

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	1
FED. ROAD DIST. NO.	ILLINOIS CONTRACT NO.		60D88	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU 0318 /US ROUTE 6
OVER I & M CANAL
SECTION DB-1-R-B
BRIDGE BEAM REPLACEMENT, NEW DECK

**WILL COUNTY
C-91-122-08**

FOR INDEX OF SHEETS SEE SHEET NUMBER 2

THIS IMPROVEMENT IS LOCATED
IN THE VILLAGE OF ROCKDALE

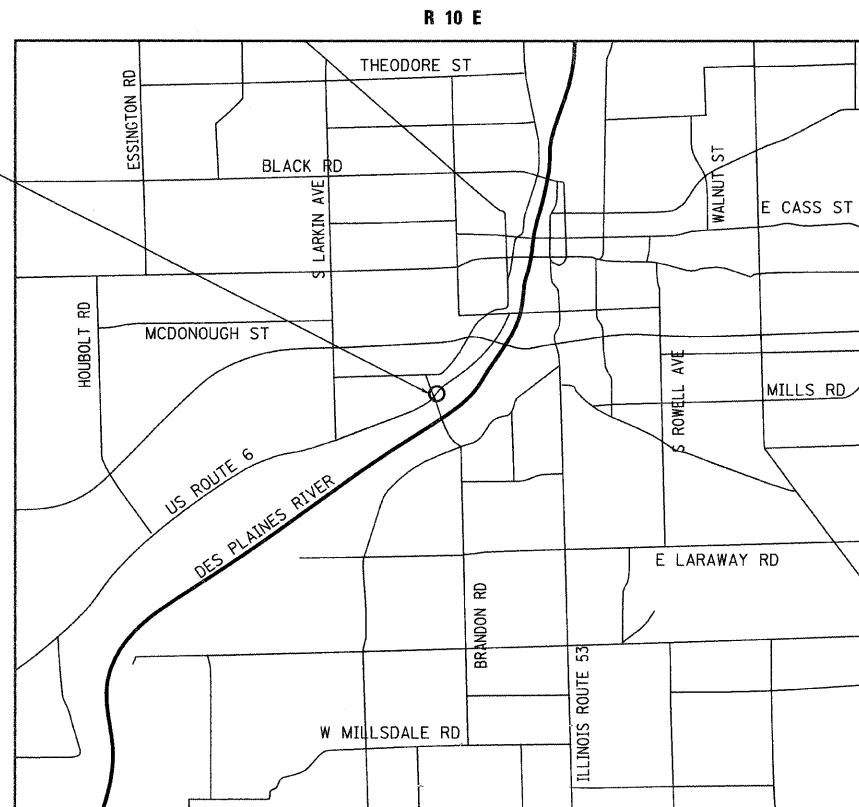
TRAFFIC DATA

2005 ADT - 6200
POSTED SPEED LIMIT - 45 MPH

IMPROVEMENT LOCATION
SN: 099-0098

US 6 OVER I & M CANAL

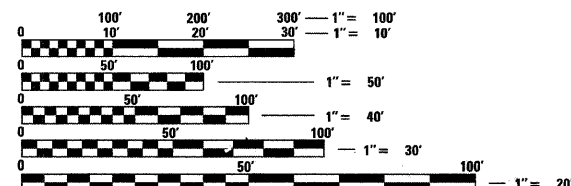
SN: 099-0098
SINGLE SPAN PPC DECK
BEAM BRIDGE ON CLOSED ABUTMENT



JOLIET TOWNSHIP

LOCATION MAP
1:5000

GROSS AND NET LENGTH OF PROJECT = 562 FT = 0.11 MI



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

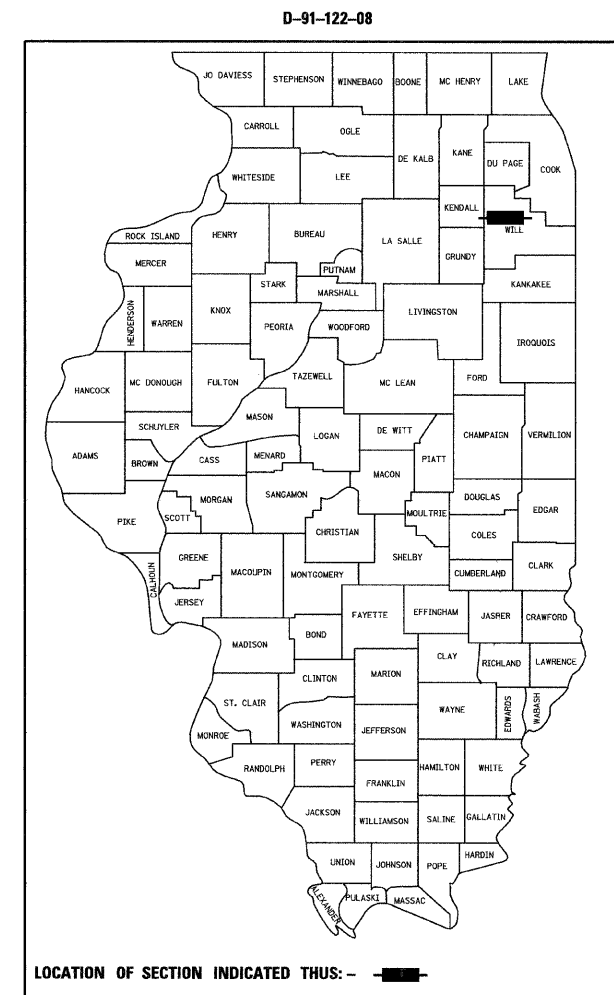
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

Ciorba Group, Inc.

DESIGN FIRM
REGISTRATION NUMBER
184-001016

CONSULTING ENGINEERS
SUITE 402, 5507 NORTH CUMBERLAND AVE
CHICAGO, ILLINOIS 60656 ☎ (773) 775-4009

CONTRACT NO. 60D88



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED July 7, 2008

Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 15, 2008
Eric E. Harn
ENGINEER OF DESIGN AND ENVIRONMENT

August 15, 2008
Christina M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

DISTRICT 1 DESIGN PLAN PREPARATION ENGINEER: K. ENG (847) 705-4247

INDEX OF SHEETS

SHEET NO	DESCRIPTION
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39	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
40	ARTERIAL ROAD INFORMATION SIGN (TC-22)

STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
420401-06	BRIDGE APPROACH PAVEMENT
515001-02	NAME PLATE FOR BRIDGES
606001-03	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
609006-03	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-07	STEEL PLATE BEAM GUARDRAIL
630301-04	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-03	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
701431-04	LANE CLOSURE, MULTILANE, UNDIV. WITH CROSSOVER, FOR SPEEDS > 45 MPH TO 55 MPH
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
880001	SPAN WIRE MOUNTED SIGNAL AND FLASHING LIGHT BEACON INSTALLATION
886001	DETECTOR LOOP INSTALLATIONS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATIONS IS REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE PAVEMENT MARKING LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- TWO WEEKS PRIOR TO PLACING PAVEMENT MARKINGS, CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 72 HOURS PRIOR TO THE PLACEMENT OF TRAFFIC CONTROL DEVICES.
- CHANGEABLE MESSAGE SIGNS SHALL BE PLACED IN ADVANCE OF THE PROJECT LIMITS AT LEAST ONE WEEK PRIOR TO LANE CLOSURE AND TEMPORARY TRAFFIC SIGNAL OPERATIONS.
- AN EXISTING TRAFFIC SIGNAL CONDUIT IS ATTACHED TO THE WEST SIDE OF THE BRIDGE. THE REMOVAL OF THIS CONDUIT SHALL BE INCLUDED IN THE COST OF REMOVAL OF EXISTING SUPERSTRUCTURES.

COMMITMENTS

NONE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATIONS	MIXTURE TYPE	AC TYPE	PERCENT AIR VOIDS
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5), 2"	PG 64-22	4% @ 70 GYR
	HOT-MIX ASPHALT BINDER COURSE, IL 19.0 mm, N70, 15" to 16"	PG 64-22*	4% @ 70 GYR
HOT-MIX ASPHALT SHOULDER	HOT-MIX ASPHALT SHOULDER, 2"	PG 64-22*	2% @ 30 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

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USER NAME = wjancaster	DESIGNED - JCC	REVISED -
	DRAWN - JCC	REVISED -
PLOT SCALE = 1:10000 / 1" = 100'	CHECKED - MJL	REVISED -
PLOT DATE = 7/8/2008	DATE - 07/09/2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAU 0318/US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES**

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

F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 2
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 60888	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITY 100% STATE	CONSTRUCTION CODE	
CODE NO.	DESCRIPTION	UNIT		ROADWAY I000	BRIDGE X081-2A
20200100	EARTH EXCAVATION	CU YD	541	541	
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	480	480	
35800100	PREPARATION OF BASE	SQ YD	85	85	
35800200	AGGREGATE BASE REPAIR	TON	10	10	
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	460	460	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	400	400	
44000100	PAVEMENT REMOVAL	SQ YD	120	120	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	70	70	
44000700	APPROACH SLAB REMOVAL	SQ YD	725	725	
44004250	PAVED SHOULDER REMOVAL	SQ YD	125	125	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	445	445	
48203005	HOT-MIX ASPHALT SHOULDERS, 2"	SQ YD	85	85	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
50102400	CONCRETE REMOVAL	CU YD	6.1		6.1
50300255	CONCRETE SUPERSTRUCTURE	CU YD	15.9		15.9
50300260	BRIDGE DECK GROOVING	SQ YD	263		263
50300300	PROTECTIVE COAT	SQ YD	321		321
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	300		300
50400305	PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)	SQ FT	2,468		2,468
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	8,170		8,170
50800515	BAR SPLICERS	EACH	43		43
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	113		113
60500060	REMOVING INLETS	EACH	2	2	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	60	60	
60900140	TYPE B INLET BOX, STANDARD 609006	EACH	2	2	
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	642	642	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3	
63200310	GUARDRAIL REMOVAL	FOOT	953	953	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	2	4
67100100	MOBILIZATION	L SUM	1	0.2	0.8
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.2	0.8

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITY 100% STATE	CONSTRUCTION CODE	
CODE NO.	DESCRIPTION	UNIT		ROADWAY I000	BRIDGE X081-2A
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,650	5,650	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	430	430	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	350	350	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40	40	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13,700	13,700	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	155	155	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	120	120	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	90	90	
* 78008200	POLYUREA PAVEMENT MARKING TYPE 1 - LETTERS AND SYMBOLS	SQ FT	40	40	
* 78008210	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 4"	FOOT	440	440	
* 78008230	POLYUREA PAVEMENT MARKING TYPE 1 - LINE 6"	FOOT	155	155	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	405	405	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	27	27	
* 78200450	MONODIRECTIONAL GUARDRAIL REFLECTORS	EACH	14	14	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	31	31	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	3	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	5,100	5,100	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	410	410	
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	200	200	
* 81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	60	60	
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	200	200	
* 87301305	ELECTRICAL CABLE IN CONDUIT, LEAD-IN, 14# PAIR	FOOT	450	450	
* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	545	545	
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	354		354
X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	16,500	16,500	
X0325841	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	60	60	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	17		17
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.2	0.8
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	

* DENOTES SPECIALTY ITEM

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	DRAWN - JCC	REVISED -
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PLOT DATE = 7/8/2008	DATE - 07/09/2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAU 0318/US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
SUMMARY OF QUANTITIES**

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

F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D88	

Rev

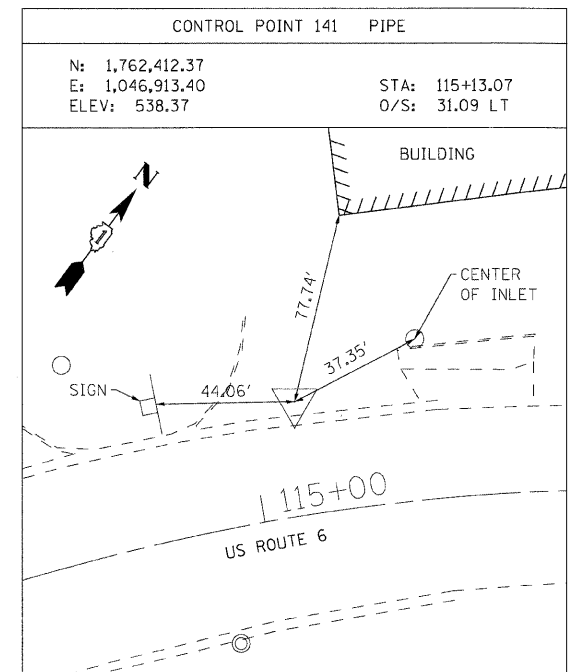
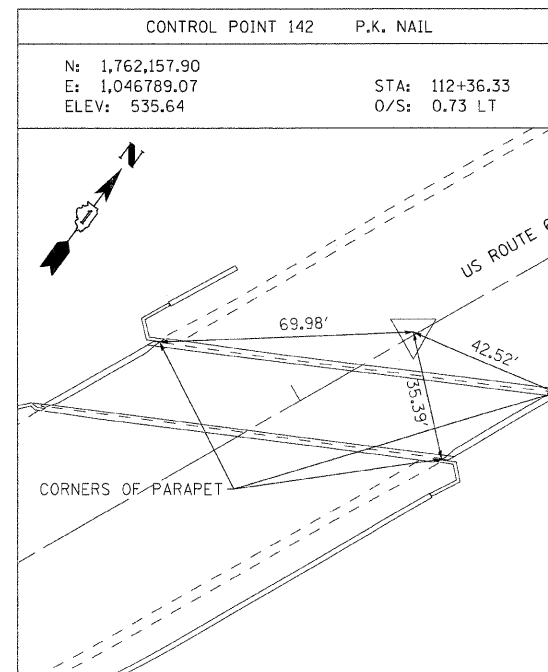
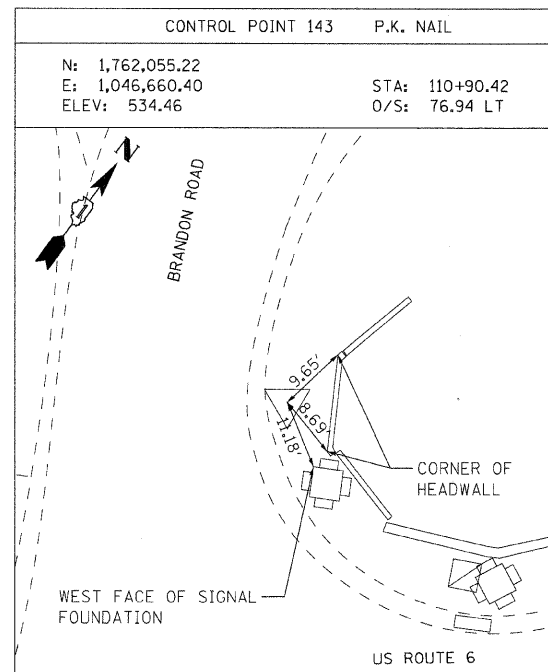
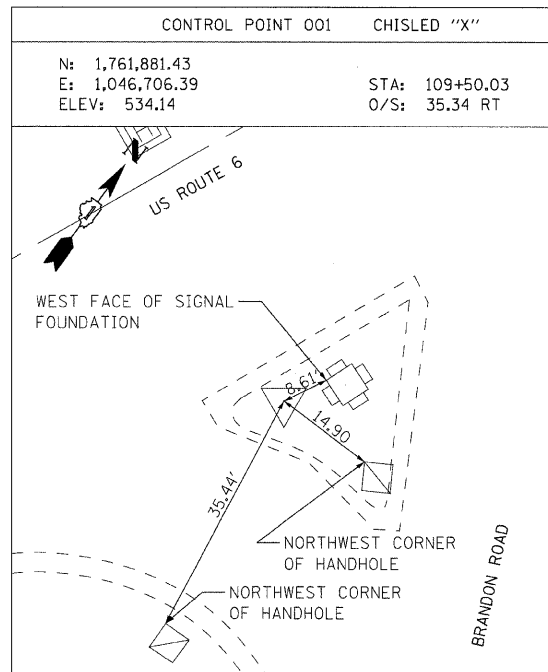
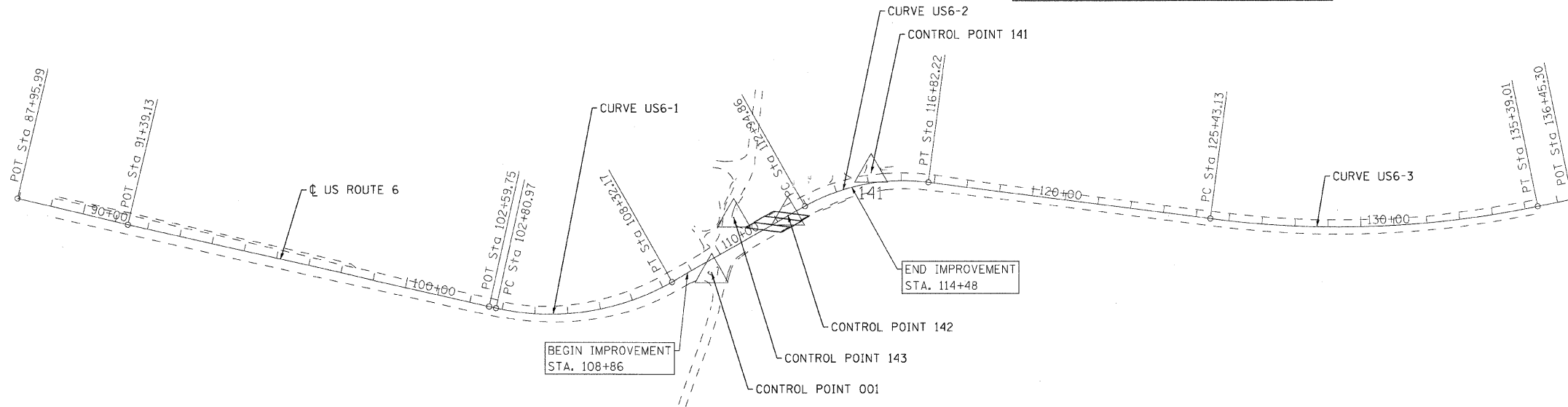
EXIST. CURVE US6-1
 PI STA. = 105+69.69
 $\Delta = 42^\circ 06' 29''$ (LT)
 $D = 7^\circ 38' 22''$
 $R = 750.00'$
 $T = 288.71'$
 $L = 551.19'$
 $E = 53.65'$
 P.C. STA. = 102+80.97
 P.T. STA. = 108+32.17
 DESIGN SPEED = 45 MPH

EXIST. CURVE US6-2
 PI STA. = 114+95.56
 $\Delta = 36^\circ 59' 25''$ (RT)
 $D = 9^\circ 32' 57''$
 $R = 600.00'$
 $T = 200.70'$
 $L = 387.36'$
 $E = 32.68'$
 P.C. STA. = 112+94.86
 P.T. STA. = 116+82.22
 DESIGN SPEED = 45 MPH

EXIST. CURVE US6-3
 PI STA. = 130+45.69
 $\Delta = 19^\circ 01' 12''$ (LT)
 $D = 1^\circ 54' 35''$
 $R = 3,000.00'$
 $T = 502.57'$
 $L = 995.89'$
 $E = 41.80'$
 P.C. STA. = 125+43.13
 P.T. STA. = 135+39.01
 DESIGN SPEED = 45 MPH

PROJECT COORDINATES

US ROUTE 6 CENTERLINE		
DESCRIPTION	NORTHING	EASTING
P.O.T. 87+95.99	1,760,804.739	1,044,888.421
P.O.T. 91+39.13	1,760,940.531	1,045,203.543
P.O.T. 102+59.75	1,761,397.430	1,046,226.789
P.C. 102+80.97	1,761,406.084	1,046,246.173
P.T. 108+32.17	1,761,787.894	1,046,626.444
P.C. 112+94.86	1,762,211.136	1,046,813.383
P.T. 116+82.22	1,762,492.578	1,047,069.703
P.C. 125+43.13	1,762,912.310	1,047,821.357
P.T. 135+39.01	1,763,531.985	1,048,595.129
P.O.T. 136+45.30	1,763,611.220	1,048,665.974



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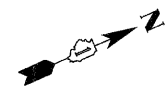
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	DATE - 07/09/2008	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAU 0318/ US ROUTE 6 (RAILROAD AVENUE)
 OVER I & M CANAL
 ALIGNMENT AND CONTROL POINTS

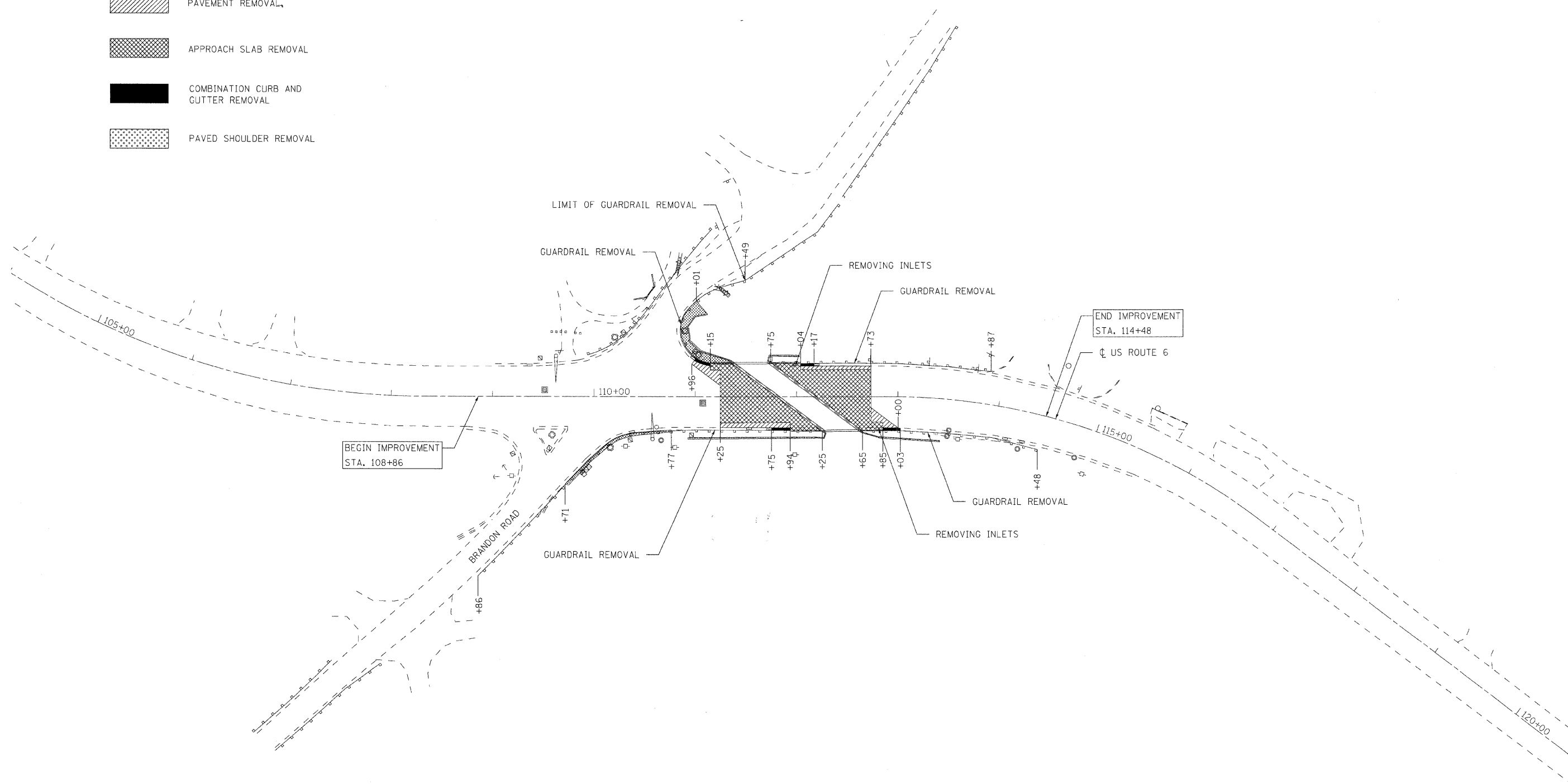
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F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 4
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D88	



LEGEND

- PAVEMENT REMOVAL
- APPROACH SLAB REMOVAL
- COMBINATION CURB AND GUTTER REMOVAL
- PAVED SHOULDER REMOVAL



NOTE: THE EXISTING PAVEMENT CONSISTS OF 7 INCHES OF HOT-MIX ASPHALT OVER 9 INCHES OF PCC BASE COURSE.

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USER NAME = jcoleman	DESIGNED - JCC	REVISED -
	DRAWN - JCC	REVISED -
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

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

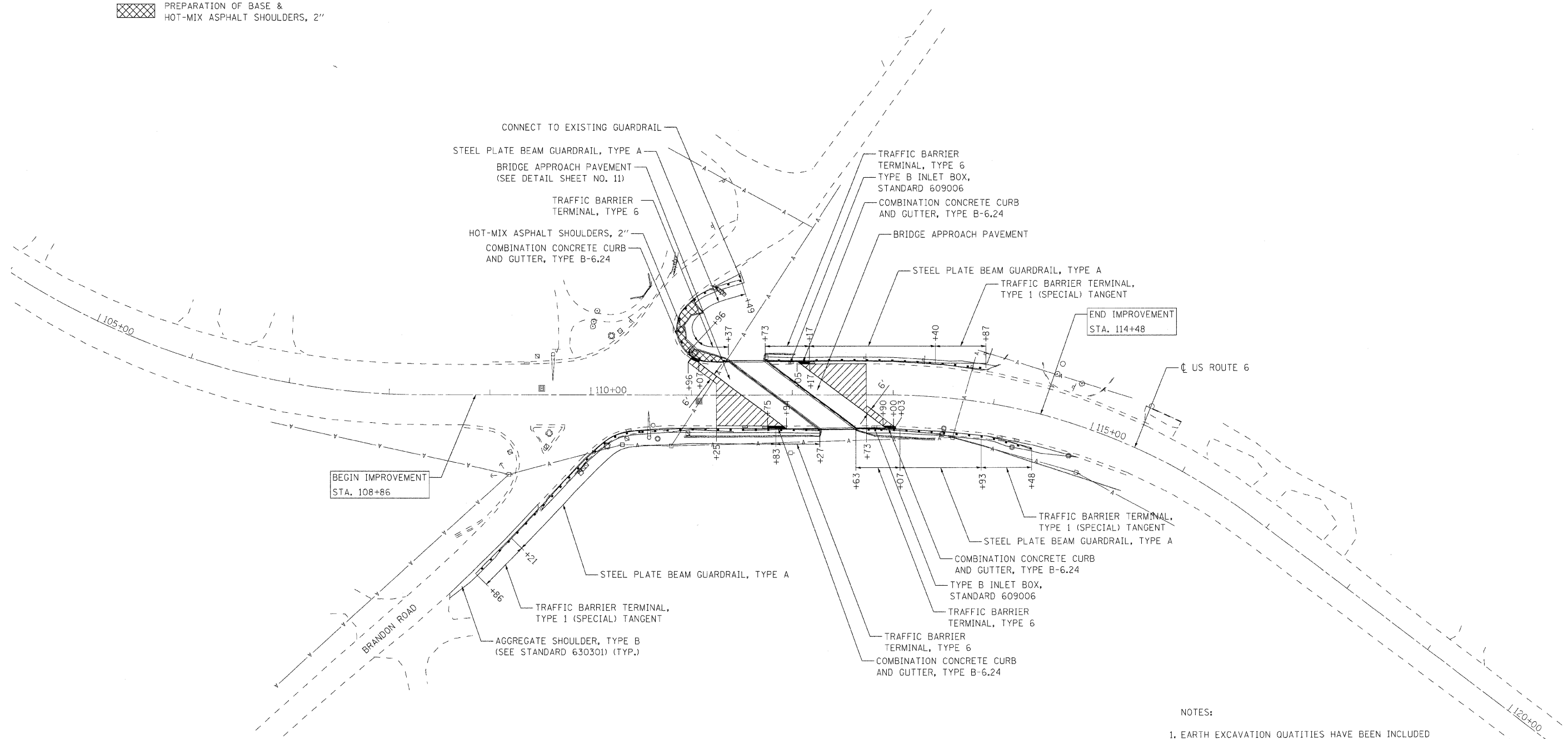
**FAU 0318/US ROUTE 6 (RAILROAD AVENUE)
 OVER I & M CANAL
 EXISTING CONDITIONS AND REMOVAL PLAN**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 5
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60D88	

SYMBOLS

-  BRIDGE APPROACH CONNECTOR (FLEXIBLE);
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1L-9.5), 2"
HOT-MIX ASPHALT BINDER COURSE, IL 19.0 mm, N70, 13" TO 14" (IN 4 LIFTS)
-  PREPARATION OF BASE &
HOT-MIX ASPHALT SHOULDERS, 2"



- NOTES:
- EARTH EXCAVATION QUANTITIES HAVE BEEN INCLUDED FOR THE FOLLOWING LOCATIONS:

FOR BRIDGE APPROACH PAVEMENT AND BRIDGE APPROACH CONNECTOR (FLEXIBLE)	467 CU YD
FOR AGGREGATE SHOULDERS, TYPE B	74 CU YD
 - SEE SHEET NO. 23 FOR PROFILE GRADE

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USER NAME = jcoleman	DESIGNED - JCC	REVISED -
	DRAWN - JCC	REVISED -
PLOT SCALE = 50.0000' / IN.	CHECKED - MJL	REVISED -
PLOT DATE = 7/8/2008	DATE - 07/09/2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

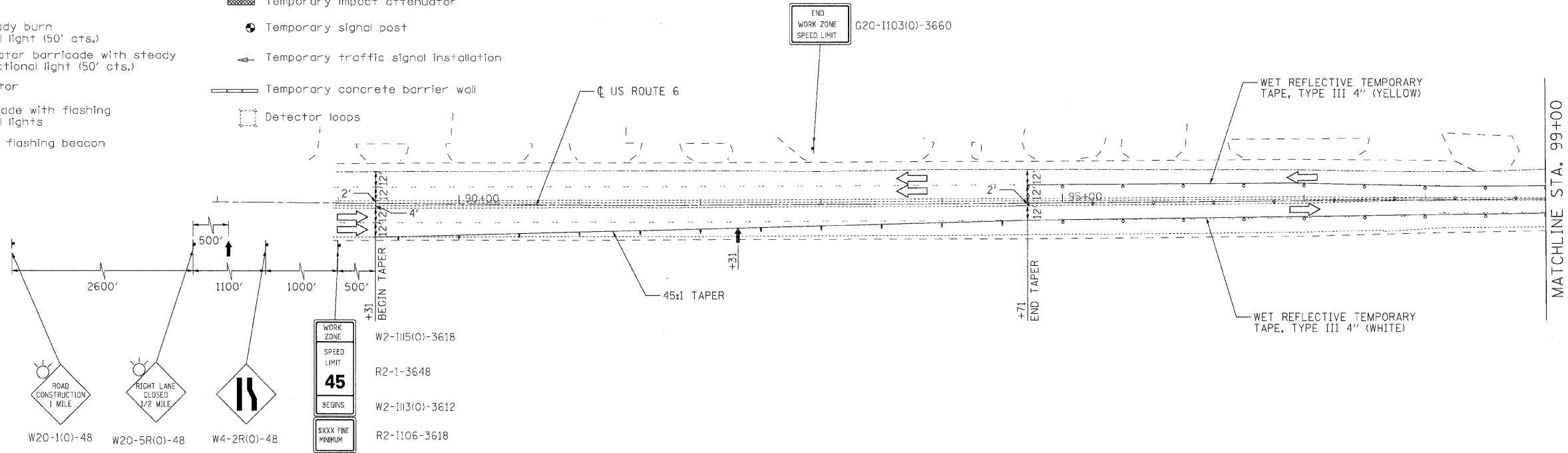
**FAU 0318/US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
PROPOSED ROADWAY PLAN**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 6
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D88	

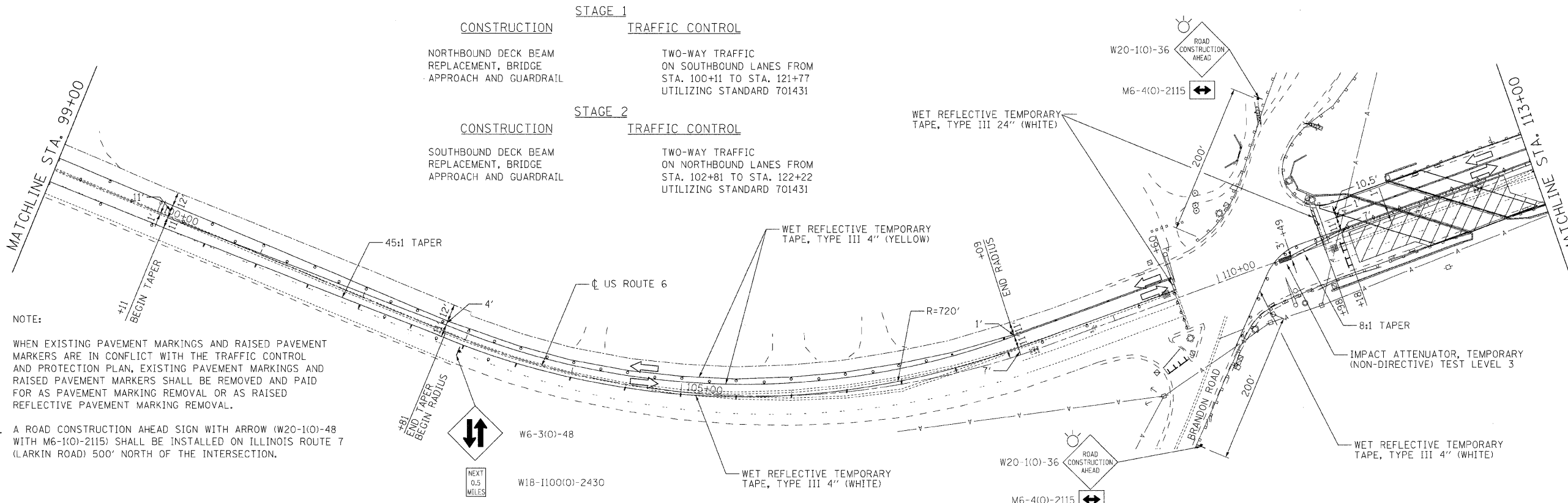
SYMBOLS

- ↑ Arrow board
- ▨ Work area
- ⚡ Sign
- ⊙ Drum with steady burn monodirectional light (50' cts.)
- ⚡ Direction indicator barricade with steady burn monodirectional light (50' cts.)
- Flexible delineator
- ⚡ Type III barricade with flashing monodirectional lights
- ⊙ Non-directional flashing beacon
- ◇ Crystal, bidirectional barrier wall / guardrail marker (25' cts.)
- ▨ Temporary impact attenuator
- ⊙ Temporary signal post
- ⚡ Temporary traffic signal installation
- ▬ Temporary concrete barrier wall
- Detector loops



CONSTRUCTION SEQUENCE

- STAGE 1**
- | | |
|---|---|
| CONSTRUCTION | TRAFFIC CONTROL |
| NORTHBOUND DECK BEAM REPLACEMENT, BRIDGE APPROACH AND GUARDRAIL | TWO-WAY TRAFFIC ON SOUTHBOUND LANES FROM STA. 100+11 TO STA. 121+77 UTILIZING STANDARD 701431 |
- STAGE 2**
- | | |
|---|---|
| CONSTRUCTION | TRAFFIC CONTROL |
| SOUTHBOUND DECK BEAM REPLACEMENT, BRIDGE APPROACH AND GUARDRAIL | TWO-WAY TRAFFIC ON NORTHBOUND LANES FROM STA. 102+81 TO STA. 122+22 UTILIZING STANDARD 701431 |



- NOTE:
- WHEN EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS ARE IN CONFLICT WITH THE TRAFFIC CONTROL AND PROTECTION PLAN, EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED AND PAID FOR AS PAVEMENT MARKING REMOVAL OR AS RAISED REFLECTIVE PAVEMENT MARKING REMOVAL.
 - A ROAD CONSTRUCTION AHEAD SIGN WITH ARROW (W20-1(0)-48 WITH M6-1(0)-2115) SHALL BE INSTALLED ON ILLINOIS ROUTE 7 (LARKIN ROAD) 500' NORTH OF THE INTERSECTION.

