SIGNALS:**

1. ALL SIGNAL HEADS ON AN INDIVIDUAL SPAN WIRE SHALL BE MOUNTED SO THAT THE "RED" INDICATIONS ARE LEVEL WITH EACH OTHER.
2. THE CONTRACTOR SHALL PROVIDE 3 FEET OF SLACK CABLE IN THE CONTROLLER AND ON THE WOOD POLES. THE SLACK IS IN ADDITION TO THE VERTICAL LENGTH OF CABLE DEFINED IN THE STANDARD SPECIFICATIONS AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR ELECTRIC CABLE OF THE TYPE SPECIFIED.
3. TEMPORARY WOOD POLES SHALL BE LOCATED A MINIMUM OF 6' FROM THE FACE OF CURB OR A MINIMUM OF 18' FROM THE EDGE OF PAVEMENT WHERE THERE IS NO CURB, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

4. ALL TEMPORARY WOOD POLES SHALL BE INSTALLED SO THAT A MINIMUM OF 30' OF POLE IS ABOVE THE EXISTING PAVEMENT ELEVATION ADJACENT TO THE POLE. A SUFFICIENT LENGTH OF POLE SHALL BE BURIED AND BACK GUYED TO ALLOW THE INSTALLATION TO WITHSTAND A 70 MPH SUSTAINED WIND LOADING.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CHECKING THE WOOD POLE LOCATIONS BEFORE ORDERING TO DETERMINE IF LONGER POLES ARE REQUIRED.

**TRAFFIC SIGNAL SUMMARY OF QUANTITIES:**

PAY ITEM	DESCRIPTION	UNIT	TOTAL QUANTITY	IL-50 & RAMP EH	IL 50 & RAMP FG	IL 50 & INTERCONNECT
72000100	SIGN PANEL - TYPE 1	SQ FT	46	23	23	-
81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	7,103	1,255	2,182	3,666
81012700	CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	357	162	195	-
81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	357	145	212	-
81013000	CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	207	85	122	-
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	960	395	565	-
81018600	CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	49	49	-	-
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	2,508	1,192	1,111	205
81400700	HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	22	10	7	5
81400720	DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	3	1	2	-
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	8,572	1,683	3,049	3,840
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	5	-	-	5
85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	4	1	-	3
85700305	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1	-	1	-
86000105	MASTER CONTROLLER (SPECIAL)	EACH	1	-	-	1
86200300	UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	5	1	1	3
86400100	TRANSCEIVER-FIBER OPTIC	EACH	5	1	1	3
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	500	315	185	-
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,845	1,292	1,553	-
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	9,365	3,665	5,700	-
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	319	319	-	-
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	15,001	7,607	7,394	-
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	1,602	1,139	463	-
87301815	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3C	FOOT	886	438	448	-
87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2	-	2	-
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	16	9	7	-
87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1	1	-	-
87702930	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 40 FT.	EACH	2	1	1	-
87703010	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.	EACH	1	1	-	-
87703020	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 58 FT.	EACH	1	-	1	-
87702700	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 44 FT. AND 50 FT.	EACH	1	-	1	-
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	72	36	36	-
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	8	4	4	-
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	80	40	40	-
87900200	DRILL EXISTING HANDHOLE	EACH	12	-	-	12
88040070	SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	15	7	8	-
88040090	SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	18	8	10	-
88040150	SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3	3	-	-
88102825	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	6	4	2	-
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	36	18	18	-
88500100	INDUCTIVE LOOP DETECTOR	EACH	36	17	19	-
88600100	DETECTOR LOOP, TYPE 1	FOOT	4,623	1,928	2,402	293
88700200	LIGHT DETECTOR	EACH	8	4	4	-
88700300	LIGHT DETECTOR AMPLIFIER	EACH	8	4	4	-
88800100	PEDESTRIAN PUSH-BUTTON	EACH	6	4	2	-
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2	1	1	-
89502200	MODIFY EXISTING CONTROLLER	EACH	3	-	-	3
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	5	1	1	3
89502380	REMOVE EXISTING HANDHOLE	EACH	8	4	4	-
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8	4	4	-
X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1	-	-	1
X8050010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1	-	1	-
X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1	1	-	-
X8710020	FIBER OPTIC CABLE IN CONDUIT, NO. 62 5/125, MM12F SM12F	FOOT	5,658	-	-	5,658
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	2,141	1,241	900	-
X8730320	ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 20 3/C, TWISTED, SHIELDED	FOOT	2,118	919	1,199	-
Z0033056	OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1	-	-	1
Z0033090	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5,658	-	-	5,658
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	1	1	-

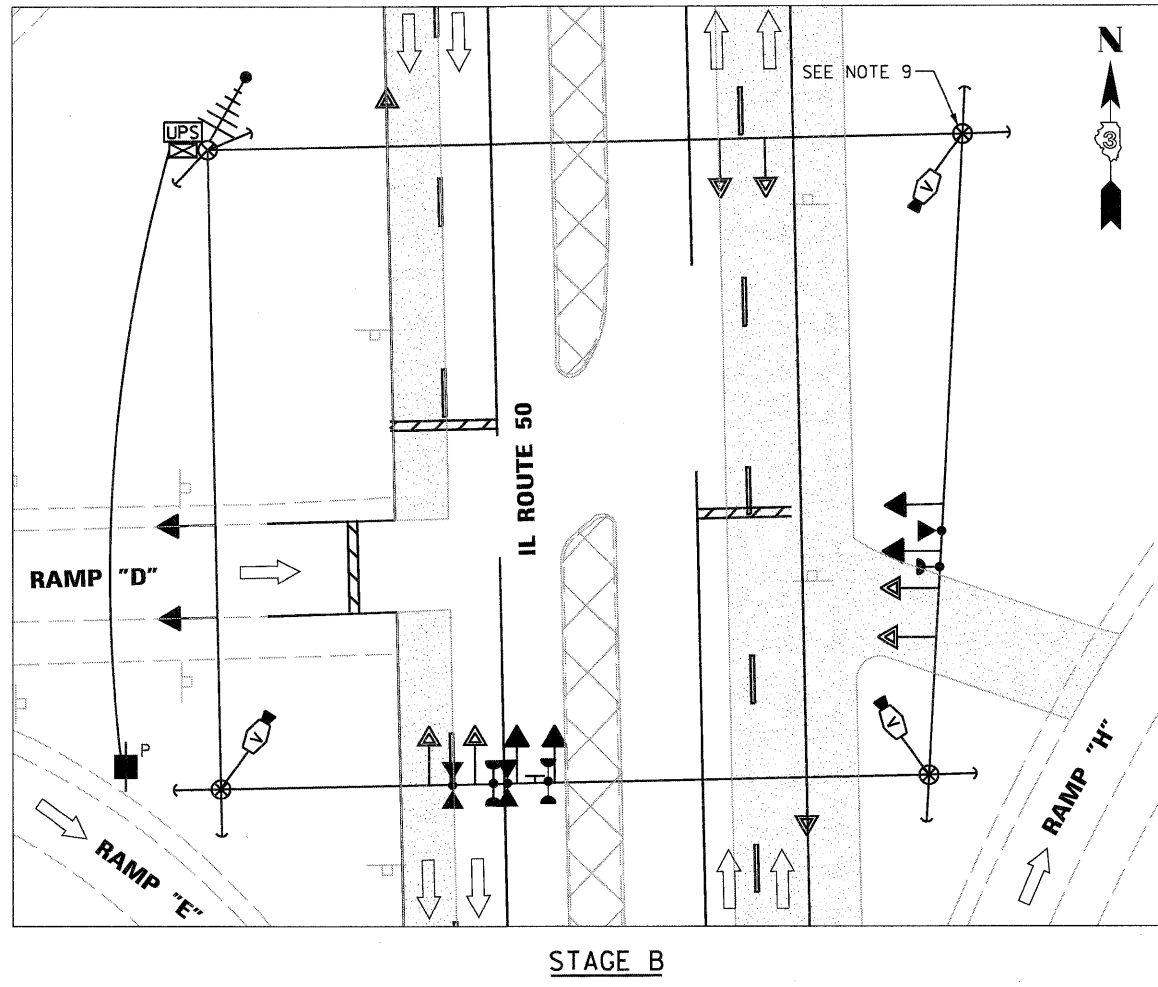
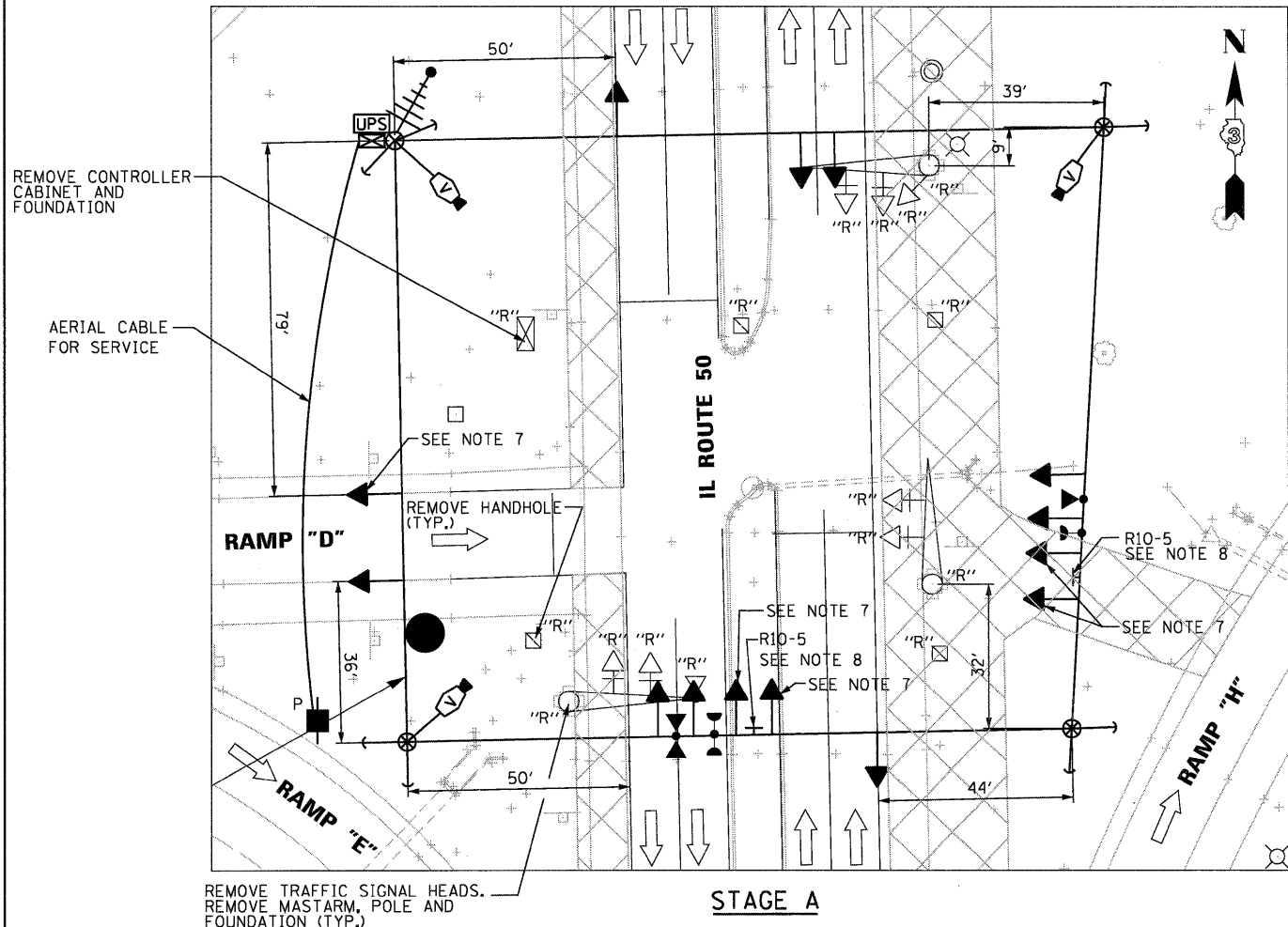
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		CHECKED - HS	REVISED -
		DATE - 12-17-2010	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL GENERAL NOTES AND SUMMARY  
OF QUANTITIES RAMP EH, FG & IL 50**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) 1, HBR, VBR	KANKAKEE	558	226
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66409	

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



REMOVE TRAFFIC SIGNAL HEADS.  
 REMOVE MASTARM, POLE AND  
 FOUNDATION (TYP.)

**STAGE A**

**STAGE B**

**NOTES FOR TEMPORARY TRAFFIC SIGNALS:**

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNALS SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR THE USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 3, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS INDICATED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. THIS TRAFFIC SIGNAL SECTIONS SHALL BE DEACTIVATED AND BAGGED DURING STAGE "A, B & C" AND AS REQUIRED DURING CONSTRUCTION STAGING. THE TRAFFIC SECTIONS SHALL BE UNBAGGED AT THE END OF STAGE "C" CONSTRUCTION.
8. THE SIGN SHALL BE BAGGED DURING STAGE "A, B & C" AND AS REQUIRED DURING CONSTRUCTION STAGING. THE SIGN SHALL BE UNBAGGED AT THE END OF CONSTRUCTION "C" CONSTRUCTION.
9. ALL VIDEO IMAGE SENSOR TO BE MOUNTED ON TEMPORARY WOOD POLE.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR. ALL TRAFFIC SIGNAL EQUIPMENT WHICH IS TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OUTSIDE THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)

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

- 7 EACH SIGNAL HEAD, 1-FACE
- 3 EACH ALUMINUM MAST ARM ASSEMBLY AND POLE
- 7 EACH TRAFFIC SIGNAL BACKPLATE

**LEFT ON GREEN ARROW ONLY**

**R10-5**  
 2 SIGNS REQUIRED

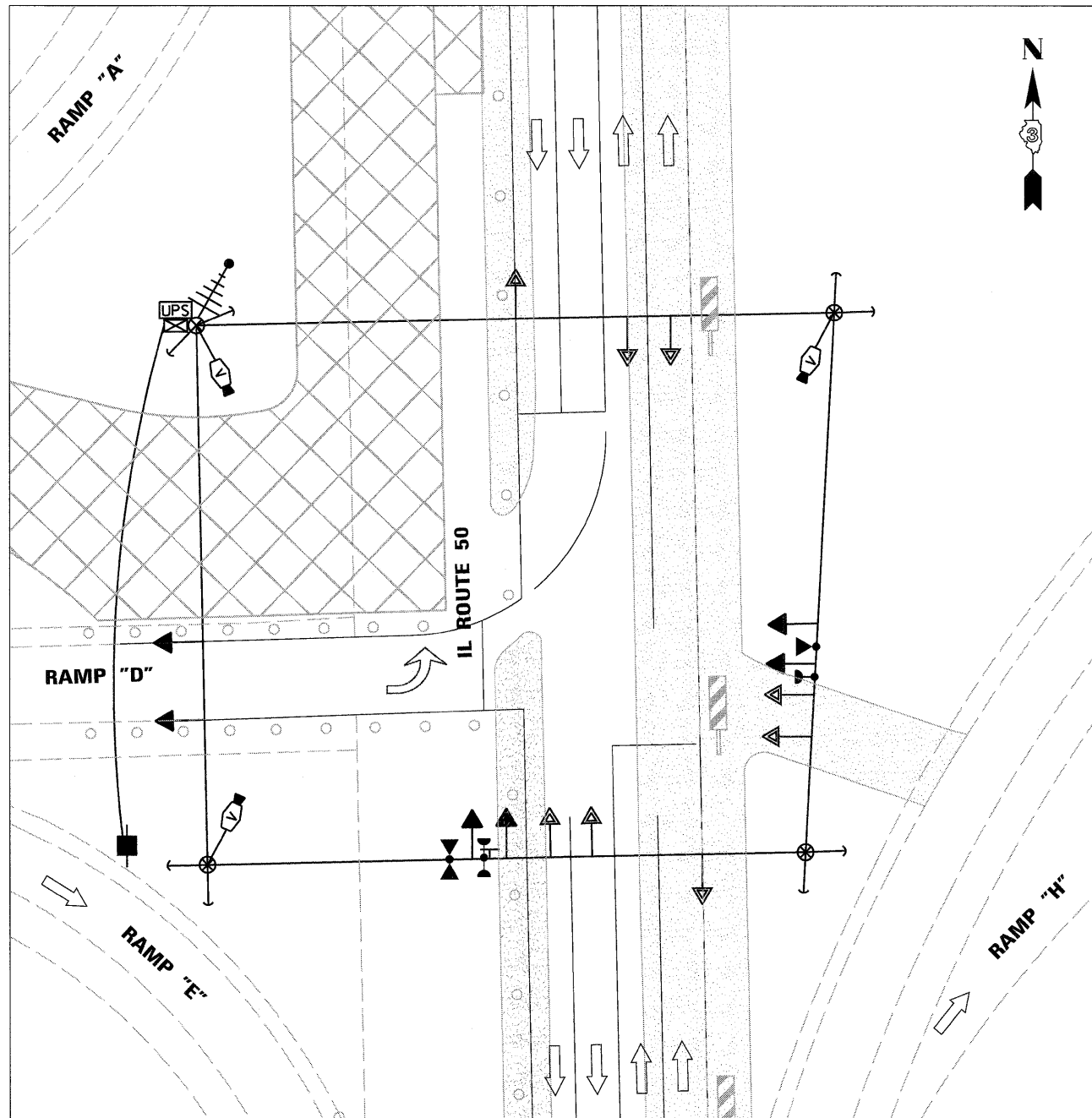
**NOTE:**  
 FOR R.O.W. SEE ROADWAY PLAN.

**TEMPORARY TRAFFIC SIGNAL LEGEND:**

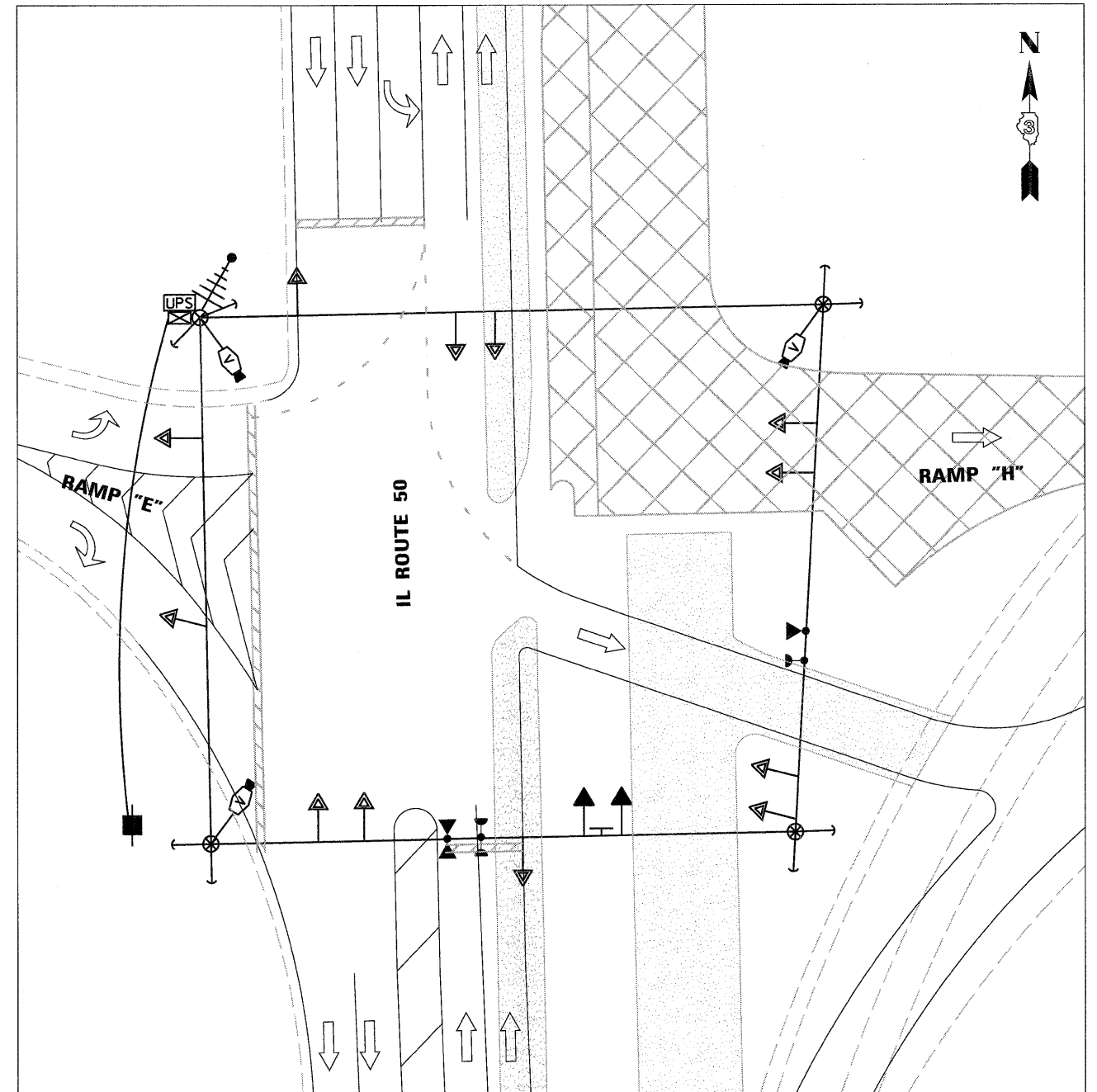
- TEMPORARY TRAFFIC SIGNAL CONTROLLER
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION-POLE MOUNTED
- VIDEO DETECTION CAMERA
- G.S. CONDUIT IN TRENCH OR PUSHED
- DOWN GUY OR SIDEWALK GUY
- UNINTERRUPTIBLE POWER SUPPLY
- TEMPORARY WIRELESS INTERCONNECT ANTENNA

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

FILE NAME = g1\zd40403\ts-2.dgn	USER NAME = kkan	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL TEMPORARY INSTALLATION &amp; REMOVAL OF EXISTING EQUIPMENT-RAMP EH &amp; IL 50 STAGE A &amp; B</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 227	
PLOT SCALE = 1:200	CHECKED -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3   ILLINOIS FED. AID PROJECT			
PLOT DATE = 12/17/2010	DATE = 12-17-2010	REVISED -									
CONTRACT NO. 66409											



**STAGE C**



**STAGE D**

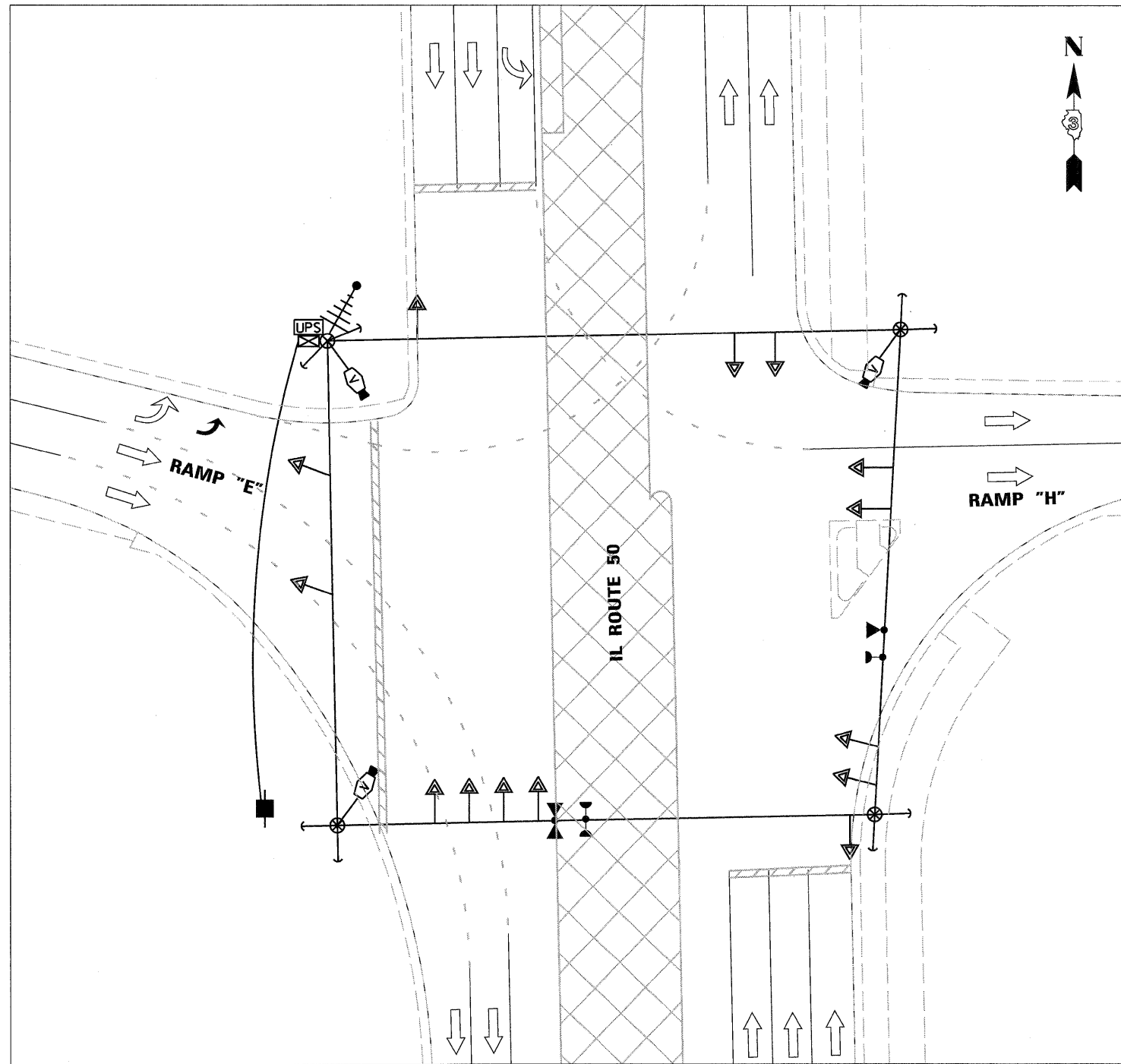
**TEMPORARY TRAFFIC SIGNAL LEGEND:**

- |   |  |                                  |  |
|---|--|----------------------------------|--|
| TEMPORARY TRAFFIC SIGNAL CONTROLLER                     |  | UNINTERRUPTIBLE POWER SUPPLY     |  |
| TEMPORARY TRAFFIC SIGNAL HEAD                           |  | G.S. CONDUIT IN TRENCH OR PUSHED |  |
| SPAN WIRE MOUNTED ORIGINAL LOCATION                     |  | DOWN GUY OR SIDEWALK GUY         |  |
| TEMPORARY TRAFFIC SIGNAL HEAD                           |  | TEMPORARY WIRELESS               |  |
| SPAN WIRE MOUNTED SECONDARY LOCATION                    |  | INTERCONNECT ANTENNA             |  |
| TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM |  |                                  |  |
| TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE             |  |                                  |  |
| TEMPORARY SERVICE INSTALLATION-POLE MOUNTED             |  |                                  |  |
| VIDEO DETECTION CAMERA                                  |  |                                  |  |

**NOTE:**

1. NOTES FOR TEMPORARY TRAFFIC SIGNALS SEE SHEET NO. TS-2.

FILE NAME = g:\zd40483\ts-3.dgn	USER NAME = kkhon	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL TEMPORARY INSTALLATION &amp; REMOVAL OF EXISTING EQUIPMENT-RAMP EH &amp; IL 50 STAGE C &amp; D</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 228	
PLOT SCALE = 1:200	CHECKED - HS	DRAWN - RM/1S	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT
PLOT DATE = 12/17/2010	DATE - 12-17-2010	CHECKED - HS	REVISED -			CONTRACT NO. 66409					
		DATE - 12-17-2010	REVISED -								



**STAGE E**

**TEMPORARY TRAFFIC SIGNAL LEGEND:**












- TEMPORARY TRAFFIC SIGNAL CONTROLLER
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION-POLE MOUNTED
- VIDEO DETECTION CAMERA
- G.S. CONDUIT IN TRENCH OR PUSHED
- DOWN GUY OR SIDEWALK GUY
- UNINTERRUPTIBLE POWER SUPPLY
- TEMPORARY WIRELESS
- INTERCONNECT ANTENNA

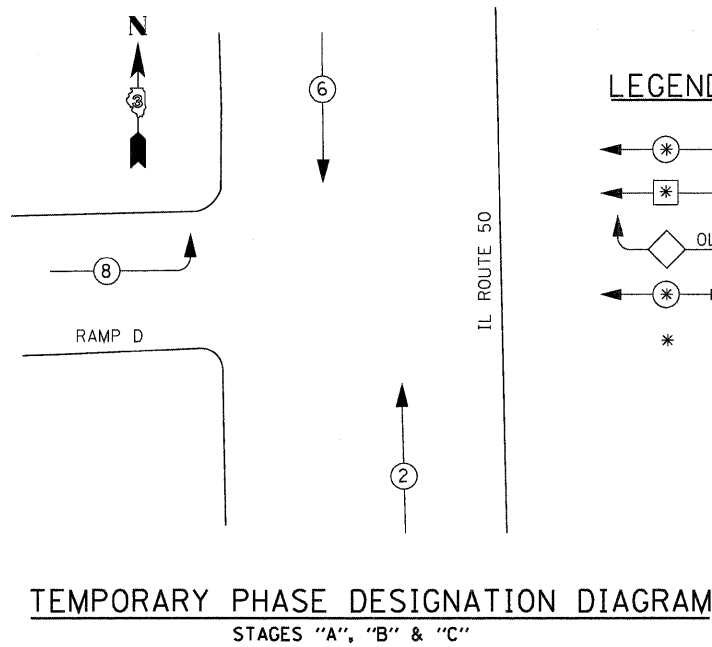
**NOTE:**





1. NOTES FOR TEMPORARY TRAFFIC SIGNALS SEE SHEET NO. TS-2.

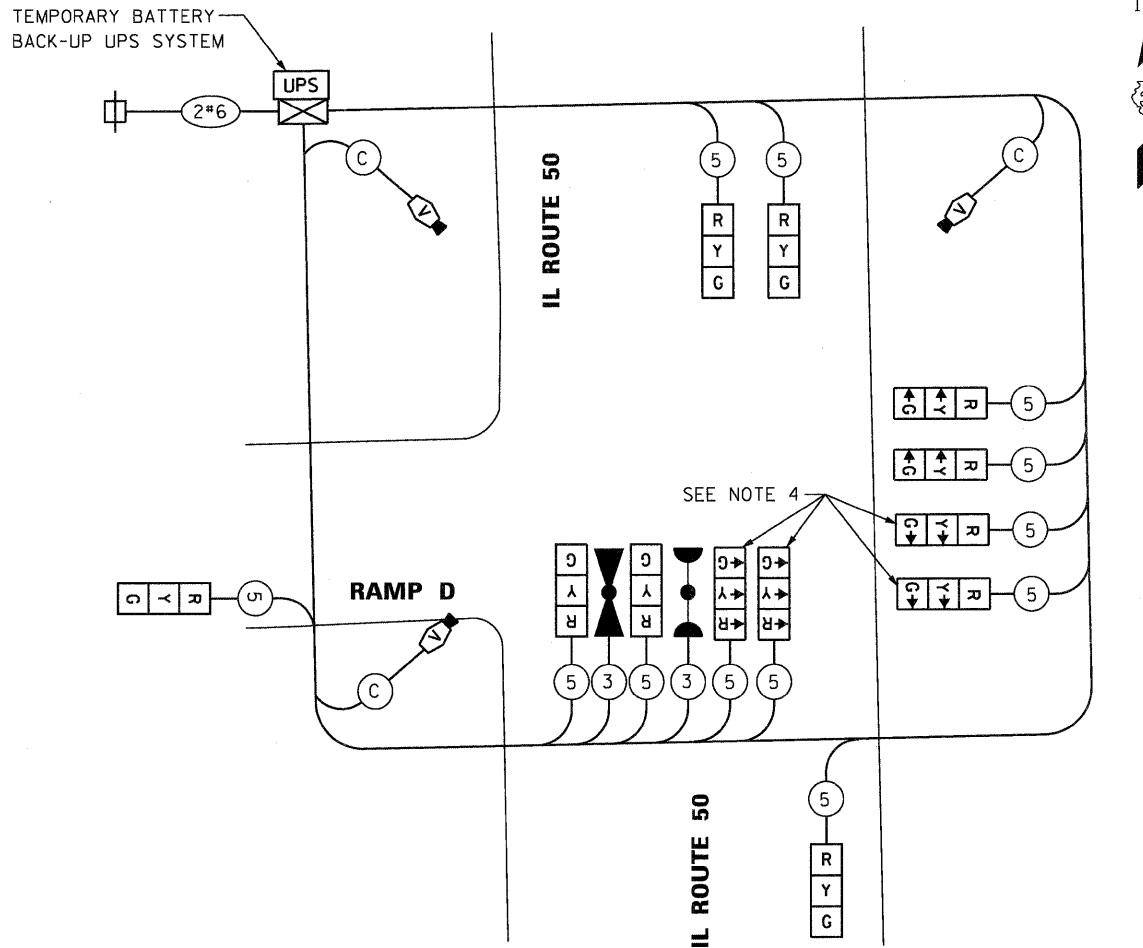
FILE NAME = g:\zd40483\ts-4.dgn	USER NAME = kkhcn	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL TEMPORARY INSTALLATION &amp; REMOVAL OF EXISTING EQUIPMENT-RAMP EH &amp; IL 50 STAGE E</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 229	
PLOT SCALE = 1:200	CHECKED - HS	REVISOR -	REVISOR -			SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISOR -	REVISOR -			CONTRACT NO. 66409					

**TEMPORARY CABLE DIAGRAM LEGEND:**

-  TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
-  TEMPORARY CONTROLLER CABINET
-  TEMPORARY SERVICE INSTALLATION
-  INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
-  EMERGENCY VEHICLE LIGHT DETECTOR
-  CONFIRMATION BEACON
-  PEDESTRIAN PUSHBUTTON DETECTOR
-  VEHICLE DETECTOR, INDUCTION LOOP
-  12" TEMPORARY PEDESTRIAN SIGNAL HEAD
-  VIDEO DETECTION CAMERA
-  TEMPORARY BATTERY BACK-UP UPS SYSTEM

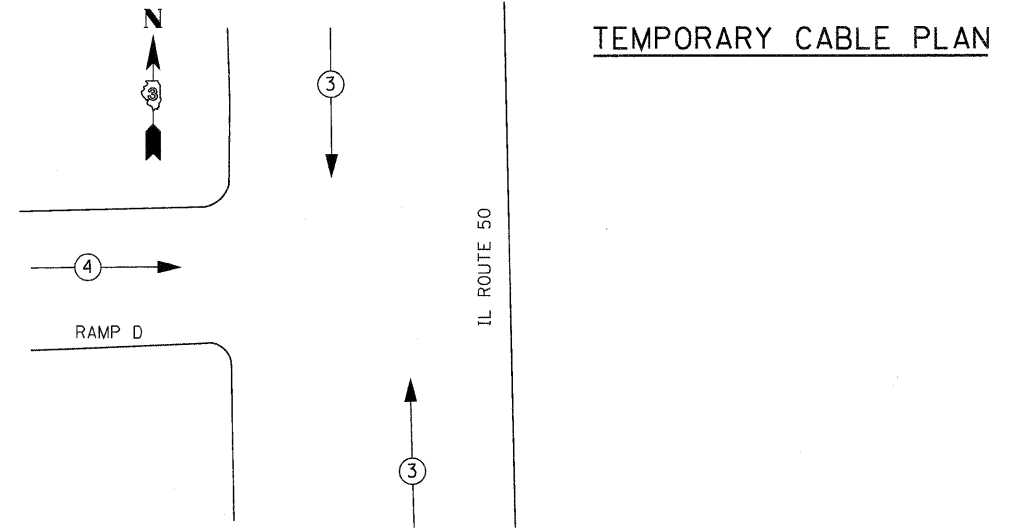
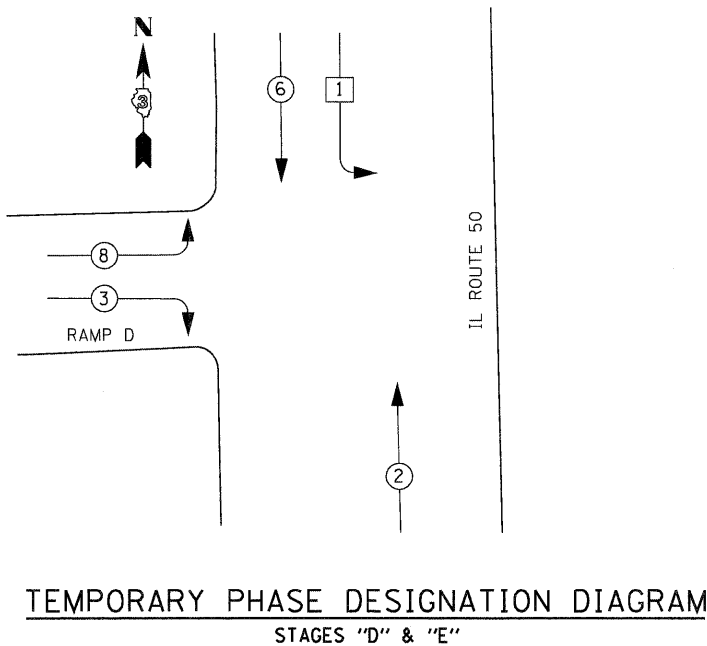


- LEGEND:**
-  DUAL ENTRY PHASE
  -  SINGLE ENTRY PHASE
  -  OVER LAP
  -  PEDESTRIAN PHASE
  - \* NUMBER REFERS TO ASSOCIATED PHASE



**CONSTRUCTION NOTES:**

- THE EXISTING TRAFFIC RESPONSIVE CLOSED LOOP SYSTEM OPERATION SHALL BE MAINTAINED DURING CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL SYSTEM ENGINEER, OF DISTRICT 3 AT LEAST 72 HOURS PRIOR TO THE START OF WORK TO REQUEST MODIFICATION OF THE EXISTING TRAFFIC RESPONSIVE PROGRAM. UPON COMPLETION AND ACCEPTANCE OF THE TRAFFIC SIGNAL MODIFICATIONS, THE CONTRACTOR SHALL CONTACT THE SIGNAL SYSTEM ENGINEER TO REQUEST RESTORATION OF THE ORIGINAL TRAFFIC RESPONSIVE PROGRAM.
- THE CONTRACTOR SHALL MAINTAIN THE EXISTING SIGNAL SYSTEM INTERCONNECT DURING TEMPORARY SIGNAL OPERATION. THE INSTALLATION OF THE TEMPORARY INTERCONNECT CABLE SHALL BE NON-DESTRUCTIVE. THE INSTALLATION AND MAINTENANCE OF THE TEMPORARY INTERCONNECT CABLE SHALL BE INCIDENTAL TO THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
- THE EMERGENCY VEHICLE PREEMPTION SEQUENCE SHALL BE MODIFIED AS REQUIRED DURING CONSTRUCTION STAGING.
- THIS TRAFFIC SIGNAL SECTIONS SHALL BE DEACTIVATED AND BAGGED DURING STAGE "A, B & C" AND AS REQUIRED DURING CONSTRUCTION STAGING. THE TRAFFIC SECTIONS SHALL BE UNBAGGED AT THE END OF STAGE "C" CONSTRUCTION.
- THE SIGN SHALL BE BAGGED DURING STAGE "A, B & C" AND AS REQUIRED DURING CONSTRUCTION STAGING. THE SIGN SHALL BE UNBAGGED AT THE END OF CONSTRUCTION "C" CONSTRUCTION.
- TEMPORARY SIGNAL HEADS SHALL BE L.E.D.



I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		OPERATION	
		INCAND.	LED		
SIGNAL (RED)	10		17	0.50	85.0
(YELLOW)	10		12	0.25	30.0
(GREEN)	10		12	0.25	30.0
ARROW	6		8	0.10	4.80
CONTROLLER	1		100	1.00	100.0
FLASHER				0.50	
ENERGY COSTS TO: XXXXXXXXX XXXXXXXXX XXXXXXXXX					TOTAL = 249.80
ENERGY SUPPLY CONTACT: XXXXXXX PHONE: XXXXXXX COMPANY: COM. EDISON					

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2'=(6m+L-0.6m)=
E - M. ARM POLE		SIGNAL POST	2 (0.6)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

FILE NAME = g:\zcd48483\ts-5.dgn	USER NAME = kkh	DESIGNED - JA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL TEMPORARY CABLE PLAN & PHASE DESIGNATION DIAGRAM-RAMP EH & IL 50	F.A.I. RTE. 57	SECTION (46-2) 1, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 230
PLOT SCALE = NONE	CHECKED - HS	REVISIONS	CONTRACT NO. 66409							
PLOT DATE = 12/17/2010	DATE - 12-17-2010	SCALE:	FED. ROAD DIST. NO. 3   ILLINOIS FED. AID PROJECT							
		SHEET NO. OF SHEETS STA. TO STA.								

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 CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS  
 111 West Jackson Blvd. Suite 910 Chicago, IL 60604-2001



SCHEDULE OF POSTS AND MAST ARM ASSEMBLIES

LOCATION	LENGTH
M1	56' MAST ARM
M2	40' MAST ARM
M3	36' MAST ARM
P1	16' POST
P2	16' POST
P3	16' POST
P4	16' POST
P5	16' POST
P6	16' POST
P7	16' POST
P8	16' POST
P9	16' POST
CONTROLLER	

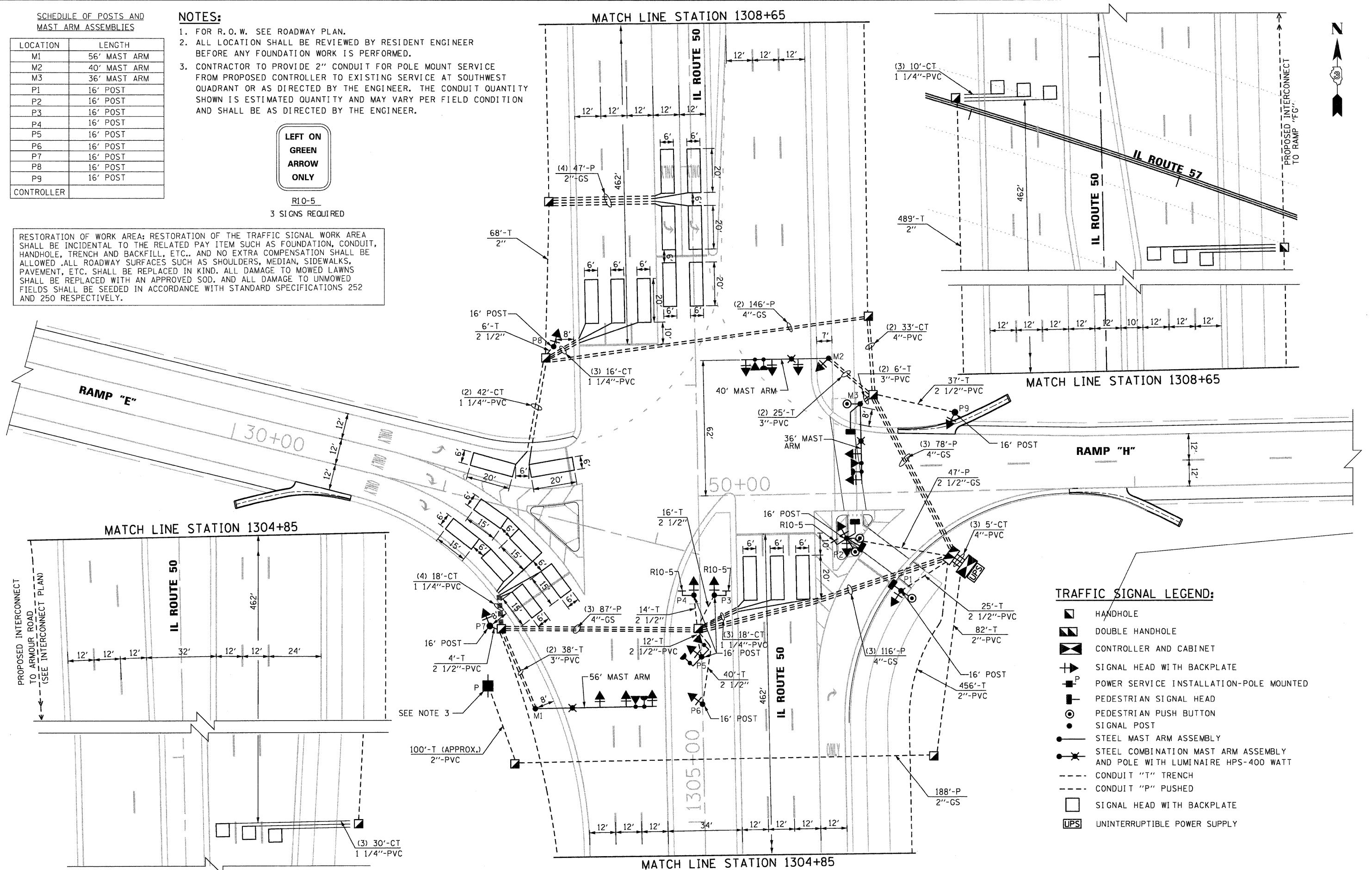
NOTES:

- FOR R.O.W. SEE ROADWAY PLAN.
- ALL LOCATION SHALL BE REVIEWED BY RESIDENT ENGINEER BEFORE ANY FOUNDATION WORK IS PERFORMED.
- CONTRACTOR TO PROVIDE 2" CONDUIT FOR POLE MOUNT SERVICE FROM PROPOSED CONTROLLER TO EXISTING SERVICE AT SOUTHWEST QUADRANT OR AS DIRECTED BY THE ENGINEER. THE CONDUIT QUANTITY SHOWN IS ESTIMATED QUANTITY AND MAY VARY PER FIELD CONDITION AND SHALL BE AS DIRECTED BY THE ENGINEER.

LEFT ON GREEN ARROW ONLY

R10-5  
3 SIGNS REQUIRED

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



**TRAFFIC SIGNAL LEGEND:**

- HANDHOLE
- DOUBLE HANDHOLE
- CONTROLLER AND CABINET
- SIGNAL HEAD WITH BACKPLATE
- POWER SERVICE INSTALLATION-POLE MOUNTED
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- SIGNAL POST
- STEEL MAST ARM ASSEMBLY
- STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE HPS-400 WATT
- CONDUIT "T" TRENCH
- CONDUIT "P" PUSHED
- SIGNAL HEAD WITH BACKPLATE
- UNINTERRUPTIBLE POWER SUPPLY

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FILE NAME = gr\zrd48483\ts-6.dgn	USER NAME = kghan	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INSTALLATION PLAN RAMP EH &amp; IL 50</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 231
PLOT SCALE = 1:20	CHECKED - HS	REVISOR - RM/IS	REVISOR -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 66409		
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISOR -	REVISOR -		FED. ROAD DIST. NO. 3 [ILLINOIS] FED. AID PROJECT							

**SCHEDULE OF QUANTITIES**

DESCRIPTION	UNIT	TOTAL QUANTITY
SIGN PANEL - TYPE 1	SQ FT	23
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	1,255
CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	162
CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	145
CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	85
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	395
CONDUIT PUSHED, 2 1/2" DIA., GALVANIZED STEEL	FOOT	49
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	1,192
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	10
DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,683
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	1
TRANSCIVER, FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	315
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,292
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3,665
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	319
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	7,607
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	1,139
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3C	FOOT	438
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	9
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 40 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	36
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	40
SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	7
SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	8
SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
PEDESTRIAN SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	18
INDUCTIVE LOOP DETECTOR	EACH	17
DETECTOR LOOP, TYPE 1	FOOT	1,928
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	4
PEDESTRIAN PUSH-BUTTON	EACH	4
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	4
REMOVE EXISTING CONCRETE FOUNDATION	EACH	4
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1,241
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 20 3/C, TWISTED, SHIELDED	FOOT	919
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

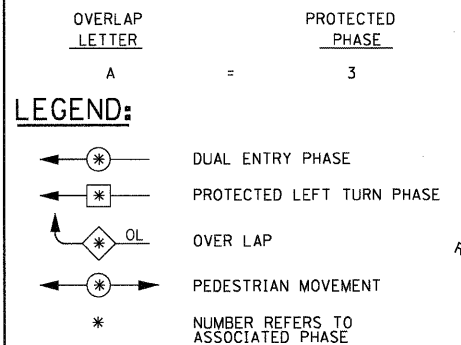
**DETECTOR LOOP INDUCTANCE CHART**

DETECTOR LOOP SYSTEM	TURNS PER LOOP	INDUCTANCE READING (MICROHENRIES)	FREQUENCY (HERTZ)	J PIN STATUS
A	4	328	33686	OFF
B	6	441	29056	ON
C	4	348	32706	ON
D	4	294	35567	OFF
E	6	364	32002	ON
F	4	265	37470	ON
G	4	334	33397	ON

**PROPOSED CABLE PLAN LEGEND**

- TRAFFIC SIGNAL HEAD WITH BACK PLATE
- GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE
- CONFIRMATION BEACON
- EMERGENCY VEHICLE LIGHT DETECTOR
- PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL WITH COUNTDOWN TIMER
- POWER SERVICE INSTALLATION-POST MOUNTED
- PEDESTRIAN PUSH BUTTON-(SEE NOTE 2)
- CONTROLLER AND CABINET-(SEE NOTE 1)
- DETECTOR LOOP
- DETECTOR LOOP SYSTEM

**PHASE DESIGNATION DIAGRAM**



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	WATTAGE (LED)	OPERATION	
SIGNAL (RED)	16	17	0.50		136.00
(YELLOW)	16	25	0.25		100.00
(GREEN)	16	15	0.25		60.00
ARROW	15	12	0.10		18.00
PED. SIGNAL	4	25	1.00		100.00
CONTROLLER	1	100	1.00		100.00
FLASHER			0.50		

ENERGY COSTS TO: VILLAGE OF BRADLEY TOTAL = 514.00  
147 S. MICHIGAN AVE. BRADLEY, ILLINOIS 60915 (815) 932-2125

ENERGY SUPPLY CONTACT: \_\_\_\_\_  
PHONE: \_\_\_\_\_  
COMPANY: \_\_\_\_\_

**CONTROLLER SEQUENCE**

OVERLAP LETTER = PERMISSIVE PHASE + PROTECTED PHASE  
A = 2 + 3

**EMERGENCY VEHICLE PREEMPTOR SEQUENCE**

PROPOSED EMERGENCY VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTOR	3
MOVEMENT	↑ ↓

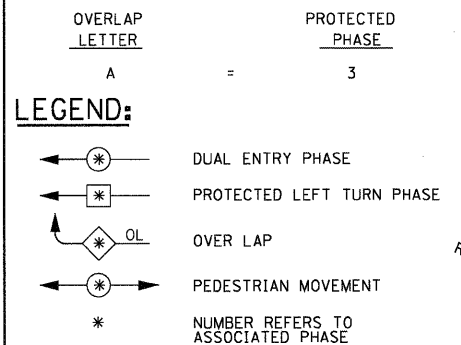
**DETECTOR LOOP INDUCTANCE CHART**

DETECTOR LOOP SYSTEM	TURNS PER LOOP	INDUCTANCE READING (MICROHENRIES)	FREQUENCY (HERTZ)	J PIN STATUS
A	4	328	33686	OFF
B	6	441	29056	ON
C	4	348	32706	ON
D	4	294	35567	OFF
E	6	364	32002	ON
F	4	265	37470	ON
G	4	334	33397	ON

**PROPOSED CABLE PLAN LEGEND**

- TRAFFIC SIGNAL HEAD WITH BACK PLATE
- GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE
- CONFIRMATION BEACON
- EMERGENCY VEHICLE LIGHT DETECTOR
- PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL WITH COUNTDOWN TIMER
- POWER SERVICE INSTALLATION-POST MOUNTED
- PEDESTRIAN PUSH BUTTON-(SEE NOTE 2)
- CONTROLLER AND CABINET-(SEE NOTE 1)
- DETECTOR LOOP
- DETECTOR LOOP SYSTEM

**PHASE DESIGNATION DIAGRAM**



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	WATTAGE (LED)	OPERATION	
SIGNAL (RED)	16	17	0.50		136.00
(YELLOW)	16	25	0.25		100.00
(GREEN)	16	15	0.25		60.00
ARROW	15	12	0.10		18.00
PED. SIGNAL	4	25	1.00		100.00
CONTROLLER	1	100	1.00		100.00
FLASHER			0.50		

ENERGY COSTS TO: VILLAGE OF BRADLEY TOTAL = 514.00  
147 S. MICHIGAN AVE. BRADLEY, ILLINOIS 60915 (815) 932-2125

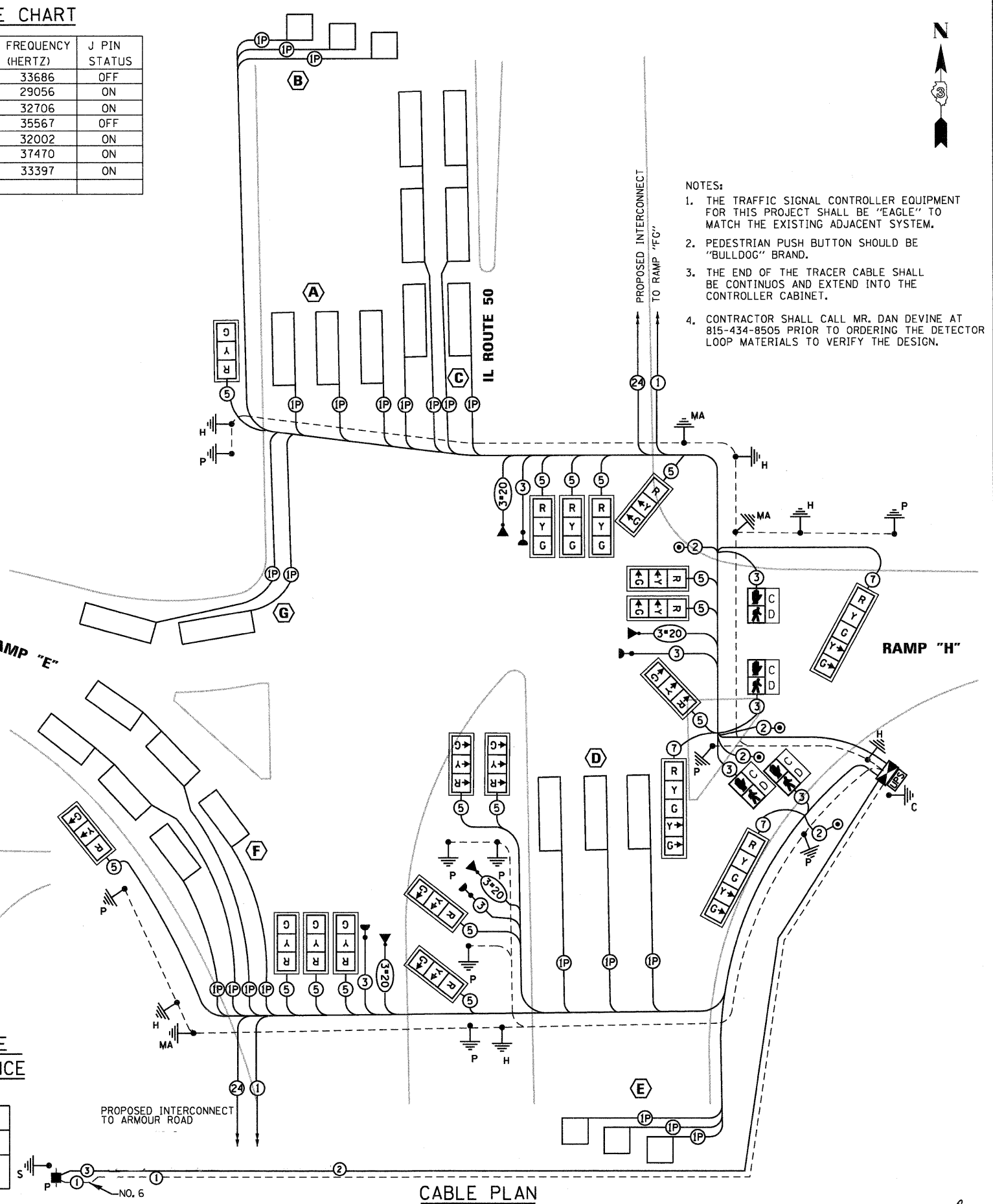
ENERGY SUPPLY CONTACT: \_\_\_\_\_  
PHONE: \_\_\_\_\_  
COMPANY: \_\_\_\_\_

**CONTROLLER SEQUENCE**

OVERLAP LETTER = PERMISSIVE PHASE + PROTECTED PHASE  
A = 2 + 3

**EMERGENCY VEHICLE PREEMPTOR SEQUENCE**

PROPOSED EMERGENCY VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTOR	3
MOVEMENT	↑ ↓

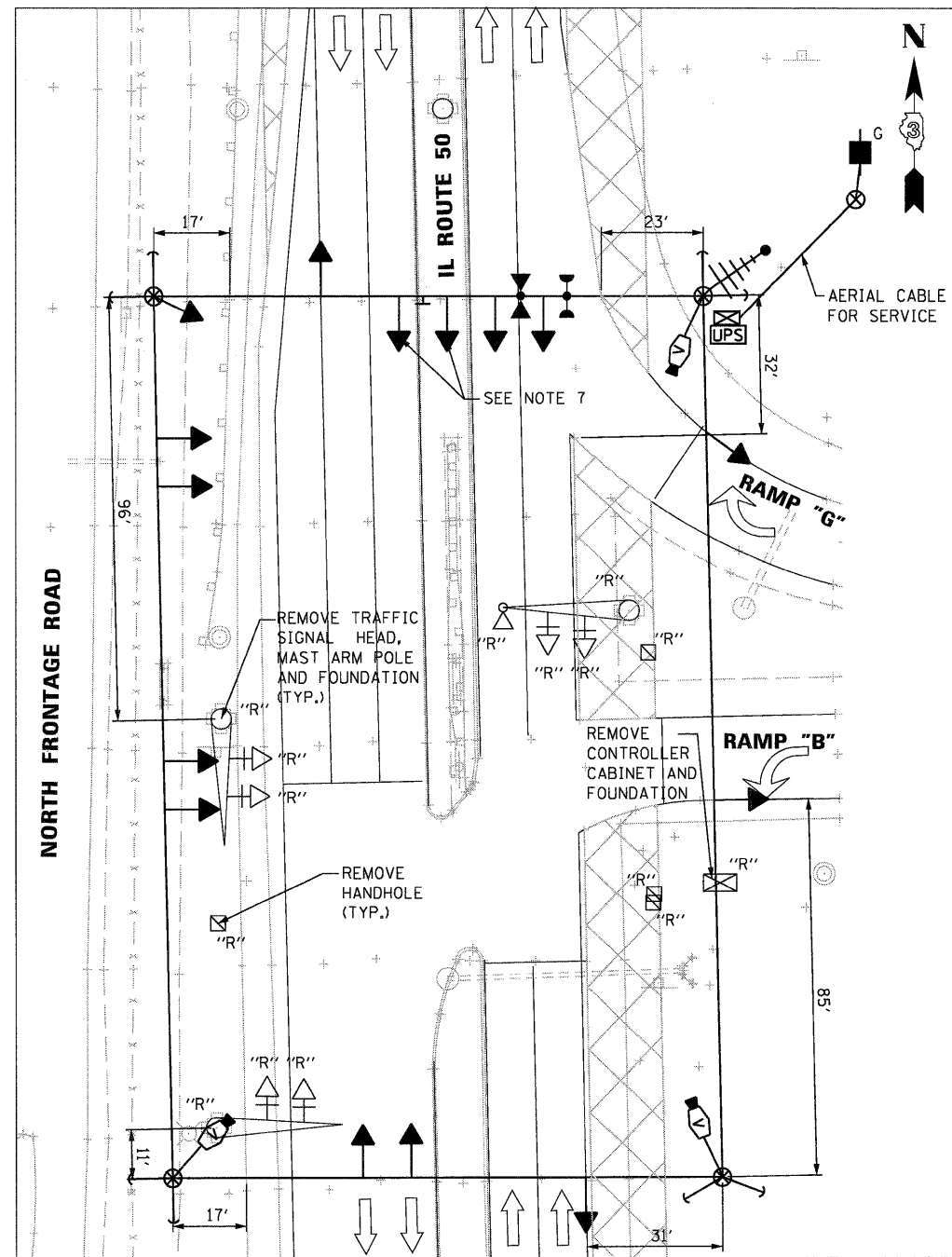


- NOTES:**
- THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.
  - PEDESTRIAN PUSH BUTTON SHOULD BE "BULLDOG" BRAND.
  - THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.
  - CONTRACTOR SHALL CALL MR. DAN DEVINE AT 815-434-8505 PRIOR TO ORDERING THE DETECTOR LOOP MATERIALS TO VERIFY THE DESIGN.

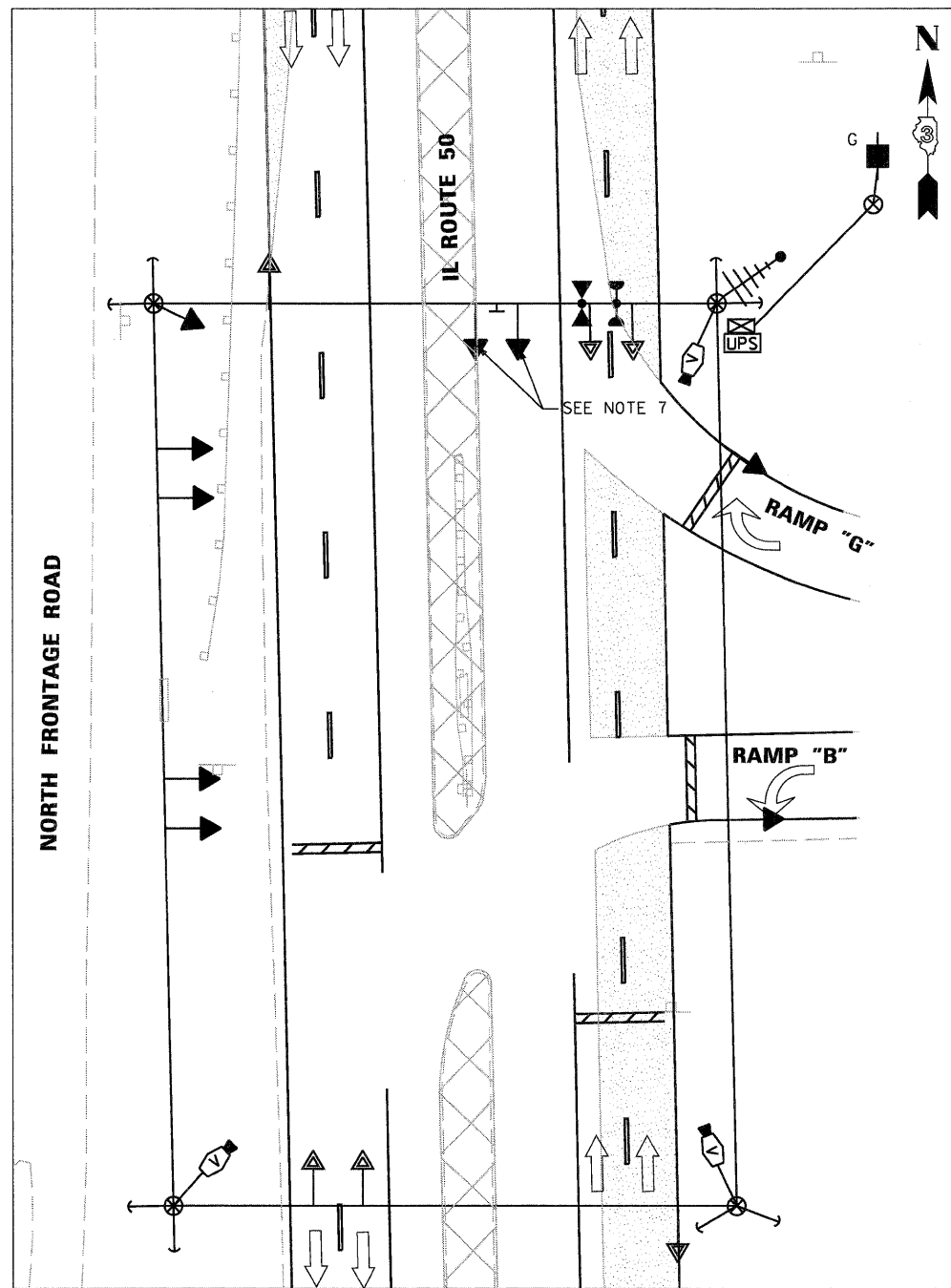
Delta Engineering, Inc. CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS 111 West Jackson Blvd., Suite 910 Chicago, IL 60604-2001

FILE NAME = G:\zd48483\ts-7.dgn	USER NAME = kkhon	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL SCHEDULE OF QUANTITIES, CABLE PLAN &amp; PHASE DESIGNATION DIAGRAM RAMP EH &amp; IL 50</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	TOTAL SHEET NO. 232	
PLOT SCALE = NONE	CHECKED - HS	REVISED -	REVISED -			SCALE: _____	SHEET NO. _____	OF SHEETS _____	STA. _____	TO STA. _____	FED. ROAD DIST. NO. 3 [ILLINOIS] FED. AID PROJECT
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -	REVISED -			CONTRACT NO. 66409					
Rev.											





