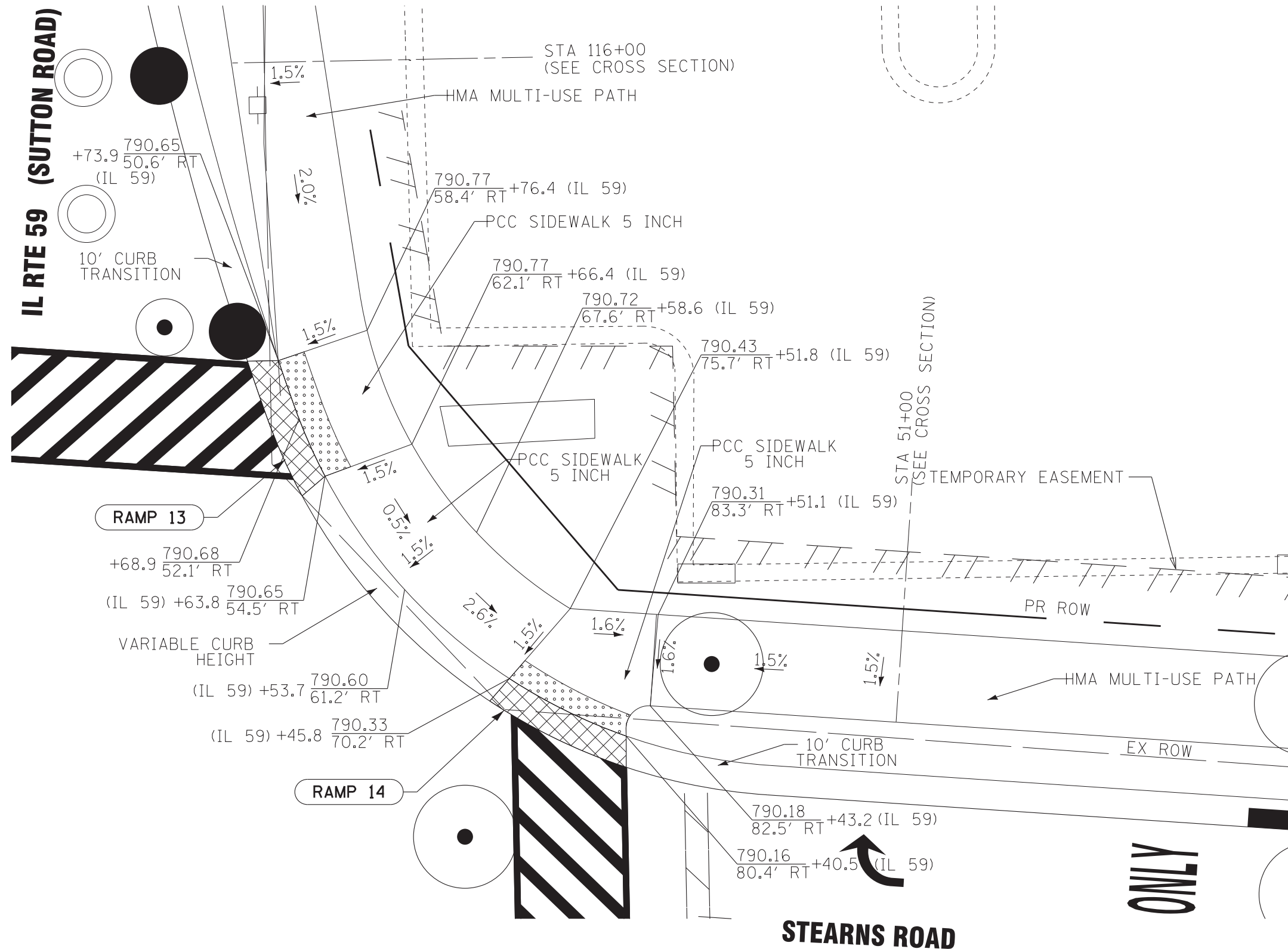
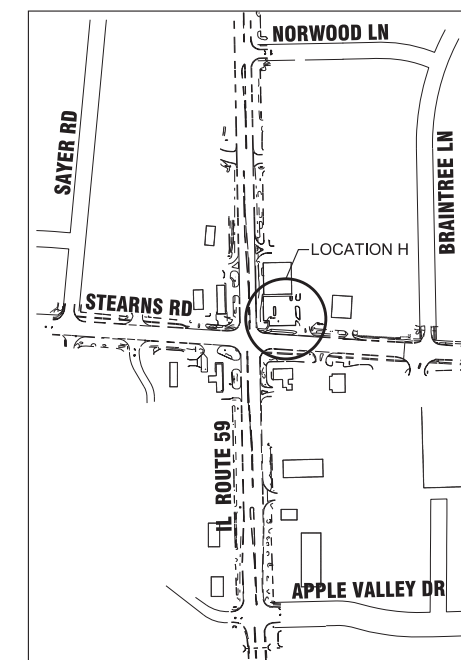


NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.



KEYMAP



LEGEND

- DETECTABLE WARNINGS
- DEPRESSED CURB
- 1.4% SLOPE
- SPOT ELEVATION/
STATION OFFSET

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DESIGNED - JDM	REVISED -
DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc H.dgn

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ROADWAY PLAN - STEARN'S ROAD
LOCATION H - RAMP 13 & 14

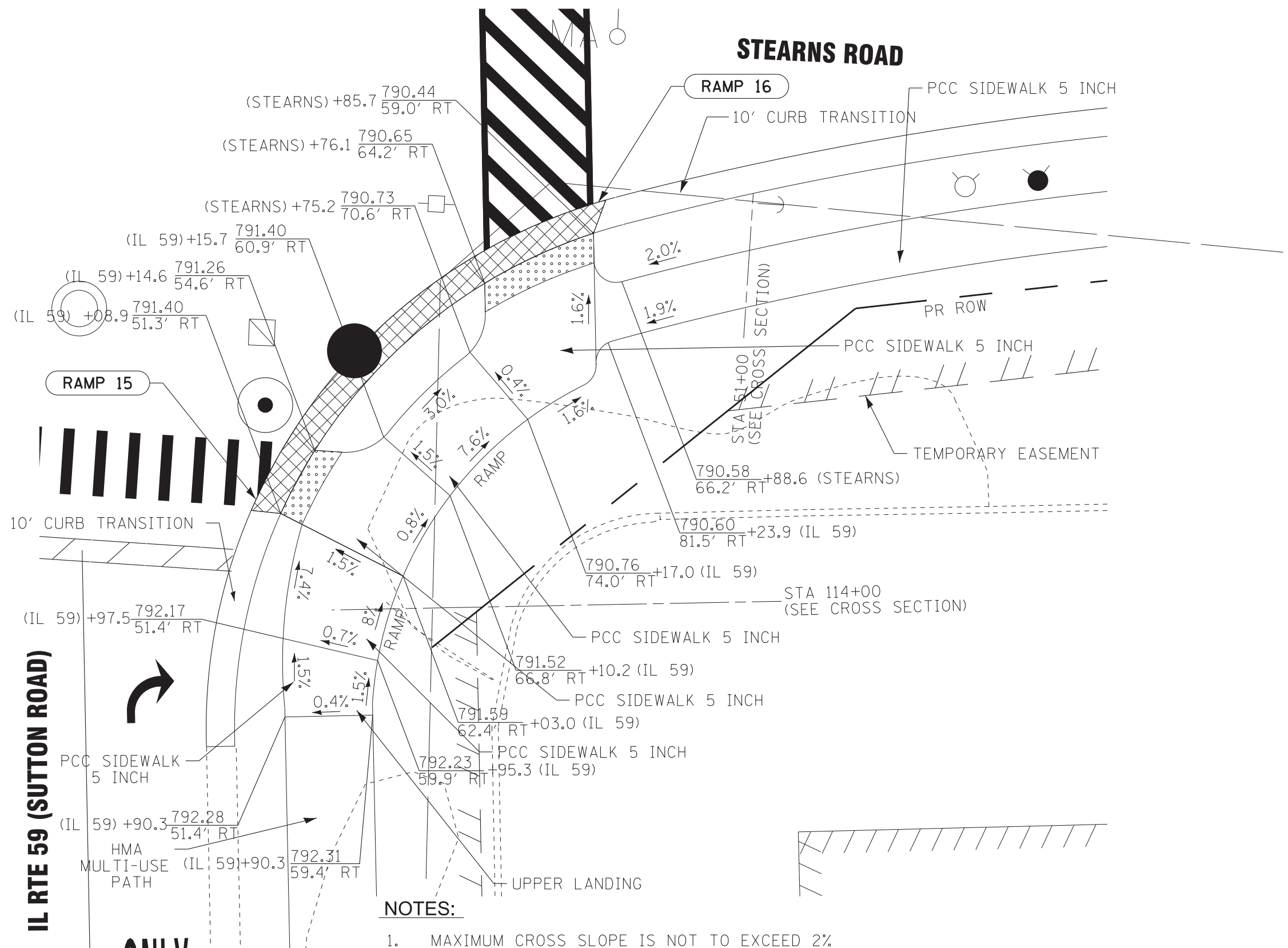
SCALE: 1" = 5'

STA. TO STA.

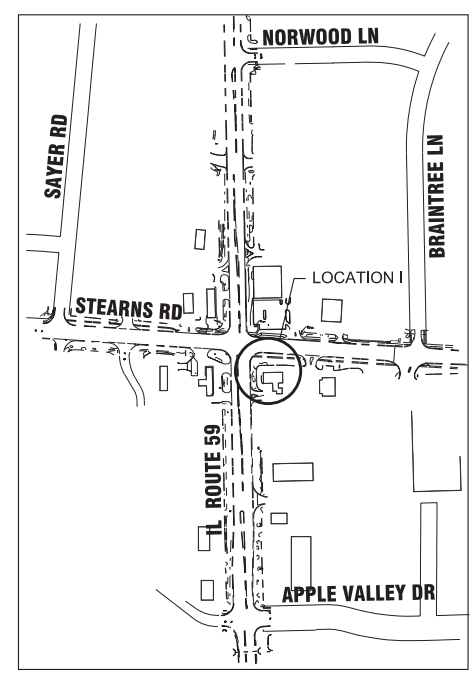
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	101
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	



STEARNS ROAD



KEYMAP



NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND

	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
$\frac{795.04}{59.7' RT} +12.6$	SPOT ELEVATION/ STATION OFFSET

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IL RTE 59 (SUTTON ROAD)



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DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-RampP_Loc_1.dgn

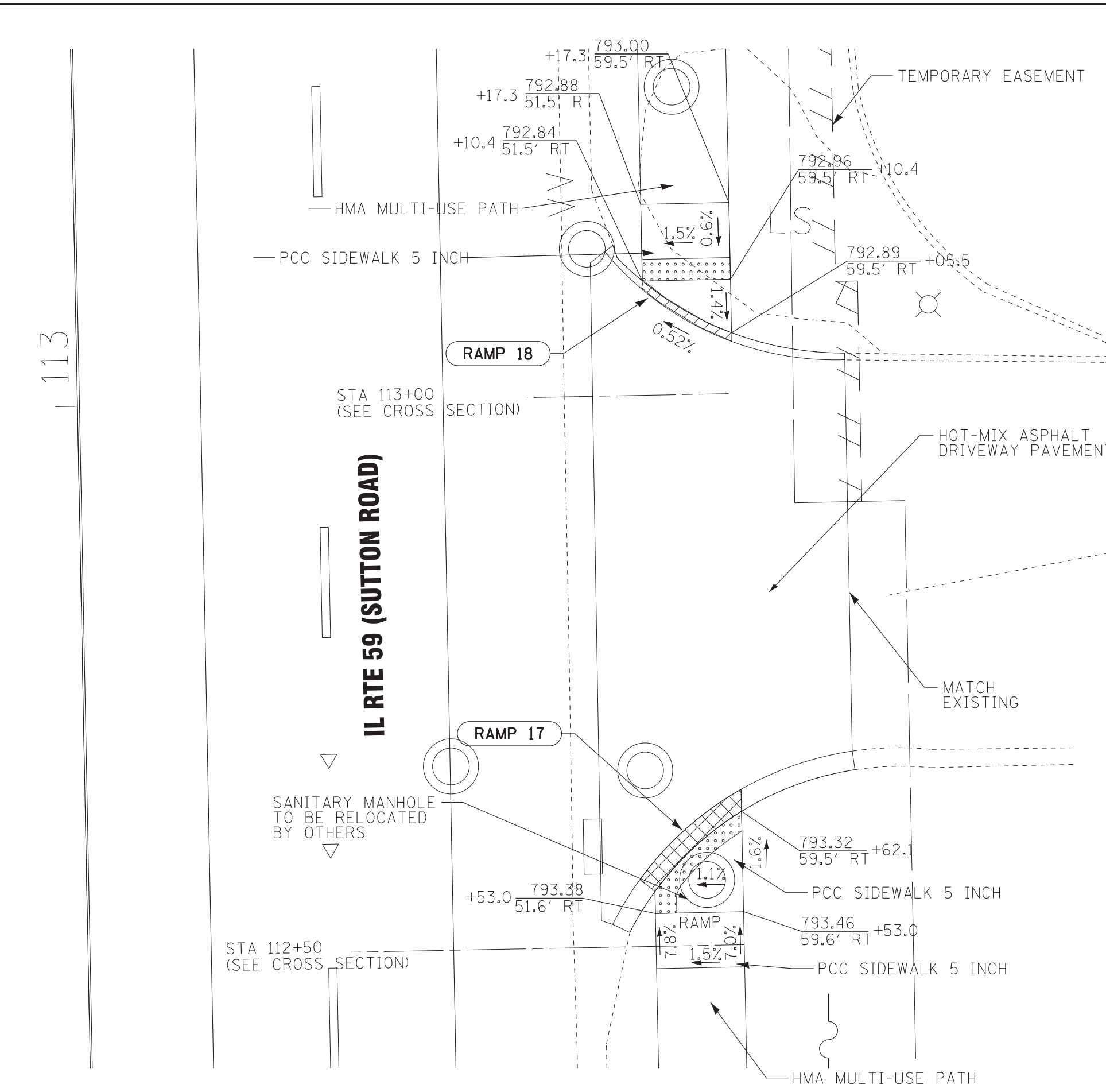
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN - STEARNS ROAD
LOCATION 1 - RAMP 15 & 16

SCALE: 1" = 5' STA. TO STA.

F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 102
CONTRACT NO. 62A99				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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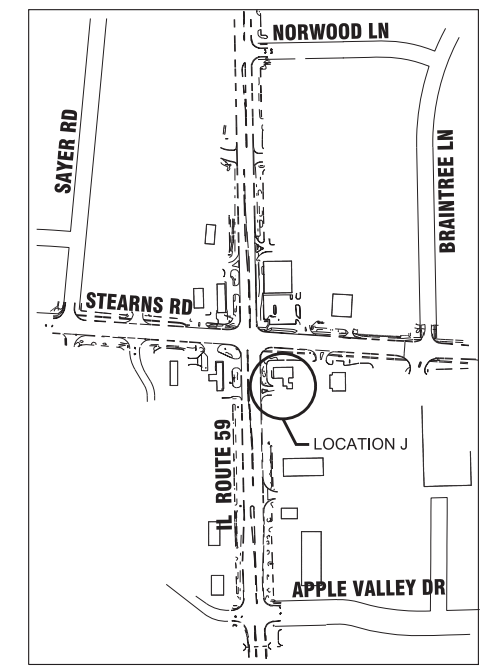


NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.



KEYMAP



LEGEND

	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
$\frac{795.04}{59.7' RT} +12.6$	SPOT ELEVATION/ STATION OFFSET



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CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc J.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

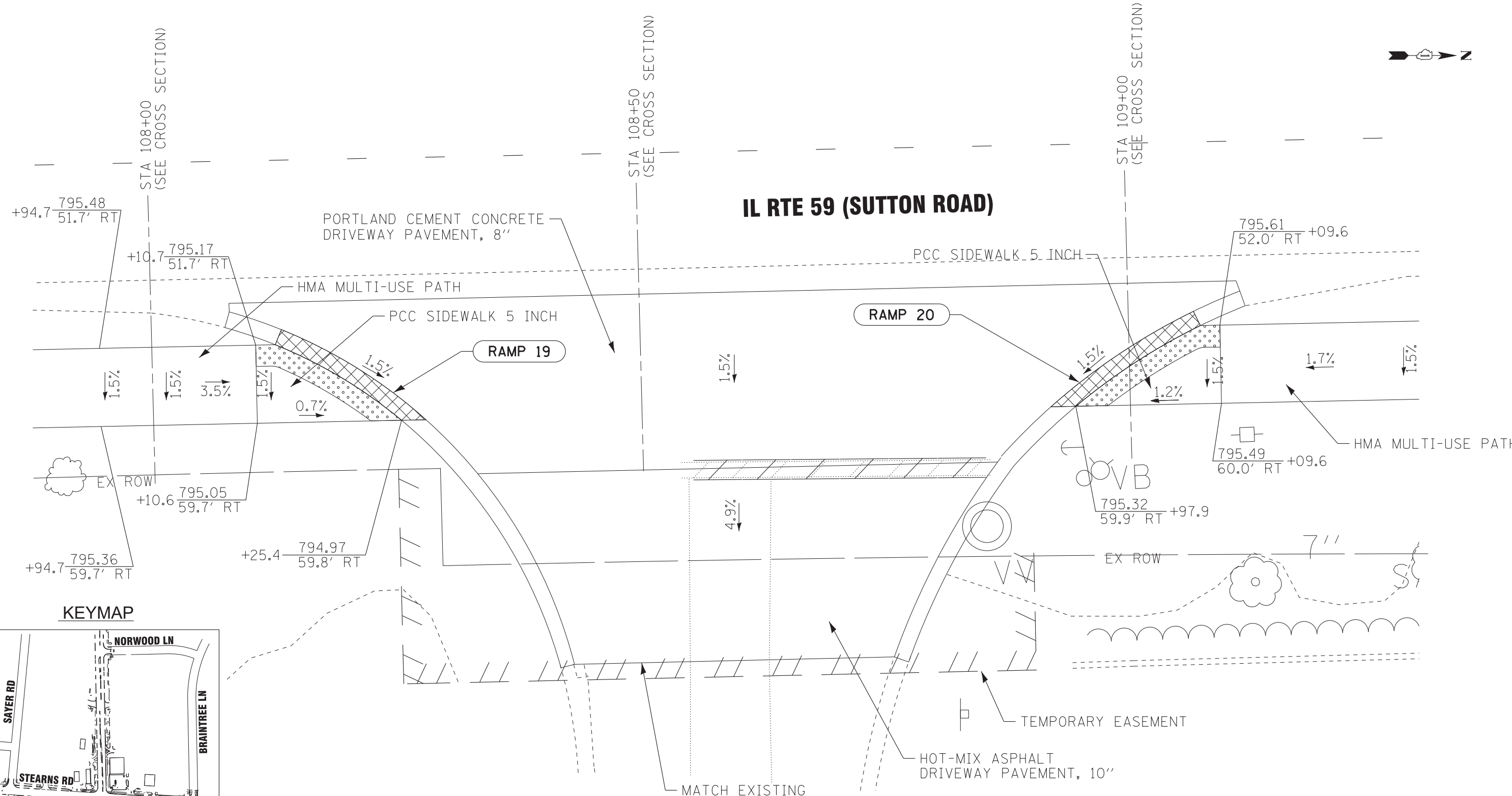
ROADWAY PLAN - STEARNS ROAD
LOCATION J - RAMP 17 & 18

SCALE: 1" = 5' STA. TO STA.

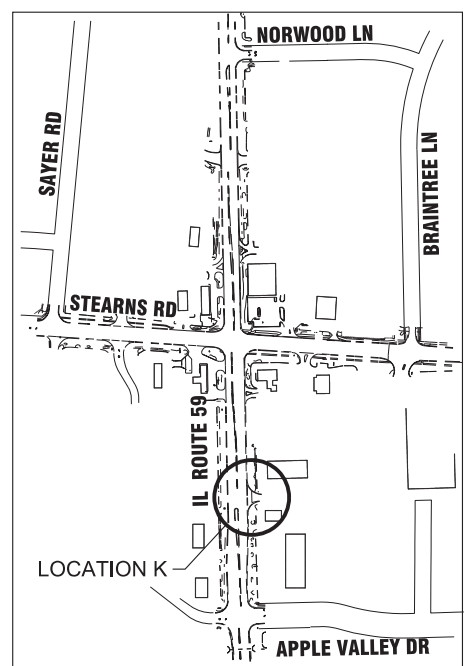
F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 103
FED. ROAD DIST. NO. 1 ILLINOIS			FED. AID PROJECT CONTRACT NO. 62A99	



IL RTE 59 (SUTTON ROAD)



KEYMAP



NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND

	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
	SPOT ELEVATION/ STATION OFFSET

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	DRAWN - CJC	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc K.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN - STEARNS ROAD
LOCATION K - RAMP 19 & 20**





SCALE: 1" = 5' STA. TO STA.

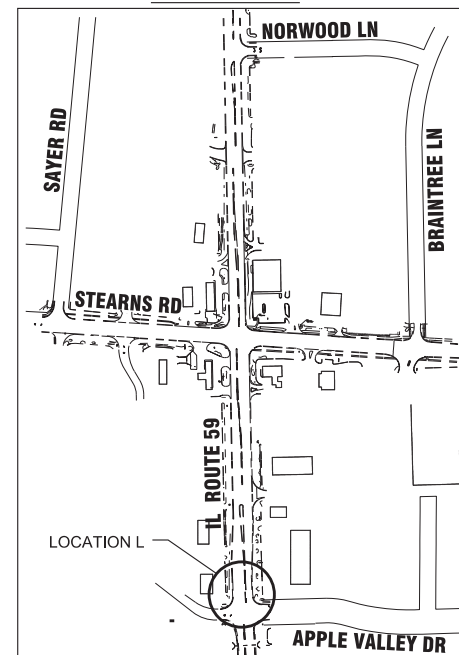
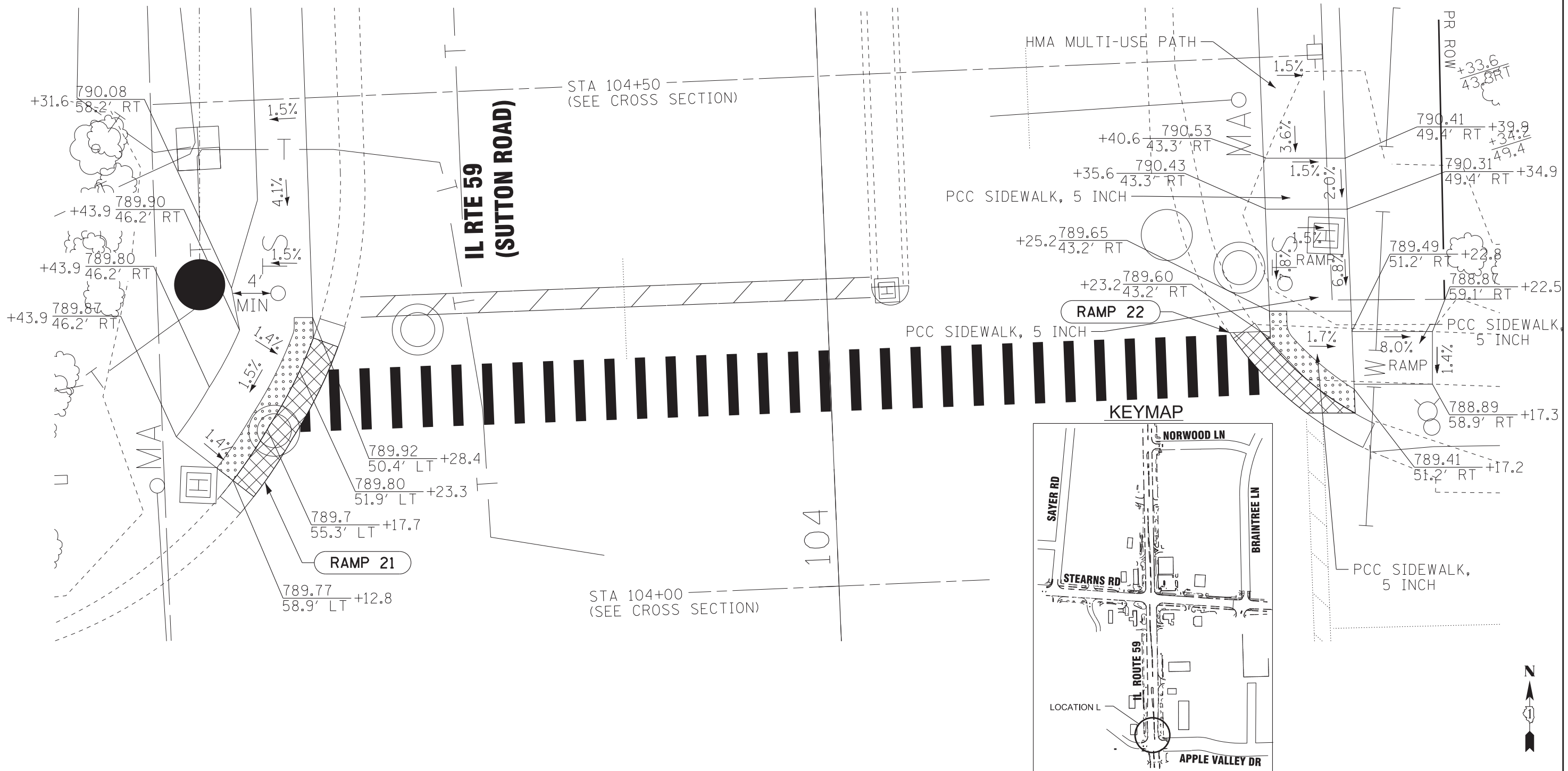
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338	(110R-1N)	DUPAGE	186	104
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	

NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%.
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'.
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND

-  DETECTABLE WARNINGS
-  DEPRESSED CURB
-  1.4% SLOPE
-  SPOT GRADES



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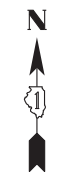
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	DRAWN - CJC	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc L.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN - STEARNS ROAD
LOCATION L - RAMP 21 & 22**

SCALE: 1" = 5' STA. TO STA.

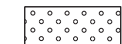



F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 105
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	



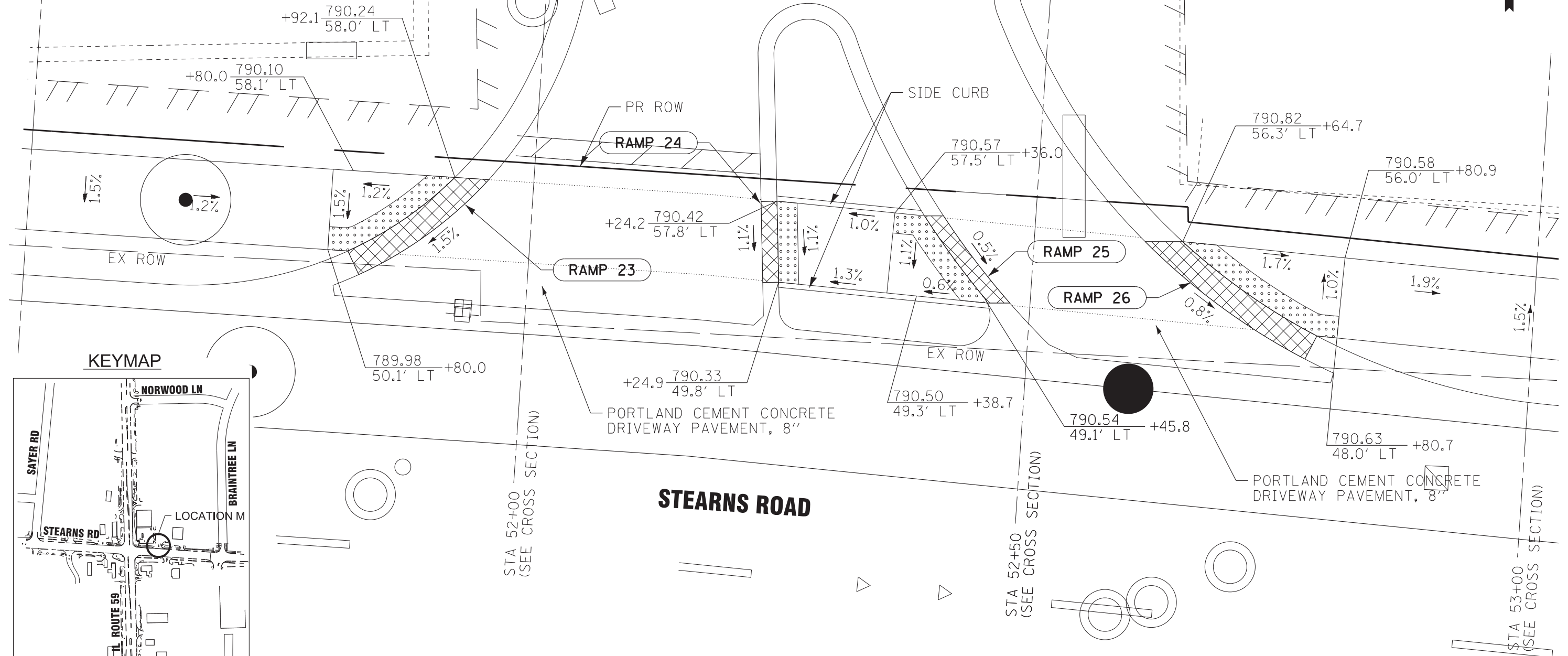
NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

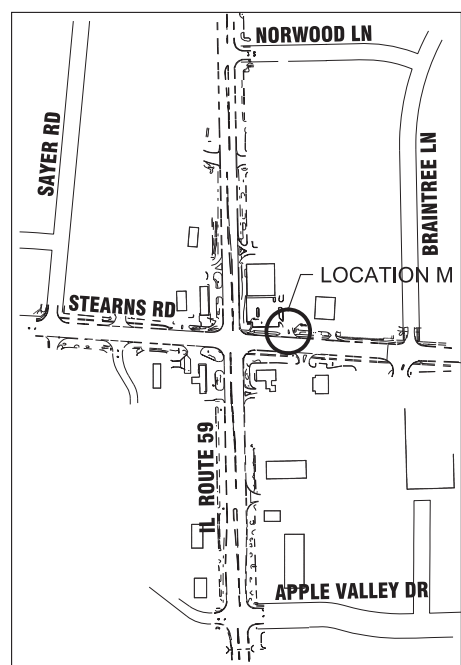
LEGEND

-  DETECTABLE WARNINGS
-  DEPRESSED CURB
-  1.4% SLOPE
-  795.04
59.7' RT +12.6 SPOT ELEVATION/
STATION OFFSET

STA 51+50
(SEE CROSS SECTION)



KEYMAP



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Consulting Engineers

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CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc M.dgn

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DEPARTMENT OF TRANSPORTATION**

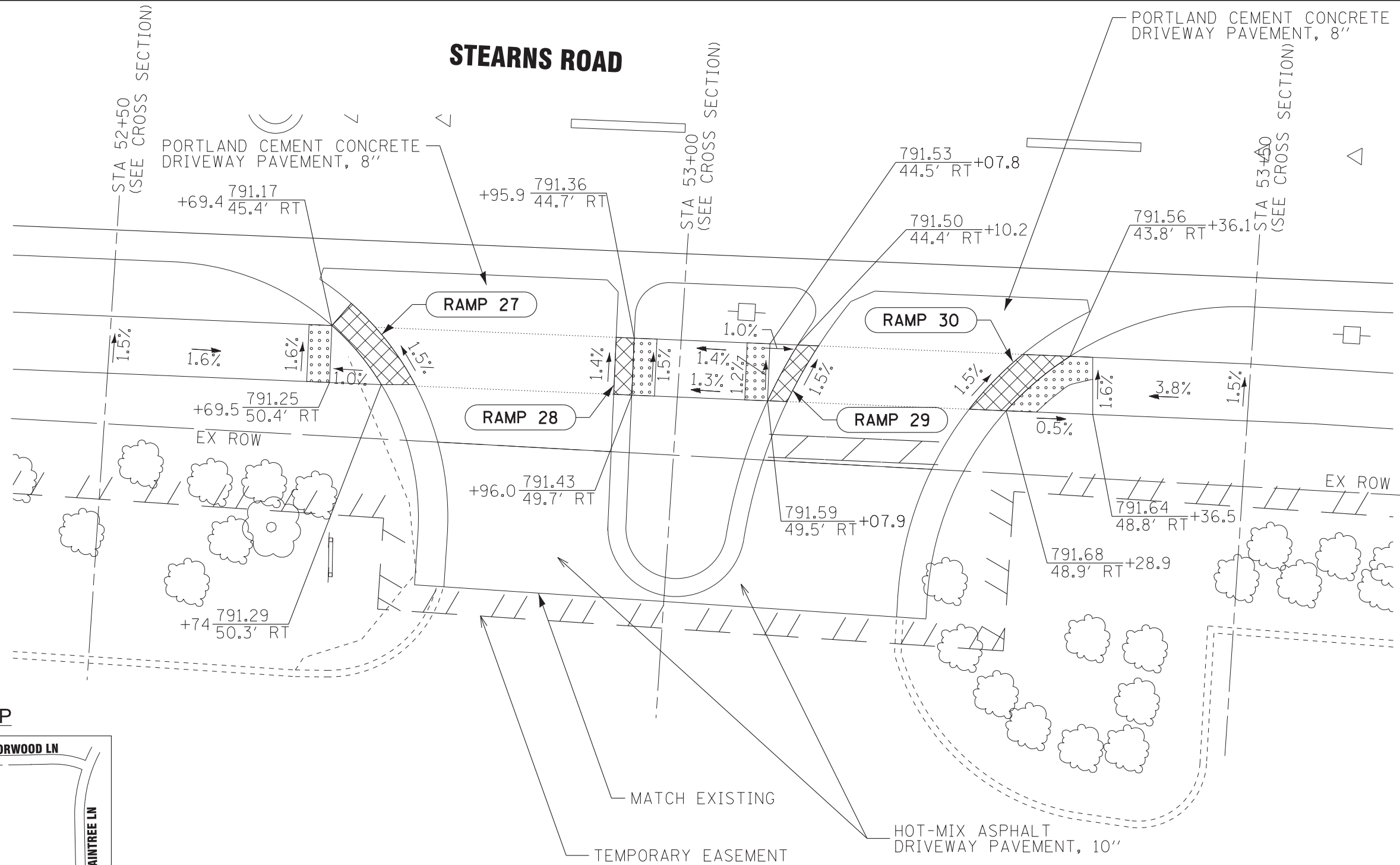
**ROADWAY PLAN - STEARNS ROAD
LOCATION M - RAMP 23, 24, 25 & 26**

SCALE: 1" = 5'

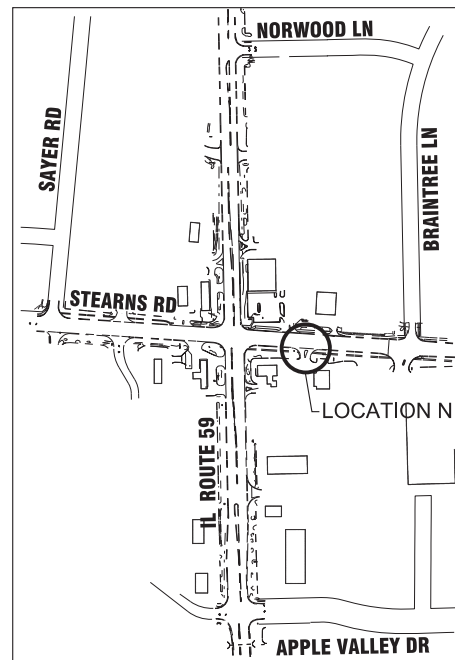
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	106
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	

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KEYMAP



NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%.
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'.
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND

- DETECTABLE WARNINGS
- DEPRESSED CURB
- SLOPE
- $\frac{795.04}{59.7' \text{ RT}} +12.6$ SPOT ELEVATION/
STATION OFFSET

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CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc N.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

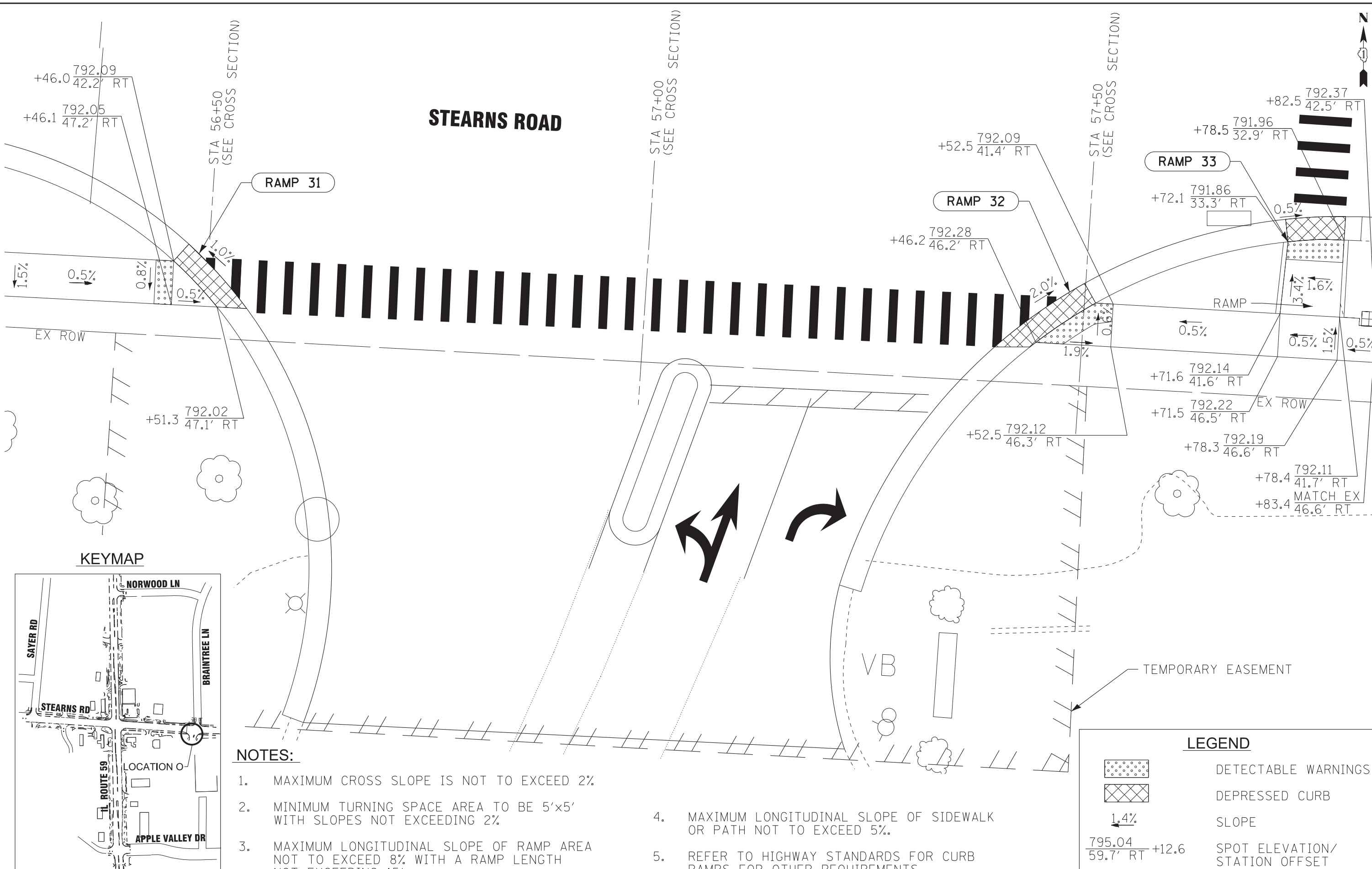
**ROADWAY PLAN - STEARNS ROAD
LOCATION N - RAMP 27, 28, 29 & 30**

SCALE: 1" = 5'

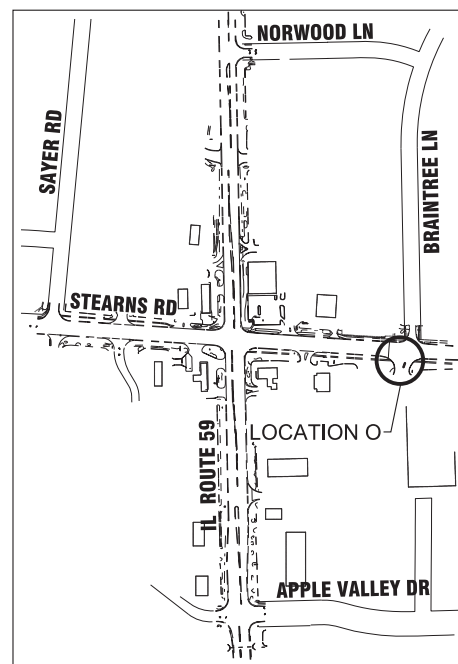
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	107
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	

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KEYMAP



NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%.
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'.
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND	
	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
$\frac{795.04}{59.7' \text{ RT}} +12.6$	SPOT ELEVATION/ STATION OFFSET

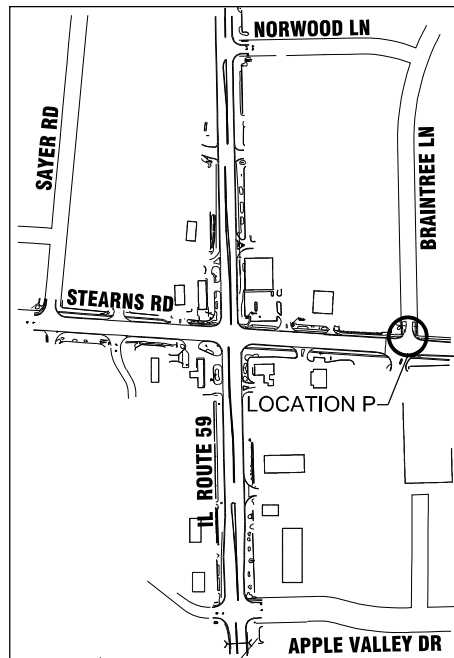
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	DRAWN - CJC	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc 0.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN - STEARNS ROAD
LOCATION 0 - RAMP 31, 32 & 33**

SCALE: 1" = 5'	STA. TO STA.	F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 108
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

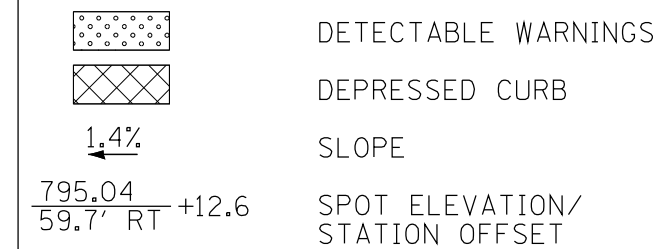
KEYMAP



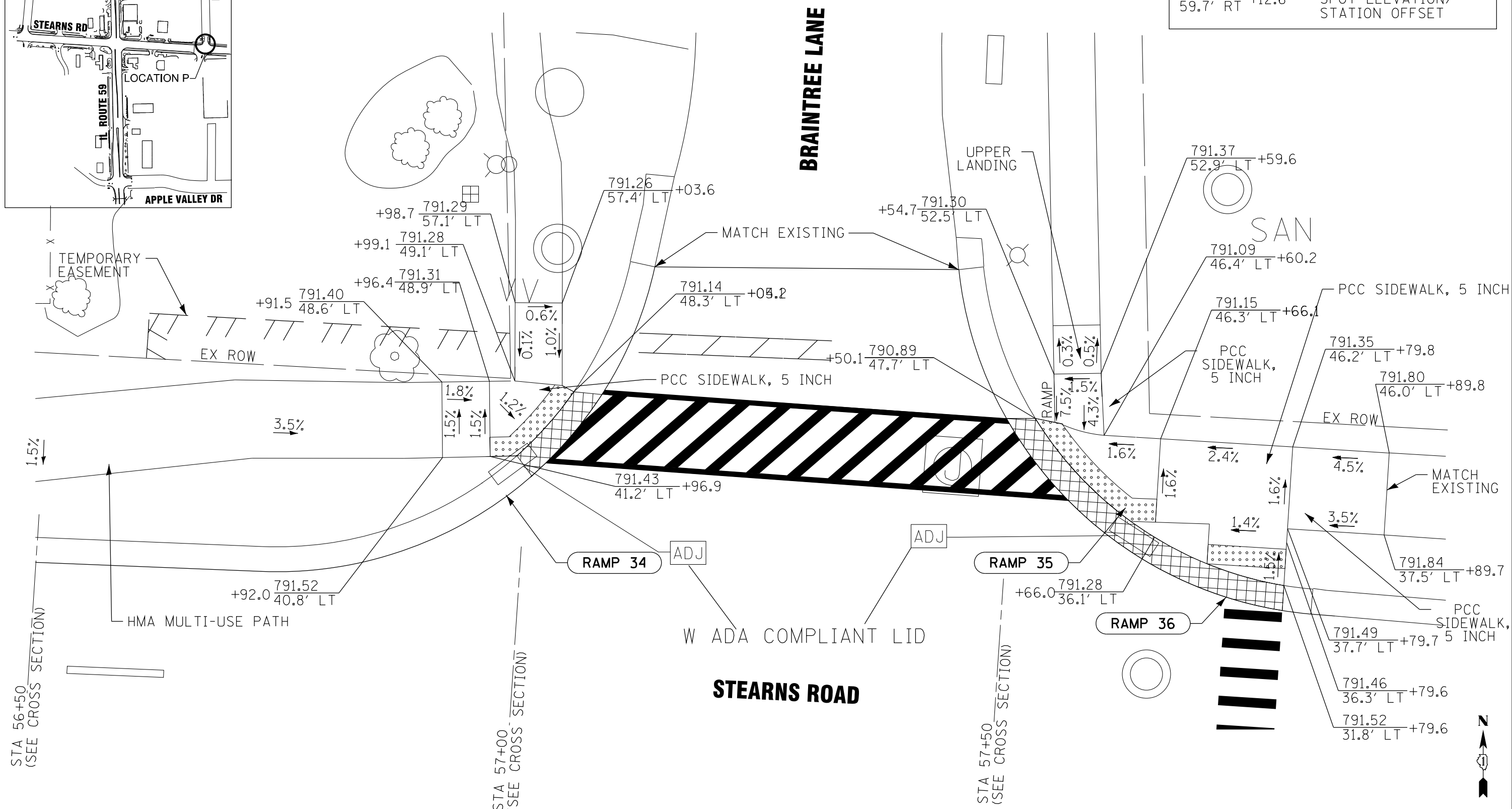
NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%.
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'.
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND



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	CHECKED - RWL	REVISED -
	DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc P.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN - STEARNS ROAD
LOCATION P - RAMP 33, 34 & 35**

F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 109
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 62A99	

SCALE: 1" = 5' STA. TO STA.

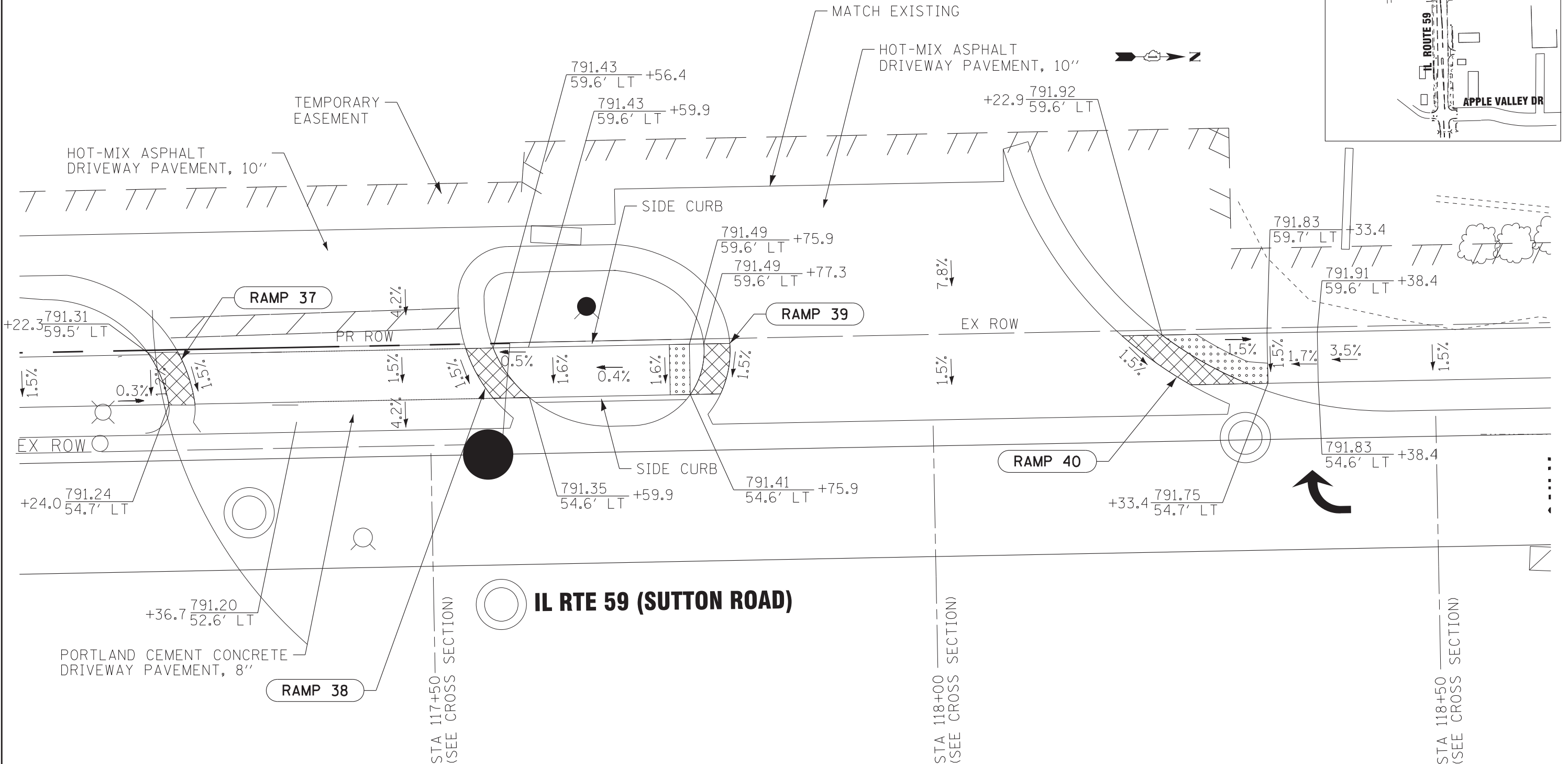
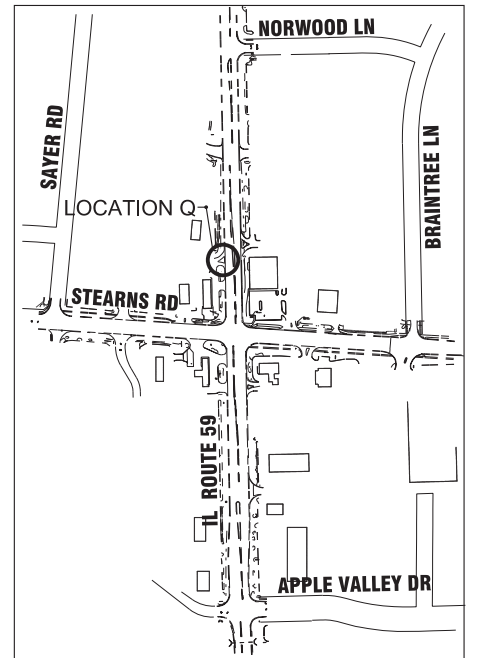
NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%.
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'.
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

LEGEND

	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
$\frac{795.04}{59.7' RT} +12.6$	SPOT ELEVATION/ STATION OFFSET

KEYMAP



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	DRAWN - CJC	REVISED -
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	DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc 0.dgn

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DEPARTMENT OF TRANSPORTATION

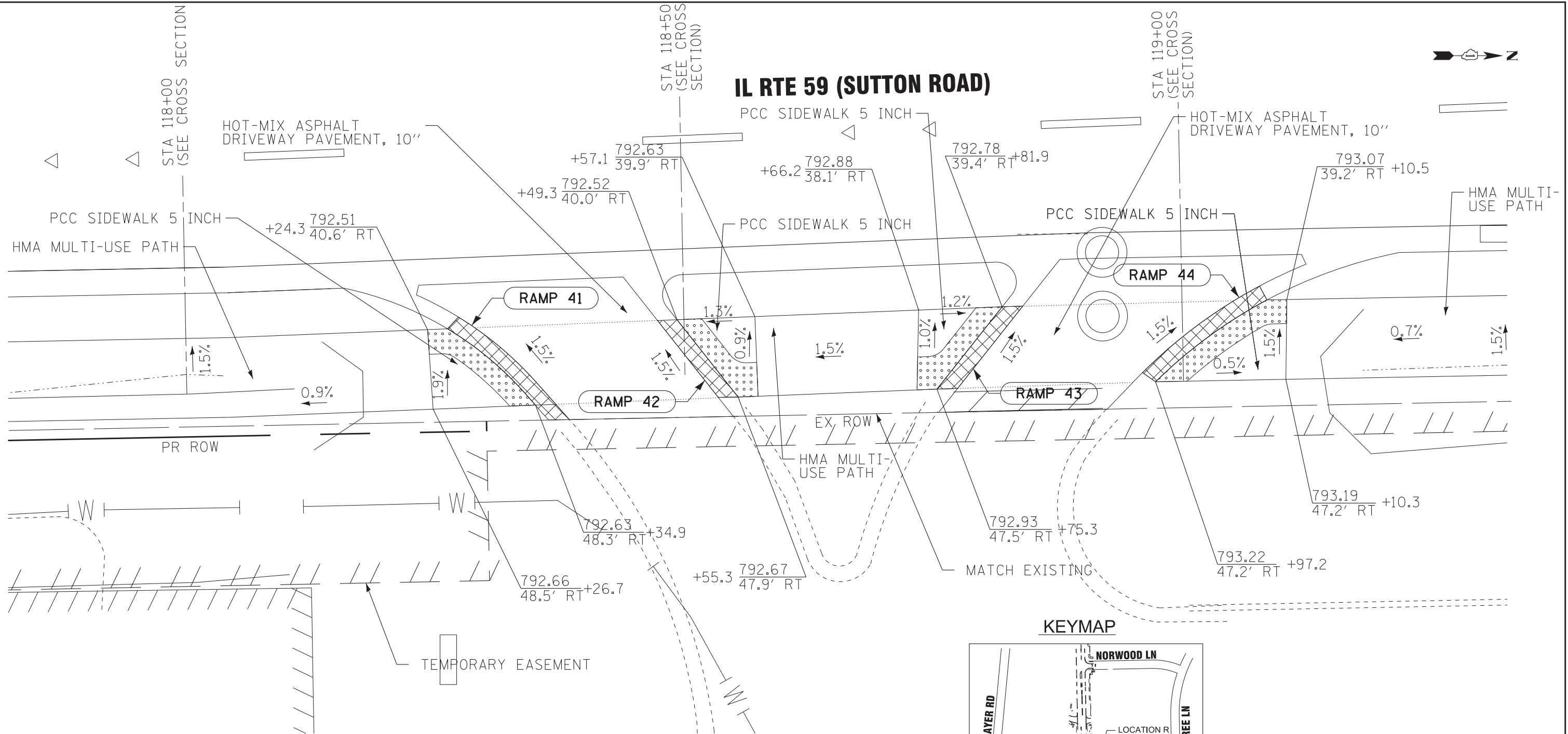
ROADWAY PLAN - STEARNS ROAD
LOCATION Q - RAMP 37, 38, 39 & 40

SCALE: 1" = 5'

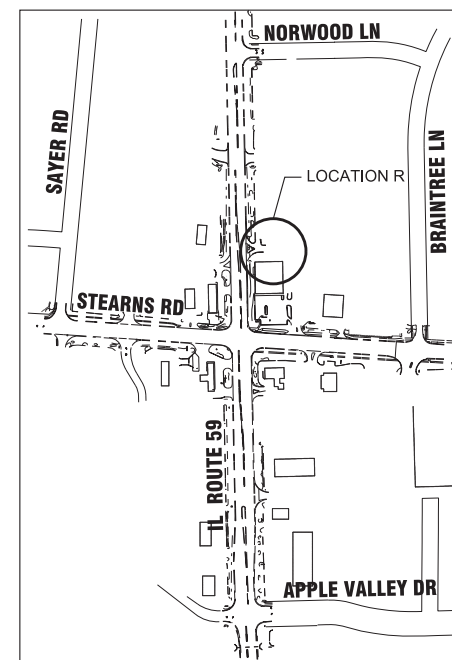
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	110
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	

IL RTE 59 (SUTTON ROAD)



KEYMAP



LEGEND

	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
	SPOT ELEVATION/ STATION OFFSET

NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.