PLAN	REVISIONS	DATE
NO.	BY	
NO.	DATE	
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PROFILE	REVISIONS	DATE
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USER NAME = jcoleman	DESIGNED - JCC	REVISED -
PLOT SCALE = 50,000' / IN.	DRAWN - JCC	REVISED -
PLOT DATE = 7/8/2008	CHECKED - MJL	REVISED -
DATE - 07/09/2008	DATE - 07/09/2008	REVISED -

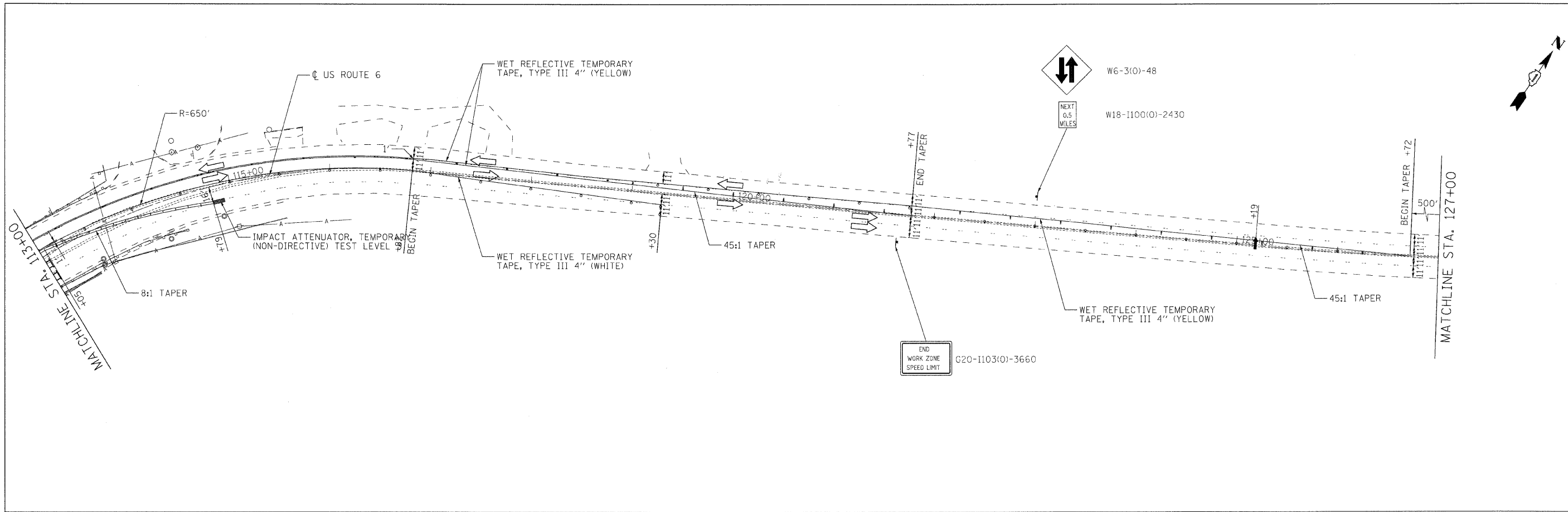
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 0318 /US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
TRAFFIC CONTROL AND PROTECTION - STAGE 1

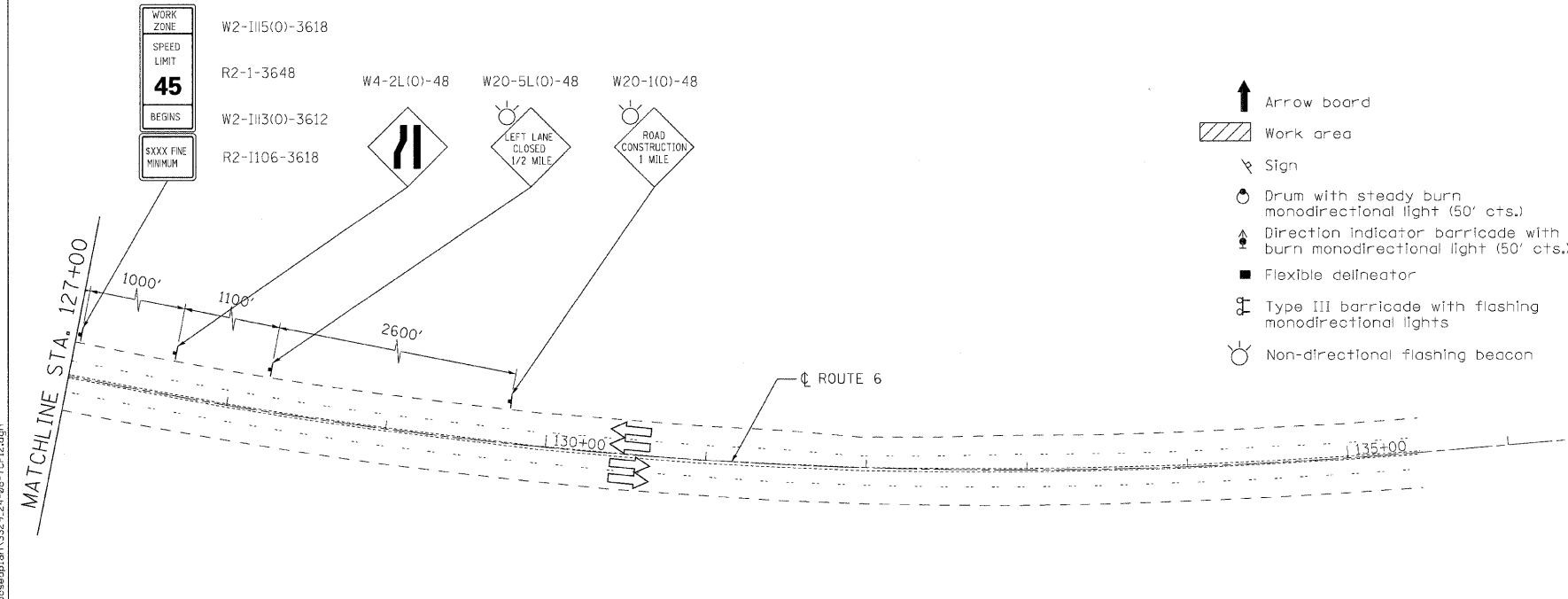
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F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 7
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D88	

PLAN	DATE
NO.	BY
NO.	BY
NO.	BY
NO.	BY
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NO.	BY



PROFILE	DATE
NO.	BY
NO.	BY
NO.	BY
NO.	BY
NO.	BY
NO.	BY
NO.	BY
NO.	BY
NO.	BY



- SYMBOLS**
- ↑ Arrow board
 - ▨ Work area
 - ⚠ Sign
 - ⦿ Drum with steady burn monodirectional light (50' cts.)
 - ⚡ Direction indicator barricade with steady burn monodirectional light (50' cts.)
 - Flexible delineator
 - ⚡ Type III barricade with flashing monodirectional lights
 - ⦿ Non-directional flashing beacon
 - ◊ Crystal, bidirectional barrier wall / guardrail marker (25' cts.)
 - ▨ Temporary impact attenuator
 - ⦿ Temporary signal post
 - ← Temporary traffic signal installation
 - ▬ Temporary concrete barrier wall
 - Detector loops

NOTE:
 WHEN EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS ARE IN CONFLICT WITH THE TRAFFIC CONTROL AND PROTECTION PLAN, EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED AND PAID FOR AS PAVEMENT MARKING REMOVAL OR AS RAISED REFLECTIVE PAVEMENT MARKING REMOVAL.

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PLOT DATE = 7/8/2008	DATE - 07/09/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 0318 /US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
TRAFFIC CONTROL AND PROTECTION - STAGE 1

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

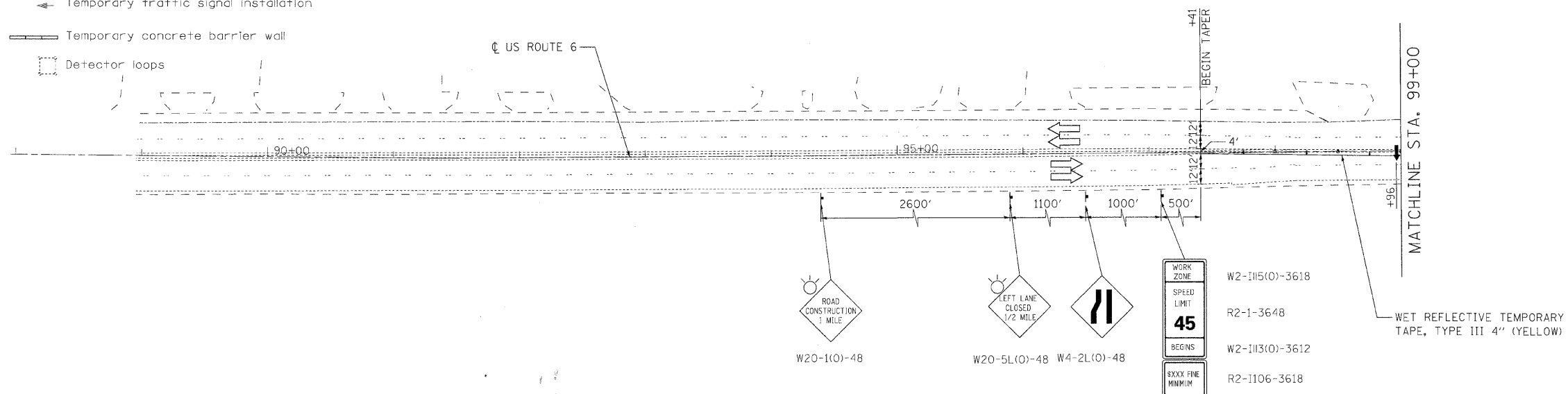
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0318	DB-1-R-B	WILL	40	8
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT	
			CONTRACT NO. 60D88	

SYMBOLS

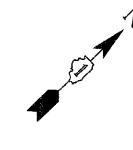
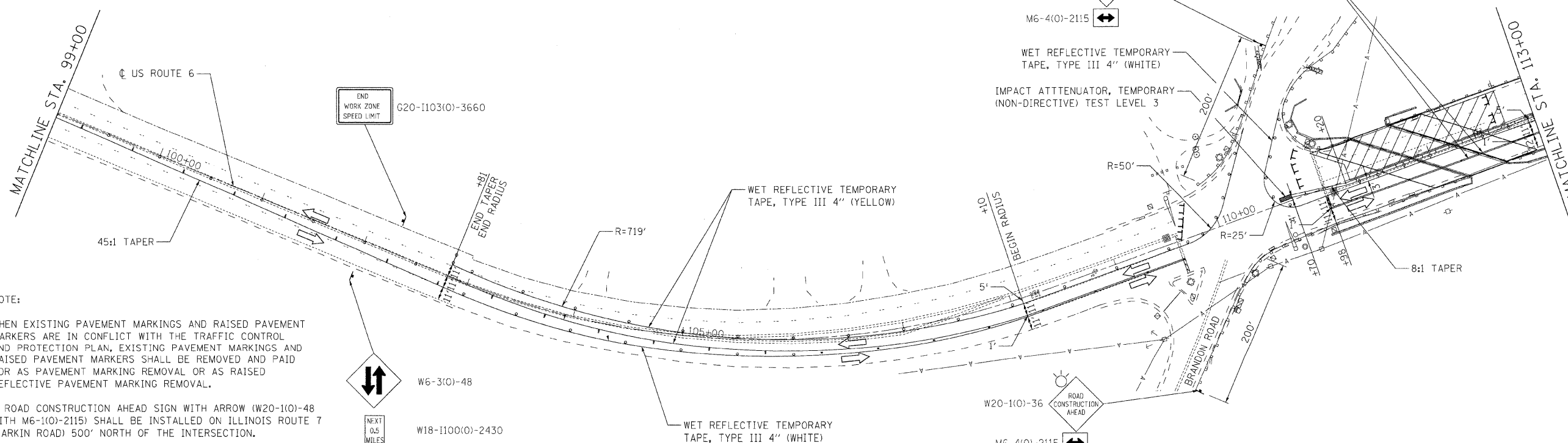
- ↑ Arrow board
- ▨ Work area
- ⚡ Sign
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- ⬆ Direction indicator barricade with steady burn monodirectional light (50' cts.)
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- ⬆ Temporary traffic signal installation
- ▬ Temporary concrete barrier wall
- Detector loops



PLAN	DATE
BY	
REVISIONS	
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DATE	
BY	
REVISIONS	
NO.	
DATE	



PROFILE	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	



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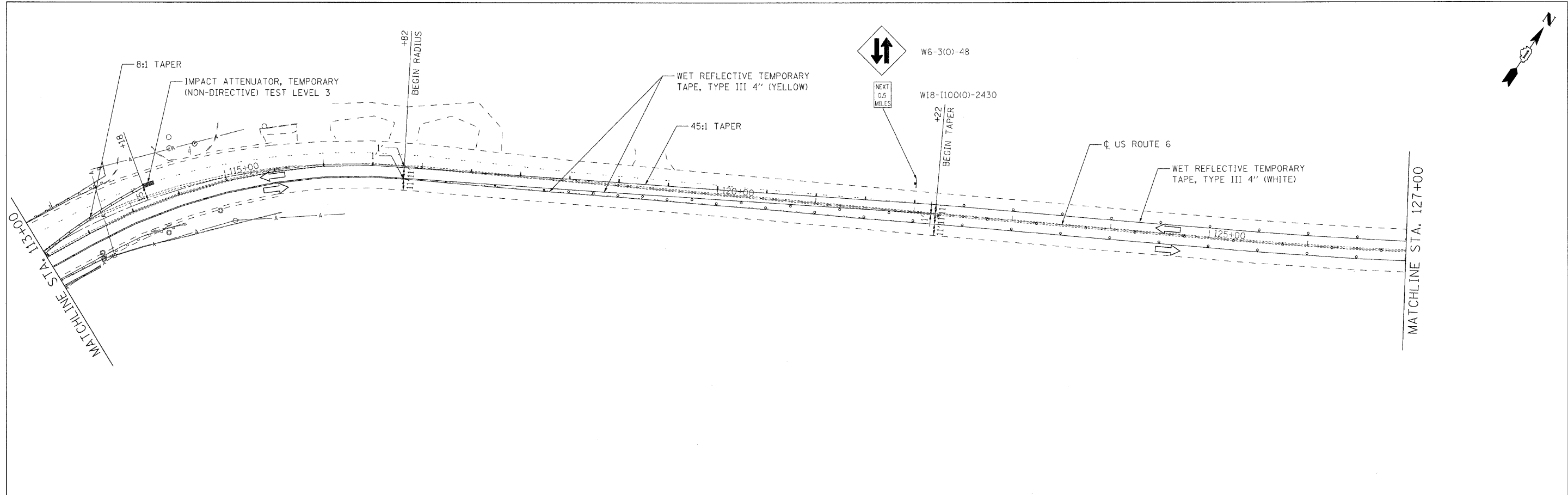
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAU 0318 /US ROUTE 6 (RAILROAD AVENUE)
 OVER I & M CANAL
 TRAFFIC CONTROL AND PROTECTION - STAGE 2

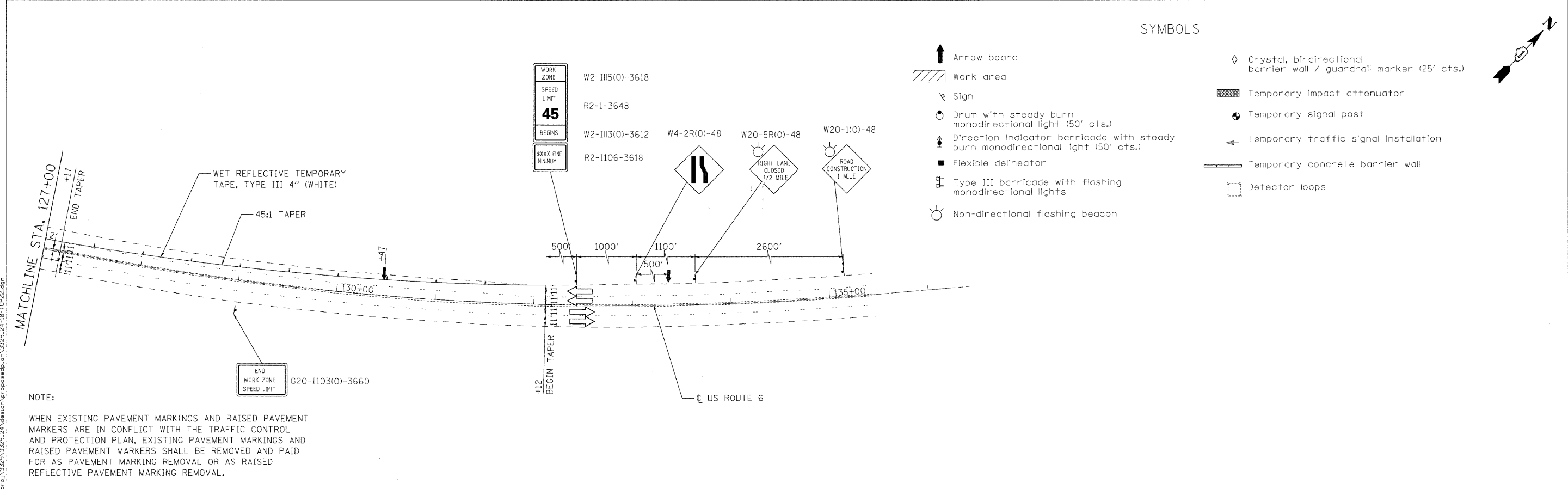
SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	9
CONTRACT NO. 60D88			ILLINOIS FED. AID PROJECT	

PLAN	REVISIONS	DATE
NOTE BOOK	BY	
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	NAME	



PROFILE	REVISIONS	DATE
NOTE BOOK	BY	
NO.	CHECKED	
	AT	
	ON	
	MAX	
	CADD	
	FILE	
	NAME	



- SYMBOLS**
- ↑ Arrow board
 - ▨ Work area
 - ⚡ Sign
 - ⦿ Drum with steady burn monodirectional light (50' cts.)
 - ⬆ Direction indicator barricade with steady burn monodirectional light (50' cts.)
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 - ▬ Temporary concrete barrier wall
 - ⋮ Detector loops

NOTE:
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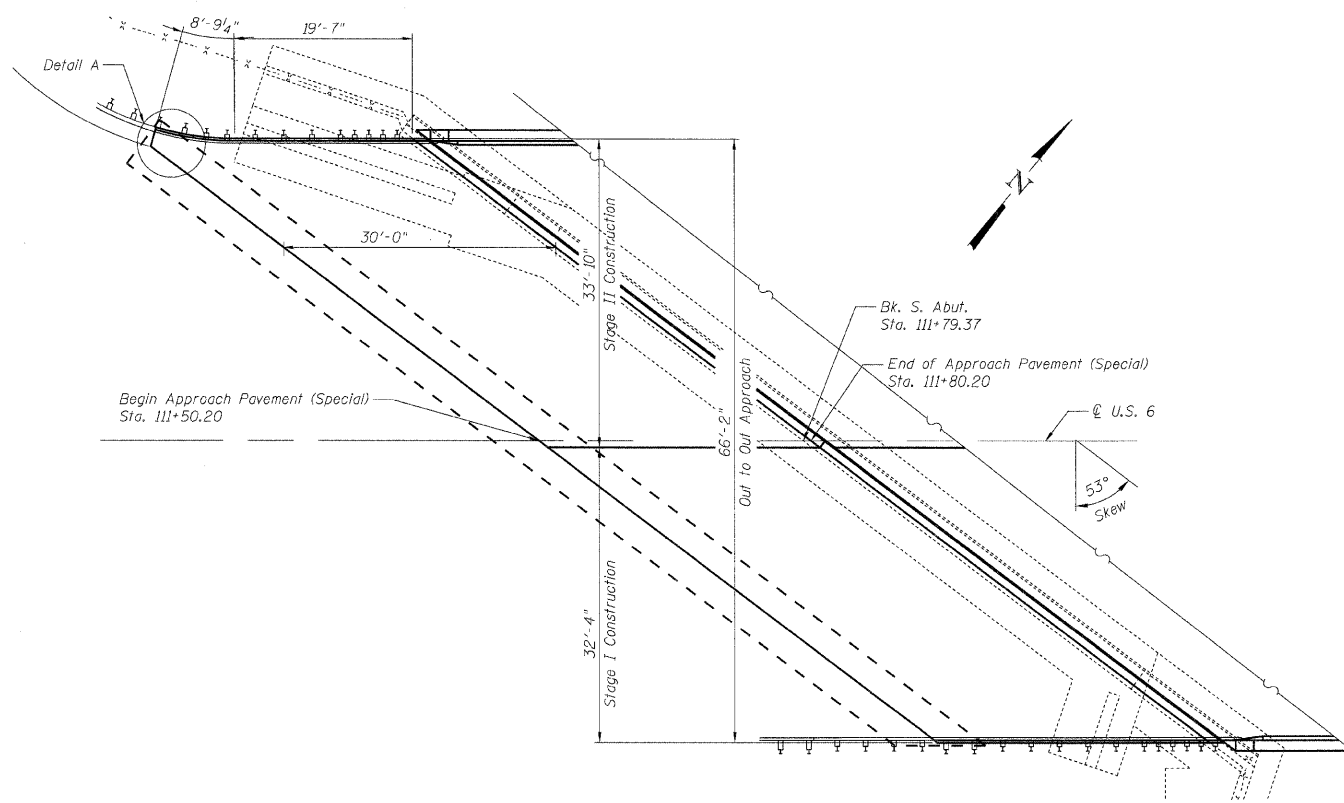
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

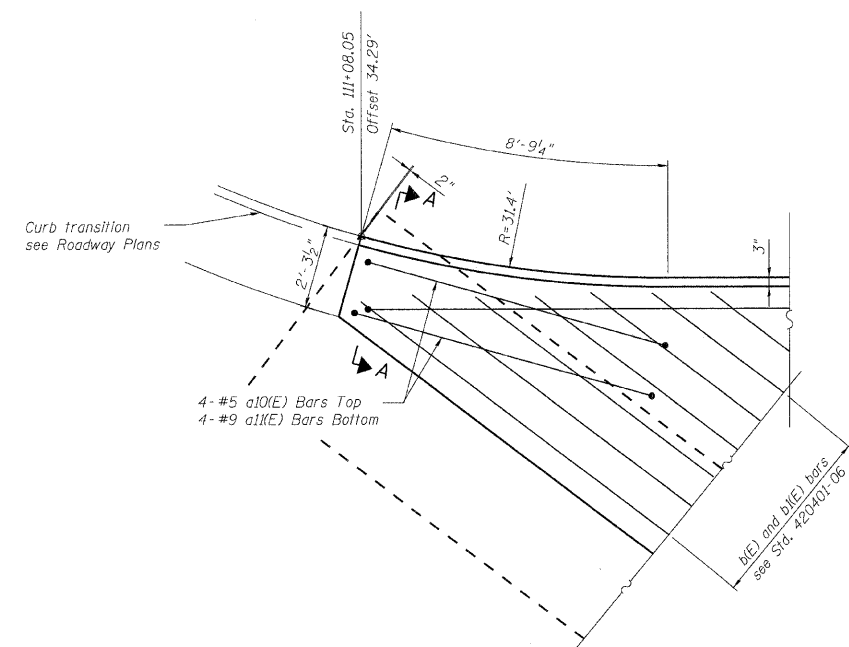
**FAU 0318 /US ROUTE 6 (RAILROAD AVENUE)
 OVER I & M CANAL
 TRAFFIC CONTROL AND PROTECTION - STAGE 2**

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

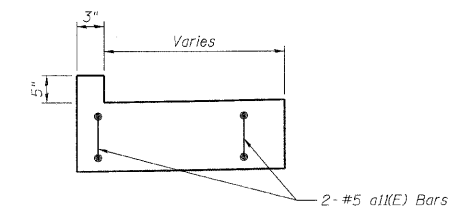
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	10
CONTRACT NO. 60D88				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



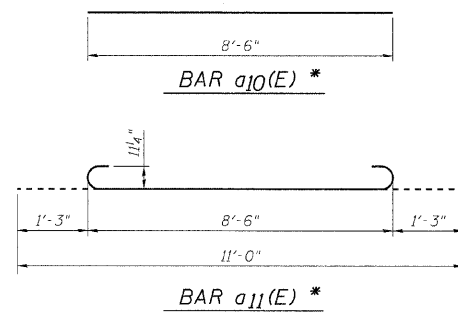
SOUTH APPROACH PLAN



DETAIL A



SECTION A-A



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10	4	#5	8'-6"	—
a11	4	#9	11'-0"	U
Reinforcement Bars, Epoxy Coated			Lb	190
Bridge Approach Pavement (Special)			Sq. Yd.	222

* 4-#5 a10(E) and 4-#9 a11(E) total weight 185 lb Included in Bridge Approach Pavement (Special)

NOTES:

- 1) See Bridge Approach Pavement Std. 420401-06 for additional details.
- 2) All reinforcement bars shall be Epoxy Coated.
- 3) North Bridge Approach to follow Bridge Approach Std. 420401-06.
- 4) Rebar quantity shown for information only and is included in the cost of Bridge Approach Pavement (Special).

