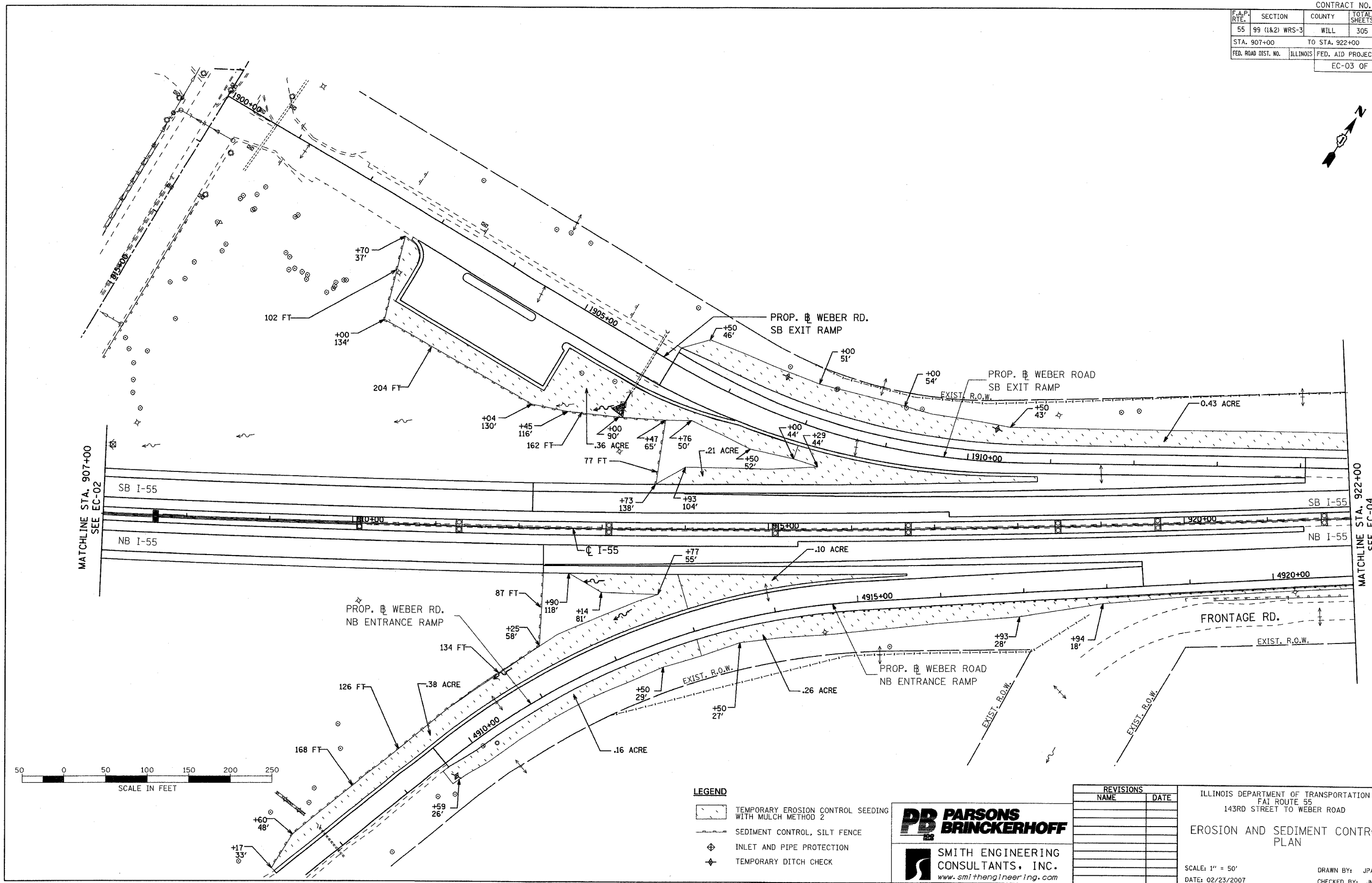
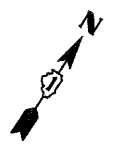
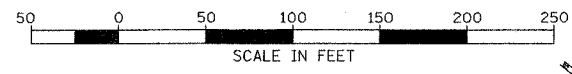


CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	101
STA. 907+00		TO STA. 922+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
EC-03 OF 07				



MATCHLINE STA. 907+00
SEE EC-02

MATCHLINE STA. 922+00
SEE EC-04



- LEGEND**
- TEMPORARY EROSION CONTROL SEEDING WITH MULCH METHOD 2
 - SEDIMENT CONTROL, SILT FENCE
 - INLET AND PIPE PROTECTION
 - TEMPORARY DITCH CHECK

PARSONS BRINCKERHOFF

SMITH ENGINEERING CONSULTANTS, INC.
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD

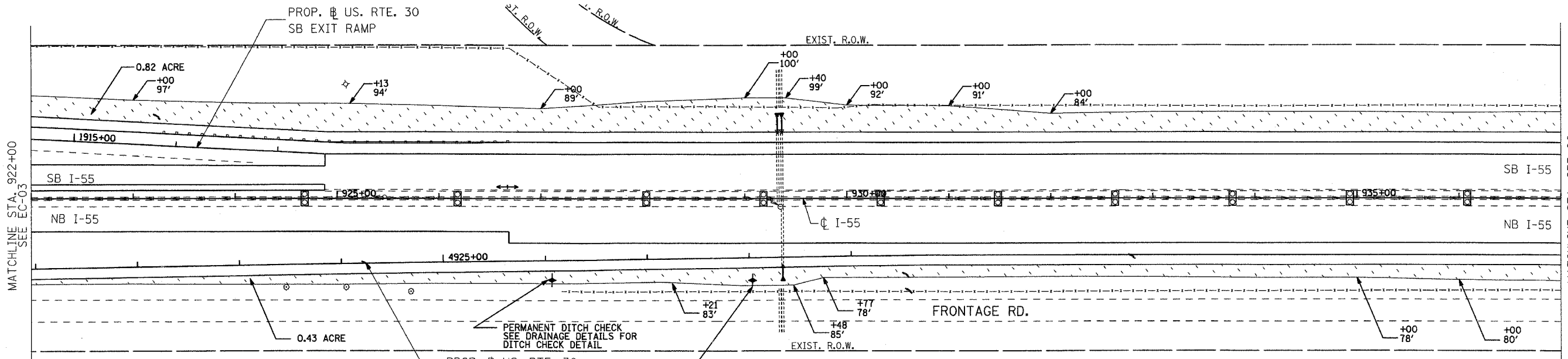
EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 50'
DATE: 02/23/2007

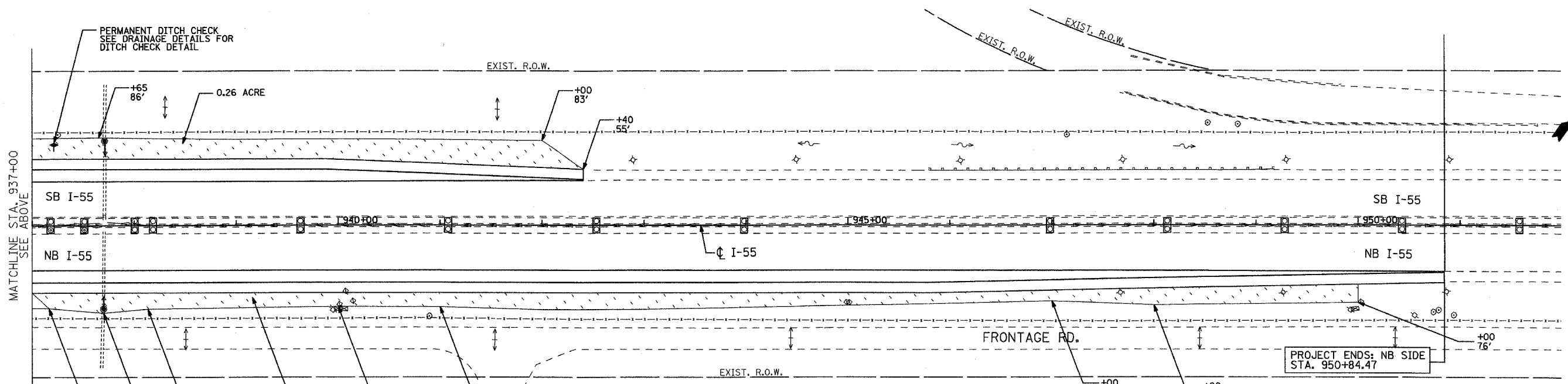
DRAWN BY: JPA
CHECKED BY: JM

FINAL

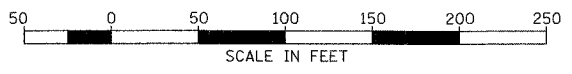
CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	102
STA. 922+00		TO STA. 950+84.47		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
EC-04 OF 07				



- LEGEND**
- TEMPORARY EROSION CONTROL SEEDING WITH MULCH METHOD 2
 - SEDIMENT CONTROL, SILT FENCE
 - INLET AND PIPE PROTECTION
 - TEMPORARY DITCH CHECK



PROJECT ENDS: NB SIDE
STA. 950+84.47



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD

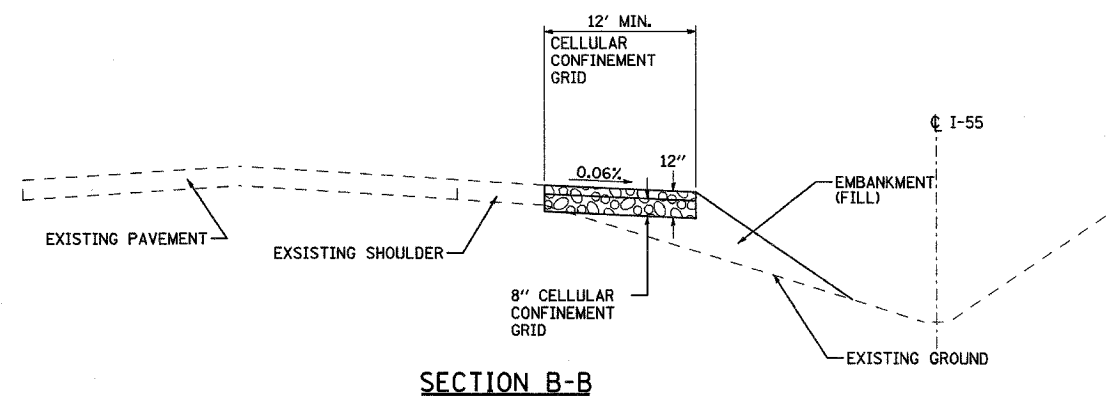
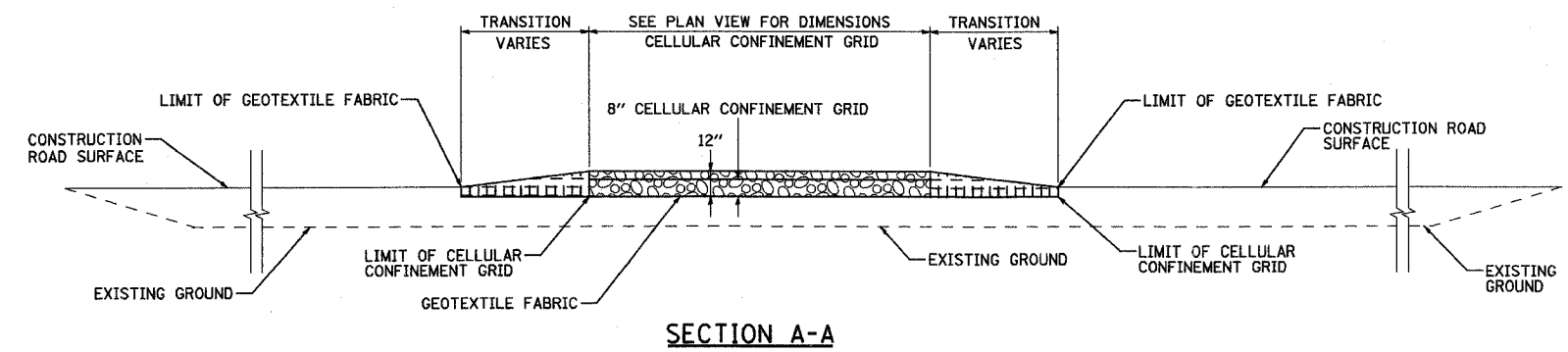
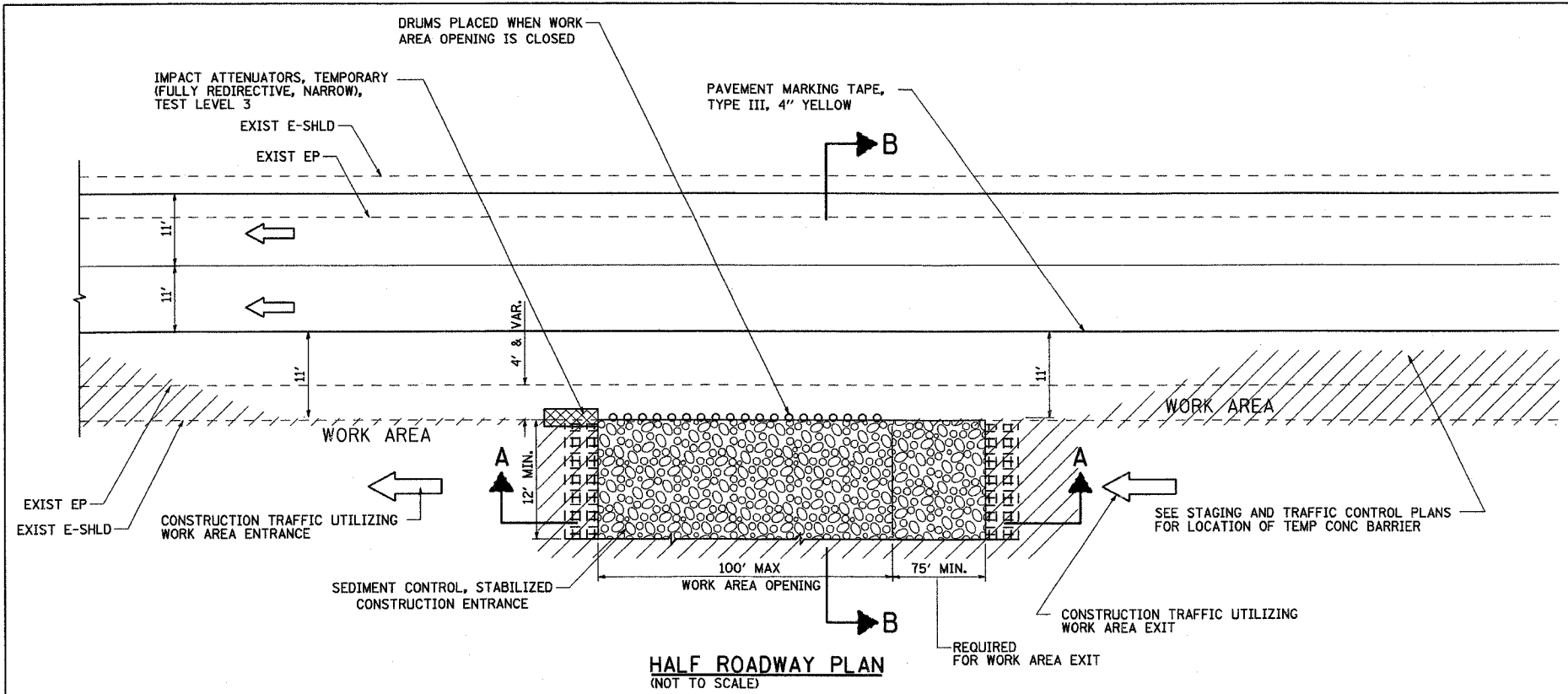
EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1" = 50'
DATE: 02/23/2007

DRAWN BY: JPA
CHECKED BY: JM

FINAL

CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	103
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
EC-05 OF 07				



LEGEND:

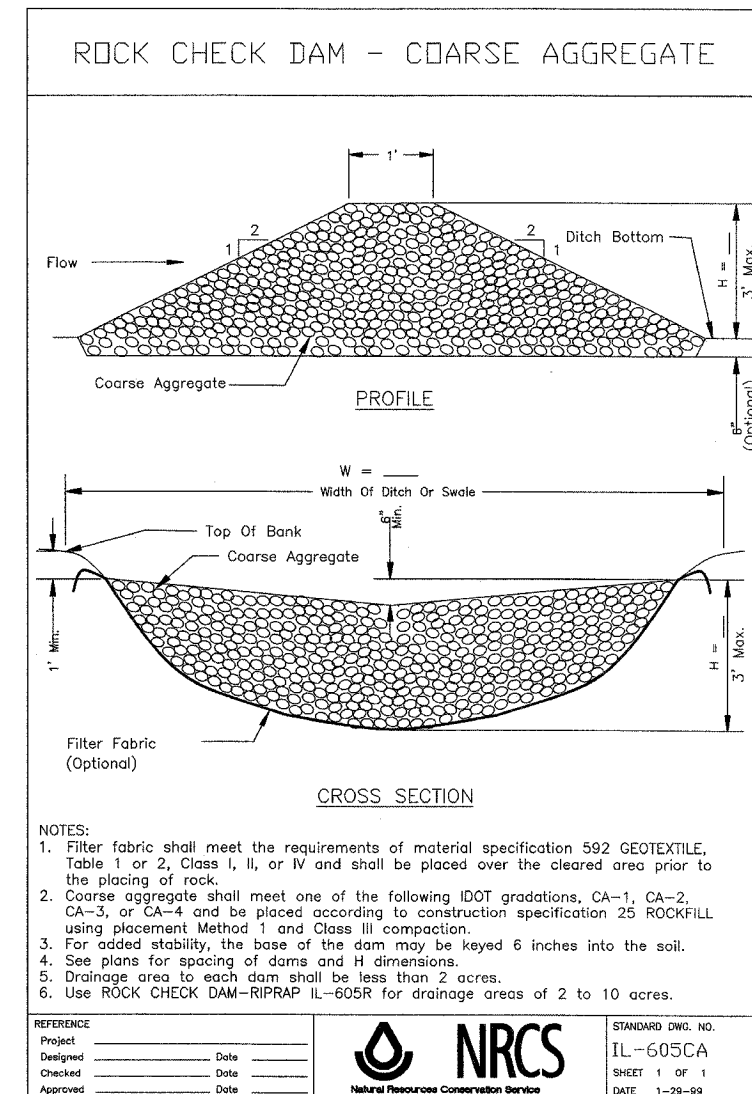
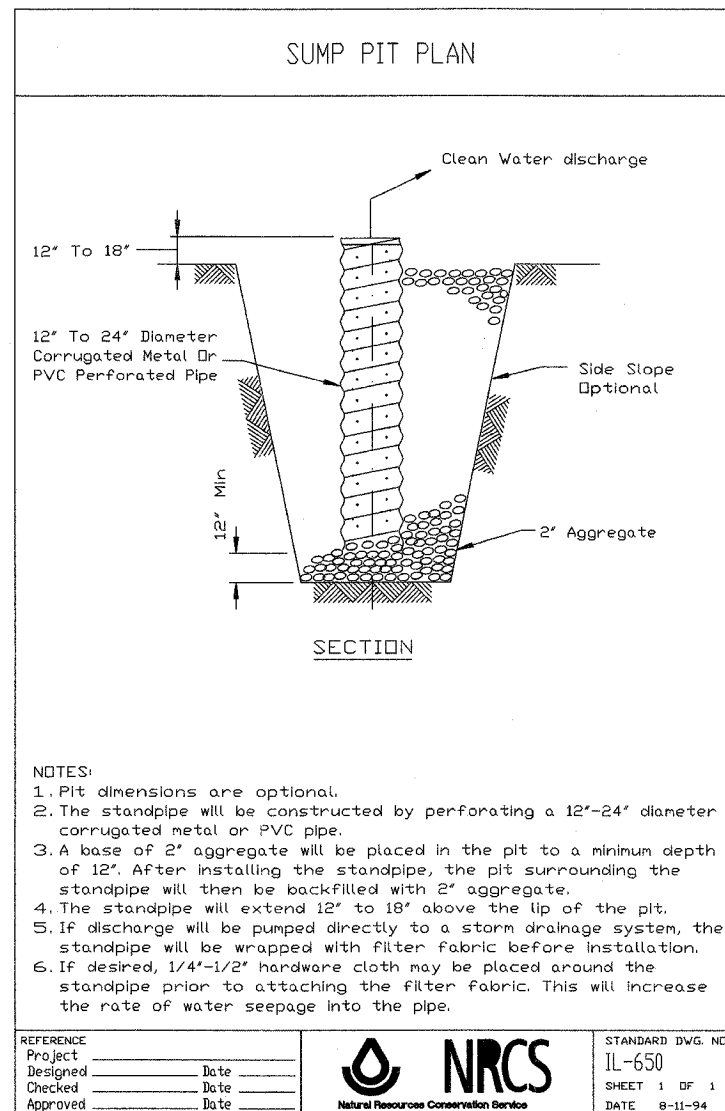
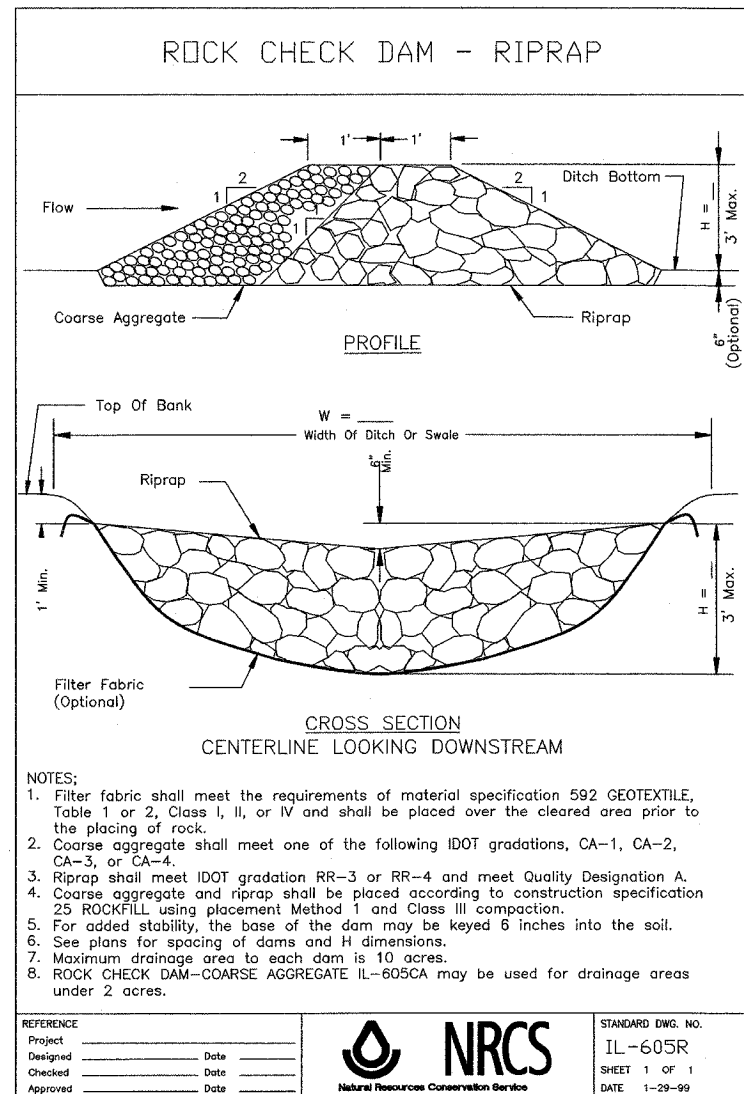
	COURSE AGGREGATE CA-3
	SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE
	DIRECTION OF TRAFFIC
	WORK AREA
	IMPACT ATTENUATOR

- NOTES:**
1. THE EXISTING BITUMINOUS SHOULDER SHALL REMAIN IN THE PLACE UNTIL THE STABILIZED CONSTRUCTION ENTRANCE IS REMOVED.
 2. EXISTING DITCH DRAINAGE TO BE MAINTAINED.
 3. THE COST OF ANY COURSE AGGREGATE CA-3 USED FOR TRANSITION FROM THE CONSTRUCTION ROAD TO THE STABILIZED CONSTRUCTION ENTRANCE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR "SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE".
 4. SEE STAGING AND TRAFFIC CONTROL DETAIL FOR WORK AREA DRIVEWAY ENTRANCE/EXIT.
 5. THE SEDIMENT CONTROL, STABILIZED CONSTRUCTION ENTRANCE DIMENSIONS SHALL BE APPROVED BY THE ENGINEER.

	REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 143RD STREET TO WEBER ROAD EROSION AND SEDIMENT CONTROL DETAIL - STABILIZED CONSTRUCTION ENTRANCE
	NAME	DATE	
	SCALE: 1" = 50'		DRAWN BY: CHECKED BY:
	DATE: 02/23/2007		

FINAL

CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	104
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
EC-06 OF 07				



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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD

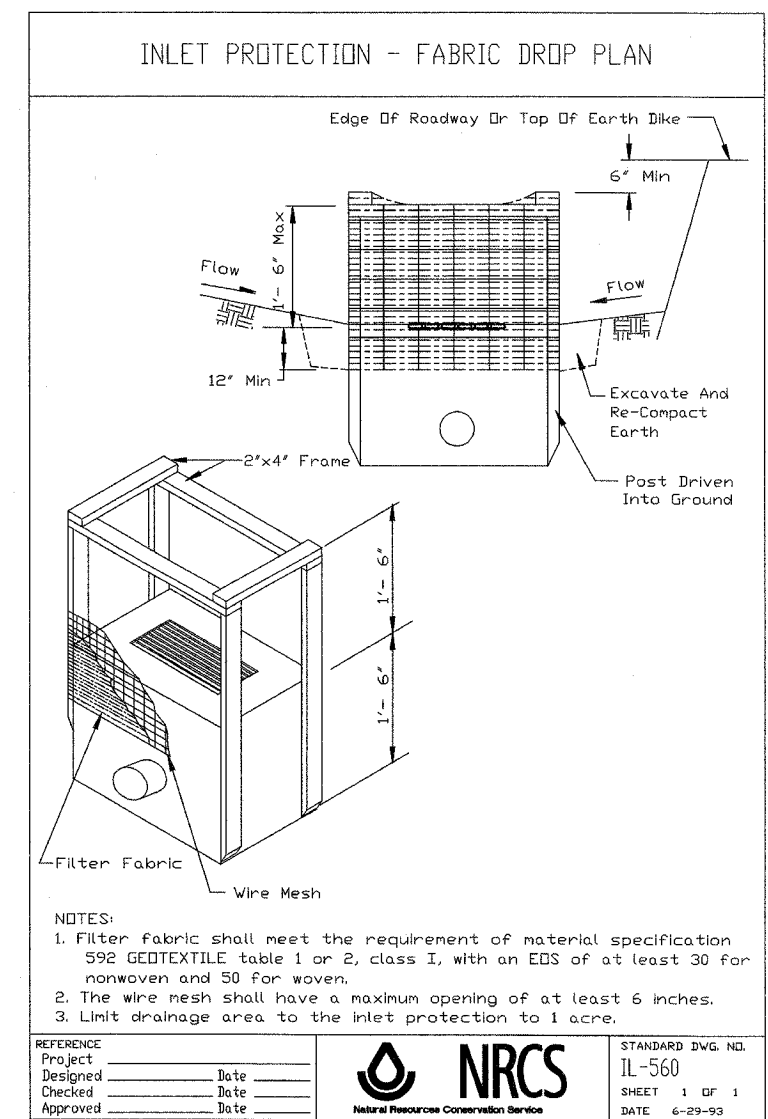
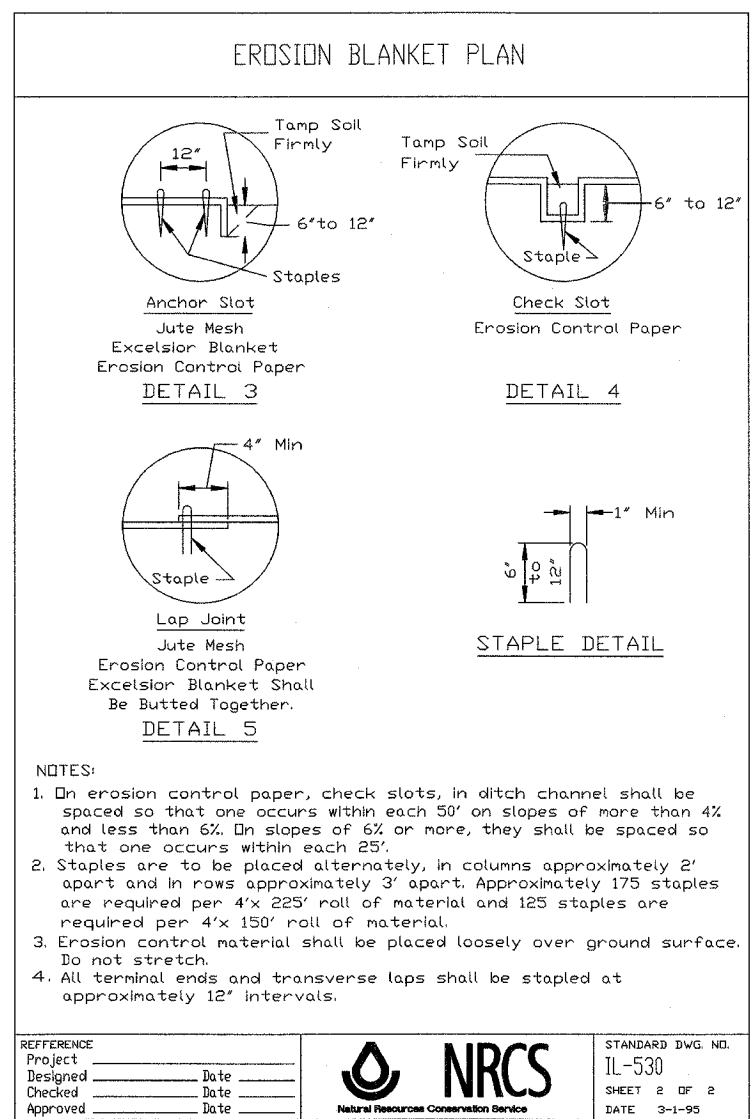
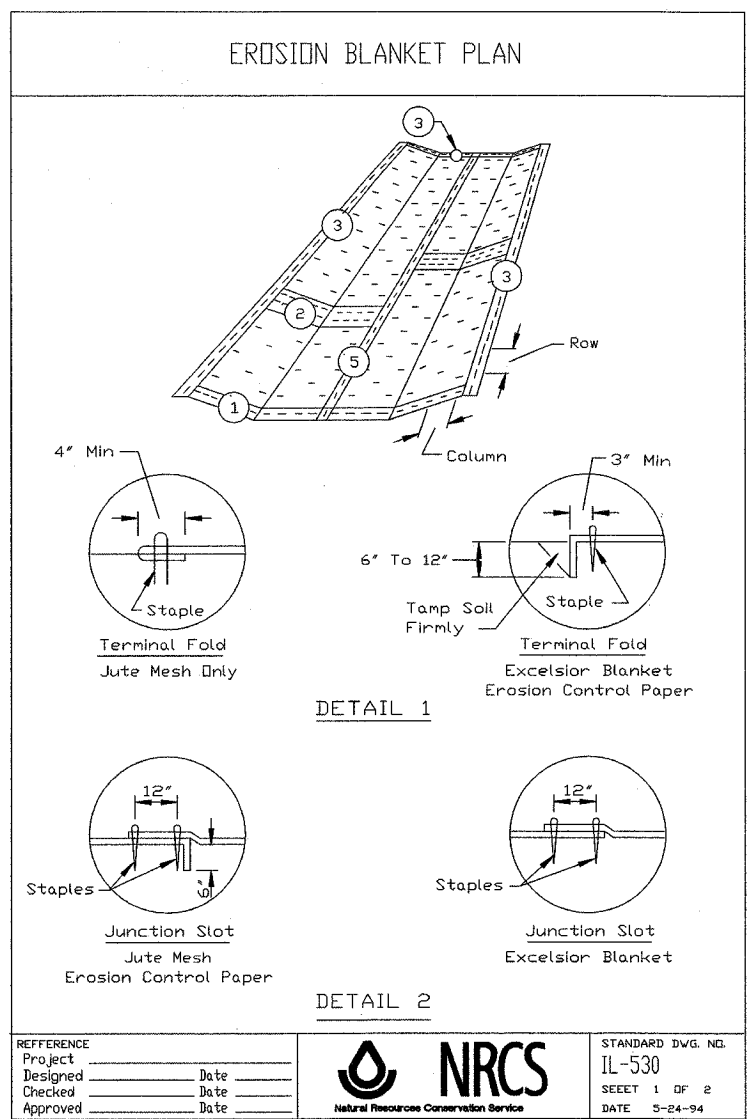
**EROSION AND SEDIMENT CONTROL
 DETAILS**

SCALE: 1" = 50'
 DATE: 02/23/2007

DRAWN BY: _____
 CHECKED BY: _____

FINAL

CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL.	305	105
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
EC-07 OF 07				



PB PARSONS BRINCKERHOFF

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 I&I ROUTE 55
 143RD STREET TO WEBER ROAD

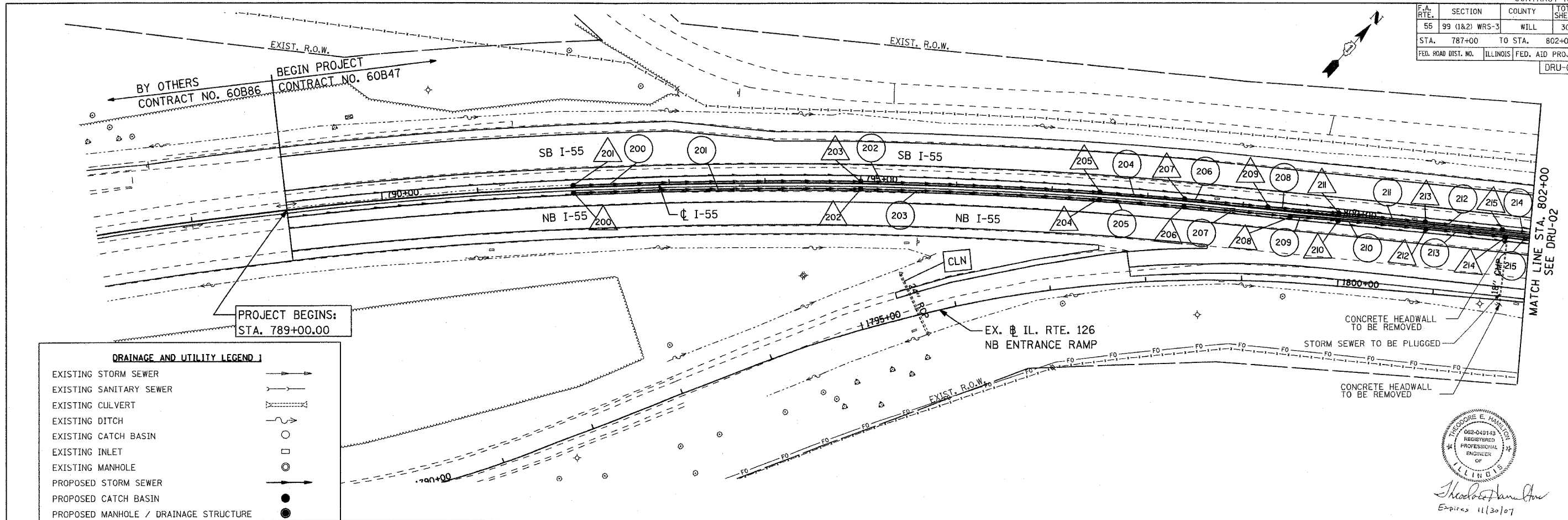
**EROSION AND SEDIMENT CONTROL
 DETAILS**

SCALE: 1" = 50'
 DATE: 02/23/2007

DRAWN BY: _____
 CHECKED BY: _____

FINAL

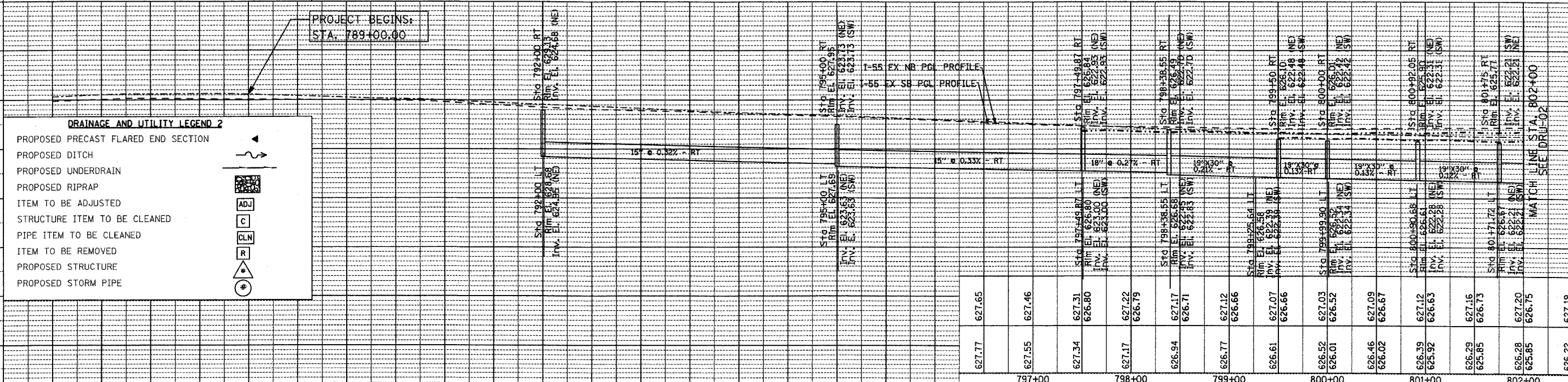
CONTRACT NO. 60B47			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
55	99 (1&2) WRS-3	WILL	305
STA. 787+00 TO STA. 802+00		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
		DRU-01 OF 14	



PROJECT BEGINS:
STA. 789+00.00

DRAINAGE AND UTILITY LEGEND 1

EXISTING STORM SEWER	
EXISTING SANITARY SEWER	
EXISTING CULVERT	
EXISTING DITCH	
EXISTING CATCH BASIN	
EXISTING INLET	
EXISTING MANHOLE	
PROPOSED STORM SEWER	
PROPOSED CATCH BASIN	
PROPOSED MANHOLE / DRAINAGE STRUCTURE	



DRAINAGE AND UTILITY LEGEND 2

PROPOSED PRECAST FLARED END SECTION	
PROPOSED DITCH	
PROPOSED UNDERDRAIN	
PROPOSED RIPRAP	
ITEM TO BE ADJUSTED	
STRUCTURE ITEM TO BE CLEANED	
PIPE ITEM TO BE CLEANED	
ITEM TO BE REMOVED	
PROPOSED STRUCTURE	
PROPOSED STORM PIPE	

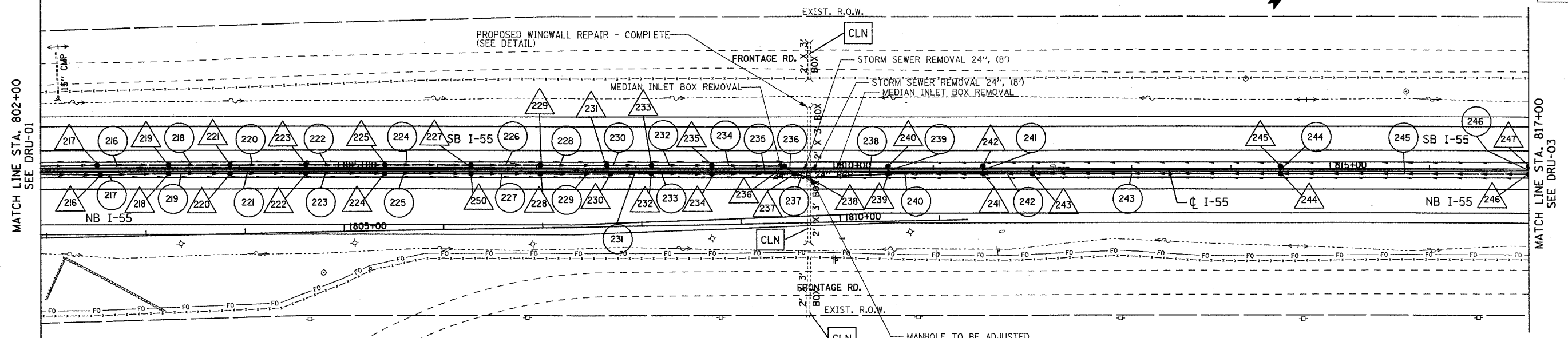
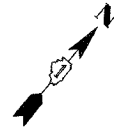
SB PGL ELEV	629.87	630.05	630.14	630.10	630.07	630.03	629.99	629.95	629.80	629.52	629.26	629.05	628.89	628.79	628.58	628.42	628.27	628.09	627.91
NB PGL ELEV	630.30	630.52	630.59	630.61	630.56	630.41	630.25	630.11	629.96	629.76	629.55	629.36	629.15	628.91	628.69	628.53	628.37	628.18	627.97
	787+00	788+00	789+00	790+00	791+00	792+00	793+00	794+00	795+00	796+00									

100FT (HORIZ.) 10FT (VERT.) GRAPHIC SCALE IN FEET	REVISIONS NAME DATE
	ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 143RD STREET TO WEBER ROAD DRAINAGE AND UTILITY PLAN AND PROFILE
SCALE: VERT. 1"=50' HORIZ. 1"=10' DATE: 02/23/2007	DRAWN BY: JPA CHECKED BY: TEH

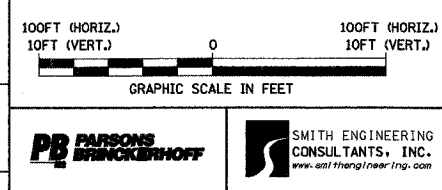
Theodore E. Hamann
 Expires 11/30/07

FINAL

CONTRACT NO. 60B47					
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
55	99 (I&2) WRS-3	WILL	305	107	
STA.	802+00 TO STA.		817+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT			
DRU-2 OF 14					



SB PGL ELEV	NB PGL ELEV	STATION	SB INLET	SB MANHOLE	NB INLET	NB MANHOLE	SB PIPE	NB PIPE	GRD. SURFACE	UTILITY
627.20	626.28	802+00	217	217	216	216	8\"/>			
626.75	625.85	802+00	217	217	216	216	8\"/>			
627.19	626.22	803+00	219	219	218	218	8\"/>			
626.70	625.74	803+00	219	219	218	218	8\"/>			
627.16	626.24	804+00	221	221	220	220	8\"/>			
626.73	625.84	804+00	221	221	220	220	8\"/>			
627.16	626.16	805+00	223	223	222	222	8\"/>			
626.71	625.75	805+00	223	223	222	222	8\"/>			
627.11	626.17	806+00	225	225	224	224	8\"/>			
626.63	625.68	806+00	225	225	224	224	8\"/>			
627.07	626.18	807+00	227	227	226	226	8\"/>			
626.61	625.72	807+00	227	227	226	226	8\"/>			
627.05	626.15	808+00	229	229	228	228	8\"/>			
626.66	625.76	808+00	229	229	228	228	8\"/>			
627.03	626.11	809+00	231	231	230	230	8\"/>			
626.53	625.62	809+00	231	231	230	230	8\"/>			
626.98	625.99	810+00	233	233	232	232	8\"/>			
626.53	625.58	810+00	233	233	232	232	8\"/>			
626.92	625.98	811+00	235	235	234	234	8\"/>			
626.47	625.52	811+00	235	235	234	234	8\"/>			
626.96	625.94	812+00	237	237	236	236	8\"/>			
626.46	625.44	812+00	237	237	236	236	8\"/>			
626.93	625.90	813+00	239	239	238	238	8\"/>			
626.50	625.47	813+00	239	239	238	238	8\"/>			
626.96	625.91	814+00	241	241	240	240	8\"/>			
626.53	625.48	814+00	241	241	240	240	8\"/>			
626.95	625.87	815+00	243	243	242	242	8\"/>			
626.54	625.47	815+00	243	243	242	242	8\"/>			
626.85	625.92	816+00	245	245	244	244	8\"/>			
626.44	625.46	816+00	245	245	244	244	8\"/>			
626.75	625.96	817+00	247	247	246	246	8\"/>			
626.24	625.50	817+00	247	247	246	246	8\"/>			
626.97	626.02	818+00	249	249	248	248	8\"/>			
626.50	625.59	818+00	249	249	248	248	8\"/>			
627.13	626.11	819+00	251	251	250	250	8\"/>			
626.64	625.63	819+00	251	251	250	250	8\"/>			
627.19	626.22	820+00	253	253	252	252	8\"/>			
626.76	625.79	820+00	253	253	252	252	8\"/>			



REVISIONS	
NAME	DATE

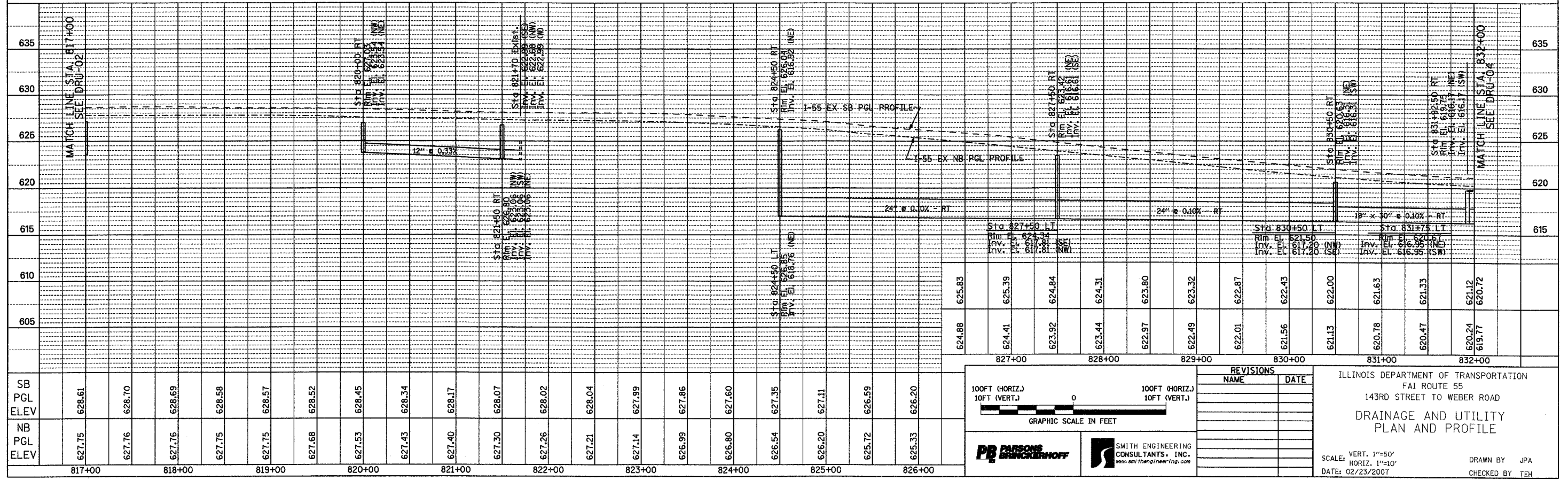
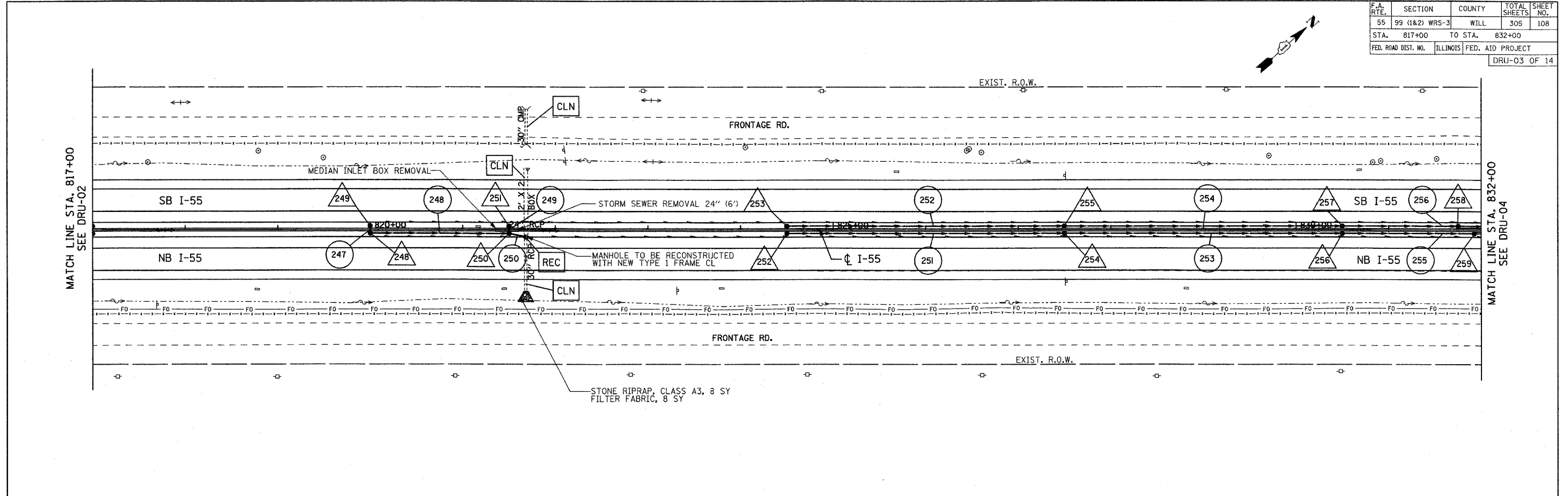
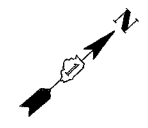
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
DRAINAGE AND UTILITY PLAN AND PROFILE

SCALE: VERT. 1"=50'
 HORIZ. 1"=10'
 DATE: 02/23/2007

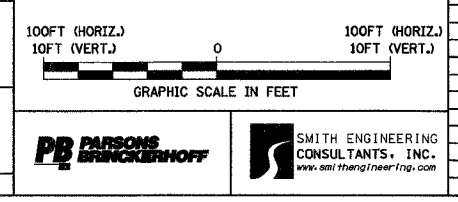
DRAWN BY: JPA
 CHECKED BY: TEH

FINAL

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	108
STA. 817+00	TO STA. 832+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
DRU-03 OF 14				



SB PGL ELEV	628.61	628.70	628.69	628.58	628.57	628.52	628.45	628.34	628.17	628.07	628.02	628.04	627.99	627.86	627.60	627.35	627.11	626.59	626.20
NB PGL ELEV	627.75	627.76	627.76	627.75	627.75	627.68	627.53	627.43	627.40	627.30	627.26	627.21	627.14	626.99	626.80	626.54	626.20	625.72	625.33
	817+00	818+00	819+00	820+00	821+00	822+00	823+00	824+00	825+00	826+00									



REVISIONS	
NAME	DATE

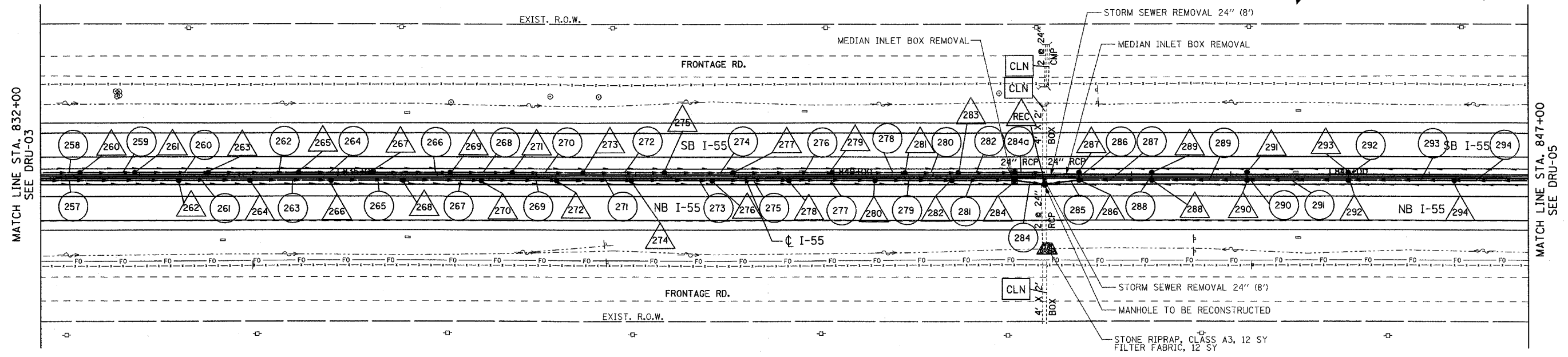
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
**DRAINAGE AND UTILITY
 PLAN AND PROFILE**

SCALE: VERT. 1"=50'
 HORIZ. 1"=10'
 DATE: 02/23/2007

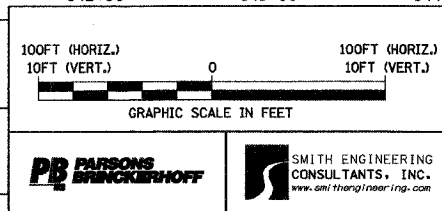
DRAWN BY JPA
 CHECKED BY TEH

FINAL

CONTRACT NO. 60B47			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
55	99 (I&2) WRS-3	WILL	305
STA.	832+00	TO STA.	847+00
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
			DRU-04 OF 14



SB PGL ELEV	NB PGL ELEV	STATION	DESCRIPTION	SB PGL ELEV	NB PGL ELEV	STATION	DESCRIPTION
621.12	620.24	832+00	STG 832+39.61 LT	620.88	620.02	837+00	STG 837+47 LT
620.72	619.77	832+00	STG 832+39.61 RT	620.39	619.55	837+00	STG 837+47 RT
621.12	620.10	833+00	STG 833+58.95 LT	620.89	620.05	838+00	STG 838+99.05 LT
620.64	619.69	833+00	STG 833+58.95 RT	620.38	619.66	838+00	STG 838+99.05 RT
620.96	619.96	834+00	STG 834+50.36 LT	620.89	620.08	839+00	STG 839+98.34 LT
620.48	619.54	834+00	STG 834+50.36 RT	620.46	619.66	839+00	STG 839+98.34 RT
620.95	619.92	835+00	STG 835+92.82 LT	620.89	620.05	840+00	STG 840+41.42 LT
620.49	619.45	835+00	STG 835+92.82 RT	620.46	619.66	840+00	STG 840+41.42 RT
620.92	619.93	836+00	STG 836+42.94 LT	620.89	620.05	841+00	STG 841+42.94 LT
620.52	619.46	836+00	STG 836+42.94 RT	620.46	619.66	841+00	STG 841+42.94 RT
620.85	619.95	837+00	STG 837+47.00 LT	620.89	620.05	842+00	STG 842+47.00 LT
620.37	619.54	837+00	STG 837+47.00 RT	620.46	619.66	842+00	STG 842+47.00 RT
620.84	619.96	838+00	STG 838+99.05 LT	620.89	620.05	843+00	STG 843+99.05 LT
620.44	619.47	838+00	STG 838+99.05 RT	620.46	619.66	843+00	STG 843+99.05 RT
620.84	619.95	839+00	STG 839+98.34 LT	620.89	620.05	844+00	STG 844+42.94 LT
620.38	619.50	839+00	STG 839+98.34 RT	620.46	619.66	844+00	STG 844+42.94 RT
620.87	619.97	840+00	STG 840+41.42 LT	620.89	620.05	845+00	STG 845+42.94 LT
620.41	619.54	840+00	STG 840+41.42 RT	620.46	619.66	845+00	STG 845+42.94 RT
620.87	619.99	841+00	STG 841+42.94 LT	620.89	620.05	846+00	STG 846+42.94 LT
620.47	619.67	841+00	STG 841+42.94 RT	620.46	619.66	846+00	STG 846+42.94 RT
621.12	620.83	842+00	STG 842+47.00 LT	620.89	620.05	847+00	STG 847+42.94 LT
619.64	619.71	842+00	STG 842+47.00 RT	620.46	619.66	847+00	STG 847+42.94 RT
620.83	620.07	843+00	STG 843+99.05 LT	620.89	620.05	848+00	STG 848+42.94 LT
620.38	619.64	843+00	STG 843+99.05 RT	620.46	619.66	848+00	STG 848+42.94 RT
620.89	620.15	844+00	STG 844+42.94 LT	620.89	620.05	849+00	STG 849+42.94 LT
620.49	619.64	844+00	STG 844+42.94 RT	620.46	619.66	849+00	STG 849+42.94 RT
621.01	620.31	845+00	STG 845+42.94 LT	620.89	620.05	850+00	STG 850+42.94 LT
620.52	619.83	845+00	STG 845+42.94 RT	620.46	619.66	850+00	STG 850+42.94 RT
621.13	620.36	846+00	STG 846+42.94 LT	620.89	620.05	851+00	STG 851+42.94 LT
620.67	619.94	846+00	STG 846+42.94 RT	620.46	619.66	851+00	STG 851+42.94 RT
621.15	620.48	847+00	STG 847+42.94 LT	620.89	620.05	852+00	STG 852+42.94 LT
620.73	619.99	847+00	STG 847+42.94 RT	620.46	619.66	852+00	STG 852+42.94 RT
621.28	620.54	848+00	STG 848+42.94 LT	620.89	620.05	853+00	STG 853+42.94 LT
620.88	620.14	848+00	STG 848+42.94 RT	620.46	619.66	853+00	STG 853+42.94 RT
621.42	620.69	849+00	STG 849+42.94 LT	620.89	620.05	854+00	STG 854+42.94 LT
620.92	620.20	849+00	STG 849+42.94 RT	620.46	619.66	854+00	STG 854+42.94 RT
621.55	620.80	850+00	STG 850+42.94 LT	620.89	620.05	855+00	STG 855+42.94 LT
621.07	620.38	850+00	STG 850+42.94 RT	620.46	619.66	855+00	STG 855+42.94 RT
621.62	620.93	851+00	STG 851+42.94 LT	620.89	620.05	856+00	STG 856+42.94 LT
621.22	620.42	851+00	STG 851+42.94 RT	620.46	619.66	856+00	STG 856+42.94 RT
621.83	621.08	852+00	STG 852+42.94 LT	620.89	620.05	857+00	STG 857+42.94 LT
621.37	620.57	852+00	STG 852+42.94 RT	620.46	619.66	857+00	STG 857+42.94 RT



REVISIONS	
NAME	DATE

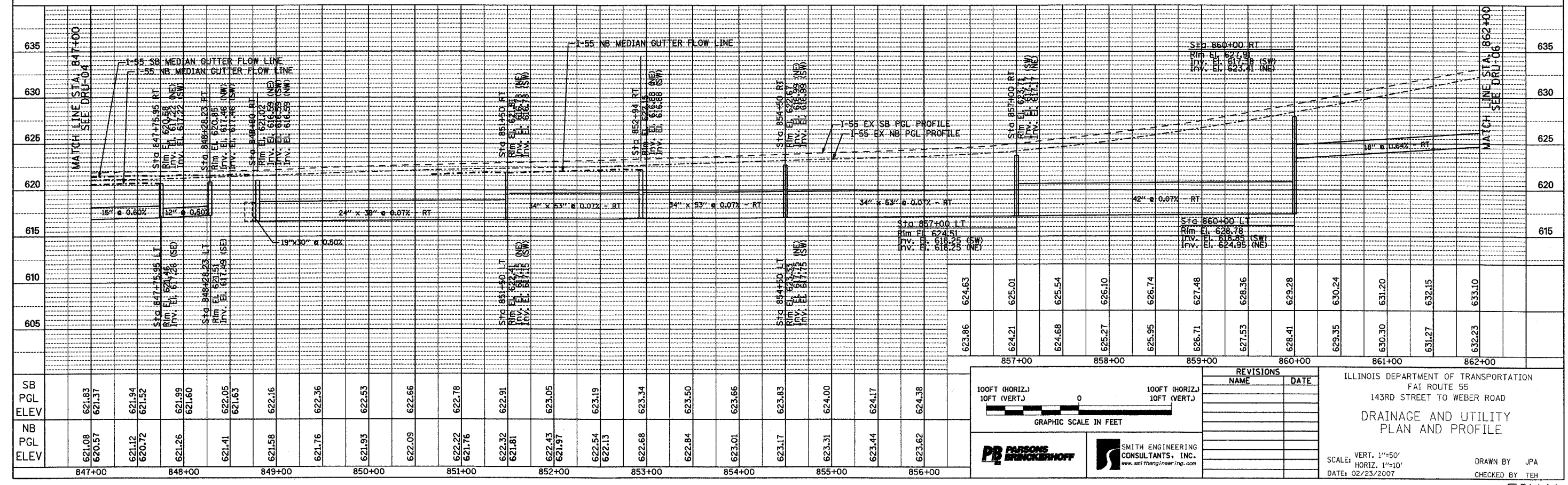
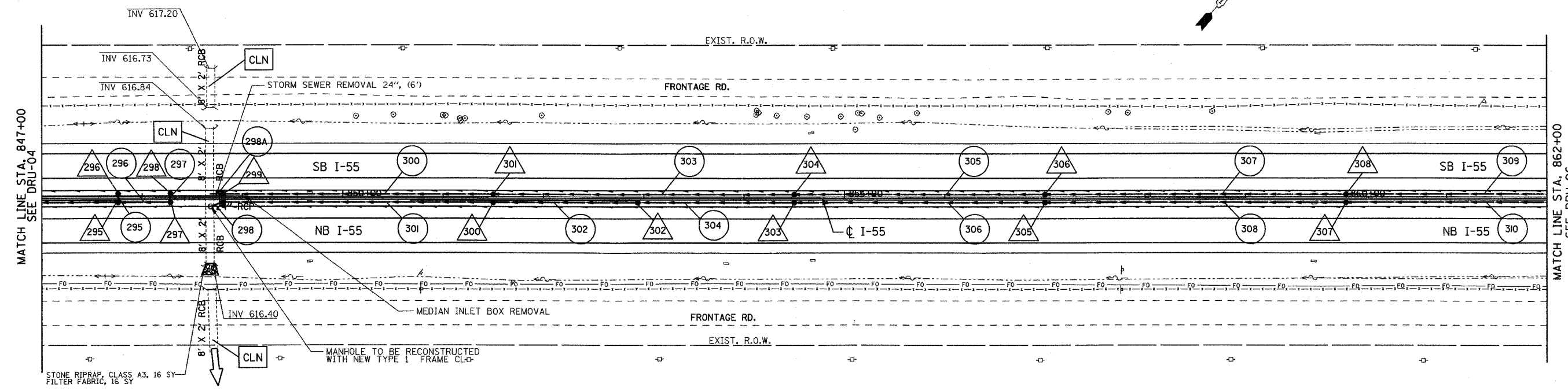
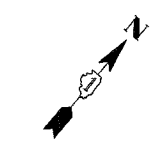
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
**DRAINAGE AND UTILITY
 PLAN AND PROFILE**

SCALE: VERT. 1"=50'
 HORIZ. 1"=10'
 DATE: 02/23/2007

DRAWN BY: JPA
 CHECKED BY: TEH

FINAL

CONTRACT NO. 60B47			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
55	99 (I&I) WRS-3	WILL	305
STA. 847+00	TO STA. 862+00		110
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
DRU-05 OF 14			



100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

REVISIONS	
NAME	DATE

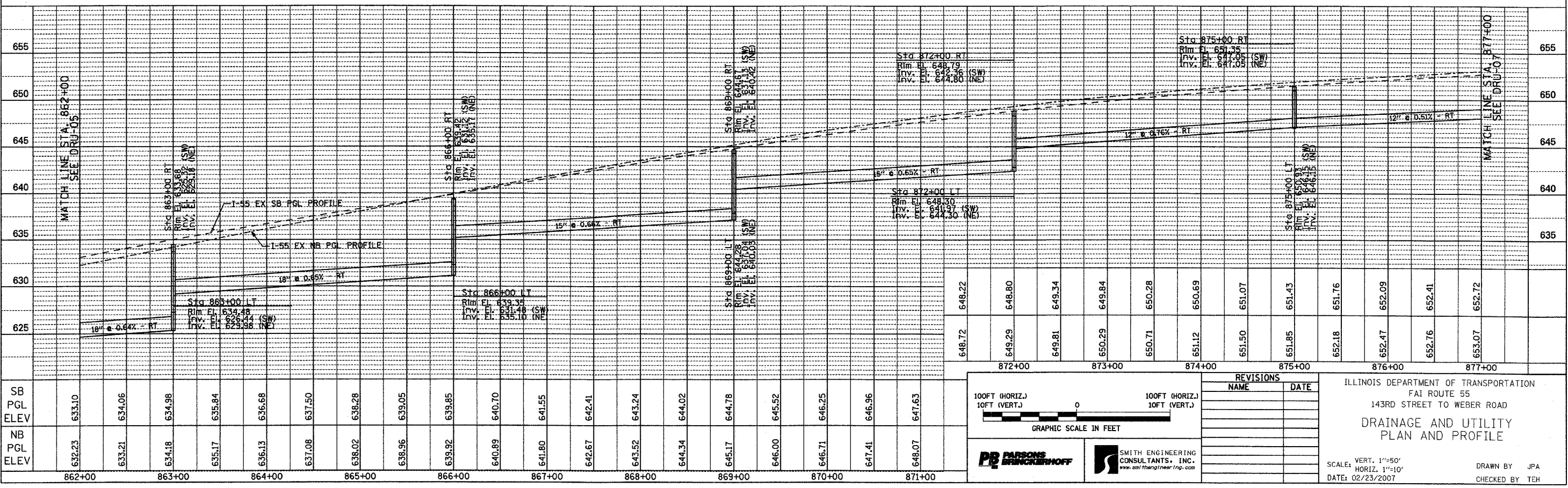
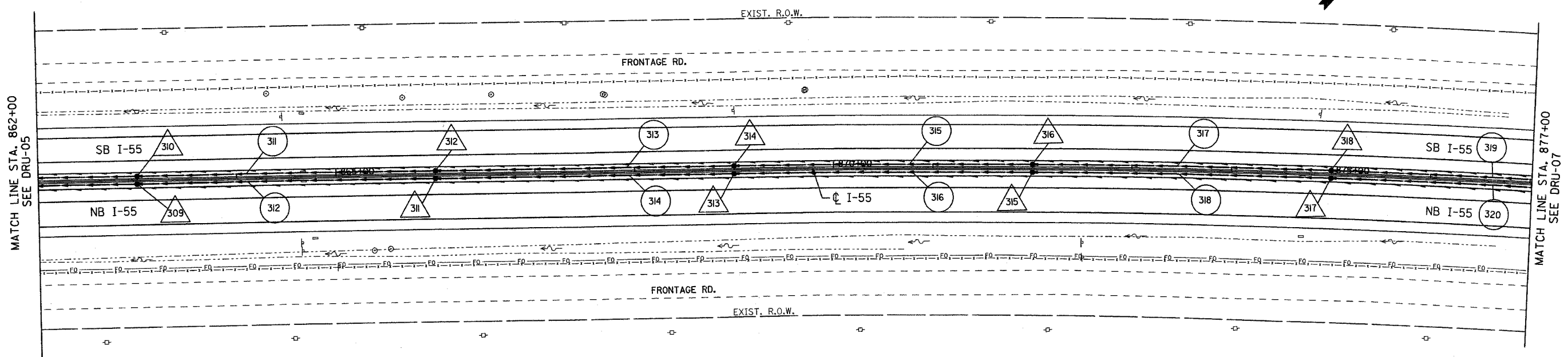
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
DRAINAGE AND UTILITY
PLAN AND PROFILE

SCALE: VERT. 1"=50'
HORIZ. 1"=10'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	111
STA.	862+00	TO STA.	877+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
DRU-06 OF 14				



100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

REVISIONS	
NAME	DATE

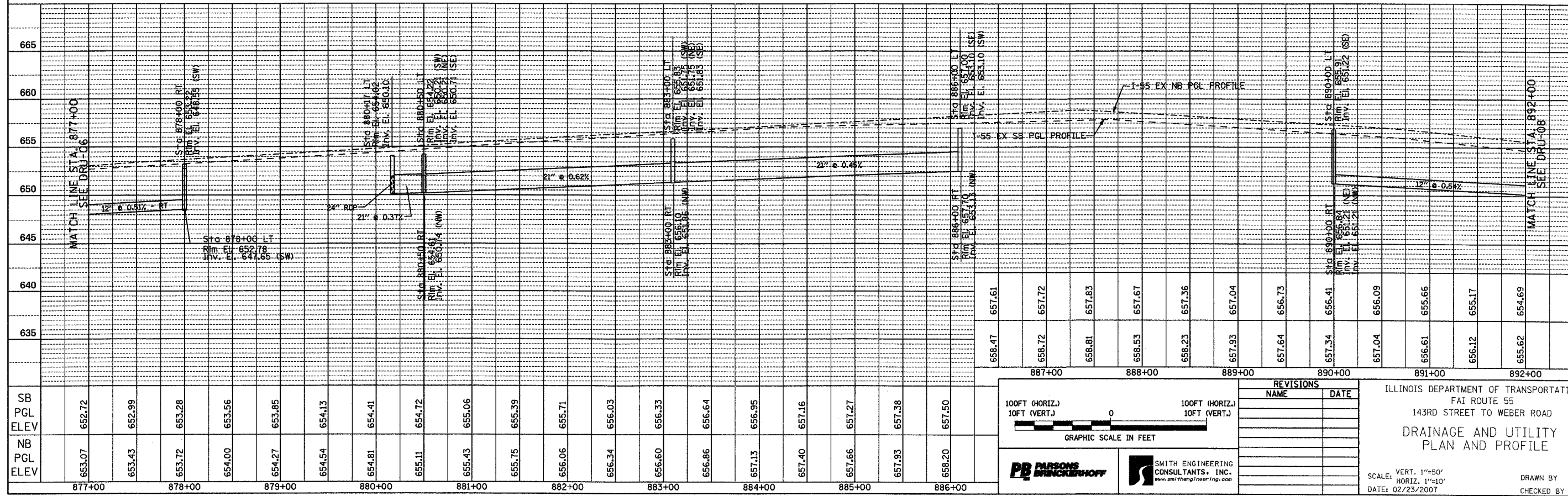
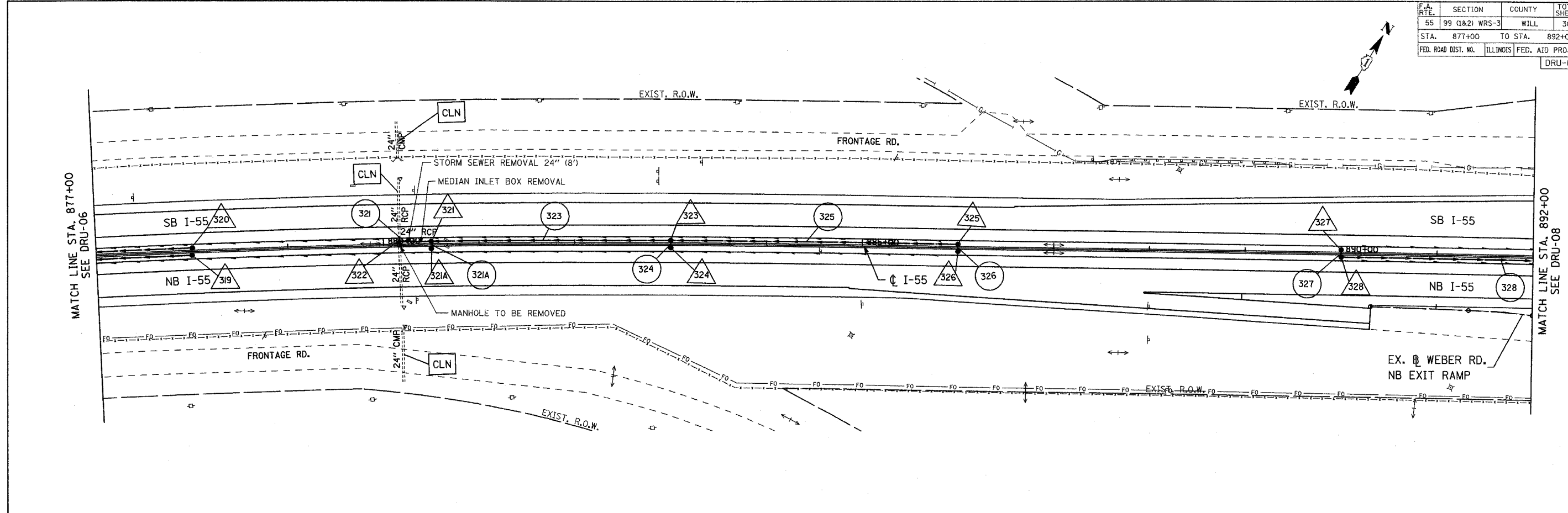
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
**DRAINAGE AND UTILITY
PLAN AND PROFILE**