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DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc R.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

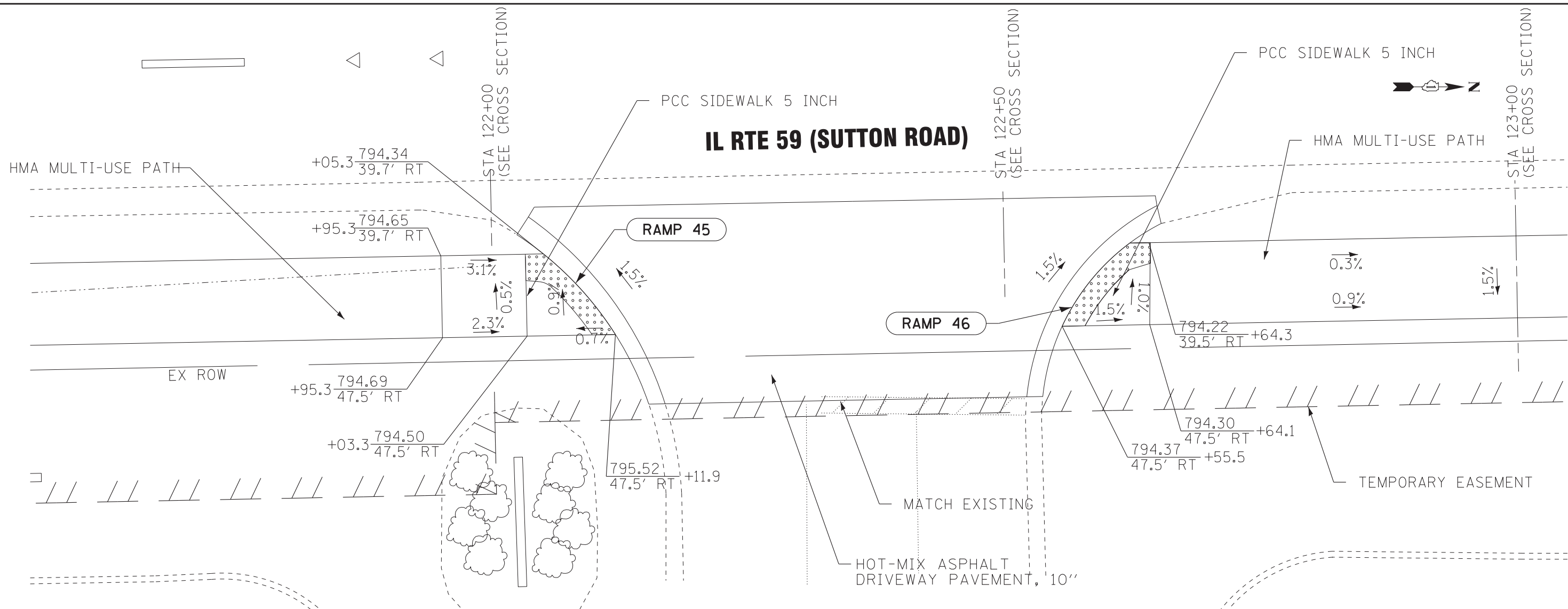
ROADWAY PLAN - STEARNS ROAD
LOCATION R - RAMP 41, 42, 43 & 44

SCALE: 1" = 5'

STA. TO STA.

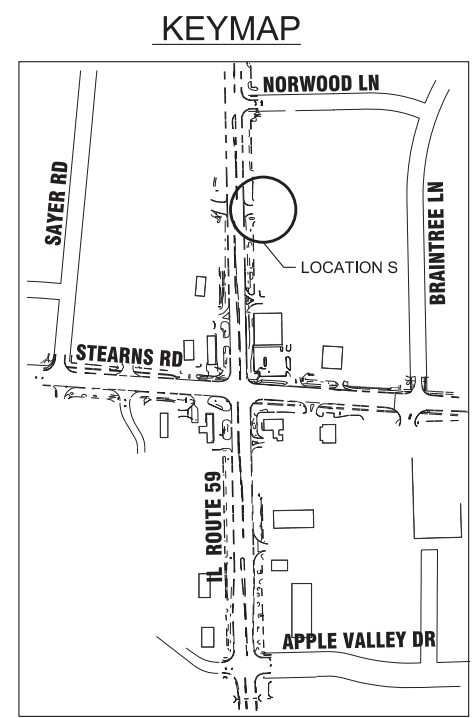
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	111
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	

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 LICENSE NO. - 184-00121 - EXPIRES 4/30/2017
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NOTES:

1. MAXIMUM CROSS SLOPE IS NOT TO EXCEED 2%.
2. MINIMUM TURNING SPACE AREA TO BE 5'x5' WITH SLOPES NOT EXCEEDING 2%.
3. MAXIMUM LONGITUDINAL SLOPE OF RAMP AREA NOT TO EXCEED 8% WITH A RAMP LENGTH NOT EXCEEDING 15'.
4. MAXIMUM LONGITUDINAL SLOPE OF SIDEWALK OR PATH NOT TO EXCEED 5%.
5. REFER TO HIGHWAY STANDARDS FOR CURB RAMPS FOR OTHER REQUIREMENTS.



LEGEND

	DETECTABLE WARNINGS
	DEPRESSED CURB
	SLOPE
$\frac{795.04}{59.7' RT} +12.6$	SPOT ELEVATION/ STATION OFFSET

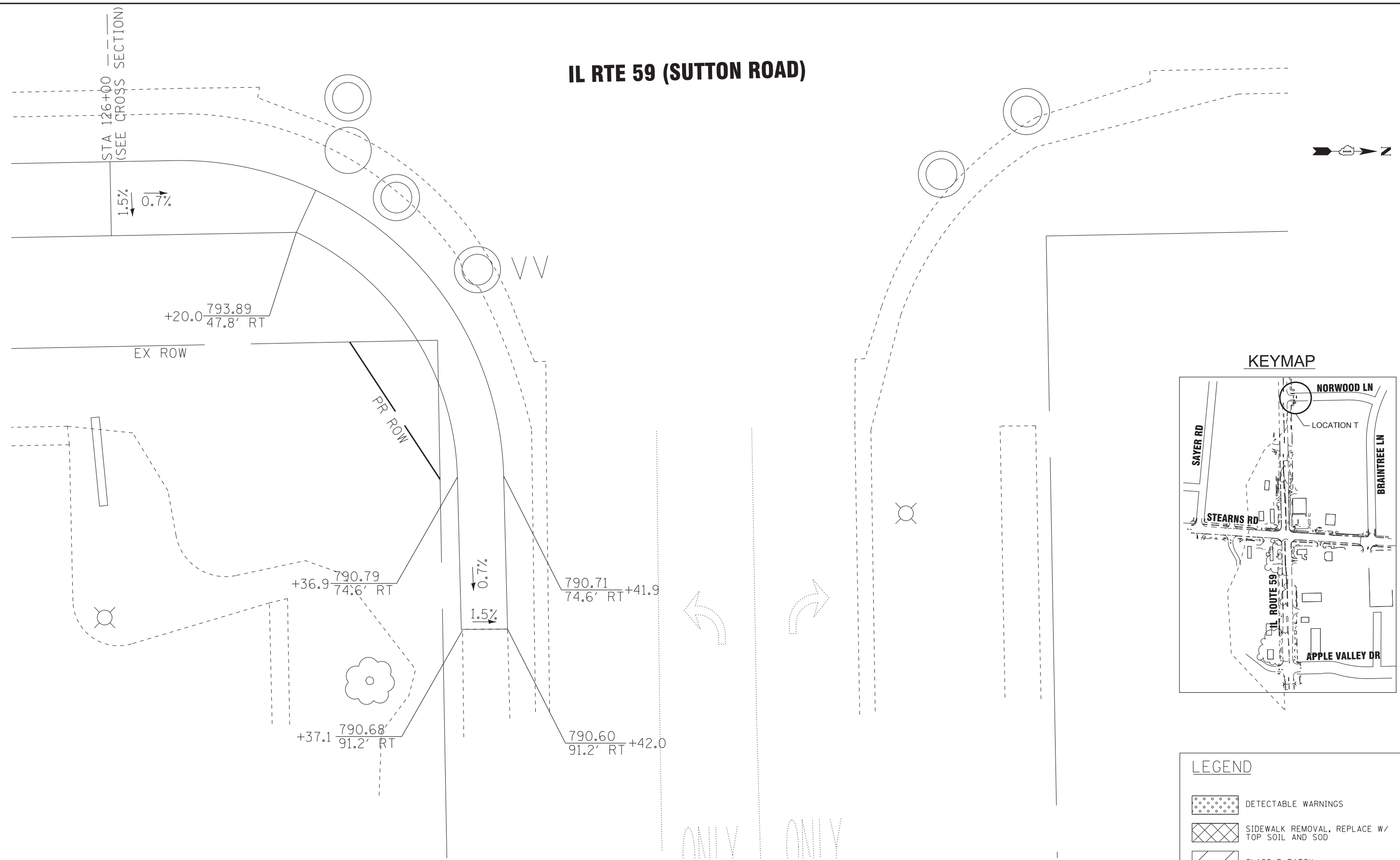
BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc S.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN - STEARNS ROAD LOCATION S - RAMP 45 & 46	
SCALE: 1" = 5'	STA. TO STA.

F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 112
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT CONTRACT NO. 62A99				

IL RTE 59 (SUTTON ROAD)



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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12/12/16	FILE - 140183SHT-W010-Ramp Loc T.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

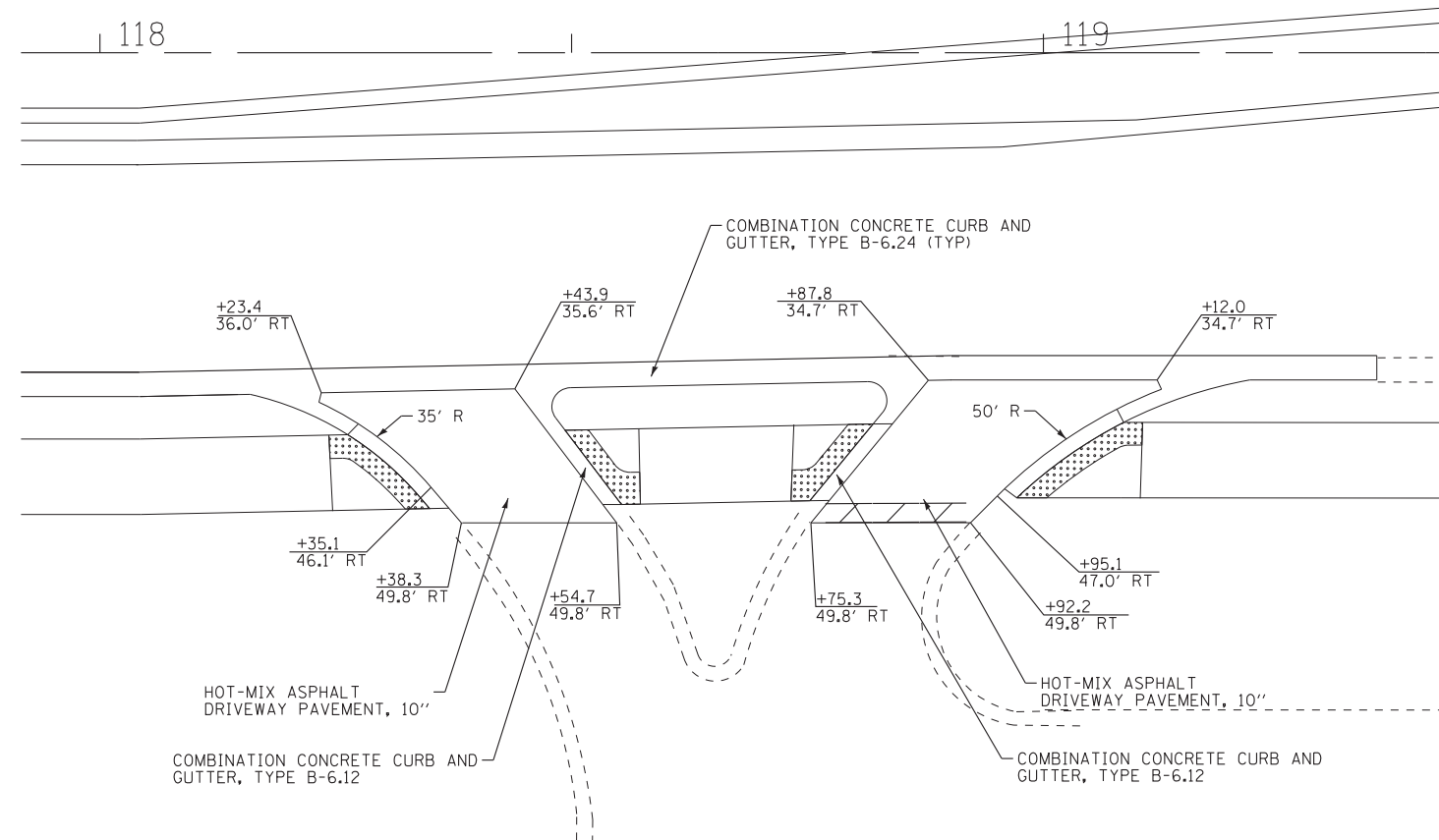
ROADWAY PLAN - STEARNS ROAD
LOCATION T

SCALE: 1" = 5' STA. TO STA.

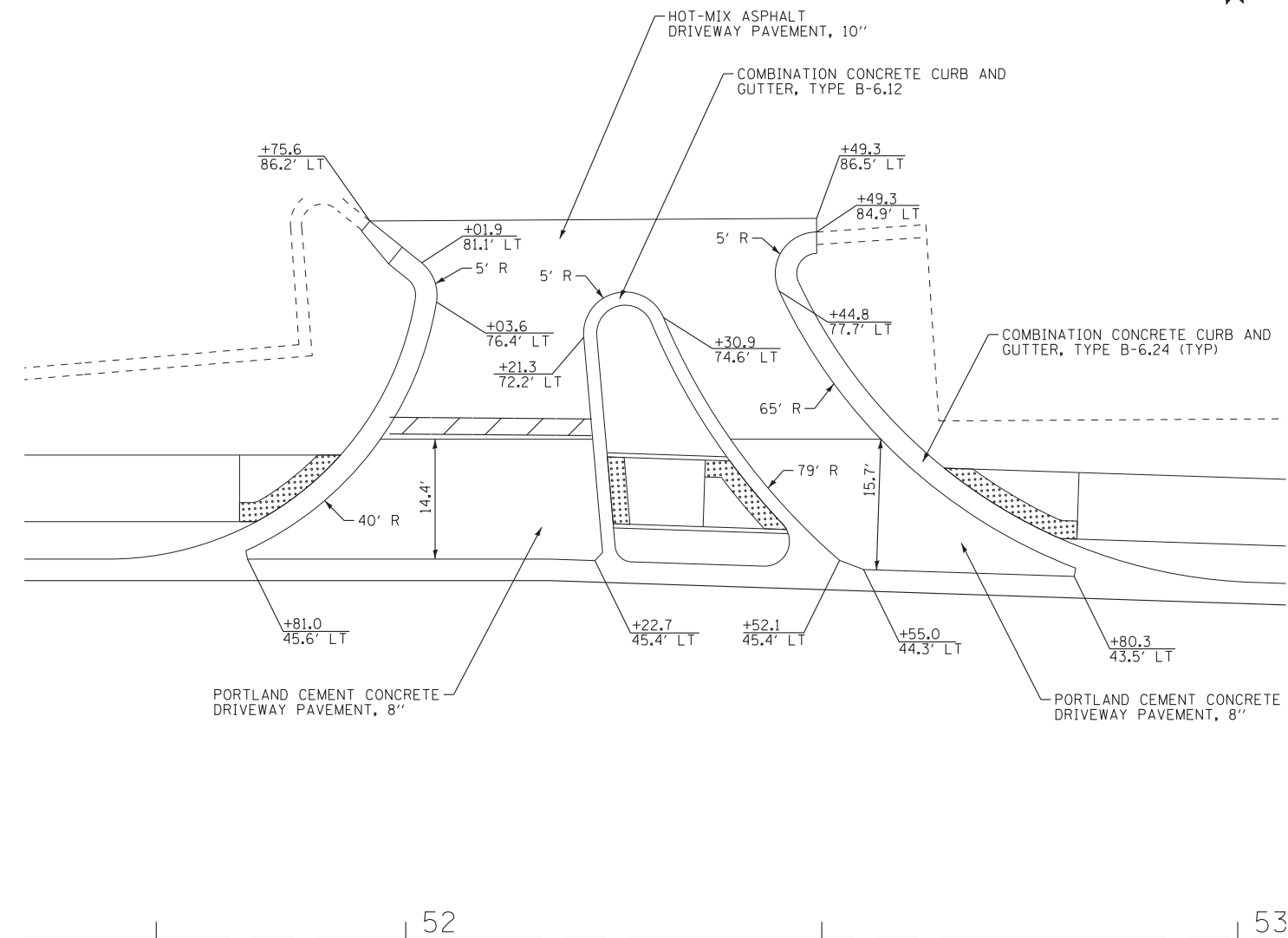
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	113
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	



IL ROUTE 59



BREWSTER CREEK SHOPPING CENTER DRIVEWAY DETAIL



STEARNS ROAD

BREWSTER CREEK SHOPPING CENTER DRIVEWAY DETAIL

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 STEARNS ROAD



DESIGNED - JDM	REVISED -
DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-DD1.dgn

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

SCALE: 1" = 10'

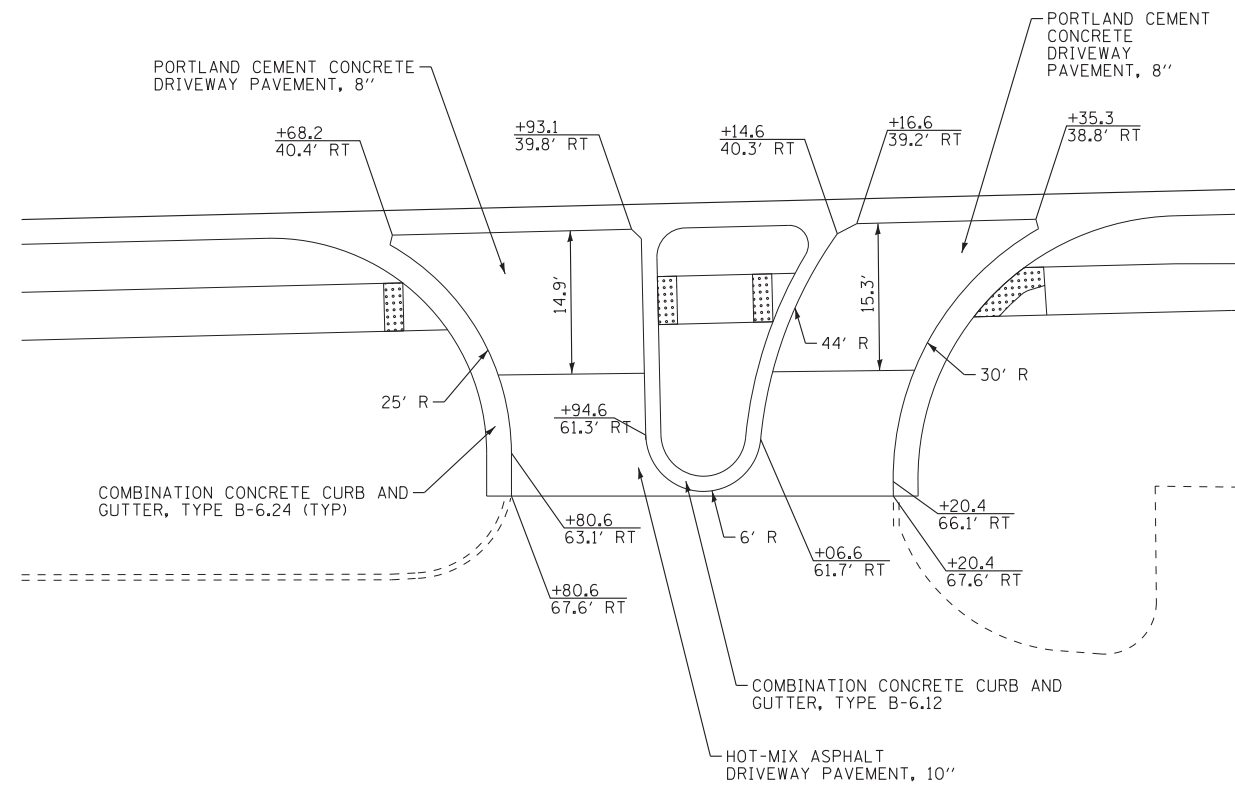
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	114
CONTRACT NO. 62A99				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



STEARNS ROAD

53

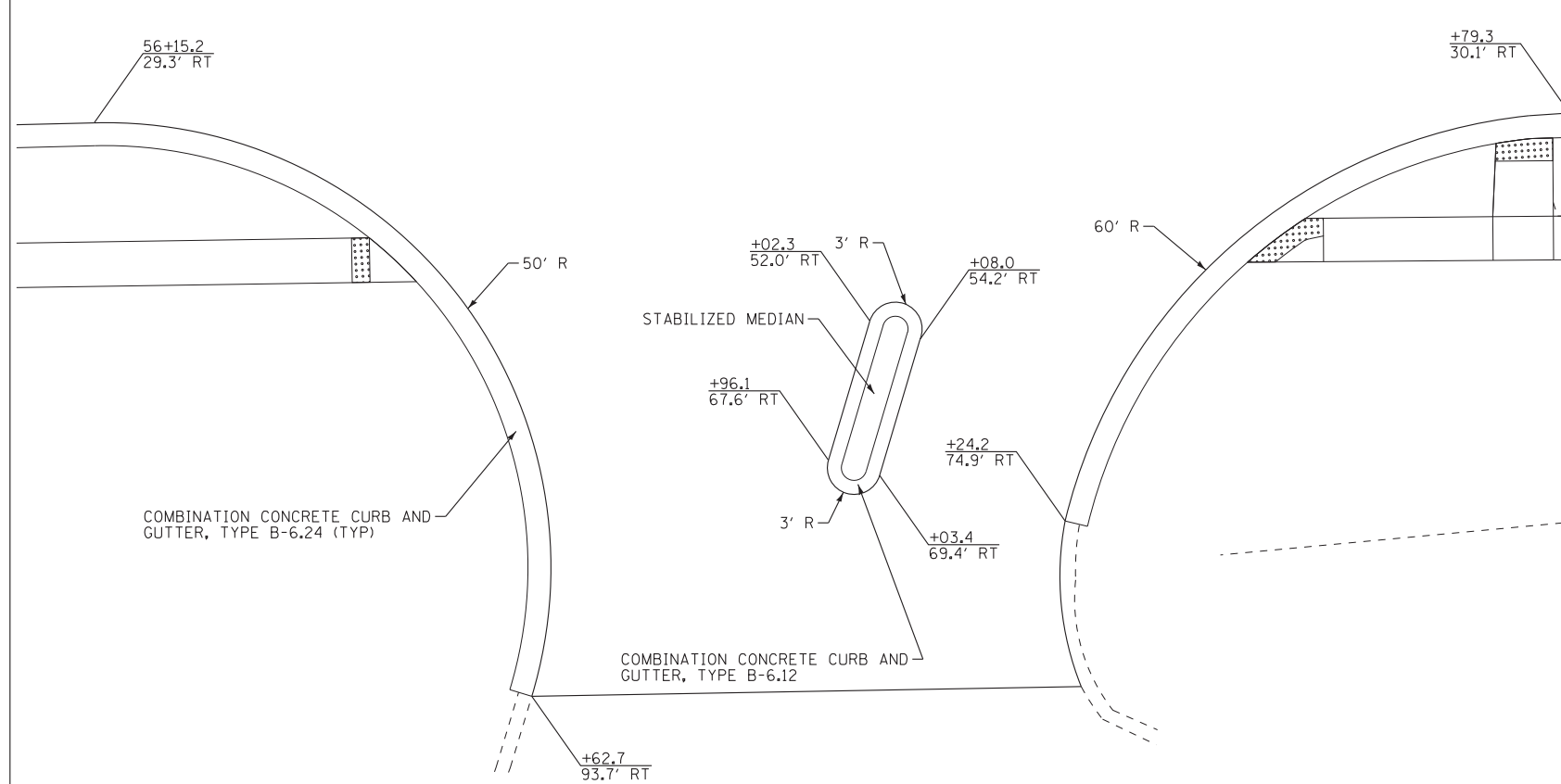


WEST SUBURBAN BANK HEARTLAND ANIMAL HOSPITAL DRIVEWAY DETAIL



STEARNS ROAD

57



BRAINTREE LANE DRIVEWAY DETAIL

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DESIGNED - JDM	REVISED -
DRAWN - CJC	REVISED -
CHECKED - RWL	REVISED -
DATE - 12/12/16	FILE - 140183SHT-W010-DD2.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

SCALE: 1" = 10'

STA. TO STA.

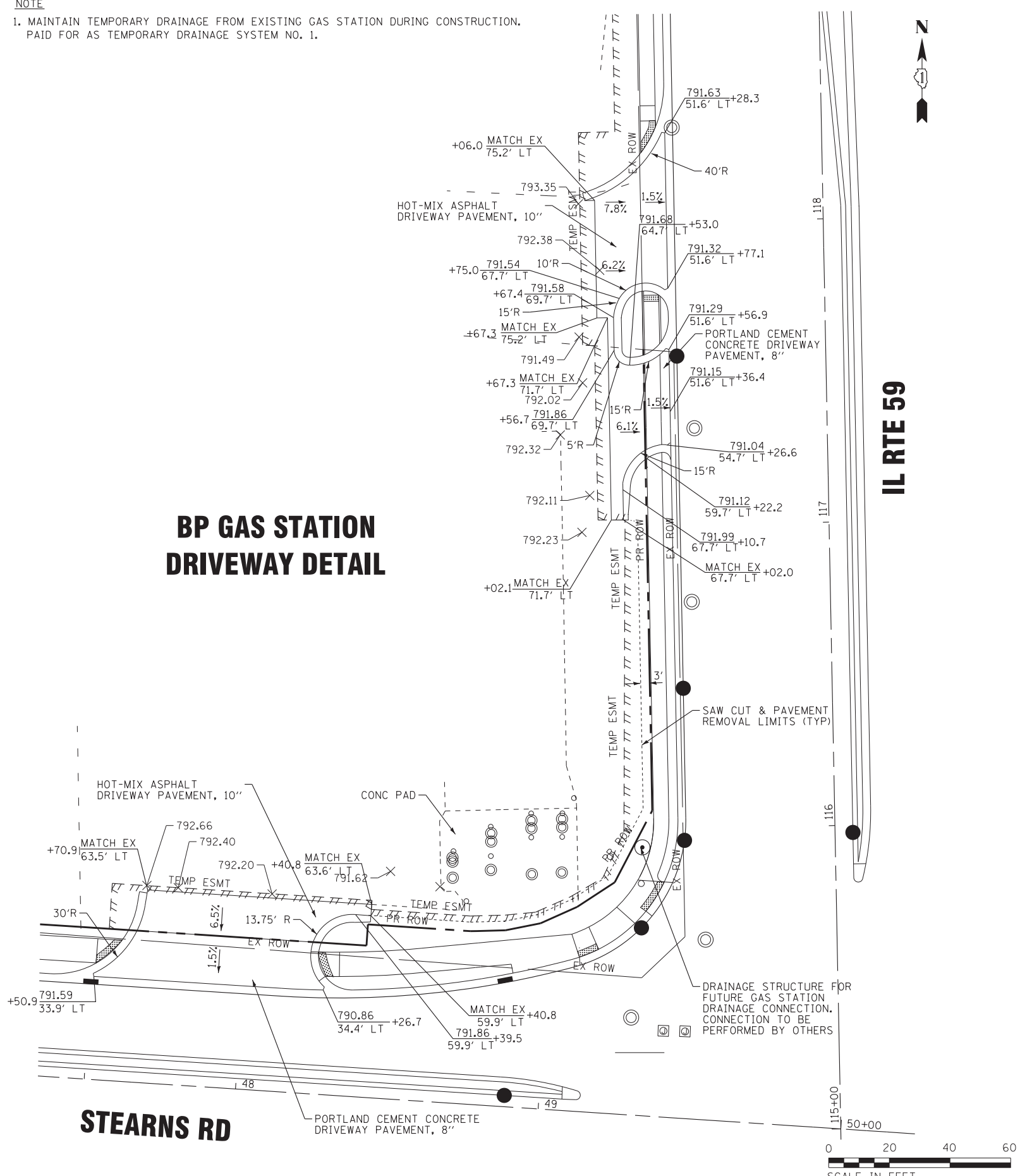
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	115
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	

STEARNS RD

IL RTE 59

MOBIL GAS STATION DRIVEWAY DETAIL

BP GAS STATION DRIVEWAY DETAIL



NOTE
1. MAINTAIN TEMPORARY DRAINAGE FROM EXISTING GAS STATION DURING CONSTRUCTION. PAID FOR AS TEMPORARY DRAINAGE SYSTEM NO. 1.

- NOTES:**
- CONTRACTOR TO LOCATE UST'S PRIOR TO PAVEMENT REMOVAL.
 - EXISTING CONCRETE PAD ABOVE UST'S SHALL NOT BE IMPACTED.

LEGEND

+XX XXX.XX = PROPOSED PAVEMENT ELEVATION
X' LT
XXX.XX = EXISTING PAVEMENT ELEVATION

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BAXTER & WOODMAN Consulting Engineers	DESIGNED - JDM	REVISED -
	DRAWN - CJC	REVISED -
	CHECKED - RWL	REVISED -
	DATE - 12/12/16	FILE - 140183SHT-W010-DD3.dgn

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS

SCALE: 1" = 20'
STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	116
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 62A99	

TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTABLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM				SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM				INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				QUEUE DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				PERFORMED QUEUE DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PERFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				"RB" INDICATES REFLECTIVE BACKPLATE				PERFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL							
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED							
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID							
ILLUMINATED SIGN "NO LEFT TURN"				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO INTERCONNECT							
DETECTOR LOOP, TYPE I				RADIO REPEATER							
PERFORMED DETECTOR LOOP				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
MICROWAVE VEHICLE SENSOR				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

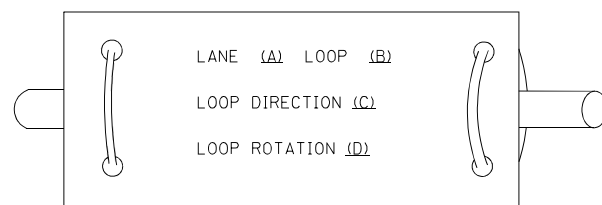
RAILROAD SYMBOLS

	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

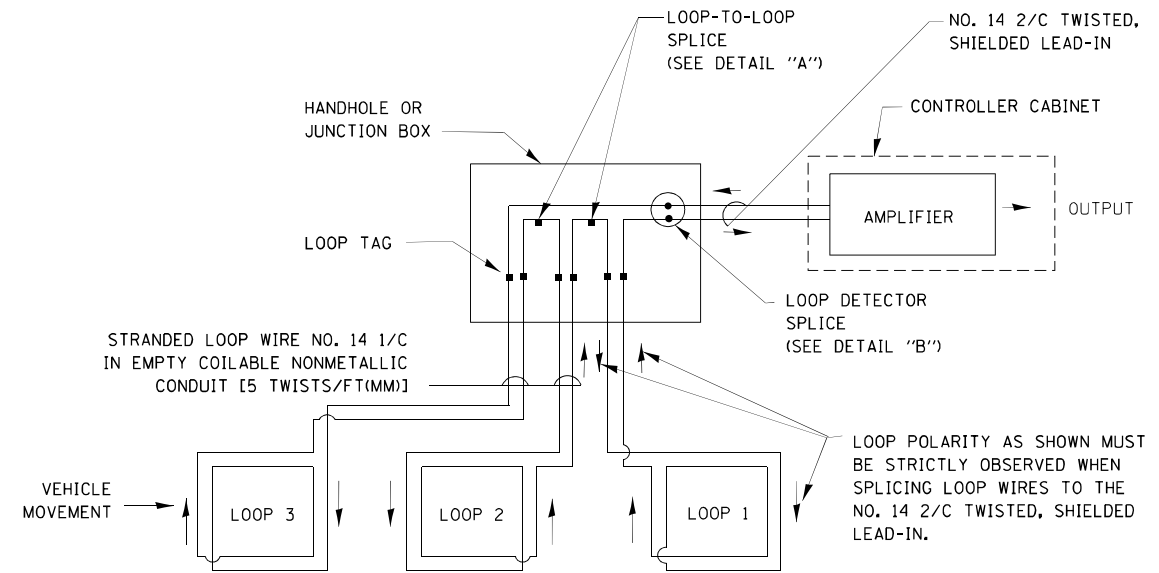
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

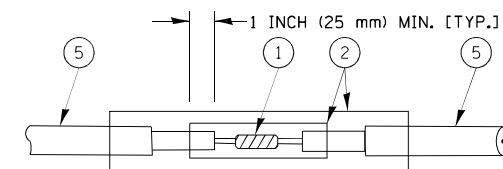


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

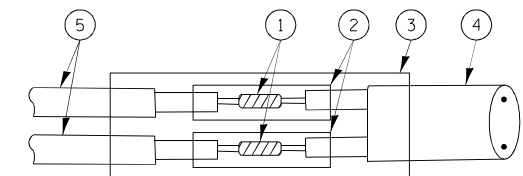


DETECTOR LOOP WIRING SCHEMATIC

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

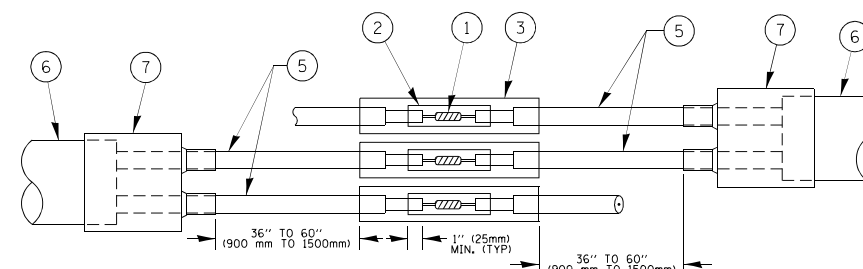


DETAIL "A"
LOOP-TO-LOOP SPLICE

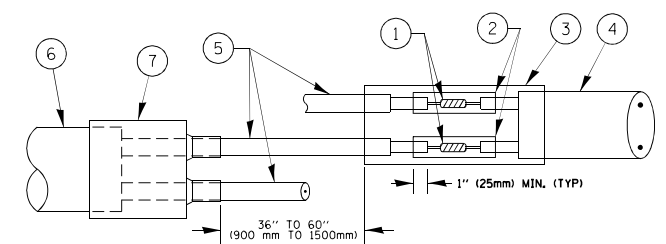


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footejmj	DESIGNED - DAD	REVISED - DAG 1-1-14
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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

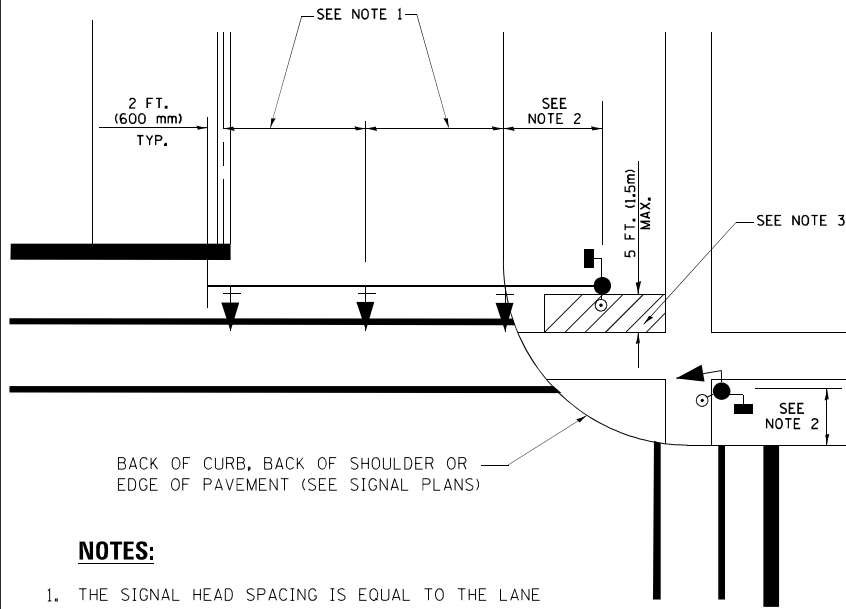
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05		186	118
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

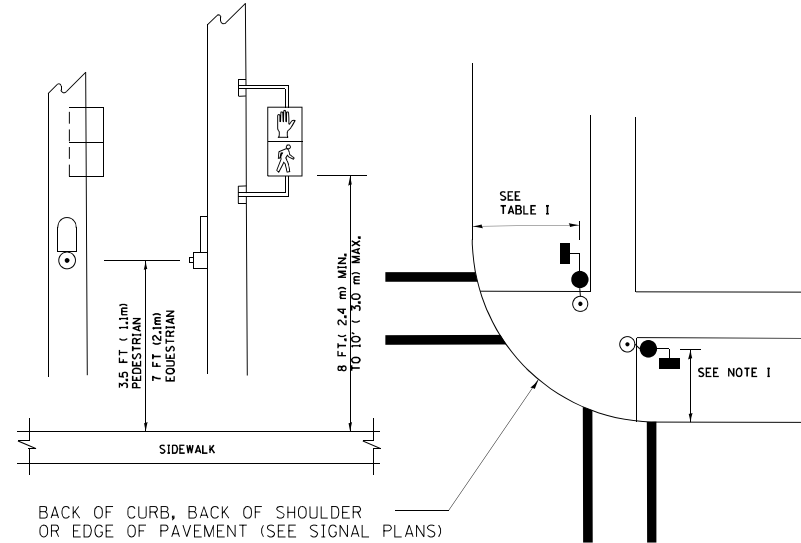
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

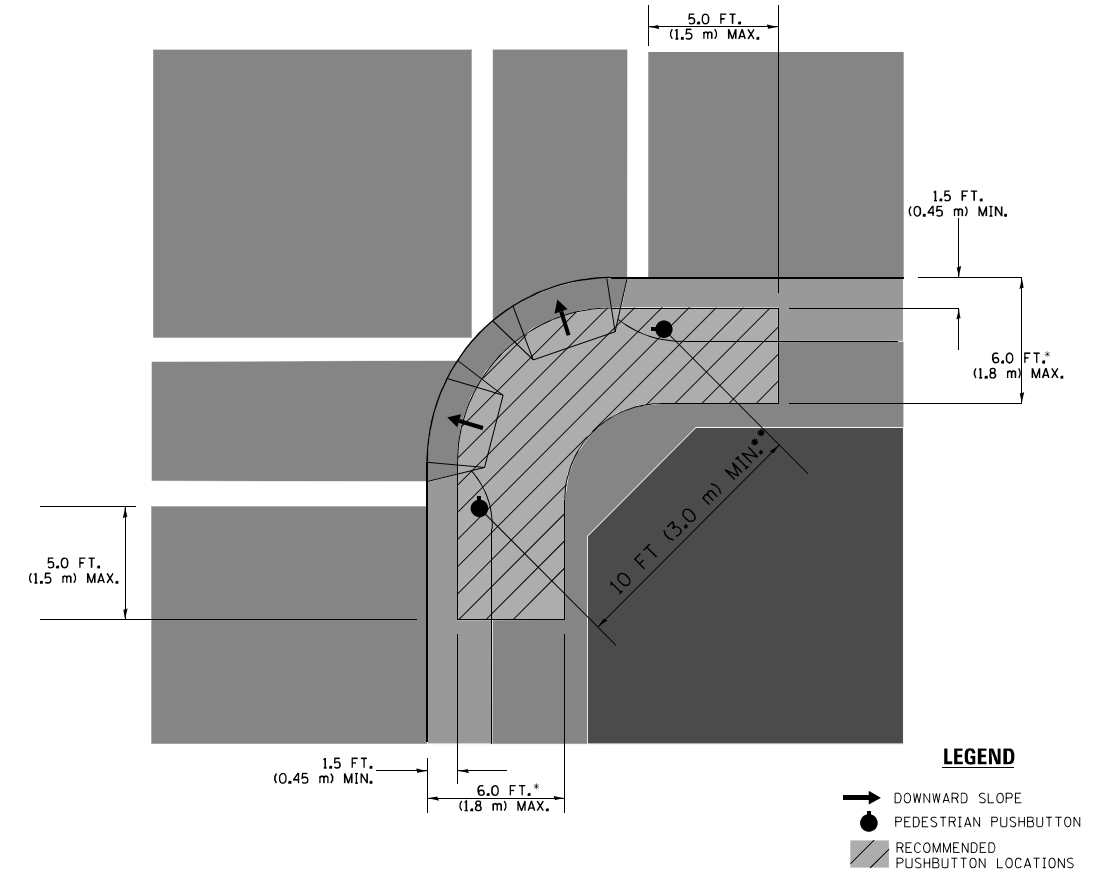
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

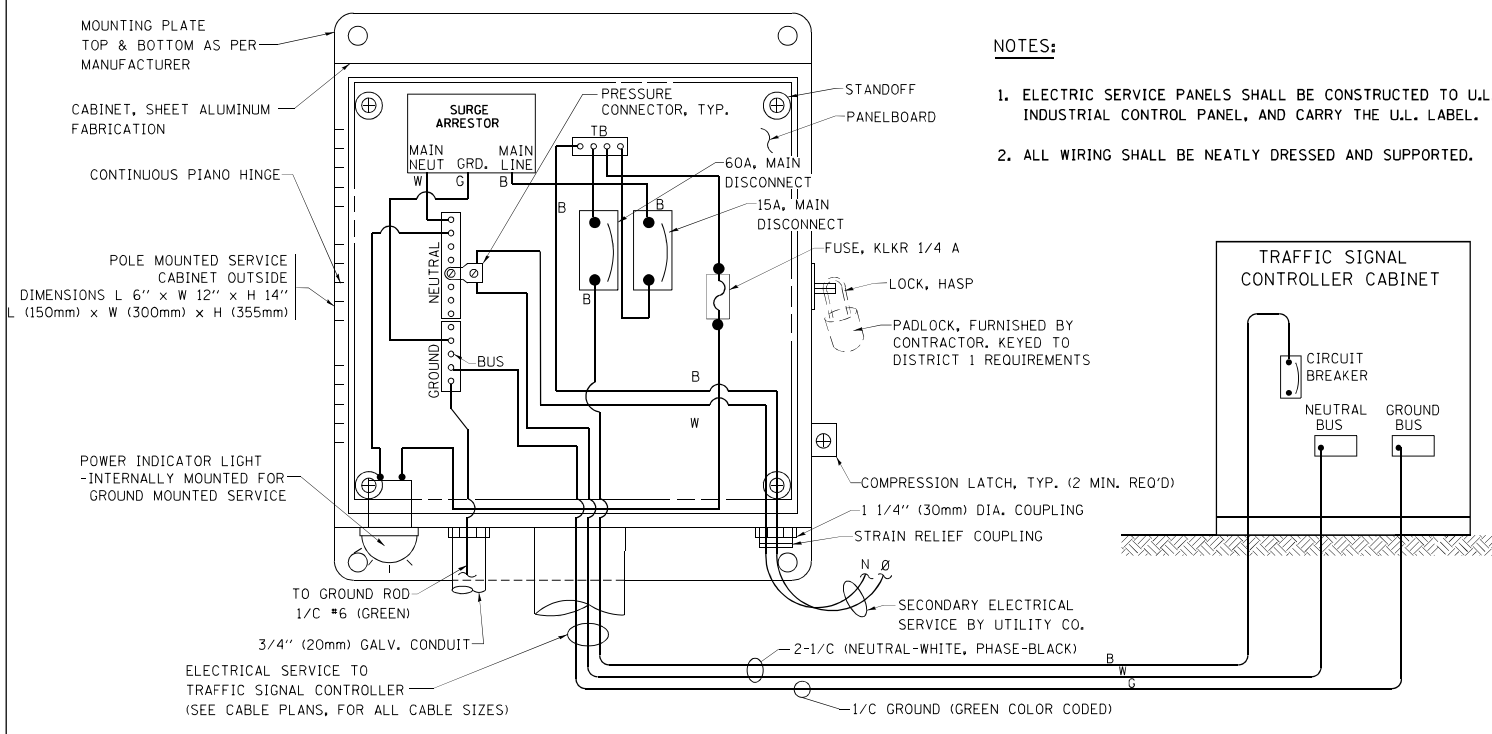
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

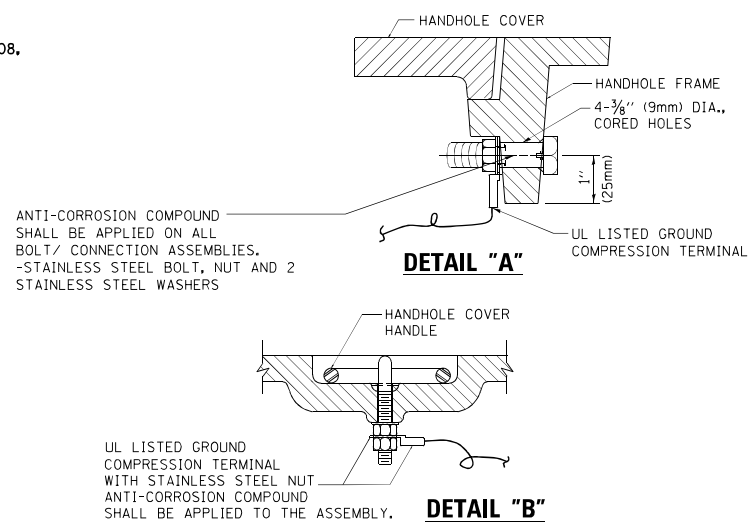
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

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

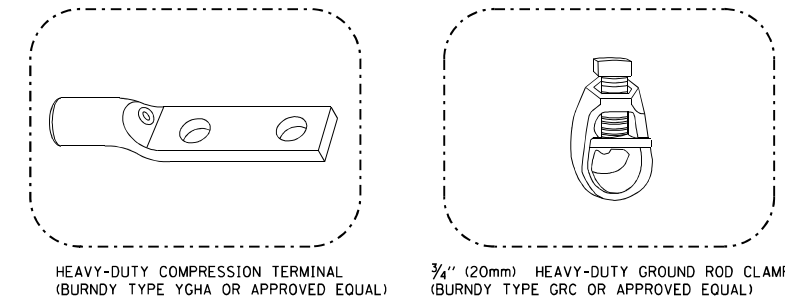
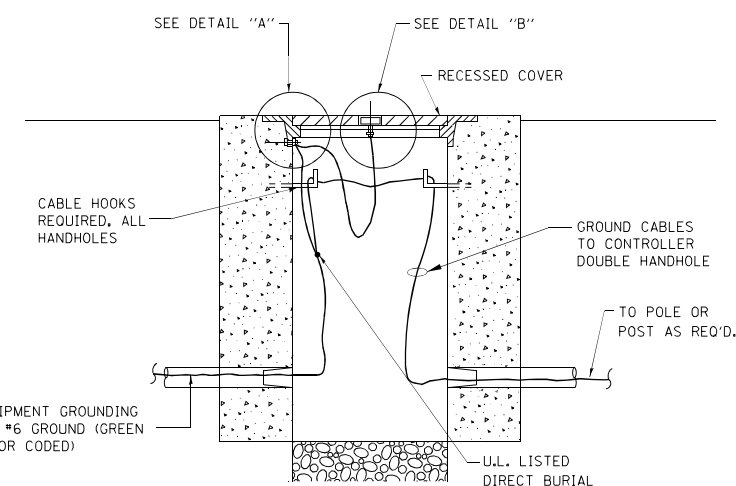


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

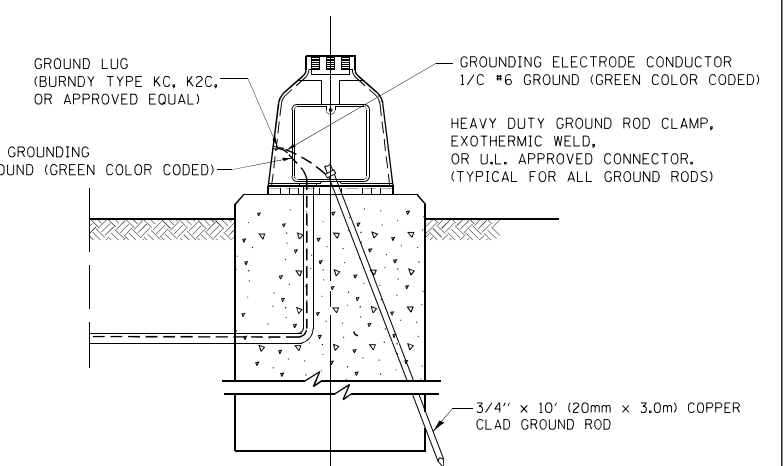
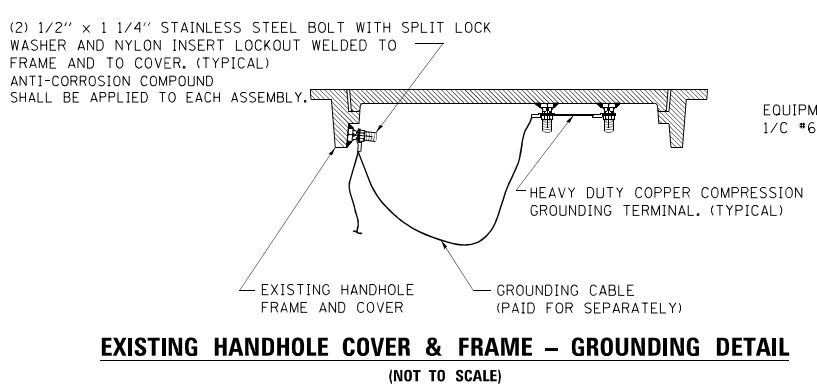
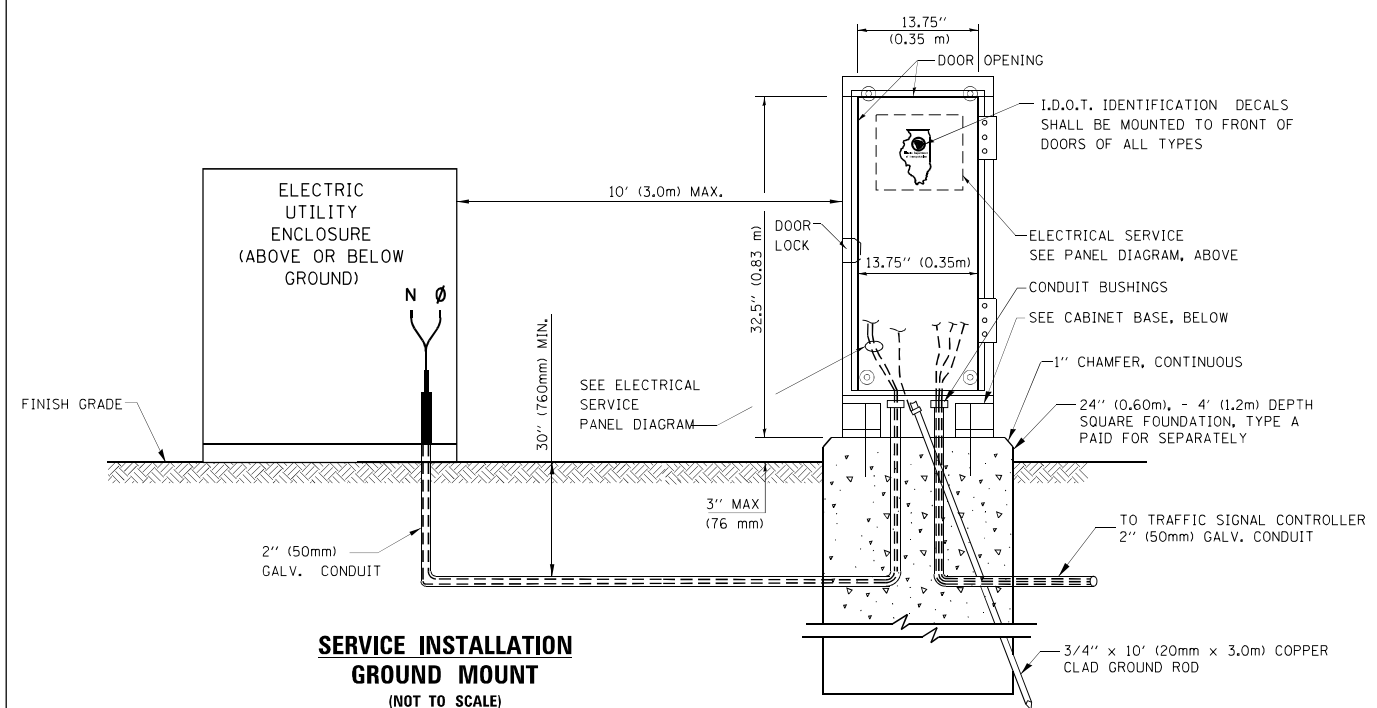


**NOTES:
GROUNDING SYSTEM**

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

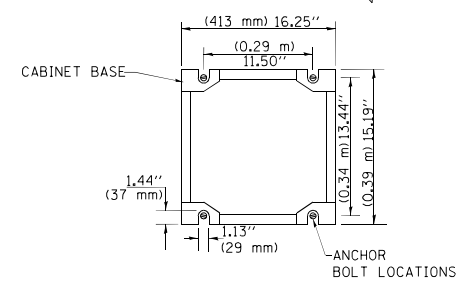


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)**

**CABINET – BASE BOLT PATTERN
(NOT TO SCALE)**

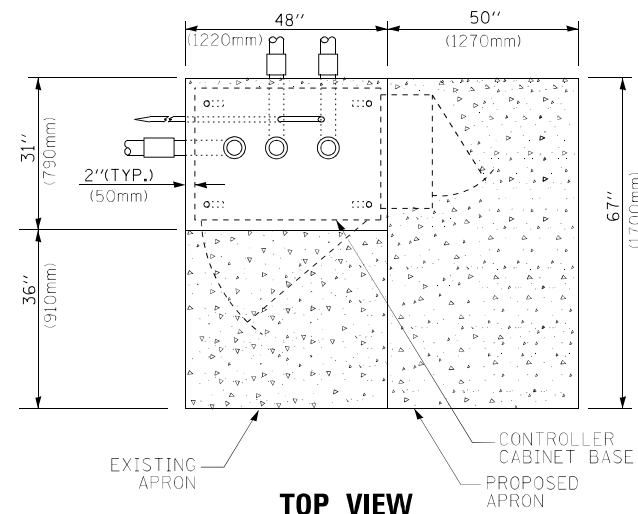


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		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

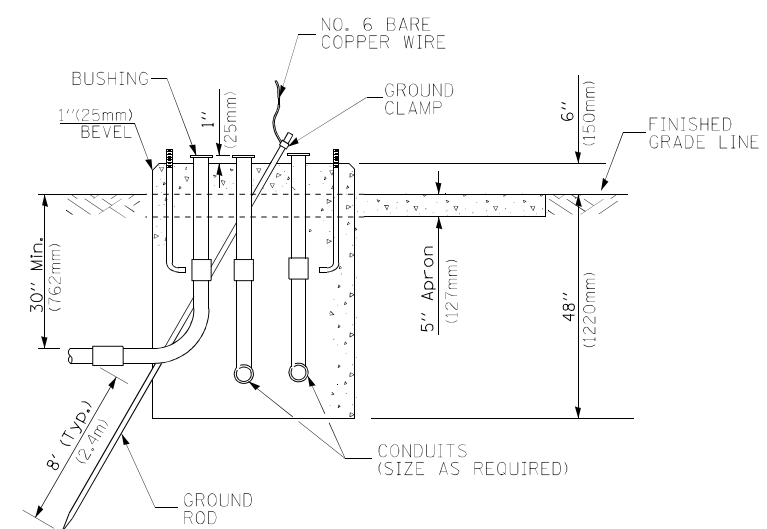
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA.	TO STA.