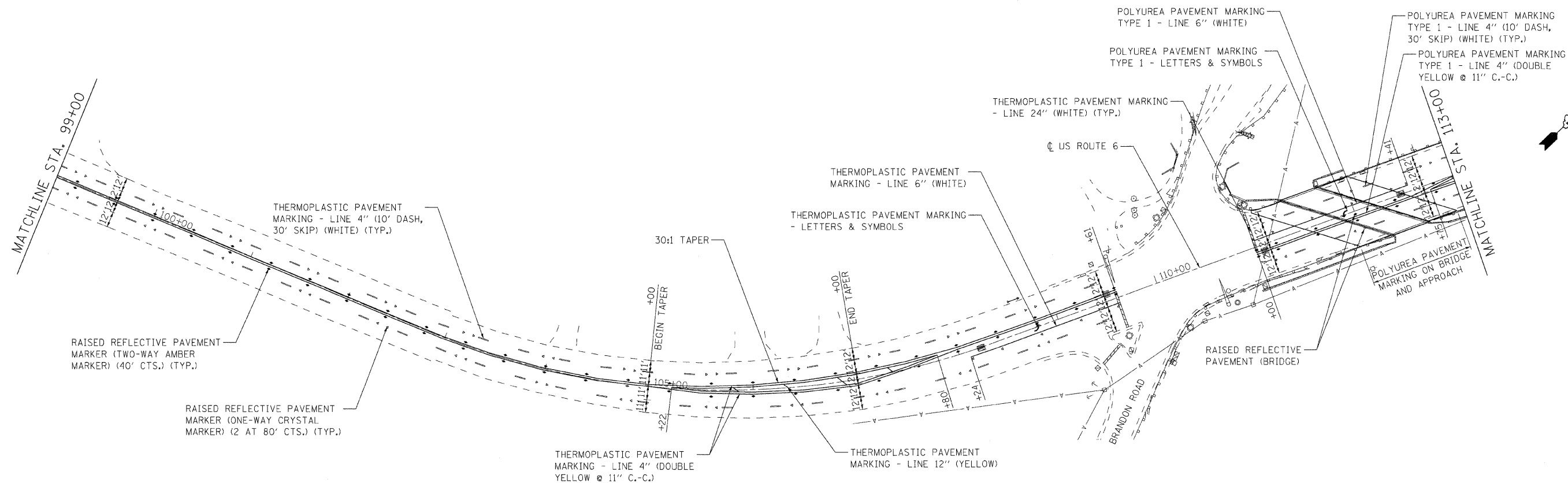
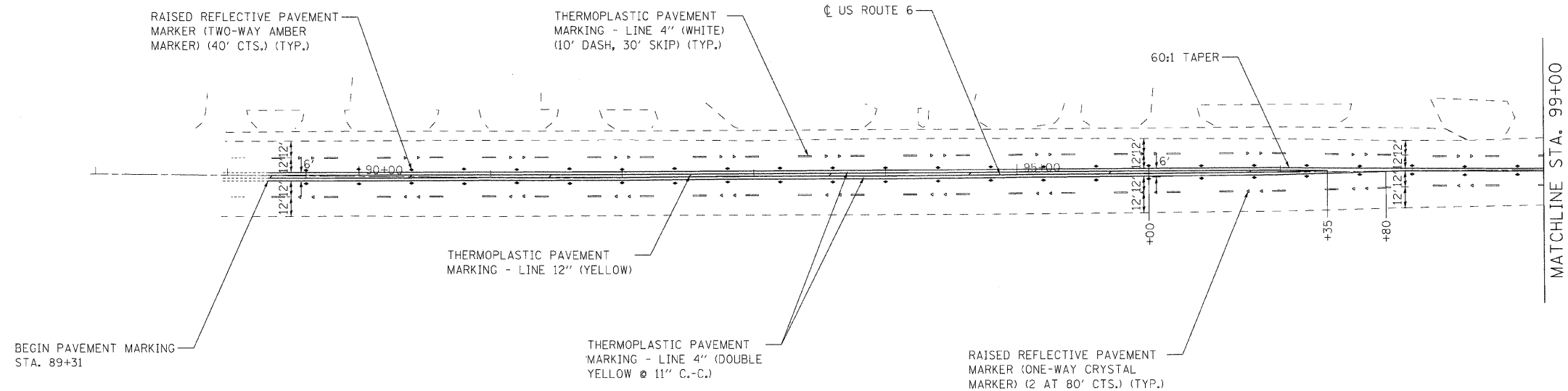
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PLOT DATE = 7/8/2008	DATE - 07/09/2008	REVISED -

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NOTE BOOK	CHECKED	
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PROFILE	DESIGNED	DATE
NO.	BY	
NOTE BOOK	CHECKED	
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	INDICATED	
	BY	
	DATE	

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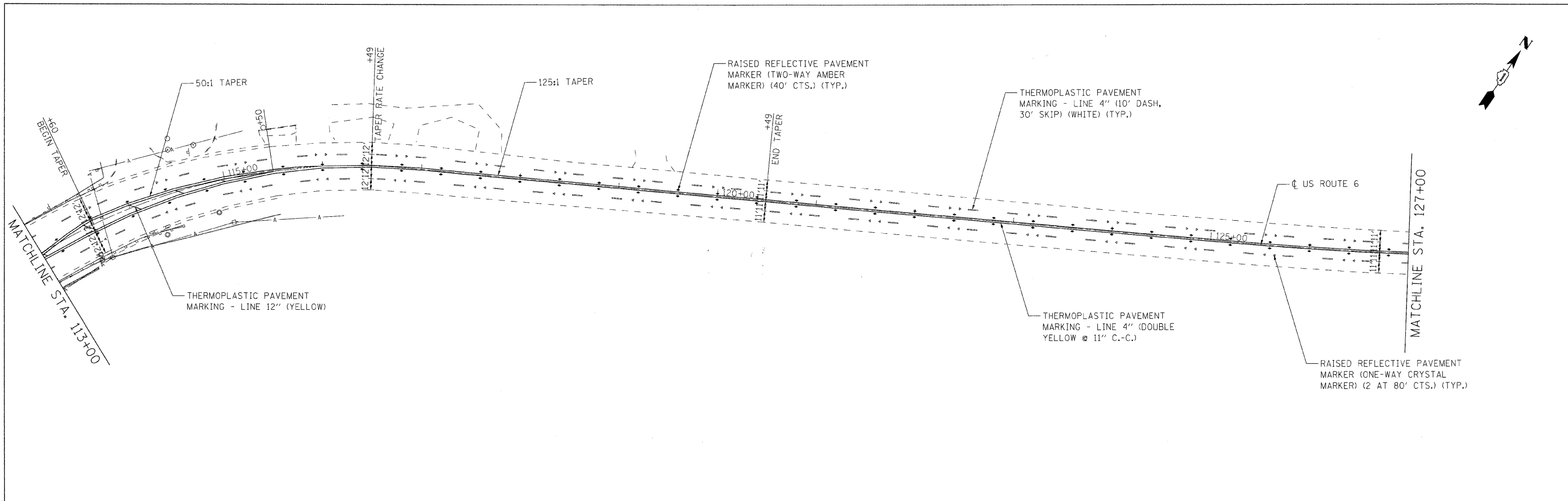
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAU 0318 /US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
PAVEMENT MARKING PLAN**

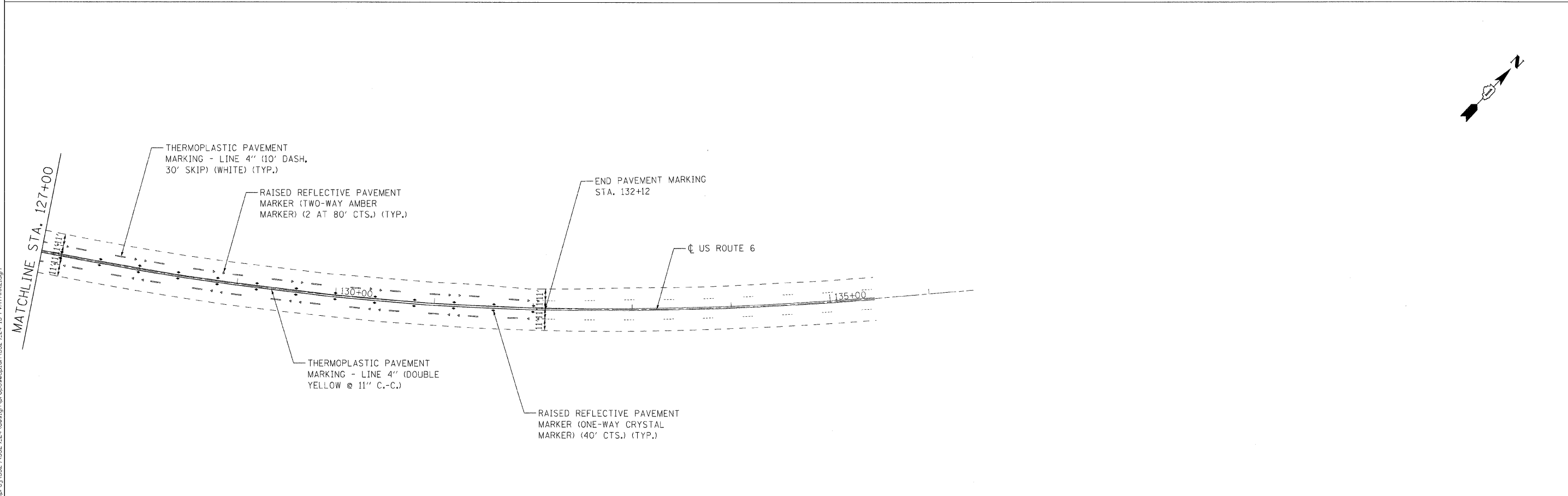
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F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 12
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT CONTRACT NO. 60D88	

PLAN	DATE
BY	
REVIEWED	
DESIGNED	
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CHECKED	
NOTES	
NO.	



PROFILE	DATE
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REVIEWED	
DESIGNED	
DRAWN	
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NOTES	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

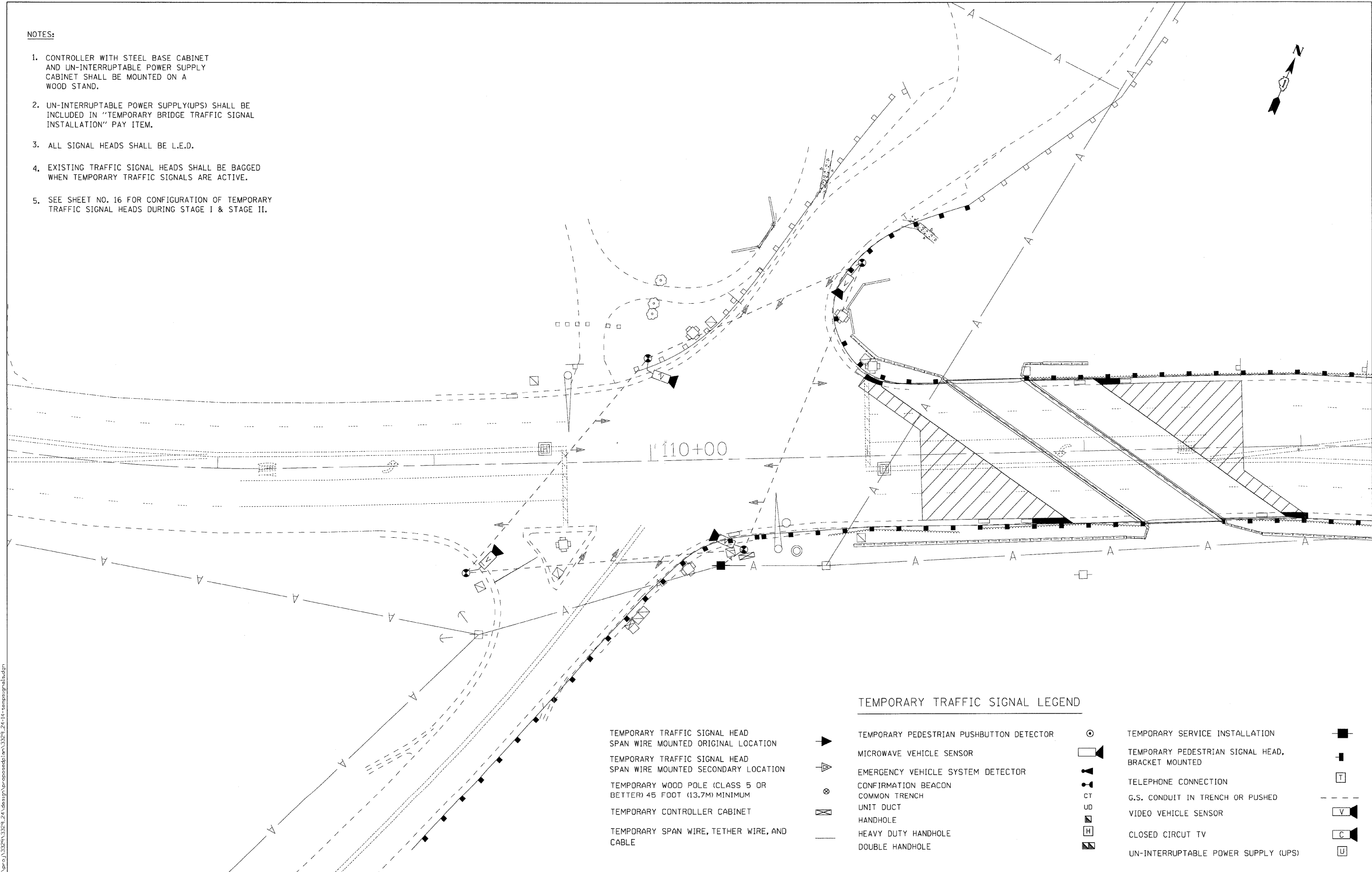
**FAU 0318 /US ROUTE 6 (RAILROAD AVENUE)
 OVER I & M CANAL
 PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	13
CONTRACT NO. 60D88				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

NOTES:

1. CONTROLLER WITH STEEL BASE CABINET AND UN-INTERRUPTABLE POWER SUPPLY CABINET SHALL BE MOUNTED ON A WOOD STAND.
2. UN-INTERRUPTABLE POWER SUPPLY(UPS) SHALL BE INCLUDED IN "TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION" PAY ITEM.
3. ALL SIGNAL HEADS SHALL BE L.E.D.
4. EXISTING TRAFFIC SIGNAL HEADS SHALL BE BAGGED WHEN TEMPORARY TRAFFIC SIGNALS ARE ACTIVE.
5. SEE SHEET NO. 16 FOR CONFIGURATION OF TEMPORARY TRAFFIC SIGNAL HEADS DURING STAGE I & STAGE II.



TEMPORARY TRAFFIC SIGNAL LEGEND

- | | | | | | |
|---|---|--|----|--|-------|
| TEMPORARY TRAFFIC SIGNAL HEAD
SPAN WIRE MOUNTED ORIGINAL LOCATION | ▶ | TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR | ⊙ | TEMPORARY SERVICE INSTALLATION | ■ |
| TEMPORARY TRAFFIC SIGNAL HEAD
SPAN WIRE MOUNTED SECONDARY LOCATION | ◀ | MICROWAVE VEHICLE SENSOR | ◻▶ | TEMPORARY PEDESTRIAN SIGNAL HEAD,
BRACKET MOUNTED | ■ |
| TEMPORARY WOOD POLE (CLASS 5 OR
BETTER) 45 FOOT (13.7M) MINIMUM | ⊙ | EMERGENCY VEHICLE SYSTEM DETECTOR | ◻▶ | TELEPHONE CONNECTION | ⊠ |
| TEMPORARY CONTROLLER CABINET | ⊠ | CONFIRMATION BEACON | CT | G.S. CONDUIT IN TRENCH OR PUSHED | - - - |
| TEMPORARY SPAN WIRE, TETHER WIRE, AND
CABLE | — | UNIT DUCT | UD | VIDEO VEHICLE SENSOR | ◻▶ |
| | | HANDHOLE | H | CLOSED CIRCUIT TV | ◻▶ |
| | | HEAVY DUTY HANDHOLE | H | UN-INTERRUPTABLE POWER SUPPLY (UPS) | ◻▶ |
| | | DOUBLE HANDHOLE | H | | |

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USER NAME = jcclemm	DESIGNED - JCC	REVISED -
PLOT SCALE = 20.0000' / IN.	DRAWN - JCC	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

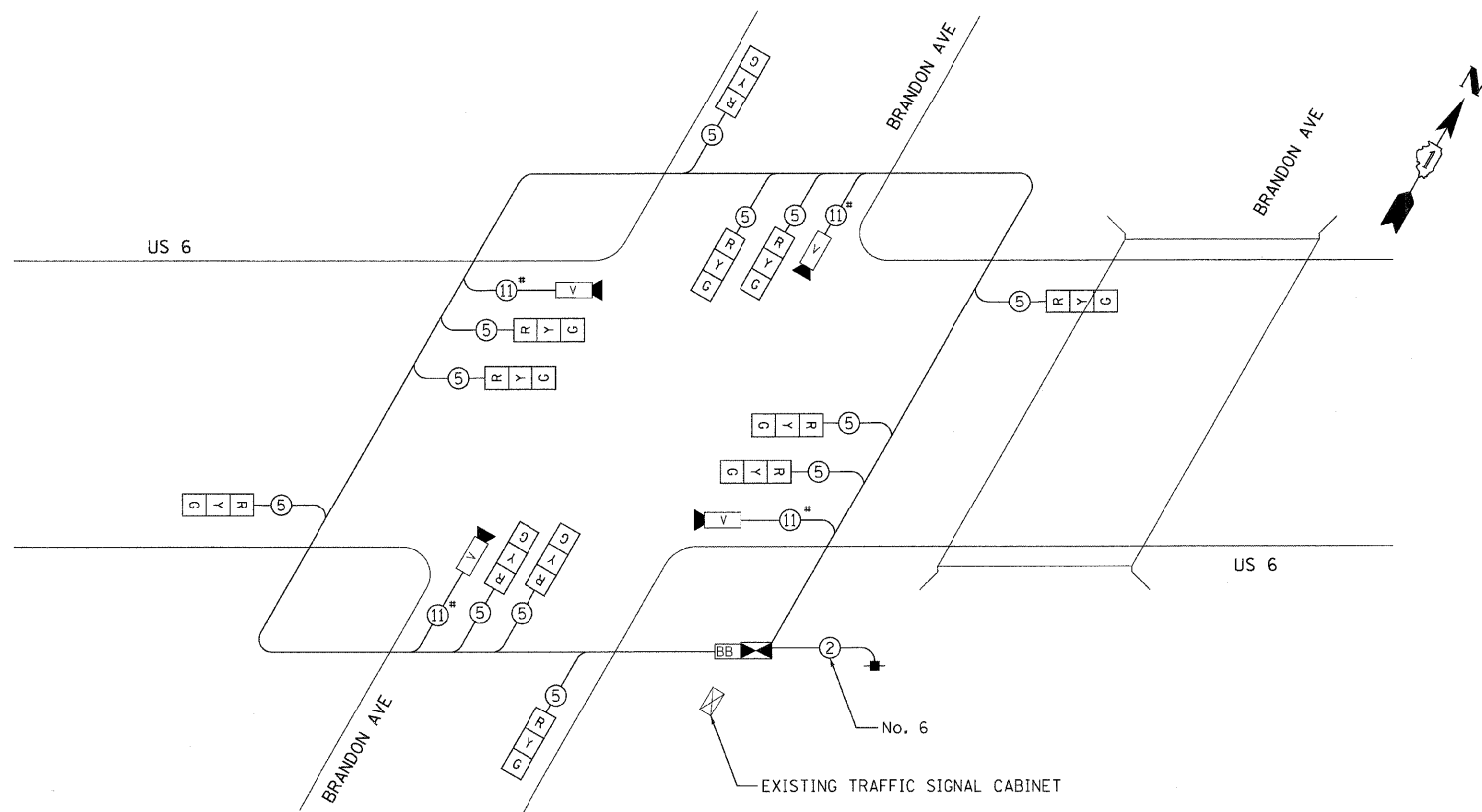
**FAU 0318/ US ROUTE 6 (RAILROAD AVENUE)
 OVER I & M CANAL
 TEMPORARY TRAFFIC SIGNAL PLAN**

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

F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 14
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60D88	

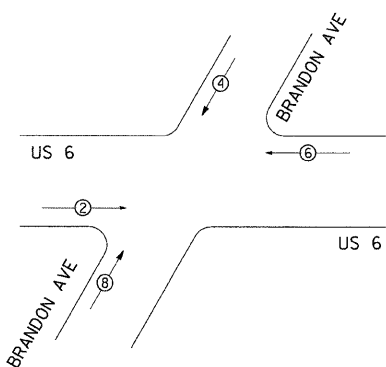
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR, EVP WILL BE PAID FOR SEPARATELY.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET, ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT. A REPRESENTATIVE OF THE TRAFFIC SIGNAL CONTROLLER/CABINET VENDOR/SUPPLIER MUST BE PRESENT AT THE TRAFFIC SIGNAL TURN ON.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm), HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATED HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS, EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. 24" WHITE STOP BAR TO BE INSTALLED AFTER THE INSTALLATION AND IMPLEMENTATION OF THE TEMPORARY TRAFFIC SIGNALS.
8. THE VIDEO CAMERA VENDOR/SUPPLIER REPRESENTATIVE WILL ASSIST THE CONTRACTOR IN THE EQUIPMENT SETUP/PLACEMENT OF CAMERAS AND WILL BE PRESENT AT THE TRAFFIC SIGNAL TURN ON.



* NOTE: OR AS SPECIFIED BY CAMERA VENDOR

CONTROLLER SEQUENCE



PHASE DESIGNATION

- LEGEND**
- (with horizontal line) DUAL ENTRY PHASE
 - ◇ (with horizontal line) OVERLAP
 - (with vertical line) PEDESTRIAN PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE

SUMMARY OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1

TEMPORARY CABLE DIAGRAM LEGEND

- [R] TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- [C] TEMPORARY CONTROLLER CABINET
- [■] TEMPORARY SERVICE INSTALLATION
- (5) INDICATES NUMBER OF CONDUCTORS IN CABLE, ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- [▶] EMERGENCY VEHICLE LIGHT DETECTOR
- [▶] CONFIRMATION BEACON
- (with vertical line) PEDESTRIAN PUSHBUTTON DETECTOR
- [□] VEHICLE DETECTOR, INDUCTION LOOP
- [P] 12" (300mm) PEDESTRIAN SIGNAL SECTION
- [M] MICROWAVE VEHICLE SENSOR
- [V] VIDEO DETECTOR SENSOR
- [C] CLOSED CIRCUIT TV
- [BB] BATTERY - BACK UP
- [T] TELEPHONE CONNECTION

NOTE:
EQUIPMENT GROUND CONDUCTOR (GREEN COLOR CODED) SPLICE TO FRAME AND COVER IS REQUIRED FOR ALL HANDHOLES OR DOUBLE HANDHOLES THAT CARRY SIGNAL CABLES AND SERVICE CABLES.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	102
(YELLOW)	12	135	25	0.25	75
(GREEN)	12	135	15	0.25	45
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN		84		0.05	
VIDEO CAMERA	4		45	1.00	180
TOTAL =					502

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
CONTACT: KATHY NYSTROM
PHONE: (847) 816-5489
COMPANY: COM. ED.

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



Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4008 Fax 773.775.4014

USER NAME = joolaman	DESIGNED - RBG	REVISED - ---
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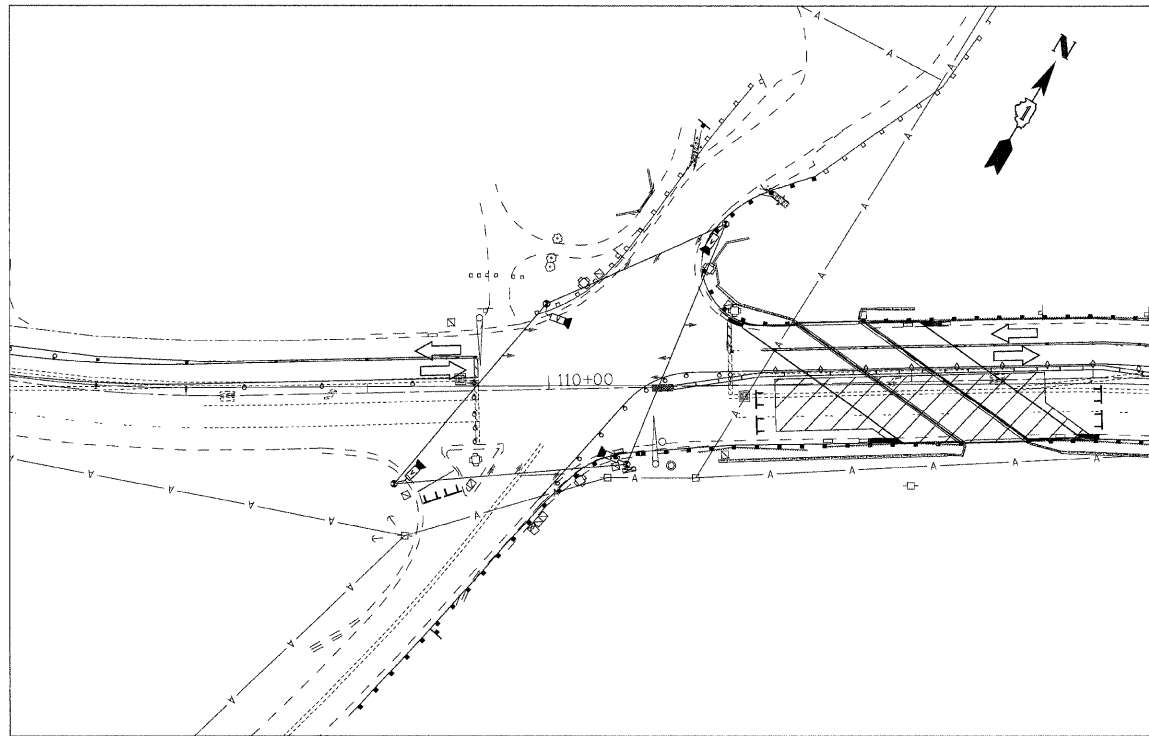
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FAU 0318 /US ROUTE 6 (RAILROAD AVENUE) OVER I & M CREEK
TEMPORARY CABLE PLAN & TEMPORARY PHASE DESIGNATION DIAGRAM
SCALE: N.T.S. SHEET NO. OF SHEETS STA. TO STA.

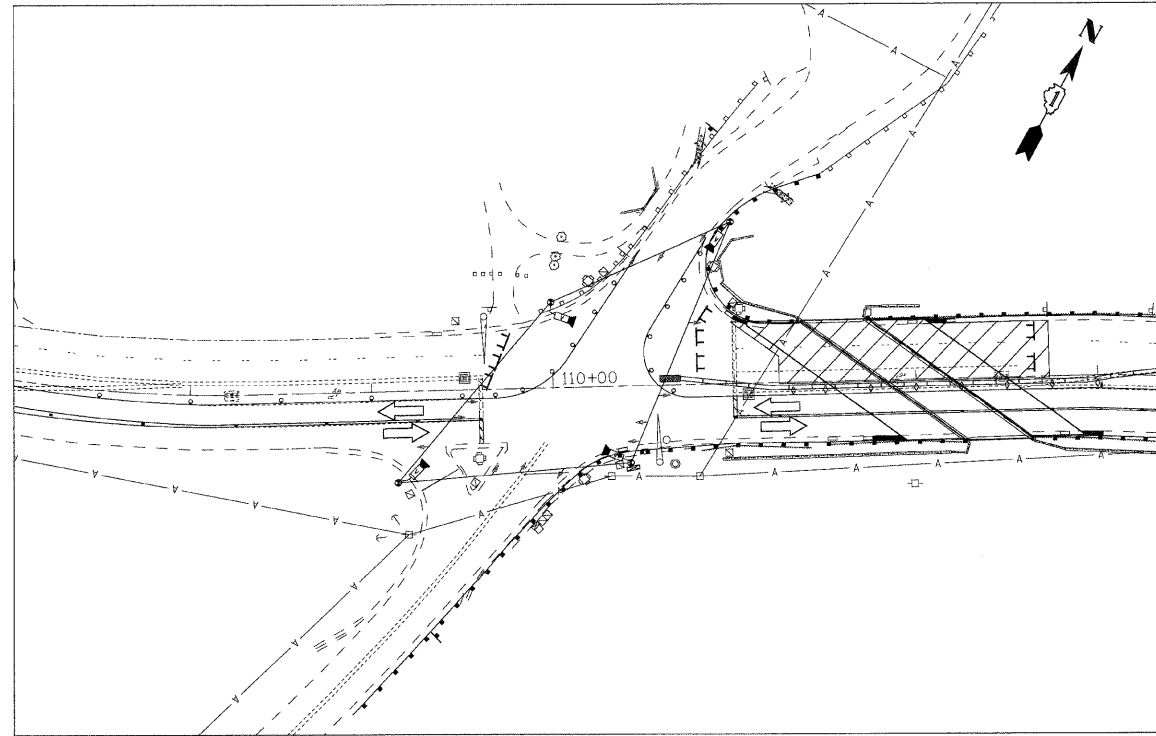
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	15

CONTRACT NO. 60D88
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

FILE NAME = r:\nproj\33293\33293_24\design\proposals\plan\3329_24-10-tempo\sign\cabl\esd\plan.dgn



TRAFFIC CONTROL AND PROTECTION
STAGE 1



TRAFFIC CONTROL AND PROTECTION
STAGE 2

FILE NAME = "V:\proj\3329_24\drawn\temp\signal\stage1.dgn"



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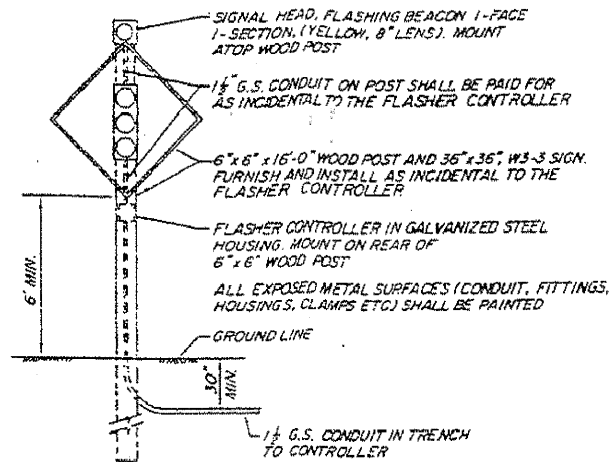
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PLOT DATE = 7/8/2008	DATE - 07/09/2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAU 0318/ US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
TEMPORARY TRAFFIC SIGNAL PLAN - STAGE CONFIGURATION**

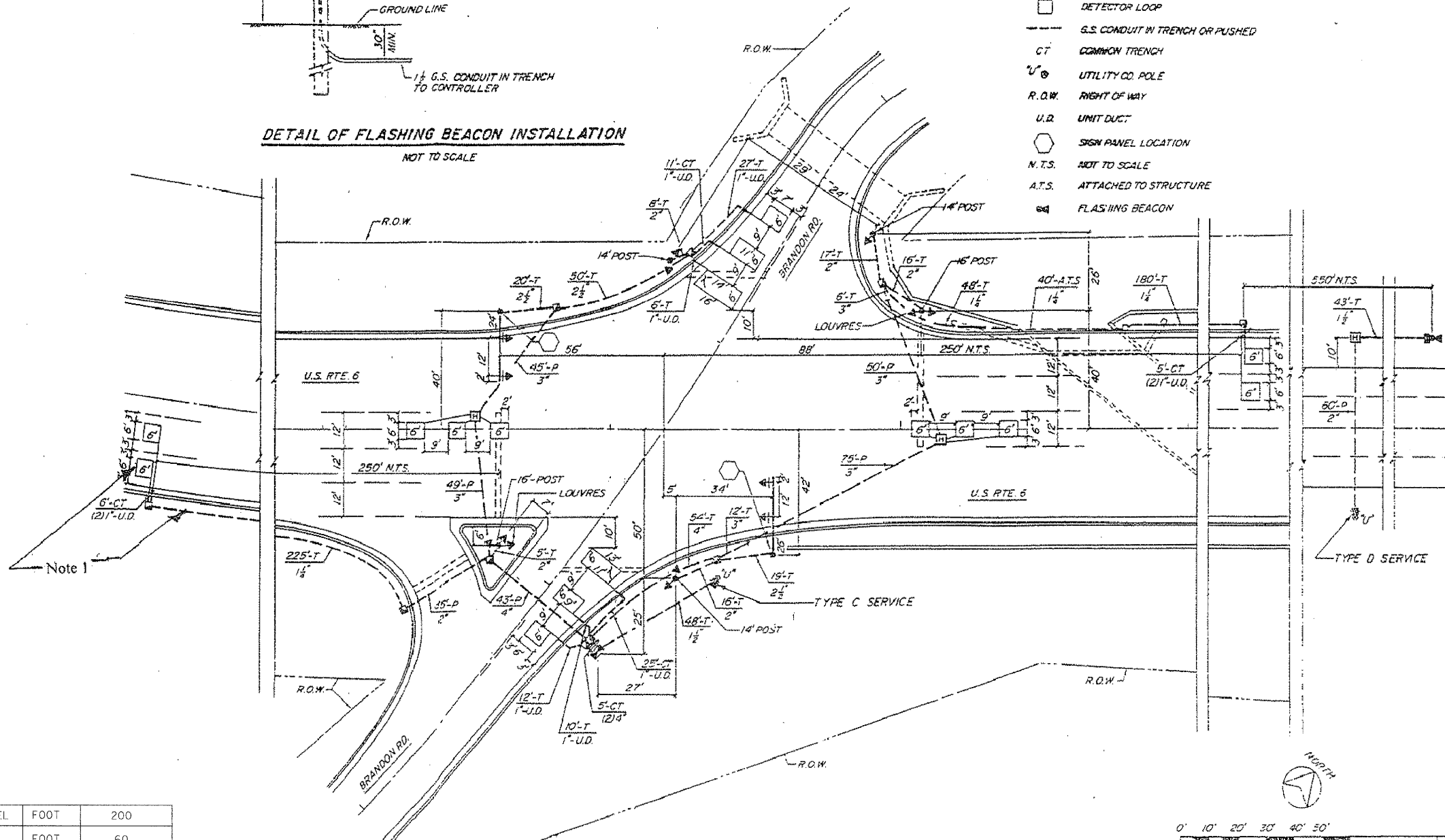
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	16
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D88	



DETAIL OF FLASHING BEACON INSTALLATION

NOT TO SCALE

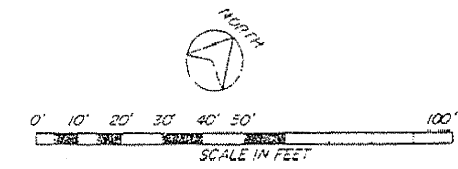


TRAFFIC SIGNAL LEGEND

- SERVICE INSTALLATION
- CONTROLLER
- DOUBLE HANDHOLE
- HANDHOLE
- HEAVY-DUTY HANDHOLE
- ➔ SIGNAL HEAD
- ➔ SIGNAL HEAD WITH BACKPLATE
- MAST ARM ASSEMBLY AND POLE, STEEL
- SIGNAL POST
- DETECTOR LOOP
- G.S. CONDUIT IN TRENCH OR PUSHED
- CT COMMON TRENCH
- U UTILITY CO. POLE
- R.O.W. RIGHT OF WAY
- U.D. UNIT DUCT
- SIGN PANEL LOCATION
- N.T.S. NOT TO SCALE
- A.T.S. ATTACHED TO STRUCTURE
- ⬠ FLASHING BEACON

81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	200
81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	60
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	200
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 141 PAIR	FOOT	450
88600600	DETECTOR LOOP REPLACEMENT	FOOT	545

