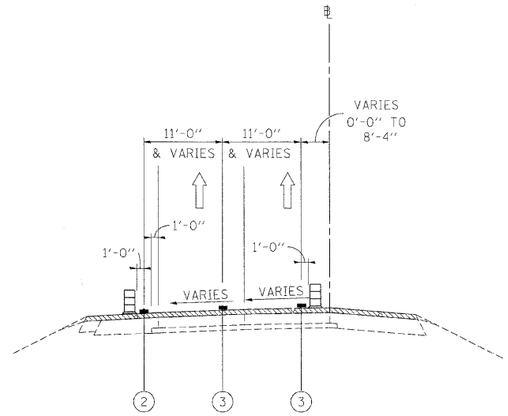
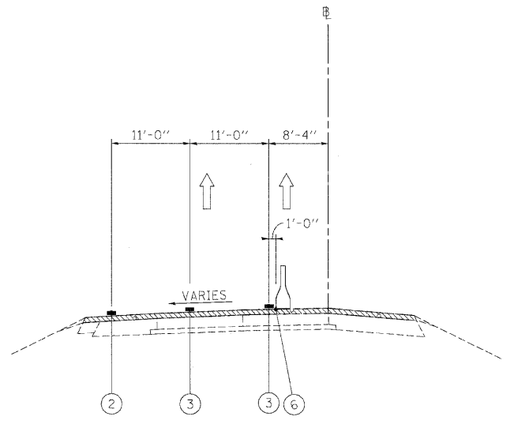


STAGE 3

MAINTENANCE OF TRAFFIC

TYPICAL SECTION

SB FAI 290/355 TO EB FAI 290 STA 29+24 TO STA 32+13
SB FAI 290/355 TO EB FAI 290 STA 15+50 TO STA 49+00



STAGE 3

MAINTENANCE OF TRAFFIC

TYPICAL SECTION

SB FAI 290/355 TO EB FAI 290 STA 32+13 TO STA 35+63
SB FAI 290/355 TO EB FAI 290 STA 42+51 TO STA 45+50

LEGEND

1	EXISTING PAVEMENT MARKING
2	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (YELLOW)
3	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (WHITE)
4	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 5 INCH (WHITE)
5	TEMPORARY PAVEMENT MARKING - LINE 6" (YELLOW) (ON BARRIER)
6	TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE) (ON BARRIER)
7	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 8 INCH (WHITE)
	TEMPORARY CONCRETE BARRIER
	TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	WORK ZONE

FILE NAME =	DESIGNED - AJP	REVISED -
...\prpln_ABC_01_ml_mot_typ_st_3_02.dgn	DRAWN - TMB	REVISED -
USER NAME = thlank	CHECKED - JJT	REVISED
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

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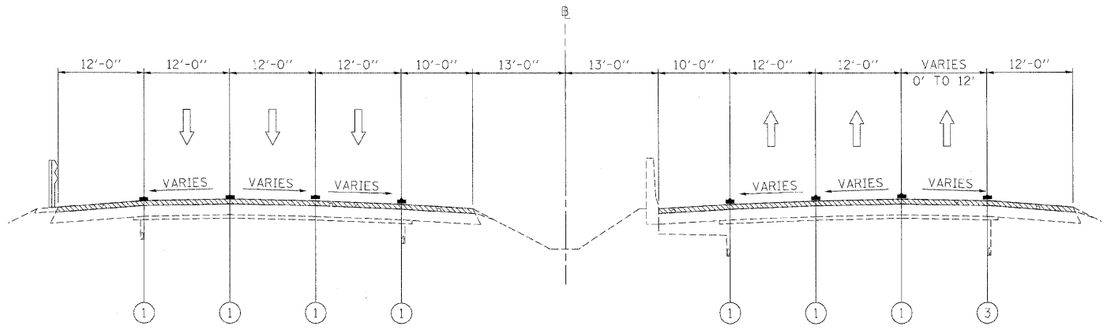
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS – STAGE 3

SCALE: N.T.S. | SHEET NO. 97 OF 115 SHEETS | STA. | TO STA.

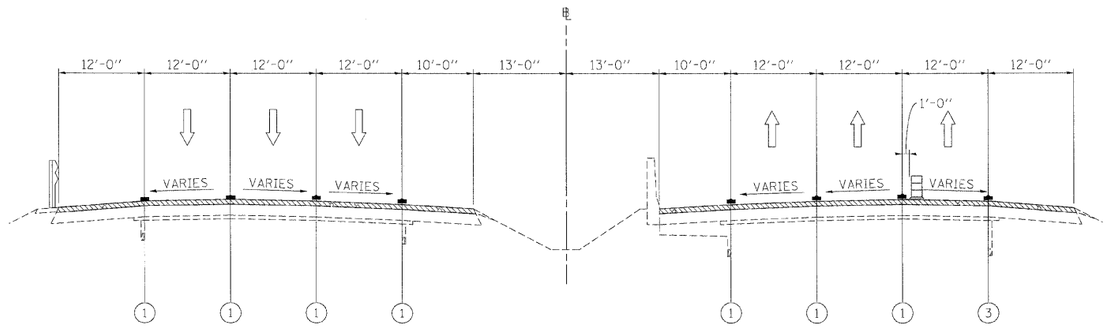
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, I-1, 2&3)RS-7	DUPAGE	546	201
	•290,355	CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STA 177+00 TO STA 192+58 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

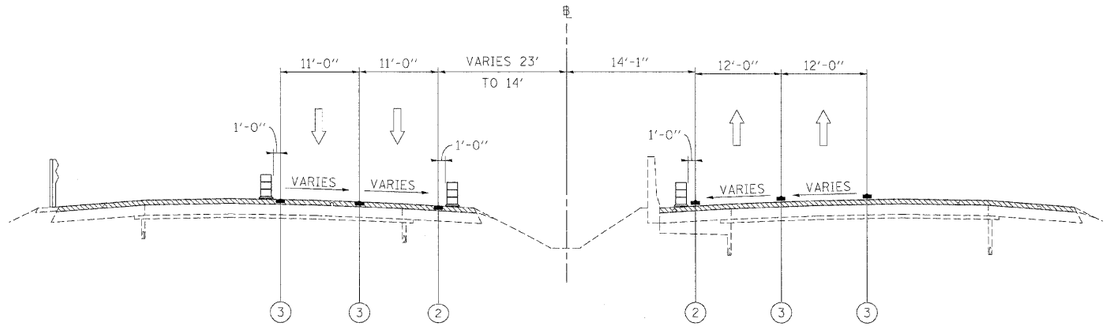
STA 177+00 TO STA 187+00 (FAI 290 EB)



STA 177+00 TO STA 192+58 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 187+00 TO STA 199+35 (FAI 290 EB)



STA 192+58 TO STA 198+08 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 199+35 TO STA 202+50 (FAI 290 EB)

LEGEND

(1)	EXISTING PAVEMENT MARKING
(2)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (YELLOW)
(3)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (WHITE)
(4)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 5 INCH (WHITE)
(5)	TEMPORARY PAVEMENT MARKING - LINE 6" (YELLOW) (ON BARRIER)
(6)	TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE) (ON BARRIER)
(7)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 8 INCH (WHITE)
	TEMPORARY CONCRETE BARRIER
	TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
	WORK ZONE

FILE NAME =	DESIGNED - AJP	REVISED -
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USER NAME = tblank	CHECKED - JJT	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

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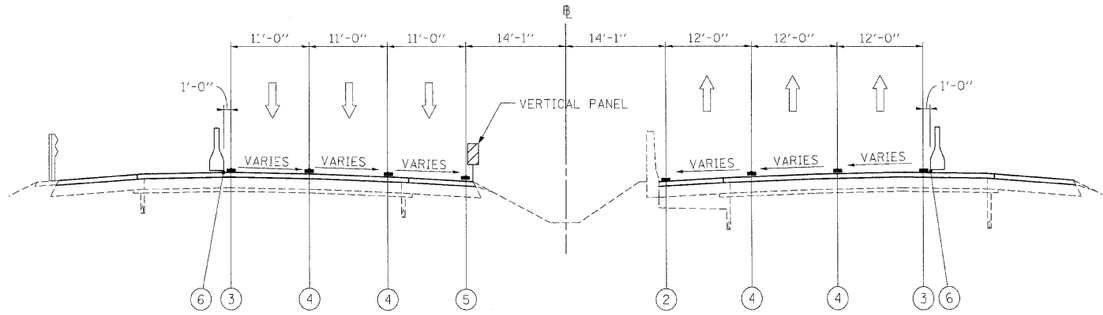
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS – STAGE 3

SCALE: N.T.S. | SHEET NO. 98 OF 115 SHEETS | STA. | TO STA.

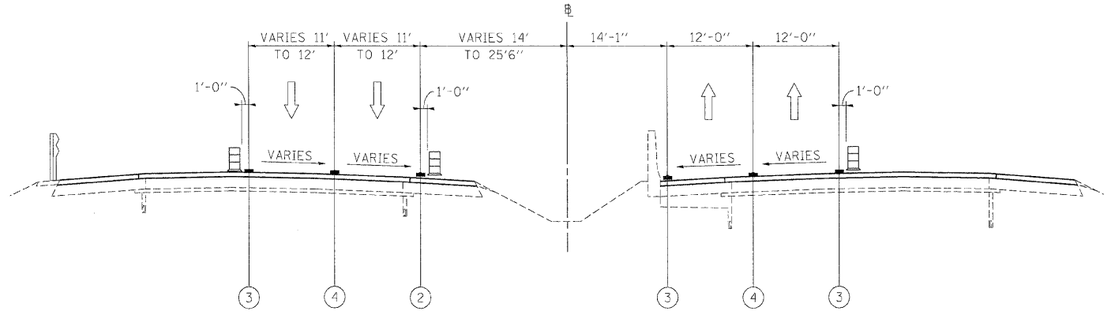
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	202
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STA 198+08 TO STA 202+86 (FAI 290 WB)
STA 209+91 TO STA 211+90 (FAI 290 WB)
BRIDGE OMISSION FROM STA 202+86 TO STA 209+91 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 202+50 TO STA 203+03 (FAI 290 EB)
STA 208+12 TO STA 211+10 (FAI 290 EB)
BRIDGE OMISSION FROM STA 203+03 TO STA 208+12 (FAI 290 EB)



STA 211+90 to STA 216+00 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 211+10 TO STA 216+40 (FAI 290 EB)

LEGEND

1. EXISTING PAVEMENT MARKING
2. WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (YELLOW)
3. WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (WHITE)
4. WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 5 INCH (WHITE)
5. TEMPORARY PAVEMENT MARKING - LINE 6" (YELLOW) (ON BARRIER)
6. TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE) (ON BARRIER)
7. WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 8 INCH (WHITE)

TEMPORARY CONCRETE BARRIER

TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

WORK ZONE

FILE NAME =	DESIGNED - AJP	REVISED -
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USER NAME = tblank	CHECKED - JJT	REVISED -
PLOT DATE = 11/13/2024	DATE - 10/16/09	REVISED -

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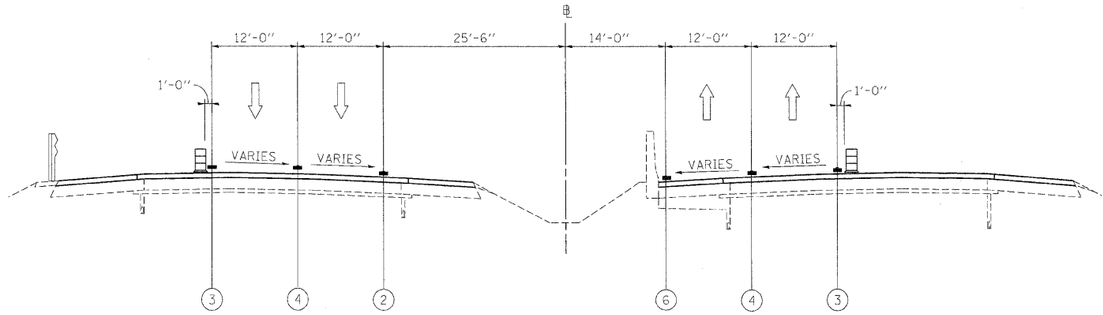
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS – STAGE 3

SCALE: N.T.S. | SHEET NO. 99 OF 115 SHEETS | STA. | TO STA.

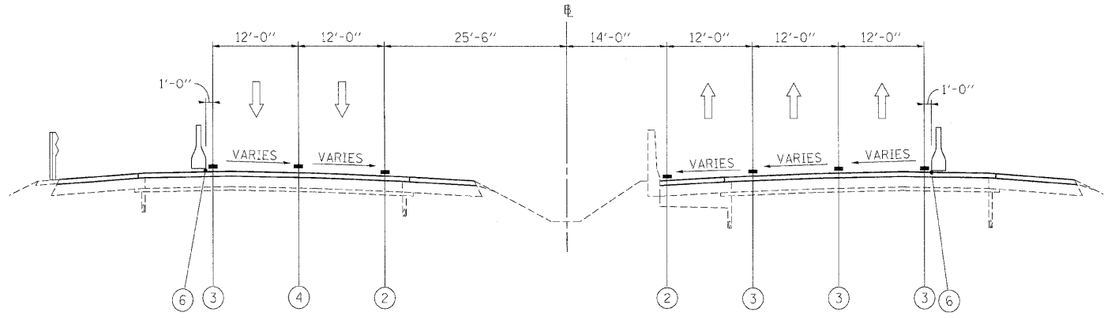
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	203
•290,355		CONTRACT NO. 60051		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STA 216+00 TO STA 221+92 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 216+40 TO STA 220+35 (FAI 290 EB)



STA 226+19 TO STA 229+65 (FAI 290 WB)
BRIDGE OMISSION STA 211+92 TO STA 226+19 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 220+35 TO STA 221+34 (FAI 290 EB)
STA 225+84 TO STA 228+85 (FAI 290 EB)
BRIDGE OMISSION STA 221+34 TO STA 225+84 (FAI 290 EB)

LEGEND

1	EXISTING PAVEMENT MARKING
2	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (YELLOW)
3	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (WHITE)
4	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 5 INCH (WHITE)
5	TEMPORARY PAVEMENT MARKING - LINE 6" (YELLOW) (ON BARRIER)
6	TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE) (ON BARRIER)
7	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 8 INCH (WHITE)
	TEMPORARY CONCRETE BARRIER
	TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN OMNIDIRECTIONAL LIGHT
	WORK ZONE

FILE NAME =	DESIGNED - AJP	REVISED -
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USER NAME = tblank	CHECKED - JJT	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

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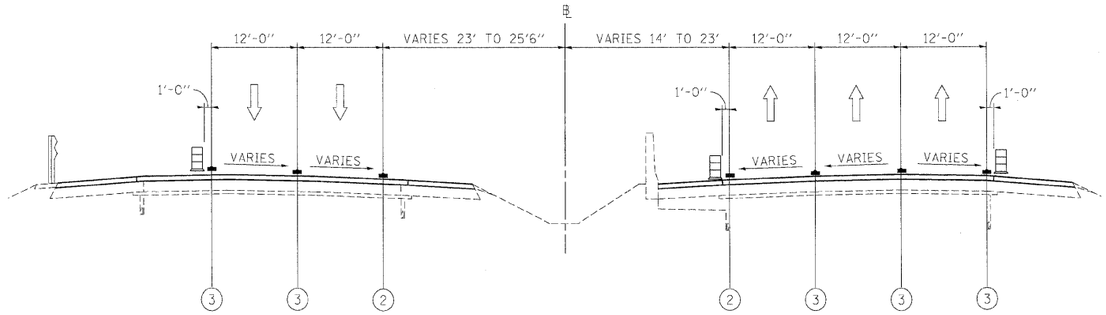
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS – STAGE 3

SCALE: N.T.S. | SHEET NO. 100 OF 115 SHEETS | STA. | TO STA.

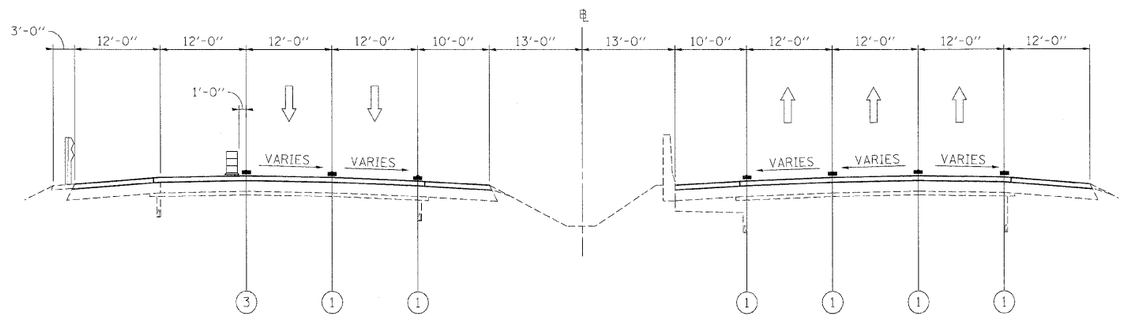
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	2201, 1-1, 2&3IRS-7	DUPAGE	546	204
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STA 229+65 TO STA 230+55 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

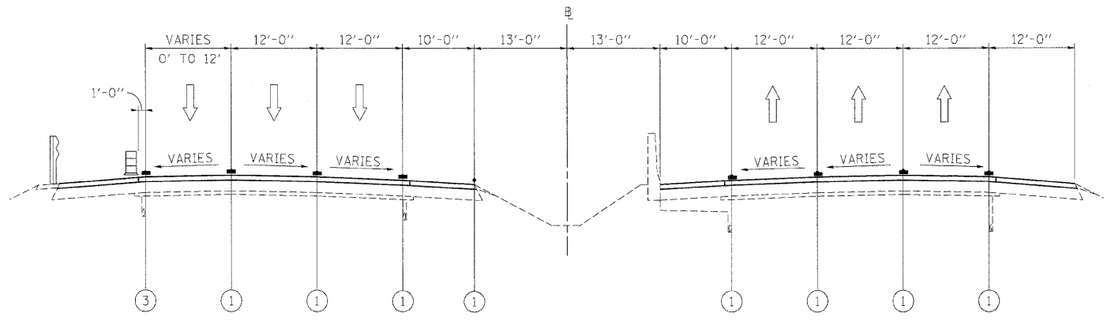
STA 228+85 TO STA 232+50 (FAI 290 EB)



STA 230+55 TO STA 240+55 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 232+49 TO STA 240+55 (FAI 290 EB)



STA 240+55 TO STA 250+55 (FAI 290 WB)

STAGE 3
MAINTENANCE OF TRAFFIC
TYPICAL SECTION

STA 240+55 TO STA 250+55 (FAI 290 EB)

LEGEND

(1)	EXISTING PAVEMENT MARKING
(2)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (YELLOW)
(3)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 4 INCH (WHITE)
(4)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 5 INCH (WHITE)
(5)	TEMPORARY PAVEMENT MARKING - LINE 6" (YELLOW) (ON BARRIER)
(6)	TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE) (ON BARRIER)
(7)	WET REFLECTIVE TEMPORARY TAPE, - TYPE III, 8 INCH (WHITE)
	TEMPORARY CONCRETE BARRIER
	TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN VONODIRECTIONAL LIGHT
	WORK ZONE

FILE NAME = ...\prpln_ABC_C1_ml_mot_typ_st_3_06.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = tblank	CHECKED - JJT	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

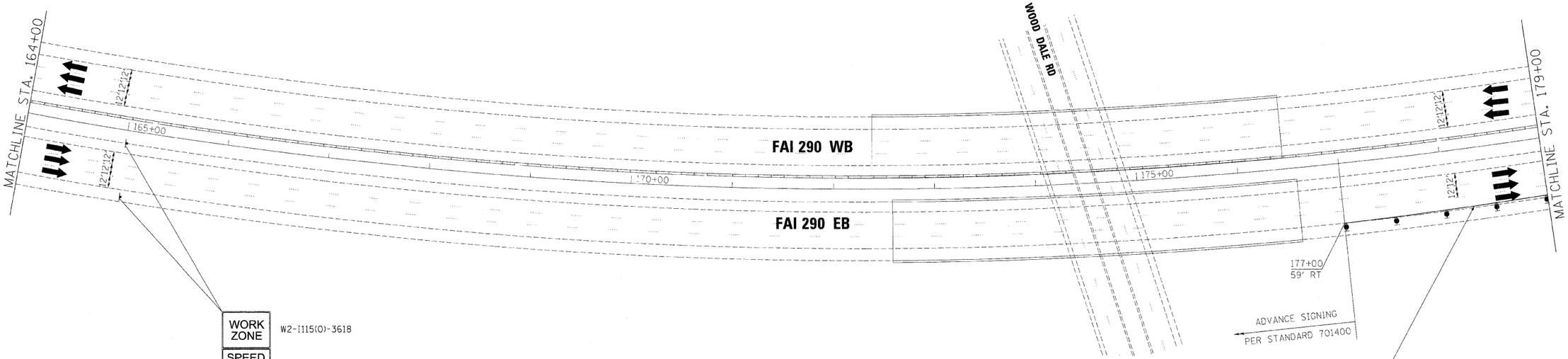
MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS – STAGE 3

SCALE: N.T.S. | SHEET NO. 101 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	205
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND:

- TEMPORARY SIGN PANELS
- WORK ZONE
- TRAFFIC ARROW
- FLASHING ARROW BOARD
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL W/ STEADY BURNING MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATORS
- TEMPORARY CONCRETE BARRIER PLACEMENT OR RELOCATION



WORK ZONE	W2-I115(O)-3618
SPEED LIMIT 45	R2-1-3648
BEGINS	W2-I113(O)-3612
$375 FINE MINIMUM	R2-I106-3618

STA 165+00

FILE NAME = ...\prplc_ABC_C1_290_mot_ST_3_35.dgn	DESIGNED - AJP	REVISED -
USER NAME = tblank	DRAWN - TMB	REVISED -
PLOT DATE = 11/13/2009	CHECKED - JJT	REVISED -
	DATE - 10/16/09	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PLAN – STAGE 3

SCALE: 1"=50' | SHEET NO.102 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, I-1, 2&3)RS-7	DUPAGE	546	206
*290,355		CONTRACT NO. 60051		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND:

- TEMPORARY SIGN PANELS
- WORK ZONE
- TRAFFIC ARROW
- FLASHING ARROW BOARD
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL W/ STEADY BURNING MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATORS
- TEMPORARY CONCRETE BARRIER PLACEMENT OR RELOCATION

N

MATCHLINE STA. 179+00

180+00

185+00

190+00

MATCHLINE STA. 194+00

MATCHLINE STA. 2+00

FAI 290 WB

FAI 290 EB

END WORKZONE SPEED LIMIT
G20-1103(0)-3660
STA 189+00

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (YELLOW)
193+62
23' LT

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5 INCH (WHITE)
193+12
35' LT

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)
192+58
47' LT
10+00

187+60
47' RT

W1-4L2(0)-48
STA 188+99

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)
(6' SKIP, 2' DASH)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 8 INCH (WHITE)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 12 INCH (WHITE)

+22

TRUCKS USE RIGHT LANE
R4-5
STA 192+50

EXIT
STA 191+89

STA 192+10
EXIT 10 B
ILLINOIS 83 NORTH
1/4 MILE

STA 192+10
EXIT 10 A
ILLINOIS 83 SOUTH

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)

STA 181+95
EXIT 10 A
ILLINOIS 83 SOUTH
1/4 MILE

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)

EXIT OPEN AHEAD
D4-1102(G)
STA 182+33

FILE NAME = ...\prplr_ABC_01_292_mot_ST_3_36.dgn	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC PLAN – STAGE 3
USER NAME = tblank	DRAWN - TMB	REVISED -			SCALE: 1"=50' | SHEET NO. 103 OF 115 SHEETS | STA. | TO STA.
PLOT DATE = 11/13/2009	CHECKED - JJT	REVISED -			
	DATE - 10/16/09	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	207
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*REF-plan14

ROBERT KINGERY HWY /IL 83 SB

ROBERT KINGERY HWY /IL 83 NB

MATCHLINE STA. 2+00

MATCHLINE STA. 194+00

MATCHLINE STA. 209+00

ROAD CONSTRUCTION AHEAD
W20-1103(0)-48
STA 9+00

N

STA 205+25
ILLINOIS 64 EAST TRUCKS
20
Lake St
TO Grand Ave

STA 205+25
INTERSTATE 290 EAST
Chicago

STA 202+30
EXIT 10 A
ILLINOIS 83 SOUTH

STA 199+70
EXIT
10 A

EXIT
STA 201+32

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 12 INCH (WHITE)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 8 INCH (WHITE)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 5 INCH (WHITE)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (YELLOW)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH (WHITE)

WET REFLECTIVE TEMPORARY TAPE, TYPE III, 8 INCH (WHITE) (9' SKIP, 3' DASH)

TEMPORARY PAVEMENT MARKING - LINE 6" (WHITE)

TEMPORARY CONCRETE BARRIER

TEMPORARY PAVEMENT MARKING - LINE 12" (WHITE)

TEMPORARY PAVEMENT MARKING - LINE 8" (WHITE)

3+34
13' LT

3+03
0' LT

198+08
36' LT

202+38
36' LT

207+67
47' LT

199+35
47' RT

1:35 TAPER

203+03
38' RT

202+50
38' RT

208+16
38' RT

1+26
0' RT

1+25
14' RT

FAI 290 EB

FAI 290 WB

ALL TRAFFIC
W1-4L2(0)-6048B
STA 197+19

EXIT OPEN AHEAD
D4-1102(G)
STA 200+64

STA 196+25
EXIT
10 A

ROAD CONSTRUCTION AHEAD
W20-1103(0)-48
STA 4+00

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

STA 205+90
INTERSTATE 290 WEST
Rockford

STA 208+80
EXIT 10 B
ILLINOIS 83 NORTH

LEGEND:

- TEMPORARY SIGN PANELS
- WORK ZONE
- TRAFFIC ARROW
- FLASHING ARROW BOARD
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL W/ STEADY BURNING MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATORS
- TEMPORARY CONCRETE BARRIER PLACEMENT OR RELOCATION

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PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

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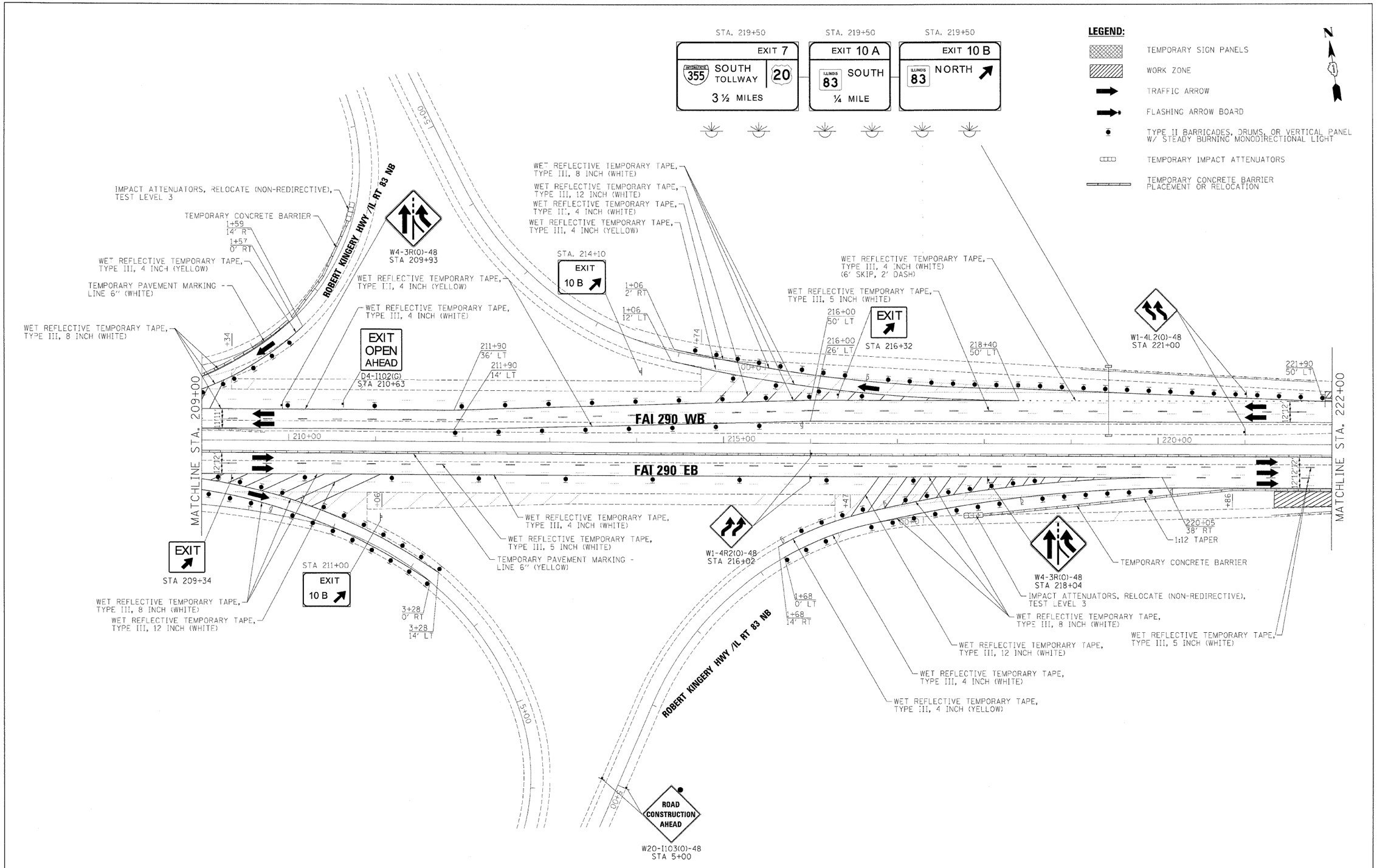
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PLAN – STAGE 3

SCALE: 1"=50' | SHEET NO. 104 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	208
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	DATE - 10/16/09	REVISED -