**STAGE A**



**STAGE B**

**TEMPORARY TRAFFIC SIGNAL LEGEND:**

- TEMPORARY TRAFFIC SIGNAL CONTROLLER [Symbol]
- TEMPORARY TRAFFIC SIGNAL HEAD [Symbol]
- SPAN WIRE MOUNTED ORIGINAL LOCATION [Symbol]
- TEMPORARY TRAFFIC SIGNAL HEAD [Symbol]
- SPAN WIRE MOUNTED SECONDARY LOCATION [Symbol]
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM [Symbol]
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE [Symbol]
- TEMPORARY SERVICE INSTALLATION-POLE MOUNTED [Symbol]
- VIDEO DETECTION CAMERA [Symbol]
- G.S. CONDUIT IN TRENCH OR PUSHED [Symbol]
- DOWN GUY OR SIDEWALK GUY [Symbol]
- UNINTERRUPTIBLE POWER SUPPLY [Symbol]
- TEMPORARY WIRELESS INTERCONNECT ANTENNA [Symbol]

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, ALL TRAFFIC SIGNAL EQUIPMENT WHICH IS TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OUTSIDE THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE.

- 6 EACH SIGNAL HEAD, 1-FACE
- 3 EACH ALUMINUM MAST ARM ASSEMBLY AND POLE
- 6 EACH TRAFFIC SIGNAL BACKPLATE

**NOTE:**

1. FOR R.O.W. SEE ROADWAY PLAN.

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

**NOTES FOR TEMPORARY TRAFFIC SIGNALS:**

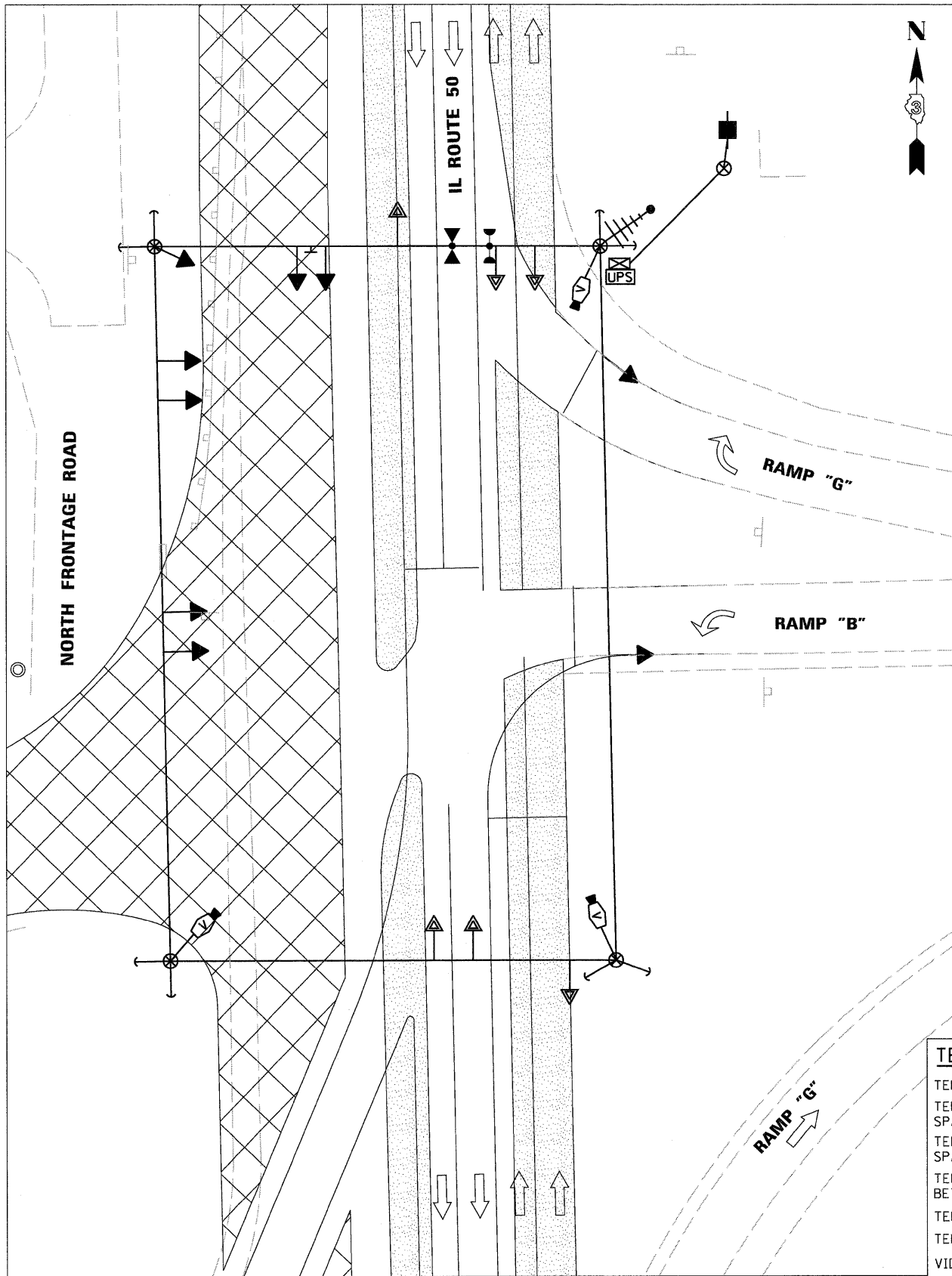
- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNALS SHALL BE FURNISHED BY THE CONTRACTOR.
- ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR THE USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 3, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
- ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS INDICATED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.

- ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- THIS TRAFFIC SIGNAL SECTIONS SHALL BE DEACTIVATED AND BAGGED DURING STAGE "A, B & C" AND AS REQUIRED DURING CONSTRUCTION STAGING. THE TRAFFIC SECTIONS SHALL BE UNBAGGED AT THE END OF STAGE "C" CONSTRUCTION.
- THE SIGN SHALL BE BAGGED DURING STAGE "A, B & C" AND AS REQUIRED DURING CONSTRUCTION STAGING. THE SIGN SHALL BE UNBAGGED AT THE END OF STAGE "C" CONSTRUCTION.
- ALL VIDEO IMAGE SENSOR TO BE MOUNTED ON TEMPORARY WOOD POLE.

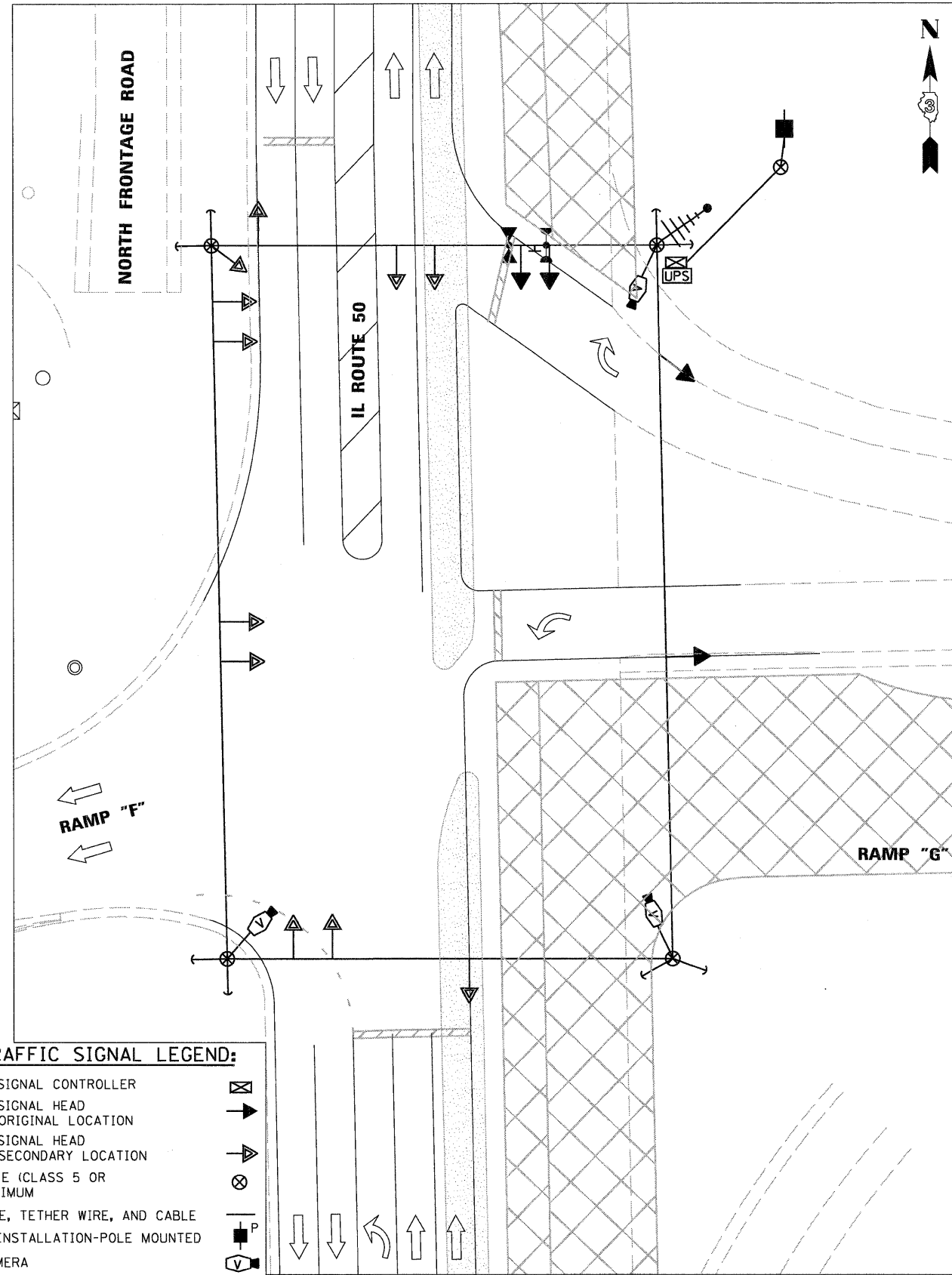
**LEFT ON GREEN ARROW ONLY**

**RI0-5**  
2 SIGNS REQUIRED

FILE NAME = g:\zd40403\ts-b.dgn	USER NAME = kkhon	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL TEMPORARY INSTALLATION &amp; REMOVAL OF EXISTING EQUIPMENT RAMP-FG &amp; IL 50-STAGE A &amp; B</b>	F.A.I. RTE. = 57	SECTION = (46-2) I, HBR, VBR	COUNTY = KANKAKEE	TOTAL SHEETS = 558	SHEET NO. = 233		
PLOT SCALE = 1:20	DRAWN - RM/IS	CHECKED - HS	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3   ILLINOIS FED. AID PROJECT			
PLOT DATE = 12/17/2010	DATE = 12-17-2010	REVISED -	REVISED -			CONTRACT NO. 66409						
RESTORATION OF WORK AREA: RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC.. AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.												

















**STAGE C**



**STAGE D**

**TEMPORARY TRAFFIC SIGNAL LEGEND:**

- TEMPORARY TRAFFIC SIGNAL CONTROLLER 
- TEMPORARY TRAFFIC SIGNAL HEAD 
- SPAN WIRE MOUNTED ORIGINAL LOCATION 
- TEMPORARY TRAFFIC SIGNAL HEAD 
- SPAN WIRE MOUNTED SECONDARY LOCATION 
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM 
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE 
- TEMPORARY SERVICE INSTALLATION-POLE MOUNTED 
- VIDEO DETECTION CAMERA 
- G.S. CONDUIT IN TRENCH OR PUSHED 
- DOWN GUY OR SIDEWALK GUY 
- UNINTERRUPTIBLE POWER SUPPLY 
- TEMPORARY WIRELESS 
- INTERCONNECT ANTENNA 

**NOTE:**

1. NOTES FOR TEMPORARY TRAFFIC SIGNALS SEE SHEET NO. TS-8.

FILE NAME =  
 gs:\zd40403\ts-9.dgn

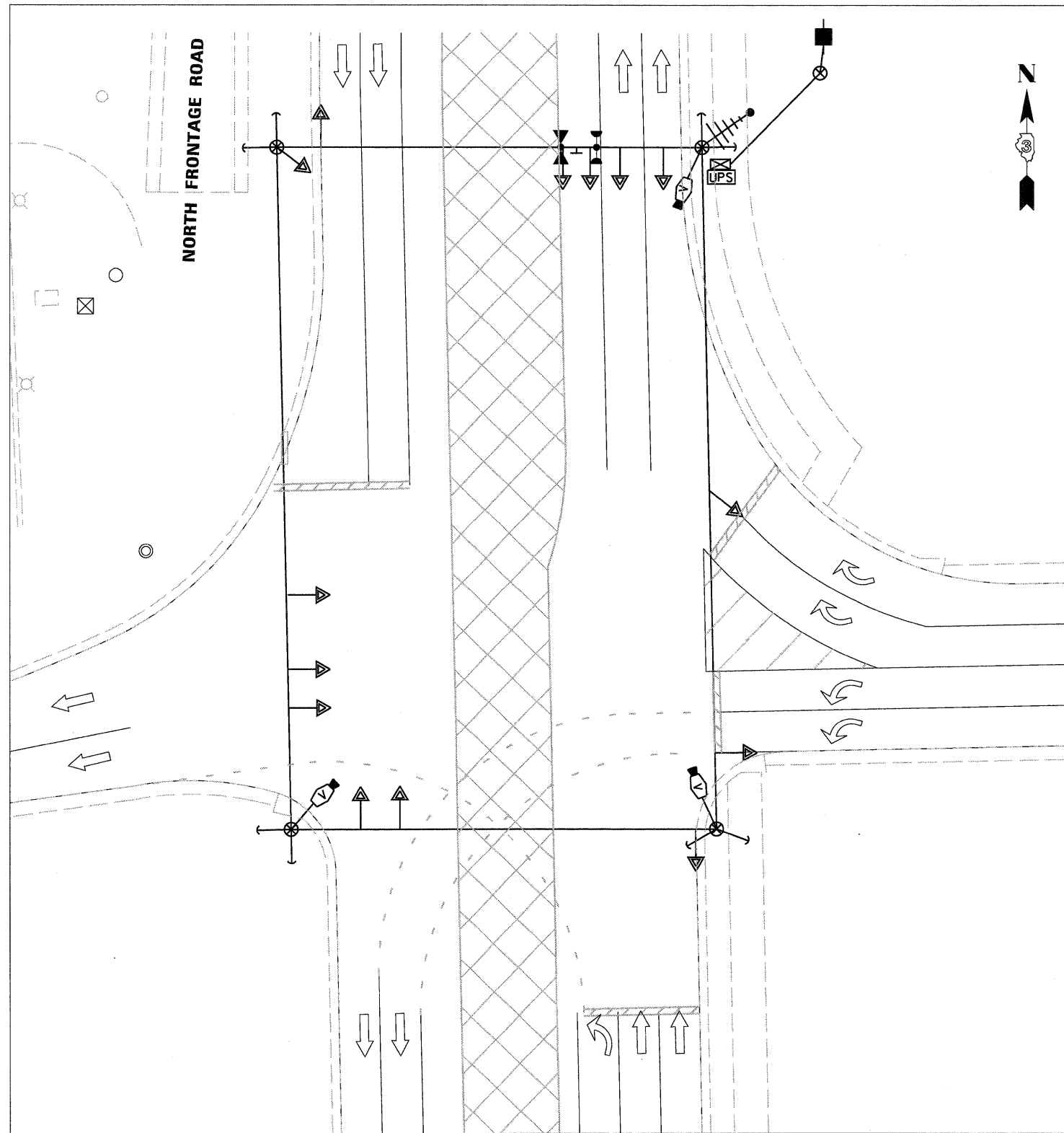
USER NAME = kkhon	DESIGNED - JA	REVISED -
PLOT SCALE = 1:20	DRAWN - RM/IS	REVISED -
PLOT DATE = 12/17/2010	CHECKED - HS	REVISED -
	DATE - 12-17-2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL TEMPORARY INSTALLATION & REMOVAL  
 OF EXISTING EQUIPMENT RAMP-FG & IL 50-STAGE C & D**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	234
CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3 [ILLINOIS] FED. AID PROJECT				



**STAGE E**

**TEMPORARY TRAFFIC SIGNAL LEGEND:**











- TEMPORARY TRAFFIC SIGNAL CONTROLLER
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD
- SPAN WIRE MOUNTED SECONDARY LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT MINIMUM
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION-POLE MOUNTED
- VIDEO DETECTION CAMERA
- G.S. CONDUIT IN TRENCH OR PUSHED
- DOWN GUY OR SIDEWALK GUY
- UNINTERRUPTIBLE POWER SUPPLY
- TEMPORARY WIRELESS
- INTERCONNECT ANTENNA

**NOTE:**






1. NOTES FOR TEMPORARY TRAFFIC SIGNALS SEE SHEET NO. TS-8.

FILE NAME = g:\zd40403\ts-10.dgn	USER NAME = kghan	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL TEMPORARY INSTALLATION &amp; REMOVAL OF EXISTING EQUIPMENT RAMP-FG &amp; IL 50-STAGE E</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - RM/IS	REVISED -			57	(46-2) I, HBR, VBR	KANKAKEE	558	235	
		CHECKED - HS	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			
		DATE - 12-17-2010	REVISED -			CONTRACT NO. 66409					

**TEMPORARY CABLE DIAGRAM LEGEND:**

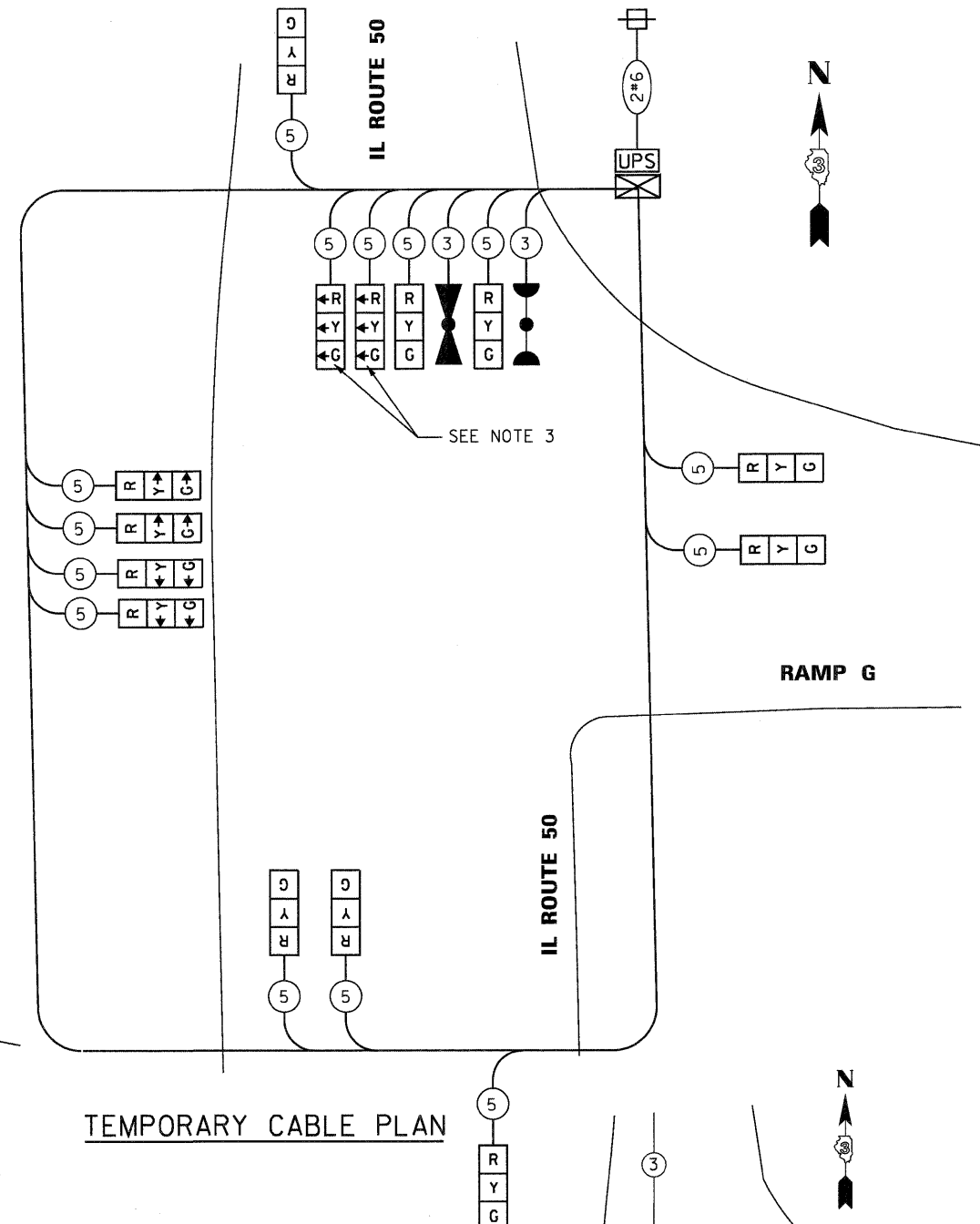
-  TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
-  TEMPORARY CONTROLLER CABINET
-  TEMPORARY SERVICE INSTALLATION
-  INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
-  EMERGENCY VEHICLE LIGHT DETECTOR
-  CONFIRMATION BEACON
-  PEDESTRIAN PUSHBUTTON DETECTOR
-  VEHICLE DETECTOR, INDUCTION LOOP
-  12" (300mm) PEDESTRIAN SIGNAL SECTION
-  TEMPORARY BATTERY BACK-UP UPS SYSTEM

**LEGEND:**

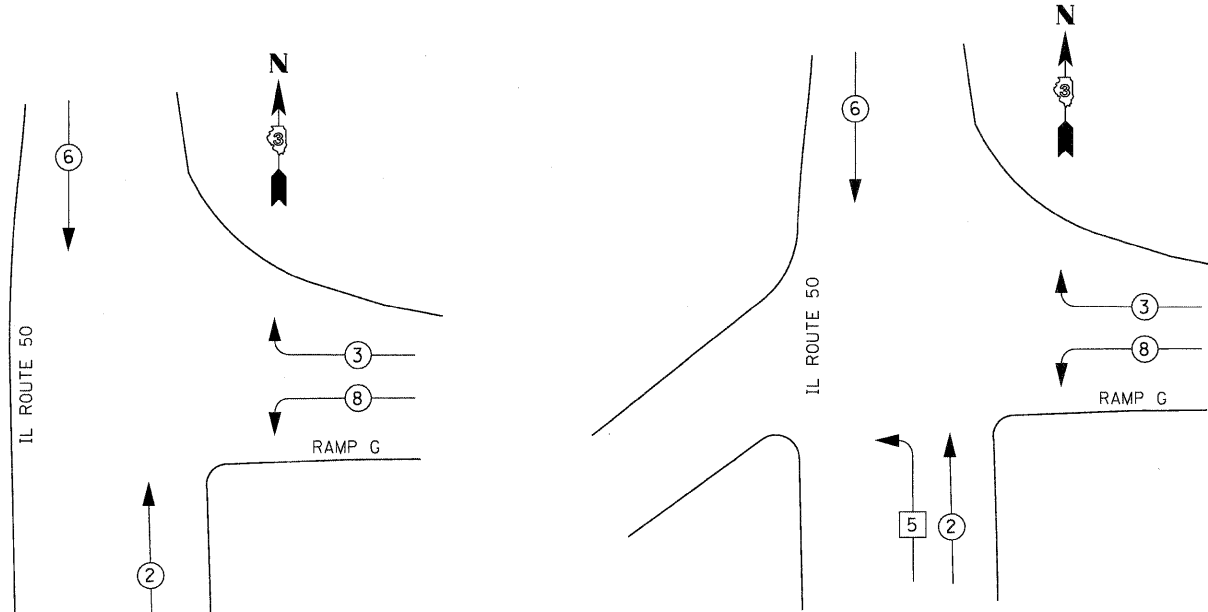
-  DUAL ENTRY PHASE
-  SINGLE ENTRY PHASE
-  OVER LAP
-  PEDESTRIAN PHASE
-  \* NUMBER REFERS TO ASSOCIATED PHASE

**CONSTRUCTION NOTES:**

1. THE EXISTING TRAFFIC RESPONSIVE CLOSED LOOP SYSTEM OPERATION SHALL BE MAINTAINED DURING CONSTRUCTION. THE CONTRACTOR SHALL CONTACT THE SIGNAL SYSTEM ENGINEER, MR. GEORGE BROWN AT (630) 213-1000 AT LEAST 72 HOURS PRIOR TO THE START OF WORK TO REQUEST MODIFICATION OF THE EXISTING TRAFFIC RESPONSIVE PROGRAM. UPON COMPLETION AND ACCEPTANCE OF THE TRAFFIC SIGNAL MODIFICATIONS, THE CONTRACTOR SHALL CONTACT THE SIGNAL SYSTEM ENGINEER TO REQUEST RESTORATION OF THE ORIGINAL TRAFFIC RESPONSIVE PROGRAM.
2. THE CONTRACTOR SHALL MAINTAIN THE EXISTING SIGNAL SYSTEM INTERCONNECT DURING TEMPORARY SIGNAL OPERATION. THE INSTALLATION OF THE TEMPORARY INTERCONNECT CABLE SHALL BE NON-DESTRUCTIVE. THE INSTALLATION AND MAINTENANCE OF THE TEMPORARY INTERCONNECT CABLE SHALL BE INCIDENTAL TO THE COST OF TEMPORARY TRAFFIC SIGNAL INSTALLATION.
3. THIS TRAFFIC SIGNAL SECTIONS SHALL BE DEACTIVATED AND BAGGED DURING STAGE "A, B & C" AND AS REQUIRED DURING CONSTRUCTION STAGING. THE TRAFFIC SECTIONS SHALL BE UNBAGGED AT THE END OF STAGE "C" CONSTRUCTION.
4. THE PHASING SHALL BE DEACTIVATED AS REQUIRED DURING CONSTRUCTION STAGING.
5. THE EMERGENCY VEHICLE PREEMPTION SEQUENCE SHALL BE MODIFIED AS REQUIRED DURING CONSTRUCTION STAGING.
6. ALL TEMPORARY SIGNAL HEADS SHALL BE L.E.D.



**TEMPORARY CABLE PLAN**



**TEMPORARY PHASE DESIGNATION DIAGRAM STAGES "D" & "E"**

**TEMPORARY PHASE DESIGNATION DIAGRAM STAGES "A", "B" & "C"**

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	%OPERATION	
SIGNAL (RED)	12		17	0.50	102.00
(YELLOW)	12		12	0.25	36.00
(GREEN)	12		12	0.25	36.00
ARROW	6		8	0.10	4.80
CONTROLLER	1		100	1.00	100.00
FLASHER					0.50
ENERGY COSTS TO:					TOTAL = 278.80
ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096 CONTACT: MIKE LYNCH PHONE: (847) 816-5331 COMPANY: COM. EDISON					

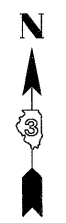
FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2=
E - M. ARM POLE		SIGNAL POST	2 (1.0)	(6m+L-0.6m)=	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

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

**TEMPORARY EMERGENCY VEHICLE PREEMPTOR SEQUENCE**

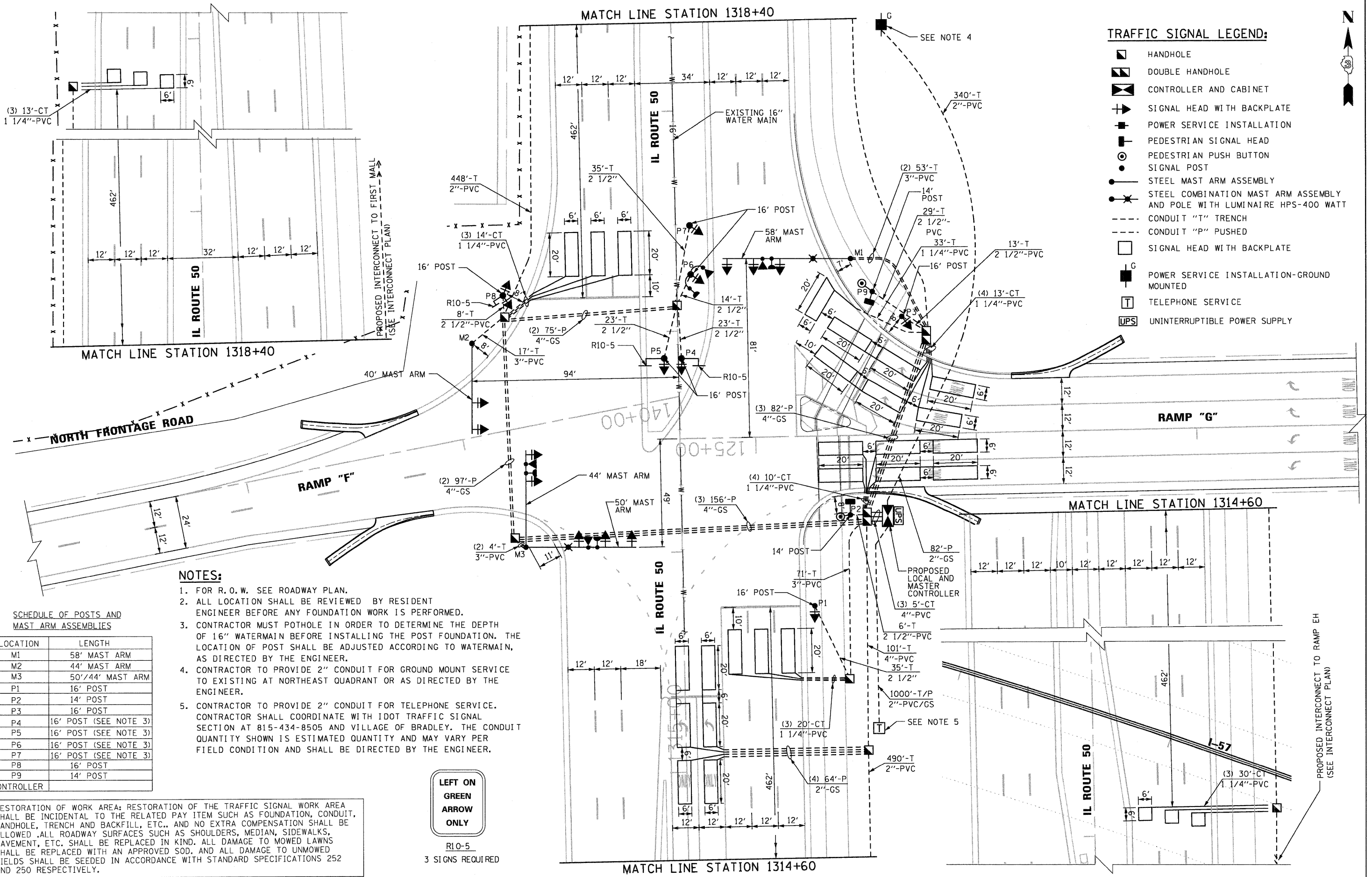
**Delta Engineering, Inc.**  
 CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SUPERVISORS  
 111 West Jackson Blvd., Suite 910 Chicago, IL 60604-2001

FILE NAME = g:\zd48483\ts-11.dgn	USER NAME = kkhon	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL TEMPORARY CABLE PLAN &amp; PHASE DESIGNATION DIAGRAM-RAMP FG &amp; IL 50</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 236		
PLOT SCALE = NONE	CHECKED - HS	REVISIONS	REVISIONS			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISIONS	REVISIONS			CONTRACT NO. 66409						



**TRAFFIC SIGNAL LEGEND:**

- HANDHOLE
- DOUBLE HANDHOLE
- CONTROLLER AND CABINET
- SIGNAL HEAD WITH BACKPLATE
- POWER SERVICE INSTALLATION
- PEDESTRIAN SIGNAL HEAD
- PEDESTRIAN PUSH BUTTON
- SIGNAL POST
- STEEL MAST ARM ASSEMBLY
- STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE HPS-400 WATT
- CONDUIT "T" TRENCH
- CONDUIT "P" PUSHED
- SIGNAL HEAD WITH BACKPLATE
- POWER SERVICE INSTALLATION-GROUND MOUNTED
- TELEPHONE SERVICE
- UNINTERRUPTIBLE POWER SUPPLY



**NOTES:**

1. FOR R.O.W. SEE ROADWAY PLAN.
2. ALL LOCATION SHALL BE REVIEWED BY RESIDENT ENGINEER BEFORE ANY FOUNDATION WORK IS PERFORMED.
3. CONTRACTOR MUST POT HOLE IN ORDER TO DETERMINE THE DEPTH OF 16" WATERMAIN BEFORE INSTALLING THE POST FOUNDATION. THE LOCATION OF POST SHALL BE ADJUSTED ACCORDING TO WATERMAIN, AS DIRECTED BY THE ENGINEER.
4. CONTRACTOR TO PROVIDE 2" CONDUIT FOR GROUND MOUNT SERVICE TO EXISTING AT NORTHEAST QUADRANT OR AS DIRECTED BY THE ENGINEER.
5. CONTRACTOR TO PROVIDE 2" CONDUIT FOR TELEPHONE SERVICE. CONTRACTOR SHALL COORDINATE WITH IDOT TRAFFIC SIGNAL SECTION AT 815-434-8505 AND VILLAGE OF BRADLEY. THE CONDUIT QUANTITY SHOWN IS ESTIMATED QUANTITY AND MAY VARY PER FIELD CONDITION AND SHALL BE DIRECTED BY THE ENGINEER.

**SCHEDULE OF POSTS AND MAST ARM ASSEMBLIES**

LOCATION	LENGTH
M1	58' MAST ARM
M2	44' MAST ARM
M3	50'/44' MAST ARM
P1	16' POST
P2	14' POST
P3	16' POST
P4	16' POST (SEE NOTE 3)
P5	16' POST (SEE NOTE 3)
P6	16' POST (SEE NOTE 3)
P7	16' POST (SEE NOTE 3)
P8	16' POST
P9	14' POST
CONTROLLER	

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

**LEFT ON GREEN ARROW ONLY**

R10-5  
3 SIGNS REQUIRED

**Delta Engineering, Inc.**  
CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS  
111 West Jackson Blvd. Suite 910 Chicago, IL 60604-2001

FILE NAME = g:\zd40483\ts-12.dgn	USER NAME = kkhcn	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INSTALLATION PLAN RAMP FG &amp; IL 50</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 237	
PLOT SCALE = 1:20	CHECKED - HS	REVISOR - RM/IS	REVISIONS -			SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 66409			
PLOT DATE = 12/17/2010	DATE - 12-17-2010	CHECKED - HS	REVISIONS -			FED. ROAD DIST. NO. 3   ILLINOIS FED. AID PROJECT					
		DATE - 12-17-2010	REVISIONS -								



**SCHEDULE OF QUANTITIES**

DESCRIPTION	UNIT	TOTAL QUANTITY
SIGN PANEL - TYPE 1	SQ FT	23
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	2,182
CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	195
CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	212
CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	122
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	565
CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	1,111
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	7
DOUBLE HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3,049
FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	1
TRANSCIVER-FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	185
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,553
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	5,700
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	7,394
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	463
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 3C	FOOT	448
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	7
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 40 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 58 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 44 FT. AND 50 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	36
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	40
SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	8
SIGNAL HEAD, POLYCARBONITE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	10
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED WITH COUNT DOWN TIMER	EACH	2
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	18
INDUCTIVE LOOP DETECTOR	EACH	19
DETECTOR LOOP, TYPE 1	FOOT	2,402
LIGHT DETECTOR	EACH	4
LIGHT DETECTOR AMPLIFIER	EACH	4
PEDESTRIAN PUSH-BUTTON	EACH	2
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	4
REMOVE EXISTING CONCRETE FOUNDATION	EACH	4
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	900
ELECTRIC CABLE IN CONDUIT, SIGNAL, NO. 20 3/C, TWISTED, SHIELDED	FOOT	1,199
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

**NOTES:**

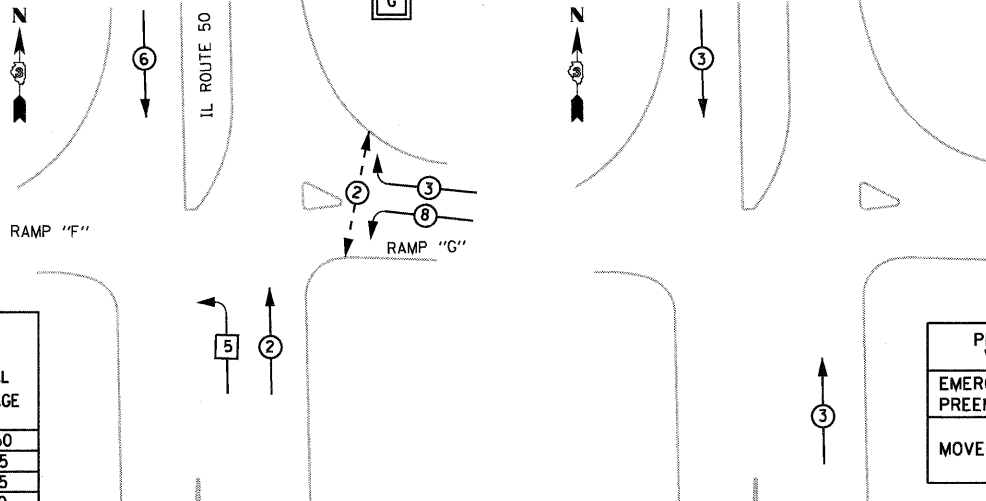
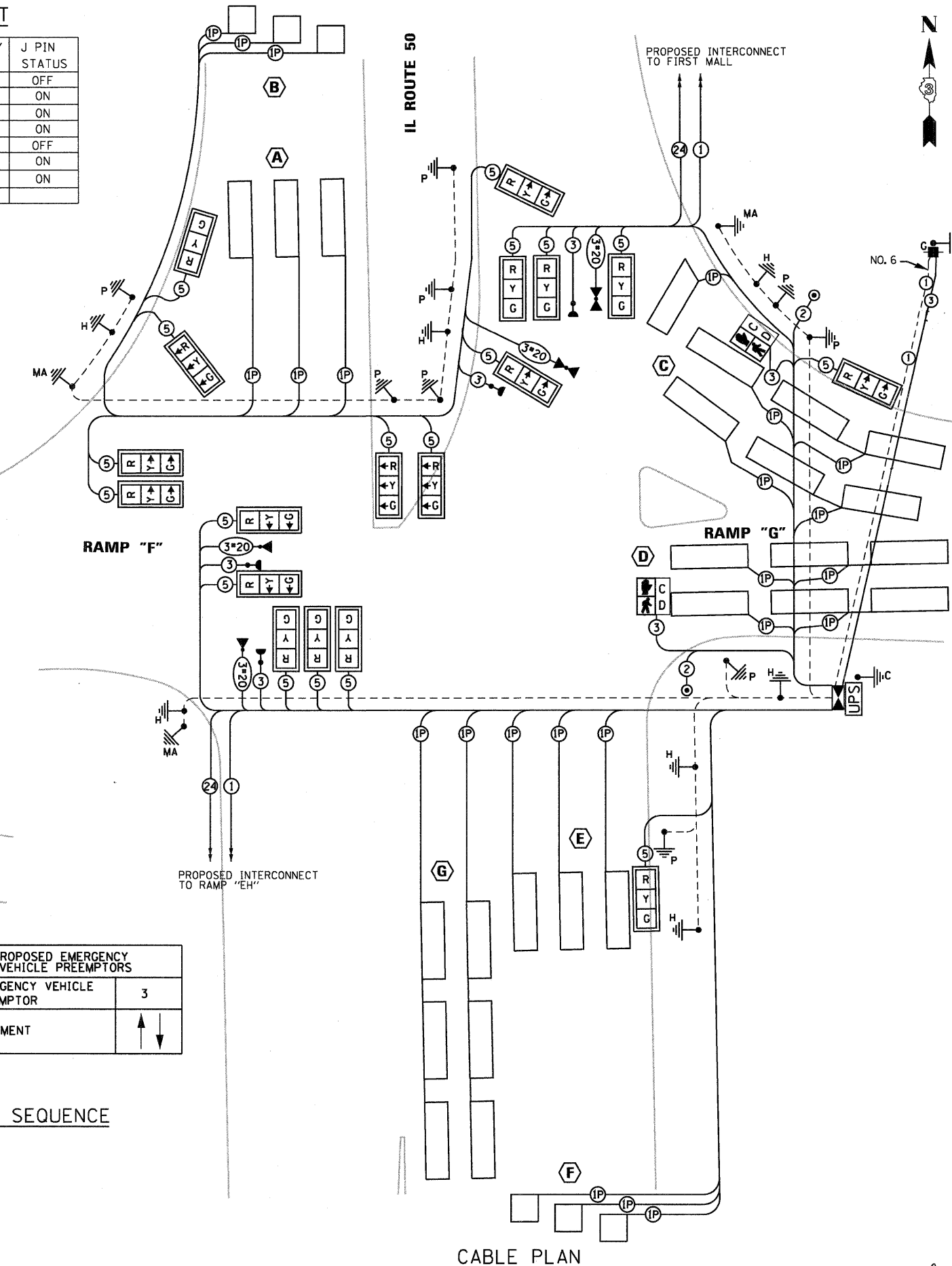
1. THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.
2. PEDESTRIAN PUSH BUTTON SHALL BE "BULLDOG" BRAND.
3. THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET
4. CONTRACTOR SHALL CALL MR. DAN DEVINE AT 815-434-8505 PRIOR TO ORDERING THE DETECTOR LOOP MATERIALS TO VERIFY THE DESIGN.

**DETECTOR LOOP INDUCTANCE CHART**

DETECTOR LOOP SYSTEM	TURNS PER LOOP	INDUCTANCE READING (MICROHENRIES)	FREQUENCY (HERTZ)	J PIN STATUS
A	4	327	33742	OFF
B	6	419	29815	ON
C	4	292	35700	ON
D	4	267	37334	ON
E	6	284	36221	OFF
F	4	395	30704	ON
G	4	301	35163	ON

**LEGEND:**

- ← \* → DUAL ENTRY PHASE
- ← \* → PROTECTED LEFT TURN PHASE
- ← \* OL → OVER LAP
- ← \* → PEDESTRIAN MOVEMENT
- \* NUMBER REFERS TO ASSOCIATED PHASE
- C GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE
- CONFIRMATION BEACON
- EMERGENCY VEHICLE LIGHT DETECTOR
- PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL WITH COUNTDOWN TIMER
- POWER SERVICE INSTALLATION-GROUND MOUNTED
- PEDESTRIAN PUSH BUTTON (SEE NOTE 2)
- CONTROLLER AND CABINET (SEE NOTE 1)
- DETECTOR LOOP
- DETECTOR LOOP SYSTEM
- TRAFFIC SIGNAL HEAD WITH BACK PLATE



PROPOSED EMERGENCY VEHICLE PREEMPTORS	
EMERGENCY VEHICLE PREEMPTOR	3
MOVEMENT	↑ ↓

**CONTROLLER SEQUENCE**

**EMERGENCY VEHICLE PREEMPTOR SEQUENCE**

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'±L-2'±
E - M. ARM POLE		SIGNAL POST	2 (1.0)		±6m±L-0.6m±
		24" (600mm)	10 (3.0)	BRACKET MOUNTED	13 (4.0)
		30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)
		36" (900mm)	15 (4.6)	ELECTRIC SERVICE	1 (0.5)
				GROUND CABLE	1 (0.5)
				POST MOUNTED	6 (1.8)

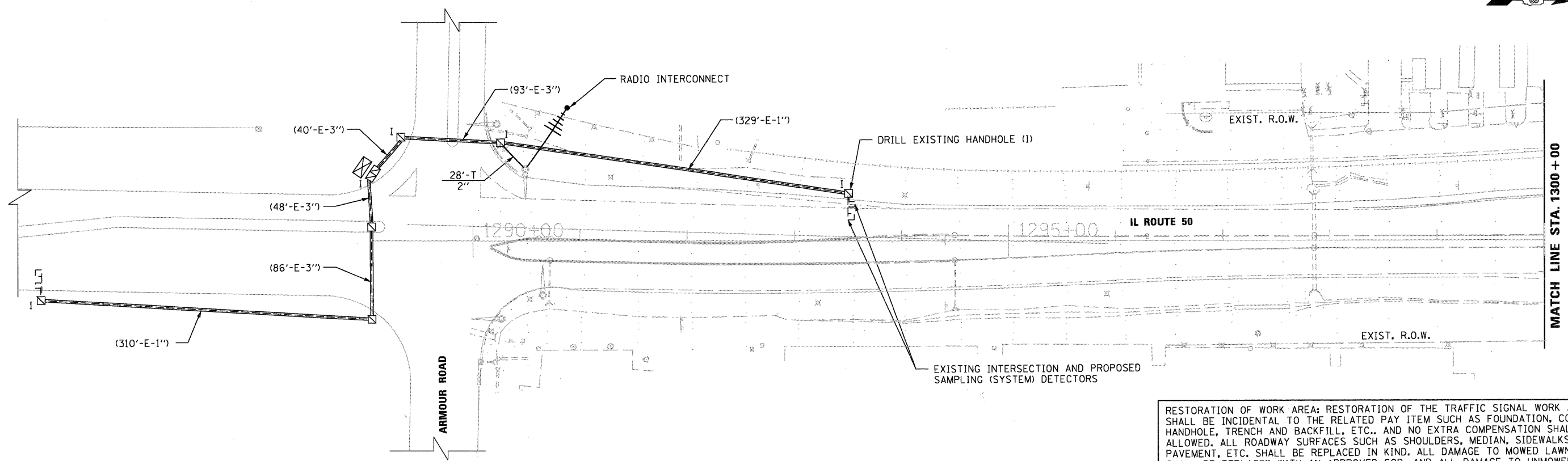
I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	%OPERATION	
SIGNAL (RED)	13	17		0.50	110.50
(YELLOW)	13	25		0.25	81.25
(GREEN)	13	15		0.25	48.75
ARROW	12	12		0.10	14.40
PED. SIGNAL	2	25		1.00	50.00
CONTROLLER	1	100		1.00	100.00
FLASHER				0.50	

ENERGY COSTS TO: VILLAGE OF BRADLEY TOTAL = 404.90  
 147 S. MICHIGAN AVE.  
 BRADLEY, ILLINOIS 60915  
 (815) 932-2125

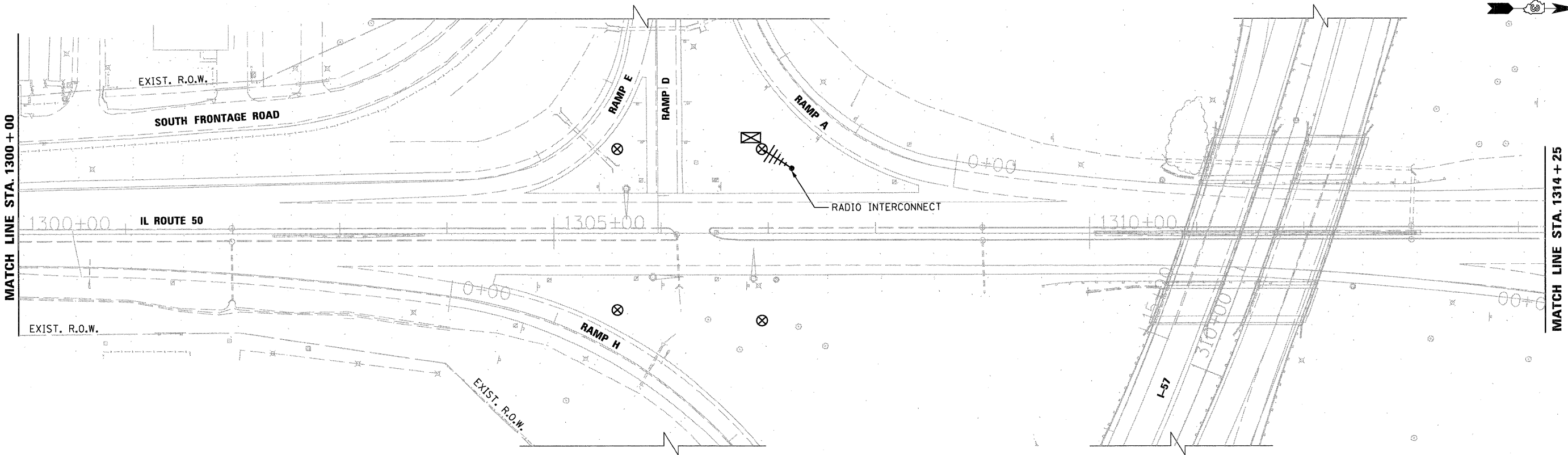
ENERGY SUPPLY CONTACT:  
 PHONE: \_\_\_\_\_  
 COMPANY: \_\_\_\_\_

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 111 West Jackson Blvd., Suite 910 Chicago, IL 60604-2001

FILE NAME = G:\zd40403\ts-13.dgn	USER NAME = kkhon	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS                  DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL SCHEDULE OF QUANTITIES, CABLE PLAN                  &amp; PHASE DESIGNATION DIAGRAM-RAMP FG &amp; IL 50</b>	F.A.I. RTE. = 57	SECTION = (46-2) 1, HBR, VBR	COUNTY = KANKAKEE	TOTAL SHEETS = 558	SHEET NO. = 238		
PLOT SCALE = NONE		CHECKED - HS	REVISED -			SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	FED. ROAD DIST. NO. 3 [ILLINOIS] FED. AID PROJECT	CONTRACT NO. 66409		
PLOT DATE = 12/17/2010		DATE = 12-17-2010	REVISED -			Rev. _____ CONTRACT NO. 66409						
TS-13												



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



FILE NAME =	USER NAME = kghan	DESIGNED - JA	REVISED -
gr\zd40403\ts-14.dgn		DRAWN - RM/IS	REVISED -
		CHECKED - HS	REVISED -
		DATE - 12-17-2010	REVISED -

PLOT SCALE = 1:50	DATE - 12-17-2010	REVISED -	REVISED -
PLOT DATE = 12/17/2010			

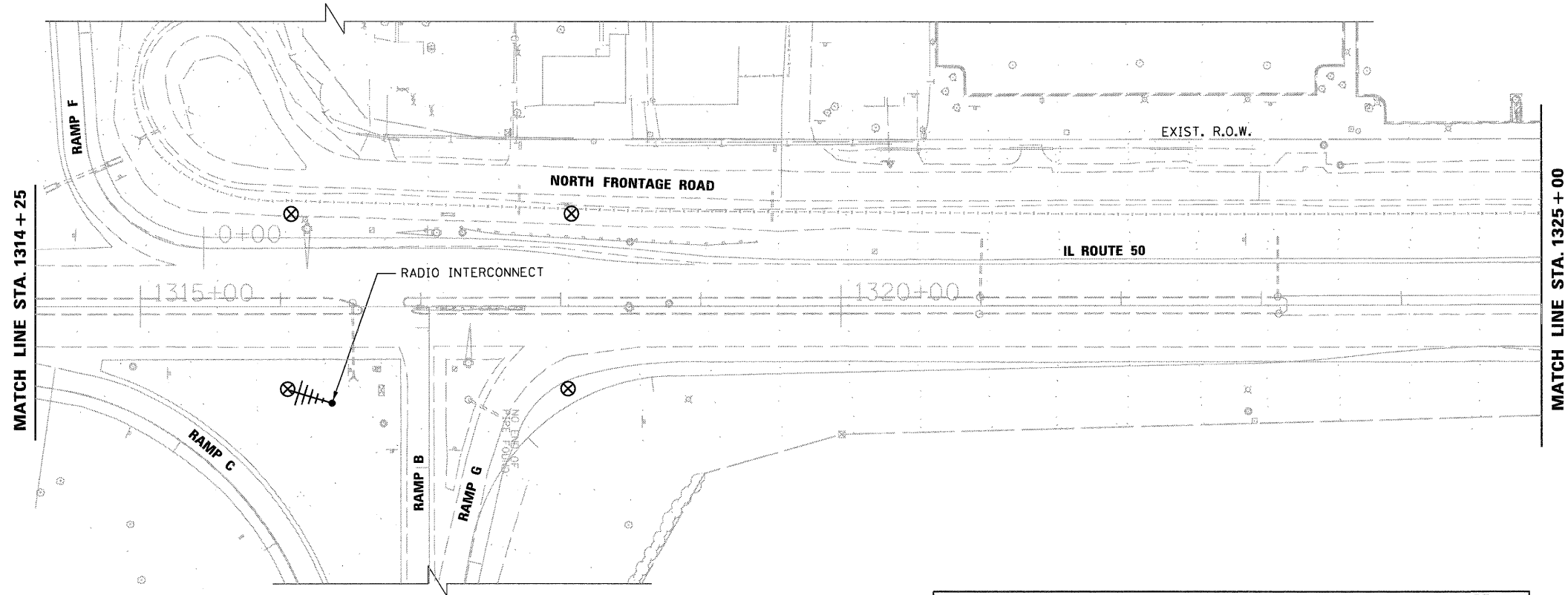
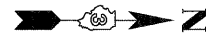
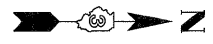
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL TEMPORARY INTERCONNECT PLAN  
 SHEET 1 OF 2**

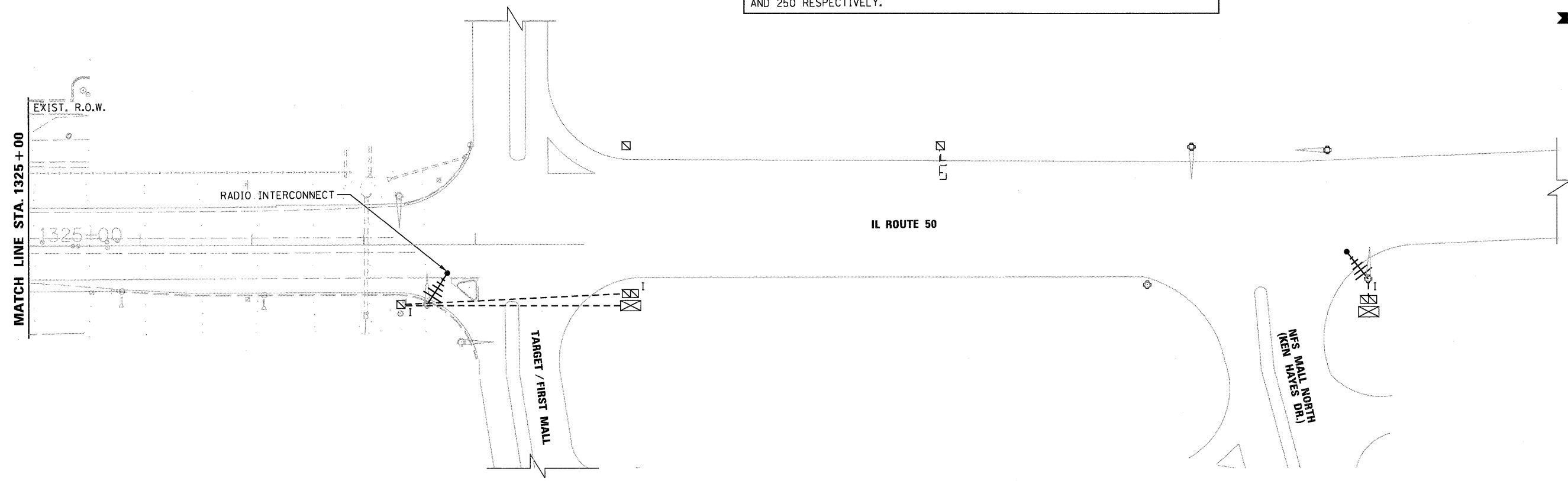
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	239
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66409	

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





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



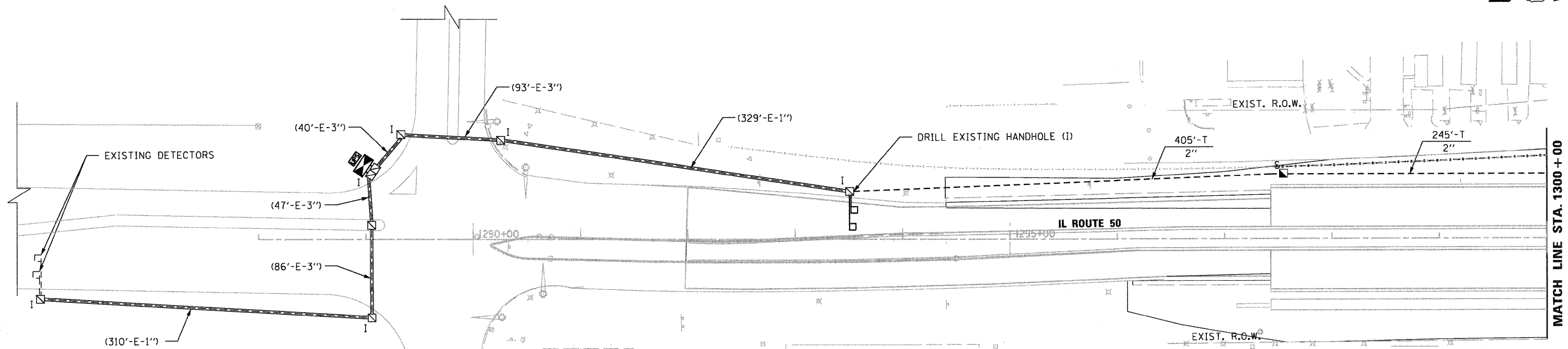
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	PLOT SCALE = 1:50	DRAWN - RM/IS	REVISED -
	PLOT DATE = 12/17/2010	CHECKED - HS	REVISED -
		DATE - 12-17-2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL TEMPORARY INTERCONNECT PLAN  
 SHEET 2 OF 2**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	240
CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				



**INTERCONNECT PLAN LEGEND:**

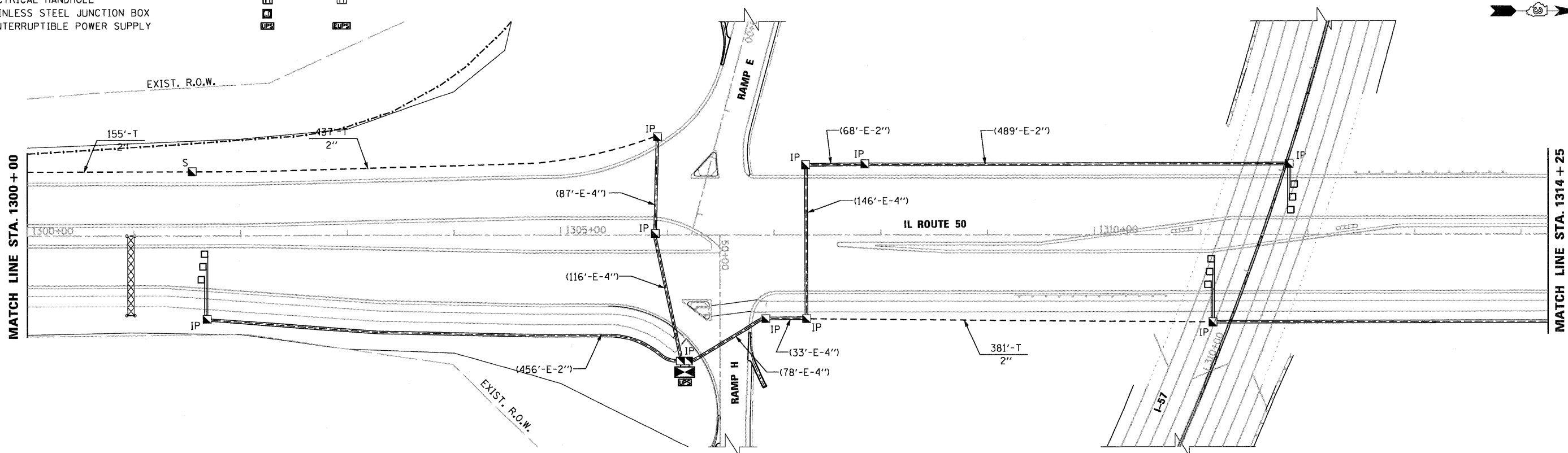
	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP SYSTEM		
INTERSECTION UNIT DUCT		
COMMON TRENCH		
ELECTRICAL HANDHOLE		
STAINLESS STEEL JUNCTION BOX		
UNINTERRUPTIBLE POWER SUPPLY		

**ARMOUR RD. AND IL-50 INTERSECTION:**

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, ALL TRAFFIC SIGNAL EQUIPMENT WHICH IS TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OUTSIDE THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE.