FOR INFORMATION ONLY



FILE NAME: n:\proj\3129\3129_24\dmgr\3129_24_17_exstunsignal.sudg

Ciorba Group, Inc.
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 5507 North Cumberland Avenue, Suite 402
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 Tel. 773.775.4008 Fax 773.775.4014

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	DATE - 07/09/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

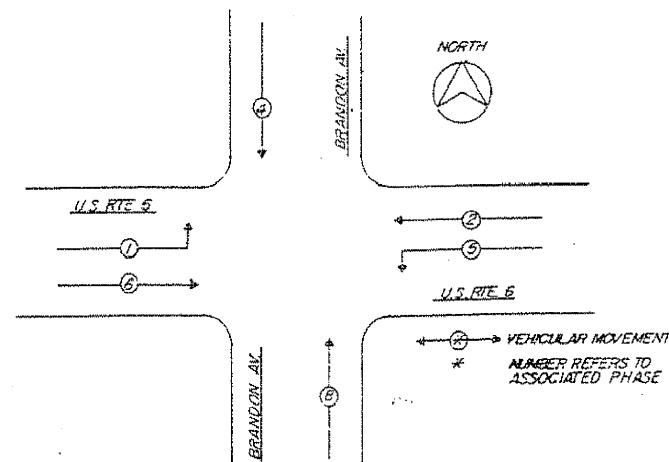
FAU 0318/ US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
EXISTING TRAFFIC SIGNAL PLAN

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

F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 17
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT		CONTRACT NO. 60D88		

U.S. RTE 6 & BRANDON AV.
 CONTROLLER SPECIFIED - FULL-ACTUATED CONTROLLER, STANDARD SEQUENCE III, 8 PHASES IN TYPE IX CABINET

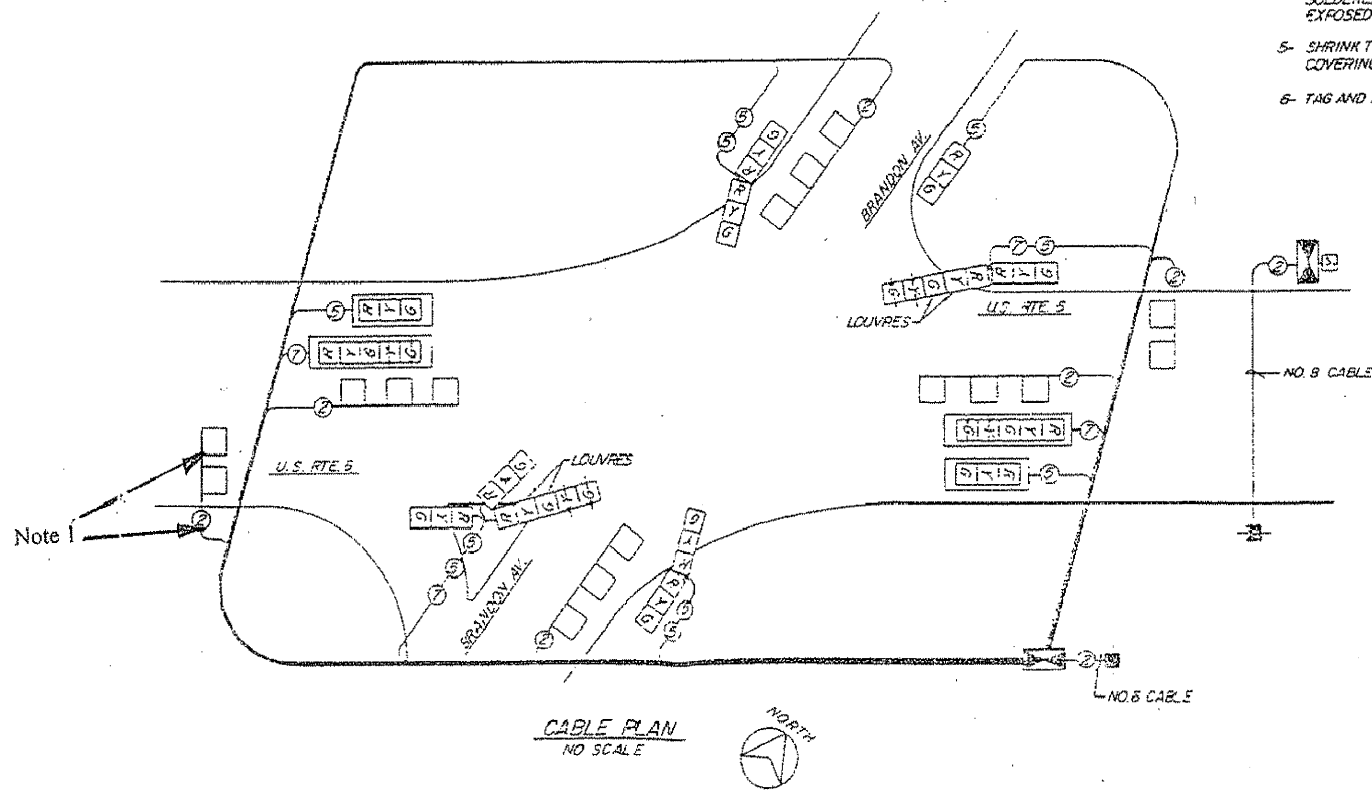
REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW



PROPOSED PHASE DESIGNATION DIAGRAM

CABLE PLAN LEGEND

- SIGNAL FACE WITH BACKPLATE
- 12" TRAFFIC SIGNAL SECTION
- CONTROLLER CABINET
- VEHICLE DETECTOR, INDUCTION LOOP
- SERVICE INSTALLATION
- DENOTES NUMBER OF CONDUCTORS (NEW) ALL LOOP DETECTOR CABLE TO BE SHIELDED ALL CABLE NO. 14 EXCEPT AS INDICATED
- 8" TRAFFIC SIGNAL SECTION



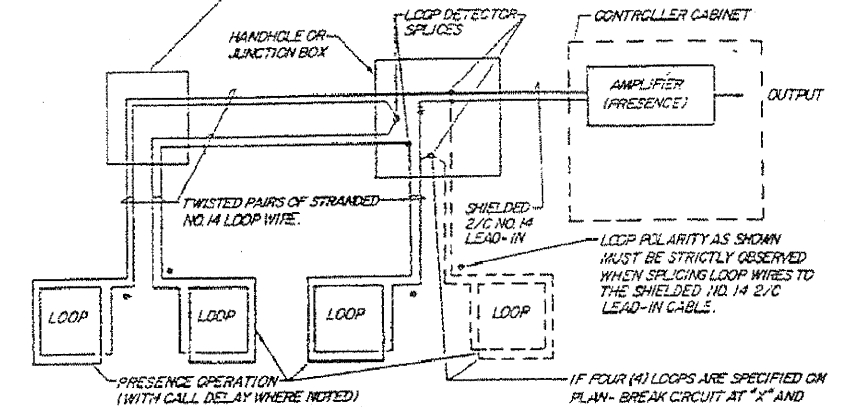
CABLE PLAN
NO SCALE

EWACH LOOP DETECTOR SPLICE SHALL BE AN INDIVIDUAL TYPE II OR TYPE III SPLICE

EWACH LOOP LEAD-IN SHALL BE PLACED IN A SEPARATE CONDUIT FROM EDGE OF PAVEMENT TO HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6"

TWISTED PAIRS OF LOOP WIRE PASS THROUGH SUPPLEMENTAL HANDHOLE OR JUNCTION BOX IF SPECIFIED ON PLAN. NO SPLICES ALLOWED IN THIS HANDHOLE OR JUNCTION BOX.

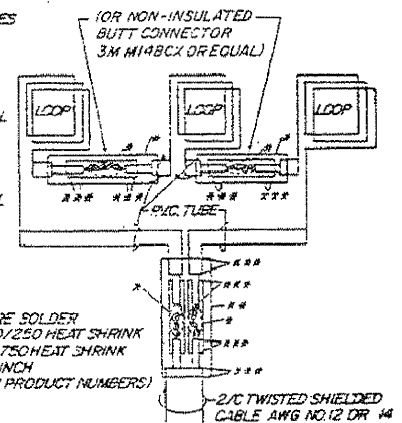
LOOP TURNS AS RECOMMENDED BY THE MANUFACTURER.



LOOP DETECTOR SCHEMATIC

STEPS

- 1- REMOVE OUTER CABLE COVERING OR PVC TUBE LEAVING 4 INCHES OF INSULATED WIRE EXPOSED.
- 2- REMOVE INSULATION FOR 1 INCH AND SCRAPE COPPER CONDUCTOR.
- 3- INSERT CABLE AND/OR CONDUCTORS INTO THEIR RESPECTIVE APPROVED HEAT SHRINKABLE TUBING. THE CONDUCTORS SHALL THEN BE CONNECTED BY TWISTING TOGETHER AND SOLDERING WITH A ROSIN CORE SOLDER.
- 4- THE WCSF 070/250 TUBE SHALL COMPLETELY COVER THE SOLDERED CONNECTION AND THE INSULATION 1 INCH BEYOND ALL EXPOSED WIRE AT EITHER END OF THE CONNECTION.
- 5- SHRINK THE TUBE OVER THE SPLICE TO FORM A WATER TIGHT COVERING USING A HEAT SOURCE APPROVED BY THE ENGINEER.
- 6- TAG AND I.D. LOOP LEAD-INS.



LOOP SPLICING USING HEAT SHRINKS
 NOTE: ELECTRICAL TAPE SHALL NOT BE USED WITH HEAT SHRINK SPLICES.

FOR INFORMATION ONLY

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CG
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USER NAME = jcc1eman	DESIGNED - JCC	REVISED -
PLOT SCALE = 20.0000' / 1" IN.	DRAWN - JCC	REVISED -
PLOT DATE = 7/8/2008	CHECKED - MJL	REVISED -
	DATE - 07/09/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU 0318/US ROUTE 6 (RAILROAD AVENUE)
OVER I & M CANAL
EXISTING TRAFFIC SIGNAL PLAN

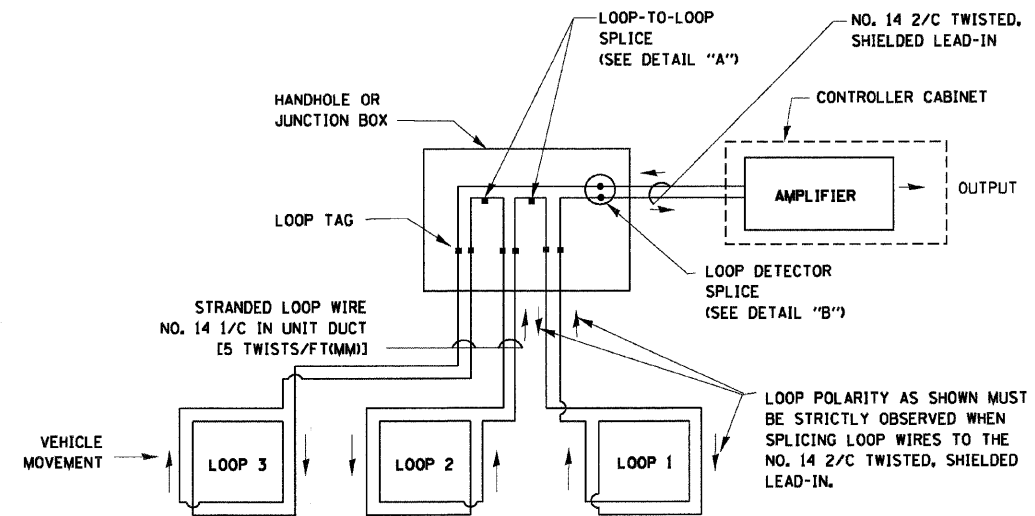
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F.A.U. RTE. 0318	SECTION DB-1-R-B	COUNTY WILL	TOTAL SHEETS 40	SHEET NO. 18
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 60D88				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LOOP DETECTOR NOTES

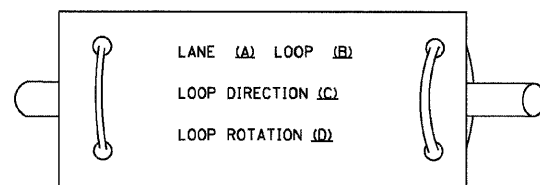
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED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



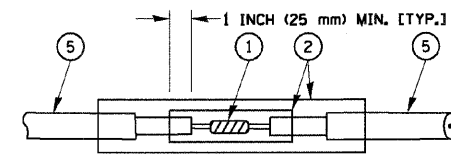
DETECTOR LOOP WIRING SCHEMATIC

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

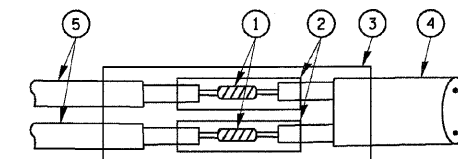
LOOP LEAD-IN CABLE TAG



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



**DETAIL "A"
LOOP-TO-LOOP SPLICE**



**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS**

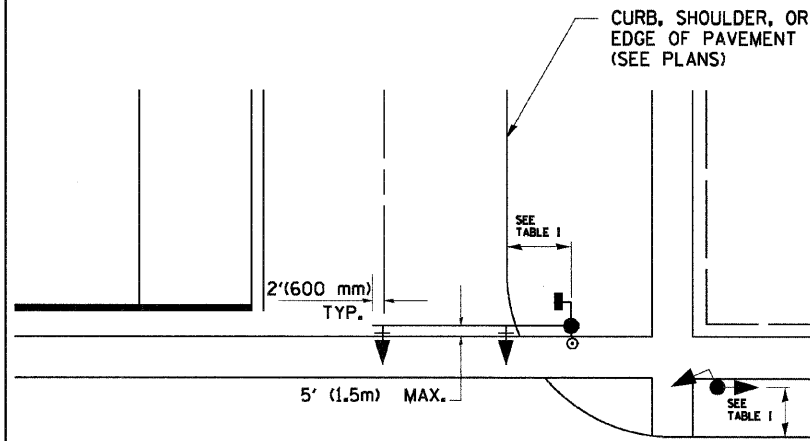
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DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 1 OF 4

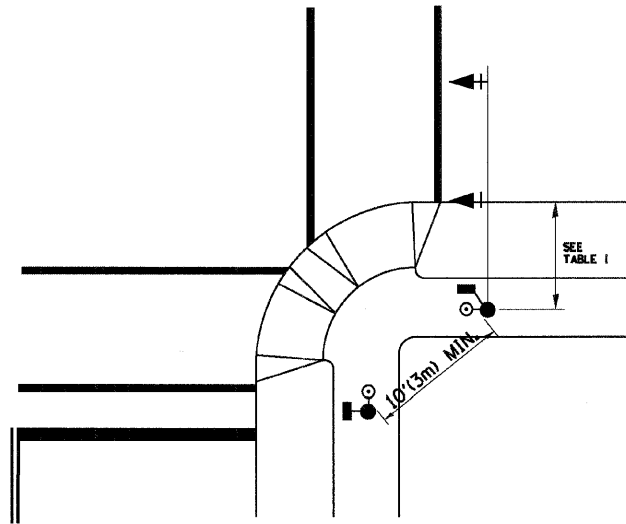
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0318	DB-1-R-B	WILL	40	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA, INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

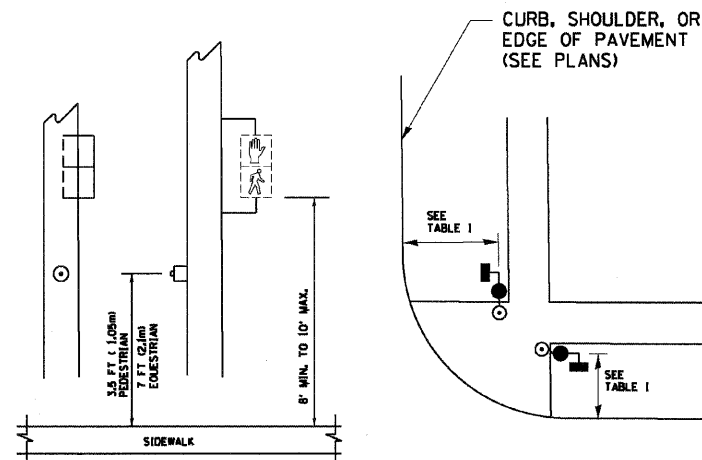


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

PLOT DATE = 3/7/2007
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 USER NAME = bboard

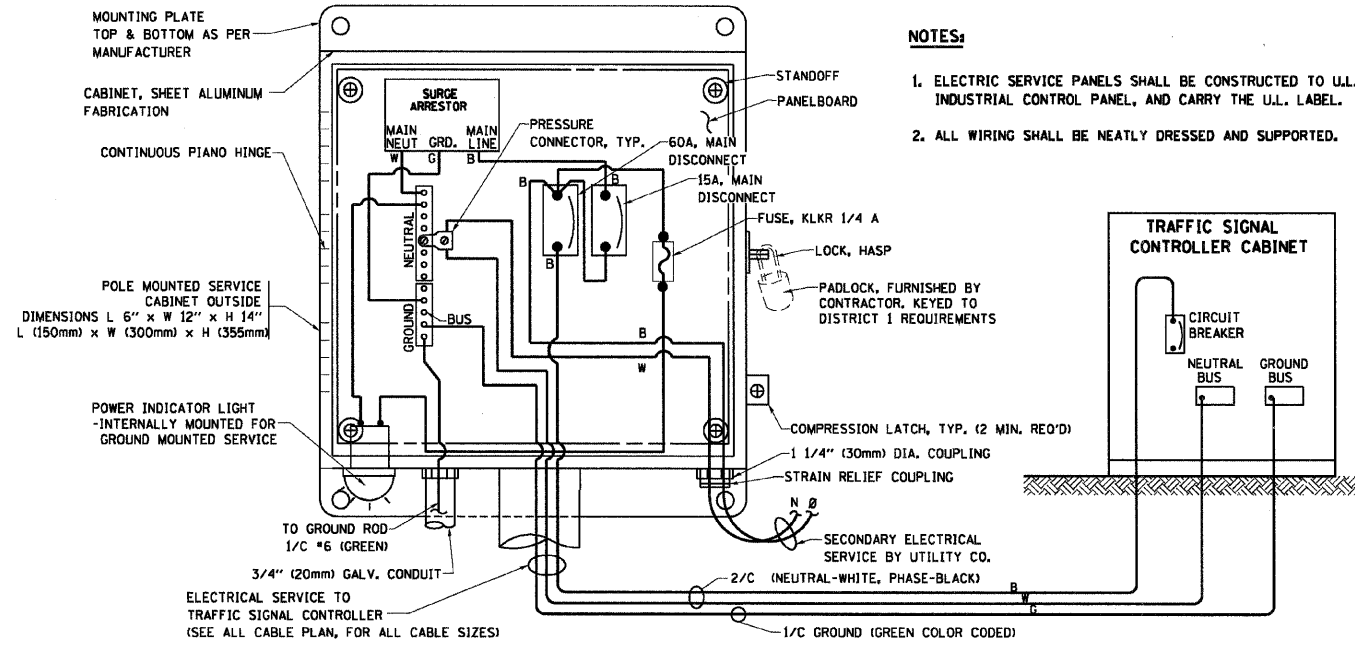
REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

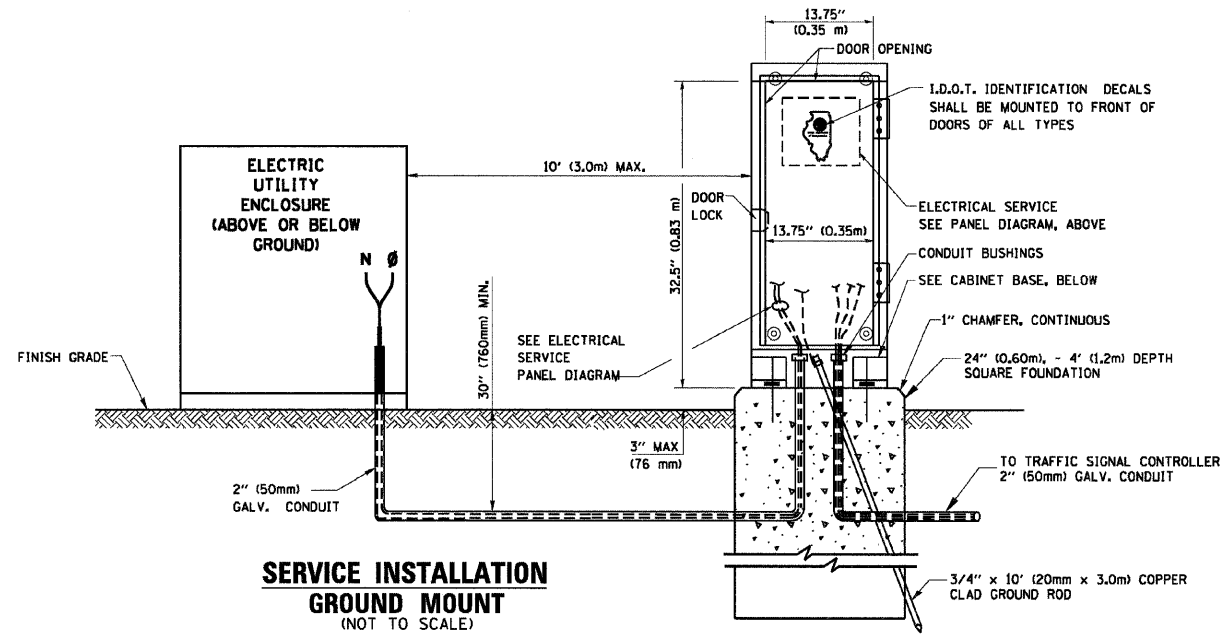
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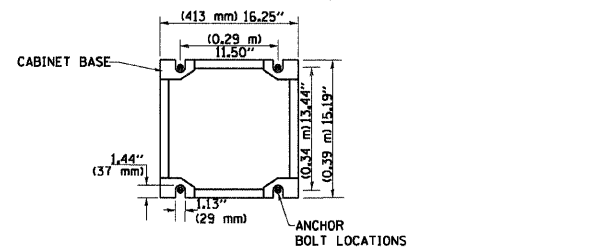
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



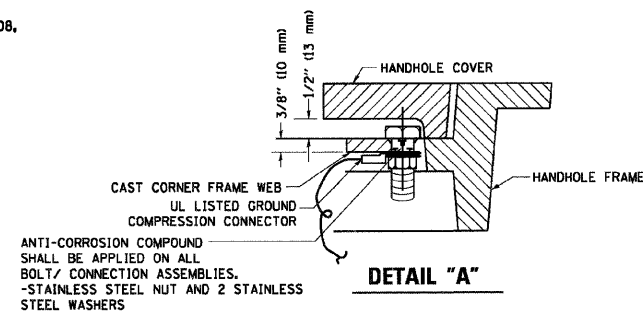
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



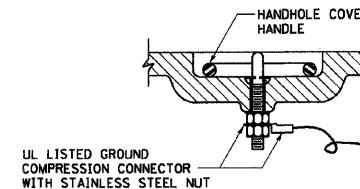
SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)



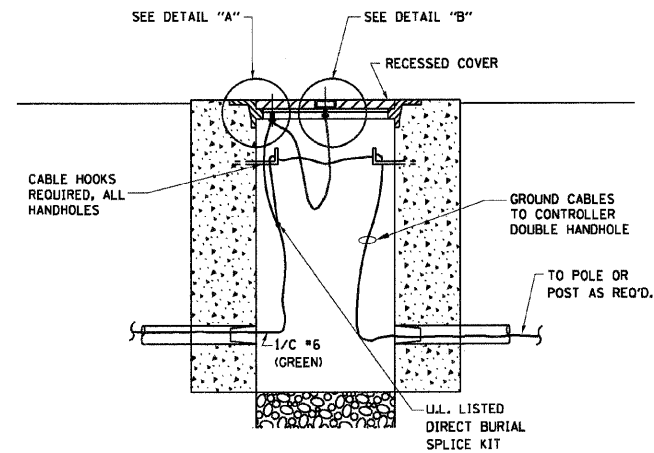
CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



DETAIL "A"

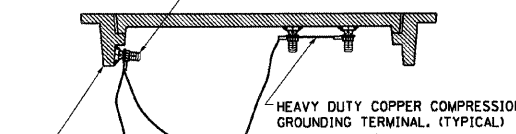


DETAIL "B"



HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)

(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL)

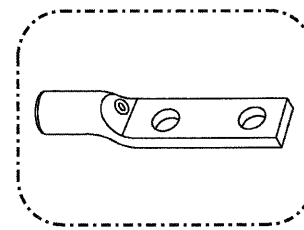


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)

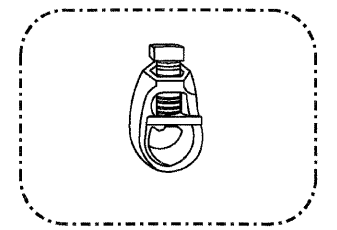
NOTES:

GROUNDING SYSTEM

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



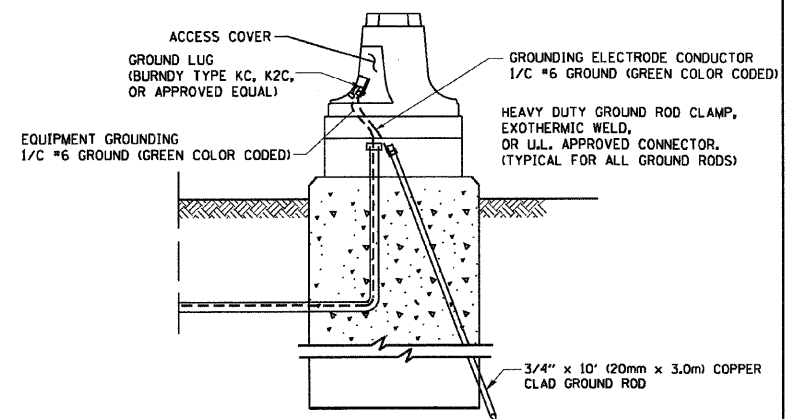
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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



MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

REVISIONS	
NAME	DATE
CADD	5/30/00
CADD	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

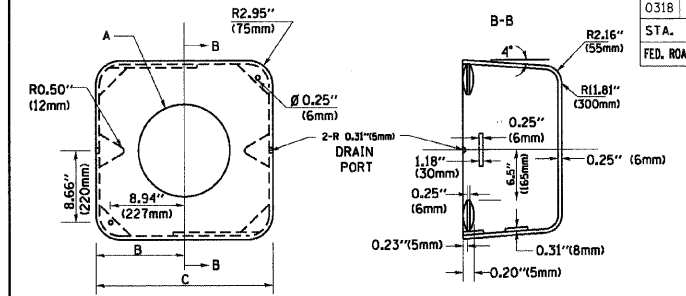
**DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS**

SCALE: NONE

DRAWN BY: RWP
 DESIGNED BY: DAZ
 CHECKED BY: DAZ
 SHEET 3 OF 4

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
031B	DB-1-R-B	WILL	40	22
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

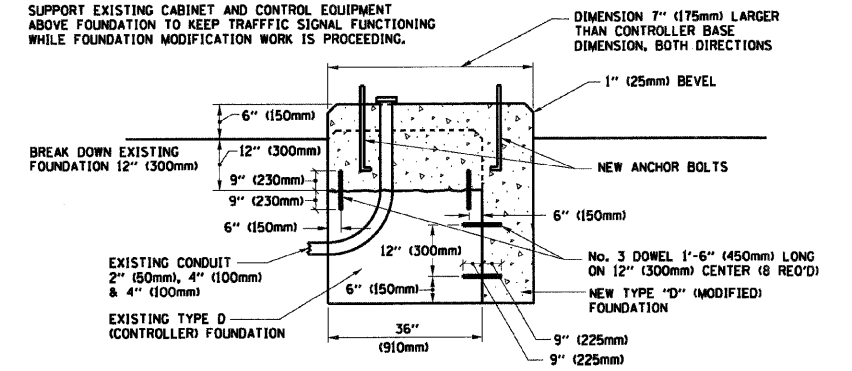
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125 (257mm)	9.5 (241mm)	19 (483mm)	12 (300mm)	24kg
II	Ø 11.125 (283mm)	10.75 (273mm)	21.5 (546mm)	12 (300mm)	26kg

SHROUD DETAIL

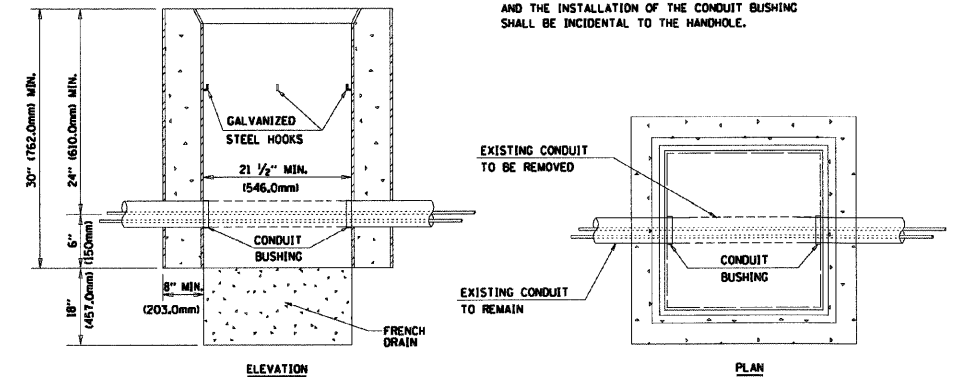
NOTE:
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)

NOTES:
 1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.



DETAIL
 HANDHOLE TO INTERCEPT EXISTING CONDUIT
 N.T.S.