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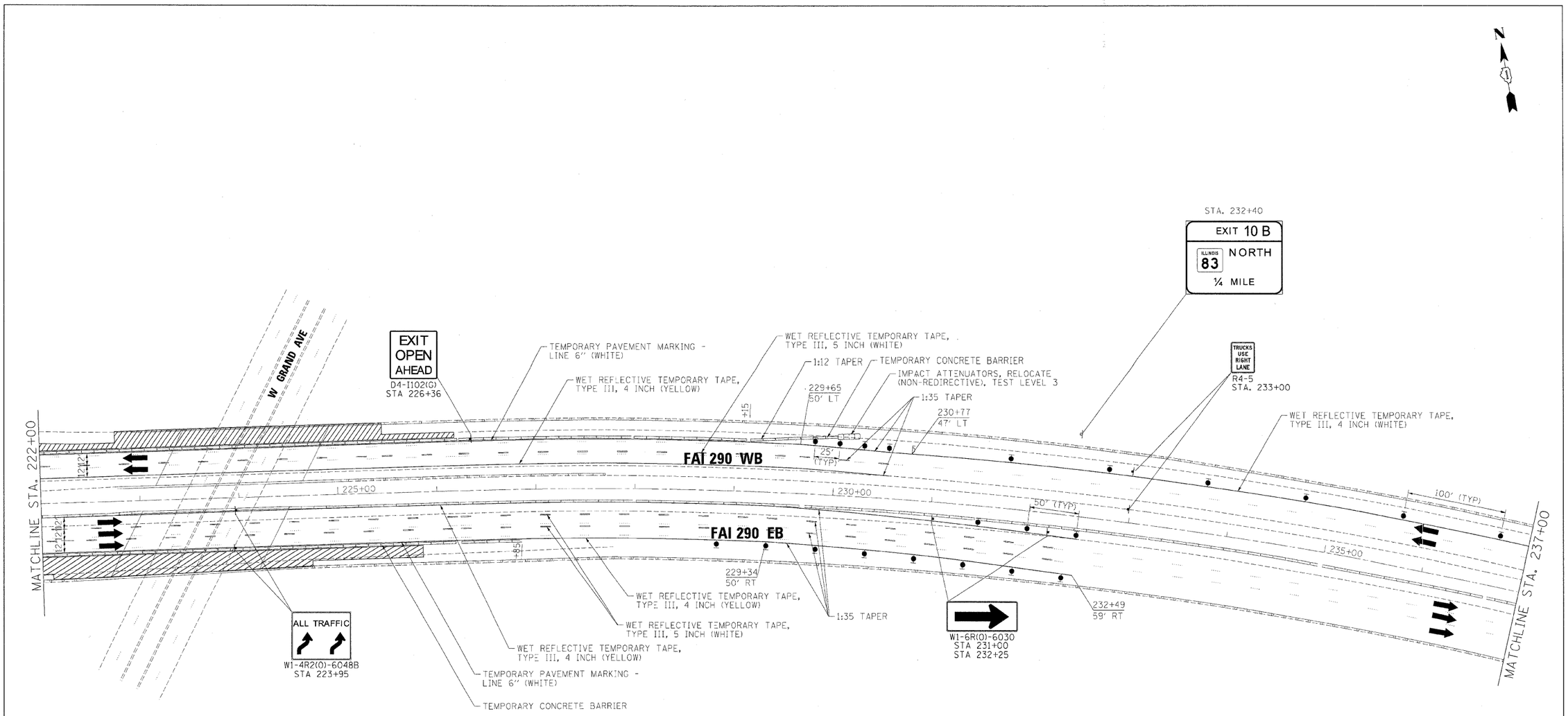
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PLAN – STAGE 3

SCALE: 1"=50' | SHEET NO. 105 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	209
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND:

- TEMPORARY SIGN PANELS
- WORK ZONE
- TRAFFIC ARROW
- FLASHING ARROW BOARD
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL W/ STEADY BURNING MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATORS
- TEMPORARY CONCRETE BARRIER PLACEMENT OR RELOCATION

FILE NAME = ...\prpln_ABC_C1_290_mot_ST_3_43.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JJT	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PLAN – STAGE 3

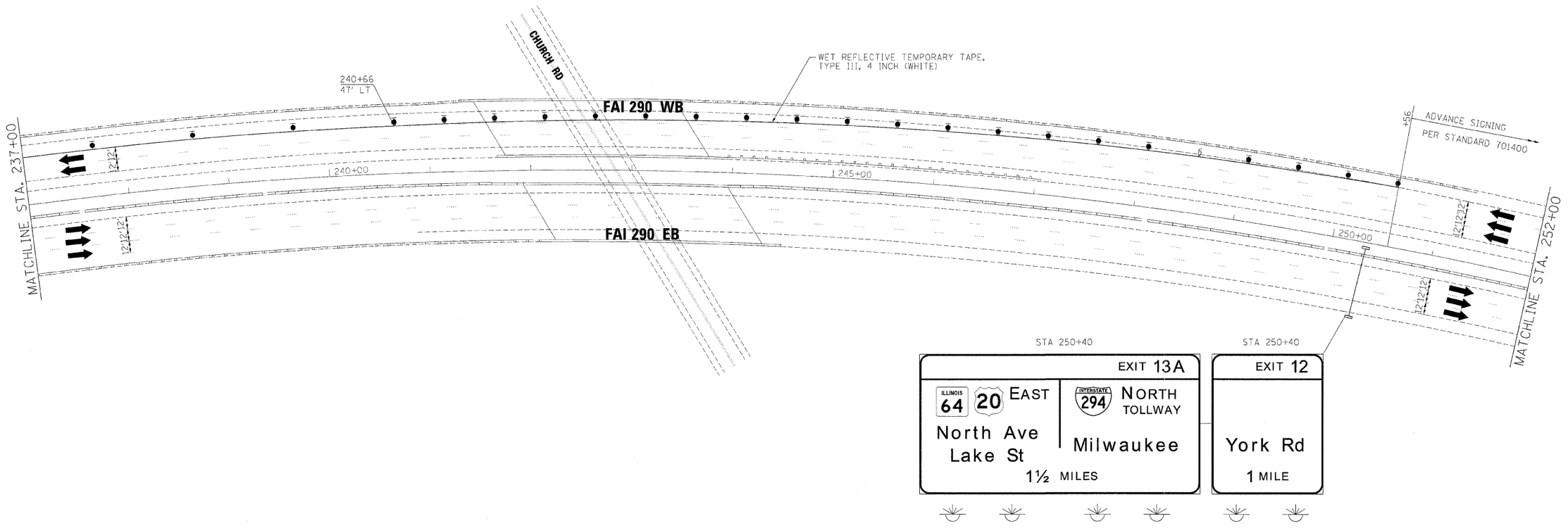
SCALE: 1"=50' | SHEET NO. 106 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(), 1-1, 2&3)RS-7	DUPAGE	546	210
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND:

- TEMPORARY SIGN PANELS
- WORK ZONE
- TRAFFIC ARROW
- FLASHING ARROW BOARD
- TYPE II BARRICADES, DRUMS, OR VERTICAL PANEL W/ STEADY BURNING MONODIRECTIONAL LIGHT
- TEMPORARY IMPACT ATTENUATORS
- TEMPORARY CONCRETE BARRIER PLACEMENT OR RELOCATION

N



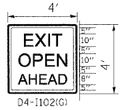
FILE NAME = ...\prpln_ABC_01_290_mot_ST_3_44.dgn	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC PLAN – STAGE 3
USER NAME = ublank	DRAWN - TMB	REVISED -			SCALE: 1"=50' SHEET NO. 107 OF 115 SHEETS STA. TO STA.
PLOT DATE = 11/13/2009	CHECKED - JJT	REVISED -			
	DATE - 10/16/09	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	22(1, 1-1, 2&3)RS-7	DUPAGE	546	211
	•290,355	CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 4

STAGE 4 NOTES

1. SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
2. LANE AND RAMP CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS. CONTRACTOR MAY NOT CLOSE ADJACENT EXIT OR ENTRANCE RAMPS AT THE SAME TIME.
3. SURFACE REMOVAL AND RESURFACING OPERATIONS SHALL NOT BEGIN UNTIL STAGE 3 IS COMPLETED.
4. LANE CLOSURES PER STANDARDS 701400, 701401 AND 701446.
5. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE, A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
6. THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-1103(0-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMPS.
7. GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
8. PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
9. EPOXY PAVEMENT MARKING LINES SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS.
10. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL."
11. EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
12. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA/SMA BINDER AND SURFACE COURSES PLACED.
13. OMIT STAGE 4 OPERATIONS THROUGH BRIDGE AND CONCRETE SECTIONS.
14. SIGNS SHALL BE INSTALLED AS INSTRUCTED BELOW.



1" BORDER LINE
GREEN REFLECTIVE
BACKGROUND
WITH WHITE LEGEND

SIGN SHALL BE INSTALLED IN ADVANCE OF ALL OPEN/EXIT RAMPS WHEN THE RIGHT LANES ARE CLOSED.

W8-11
48" X 48"

SIGN SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY 500' IN ADVANCE OF AREAS WHERE THERE IS A GRADE DIFFERENTIAL BETWEEN LANES, AFTER EACH ENTRANCE RAMP AND A MINIMUM OF EVERY MILE.

15. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.
16. "EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS" SHALL BE INSTALLED ON MAINLINE ROADWAY DURING STAGE 4 OPERATIONS, IN LOCATIONS WHERE LETTERS/SYMBOLS PAVEMENT MARKINGS EXIST PRIOR TO SURFACE REMOVAL.
17. WORK ZONE SPEED LIMIT SIGNS SHALL REMAIN IN PLACE UNTIL ALL BINDER IS PLACED.

NOTE

PATCHING TO BE COMPLETED IN STAGES 1 AND 2 UNDER PERMANENT LANE CLOSURES. ANY PATCHING NOT COMPLETED IN STAGES 1 AND 2 SHALL BE COMPLETED UNDER WEEKEND CLOSURES USING DISTRICT 1 DETAIL TC-25 TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE AND SHOULDER LANE CLOSURE. THE CLASS OF CONCRETE FOR CLASS A PATCHES SHALL BE PP-3 OR HIGHER.

LEGEND

1. EXISTING PAVEMENT MARKING
2. EPOXY PAVEMENT MARKING - LINE 5" (WHITE 10' DASH, 30' SKIP)
3. EPOXY PAVEMENT MARKING - LINE 4" (YELLOW LEFT & WHITE RIGHT)
4. PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.

TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

BITUMINOUS SURFACE REMOVAL

HMA/SMA BINDER AND SURFACE COURSES

FILE NAME =	DESIGNED - CAG	REVISED -
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USER NAME = tblank	CHECKED - CAR	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTION – STAGE 4

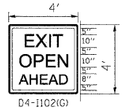
SCALE: N.T.S. | SHEET NO.108 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	22(1, 1-1, 2&3)RS-7	DUPAGE	546	212
	•290,355	CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 4

STAGE 4 NOTES

1. SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
2. LANE AND RAMP CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS. CONTRACTOR MAY NOT CLOSE ADJACENT EXIT OR ENTRANCE RAMPS AT THE SAME TIME.
3. SURFACE REMOVAL AND RESURFACING OPERATIONS SHALL NOT BEGIN UNTIL STAGE 3 IS COMPLETED.
4. LANE CLOSURES PER STANDARDS 701400, 701401 AND 701446.
5. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE, A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
6. THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-1103(0-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMPS.
7. GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
8. PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
9. EPOXY PAVEMENT MARKING LINES SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS.
10. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL."
11. EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
12. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA/SMA BINDER AND SURFACE COURSES PLACED.
13. OMIT STAGE 4 OPERATIONS THROUGH BRIDGE AND CONCRETE SECTIONS.
14. SIGNS SHALL BE INSTALLED AS INSTRUCTED BELOW.



1" BORDER LINE
GREEN REFLECTIVE
BACKGROUND
WITH WHITE LEGEND

SIGN SHALL BE INSTALLED IN ADVANCE OF ALL OPEN/EXIT RAMPS WHEN THE RIGHT LANES ARE CLOSED.

W8-11
48" X 48"

SIGN SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY 500' IN ADVANCE OF AREAS WHERE THERE IS A GRADE DIFFERENTIAL BETWEEN LANES, AFTER EACH ENTRANCE RAMP AND A MINIMUM OF EVERY MILE.

15. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.
16. "EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS" SHALL BE INSTALLED ON MAINLINE ROADWAY DURING STAGE 4 OPERATIONS, IN LOCATIONS WHERE LETTERS/SYMBOLS PAVEMENT MARKINGS EXIST PRIOR TO SURFACE REMOVAL.
17. WORK ZONE SPEED LIMIT SIGNS SHALL REMAIN IN PLACE UNTIL ALL BINDER IS PLACED.

LEGEND

(1) EXISTING PAVEMENT MARKING

(2) EPOXY PAVEMENT MARKING - LINE 5" (WHITE 10' DASH, 30' SKIP)

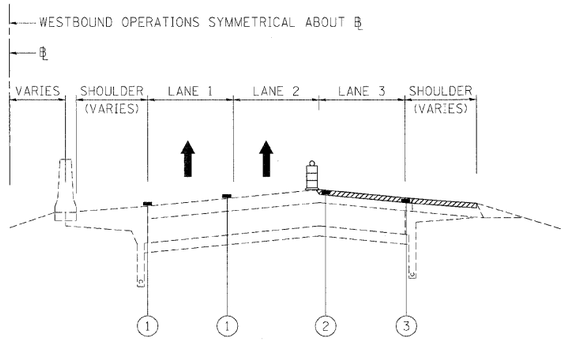
(3) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW LEFT & WHITE RIGHT)

(4) PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.

TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

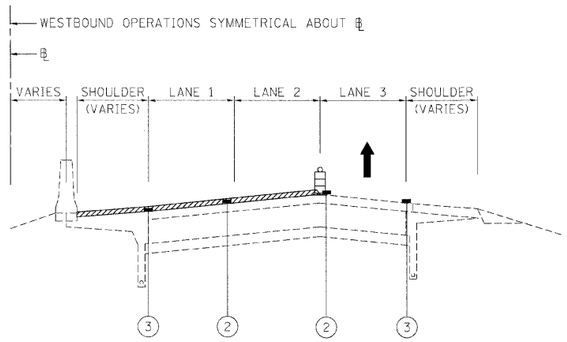
BITUMINOUS SURFACE REMOVAL

HMA/SMA BINDER AND SURFACE COURSES



STAGE 4 – OPERATION ONE – I-290 & I-355

BITUMINOUS SURFACE REMOVAL 2" – LANES 3, 4, 5, AUXILLARY LANE & SHOULDER



STAGE 4 – OPERATION TWO – I-290 & I-355

BITUMINOUS SURFACE REMOVAL 2" – LANES 1, 2 & SHOULDER

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USER NAME = tblank	CHECKED - CAR	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTION – STAGE 4

SCALE: N.T.S. | SHEET NO. 109 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	213
	•290,355	CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 4

STAGE 4 NOTES

1. SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
2. LANE AND RAMP CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS. CONTRACTOR MAY NOT CLOSE ADJACENT EXIT OR ENTRANCE RAMPS AT THE SAME TIME.
3. SURFACE REMOVAL AND RESURFACING OPERATIONS SHALL NOT BEGIN UNTIL STAGE 3 IS COMPLETED.
4. LANE CLOSURES PER STANDARDS 701400, 701401 AND 701446.
5. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE, A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
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8. PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
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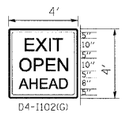
13. OMIT STAGE 4 OPERATIONS THROUGH BRIDGE AND CONCRETE SECTIONS.
14. SIGNS SHALL BE INSTALLED AS INSTRUCTED BELOW.



1" BORDER LINE
GREEN REFLECTIVE
BACKGROUND
WITH WHITE LEGEND

SIGN SHALL BE INSTALLED IN ADVANCE OF ALL OPEN/EXIT RAMPS WHEN THE RIGHT LANES ARE CLOSED.

W8-11
48" X 48"

SIGN SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY 500' IN ADVANCE OF AREAS WHERE THERE IS A GRADE DIFFERENTIAL BETWEEN LANES, AFTER EACH ENTRANCE RAMP AND A MINIMUM OF EVERY MILE.

15. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.
16. "EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS" SHALL BE INSTALLED ON MAINLINE ROADWAY DURING STAGE 4 OPERATIONS, IN LOCATIONS WHERE LETTERS/SYMBOLS PAVEMENT MARKINGS EXIST PRIOR TO SURFACE REMOVAL.
17. WORK ZONE SPEED LIMIT SIGNS SHALL REMAIN IN PLACE UNTIL ALL BINDER IS PLACED.

LEGEND

(1) EXISTING PAVEMENT MARKING

(2) EPOXY PAVEMENT MARKING - LINE 5" (WHITE 10' DASH, 30' SKIP)

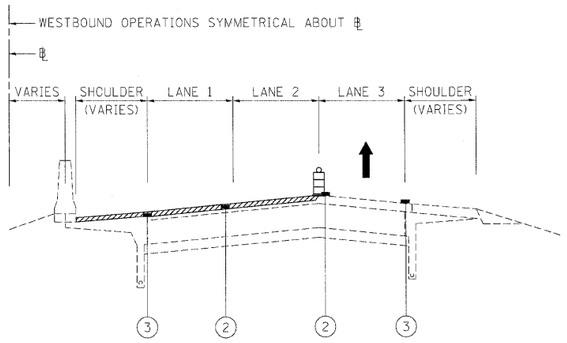
(3) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW LEFT & WHITE RIGHT)

(4) PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.

TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

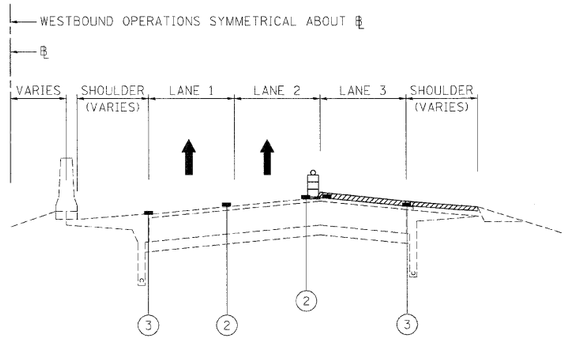
BITUMINOUS SURFACE REMOVAL

HMA/SMA BINDER AND SURFACE COURSES



STAGE 4 – OPERATION THREE – I–290 & I–355

BITUMINOUS SURFACE REMOVAL FINAL 2" – LANES 1 & 2
BITUMINOUS SURFACE REMOVAL FINAL, 1–3/4" – SHOULDER



STAGE 4 – OPERATION FOUR – I–290 & I–355

BITUMINOUS SURFACE REMOVAL FINAL, 2" – LANES 3, 4 & 5
BITUMINOUS SURFACE REMOVAL FINAL, 1–3/4" – AUXILLARY LANE & SHOULDER

FILE NAME =	DESIGNED - CAG	REVISED -
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USER NAME = tblank	CHECKED - CAR	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTION – STAGE 4

SCALE: N.T.S. | SHEET NO. 110 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	22(1, 1-1, 2&3)RS-7	DUPAGE	546	214
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 4

STAGE 4 NOTES

1. SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
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5. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE, A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
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7. GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
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10. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVA_."
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12. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA/SMA BINDER AND SURFACE COURSES PLACED.
13. OMIT STAGE 4 OPERATIONS THROUGH BRIDGE AND CONCRETE SECTIONS.
14. SIGNS SHALL BE INSTALLED AS INSTRUCTED BELOW.

1" BORDER LINE
GREEN REFLECTIVE
BACKGROUND
WITH WHITE LEGEND

SIGN SHALL BE INSTALLED IN ADVANCE OF ALL OPEN/EXIT RAMPS WHEN THE RIGHT LANES ARE CLOSED.

W8-11
48" X 48"

SIGN SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY 500' IN ADVANCE OF AREAS WHERE THERE IS A GRADE DIFFERENTIAL BETWEEN LANES, AFTER EACH ENTRANCE RAMP AND A MINIMUM OF EVERY MILE.

15. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.
16. "EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS" SHALL BE INSTALLED ON MAINLINE ROADWAY DURING STAGE 4 OPERATIONS, IN LOCATIONS WHERE LETTERS/SYMBOLS PAVEMENT MARKINGS EXIST PRIOR TO SURFACE REMOVAL.
17. WORK ZONE SPEED LIMIT SIGNS SHALL REMAIN IN PLACE UNTIL ALL BINDER IS PLACED.

LEGEND

(1) EXISTING PAVEMENT MARKING

(2) EPOXY PAVEMENT MARKING - LINE 5" (WHITE 10' DASH, 30' SKIP)

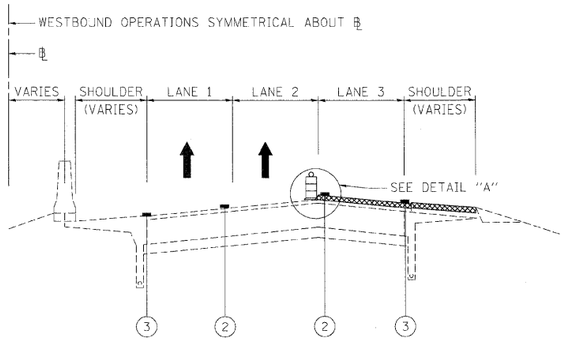
(3) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW LEFT & WHITE RIGHT)

(4) PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.

TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

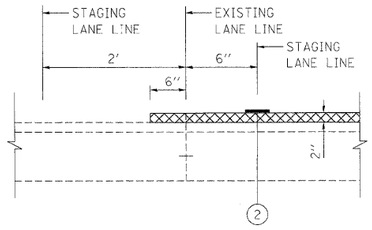
BITUMINOUS SURFACE REMOVAL

HMA/SMA BINDER AND SURFACE COURSES

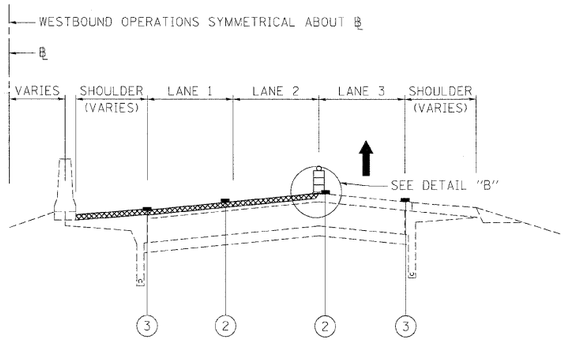


STAGE 4 – OPERATION FIVE – I–290 & I–355

BINDER COURSE 2" – LANES 3, 4 & 5
BINDER COURSE 2–¼" – AUXILLARY LANE & SHOULDER

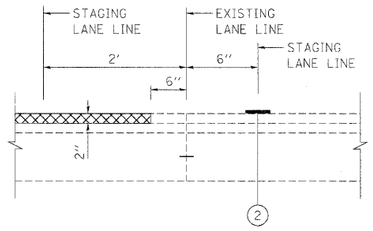


DETAIL A



STAGE 4 – OPERATION SIX – I–290 & I–355

BINDER COURSE 2" – LANES 1 & 2
BINDER COURSE 2–¼" – SHOULDER



DETAIL B

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USER NAME = tblank	CHECKED - CAR	REVISED -
PLOT DATE = 1/13/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTION – STAGE 4

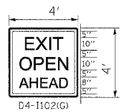
SCALE: N.T.S. | SHEET NO. 111 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	215
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 4

STAGE 4 NOTES

1. SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
2. LANE AND RAMP CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS. CONTRACTOR MAY NOT CLOSE ADJACENT EXIT OR ENTRANCE RAMPS AT THE SAME TIME.
3. SURFACE REMOVAL AND RESURFACING OPERATIONS SHALL NOT BEGIN UNTIL STAGE 3 IS COMPLETED.
4. LANE CLOSURES PER STANDARDS 701400, 701401 AND 701446.
5. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE, A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
6. THE CONTRACTOR SHALL ERECT ROAD CONSTRUCTION AHEAD SIGNS (W20-1103(0-48) WITH FLASHING BEACON ON ALL ARTERIAL ROADWAYS APPROACHING INTERCHANGE RAMPS.
7. GRADE DIFFERENTIAL BETWEEN LANES SHALL NOT EXCEED 2".
8. PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY. BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
9. EPOXY PAVEMENT MARKING LINES SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS.
10. REMOVAL OF EXISTING PAVEMENT MARKING, WHEN REQUIRED, SHALL BE PAID FOR AS "PAVEMENT MARKING REMOVAL."
11. EXISTING OR TEMPORARY PAVEMENT MARKINGS REMOVED DURING MILLING OPERATIONS WILL NOT BE PAID FOR SEPARATELY.
12. CASTINGS EXPOSED IN TRAVEL LANES SHALL BE PROTECTED PER APPLICABLE PORTIONS OF ARTICLE 603.07 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE VARIOUS HMA/SMA BINDER AND SURFACE COURSES PLACED.
13. OMIT STAGE 4 OPERATIONS THROUGH BRIDGE AND CONCRETE SECTIONS.
14. SIGNS SHALL BE INSTALLED AS INSTRUCTED BELOW.



1" BORDER LINE
GREEN REFLECTIVE
BACKGROUND
WITH WHITE LEGEND

SIGN SHALL BE INSTALLED IN ADVANCE OF ALL OPEN/EXIT RAMPS WHEN THE RIGHT LANES ARE CLOSED.

W8-11
48" X 48"

SIGN SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY 500' IN ADVANCE OF AREAS WHERE THERE IS A GRADE DIFFERENTIAL BETWEEN LANES, AFTER EACH ENTRANCE RAMP AND A MINIMUM OF EVERY MILE.

15. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.
16. "EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS" SHALL BE INSTALLED ON MAINLINE ROADWAY DURING STAGE 4 OPERATIONS, IN LOCATIONS WHERE LETTERS/SYMBOLS PAVEMENT MARKINGS EXIST PRIOR TO SURFACE REMOVAL.
17. WORK ZONE SPEED LIMIT SIGNS SHALL REMAIN IN PLACE UNTIL ALL BINDER IS PLACED.

LEGEND

(1) EXISTING PAVEMENT MARKING

(2) EPOXY PAVEMENT MARKING - LINE 5" (WHITE 10' DASH, 30' SKIP)

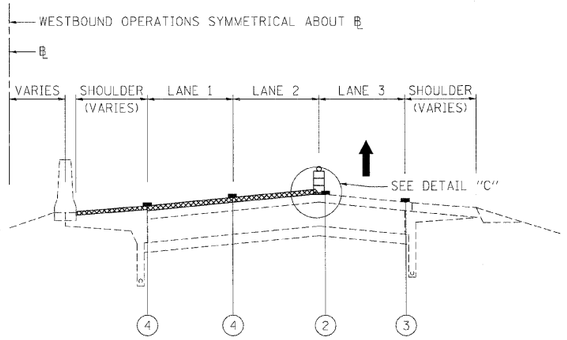
(3) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW LEFT & WHITE RIGHT)

(4) PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.

TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

BITUMINOUS SURFACE REMOVAL

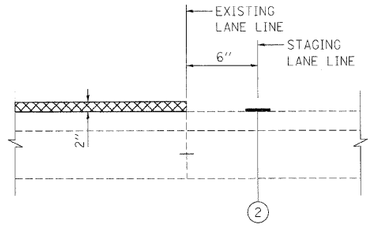
HMA/SMA BINDER AND SURFACE COURSES

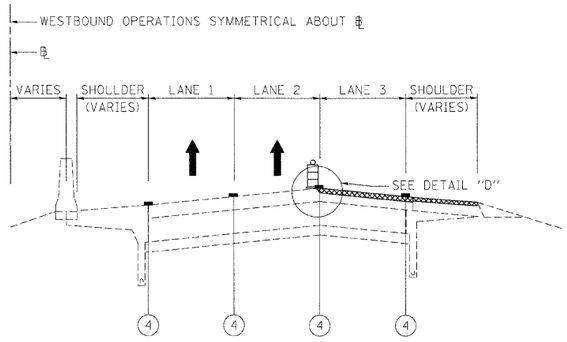


STAGE 4 – OPERATION SEVEN – I–290 & I–355

SURFACE COURSE 2" – LANES 1 & 2

SURFACE COURSE 1–½" – SHOULDER

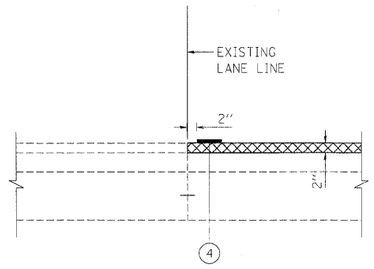




STAGE 4 – OPERATION EIGHT – I–290 & I–355

SURFACE COURSE 2" – LANES 3, 4, 5

SURFACE COURSE 1–½" – AUXILLARY LANE & SHOULDER



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	DRAWN - DMS	REVISED -
USER NAME = tblan<	CHECKED - CAR	REVISED -
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTION – STAGE 4

SCALE: N.T.S. | SHEET NO. 112 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	216
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGE 4

STAGE 4 NOTES

1. SEQUENCE OF CONSTRUCTION: PAVEMENT PATCHING, HMA SURFACE REMOVAL AND PROPOSED HMA COURSES AS DETAILED IN EACH OPERATION SECTION. WORK CAN OCCUR CONCURRENTLY, BUT SEQUENCE SHALL BE MAINTAINED AND NOT CONFLICT. RAMP WORK WILL BE COMPLETED USING DISTRICT DETAIL TC-8 - FREEWAY AND EXIT RAMP CLOSURE DETAILS.
2. LANE AND RAMP CLOSURES ALLOWED AS STIPULATED IN THE SPECIAL PROVISIONS. CONTRACTOR MAY NOT CLOSE ADJACENT EXIT OR ENTRANCE RAMPS AT THE SAME TIME.
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4. LANE CLOSURES PER STANDARDS 701400, 701401 AND 701446.
5. REDUCE LANE WIDTH USING 35:1 TAPER PER DISTRICT DETAIL TC-9 - TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE, A W5-1 (48 x 48) ROAD NARROWS SIGN WILL BE ERECTED 500' IN ADVANCE OF THE TAPER.
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8. PARTIAL MILLING OF PAVEMENT FOR AN OPERATION WILL NOT BE PAID FOR SEPARATELY. BUT WILL BE PAID FOR AT THE FINAL MILLING THICKNESS SHOWN ON THE TYPICAL SECTIONS.
9. EPOXY PAVEMENT MARKING LINES SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS.
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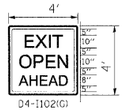
13. OMIT STAGE 4 OPERATIONS THROUGH BRIDGE AND CONCRETE SECTIONS.
14. SIGNS SHALL BE INSTALLED AS INSTRUCTED BELOW.



1" BORDER LINE
GREEN REFLECTIVE
BACKGROUND
WITH WHITE LEGEND

SIGN SHALL BE INSTALLED IN ADVANCE OF ALL OPEN/EXIT RAMPS WHEN THE RIGHT LANES ARE CLOSED.

W8-11
48" X 48"

SIGN SHALL BE INSTALLED ON BOTH SIDES OF THE ROADWAY 500' IN ADVANCE OF AREAS WHERE THERE IS A GRADE DIFFERENTIAL BETWEEN LANES, AFTER EACH ENTRANCE RAMP AND A MINIMUM OF EVERY MILE.

15. THE CONTRACTOR SHALL COORDINATE THE ROADWAY AND STRUCTURAL WORK SO BITUMINOUS MATERIALS ARE NOT TRACKED ON THE BRIDGE DECKS BEFORE BEING SEALED.
16. "EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS" SHALL BE INSTALLED ON MAINLINE ROADWAY DURING STAGE 4 OPERATIONS, IN LOCATIONS WHERE LETTERS/SYMBOLS PAVEMENT MARKINGS EXIST PRIOR TO SURFACE REMOVAL.
17. WORK ZONE SPEED LIMIT SIGNS SHALL REMAIN IN PLACE UNTIL ALL BINDER IS PLACED.

LEGEND

(1) EXISTING PAVEMENT MARKING

(2) EPOXY PAVEMENT MARKING - LINE 5" (WHITE 10' DASH, 30' SKIP)

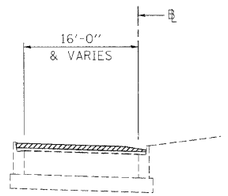
(3) EPOXY PAVEMENT MARKING - LINE 4" (YELLOW LEFT & WHITE RIGHT)

(4) PROPOSED PAVEMENT MARKING. SEE PAVEMENT MARKING PLANS.

