03-07-2025 LETTING ITEM 024

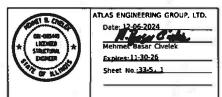


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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

D-91-305-22



LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF SUMMIT IN COOK COUNTY

PROPOSED HIGHWAY PLANS

ROUTE FAU 3565: ILL. ROUTE 171 (SOUTH ARCHER ROAD)

OVER IHB RAILROAD

SECTION FAU 3565 22 BJ

PROJECT NO.: BR-64ZN(009)

BRIDGE DECK OVERLAY AND JOINT REPAIR

S.N.: 016-2607

COOK COUNTY

IL 171 TRAFFIC DATA:

FUNCTIONAL CLASSIFICATION

MINOR ARTERIAL

2021 ADT = 26700

SPEED LIMIT = 30 MPH

C-91-359-22 PROJECT LOCATION R 12 E ILL. ROUTE 171 OVER 1HB RAILROAD S.N. 016-2607 W ARCHER AVE **BEGIN IMPROVEMENTS END IMPROVEMENTS** STA 52 + 95.37 STA 55 + 87.56 RELT RAILWAY OF CHICAGO 2 ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED. JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS 1-800-892-0123 OR 811

PROJECT MANAGER- PRAVEEN KAINI, PE (847) 705-4237

LYONS TOWNSHIP LOCATION MAP (N.T.S.)

GROSS LENGTH = 292.19 FT. = 0.055 MILE NET LENGTH = 292.19 FT. = 0.055 MILE ATLAS ENGINEERING
GROUP, LTD.
211 W. Wacker Drive, Sure 730 | Clinago, IL 60606
647 753,900 Grides; 1 947 753,0003 (fast

STATE OF ELINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED

REGIONAL ENGINEER

January 31

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 62T50

REV-SEP

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SHEET NO. TITLE

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001001-02 AREAS OF REINFORCEMENT BARS

001006 DECIMAL OF AN INCH AND OF A FOOT

701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE

701427-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH

701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN 701611-01 URBAN HALF ROAD CLOSURE, MULTILANE, 2W, WITH MOUNTABLE MEDIAN

701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION

701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE

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704001-08 TEMPORARY CONCRETE BARRIER 780001-05 TYPICAL PAVEMENT MARKINGS

782006-01 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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606001-08 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
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TC-13 TYPICAL PAVEMENT MARKINGS

TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

TC-16 SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS TC-22 ARTERIAL ROAD INFORMATION SIGN

TC-26 DRIVEWAY ENTRANCE SIGNING

HOT-MIX ASPHALT MIXTURE TABLE

MIXTURE TYPE:	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT AND APPROACH PAVEMENT OVERLAY		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR	QC/QA
QMP DESIGNATION; QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

MIXTURE REQUIREMENT NOTES:

- . THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
- B. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE COURSE.

GENERAL NOTES

- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITY AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATIONS.
- MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES, CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE
- 3. IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND AERIALS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
- . THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- 7. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 9. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI, AREA TRAFFIC ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT.
- 10. THE CONTRACTOR SHALL SECURE ALL THE NECESSARY PERMITS INCLUDING THE IHB RAILROAD'S RIGHT-OF-ENTRY (ROE) FOR THE PROJECTS PRIOR TO THE START OF CONSTRUCTION.
- 11. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- 12. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- 13. FOR WORK OUTSIDE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
- 14. RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLAN.
- 15. THE IL. 171 (S. ARCHER RD) CENTERLINE IS RECREATED FROM AS-BUILT PLANS AND IS FOR INFORMATION ONLY.
- 16. STRUCTURAL CONCRETE REMOVED AS DIRECTED BY THE ENGINEER FOR THE ADJUSTMENT OF THE DRAINAGE STRUCTURES TO THE FINAL GRADE SHALL BE RECONSTRUCTED ACCORDING TO THE APPROACH SLAB REPAIR SPECIFICATION. COST OF THE CONCRETE REMOVAL, DISPOSAL AND RECONSTRUCTION IS INCLUDED WITH THE ASSOCIATED "INLETS AND/OR MANHOLES TO BE ADJUSTED" PAY ITEM AS INCLUDED IN THE ROADWAY PLANS.

- 17. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTER BY THE ENGINEER.
- THE VILLAGE OF SUMMIT SHALL BE NOTIFIED 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
- 19. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ITEM		TOTAL	BRIDGE
ITEM		TOTAL	
ПЕМ		TOTAL	0059
	UNIT	QUANTITY	URBAN
INLET FILTERS	EACH	37	37
SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	51	51
BITUMINOUS MATERIALS (TACK COAT)	POUND	497	497
LONGITUDINAL JOINT SEALANT	FOOT	246	246
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	314	314
NOT ALL VISITIVE SOUVICE REMOVILE SOUT SOUN	34 15	311	311
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	84	84
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	457	457
COMBINATION CURB AND GUTTER REMOVAL	FOOT	313	313
SIDEWALK REMOVAL	SO FT	457	457
			<u> </u>
CONCRETE REMOVAL	CU YD	18.2	18.2
PROTECTIVE SHIELD	SQ YD	336	336
CONCRETE SUPERSTRUCTURE	CU YD	21.6	21.6
PROTECTIVE COAT	SO YD	878	878
THOREOUTE COM	34 10	0,0	
REINFORCEMENT BARS, EPOXY COATED	POUND	3,070	3,070
	BITUMINOUS MATERIALS (TACK COAT) LONGITUDINAL JOINT SEALANT HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH COMBINATION CURB AND GUTTER REMOVAL SIDEWALK REMOVAL CONCRETE REMOVAL PROTECTIVE SHIELD CONCRETE SUPERSTRUCTURE	BITUMINOUS MATERIALS (TACK COAT) POUND LONGITUDINAL JOINT SEALANT FOOT HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 TON PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT COMBINATION CURB AND GUTTER REMOVAL SIDEWALK REMOVAL SQ FT CONCRETE REMOVAL CU YD PROTECTIVE SHIELD SQ YD PROTECTIVE SUPERSTRUCTURE CU YD PROTECTIVE COAT SQ YD	BITUMINOUS MATERIALS (TACK COAT) BITUMINOUS MATERIALS (TACK COAT) LONGITUDINAL JOINT SEALANT FOOT 246 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD 314 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 TON 84 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH SQ FT 457 COMBINATION CURB AND GUTTER REMOVAL SIDEWALK REMOVAL SIDEWALK REMOVAL CONCRETE REMOVAL CONCRETE SHIELD PROTECTIVE SHIELD SQ YD 336 CONCRETE SUPERSTRUCTURE CONCRETE SUPERSTRUCTURE CONCRETE SQ YD 878 PROTECTIVE COAT SQ YD 878

				80% FED
				20% STATE BRIDGE
CODE			TOTAL	0059
NO.	ITEM	UNIT	QUANTITY	URBAN
50800515	BAR SPLICERS	EACH	48	48
52000110	PREFORMED JOINT STRIP SEAL	FOOT	136	136
32000110	THE OWNER SOME STATE SERVE	1001	150	130
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	11	11
52100520	ANCHOR BOLTS, 1"	EACH	22	22
59000200	EPOXY CRACK INJECTION	FOOT	90	90
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2
00255500	MANNOLES TO BE ADJUSTED	EACH	2	2
60260100	INLETS TO BE ADJUSTED	EACH	4	4
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	313	313
67100100	MOBILIZATION	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	364	364
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5,333	5,333
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	73	73
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	6,052	6,052
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	1280	1280
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	131	131

- * SPECIAL PROVISION
- ** SPECIALTY ITEMS
- *** SPECIAL PROVISION & SPECIALTY ITEM

|--|

	USER NAME = cpujari	DESIGNED	NKA	REVISED =
		DRAWN	NKA	REVISED 2
	PLOT SCALE = 100.0000 / in.	CHECKED	ВА	REVISED *
Ĵ	PLOT DATE = 12/6/2024	DATE	12/06/2024	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTR. CODE

IL			OVER IHB Y OF QUAI	RAILROAD NTITIES		
SHEET 1	OF	3	SHEETS S	ГА.	TO STA.	

SCALE: NA

CONSTR. CODE

				80% FED 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0059 URBAN
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	112	112
70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	219	219
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	12,763	12,763
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	311	311
70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	80	80
70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	132	132
70400100	TEMPORARY CONCRETE BARRIER	FOOT	700	700
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	862.5	862.5
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5,432	5,432
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	580	580
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	131	131

**	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	620	620
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	620	620
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16	16
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	28	28
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	5,817	5,817
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1
k	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1
	X0300062	GRAFFITI REMOVAL	SQ YD	474	474
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	102	102
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	725	725
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
*	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	166	166

ITEM

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

- * SPECIAL PROVISION
- ** SPECIALTY ITEMS
- *** SPECIAL PROVISION & SPECIALTY ITEM

	AEG	ATLAS ENGINEERING GROUP, LTD.
П		

USER NAME = cpujari	DESIGNED -	NKA	REVISED -
	DRAWN -	NKA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	BA	REVISED -
PLOT DATE = 12/6/2024	DATE -	12/06/2024	REVISED -

SCALE: NA

CONSTR. CODE

CODE NO.

78000650

IL RO	UTE 171	OVER I	HB RAILE	OAD	F.A.U RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
9	SUMMARY	OF OI	IANTITIES	•	3565	FAU 3565 22 BJ		COOK	59	4
`	OWN	0. 40	/AIVIIIIE	•				CONTRACT	NO. 62	2T50
SHEET 2	OF 3	SHEETS	STA.	TO STA.		ILLINOIS	FED. AI	D PROJECT		

CONSTR. CODE 80% FED 20% STATE BRIDGE

0059

URBAN

112

TOTAL

QUANTITY

112

UNIT

FOOT

REV-SEP

III INOIS FED. AID PROJECT	TO STA.	SHEET 3 OF 3 SHEETS STA.	SHEET 3	SCALE: NA		REVISED -	DATE - 12/06/2024	PLOT DATE = 12/6/2024
CONTRACT NO. 62T50					DEPARTMENT OF TRANSPORTATION	REVISED -	CHECKED - BA	PLOT SCALE = 100.0000 ' / in.
3565 FAU 3565 22 BJ COOK 59 5		SHMMARY OF OHANTITIES	2		SIAIE OF ILLINOIS	REVISED -	DRAWN - NKA	
RTE. SECTION COUNTY SHEETS NO.		IL ROUTE 171 OVER IHB RAILROAD	IL ROL			REVISED -	DESIGNED - NKA	USER NAME = cpujari

* - SPECIAL PROVISION

** - SPECIALTY ITEMS

*** - SPECIAL PROVISION & SPECIALTY ITEM

				CONSTR. CODE
				20% STATE
CODE			TOTAL	0059
NO.	ITEM	UNIT	QUANTITY	URBAN
*** X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	166	166
* Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	1	1
* 70001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SO YI	J.	س ا
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	11	11
Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 ¾ INCHES	SQ YD	730	730
* Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	730	730
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	66	66
Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	51	51
* Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	ω	ω
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	6	6
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	769	769
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	54	54
* Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1
* Z0049790	RELOCATING NAME PLATES	EACH	1	1
*** Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1
Ø Z0076600	TRAINEES	HOUR	500	500
		5	5 00	500

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY, COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THE CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND
- 3. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE TYPE IV.
- DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO AVOID ANY CONSTRUCTION DEBRIS FROM ENCROACHING INTO TRAVEL LANES.
- PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES, ANY TEMPORARY SIGNAGE, TEMPORARY ACCESS PATHS, OR OTHER ITEMS NEEDED TO REPOUTE PEDESTRIAN TRAFFIC AROUND WORK ZONES SHALL BE APPROVED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF TRAFFIC CONTROL AND PROTECTION (SPECIAL)
- CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
- 7. ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING
- 8. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS, ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24"BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED. TEMPORARY CONCRETE BARRIER WILL NOT BE PINNED TO THE BRIDGE DECK.
- THE "ROAD CONSTRUCTION AHEAD"SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- 10. TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS THAT ARE LOCATED WITHIN A WORK AREA. THIS WORK SHALL BE PAID FOR PER DISTRICT 1 DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS SIGN RELOCATION WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING

SEQUENCE OF CONSTRUCTION

PRE-STAGE

THE CONTRACTOR SHALL INSTALL THE TEMPORARY TRAFFIC SIGNAL THAT INCLUDES INSTALLATION OF WOOD POLES, SIGNAL HEADS, BARREL MOUNTED PEDESTRIAN SIGNAL HEADS & PUSH BUTTONS AND DETECTION CAMERAS, AS SHOWN ON TEMPORARY TRAFFIC SIGNAL INSTALLATION PLANS.

STAGE I

TRAFFIC

ADJUST THE TEMPORARY TRAFFIC SIGNAL HEADS AND THE DETECTION CAMERAS AS SHOWN ON THE TEMPORARY TRAFFIC SIGNAL PLANS FOR STAGE 1 TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TEMPORARY CONTROL DEVICES AS SHOWN IN THE STAGE 1 PLAN. REMOVE EXSTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS IN CONFLICT WITH STAGE 1 TEMPORARY PAVEMENT MARKINGS. REMOVE REFLECTORS FROM THE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE PROJECT LIMITS IN CONFLICT WITH STAGE 1 TEMPORARY PAVEMENT MARKINGS. SHIFT TRAFFIC TO THE EAST SIDE (NB) OF THE EXISTING BRIDGE, ONE LANE OF TRAFFIC TO BE PROVIDED IN FACH DIRECTION

CONSTRUCTION

SCARIFY, REPAIR AND OVERLAY THE EXISTING BRIDGE AND BRIDGE APPROACH SLABS. AND OTHER STRUCTURAL IMPROVEMENTS AS SHOWN IN THE PLANS. OVERLAY THE EXISTING APPROACH SLAB AND PAVEMENT, CONSTRUCT BUTT JOINTS AND OTHER IMPROVEMENTS AS SHOWN IN THE PLANS.

STAGE II

TRAFFIC

ADJUST THE TEMPORARY TRAFFIC SIGNAL HEADS AND THE DETECTION CAMERAS AS SHOWN ON THE TEMPORARY TRAFFIC SIGNAL PLANS FOR STAGE 2 TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN IN THE STAGE 2 PLAN. REMOVE THE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH STAGE 2 TEMPORARY PAVEMENT MARKINGS. REMOVE REFLECTORS FROM THE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS IN CONFLICT WITH STAGE 2 TEMPORARY PAVEMENT MARKINGS. SHIFT SOUTH BOUND TRAFFIC TO THE WEST SIDE (SB) ON THE NEWLY OVELAYED BRIDGE AND NORTH BOUND TRAFFIC TO THE EAST SIDE (NB) AS SHOWN IN THE PLANS. ONE LANE OF TRAFFIC TO BE PROVIDED IN EACH

CONSTRUCTION

SCARIFY, REPAIR AND OVERLAY THE EXISTING BRIDGE AND BRIDGE APPROACH SLABS, AND OTHER STRUCTURAL IMPROVEMENTS AS SHOWN IN THE PLANS. OVERLAY EXISTING APPROACH SLAB AND PAVEMENT, CONSTRUCT BUTT JOINTS AND OTHER IMPROVEMENTS AS SHOWN IN THE PLANS.

STAGE III

TRAFFIC

ADJUST THE TEMPORARY TRAFFIC SIGNAL HEADS AND THE DETECTION CAMERAS AS SHOWN ON THE TEMPORARY TRAFFIC SIGNAL PLANS FOR STAGE 3 TRAFFIC, PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN IN THE STAGE 3 PLAN. REMOVE THE EXISTING PAVEMENT MARKINGS IN CONFLICT WITH STAGE 3 TEMPORARY PAVEMENT MARKINGS. REMOVE REFLECTORS FROM THE EXISTING RAISED REFLECTIVE PAVEMENT MARKERS IN CONFLICT WITH STAGE 2 TEMPORARY PAVEMENT MARKINGS. SHIFT TRAFFIC TO THE WEST SIDE (SB) ON THE NEWLY OVELAYED BRIDGE. ONE LANE OF TRAFFIC TO BE PROVIDED IN EACH

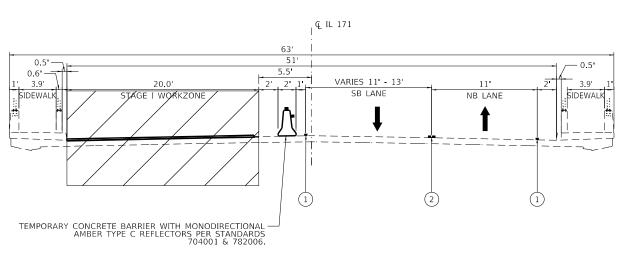
CONSTRUCTION

SCARIFY, REPAIR AND OVERLAY THE EXISTING BRIDGE AND BRIDGE APPROACH SLABS, AND OTHER STRUCTURAL IMPROVEMENTS AS SHOWN IN THE PLANS, OVERLAY EXISTING APPROACH SLAB AND PAVEMENT, CONSTRUCT BUTT JOINTS AND OTHER IMPROVEMENTS AS SHOWN IN THE

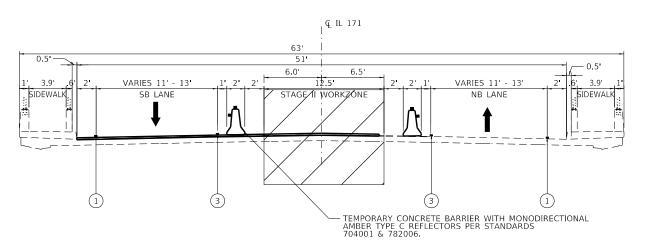
REMOVE TEMPORARY PAVEMENT MARKINGS, OTHER TEMPORARY TRAFFIC CONTROL DEVICES AND INSTALL PERMANENT PAVEMENT MARKINGS AS SHOWN IN THE PLANS. INSTALL PREVIOSLY REMOVED REFLECTORS.

IL 171 WORK ZONE SPEED LIMIT

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STAGE 1:	30	МРН	то	35	МРН	30	MPH
STAGE 2:	30	MPH	то	35	МРН	30	MPH
STAGE 3:	30	MPH	то	35	МРН	30	MPH

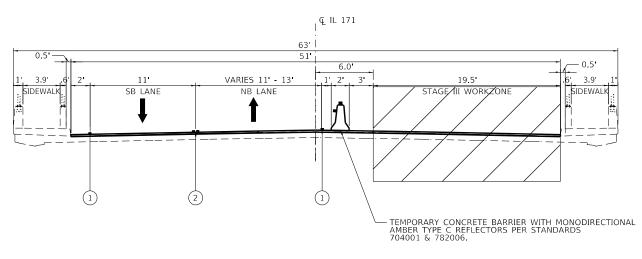


STAGE I CONSTRUCTION LOOKING NORTH



STAGE II CONSTRUCTION

LOOKING NORTH



STAGE III CONSTRUCTION

LOOKING NORTH

MOT TYPICAL LEGEND

1 TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (WHITE)

TEMPORARY PAVEMENT MARKING TAPE, TYPE IV
(DOUBLE YELLOW @ 11" C-C)

TEMPORARY PAVEMENT MARKING TAPE, TYPE IV (YELLOW)

3

WORK AREA

 $\overline{\Box}$

TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL AMBER TYPE C REFLECTORS PER STANDARDS 704001 & 782006.

704001 & 7620

DIRECTION OF TRAVEL

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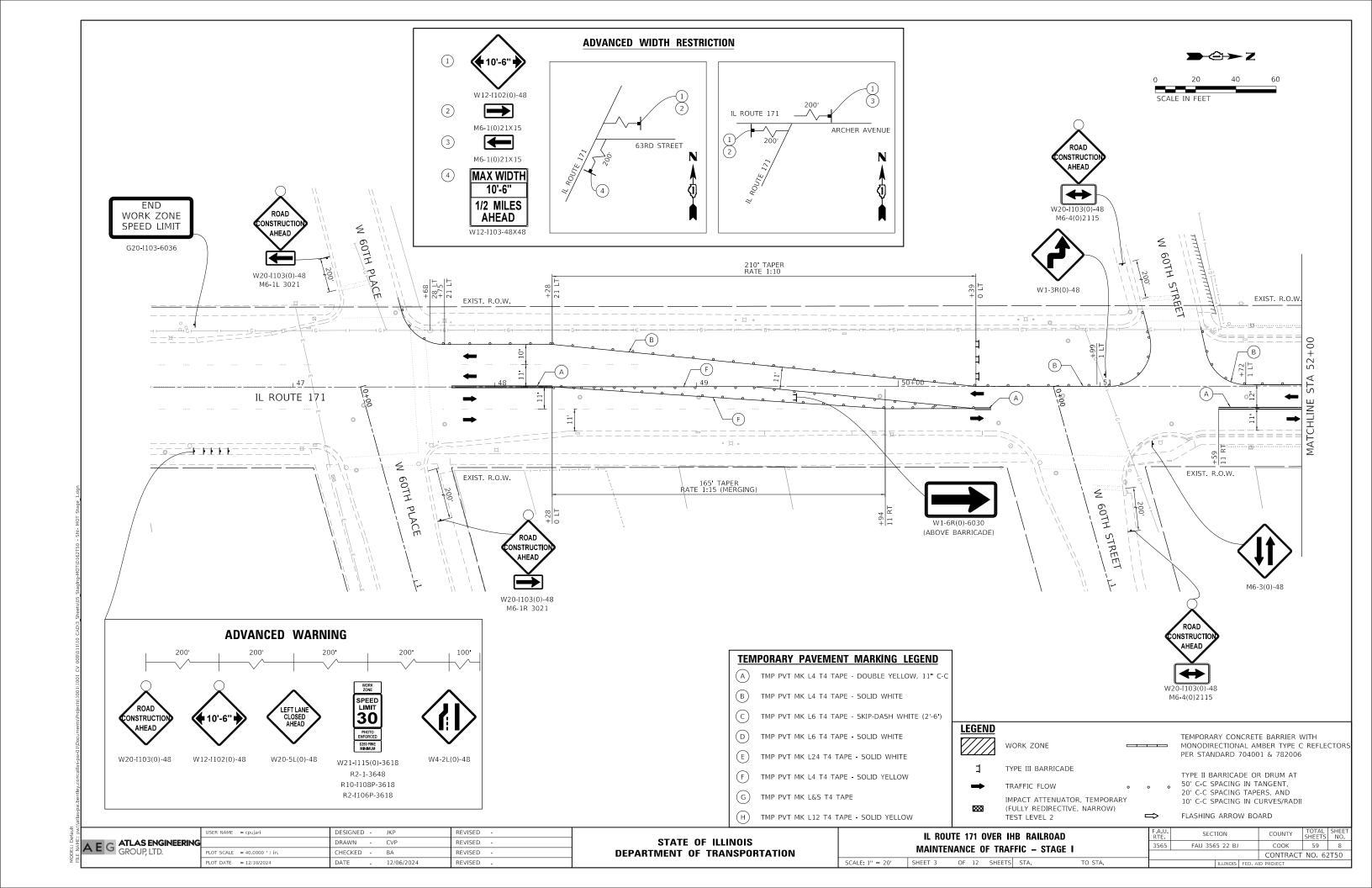
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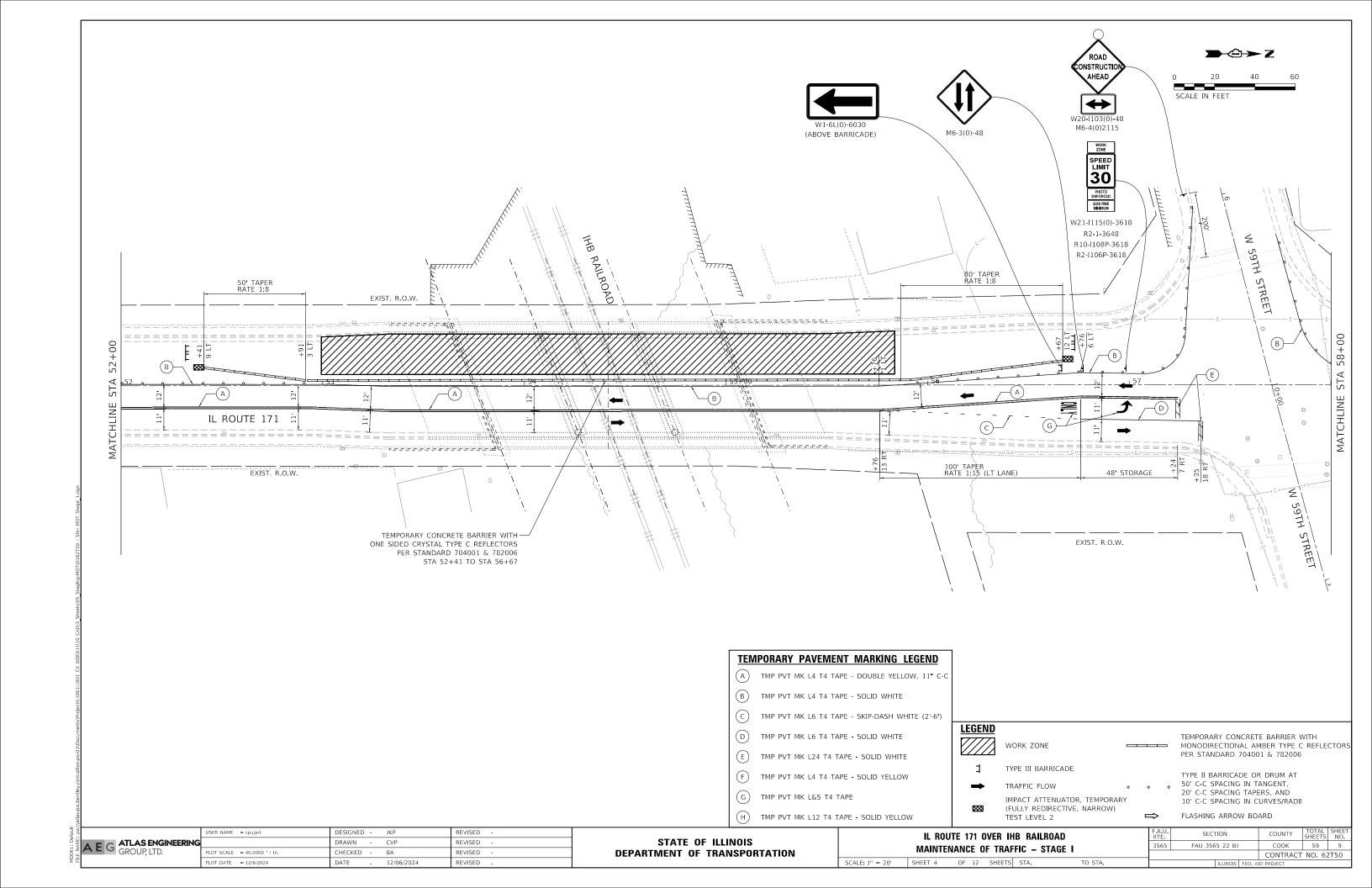
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