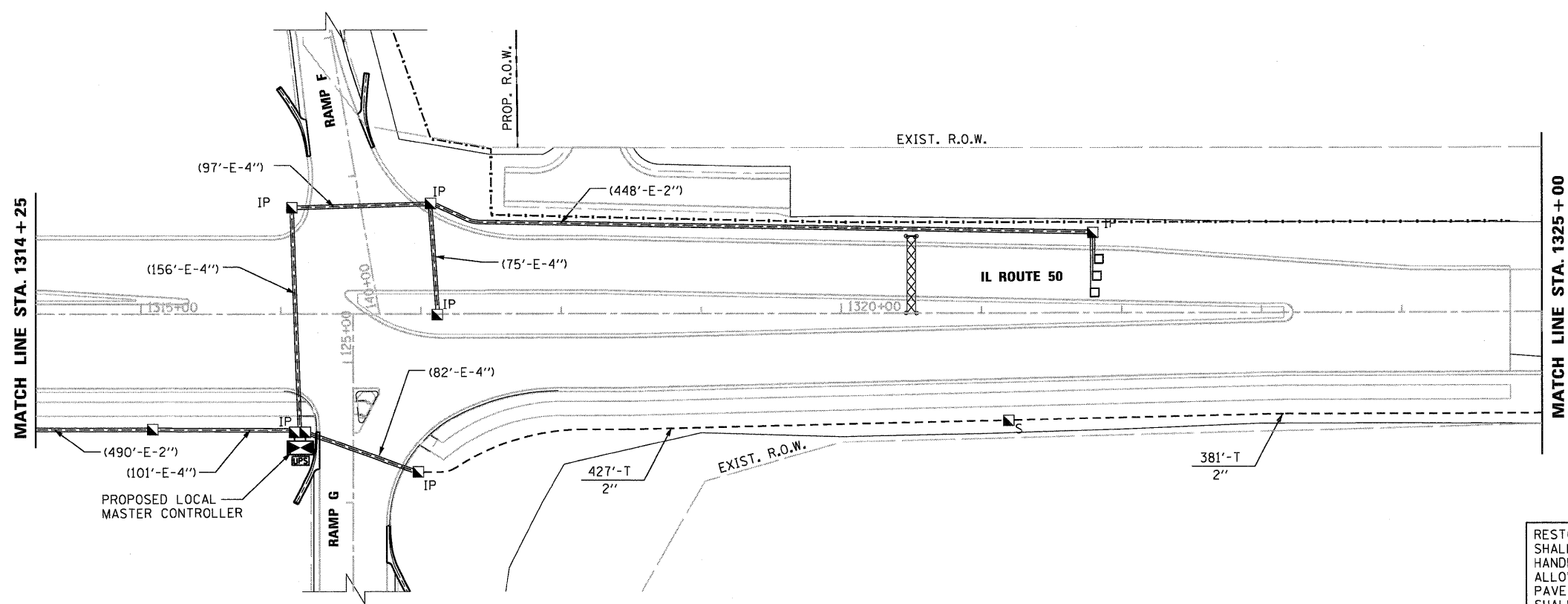
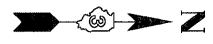
1 EACH CONTROLLER AND CABINET (COMPLETE)

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



**Delta Engineering, Inc.**  
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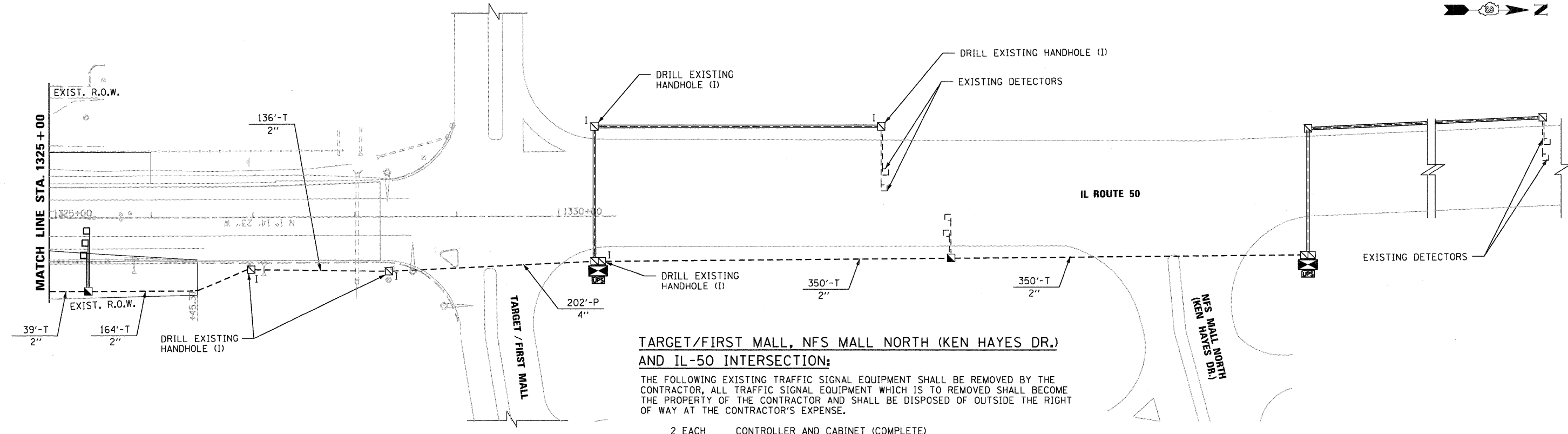
FILE NAME = g:\zd40483\ts-16.dgn	USER NAME = kkhon	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INTERCONNECT PLAN SHEET 1 OF 2</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 241
PLOT SCALE = 1:50	CHECKED - HS	DRAWN - RM/IS	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66409	
PLOT DATE = 12/17/2010	DATE - 12-17-2010	CHECKED - HS	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT							
		DATE - 12-17-2010	REVISED -									



**INTERCONNECT PLAN LEGEND:**

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
SYSTEM		
INTERSECTION		
UNIT DUCT		
COMMON TRENCH		
ELECTRICAL HANDHOLE		
STAINLESS STEEL JUNCTION BOX		
UNINTERRUPTIBLE POWER SUPPLY		

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



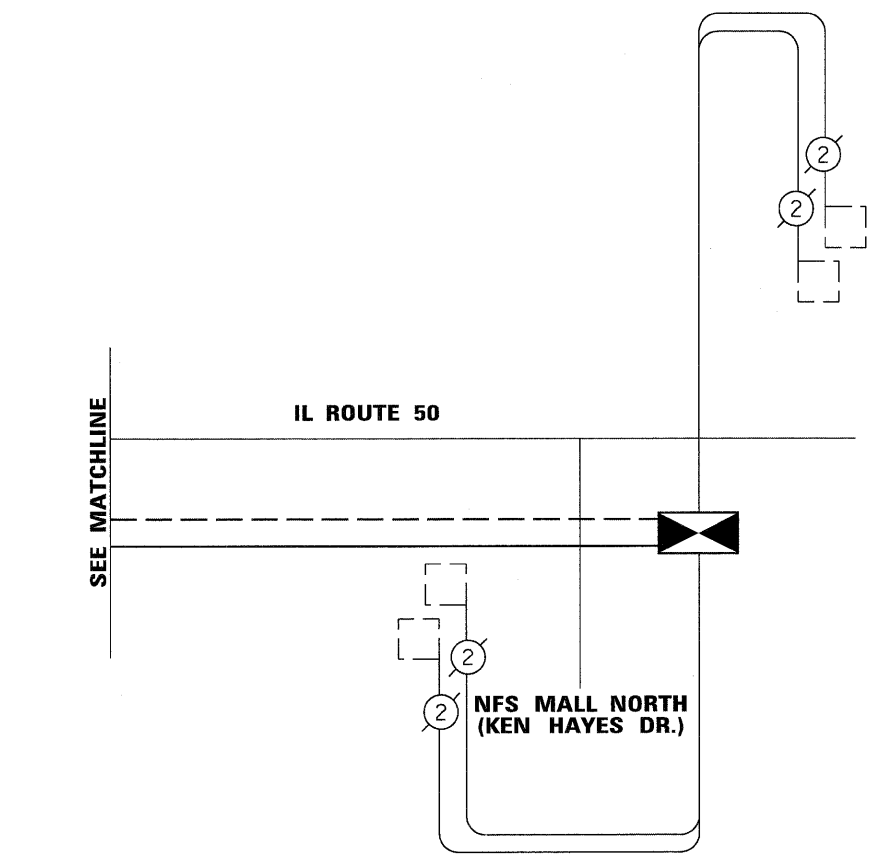
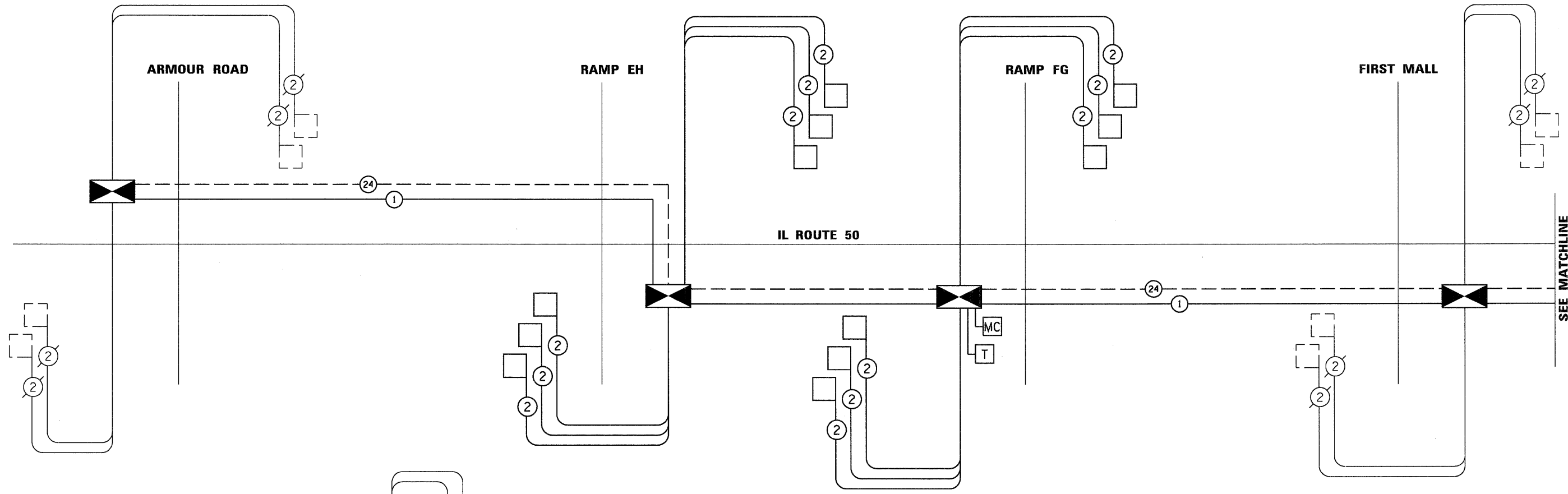
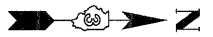
**TARGET/FIRST MALL, NFS MALL NORTH (KEN HAYES DR.) AND IL-50 INTERSECTION:**

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, ALL TRAFFIC SIGNAL EQUIPMENT WHICH IS TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OUTSIDE THE RIGHT OF WAY AT THE CONTRACTOR'S EXPENSE.

2 EACH CONTROLLER AND CABINET (COMPLETE)

**Delta Engineering, Inc.**  
 CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS  
 111 West Jackson Blvd. Suite 910, Chicago, IL 60604-2001

FILE NAME = g:\zd48483\ts-17.dgn	USER NAME = kghan	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INTERCONNECT PLAN SHEET 2 OF 2</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 242
PLOT SCALE = 1:50	CHECKED - HS	DRAWN - RM/1S	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 66409		
PLOT DATE = 12/17/2010	DATE - 12-17-2010	CHECKED - HS	REVISED -		FED. ROAD DIST. NO. 3   ILLINOIS FED. AID PROJECT							
		DATE - 12-17-2010	REVISED -									



**INTERCONNECT SCHEMATIC LEGEND:**

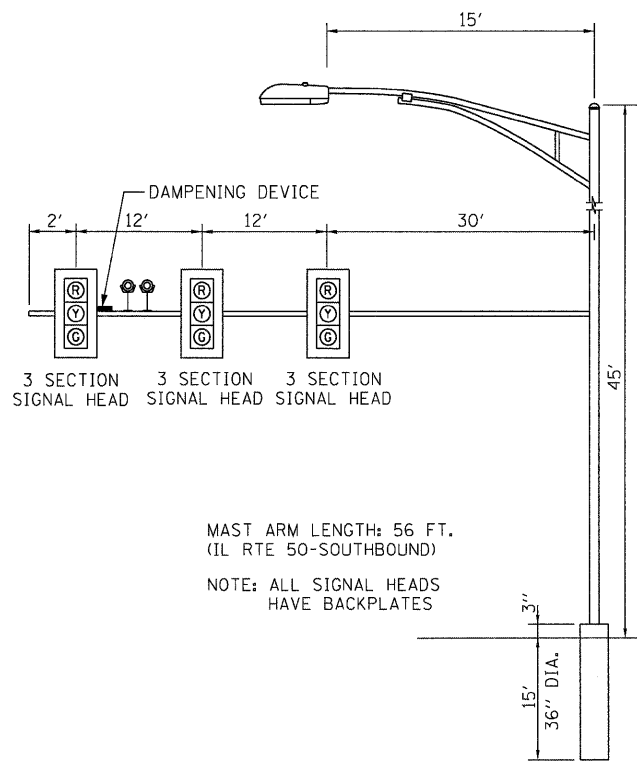
- |  |  |  |  |
|--|--|--|--|
| EXISTING INTERSECTION CONTROLLER   |  | PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS                   |  |
| PROPOSED INTERSECTION CONTROLLER   |  | EXISTING FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F |  |
| EXISTING MASTER CONTROLLER   |  | PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F |  |
| PROPOSED MASTER CONTROLLER   |  | EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE |  |
| MASTER MASTER CONTROLLER   |  | PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE |  |
| EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS  |  | EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED    |  |
| PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS  |  | PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED    |  |
| EXISTING INTERSECTION LOOP DETECTORS   |  | EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED               |  |
| PROPOSED SAMPLING (SYSTEM) DETECTORS   |  | PROPOSED LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED               |  |
| EXISTING SAMPLING (SYSTEM) DETECTORS   |  | EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED)                      |  |
| PROPOSED SAMPLING (SYSTEM) DETECTORS   |  | PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED)                      |  |
| EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS. |  | EXISTING TELEPHONE CONNECTION                                    |  |
| EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS.                  |  | PROPOSED TELEPHONE CONNECTION                                    |  |
| EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS                                |  |  |  |
| PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS                                |  |  |  |
| EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS   |  |  |  |

**INTERCONNECT SCHEDULE OF QUANTITIES**

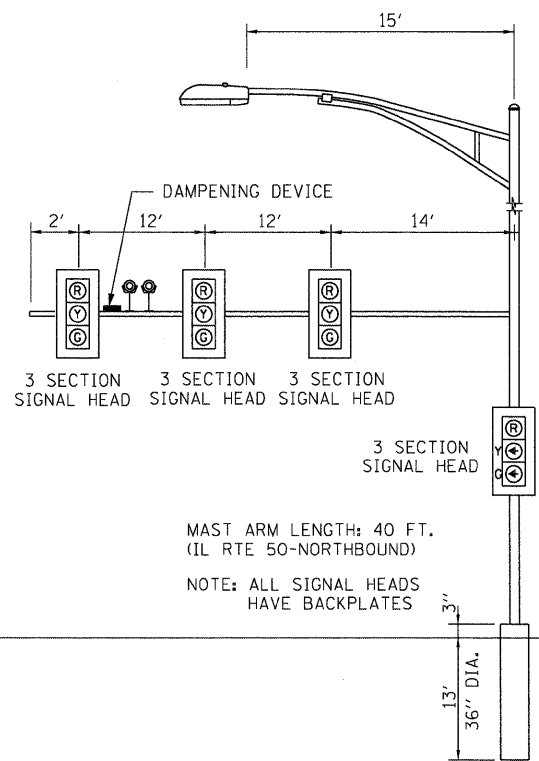
DESCRIPTION	UNIT	TOTAL QUANTITY
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	3,666
CONDUIT PUSHED, 4" DIA., PVC	FOOT	205
HANDHOLE, PORTLAND CEMENT CONCRETE	EACH	5
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3,840
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	5
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	3
MASTER CONTROLLER (SPECIAL)	EACH	1
UNINTERRUPTIBLE POWER SUPPLY, EXTENDED	EACH	3
TRANSCIVER-FIBER OPTIC	EACH	3
DRILL EXISTING HANDHOLE	EACH	12
MODIFY EXISTING CONTROLLER	EACH	3
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	5,658
OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1
TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	3
DETECTOR LOOP, TYPE-1	FOOT	293

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 111 West Jackson Blvd., Suite 910, Chicago, IL 60604-2001

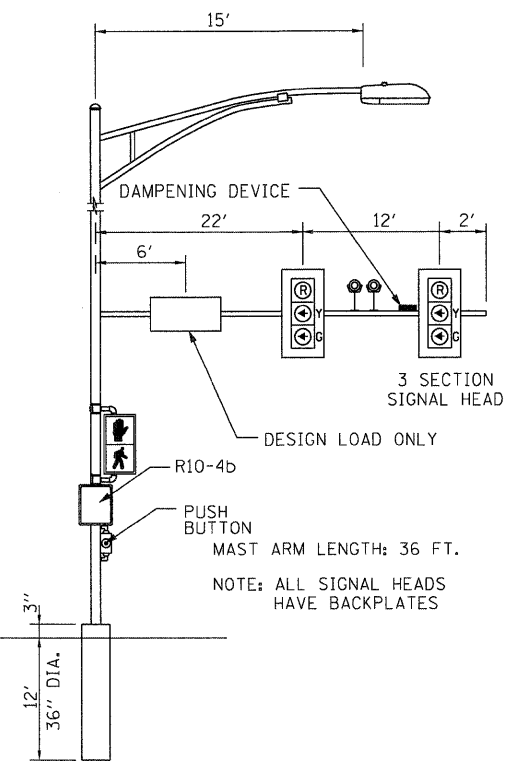
FILE NAME = g:\zd40403\ts-18.dgn	USER NAME = kkhen	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 243	
PLOT SCALE = NONE	CHECKED - HS	REVISIED -	REVISIED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISIED -	REVISIED -			CONTRACT NO. 66409					



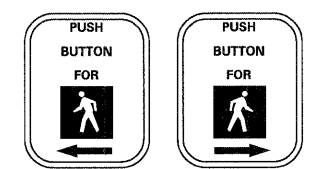
**SOUTHWEST CORNER (M-1)**  
NOT TO SCALE



**NORTHEAST CORNER (M-2)**  
NOT TO SCALE



**NORTHEAST CORNER (M-3)**  
NOT TO SCALE



R10 - 4b LEFT OR RIGHT  
 4 SIGNS REQUIRED = 0.75 SQ.FT. EACH  
 = 3 SQ.FT. TOTAL

DIMENSION : 9 IN. X 12 IN. (TYP.)  
 LEGEND AND BORDER: NON-REFLECTORIZED BLACK  
 BACKGROUND: NON-REFLECTORIZED WHITE

ONE SIGNAL SHALL BE PROVIDED FOR EACH PUSH-BUTTON.  
 ORIENTATION OF DIRECTIONAL ARROWS TO BE DETERMINED  
 BY PUSH-BUTTON LOCATION.

ALL MOUNTING HARDWARE SHALL BE STAINLESS STEEL  
 CONSTRUCTION. ALL MOUNTING BOLTS SHALL BE HEX  
 LEAD.

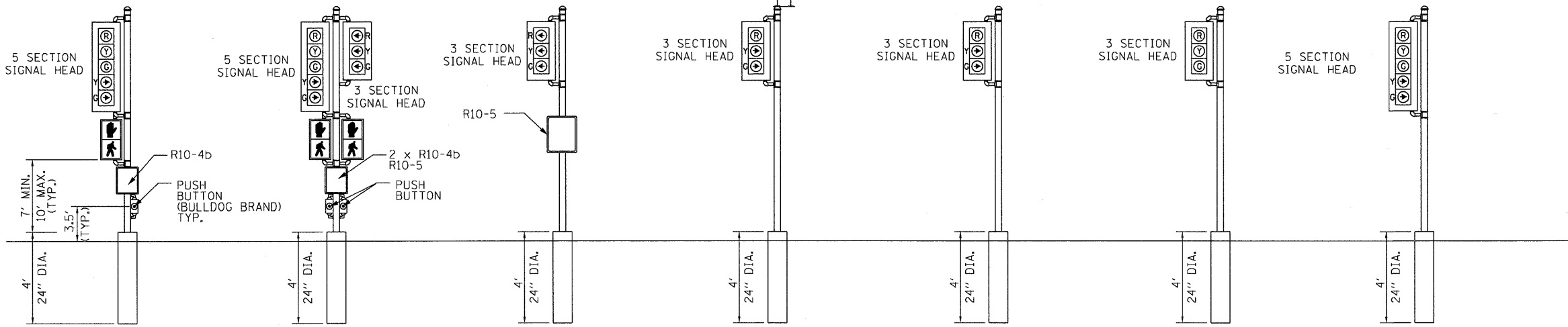
MATERIALS AND INSTALLATION OF THIS SIGN SHALL BE  
 INCLUDED IN THE COST OF PEDESTRIAN PUSH-BUTTON.



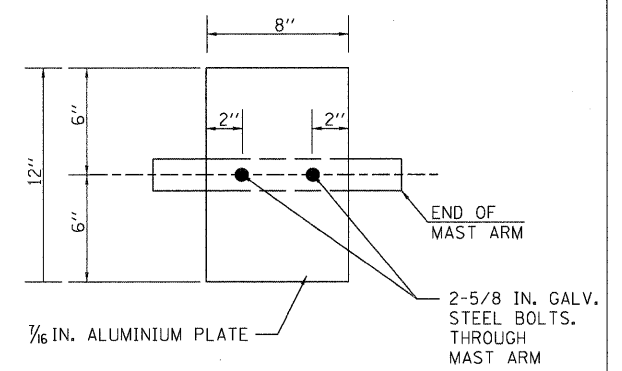
TYPE AP SHEETING REQUIRED  
 3 SIGNS REQUIRED = 5 SQ.FT. EACH  
 = 15 SQ.FT. TOTAL

THIS SIGN SHALL BE LOCATED 6" TO  
 MAST ARM MOUNTED LEFT TURN SIGNAL  
 AND DIRECTLY BELOW AND PARALLEL TO  
 THE BACKPLATE OF POST BRACKETED

R10 - 5  
 24"X30"

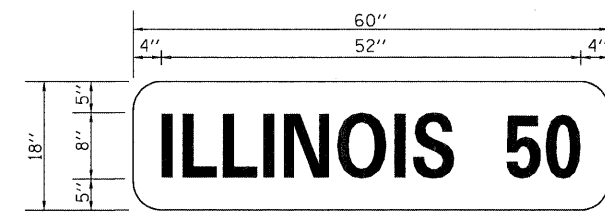


**SIGNAL POST-16' (P1)** NOT TO SCALE  
**SIGNAL POST-16' (P2)** NOT TO SCALE  
**SIGNAL POSTS-16' (P3 AND P4)** NOT TO SCALE  
**SIGNAL POST-16' (P5)** NOT TO SCALE  
**SIGNAL POSTS-16' (P6 AND P7)** NOT TO SCALE  
**SIGNAL POST-16' (P8)** NOT TO SCALE  
**SIGNAL POST-16' (P9)** NOT TO SCALE



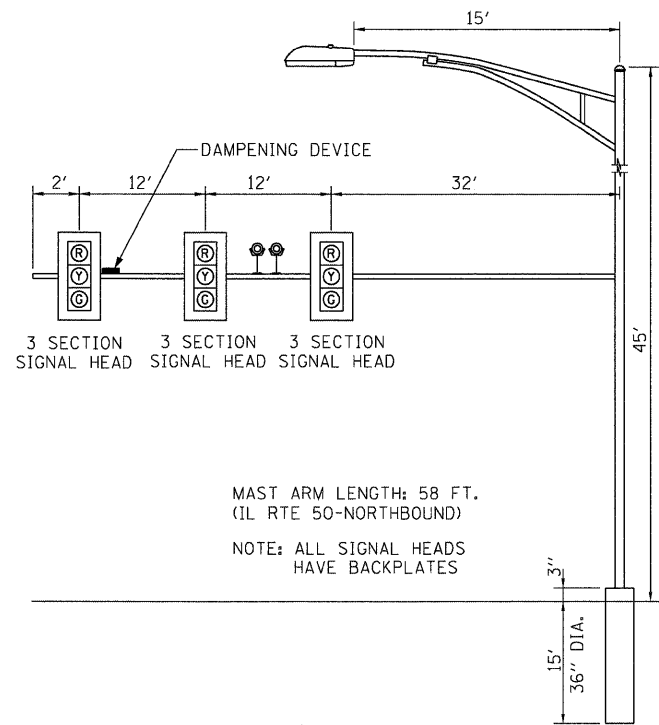
**DAMPENING PLATE DETAIL**  
 (TOP VIEW) INCIDENTAL TO MAST ARM QUANTITY)  
 NOT TO SCALE

**MAST ARM POLES AND SIGNAL POSTS @ RAMP EH & IL 50**  
NOT TO SCALE



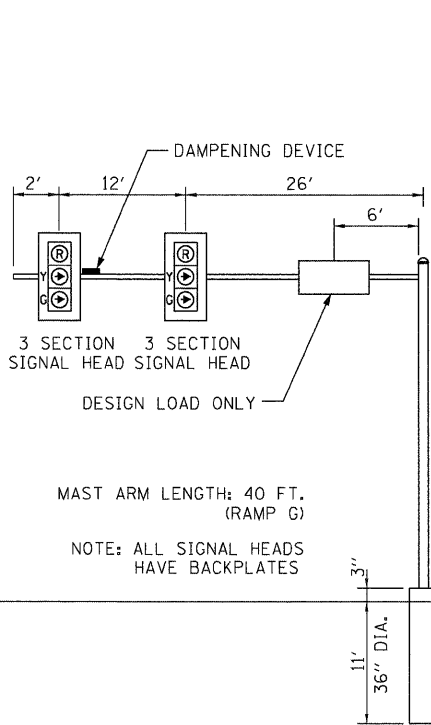
3/4" BORDER  
 8" D SERIES LETTERS  
 TYPE A SHEETING REQUIRED  
 1 SIGN REQUIRED = 7.5 SQ.FT.  
 LETTERING TYPE ZZ FONT

FILE NAME = gr\zd40483\ts-19.dgn	USER NAME = kkhan	DESIGNED - JA	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL MAST ARM AND SIGNAL POST DETAILS RAMP EH</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 244	
PLOT SCALE = NONE								SCALE:			SHEET NO. OF SHEETS STA. TO STA.		
PLOT DATE = 12/17/2010					DATE = 12-17-2010								



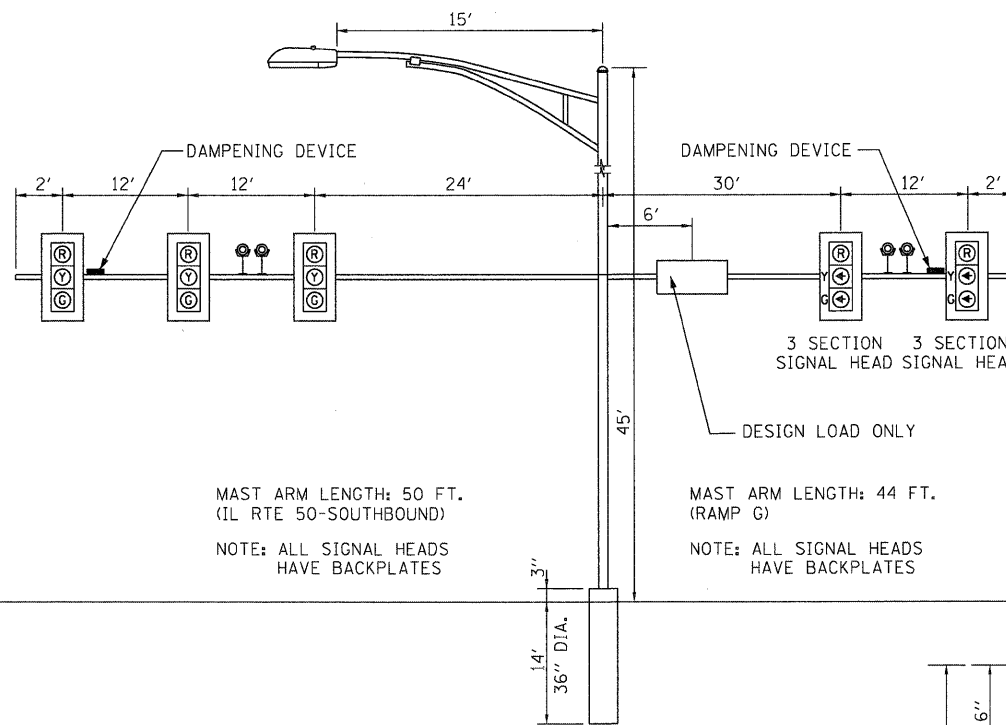
MAST ARM LENGTH: 58 FT.  
(IL RTE 50-NORTHBOUND)  
NOTE: ALL SIGNAL HEADS  
HAVE BACKPLATES

**NORTHEAST CORNER (M-1)**  
NOT TO SCALE



MAST ARM LENGTH: 40 FT.  
(RAMP G)  
NOTE: ALL SIGNAL HEADS  
HAVE BACKPLATES

**NORTHWEST CORNER (M-2)**  
NOT TO SCALE

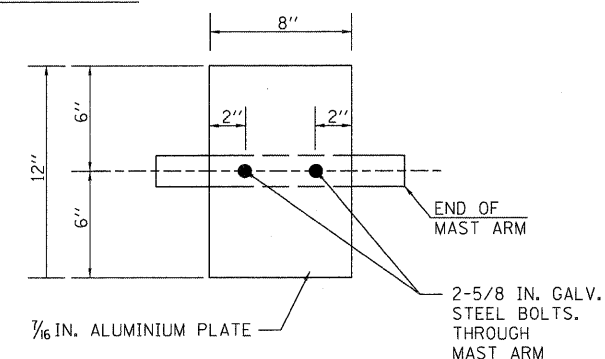


MAST ARM LENGTH: 44 FT.  
(RAMP G)  
NOTE: ALL SIGNAL HEADS  
HAVE BACKPLATES

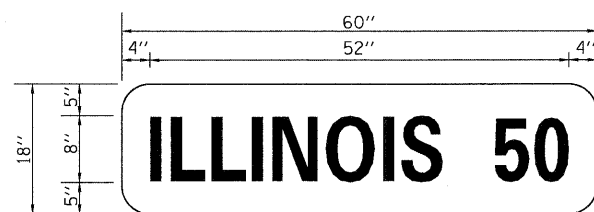
**SOUTHWEST CORNER (M-3)**  
NOT TO SCALE

**LEFT ON  
GREEN  
ARROW  
ONLY**

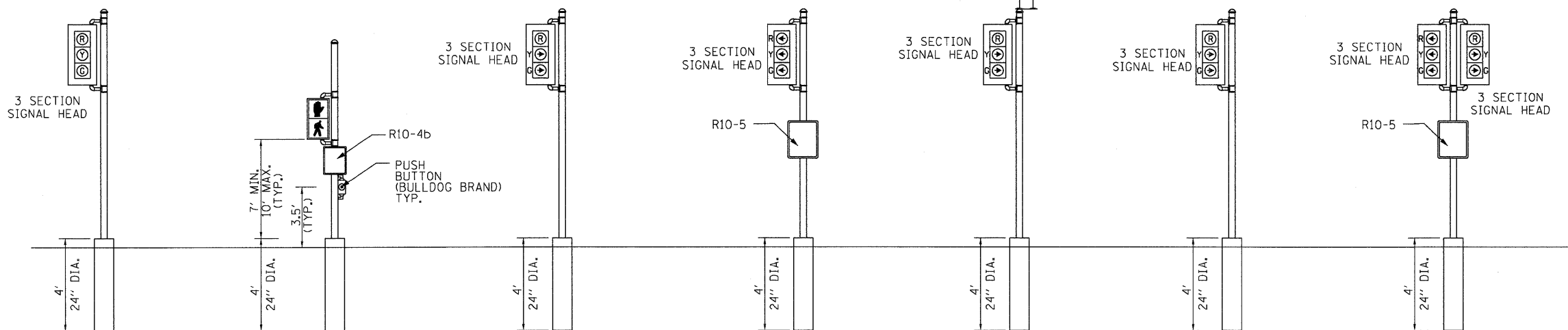
R10 - 5  
24"X30"  
TYPE AP SHEETING REQUIRED  
3 SIGNS REQUIRED = 5 SQ.FT. EACH  
= 15 SQ.FT. TOTAL



**DAMPENING PLATE DETAIL**  
(TOP VIEW) INCIDENTAL TO MAST ARM QUANTITY  
NOT TO SCALE

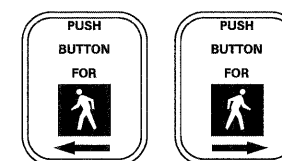


3/4" BORDER  
8" D SERIES LETTERS  
TYPE A SHEETING REQUIRED  
1 SIGN REQUIRED = 7.5 SQ.FT.  
LETTERING TYPE ZZ FONT



**SIGNAL POST-16' (P1)** NOT TO SCALE  
**SIGNAL POSTS-14' (P2 AND P9)** NOT TO SCALE  
**SIGNAL POST-16' (P3)** NOT TO SCALE  
**SIGNAL POST-16' (P4 AND P5)** NOT TO SCALE  
**SIGNAL POST-16' (P6)** NOT TO SCALE  
**SIGNAL POST-16' (P7)** NOT TO SCALE  
**SIGNAL POST-16' (P8)** NOT TO SCALE

**MAST ARM POLES AND SIGNAL POST @ RAMP FG & IL 50**  
NOT TO SCALE



R10 - 4b LEFT OR RIGHT  
2 SIGNS REQUIRED = 0.75 SQ.FT. EACH  
= 1.5 SQ.FT. TOTAL

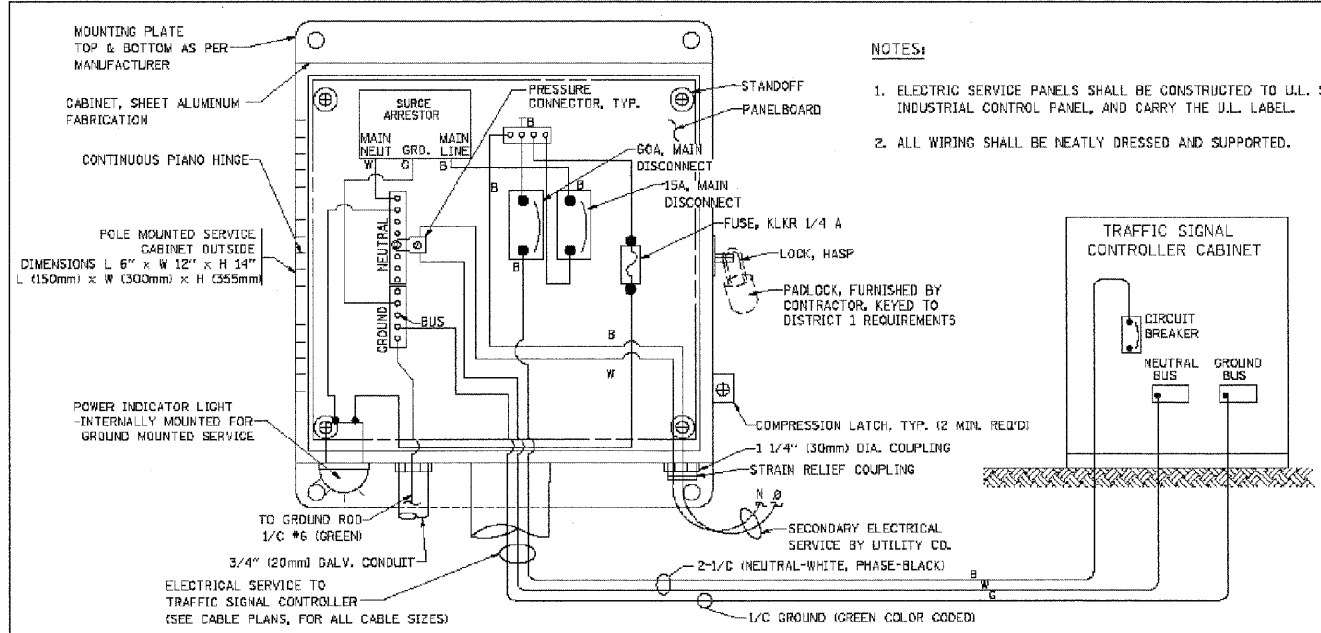
DIMENSION : 9 IN. X 12 IN. (TYP.)  
LEGEND AND BORDER: NON-REFLECTORIZED BLACK  
BACKGROUND: NON-REFLECTORIZED WHITE

ONE SIGNAL SHALL BE PROVIDED FOR EACH PUSH-BUTTON.  
ORIENTATION OF DIRECTIONAL ARROWS TO BE DETERMINED  
BY PUSH-BUTTON LOCATION.

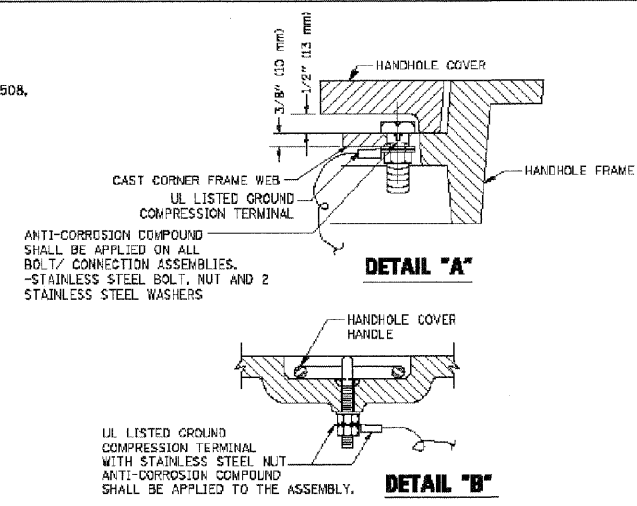
ALL MOUNTING HARDWARE SHALL BE STAINLESS STEEL  
CONSTRUCTION. ALL MOUNTING BOLTS SHALL BE HEX  
LEAD.

MATERIALS AND INSTALLATION OF THIS SIGN SHALL BE  
INCLUDED IN THE COST OF PEDESTRIAN PUSH-BUTTON.

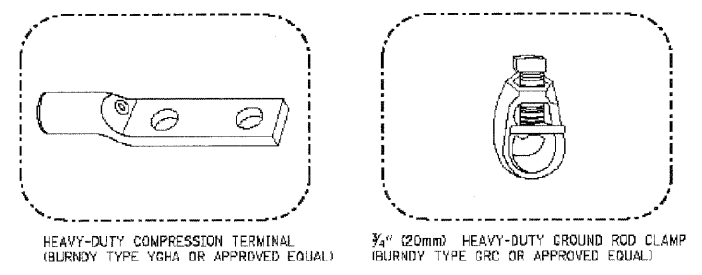
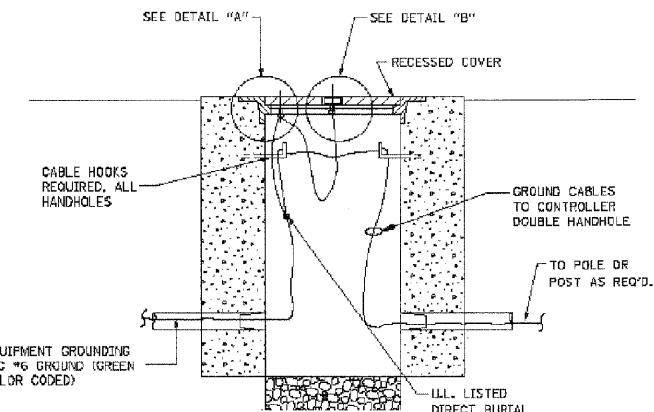
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PLOT SCALE = NONE	CHECKED - HS	REVISOR - RM/IS	REVISOR -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISOR -	REVISOR -			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					
						CONTRACT NO. 66409					



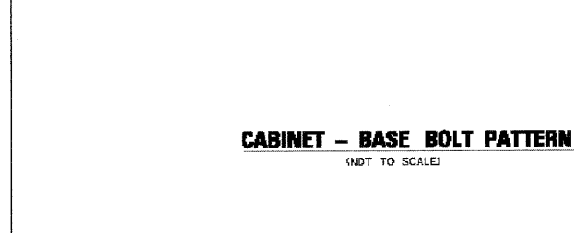
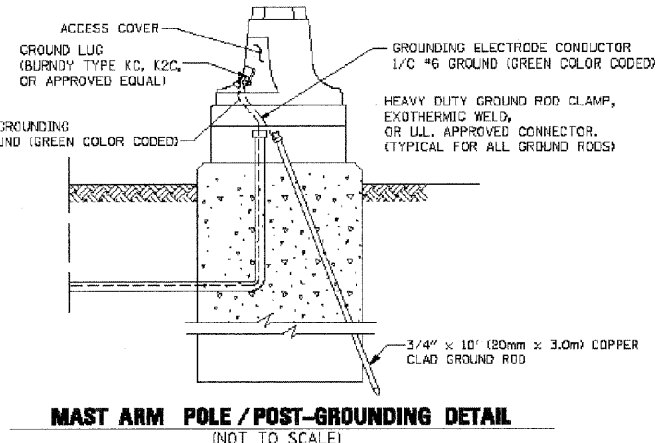
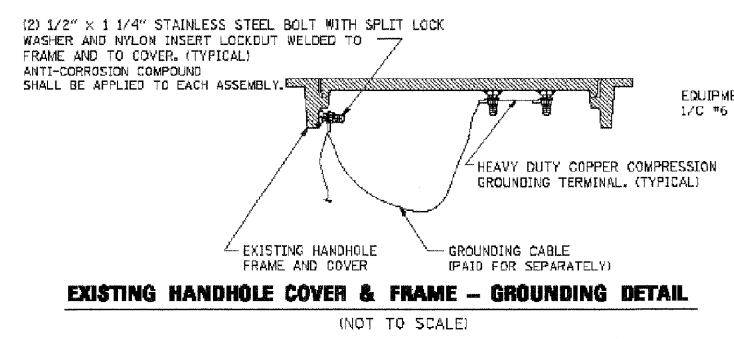
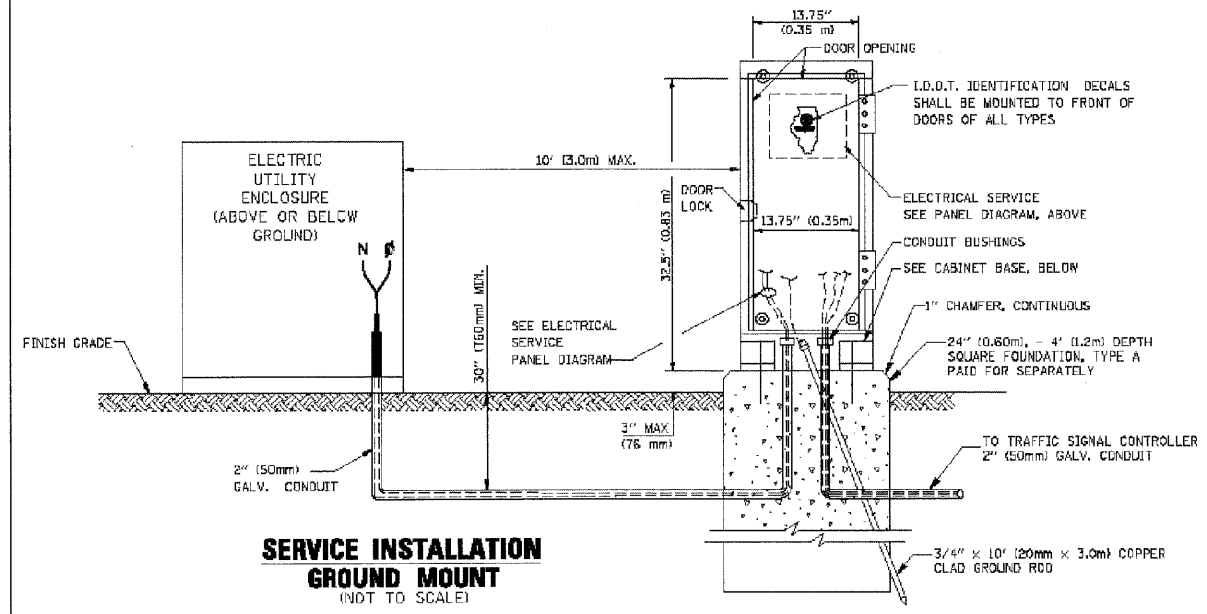
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



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



- 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.



NOTE: LIGHTING CONTROLS ARE HOUSED IN TRAFFIC SIGNAL CONTROLLER. SEE SHEET TS-22 FOR DETAILS

FILE NAME =	USER NAME = kanthaprasanna	DESIGNED - DAD	REVISED -
WORKING PROJECT NUMBER: PHD/AYC/01128	4/1/2010/10/1/2010	DRAWN - BCK	REVISED -
	PLOT SCALE = 28/0800 / 1/16"	CHECKED - DAD	REVISED -
	PLOT DATE = 10/16/2009	DATE - 10/26/09	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DISTRICT 1  
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

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 111 West Jackson Blvd., Suite 910, Chicago, IL 60604-2001

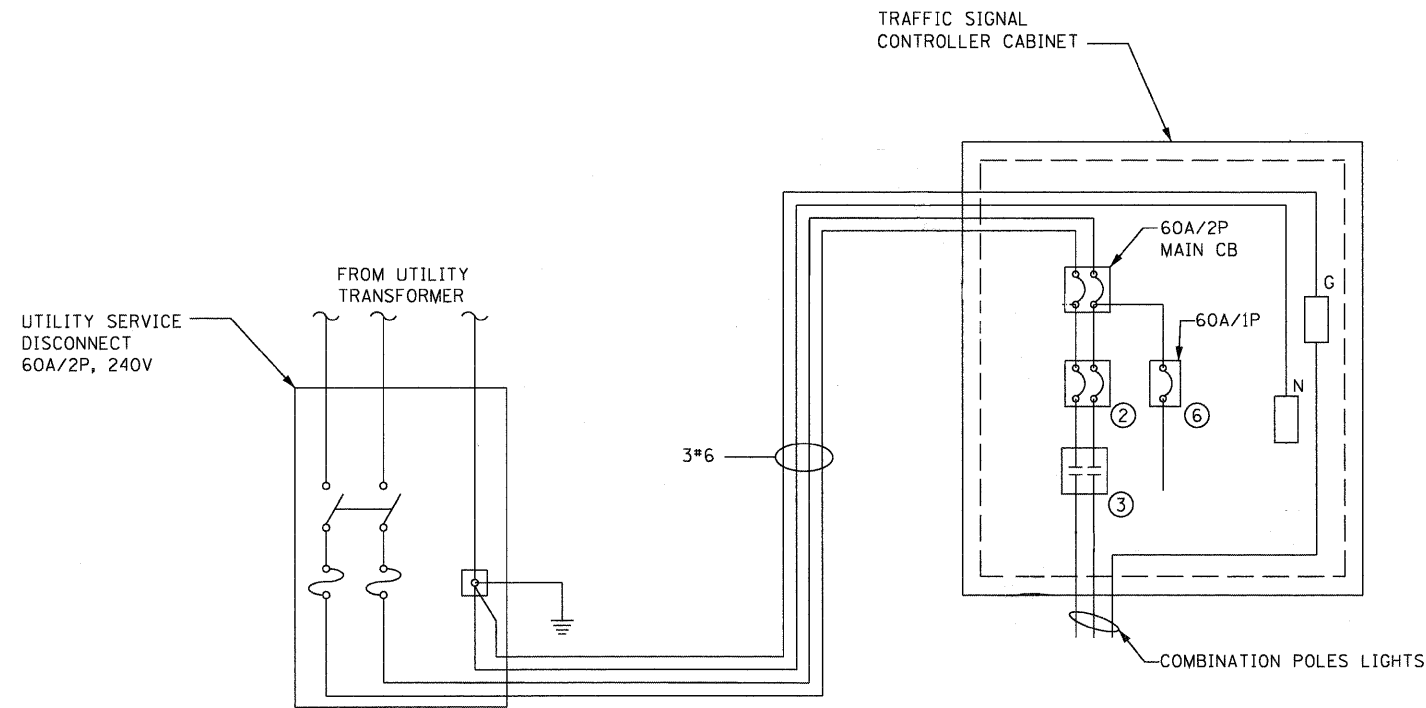
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	PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL STANDARD DETAIL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	246
CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3 ILLINOIS/FED. AID PROJECT				





**ELECTRICAL SERVICE INSTALLATION TO TRAFFIC SIGNAL CONTROLLER**

- ① (1) 60A/2P CIRCUIT BREAKER FOR INCOMING SERVICE.
- ② (1) 30A/2P CIRCUIT BREAKER FOR CONTROLLING COMBINATION POLE LIGHTS.
- ~~③ (1) 30A/2P CONTACTOR.~~
- ~~④ (1) 20A/1P CIRCUIT BREAKER FOR PHOTOCELL.~~
- ~~⑤ (1) PHOTOCELL WITH INTEGRAL SURGE ARRESTER.~~
- ⑥ (1) 60A/1P FOR SERVICE TO TRAFFIC LIGHTS.

**NOTES:**

1. THIS ELECTRICAL SERVICE INSTALLATION SHALL BE PAID UNDER PAY ITEM "SERVICE INSTALLATION - GROUND/POLE MOUNTED."
2. WORK THIS SHEET WITH SHEET NO. 246 (TS-21).

FILE NAME = Grzd40403\ts-22new.dgn	USER NAME = kkhcn	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ELECTRICAL SERVICE INSTALLATION</b>				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NONE	DRAWN - KK	REVISED -		57	(46-2) I, HBR, VBR	KANKAKEE	558	247				
	PLOT DATE = 12/17/2010	CHECKED - HS	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 66409				
		DATE - 12-17-2010	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT								

Rev.

**GENERAL NOTES:**

- PRIOR TO INSTALLATION ON THE NEW UNIT DUCT, CONDUITS, JUNCTION BOXES, LIGHT STANDARD FOUNDATION AND APPURTENANCES, THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION OF EXISTING CONDUITS, CABLE AND UNDERGROUND UTILITIES. THE CONTRACTOR SHALL CALL J.U.L.I.E. (1-800-892-0123 OR 811) TO AID IN THIS TASK.
- PRIOR TO REMOVAL OF EXISTING LIGHTING SYSTEM, CONTRACTOR MUST INSTALL TEMPORARY LIGHTING AS SHOWN ON THE PLANS FOR MAINTAINED TRAFFIC LANES. ALL TEMPORARY LIGHTING UNITS AND EXISTING LIGHTING UNITS TO BE USED FOR MOT TRAFFIC AS TEMPORARY. SHALL BE POWERED BY PROPOSED AERIAL CABLES. EXISTING LIGHT POLES TO BE USED FOR TEMPORARY SHALL BE FED UNDERGROUND EITHER THRU EXISTING FEEDS OR NEW UNDERGROUND FEEDS.
- THE CONTRACTOR MUST VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT PLANS WHICH WOULD EFFECT HIS WORK UNDER THIS CONTRACT FOR THE OPERATION OF THE EXISTING ROADWAY LIGHTING SYSTEM.
- NO MATERIAL OR EQUIPMENT SHALL BE DELIVERED TO THE JOB SITE WITHOUT PRIOR INSPECTION AND APPROVAL BY THE ENGINEER. ANY MATERIAL AND EQUIPMENT NOT APPROVED BY THE ENGINEER MUST BE REMOVED FROM THE JOB SITE AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL COORDINATE THE LOCATIONS OF TEMPORARY WOOD LIGHT POLES WITH THE PROPOSED POLE AND TOWER LOCATIONS SUCH THAT REMOVAL/RELOCATION OF THE TEMPORARY INSTALLATION IS NOT REQUIRED AT THE TIME OF PROPOSED POLE/TOWER INSTALLATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL TEMPORARY LIGHTING WITHIN THE PROJECT LIMITS FOR THE ENTIRE DURATION OF THE PROJECT. ANY DAMAGE INCURRED DURING CONSTRUCTION SHALL BE PROMPTLY REPAIRED SO SERVICE IS NOT DISRUPTED. CONTRACTOR IS RESPONSIBLE FOR VERIFYING THE EXISTING CONDITIONS.
- LOCATIONS OF WOOD LIGHT POLES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. EXISTING LIGHT POLES TO BE USED AS TEMPORARY SHALL BE FED UNDERGROUND.
- ALL NEW UNIT DUCT, CONDUIT, JUNCTION BOXES AND APPURTENANCES ARE SHOWN DIAGRAMMATICALLY. THE ACTUAL LOCATION IN THE FIELD MUST MEET THE APPROVAL OF THE ENGINEER.
- CONDUIT AND UNIT DUCT MUST BE POSITIONED IN THE FIELD TO AVOID CONFLICT WITH UNDER DRAINS.
- ALL EXPOSED CONDUIT SHALL BE RIGID GALVANIZED STEEL UNLESS NOTED OTHERWISE.
- ALL ELECTRICAL SYSTEMS, EQUIPMENT AND APPURTENANCES SHALL BE PROPERLY GROUNDED IN STRICT CONFORMANCE WITH NATIONAL ELECTRICAL CODE EVEN THOUGH EVERY DETAIL OF REQUIREMENTS IS NOT SPECIFIED OR SHOWN.
- WHERE MULTIPLE UNIT DUCTS OR CONDUITS ADJACENT TO EACH OTHER ARE INSTALLED IN A COMMON TRENCH AND BACKFILL WILL NOT BE PAID FOR EACH UNIT DUCT OR CONDUIT BUT WILL BE PAID FOR THE LENGTH OF THE COMMON TRENCH ONLY.
- ALL UNDERGROUND WIRING SHALL BE 30 INCHES MINIMUM BELOW GRADE. UNDERGROUND SPLICING OF THE CABLES IS NOT PERMITTED. ALL SPLICING SHALL BE ABOVE GRADE IN JUNCTION BOX / POLE BASE.

**SYMBOL LEGEND:**



HIGH MAST TOWER LUMINAIRE, 400W HPS,  
 100 FT MH, 4 FT MAST ARM, RING MOUNTED  
 TYPE III, MEDIUM, SEMI CUTOFF  
 ARROW INDICATES AIMING DIRECTION OF LUMINAIRE  
 TOWARDS THE PAVEMENT (SPIN)  
 36 36 36 36 36 36 36 36 36  
 25 26 30 33 34 38 39 41 42



HIGH MAST TOWER LUMINAIRE, 400W HPS,  
 100 FT MH, 4 FT MAST ARM, RING MOUNTED  
 TYPE III, MEDIUM, SEMI CUTOFF  
 ARROW INDICATES AIMING DIRECTION OF LUMINAIRE (NO SPIN)  
 36  
 40



HIGH MAST TOWER LUMINAIRE, 400W HPS,  
 100 FT MH, 4 FT MAST ARM, RING MOUNTED  
 TYPE III, MEDIUM, SEMI CUTOFF  
 ARROW INDICATES AIMING DIRECTION OF LUMINAIRE  
 TOWARDS THE PAVEMENT (SPIN)  
 36 36 36 36 36  
 32 36 37 28 35



HIGH MAST TOWER LUMINAIRE, 400W HPS, WITH HOUSE SHIELD  
 100 FT MH, 4 FT MAST ARM, RING MOUNTED  
 TYPE II, MEDIUM, CUTOFF  
 ARROW INDICATES AIMING DIRECTION OF LUMINAIRE  
 TOWARDS THE PAVEMENT (SPIN)  
 36  
 29



HIGH MAST TOWER LUMINAIRE, 400W HPS,  
 100 FT MH, 4 FT MAST ARM, RING MOUNTED  
 TYPE II, MEDIUM, CUTOFF  
 ARROW INDICATES AIMING DIRECTION OF LUMINAIRE  
 TOWARDS THE PAVEMENT (SPIN)  
 36  
 31



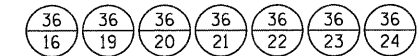
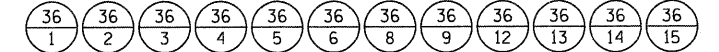
HIGH MAST TOWER LUMINAIRE, 400W HPS, WITH HOUSE SHIELD  
 100 FT MH, 4 FT MAST ARM, RING MOUNTED  
 TYPE III, SHORT, CUTOFF  
 ARROW INDICATES AIMING DIRECTION OF LUMINAIRE  
 TOWARDS THE PAVEMENT (SPIN)  
 36  
 27

**ABBREVIATIONS**

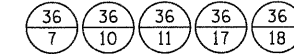
- RGS RIGID GALVANIZED STEEL
- PVC POLYVINYL CHLORIDE
- HDP HIGH DENSITY POLYETHYLENE
- XLP CROSS-LINKED POLYETHYLENE
- E EXISTING TO REMAIN
- R EXISTING TO REMOVE AND SALVAGED
- T TEMPORARY LIGHTING UNITS
- AR AFTER CONSTRUCTION REMOVAL
- PR PRECONSTRUCTION REMOVAL
- CKT CIRCUIT



ROAD LIGHTING POLE MOUNTED LUMINAIRE  
 400W HPS, TYPE III, MEDIUM, FULL CUTOFF  
 50 FT MH, 15 FT DAVIT ARM  
 CONVENTIONAL ROAD LIGHT POLE



INTERSECTION COMBINATION POLE



UNDERPASS LIGHTING FIXTURE  
 150W HPS, CLEAR, TYPE IV, MEDIUM, NON-CUTOFF  
 480V, SINGLE PHASE, MOUNTED ON PIER



PROPOSED LIGHTING CONTROLLER.  
 100A, 480V 1PH, 3 WIRE



GROUND ROD 5/8" x 10'-0"



PROPOSED HANDHOLE



PROPOSED JUNCTION BOX



PROPOSED UNIT DUCT



PUSHED CONDUIT  
 30" BELOW PAVEMENT



PROPOSED AERIAL CABLE 2-1/C NO. 4 WITH MESSENGER WIRE



EXISTING LIGHTING CONTROLLER



EXISTING LIGHTING UNIT



EXISTING UTILITY POWER POLE



EXISTING HANDHOLE



TEMPORARY LIGHTING UNIT, 400W HPS LUMINAIRE (HORIZONTAL MOUNT)  
 60' WOOD POLE TO FURNISH 50' MOUNTING HEIGHT AND 15' MASTARM



TEMPORARY LIGHTING UNIT, BRACKET MOUNTED TWO (2) 400W HPS LUMINAIRE  
 HORIZONTAL MOUNT 30 deg TILTED, 60' WOOD POLE TO FURNISH 50'  
 MOUNTING HEIGHT



TEMPORARY 60' WOOD POLE FOR AERIAL CABLES SUPPORT



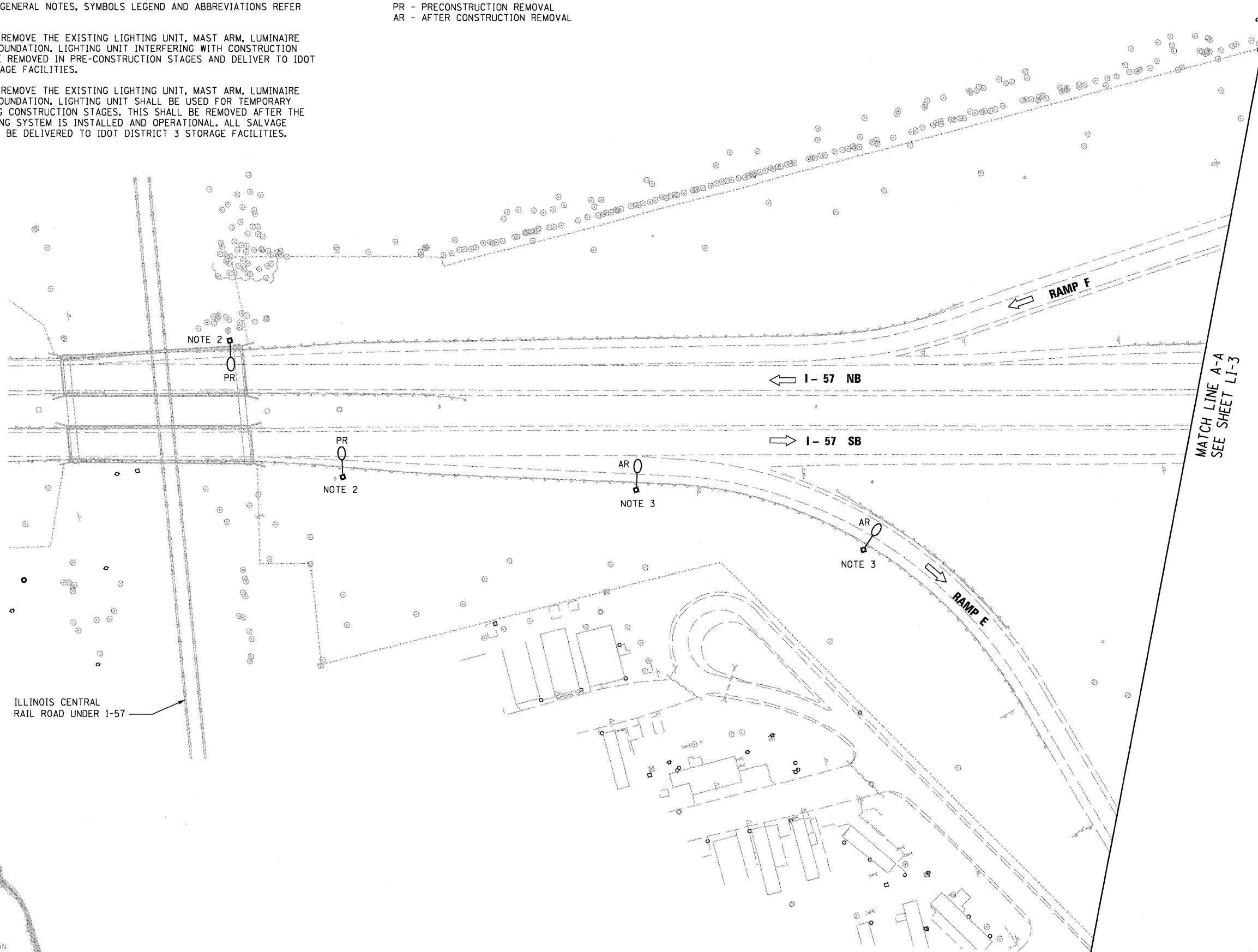
TEMPORARY LIGHTING UNIT, BRACKET MOUNTED TWO (2) 400W HPS LUMINAIRE,  
 60' WOOD POLE TO FURNISH 50' MOUNTING HEIGHT

FILE NAME = g1\zd40403\LI-1.DGN	USER NAME = kghan	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ELECTRICAL GENERAL NOTES, SYMBOL LEGEND AND ABBREVIATIONS</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 248
PLOT SCALE = NONE	CHECKED - HS	REVISED -	SCALE:					SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 66409		
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -				FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT						

**GENERAL NOTES:**

1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION. LIGHTING UNIT INTERFERING WITH CONSTRUCTION STAGES SHALL BE REMOVED IN PRE-CONSTRUCTION STAGES AND DELIVER TO IDOT DISTRICT 3 STORAGE FACILITIES.
3. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION. LIGHTING UNIT SHALL BE USED FOR TEMPORARY LIGHTING DURING CONSTRUCTION STAGES. THIS SHALL BE REMOVED AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.

PR - PRECONSTRUCTION REMOVAL  
AR - AFTER CONSTRUCTION REMOVAL



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KEY PLAN

FILE NAME = g:\zd40403\LI-2.DGN	USER NAME = kkhcn	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING LIGHTING REMOVAL PLAN I-57, RAMP "F" AND RAMP "E"</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 249
	PLOT SCALE = 1:500	DRAWN - KK	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66409	
	CHECKED - HS	DATE - 12-17-2010	REVISED -		FED. ROAD DIST. NO. 3   ILLINOIS FED. AID PROJECT							
	PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -									

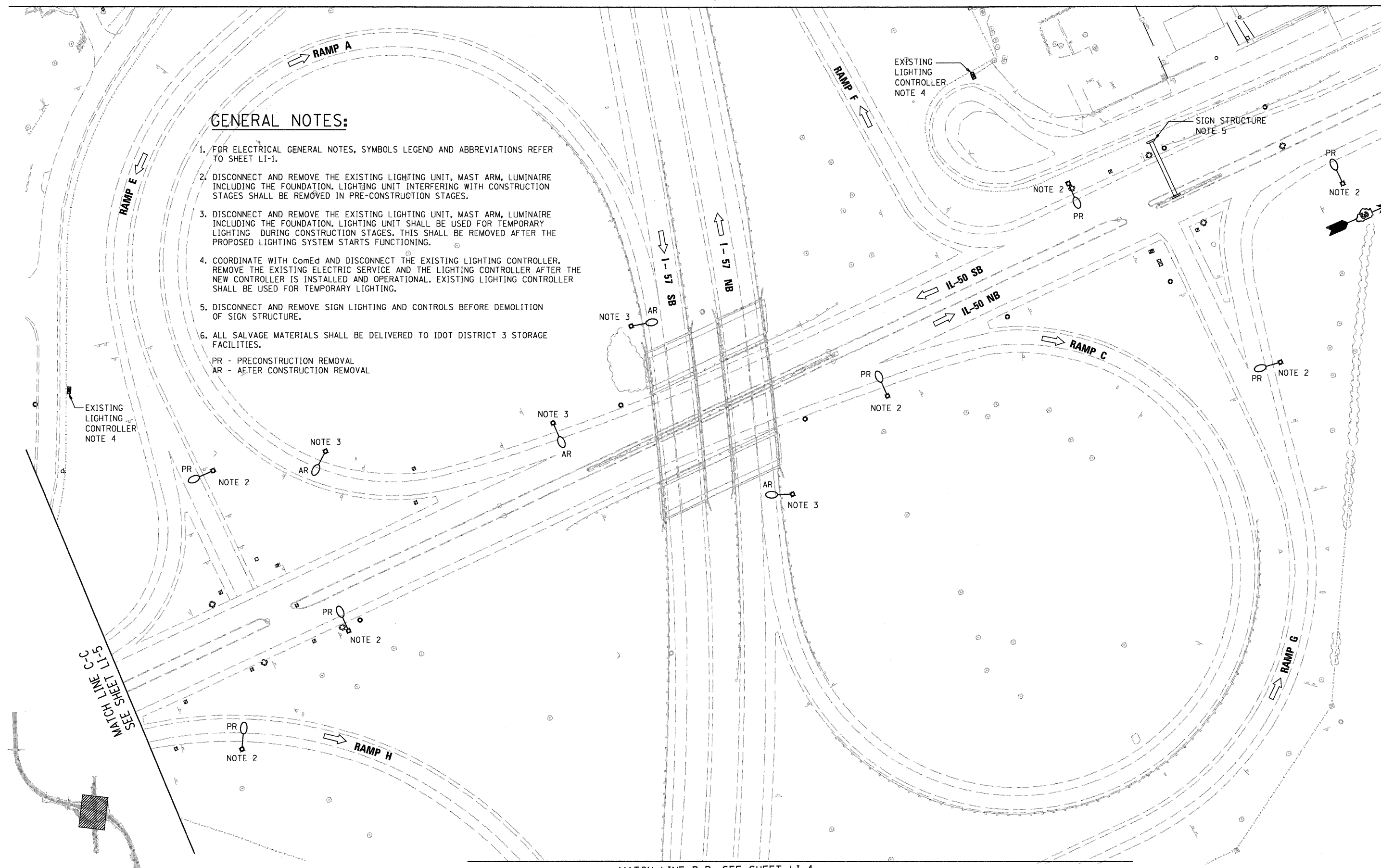
MATCH LINE A-A, SEE SHEET LI-2

MATCH LINE D-D  
SEE SHEET LI-5

**GENERAL NOTES:**

1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION. LIGHTING UNIT INTERFERING WITH CONSTRUCTION STAGES SHALL BE REMOVED IN PRE-CONSTRUCTION STAGES.
3. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION. LIGHTING UNIT SHALL BE USED FOR TEMPORARY LIGHTING DURING CONSTRUCTION STAGES. THIS SHALL BE REMOVED AFTER THE PROPOSED LIGHTING SYSTEM STARTS FUNCTIONING.
4. COORDINATE WITH ComEd AND DISCONNECT THE EXISTING LIGHTING CONTROLLER. REMOVE THE EXISTING ELECTRIC SERVICE AND THE LIGHTING CONTROLLER AFTER THE NEW CONTROLLER IS INSTALLED AND OPERATIONAL. EXISTING LIGHTING CONTROLLER SHALL BE USED FOR TEMPORARY LIGHTING.
5. DISCONNECT AND REMOVE SIGN LIGHTING AND CONTROLS BEFORE DEMOLITION OF SIGN STRUCTURE.
6. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.