TYPE II BARRIER, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

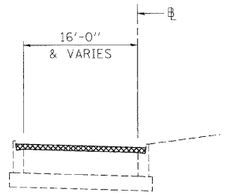
BITUMINOUS SURFACE REMOVAL

HMA/SMA BINDER AND SURFACE COURSES



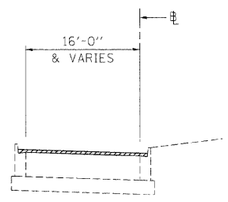
STAGE 4 – RAMP OPERATION ONE – I–290

BITUMINOUS SURFACE REMOVAL 2"



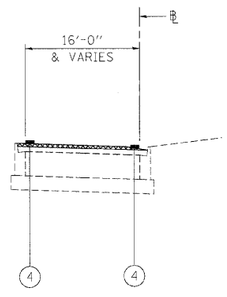
STAGE 4 – RAMP OPERATION THREE – I–290

BINDER COURSE 2–$\frac{1}{4}$"



STAGE 4 – RAMP OPERATION TWO – I–290

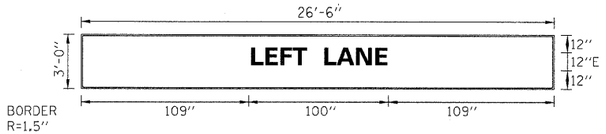
BITUMINOUS SURFACE REMOVAL FINAL 1–$\frac{1}{4}$"



STAGE 4 – RAMP OPERATION FOUR – I–290

SURFACE COURSE 1–$\frac{1}{2}$"

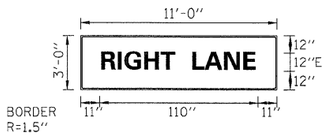
FILE NAME =	DESIGNED - CAG	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC TYPICAL SECTION – STAGE 4	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
...\proln.ABC.01.ml.mot.typ.st.4.06.dgn	DRAWN - DMS	REVISED -				*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	217
USER NAME = tblank	CHECKED - CAR	REVISED -				*290,355		CONTRACT NO. 60G51		
PLOT DATE = 11/13/2009	DATE - 10/16/09	REVISED -			SCALE: N.T.S. SHEET NO. 113 OF 115 SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

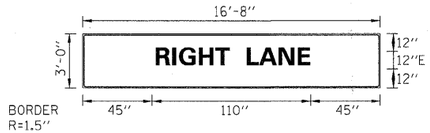
STAGE 1
BLACK LETTERS ON ORANGE BACKGROUND
STA 98+80



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

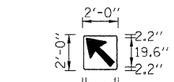
STAGE 1 AND STAGE 2
BLACK LETTERS ON ORANGE BACKGROUND
STA 98+80



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

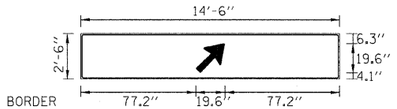
STAGE 1 AND STAGE 2
BLACK LETTERS ON ORANGE BACKGROUND
STA 110+00



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

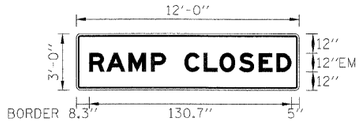
STAGE 1
BLACK ARROW ON ORANGE BACKGROUND
STA 122+00
STA 12+40



BORDER
R=1.5"
TH=0.63"
IN=0.47"

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

STAGE 1 AND STAGE 2
BLACK ARROW ON ORANGE BACKGROUND
STA 181+95



BORDER
R=1.5"
TH=1"
IN=1"

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

STAGE 1
BLACK LETTERS ON ORANGE BACKGROUND
STA 94+80

STAGE 1
GREEN COVER
STA 110-00
STA 117+70 (TWO PANELS)
STA 122+00
STA 14+95
STA 22+50
STA 32+50
STA 28+40
STAGE 2
STA 14+95
STA 22+50
STA 32+50
STA 98+80 (TWO PANELS)
STA 110+00
STA 117+10

BORDER
R=1.5"
TH=1"
IN=1"

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

STAGE 2
WHITE ARROW ON GREEN BACKGROUND
STA 98+80

FILE NAME =	DESIGNED - AJP	REVISED -
...\prpln_ABC_C1_TempSignDetails_01.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JJT	REVISED -
PLOT DATE = 12/15/2009	DATE - 10/16/09	REVISED -

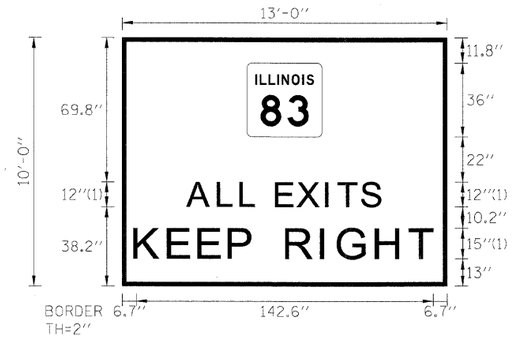
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TEMPORARY INFORMATION SIGNING

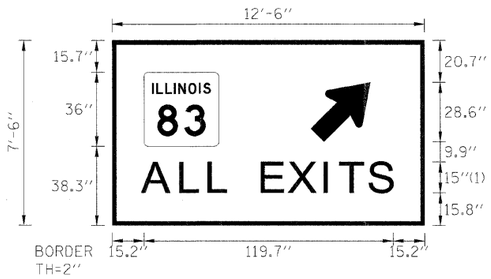
SCALE: 1"=50' | SHEET NO. 114 OF 115 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	218
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



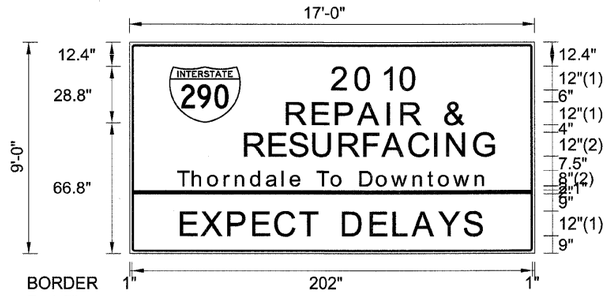
FONT:
(1) ClearviewHwy-5-W

STAGE 2
BLACK LETTERS ON ORANGE BACKGROUND
STA 162+97
STA 256+96



FONT:
(1) ClearviewHwy-5-W

STAGE 2
BLACK LETTERS ON ORANGE BACKGROUND
STA 179+89
STA 236+82

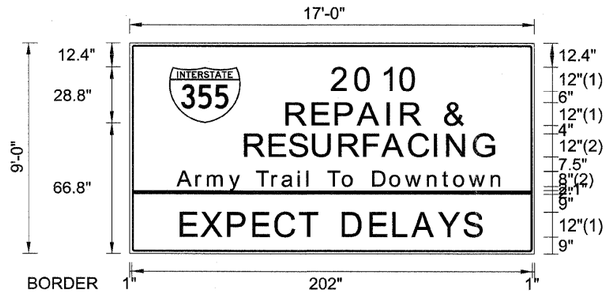


FONT:
(1) ClearviewHwy-5-W
(2) ClearviewHwy-5-W-R

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

PLACE PROJECT TEMPORARY INFORMATION SIGN PRIOR TO
STAGE 1 AT THE FOLLOWING LOCATIONS AS DIRECTED BY THE ENGINEER:

EASTBOUND I-90 NEAR MEACHAM RD
EASTBOUND ELGIN O'HARE EXPRESSWAY NEAR PLUM GROVE RD
SOUTHBOUND I-290 NEAR HIGGINS RD
SOUTHBOUND IL-53 NEAR EUCLID



FONT:
(1) ClearviewHwy-5-W
(2) ClearviewHwy-5-W-R

Panel Style: Temp Sign.ssi
M.U.T.C.D.: 2003 Edition

PLACE PROJECT TEMPORARY INFORMATION SIGN PRIOR TO
STAGE 1 AT THE FOLLOWING LOCATIONS AS DIRECTED BY THE ENGINEER:

NORTHBOUND I-355 NEAR ST. CHARLES RD

FILE NAME = ...\prpln_ABC.C1_TempSignDetails_02.dgn	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC TEMPORARY INFORMATION SIGNING
USER NAME = jmajewski	DRAWN - TMB	REVISED -			SCALE: N.T.S. SHEET NO. 115 OF 115 SHEETS STA. TO STA.
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -			
	DATE - 10/16/09	REVISED -			

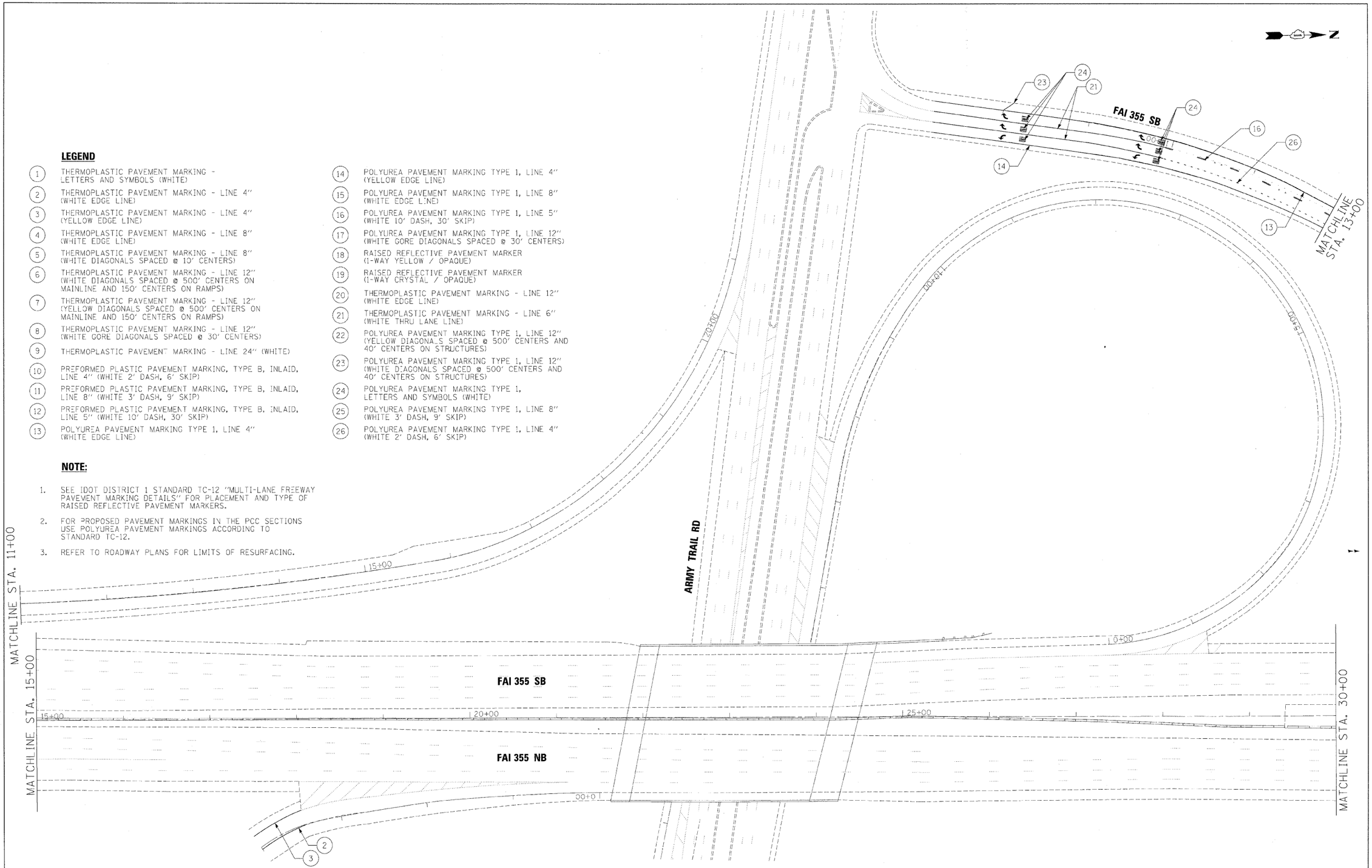
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	219
*290,355		CONTRACT NO. 60C51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

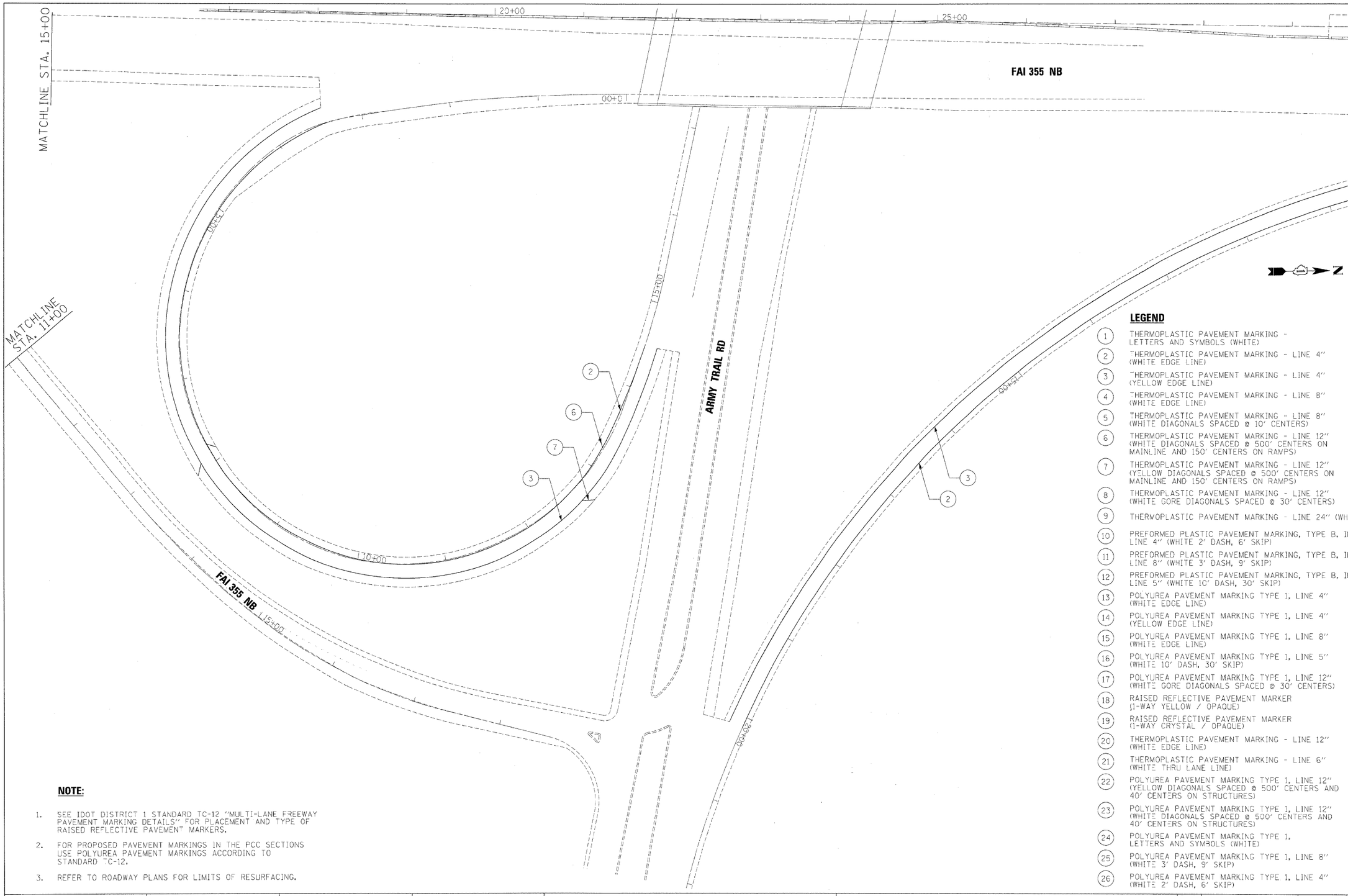
NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.



FILE NAME = ...\prpln_ABC_01_355_pvmtmkg_02.dgn	DESIGNED - AJP	REVISED -	benesch
USER NAME = jmajewski	DRAWN - TMB	REVISED -	**STATE OF ILLINOIS** **DEPARTMENT OF TRANSPORTATION**
PLOT DATE = 12/16/2009	CHECKED - JVM	REVISED -	**PAVEMENT MARKING PLANS** **I-355/ARMY TRAIL RAMPS**
	DATE - 10/16/09	REVISED -	SCALE: 1"=50' SHEET NO. 1 OF 35 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	220
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERVOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

FILE NAME = ...\orpln_ABC_C1_355_pvmtmkg_03.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355/ARMY TRAIL RAMPS

SCALE: 1"=50' | SHEET NO. 2 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	221
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
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8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
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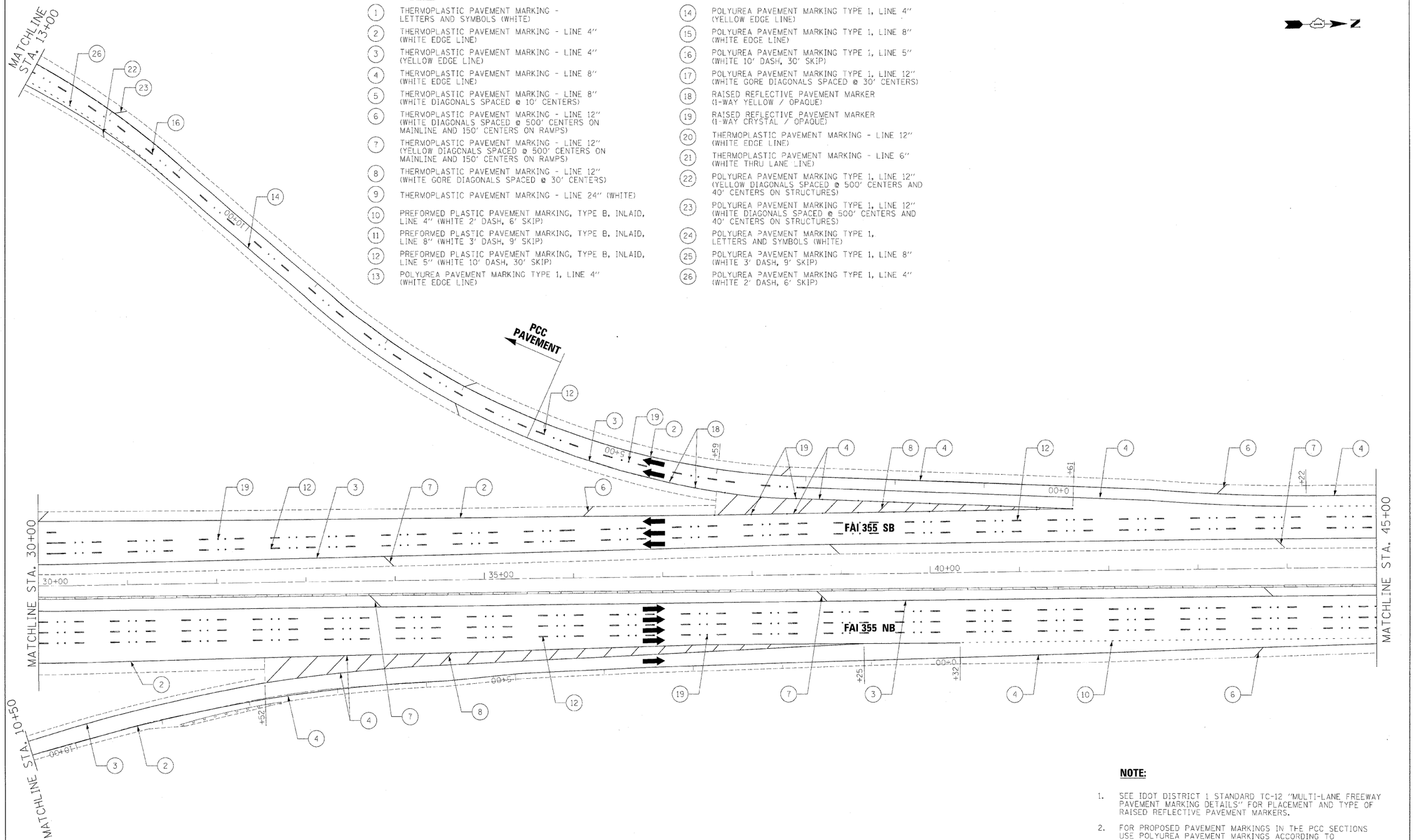
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)



NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_C1_355_pvmtmkg_04.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmo_ewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/18/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

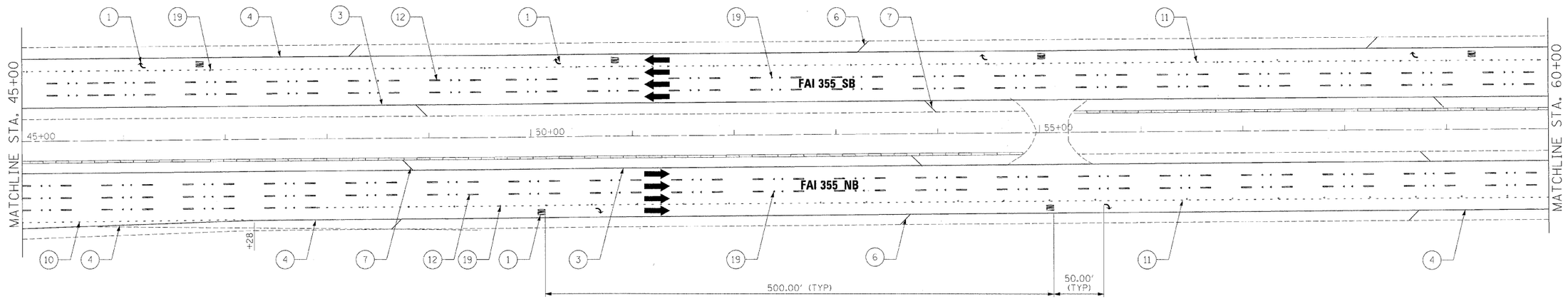
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355 STA 30+00 TO STA 45+00

SCALE: 1"=50' | SHEET NO. 3 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	222
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
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9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
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16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEVENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
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22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
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NOTE:

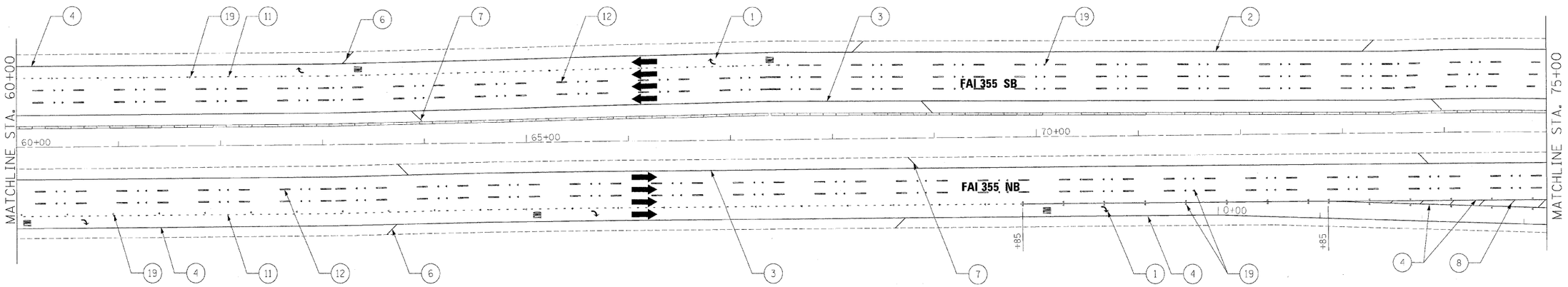
1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_C1_355_pvmtmkg_05.dgn	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
USER NAME = jmajewski	DRAWN - TMB	REVISED -		
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -		
	DATE - 10/16/09	REVISED -		

PAVEMENT MARKING PLANS
I-355 STA 45+00 TO STA 60+00

SCALE: 1"=50' | SHEET NO. 4 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	22(1, 1-1, 2&3)RS-7	DUPAGE	546	223
	•290,355	CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
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8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
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18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\eroln_ABC_01_355 pvmtmkg_06.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

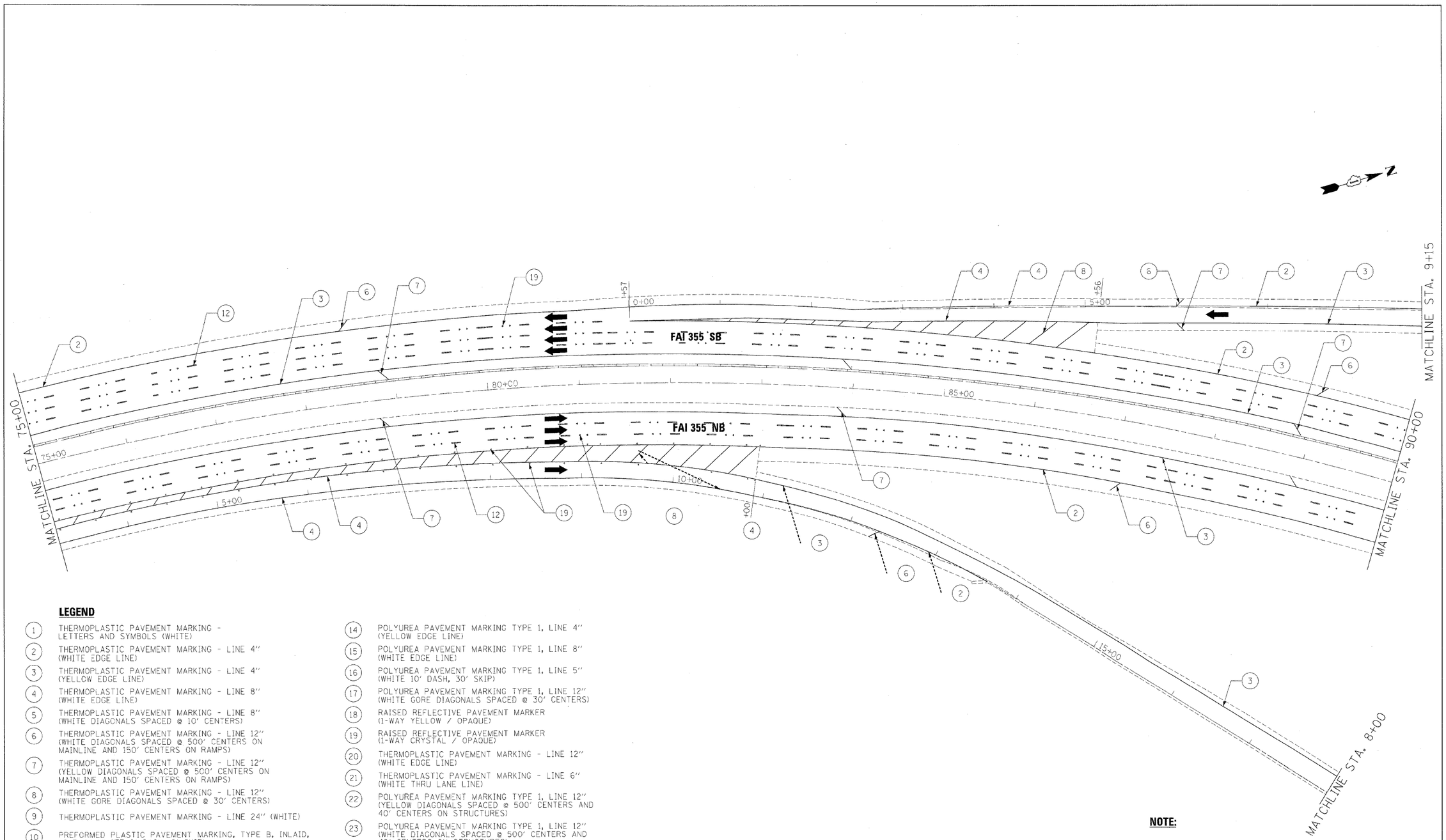
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355 STA 60+00 TO STA 75+00

SCALE: 1"=50' | SHEET NO. 5 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(I, I-1, 2&3)RS-7	DUPAGE	546	224
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
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9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
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17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_C1_355_pvmtmkg_07.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355 STA 75+00 TO STA 90+00

SCALE: 1"=50' | SHEET NO. 6 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	225
	•290.355	CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
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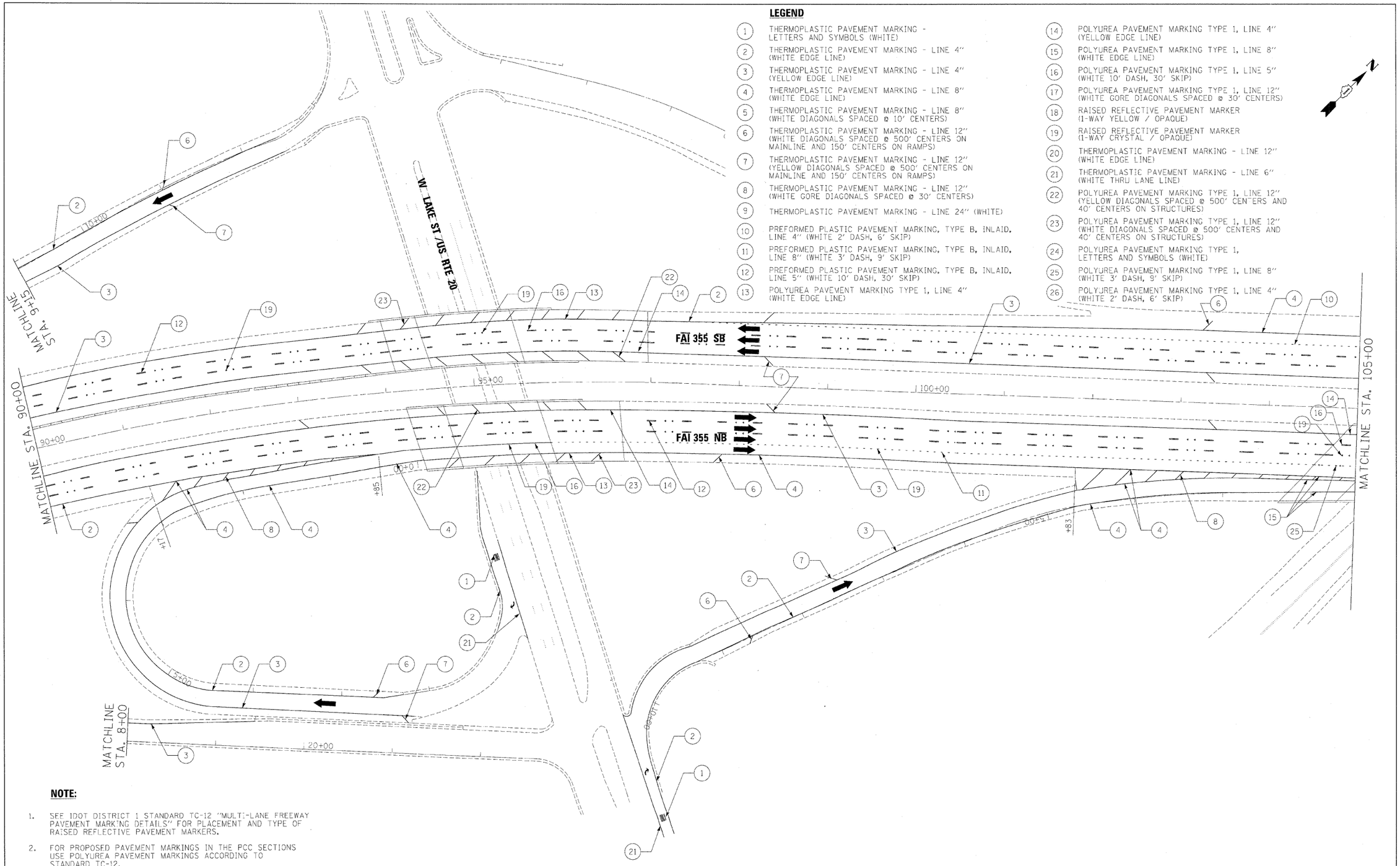
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)



NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\ppln_ABC_01_355_pvmtmkg_00.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

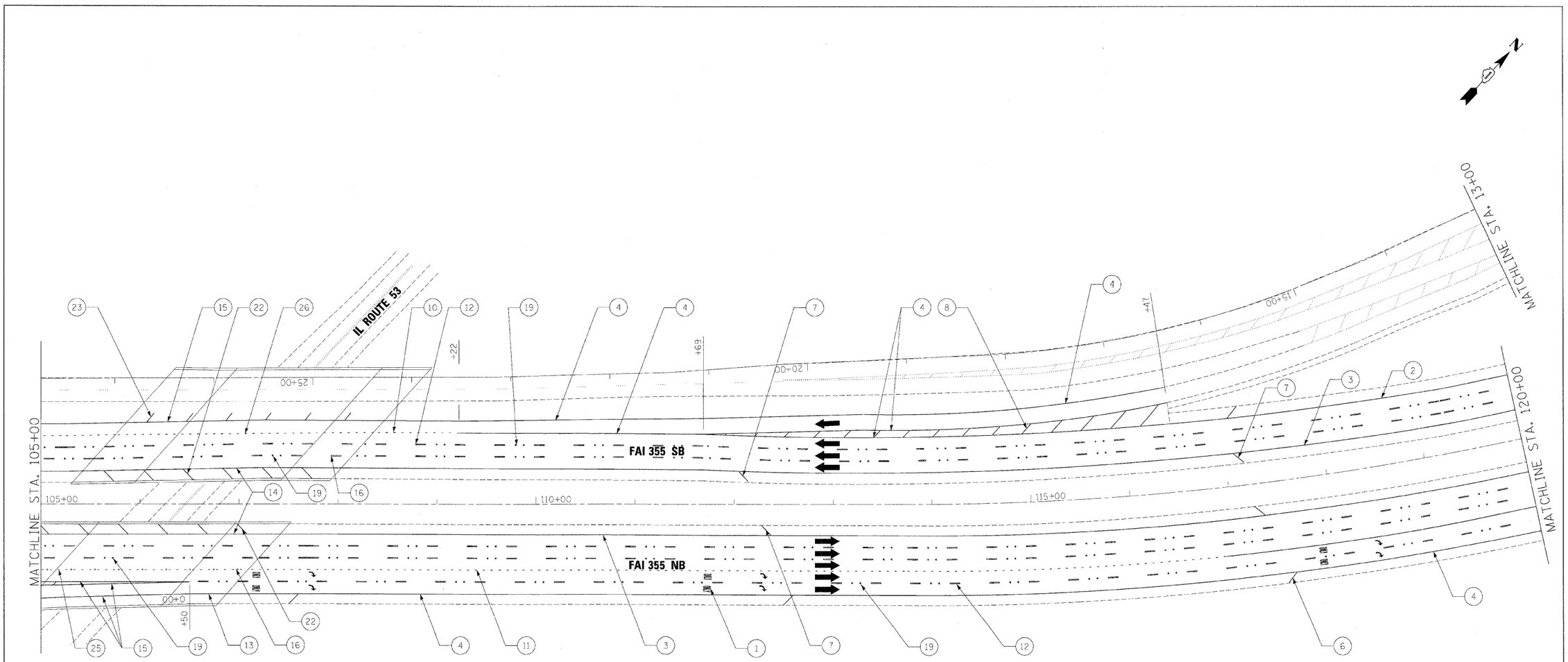
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355 STA 90+00 TO STA 105+00

SCALE: 1"=50' | SHEET NO. 7 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	226
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT VARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC.01.355_pvmtmkg_09.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

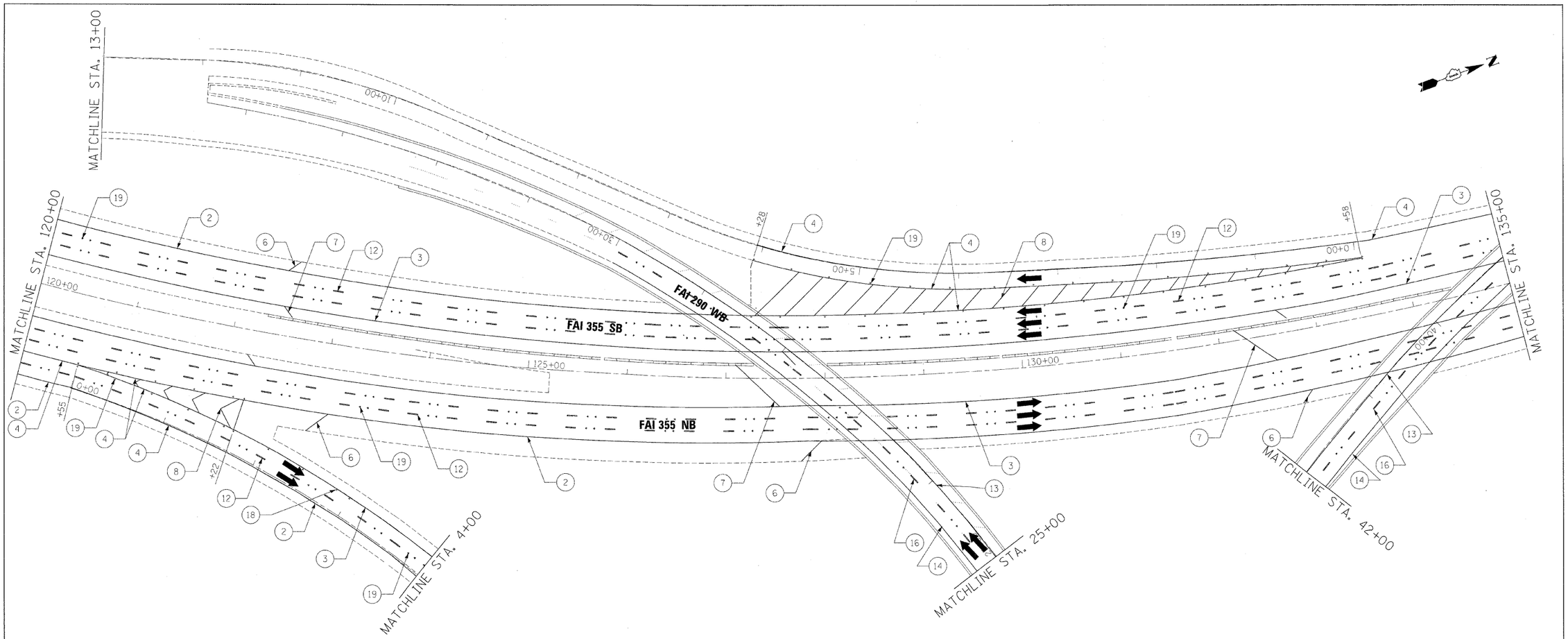
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355 STA 105+00 TO STA 120+00

SCALE: 1"=50' | SHEET NO. 8 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	227
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_C1_355_pvmtmkg_10.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JVM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

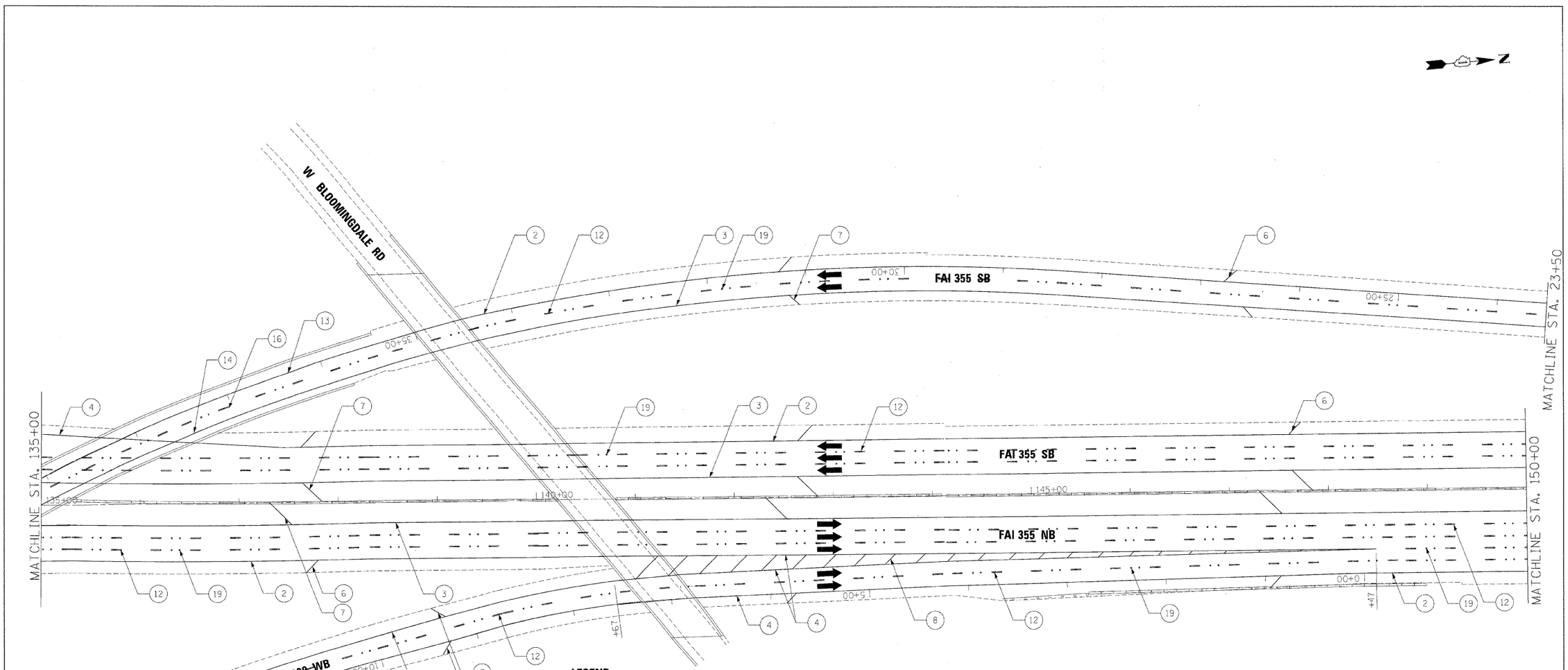
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355 STA 120+00 TO STA 135+00

SCALE: 1"=50' | SHEET NO. 9 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	228
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
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16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
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24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\orpln_ABC_C1_355_pvmtmkg_11.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

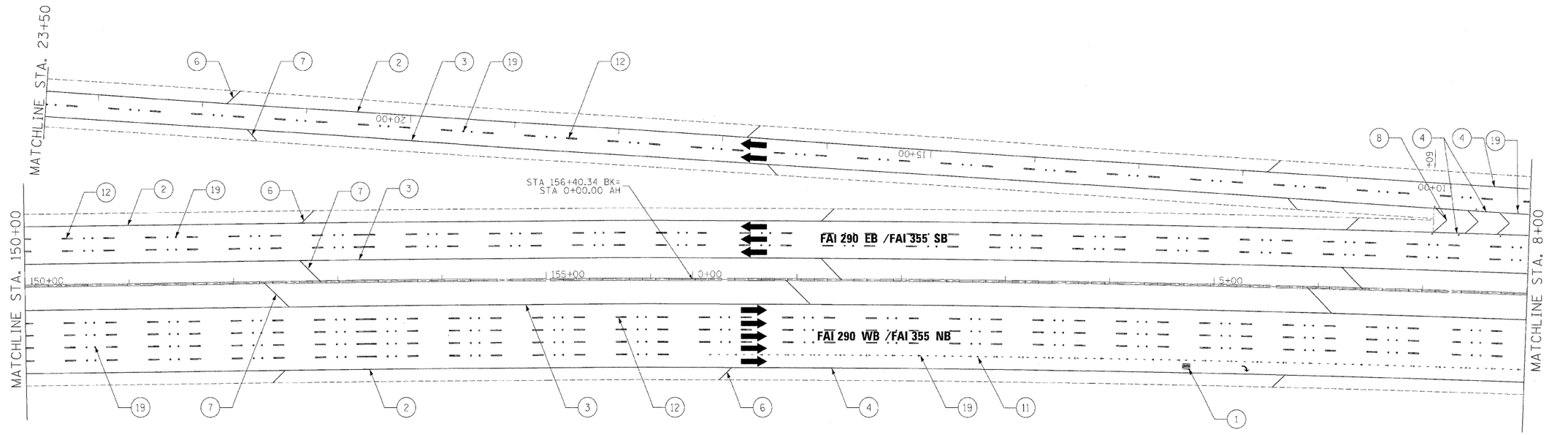
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-355 STA 135+00 TO STA 150+00

SCALE: 1"=50' | SHEET NO. 10 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	229
*290.355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
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18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
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20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
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22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
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24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
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NOTE:

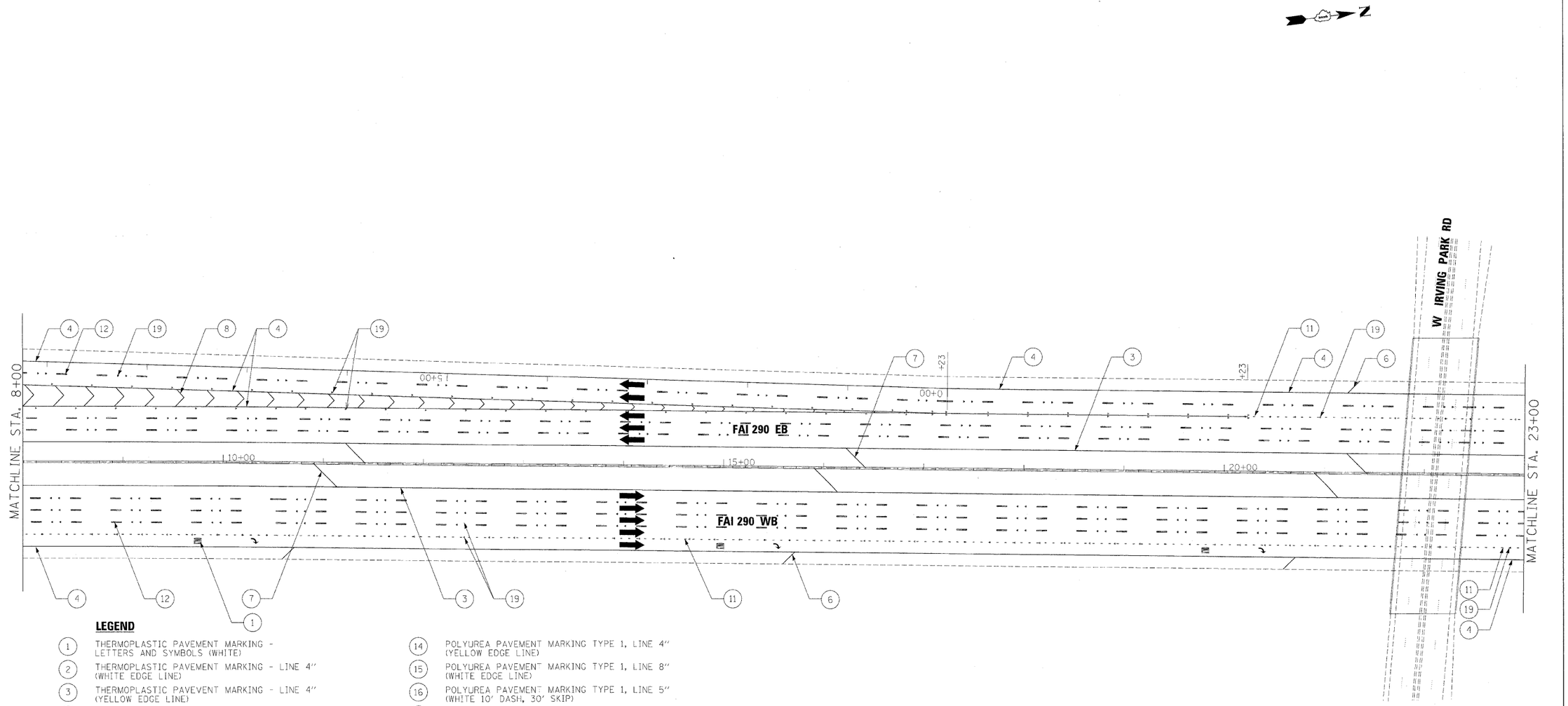
1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_C1_355_pvmtmkg_12.dgn	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
USER NAME = jma_ewski	DRAWN - TMB	REVISED -		
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -		
	DATE 10/16/09	REVISED -		

PAVEMENT MARKING PLANS
I-290/I-355 STA 150+00 TO STA 8+00

SCALE: 1"=50' | SHEET NO. 11 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	230
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEVENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
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6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
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8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME - ...\prpln_ABC_C1_355_pvmtmkg_13.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

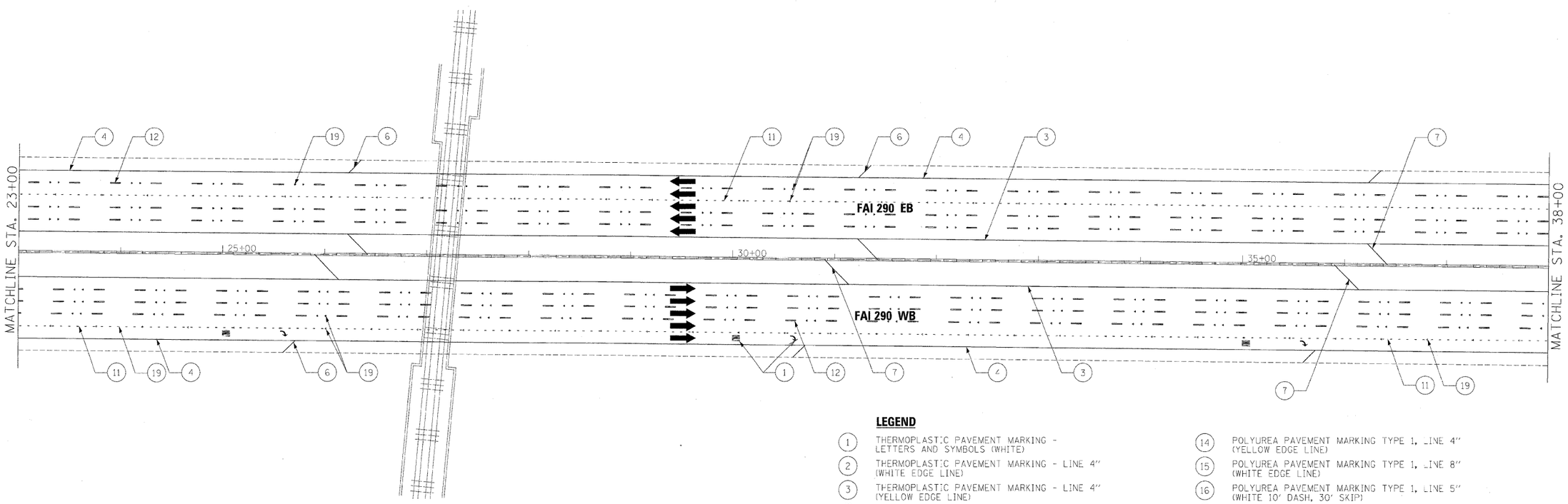
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 8+00 TO STA 23+00

SCALE: 1"=50' | SHEET NO. 12 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	220, 1-1, 2&3RS-7	DUPAGE	546	231
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

LEGEND

1	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3	THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4	THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5	THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6	THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7	THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
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9	THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13	POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14	POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15	POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16	POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17	POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18	RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19	RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20	THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21	THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22	POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23	POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24	POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25	POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26	POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

FILE NAME =	DESIGNED - AJP	REVISED -
...\prpln_ABC_C1_355_pvmtmkg_14.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

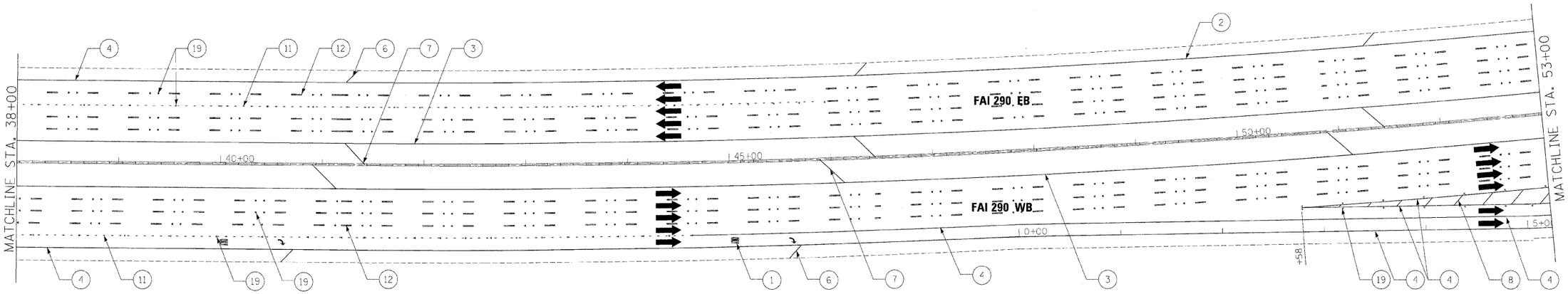
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 23+00 TO STA 38+00

SCALE: 1"=50' | SHEET NO. 13 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	232
*290.355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
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7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
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16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
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24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME =	DESIGNED - AJP	REVISED -
...\prpln_ABC_C1_335_pvmtmkg_15.dgn	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

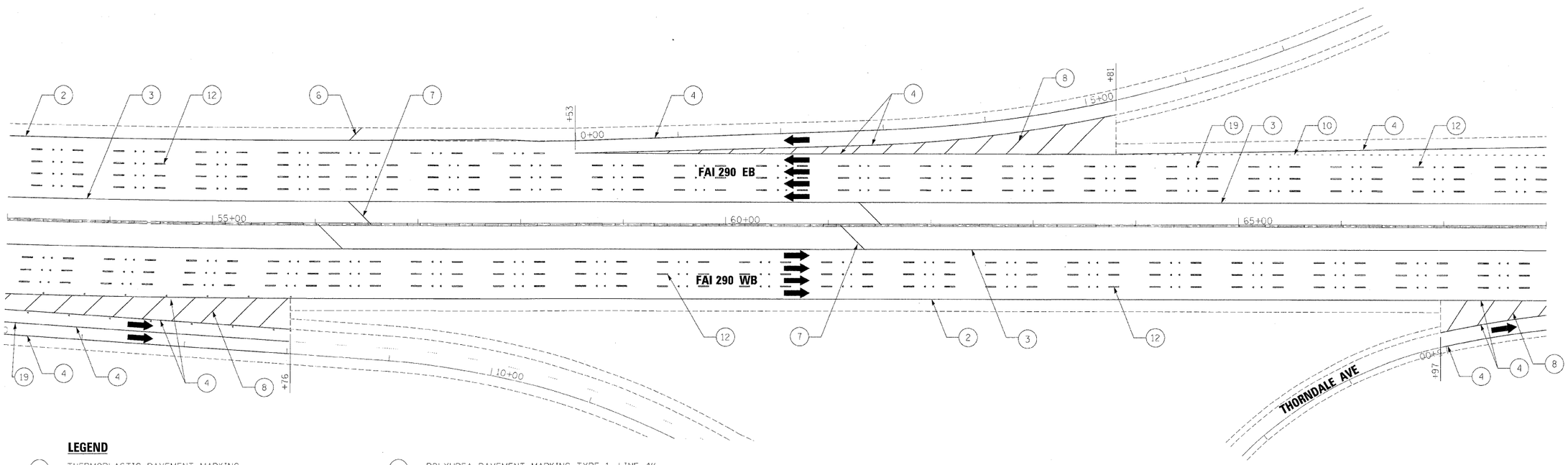
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 38+00 TO STA 53+00

SCALE: 1"=50' | SHEET NO. 14 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(I, 1-1, 2&3)RS-7	DUPAGE	546	233
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
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8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
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16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE PO_YUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

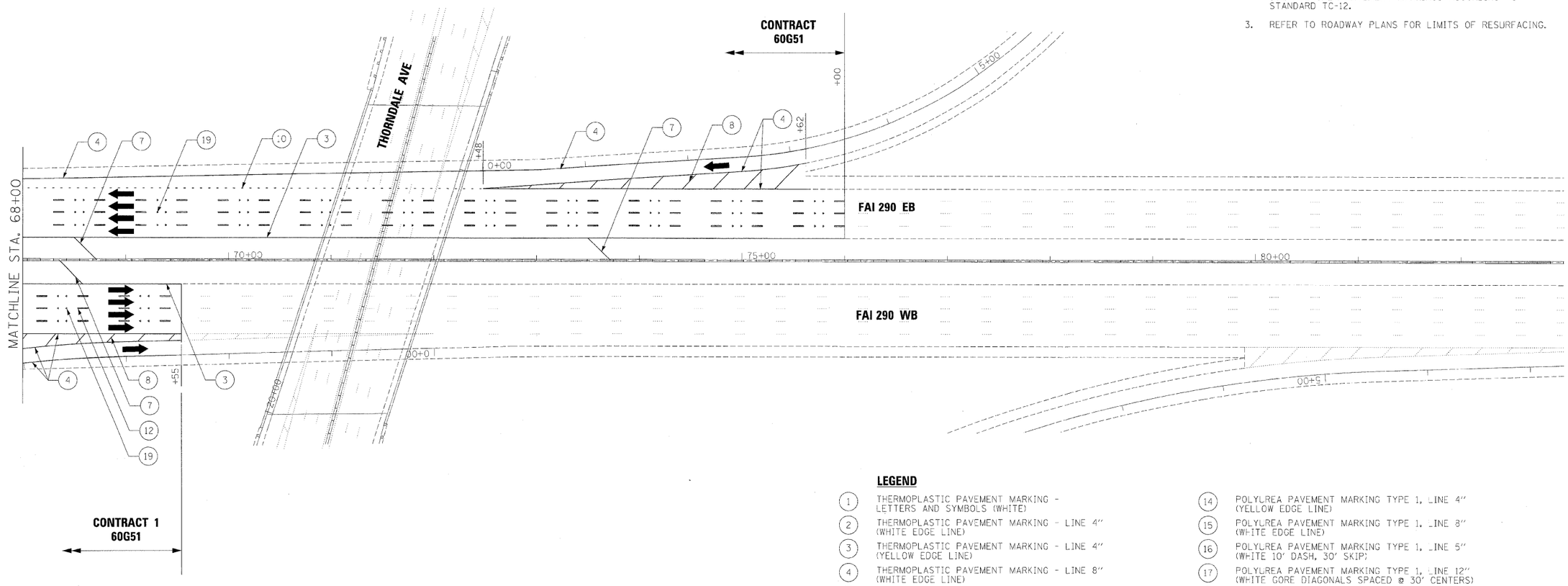
FILE NAME = ...\prpln_A8C_C1_355_pvmtmkg_16.dgn	DESIGNED - AJP	REVISED -	benesch
USER NAME = jmajewski	DRAWN - TMB	REVISED -	
PLOT DATE = 12/13/2009	CHECKED - JMM	REVISED -	
	DATE - 10/16/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 53+00 TO STA 68+00

SCALE: 1"=50' | SHEET NO. 15 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	234
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

LEGEND

(1) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
(2) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
(3) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
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FILE NAME = ...\prpln_ABC_C1_355_pvmtmkg_17.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 68+00 TO STA 83+00

SCALE: 1"=50' | SHEET NO. 16 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	235
*290.355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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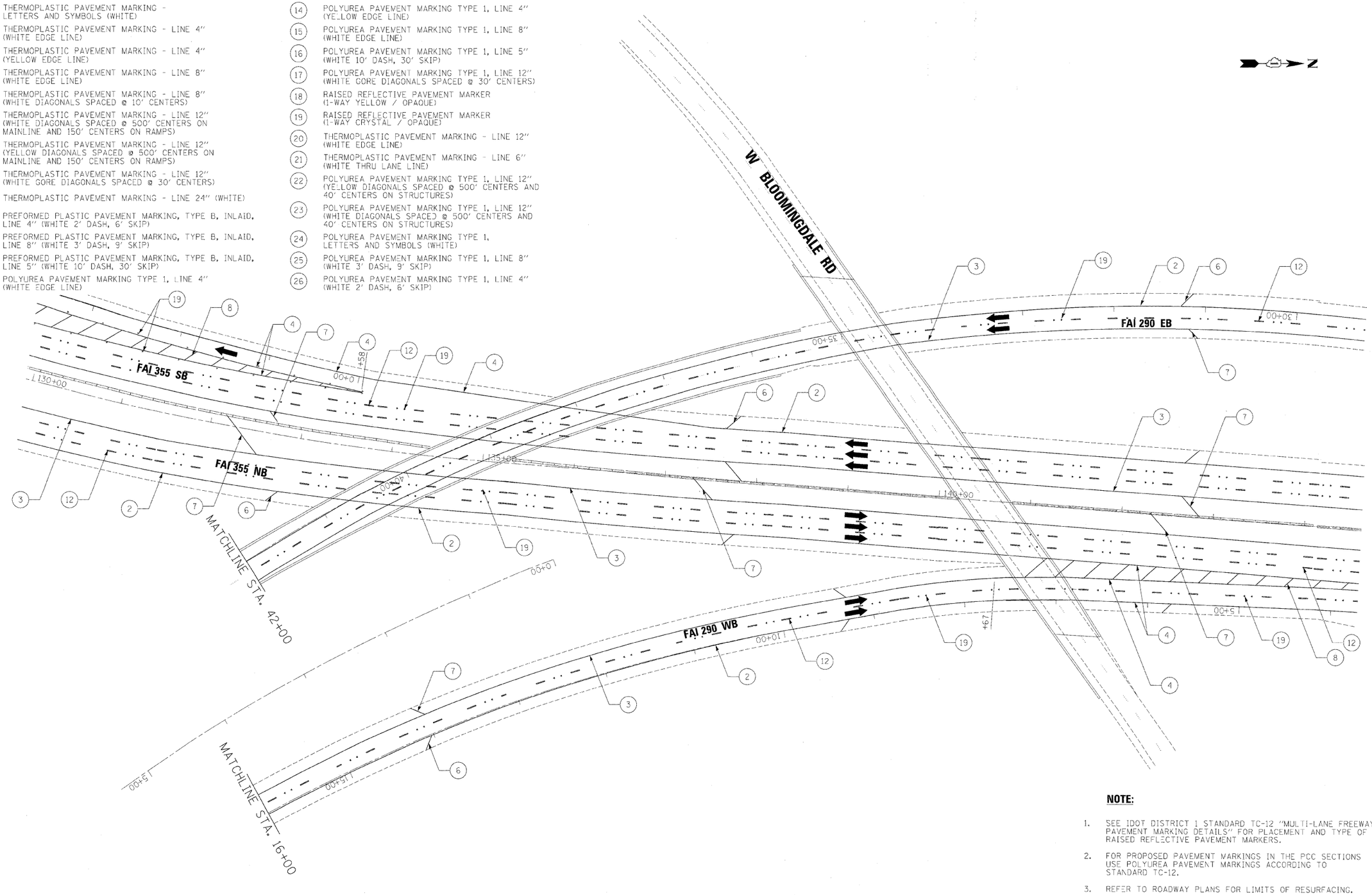