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

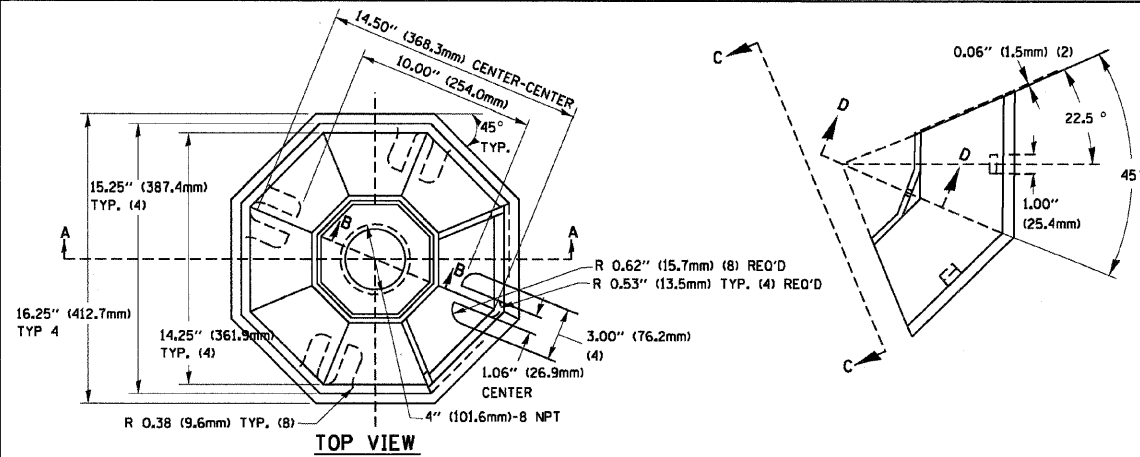
ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

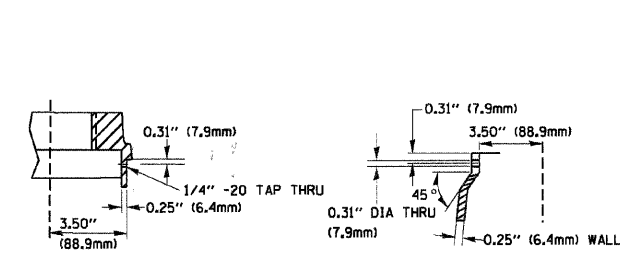
SCALE: NONE

DRAWN BY: RWP
 DESIGNED BY: DAZ
 CHECKED BY: DAZ
 SHEET 4 OF 4

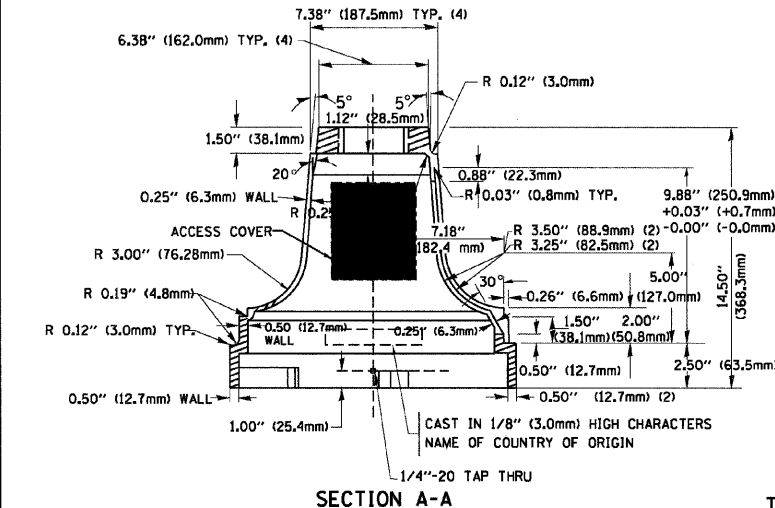
TS05



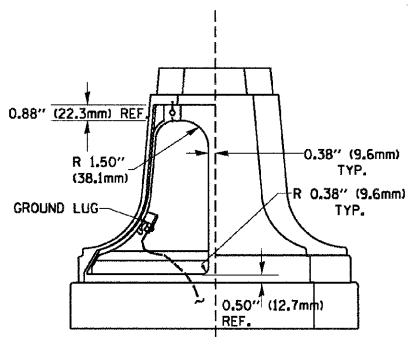
TOP VIEW



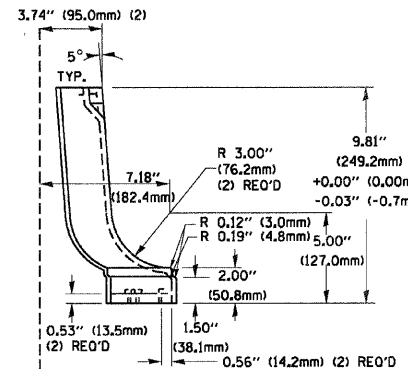
SECTION B-B SECTION D-D



SECTION A-A



VIEW C-C

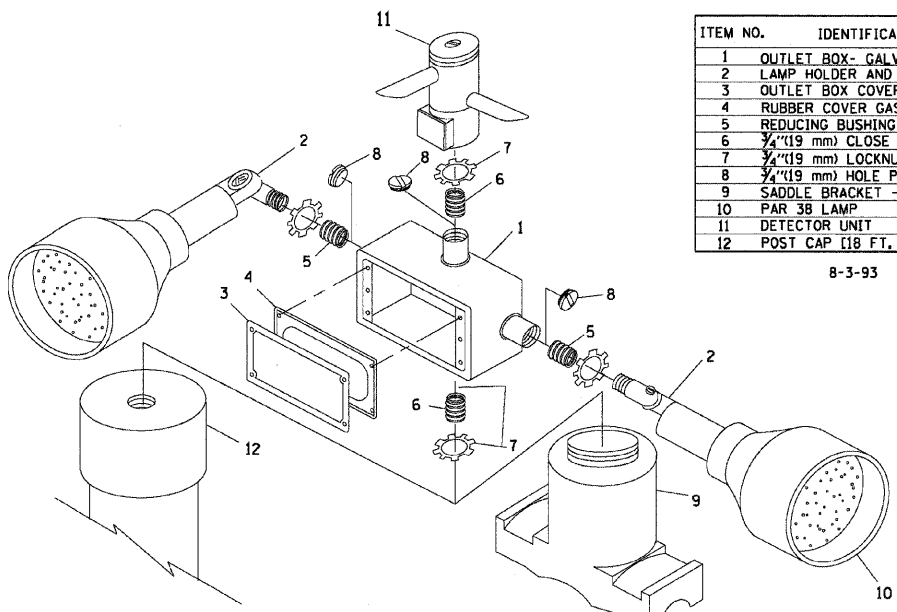


TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

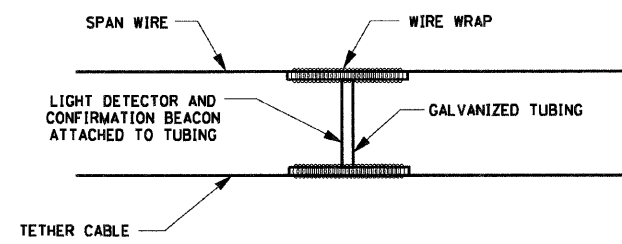
- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 - WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED.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

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

8-3-93



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



LIGHT DETECTOR AND
 CONFIRMATION BEACON MOUNTING
 FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)

PLOT DATE = 3/7/2007
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = broun

Benchmark: Chiseled "□" N-E Wingwall, Offset 32'-10" RT. Sta. 112+64 Elev. 535.96

Existing Structure: S.N. 099-0098, single span precast prestressed concrete bridge deck beams with a concrete wearing surface on closed abutments. Substructure built in 1934 and widened in 1990, superstructure reconstructed in 1974 and partially reconstructed in 1990 with additional deck beams added to widen the structure. The structure measures 39' - 8 7/8" Back to Back of abutments and 68'-0" out to out deck. Traffic is to be maintained utilizing stage construction. One lane for both directions will be provided.

Salvage: None

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCOPE OF WORK

1. Total superstructure and substructure removal and replacement.
2. Substructure repairs.
3. Approach slab removal and replacement. See roadway sheet for details.

INDEX OF SHEETS

- S-1 General Plan & Elevation
- S-2 Stage Construction Details
- S-3 Temporary Concrete Barrier
- S-4 17"x36" PCC Deck Beam
- S-5 17"x36" PCC Deck Beam Details
- S-6 17"x48" PCC Deck Beam
- S-7 17"x48" PCC Deck Beam Details
- S-8 Superstructure Details 1
- S-9 Superstructure Details 2
- S-10 Parapet Details
- S-11 North Abutment
- S-12 South Abutment Removal and Repair
- S-13 South Abutment
- S-14 Bar Splicer Details

STATION 112+00.00
REBUILT 20 BY
STATE OF ILLINOIS
F.A.U. RT. 318 SEC. DB-1-R-B
LOADING HL 93
STR. NO. 099-0098

NAME PLATE
See Std. 515001

LOADING HL-93

No future wearing surface allowed

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications
(4th Edition, 2007)

DESIGN STRESSES

FIELD UNITS	PRESTRESSED UNITS
$f'_c = 3,500$ psi	$f'_c = 6,000$ psi
$f_y = 60,000$ psi	$f'_{ci} = 5,000$ psi
	$f'_s = 270,000$ psi (1/2" ϕ low lax. strands)
	$f'_{sl} = 201,900$ psi (1/2" ϕ low lax. strands)

GENERAL NOTES

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

Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60 (IL Modified). See Special Provisions.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

Attach new Name Plate to the inside face of parapet as shown. Existing name plate is to be removed, cleaned and relocated adjacent to new name plate. Cost included in the cost of Name Plates.

Reinforcement Bars designated (E) shall be epoxy coated.

No in-stream work will be allowed on this project.

Slip forming of the parapets is not allowed.

The minimum thickness of the concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

Repair of the substructure shall be completed prior to placement of the new deck beams.

After the removal of the existing beams for stage 1 removal, the Contractor shall re-connect or re-engage the transverse ties in the existing beams for stage 1 traffic.

Burn or cut the existing dowel rods flush with existing bearing seat. Grind the existing dowel rods smooth and seal with epoxy. The cost of this work shall be included with "Removal of Existing Superstructure."

WATERWAY INFORMATION

		Low Grade Elev. = 535.1		At Sta. 10+45		
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist. Prop.	Nat. H.W.E.	Head - Ft. Exist. Prop.	Headwater El. Exist. Prop.
Design	30	760**	131 131	532.5*	0 0	532.5 532.5
Base	100	1178**	155 155	534.1*	0 0	534.1 534.1
Overtopping						
Max. Calc.	500					

* Back Water From Thorne Creek
** Discharges From Thorne Creek

TOTAL BILL OF MATERIAL

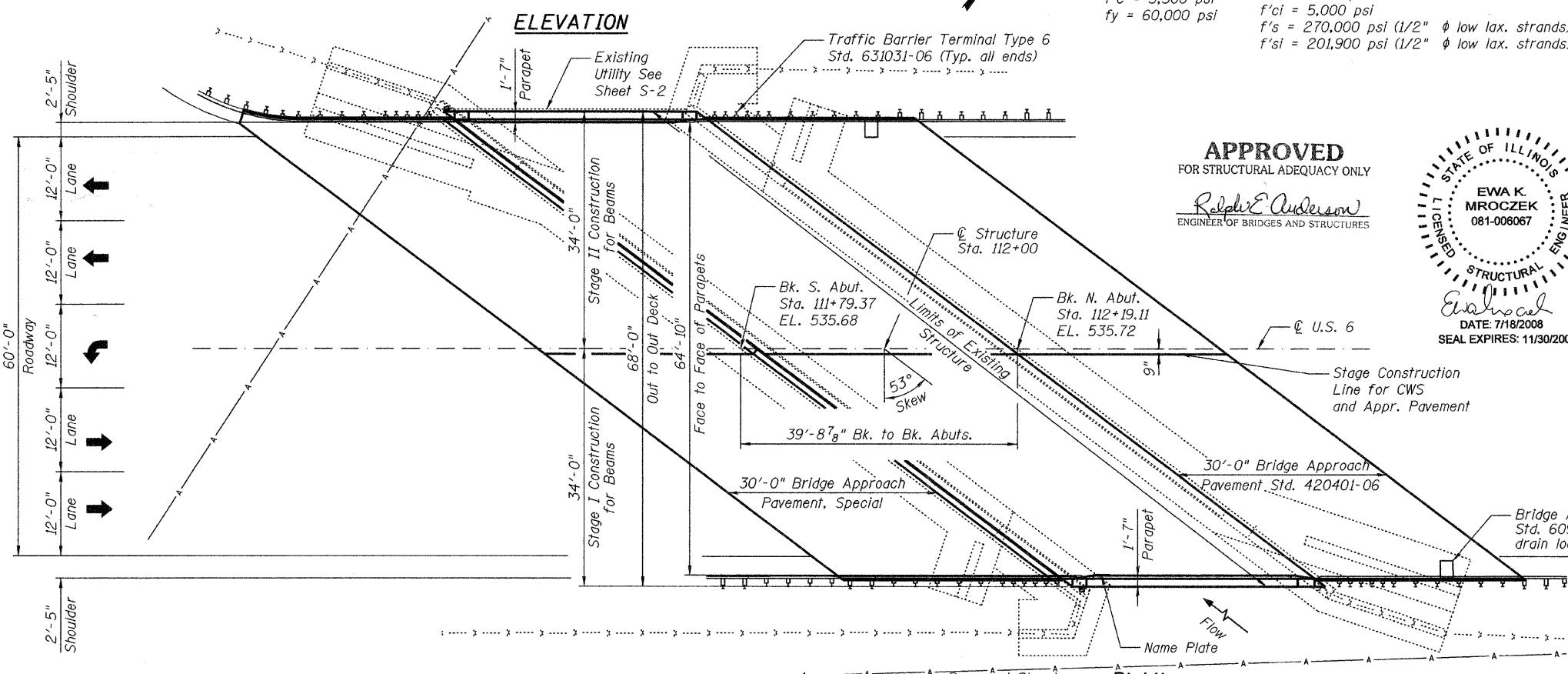
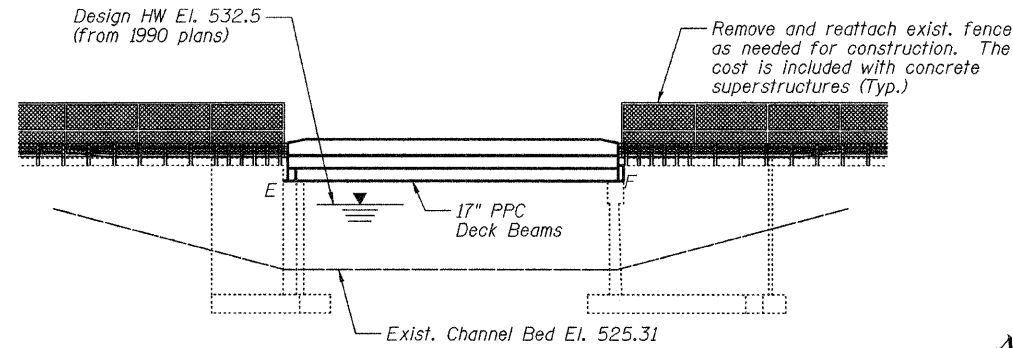
ITEM	UNIT	QUANTITY
Removal of Existing Superstructures	Each	1
Concrete Removal	Cu. Yd.	6.1
Concrete Superstructure	Cu. Yd.	15.9
Bridge Deck Grooving	Sq. Yd.	263
Protective Coat	Sq. Yd.	321
Concrete Wearing Surface 5"	Sq. Yd.	300
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	2,468
Reinforcement Bars, Epoxy Coated	Pound	8,170
Bar Splicers	Each	43
Name Plates	Each	1
Preformed Joint Strip Seal	Foot	113
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	354
Asbestos Bearing Pad Removal	Each	17

* Special Provision

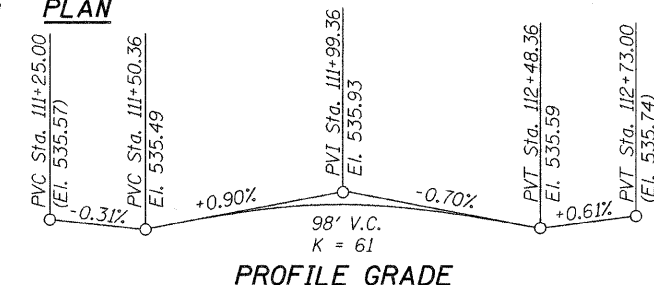
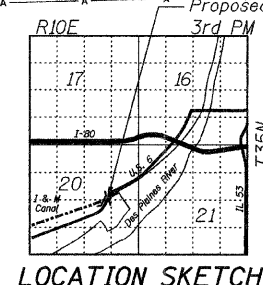
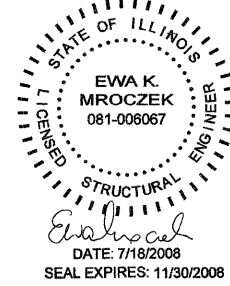
GENERAL PLAN AND ELEVATION
US 6 (RAILROAD AVE.) OVER I & M CANAL

STA. 112+00
S.N. 099-0098

SHEET NO. S-1	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-14 SHEETS	0318	DB-1-R-B	WILL	40	23
			CONTRACT NO. 60D88		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			



APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

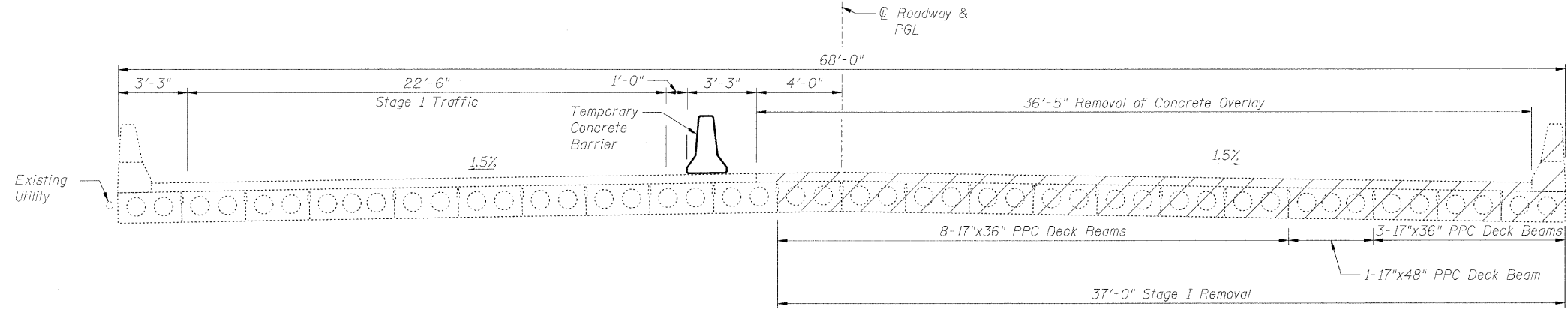


DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

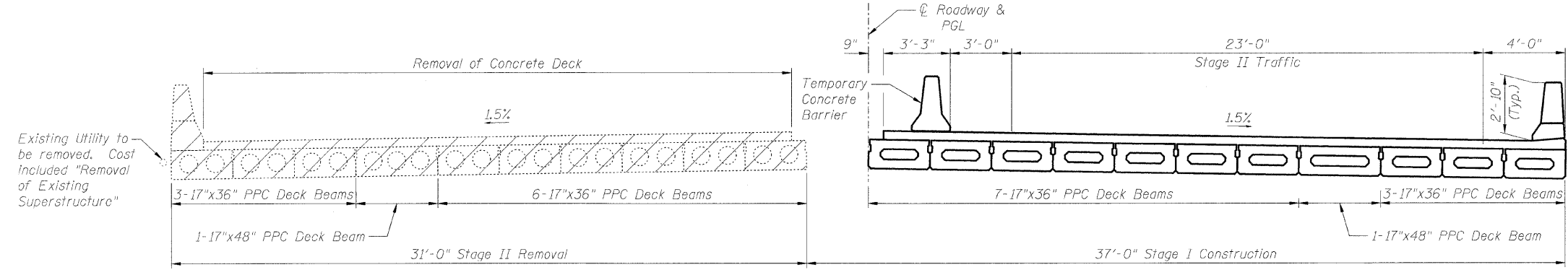
CG Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

7/18/2008 rdanley N:\PROJ\3329\3329_24\Design\Structure\CAD\Shk\3329_24_01_GP.dwg

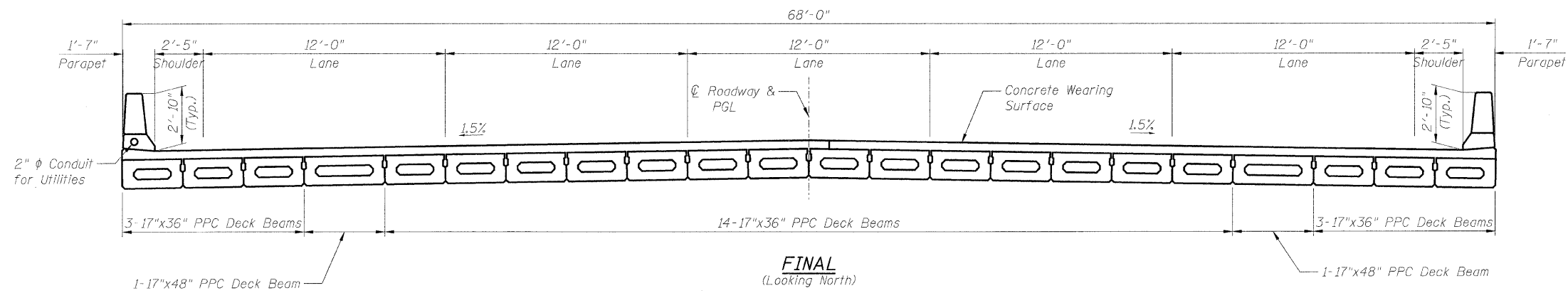
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I REMOVAL
(Looking North)



STAGE I CONSTRUCTION & STAGE II REMOVAL
(Looking North)



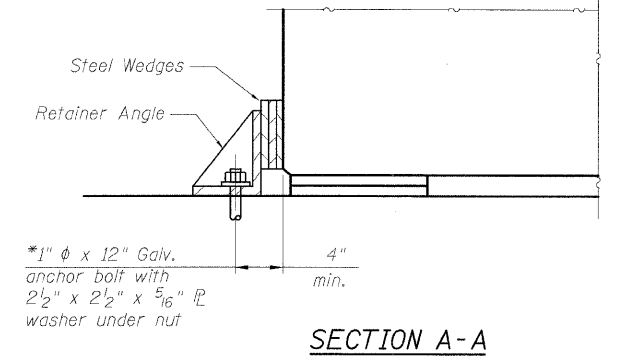
FINAL
(Looking North)

LEGEND:

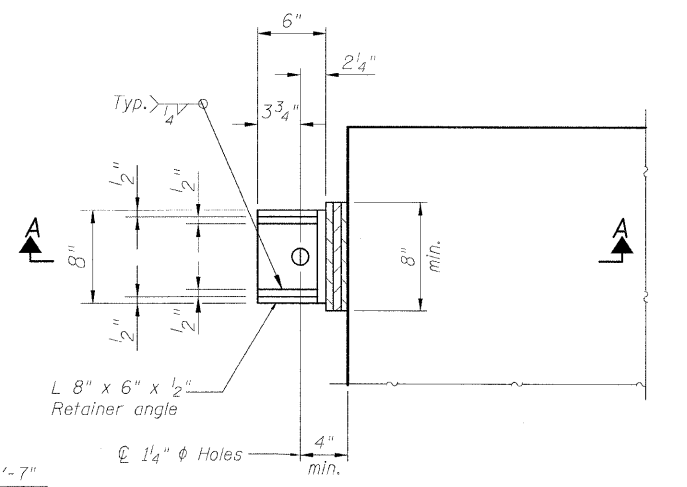
Removal of Existing Superstructure

NOTES:

- See Sheet S-3 for Temporary Concrete Barrier Details.
- The contractor is ultimately responsible for the means and methods to ensure the complete stability of the structural members during construction.
- Existing Bearing Removal to be paid for under "Asbestos Bearing Pad Removal".



SECTION A-A



PLAN

TEMPORARY RETAINER ANGLE

* Retainer angles to be placed adjacent to center beams at South Abutment right after Stage I center beam is removed and after the new Stage I beams are installed. Retainer angles shall be removed right before installation of the new stage II beams. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams.

**STAGE CONSTRUCTION DETAILS
US 6 (RAILROAD AVE.) OVER I & M CANAL**

STA. 112+00
S.N. 099-0098

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

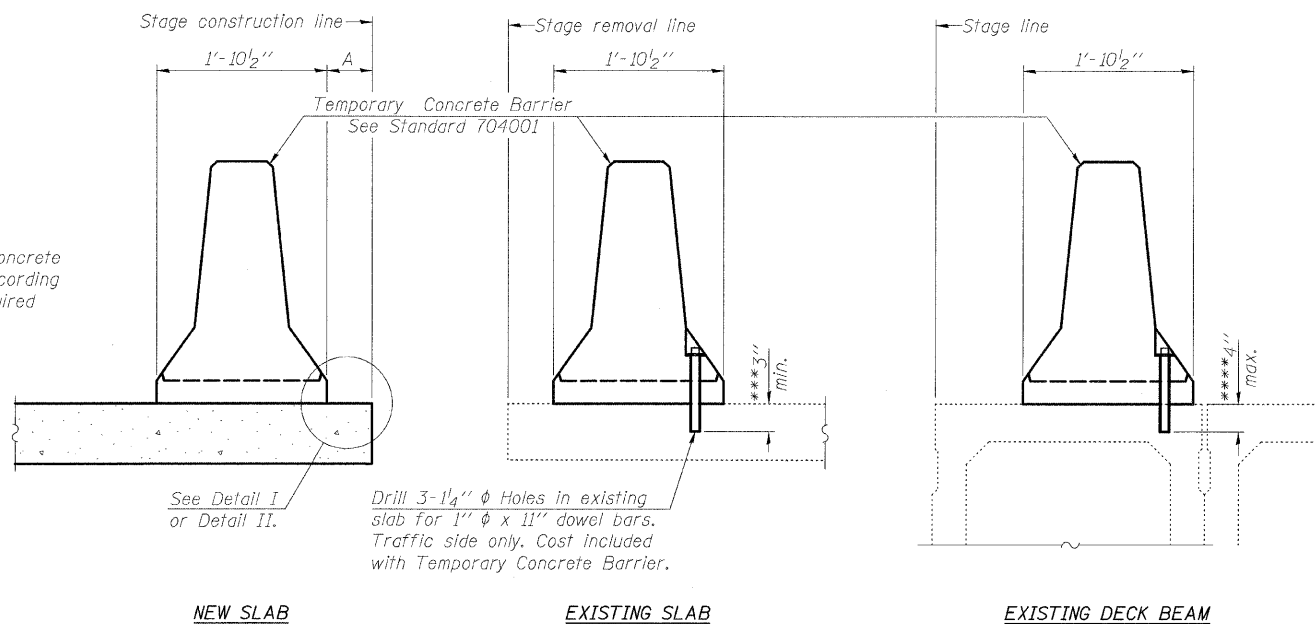
Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

SHEET NO. S-2	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	24
S-14 SHEETS			CONTRACT NO. 60D88		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

7/9/2008 7:41:20 AM \\s:\pre\3329\3329_24\design\structural\ced\shht\3329_24_02_Stage Construction Details.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

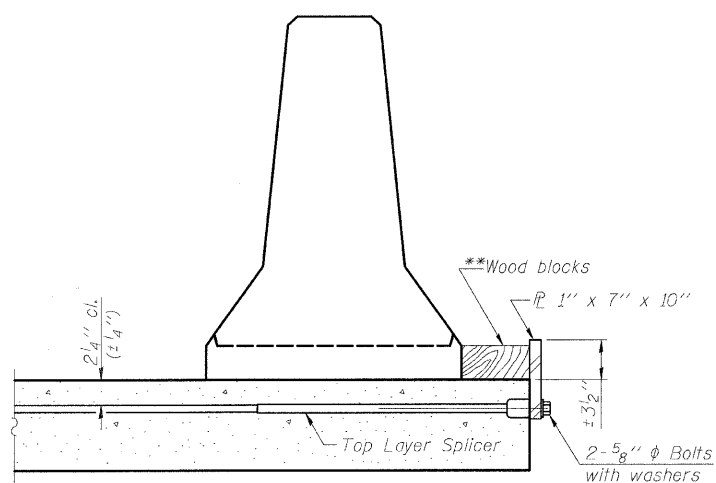
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

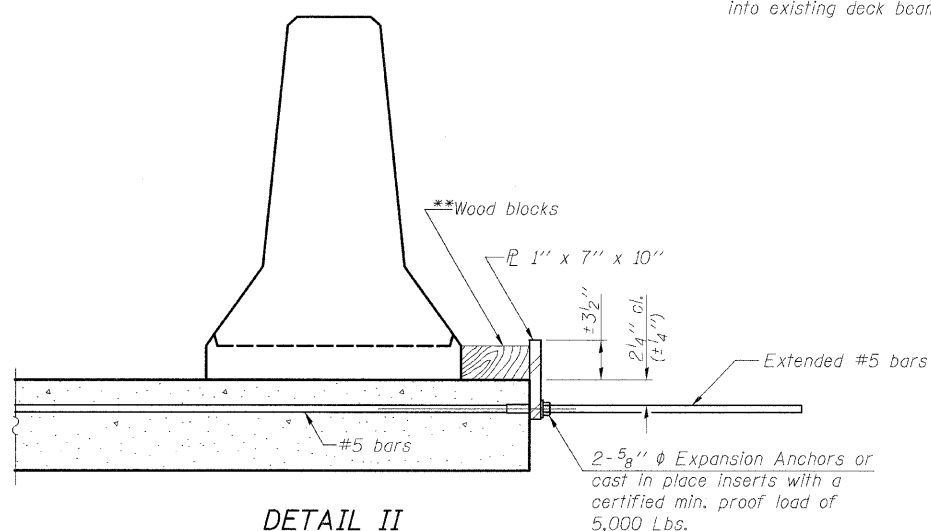
SECTIONS THRU SLAB OR DECK BEAM

***Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

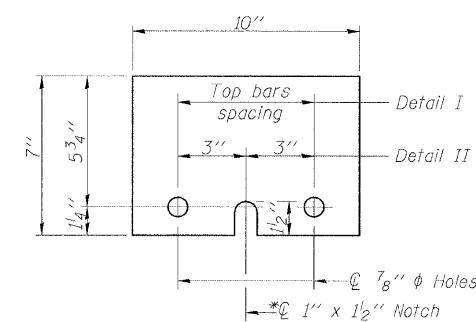
****If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x 10"

*Required only with Detail II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter



Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

R-27 5-16-08

TEMPORARY CONCRETE BARRIER
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

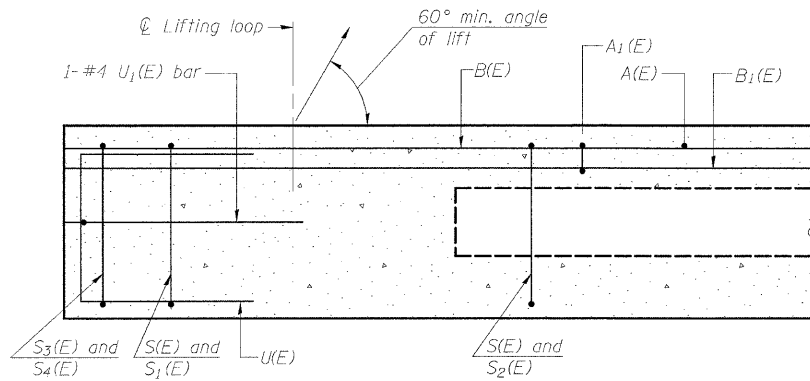
SHEET NO. S-3	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	25
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

Wilsoncast

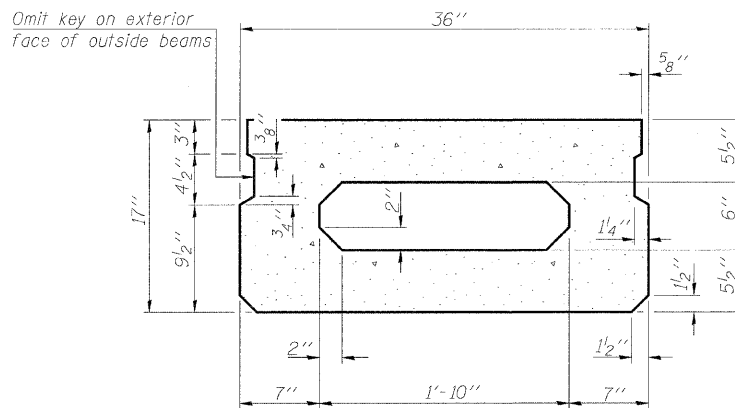
7/9/2003

N:\PROJ\3329\24\Design\Structural\CAD\Sheet\3329_24_03 Temp Barrier.dwg

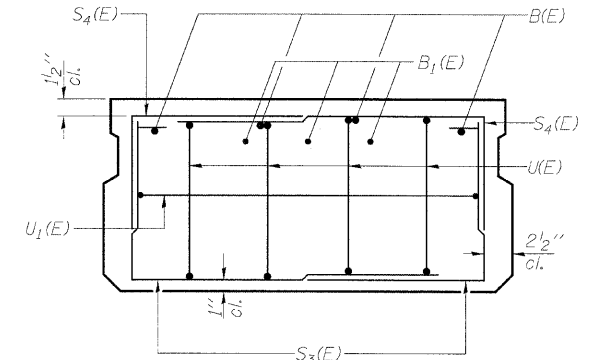
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



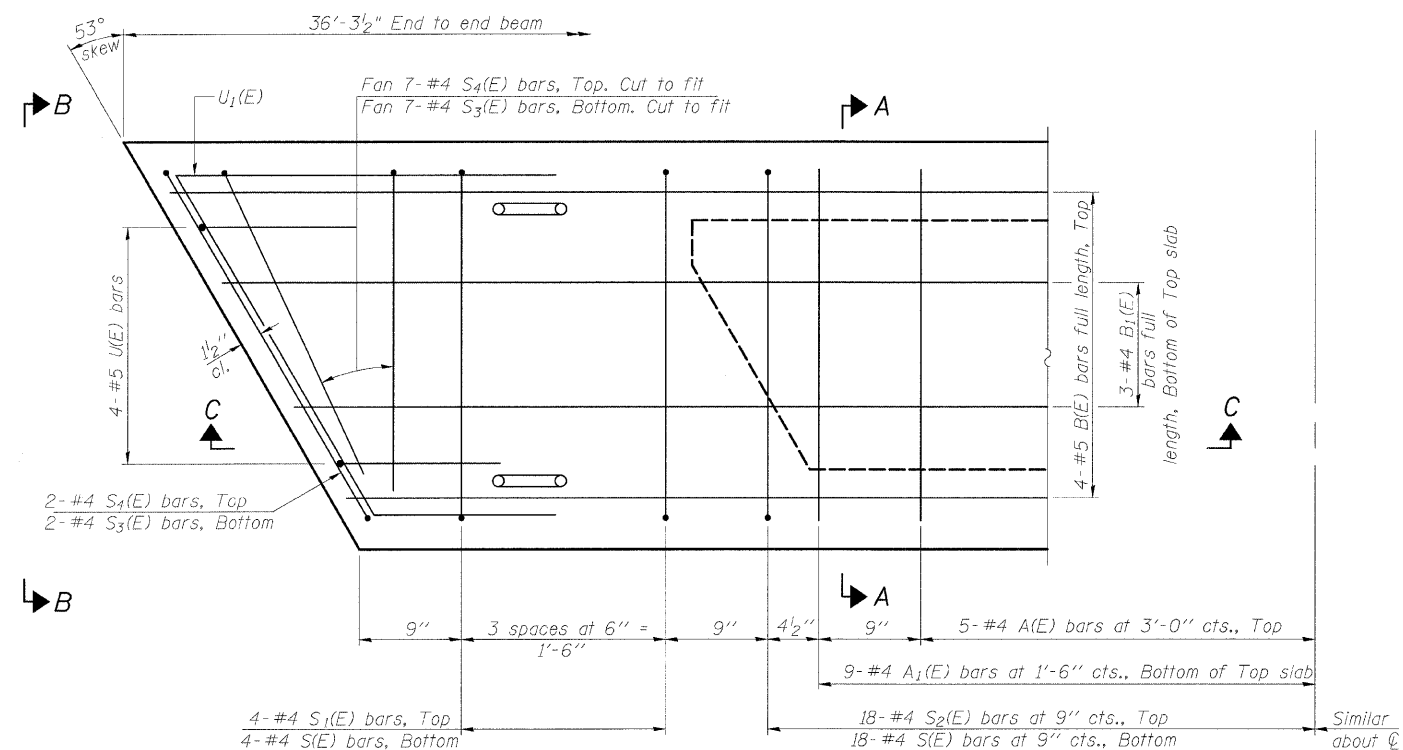
SECTION C-C



SECTION A-A
(Showing dimensions)

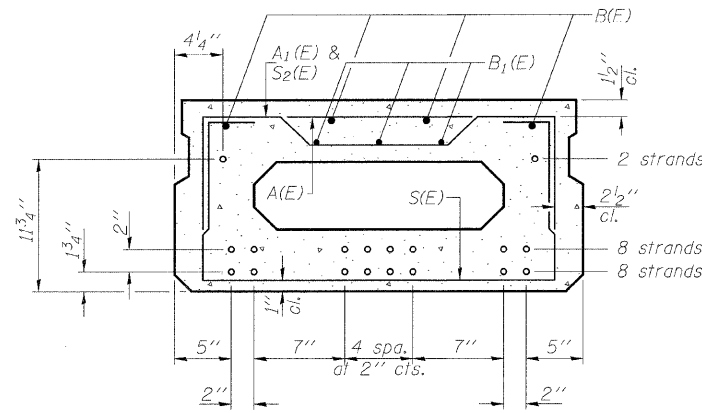


VIEW B-B



PLAN VIEW

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION A-A
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

BAR LIST
ONE BEAM ONLY

(For information only)

Bar	No.	Size	Length	Shape
A(E)	10	#4	2'-7"	—
A1(E)	18	#4	2'-11"	—
B(E)	4	#5	36'-0"	—
D1(E)	49	#4	4'-7"	—
B1(E)	3	#4	36'-0"	—
S(E)	44	#4	5'-9"	—
S1(E)	8	#4	4'-3"	—
S2(E)	36	#4	4'-6"	—
S3(E)	18	#4	5'-9"	—
S4(E)	18	#4	5'-4"	—
U(E)	8	#5	3'-8"	—
U1(E)	2	#4	10'-0"	—

Note: See sheet S-5 for additional details and Bill of Material.

