

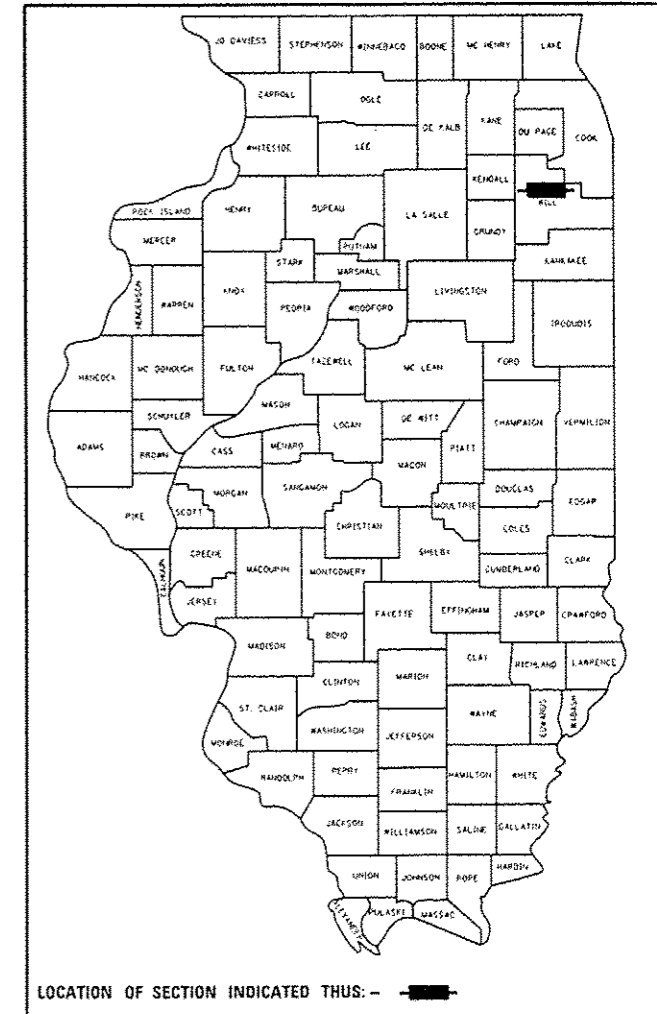
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	1
		ILLINOIS	CONTRACT NO. 60W93	

D-91-402-13

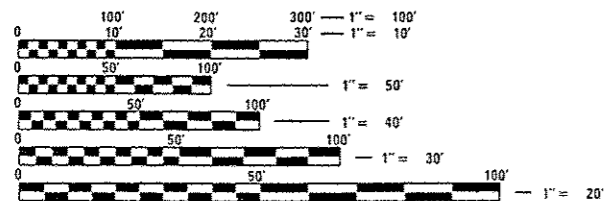
FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN WILL COUNTY



FAI 80 I-80 AT BRIGGS ST.
WESTBOUND EXIT RAMP "C" AND WESTBOUND ENTRANCE RAMP "D"
SECTION 99-4-1-N
PROJECT: ACNHPP-0080 (410)
RESURFACING, TRAFFIC SIGNAL INSTALLATION
AND CHANNELIZATION
WILL COUNTY

C-91-402-13



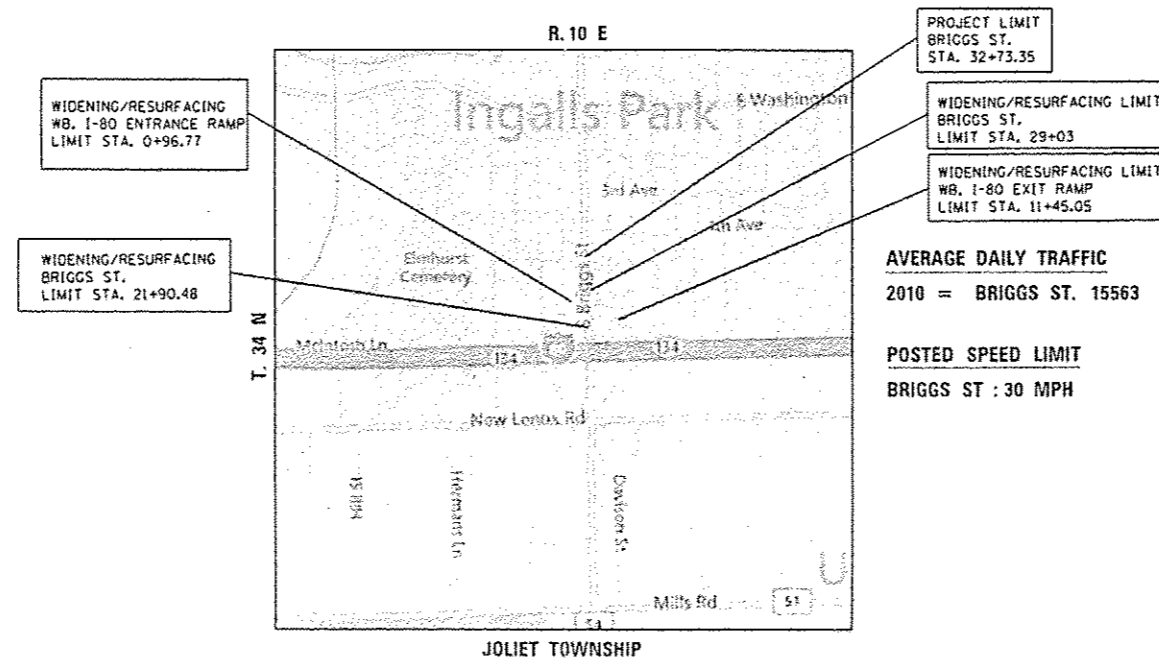
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.

1-800-892-0123
OR 811

PROJECT ENGINEER : JENPAI CHANG 847-705-4432
PROJECT MANAGER : KEN ENG

CONTRACT NO. 60W93



AVERAGE DAILY TRAFFIC
2010 = BRIGGS ST. 15563

POSTED SPEED LIMIT
BRIGGS ST : 30 MPH

GROSS & NET LENGTH = 1083.00 FT. = 0.205 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *December 9, 2015*

John Ferlman
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Jan 29, 2016
Maryann M. Addis PE, LE
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 29, 2016
Cher Osman PE, LE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, LIST OF STATE STANDARDS, AND PLAN NOTES
3-7	SUMMARY OF QUANTITIES
8	SCHEDULE OF EARTHWORK
9	EXISTING AND PROPOSED TYPICAL SECTIONS
10-11	ALIGNMENT, TIES AND BENCHMARKS
12	TRAFFIC CONTROL AND MAINTAINENCE PLAN
13-14	EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLANS
15-21	EXISTING AND PROPOSED DRAINAGE AND UTILITY PLANS
22	LANDSCAPING AND EROSION CONTROL PLAN
23-29	TRAFFIC SIGNAL DESIGN DETAILS (TS-05)
30	MAST ARM MOUNTED STREET NAME SIGN DETAIL (TS-02)
31-36	TRAFFIC SIGNAL PLANS
37-49	LIGHTING PLANS
50	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
51	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
52	CUTTER REMOVAL AND REPLACEMENT (BD-24)
53	BUTT JOINT AND HMA TAPER DETAIL (BD-32)
54	BENCHING DETAIL FOR EMBANKMENT WIDENING (BD-51)
55	ENTRANCE AND EXIT RAMP CLOSURE DETAIL (TC-08)
56	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
57	TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
58	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
59	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
60	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
61	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
62	ARTERIAL ROAD INFORMATION SIGN (TC-22)
63	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)
64-70	DETAIL CROSS SECTIONS

STANDARDS

STD. NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-03	CLASS C & D PATCHES
606001-06	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701101-04	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5M) TO 24' (600MM) FROM PAVEMENT
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH

STANDARDS CONTINUED

STD. NO.	DESCRIPTION
701426-07	LANE CLOSURE, MULTILANE, INTERMITTANT OR MOVING OPERATIONS, FOR SPEEDS ≥45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS, DAY ONLY FOR SPEED ≥45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS, DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEED ≥45 MPH
701336-06	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH
701456-03	PARTIAL EXIT RAMP CLOSURE, FREEWAY / EXPRESSWAY
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-04	TRAFFIC CONTROL DEVICES
720001-01	SIGN-PANEL MOUNTING DETAILS
812001	RACEWAY EMBEDDED IN STRUCTURE
814001-03	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877011-05	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-10	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS

PLAN NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND WILL COUNTY.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND CUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE STRUCTURE ADJUSTMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

ALL PIPE UNDERDRAINS SHALL BE PLACED AT A DEPTH OF 30" BELOW THE TOP OF PROPOSED PAVEMENT, OR AS DEEP AS POSSIBLE AND IN ACCORDANCE WITH CHECK SHEET #19 OF THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING PROVISIONS. THE COST OF MAKING PIPE UNDERDRAIN CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF PIPE UNDERDRAINS ITEM.

PLAN NOTES (cont.)

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

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

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (60 Km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (60 Km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

ACCESS TO ALL COMMERCIAL & PRIVATE ENTRANCES WILL BE MAINTAINED AT ALL TIMES EXCEPT DURING THE SHORT DURATION WHEN CONSTRUCTION ACTIVITIES ARE UNDERWAY AT THIS ENTRANCE.

THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.

THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.

ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION:
[HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL](http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control)

THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.

THE EXACT LOCATION OF ALL UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATION OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).

IF THIS CONTRACT REQUIRES THE SERVICE OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTAINANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.

THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.

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

REV.

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STANDARDS AND GENERAL NOTES BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\IL0848IDINTEC\Illinois.gov\PI007\06	sumants\DOT Offices\District 1\Projects\PI43709\011200Data\Design\PI43709-shi-gennote.dgn	011200	REVISED -			80	99-4-I-N	WILL	70	2	
Default	PLOT SCALE : 100.0000' / in	CHECKED -	REVISED -			CONTRACT NO. 60W93					
	PLOT DATE : 12/11/2015	DATE -	REVISED -			SCALE: NONE	SHEET	OF	SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10%	90% FED 10% STATE LIGHTING	TRAFFIC SIGNALS FED 90% STATE 10%	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT	TRAFFIC INTERCONNECT FED 90% STATE 10%
	GRATING FOR CONCRETE FLARED END SECTION	EACH	2	2				
	12"							
* X1400149	LUMINAIRE, LED, HORIZONTAL MOUNT, TYPE C	EACH	11			11		
20400800	FURNISHED EXCAVATION	CU YD	348	348				
20800150	TRENCH BACKFILL	CU YD	4	4				
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	387	387				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SG YD	8010.4	8010.4				
25000210	SEEDING, CLASS 2A	ACRE	1.66	1.66				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	149	149				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	149	149				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	149	149				
25100630	EROSION CONTROL BLANKET	SG YD	8010.4	8010.4				
28000400	PERIMETER EROSION BARRIER	FOOT	1616.85	1616.85				
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SG YD	5382	5382				
35300315	PORTLAND CEMENT CONCRETE BASE COURSE 8 3/4"	SG YD	88	88				
35501319	HOT-MIX ASPHALT BASE COURSE, 8 3/4"	SG YD	458	458				

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10%	90% FED 10% STATE LIGHTING	TRAFFIC SIGNALS FED 90% STATE 10%	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT	TRAFFIC INTERCONNECT FED 90% STATE 10%
35600711	HOT-MIX ASPHALT BASE COURSE WIDENING, 8 3/4"	SG YD	624	624				
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2121	2121				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	6.5	6.5				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SG YD	60	60				
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	543	543				
42001300	PROTECTIVE COAT	SG YD	3	3				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SG YD	7	7				
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SG YD	4245	4245				
44000200	DRIVEWAY PAVEMENT REMOVAL	SG YD	7	7				
44004250	PAVED SHOULDER REMOVAL	SG YD	1002	1002				
44201798	CLASS D PATCHES, TYPE I, 13 INCH	SG YD	4	4				
44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SG YD	55	55				
	* SPECIALTY ITEMS							

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10%	90% FED 10% STATE LIGHTING	TRAFFIC SIGNALS FED 90% STATE 10%	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT	TRAFFIC INTERCONNECT FED 90% STATE 10%		CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10%	90% FED 10% STATE LIGHTING	TRAFFIC SIGNALS FED 90% STATE 10%	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT	TRAFFIC INTERCONNECT FED 90% STATE 10%	
				0004	0021	0021	0021	0021						0004	0021	0021	0021	0021	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1196	1196						70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	233	233					
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	936	936						70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	70	70					
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2						70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	78	78					
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	16	16					*	72000100	SIGN PANEL - TYPE 1	SQ FT	6.75			6.75			
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	137.5	137.5					*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	110	110					
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1					*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3226	3226					
63200310	GUARDRAIL REMOVAL	FOOT	137.5	137.5					*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	233	233					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	70	70					
67100100	MOBILIZATION	LSUM	1	1					*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	78	78					
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2			2			*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	276	276					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	236	236					*	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	69	69					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	110	110					*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	53	53					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3226	3226					12										
* SPECIALTY ITEMS																			

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE							
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10%	90% FED 10% STATE LIGHTING	TRAFFIC SIGNALS FED 90% STATE 10%	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT	TRAFFIC INTER CONNECT FED 90% STATE 10%		CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10%	90% FED 10% STATE LIGHTING	TRAFFIC SIGNALS FED 90% STATE 10%	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT	TRAFFIC INTER CONNECT FED 90% STATE 10%			
				0004	0021	0021	0021	0021						0004	0021	0021	0021	0021			
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	53	53						* 81400300	DOUBLE HANDHOLE	EACH	1				1				
										* 81603090	UNIT DUCT, 600V, 3-1C NO. 4, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	2700		2700						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	53	53						* 81702110	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 10	FOOT	550		550						
* 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1		1					* 81702220	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C 350MCM	FOOT	300		300						
* 80400200	ELECTRIC UTILITY SERVICE CONNECTION	LSUM	1		1					* 82500420	LIGHTING CONTROLLER, BASE MOUNTED, 480VOLT, 200AMP (DUAL)	EACH	1		1						
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1952			1112		840		83050810	LIGHT POLE, ALUMINUM, 47.5 FT. M.H., 15 FT. MAST ARM	EACH	4		4						
* 81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	45			45				* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	50		50						
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	41			41				* 83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	4		4						
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	272			272				* 84200500	REMOVAL OF LIGHTING UNIT, SALVAGE	EACH	3		3						
* 81100600	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	210					210		* 84200804	REMOVAL OF POLE FOUNDATION	EACH	3		3						
* 81400100	HANDHOLE	EACH	2			2				* 84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1		1						
* 81400200	HEAVY-DUTY HANDHOLE	EACH	7			4		3		* SPECIALTY ITEMS											

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	90% FED 10% STATE LIGHTING 0021	TRAFFIC SIGNALS FED 90% STATE 10% 0021	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT 0021	TRAFFIC INTER CONNECT FED 90% STATE 10% 0021		CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	90% FED 10% STATE LIGHTING 0021	TRAFFIC SIGNALS FED 90% STATE 10% 0021	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT 0021	TRAFFIC INTER CONNECT FED 90% STATE 10% 0021	
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1					1		* 87702880	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	1			1			
* 86400100	TRANSCEIVER - FIBER OPTIC	EACH	1					1		* 87702900	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	2			2			
* 87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1475					1475		* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16			16			
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	265				265			* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4			4			
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1415			1415				* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	33			33			
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	239			239				* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5			5			
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1540			1540				* 88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3			3			
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	120			120				* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1			1			
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	600			600				* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1			1			
* 87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	3			3				* 88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	6			6			
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1			1													
										* SPECIALTY ITEMS									

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	90% FED 10% STATE LIGHTING 0021	TRAFFIC SIGNALS FED 90% STATE 10% 0021	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT 0021	TRAFFIC INTERCONNECT FED 90% STATE 10% 0021
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	6			6		
* 88600100	DETECTOR LOOP, TYPE I	FOOT	350			350		
* 88700200	LIGHT DETECTOR	EACH	2				2	
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1				1	
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2700		2700			
* X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	265				265	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1				
X7011015	TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAY)	LSUM	1	1				
* X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1			1		
* X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1			1		
* X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	1630				1630	
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	10	10				
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1				

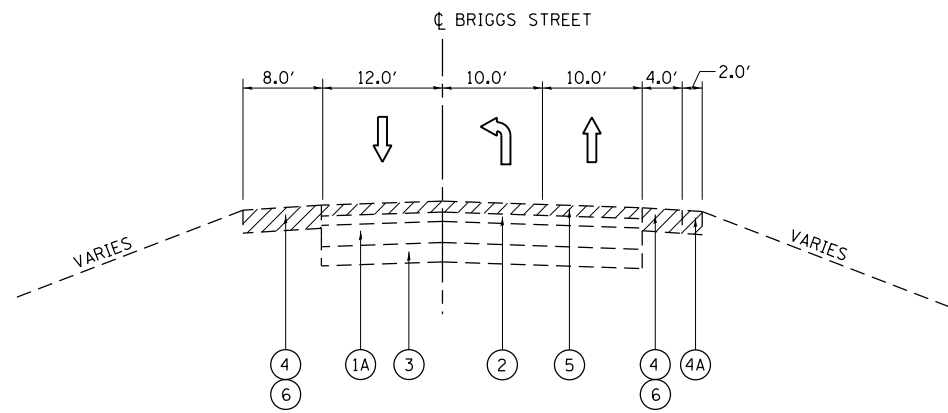
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	ROADWAY FED 90% STATE 10% 0004	90% FED 10% STATE LIGHTING 0021	TRAFFIC SIGNALS FED 90% STATE 10% 0021	TRAFFIC E.V.P. 100% FIRE PROTECTION DISTRICT 0021	TRAFFIC INTERCONNECT FED 90% STATE 10% 0021
Z0018400	DRAINAGE STRUCTURES TO BE ADJUSTED	EACH	2	2				
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	77	77				
* Z0033020	LUMINAIRE SAFETY CABLE ASSEMBLY	EACH	11		11			
* Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6		6			
* Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1					1
* X1400150	SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1			1		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	350	350				
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1				
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1				
* SPECIALTY ITEMS								

EARTHWORK SCHEDULE					
1	2	3	4	5	6
BRIGGS ST. AT WEST I-80 (RAMP, "C" & "D")	EARTH EXCAVATION (CU YD)	EMBANKMENT (CU YD)	ADJUSTMENT FOR SHRINKAGE (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)
BRIGGS ST. (STA. 22+50 TO STA. 27+00)	358	759	304	-455	318
RAMP "C" (STA. 11+50 TO STA. 15+50)	204	67	174	+107	69
TOTAL	562	826	478	-348	387
<p>COLUMN 1: LOCATION FROM PLANS COLUMN 2: CUT QUANTITIES FROM CROSS SECTIONS COLUMN 3: QUANTITIES FROM CROSS SECTIONS (FILL) COLUMN 4: EARTH EXCAVATION THAT IS TO BE USED AS FILL MATERIAL IN THE EMBANKMENT, SHRINKAGE FACTOR IS 15%</p> <p>COLUMN 5: COLUMN 4 - COLUMN 3 POSITIVE QUANTITY = EXTRA EXCAVATION NEGATIVE QUANTITY = FURNISHED EXCAVATION NEEDED</p> <p>COLUMN 6: TOPSOIL FURNISH AND PLACE</p>					

20400800 FURNISHED EXCAVATION = 348 CU. YD.

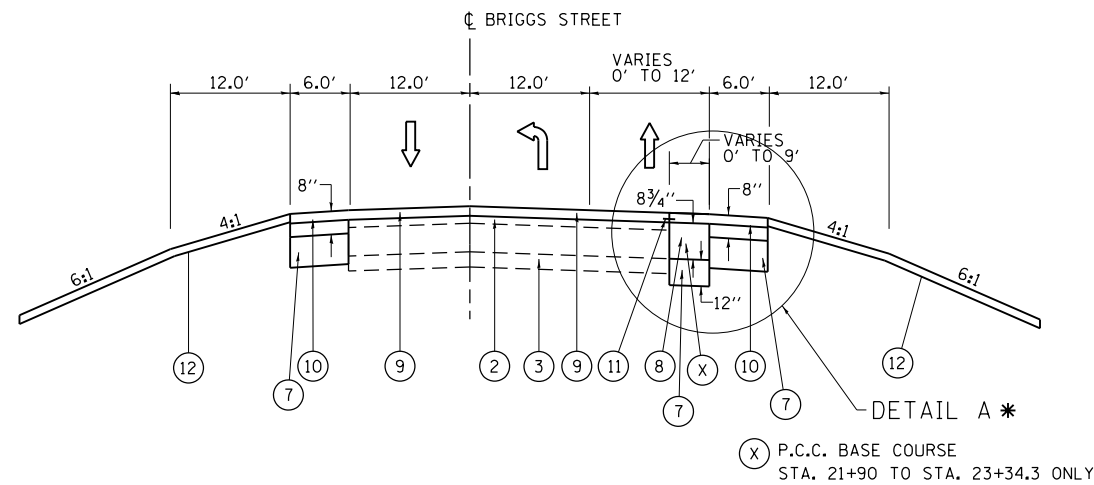
NOTES:

1. TOPSOIL SHALL BE EXCAVATED TO A DEPTH OF 12" THROUGHOUT THE PROJECT LIMITS.
2. EXCAVATED TOPSOIL REQUIRED AT LOCATIONS OF NEW SEEDING AREA AS SHOWN ON THE LANDSCAPING PLAN SHALL BE PLACED AT A DEPTH OF 4" AND PAID FOR AS TOPSOIL FURNISH AND PLACE.



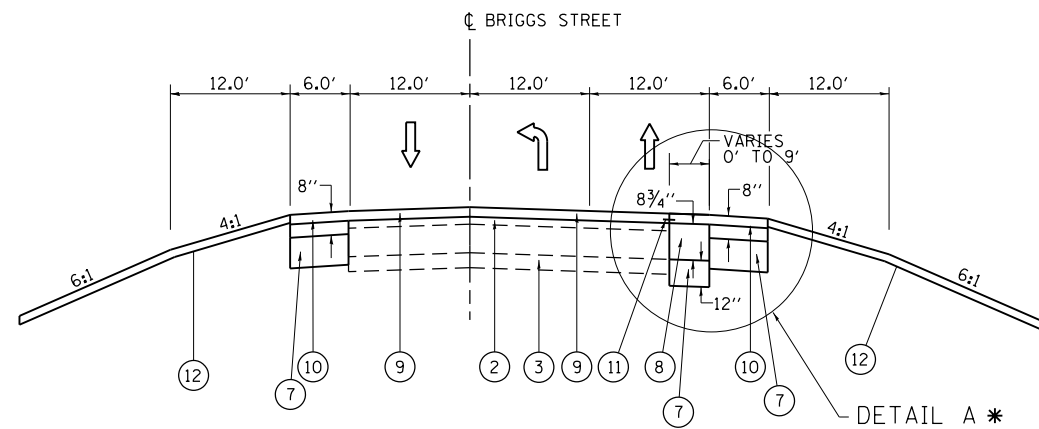
**Existing Typical Cross Section
Briggs Street**

STA. 21+90 To STA. 28+34



**Proposed Typical Cross Section
Briggs Street**

STA. 21+90 To STA. 24+90.2



**Proposed Typical Cross Section
Briggs Street**

STA. 24+90.2 To STA. 28+34

LEGEND

- ① EXISTING P.C.C. PAVEMENT, 10±
- ①A EXISTING P.C.C. PAVEMENT, 11±
- ② EXISTING HMA SURFACE REMAINING AFTER MILLING, 2"±
- ③ EXISTING SUB BASE GRANULAR MATERIAL
- ④ EXISTING HMA SHOULDER
- ④A EXISTING AGGREGATE SHOULDER
- ⑤ PROPOSED HMA SURFACE REMOVAL, 2"
- ⑥ PROPOSED PAVED SHOULDER REMOVAL
- ⑦ PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12"
- ⑧ PROPOSED HMA BASE COURSE, 8¾" (HMA BINDER IL-19)
- ⑨ PROPOSED POLYMERIZED HMA SURFACE COURSE MIX "E", N70, 2"
- ⑩ PROPOSED HMA SHOULDER, 8"
- ⑪ PROPOSED STRIP REFLECTIVE CRACK CONTROL TREATMENT
- ⑫ PROPOSED SOIL FURNISH AND PLACE, 4"

NOTE: THE CONTRACTOR SHALL MILL FIRST, BEFORE PATCH

HOT MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE USES	DESIGN AND VOIDS	QMP
POLYMERIZED SURFACE COURSE MIX "E", N70, IL-9.5mm, 2"	4% @ 70 GYR.	QC/OA
HMA BASE COURSE, 8¾" (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/OA
CLASS "D" PATCHES, 13" (HMA BINDER IL-19mm)	4% @ 70 GYR.	QC/OA
HMA SHOULDER, 8" POLYMERIZED HMA SURFACE COURSE MIX "E" N70, IL-9.5mm, 2"	4% @ 70 GYR.	QC/OA
(HMA BINDER, IL-19.0), 6"	4% @ 70 GYR.	QC/OA

QMP DESIGNATION QUALITY CONTROL / QUALITY ASSURANCE (QC/OA)

NOTES:

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

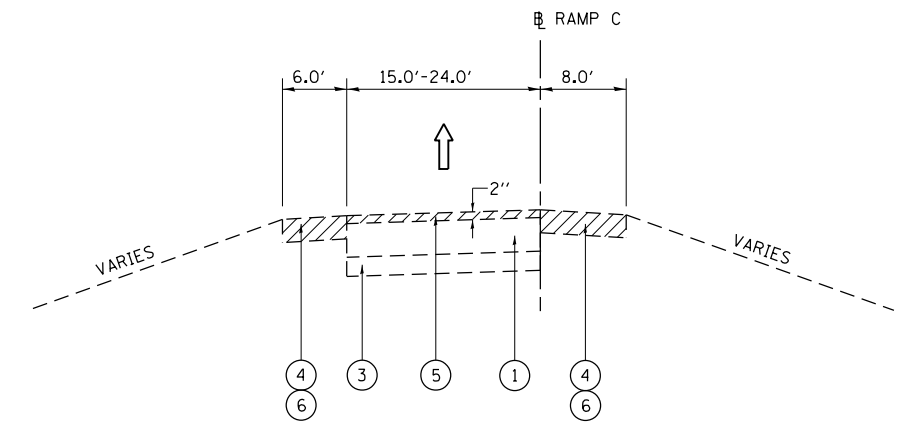
AC TYPE NOTE

"THE AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE S8S/S8R PG 76-22". AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-28" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS."

FOR USE OF RECYCLED MATERIALS, SEE DISTRICT ONE SPECIAL PROVISION.

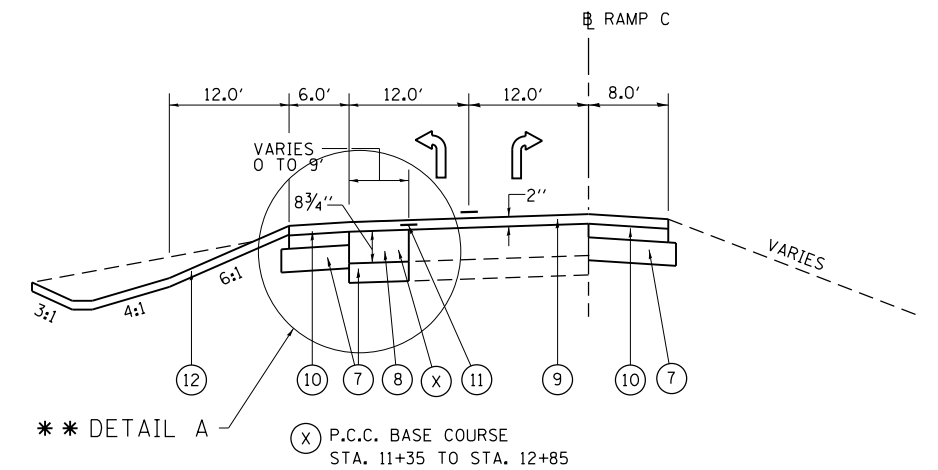
QMP NOTE

QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE"



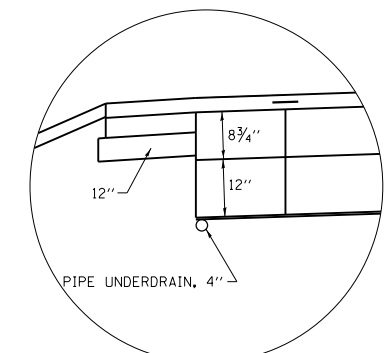
**Existing Typical Cross Section
I-80 West, Ramp "C" to Briggs St.**

STA. 11+45 To STA. 16+97



**Proposed Typical Cross Section
I-80 West, Ramp "C" to Briggs St.**

STA. 11+45 To STA. 16+97



DETAIL A

* PIPE UNDERDRAIN FROM STA. 23+00 TO STA. 25+50 ONLY

** PIPE UNDERDRAIN FROM STA. 12+00 TO STA. 15+00

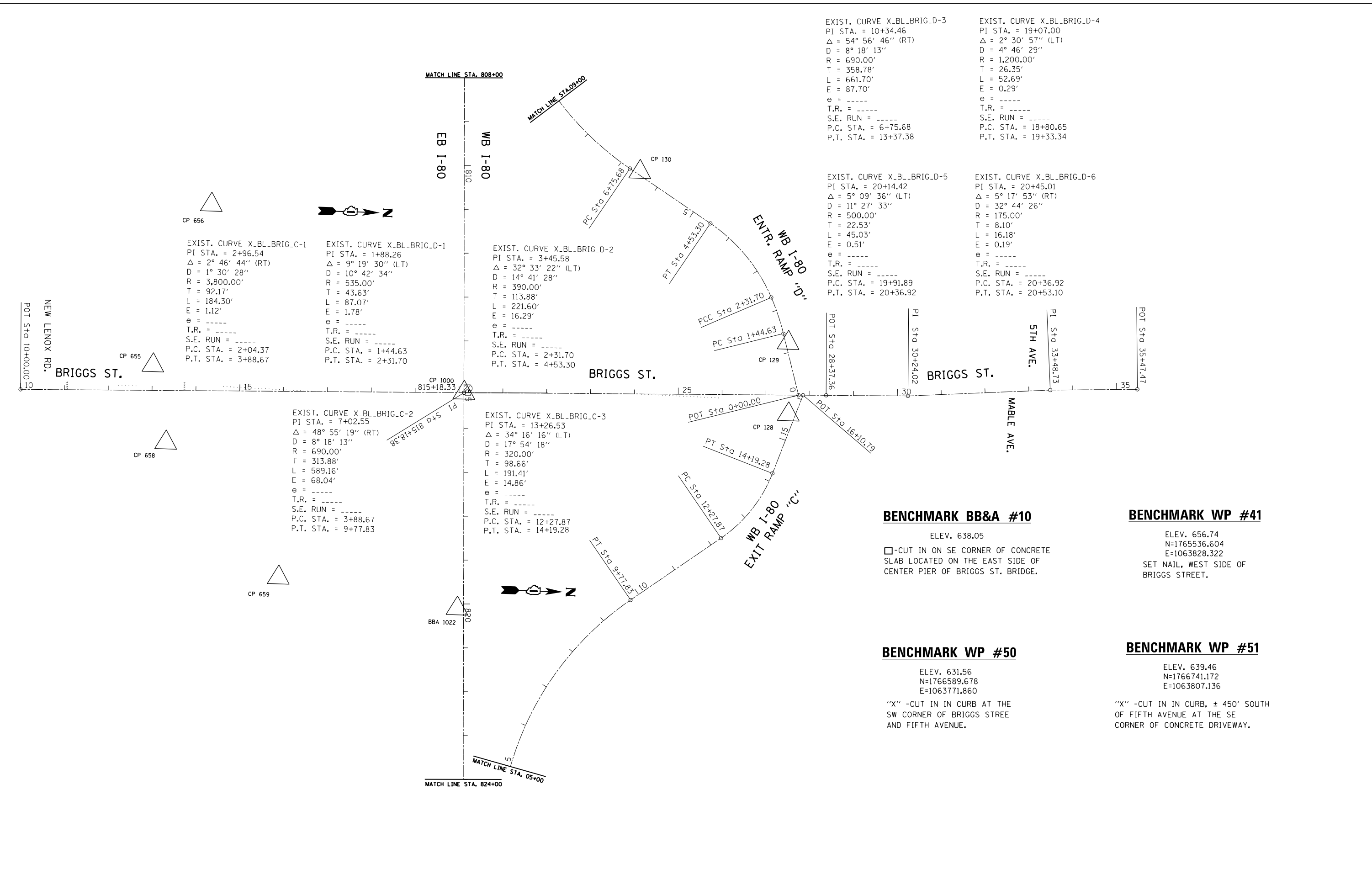
FILE NAME =	USER NAME = llszkrf	DESIGNED -	REVISED -
p:\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P143709\Design\PI43709-shr-typical.dwg		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 12/9/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING & PROPOSED TYPICAL SECTIONS
BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.I. RE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-80	99-4-I-N	WILL	70	9
			CONTRACT NO. 60W93	
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = lszekrf	DESIGNED -	REVISED -
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P14370\Drawings\CAD\Sheets\P143709-sht-ATB.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ALIGNMENTS, TIES & BENCHMARKS
INTERSTATE 80 AT BRIGGS STREET (RAMP "C" AND "D")**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	10
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

BENCHMARK BB&A #10

ELEV. 638.05
 □ -CUT IN ON SE CORNER OF CONCRETE SLAB LOCATED ON THE EAST SIDE OF CENTER PIER OF BRIGGS ST. BRIDGE.

BENCHMARK WP #41

ELEV. 656.74
 N=1765536.604
 E=1063828.322
 SET NAIL, WEST SIDE OF BRIGGS STREET.

BENCHMARK WP #50

ELEV. 631.56
 N=1766589.678
 E=1063771.860
 "X" -CUT IN IN CURB AT THE SW CORNER OF BRIGGS STREET AND FIFTH AVENUE.

BENCHMARK WP #51

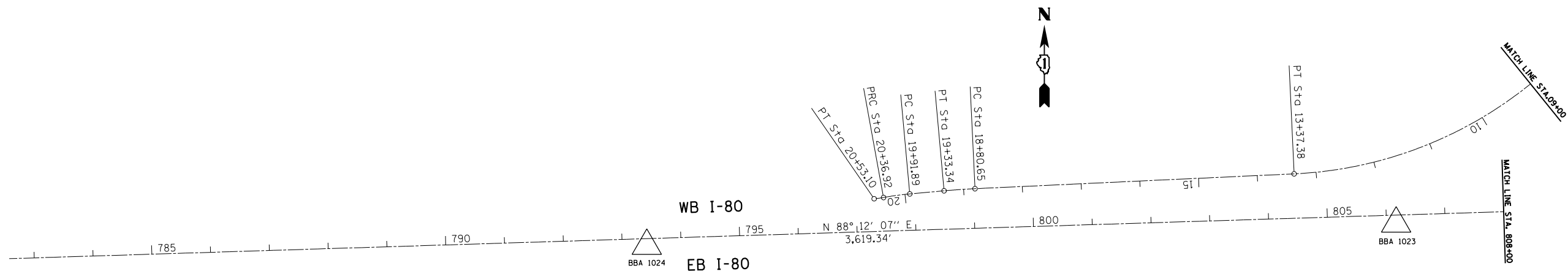
ELEV. 639.46
 N=1766741.172
 E=1063807.136
 "X" -CUT IN IN CURB, ± 450' SOUTH OF FIFTH AVENUE AT THE SE CORNER OF CONCRETE DRIVEWAY.

EXIST. CURVE X.BL.BRIG-D-3
 PI STA. = 10+34.46
 $\Delta = 54^\circ 56' 46''$ (RT)
 D = 8° 18' 13"
 R = 690.00'
 T = 358.78'
 L = 661.70'
 E = 87.70'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 6+75.68
 P.T. STA. = 13+37.33

EXIST. CURVE X.BL.BRIG-D-4
 PI STA. = 19+07.00
 $\Delta = 2^\circ 30' 57''$ (LT)
 D = 4° 46' 29"
 R = 1,200.00'
 T = 26.35'
 L = 52.69'
 E = 0.29'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 18+80.65
 P.T. STA. = 19+33.34

EXIST. CURVE X.BL.BRIG-D-5
 PI STA. = 20+14.42
 $\Delta = 5^\circ 09' 36''$ (LT)
 D = 11° 27' 33"
 R = 500.00'
 T = 22.53'
 L = 45.03'
 E = 0.51'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 19+91.89
 P.T. STA. = 20+36.92

EXIST. CURVE X.BL.BRIG-D-6
 PI STA. = 20+45.01
 $\Delta = 5^\circ 17' 53''$ (RT)
 D = 32° 44' 26"
 R = 175.00'
 T = 8.10'
 L = 16.18'
 E = 0.19'
 e = ----
 T.R. = ----
 S.E. RUN = ----
 P.C. STA. = 20+36.92
 P.T. STA. = 20+53.10



THERE IS NO TIE-DOWN INFORMATION AVAILABLE FOR THE CONTROL POINTS.

CP #128

FOUND PK NAIL
STA. 15+57.85
N=1766057.308
E=1063877.044
ELEV.=641.68

CP #129

FOUND PK NAIL
STA. 01+21.41
N=1766051.567
E=1063714.212
ELEV.=640.99

CP # 130

FOUND PK NAIL
STA 06+52.31
N=1765700.486
E=1063335.737
ELEV.=640.93

CP #655

FOUND PK NAIL
STA. 13+1.71
N=1764605.264
E=1063812.961
ELEV.=643.980

CP #656

FOUND PK NAIL
STA. 14+32.40
N=1764726.511
E=1063442.642
ELEV.=641.83

CP #658

FOUND PK NAIL
STA. 13+32.30
N=1764640.344
E=1063988.159
ELEV.=642.125

CP #659

FOUND PK NAIL
STA. 15+91.48
N=1764907.270
E=1064287.438
ELEV.=639.980

CP #1000

"X" CUT ON TOP OF BRIDGE
STA. 20+11.22
N=1765316.094
E=1063852.275

BBA #1022

SET 5/8" IR, 30" LONG,
W/IDOT YELLOW CAP
IN MEDIAN, ± .10 MILE
E/BRIGGS ST. NEAR
MILE MARKER #135
STA 820+10.40
N=1765316.767
E=1064344.567
ELEV.=637.002

BBA #1023

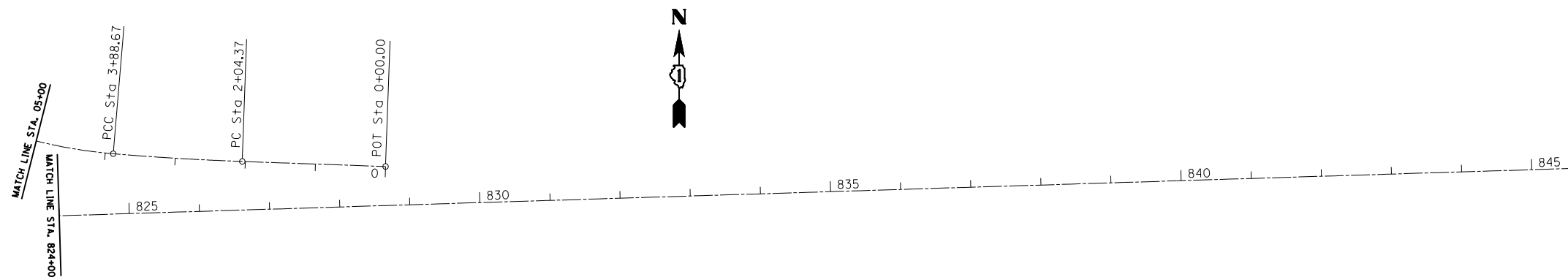
SET 5/8" IR, 30" LONG,
W/IDOT YELLOW CAP
IN MEDIAN, ± .10 MILE
W/BRIGGS ST.
STA. 806+16.66
N=1765273.292
E=1062951.509
ELEV.=640.682

BBA #1024

SET 5/8" IR, 30" LONG,
W/IDOT YELLOW CAP
IN MEDIAN, ± .40 MILE
W/BRIGGS ST.
STA. 793+41.88
N=1765235.338
E=1061677.290
ELEV.=647.774

ROUTE	POINT	NORTHING	EASTING	STATION
BRIGGS ST. CHAIN X.BL.BRIG.C	BRIGGS1000	1764305.11	1063877.86	10+00.00
	BRIGGS1001	1766141.86	1063830.84	28+37.36
	BRIGGS1002	1766328.47	1063826.07	30+24.02
	BRIGGS1003	1766652.29	1063802.01	33+48.73
BRIGGS ST. RAMP "C" CHAIN X.BL.BRIG.C	PE200	1765413.80	1065198.72	0+00.00
	PE201	1766089.26	1063832.19	16+10.79
BRIGGS ST. RAMP "C" CURVE X.BL.BRIG.C.1	PC	1765421.04	1064994.48	02+04.37
	PI	1765424.31	1064902.37	02+96.54
	PT	1765432.04	1064810.52	03+88.67
BRIGGS ST. RAMP "C" CURVE X.BL.BRIG.C.2	PC	1765432.04	1064810.52	03+88.67
	PI	1765458.36	1064497.74	07+02.55
BRIGGS ST. RAMP "C" CURVE X.BL.BRIG.C.3	PC	1765913.04	1064164.15	12+27.87
	PI	1765992.59	1064105.79	13+26.53
BRIGGS ST. RAMP "D" CHAIN X.BL.BRIG.D	PE202	1766079.01	1063832.62	0+00.00

ROUTE	POINT	NORTHING	EASTING	STATION
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.1	PC	1766039.82	1063693.40	01+44.63
	PI	1766027.99	1063651.40	01+88.26
	PT	1766009.52	1063611.87	02+31.70
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.2	PC	1766009.52	1063611.87	02+31.70
	PI	1765961.30	1063508.70	03+45.58
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.3	PC	1765865.14	1063447.69	04+53.30
	PI	1765677.37	1063328.55	06+75.68
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.4	PC	1765374.43	1063136.33	10+34.46
	PT	1765357.79	1062777.94	13+37.38
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.5	PC	1765332.59	1062235.25	18+80.65
	PI	1765331.36	1062208.93	19+07.00
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.6	PC	1765328.99	1062182.69	19+33.34
	PI	1765323.71	1062124.39	19+91.89
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.7	PC	1765321.68	1062101.95	20+14.42
	PT	1765317.63	1062079.78	20+36.92
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.8	PC	1765317.63	1062079.78	20+36.92
	PI	1765316.18	1062071.82	20+45.01
BRIGGS ST. RAMP "D" CURVE X.BL.BRIG.D.9	PC	1765316.18	1062071.82	20+45.01
	PT	1765315.47	1062063.75	20+53.10



TRAFFIC CONTROL AND MAINTAINENCE PLAN

TRAFFIC SHALL BE MAINTAINED DURING THE WIDENING AND RESURFACING OPERATIONS WITH THE FOLLOWING IDOT STANDARDS:

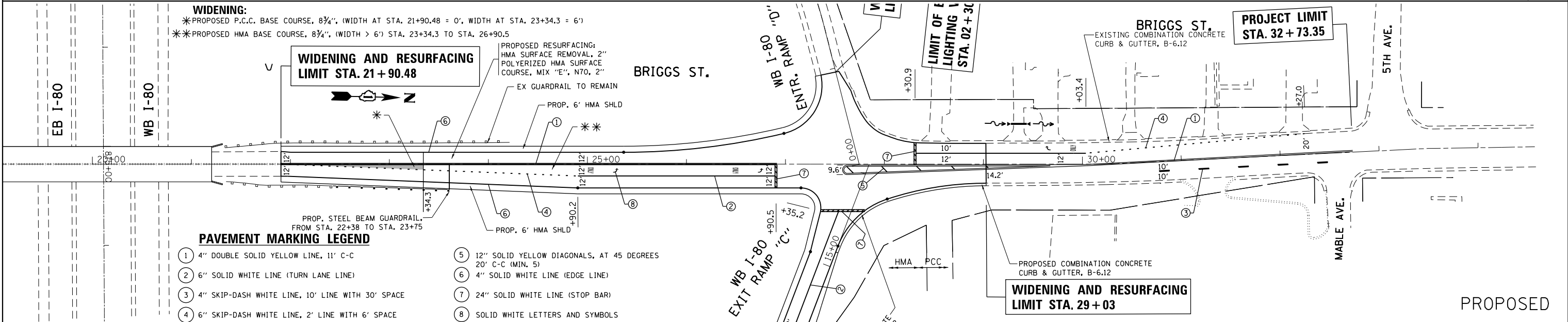
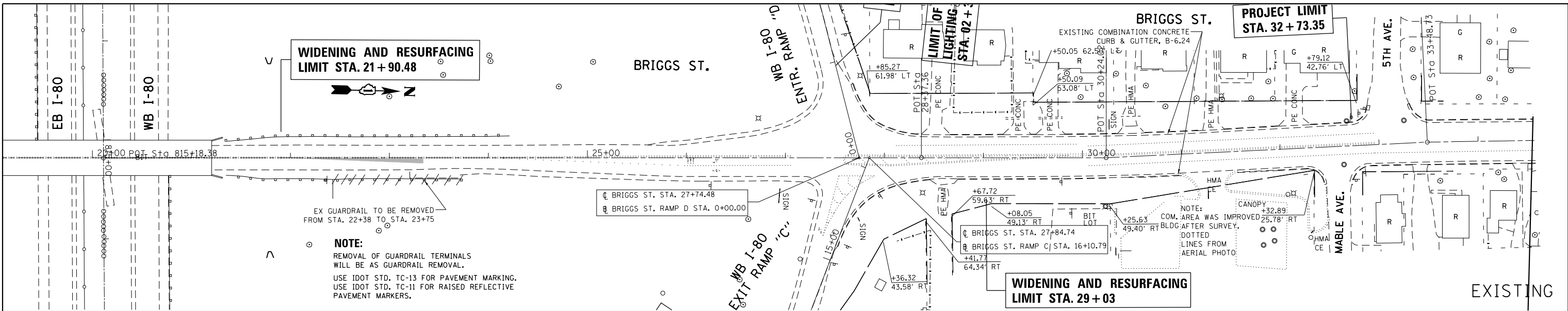
STD. NO.	DESCRIPTION
701201	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45MPH
701306	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45MPH
701326	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45MPH

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AND ENTRANCES.