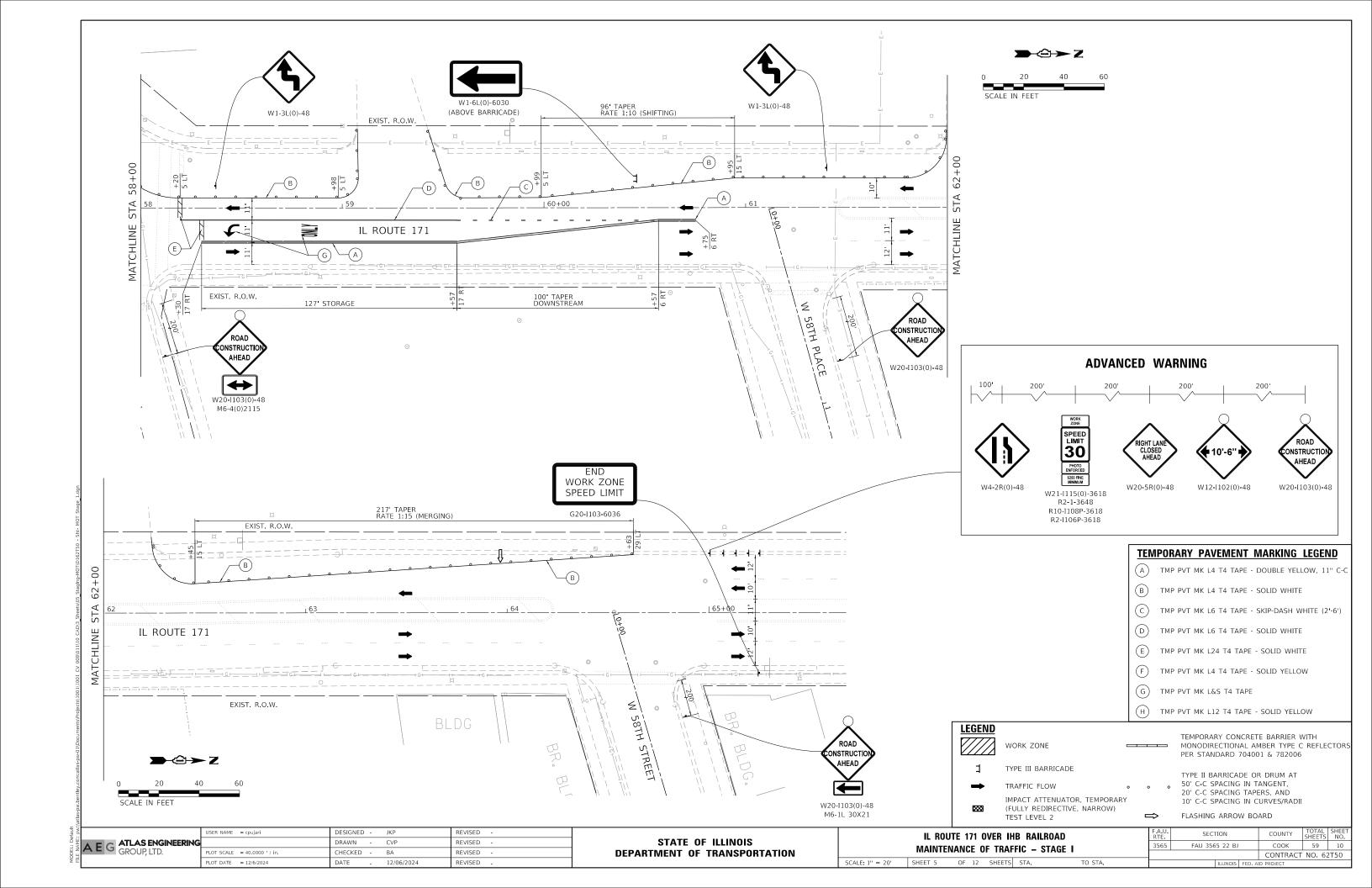
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

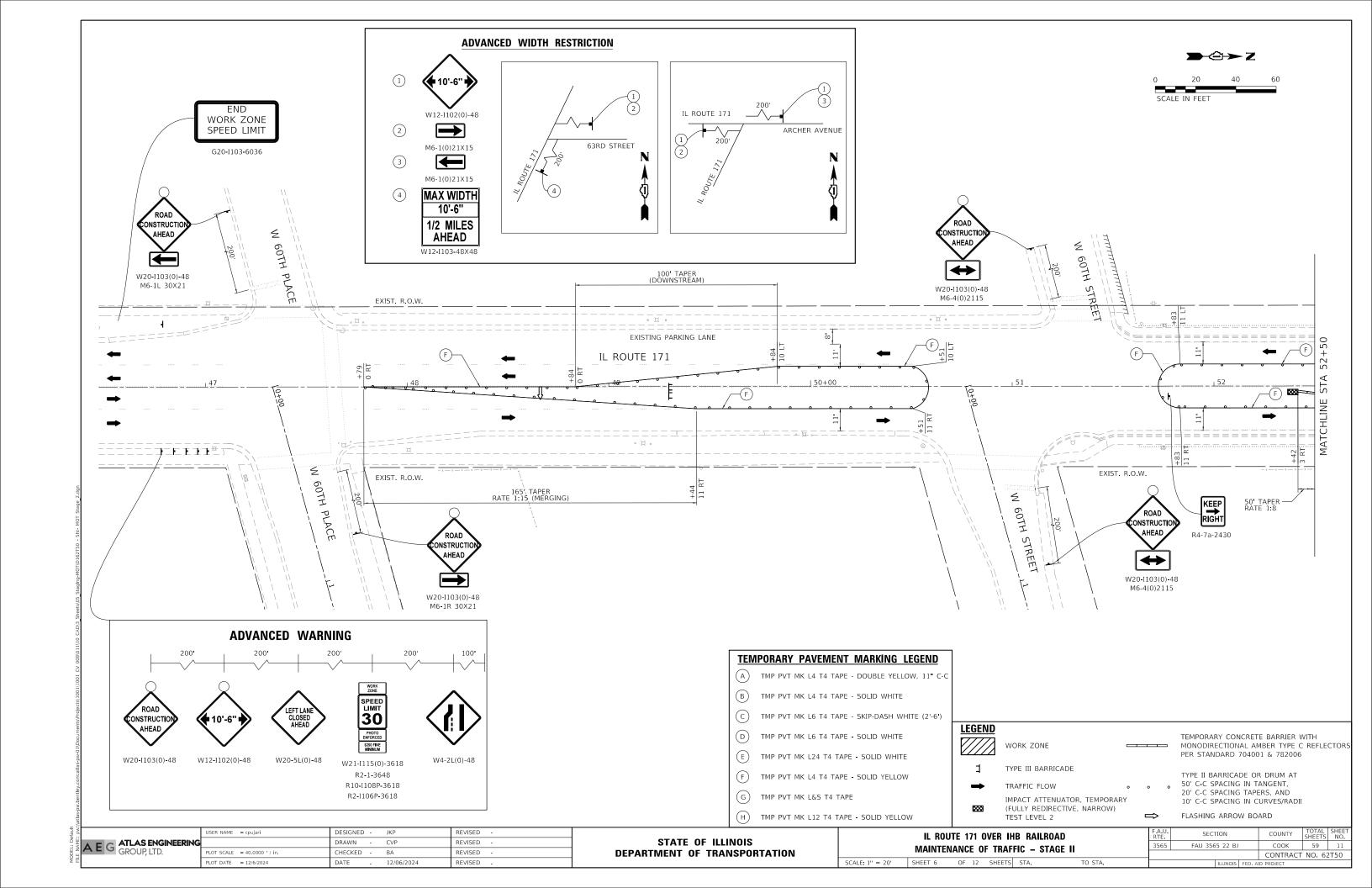
TYPICAL SECTION

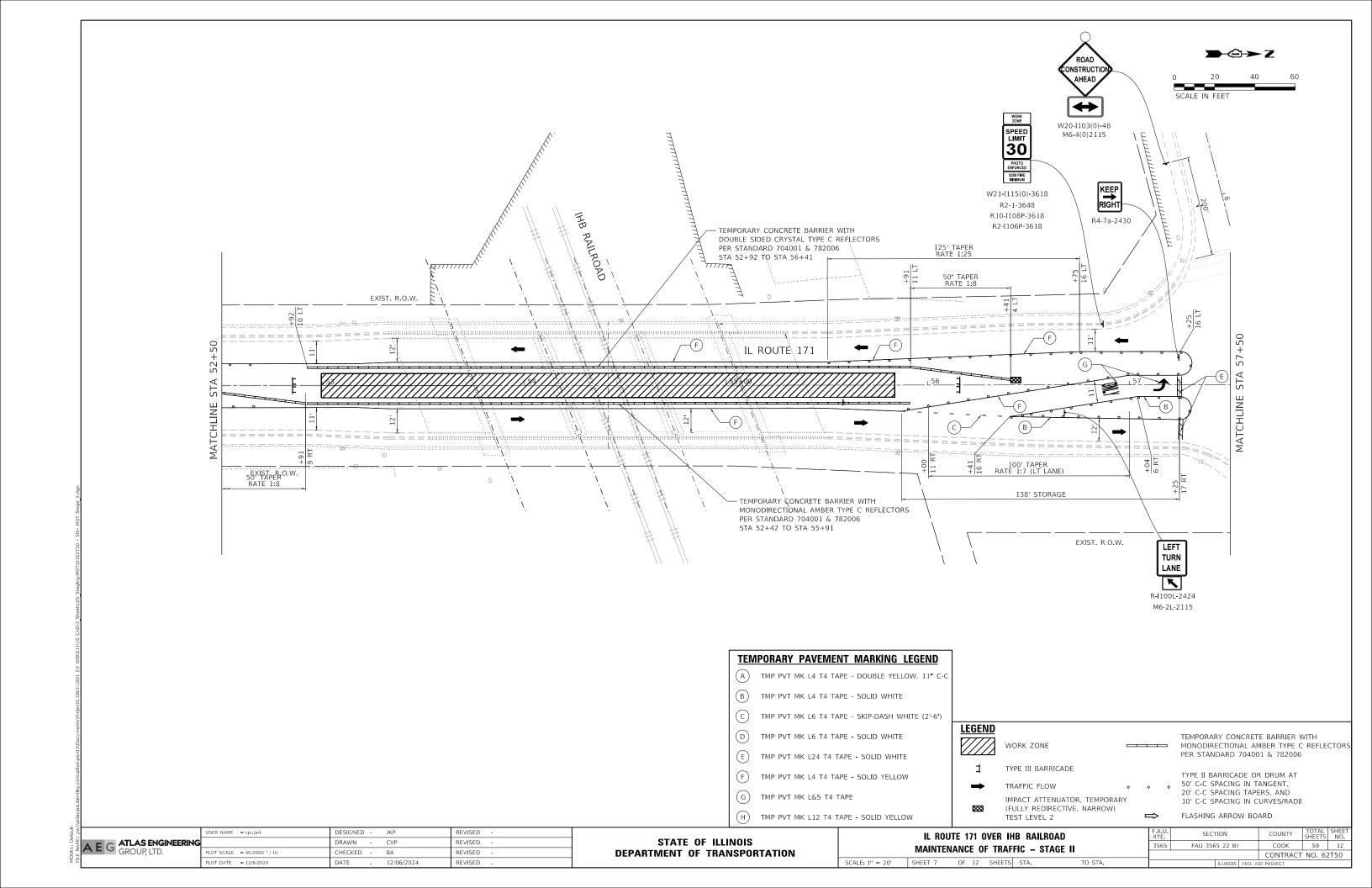
SCALE: 1" = 5' SHEET 2 OF 12 SHEETS STA. TO STA.