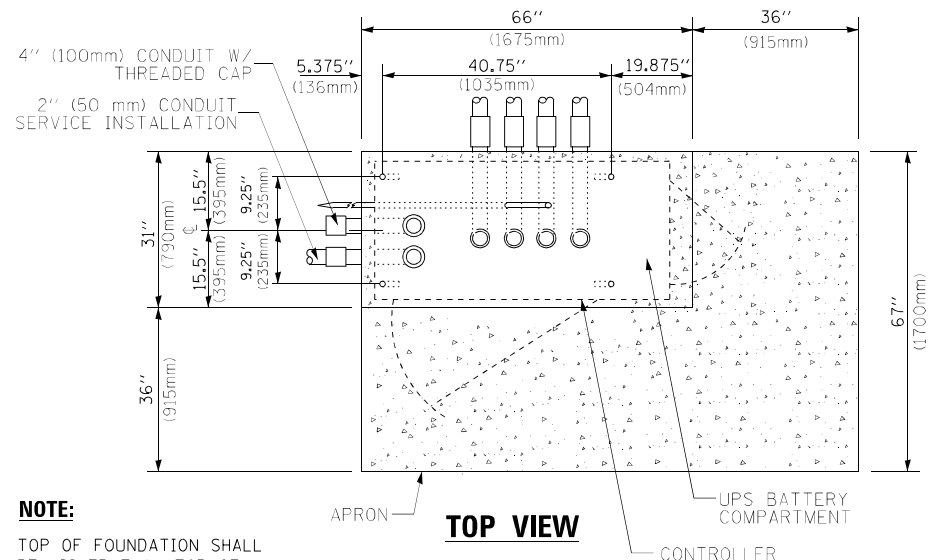
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			186	120
TS-05		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TOP VIEW



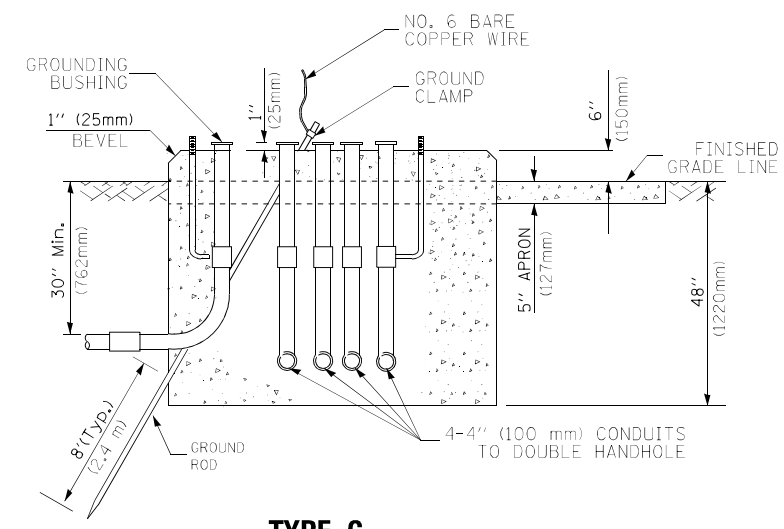
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



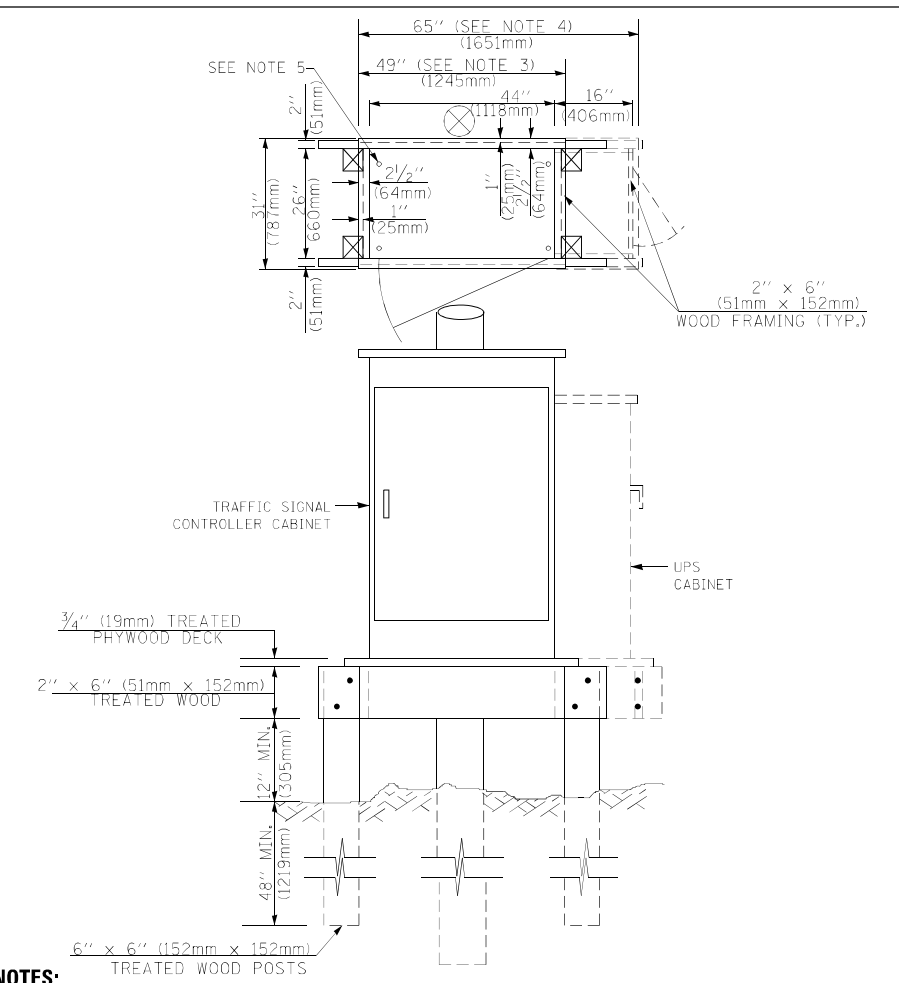
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

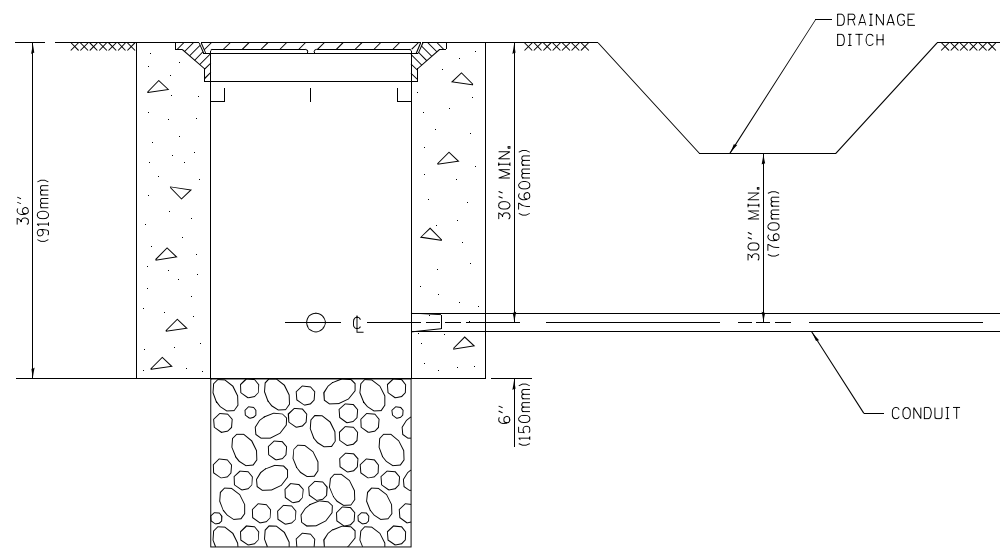
DEPTH OF FOUNDATION

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

NOTES:

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

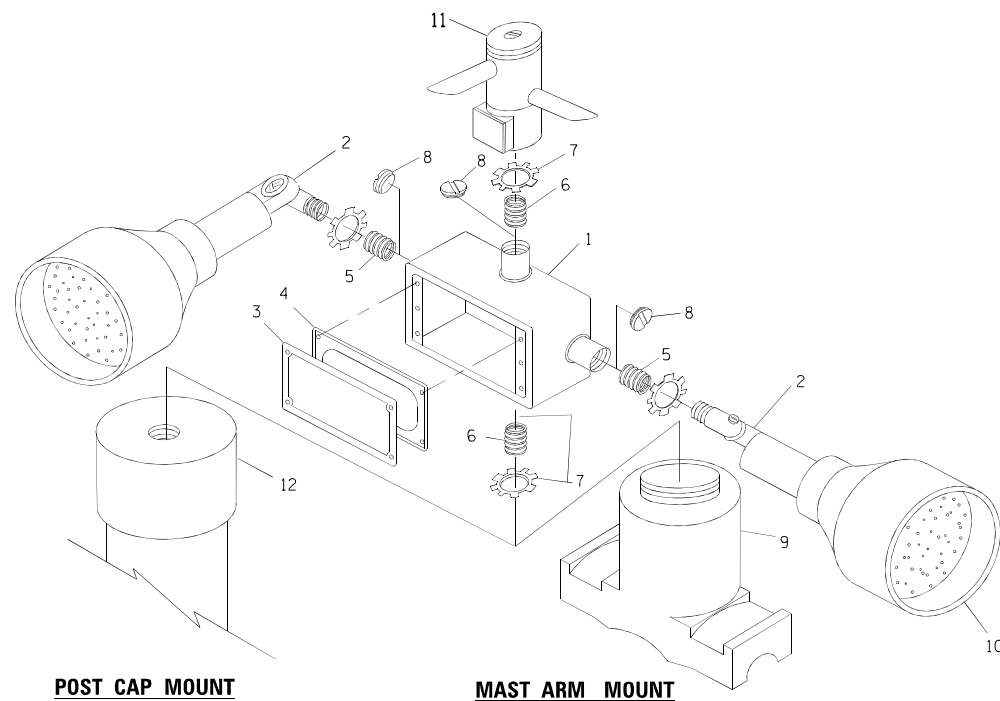
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



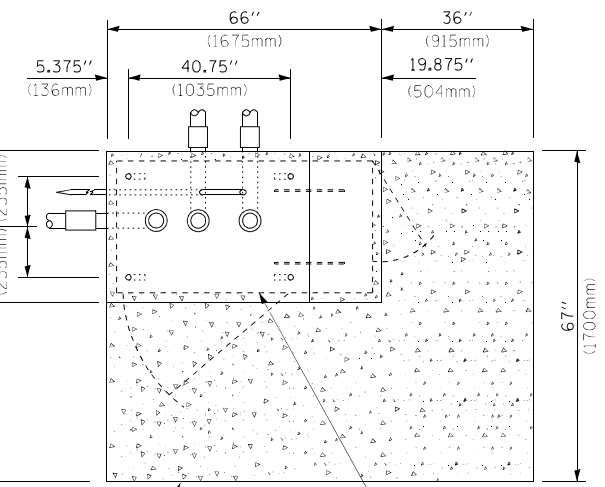
NOTES:

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

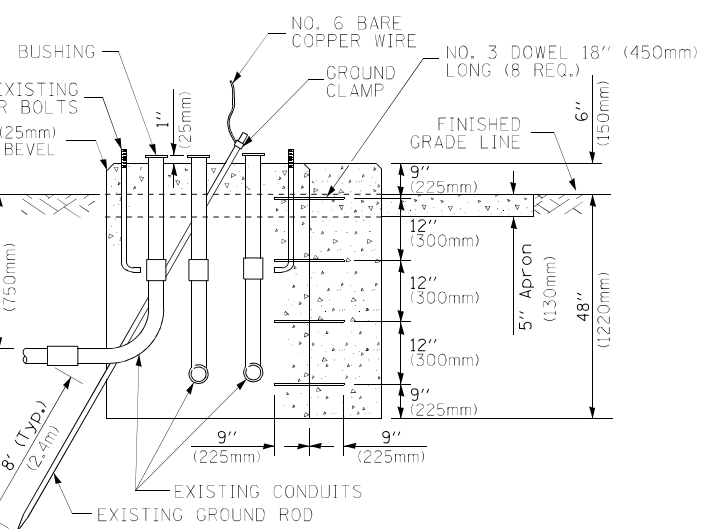
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

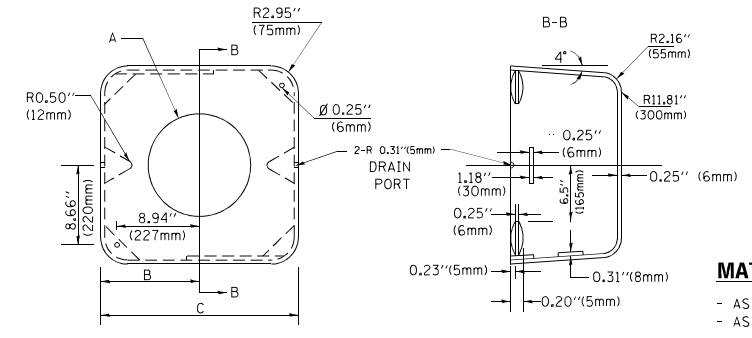


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

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



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

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

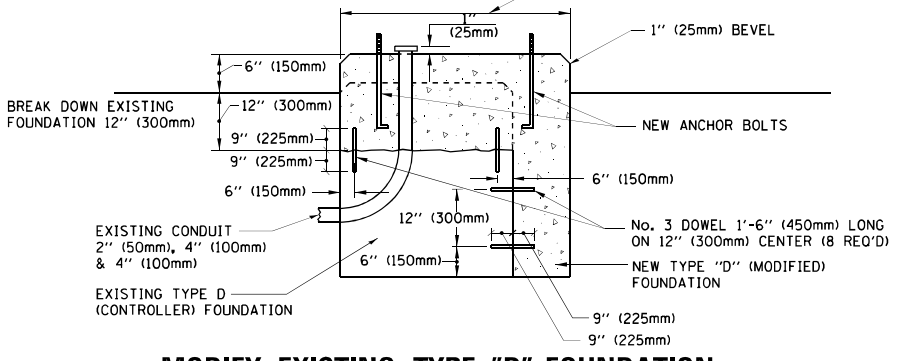
SHROUD

NOTES:

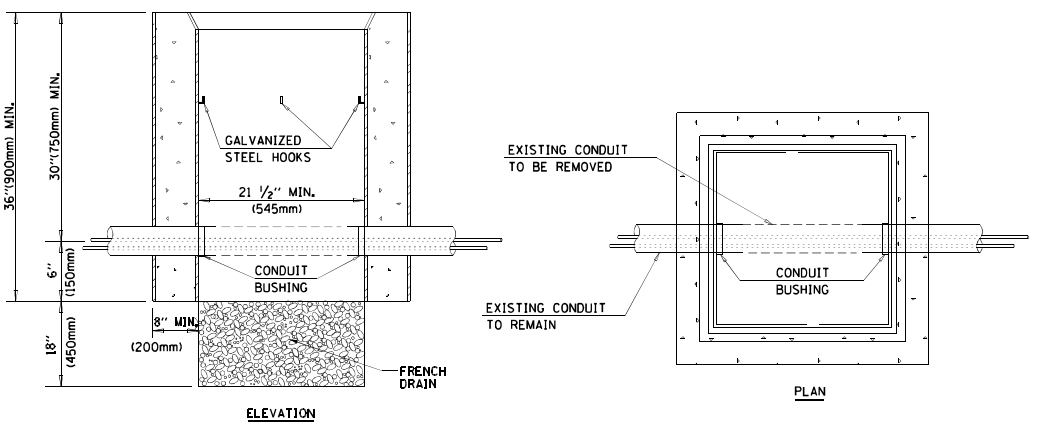
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

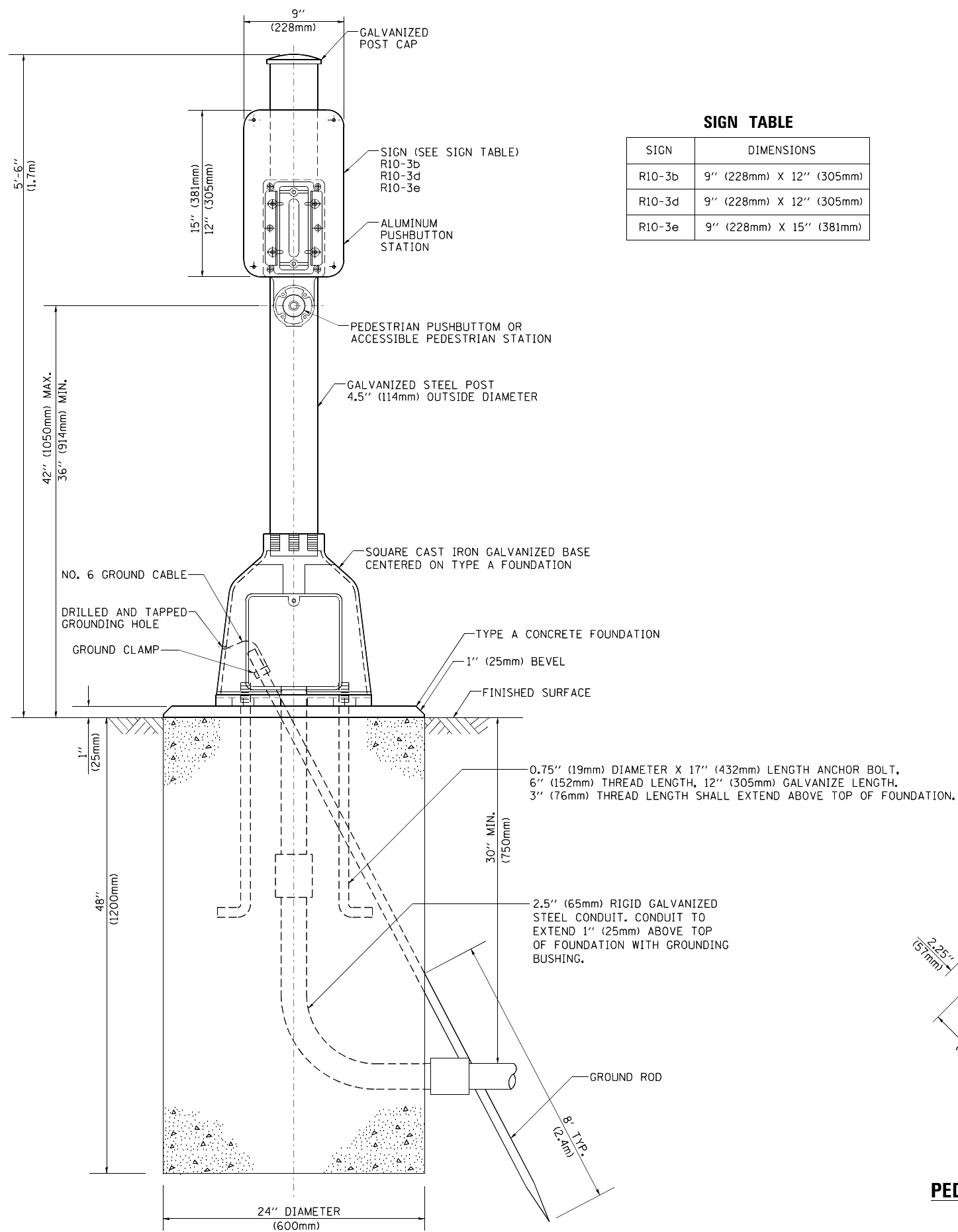
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

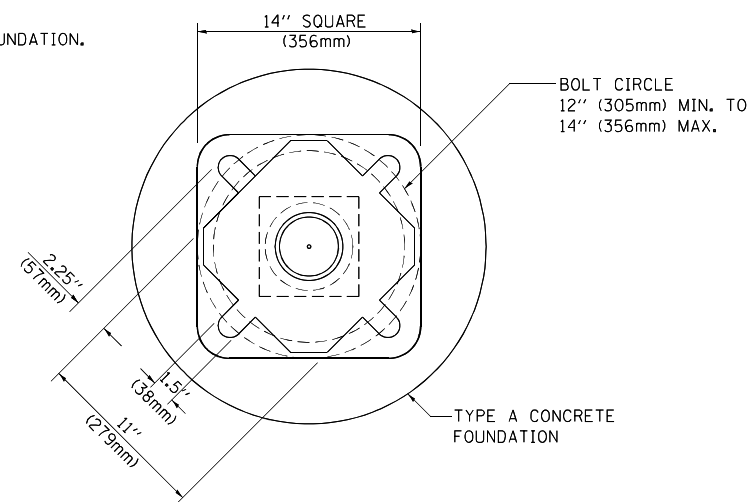
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05		186	122
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



SIGN TABLE

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



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

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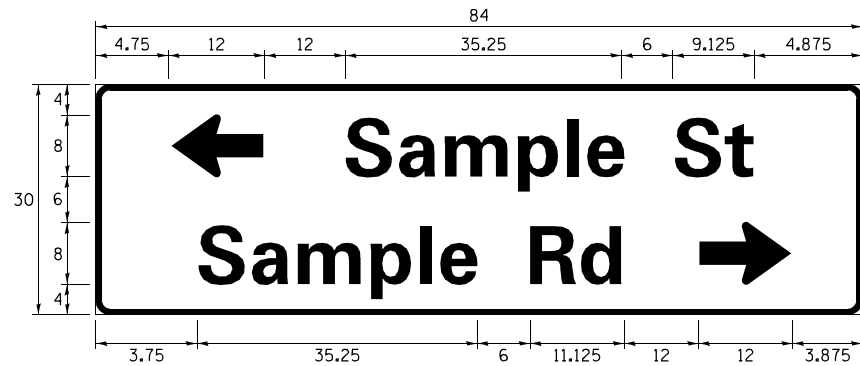
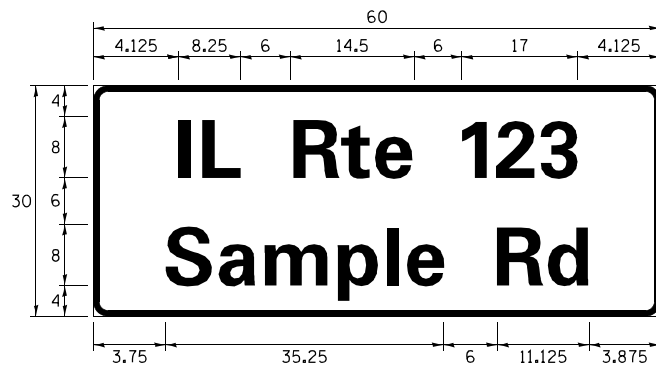
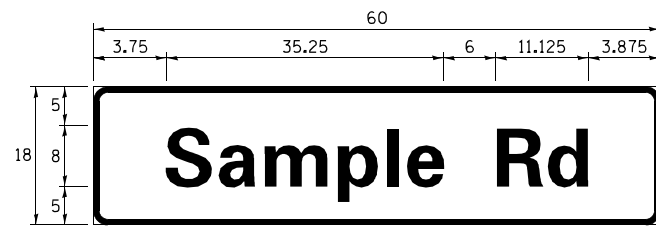
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 7 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			186	123
TS-05		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGN PANEL – TYPE 1 OR TYPE 2



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

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

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

LOCAL SUPPLIERS:

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

PARTS LISTING:

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

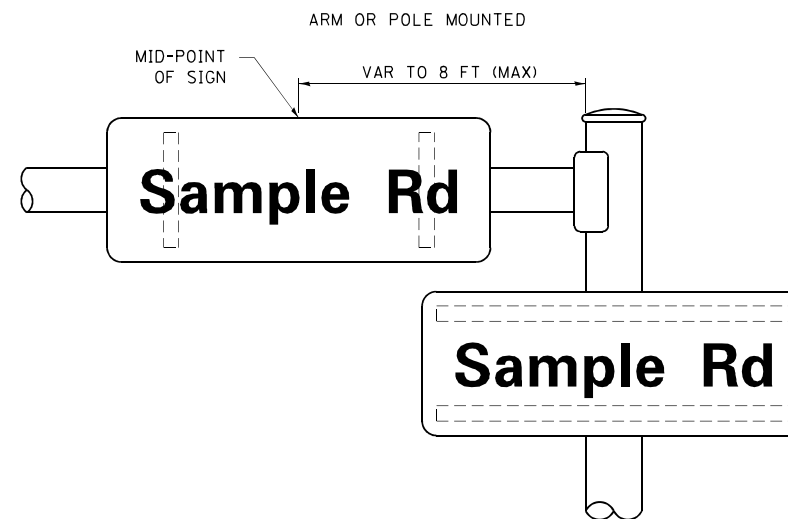
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

STANDARD ALPHABETS SPACING CHART

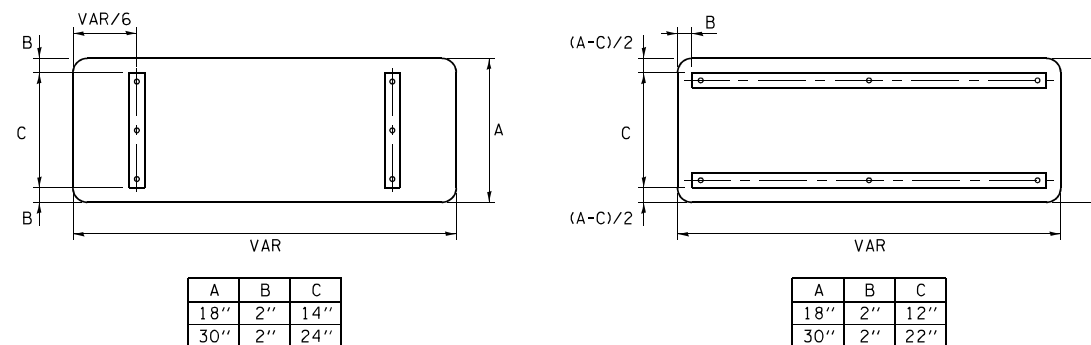
(8") UPPER CASE AND (6") LOWER CASE

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

MOUNTING LOCATION



SUPPORTING CHANNELS



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

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

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL (S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURES WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12³/₃₂ (300 MM) DIAMETER, HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATOR SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON. IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHED OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATION OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. TEMPORARY PEDESTRIAN PUSH BUTTONS SHALL BE PLACED ON 4' TEMPORARY WOODEN POLES ADJACENT TO WALKWAYS. TEMPORARY WALKWAYS SHALL BE INSTALLED IN AREAS WHERE THE EXISTING HAVE BEEN REMOVED OR TO REACH THE PUSH BUTTON. THESE ELEMENTS SHOULD BE ADJUSTED IN EACH STAGE TO ALLOW FOR PEDESTRIAN USAGE DURING CONSTRUCTION. TEMPORARY WALKWAYS SHALL BE CONSTRUCTED TO THE SATISFACTION OF THE ENGINEER.

FILE NAME : P:\02-219-001-Boxter and Woodman_IDOT_PTB_170_3_Various Phase_11\Design\CADD\VD - 10_Signals\CADD_Sheets\Sheet\12345-1ht-ts-tempo19_gemnotes.dgn



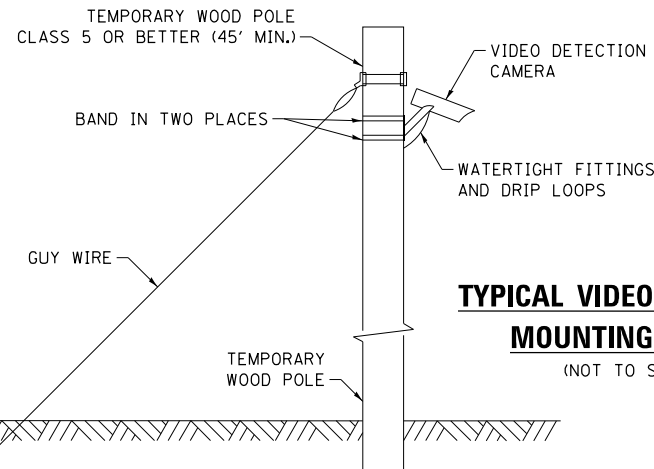
USER NAME = SJohnson	DESIGNED - BA	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED - ARM	REVISED -
PLOT DATE = 12/2/2016	DATE - 12/7/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION
NOTES FOR TEMPORARY TRAFFIC SIGNALS**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-11N)	DUPAGE	186	125
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				



TYPICAL VIDEO DETECTION MOUNTING DETAIL
(NOT TO SCALE)

REMOVAL AND RELOCATION NOTES

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

- 3 EACH SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
- 5 EACH SIGNAL HEAD, 1-FACE 3-SECTION, MAST ARM MOUNTED
- 3 EACH SIGNAL HEAD, 1-FACE 5-SECTION, BRACKET MOUNTED
- 1 EACH SIGNAL HEAD, 2-FACE 5-SECTION, BRACKET MOUNTED
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 1 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 8 EACH TRAFFIC SIGNAL BACKPLATE
- 3 EACH TRAFFIC SIGNAL POST
- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 1 EACH SERVICE INSTALLATION

THE FOLLOWING ITEMS SHALL BE RETURNED TO STATE STOCK:

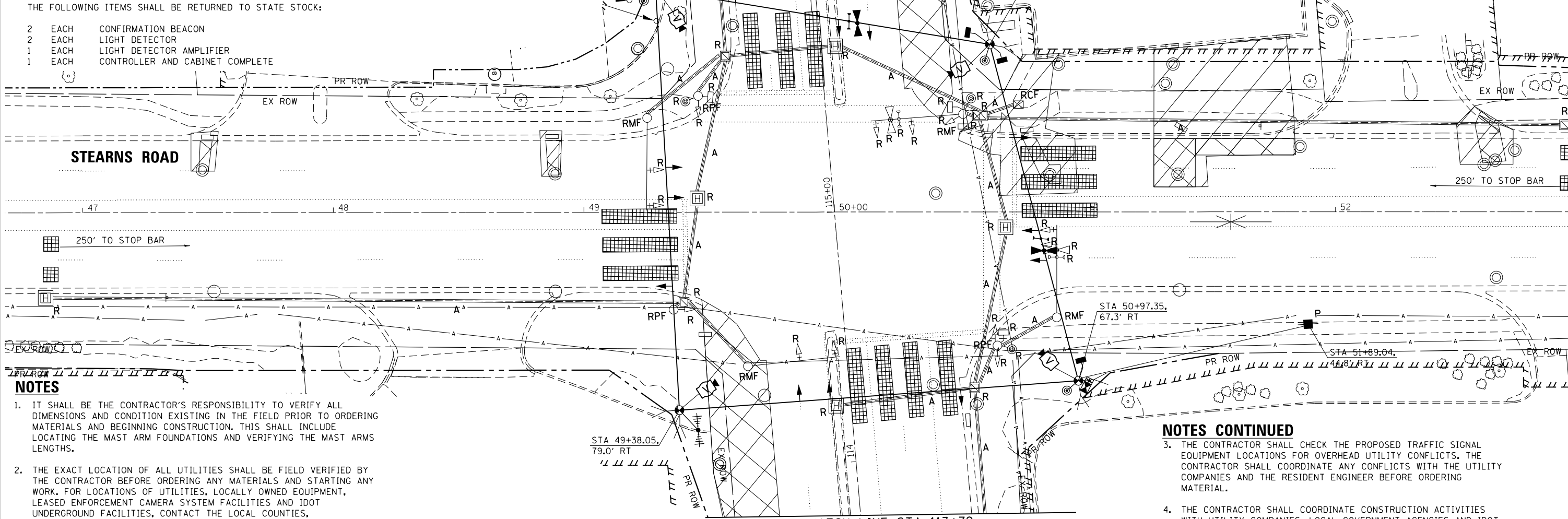
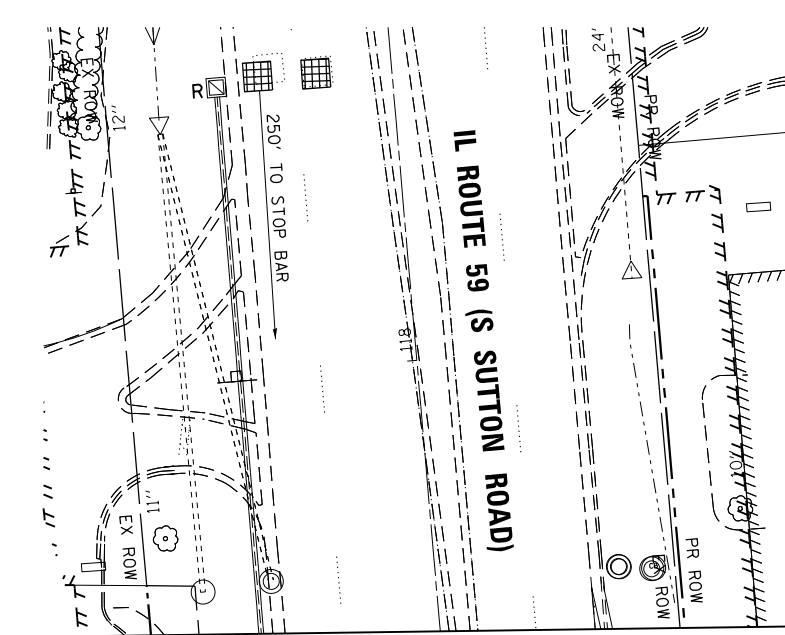
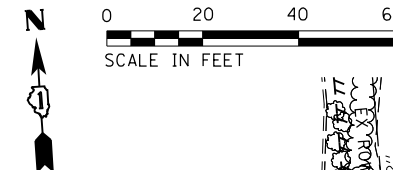
- 2 EACH CONFIRMATION BEACON
- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER
- 1 EACH CONTROLLER AND CABINET COMPLETE

MATCH LINE STA 117+44

IL ROUTE 59 (S SUTTON ROAD)

IL ROUTE 59 (S SUTTON ROAD)

MATCH LINE STA 117+44



NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITION EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811.

NOTES CONTINUED

3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIAL.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.
5. CONTRACTOR SHALL COORDINATE WITH THE VILLAGE ON THE TYPE/MODEL OF EMERGENCY VEHICLE PREEMPTION EQUIPMENT.

SIGNAL HEAD PLACEMENT FOR PRE-STAGE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
PRE-STAGE (SHEET 1 OF 2)



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 40.0000' / 1"	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.
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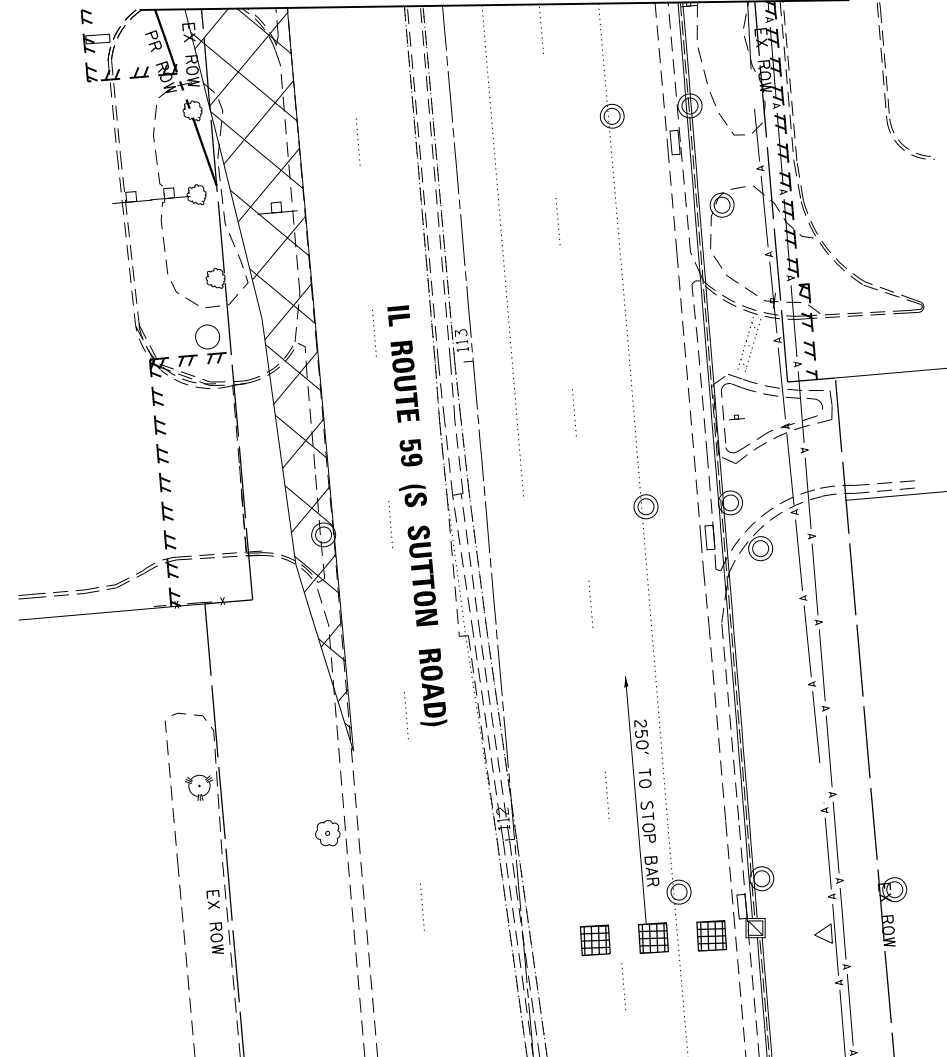
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-11N)	DUPAGE	186	126
CONTRACT NO. 62A99			ILLINOIS/FED. AID PROJECT	

ECON 116
TS-4670

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MATCH LINE STA 113+79
SEE SHEET 126



SIGNAL HEAD PLACEMENT FOR PRE-STAGE

FILE NAME = F:\02-219-001-Boxer and Woodman-1001-PTB-170-3-Various Phase-1\Design\CADD\VD - 10_Signals\CADD_Sheets\Sheet\12345-sht-ts-temp_instal\atempln_PFE-02.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
	DRAWN - SVJ	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - ARM	REVISED -
PLOT DATE = 12/2/2016	DATE - 12/7/2016	REVISED -

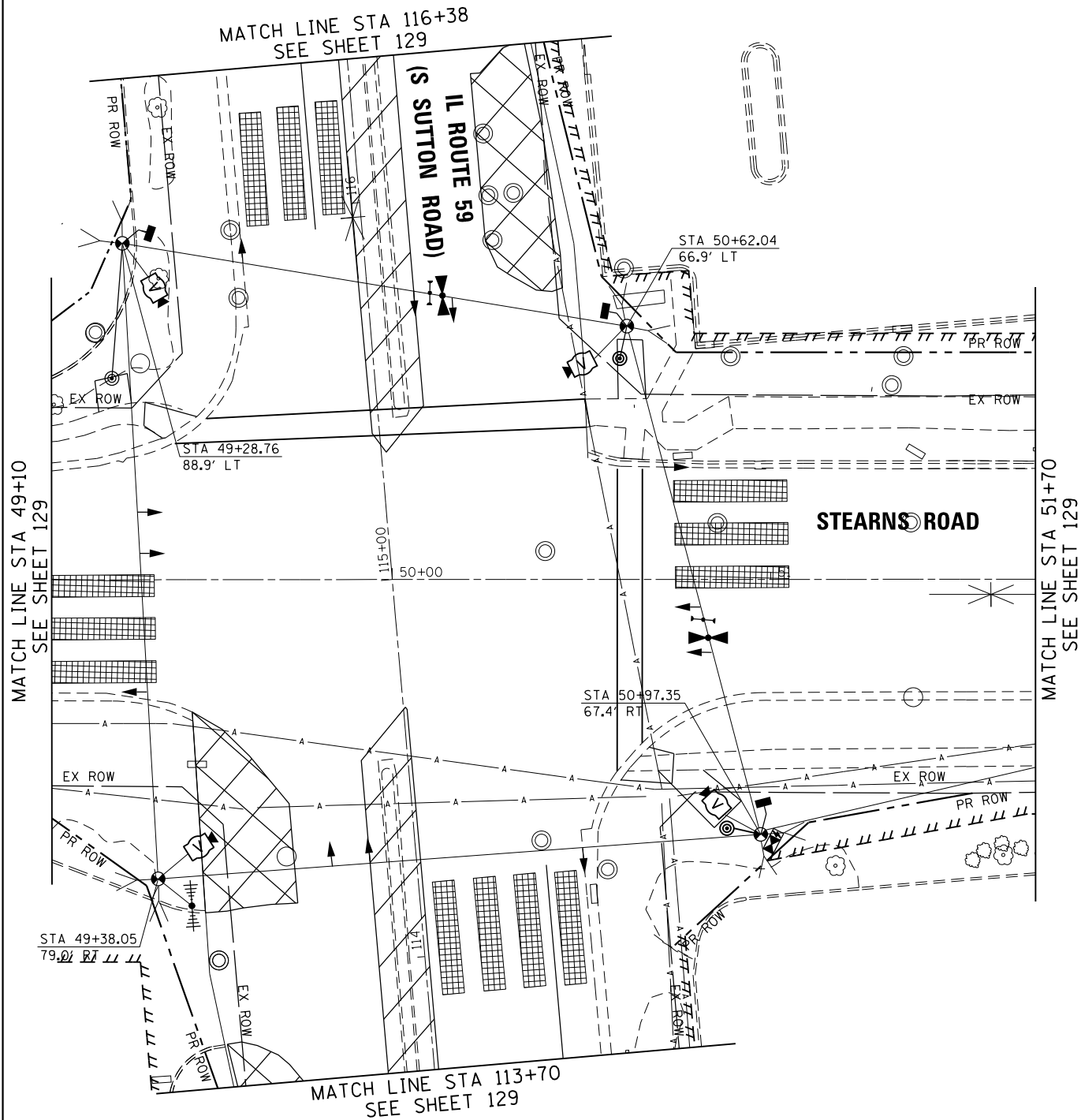
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION AND REMOVAL PLAN
PRE-STAGE (SHEET 2 OF 2)**

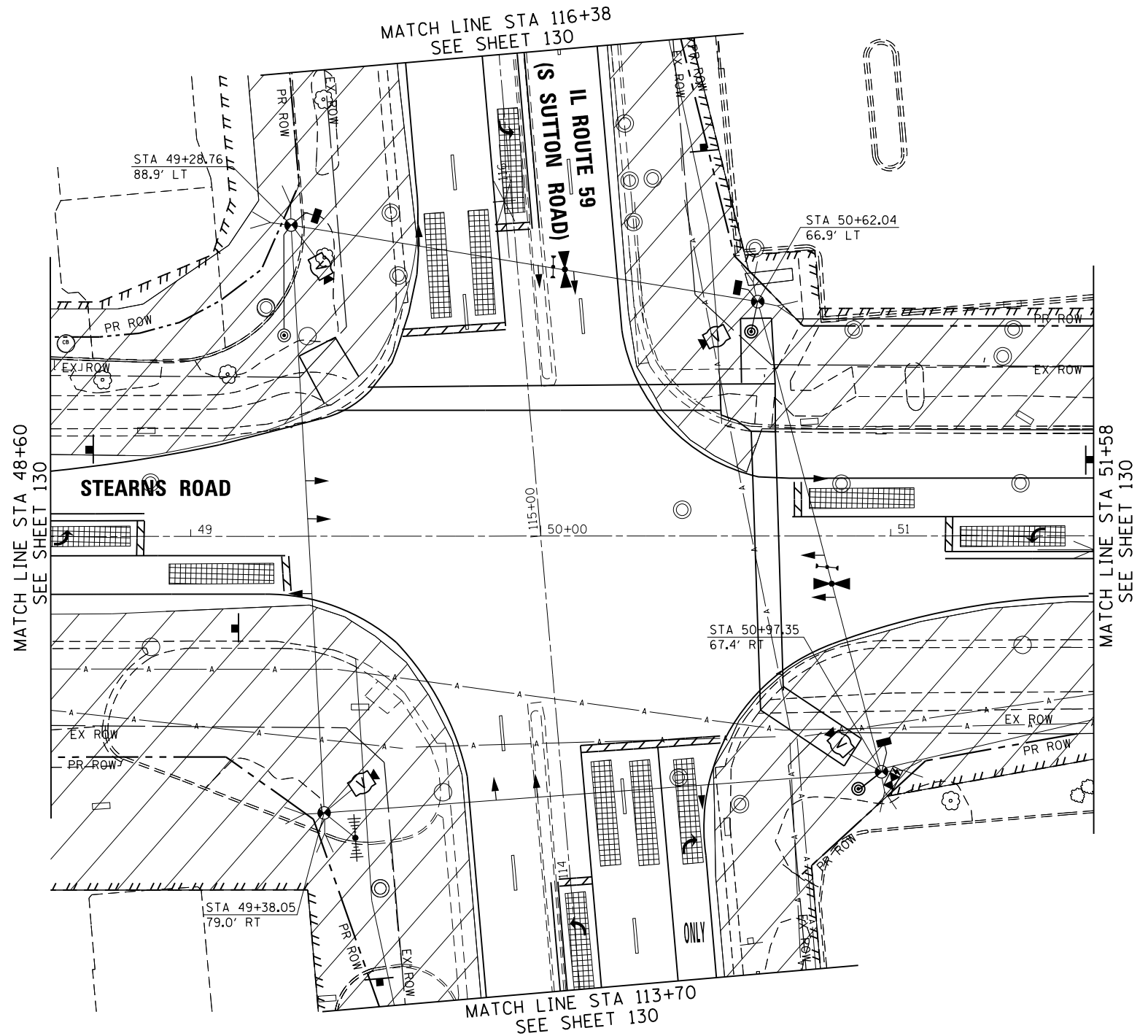
SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	127
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

**ECON 116
TS-4670**



SIGNAL HEAD PLACEMENT FOR STAGE 1



SIGNAL HEAD PLACEMENT FOR STAGE 2

FILE NAME = P:\02-219-001-Boxter and Woodman_IDOT_PTB_170-3_Various Phase_11\Design\CADD\WD - 10_Signals\CADD_Sheets\112345-htc-ts-temp_install\atcomplan_STAGE1.2.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