* Exterior Beams only

17" X 36" PPC DECK BEAM
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

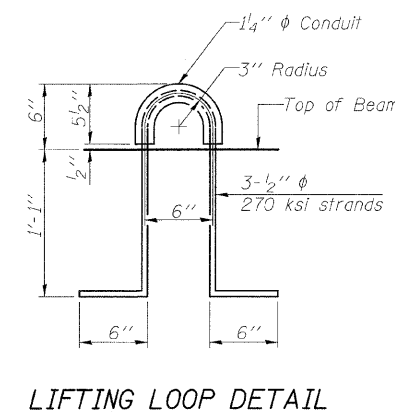
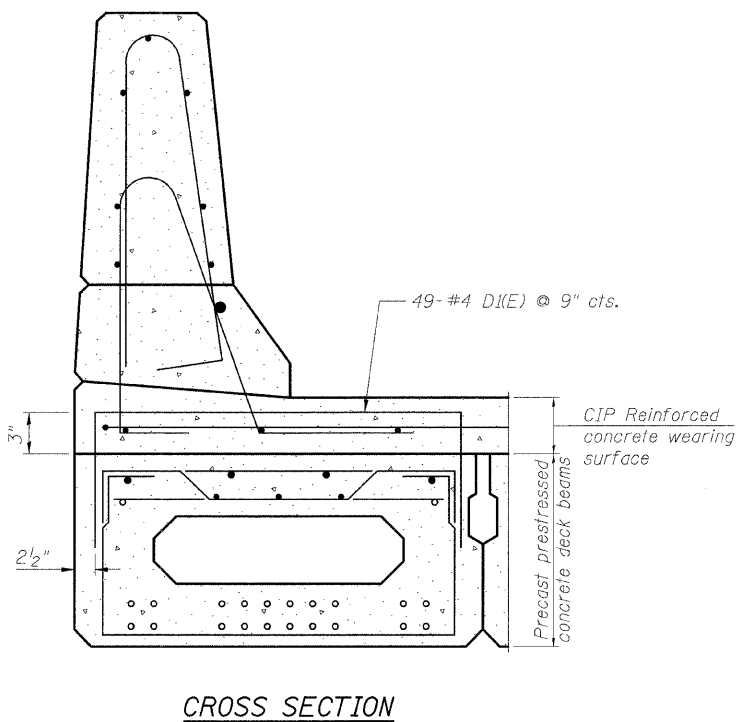
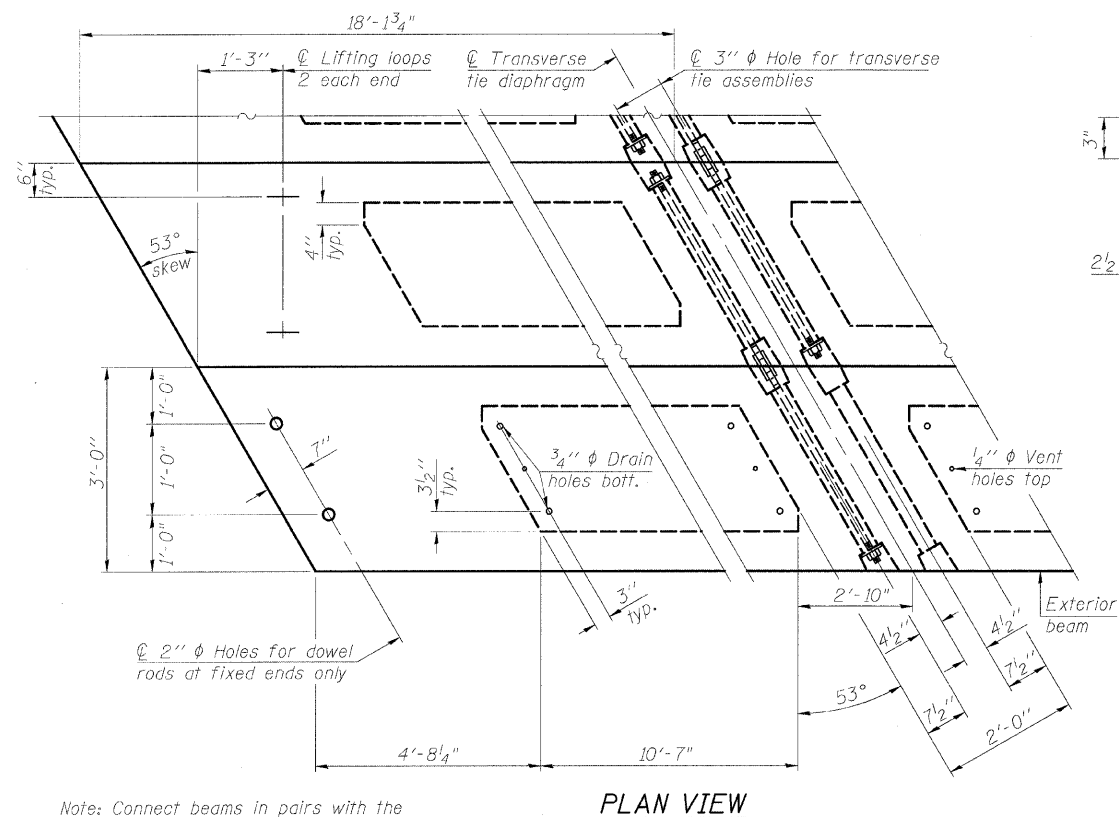
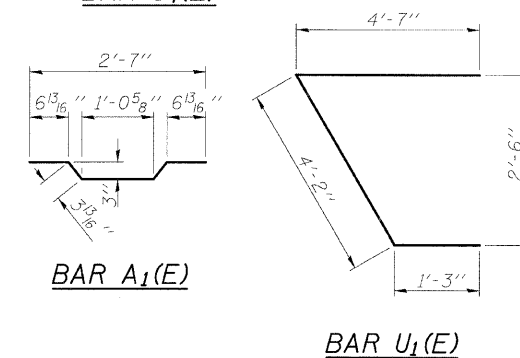
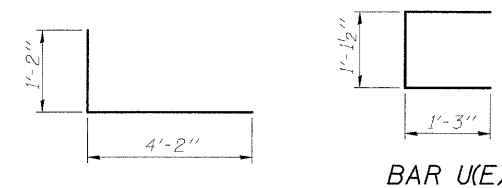
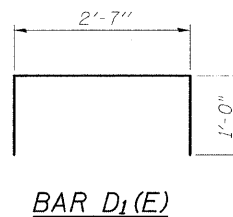
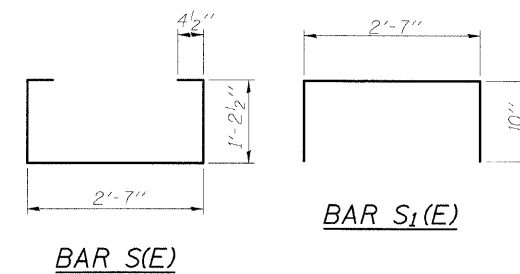
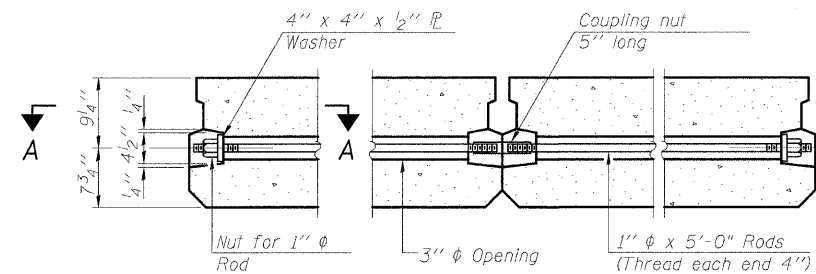
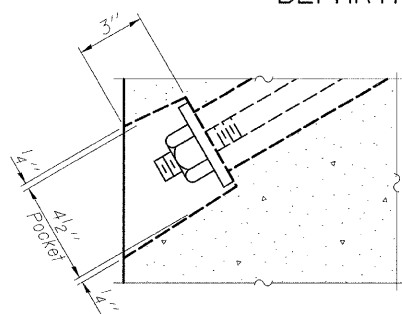
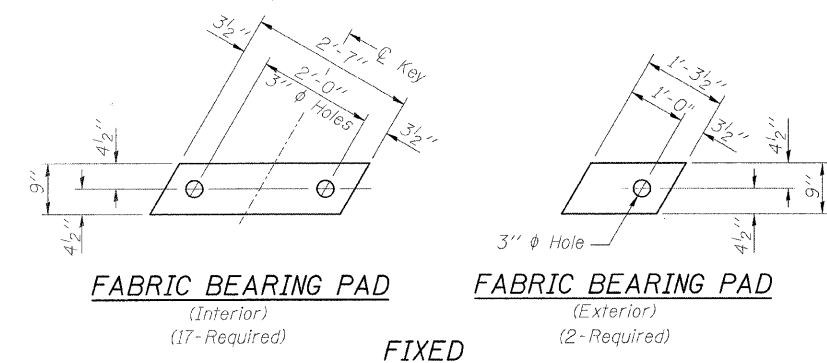
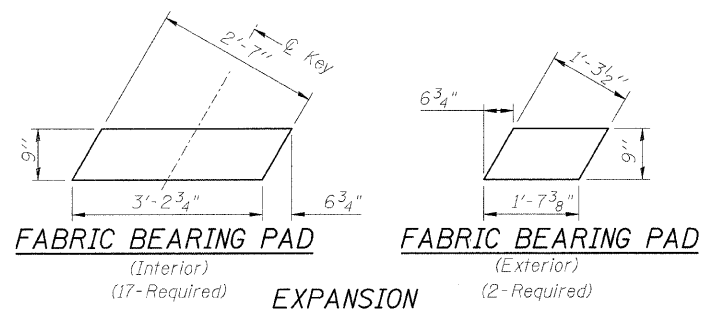
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5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
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PD-1736-R 5-16-08

SHEET NO. S-4	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	26
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NOTES

- 1. Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
- 2. The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
- 3. Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).
- 4. Two 3/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
- 5. A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling.
- 6. Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- 7. Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
- 8. Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.
- 9. For half cross-section, see Sheet S-7.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (17" depth)	Sq. Ft.	2,178
---	---------	-------

**17" X 36" PPC DECK BEAM
DETAILS
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098**

SHEET NO. S-5 S-14 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	27
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	CONTRACT NO. 60D88	

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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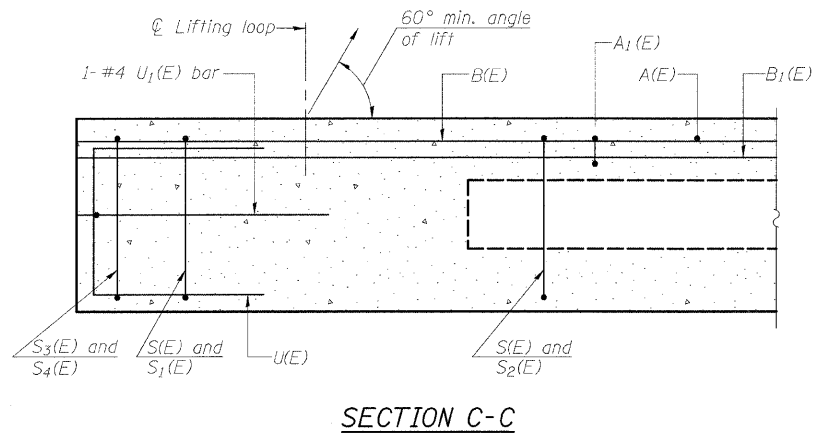
PD-1736-RD 5-16-08

wlancaester

7/19/2008

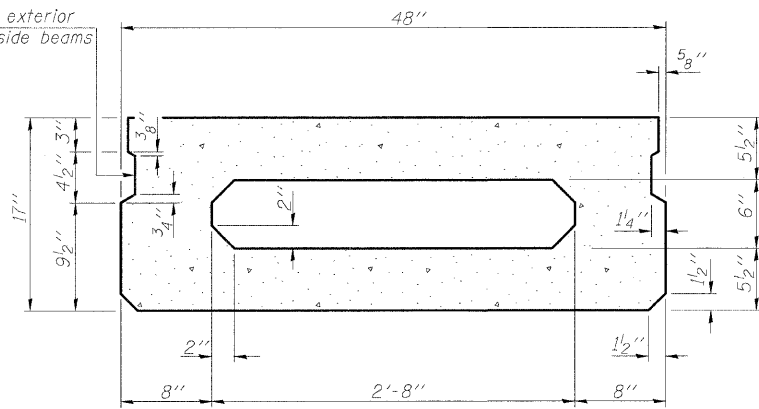
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

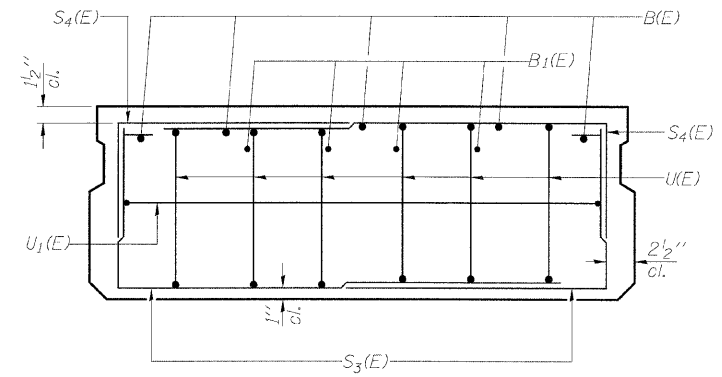


SECTION C-C

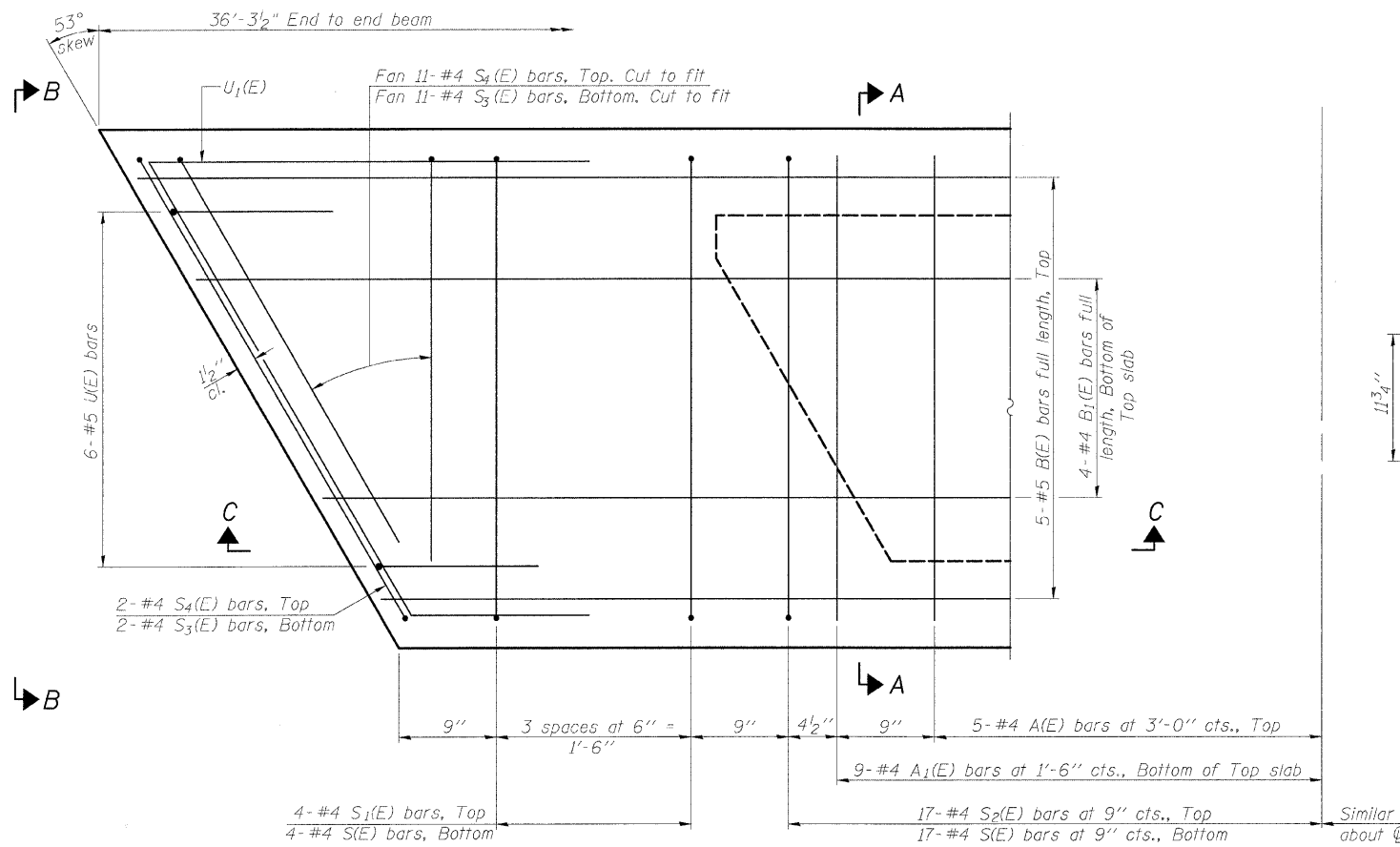
Omit key on exterior face of outside beams



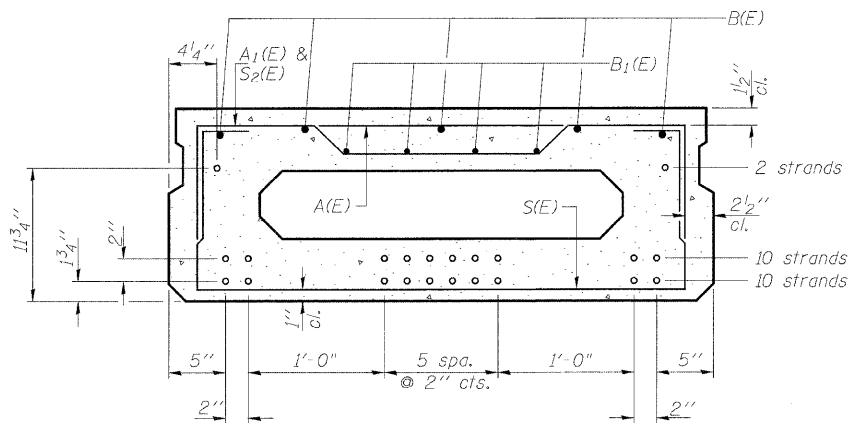
SECTION A-A
(Showing dimensions)



VIEW B-B



PLAN VIEW



SECTION A-A
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

BAR LIST
ONE BEAM ONLY
(For information only)

Bar	No.	Size	Length	Shape
A(E)	10	#4	3'-7"	—
A1(E)	18	#4	3'-10"	~
B(E)	4	#5	36'-0"	—
B1(E)	3	#4	36'-0"	—
S(E)	48	#4	6'-9"	U
S1(E)	8	#4	5'-3"	U
S2(F)	34	#4	5'-6"	U
S3(E)	26	#4	7'-4"	U
S4(E)	26	#4	6'-11"	U
U(E)	12	#5	3'-8"	U
U1(E)	2	#4	12'-11"	U

Note: See sheet S-7 for additional details and Bill of Material.

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter



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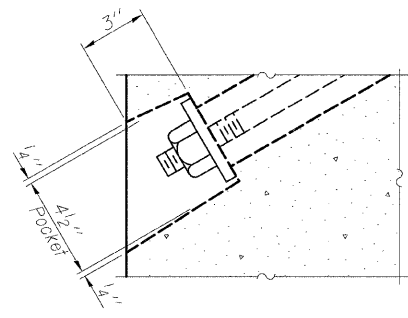
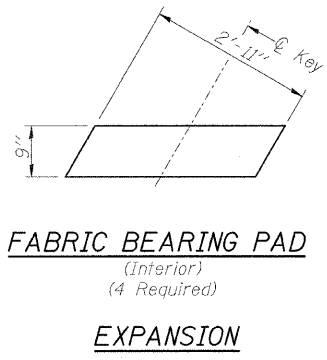
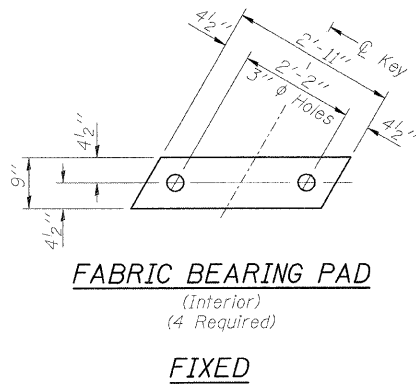
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

PD-1748-R 5-16-08

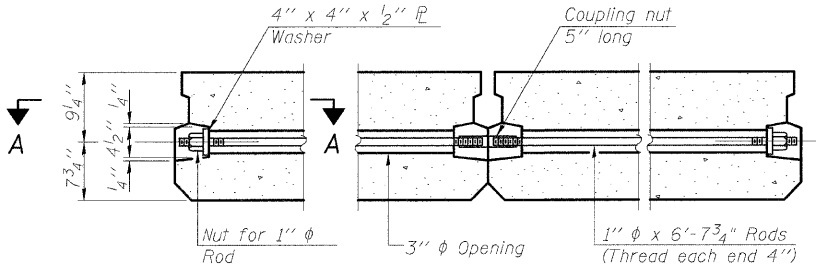
17" X 48" PCC DECK BEAM
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

SHEET NO. S-6	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

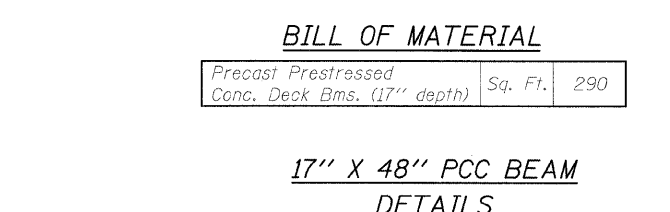
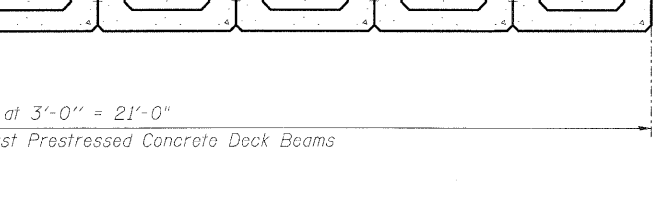
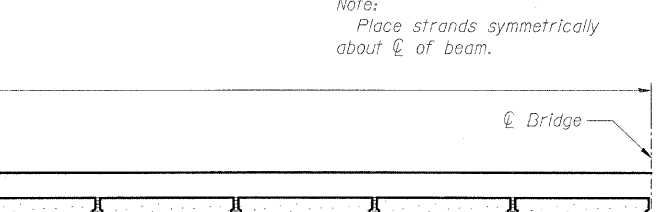
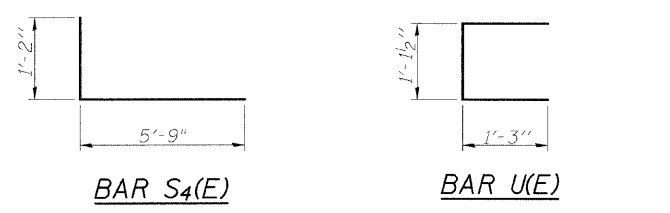
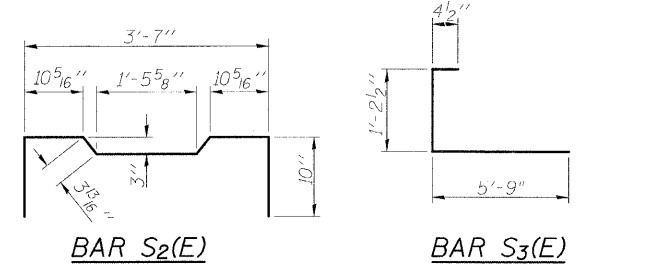
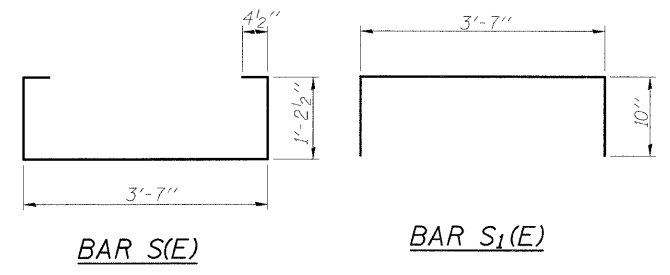
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



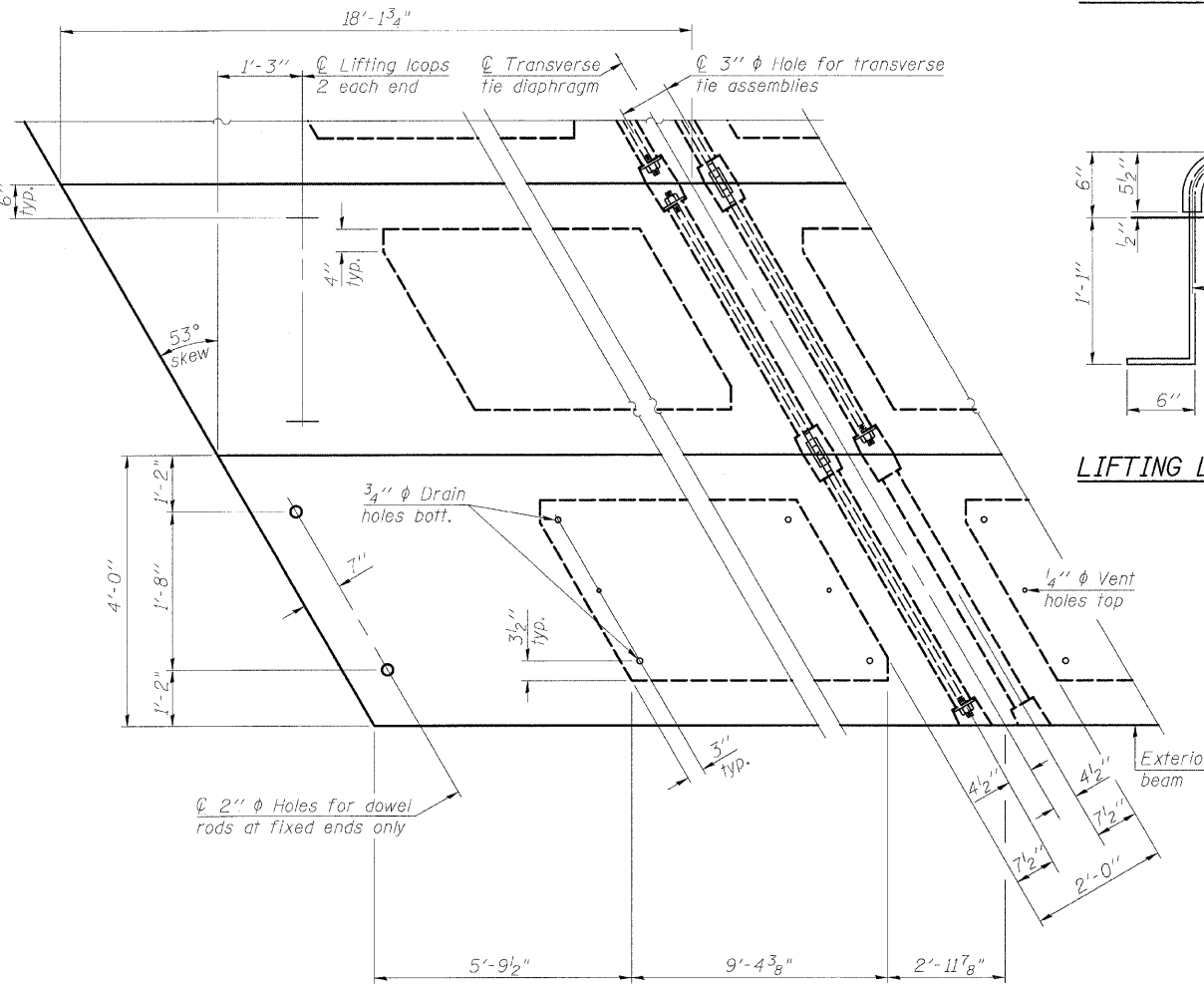
SECTION A-A



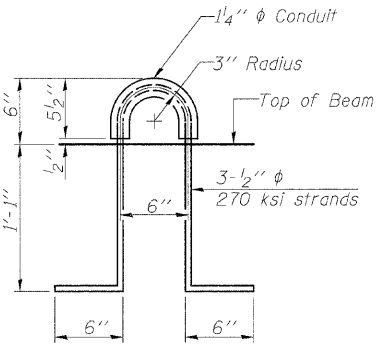
TYPICAL TRANSVERSE TIE ASSEMBLY



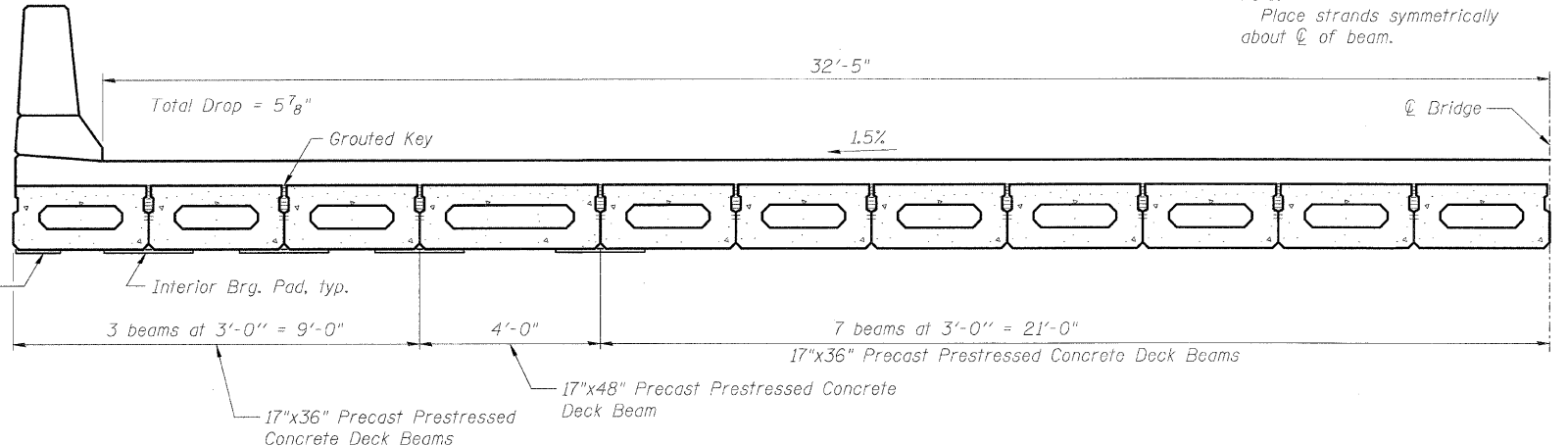
Note:
Place strands symmetrically
about centerline of beam.