SCALE: VERT. 1"=50'
HORIZ. 1"=10'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	112
STA. 877+00	TO STA. 892+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
DRU-07 OF 14				



SB PGL ELEV	652.72	652.99	653.28	653.56	653.85	654.13	654.41	654.72	655.06	655.39	655.71	656.03	656.33	656.64	656.95	657.16	657.27	657.38	657.50
NB PGL ELEV	653.07	653.43	653.72	654.00	654.27	654.54	654.81	655.11	655.43	655.75	656.06	656.34	656.60	656.86	657.13	657.40	657.66	657.93	658.20
	877+00	878+00	879+00	880+00	881+00	882+00	883+00	884+00	885+00	886+00	887+00	888+00	889+00	890+00	891+00	892+00			

100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

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REVISIONS	
NAME	DATE

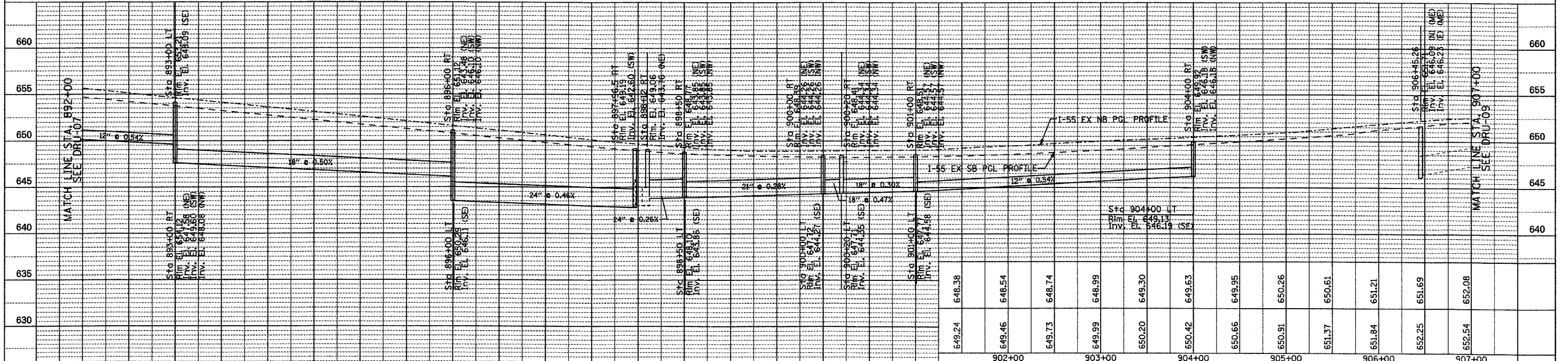
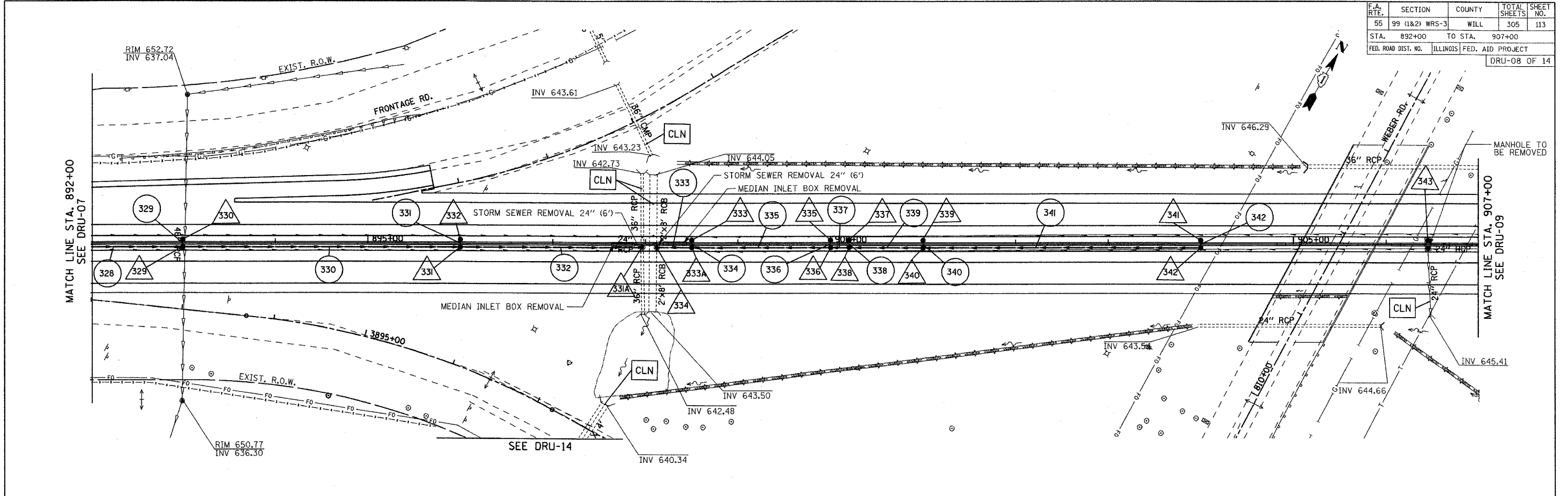
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
DRAINAGE AND UTILITY
PLAN AND PROFILE

SCALE: VERT. 1"=50'
HORIZ. 1"=10'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

CONTRACT NO. 60B47				
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
99 (1&2) WRS-3	WILL	305	113	
STA. 892+00	TO STA. 907+00			
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT
DRU-08 OF 14				



SB PGL ELEV	654.69	654.20	653.71	653.22	652.73	652.25	651.76	651.28	650.79	650.30	649.82	649.36	648.91	648.60	648.42	648.30	648.22	648.21	648.27
NB PGL ELEV	655.62	655.12	654.62	654.12	653.62	653.12	652.62	652.12	651.62	651.12	650.62	650.12	649.66	649.27	648.96	648.87	648.89	648.95	649.01
Stationing	892+00	893+00	894+00	895+00	896+00	897+00	898+00	899+00	900+00	901+00	902+00	903+00	904+00	905+00	906+00	907+00			

100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
DRAINAGE AND UTILITY
PLAN AND PROFILE

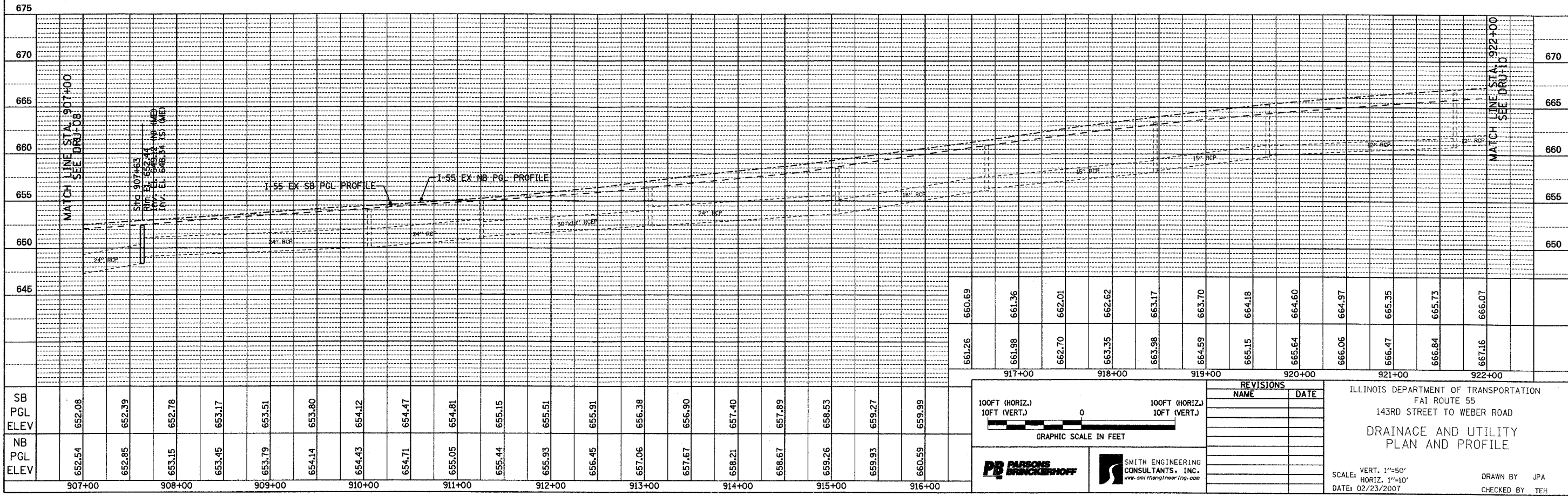
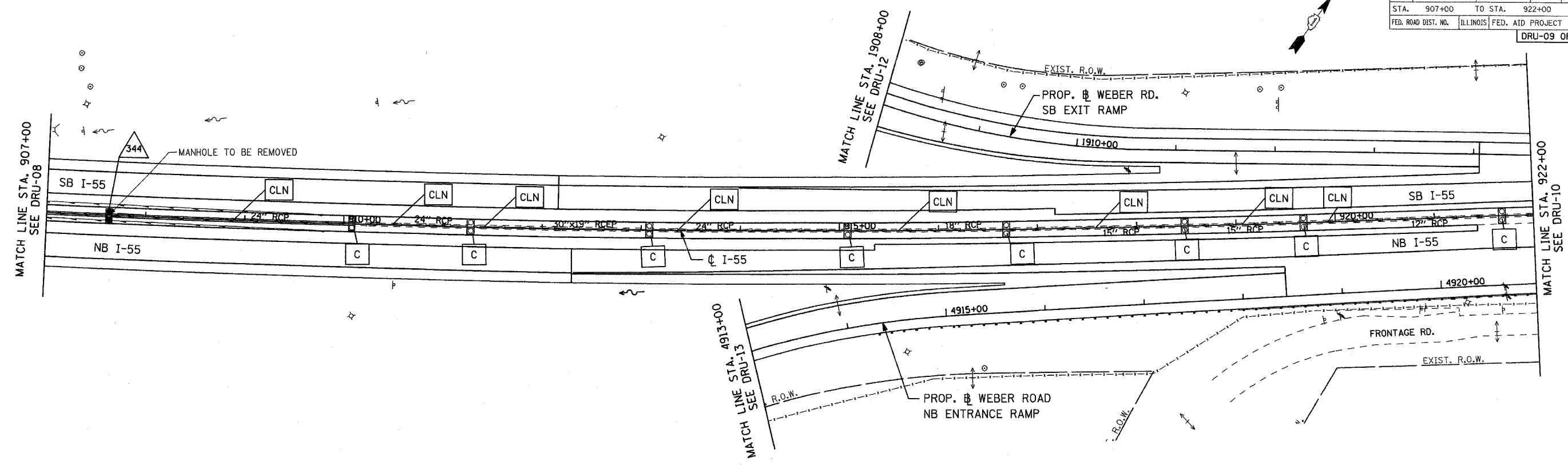
SCALE: VERT. 1"=50'
HORIZ. 1"=10'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	114
STA. 907+00	TO STA. 922+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DRU-09 OF 14



100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

PARSONS BRINCKERHOFF

SMITH ENGINEERING CONSULTANTS, INC.
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REVISIONS	
NAME	DATE

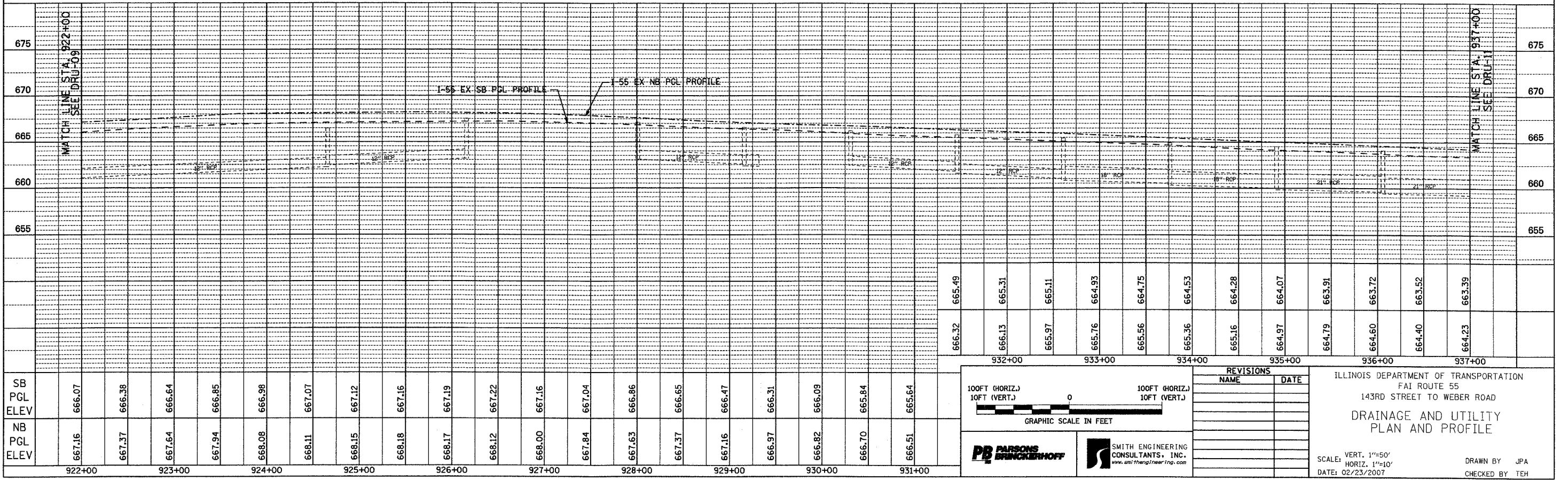
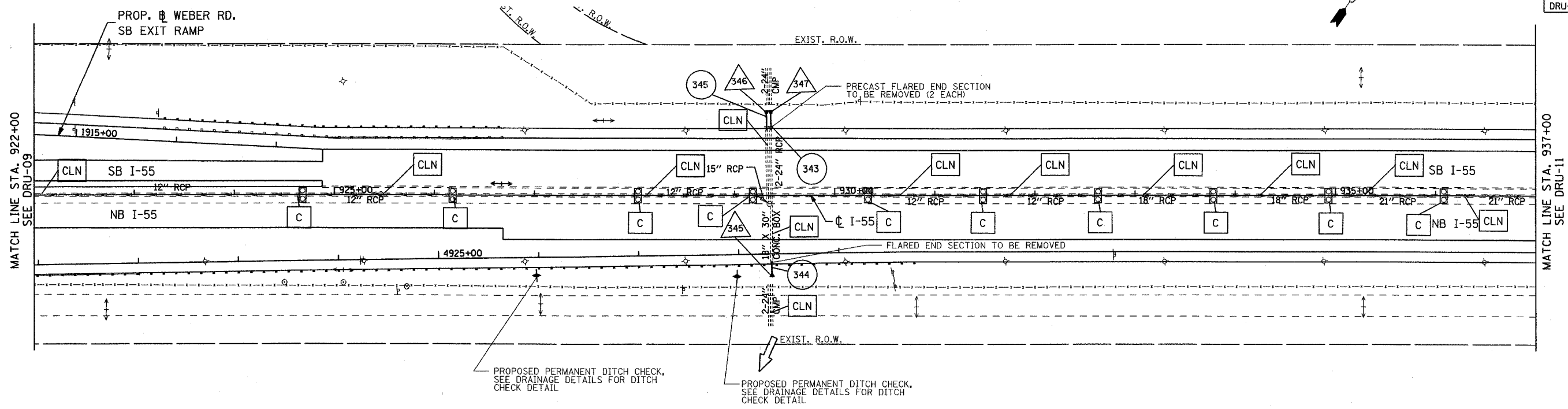
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
DRAINAGE AND UTILITY
PLAN AND PROFILE

SCALE: VERT. 1"=50'
HORIZ. 1"=10'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL.	305	115
STA.	TO STA.		937+00	
922+00				
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
DRU-10 OF 14				



100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD

**DRAINAGE AND UTILITY
PLAN AND PROFILE**

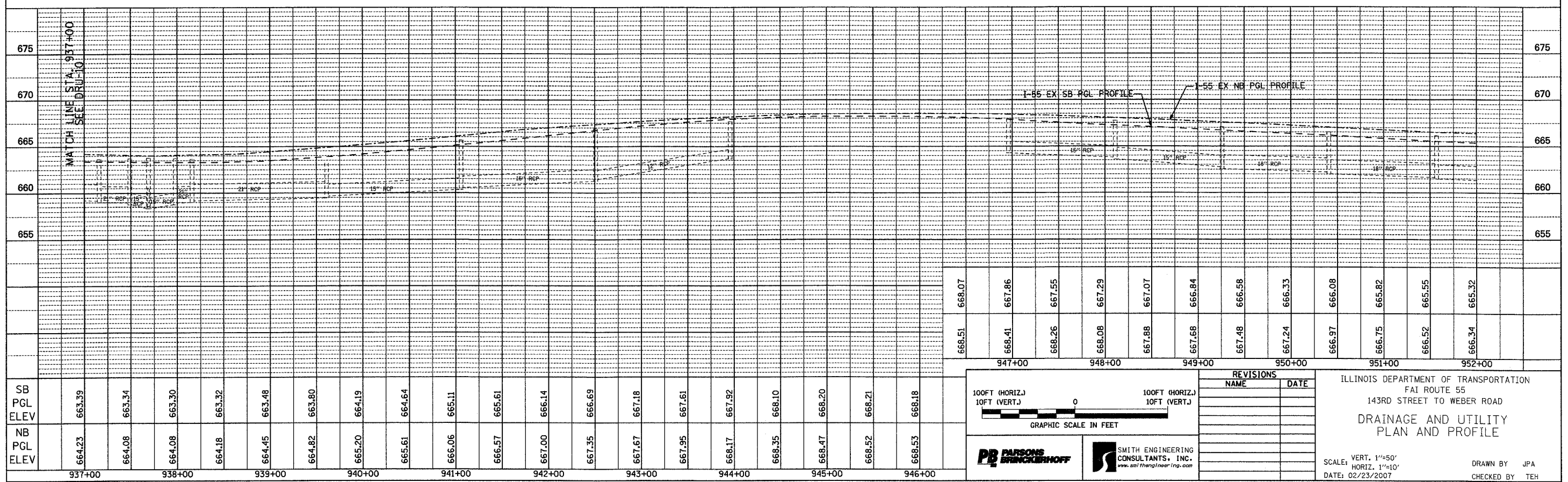
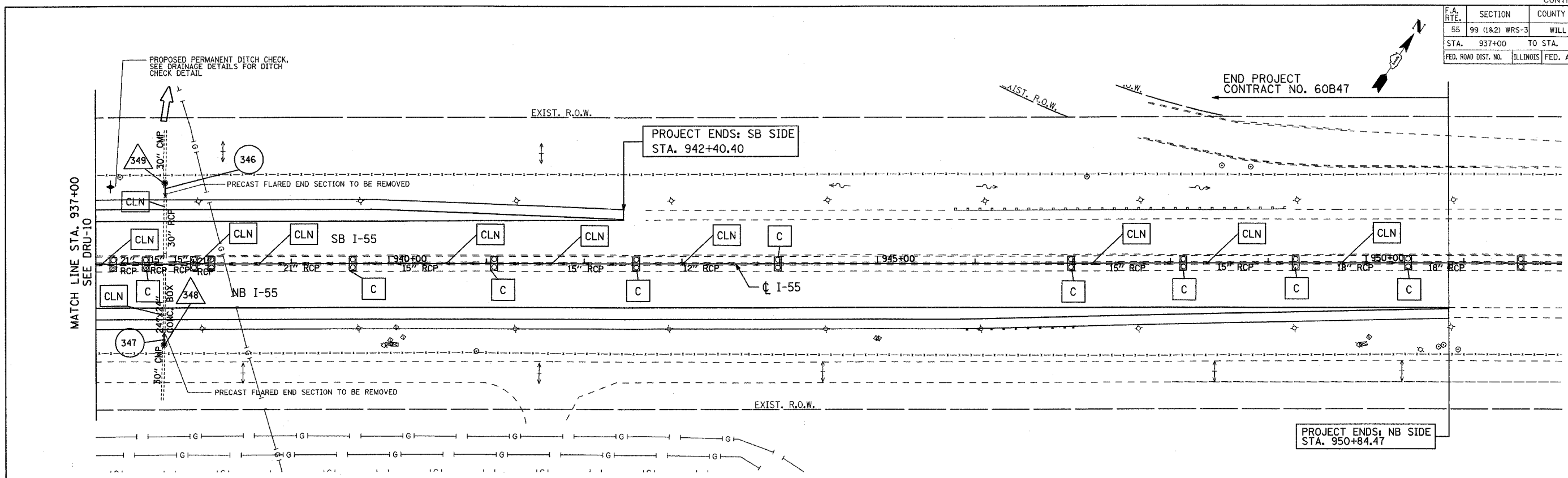
SCALE: VERT. 1"=50'
HORIZ. 1"=10'

DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY TEH

FINAL

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	116
STA. 937+00		TO STA. 952+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
DRU-11 OF 14				



REVISIONS	
NAME	DATE

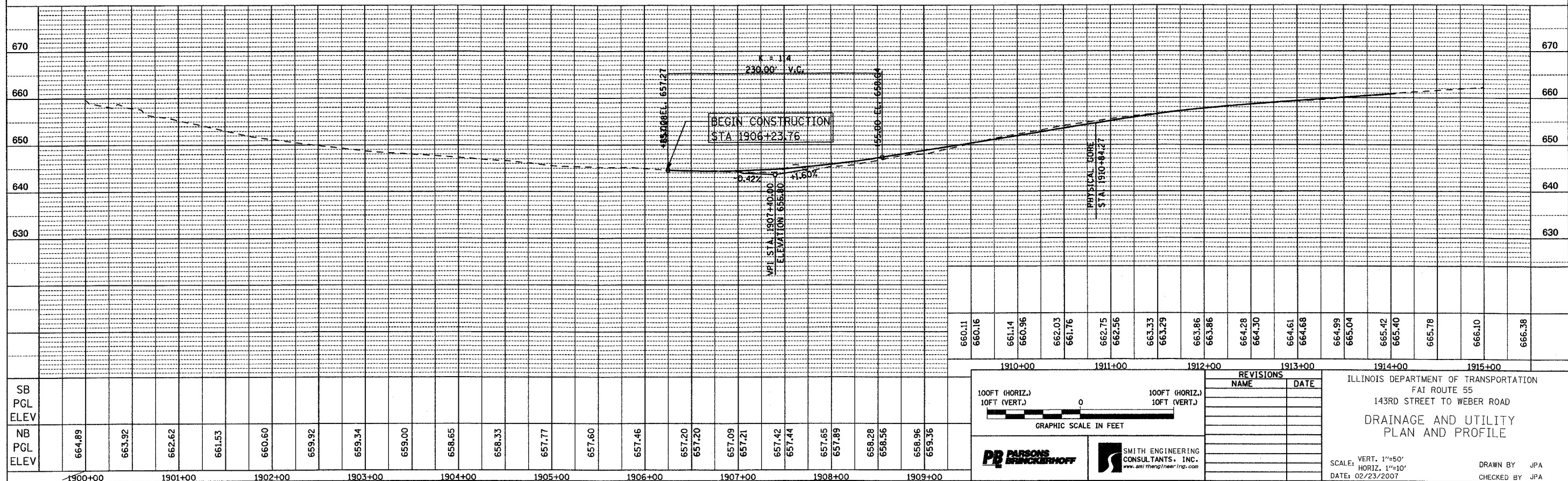
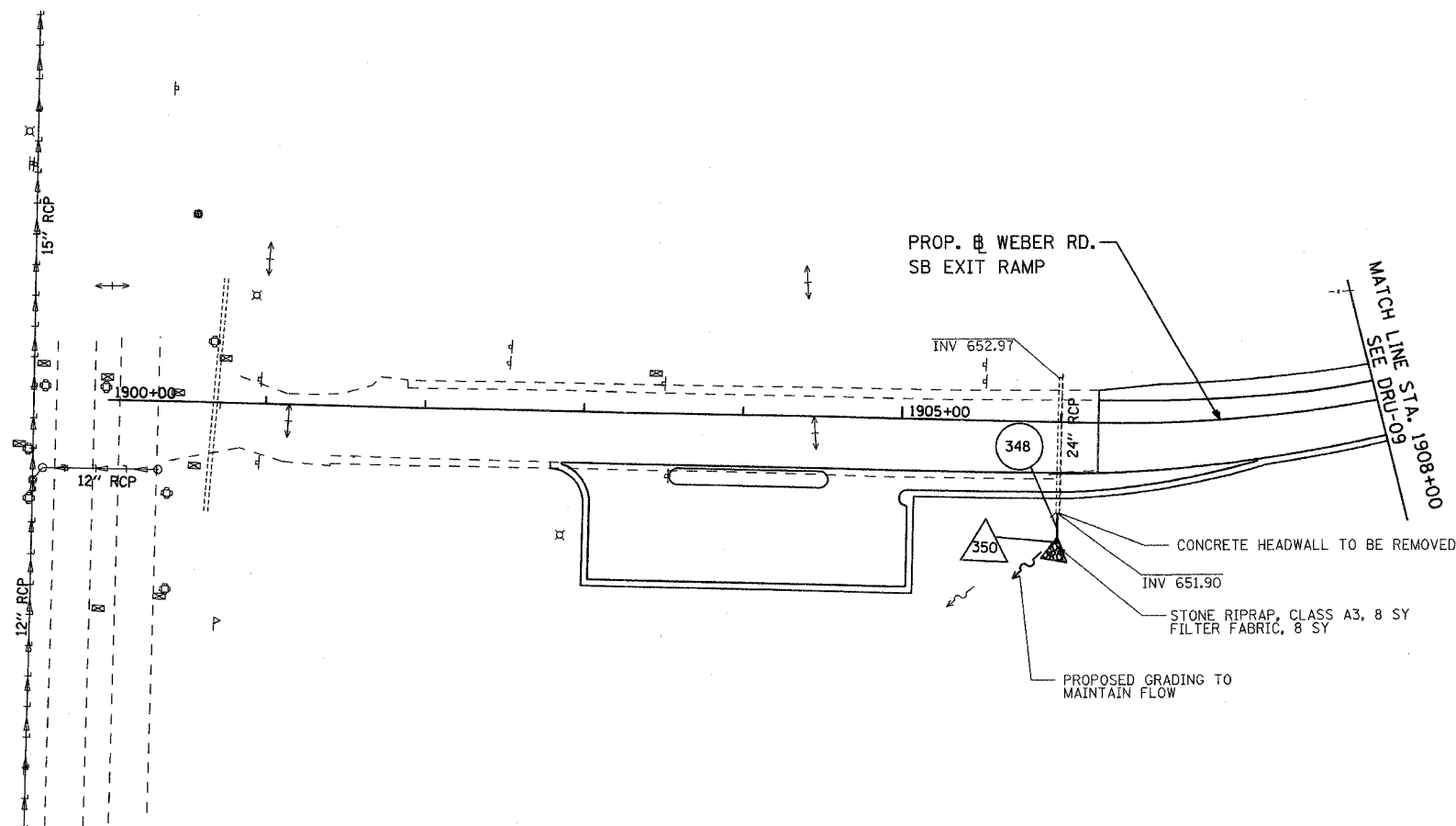
ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
**DRAINAGE AND UTILITY
PLAN AND PROFILE**

SCALE: VERT. 1"=50'
HORIZ. 1"=10'
DATE: 02/23/2007

DRAWN BY: JPA
CHECKED BY: TEH

FINAL

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	117
STA. 1900+00	TO STA. 1908+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
DRU-12 OF 14				



100FT (HORIZ.)
10FT (VERT.)

GRAPHIC SCALE IN FEET

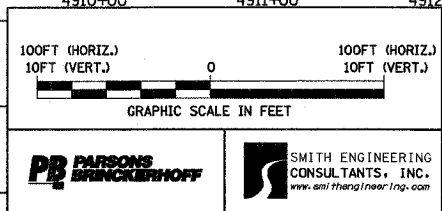
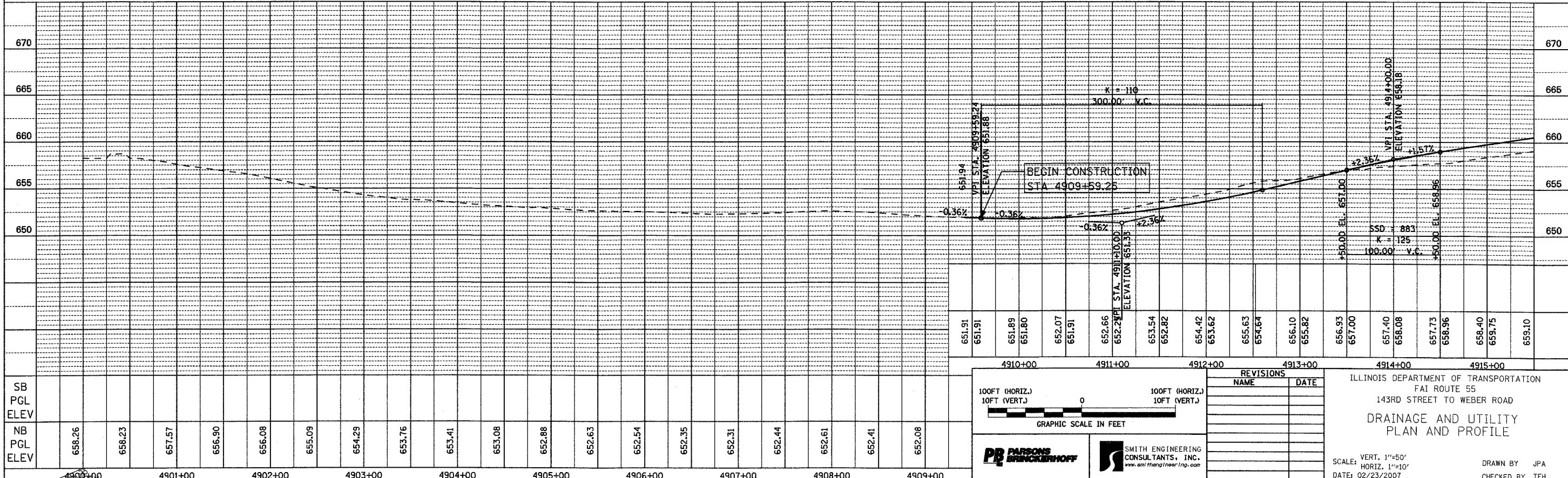
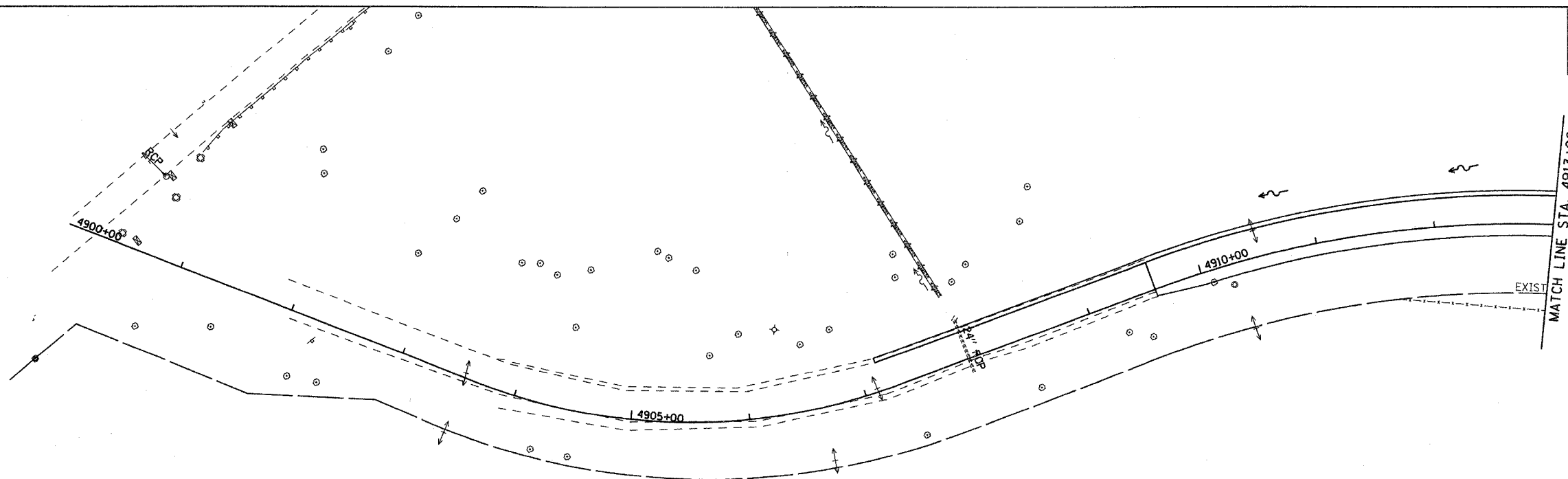
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
**DRAINAGE AND UTILITY
PLAN AND PROFILE**

SCALE: VERT. 1"=50'
HORIZ. 1"=10'
DATE: 02/23/2007

DRAWN BY JPA
CHECKED BY JPA

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	118
STA. 4900+00		TO STA. 4913+00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
DRU-13 OF 14				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
**DRAINAGE AND UTILITY
 PLAN AND PROFILE**

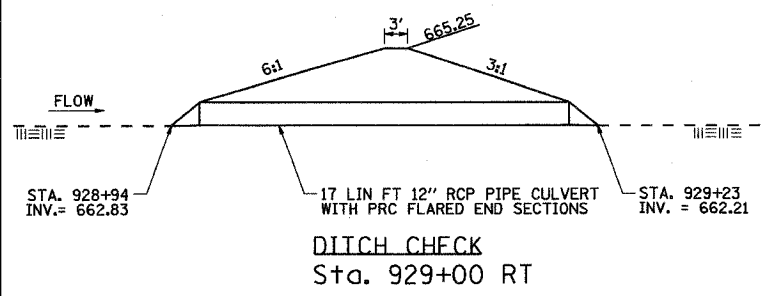
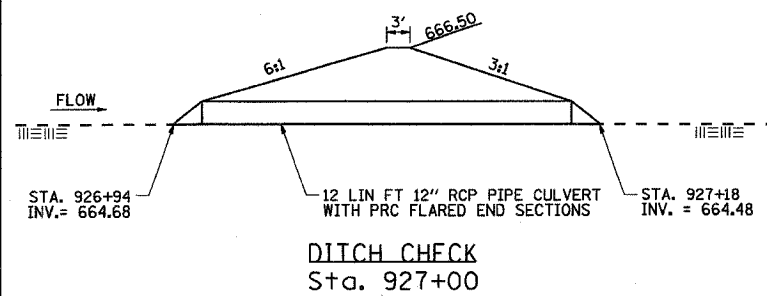
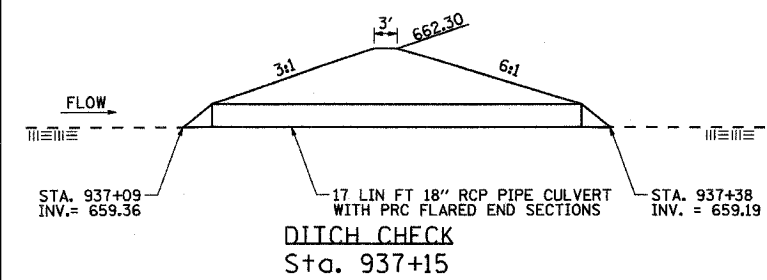
SCALE: VERT. 1"=50'
 HORIZ. 1"=10'
 DATE: 02/23/2007

DRAWN BY JPA
 CHECKED BY TEH

FINAL

F.A.P. RTE.	SECTION	COUNTY	WILL	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3			305	120
STA.		TO STA.			
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	
DDET 1 OF 5					

PERMANENT DITCH CHECK DETAILS

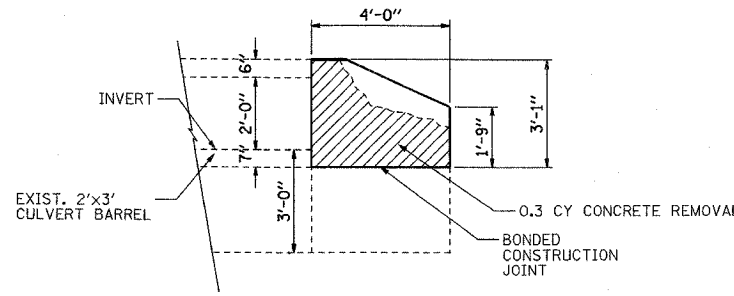


NOTES:
Permanent ditch checks shall be constructed according to the above details and in accordance with the applicable portions of Sections 202, 542, and 550 of the Standard Specifications.

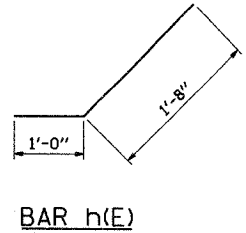
Work consists of providing all equipment, materials and labor to construct the permanent ditch checks as shown including removal and disposal of unsuitable material, embankment, pipe culverts, end sections, and grading.

This work will be paid for at the contract unit price per each for PERMANENT DITCH CHECKS.

**CULVERT HEADWALL REPAIR DETAIL
STA 809+90.**

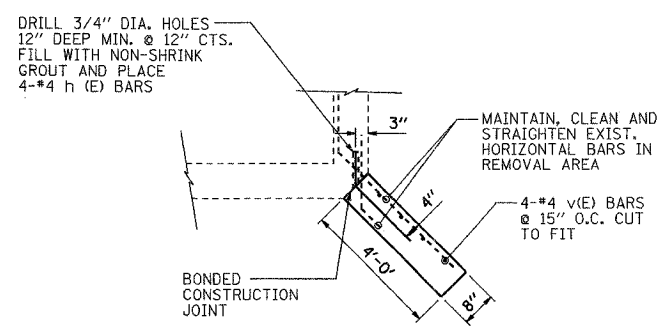


**SOUTHWEST WINGWALL ELEVATION
LOOKING EAST**



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	4	#4	2'-8"	
v(E)	4	#4	2'-9"	
REINFORCEMENT BARS EPOXY COATED				
CONCRETE REMOVAL				
			Cu. Yd.	0.3
CONCRETE STRUCTURES				
			Cu. Yd.	0.3
STRUCTURE EXCAVATION				
			Cu. Yd.	3

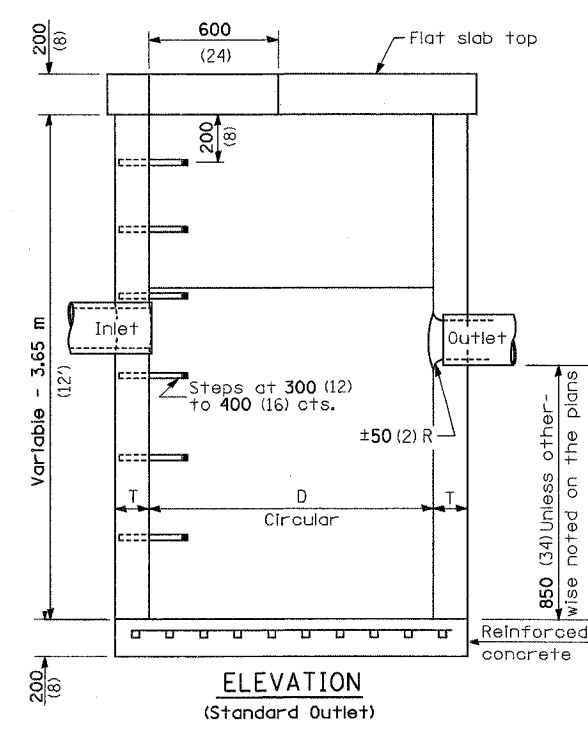


SECTION A-A

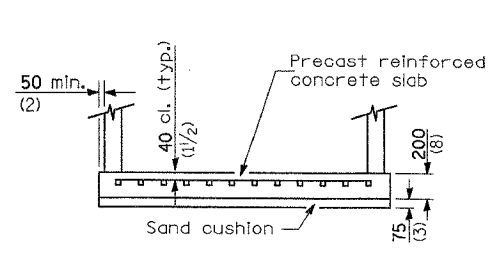
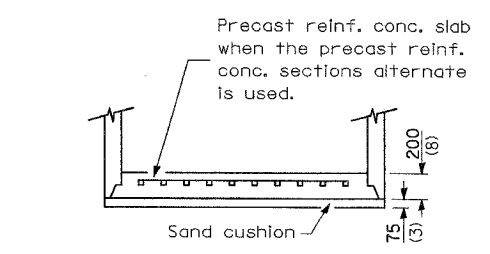
GENERAL NOTES

- Reinforcement bars shall conform to the requirements of AASHTO M31 or M322, Grade 60.
- Plan dimensions and details relative to existing structure have been taken from standard culvert details and are subject to variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work.
- All workmanship, labor and materials shall conform to the applicable portions of Sections 211, 250, 251, 501, 502, 503, 508 and 1024. The quantities included in the Bill of Materials are for information only. These items shall not be paid for separately, but shall be included in the item "WINGWALL REPAIR COMPLETE".

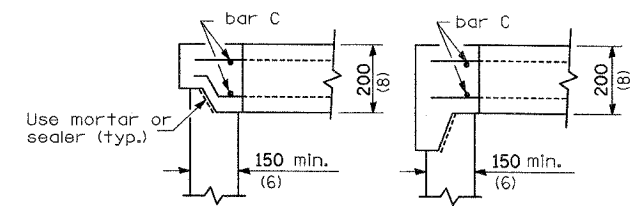
CATCH BASIN, TYPE A, 6' DIA. DETAIL



ALTERNATE MATERIALS FOR WALLS	D	T (min.)
Precast Reinforced Concrete Section	1.8 m (6'-0")	150 (6)
Cast-in-place Concrete	1.8 m (6'-0")	150 (6)



ALTERNATE BOTTOM SLABS



ALTERNATE JOINT CONFIGURATIONS

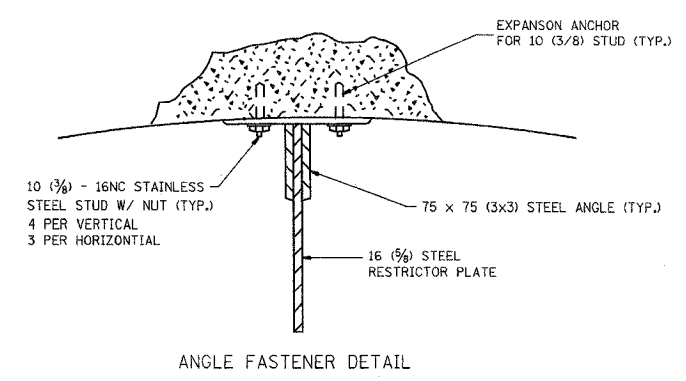
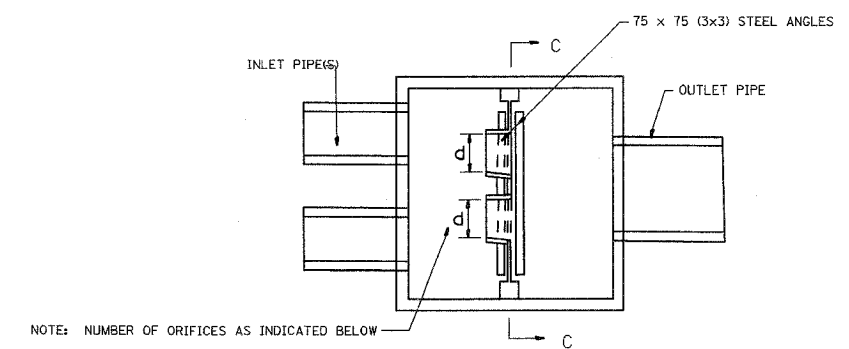
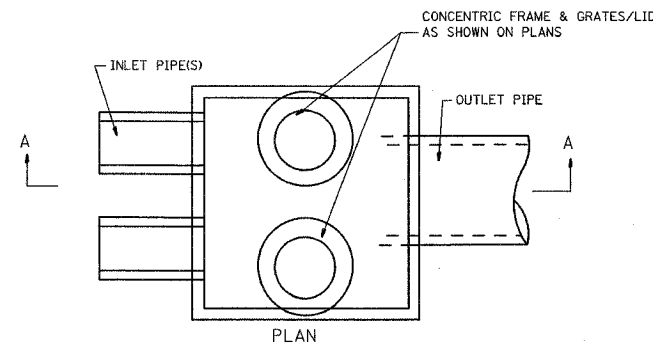
GENERAL NOTES

- See Standard 602601 for precast reinforced concrete flat slab top.
- Lifting devices shall be approved by the Engineer.
- Bottom slabs shall be reinforced with a minimum of 975 mm²/m (0.46 sq. in./ft.) in both directions.
- See Standard 602701 for details of steps.
- All dimensions are in millimeters (inches) unless otherwise shown.

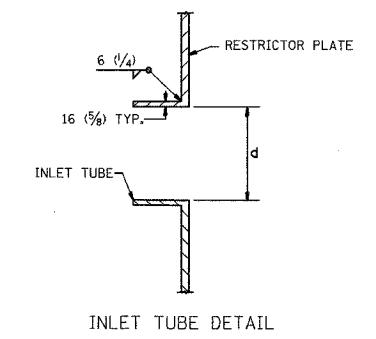
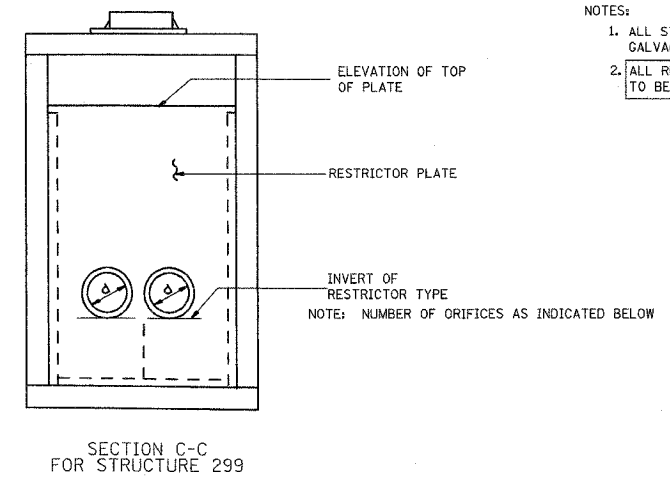
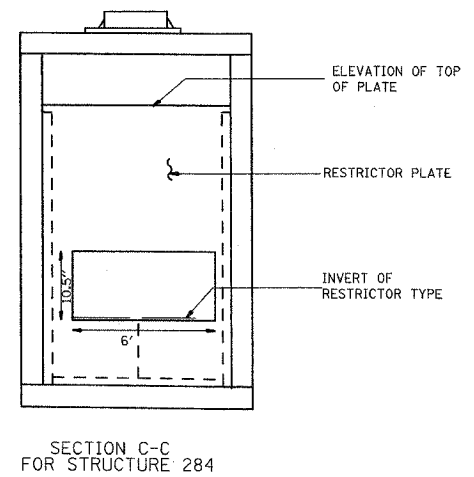
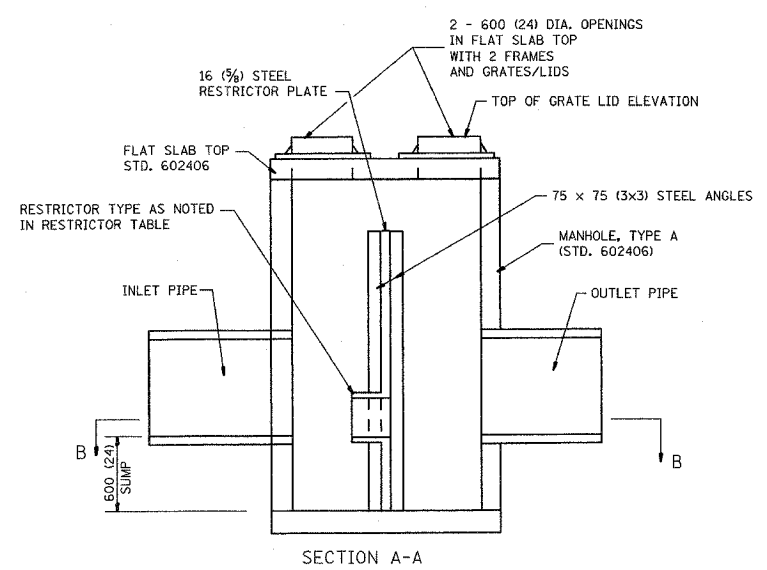


REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION FAI ROUTE 55 143RD STREET TO WEBER ROAD DRAINAGE DETAILS DITCH CHECK DETAILS, WINGWALL REPAIR DETAIL, & CATCH BASIN, TYPE A, 6' DIA.
NAME	DATE	
		SCALE: DATE: 02-23-07 DRAWN BY JRM CHECKED BY TEH

FINAL

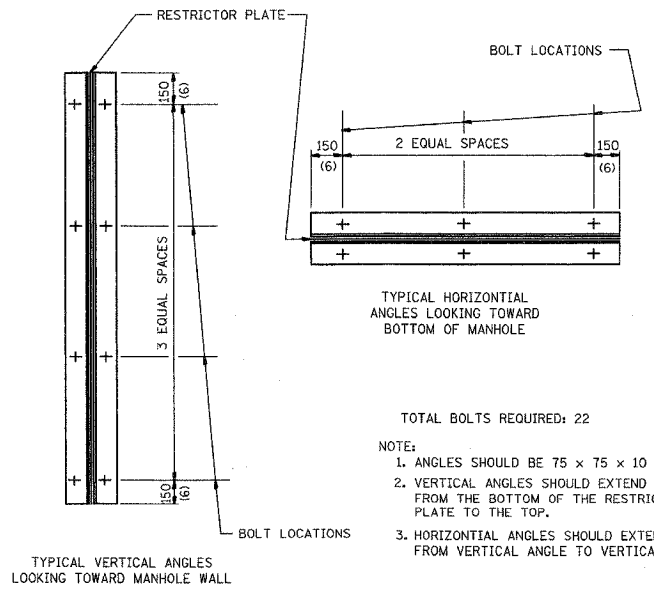


- NOTES:
- ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 - ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.



STRUCTURE NUMBER	STATION	MANHOLE DIAMETER	FRAME AND GRATE	RIM ELEVATION	INSIDE RESTRICTOR TYPE DIAMETER mm (In.) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
				621.61 (LT)			
299	848+80	8X5	T 20 F&G	621.02 (RT)	3 @ 18"	616.59	618.34
284	841+82	8X5	T 20 F&G	619.59 (RT)	6"x10.5" RECTANGLE	615.53	617.09
				620.32 (LT)			

BASIS OF PAYMENT: DRAINAGE STRUCTURES, TYPE 1 (SPECIAL) WITH TWO TYPE 20 FRAME AND GRATES



- TOTAL BOLTS REQUIRED: 22
- NOTE:
- ANGLES SHOULD BE 75 x 75 x 10 (3x3x3/8)
 - VERTICAL ANGLES SHOULD EXTEND FROM THE BOTTOM OF THE RESTRICTOR PLATE TO THE TOP.
 - HORIZONTAL ANGLES SHOULD EXTEND FROM VERTICAL ANGLE TO VERTICAL ANGLE.

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

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

PD PARSONS BRINCKERHOFF

SMITH ENGINEERING CONSULTANTS, INC.
www.smithengineering.com

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD

DRAINAGE DETAILS

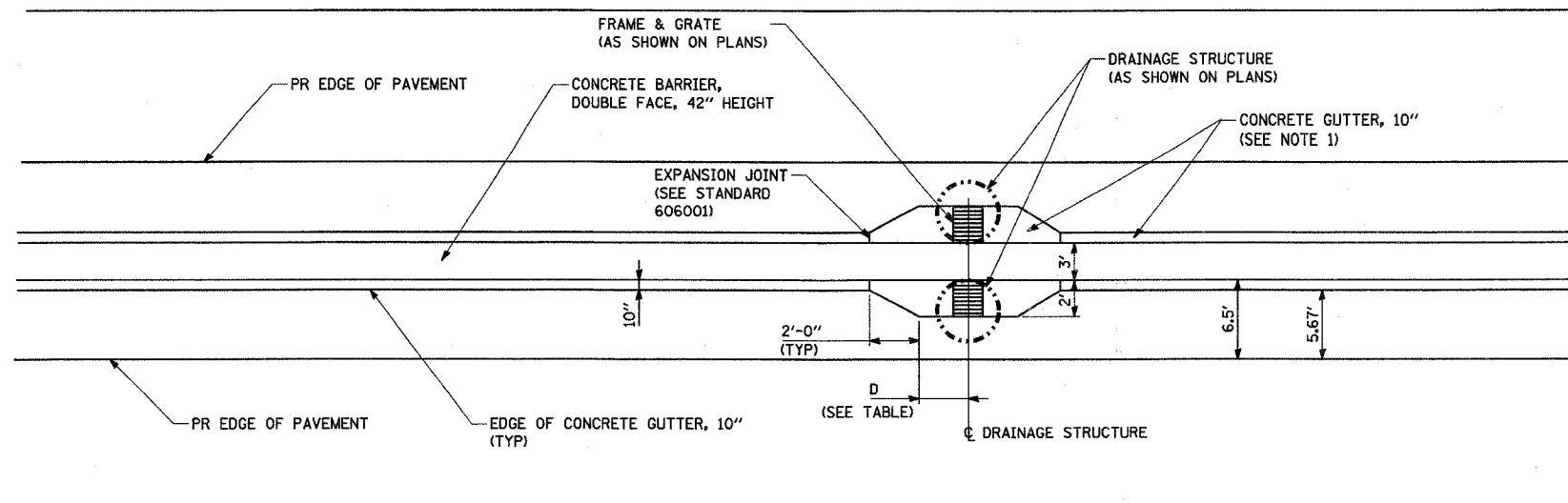
11
DRAINAGE STRUCTURES, TYPE 1 (SPECIAL)
WITH TWO TYPE 20 FRAME AND GRATES

SCALE: 1" = 50'

DATE: 02/23/2007

DRAWN BY JRM
CHECKED BY TEH

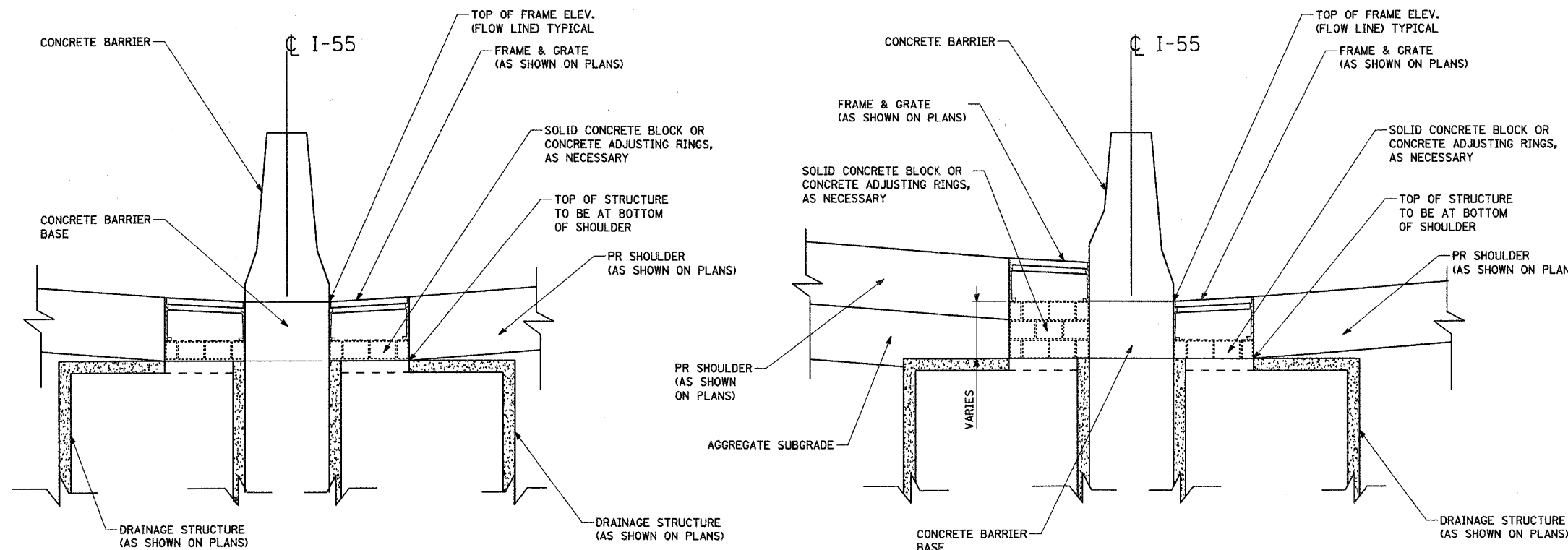
CONTRACT NO. 60847				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	122
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
DDET 3 OF 5				



NOTES

1. THE COST OF ADDITIONAL WIDTH OF CONCRETE GUTTER AS SHOWN AT THE DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE GUTTER, 10".

CONCRETE GUTTER DETAIL AT DRAINAGE STRUCTURE



NOTES

1. THE COST OF SOLID CONCRETE BLOCK OR CONCRETE ADJUSTING RINGS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF DRAINAGE STRUCTURES OF TYPE OR SIZE SPECIFIED.
2. SEE STATE AND DISTRICT 1 STANDARDS FOR DRAINAGE STRUCTURE DETAILS.

SAME P.G.L. SIDE ELEVATION

DIFFERENTIAL P.G.L. SIDE ELEVATION

CONCRETE ADJUSTING RINGS OR CONCRETE BLOCKS FOR TYPE 20 AND TYPE 21 F & G



REVISIONS	
NAME	DATE

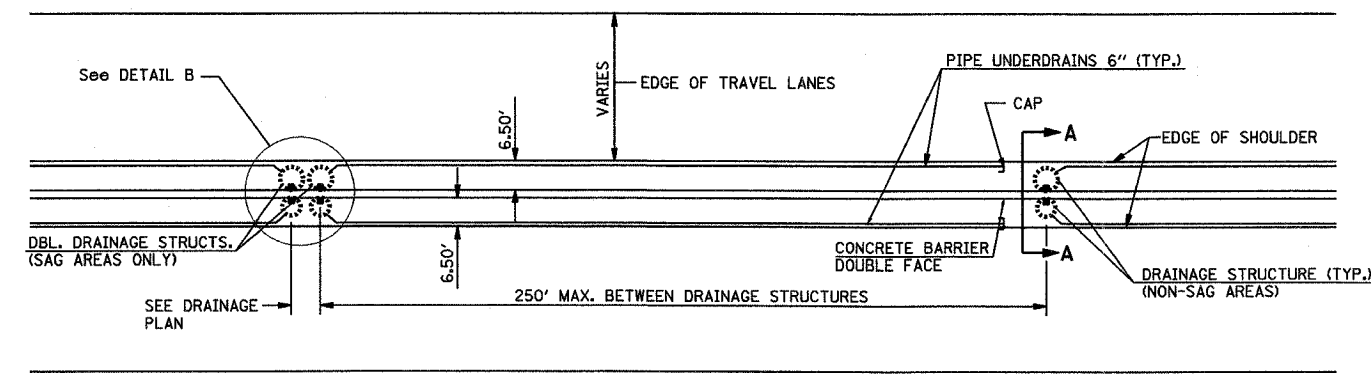
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 DRAINAGE DETAILS

SCALE:
 DATE: 02-23-07

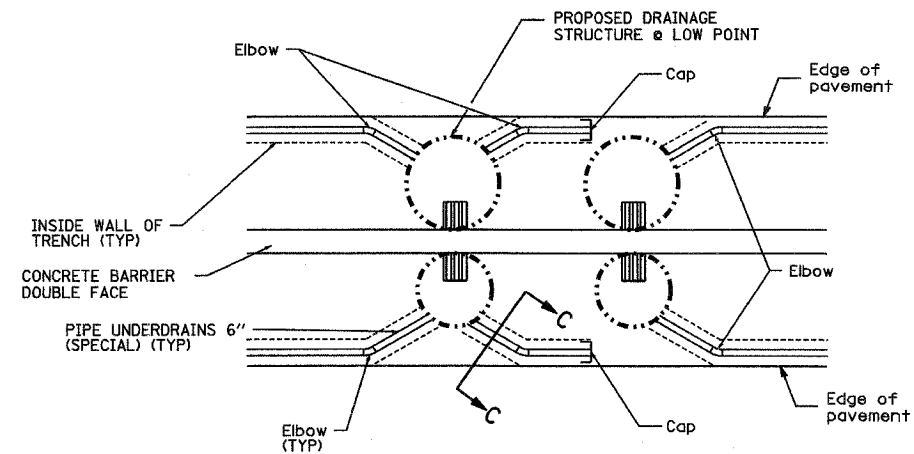
DRAWN BY JRM
 CHECKED BY TEH

FINAL

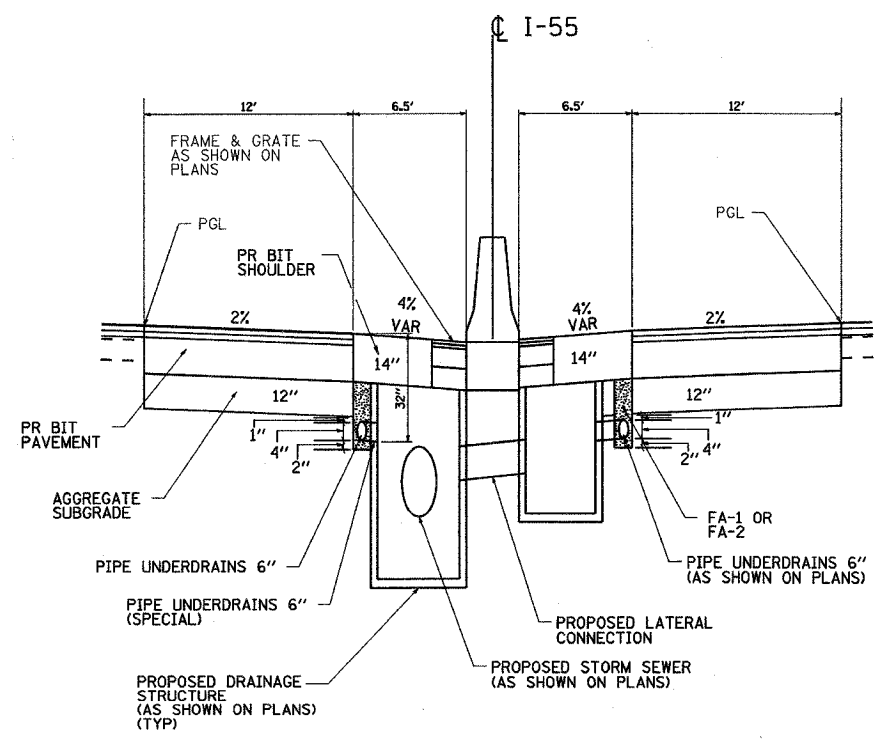
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	123
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
DDET 4 OF 5				



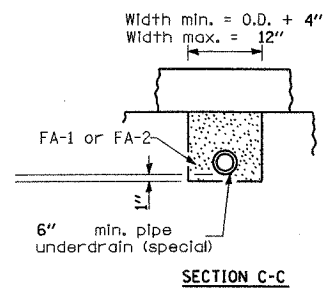
PROPOSED PLAN



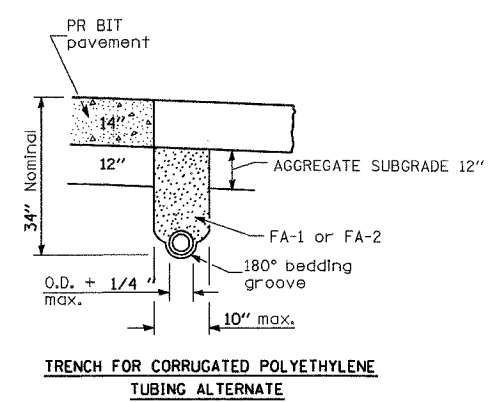
DETAIL B



SECTION A-A



SECTION C-C



TRENCH FOR CORRUGATED POLYETHYLENE TUBING ALTERNATE

GENERAL NOTES

The 24" radius on the drainage fitting is only a minimum. Larger radii meeting the approval of the Engineer may be substituted.