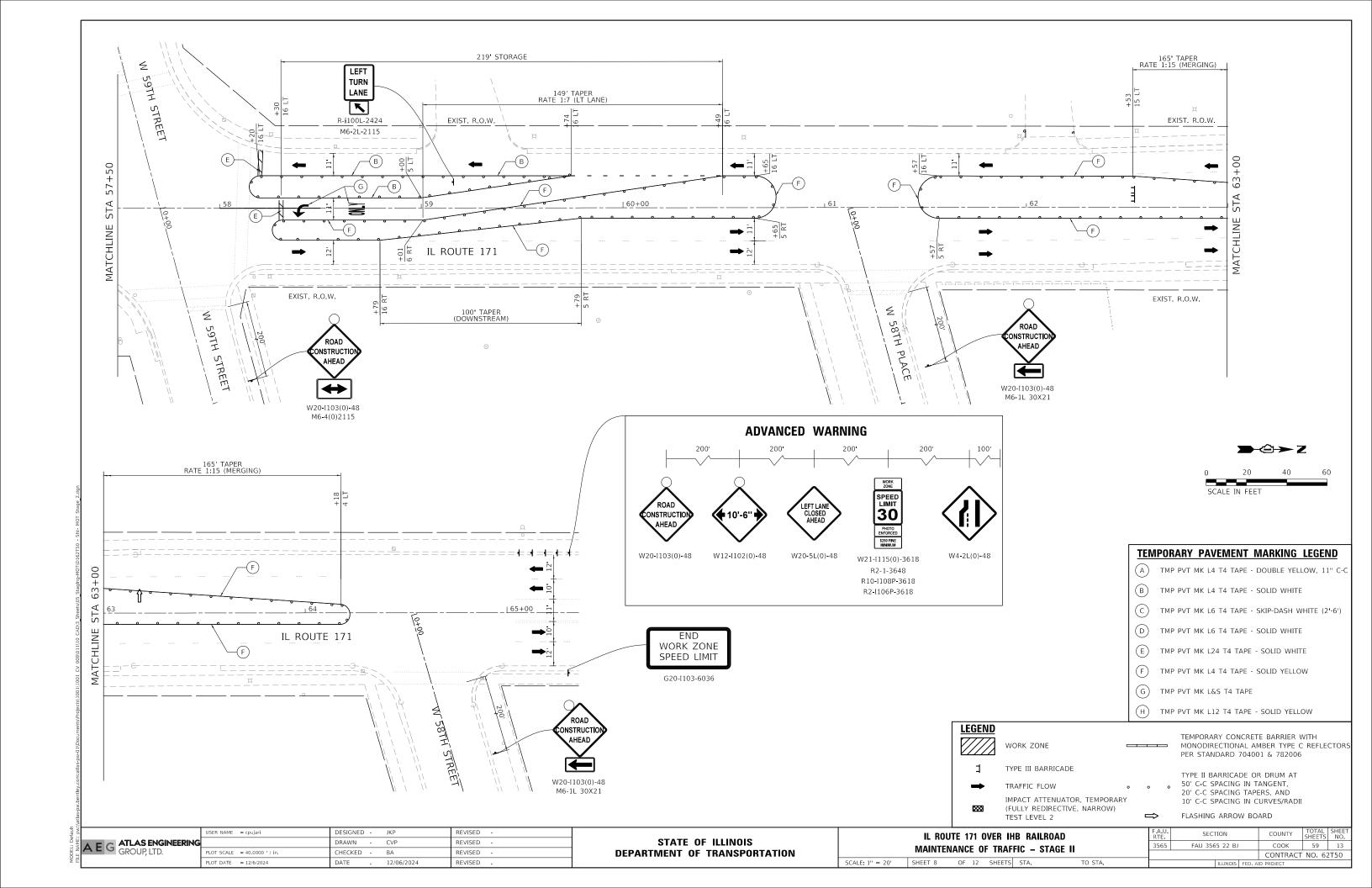


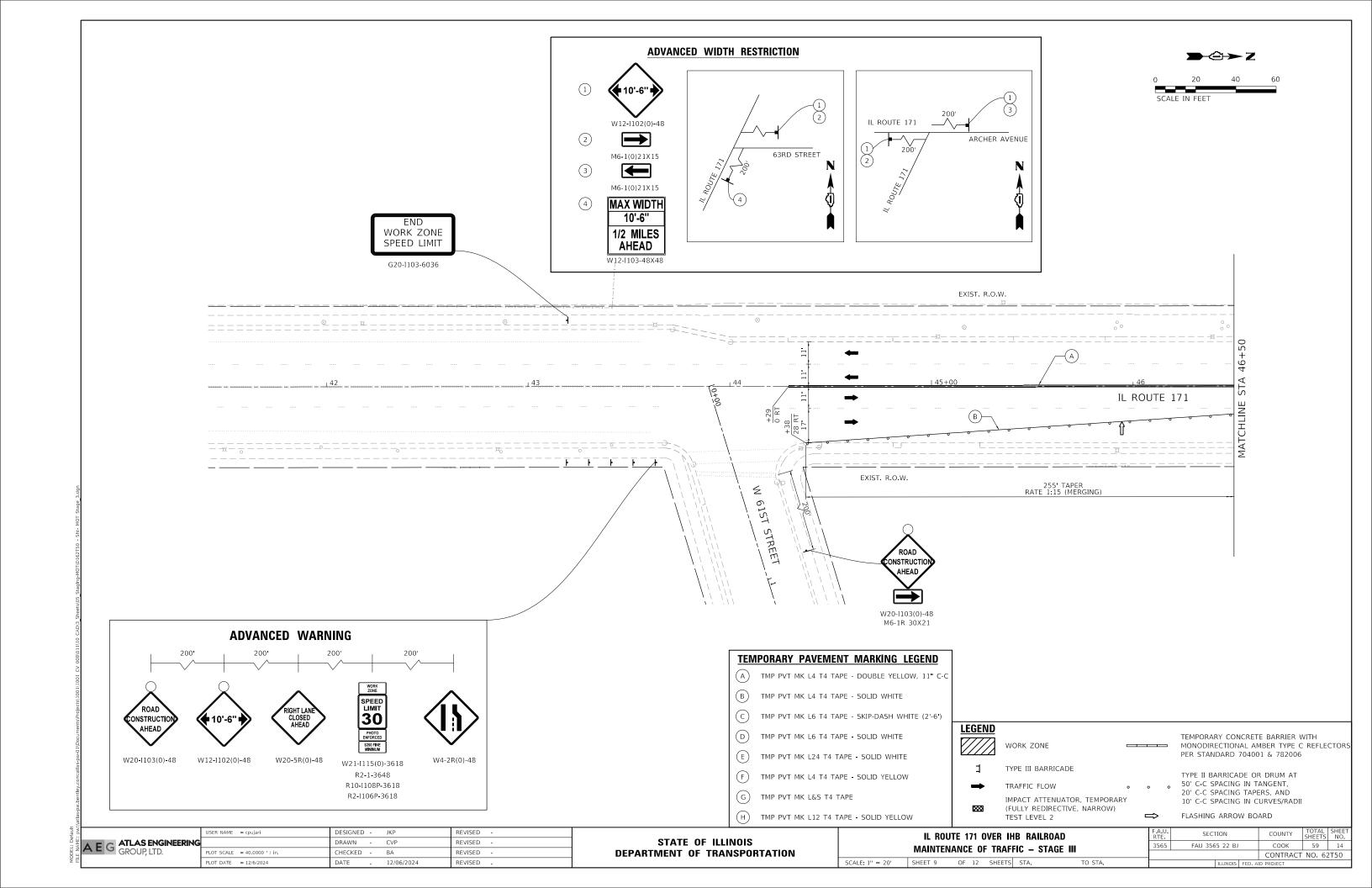


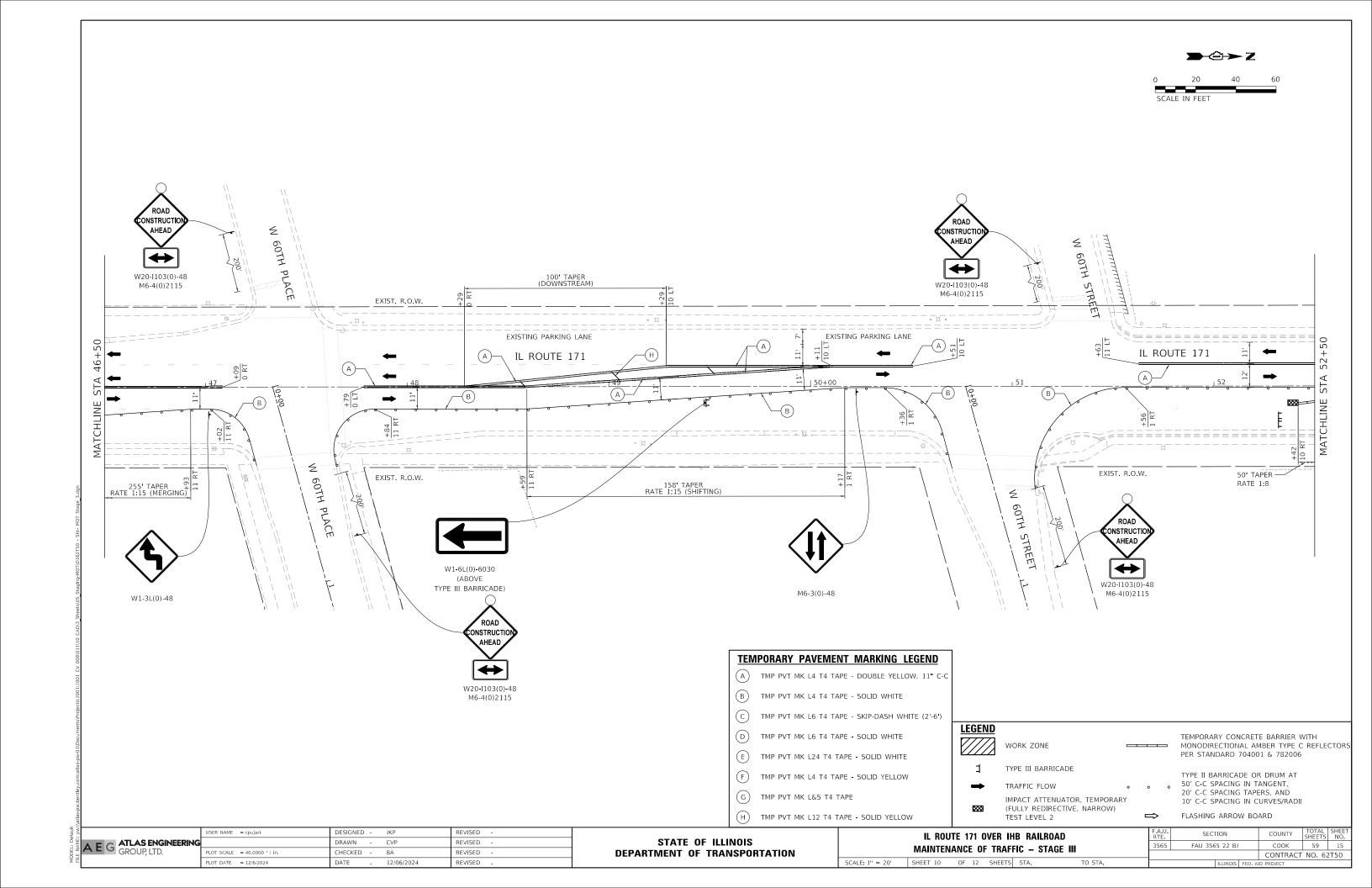


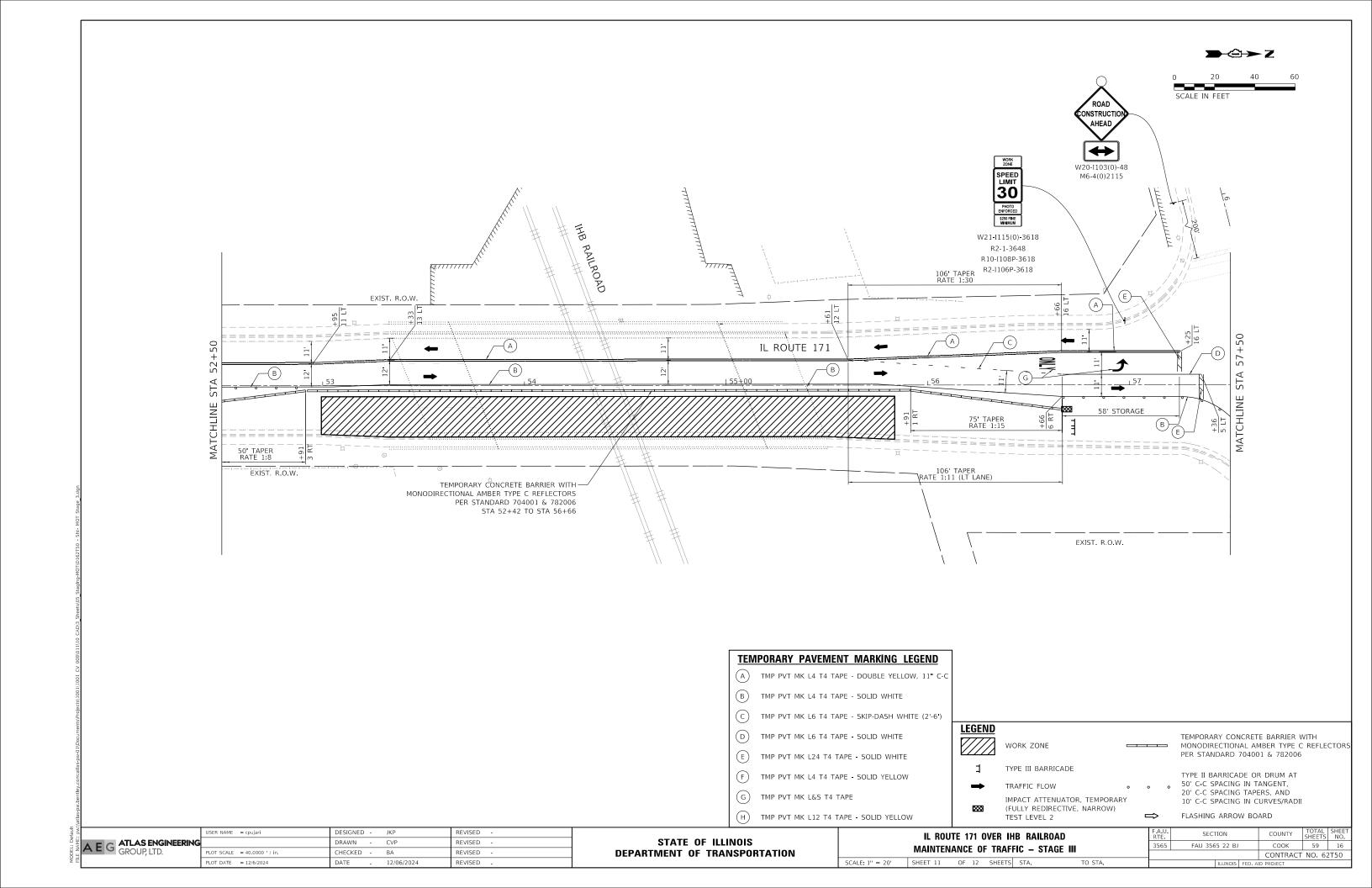


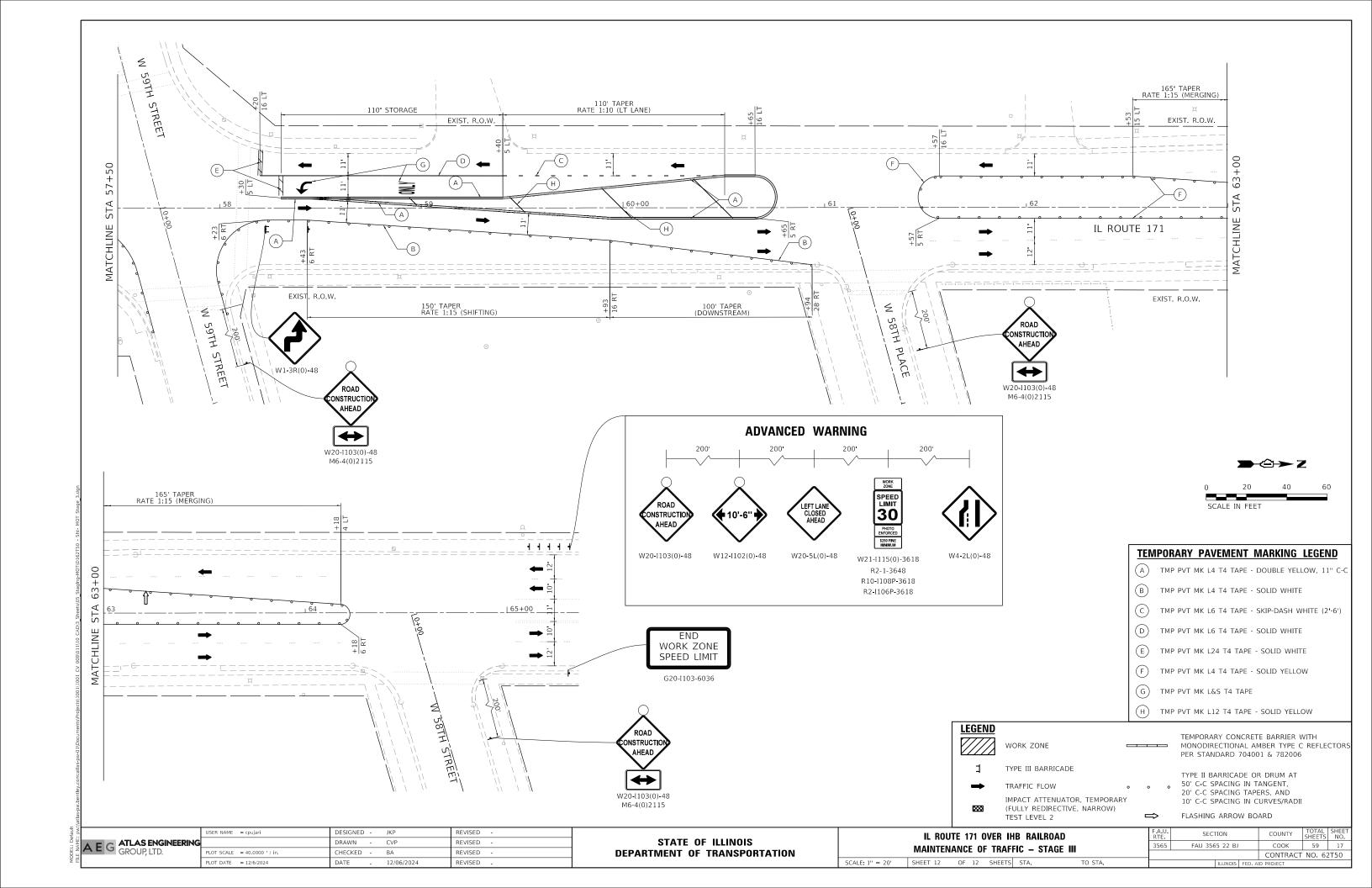


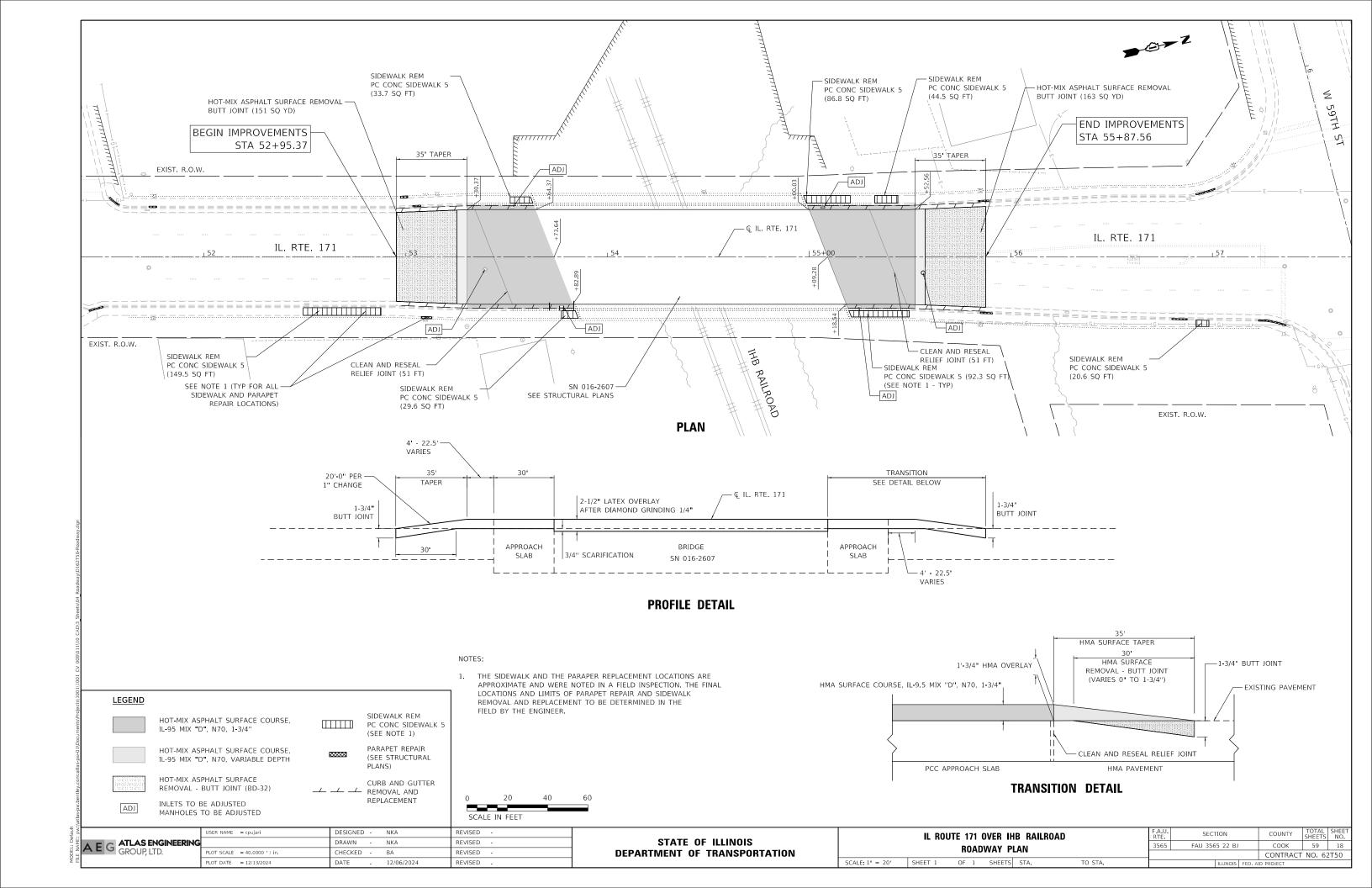


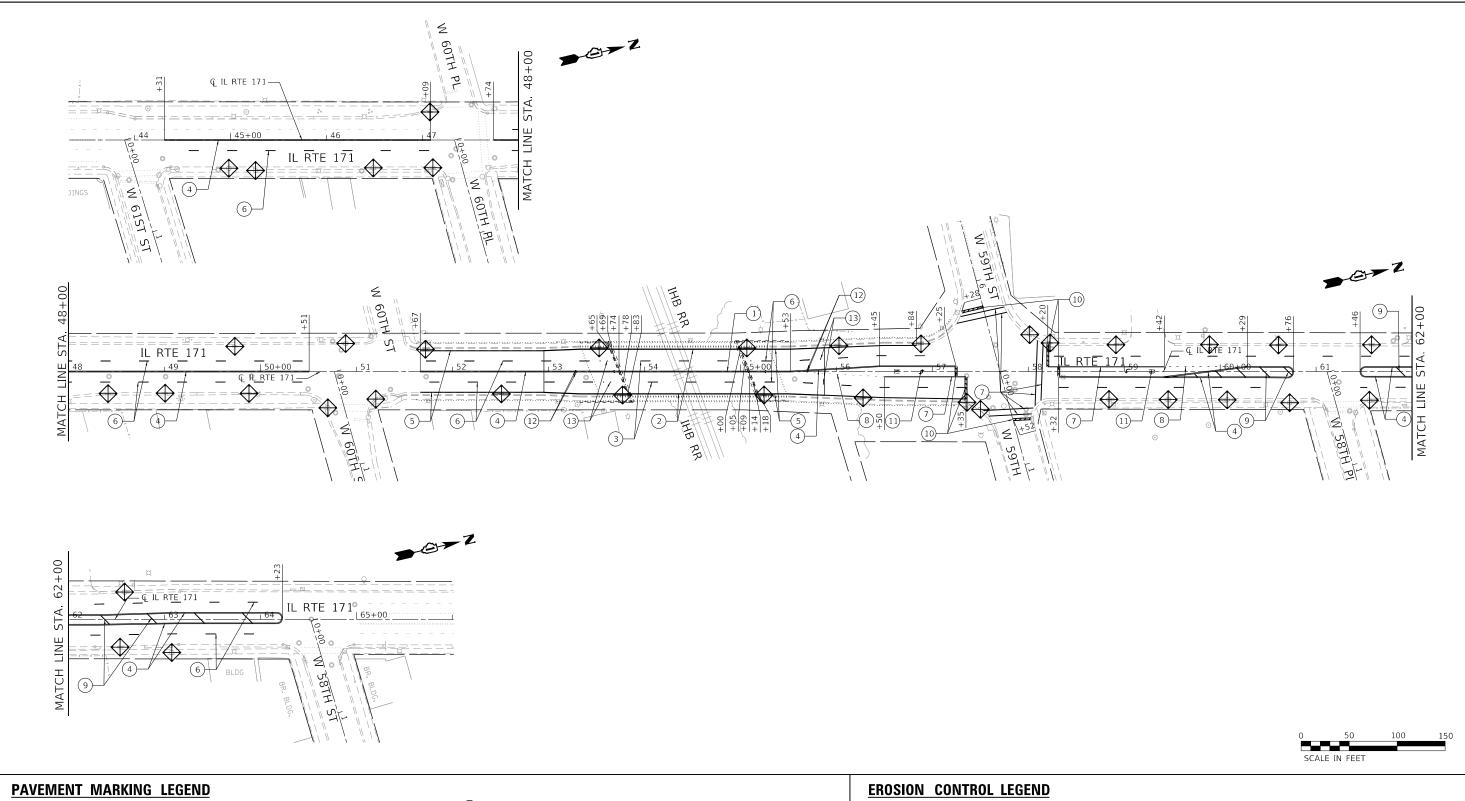












PAVEMENT MARKINGS ON BRIDGE DECK

- (1) MODIFIED URETHANE PAVEMENT MARKING LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (2) MODIFIED URETHANE PAVEMENT MARKING LINE 4" (SOLID WHITE EDGE LINE)
- 3 PREFORMED PLASTIC PAVEMENT MARKING, TYPE D STANDARD LINE 7" (SKIP-DASH WHITE 10' LINE 30' SPACE)
 PAVEMENT MARKINGS ON HMA
- 4 THERMOPLASTIC PAVEMENT MARKING LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- (5) THERMOPLASTIC PAVEMENT MARKING LINE 4" (SOLID WHITE EDGE LINE)
- (6) THERMOPLASTIC PAVEMENT MARKING LINE 4" (SKIP-DASH WHITE 10' LINE 30' SPACE)

- (7) THERMOPLASTIC PAVEMENT MARKING LINE 6" (SOLID WHITE TURN LANE)
- (8) THERMOPLASTIC PAVEMENT MARKING LINE 6" (2' LINE 6' SPACE WHITE TURN LANE)
- (9) THERMOPLASTIC PAVEMENT MARKING LINE 12* (SOLID YELLOW DIAGONAL)
- (10) THERMOPLASTIC PAVEMENT MARKING LINE 24" (SOLID WHITE STOP BAR)
- (11) THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (WHITE)

RAISED REFLECTIVE PAVEMENT MARKERS

- (12) RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
- 13) RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)



INLET FILTERS

<u>NOTE</u>

- NO RAISED REFLECTIVE PAVEMENT MARKERS (RRPM) ARE PLACED WITHIN THE BRIDGE LIMITS. (STA 53+74 TO STA 55+09).
- PREFORMED PLASTIC PAVEMENT MARKING, TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKING SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.

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IL ROUTE 171 OVER IHB RAILROAD	F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	
PAVEMENT MARKING AND EROSION CONTROL PLAN	3565	FAU 3565 22 BJ	соок	59	19
TAVENIENT MAINING AND ENGINE CONTINUE LEAN			CONTRACT	F NO. 62	2T50
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TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

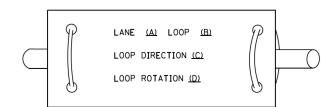
CONTROLLER CABINET	<u>EXISTING</u>	<u>PROPOSED</u>	<u>ITEM</u>	EXISTING	PROPOSED	<u>ITEM</u>	<u>EXISTING</u>	PROPOSED
			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		R Y
COMMUNICATION CABINET	ECC	СС	HEAVY DUTY HANDHOLE					G G ←Y ←Y ←G
MASTER CONTROLLER	EMC	MC	-SQUARE -ROUND	H ®	H O		(•©) (•©) P	← G ←G P
MASTER MASTER CONTROLLER	ЕММС	ммс	DOUBLE HANDHOLE			SIGNAL HEAD WITH BACKPLATE	(F) (F) (F)	
UNINTERRUPTABLE POWER SUPPLY	4	7	JUNCTION BOX		•	-(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		Y Y Y
SERVICE INSTALLATION	- <u>-</u>	- ■ - P	RAILROAD CANTILEVER MAST ARM	X OX X	X eX X			4Y 4Y 4Y
-(P) POLE MOUNTED SERVICE INSTALLATION			RAILROAD FLASHING SIGNAL	∑⊙ ∑	X⊕X		P RB	P RB
-(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^{G}\boxtimes^{GM}$	$ \square$ G \square GM	RAILROAD CROSSING GATE	₹0 ₹>	X • X •	PEDESTRIAN SIGNAL HEAD		•
TELEPHONE CONNECTION	ET	Т	RAILROAD CROSSBUCK	查	*	AT RAILROAD INTERSECTIONS	K	<u>**</u>
STEEL MAST ARM ASSEMBLY AND POLE	O	•——	RAILROAD CONTROLLER CABINET		▶ €	PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	© C	₽ C ★ D
ALUMINUM MAST ARM ASSEMBLY AND POLE	0		UNDERGROUND CONDUIT (UC), GALVANIZED STEEL					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	↔	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY	0	●	SYSTEM ITEM INTERSECTION ITEM	S	SP IP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	\otimes	•	REMOVE ITEM		R	GROUND CABLE IN CONDUIT,	1#6	1#6
GUY WIRE	>-	>-	RELOCATE ITEM		RL	NO. 6 SOLID COPPER (GREEN) ELECTRIC CABLE IN CONDUIT, TRACER	,	
SIGNAL HEAD	>	-	ABANDON ITEM		Α	NO. 14 1/C	1	
SIGNAL HEAD WITH BACKPLATE	+t>	+-	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF	COAXIAL CABLE	<u> </u>	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAMMED	-⊳ ^P +⊳ ^P	→ P + → P	MAST ARM POLE AND			VENDOR CABLE		
FLASHER INSTALLATION -(FS) SOLAR POWERED	od>F od>FS	•→ FS	FOUNDATION TO BE REMOVED		RMF	COPPER INTERCONNECT CABLE,	,	
	or⊳ er⊳ ^{FS}	■→ ^F ■→ ^{FS}	SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	(6#18)
PEDESTRIAN SIGNAL HEAD	-0	-1	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		<u> 12F</u>
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	<pre></pre>		PREFORMED DETECTOR LOOP	PP	PP	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	24F)	
RADAR DETECTION SENSOR	R	R	SAMPLING (SYSTEM) DETECTOR	S S	s s			—(36F)—
VIDEO DETECTION CAMERA		V ■	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS (IS)	IS (IS)			
RADAR/VIDEO DETECTION ZONE			QUEUE AND SAMPLING	QS QS	QS QS	GROUND ROD -(C) CONTROLLER -(M) MAST ARM	<u>÷</u> C <u>÷</u> M <u>÷</u> P <u>÷</u> S	$\stackrel{\dot{=}}{\overset{C}{\downarrow}} \stackrel{\dot{=}}{\overset{M}} \stackrel{\dot{=}}{\overset{P}{\downarrow}} \stackrel{\dot{=}}{\overset{S}{\downarrow}}$
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ	(SYSTEM) DETECTOR WIRELESS DETECTOR SENSOR	(i)		-(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	\bowtie	~	WIRELESS ACCESS POINT		_			
CONFIMATION BEACON	○ —①	•			_			
WIRELESS INTERCONNECT	⊶ + -	• · ·						
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR						

TS-05 CONTIN

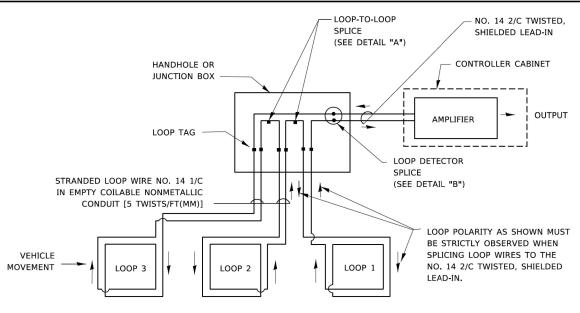
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

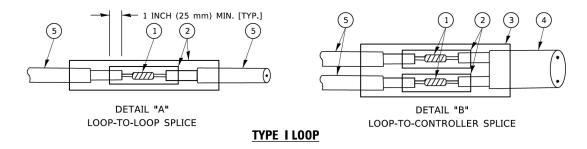


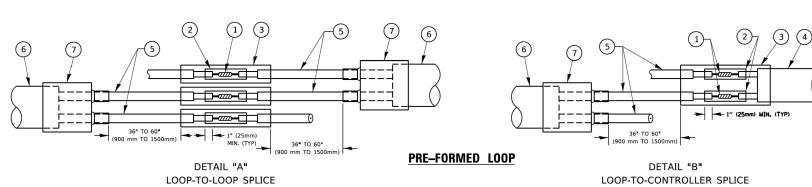
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETECTOR LOOP WIRING SCHEMATIC

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





LOOP DETECTOR SPLICE

- 1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- (4) NO. 14 2/C TWISTED, SHIELDED CABLE.

- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

A E G ATLAS ENGINEERING GROUP, LTD.