PR - PRECONSTRUCTION REMOVAL  
AR - AFTER CONSTRUCTION REMOVAL



MATCH LINE C-C  
SEE SHEET LI-5

KEY PLAN

MATCH LINE B-B, SEE SHEET LI-4

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FILE NAME = gr\zd40403\LI-3.DGN	USER NAME = kkhcn	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING LIGHTING REMOVAL PLAN I-57 AND IL ROUTE 50</b>				F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 250
PLOT SCALE = 1:500	CHECKED - HS	DATE - 12-17-2010	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT
PLOT DATE = 12/17/2010													CONTRACT NO. 66409

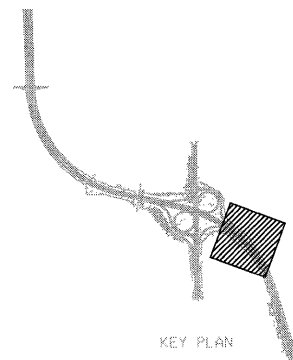
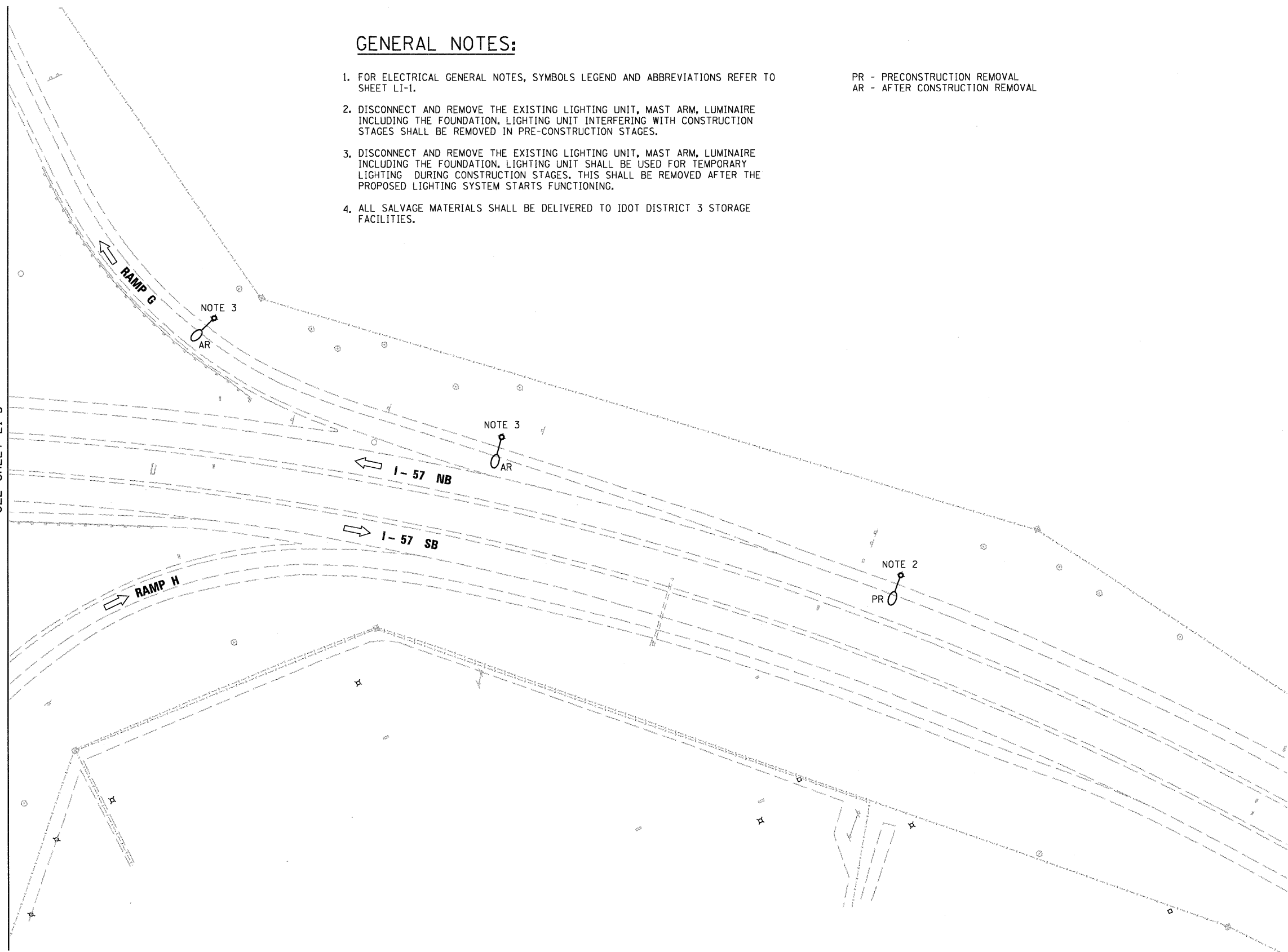


**GENERAL NOTES:**

1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION. LIGHTING UNIT INTERFERING WITH CONSTRUCTION STAGES SHALL BE REMOVED IN PRE-CONSTRUCTION STAGES.
3. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION. LIGHTING UNIT SHALL BE USED FOR TEMPORARY LIGHTING DURING CONSTRUCTION STAGES. THIS SHALL BE REMOVED AFTER THE PROPOSED LIGHTING SYSTEM STARTS FUNCTIONING.
4. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.

PR - PRECONSTRUCTION REMOVAL  
AR - AFTER CONSTRUCTION REMOVAL

MATCH LINE B-B  
SEE SHEET LI-3



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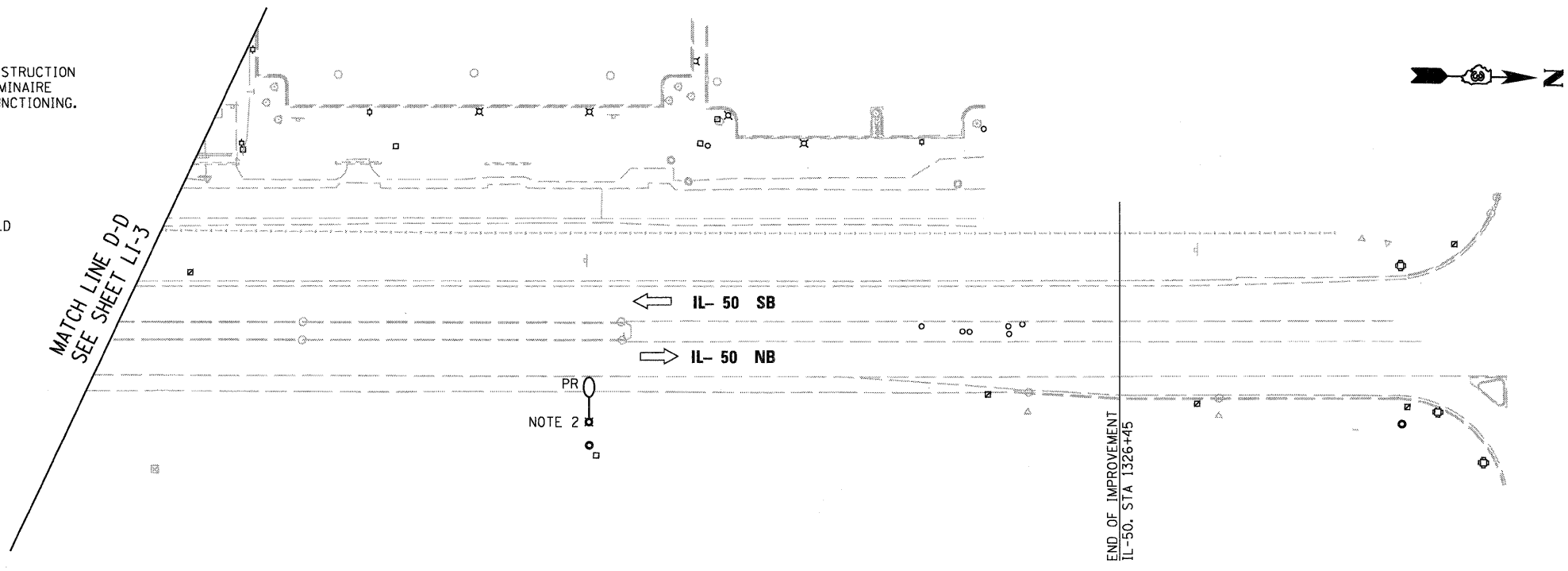
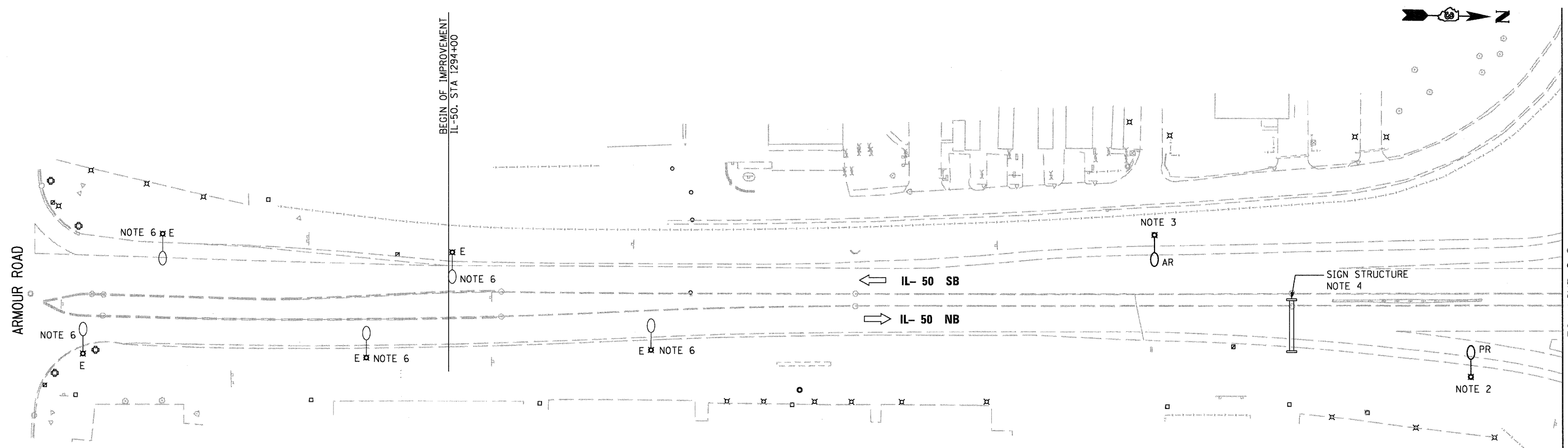
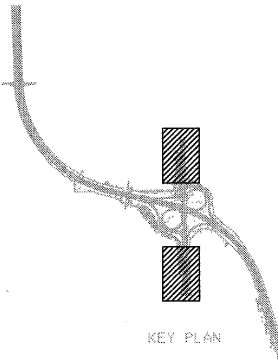
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PLOT SCALE = 1:500	CHECKED - HS	REVISOR -	REVISOR -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT	
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISOR -	REVISOR -									
CONTRACT NO. 66409												

**GENERAL NOTES:**

1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION. LIGHTING UNIT INTERFERING WITH CONSTRUCTION STAGES SHALL BE REMOVED IN PRE-CONSTRUCTION STAGES.
3. EXISTING LIGHTING UNIT SHALL BE USED FOR TEMPORARY LIGHTING DURING CONSTRUCTION STAGES. DISCONNECT AND REMOVE THE EXISTING LIGHTING UNIT, MAST ARM, LUMINAIRE INCLUDING THE FOUNDATION AFTER THE PROPOSED LIGHTING SYSTEM STARTS FUNCTIONING.
4. DISCONNECT AND REMOVE SIGN LIGHTING AND CONTROLS BEFORE DEMOLITION OF SIGN STRUCTURE.
5. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.
6. EXISTING LIGHTING NEAR THE INTERSECTION OF IL-50 AND ARMOUR ROAD SHOULD NOT BE REMOVED.

**LEGEND**

E - EXISTING TO REMAIN  
 PR - PRECONSTRUCTION REMOVAL  
 AR - AFTER CONSTRUCTION REMOVAL

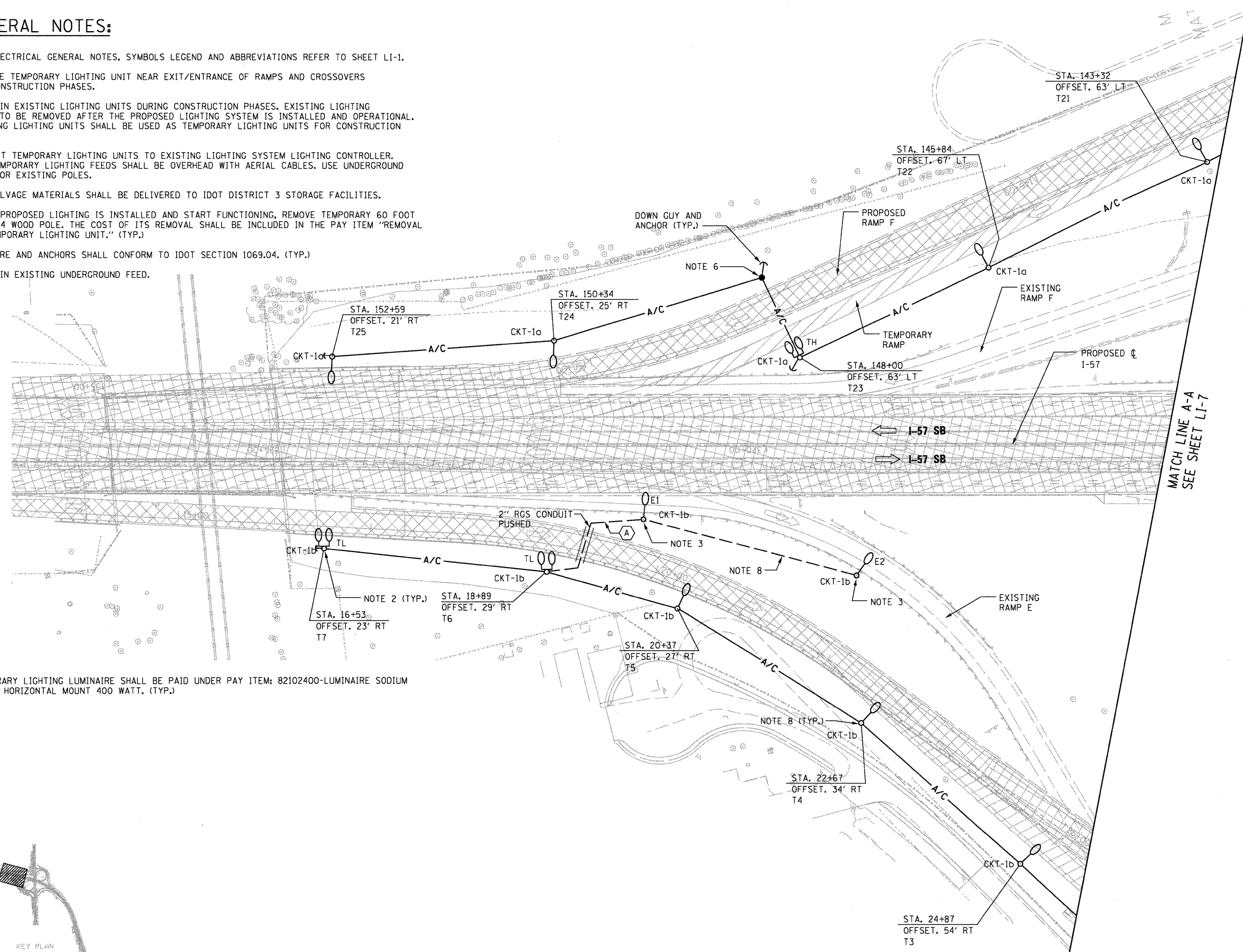


FILE NAME = g:\zd\0403\LI-5.DGN	USER NAME = kkhcn	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING LIGHTING REMOVAL PLAN IL ROUTE 50</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 252
	PLOT SCALE = 1:50	CHECKED - HS	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		
	PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -							CONTRACT NO. 66409		

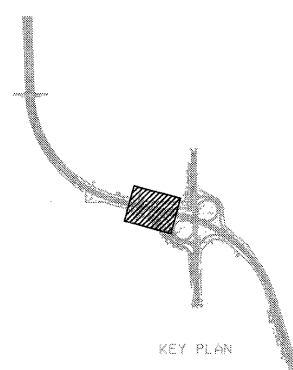
**GENERAL NOTES:**

1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. PROVIDE TEMPORARY LIGHTING UNIT NEAR EXIT/ENTRANCE OF RAMPS AND CROSSOVERS FOR CONSTRUCTION PHASES.
3. MAINTAIN EXISTING LIGHTING UNITS DURING CONSTRUCTION PHASES. EXISTING LIGHTING UNITS TO BE REMOVED AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL. EXISTING LIGHTING UNITS SHALL BE USED AS TEMPORARY LIGHTING UNITS FOR CONSTRUCTION PHASE.
4. CONNECT TEMPORARY LIGHTING UNITS TO EXISTING LIGHTING SYSTEM LIGHTING CONTROLLER. ALL TEMPORARY LIGHTING FEEDS SHALL BE OVERHEAD WITH AERIAL CABLES. USE UNDERGROUND FEED FOR EXISTING POLES.
5. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.
6. AFTER PROPOSED LIGHTING IS INSTALLED AND START FUNCTIONING, REMOVE TEMPORARY 60 FOOT CLASS 4 WOOD POLE, THE COST OF ITS REMOVAL SHALL BE INCLUDED IN THE PAY ITEM "REMOVAL OF TEMPORARY LIGHTING UNIT." (TYP.)
7. GUY WIRE AND ANCHORS SHALL CONFORM TO IDOT SECTION 1069.04. (TYP.)
8. MAINTAIN EXISTING UNDERGROUND FEED.

9. TEMPORARY LIGHTING LUMINAIRE SHALL BE PAID UNDER PAY ITEM: 82102400-LUMINAIRE SODIUM VAPOR, HORIZONTAL MOUNT 400 WATT. (TYP.)



MATCH LINE A-A  
SEE SHEET LI-7

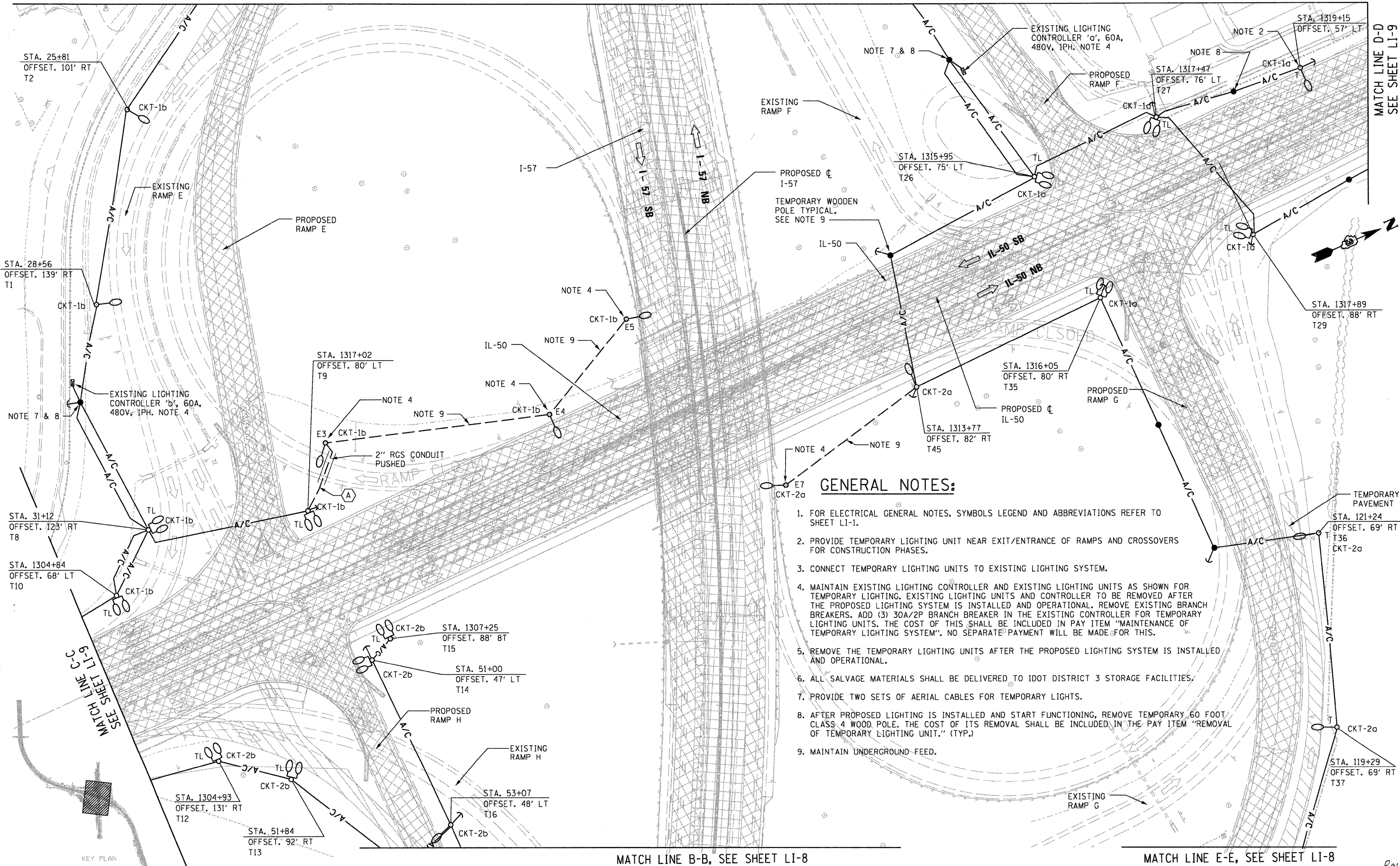


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111 West Jackson Blvd, Suite 910 Chicago, IL 60604-2001

FILE NAME = g:\zd40403\LI-6.DGN	USER NAME = kkhan	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHTING PLAN I-57, RAMP "E" AND RAMP "F"</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 253
PLOT SCALE = 1:500	CHECKED - HS	REVISOR - HS	REVISIONS -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 66409		
PLOT DATE = 12/17/2010	DATE - 12-17-2010	DATE - 12-17-2010	REVISIONS -		FED. ROAD DIST. NO. 3   ILLINOIS FED. AID PROJECT							
Rev.												



MATCH LINE A-A, SEE SHEET LI-6



**GENERAL NOTES:**

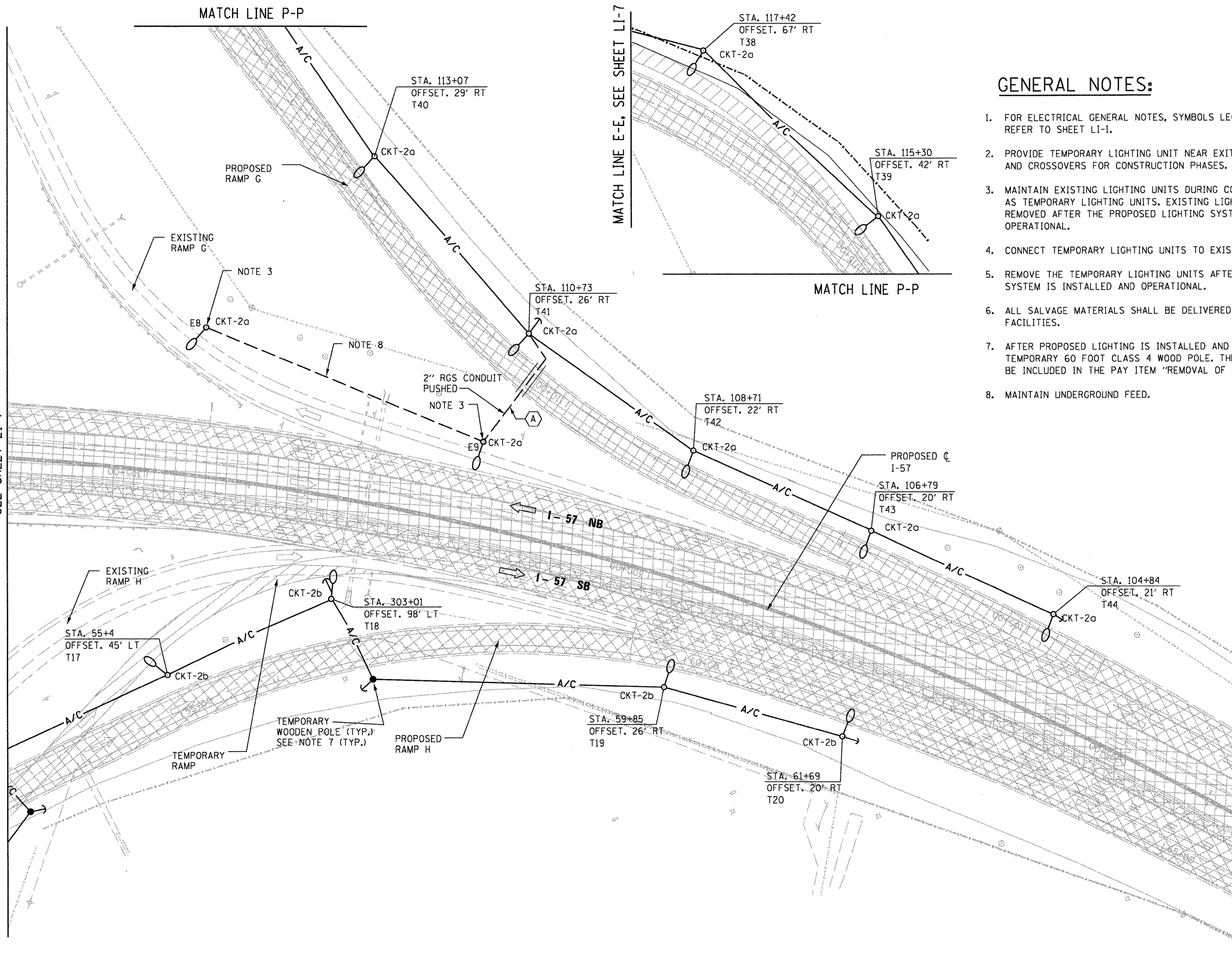
1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. PROVIDE TEMPORARY LIGHTING UNIT NEAR EXIT/ENTRANCE OF RAMPS AND CROSSOVERS FOR CONSTRUCTION PHASES.
3. CONNECT TEMPORARY LIGHTING UNITS TO EXISTING LIGHTING SYSTEM.
4. MAINTAIN EXISTING LIGHTING CONTROLLER AND EXISTING LIGHTING UNITS AS SHOWN FOR TEMPORARY LIGHTING. EXISTING LIGHTING UNITS AND CONTROLLER TO BE REMOVED AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL. REMOVE EXISTING BRANCH BREAKERS. ADD (3) 30A/2P BRANCH BREAKER IN THE EXISTING CONTROLLER FOR TEMPORARY LIGHTING UNITS. THE COST OF THIS SHALL BE INCLUDED IN PAY ITEM "MAINTENANCE OF TEMPORARY LIGHTING SYSTEM". NO SEPARATE PAYMENT WILL BE MADE FOR THIS.
5. REMOVE THE TEMPORARY LIGHTING UNITS AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
6. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.
7. PROVIDE TWO SETS OF AERIAL CABLES FOR TEMPORARY LIGHTS.
8. AFTER PROPOSED LIGHTING IS INSTALLED AND START FUNCTIONING, REMOVE TEMPORARY 60 FOOT CLASS 4 WOOD POLE. THE COST OF ITS REMOVAL SHALL BE INCLUDED IN THE PAY ITEM "REMOVAL OF TEMPORARY LIGHTING UNIT." (TYP.)
9. MAINTAIN UNDERGROUND FEED.

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FILE NAME = 99\zd40403\LI-7.DGN	USER NAME = kkhon	DESIGNED - HS	REVISD -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>TEMPORARY LIGHTING PLAN I-57 AND IL ROUTE 50</b>		F.A.J. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 254		
PLOT SCALE = 1:150	CHECKED - HS	REVISD -	SCALE:					SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		CONTRACT NO. 66409
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISD -												

Rev.

MATCH LINE B-B  
SEE SHEET LI-7



MATCH LINE E-E, SEE SHEET LI-7

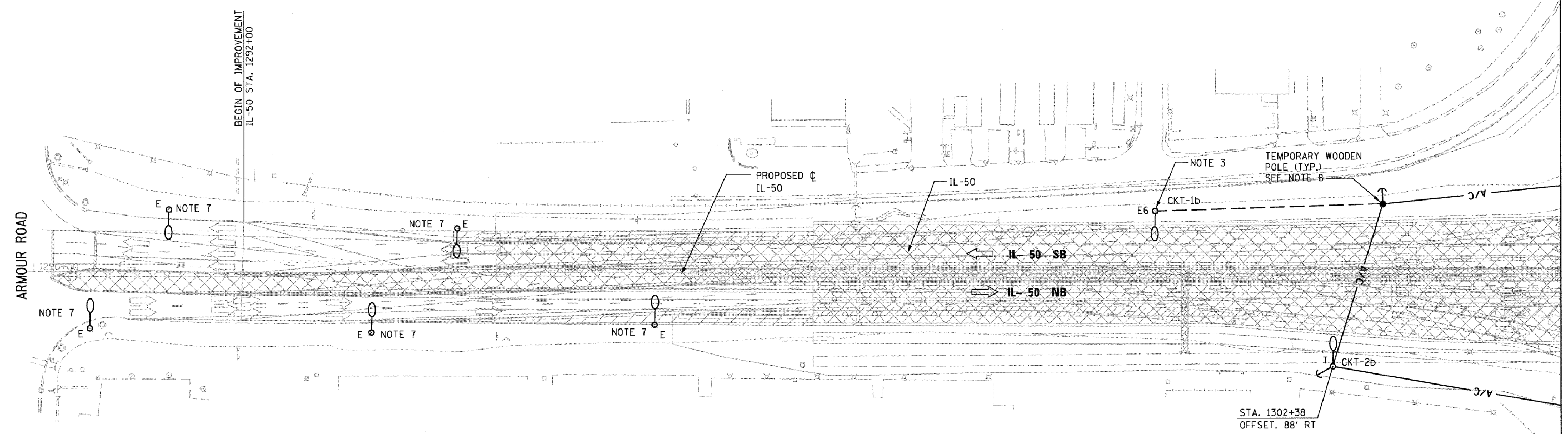
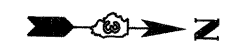
**GENERAL NOTES:**

1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. PROVIDE TEMPORARY LIGHTING UNIT NEAR EXIT/ENTRANCE OF RAMPS AND CROSSOVERS FOR CONSTRUCTION PHASES.
3. MAINTAIN EXISTING LIGHTING UNITS DURING CONSTRUCTION PHASES AS TEMPORARY LIGHTING UNITS. EXISTING LIGHTING UNITS TO BE REMOVED AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
4. CONNECT TEMPORARY LIGHTING UNITS TO EXISTING LIGHTING SYSTEM.
5. REMOVE THE TEMPORARY LIGHTING UNITS AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
6. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.
7. AFTER PROPOSED LIGHTING IS INSTALLED AND START FUNCTIONING, REMOVE TEMPORARY 60 FOOT CLASS 4 WOOD POLE. THE COST OF ITS REMOVAL SHALL BE INCLUDED IN THE PAY ITEM "REMOVAL OF TEMPORARY LIGHTING UNIT." (TYP.)
8. MAINTAIN UNDERGROUND FEED.



KEY PLAN

FILE NAME = g:\zd40403\LI-8.DGN	USER NAME = kghan	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHTING PLAN I-57, RAMP "G" AND RAMP "H"</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 255
PLOT SCALE = 1:50	CHECKED - HS	REVISOR -	REVISOR -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISOR -	REVISOR -		CONTRACT NO. 66409							
Rev.												



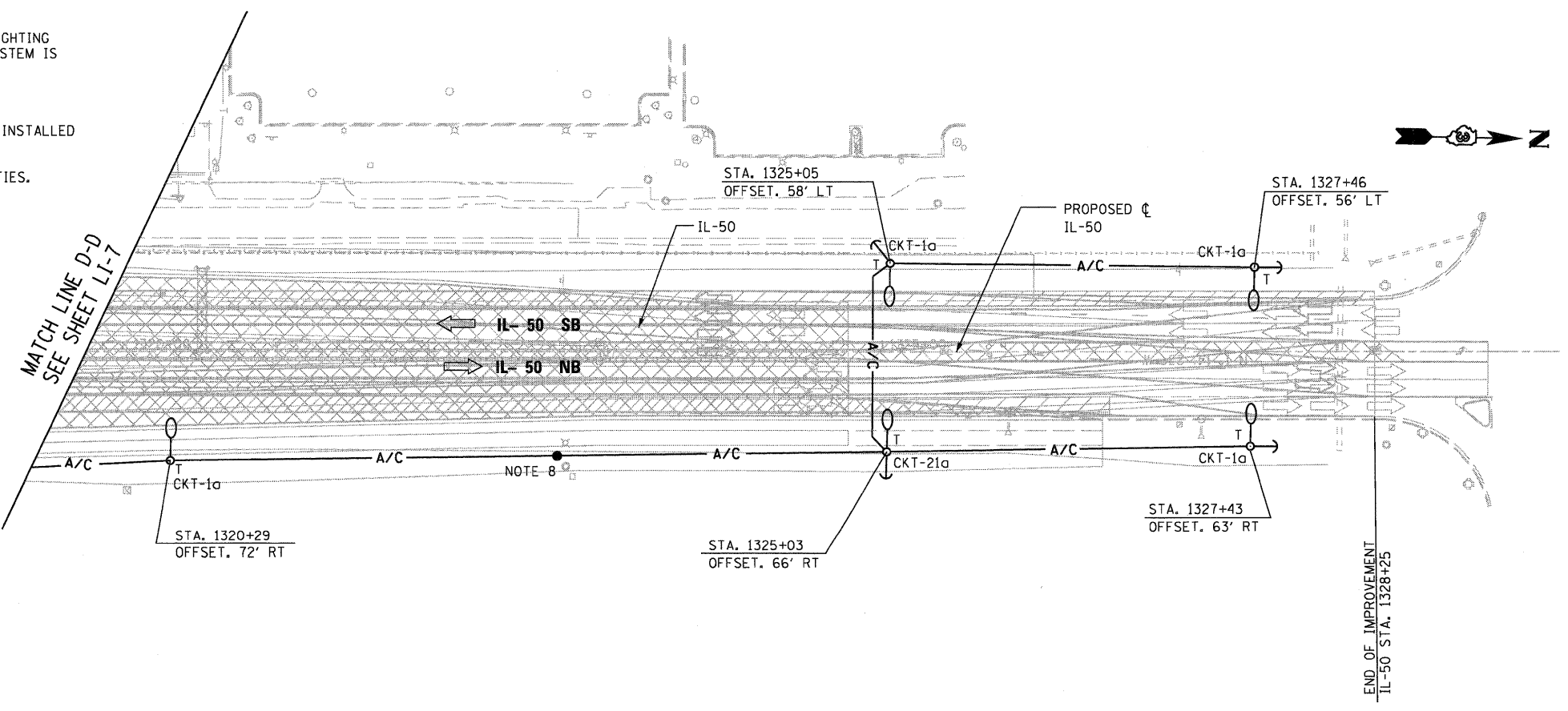
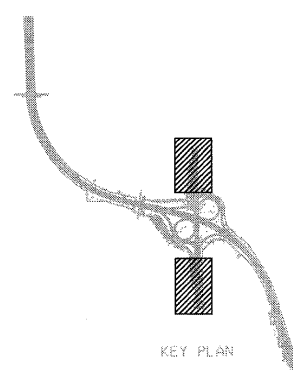
MATCH LINE C-C  
SEE SHEET LI-7

**GENERAL NOTES:**

1. FOR ELECTRICAL GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. PROVIDE TEMPORARY LIGHTING UNIT NEAR EXIT/ENTRANCE OF RAMP AND CROSSOVERS FOR CONSTRUCTION PHASES.
3. MAINTAIN EXISTING LIGHTING UNITS DURING CONSTRUCTION PHASES AS TEMPORARY LIGHTING UNITS. EXISTING LIGHTING UNITS TO BE REMOVED AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
4. CONNECT TEMPORARY LIGHTING UNITS TO EXISTING LIGHTING SYSTEM.
5. REMOVE THE TEMPORARY LIGHTING UNITS AFTER THE PROPOSED LIGHTING SYSTEM IS INSTALLED AND OPERATIONAL.
6. ALL SALVAGE MATERIALS SHALL BE DELIVERED TO IDOT DISTRICT 3 STORAGE FACILITIES.
7. EXISTING LIGHTING NEAR THE INTERSECTION OF IL-50 AND ARMOUR ROAD SHALL BE MAINTAINED IN OPERATIONAL CONDITION. THESE LIGHTS ARE CONNECTED TO LIGHTING CONTROLLER AT ARMOUR ROAD AND IL-50 INTERSECTION.
8. AFTER PROPOSED LIGHTING IS INSTALLED AND START FUNCTIONING, REMOVE TEMPORARY 60 FOOT CLASS 4 WOOD POLE. THE COST OF ITS REMOVAL SHALL BE INCLUDED IN THE PAY ITEM "REMOVAL OF TEMPORARY LIGHTING UNIT."

**LEGEND**

E - EXISTING TO REMAIN

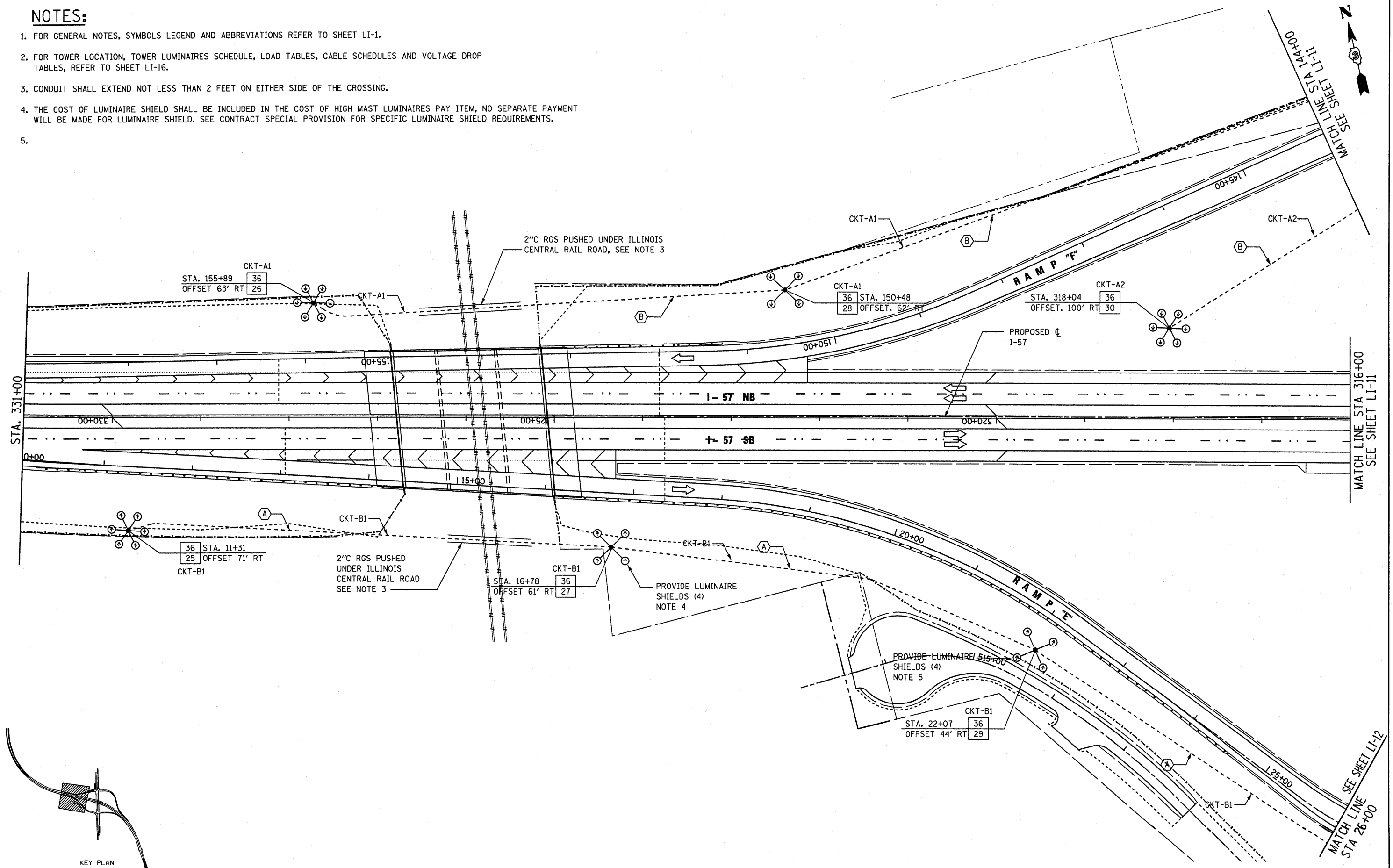


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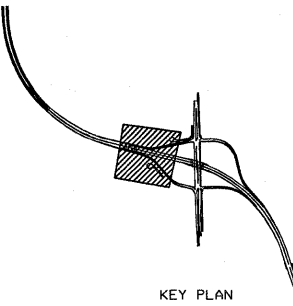
FILE NAME = g:\zd40483\LI-9.DGN	USER NAME = kghan	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHTING PLAN IL ROUTE 50</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 256
PLOT SCALE = 1:50	CHECKED - HS	REVISED -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT				
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -	REVISED -		CONTRACT NO. 66409							

**NOTES:**

- FOR GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
- FOR TOWER LOCATION, TOWER LUMINAIRES SCHEDULE, LOAD TABLES, CABLE SCHEDULES AND VOLTAGE DROP TABLES, REFER TO SHEET LI-16.
- CONDUIT SHALL EXTEND NOT LESS THAN 2 FEET ON EITHER SIDE OF THE CROSSING.
- THE COST OF LUMINAIRE SHIELD SHALL BE INCLUDED IN THE COST OF HIGH MAST LUMINAIRES PAY ITEM, NO SEPARATE PAYMENT WILL BE MADE FOR LUMINAIRE SHIELD. SEE CONTRACT SPECIAL PROVISION FOR SPECIFIC LUMINAIRE SHIELD REQUIREMENTS.
- 



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FILE NAME =	USER NAME = carpenrerdj	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCHANGE LIGHTING PLAN I-57, RAMP "E" AND RAMP "F"</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\carpenrerdj\dms58954\	I-10.DGN	DRAWN - KK	REVISED -		57	(46-2) I, HBR, VBR	KANKAKEE	558	257			
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	PLOT DATE = Jan 25, 2011 - 02:02:12 PM	DATE - 12-17-2010	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			





PROPOSED LIGHTING CONTROLLER "A"  
100A, 480V, SINGLE PHASE, 3W.  
SEE NOTE 5

MATCH LINE STA 1318+00  
SEE SHEET LI-14

EXISTING UTILITY  
SERVICE POLE

NOTE 7

NOTE 5

NOTE 6

COMMON TRENCH (TYP.)

3" C RGS PUSHED  
NOTE 4

CKT-A2  
36 STA. 1317+28  
19 OFFSET. 79' LT

4" C RGS  
PUSHED  
36  
18

RAMP "G"

00+0211

MATCH LINE STA 144+00  
SEE SHEET LI-10

2" C RGS PUSHED  
NOTE 4

NOTE 6

36  
17

CKT-A3  
STA. 1315+85  
OFFSET. 60' RT  
36  
16

CKT-A3  
36 STA. 121+77  
36 OFFSET. 89' LT

CKT-A3

NOTES:

1. FOR GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. FOR TOWER LOCATION, TOWER LUMINAIRES SCHEDULE, LOAD TABLES, CABLE SCHEDULES AND VOLTAGE DROP TABLES REFER TO SHEET LI-16.
3. FOR COMBINATION LIGHTING POLE LOCATION, SEE TRAFFIC SIGNAL PLANS.
4. EXTEND CONDUIT 2 FEET EITHER SIDE OF PAVED SURFACE.
5. THE COST FOR GROUND ROD SHALL BE INCLUDED IN THE PAY ITEM "LIGHTING CONTROLLER, BASE MOUNTED, 480 VOLTS, 100AMP." NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.
6. THE COMBINATION POLE IS INSTALLED BY TRAFFIC SIGNAL TRADE AND ELECTRICAL SHALL PROVIDE LUMINAIRE. EACH LUMINAIRE SHALL BE 240V. ALL COMBINATION POLES STREET LIGHTS SHALL BE WIRED TO TRAFFIC SIGNAL CONTROLLER.
7. THE COST OF 3" DIA RGS SERVICE CONDUIT SHALL BE INCLUDED IN THE COST OF PAY ITEM "ELECTRICAL SERVICE INSTALLATION". NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK.

CKT-A3  
36 STA. 115+92  
36 OFFSET. 85' LT  
38

SEE NOTE 8  
ON SHEET LI-12  
(TYP. FOR POLE  
FOUNDATION)

CKT-A2  
36 STA. 143+56  
32 OFFSET. 88' LT

CKT-A2  
36 STA. 1313+74  
15 OFFSET. 64' LT

CKT-A3  
STA. 1313+32  
OFFSET. 59' RT  
36  
14

CKT-A3

FOR UNDERPASS LIGHTING  
SEE SHEET LI-15

CKT-A3  
STA. 309+38  
OFFSET. 159' RT  
36  
34

MATCH LINE STA 316+00  
SEE SHEET LI-10

CKT-B2  
STA. 313+48  
OFFSET. 121' LT  
36  
33

CKT-B2

CKT-B2  
36 STA. 1310+00  
13 OFFSET. 64' LT

CKT-B3  
STA. 1309+45  
OFFSET. 61' RT  
36  
12

CKT-B3

CKT-B3  
36 STA. 306+77  
35 OFFSET. 135' LT

MATCH LINE STA 113+00  
SEE SHEET LI-13

MATCH LINE STA 303+50  
SEE SHEET LI-13

KEY PLAN

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111 West Jackson Blvd., Suite 910 Chicago, IL 60604-2001

FILE NAME =	USER NAME = kkhon	DESIGNED - HS	REVISED -
g:\zd40483\LI-11.DGN		DRAWN - KK	REVISED -
		CHECKED - HS	REVISED -
		DATE - 12-17-2010	REVISED -

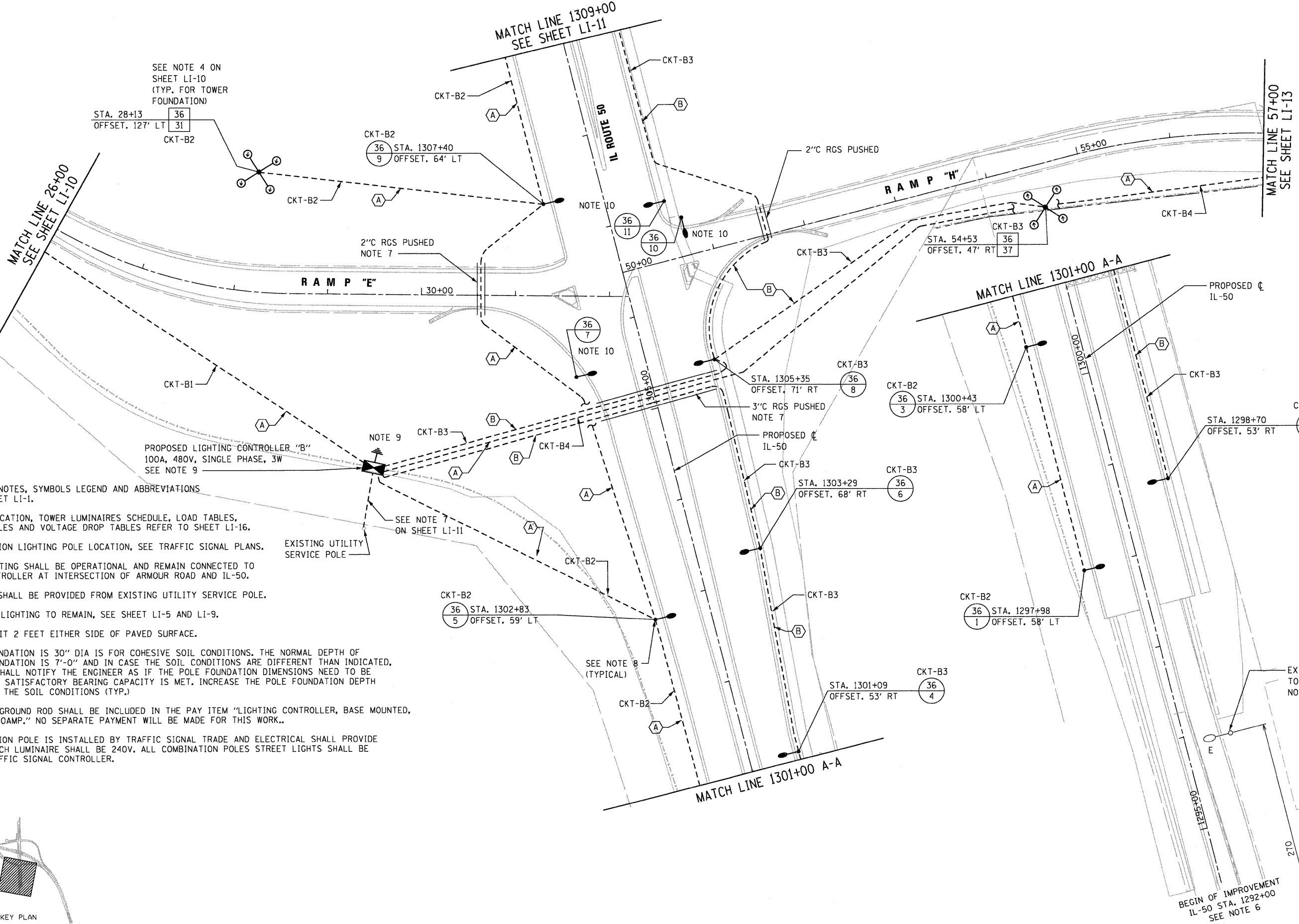
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INTERCHANGE LIGHTING PLAN  
I-57, RAMP "F" AND RAMP "G"

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	258
FED. ROAD DIST. NO. 3 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 66409	

Rev.



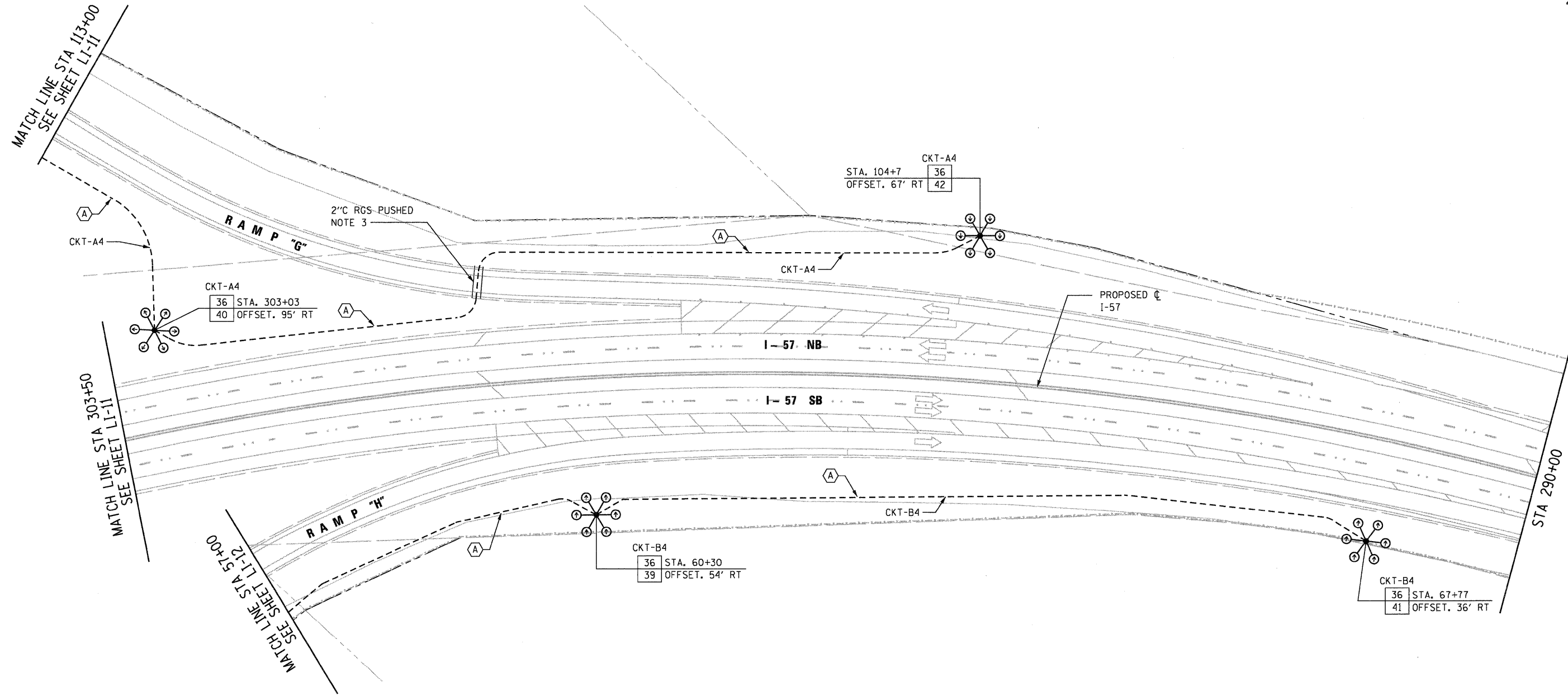
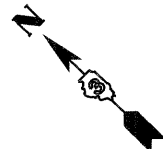
**NOTES:**

1. FOR GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. FOR TOWER LOCATION, TOWER LUMINAIRES SCHEDULE, LOAD TABLES, CABLE SCHEDULES AND VOLTAGE DROP TABLES REFER TO SHEET LI-16.
3. FOR COMBINATION LIGHTING POLE LOCATION, SEE TRAFFIC SIGNAL PLANS.
4. EXISTING LIGHTING SHALL BE OPERATIONAL AND REMAIN CONNECTED TO EXISTING CONTROLLER AT INTERSECTION OF ARMOUR ROAD AND IL-50.
5. NEW SERVICE SHALL BE PROVIDED FROM EXISTING UTILITY SERVICE POLE.
6. FOR EXISTING LIGHTING TO REMAIN, SEE SHEET LI-5 AND LI-9.
7. EXTEND CONDUIT 2 FEET EITHER SIDE OF PAVED SURFACE.
8. THE POLE FOUNDATION IS 30" DIA IS FOR COHESIVE SOIL CONDITIONS. THE NORMAL DEPTH OF CONCRETE FOUNDATION IS 7'-0" AND IN CASE THE SOIL CONDITIONS ARE DIFFERENT THAN INDICATED, CONTRACTOR SHALL NOTIFY THE ENGINEER AS IF THE POLE FOUNDATION DIMENSIONS NEED TO BE MODIFIED TILL SATISFACTORY BEARING CAPACITY IS MET. INCREASE THE POLE FOUNDATION DEPTH ACCORDING TO THE SOIL CONDITIONS (TYP.)
9. THE COST OF GROUND ROD SHALL BE INCLUDED IN THE PAY ITEM "LIGHTING CONTROLLER, BASE MOUNTED, 480 VOLTS, 100AMP." NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK..
10. THE COMBINATION POLE IS INSTALLED BY TRAFFIC SIGNAL TRADE AND ELECTRICAL SHALL PROVIDE LUMINAIRE. EACH LUMINAIRE SHALL BE 240V. ALL COMBINATION POLES STREET LIGHTS SHALL BE WIRED TO TRAFFIC SIGNAL CONTROLLER.

KEY PLAN

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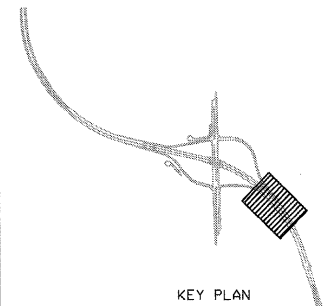
FILE NAME = g:\zd40403\LI-12.DGN	USER NAME = kkhon	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCHANGE LIGHTING PLAN, IL ROUTE 50 RAMP "E" AND RAMP "H"</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 259	
PLOT SCALE = 1/8"=1'	CHECKED - HS	REVISIED -	REVISIED -			CONTRACT NO. 66409					
PLOT DATE = 12/17/2010	DATE = 12-17-2010	REVISIED -	REVISIED -			FED. ROAD DIST. NO. 3 [ILLINOIS] FED. AID PROJECT					
SCALE: SHEET NO. OF SHEETS STA. TO STA.											



**NOTES:**

1. FOR GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. FOR TOWER LOCATION, TOWER LUMINAIRES SCHEDULE, LOAD TABLES, CABLE SCHEDULES AND VOLTAGE DROP TABLES REFER TO SHEET LI-16.
3. EXTEND CONDUIT 2 FEET EITHER SIDE OF PAVED SURFACE.

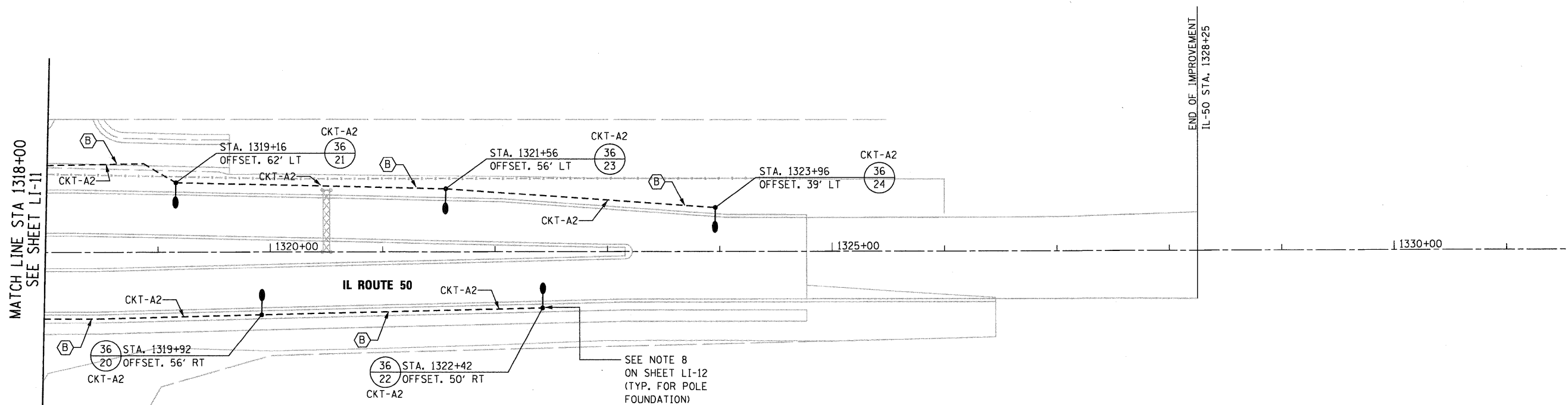
KEY PLAN



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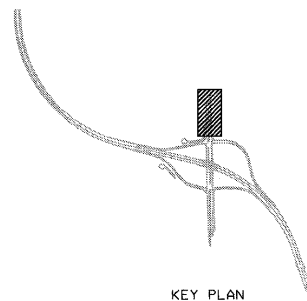
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PLOT SCALE = 1/8"=1'		CHECKED - HS		SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 66409				
PLOT DATE = 12/17/2010		DATE = 12-17-2010				FED. ROAD DIST. NO. 3 [ILLINOIS] FED. AID PROJECT				





**NOTES:**

1. FOR GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-1.
2. FOR TOWER LOCATION, TOWER LUMINAIRES ORIENTATION SCHEDULE, LOAD TABLES, CABLE SCHEDULES AND VOLTAGE DROP TABLES REFER TO SHEET LI-16.