PLAN VIEW



LIFTING LOOP DETAIL



HALF CROSS SECTION

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2 inch and the nominal cross-sectional area shall be 0.153 sq. in.
The 1 inch rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).
Two 1/8 inch fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
A minimum 2 1/2 inch lifting pin shall be used to engage the lifting loops during handling.
Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (17" depth)	Sq. Ft.	290
---	---------	-----

17" X 48" PCC BEAM

DETAILS
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

SHEET NO. S-7 S-14 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	CONTRACT NO. 60D88	

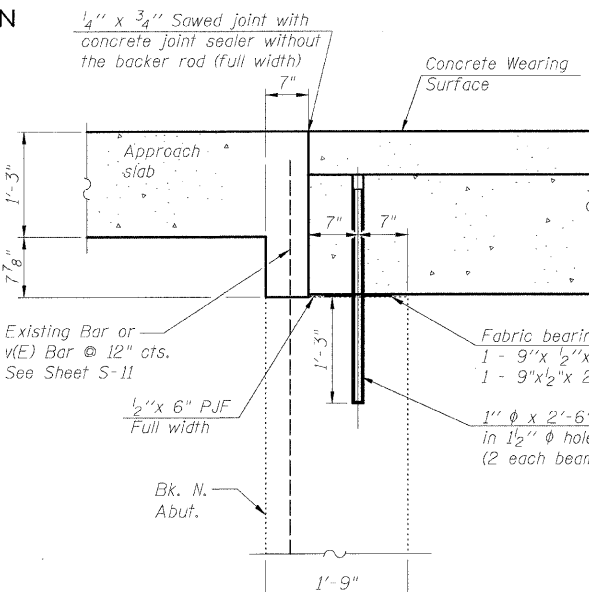
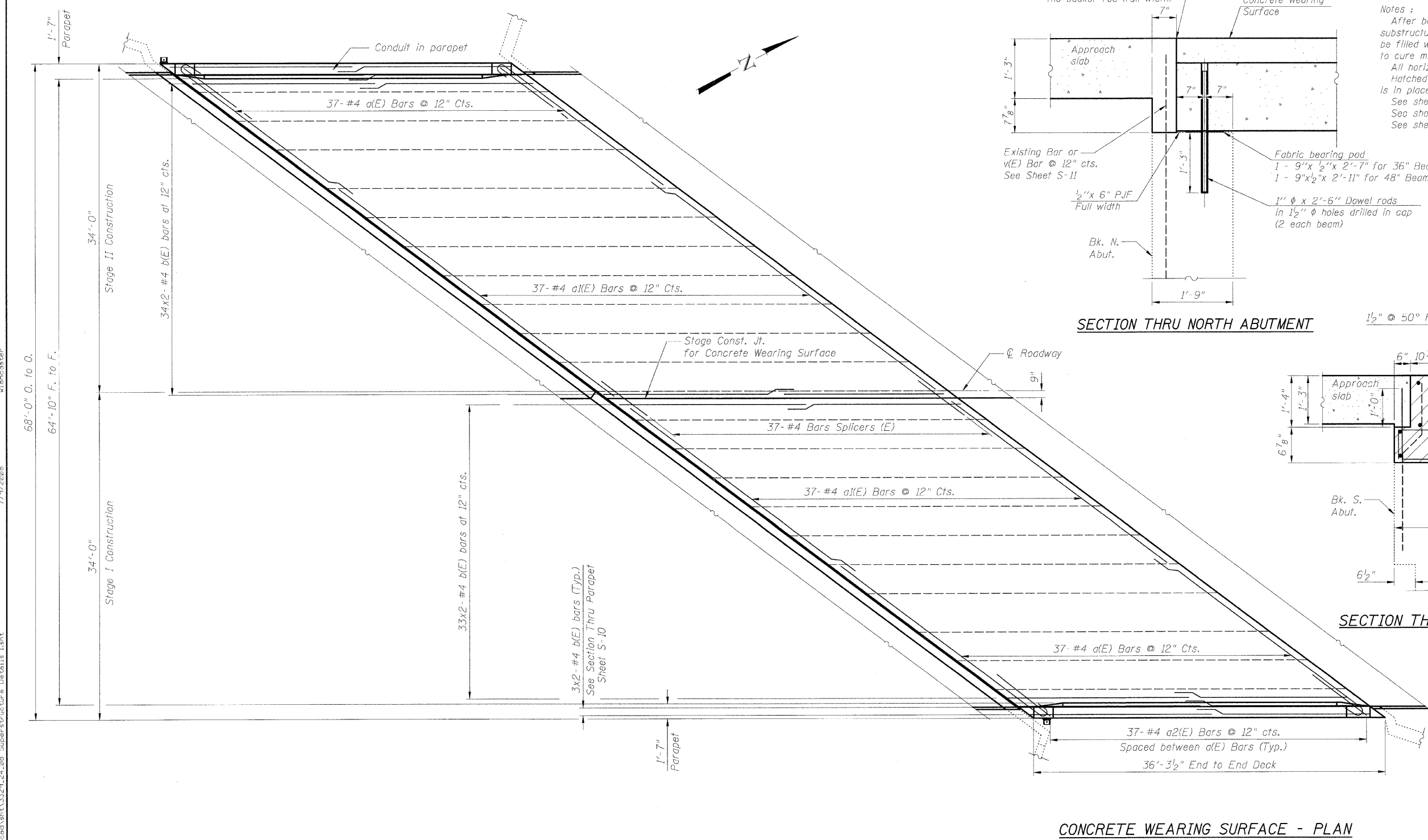
DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
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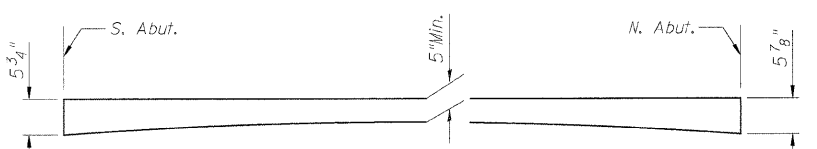
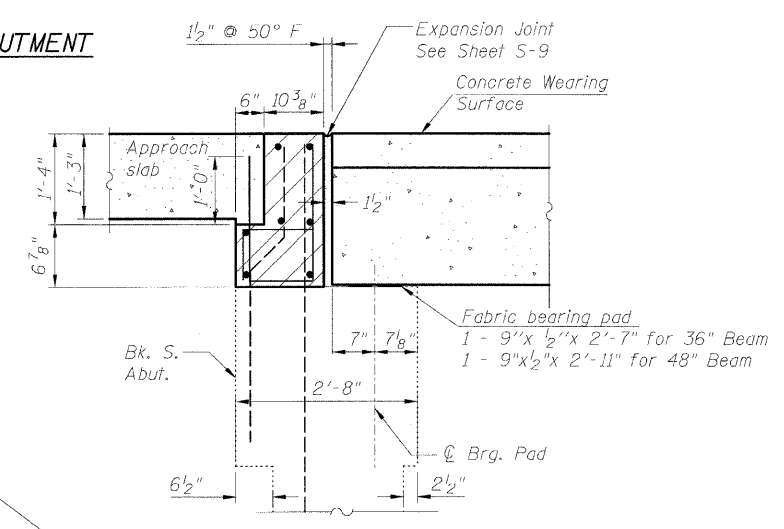
PD-1748-RD 5-16-08

7/9/2008 klencaster 7/9/2008 klencaster

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:
After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.
All horizontal dimensions are at right angles to beam ends.
Hatched area to be poured after concrete wearing surface is in place.
See sheet S-5 & S-7 for bearing pad details.
See sheets S-11 & S-13 for Abutment reinforcement details.
See sheet S-10 for Bill of Material



LAP LENGTH
4 bars - 1'-8"

SUPERSTRUCTURE DETAILS 1
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

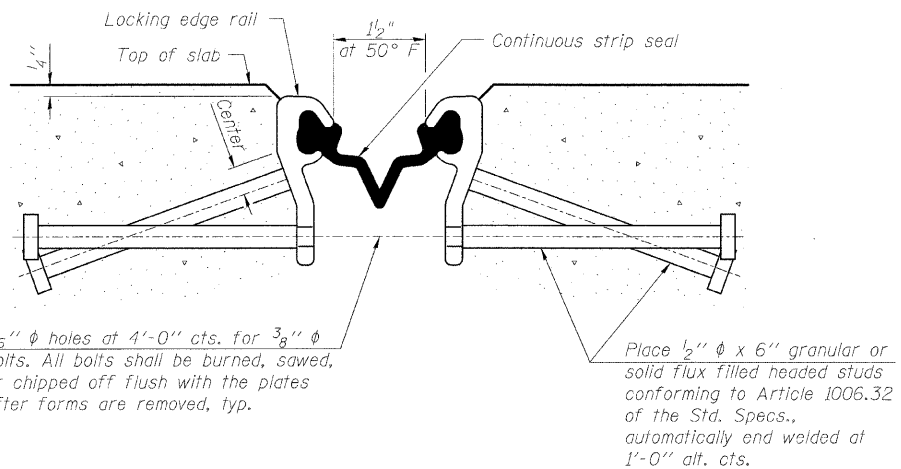
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	0318	DB-1-R-B	WILL	40	30
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

CG **Giorba Group, Inc.**
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4005 Fax 773.775.4014 Email chicago@giorbainc.com

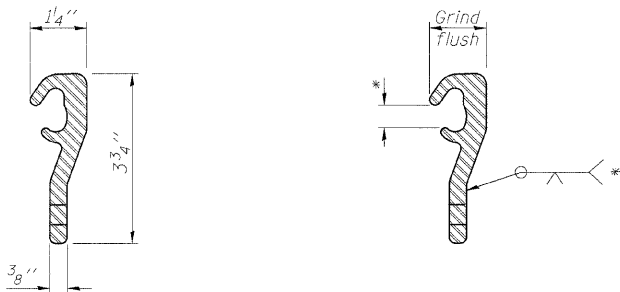
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**SECTION THRU STRIP SEAL JOINT
FOR OVERLAY OVER DECK BEAMS**

DETAIL A



LOCKING EDGE RAIL

LOCKING EDGE RAIL SPLICE

* Omit weld at seal opening.

Notes:

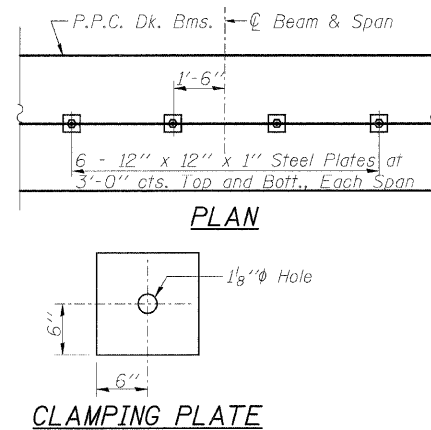
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

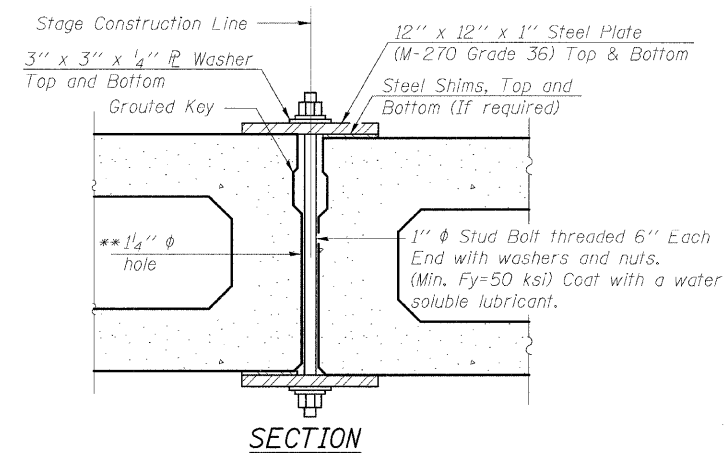
The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.



CLAMPING PLATE



SECTION

SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

Cost included with Precast Prestressed Concrete Deck Beams.
See Stage Construction Details for traffic lanes.

** The fabricator shall cast 2" diameter semi-circular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts. The Contractor shall show the details on the shop drawings.

Note: For Bill of Materials see Sheet S-10.

SUPERSTRUCTURE DETAILS 2
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

SHEET NO. S-9	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	31
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter



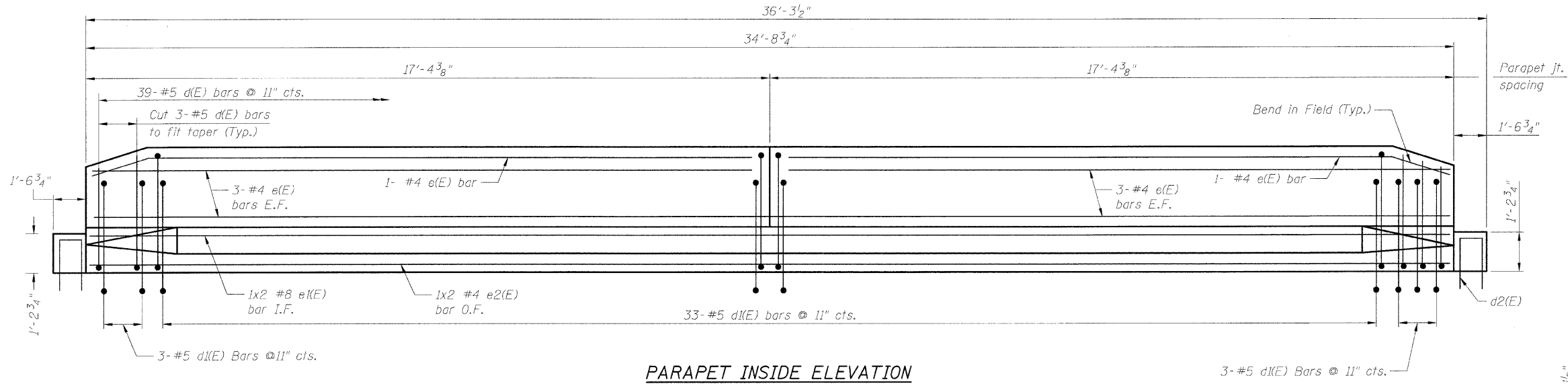
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CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

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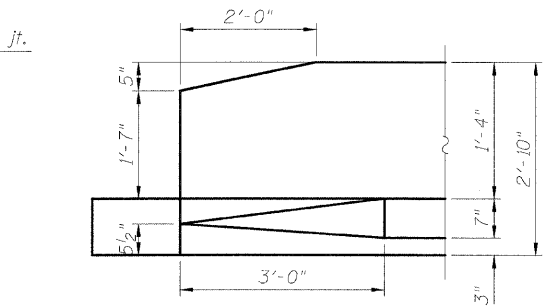
7/9/2008

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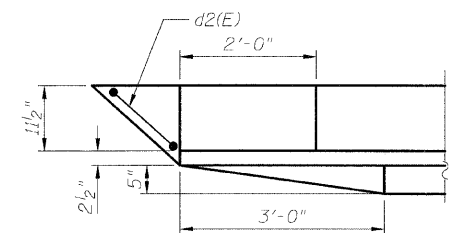
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DEPARTMENT OF TRANSPORTATION



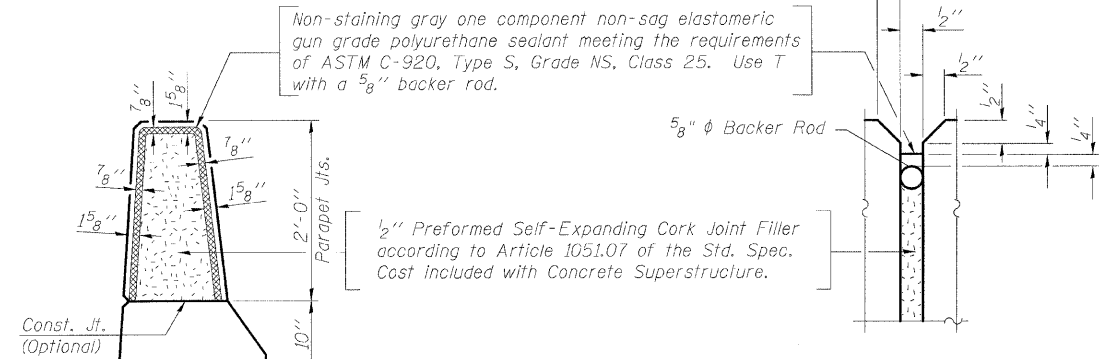
PARAPET INSIDE ELEVATION
(East side shown)
(West side similar)



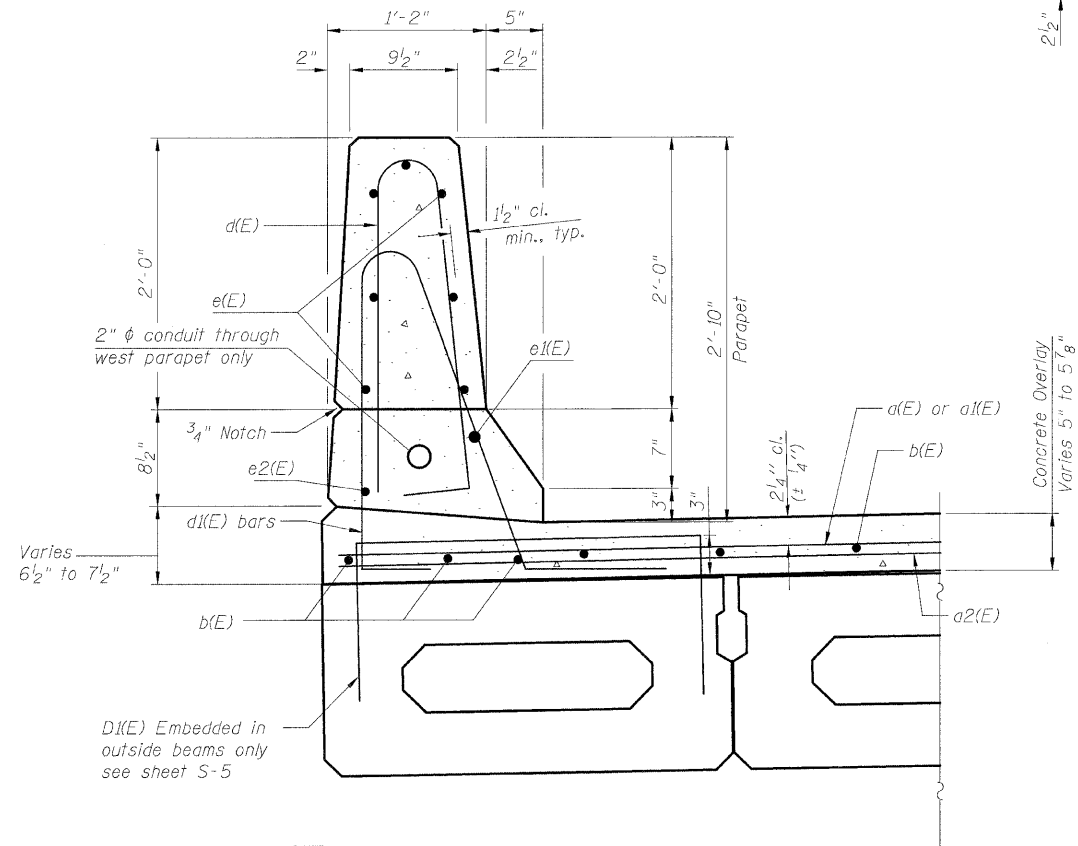
ELEVATION



**PLAN
PARAPET END DETAILS**



PARAPET JOINT DETAILS

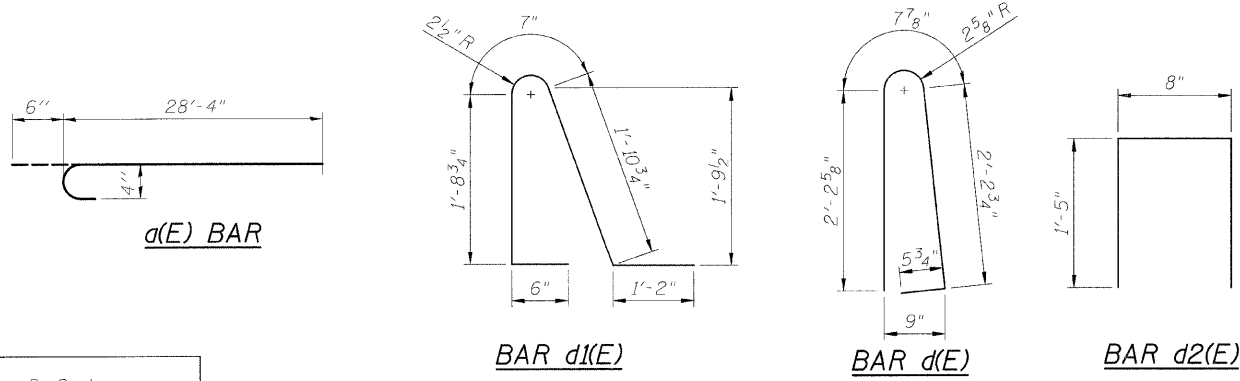


SECTION THRU PARAPET

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	74	#4	28'-10"	U
a1(E)	74	#4	30'-0"	—
a2(E)	74	#4	6'-0"	—
b(E)	146	#4	22'-1"	—
d(E)	78	#5	5'-7"	U
d1(E)	78	#5	5'-11"	—
d2(E)	4	#5	3'-6"	—
c(E)	28	#4	17'-1"	—
e1(E)	4	#8	19'-6"	—
e2(E)	4	#4	18'-1"	—
Reinforcement Bars, Epoxy Coated			Pound	6,880
Concrete Superstructure			Cu. Yd.	7.8
Concrete Wearing Surface			Sq. Yd.	300
Bar Splicers			Each	37
Bridge Deck Grooving			Sq. Yd.	263
Protective Coat			Sq. Yd.	321
Preformed Joint Strip Seal			Foot	113

**PARAPET DETAILS
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098**



LAP LENGTH

#4 bars	1'-8"
#8 bars	4'-6"

- Notes:
- Bars indicated thus 1x2- #5 etc. Indicates 1 line of bars with 2 lengths per line.
 - Reinforcement Bars designated (E) shall be epoxy coated.
 - Cost of conduit included in cost of concrete superstructure.

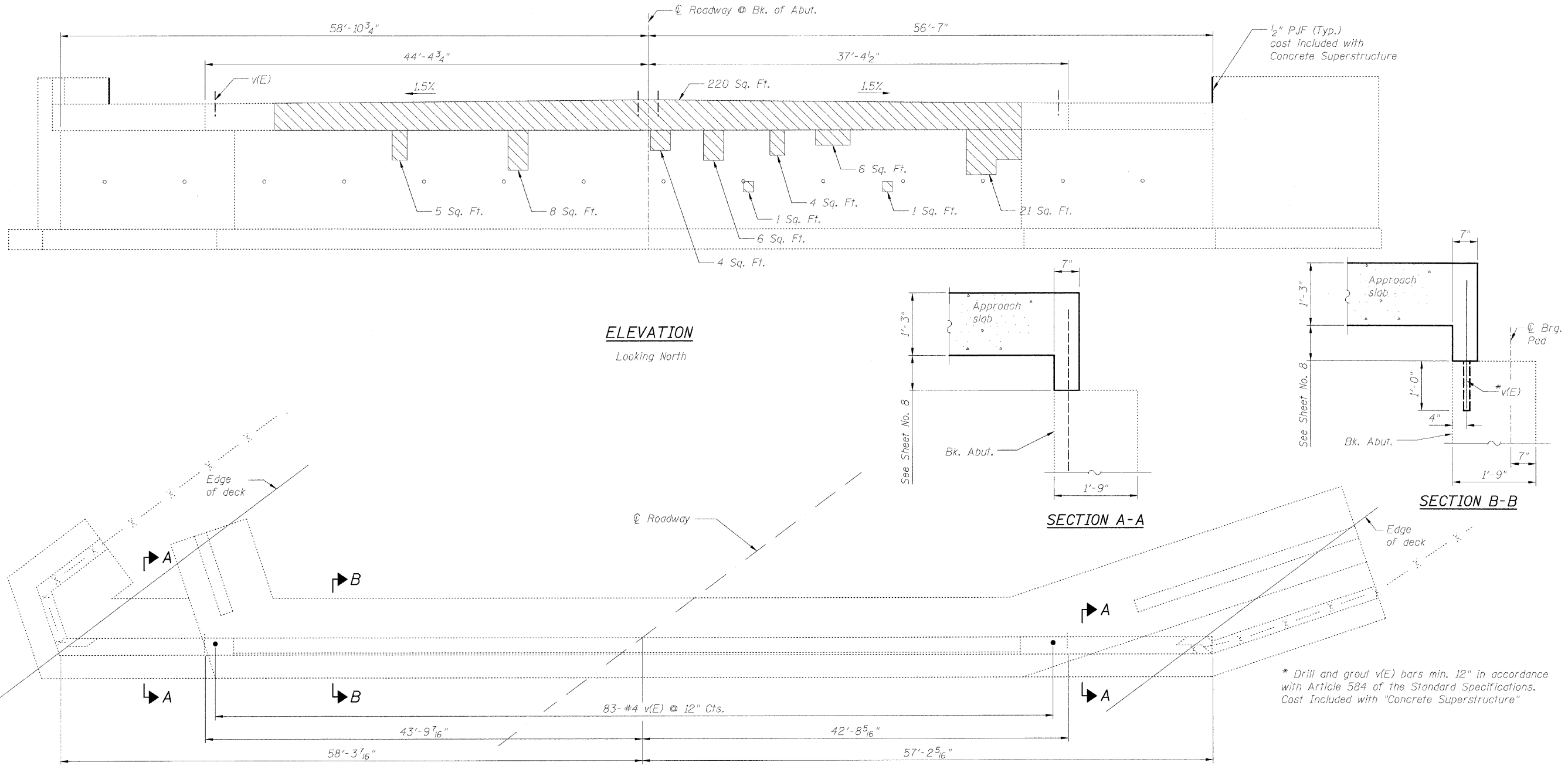
SHEET NO. S-10	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	32
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
Looking North

PLAN

SECTION A-A

SECTION B-B

LEGEND

Structural Repair of Concrete (Depth equal to or less than 5")

NOTE:

Repairs of the existing Abutments shall include but not be limited to the areas shown. The actual areas to be determined by the engineer at the time of construction.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
v(E)	83	#4	2'-11"	—
Reinforcement Bars, Epoxy Coated			Pound	160
Structural Repair of Concrete (Depth Equal to or Less than 5")			Cu. Yd.	276

* Drill and grout v(E) bars min. 12" in accordance with Article 584 of the Standard Specifications. Cost Included with "Concrete Superstructure"

NORTH ABUTMENT
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

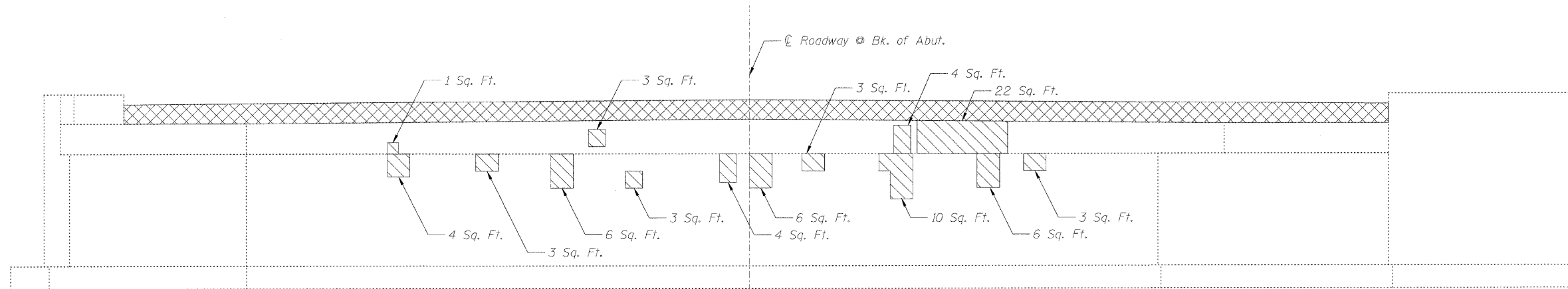
DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Donley
CHECKED	B. Sauter

Giorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@giorba.com

SHEET NO. S-11	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	33
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

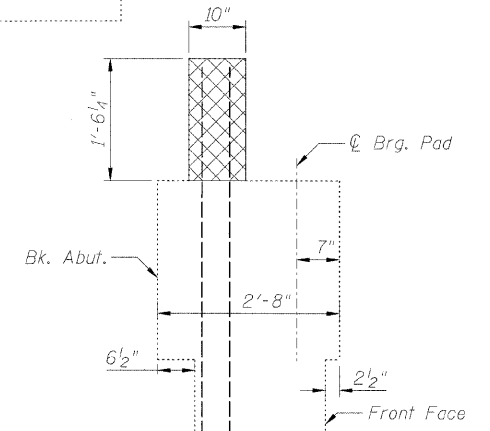
7/9/2008 m:\pro\3329\3329_24\design\structural\lead\sh1\3329_24_11 North Substructure Repairs.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

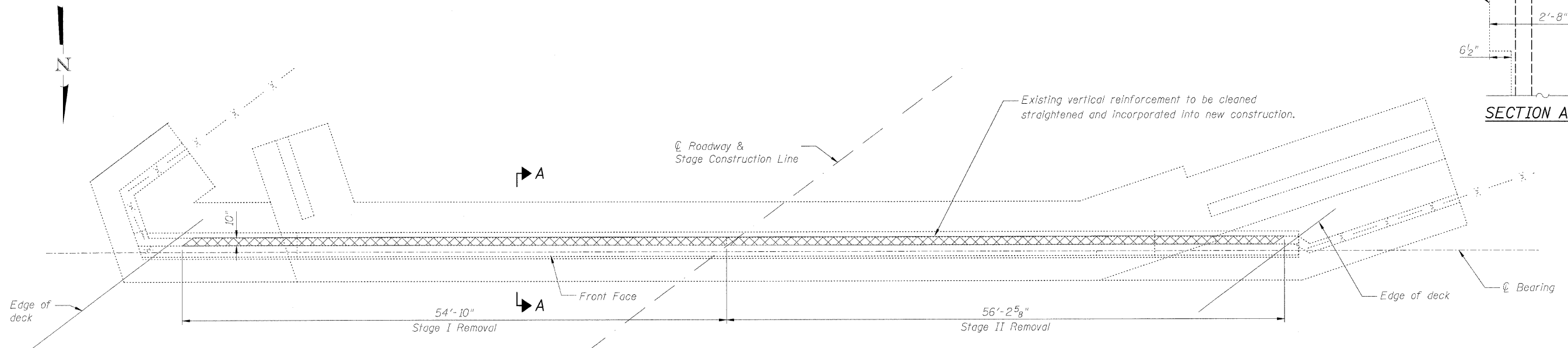


ELEVATION

Looking South



SECTION A-A



PLAN

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	78
Concrete Removal	Cu. Yd.	6.1

NOTE:

Repairs of the existing Abutments shall include but not be limited to the areas shown. The actual areas to be determined by the Engineer at the time of construction.