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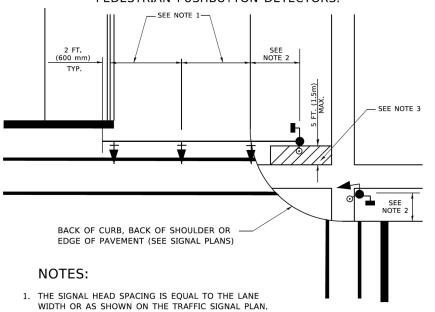
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DEPARTMENT OF TRANSPORTATION

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	STANDARD	TRAFFIC	SIGNA	L DESIGN	DETAILS
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TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

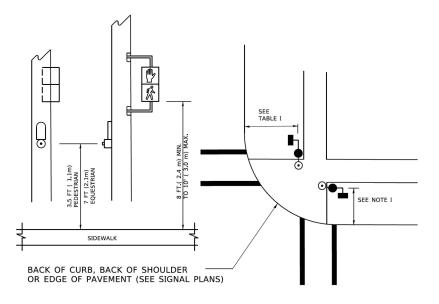
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



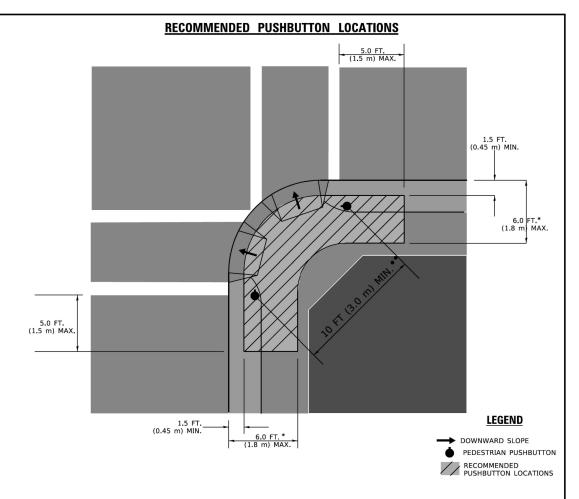
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
- THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK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

PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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



- * WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- ** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

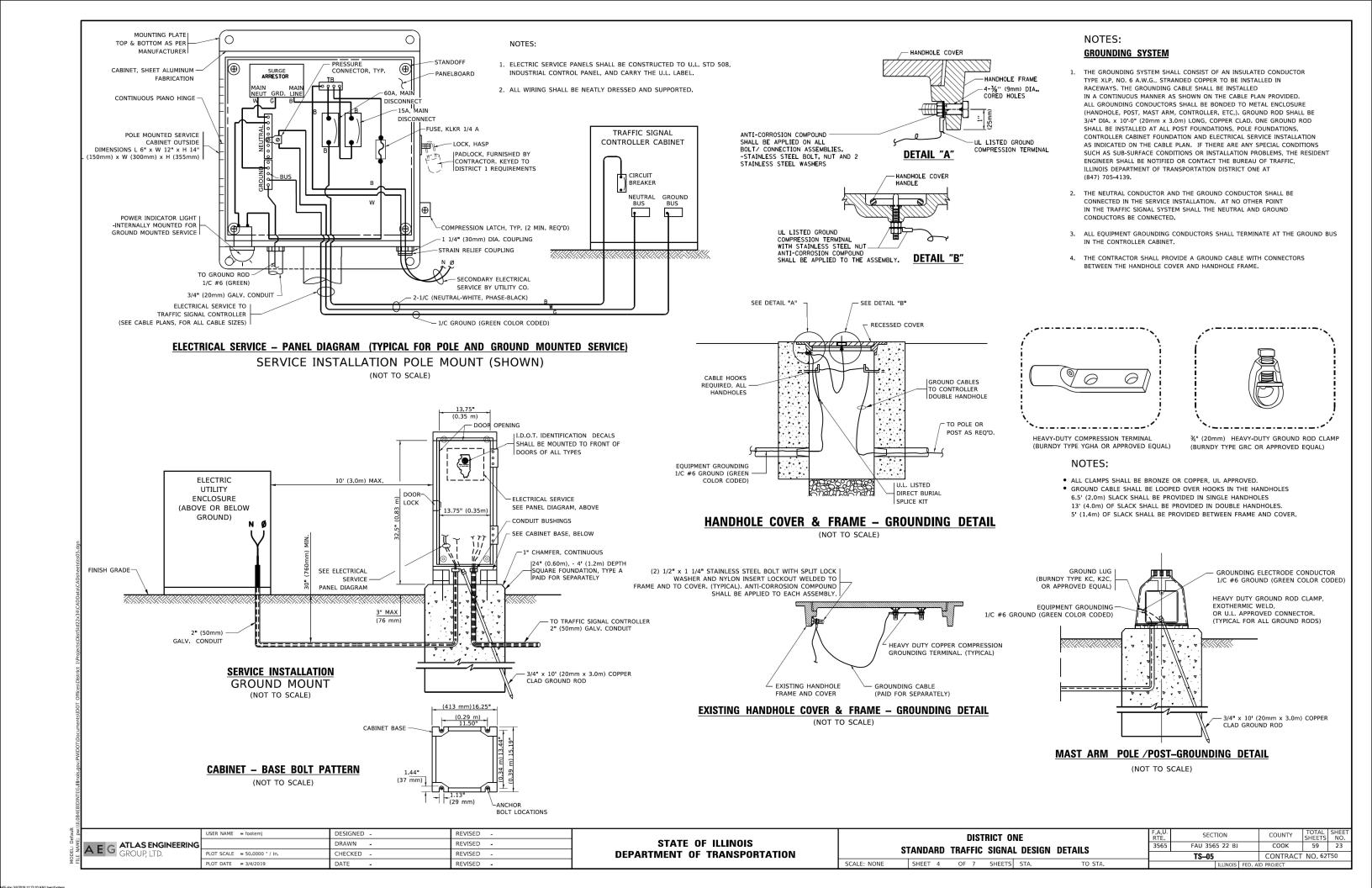
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
-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

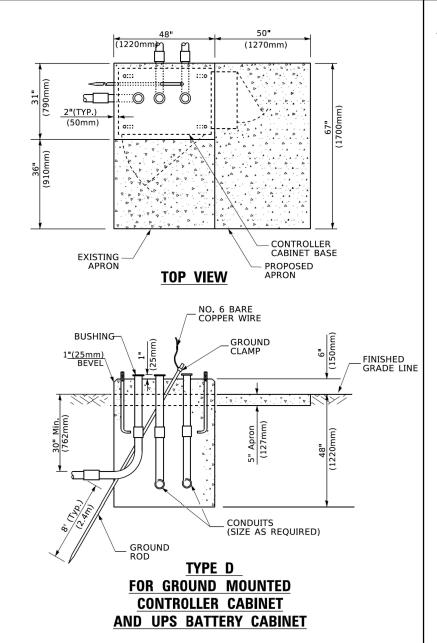
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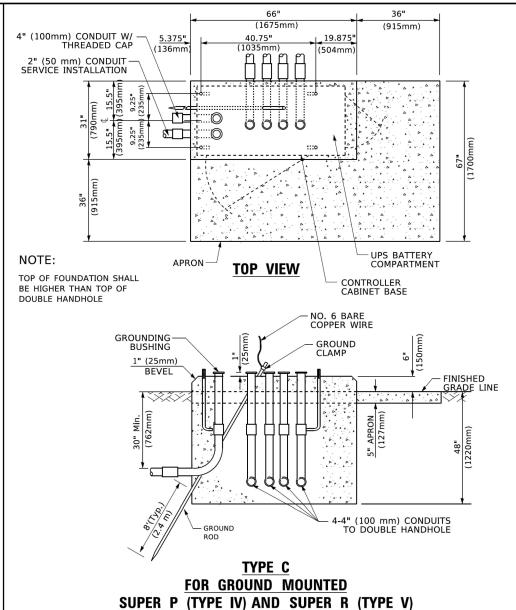
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	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/4/2019	DATE -	REVISED -

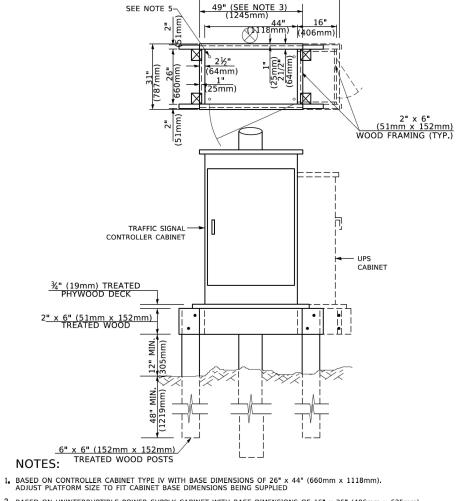
DISTRICT ONE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	3565	FAU 3565 22 BJ	соок	59	22
STANDARD TRAFFIC SIGNAL DESIGN DETAILS		TS-05	CONTRACT	NO. 62	T50
SHEET 3 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. A	ID PROJECT		







CONTROLLER CABINETS



65" (SEE NOTE 4) (1651mm)

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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

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

VERTICAL CABLE LENGTH

CABLE SLACK

		FOUNDATION
		TYPE A - Signal Post
_		TYPE C - CONTROLLER W/ UPS
		TYPE D - CONTROLLER
		SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30′ (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to	13'-6" (4 ₄ 1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0'' (3 . 4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0'' (4 . 0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0'' (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0'' (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7 . 6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

DEPTH
4'-0" (1.2m)
4'-0" (1.2m)
4'-0" (1.2m)
4'-0" (1.2m)

SCALE: NONE

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

SHEETS NO.

COUNTY

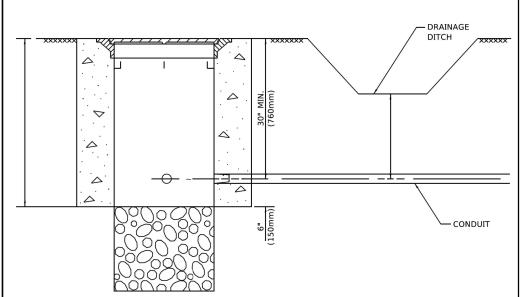
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CONTRACT NO. 62T50

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	PLOT DATE = 3/4/2019	DATE -	REVISED -

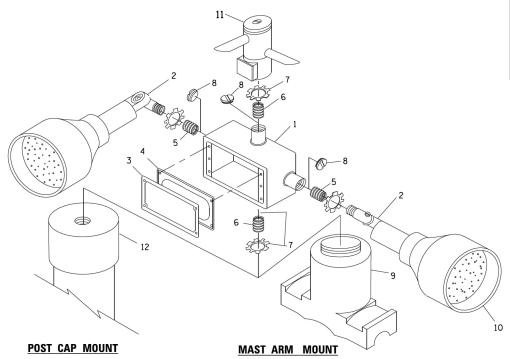
						F.A.U.	CECTION
	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	RTE.	SECTION				
	STANDARD	TRAFFIC	CICNAI	DESIGN	DETAILS	3565	FAU 3565 22 BJ
	SIANDAND	IIIAIIIO	SIGNAL	DESIGN	DETAILS		TS-05
=	SHEET 5	OF 7	SHEETS	STA.	TO STA.		ILLINOIS FED



NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)



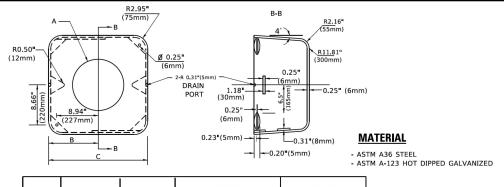
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION
BEACON MOUNTING DETAIL

(915mm) 19.875" (1035mm) CONTROLLER CABINET BASE PROPOSED-**TOP VIEW** APRON -NO. 3 DOWEL 18" (450mm NO. 6 BARE COPPER WIRE LONG (8 REQ.) **BUSHING-**GROUND CLAMP EXISTING-ANCHOR BOLTS **FINISHED** GRADE LINE BEVEL (225mm) -EXISTING CONDUITS EXISTING GROUND ROD MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION (NOT TO SCALE)

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

NOTES:

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

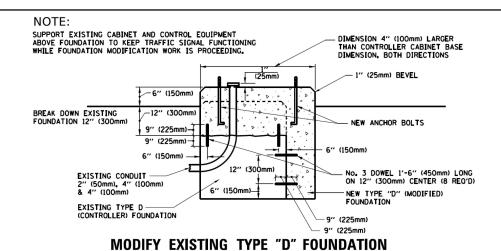


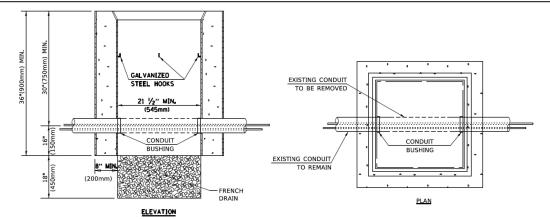
Α	В	С	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75 " (273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

NOTES:

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



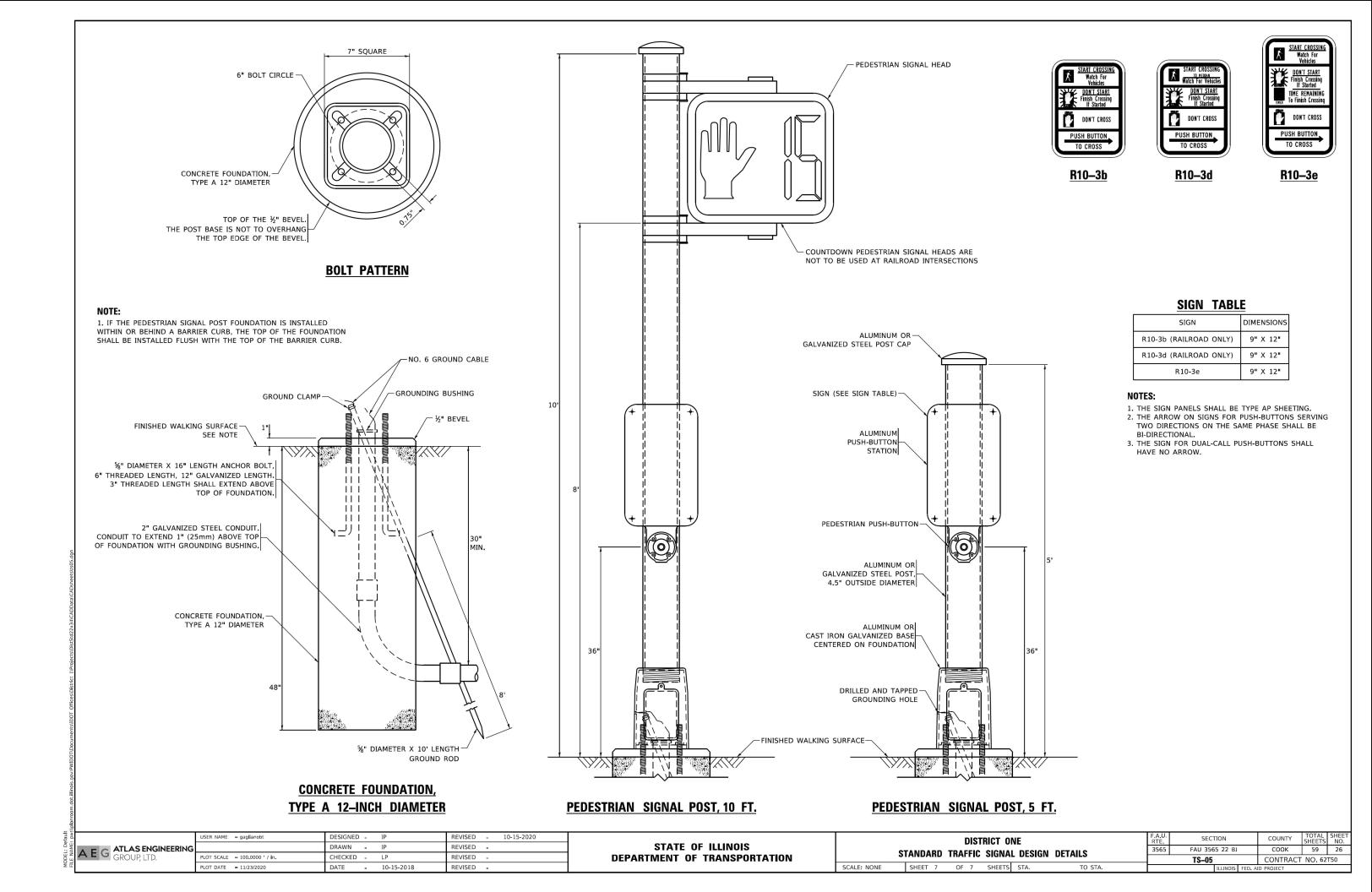


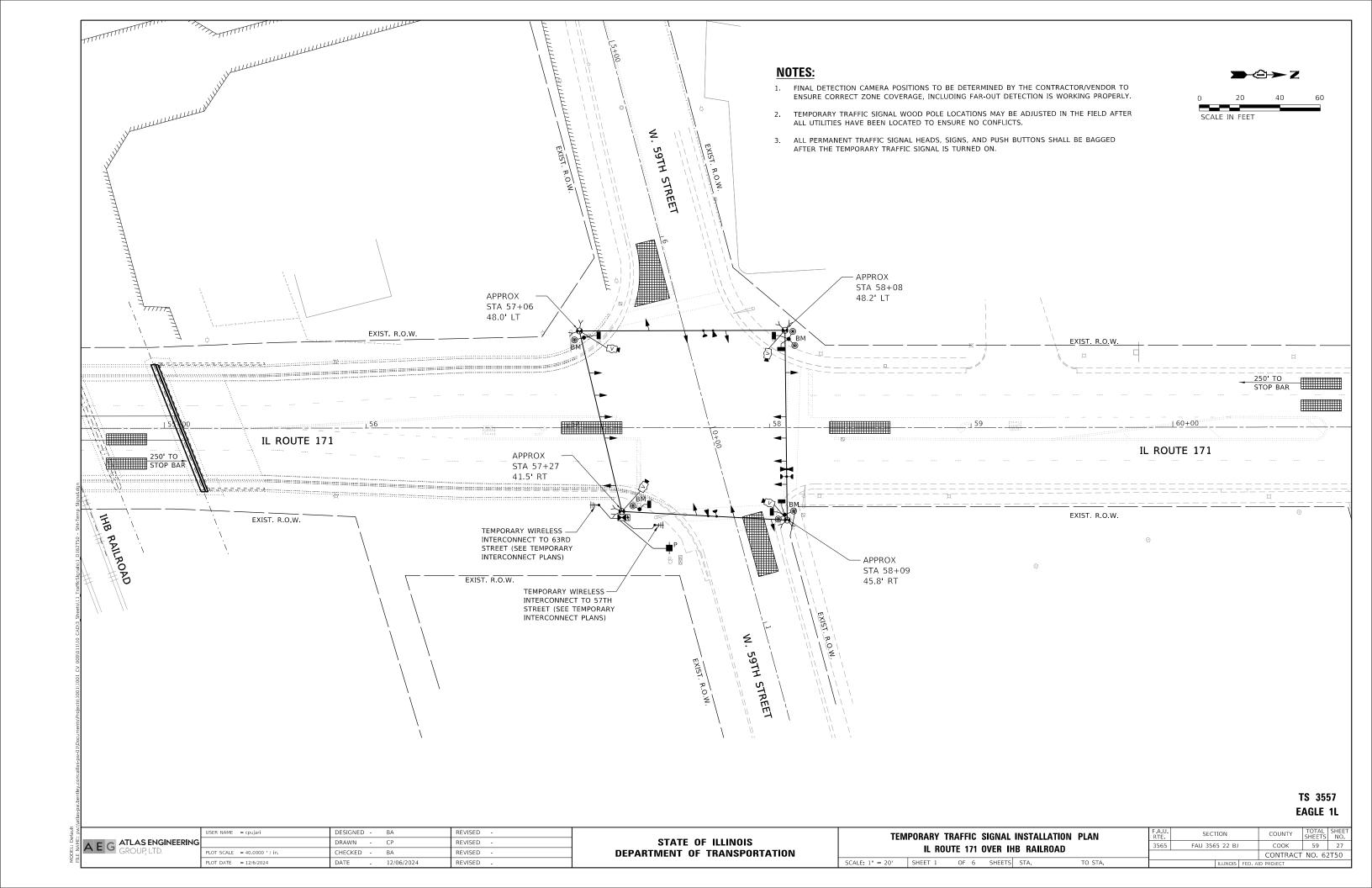
NOTES:

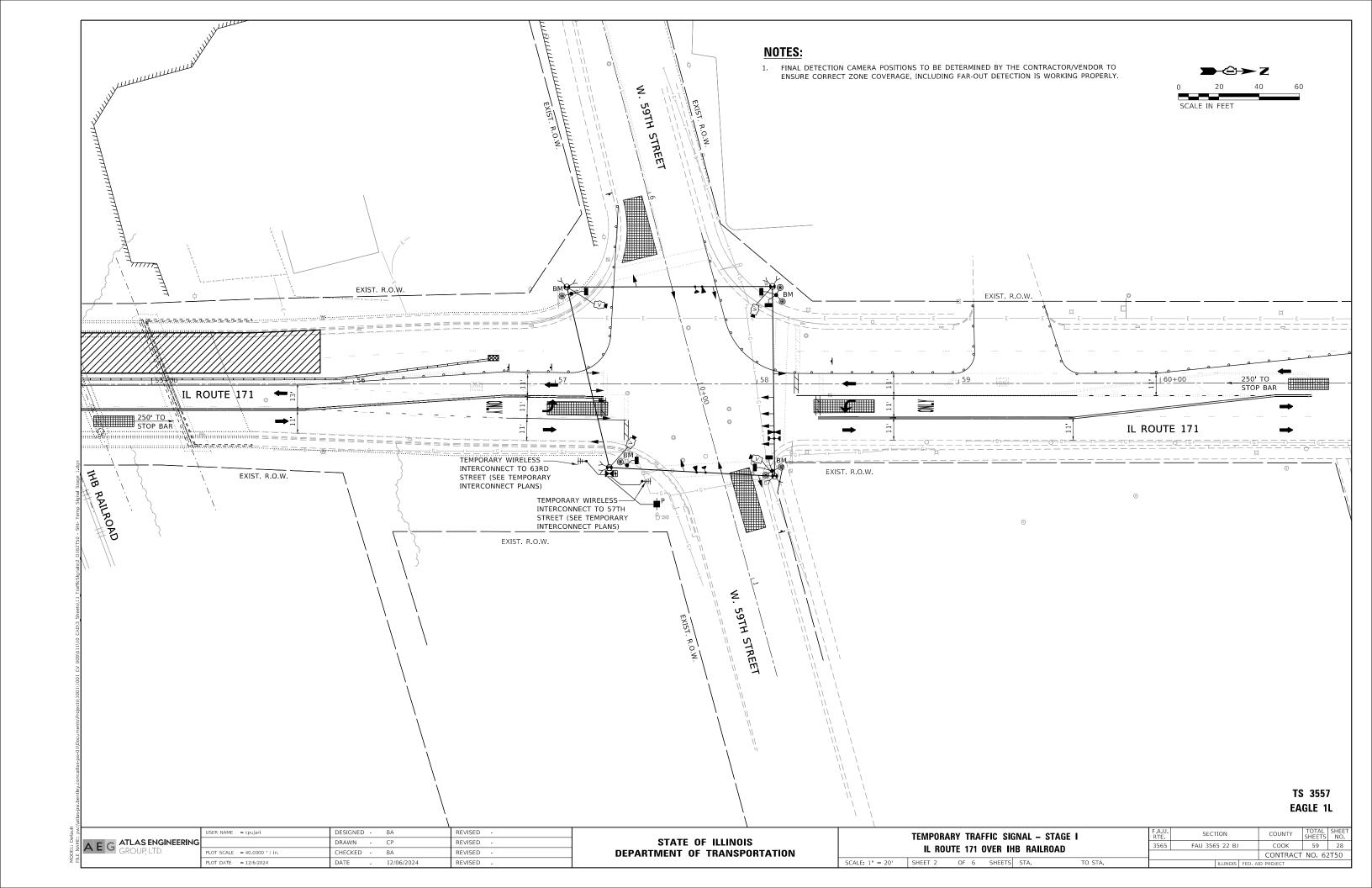
SCALE: NONE

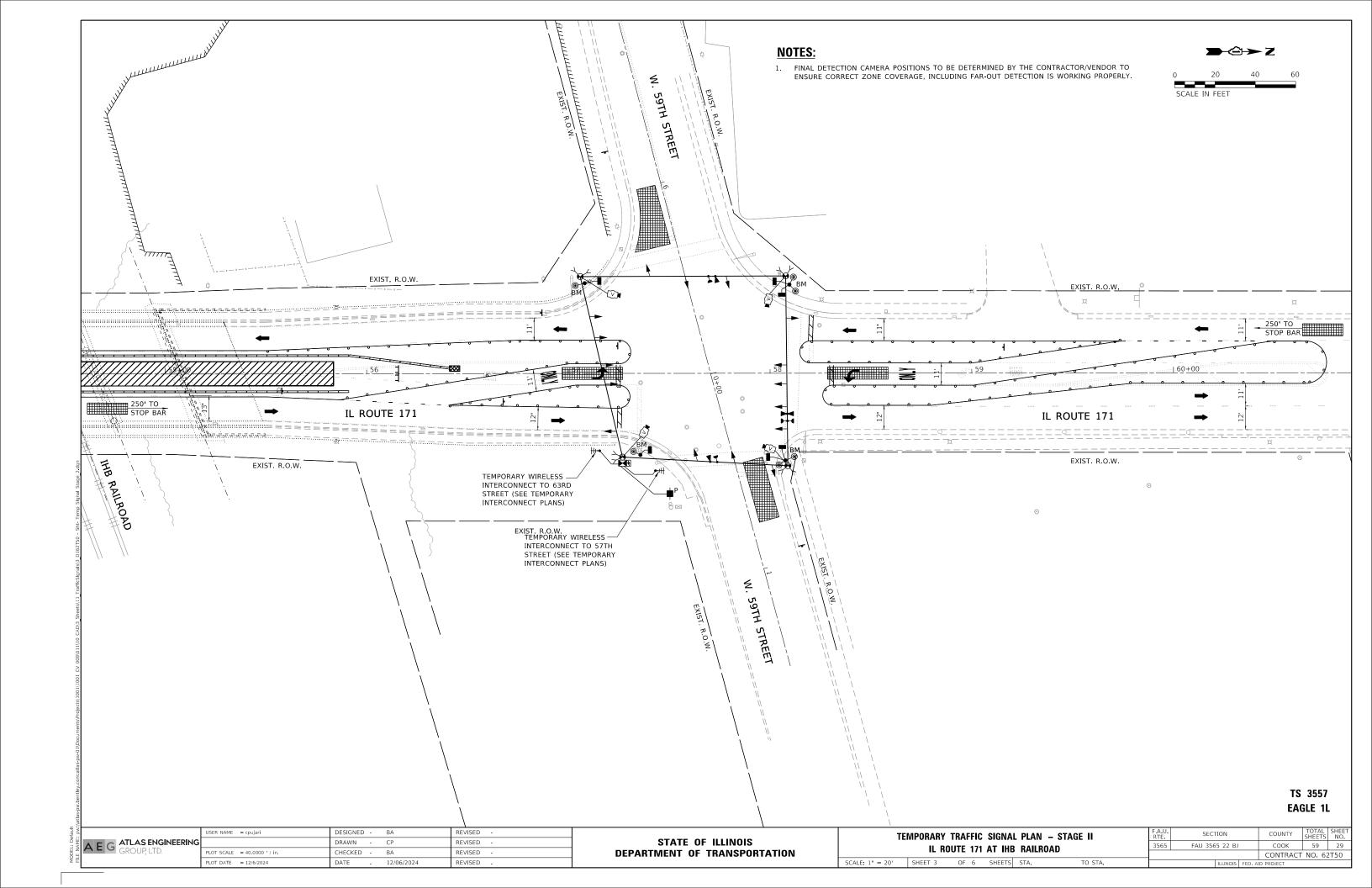
- 1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