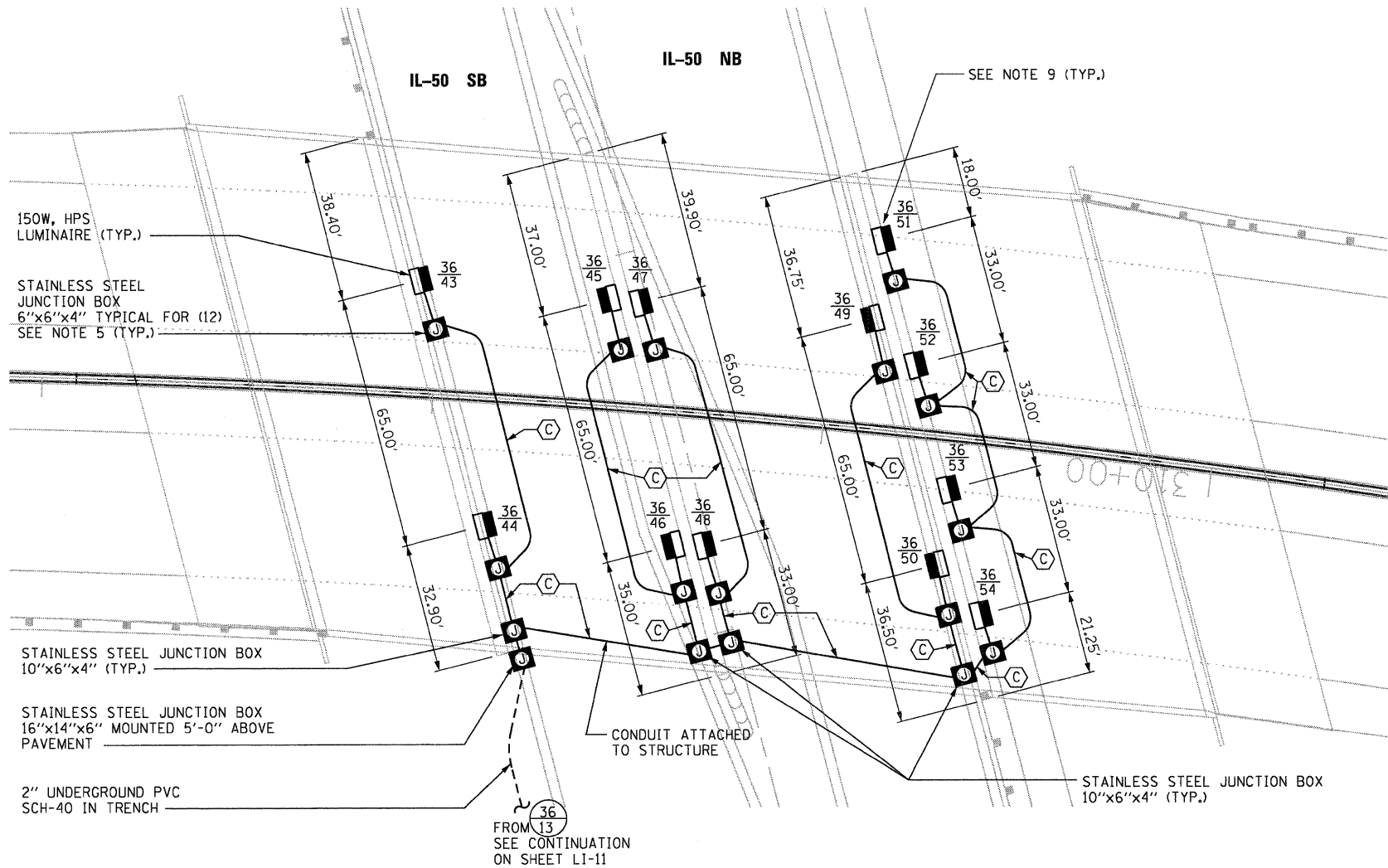
KEY PLAN

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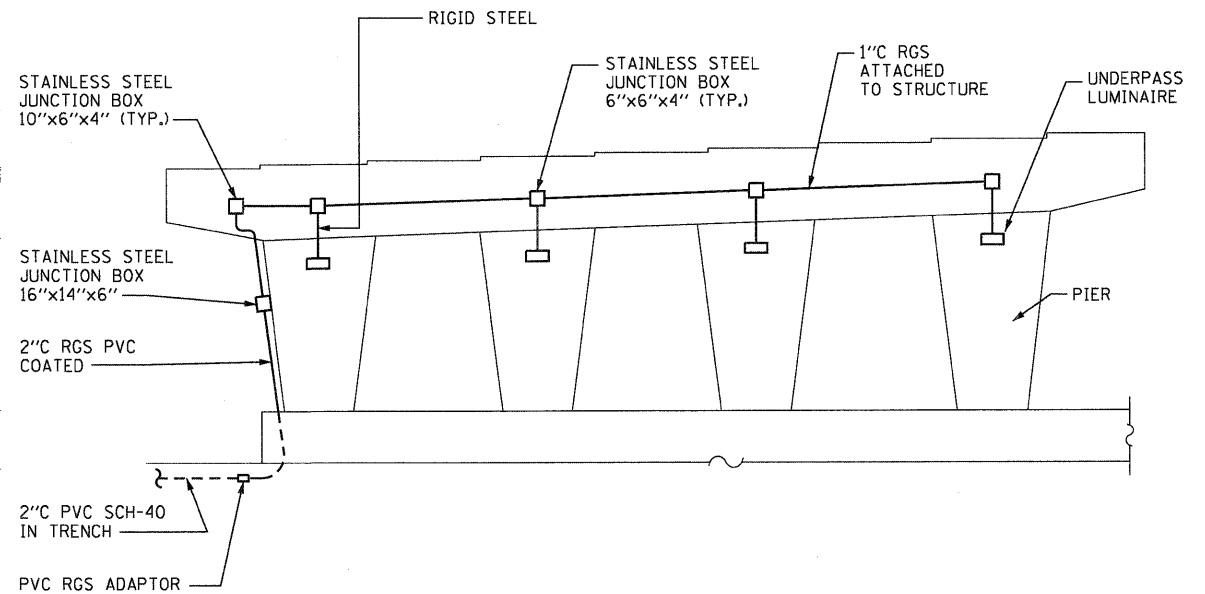
FILE NAME = g:\zd40403\LI-14.DGN	USER NAME = kghan	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCHANGE LIGHTING PLAN IL ROUTE 50</b>			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:50	CHECKED - HS	REVISED -					57	(46-2) I, HBR, VBR	KANKAKEE	558	261
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -	REVISED -	SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.	FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT

Rev.

CONTRACT NO. 66409



TAG	UNDERPASS LIGHTING FIXTURE MOUNTING HEIGHT ABOVE PAVEMENT
36	17 FT
43	17 FT
44	14.5 FT
45	17 FT
46	14.5 FT
47	17 FT
48	14.5 FT
49	17 FT
50	14.5 FT
51	17.5 FT
52	17.5 FT
53	17.5 FT
54	17.5 FT



**UNDERPASS LUMINAIRE MOUNTING DETAIL**  
 SCALE: N.T.S.

**NOTES:**

- FOR GENERAL NOTES, SYMBOLS LEGEND AND ABBREVIATIONS REFER TO SHEET LI-01.
- FOR LOAD TABLES, CABLE SCHEDULES AND VOLTAGE DROP TABLES REFER TO SHEET LI-16.
- ALL UNDERPASS LUMINAIRES SHALL BE MOUNTED ON THE PIERS.
- UNDERPASS LUMINAIRES MOUNTING HARDWARE SHALL BE INCLUDED IN THE COST OF THE UNDERPASS LUMINAIRE PAY ITEM.
- JUNCTION BOXES LOCATIONS ARE SHOWN DIAGRAMMATICALLY AND ACTUALLY THESE ARE MOUNTED ABOVE THE LUMINAIRES ON STRUCTURE ABOVE THE PIERS.
- UNDERPASS LUMINAIRE SHALL INCLUDE ALL WORK FROM THE STAINLESS STEEL JUNCTION BOX 16"x14"x6" TO THE UNDERPASS LUMINAIRES. THEREFORE THE CONDUIT, WIRES AND JUNCTION BOXES ATTACHED TO THE STRUCTURE AFTER THIS JUNCTION BOX (16"x14"x6") SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED WITH THE COST OF UNDERPASS LUMINAIRE PAY ITEM.
- MOUNT WALKWAY LIGHTING FIXTURES ON STRUCTURE ABOVE PIERS AT 17.5 FT ABOVE PAVEMENT.

KEY PLAN

FILE NAME = g:\zd40403\LI-15.dgn	USER NAME = kkh	DESIGNED - HS	REVISIONS -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>UNDERPASS LIGHTING PLAN</b>	F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 262	
PLOT SCALE = 1:20	CHECKED - HS	REVISIONS -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3	ILLINOIS FED. AID PROJECT	CONTRACT NO. 66409	
PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISIONS -									

**TOWER LUMINAIRES TABLE**

TAG	STATION AND OFFSET	48" DIA FOUNDATION DEPTH	TOWER HEIGHT	NUMBER OF LUMINAIRES	EACH LAMP WATTAGE
36 25	STA. 11+31 OFFSET 71' RT	12.00 FT	100 FT	6	400W HPS
36 26	STA. 155+89 OFFSET 63' RT	12.00 FT	100 FT	6	400W HPS
36 27	STA. 16+78 OFFSET 61' RT	13.50 FT	100 FT	4	400W HPS (SHIELDED)
36 28	STA. 150+48 OFFSET. 62' RT	12.00 FT	100 FT	4	400W HPS
36 29	STA. 22+07 OFFSET 44' RT	13.50 FT	100 FT	4	400W HPS (SHIELDED)
36 30	STA. 318+04 OFFSET. 100' RT	12.00 FT	100 FT	6	400W HPS
36 31	STA. 28+13 OFFSET. 127' LT	12.00 FT	100 FT	4	400W HPS
36 32	STA. 143+56 OFFSET. 88' LT	12.00 FT	100 FT	4	400W HPS
36 33	STA. 313+48 OFFSET. 121' LT	12.00 FT	100 FT	6	400W HPS
36 34	STA. 309+38 OFFSET. 159' RT	12.00 FT	100 FT	6	400W HPS
36 35	STA. 306+77 OFFSET. 135' LT	12.00 FT	100 FT	4	400W HPS
36 36	STA. 121+77 OFFSET. 89' LT	12.00 FT	100 FT	4	400W HPS
36 37	STA. 54+53 OFFSET. 47' RT	12.00 FT	100 FT	4	400W HPS
36 38	STA. 115+92 OFFSET. 85' LT	13.50 FT	100 FT	6	400W HPS
36 39	STA. 60+30 OFFSET. 54' RT	13.50 FT	100 FT	6	400W HPS
36 40	STA. 303+03 OFFSET. 95' RT	13.50 FT	100 FT	6	400W HPS
36 41	STA. 67+77 OFFSET. 36' RT	13.40 FT	100 FT	6	400W HPS
36 42	STA. 104+7 OFFSET. 67' RT	12.00 FT	100 FT	6	400W HPS

**LOAD TABLE "A"**

LIGHTING CONTROLLER "A" 100A, 480V, SINGLE PHASE, 3W						
CIRCUIT NO.	BREAKER SIZE	INPUT WATTAGE	LOWERING DEVICE MOTOR	150W HPS INPUT	TOTAL LOAD	LOAD AT 480V
A1	30A/2P	10x490	2x768	---	6436	13.40 A
A2	30A/2P	17x490	2x768	---	9866	20.55 A
A3	30A/2P	18x490	3x768	---	11124	23.17 A
A4	30A/2P	12x490	2x768	---	7416	15.45 A
TOTAL						72.57 A

**LOAD TABLE "B"**

LIGHTING CONTROLLER "B" 100A, 480V, SINGLE PHASE, 3W						
CIRCUIT NO.	BREAKER SIZE	INPUT WATTAGE	LOWERING DEVICE MOTOR	150W HPS INPUT	TOTAL LOAD	LOAD AT 480V
B1	30A/2P	14x490	3x768	---	9164	19.10 A
B2	30A/2P	15x490	2x768	12x180	11046	23.01 A
B3	30A/2P	13x490	2x768	---	7906	16.47 A
B4	30A/2P	12x490	2x768	---	7416	15.45 A
TOTAL						74.03 A

**CABLE SCHEDULE**

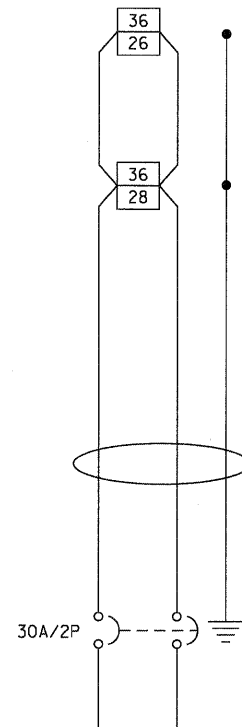
TAG	DESCRIPTION
(A)	UNIT DUCT 600V, 2-1/C NO. 4 1/C NO. 4 GROUND (XLP-TYPE USE) 1" DIA POLYETHYLENE
(B)	UNIT DUCT 600V, 2-1/C NO. 6 1/C NO. 6 GROUND (XLP-TYPE USE) 1" DIA POLYETHYLENE
(C)	ELECTRICAL CABLE IN CONDUIT, 600V (XLP-TYPE USE) 2*10 & 1*10 GRD

**VOLTAGE DROP TABLE "A"**

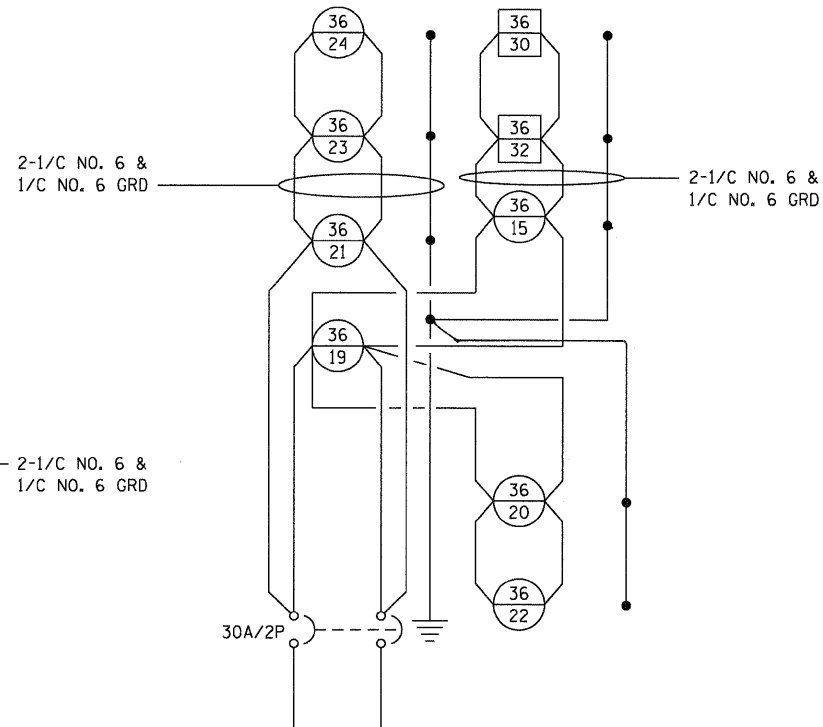
CIRCUIT NO.	LOAD	CONDUCTOR SIZE	RESISTANCE PER 1000 FT	LENGTH OF CIRCUIT	% VOLTAGE DROP
A1	13.40 A	#6	0.51	1520 FT	3.68
A2	22.60 A	#6	0.51	2495 FT	3.42
A3	23.17 A	#6	0.51	1725 FT	4.76
A4	15.45 A	#4	0.321	2392 FT	4.09

**VOLTAGE DROP TABLE "B"**

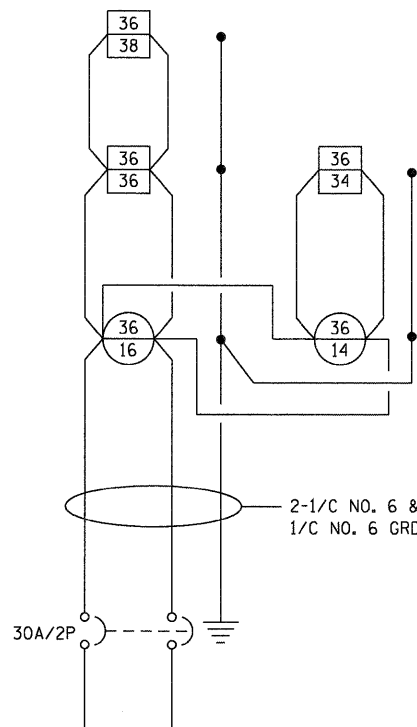
CIRCUIT NO.	LOAD	CONDUCTOR SIZE	RESISTANCE PER 1000 FT	LENGTH OF CIRCUIT	% VOLTAGE DROP
B1	21.13 A	#4	0.321	1875 FT	3.56
B2	24.03 A	#4	0.321	2310 FT	3.23
B3	20.11 A	#6	0.51	2310 FT	3.80
B4	15.45 A	#4	0.321	2040 FT	3.45



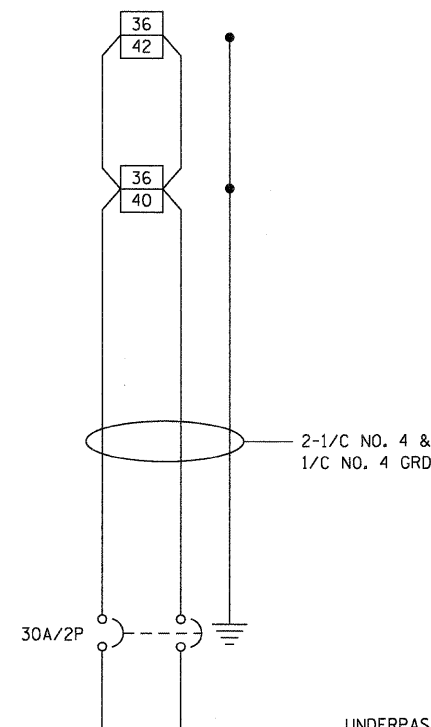
**CIRCUIT A1**



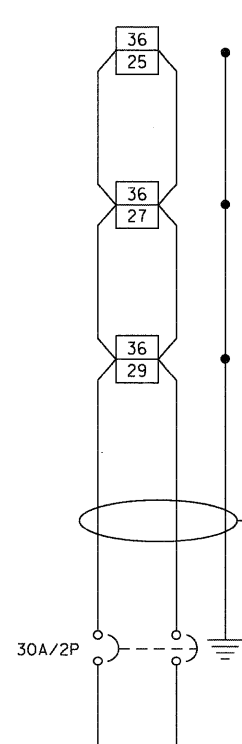
**CIRCUIT A2**



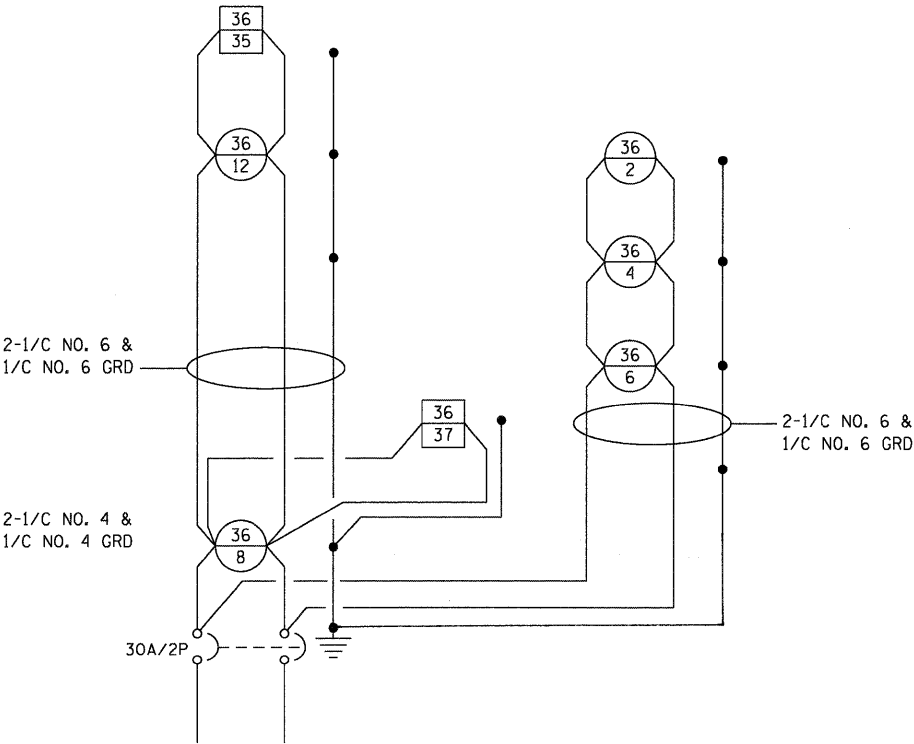
**CIRCUIT A3**



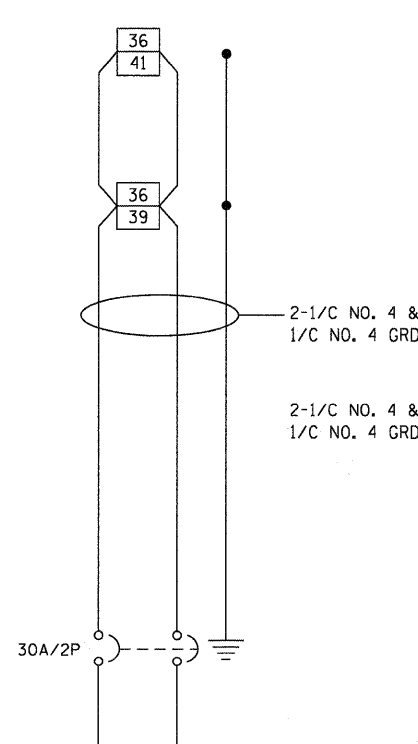
**CIRCUIT A4**



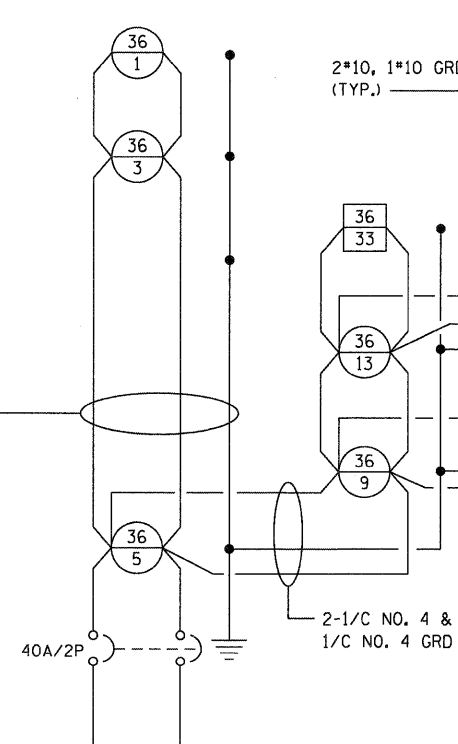
**CIRCUIT B1**



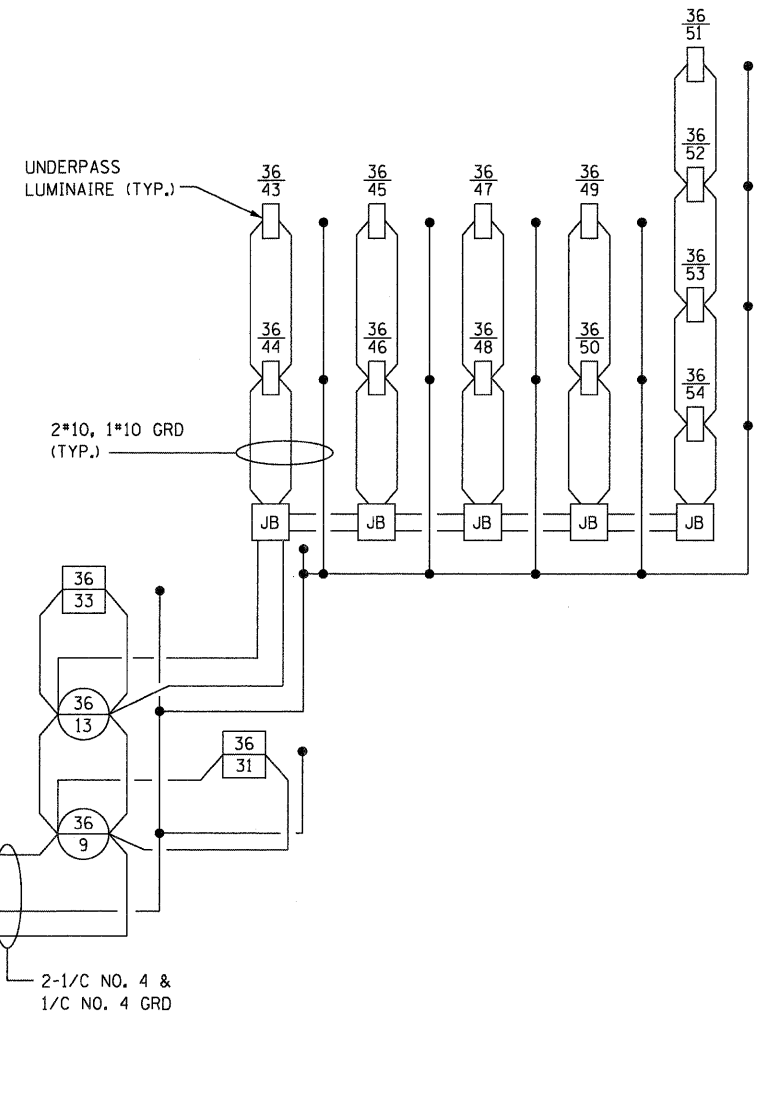
**CIRCUIT B3**



**CIRCUIT B4**



**CIRCUIT B2**



FILE NAME = gr\zd48483\LI-17.dgn	USER NAME = kkhon	DESIGNED - HS	REVISED -
		DRAWN - KK	REVISED -
		CHECKED - HS	REVISED -
		DATE - 12-17-2010	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**LIGHTING CONTROLLER  
 CIRCUIT DIAGRAMS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	264
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66409	

**TEMPORARY LIGHTING  
IDOT LUMINAIRE PERFORMANCE TABLE  
I-57/IL-50 INTERCHANGE RECONSTRUCTION**

RAMPS

ROADWAY DATA	PAVEMENT WIDTH	16 FT
	NUMBER OF LANES	1
	MEDIAN WIDTH	N/A
	IES SURFACE CLASSIFICATION	R3
	Q ZERO VALUE	0.07
LIGHT POLE DATA	MOUNTING HEIGHT	50 FT
	MAST ARM LENGTH	15 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	20 FT
LUMINAIRE DATA	LAMP TYPE	HPS
	LAMP LUMENS	51000
	IES VERTICAL DISTRIBUTION	MEDIUM
	IES CONTROL OF DISTRIBUTION	FULL CUTOFF
	IES LATERAL DISTRIBUTION	TYPE III
	TOTAL LIGHT LOSS FACTOR	0.7
LAYOUT DATA	SPACING	220 FT
	CONFIGURATION	STAGGERED
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	N/A

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

**PERFORMANCE REQUIREMENTS**

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTANCE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED.

ILLUMINATION	AVERAGE HORIZONTAL ILLUMINATION - $E_{avg}$	0.6FC
	UNIFORMITY RATIO - $E_{avg}/E_{min}$	3.00
LUMINANCE	AVERAGE LUMINANCE - $L_{avg}$	0.4 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS - $L_{avg}/L_{min}$	3.5
	UNIFORMITY RATIOS - $L_{max}/L_{min}$	6.0
	MAXIMUM VEILING LUMINANCE RATIO - $L_{vmax}/L_{avg}$	0.3

FILE NAME = g:\zd40403\LI-18.dgn	USER NAME = kkhon	DESIGNED - HS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IDOT LUMINAIRE PERFORMANCE TABLE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NONE	DRAWN - KK	REVISED -			57	(46-2) I, HBR, VBR	KANKAKEE	558	265
PLOT DATE = 12/17/2010	CHECKED - HS	DATE - 12-17-2010	REVISED -	SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			
						CONTRACT NO. 66409				

**I-57 MAIN LINE HIGHMAST LIGHTING  
IDOT LUMINAIRE PERFORMANCE TABLE  
I-57/IL-50 INTERCHANGE RECONSTRUCTION**

ROADWAY DATA	PAVEMENT WIDTH	24 FT
	NUMBER OF LANES	2
	MEDIAN WIDTH	28 FT
	IES SURFACE CLASSIFICATION	R3
	Q ZERO VALUE	0.07
LIGHT POLE DATA	MOUNTING HEIGHT	100 FT
	MAST ARM LENGTH	4 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	77 FT
LUMINAIRE DATA	LAMP TYPE	(6) 400 HPS
	LAMP LUMENS	51000
	IES VERTICAL DISTRIBUTION	MEDIUM
	IES CONTROL OF DISTRIBUTION	SEMI CUTOFF
	IES LATERAL DISTRIBUTION	TYPE III
	TOTAL LIGHT LOSS FACTOR	0.7
LAYOUT DATA	SPACING	700 FT
	CONFIGURATION	STAGGERED
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	N/A

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

**PERFORMANCE REQUIREMENTS**

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTANCE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED.

ILLUMINATION	AVERAGE HORIZONTAL ILLUMINATION - $E_{avg}$	0.6FC
	UNIFORMITY RATIO - $E_{avg}/E_{min}$	3.00
LUMINANCE	AVERAGE LUMINANCE - $L_{avg}$	0.4 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS - $L_{avg}/L_{min}$	3.5
	UNIFORMITY RATIOS - $L_{max}/L_{min}$	6.0
	MAXIMUM VEILING LUMINANCE RATIO - $L_{vmax}/L_{avg}$	0.3

**IL-50 LIGHTING  
IDOT LUMINAIRE PERFORMANCE TABLE  
I-57/IL-50 INTERCHANGE RECONSTRUCTION**

ROADWAY DATA	PAVEMENT WIDTH	36 FT
	NUMBER OF LANES	3
	MEDIAN WIDTH	20 FT
	IES SURFACE CLASSIFICATION	R3
	Q ZERO VALUE	0.07
LIGHT POLE DATA	MOUNTING HEIGHT	50 FT
	MAST ARM LENGTH	15 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	8 FT
LUMINAIRE DATA	LAMP TYPE	HPS
	LAMP LUMENS	51000
	IES VERTICAL DISTRIBUTION	MEDIUM
	IES CONTROL OF DISTRIBUTION	FULL CUTOFF
	IES LATERAL DISTRIBUTION	TYPE III
	TOTAL LIGHT LOSS FACTOR	0.7
LAYOUT DATA	SPACING	245 FT
	CONFIGURATION	STAGGERED
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	7 FT

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

**PERFORMANCE REQUIREMENTS**

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTANCE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED.

ILLUMINATION	AVERAGE HORIZONTAL ILLUMINATION - $E_{avg}$	1.3FC
	UNIFORMITY RATIO - $E_{avg}/E_{min}$	3.0
LUMINANCE	AVERAGE LUMINANCE - $L_{avg}$	0.9 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS - $L_{avg}/L_{min}$	3.0
	UNIFORMITY RATIOS - $L_{max}/L_{min}$	5.0
	MAXIMUM VEILING LUMINANCE RATIO - $L_{vmax}/L_{avg}$	0.3

**UNDERPASS LIGHTING  
IDOT LUMINAIRE PERFORMANCE TABLE  
I-57/IL-50 INTERCHANGE RECONSTRUCTION**

ROADWAY DATA	PAVEMENT WIDTH	36 FT
	NUMBER OF LANES	3
	MEDIAN WIDTH	N/A
	IES SURFACE CLASSIFICATION	R3
	Q ZERO VALUE	0.07
LIGHT POLE DATA	MOUNTING HEIGHT	17.5 FT
	MAST ARM LENGTH	N/A
	POLE SET-BACK FROM EDGE OF PAVEMENT	4 FT
LUMINAIRE DATA	LAMP TYPE	HPS
	LAMP LUMENS	16000
	IES VERTICAL DISTRIBUTION	N/A
	IES CONTROL OF DISTRIBUTION	NON-CUT OFF
	IES LATERAL DISTRIBUTION	TYPE IV
	TOTAL LIGHT LOSS FACTOR	0.7
LAYOUT DATA	SPACING	65 FT
	CONFIGURATION	OPPOSITE
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	N/A

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

**PERFORMANCE REQUIREMENTS**

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTANCE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED.

ILLUMINATION	AVERAGE HORIZONTAL ILLUMINATION - $E_{avg}$	1.9FC
	UNIFORMITY RATIO - $E_{avg}/E_{min}$	3.0
LUMINANCE	AVERAGE LUMINANCE - $L_{avg}$	1.4 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS - $L_{avg}/L_{min}$	3.0
	UNIFORMITY RATIOS - $L_{max}/L_{min}$	5.0
	MAXIMUM VEILING LUMINANCE RATIO - $L_{vmax}/L_{avg}$	0.3

**I-57 RAMPS LIGHTING  
IDOT LUMINAIRE PERFORMANCE TABLE  
I-57/IL-50 INTERCHANGE RECONSTRUCTION**

TOWER NO. 27 WITH SHIELDED LUMINAIRES, NOTE 1

ROADWAY DATA	PAVEMENT WIDTH	16 FT
	NUMBER OF LANES	1
	MEDIAN WIDTH	N/A
	IES SURFACE CLASSIFICATION	R3
	Q ZERO VALUE	0.07
LIGHT POLE DATA	MOUNTING HEIGHT	100 FT
	MAST ARM LENGTH	4 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	65 FT
LUMINAIRE DATA	LAMP TYPE	(4) 400W HPS
	LAMP LUMENS	51000
	IES VERTICAL DISTRIBUTION	SHORT
	IES CONTROL OF DISTRIBUTION	CUT OFF
	IES LATERAL DISTRIBUTION	TYPE III
	TOTAL LIGHT LOSS FACTOR	0.7
LAYOUT DATA	SPACING	500 FT
	CONFIGURATION	ONE SIDE
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	N/A

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

**PERFORMANCE REQUIREMENTS**

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTANCE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED.

ILLUMINATION	AVERAGE HORIZONTAL ILLUMINATION - $E_{avg}$	0.6FC
	UNIFORMITY RATIO - $E_{avg}/E_{min}$	3.00
LUMINANCE	AVERAGE LUMINANCE - $L_{avg}$	0.4 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS - $L_{avg}/L_{min}$	3.5
	UNIFORMITY RATIOS - $L_{max}/L_{min}$	6.0
	MAXIMUM VEILING LUMINANCE RATIO - $L_{vmax}/L_{avg}$	0.3

**NOTE:**

- HIGH MAST LUMINAIRES ARE TO BE INSTALLED WITH THE HOUSE SIDE SHIELD TO LIMIT LIGHT TRESPASS. SEE CONTRACT SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS FOR LUMINAIRE SHIELD.

**I-57 RAMPS LIGHTING  
IDOT LUMINAIRE PERFORMANCE TABLE  
I-57/IL-50 INTERCHANGE RECONSTRUCTION**

TOWER NO. 29 WITH SHIELDED LUMINAIRES, NOTE 1

ROADWAY DATA	PAVEMENT WIDTH	16 FT
	NUMBER OF LANES	1
	MEDIAN WIDTH	N/A
	IES SURFACE CLASSIFICATION	R3
	Q ZERO VALUE	0.07
LIGHT POLE DATA	MOUNTING HEIGHT	100 FT
	MAST ARM LENGTH	4 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	45 FT
LUMINAIRE DATA	LAMP TYPE	(4) 400W HPS
	LAMP LUMENS	51000
	IES VERTICAL DISTRIBUTION	MEDIUM
	IES CONTROL OF DISTRIBUTION	CUT OFF
	IES LATERAL DISTRIBUTION	TYPE II
	TOTAL LIGHT LOSS FACTOR	0.7
LAYOUT DATA	SPACING	250 FT
	CONFIGURATION	ONE SIDE
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	N/A

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

**PERFORMANCE REQUIREMENTS**

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTANCE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED.

ILLUMINATION	AVERAGE HORIZONTAL ILLUMINATION - $E_{avg}$	0.6FC
	UNIFORMITY RATIO - $E_{avg}/E_{min}$	3.00
LUMINANCE	AVERAGE LUMINANCE - $L_{avg}$	0.4 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS - $L_{avg}/L_{min}$	3.5
	UNIFORMITY RATIOS - $L_{max}/L_{min}$	6.0
	MAXIMUM VEILING LUMINANCE RATIO - $L_{vmax}/L_{avg}$	0.3

**I-57 RAMPS LIGHTING  
IDOT LUMINAIRE PERFORMANCE TABLE  
I-57/IL-50 INTERCHANGE RECONSTRUCTION**

TOWER 31

ROADWAY DATA	PAVEMENT WIDTH	16 FT
	NUMBER OF LANES	1
	MEDIAN WIDTH	N/A
	IES SURFACE CLASSIFICATION	R3
	Q ZERO VALUE	0.07
LIGHT POLE DATA	MOUNTING HEIGHT	100 FT
	MAST ARM LENGTH	4 FT
	POLE SET-BACK FROM EDGE OF PAVEMENT	65 FT
LUMINAIRE DATA	LAMP TYPE	(4) 400W HPS
	LAMP LUMENS	51000
	IES VERTICAL DISTRIBUTION	MEDIUM
	IES CONTROL OF DISTRIBUTION	CUT OFF
	IES LATERAL DISTRIBUTION	TYPE II
	TOTAL LIGHT LOSS FACTOR	0.7
LAYOUT DATA	SPACING	560 FT
	CONFIGURATION	ONE SIDE
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	N/A

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED IES DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

**PERFORMANCE REQUIREMENTS**

NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTANCE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED.

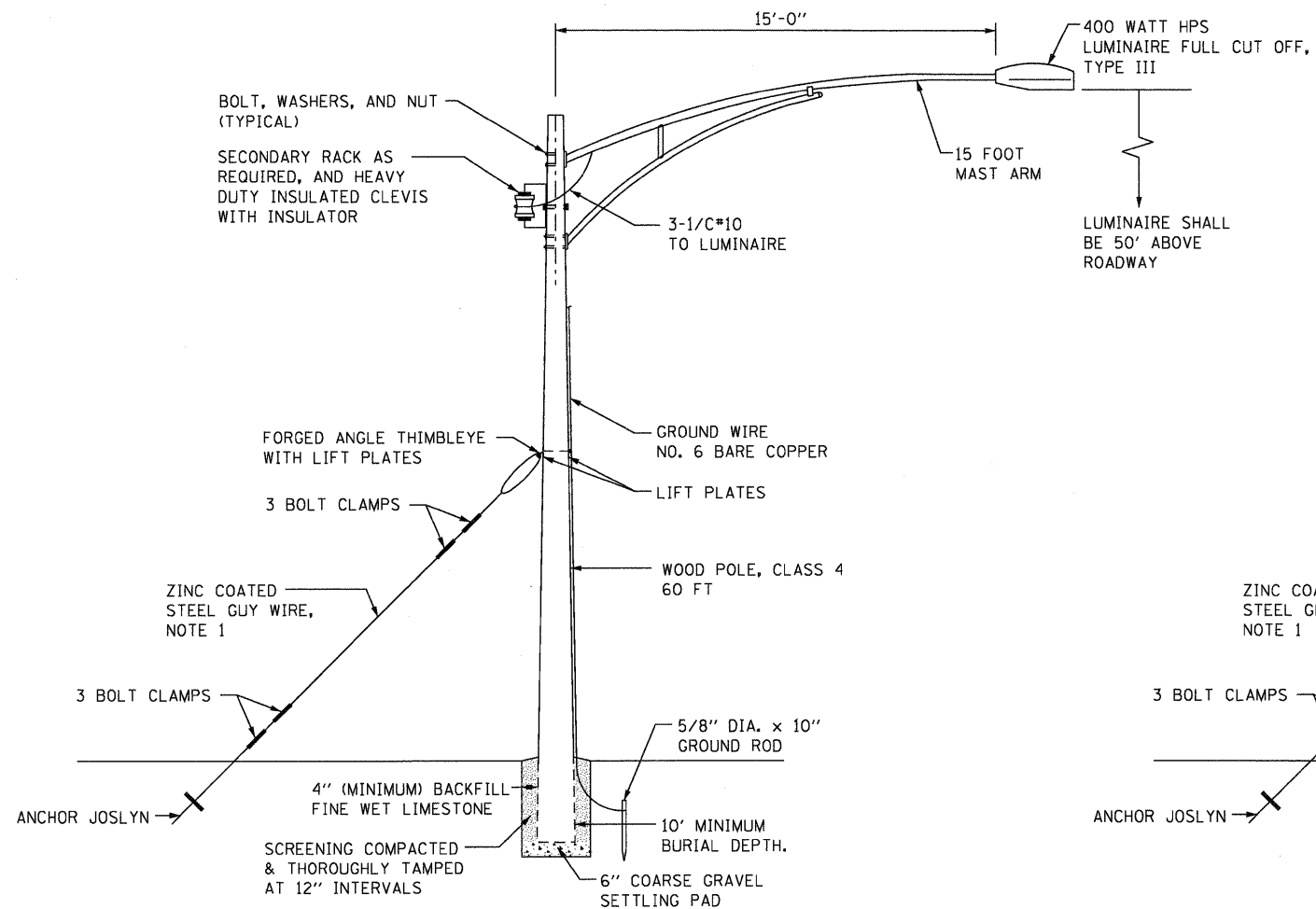
ILLUMINATION	AVERAGE HORIZONTAL ILLUMINATION - $E_{avg}$	0.6FC
	UNIFORMITY RATIO - $E_{avg}/E_{min}$	3.00
LUMINANCE	AVERAGE LUMINANCE - $L_{avg}$	0.4 Cd/m <sup>2</sup>
	UNIFORMITY RATIOS - $L_{avg}/L_{min}$	3.5
	UNIFORMITY RATIOS - $L_{max}/L_{min}$	6.0
	MAXIMUM VEILING LUMINANCE RATIO - $L_{vmax}/L_{avg}$	0.3

FILE NAME =	USER NAME = kghan	DESIGNED - HS	REVISED -
g:\rd40403\1-19.dgn		DRAWN - KK	REVISED -
	PLOT SCALE = NONE	CHECKED - HS	REVISED -
	PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -

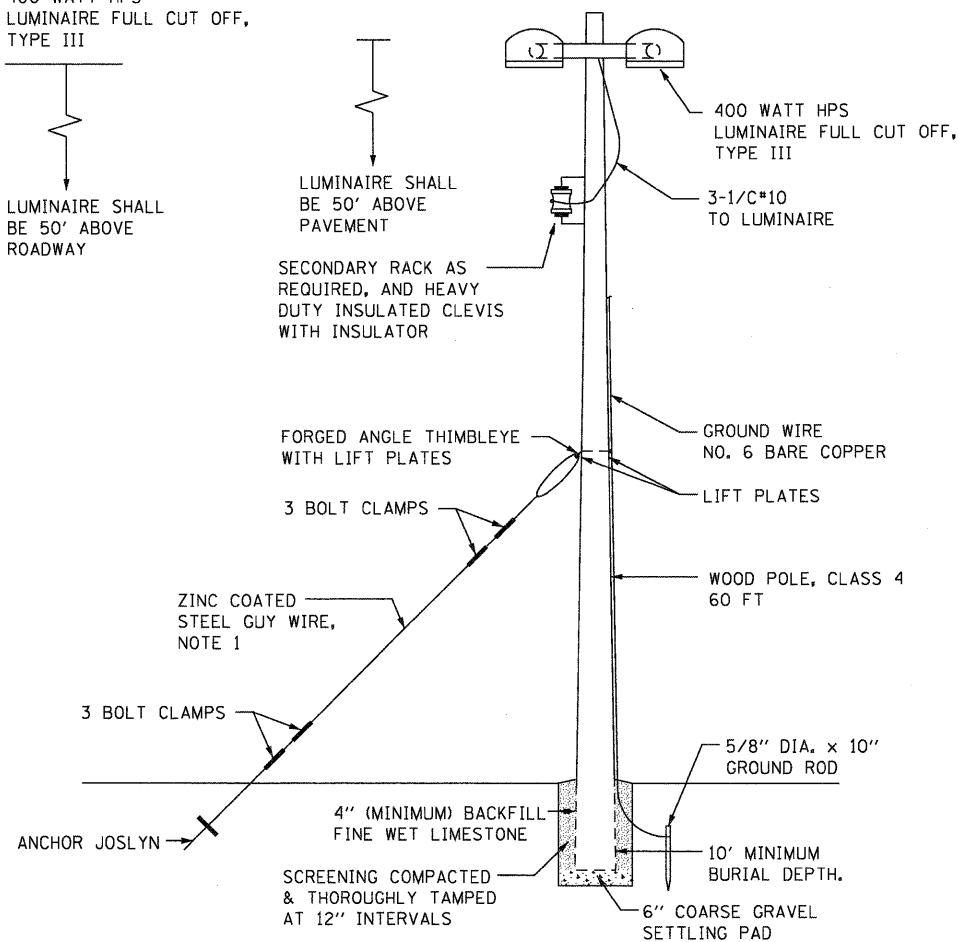
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IDOT LUMINAIRE PERFORMANCE TABLE**

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					57	(46-2) I, HBR, VBR	KANKAKEE	558	266
					CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3   ILLINOIS   FED. AID PROJECT									



**TEMPORARY LIGHTING UNIT**  
 NOT TO SCALE



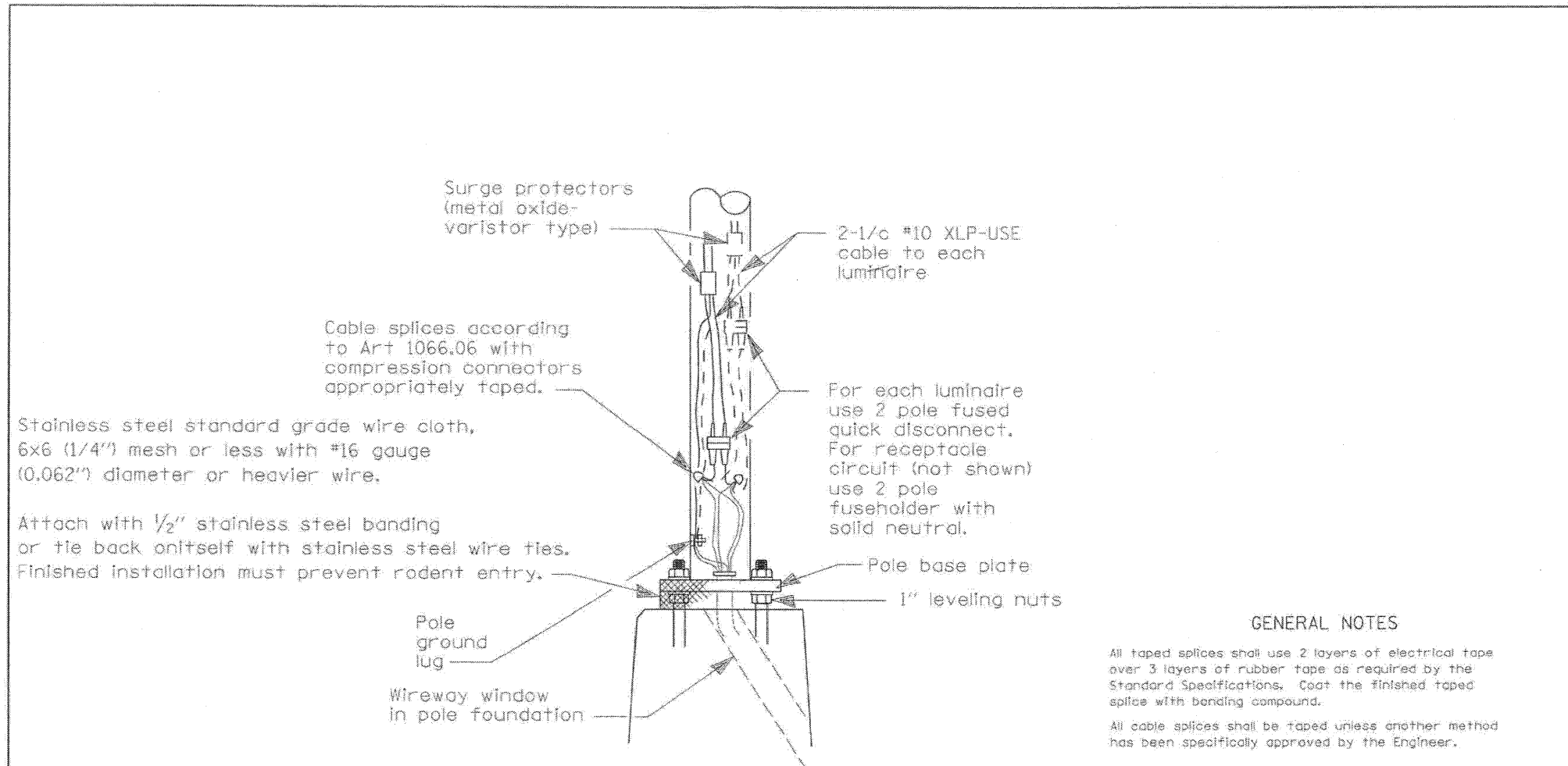
**TEMPORARY LIGHTING UNIT**  
 NOT TO SCALE

**NOTES:**

- GUY WIRE IS REQUIRED AT ALL END POLES AND LOCATIONS WHERE THE AERIAL CABLE CHANGES DIRECTION.

FILE NAME = g:\zd48483\LI-28.dgn	USER NAME = kghan	DESIGNED - HS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHT POLE</b>				F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 267
	PLOT SCALE = NONE	CHECKED - HS	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66409		
	PLOT DATE = 12/17/2010	DATE - 12-17-2010	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT								





## WIRING DETAIL

NO SCALE

### GENERAL NOTES

All taped splices shall use 2 layers of electrical tape over 3 layers of rubber tape as required by the Standard Specifications. Coat the finished taped splice with bonding compound.

All cable splices shall be taped unless another method has been specifically approved by the Engineer.

For example purposes the pole is shown on an anchor base. If the pole is required to be set on a breakaway base, consult the Standard Specifications.

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

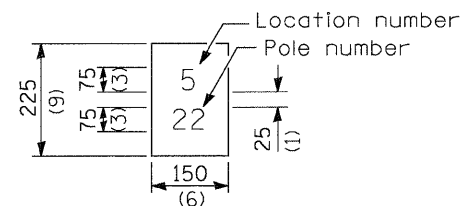
DATE	REVISIONS	POLE HANDHOLE WIRING
7/31/08	Updated	
		DRAFT

LGTO08A.DGN

FILE NAME = g:\zd40403\LI-21.dgn	USER NAME = kktan	DESIGNED - HS	REVISIONS -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>POLE HANDHOLE WIRING</b>			F.A.J. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 268
PLOT SCALE = NONE	CHECKED - HS	DRAWN - KK	REVISIONS -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 66409	
PLOT DATE = 12/17/2010	DATE - 12-17-2010	CHECKED - HS	REVISIONS -					FED. ROAD DIST. NO. 3		ILLINOIS FED. AID PROJECT		
		DATE - 12-17-2010	REVISIONS -									

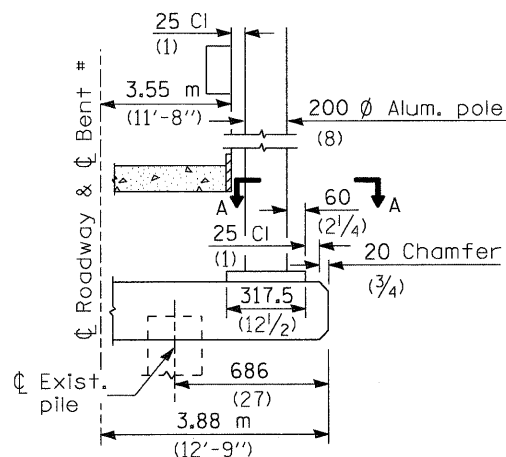
"Install and orient arm bracket over pole tenon and firmly hand tighten the two set screws. Use third hole in arm bracket as a guide to drill a 8.3 (2/64) diameter hole through tenon. Install and tighten self-tapping screw. Tighten set screws an additional (1/4 to 3/8) turn with hex key (not provided). Install locknuts on set screws if threaded projection allows."

Pole shall meet AASHTO Standard Specifications for 128.72 km (80 mph) wind loading and 40.82 kg (90 lb.), .37 m<sup>2</sup> (4.0 sq. ft.) E.P.A. luminaire.



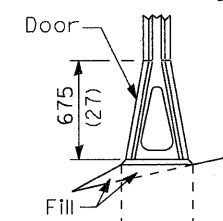
The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 75 (3) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section T602.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

The light pole identification shall be applied to sign base material as specified in section 1069.06 of the Standard Specifications, approximately 180 (7) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 720001.

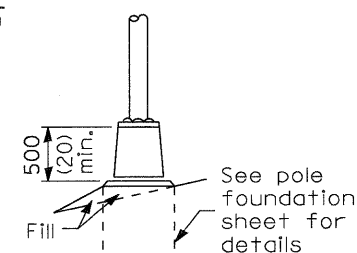


BRIDGE PIER MOUNT

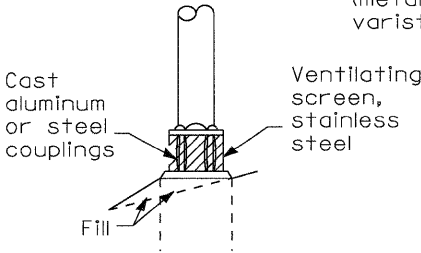
BENT # (Looking)



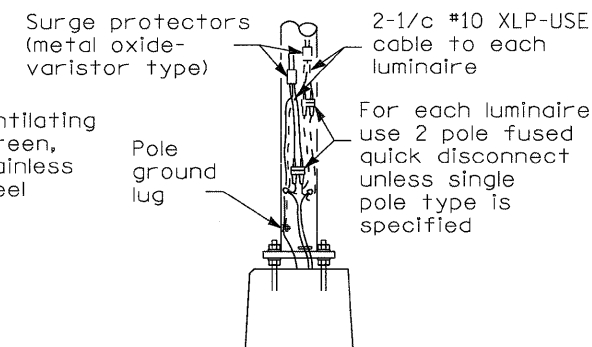
STAINLESS STEEL FLAIR BASE



TRANSFORMER BASE



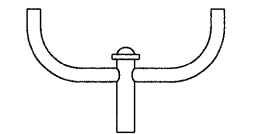
BREAKAWAY COUPLING



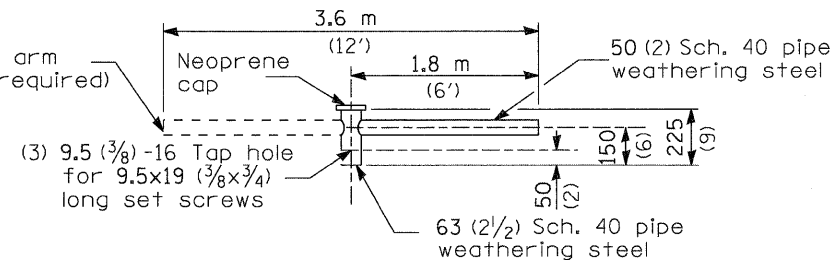
ANCHOR

METAL OR  CONCRETE

Details for underground distribution if required

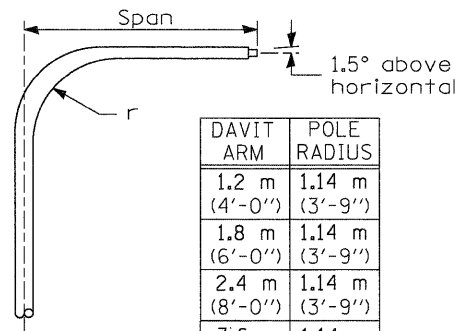


TWIN TENON



TENON MOUNT BRACKET ARM

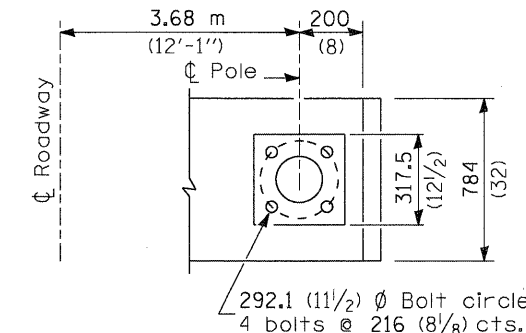
NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.



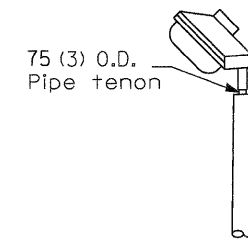
DAVIT ARM	POLE RADIUS
1.2 m (4'-0")	1.14 m (3'-9")
1.8 m (6'-0")	1.14 m (3'-9")
2.4 m (8'-0")	1.14 m (3'-9")
3.6 m (12'-0")	1.14 m (3'-9")

DAVIT ARM

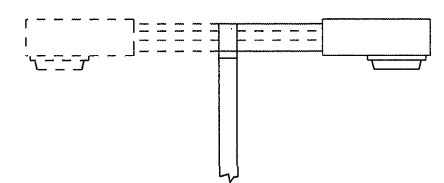
DAVIT ARM-TWIN



SECTION A-A

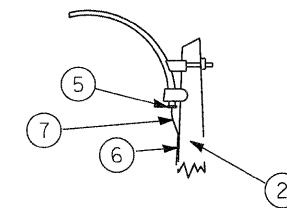


TENON

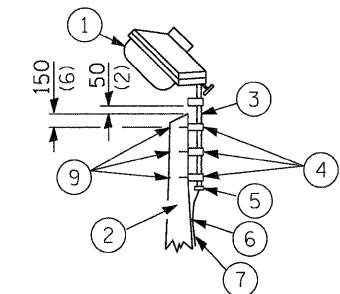


SHORT BRACKET

SHORT BRACKET - TWIN

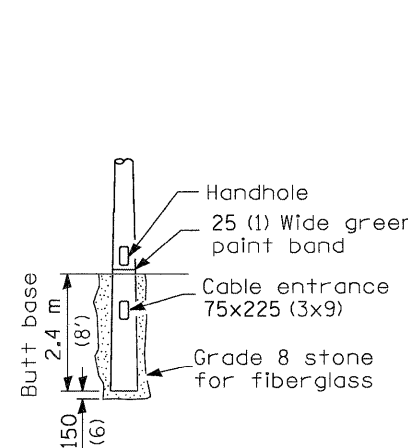


MAST ARM

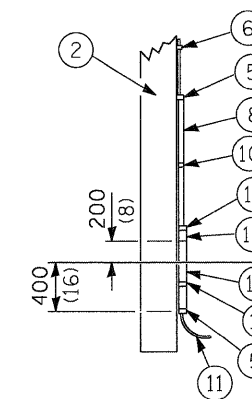


TENON

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type use cable
- ⑧ 25 (1) Galv. steel conduit 3.0 m (10') in length
- ⑨ 16 (5/8) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 900 (36) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 40 (1 1/2) Galv. steel conduit for 1 unit duct or 75 (3) galv. steel conduit for 2 or 3 unit ducts.



BUTT BASE



POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

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

FILE NAME = gr\zd40403\LI-22.dgn	USER NAME = kkan	DESIGNED - HS	REVISED -
		DRAWN - KK	REVISED -
		CHECKED - HS	REVISED -
		DATE - 12-17-2010	REVISED -

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

F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 269
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT			CONTRACT NO. 66409	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

ROUTE FAI 57 (I-57)  
SECTION (46-2) I, HBR, VBR  
PROJECT  
KANKAKEE COUNTY  
C-93-007-04

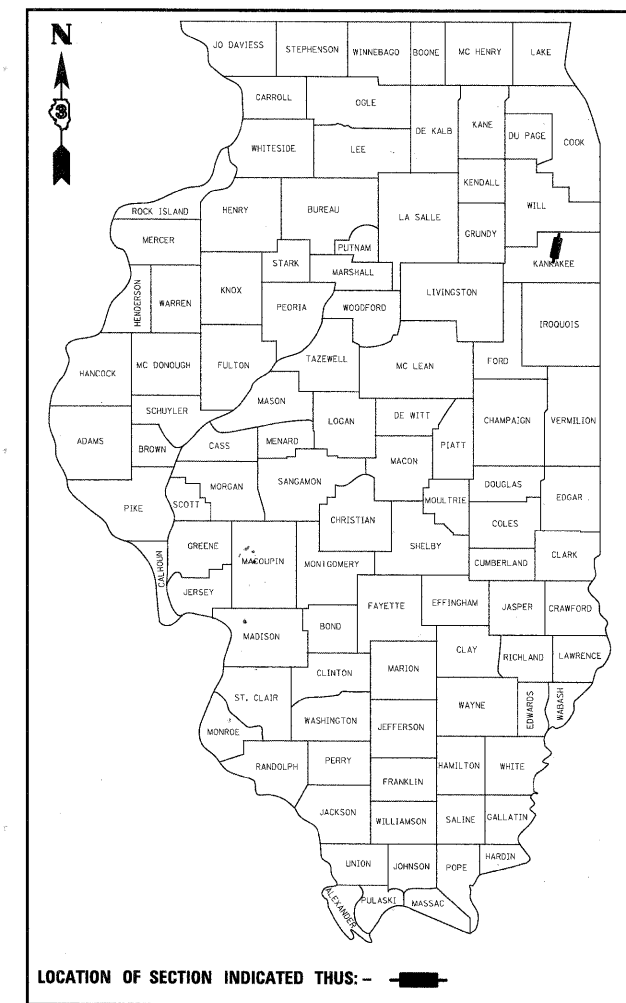
VOLUME II

I-57 AT IL ROUTE 50  
INTERCHANGE RECONSTRUCTION AND  
BRIDGE REPLACEMENT (S.N. 046-0144, 0145, 0146, & 0147)

FOR INDEX OF SHEETS, SEE SHEET NO. 271

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	(46-2) I, HBR, VBR	KANKAKEE	558	270
FED. ROAD DIST. NO. 3		ILLINOIS	CONTRACT NO. 66409	

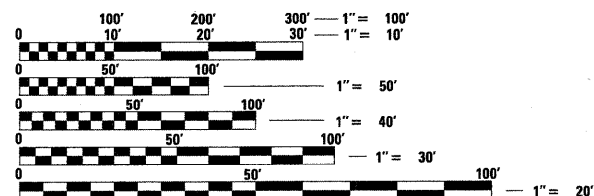
P-93-038-94  
D-93-012-04



DESIGN DESIGNATION

I-57 2945(25) PRINCIPAL ARTERIAL (URBAN INTERSTATE) 71.4 (CRCP-20)  
IL ROUTE 50 835(25) URBAN OTHER PRINCIPAL ARTERIAL 9.71 (PCC-20)

DESIGN SPEED: I-57 = 70 MPH  
IL ROUTE 50 = 45 MPH



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

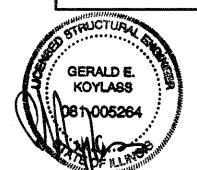
MICROFILMED \_\_\_\_\_  
REEL NUMBER \_\_\_\_\_  
AWARDED \_\_\_\_\_  
RESIDENT ENGINEER \_\_\_\_\_  
AS BUILT CHANGES WERE MADE ON THE FOLLOWING SHEETS \_\_\_\_\_

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

DISTRICT 3 NO. (815) 434-6131  
PROJECT ENGINEER: JOSEPH E KANNEL, P.E.  
UNIT CHIEF: MICHELE LINDEMANN, P.E.  
TOWNSHIP: BOURBONNAIS  
CONTRACT NO. 66409



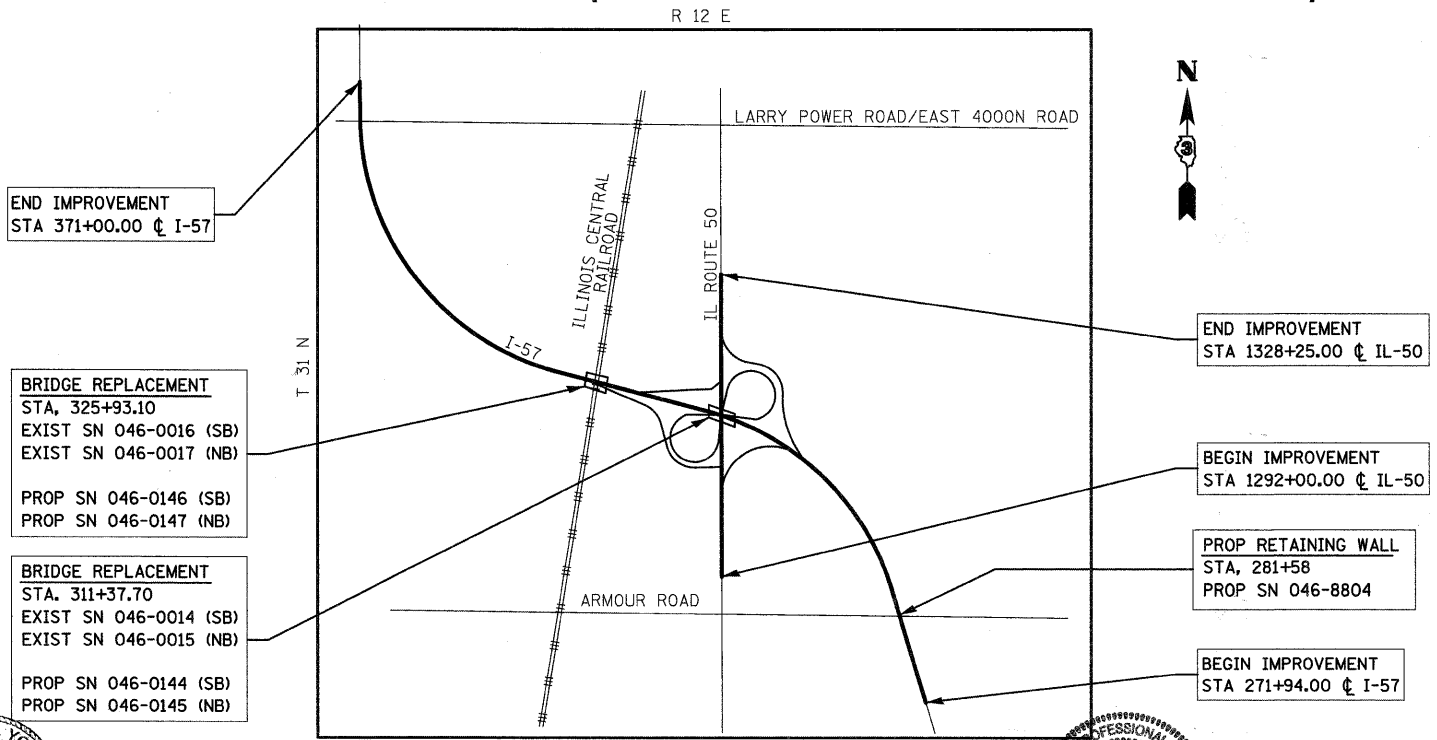
NAME: RICK YOUNG  
EXP. 11/30/2011  
DATE: \_\_\_\_\_  
SHT NO. 1-215, 270-271, 381-558



NAME: GERALD KOYLASS  
EXP. 11/30/2012  
DATE: 12/17/2012  
SHT NO. 216-225, 272-380



NAME: HARJIT SINGH  
EXP. 11/30/2011  
DATE: \_\_\_\_\_  
SHT NO. 226-269



LOCATION MAP SCALE= 1:2400  
LENGTH OF PROJECT  
FAI RTE I-57 = 9,906.00 FT. = 1.876 MI.  
GROSS LENGTH = 9,906.00 FT. = 1.876 MI.  
NET LENGTH = 9,906.00 FT. = 1.876 MI.