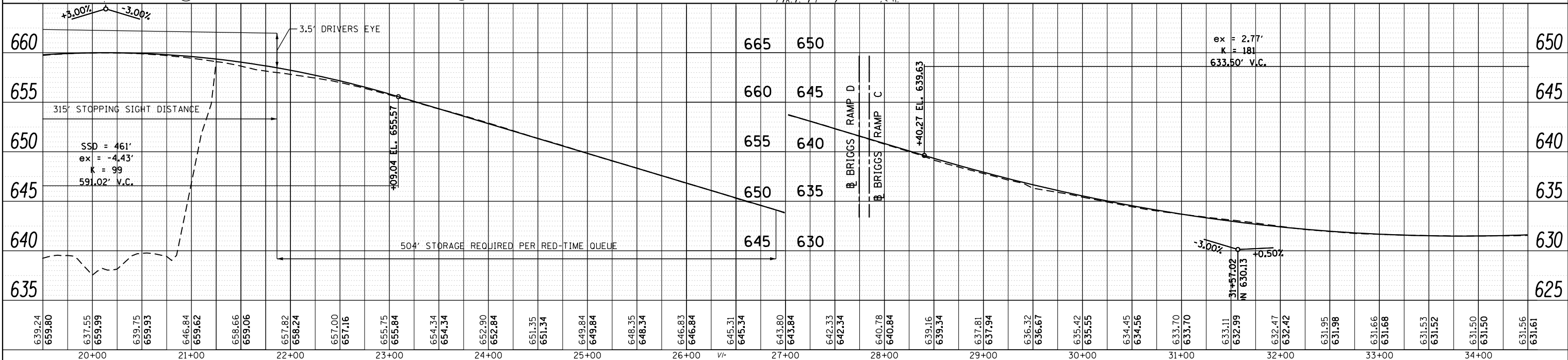
FILE NAME =	USER NAME = llszkrf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND MAINTAINENCE NOTES BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\IL\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P14370\Drawings\CADsheets\P143709-sht-gennots	DATA	REVISION	REVISION			80	99-4-I-N	WILL	70	12	
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60W93					
	PLOT DATE = 12/7/2015	DATE -	REVISED -			SCALE: NONE		SHEET OF SHEETS		STA. TO STA.	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CPAD	
	NO.	



- PAVEMENT MARKING LEGEND**
- ① 4" DOUBLE SOLID YELLOW LINE, 11' C-C
 - ② 6" SOLID WHITE LINE (TURN LANE LINE)
 - ③ 4" SKIP-DASH WHITE LINE, 10' LINE WITH 30' SPACE
 - ④ 6" SKIP-DASH WHITE LINE, 2' LINE WITH 6' SPACE
 - ⑤ 12" SOLID YELLOW DIAGONALS, AT 45 DEGREES 20' C-C (MIN. 5)
 - ⑥ 4" SOLID WHITE LINE (EDGE LINE)
 - ⑦ 24" SOLID WHITE LINE (STOP BAR)
 - ⑧ SOLID WHITE LETTERS AND SYMBOLS



FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -
pwt:\IL084EBIDINTEG.allinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\P143799\DRAWING\CADsheets\P143799-shr-plnpr.f.d		CHECKED -	REVISED -
Default	PLOT DATE = 12/7/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

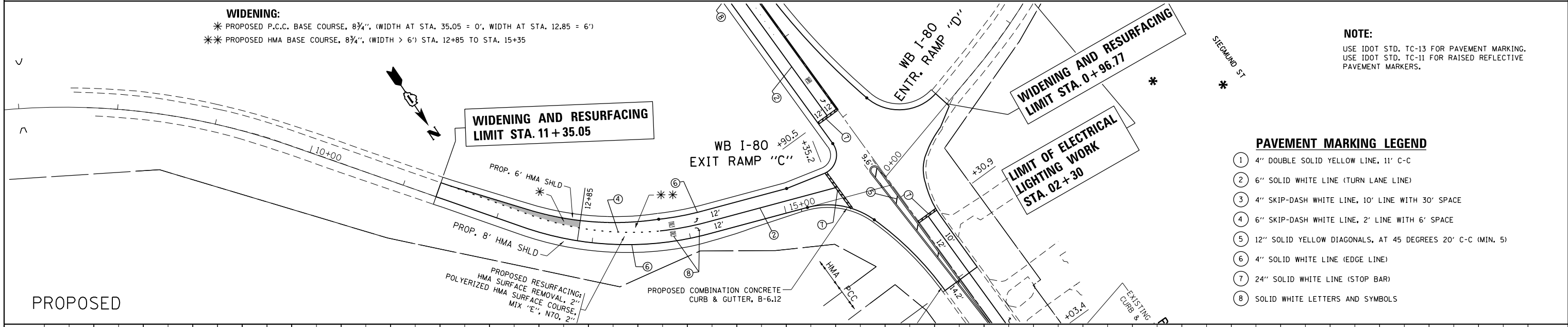
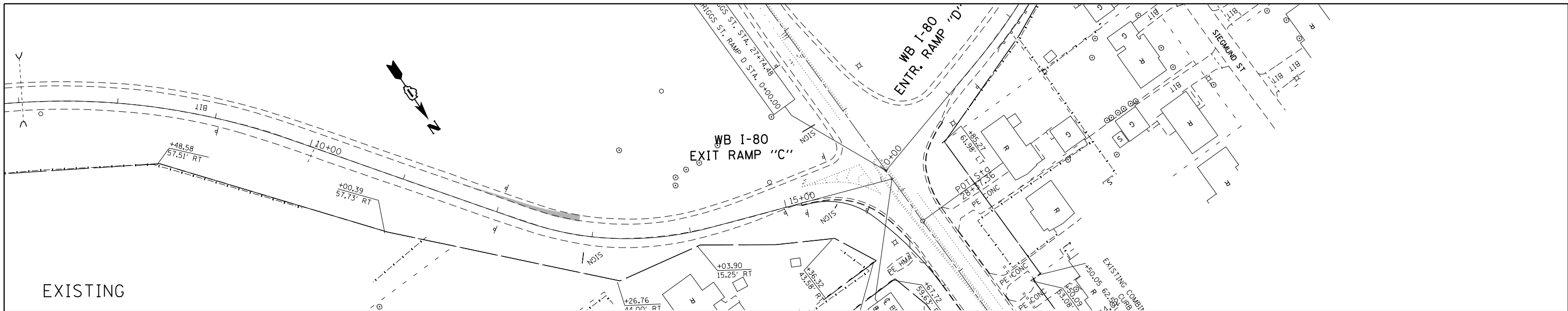
**EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN
BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	13
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO. _____	
	FILE NAME _____	

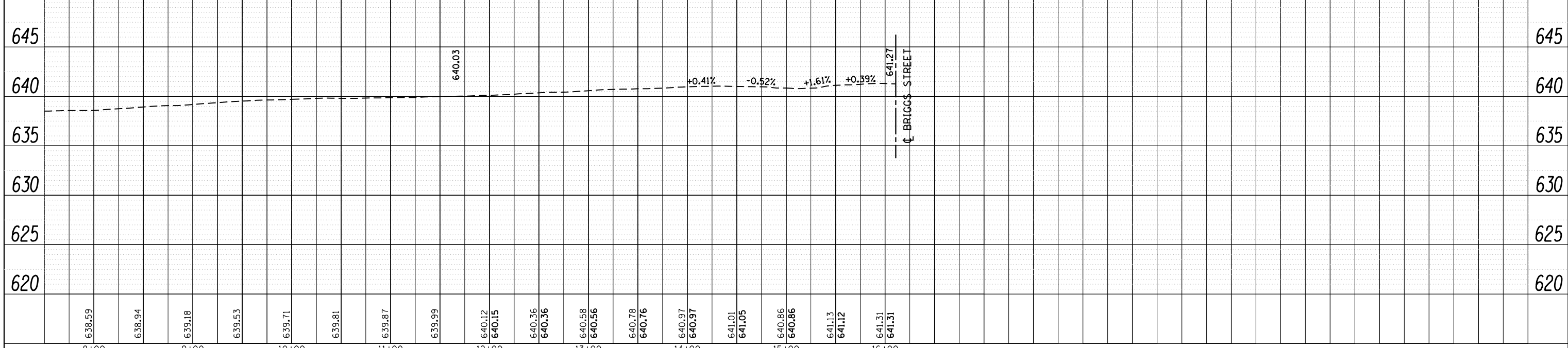
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO. _____	



WIDENING:
 * PROPOSED P.C.C. BASE COURSE, 8 3/4", (WIDTH AT STA. 35.05 = 0', WIDTH AT STA. 12.85 = 6')
 ** PROPOSED HMA BASE COURSE, 8 3/4", (WIDTH > 6') STA. 12+85 TO STA. 15+35

NOTE:
 USE IDOT STD. TC-13 FOR PAVEMENT MARKING.
 USE IDOT STD. TC-11 FOR RAISED REFLECTIVE PAVEMENT MARKERS.

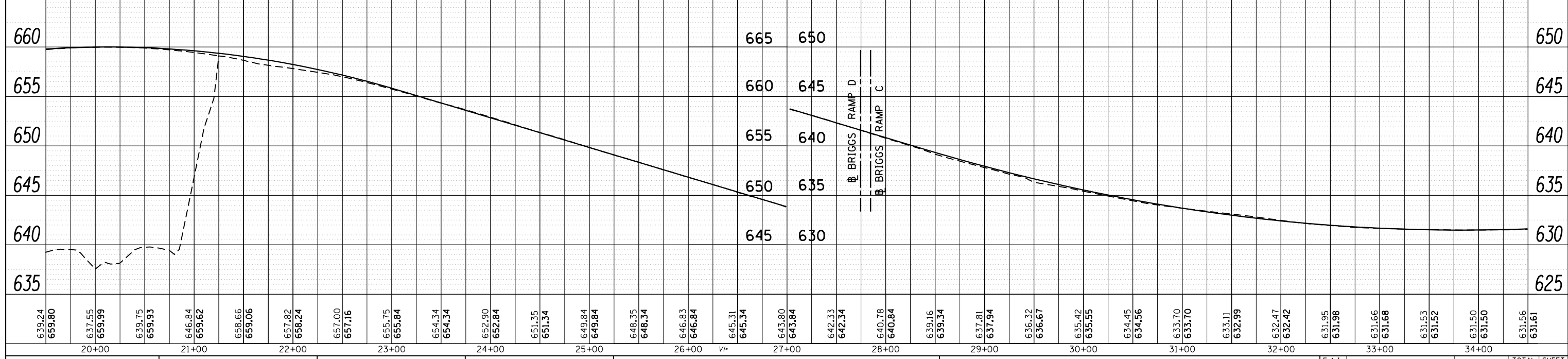
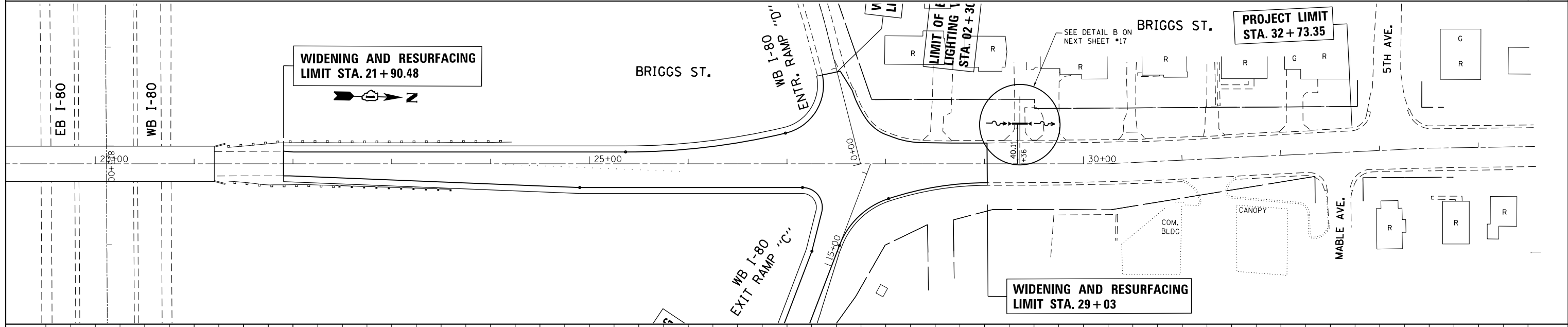
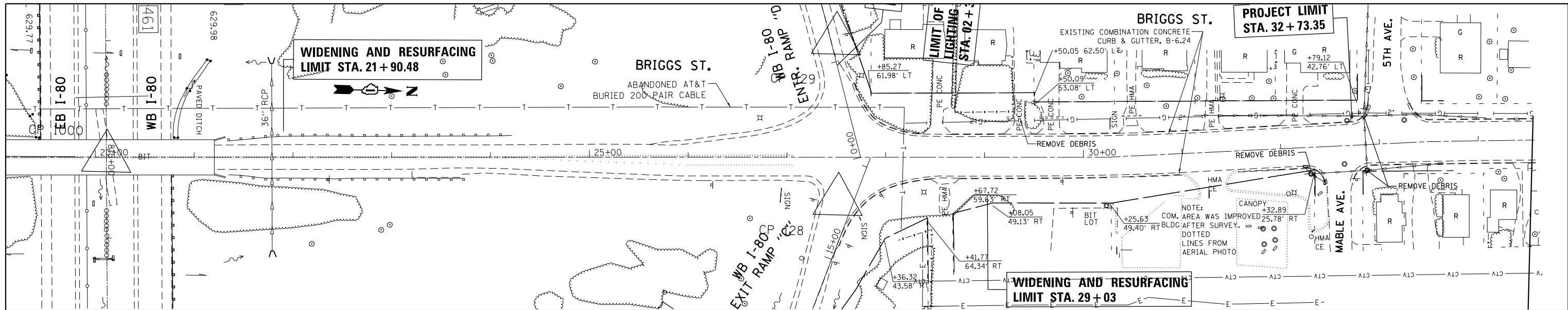
- PAVEMENT MARKING LEGEND**
- ① 4" DOUBLE SOLID YELLOW LINE, 11' C-C
 - ② 6" SOLID WHITE LINE (TURN LANE LINE)
 - ③ 4" SKIP-DASH WHITE LINE, 10' LINE WITH 30' SPACE
 - ④ 6" SKIP-DASH WHITE LINE, 2' LINE WITH 6' SPACE
 - ⑤ 12" SOLID YELLOW DIAGONALS, AT 45 DEGREES 20' C-C (MIN. 5)
 - ⑥ 4" SOLID WHITE LINE (EDGE LINE)
 - ⑦ 24" SOLID WHITE LINE (STOP BAR)
 - ⑧ SOLID WHITE LETTERS AND SYMBOLS



FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	12/7/2015	CHECKED -	REVISED -			80	99-4-I-N	WILL	70	14	
		DATE -	REVISED -			CONTRACT NO. 60W93					
						ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	NOTE BOOK		
	NO.		

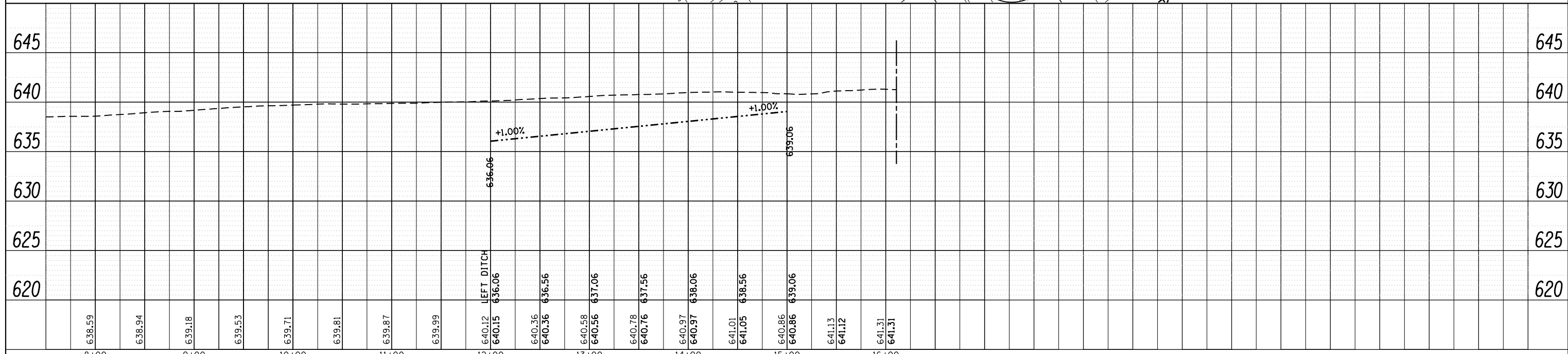
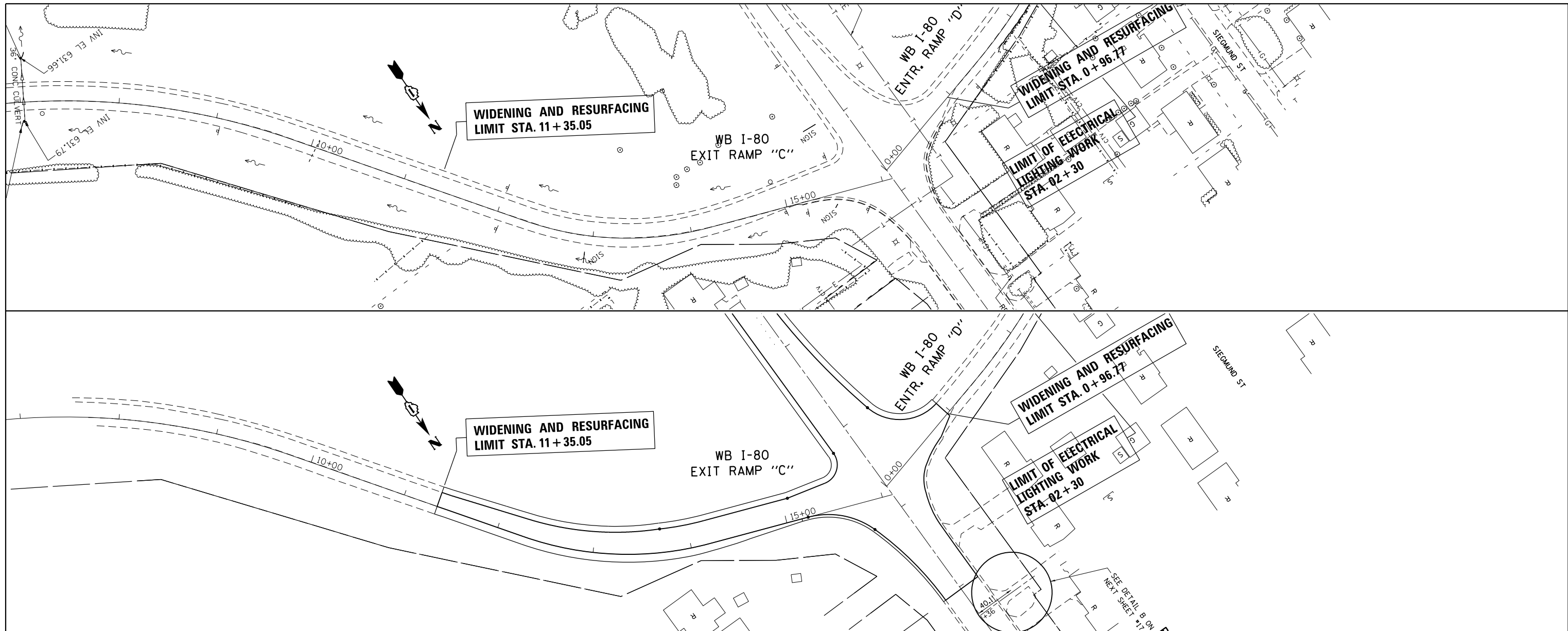
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NOTE BOOK		
	NO.		
	STRUCTURE		
	NOTATIONS		
	CHKD		



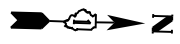
FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN AND PROFILE BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL084EBIDINTEG.ctb\11007\Documents\1007\District 1\Projects\P143799\DRAWING\CAD\Sheets\P143799-shd-drain.dgn	DATE = 12/7/2015	CHECKED -	REVISED -			80	99-4-I-N	WILL	70	15
Default		DATE -	REVISED -			CONTRACT NO. 60W93				
						ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	CHECKED	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	NOTE BOOK	
	NO.	
	CHECKED	
	FILE NAME	



FILE NAME =	USER NAME = l1s2ekrf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE PLAN AND PROFILE BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	12/7/2015	CHECKED -	REVISED -			80	99-4-I-N	WILL	70	16	
		DATE -	REVISED -			CONTRACT NO. 60W93					
						ILLINOIS FED. AID PROJECT					



BRIGGS ST.

PROPOSED PIPE CULVERT,
CLASS "A" TYPE 1, 12" DIA.
LENGTH 16' AT 1.5%
• INVERTS ARE TO BE FIXED
IN THE FIELD

PROPOSED PRECAST RIENFORCED
CONCRETE FLARED END SECTION,
12" WITH GRATING.

EXIST. R.O.W.

EXIST. R.O.W.

WB I-80 "D"
ENTR. RAMP

0+00

28+00

62'

40.1'

CONC. P.E.

CONC. P.E.

53'

30+00

CL OF BRIGGS ST.

EXIST. R.O.W.

WIDENING/RESURFACING
LIMIT STA. 29 + 03

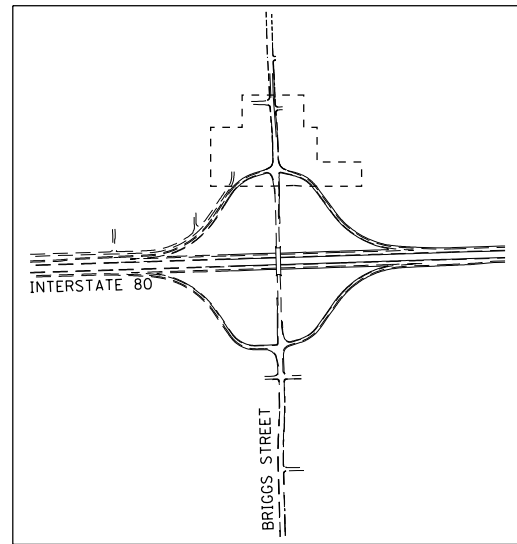
FILE NAME =	USER NAME = llszkrf	DESIGNED -	REVISED -
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI4370\Drawings\CAD\Sheets\PI43709-sht-drain.dwg		DRAWN -	REVISED -
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/7/2015	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL B
REPLACEMENT OF CULVERT

SCALE: 1" = 10' SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	17
CONTRACT NO. 60W93			ILLINOIS FED. AID PROJECT	



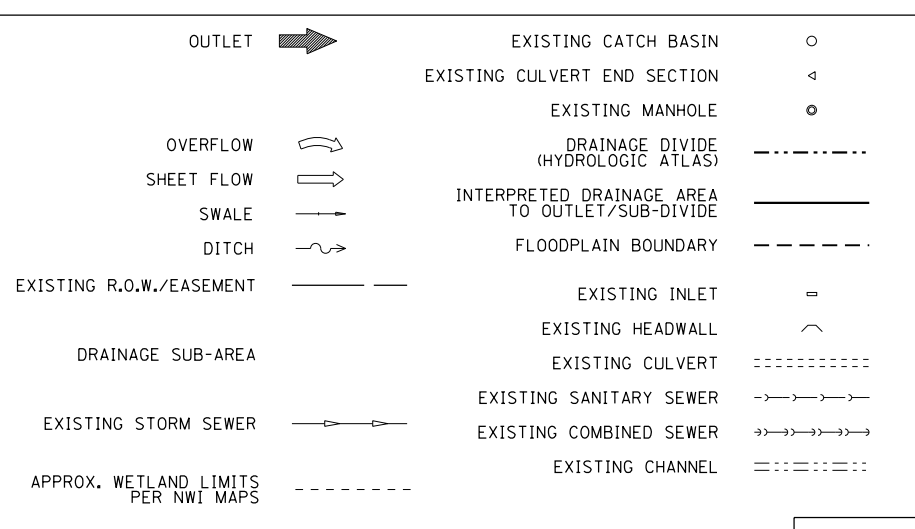
OUTLET		EXISTING CATCH BASIN	
OUTLET #5 AREA 5A 0.77 AC		EXISTING CULVERT END SECTION	
OVERFLOW		EXISTING MANHOLE	
SHEET FLOW		DRAINAGE DIVIDE (HYDROLOGIC ATLAS)	
SWALE		INTERPRETED DRAINAGE AREA TO OUTLET/SUB-DIVIDE	
DITCH		FLOODPLAIN BOUNDARY	
EXISTING R.O.W./EASEMENT		EXISTING INLET	
DRAINAGE SUB-AREA	AREA 3A 2.07 AC	EXISTING HEADWALL	
EXISTING STORM SEWER		EXISTING CULVERT	
APPROX. WETLAND LIMITS PER NWI MAPS		EXISTING SANITARY SEWER	
		EXISTING COMBINED SEWER	
		EXISTING CHANNEL	

LEGEND

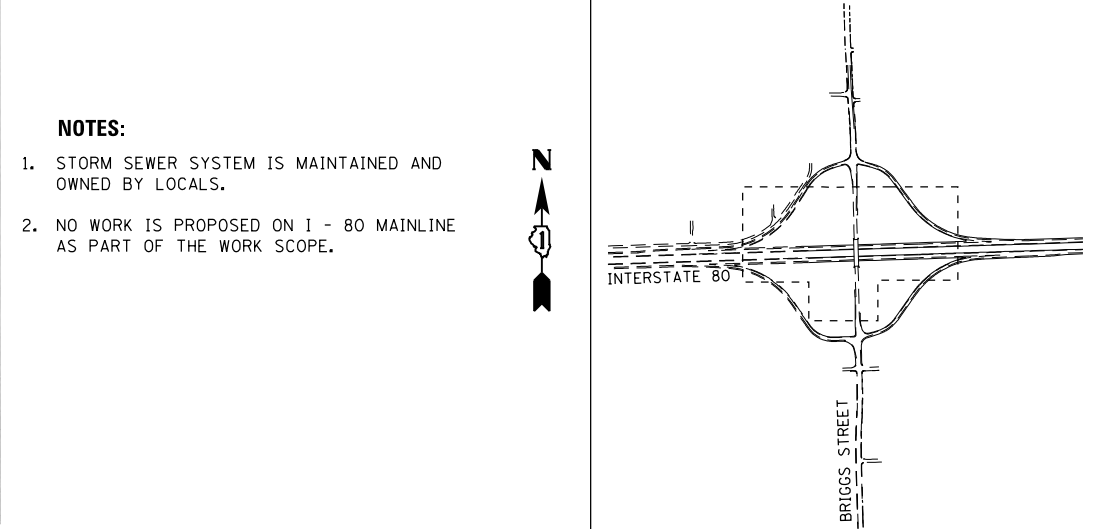
- NOTES:**
1. STORM SEWER SYSTEM IS MAINTAINED AND OWNED BY LOCALS.
 2. NO WORK IS PROPOSED ON I - 80 MAINLINE AS PART OF THE WORK SCOPE.

MATCHLINE STA. 25+00
JOINS SHEET 2

FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING DRAINAGE PLAN BRIGGS STREET AT INTERSTATE (WEST RAMP "C")	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\CAD\Sheets\P143709-sht-EDP-18.dwg	DATE = 12/7/2015	CHECKED -	REVISED -			80	99-4-I-N	WILL	70	18
Default		DATE -	REVISED -			CONTRACT NO. 60W93				
						ILLINOIS FED. AID PROJECT				



LEGEND



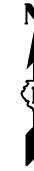
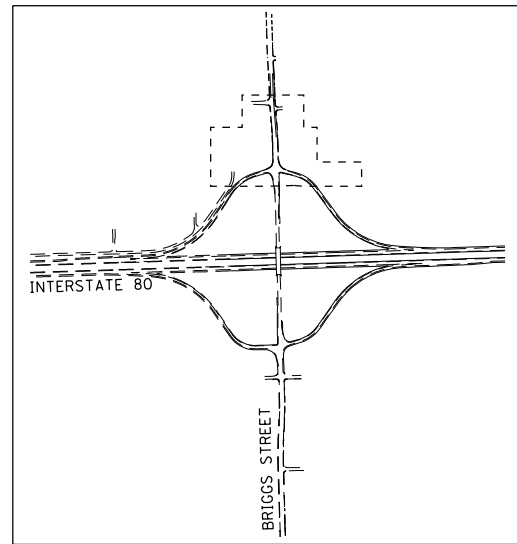
FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -
pw:\11084EBIDINTEG\11nois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\CAD\Sheets\P143709-shd-EDP-drawings		CHECKED -	REVISED -
Default	PLOT DATE = 12/7/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING DRAINAGE PLAN
BRIGGS STREET AT INTERSTATE (WEST RAMP "C")**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	19
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				



OUTLET		EXISTING CATCH BASIN	
OUTLET #5 AREA 5A 0.77 AC		EXISTING CULVERT END SECTION	
OVERFLOW		EXISTING MANHOLE	
SHEET FLOW		DRAINAGE DIVIDE (HYDROLOGIC ATLAS)	
SWALE		INTERPRETED DRAINAGE AREA TO OUTLET/SUB-DIVIDE	
DITCH		FLOODPLAIN BOUNDARY	
EXISTING R.O.W./EASEMENT		EXISTING INLET	
DRAINAGE SUB-AREA	AREA 3A 2.07 AC	EXISTING HEADWALL	
EXISTING STORM SEWER		EXISTING CULVERT	
APPROX. WETLAND LIMITS PER NWI MAPS		EXISTING SANITARY SEWER	
		EXISTING COMBINED SEWER	
		EXISTING CHANNEL	

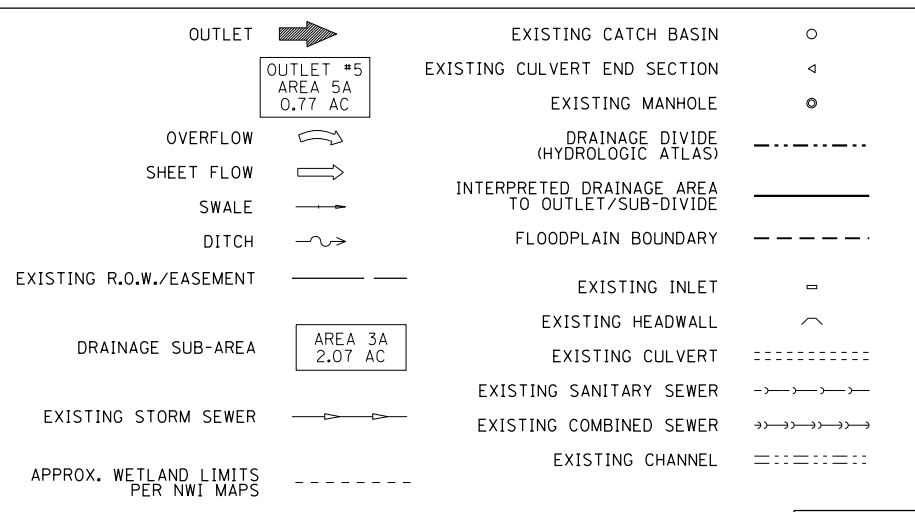
LEGEND



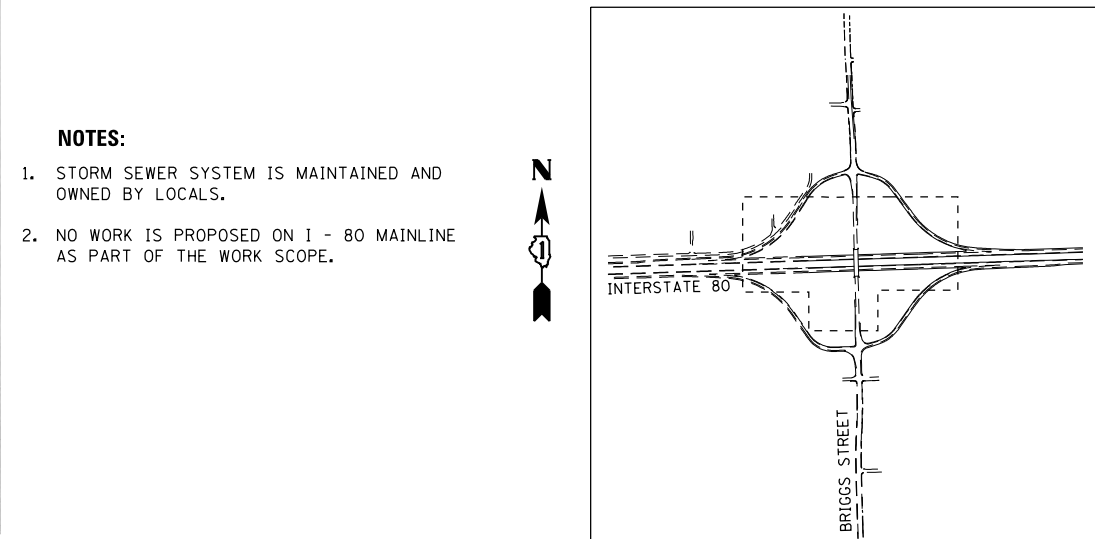
- NOTES:**
1. STORM SEWER SYSTEM IS MAINTAINED AND OWNED BY LOCALS.
 2. NO WORK IS PROPOSED ON I - 80 MAINLINE AS PART OF THE WORK SCOPE.

MATCHLINE STA. 25+00 JOINS SHEET 2

FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED DRAINAGE PLAN BRIGGS STREET AT INTERSTATE (WEST RAMP "C")	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT DATE = 12/7/2015	CHECKED -	REVISED -			80	99-4-I-N	WILL	70	20	
		DATE -	REVISED -			CONTRACT NO. 60W93			ILLINOIS FED. AID PROJECT		
						SCALE: 1" = 50'	SHEET OF SHEETS	STA. TO STA.			



LEGEND



- NOTES:**
1. STORM SEWER SYSTEM IS MAINTAINED AND OWNED BY LOCALS.
 2. NO WORK IS PROPOSED ON I - 80 MAINLINE AS PART OF THE WORK SCOPE.

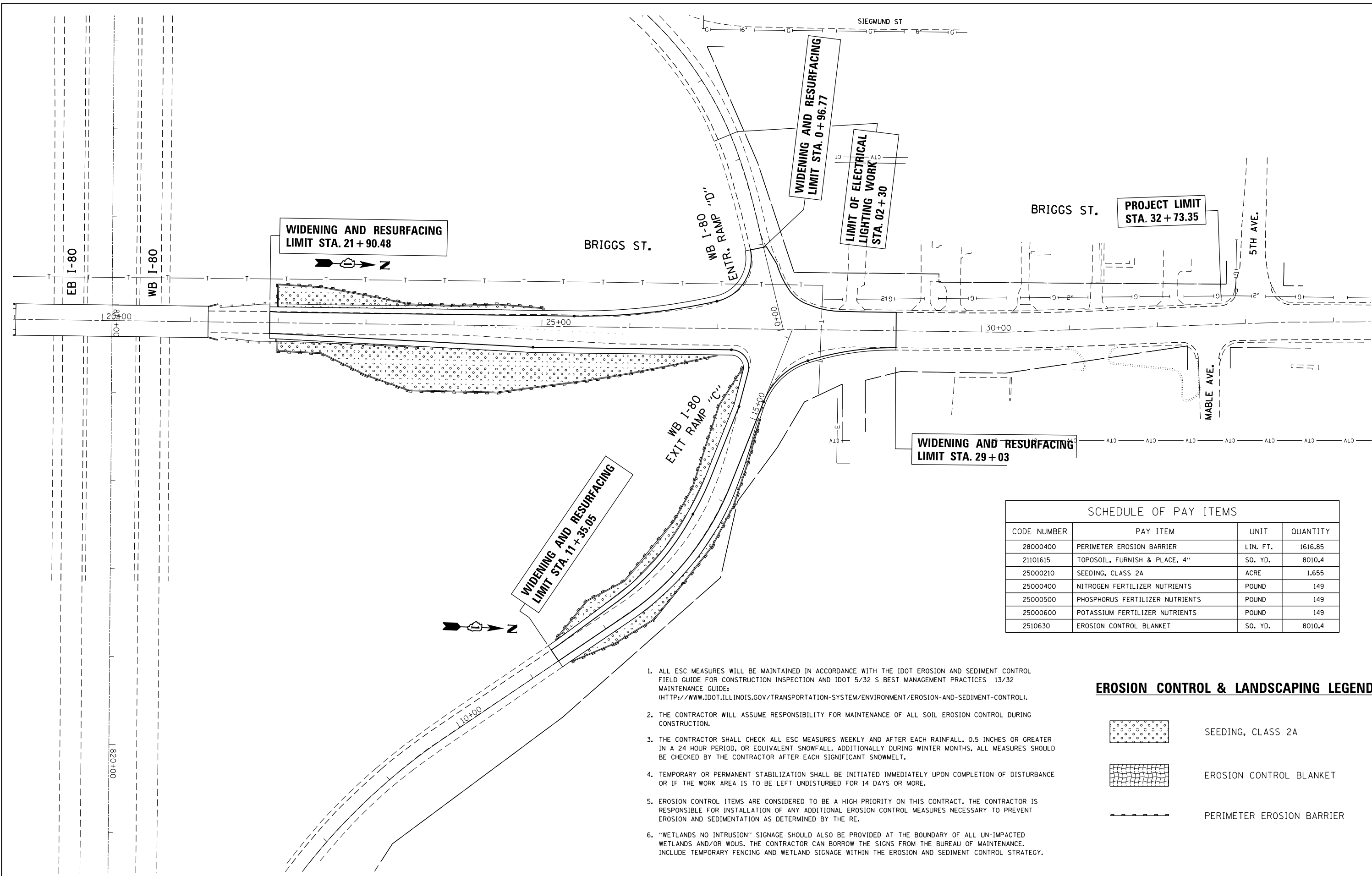
FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -
pw\ill084EBIDINTEG\illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\CAD\Sheets\P143709-sht-PDP-dr-1		CHECKED -	REVISED -
Default	PLOT DATE = 12/7/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED DRAINAGE PLAN
BRIGGS STREET AT INTERSTATE (WEST RAMP "C")**

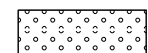


SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	21
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				



SCHEDULE OF PAY ITEMS			
CODE NUMBER	PAY ITEM	UNIT	QUANTITY
28000400	PERIMETER EROSION BARRIER	LIN. FT.	1616.85
21101615	TOPOSOIL, FURNISH & PLACE, 4"	SO. YD.	8010.4
25000210	SEEDING, CLASS 2A	ACRE	1.655
25000400	NITROGEN FERTILIZER NUTRIENTS	POUND	149
25000500	PHOSPHORUS FERTILIZER NUTRIENTS	POUND	149
25000600	POTASSIUM FERTILIZER NUTRIENTS	POUND	149
2510630	EROSION CONTROL BLANKET	SO. YD.	8010.4

EROSION CONTROL & LANDSCAPING LEGEND

-  SEEDING, CLASS 2A
-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER

- ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT 5/32 S BEST MANAGEMENT PRACTICES 13/32 MAINTENANCE GUIDE: ([HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL](http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control)).
- THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
- THE CONTRACTOR SHALL CHECK ALL ESC MEASURES WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
- TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
- EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RE.
- "WETLANDS NO INTRUSION" SIGNAGE SHOULD ALSO BE PROVIDED AT THE BOUNDARY OF ALL UN-IMPACTED WETLANDS AND/OR WOUS. THE CONTRACTOR CAN BORROW THE SIGNS FROM THE BUREAU OF MAINTENANCE. INCLUDE TEMPORARY FENCING AND WETLAND SIGNAGE WITHIN THE EROSION AND SEDIMENT CONTROL STRATEGY.

FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -
p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\CAD\Sheets\P143709-sht-lands		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 12/8/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED LANDSCAPING AND EROSION CONTROL PLAN
BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	22
			CONTRACT NO. 60W93	
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

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

RAILROAD SYMBOLS

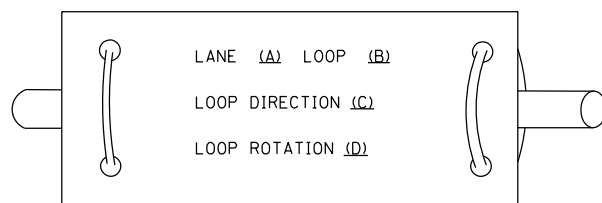
	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		

TS SHT NO. 1

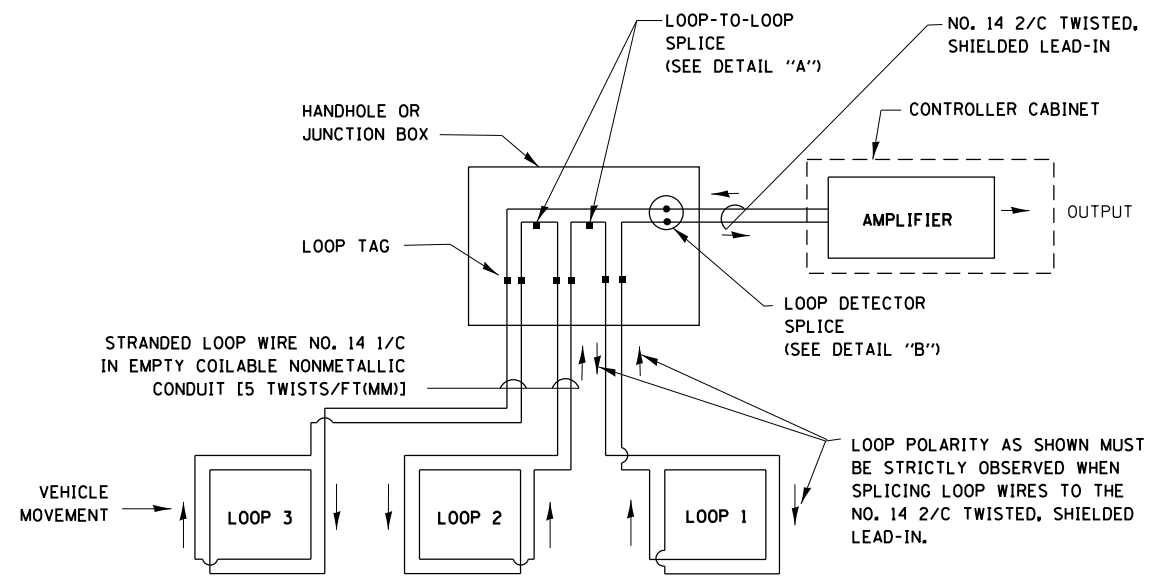
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

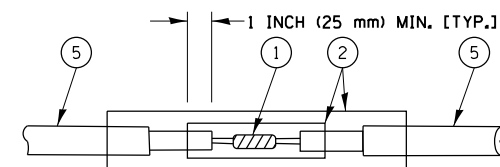


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

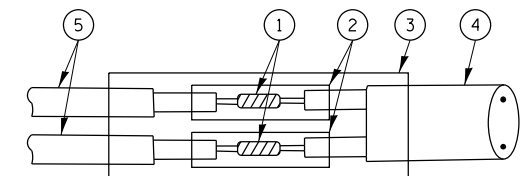


DETECTOR LOOP WIRING SCHEMATIC

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

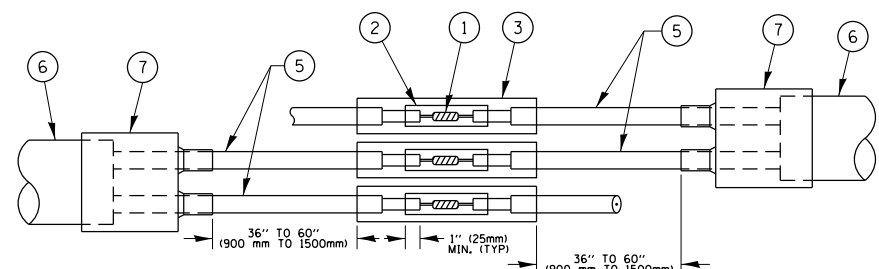


DETAIL "A"
LOOP-TO-LOOP SPLICE

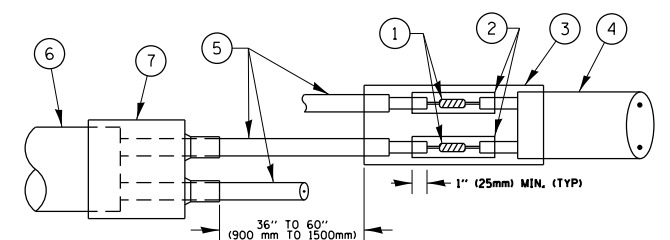


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

TS SHT NO. 2

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\Traffic\P143709-sht-ts.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 12/11/2015	DATE -	REVISED -

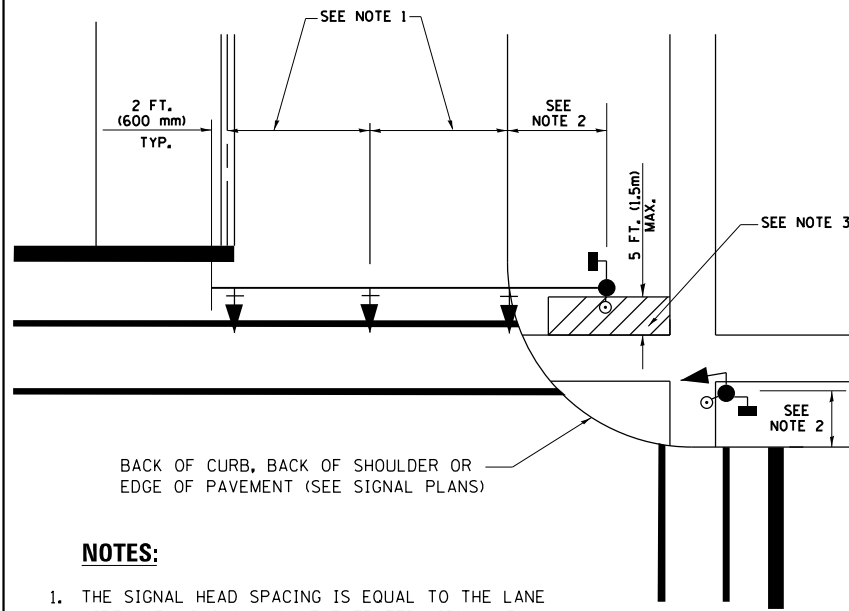
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	24
TS-05		CONTRACT NO. 60W93		
ILLINOIS FED. AID PROJECT				

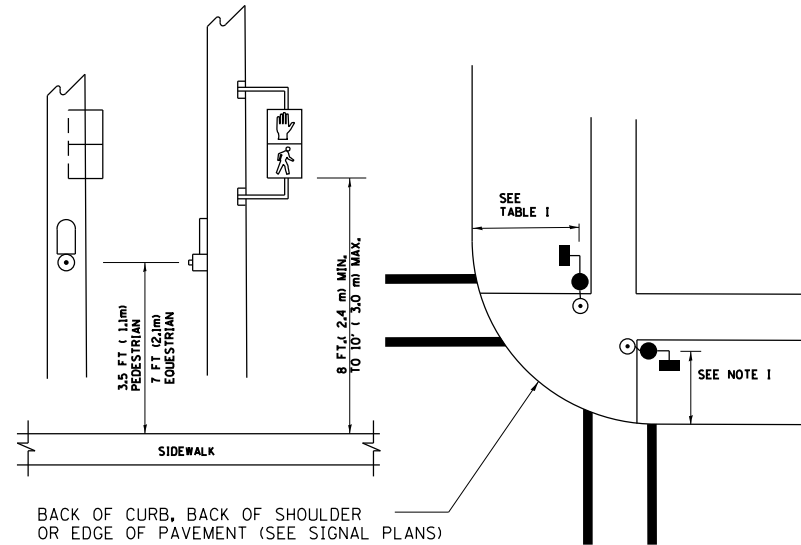
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