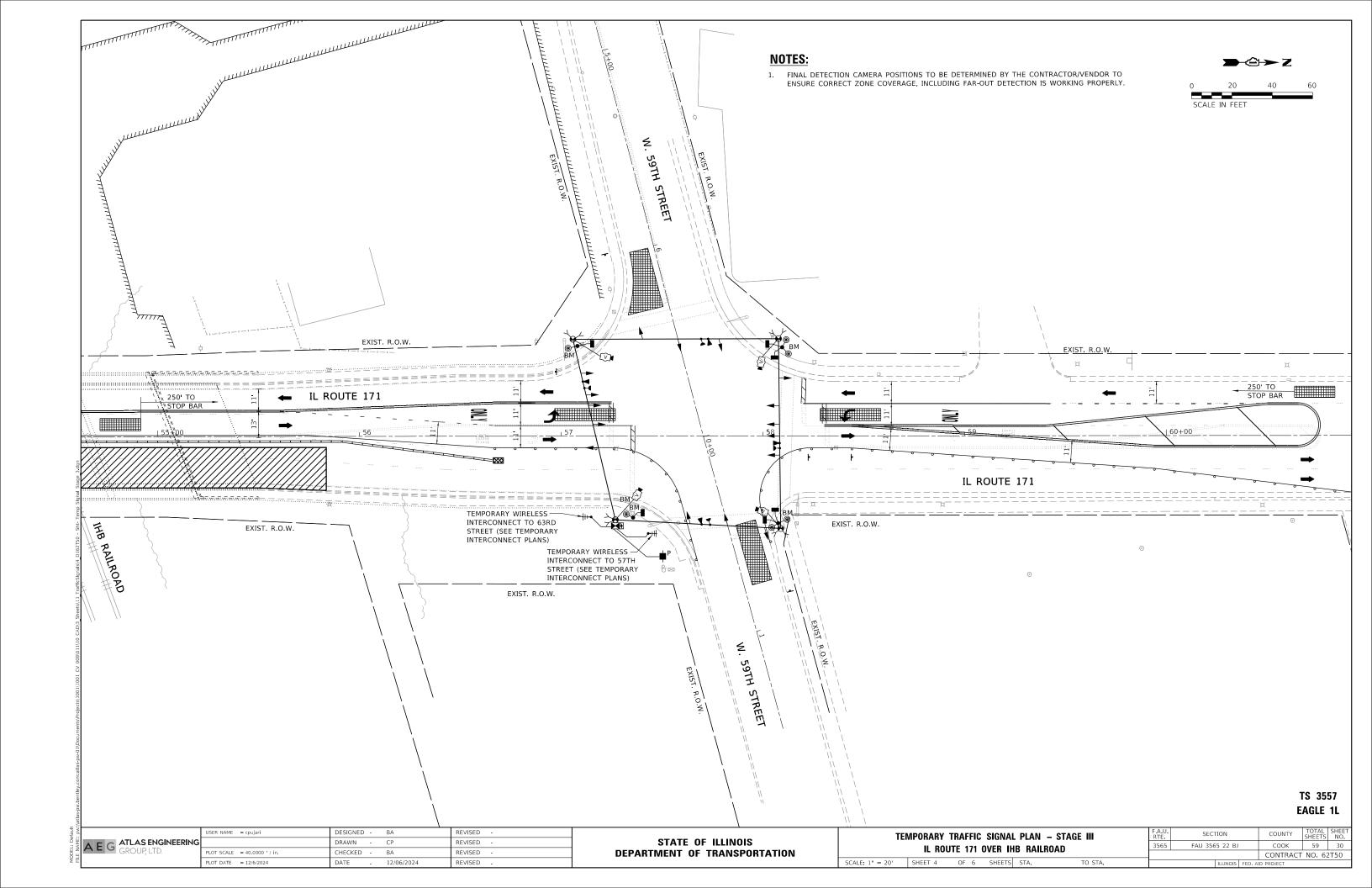
HANDHOLE TO INTERCEPT EXISTING CONDUIT



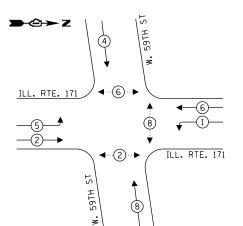








TEMPORARY CONTROLLER SEQUENCE



LEGEND:

◆ PROTECTED PHASE

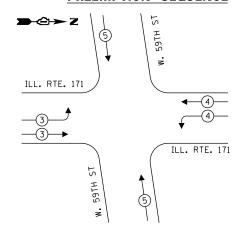
← -(*)- - PROTECTED/PERMITTED PHASE

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PEDESTRIAN PHASE

◆ OL OVERLAP

SCALE IN FEET

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL					
ELECTRICAL S	SERVICE	REQUIREN	IENTS		
	OLIANTITY	LINIT	TOTAL		

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL			
RED	16	11	176
YELLOW	16	20	320
GREEN	16	12	192
PERMISSIVE ARROW	-	10	-
PROGRAMMABLE SIGNAL	-		-
RED	-	11	-
YELLOW	-	20	-
GREEN	-	12	-
PED SIGNAL	4	15	60
CONTROLLER	1	150	150
UPS	1	25	25
VIDEO SYSTEM	1	150	150
TOTAL LIPS SIZING	•		1073

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION

201 WEST CENTER COURT SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: NICHOLAS TULEJA
PHONE: 440-796-8979
COMPANY: COMMONWAELTH EDISON
ACCOUNT NUMBER: 72715-83000

DESIGNED - BA REVISED - 1 DRAWN - CP REVISED CHECKED -ВА REVISED PLOT DATE = 12/6/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** IL ROUTE 171 AT IHB RAILROAD
TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM AND
EMERGENCY VEHICLE PREEMPTION SEQUENCE; SHEET 5 OF 6 SHEETS STA.

COUNTY TOTAL SHEET NO.

COOK 59 31 SECTION 3565 FAU 3565 22 BJ CONTRACT NO. 62T50

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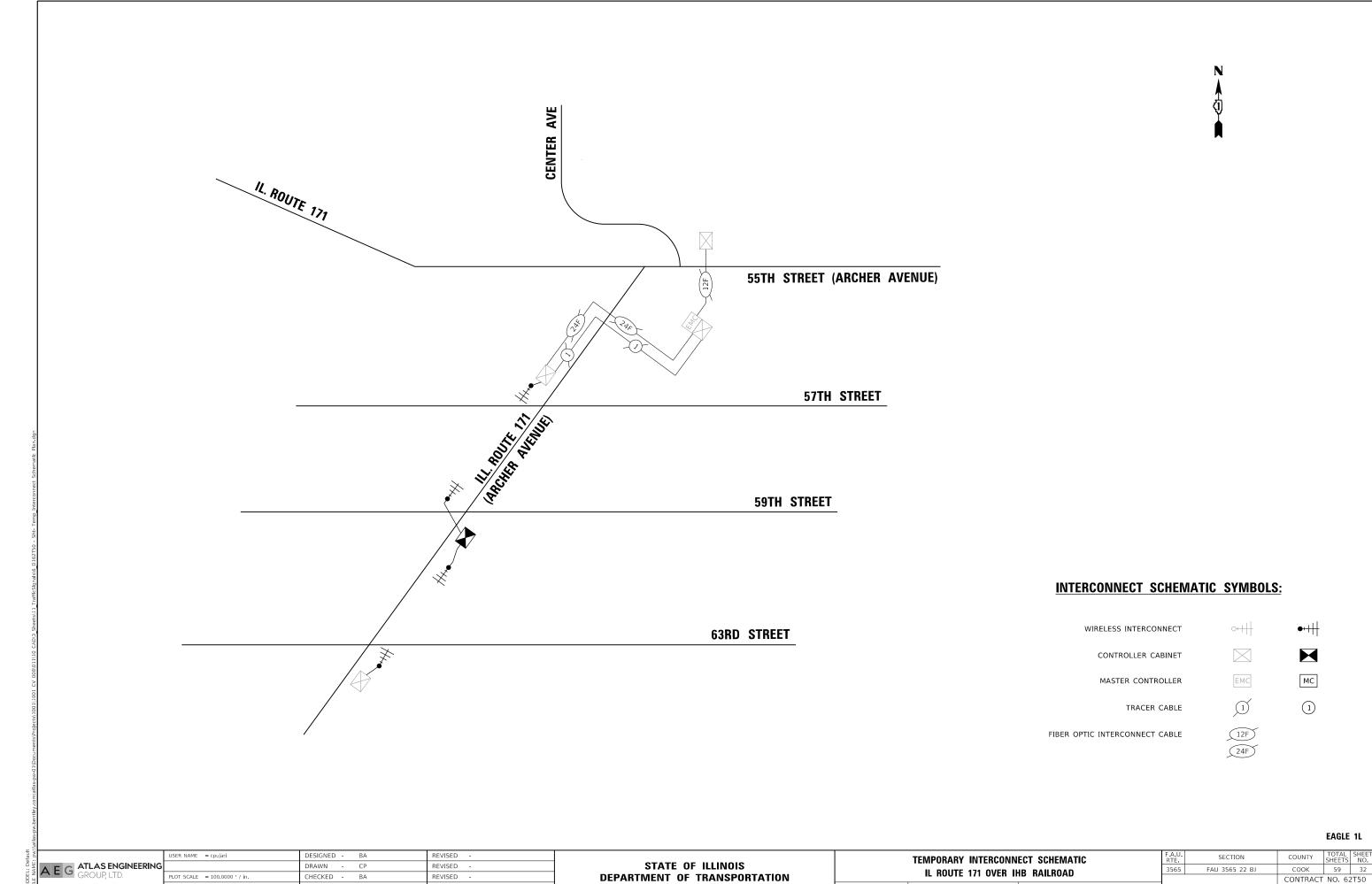
TEMPORARY CABLE PLAN

TS 3557 **EAGLE 1L**

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A E G ATLAS ENGINEERING GROUP, LTD.

REVISED



PLOT DATE = 12/6/2024

SHEET 6 OF 6 SHEETS STA.

Benchmark: Cross cut on head bolt of fire hydrant at N.E. corner of 60th Pl. & IL. Rte. 171 (S. Archer Rd.) Sta. 47+68.20 Elev. 615.97. All elevations taken from 1995 plans. DESIGN SPECIFICATIONS (EXIST.) Existing Structure: Structure 016-0216 was constructed in 1934 and replaced with structure 016-2607 in 1970 and rehabilitated in 1995 as part of project BRM-7003 (179). The existing structure consists of 3 span superstructure 1992 AASHTO with 1993 Interim Specifications with continuous W24x68 wide flange beams and 7½" concrete deck. The bridge is 133'-6" from back to back of abutment and has spans measuring 41'-8", 48'-0", and 41'-8". The overall bridge width is 63'-0" out to out with 51'-0" roadway width and sidewalks on both sides. The bridge has a 21°30'00" right forward skew. The substructure consists of reinforced concrete bent abutments and multi-column piers on steel H Piles. DESIGN SPECIFICATIONS (NEW CONST... Traffic to be maintained utilizing stage construction. 2002 AASHTO Standard Specification for Exist. Retaining Wall 133'-6" Bk. to Bk. of Abutment Exist. Retaining Wall No Salvage. Highway Bridges. 17th Edition 41'-8" 41'-8" 1'-1" Span 1 Span 2 Span 3 DESIGN STRESSES Ç S. Track -- Q N. Track FIELD UNITS (EXIST.) f'c = 3,500 psify = 60,000 psi (Reinforcement)Bk. S. Abut. - Q Brg. S. Abut. € Bridge € Brg. N. Abut. — Bk. N. Abut fy = 50,000 psi (M-270 Gr. 50)12'-3" 12'-0" fy = 36,000 psi (M-270 Gr. 36)€ Brg. Pier 1-Exist. Parapet Railing, typ.-Min. CI Min. Cl. FIELD UNITS (NEW. CONST.) f'c = 3,500 psi (Substructure)f'c = 4,000 psi (Superstructure) fy = 60,000 psi (Reinforcement)Exist. W24 fy = 50,000 psi (M-270 Gr. 50). C | -β 7//20/20 7//XV/X\\\ M. Brosar Civolek LICENSED STRUCTURAL MEHMET BASAR CIVELEK, Ph.D., P.E., S.E. S. Track N. Track ENGINEER DATE: 01/17/2025 Rail Elev. 600.62 NO 081-005449 EXP. DATE 11/30/2026 Exist. Steel H Piles (Abutments) Exist. Steel H Piles (Piers) € IL. 171 ELEVATION Sta. 54+34.13 IL. 171 Sta. 54+48.16 IL. 171 Sta. 10+00.00 I.H.B.R.R. Sta. 10+05.00 I.H.B.R.R. LOADING HS20-44 Stations and elevations are taken from existing plans. No future wearing wearing surface. 30'-0" 133'-6" Bk. to Bk. of Abutment 30'-0" Appr. Slab. Appr. Slab. 1'-7/8" 1'-7/8" TOP OF TRACK ELEVATION TRACK LOCATION DIAGRAM South Track | North Track Exist. Embedded PVC 48'-0" 41'-8" 41'-8" 1'-1" Pipe to Remain 8+00 Elev. 600.84 | Elev. 601.02 Span 2 and Span 1 Span 3 xist. Embedded PVC Pipe to Remain Exist. Junction Box to Remain Limits of Protective Shield Exist. Underground Exist. 21/2" Ø Galv. -Elev. 600.43 Elev. 600.60 10+00 Electric Line Exist. Junction Box Steel Conduit, to 11+00 | Elev. 601.12 | Elev. 601.40 to Remain Remain Elev. 601.65 | Elev. 601.88 Exist. Light Pole Exist. Junction Box to Remain to Remain, typ. xist. Name Plate Structure -Location 21°30' Skew, typ: 1¾" HMA Overlay, typ. (See Roadway Plans) Pier 2 © Pier 1 Joint Removal and Sta. 54+65.46 Sta. 54+17.46 Replacement, typ. Bk. of N. Abut Elev. 625.37* Elev. 624.95 Sta. 55+08.20 - Q IL. RTE. 171 54+00 55+00 56+00 Elev. 625.15* Exist manhole, typ. € Brg. N. Abut. -Clean & Reseal Bk. of S. Abut. – ⊊ Brg. S. Abut. HMA Taper with Butt Joint, typ. Relief Joint, typ. - Sta. 53+75.79 Sta. 55+07.13 Sta. 53+74.71 (See Readway Plans) (See Roadway Plans) Elev. 624.01* Elev. 625.16* Elev. 623.98* Sta. 54+34.13 IL. 171 Sta. 54+48.16 IL. 171 Exist. inlet to be LOCATION SKETCH Sta. 10+00.00 I.H.B.R.R. Sta. 10+05.00 I.H.B.R.R. ad justed, typ. - Exist. Underground Waterline ..(See Roadway Plans). € Bridge GENERAL PLAN AND ELEVATION Sta. 54+41.46 IL 171 (ARCHER ROAD) OVER I.H.B. RAILROAD Elev. 625.25 Exist. Retaining Wall, typ. -Exist. Underground Gas Line FAU RTE. 3565 SECTION FAU 3565 22 BJ Q S. Track - Q N. Track COOK COUNTY - Exist. ROW STATION 54+41.46 ·Bridge Deck Scarification ¾" & Bridge Deck Latex Concrete Overlay 2¾" with STRUCTURE NO. 016-2607 *Elevations after 1/4" Diamond Grinding PLAN 1/4" Diamond Grinding, typ. JSER NAME = DESIGNED -SPB REVISED SECTION COUNTY **GENERAL PLAN AND ELEVATION** A E G ATLAS ENGINEERING STATE OF ILLINOIS CHECKED -RAS REVISED 3565 FAU 3565 22 BJ COOK 59 33 **STRUCTURE NO. 016-2607** DRAWN REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62T50 SHEET S-1 OF S-19 SHEETS PLOT DATE = CHECKED -01/17/2025 REVISED 1/16/2025 9:46:28 AM

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General Plan and Elevation 5-1 General Data 5-2

Stage Construction Details S-3 to S-5 5-6 Temporary Concrete Barrier

Deck Repair S-7

5-8 to 5-9 West Parapet Repair S-10 to S-11 East Parapet Repair

S-12 to S-14 Joint Removal and Replacement Details Preformed Joint Strip Seal - Sidewalk S-15

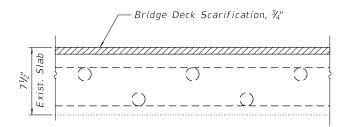
S-16 Bearing Replacement Details

5-17 Abutment Repairs 5-18 Pier Repairs

5-19 Bar Splicer Assembly and Mechanical Splicer Details

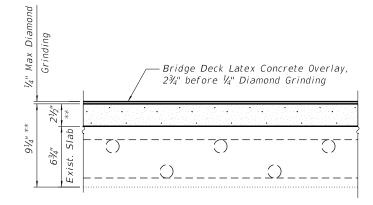
SCOPE OF WORK

- Remove and replace bearings and side retainers at North abutment.
- Perform ¾" bridge deck scarification and perform full depth deck repairs.
- Perform partial and full depth approach slab repairs.
- 4. Replace expansion joint at abutments.
- Perform partial deck repairs and place $2\sqrt[3]{4}$ " bridge deck latex overlay.
- Clean and reseal pavement relief joints (see Roadway Plans).
- Place 13/4" HMA overlay on approach slabs (see Roadway Plans).
- Perform $\frac{1}{4}$ " diamond grinding on deck overlay.
- 9. Perform bridge deck grooving (longitudinal) on deck overlay.
- 10. Perform concrete repair on parapets.
- 11. Apply protective coat to deck and parapets.
- 12. Perform graffiti removal on substructure and beams.
- 13. Perform concrete repair on abutments.



EXISTING DECK CROSS SECTION DETAIL

PROPOSED DECK CROSS SECTION DETAIL



GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the joint concrete is poured at an ambient temperature other

Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Prior to pouring the new concrete overlay, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC - SP3 standards). Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

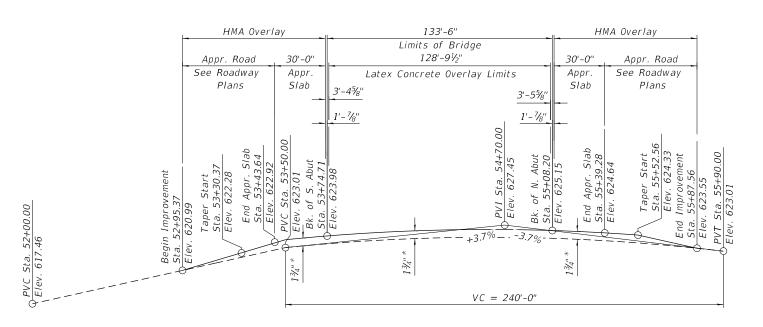
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

Contractor shall not scale dimensions from the contract plans for construction purposes. Scales shown are for information only.

All exposed concrete edges shall have a 3/4"x45° chamfer except where shown otherwise.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	18.2	-	18.2
Protective Shield	Sq. Yd.	336	-	336
Concrete Superstructure	Cu. Yd.	21.6	-	21.6
Protective Coat	Sq. Yd.	878	-	878
Reinforcement Bars, Epoxy Coated	Pound	3,070	-	3,070
Bar Splicers	Each	48	-	48
Preformed Joint Strip Seal	Foot	136		136
Elastomeric Bearing Assembly, Type I	Each	-	11	11
Anchor Bolts, 1"	Each	-	22	22
Epoxy Crack Injection	Foot	90	-	90
Graffiti Removal	Sq. Yd.	150	324	474
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	725	-	725
Approach Slab Repair (Full Depth)	Sq. Yd.	1	-	1
Approach Slab Repair (Partial Depth)	Sq. Yd.	3	-	3
Jack And Remove Existing Bearings		-	11	11
Bridge Deck Latex Concrete Overlay, 2¾	Sq. Yd.	730	-	730
Inches				
Bridge Deck Scarification, ¾"	Sq. Yd.	730	-	730
Structural Repair Of Concrete (Depth Equal To	Sq. Ft.	-	66	66
Or Less Than 5 Inches)				
Structural Repair Of Concrete (Depth Greater		33	18	51
Than 5 Inches)				
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	3	-	3
Diamond Grinding (Bridge Section)	Sq. Yd.	769		769
Relocating Name Plates		1		1



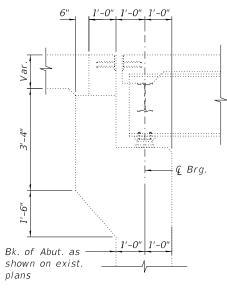
* Up to $\frac{1}{4}$ inch to be ground off the bridge deck. The Profile Grade shows the final grade after Diamond Grinding.

** Final thickness after 1/4" Diamond Grinding.

PROFILE GRADE (Along & IL 171)

For information only.

LEGEND Proposed --- Existing



EXIST. ABUTMENT SECTION

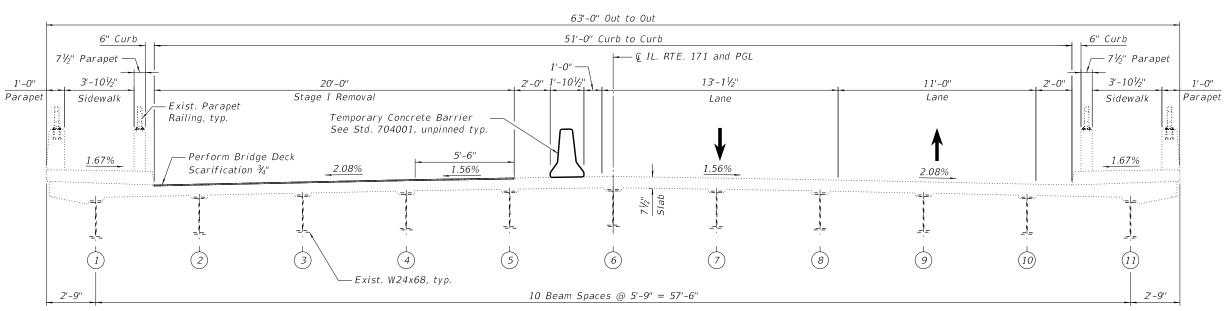
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CT NO. 62T50

A E G ATLAS ENGINEERING

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GENERAL DATA STRUCTURE NO. 016-2607		A.U. SECTION		COUNTY	
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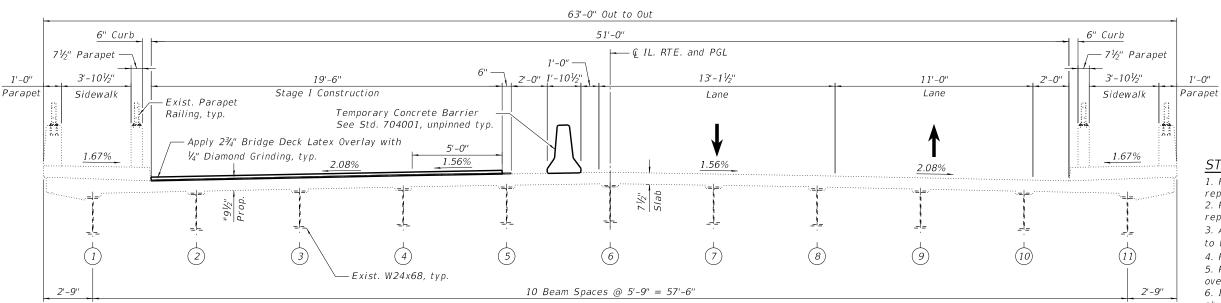


STAGE I REMOVAL

- 1. Install temporary concrete barrier as shown. 2. Remove joint, concrete portions of parapet,
- abutment stem, and deck slab adjacent of joint.
- 3. Scarify ¾" from bridge deck as shown.

STAGE I REMOVAL

Looking North
@ © Structure Sta. 54+41.46



STAGE I CONSTRUCTION

Looking North @ & Structure Sta. 54+41.46

*Prior to $\frac{1}{4}$ " Diamond Grinding

STAGE I CONSTRUCTION

- 1. Perform partial and full-depth approach slab repairs at locations shown in the plans.
- 2. Perform partial and full-depth bridge deck repairs at locations shown in plans.
- 3. Apply $2\frac{3}{4}$ " bridge deck latex concrete overlay to bridge deck.
- 4. Perform 1/4" diamond grinding.
- 5. Perform bridge deck grooving for the latex overlay.
- 6. Install preformed joint strip seal at each abutment and replace concrete and reinforcement adjacent to joint.
- 8. Apply protective coat to the top and inside faces of existing parapets and to the latex overlay.