REVISIONS	
NAME	DATE

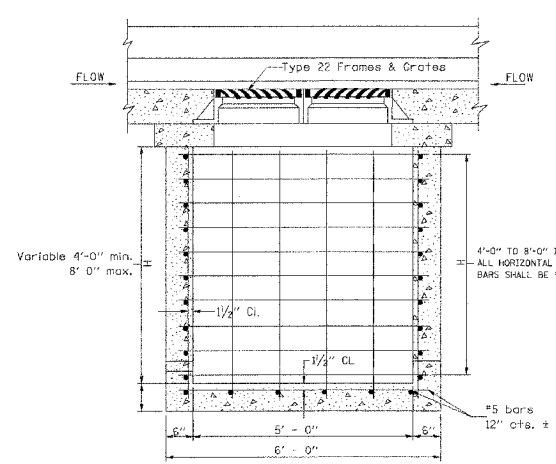
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 DRAINAGE DETAILS
 PIPE UNDERDRAINS

SCALE:
 DATE: 02-23-07

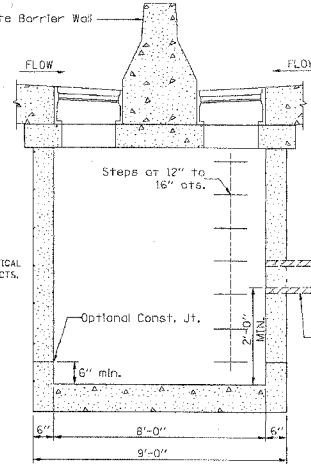
DRAWN BY JRM
 CHECKED BY TEH



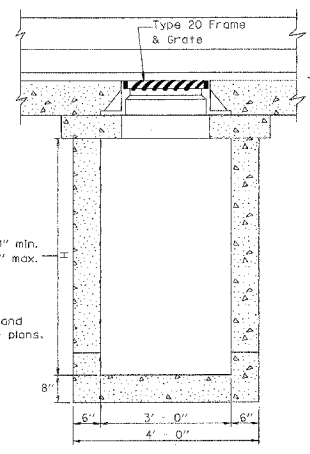
CONTRACT NO. 60847				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	124
STA.			TO STA.	
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
DOET 5 OF 5				



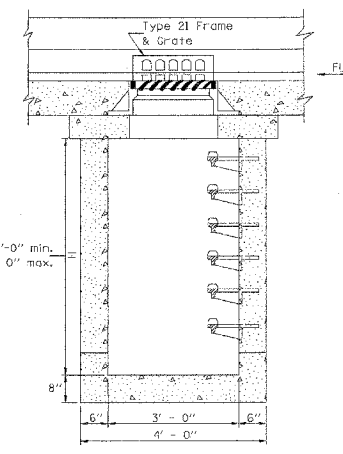
FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x5)
TYPE 22 FRAME AND GRATE



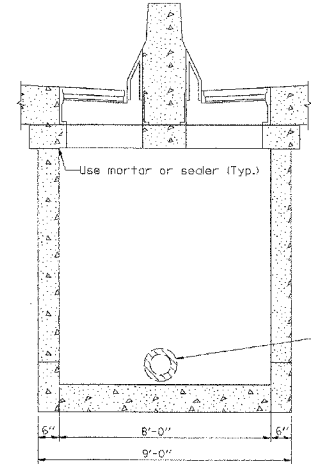
SIDE ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x3 & 8x5)
TYPE 20 & 22 FRAME AND GRATE



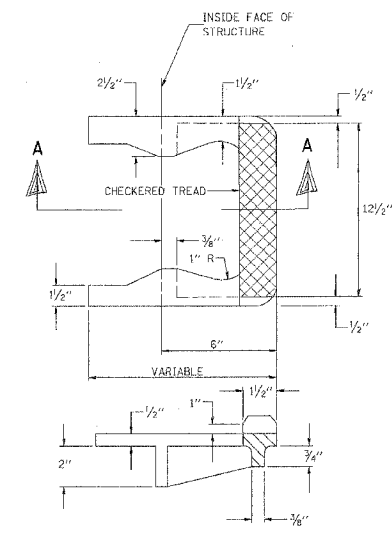
FRONT ELEVATION
(DRAINAGE STRUCTURE,
TYPE 8x3)
TYPE 20 FRAME AND GRATE



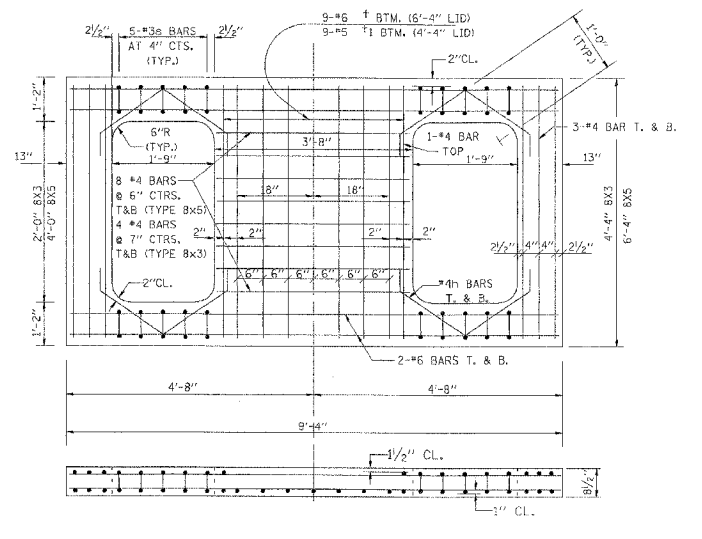
FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x3)
TYPE 21 FRAME AND GRATE



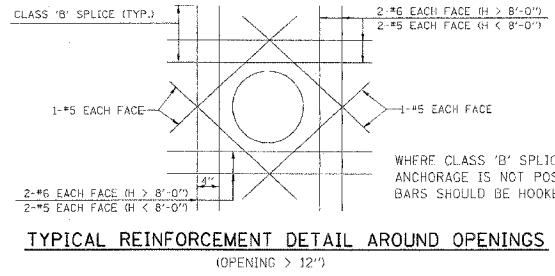
SIDE ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x3)



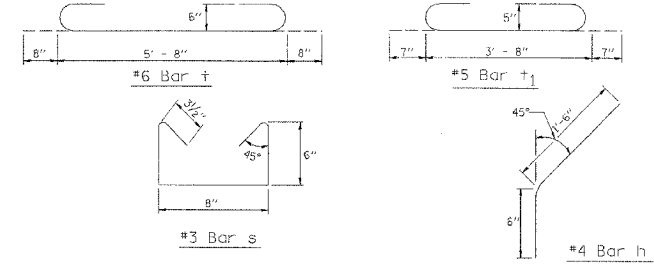
SECTION A-A
CAST IRON STEPS



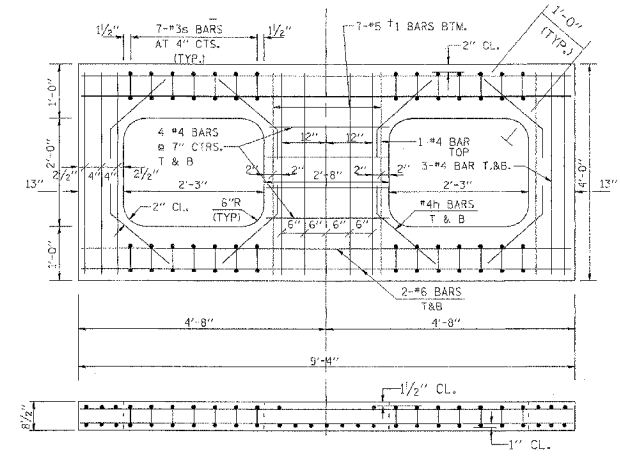
REINFORCED LID FOR
DRAINAGE STRUCTURES, TYPE 8x3 & 8x5
TYPE 20 & 22 FRAME AND GRATE



TYPICAL REINFORCEMENT DETAIL AROUND OPENINGS
(OPENING > 12")



BAR DETAILS



REINFORCED LID FOR
DRAINAGE STRUCTURE, TYPE 8x3
TYPE 21 FRAME & GRATE
(FOR USE IN SAG AREAS)

08/04/2003
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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 DRAINAGE STRUCTURE TYPE 8X3 AND 8X5
 FOR H LESS THAN OR EQUAL TO 8'-0"
 SCALE: DRAWN BY JRM
 DATE: 02-23-07 CHECKED BY TEH

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	126
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
PSCH 02 OF 02				

PIPE NUMBER	SHEET NUMBER	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	TRENCH BACKFILL (CU YD)	STORM SEWER (FEET)																PIPE SLOPE		
					CLASS A																		
					TYPE 1								TYPE 2										
12"	15"	18"	21"	24"	30"	29x45 ELL	19x30 ELL	22x34 ELL	24x38 ELL	34x53 ELL	12"	15"	18"	21"	24"	30"	42"						
279	DRU-4	280	282	10														0.07%					
280	DRU-4	281	283	12														0.12%					
281	DRU-4	282	284	7														0.07%					
282	DRU-4	283	284	12														0.13%					
284	DRU-4	284	REC	5														0.07%					
284A	DRU-4	284	CULV	5														0.07%					
285	DRU-4	286	REC	7														0.22%					
286	DRU-4	287	286	1	5													0.80%					
287	DRU-4	288	286	13														0.27%					
288	DRU-4	289	288	1	5													0.60%					
289	DRU-4	290	288	17														0.32%					
290	DRU-4	291	290	0	5													0.20%					
291	DRU-4	292	290	17														0.33%					
292	DRU-4	293	292	1	5													0.80%					
293	DRU-4	294	292	23														0.08%					
294	DRU-4	295	294	20														0.60%					
295	DRU-5	296	295	1	6													0.67%					
296	DRU-5	297	295	7	49													0.49%					
297	DRU-5	298	297	1	6													0.50%					
298	DRU-5	299	REC	2														0.30%					
298A	DRU-5	299	CULV	2														0.30%					
300	DRU-5	301	299	117														0.21%					
301	DRU-5	300	299	111														0.07%					
302	DRU-5	302	300	53														0.07%					
303	DRU-5	304	301	109														0.20%					
304	DRU-5	303	302	58														0.07%					
305	DRU-5	306	304	122														0.20%					
306	DRU-5	305	303	134														0.07%					
307	DRU-5	308	306	311														0.20%					
308	DRU-5	307	305	344														0.07%					
309	DRU-5	310	308	191														0.50%					
310	DRU-5	309	307	216														0.64%					
311	DRU-6	312	310	203														0.51%					
312	DRU-6	311	309	215														0.65%					
313	DRU-6	314	312	180														0.65%					
314	DRU-6	313	311	187														0.66%					
315	DRU-6	316	314	158														0.65%					
316	DRU-6	315	313	160														0.65%					
317	DRU-6	318	316	71	297													0.62%					
318	DRU-6	317	315	64	297													0.76%					
319	DRU-6	320	318	88	297													0.51%					
320	DRU-6	319	317	74	297													0.51%					
321	DRU-7	321	322	5														0.37%					
321A	DRU-7	321A	321	1	4													0.75%					
323	DRU-7	323	321	45														0.62%					
324	DRU-7	324	323	1	5													0.60%					
325	DRU-7	325	323	52														0.45%					
326	DRU-7	326	325	1	5													0.60%					
327	DRU-7	327	328	3	5													0.20%					
328	DRU-7	328	329	147														0.54%					
329	DRU-8	330	329	3														0.20%					
330	DRU-8	329	331	182														0.50%					
331	DRU-8	332	331	1														0.20%					
332	DRU-8	331	331A	167														0.46%					
333	DRU-8	333A	334	8														0.26%					
334	DRU-8	333	333A	1	5													0.20%					
335	DRU-8	336	333A	36														0.28%					
336	DRU-8	335	336	1	5													0.20%					
337	DRU-8	338	336	3														0.47%					
338	DRU-8	337	338	1	5													0.20%					
339	DRU-8	340	338	15														0.30%					
340	DRU-8	339	340	1	5													0.20%					
341	DRU-8	342	340	55	297													0.54%					
342	DRU-8	341	342	1	5													0.20%					
343	DRU-10		347	0.0																			
344	DRU-10		345	0.0																			
345	DRU-10		346	0.0																			
346	DRU-11		349	0.0																			
347	DRU-11		348	0.0																			
348	DRU-12		350																				
		TOTAL		5982	2053	828	273	721	677	0	141	3554	746	648	944	604	1979	1656	0	804	24	594	1.20%

REVISIONS	
NAME	DATE



ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 DRAINAGE SCHEDULE - PIPES
 (2 OF 2)

SCALE: 1" = 50'
 DATE: 02/23/2007
 DRAWN BY: JPA
 CHECKED BY: TEH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL.	305	127
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
RSCH 01 OF 02				

SHEET	STATION	OFFSET (FT)	CONCRETE HEADWALL REMOVAL (EACH)	REMOVAL (R)					ADJUST (ADJ)			STORM SEWER TO BE PLUGGED (CU YDS)	DRAIN. STRUCTURES TO BE CLEANED (C) (EACH)	STORM SEW./BOX CULVERT TO BE CLEANED (CLN) (FT)		
				CB (EACH)	MH (EACH)	PRC FES (EACH)	STORM SEWER				CB (EACH)				MH (EACH)	RECON MH (EACH)
							12"	15"	18"	24"						
DRU-01	795+50	120' R													24" 68	
DRU-01	801+75	CL	2									4.6				
DRU-02	809+40	CL							1							
DRU-02	809+60	CL							8							
DRU-02	809+70	CL							8							
DRU-02	809+75	CL									1					
DRU-02	809+75	CL													2X3 140	
DRU-02	809+75	100' R													2X3 60	
DRU-02	809+85	CL								1						
DRU-02	809+85	100' L													2X3 38	
DRU-03	821+60	CL														
DRU-03	821+70	CL							6							
DRU-03	821+75	CL														
DRU-03	821+75	CL L													2X2 75	
DRU-03	821+75	37' R													30" 60	
DRU-03	821+75	100' L													30" 38	
DRU-04	841+80	CL								1						
DRU-04	841+90	CL														
DRU-04	842+10	CL														
DRU-04	842+10	CL							8							
DRU-04	842+10	CL L														
DRU-04	842+10	CL R													4X2 77	
DRU-04	842+10	100' R													24" 116	
DRU-04	842+10	100' L													4X2 62	
DRU-04	842+20	CL								1					24" 88	
DRU-05	848+50	CL														
DRU-05	848+60	CL							6							
DRU-05	848+75	CL														
DRU-05	848+75	CL														
DRU-05	848+75	100' L													8X2 134	
DRU-05	848+75	100' R													8X2 43	
DRU-05	848+75	100' R													8X2 66	
DRU-07	880+15	CL													24" 136	
DRU-07	880+15	100' L													24" 40	
DRU-07	880+15	100' R													24" 56	
DRU-07	880+20	CL														
DRU-07	880+25	CL														
DRU-07	880+35	CL								1						
DRU-08	897+50	CL														
DRU-08	897+60	CL														
DRU-08	898+00	CL L													36" 153	
DRU-08	898+00	CL R													2X8 148	
DRU-08	898+00	100' L													36" 86	
DRU-08	898+00	220' R													2X4 178	
DRU-08	898+25	CL														
DRU-08	898+30	CL														
DRU-08	906+50	CL														
DRU-08	906+50	CL													24" 75	
DRU-09	907+65	CL														
DRU-09	909+00	CL													24" 240	
DRU-09	910+05	CL														
DRU-09	910+50	CL													24" 116	
DRU-09	911+25	CL														



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 DRAINAGE SCHEDULE -
 REMOVALS
 (1 OF 2)

SCALE: 1" = 50'
 DATE: 02/23/2007
 DRAWN BY: JPA
 CHECKED BY: TEH

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL.	305	128
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
RSCH 02 OF 02				

SHEET	STATION	OFFSET (FT)	CONCRETE HEADWALL REMOVAL (EACH)	REMOVAL (R)					ADJUST (ADJ)			STORM SEWER TO BE PLUGGED (CU YDS)	DRAIN. STRUCTURES TO BE CLEANED (C) (EACH)	STORM SEW./BOX CULVERT TO BE CLEANED (CLN) (FT)			
				CB (EACH)	MH (EACH)	PRC FES (EACH)	STORM SEWER				CB (EACH)			MH (EACH)	RECON MH (EACH)	SIZE / LENGTH	
							12"	15"	18"	24"							
DRU-09	912+00	CL													30X19	174	
DRU-09	913+10	CL											1		24"	192	
DRU-09	914+00	CL											1		18"	154	
DRU-09	915+10	CL											1		15"	173	
DRU-09	916+00	CL											1		15"	112	
DRU-09	916+70	CL											1		12"	193	
DRU-09	918+00	CL											1		12"	293	
DRU-09	918+45	CL											1		12"	143	
DRU-09	919+00	CL											1		12"	108	
DRU-09	919+70	CL											1		15"	13	
DRU-09	920+00	CL											1		24"	144	
DRU-09	921+70	CL											1				
DRU-10	923+00	CL											1				
DRU-10	924+75	CL											1		18X30	57	
DRU-10	925+50	CL											1		24"	84	
DRU-10	926+15	CL											1		12"	108	
DRU-10	928+00	CL											1		12"	108	
DRU-10	928+50	CL											1		18"	108	
DRU-10	929+20	CL											1		18"	108	
DRU-10	929+25	CL											1		21"	103	
DRU-10	929+32	100' L											1		21"	34	
DRU-10	929+32	64' L											1		15"	19	
DRU-10	929+32	64' L											1				
DRU-10	929+32	65' R											1				
DRU-10	929+32	CL											1				
DRU-10	929+32	100' R											1		24X24	66	
DRU-10	930+35	CL											1		30"	58	
DRU-10	931+00	CL											1				
DRU-10	931+50	CL											1		15"	29	
DRU-10	932+00	CL											1		21"	18	
DRU-10	932+65	CL											1		21"	138	
DRU-10	933+00	CL											1		15"	138	
DRU-10	933+80	CL											1		15"	139	
DRU-10	934+25	CL											1		12"	138	
DRU-10	934+95	CL											1				
DRU-10	935+50	CL											1		15"	108	
DRU-10	936+10	CL											1		15"	108	
DRU-11	937+00	CL											1				
DRU-11	937+25	CL											1				
DRU-11	937+40	CL											1				
DRU-11	937+50	CL											1				
DRU-11	937+70	CL											1				
DRU-11	937+70	CL											1				
DRU-11	937+70	70' L											1				
DRU-11	937+70	70' R											1				
DRU-11	937+75	CL											1				
DRU-11	938+10	CL											1				
DRU-11	939+00	CL											1				
DRU-11	939+60	CL											1				
DRU-11	940+50	CL											1				
DRU-11	941+05	CL											1				
DRU-11	942+00	CL											1				
DRU-11	942+50	CL											1				
DRU-11	943+50	CL											1				
DRU-11	944+00	CL											1				
DRU-11	947+00	CL											1				
DRU-11	947+50	CL											1				
DRU-11	948+10	CL											1				
DRU-11	948+50	CL											1				
DRU-11	949+30	CL											1				
DRU-11	950+00	CL											1				
DRU-11	950+40	CL											1				
DRU-12	1906+00	57' R	1														
TOTALS			3	0	3	5	0	0	0	64	9	0	1	3	4.6	27	

STORM SEWER SUBTOTAL = 4559
 BOX CULVERT SUBTOTAL = 1318

PD PARSONS BRINCKERHOFF
 122
 SMITH ENGINEERING CONSULTANTS, INC.
 www.smithengineering.com

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 DRAINAGE SCHEDULE - REMOVALS
 (2 OF 2)
 SCALE: 1" = 50'
 DATE: 02/23/2007
 DRAWN BY JPA
 CHECKED BY TEH

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	WILL	ILLINOIS	305	132
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO.	SHEET NO.
60363	1

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	OFFSET	TOP OF UTILITY	EXISTING CUT	REFERENCE GROUND ELEVATION	COMMENTS
1	36" G	1761977.91	1021140.02	30.97' LT	588.40'	5.78'	594.18'	SUE QUALITY LEVEL "A"
2	36" G	1761442.74	1021158.57	28.65' LT	589.76'	7.80'	591.56'	SUE QUALITY LEVEL "A"
3	24" G	1761342.59	1021165.10	25.29' LT	585.29'	5.77'	591.06'	SUE QUALITY LEVEL "A"
4	36" G	1761311.69	1021168.82	22.55' LT	584.45'	6.60'	591.05'	SUE QUALITY LEVEL "A"
5	30" G	1761217.69	1021170.05	24.24' LT	583.81'	8.03'	589.84'	SUE QUALITY LEVEL "A"
6	36" G	1760961.17	1021177.66	24.58' LT	581.10'	6.45'	587.56'	SUE QUALITY LEVEL "A"
7	36" G	1760960.02	1021451.05	28.96' RT	581.72'	5.45'	587.17'	SUE QUALITY LEVEL "A"
8	36" G	1761476.94	1021438.16	32.12' RT	588.50'	3.80'	592.30'	SUE QUALITY LEVEL "A"
9	30" G	1761502.81	1021498.60	93.34' RT	587.35'	6.32'	593.67'	SUE QUALITY LEVEL "A"
10	36" G	1761565.03	1021437.19	33.89' RT	586.18'	6.56'	592.74'	SUE QUALITY LEVEL "A"
11	24" G	1761620.42	1021437.02	35.44' RT	587.24'	6.48'	593.72'	SUE QUALITY LEVEL "A"
12	36" G	1761724.77	1021430.72	32.38' RT	585.79'	7.79'	593.67'	SUE QUALITY LEVEL "A"
13	36" G	1762053.48	1021427.22	35.74' RT	582.33'	11.82'	594.15'	SUE QUALITY LEVEL "A"
14	36" G	1764980.49	1021904.11	76.49' RT	576.62'	7.58'	584.20'	SUE QUALITY LEVEL "A"
15	36" G	1764892.83	1021916.93	88.20' RT	575.86'	9.18'	585.04'	SUE QUALITY LEVEL "A"
16	20" G	1764947.85	1021927.45	83.64' RT	583.13'	6.03'	589.16'	SUE QUALITY LEVEL "A"
17	42" G	1764997.02	1021191.01	34.79' LT	578.67'	7.42'	583.29'	SUE QUALITY LEVEL "A"
18	40" G	1764968.48	1021190.20	36.39' LT	578.66'	4.85'	583.51'	SUE QUALITY LEVEL "A"
19	24" G	1764412.46	1021208.28	33.70' LT	581.80'	5.83'	587.13'	SUE QUALITY LEVEL "A"
20	36" G	1761929.14	1020284.46	886.41' LT	587.94'	4.36'	592.30'	SUE QUALITY LEVEL "A"
21	36" G	1761113.92	1020837.27	358.93' LT	585.00'	3.99'	588.99'	SUE QUALITY LEVEL "A"
22	24" G	1761070.06	1020865.93	331.66' LT	584.19'	4.36'	588.55'	SUE QUALITY LEVEL "A"
23	36" G	1761033.53	1020896.54	301.92' LT	584.14'	4.01'	588.15'	SUE QUALITY LEVEL "A"
24	30" G	1760973.03	1020934.20	266.48' LT	583.97'	4.14'	588.11'	SUE QUALITY LEVEL "A"
25	36" G	1760931.81	1020970.94	231.05' LT	584.58'	3.48'	588.06'	SUE QUALITY LEVEL "A"
26	SEE NOTE	1761558.07	1021554.22	152.28' RT	590.54'	3.36'	593.90'	SUE QUALITY LEVEL "A"
27	30" G	1761607.88	1021535.48	135.12' RT	590.48'	4.26'	594.74'	SUE QUALITY LEVEL "A"
28	SEE NOTE	1761643.16	1021517.84	118.60' RT	586.00'	9.44'	595.44'	SUE QUALITY LEVEL "A"
29	24" G	1761708.92	1021492.06	94.90' RT	590.87'	4.86'	595.23'	SUE QUALITY LEVEL "A"
30	SEE NOTE	1761763.53	1021469.32	73.89' RT	586.90'	8.79'	595.69'	SUE QUALITY LEVEL "A"

VERIFIED UTILITY INFORMATION

TEST HOLE #	SIZE & TYPE	NORTHING	EASTING	EXISTING TOP ELEVATION	EXISTING CUT ELEVATION	REFERENCE ELEVATION	COMMENTS

NOTES

TH#17, 18 & 19 According to record drawings, the gas main under College St. is placed in a casing.
 TH#26 Unable to expose utility due to water, but were able to probe to feel utility.
 TH#28 Unable to expose utility due to mud and water, but were able to probe to feel utility.
 TH#30 Unable to expose utility due to hard clay, but were able to probe to feel utility.

ALL INFORMATION SHOWN WAS OBTAINED FROM A LOCATION SURVEY. OFFSETS AND STATIONS ARE IN RELATION TO THE DASHLINE OF SURVEY.

Illinois Department of Transportation

RT-59 /RT-52
 Contract Number: 60363
 Work Order No. 132,142,158,229
 Shorewood, IL (Will County)
 TBE Project No.: IL09500132, 142, 158, 229

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
1/16/07	JAK										



TBE GROUP, INC.
 EASTERN REGION: IL, IN, OH, KY
 NORTHERN REGION: MI, WI, MN, IA, MO, ND, SD, NE, NB, NY
 PA, VA, CO, UT, AZ
 WESTERN REGION: AR, LA, MS, TX, GA, SC, NC, MA

VERIFIED UTILITY LOCATIONS



REVISIONS	
NAME	DATE

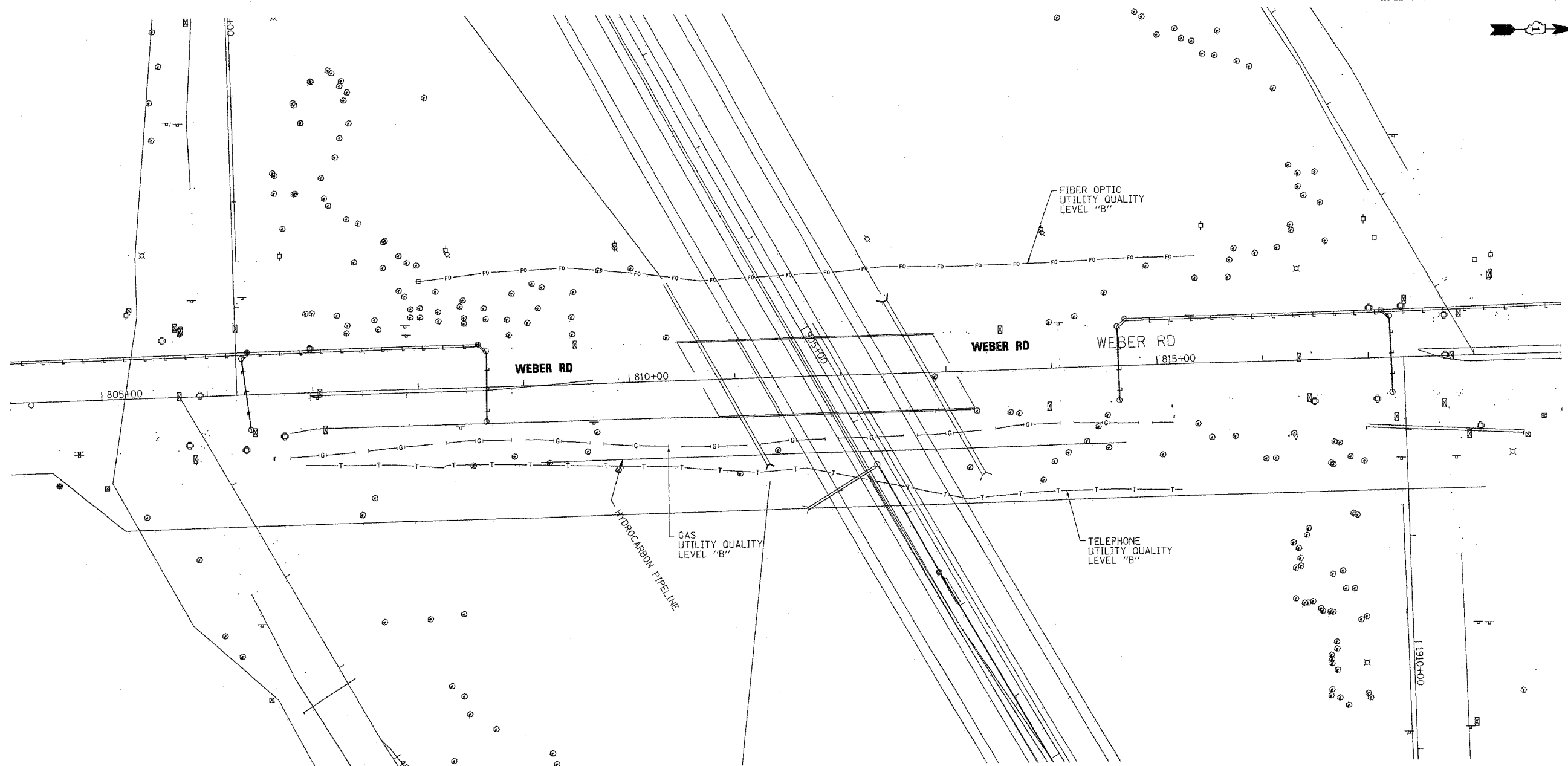
ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 SUE Investigation of Underground Utilities
 I-55/I-80 from US RT. 30 to Weber Road
 Section No. 99 (1&2) WRS-1
 Contract No. 62895 and 62896
 Will County

SCALE: NONE
 DATE: 02-23-07
 DRAWN BY: DM
 CHECKED BY: DVS

FINAL

W:\P\95\10 906202\210 180\BCH\512006601.DWG

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99 (I&2) WRS-1	WIL	305	132A	
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.), to help verify the locations of their existing underground facilities. Therefore, TBE is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.



TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING/LOCATING

IL09500132, 142, 158, 229, 245
 TBE SUE PAGE NO: 29 of 29

Checked by: *[Signature]*
 Utility Quality Level "A" : Test Holes
 Utility Quality Level "B" : Designating

	FORCE MAIN
	TELEPHONE
	WATER
	GAS
	CABLE TELEVISION
	FIBER OPTIC
	ELECTRIC
	TEST HOLE

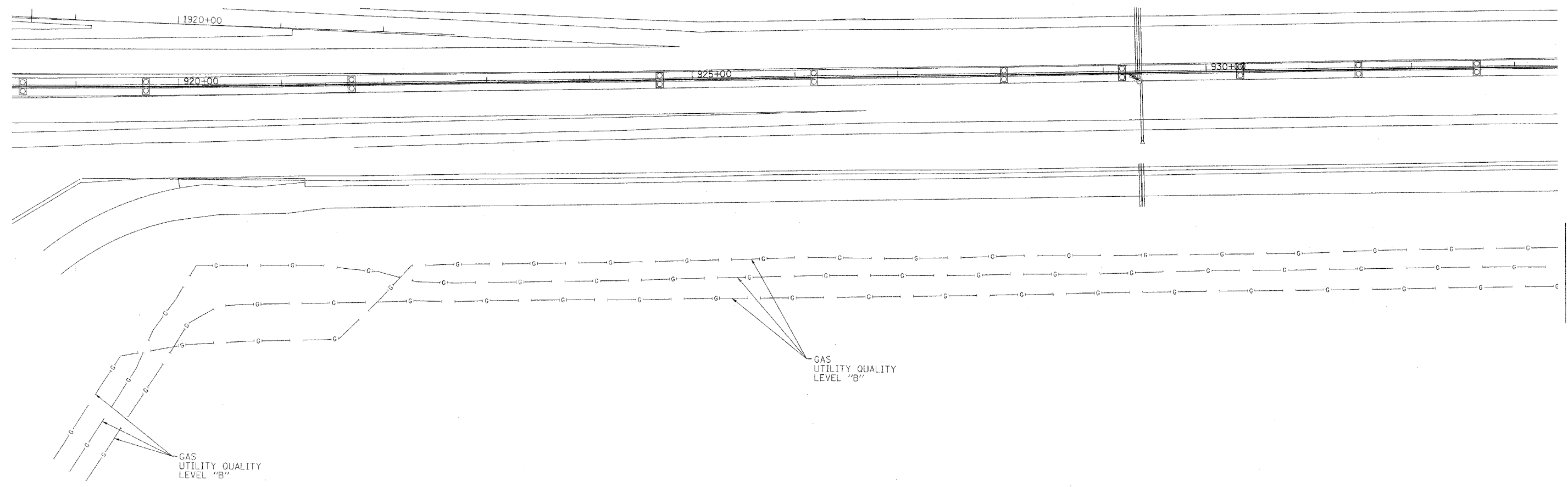
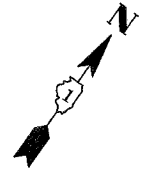
Utilities shown on these plans as depicted in the legend have been investigated by TBE Group, Inc in accordance with SUE Industry Standards. All other information shown has been provided to TBE Group, Inc by others. Changes to utilities after dates shown may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

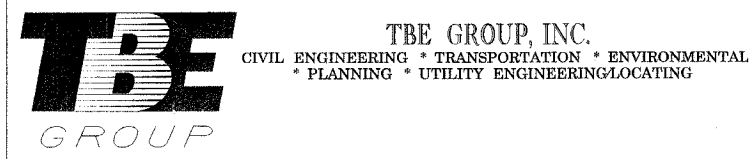
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 I-55/I-80 from US RT. 30 to Weber Road
 Section No. 99 (I&2) WRS-1
 Contract No. 62895 and 62896
 Will County
 SOL "B" DATE : 1/17/06
 DRAWN BY : KLC
 SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99 (1&2) WRS-1	WILL	305	133
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MATCH TO PAGE 31



TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING/LOCATING


IL09500132, 142, 158, 229, 245
 TBE SUE PAGE NO: 30 of 31
 Checked by: _____

Utility Quality Level "A" : Test Holes
 Utility Quality Level "B" : Designating

— — — — —	FORCE MAIN
— T — T —	TELEPHONE
— W — — —	WATER
— G — — —	GAS
— CTV — CTV —	CABLE TELEVISION
— FO — FO —	FIBER OPTIC
— E — — —	ELECTRIC
⊙	TEST HOLE

The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.), to help verify the locations of their existing underground facilities. Therefore, TBE is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.

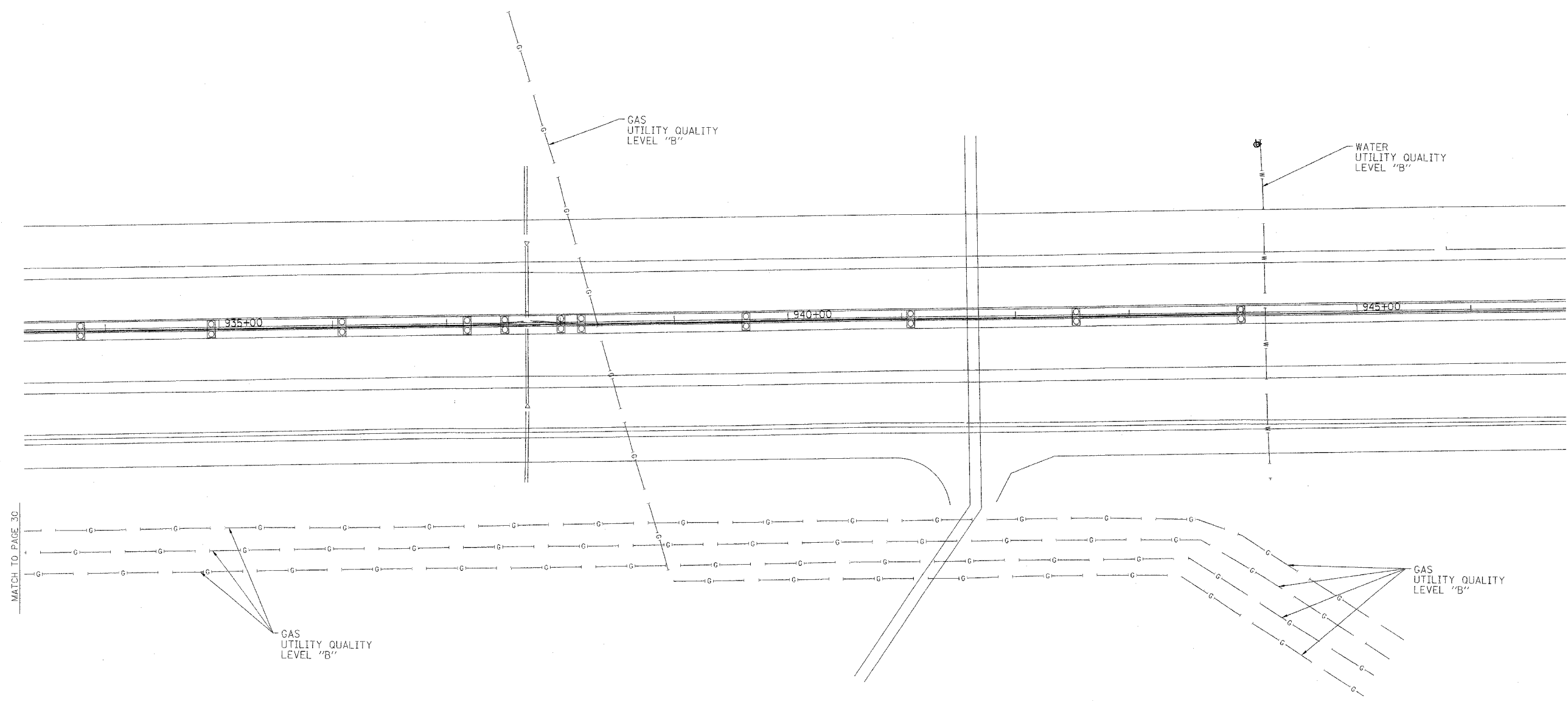
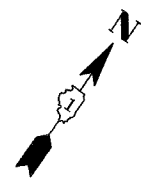
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 205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 I-55/I-80 from US RT. 30 to Weber Road
 Section No. 99 (1&2) WRS-1
 Contract No. 62895 and 62896
 WILL County
 SOL "B" DATE : 2/16/06
 DRAWN BY : KLC
 SCALE : 1" = 50'

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
99 (I&2) WRS-1	W11	W11	305	134
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



MATCH TO PAGE 30



TBE GROUP, INC.
 CIVIL ENGINEERING * TRANSPORTATION * ENVIRONMENTAL
 * PLANNING * UTILITY ENGINEERING * LOCATING

IL09500132, 142, 158, 229, 245
 TBE SUE PAGE NO: 31 of 31
 Checked by: -----

Utility Quality Level "A" : Test Holes
 Utility Quality Level "B" : Designating

—>—>—>—>—>	FORCE MAIN
—T—T—T—T—T—T—	TELEPHONE
—W—W—W—W—W—W—	WATER
—G—G—G—G—G—G—	GAS
—CTV—CTV—CTV—CTV—CTV—CTV—	CABLE TELEVISION
—FO—FO—FO—FO—FO—FO—	FIBER OPTIC
—E—E—E—E—E—E—	ELECTRIC
⊙	TEST HOLE

The SBC locations depicted have been obtained through the application of geophysical methods to determine the existence and approximate horizontal position of these facilities. However, SBC will not provide TBE Group, Inc. with utility records nor allow access to their field closures (pedestals/manholes etc.), to help verify the locations of their existing underground facilities. Therefore, TBE is unable to verify the completeness of the SBC locations depicted in accordance with the CI/ASCE Standard 38-02.

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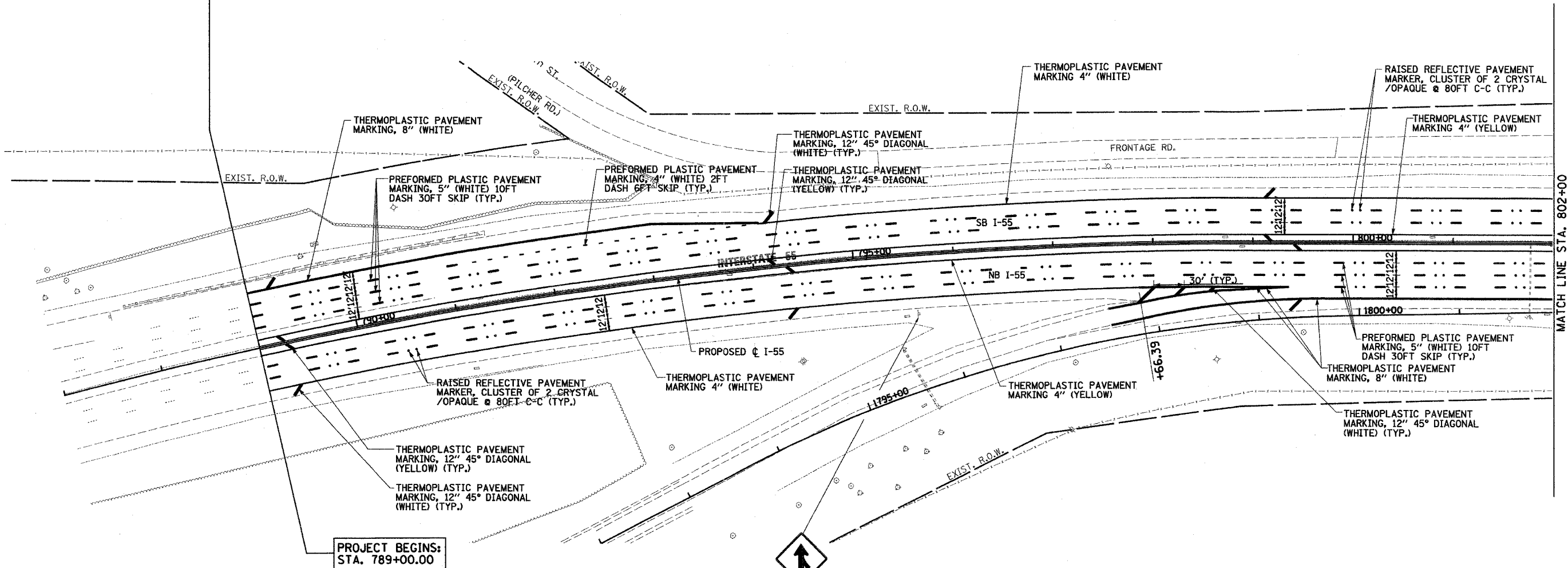
205 W. WACKER DRIVE
 SUITE 1020
 CHICAGO, IL 60606
 (312) 704-1970

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUE Investigation of Underground Utilities
 I-55/I-80 from US RT. 30 to Weber Road
 Section No. 99 (I&2) WRS-1
 Contract No. 62895 and 62896
 Will County
 SOL "B" DATE : 2/16/06
 DRAWN BY : KLC
 SCALE : 1" = 50'

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	305	135
STA. 789+00 TO STA. 802+00				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
		PVMRK-1 OF 30		

CONTRACT NO. 62896 BY OTHERS BEGIN PROJECT CONTRACT NO. 60B47

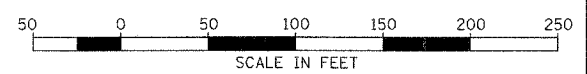


PROJECT BEGINS:
STA. 789+00.00

W4-1R
(48 X 48)
STA. 795+61

ILLINOIS PROFESSIONAL ENGINEER
SUZETTE M. EVANS
082-057376
2/15/07
EXP. 11/30/07

NOTE:
1. THE CONTRACTOR SHALL TRANSPORT AND DROP OFF ALL SALVAGEABLE SIGNS AT THE IDOT NEW LENOX SIGN SHOP LOCATED AT THE SE FRONTAGE ROAD NEAR THE US ROUTE 30 & INTERSTATE 80 INTERCHANGE IN NEW LENOX, ILLINOIS. THE CONTACT PERSON IS CONNIE SHANAHAN (847-705-4501). THIS WORK SHALL MEET WITH THE APPROVAL OF THE ENGINEER AND THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "REMOVE SIGN PANEL ASSEMBLY" OF THE TYPE SPECIFIED OR "REMOVE SIGN PANEL - TYPE 3."



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Surveying
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Chicago, IL 60611
(312) 942-9600

PB PARSONS BRINCKERHOFF

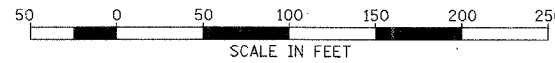
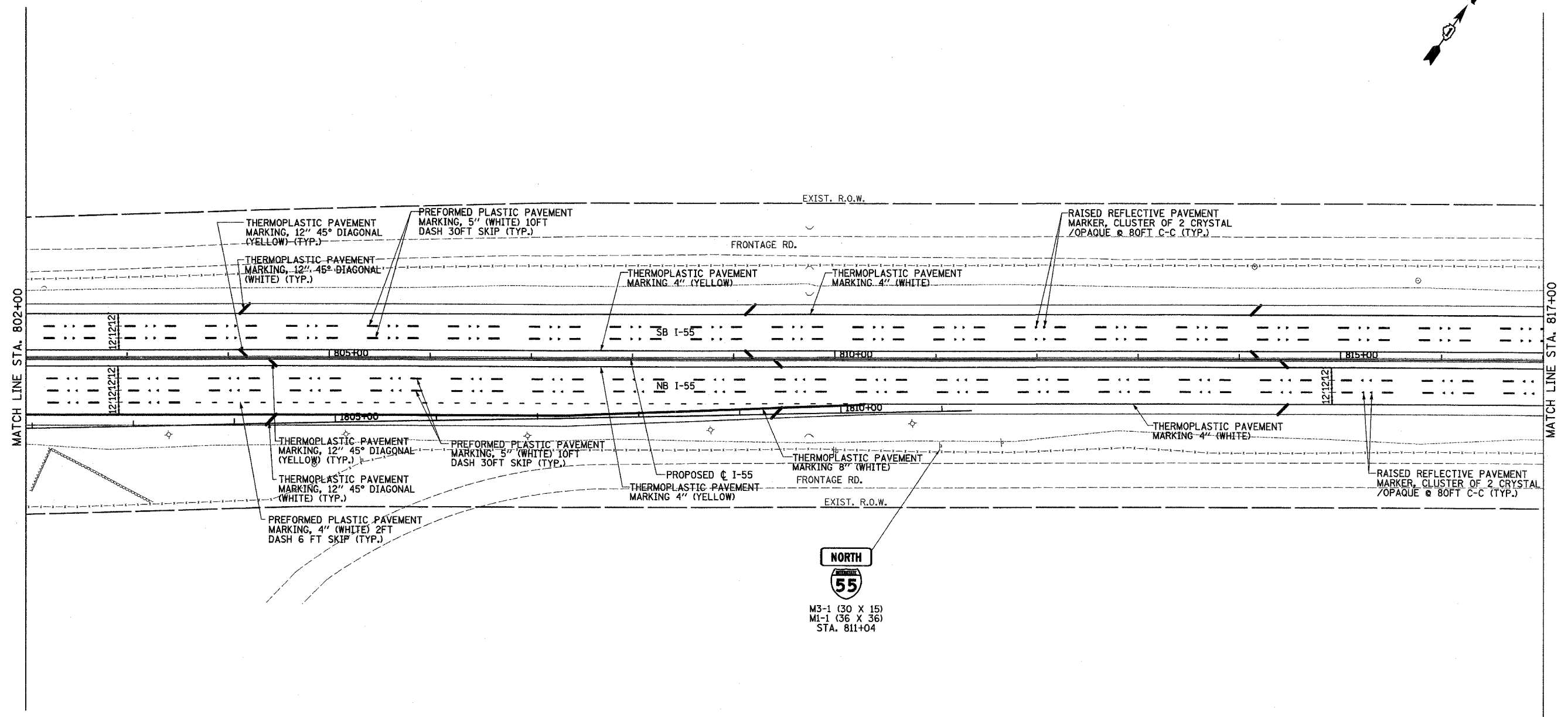
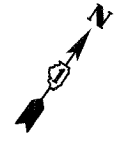
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007
DRAWN BY: JPS
CHECKED BY: SE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL.	305	136
STA. 802+00	TO STA. 817+00			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		PVMRK- 2 OF 30		



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REVISIONS	
NAME	DATE

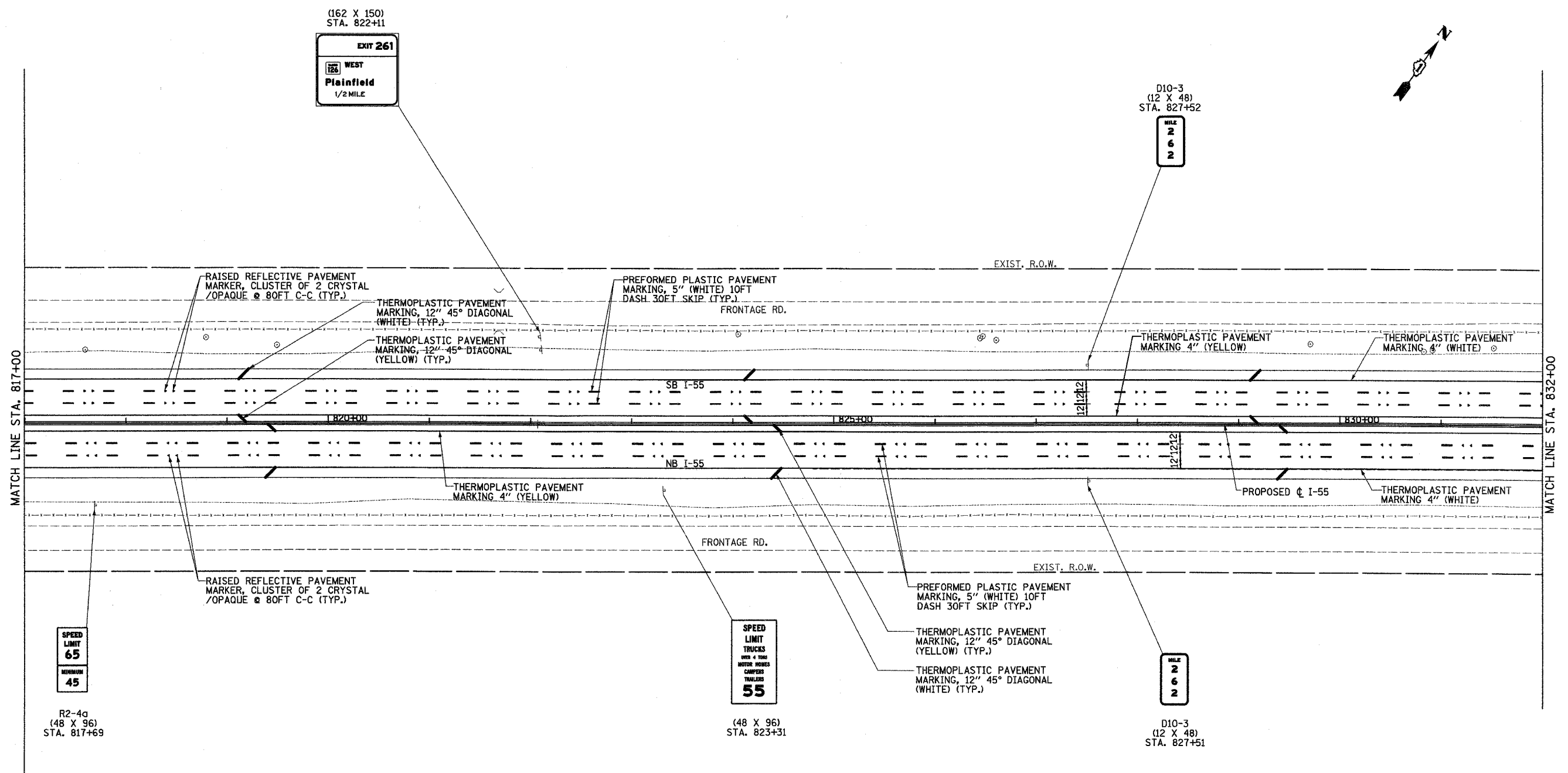
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

DRAWN BY: JPS
CHECKED BY: SE

CONTRACT NO. 60847				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL.	305	137
STA. 817+00	TO STA. 832+00			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	PVMRK- 3 OF 30			



MATCH LINE STA. 817+00

MATCH LINE STA. 832+00

SPEED LIMIT
65
MINIMUM
45

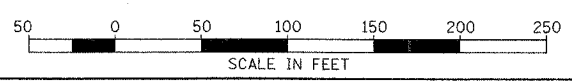
R2-4a
(48 X 96)
STA. 817+69

SPEED LIMIT
55
TRUCKS
OVER 4 TONS
NOTICE HOODS
CAMPERS
TRAILERS
OVER 10'

(48 X 96)
STA. 823+31

MILE
2
6
2

D10-3
(12 X 48)
STA. 827+51



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REVISIONS	
NAME	DATE

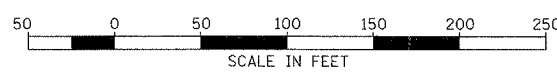
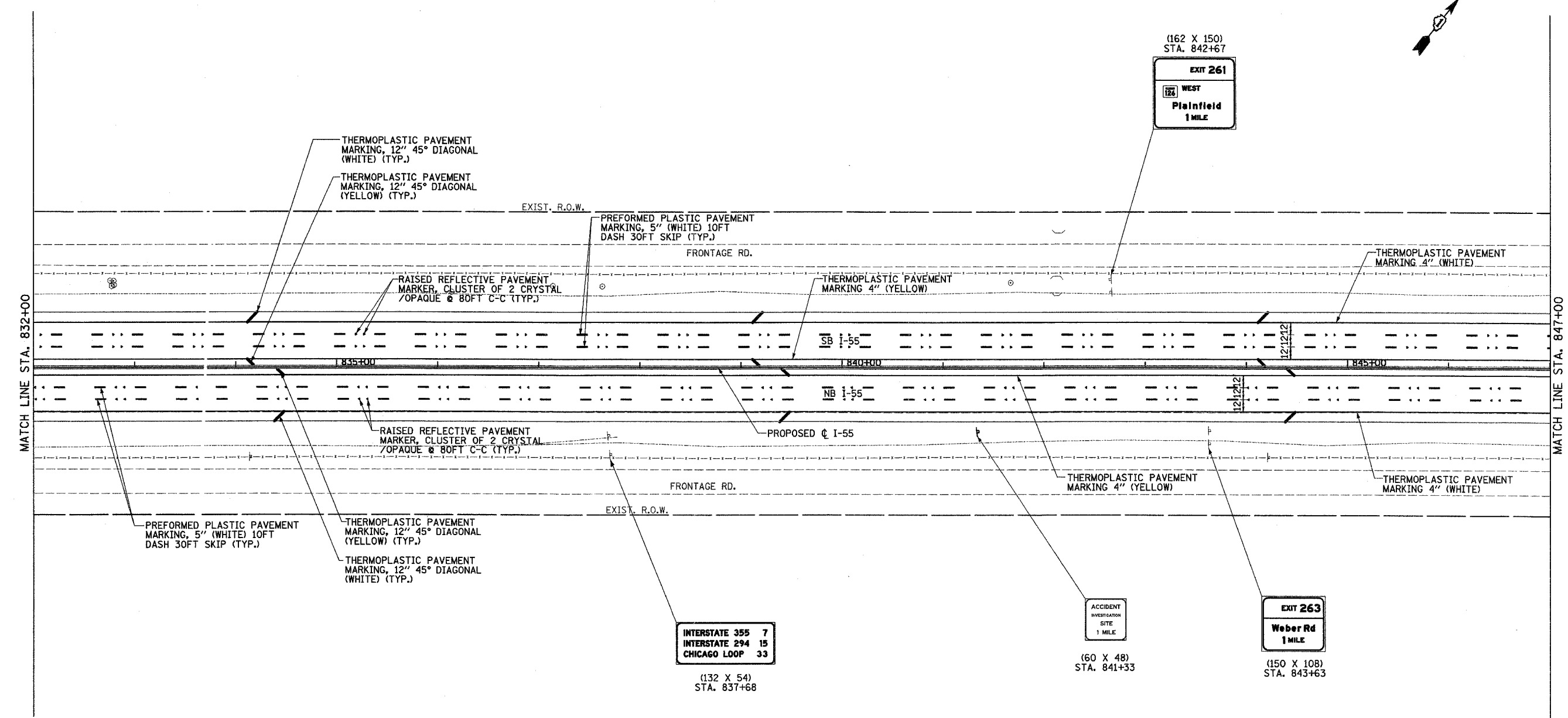
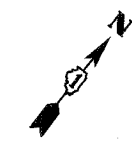
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

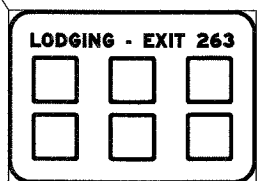
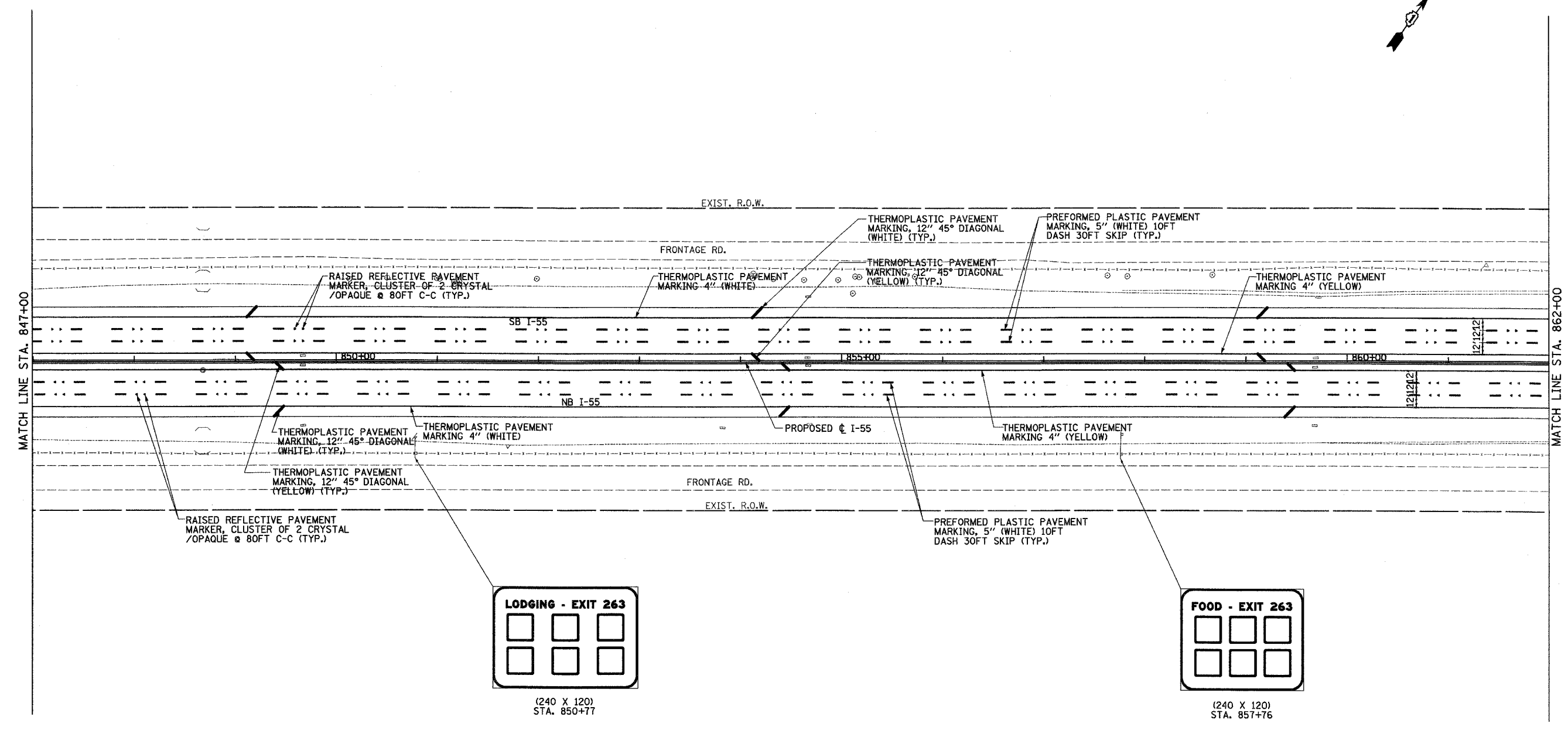
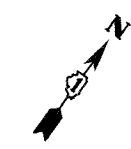
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CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	305	136
STA. 832+00	TO STA. 847+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
PVMRK - 4 OF 30				

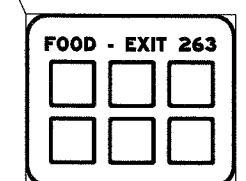


<p>Civil Engineering Structural Engineering Surveying 449 E. Illinois, Suite 640 Chicago, IL 60611 (312) 942-9600</p>	<p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NAME</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	NAME	DATE																			<p>ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. I-55 143rd STREET TO WEBER ROAD</p> <p>PAVEMENT MARKING AND SIGNING PLANS</p> <p>SCALE: 1" = 50' DATE: FEBRUARY 23, 2007</p>
	NAME	DATE																				
	<p>DRAWN BY: JPS CHECKED BY: SE</p>																					

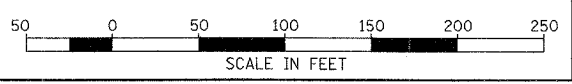
CONTRACT NO. 60B47				
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55	100 (I&2) I-9	WILL	305	139
STA.	847+00	TO STA.	862+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		PVMRK- 5	OF 30	



(240 X 120)
STA. 850+77



(240 X 120)
STA. 857+76



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Structural Engineering
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Chicago, IL 60611
(312) 942-9000

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REVISIONS	
NAME	DATE

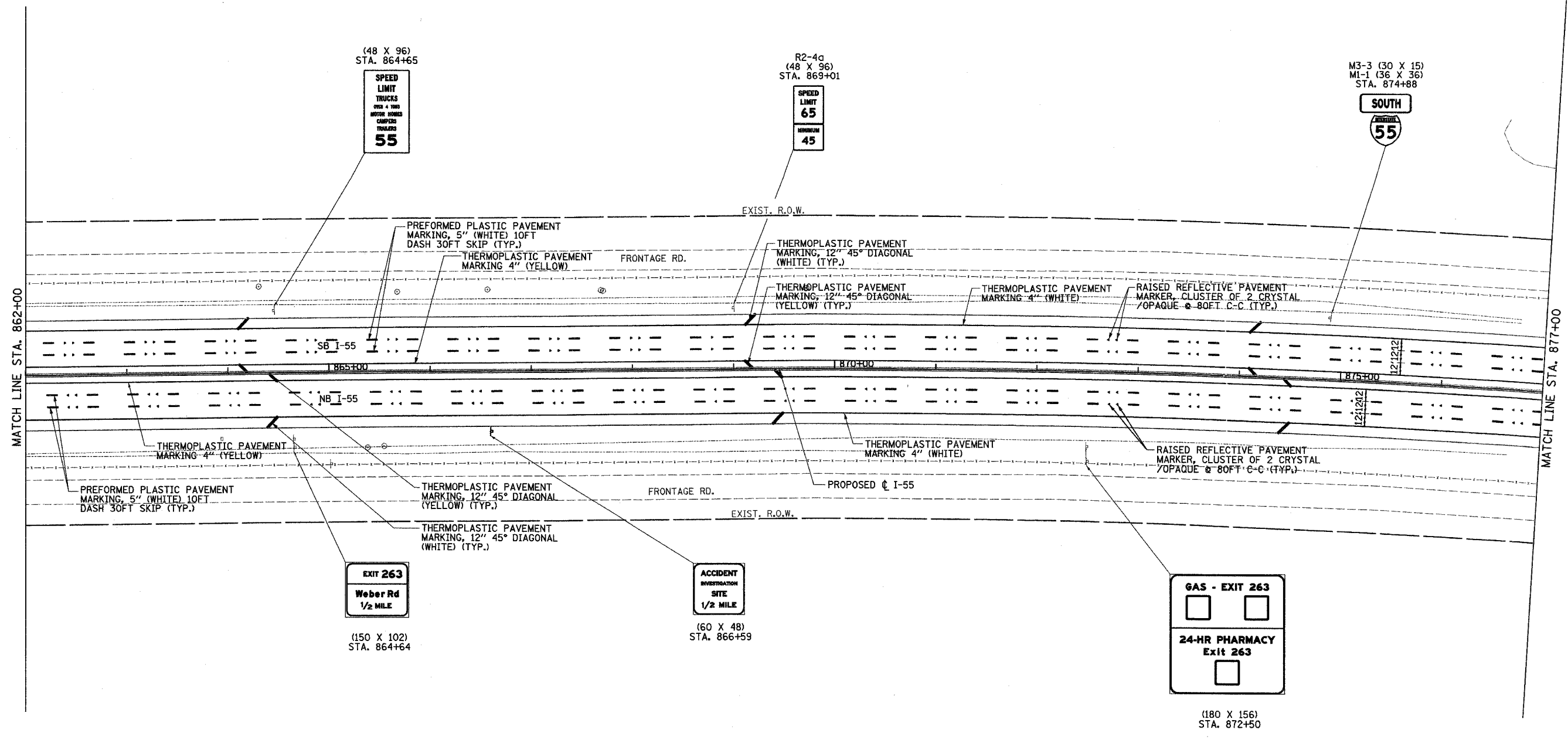
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

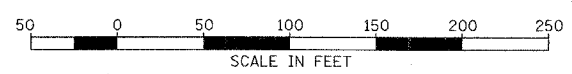
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CONTRACT NO. 60847			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
55	100 (I&2) I-9	WILL	305 140
STA. 862+00	TO STA. 877+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	
		PVMRK- 6	OF 30



MATCH LINE STA. 862+00

MATCH LINE STA. 877+00



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Structural Engineering
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Chicago, IL 60611
(312) 843-9600

PB PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE

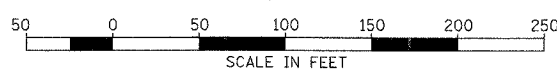
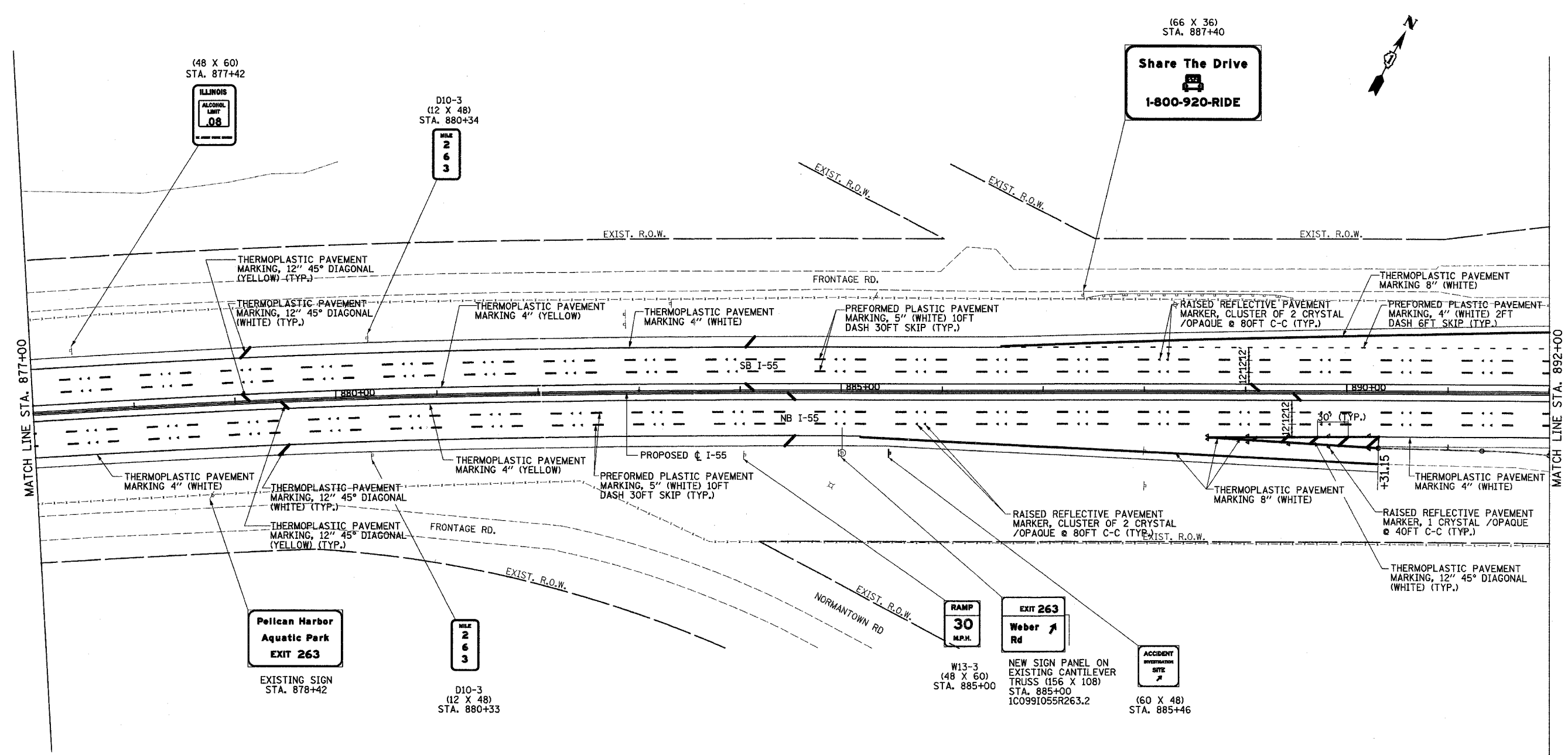
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

DRAWN BY: JPS
CHECKED BY: SE

CONTRACT NO. 60B47				
F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	305	141
STA. 877+00	TO STA. 892+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		PVMRK- 7	OF 30	



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Structural Engineering
Surveying
445 E. Illinois, Suite 640
Chicago, IL 60611
(312) 942-8890

PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE

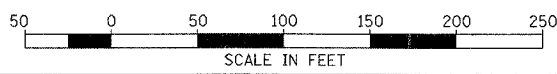
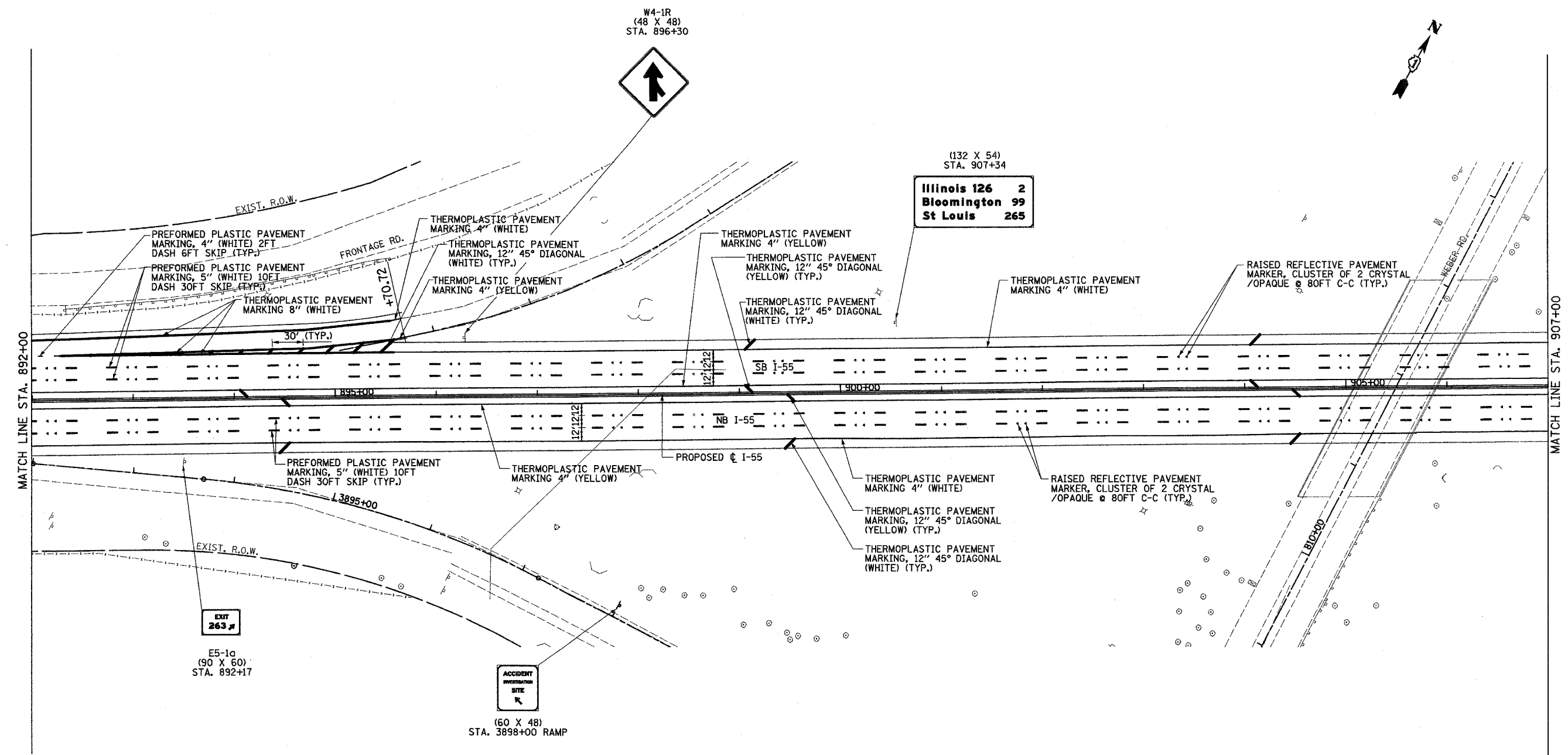
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

DRAWN BY: JPS
CHECKED BY: SE

CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2)	I-9	305	142
STA.	892+00	TO STA.	907+00	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		PVMRK- 8	OF 30	



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REVISIONS	
NAME	DATE

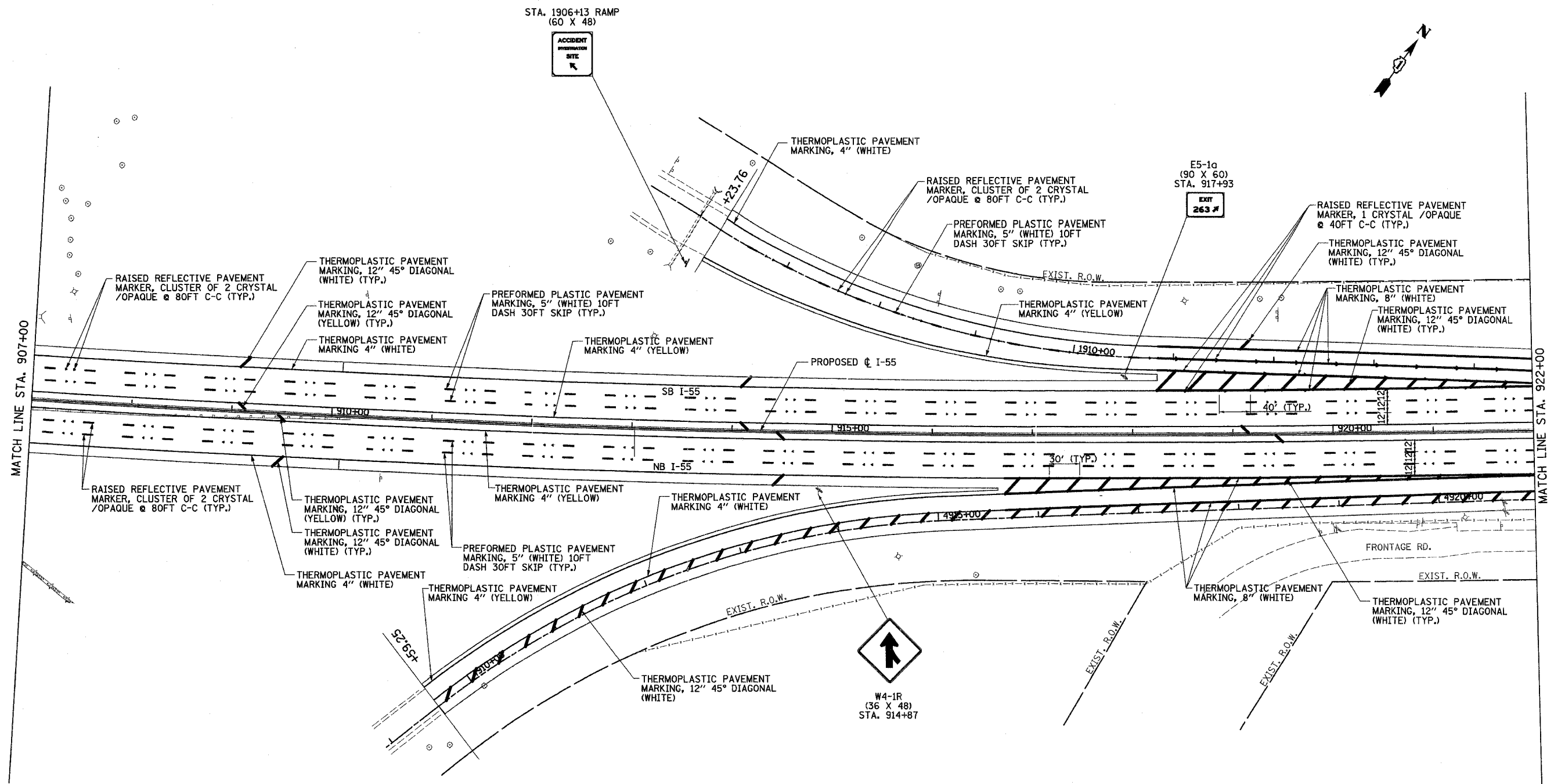
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

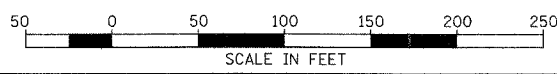
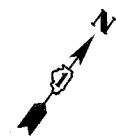
DRAWN BY: JPS
CHECKED BY: SE

CONTRACT NO. 60847			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS
55	100 (1&2) I-9	WILL	305
STA.	907+00	TO STA.	922+00
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
PVMRK- 9 OF 30			



MATCH LINE STA. 907+00

MATCH LINE STA. 922+00



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REVISIONS	
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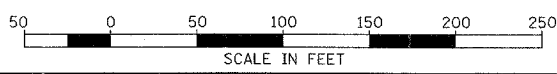
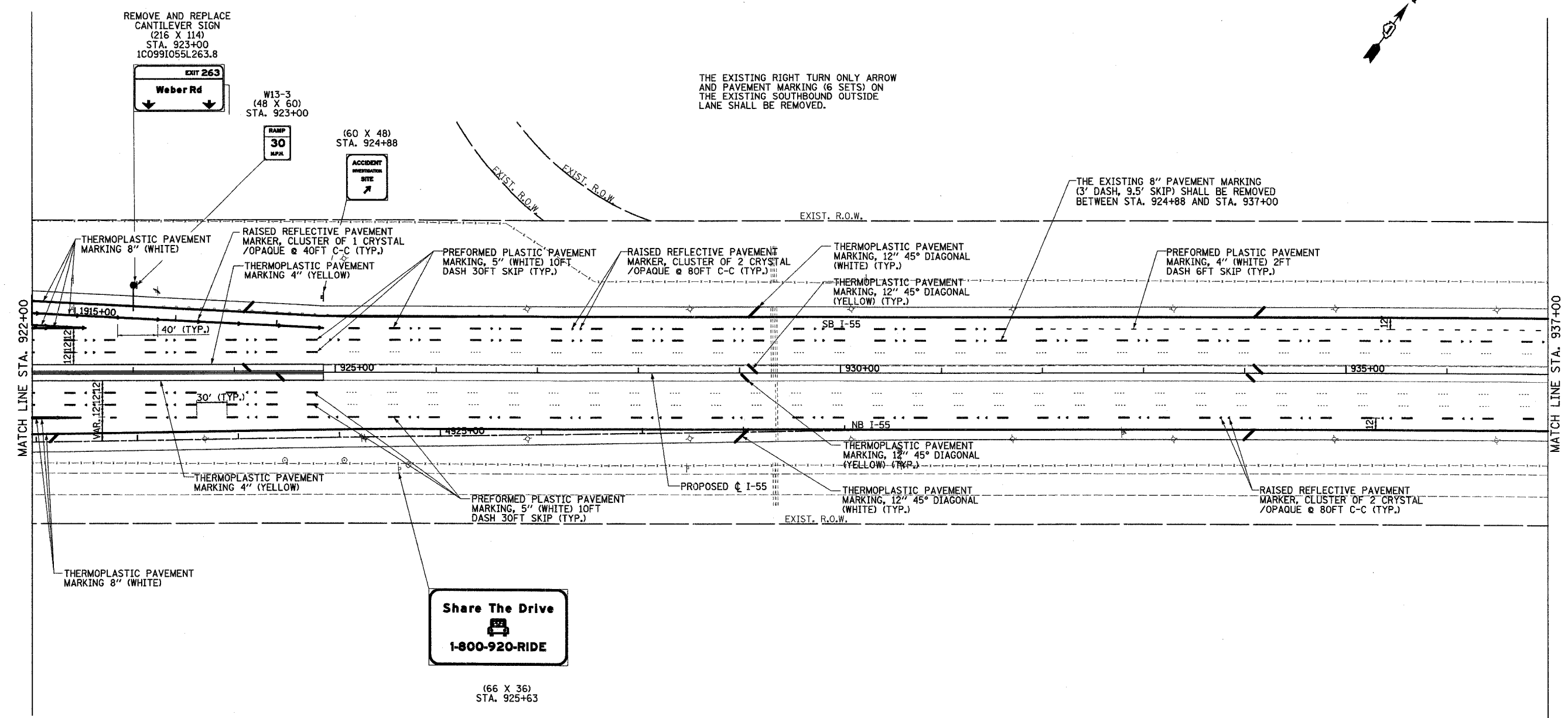
ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER ROAD