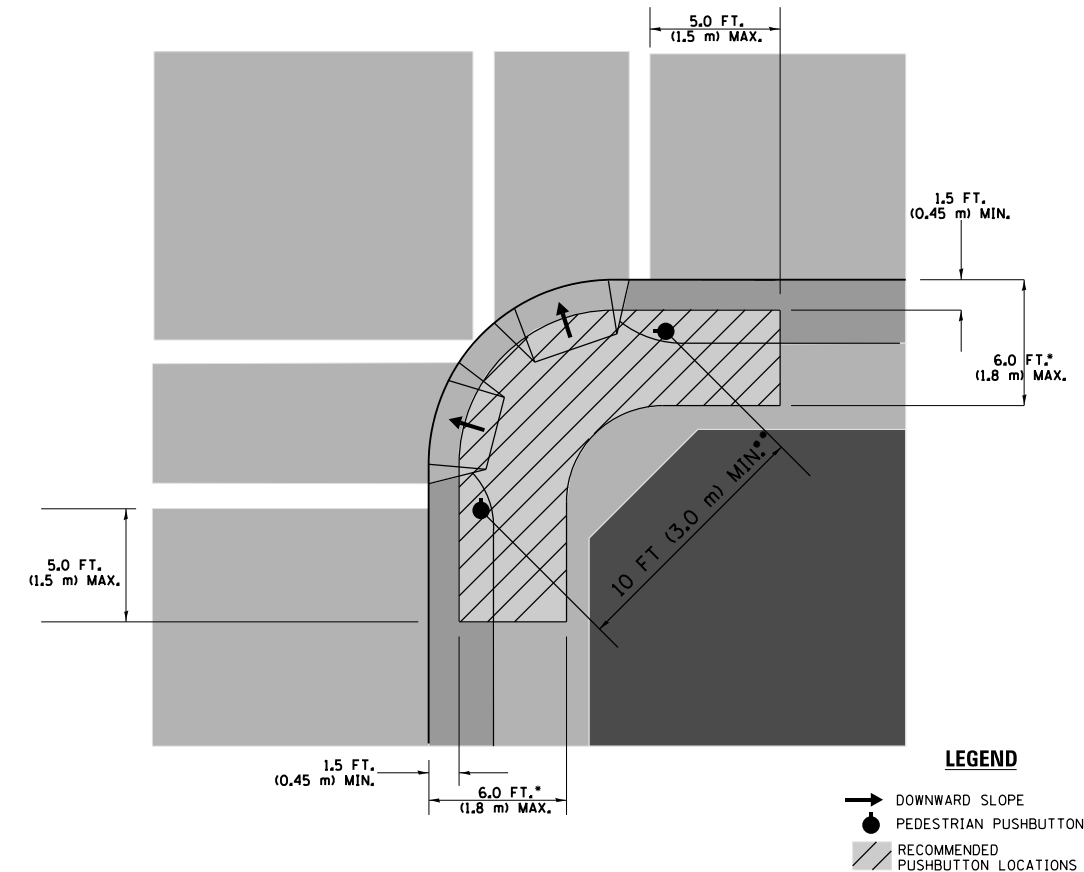
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

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

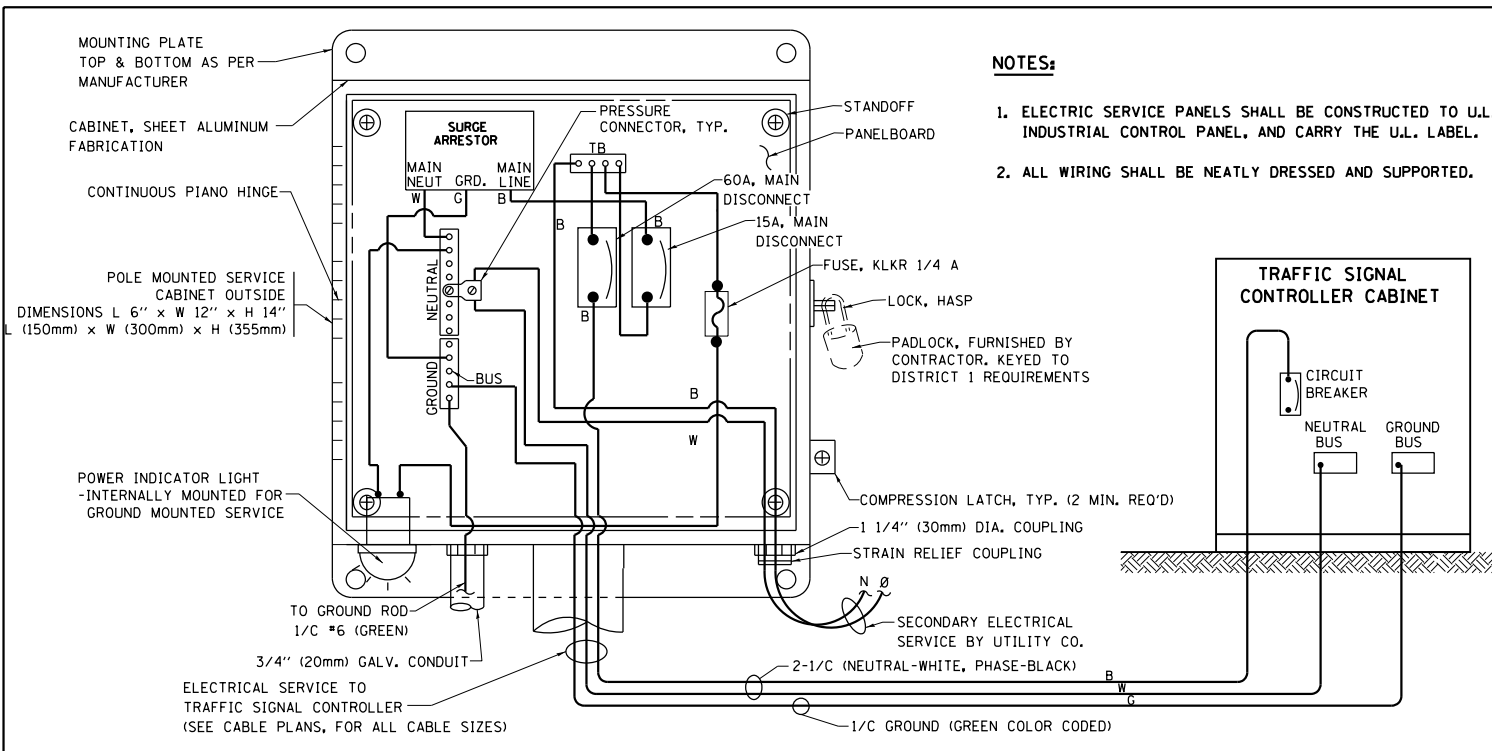
TRAFFIC SIGNAL EQUIPMENT OFFSET

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

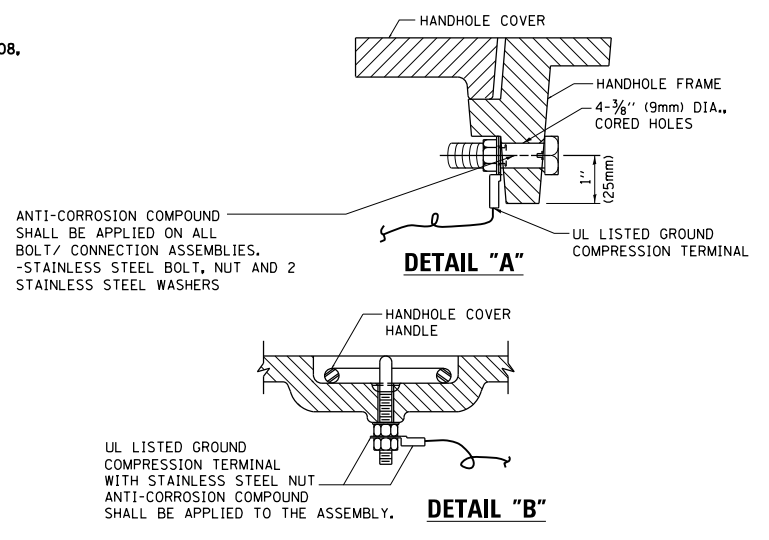
NOTES:

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

TS SHT NO. 3

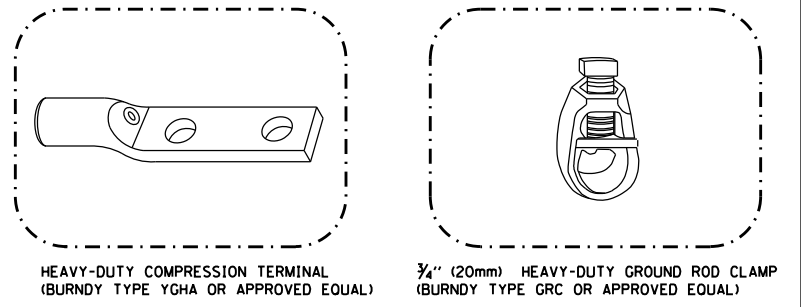
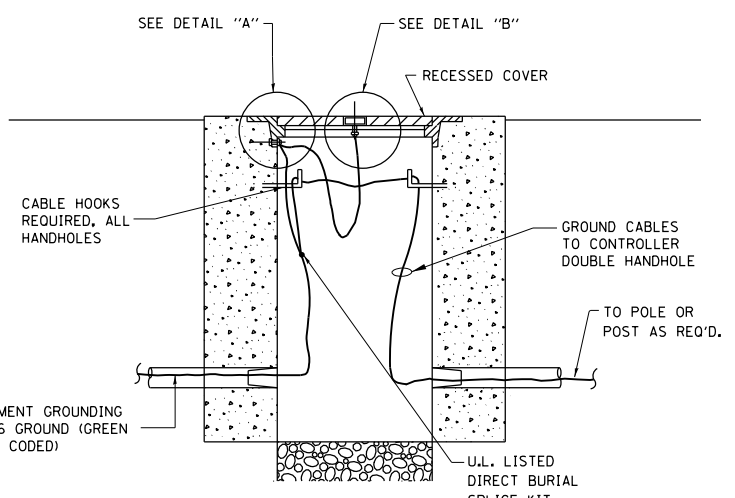


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



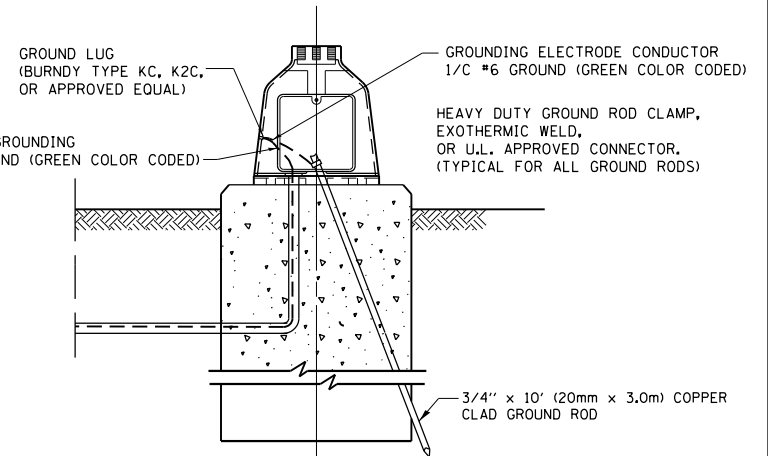
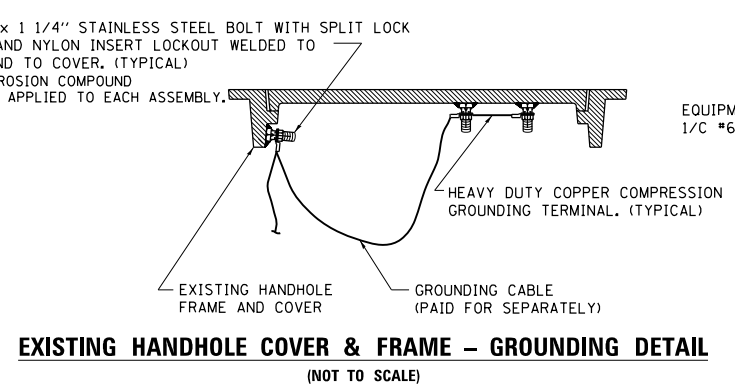
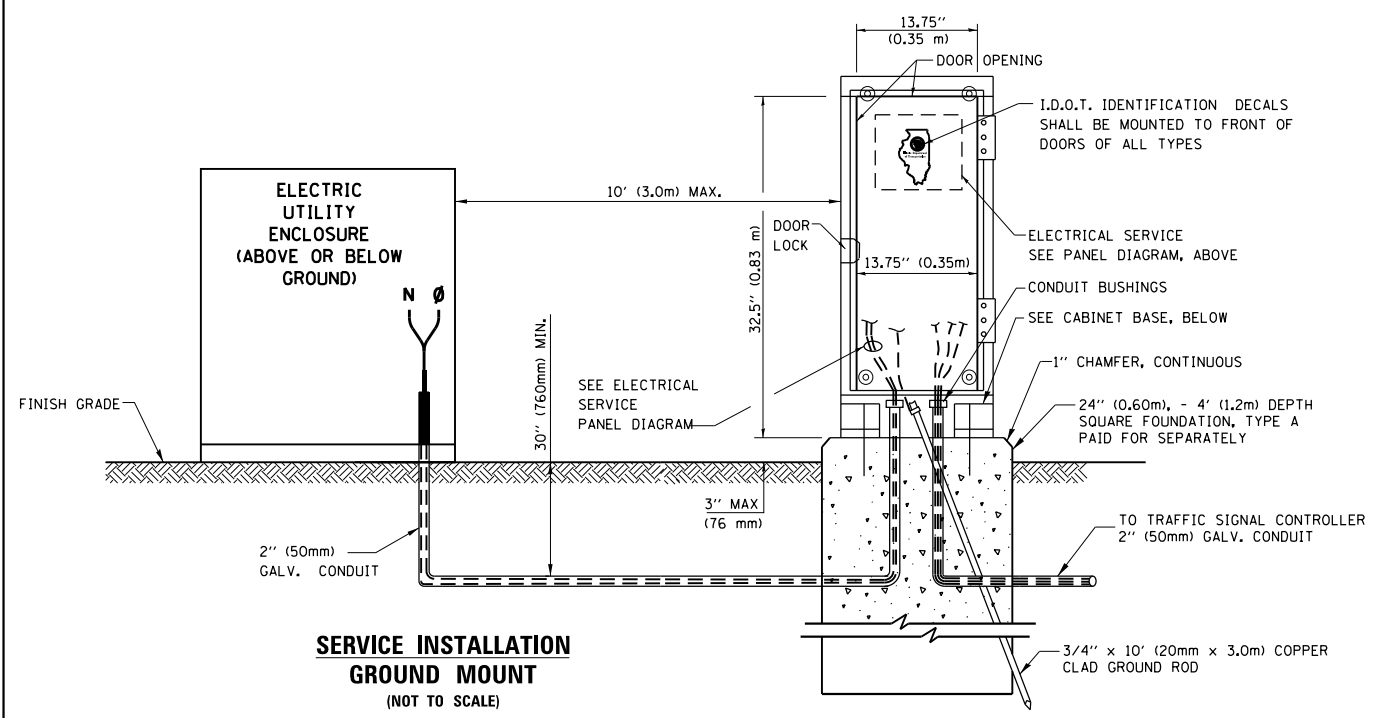
NOTES:
GROUNDING SYSTEM

- 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 ENCLOSED. 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.



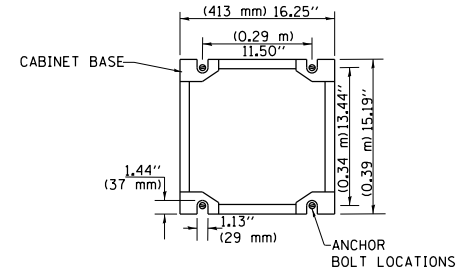
NOTES:

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



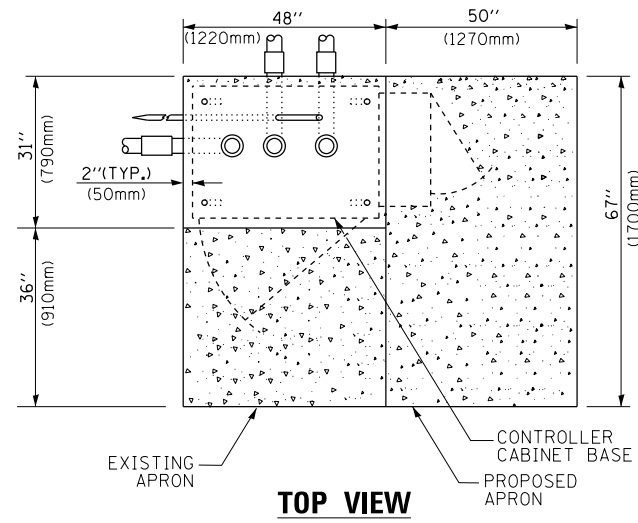
SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)

CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)

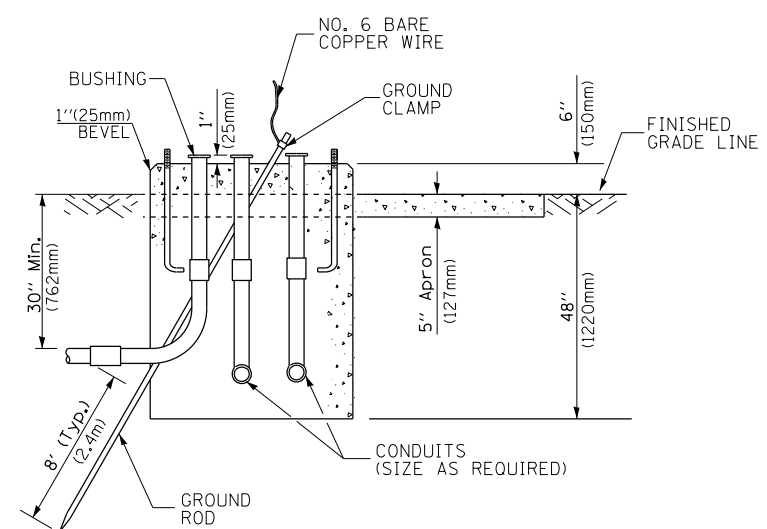


TS SHT NO. 4

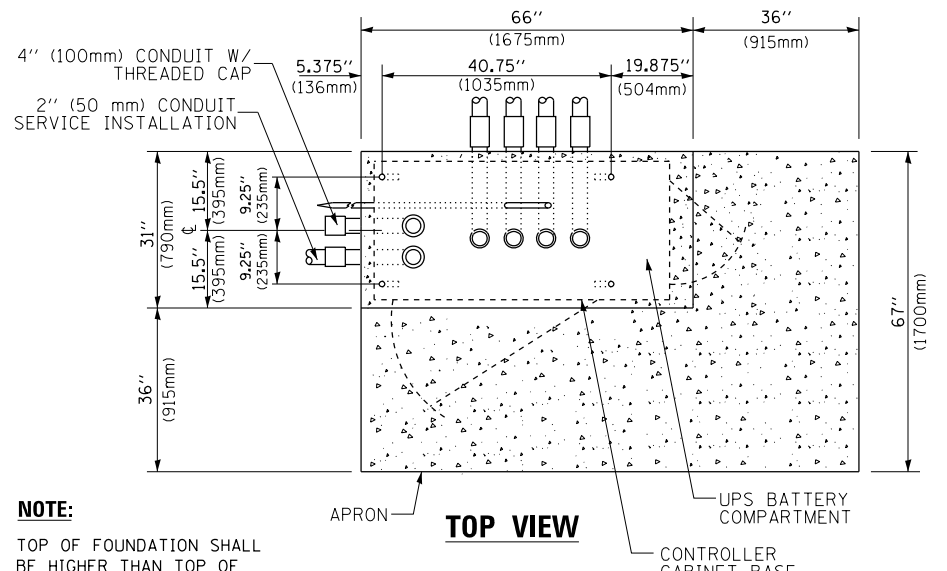
FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\P143709\Traffic\P143709-sht-ts.dgn		CHECKED -	REVISED -					80	99-4-I-N	WILL	70	26
Default		DATE -	REVISED -					TS-05		CONTRACT NO. 60W93		
								ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET 4	OF 7 SHEETS	STA.	TO STA.				



TOP VIEW

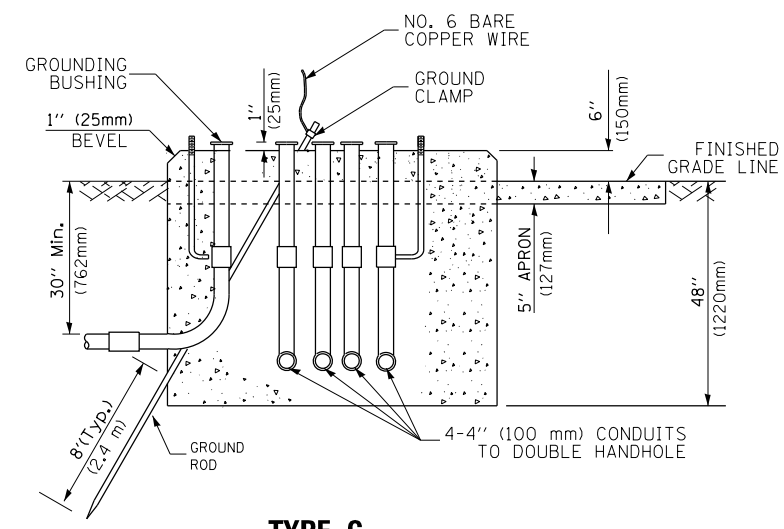


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

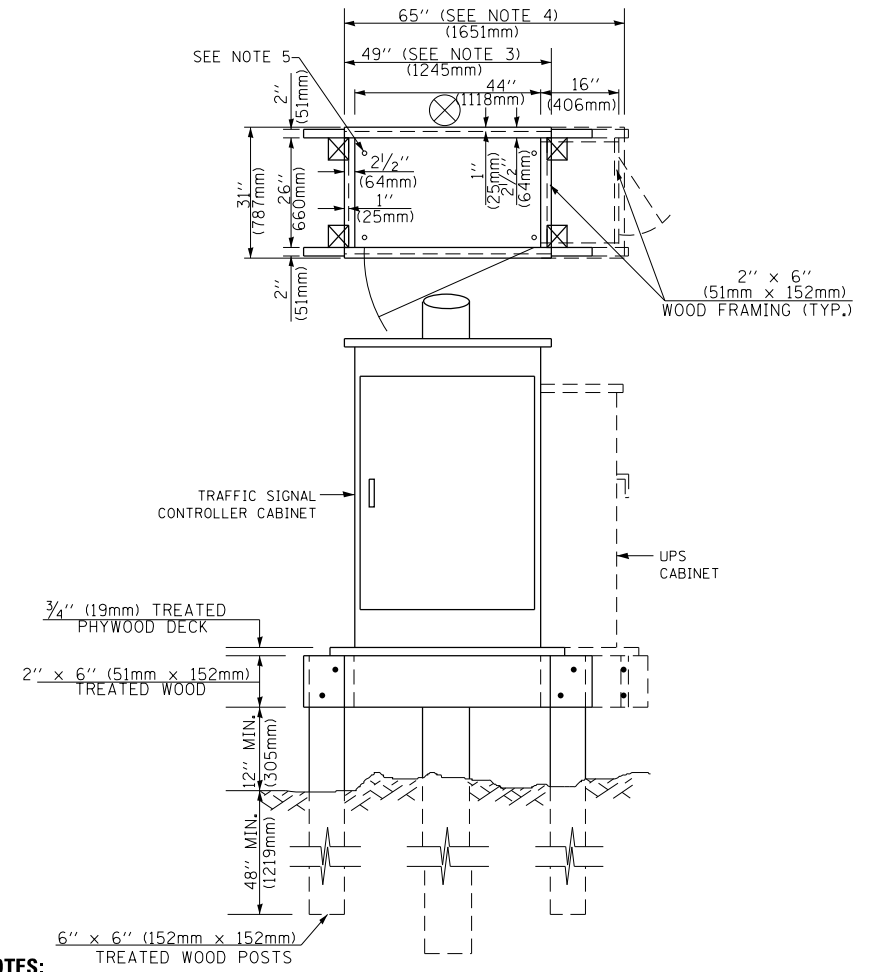


TOP VIEW

NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

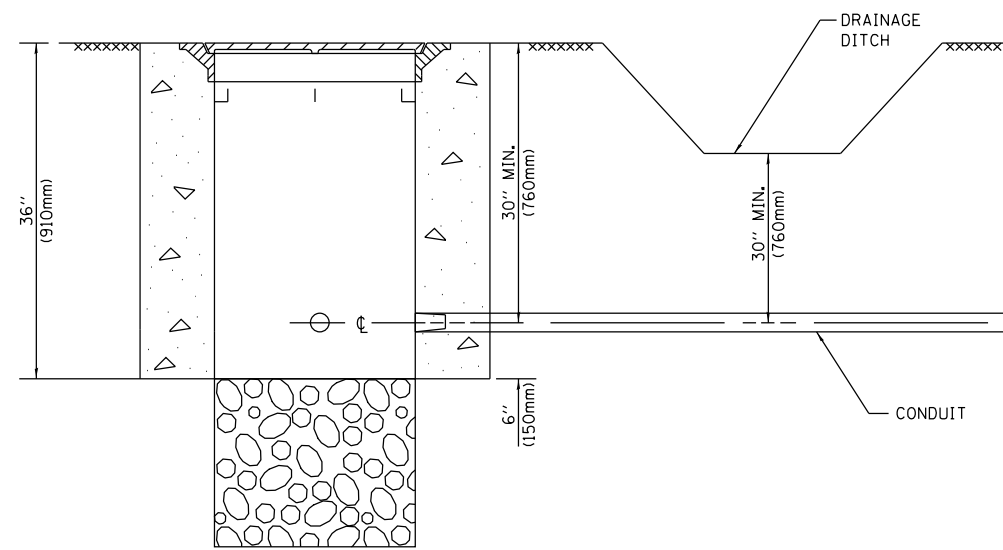
Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m) and up to 85' (25.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

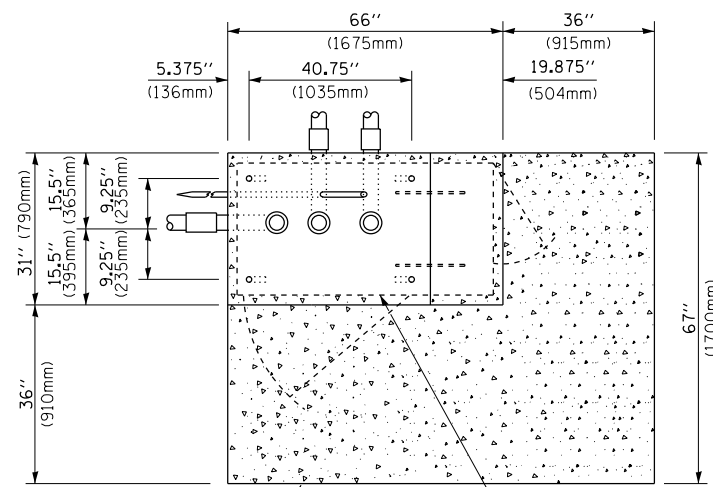
TS SHT NO. 5



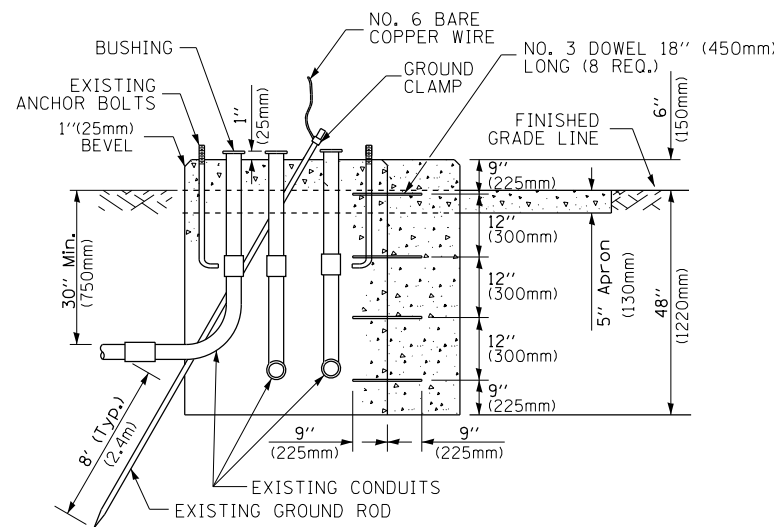
NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)

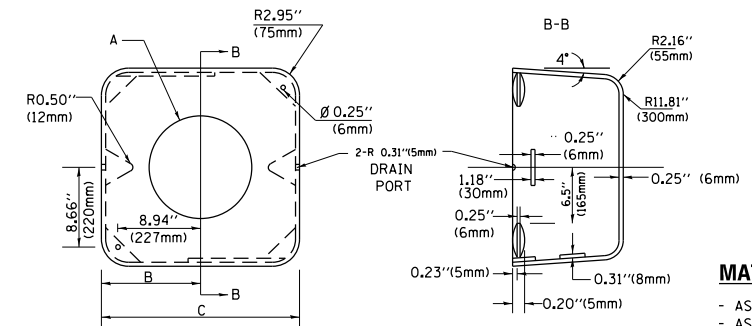


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



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

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

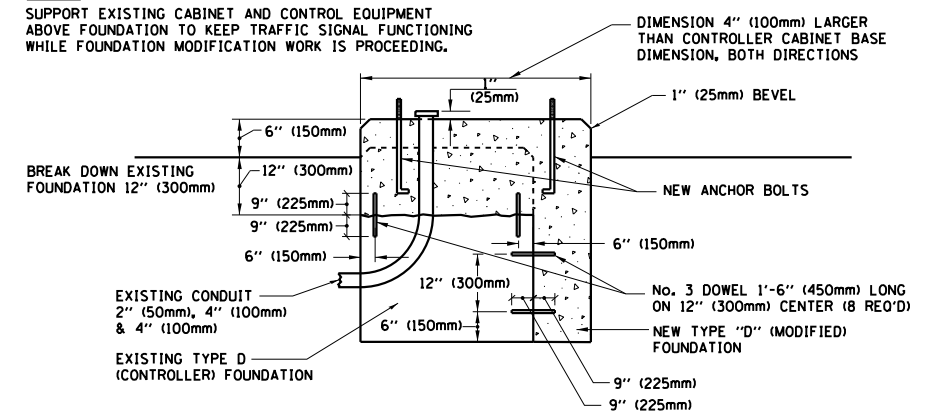
SHROUD

NOTES:

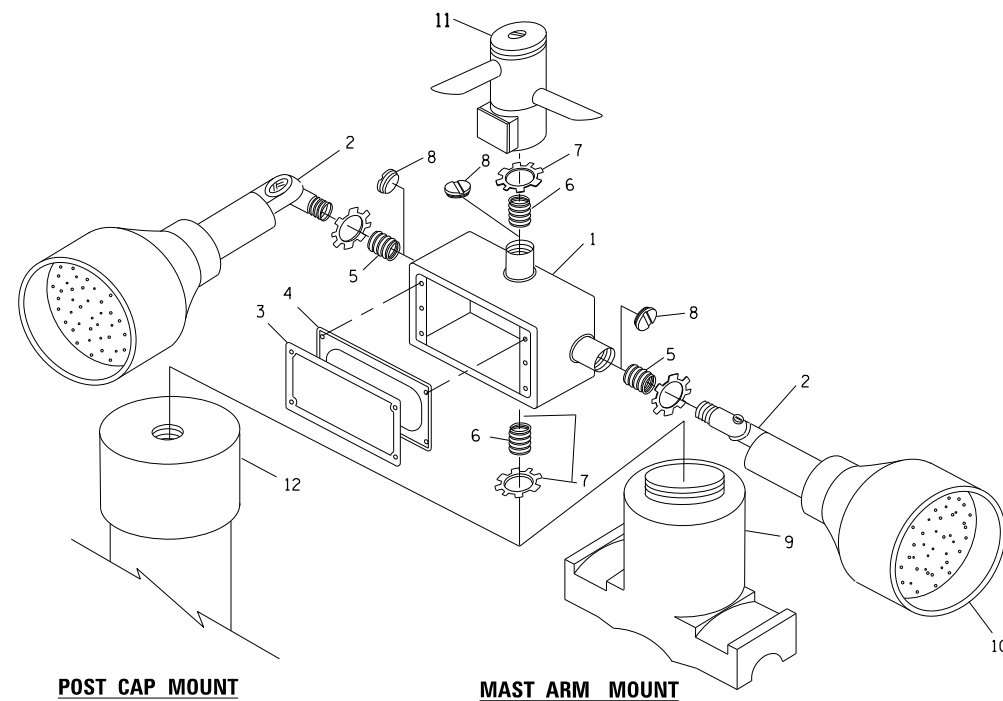
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

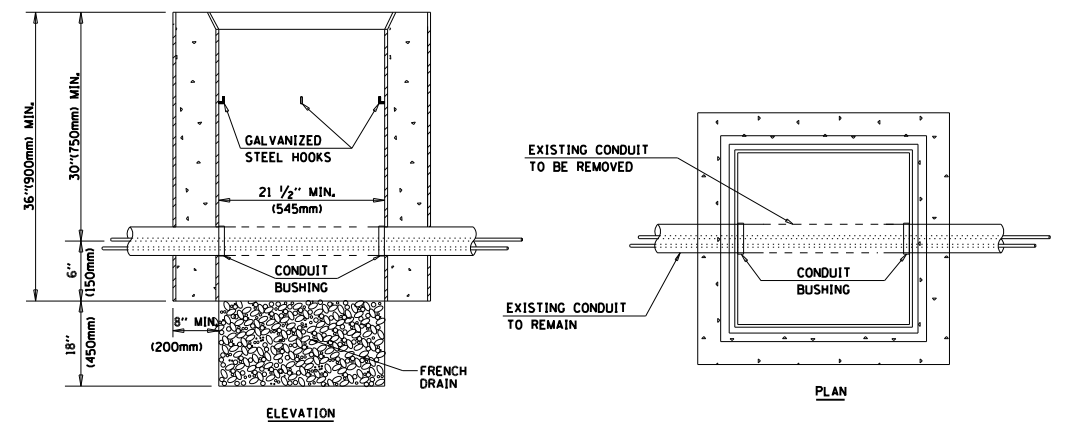
SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



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



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

TS SHT NO. 6

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
pw\11084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P14370\Drawings\Traffic\P143709-sht-ts.dgn		DRAWN	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 12/11/2015	DATE -	REVISED -

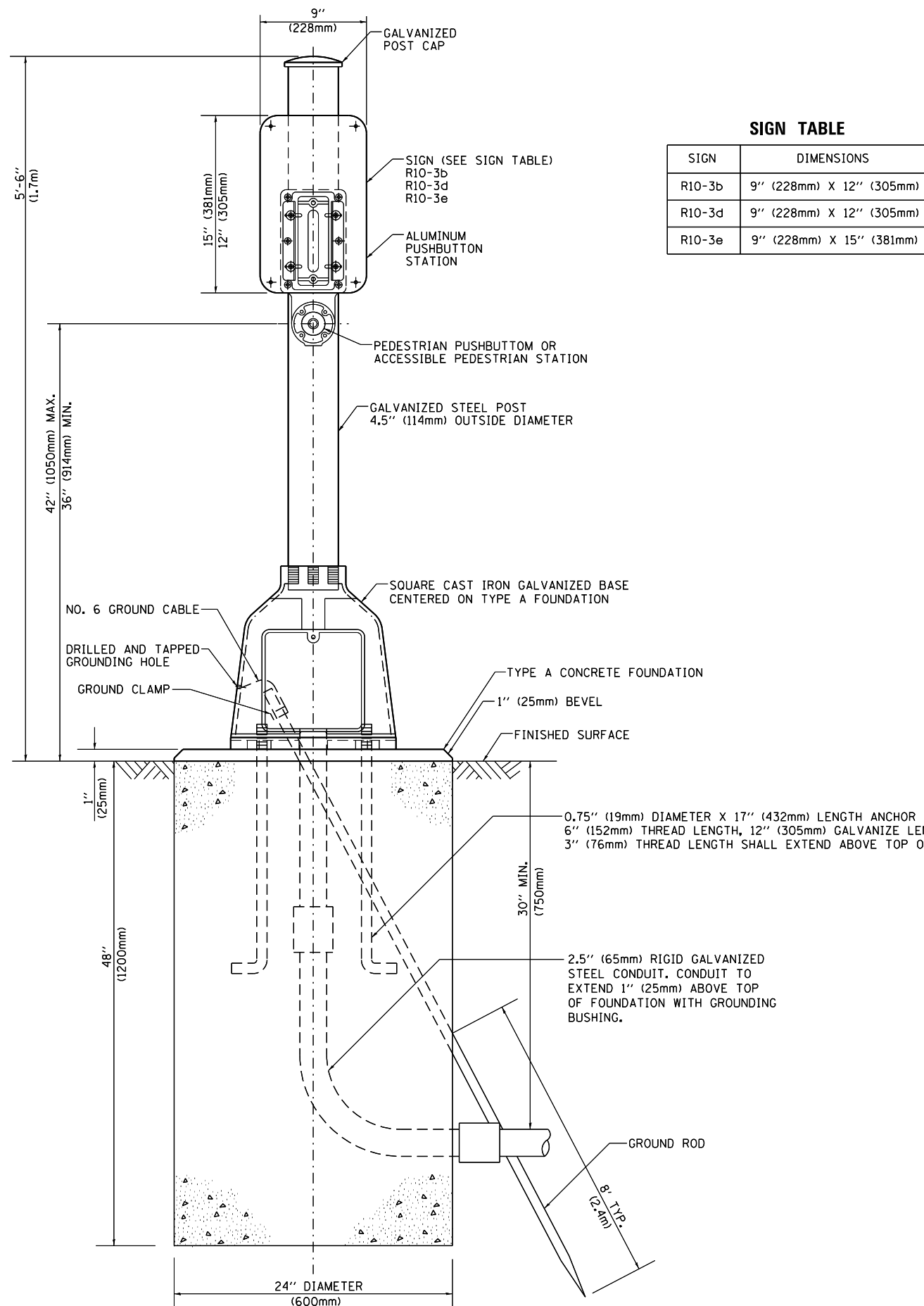
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.

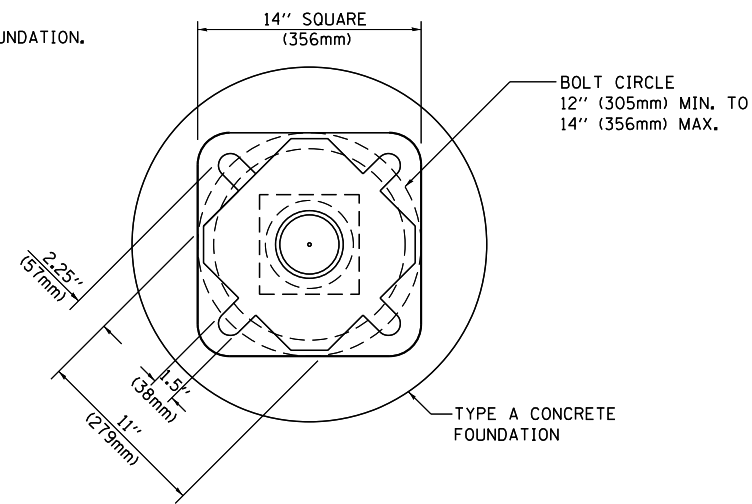
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	28
TS-05		CONTRACT NO. 60W93		
ILLINOIS FED. AID PROJECT				

TS SHT NO. 7



SIGN TABLE

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



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = plascencia	DESIGNED -	REVISED -
p:\11\084EBID\INTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P143709\Drawings\Traffic\P143709-sht-ts.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 12/11/2015	DATE -	REVISED -

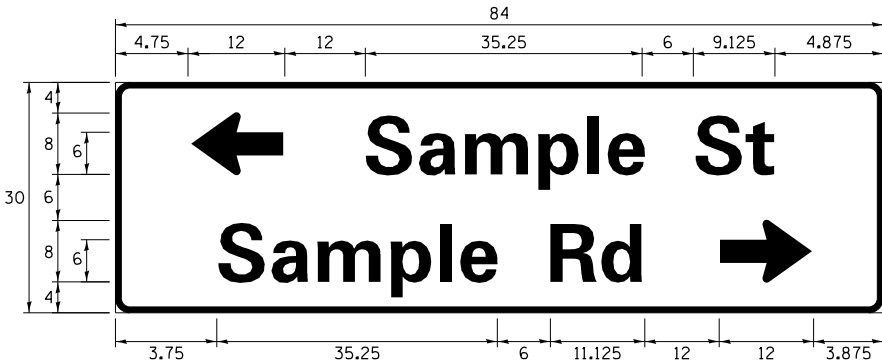
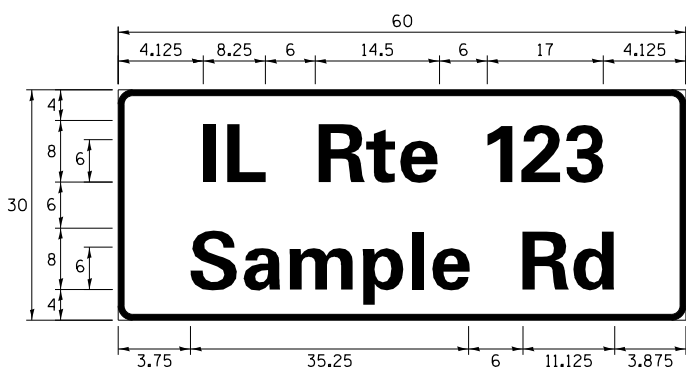
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	29
TS-05			CONTRACT NO. 60W93	
ILLINOIS FED. AID PROJECT				

SIGN PANEL – TYPE 1 OR TYPE 2



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

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

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

LOCAL SUPPLIERS:

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

PARTS LISTING:

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

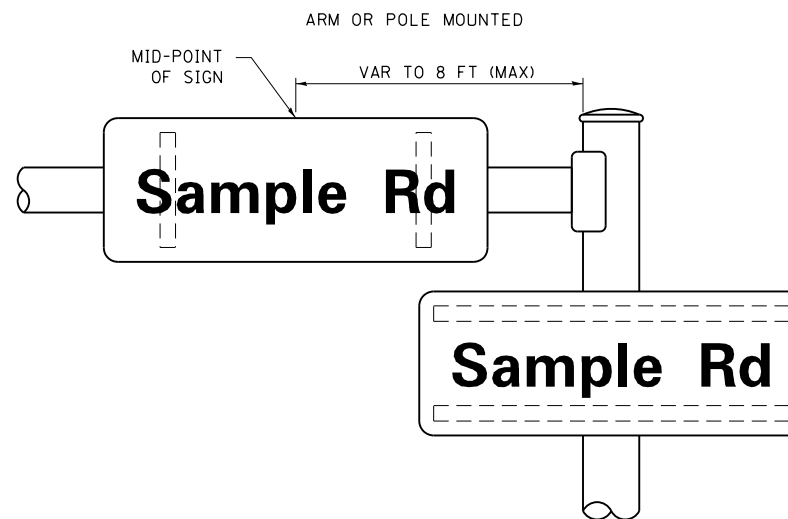
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

STANDARD ALPHABETS SPACING CHART

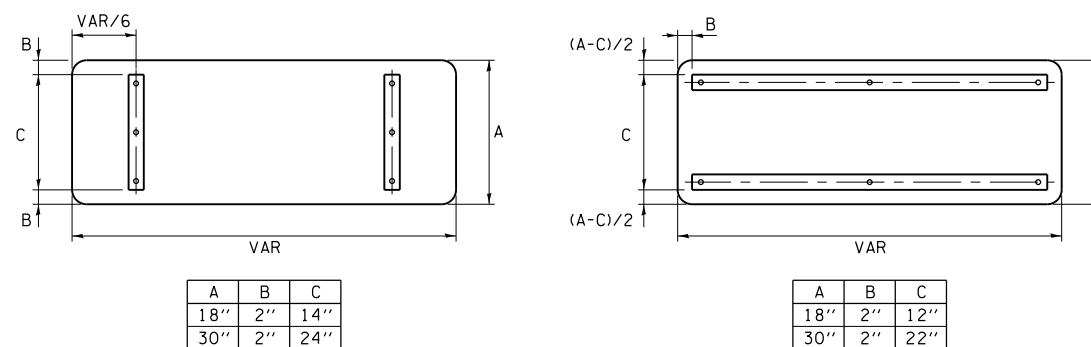
(8") UPPER CASE AND (6") LOWER CASE

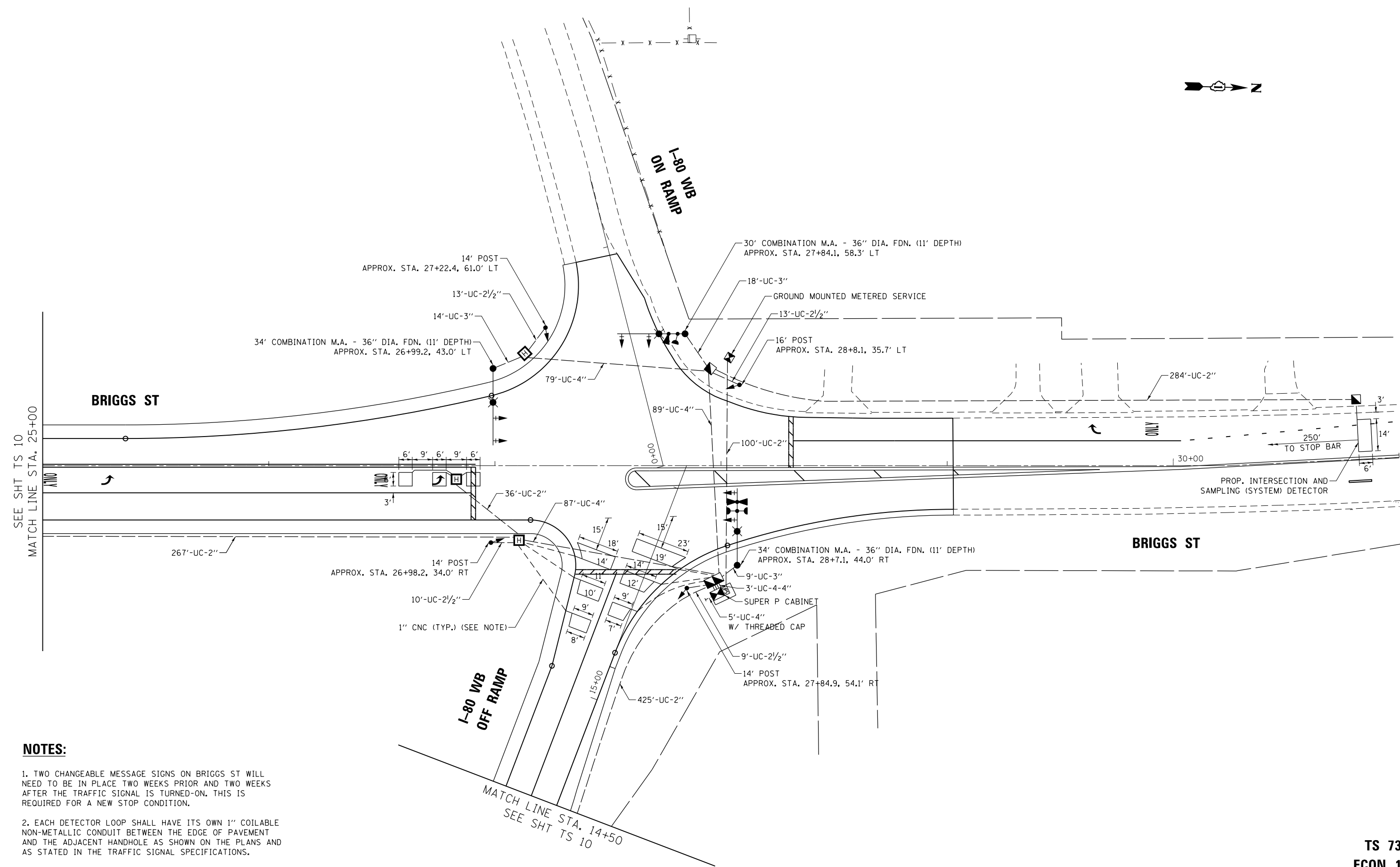
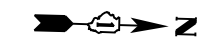
CHARACTER	FHWA SERIES "C"			CHARACTER	FHWA SERIES "D"		
	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)		LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720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