F.A.I. 57 - INTERSTATE 57  
FUNCTIONAL CLASSIFICATION: URBAN INTERSTATE  
2009 ADT = 31,800  
P.V. = 84.0% S.U. = 12.5% M.U. = 3.5%

F.A.P. 840 - IL RTE 50  
FUNCTIONAL CLASSIFICATION: URBAN OTHER PRINCIPAL ARTERIAL  
2009 ADT = 30,700  
P.V. = 95.3% S.U. = 2.1% M.U. = 2.6%

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED \_\_\_\_\_ 20 \_\_\_\_\_

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

\_\_\_\_\_ 20 \_\_\_\_\_

ENGINEER OF DESIGN AND ENVIRONMENT

\_\_\_\_\_ 20 \_\_\_\_\_

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

\*DATE\*  
\*DCN-SPEC\*

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**HIGHWAY STANDARDS**

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001006	DECIMAL OF AN INCH AND OF A FOOT
202001-01	EARTH MEDIAN DITCH CHECK
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2m) JOINTED PCC PAVEMENT
420106-04	36' (10.8m) JOINTED PCC PAVEMENT
420201-07	ENTRANCE RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO JOINTED PCC MAINLINE PAVEMENT)

**HIGHWAY STANDARDS**

420206-08	ENTRANCE RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO CRC MAINLINE PAVEMENT)
420306-06	EXIT RAMP TERMINAL (JOINTED PCC RAMP PAVEMENT ADJACENT TO CRC MAINLINE PAVEMENT)
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421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
421106-08	36' (10.8m) CRC PAVEMENT (WITH WIDE FLANGE BEAM TERMINAL JOINT)
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482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
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542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542306-02	PRECAST REINFORCED CONCRETE ELLIPTICAL FLARED END SECTION
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604071-04	FRAME AND GRATE, TYPE 20
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630301-05	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
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631011-07	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-05	TRAFFIC BARRIER TERMINAL, TYPE 5
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
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635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
637006-02	CONCRETE BARRIER, 42 IN. (1065 MM) HEIGHT
642001-01	SHOULDER RUMBLE STRIPS
664001-02	CHAIN LINK FENCE
665001-02	WOVEN WIRE FENCE
666001-01	RIGHT-OF-WAY MARKERS
667101-01	PERMANENT SURVEY MARKERS
701401-06	LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-08	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-06	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-07	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701416-06	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH CROSSOVER AND BARRIER
701451-01	RAMP CLOSURE FREEWAY/EXPRESSWAY
701456-01	PARTIAL EXIT RAMP CLOSURE FREEWAY/EXPRESSWAY
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837001	LIGHT TOWER FOUNDATION
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTIBLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
876001-01	PEDESTRIAN PUSH BUTTON POST
877006-03	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
877011-04	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-01	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-08	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

FILE NAME = I:\Dgn\Sheets\1s02.dgn	USER NAME = EricG	DESIGNED - JWM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS AND HIGHWAY STANDARDS</b>			F.A.I. RTE. 57	SECTION (46-2) I, HBR, VBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 271
	PLOT SCALE = 1:50	CHECKED - EJJ	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 66409		
	PLOT DATE = 12/21/2010	DATE - 12/17/10	REVISED -		FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT							

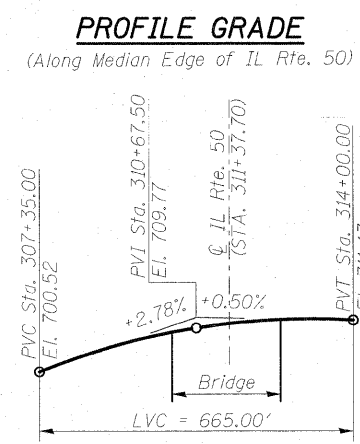
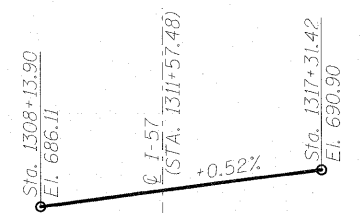
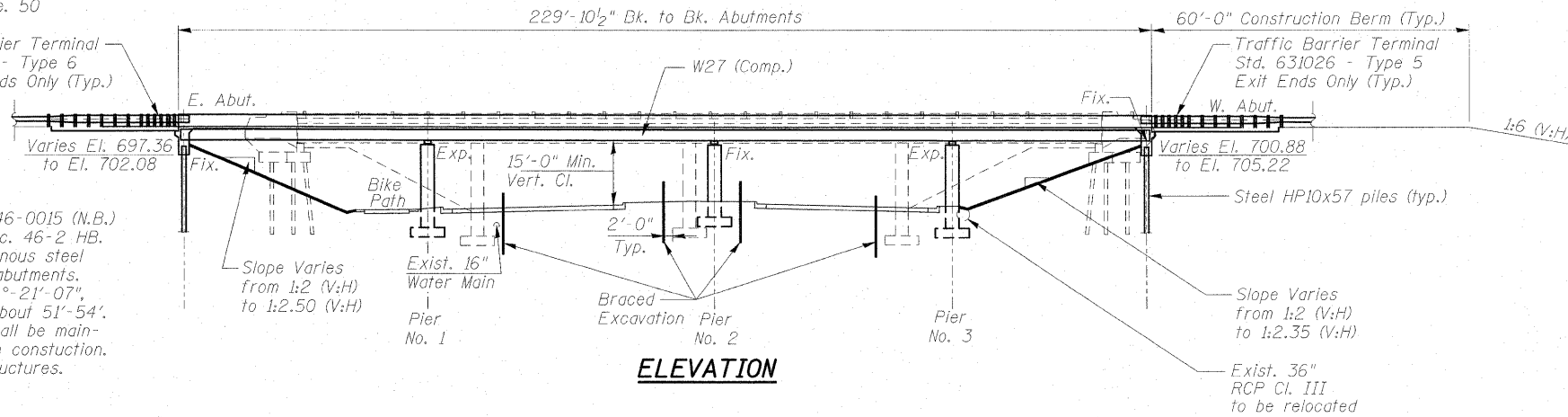
**BENCH MARK**

B.M. # 216: Set chiseled "□" on NE corner of North Bridge Wall of SB I-57 over IL Rte. 50  
El. = 707.838

**EXISTING STRUCTURES**

SN 046-0014 (S.B.) built in 1965 & SN 046-0015 (N.B.) built in 1963 as F.A.I. Rte. 57 (I-57), Sec. 46-2 HBR. Both existing structures are 4-span continuous steel girder bridges with R.C. decks and open abutments. Existing structures are curved, skewed 19°-21'-07", 189'-3" long, and vary in width between about 51'-54'. Two lanes of traffic in both directions shall be maintained during reconstruction utilizing stage construction. No salvage materials from the existing structures.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**LOADING HS20-44 & ALT.**

Allow 50 lbs/sq. ft. for Future Wearing Surface

**DESIGN STRESSES**

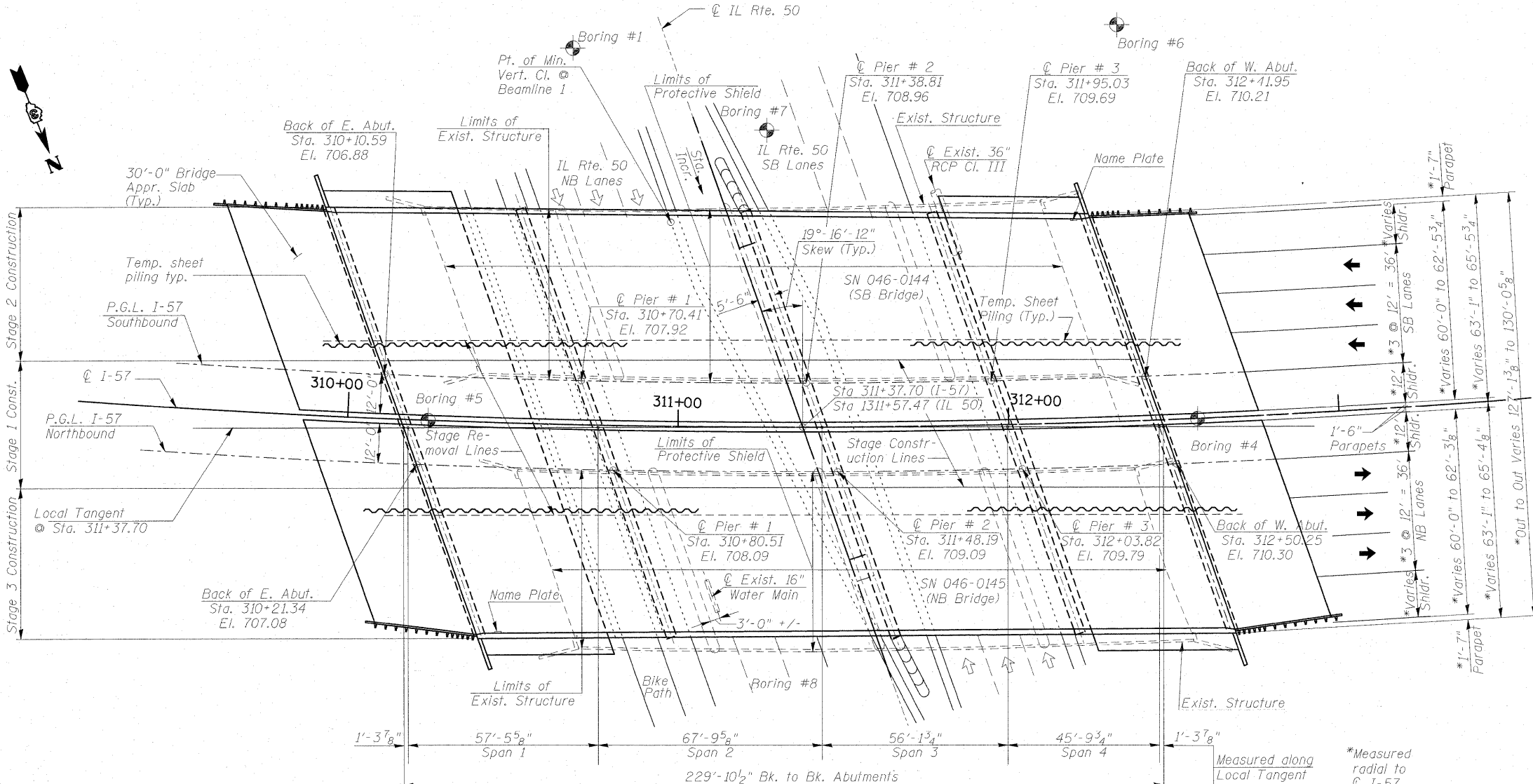
f'c = 3,500 psi  
fy = 60,000 psi (reinforcement)  
fy = 50,000 psi (M270 Gr50)  
fy = 36,000 psi (M270 Gr36)

**SEISMIC DATA**

Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.04g  
Site Coefficient (S) = 1.0

**CURVE DATA**

P.I. Sta. = 300+42.42  
Δ = 59°-17'-30" (LT)  
D = 2°-00'-00"  
R = 2,864.79'  
T = 1,630.46'  
L = 2,964.58'  
E = 431.48'  
P.C. Sta. = 284+11.96  
P.T. Sta. = 313+76.54  
S.E. = 5.44%

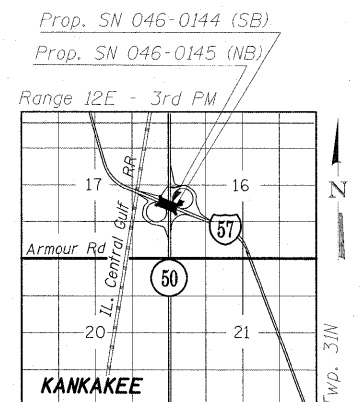


STATION 311+37.70  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.I. RT. 57 SEC (46-2) HBR  
LOADING HS20  
STRUCTURE NO. 046-0144

STATION 311+37.70  
BUILT 20\_\_ BY  
STATE OF ILLINOIS  
F.A.I. RT. 57 SEC (46-2) HBR  
LOADING HS20  
STRUCTURE NO. 046-0145

**NAME PLATE**  
(Southbound)  
See Std. 515001

**NAME PLATE**  
(Northbound)  
See Std. 515001



**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY

Gerald E. Koynass  
ENGINEER OF BRIDGES AND STRUCTURES

**GENERAL PLAN & ELEVATION**  
**I-57 OVER IL 50**  
**F.A.I. RT. 57 - SEC. (46-2) HBR**  
**KANKAKEE COUNTY**  
**STATION 311+37.70**  
**STRUCTURE NO. 046-0144 (S.B.)**  
**& STRUCTURE NO. 046-0145 (N.B.)**

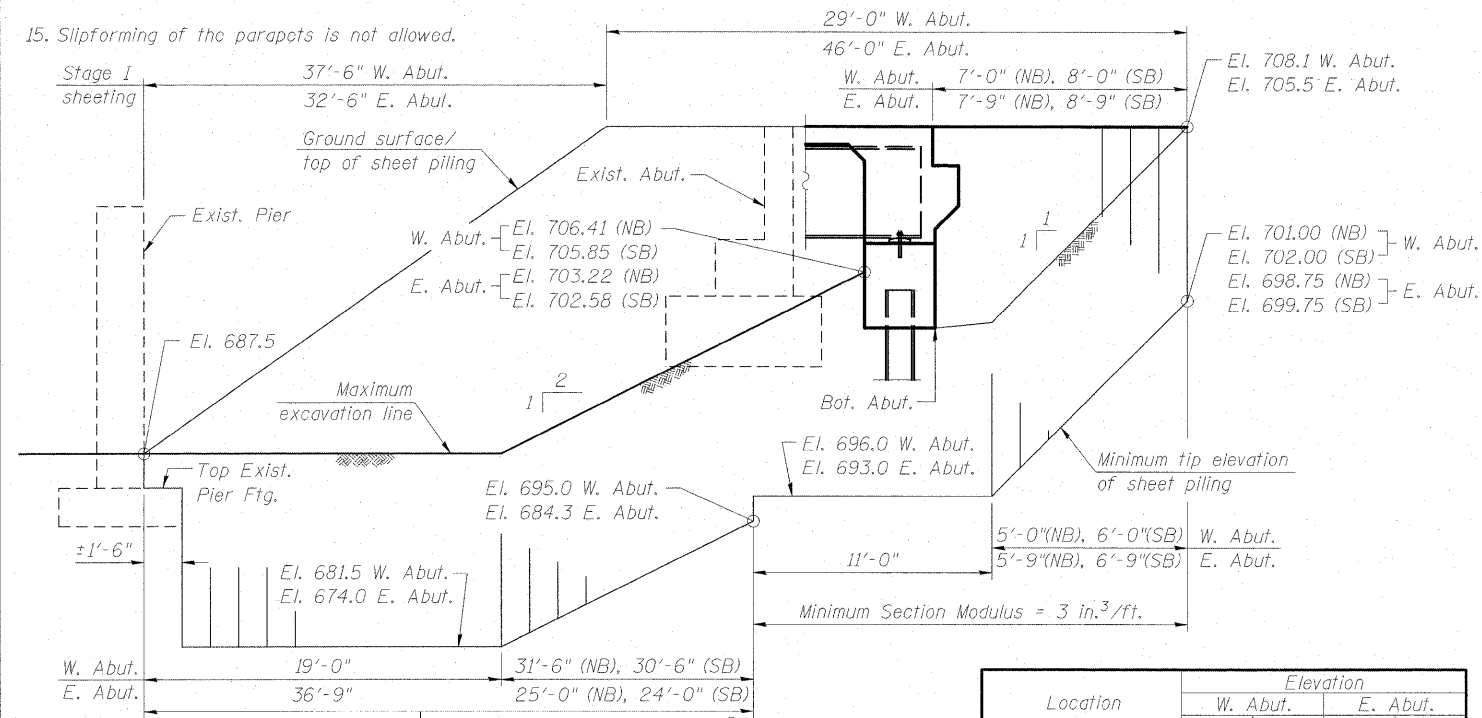
DESIGNED	PMH
CHECKED	BB
DRAWN	AMV
CHECKED	BB

**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-1 SHEETS SH-56	F.A.I. RTE. 57	SECTION (46-2) HBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 272
	CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

**GENERAL NOTES**

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. dia., holes 15/16 in. dia., unless otherwise noted.
- Calculated weight of Structural Steel:  
AASHTO M270 Grade 50 = 524,980 lbs  
AASHTO M270 Grade 36 = 66,650 lbs
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- Concrete Sealer shall be applied to the designated areas of the piers.
- The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
- The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception of the exterior surfaces and the bottom of the bottom flange of fascia beams, masked off connection surfaces, field installed fasteners and damaged areas shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and the bottom of the bottom flange of fascia beams shall be Blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures."
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
- If the contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
- The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
- Slipforming of the parapets is not allowed.



DESIGNED	PMH
CHECKED	BB
DRAWN	PMH
CHECKED	BB

**TEMPORARY SHEET PILING FRONT ELEVATION**

Minimum Section Modulus = 5 in.<sup>3</sup>/ft. (W. Abut.)  
Minimum Section Modulus = 30 in.<sup>3</sup>/ft. (E. Abut.)

Location	Elevation			
	W. Abut. NB	W. Abut. SB	E. Abut. NB	E. Abut. SB
Bot. Abut.	703.05	702.04	699.79	698.71
Top Exist. Pier Ftg.	681.5	683.0	681.5	679.5

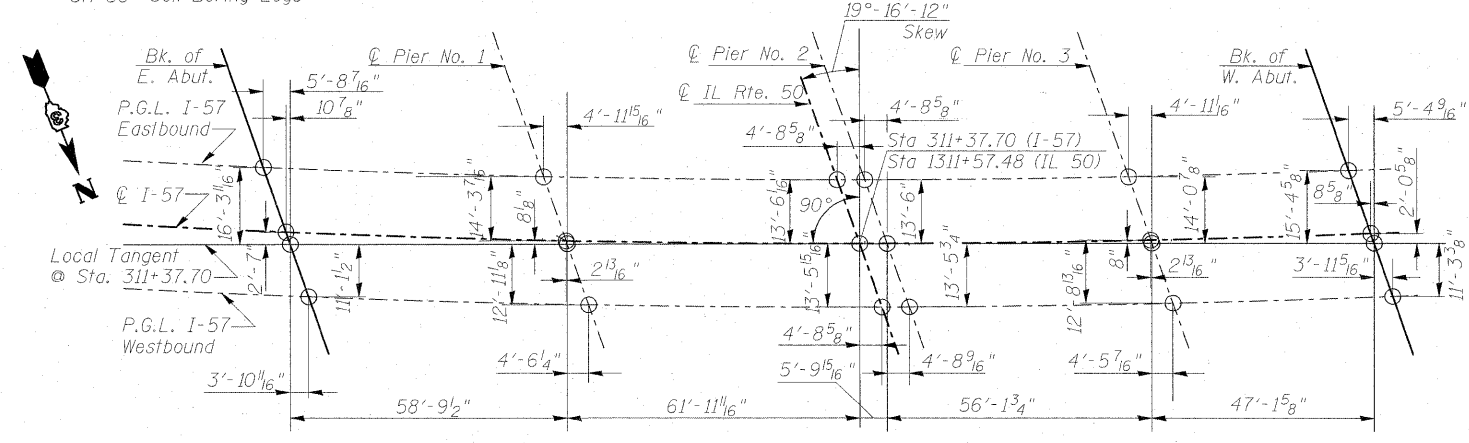
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS**

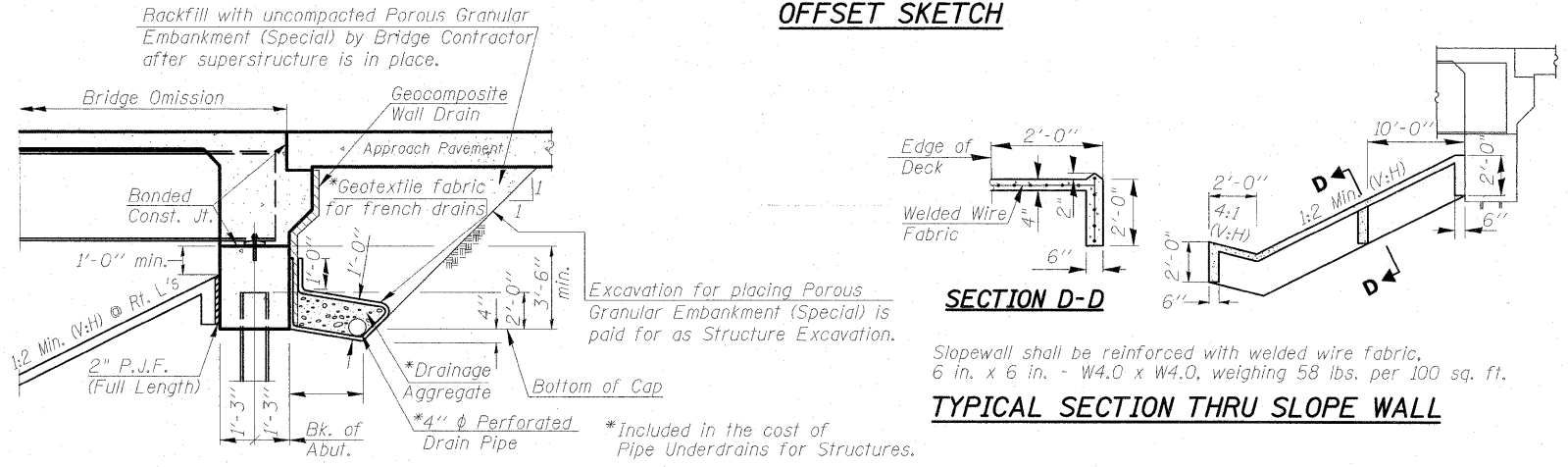
- |   |   |
|---|---|
| SH-1 General Plan and Elevation                 | SH-31 Approach Slab Details (NB)                          |
| SH-2 General Notes & Total Bill of Material     | SH-32 SB Framing Plan                                     |
| SH-3 Construction Staging                       | SH-33 NB Framing Plan                                     |
| SH-4 Footing Layout                             | SH-34 Steel Details 1 of 2                                |
| SH-5 Top of Slab Elevations 1 of 7              | SH-35 Steel Details 2 of 2                                |
| SH-6 Top of Slab Elevations 2 of 7              | SH-36 Bearing Details 1 of 2                              |
| SH-7 Top of Slab Elevations 3 of 7              | SH-37 Bearing Details 2 of 2                              |
| SH-8 Top of Slab Elevations 4 of 7              | SH-38 East Abutment & Details (SB)                        |
| SH-9 Top of Slab Elevations 5 of 7              | SH-39 East Abutment & Details (NB)                        |
| SH-10 Top of Slab Elevations 6 of 7             | SH-40 West Abutment & Details (SB)                        |
| SH-11 Top of Slab Elevations 7 of 7             | SH-41 West Abutment & Details (NB)                        |
| SH-12 Top of East Approach Slab Elevations (SB) | SH-42 East and West Abutment Removal                      |
| SH-13 Top of East Approach Slab Elevations (NB) | SH-43 Pier 1 (SB)   |
| SH-14 Top of West Approach Slab Elevations (SB) | SH-44 Pier 1 (NB)   |
| SH-15 Top of West Approach Slab Elevations (NB) | SH-45 Pier 2 (SB)   |
| SH-16 Southbound Deck Geometry Plan             | SH-46 Pier 2 (NB)   |
| SH-17 Northbound Deck Geometry Plan             | SH-47 Pier 3 (SB)   |
| SH-18 Deck Plan and Section (SB)                | SH-48 Pier 3 (NB)   |
| SH-19 Deck Plan and Section (NB)                | SH-49 Piers 1, 2 and 3 Removal                            |
| SH-20 Parapet Details 1 of 2                    | SH-50 Temporary Concrete Barrier for Stage Construction   |
| SH-21 Parapet Details 2 of 2                    | SH-51 Bar Splicer Assembly and Mechanical Splicer Details |
| SH-22 Deck Details and Bill of Material         | SH-52 HP Pile Details                                     |
| SH-23 Bar Cutting Diagrams                      | SH-53 Cantilever Forming Brackets                         |
| SH-24 Diaphragm at East Abutment (SB)           | SH-54 Soil Boring Logs                                    |
| SH-25 Diaphragm at East Abutment (NB)           | SH-55 Soil Boring Logs                                    |
| SH-26 Diaphragm at West Abutment (SB)           | SH-56 Soil Boring Logs                                    |
| SH-27 Diaphragm at West Abutment (NB)           |   |
| SH-28 Approach Slab Plan (SB)                   |   |
| SH-29 Approach Slab Details (SB)                |   |
| SH-30 Approach Slab Plan (NB)                   |   |

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures No. 3	Each			1
Removal of Existing Structures No. 4	Each			1
Protective Shield	Sq Yd	2,174		2,174
Structure Excavation	Cu Yd		706	706
Concrete Structures	Cu Yd		1,071.0	1,071.0
Concrete Superstructure	Cu Yd	1,325.0		1,325.0
Bridge Deck Grooving	Sq Yd	3,131		3,131
Concrete Encasement	Cu Yd		16.0	16.0
Protective Coat	Sq Yd	3,644		3,644
Furnishing and Erecting Structural Steel	L Sum	0.53		0.53
Stud Shear Connectors	Each	18,198		18,198
Reinforcement Bars, Epoxy Coated	Pound	324,890	186,420	511,310
Bar Splicers	Each	1,960	528	2,488
Slope Wall 4 Inch	Sq Yd		1,174	1,174
Furnishing Steel Piles HP10x57	Ft		1,914	1,914
Driving Piles	Ft		1,914	1,914
Test Pile Steel HP10x57	Each		2	2
Pile Shoes	Each		46	46
Name Plates	Each	2		2
Elastomeric Bearing Assembly, Type I	Each		36	36
Anchor Bolts, 3/4"	Each		36	36
Anchor Bolts, 1"	Each		144	144
Concrete Sealer	Sq Ft		9,149	9,149
Geocomposite Wall Drain	Sq Yd		203	203
Braced Excavation	Cu Yd		2,990	2,990
Porous Granular Embankment, Special	Cu Yd		336	336
Temporary Sheet Piling	Sq Ft		5,012	5,012
Pipe Underdrains for Structures 4"	Ft		302	302



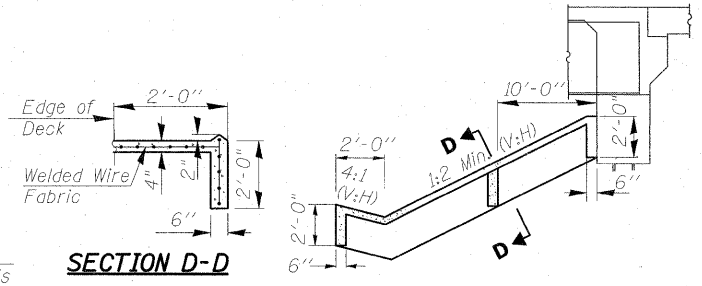
**OFFSET SKETCH**



All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101)

**SECTION THRU INTEGRAL ABUTMENT**

(Horiz. dim. @ Rt. L's)



**SECTION D-D**

Sloped wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

**TYPICAL SECTION THRU SLOPE WALL**

**GENERAL NOTES  
& TOTAL BILL OF MATERIAL  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

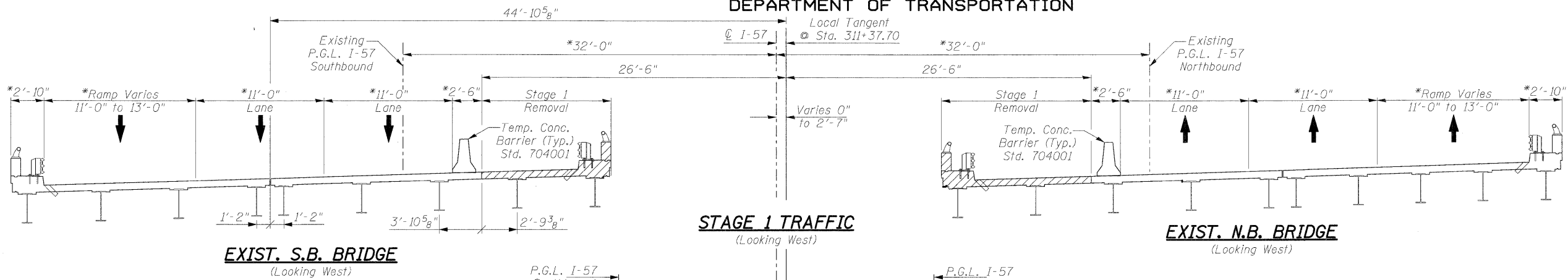
**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-2 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	273
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

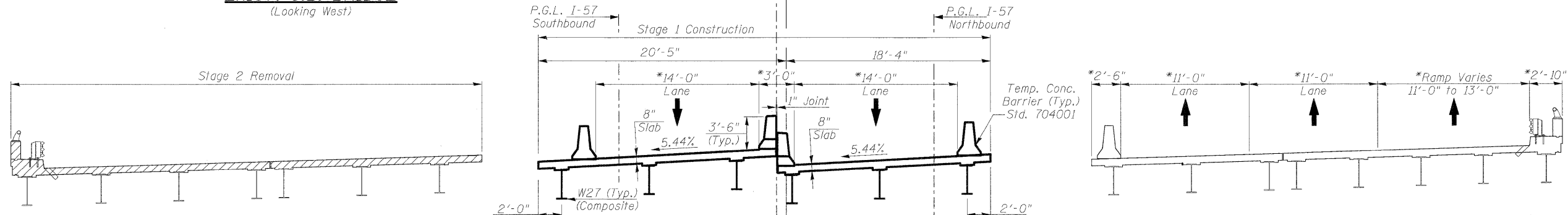
Local Tangent  
@ Sta. 311+37.70



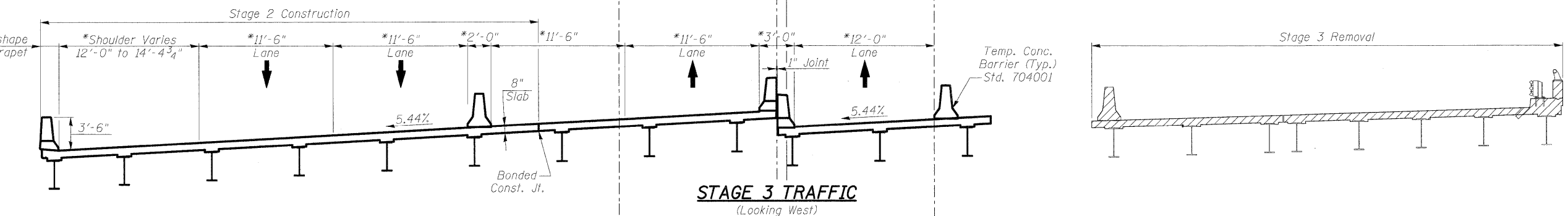
**STAGE 1 TRAFFIC**  
(Looking West)

**EXIST. N.B. BRIDGE**  
(Looking West)

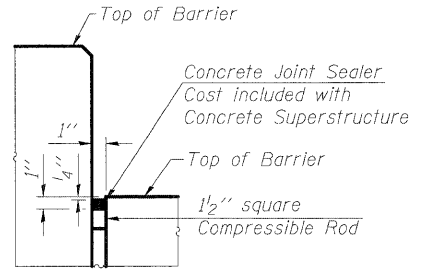
**EXIST. S.B. BRIDGE**  
(Looking West)



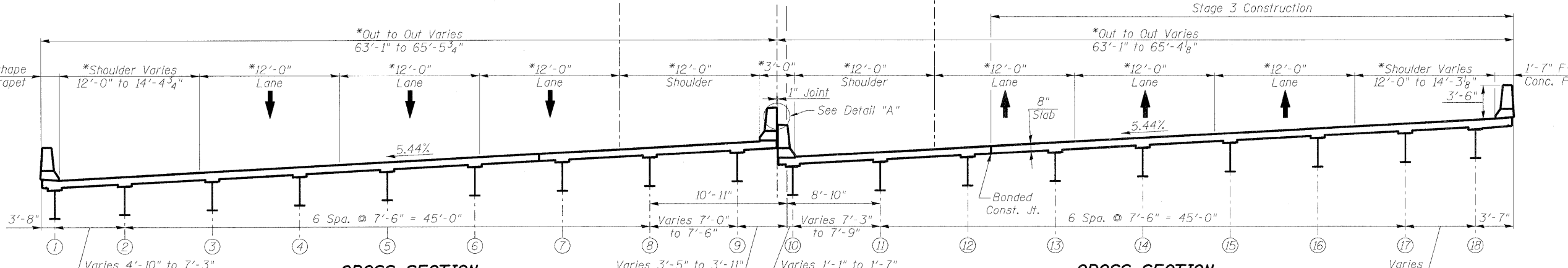
**STAGE 2 TRAFFIC**  
(Looking West)



**STAGE 3 TRAFFIC**  
(Looking West)



**DETAIL "A"**



**CROSS-SECTION  
PROP. S.B. BRIDGE**  
(Looking West)

**FINAL CONSTRUCTION**  
(Looking West)

**CROSS-SECTION  
PROP. N.B. BRIDGE**  
(Looking West)

**CONSTRUCTION STAGING  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

Note:  
Hatching indicates structural removal.  
\*Measured radial to @ I-57

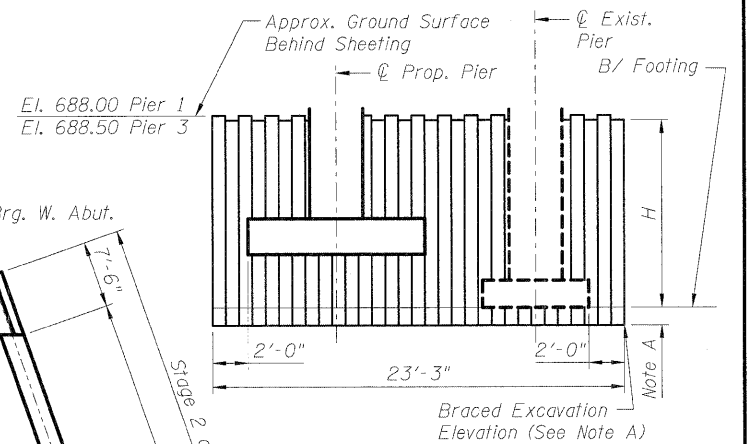
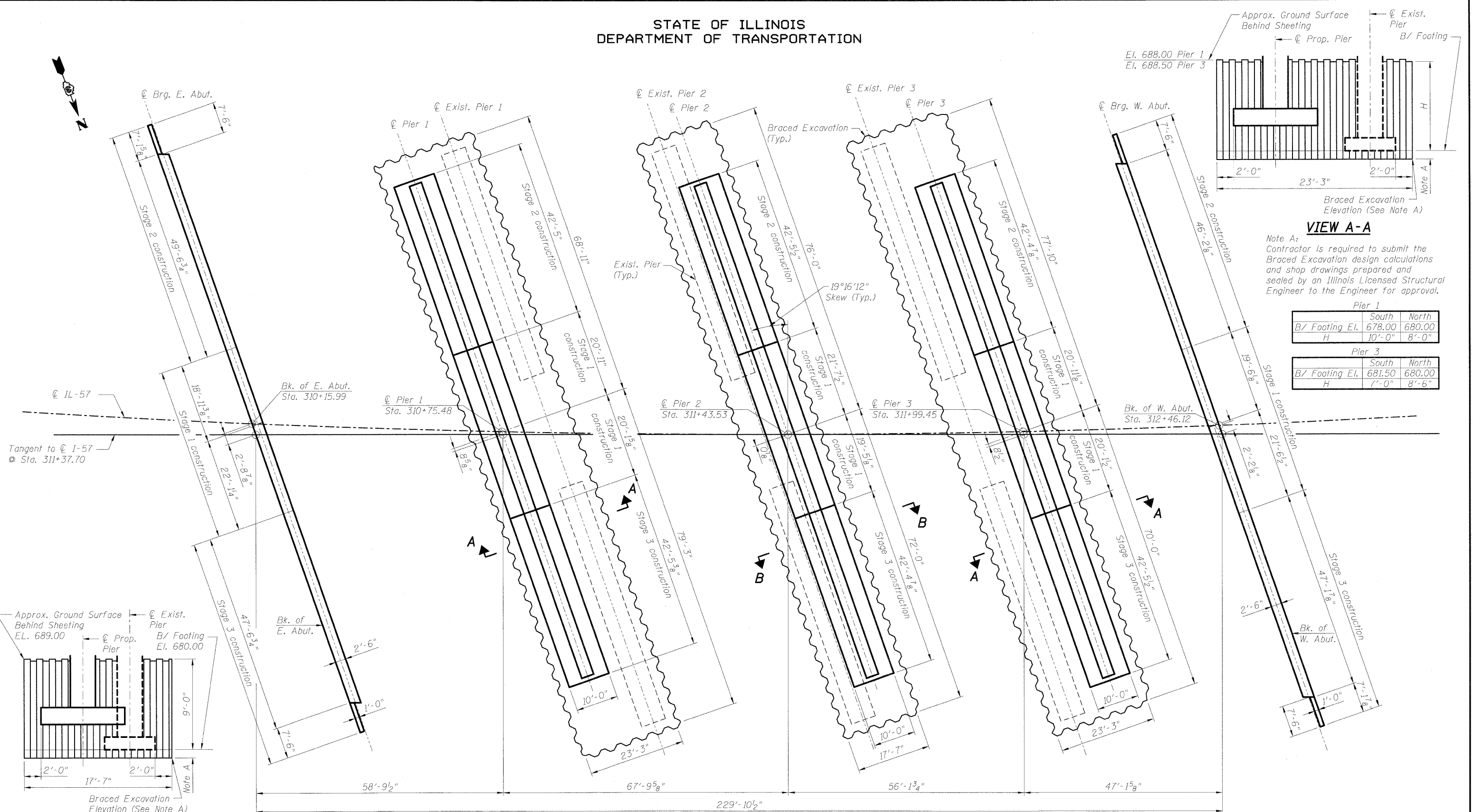
DESIGNED	PMH
CHECKED	BB
DRAWN	AMV
CHECKED	PMH

**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-3 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	274
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



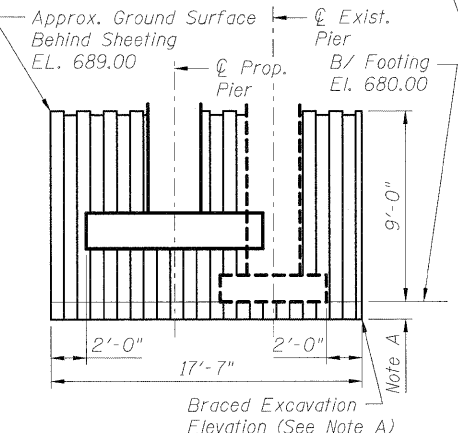
**VIEW A-A**

Note A:  
Contractor is required to submit the Braced Excavation design calculations and shop drawings prepared and sealed by an Illinois Licensed Structural Engineer to the Engineer for approval.

Pier 1		
	South	North
B/ Footing El.	678.00	680.00
H	10'-0"	8'-0"

Pier 3		
	South	North
B/ Footing El.	681.50	680.00
H	7'-0"	8'-6"



**VIEW B-B**

**FOOTING LAYOUT**

**FOOTING LAYOUT  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

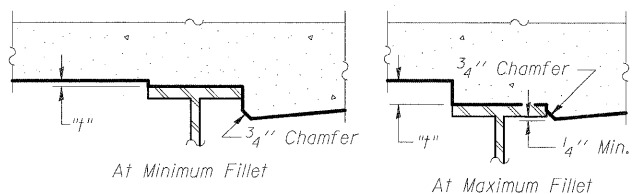
**NOTES:**  
Work this sheet with sheets SH-38 thru SH-41 & sheets SH-43 thru SH-48.  
Existing abutments not shown.

DESIGNED	PMH
CHECKED	BB
DRAWN	PMH
CHECKED	BB

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Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

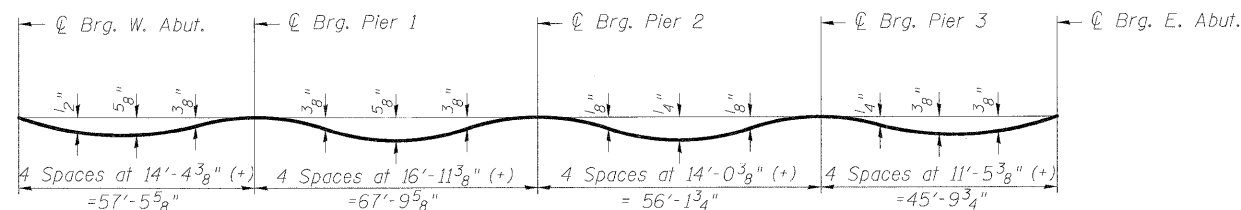
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	57	(46-2) HBR	KANKAKEE	558	275
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sht. SH-6 thru SH-11, minus slab thickness, equals the fillet heights "t" above top flange of beams.

**FILLET HEIGHTS**

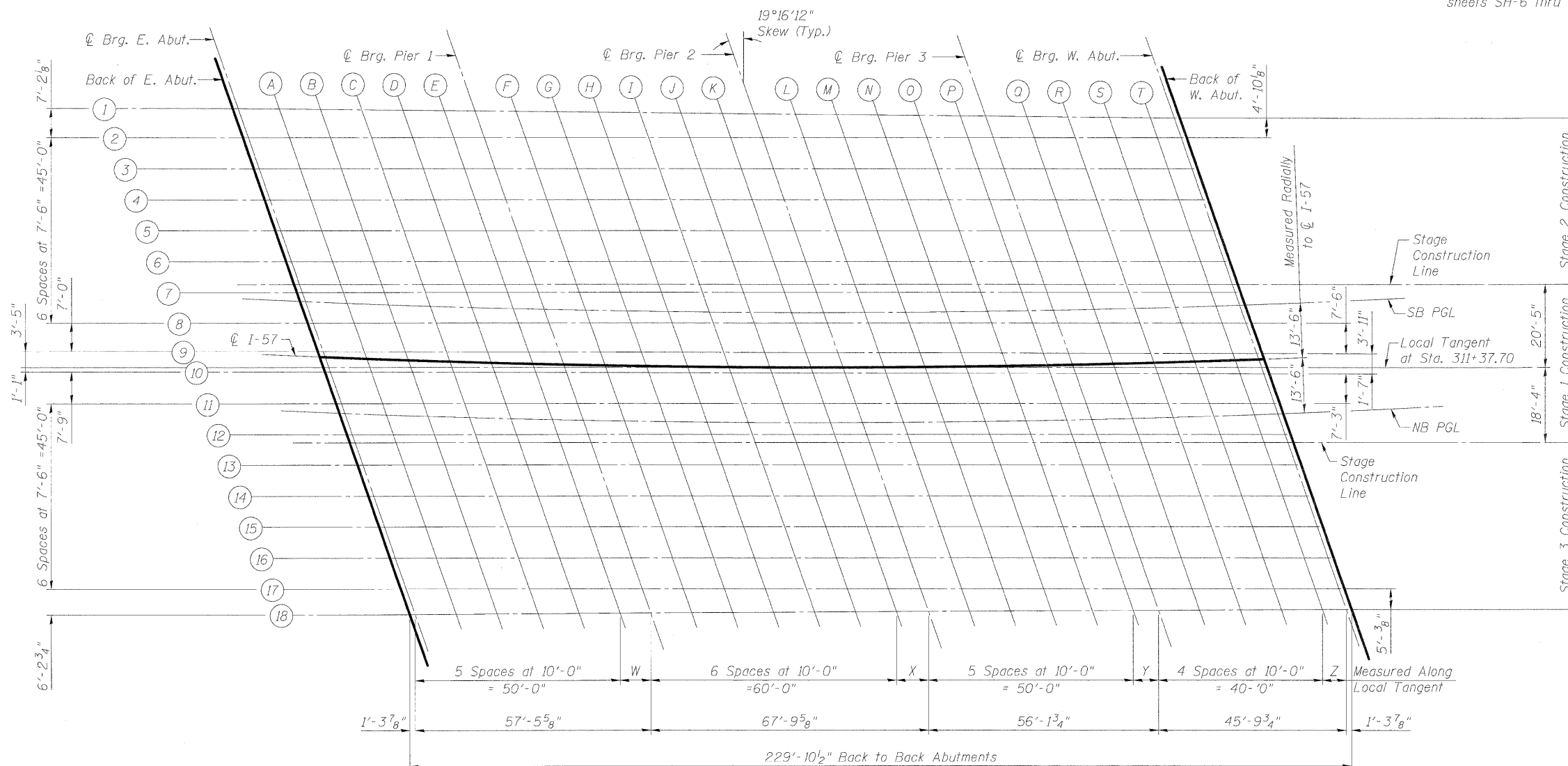


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below on sheets SH-6 thru SH-11.



**TABLE FOR  
TEMPLATE LINE**

Beam	W	X	Y	Z
1	7'-8 1/8"	8'-0 5/8"	6'-4 1/4"	5'-11 3/4"
2 THRU 8, 11 THRU 17	7'-5 5/8"	7'-9 5/8"	6'-1 3/4"	5'-9 3/4"
9 & 10	7'-6 1/8"	7'-10 1/2"	6'-2 1/4"	5'-10 1/8"
18	7'-4 3/8"	7'-8 1/8"	6'-0 1/2"	5'-8 3/4"

**TOP OF SLAB ELEVATIONS 1 OF 7  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-5 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	276
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	309+91.78	-59.48	704.03	704.03
⊕ Brg. E. Abut.	309+93.134	-59.53	704.06	704.06
A	310+03.34	-59.91	704.23	704.26
B	310+13.55	-60.26	704.40	704.45
C	310+23.76	-60.57	704.56	704.62
D	310+33.97	-60.85	704.73	704.76
E	310+44.19	-61.09	704.89	704.90
⊕ Brg. Pier 1	310+52.023	-61.25	705.02	705.02
F	310+62.25	-61.43	705.18	705.19
G	310+72.47	-61.57	705.34	705.37
H	310+82.68	-61.68	705.50	705.55
I	310+92.90	-61.75	705.66	705.70
J	311+03.12	-61.79	705.81	705.84
K	311+13.35	-61.79	705.96	705.98
⊕ Brg. Pier 2	311+21.57	-61.76	706.09	706.09
L	311+31.79	-61.70	706.24	706.24
M	311+42.00	-61.60	706.38	706.40
N	311+52.22	-61.46	706.53	706.56
O	311+62.44	-61.29	706.68	706.69
P	311+72.66	-61.09	706.82	706.83
⊕ Brg. Pier 3	311+79.14	-60.94	706.91	706.91
Q	311+89.36	-60.67	707.05	707.07
R	311+99.57	-60.37	707.19	707.22
S	312+09.78	-60.03	707.33	707.36
T	312+19.98	-59.66	707.47	707.48
⊕ Brg. W. Abut.	312+26.08	-59.42	707.55	707.55
Back of W. Abut.	312+27.44	-59.37	707.56	707.56

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	309+94.71	-52.42	704.47	704.47
⊕ Brg. E. Abut.	309+96.06	-52.48	704.50	704.50
A	310+06.23	-52.96	704.66	704.69
B	310+16.41	-53.40	704.82	704.88
C	310+26.60	-53.80	704.98	705.04
D	310+36.78	-54.17	705.14	705.18
E	310+46.97	-54.51	705.30	705.31
⊕ Brg. Pier 1	310+54.58	-54.74	705.42	705.42
F	310+64.77	-55.01	705.57	705.58
G	310+74.96	-55.24	705.73	705.76
H	310+85.16	-55.45	705.88	705.93
I	310+95.35	-55.61	706.03	706.08
J	311+05.55	-55.74	706.18	706.21
K	311+15.75	-55.84	706.32	706.34
⊕ Brg. Pier 2	311+23.71	-55.88	706.44	706.44
L	311+33.91	-55.92	706.58	706.59
M	311+44.10	-55.91	706.72	706.74
N	311+54.30	-55.87	706.86	706.89
O	311+64.49	-55.79	707.00	707.02
P	311+74.69	-55.68	707.14	707.15
⊕ Brg. Pier 3	311+80.96	-55.60	707.22	707.22
Q	311+91.15	-55.43	707.36	707.37
R	312+01.35	-55.22	707.49	707.52
S	312+11.54	-54.98	707.62	707.66
T	312+21.73	-54.71	707.75	707.77
⊕ Brg. W. Abut.	312+27.66	-54.53	707.83	707.83
Back of W. Abut.	312+29.00	-54.49	707.85	707.85

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	309+97.75	-45.05	704.93	704.93
⊕ Brg. E. Abut.	309+99.10	-45.12	704.95	704.95
A	310+09.25	-45.58	705.12	705.15
B	310+19.40	-46.01	705.28	705.33
C	310+29.56	-46.41	705.44	705.49
D	310+39.71	-46.77	705.60	705.63
E	310+49.87	-47.09	705.75	705.76
⊕ Brg. Pier 1	310+57.46	-47.31	705.87	705.87
F	310+67.63	-47.58	706.02	706.03
G	310+77.80	-47.80	706.18	706.21
H	310+87.96	-47.99	706.33	706.37
I	310+98.13	-48.15	706.48	706.52
J	311+08.30	-48.27	706.62	706.66
K	311+18.47	-48.35	706.77	706.78
⊕ Brg. Pier 2	311+26.41	-48.40	706.88	706.88
L	311+36.58	-48.42	707.03	707.03
M	311+46.75	-48.40	707.17	707.19
N	311+56.92	-48.35	707.31	707.33
O	311+67.09	-48.27	707.45	707.46
P	311+77.26	-48.15	707.58	707.59
⊕ Brg. Pier 3	311+83.51	-48.06	707.67	707.67
Q	311+93.68	-47.88	707.80	707.81
R	312+03.85	-47.67	707.93	707.96
S	312+14.01	-47.42	708.06	708.10
T	312+24.18	-47.13	708.19	708.21
⊕ Brg. W. Abut.	312+30.08	-46.95	708.27	708.27
Back of W. Abut.	312+31.43	-46.91	708.29	708.29

**BEAM 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+00.78	-37.69	705.39	705.39
⊕ Brg. E. Abut.	310+02.12	-37.75	705.41	705.41
A	310+12.24	-38.21	705.57	705.61
B	310+22.37	-38.63	705.73	705.79
C	310+32.50	-39.01	705.89	705.95
D	310+42.63	-39.36	706.05	706.08
E	310+52.77	-39.68	706.21	706.21
⊕ Brg. Pier 1	310+60.33	-39.89	706.32	706.32
F	310+70.47	-40.14	706.47	706.49
G	310+80.61	-40.36	706.63	706.66
H	310+90.75	-40.54	706.78	706.82
I	311+00.90	-40.69	706.92	706.97
J	311+11.04	-40.80	707.07	707.11
K	311+21.19	-40.87	707.22	707.23
⊕ Brg. Pier 2	311+29.10	-40.91	707.33	707.33
L	311+39.24	-40.92	707.47	707.48
M	311+49.38	-40.89	707.61	707.63
N	311+59.53	-40.84	707.75	707.78
O	311+69.67	-40.74	707.89	707.91
P	311+79.82	-40.61	708.03	708.03
⊕ Brg. Pier 3	311+86.05	-40.52	708.11	708.11
Q	311+96.19	-40.33	708.24	708.26
R	312+06.33	-40.11	708.37	708.40
S	312+16.47	-39.85	708.50	708.54
T	312+26.60	-39.56	708.63	708.65
⊕ Brg. W. Abut.	312+32.49	-39.37	708.71	708.71
Back of W. Abut.	312+33.83	-39.33	708.72	708.72

**TOP OF SLAB ELEVATIONS 2 OF 7  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-6 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	277
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BEAM 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+03.78	-30.32	705.85	705.85
⊙ Brg. E. Abut.	310+05.12	-30.38	705.87	705.87
A	310+15.22	-30.83	706.03	706.06
B	310+25.32	-31.24	706.19	706.24
C	310+35.43	-31.61	706.35	706.40
D	310+45.53	-31.95	706.50	706.54
E	310+55.64	-32.26	706.66	706.67
⊙ Brg. Pier 1	310+63.19	-32.46	706.77	706.77
F	310+73.30	-32.70	706.92	706.94
G	310+83.42	-32.91	707.08	707.11
H	310+93.53	-33.08	707.22	707.27
I	311+03.65	-33.22	707.37	707.42
J	311+13.76	-33.32	707.52	707.55
K	311+23.88	-33.39	707.66	707.68
⊙ Brg. Pier 2	311+31.78	-33.41	707.77	707.77
L	311+41.89	-33.42	707.92	707.92
M	311+52.01	-33.38	708.06	708.08
N	311+62.12	-33.31	708.20	708.22
O	311+72.24	-33.21	708.33	708.35
P	311+82.36	-33.07	708.47	708.47
⊙ Brg. Pier 3	311+88.57	-32.97	708.55	708.55
Q	311+98.69	-32.78	708.68	708.70
R	312+08.80	-32.55	708.81	708.84
S	312+18.91	-32.28	708.94	708.97
T	312+29.02	-31.98	709.07	709.09
⊙ Brg. W. Abut.	312+34.89	-31.79	709.14	709.14
Back of W. Abut.	312+36.23	-31.74	709.16	709.16

**BEAM 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+06.78	-22.95	706.30	706.30
⊙ Brg. E. Abut.	310+08.11	-23.01	706.32	706.32
A	310+18.19	-23.45	706.48	706.52
B	310+28.26	-23.85	706.64	706.70
C	310+38.34	-24.21	706.80	706.85
D	310+48.42	-24.54	706.96	706.99
E	310+58.50	-24.83	707.11	707.12
⊙ Brg. Pier 1	310+66.03	-25.03	707.22	707.22
F	310+76.12	-25.26	707.37	707.39
G	310+86.20	-25.46	707.52	707.56
H	310+96.29	-25.62	707.67	707.72
I	311+06.38	-25.75	707.82	707.87
J	311+16.47	-25.84	707.97	708.00
K	311+26.56	-25.90	708.11	708.12
⊙ Brg. Pier 2	311+34.44	-25.92	708.22	708.22
L	311+44.52	-25.91	708.36	708.37
M	311+54.61	-25.87	708.50	708.52
N	311+64.70	-25.79	708.64	708.66
O	311+74.79	-25.68	708.77	708.79
P	311+84.88	-25.53	708.91	708.91
⊙ Brg. Pier 3	311+91.08	-25.42	708.99	708.99
Q	312+01.17	-25.22	709.12	709.14
R	312+11.26	-24.98	709.25	709.28
S	312+21.34	-24.71	709.38	709.41
T	312+31.42	-24.40	709.51	709.52
⊙ Brg. W. Abut.	312+37.28	-24.20	709.58	709.58
Back of W. Abut.	312+38.61	-24.16	709.60	709.60

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+08.96	-17.54	706.64	706.64
⊙ Brg. E. Abut.	310+10.30	-17.60	706.66	706.66
A	310+20.35	-18.03	706.82	706.85
B	310+30.41	-18.42	706.98	707.03
C	310+40.46	-18.78	707.13	707.19
D	310+50.53	-19.10	707.29	707.32
E	310+60.59	-19.39	707.44	707.45
⊙ Brg. Pier 1	310+68.11	-19.58	707.55	707.55
F	310+78.17	-19.80	707.70	707.72
G	310+88.24	-19.99	707.85	707.89
H	310+98.31	-20.15	708.00	708.05
I	311+08.38	-20.27	708.15	708.20
J	311+18.45	-20.35	708.29	708.33
K	311+28.52	-20.40	708.44	708.45
⊙ Brg. Pier 2	311+36.38	-20.42	708.55	708.55
L	311+46.45	-20.40	708.69	708.69
M	311+56.52	-20.36	708.83	708.84
N	311+66.59	-20.27	708.96	708.99
O	311+76.66	-20.15	709.10	709.12
P	311+86.73	-20.00	709.23	709.24
⊙ Brg. Pier 3	311+92.92	-19.89	709.31	709.31
Q	312+02.98	-19.68	709.45	709.46
R	312+13.05	-19.43	709.58	709.61
S	312+23.11	-19.15	709.70	709.74
T	312+33.17	-18.84	709.83	709.85
⊙ Brg. W. Abut.	312+39.02	-18.64	709.90	709.90
Back of W. Abut.	312+40.35	-18.59	709.92	709.92

**BEAM 7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+09.76	-15.58	706.76	706.76
⊙ Brg. E. Abut.	310+11.09	-15.64	706.78	706.78
A	310+21.13	-16.06	706.94	706.97
B	310+31.18	-16.45	707.10	707.15
C	310+41.24	-16.80	707.25	707.31
D	310+51.29	-17.12	707.41	707.44
E	310+61.35	-17.41	707.56	707.57
⊙ Brg. Pier 1	310+68.86	-17.60	707.67	707.67
F	310+78.92	-17.82	707.82	707.84
G	310+88.98	-18.01	707.97	708.01
H	310+99.04	-18.16	708.12	708.17
I	311+09.10	-18.28	708.27	708.32
J	311+19.17	-18.36	708.41	708.45
K	311+29.23	-18.41	708.55	708.57
⊙ Brg. Pier 2	311+37.09	-18.42	708.67	708.67
L	311+47.14	-18.40	708.81	708.81
M	311+57.21	-18.35	708.94	708.96
N	311+67.27	-18.27	709.08	709.11
O	311+77.33	-18.15	709.22	709.23
P	311+87.40	-17.99	709.35	709.35
⊙ Brg. Pier 3	311+93.58	-17.88	709.43	709.43
Q	312+03.64	-17.66	709.56	709.58
R	312+13.70	-17.42	709.69	709.72
S	312+23.76	-17.13	709.82	709.85
T	312+33.81	-16.82	709.95	709.96
⊙ Brg. W. Abut.	312+39.65	-16.61	710.02	710.02
Back of W. Abut.	312+40.98	-16.57	710.04	710.04

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL



**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

**TOP OF SLAB ELEVATIONS 3 OF 7  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

SHEET NO. SH-7 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	278
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SB PGL**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+10.59	-13.50	706.89	706.89
⊕ Brg. E. Abut.	310+11.95	-13.50	706.91	706.91
A	310+21.99	-13.50	707.09	707.13
B	310+32.03	-13.50	707.27	707.33
C	310+42.07	-13.50	707.45	707.50
D	310+52.11	-13.50	707.62	707.65
E	310+62.15	-13.50	707.79	707.80
⊕ Brg. Pier 1	310+70.41	-13.50	707.92	707.92
F	310+80.45	-13.50	708.08	708.10
G	310+90.49	-13.50	708.24	708.28
H	311+00.53	-13.50	708.40	708.45
I	311+10.57	-13.50	708.55	708.60
J	311+20.61	-13.50	708.70	708.73
K	311+30.65	-13.50	708.84	708.85
⊕ Brg. Pier 2	311+38.81	-13.50	708.96	708.96
L	311+48.84	-13.50	709.10	709.10
M	311+58.87	-13.50	709.23	709.25
N	311+68.90	-13.50	709.36	709.39
O	311+78.93	-13.50	709.49	709.51
P	311+88.97	-13.50	709.61	709.62
⊕ Brg. Pier 3	311+95.02	-13.50	709.69	709.69
Q	312+05.05	-13.50	709.81	709.82
R	312+15.08	-13.50	709.92	709.95
S	312+25.12	-13.50	710.03	710.06
T	312+35.15	-13.50	710.14	710.16
⊕ Brg. W. Abut.	312+40.62	-13.50	710.20	710.20
Back of W. Abut.	312+41.94	-13.50	710.21	710.21

**BEAM 8**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of F. Abut.	310+12.72	-8.20	707.21	707.21
⊕ Brg. E. Abut.	310+14.05	-8.26	707.23	707.23
A	310+24.07	-8.67	707.39	707.43
B	310+34.09	-9.05	707.55	707.61
C	310+44.12	-9.39	707.71	707.76
D	310+54.15	-9.70	707.86	707.89
E	310+64.18	-9.98	708.01	708.02
⊕ Brg. Pier 1	310+71.67	-10.16	708.12	708.12
F	310+81.70	-10.37	708.27	708.29
G	310+91.74	-10.55	708.42	708.46
H	311+01.77	-10.69	708.57	708.62
I	311+11.81	-10.80	708.71	708.76
J	311+21.85	-10.87	708.86	708.89
K	311+31.89	-10.91	709.00	709.01
⊕ Brg. Pier 2	311+39.71	-10.92	709.11	709.11
L	311+49.75	-10.89	709.25	709.26
M	311+59.79	-10.83	709.39	709.41
N	311+69.83	-10.74	709.52	709.55
O	311+79.86	-10.61	709.66	709.68
P	311+89.90	-10.44	709.79	709.80
⊕ Brg. Pier 3	311+96.06	-10.33	709.87	709.87
Q	312+06.10	-10.10	710.00	710.02
R	312+16.13	-9.85	710.13	710.16
S	312+26.16	-9.56	710.26	710.29
T	312+36.19	-9.23	710.39	710.40
⊕ Brg. W. Abut.	312+42.01	-9.02	710.46	710.46
Back of W. Abut.	312+43.34	-8.98	710.47	710.47

**BEAM 9**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+15.47	-1.31	707.64	707.64
⊕ Brg. E. Abut.	310+16.80	-1.37	707.66	707.66
A	310+26.79	-1.75	707.82	707.85
B	310+36.80	-2.10	707.98	708.03
C	310+46.80	-2.41	708.13	708.19
D	310+56.80	-2.69	708.29	708.32
E	310+66.81	-2.93	708.44	708.45
⊕ Brg. Pier 1	310+74.33	-3.09	708.55	708.55
F	310+84.34	-3.27	708.70	708.71
G	310+94.35	-3.42	708.85	708.88
H	311+04.36	-3.53	709.00	709.05
I	311+14.37	-3.61	709.14	709.19
J	311+24.38	-3.65	709.29	709.32
K	311+34.40	-3.66	709.43	709.44
⊕ Brg. Pier 2	311+42.25	-3.64	709.54	709.54
L	311+52.27	-3.58	709.68	709.69
M	311+62.28	-3.49	709.82	709.84
N	311+72.29	-3.37	709.96	709.98
O	311+82.30	-3.21	710.09	710.11
P	311+92.31	-3.01	710.22	710.23
⊕ Brg. Pier 3	311+98.50	-2.88	710.31	710.31
Q	312+08.51	-2.62	710.44	710.45
R	312+18.51	-2.34	710.57	710.60
S	312+28.52	-2.02	710.70	710.73
T	312+38.52	-1.66	710.82	710.84
⊕ Brg. W. Abut.	312+44.36	-1.44	710.90	710.90
Back of W. Abut.	312+45.68	-1.38	710.91	710.91

**BEAM 10**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+17.43	3.61	706.47	706.47
⊕ Brg. E. Abut.	310+18.75	3.56	706.49	706.49
A	310+28.73	3.18	706.65	706.69
B	310+38.72	2.84	706.81	706.86
C	310+48.70	2.53	706.96	707.02
D	310+58.69	2.26	707.12	707.15
E	310+68.68	2.03	707.27	707.28
⊕ Brg. Pier 1	310+76.18	1.87	707.38	707.38
F	310+86.18	1.70	707.53	707.54
G	310+96.17	1.55	707.68	707.71
H	311+06.17	1.45	707.83	707.88
I	311+16.16	1.38	707.97	708.02
J	311+26.15	1.34	708.12	708.15
K	311+36.15	1.34	708.26	708.27
⊕ Brg. Pier 2	311+43.99	1.36	708.37	708.37
L	311+53.99	1.43	708.51	708.51
M	311+63.98	1.52	708.65	708.66
N	311+73.98	1.65	708.78	708.81
O	311+83.97	1.82	708.92	708.93
P	311+93.96	2.02	709.05	709.05
⊕ Brg. Pier 3	312+00.14	2.16	709.13	709.13
Q	312+10.13	2.42	709.26	709.28
R	312+20.12	2.71	709.39	709.42
S	312+30.10	3.04	709.52	709.55
T	312+40.08	3.40	709.65	709.66
⊕ Brg. W. Abut.	312+45.92	3.63	709.72	709.72
Back of W. Abut.	312+47.24	3.68	709.73	709.73