PAVEMENT MARKING
 AND SIGNING PLANS

SCALE: 1" = 50'
 DATE: FEBRUARY 23, 2007

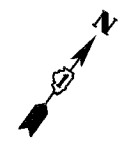
DRAWN BY: JPS
 CHECKED BY: SE

CONTRACT NO. 60B47			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.
55	100 (1&2) I-9	WILL.	305 144
STA. 922+00	TO STA. 937+00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
	PVMRK- 10 OF 30		



 Civil Engineering Structural Engineering Surveying 440 E. Illinois, Suite 600 Chicago, IL 60611 (312) 942-9600	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. I-55 143rd STREET TO WEBER ROAD PAVEMENT MARKING AND SIGNING PLANS SCALE: 1" = 50' DATE: FEBRUARY 23, 2007 DRAWN BY: JPS CHECKED BY: SE

CONTRACT NO. 60847				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	305	145
STA. 937+00	TO STA. 951+31			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	PVMRK- 11	OF 30		



(60 X 48) STA. 951+28
(60 X 48) STA. 977+68

ACCIDENT INVESTIGATION SITE 1/2 MILE
ACCIDENT INVESTIGATION SITE 1 MILE

EXIT 263
Weber Rd
1 MILE

NEW SIGN PANEL ON EXISTING CANTILIVER TRUSS (150 X 108) STA. 967+90 1C099I055L264.7

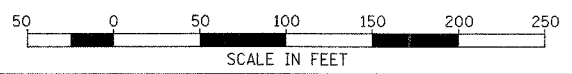
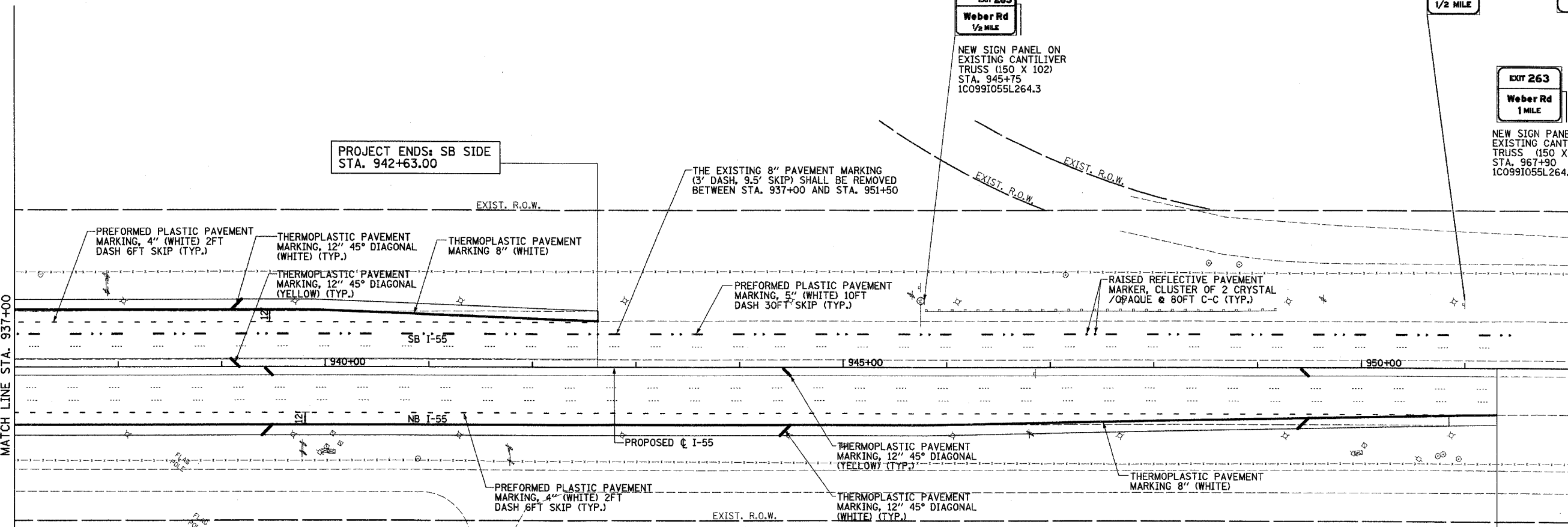
EXIT 263
Weber Rd
1/2 MILE

NEW SIGN PANEL ON EXISTING CANTILIVER TRUSS (150 X 102) STA. 945+75 1C099I055L264.3

PROJECT ENDS: SB SIDE
STA. 942+63.00

PROJECT ENDS: NB SIDE
STA. 951+31.00

MATCH LINE STA. 937+00



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NAME	DATE

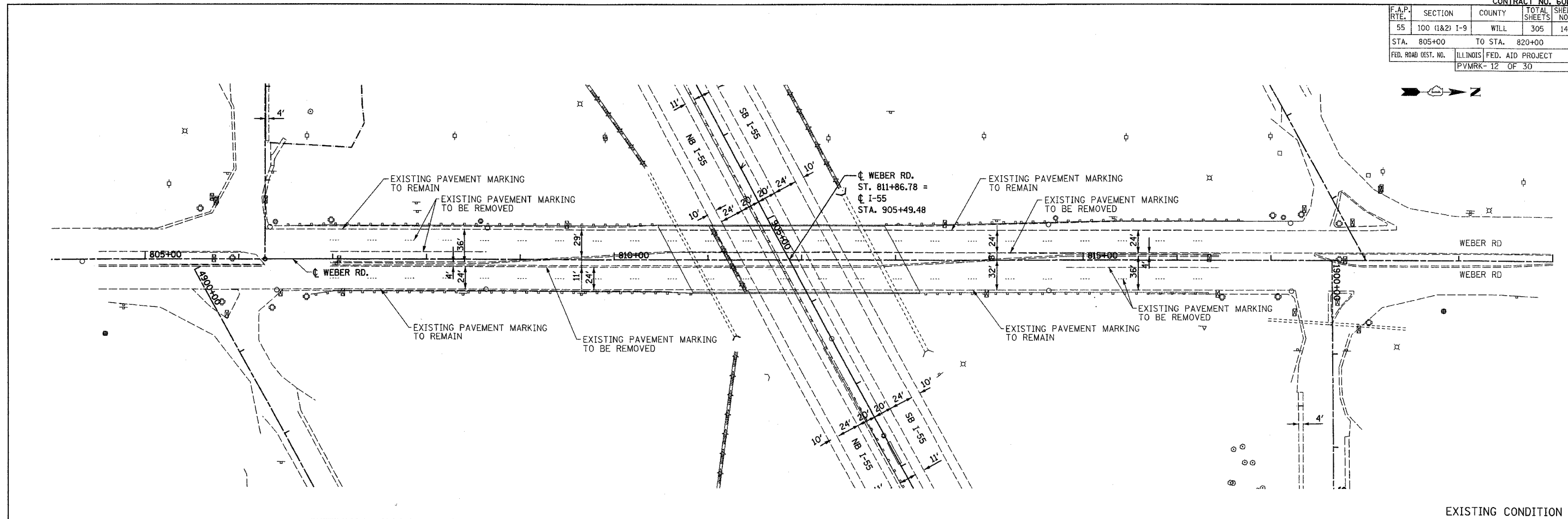
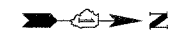
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

PAVEMENT MARKING
AND SIGNING PLANS

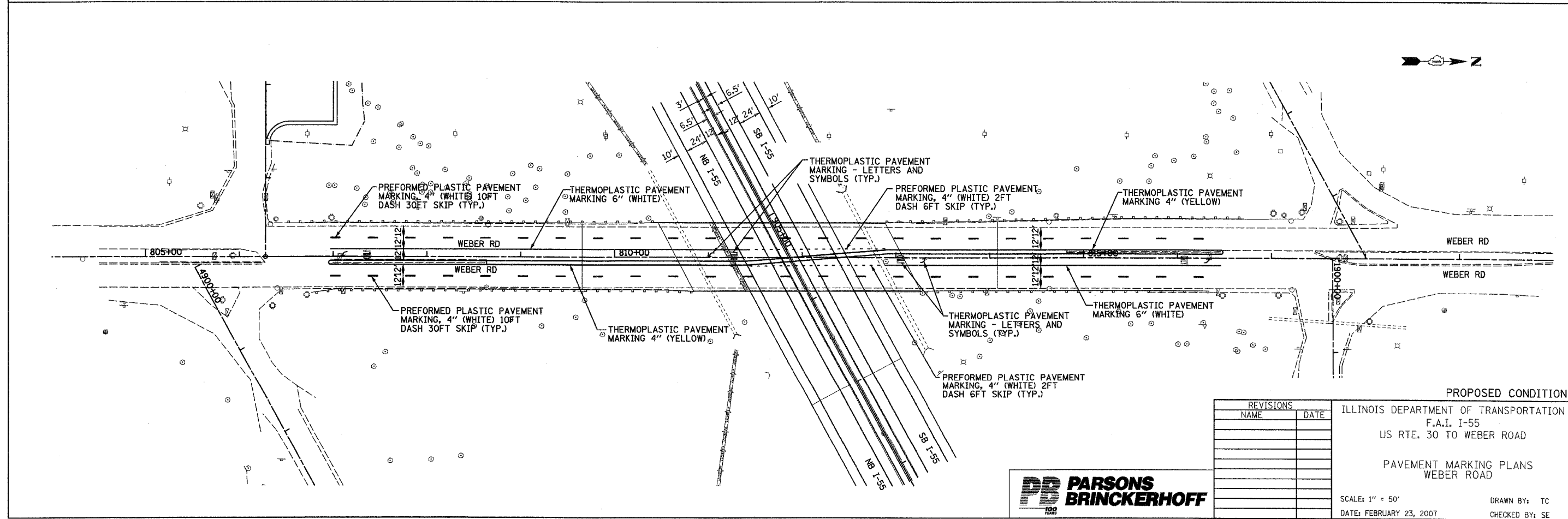
SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

DRAWN BY: JPS
CHECKED BY: SE

CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	305	146
STA. 805+00		TO STA. 820+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
		PVMRK- 12 OF 30		



EXISTING CONDITION



PROPOSED CONDITION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 US RTE. 30 TO WEBER ROAD

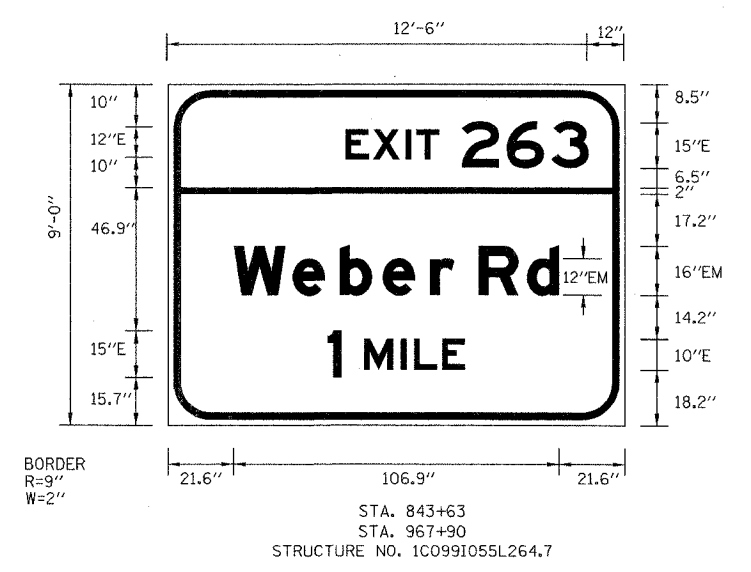
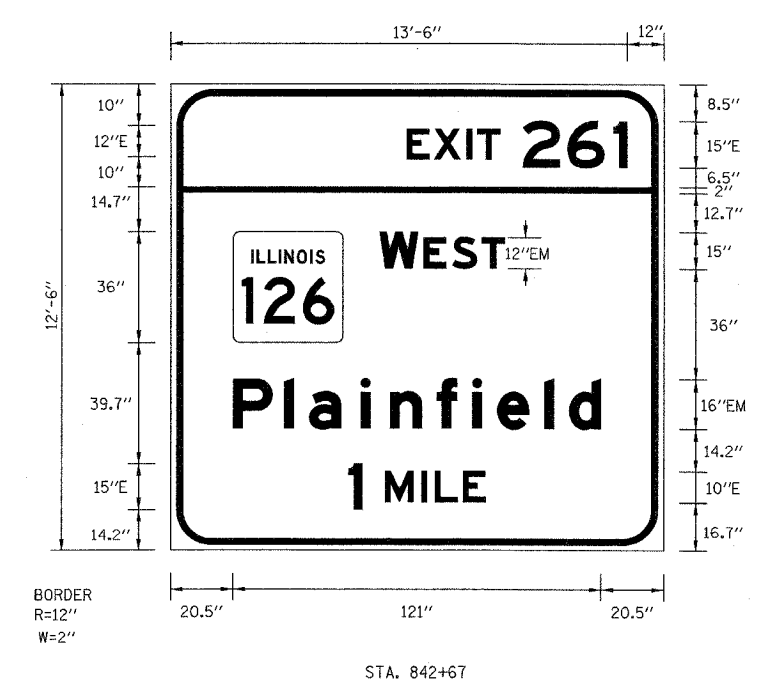
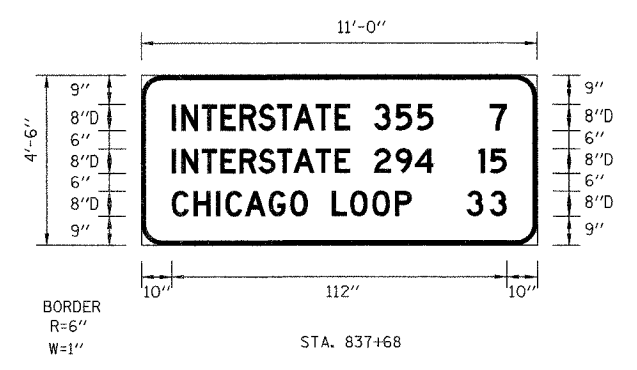
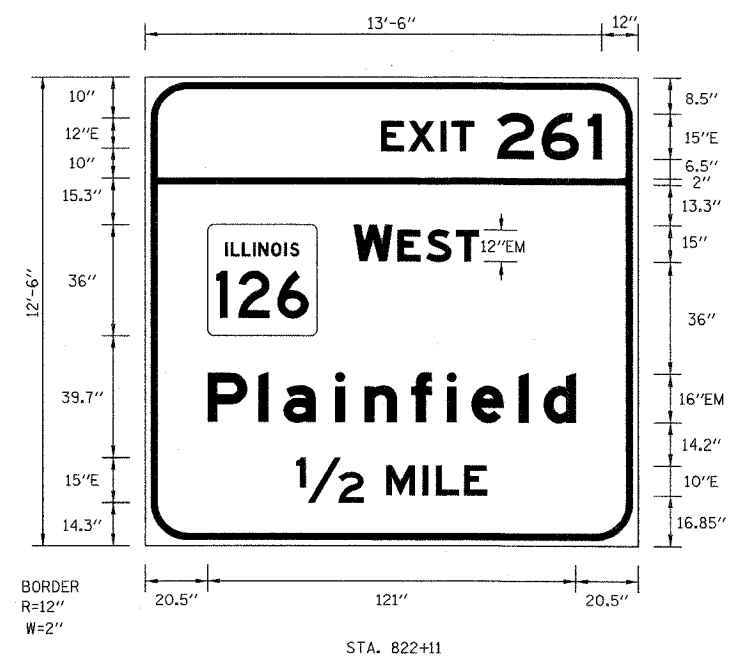
 PAVEMENT MARKING PLANS
 WEBER ROAD

 SCALE: 1" = 50'
 DATE: FEBRUARY 23, 2007
 DRAWN BY: TC
 CHECKED BY: SE



FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) 1-9	WILL.	305	147
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
DETLS - 13 OF 30				



NOTE:
ALL SIGN PANELS SHALL HAVE
WHITE LEGEND, GREEN REFLECTORIZED
BACKGROUND UNLESS NOTED.

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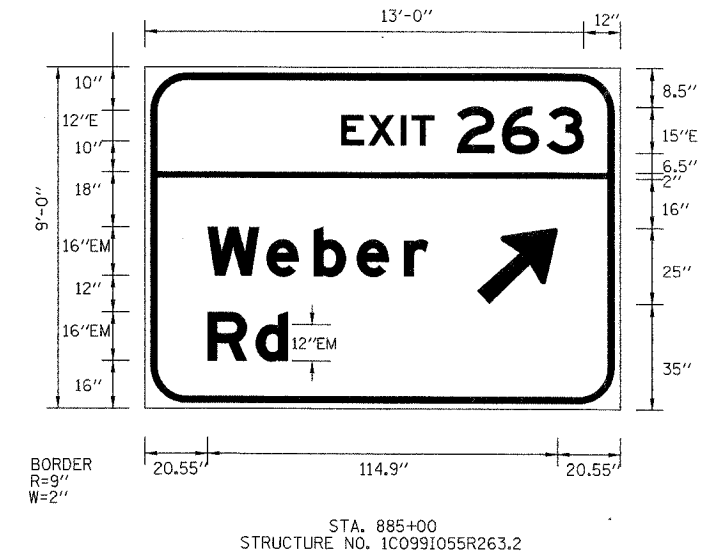
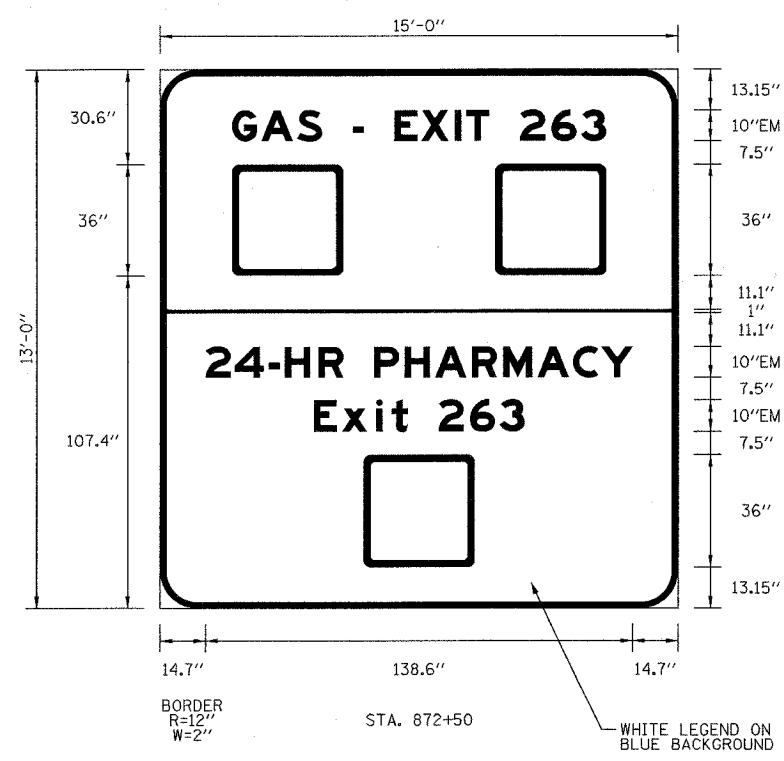
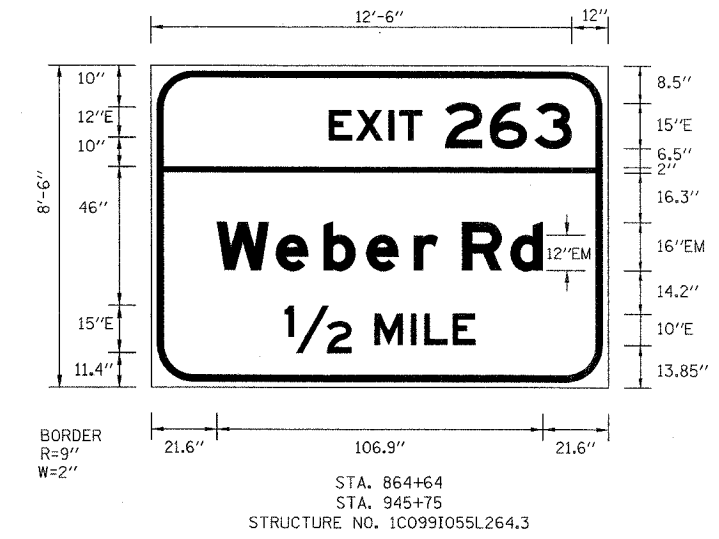
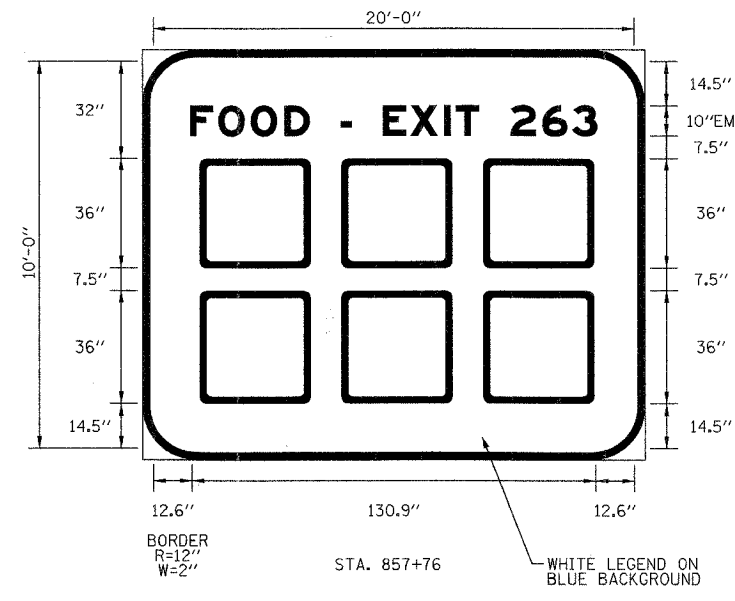
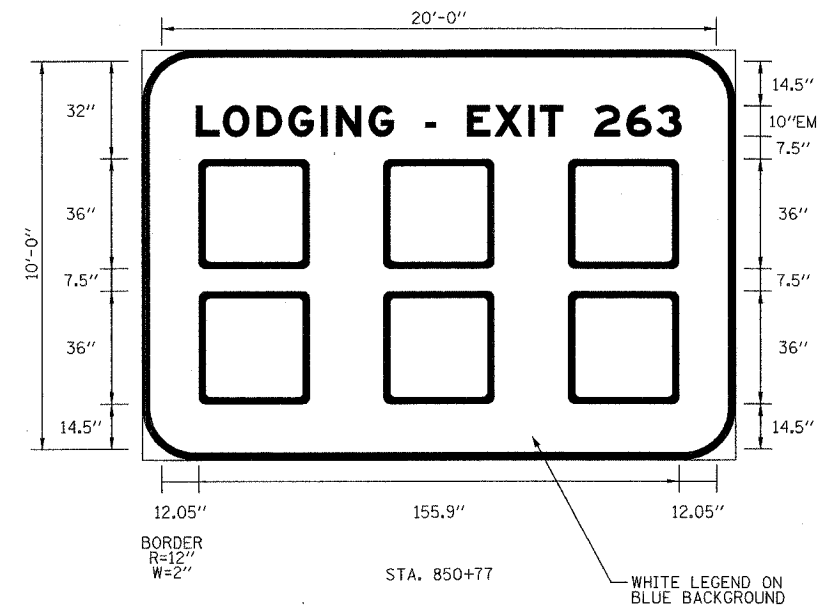
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER RD.

SIGN PANEL DETAILS

SCALE: DRAWN BY: JS, LC
DATE: FEBRUARY 23, 2007 CHECKED BY: SE

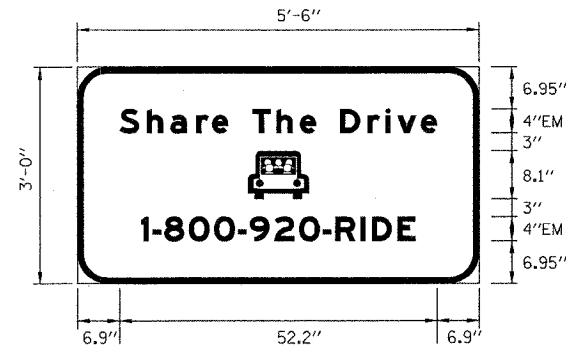
CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	305	148
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
DETLS - 14 OF 30				



NOTE:
ALL SIGN PANELS SHALL HAVE
WHITE LEGEND, GREEN REFLECTORIZED
BACKGROUND UNLESS NOTED.

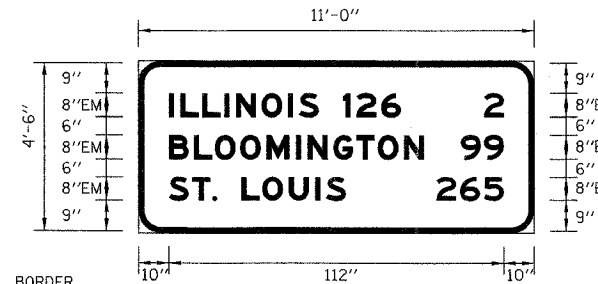
<p>Civil Engineering Structural Engineering Surveying 445 E. Illinois, Suite 640 Chicago, IL 60611 (312) 942-9908</p>	REVISIONS NAME DATE		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. I-55 143rd STREET TO WEBER RD. SIGN PANEL DETAILS
		SCALE: DATE: FEBRUARY 23, 2007	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	305	149
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
DETL - 15 OF 30				



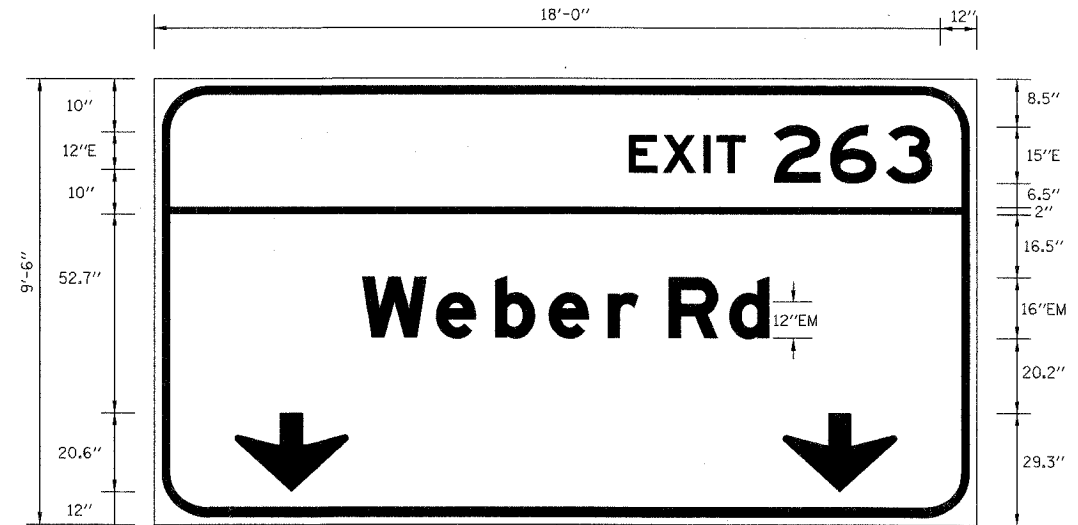
BORDER
R=6"
W=1"

STA. 887+40
STA. 925+63



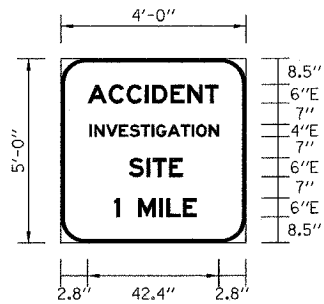
BORDER
R=6"
W=1"

STA. 907+34



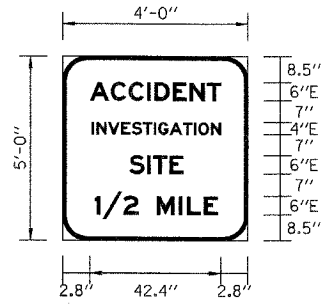
BORDER
R=9"
W=2"

STA. 923+00
STRUCTURE NO. 1C0991055L263.8



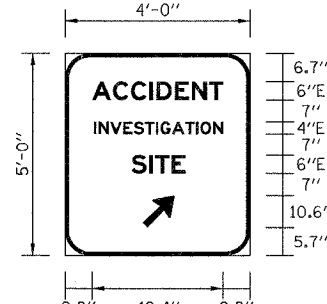
BORDER
R=8"
W=1"

STA. 841+33
STA. 977+68



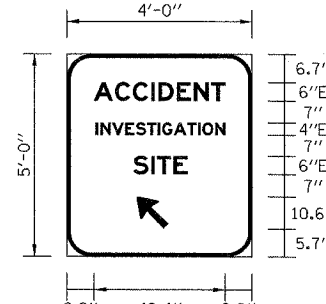
BORDER
R=8"
W=1"

STA. 866+59
STA. 951+28



BORDER
R=8"
W=1"

STA. 924+88
STA. 885+46



BORDER
R=8"
W=1"

STA. 3898+00 RAMP
STA. 1906+13 RAMP

NOTE:
ALL SIGN PANELS SHALL HAVE
WHITE LEGEND, GREEN REFLECTORIZED
BACKGROUND UNLESS NOTED.

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 1-55
143rd STREET TO WEBER RD.

SIGN PANEL DETAILS

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

DRAWN BY: JS, LC
CHECKED BY: SE

F.A.P. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55 100 (I&2) I-9	WILL.	305	150
STA. TO STA.			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	
DETLs - 16 OF 30			

SIGN REMOVAL SCHEDULE											
SIGN DESIGNATION	STATION	REMOVE SIGN PANEL		REMOVE SIGN PANEL TYPE (EACH)	REMOVE SIGN PANEL TYPE ASSEMBLY (EACH)	REMOVE GROUND MOUNTED SIGN SUPPORT (EACH)	REMOVE CONCRETE FOUNDATIONS		REMOVE OVERHEAD SIGN STRUCTURE		
		SIZE (IN X IN)	AREA (SQ FT)				GROUND MOUNT (EACH)	OVER HEAD (EACH)	SPAN (EACH)	CANTILEVER (EACH)	BRIDGE MOUNTED (EACH)
W4-1R	795+61 NB	48 X 48	16.00	2	B						
M1-1	811+04 NB	36 X 36	16.00	2	B						
M3-1	811+04 NB	30 X 15	3.13	1							
R2-4a	817+69 NB	48 X 96	32.00	3		1	1				
R3-4	822+07 NB	24 X 36	6.00	1	B						
R3-I101	822+07 NB	24 X 24	4.00	1							
R3-4	822+07 SB	24 X 36	6.00	1	B						
R3-I101	822+07 SB	24 X 24	4.00	1							
GUIDE SIGN	822+11 SB	150 X 132	137.50	3		2	2				
SL TRUCKS	823+31 NB	48 X 96	32.00	3		1	1				
D10-3	827+51 NB	12 X 48	4.00	1	A						
D10-3	827+52 SB	12 X 48	4.00	1	A						
GUIDE SIGN	837+68 NB	228 X 90	142.50	3		3	3				
GUIDE SIGN	842+67 SB	150 X 132	137.50	3		2	2				
GUIDE SIGN	843+63 NB	162 X 102	114.75	3		2	2				
GUIDE SIGN	850+77 NB	180 X 120	150.00	3		2	2				
GUIDE SIGN	857+76 NB	246 X 120	205.00	3		2	2				
GUIDE SIGN	864+64 NB	162 X 102	114.75	3		2	2				
SL TRUCKS	864+65 SB	48 X 96	32.00	3		1	1				
R2-4a	869+01 SB	48 X 96	32.00	3		1	1				
GUIDE SIGN	872+50 NB	180 X 120	150.00	3		2	2				
M1-1	874+88 SB	36 X 36	16.00	2	B						
M3-3	874+88 SB	30 X 15	3.13	1							
ALCOHOL LIMIT SIGN	877+42 SB	48 X 60	20.00	2	B						
GUIDE SIGN	878+42 NB	96 X 48	32.00	3		1	1				
D10-3	880+33 NB	12 X 48	4.00	1	A						
D10-3	880+34 SB	12 X 48	4.00	1	A						
W13-3	885+00 NB	42 X 48	14.00	2	B						
GUIDE SIGN	887+40 SB	120 X 60	50.00	3		2	2				
E5-1a	892+17 NB	78 X 48	26.00	3		2	2				
W4-1R	896+30 SB	48 X 48	16.00	2	B						
GUIDE SIGN	907+34 SB	228 X 90	142.50	3		3	3				
W4-1R	914+87 NB	48 X 48	16.00	2	B						
E5-1a	917+93 SB	78 X 48	26.00	3		2	2				
GUIDE SIGN	922+41 SB	162 X 120	135.00	3				1		1	
GUIDE SIGN	925+63 NB	48 X 60	20.00	2	B						
GUIDE SIGN	945+75 SB	150 X 102	106.25	3							
GUIDE SIGN	967+90 SB	150 X 102	106.25	3							
TOTAL											
REMOVE SIGN PANEL ASSEMBLY TYPE A					4						
REMOVE SIGN PANEL ASSEMBLY TYPE B					10						
REMOVE SIGN PANEL TYPE 3			1904.00								
REMOVE GROUND MOUNTED SIGN SUPPORT						31					
REMOVE CONCRETE FOUNDATION - GROUND MOUNT							31				
REMOVE CONCRETE FOUNDATION - OVERHEAD								1			
REMOVE OVERHEAD SIGN STRUCTURE - CANTILEVER									1		

NOTE:
 IT HAS BEEN ESTIMATED THAT 50% OF THE EXISTING TYPE 3 SIGN PANEL POSTS WILL REMAIN IN PLACE AND BE RE-USED TO SUPPORT NEW PROPOSED SIGN PANELS. TYPE 3 SIGN PANEL POSTS THAT ARE IN GOOD CONDITION AND WILL SUPPORT THE PROPOSED SIGN PANELS IN A MANNER THAT MEETS THE APPROPRIATE STANDARDS AND SPECIFICATIONS SHALL BE RE-USED AS DETERMINED BY THE ENGINEER. IF REQUIRED, MODIFICATION OF THE SIGN POST SYSTEMS TO ACCOMMODATE THE PROPOSED SIGNS WILL BE INCLUDED IN THE COST OF THE RESPECTIVE SIGN PANEL.

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REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER RD.
 SIGN REMOVAL SCHEDULE
 SCALE: DRAWN BY: JS, LC
 DATE: FEBRUARY 23, 2007 CHECKED BY: SE

GROUND MOUNTED SIGN PANEL LAYOUT

SIGN DESIGNATION	STATION	SIGN PANEL				SIGN POST							FOUNDATION
		W (IN)	H (IN)	AREA (SQ. FT)	SIGN PANEL TYPE (EACH)	MILE MARKER (EACH)	POST TYPE	NUMBER OF POSTS	IN GROUND DEPTH (FT)	CLEAR HEIGHT (FT)	TOTAL LENGTH (FT)	WEIGHT (LBS)	
W4-1R	795+61 NB	48	48	16.00	2		WOOD	1	5	7	16		
M1-1	811+04 NB	36	36	9.00	1		WOOD	1	5	5	13		
M3-1	811+04 NB	30	15	3.13									
R2-4a	817+69 NB	48	96	32.00	3		WOOD	1	5	5	18		
GUIDE SIGN	822+11 SB	162	150	168.75	3		W10X22	2	6.5	7	26	1144.0	2.36
SL TRUCKS	823+31 NB	48	96	32.00	3		WOOD	1	5	7	20		
D10-3	827+51 NB	12	48	4.00		1	TELESCOPING	1	5	7	16		
D10-3	827+52 SB	12	48	4.00		1	TELESCOPING	1	5	7	16		
GUIDE SIGN	837+68 NB	132	54	49.50	3		WOOD	3	5	7	16.5		
ACCIDENT SIGN	841+33 NB	60	48	20.00	2		WOOD	1	5	7	16		
GUIDE SIGN	842+67 SB	162	150	168.75	3		W10X22	2	6.5	7	26	1144.0	2.36
GUIDE SIGN	843+63 NB	150	108	112.50	3		W6X15	2	6	7	22	660.0	1.4
GUIDE SIGN	850+77 NB	180	126	157.50	3		W8X18	2	6	7	23.5	846.0	1.4
GUIDE SIGN	857+76 NB	156	126	136.50	3		W8X18	2	6	7	23.5	846.0	1.4
GUIDE SIGN	864+64 NB	150	102	106.25	3		W6X15	2	6	7	21.5	645.0	1.4
SL TRUCKS	864+65 SB	48	96	32.00	3		WOOD	1	5	7	20		
ACCIDENT SIGN	866+59 NB	60	48	20.00	2		WOOD	1	5	7	16		
R2-4a	869+01 SB	48	96	32.0	3		WOOD	1	5	7	20		
GUIDE SIGN	872+50 NB	168	174	203.0	3		W10X22	2	6.5	7	28	1232	2.36
M1-1	874+88 SB	36	36	9.00	1		WOOD	1	5	7	15		
M3-3	874+88 SB	30	15	3.125									
ALCOHOL LIMIT SIGN	877+42 SB	48	60	20.0	2		WOOD	1	5	7	17		
GUIDE SIGN	878+42 NB	150	90	93.75	3		W6X15	2		5	12.5	375	1.4
D10-3	880+33 NB	12	48	4.00		1	TELESCOPING	1	5	7	16		
D10-3	880+34 SB	12	48	4.00		1	TELESCOPING	1	5	7	16		
W13-3	885+00 NB	48	60	20.00	2		WOOD	1	5	7	17		
ACCIDENT SIGN	885+46 NB	60	48	20.00	2		WOOD	1	5	7	16		
GUIDE SIGN	887+40 SB	66	36	16.50	2		WOOD	2	5	5	13		
E5-1a	892+17 NB	90	60	37.50	3		WOOD	2	5	7	17		
ACCIDENT SIGN	3898+00 R	60	48	20.00	2		WOOD	1	5	7	16		
W4-1R	896+30 SB	48	48	16.00	2		WOOD	1	5	7	16		
GUIDE SIGN	907+34 SB	132	54	49.50	3		WOOD	2	5	7	16.5		
W4-1R	914+87 NB	36	48	12.00	2		WOOD	1	5	7	16		
ACCIDENT SIGN	1906+13 R	60	48	20.00	2		WOOD	1	5	7	16		
E5-1a	917+93 SB	90	60	37.50	3		WOOD	2	5	7	17		
W13-3		48	60	20.00	2		WOOD	1	5	7	17		
ACCIDENT SIGN	924+88	48	60	20.00	2		WOOD	1	5	7	17		
GUIDE SIGN	925+63 NB	66	36	16.50	2		WOOD	2	5	5	13		
ACCIDENT SIGN	951+28 SB	60	48	20.00	2		WOOD	1	5	7	16		
ACCIDENT SIGN	977+68 SB	60	48	20.00	2		WOOD	1	5	7	16		
TOTAL													
MILE POST MARKER ASSEMBLY						4							
SIGN PANEL TYPE 1				24.3									
SIGN PANEL TYPE 2				297.0									
SIGN PANEL TYPE 3				1449.0									
STRUCTURAL STEEL SIGN SUPPORT - BREAKAWAY												6892.00	
TELESCOPING STEEL SIGN SUPPORT											64.0		
WOOD SIGN SUPPORT											443.0		
CONCRETE FOUNDATIONS													14.08

CANTILEVER SIGN PANEL LAYOUT

SIGN NUMBER	STATION	DESIGN TRUSS TYPE	CANTILEVER LENGTH (FT)	TOTAL SIGN AREA (SQ. FT.)	WALKWAY (FT)
1C099I055R263.2	885+00			117.00	
1C099I055L263.8	923+00	II-C-A	33	171.00	21
W13-3	923+00			20.00	
1C099I055L264.3	945+75			106.25	
1C099I055L264.7	967+90			112.50	
TOTAL					
SIGN PANEL TYPE 2				20.00	
SIGN PANEL TYPE 3				506.75	

NOTE:

IT HAS BEEN ESTIMATED THAT 50% OF THE EXISTING TYPE 3 SIGN PANEL POSTS WILL REMAIN IN PLACE AND BE RE-USED TO SUPPORT NEW PROPOSED SIGN PANELS. TYPE 3 SIGN PANEL POSTS THAT ARE IN GOOD CONDITION AND WILL SUPPORT THE PROPOSED SIGN PANELS IN A MANNER THAT MEETS THE APPROPRIATE STANDARDS AND SPECIFICATIONS SHALL BE RE-USED AS DETERMINED BY THE ENGINEER. IF REQUIRED, MODIFICATION OF THE SIGN POST SYSTEMS TO ACCOMMODATE THE PROPOSED SIGNS WILL BE INCLUDED IN THE COST OF THE RESPECTIVE SIGN PANEL.



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F.A.I. I-55
143rd STREET TO WEBER RD.

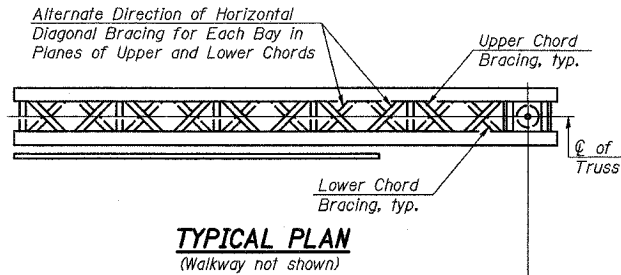
GROUND MOUNTED SIGN AND
CANTILEVER SIGN PANEL LAYOUT

SCALE:
DATE: FEBRUARY 23, 2007

DRAWN BY: JS, LC
CHECKED BY: SE

FINAL

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) 1-9	WILL	305	152
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
DETLs - 18 OF 30				



Structure Number	Station	Design Truss Type	Cantilever Length (L)	Elev. A	Dim. D	D _s	Total Sign Area
IC0991055L263.8	923+00	II-C-A	33	666.23	12'	9.5'	171 S.F.

GENERAL NOTES

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

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

LOADING: 90 M.P.H. WIND VELOCITY

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

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

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

MATERIALS: Aluminum Alloys as shown throughout plans. All Structural Steel Pipe shall be ASTM A53 Grade B with a minimum yield of 35,000 p.s.i., or A500 Grade B or C with a minimum yield of 46,000 p.s.i. If A500 pipe is substituted for A53, then the outside diameter shall be as detailed and wall thickness greater than or equal to A53.

All Structural Steel Plates and Shapes shall conform to AASHTO M270 Gr. 36, Gr. 50 or Gr. 50W*. Stainless steel for shims, sleeves and handhole covers shall be ASTM A240, Type 302 or 304, or another alloy suitable for exterior exposure and acceptable to the Engineer. The steel pipe and stiffening ribs at the base plate for the column shall have a minimum longitudinal Charpy V-Notch (CVN) energy of 15 lb.-ft. at 40° F. (Zone 2) before galvanizing.

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

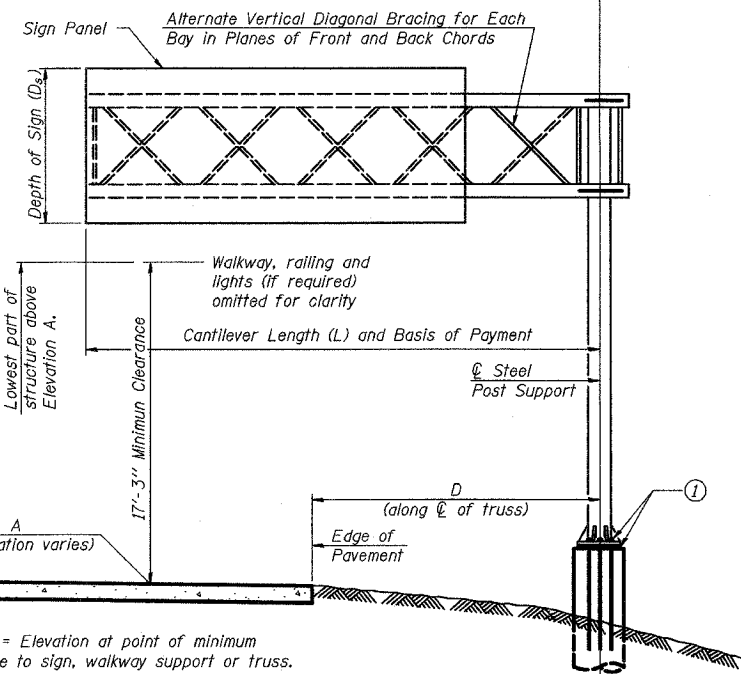
U-BOLTS AND EYEBOLTS: U-Bolts and Eyebolts must be produced from ASTM A276 Type 304, 304L, 316 or 316L, Condition A, cold finished stainless steel, or an equivalent material acceptable to the Engineer. All nuts for U-Bolts and Eyebolts must be lock nuts equivalent to ASTM A307 with nylon or steel inserts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

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

ANCHOR RODS: Shall conform to AASHTO M314 Gr. 55 with a minimum Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F.

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

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

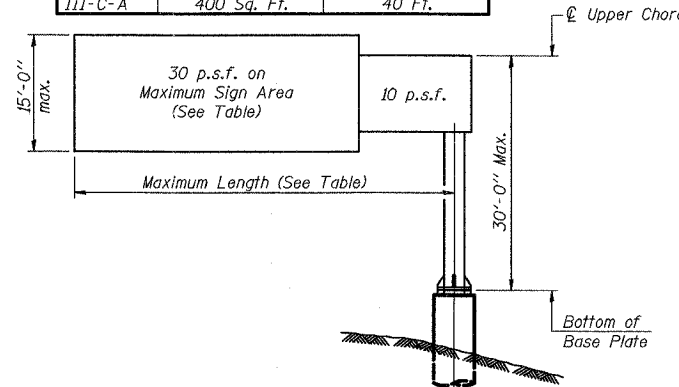


Elev. A = Elevation at point of minimum clearance to sign, walkway support or truss.

TYPICAL ELEVATION
Looking in Direction of Traffic

Sign support structures may be subject to damaging vibrations and oscillations when sign panels are not in place during erection or maintenance of the structure. To avoid these vibrations and oscillations, consideration should be given to attaching temporary blank sign panels to the structure.

Truss Type	Maximum Sign Area	Maximum Length
I-C-A	170 Sq. Ft.	25 Ft.
II-C-A	340 Sq. Ft.	30 Ft.
III-C-A	400 Sq. Ft.	40 Ft.



DESIGN WIND LOADING DIAGRAM

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

- ① After adjustments to level truss and insure adequate vertical clearance, all top and leveling nuts shall be tightened against the base plate with a minimum torque of 200 lb.-ft. Stainless steel mesh shall then be placed around the perimeter of the base plate. Secure to base plate with stainless steel banding.

Note:
Trusses shall be shipped individually with adequate provision to prevent detrimental motion during transport. This may require ropes between horizontals and diagonals or energy dissipating (elastic) ties to the vehicle. The contractor is responsible for maintaining the configuration and protection of the trusses.

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE I-C-A	Foot	
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE II-C-A	Foot	33
OVERHEAD SIGN STRUCTURE CANTILEVER TYPE III-C-A	Foot	
OVERHEAD SIGN STRUCTURE WALKWAY, TYPE A	Foot	21
DRILLED SHAFT CONCRETE FOUNDATIONS	Cu. Yds.	7.48

NUMBER	REVISION	DATE

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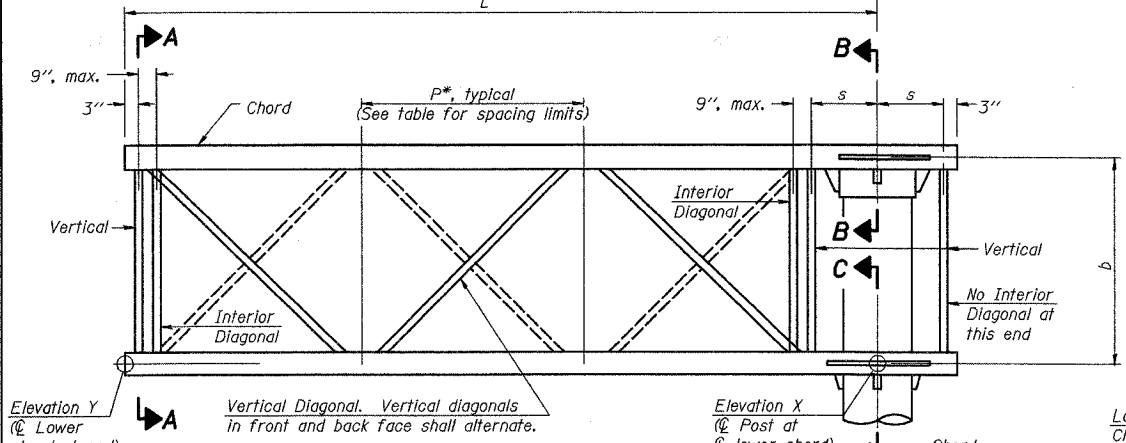
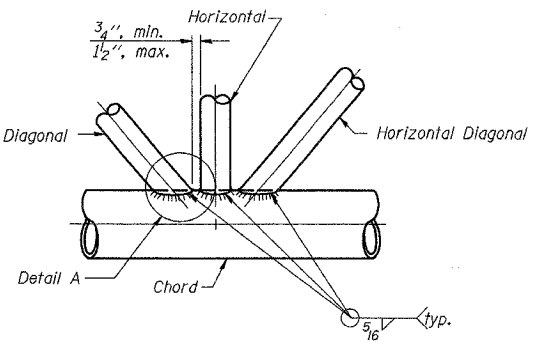
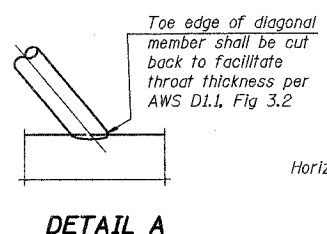
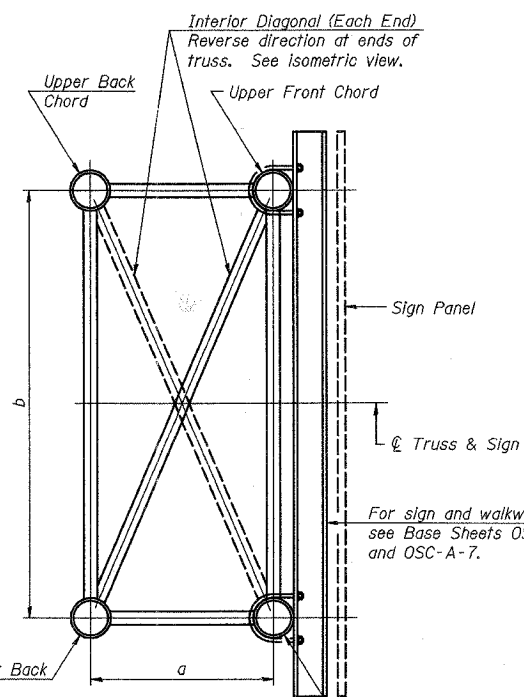
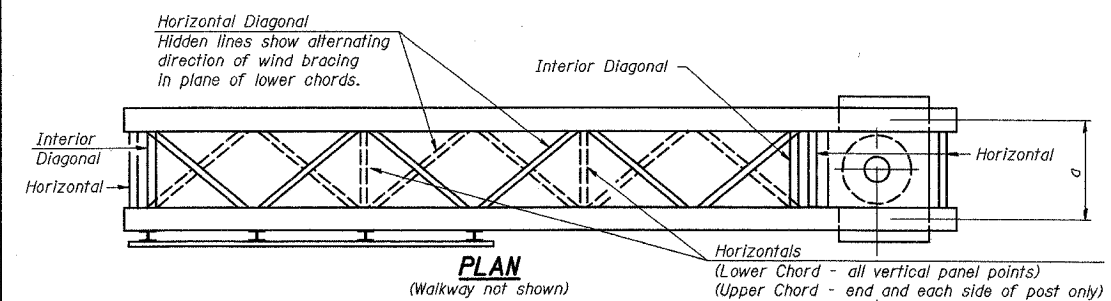
REVISIONS	
NAME	DATE

OSC-A-1 1-7-05

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. 1-55
143rd STREET TO WEBER RD.

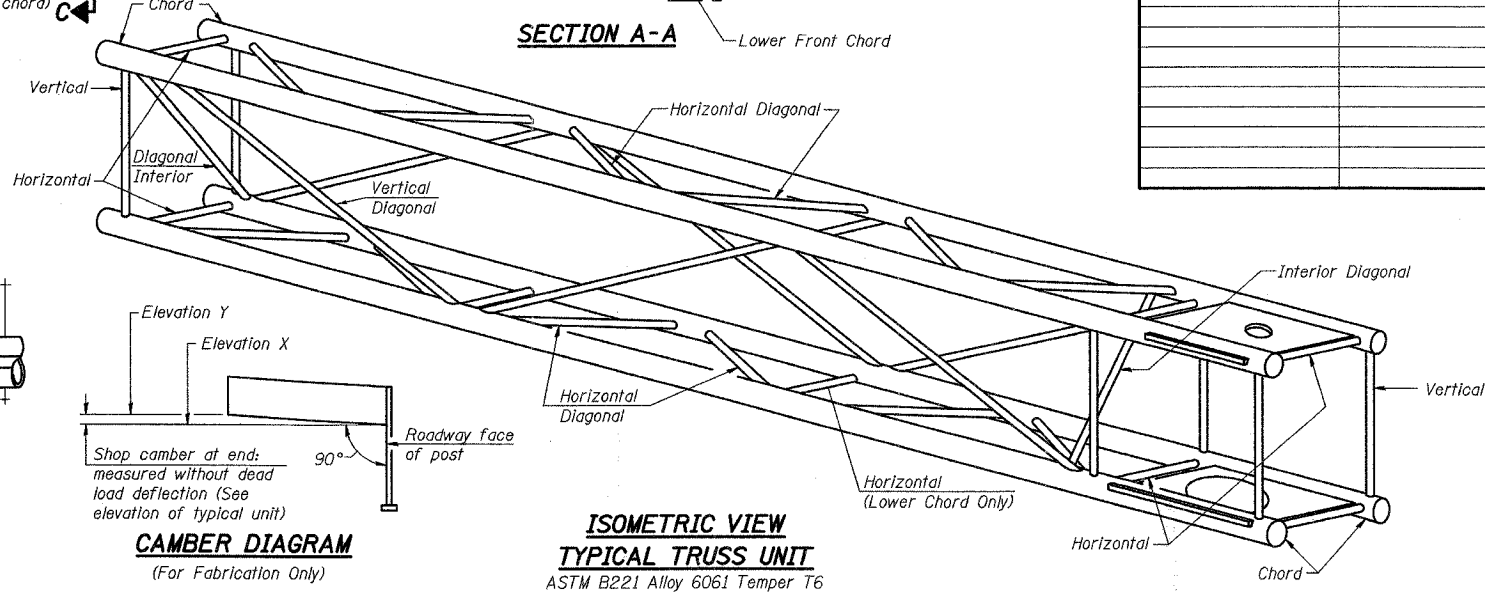
CANTILEVER SIGN STRUCTURES
GENERAL PLAN & ELEVATION
ALUMINUM TRUSS & STEEL POST

SCALE: DRAWN BY: JS, LC
DATE: FEBRUARY 23, 2007 CHECKED BY: SE



Structure Number	Station	Truss Type	Design Length (L)	Number of Panels Per Unit	Panel Length (P)*
1C0991055L263.8	92.3+00	II-C-A	33	6	62"

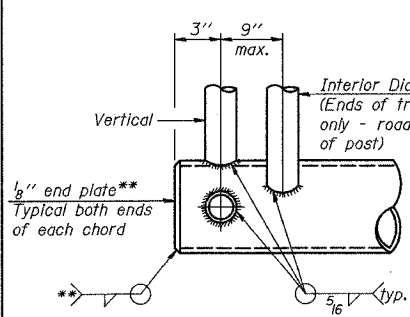
TYPICAL TRUSS UNIT
 For Section B-B and Section C-C, see Base Sheet OSC-A-3.



CAMBER DIAGRAM
 (For Fabrication Only)

TYPICAL TRUSS UNIT
 ASTM B221 Alloy 6061 Temper T6

Note: There are twice as many horizontal diagonals as there are vertical diagonals.



POST END JOINT DETAIL

NUMBER	REVISION	DATE

SHOP CAMBER TABLE

** Contractor may alternatively use standard aluminum drive-fit cap to close ends.

Unit Length (L)	Shop Camber at End
15'	1 1/2"
16'-17'	1 3/4"
18'-20'	2"
21'-22'	2 1/4"
23'-25'	2 1/2"
26'-27'	2 3/4"
28'-30'	3"
31'-32'	3 1/4"
33'-35'	3 1/2"
36'-37'	4"
38'-40'	4 1/2"

TRUSS UNIT TABLE

Truss Type	Dimension "a"	Dimension "b"	Dimension "s"	Limits for Panel Spacing (P)*	Up. & Low. Chord		Verticals; Horizontals; Vertical, Horizontal, and Interior Diagonals	
					O.D.	Wall	O.D.	Wall
I-C-A	24"	54"	16"	36" min. to 48" max.	5"	5/16"	2 1/2"	5/16"
II-C-A	36"	66"	21"	42" min. to 54" max.	6 1/2"	5/16"	3 1/4"	5/16"
III-C-A (35' Max.)	36"	84"	21"	48" min. to 66" max.	7"	3/8"	3 1/2"	3/8"
III-C-A (>35' to 40')	36"	84"	21"	48" min. to 66" max.	8"	3/8"	3 1/2"	3/8"

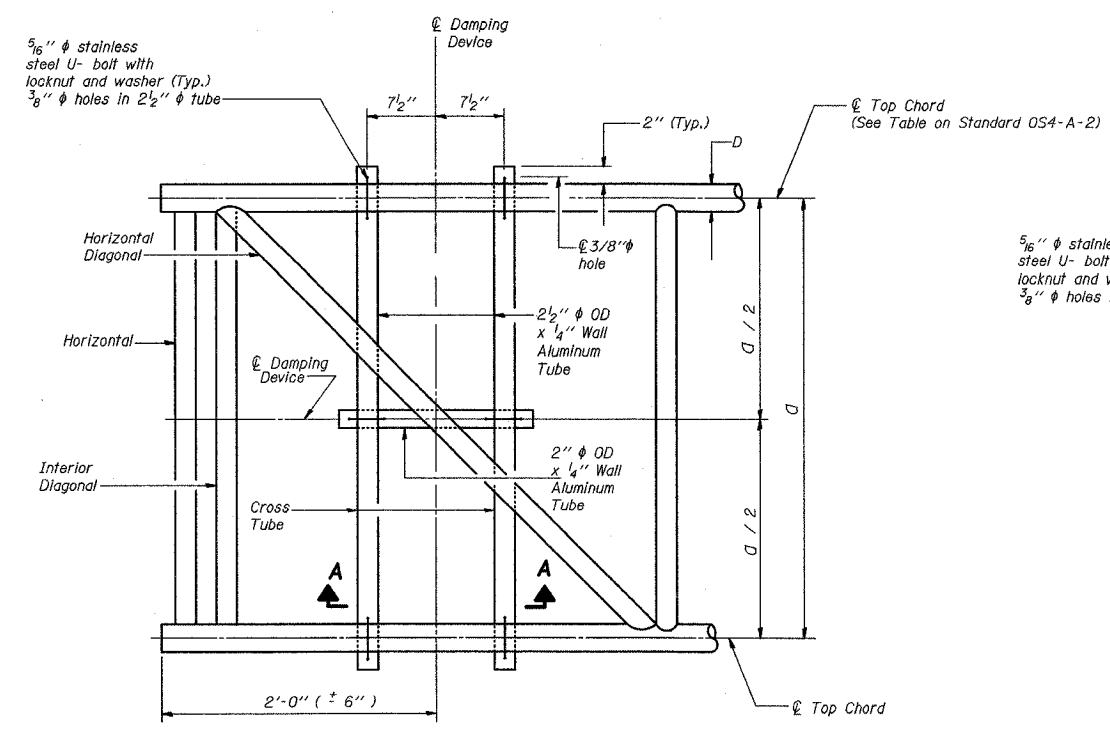
*P = (L-s-3") / # Panels

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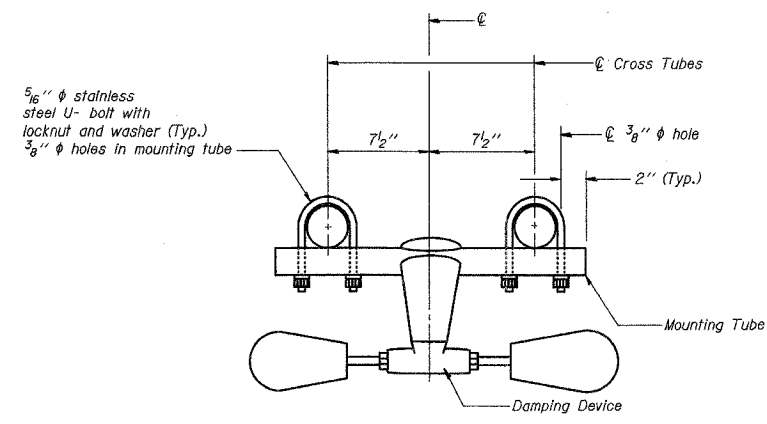
REVISIONS	
NAME	DATE

OSC-A-2 1-7-05
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER RD.
 CANTILEVER SIGN STRUCTURES TRUSS DETAILS ALUMINUM TRUSS & STEEL POST
 SCALE: DRAWN BY: JS, LC
 DATE: FEBRUARY 23, 2007 CHECKED BY: SE

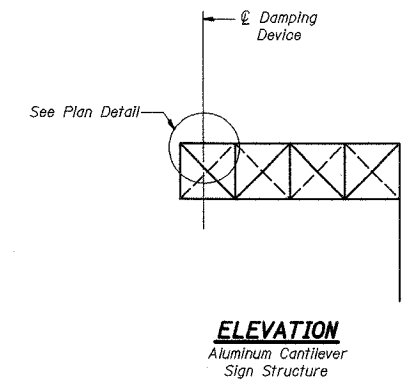
CONTRACT NO. 60847				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2) I-9	WILL	305	154
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
DETL - 20 OF 30				



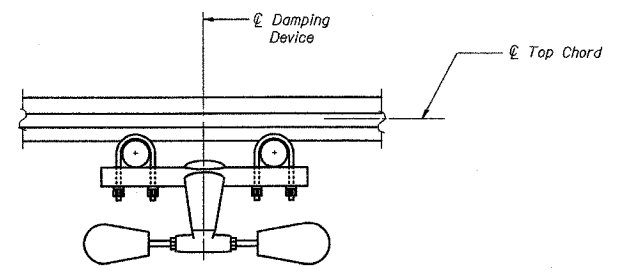
PLAN DETAIL



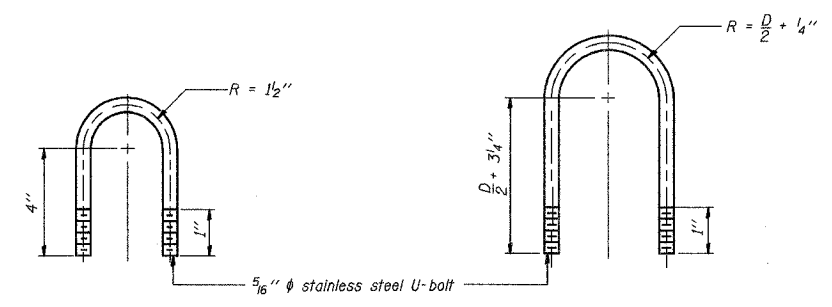
TRUSS DAMPING DEVICE CONNECTION DETAIL



ELEVATION
Aluminum Cantilever Sign Structure



SECTION A-A



DAMPING DEVICE MOUNTING TUBE U-BOLT DETAIL
(Typical)

TOP CHORD TO CROSS TUBE U-BOLT DETAIL
(Typical)

GENERAL NOTES

- Damper: One damper per truss. (31 lbs. Stockbridge-Type Aluminum)
- Materials: Aluminum tubes shall be ASTM B221 alloy 6061 temper T6
- Fasteners: U-bolts shall be produced from ASTM A276 Type, 304, 304L, 316 or 316L, Condition A, cold finish, or an equivalent material acceptable to the Engineer. All nuts shall be stainless steel conforming to ASTM A194, Grade 8 (AISI 8 Type 304) or Grade 8F (AISI Type 303). The nuts shall be "locknuts" with nylon or steel inserts and semifinished hexagonal heads equivalent to the finished hex series of the American National Standards. All washers shall be stainless steel conforming to ASTM A240, Type 302 or 304.



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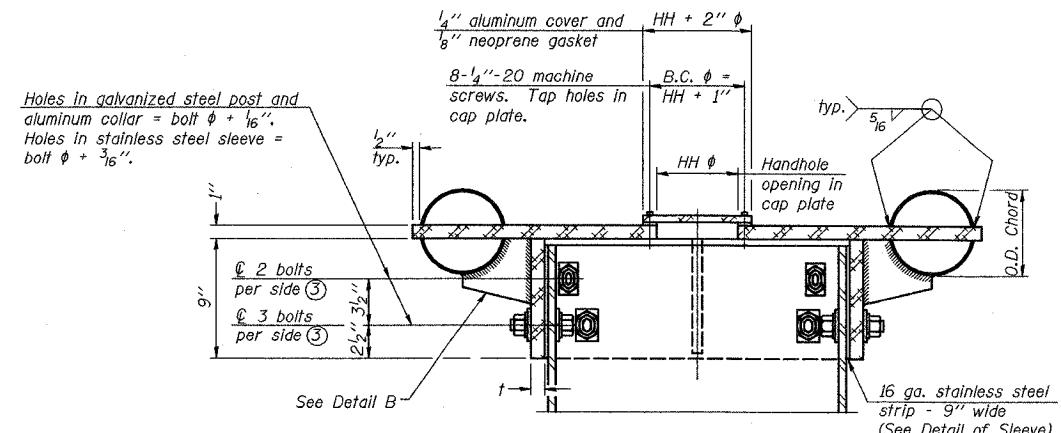
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER RD.
CANTILEVER SIGN STRUCTURES
DAMPING DEVICE

SCALE: 1" = 50'
DATE: FEBRUARY 23, 2007

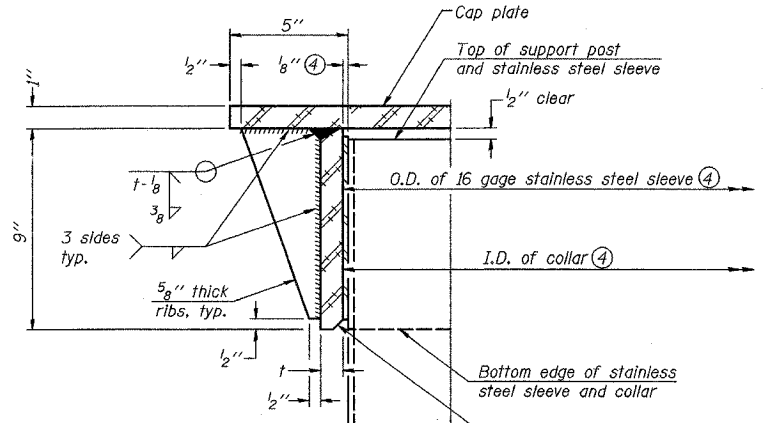
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CHECKED BY: SE

FINAL

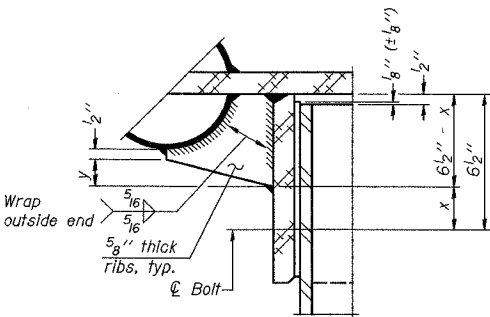


④ Collar I.D. shall be manufactured to correspond to O.D. of actual galvanized post and stainless steel sleeve plus 1/8 inch (+/- 1/16 inch). Maximum gap between post and collar at any location equals 1/8 inch before tightening bolts.

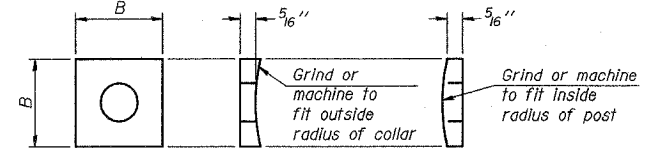
SECTION B-B
 Bolts, washers (including contoured washers), and locknuts shall be stainless steel.



DETAIL A
 (Two locations)

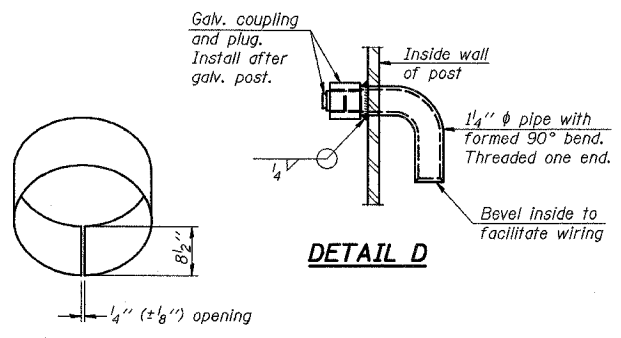


DETAIL B
 Two locations
 (For details not shown, see Detail C)



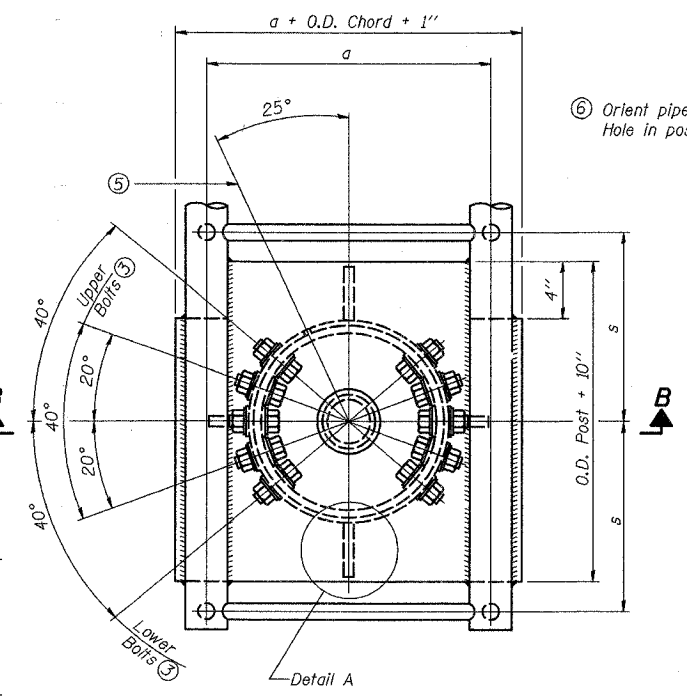
CONTOURED WASHERS

Bolt Size	Contoured Washers	
	Hole Dia.	B
7/8"	1"	2 1/2"
1"	1 1/8"	3"
1 1/4"	1 3/8"	3 1/4"

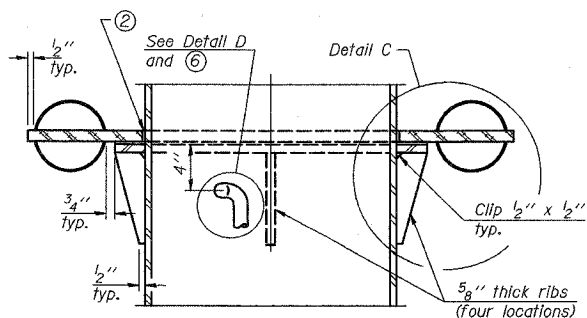


DETAIL OF STAINLESS STEEL SLEEVE

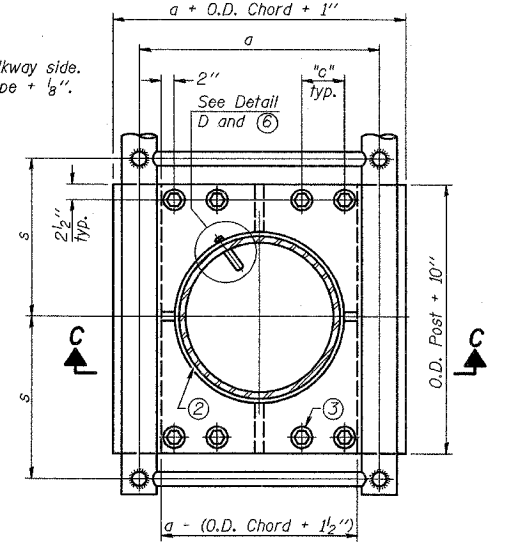
Weld to post after galvanizing.
 (Prepare post surface to insure tight, uniform fit and allow welding.)
 Welds to be 1/2 inch long at 6 inch cts. along top edge and at 1/4 inch opening.