MOUNTING LOCATION



SUPPORTING CHANNELS





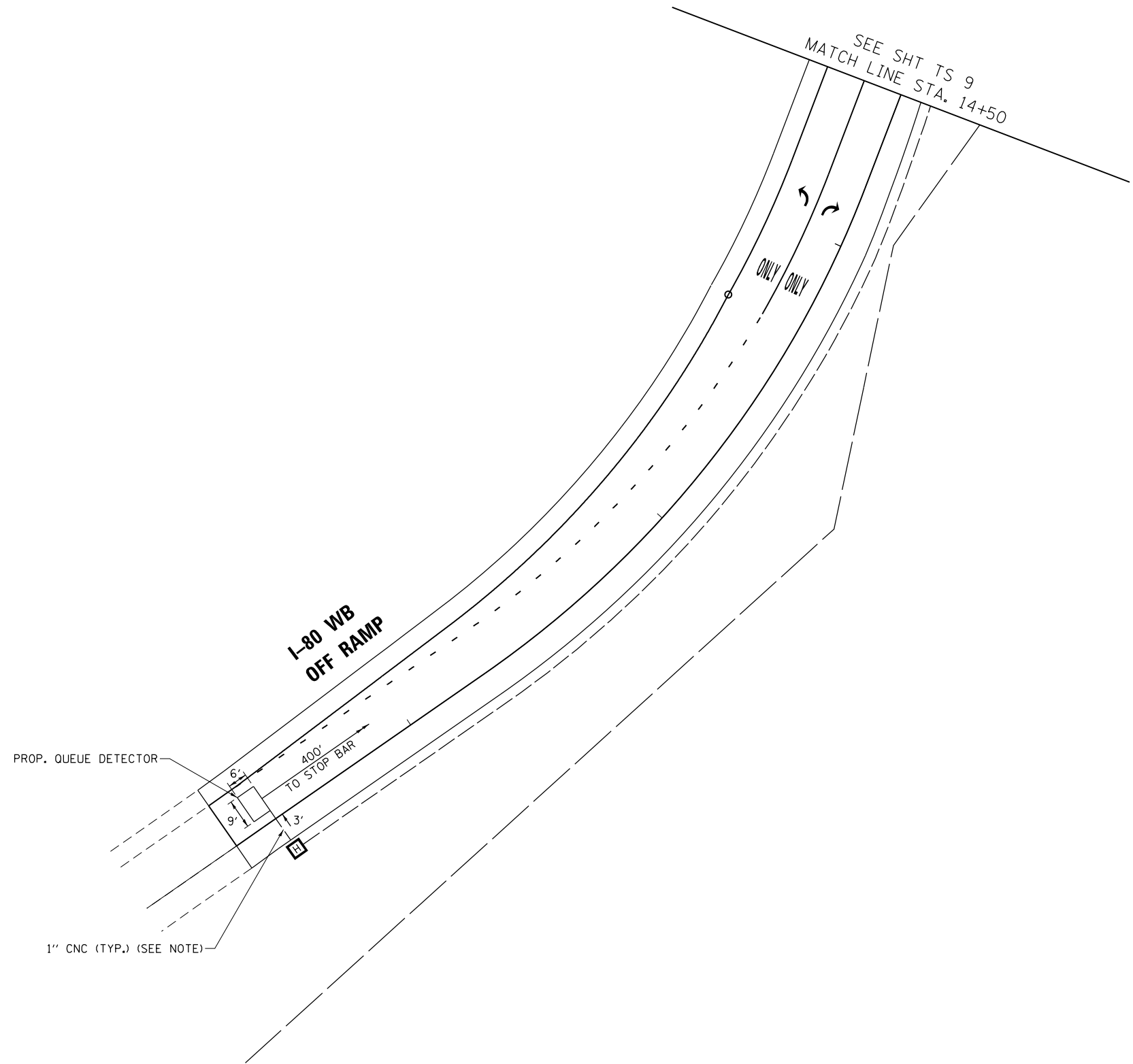
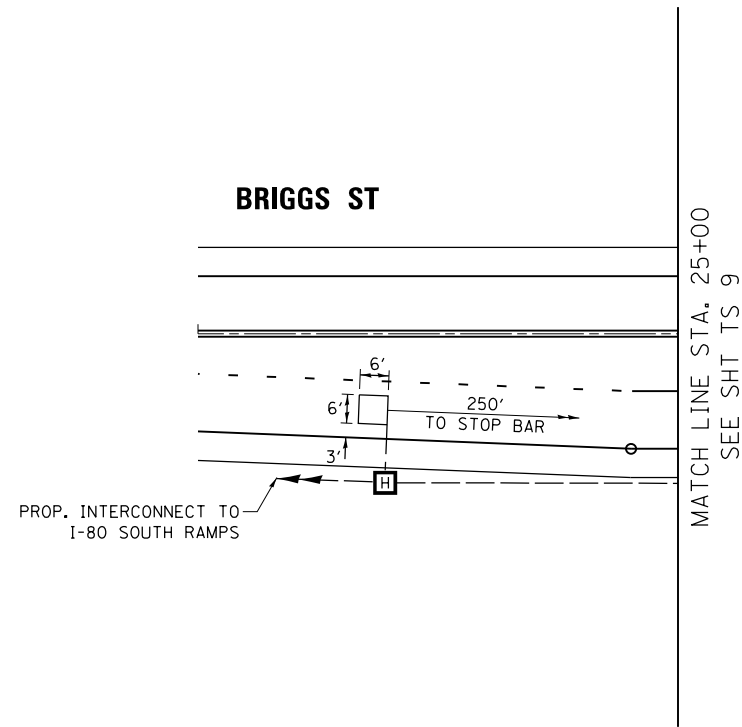
NOTES:

- TWO CHANGEABLE MESSAGE SIGNS ON BRIGGS ST WILL NEED TO BE IN PLACE TWO WEEKS PRIOR AND TWO WEEKS AFTER THE TRAFFIC SIGNAL IS TURNED-ON. THIS IS REQUIRED FOR A NEW STOP CONDITION.
- EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

TS SHT NO. 9

**TS 7394
ECON 134**

FILE NAME = Default	USER NAME = plascencia	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL INSTALLATION PLAN (SHEET 1 OF 2) I-80 NORTH RAMPS AND BRIGGS ST	F.A.I. RTE. = 80	SECTION = 99-4-I-N	COUNTY = WILL	TOTAL SHEETS = 70	SHEET NO. = 31
	PLOT SCALE = 40.0000' / in.	CHECKED - LP	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 60W93 ILLINOIS FED. AID PROJECT	
	PLOT DATE = 12/11/2015	DATE = 10/15/2014	REVISED -							



NOTES:

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

TS SHT NO. 10

**TS 7394
ECON 134**

FILE NAME =	USER NAME = plascencia	DESIGNED - IP	REVISED -
		DRAWN - IP	REVISED -
	PLOT SCALE = 40.0000' / in.	CHECKED - LP	REVISED -
Default	PLOT DATE = 12/11/2015	DATE - 10/15/2014	REVISED -

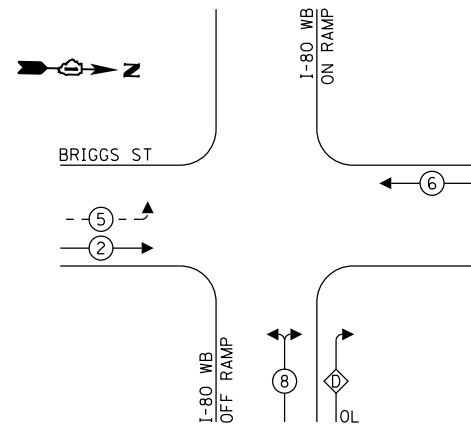
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN (SHEET 2 OF 2)
I-80 NORTH RAMPS AND BRIGGS ST**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	32
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

PROPOSED CONTROLLER SEQUENCE



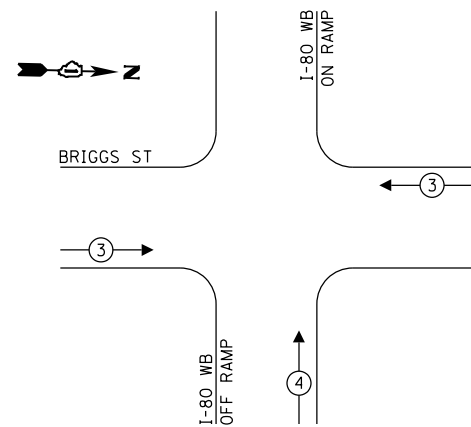
LEGEND:

- ←*→ PROTECTED PHASE
- ←-*- PROTECTED/PERMITTED PHASE
- ←*→ PEDESTRIAN PHASE
- ←*→ OL OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
D	8	1

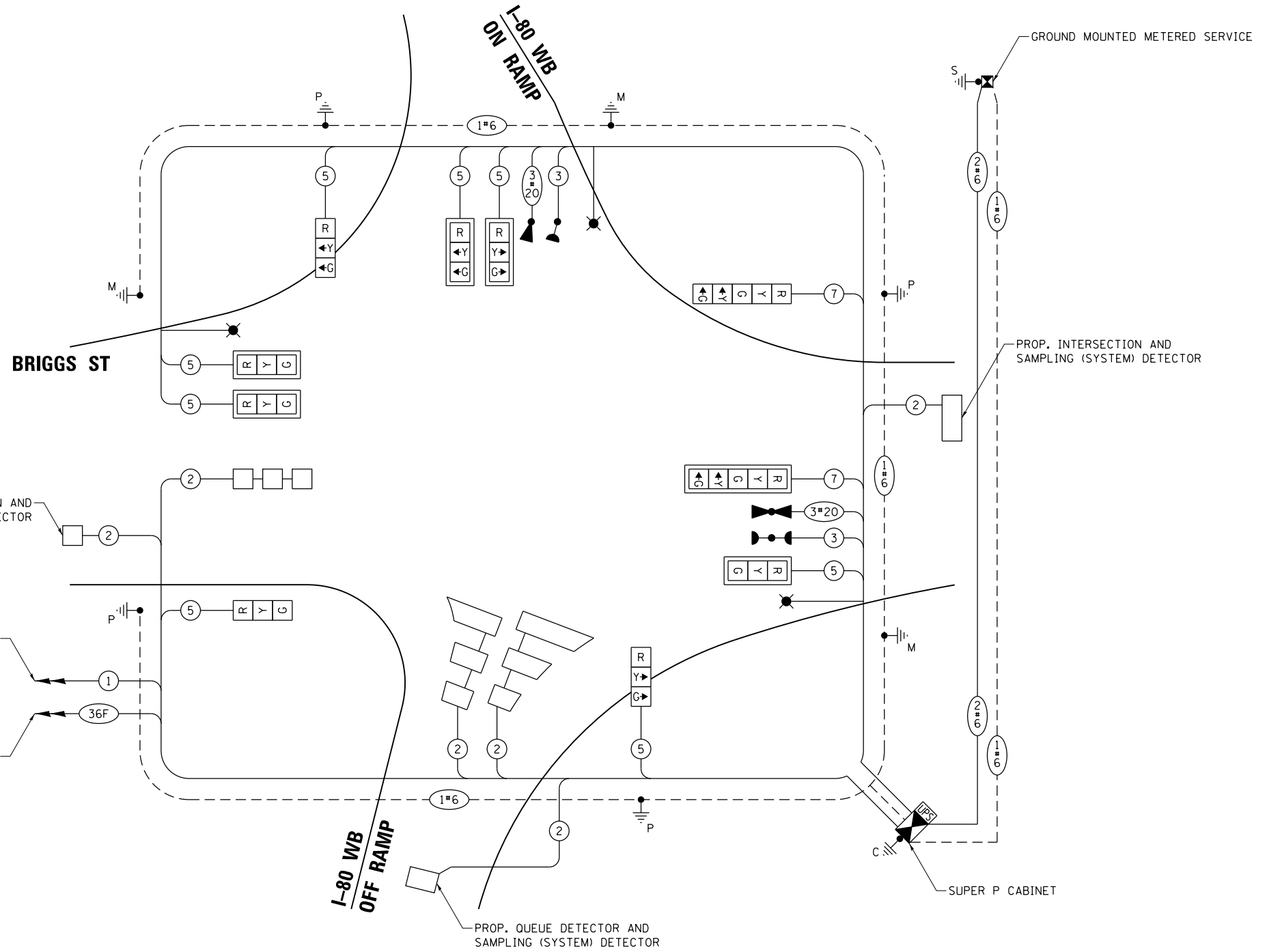
PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	10	11	50	55.0
(YELLOW)	10	20	5	10.0
(GREEN)	10	12	45	54.0
PERMISSIVE ARROW	4	10	10	4.0
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				248.0

ENERGY COSTS TO:
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 201 W CENTER CT
 SCHAUMBURG, IL 60196
 ENERGY SUPPLY: CONTACT: DAVE SCHACHT
 PHONE: (630) 437-2129
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

TS SHT NO. 11

FILE NAME =	USER NAME = p1ascencia1	DESIGNED - IP	REVISED -
Default	PLOT SCALE = 40.0000' / in.	DRAWN - IP	REVISED -
	PLOT DATE = 12/11/2015	CHECKED - LP	REVISED -
		DATE - 10/15/2014	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

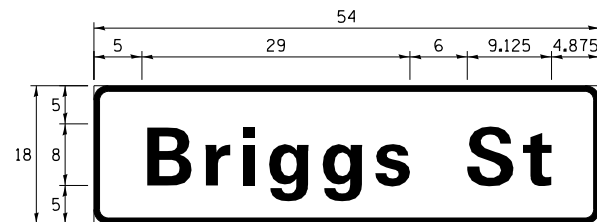
**CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
I-80 NORTH RAMPS AND BRIGGS ST**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	33
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

**TS 7394
ECON 134**

SIGN PANEL – TYPE 1

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	6.75	1	ZZ	1

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

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
CHANGEABLE MESSAGE SIGN	CAL MO	2
SIGN PANEL - TYPE 1	SQ FT	6.75
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1,112
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	45
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	41
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	272
HANDHOLE	EACH	2
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	1
* ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	265
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,415
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	239
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,540
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	120
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	600
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	3
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 30 FT.	EACH	1
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	33
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	6
INDUCTIVE LOOP DETECTOR	EACH	6
DETECTOR LOOP, TYPE I	FOOT	350
* LIGHT DETECTOR	EACH	2
* LIGHT DETECTOR AMPLIFIER	EACH	1
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	265
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1

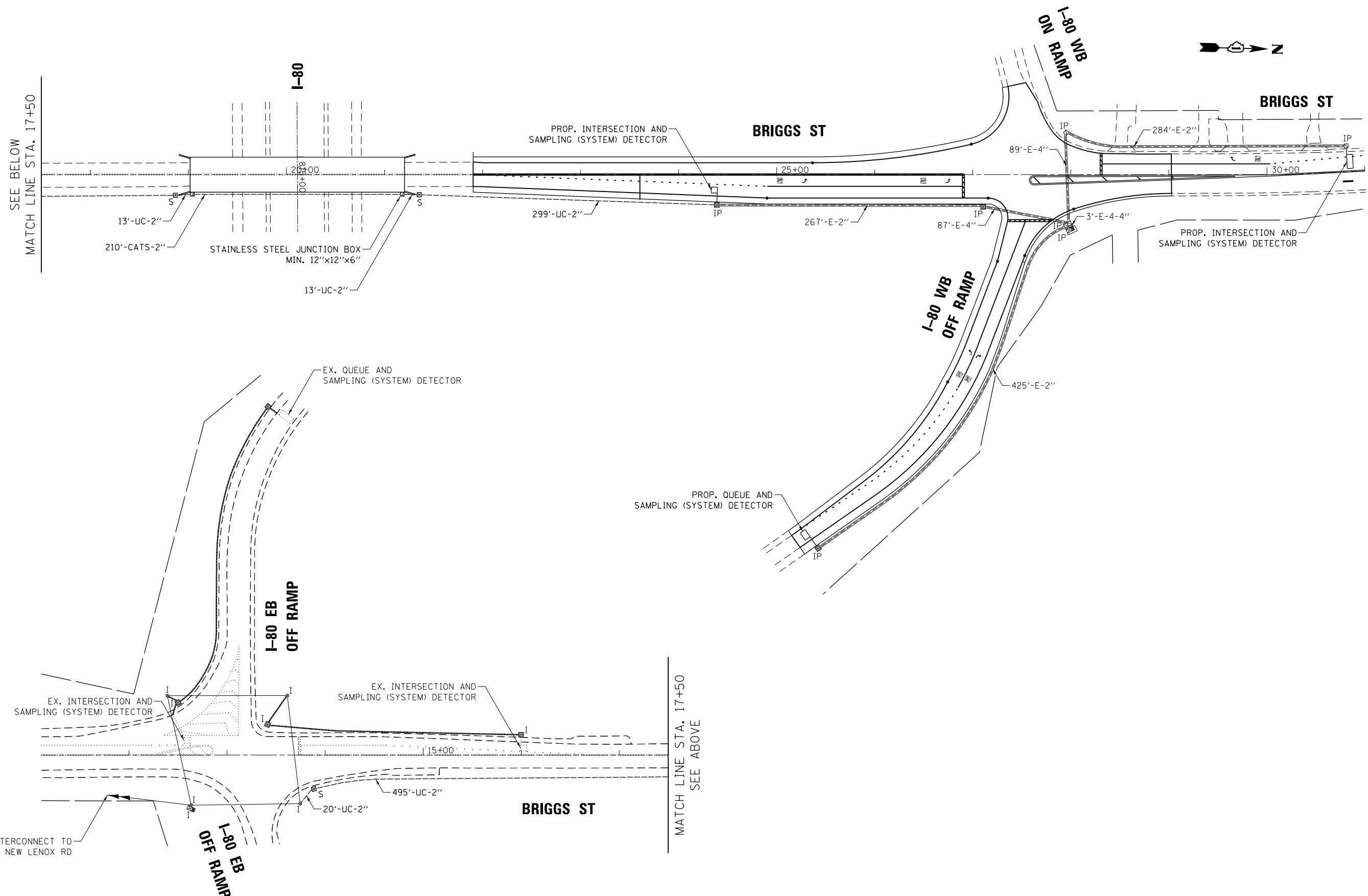
* 100% COST TO THE EAST JOLIET FIRE PROTECTION DISTRICT

TS SHT NO. 12

TS 7394
ECON 134

FILE NAME =	USER NAME = plascencia	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES I-80 NORTH RAMPS AND BRIGGS ST	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 40.0000' / in.	DRAWN - IP	REVISED -			80	99-4-I-N	WILL	70	34	
	PLOT DATE = 12/11/2015	CHECKED - LP	REVISED -			CONTRACT NO. 60W93					
		DATE - 10/15/2014	REVISED -			ILLINOIS FED. AID PROJECT					

TS SHT NO. 13



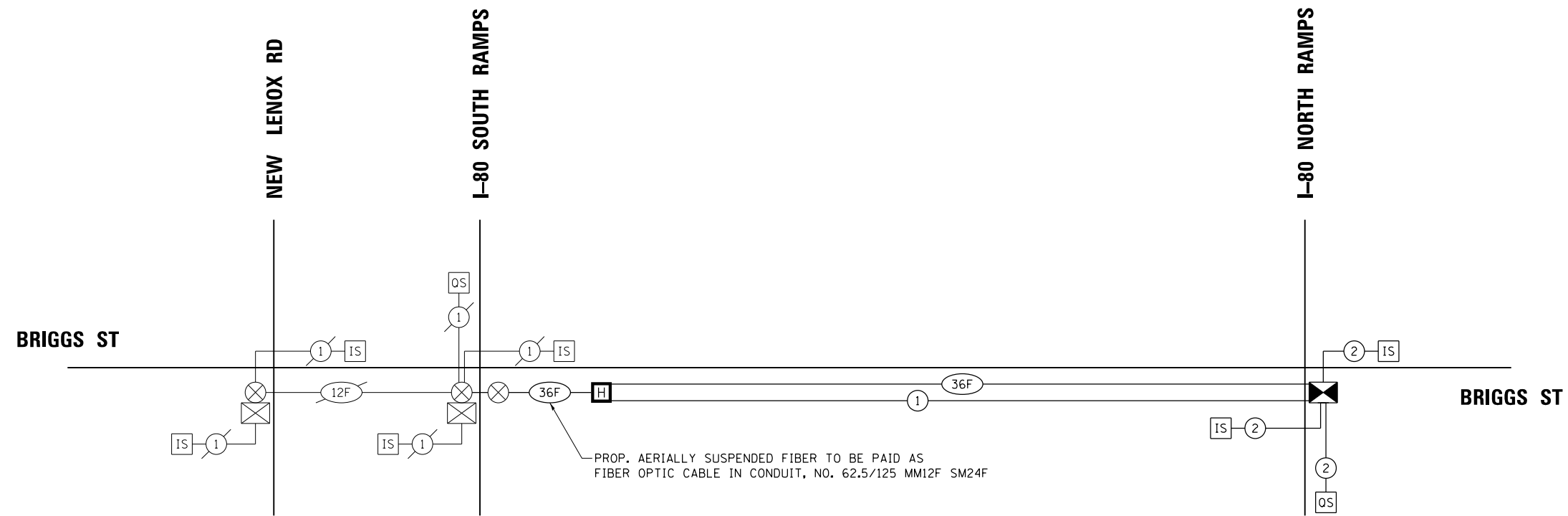
FILE NAME =	USER NAME = plascencia	DESIGNED - IP	REVISED -
Default	PLOT SCALE = 100.0000' / in.	DRAWN - IP	REVISED -
	PLOT DATE = 12/11/2015	CHECKED - LP	REVISED -
		DATE - 10/15/2014	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED INTERCONNECT PLAN			
BRIGGS ST -			
I-80 EB RAMPS TO I-80 WB RAMPS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	35
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

ECON 134



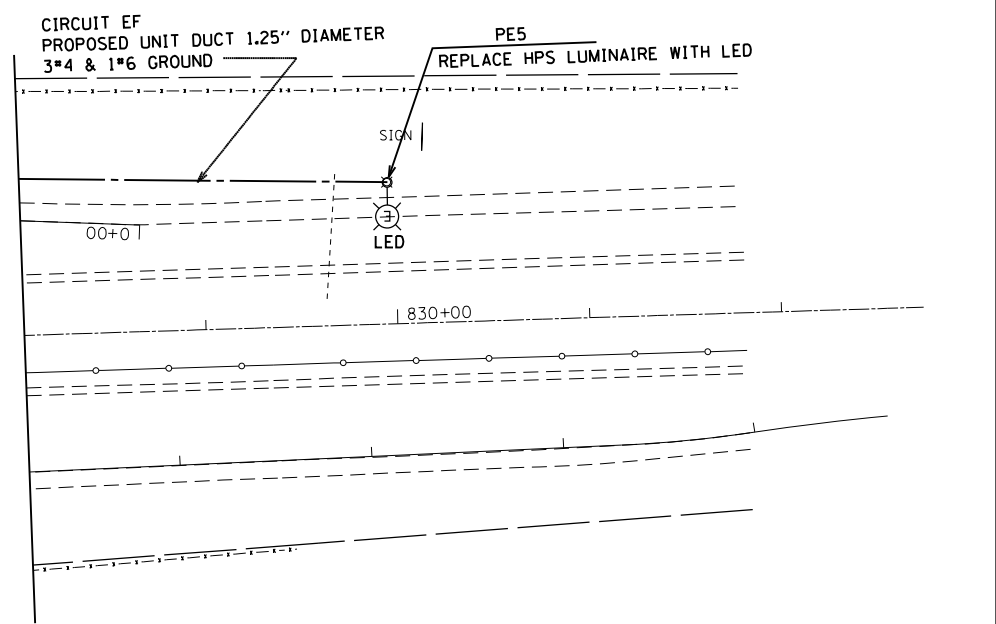
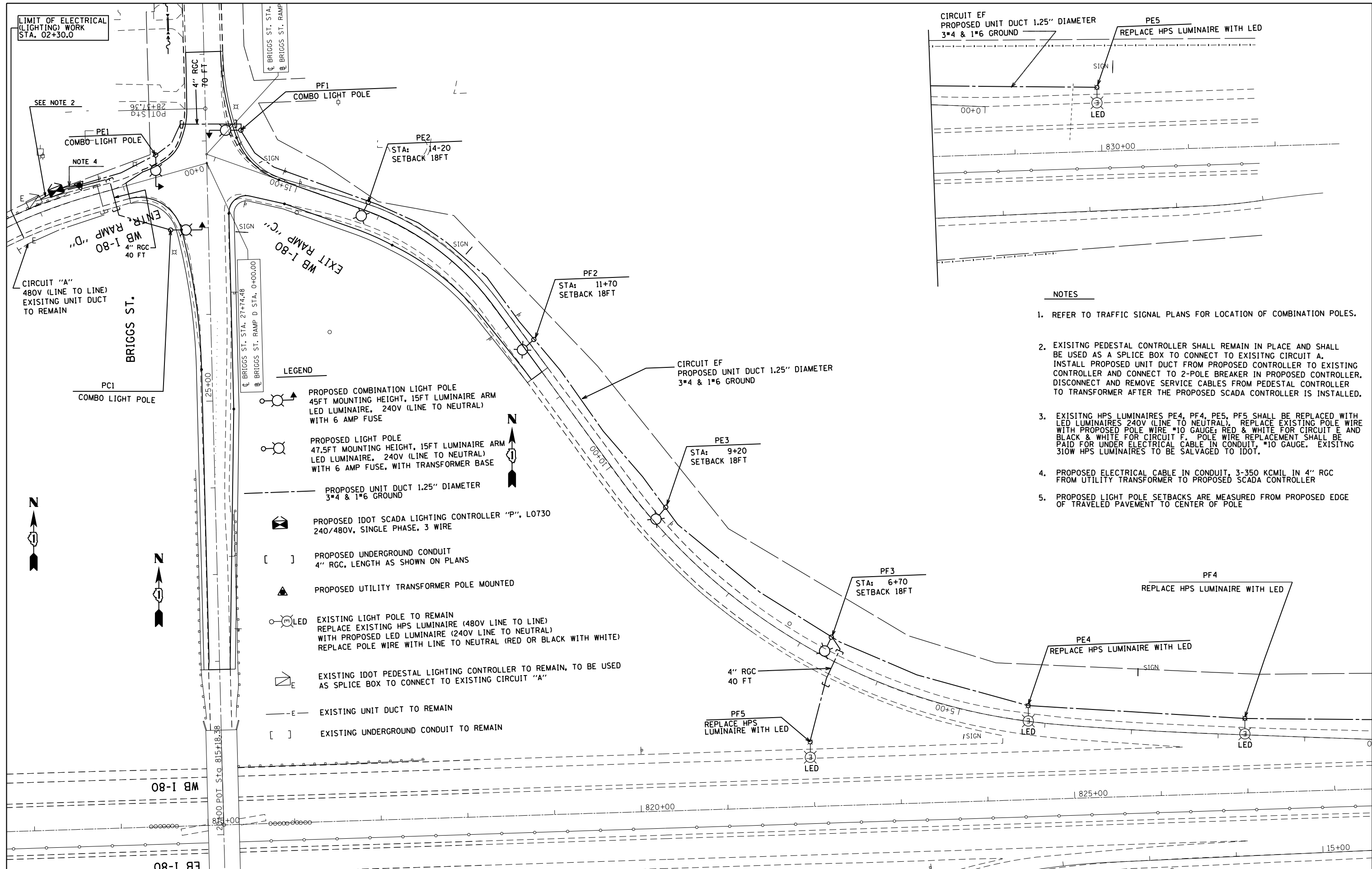
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	840
CONDUIT ATTACHED TO STRUCTURE, 2" DIA., GALVANIZED STEEL	FOOT	210
HEAVY-DUTY HANDHOLE	EACH	3
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	1,475
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	1,630
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1

TS SHT NO. 14

ECON 134

FILE NAME =	USER NAME = plascencia	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED INTERCONNECT SCHEMATIC AND SCHEDULE OF QUANTITIES BRIGGS ST - NEW LENOX RD TO I-80 WB RAMPS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 100.0000' / in.	DRAWN - LP	REVISED -			80	99-4-I-N	WILL	70	36	
	PLOT DATE = 12/11/2015	CHECKED - LP	REVISED -			CONTRACT NO. 60W93					
		DATE - 10/15/2014	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE: SHEET OF SHEETS STA. TO STA.							



- NOTES**
- REFER TO TRAFFIC SIGNAL PLANS FOR LOCATION OF COMBINATION POLES.
 - EXISTING PEDESTAL CONTROLLER SHALL REMAIN IN PLACE AND SHALL BE USED AS A SPLICE BOX TO CONNECT TO EXISTING CIRCUIT A. INSTALL PROPOSED UNIT DUCT FROM PROPOSED CONTROLLER TO EXISTING CONTROLLER AND CONNECT TO 2-POLE BREAKER IN PROPOSED CONTROLLER. DISCONNECT AND REMOVE SERVICE CABLES FROM PEDESTAL CONTROLLER TO TRANSFORMER AFTER THE PROPOSED SCADA CONTROLLER IS INSTALLED.
 - EXISTING HPS LUMINAIRES PE4, PF4, PE5, PF5 SHALL BE REPLACED WITH LED LUMINAIRES 240V (LINE TO NEUTRAL). REPLACE EXISTING POLE WIRE WITH PROPOSED POLE WIRE #10 GAUGE, RED & WHITE FOR CIRCUIT E AND BLACK & WHITE FOR CIRCUIT F. POLE WIRE REPLACEMENT SHALL BE PAID FOR UNDER ELECTRICAL CABLE IN CONDUIT, #10 GAUGE. EXISTING 310W HPS LUMINAIRES TO BE SALVAGED TO IDOT.
 - PROPOSED ELECTRICAL CABLE IN CONDUIT, 3-350 KCMIL IN 4" RGC FROM UTILITY TRANSFORMER TO PROPOSED SCADA CONTROLLER
 - PROPOSED LIGHT POLE SETBACKS ARE MEASURED FROM PROPOSED EDGE OF TRAVELED PAVEMENT TO CENTER OF POLE

- LEGEND**
- PROPOSED COMBINATION LIGHT POLE
45FT MOUNTING HEIGHT, 15FT LUMINAIRE ARM
LED LUMINAIRE, 240V (LINE TO NEUTRAL)
WITH 6 AMP FUSE
 - PROPOSED LIGHT POLE
47.5FT MOUNTING HEIGHT, 15FT LUMINAIRE ARM
LED LUMINAIRE, 240V (LINE TO NEUTRAL)
WITH 6 AMP FUSE, WITH TRANSFORMER BASE
 - PROPOSED UNIT DUCT 1.25" DIAMETER
3#4 & 1#6 GROUND
 - PROPOSED IDOT SCADA LIGHTING CONTROLLER "P", L0730
240/480V, SINGLE PHASE, 3 WIRE
 - PROPOSED UNDERGROUND CONDUIT
4" RGC, LENGTH AS SHOWN ON PLANS
 - PROPOSED UTILITY TRANSFORMER POLE MOUNTED
 - EXISTING LIGHT POLE TO REMAIN
REPLACE EXISTING HPS LUMINAIRE (480V LINE TO LINE)
WITH PROPOSED LED LUMINAIRE (240V LINE TO NEUTRAL)
REPLACE POLE WIRE WITH LINE TO NEUTRAL (RED OR BLACK WITH WHITE)
 - EXISTING IDOT PEDESTAL LIGHTING CONTROLLER TO REMAIN, TO BE USED
AS SPLICE BOX TO CONNECT TO EXISTING CIRCUIT "A"
 - EXISTING UNIT DUCT TO REMAIN
 - EXISTING UNDERGROUND CONDUIT TO REMAIN

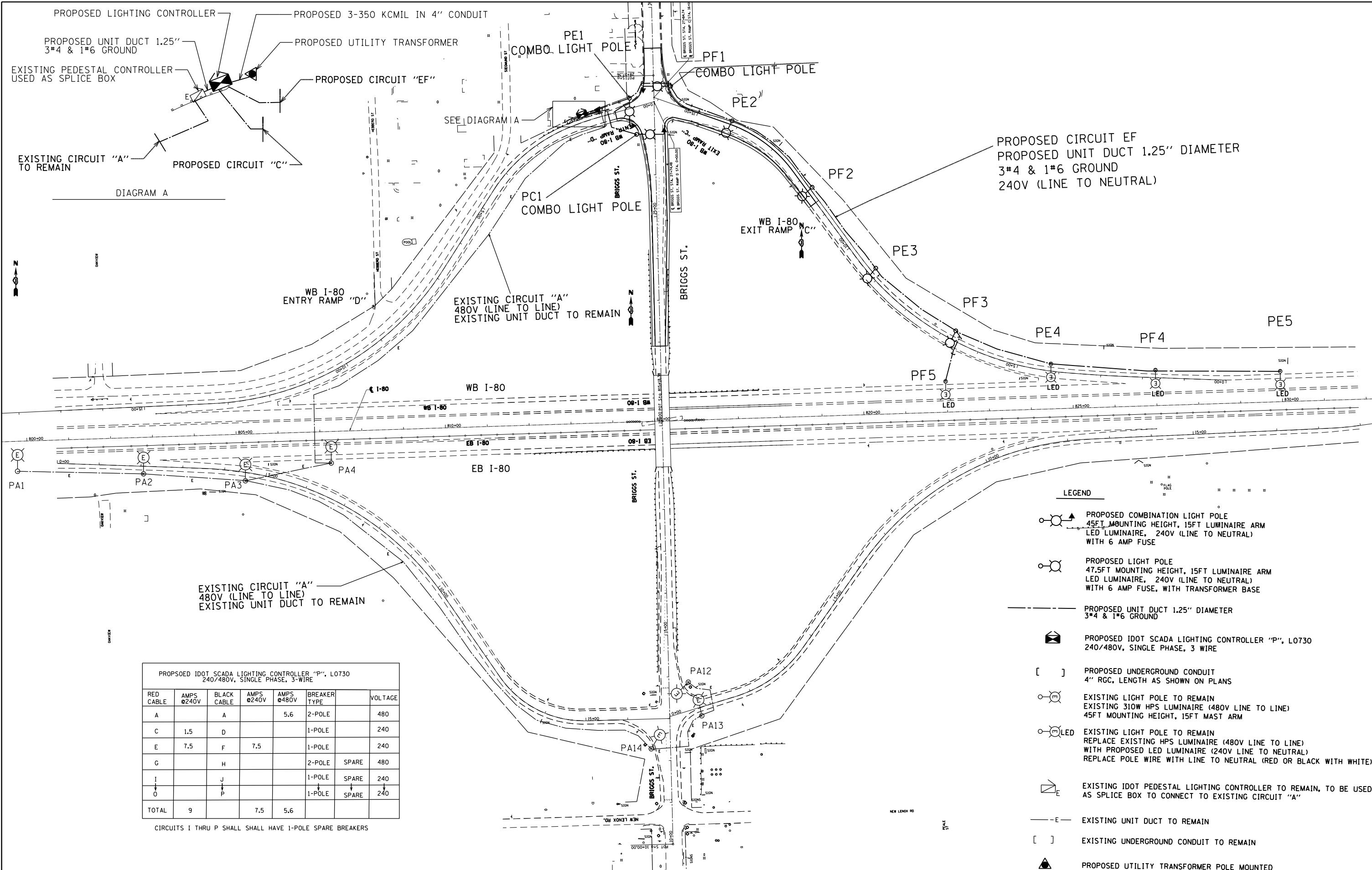


DIAGRAM A

PROPOSED CIRCUIT EF
 PROPOSED UNIT DUCT 1.25" DIAMETER
 3#4 & 1#6 GROUND
 240V (LINE TO NEUTRAL)

EXISTING CIRCUIT "A"
 480V (LINE TO LINE)
 EXISTING UNIT DUCT TO REMAIN

EXISTING CIRCUIT "A"
 480V (LINE TO LINE)
 EXISTING UNIT DUCT TO REMAIN

LEGEND

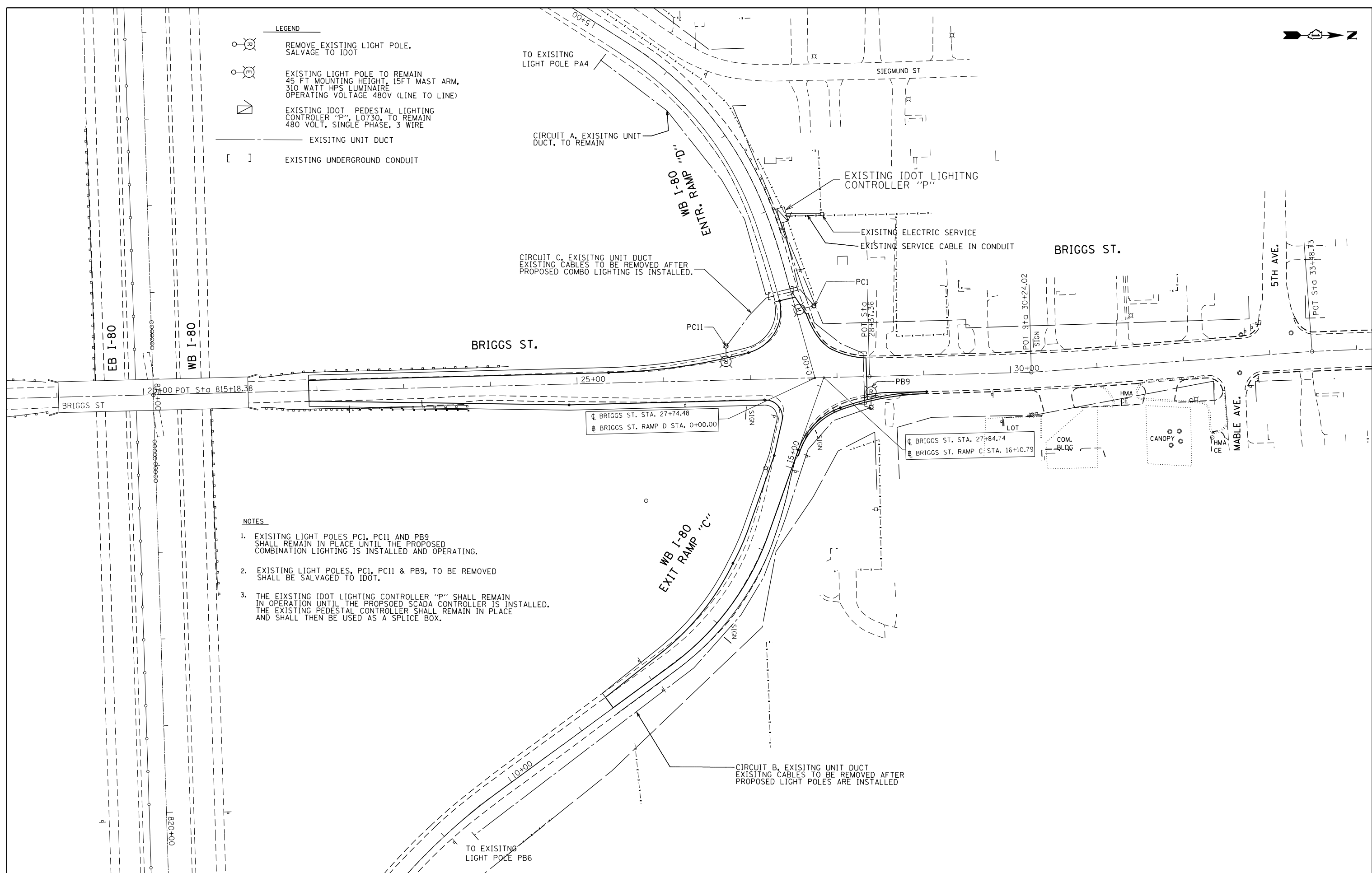
- PROPOSED COMBINATION LIGHT POLE
45FT MOUNTING HEIGHT, 15FT LUMINAIRE ARM
LED LUMINAIRE, 240V (LINE TO NEUTRAL)
WITH 6 AMP FUSE
- PROPOSED LIGHT POLE
47.5FT MOUNTING HEIGHT, 15FT LUMINAIRE ARM
LED LUMINAIRE, 240V (LINE TO NEUTRAL)
WITH 6 AMP FUSE, WITH TRANSFORMER BASE
- PROPOSED UNIT DUCT 1.25" DIAMETER
3#4 & 1#6 GROUND
- PROPOSED IDOT SCADA LIGHTING CONTROLLER "P", L0730
240/480V, SINGLE PHASE, 3 WIRE
- PROPOSED UNDERGROUND CONDUIT
4" RGC, LENGTH AS SHOWN ON PLANS
- EXISTING LIGHT POLE TO REMAIN
EXISTING 310W HPS LUMINAIRE (480V LINE TO LINE)
45FT MOUNTING HEIGHT, 15FT MAST ARM
- EXISTING LIGHT POLE TO REMAIN
REPLACE EXISTING HPS LUMINAIRE (480V LINE TO LINE)
WITH PROPOSED LED LUMINAIRE (240V LINE TO NEUTRAL)
REPLACE POLE WIRE WITH LINE TO NEUTRAL (RED OR BLACK WITH WHITE)
- EXISTING IDOT PEDESTAL LIGHTING CONTROLLER TO REMAIN, TO BE USED
AS SPLICE BOX TO CONNECT TO EXISTING CIRCUIT "A"
- EXISTING UNIT DUCT TO REMAIN
- EXISTING UNDERGROUND CONDUIT TO REMAIN
- PROPOSED UTILITY TRANSFORMER POLE MOUNTED

PROPOSED IDOT SCADA LIGHTING CONTROLLER "P", L0730 240/480V, SINGLE PHASE, 3-WIRE						
RED CABLE	AMPS @240V	BLACK CABLE	AMPS @240V	AMPS @480V	BREAKER TYPE	VOLTAGE
A		A		5.6	2-POLE	480
C	1.5	D			1-POLE	240
E	7.5	F	7.5		1-POLE	240
G		H			2-POLE	SPARE 480
I		J			1-POLE	SPARE 240
O		P			1-POLE	SPARE 240
TOTAL	9		7.5	5.6		

CIRCUITS I THRU P SHALL HAVE 1-POLE SPARE BREAKERS



- LEGEND**
- REMOVE EXISTING LIGHT POLE, SALVAGE TO IDOT
 - EXISTING LIGHT POLE TO REMAIN
45 FT MOUNTING HEIGHT, 15FT MAST ARM,
310 WATT HPS LUMINAIRE
OPERATING VOLTAGE 480V (LINE TO LINE)
 - EXISTING IDOT, PEDESTAL LIGHTING
CONTROLLER "P", LOT30, TO REMAIN
480 VOLT, SINGLE PHASE, 3 WIRE
 - EXISTING UNIT DUCT
 - EXISTING UNDERGROUND CONDUIT



NOTES

1. EXISTING LIGHT POLES PC1, PC11 AND PB9 SHALL REMAIN IN PLACE UNTIL THE PROPOSED COMBINATION LIGHTING IS INSTALLED AND OPERATING.
2. EXISTING LIGHT POLES, PC1, PC11 & PB9, TO BE REMOVED SHALL BE SALVAGED TO IDOT.
3. THE EXISTING IDOT LIGHTING CONTROLLER "P" SHALL REMAIN IN OPERATION UNTIL THE PROPOSED SCADA CONTROLLER IS INSTALLED. THE EXISTING PEDESTAL CONTROLLER SHALL REMAIN IN PLACE AND SHALL THEN BE USED AS A SPLICE BOX.