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL



**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
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(312) 946-8600

SHEET NO. SH-8 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	279
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

**TOP OF SLAB ELEVATIONS 4 OF 7  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BEAM 11**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+20.45	11.24	706.94	706.94
⊕ Brg. E. Abut.	310+21.77	11.19	706.96	706.96
A	310+31.72	10.80	707.12	707.15
B	310+41.68	10.45	707.27	707.33
C	310+51.64	10.13	707.43	707.48
D	310+61.60	9.85	707.58	707.61
E	310+71.56	9.60	707.73	707.74
⊕ Brg. Pier 1	310+79.00	9.44	707.84	707.84
F	310+88.97	9.25	707.99	708.00
G	310+98.94	9.10	708.13	708.17
H	311+08.90	8.98	708.28	708.33
I	311+18.87	8.89	708.42	708.47
J	311+28.84	8.85	708.56	708.60
K	311+38.80	8.83	708.70	708.72
⊕ Brg. Pier 2	311+46.58	8.85	708.81	708.81
L	311+56.55	8.89	708.95	708.95
M	311+66.52	8.98	709.08	709.10
N	311+76.49	9.10	709.22	709.24
O	311+86.45	9.25	709.35	709.37
P	311+96.42	9.44	709.48	709.49
⊕ Brg. Pier 3	312+02.54	9.57	709.56	709.56
Q	312+12.51	9.81	709.69	709.71
R	312+22.47	10.09	709.82	709.85
S	312+32.43	10.40	709.94	709.98
T	312+42.39	10.75	710.07	710.08
⊕ Brg. W. Abut.	312+48.17	10.97	710.14	710.14
Back of W. Abut.	312+49.49	11.02	710.16	710.16

**NB PGL**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+21.34	13.50	707.08	707.08
⊕ Brg. E. Abut.	310+22.68	13.50	707.11	707.11
A	310+32.62	13.50	707.28	707.32
B	310+42.57	13.50	707.46	707.51
C	310+52.52	13.50	707.63	707.68
D	310+62.46	13.50	707.79	707.83
E	310+72.41	13.50	707.95	707.97
⊕ Brg. Pier 1	310+80.51	13.50	708.09	708.09
F	310+90.46	13.50	708.24	708.25
G	311+00.40	13.50	708.40	708.43
H	311+10.35	13.50	708.55	708.59
I	311+20.30	13.50	708.69	708.74
J	311+30.24	13.50	708.84	708.87
K	311+40.18	13.50	708.98	708.99
⊕ Brg. Pier 2	311+48.18	13.50	709.09	709.09
L	311+58.12	13.50	709.22	709.23
M	311+68.06	13.50	709.35	709.37
N	311+78.00	13.50	709.48	709.50
O	311+87.93	13.50	709.60	709.62
P	311+97.87	13.50	709.72	709.73
⊕ Brg. Pier 3	312+03.81	13.50	709.79	709.79
Q	312+13.75	13.50	709.91	709.92
R	312+23.69	13.50	710.02	710.05
S	312+33.63	13.50	710.13	710.16
T	312+43.56	13.50	710.23	710.24
⊕ Brg. W. Abut.	312+48.94	13.50	710.29	710.29
Back of W. Abut.	312+50.24	13.50	710.30	710.30

**BEAM 12**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+23.36	18.63	707.40	707.40
⊕ Brg. E. Abut.	310+24.67	18.58	707.42	707.42
A	310+34.60	18.20	707.57	707.61
B	310+44.53	17.86	707.73	707.78
C	310+54.47	17.55	707.88	707.93
D	310+64.40	17.28	708.03	708.06
E	310+74.34	17.04	708.18	708.19
⊕ Brg. Pier 1	310+81.76	16.88	708.29	708.29
F	310+91.70	16.70	708.44	708.45
G	311+01.64	16.56	708.58	708.61
H	311+11.59	16.45	708.73	708.77
I	311+21.53	16.38	708.87	708.92
J	311+31.47	16.34	709.01	709.04
K	311+41.41	16.33	709.15	709.16
⊕ Brg. Pier 2	311+49.17	16.36	709.26	709.26
L	311+59.11	16.41	709.39	709.40
M	311+69.05	16.50	709.53	709.55
N	311+78.99	16.63	709.66	709.68
O	311+88.93	16.79	709.79	709.81
P	311+98.87	16.99	709.92	709.93
⊕ Brg. Pier 3	312+04.98	17.13	710.00	710.00
Q	312+14.92	17.38	710.13	710.14
R	312+24.85	17.67	710.26	710.29
S	312+34.79	17.99	710.38	710.41
T	312+44.72	18.34	710.51	710.52
⊕ Brg. W. Abut.	312+50.49	18.57	710.58	710.58
Back of W. Abut.	312+51.80	18.62	710.59	710.59

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+24.13	20.60	707.52	707.52
⊕ Brg. E. Abut.	310+25.44	20.55	707.54	707.54
A	310+35.37	20.17	707.69	707.73
B	310+45.29	19.83	707.85	707.90
C	310+55.22	19.53	708.00	708.05
D	310+65.15	19.26	708.15	708.18
E	310+75.08	19.02	708.30	708.31
⊕ Brg. Pier 1	310+82.50	18.87	708.41	708.41
F	310+92.43	18.69	708.56	708.57
G	311+02.36	18.55	708.70	708.73
H	311+12.30	18.45	708.84	708.89
I	311+22.24	18.37	708.99	709.03
J	311+32.17	18.34	709.13	709.16
K	311+42.10	18.34	709.27	709.28
⊕ Brg. Pier 2	311+49.85	18.36	709.37	709.37
L	311+59.79	18.42	709.51	709.52
M	311+69.72	18.51	709.64	709.66
N	311+79.66	18.64	709.78	709.80
O	311+89.59	18.81	709.91	709.93
P	311+99.52	19.00	710.04	710.04
⊕ Brg. Pier 3	312+05.63	19.14	710.12	710.12
Q	312+15.56	19.40	710.25	710.26
R	312+25.49	19.69	710.37	710.40
S	312+35.41	20.01	710.50	710.53
T	312+45.34	20.37	710.62	710.64
⊕ Brg. W. Abut.	312+51.10	20.59	710.69	710.69
Back of W. Abut.	312+52.41	20.65	710.71	710.71

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

**McDonough Associates Inc.**  
Engineers / Architects  
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(312) 946-8600

SHEET NO. SH-9 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	280
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

**TOP OF SLAB ELEVATIONS 5 OF 7  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BEAM 13**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+26.25	26.02	707.85	707.85
☉ Brg. E. Abut.	310+27.56	25.97	707.87	707.87
A	310+37.47	25.60	708.03	708.06
B	310+47.37	25.27	708.18	708.23
C	310+57.28	24.97	708.33	708.38
D	310+67.19	24.71	708.48	708.51
E	310+77.10	24.48	708.63	708.64
☉ Brg. Pier 1	310+84.51	24.33	708.74	708.74
F	310+94.42	24.16	708.88	708.90
G	311+04.34	24.03	709.03	709.06
H	311+14.25	23.93	709.17	709.22
I	311+24.17	23.86	709.31	709.36
J	311+34.09	23.83	709.45	709.49
K	311+44.00	23.84	709.59	709.60
☉ Brg. Pier 2	311+51.74	23.87	709.70	709.70
L	311+61.65	23.93	709.83	709.84
M	311+71.57	24.03	709.97	709.99
N	311+81.48	24.17	710.10	710.13
O	311+91.40	24.34	710.23	710.25
P	312+01.31	24.54	710.36	710.37
☉ Brg. Pier 3	312+07.41	24.69	710.44	710.44
Q	312+17.32	24.95	710.57	710.58
R	312+27.22	25.24	710.70	710.73
S	312+37.13	25.57	710.82	710.85
T	312+47.04	25.94	710.94	710.96
☉ Brg. W. Abut.	312+52.79	26.17	711.01	711.01
Back of W. Abut.	312+54.10	26.22	711.03	711.03

**BEAM 14**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+29.13	33.41	708.30	708.30
☉ Brg. E. Abut.	310+30.44	33.36	708.32	708.32
A	310+40.32	33.01	708.48	708.51
B	310+50.20	32.68	708.63	708.69
C	310+60.08	32.40	708.78	708.83
D	310+69.97	32.14	708.93	708.96
E	310+79.85	31.92	709.08	709.09
☉ Brg. Pier 1	310+87.24	31.78	709.19	709.19
F	310+97.13	31.62	709.33	709.34
G	311+07.02	31.50	709.48	709.51
H	311+16.91	31.41	709.62	709.67
I	311+26.80	31.35	709.76	709.81
J	311+36.69	31.33	709.90	709.93
K	311+46.58	31.35	710.04	710.05
☉ Brg. Pier 2	311+54.29	31.38	710.14	710.14
L	311+64.18	31.46	710.28	710.28
M	311+74.08	31.57	710.41	710.43
N	311+83.97	31.71	710.54	710.57
O	311+93.85	31.89	710.67	710.69
P	312+03.74	32.10	710.80	710.81
☉ Brg. Pier 3	312+09.82	32.25	710.88	710.88
Q	312+19.70	32.52	711.01	711.02
R	312+29.58	32.82	711.13	711.16
S	312+39.46	33.16	711.26	711.29
T	312+49.34	33.53	711.38	711.39
☉ Brg. W. Abut.	312+55.08	33.76	711.45	711.45
Back of W. Abut.	312+56.39	33.82	711.47	711.47

**BEAM 15**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+31.99	40.81	708.76	708.76
☉ Brg. E. Abut.	310+33.30	40.76	708.78	708.78
A	310+43.15	40.41	708.93	708.96
B	310+53.01	40.10	709.08	709.14
C	310+62.87	39.82	709.23	709.29
D	310+72.73	39.58	709.38	709.41
E	310+82.59	39.37	709.53	709.53
☉ Brg. Pier 1	310+89.95	39.24	709.63	709.63
F	310+99.82	39.09	709.78	709.79
G	311+09.68	38.97	709.92	709.95
H	311+19.55	38.89	710.06	710.11
I	311+29.42	38.84	710.20	710.25
J	311+39.27	38.83	710.34	710.38
K	311+49.14	38.86	710.48	710.49
☉ Brg. Pier 2	311+56.84	38.90	710.58	710.58
L	311+66.70	38.98	710.72	710.73
M	311+76.57	39.10	710.85	710.87
N	311+86.43	39.25	710.98	711.01
O	311+96.29	39.44	711.11	711.13
P	312+06.16	39.66	711.24	711.25
☉ Brg. Pier 3	312+12.22	39.81	711.32	711.32
Q	312+22.07	40.09	711.45	711.46
R	312+31.93	40.40	711.57	711.60
S	312+41.79	40.75	711.69	711.73
T	312+51.64	41.13	711.82	711.83
☉ Brg. W. Abut.	312+57.36	41.37	711.89	711.89
Back of W. Abut.	312+58.66	41.42	711.90	711.90

**BEAM 16**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+34.84	48.21	709.21	709.21
☉ Brg. E. Abut.	310+36.14	48.16	709.23	709.23
A	310+45.97	47.82	709.38	709.42
B	310+55.80	47.52	709.53	709.59
C	310+65.64	47.25	709.68	709.73
D	310+75.47	47.02	709.83	709.86
E	310+85.31	46.82	709.97	709.98
☉ Brg. Pier 1	310+92.66	46.69	710.08	710.08
F	311+02.50	46.55	710.23	710.24
G	311+12.34	46.45	710.37	710.40
H	311+22.18	46.37	710.51	710.56
I	311+32.02	46.34	710.65	710.70
J	311+41.85	46.34	710.79	710.82
K	311+51.69	46.37	710.92	710.93
☉ Brg. Pier 2	311+59.37	46.42	711.03	711.03
L	311+69.21	46.51	711.16	711.17
M	311+79.05	46.64	711.29	711.31
N	311+88.89	46.80	711.42	711.45
O	311+98.72	46.99	711.55	711.57
P	312+08.56	47.22	711.68	711.69
☉ Brg. Pier 3	312+14.60	47.38	711.76	711.76
Q	312+24.44	47.67	711.88	711.90
R	312+34.27	47.99	712.01	712.04
S	312+44.09	48.34	712.13	712.16
T	312+53.92	48.73	712.25	712.27
☉ Brg. W. Abut.	312+59.63	48.97	712.32	712.32
Back of W. Abut.	312+60.93	49.03	712.34	712.34

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

 **McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
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SHEET NO. SH-10 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	281
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

**TOP OF SLAB ELEVATIONS 6 OF 7  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BEAM 17**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+37.67	55.61	709.66	709.66
⊙ Brg. E. Abut.	310+38.97	55.57	709.68	709.68
A	310+48.78	55.24	709.83	709.87
B	310+58.59	54.95	709.98	710.04
C	310+68.40	54.69	710.13	710.18
D	310+78.21	54.46	710.28	710.31
E	310+88.02	54.27	710.42	710.43
⊙ Brg. Pier 1	310+95.35	54.15	710.53	710.53
F	311+05.16	54.02	710.67	710.68
G	311+14.97	53.92	710.81	710.85
H	311+24.79	53.86	710.95	711.00
I	311+34.60	53.83	711.09	711.14
J	311+44.41	53.84	711.23	711.26
K	311+54.23	53.88	711.36	711.38
⊙ Brg. Pier 2	311+61.89	53.94	711.47	711.47
L	311+71.70	54.04	711.60	711.61
M	311+81.51	54.17	711.73	711.75
N	311+91.33	54.34	711.86	711.89
O	312+01.14	54.55	711.99	712.01
P	312+10.95	54.79	712.12	712.12
⊙ Brg. Pier 3	312+16.98	54.95	712.20	712.20
Q	312+26.78	55.24	712.32	712.34
R	312+36.59	55.57	712.45	712.48
S	312+46.39	55.93	712.57	712.60
T	312+56.19	56.33	712.69	712.70
⊙ Brg. W. Abut.	312+61.89	56.58	712.76	712.76
Back of W. Abut.	312+63.18	56.63	712.77	712.77

**BEAM 18**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of E. Abut.	310+40.02	61.77	710.04	710.04
⊙ Brg. E. Abut.	310+41.31	61.71	710.06	710.06
A	310+51.10	61.34	710.20	710.24
B	310+60.88	61.00	710.35	710.41
C	310+70.67	60.70	710.49	710.55
D	310+80.46	60.43	710.64	710.67
E	310+90.25	60.20	710.78	710.79
⊙ Brg. Pier 1	310+97.46	60.04	710.88	710.88
F	311+07.25	59.87	711.02	711.03
G	311+17.05	59.73	711.16	711.19
H	311+26.84	59.62	711.30	711.34
I	311+36.64	59.55	711.43	711.48
J	311+46.43	59.51	711.57	711.60
K	311+56.23	59.50	711.70	711.71
⊙ Brg. Pier 2	311+63.75	59.52	711.80	711.80
L	311+73.54	59.58	711.93	711.93
M	311+83.34	59.66	712.06	712.08
N	311+93.13	59.79	712.18	712.21
O	312+02.93	59.95	712.31	712.33
P	312+12.72	60.14	712.43	712.44
⊙ Brg. Pier 3	312+18.64	60.27	712.51	712.51
Q	312+28.43	60.52	712.63	712.64
R	312+38.22	60.80	712.75	712.78
S	312+48.00	61.11	712.87	712.90
T	312+57.79	61.46	712.98	713.00
⊙ Brg. W. Abut.	312+63.39	61.68	713.05	713.05
Back of W. Abut.	312+64.68	61.73	713.07	713.07

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL



**McDonough Associates Inc.**  
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SHEET NO. SH-II	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	282
SHEETS SH-56					
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

**TOP OF SLAB ELEVATIONS 7 OF 7**  
**STRUCTURE NO. 046-0144 (S.B.)**  
**& STRUCTURE NO. 046-0145 (N.B.)**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+59.98	-61.92	703.28
A	309+70.20	-61.92	703.48
B	309+80.41	-61.92	703.68
Back E. Abut.	309+90.76	-61.92	703.88

**SOUTH EDGE OF LANE 1**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+75.43	-25.50	705.57
A	309+85.51	-25.50	705.76
B	309+95.60	-25.50	705.95
Back E. Abut.	310+05.75	-25.50	706.14

**SOUTH EDGE OF LANE 3**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+65.30	-49.50	704.06
A	309+75.47	-49.50	704.26
B	309+85.64	-49.50	704.46
Back E. Abut.	309+95.92	-49.50	704.65

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+79.36	-16.07	706.16
A	309+89.40	-16.60	706.32
B	309+99.45	-17.10	706.48
Back E. Abut.	310+08.96	-17.54	706.64

**SOUTH EDGE OF LANE 2**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+70.39	-37.50	704.81
A	309+80.52	-37.50	705.01
B	309+90.64	-37.50	705.21
Back E. Abut.	310+00.85	-37.50	705.40

**SB PGL & NORTH EDGE OF LANE 1**

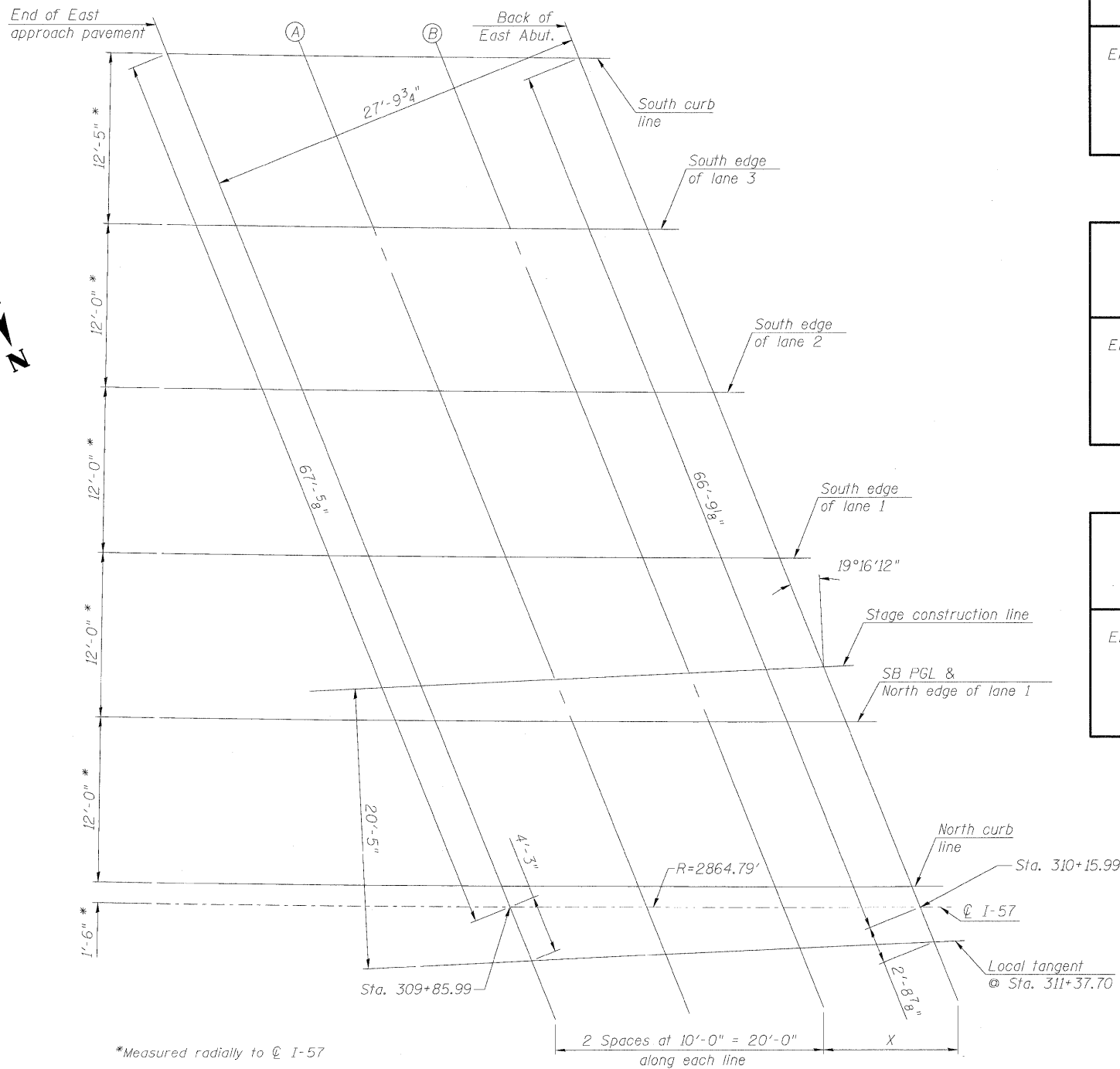
Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+80.43	-13.50	706.32
A	309+90.47	-13.50	706.51
B	310+00.51	-13.50	706.70
Back E. Abut.	310+10.59	-13.50	706.89

**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+85.38	-1.50	707.07
A	309+95.38	-1.50	707.26
B	310+05.37	-1.50	707.44
Back E. Abut.	310+15.40	-1.50	707.63

**TABLE FOR  
TEMPLATE LINE**

Line	X
South curb line	10'-1 <sup>3</sup> / <sub>8</sub> "
South edge of lane 3	10'-1"
South edge of lane 2	10'-0 <sup>3</sup> / <sub>4</sub> "
South edge of lane 1	10'-0 <sup>1</sup> / <sub>2</sub> "
Stage construction line	9'-5 <sup>5</sup> / <sub>8</sub> "
SB PGL & North edge of lane 1	10'-0 <sup>1</sup> / <sub>4</sub> "
North curb line	10'-0"



\*Measured radially to  $\odot$  I-57

**PLAN**  
(East Approach SB)

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

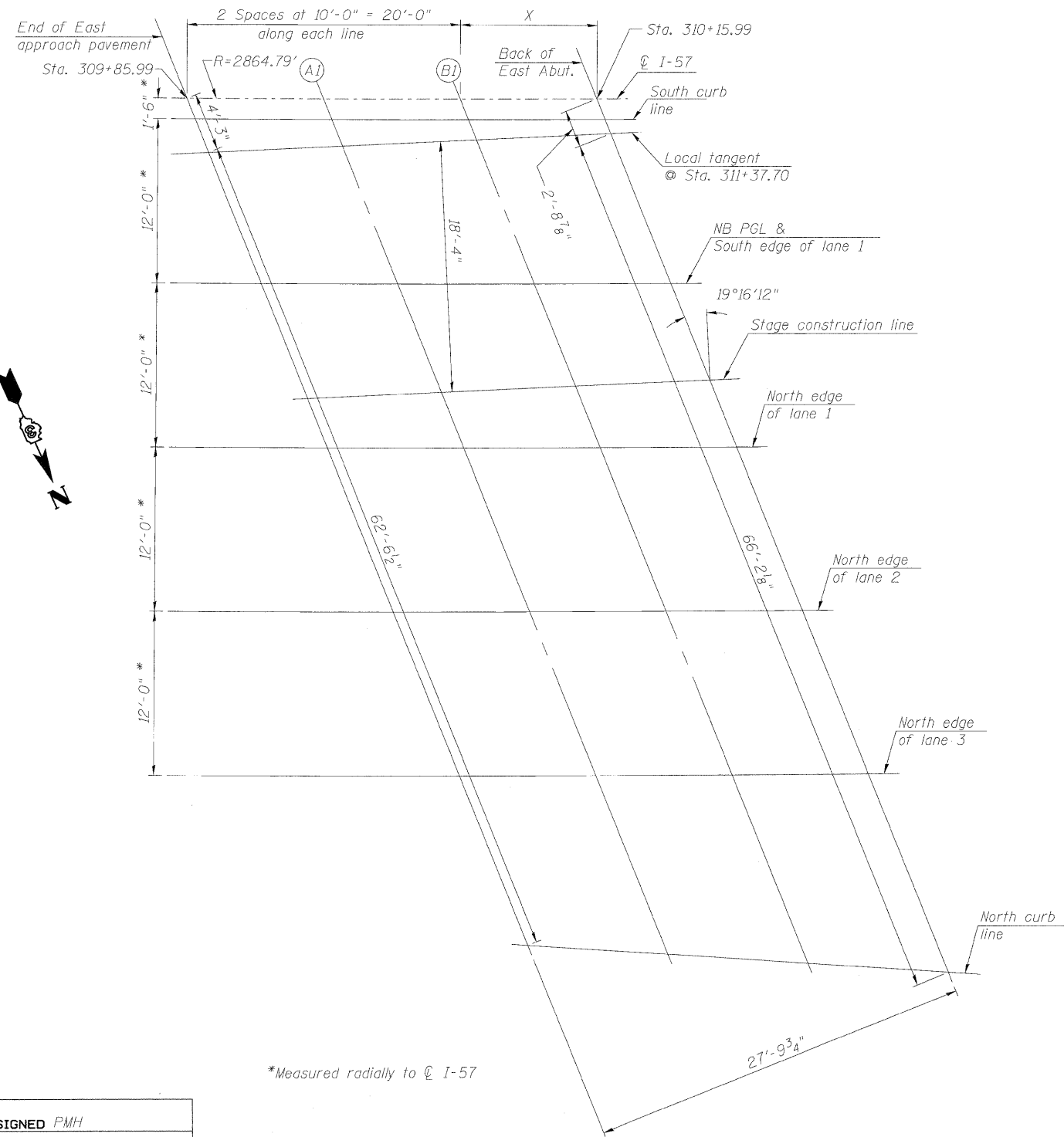


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Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SH-12	57	(46-2) HBR	KANKAKEE	558	283
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

**TOP OF EAST APPROACH  
SLAB ELEVATIONS (SB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



\*Measured radially to  $\odot$  I-57

**PLAN**  
(East Approach NB)

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+86.61	1.50	705.78
A1	309+96.60	1.50	705.97
B1	310+06.59	1.50	706.16
Back E. Abut.	310+16.59	1.50	706.34

**NORTH EDGE OF LANE 1**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+96.35	25.50	707.27
A1	310+06.26	25.50	707.46
B1	310+16.16	25.50	707.64
Back E. Abut.	310+26.05	25.50	707.82

**NB PGL & SOUTH EDGE OF LANE 1**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+91.50	13.50	706.53
A1	310+01.45	13.50	706.72
B1	310+11.39	13.50	706.90
Back E. Abut.	310+21.34	13.50	707.08

**NORTH EDGE OF LANE 2**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	310+01.16	37.50	708.02
A1	310+11.02	37.50	708.20
B1	310+20.89	37.50	708.38
Back E. Abut.	310+30.71	37.50	708.55

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	309+94.91	21.92	707.05
A1	310+04.82	21.44	707.21
B1	310+14.74	20.99	707.37
Back E. Abut.	310+24.13	20.60	707.52

**NORTH EDGE OF LANE 3**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	310+05.93	49.50	708.76
A1	310+15.75	49.50	708.94
B1	310+25.57	49.50	709.12
Back F. Abut.	310+35.33	49.50	709.29

**TABLE FOR  
TEMPLATE LINE**

Line	X
South curb line	10'-0"
NB PGL & South edge of lane 1	9'-11 <sup>3</sup> / <sub>4</sub> "
Stage construction line	9'-5 <sup>5</sup> / <sub>8</sub> "
North edge of lane 1	9'-11 <sup>1</sup> / <sub>2</sub> "
North edge of lane 2	9'-11 <sup>1</sup> / <sub>4</sub> "
North edge of lane 3	9'-0"
North curb line	10'-10 <sup>1</sup> / <sub>4</sub> "

**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End E. App. Pavt	310+10.81	61.91	709.52
A1	310+20.57	62.60	709.74
B1	310+30.33	63.32	709.95
Back E. Abut.	310+40.92	64.15	710.18

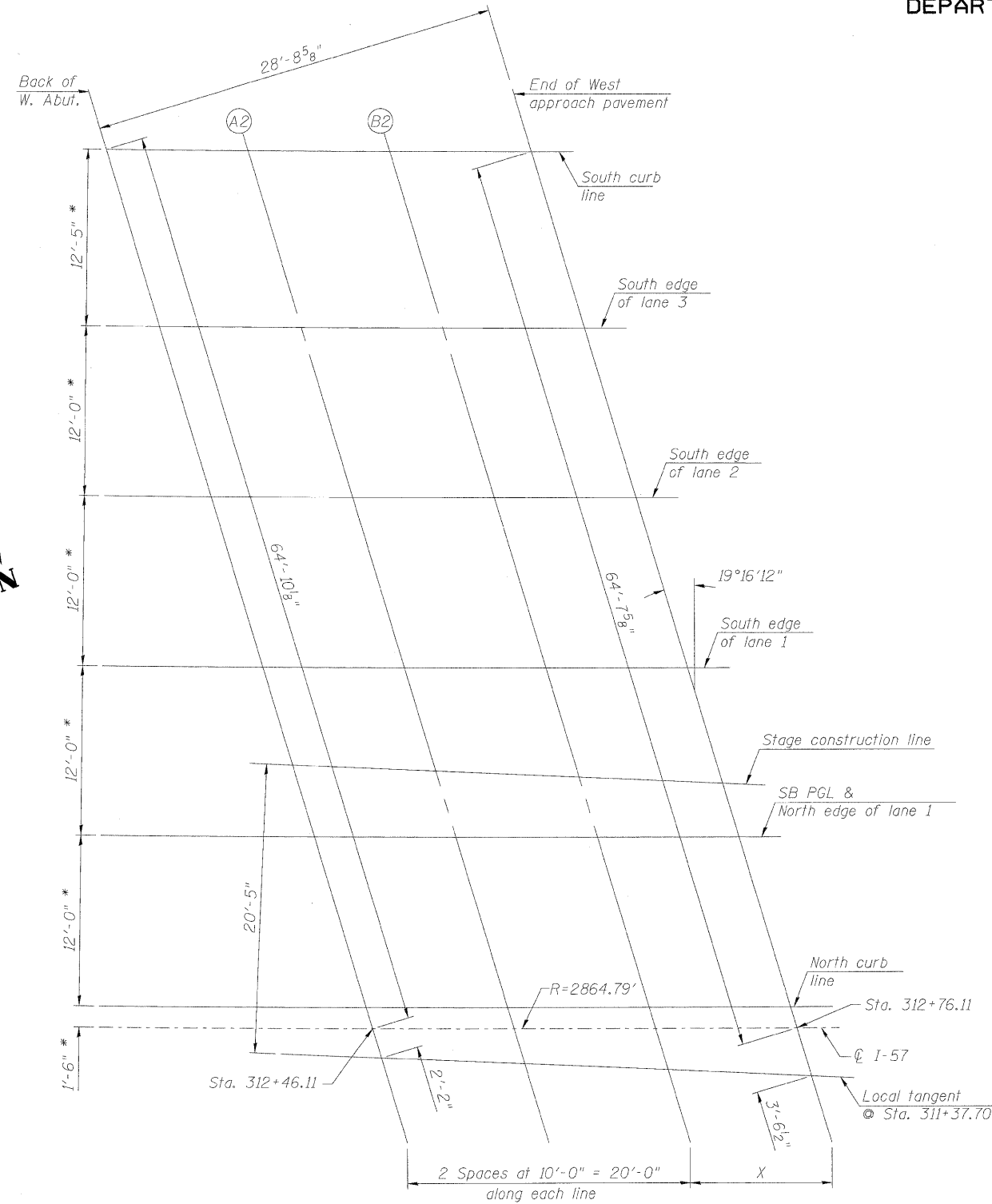
**TOP OF EAST APPROACH  
SLAB ELEVATIONS (NB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**



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SHEET NO. SH-13 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	284
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



\*Measured radially to  $\text{C I-57}$

**PLAN**  
(West Approach SB)

DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+26.62	-61.92	707.42
A2	312+36.82	-61.92	707.53
B2	312+47.03	-61.92	707.63
End W. App. Pavt	312+57.34	-61.92	707.74

**SOUTH EDGE OF LANE 3**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+30.60	-49.50	708.14
A2	312+40.76	-49.50	708.24
B2	312+50.92	-49.50	708.35
End W. App. Pavt	312+61.18	-49.50	708.45

**SOUTH EDGE OF LANE 2**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+34.41	-37.50	708.83
A2	312+44.53	-37.50	708.94
B2	312+54.65	-37.50	709.04
End W. App. Pavt	312+64.85	-37.50	709.14

**TABLE FOR  
TEMPLATE LINE**

Line	X
South curb line	10'-0 3/4"
South edge of lane 3	10'-0 5/8"
South edge of lane 2	10'-0 1/2"
South edge of lane 1	10'-0 1/4"
Stage construction line	10'-5 1/8"
SB PGL & North edge of lane 1	10'-0 1/8"
North curb line	10'-0"

**SOUTH EDGE OF LANE 1**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+38.19	-25.50	709.52
A2	312+48.26	-25.50	709.63
B2	312+58.34	-25.50	709.73
End W. App. Pavt	312+68.48	-25.50	709.83

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+40.35	-18.59	709.92
A2	312+50.41	-18.21	710.04
B2	312+60.46	-17.80	710.17
End W. App. Pavt	312+70.94	-17.34	710.29

**SB PGL & NORTH EDGE OF LANE 1**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+41.94	-13.50	710.21
A2	312+51.97	-13.50	710.32
B2	312+62.00	-13.50	710.42
End W. App. Pavt	312+72.09	-13.50	710.51

**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+45.65	-1.50	710.91
A2	312+55.64	-1.50	711.01
B2	312+65.63	-1.50	711.10
End W. App. Pavt	312+75.66	-1.50	711.20

**TOP OF WEST APPROACH  
SLAB ELEVATIONS (SB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

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Engineers / Architects  
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Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-14 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	285
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+46.57	1.50	709.61
A3	312+56.55	1.50	709.71
B3	312+66.53	1.50	709.81
End W. App. Pavt	312+76.55	1.50	709.90

**NORTH EDGE OF LANE 1**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+53.88	25.50	710.99
A3	312+63.78	25.50	711.09
B3	312+73.68	25.50	711.18
End W. App. Pavt	312+83.59	25.50	711.27

**NB PGL & SOUTH EDGE OF LANE 1**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+50.24	13.50	710.30
A3	312+60.18	13.50	710.40
B3	312+70.12	13.50	710.49
End W. App. Pavt	312+80.09	13.50	710.59

**NORTH EDGE OF LANE 2**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+57.49	37.50	711.68
A3	312+67.35	37.50	711.77
B3	312+77.20	37.50	711.87
End W. App. Pavt	312+87.07	37.50	711.95

**STAGE CONSTRUCTION LINE**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+52.41	20.65	710.71
A3	312+62.33	21.06	710.83
B3	312+72.25	21.52	710.95
End W. App. Pavt	312+82.58	22.02	711.07

**NORTH EDGE OF LANE 3**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+61.07	49.50	712.37
A3	312+70.88	49.50	712.46
B3	312+80.70	49.50	712.55
End W. App. Pavt	312+90.51	49.50	712.64

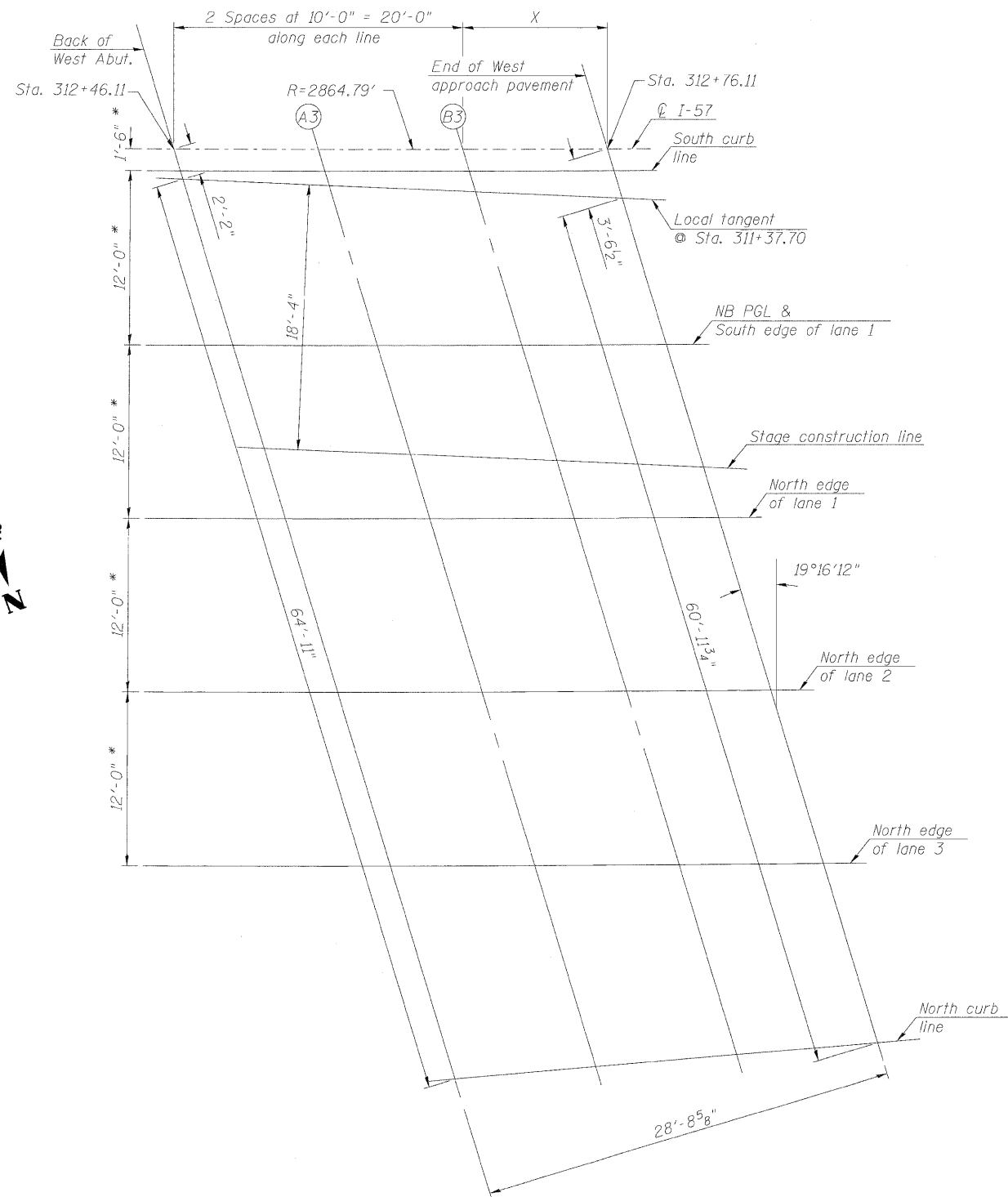
**TABLE FOR  
TEMPLATE LINE**

Line	X
South curb line	10'-0"
NB PGL & South edge of lane 1	9'-11 <sup>7</sup> / <sub>8</sub> "
Stage construction line	10'-5 <sup>1</sup> / <sub>8</sub> "
North edge of lane 1	9'-11 <sup>3</sup> / <sub>4</sub> "
North edge of lane 2	9'-11 <sup>5</sup> / <sub>8</sub> "
North edge of lane 3	9'-11 <sup>1</sup> / <sub>2</sub> "
North curb line	9'-4 <sup>3</sup> / <sub>8</sub> "

**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
Back W. Abut.	312+65.40	64.18	713.21
A3	312+75.15	63.38	713.25
B3	312+84.91	62.61	713.30
End W. App. Pavt	312+94.05	61.92	713.34

**TOP OF WEST APPROACH  
SLAB ELEVATIONS (NB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**



\*Measured radially to  $\odot$  I-57

**PLAN**  
(West Approach NB)

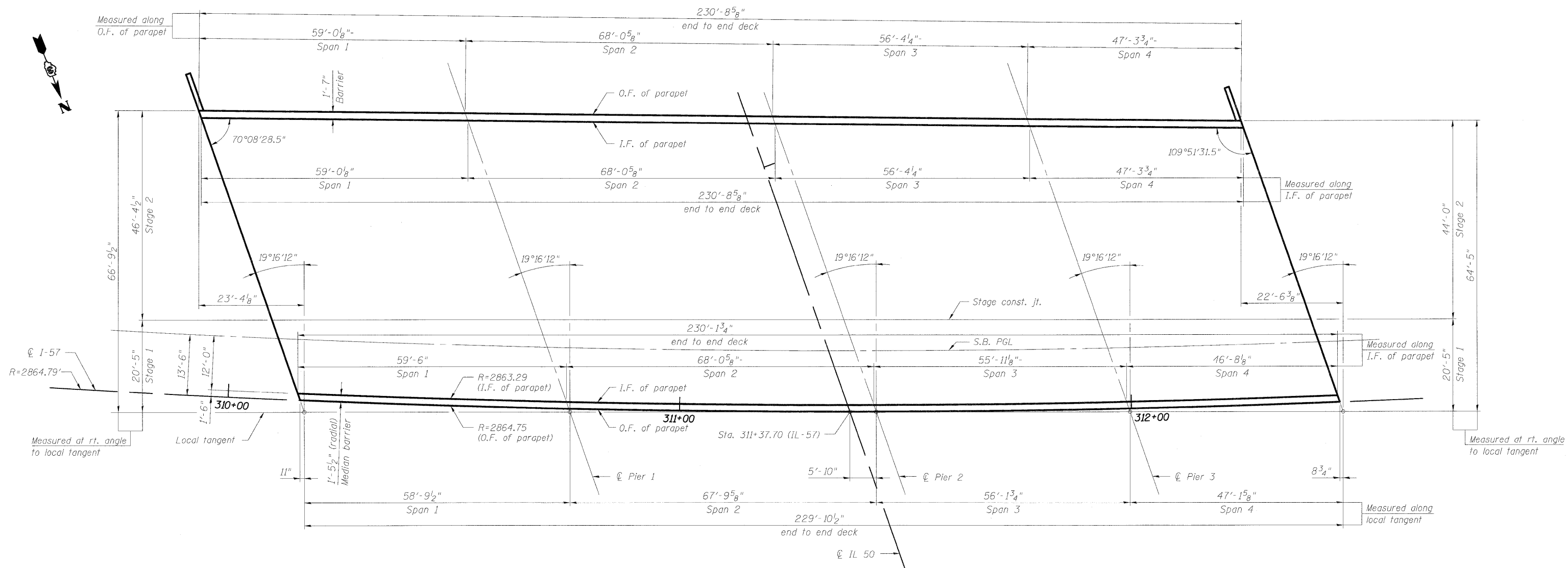
DESIGNED	PMH
CHECKED	MJL
DRAWN	PMH
CHECKED	MJL

**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SH-15 SHEETS SH-56	57	(46-2) HBR	KANKAKEE	558	286
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SOUTHBOUND DECK GEOMETRY**

**SOUTHBOUND DECK GEOMETRY PLAN  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

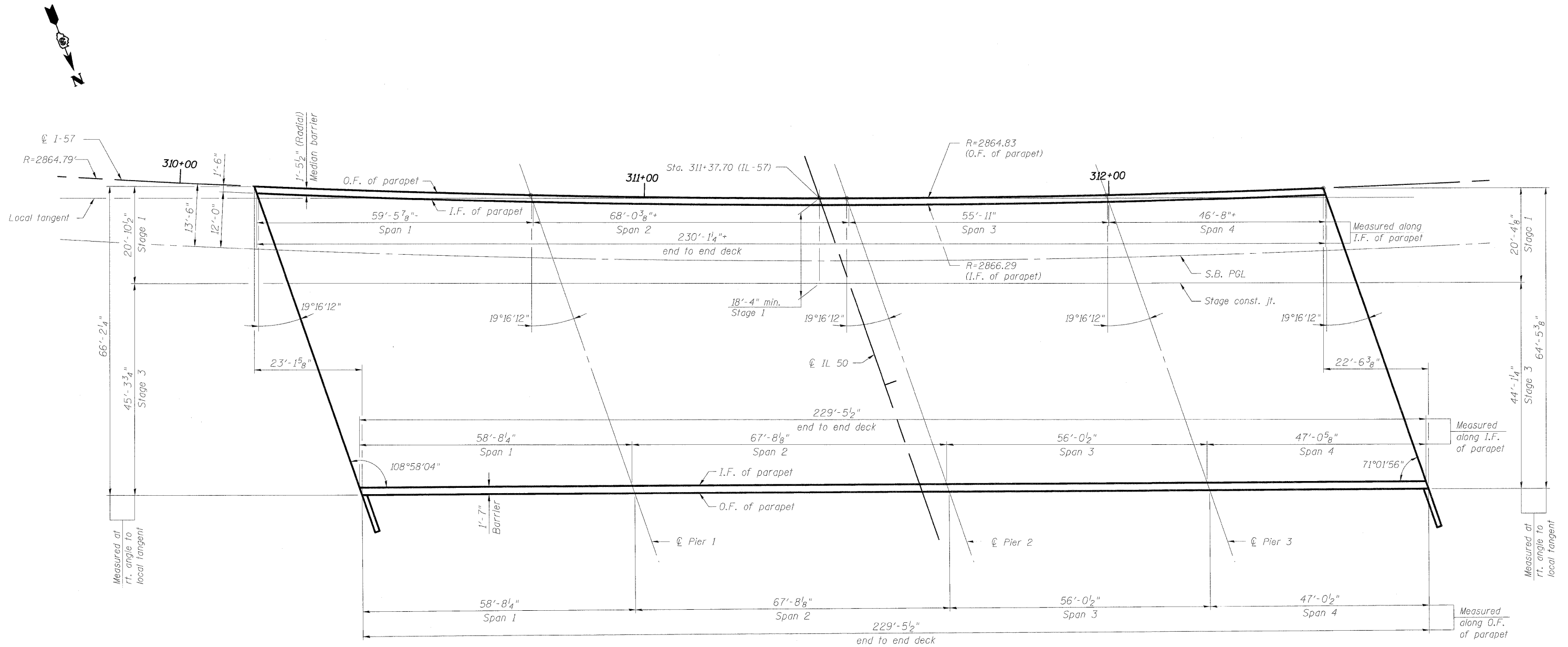
DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	BB



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Engineers / Architects  
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Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-16 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	287
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**NORTHBOUND DECK GEOMETRY**

**NORTHBOUND DECK GEOMETRY PLAN  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

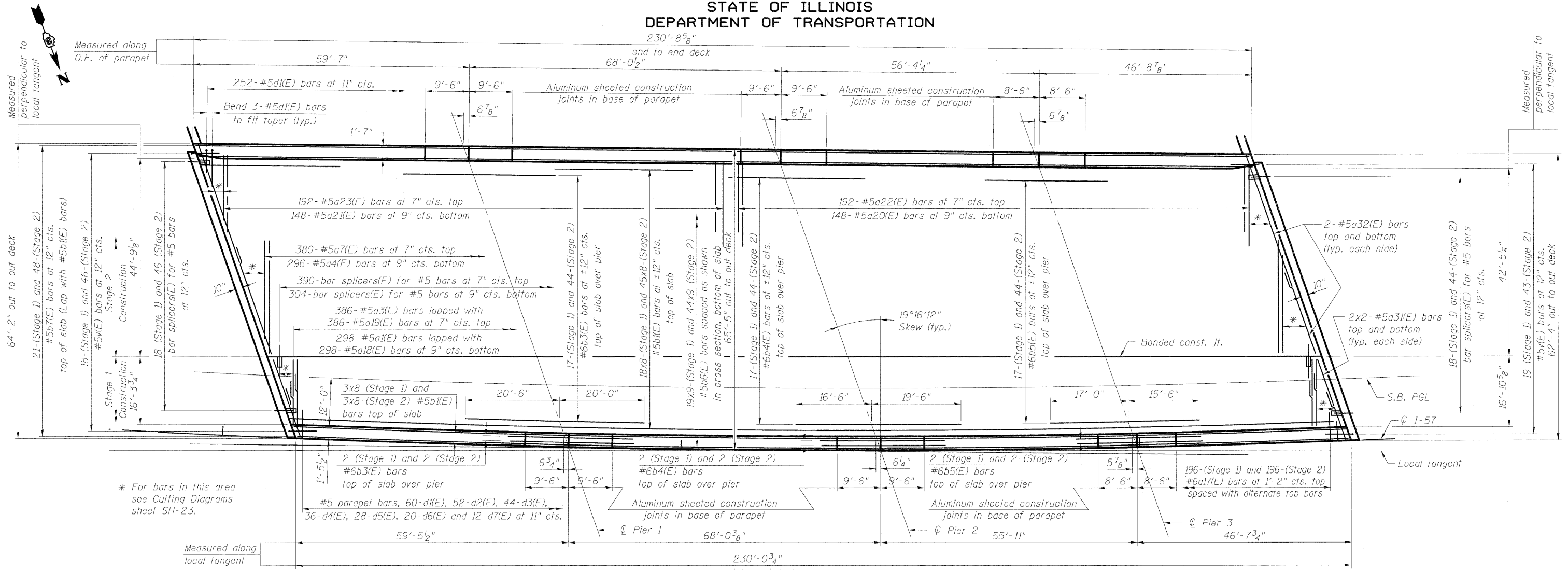
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CHECKED	PMH
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CHECKED	BB



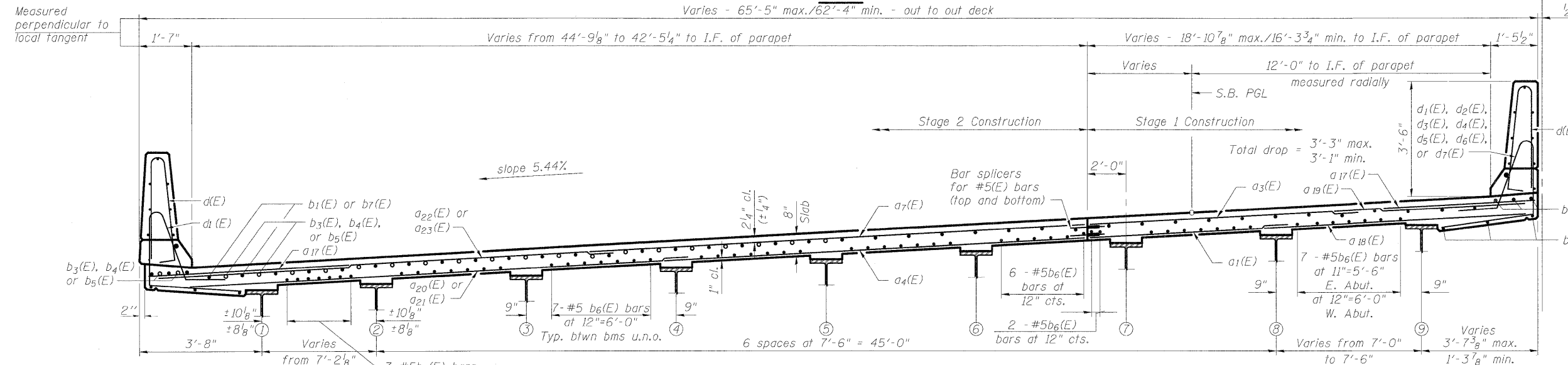
**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-17 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	288
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**PLAN**



**CROSS SECTION**  
(Looking West)

**NEAR MIDSPAN**

**NEAR PIER**

Notes:  
See Sheet SH-22 for deck details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See Sheets SH-20 & SH-21 for parapet reinforcement.

**MINIMUM BAR LAP**  
(Slab)  
#5 bar = 2' 7"

**DECK PLAN AND SECTION (SB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

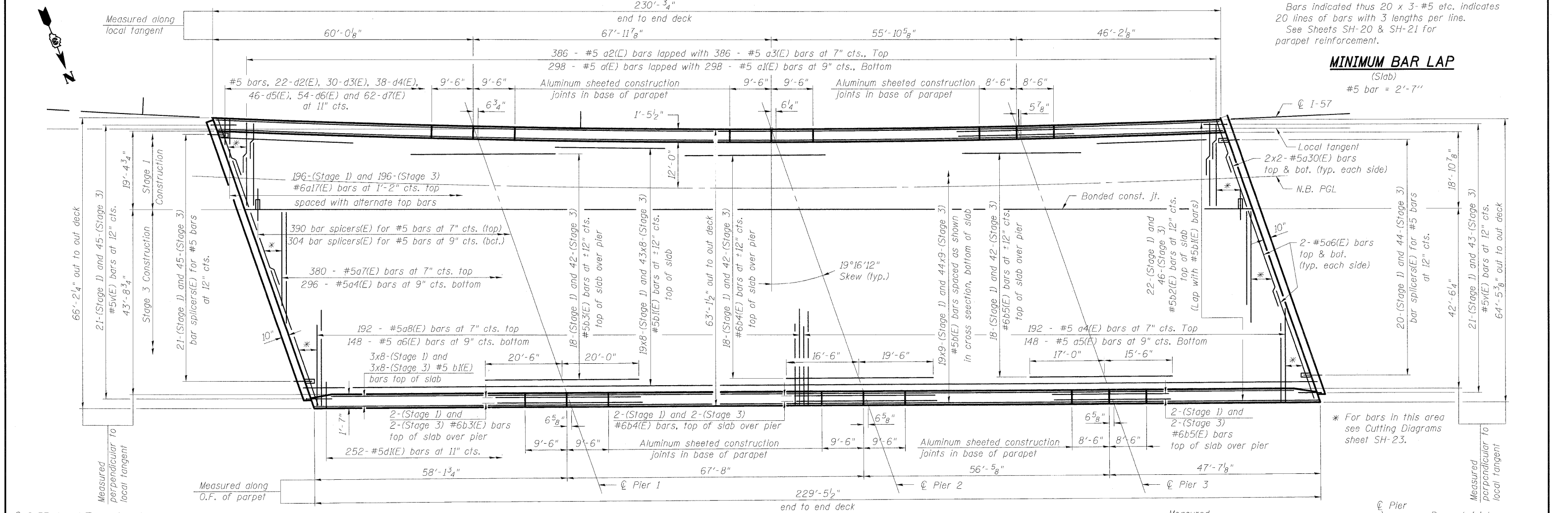
DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW

**McDonough Associates Inc.**  
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Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-18 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	289
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

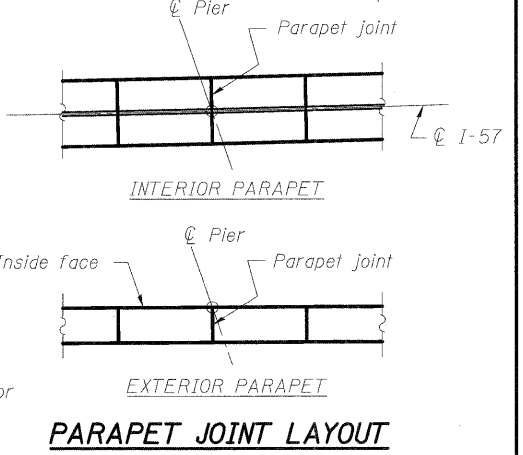
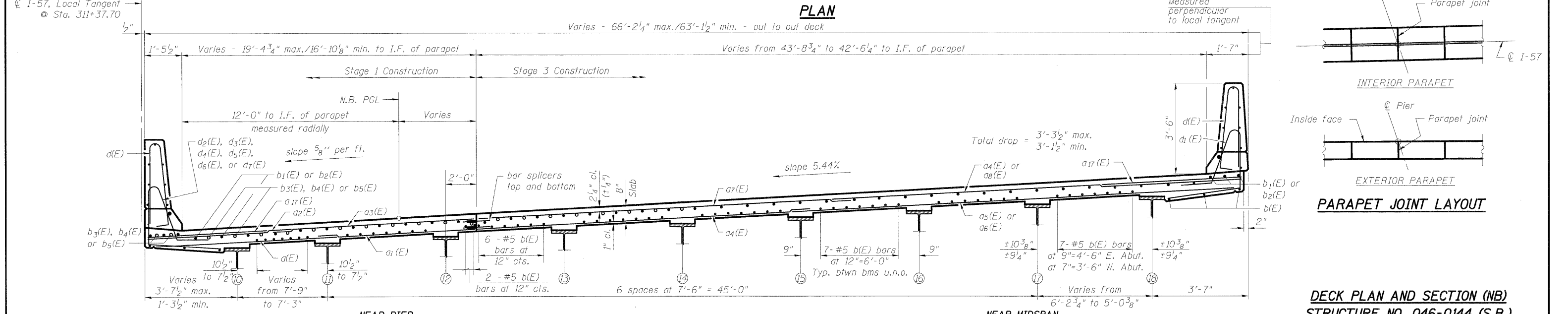
Notes:  
See Sheet SH-22 for deck details and Bill of Material.  
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.  
See Sheets SH-20 & SH-21 for parapet reinforcement.



**MINIMUM BAR LAP**  
(Slab)  
#5 bar = 2'-7"

\* For bars in this area see Cutting Diagrams sheet SH-23.

**PLAN**



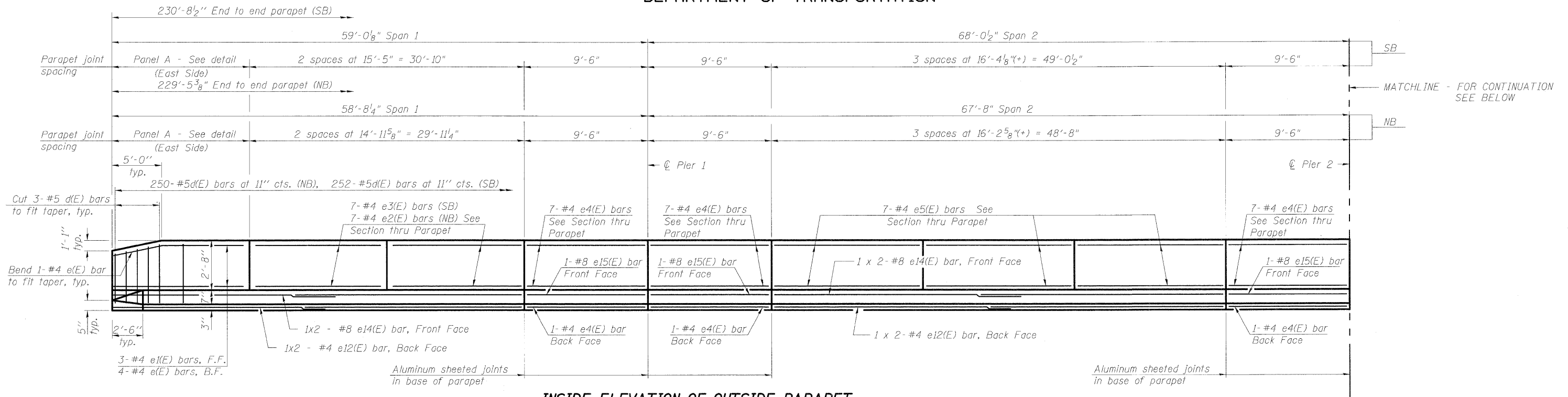
**DECK PLAN AND SECTION (NB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW

**McDonough Associates Inc.**  
Engineers / Architects  
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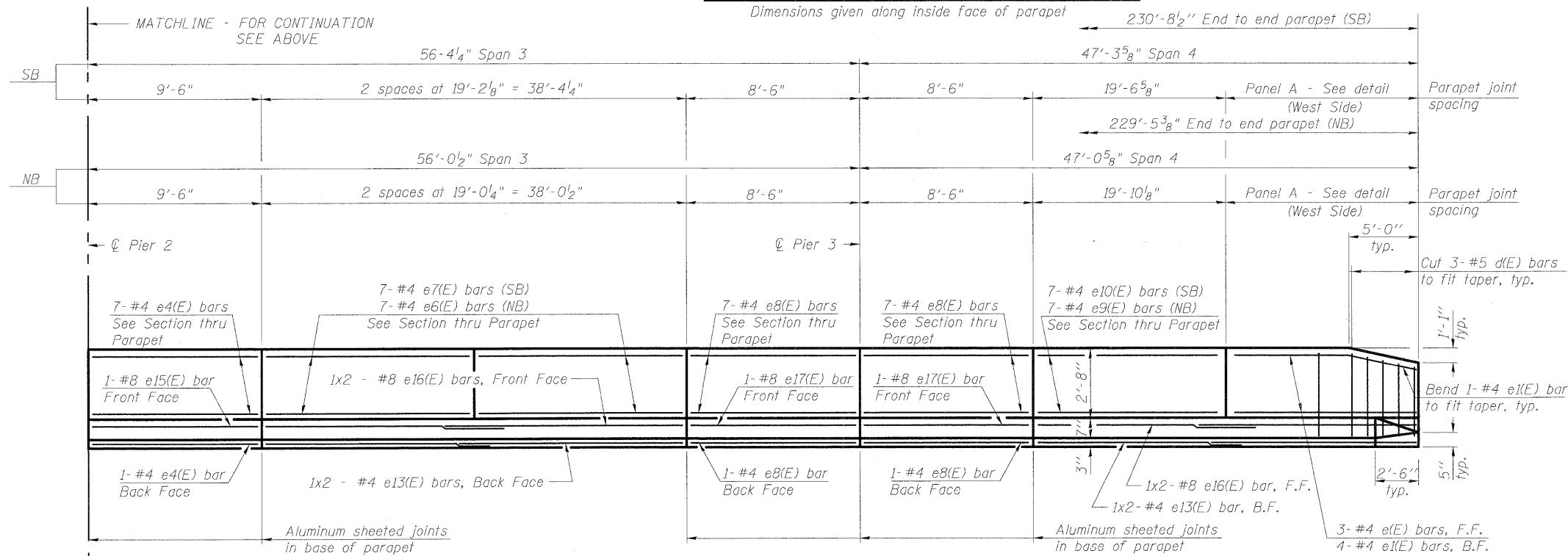
SHEET NO. SH-19 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	290
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



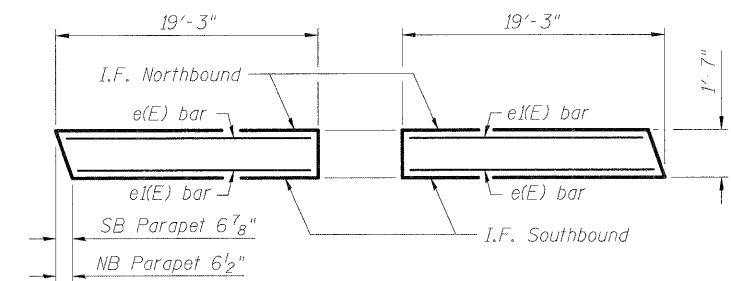
**INSIDE ELEVATION OF OUTSIDE PARAPET**

Dimensions given along inside face of parapet



**INSIDE ELEVATION OF OUTSIDE PARAPET**

Dimensions given along inside face of parapet



**EAST SIDE**

**WEST SIDE**

**PANEL A  
PLAN DETAIL**

**MINIMUM BAR LAP**

(Parapet)  
#4 bar = 2'-0"  
#8 bar = 5'-2"

Notes:  
Slipforming will not be permitted.