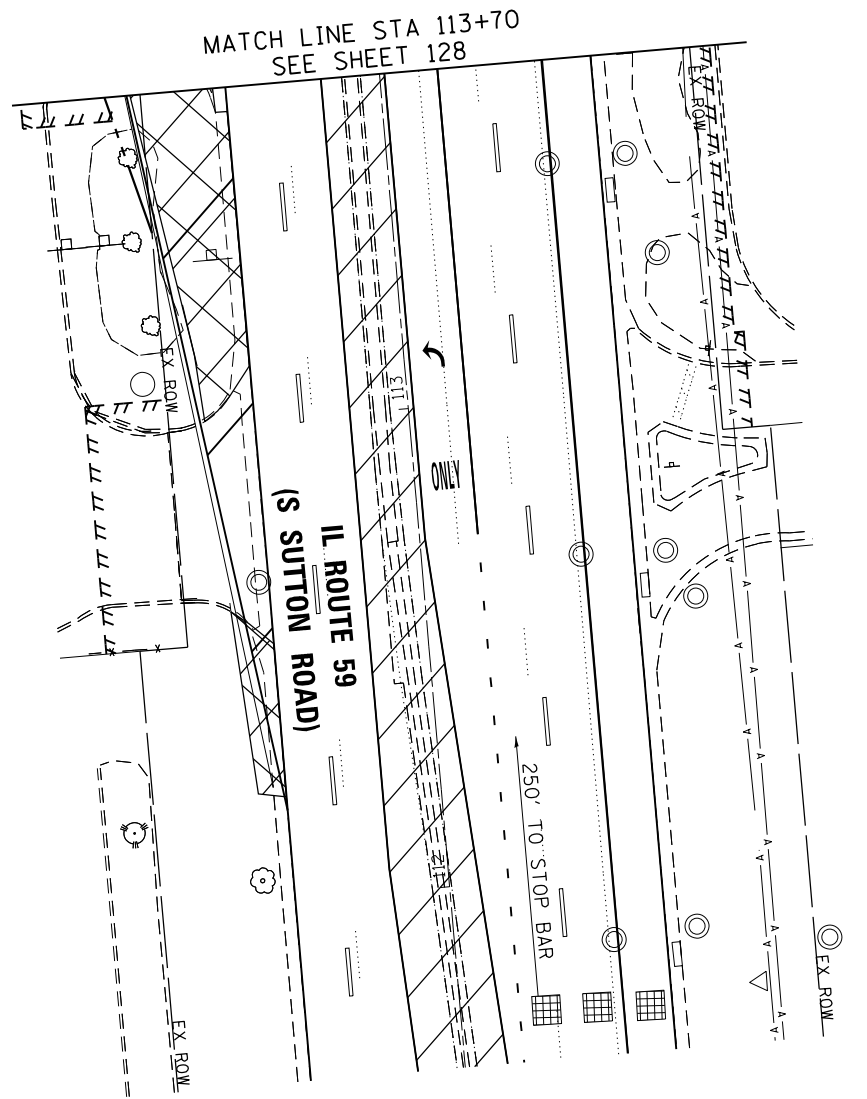
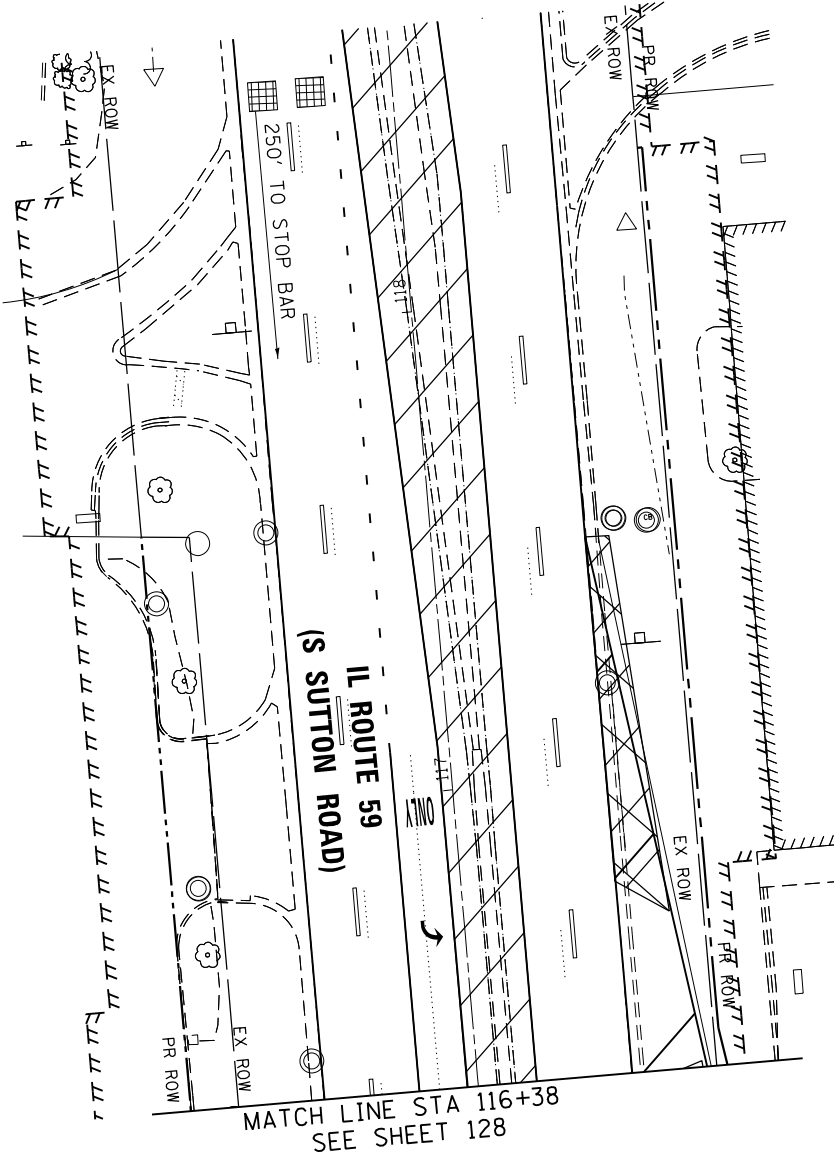
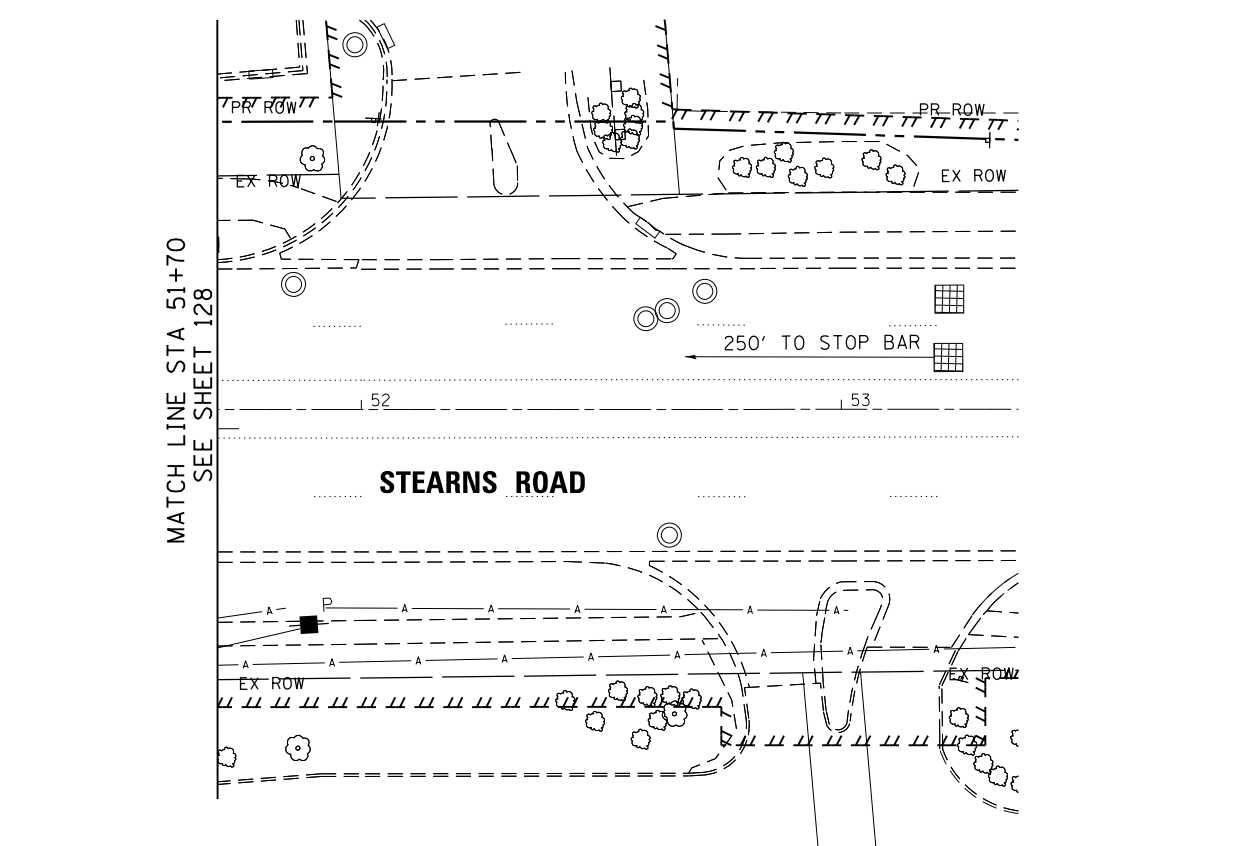
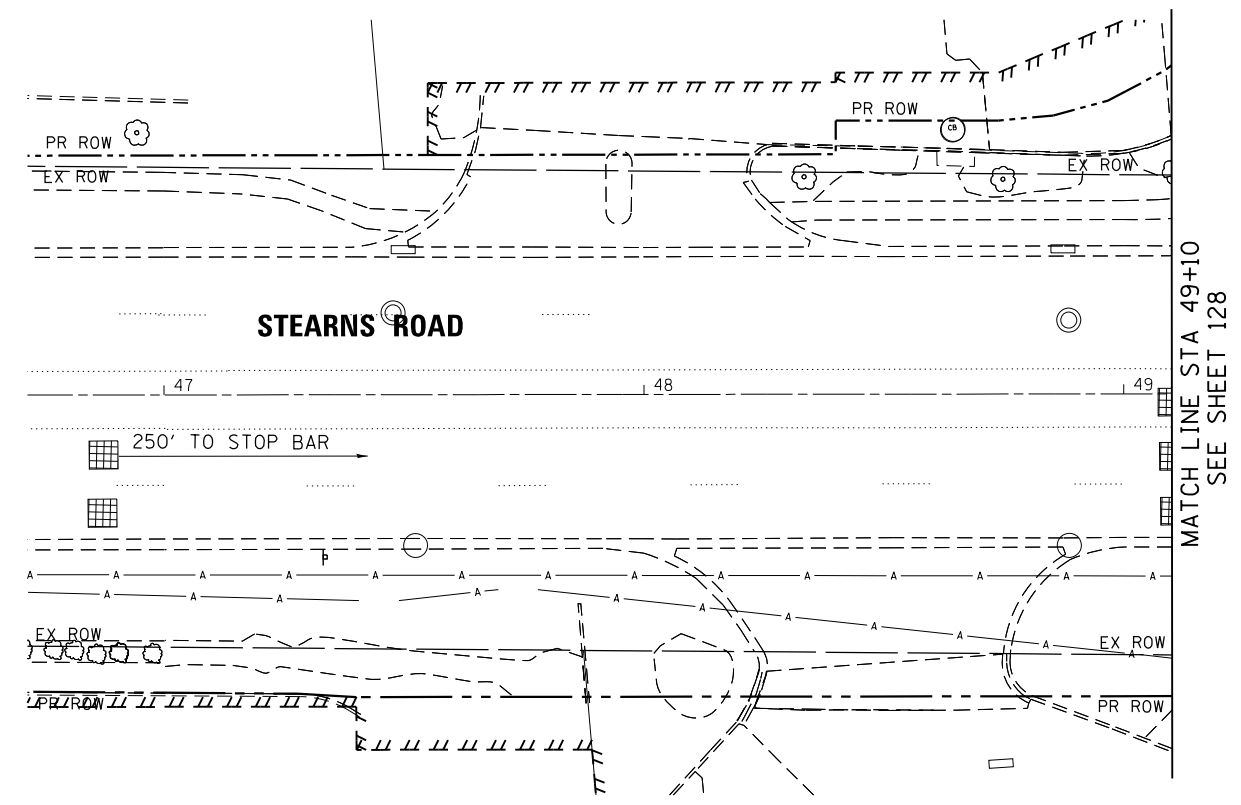
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGES 1 AND 2 (SHEET 1 OF 2)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	128
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

**ECON 116
TS-4670**



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USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

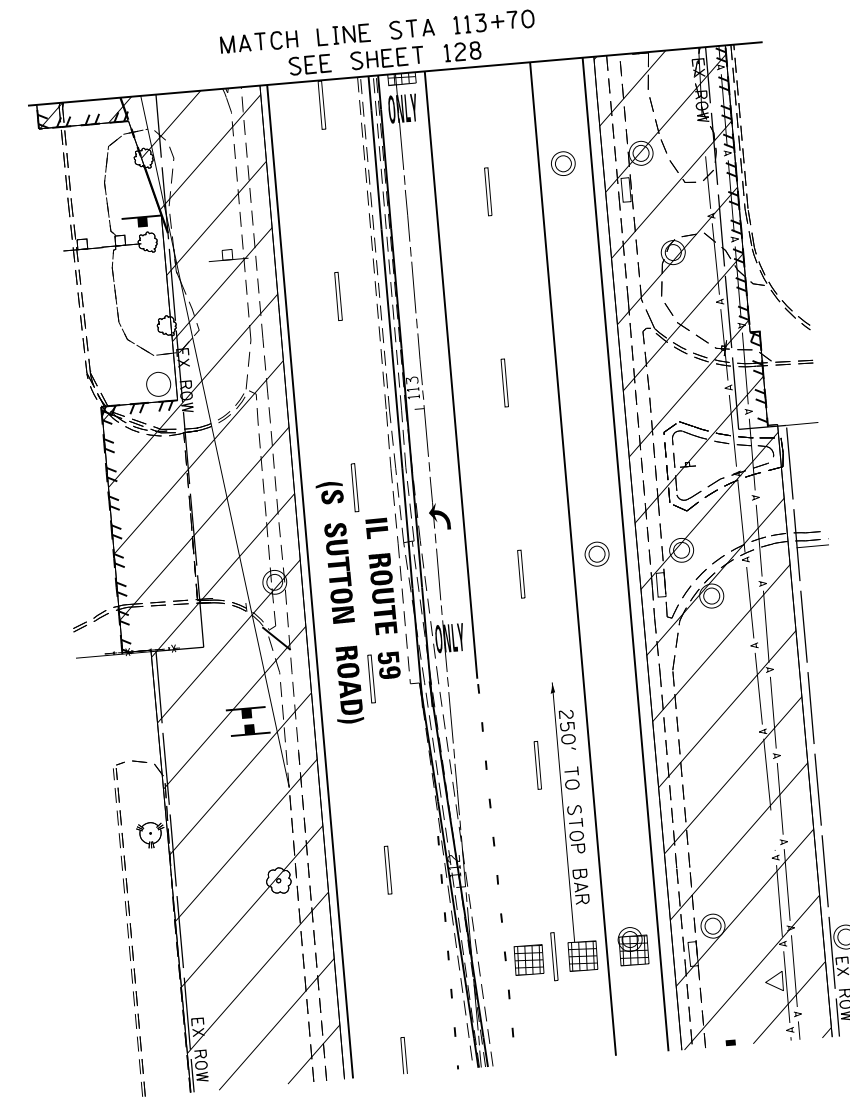
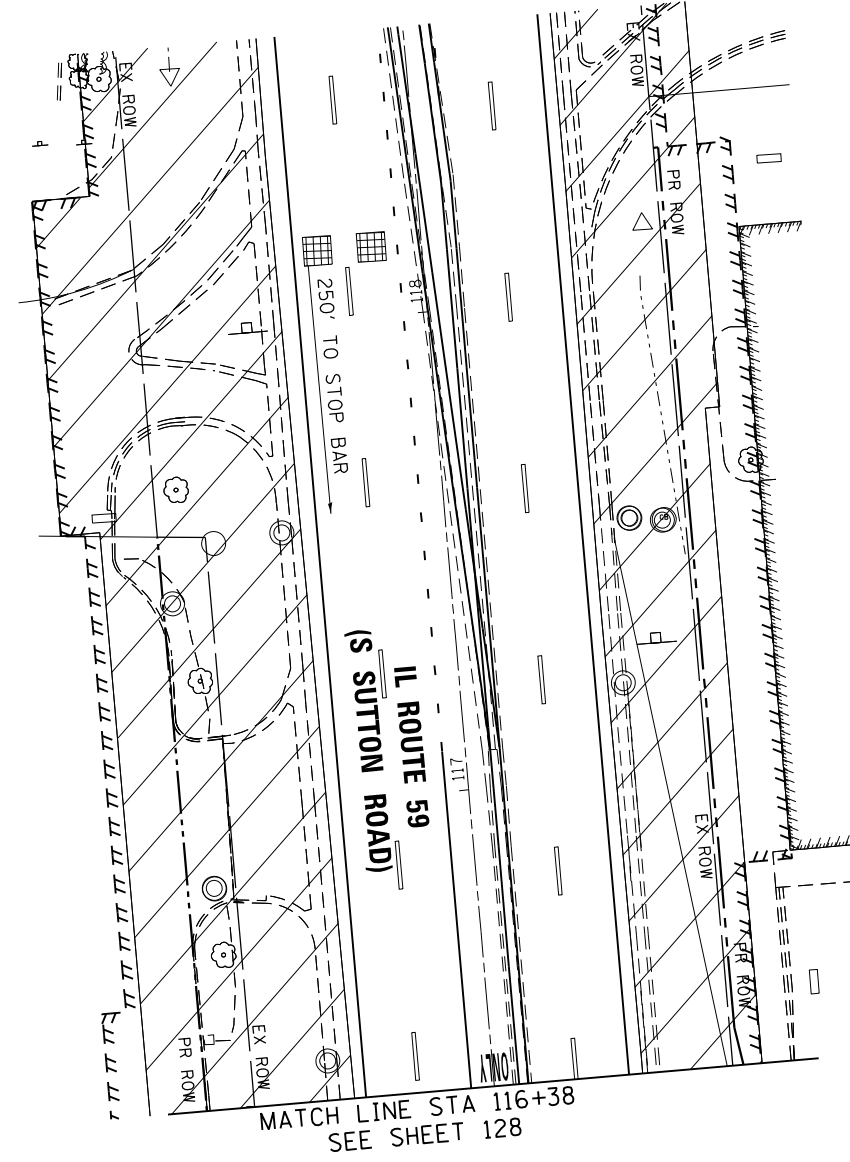
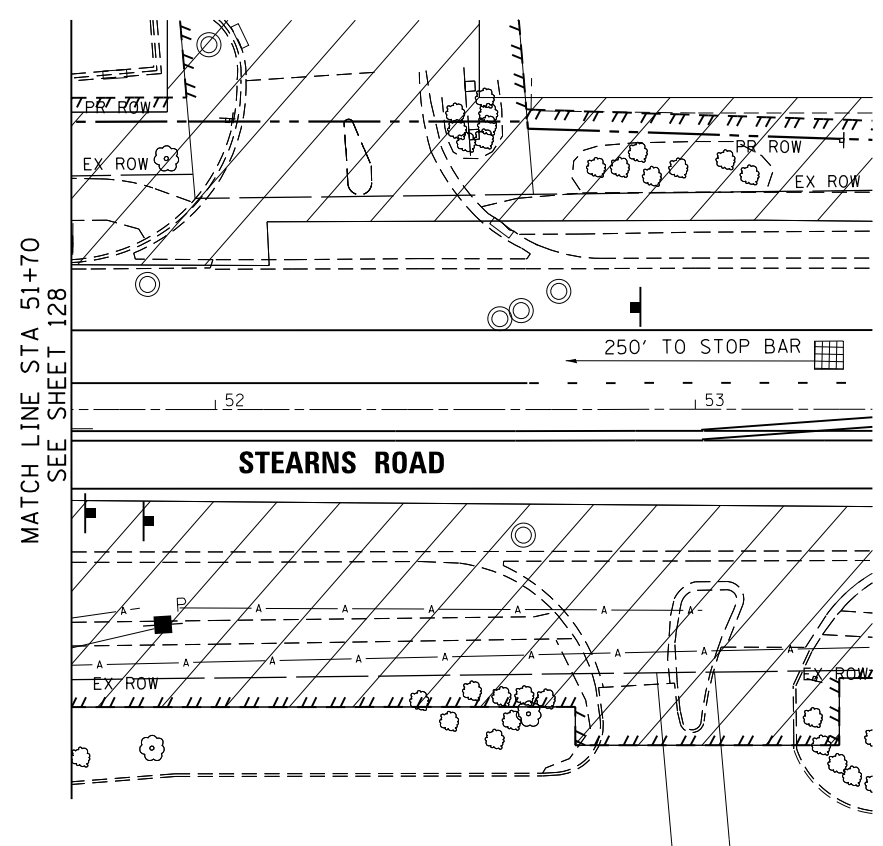
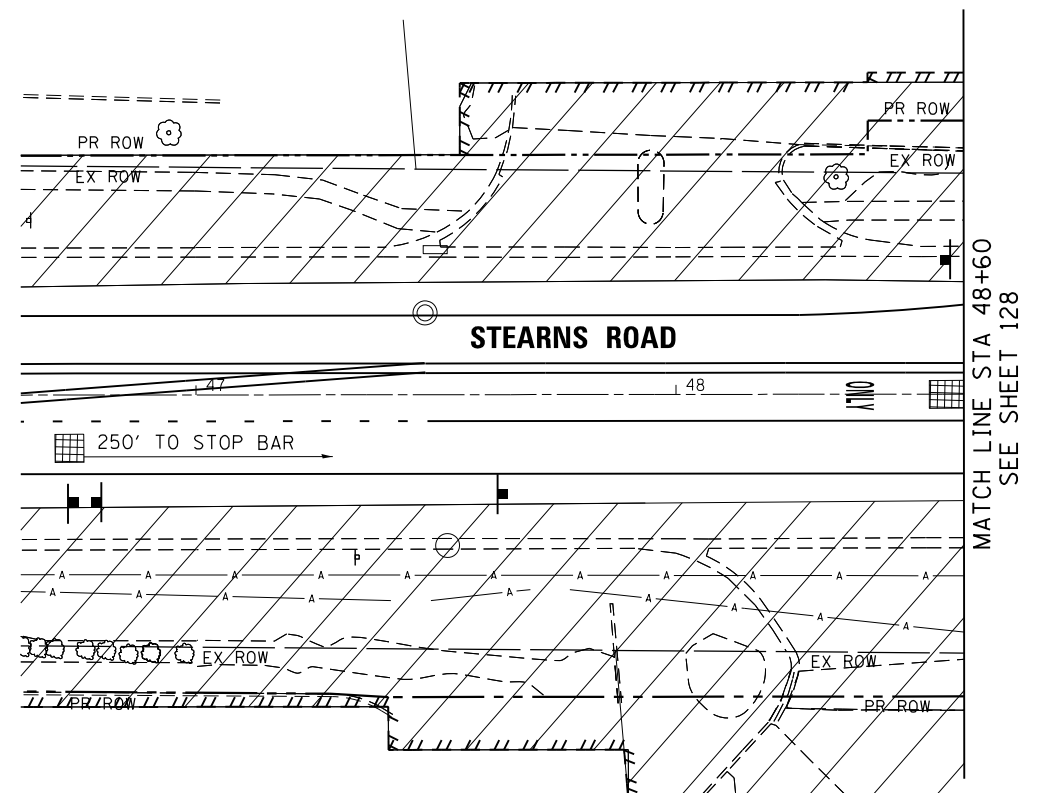
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 1 (SHEET 2 OF 2)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-11N)	DUPAGE	186	129
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

**ECON 116
TS-4670**



FILE NAME = P:\02-219-001-Boxter and Woodman-1001-PTB 170-3-Various Phase 1\Design\CADD\WD - 10_Signals\CADD_Sheets\12345-shr-ts-temp_instal\atemplen_STAGE2-02.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

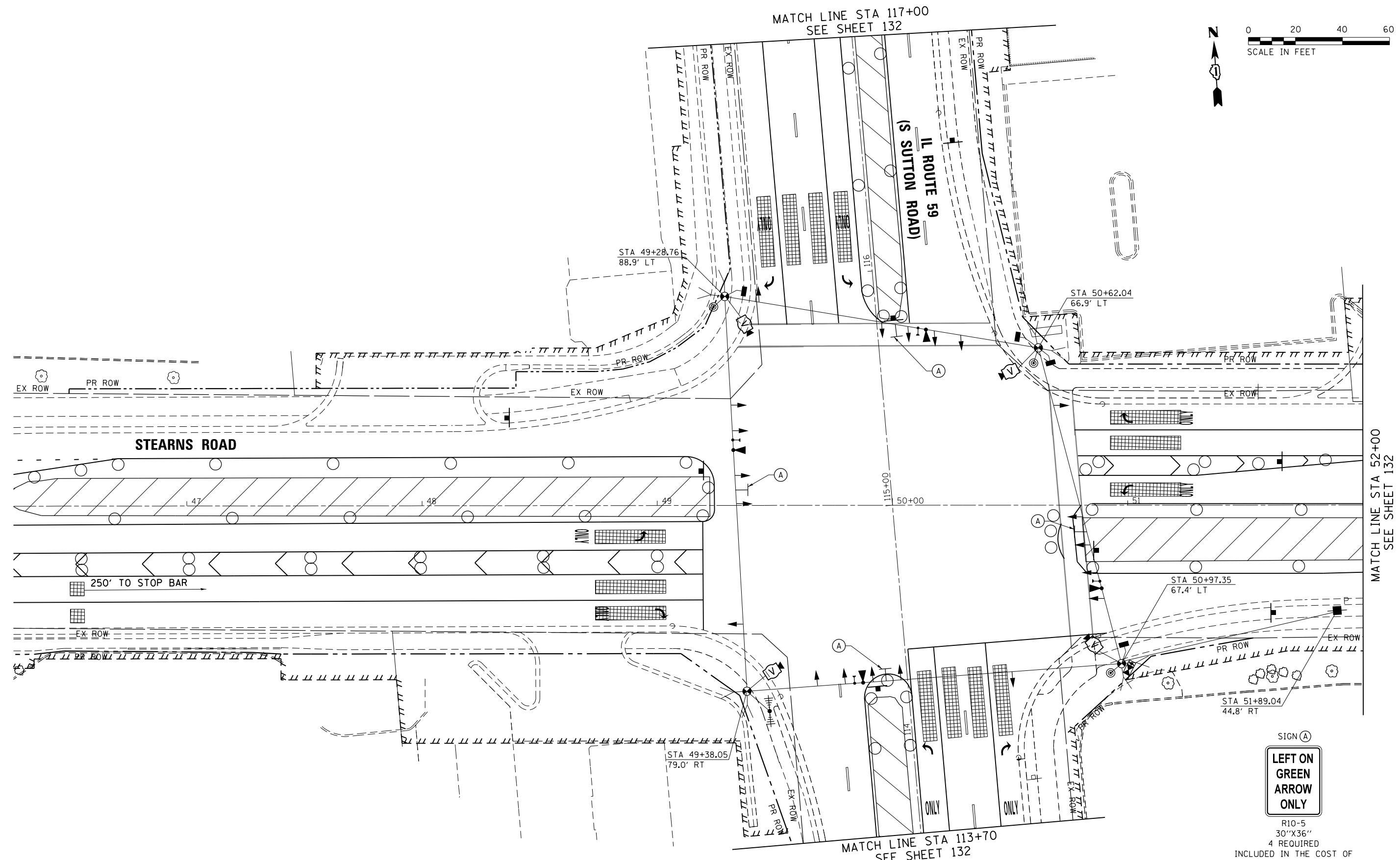
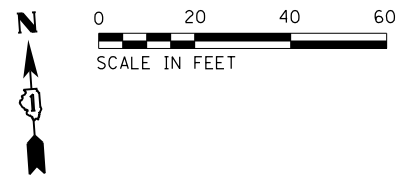
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 2 (SHEET 2 OF 2)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-11N)	DUPAGE	186	130
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

ECON 116
TS-4670

MATCH LINE STA 117+00
SEE SHEET 132



SIGN (A)
**LEFT ON GREEN
 ARROW
 ONLY**
 R10-5
 30"X36"
 4 REQUIRED
 INCLUDED IN THE COST OF
 TEMPORARY TRAFFIC SIGNAL
 INSTALLATION

SIGNAL HEAD PLACEMENT FOR STAGE 3

MATCH LINE STA 52+00
SEE SHEET 132

FILE NAME = P:\02-219-001-Boxer and Woodman-1001-PTB-170-3-Various Phase 11\Design\CADD\VD - 10_Signals\CADD_Sheets\812345-shr-ts-temp_instal\stcomplan_STAGE3-01.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

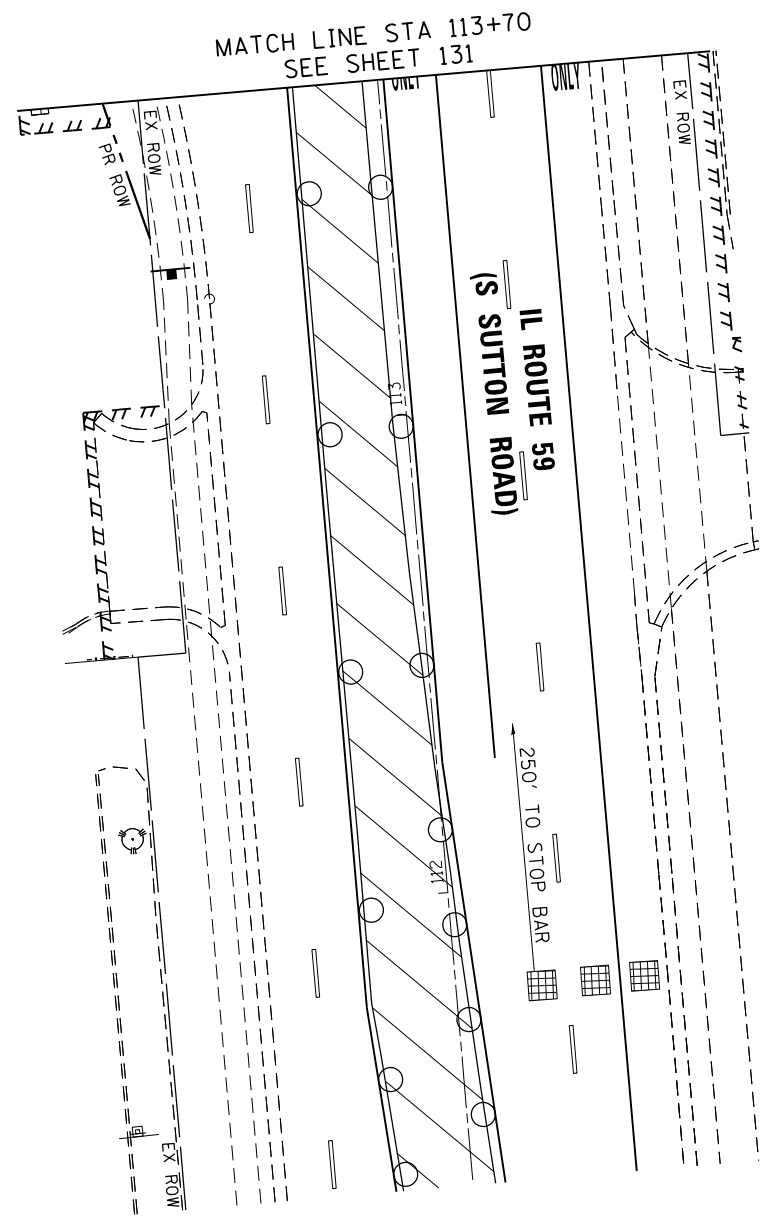
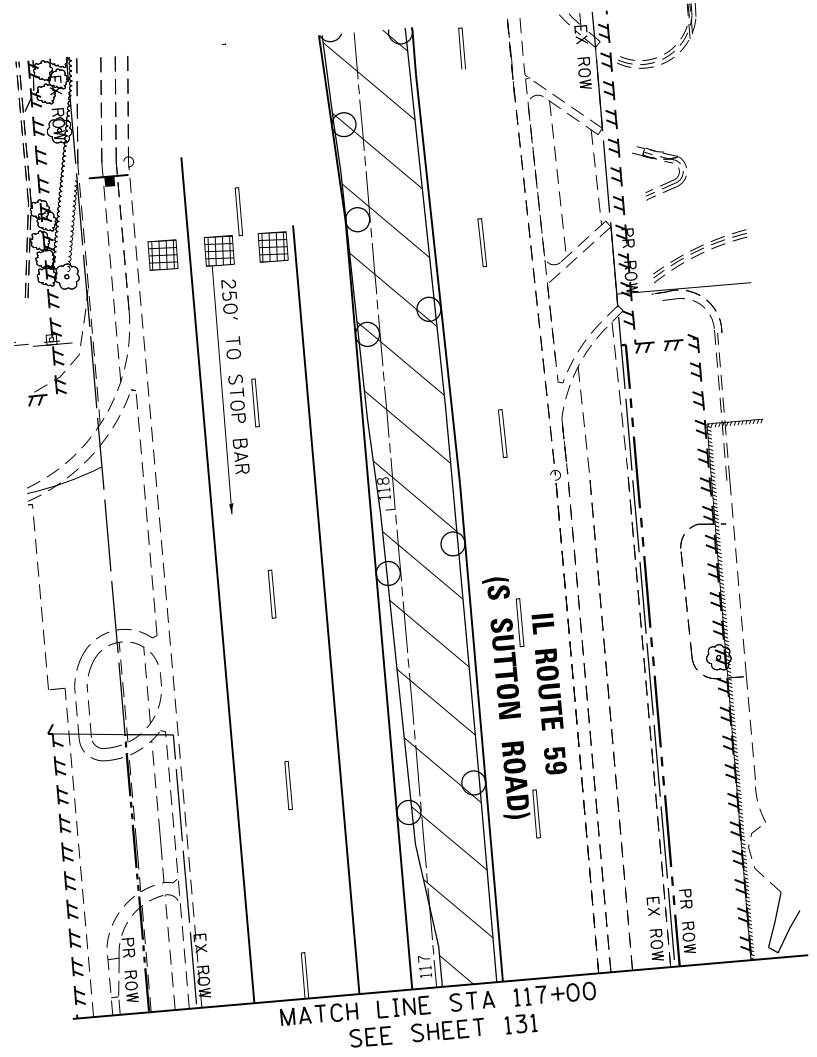
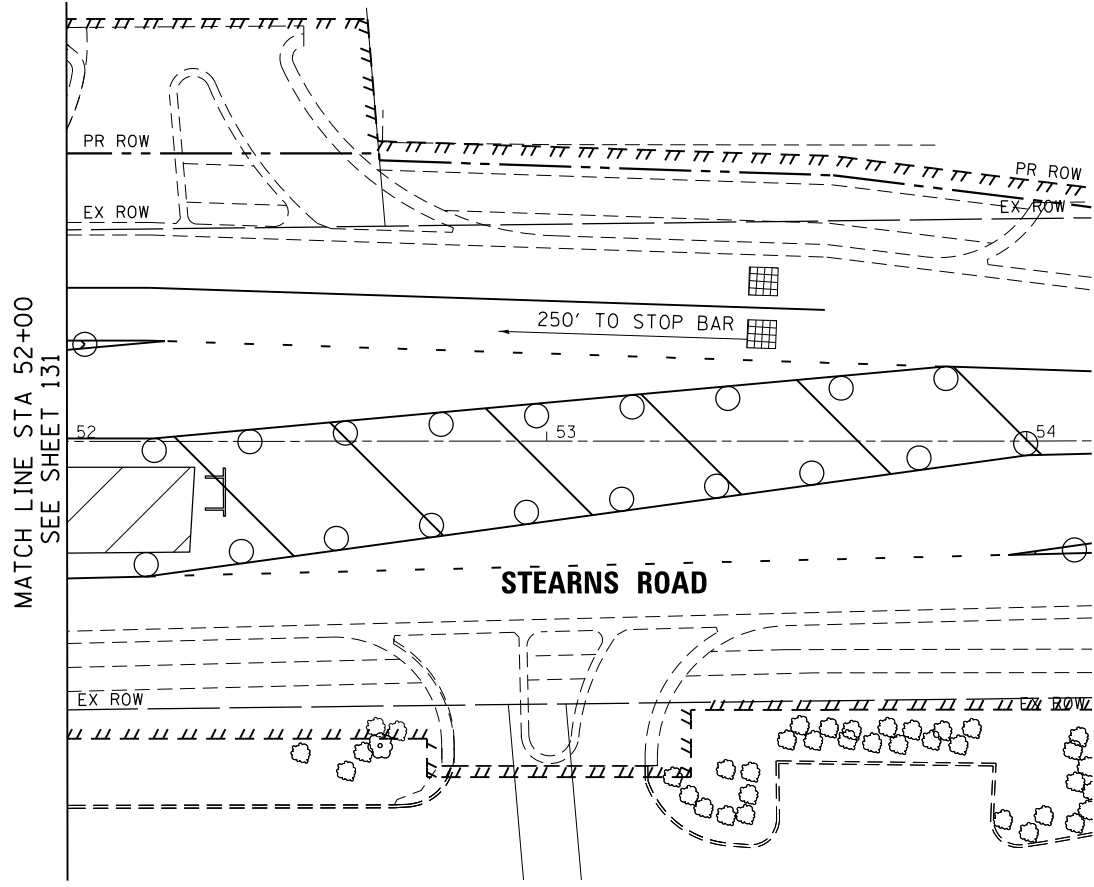
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 3 (SHEET 1 OF 2)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-11N)	DUPAGE	186	131
CONTRACT NO. 62A99				

ECON 116
TS-4670

ILLINOIS FED. AID PROJECT



FILE NAME = P:\02-219-001-Boxter and Woodman-1001-PTB 170-3-Various Phase 1\Design\CADD\WD - 10_Signals\CADD_Sheets\012345-shr-ts-temp_instal\atemplen_STAGE3-02.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
DRAWN - SVJ	REVISIONS -	
PLOT SCALE = 40.0000' / in.	CHECKED - ARM	REVISED -
PLOT DATE = 12/2/2016	DATE - 12/7/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

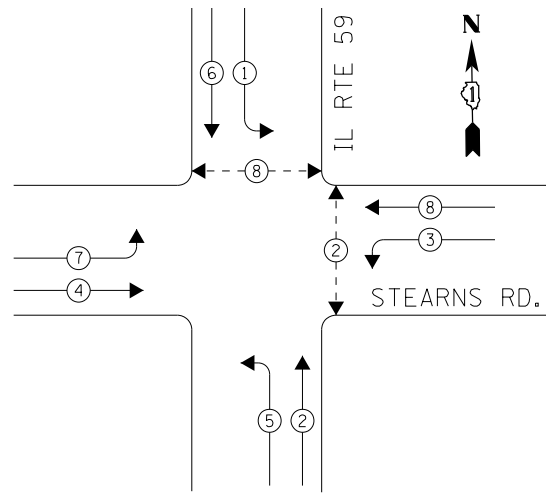
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
STAGE 3 (SHEET 2 OF 2)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	132
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

ECON 116
TS-4670

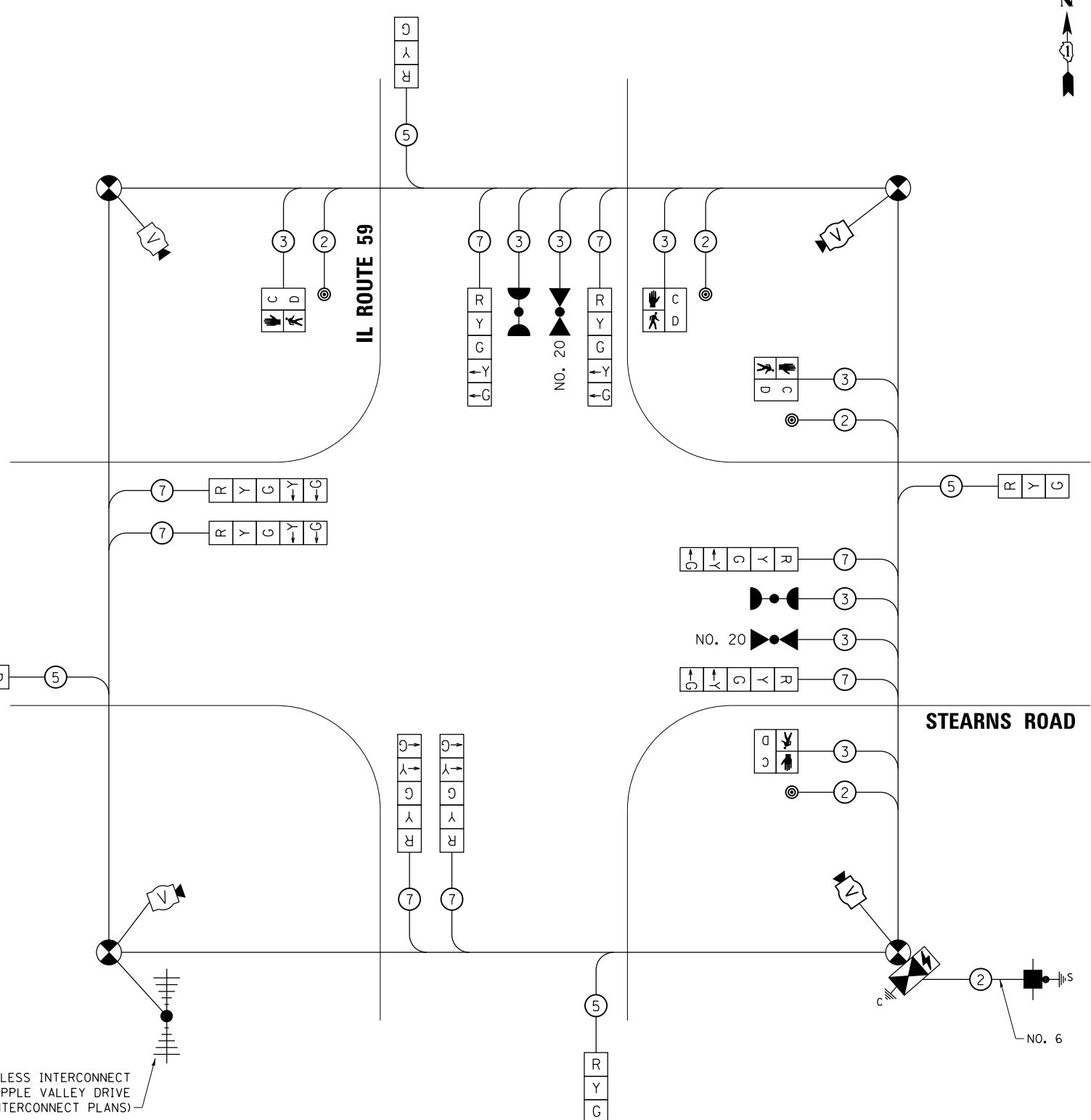
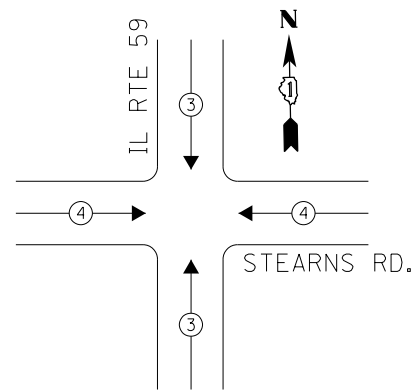
TEMPORARY CONTROLLER SEQUENCE



LEGEND

- ← (●) → DUAL ENTRY PHASE
- ← (●) - - - (●) → PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



I. D. O. T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16	-	17	0.50	136.0
(YELLOW)	16	-	25	0.25	100.0
(GREEN)	16	-	15	0.25	60.0
ARROW	16	-	12	0.10	19.2
PED. SIGNAL	-	-	25	1.00	-
CONTROLLER	1	100	-	1.00	100.0
ILLUM. SIGN	-	-	-	0.50	-
VIDEO SYSTEM	1	150	-	1.00	150.0
BATTERY BACKUP	1	25	-	1.00	25.0
LUMINAIRE	-	-	-	0.50	-
FLASHER	-	-	-	0.50	-
TOTAL =					590.2

ENERGY COSTS- BILLED TO: IDOT DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY- CONTACT DAVE SCHACHT
PHONE (630) 437-2129
COMMONWEALTH EDISON

TEMPORARY WIRELESS INTERCONNECT
TO APPLE VALLEY DRIVE
(SEE TEMPORARY INTERCONNECT PLANS)

CABLE PLAN
(NOT TO SCALE)
PRE-STAGE, STAGE 1 AND STAGE 2

FILE NAME = P:\02-219-001\Boxster and Woodman_IDOT_PTB_170_3_Various Phases_IL\Design\CADD\WD - 10_Signals\CADD_Sheets\01\2345-ht-ts-temp-cab(lep).bn_01.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

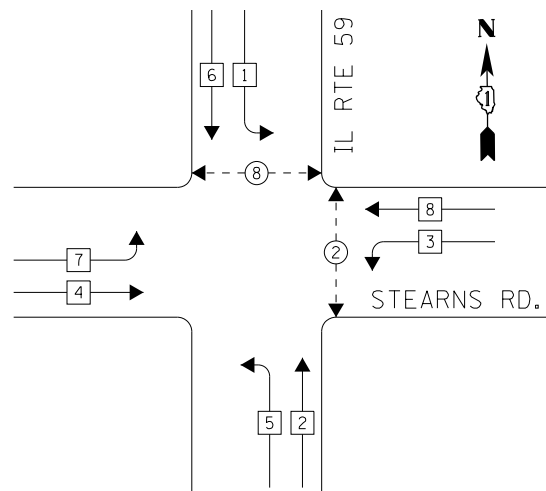
**TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 59 AND STEARNS ROAD - PRE-STAGE, STAGES 1 AND 2**

F.A.U. RTE. 338	SECTION (110R-1)N	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 133
CONTRACT NO. 62A99				

ECON 116
TS-4670

ILLINOIS FED. AID PROJECT

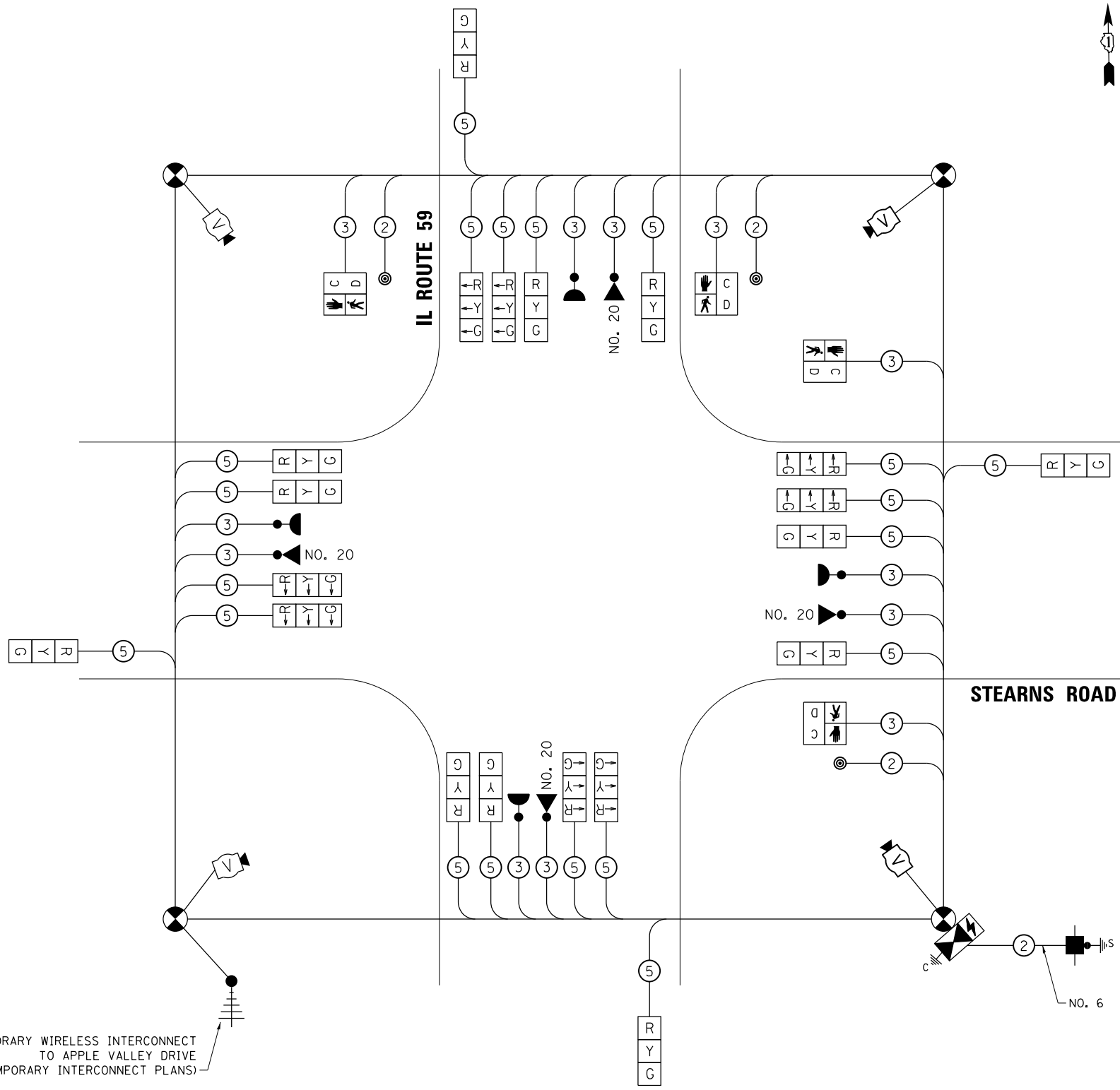
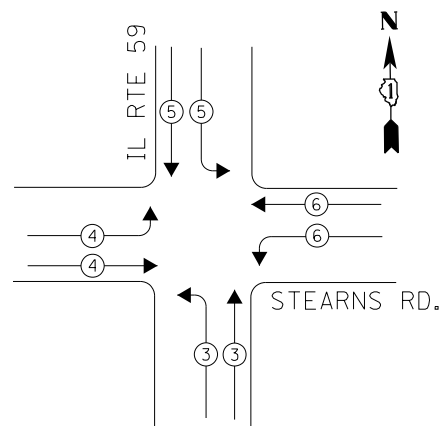
TEMPORARY CONTROLLER SEQUENCE



LEGEND

- ← (circle with dot) → DUAL ENTRY PHASE
- ← (square with dot) → SINGLE ENTRY PHASE
- ← (circle with dashed line) → PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



CABLE PLAN
(NOT TO SCALE)
STAGE 3

TEMPORARY WIRELESS INTERCONNECT
TO APPLE VALLEY DRIVE
(SEE TEMPORARY INTERCONNECT PLANS)

FILE NAME = F:\02-219-001\Boxster and Woodman_ID01.PTB 170_3_Various Phase_IL\Design\CADD\Sheet\112345-ht-ts-temp.cob(lep).bn_02.dgn

**I. D. O. T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. LAMPS	WATTAGE INCAND.	LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	24	-	17	0.50	204.0
(YELLOW)	24	-	25	0.25	150.0
(GREEN)	24	-	15	0.25	90.0
ARROW	8	-	12	0.10	9.6
PED. SIGNAL	4	-	25	1.00	100.0
CONTROLLER	1	100	-	1.00	100.0
ILLUM. SIGN	-	-	-	0.50	-
VIDEO SYSTEM	1	150	-	1.00	150.0
BATTERY BACKUP	1	25	-	1.00	25.0
LUMINAIRE	-	-	-	0.50	-
FLASHER	-	-	-	0.50	-
TOTAL =					828.6

BILLED TO: IDOT DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

CONTACT: DAVE SCHACHT
PHONE: (630) 437-2129
COMMONWEALTH EDISON



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 2.0000" / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 59 AND STEARNS ROAD - STAGE 3**

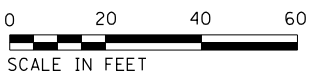
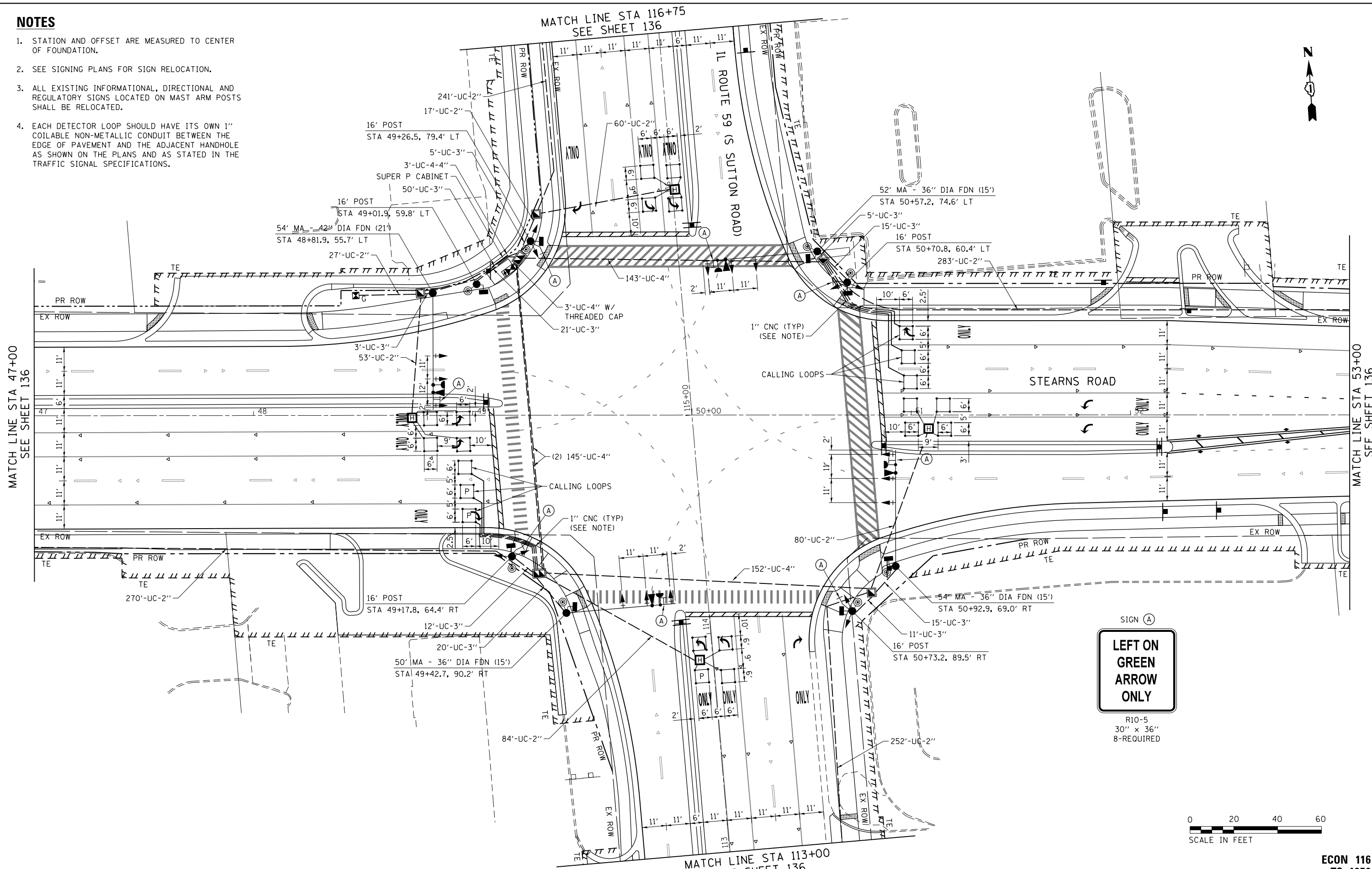
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	134
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

**ECON 116
TS-4670**

NOTES

1. STATION AND OFFSET ARE MEASURED TO CENTER OF FOUNDATION.
2. SEE SIGNING PLANS FOR SIGN RELOCATION.
3. ALL EXISTING INFORMATIONAL, DIRECTIONAL AND REGULATORY SIGNS LOCATED ON MAST ARM POSTS SHALL BE RELOCATED.
4. EACH DETECTOR LOOP SHOULD HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