FILE NAME =	USER NAME = l1szekrf	DESIGNED - TG	REVISED -
p:\1\084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\14370\Drawings\Electrical\143709-light.dgn		CHECKED -	REVISED -
Default	PLOT DATE = 12/7/2015	DATE - 4/29/2015	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

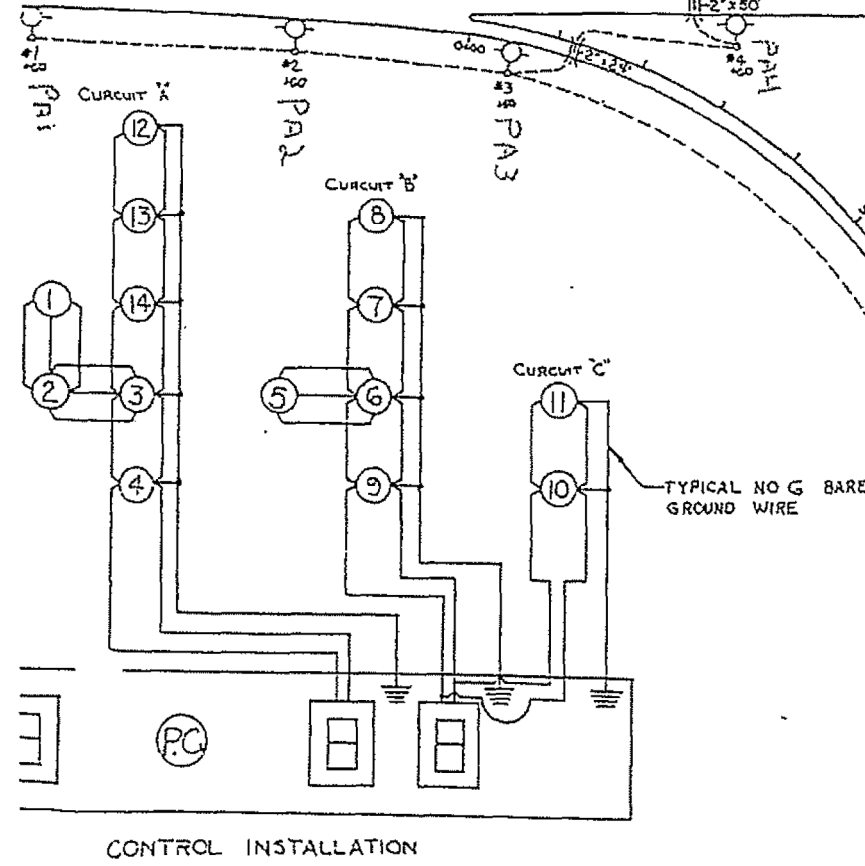
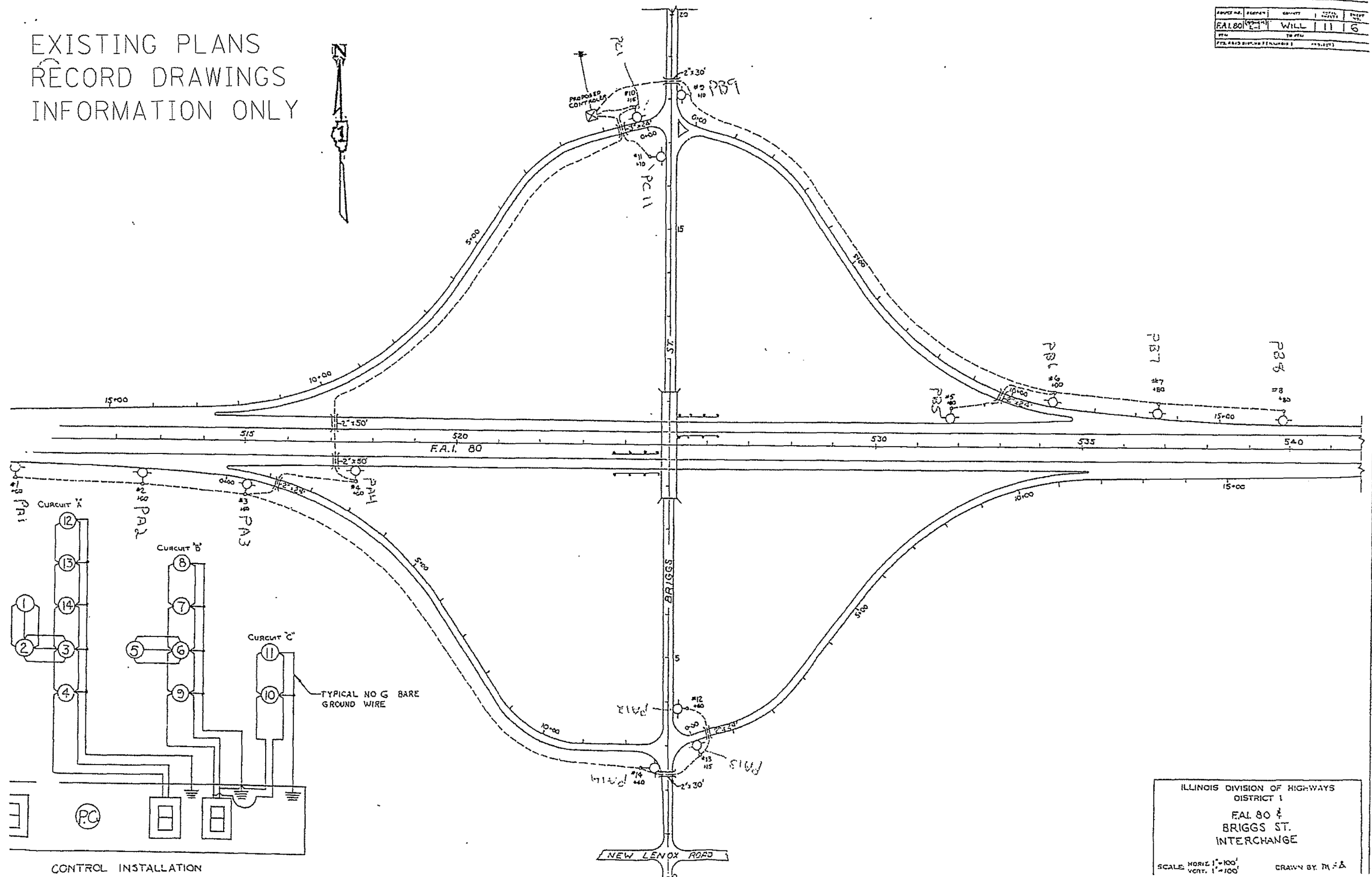
**EXISTING IDOT LIGHTING AND REMOVAL PLANS
I-80 AT BRIGGS ST.**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I 80	99-4-1-N	WILL	70	39
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

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

EXISTING PLANS
RECORD DRAWINGS
INFORMATION ONLY

PROJECT NO.	SECTION	SHEET	TOTAL SHEETS	SHEET NO.
FAL80	99-4-1-N	WILL	70	40
DATE	BY	PROJECT		



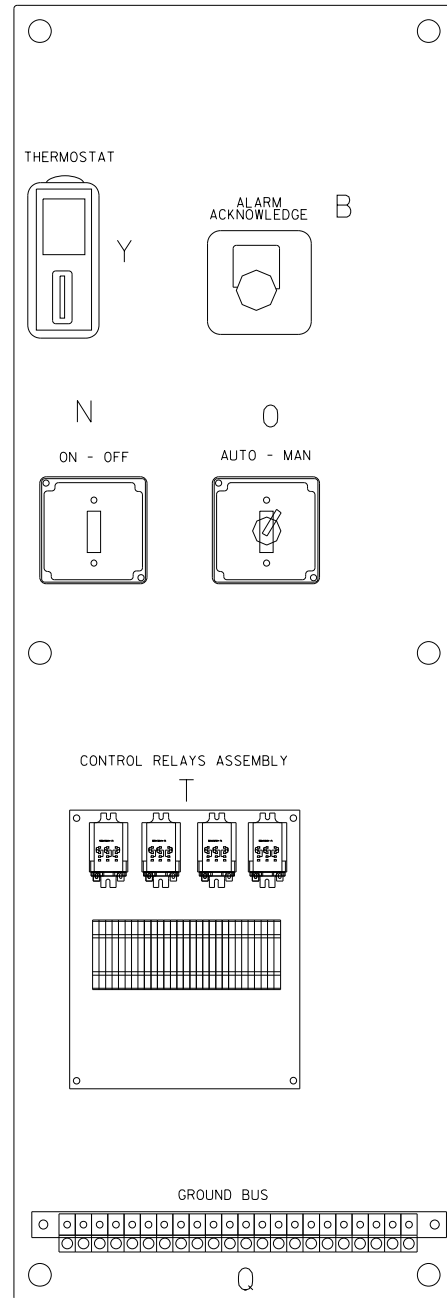
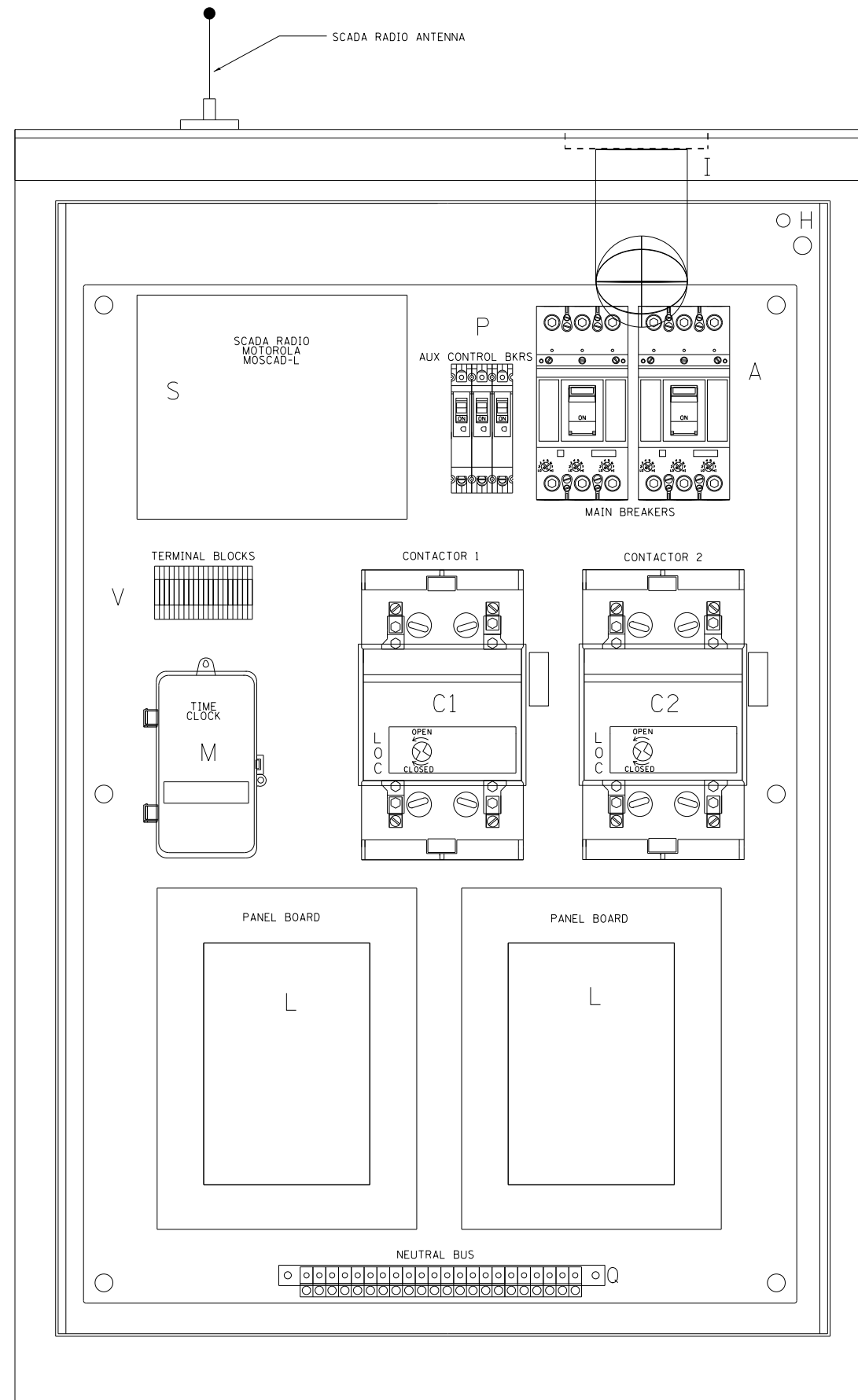
ILLINOIS DIVISION OF HIGHWAYS
DISTRICT 1
F.A.I. 80 &
BRIGGS ST.
INTERCHANGE
SCALE: HORIZ. 1"=100'
VERT. 1"=100'
DRAWN BY: M.S.B.

FILE NAME =	USER NAME = l1szekrf	DESIGNED - TG	REVISED -
pw\11084EBIDINTEG\illinois.gov\PIDOT\Documents\IDOT Offices\District 1\Projects\PI43709\Drawings\Electrical\PI43709-light.dgn		CHECKED -	REVISED -
Default	PLOT SCALE = 100.0000' / in.	DATE - 4/29/2015	REVISED -
	PLOT DATE = 12/7/2015		

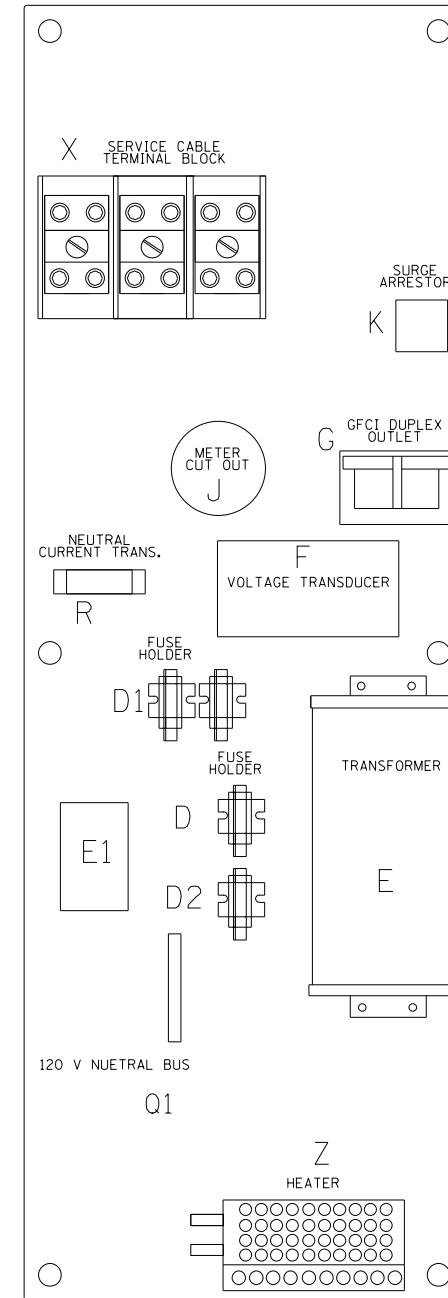
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING RECORD DRAWINGS INFORMATION ONLY			
SCALE: NONE	SHEET	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I 80	99-4-1-N	WILL	70	40
				CONTRACT NO. 60W93
ILLINOIS FED. AID PROJECT				



LEFT SIDE PANEL



RIGHT SIDE PANEL

BILL OF MATERIALS

ITEM	QTY	DESCRIPTION
A	2	MAIN CIRCUIT BREAKERS 2 POLE 175 AMP WITH AUX CONTACT
B	1	ACKNOWLEDGE SWITCH, PUSH BUTTON WITH YELLOW INSERT
C1, C2 *	2	CONTACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	FINGERSAFE FUSE HOLDER WITH KTK-20 FUSE
D1	2	FINGERSAFE FUSE HOLDER WITH KTK-1/2 FUSE
D2	1	FINGERSAFE FUSE HOLDER WITH KTK-2A FUSE
E	1	2.0 KVA 277V-240/120 TRANSFORMER
E1	1	0.25 KVA 240/120 - 24 VAC TRANSFORMER
F	1	VOLTAGE TRANSDUCER WITH COVERED TERMINALS
G	1	20 AMP GFCI DUPLEX OUTLET W/COVER
H	2	DOOR SWITCH
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OFF
O	1	SQUARE D, 9001KS11BH13, 2 POSITION SWITCH IN 9001KY1 ENCLOSURE OR APPROVED EQUAL
P	2	BREAKER 1P 15A
Q	2	COPPER GROUND AND NEUTRAL BUS 1 x 16 x 1/4
Q1	1	COPPER NEUTRAL BUS WITH 1 #6 AND 8 #12 CONDUCTOR POINTS
R	1	CURRENT TRANSDUCER
S	1	MOTOROLA MOSCAD-L RADIO, 240 V
T *	1	CONTROL RELAY ASSEMBLY 240V COILS WITH 4 3 PDT 25A RELAYS (W389ACX-15) (R1, R2, R3, R4) . QTY 32 TERMINAL BLOCKS
V	20	TERMINAL BLOCKS
X *	1	620 AMP SLIPICE BLOCK
Y	1	40-80 DEG THERMOSTAT
Z	1	375 WATT HEATER

* TERMINALS SHALL BE COVERED WITH CLEAR PLEXIGLASS SHEET

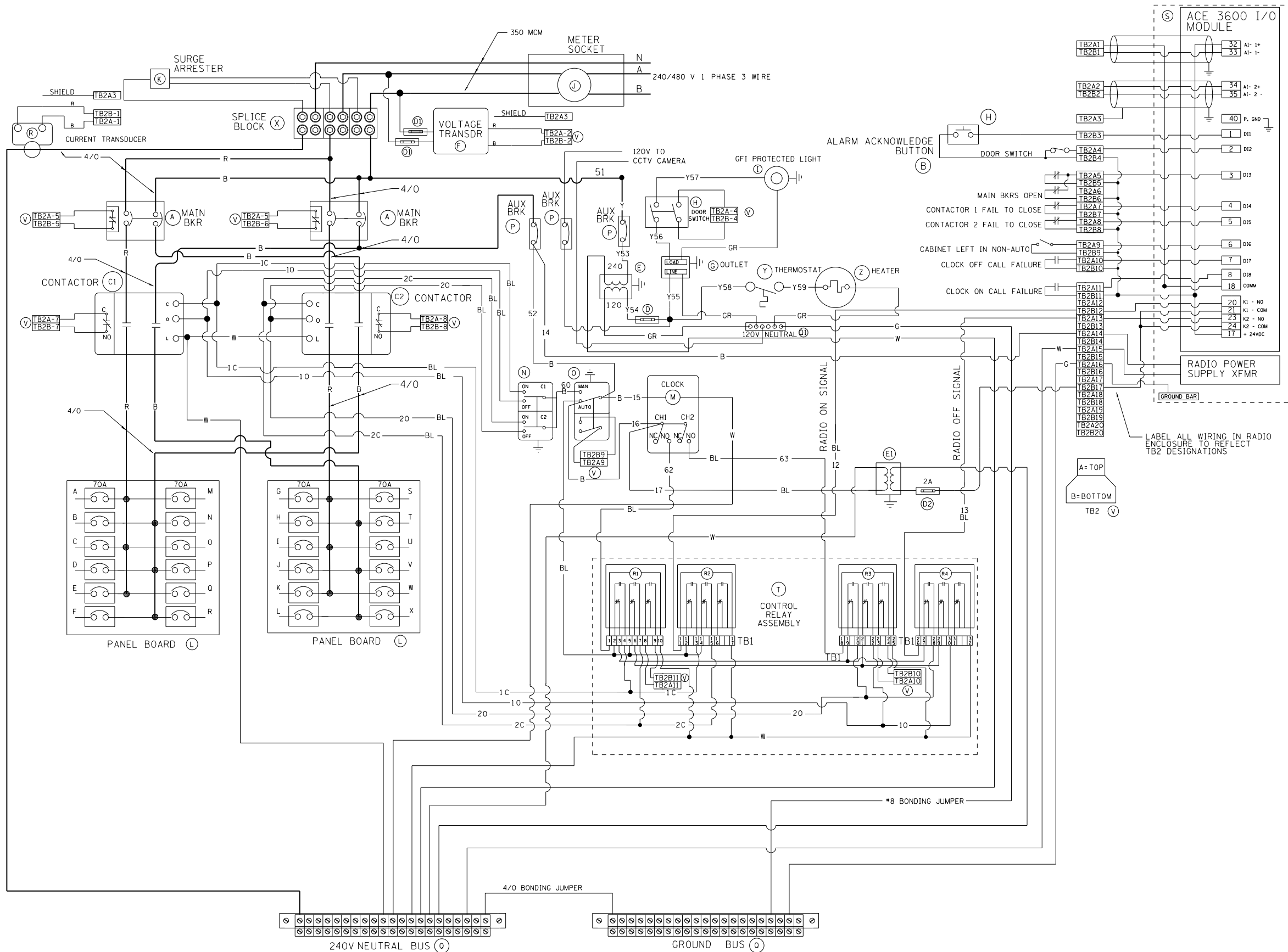
FILE NAME =	USER NAME = bauerdl	DESIGNED -	REVISED - R. TOMSONS 08-19-04
pw\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI4370\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. TOMSONS 05-11-09
		DATE -	REVISED - R. TOMSONS 03-10-10
			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, RADIO CONTROL
DUPLIX TYPE WITH SCADA

SCALE: NONE SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	41
BE-205			CONTRACT NO. 60W93	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



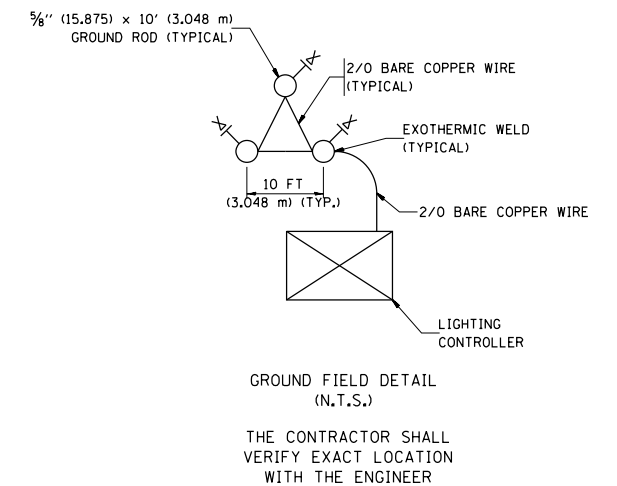
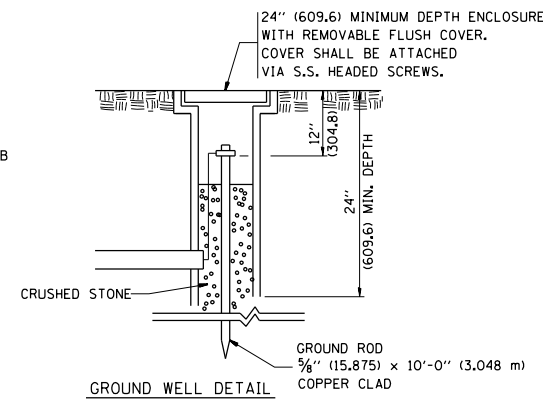
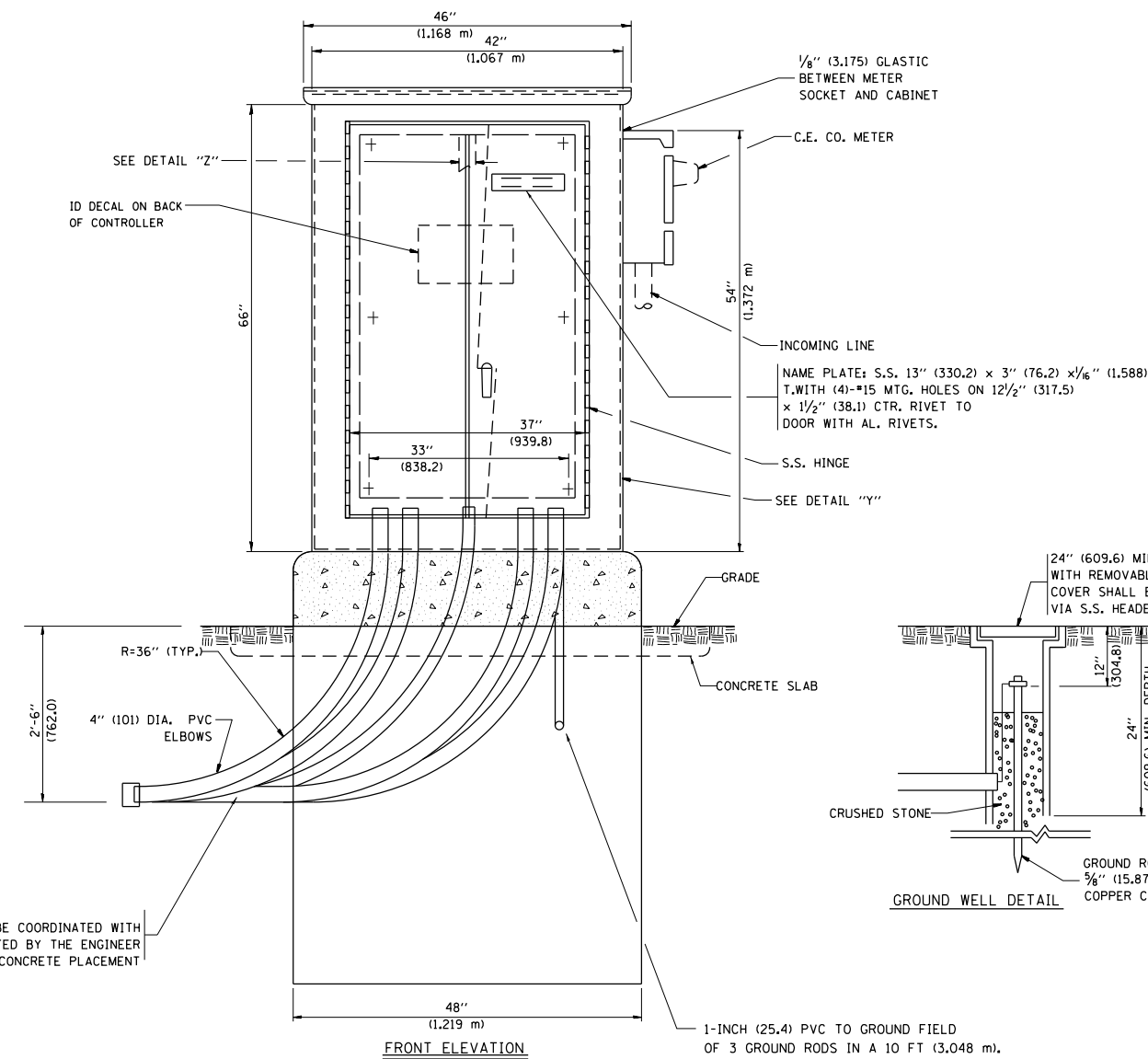
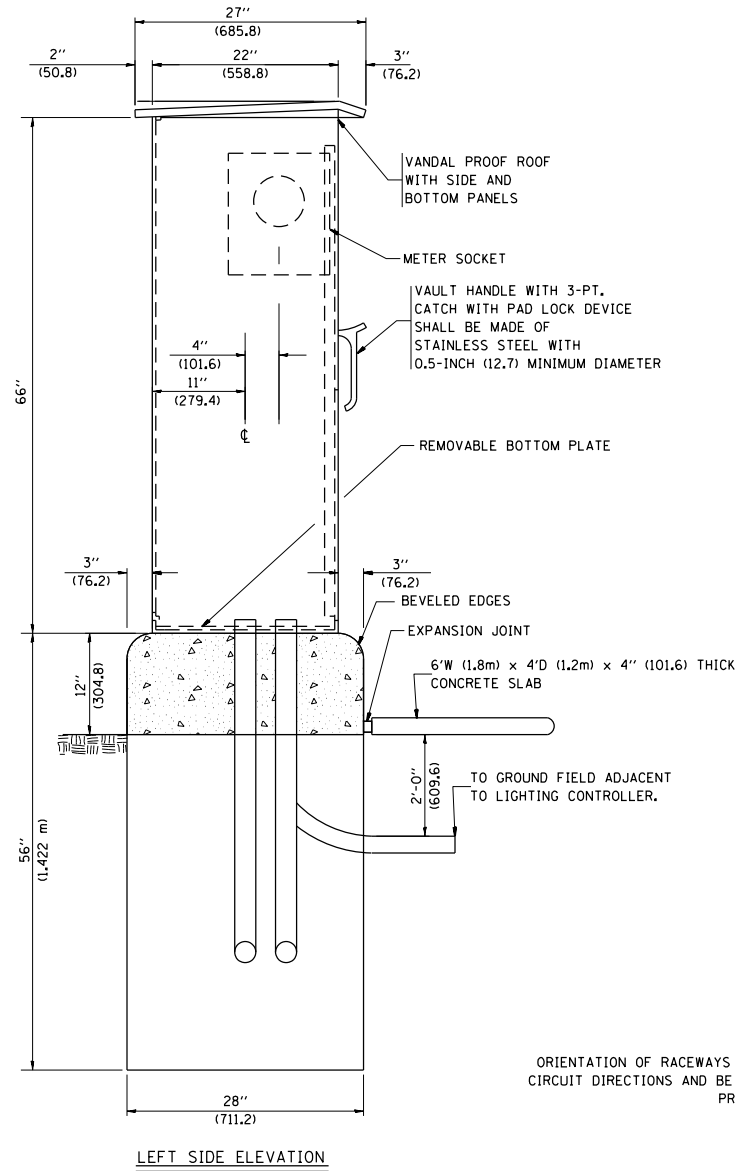
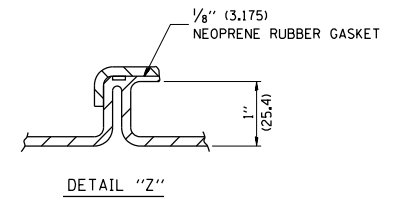
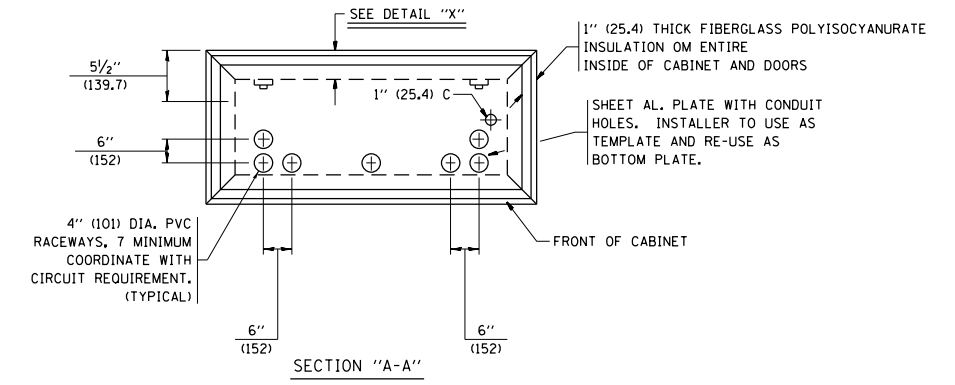
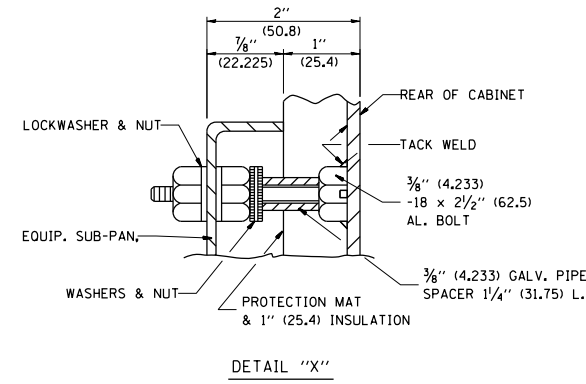
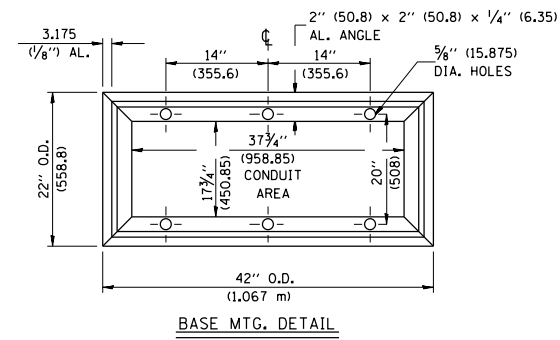
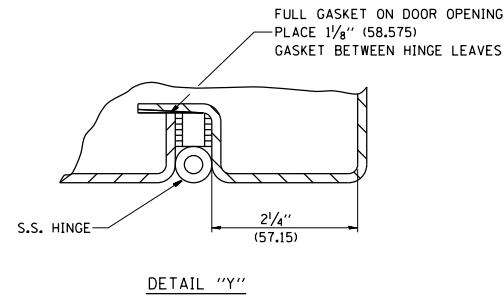
BILL OF MATERIALS		
ITEM #	QTY	DESCRIPTION
A	2	MAIN CIRCUIT BREAKERS 2 POLE 175 AMP WITH AUX CONTACT
B	1	ACKNOWLEDGE SWITCH, PUSH BUTTON WITH YELLOW INSERT
C1, C2	2	CONTACTOR 2 POLE 200 AMP 240V COIL WITH AUX CONTACTS
D	1	FINGERSAFE FUSE HOLDER WITH KTK-20A FUSE
D1	2	FINGERSAFE FUSE HOLDER WITH KTK-1/2 FUSE
D2	1	FINGERSAFE FUSE HOLDER WITH KTK- 2A FUSE
E	1	2.0 KVA 277V-240/120 TRANSFORMER
E1	1	0.25 KVA 240/120-24 VAC TRANSFORMER
F	1	VOLTAGE TRANSDUCER
G	1	15 AMP GFCI DUPLEX OUTLET W/COVER
H	2	DOOR SWITCH A-20G0-B7-K
I	1	LIGHT FIXTURE
J	1	METER FITTING 1 PHASE 3 WIRE 200 AMP
K	1	SURGE ARRESTER
L	2	PANEL BOARD 480/240V 1 PHASE, 250 AMP COPPER BUS
M	1	2 CHANNEL DIGITAL TIME CLOCK
N	1	MOMENTARY SWITCH ON - OFF
O	1	SQUARE D, 900K51B1H13, 2 POSITION SWITCH IN 900IKY1 ENCLOSURE
P	2	BREAKER IP 15A
O	2	COPPER GROUND AND NEUTRAL BUS 1 x 16 x 1/4
O1	1	COPPER NEUTRAL BUS WITH 1 1/0 AND *6 CONDUCTOR POINTS
R	1	CURRENT TRANSDUCER
S	1	MOTOROLA ACE 3600
T	1	CONTROL RELAY ASSEMBLY 240V COILS WITH 4 3 PDT 25A RELAYS (W389ACX-15) (R1, R2, R3, R4) - QTY 32
V	20	TERMINAL BLOCKS
X	1	620 AMP SPLICE BLOCK
Y	1	40-80 DEG THERMOSTAT
Z	1	375 WATT HEATER

FILE NAME = USER NAME = bauerdl
 DESIGNED - REVISED - R. TOMSONS 08-19-04
 DRAWN - REVISED - R. TOMSONS 05-11-09
 CHECKED - REVISED - R. TOMSONS 03-10-10
 PLOT SCALE = 100.0000' / 1in. DATE -
 PLOT DATE = 12/11/2015

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**LIGHTING CONTROLLER, RADIO CONTROL
 DUPLEX TYPE WITH SCADA**
 SCALE: NONE SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.I. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	42
BE-205			CONTRACT NO. 60W93	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



ORIENTATION OF RACEWAYS SHALL BE COORDINATED WITH CIRCUIT DIRECTIONS AND BE INSPECTED BY THE ENGINEER PRIOR TO CONCRETE PLACEMENT

1-INCH (25.4) PVC TO GROUND FIELD OF 3 GROUND RODS IN A 10 FT (3,048 m). TRIANGLE CONNECTED VIA BARE COPPER WIRE. VERIFY EXACT LOCATION OF GROUND FIELD WITH THE ENGINEER. NO GROUND WELL SHALL BE PLACED IN CONCRETE PAD IN FRONT OF CONTROLLER.

FILE NAME =	USER NAME = bauerdl	DESIGNED -	REVISED - R. TOMSONS 08-19-04
pw\11084EBIDINTEG.illinois.gov\PIWDDTDocuments\DOT Offices\District 1\Projects\P14370\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. TOMSONS 05-11-09
		DATE -	REVISED - R. TOMSONS 03-10-10
			REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, RADIO CONTROL
DUPLIX TYPE WITH SCADA

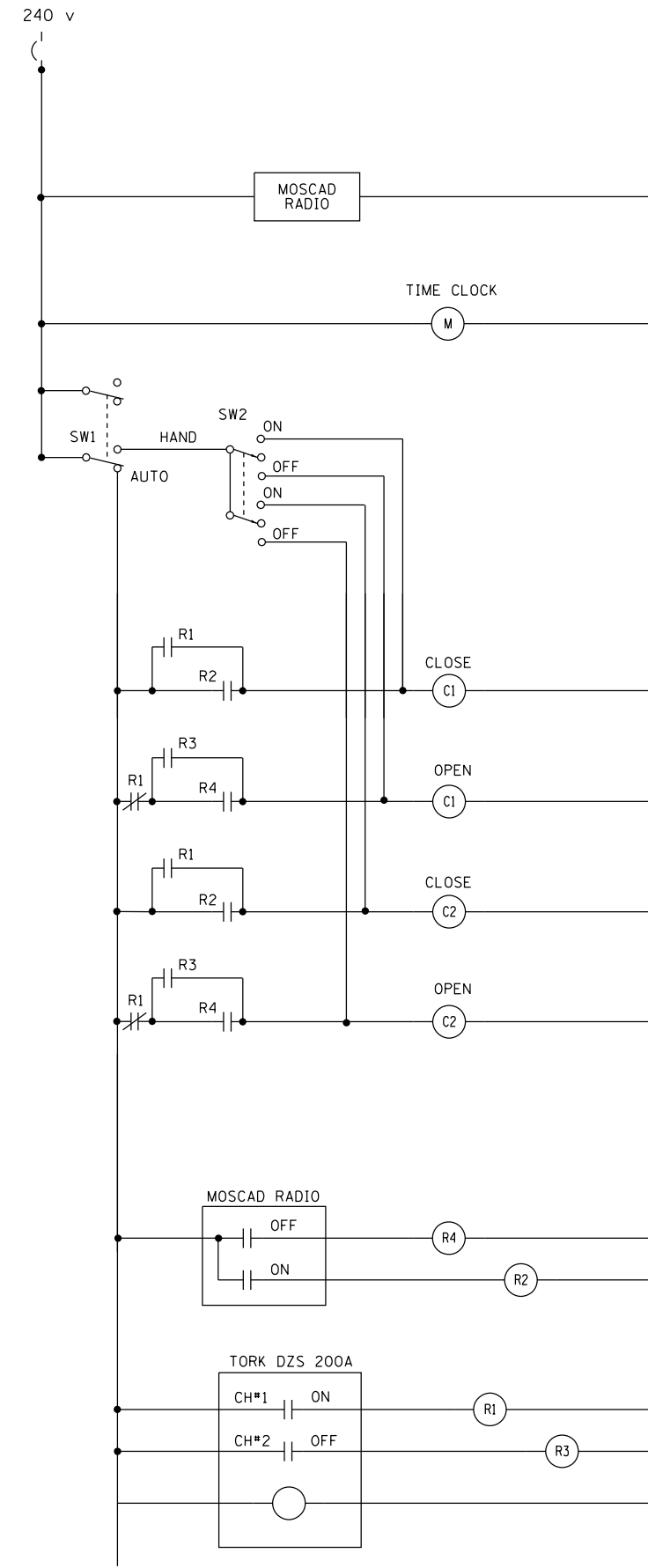
SCALE: NONE SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	43
BE-205		CONTRACT NO. 60W93		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES

1. CABINET SHALL BE FABRICATED FROM 0.125-INCH (3.175) SHEET ALUMINUM #3003H14, FORMED AND ARC WELDED.
2. ALL SCREWS AND HARDWARE SHALL BE PLATED, GALVANIZED, OR MADE OF BRASS, ALUMINUM OR STAINLESS STEEL, UNLESS OTHERWISE NOTED.
3. NAME PLATE SHALL HAVE ENGRAVED 0.75-INCH (19.05) HIGH LETTERS FILLED IN BLACK: "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.
4. ONE INCH THICK POLYISOCYANURATE INSULATION SHALL BE INSTALL AND PERMANENTLY CEMENTED ON ALL SIDES OF THE CABINET AND DOORS.
5. CABINET SHALL BE PRIMED AND PAINTED AS SPECIFIED.
6. ELECTRIC UTILITY METER BOX SHALL BE MOUNTED ON THE SIDE OF CONTROL CABINET AS SHOWN ON THE PANEL LAYOUT DIAGRAM.
7. THE COMPLETED CONTROLLER SHALL BE U.L. LISTED AS AN INDUSTRIAL CONTROL PANEL UNDER UL508.
8. METAL MOUNTING PANEL SHALL BE FABRICATED FROM THE SAME MATERIAL AS THE CABINET AND SHALL BE FLANGED BACK 0.75-INCHES I.D. ON 4 SIDES.
9. CIRCUIT BREAKERS AND CONTACTORS AND OTHER COMPONENTS SHALL BE MOUNTED ON 0.125-INCH (3.175) THICK GLASTIC INSULATION BACK PANEL.
10. ALL DEVICES SHALL BE FRONT REMOVABLE.
11. TIME CLOCK CHANNEL 1 N.O. CONTACT IS CLOSED NIGHT AND OPEN DAY (LIGHTS ON).
12. SET LATITUDE TO 42 DEGREES, SET CH.1 TO 23 MINUTES AFTER ASTRONOMICAL SUNSET, 50 MINUTES BEFORE ASTRONOMICAL SUNRISE. SET CH.2 TO 60 MINUTES AFTER ASTRONOMICAL SUNSET (WITH A SIGNAL LENGTH OF 1 SECOND), +28 MINUTES AFTER ASTRONOMICAL SUNRISE (WITH A SIGNAL LENGTH OF 7 SECONDS.)
13. BUS BAR SHALL HAVE 22 LUG TERMINALS SIZED TO ACCOMMODATE REQUIRED WIRE SIZES. 240V NEUTRAL BUS SHALL BE PAINTED WHITE, GROUND BUS SHALL BE PAINTED GREEN, AND THE 120V NEUTRAL BUS SHALL BE PAINTED GREY.
14. ALL LUGS SHALL BE OF COPPER SCREWS AND CONNECTORS, SPRING HELD.
15. ALL WIRING TERMINATIONS SHALL BE RATED NOT LESS THAN 75 DEGREE CENTIGRADE.
16. ALL CONTROL WIRING SHALL BE 600V #12 TYPE MTW, SCADA WIRING SHALL BE #18.
17. ALL POWER WIRING SHALL BE 600V TYPE RHH/RHW.
18. ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:

R - RED	Y - YELLOW
B - BLACK	W - WHITE
BL - BLUE	G - GREEN
	GR - GREY
19. MOSCAD I/O WIRING SHALL BE:
 - DIGITAL INPUT (DI) WIRING SHALL BE #18 MTW PURPLE.
 - ANALOG INPUT (AI) WIRING SHALL BE #18, 2/C SHIELDED.
 - AI AND DI WIRING MAY BE BUNDLED TOGETHER, BUT SHALL NOT BE BUNDLED WITH OTHER WIRING.
20. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
21. SCHEMATIC SHOWN WITH BREAKER OPEN, CONTACTOR OPEN, CABINET DOOR CLOSED, CLOCK NOT ACTIVE (DE-ENERGIZED STATE).
22. A LAMINATED COPY OF THE CIRCUIT SCHEMATIC AND SCADA I/O DIAGRAM (NO SMALLER THAN 11"x17" EACH) SHALL BE ATTACHED TO THE INSIDE OF THE CONTROLLER WITH STAINLESS STEEL SCREWS.



CONTROL CIRCUIT LADDER LOGIC DIAGRAM

MOSCAD I/O ASSIGNMENTS		
TERM	MOSCAD DESTINATION	DESCRIPTION OF INPUT
1	DIGITAL INPUT 1	ALARM KNOWLEDGE
2	DIGITAL INPUT 2	DOOR OPEN
3	DIGITAL INPUT 3	MAINSI BREAKER OPEN
4	DIGITAL INPUT 4	CONTACTOR 1 OPEN
5	DIGITAL INPUT 5	CONTACTOR 2 OPEN
6	DIGITAL INPUT 6	CABINET IN NON-AUTO
7	DIGITAL INPUT 7	BACK-UP CLOCK OFF CALL
8	DIGITAL INPUT 8	BACK-UP CLOCK ON CALL
17	24 V+	24+VDC
18	DI COMMON	COMMON
21	K1 C	K1 COMMON
22	K1 NO	LIGHTS ON CALL
24	K2 C	K2 COMMON
25	K2 NO	LIGHTS OFF CALL
32	ANALOG INPUT 1 (+)	CABINET NEUTRAL CURRENT
33	ANALOG INPUT 1 (-)	CABINET NEUTRAL CURRENT
34	ANALOG INPUT 2 (+)	CABINET SERVICE VOLTAGE
35	ANALOG INPUT 2 (-)	CABINET SERVICE VOLTAGE
40	P. GROUND	GROUND

ALL ANALOG INPUTS WILL BE 4-20 MA ONLY. DIGITAL OUTPUT RELAYS WILL BE ELECTRICALLY ENERGIZED AND MOMENTARILY HELD
MIXED I/O MODULE MODEL NUMBER V436

FILE NAME =	USER NAME = bauerdl	DESIGNED -	REVISED - R. TOMSONS 08-19-04
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI4370\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. TOMSONS 05-11-09
		PLOT SCALE = 100.0000' / 1in.	REVISED - R. TOMSONS 03-10-10
		PLOT DATE = 12/11/2015	REVISED -

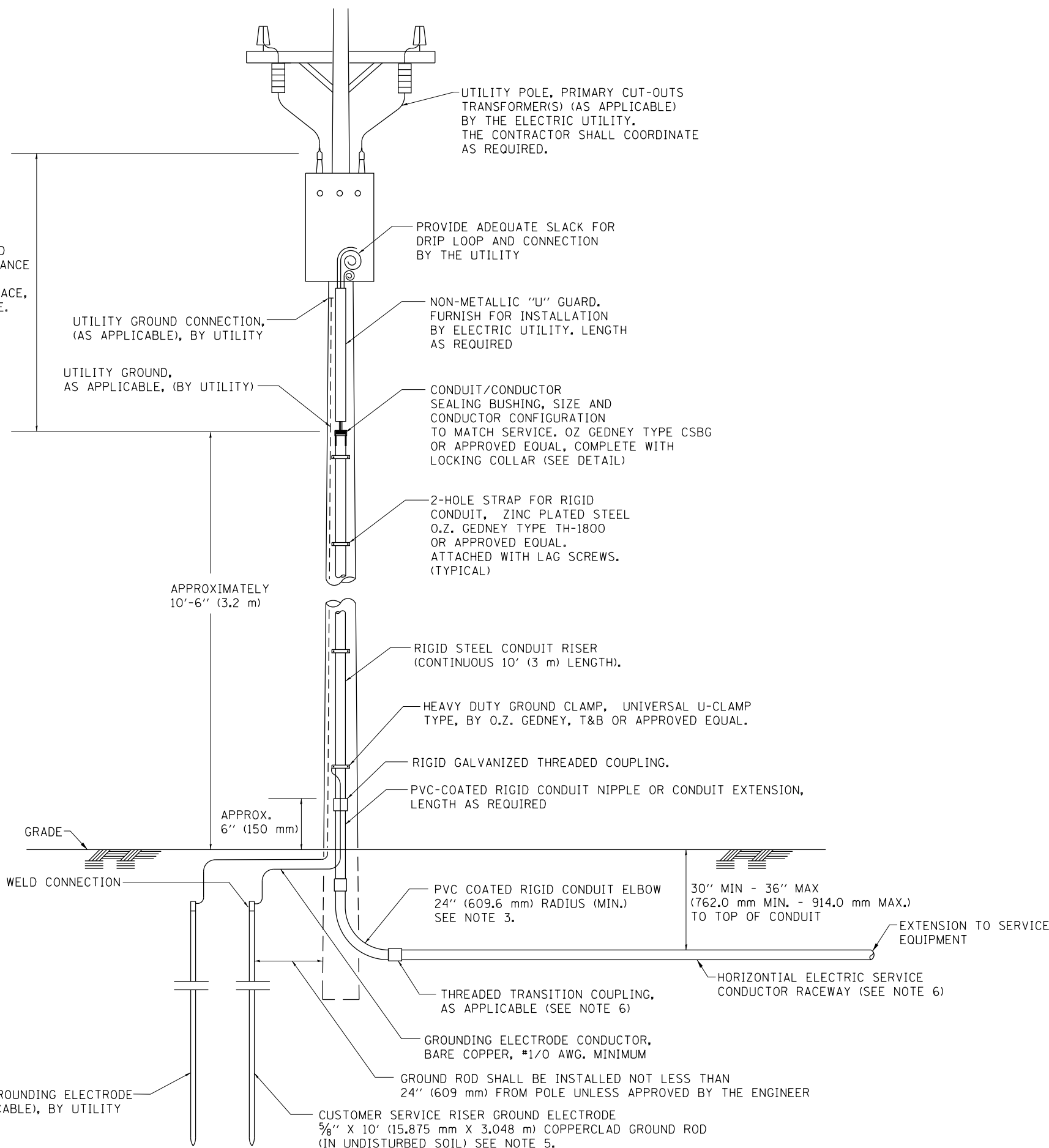
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHTING CONTROLLER, RADIO CONTROL
DUPLIX TYPE WITH SCADA

SCALE: NONE SHEET NO. 4 OF 4 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	44
BE-205			CONTRACT NO. 60W93	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ASCERTAIN AND ASSURE CLEARANCE FROM UTILITY SECONDARY SPACE, AS APPLICABLE.