PLAN VIEW - TOP OF COLUMN
 ⑤ Optional full penetration weld in collar.
 (Two locations maximum... (180 degrees apart)... X-ray or UT 100%)

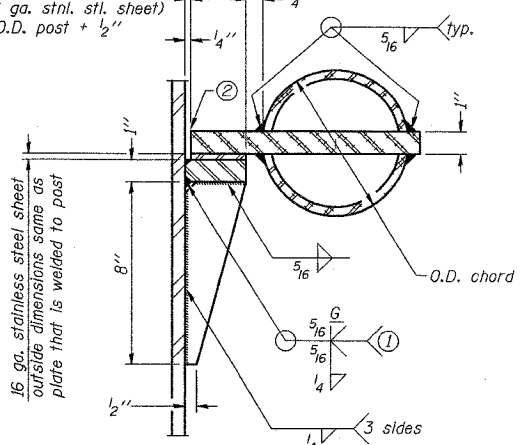


SECTION C-C



SECTION THRU POST ABOVE LOWER CHORDS

Hole in aluminum plate (and 16 ga. stnl. stl. sheet) to be O.D. post + 1/2 inch



DETAIL C

- ① Grind top if required to fully seat aluminum plate and stainless steel sheet.
- ② After tightening lower connection bolts, fill gap with non-hardening, silicone caulk suitable for exterior exposure and acceptable to the Engineer. Cost is included in Overhead Sign Structure Cantilever.

Truss Type	Post Size	Upper & Lower Connection Bolt Diameter ③	Lower Juncture Bolt Spacing Dimension "a" ③	Opening in Cap Plate "HH"	Collar Thickness (t)	Side Ribs	
						x	y
I-C-A	16" phi (83#/1')	7/8"	3 1/4"	8"	5/8"	1 3/4"	2 1/4"
II-C-A	24" phi (125#/1')	1"	3 1/2"	12"	7/8"	2"	1 1/4"
III-C-A (35' max.)	24" phi (125#/1')	1 1/4"	3 1/2"	12"	7/8"	2"	1"
III-C-A (>35' to 40')	24" phi (171#/1')	1 1/4"	3 1/2"	12"	7/8"	2"	1"

③ Upper and lower connection bolts in collar and bolts at lower chord connection shall be high strength with matching locknuts. Connection bolts shall have 2 stainless steel flat washers each.

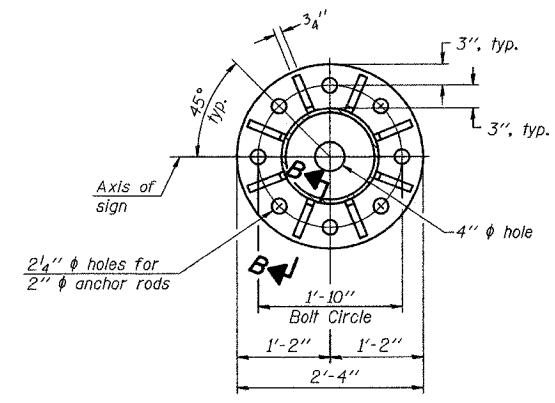
NUMBER	REVISION	DATE

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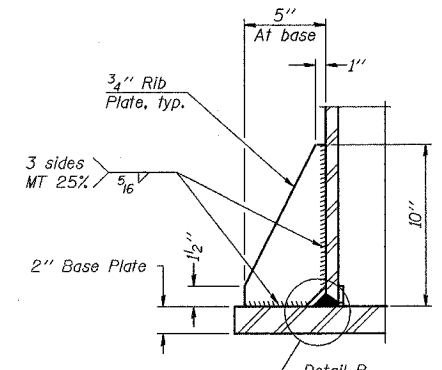
PB PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE

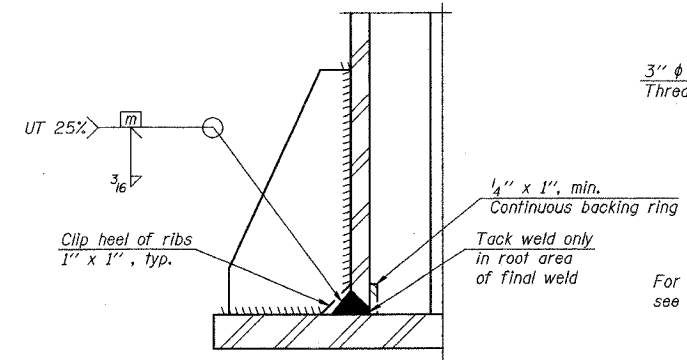
OSC-A-3 1-7-05
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER RD.
 CANTILEVER SIGN STRUCTURES
 JUNCTURE DETAILS
 ALUMINUM TRUSS & STEEL POST
 SCALE: DRAWN BY: JS, LC
 DATE: FEBRUARY 23, 2007 CHECKED BY: SE



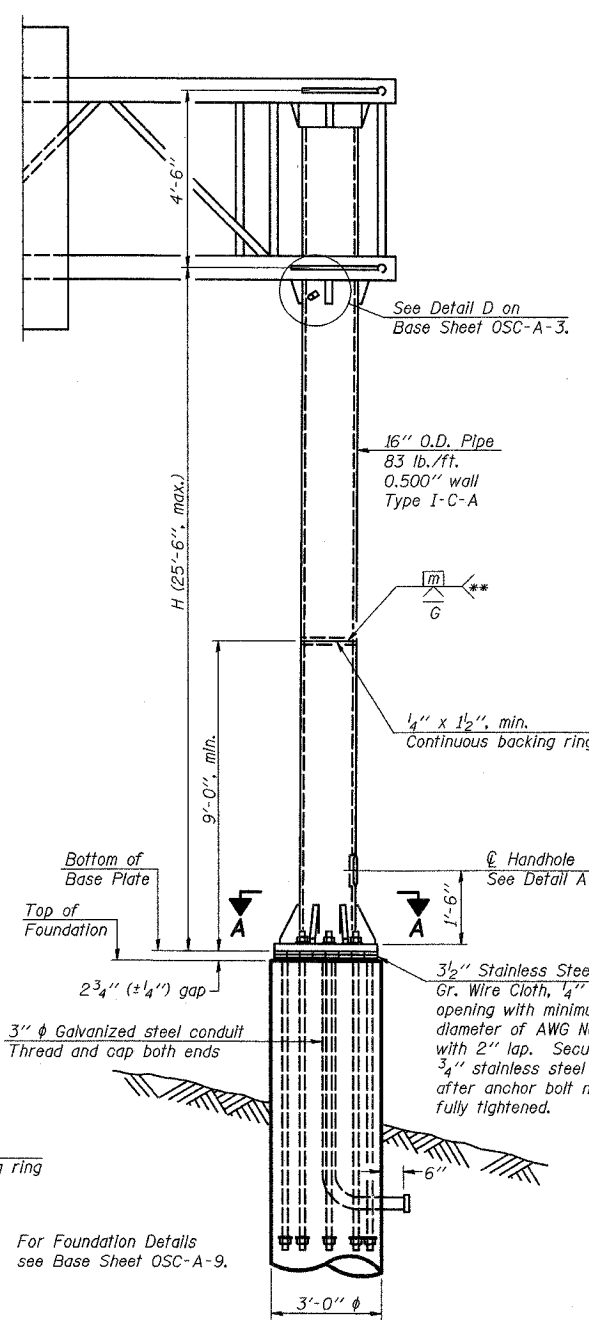
SECTION A-A



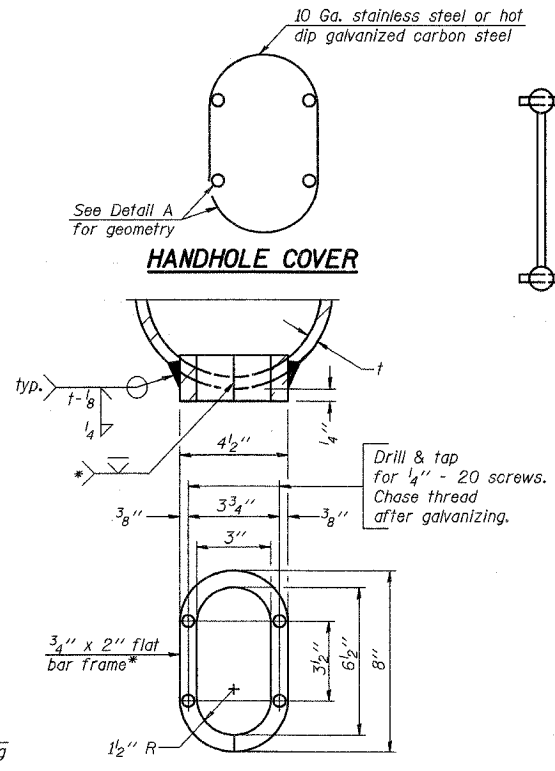
SECTION B-B



DETAIL B
(Typical rib)



FRONT ELEVATION



DETAIL A

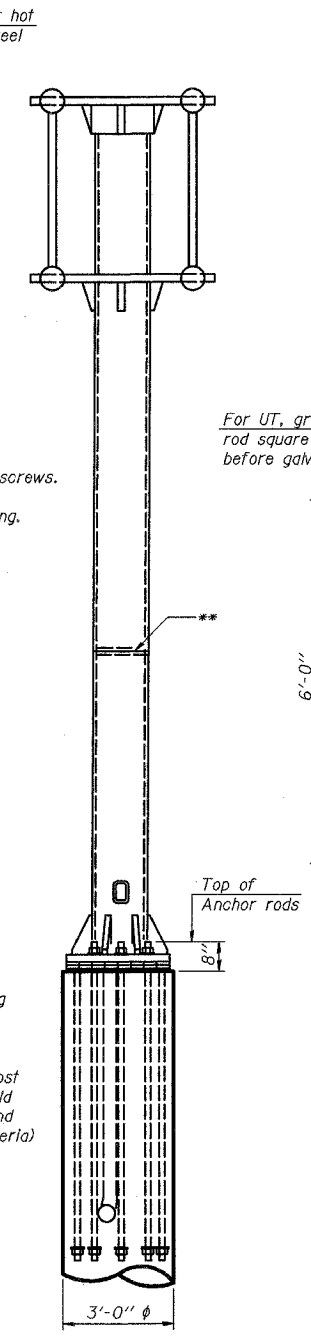
Provide 8" x 4 1/2" cover. Outside corners = 2 1/4" radius. Provide 4-5/16" holes in cover for 1/4" - 20 round head hot dip galvanized or stainless steel machine screws. (See cover details.)

* Bent bars may be butt welded top and bottom or bottom only. In lieu of fabricated handhole frame as shown, may cut from 2" plate (rolling direction vertical). All cut faces to be ground to ANSI Roughness of 500 min or less.

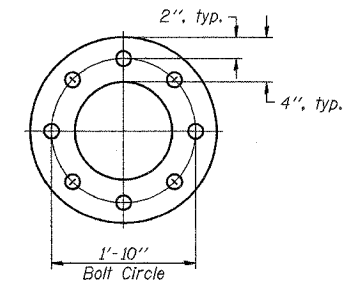
** Butt welded joint in post is only allowed for post heights (H) over 20 ft. in length. If used, weld procedure must be preapproved by Engineer and joint shall receive 100% RT or UT (tension criteria) at Contractor's expense.

Structure Number	Station	H

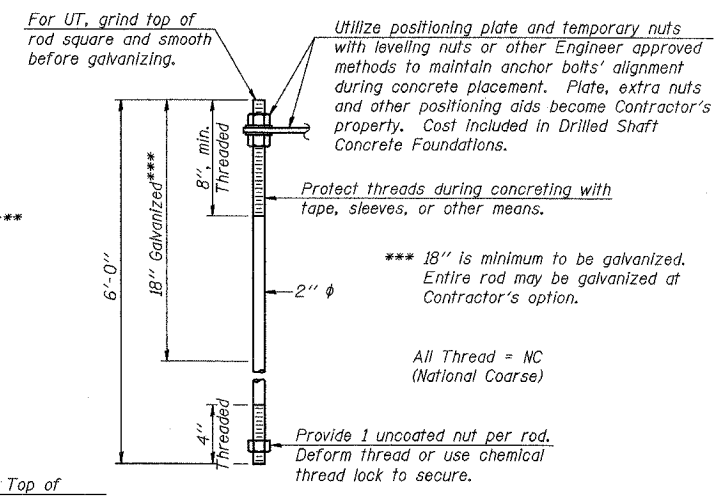
NUMBER	REVISION	DATE



SIDE ELEVATION



SUGGESTED POSITIONING PLATE



ANCHOR ROD DETAIL

Anchor rods shall conform to AASHTO M314 Grade 55 and meet Charpy V-Notch (CVN) energy of 15 lb.-ft. at 10° F. before galvanizing. Galvanize the upper 18" (minimum) and associated M291, Grade A, C or DH heavy hex nuts and hardened washers per AASHTO M232. No welding shall be permitted on rods. Provide an unfinished nut at bottom, a hexagon locknut and washer above base plate and a leveling nut and washer below base plate. Nuts shall each be tightened with 200 lb.-ft. minimum torque against base plate. Before or after threading, but before galvanizing, each anchor rod shall be ultrasonically tested (UT) by a Level II or III inspector, qualified in accord with ANSI guidelines, using a straight beam, 1/2" diameter 3.5 mhz. transducer, to insure no rejectable flaws exist in the upper 18" (tension criteria). Cost of testing included in Drilled Shaft Concrete Foundations.

OSC-A-5 1-7-05

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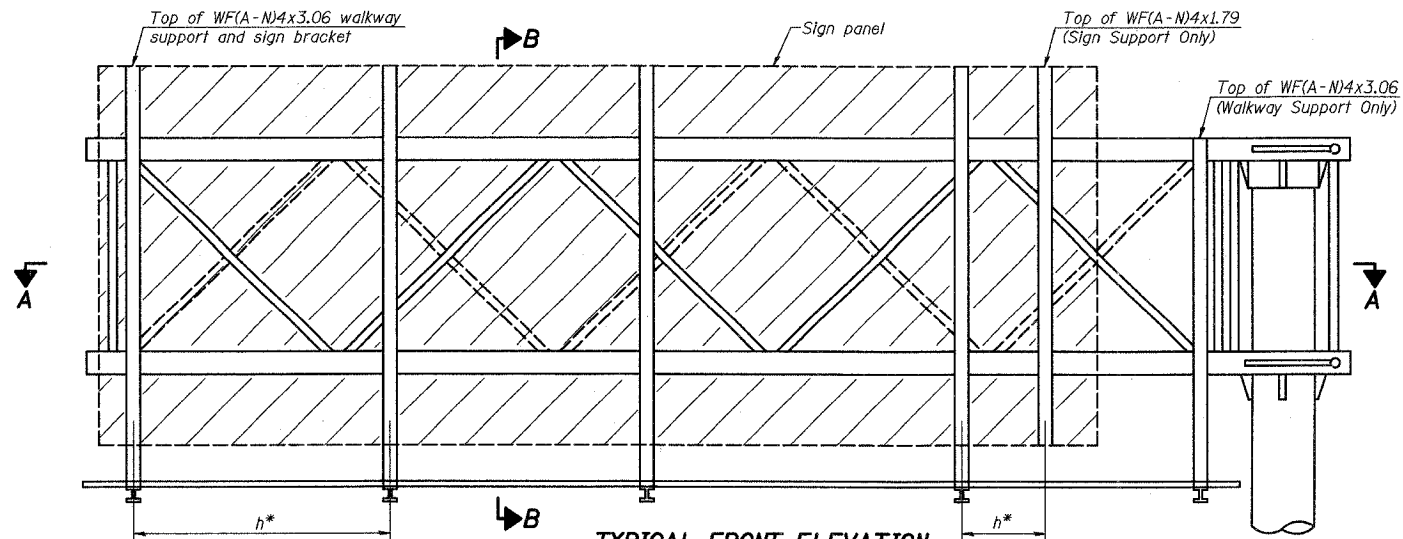
PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER RD.
CANTILEVER SIGN STRUCTURES
TYPE II-C-A & III-C-A TRUSS SUPPORT POST
ALUMINUM TRUSS & STEEL POST

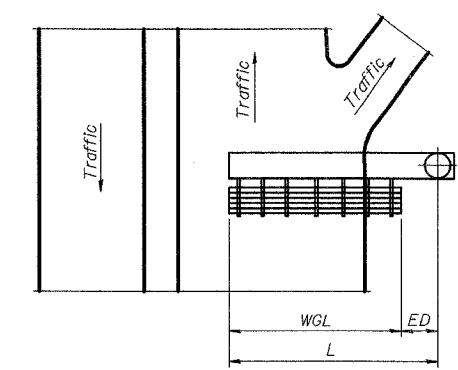
SCALE: DRAWN BY: JS, LC
DATE: FEBRUARY 23, 2007 CHECKED BY: SE

CONTRACT NO. 60847				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL.	305	157
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
DETL - 23 OF 30				



TYPICAL FRONT ELEVATION
With lights and handrail omitted for clarity.

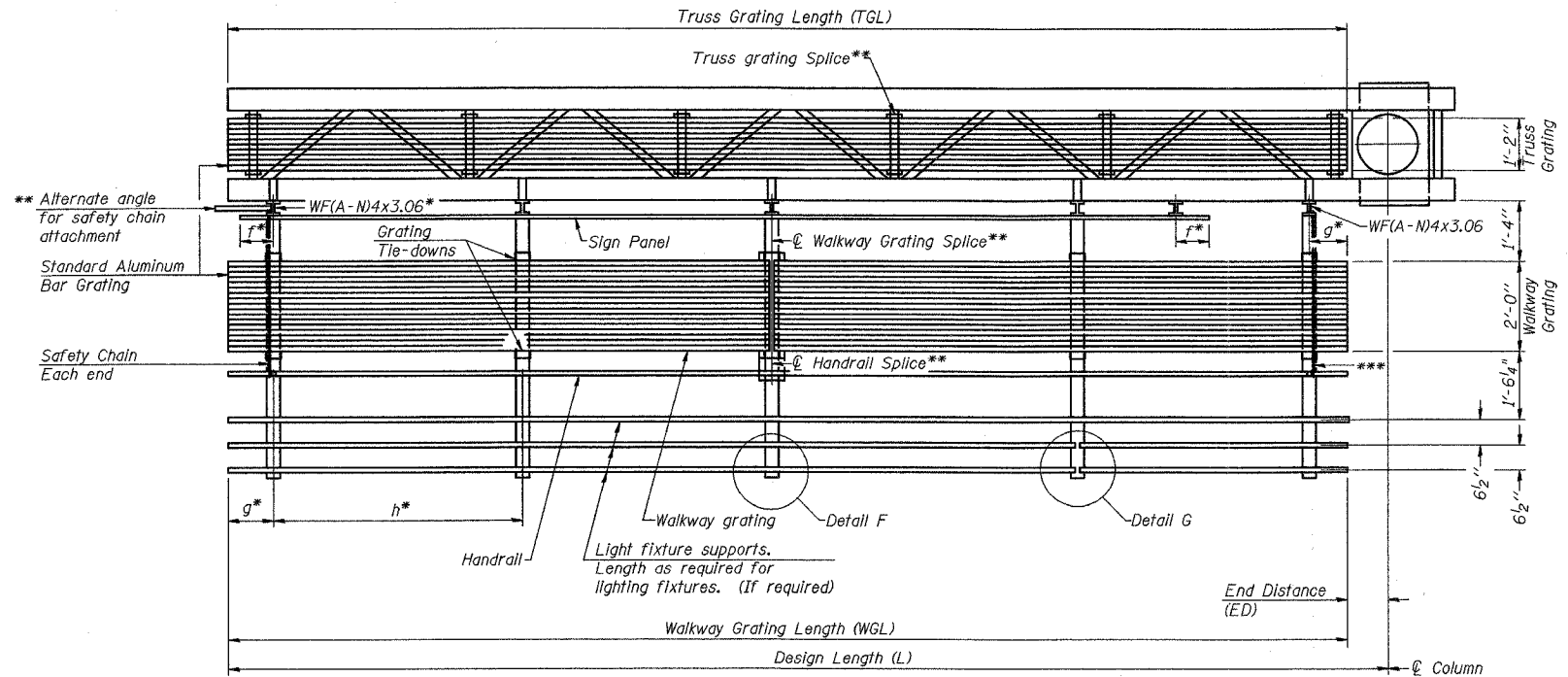
Walkway and truss grating dimensions are nominal and may vary (width ±½", depth ±½") based on available standard widths.



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

Structure Number	Station	WGL	ED	TGL
IC0991055L263.8	923+00	21'	12'	31'-6"

Notes:
 * Space walkway brackets WF(A-N)4x3.06 and sign brackets WF(A-N)4x1.79 for efficiency and within limits shown:
 f = 12" maximum, 4" minimum (End of sign to center of nearest bracket)
 g = 12" maximum, 4" minimum (End of walkway to center of nearest bracket)
 h = 6'-0" maximum (center to center sign and/or walkway support brackets, WF(A-N)4x1.79 or WF(A-N)4x3.06)
 *** If walkway bracket at safety chain location is behind sign, add angle to bracket.
 For details of sign placement, sign/walkway brackets, truss and walkway gratings, grating splices and Section B-B, see Base Sheet OSC-A-7.
 For details of handrail, handrail splice, safety chain and Details F and G, see Base Sheet OSC-A-8.



SECTION A-A

Truss grating to facilitate inspection shall run full length of cantilevers. Cost of truss grating is included in Overhead Sign Structure Cantilever.
 Handrail and walkway grating shall span a minimum of three brackets between splices.
 ** Use and location of handrail or grating splices are optional, based on lengths needed and material availability.

$$TGL = L - \left(\frac{\text{Post O.D.}}{2} + 6' \right)$$

NUMBER	REVISION	DATE

BRACKET TABLE

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

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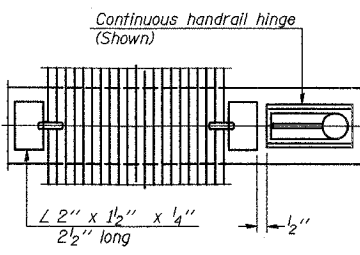
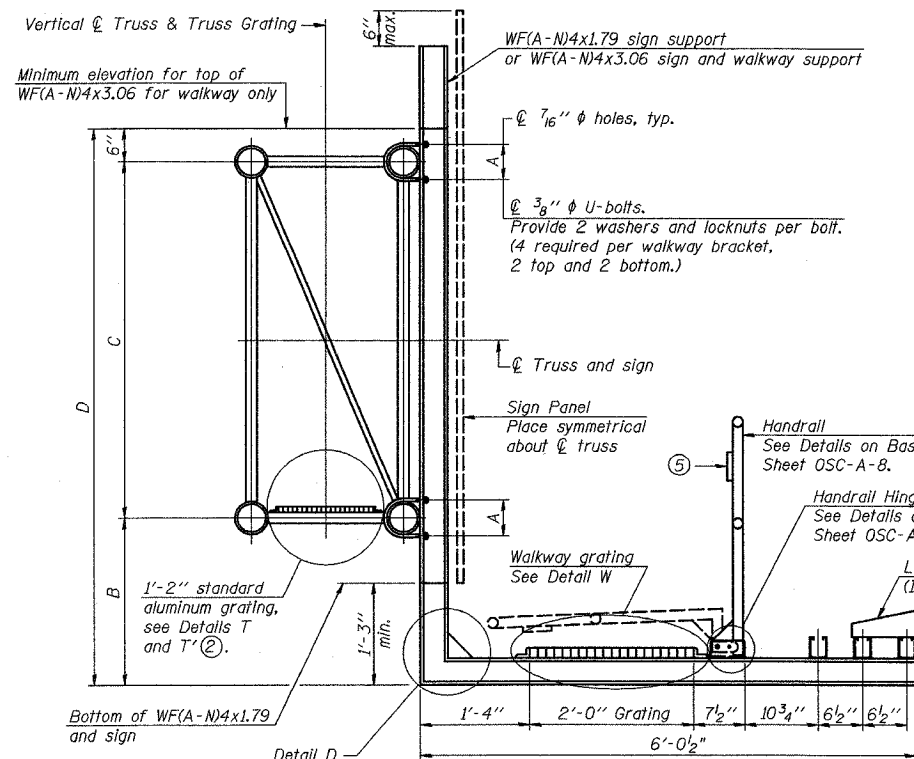
PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE

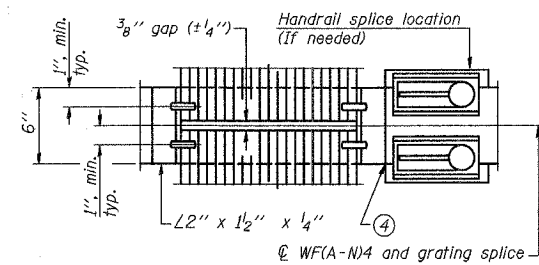
OSC-A-6 1-7-05
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER RD.
 CANTILEVER SIGN STRUCTURES
 ALUMINUM WALKWAY DETAILS
 ALUMINUM TRUSS & STEEL POST

SCALE: DRAWN BY: JS, LC
 DATE: FEBRUARY 23, 2007 CHECKED BY: SE

CONTRACT NO. 60B47				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
DETLS - 24 OF 30				



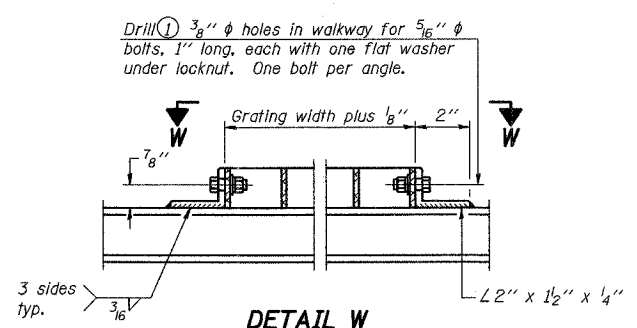
SECTION W-W
(CONTINUOUS WALKWAY GRATING)



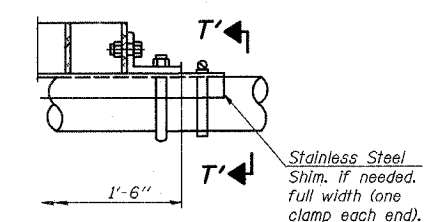
SECTION W-W
(AT WALKWAY GRATING SPLICE)

SPECIFICATIONS FOR STANDARD ALUMINUM GRATING
Main Bearing Bars (MBB) shall be 3/16" x 1 1/2" on 1 3/16" centers and conform to ASTM B211 Alloy 6061-T6.
Cross bars (CB) shall be 3/16" x 1 1/2" on 4" centers and conform to ASTM B221 Alloy 6063-T5 or 6061-T6.

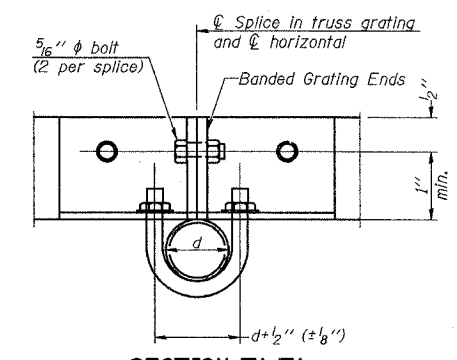
OR
Aluminum Grating with modified "4" sections for main bearing bars shall meet the following requirements:
Main bars shall conform to ASTM B221 Alloy 6061-T6 and have a minimum section modulus equal to 0.0705 in.³ per bar, a depth of 1 1/2", spaced on 1 3/16" centers.
Cross bars shall conform to ASTM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



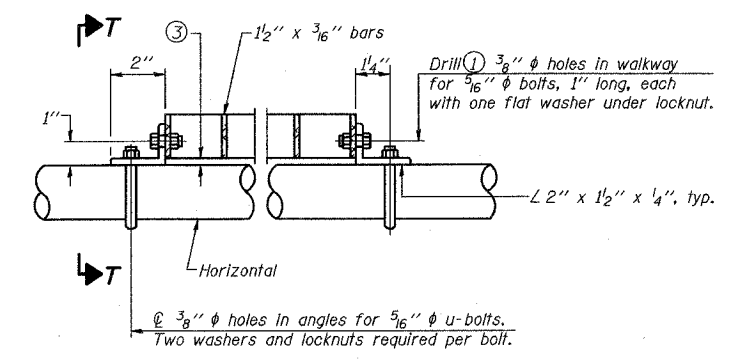
DETAIL W
(Walkway grating)



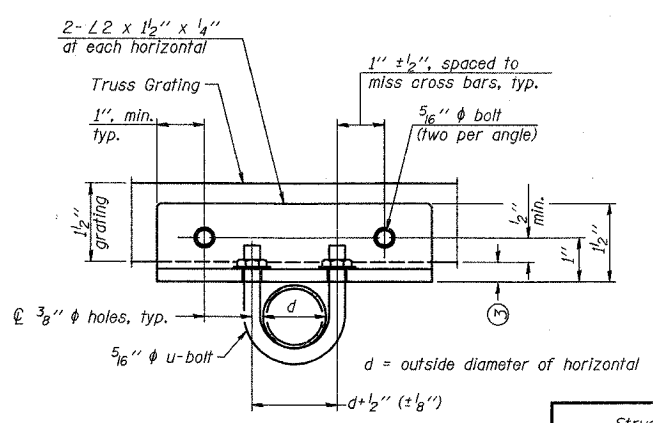
DETAIL T'
(Truss grating splice)
Details not shown same as Detail T.
Alternate materials may be used subject to the Engineer's review and approval.



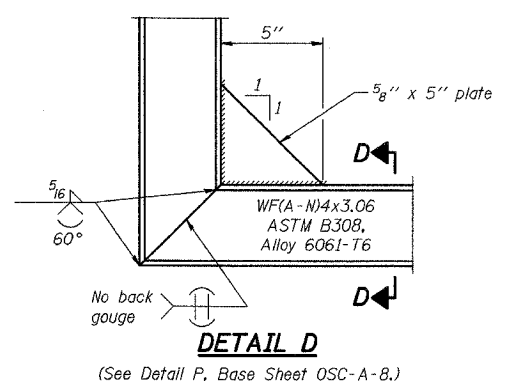
SECTION T'-T'



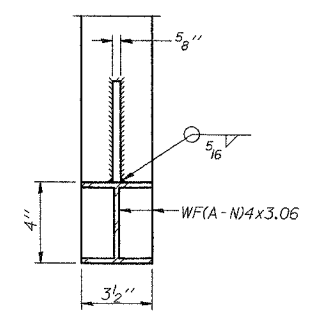
DETAIL T
(Truss grating at horizontal)



SECTION T-T'



DETAIL D
(See Detail P, Base Sheet OSC-A-8.)



SECTION D-D

NUMBER	REVISION	DATE

- Drilling holes in grating may be done in shop or field, based on Contractor's preference and subject to accurate alignment.
- When truss grating must be spliced, use suggested detail or other methods subject to the Engineer's review and approval. Locate splice to avoid interference between cross bars and bolt locations.
- Tube to grating gap may vary from 0 to 1/2", max. to align walkway, allow for camber, etc.
- If Handrail Joint present, weld angle to WF(A-N)4 and 1/4" extension bars. (See Base Sheet OSC-A-8)
- 1/8" x 1/2" x 2" welded to handrail posts to protect locations that contact grating.

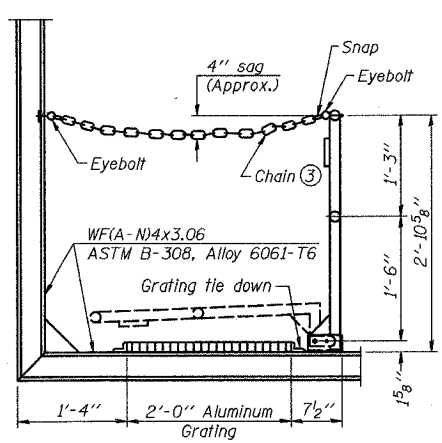
Structure Number	Station	A	B	C	D
1C0991055L263.8	923+00	7 1/8"	3'-1.5"	7'-0"	10'-7.5"

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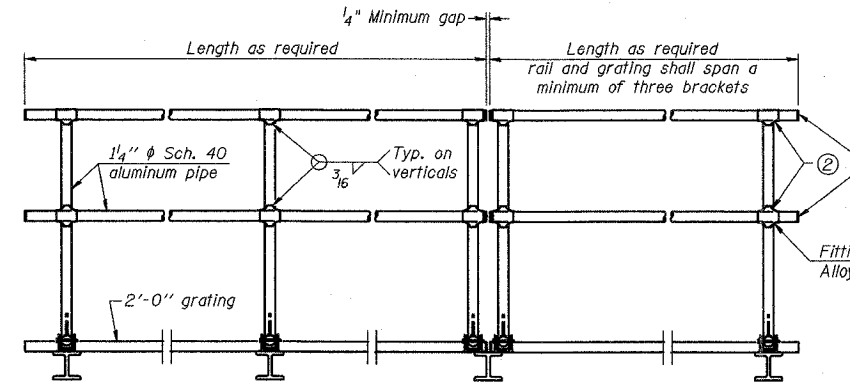
PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE

OSC-A-7 1-7-05
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER RD.
CANTILEVER SIGN STRUCTURES
WALKWAY DETAILS
ALUMINUM TRUSS & STEEL POST
SCALE: DRAWN BY: JS, LC
DATE: FEBRUARY 23, 2007 CHECKED BY: SE



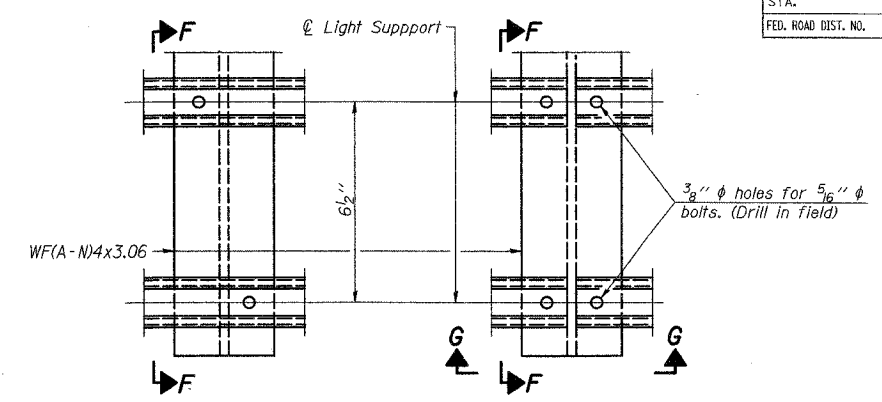
SIDE ELEVATION
 (Showing Safety Chain W/O Sign)



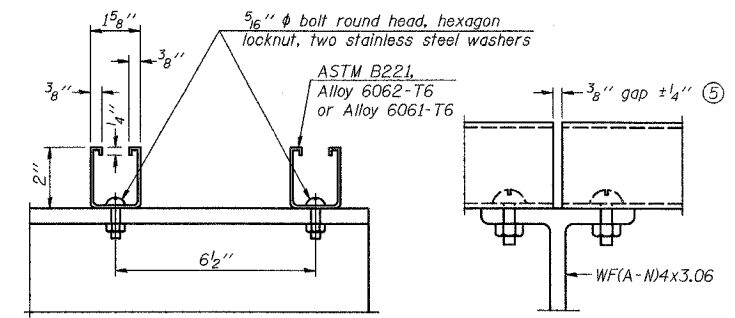
FRONT ELEVATION

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

- ① Install standard force-fit end caps or weld 3/8" end plates with 1/2" c.f.w. and grind smooth. (All rail ends)
- ② Horizontal handrail member shall be continuous thru fitting. Provide 1/16" hole in fitting for 3/8" bolt. Field drill 7/16" hole in horizontal rail member. Provide locknut and two stainless steel washers for bolt. (Use 5/16" eyebolts in 1/16" holes on top rail at ends only.)

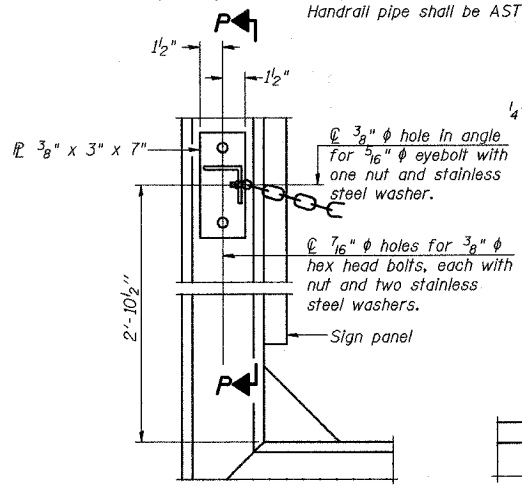


DETAIL F **DETAIL G**

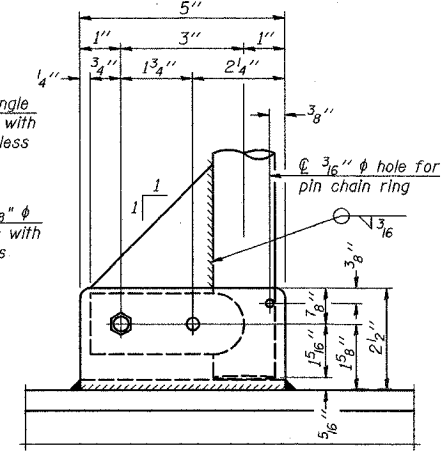


SECTION F-F **SECTION G-G**
LIGHTING FIXTURE MOUNTS (IF REQUIRED)

- ⑤ Field cut ends of light support channels shall be free of burrs or hazardous projections and coated with zinc-rich primer or equivalent.

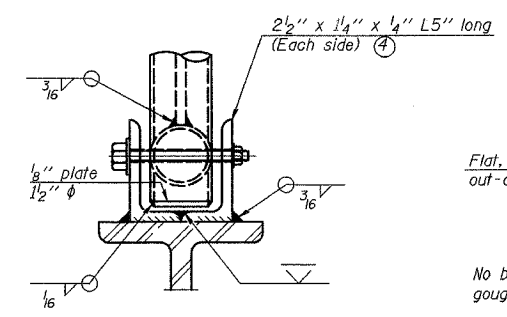


ALTERNATE SAFETY CHAIN ATTACHMENT
 (With Sign Present)
 Items not shown same as "Side Elevation" of "Handrail Details"



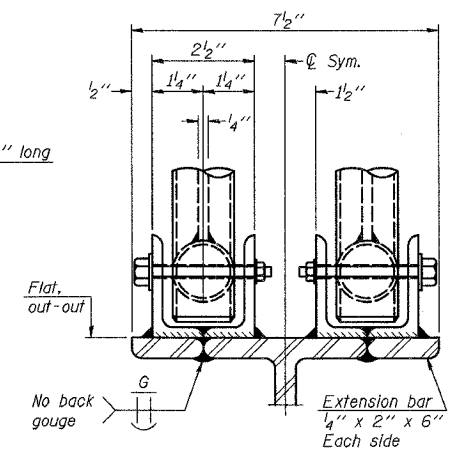
SIDE ELEVATION

Drill and ream for 3/8" bolt with two hexagon locknuts and two stainless steel washers.

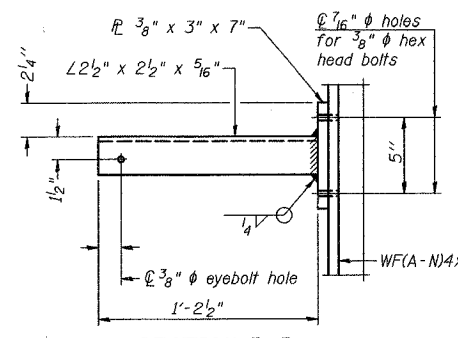


FRONT ELEVATION

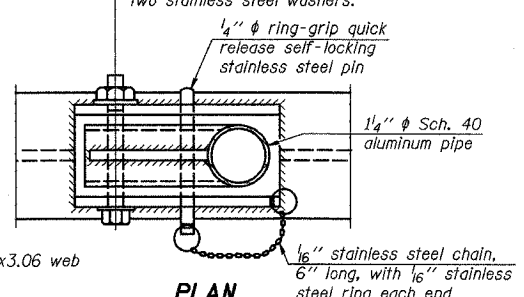
Details not shown same as "ELEVATION" at right.



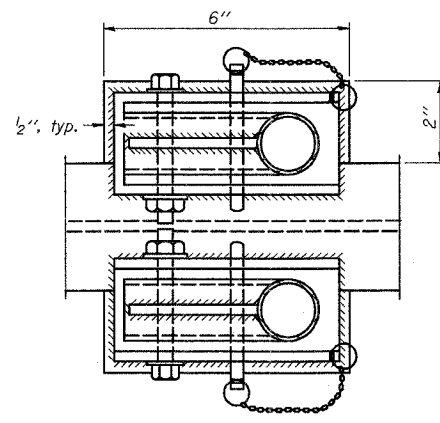
ELEVATION AT HANDRAIL JOINT ④
 Details not shown same as "FRONT ELEVATION"



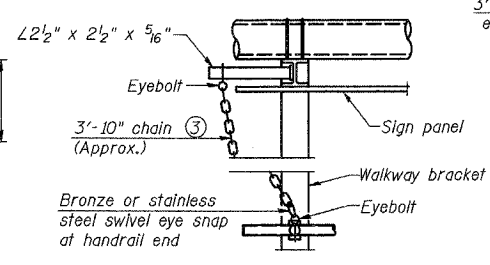
SECTION P-P



PLAN
DETAIL E HANDRAIL HINGE

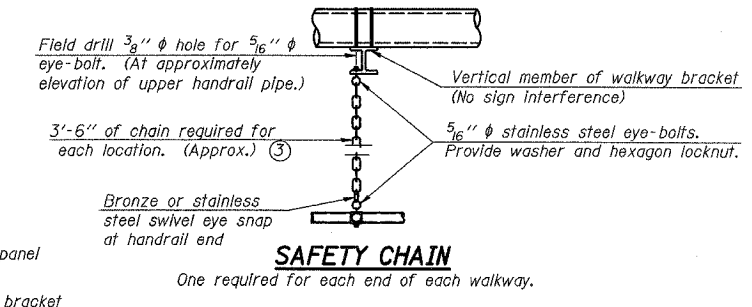


PLAN AT HANDRAIL JOINT
 Details not shown same as "PLAN"



ALTERNATE SAFETY CHAIN ATTACHMENT
 Details not shown similar to "Safety Chain" Details (Walkway omitted for clarity)

- ③ 3/16" galvanized steel chain, approximately 12 links per foot. Chain to be hot dip galvanized after manufacture and suitable for prolonged exterior exposure. Alternate materials may be substituted with the Engineer's approval.
- ④ Extrusions may be used in lieu of the details shown, with approval of the Engineer.



SAFETY CHAIN

One required for each end of each walkway.

NUMBER	REVISION	DATE

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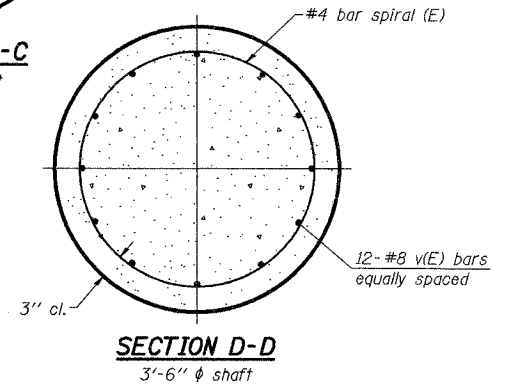
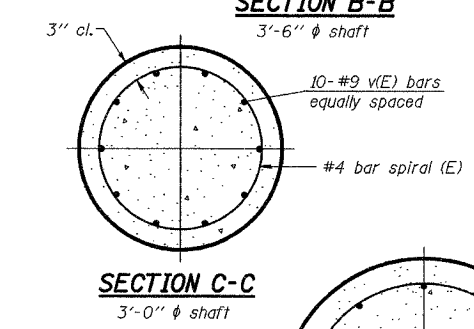
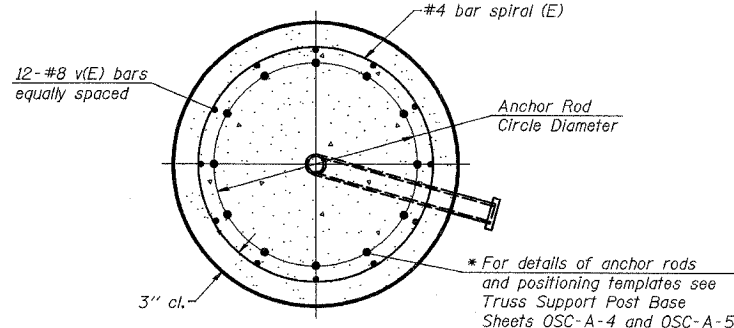
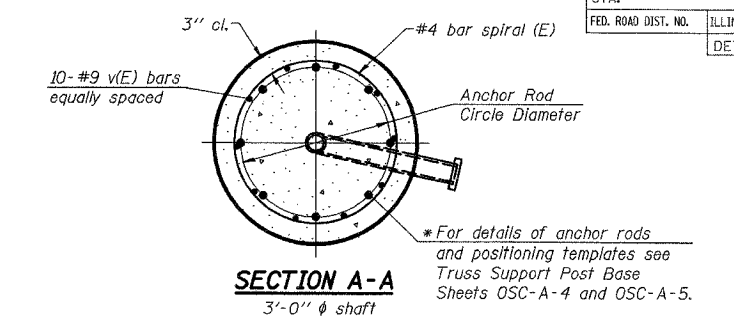
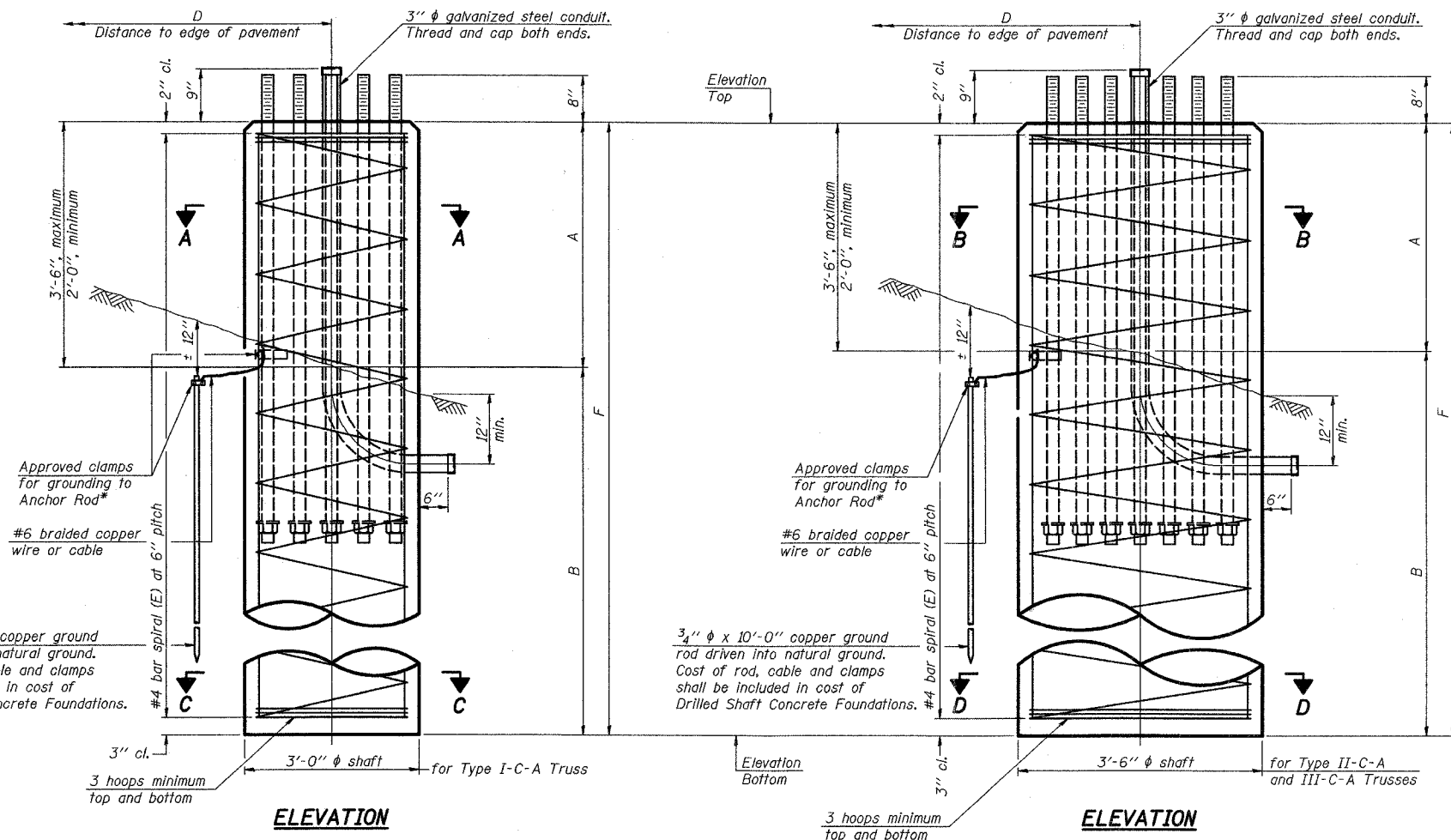
REVISIONS	
NAME	DATE

OSC-A-8 I-7-05
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER RD.
 CANTILEVER SIGN STRUCTURES
 HANDRAIL DETAILS
 ALUMINUM TRUSS & STEEL POST

SCALE: DRAWN BY: JS, LC
 DATE: FEBRUARY 23, 2007 CHECKED BY: SE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (1&2)	I-9	305	160
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	DETL. - 26 OF 30	

* Grind anchor rod to bright finish at ground clamp location before installing clamp.



NOTES:
 The foundation dimensions shown in the Foundation Design Table are based on the presence of mostly cohesive soils with an average Unconfined Compressive Strength (Q_u) of at least 1.25 tsf, which must be determined by previous soil investigations at the jobsite. When other conditions are indicated, the boring data will be included in the plans and the foundation dimensions shown in the Foundation Data Table will be the result of site specific designs. If the conditions encountered are different than those indicated, the Contractor shall notify the Engineer to determine if the foundation dimensions need to be modified. If dimensions "B" or "F" are revised by more than 12" by the Contractor, "as-built" plans shall be prepared and submitted to the District Bureau of Operations for future reference. No sonotubes or decomposable forms shall be used below the lower conduit entrance. Permanent metal forms or other shielding may not be left in place below that elevation without the Engineer's written permission. Concrete shall be placed monolithically, without construction joints. Backfill shall be placed per Article 502 of Standard Specification and prior to erection of support column. A normal surface finish followed by a Bridge Seat Sealer application will be required on concrete surfaces above the lowest elevation 6" below finished ground line. Cost included in "Drilled Shaft Concrete Foundation".

Structure Number	Station	Truss Type	Shaft Diameter	Elevation Top	Elevation Bottom	Q_u	A	B	F	Class SI Concrete	Cubic Yards
IC0991055L263.8	923+00	II-C-A	3.5'	666.23	645.23'	≥ 1.25 TSF	2'	19'	21'	7.48	

Truss Type	Post Base Sheet	Maximum Cantilever Length (ft)	Maximum Total Sign Area (sq ft)	Shaft Diameter (in)	"B" Depth (ft)	Anchor Rods No.	Anchor Rod Diameter (in)	Anchor Rod Circle Diameter (in)
I-C-A	OSC-A-4	25	170	3.0	16.0	8	2	22
II-C-A	OSC-A-5	30	170	3.5	17.0	12	2	30
II-C-A	OSC-A-5	30	340	3.5	21.5	12	2	30
III-C-A	OSC-A-5	35	170	3.5	19.0	12	2	30
III-C-A	OSC-A-5	35	250	3.5	22.5	12	2	30
III-C-A	OSC-A-5	35	400	3.5	26.5	12	2	30
III-C-A	OSC-A-5	40	400	3.5	32.0	12	2	30

NUMBER	REVISION	DATE

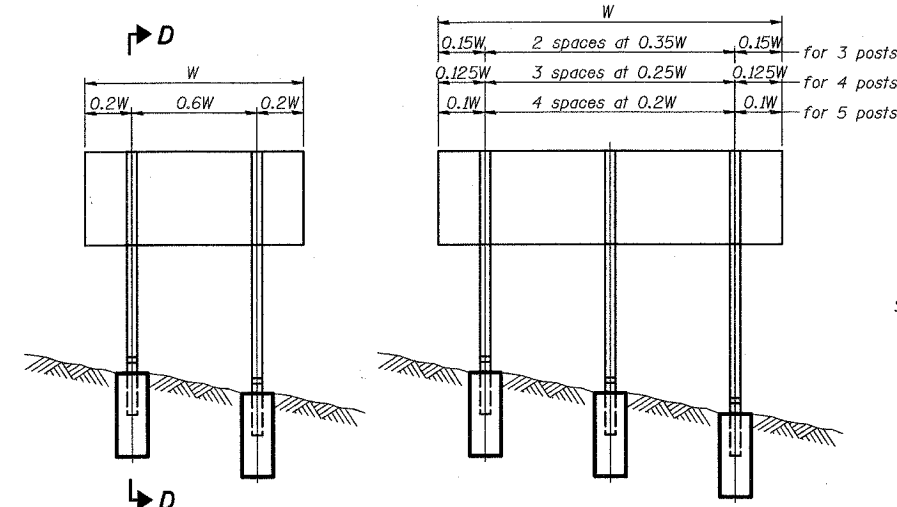
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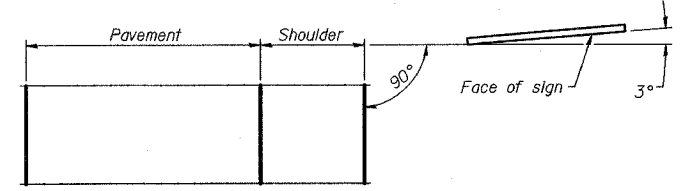
NAME	DATE

OSC-A-9 1-7-05
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER RD.
 CANTILEVER SIGN STRUCTURES
 DRILLED SHAFT
 ALUMINUM TRUSS & STEEL POST

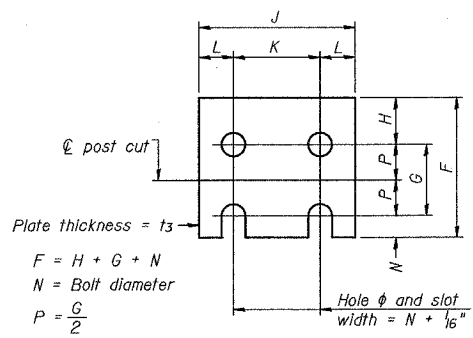
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 DATE: FEBRUARY 23, 2007 CHECKED BY: SE



ELEVATION



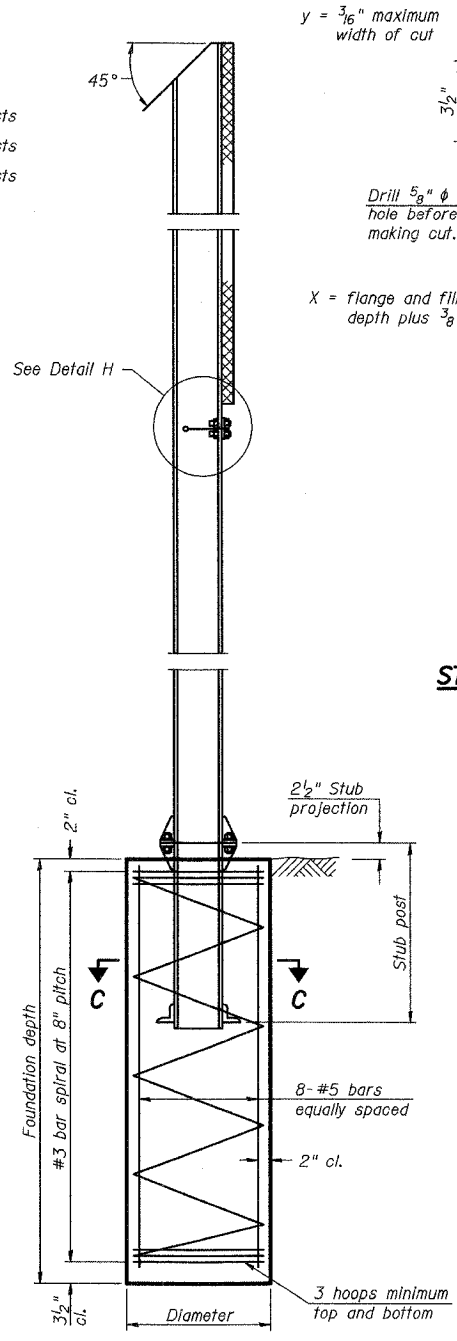
LOCATION SKETCH



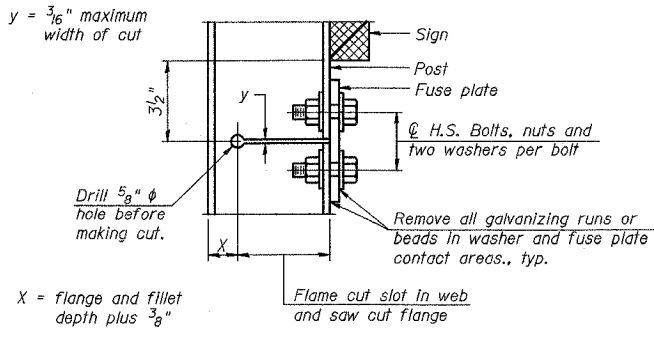
FUSE PLATE DETAIL
(Install with notches down.)

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

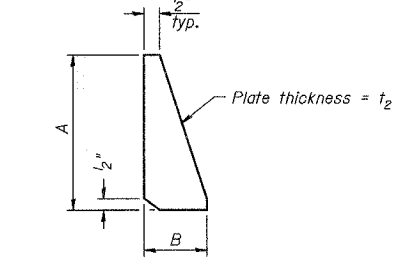
NUMBER	REVISION	DATE



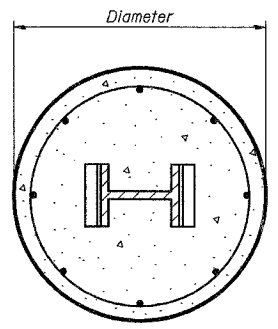
SECTION D-D



DETAIL H



STIFFENER PLATE DETAIL
(See table for dimensions.)



SECTION C-C

GENERAL NOTES

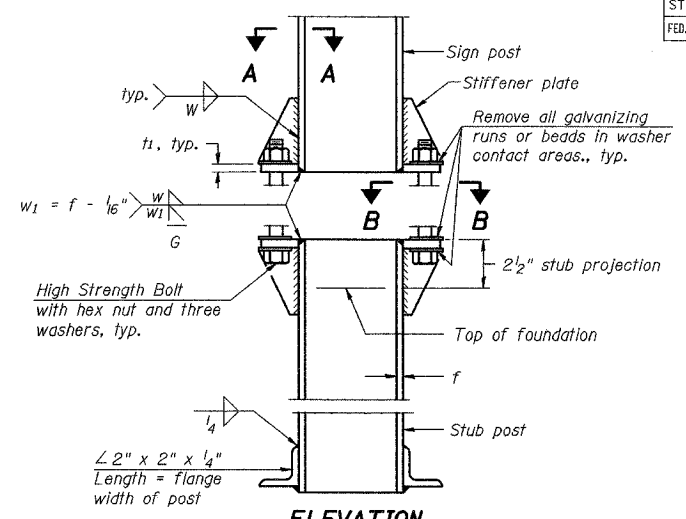
Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 505.04(FX3), and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

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

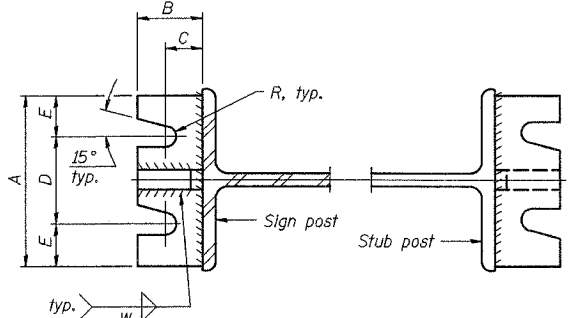
DESIGN STRESSES:
Structural steel - 20,000 p.s.i.
Reinforcing steel - 20,000 p.s.i.
Concrete - 1,400 p.s.i.
Footing soil pressure - 2,000 p.s.f.

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

Work this sheet with Base Sheet BAW-A-2.

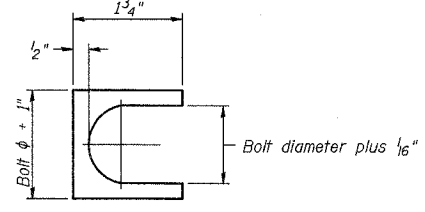


ELEVATION SIGN POST & STUB POST



SECTION A-A

SECTION B-B



SHIM DETAIL

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

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REVISIONS	
NAME	DATE

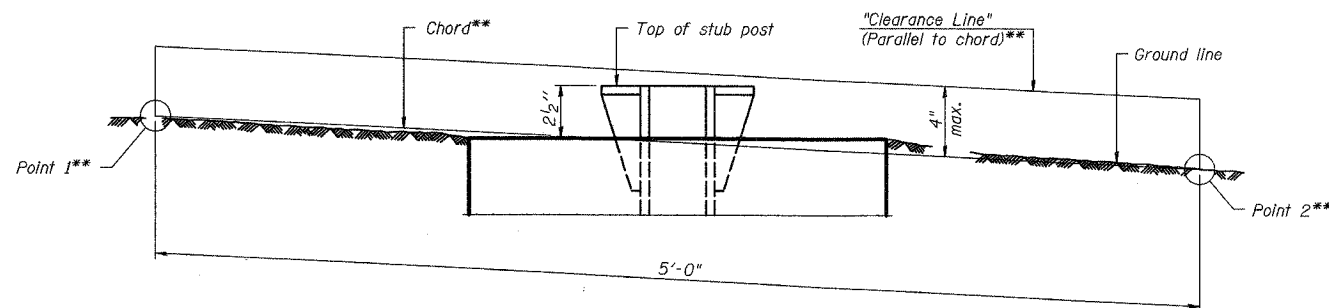
BAW-A-1 1-7-05
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER RD.
BREAK-AWAY WIDE FLANGE
STEEL SIGN POST DETAILS
SCALE: DRAWN BY: JS, LC
DATE: FEBRUARY 23, 2007 CHECKED BY: SE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	100 (I&2) I-9	WILL	305	162
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
DETLs - 28 OF 30				

POST	CONCRETE FOUNDATION TABLE							POST TO STUB POST CONNECTION DATA										FUSE PLATE DATA					
	Foundation		Concrete (1) cu. yds.	Reinforcement			Stub Post Length	Bolt Size	A	B	C	D	E	t1	t2	R	W	J	K	L	t3		
	Diameter	Minimum Depth		Vertical Bars Length	Bar Diameter	Spirals Length																lbs. (2)	
W6x9	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-3"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	4"	2 1/4"	7/8"	1/4"	
W6x15	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	5/8" x 3/4"	6"	2 1/4"	1 1/4"	3 1/2"	1 1/4"	3/4"	1/2"	1 1/2"	1 1/4"	6"	3 1/2"	1 1/4"	3/8"	
W8x18	2'-0"	6'-0"	0.70	5'-9"	1'-8 1/2"	79'-0"	78	2'-6"	3/4" x 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/2"	5/16"	5/16"	5 1/4"	2 3/4"	1 1/4"	3/8"
W10x22	2'-6"	6'-6"	1.18	6'-3"	2'-2 1/2"	105'-0"	92	3'-0"	3/4" x 3/4"	6"	2 1/2"	1 3/8"	3 1/4"	1 3/8"	1"	1/2"	1 1/2"	5/16"	5/16"	5 3/4"	2 3/4"	1 1/2"	1/2"
W10x26	2'-6"	7'-0"	1.27	6'-9"	2'-2 1/2"	112'-0"	98	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	5 3/4"	2 3/4"	1 1/2"	5/8"	
W12x26	2'-6"	7'-9"	1.41	7'-6"	2'-2 1/2"	119'-0"	107	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	6 1/2"	3 1/2"	1 1/2"	5/8"	
W14x30	3'-0"	7'-3"	1.90	7'-0"	2'-8 1/2"	145'-0"	113	3'-0"	7/8" x 4"	7"	2 3/4"	1 1/2"	4"	1 1/2"	1"	3/4"	5/32"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"	
W14x38	3'-0"	8'-0"	2.09	7'-9"	2'-8 1/2"	153'-0"	122	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/2"	3/8"	6 3/4"	3 1/2"	1 5/8"	1/2"	
W16x45	3'-0"	8'-6"	2.23	8'-3"	2'-8 1/2"	162'-0"	130	3'-6"	1" x 4 1/2"	7 1/2"	3"	1 3/4"	4"	1 3/4"	1 1/4"	3/4"	1 1/2"	3/8"	7"	3 1/2"	1 3/4"	1/2"	

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

POST	FUSE PLATE BOLT SIZE													
	Sign Depth													
	4'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	10'-0"	11'-0"	12'-0"	13'-0"	14'-0"	15'-0"	16'-0"	
W6x9	1/2" x 1 1/2"	1/2" x 1 1/2"	1/2" x 1 1/2"	5/8" x 1 3/4"	5/8" x 1 3/4"	5/8" x 1 3/4"	---	---	---	---	---	---	---	---
W6x15	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	3/4" x 2"	7/8" x 2"	7/8" x 2"	---	---	---	---
W8x18	1/2" x 1 3/4"	1/2" x 1 3/4"	5/8" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2"	3/4" x 2"	7/8" x 2 1/4"	7/8" x 2 1/4"	7/8" x 2 1/4"	7/8" x 2 1/4"	7/8" x 2 1/4"	7/8" x 2 1/4"	7/8" x 2 1/4"
W10x22	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	7/8" x 2 1/4"	7/8" x 2 1/4"	7/8" x 2 1/4"	1" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W10x26	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"	1 1/8" x 3"	---
W12x26	---	---	---	---	---	5/8" x 2 1/4"	---	---	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W14x30	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2"	3/4" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/4"	7/8" x 2 1/4"	1" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"	1" x 2 3/4"
W14x38	---	1/2" x 2"	1/2" x 2"	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"
W16x45	---	---	---	1/2" x 2"	1/2" x 2"	5/8" x 2 1/4"	5/8" x 2 1/4"	3/4" x 2 1/4"	3/4" x 2 1/2"	3/4" x 2 1/2"	7/8" x 2 1/2"	7/8" x 2 1/2"	1" x 2 3/4"	1" x 2 3/4"



**ELEVATION
GROUND LINE & STUB POST**

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

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

NUMBER	REVISION	DATE

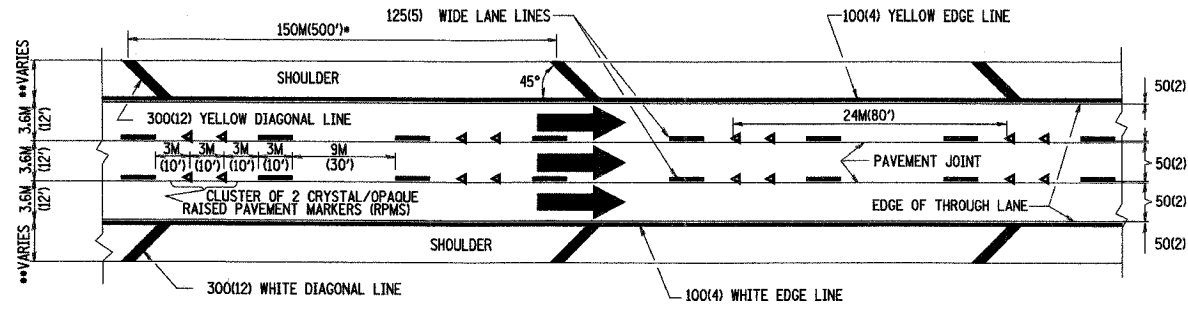
DAVID MASON & ASSOCIATES
Civil Engineering
Structural Engineering
Surveying
445 E. Illinois, Suite 640
Chicago, IL 60611
(312) 942-9600

PARSONS BRINCKERHOFF

REVISIONS	
NAME	DATE

BAW-A-2 1-7-05
ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER RD.
BREAK-AWAY WIDE FLANGE
STEEL SIGN POST TABLES
SCALE: DRAWN BY: JS, LC
DATE: FEBRUARY 23, 2007 CHECKED BY: SE

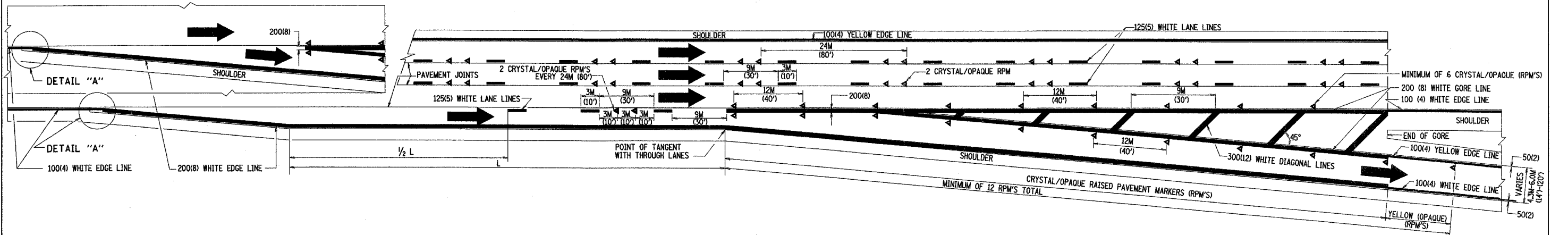
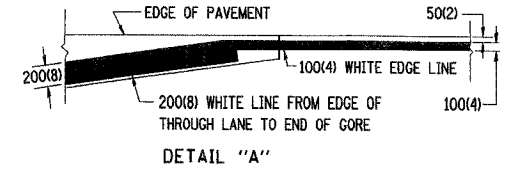
- THE DIAGONAL LINES SHALL BE SPACED AT 12M (40') C-C ACROSS ALL STRUCTURES WHICH ARE 150M (500') OR LESS IN LENGTH
- THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 1.8M (6') OR LESS IN WIDTH



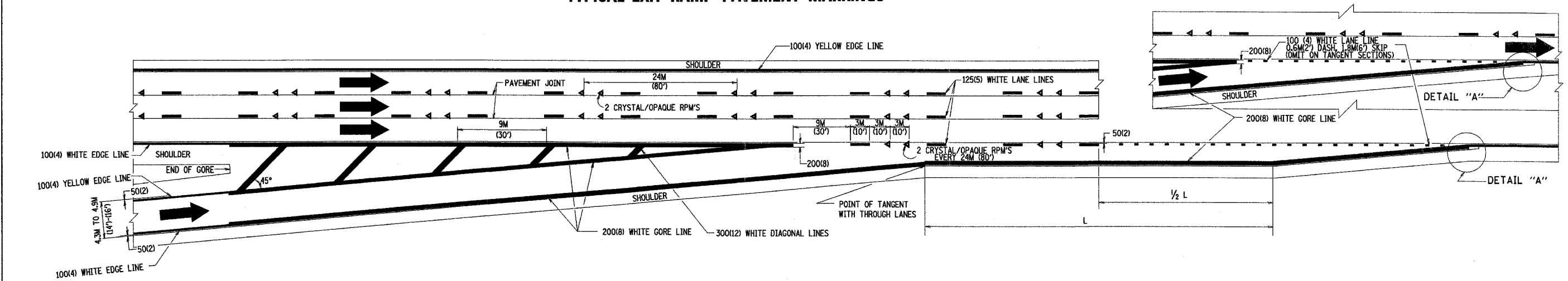
TYPICAL EDGE LINES & LANE LINES

NOTES:

1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC OR POLYUREA PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91
AH	3/96
DWS	7/96
JAF	2/06

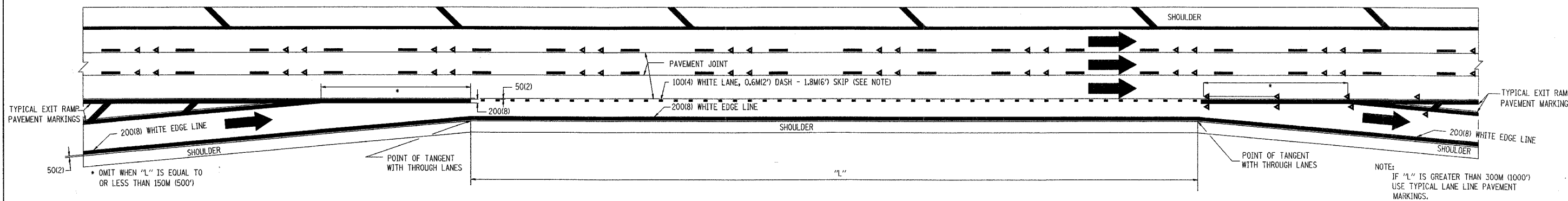
ILLINOIS DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