LEGEND

- Structural Repair of Concrete (Depth equal to or less than 5")
- Concrete Removal

**SOUTH ABUTMENT
REMOVAL AND REPAIR
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098**

SHEET NO.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S-12	0318	DB-1-R-B	WILL	40	34
S-14 SHEETS			CONTRACT NO. 60D88		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

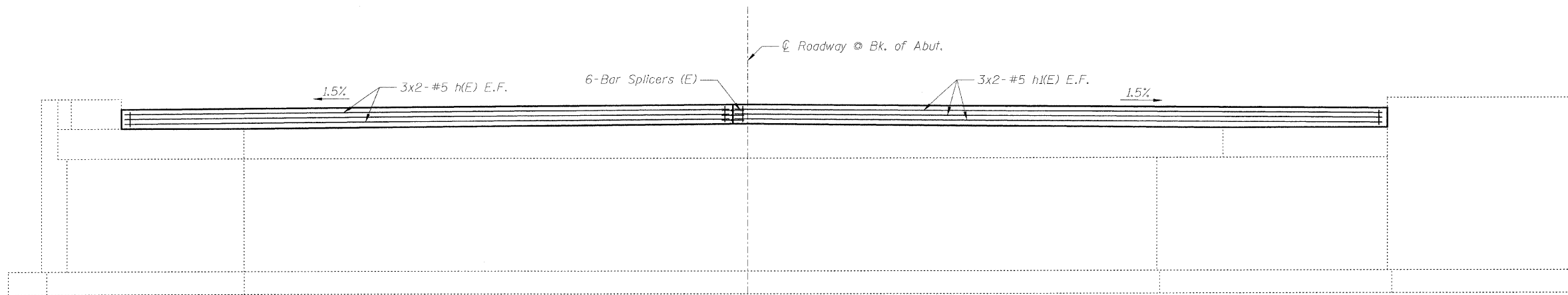


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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

7/9/2008

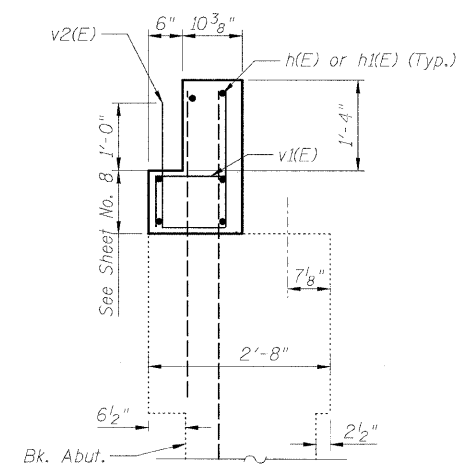
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

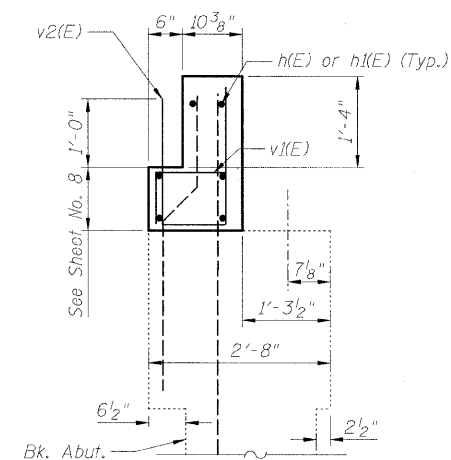


ELEVATION

Looking South



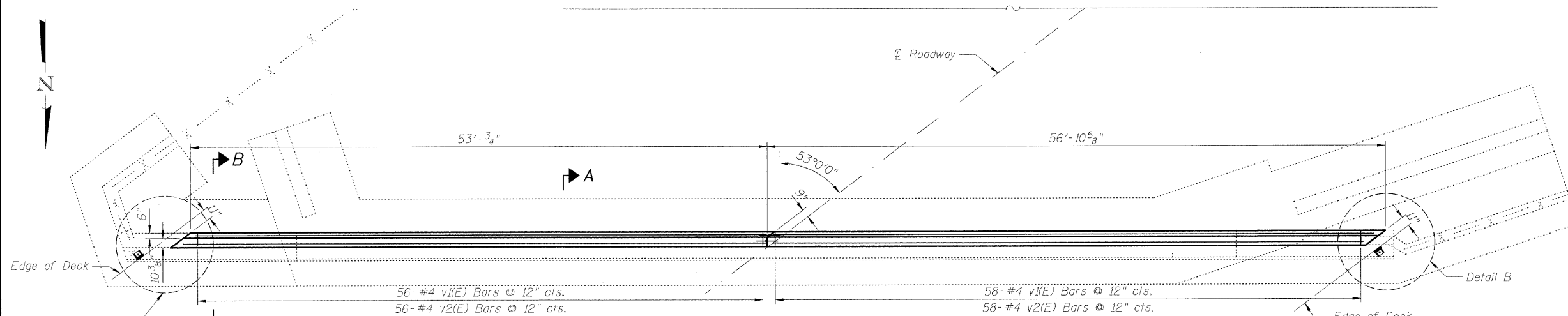
SECTION A-A



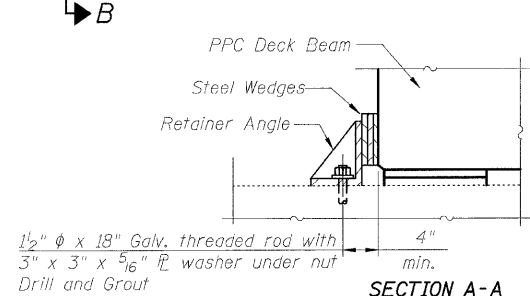
SECTION B-B

NOTES:

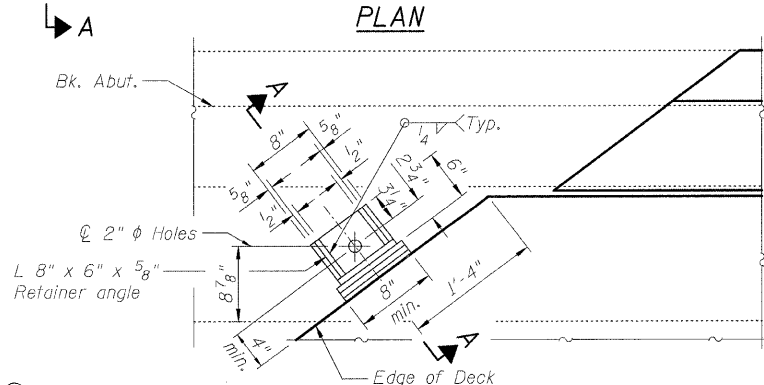
- Existing vertical reinforcement to be cleaned, straightened and incorporated into new construction.
- Bars indicated 1x2-#5 etc. Indicates 1 line of bars with 2 lengths per line.



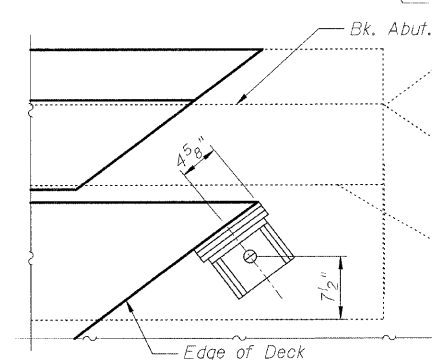
PLAN



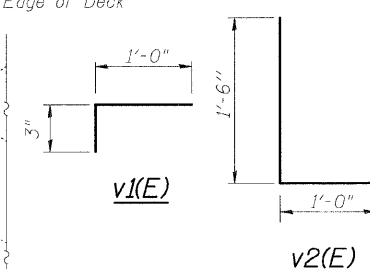
SECTION A-A



DETAIL A



DETAIL B



BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h(E)	12	#5	28'-2"	—	
h1(E)	12	#5	29'-9"	—	
v1(E)	114	#4	1'-3"	U	
v2(E)	114	#4	4'-0"	L	
Reinforcement Bars, Epoxy Coated				Pound	1,130
Concrete Superstructure				Cu. Yd.	8.1
Bar Splicers				Each	6

SOUTH ABUTMENT
US 6 (RAILROAD AVE.) OVER I & M CANAL
STA. 112+00
S.N. 099-0098

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

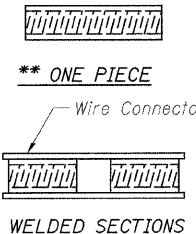
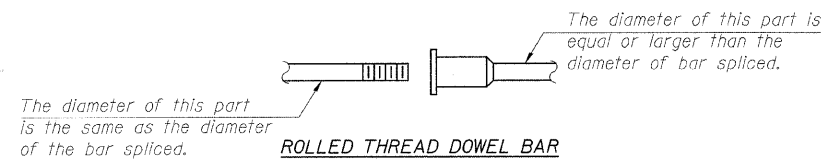
Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

RETAINER DETAIL
Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams.

SHEET NO. S-13	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	0318	DB-1-R-B	WILL	40	35
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

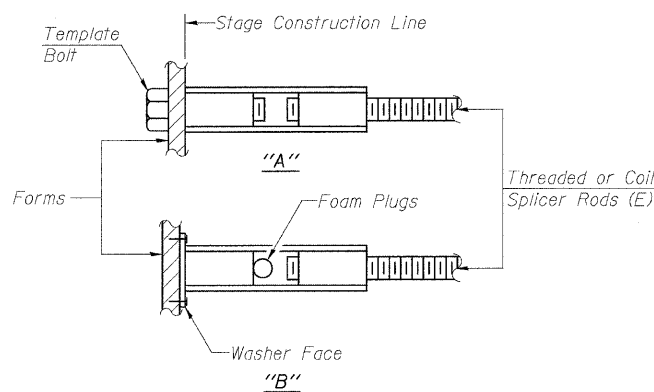
7/9/2008 wlaneaster

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

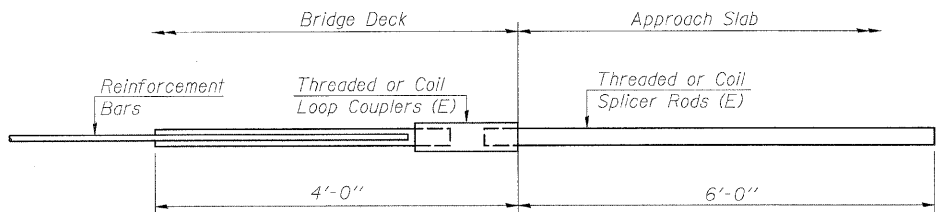
"A": Set bar splicer assembly by means of a template bolt.
 "B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

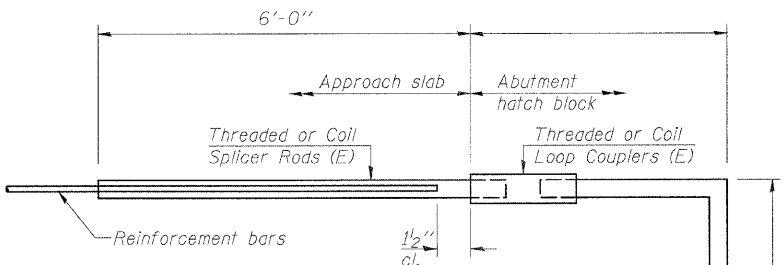
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-0"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



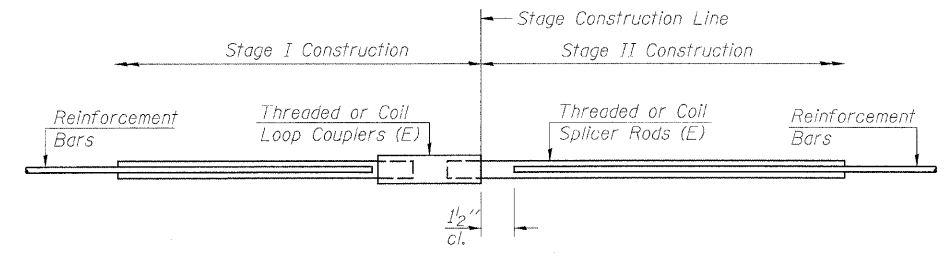
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#4	37	Deck Overlay
#5	6	Abut. Backwall

BAR SPLICER DETAILS
 US 6 (RAILROAD AVE.) OVER I & M CANAL
 STA. 112+00
 S.N. 099-0098

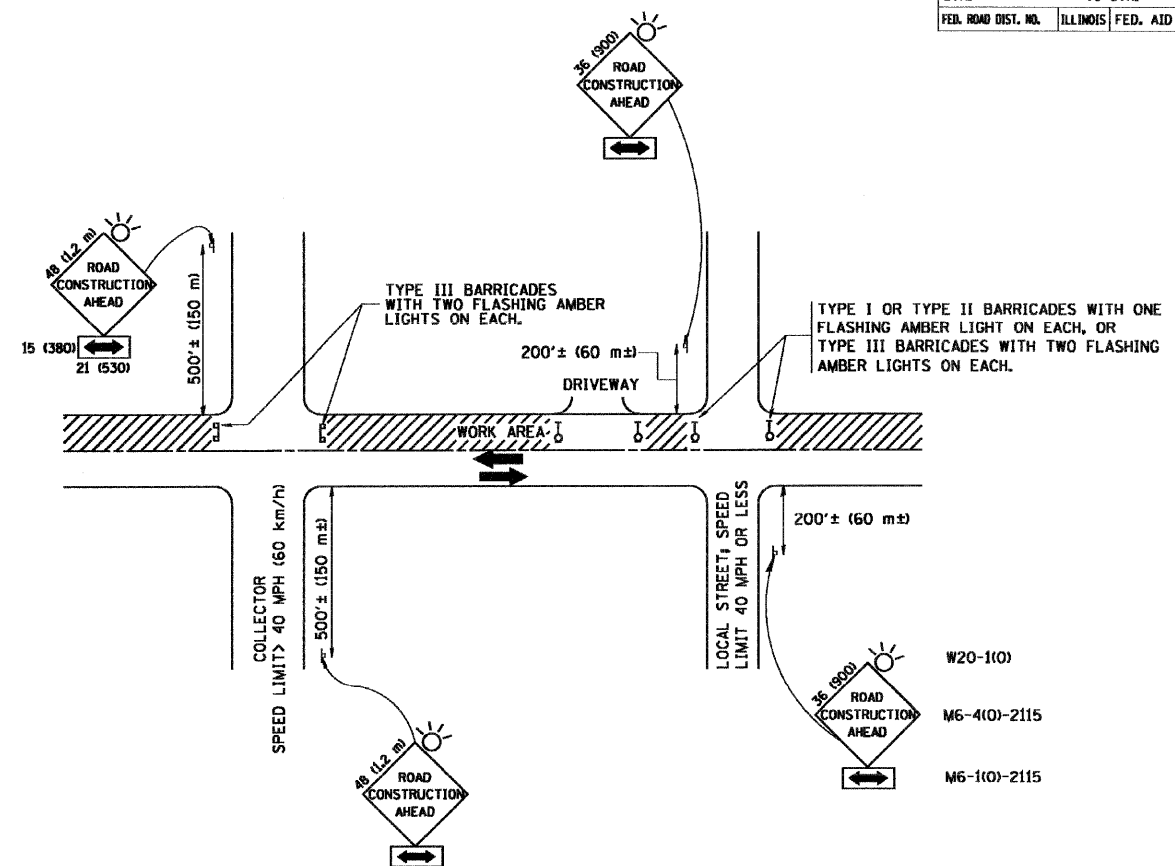
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	0318	DB-1-R-B	WILL	40	36
S-14 SHEETS	CONTRACT NO. 60D88				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

Ciorba Group, Inc.
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7/9/2008 7:14:14 AM C:\Program Files\Autodesk\AutoCAD 2008\Projects\3329\24\Design\Structural\CAD\Sht\3329_24_14_Bar_Splicer_Detail.dwg

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	37
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

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

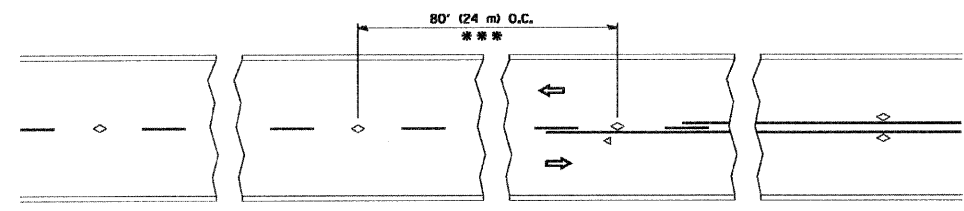
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION FOR
 SIDE ROADS, INTERSECTIONS, AND
 DRIVEWAYS**

SCALE: NONE
 DRAWN BY
 CHECKED BY

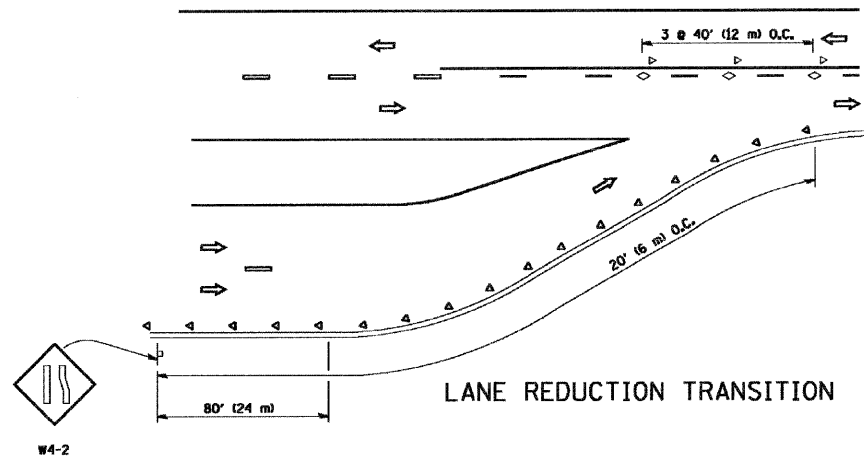
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CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

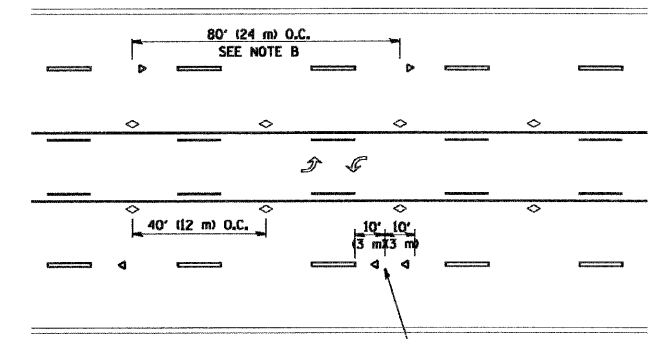


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

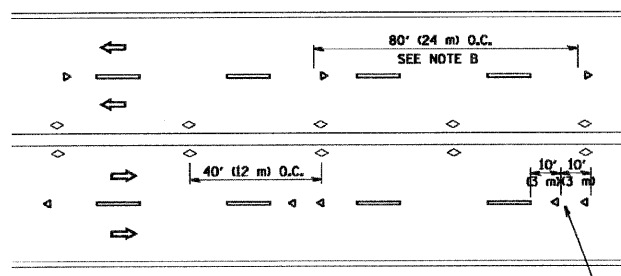


LANE REDUCTION TRANSITION



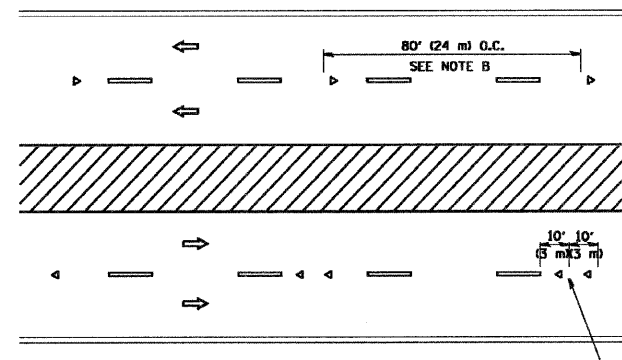
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

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.

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

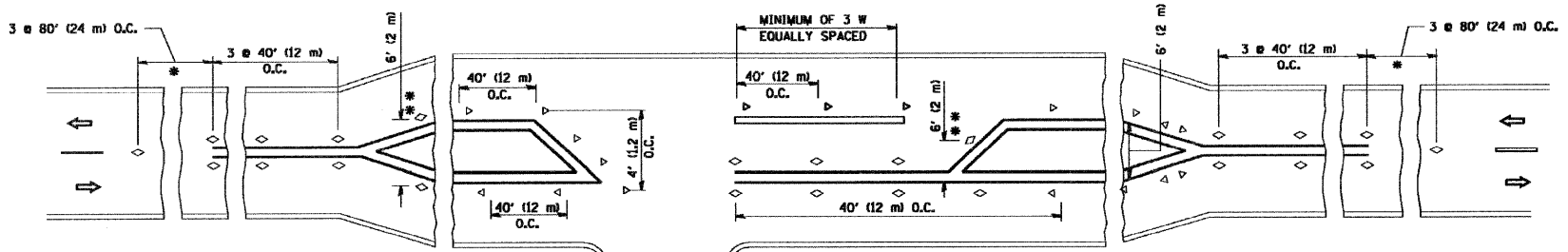
SYMBOLS

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

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.

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



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

LEFT TURN

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

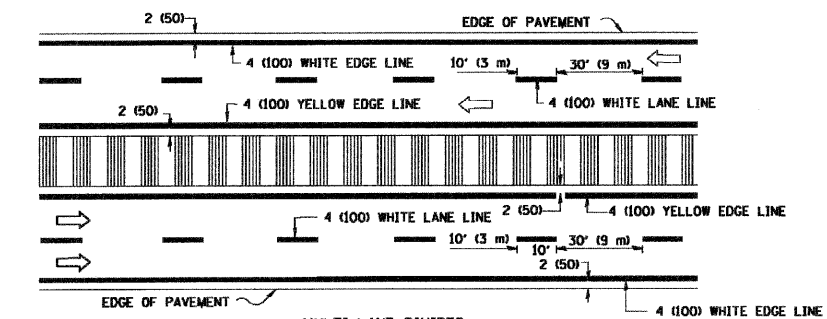
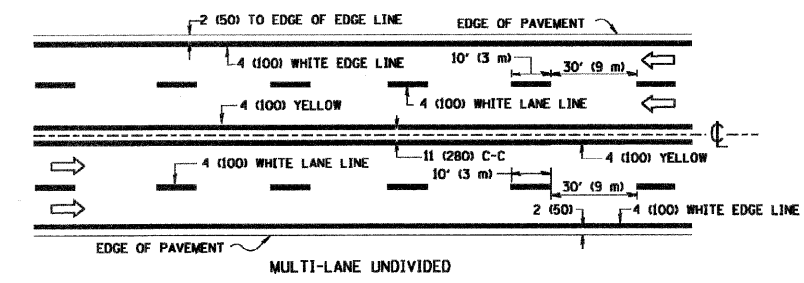
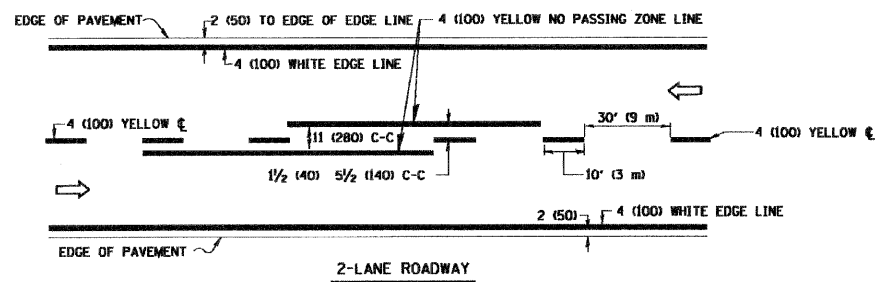
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT
 MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

DRAWN BY CADD
 CHECKED BY

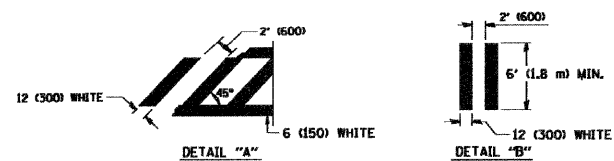
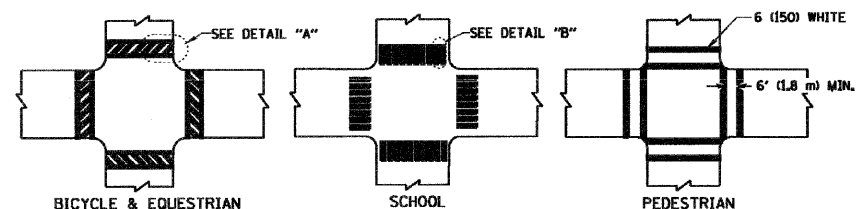
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	39
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

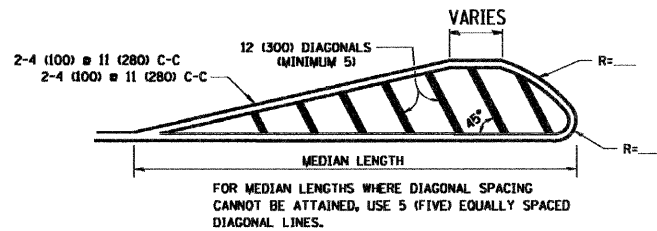
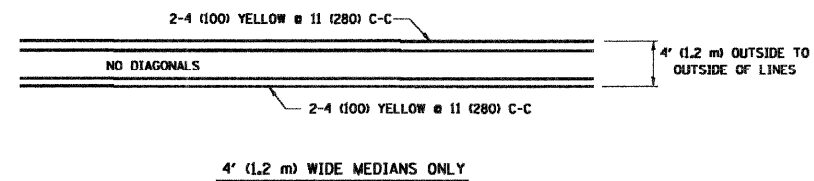


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



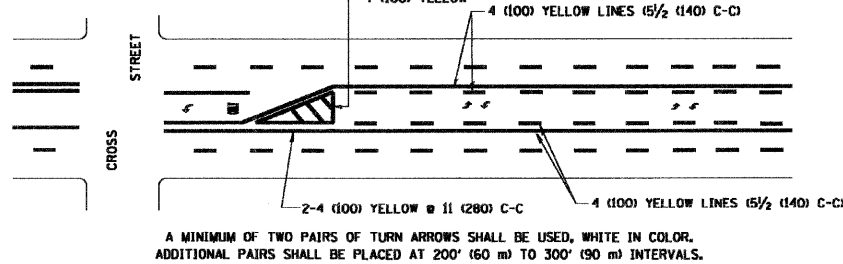
TYPICAL CROSSWALK MARKING



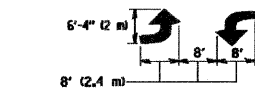
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

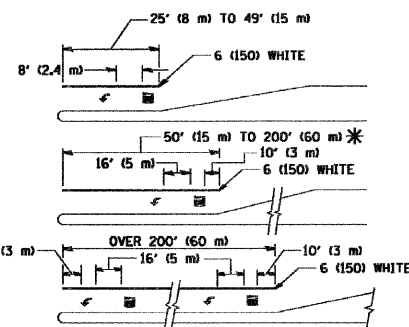


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

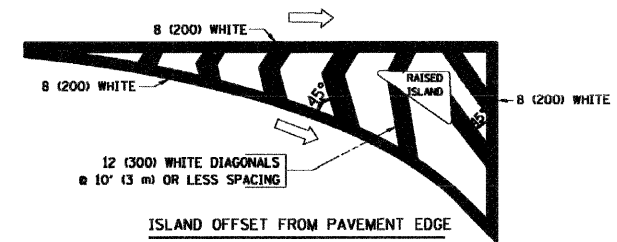


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)

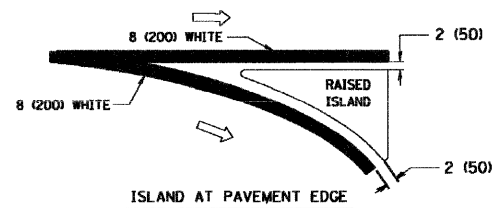
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL))	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "RR"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION

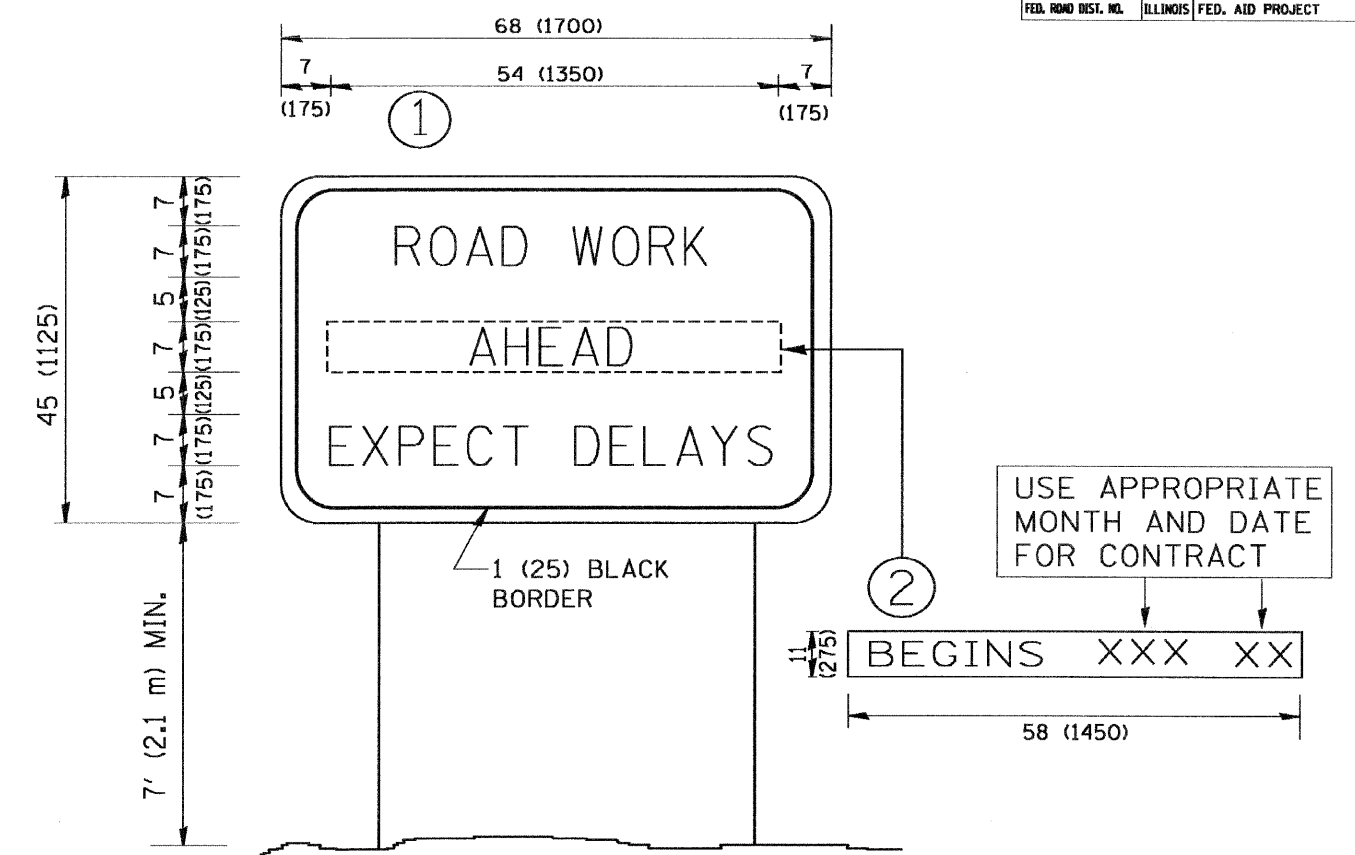
DISTRICT ONE
TYPICAL PAVEMENT
MARKINGS

SCALE: NONE

DRAWN BY CADD
CHECKED BY

TC-13

CONTRACT NO.				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0318	DB-1-R-B	WILL	40	40
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN
CHECKED BY

TC22

PLOT DATE = 3/6/2007
PLOT SCALE = 1/8" = 1'-0"
USER NAME = bharadwaj