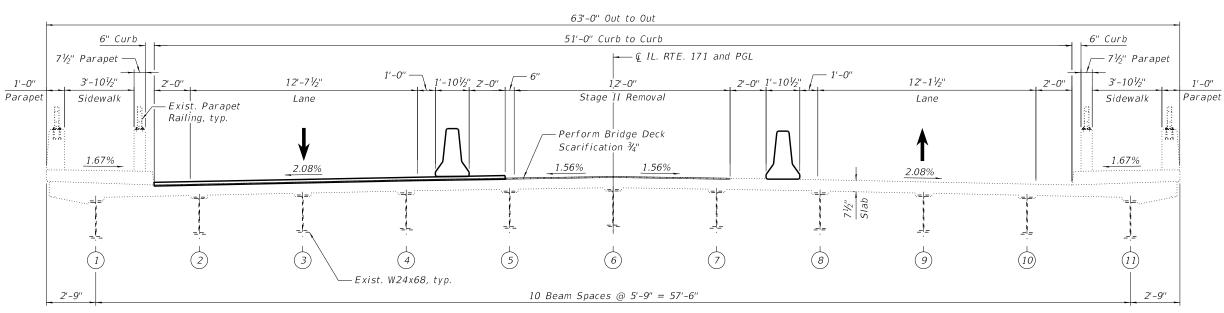
A E G ATLAS ENGINEERING GROUP, LTD.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS STRUCTURE NO. 016-2607
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 CONTRACT
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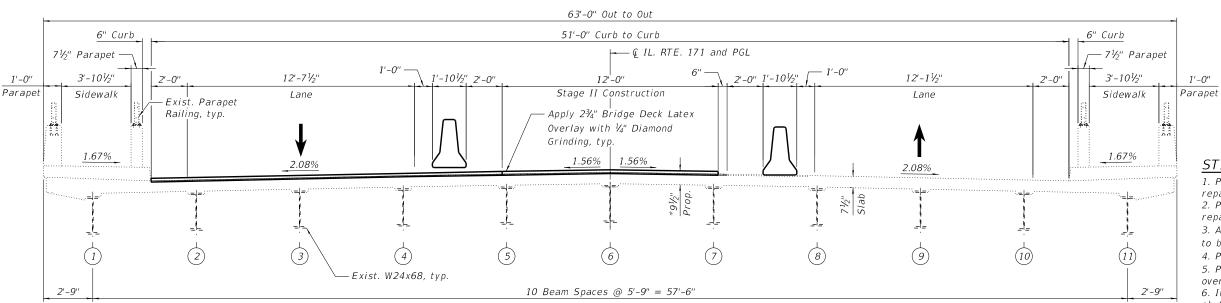


STAGE II REMOVAL

- 1. Install temporary concrete barrier as shown. 2. Remove joint, concrete portions of parapet, abutment stem, and deck slab adjacent of joint.
- 3. Scarify ¾" from bridge deck as shown.

STAGE II REMOVAL

Looking North @ & Structure Sta. 54+41.46



STAGE II CONSTRUCTION

Looking North @ & Structure Sta. 54+41.46

*Prior to $\frac{1}{4}$ " Diamond Grinding

STAGE II CONSTRUCTION

- 1. Perform partial and full-depth approach slab repairs at locations shown in the plans.
- 2. Perform partial and full-depth bridge deck repairs at locations shown in plans.
- 3. Apply $2\frac{3}{4}$ " bridge deck latex concrete overlay
- to bridge deck.
- 4. Perform ¼" diamond grinding.
- 5. Perform bridge deck grooving for the latex overlay.
- 6. Install preformed joint strip seal at each abutment and replace concrete and reinforcement adjacent to joint.
- 8. Apply protective coat to the top and inside faces of existing parapets and to the latex overlay.

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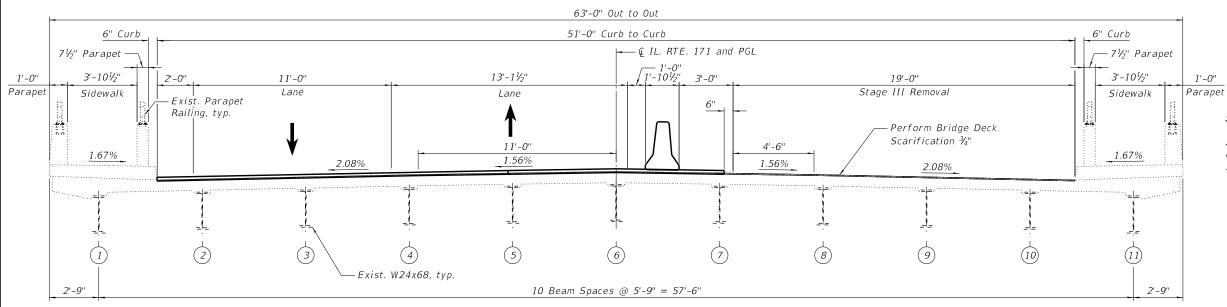
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS STRUCTURE NO. 016-2607
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 CONTRACT
 NO. 62T50

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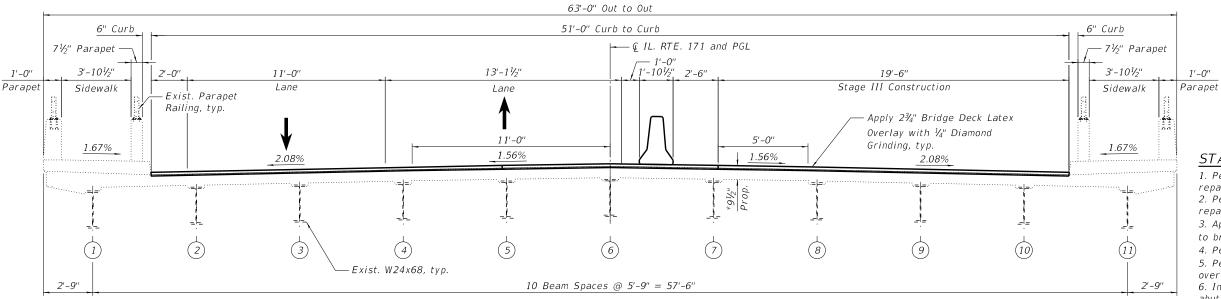


STAGE III REMOVAL

- 1. Install temporary concrete barrier as shown.
- 2. Remove joint, concrete portions of parapet, abutment stem, and deck slab adjacent of joint.
- 3. Scarify ¾" from bridge deck as shown.

STAGE III REMOVAL

Looking North @ & Structure Sta. 54+41.46



STAGE III CONSTRUCTION

Looking North @ @ Structure Sta. 54+41.46

*Prior to 1/4" Diamond Grinding

STAGE III CONSTRUCTION

- 1. Perform partial and full-depth approach slab repairs at locations shown in the plans.
- 2. Perform partial and full-depth bridge deck repairs at locations shown in plans.
- 3. Apply 2¾" bridge deck latex concrete overlay to bridge deck.
- 4. Perform $\frac{1}{4}$ " diamond grinding.
- 5. Perform bridge deck grooving for the latex overlay.
- 6. Install preformed joint strip seal at each abutment and replace concrete and reinforcement adjacent to joint.
- 8. Apply protective coat to the top and inside faces of existing parapets and to the latex overlay.

A E G ATLAS ENGINEERING

JSER NAME = DESIGNED -SPB REVISED CHECKED -RAS REVISED DRAWN REVISED PLOT DATE = CHECKED -REVISED 12/06/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** STAGE CONSTRUCTION DETAILS **STRUCTURE NO. 016-2607** SHEET S-5 OF S-19 SHEETS

SECTION COUNTY COOK 59 37 3565 FAU 3565 22 BJ CONTRACT NO. 62T50

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

NEW SLAB OR NEW DECK BEAM

Stage removal line Stage removal line 1'-101/2" 1'-101/2" Temporary Concrete Barrier See Standard 704001 min. min. Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint

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

EXISTING DECK BEAM

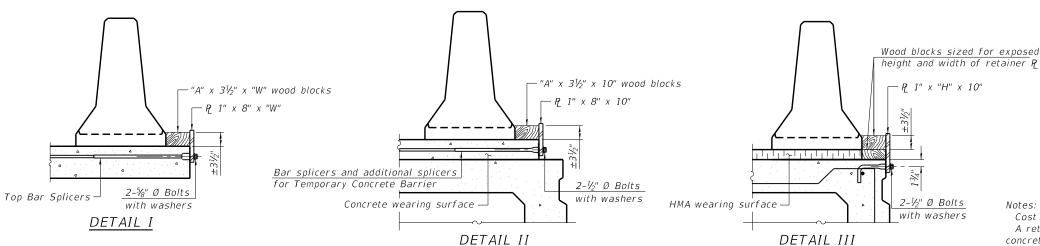
7/16" Ø hole US Std. 11/16" I.D. x 21/2" O.D. x approx. 8 gauge thick washer

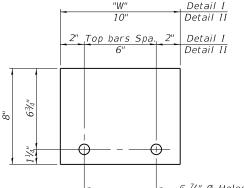
RESTRAINING PIN

SECTIONS THRU SLAB OR DECK BEAM

is required when "A" is greater than 3'-1".

EXISTING SLAB





RAILING CRITERIA NCHRP 350 Test Level

Railing Weight (plf) R-27 10-12-2021

− Ç %" Ø Holes STEEL RETAINER P 1" x 8" x "W"

(Detail I and II)

— Ç %" Ø Holes

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

BAR SPLICER FOR #4 BAR - DETAIL III

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate & of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than $1\frac{1}{2}$ ", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

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

A E G ATLAS ENGINEERING

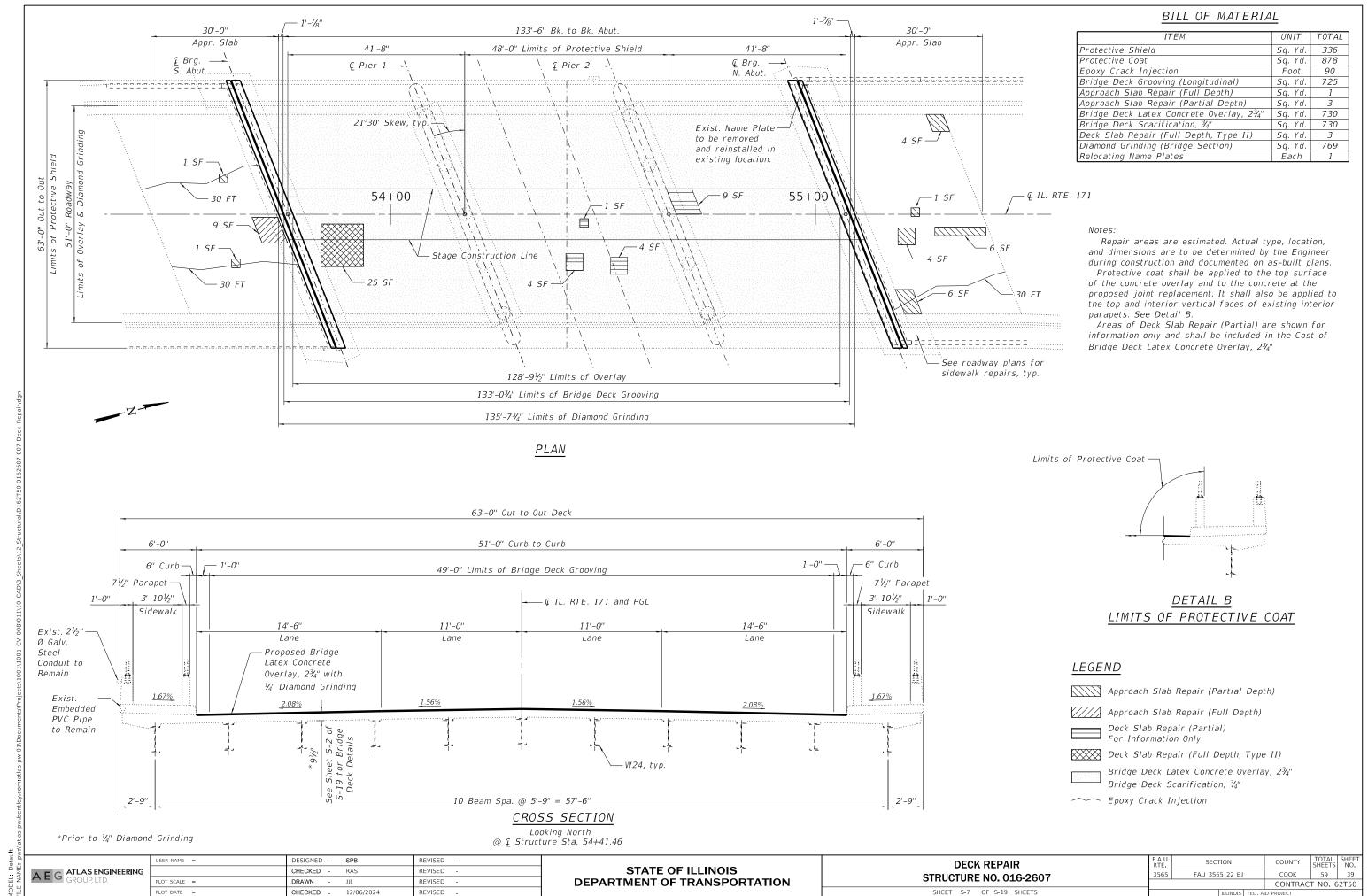
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY CONCRETE BARRIER **STRUCTURE NO. 016-2607**

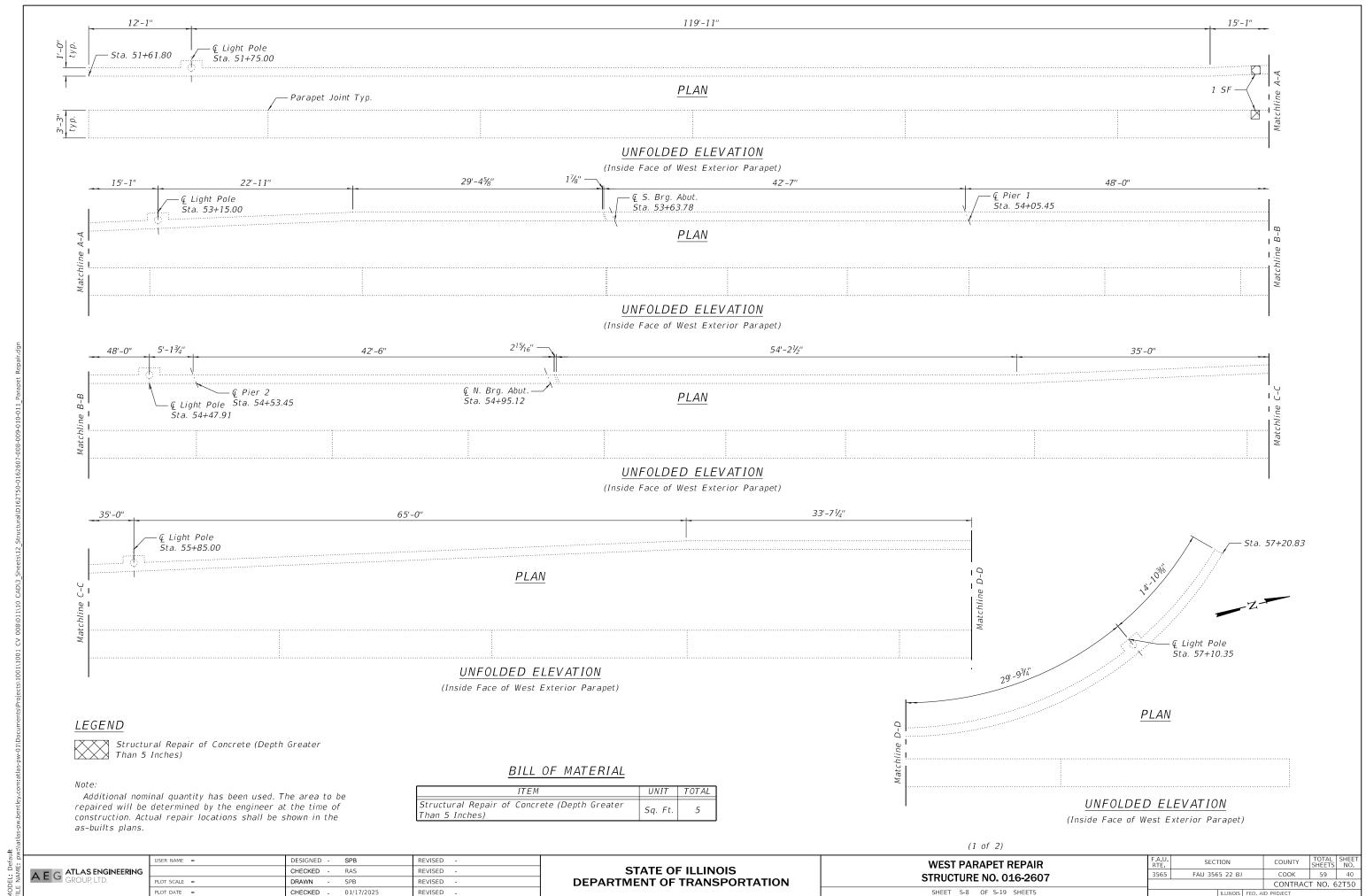
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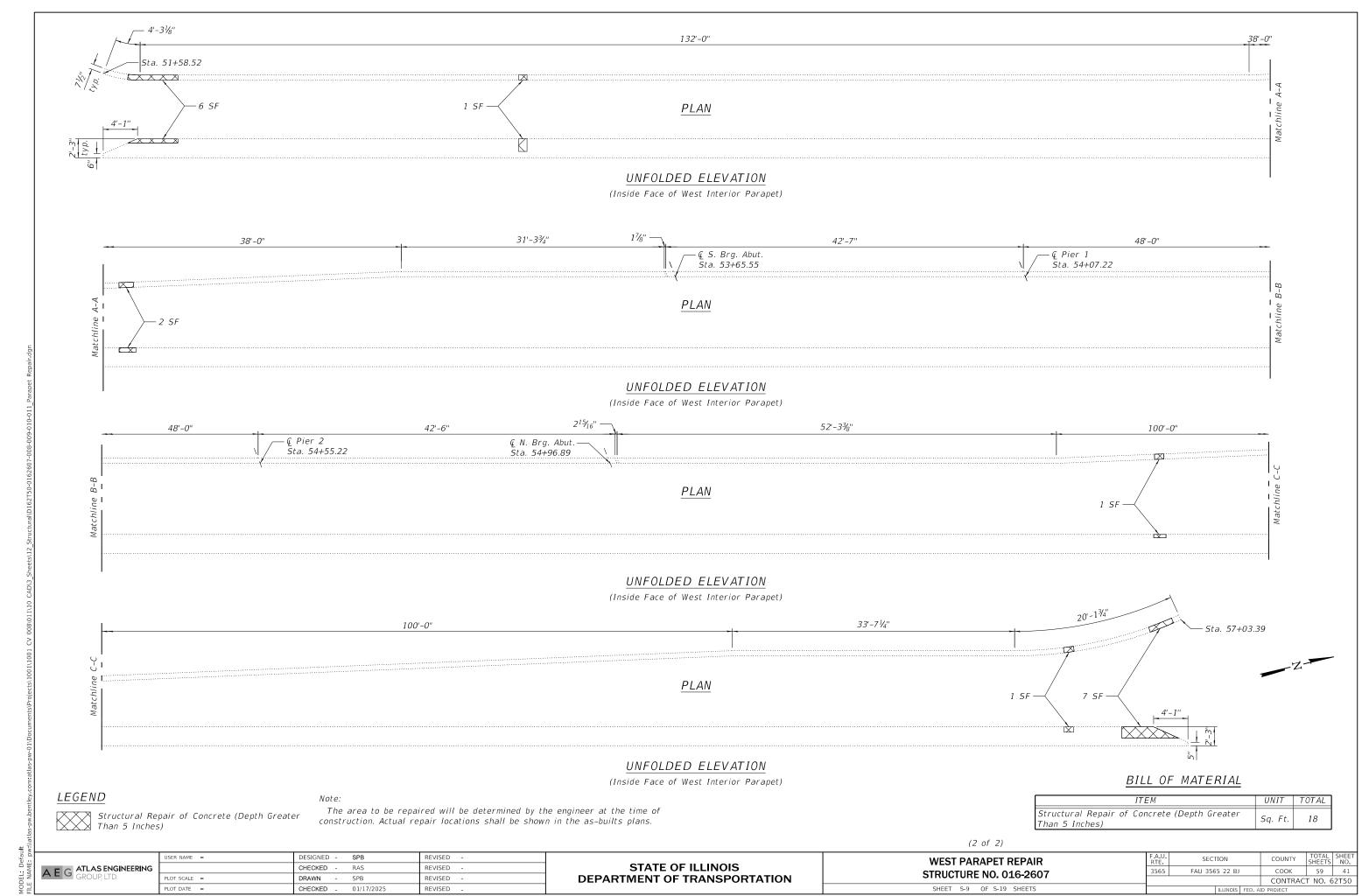
SHEET S-6 OF S-19 SHEETS