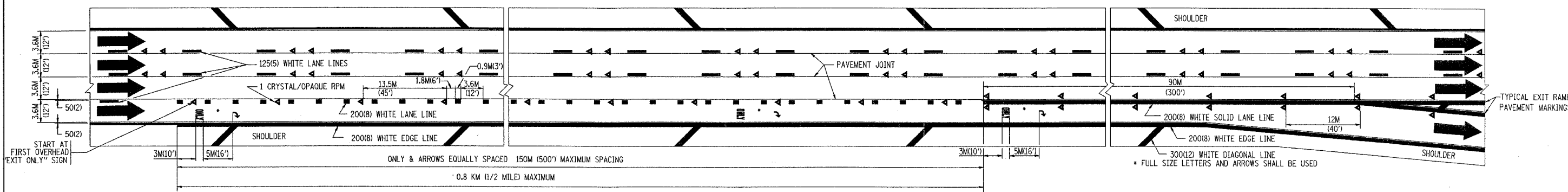
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DATE: 3/1/2006

DRAWN BY C.A.D.D.
CHECKED BY

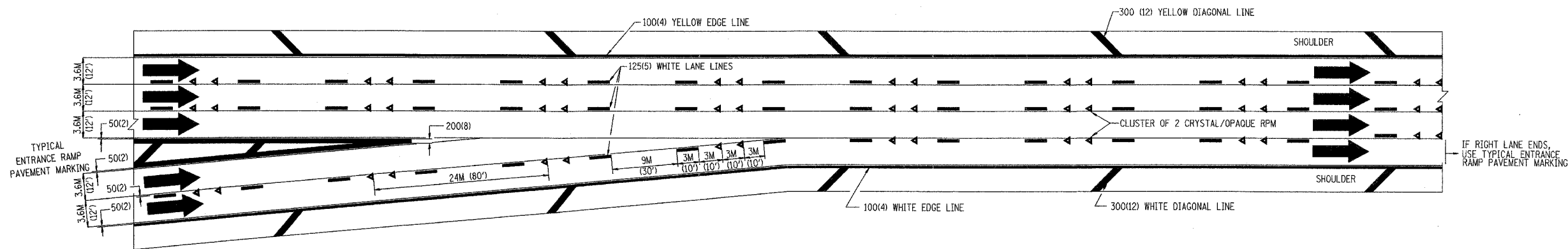
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	164
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL ENTRANCE/EXIT RAMP COMBINATION PAVEMENT MARKINGS



TYPICAL EXIT ONLY LANE PAVEMENT MARKINGS



TYPICAL TWO LANE ENTRANCE RAMP PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
DWS	1/90
DWS	5/91

ILLINOIS DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE
DATE: 3/1/2006





















DRAWN BY C.A.D.D.
CHECKED BY

TC12 SHEET 2 OF 2
REVISION DATE: 02/28/06

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USER NAME = jagan

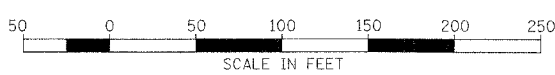
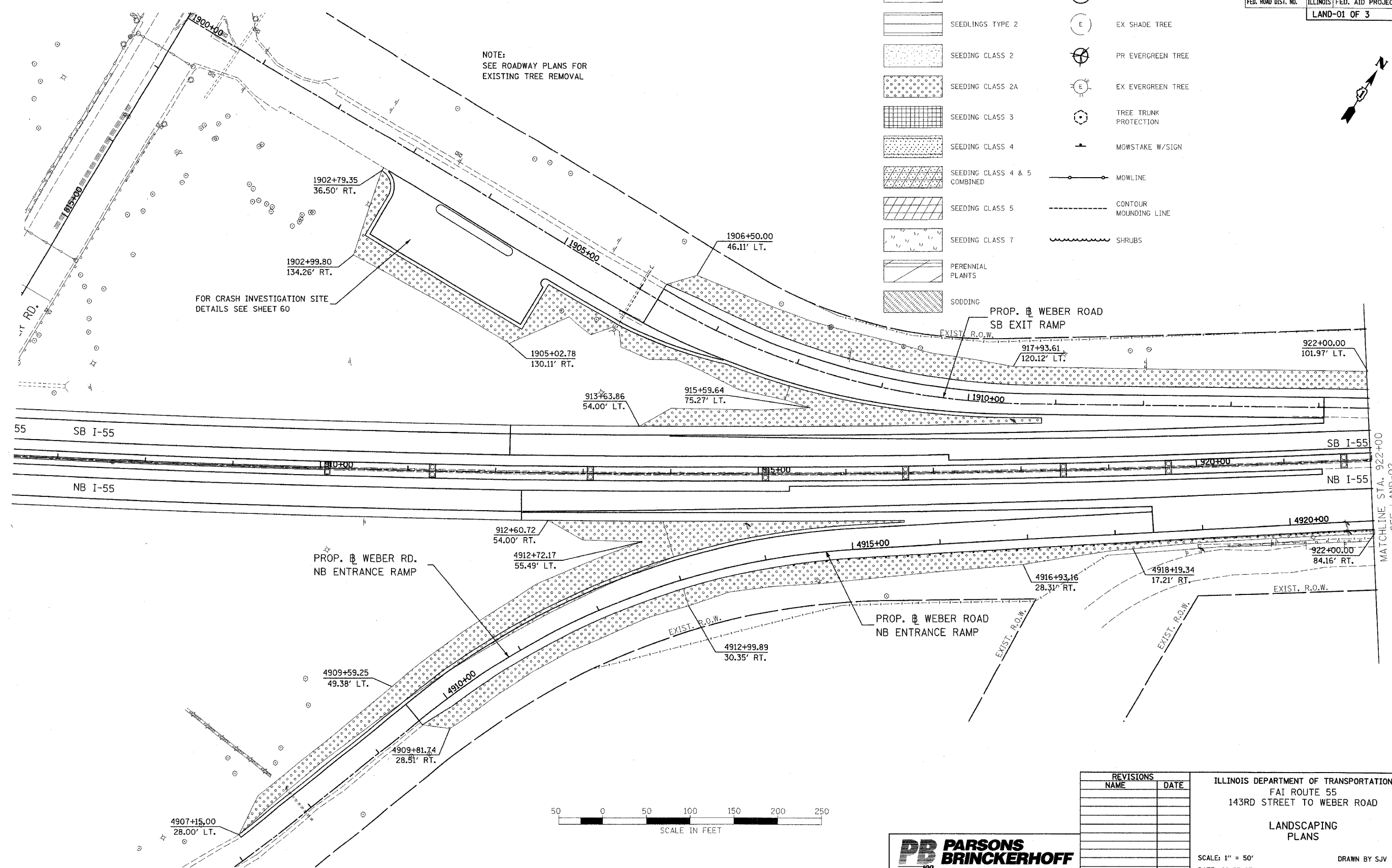
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	165
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
LAND-01 OF 3				

LEGEND

-  SEEDLINGS TYPE 1
-  SEEDLINGS TYPE 2
-  SEEDING CLASS 2
-  SEEDING CLASS 2A
-  SEEDING CLASS 3
-  SEEDING CLASS 4
-  SEEDING CLASS 4 & 5 COMBINED
-  SEEDING CLASS 5
-  SEEDING CLASS 7
-  PERENNIAL PLANTS
-  SODDING
-  PR SHADE TREE
-  EX SHADE TREE
-  PR EVERGREEN TREE
-  EX EVERGREEN TREE
-  TREE TRUNK PROTECTION
-  MOWSTAKE W/SIGN
-  MOWLINE
-  CONTOUR MOUNDING LINE
-  SHRUBS

NOTE:
SEE ROADWAY PLANS FOR
EXISTING TREE REMOVAL

FOR CRASH INVESTIGATION SITE
DETAILS SEE SHEET 60



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD

LANDSCAPING PLANS

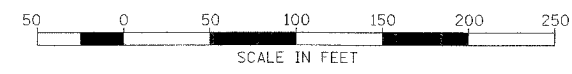
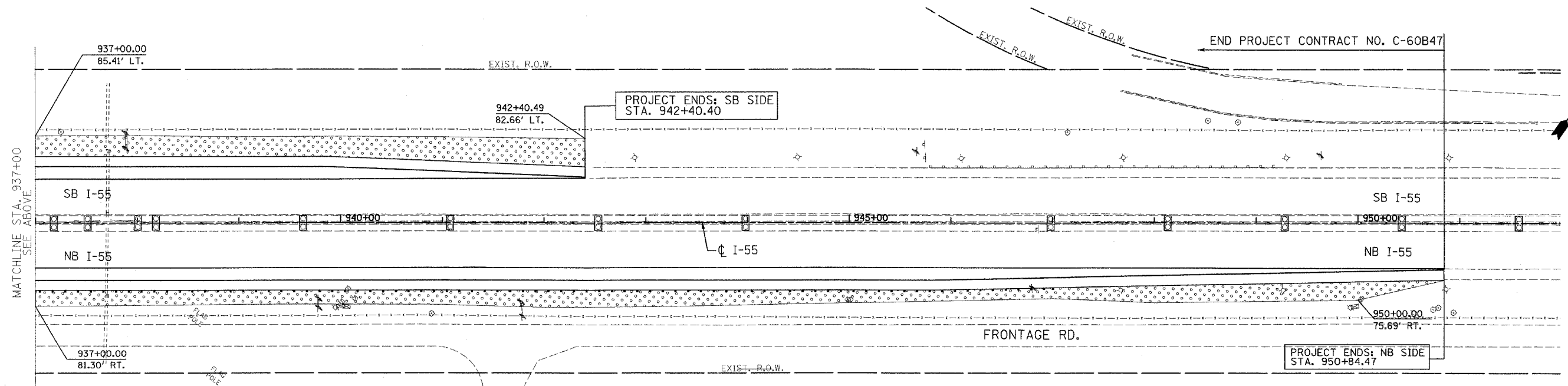
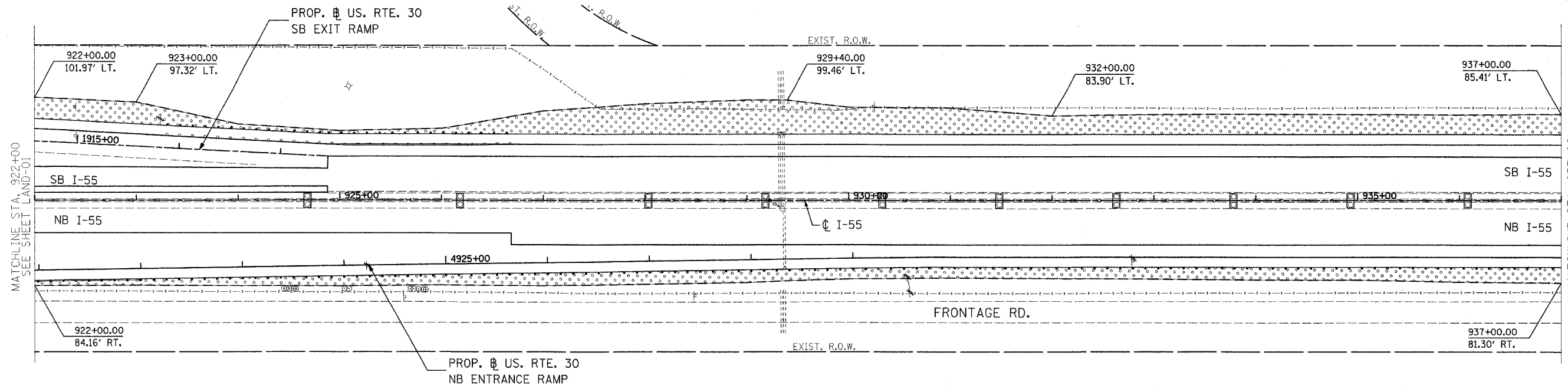
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DATE: 02-23-07

DRAWN BY SJV
CHECKED BY DVS



FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	166
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
LAND-02 OF 3				

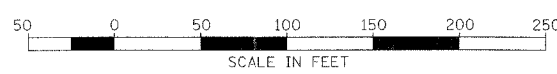
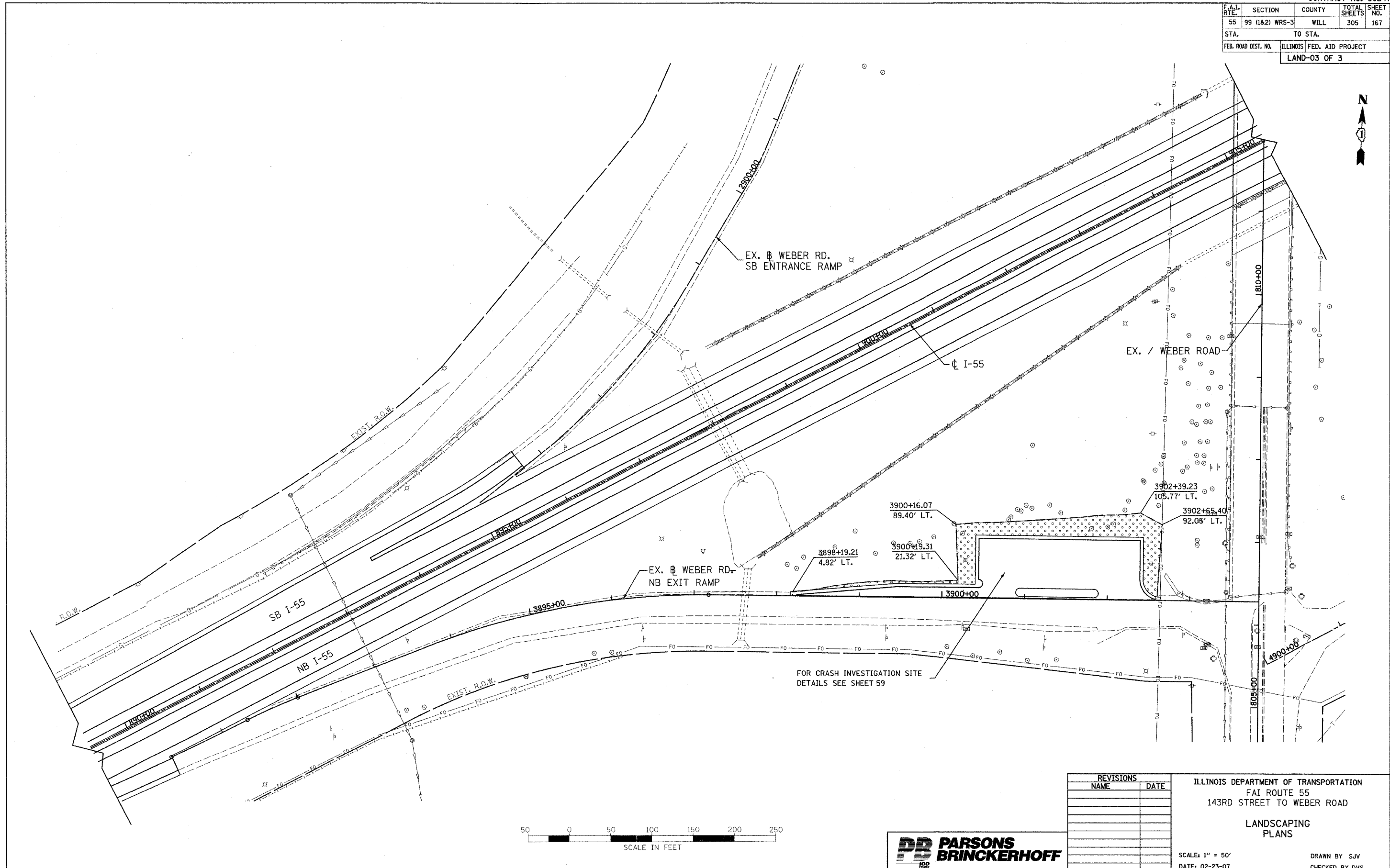


REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 LANDSCAPING PLANS
 SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: SJV
 CHECKED BY: DVS

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	167
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
LAND-03 OF 3				



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI ROUTE 55
 143RD STREET TO WEBER ROAD
 LANDSCAPING PLANS

SCALE: 1" = 50'
 DATE: 02-23-07

DRAWN BY SJV
 CHECKED BY DVS

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&I) WRS-3	WILL	305	168
STA. 592+00		TO STA. 608+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
L-1 OF 13				

SCHEDULE OF QUANTITIES

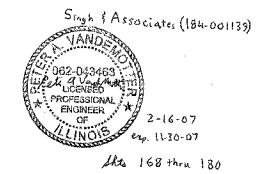
DESCRIPTION	UNIT	QUANTITY
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	4609
LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	243
BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	27
REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	2
LIGHTING FOUNDATION REMOVAL	EACH	27
RELOCATE EXISTING LIGHTING UNIT	EACH	27
MAINTENANCE OF LIGHTING SYSTEM	CAL MO	18
DISCONNECT SIGN LIGHTING AND REMOVE WIRING TO NEAREST SPLICE	EACH	1
UNIT DUCT, 600V, 3-1/2" NO.4, 1/2" NO.6 GROUND, (EPR-TYPE RHW), 1 1/4" DIA. POLYETHYLENE	FOOT	5029

GENERAL NOTES:

- AT THE START OF THE PROJECT THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR MAINTENANCE OF THE EXISTING AND THE PERMANENT LIGHTING AS SPECIFIED IN THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL REQUEST A FORMAL MAINTENANCE TRANSFER BEFORE ANY WORK, LIGHTING OR OTHER BEGINS. THE CONTRACTOR SHALL CONTACT IDOT MAINTENANCE AT 847 221 3078 TO ARRANGE FOR INSPECTION AND INVENTORY OF LIGHTING SYSTEM BEFORE MAINTENANCE TRANSFER. ANY EQUIPMENT FOUND TO BE DAMAGED BEFORE TRANSFER SHALL BE REPAIRED BY THE OWNER'S CONTRACTOR TO THE SATISFACTION OF THE ENGINEER.
- IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES. THE RESIDENT ENGINEER SHALL EXAMINE THE PROPOSED LOCATIONS AND SHALL CONFIRM THEM BEFORE THE LIGHT POLES ARE INSTALLED.
- A GROUND ROD SHALL BE INSTALLED AT EACH LIGHT POLE FOUNDATION, AS INDICATED ON THE PLANS.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE REQUIREMENTS FOR GROUNDING. THE GROUNDING CONNECTIONS AT THE FOUNDATIONS SHALL BE WELDED BY EXOTHERMIC WELDING. THE GROUNDING CONNECTIONS SHALL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO POURING CONCRETE OR BACK FILLING, AS APPLICABLE.
- THE CONTRACTOR SHALL MAKE SPECIAL NOTE OF THE SPECIFIED REQUIREMENTS FOR BURIED WARNING TAPE FOR THE TRENCHING AND BACK FILLING FOR ROADWAY LIGHTING. THE INSTALLATION OF THE WARNING TAPE SHALL BE INSPECTED BY THE RESIDENT ENGINEER PRIOR TO THE CONTRACTOR'S BACK FILLING OR DURING THE PLOWING OPERATIONS, AS APPLICABLE.
- ALL THE RELOCATED LIGHTING UNITS SHALL BE INSTALLED ON CONCRETE FOUNDATIONS. NO LIGHT POLE SHALL BE ERECTED UNTIL THE RESPECTIVE FOUNDATION HAS CURED, AS APPROVED BY THE RESIDENT ENGINEER.
- TO MAINTAIN THE STRUCTURAL INTEGRITY OF THE LIGHT POLES AND OF THE MAST ARMS, THE LIGHT POLES SHALL NOT BE ERECTED AND LEFT TO STAND WITHOUT THE LUMINAIRES. THE RELOCATED LIGHT POLES WILL NOT BE PAID FOR UNLESS THE LUMINAIRES ARE INSTALLED.
- QUANTITIES OF PUSHED CONDUIT AND CONDUIT IN TRENCH, WHERE INDICATED ON THE DRAWINGS, ARE APPROXIMATE QUANTITIES ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LENGTHS AND SHALL INSTALL RACEWAYS IN COMPLETE COMPLIANCE WITH THE SPECIFIED REQUIREMENTS.
- LIGHTING RACEWAYS SHALL HAVE A MINIMUM COVER OF 36".
- CONTRACTOR TO REMOVE FOUNDATIONS PER STANDARD SPECIFICATIONS. UNDERGROUND CONDUITS AND CABLES SHALL BE ABANDONED IN PLACE PER STANDARD SPECIFICATIONS.

SUGGESTED STAGING NOTES:

- THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION AND STAGING WITH THE ROADWAY WORK AS REQUIRED. REFER TO SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL GENERAL NOTES IN ROADWAY PLANS.
- CONTRACTOR SHALL COORDINATE WITH ROADWAY CONTRACTOR TO INSTALL FOUNDATIONS AND UNIT DUCT BEFORE PAVEMENT WORK BEGINS. CONTRACTOR SHALL REMOVE AND RELOCATE EXISTING LIGHT STANDARDS TO THE NEW FOUNDATION LOCATIONS WITHIN DAYTIME OPERATIONS ONLY. CONTRACTOR SHALL STAGE OPERATIONS IN A MANNER THAT WILL NOT DISRUPT NIGHT TIME OPERATION OF ANY EXISTING LIGHTING CIRCUITS. CONTRACTOR SHALL DISCONNECT, REMOVE AND RELOCATE, AND RECONNECT ONLY AS MANY EXISTING CIRCUITS THAT CAN BE ACHIEVED WITHIN DAY TIME OPERATIONS. TEMPORARY LIGHTING SHALL BE AVOIDED BY CAREFULL COORDINATION OF CONSTRUCTION STAGING.
- A STAGING SCHEDULE FOR MATERIAL INSTALLATION, REMOVAL AND APPROXIMATE DATE OF PROPOSED ENERGIZING OF PERMANENT LIGHTING SHALL BE SUBMITTED BY THE ELECTRICAL CONTRACTOR FOR REVIEW AND APPROVAL PRIOR TO THE COMMENCEMENT OF WORK TO ASSURE COORDINATION WITH ROADWAY STAGING SCHEDULE.



L-1

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION F.A.I. I-55 143rd STREET TO WEBER ROAD GENERAL NOTES AND SCHEDULE OF QUANTITIES
NAME	DATE	

SINGH 300 W. ASHES ST.
CHICAGO, IL 60606
SINGH & ASSOCIATES, INC. TEL: (312) 629-0240
CONSULTING ENGINEERS FAX: (312) 629-8415






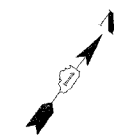
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DATE: 02-23-07 CHECKED BY: PV

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&S) WRS-3	WILL	305	169
STA. 907+00		TO STA. 922+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
L-2 OF 13				

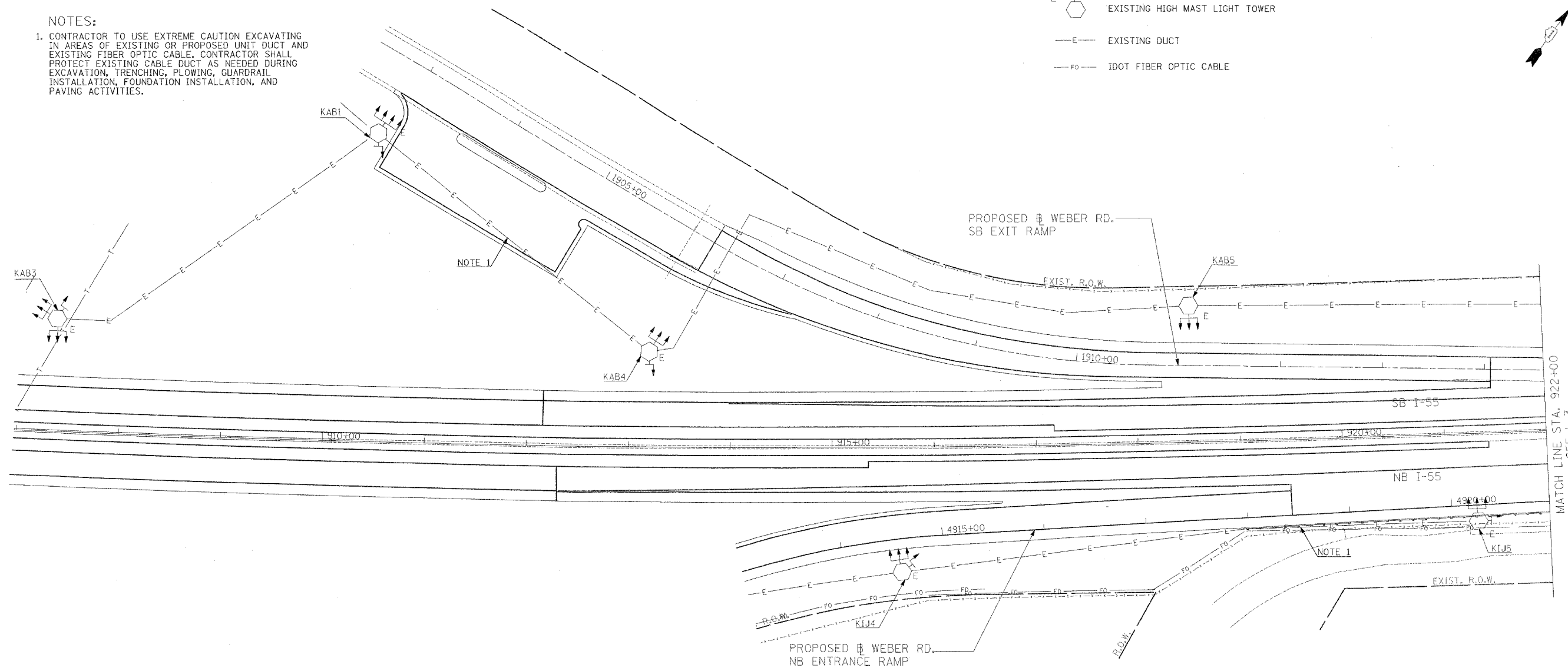
LEGEND

-  EXISTING HIGH MAST LIGHT TOWER
-  EXISTING DUCT
-  IDOT FIBER OPTIC CABLE

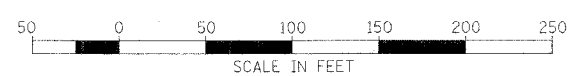


NOTES:

- CONTRACTOR TO USE EXTREME CAUTION EXCAVATING IN AREAS OF EXISTING OR PROPOSED UNIT DUCT AND EXISTING FIBER OPTIC CABLE. CONTRACTOR SHALL PROTECT EXISTING CABLE DUCT AS NEEDED DURING EXCAVATION, TRENCHING, PLOWING, GUARDRAIL INSTALLATION, FOUNDATION INSTALLATION, AND PAVING ACTIVITIES.



MATCH LINE STA. 922+00 SEE L-3



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER ROAD
 EXISTING LIGHTING PLAN
 SCALE: 1" = 50'
 DATE: 02-23-07
 DRAWN BY: VG
 CHECKED BY: PV











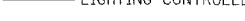
SINGH
 SINGH & ASSOCIATES, INC.
 CONSULTING ENGINEERS
 300 W. ADAMS ST.
 CHICAGO, IL 60606
 TEL: (312) 629-0240
 FAX: (312) 629-8449

PB PARSONS BRINCKERHOFF
 100

FINAL

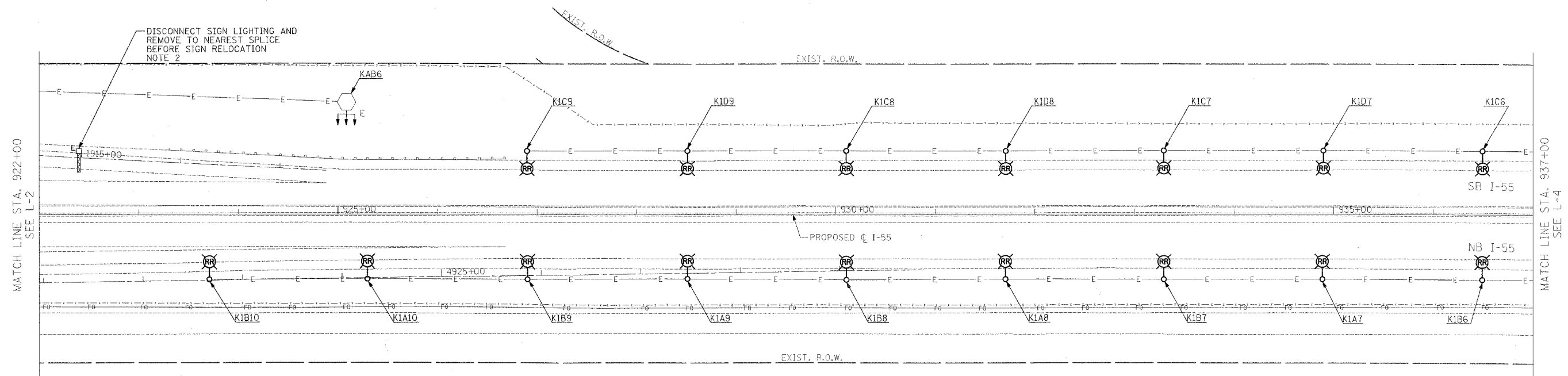
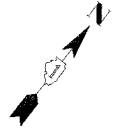
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&I) WRS-3	WILL	305	170
STA. 922+00		TO STA. 937+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
L-3 OF 13				

LEGEND

-  EXISTING LIGHTING UNIT
-  EXISTING LIGHTING UNIT TO BE REMOVED AND REINSTALLED
-  EXISTING HIGH MAST LIGHT TOWER
-  EXISTING DUCT
-  IDOT FIBER OPTIC CABLE
-  SIGN STRUCTURE
-  CIRCUIT DESIGNATION SCHEME
-  M CD 1
-  POLE NO ON GIVEN CKT (S)
-  CIRCUIT OR CIRCUITS
-  LIGHTING CONTROLLER DESIGNATION

NOTES:

1. CONTRACTOR TO USE EXTREME CAUTION EXCAVATING IN AREAS OF EXISTING OR PROPOSED UNIT DUCT AND EXISTING FIBER OPTIC CABLE. CONTRACTOR SHALL PROTECT EXISTING CABLE DUCT AS NEEDED DURING EXCAVATION, TRENCHING, PLOWING, GUARDRAIL INSTALLATION, FOUNDATION INSTALLATION, AND PAVING ACTIVITIES.
2. SIGN LUMINAIRE REMOVAL IS TO BE PAID FOR UNDER "REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE".



REVISIONS	
NAME	DATE

L-3

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

EXISTING LIGHTING PLAN

SCALE: 1" = 50'
DATE: 02-23-07

DRAWN BY: VG
CHECKED BY: PV

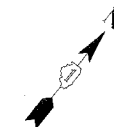
SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

350 N. ADAMS ST.
CHICAGO, IL 60604
TEL: (312) 629-0240
FAX: (312) 629-8449

PB PARSONS BRINCKERHOFF

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	171
STA. 937+00		TO STA. 952+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
L-4 OF 13				



LEGEND

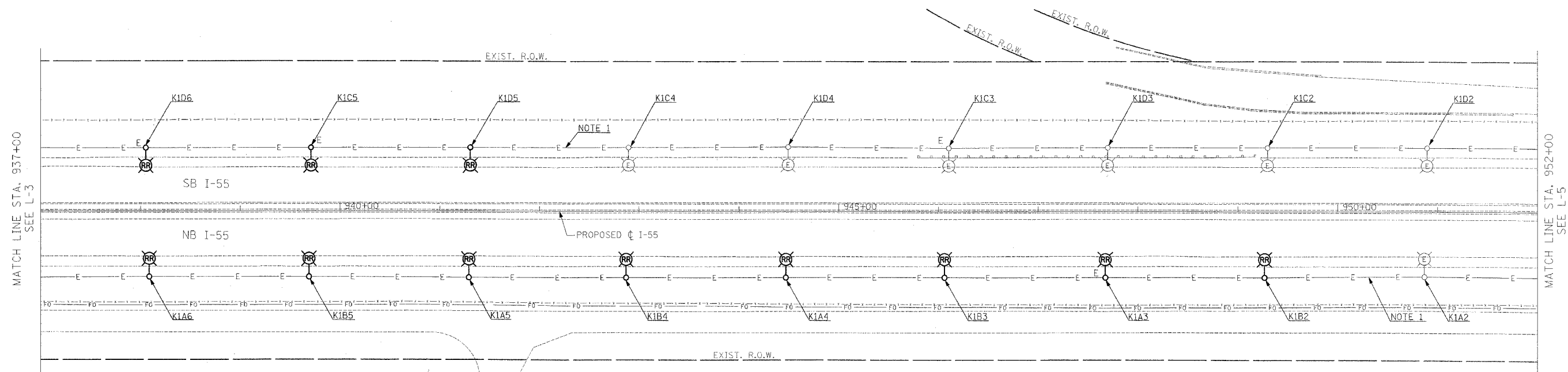
- EXISTING LIGHTING UNIT
- EXISTING LIGHTING UNIT TO BE REMOVED AND REINSTALLED
- EXISTING DUCT
- IDOT FIBER OPTIC CABLE

CIRCUIT DESIGNATION SCHEME

- M CD 1
- POLE NO ON GIVEN CKT (S)
- CIRCUIT OR CIRCUITS
- LIGHTING CONTROLLER DESIGNATION

NOTES:

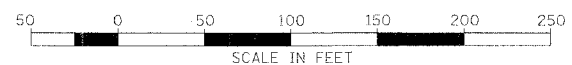
1. CONTRACTOR TO DISCONNECT AND ABANDON CABLE RUN BETWEEN POLES, ONCE NEW CABLE IS READY TO BE ENERGIZED
2. CONTRACTOR TO USE EXTREME CAUTION EXCAVATING IN AREAS OF EXISTING OR PROPOSED UNIT DUCT AND EXISTING FIBER OPTIC CABLE. CONTRACTOR SHALL PROTECT EXISTING CABLE DUCT AS NEEDED DURING EXCAVATION, TRENCHING, PLOWING, GUARDRAIL INSTALLATION, FOUNDATION INSTALLATION, AND PAVING ACTIVITIES. ONCE NEW CABLE IS READY TO BE ENERGIZED.



MATCH LINE STA. 937+00
SEE L-3

MATCH LINE STA. 952+00
SEE L-5

L-4



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD
EXISTING LIGHTING PLAN

SCALE: 1" = 50'
DATE: 02-23-07
DRAWN BY: VG
CHECKED BY: PV





SINGH 300 W. ADAMS ST.
CHICAGO, IL 60606
SINGH & ASSOCIATES, INC. TEL: (312) 929-0240
CONSULTING ENGINEERS FAX: (312) 929-8449

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182




FINAL

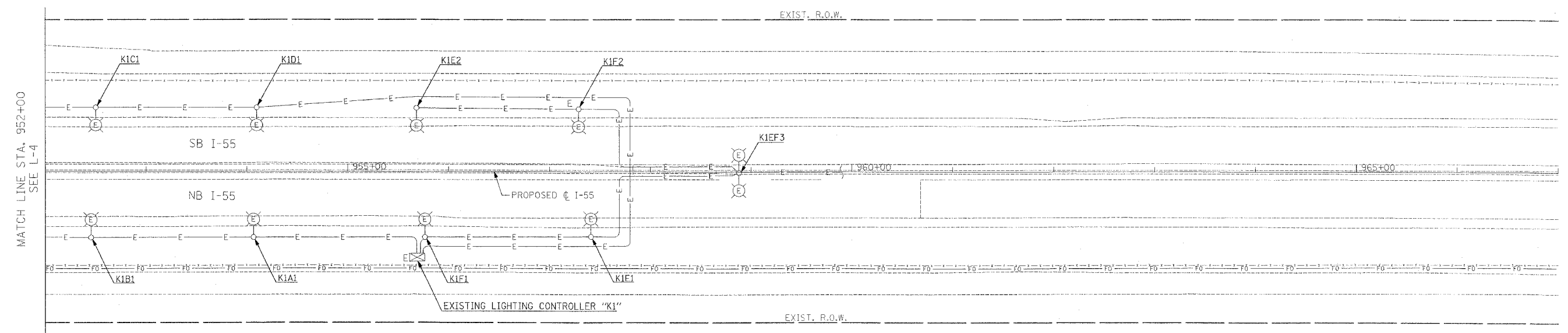
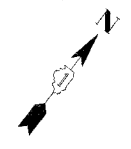
F.A.I. SHEETS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	172
STA. 937+00		TO STA. 952+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
L-5 OF 13				

LEGEND

 EXISTING LIGHTING UNIT
 EXISTING LIGHTING CONTROLLER
 EXISTING DUCT
 IDOT FIBER OPTIC CABLE

CIRCUIT DESIGNATION SCHEME

M CD 1
 POLE NO ON GIVEN CKT (S)
 CIRCUIT OR CIRCUITS
 LIGHTING CONTROLLER DESIGNATION



REVISIONS	
NAME	DATE

L-5

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD
EXISTING LIGHTING PLAN










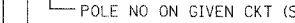
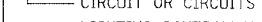

SINGH
100 W. ADAMS ST.
CHICAGO, IL 60606
TEL: (312) 839-9240
FAX: (312) 629-8449
CONSULTING ENGINEERS

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100

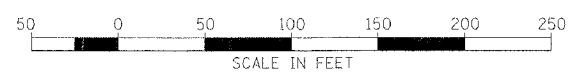
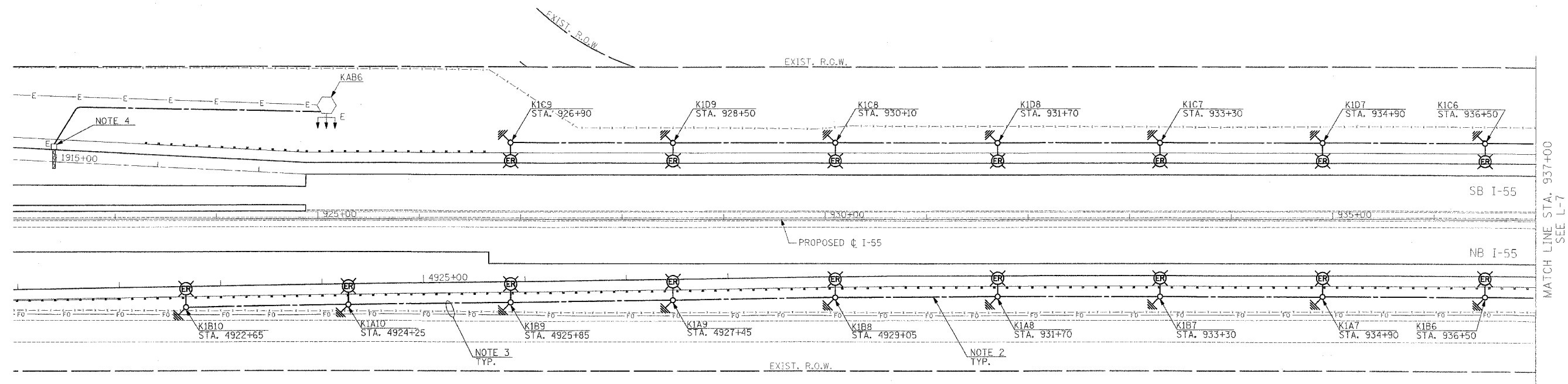
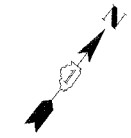
SCALE: 1" = 50'
DATE: 02-23-07
DRAWN BY: VG
CHECKED BY: PV

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	173
STA. 922+00		TO STA. 937+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
L-6 OF 13				

- LEGEND**
-  EXISTING LIGHTING UNIT RELOCATED TO NEW FOUNDATION, 47.5' MOUNTING HEIGHT ALUMINUM POLE, 15' MAST ARM AND 310W HPS LUMINAIRE WITH NEW TRANSFORMER BASE
 -  GROUND ROD
 -  EXISTING HIGH MAST LIGHT TOWER
 -  UNIT DUCT, WITH 3-1/C NO.4 AND 1/C NO.6 GROUND (EPR-TYPE RHW), 1 1/4" DIA., POLYETHYLENE-UNLESS OTHERWISE NOTED
 -  EXISTING DUCT
 -  IDOT FIBER OPTIC CABLE
 -  SIGN STRUCTURE
 -  CIRCUIT DESIGNATION SCHEME
 -  M CD 1
 -  POLE NO ON GIVEN CKT (S)
 -  CIRCUIT OR CIRCUITS
 -  LIGHTING CONTROLLER DESIGNATION

- NOTES:**
- CONVENTIONAL LIGHT POLES SHALL BE SET BACK 20' FROM EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
 - CONTRACTOR TO PROTECT AND MAINTAIN 5' MINIMUM CLEARANCE FROM EXISTING CABLES WHEN INSTALLING THE PROPOSED UNIT DUCT. LOCATIONS OF EXISTING CABLES AS DEPICTED ON THE PLANS ARE APPROXIMATE IN NATURE AND DO NOT CONSTITUTE THE EXACT REPRESENTATION. CONTRACTOR IS RESPONSIBLE TO ASCERTAIN EXACT LOCATION OF EXISTING CABLES. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
 - CONTRACTOR TO USE EXTREME CAUTION EXCAVATING IN AREAS OF EXISTING OR PROPOSED UNIT DUCT AND EXISTING FIBER OPTIC CABLE. CONTRACTOR SHALL PROTECT EXISTING CABLE DUCT AS NEEDED DURING EXCAVATION, TRENCHING, PLOWING, GUARDRAIL INSTALLATION, FOUNDATION INSTALLATION, AND PAVING ACTIVITIES.
 - RECONNECT UP TO DISCONNECT SWITCH OF RELOCATED SIGN. DO NOT RECONNECT LOAD SIDE OF DISCONNECT SWITCH.



REVISIONS	
NAME	DATE

L-6

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER ROAD
 PROPOSED LIGHTING PLAN

SCALE: 1" = 50'
 DATE: 02-23-07

DRAWN BY: VG
 CHECKED BY: PV

SINGH 300 W. ADAMS ST. CHICAGO, IL 60606
 SINGH & ASSOCIATES, INC. TEL: (312) 619-0248 FAX: (312) 619-0449
 CONSULTING ENGINEERS

PB PARSONS BRINCKERHOFF

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
95	99 (I&2) WRS-3	WILL	305	174
STA. 937+00		TO STA. 952+00		
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		
L-7 OF 13				

LEGEND

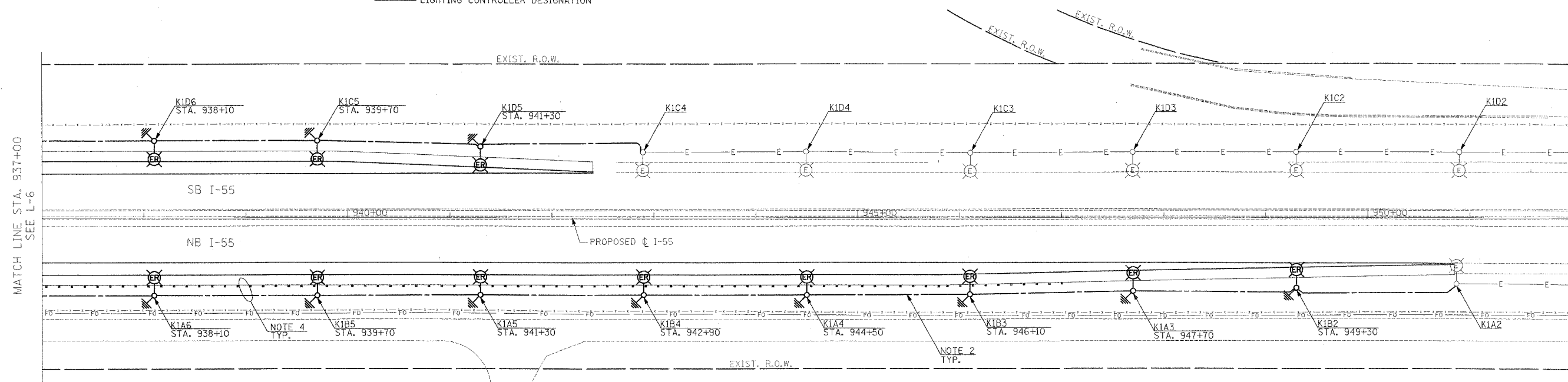
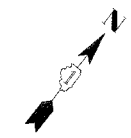
- EXISTING LIGHTING UNIT RELOCATED TO NEW FOUNDATION, 47.5' MOUNTING HEIGHT ALUMINUM POLE, 15' MAST ARM AND 310W HPS LUMINAIRE WITH NEW TRANSFORMER BASE
- EXISTING LIGHTING UNIT
- GROUND ROD
- UNIT DUCT, WITH 3-1/C NO.4 AND 1/C NO.6 GROUND (EPR-TYPE RHW), 1 1/4" DIA., POLYETHYLENE-UNLESS OTHERWISE NOTED
- EXISTING DUCT
- IDOT FIBER OPTIC CABLE

CIRCUIT DESIGNATION SCHEME

- M CD 1
- POLE NO ON GIVEN CKT (S)
- CIRCUIT OR CIRCUITS
- LIGHTING CONTROLLER DESIGNATION

NOTES:

- CONVENTIONAL LIGHT POLES SHALL BE SET BACK 20' FROM EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- CONTRACTOR TO PROTECT AND MAINTAIN 5' MINIMUM CLEARANCE FROM EXISTING CABLES WHEN INSTALLING THE PROPOSED UNIT DUCT. LOCATIONS OF EXISTING CABLES AS DEPICTED ON THE PLANS ARE APPROXIMATE IN NATURE AND DO NOT CONSTITUTE THE EXACT REPRESENTATION. CONTRACTOR IS RESPONSIBLE TO ASCERTAIN EXACT LOCATION OF EXISTING CABLES. NO ADDITIONAL PAYMENT WILL BE MADE FOR THIS WORK.
- CONTRACTOR TO DISCONNECT AND ABANDON CABLE RUN BETWEEN POLES, ONCE NEW CABLE IS READY TO BE ENERGIZED.
- CONTRACTOR TO USE EXTREME CAUTION EXCAVATING IN AREAS OF EXISTING OR PROPOSED UNIT DUCT AND EXISTING FIBER OPTIC CABLE. CONTRACTOR SHALL PROTECT EXISTING CABLE DUCT AS NEEDED DURING EXCAVATION, TRENCHING, PLOWING, GUARDRAIL INSTALLATION, FOUNDATION INSTALLATION, AND PAVING ACTIVITIES.



REVISIONS	
NAME	DATE

L-7

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD
PROPOSED LIGHTING PLAN

SCALE: 1" = 50'
DATE: 02-23-07

DRAWN BY: VG
CHECKED BY: PV

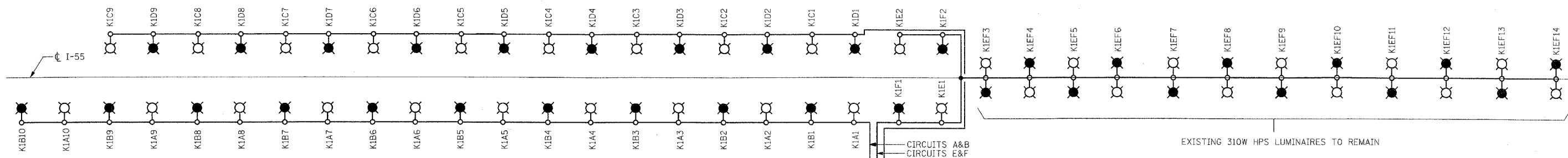
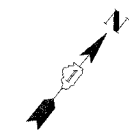
SINGH 300 W. ADAMS ST. CHICAGO, IL 60606
STARCH & ASSOCIATES, INC. TEL: (312) 629-9240 CONSULTING ENGINEERS FAX: (312) 629-8449

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




FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	175
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
	L-8 OF 13			

LOAD TABLE LIGHTING CONTROLLER "K1"					
CIRCUIT	RED PHASE		CIRCUIT	BLACK PHASE	
	AMPS	WATTS		AMPS	WATTS
A	18.0	4,320	B	18.0	4,320
C	16.2	3,888	D	16.2	3,888
E	25.2	6,048	F	25.2	6,048
G	SPARE	0	H	SPARE	0
I	SPARE	0	J	SPARE	0
K	SPARE	0	L	SPARE	0
M	SPARE	0	N	SPARE	0
O	SPARE	0	P	SPARE	0
TOTAL	59.4	14,256	TOTAL	59.4	14,256



LEGEND

-  310 WATT HPS, M-C-III LUMINARE ON RED CABLE
-  310 WATT HPS, M-C-III LUMINARE ON BLACK CABLE
-  LIGHTING CONTROLLER
-  UNIT DUCT, WITH 3-1/8 NO. 4 AND 1/8 NO. 6 GROUND, 600V (EPR-TYPE RHW), 1 1/4" DIA., POLYETHYLENE
-  COMED SERVICE POLE

- 3-1/8 NO. 1/0 IN 2 1/2" RSC
- UNIT DUCT, WITH 3-1/8 NO. 4 AND 1/8 NO. 6 GROUND, 600V (EPR-TYPE RHW), 1 1/4" DIA., POLYETHYLENE
- CONTROL CABINET "K1"
(2)-175A 2-POLE MAIN BREAKERS
(2)-200A 2-POLE CONTACTORS
(16)-70A 1-POLE BRANCH BREAKERS
- COMED SERVICE POLE
240/480 VOLT, SINGLE PHASE,
3-WIRE, 60HZ SERVICE

L-8

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.I. I-55
143rd STREET TO WEBER ROAD

LIGHTING CONTROLLER "K1"
WIRING DIAGRAM

SCALE: 1" = 50'
DATE: 02-23-07

DRAWN BY: VG
CHECKED BY: PV

SINGH
300 W. ADAMS ST.
CHICAGO, IL 60606
SINGH & ASSOCIATES, INC. TEL: (312) 629-0240
CONSULTING ENGINEERS FAX: (312) 629-8449

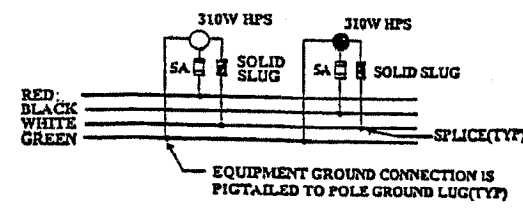
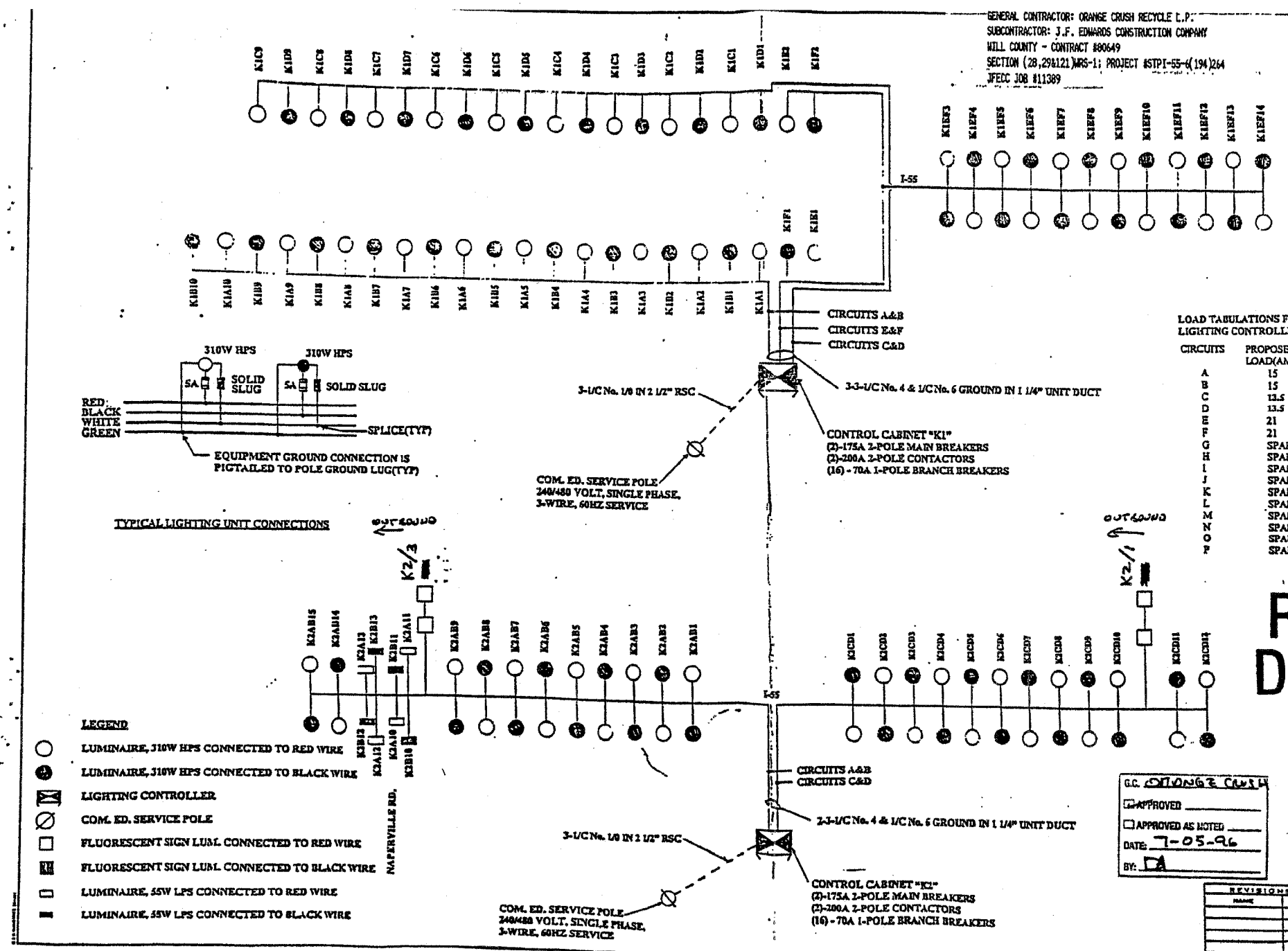
PB PARSONS BRINCKERHOFF

FINAL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	176
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
L-9 OF 13				

GENERAL CONTRACTOR: ORANGE CRUSH RECYCLE L.P.
 SUBCONTRACTOR: J.F. EDWARDS CONSTRUCTION COMPANY
 WILL COUNTY - CONTRACT 880649
 SECTION (28,29&121) WRS-1; PROJECT ASTPI-55-4(194)264
 JFEC JOB #11389

NO.	DATE	BY	REVISION



- LEGEND**
- LUMINAIRE, 310W HPS CONNECTED TO RED WIRE
 - LUMINAIRE, 310W HPS CONNECTED TO BLACK WIRE
 - ⊠ LIGHTING CONTROLLER
 - ⊞ COM. ED. SERVICE POLE
 - FLUORESCENT SIGN LUM. CONNECTED TO RED WIRE
 - ▣ FLUORESCENT SIGN LUM. CONNECTED TO BLACK WIRE
 - ▢ LUMINAIRE, 55W LPS CONNECTED TO RED WIRE
 - ▣ LUMINAIRE, 55W LPS CONNECTED TO BLACK WIRE

LOAD TABULATIONS FOR LIGHTING CONTROLLER "K1"

CIRCUITS	PROPOSED LOAD(AMPS)
A	15
B	15
C	13.5
D	13.5
E	21
F	21
G	SPARE
H	SPARE
I	SPARE
J	SPARE
K	SPARE
L	SPARE
M	SPARE
N	SPARE
O	SPARE
P	SPARE

LOAD TABULATIONS FOR LIGHTING CONTROLLER "K2"

CIRCUITS	PROPOSED LOAD(AMPS)
A	19.5
B	19.5
C	20.5
D	20.5
E	SPARE
F	SPARE
G	SPARE
H	SPARE
I	SPARE
J	SPARE
K	SPARE
L	SPARE
M	SPARE
N	SPARE
O	SPARE
P	SPARE

RECORD DRAWING

G.C. ORANGE CRUSH
 APPROVED
 APPROVED AS NOTED
 DATE: 7-05-96
 BY: DA

J.F. EDWARDS CONSTRUCTION CO.
 APPROVED
 APPROVED AS NOTED
 DATE: 7-05-96
 BY: [Signature]

REVISIONS

NO.	DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
 FAI-55
 ONE LINE WIRING DIAGRAMS
 E-11a
 SCALE: VERT. NONE
 HORIZ. NONE
 DATE: 01/96
 DRAWN BY: JL
 CHECKED BY: CR

FOR INFORMATION ONLY

L-9

REVISIONS

NO.	DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER ROAD
 LIGHTING CONTROLLER "K1"
 EXISTING WIRING DIAGRAM

SINGH 300 N. ADAMS ST.
 CHICAGO, IL 60604
 TEL: (312) 629-0240
 FAX: (312) 629-8449

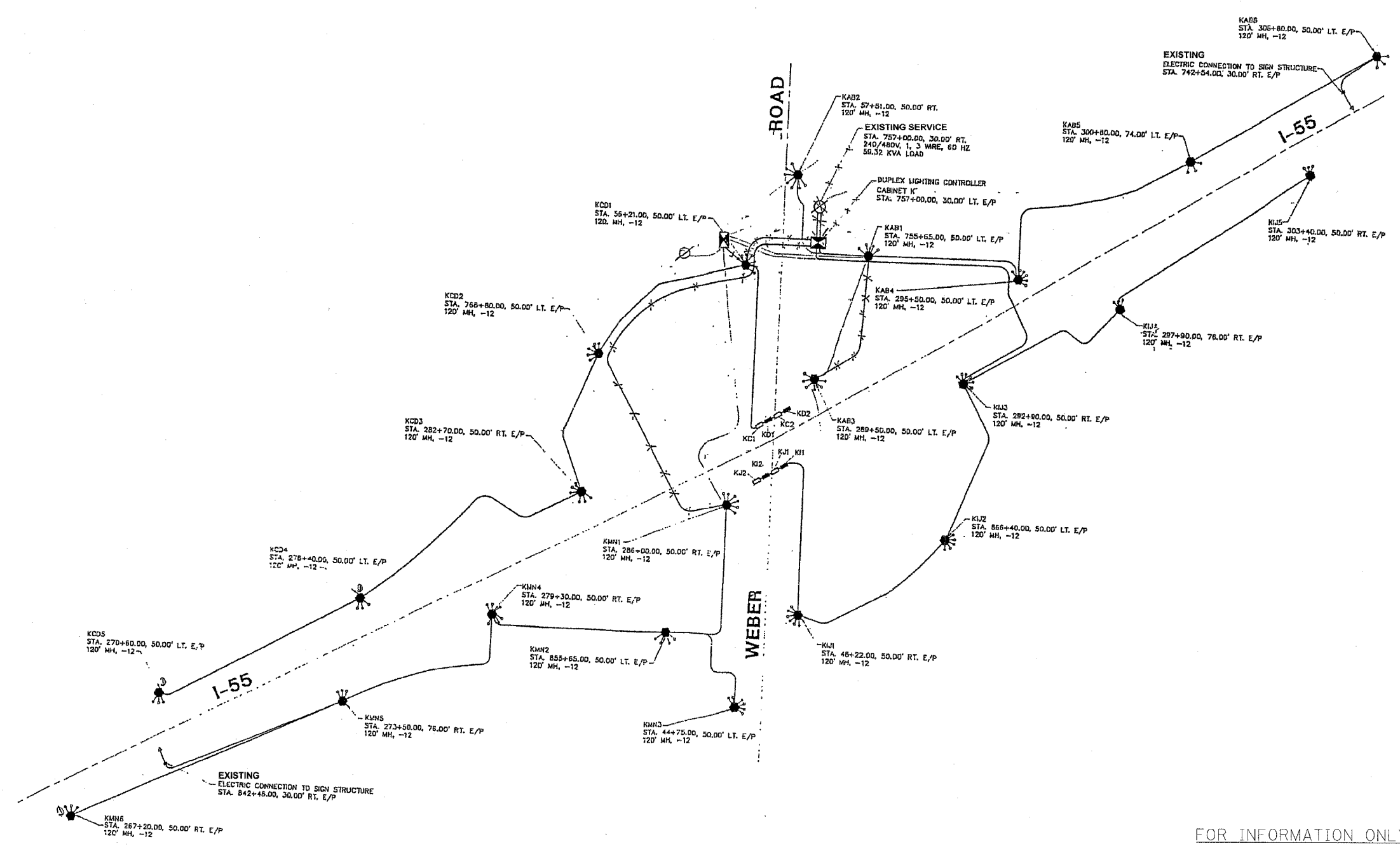
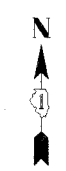
PB PARSONS BRINCKERHOFF

SCALE: NONE
 DATE: 02-23-07

DRAWN BY: VG
 CHECKED BY: PV

FINAL

F.A.I. R/L	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	177
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
L-10 OF 13				



FOR INFORMATION ONLY

L-10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 F.A.I. I-55
 143rd STREET TO WEBER ROAD
 LIGHTING CONTROLLER "K"
 EXISTING WIRING DIAGRAM

SCALE: NONE
 DATE: 02-23-07
 DRAWN BY: VG
 CHECKED BY: PV

SINGH
 500 W. ADAMS ST.
 CHICAGO, IL 60606
 TEL: (312) 629-0240
 SINGH & ASSOCIATES, INC.
 CONSULTING ENGINEERS
 FAX: (312) 629-8449

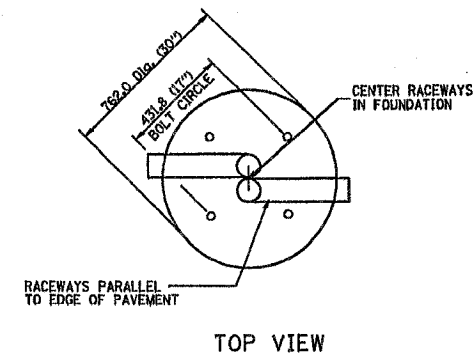
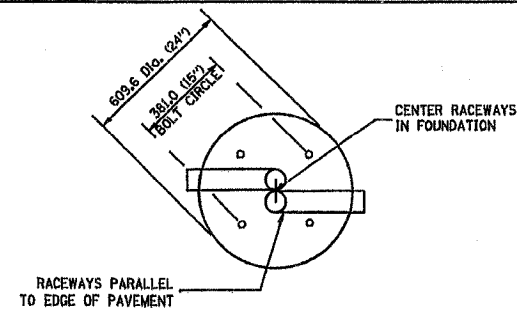
PB PARSONS BRINCKERHOFF
 100

FINAL

CONTRACT NO.			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
55	99 (1&2)	WRG-3	WILL 305
SHEET NO.		178	
STA.		TO STA.	
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT	

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

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Ou = 0.375 TON/SQ. FT.	3.96M (13'-0")	4.57M (15'-0")
MEDIUM CLAY Ou = 0.75 TON/SQ. FT.	2.09M (9'-6")	3.23M (10'-9")
STIFF CLAY Ou = 1.50 TON/SQ. FT.	2.13M (7'-0")	2.44M (8'-0")
LOOSE SAND φ = 34°	2.74M (9'-0")	3.05M (10'-0")
MEDIUM SAND φ = 37.5°	2.52M (8'-3")	2.74M (9'-0")
DENSE SAND φ = 40°	2.36M (7'-9")	2.74M (9'-0")

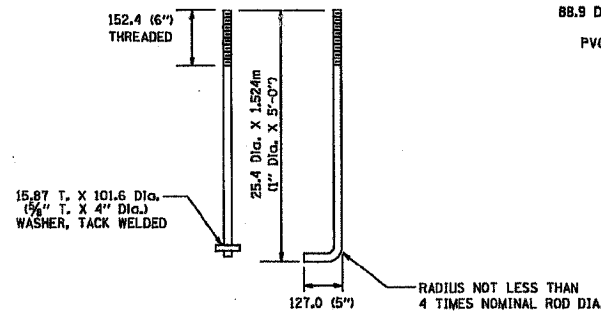


TOP VIEW

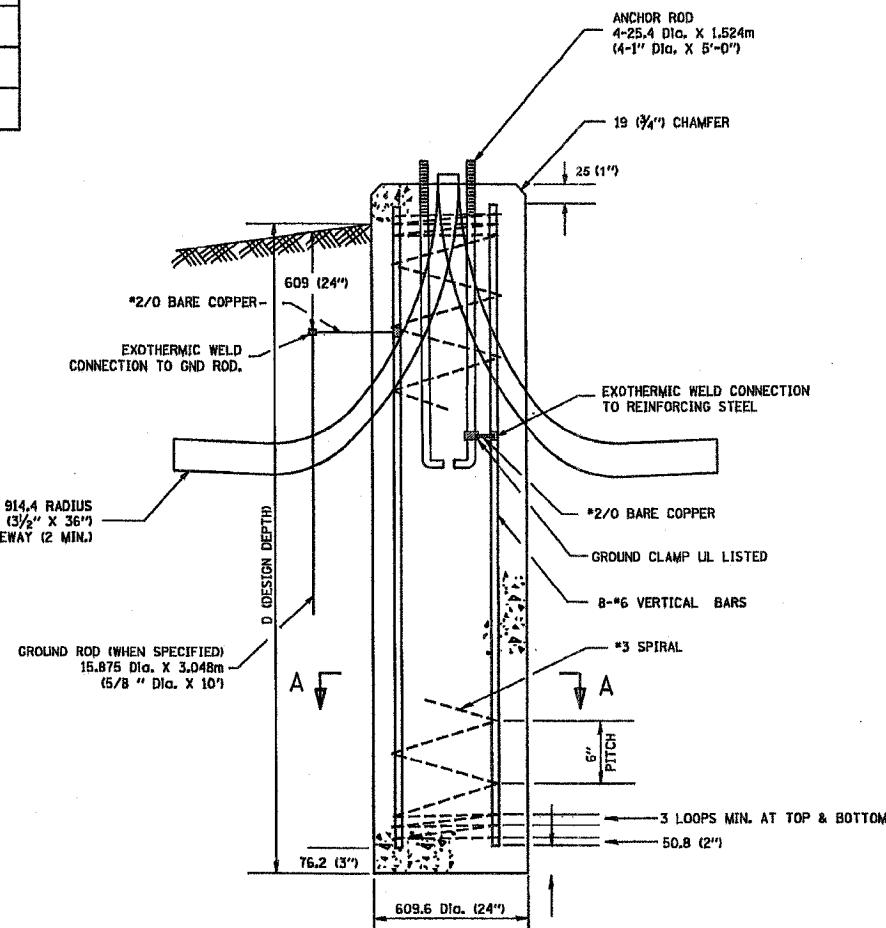
TOP VIEW

NOTES

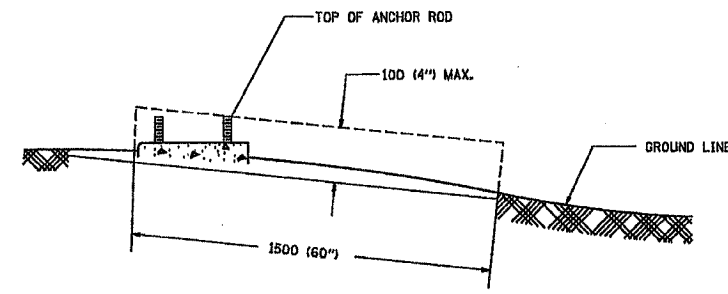
- ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 1.5M (60 IN.) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL, A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 20MM (3/4-IN.).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 D1, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG (MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 150 MM (6 INCHES) WITH A MINIMUM OF 75 MM (3 INCHES) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 69.9MM (2 3/4") ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 152.4MM (6") PITCH OR MAY SUBSTITUTE #3 TIES AT 304.8MM (12") O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 25.4MM (1") ABOVE THE TOP OF THE FOUNDATION.
- BOLT CIRCLE TO MATCH EXISTING POLE BOLT CIRCLE.