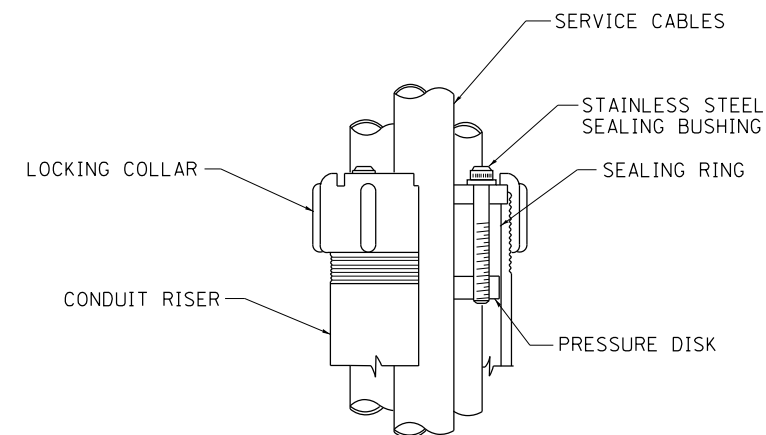


APPLICATION

THIS DETAIL APPLIES FOR LOW VOLTAGE ELECTRIC SERVICE (660 V OR LESS) FROM AN OVERHEAD UTILITY SUPPLY TO SEPERATLY-MOUNTED SERVICE EQUIPMENT.

NOTES

- SERVICE VOLTAGE SHALL BE AS INDICATED ELSEWHERE IN THE DRAWINGS.
- UNLESS OTHERWISE INDICATED, ITEMS AND WORK SHALL BE INCLUDED AND PAID AS PART OF THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.
- CONDUIT AND CONNECTOR DIAMETER SHALL MATCH THE DIAMETER OF THE SERVICE CONDUCTOR RACEWAY AS INDICATED ON THE PLANS.
- PVC COATED RACEWAYS AND ACCESSORIES SHALL BE CAREFULLY INSTALLED WITH MFR RECOMMENDED TOOLS AND PROCEDURES TO AVOID DAMAGE. ANY DAMAGE SHALL BE REPAIRED WITH COMPATIBLE PVC TOUCH-UP MATERIAL TO THE SATISFACTION OF THE ENGINEER OR THE DAMAGED MATERIAL SHALL BE REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL OBTAIN INSPECTION AND APPROVAL BY THE ENGINEER OF SERVICE RISER GROUND ELECTRODE, RISER ELBOW, NIPPLE AND CONNECTION TO SERVICE CONDUCTOR RACEWAY EXTENSION BEFORE BACKFILL AND SHALL ALSO OBTAIN INSPECTION OF SERVICE RISER AND SEALING BUSHING BEFORE UTILITY "U" GUARD INSTALLATION AND SERVICE CONNECTION.
- THE HORIZONTAL ELECTRIC SERVICE CONDUCTOR RACEWAY SHALL BE AS INDICATED AND SHALL BE MEASURED SEPARATELY FOR PAYMENT. WHEN THE RACEWAY IS PVC-COATED RIGID GALVANIZED STEEL, THE COUPLING SHALL BE THE SAME. WHEN THE RACEWAY IS PVC CONDUIT (IN CONCRETE), THE COUPLING SHALL BE A METALIC TO NON METALIC ADAPTER. WHEN THE RACEWAY IS ENCASED IN CONCRETE, THE CONCRETE SHALL EXTEND TO COVER THE COUPLING.
- PLANS AND DETAILS INDICATE THE GENERAL NATURE AND REQUIREMENTS. THEY DO NOT SHOW EVERY ACCESSORY AND ATTACHMENT, AND THEY DO NOT RELIEVE THE CONTRACTOR OF THE REQUIREMENTS OF THE SPECIFICATIONS AND SPECIAL PROVISIONS TO ASCERTAIN UTILITY REQUIREMENTS AND TO COORDINATE ACCORDINGLY, FURNISHING ALL ITEMS AND WORK NOT PROVIDED BY THE UTILITY, BUT NECESSARY FOR A COMPLETE SERVICE INSTALLATION IS REQUIRED AND SHALL BE INCLUDED IN THE ELECTRIC UTILITY SERVICE INSTALLATION PAY ITEM.

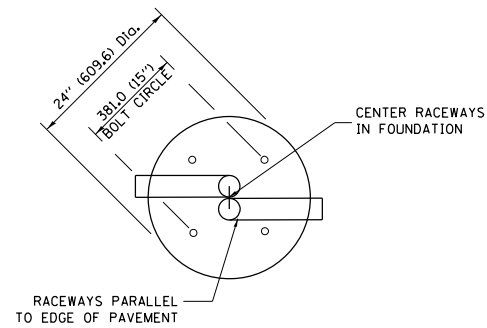


SEALING BUSHING DETAIL

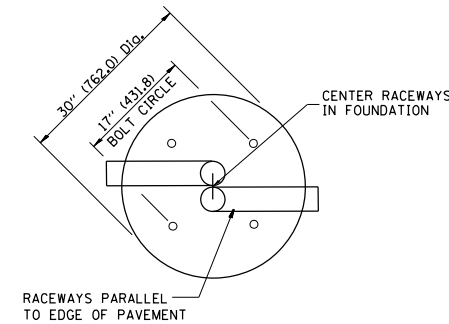
FILE NAME =	USER NAME = bauerdl	DESIGNED -	REVISED - 03-03-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT			F.A.I. RT. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\work\084EBID\INTEG.illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\Design\DistStd.dgn		CHECKED - MEA	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	80	99-4-I-N	WILL	70	45
		DATE -	REVISED -					BE-220		CONTRACT NO. 60W93			
					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

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

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O _u = 0.375 TON/SQ. FT.	13'-0" (3.96 m)	15'-0" (4.57 m)
MEDIUM CLAY O _u = 0.75 TON/SQ.FT	9'-6" (2.93 m)	10'-9" (3.23 m)
STIFF CLAY O _u = 1.50 TON/SQ. FT.	7'-0" (2.13 m)	8'-0" (2.44 m)
LOOSE SAND φ = 34°	9'-0" (2.74 m)	10'-0" (3.05 m)
MEDIUM SAND φ = 37.5°	8'-3" (2.52 m)	9'-0" (2.74 m)
DENSE SAND φ = 40°	7'-9" (2.36 m)	9'-0" (2.74 m)



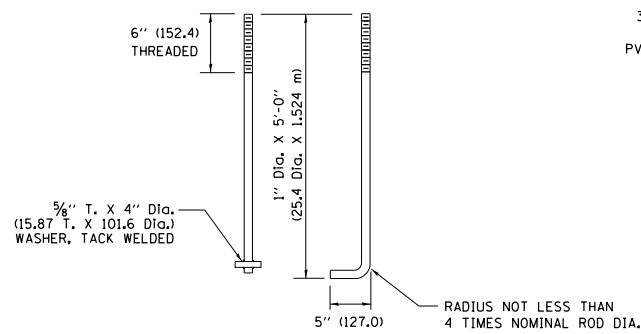
TOP VIEW



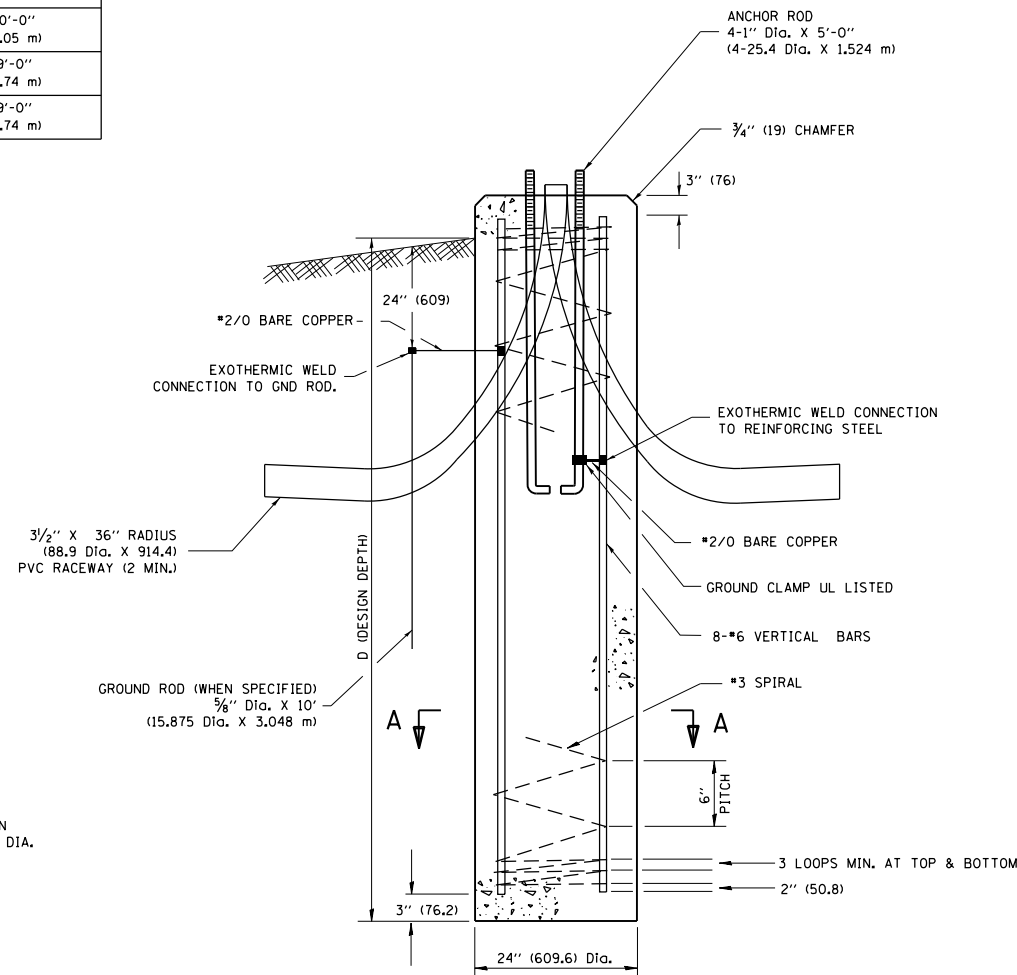
TOP VIEW

NOTES

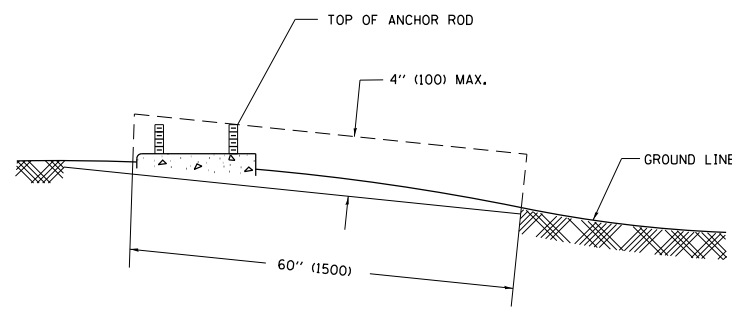
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION,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



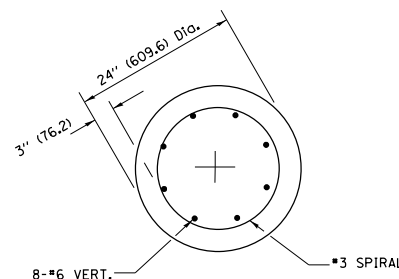
ANCHOR ROD DETAIL



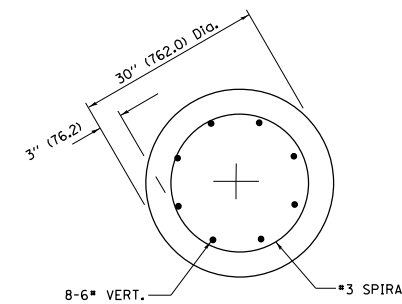
FOUNDATION DETAIL



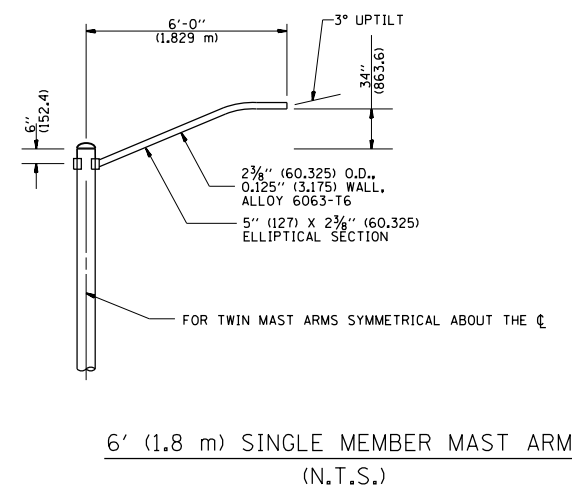
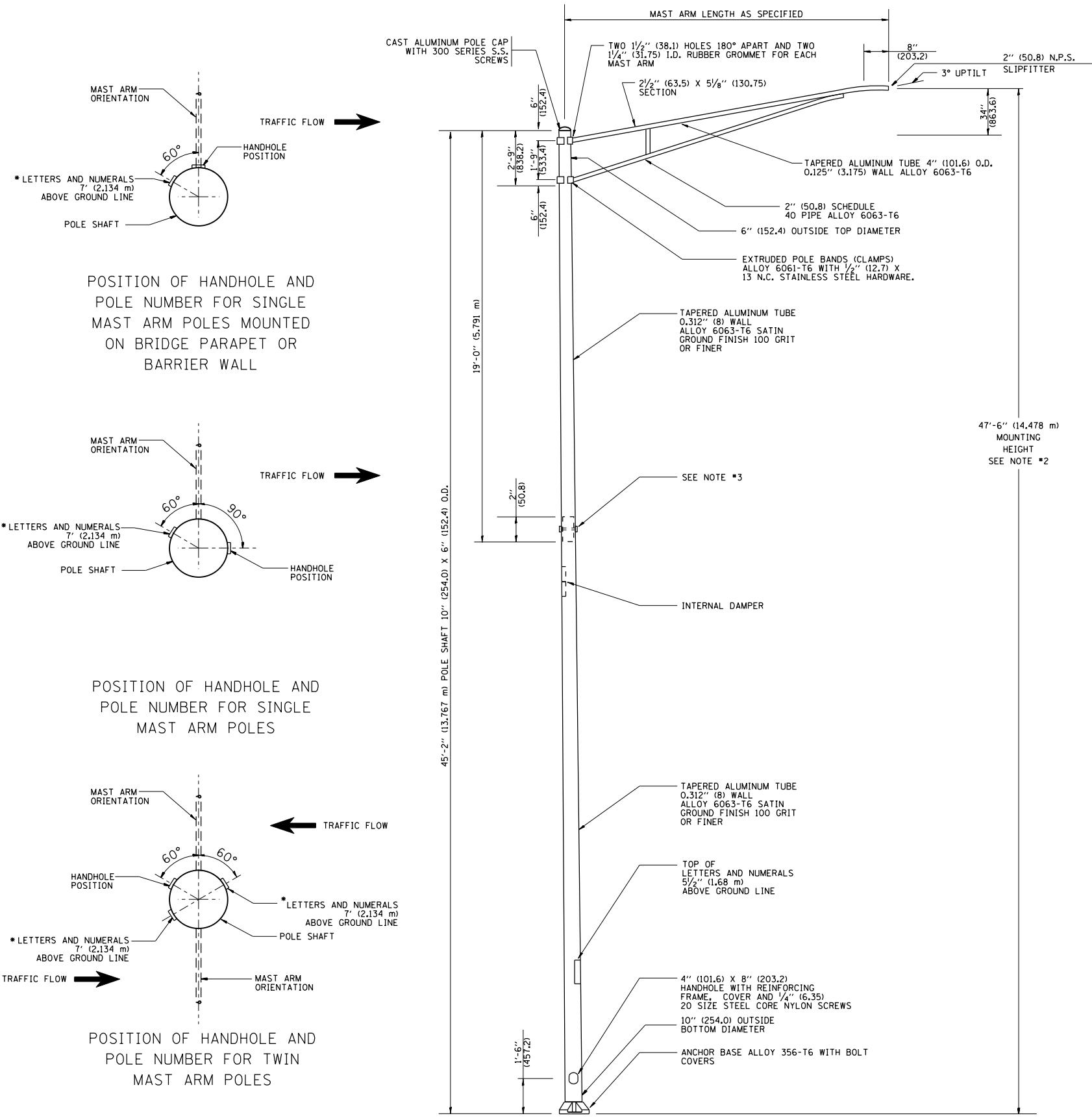
FOUNDATION EXTENSION DETAIL



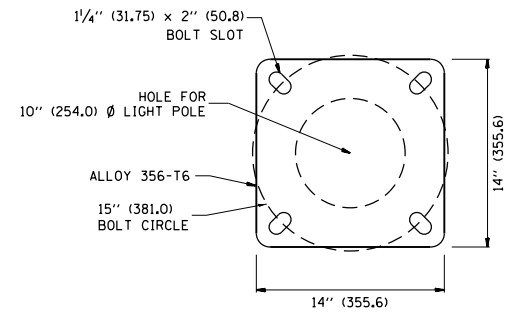
SECTION A-A



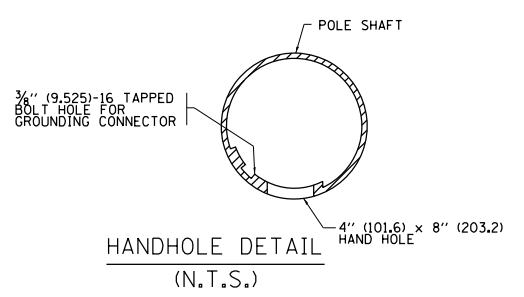
SECTION A-A



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



LIGHT POLE BASE PLATE DETAIL
15 INCH (381.0) BOLT CIRCLE

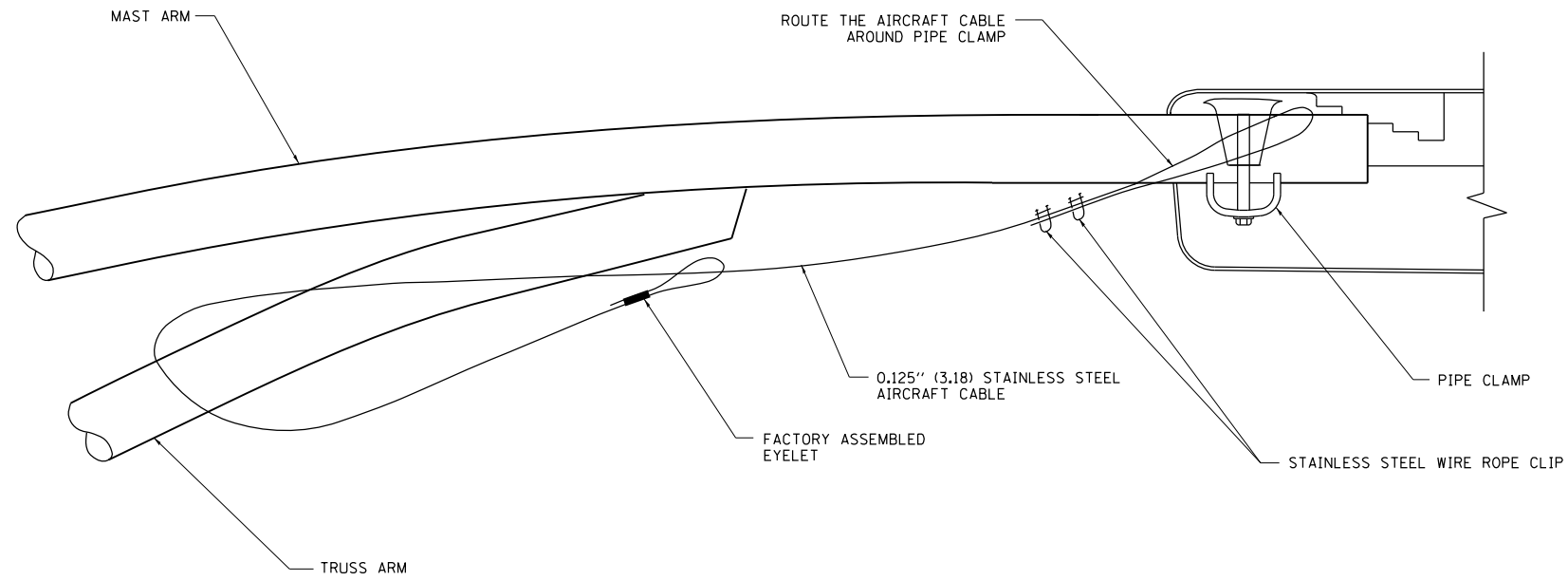


FILE NAME =	USER NAME = bauerdl	DESIGNED -	REVISED - R. TOMSONS 09-06-00
pw\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI4370\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - R. TOMSONS 09-03-03
		DATE -	REVISED - R. TOMSONS 01-18-13
			REVISED -

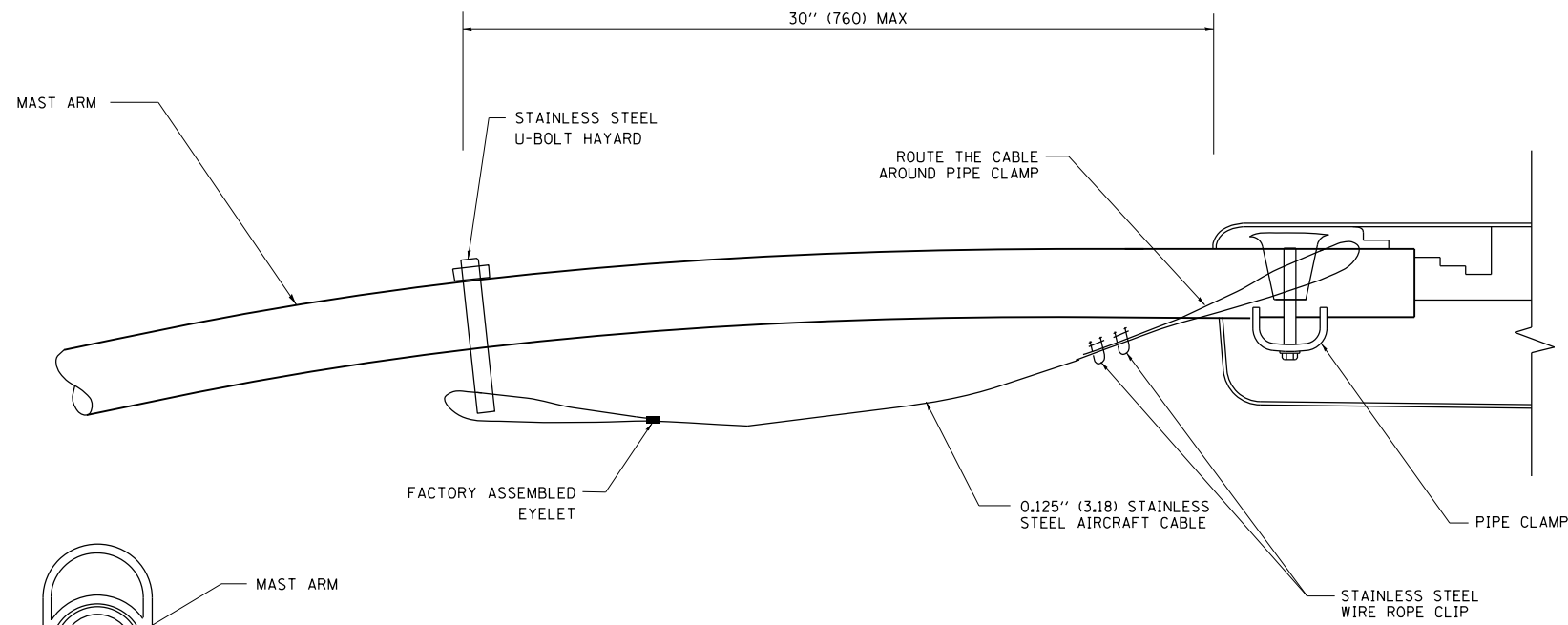
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALUMINUM LIGHT POLE			
47'-6" (14,478 m) MOUNTING HEIGHT			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

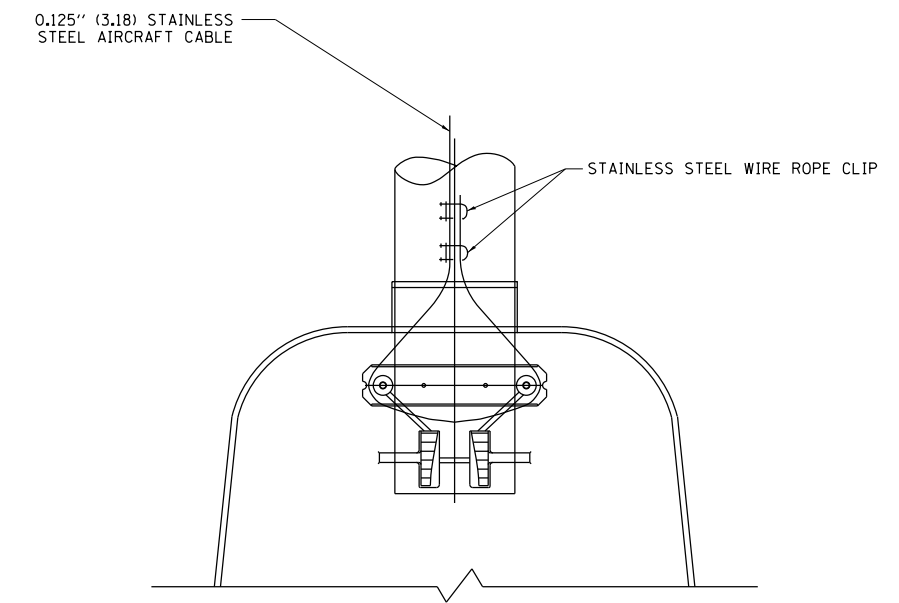
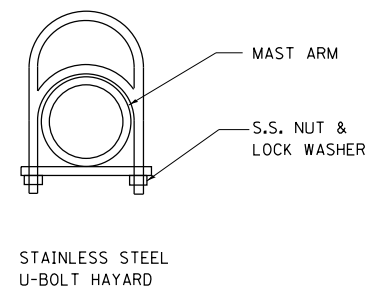
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	47
BE-400		CONTRACT NO. 60W93		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SIDE VIEW (TRUSS ARM)
N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.

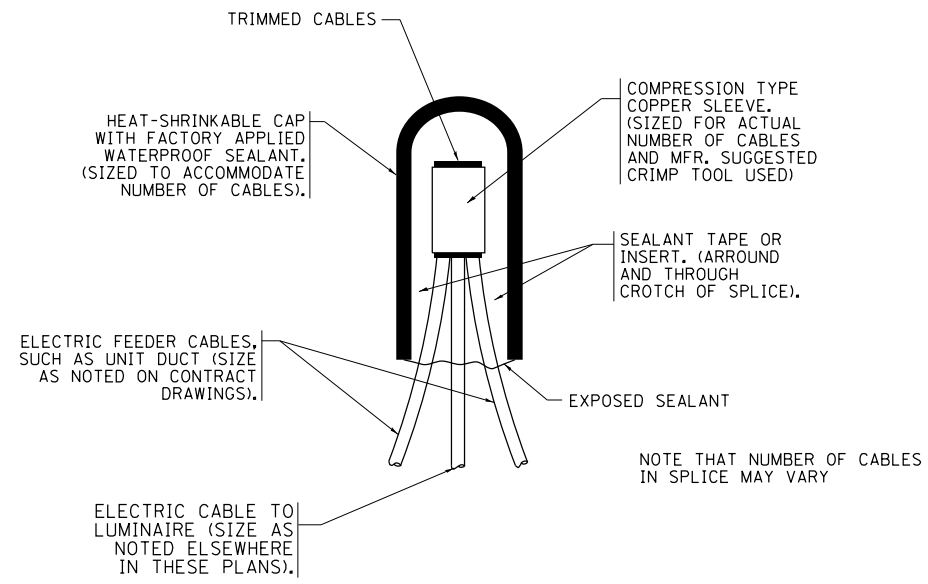


BOTTOM VIEW
N.T.S.

NOTES:

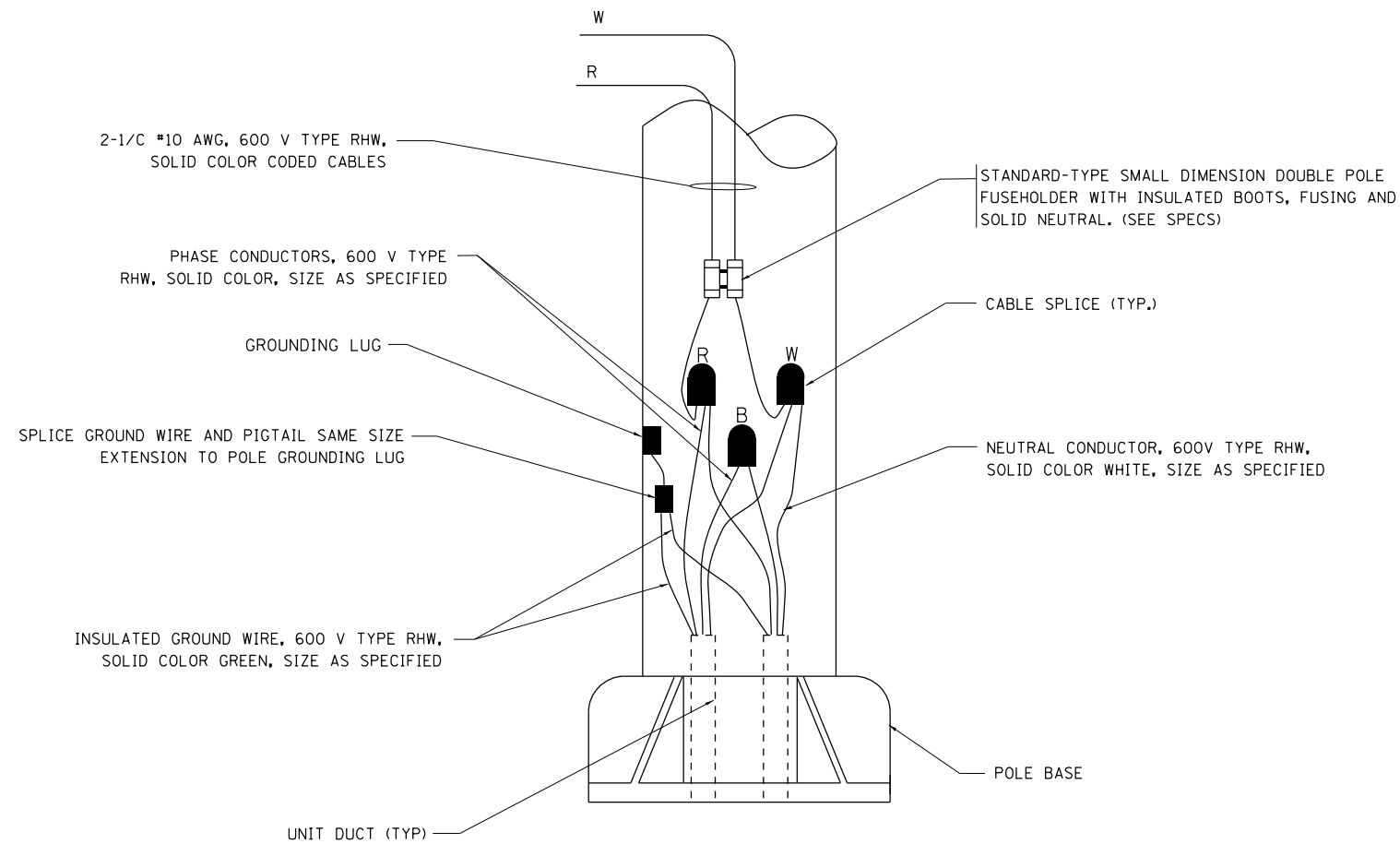
1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LUMINAIRE SAFETY CABLE ASSEMBLY			F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\1437\Drawings\Design\DistStd.dgn		CHECKED -	REVISED -					80	99-4-I-N	WILL	70	48
		PLOT SCALE = 100.0000' / 1in.	REVISED -		BE-701			CONTRACT NO. 60W93				
		PLOT DATE = 12/8/2015	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



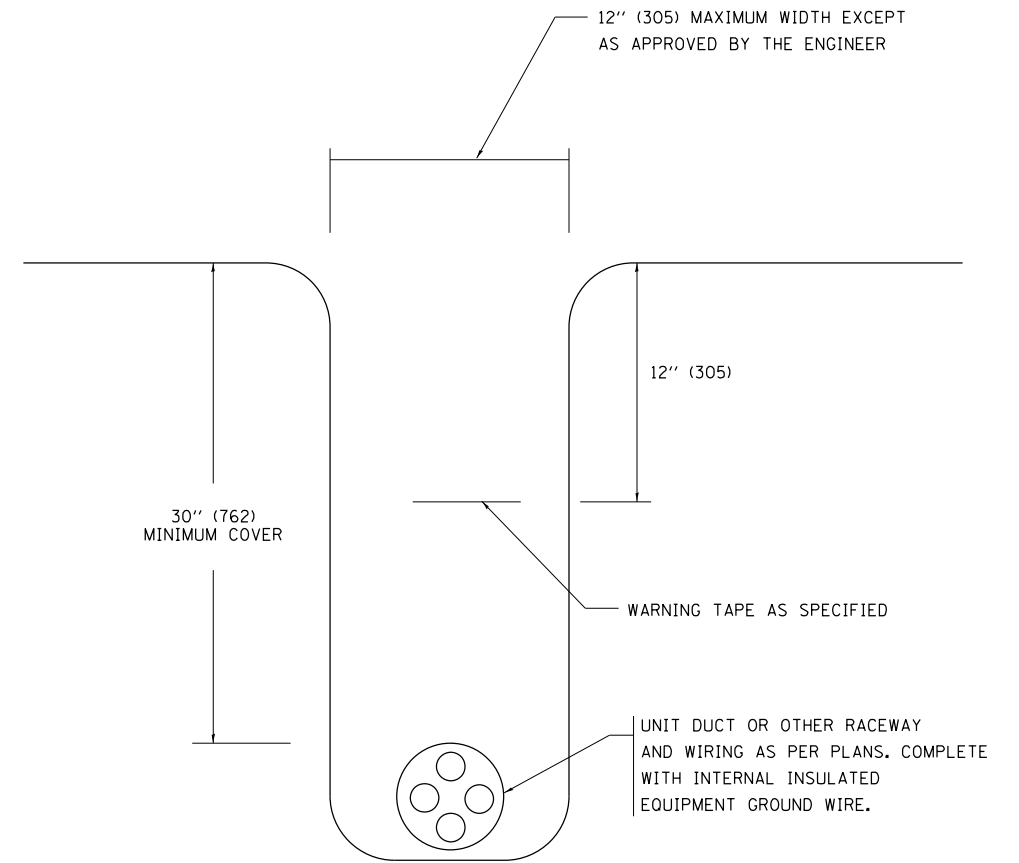
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

N.T.S.

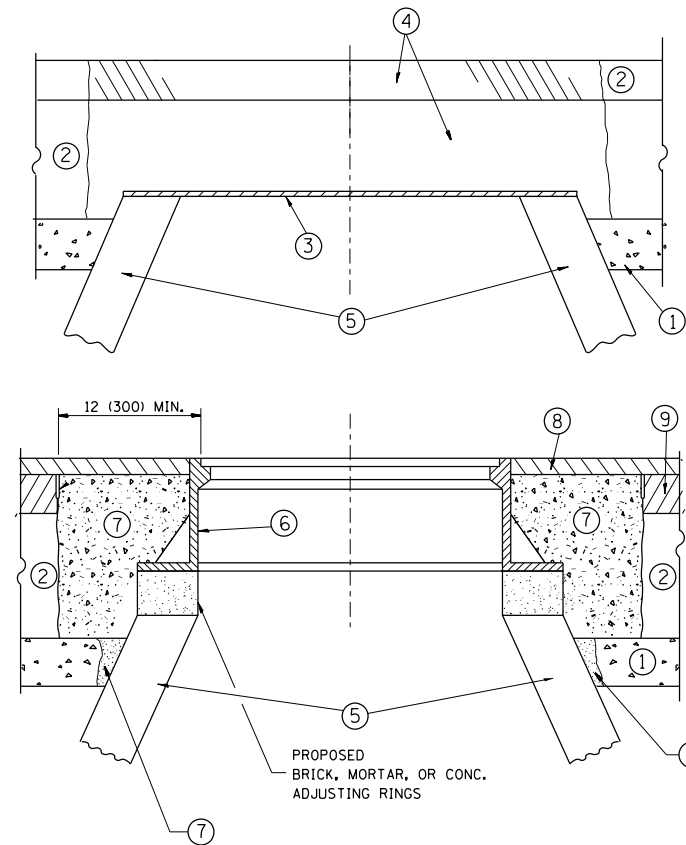
FILE NAME =	USER NAME = l1s2krf	DESIGNED -	REVISED - 08-08-03
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\Design\DistStd.dgn		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISC. ELECTRICAL DETAILS
SHEET A**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	49
BE-702			CONTRACT NO. 60W93	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

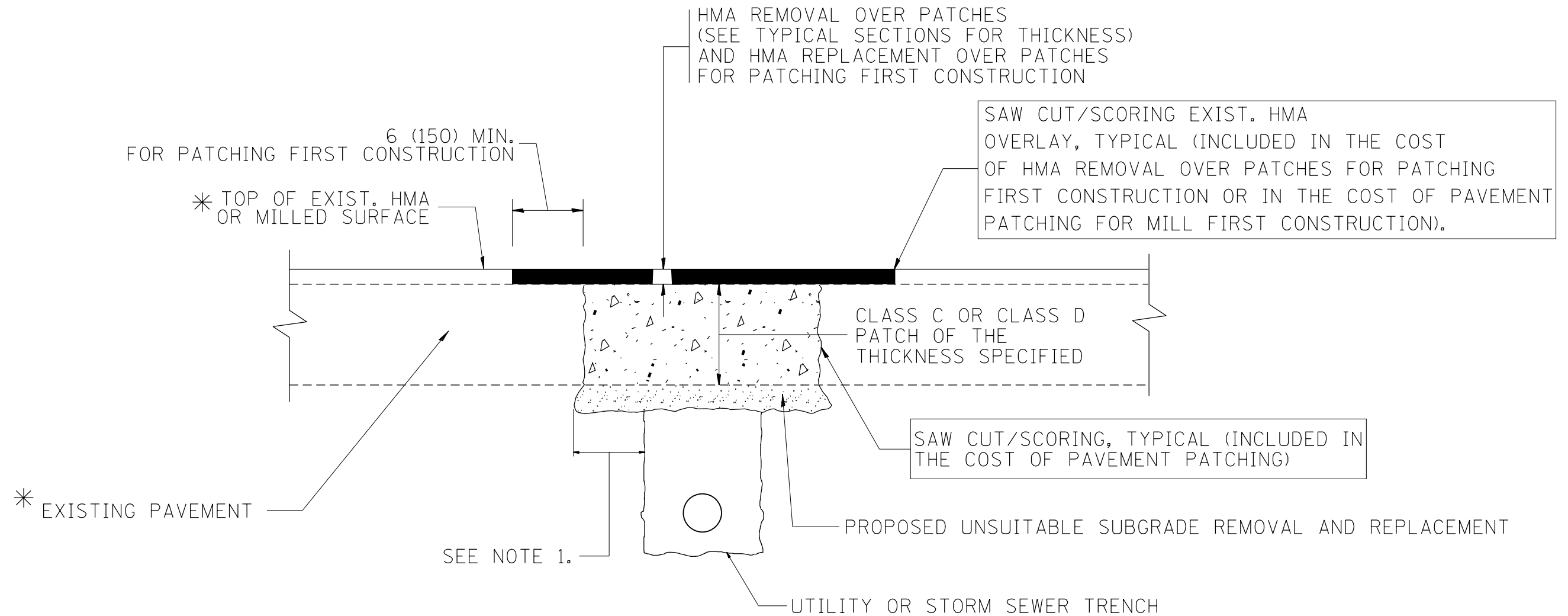
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = lszekrf	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
pw\11084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\14370\Drawings\Design\DistStd.dgn			REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/8/2015	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	50
BD600-03 (BD-8)			CONTRACT NO. 60W93	
<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME =	USER NAME = lszekrf	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\ill084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI4370\Drawings\Design\DistStd.dgn	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 01-01-07					80	99-4-I-N	WILL	70	51
	PLOT DATE = 12/8/2015	DATE - 10-25-94	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 60W93				
			REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)
1/4" (5) **

18" (450) MAX.

3" (75) MIN.