MATCH LINE STA 47+00
SEE SHEET 136

MATCH LINE STA 53+00
SEE SHEET 136

MATCH LINE STA 116+75
SEE SHEET 136

MATCH LINE STA 113+00
SEE SHEET 136

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL ROUTE 59 (SUTTON ROAD) AT STEARNS ROAD
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2)**



USER NAME = SJohnson	DESIGNED - BA	REVISED -
DRAWN - SVJ	REVISOR -	
PLOT SCALE = 40.0000' / in.	CHECKED - ARM	REVISOR -
PLOT DATE = 12/2/2016	DATE - 12/7/2016	REVISOR -

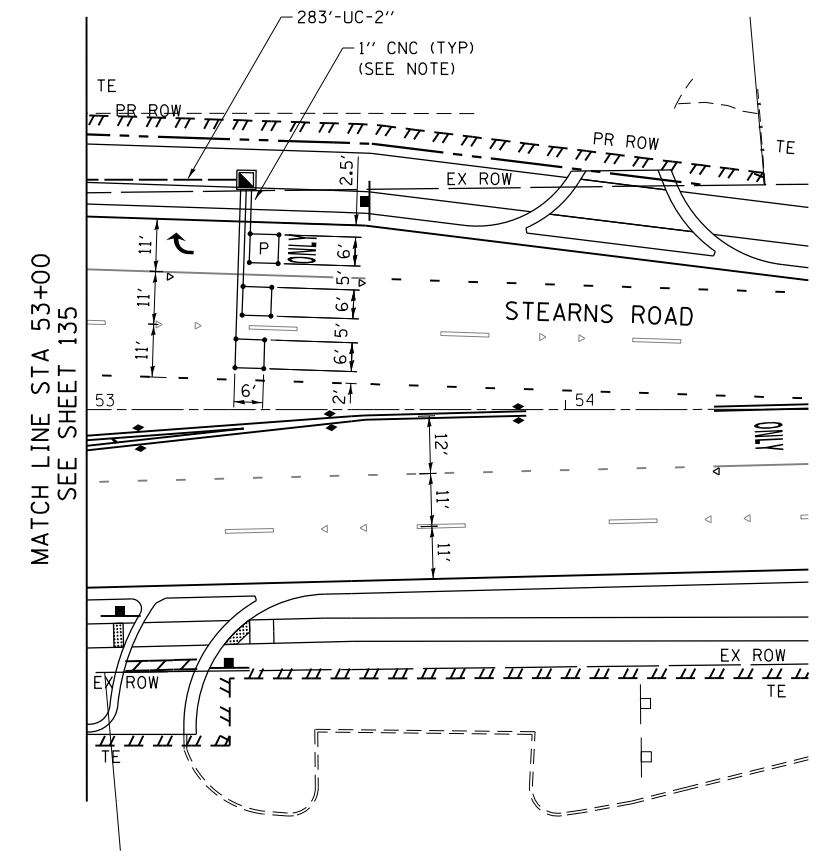
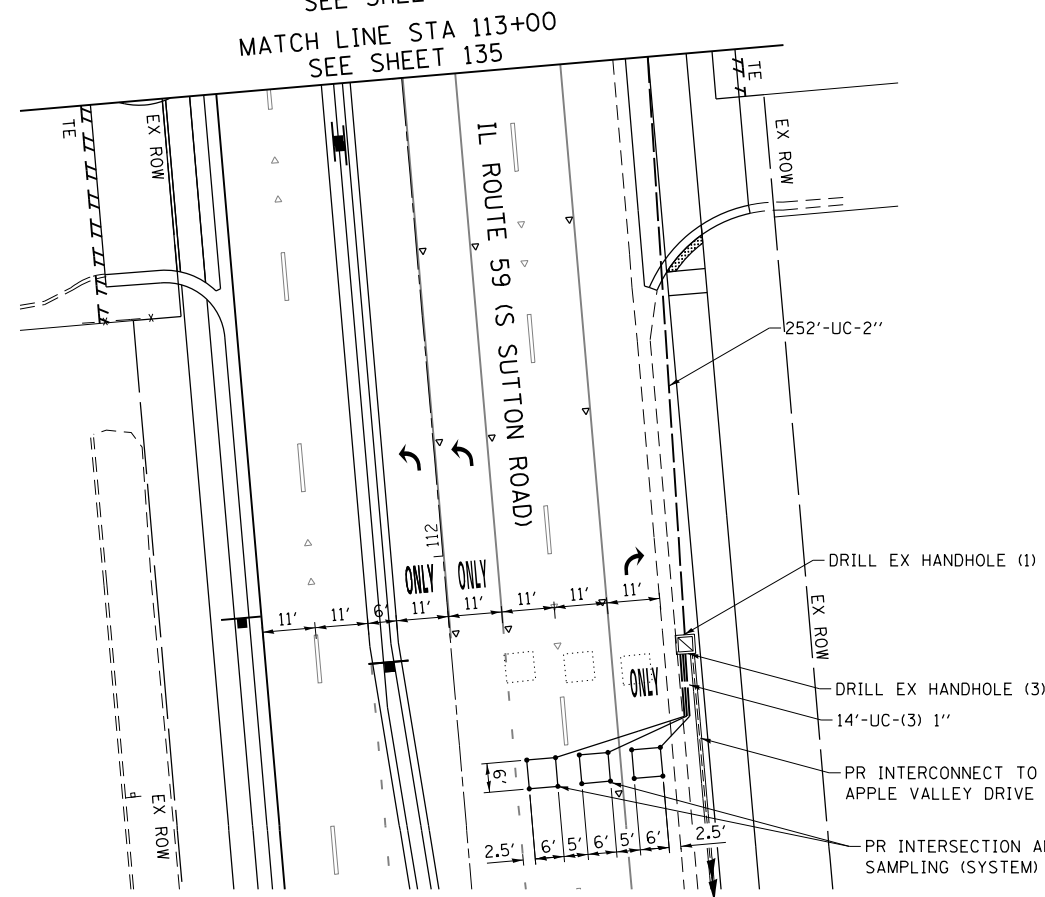
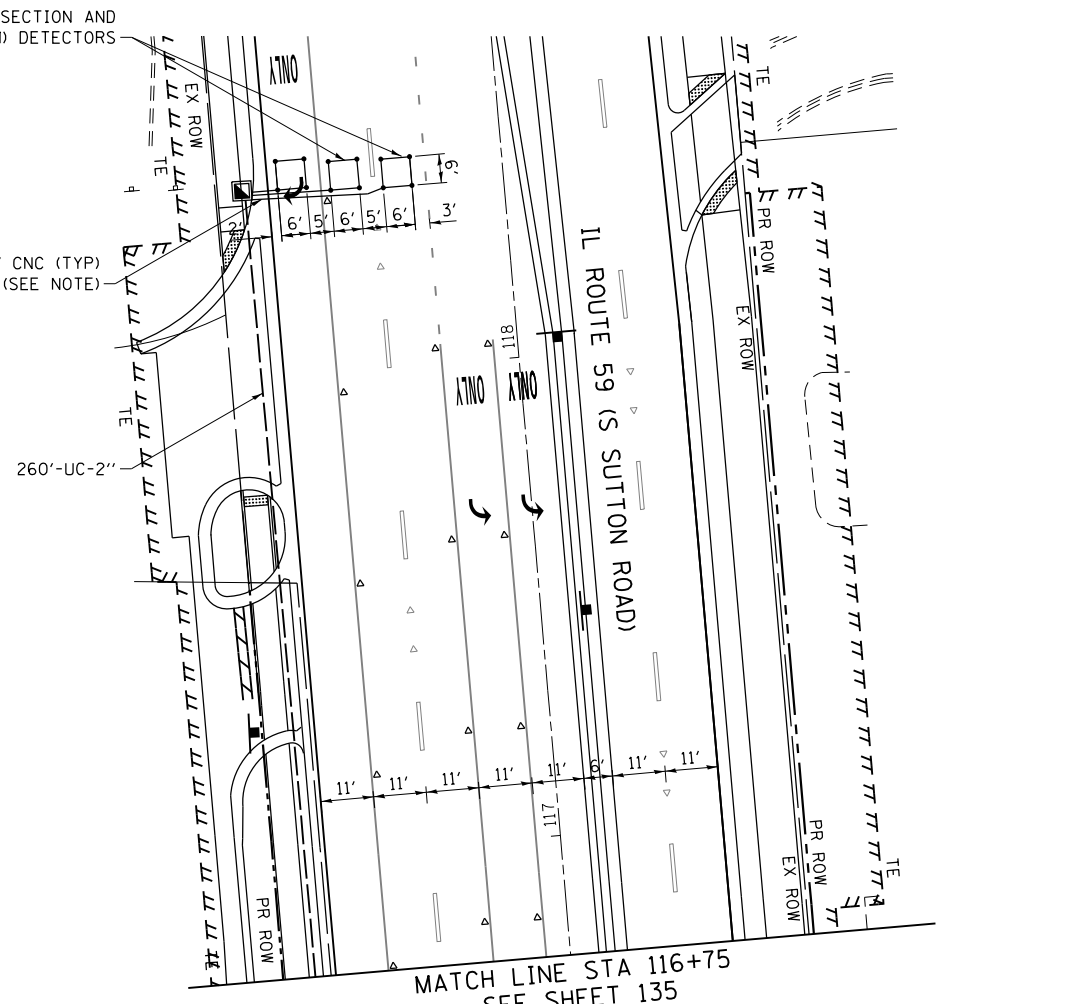
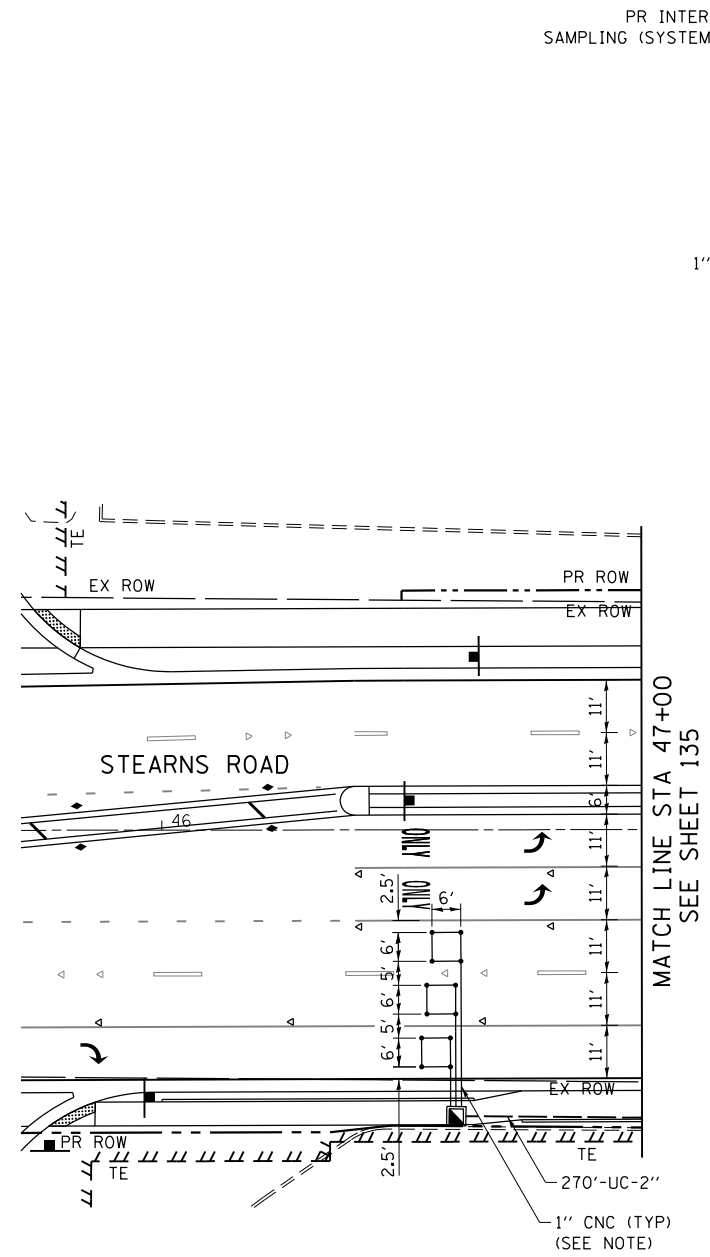
SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-11N)	DUPAGE	186	135
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

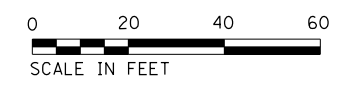
**ECON 116
TS-4670**

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NOTE:
EACH DETECTOR LOOP SHOULD HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

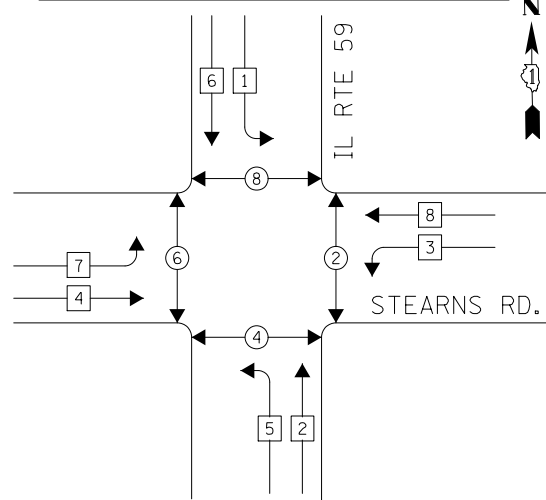
IL ROUTE 59 (SUTTON ROAD) AT STEARNS ROAD
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2)

F.A.U. RTE. 338	SECTION (110R-11N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 136
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

ECON 116
TS-4670

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

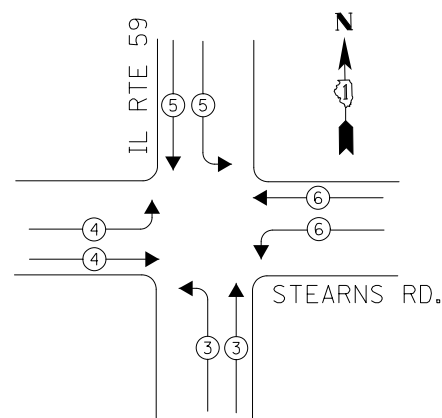
PROPOSED CONTROLLER SEQUENCE



LEGEND

- ← (circle with dot) → DUAL ENTRY PHASE
- ← (square) → SINGLE ENTRY PHASE
- ← (diamond with OL) → OVERLAP
- ← (circle with dot and arrow) → PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

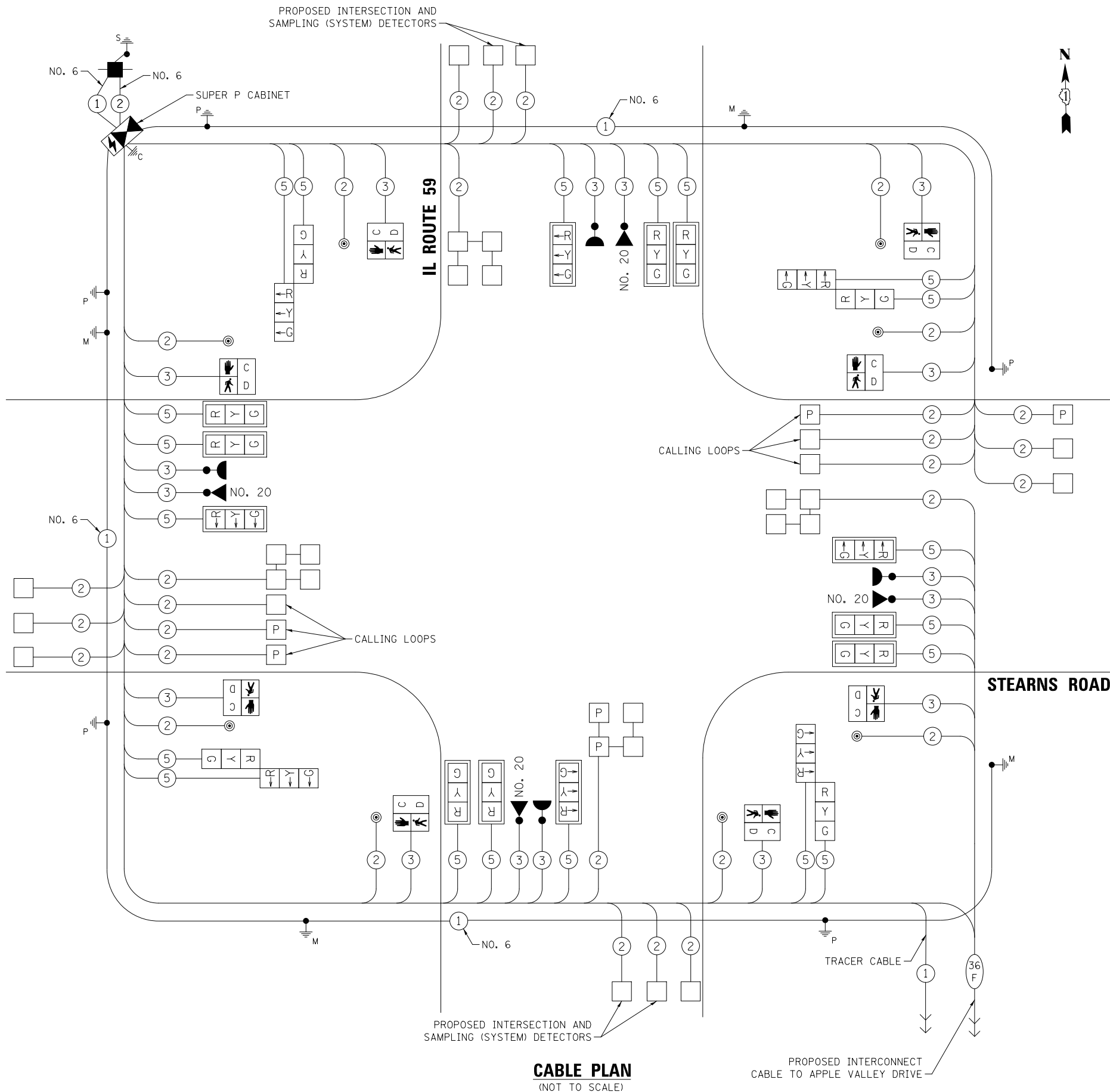


**I. D. O. T.
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	%OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	-	17	0.50	170.0
(YELLOW)	20	-	25	0.25	125.0
(GREEN)	20	-	15	0.25	75.0
ARROW	16	-	12	0.10	19.2
PED. SIGNAL	8	-	25	1.00	200.0
CONTROLLER	1	100	-	1.00	100.0
ILLUM. SIGN	-	-	-	0.50	-
VIDEO SYSTEM	-	150	-	1.00	-
BATTERY BACKUP	1	25	-	1.00	25.0
LUMINAIRE	-	-	-	0.50	-
FLASHER	-	-	-	0.50	-
TOTAL =					714.2

ENERGY COSTS- BILLED TO: IDOT DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY- CONTACT DAVE SCHACHT
PHONE (630) 437-2129
COMMONWEALTH EDISON



CABLE PLAN
(NOT TO SCALE)

PROPOSED INTERCONNECT CABLE TO APPLE VALLEY DRIVE



USER NAME = Amoline	DESIGNED - BA	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/7/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 59 AND STEARNS ROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1JN)	DUPAGE	186	137
			CONTRACT NO. 62A99	
ILLINOIS FED. AID PROJECT				

**ECON 116
TS-4670**

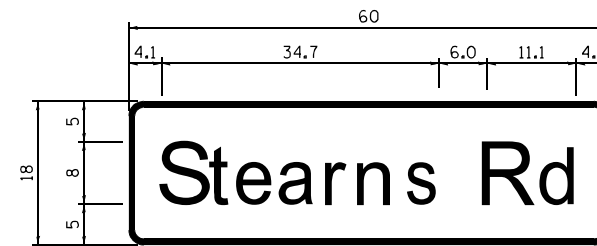
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SCHEDULE OF QUANTITIES

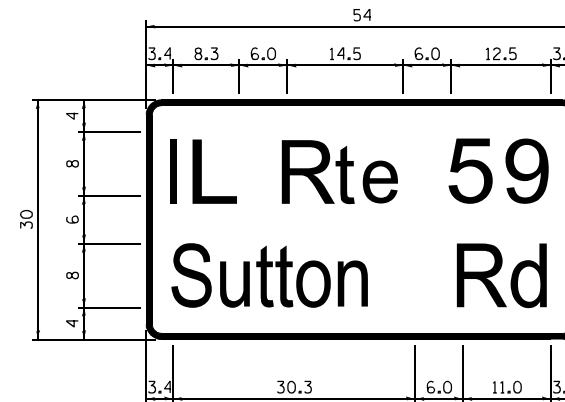
ITEM CODE	DESCRIPTION	UNIT	QUANTITY
72000100	SIGN PANEL - TYPE 1	SO FT	105
72000200	SIGN PANEL - TYPE 2	SO FT	23
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1377
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	43
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	114
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	612
81400100	HANDHOLE	EACH	7
81400200	HEAVY-DUTY HANDHOLE	EACH	4
81400300	DOUBLE HANDHOLE	EACH	2
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	2055
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2691
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	4725
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	8368
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	76
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1793
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	5
87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1
87700300	STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	1
87700310	STEEL MAST ARM ASSEMBLY AND POLE, 54 FT.	EACH	2
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	20
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	45
87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	12
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	8
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	12
88500100	INDUCTIVE LOOP DETECTOR	EACH	22
88600100	DETECTOR LOOP, TYPE I	FOOT	1008
88600700	PREFORMED DETECTOR LOOP	FOOT	262
* 88700200	LIGHT DETECTOR	EACH	4
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	8
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
89502380	REMOVE EXISTING HANDHOLE	EACH	11
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	7
* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	1032
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	854
X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
X1400150	SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
X7240500	RELOCATE EXISTING SIGNS	EACH	10
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2

* 100% COST TO THE VILLAGE OF BARTLETT

SIGN PANEL TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	7.5	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	11.25	2	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL

FILE NAME = P:\02_219_001_Baxter and Woodman_1001_PTB_178_3_Various Phase 11\Design\CADD\WD - 10_Signals\CADD_Sheets\812345-ht-tr-detail_SIGN6.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

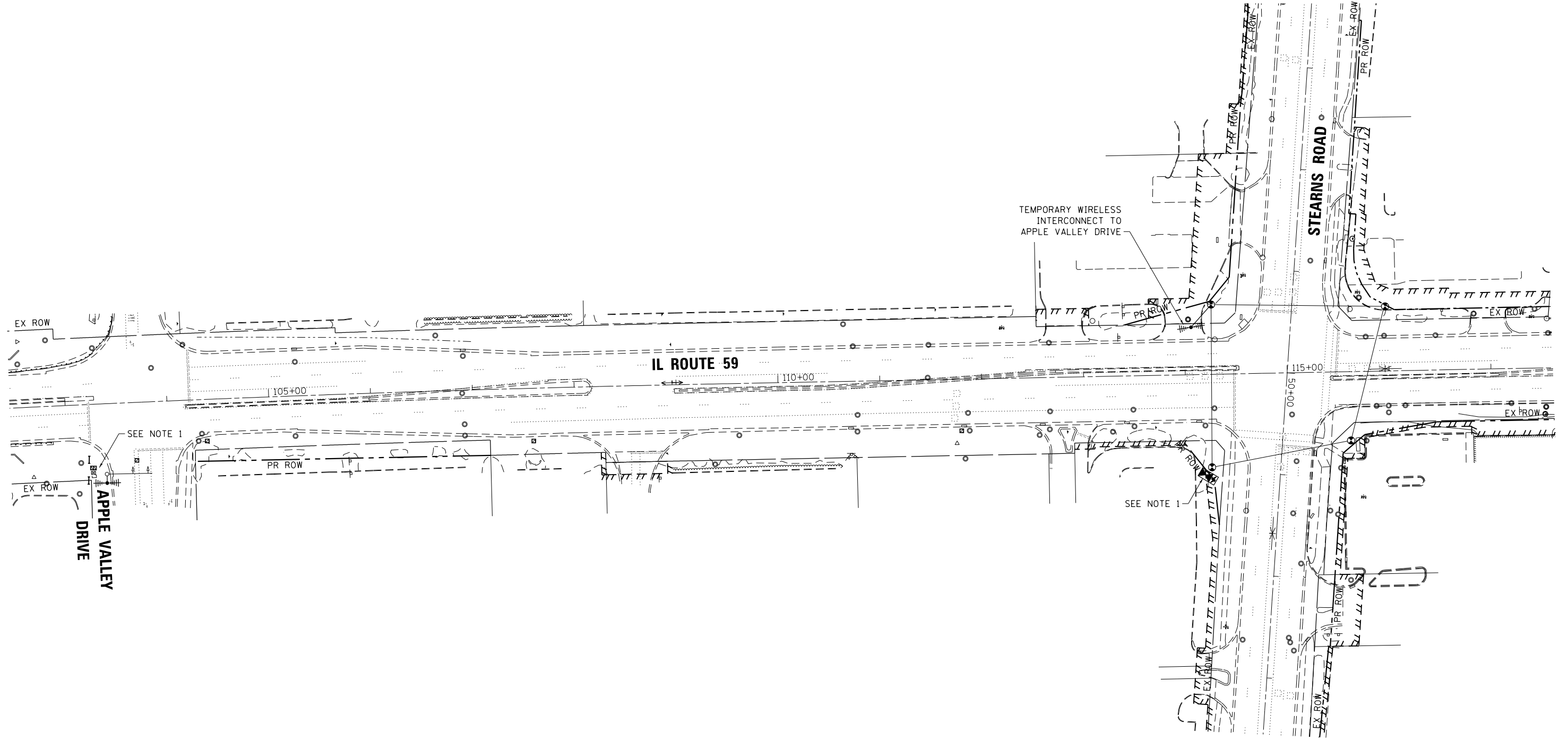
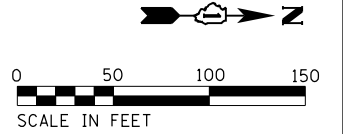
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE
OF QUANTITIES IL ROUTE 59 AND STEARNS ROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 338	SECTION (110R-1)N	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 138
			CONTRACT NO. 62A99	
ILLINOIS FED. AID PROJECT				

**ECON 116
TS-4670**



TEMPORARY INTERCONNECT NOTES

1. CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNAL AT IL ROUTE 59/APPLE VALLEY DRIVE AND STEARNS ROAD DURING CONSTRUCTION. ALL WORK ASSOCIATED WITH THE ANTENNA, CABLE AND ITEMS IN CABINET SHALL BE INCLUDED IN THE "TEMPORARY TRAFFIC SIGNAL INSTALLATION" PAY ITEM.

FILE NAME = P:\02-219-001-Boxer and Woodman-1001-PTB 170-3-Various Phase 1\Design\CADD\VD - 10_Signals\CADD_Sheets\12345-shr-ts-temp-interconnect.plt.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

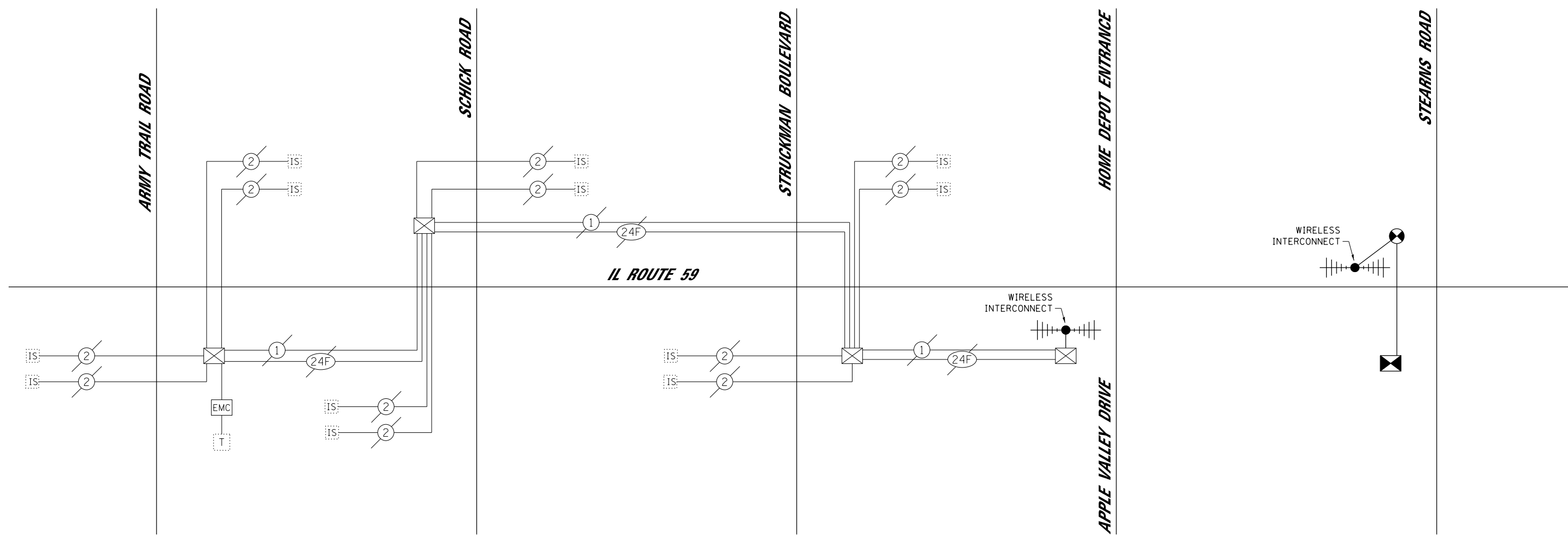
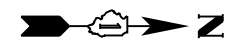
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT PLAN
IL ROUTE 59 (SUTTON ROAD) - APPLE VALLEY DRIVE TO STEARNS ROAD**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	139
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

ECON 116



FILE NAME = F:\02-219-001-Boxer and Woodman_ID01_PTB_170_3_Various Phase_1\Design\CADD\VD - 10_Signals\CADD_Sheets\D12345-shr-ts-temp_interconnectschematic.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
DRAWN - SVJ	CHECKED - ARM	REVISED -
DATE - 12/7/2016		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

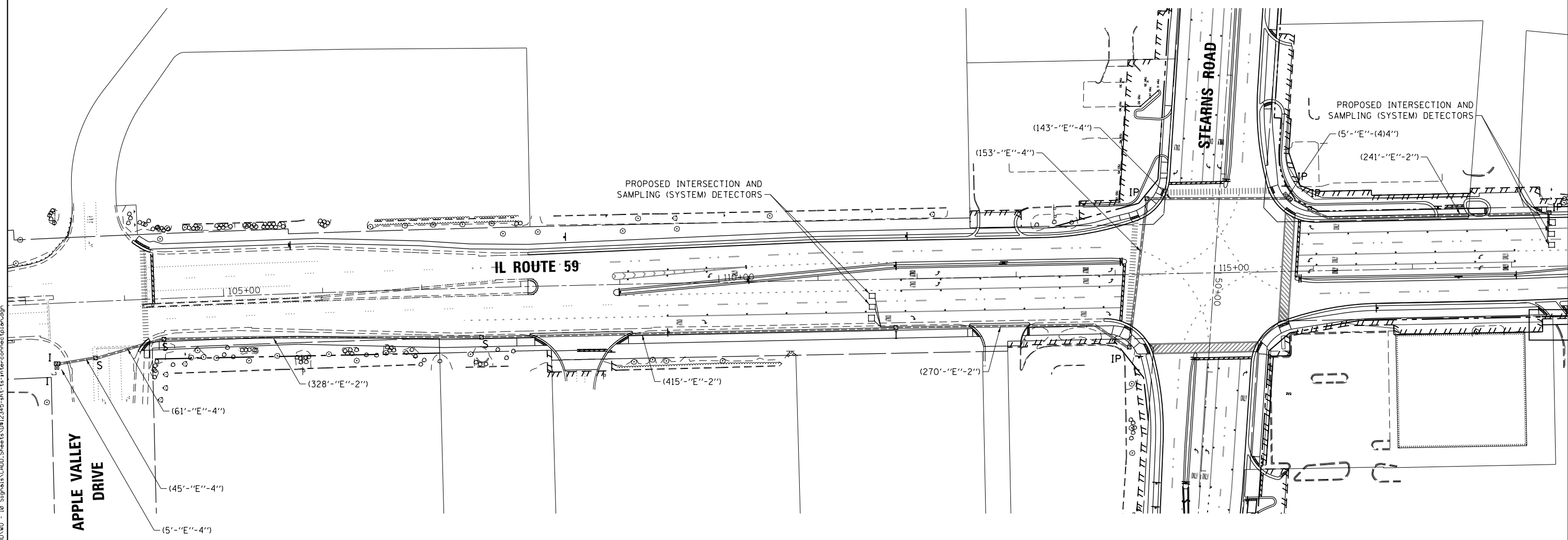
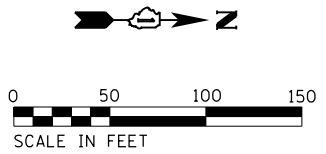
**TEMPORARY INTERCONNECT SCHEMATIC
IL ROUTE 59 (SUTTON ROAD) - ARMY TRIAL ROAD TO STEARNS ROAD**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	140
CONTRACT NO. 62A99				

ECON 116

SCALE: SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT



FILE NAME = P:\02-219-001-Boxter and Woodman_1001-PTB 170-3-Various Phase 1\Design\CADD\VD - 10_Signals\CADD_Sheets\012345-4ht-ts-interconnect.plandgn

INTERCONNECT NOTE

1. THE CONTRACTOR SHALL PULL THE PROPOSED FIBER OPTIC CABLE AND TRACER CABLE THROUGH THE EXISTING CONDUIT ON THE EAST SIDE OF IL. RTE. 59 BETWEEN EXISTING CONTROLLER CABINET AT APPLE VALLEY DRIVE AND PROPOSED CONTROLLER CABINET AT STEARNS ROAD.



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERCONNECT PLAN			
IL ROUTE 59 (SUTTON ROAD) - APPLE VALLEY DRIVE TO STEARNS ROAD			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	141
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

ECON 116



SCHEDULE OF QUANTITIES

ITEM CODE	DESCRIPTION	QUANTITY	UNIT
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	1	EACH
86400100	TRANSCEIVER-FIBER OPTIC	1	EACH
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	1499	FOOT
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	1284	FOOT
X0324599	ROD AND CLEAN EXISTING CONDUIT	854	FOOT
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	1499	FOOT
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	1	EACH

FILE NAME = F:\02-219-001-Boxer and Woodman-1001-PTB-170-3-Various Phase-11\Design\CADD\WOOD - 10-Signals\CADD_Sheets\012345-sht-ts-interconnectschematic.dgn



USER NAME = SJohnson	DESIGNED - BA	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - SVJ	REVISED -
PLOT DATE = 12/2/2016	CHECKED - ARM	REVISED -
	DATE - 12/7/2016	REVISED -

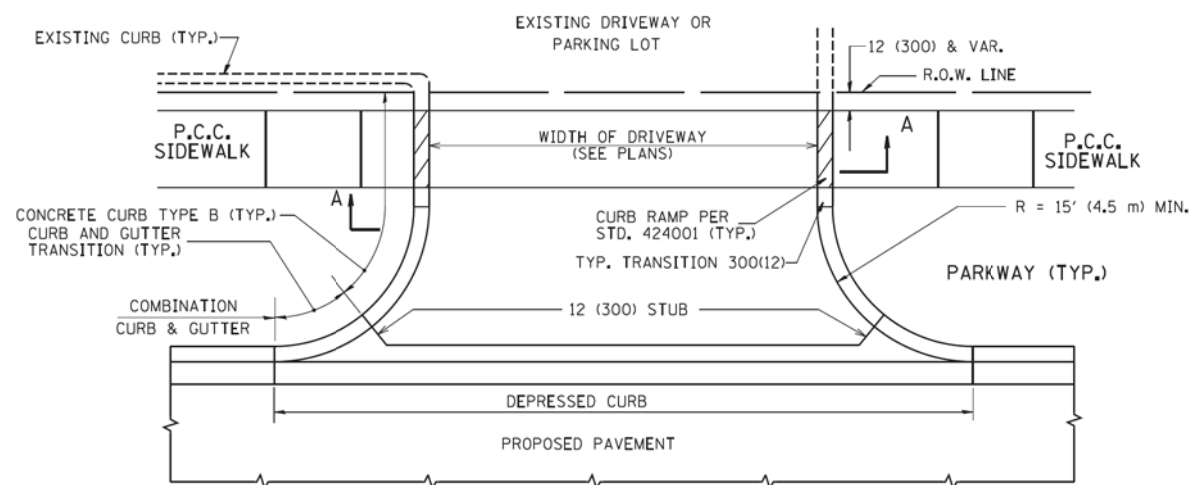
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT SCHEMATIC
IL ROUTE 59 (SUTTON ROAD) - ARMY TRAIL ROAD TO STEARNS ROAD**

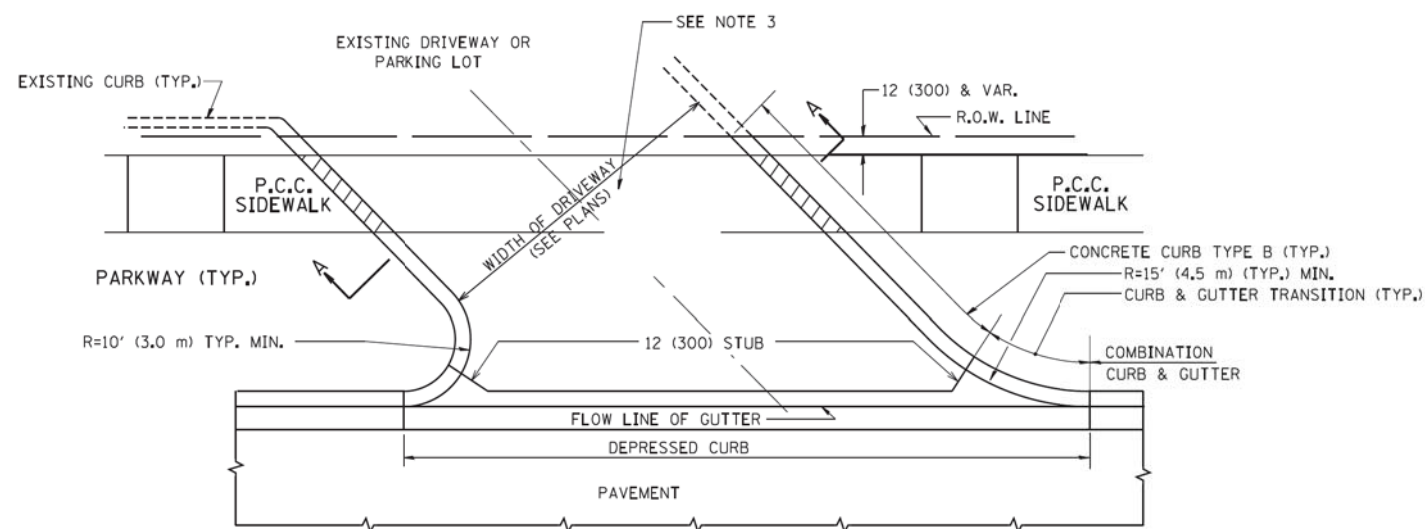
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 338	SECTION (110R-1)N	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 142
CONTRACT NO. 62A99				
ILLINOIS FED. AID PROJECT				

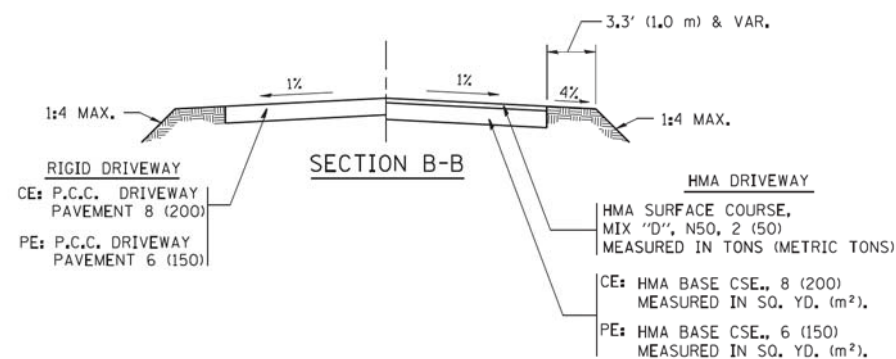
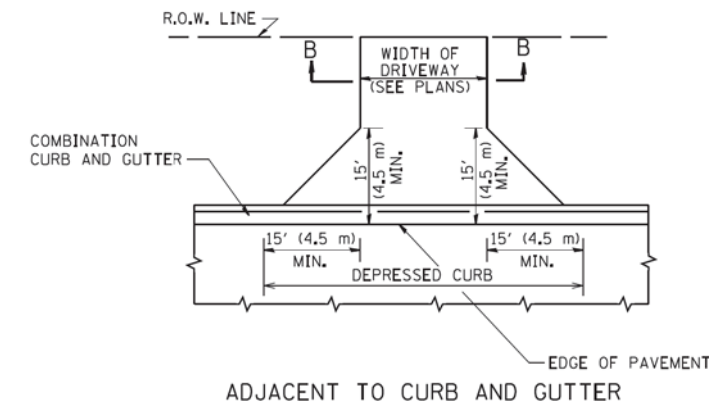
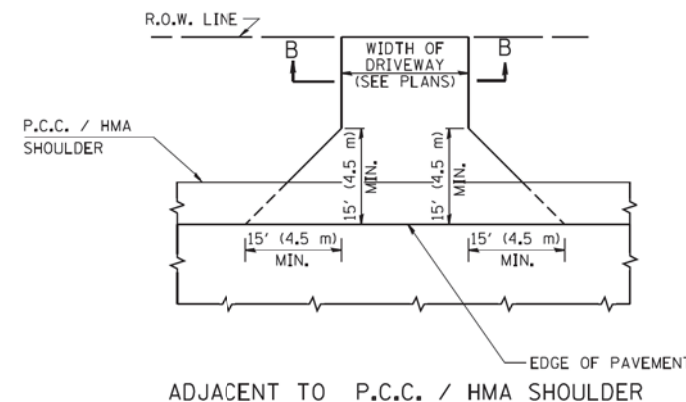
ECON 116



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

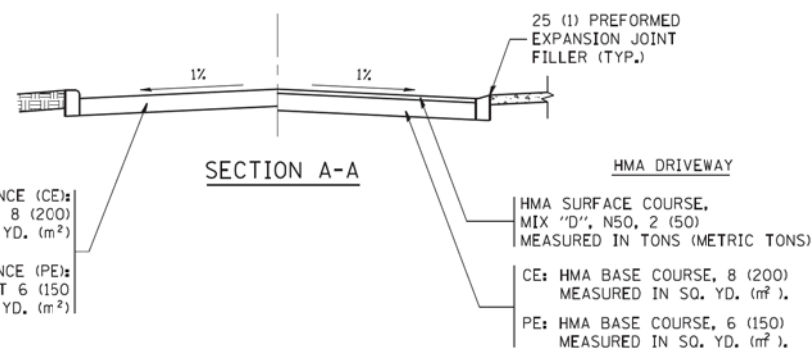
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.



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 2/16/2016
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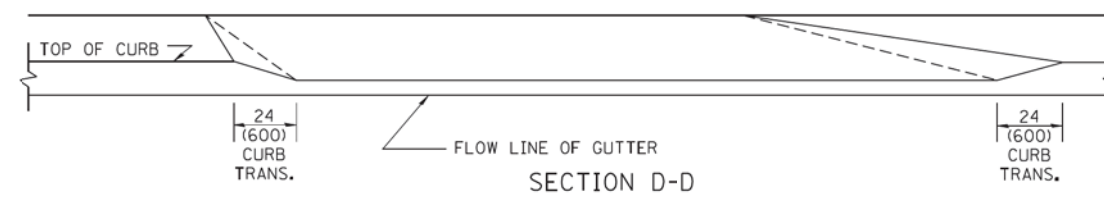
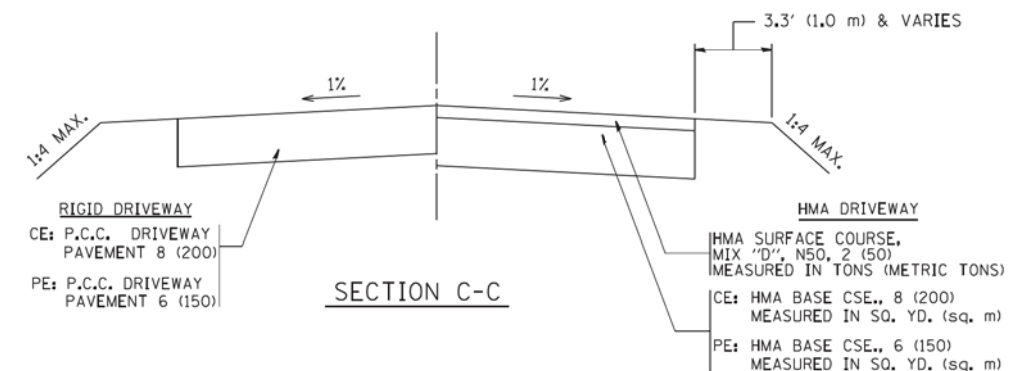
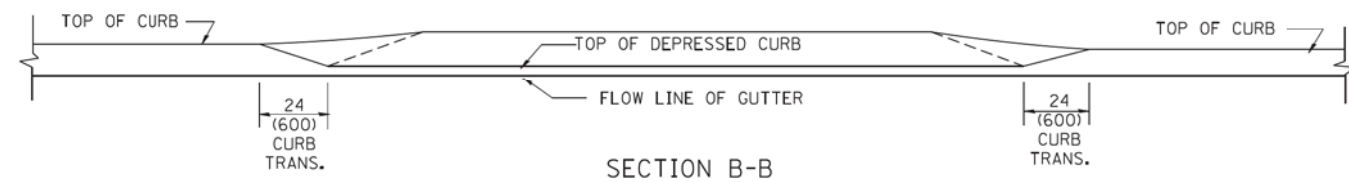
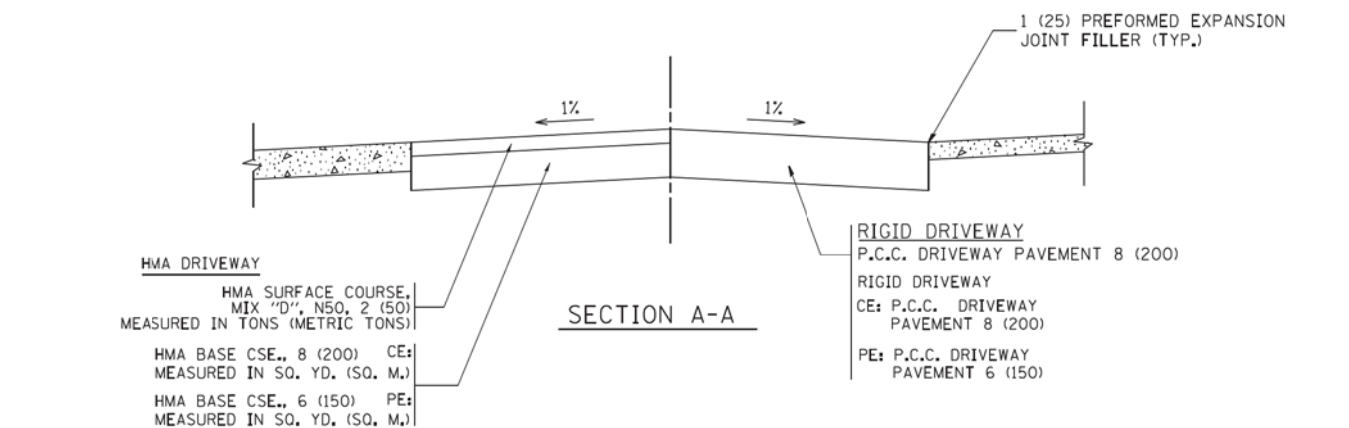
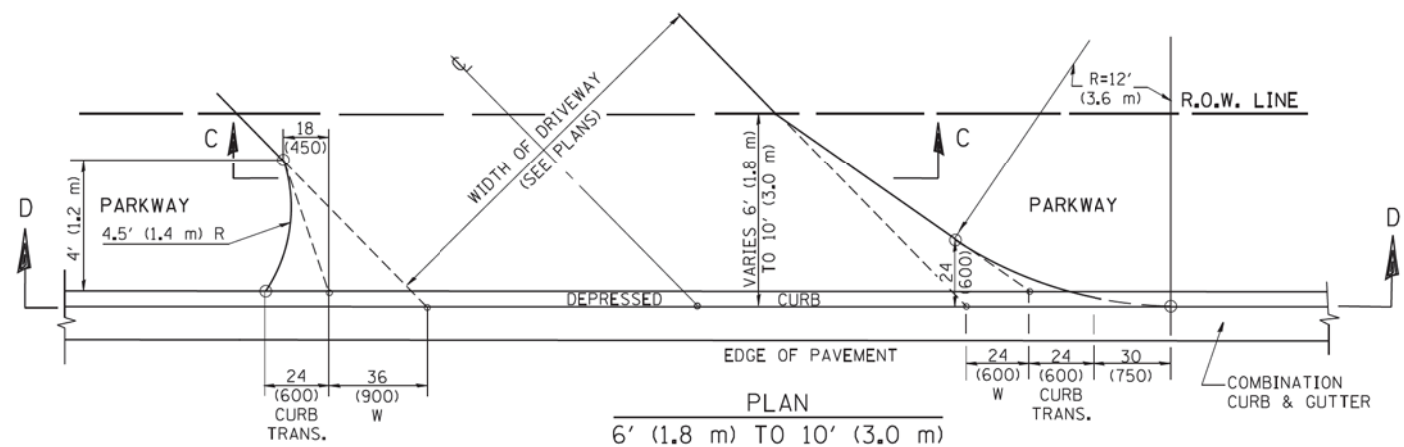
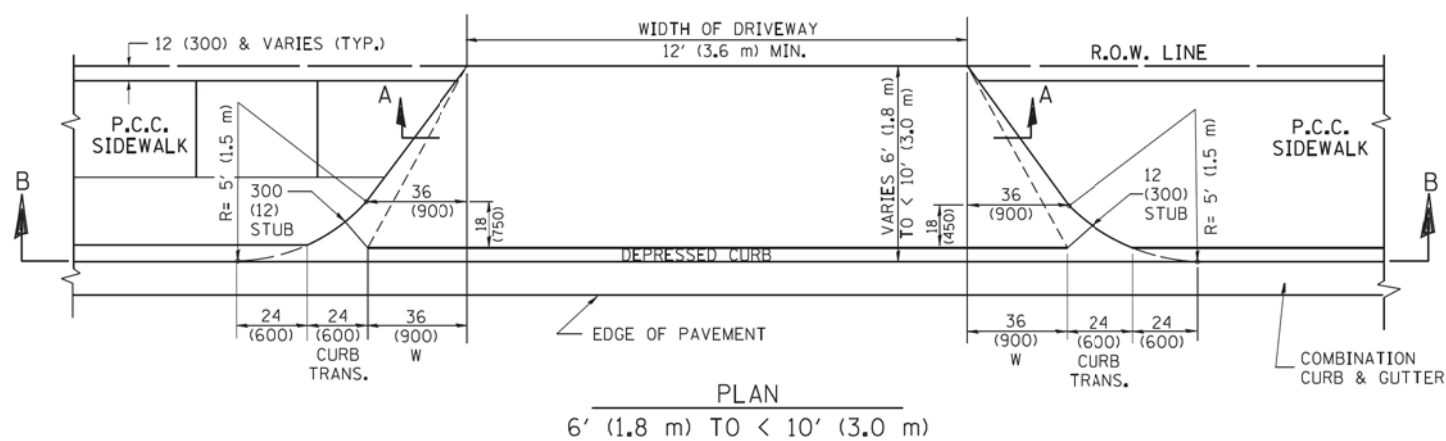
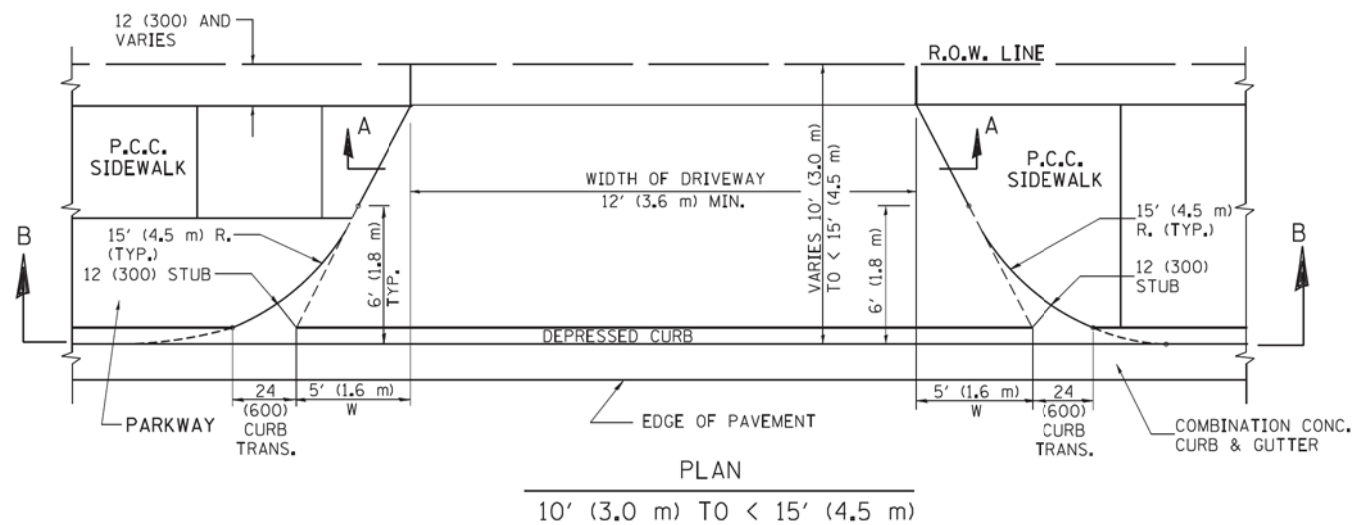
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PLOT SCALE = 50.0000' / 1in.		CHECKED -	REVISED - R. BORO 06-11-08
PLOT DATE = 9/6/2011		DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	143
BD0156-07 (BD-01)			CONTRACT NO. 62A99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