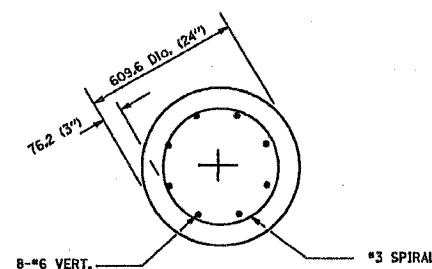
ANCHOR ROD DETAIL



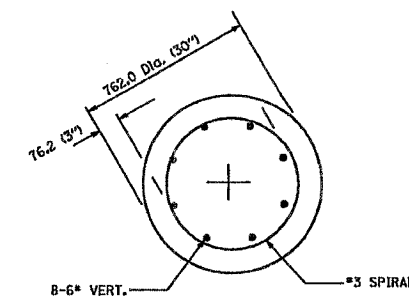
FOUNDATION DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

PLOT DATE = 2/15/2006
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = gplm1000

SINGH 300 W. ADAMS ST.
 CHICAGO, IL 60606
 TEL: (312) 629-0240
 FAX: (312) 629-8449
 CONSULTING ENGINEERS

REVISIONS	
NAME	DATE

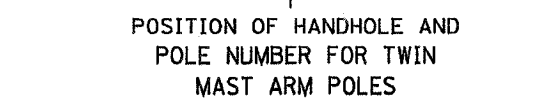
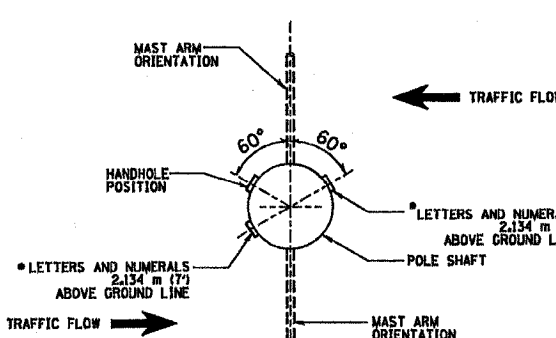
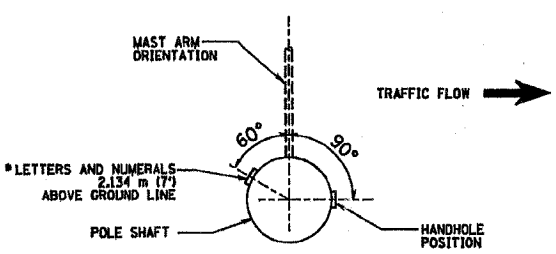
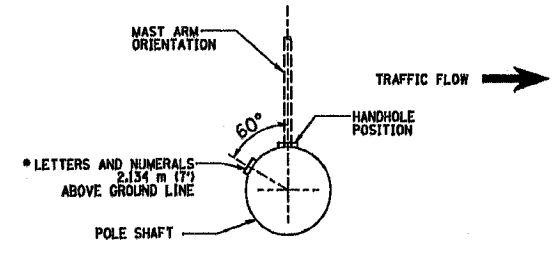
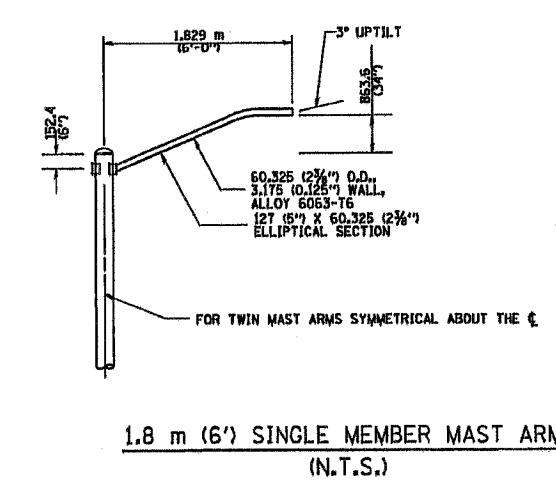
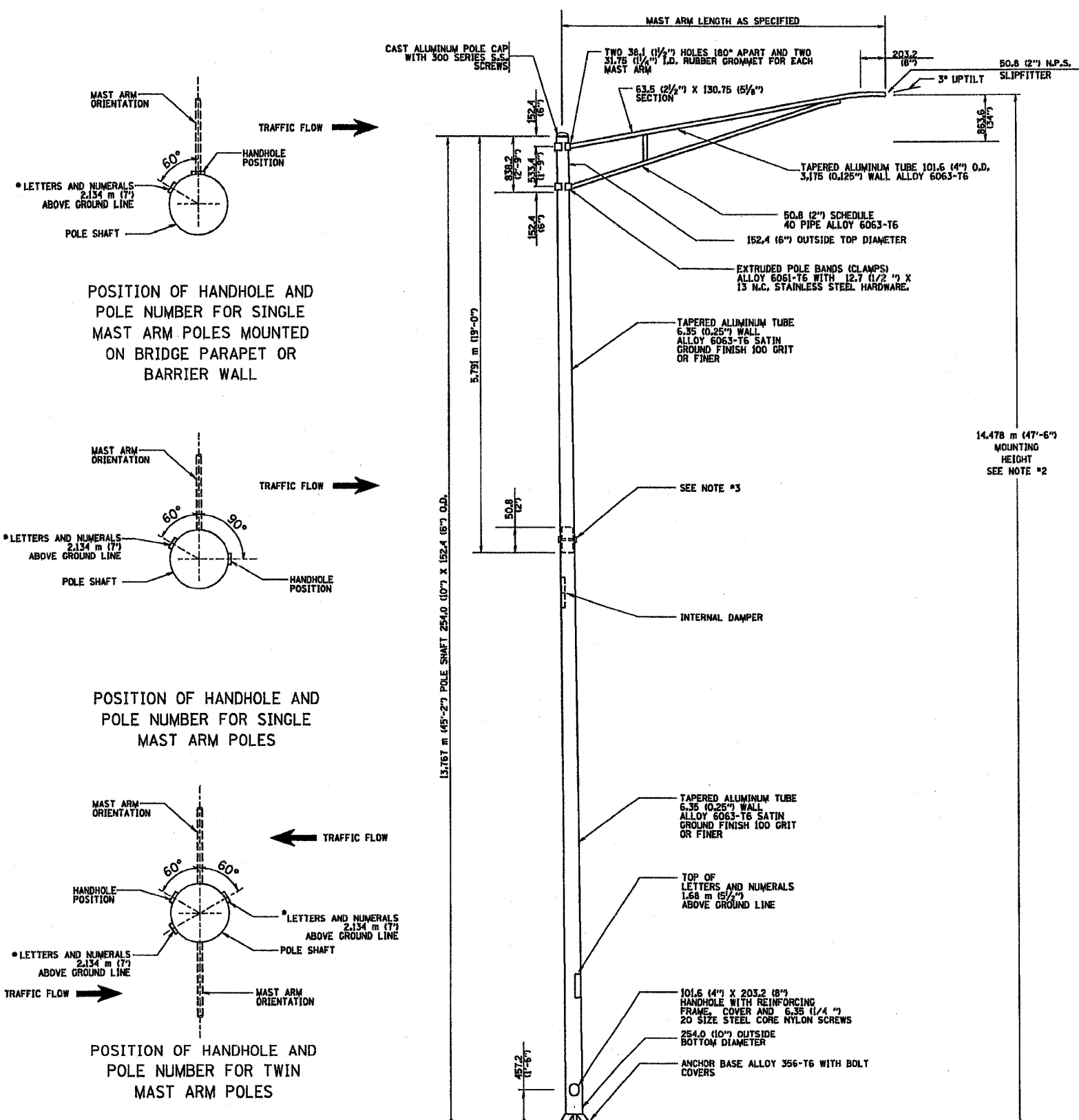
ILLINOIS DEPARTMENT OF TRANSPORTATION
 LIGHT POLE FOUNDATION
 12.192M (40') TO 14.478M (47 1/2') M.H.
 381 (15") BOLT CIRCLE

SCALE: NONE
 DATE: 2/15/2006

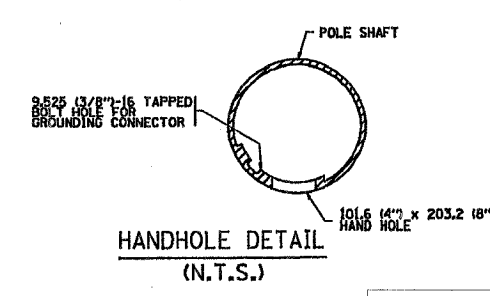
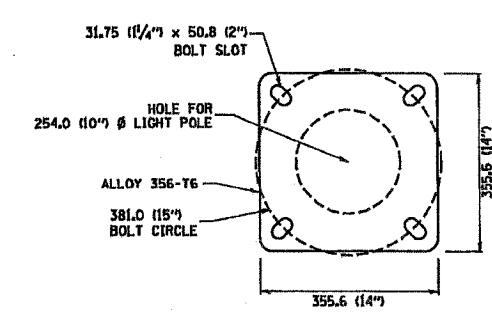
DRAWN BY
 CHECKED BY
 BE301

REVISION DATE: 04/22/02

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2)	WRS-3	WILL	305 179
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



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



FOR INFORMATION ONLY

REVISIONS	
NAME	DATE
R. TOMSONS	9-6-00
R. TOMSONS	8-12-03

L-12 BE-400

ILLINOIS DEPARTMENT OF TRANSPORTATION

ALUMINUM LIGHT POLE

14.478 m (47'-6")

MOUNTING HEIGHT

SCALE: NONE

DATE: 2/15/2006

DRAWN BY

CHECKED BY

BE-400

REVISION DATE: 09/02/03

SINGH 100 W. ADAMS ST. CHICAGO, IL 60606

TEL: (312) 629-0240 FAX: (312) 629-8449

CONSULTING ENGINEERS

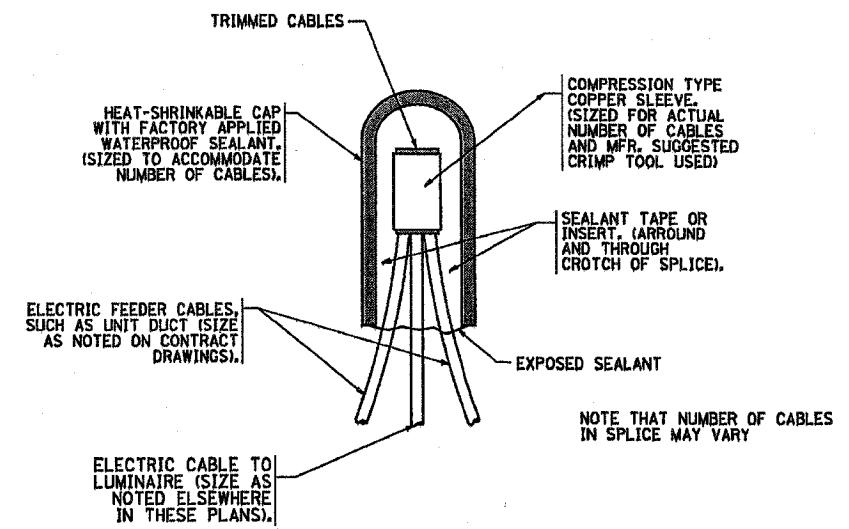
PLOT DATE: 2/15/2006

FILE NAME: W:\Users\jsh\My Documents\2006\02\15\150206.dwg

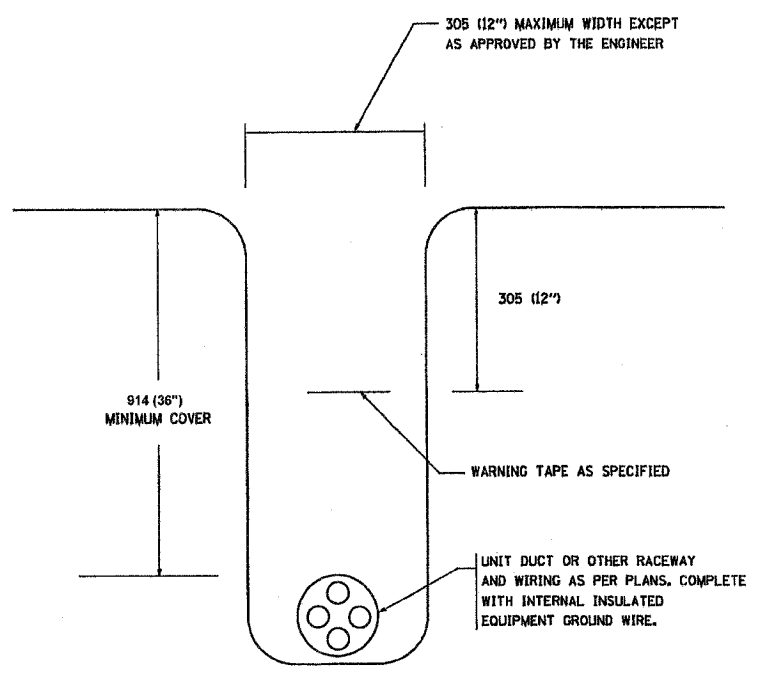
PLOT SCALE: 1:1

USER NAME: jsh

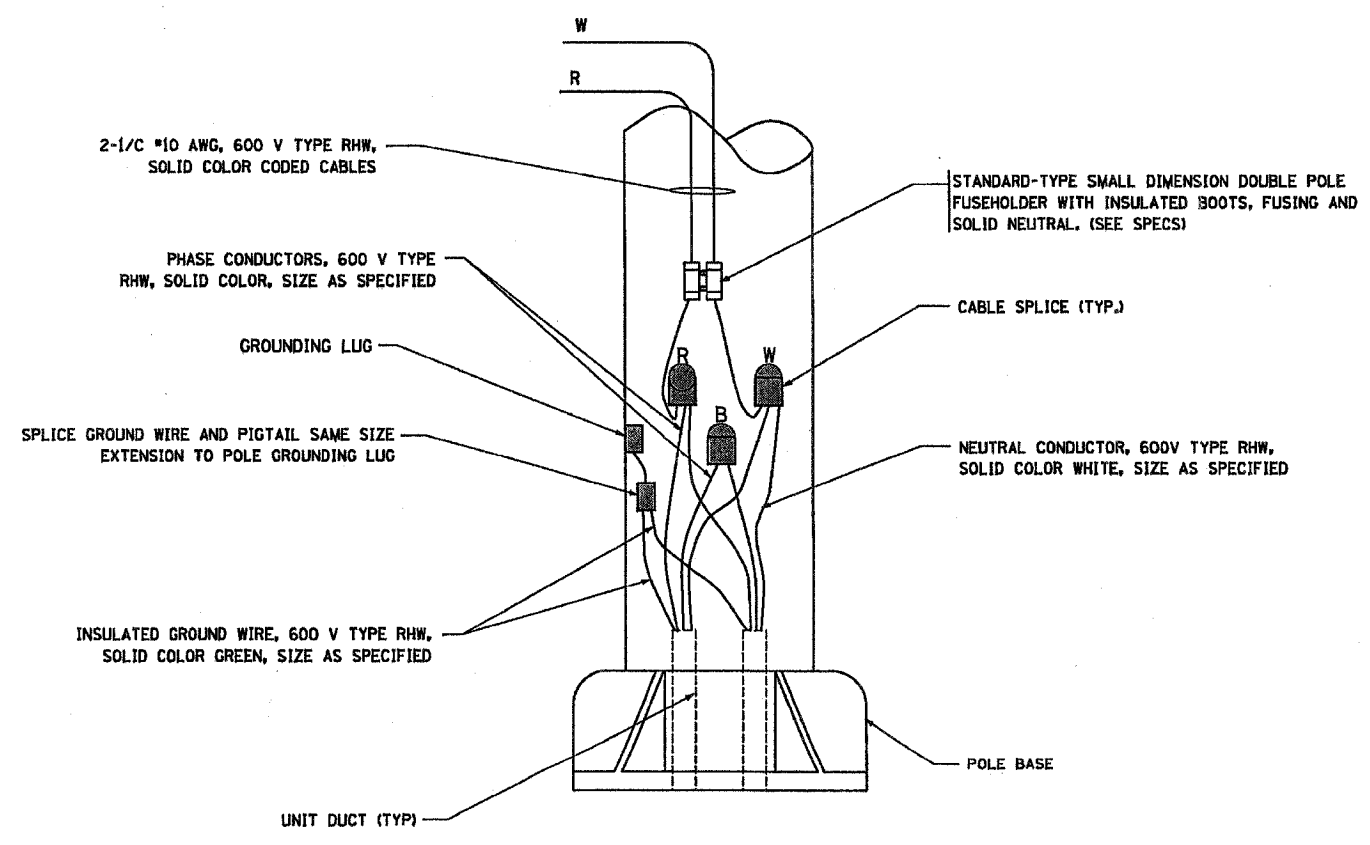
CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (I&2) WRS-3	WILL	305	180
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL SPLICE DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.

PLOT DATE = 2/15/2006
 FILE NAME = \\s\users\user782\p782.dwg
 PLOT SCALE = 80.0000 / 1.0000
 USER NAME = eng100000

SINGH 300 W. ADAMS ST.
 CHICAGO, IL 60604
 SINGH & ASSOCIATES, INC. TEL: (312) 629-0240
 CONSULTING ENGINEERS FAX: (312) 629-8449

REVISIONS	
NAME	DATE

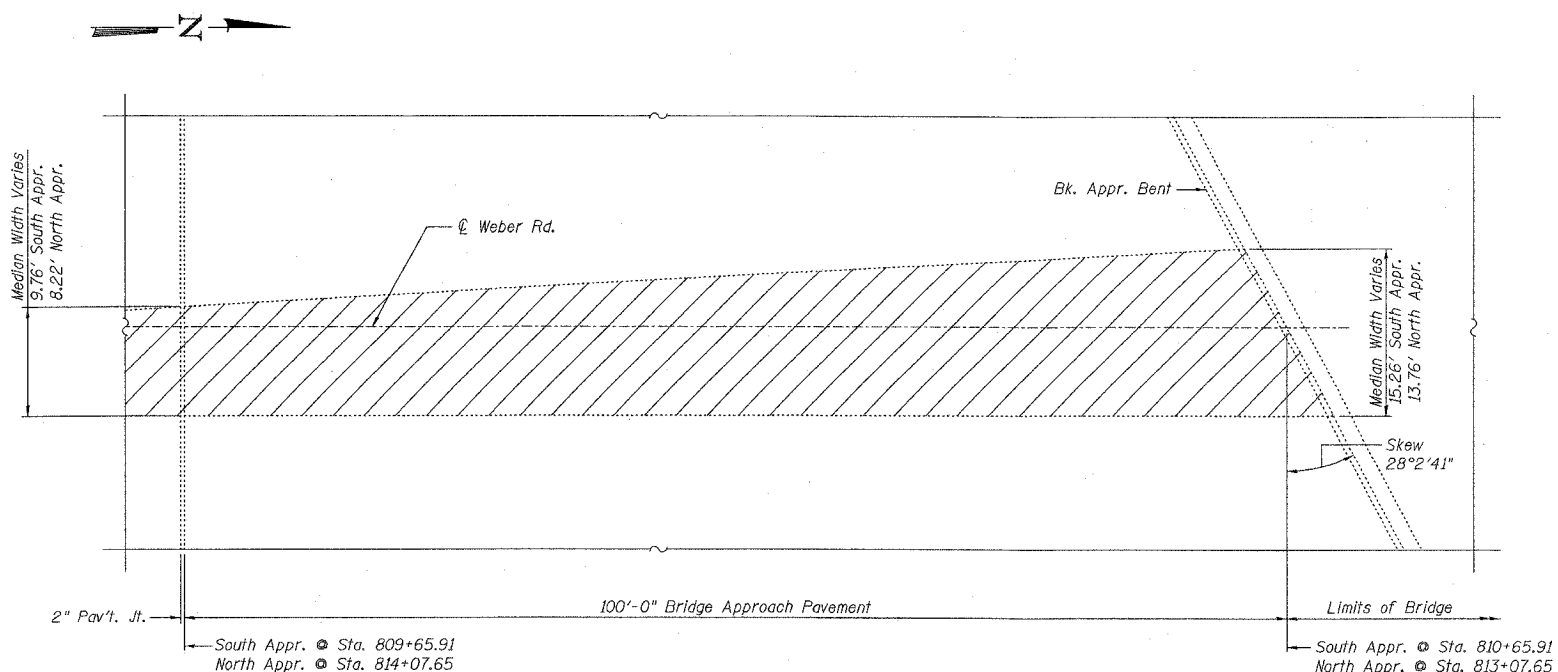
ILLINOIS DEPARTMENT OF TRANSPORTATION
 L-13
 MISC. ELECTRICAL DETAILS
 SCALE: VERT. HORIZ.
 DATE: 2/15/2006
 DRAWN BY
 CHECKED BY
 BE-702
 REVISION DATE:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

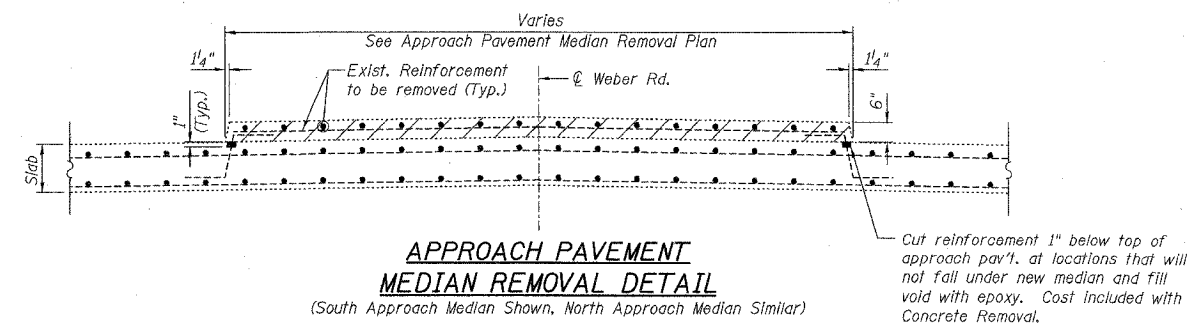
ROUTE NO.	SECTION	COUNTY	DIST.	SHEET
FA1 55	**	WILL	305	181
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

** SECTION 99 (1&2) WRS-3
CONTRACT NO. 60B47

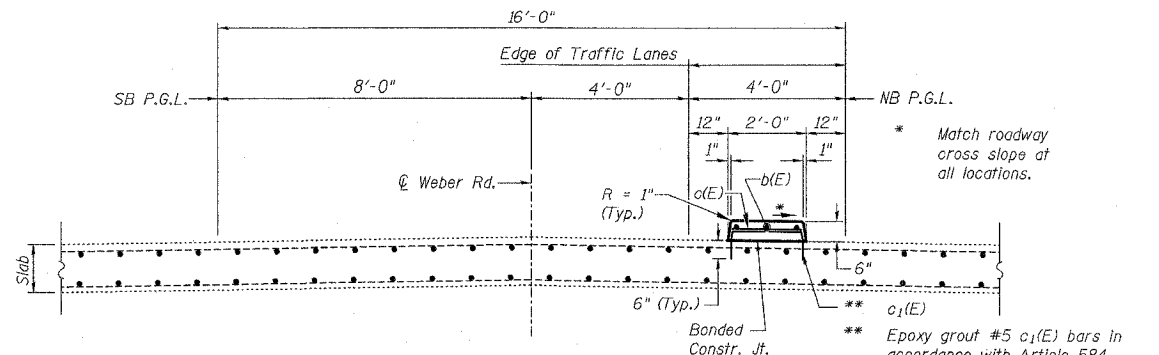
SHEET NO. 1
1 SHEETS



**APPROACH PAVEMENT
MEDIAN REMOVAL PLAN**
(South Approach Median Shown, North Approach Median Similar)



**APPROACH PAVEMENT
MEDIAN REMOVAL DETAIL**
(South Approach Median Shown, North Approach Median Similar)



**APPROACH PAVEMENT
PROPOSED MEDIAN DETAIL**
(South Approach Median Shown, North Approach Median Similar)

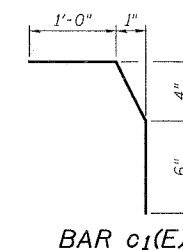
**PROPOSED MEDIAN
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
b(E)	24	#5	27'-8"	
c(E)	202	#5	1'-9"	
c1(E)	404	#5	1'-10"	
Concrete Removal			Cu. Yd.	43.6
Concrete Structures			Cu. Yd.	7.4
Bridge Deck Grooving			Sq. Yd.	217
Protective Coat			Sq. Yd.	328
* Reinforcement Bars, Epoxy Coated			Pound	1,840
** Joint or Crack Routing (PC Concrete Pavement and Shoulder)			Foot	400

* See Special Provisions
** See General Note No. 8

DESIGN STRESSES

$f_y = 60,000$ PSI
 $f'_c = 3,500$ PSI
 $n = 8.5$



GENERAL NOTES:

1. Min. Lap shall be 2'-2" for #5 bars.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Bars indicated thus 3 x 4-#5 etc. indicates 3 line of bars with 4 lengths per line.
4. The final surface after median removal shall be smoothed by grinding, subject to the approval of the Engineer, prior to completing the Bridge Deck Grooving. Cost included with Concrete Removal.
5. Saw Cut Grooving shall be performed in the areas of each bridge approach pavement that are within the footprint plus 1'-0" on each side of the existing median but not covered by the proposed median. This work shall be completed in accordance with Section 503.15 (a)(3)b of the Standard Specifications. This work will be included in the cost for Bridge Deck Grooving.
6. Protective Coat shall be applied to the surface of each bridge approach pavement that is within the footprint plus 1'-0" on each side of the existing median, top surface of the proposed raised median, and each vertical face of the proposed median curb. This work shall be completed in accordance with Section 420.18 of the Standard Specifications. This work will be included in the cost of Protective Coat.
7. A 2" Pavement Joint is required in the areas of the approach pavement that are within the footprint of the existing median at both approach ends. All work required to install the proposed pavement joint shall be considered incidental. All materials and labor shall be included in the cost of Concrete Structures and no additional compensation will be allowed. See Standard 420001 for joint details.
8. Approach pavement longitudinal construction joints with gaps larger than 3 inches shall be sealed in accordance with Section 452 of the Standard Specifications or as directed by the Engineer. This work will be paid for at the contract unit cost per foot for Joint or Crack Routing (PC Concrete Pavement and Shoulder).

LEGEND

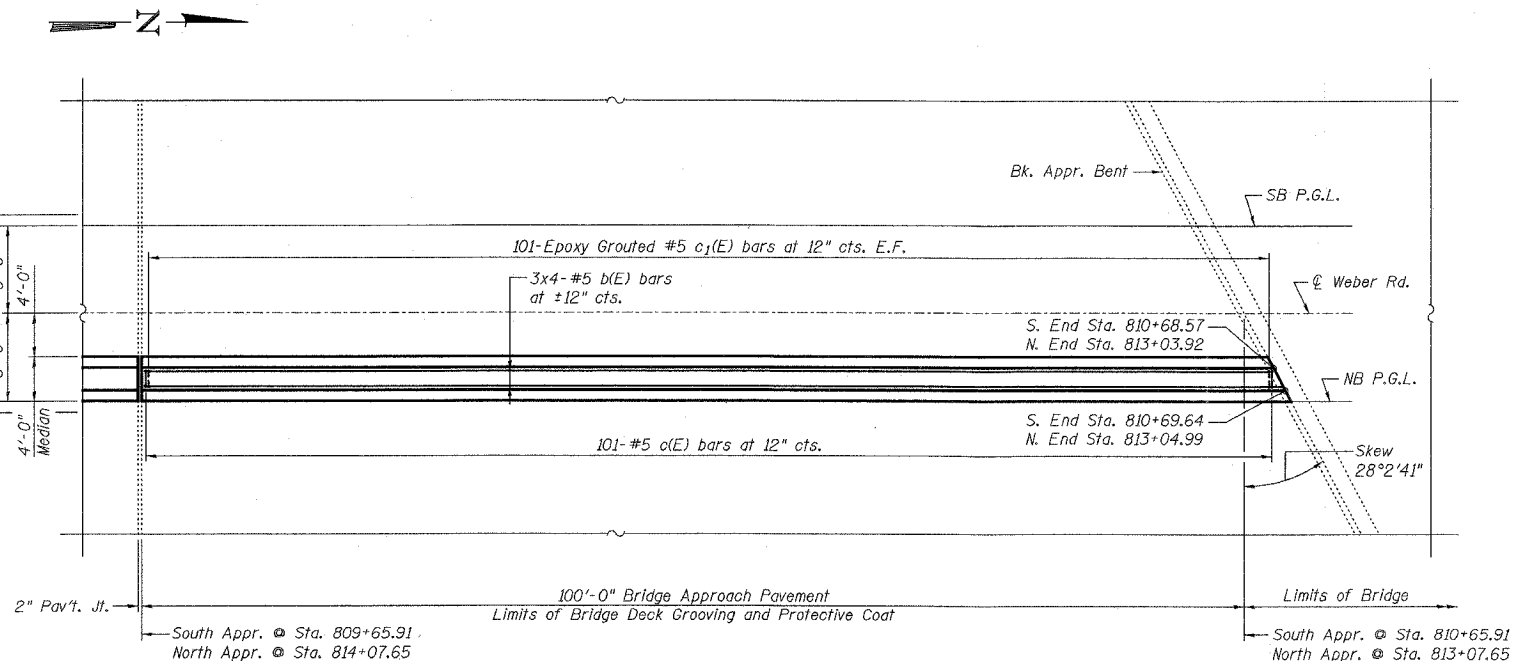
Concrete Removal

**BRIDGE APPROACH PAVEMENT
WEBER ROAD OVER I-55
SECTION 99 (1&2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281**



Limits of Bridge Deck Grooving
& Protective Coat.

Varies
Exist. Median Footprint
(See Notes 5 & 6)



**APPROACH PAVEMENT
PROPOSED MEDIAN PLAN**
(South Approach Median Shown, North Approach Median Similar)

DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Date: 2/23/2007

B.M. 3287 - Square cut SW corner of a 4'x6' conc. base for an IDOT traffic signal control box at the NW corner of Weber Rd. and SE Frontage Rd. (Norman Town Rd.). El. 642.98

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAI 55	**	WILL	305	182
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	7 SHEETS

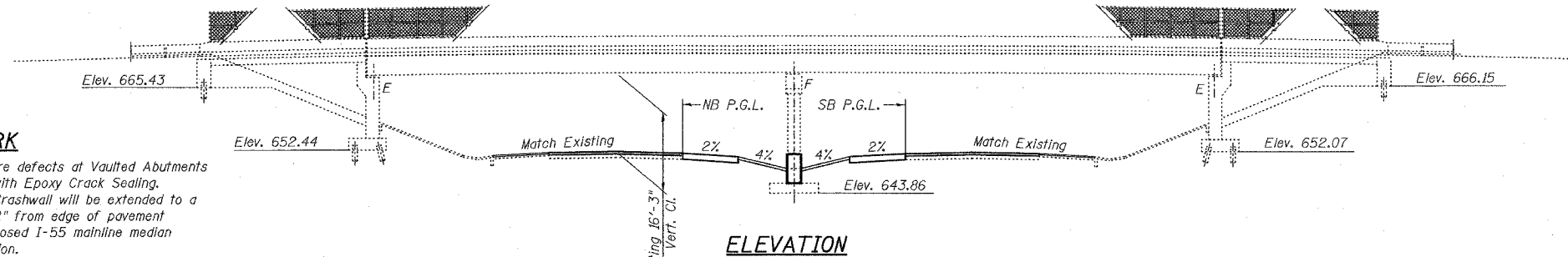
** SECTION 99 (18.2) WRS-3
CONTRACT NO. 60B47

Existing Structure - Structure No. 099-0281 was constructed in 1991 under Section No. 99-IHB-I(K&R)88. This structure carries Weber Road over I-55 and is 242'-10 1/2" Bk. to Bk. of Abutments consisting of a 73'-2" wide reinforced concrete deck supported on a 48" PPC I-beam superstructure. The substructure consists of Vaulted Abutments supported on a piles and a Median Pier supported on a spread footing foundation.

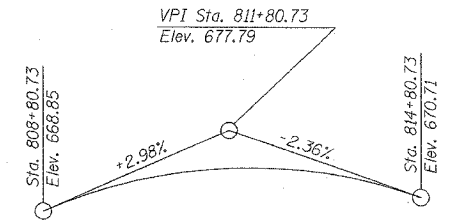
Salvage - None

SCOPE OF WORK

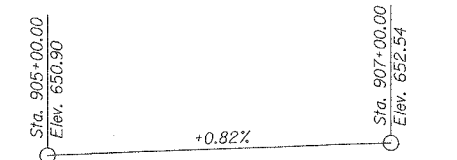
1. Repair substructure defects at Vaulted Abutments and Median Pier with Epoxy Crack Sealing.
2. The Median Pier Crashwall will be extended to a height equal to 42" from edge of pavement to match the proposed I-55 mainline median barrier configuration.
3. Remove 16'-0" Raised Median and replace with a 2'-0" Raised Median to accommodate dual left turn lanes on the bridge.
4. Reconstruct the Neoprene Expansion Joint at each end of the bridge in the footprint of the existing median.



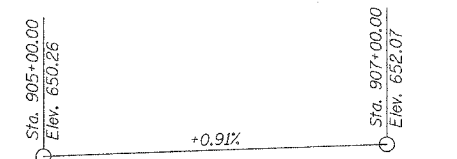
ELEVATION



EXISTING WEBER ROAD
NB & SB PROFILE GRADE



NB I-55 PROFILE GRADE



SB I-55 PROFILE GRADE

DESIGN SPECIFICATIONS

AASHTO 2002

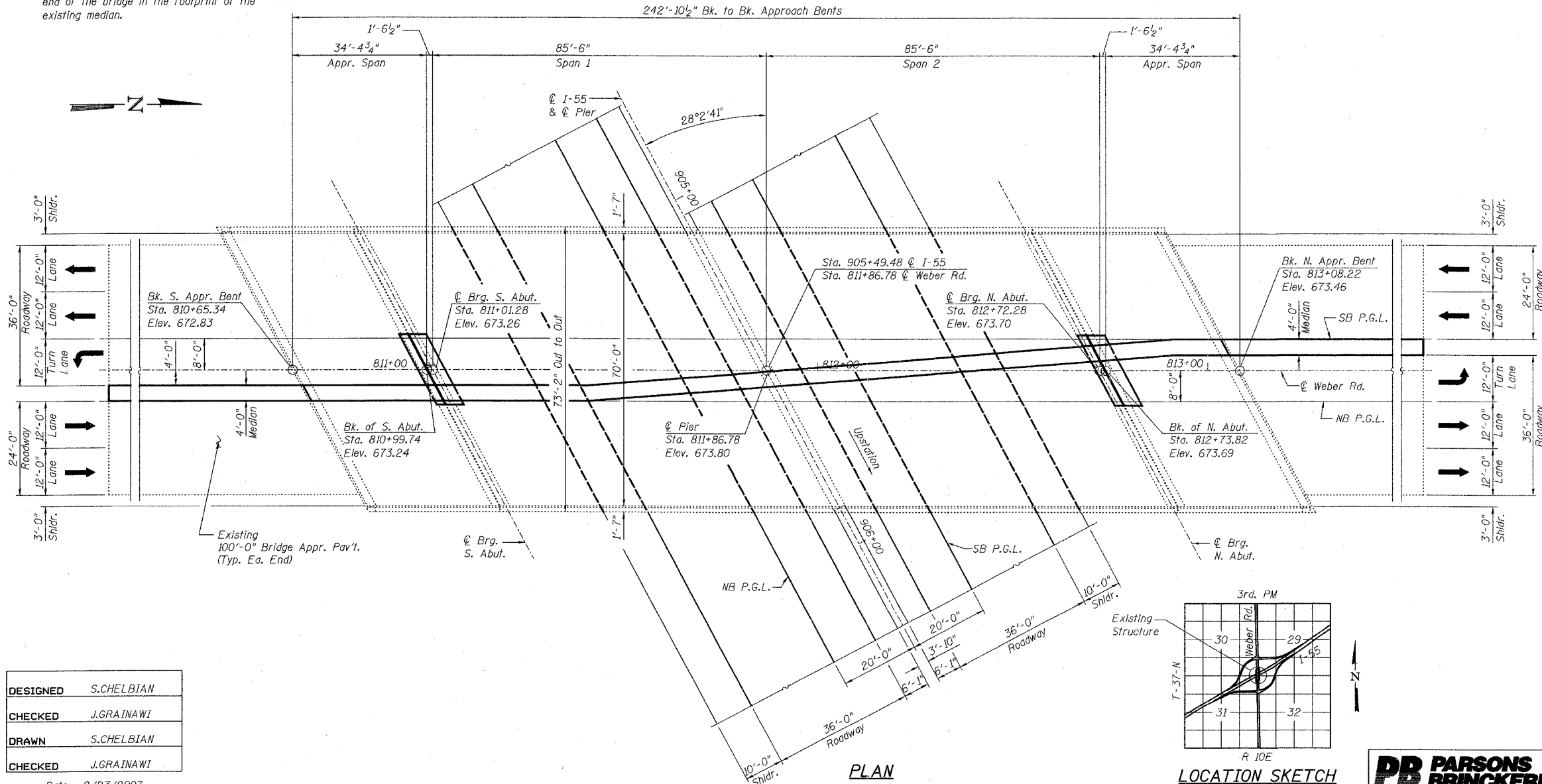
LOADING HS20-44

Allow 25#/sq. ft. for future wearing surface.

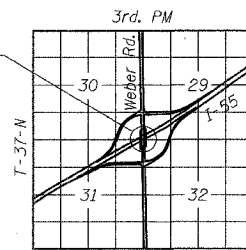
DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi (Proposed)
 $f'_c = 4,000$ psi (Existing)
 $f_y = 60,000$ psi (reinforcement)



PLAN



LOCATION SKETCH

DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Date: 2/23/2007



Signed *Jamal I. Grainawi*
Jamal I. Grainawi, S.E. IL. Lic. No. 081-005361
Expires 11-30-2009
Date 2/23/07

GENERAL PLAN AND ELEVATION
WEBER ROAD OVER I-55
SECTION 99 (18.2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET	SHEET
FAI 55	**	WILL	305	183	7 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

** SECTION 99 (1&2) WRS-3
CONTRACT NO. 60B47

GENERAL NOTES:

- Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work; however, the Contractor will be paid for the quantity actually furnished at the unit price for the work.
- All Construction joints shall be bonded.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

INDEX OF SHEETS

- Existing General Plan & Elevation
- General Notes & Bill of Material
- Median Removal
- Median Details
- Continuous Seal Type Neoprene Expansion Joint
- Abutment Repair Details
- Pier Repair Details

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	88.6		88.6
Concrete Superstructure	Cu. Yd.	25.4		25.4
Concrete Structures	Cu. Yd.		26.5	26.5
* Reinforcement Bars, Epoxy Coated	Pound	2,170	2,270	4,440
Bridge Deck Grooving	Sq. Yd.	381		381
* Protective Coat	Sq. Yd.	513		513
Neoprene Expansion Joint, 2"	Foot	43.0		43.0
Epoxy Crack Injection	Foot		105	105

* See Special Provisions

DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Date: 2/23/2007

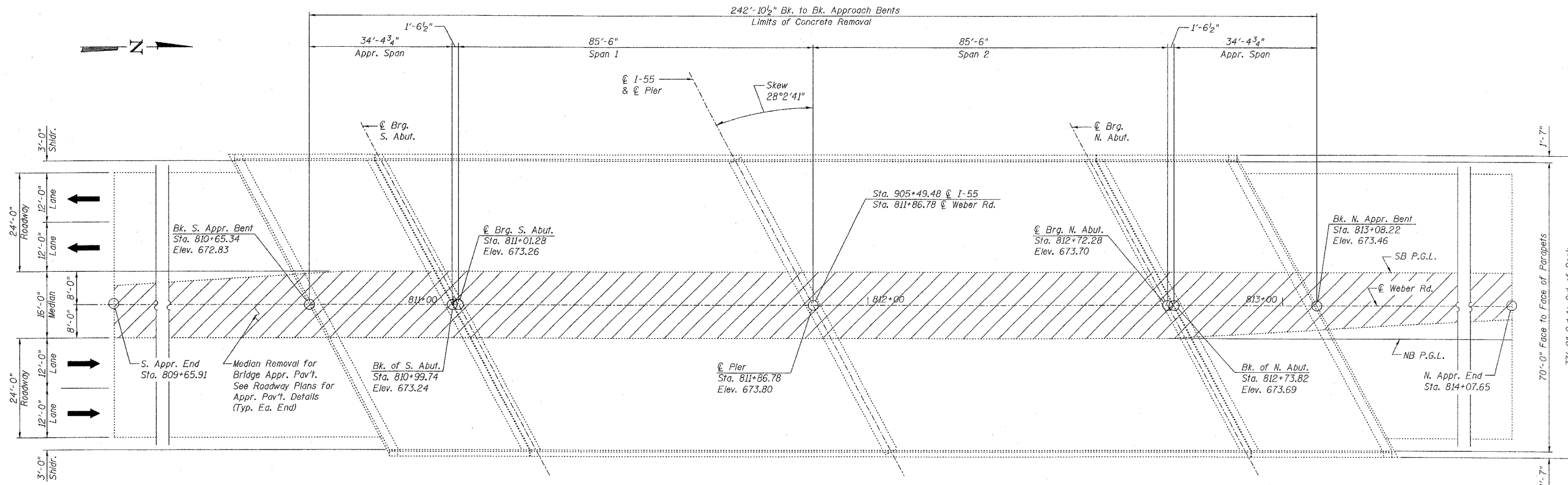
GENERAL NOTES
& BILL OF MATERIALS
WEBER ROAD OVER I-55
SECTION 99 (1&2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281



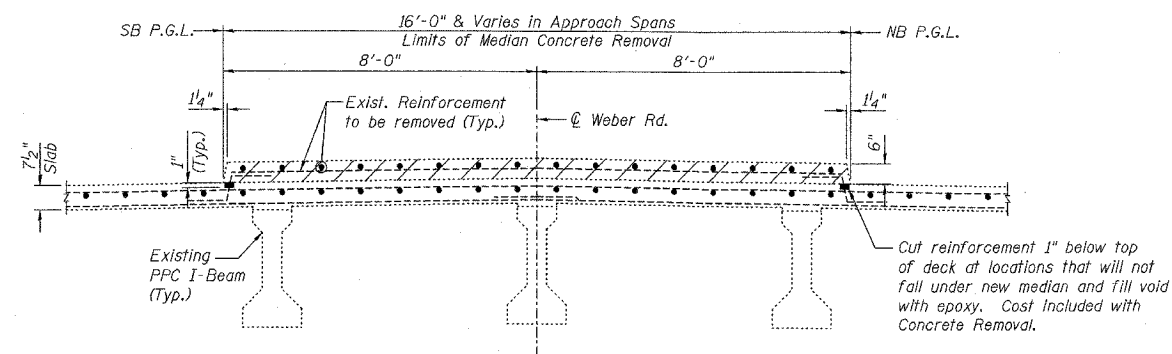
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.	SHEET NO. 3
FAI 55	**	WILL	305	184	7 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

** SECTION 99 (1&2) WRS-3
CONTRACT NO. 60B47

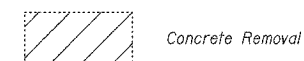


PLAN



MEDIAN REMOVAL DETAIL

LEGEND



BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	88.6

Note:

- The final surface after median removal shall be smoothed by grinding, subject to the approval of the Engineer, prior to completing the Bridge Deck Grooving. Cost included with Concrete Removal.

DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Date: 2/23/2007



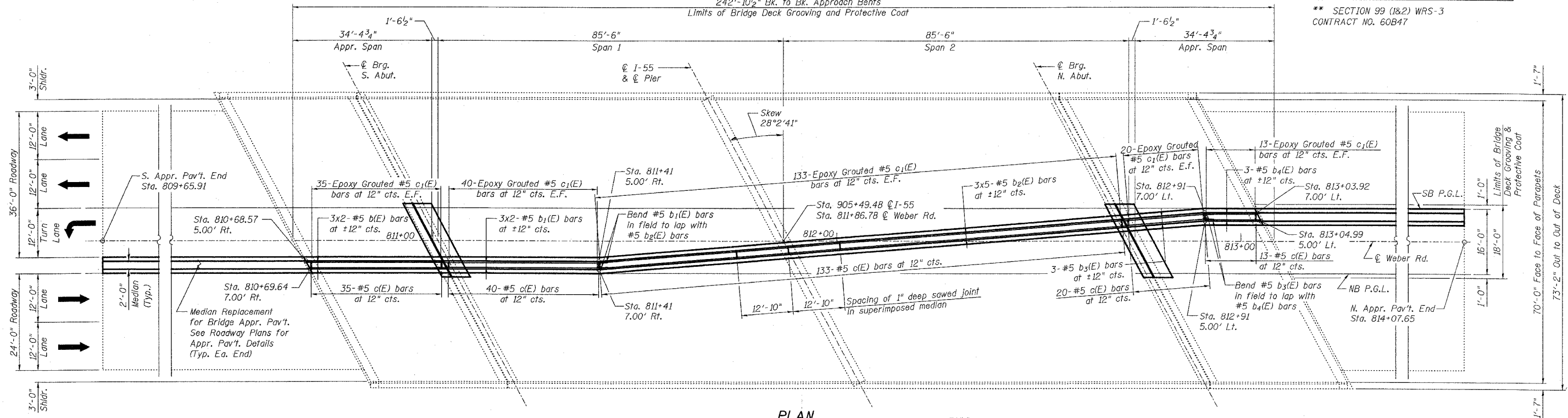
MEDIAN REMOVAL
WEBER ROAD OVER I-55
SECTION 99 (1&2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

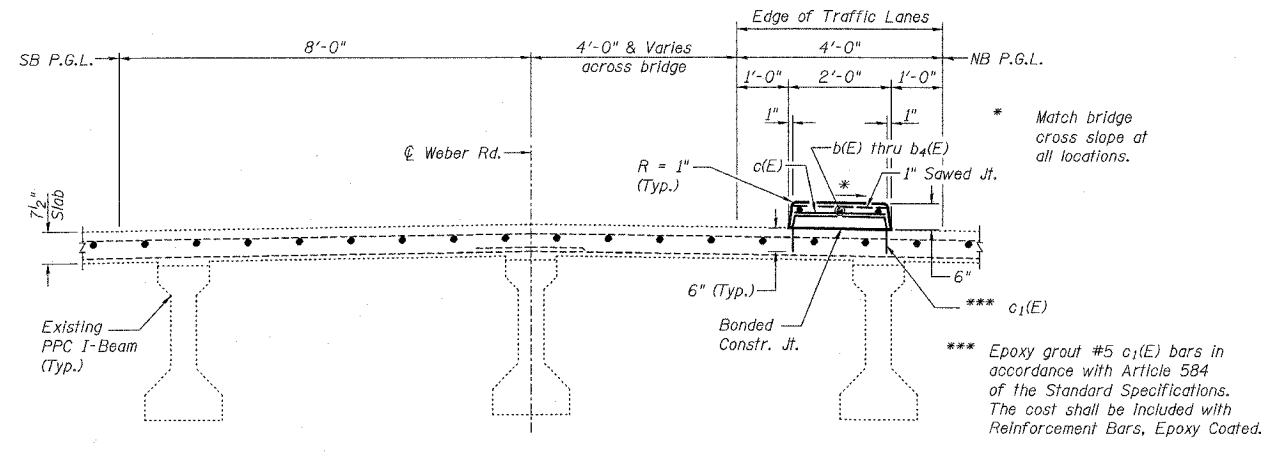
242'-10 1/2" Bk. to Bk. Approach Bents
Limits of Bridge Deck Grooving and Protective Coat

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	**	WILL	305	185
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

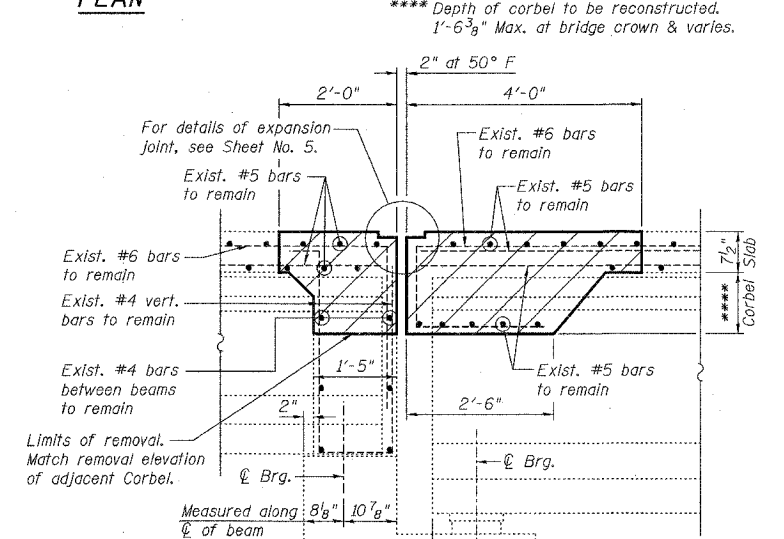
** SECTION 99 (1&2) WRS-3
CONTRACT NO. 60B47



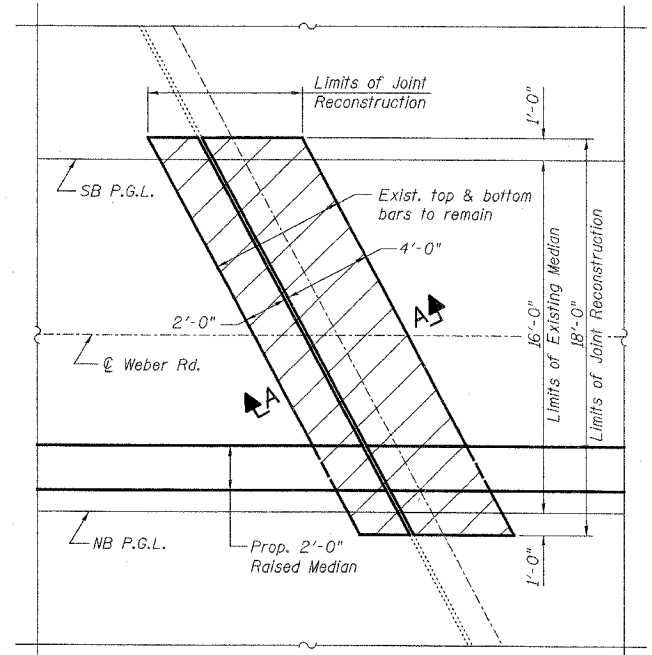
PLAN



MEDIAN DETAIL
(Looking Upstation)



SECTION A-A
(Dimensions at Rt. L's)

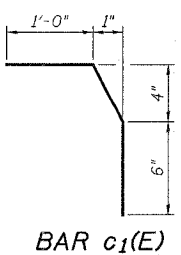


PLAN OF JOINT RECONSTRUCTION
(South Abutment shown, North Abutment similar.)

- Notes:
1. Min. Lap shall be 2'-2" for #5 bars.
 2. Reinforcement bars designated (E) shall be epoxy coated.
 3. Bars indicated thus 3 x 2-#5 etc. indicates 3 line of bars with 2 lengths per line.
 4. Work this sheet with Sheet No. 5.

MEDIAN BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
b(E)	6	#5	18'-0"		
b1(E)	6	#5	21'-8"		
b2(E)	15	#5	28'-1"		
b3(E)	3	#5	22'-10"		
b4(E)	3	#5	14'-4"		
c(E)	241	#5	1'-9"		
c1(E)	482	#5	1'-10"		
Reinforcement Bars, Epoxy Coated				Pound	2,170
Concrete Superstructure				Cu. Yd.	25.4
Bridge Deck Grooving				Sq. Yd.	381
Protective Coat				Sq. Yd.	513



BAR c1(E)

LEGEND

Hatched area to be removed and reconstructed. Existing reinforcement shall be cleaned and incorporated into new construction.

MEDIAN DETAILS
WEBER ROAD OVER I-55
SECTION 99 (1&2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281



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DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Date: 2/23/2007

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAI 55	**	WILL	305	186
7 SHEETS				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		
** SECTION 99 (1&2) WRS-3				
CONTRACT NO. 60B47				

Joint Size	"C" at 50°F	"D" at 50°F
2"	2"	1 1/2" Min.
2 1/2"	2 1/2"	1 3/4" Min.
4"	3"	2 1/2" Min.

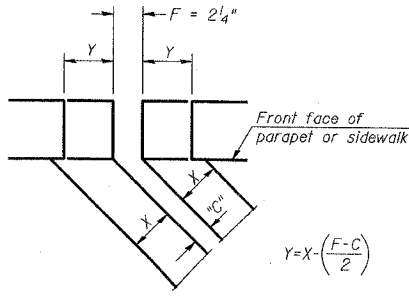
INSTALLATION NOTES

- ① Install continuous seal in roadway, parapet, curb, and sidewalk.
- ② Install anchor blocks as indicated.

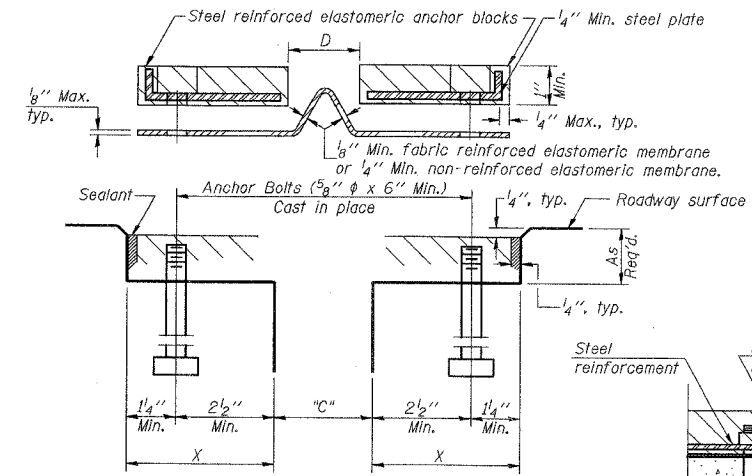
Note A:
Maximum spacing of anchor bolts shall be 12" centers.

SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews. For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of 1/2" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



FORMING BLOCKOUT SKETCH

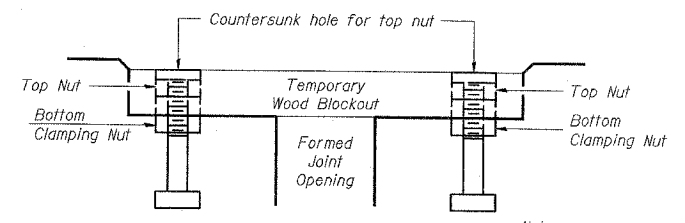


CROSS SECTION

ANCHOR BLOCK WITH ASPHALT SURFACE

GENERAL NOTES

1. Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.
2. The elastomeric membrane shall be pre-molded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.
3. The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.
4. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.
5. The proposed median and existing roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.

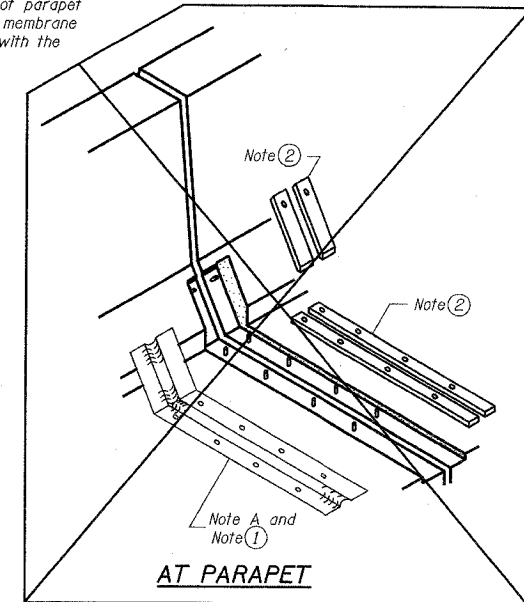


Note:
Stud needs to be threaded lower to allow for use of clamping nut.
Anchor studs should be stainless
RECOMMENDED BLOCKOUT DETAIL

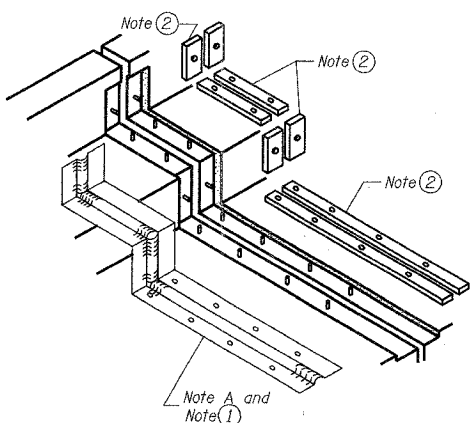
BILL OF MATERIAL

Item	Unit	Quantity
Neoprene Expansion Joint, 2"	Foot	43.0

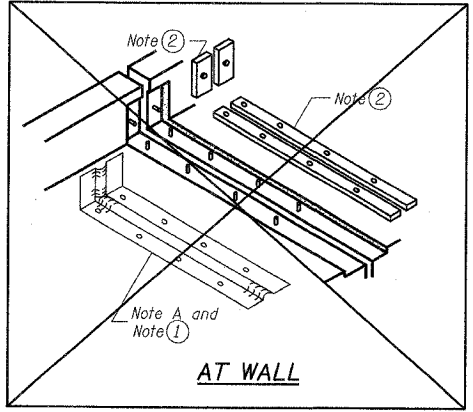
CONTINUOUS SEAL TYPE
NEOPRENE EXPANSION JOINTS
WEBER ROAD OVER I-55
SECTION 99 (1&2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281



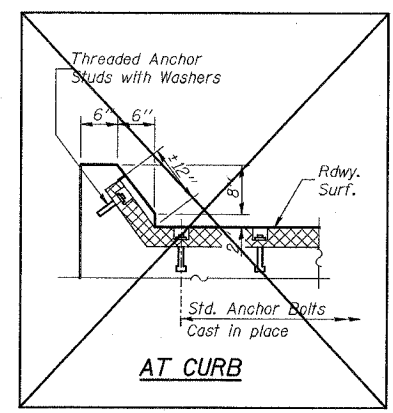
AT PARAPET



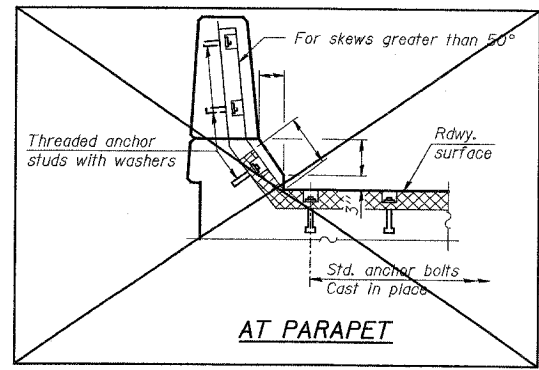
AT SIDEWALK OR MEDIAN



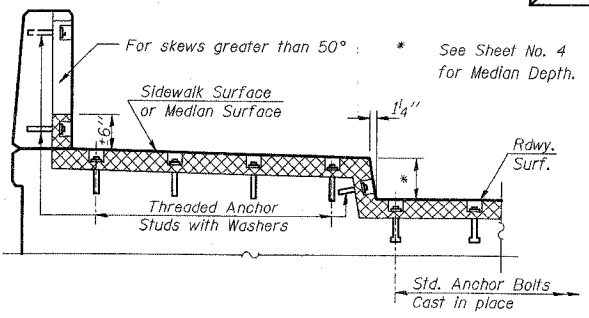
AT WALL



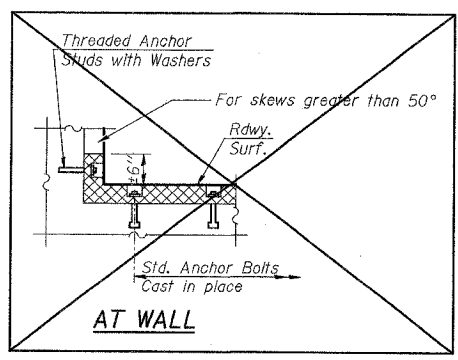
AT CURB



AT PARAPET



**AT SIDEWALK OR MEDIAN
TYPICAL END TREATMENTS**



AT WALL

DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

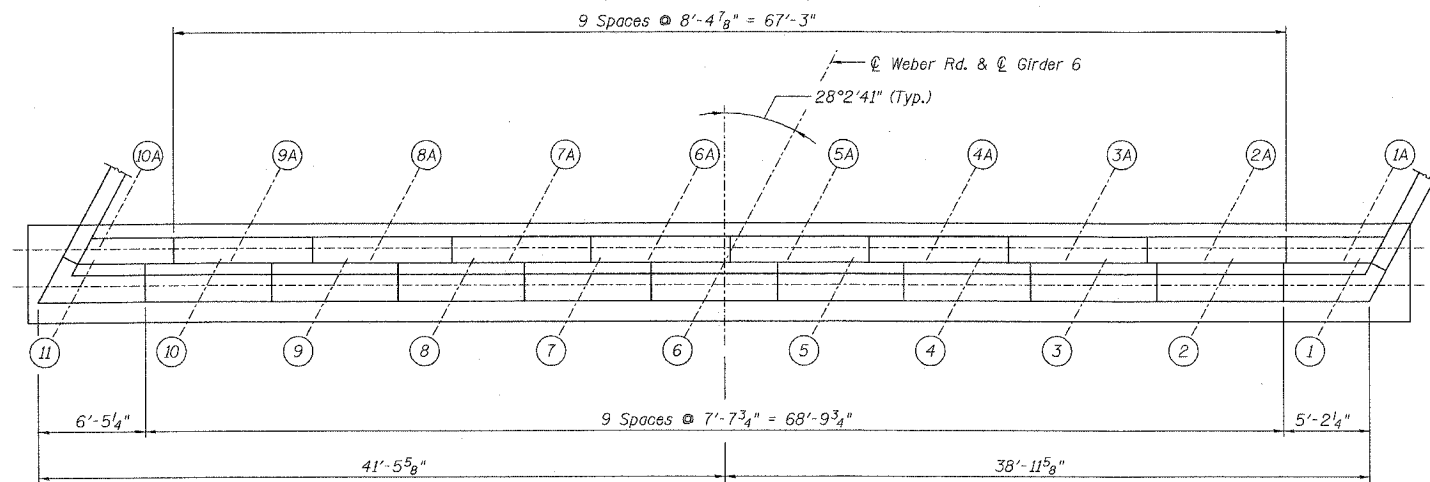
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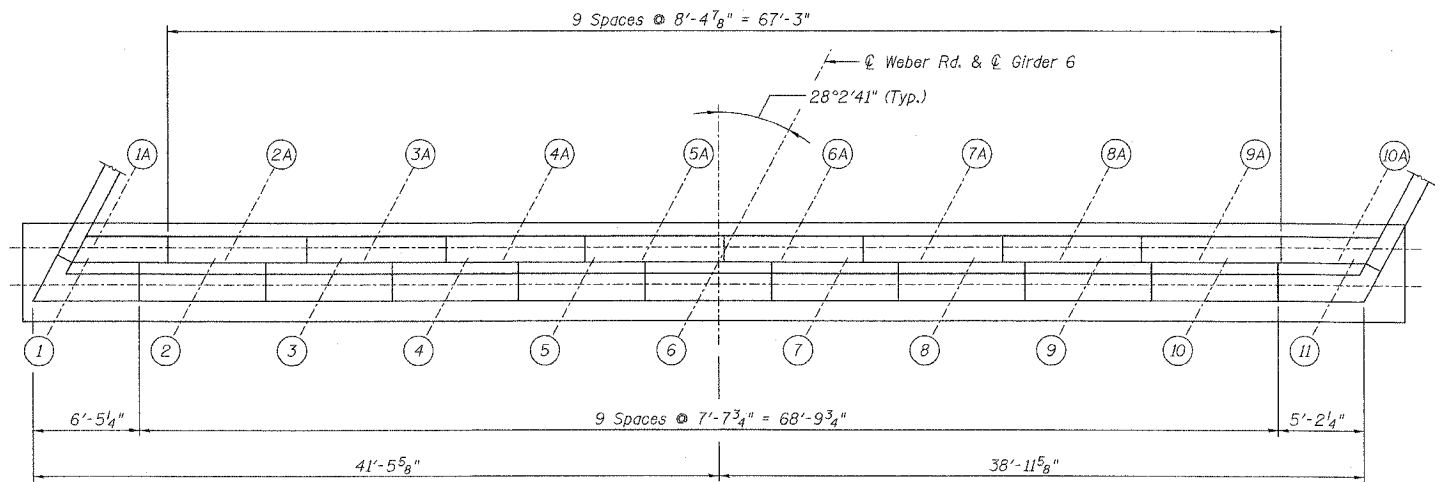
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO.
FAI 55	**	WILL	305	187	7 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

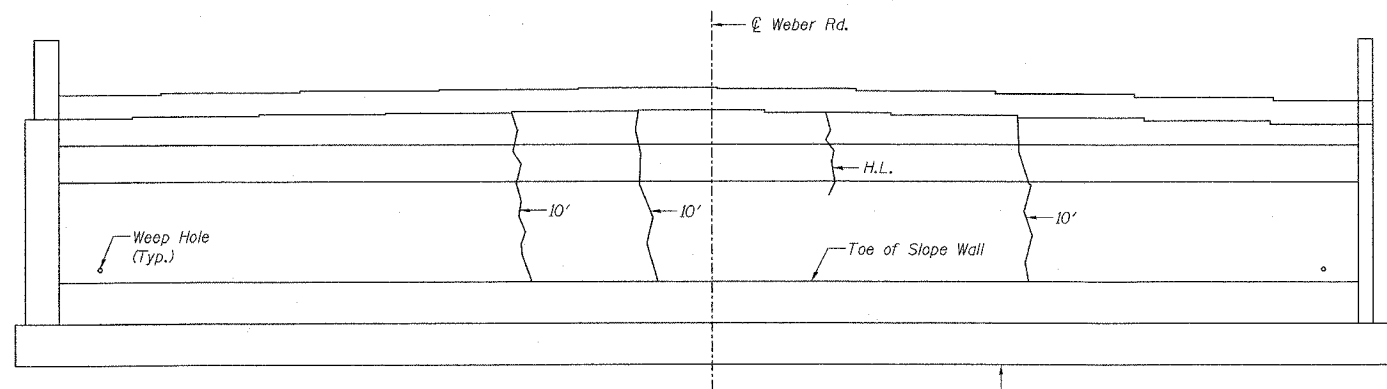
** SECTION 99 (18.2) WRS-3
CONTRACT NO. 60B47



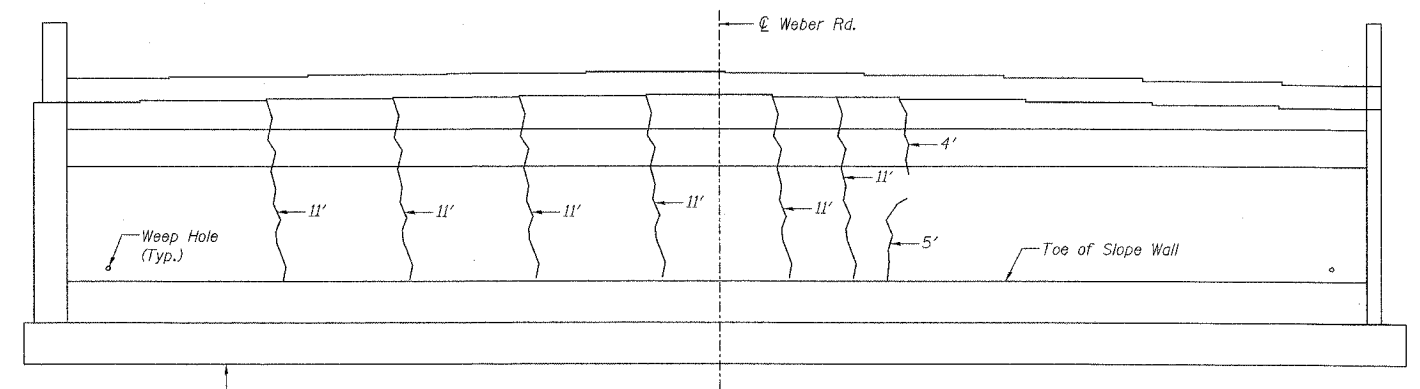
PLAN SOUTH ABUTMENT
(Looking South)



PLAN NORTH ABUTMENT
(Looking North)



SOUTH ELEVATION
(Looking South)



NORTH ELEVATION
(Looking North)

LEGEND

- Epoxy Crack Sealing
- H.L. Hairline Crack - Not to be sealed

BILL OF MATERIAL

Item	Unit	Total
Epoxy Crack Injection	Foot	105

DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Date: 2/23/2007



ABUTMENT REPAIR DETAILS
WEBER ROAD OVER I-55
SECTION 99 (18.2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	**	WILL	305	188
SHEET NO. 7				
7 SHEETS				

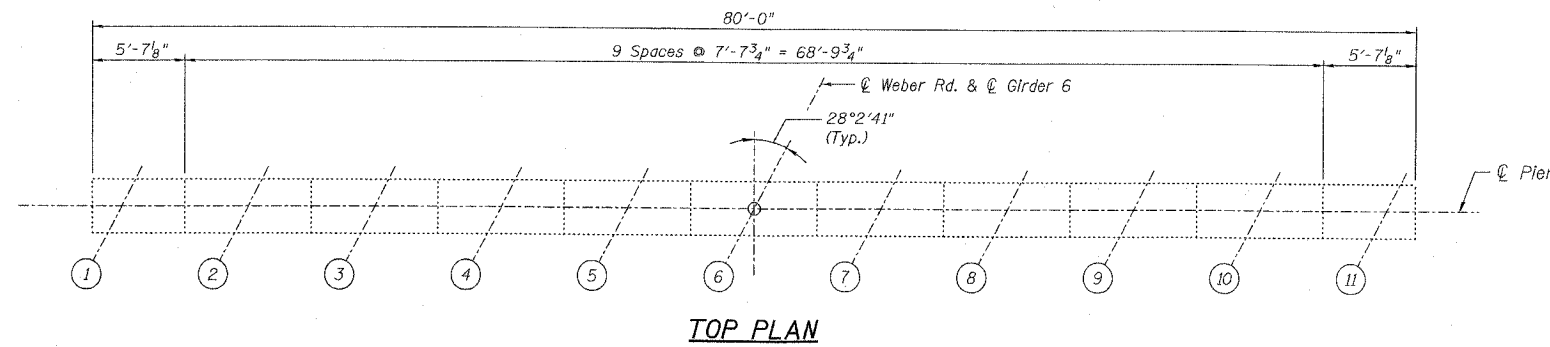
** SECTION 99 (18.2) WRS-3
CONTRACT NO. 60B47

BILL OF MATERIAL

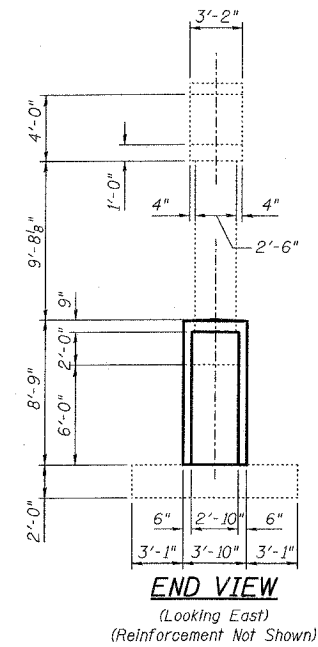
Bar	No.	Size	Length	Shape
d(E)	64	#6	1'-3"	—
d ₁ (E)	138	#4	9'-4"	—
d ₂ (E)	138	#4	2'-9"	—
h(E)	36	#4	23'-10"	—
h ₁ (E)	4	#4	9'-11"	—
s(E)	52	#5	7'-11"	—
Item		Unit	Total	
Concrete Structures		Cu. Yd.	26.5	
Reinforcing Bars, Epoxy Coated		Pound	2,270	

Notes:

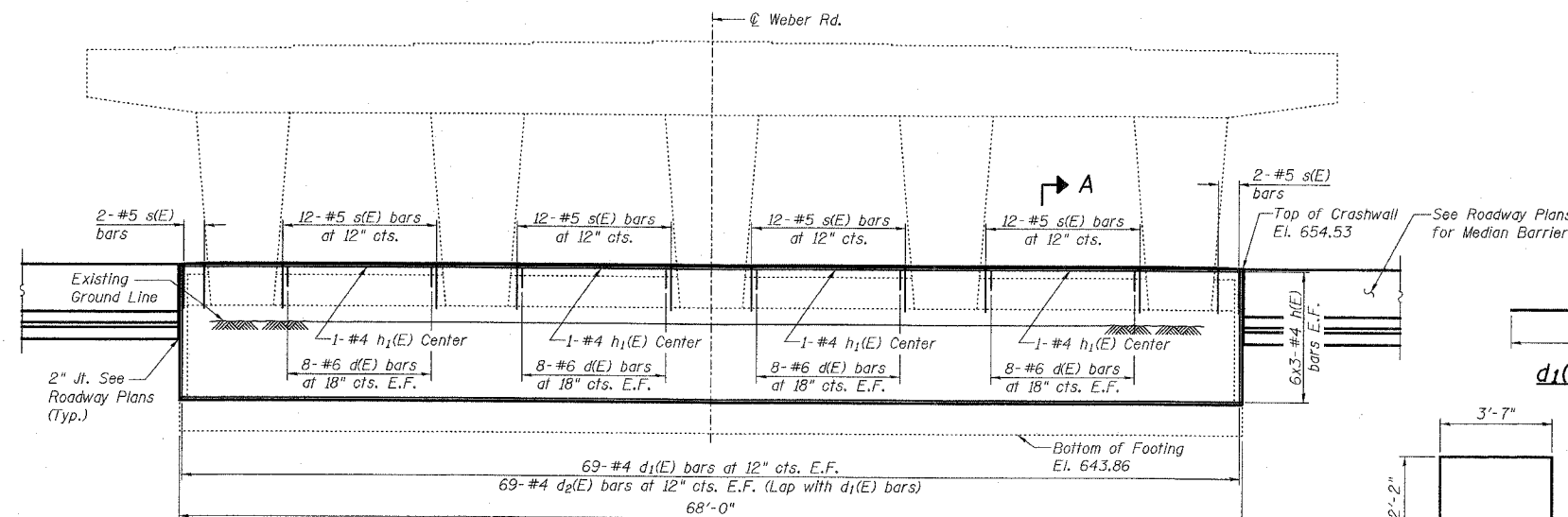
1. Reinforcement designated "(E)" shall be epoxy coated.
2. Drill and grout #6 d(E), #4 d₁(E), & #4 d₂(E) in 9" min. drilled holes according to Section 584 of the Standard Specifications. Method and grout are subject to the approval of the Engineer. Cost included with Reinforcing Bars, Epoxy Coated.
3. Bars indicated thus 6 x 3 - #4 etc. indicates 6 lines of bars with 3 lengths per line.
4. Minimum lap shall be 1'-8" for #4 bars & 2'-2" for #5 bars.