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\erpln_ABC_C1_355_pvmtmkg_23.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290/I-355 RAMPS

SCALE: 1"=50' | SHEET NO. 17 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	236
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
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3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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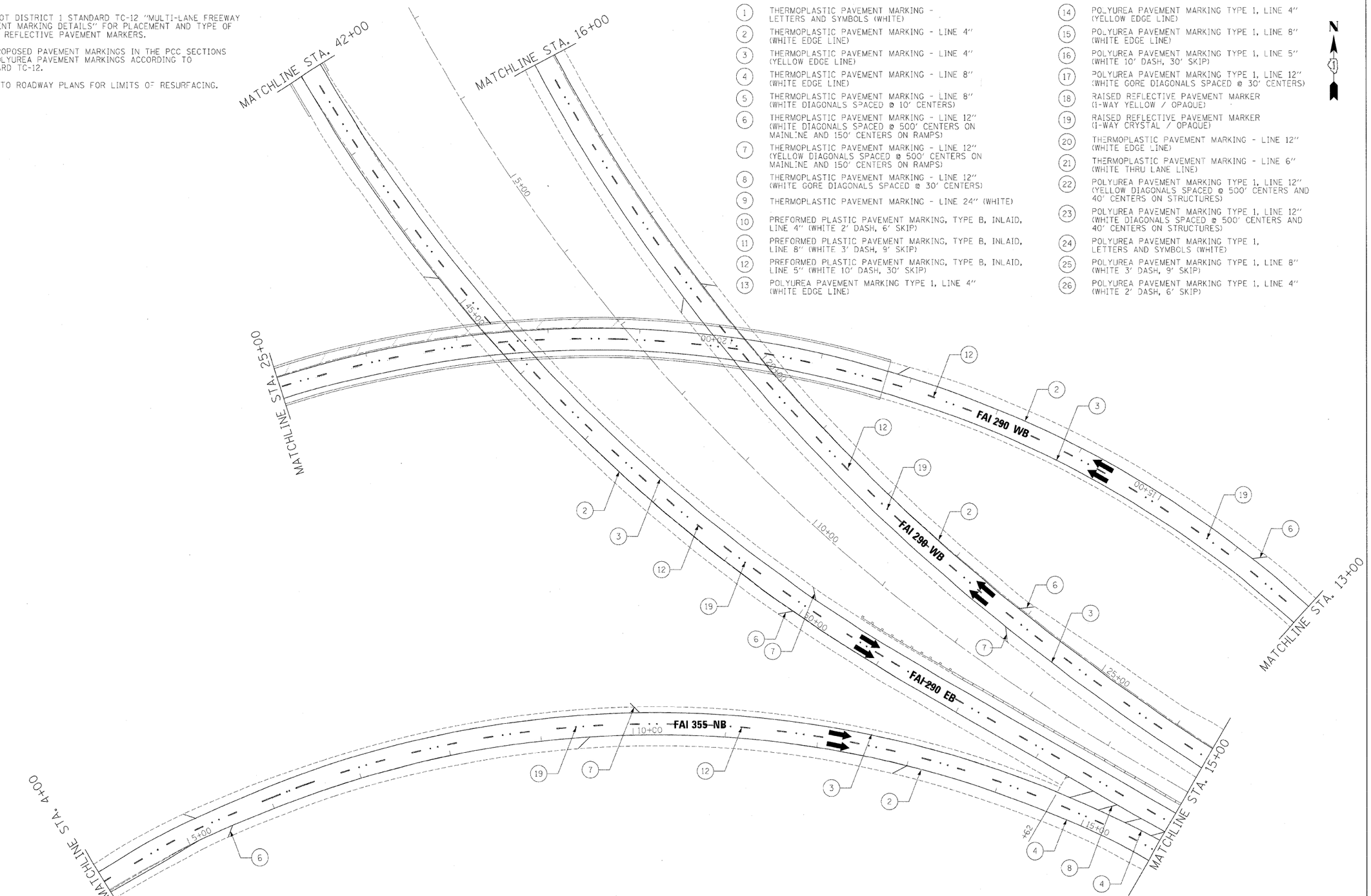
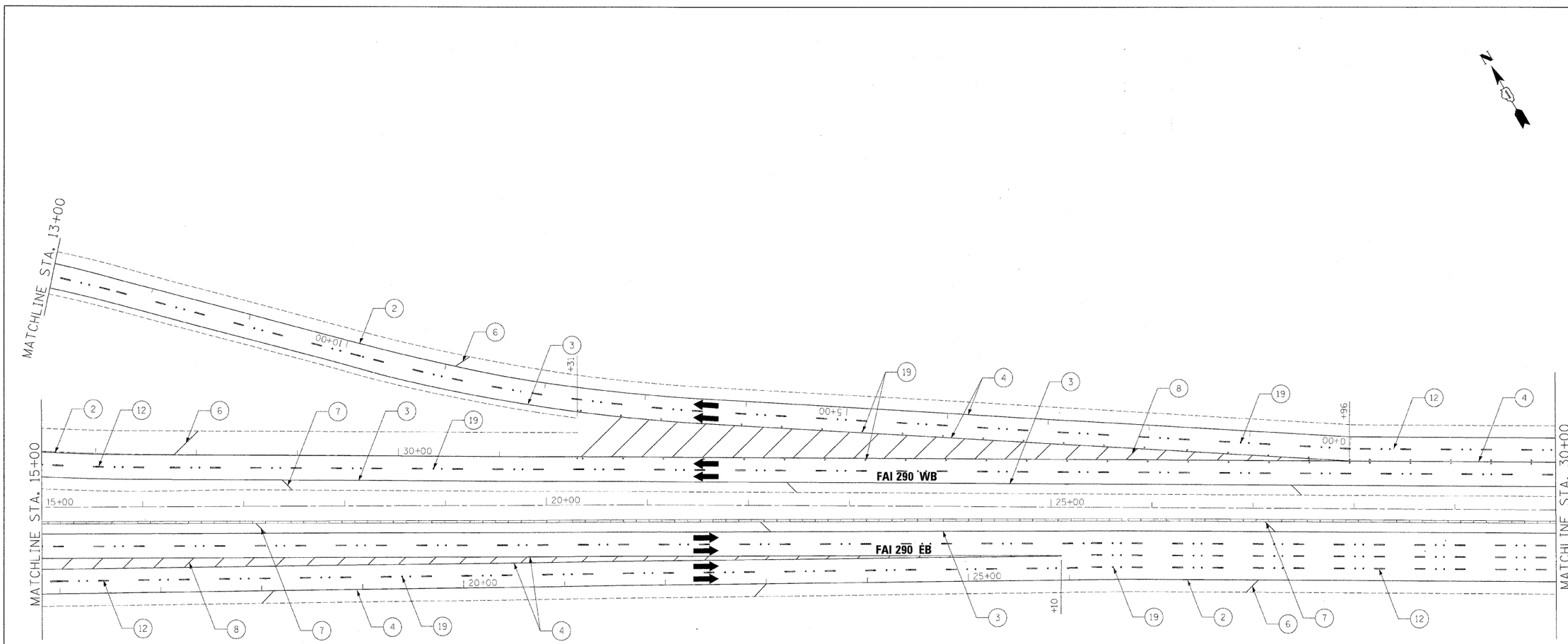


FILE NAME = ...\erpln.ABC.C1.290.pvmtmkg.24.dgn	DESIGNED - AJP	REVISED -	benesch	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLANS I-290/I-355 RAMPS
USER NAME = jmajewski	DRAWN - TMB	REVISED -			SCALE: 1"=50' SHEET NO. 18 OF 35 SHEETS STA. TO STA.
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -			
	DATE - 10/16/09	REVISED -			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(), 1-1, 2&3)RS-7	DUPAGE	546	237
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

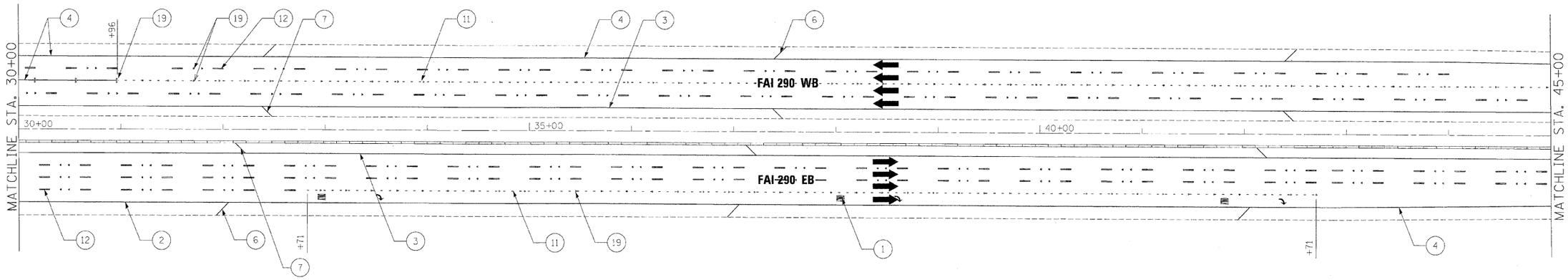
FILE NAME = ...\proln_ABC_C1_290_pvmtmkg_25.dgn	DESIGNED - AJP	REVISED -	benesch
USER NAME = jmajewski	DRAWN - TMB	REVISED -	
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -	
	DATE - 10/16/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 15+00 TO STA 30+00

SCALE: 1"=50' | SHEET NO. 19 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	238
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
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16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
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21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
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24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_C1_290_pvmnkg_26.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/15/2009	DATE - 10/16/09	REVISED -

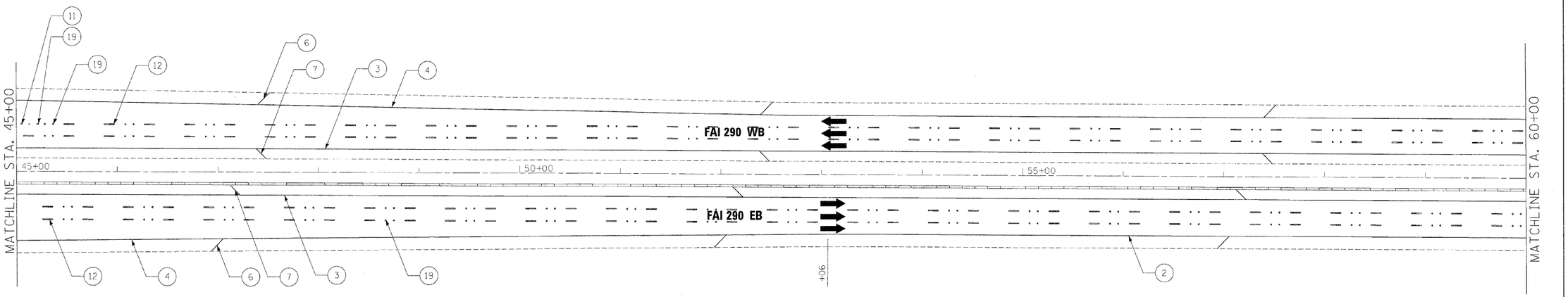
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANs
I-290 STA 30+00 TO STA 45+00

SCALE: 1"=50' | SHEET NO. 20 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	2211, 1-1, 2&3IRS-7	DUPAGE	546	239
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
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9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
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22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_A3C_C1_290_pvmtmkg_27.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JWM	REVISED -
PLOT DATE = 12/15/2009	DATE - 10/16/09	REVISED -

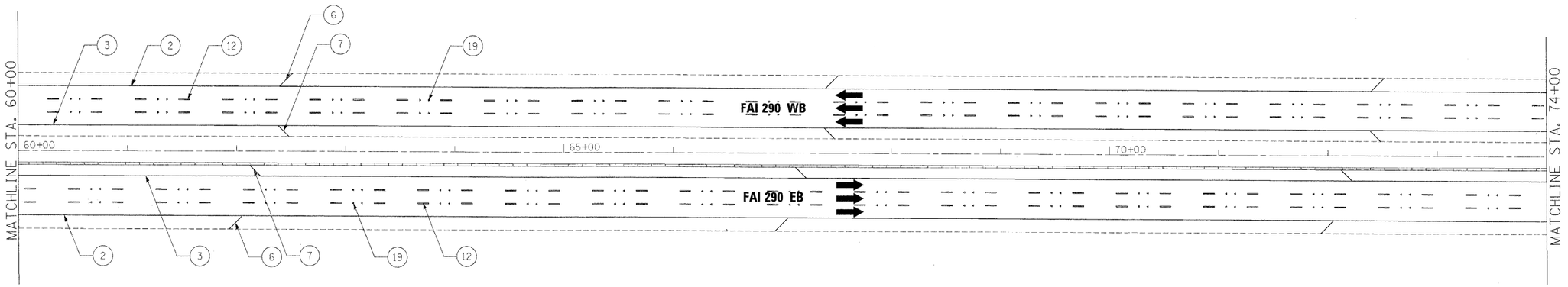
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 45+00 TO STA 60+00

SCALE: 1"=50' | SHEET NO. 21 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	240
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_01_290_pvmtmkg_28.cgn	DESIGNED - AJP	REVISED -
	DRAWN - TWB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

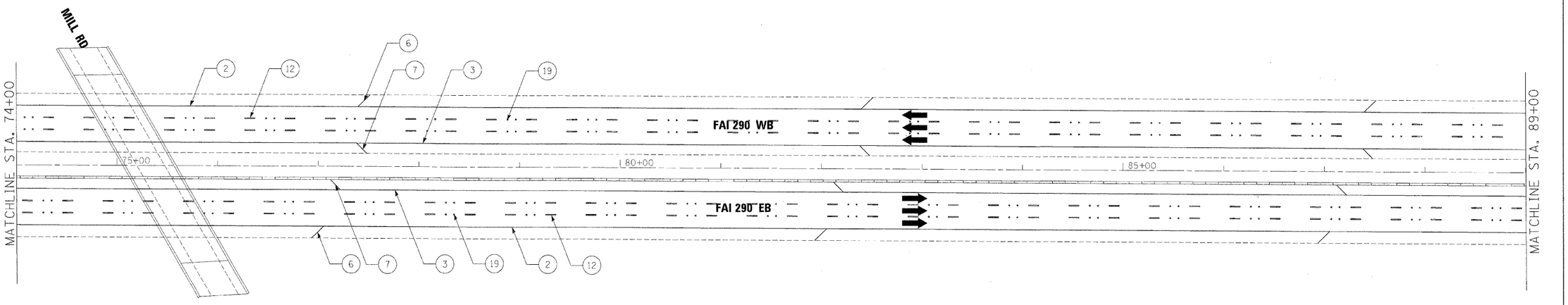
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 60+00 TO STA 74+00

SCALE: 1"=50' | SHEET NO. 22 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	241
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
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NOTE:

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2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
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FILE NAME = ...\prpln_ABC_01_290_pvmtmkg_29.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

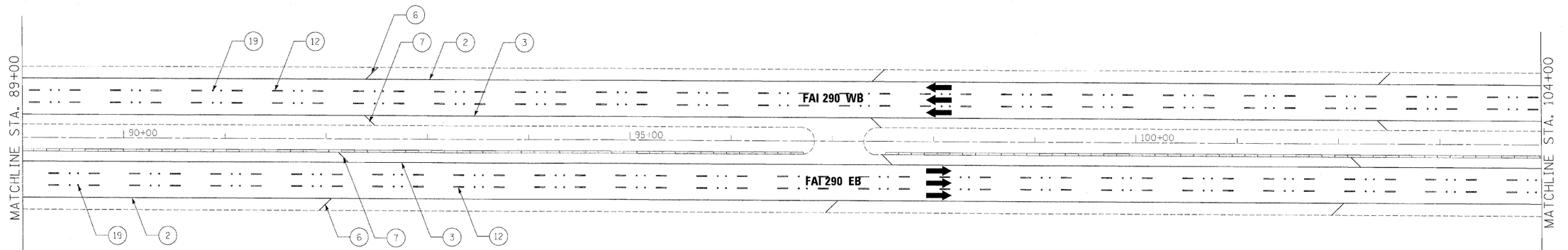
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 74+00 TO STA 89+00

SCALE: 1"=50' | SHEET NO. 23 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	242
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
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NOTE:

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2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
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USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/15/2009	DATE - 10/16/09	REVISED -

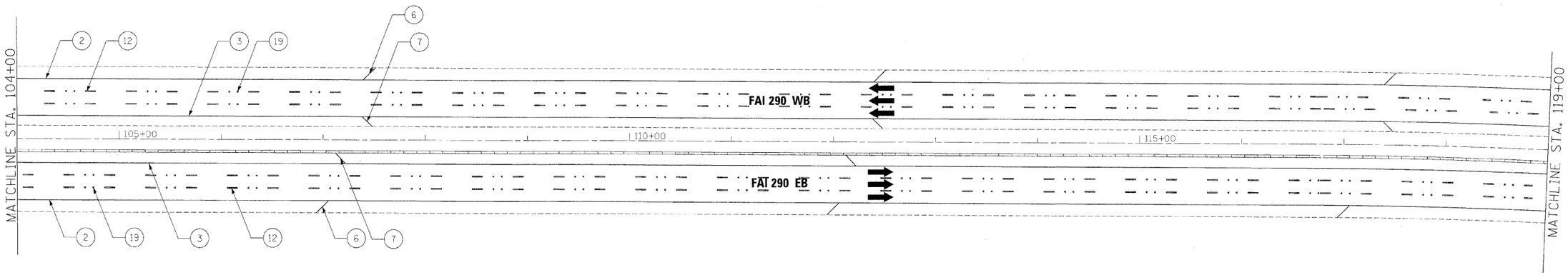
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 89+00 TO STA 104+00

SCALE: 1"=50' | SHEET NO. 24 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	22(1, 1-1, 2&3)RS-7	DUPAGE	546	243
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
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5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_01_290_pvmtrkg_31.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

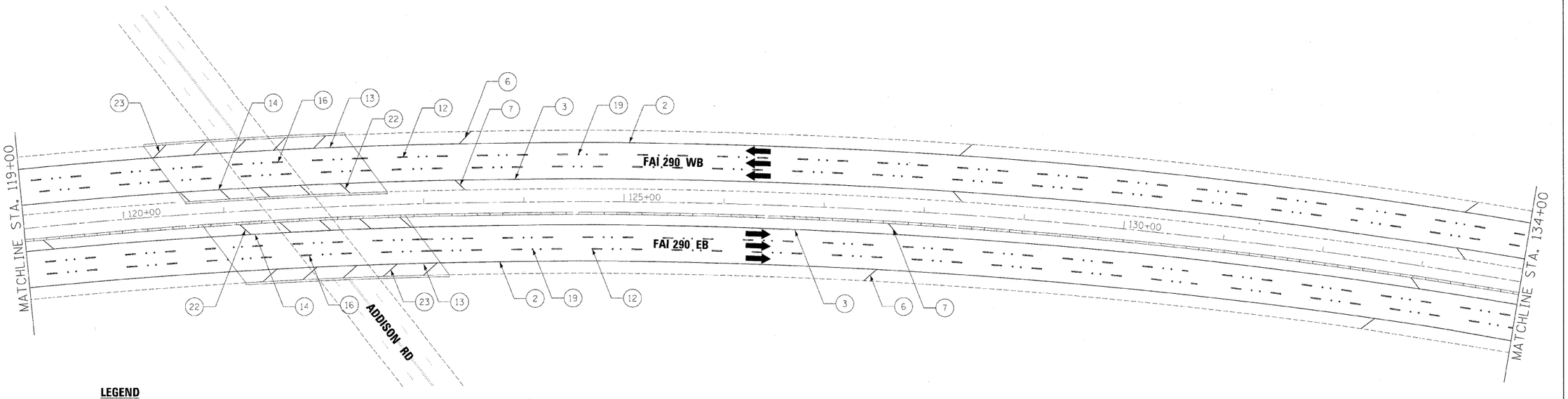
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
I-290 STA 104+00 TO STA 119+00

SCALE: 1"=50' | SHEET NO. 25 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	22(1, 1-1, 2&3)RS-7	DUPAGE	546	244
*290.355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE I, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_A3C_C1_290_pvmtmkg_32.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/15/2009	DATE - 10/16/09	REVISED -

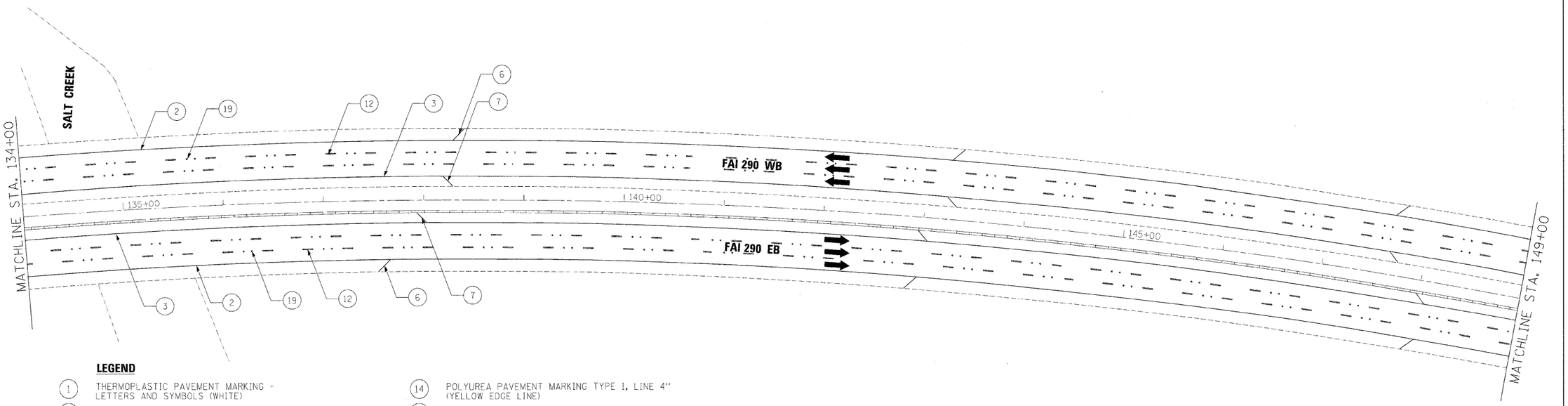
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 119+00 TO STA 134+00

SCALE: 1"=50' | SHEET NO. 26 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	245
*290,355		CONTRACT NO. 60C51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

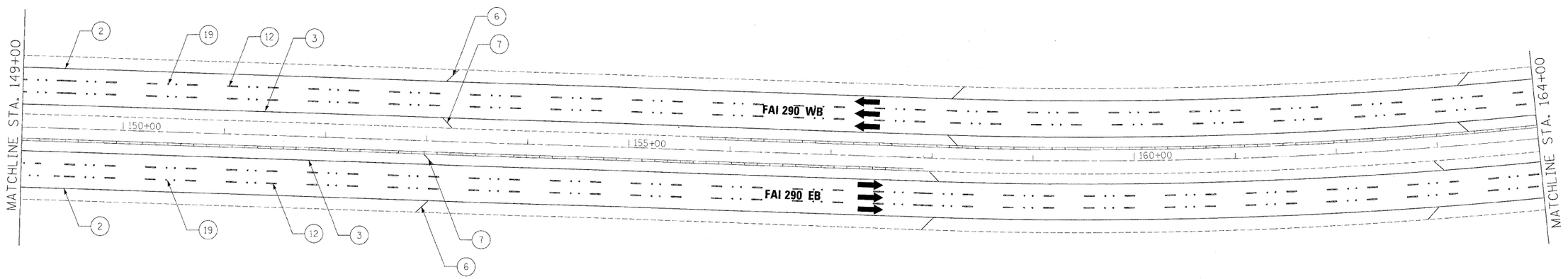
FILE NAME = ...\ppln_ABC_C1_290_pvmtmkg_33.dgn	DESIGNED - AJP	REVISED -	benesch
USER NAME = jmajewski	DRAWN - TMB	REVISED -	
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -	
	DATE - 10/16/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 134+00 TO STA 149+00

SCALE: 1"=50' | SHEET NO. 27 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	22(1, 1-1, 2&3)RS-7	DUPAGE	546	246
•290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

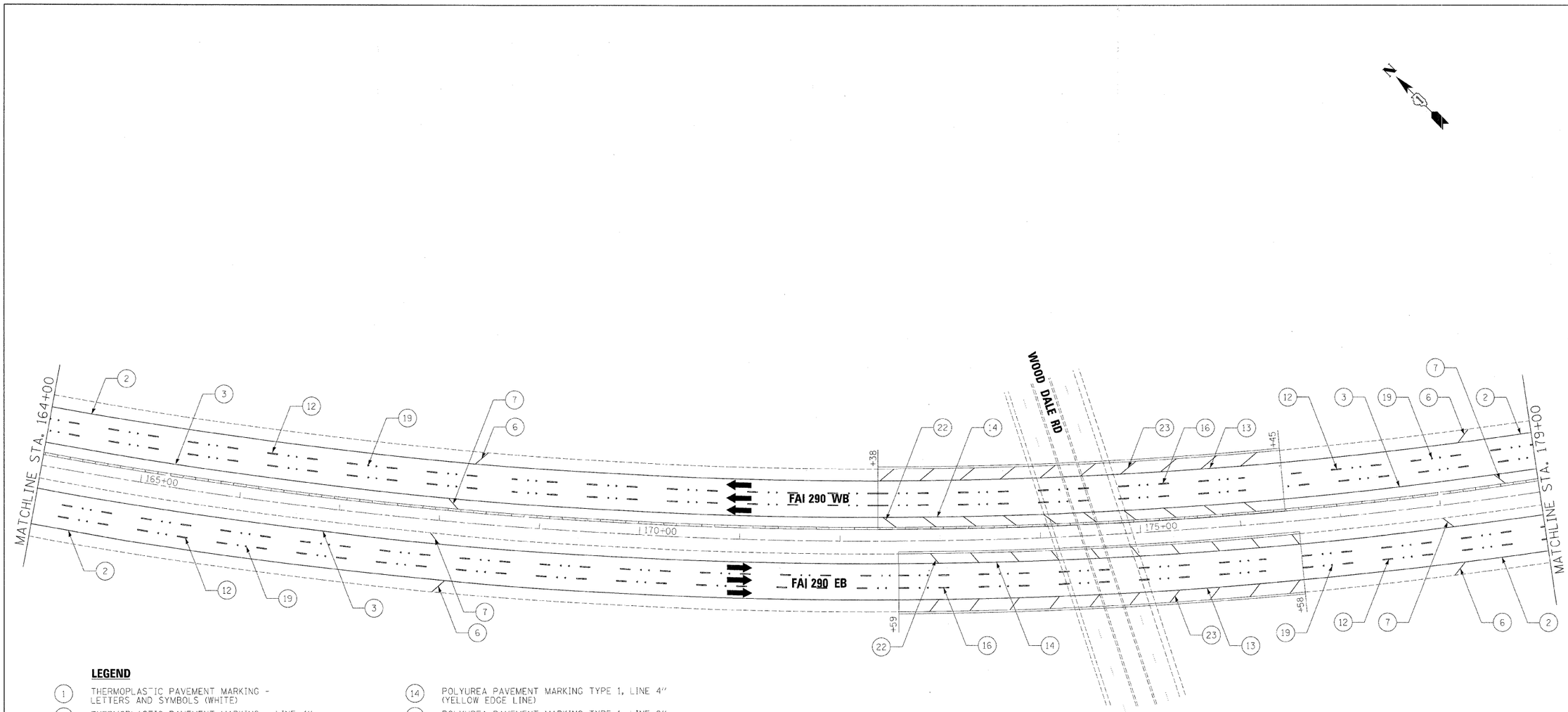
FILE NAME = ...\ppln_ABC_01_290_pvmtmkg_34.dgn	DESIGNED - AJP	REVISED -	benesch
USER NAME = jmajewski	DRAWN - TMB	REVISED -	
PLOT DATE = 12/16/2009	CHECKED - JVM	REVISED -	
	DATE - 10/16/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 149+00 TO STA 164+0

SCALE: 1"=50' | SHEET NO. 28 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	247
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\prpln_ABC_01_290_pvmtmkg_35.dgn	DESIGNED - AJP	REVISED -
	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 164+00 TO STA 179+00

SCALE: 1"=50' | SHEET NO. 29 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	248
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS ON MAINLINE AND 150' CENTERS ON RAMPS)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
11. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 8" (WHITE 3' DASH, 9' SKIP)
12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
14. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (YELLOW EDGE LINE)
15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
16. POLYUREA PAVEMENT MARKING TYPE 1, LINE 5" (WHITE 10' DASH, 30' SKIP)
17. POLYUREA PAVEVENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
20. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE EDGE LINE)
21. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE THRU LANE LINE)
22. POLYUREA PAVEVENT MARKING TYPE 1, LINE 12" (YELLOW DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
23. POLYUREA PAVEMENT MARKING TYPE 1, LINE 12" (WHITE DIAGONALS SPACED @ 500' CENTERS AND 40' CENTERS ON STRUCTURES)
24. POLYUREA PAVEMENT MARKING TYPE 1, LETTERS AND SYMBOLS (WHITE)
25. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE 3' DASH, 9' SKIP)
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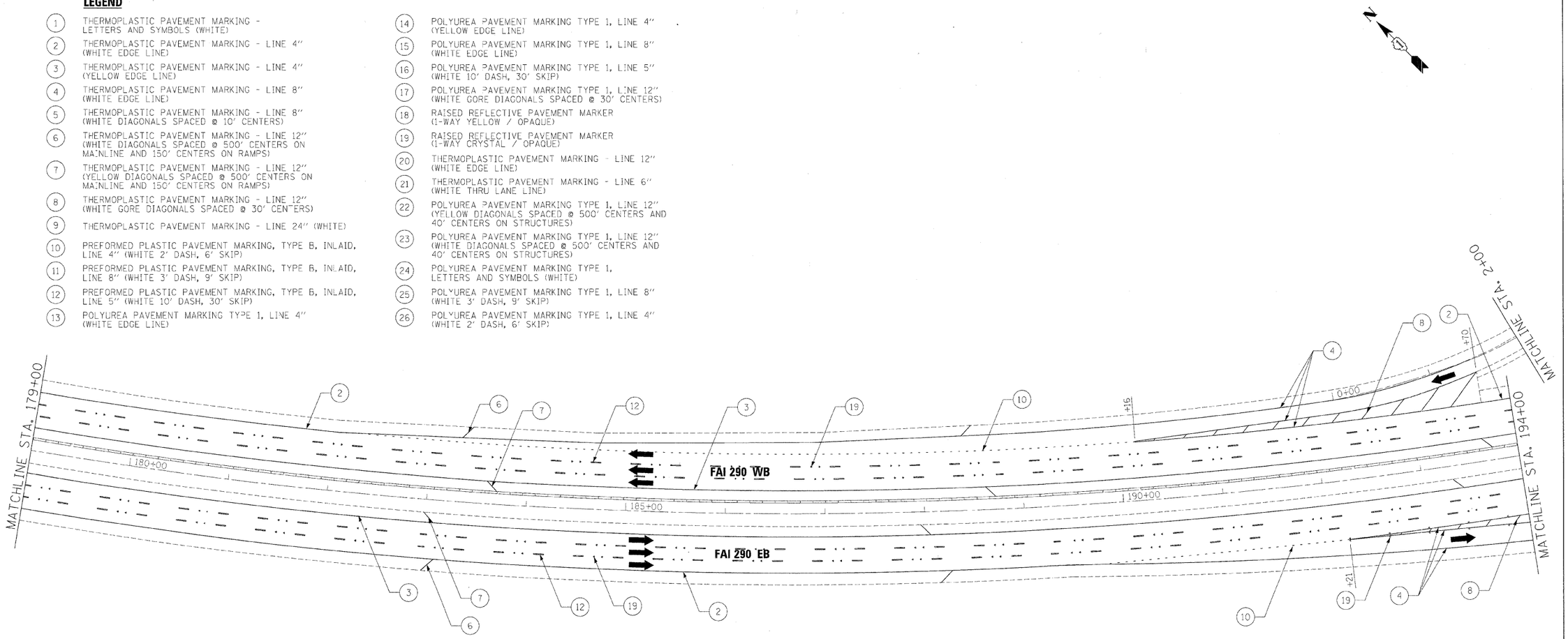


NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

FILE NAME = ...\orpln_ABC_C1_290_pvmtmkg_36.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

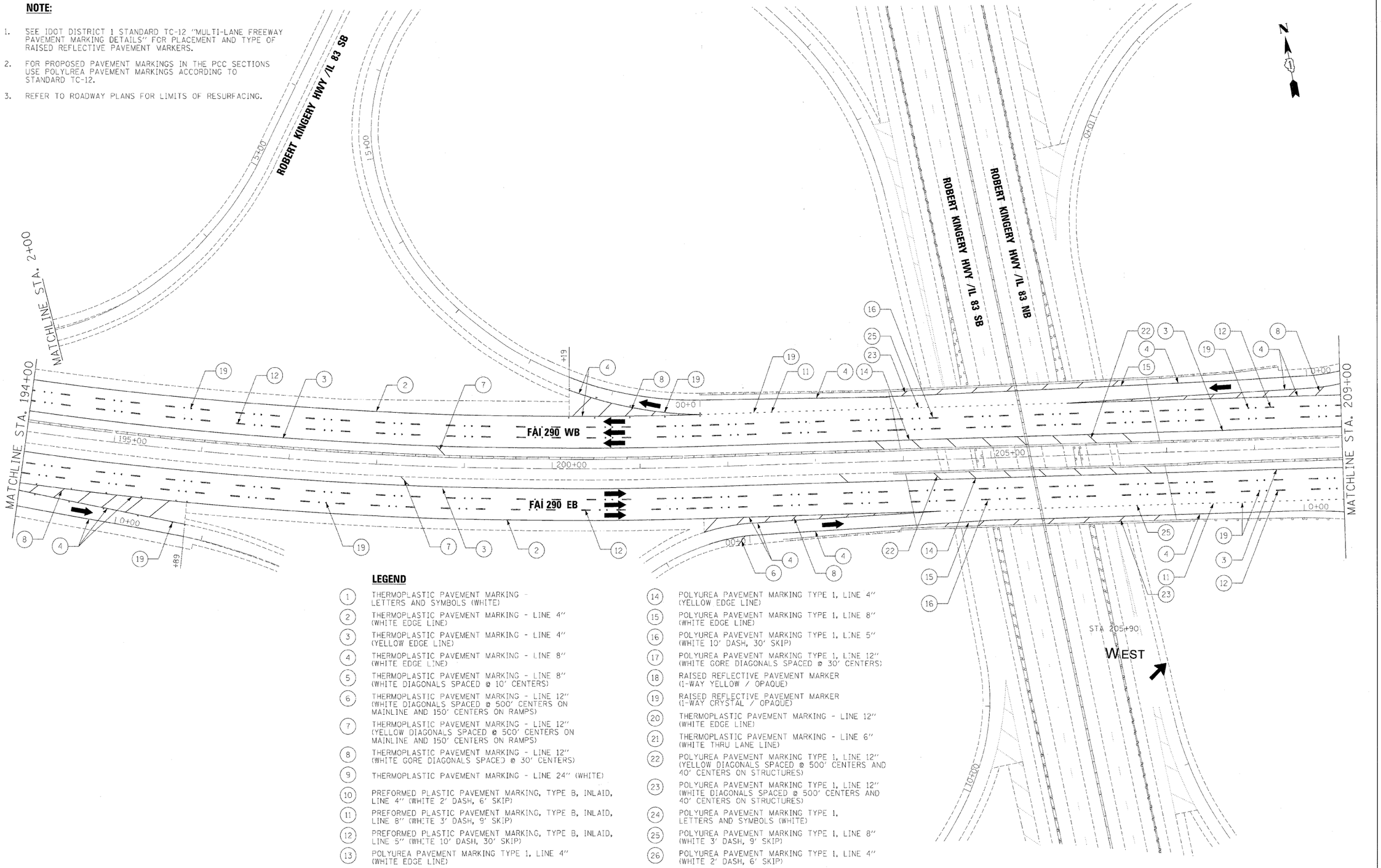
PAVEMENT MARKING PLANS
I-290 STA 179+00 TO STA 194+00

SCALE: 1"=50' | SHEET NO. 30 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	249
*290.355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYLREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW EDGE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE EDGE LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE DIAGONALS SPACED @ 10' CENTERS)
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9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE)
10. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 4" (WHITE 2' DASH, 6' SKIP)
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12. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B, INLAID, LINE 5" (WHITE 10' DASH, 30' SKIP)
13. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE EDGE LINE)
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15. POLYUREA PAVEMENT MARKING TYPE 1, LINE 8" (WHITE EDGE LINE)
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17. POLYUREA PAVEVENT MARKING TYPE 1, LINE 12" (WHITE GORE DIAGONALS SPACED @ 30' CENTERS)
18. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY YELLOW / OPAQUE)
19. RAISED REFLECTIVE PAVEMENT MARKER (1-WAY CRYSTAL / OPAQUE)
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26. POLYUREA PAVEMENT MARKING TYPE 1, LINE 4" (WHITE 2' DASH, 6' SKIP)

FILE NAME = ...\proln_ABC_C1_290_pvmtmkg_37.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - JMM	REVISED -
	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 194+00 TO STA 209+00

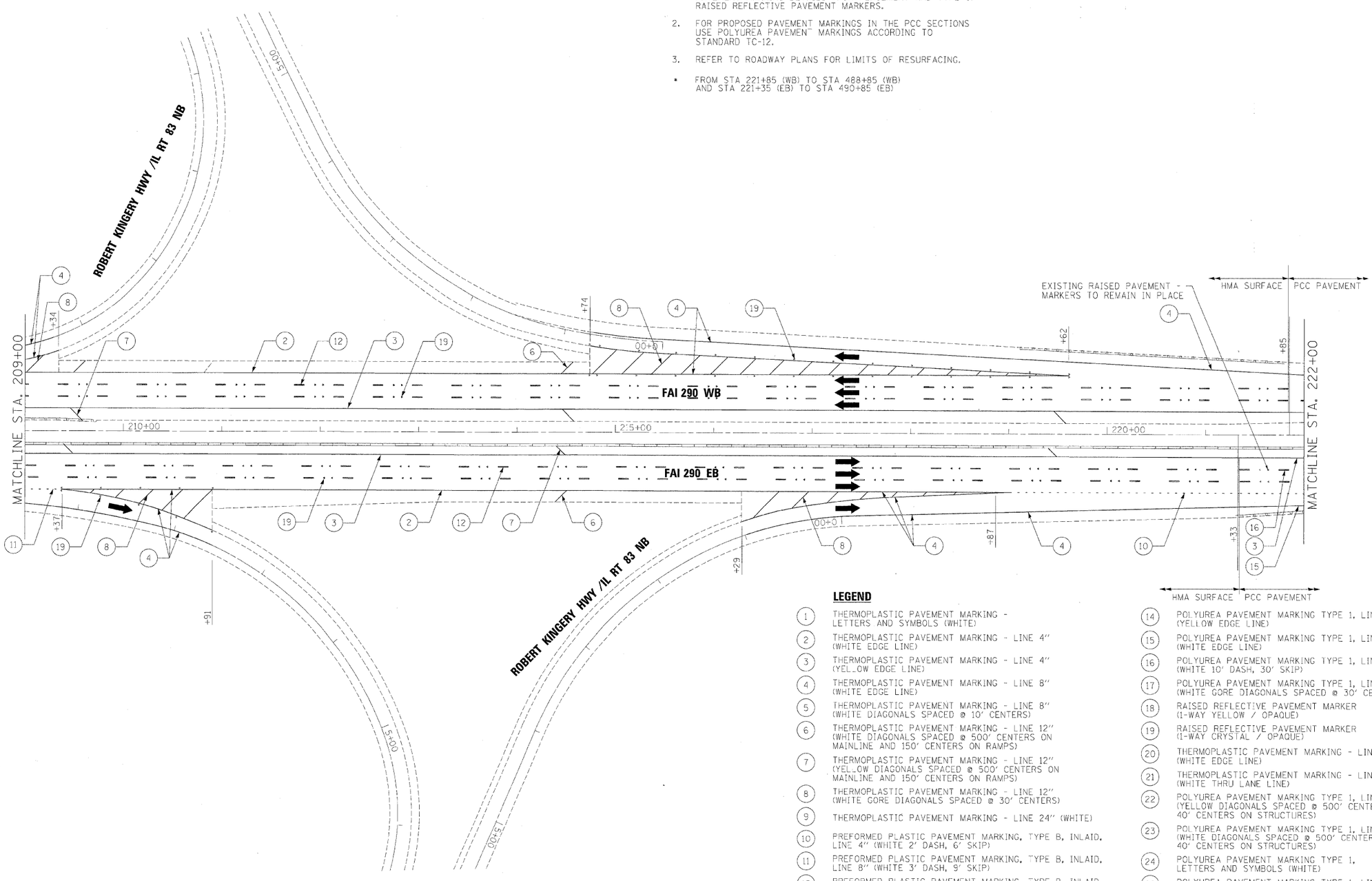
SCALE: 1"=50' | SHEET NO. 31 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	22(1, 1-1, 2&3)RS-7	DUPAGE	546	250
•290,355		CONTRACT NO. 60C51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

* FROM STA 221+85 (WB) TO STA 488+85 (WB) AND STA 221+35 (EB) TO STA 490+85 (EB)



LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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	DRAWN - TMB	REVISED -
USER NAME = jmajewski	CHECKED - JMM	REVISED -
PLOT DATE = 12/16/2009	DATE - 10/16/09	REVISED -

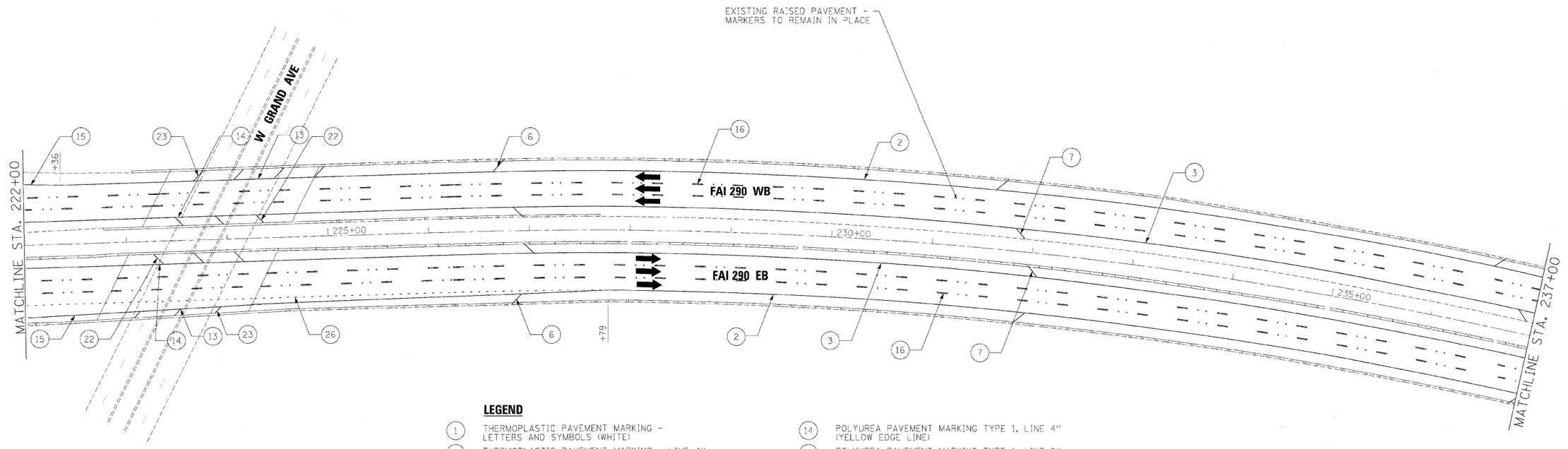
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 209+00 TO STA 222+00

SCALE: 1"=50' | SHEET NO. 32 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	251
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

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2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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NOTE:

1. SEE IDOT DISTRICT 1 STANDARD TC-12 "MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS" FOR PLACEMENT AND TYPE OF RAISED REFLECTIVE PAVEMENT MARKERS.
2. FOR PROPOSED PAVEMENT MARKINGS IN THE PCC SECTIONS USE POLYUREA PAVEMENT MARKINGS ACCORDING TO STANDARD TC-12.
3. REFER TO ROADWAY PLANS FOR LIMITS OF RESURFACING.

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USER NAME = jmajewski	DRAWN - TMB	REVISED -	
PLOT DATE = 12/18/2009	CHECKED - FML	REVISED -	
	DATE - 10/16/09	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 222+00 TO STA 237+00

SCALE: N.T.S. | SHEET NO. 33 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	252
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE:

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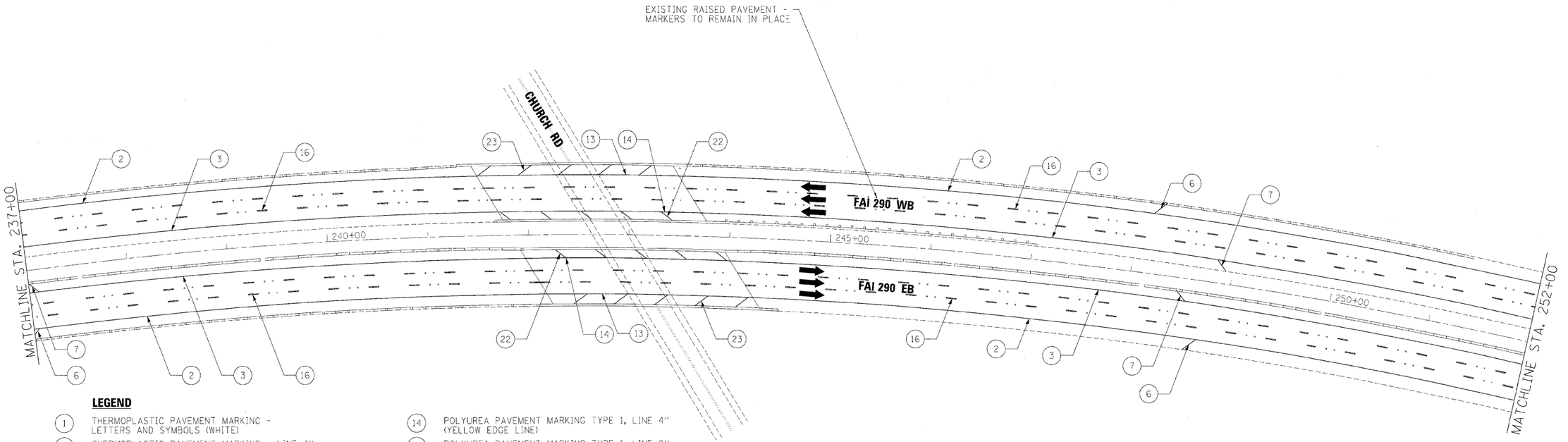

LEGEND

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2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE EDGE LINE)
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USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - FML	REVISED -
	DATE - 10/16/09	REVISED -

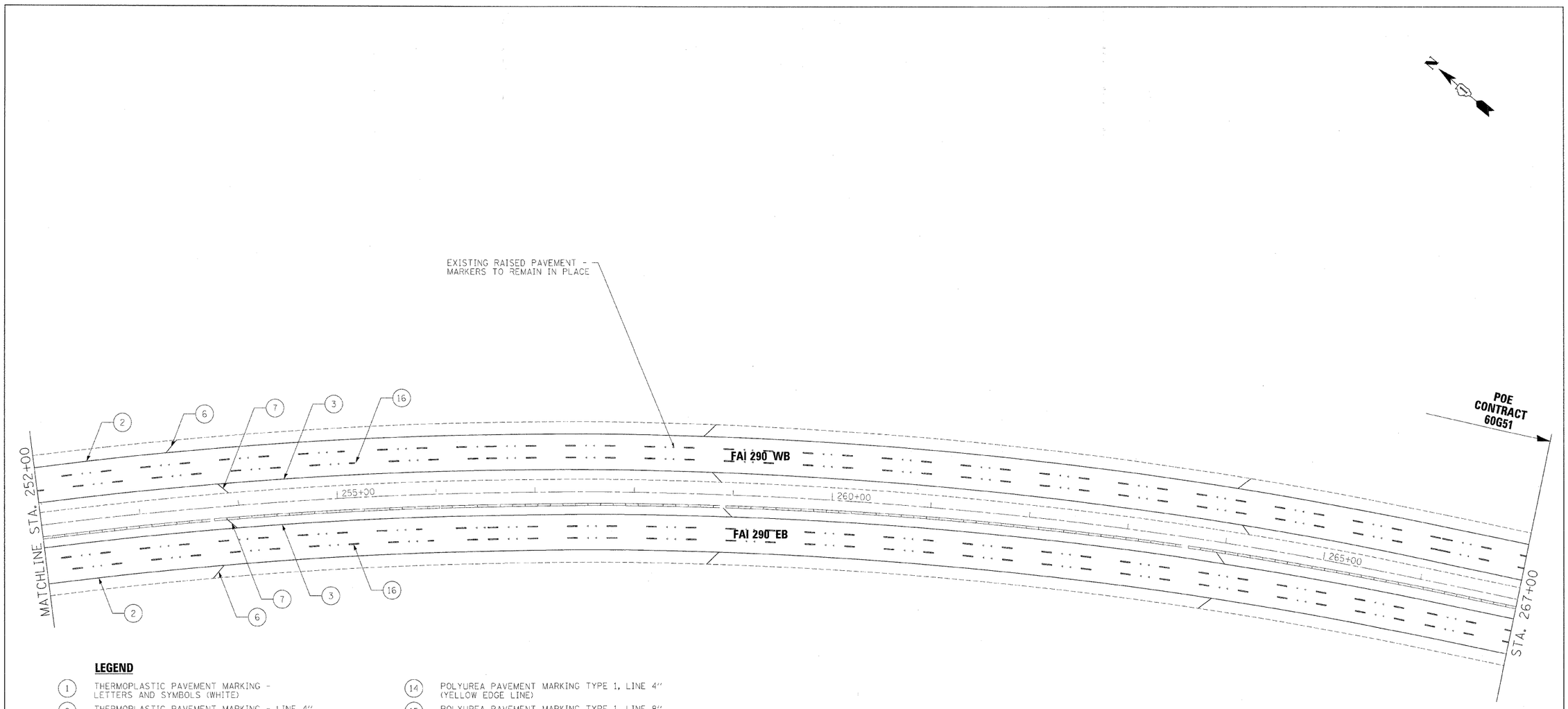
benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 237+00 TO STA 252+00

SCALE: N.T.S. | SHEET NO. 34 OF 35 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	253
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

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NOTE:

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FILE NAME = ...\prpln_ABC_C1_290_pvmtmkg_45.dgn	DESIGNED - AJP	REVISED -
USER NAME = jmajewski	DRAWN - TMB	REVISED -
PLOT DATE = 12/16/2009	CHECKED - FML	REVISED -
	DATE - 10/16/09	REVISED -

benesch

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
I-290 STA 252+00 TO POE

SCALE: N.T.S. | SHEET NO. 35 OF 35 SHEETS | STA. | TO STA.

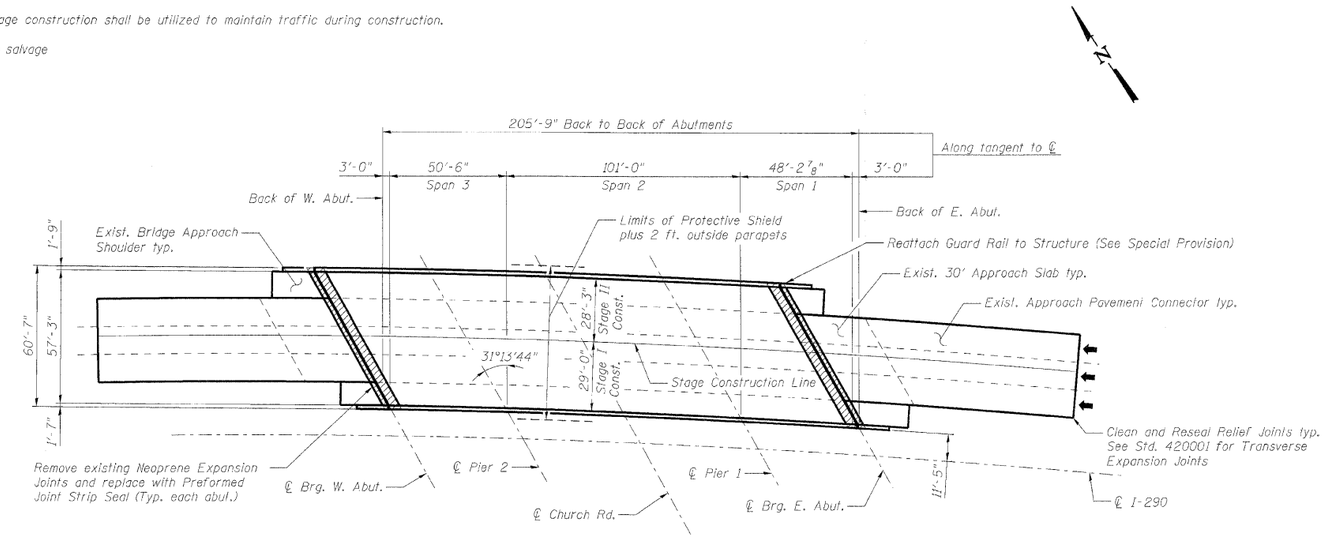
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
*	22(1, 1-1, 2&3)RS-7	DUPAGE	546	254
*290,355		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

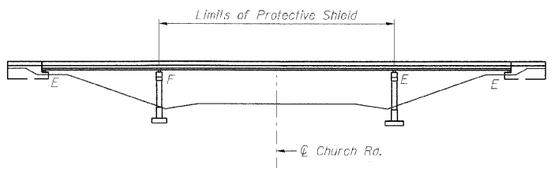
Existing Structure:
The structure is a three-span continuous plate girder bridge with a $7\frac{3}{4}$ inch reinforced concrete deck and a $2\frac{1}{4}$ inch overlay. The original structure was built in 1969 as F.A.I. Route 90, Section 22-2HB-3. In 1985, the structure was widened and overlaid, the expansion joints were reconstructed and new approaches were built. In 1998, repairs were made to the approach slabs and abutments and the expansion joints and bearings were reconstructed. In 2002, the bridge was painted.

Stage construction shall be utilized to maintain traffic during construction.

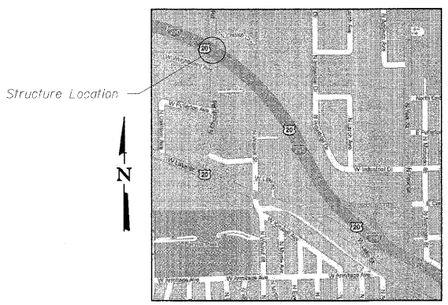
No salvage



PLAN



ELEVATION



LOCATION SKETCH

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi

SCOPE OF WORK

1. *Bridge Deck Hydro-scarification.*
2. *Repair bridge deck.*
3. *Repair approach slab.*
4. *Reconstruct deck joints at each abutment with preformed joint strip seal.*
5. *Place new overlay.*
6. *Reconnect guardrail.*
7. *Repair slopewall.*
8. *Clean and reseal relief joints at the end of approach pavement connectors.*
9. *Apply concrete sealer to parapets, approach slabs, abutment seats and backwalls.*

STATE OF ILLINOIS
KYLE W. GRETH
062-060774
LICENSED
PROFESSIONAL ENGINEER
CHICAGO, ILLINOIS
EXPIRATION DATE: 11-30-10
DATE: 11/16/09

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

GENERAL PLAN AND ELEVATION
I-290 WB OVER CHURCH ROAD
DUPAGE COUNTY
STATION 242+85
STRUCTURE NO. 022-0098

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	255
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

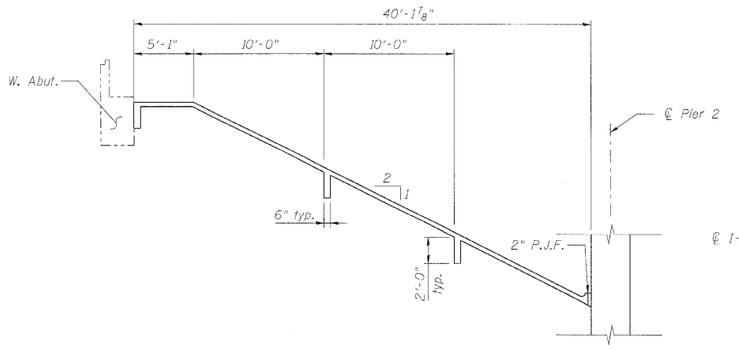
GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
5. Concrete Sealer shall be applied to the parapets, approach slabs, abutment seats and abutment backwalls. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with Concrete Sealer.
6. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
7. Stage construction shall be utilized to maintain traffic during construction.
8. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.
9. Protective Coat shall be applied only to the new Bridge Deck Latex Concrete Overlay.
10. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

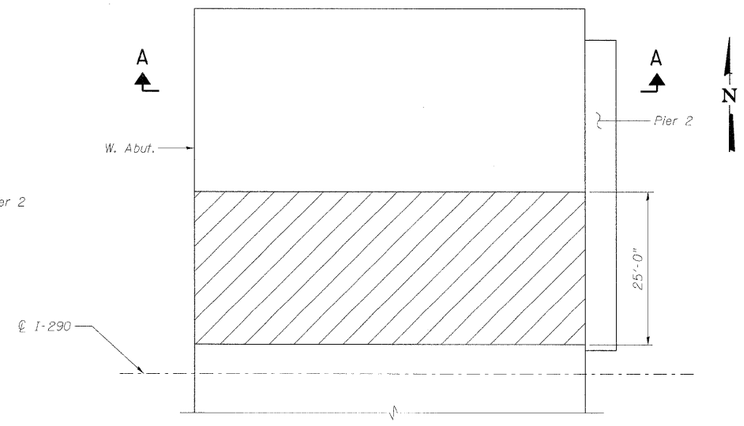
INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment	Cu. Yd.		224	224
Concrete Removal	Cu. Yd.	29.8		29.8
Slope Wall Removal	Sq. Yd.		112	112
Protective Shield	Sq. Yd.	725		725
Concrete Superstructure	Cu. Yd.	29.8		29.8
Bridge Deck Grooving	Sq. Yd.	1,257		1,257
Protective Coat	Sq. Yd.	1,303		1,303
Reinforcement Bars, Epoxy Coated	Pound	2,580		2,580
Bar Splicers	Each	22		22
Slope Wall 4 Inch	Sq. Yd.		112	112
Preformed Joint Strip Seal	Foot	140.0		140.0
Concrete Sealer	Sq. Ft.	3,849	1,115	4,964
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq. Yd.	1,263		1,263
Approach Slab Repair (Partial Depth)	Sq. Yd.	8.6		8.6
Bridge Deck Hydro-Scarification, 2 1/2"	Sq. Yd.	1,263		1,263
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	36.2		36.2
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	64.8		64.8
Cleaning and Painting Exposed Rebar (Special)	Sq. Ft.	96		96
Clean and Reseal Relief Joint	Foot	72		72
Reattach Guard Rail to Structure	Each	1		1



SECTION A-A



SLOPE WALL REPAIR

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in.-W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft. Cost included in Slope Wall 4 Inch.

Existing and new welded wire fabrics should overlap at least 6".

Slopewall Removal and Replacement
2' Deep Void under Slopewall to be filled with Porous Granular Embankment.