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

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

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

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

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

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

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

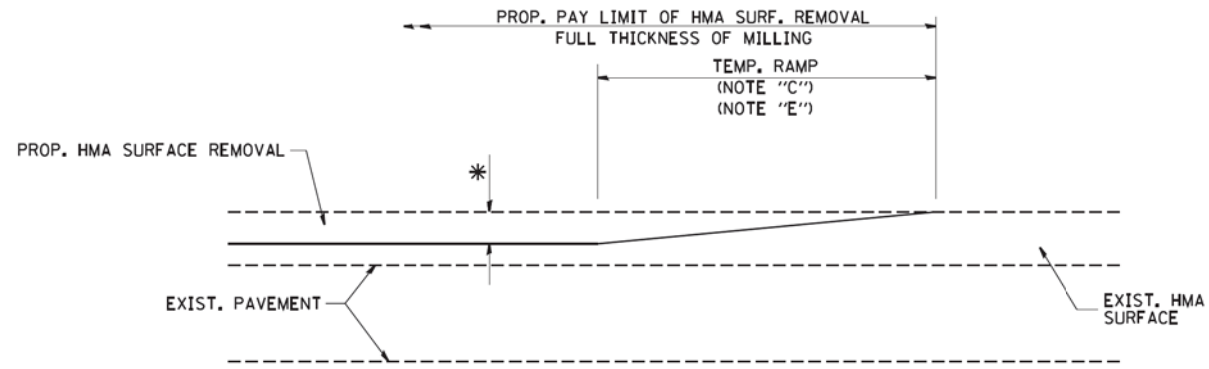
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		CHECKED -	REVISED - R. BORO 01-01-07
		DATE - 11-06-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

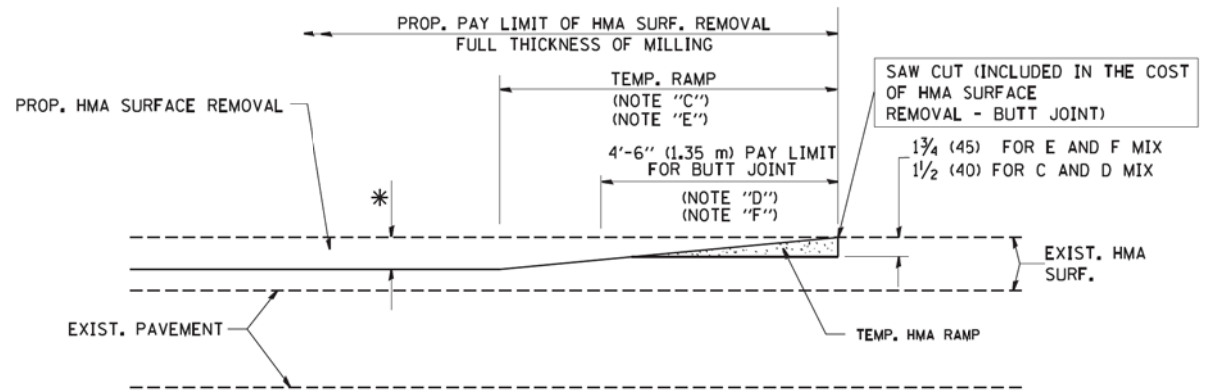
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	144
BD400-02 (BD-02)			CONTRACT NO. 62A99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



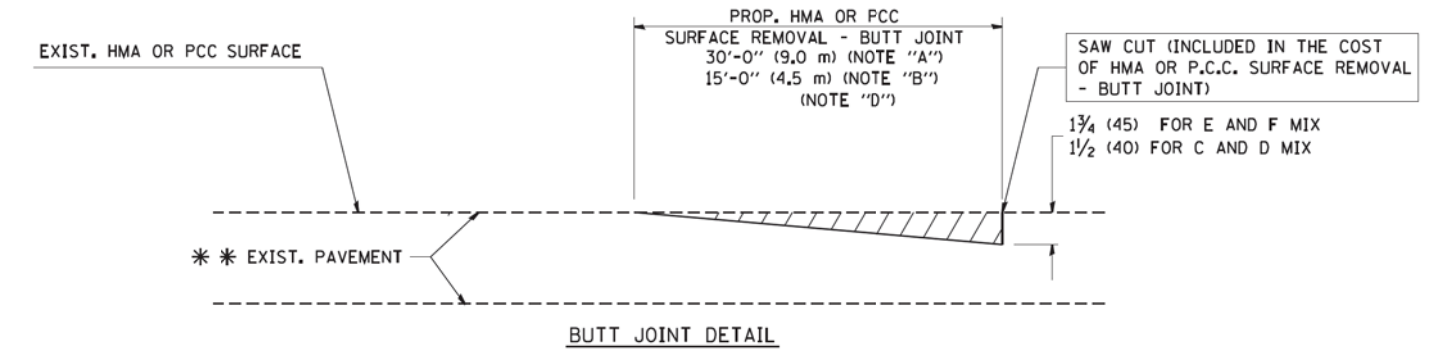
MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

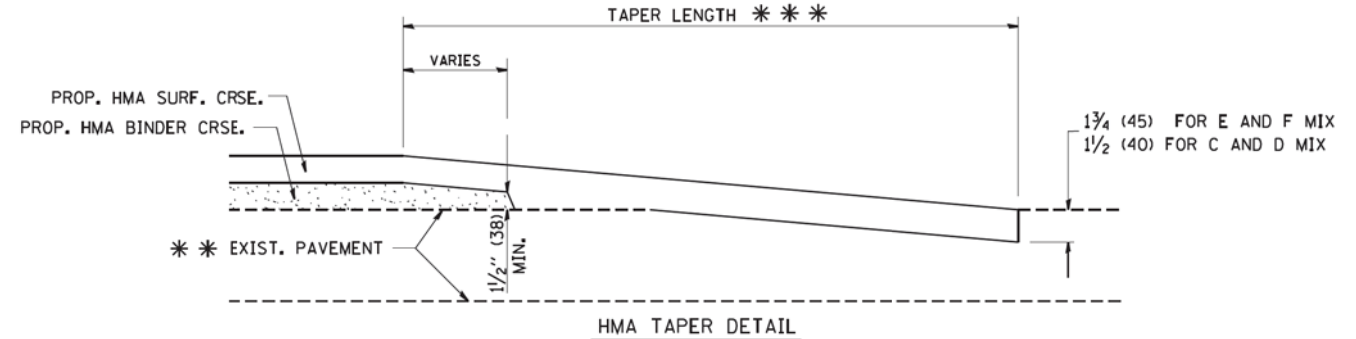


HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2
TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

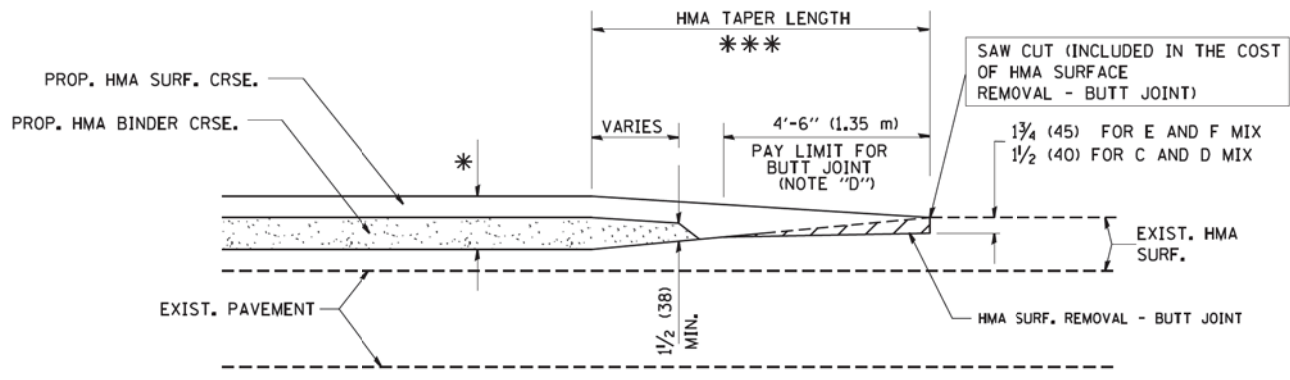
NOTES

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

BASIS OF PAYMENT:

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

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



BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

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 FILE NO. 184-03042-01
 DATE 02/16/2016
 PROJECT: STEARNS ROAD, CADD DRAWINGS SHEETS\401835HT-1010-DI-DETAILS - BD.dgn
 USER: geglano

FILE NAME =	USER NAME = geglano	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
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	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	146
BD400-05 BD32			CONTRACT NO. 62A99	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FABRICATION GENERAL NOTES

MATERIALS:

1. EPOXY COATED DOWEL BARS USED SHALL COMPLY WITH ASTM A 615 GRADE 60.
2. ALL EMBEDDED LIFTING HARDWARE USED SHALL BE GALVANIZED.
 - A. FOR LIFTING INSERTS, INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATION INCLUDING MINIMUM EDGE DISTANCE AND SPACING REQUIREMENTS. UNLESS THE CONTRACTOR AND FABRICATOR WILL BE USING A LIFTING BEAM OR ROLLING SHEAVE TO ENSURE THAT EACH OF THE FOUR INSERTS WILL SHARE THE LOAD EQUALLY, TWO OF THE FOUR INSERTS MUST BE CAPABLE OF CARRYING THE TOTAL LOAD WITH A 4:1 SAFETY FACTOR WHILE ADJUSTING FOR THE ANGLE OF THE CABLES AND THE STRENGTH OF THE CONCRETE OVER TIME. THE INSERT SHOULD BE RECESSED A MINIMUM OF 1/2" UNLESS THE SLAB IS TO BE OVERLAID IMMEDIATELY AFTER PLACEMENT. THE INSERT SHALL LEAVE A MAXIMUM 1/4" DIAMETER THREADED HOLE TO BE GROUTED AFTER SLAB INSTALLATION. IF THE INSERT IS INSTALLED WITH A FULL SLAB PENETRATION, THE LIFTING INSERT CAN BE USED AS A BEDDING GROUT PORT AT THE CONTRACTOR'S DISCRETION.
 - B. FOR LIFTING PLATES, INSTALLATION MUST BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND HAVE A STANDARD 5:1 SAFETY FACTOR FOR LIFTING HARDWARE. UNLESS A LIFTING BEAM IS USED TO SPACE THE FOUR PICK POINTS DIRECTLY ABOVE THE INSERTS, THE LIFTING HARDWARE MUST BE RATED FOR USE WITH CABLES AT AN ANGLE AND TWO OF THE FOUR DEVICES MUST BE CAPABLE OF LIFTING THE FULL LOAD AS WITH THE INSERTS REFERENCED IN THE PREVIOUS NOTE.
3. REINFORCEMENT USED SHALL BE EPOXY COATED, IN ACCORDANCE WITH ASTM A706 GRADE 60 AND IN COMPLIANCE WITH ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.
4. CONCRETE COVER OVER REINFORCEMENT TO BE MAINTAINED USING WIRE OR THERMOPLASTIC CHAIRS OR SPACERS OR AN APPROVED EQUIVALENT.
5. CONCRETE USED SHALL MEET THE FOLLOWING REQUIREMENTS:
 - A. CONCRETE USED SHALL BE CLASS PC (f'c = 4,500 PSI @ 28 DAYS) IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.
 - B. MINIMUM STRIPPING STRENGTH OF CONCRETE SHALL BE 3,000 PSI.
 - C. CONCRETE MIX DESIGN TO BE SUBMITTED AND APPROVED PRIOR TO FABRICATION.
 - D. CURING OF CONCRETE SLABS TO BE IN ACCORDANCE WITH THE SPECIFIED METHODS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS. THE CURING PROCEDURE TO BE USED SHALL BE SUBMITTED AND APPROVED PRIOR TO FABRICATION.

SLAB DESIGN:

6. FOR STANDARD SLABS:
 - A. USE SLAB DIMENSIONS SHOWN ON THE DISTRICT STANDARD DRAWINGS FOR DESIGN SLAB THICKNESS, WIDTH, AND LENGTH. ACTUAL WIDTH TO BE MODIFIED WITH ON-SITE SAW CUTS TO FIT THE OPENING.
 - B. USE TWO LAYERS OF REINFORCEMENT WITH A MINIMUM STEEL AREA RATIO OF 0.2%.
 - C. SIZE ANY PREFORMED SLOTS THAT ARE DESIGNED FOR CONSECUTIVE STANDARD SLABS CONSISTENT WITH THE THICKNESS OF THE SLAB SUCH THAT THE BOTTOM OF THE OPENING IS AT LEAST 2 1/2" (±1/4") WIDE AND AT LEAST 1/2" OF GROUT COVER IS PROVIDED UNDER THE DOWEL.
7. FOR CUSTOM SLABS:
 - A. USE SLAB DIMENSIONS SHOWN ON THE DISTRICT STANDARD DRAWINGS FOR DESIGN SLAB THICKNESS, LENGTHS AND WIDTHS OF EACH CUSTOM SLAB SHALL BE ACCURATE DIMENSIONS BASED ON FIELD SURVEY DATA COLLECTED BY THE CONTRACTOR TO DEVELOP WORKING DRAWINGS FOR THE SLAB. MINIMUM AND MAXIMUM DIMENSIONS FOR LENGTHS AND WIDTHS ARE NOTED ON THE STANDARD DRAWINGS.
 - B. FOR ANY CUSTOM SLAB FABRICATED TO REPLACE EXISTING WARPED PAVEMENT AT AN ISOLATED LOCATION, THE CUSTOM SLAB SHALL BE FABRICATED ON A SINGLE PLANE. THE SLAB THICKNESS OR BEDDING MATERIAL SHALL BE ADJUSTED TO ALLOW FOR THE ELEVATION OF ALL FOUR (4) CORNERS OF THE CUSTOM SLAB TO BE FLUSH OR HIGHER THAN THE EXISTING OR ADJOINING PAVEMENT WHEN INSTALLED. THE SURFACE OF ALL CUSTOM SLABS REPLACING WARPED PAVEMENT SHALL RECEIVE A COMPLETE PROFILE DIAMOND GRIND AFTER INSTALLATION AND GROUTING TO PROVIDE A SMOOTH SURFACE AND LEAVE ALL EDGES FLUSH WITH THE ADJOINING PAVEMENTS. THE PROFILE GRINDING OPERATION FOR CUSTOM SLABS REPLACING ANY WARPED PAVEMENTS, ON CURVED RAMPS OR SUPERELEVATED MAINLINE SECTIONS, SHALL BE IN ACCORDANCE WITH CONTRACT SPECIAL PROVISIONS FOR PROFILE DIAMOND GRINDING PRECAST CONCRETE PAVEMENT SLABS AND PAID FOR SEPARATELY. FOR CONSECUTIVELY PLACED CUSTOM SLABS FABRICATED TO REPLACE EXISTING WARPED PAVEMENT, FULL SURVEYS FOR X, Y, AND Z DIMENSIONS SHALL BE TAKEN BY THE CONTRACTOR BEFORE FABRICATION IN ORDER TO MATCH EXISTING GRADES AT ALL CORNERS DURING INSTALLATION.
 - C. FOR ALL CUSTOM SLABS WITH WIDE OPEN SLOTS, THE DOWEL BARS SHALL BE FULLY RETROFITTED INTO ADJACENT PAVEMENT SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALLATION.
 - D. FOR ALL CUSTOM SLABS WITH NARROW ELONGATED PREFORMED DOWEL SLOTS, THE DOWEL BARS SHALL BE SLID INTO PREDRILLED HOLES IN THE ADJACENT PAVEMENT SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALLATION.
8. ALL FABRICATED SLABS:
 - A. THE MAXIMUM ALLOWABLE JOINT WIDTH CAN NOT BE LESS THAN THE TOTAL OF THE ALLOWABLE SLAB FABRICATION TOLERANCES.
 - B. BEDDING GROUT PORT HOLES SHALL BE LOCATED ON TRANSVERSE LINES ACROSS THE SLAB THAT ARE PARALLEL WITH EXISTING TRANSVERSE JOINTS. EACH PORT HOLE SHALL BE EVENLY DISTRIBUTED ON EACH LINE. THE DISTANCE BETWEEN BEDDING GROUT PORT HOLES SHALL NOT EXCEED 4'-0", WITH THE PORT HOLES AT THE END OF THE TRANSVERSE LINES TO BE NO LESS THAN 1'-8" AND NO MORE THAN 3'-0" OFF A LONGITUDINAL JOINT. THE TRANSVERSE LINES FOR PORT HOLES SHALL BE NO MORE THAN 4'-0" APART, AND NO LESS THAN 1'-8" AND NO MORE THAN 2'-6" OFF OF A TRANSVERSE JOINT.
 - C. RECESS LIFTING DEVICES 1" MINIMUM BELOW THE SURFACE OF THE SLAB TO ALLOW FOR A MINIMUM GROUT COVER OF 1" ON SLABS THAT WILL NOT BE OVERLAID.

8. ALL FABRICATED SLABS:

- A. THE MAXIMUM ALLOWABLE JOINT WIDTH CAN NOT BE LESS THAN THE TOTAL OF THE ALLOWABLE SLAB FABRICATION TOLERANCES.
- B. BEDDING GROUT PORT HOLES SHALL BE LOCATED ON TRANSVERSE LINES ACROSS THE SLAB THAT ARE PARALLEL WITH EXISTING TRANSVERSE JOINTS. EACH PORT HOLE SHALL BE EVENLY DISTRIBUTED ON EACH LINE. THE DISTANCE BETWEEN BEDDING GROUT PORT HOLES SHALL NOT EXCEED 4'-0", WITH THE PORT HOLES AT THE END OF THE TRANSVERSE LINES TO BE NO LESS THAN 1'-8" AND NO MORE THAN 3'-0" OFF A LONGITUDINAL JOINT. THE TRANSVERSE LINES FOR PORT HOLES SHALL BE NO MORE THAN 4'-0" APART, AND NO LESS THAN 1'-8" AND NO MORE THAN 2'-6" OFF OF A TRANSVERSE JOINT.
- C. RECESS LIFTING DEVICES 1" MINIMUM BELOW THE SURFACE OF THE SLAB TO ALLOW FOR A MINIMUM GROUT COVER OF 1" ON SLABS THAT WILL NOT BE OVERLAID.

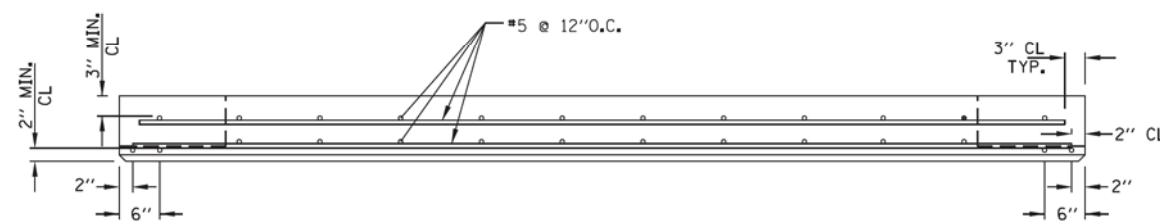
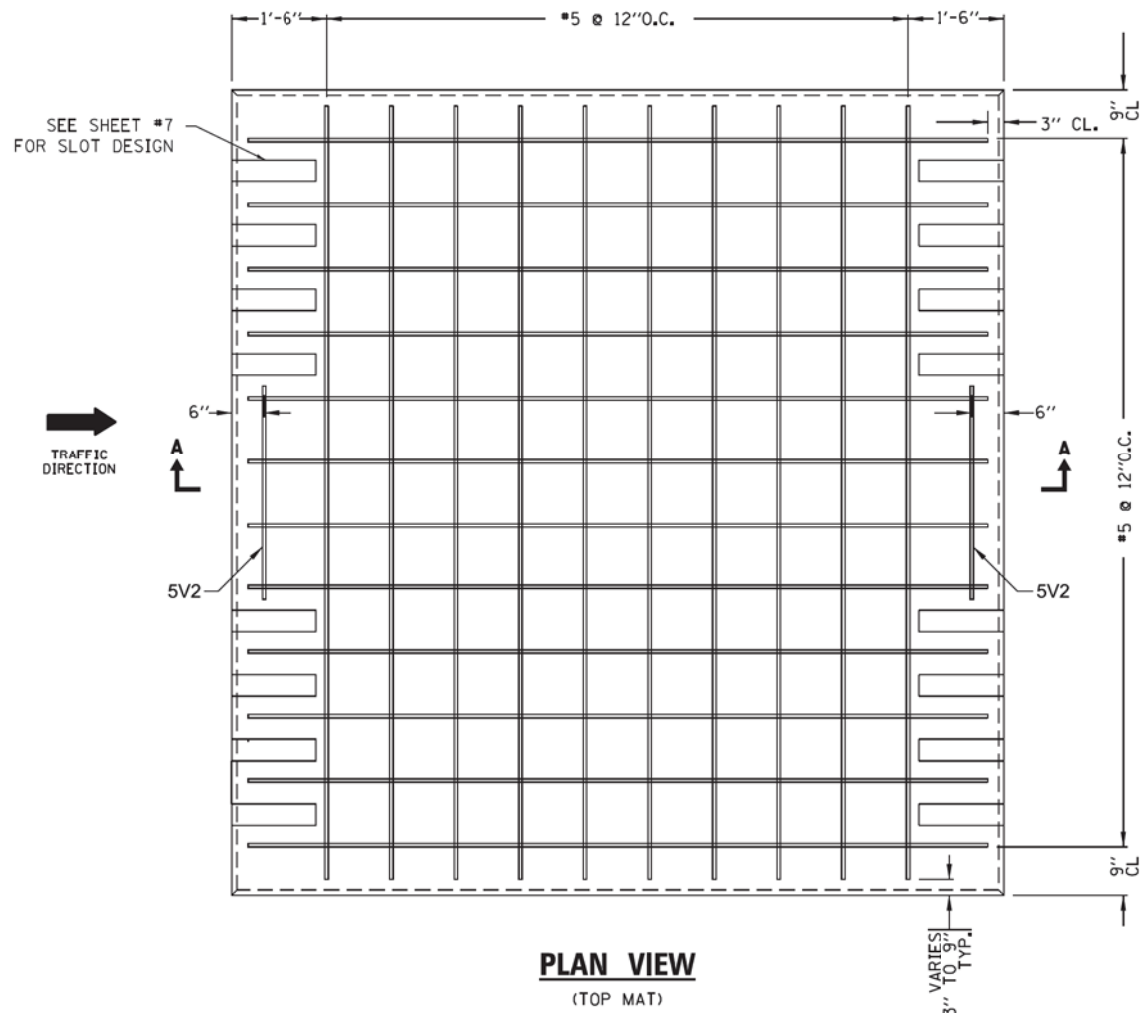
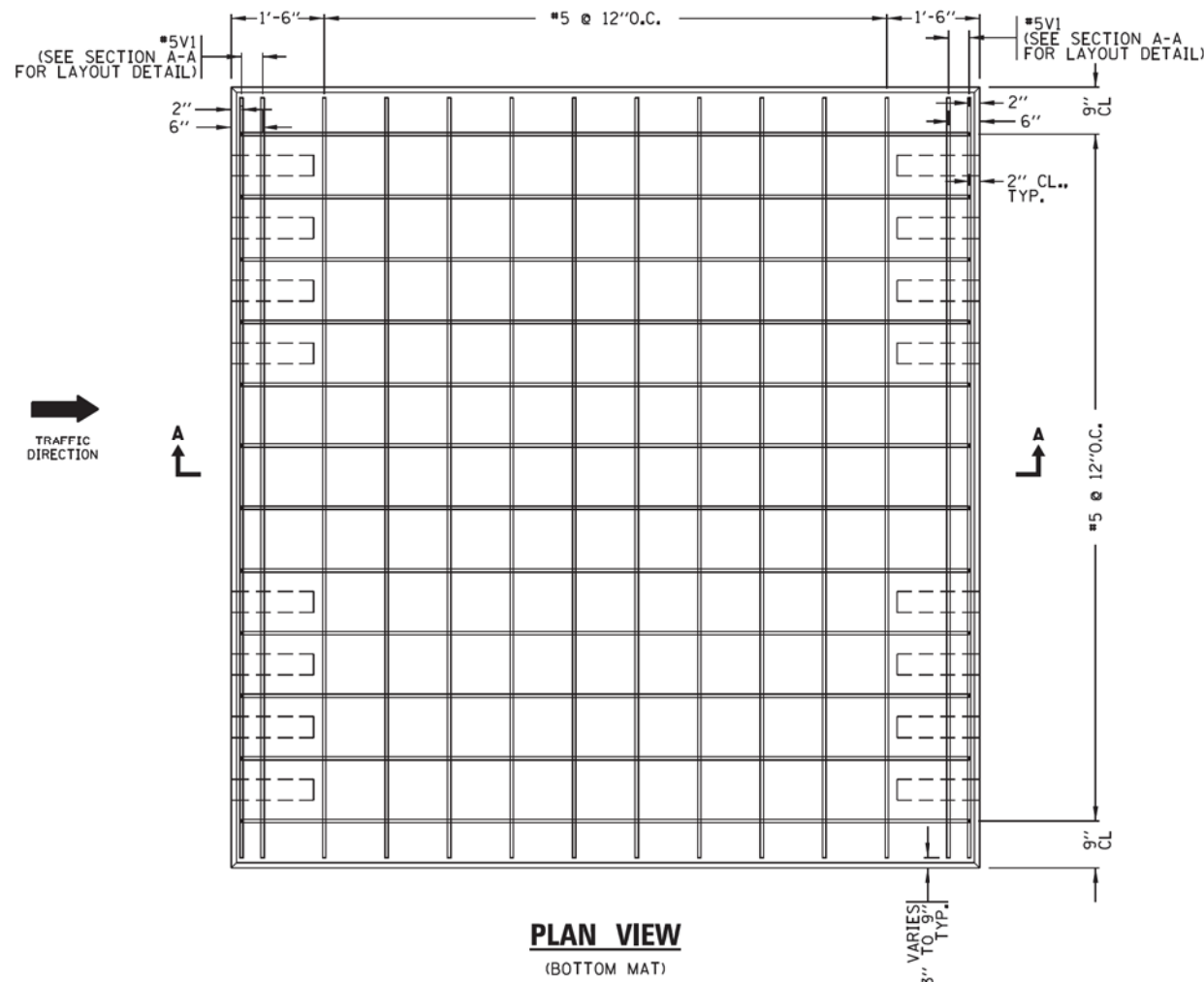
FABRICATION:

9. PREPARE WORKING DRAWINGS THAT SHALL INCLUDE THE FOLLOWING INFORMATION:
 - A. SLAB LAYOUT DRAWING FOR TYPICAL STANDARD SLABS AND FOR EACH CUSTOM SLAB TO BE FABRICATED, WITH ACCURATE DIMENSIONS CITED.
 - B. REINFORCEMENT SIZES, SPACING, NUMBER OF MATS, AND METHOD OF MAINTAINING CONCRETE COVER.
 - C. SIZES AND LOCATIONS FOR EMBEDDED DOWELS, OF DOWEL BARS TO BE RETROFITTED AFTER PLACEMENT OF THE SLAB, AND OF PREFORMED SLOTS AT THE FEMALE END OF STANDARD SLABS FOR CONSECUTIVE PLACEMENT.
 - D. SIZE AND LOCATION OF GROUT PORTS, LIFTING ANCHORS, AND GROUT SEAL GASKETS.
 - E. COMPRESSIVE STRENGTH AND AIR CONTENT OF CONCRETE.
 - F. CONCRETE CURING METHOD TO BE USED.
 - G. MARKING LEGEND FOR EACH SLAB TO INDICATE PRECAST MANUFACTURER, AND DATE OF PRODUCTION; AND FOR EACH CUSTOM SLAB TO INCLUDE CONTRACT NUMBER AND MARK NUMBER OF THE SLAB.
 - H. WEIGHT OF EACH SLAB.
10. PERFORM A PRE-POUR INSPECTION OF THE FORMS TO CONFIRM THAT THEY ARE ASSEMBLED IN ACCORDANCE WITH THE FOLLOWING TOLERANCES:

LENGTH AND WIDTH	±1/8"
DIAGONALS	±3/16"
DOWEL VARIANCE FROM LEVEL, SQUARENESS TO EDGE OF SLAB, AND LOCATION.	±1/8"
EDGE SQUARENESS -1/8" IN 10" (IN RELATION TO TOP AND BOTTOM SURFACES).	
11. INCLUDE A 1 INCH CHAMFER ALONG ALL BOTTOM EDGES OF SLABS, AND A STONED EDGE TO ALL TOP EDGES OF THE SLAB.
12. THE EXPOSED SURFACES OF ALL PREFORMED SLOTS FOR DOWEL BARS SHALL BE SANDBLASTED.
13. ACCURATELY SCREED TOP OF SLAB TO MEET SURFACE AND THICKNESS TOLERANCES.
14. THE FINAL FINISH SHALL MATCH THE SURROUNDING PAVEMENT WITH EITHER AN ARTIFICIAL TURF DRAG FINISH TO TOP OF SLAB IN ACCORDANCE WITH ARTICLE 420.09(e)(2) OF THE STANDARD SPECIFICATIONS, OR A TINED FINISH IN ACCORDANCE WITH ARTICLE 420.09(e)(1) OF THE STANDARD SPECIFICATIONS.
15. AFTER REMOVAL OF FORMS AND ANY BLOCKOUTS, NO SPALLS OF THE FINISHED SURFACE WILL BE ALLOWED.

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FILE NAME =	USER NAME = footejm	DESIGNED - O. PATEL	REVISED - D.G. 6-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST CONCRETE PAVEMENT SLABS			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBID\INTEG\111084EBID\govt\PIWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 5\DRAWN\CADData\CADsheets\bd57.dgn			REVISED - D.G. 9-16					338	(110R-1)N	DUPAGE	186	147
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	PLOT DATE = 10/17/2016	DATE - 10-25-2013	REVISED -			SCALE: NONE	SHEET 1	OF 19 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



ALL BARS ARE TRIM TO FIT #5 BAR
SAW CUTS OFF LONGITUDINAL EDGES SHALL BE NO MORE THAN 6" OFF THE EDGES

STANDARD SLAB TYPICAL REINFORCEMENT DETAIL

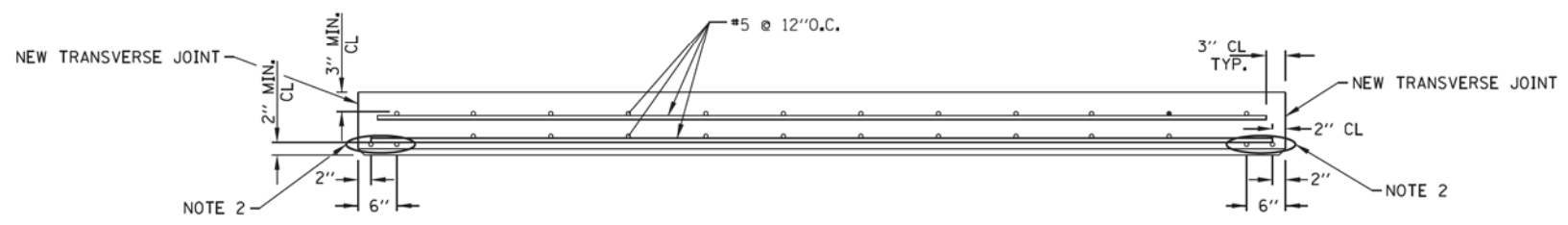
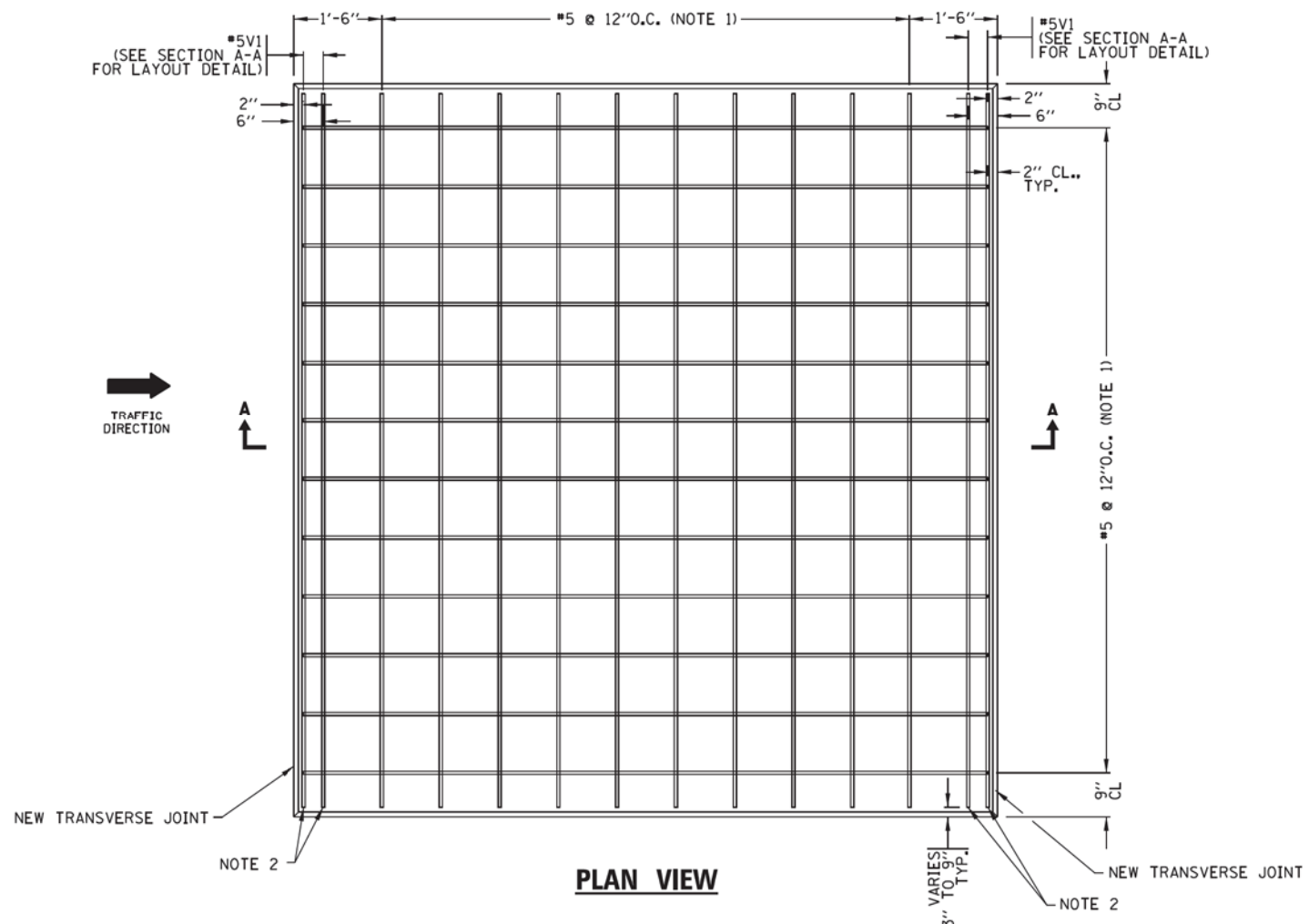
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		DATE - 10-25-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRECAST CONCRETE PAVEMENT SLABS			
SCALE: NONE	SHEET 2 OF 19 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	148
BD 57		CONTRACT NO. 62A99		
ILLINOIS FED. AID PROJECT				



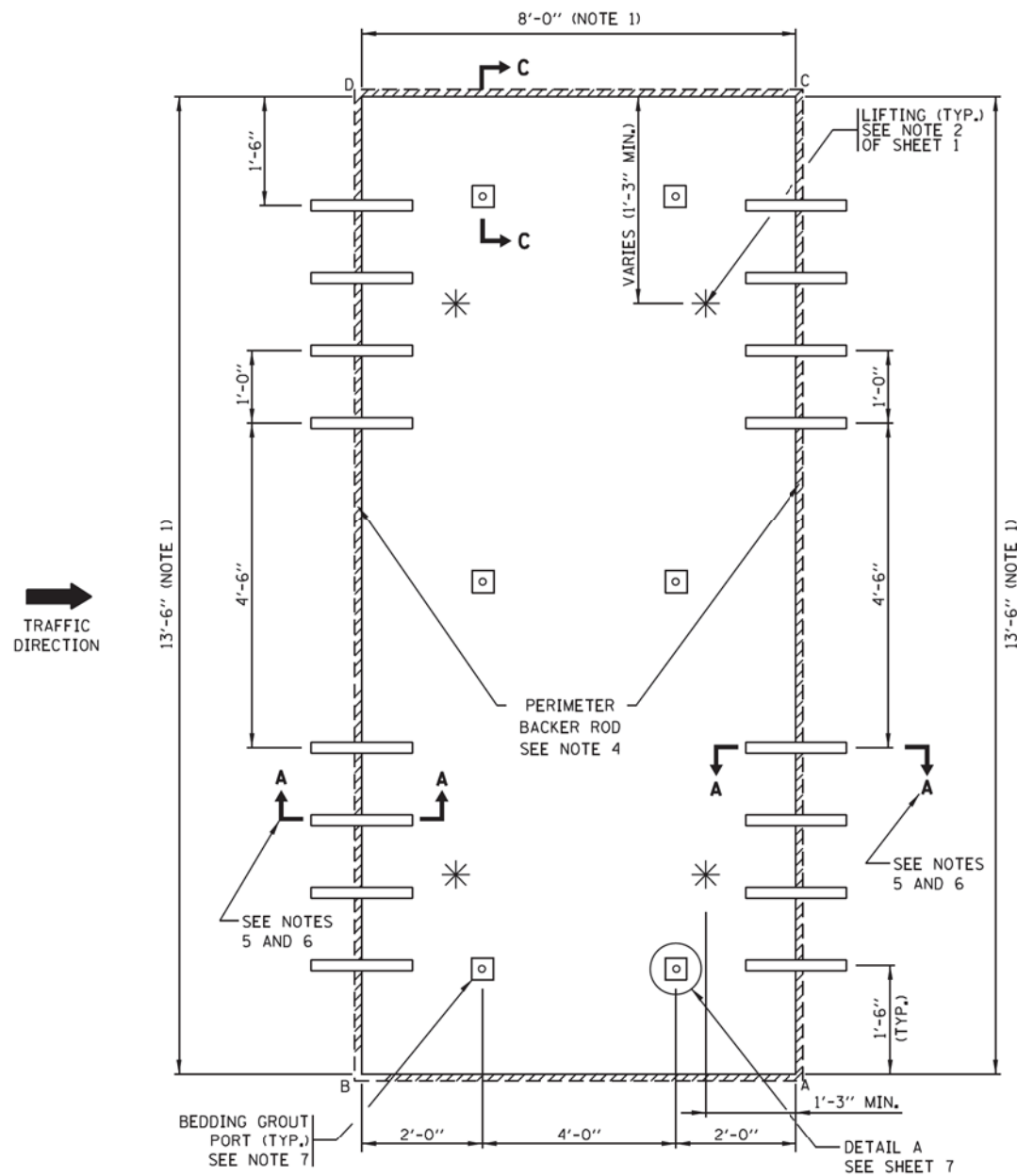
ALL BARS ARE TRIM TO FIT #5 BAR
 SAW CUTS OFF LONGITUDINAL EDGES SHALL BE NO MORE THAN 6" OFF THE EDGES

- NOTES:**
1. FOR ALL CUSTOM SLABS OF TRAPEZOID SHAPES, THIS REINFORCEMENT SHALL BE LAID OUT IN A PERPENDICULAR GRID PATTERN, NOT SKEWED.
 2. THIS REINFORCEMENT SHALL BE PARALLEL TO THE NEW TRANSVERSE JOINT.

CUSTOM SLAB TYPICAL REINFORCEMENT DETAIL

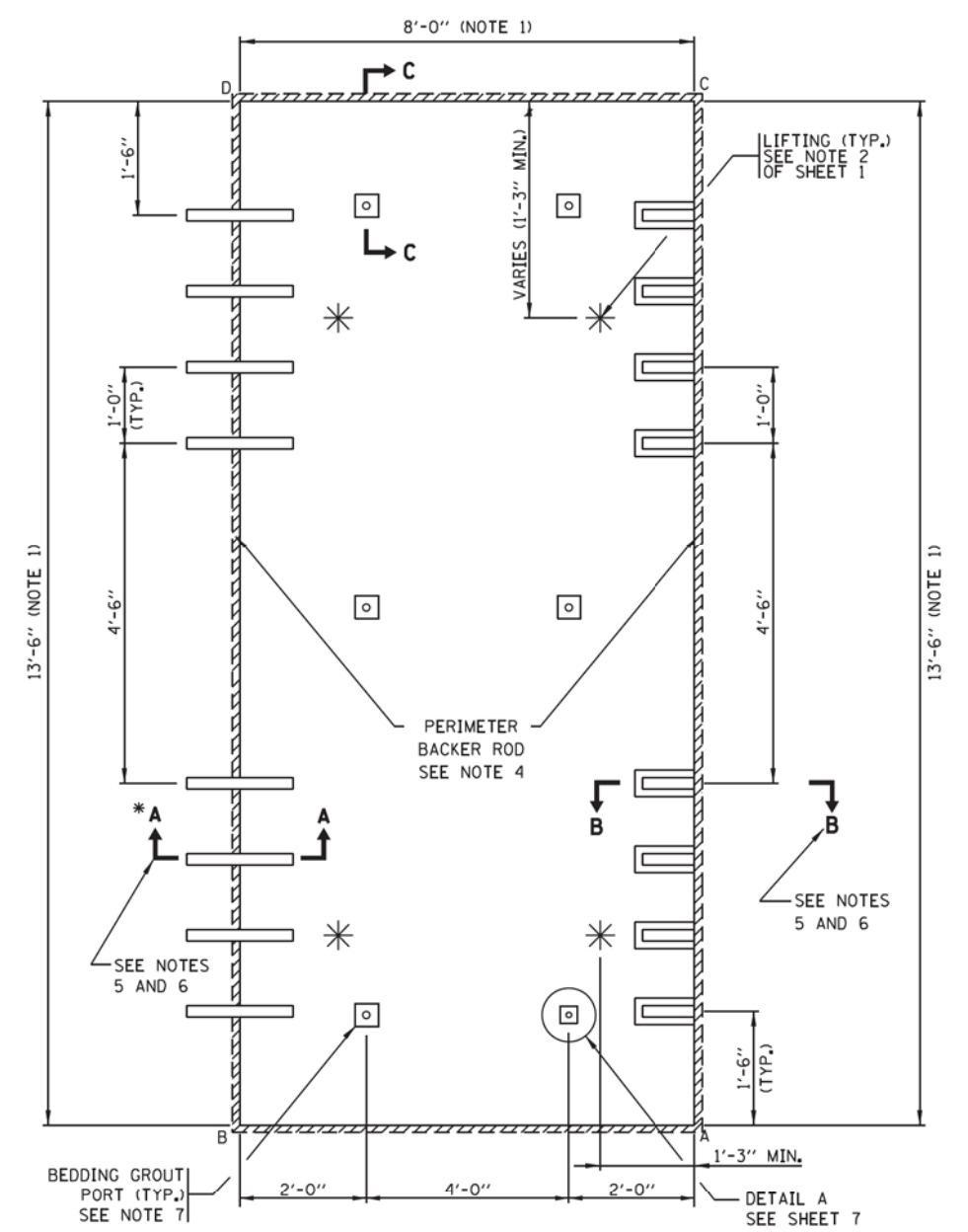
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	PLOT DATE = 9/20/2016	DATE - 10-25-2013	REVISION		SCALE: NONE	SHEET 3 OF 19 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				



STANDARD 13'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH EMBEDDED DOWELS FOR PRECUT WIDE MOUTH SLOTS IN ADJACENT PAVEMENT.

TRAFFIC DIRECTION



STANDARD 13'-6" WIDE PANEL LAYOUT FOR CONSECUTIVE PLACEMENT

* FOR INTERNAL CONSECUTIVE SLABS, PREFORMED SLOTS IN ACCORDANCE WITH SECTION B-B OF SHEET 5 MAY BE USED IN-PLACE OF EMBEDDED DOWELS OR OF FIELD RETROFITTED DOWEL BARS WITH SAWCUT SLOTS. ALL PREFORMED SLOTS MUST BE FILLED BEFORE BEING OPENED TO TRAFFIC.

NOTES:

1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS ± 1/8".
2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 13'-6" IN WIDTH AND GREATER THAN 12'-6" IN WIDTH, THE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. SLAB THICKNESS SHALL BE AS INDICATED IN THE PLANS.
4. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELLED WITH FLOWABLE FILL.
5. SEE SHEET 7 FOR SECTION DETAILS.
6. IT SHALL BE THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDDED DOWEL BARS OR PREFORMED SLOTS AS SHOWN ON THESE DRAWINGS WITH FULLY RETROFITTED DOWEL BARS FIELD INSTALLED IN ACCORDANCE WITH "DETAIL C" OF SHEET 13. THE CONTRACTOR SHALL USE AN APPROVED TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SPACING AND RETROFITTING OF THE DOWEL BARS IN ACCORDANCE WITH THESE DRAWINGS. DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NON-SKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
7. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.

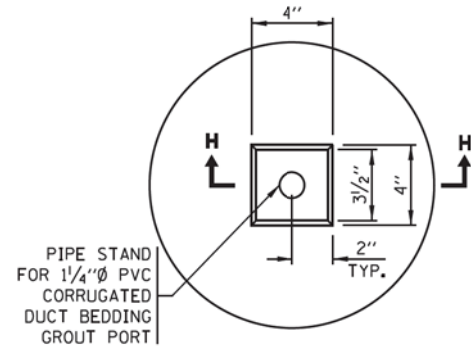
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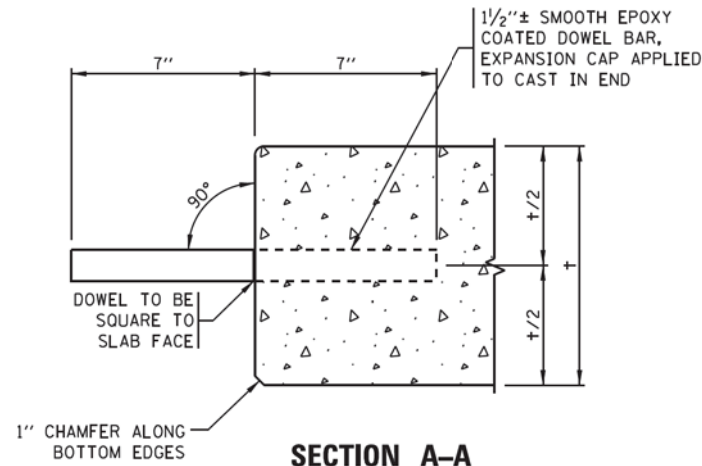
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PRECAST CONCRETE PAVEMENT SLABS	
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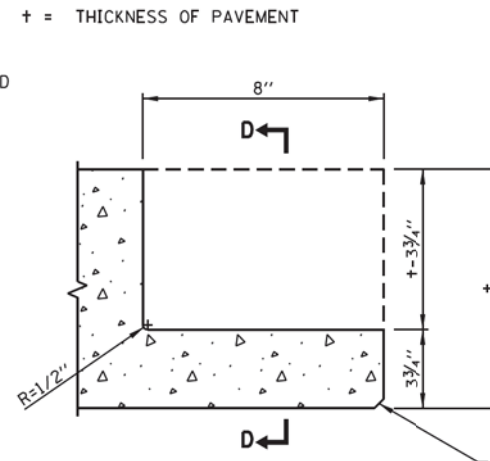
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BD 57		CONTRACT NO. 62A99		
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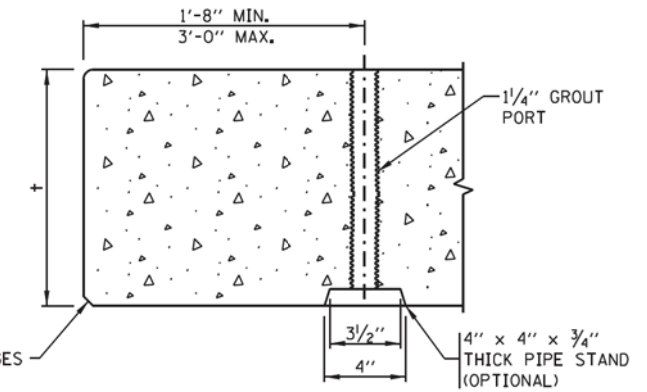
DETAIL A
GROUT PIPE STAND



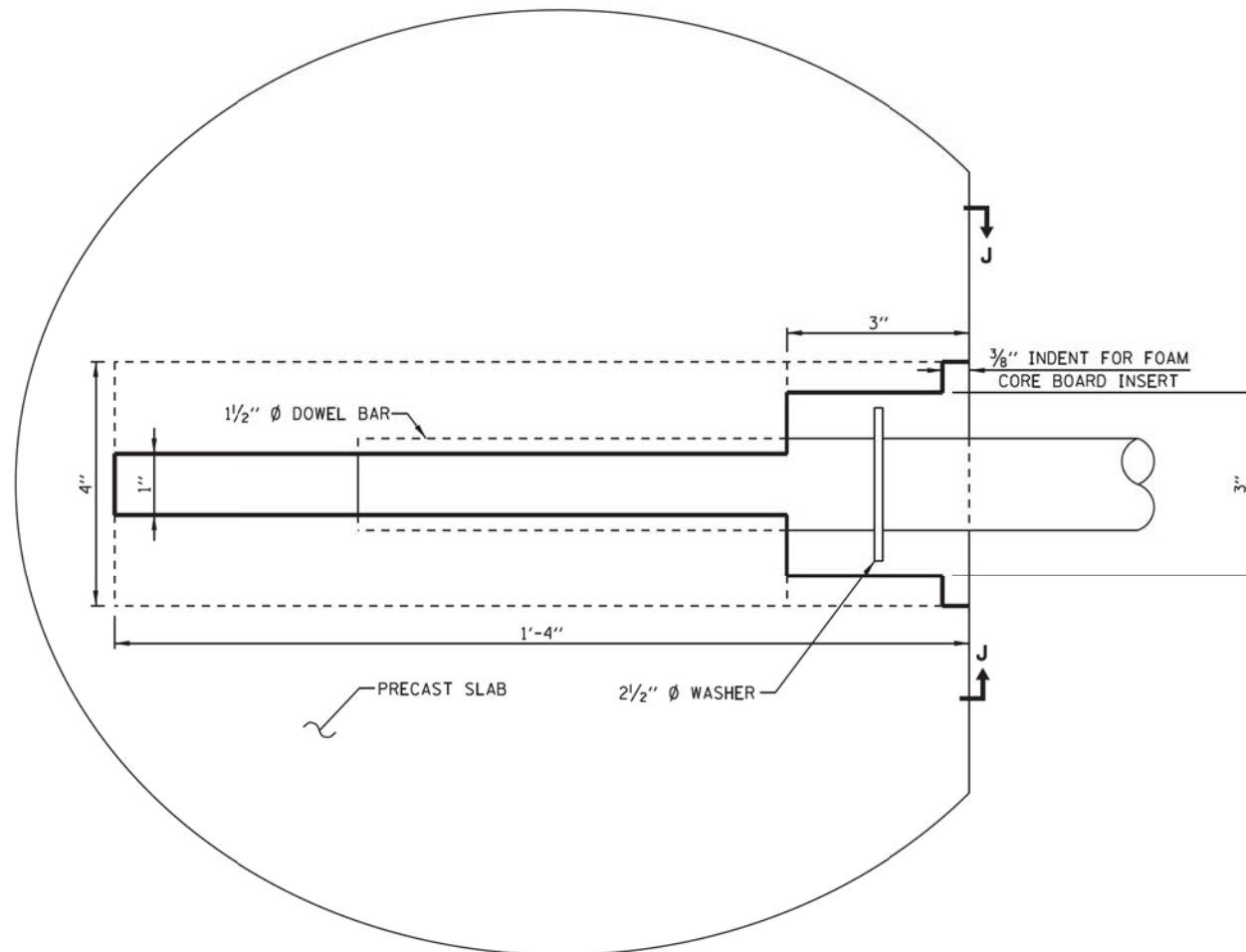
SECTION A-A
TRANSVERSE JOINT-DOWEL BAR (EMBEDDED INTO STANDARD PRECAST PAVEMENT SLAB FOR BOTH ISOLATED AND CONSECUTIVE PLACEMENT-TYP.)