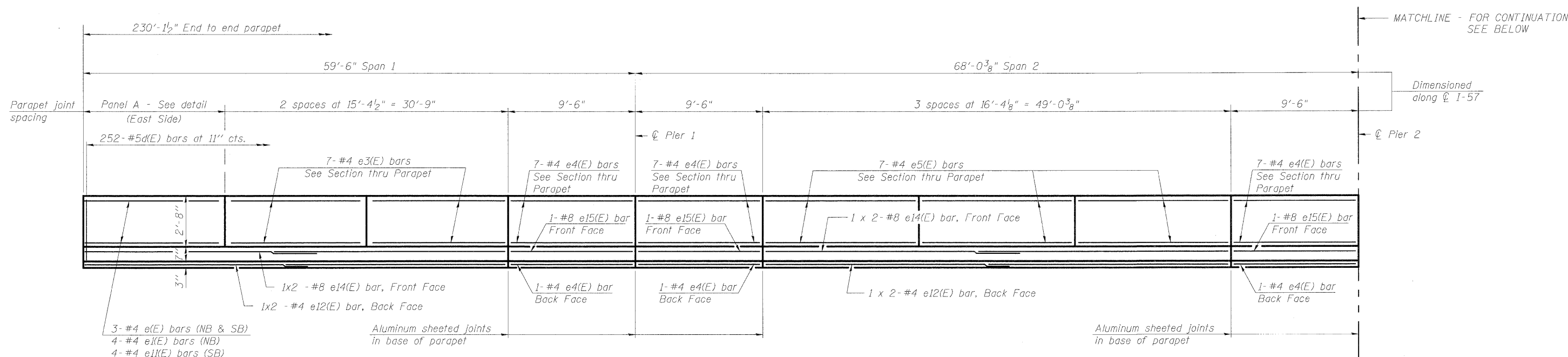
**PARAPET DETAILS 1 OF 2  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW

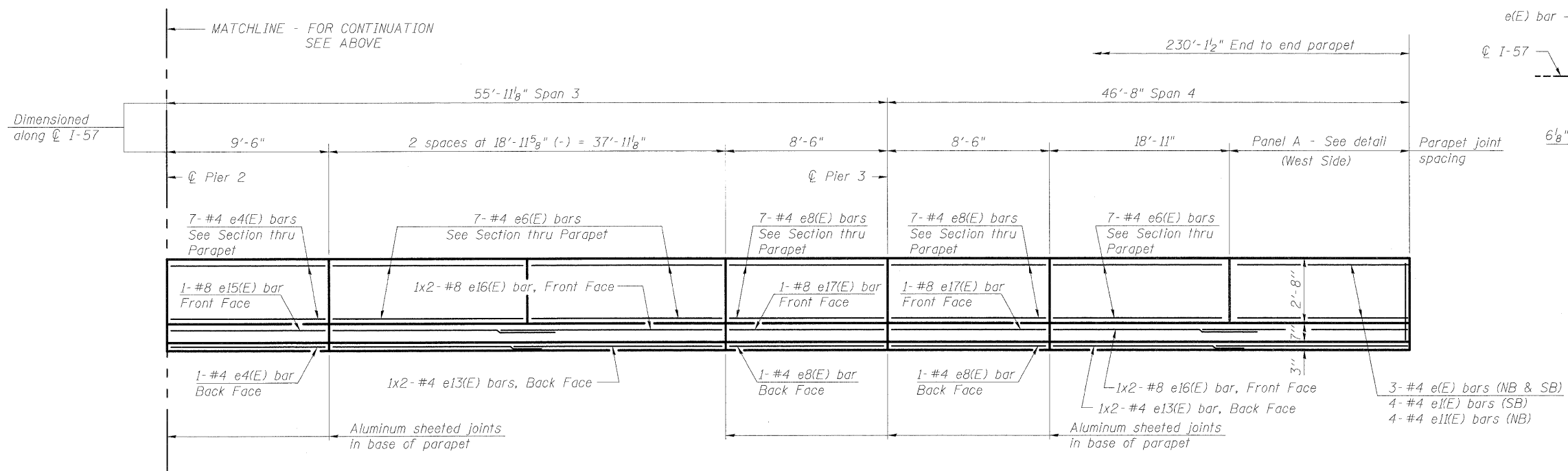
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Engineers / Architects  
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Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-20 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	291
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

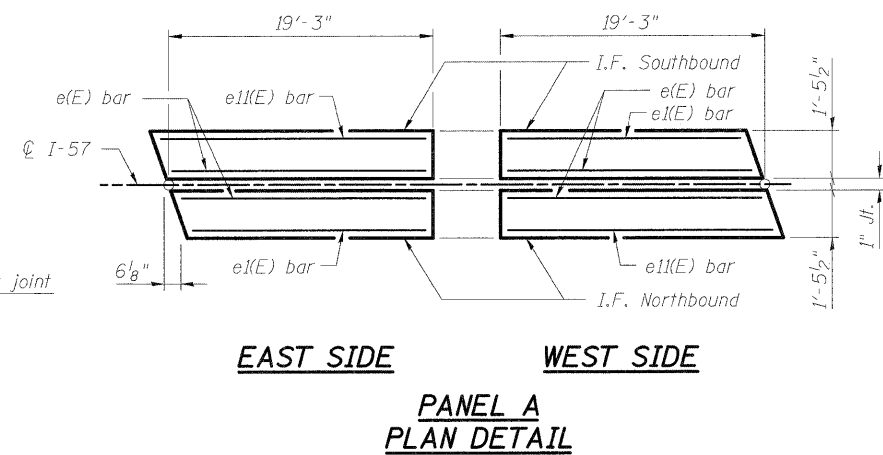
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**INSIDE ELEVATION OF MEDIAN PARAPET**



**INSIDE ELEVATION OF MEDIAN PARAPET**



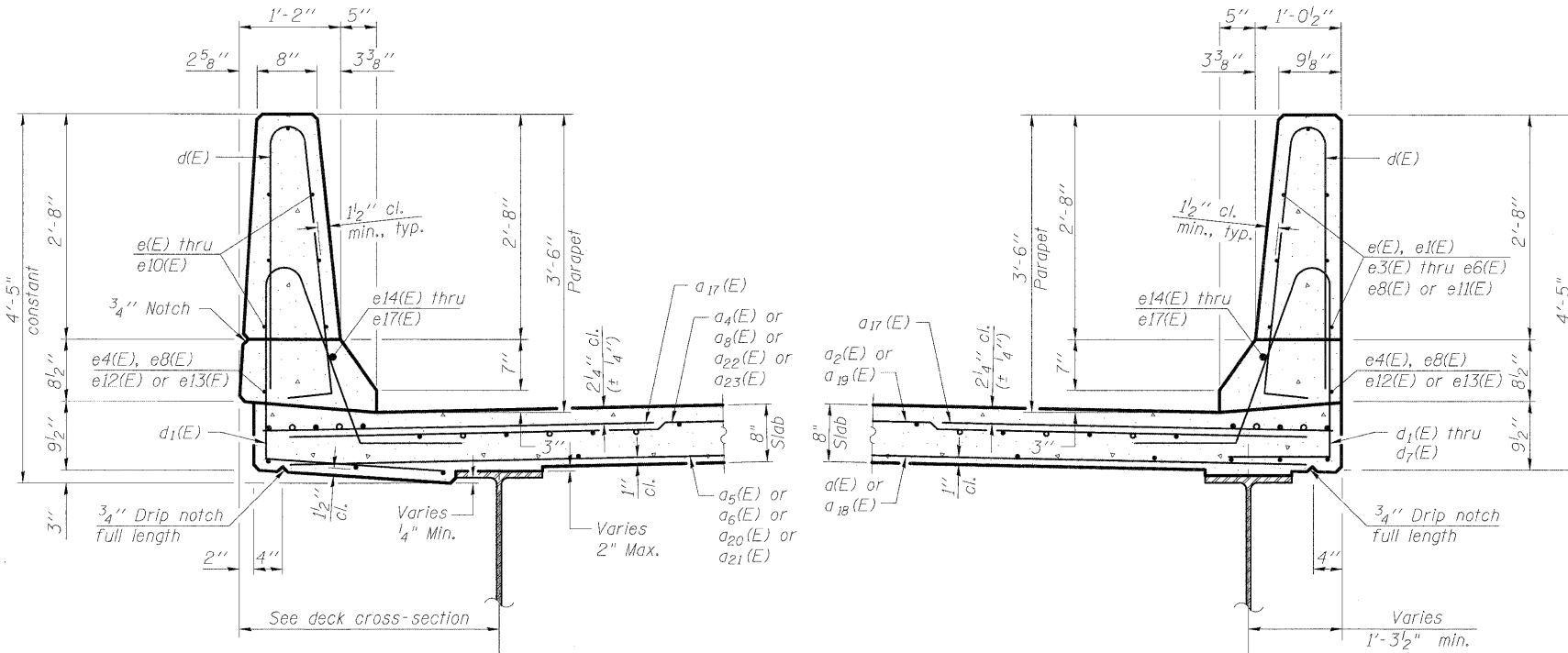
**PARAPET DETAILS 2 OF 2**  
**STRUCTURE NO. 046-0144 (S.B.)**  
**& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW

**McDonough Associates Inc.**  
Engineers / Architects  
130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

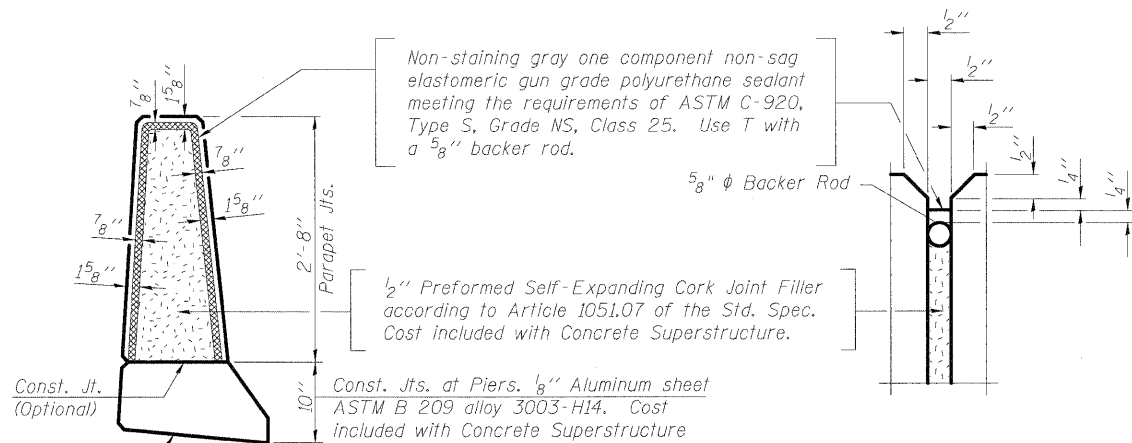
SHEET NO. SH-21 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	292
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

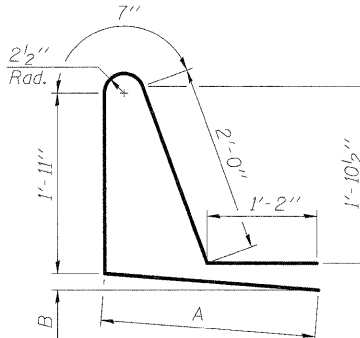


SECTION THRU OUTSIDE PARAPET

SECTION THRU MEDIAN PARAPET



PARAPET JOINT DETAILS



BAR d1(E) thru d7(E)

Bar	A	B
d1(E)	2'-4"	2 1/2"
d2(E)	2'-1"	2 1/2"
d3(E)	1'-10"	2"
d4(E)	1'-8"	1 1/2"
d5(E)	1'-6"	1"
d6(E)	1'-4"	0
d7(E)	1'-2"	0

SUPERSTRUCTURE BILL OF MATERIAL

Bar	Stage 1		Stage 2		Stage 3		Size	Length	Shape
	S.B. No.	N.B. No.	S.B. No.	N.B. No.	S.B. No.	N.B. No.			
a(E)		298					#5	11'-9"	—
a1(E)	298	298					#5	10'-9"	—
a2(E)		386					#5	8'-9"	—
a3(E)		386					#5	14'-5"	—
a4(E)			296	488			#5	21'-10"	—
a5(E)				148			#5	24'-8"	—
a6(E)				164			#5	25'-3"	—
a7(E)			380	380			#5	25'-8"	—
a8(E)				192			#5	22'-2"	—
a9(E)		9					#5	19'-7"	—
a10(E)			10	10			#5	21'-3"	—
a11(E)				5			#5	25'-6"	—
a12(E)			5	5			#5	24'-4"	—
a13(E)				11			#5	20'-0"	—
a14(E)				14			#5	25'-0"	—
a15(E)				5			#5	21'-10"	—
a16(E)				5			#5	20'-8"	—
a17(E)	196	196	196	196			#6	6'-6"	—
a18(E)	298						#5	11'-6"	—
a19(E)	386						#5	8'-3"	—
a20(E)				148			#5	25'-1"	—
a21(E)				148			#5	26'-3"	—
a22(E)				192			#5	22'-1"	—
a23(E)				192			#5	23'-3"	—
a24(E)	4						#5	16'-10"	—
a25(E)	4						#5	17'-8"	—
a26(E)			5				#5	26'-6"	—
a27(E)	5						#5	17'-4"	—
a28(E)	5						#5	18'-0"	—
a29(E)			5				#5	22'-10"	—
a30(E)				16			#5	12'-2"	—
a31(E)	16						#5	10'-11"	—
a32(E)				16			#5	25'-8"	—
b(E)		171		396			#5	27'-11"	—
b1(E)	168	176	384	368			#5	30'-5"	—
b2(E)		22		46			#5	7'-9"	—
b3(E)	19	20	46	44			#6	40'-6"	—
b4(E)	19	20	46	44			#6	36'-0"	—
b5(E)	19	20	46	44			#6	32'-6"	—
b6(E)	171		396				#5	28'-2"	—
b7(E)	21		48				#5	10'-0"	—
d(E)	252	252	252	250			#5	6'-10"	PPPP
d1(E)	60			252	252		#5	8'-0"	PPPP
d2(E)	52	22					#5	7'-9"	PPPP
d3(E)	44	30					#5	7'-6"	PPPP
d4(E)	36	38					#5	7'-4"	PPPP
d5(E)	28	46					#5	7'-2"	PPPP
d6(E)	20	54					#5	7'-0"	PPPP
d7(E)	12	62					#5	6'-10"	PPPP

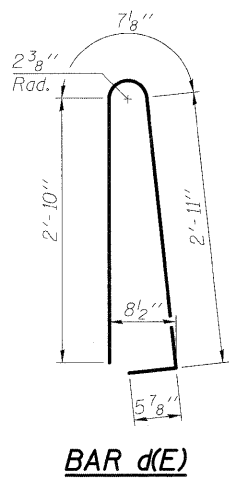
SUPERSTRUCTURE BILL OF MATERIAL (cont.)

Bar	Stage 1		Stage 2		Stage 3		Size	Length	Shape
	S.B. No.	N.B. No.	S.B. No.	N.B. No.	S.B. No.	N.B. No.			
e(E)	6	6	6	6			#4	18'-10"	—
e1(E)	4	4	8	8			#4	18'-4"	—
e2(E)				14			#4	14'-7"	—
e3(E)	14	14	14				#4	15'-0"	—
e4(E)	32	32	32	32			#4	9'-2"	—
e5(E)	21	21	21	21			#4	15'-11"	—
e6(E)	21	21		14			#4	18'-7"	—
e7(E)				14			#4	18'-11"	—
e8(E)	16	15	16	16			#4	8'-2"	—
e9(E)				7			#4	19'-6"	—
e10(E)				7			#4	19'-2"	—
e11(E)	4	4					#4	19'-4"	—
e12(E)	4	4	4	4			#4	25'-11"	—
e13(E)	4	4	4	4			#4	20'-5"	—
e14(E)	4	4	4	4			#8	27'-6"	—
e15(E)	4	4	4	4			#8	9'-2"	—
e16(E)	4	4	4	4			#8	22'-0"	—
e17(E)	2	2	2	2			#8	8'-2"	—
m(E)		5					#6	21'-9"	—
m1(E)				10			#6	25'-8"	—
m2(E)	12	12	24	24			#6	10'-10"	—
m3(E)		1					#6	7'-10"	—
m4(E)		2	2	2			#6	3'-4"	—
m5(E)	3	2	8	8			#6	7'-7"	—
m6(E)	1	1					#6	1'-5"	—
m7(E)			1	1			#6	5'-10"	—
m8(E)				1			#6	6'-3"	—
m9(E)	5						#6	18'-6"	—
m10(E)				10			#6	26'-3"	—
m11(E)	2						#6	1'-1"	—
m12(E)	1	1	1				#6	7'-1"	—
m13(E)	1	1					#6	2'-2"	—
m14(E)				1	2		#6	5'-0"	—
m15(E)		5					#6	21'-2"	—
m16(E)			10	10			#6	25'-1"	—
m17(E)	5						#6	19'-0"	—
m18(E)				1			#6	4'-9"	—
s(E)	43	48	109	108			#5	6'-10"	U
s1(E)	37	44	97	96			#5	8'-4"	U
v(E)	37	42	89	88			#5	3'-7"	Γ
Reinforcement Bars, Epoxy Coated								Pound	233,790
Concrete Superstructure								Cu. Yd.	935

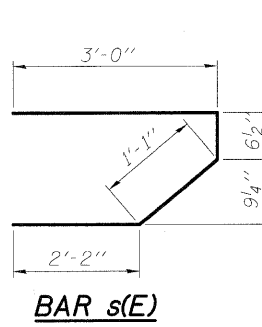
Bars indicated thus 19 x 9 - #5 etc. indicates 19 line of bars with 9 lengths per line.

DECK DETAILS  
AND BILL OF MATERIAL  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)

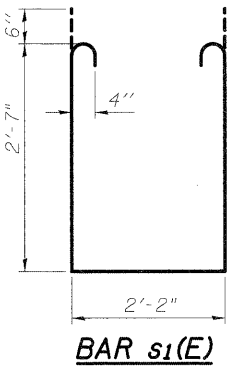
DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW



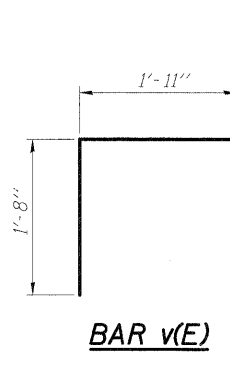
BAR d(E)



BAR s(E)



BAR s1(E)



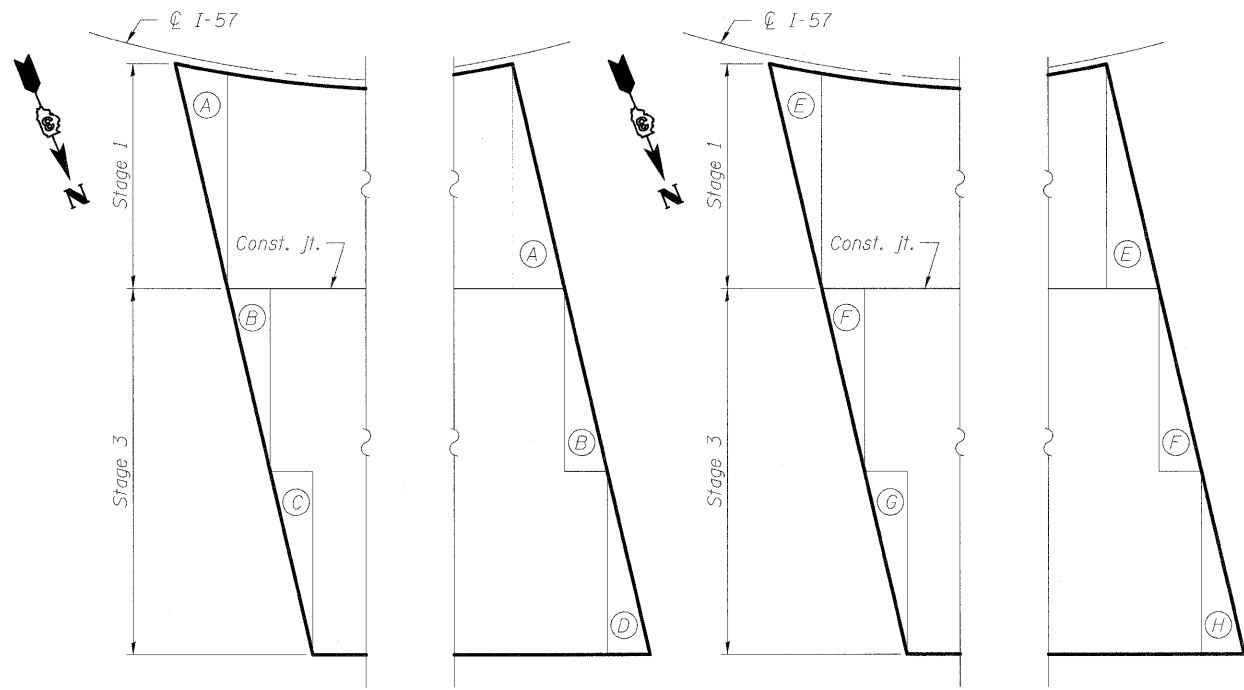
BAR v(E)

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SHEET NO.	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SH-22	57	(46-2) HBR	KANKAKEE	558	293
SHEETS			CONTRACT NO. 66409		
SH-56			FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT		



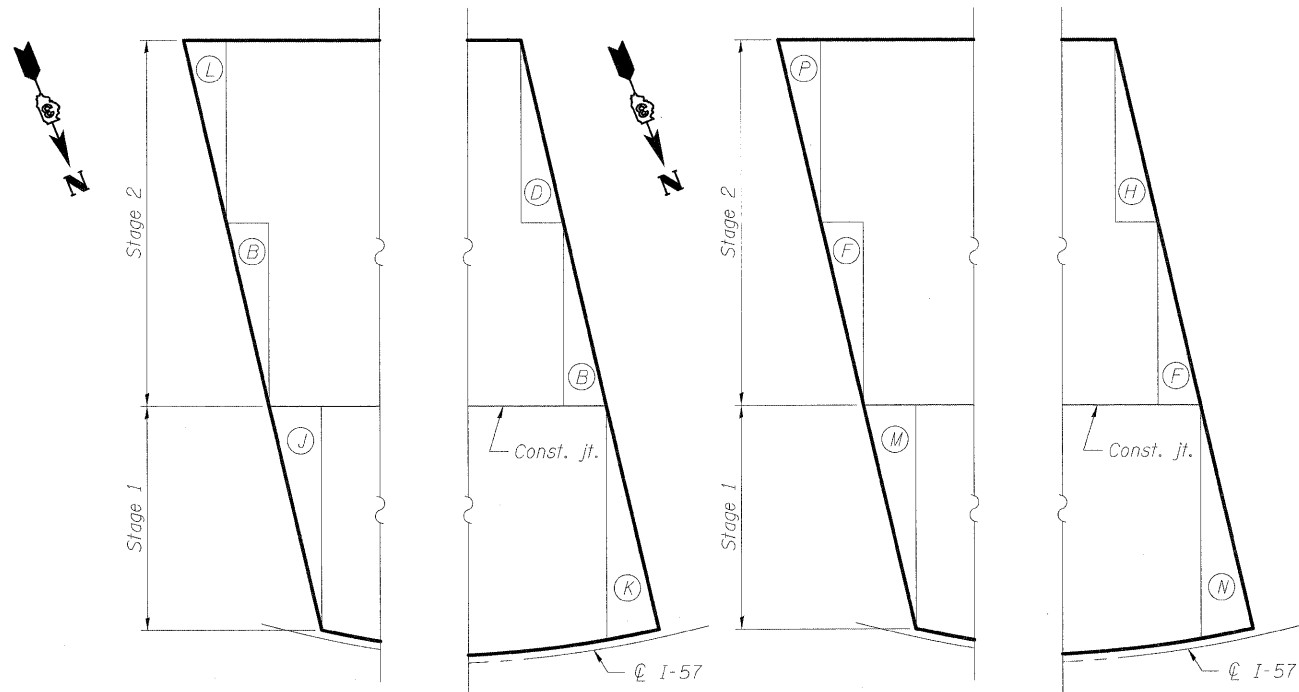
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



BOTTOM BAR PLAN

TOP BAR PLAN

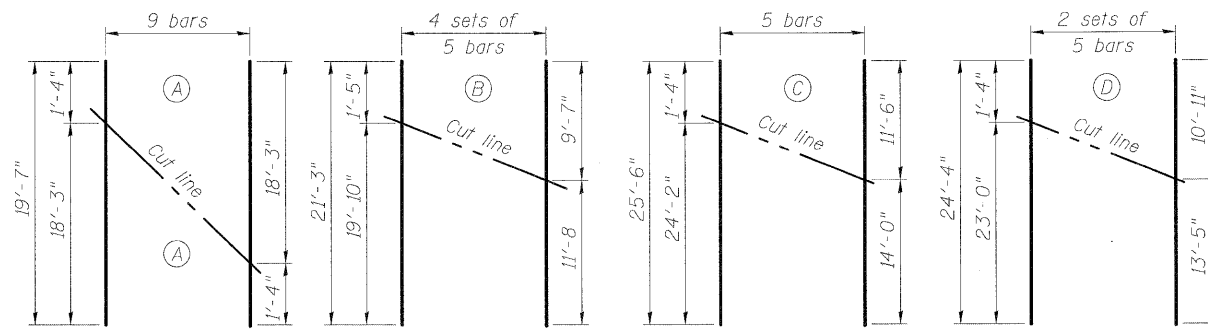
N.B. BRIDGE CUT BAR LOCATION PLAN



BOTTOM BAR PLAN

TOP BAR PLAN

S.B. BRIDGE CUT BAR LOCATION PLAN

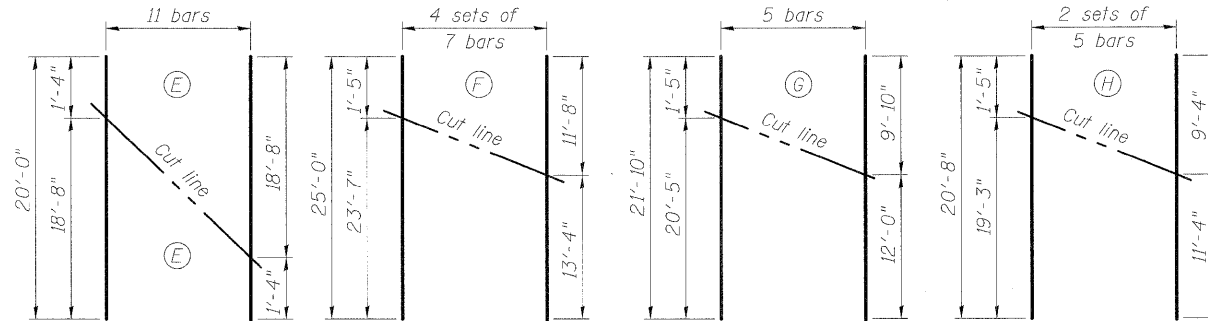


BAR a9(E)

BAR a10(E)

BAR a11(E)

BAR a12(E)

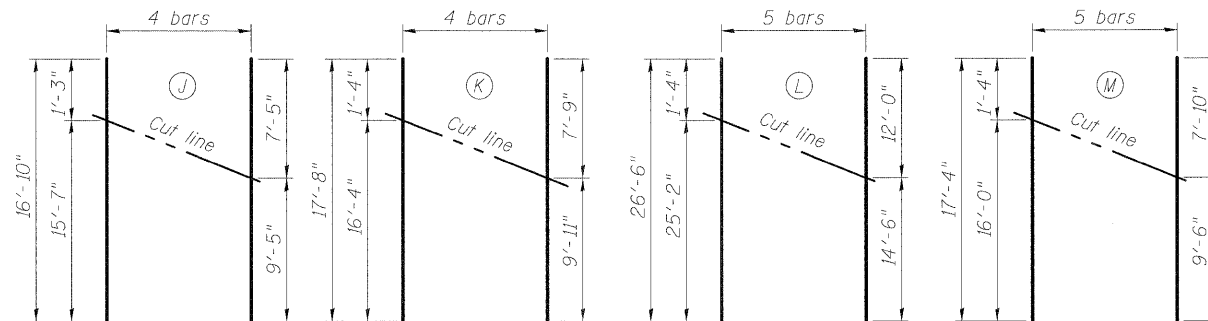


BAR a13(E)

BAR a14(E)

BAR a15(E)

BAR a16(E)

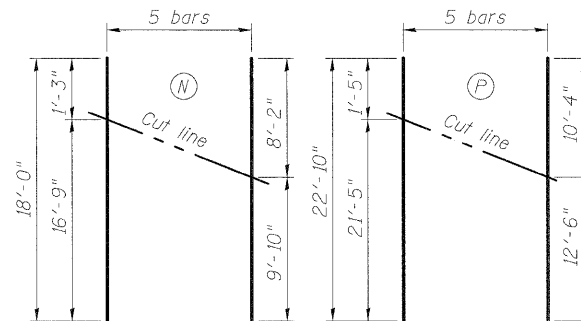


BAR a24(E)

BAR a25(E)

BAR a26(E)

BAR a27(E)



BAR a28(E)

BAR a29(E)

DECK BAR CUTTING DIAGRAMS

BAR CUTTING DIAGRAMS  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)

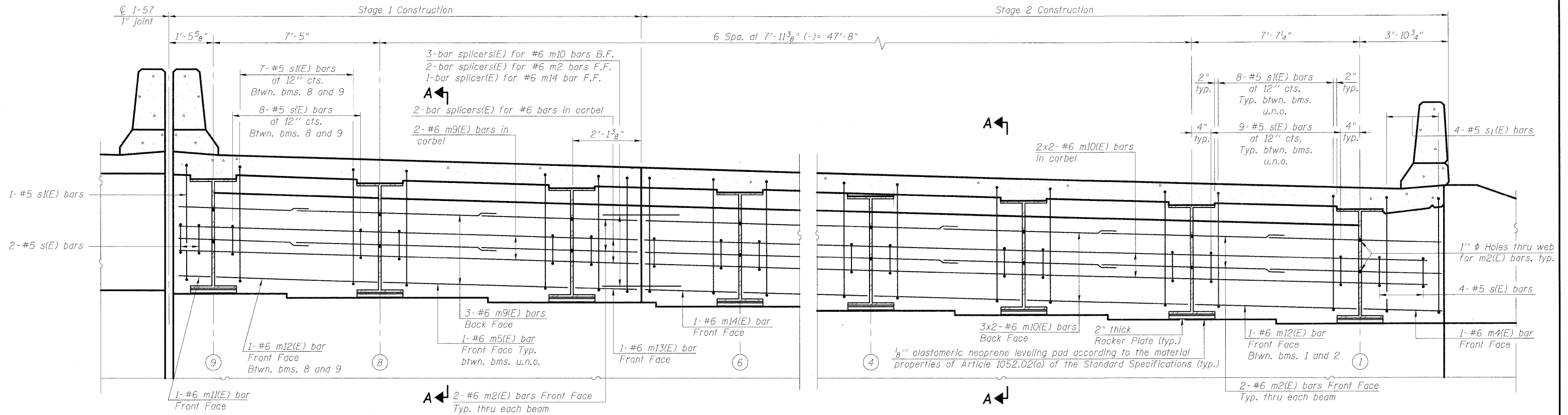
DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW



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SHEET NO. SH-23 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	294
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

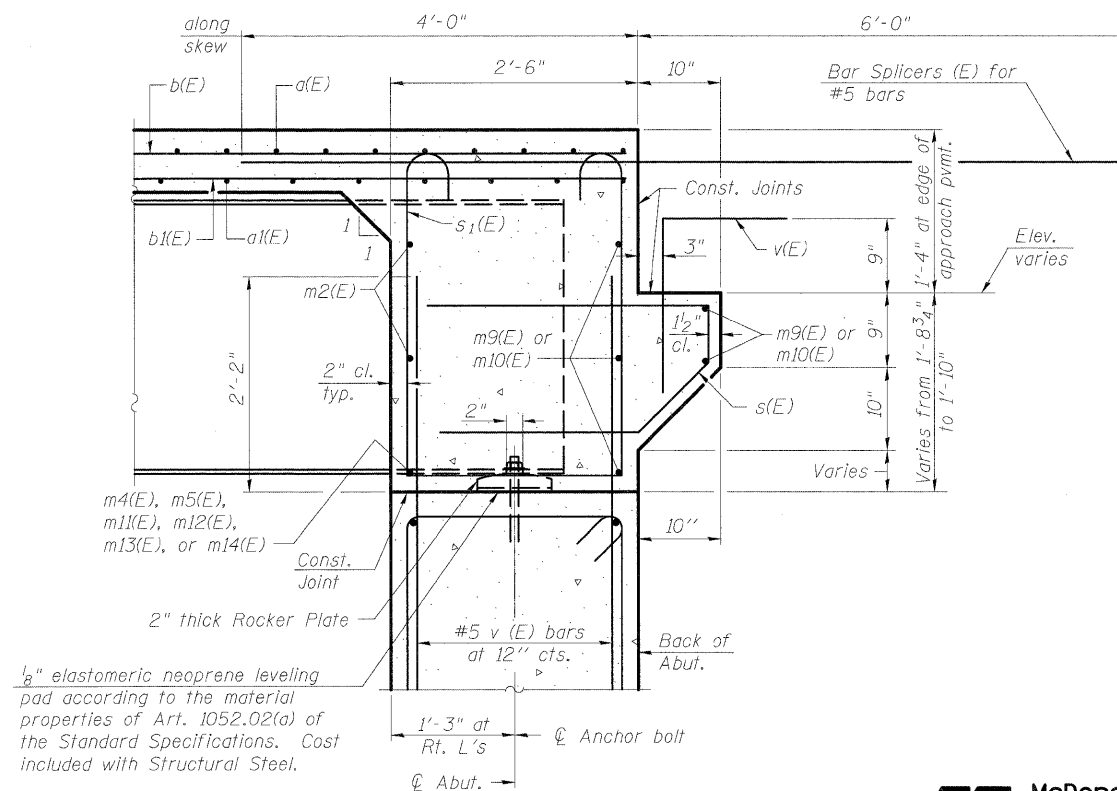
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**DIAPHRAGM ELEVATION AT EAST ABUTMENT (SB)**  
Looking East

**MIN. BAR LAP**  
#6 bar = 3'-4"

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet SH-22.  
Concrete in diaphragm is included with Concrete Superstructure on sheet SH-22.  
For details of bars s(E) & s1(E) see sheet SH-22.  
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.



**SECTION A-A**

Dimensions at right angles to abutment, except as shown.

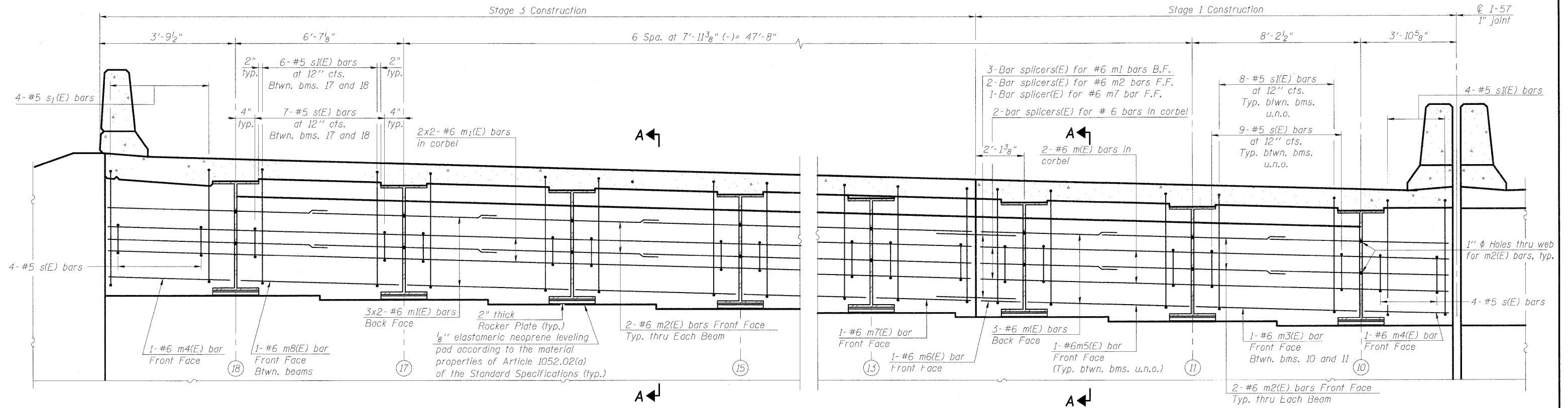
DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW



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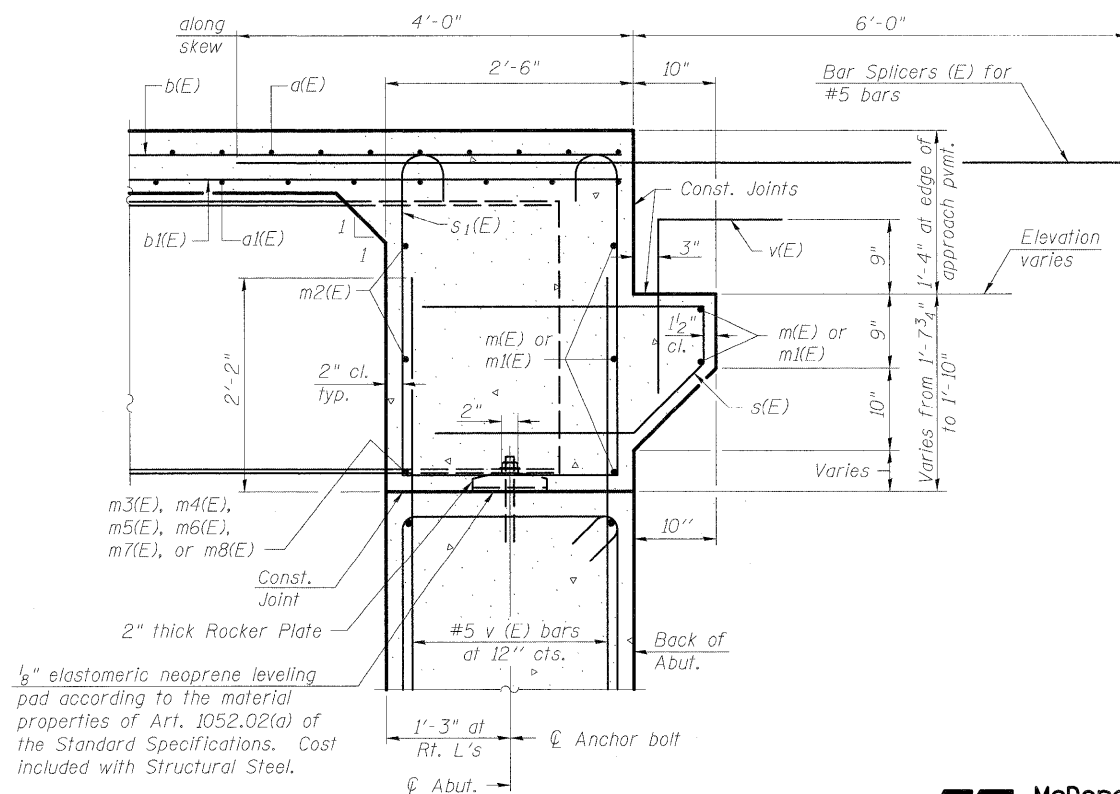
SHEET NO. SH-24 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	295
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**DIAPHRAGM ELEVATION AT EAST ABUTMENT (NB)**  
Looking East

**MIN. BAR LAP**  
#6 bar = 3'-4"



**SECTION A-A**

Dimensions at right angles to abutment, except as shown.

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet SH-22.  
Concrete in diaphragm is included with Concrete Superstructure on sheet SH-22.  
For details of bars s(E) & s(E) see sheet SH-22.  
The s(E) and s(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

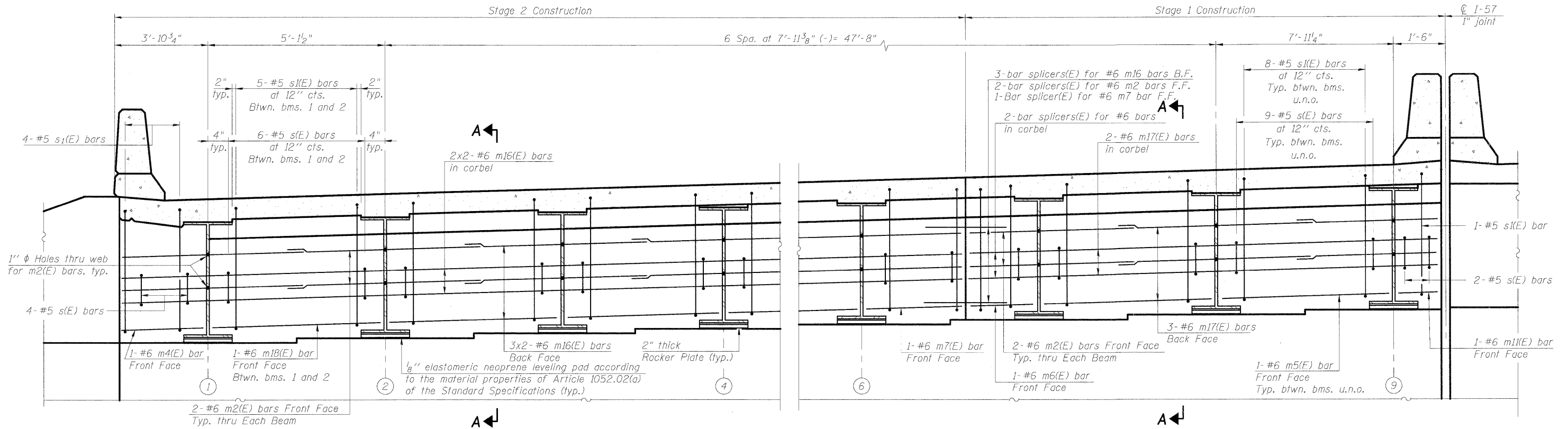
**DIAPHRAGM AT EAST ABUTMENT (NB)**  
**STRUCTURE NO. 046-0144 (S.B.)**  
**& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW

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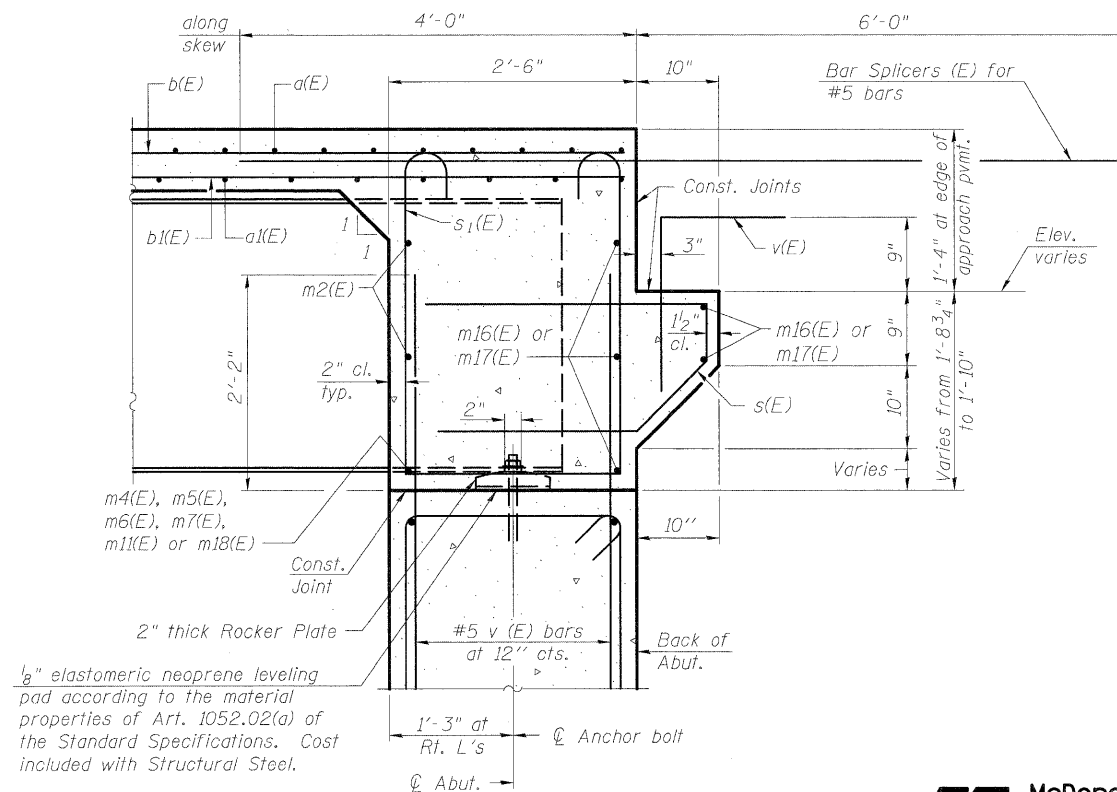
SHEET NO. SH-25 SHEETS SH-56	F.A.I. RTE. 57	SECTION (46-2) HBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 296
	CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**DIAPHRAGM ELEVATION AT WEST ABUTMENT (SB)**

Looking West



**SECTION A-A**

Dimensions at right angles to abutment, except as shown.

**MIN. BAR LAP**

#6 bar = 3'-4"

**Notes:**

Reinforcement bars in diaphragm are billed with superstructure on sheet SH-22.  
Concrete in diaphragm is included with Concrete Superstructure on sheet SH-22.  
For details of bars s(E) & s1(E) see sheet SH-22.  
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

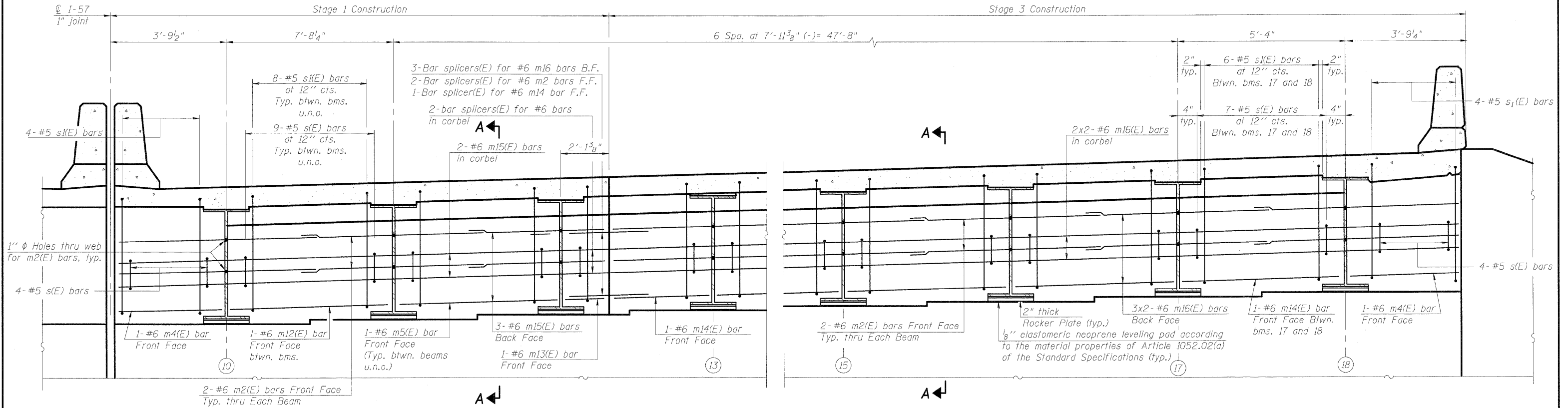
**DIAPHRAGM AT WEST ABUTMENT (SB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW

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SHEET NO. SH-26 SHEETS SH-56	F.A.I. RTE. 57	SECTION (46-2) HBR	COUNTY KANKAKEE	TOTAL SHEETS 558	SHEET NO. 297
	CONTRACT NO. 66409				
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

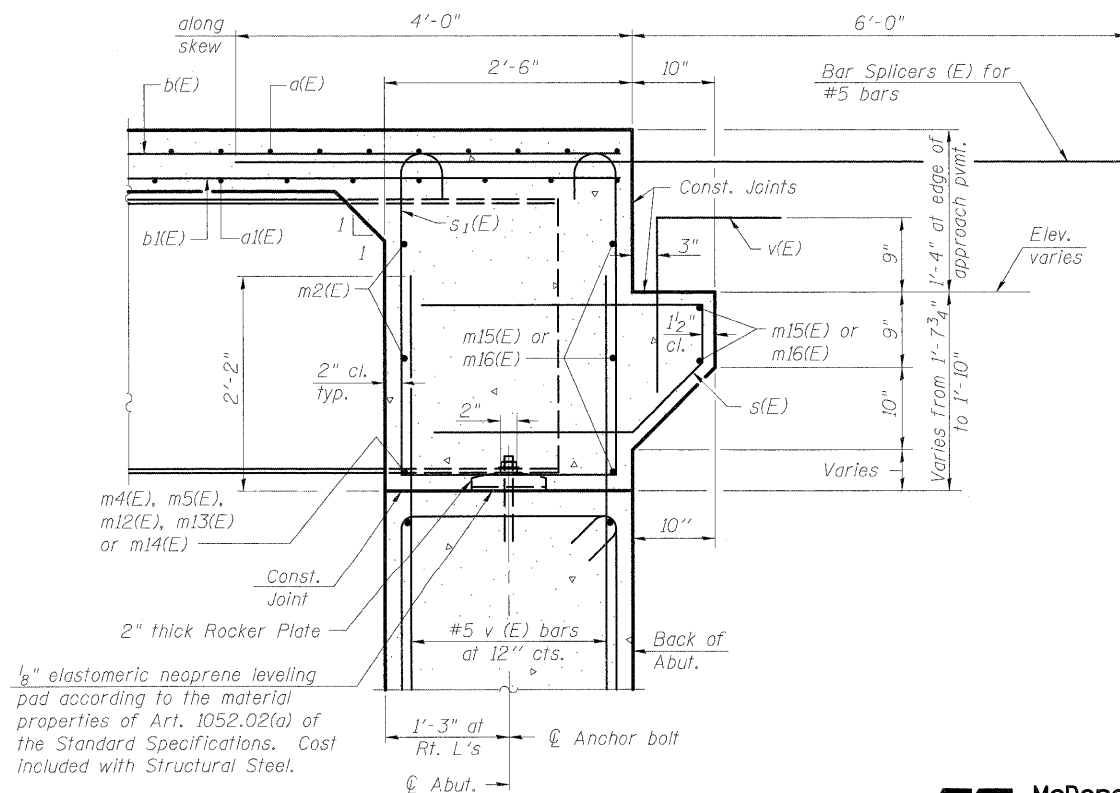


**DIAPHRAGM ELEVATION AT WEST ABUTMENT (NB)**

Looking West

**MIN. BAR LAP**

#6 bar = 3'-4"



**SECTION A-A**

Dimensions at right angles to abutment, except as shown.

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet SH-22.  
Concrete in diaphragm is included with Concrete Superstructure on sheet SH-22.  
For details of bars s(E) & s1(E) see sheet SH-22.  
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

DESIGNED	AWW
CHECKED	PMH
DRAWN	AMV
CHECKED	AWW

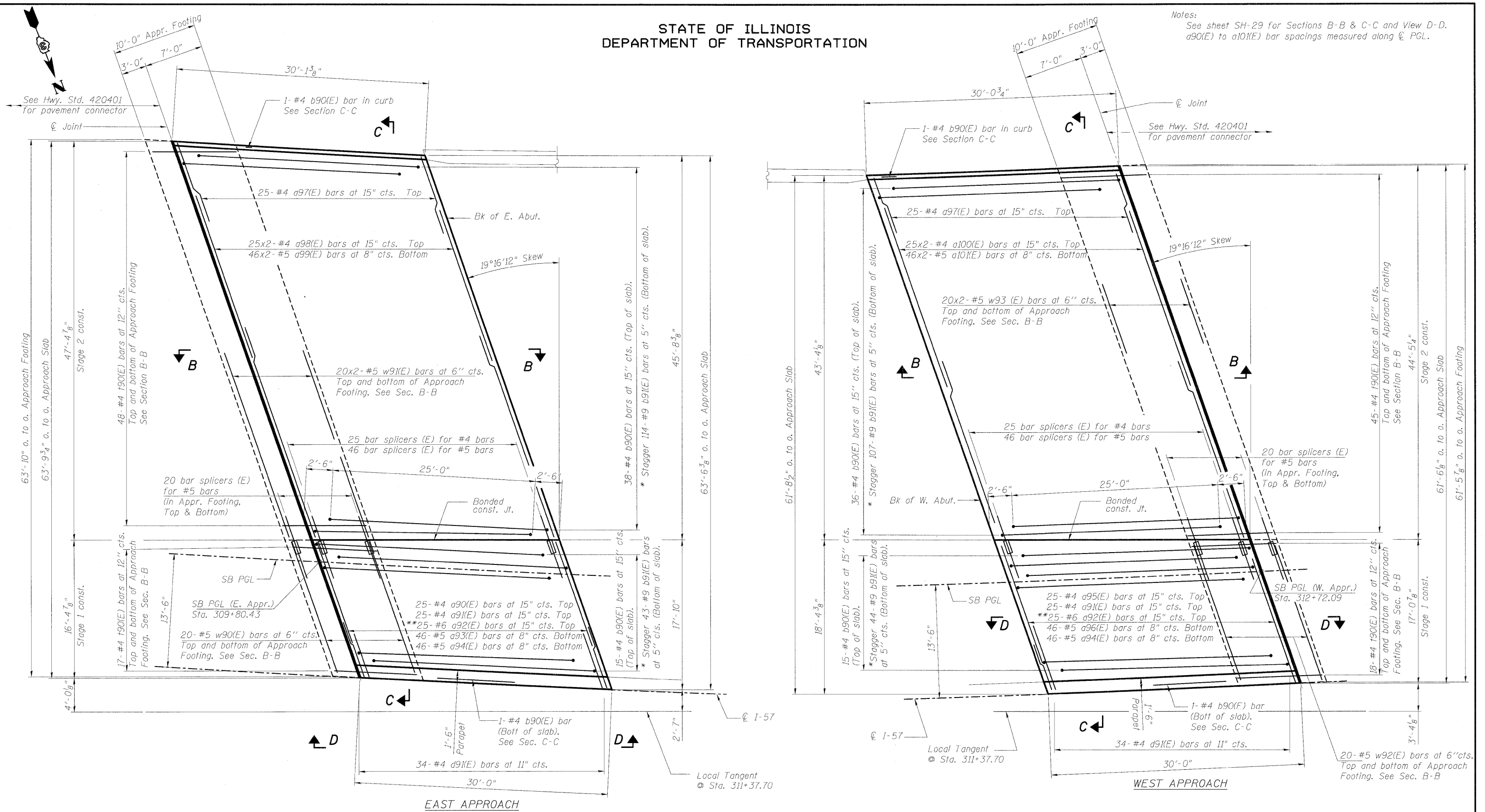


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SHEET NO. SH-27 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	298
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:  
See sheet SH-29 for Sections B-B & C-C and View D-D.  
a90(E) to a100(E) bar spacings measured along  $\perp$  PGL.



**MIN. BAR LAP**

#4 Bar = 2'-4" (Top bars)  
#5 Bar = 2'-7" (Bottom bars)

**PLAN-(SB)**

\* Till #9 b90(E) bars as required to maintain clearance.  
\*\* Space a92(E) bars between a90(E) bars, typ. at parapet.

**APPROACH SLAB PLAN (SB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

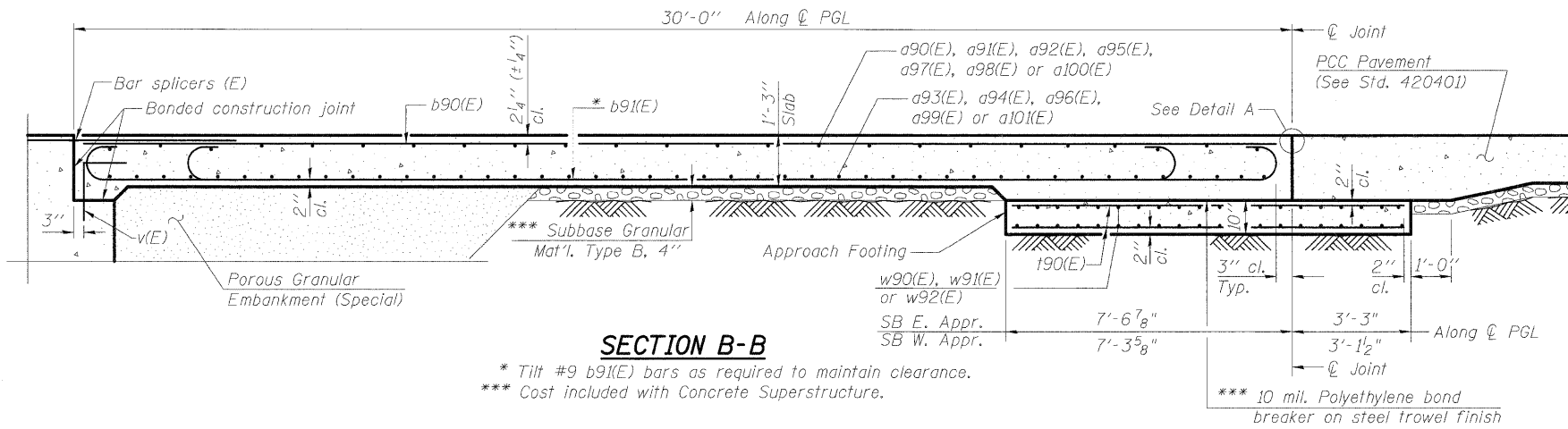
DESIGNED	RJ
CHECKED	MJL
DRAWN	RJ
CHECKED	MJL

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Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-28 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	299
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

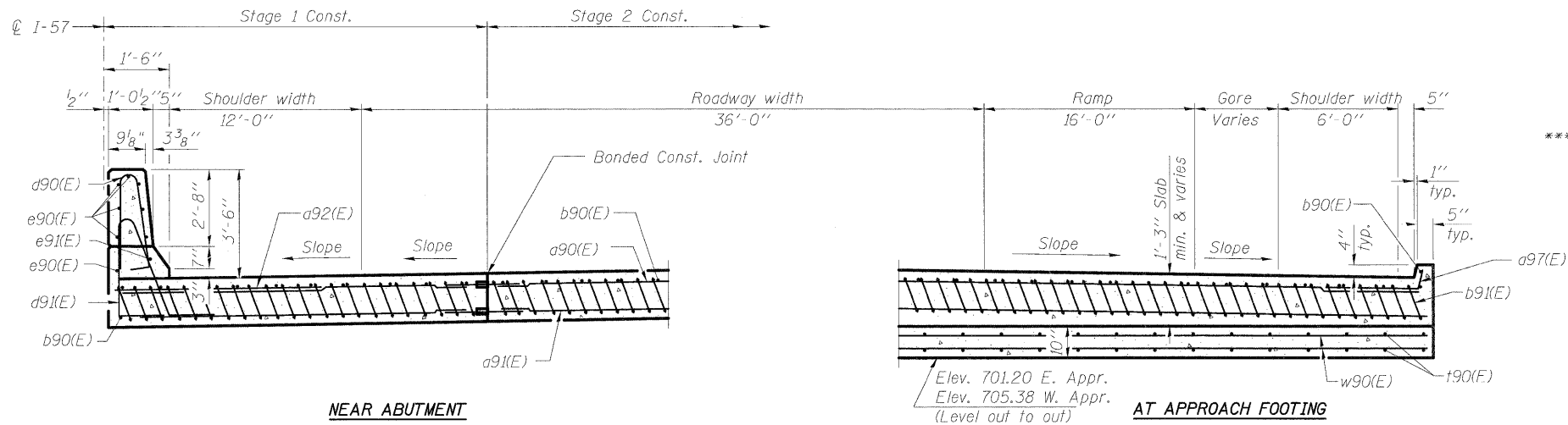
Notes:  
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.  
Approach Footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
For v(E) bar details, see sheets SH-22.  
The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf.  
For bar splicer details, see sheet SH-51.  
Cost of excavation for approach footing included with Concrete Structures.  
For Porous Granular Embankment (Special) and drainage treatment details, see sheet SH-2.  
For additional parapet details, see sheets SH-20 & SH-21.



**SECTION B-B**

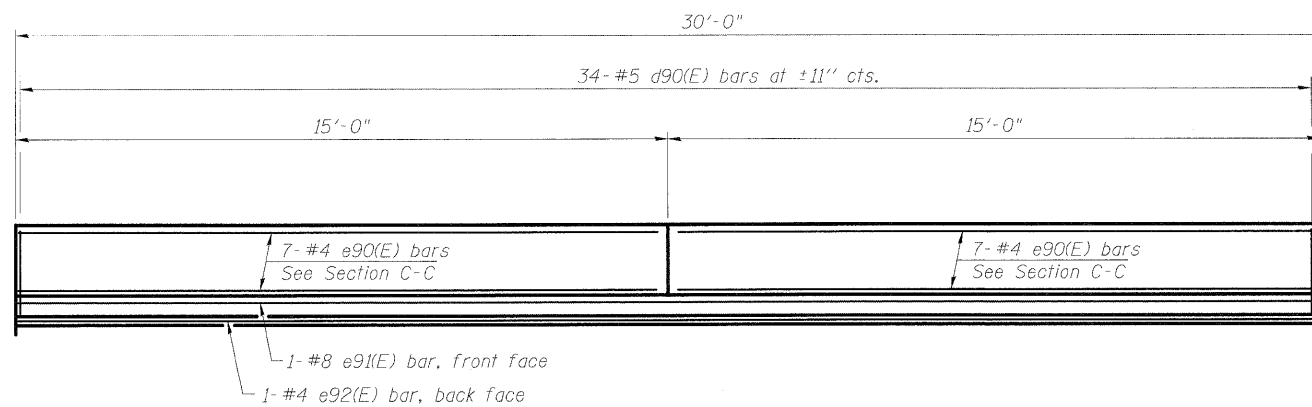
\* Tilt #9 b91(E) bars as required to maintain clearance.  
\*\*\* Cost included with Concrete Superstructure.

\*\*\* 10 mil. Polyethylene bond breaker on steel trowel finish



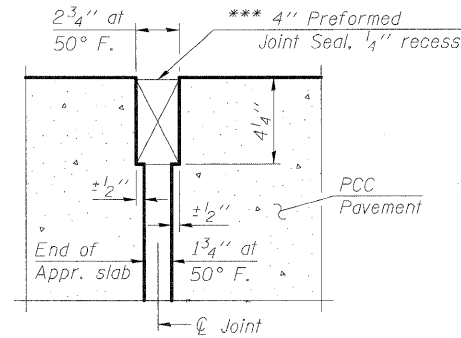
**SECTION C-C**

(See Plan for dimensions not shown)



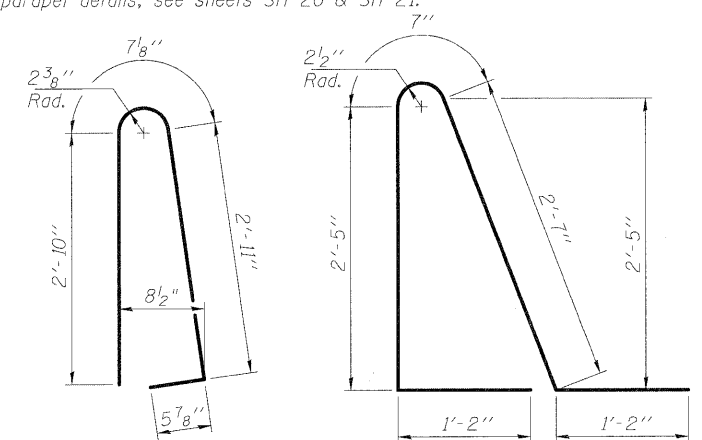
**VIEW D-D**

East Approach shown, West Approach similar.



**DETAIL A**

\*\*\* Cost included with Concrete Superstructure.



**BAR d90(E)**

**BAR d91(E)**

**SOUTHBOUND APPROACHES  
BILL OF MATERIAL**

Bar	Stage		Size	Length	Shape
	No.	No.			
a90(E)	25		#4	16'-11"	—
a91(E)	50		#4	4'-0"	—
a92(E)	50		#6	6'-6"	—
a93(E)	46		#5	16'-11"	—
a94(E)	92		#5	4'-3"	—
a95(E)	25		#4	17'-8"	—
a96(E)	46		#5	17'-8"	—
a97(E)		50	#4	4'-1"	—
a98(E)		50	#4	26'-3"	—
a99(E)		92	#5	26'-5"	—
a100(E)		50	#4	23'-3"	—
a101(E)		92	#5	23'-5"	—
b90(E)	32	76	#4	29'-8"	—
b91(E)	87	221	#9	29'-9"	—
d90(E)	68		#5	6'-10"	—
d91(E)	68		#5	7'-11"	—
e90(E)	28		#4	14'-8"	—
e91(E)	2		#8	29'-8"	—
e92(E)	2		#4	14'-8"	—
t90(E)	70	186	#4	10'-4"	—
w90(E)	40		#5	16'-11"	—
w91(E)		80	#5	26'-5"	—
w92(E)	40		#5	17'-8"	—
w93(E)		80	#5	24'-10"	—
Concrete Superstructure			Cu. Yd.	193	
Concrete Structures			Cu. Yd.	41	
* Reinforcement Bars, Epoxy Coated			Pound	52,130	

\* Includes 7,490 lbs. for Approach Footing. Quantity included with substructure.

**APPROACH SLAB DETAILS (SB)  
STRUCTURE NO. 046-0144 (S.B.)  
& STRUCTURE NO. 046-0145 (N.B.)**

DESIGNED	RJ
CHECKED	MJL
DRAWN	RJ
CHECKED	MJL

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130 East Randolph Street  
Chicago, Illinois 60601  
(312) 946-8600

SHEET NO. SH-29 SHEETS SH-56	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	57	(46-2) HBR	KANKAKEE	558	300
CONTRACT NO. 66409					
FED. ROAD DIST. NO. 3 ILLINOIS FED. AID PROJECT					