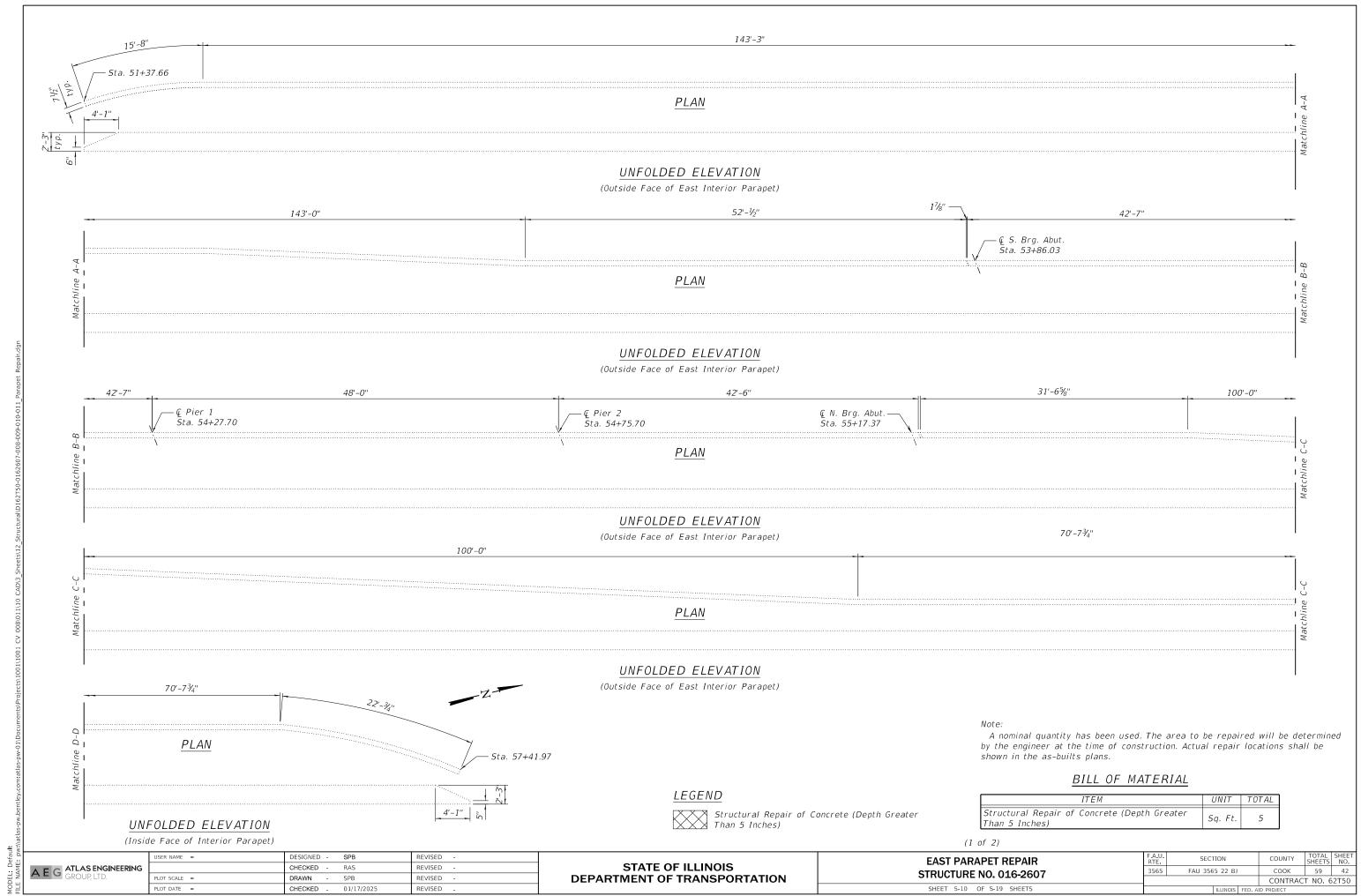
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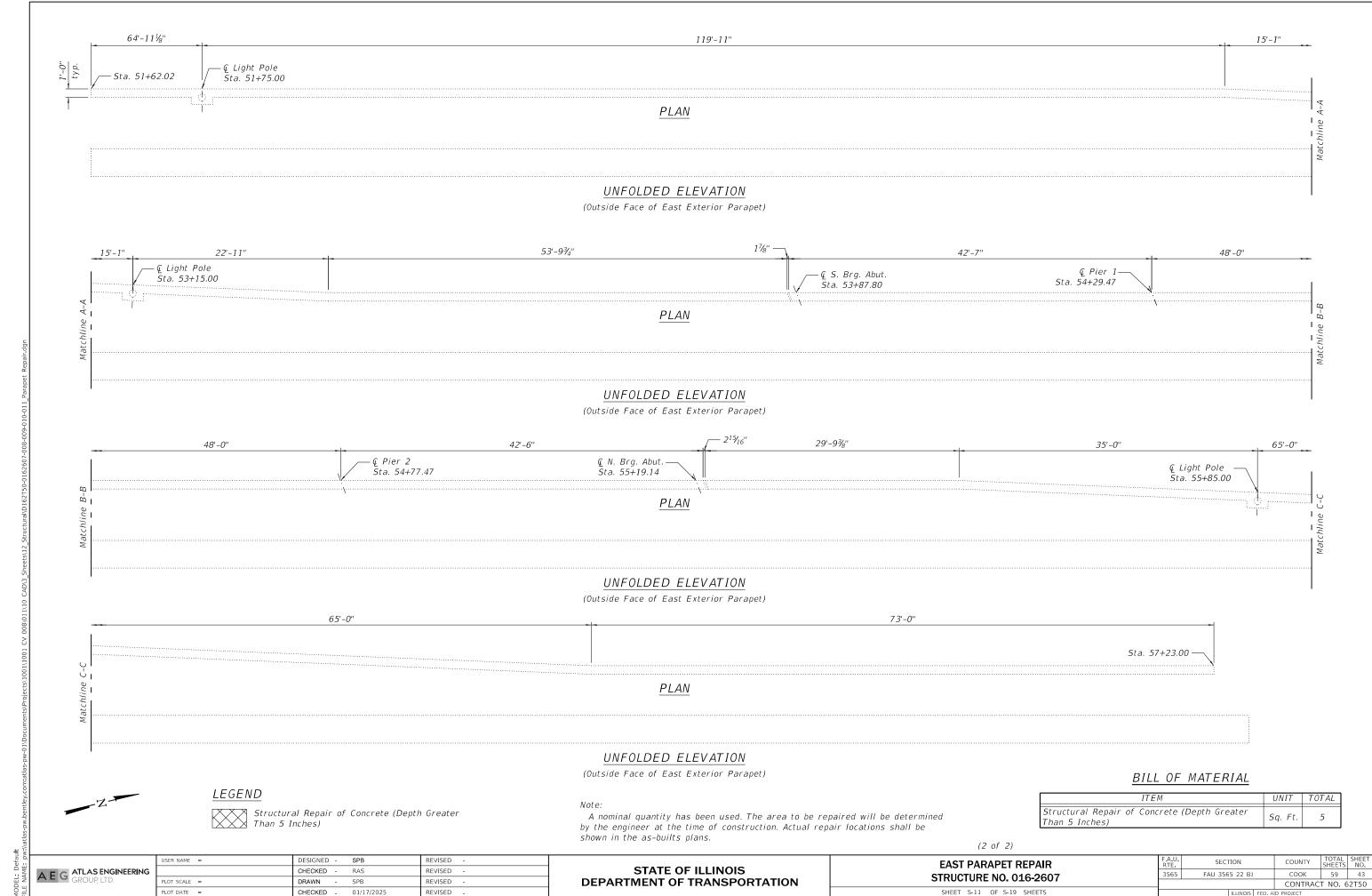
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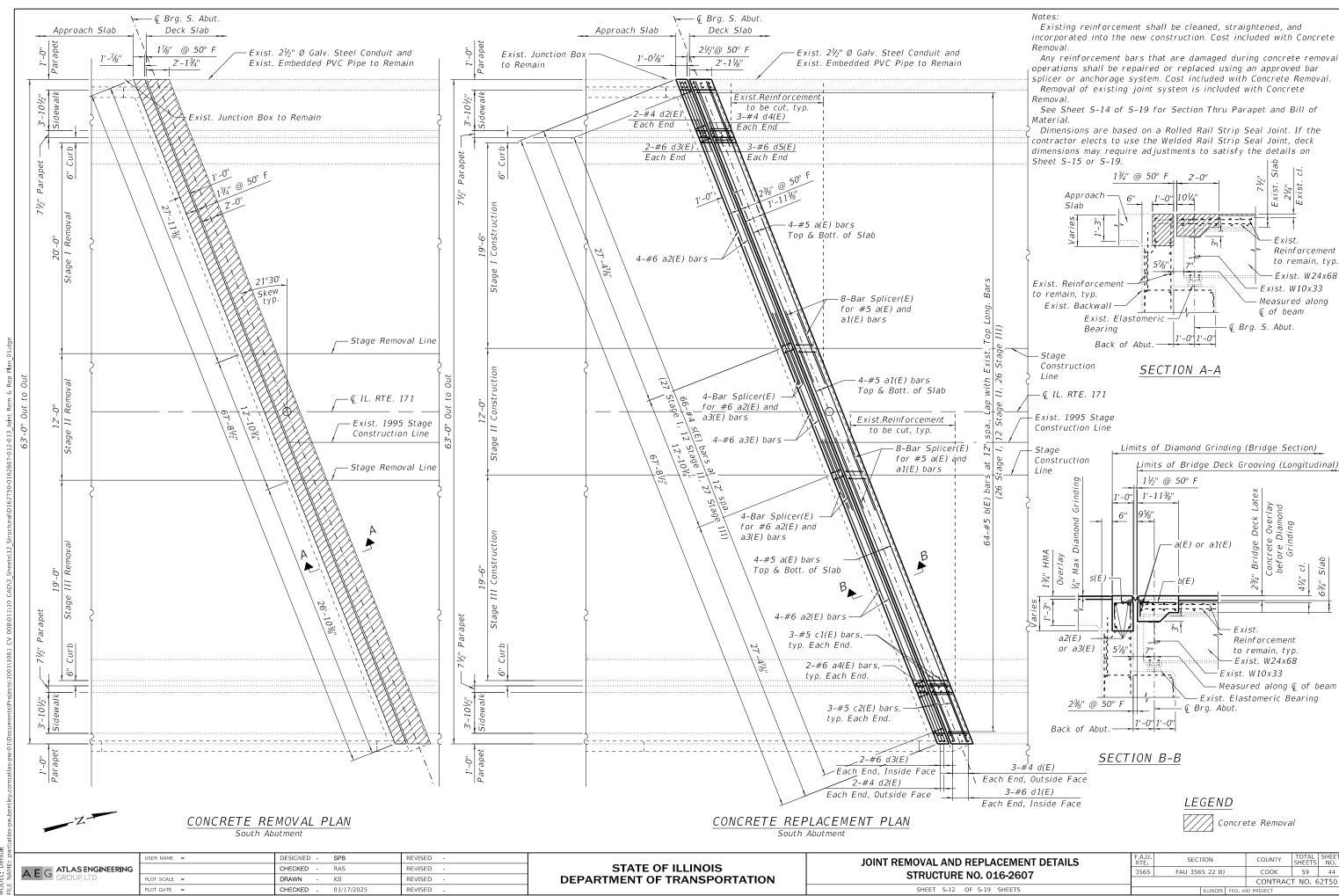
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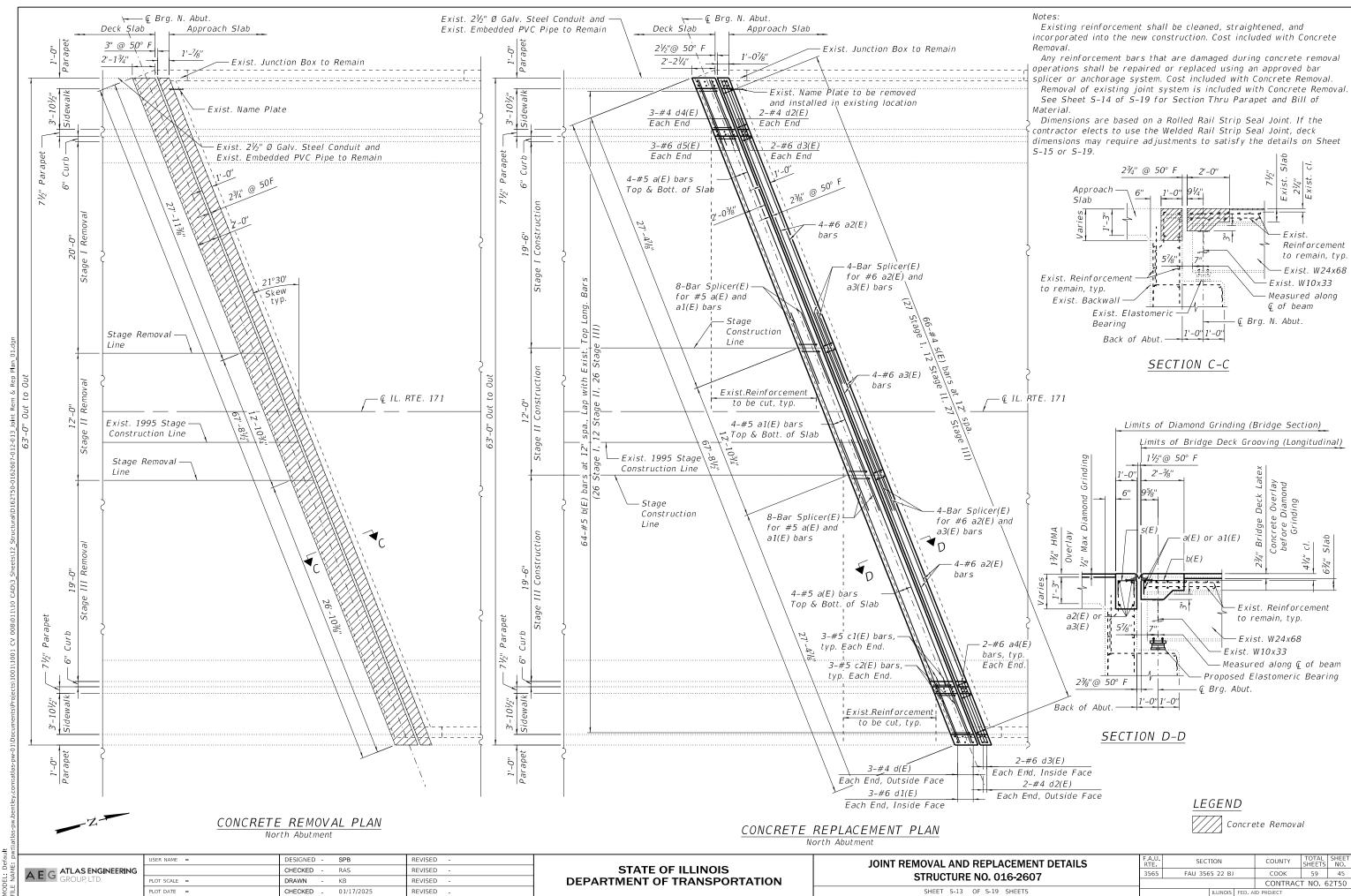


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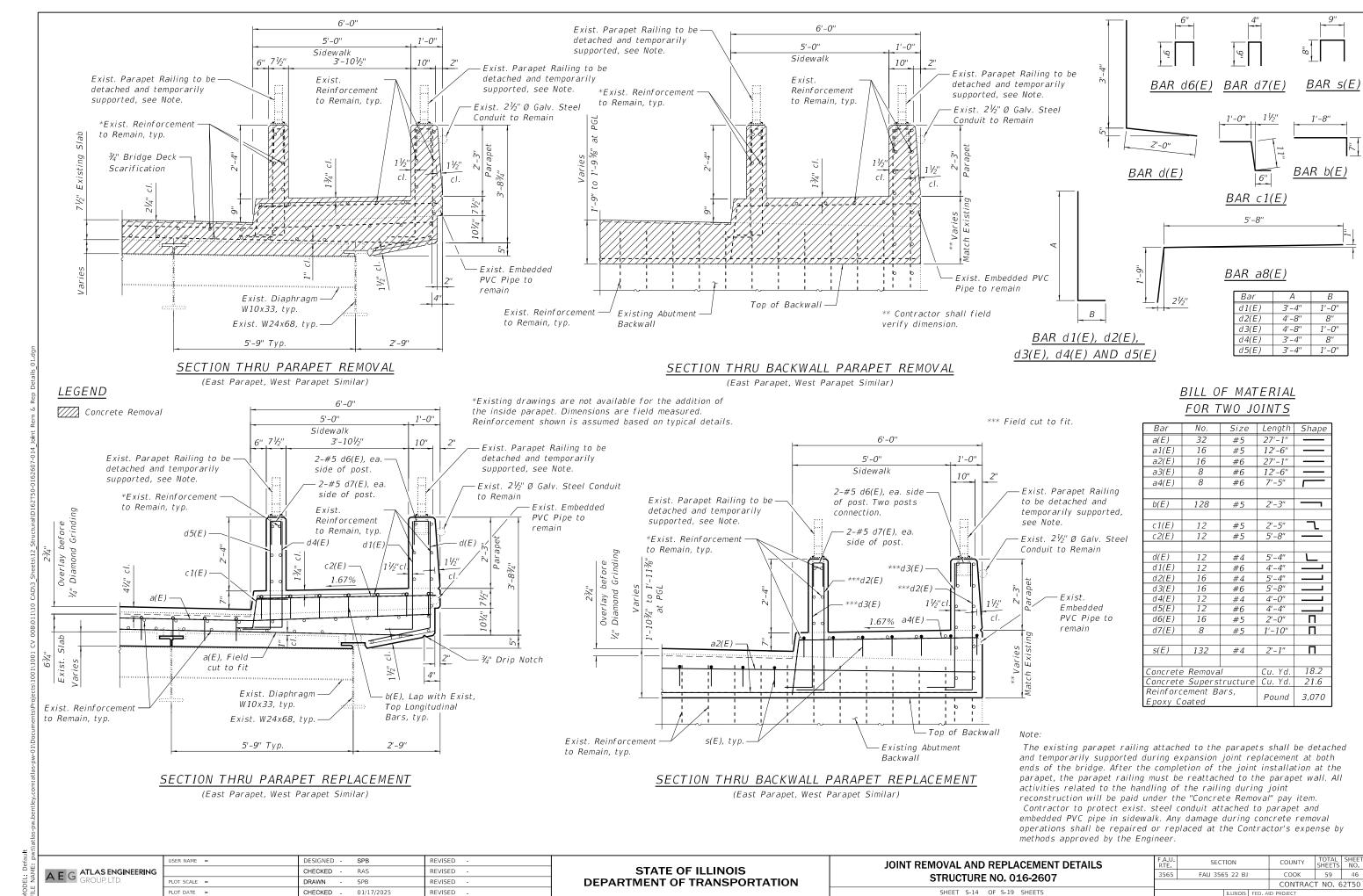


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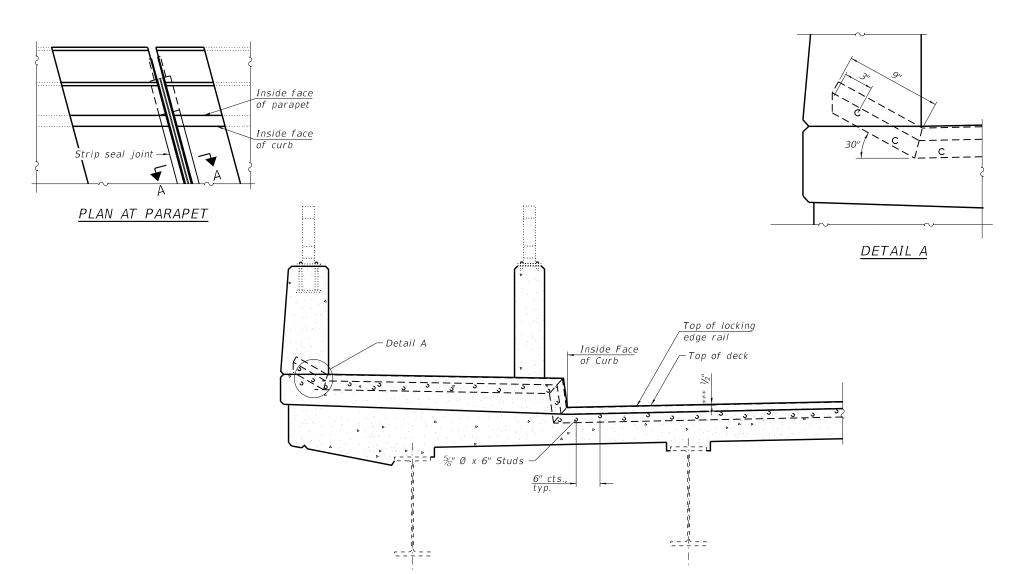




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Notes:

The strip seal shall be made continuous and shall have a minimum thickness of V_4 ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

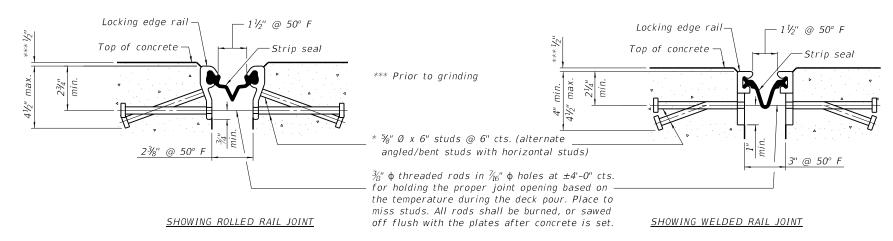
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be $\frac{3}{6}$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

Cost of embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

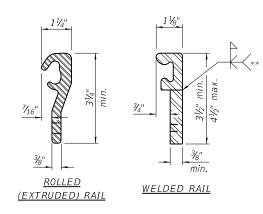
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

TYPICAL SECTION AT SIDEWALK



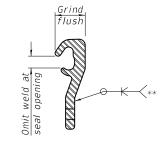
SECTION A-A

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



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	136

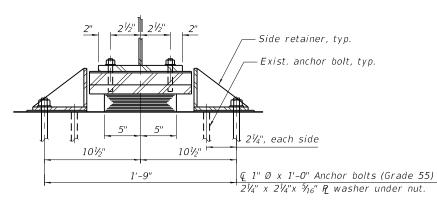


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK STRUCTURE NO. 016-2607

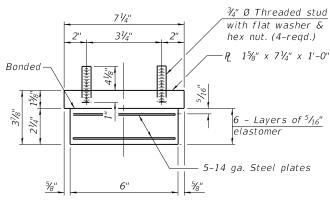
F.A.U. RTE	SECTION			COUNTY	TOTAL SHEETS	SHEE NO.
3565	FAU 3565 22 BJ			соок	59	47
		CONTRAC	T NO. 6	2T50		
	TLLIP	NOIS	EED /	VID PROJECT		



ELEVATION AT NORTH ABUT.

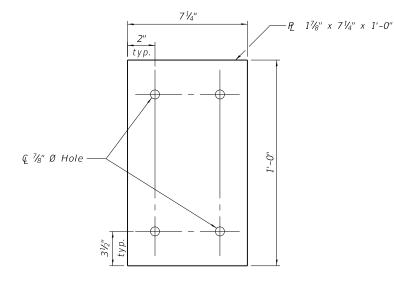
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

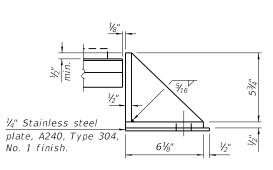


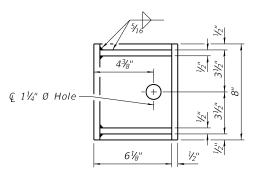
BEARING ASSEMBLY

Shim plates shall not be placed under bearing assembly.



EXTENSION PLATE BOLT HOLE DETAILS





SIDE RETAINER

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

Extension plates, side retainers and stainless steel plates shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint

Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

All (embedded and separate) bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M270 Grade 50.

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Jack and Remove Existing Bearings.

Prior to ordering any material, the contractor shall verify in the field all bearing height and shim thickness dimensions. Adjustment must account for deck heave due to pack rust (if present).

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM A1554 Grade 36 (Fy=37ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Drilled and set anchor bolts shall be installed according to Article 512.06 of the Standard Specifications.

INTERIOR BEAM REACTION TABLE

		Abutment
R₽	(k)	16.4
R Ł	(k)	28.3
Ri	(k)	8.5
RTotal	(k)	53.2

Notes for Jack and Remove Existing Bearings and Install New Bearings:

The Contractor shall submit, for approval by the Engineer, plans for jacking and removing the existing bearings at the North abutment prior to commencing any related work.

Jacking and removal of existing bearings shall be done prior to bridge deck scarification.

Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy. Cost included with Jack and Remove Existing Bearings.

The new bearings shall be in place and the jacks lowered prior to bridge deck scarification.

The minimum jack capacity is 54k per beam.

See Special Provisions for Jack and Remove Existing Bearings.

BILL OF MATERIAL

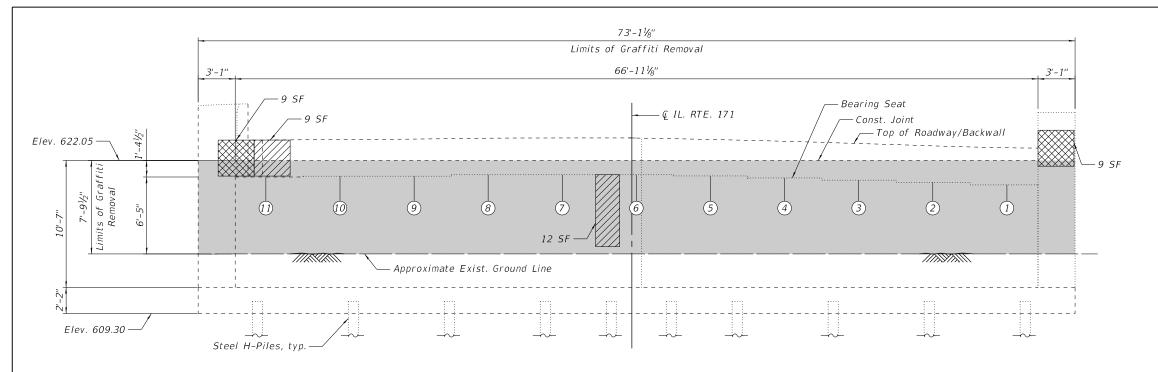
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	11
Anchor Bolts, 1"	Each	22
Jack and Remove Existing Bearings	Each	11

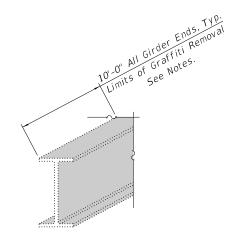
A E G ATLAS ENGINEERING

T	USER NAME =	DESIGNED -	SPB	REVISED -
		CHECKED -	RAS	REVISED -
	PLOT SCALE =	DRAWN -	SPB	REVISED -
	PLOT DATE =	CHECKED -	01/17/2025	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION NORTH ABUTMENT BEARING REPLACEMENT DETAILS **STRUCTURE NO. 016-2607** SHEET S-16 OF S-19 SHEETS

SECTION COUNTY 3565 FAU 3565 22 BJ соок 59 48 CONTRACT NO. 62T50

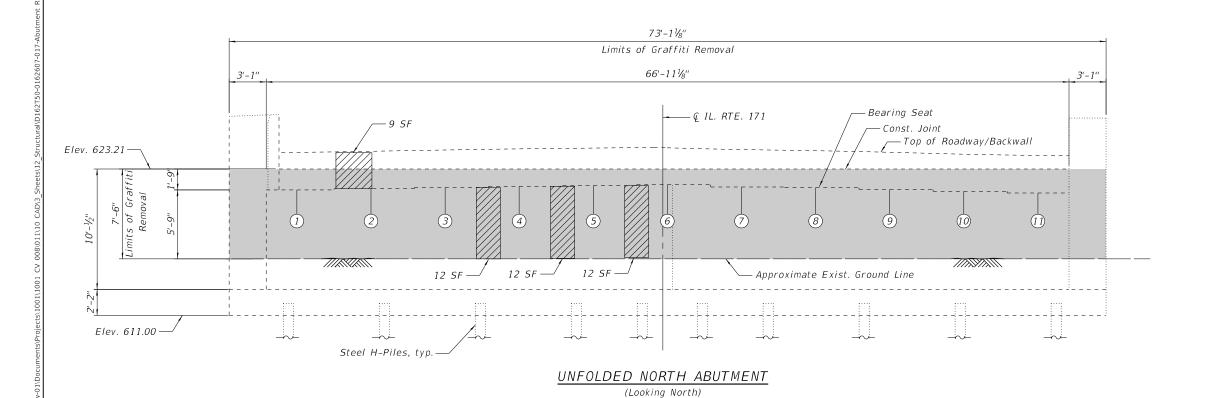




BEAM END GRAFFITI REMOVAL

UNFOLDED SOUTH ABUTMENT

(Looking South)



Graffiti Removal shall be performed on exposed faces of all beam ends within 10 feet of abutmets.