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

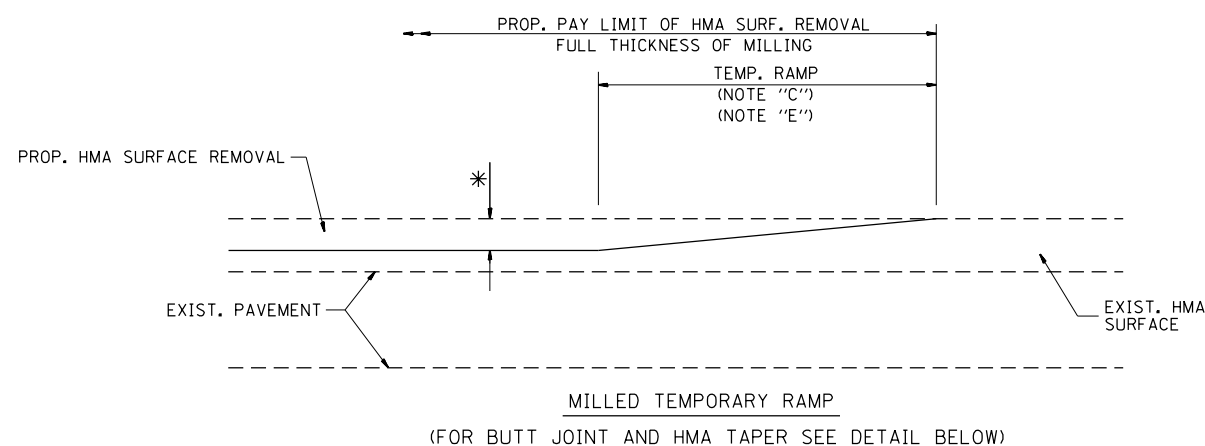
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

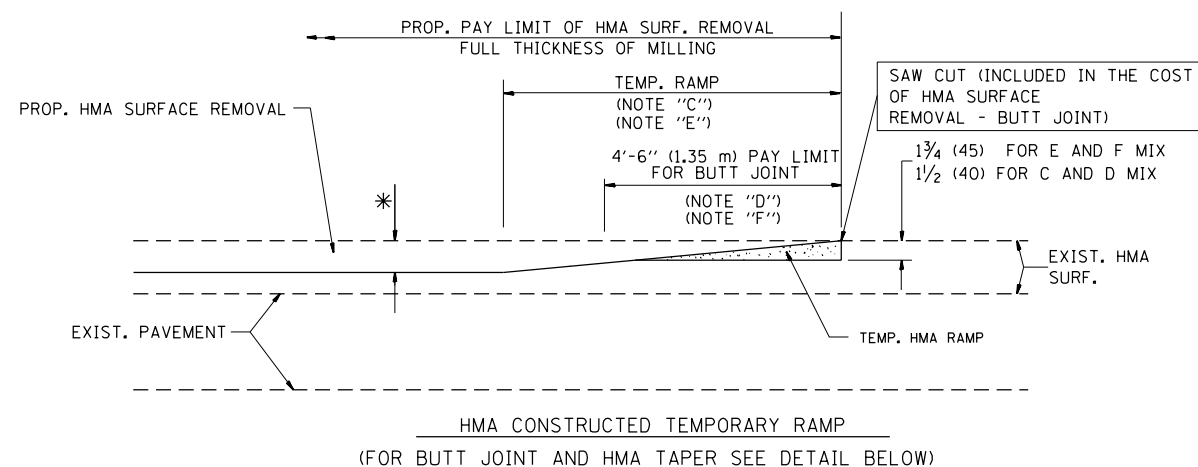
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = l1szekrf	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\l\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\1437\Drawings\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97					80	99-4-I-N	WILL	70	52
PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED - M. GOMEZ 01-22-01			BD600-06 (BD-24)			CONTRACT NO. 60W93				
PLOT DATE = 12/8/2015	DATE - 03-11-94	REVISED - R. BORO 12-15-09			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

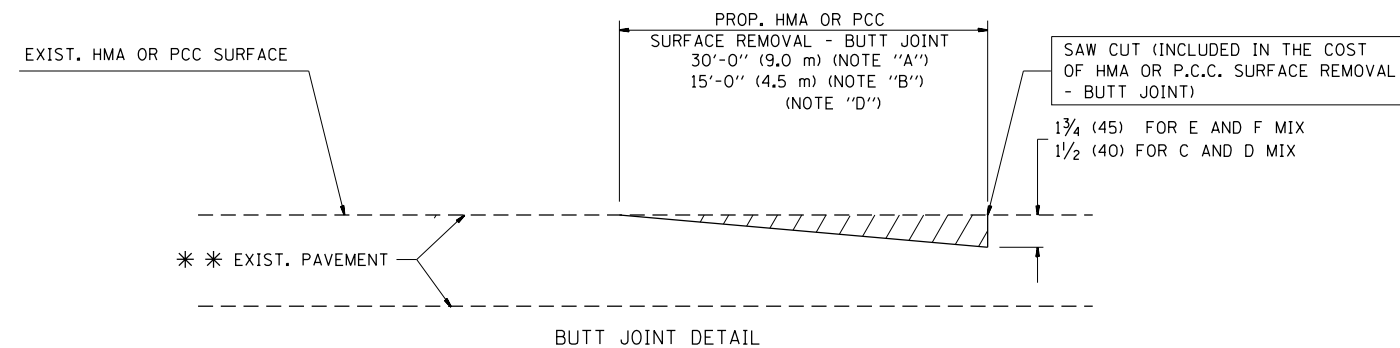


OPTION 1

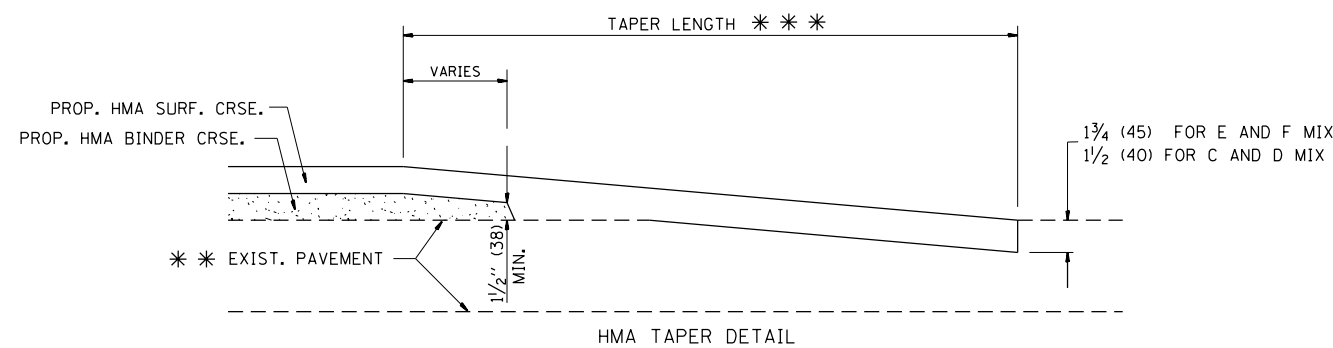


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

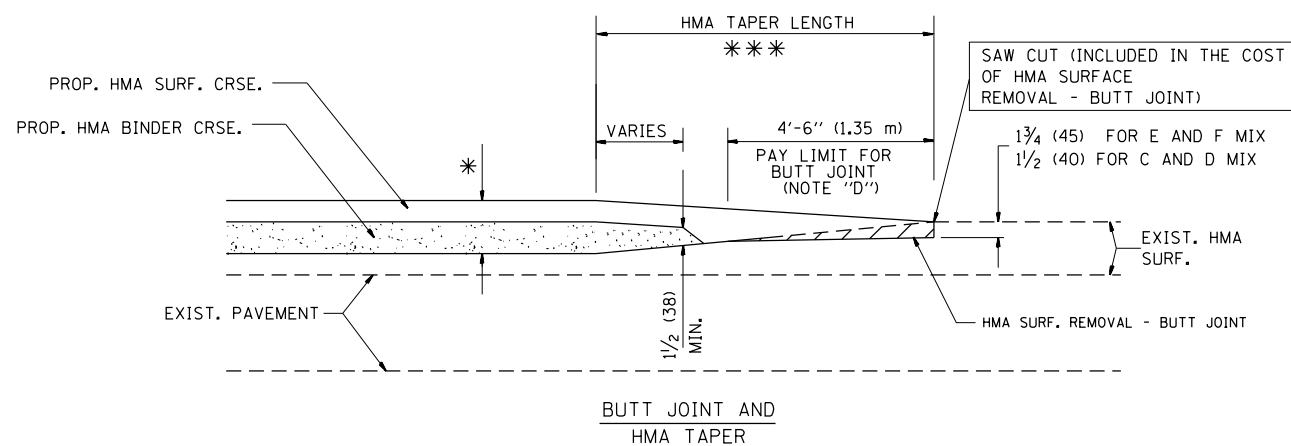
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

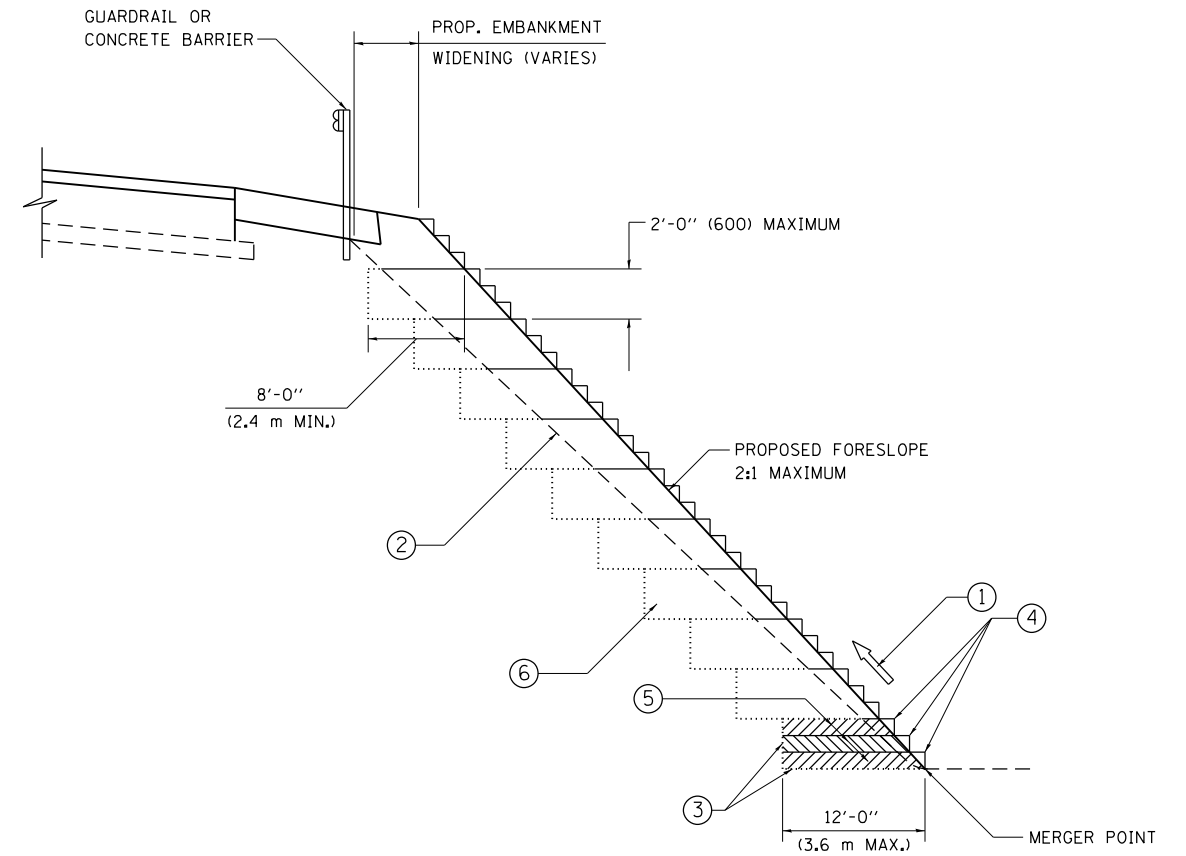
FILE NAME =	USER NAME = lszekrf	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
p:\11\084EBIDINTEG.illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\14370\Drawings\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 12/8/2015	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	53
BD400-05 BD32		CONTRACT NO. 60W93		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

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

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

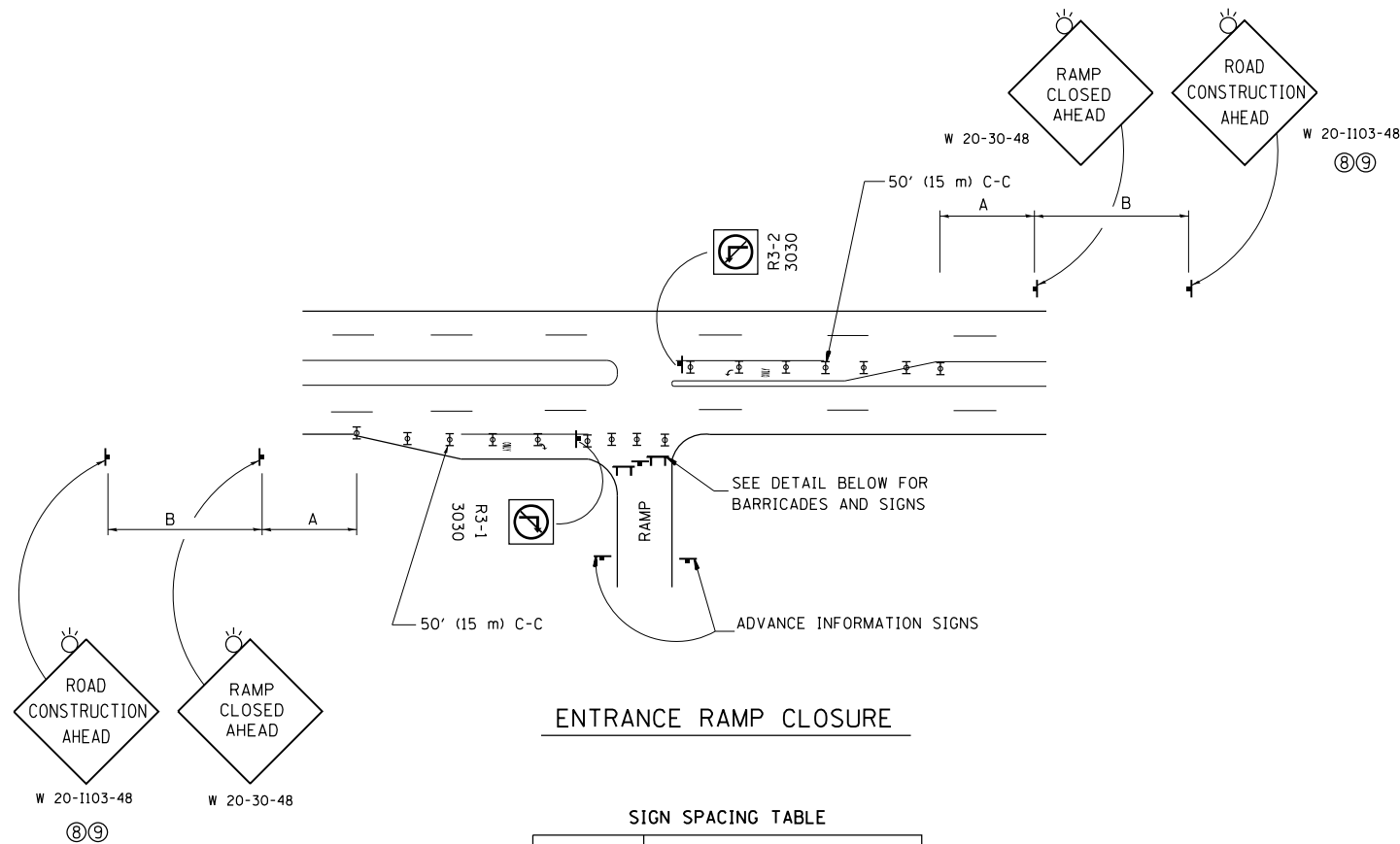
FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -
p:\11\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\Design\CAD\Std.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 12/8/2015	DATE - 06-16-04	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BENCHING DETAIL
FOR EMBANKMENT WIDENING**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	54
BD-51			CONTRACT NO. 60W93	
ILLINOIS FED. AID PROJECT				

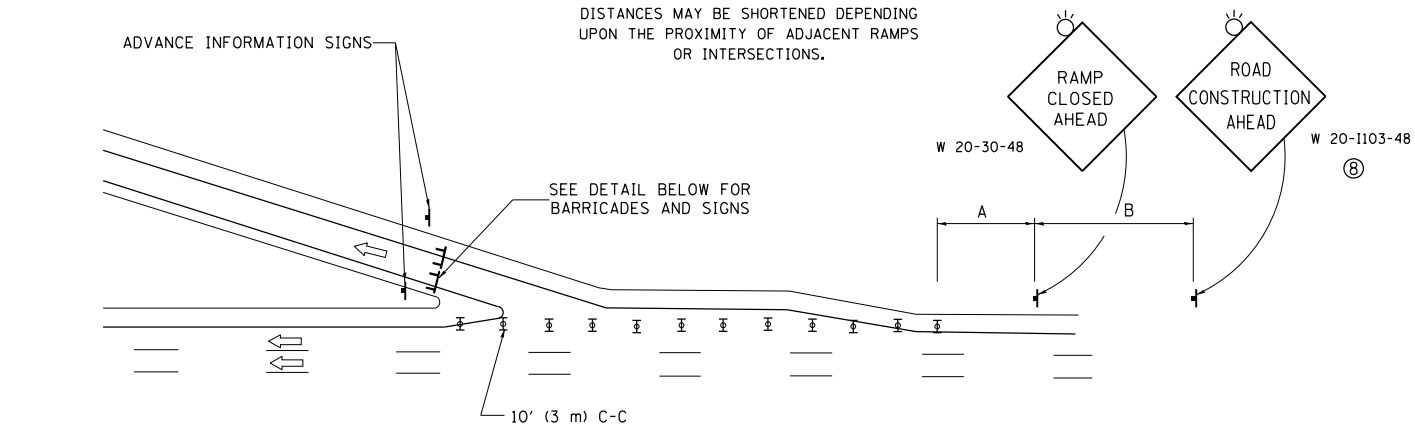


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

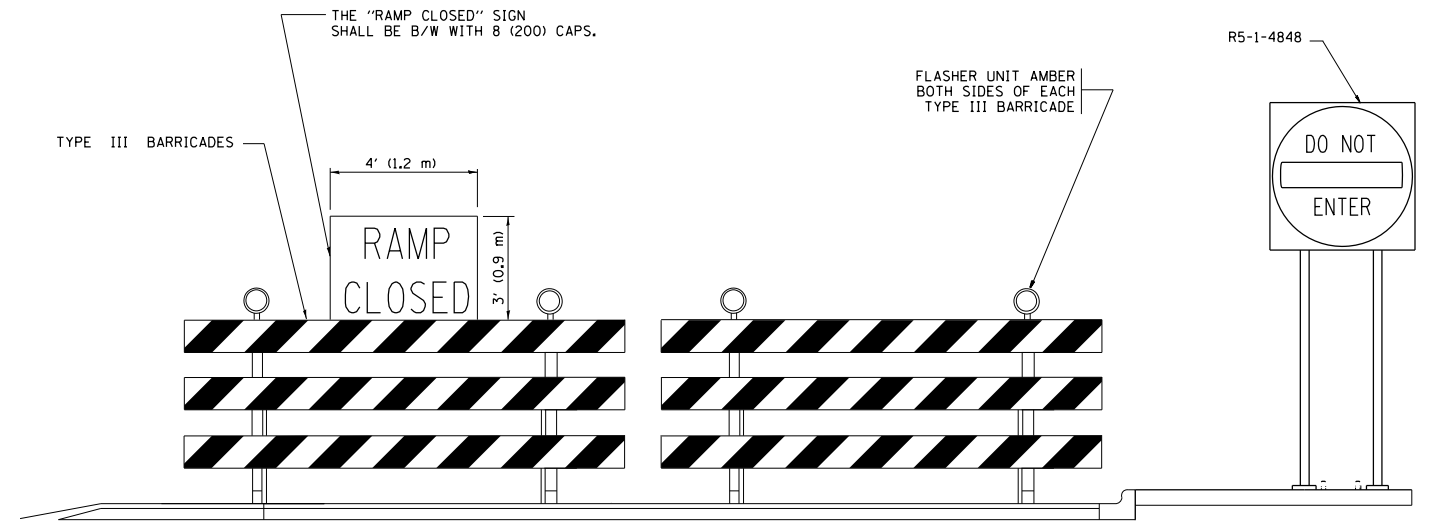
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

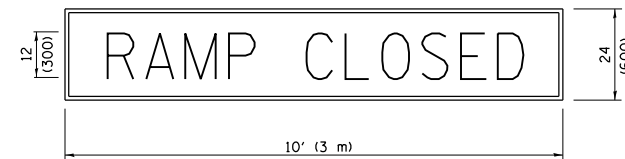
SYMBOLS

- ⊥ TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ⊓ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

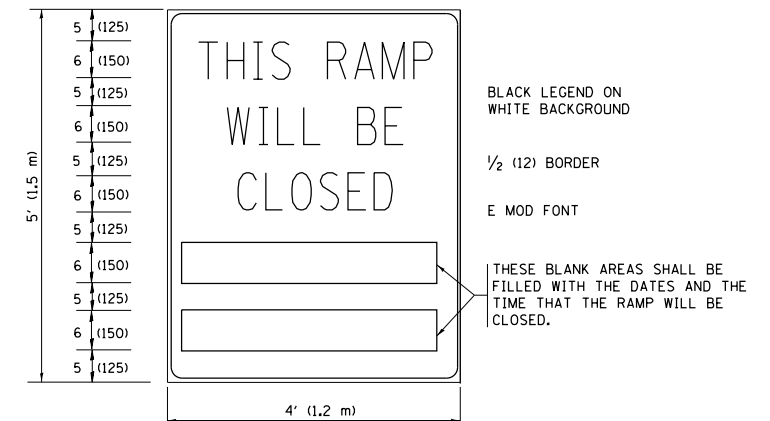
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

1/2 (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

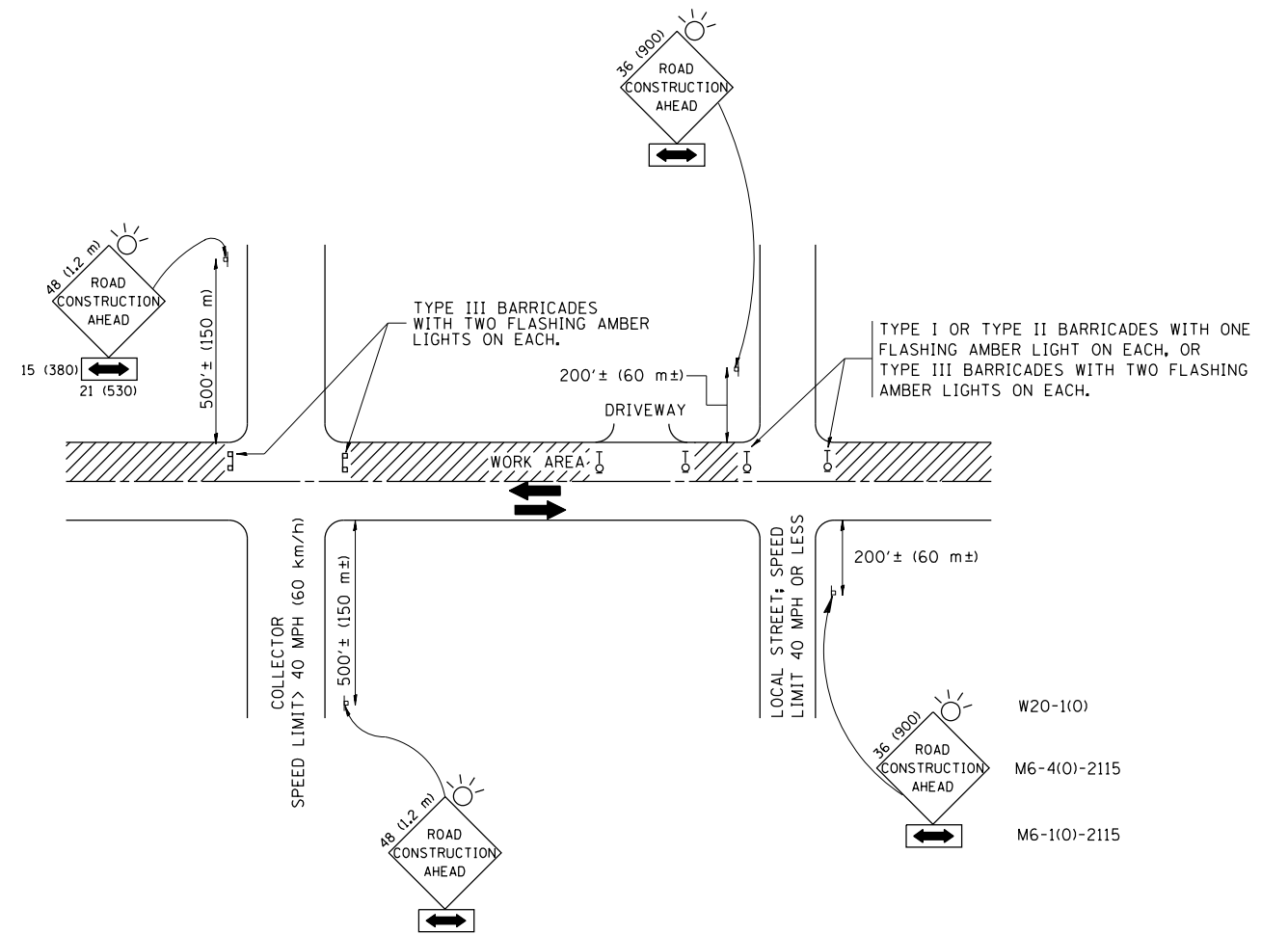
FILE NAME =	USER NAME = bauerdl	DESIGNED - DWS	REVISED - JAF 02-06
pw\l\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P1437\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - SPB 01-07
		DATE - 02-83	REVISED - SPB 12-09
			REVISED - MD 06-13

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	55
TC-08		CONTRACT NO. 60W93		
FED. ROAD DIST. NO. 1 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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

b) 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.

3. 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.

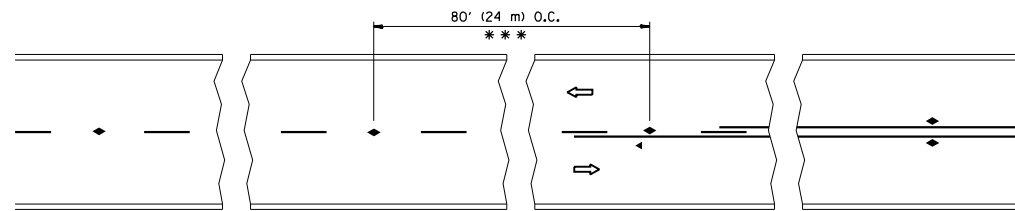
FILE NAME =	USER NAME = l1szekrf	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
p:\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P14370\Drawings\Design\DistStd.dgn			REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 12/8/2015	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	56
TC-10			CONTRACT NO. 60W93	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

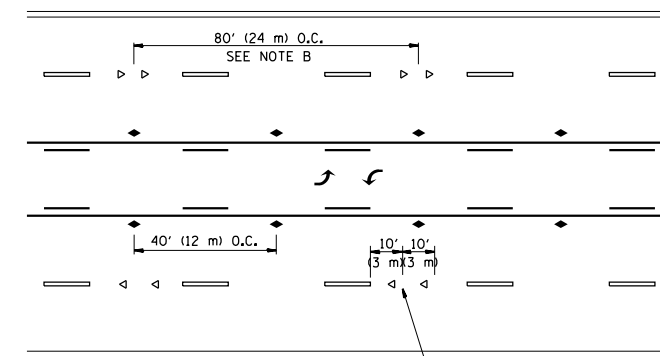


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

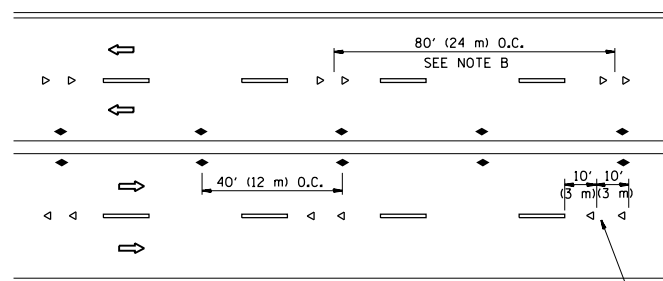
TWO-LANE/TWO-WAY



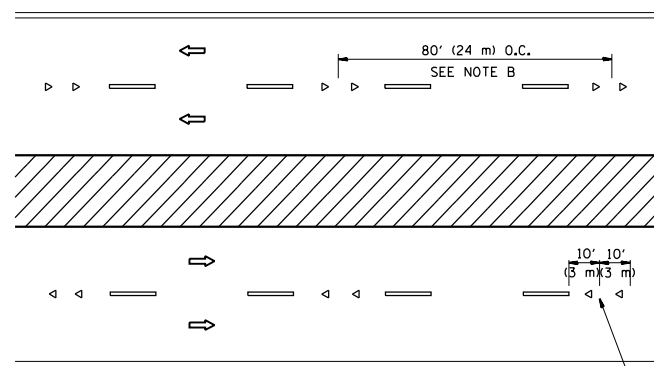
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

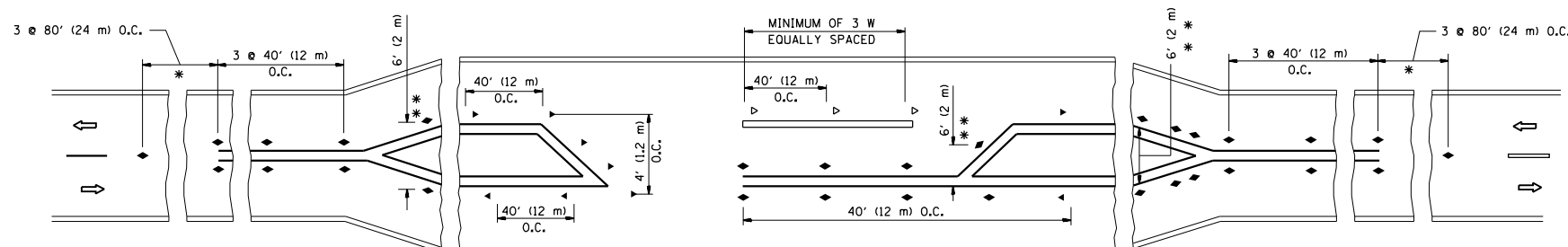
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

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

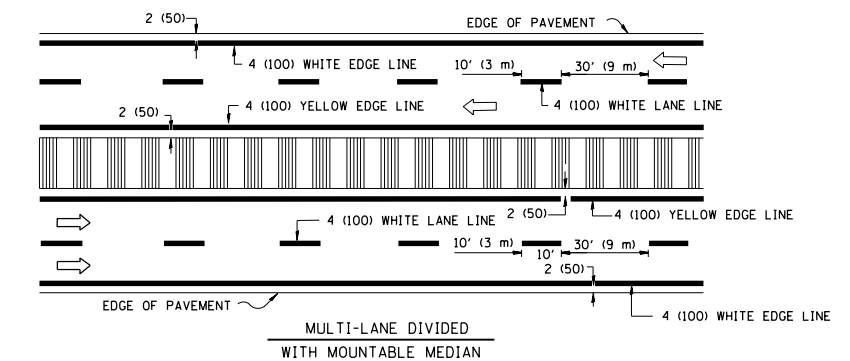
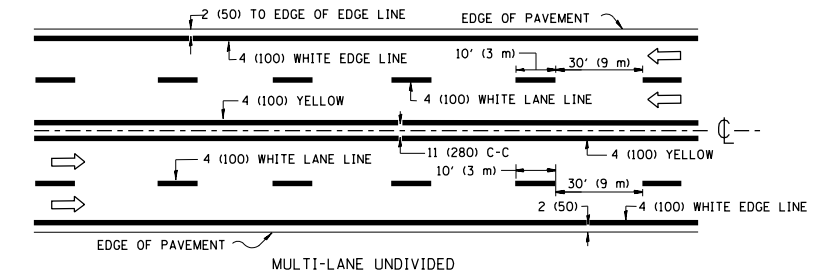
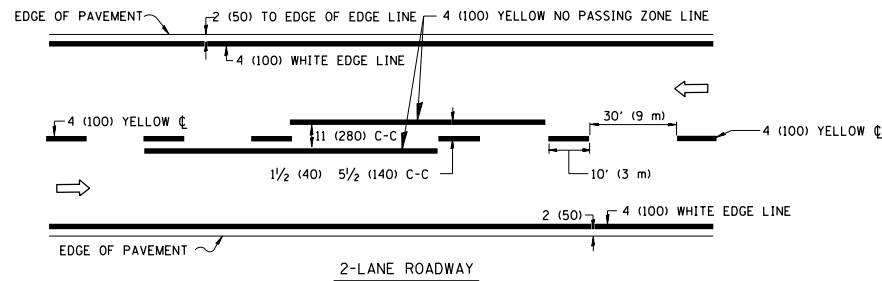
FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
pw:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\P14370\Drawings\Design\DistStd.dgn		CHECKED -	REVISED - T. RAMMACHER 03-12-99
		DATE -	REVISED - T. RAMMACHER 01-06-00
			REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

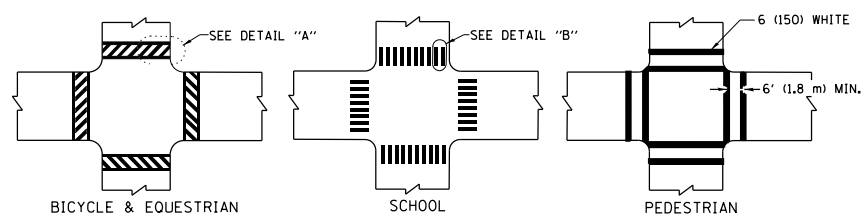
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	57
TC-11		CONTRACT NO. 60W93		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

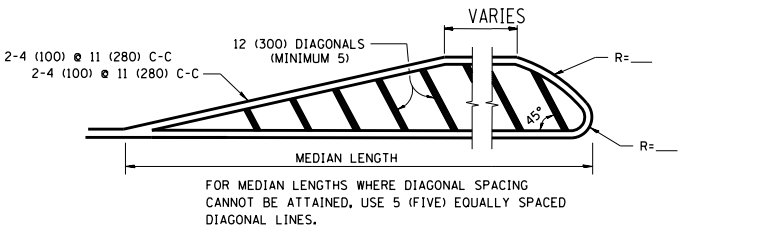
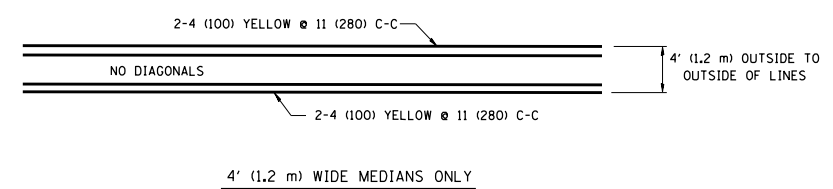


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

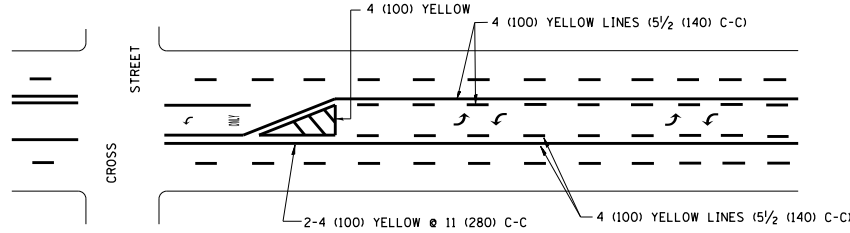


TYPICAL CROSSWALK MARKING

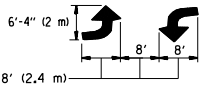


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

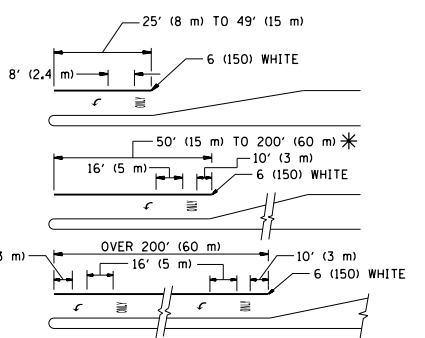


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

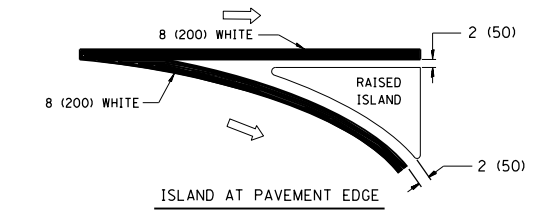
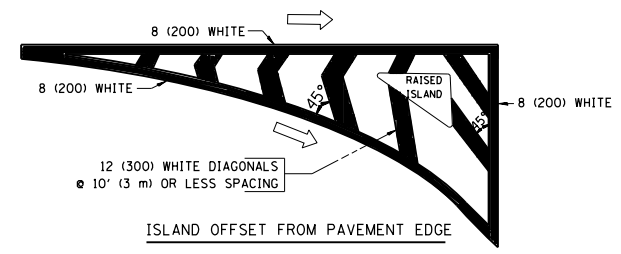


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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



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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=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.

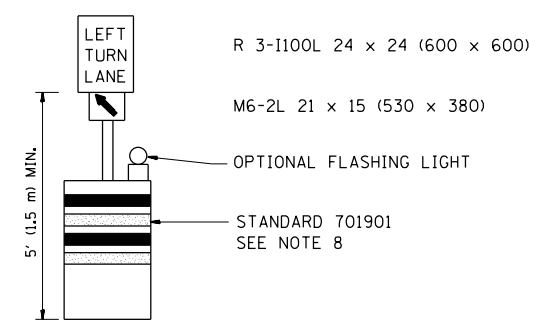
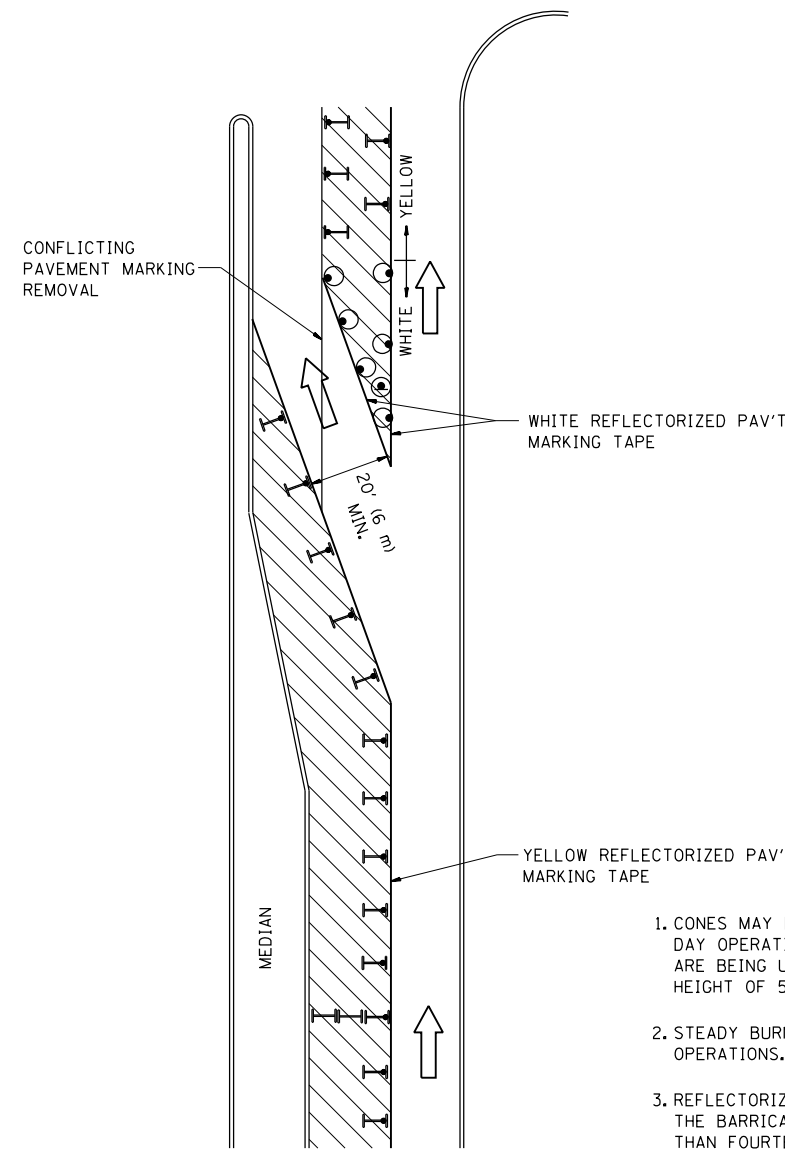
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = l1szekrf	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
pw\11\084EBIDINTEG.11\inois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\PI437\084EBIDINTEG\DistStd.dgn		CHECKED -	REVISED -C. JUCIUS 09-09-09
	PLOT SCALE = 100.0000' / 1in.	DATE - 03-19-90	REVISED -
	PLOT DATE = 12/8/2015		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	58
TC-13		CONTRACT NO. 60W93		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

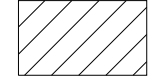







GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

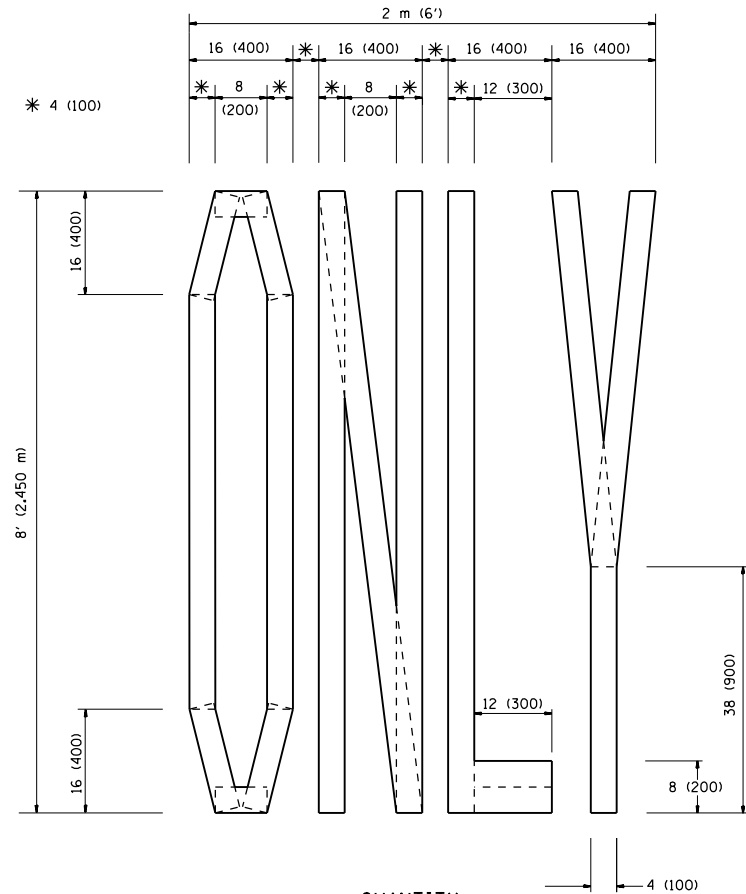
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = llszkrf	REVISED -T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\P14370\REVISED\Design\HOUSEH\07-07-95		REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED -T. RAMMACHER 01-06-00	REVISED -
	PLOT DATE = 12/8/2015		

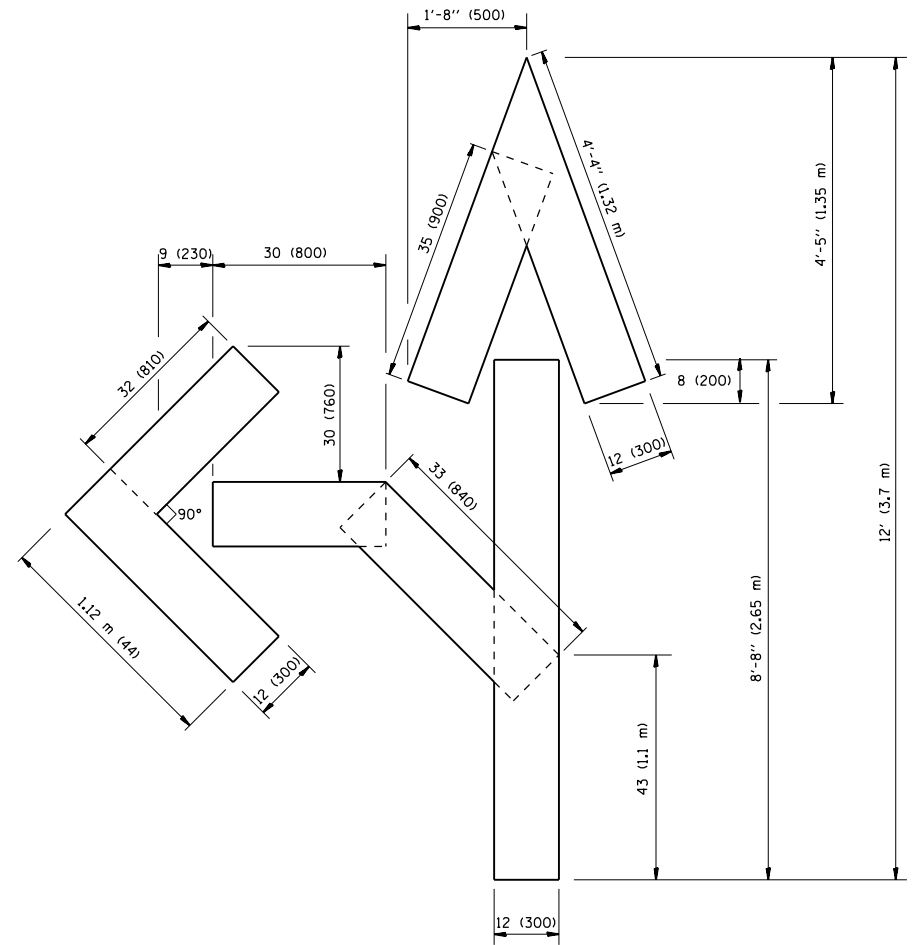
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

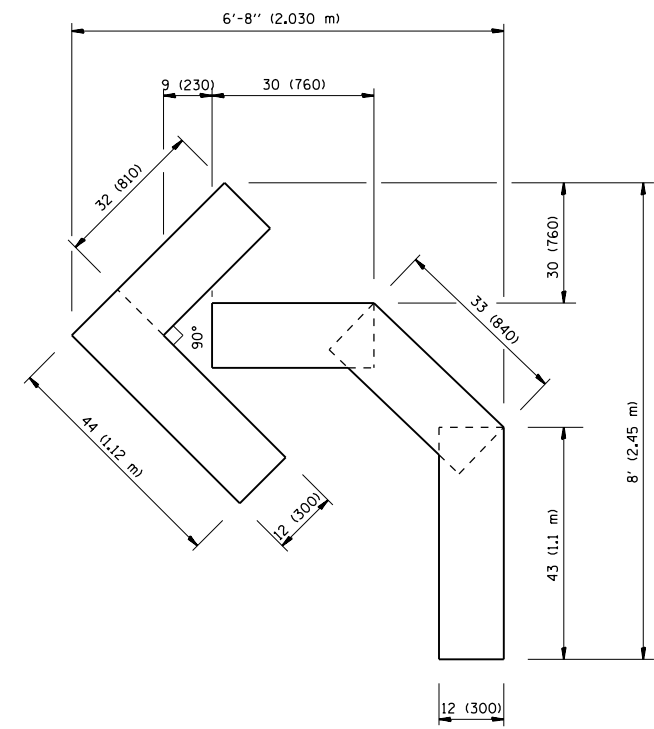
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	59
TC-14			CONTRACT NO. 60W93	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 64.1 ft. (19.7 m)
 21.1 sq. ft. (1.97 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.39 sq. m)

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

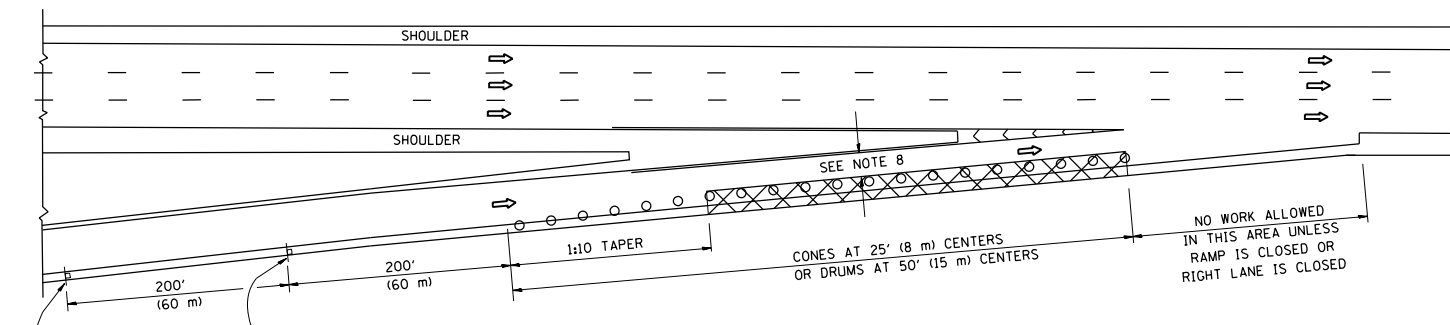
FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -T. RAMMACHER 06-05-96
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\DistStd.dgn		DRAWN -	REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 12/8/2015	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

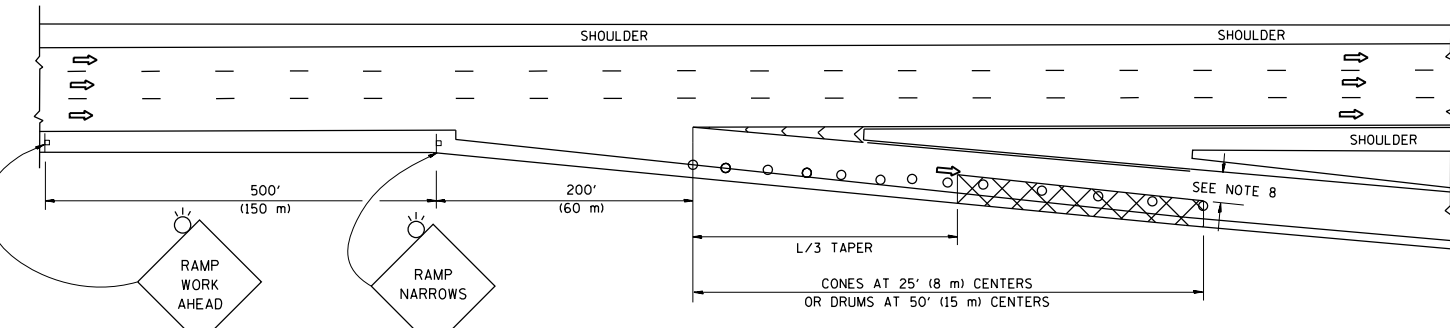
PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-I-N	WILL	70	60
TC-16			CONTRACT NO. 60W93	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