TOP PLAN

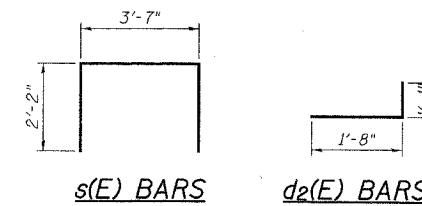


END VIEW
(Looking East)
(Reinforcement Not Shown)



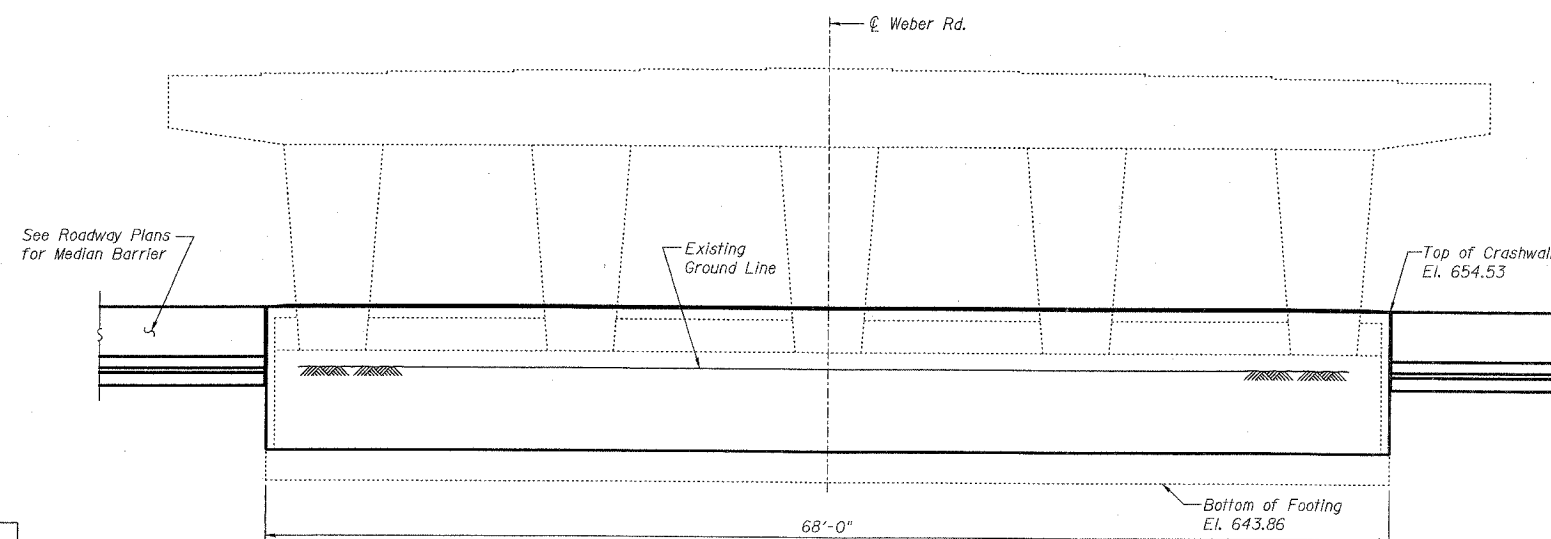
PIER ELEVATION
(Looking North)
(Reinforcement Shown)

d₁(E) BARS

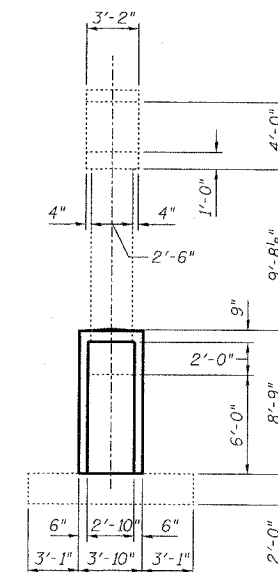


s(E) BARS

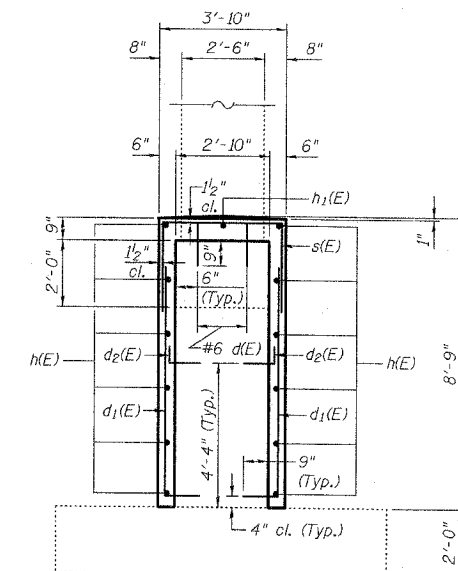
d₂(E) BARS



PIER ELEVATION
(Looking South)
(Reinforcement Not Shown)



END VIEW
(Looking West)
(Reinforcement Not Shown)



SECTION A-A

PIER REPAIR DETAILS
WEBER ROAD OVER I-55
SECTION 99 (18.2) WRS-3
WILL COUNTY
STA. 811+86.78
STRUCTURE NO. 099-0281

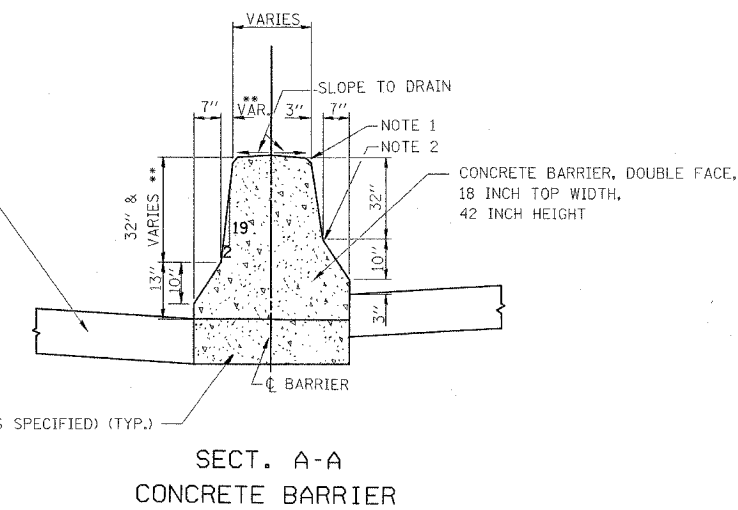
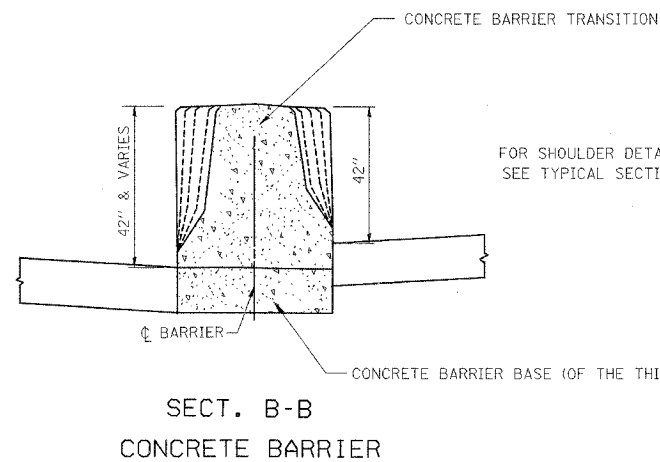
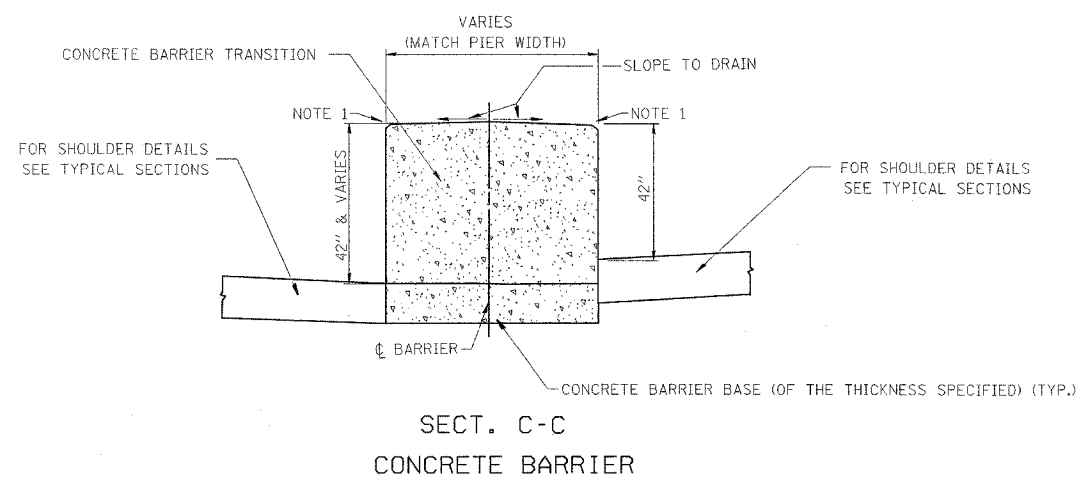
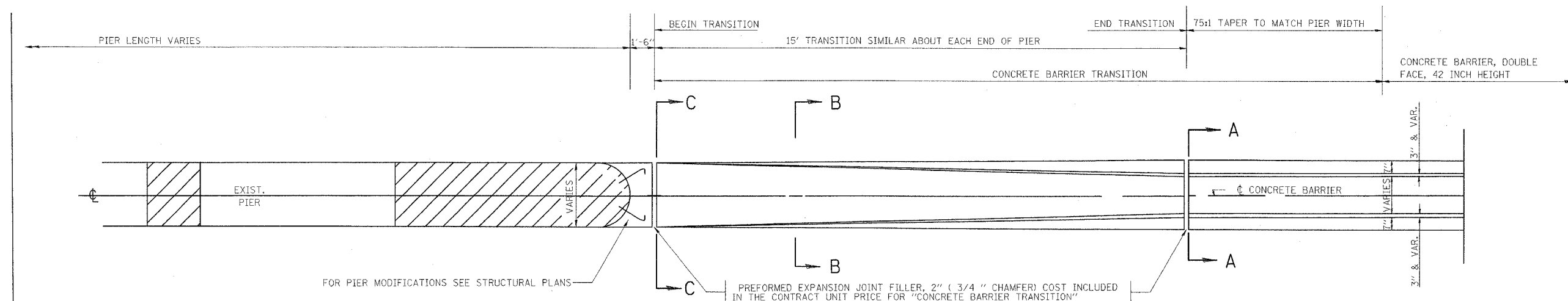


DESIGNED	S.CHELBIAN
CHECKED	J.GRAINAWI
DRAWN	S.CHELBIAN
CHECKED	J.GRAINAWI

Date: 2/23/2007

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	99 (1&2) WRS-3	WILL	305	189
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES - PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CONCRETE BARRIER TRANSITION.



NOTE 1 - 3/4" CHAMFER OR 1" RADIUS (OPTIONAL)

NOTE 2 - 10" RADIUS (OPTIONAL)

** MAINTAIN SLOPE OF FACE AS SHOWN ON DETAIL. HEIGHT AND WIDTH OF BARRIER INCREASE WHERE A DIFFERENCE IN MEDIAN EDGE-OF-PAVEMENT GRADE ELEVATION EXISTS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
FAI ROUTE 55
143RD STREET TO WEBER ROAD
CONCRETE BARRIER
TRANSITION DETAIL

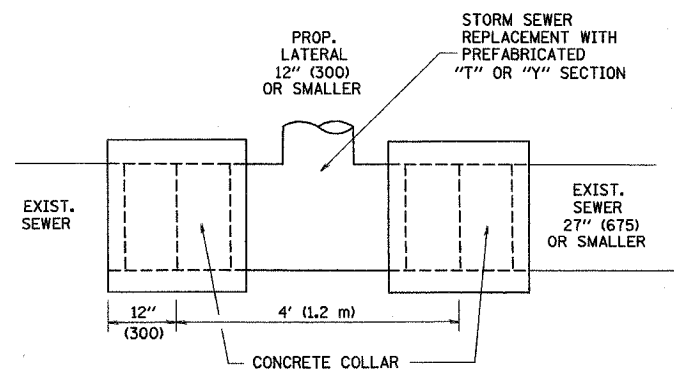
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DATE: 02-23-07

DRAWN BY
CHECKED BY

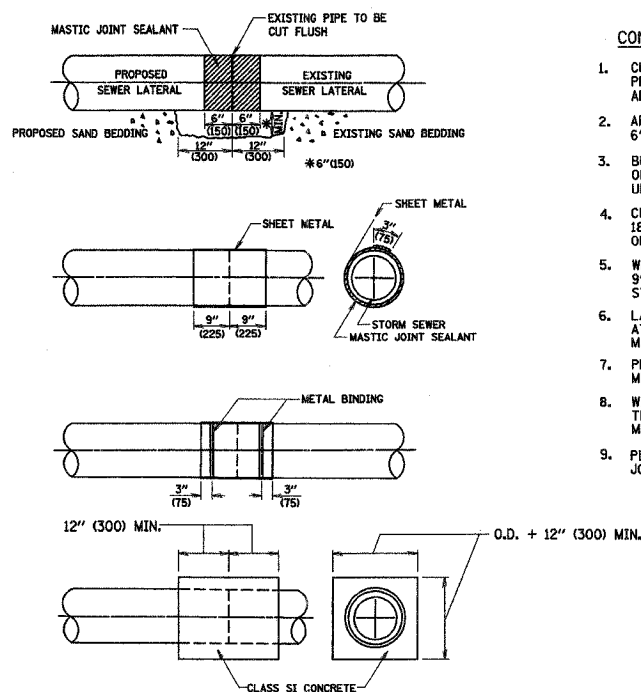


FINAL

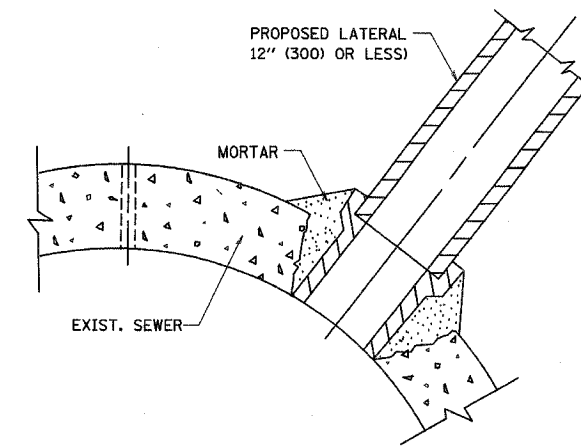
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	190
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DETAIL "A"
LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER



DETAIL "B"
CLASS SI CONCRETE COLLAR



DETAIL "C"
PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

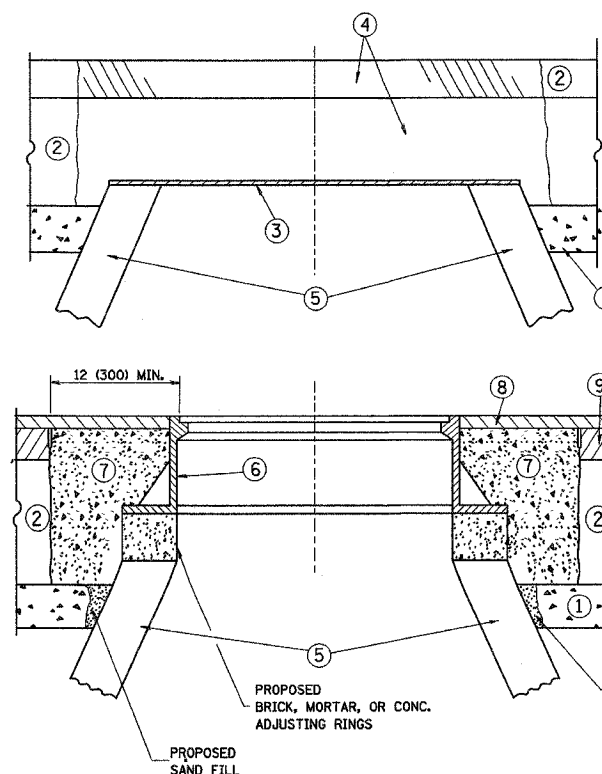
ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

SCALE: VERT.
HORIZ.
DATE: 1/18/2007

DRAWN BY
CHECKED BY

BD500-01 (BD-7)
REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
55			305 171
STA.	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 36 (900) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, HMA SURFACE COURSE OR HMA BINDER COURSE
- ⑧ PROPOSED HMA SURFACE COURSE
- ⑨ PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 1/18/2007

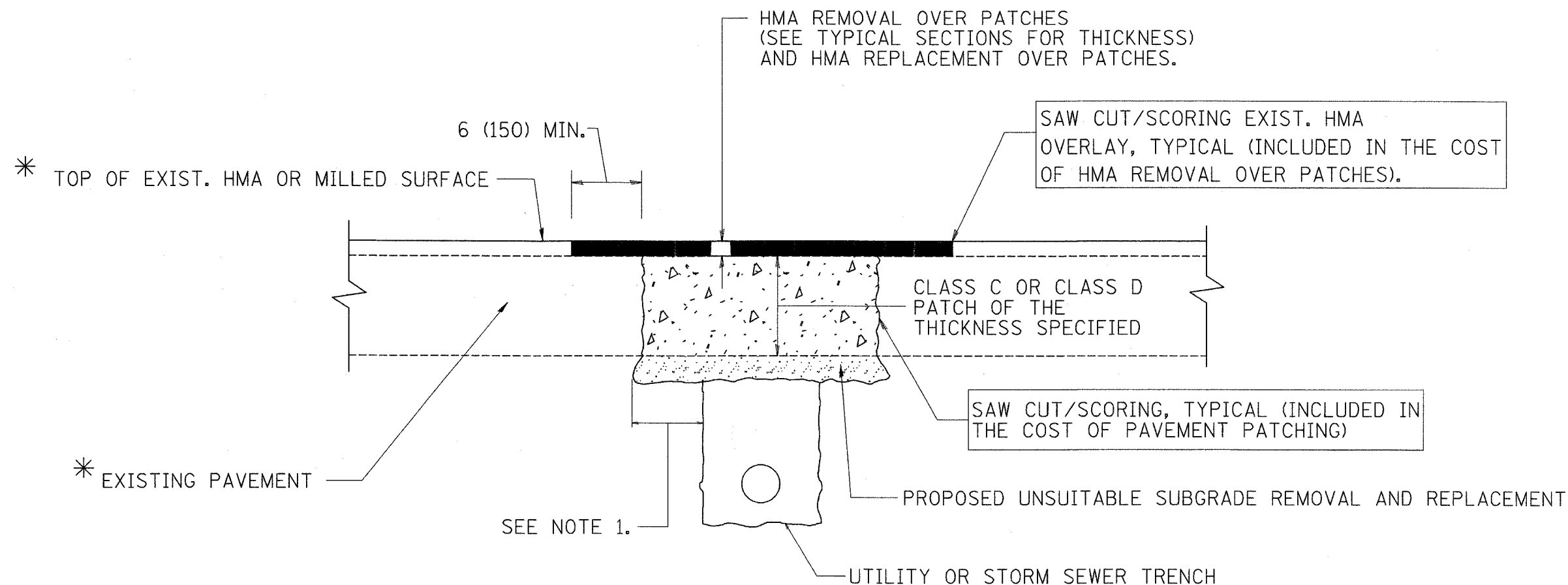
DRAWN BY

CHECKED BY

BD600-03 (BD-8)

REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	192
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/21/98
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: VERT. NONE
HORIZ. NONE
PLOT DATE: 1/18/2007

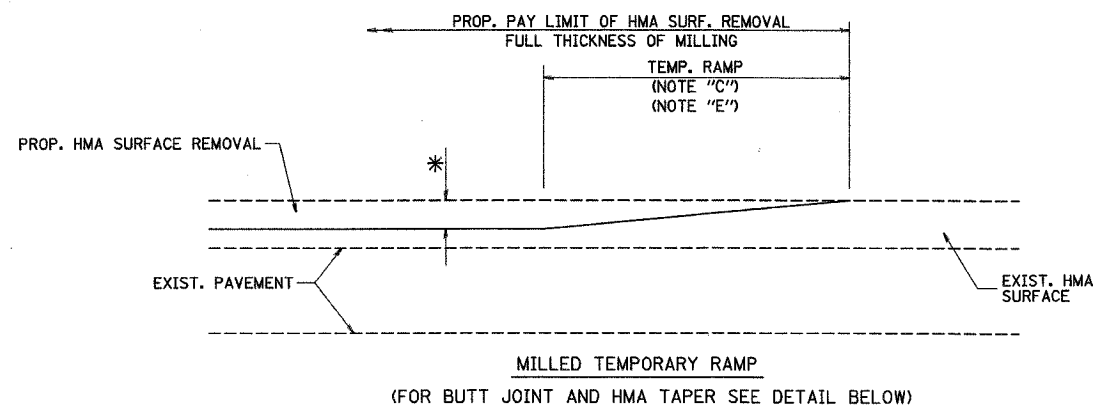
DRAWN BY

CHECKED BY

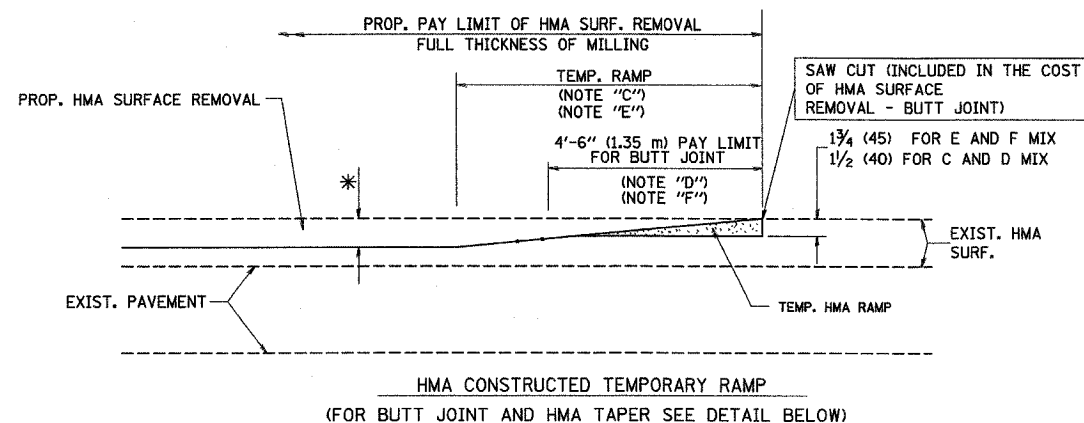
BD400-04 (BD-22)

REVISION DATE: 01/01/07

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	193
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

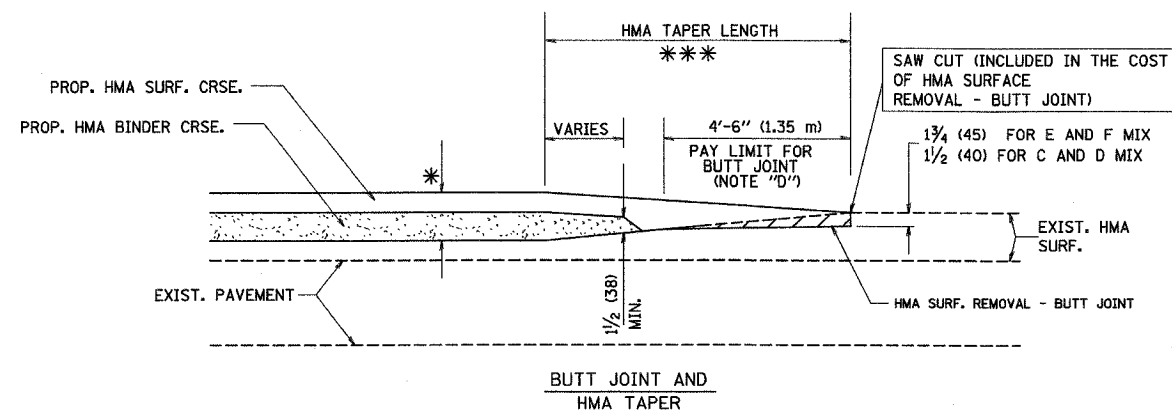


OPTION 1

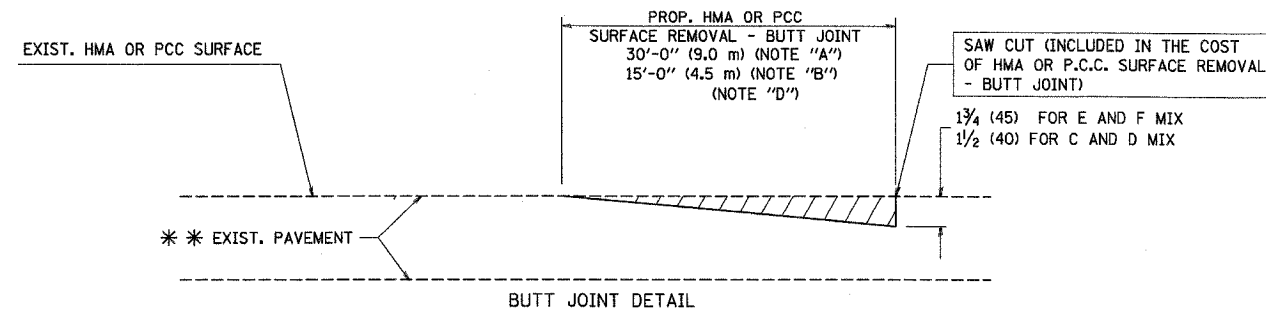


OPTION 2

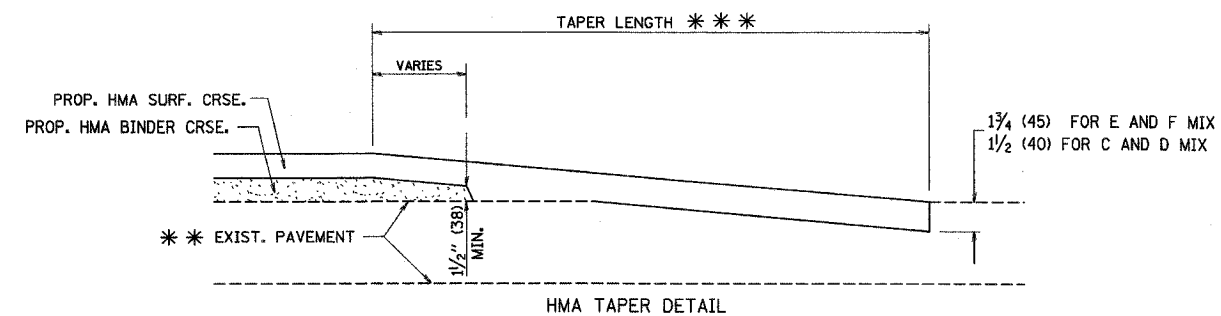
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

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

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".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

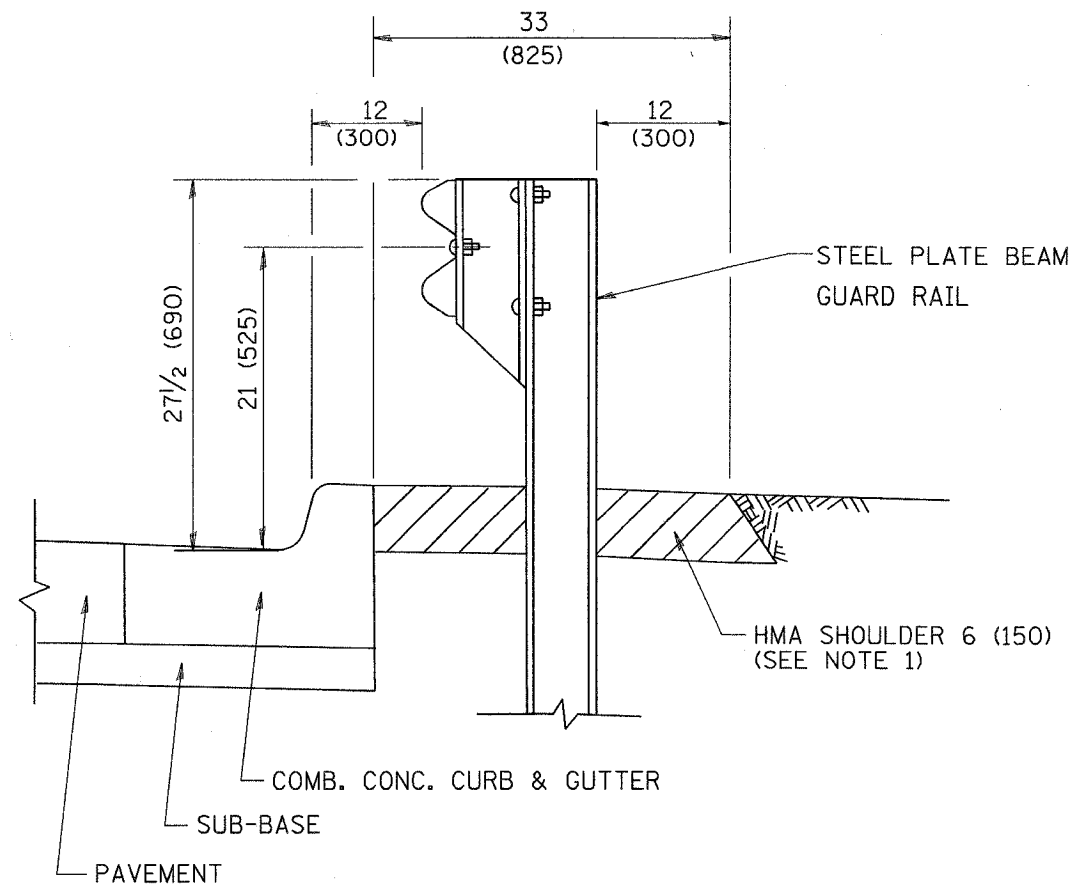
SCALE: VERT. NONE
HORIZ. 1/8" = 1'-0"
PLOT DATE: 1/18/2007

DRAWN BY
CHECKED BY

BD400-05 (VI-BD32)
REVISION DATE: 01/01/07

PLOT DATE = 1/18/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = drvalkong

CONTRACT NO. 60847				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	194
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

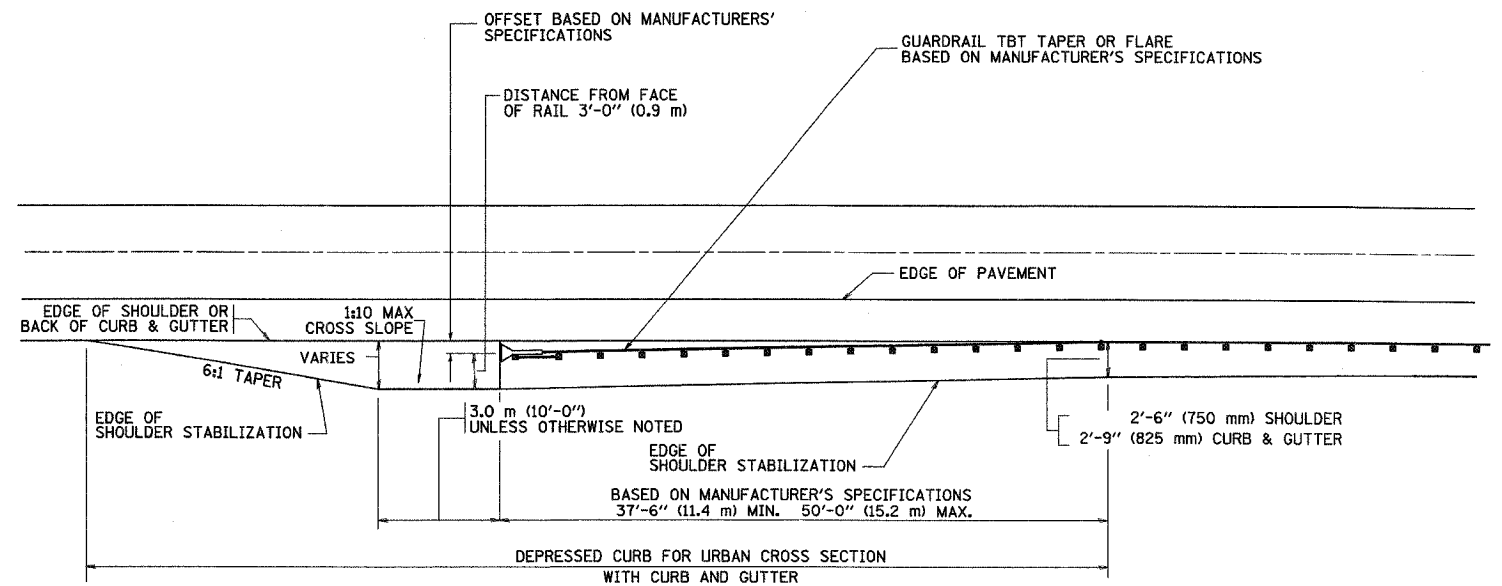


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

BASIS OF PAYMENT: HMA SHOULDER 6 (150) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDER 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



STABILIZATION AT TBT TY. 1 SPL.

TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

REVISIONS	
NAME	DATE
M. DE YONG	09-22-90
M. DE YONG	07-14-92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	02/23/95
A. ABBAS	03/21/97
E. GOMEZ	08/28/00
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.

SCALE: VERT. NONE
 HORIZ. NONE
 PLOT DATE: 1/18/2007
 DRAWN BY: Jls
 CHECKED BY:

PLOT DATE = 1/18/07
 FILE NAME = c:\projects\jls\std\std.dgn
 USER = jls

F.A. RYE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	195
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT

GENERAL NOTES

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

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

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

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

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

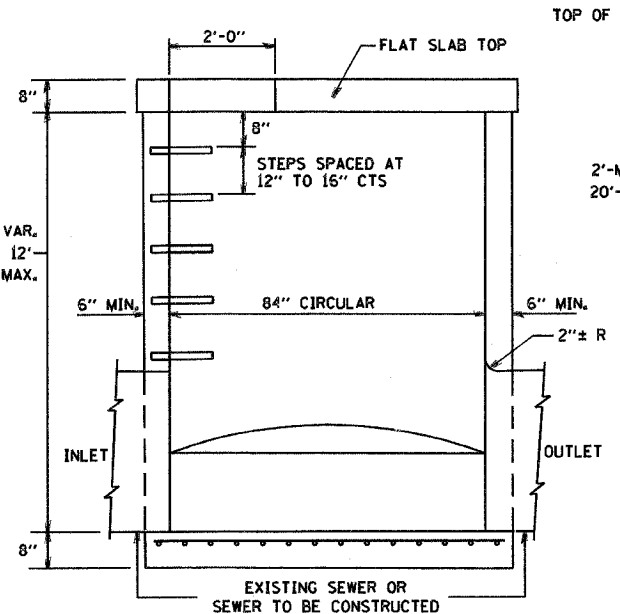
PRECAST FLAT SLAB TOP SHALL CONFORM TO ARTICLES 505.01 THRU 505.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONCRETE STRENGTH SHALL BE 4,000 PSI AFTER 28 DAYS. REINFORCEMENT BARS AND WELDED WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF ARTICLE 1006.10. ONLY GRADE 60 REINFORCEMENT BARS WILL BE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

BOTTOM SLAB SHALL BE REINFORCED BY EITHER REINFORCEMENT BARS OR WELDED WIRE FABRIC. THE MINIMUM REINFORCEMENT SHALL BE 0.45 SQUARE INCH PER LINEAR FOOT IN BOTH DIRECTIONS.

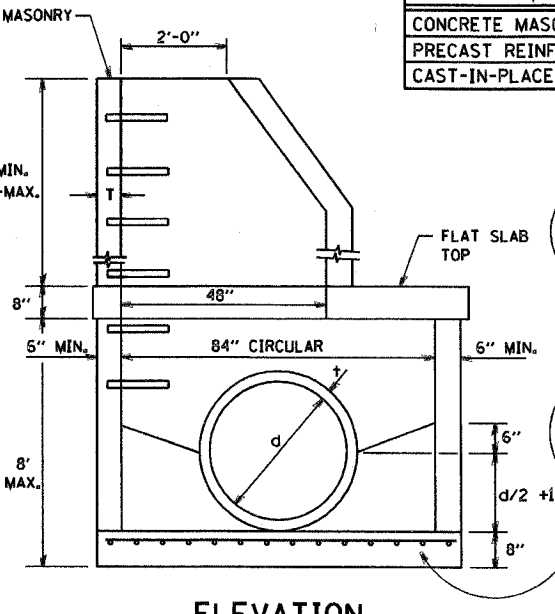
JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.

LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.

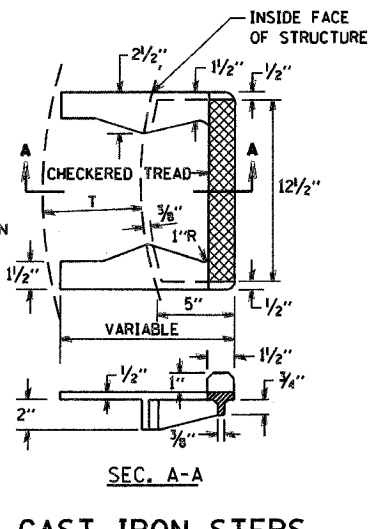
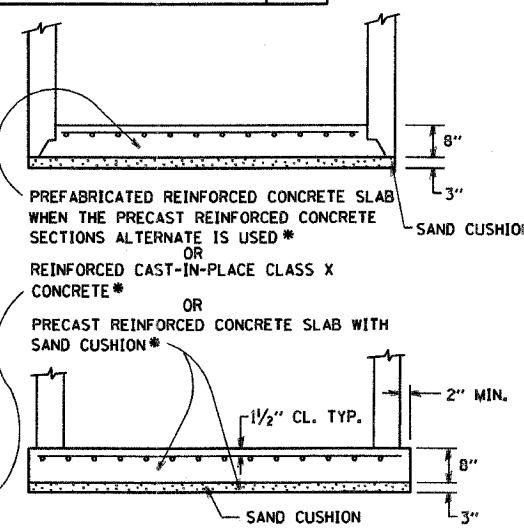
ALTERNATE MATERIALS FOR RISERS	(MIN.)
CONCRETE MASONRY UNITS	5"
PRECAST REINFORCED CONCRETE SECTIONS	4"
CAST-IN-PLACE CONCRETE	6"



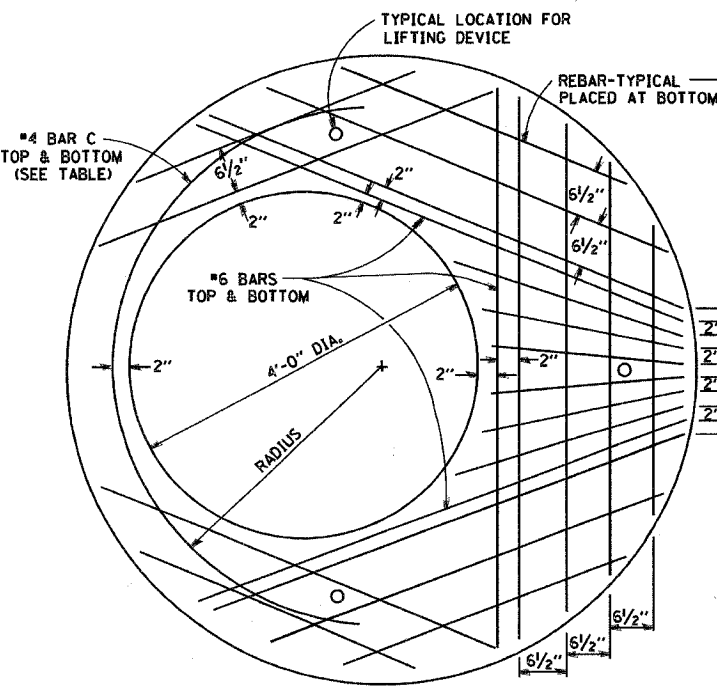
ELEVATION



ELEVATION

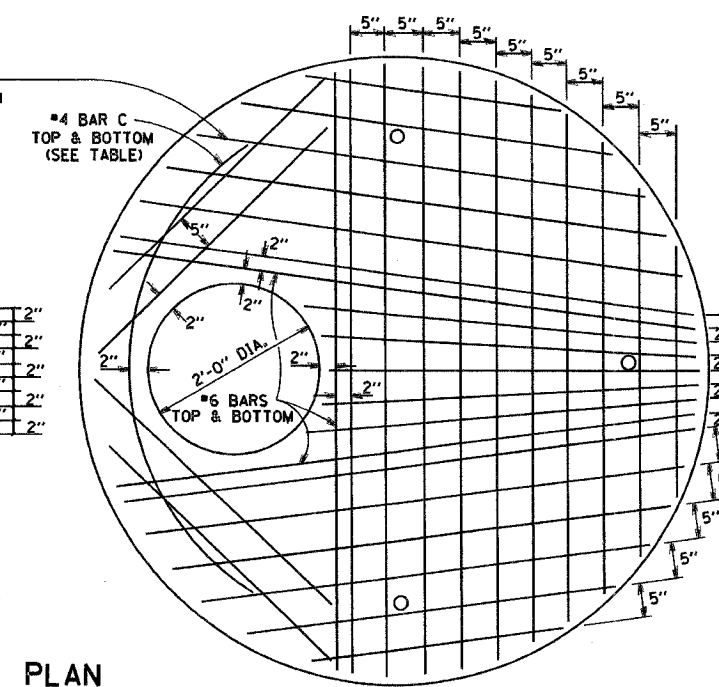


CAST IRON STEPS



PLAN

SHOWING REBAR REINFORCEMENT



PLAN

SHOWING WELDED WIRE FABRIC REINFORCEMENT

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

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**MANHOLE TYPE A
7 FOOT DIAMETER**

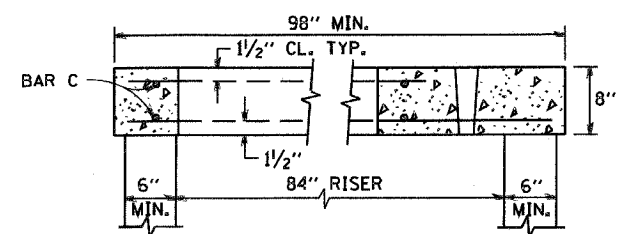
VERT. SCALE: 1/8" = 1'-0"
HORIZ. SCALE: 1/8" = 1'-0"
DATE: 1/18/2007

DRAWN BY
CHECKED BY

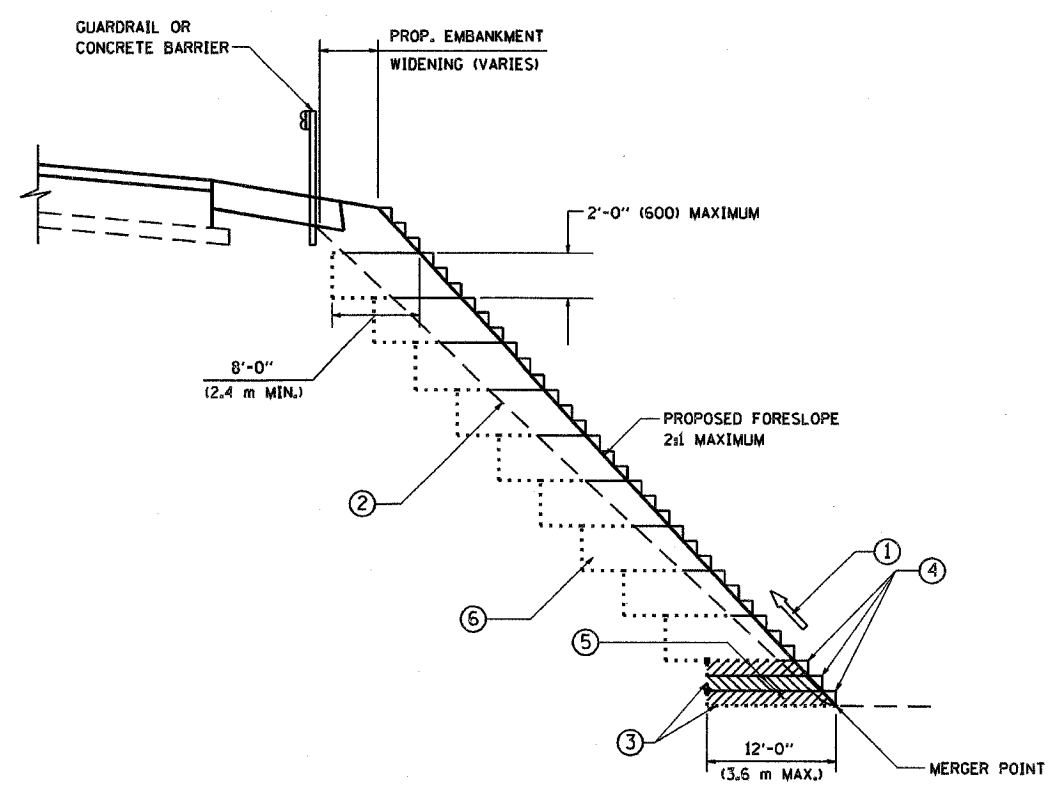
BD500-11 (BD-37)
REVISION DATE:

PLOT DATE: 1/18/2007
FILE NAME: K:\projects\60B47.dwg
PLOT SCALE: 1/8" = 1'-0"
USER: MDE

SECTION B-B



CONTRACT NO. 60847				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	196
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m)

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

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**BENCHING DETAIL
FOR EMBANKMENT
WIDENING**

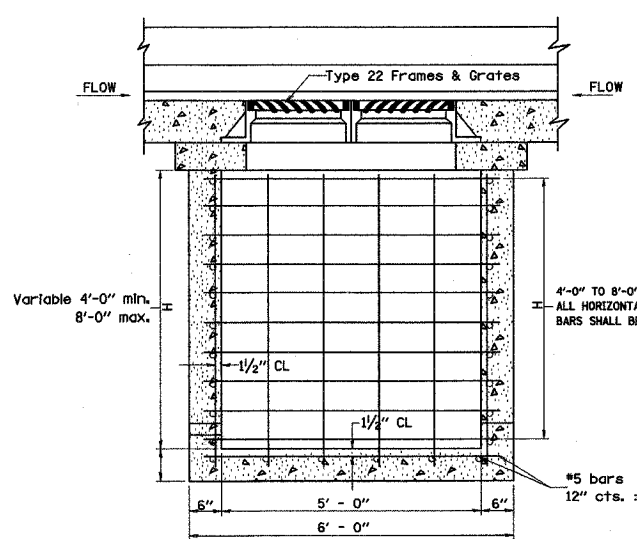
SCALE: VERT.
HORIZ.
DATE: 1/18/2007

DRAWN BY: CADD
CHECKED BY: S.E.B.
BD-51

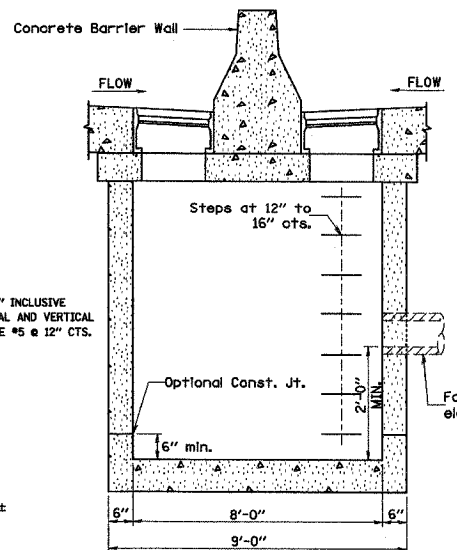
REVISION DATE: 01/01/07

PLOT DATE: 1/18/07
PLOT NAME: 196.dwg
PLOT SCALE: 1/8"=1'-0"
USER NAME: bward

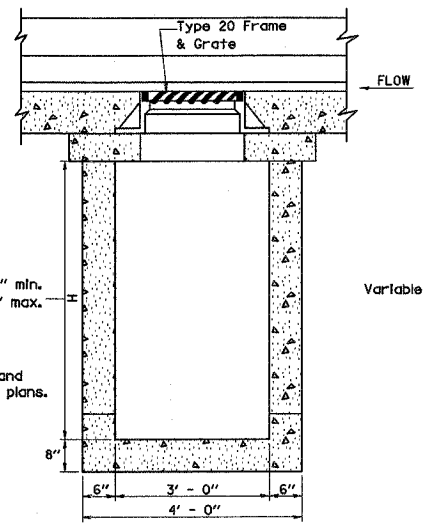
F.A. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	197
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	



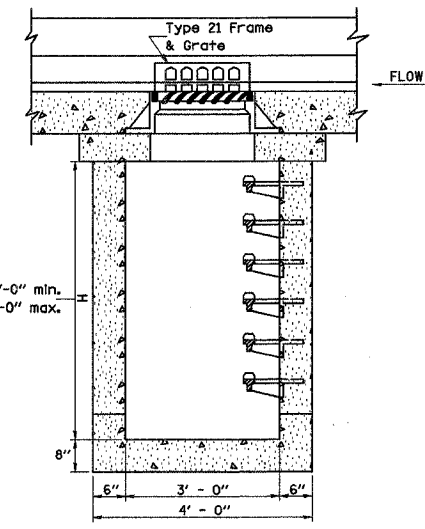
FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x5)
TYPE 22 FRAME AND GRATE



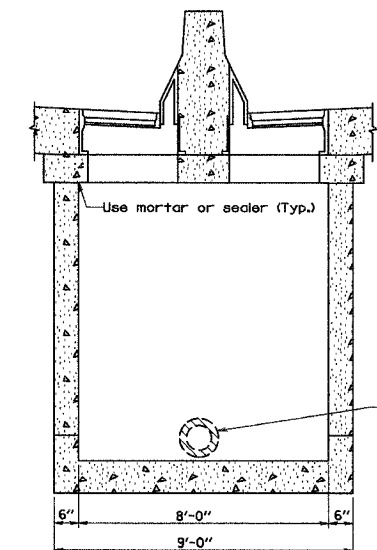
SIDE ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x3 & 8x5)
TYPE 20 & 22 FRAME AND GRATE



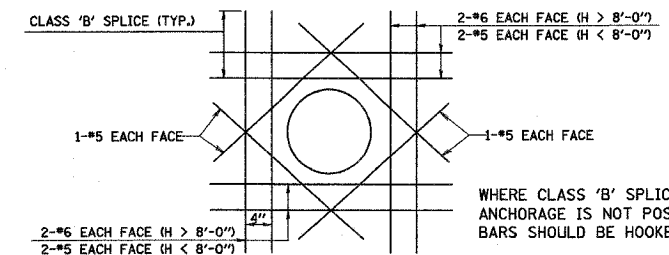
FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x3)
TYPE 20 FRAME AND GRATE



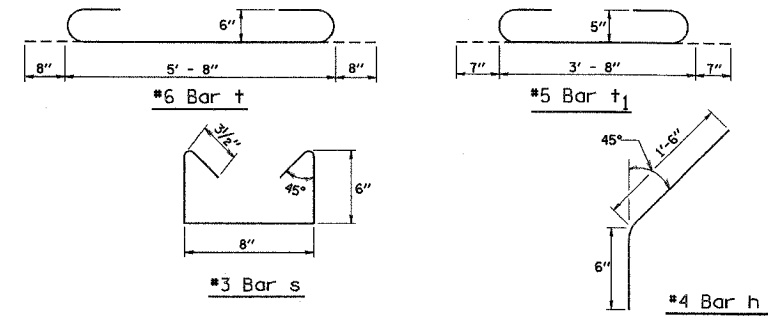
FRONT ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x3)
TYPE 21 FRAME AND GRATE



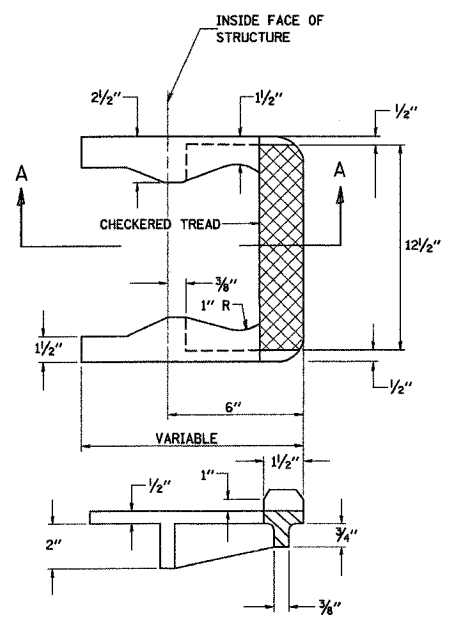
SIDE ELEVATION
(DRAINAGE STRUCTURE, TYPE 8x3)



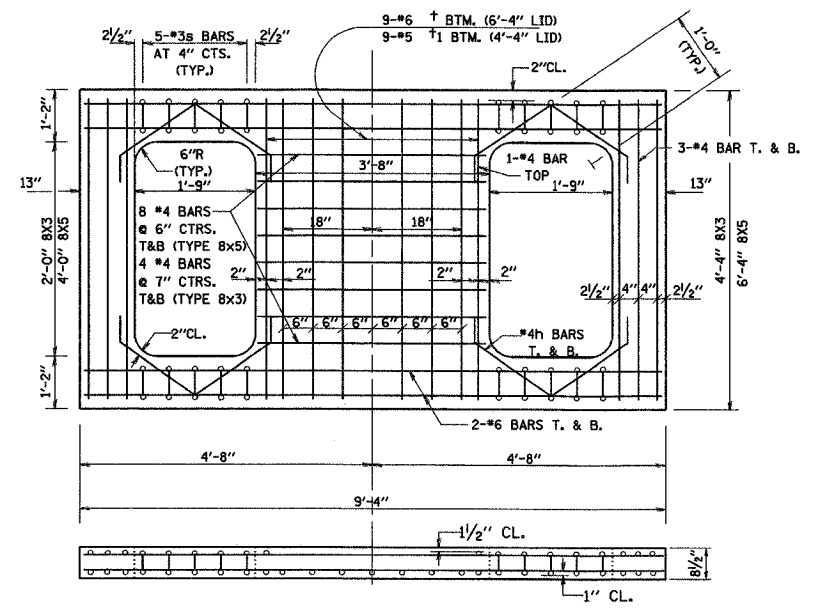
TYPICAL REINFORCEMENT DETAIL AROUND OPENINGS
(OPENING > 12")



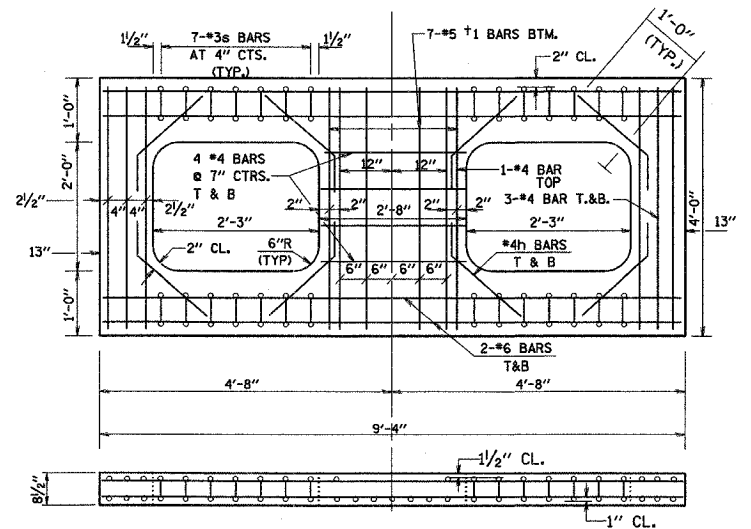
BAR DETAILS



SECTION A-A
CAST IRON STEPS



REINFORCED LID FOR
DRAINAGE STRUCTURES, TYPE 8x3 & 8x5
TYPE 20 & 22 FRAME AND GRATE



REINFORCED LID FOR
DRAINAGE STRUCTURE, TYPE 8x3
TYPE 21 FRAME & GRATE
(FOR USE IN SAG AREAS)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
EXPRESSWAY UNIT DETAIL
DRAINAGE STRUCTURES
TYPES 8x3 & 8x5
FOR H ≤ 8' - 0"

SCALE: NONE
DATE: 1/19/2007

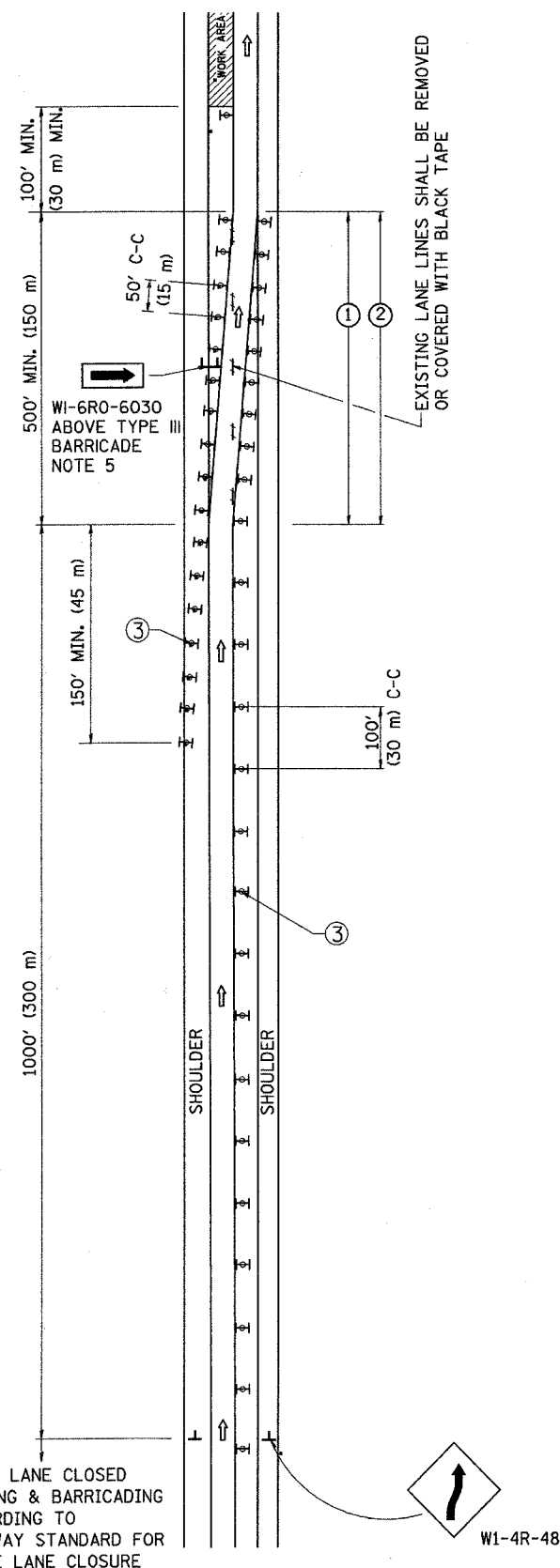
DRAWN BY
CHECKED BY
CS-9

REVISION DATE: 01/01/07

PLOT DATE = 1/19/07
 FILE NAME = c:\pwworkspace\autodesk\cadd\pltdwg
 USER NAME = jbraback

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	178
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

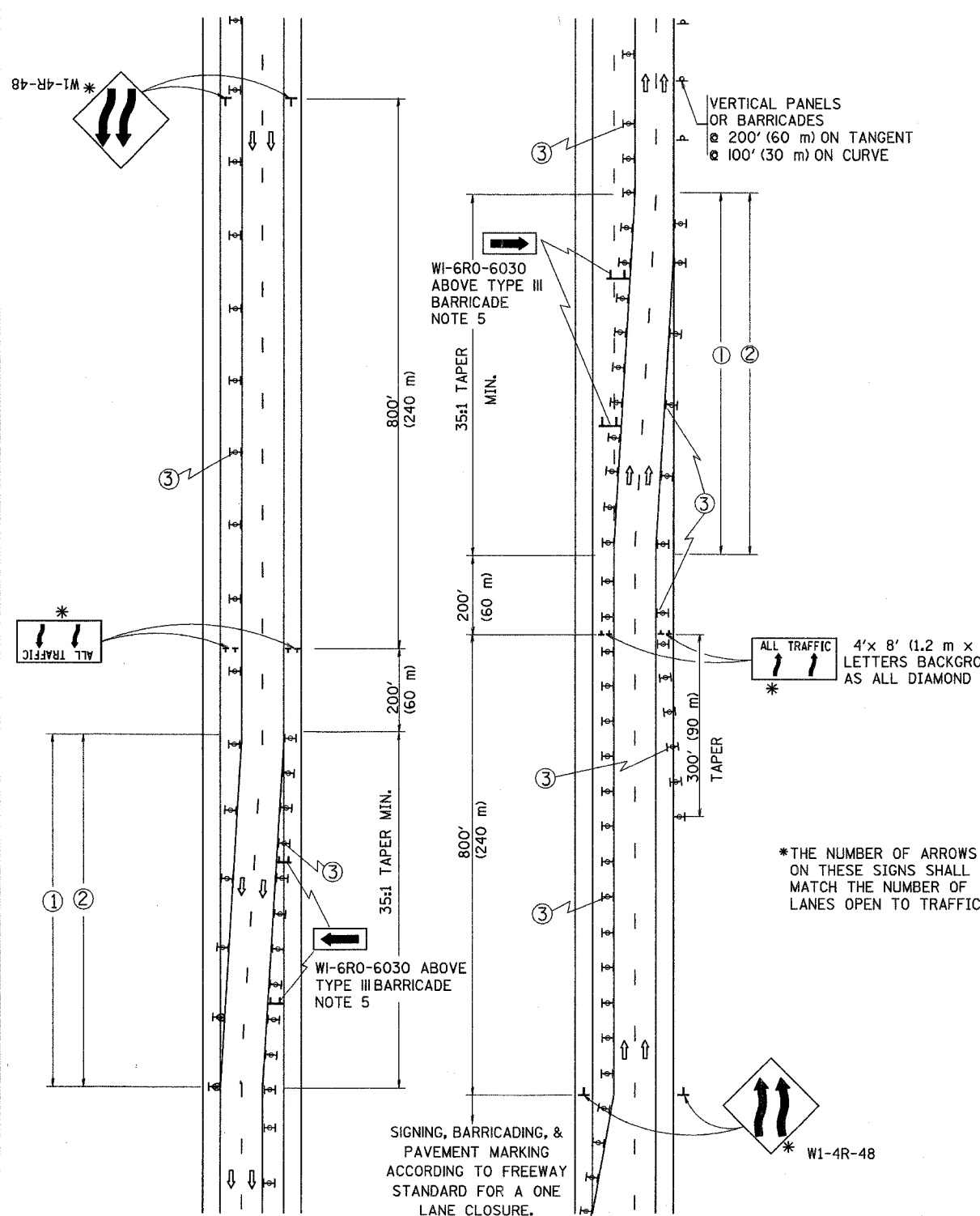
SINGLE LANE WEAVE



RIGHT LANE CLOSED
SIGNING & BARRICADING
ACCORDING TO
FREEWAY STANDARD FOR
A ONE LANE CLOSURE

W1-4R-48

MULTI-LANE WEAVE



VERTICAL PANELS
OR BARRICADES
@ 200' (60 m) ON TANGENT
@ 100' (30 m) ON CURVE

W1-6R0-6030
ABOVE TYPE III
BARRICADE
NOTE 5

ALL TRAFFIC
4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL
LETTERS BACKGROUND SHEETING SHALL BE THE SAME
AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

*THE NUMBER OF ARROWS
ON THESE SIGNS SHALL
MATCH THE NUMBER OF
LANES OPEN TO TRAFFIC

SIGNING, BARRICADING, &
PAVEMENT MARKING
ACCORDING TO FREEWAY
STANDARD FOR A ONE
LANE CLOSURE.

GENERAL NOTES

- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED OR COVERED WITH BLACK TAPE. PAVEMENT MARKING REMOVAL OR BLACK TAPE SHALL NOT BE REQUIRED FOR LANE CLOSURES UNDER 24 HOURS IN DURATION.
- CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVE LANE LINES SHALL BE 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS DIRECTLY IN FRONT OF THE BARRICADE.
- IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH MONO-DIRECTIONAL STEADY BURNING LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
DWS	2/87
DWS	1/90
DWS	12/27/94
DWS	11/96
JAF	4/03
JAF	2/06
SPB	1/07

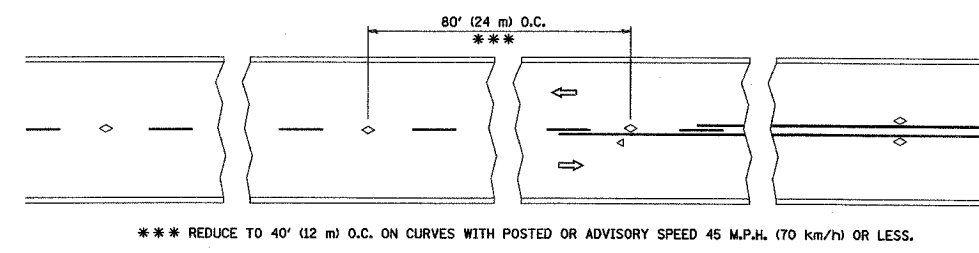
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL DETAILS
FOR FREEWAY
SINGLE & MULTI-LANE WEAVE

SCALE:
DATE: 1/4/2007

DRAWN BY R.H.
CHECKED BY

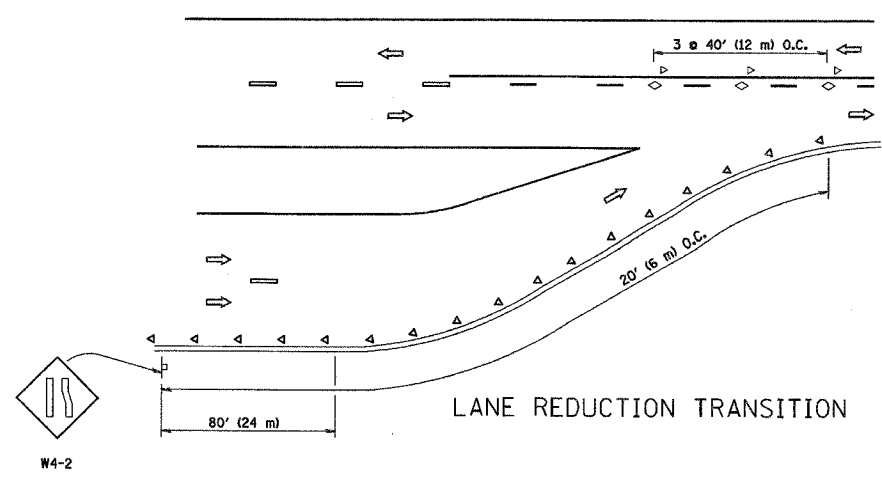
TC-9
REVISION DATE: 01/01/07

CONTRACT NO. 60B47				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55			305	199
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

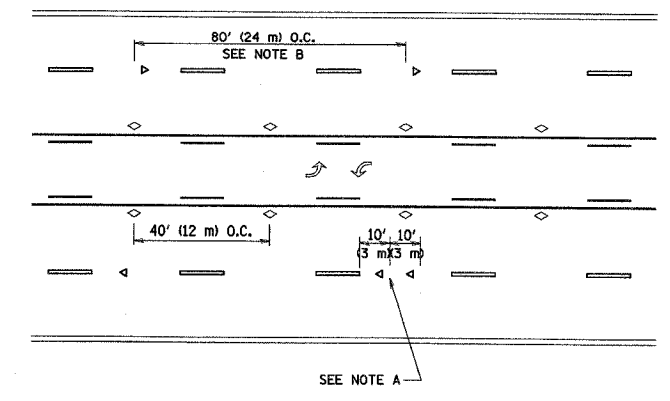


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

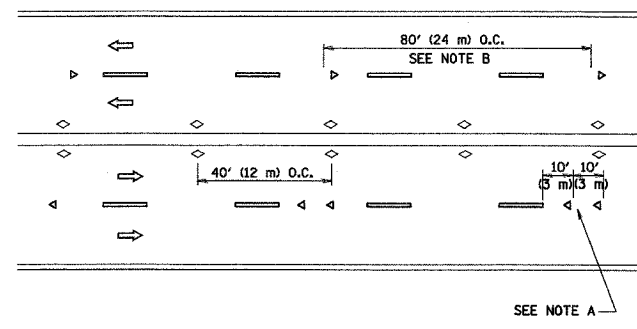
TWO-LANE/TWO-WAY



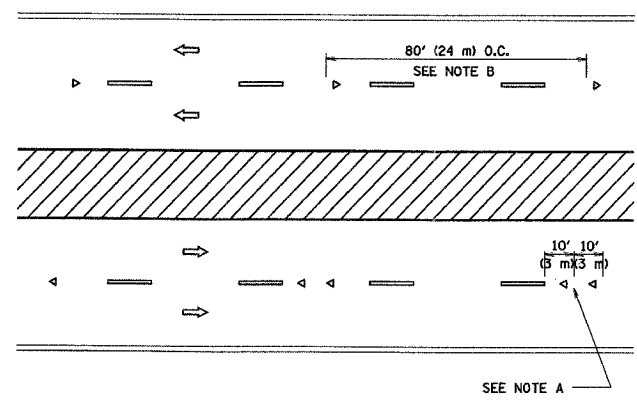
LANE REDUCTION TRANSITION



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

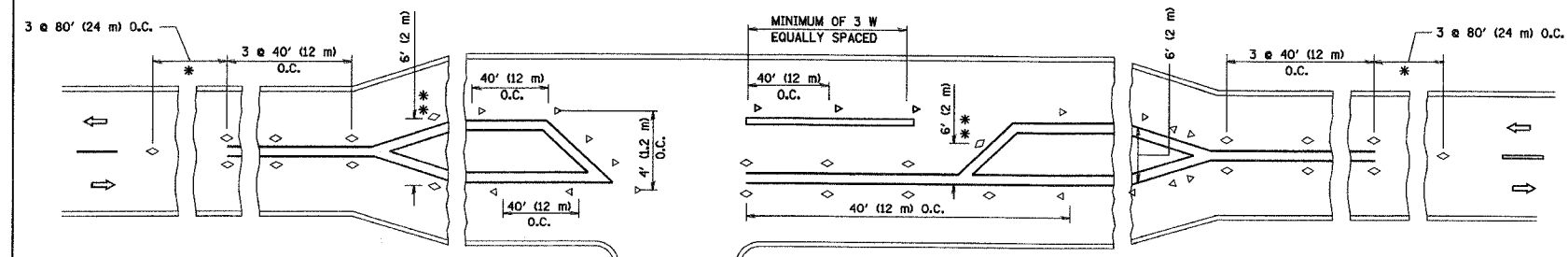
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/D)
- ◇ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT
 MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE
 DATE: 1/17/2007

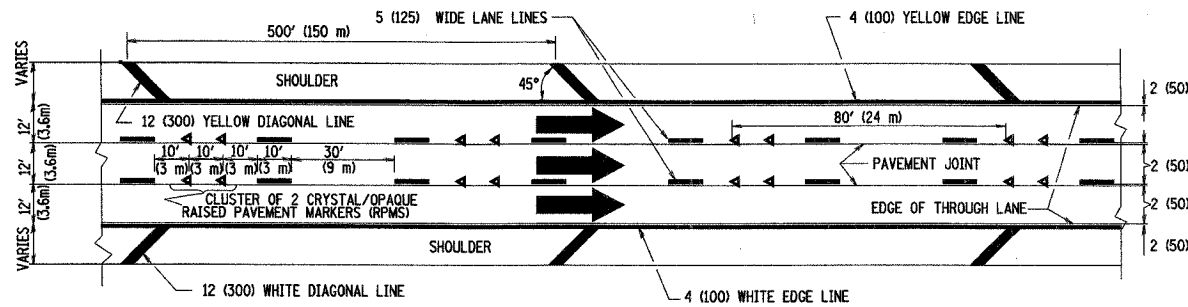
DRAWN BY CADD
 CHECKED BY
 TC-11

REVISION DATE: 01/06/00

PLOT DATE = 1/17/02
 FILE NAME = K:\Users\kcollign\Documents\Drawings\171111.dwg
 USER NAME = kcollign

CONTRACT NO. 60847			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
55			305
NO.			200
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

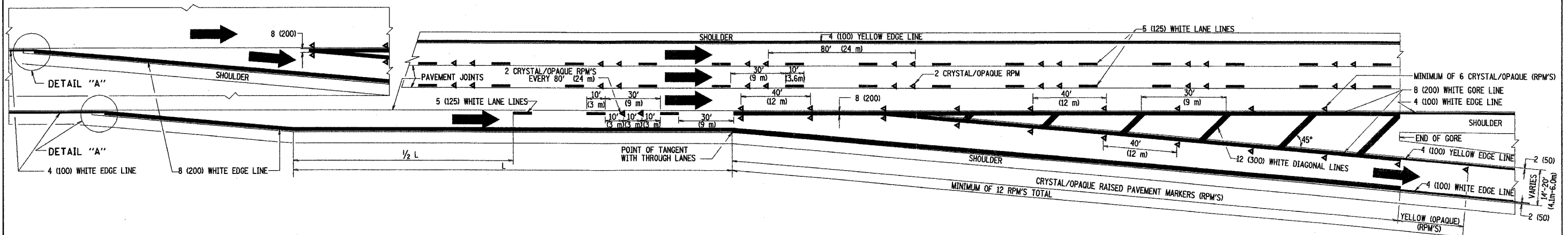
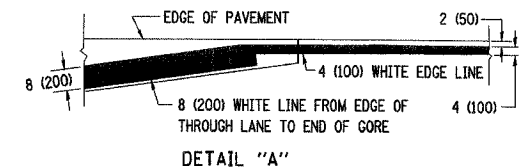
THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH
THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH



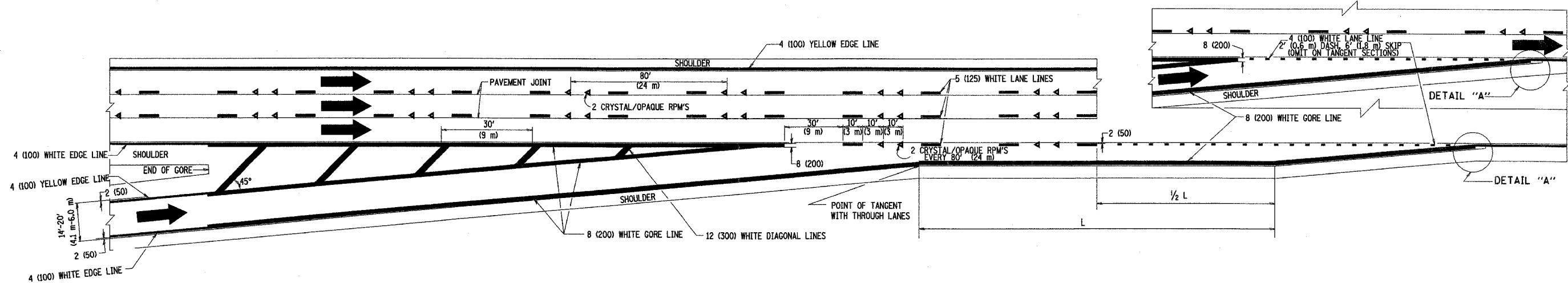
TYPICAL EDGE LINES & LANE LINES

NOTES:

1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC



TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

REVISIONS		
NAME	DATE	
DWS	1/90	
DWS	5/91	
AH	3/96	
DWS	7/96	
JAF	2/06	
SPB	1/07	

ILLINOIS DEPARTMENT OF TRANSPORTATION

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS

SCALE: NONE
DATE: 1/4/2007

DRAWN BY C.A.D.D.
CHECKED BY

TC12 SHEET 1 OF 2
REVISION DATE: 01/01/07

PLOT DATE = 1/4/2007
PLOT SCALE = 1/8" = 1'-0"
PLOT NAME = c:\p\proj\60847\pl\12.dgn
USER NAME = larsenr