LEGEND

Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)

Structural Repair of Concrete (Depth Greater Than 5 Inches)

Graffiti Removal

Beam Line

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	66
Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	18
Graffiti Removal	Sq. Yd.	275

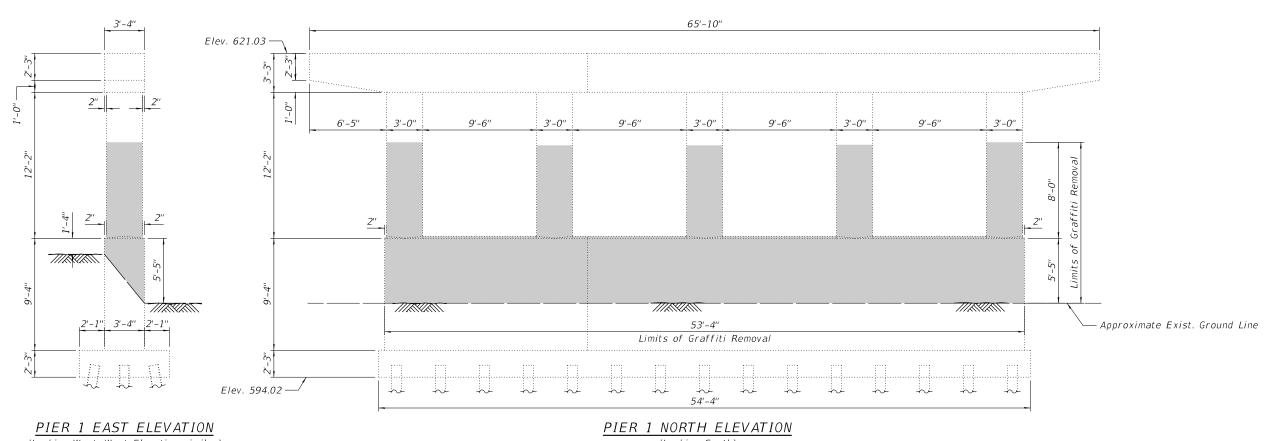
A E G ATLAS ENGINEERING

	USER NAME =	DESIGNED -	SPB	REVISED -
3		CHECKED -	RAS	REVISED -
	PLOT SCALE =	DRAWN -	IU	REVISED -
	PLOT DATE =	CHECKED -	12/06/2024	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

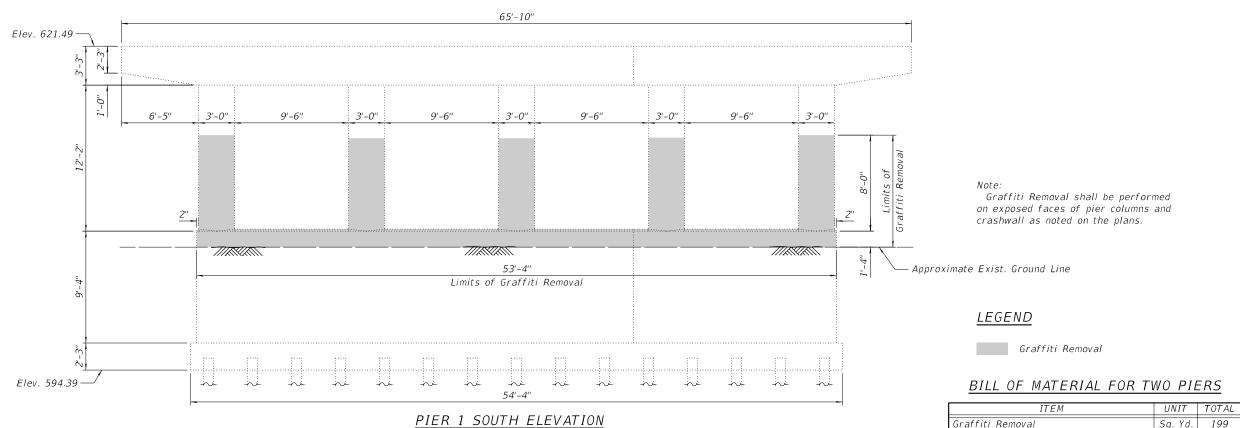
ABUTMENT REPAIRS **STRUCTURE NO. 016-2607** SHEET S-17 OF S-19 SHEETS

SECTION 3565 FAU 3565 22 BJ COOK 59 49 CONTRACT NO. 62T50



(Looking West, West Elevation similar) (Pier 2 East and West Elevations similar)

(Looking South) (Pier 2 South Elevation similar)



(Looking North) (Pier 2 North Elevation similar)

Graffiti Removal

<u>`</u>		USER NAME =	DESIGNED - SPB	REVISED -		PIER REPAIRS	F.A.U.	SECTION	COUNTY	TOTAL	SHEE
¥۱	A E C ATLAS ENGINEERING		CHECKED - RAS	REVISED -	STATE OF ILLINOIS	STRUCTURE NO. 016-2607	3565	FAU 3565 22 BJ	соок	59	50
ŽΙ	GROUP, LTD.	PLOT SCALE =	DRAWN - JJI	REVISED -	DEPARTMENT OF TRANSPORTATION	STRUCTURE NO. 016-2607			CONTRAC	T NO. 6	32T50
اڐ		PLOT DATE =	CHECKED - 12/06/2024	REVISED -		SHEET S-18 OF S-19 SHEETS		TILLINOIS FED. A	ID PROJECT		

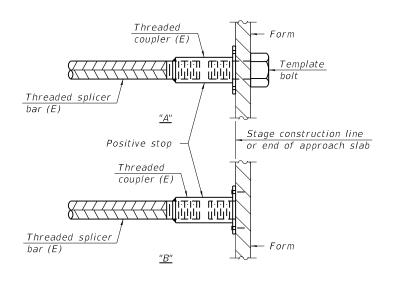
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + $1\frac{1}{2}$ " + thread length

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

Bar No. assemblies		Minimum		
	,	lap length 3'-6"		
	10	3 -0 4'-0"		
	16	3'-6"		
	0	3 -0 4'-0"		
	size #5	size required #5 16 #6 8 #5 16		



INSTALLATION AND SETTING METHODS

(E): Indicates epoxy coating.

"A": Set bar splicer assembly by means of a template bolt "B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms. Stage I construction

Stage I construction

Mechanical splicer (E)

Reinforcement bar

STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

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

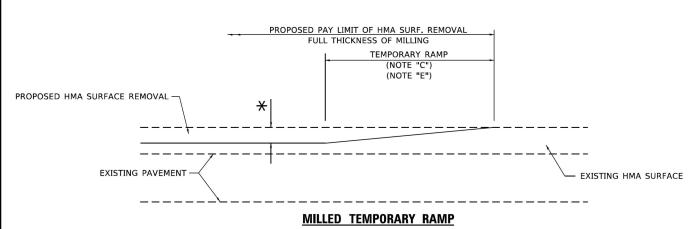
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications. See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

5-15-2023

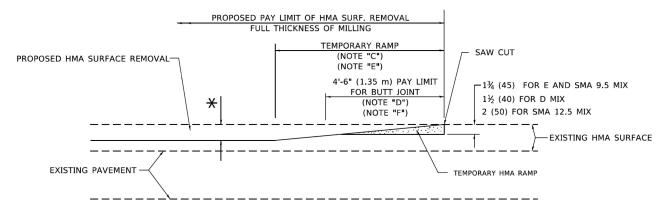
AEG ATLAS ENGINEERING GROUP, LTD.

	USER NAME =	DESIGNED -	SPB	REVISED -
•		CHECKED -	RAS	REVISED -
	PLOT SCALE =	DRAWN -	SPB	REVISED -
	PLOT DATE =	CHECKED -	12/06/2024	REVISED -



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

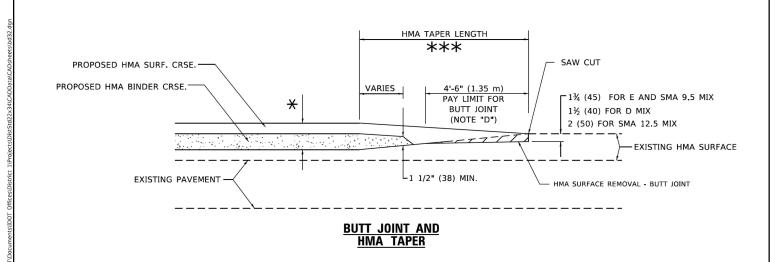


HMA CONSTRUCTED TEMPORARY RAMP

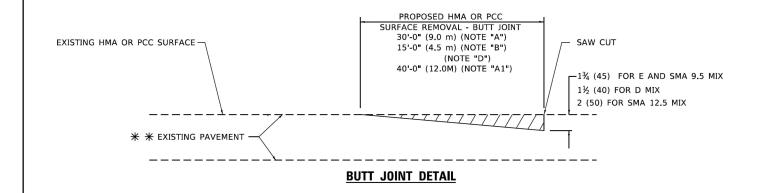
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

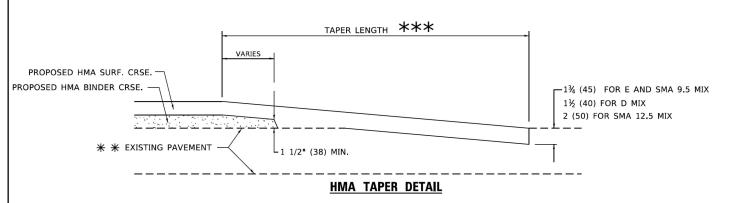
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

SCALE: NONE

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

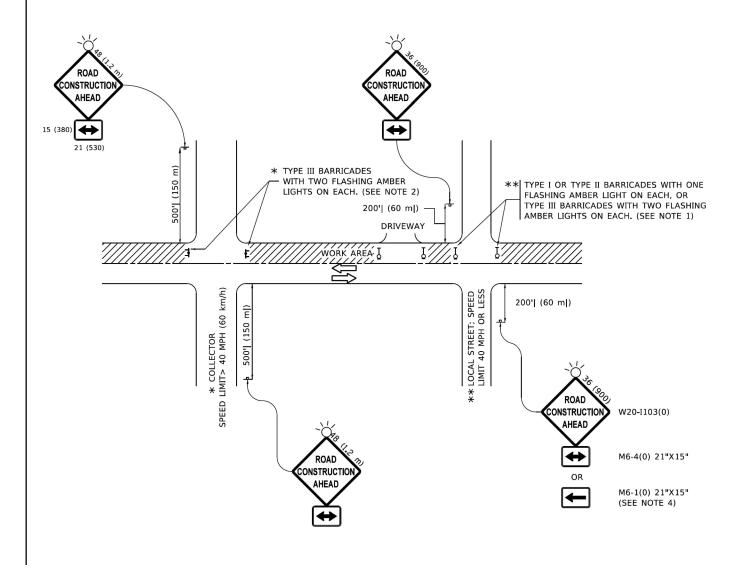
BUTT JOINT AND
HMA TAPER DETAILS

SHEET 1 OF 1 SHEETS STA. TO STA.

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

 3565
 FAU 3565
 22 BJ
 COOK
 59
 52

 BD400-05
 BD-32
 CONTRACT NO. 62 TO
 NO. 62 TO
 NO. 62 TO
 NO. 62 TO



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710)
 IN HEIGHT
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

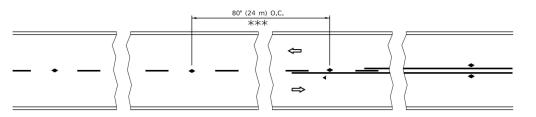
- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE FNGINFER
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

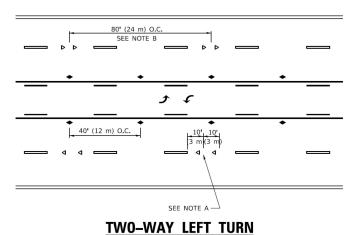
SHEET 1 OF 1 SHEETS STA. TO S



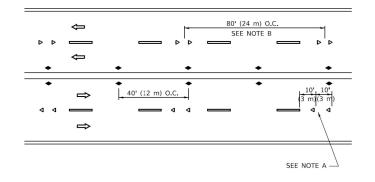
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

SEE FIGURE 3B-14 MUTCD

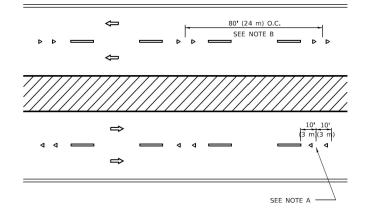
LANE REDUCTION TRANSITION



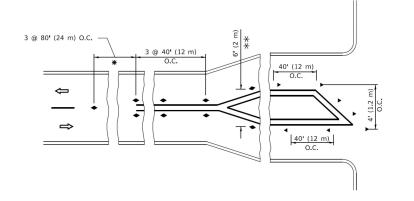
TW0-LANE/TW0-WAY

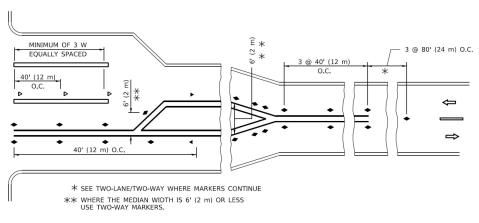


MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED





TURN LANES

GENERAL NOTES

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

LANE MARKER NOTES

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

DESIGN NOTES

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS

RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

A.U. SECTION COUNTY TOTAL SHEET NO. 565 FAU 3565 22 BJ COOK 59 54

TC-11 CONTRACT NO. 62T50

SYMBOLS

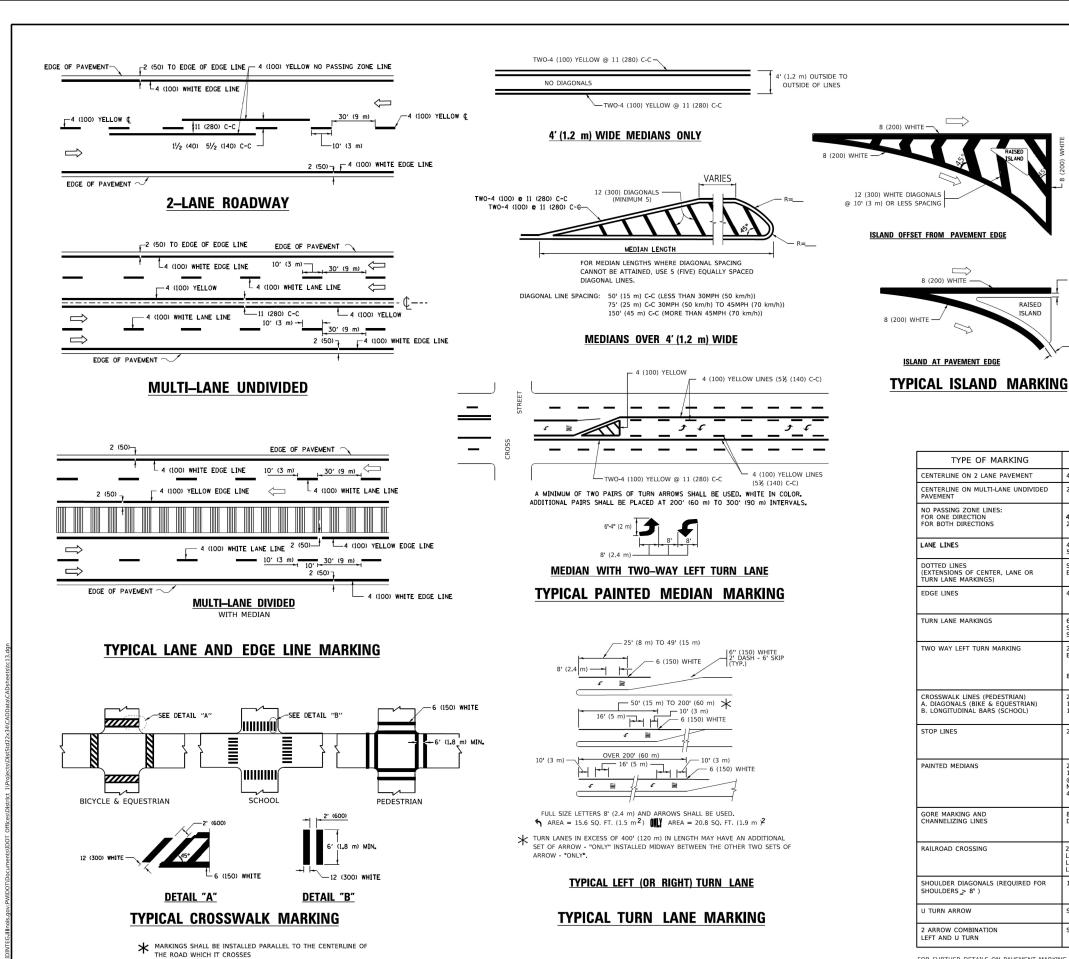
ONE-WAY AMBER MARKER

TWO-WAY AMBER MARKER

■ ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

WHITE STRIPE



LEFT AND U-TURN 2 (50) 5'-4" (1620) 2 (50) LANE REDUCTION TRANSITION * LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OF GREATER OR WHEN SPECIFIED IN PLANS. **U-TURN** WIDTH OF LINE PATTERN COLOR SPACING / REMARKS YELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 2 @ 4 (100) 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN SKIP-DASH SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE (125) ON FREEWAYS SAME AS LINE BEING EXTENDED SKIP-DASH SAME AS LINE BEING EXTENDED 2' (600) LINE WITH 6' (1.8 m) SPACE 4 (100) SOLID YELLOW-LEFT WHITE-RIGHT OUTLINE MEDIANS IN YELLOW 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) SOLID SEE TYPICAL TURN LANE MARKING DETAIL WHITE SKIP-DASH AND SOLID IN PAIRS YELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE FOR 2 @ 4 (100) EACH DIRECTION SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART EE TYPICAL CROSSWALK MARKING DETAILS. PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE 24 (600) SOLID 2 @ 4 (100) WITH 12 (300) DIAGONALS SOLID 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING, TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS

COMBINATION

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

8 (200) WITH 12 (300) DIAGONALS @ 45°

24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"

12 (300) @ 45

SEE DETAIL

SOLID

SOLID

SOLID

SOLID

RAISED

TYPE OF MARKING

FAU 3565 22 BJ соок

DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))

50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

All dimensions are in inches (millimeters unless otherwise shown.

SEE STATE STANDARD 780001

30.4 SF

D(FT)

345

425

665

750

SPEED LIMIT

55

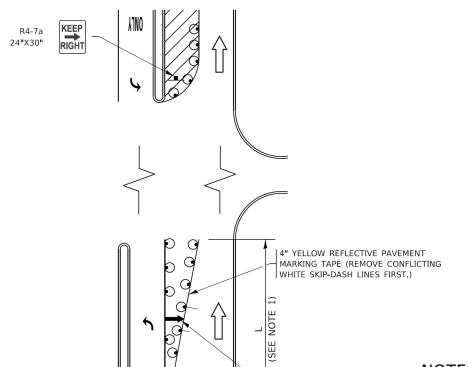
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SHEETS NO. DISTRICT ONE 3565 TYPICAL PAVEMENT MARKINGS CONTRACT NO. 62T50 TC-13 SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

WHITE

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



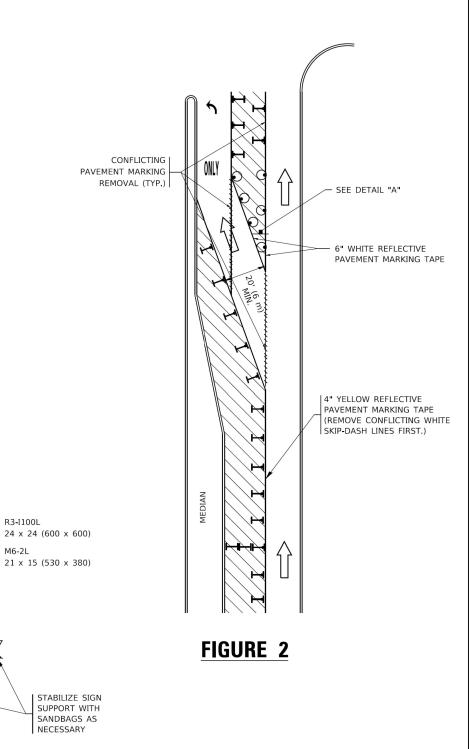
- ARROW BOARD

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

NOTES:

- 1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

TURN

LANE

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

A E G ATLAS ENGINEERING GROUP, LTD.

SEE DETAIL "A" -

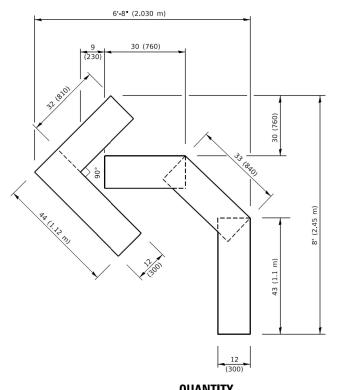
FIGURE 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

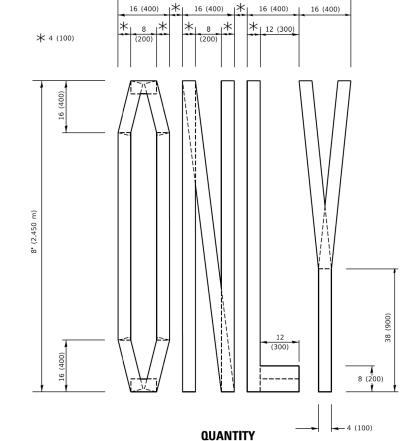
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

i



QUANTITY

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

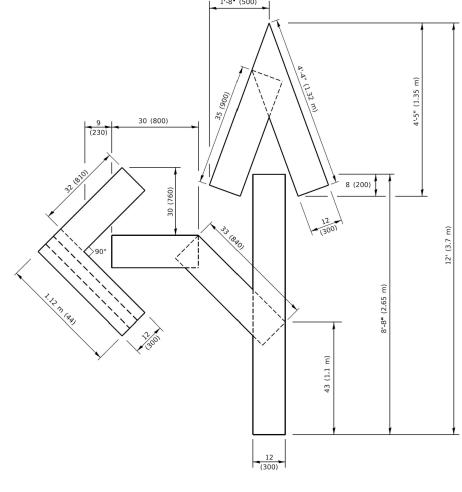


4 (100) LINE = 64.1 ft. (19.5 m) 21.4 sq. ft. (1.99 sq. m)

DATE

09-18-94

REVISED - A. SCHUETZE 09-15-16

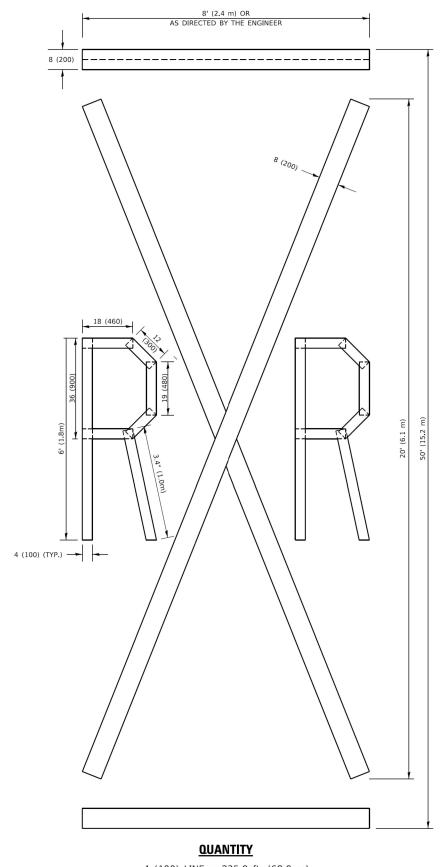


QUANTITY

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

NOTE:

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



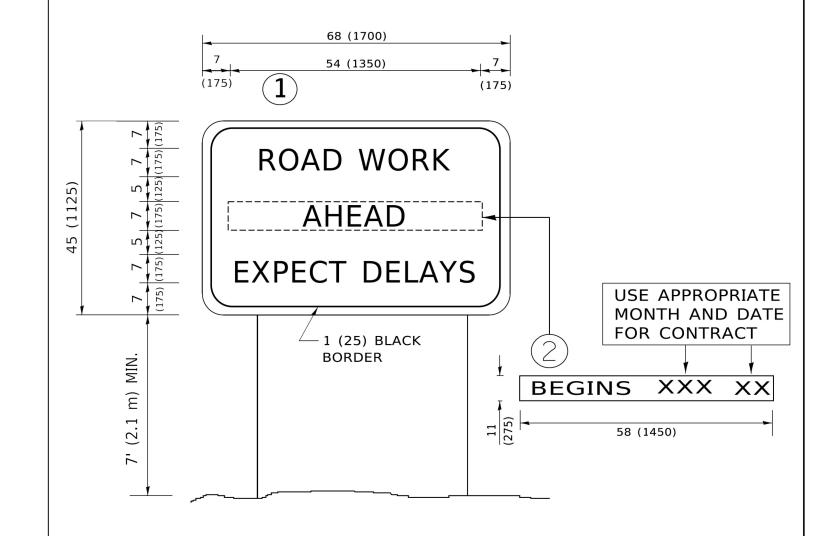
4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

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

PLOT DATE = 3/4/2019

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.



NOTES:

- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN 1 WITH INSTALLED PANEL 2 ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL 2 SOON AFTER THE START OF CONSTRUCTION.
- 5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.

SHEET :

- 6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
- 7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

SCALE: NONE

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

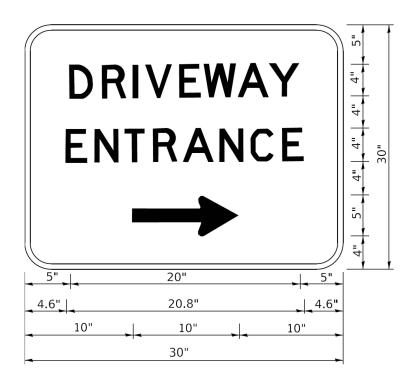
٩			USER
AME:	AEG	ATLAS ENGINEERING	
Z H	/	GROUP, LTD.	PLOT 9
Ξ			PLOT I

	USER NAME = footemj	DESIGNED -	REVISED	-	R. MIRS 09-15-97
G		DRAWN -	REVISED	-	R. MIRS 12-11-97
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED	- T,	RAMMACHER 02-02-99
	PLOT DATE = 3/4/2019	DATE -	REVISED	-	C. JUCIUS 01-31-07

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DEPARTMENT	OF	TRANSPORTATION

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

NOTES:

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

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