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

GENERAL NOTES, BILL OF MATERIAL AND INDEX OF SHEETS
STRUCTURE NO. 022-0098

	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHEET NO. 2	290 / 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	256
8 SHEETS			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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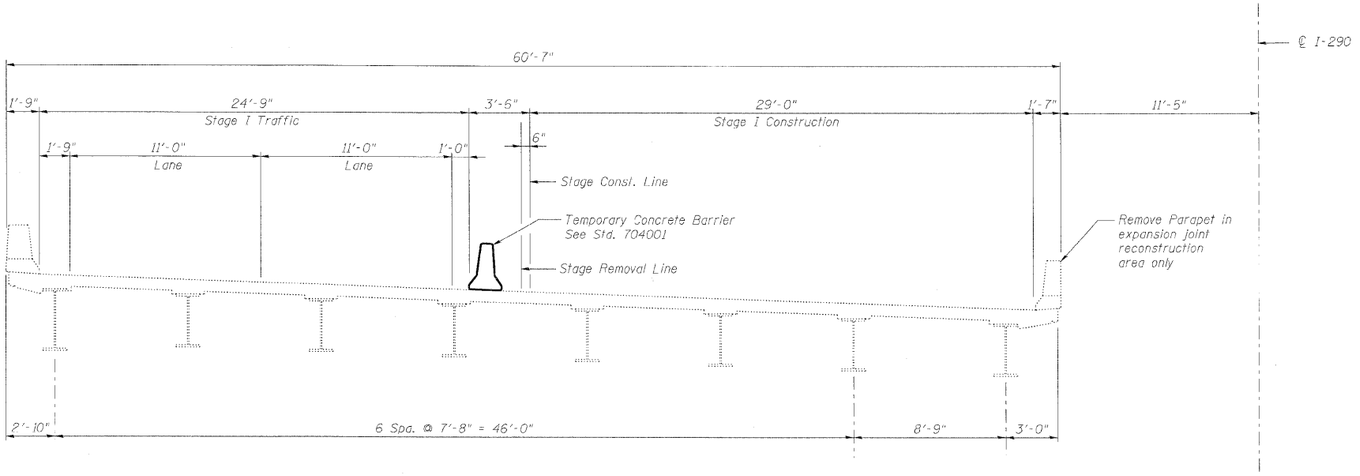
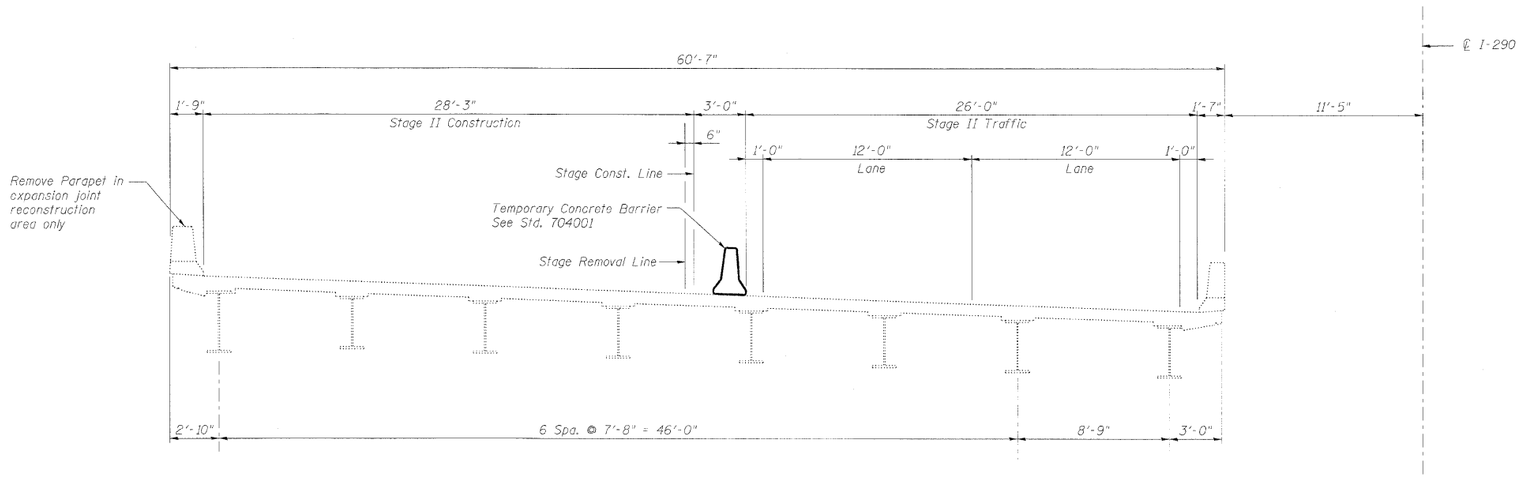
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I CROSS SECTION
(Looking East)



STAGE II CROSS SECTION
(Looking East)

Note:
For quantity of Temporary Concrete Barrier, see roadway plans.

DESIGNED -	MFB
CHECKED -	MAC
DRAWN -	VH
CHECKED -	KWS

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STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 022-0098

SHEET NO. 3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	257
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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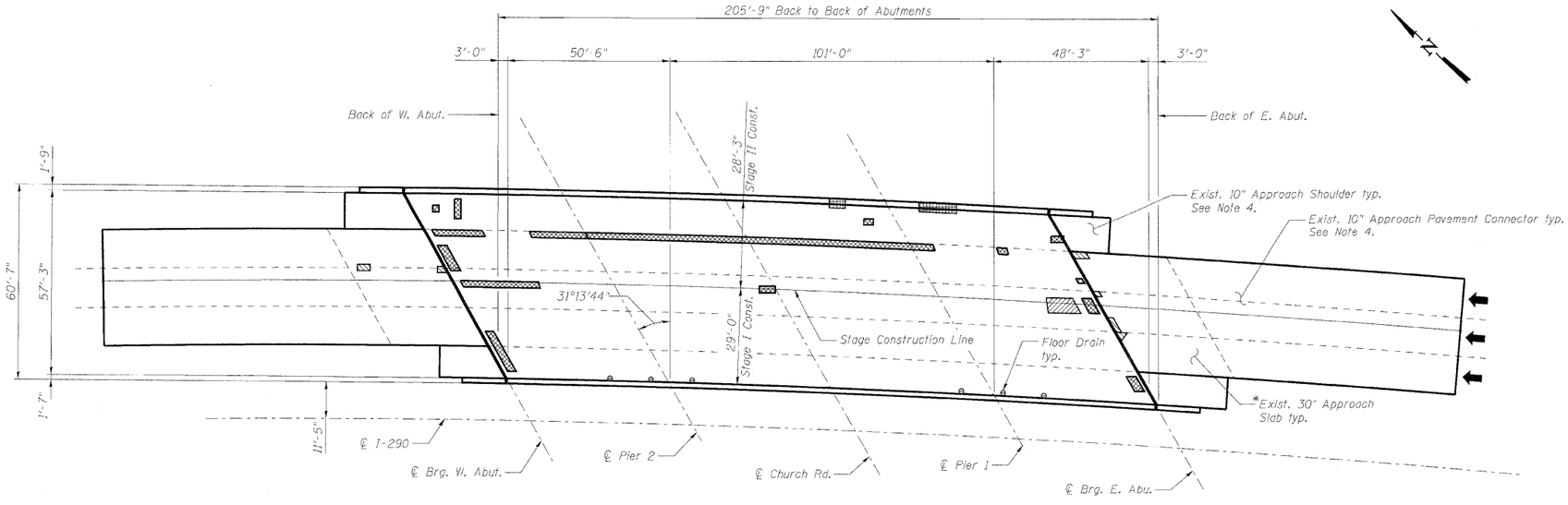
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



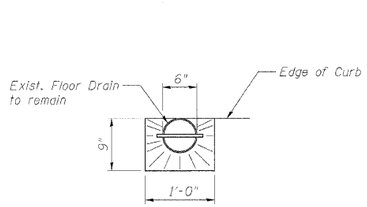
PLAN

*See Section B-B on Expansion Joint Details sheet for the location of the start of the 30' Approach Slab.

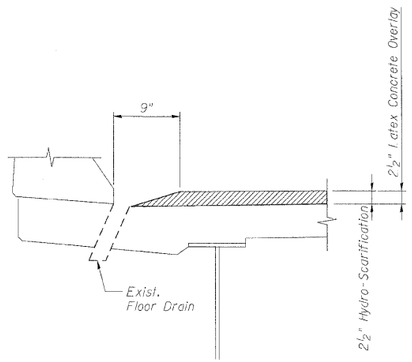
BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Deck Slab Repair (Partial)	Sq. Yd.	46.7▲
	Deck Slab Repair (Full Depth - Type I)	Sq. Yd.	36.2
	Deck Slab Repair (Full Depth - Type II)	Sq. Yd.	64.8
	Cleaning & Painting Exposed Rebar (Special)	Sq. Ft.	96
	Approach Slab Repair (Partial Depth)	Sq. Yd.	8.6
	Protective Coat	Sq. Yd.	1,303
	Protective Shield	Sq. Yd.	725
	Bridge Deck Grooving	Sq. Yd.	1,257
	Bridge Deck Latex Concrete Overlay, 2½"	Sq. Yd.	1,263
	Bridge Deck Hydro-Scarification, 2½"	Sq. Yd.	1,263

▲For information only to assist the Contractor in bidding. See Special Provision for "Bridge Deck Latex Concrete Overlay".



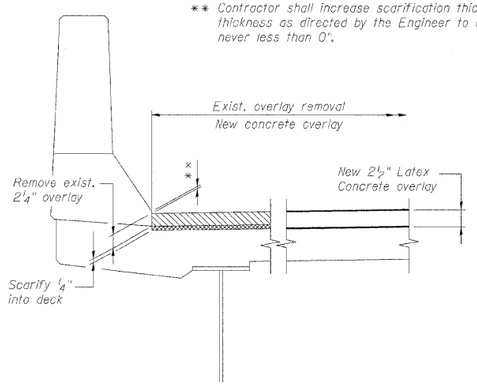
PLAN



SECTION AT FLOOR DRAIN

CONCRETE OVERLAY AT FLOOR DRAIN

** Contractor shall increase scarification thickness or reduce overlay thickness as directed by the Engineer to ensure this dimension is never less than 0".



SCARIFICATION & OVERLAY DETAIL AT PARAPET

Notes:

1. Deck and approach slab repair areas are estimated based on visual inspection completed in June 2009. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.
2. Protective Shield required for deck slab and/or parapet repairs, shall be installed according to Article 501.03 of the Standard Specifications. For limits of Protective Shield see General Plan and Elevation sheet.
3. Deck drains (downspouts, floor drains, and scuppers) shall be cleaned prior to placement of the Latex Concrete Overlay. Cost of cleaning the deck drains is included in Bridge Deck Hydro-Scarification, 2½".
4. The Engineer shall determine the type and quantity of Class A patching and the quantity of Mixture for Cracks, Joints and Flangeways. Estimated quantities are included in the overall Summary of Quantities in Roadway Plans.
5. Gaps caused by distress around floor drains shall be filled with epoxy as specified in the Special Provision "Epoxy Injection". Cost included with Bridge Deck Latex Concrete Overlay, 2½".

DESIGNED	MFB
CHECKED	KWS
DRAWN	RMG
CHECKED	KWS

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312-565-0460 Job No. 10050

BRIDGE DECK AND APPROACH SLAB REPAIRS STRUCTURE NO. 022-0098

SHEET NO. 4 8 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	258
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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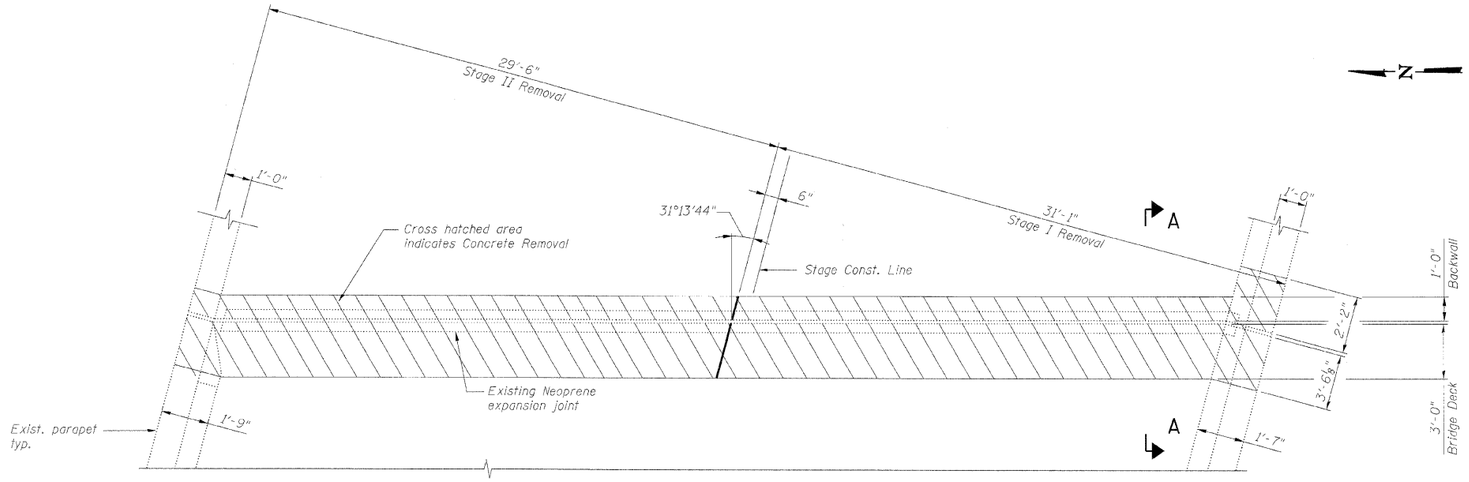
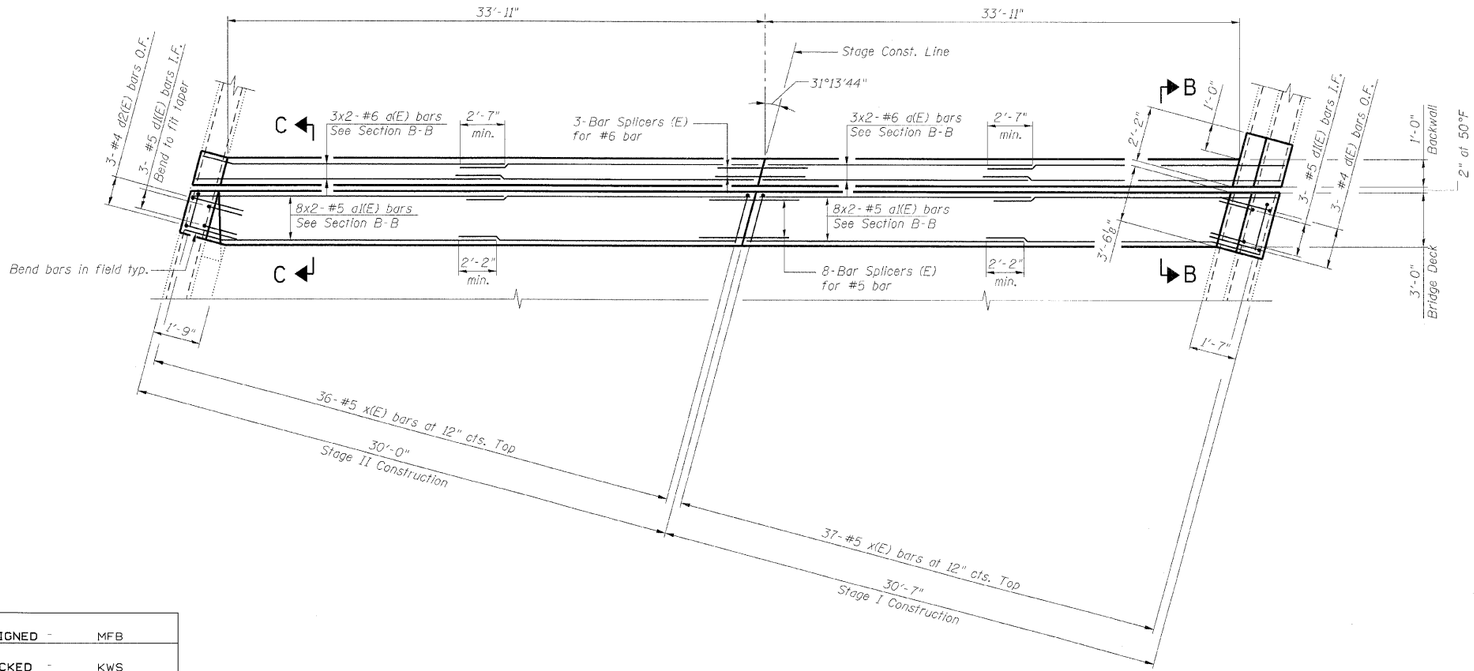
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EXISTING PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)



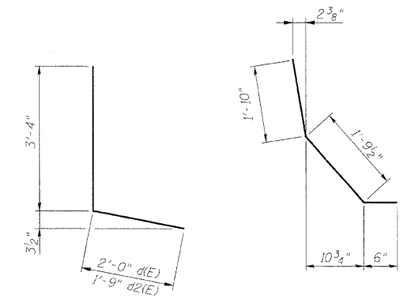
PROPOSED PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)

BILL OF MATERIAL

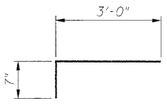
Bar	No.	Size	Length	Shape
d(E)	24	#6	19'-0"	
d1(E)	64	#5	18'-9"	
d(E)	6	#4	5'-4"	
d1(E)	12	#5	4'-2"	
d2(E)	6	#4	5'-1"	
x(E)	146	#5	3'-7"	

Item	Unit	Total
Concrete Removal	Cu. Yd.	29.8
Concrete Superstructures	Cu. Yd.	29.8
Reinforcement Bars, Epoxy Coated	Pound	2,580



BARS d(E) and d2(E)

BAR d1(E)



BAR x(E)

Notes:

1. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
2. I.F. denotes Inside Face.
   O.F. denotes Outside Face.
3. Work this sheet with Expansion Joint Details sheet and Bar Splicer Assembly Details sheet.
4. x(E) bar spacing measured along skew.

EXPANSION JOINT REPAIRS
STRUCTURE NO. 022-0098

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

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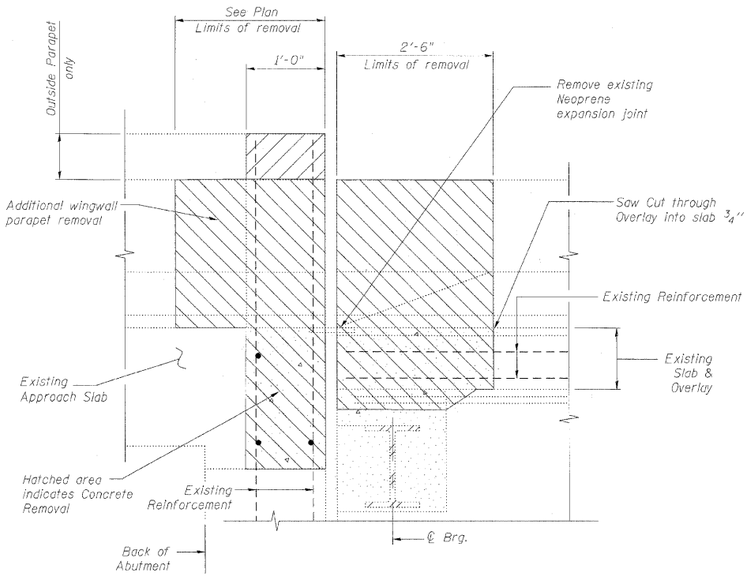
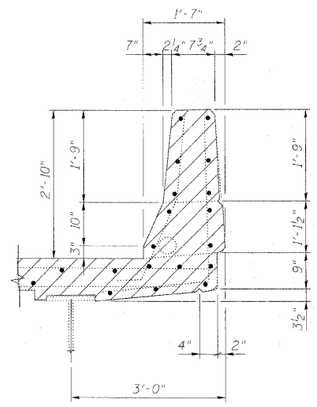
SHEET NO. 5	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	259
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

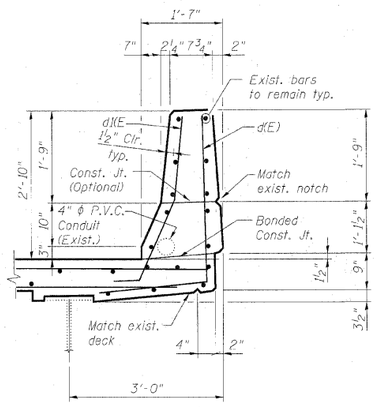
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A



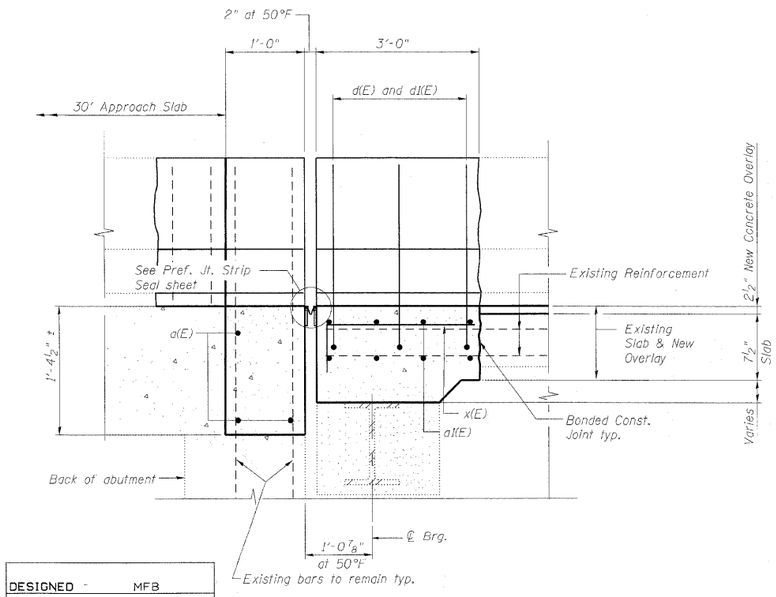
EXISTING INSIDE PARAPET SECTION



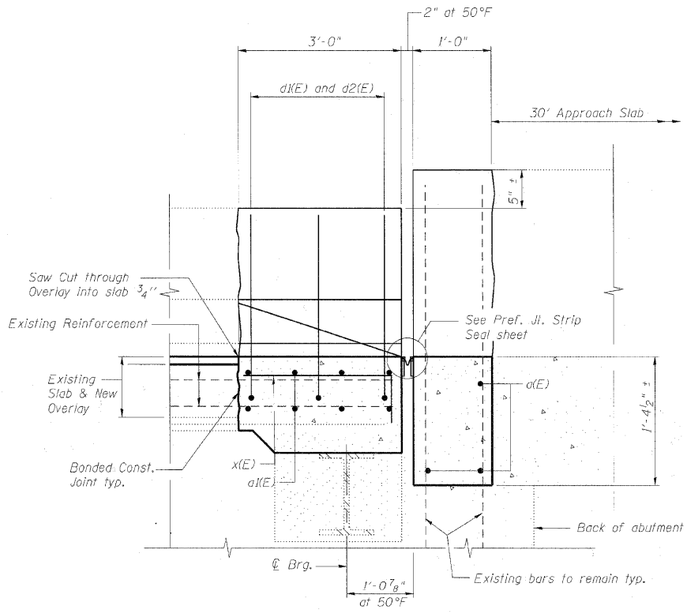
PROPOSED INSIDE PARAPET SECTION

Notes:

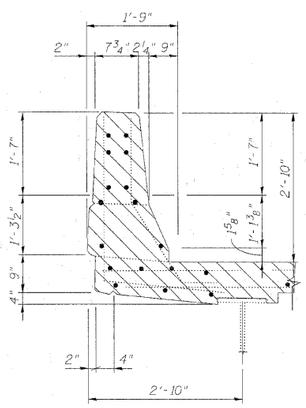
1. Existing reinforcement bars extending into the concrete removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
2. Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed.
3. Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.
4. If existing name plate falls within the limits of Concrete Removal, it shall be removed and reinstalled in its original location in accordance with IDOT Std. 515001. Cost included with Concrete Superstructure.
5. If existing guardrail and/or end shoe fall within the limits of Concrete Removal, they shall be removed and reinstalled in their original locations in accordance with District 1 Std. BM-21. Cost included with Concrete Superstructure.
6. The Contractor shall excercise extreme care with the existing conduits in sections of the parapet to be removed and to protect and support the conduit. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer. No splicing will be allowed to any cable damage resulting from this work, instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.
7. Work this sheet with Expansion Joint Repairs sheet.



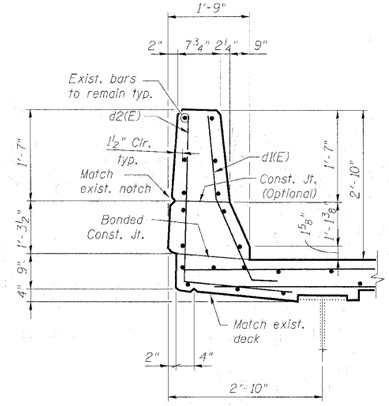
SECTION B-B



SECTION C-C



EXISTING OUTSIDE PARAPET SECTION



PROPOSED OUTSIDE PARAPET SECTION

EXPANSION JOINT DETAILS
STRUCTURE NO. 022-0098

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

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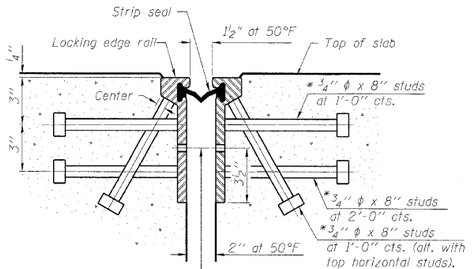
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 6	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	260
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

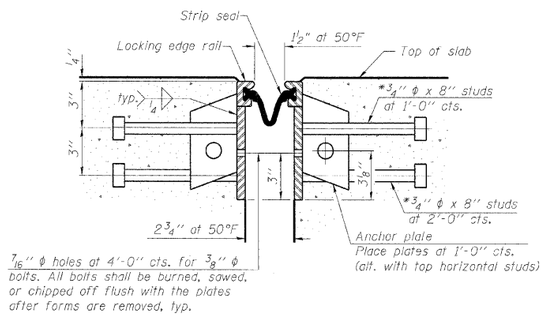
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

Notes:

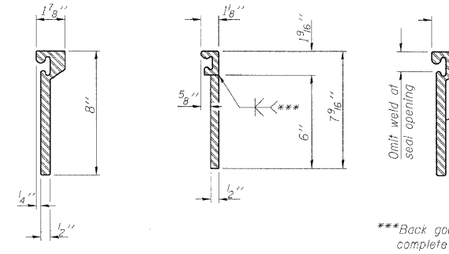
The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

The manufacturer's recommended installation methods shall be followed.

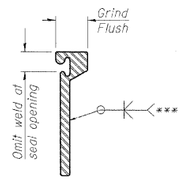
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

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



ROLLED EXTRUDED RAIL

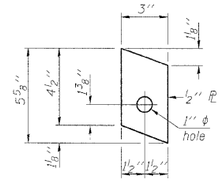
WELDED RAIL



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

LOCKING EDGE RAIL SPLICE

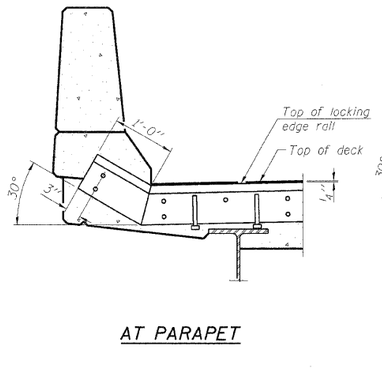
The inside of the locking edge rail groove shall be free of weld residue.



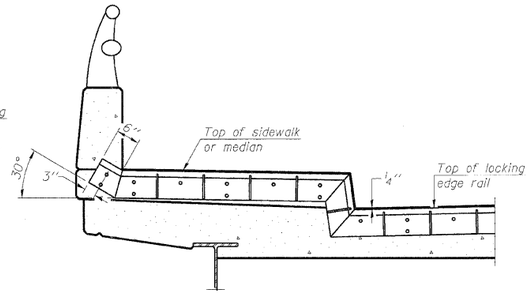
ANCHOR ℙ

(for welded rail)

LOCKING EDGE RAILS



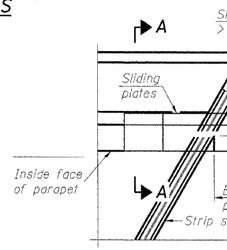
AT PARAPET



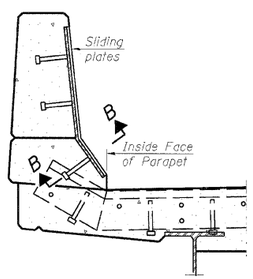
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS



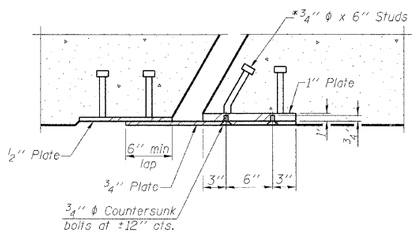
PLAN



SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	140.0

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

EJ-SSJ 10-1-08

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 7
8 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	261
		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 022-0098

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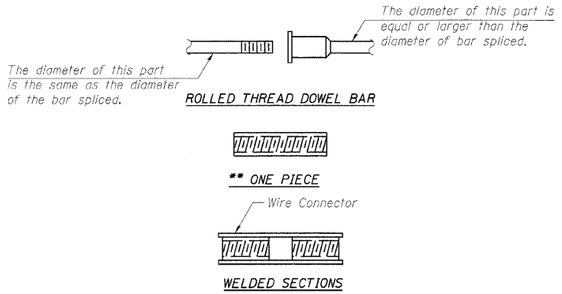
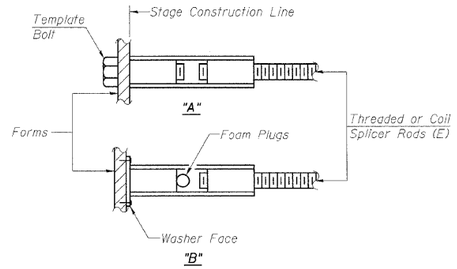
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

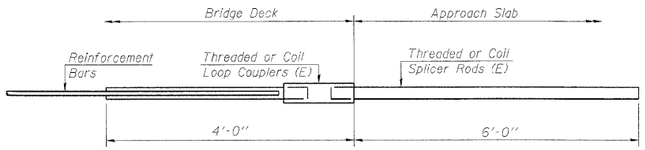
NOTES

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

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

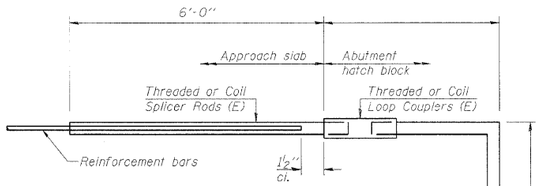
Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



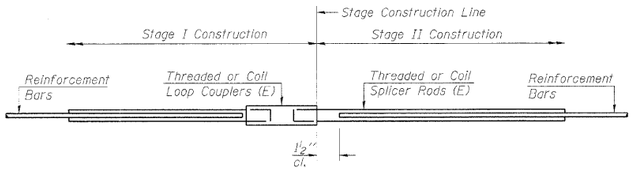
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	16	Deck
#6	6	Deck

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 022-0098

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

BSD-1 10-1-08

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
8 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	262
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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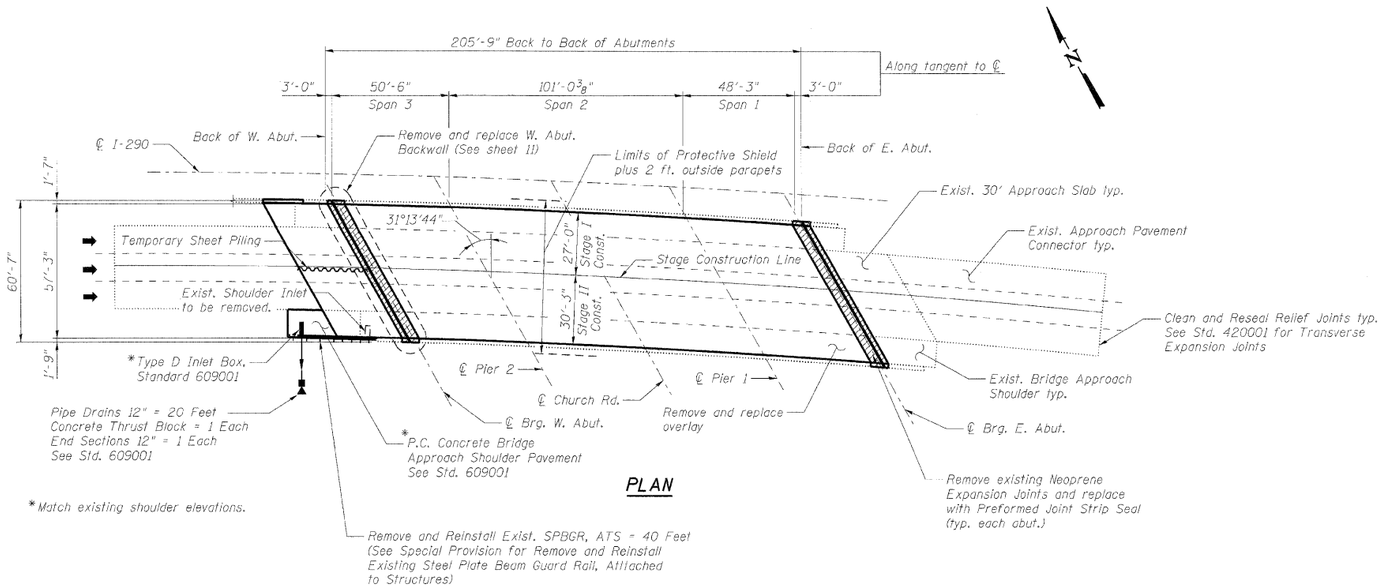
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Existing Structure:
The structure is a three-span continuous plate girder bridge with a $7\frac{3}{4}$-inch reinforced concrete deck and a $2\frac{1}{4}$-inch concrete overlay. The original structure was built in 1969 as F.A.I. Route 90, Section 22-2HB-3. In 1985, the bridge was widened and overlaid, the expansion joints were reconstructed, and new approaches were built. In 1998, the bearings and expansion joints were reconstructed. In 2002, the bridge was painted.