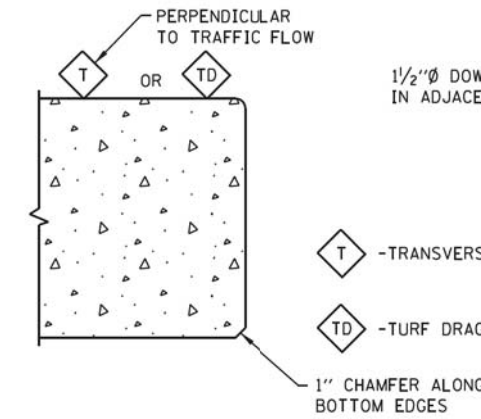
SECTION B-B
TRANSVERSE WIDE MOUTH OPEN SLOT DETAIL FOR CONSECUTIVE STANDARD SLABS



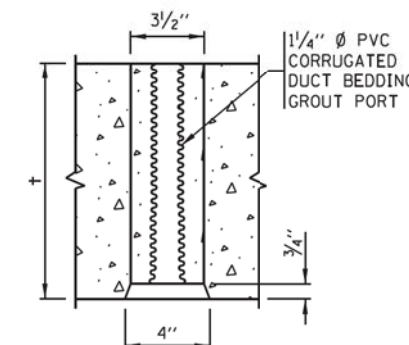
SECTION C-C
GROUT CHANNEL & PORT LOCATION



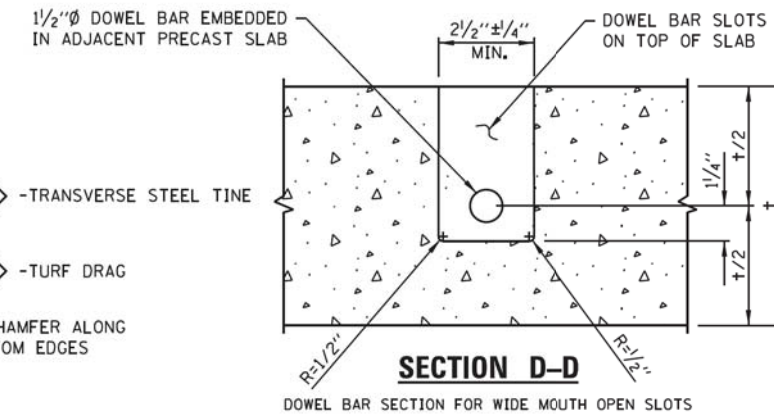
DETAIL B
TRANSVERSE NARROW MOUTH SLOT DETAIL FOR ISOLATED SLABS



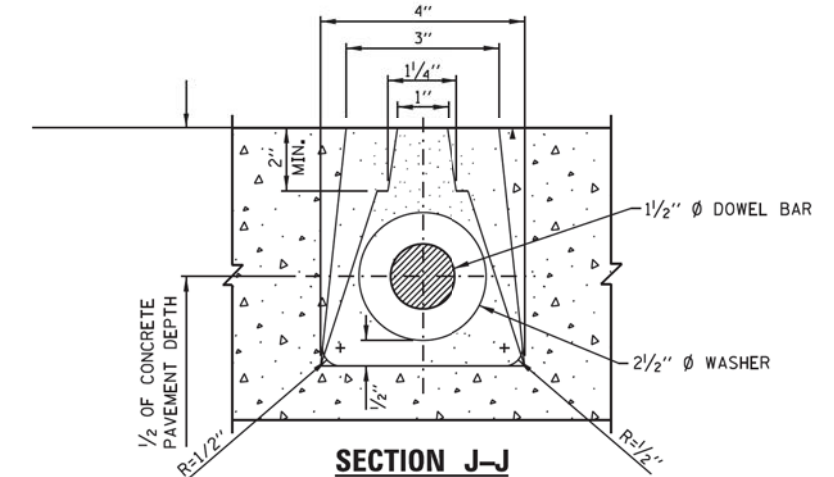
FINISH SCHEDULE



SECTION H-H
PIPE STAND ELEVATION



SECTION D-D
DOWEL BAR SECTION FOR WIDE MOUTH OPEN SLOTS



SECTION J-J
3" TAPER TO 4"x16" LONG DOWEL SLOT

FABRICATION DETAILS

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PRECAST CONCRETE PAVEMENT SLABS

SCALE: NONE SHEET 7 OF 19 SHEETS STA. TO STA.

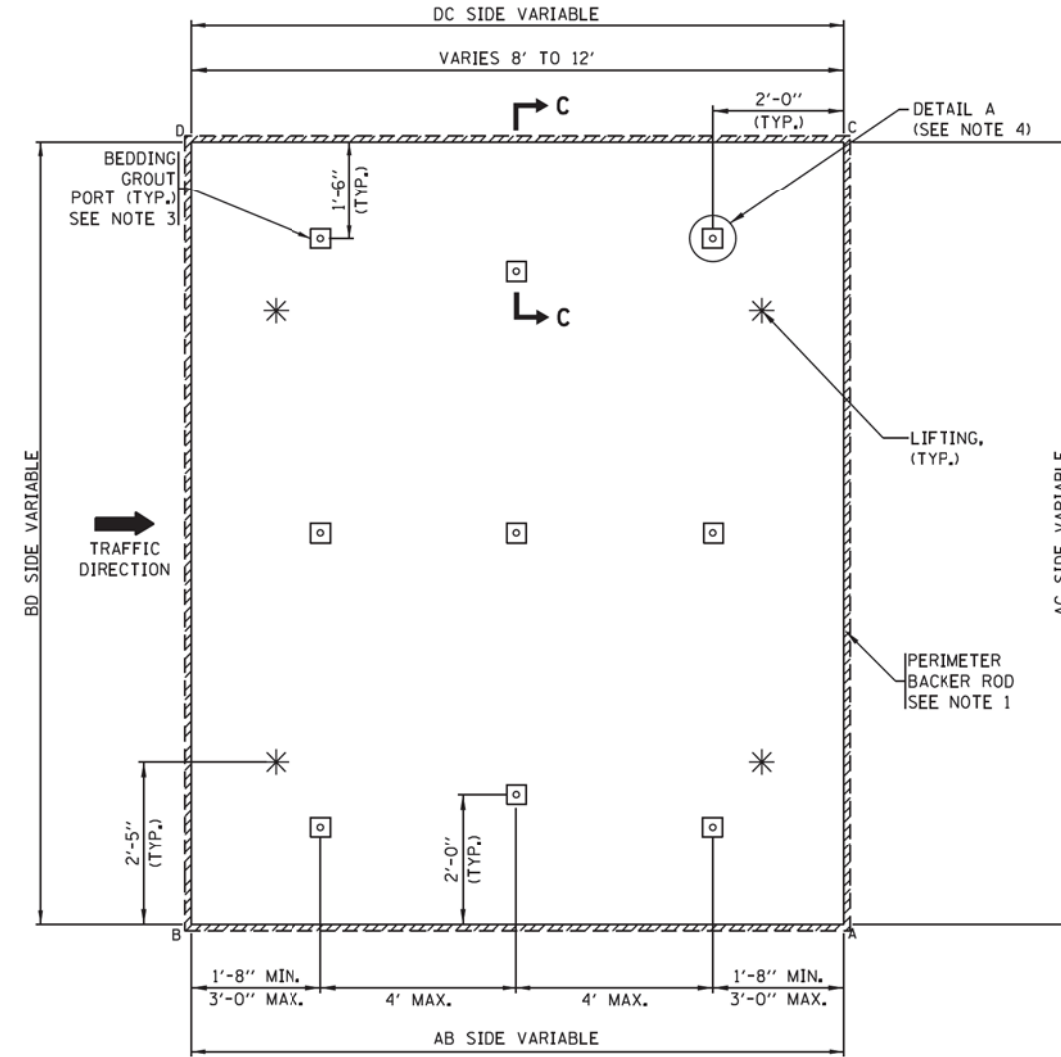
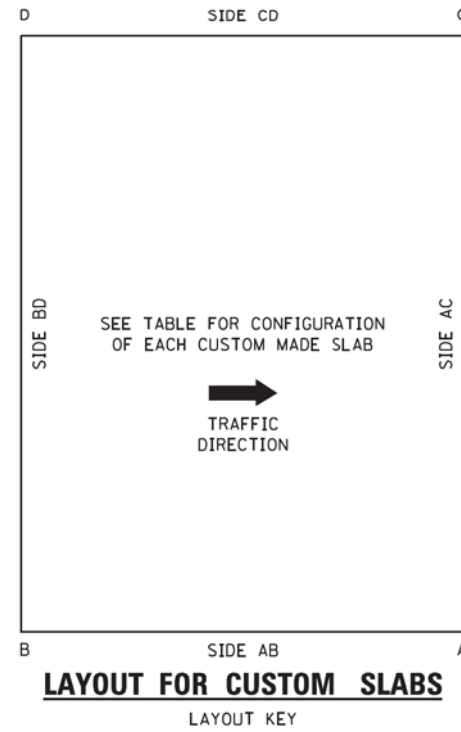
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	153
BD 57		CONTRACT NO. 62A99		
ILLINOIS FED. AID PROJECT				

FOR NON STANDARD SLABS, UPON COMPLETION BY THE CONTRACTOR A SLAB LAYOUT WILL BE ADDED WITH SLAB DIMENSIONS TO INCLUDE BUT NOT BE LIMITED TO THE TABLE SHOWN BELOW.

EXAMPLE	ROUTE	STATION NUMBER	MAINLINE LANE NO.	RAMP ID.	RAMP LANE NO.	MARK NO.	LANE TYPE	VARIABLES (FT.)				AB* SIDE	BD* SIDE	CD* SIDE	AC* SIDE	AREA (SQ. FT.)	VOLUME (CU. FT.)	WEIGHT (TONS)	DIAGONALS (FT.)	
								AB (FT.)	AC (FT.)	BD (FT.)	CD (FT.)								AD	BC

MAINLINE LANE NO.: LANE NO. 1 IS ADJACENT TO MEDIAN SHOULDER.
 RAMP LANE NO.: LANE NO. 1 IS ADJACENT TO INSIDE SHOULDER
 MARK NO.: EACH PANEL SHALL BE INDIVIDUALLY MARKED FOR CORRECT PLACEMENT.
 LANE TYPE: "OUT" IN THIS COLUMN INDICATES OUTSIDE LANE.
 "MID" IN THIS COLUMN INDICATES MIDDLE LANE.
 "IN" IN THIS COLUMN INDICATES INSIDE LANE

***LEGEND**
 DB= DOWEL BAR EMBEDDED
 DS= DOWEL SLOT
 ST= SLOT OR HOLE FOR STITCHED TIE BAR
 RD= FIELD RETROFITTED DOWEL BARS



NOTES:

1. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELLED WITH A FLOWABLE FILL.
2. EITHER SINGLE DIAMOND BLADED SAWS OR DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE THE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSKewed) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
3. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.
4. SEE SHEET 7 FOR SECTION DETAILS.

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PRECAST CONCRETE PAVEMENT SLABS			
SCALE: NONE	SHEET 8 OF 19 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	154
BD 57			CONTRACT NO. 62A99	
ILLINOIS FED. AID PROJECT				

INSTALLATION GENERAL NOTES

ALIGNMENT:

1. WHEN THE TRANSVERSE JOINTS OF ANY PRECAST SLAB CAN NOT BE ALIGNED WITH TRANSVERSE JOINTS IN ADJACENT LANES, A MINIMUM 2'-0" OFFSET BETWEEN JOINTS SHALL BE PROVIDED.
2. THE LONGITUDINAL JOINT OF ANY ISOLATED OR CONSECUTIVE STANDARD PRECAST SLAB MUST BE ALIGNED TO BE PARALLEL WITH EXISTING LONGITUDINAL JOINTS. NO LONGITUDINAL OFFSETS SHALL BE ALLOWED. THE WIDTH OF ANY OF THE STANDARD PRECAST SLABS SHALL BE SAW CUT ON-SITE TO BE ALIGNED WITH THE EXISTING LONGITUDINAL JOINTS IN ADJACENT LANES OF EXISTING CONCRETE PAVEMENTS. THE WIDTH OF THE PRECAST SLAB SHALL BE NO MORE THAN 1/2 INCH LESS THAN THE WIDTH OF THE EXISTING SLAB BEING REPLACED. IF A STANDARD SLAB DOES NOT COMPLY WITH TOLERANCES FOR MAXIMUM AND MINIMUM WIDTHS FOR A DESIGNATED LOCATION, THEN A CUSTOM SLAB SHALL BE REQUIRED TO BE PRODUCED AND PLACED.
3. THE TRANSVERSE JOINT OF ANY PRECAST SLAB SHALL BE NO LESS THAN 4'-0" DISTANCE FROM AN EXISTING TRANSVERSE JOINT THAT REMAINS, OR NO LESS THAN 2'-0" DISTANCE PAST ANY EXISTING TRANSVERSE JOINT THAT IS REMOVED AND REPLACED WITH A PRECAST SLAB.
4. PRIOR TO THE PLACEMENT OF AN ISOLATED STANDARD PRECAST SLAB IN A MIDDLE LANE, THE WIDTH BETWEEN EXISTING LONGITUDINAL CONCRETE PAVEMENT JOINTS SHALL BE MEASURED BY THE CONTRACTOR UNDER MAINTENANCE OF TRAFFIC PROVIDED BY THE CONTRACTOR. ONLY APPROXIMATE WIDTHS SHALL BE MEASURED BY AND PROVIDED BY THE DESIGNER FOR BIDDING PURPOSES. THE CONTRACTOR'S WIDTH MEASUREMENTS SHALL BE USED TO DETERMINE THE NEED FOR ANY ON-SITE SAWCUTS OF THE LONGITUDINAL EDGES TO FIT THE OPENING AND TO ALIGN THE SAW CUT EDGE(S) WITH ANY EXISTING LONGITUDINAL JOINTS. THE LONGITUDINAL EDGES OF ANY STANDARD SLAB SHALL NOT BE SAW CUT MORE THAN 6 INCHES OFF THE ORIGINAL EDGE. NO NEW LONGITUDINAL JOINT SHALL BE ALLOWED INSIDE THE EXISTING JOINT BY MORE THAN 3/8 INCH. IF THESE TOLERANCES CAN NOT BE MET, THEN A CUSTOM SLAB SHALL BE REQUIRED. FOR ISOLATED STANDARDS SLABS PLACED IN THE OUTSIDE OR INSIDE LANES, THE NEW CONCRETE LONGITUDINAL JOINT SHALL MATCH THE EXISTING JOINT. THE STANDARD PRECAST SLAB MAY EXTEND INTO THE EXISTING HMA SHOULDERS NO MORE THAN 6 INCHES TO ALLOW FOR PROPER ALIGNMENT OF THE CONCRETE JOINTS. THE ONLY ALTERNATIVE TO ON-SITE SAW CUTTING OF ISOLATED STANDARD SIZES PRE-FABRICATED SLABS IS TO DESIGN AND FABRICATE EACH SLAB, TAKING WIDTH MEASUREMENTS AT THE BEGINNING OF A PROJECT AND THEN FABRICATING THE SLAB TO FIT THE SPECIFIC OPENING DIMENSIONS.
5. FOR STANDARD SLAB PLACEMENTS, A TEMPLATE SUPPLIED BY THE PRECAST FABRICATOR SHALL BE USED TO LOCATE THE PERIMETER SAW CUTS FOR THE SLAB. THE TEMPLATE MAY BE USED TO MARK LONGITUDINAL EDGE SAW CUT LOCATIONS ON A PRECAST SLAB TO FIT THE SAME PATCH OPENING THAT THE TEMPLATE WAS USED FOR TO LOCATE A PERIMETER SAW CUT. IF THE SLAB DOWEL BAR IS RETROFITTED OR FABRICATED FOR INSERTED DOWELS, THE TEMPLATE MAY ALSO BE USED FOR THE EMBEDDED /SLOTTED DOWEL BAR LOCATIONS TO BE RETROFITTED OR INSERTED INTO EXISTING PAVEMENT.

LOAD TRANSFER:

6. ACROSS STANDARD SLABS
 - A. THE EMBEDDED DOWEL BARS OF ISOLATED STANDARD PRECAST SLABS SHALL BE RETROFITTED INTO EXISTING CONCRETE PAVEMENT IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).
 - B. THE EMBEDDED DOWEL BARS OF CONSECUTIVE STANDARD SLABS SHALL BE:
 - i) RETROFITTED INTO THE EXISTING CONCRETE PAVEMENT AT THE LOCATION OF THE FIRST SLAB PLACEMENT IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).
 - ii) RETROFITTED INTO THE PREFORMED SLOTS OF ADJACENT PRECAST SLABS IN ACCORDANCE WITH DETAIL E (SEE SHEET 15).
 - iii) EITHER FULLY RETROFITTED INTO THE PREFORMED SLOT OF THE LAST INSTALLED CONSECUTIVE PRECAST SLAB AND THE ADJACENT CONCRETE PAVEMENT IN ACCORDANCE WITH DETAIL F (SEE SHEET 16), OR PARTIALLY RETROFIT AN EMBEDDED DOWEL BAR OF A STANDARD ISOLATED SLAB INTO ADJACENT PAVEMENT AS THE LAST INSTALLED CONSECUTIVE PRECAST SLAB IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).
 - C. FOR PRECAST STANDARD SLABS WITH NO EMBEDDED DOWEL BARS AND WITHOUT NARROW MOUTH PREFORMED SLOTS FOR DOWEL INSERTIONS, THE DOWEL BARS SHALL BE FULLY RETROFITTED ACROSS ALL TRANSVERSE JOINTS IN THE FIELD IN ACCORDANCE WITH DETAIL C (SEE SHEET 13). THE LOCATIONS AND SPACING OF ALL FIELD RETROFITTED DOWEL BARS SHALL COMPLY WITH THE SPECIFIED TOLERANCES AS SHOWN ON SHEETS 4 AND 5.

- D. FOR PRECAST STANDARD SLABS WITH LONG AND NARROW MOUTH PREFORMED SLOTS AS SHOWN ON SHEET 6, THE LOCATIONS FOR PREDRILLED HOLES FOR DOWEL BAR INSERTIONS SHALL BE ALIGNED WITH THE PREFORMED SLOTS IN THE SPECIFIC PANEL BEING PLACED. ONLY GANG DRILLS WILL BE USED TO DRILL THE HOLES. THE HOLES SHALL BE PARALLEL TO THE GRADE AND CENTERLINE OF THE PAVEMENT WITH A TOLERANCE OF 1/8 INCH IN 12 INCHES. THE DRILLING OPERATION SHALL NOT CRACK OR SPALL THE PAVEMENT. BEFORE SLAB PLACEMENT, THE DOWEL BARS SHALL BE PLACED WITHIN THE ELONGATED SLOTS AND THE PREDRILLED HOLES THOROUGHLY CLEANED OF DRILLING DEBRIS. AFTER SLAB PLACEMENT, THE DOWEL BARS WILL BE SLID INTO THE PREDRILLED HOLES AND EPOXIED IN ACCORDANCE WITH ARTICLE 442.06(a)(2) OF THE STANDARD SPECIFICATIONS WITH RETENTION DISKS OR WASHERS PLACED AGAINST THE FACE OF THE SLAB. SEE DETAIL G OF SHEET 17. IMMEDIATELY PRIOR TO FILLING THE PREFORMED SLOT WITH BACKFILL GROUT, THE EXPOSED ENDS OF THE DOWEL BARS SHALL BE CLEANED AND LIGHTLY OILED IN SUCH A MANNER AS TO NOT CONTAMINATE THE SURFACE OF ANY CLEANED SLOT AND THE FOAM CORE BOARD SHALL BE INSERTED AT THE FACE OF THE ADJACENT SLAB.

7. ACROSS CUSTOM MADE SLABS

- A. THE DOWEL BARS OF CUSTOM DESIGNED PRECAST SLABS PLACED CONSECUTIVELY, PLACED ON WARPED GRADES, OR PLACED ON RAMPS SHALL BE FULLY RETROFITTED ACROSS THE JOINT IN THE FIELD IN ACCORDANCE WITH DETAIL C (SEE SHEET 13). FOR ALL SUCH CUSTOM SLABS, THE DOWELS BETWEEN ANY EXISTING CONCRETE PAVEMENT AND ANY ADJACENT PRECAST SLABS, AND BETWEEN CONSECUTIVELY PLACED CUSTOM PRECAST SLABS SHALL BE 1'-0" ON CENTER ACROSS THE ENTIRE JOINT.
- B. THE DOWEL BARS OF CUSTOM DESIGNED ISOLATED PRECAST SLABS PLACED ON TANGENT MAINLINE PAVEMENT FOR MID SLAB CRACK REPAIR OR FOR JOINT REPLACEMENT CAN BE EITHER RETROFITTED ACROSS THE JOINT IN ACCORDANCE WITH DETAIL C (SEE SHEET 13), OR FULLY INSERTED INTO THE ADJACENT PAVEMENT IN ACCORDANCE WITH DETAIL G (SEE SHEET 17). THE LOCATIONS AND SPACING OF ALL FIELD RETROFITTED OR FIELD INSERTED DOWEL BARS SHALL COMPLY WITH THE SPECIFIED TOLERANCES AS SHOWN ON SHEETS 4 AND 5. FIELD INSERTION OF DOWEL BARS SHALL BE IN ACCORDANCE WITH NOTE 6(D) ABOVE.
- C. NO END DOWEL BARS SHALL BE RETROFITTED OR INSERTED WITHIN 8" OR NO MORE THAN 1'-7" FROM THE CORNER OF THE PRECAST SLAB OR ADJOINING CONCRETE PAVEMENT SLAB THAT EXISTS.

LONGITUDINAL TIE BAR STITCHING:

8. THE LOCATIONS OF LONGITUDINAL TIE BARS SHALL BE DETERMINED BASED ON THE CRITERIA THAT LONGITUDINAL TIES SHALL BE REQUIRED FOR ANY CLASS B FULL DEPTH REPAIR AND PRECAST REPAIR GREATER THAN 20 FT. IN LENGTH OR WITH ANY PRECAST REPAIR THAT REQUIRES MORE THAN 3 CONSECUTIVE PRECAST SLABS.
9. THE SPACING BETWEEN TIE BARS SHALL BE NO LESS THAN 24 INCHES. TIE BAR INSERTIONS SHALL BE NO LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR FROM THE LOAD TRANSFER JOINTS OF ANY PLACED PRECAST SLAB OR CAST-IN-PLACE CONCRETE PATCH IN EITHER LANE ADJACENT TO THE LONGITUDINAL JOINT. THE PROCEDURE AND LOCATIONS FOR TIE BAR STITCHING SHALL BE IN ACCORDANCE WITH DETAIL H (SEE SHEET 19).

MATERIALS:

10. FOR GRADE SUPPORTED PRECAST SLABS, THE BEDDING AND UNDERSEALING MATERIAL FOR LEVELING AND SUPPORT SHALL CONSIST OF:
 - A. LEVELING SAND SHALL BE 100% CRUSHED FINE AGGREGATE OF AN FA-6, FA-20, OR FA-21 GRADATION AS SPECIFIED IN SECTION 1003 OF THE STANDARD SPECIFICATIONS. THE FINE AGGREGATE SHALL BE REASONABLY FREE FROM AN EXCESS OF SOFT AND UNSOUND PARTICLES AND OTHER OBJECTIONABLE MATTER. THE TYPICAL THICKNESS OF THE LEVELING SAND LAYER SHALL BE APPROXIMATELY 1/4 INCH WITH A MAXIMUM THICKNESS OF 1 INCH.
 - B. FOR GRADE SUPPORTED SLABS, UNDERSEALING GROUT SHALL BE USED AFTER SLAB INSTALLATION TO FILL ALL VOIDS BENEATH THE PRECAST PANELS. THE MIXTURE USED FOR UNDERSEALING GROUT SHALL CONSIST OF PORTLAND CEMENT, FLY ASH, GROUND GRANULATED BLAST FURNACE SLAG (OPTIONAL), A SUPERPLASTICIZER, AND WATER ALL IN ACCORDANCE WITH DIVISION 1000 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT THE PROPOSED MIX DESIGN FOR UNDERSEALING GROUT TO THE ENGINEER FOR DEPARTMENT APPROVAL PRIOR TO PLACEMENT. THE UNDERSEALING GROUT PRODUCED SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - i) THE UNDERSEALING GROUT SHALL REMAIN FLUID AND NOT EXHIBIT A RESISTANCE TO FLOW FOR A MINIMUM OF ONE HOUR. THE GROUT MIXTURE SHALL HAVE A FLOW RATE OF 15 TO 25 SECONDS AS MEASURED BY ASTM C 939 TO ENSURE FLUIDITY.

- i) THE UNDERSEALING GROUT SHALL ACHIEVE AN INITIAL SET IN LESS THAN 4 HOURS AND A COMPRESSIVE STRENGTH AS MEASURED BY ASTM C 942 OF 300 PSI BEFORE OPENING THE SLAB TO TRAFFIC AND A COMPRESSIVE STRENGTH OF 500 PSI IN 12 HOURS.
11. FOR PRECAST SLABS SUPPORTED AND LEVELED BY FLOWABLE FILL PLACED BEFORE SLAB INSTALLATION, THE FLOWABLE FILL SHALL CONSIST OF PORTLAND CEMENT, FLY ASH, COARSE AND/OR FINE AGGREGATES, WATER, AND AIR ENTRAINING ADMIXTURE (OPTIONAL). THE CONTRACTOR SHALL SUBMIT THE PROPOSED MIX DESIGN FOR FLOWABLE FILL TO THE ENGINEER FOR DEPARTMENT APPROVAL PRIOR TO PLACEMENT. THE FLOWABLE FILL PRODUCED SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - i) PORTLAND CEMENT SHALL BE TYPE 1 CEMENT IN ACCORDANCE WITH SECTION 1001 OF THE STANDARD SPECIFICATIONS.
 - ii) FLY ASH SHALL BE IN ACCORDANCE WITH SECTION 1010 OF THE STANDARD SPECIFICATIONS.
 - iii) FINE AGGREGATE SHALL BE IN ACCORDANCE WITH SECTION 1003 OF THE STANDARD SPECIFICATIONS.
 - iv) COARSE AGGREGATE, IF USED, SHALL BE IN ACCORDANCE WITH SECTION 1004 OF THE STANDARD SPECIFICATIONS WITH A MAXIMUM AGGREGATE SIZE OF 1/2 INCH.
 - v) IF AN AIR ENTRAINMENT ADMIXTURE IS USED, THE AIR CONTENT OF THE FLOWABLE FILL SHALL NOT EXCEED 35% OF THE FLOWABLE FILL VOLUME.
 - vi) THE COMPRESSIVE STRENGTH OF THE FLOWABLE FILL MIXTURE SHALL NOT BE LESS THAN 50 PSI AT 3 DAYS, NOR LESS THAN 75 PSI OR GREATER THAN 150 PSI AT 28 DAYS.
 - vii) THE FINAL SET TIME SHALL BE DETERMINED IN ACCORDANCE WITH ASTM C403 ON A TRIAL BATCH SPECIMEN.
 - viii) THE MAXIMUM THICKNESS OF THE LEVELING FILL SHALL BE 1 INCH

12. FOR PRECAST SLABS SUPPORTED AND LEVELED BY HIGH-DENSITY FOAM PLACED AFTER SLAB INSTALLATION, THE HIGH-DENSITY FOAM SHALL BE EXPANDING POLYURETHANE FOAM HAVING A WATER INSOLUBLE DILUENT AND SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - i) DENSITY (LBS./CU. FT.)-AIR RISE 6.0 MIN.
 - TENSILE STRENGTH (PSI) ASTM D 1623 100 MIN.
 - ELONGATION (%) 5.1
 - COMPRESSIVE STRENGTH (PSI) ASTM D 1621 (AT YIELD) 100 MIN.
 - VOLUME CHANGE (% OF ORIGINAL) 0
 - THE MANUFACTURER SHALL PROVIDE DOCUMENTATION THAT THE LOT(S) OF FOAM MEETS THE SPECIFIED PROPERTIES. MANUFACTURER'S CERTIFICATION SHALL LIST LOT NUMBER(S) AND DOCUMENTATION OF COMPLIANCE WITH THE SPECIFICATION.
 - ii) THE MAXIMUM THICKNESS OF THE HIGH DENSITY FOAM SHALL BE 1 INCH.
13. HARDWARE GROUT/ADHESIVES
 - A. FOR DOWEL BAR RETROFITS OR INSERTIONS, FOR THE FILLING OF ANY GROUT PORT HOLES USED FOR HIGH DENSITY FOAM INJECTIONS, FOR THE FILLING OF DOWEL SLOTS AND FOR THE FILLING OF RECESSED LIFTING DEVICES, THE BACKFILL MATERIAL SHALL BE:
 - 1) FIVE STAR HIGHWAY PATCH AS MANUFACTURED BY FIVE STAR PRODUCTS INC. FAIRFIELD, CONNECTICUT.
 - 2) HIGHWAY DB RETROFIT MORTAR AS MANUFACTURED BY DAYTON SUPERIOR, MIAMISBURG, OHIO.
 - 3) A DEPARTMENT APPROVED EQUIVALENT THAT HAS BEEN TESTED AS A RAPID SET CONCRETE PATCHING MATERIAL PER THE AASHTO NATIONAL TRANSPORTATION PRODUCT EVALUATION PROGRAM (NTPPEP), WHICH CONFORMS TO ASTM C 928. THE GROUT MATERIAL IS REQUIRED TO PROVIDE A COMPRESSIVE STRENGTH OF 4,000 PSI IN 24 HOURS (OPENING TO TRAFFIC AFTER 3,000 PSI) PER ASTM C 39. EXHIBITS EXPANSION OF LESS THAN 0.10 PERCENT PER ASTM C 531, AND HAS A CALCULATED DURABILITY FACTOR OF 90.0 PERCENT MINIMUM AT THE END OF 300 FREEZE-THAW CYCLES PER ASTM C 666. THE PROPOSED MATERIAL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO ANY PLACEMENT.
 - B. FOR TIE BAR STITCHING AN APPROVED CHEMICAL ADHESIVE IN ACCORDANCE WITH ARTICLE 1027.01 OF THE STANDARD SPECIFICATIONS SHALL BE USED AS THE ANCHORING MATERIAL FOR STITCHED TIE BARS.
 - C. FOR DOWEL BAR INSERTIONS, AN APPROVED CHEMICAL ADHESIVE OR EPOXY IN ACCORDANCE WITH ARTICLE 1027.01 OF THE STANDARD SPECIFICATIONS SHALL BE USED WITH PLACEMENT IN ACCORDANCE WITH ARTICLE 442.06 (a)(2) OF THE STANDARD SPECIFICATIONS WITH RETENTION DISCS OR WASHERS PLACED AGAINST THE FACE OF THE SLAB.

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pw\11084EBID\INTEG\111085\govt\PWIDOT\Documents\LDOT\Offices\District 1\Projects\Dist 5\DRAWN\CADD\Drawings\sheet\bd57.dgn		CHECKED -	REVISED - D.G. 9-16		338	(110R-1)N	DUPAGE	186	155			
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INSTALLATION GENERAL NOTES

14. EPOXY COATED DOWEL BARS SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 1006.06 (b) OF THE STANDARD SPECIFICATIONS. ANY ADDITIONAL MATERIAL REQUIRED FOR DOWEL BAR RETROFITTING SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "DOWEL BAR RETROFIT".
15. EPOXY COATED TIE BARS FOR STITCHING SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.
16. THE BACKER ROD USED AS A SEAL RESERVOIR GASKET AROUND THE PERIMETER OF A SLAB, NEAR THE TOP OF THE JOINTS, SHALL BE A CLOSED-CELL, PLASTIC FOAM ROD COMPATIBLE WITH THE SEALANT AND THE ELEVATED TEMPERATURES OF FINAL JOINT SEALANT APPLICATION. A CLOSED CELL PLASTIC FOAM BACKER ROD OF 3/8" DIAMETER SHALL BE PINNED OR NAILED TO THE FINISHED BASE AROUND THE PERIMETER OF EACH OPENING BEFORE THE PANELS ARE SET.

EQUIPMENT:

17. FOR BASE PREPARATION, A MECHANICALLY-CONTROLLED SCREEDING DEVICE OR STRAIGHTEDGE DEVICE CAPABLE OF GRADING FULLY COMPACTED FINE AGGREGATE USED AS THE LEVELING SAND TO A TOLERANCE OF 1/8 INCH PER 6 FT. LENGTHS OF PLACEMENT.
18. CHIPPING HAMMERS SHALL BE HAND HELD AND HAVE A MAXIMUM WEIGHT OF 30 LBS. PRIOR TO ANY HANDLE MODIFICATION WHERE APPLICABLE.
19. WITH ANY FIELD RETROFITTING OF DOWEL BARS, A TEMPLATE SHALL BE ROUTINELY USED FOR ALL STANDARD SLABS IN ORDER TO LOCATE AND ALIGN THE SAWCUTS CONSISTENTLY. EITHER SINGLE DIAMOND BLADED SAWS OR DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NON-SKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE FOLLOWING TOLERANCES:
 - ± 1/2 INCH OF THE MIDDLE OF THE CONCRETE SLAB DEPTH.
 - ± 1/2 INCH OF BEING CENTERED OVER THE TRANSVERSE JOINT
 - ± 1/4" FROM PARALLEL TO THE CENTERLINE OVER 12 INCHES OF THE BAR
 - ± 1/4" FROM PARALLEL TO THE ROADWAY SURFACE OVER 12 INCHES OF THE BAR
 SAWCUTS SAWED ACROSS SKEWED JOINTS SHOULD ALLOW EQUAL LENGTH OF THE DOWEL BAR TO BE PLACED ACROSS THE TRANSVERSE JOINT. THE ALIGNMENT OF SAWCUTS MUST BE PARALLEL TO THE ROADWAY CENTERLINE, REGARDLESS OF TRANSVERSE JOINT SKEW.
20. WITH ANY FIELD INSERTIONS OF DOWEL BARS INTO PREDRILLED HOLES, THE DRILLING MACHINE SHALL BE IN ACCORDANCE WITH ARTICLE 442.03(g) OF THE STANDARD SPECIFICATIONS. HAND HELD DRILLING TOOLS WILL NOT BE ALLOWED.
21. THE COMPRESSOR FOR AIR BLASTING SHALL HAVE A MINIMUM CAPACITY OF 120 CFM. THE COMPRESSED AIR SHALL BE FREE FROM OIL AND OTHER CONTAMINANTS.
22. CONSOLIDATION EQUIPMENT USED TO CONSOLIDATE THE CONCRETE REPAIR MATERIAL IN THE RETROFITTED DOWEL BAR SLOTS SHALL BE INTERNAL VIBRATORS WITH A MAXIMUM DIAMETER OF 1 INCH AND SHALL HAVE A RESILIENT COVERING THAT WILL NOT DAMAGE THE EPOXY COATED REINFORCEMENT DURING USE. ANY VIBRATORS OR RODS USED FOR CONSOLIDATION OF THE REPAIR MATERIAL FOR NARROW MOUTH SLOTS SHALL HAVE A DIAMETER OF LESS THAN 1 INCH.
23. BATCHING EQUIPMENT FOR FLOWABLE FILL SHALL HAVE DEVICES DESIGNED TO MEASURE THE SPECIFIED QUANTITIES OF EACH COMPONENT MATERIAL, AND MIXING SHALL BE OF SUFFICIENT DURATION TO INSURE UNIFORM CONSISTENCY OF THE MIXTURE. NO WATER WILL BE ADDED TO THE FLOWABLE FILL MIXTURE AFTER BATCHING. WATER CONTENT SHALL BE MAINTAINED SUCH THAT COMPRESSIVE STRENGTHS ARE ACHIEVED AND A UNIFORM, FLOWABLE MIXTURE IS DEVELOPED THAT IS ESSENTIALLY SELF-LEVELLING WHEN PLACED.
24. EQUIPMENT FOR HIGH-DENSITY FOAM INJECTION SHALL INCLUDE A TRUCK MOUNTED PUMPING UNIT CAPABLE OF INJECTING THE POLYURETHANE BETWEEN THE CONCRETE AND THE SLAB SUBBASE. THE PUMP SHALL BE CAPABLE OF CONTROLLING THE RATE OF RISE OF THE PAVEMENT SLAB. A LEVELING UNIT SHALL BE PROVIDED TO ENSURE THE SLABS ARE RAISED TO AN EVEN PLANE, WITH VERTICAL ELEVATION DIFFERENCE ACROSS ANY CORNER NOT TO EXCEED 1/4 INCH.
25. EQUIPMENT FOR MIXING AND PUMPING ANY GROUT/ADHESIVE MATERIALS FOR BEDDING THE SLABS, RETROFITTING DOWEL BARS, OR CROSS STITCHING TIE BARS SHALL BE IN ACCORDANCE WITH THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE SPECIFICATIONS.

REMOVAL /INSTALLATION:

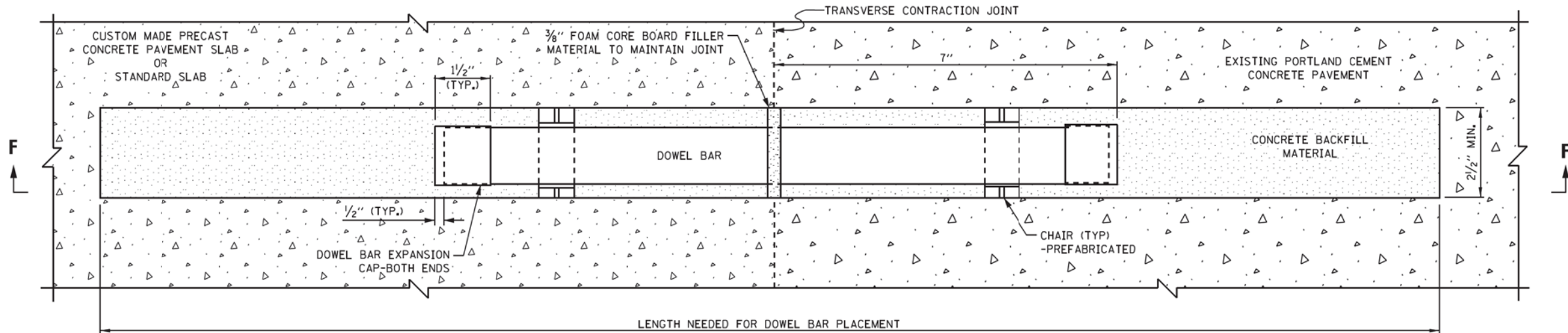
26. PERIMETER SAWCUTTING OF THE REMOVAL AREA AND SAWCUTTING OF THE DOWEL BAR SLOTS SHALL NOT BE CARRIED OUT MORE THAN (1) WEEK IN ADVANCE OF THE EXPECTED DATE OF REPAIR. THE CONTRACTOR SHALL USE A TEMPLATE TO PRECISELY DELINEATE THE LIMITS OF THE AREAS TO BE REPAIRED AS DEFINED ON THE CONTRACT DOCUMENTS AND APPROVED SHOP DRAWINGS. WITHIN A TOLERANCE OF 1/2 INCH, REPAIRS SHALL BE NO LESS THAN THE FULL WIDTH OF A LANE AND THE FULL DEPTH OF CONCRETE.

27. REMOVAL OF EXISTING PAVEMENT SHALL BE IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS EXCEPT AS FOLLOWS:
 - A. THE OUTER LIMITS OF THE REPAIR AREA WILL BE SAWCUT FULL DEPTH AND SHALL NOT EXTEND (OVERCUT) BY MORE THAN 10 INCHES INTO THE ADJACENT CONCRETE THAT IS TO REMAIN IN PLACE. OVERCUTS SHALL BE FILLED WITH A PRODUCT ACCEPTABLE TO THE DEPARTMENT. THE OUTER LIMITS FOR REPAIR SHALL BE MARKED OUT BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ANY SAWCUTTING.
 - B. REMOVAL OF CONCRETE WITHIN THE PERIMETER SAWCUTS SHALL BE BY THE LIFT-OUT METHOD, AND CONCRETE BETWEEN SAWCUTS FOR DOWEL BAR RETROFITS SHALL BE REMOVED USING JACKHAMMER AND HAND TOOLS. THE CONTRACTOR SHALL ENSURE THAT REMOVALS ARE CARRIED OUT WITHOUT DAMAGING THE ADJACENT CONCRETE PAVEMENT OR ASPHALT SHOULDER OR DISTURBING THE UNDERLYING BASE. HEAVY BREAKING EQUIPMENT SUCH AS HOE RAMS SHALL NOT BE USED IN THE REMOVAL OPERATION. THE CONCRETE PAVEMENT SHALL NOT BE BROKEN IN PLACE.
 - C. IF DURING THE REMOVAL PROCESS THE ADJACENT CONCRETE IN THE SAME LANE OR IN AN ADJACENT LANE THAT CAN ONLY BE REPAIRED DURING NIGHT TIME LANE CLOSURES, IS DAMAGED OR CRACKED DUE TO THE CONTRACTOR'S REMOVAL PROCEDURE, THE DAMAGED AREA SHALL BE CUT BACK FULL DEPTH TO SOUND CONCRETE AND REPLACED WITH PRECAST SLABS AT THE CONTRACTOR'S EXPENSE. IF CONCRETE IN THE ADJOINING LANE IS DAMAGED DURING THE REMOVAL PROCESS AND WEEKEND REPAIRS ARE POSSIBLE, THE DAMAGED CONCRETE SHALL BE REPAIRED IN ACCORDANCE SECTION 442 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE. ASPHALT SHOULDER DAMAGED DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL PROVIDE A PROPOSAL FOR REPAIRS TO THE ENGINEER FOR DEPARTMENT APPROVAL.
 - D. DISPOSAL OF EXCAVATED MATERIALS FROM THE REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE.
 - E. ALL SLURRY FROM SAW CUTTING OPERATIONS SHALL BE THOROUGHLY SCRAPPED AND REMOVED FROM THE PAVEMENT SURFACE BEFORE THE PAVEMENT IS OPENED TO TRAFFIC. DISPOSAL OF SLURRY SHALL BE IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTORS EXPENSE.
28. ANY AREAS OF SUBBASE WHICH ARE BELOW THE REQUIRED ELEVATION OF THE FINISHED SUBBASE, SHALL BE BUILT UP TO GRADE WITH SATISFACTORY COMPACTED GRANULAR MATERIAL.
29. LEVELING MATERIAL PLACED BEFORE SLAB INSTALLATION SHALL BE EITHER A FLOWABLE FILL OR A FINE AGGREGATE MEETING THE REQUIREMENTS OF THIS CONTRACT DOCUMENT. FLOWABLE FILL SHALL BE USED AS A LEVELING MATERIAL ONLY ON TANGENT PAVEMENT SECTIONS. GRADE CONTROL SHALL BE ESTABLISHED FOR ALL LEVELING MATERIAL USING STRINGLINES, LASER GUIDANCE, OR OTHER APPROVED METHODS. THE TEMPERATURE OF THE FLOWABLE FILL MIXTURE AS MANUFACTURED AND DELIVERED SHALL BE AT LEAST 50° F. NON FLOWABLE FILL WILL BE ALLOWED IF THE ANTICIPATED AIR TEMPERATURE WILL BE 36° F OR LESS WITHIN 24 HOURS OF SLAB PLACEMENT. THE FLOWABLE FILL MUST OBTAIN FINAL SET BEFORE THE PAVEMENT MAY BE OPENED TO TRAFFIC.
30. WHEN FLOWABLE FILL IS USED AS THE LEVELING MATERIAL WITH SLAB INSTALLATION, A PERIMETER BACKER ROD WILL NOT BE REQUIRED AROUND THE PERIMETER OF THE SLAB.
31. LEVELING MATERIAL PLACED IMMEDIATELY AFTER SLAB INSTALLATION SHALL ONLY BE A HIGH-DENSITY POLYURETHANE FOAM MEETING THE REQUIREMENTS OF THIS CONTRACT DOCUMENT. PLACEMENT OF POLYURETHANE FOAM SHALL FILL ALL VOIDS BENEATH THE PRECAST PANELS THAT MAY BE PRESENT AFTER PLACING THE PANELS OVER THE PREPARED SUBBASE AND LEVELING AGGREGATE. PLACEMENT OF THE POLYURETHANE SHALL UTILIZE THE UNDERSLAB GROUT PORT HOLES AS SHOWN ON THE PLANS. THE PORT HOLES ARE TO BE FILLED WITH THE DOWEL BAR BACKFILLING MATERIAL.
32. FOLLOWING PROPER REMOVAL OF EXISTING PAVEMENTS AND ACCEPTABLE BASE PREPARATION/LEVELING, THE CONTRACTOR SHALL HAVE ALL EQUIPMENT REQUIRED FOR PANEL INSTALLATION ON-SITE PRIOR TO BEGINNING PANEL INSTALLATION. LIFTING AND TRANSPORTING EQUIPMENT SHALL NOT DAMAGE THE PREPARED SUBBASE/LEVELING MATERIALS PRIOR TO OR DURING PANEL INSTALLATION. PRIOR TO SLAB INSTALLATION, ALL VERTICAL SURFACES OF SURROUNDING PAVEMENT SHALL BE COATED WITH A BOND BREAKER SUCH AS FORM OIL OR A CURING COMPOUND.
33. PANELS SHALL BE INSTALLED ONE AT A TIME, AND SHALL BE INSTALLED IN SUCH A MANNER THAT THE SUBBASE/LEVELING MATERIAL OR ANY REMAINING PAVEMENT IS NOT DAMAGED DURING INSTALLATION. DURING PLACEMENT OF THE SLABS, USE TIE OFF ROPES TO AVOID CHIPPING OR SPALLING EDGES OF THE PRECAST UNITS. USE WOOD SHIMS OR WEDGES TO GUIDE THE SLAB INTO THE CORRECT POSITION. THE USE OF STEEL PRY BARS THAT CHIP EDGES SHOULD BE AVOIDED.

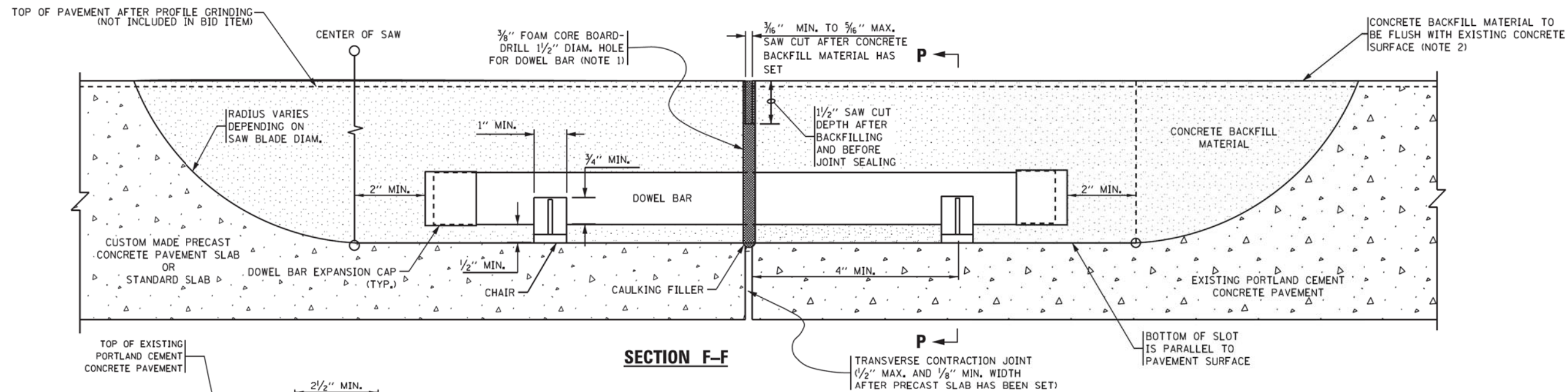
34. IMMEDIATELY AFTER THE SLAB HAS BEEN SET AND LEVELED, SURVEY THE VERTICAL ELEVATION ACROSS ALL CORNERS TO VERIFY THAT THE VERTICAL DIFFERENCE BETWEEN ADJACENT SLABS ACROSS ANY CORNER DOES NOT EXCEED 1/4 INCH. IF THE DIFFERENCE EXCEEDS 1/4 INCH, THEN THE SLAB SHALL BE REMOVED AND RESET OR THE SURFACE SHALL RECEIVE A CORRECTIVE DIAMOND GRIND AT THE CONTRACTORS EXPENSE AFTER ANY REQUIRED BEDDING GROUT OR LEVELING MATERIAL HAS BEEN PLACED UNLESS COMPLETE PROFILE DIAMOND GRINDING OF THE ENTIRE PAVEMENT IS INCLUDED IN THE CONTRACT.
35. IF A SET PRECAST SLAB IS OPENED TO TRAFFIC BEFORE ANY GROUTING OPERATIONS, THE CONTRACTOR SHALL MEET THE FOLLOWING REQUIREMENTS:
 - i) DURING INSTALLATION, INCOMPRESSIBLE SHIMS APPROVED BY THE ENGINEER SHALL BE PLACED IN EACH TRANSVERSE AND LONGITUDINAL JOINT TO CORRECT AND MAINTAIN HORIZONTAL ALIGNMENT OF THE SLAB. THE TOTAL THICKNESS OF SHIMS USED IN ANY JOINT SHALL BE EQUAL TO OR LESS THAN 3/8".
 - ii) ASPHALT SHOULDERS SHALL BE BACKFILLED TO MAINTAIN HORIZONTAL ALIGNMENT.
 - iii) WIDE MOUTH DOWEL SLOTS LEFT OPEN SHALL BE TEMPORARILY FILLED WITH A COMPRESSION SEAL APPROVED BY THE ENGINEER TO WITHIN 1 INCH FLUSH WITH THE PAVEMENT SURFACE.
 - iv) NARROW MOUTH DOWEL SLOTS MAY BE LEFT OPEN.
 - v) ALL GROUTING MEETING THE REQUIREMENTS OF THIS CONTRACT SHALL BE COMPLETED WITHIN 48 HOURS OF EACH SLAB'S PLACEMENT.
36. PRIOR TO DOWEL BAR PLACEMENT, THE TRANSVERSE JOINT SHALL BE CAULKED WITH A SILICONE SEALANT AT THE BOTTOM AND SIDES OF THE SLOT. THE CAULKING FILLER SHOULD NOT BE PLACED ANY FARTHER THAN 1/2 INCH OUTSIDE EITHER SIDE OF THE JOINT, AND APPLIED SUFFICIENTLY TO PREVENT ANY PATCHING MATERIAL FROM ENTERING THE JOINT AT THE BOTTOM OR SIDES OF THE SLOT. EXCESSIVE SEALANT AROUND THE SLOT DOES NOT ALLOW THE CONCRETE PATCHING MATERIAL TO BOND TO THE SIDES OF THE SLOT. BEFORE PLACEMENT, THE DOWEL BARS SHOULD BE LIGHTLY COATED WITH PARTING COMPOUND AND FULLY RETROFITTED DOWEL BARS PLACED ON A CHAIR THAT WILL PROVIDE A MINIMUM 1/2 INCH CLEARANCE BETWEEN THE BOTTOM OF THE DOWEL AND THE BOTTOM OF THE SLOT. FOR ANY DOWEL BARS INSERTED INTO PREDRILLED EPOXIED HOLES, AN APPURATUS CAPABLE OF MAINTAINING VERTICAL ALIGNMENT OF THE DOWEL AND TO PROVIDE A MINIMUM 1/2 INCH CLEARANCE BETWEEN THE BOTTOM OF THE DOWEL AND THE BOTTOM OF THE SLOT SHALL BE PROVIDED BY THE CONTRACTOR. A 3/8 INCH THICK FOAM INSERT SHOULD BE PLACED AT THE MIDDLE OF THE DOWEL TO MAINTAIN THE TRANSVERSE JOINT. THE FOAM INSERT SHOULD FIT TIGHTLY AROUND THE DOWEL, THE BOTTOM, AND THE EDGES OF THE SLOT, AND BE UP TO THE SURFACE OF THE EXISTING CONCRETE SURFACE. THE FOAM INSERT SHOULD BE CAPABLE OF REMAINING IN A VERTICAL POSITION AND HELD TIGHTLY TO ALL EDGES DURING PLACEMENT OF THE PATCH. IF FOR ANY REASON THE FOAM INSERT SHIFTS DURING PLACEMENT OF THE CONCRETE PATCHING MATERIAL, THE WORK SHALL BE REJECTED AND REDONE AT THE CONTRACTOR'S EXPENSE.
37. PLACEMENT OF HARDWARE GROUT/ADHESIVES:
 - A. DOWEL BARS - THE PLACEMENT OF ANY APPROVED BACKFILL MATERIAL FOR DOWEL BAR RETROFITTING OR FOR DOWEL BAR INSERTIONS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "DOWEL BAR RETROFIT". THE PAVEMENT WILL NOT BE OPENED TO TRAFFIC UNTIL THE BACKFILL MATERIAL AROUND THE PAVEMENT HARDWARE OBTAINS 3,000 PSI COMPRESSIVE STRENGTH. ALL CONCRETE SURFACES WITHIN THE SLOT SHALL BE SOLID, FREE FROM LOOSE OR UNSOUND FRAGMENTS. BEFORE GROUTING, SANDBLAST ALL EXPOSED SURFACES IN THE DOWEL BAR SLOT FOLLOWED BY AIR BLASTING TO REMOVE ANY DUST, RESIDUE OR DEBRIS LEFT IN THE SLOT. UPON COMPLETION OF THE RETROFITTING WORK, THE GROUT OR CONCRETE PATCH MATERIAL SHALL FILL ALL SLOTS TO THE SURFACE OF THE EXISTING PAVEMENTS. ANY SLOTS INSUFFICIENTLY FILLED BELOW EXISTING PAVEMENT SURFACES SHALL BE REDONE AT THE CONTRACTOR'S EXPENSE.
 - B. TIE BARS - A FOAM BOARD GASKET SHALL BE INSERTED INTO THE LONGITUDINAL JOINT AT THE STITCHING LOCATION AND THE TIEBAR HOLE PREDRILLED THROUGH THE GASKET. AFTER PREDRILLED HOLES ARE AIR BLASTED, PRESSURE INJECT THE APPROVED ADHESIVE INTO THE PREDRILLED HOLES, LEAVING SOME VOLUME FOR THE BAR TO OCCUPY THE HOLE. INSERT THE TIEBAR INTO THE HOLE, LEAVING ABOUT 1 INCH FROM THE TOP OF THE TIE BAR TO THE PAVEMENT SURFACE. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.
 - C. FILL LIFTING INSERT HOLES AND GROUT PORTS WITH THE APPROVED GROUT USED FOR DOWEL BAR RETROFITTING.
38. PLACEMENT OF UNDERSEALING GROUT SHALL FILL ALL VOIDS BENEATH THE PRECAST PANELS AND GROUT PORT HOLES THAT MAY BE PRESENT AFTER PLACING THE PANELS OVER THE PREPARED SUBBASE AND LEVELING AGGREGATE. PLACEMENT OF THE UNDERSEALING GROUT SHALL UTILIZE THE UNDERSLAB GROUT PORT HOLES AS SHOWN ON THE PLANS. PLACEMENT OF UNDERSEALING GROUT SHALL NOT OCCUR UNTIL AFTER ALL HARDWARE DEVICES ARE PLACED AND GROUTED. IF UNDERSEALING GROUT FILLS ANY LONGITUDINAL JOINT TO WITHIN 9" OF THE SLAB SURFACE, A 9" SAW CUT OF THE JOINT SHALL BE REQUIRED DURING INSTALLATION. IF UNDERSEALING GROUT FILLS ANY TRANSVERSE JOINT TO WITHIN 9" OF THE SLAB SURFACE, THEN A 9" SAW CUT OF THE JOINT SHALL BE REQUIRED FOLLOWED BY REMOVAL AND FULL RETROFITTING OF ALL SEVERED DOWEL BARS ACROSS THE JOINT.
39. AFTER INSTALLATION AND GROUTING IS COMPLETED ALL LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE SEALED IN ACCORDANCE WITH ARTICLE 420.12 OF THE STANDARD SPECIFICATIONS