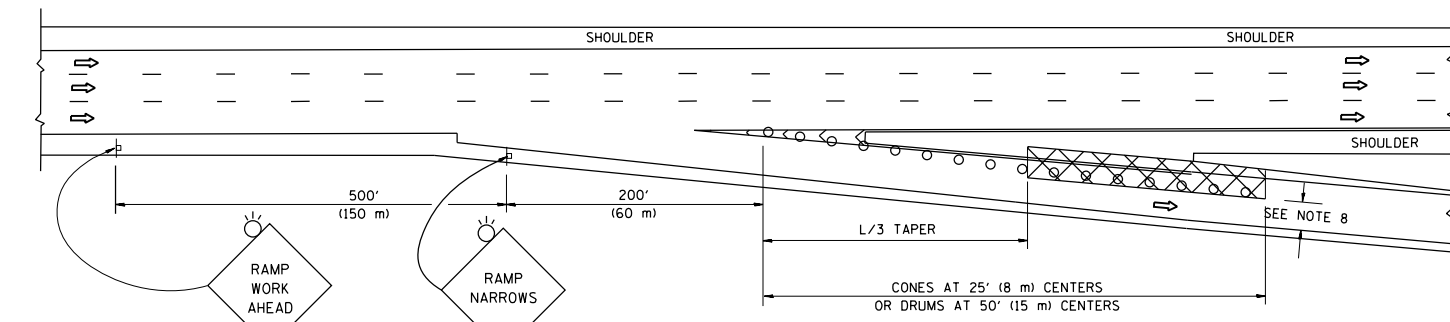
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

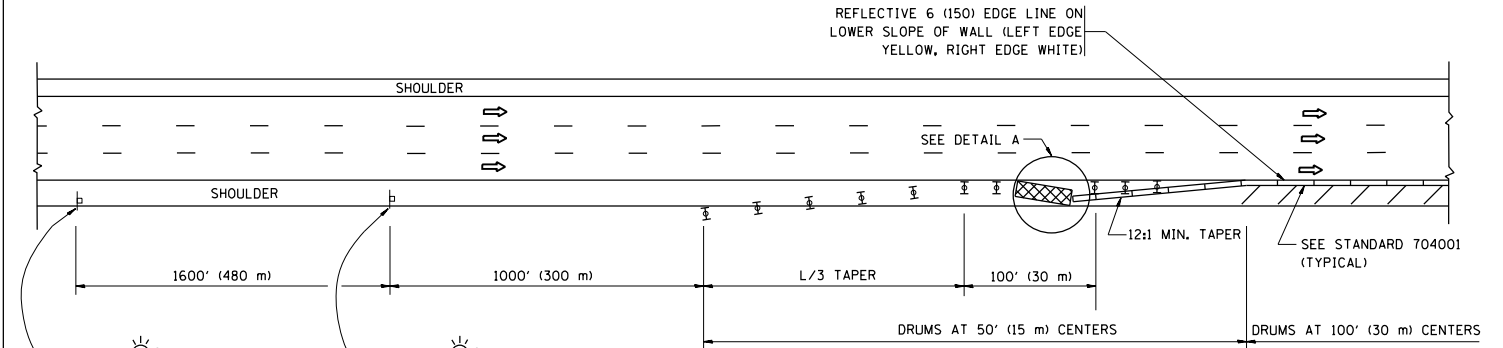
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

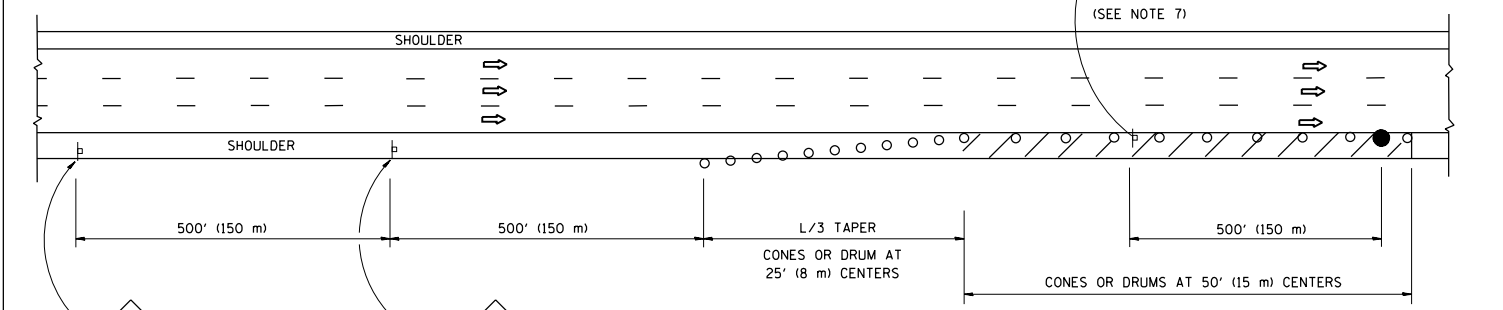
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH L=0.65(W)(S) L=(W)(S)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

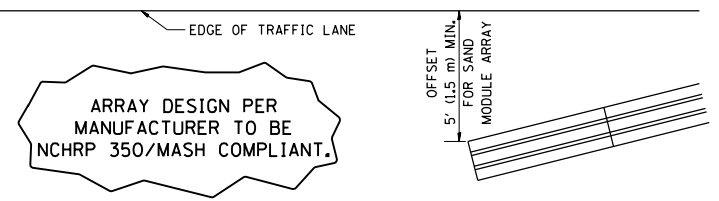


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

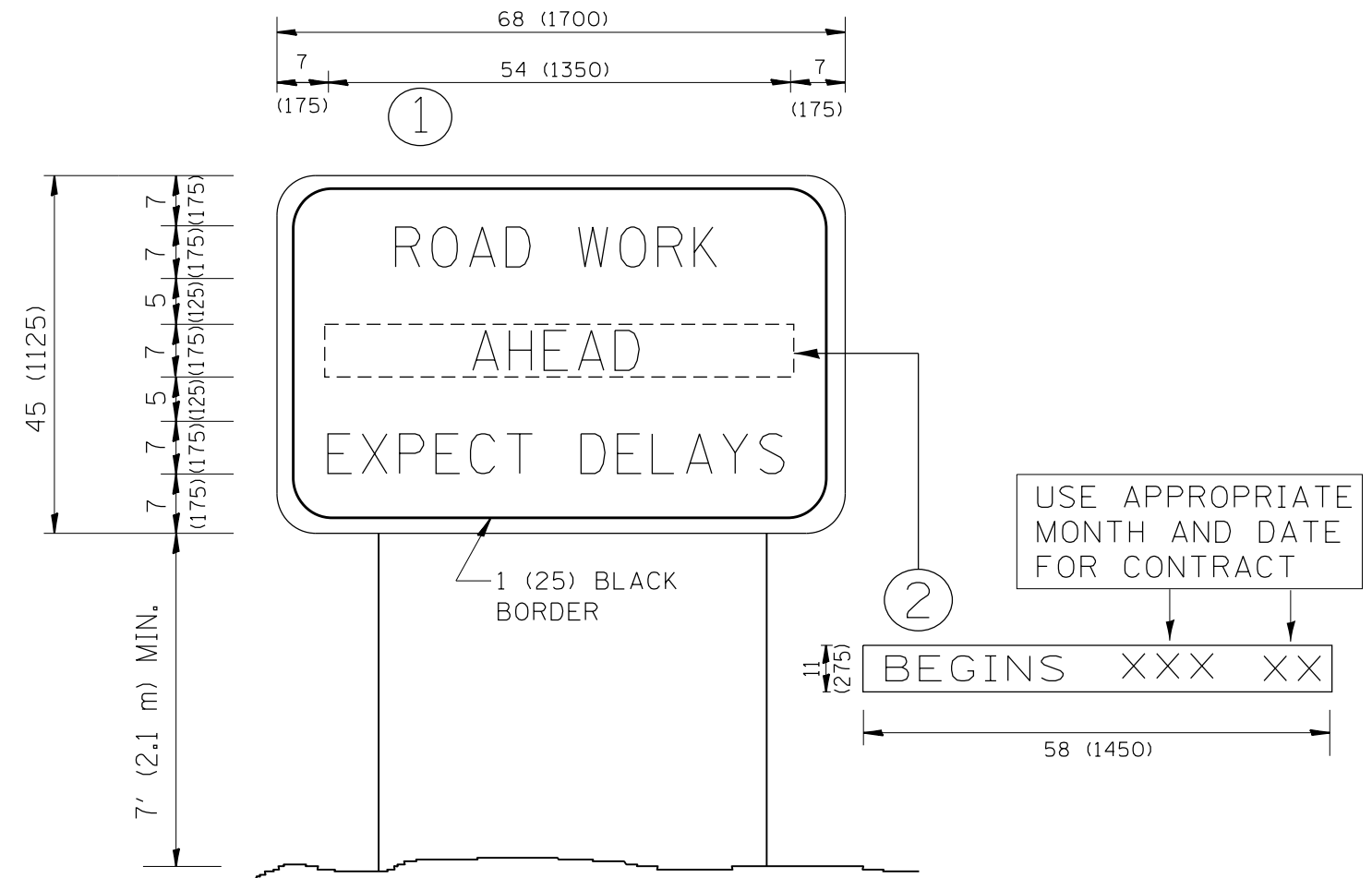


DETAIL "A"
 IMPACT ATTENUATOR, TEMPORARY
 (SEE NOTE 5)

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
 16' MIN. WIDTH CURVE SECTION.

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

FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\Design\DWG\Std.dgn	PLLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - S.P.B. 01-07			80	99-4-I-N	WILL	70	61
PLLOT DATE = 12/8/2015	DATE - 11-96	REVISED -	REVISED - S.P.B. 12-09			TC-17		CONTRACT NO. 60W93		
		REVISED -	REVISED - M.D. 06-13			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	



NOTES:

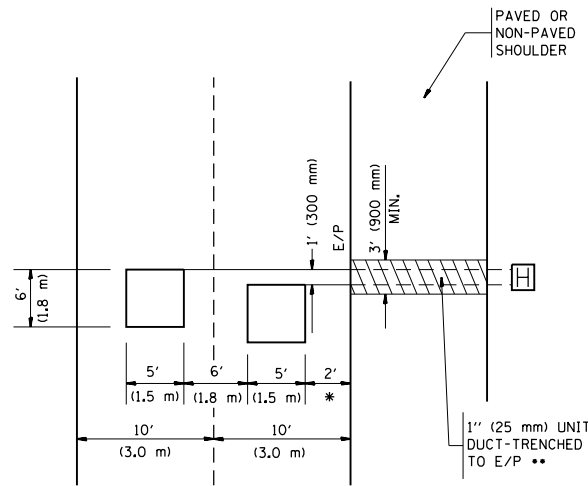
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

FILE NAME =	USER NAME = llszekrf	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\P14370\Drawings\Design\DistStd.dgn		DRAWN	REVISED - R. MIRS 12-11-97			80	99-4-I-N	WILL	70	62
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99				TC-22		CONTRACT NO. 60W93		
PLOT DATE = 12/8/2015	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

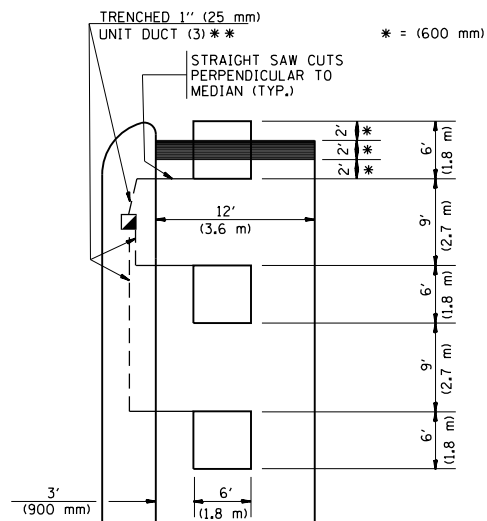


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

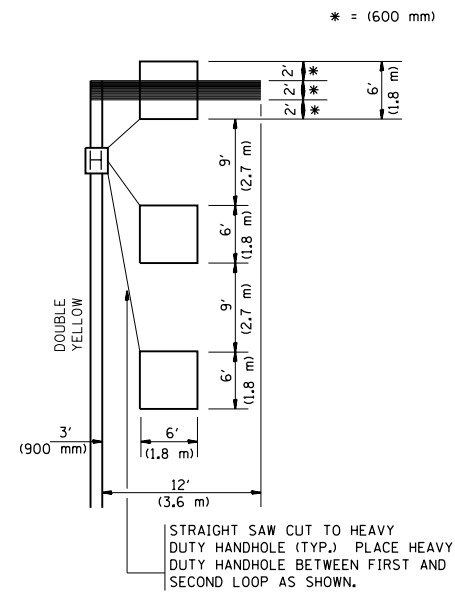
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

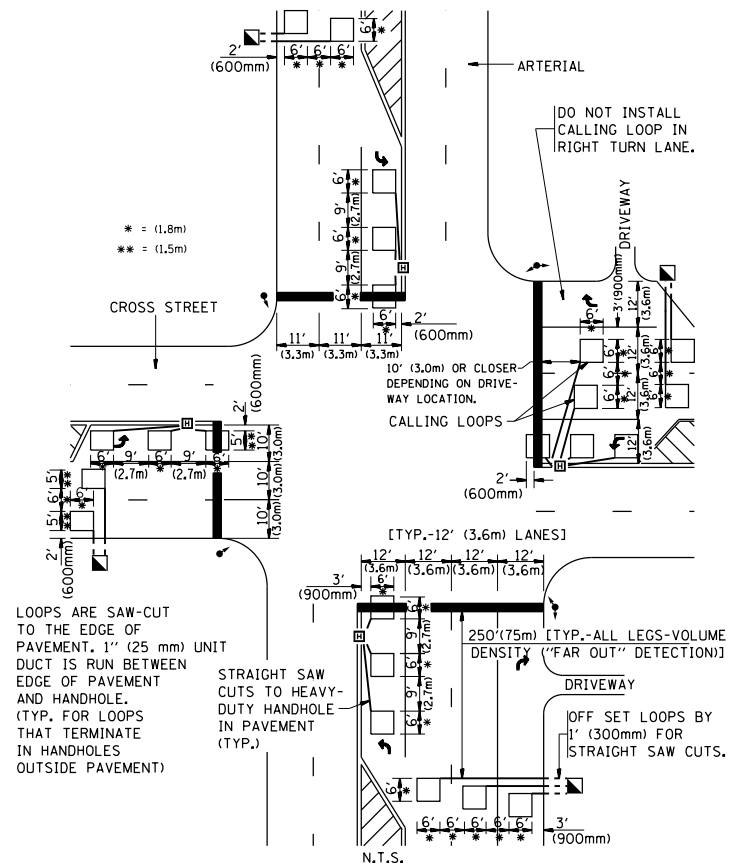
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



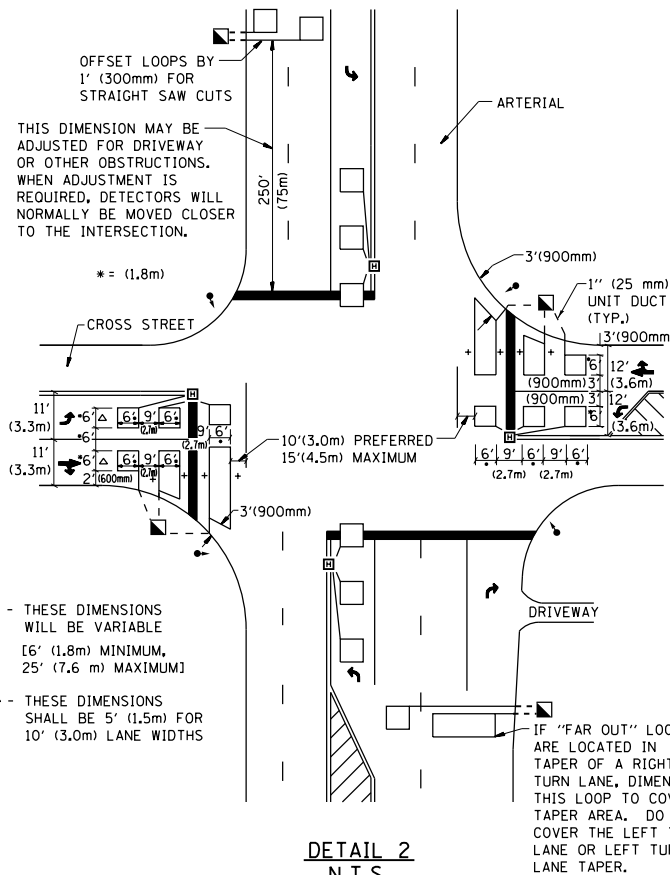
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

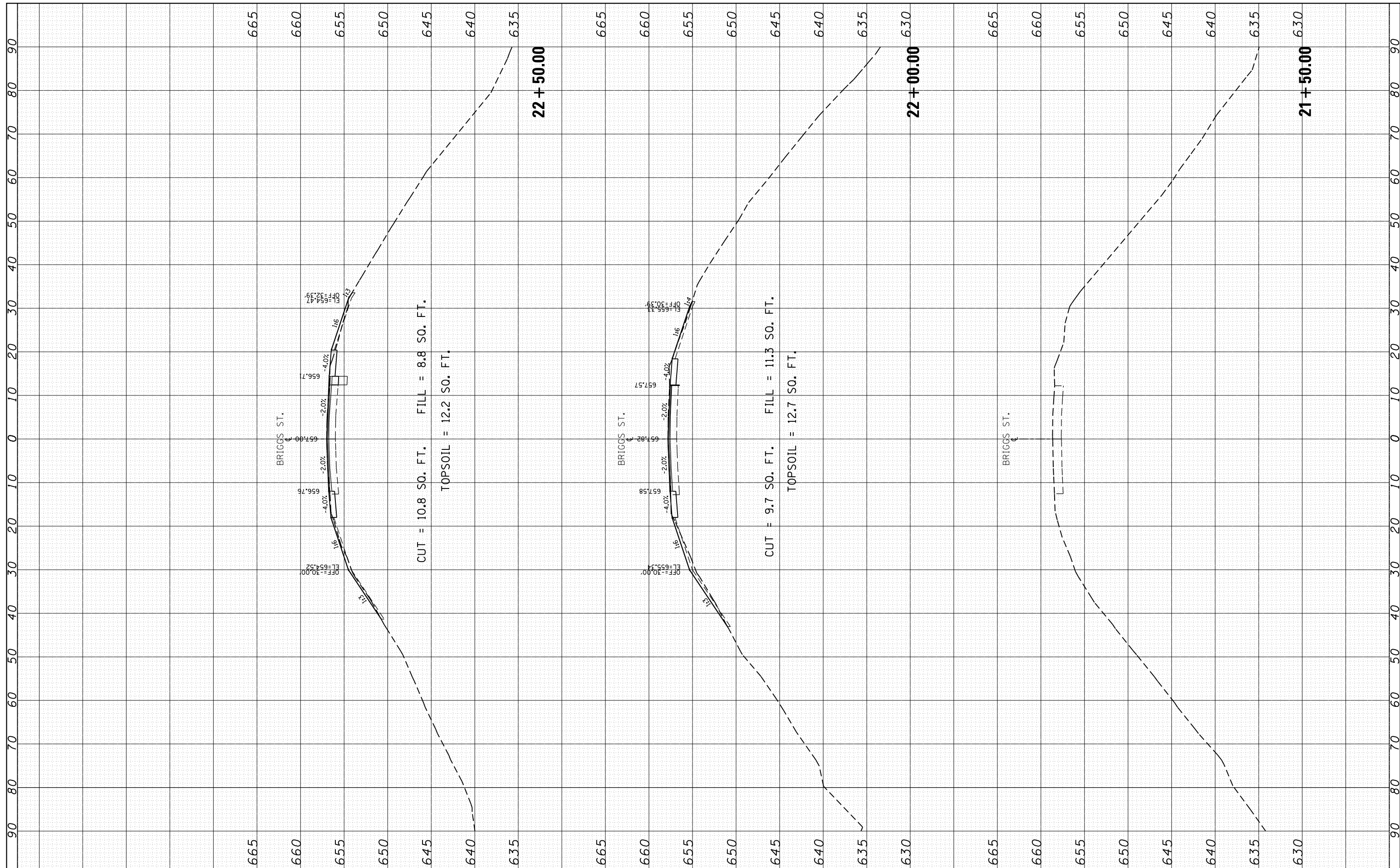
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME =	USER NAME = l1szekrf	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\PI4370\Drawings\Design\DistStd.dgn		CHECKED - R.K.F.	REVISED -				80	99-4-I-N	WILL	70	63
PLOT SCALE = 100.0000' / 1".		DATE -	REVISED -				TS-07			CONTRACT NO. 60W93	
PLOT DATE = 12/8/2015			REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.					

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =
 USER NAME = l1szekrf
 DESIGNED -
 REVISIONS:
 REVISIONS:
 REVISIONS:
 REVISIONS:
 REVISIONS:
 PLOT SCALE = 20.000' / in.
 CHECKED -
 DATE -

DESIGNED -
 REVISIONS:
 REVISIONS:
 REVISIONS:
 REVISIONS:
 REVISIONS:
 CHECKED -
 DATE -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

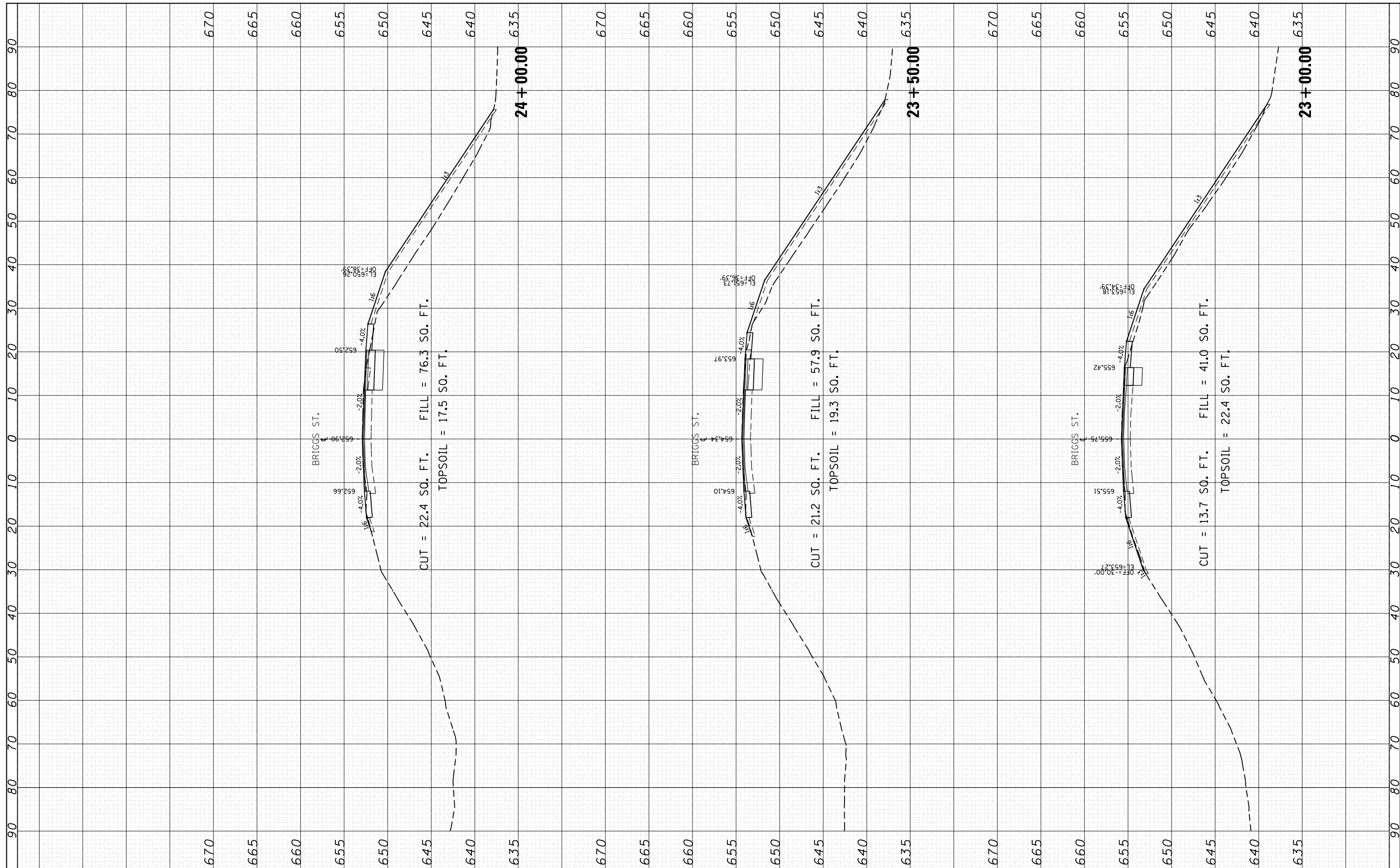
**CROSS SECTIONS
 111th STREET (IL. ROUTE 7 - IL. ROUTE 43)**

SCALE: SHEET OF SHEETS STA. 21+50.00 TO STA. 22+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	64
CONTRACT NO. 60W93			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =
 USER NAME = l1szekrf
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 12/8/2015

DESIGNED -	REVISOR -
REVISIONS -	REVISIONS -
CHECKED -	REVISIONS -
DATE -	REVISIONS -

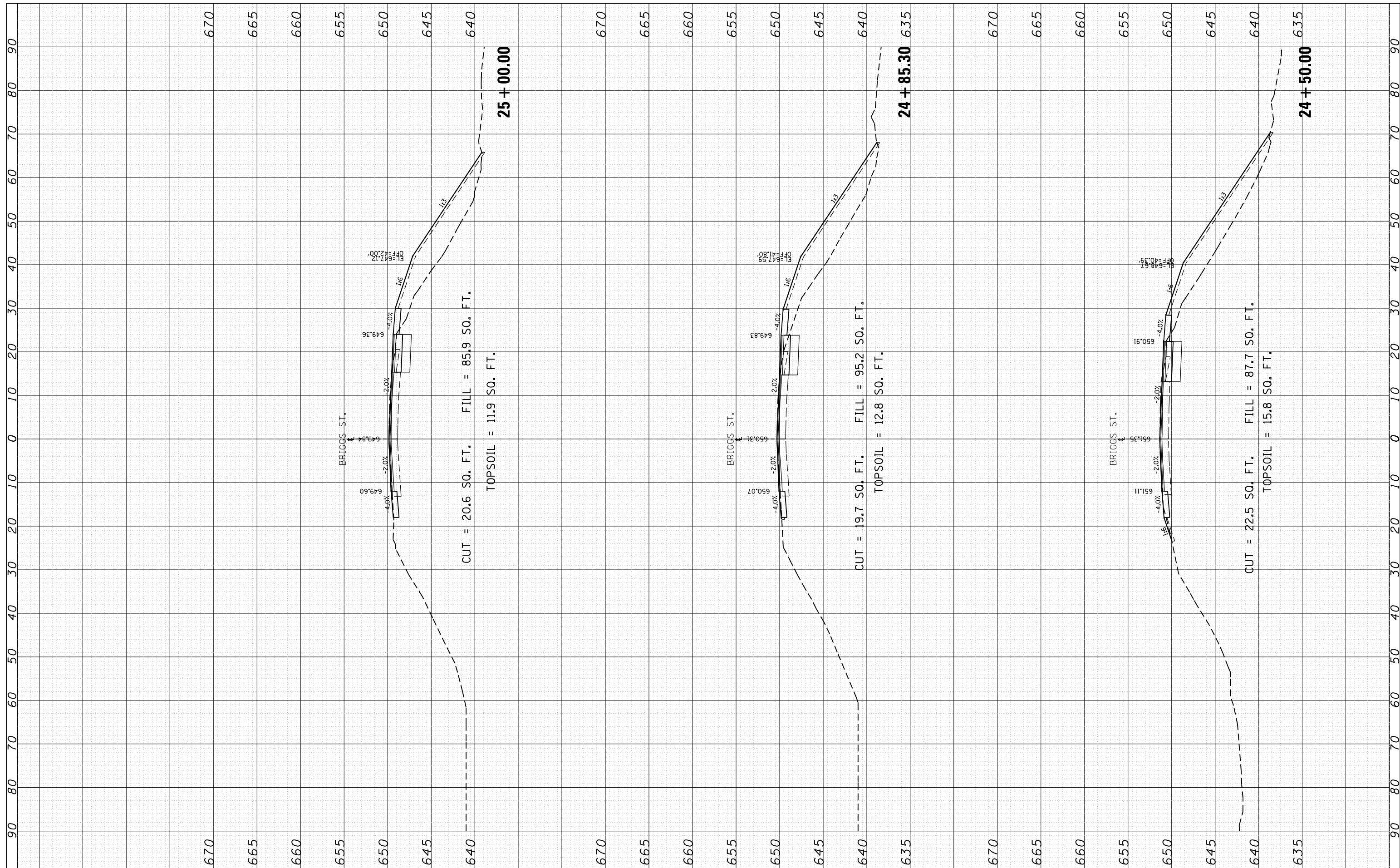
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")
 SCALE: SHEET OF SHEETS STA. 23+00.00 TO STA. 24+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	65
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME =
 USER NAME = l1szekrf
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 12/8/2015

DESIGNED -	REVISOR -
CHECKED -	REVISOR -
DATE -	REVISOR -

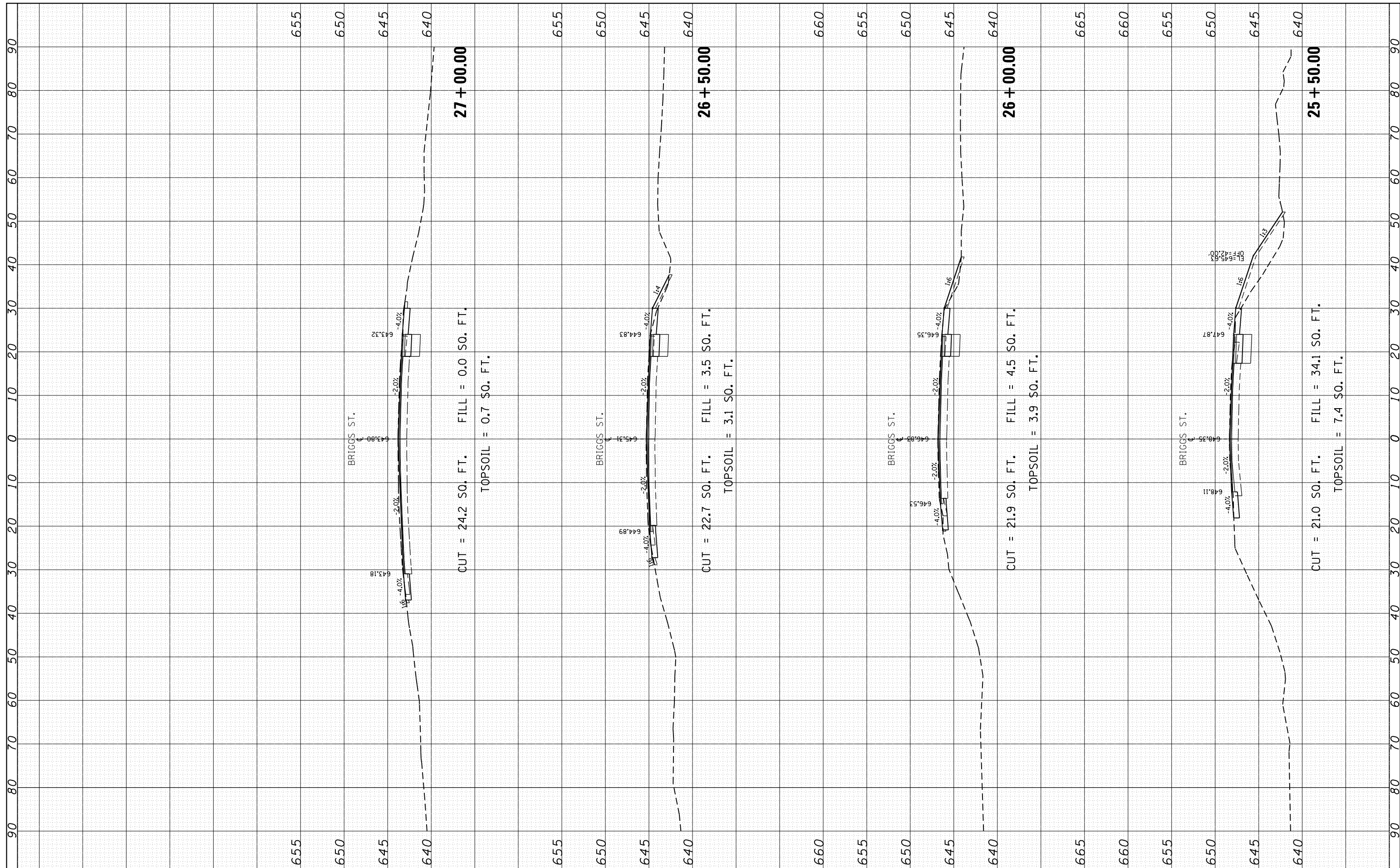
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")
 SCALE: SHEET OF SHEETS STA. 24+50.00 TO STA. 25+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	66
CONTRACT NO. 60W93				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =
 USER NAME = l1szekrf
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 12/8/2015

DESIGNED -	REVISOR -
CHECKED -	REVISOR -
DATE -	REVISOR -

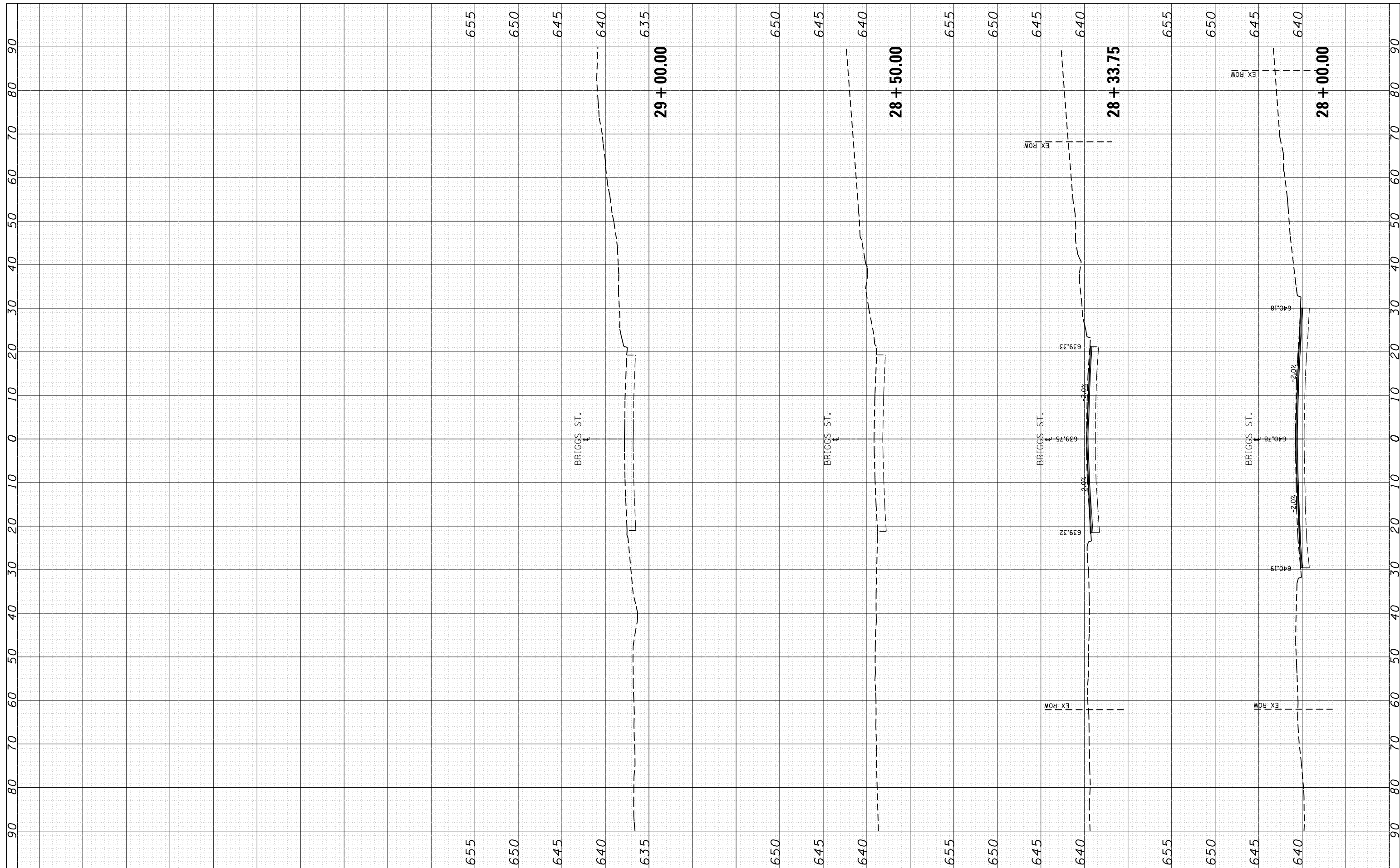
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 BRIGGS STREET AT INTERSTATE 80 (WEST RAMP "C")**
 SCALE: SHEET OF SHEETS STA. 25+50.00 TO STA. 27+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	67
CONTRACT NO. 60W93			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME =
 USER NAME = l1szekrf
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 12/8/2015

DESIGNED -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

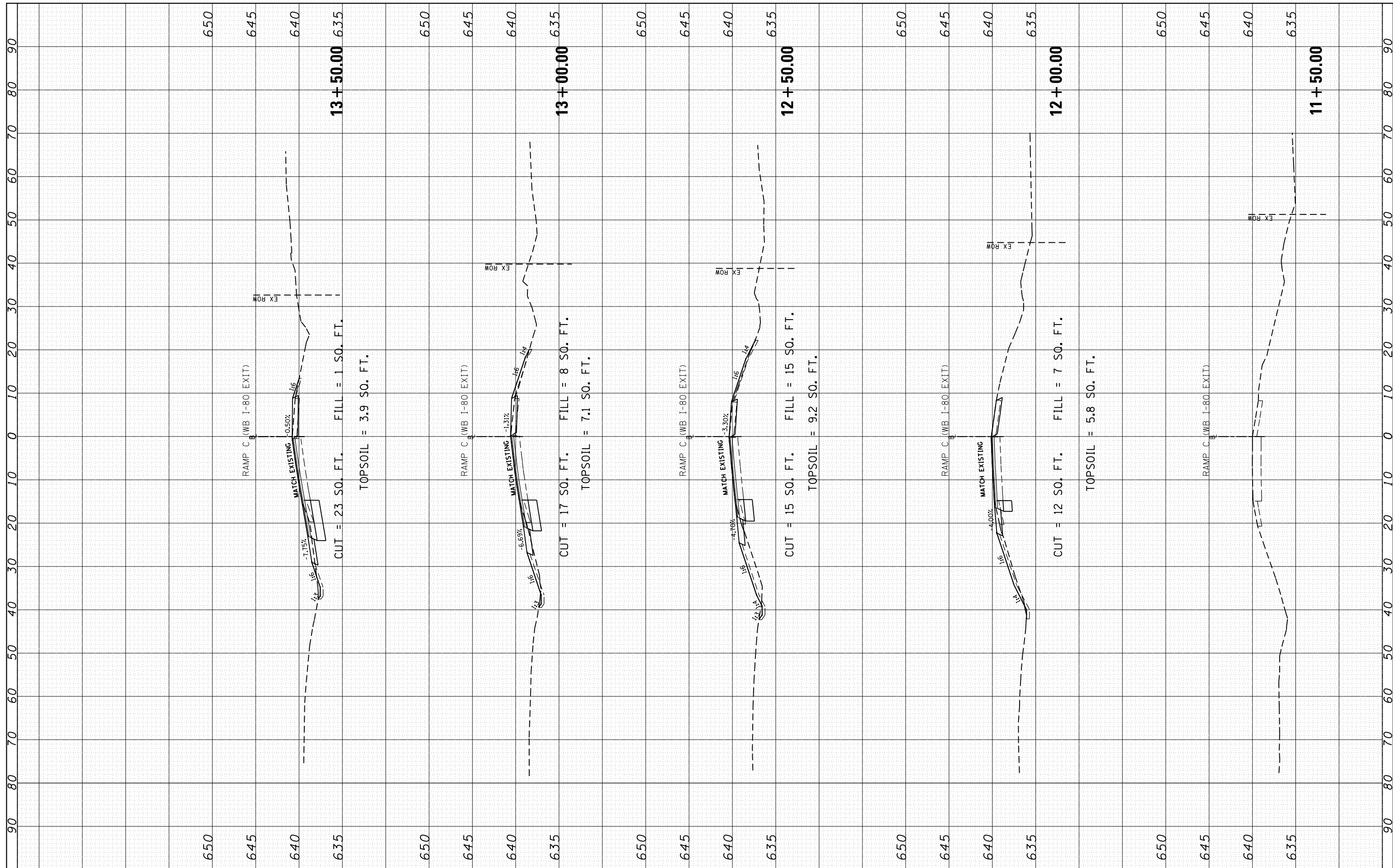
**CROSS SECTIONS
 BRIGGS STREET AT INTERSTATE 80 (WEST RAMP 'C')**

SCALE: SHEET OF SHEETS STA. 28+00.00 TO STA. 29+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N		70	68
			CONTRACT NO. 60W93	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME = p:\11084EBIDINTEG\Illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\P143709\CAD\DRAWING\143709-shr-xssh-RampC.dgn
 USER NAME = l1szekrf
 DESIGNED -
 PLOT SCALE = 20.000' / in.
 CHECKED -
 PLOT DATE = 12/8/2015
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

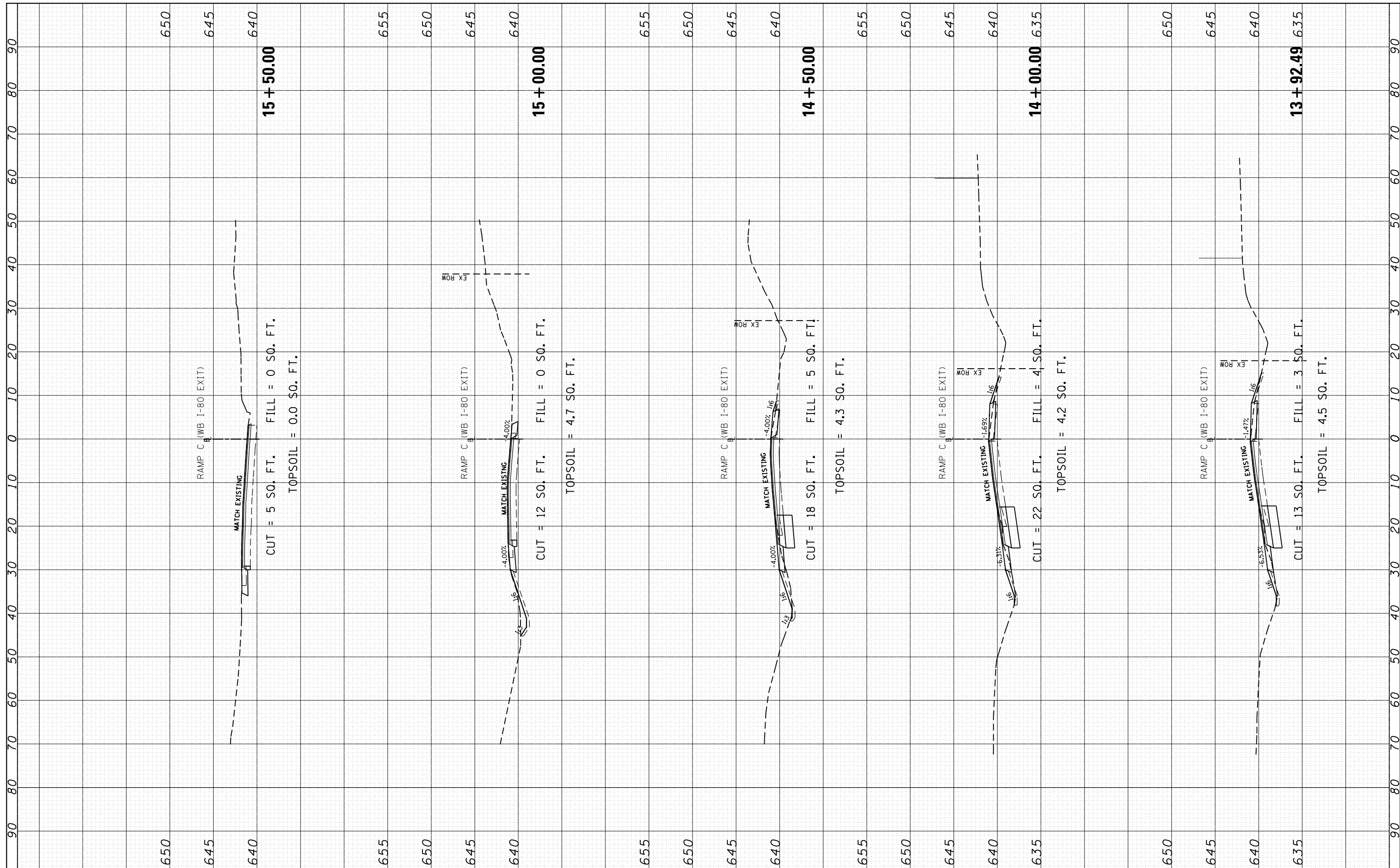
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 RAMP "C" (WEST BOUND I-80 EXIT)**
 SCALE: SHEET OF SHEETS STA. 11+50.00 TO STA.

F.A.I. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
80	99-4-1-N	WILL	70	69
			CONTRACT NO. 60W93	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



650
645
640

RAMP C (WB I-80 EXIT)

MATCH EXISTING

CUT = 5 SO. FT. FILL = 0 SO. FT.
TOPSOIL = 0.0 SO. FT.

15 + 50.00

655
650
645
640

RAMP C (WB I-80 EXIT)

MATCH EXISTING

CUT = 12 SO. FT. FILL = 0 SO. FT.
TOPSOIL = 4.7 SO. FT.

15 + 00.00

655
650
645
640

RAMP C (WB I-80 EXIT)

MATCH EXISTING

CUT = 18 SO. FT. FILL = 5 SO. FT.
TOPSOIL = 4.3 SO. FT.

14 + 50.00

655
650
645
640
635

RAMP C (WB I-80 EXIT)

MATCH EXISTING

CUT = 22 SO. FT. FILL = 4 SO. FT.
TOPSOIL = 4.2 SO. FT.

14 + 00.00 635

650
645
640
635

RAMP C (WB I-80 EXIT)

MATCH EXISTING

CUT = 13 SO. FT. FILL = 3 SO. FT.
TOPSOIL = 4.5 SO. FT.

13 + 92.49 635