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Default	PLOT DATE = 10/17/2016	DATE - 10-25-2013	REVISED -					BD 57				CONTRACT NO. 62A99					
												ILLINOIS FED. AID PROJECT					

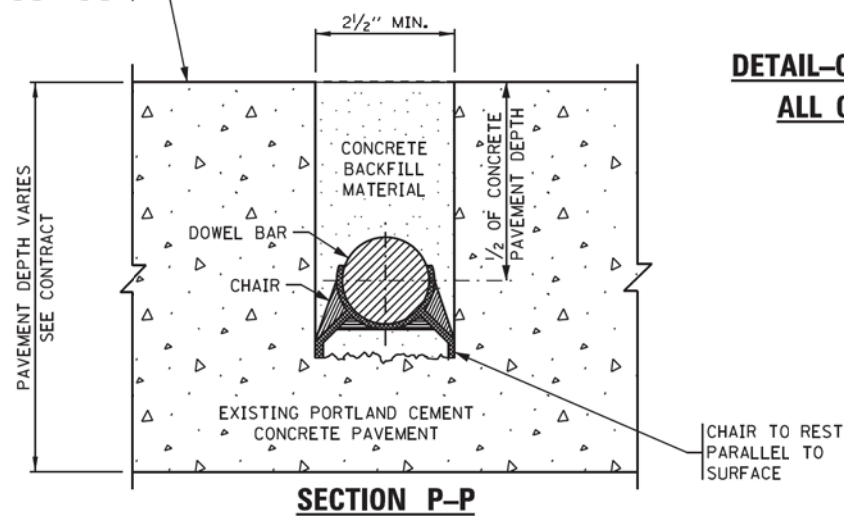


PLAN VIEW

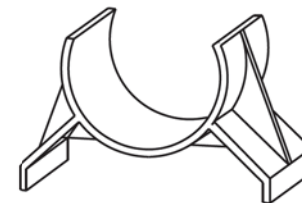


SECTION F-F

DETAIL-C, WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR ALL CUSTOM MADE PRECAST PANELS AND OPTIONAL FOR STANDARD SLABS



SECTION P-P



CHAIR DETAIL

- NOTES:**
1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
 2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

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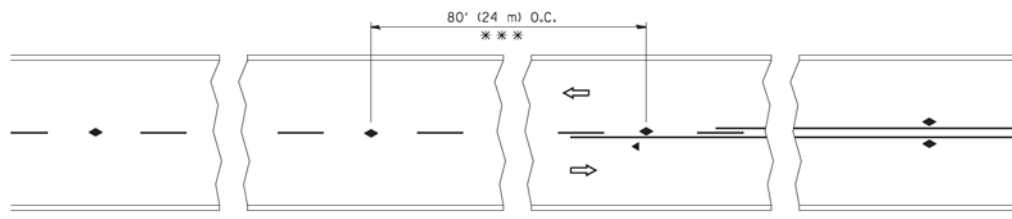
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		CHECKED -	REVISED -
		DATE - 10-25-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRECAST CONCRETE PAVEMENT SLABS

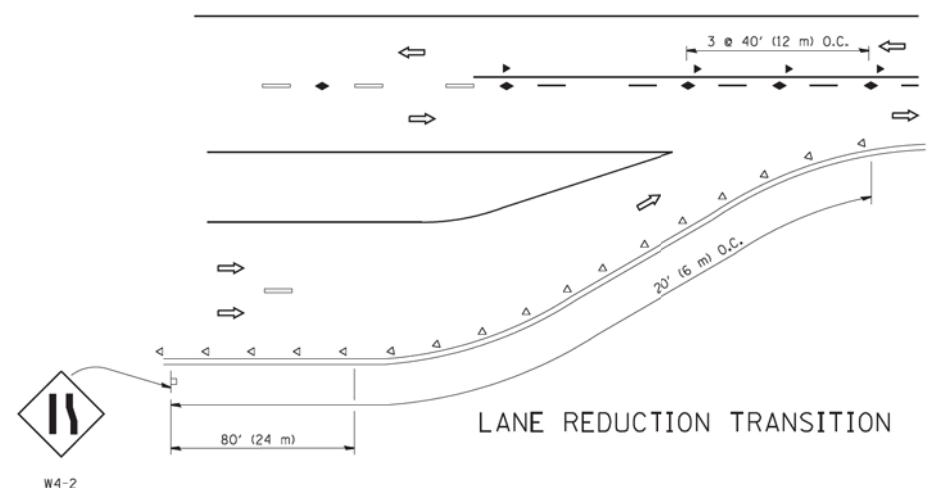
SCALE: NONE SHEET 13 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD 57		CONTRACT NO. 62A99		
ILLINOIS FED. AID PROJECT				

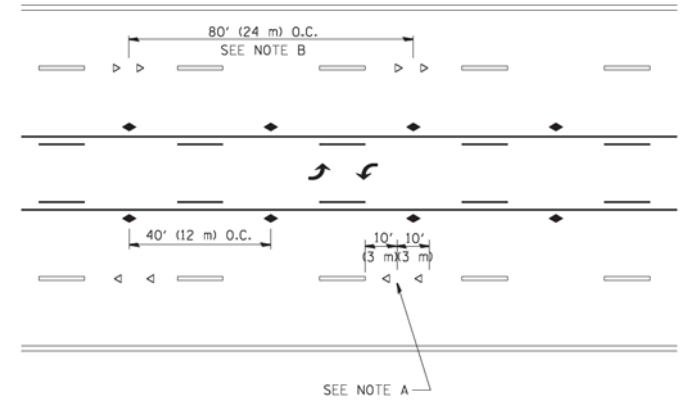


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

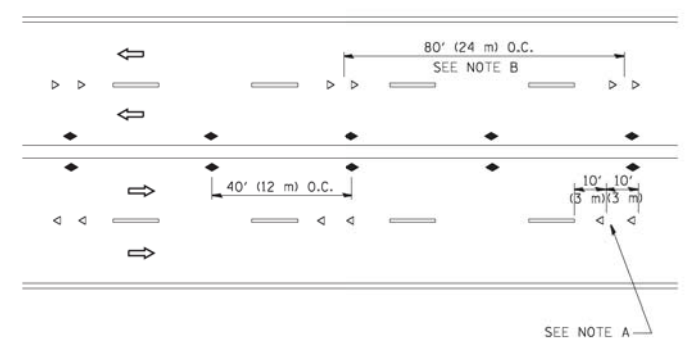
TWO-LANE/TWO-WAY



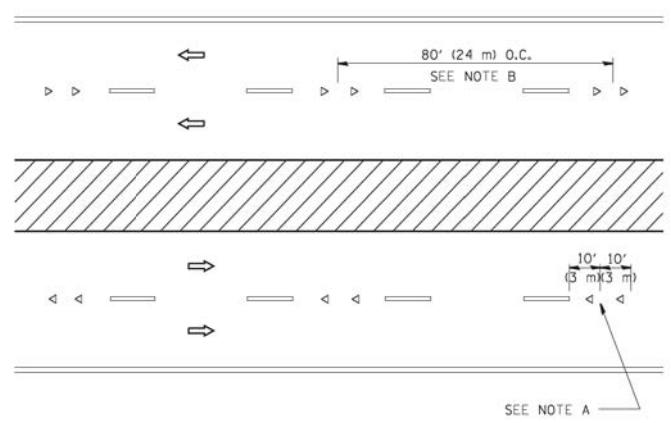
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

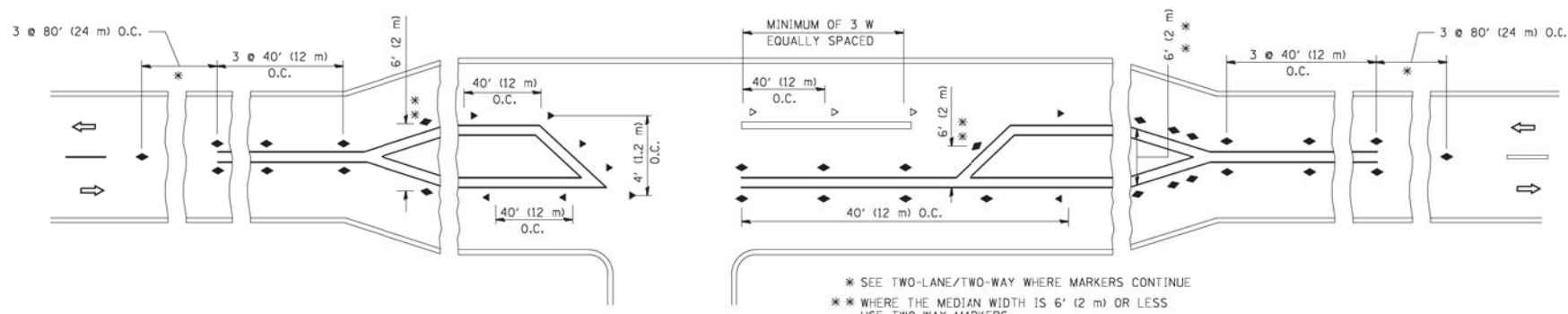
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

LEFT TURN

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PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/2/2011		DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	167
TC-11		CONTRACT NO. 62A99		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

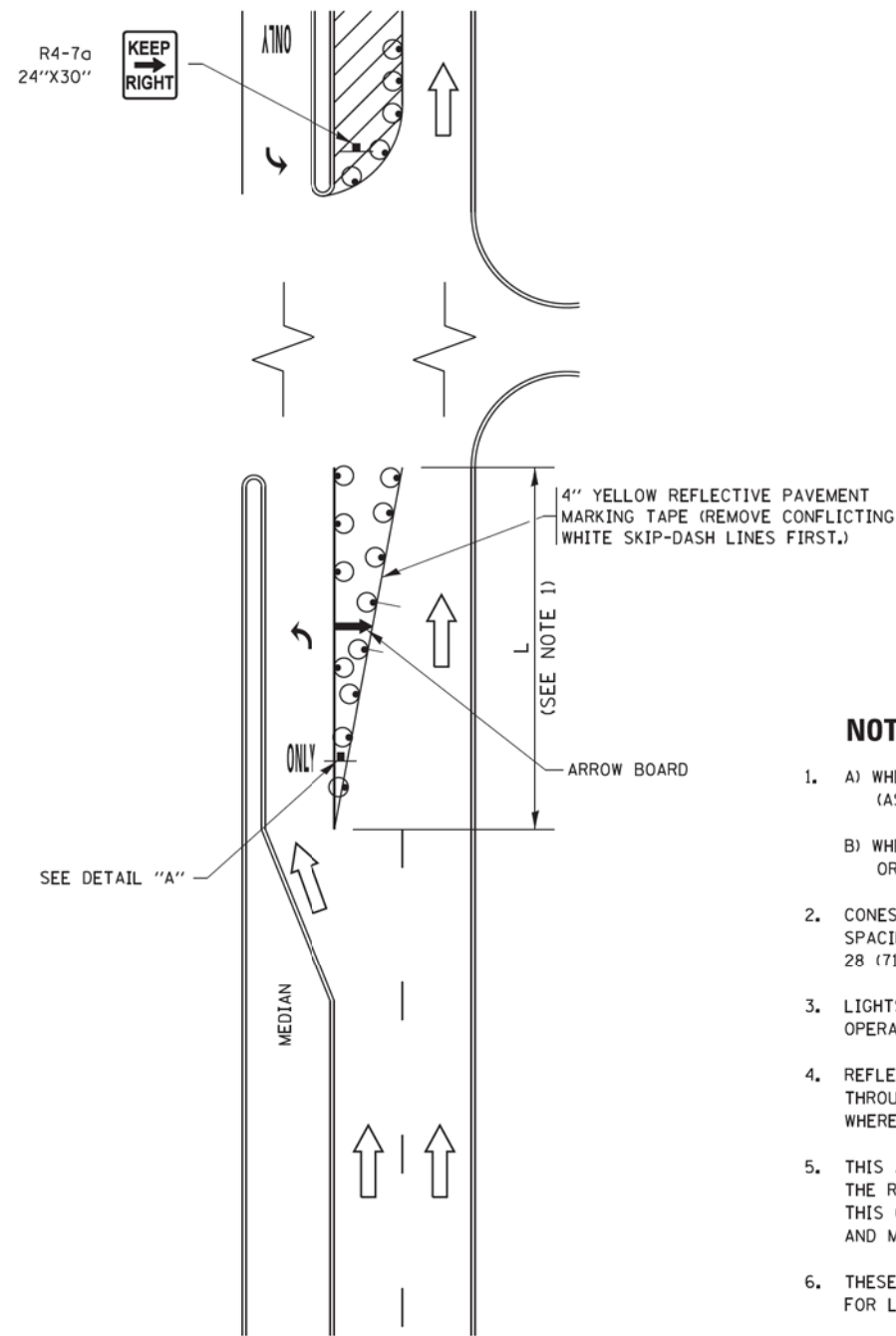


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

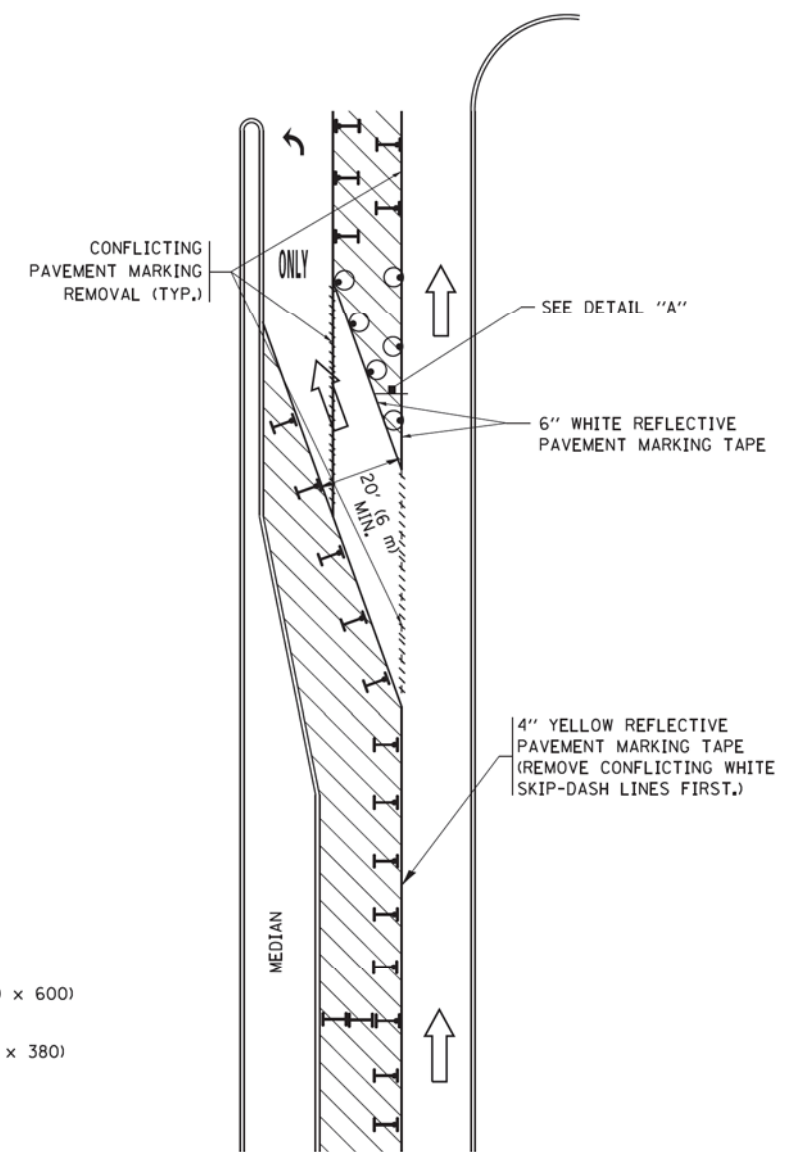


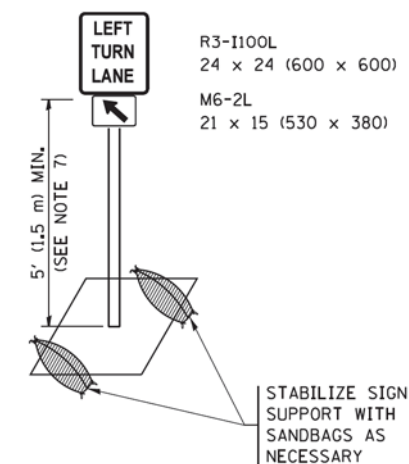
FIGURE 2

LEGEND

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

NOTES:

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



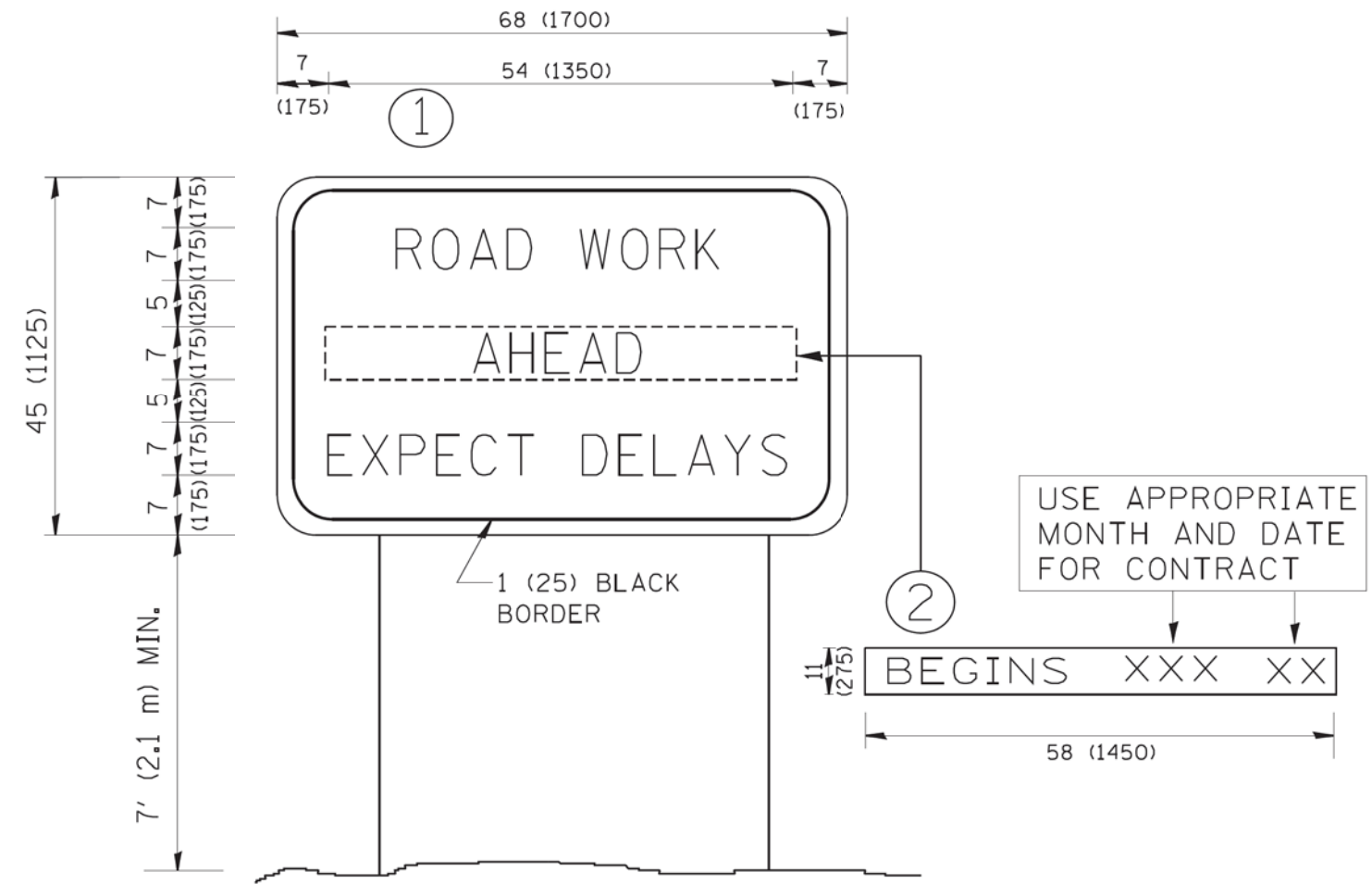
DETAIL A

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

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FILE NAME =	USER NAME = footemj	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 50.0000' / 1"	REVISED - A. HOUSEH 10-07-95	REVISED - A. SCHUETZE 07-01-13					338	(110R-11N)	DUPAGE	186	169
	PLOT DATE = 9/15/2016	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		TC-14			CONTRACT NO. 62A99				
		REVISED - T. RAMMACHER 01-06-00	REVISED -		ILLINOIS FED. AID PROJECT							

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NOTES:

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

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

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PLOT DATE = 1/4/2008	DATE -		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	171
TC-22			CONTRACT NO. 62A99	
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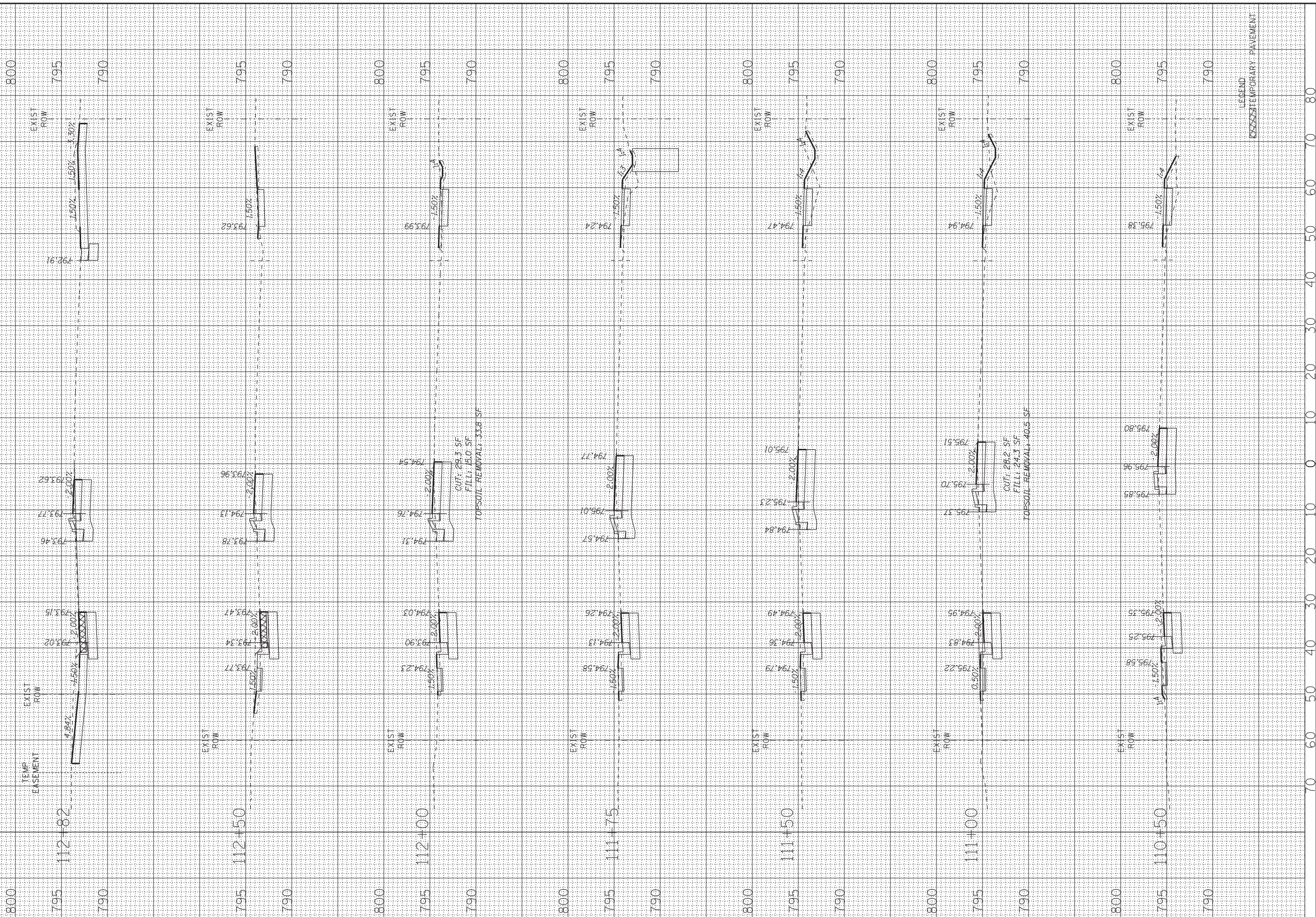
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - IL RTE 59

SCALE: H: 1"=10' V: 1"=5'

STA. 110+50 TO STA. 112+82

F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 175
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		CONTRACT NO. \$CTNO		



LEGEND
 [Hatched Symbol] TEMPORARY PAVEMENT

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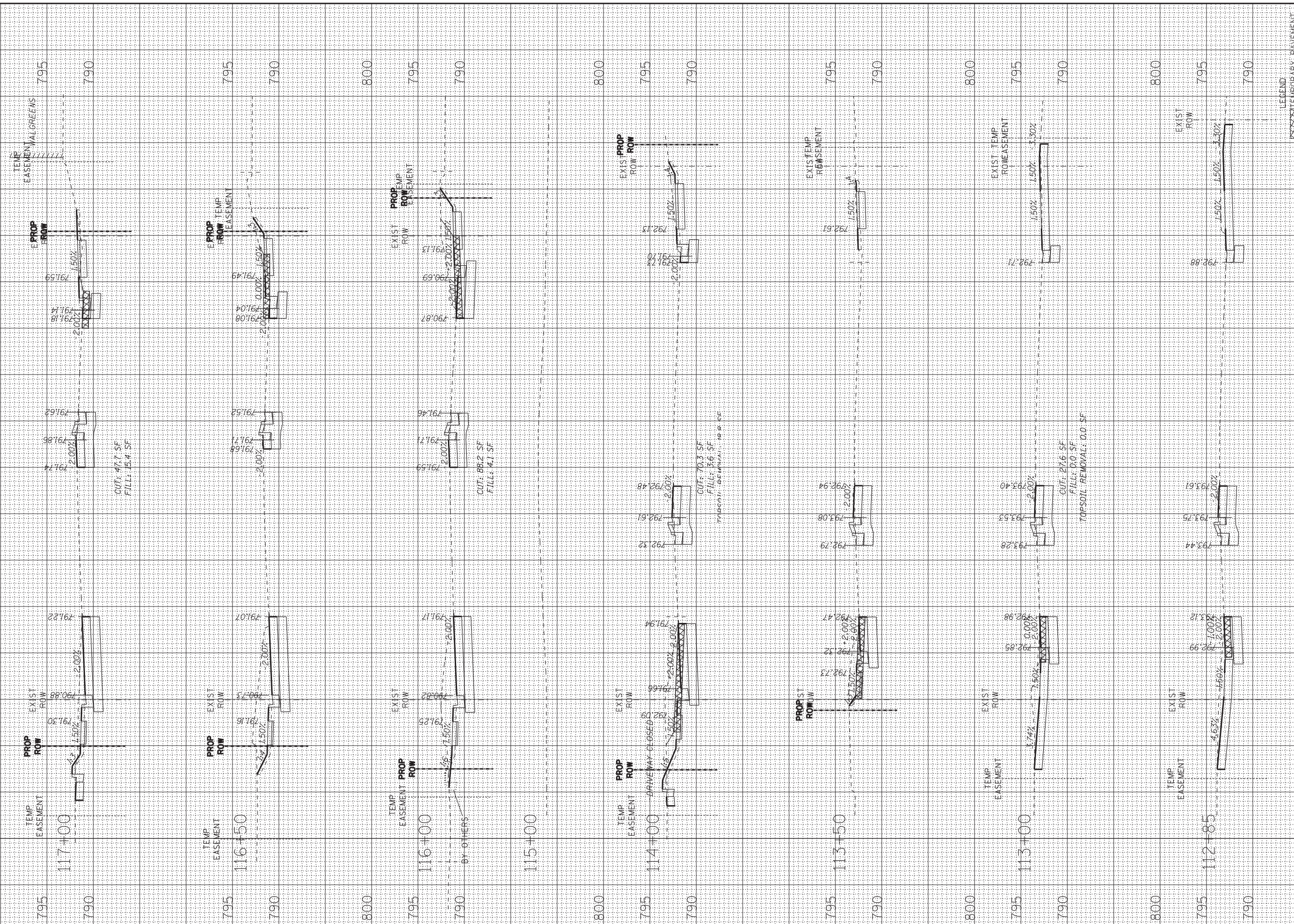
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - IL RTE 59

SCALE: H: 1"=10' V: 1"=5'

STA. 112+85 TO STA. 117+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R)-1N	DUPAGE	186	176
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. \$CTNO	



LEGEND
 XXXX TEMPORARY PAVEMENT

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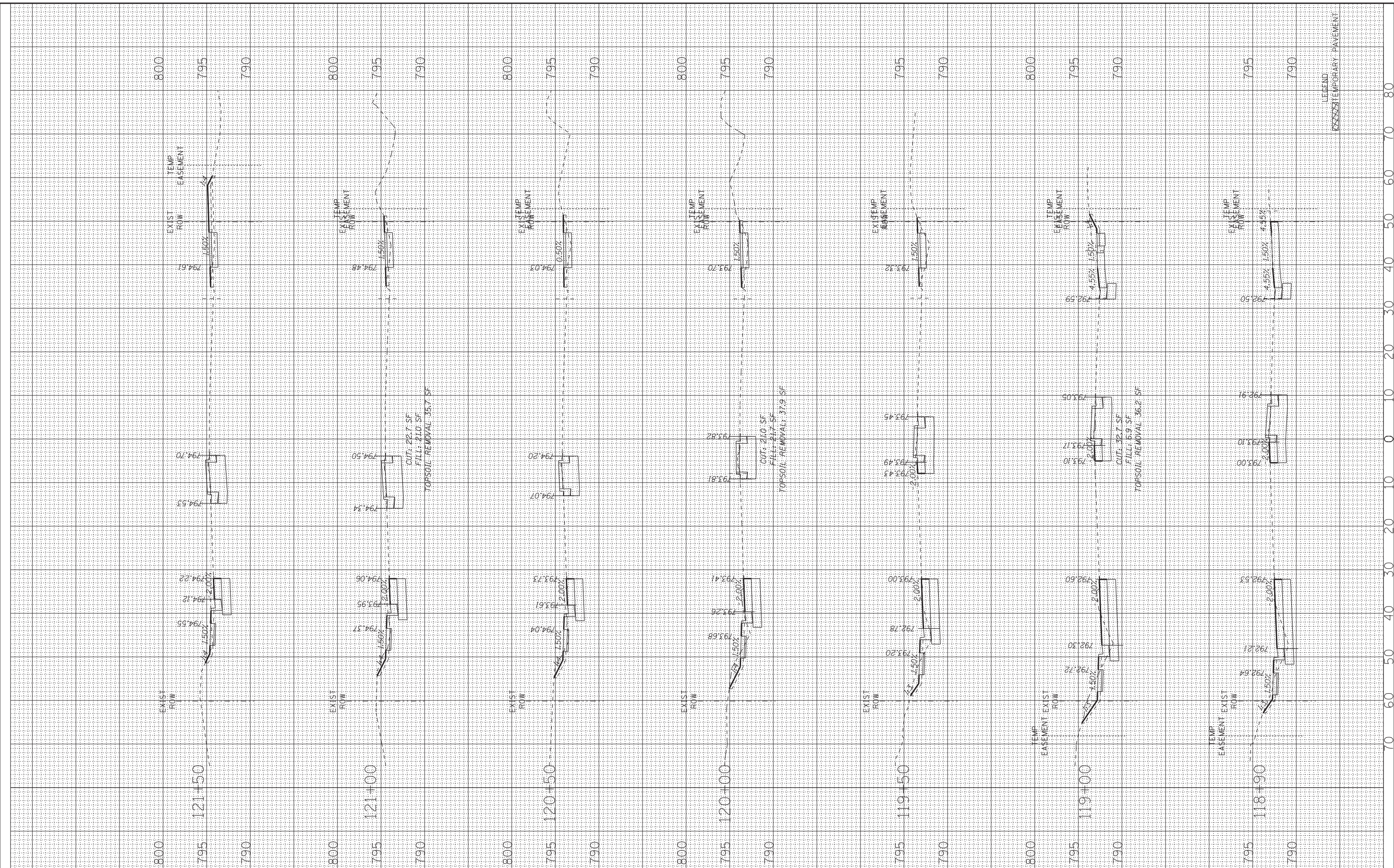
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - IL RTE 59

SCALE: H: 1"=10' V: 1"=5'

STA. 118+90 TO STA. 121+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R)-1N	DUPAGE	186	178
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
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LEGEND
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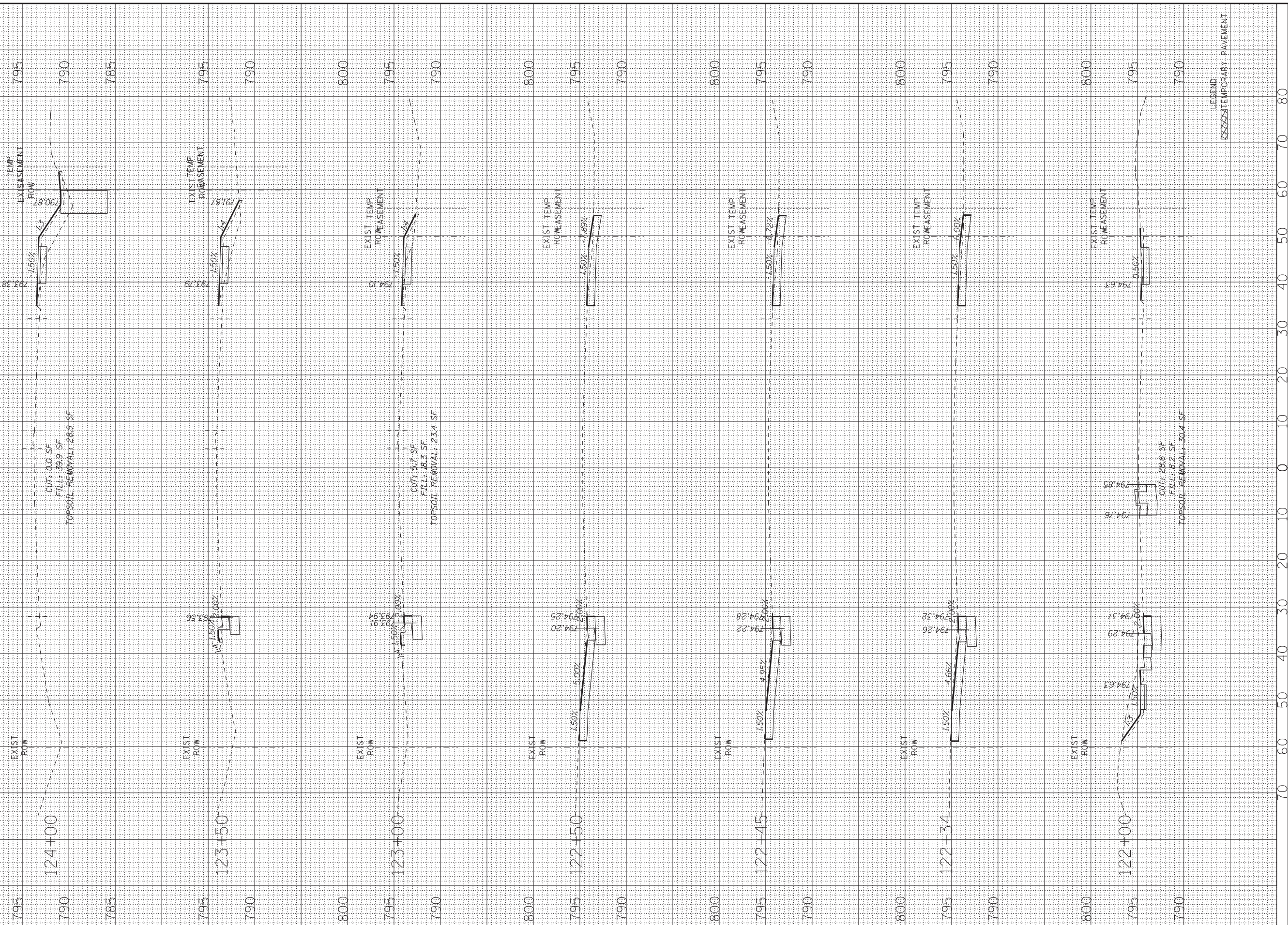
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - IL RTE 59

SCALE: H: 1"=10' V: 1"=5'
 STA. 122+00 TO STA. 124+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	179
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. \$CTNO	



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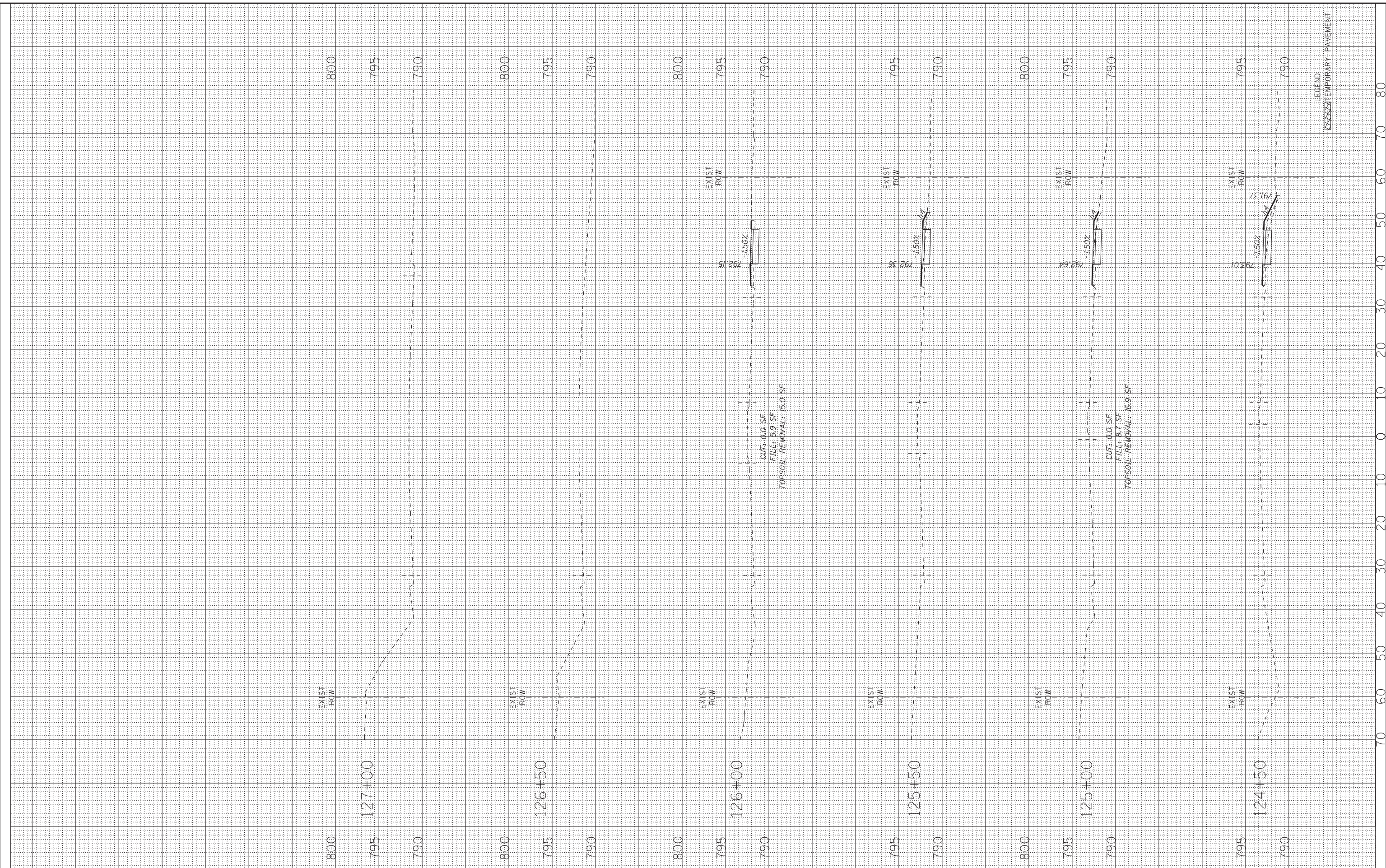
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CROSS SECTIONS - IL RTE 59

SCALE: H: 1"=10' V: 1"=5'

STA. 124+50 TO STA. 127+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1)N	DUPAGE	186	180
FED. ROAD DIST. NO.			CONTRACT NO. \$CTNO	
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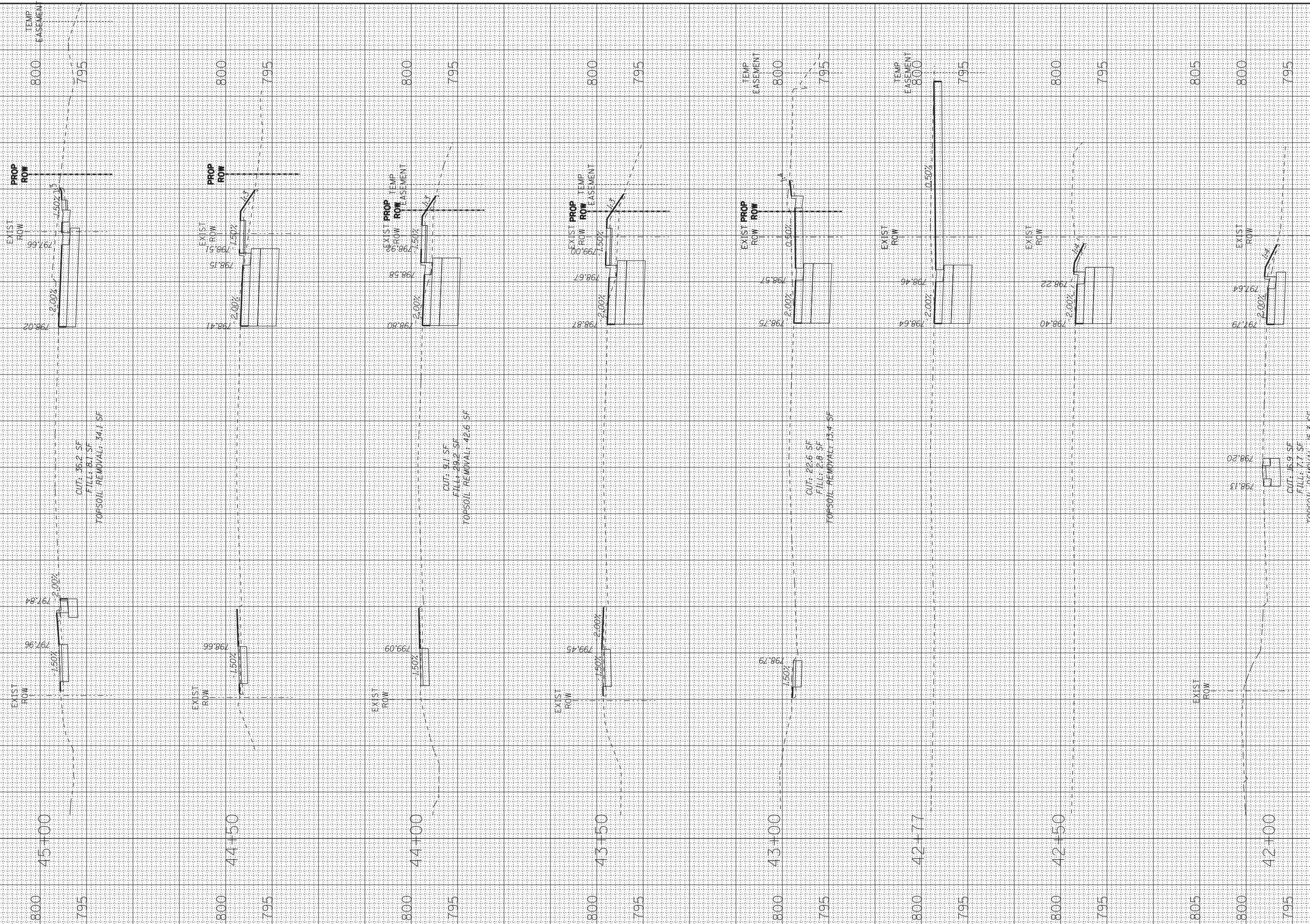
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CROSS SECTIONS - STEARNS ROAD

SCALE: H: 1"=10' V: 1"=5'

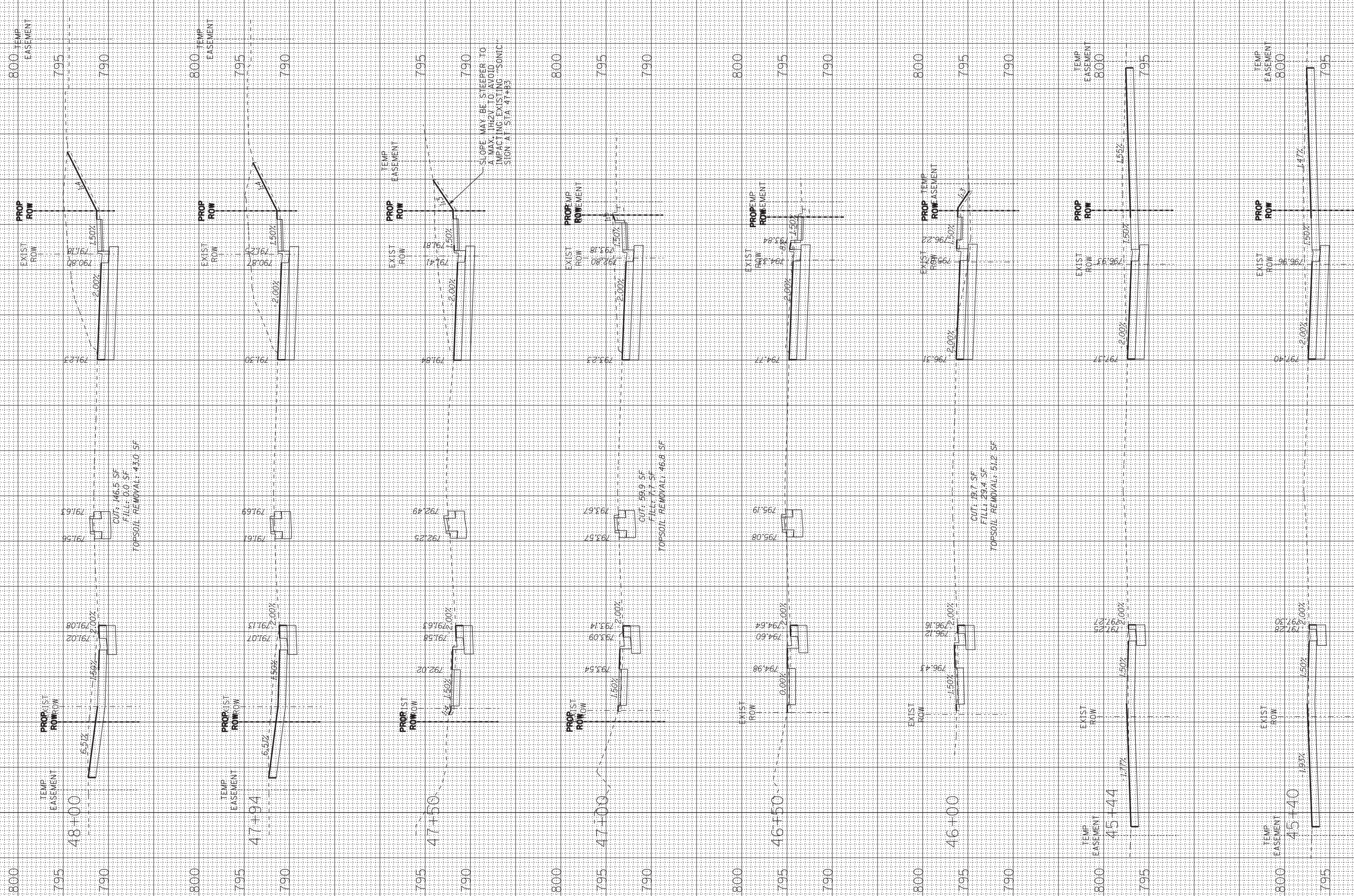
STA. 42+00 TO STA. 45+00

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FED. ROAD DIST. NO.			CONTRACT NO. \$CTNO	
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CROSS SECTIONS - STEARNS ROAD

SCALE: H: 1"=10' V: 1"=5'
 STA. 45+43 TO STA. 48+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	183
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
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 SHEET: CROSS SECTIONS - STEARNS ROAD
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 CHECKED BY: JFM
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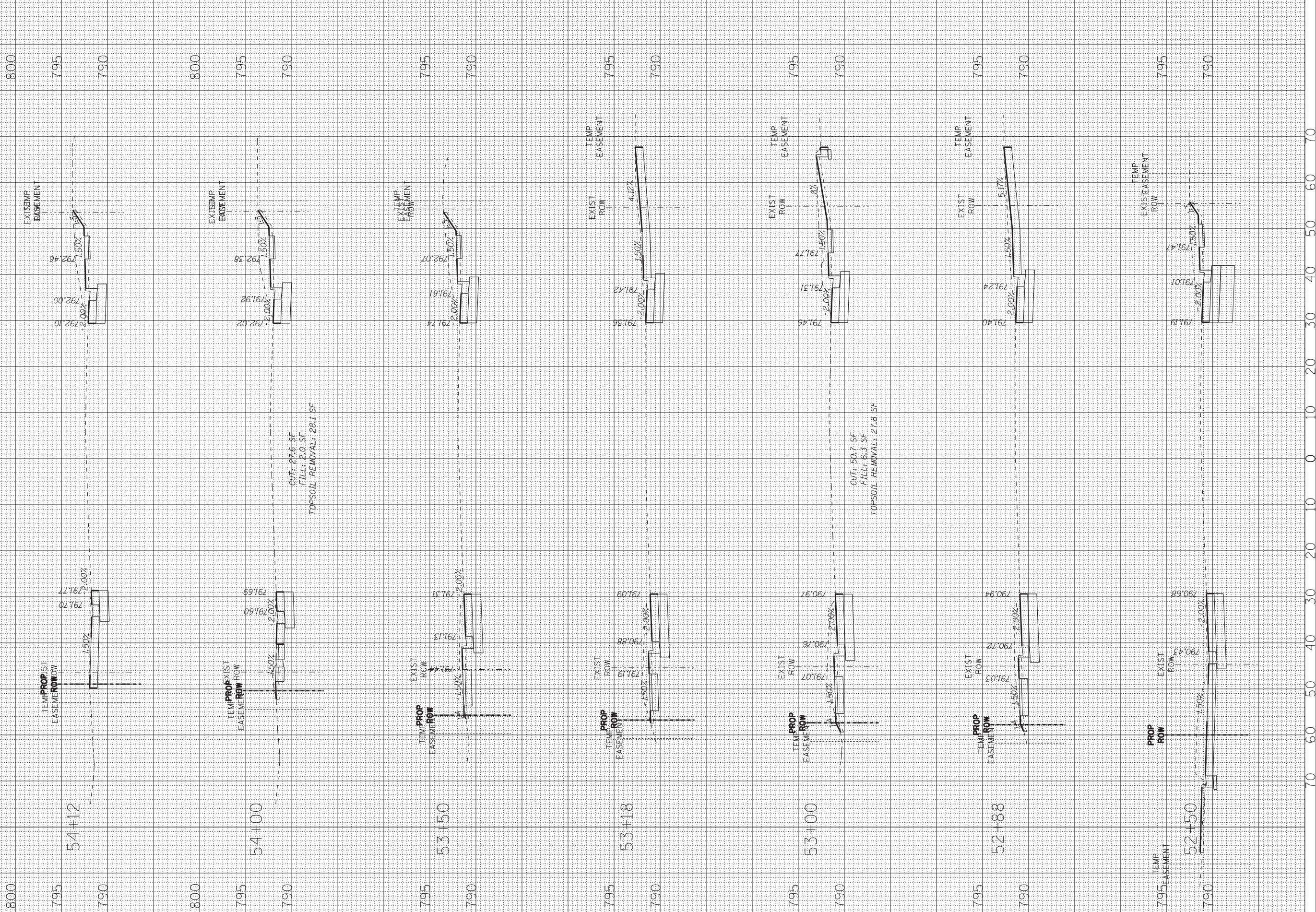
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - STEARNS ROAD

SCALE: H: 1"=10' V: 1"=5'
 STA. 52+50 TO STA. 54+12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(110R-1N)	DUPAGE	186	185
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CROSS SECTIONS - STEARNS ROAD

SCALE: H: 1"=10' V: 1"=5'

STA. 54+50 TO STA. 58+00

F.A.P. RTE. 338	SECTION (110R-1N)	COUNTY DUPAGE	TOTAL SHEETS 186	SHEET NO. 186
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. \$CTNO	