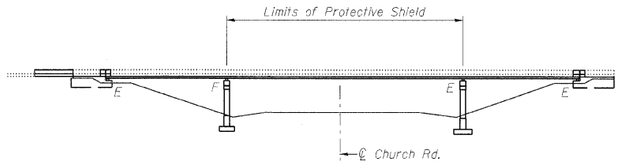
Stage construction shall be utilized to maintain traffic during construction.

No salvage

Bench Mark:
The top of the Southeast Wingwall of the Westbound bridge of I-290 over Illinois Route 83, Sta. 1071+00, Elev. 714.35



PLAN



ELEVATION

DESIGN SPECIFICATIONS

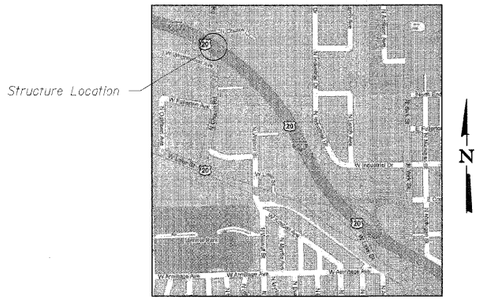
2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi

SCOPE OF WORK

1. *Remove west approach slab and shoulder pavement with inlet.*
2. *Bridge Deck Hydro-scarification.*
3. *Repair bridge deck.*
4. *Eliminate alternating deck drains.*
5. *Repair east approach slab.*
6. *Reconstruct west abutment backwall.*
7. *Construct new west approach slab.*
8. *Construct new west approach shoulder pavement with inlet.*
9. *Reconstruct deck joints at each abutment with preformed joint strip seal.*
10. *Place new overlay.*
11. *Clean and reseal relief joints at the end of approach pavement connectors.*
12. *Apply concrete sealer to parapets, approach slabs, abutment seats and backwalls.*



LOCATION SKETCH

EXPIRATION DATE: 11-30-10
DATE: 11/16/09

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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312-565-0450 Job No. 10050

GENERAL PLAN AND ELEVATION
I-290 EB OVER CHURCH ROAD
DUPAGE COUNTY
STATION 242+85
STRUCTURE NO. 022-0099

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	263
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

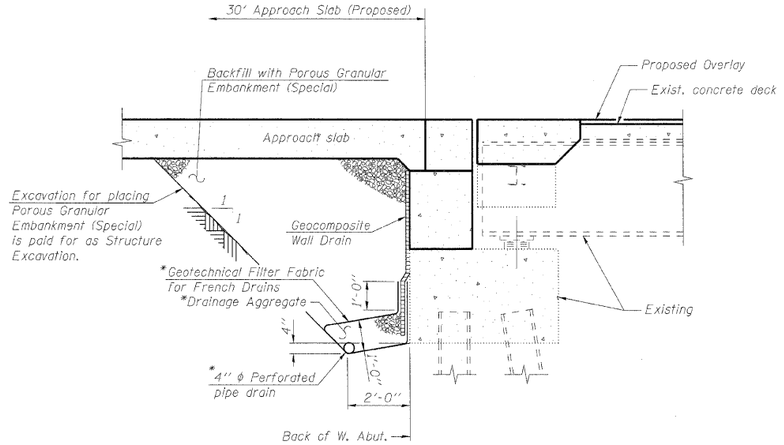
1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding ¼ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
5. Concrete Sealer shall be applied to the parapets, east approach slab, abutment seats and abutment backwalls. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with Concrete Sealer.
6. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
7. If the contractor chooses to alter the temporary cantilivered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
8. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost of Temporary Sheet Piling.
9. Stage construction shall be utilized to maintain traffic during construction.
10. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.
11. Protective coat shall be applied only to the new Bridge Deck Latex Concrete Overlay and west approach slab.
12. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

INDEX OF SHEETS

** All excavated materials shall be disposed of within IDOT right-of-way and within the project limits. See the General Notes sheet from the roadway plans for more information.

TOTAL BILL OF MATERIAL

	ITEM	UNIT	SUPER	SUB	TOTAL
	Porous Granular Embankment, Special	Cu. Yd.		132	132
	P.C. Concrete Bridge Approach Shoulder Pavement	Sq. Yd.	23		23
	Approach Slab Removal	Sq. Yd.	194		194
	Concrete Barrier Removal	Foot	17.5		17.5
	Concrete Removal	Cu. Yd.	29.8	16.1	45.9
	Protective Shield	Sq. Yd.	725		725
**	Structure Excavation	Cu. Yd.		145	145
	Concrete Structures	Cu. Yd.		16.1	16.1
	Concrete Superstructure	Cu. Yd.	114.5		114.5
	Bridge Deck Grooving	Sq. Yd.	1,444		1,444
	Protective Coat	Sq. Yd.	1,507		1,507
	Reinforcement Bars, Epoxy Coated	Pound	23,390	1,030	24,420
	Bar Splicers	Each	94	68	162
	Temporary Sheet Piling	Sq. Ft.		201	201
	Preformed Joint Strip Seal	Foot	140.0		140.0
	End Sections 12"	Each	1		1
	Concrete Sealer	Sq. Ft.	2,769	1,115	3,884
	Geocomposite Wall Drain	Sq. Yd.		70	70
	Pipe Drains 12"	Foot	20		20
	Pipe Underdrains for Structures 4"	Foot		73	73
	Type D Inlet Box, Standard 609001	Each	1		1
	Concrete Thrust Blocks	Each	1		1
	Rem. & Reinst. of Exist. Steel Plate Beam Guard Rail, Attached to Structures	Foot	40		40
	Bridge Deck Latex Concrete Overlay, 2½"	Sq. Yd.	1,263		1,263
	Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		12	12
	Approach Slab Repair (Partial Depth)	Sq. Yd.	8.6		8.6
	Bridge Deck Hydro-Scarification, 2½"	Sq. Yd.	1,263		1,263
	Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	34.4		34.4
	Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	15.7		15.7
	Cleaning and Painting Exposed Rebar (Special)	Sq. Ft.	153		153
	Clean and Reseal Relief Joint	Foot	72.0		72.0

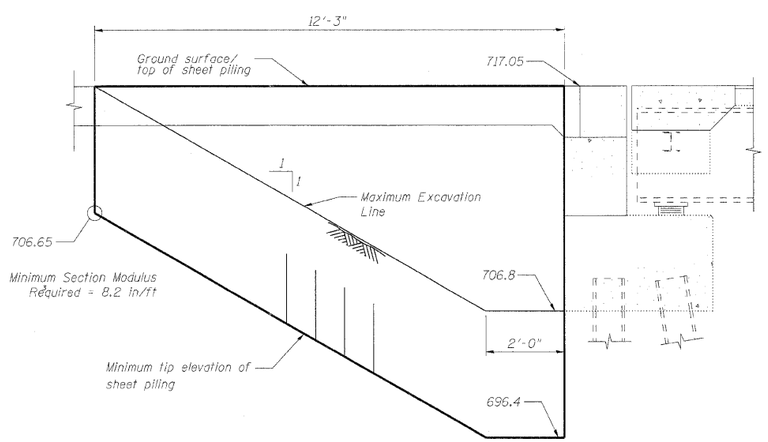


SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures, 4".

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



TEMPORARY SHEET PILING

(Horiz. dim. @ Rt. L's)

GENERAL NOTES, BILL OF MATERIAL AND INDEX OF SHEETS STRUCTURE NO. 022-0099

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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312-565-0450 Job No. 10050

SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	264
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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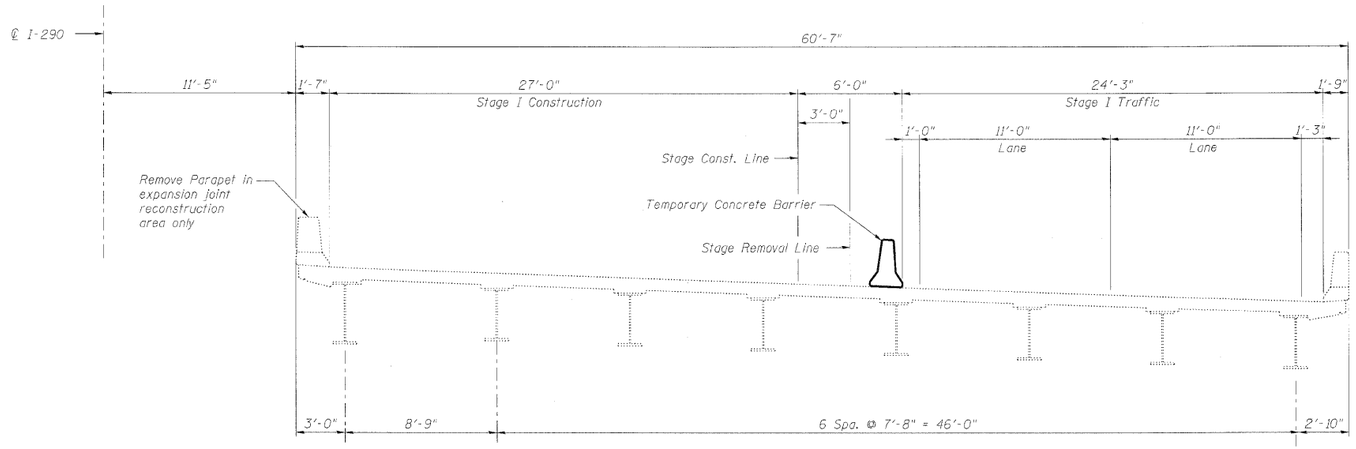
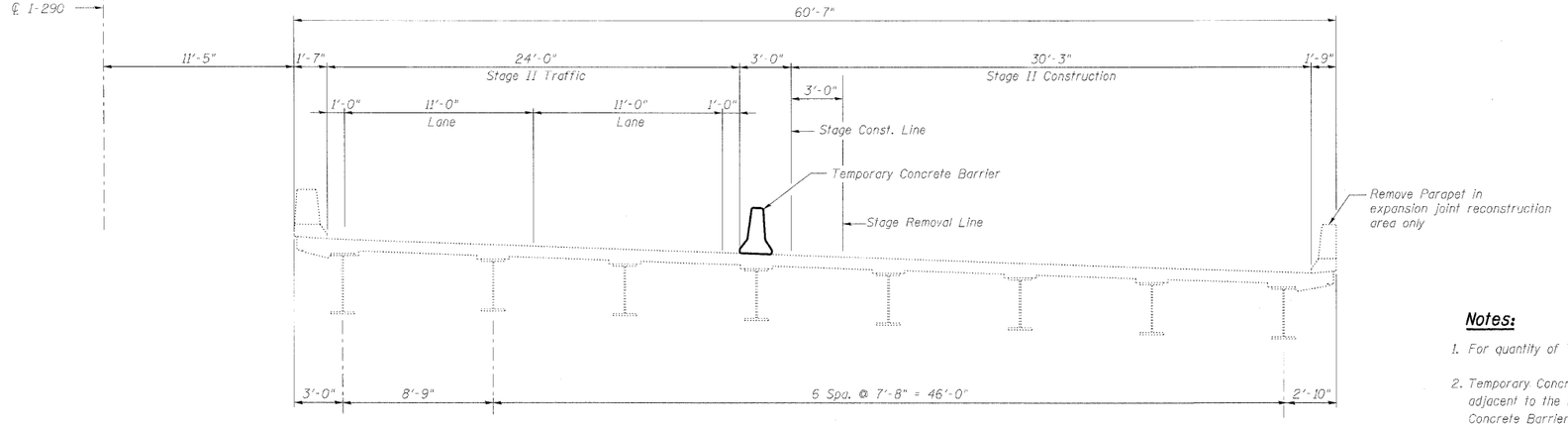
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I CROSS SECTION

(Looking East)



STAGE II CROSS SECTION

(Looking East)

Notes:

1. For quantity of Temporary Concrete Barrier, see roadway plans.
2. Temporary Concrete Barrier to be anchored to the approach slab adjacent to the location of Structure Excavation. For Temporary Concrete Barrier Details, see Temporary Concrete Barrier for Stage Construction sheet.

DESIGNED -	MFB
CHECKED -	MAC
DRAWN -	VH
CHECKED -	KWS

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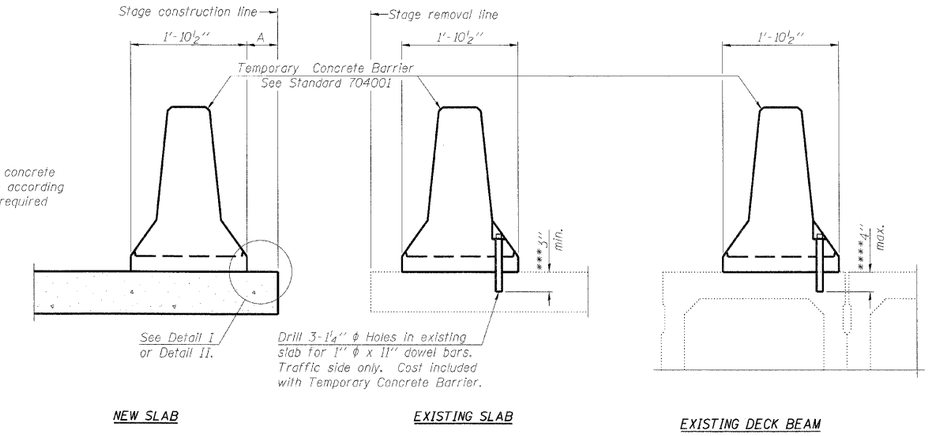
Chicago, Illinois 60601
312-565-0450 Job No. 10050

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 022-0099

SHEET NO. 3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	265
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

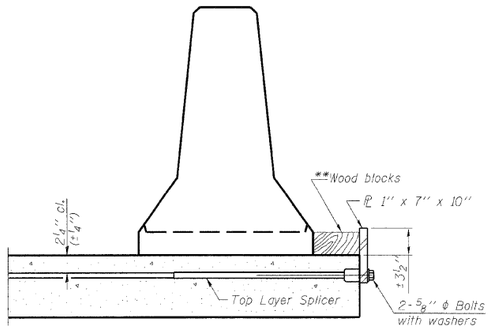
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

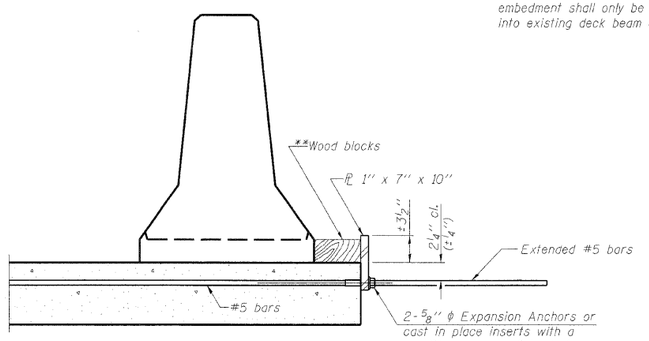
The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

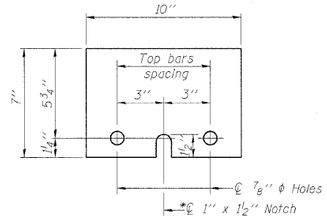
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

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

DESIGNED	-	MFB
CHECKED	-	KWS
DRAWN	-	RMG
CHECKED	-	KWS

R-27

10-1-08

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 022-0099

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 4	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	266
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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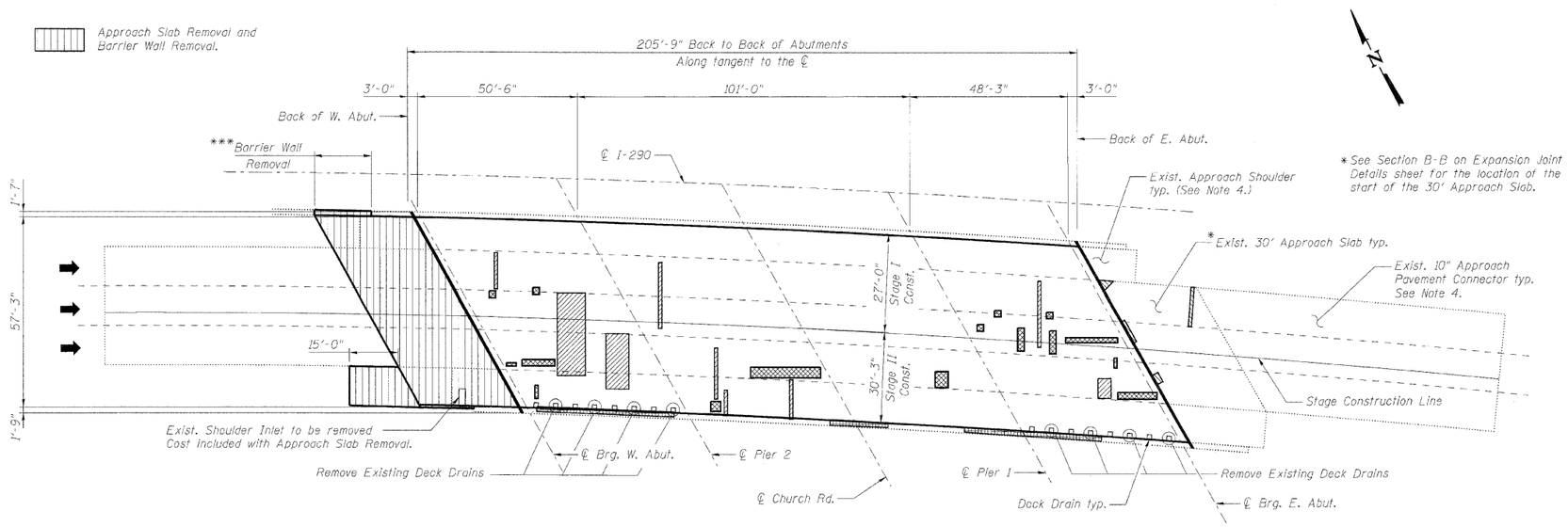
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

*** Limits of Barrier Wall Removal shall match the limits of proposed parapet on the approaches. See sheets 6 and 7 for details.

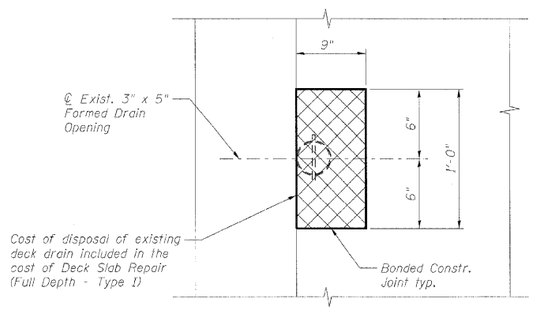


PLAN

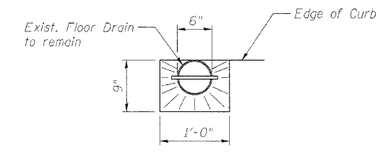
BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Deck Slab Repair (Partial)	Sq. Yd.	148.7▲
	Deck Slab Repair (Full Depth - Type I)	Sq. Yd.	34.4
	Deck Slab Repair (Full Depth - Type II)	Sq. Yd.	15.7
	Cleaning & Painting Exposed Rebar (Special)	Sq. Ft.	153
	Approach Slab Repair (Partial Depth)	Sq. Yd.	8.6
	Protective Shield	Sq. Yd.	725
	Protective Coat	Sq. Yd.	1,303
	Bridge Deck Grooving	Sq. Yd.	1,257
	Bridge Deck Latex Concrete Overlay, 2½"	Sq. Yd.	1,263
	Bridge Deck Hydro-Scarification, 2½"	Sq. Yd.	1,263

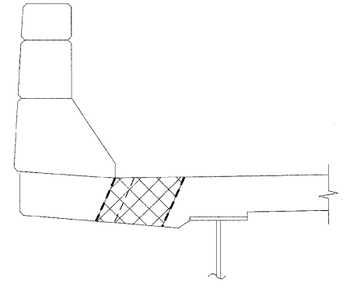
▲ For information only to assist the Contractor in bidding.. See Special Provision for Bridge Deck Latex Concrete Overlay.



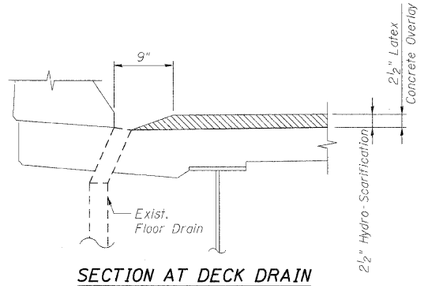
PLAN - DRAIN REMOVAL



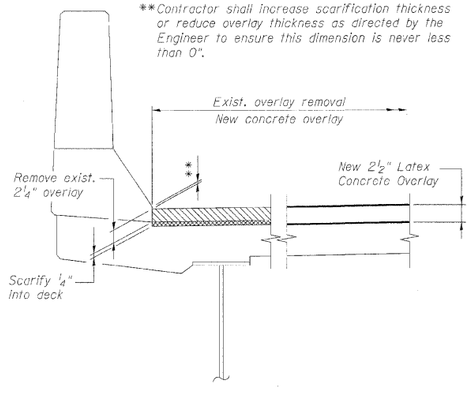
PLAN - CONCRETE OVERLAY AT DECK DRAIN



SECTION AT DRAIN REMOVAL



SECTION AT DECK DRAIN



SCARIFICATION & OVERLAY DETAIL AT PARAPET

Notes:

1. Deck and approach slab repair areas are estimated based on visual inspection completed in June 2009. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.
2. Protective Shield required for deck slab and/or parapet repairs, shall be installed according to Article 501.03 of the Standard Specifications. For limits of Protective Shield see General Plan and Elevation sheet.
3. Deck drains (downspouts, floor drains and scuppers) shall be cleaned prior to placement of the Latex Concrete Overlay. Cost of cleaning the deck drains is included in Bridge Deck Hydro-Scarification, 2½".
4. The Engineer shall determine the type and quantity of Class A patching and the quantity of Mixture for Cracks, Joints and Flangeways. Estimated quantities are included in the overall Summary of Quantities in Roadway Plans.
5. For Approach Slab Removal and replacement details, see Bridge Approach Slab Details sheets.
6. Gaps caused by distress around remaining floor drains shall be filled with epoxy as specified in the Special Provision "Epoxy Injection". Cost included with Bridge Deck Latex Concrete Overlay, 2½".

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

BRIDGE DECK AND APPROACH SLAB REPAIRS STRUCTURE NO. 022-0099

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 5	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	267
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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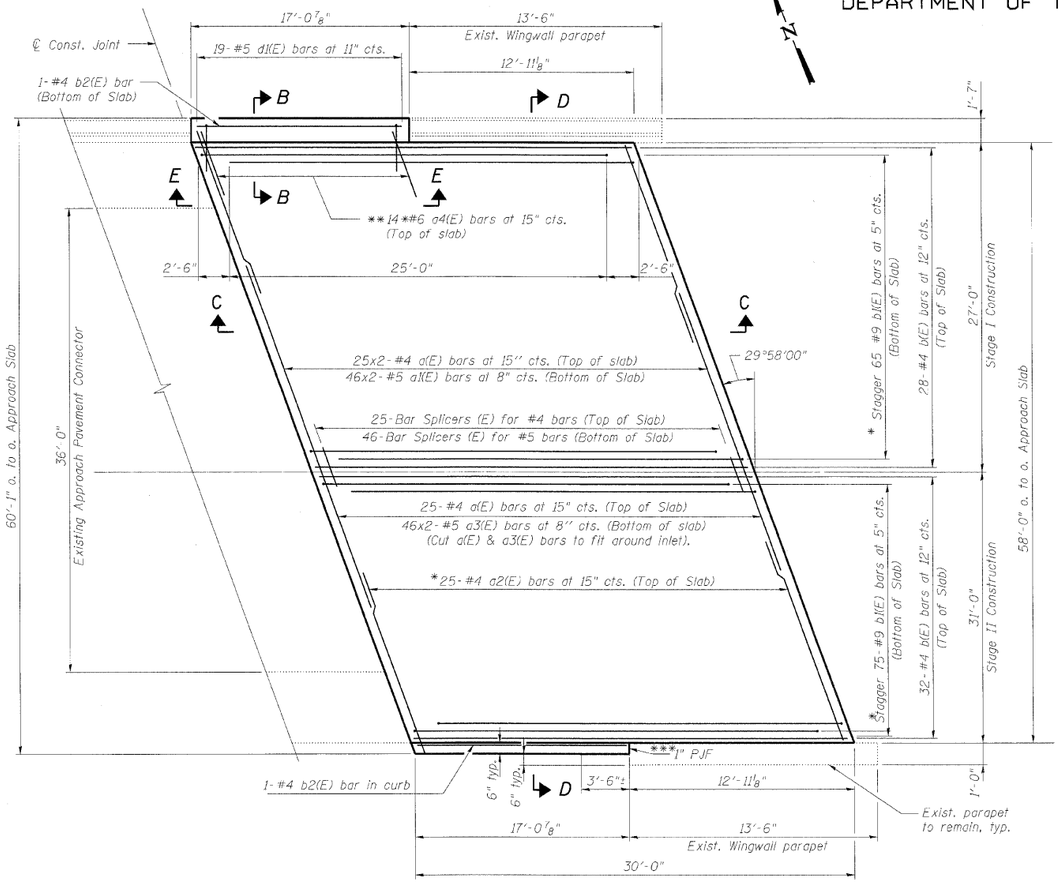
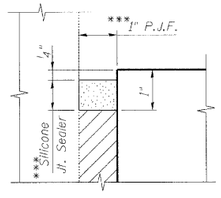
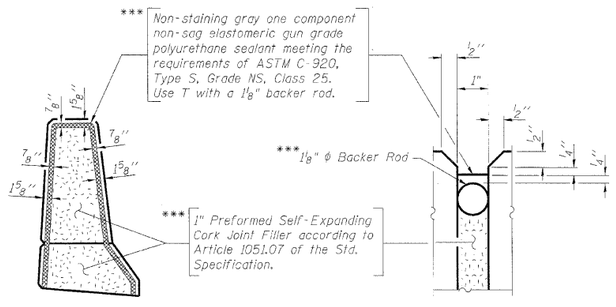
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



DETAIL 1



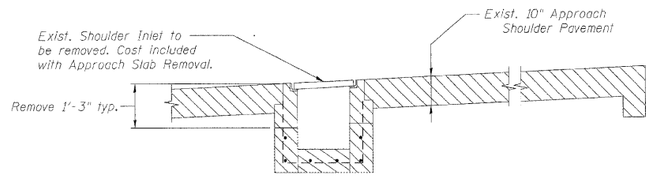
DETAIL 2

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

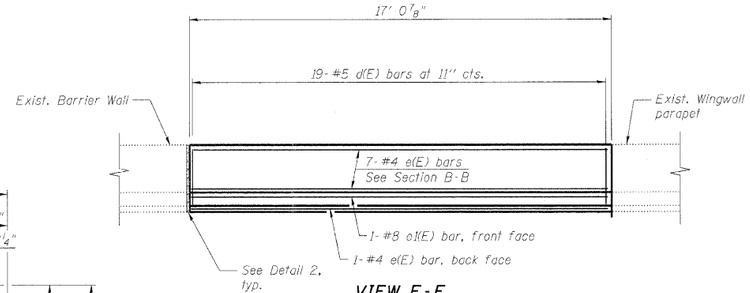
* Tilt bars as required to maintain clearance.

** Alternate with a(E) bars.

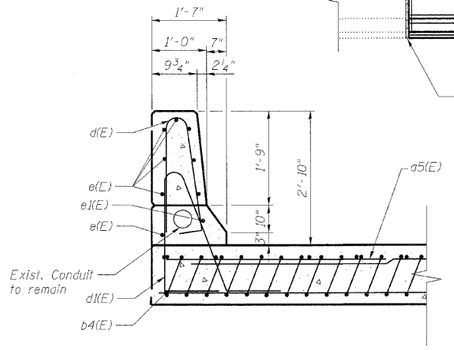
*** Cost included with Concrete Superstructure.



APPROACH SLAB REMOVAL DETAIL AT INLET



VIEW E-E



SECTION B-B

Note:

Work this sheet with Bridge Approach Slab Details (2 of 2) sheet.

BRIDGE APPROACH SLAB DETAILS
(1 OF 2)
STRUCTURE NO. 022-0099

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312-565-0450 Job No. 10050

SHEET NO. 6	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	268
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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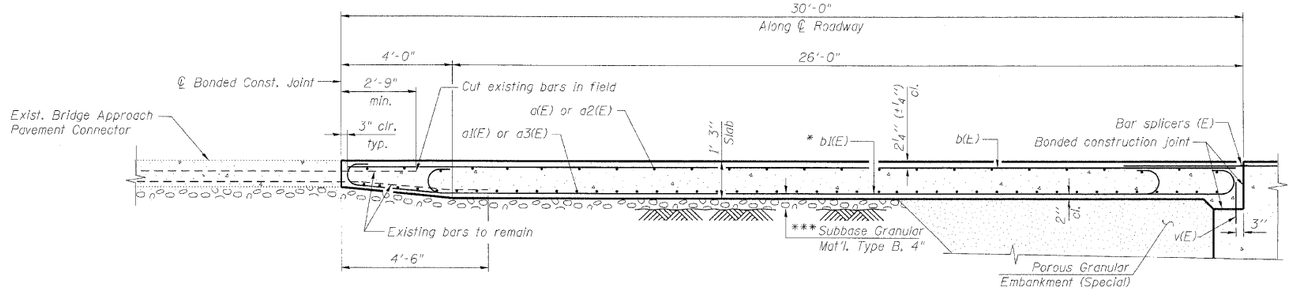
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C

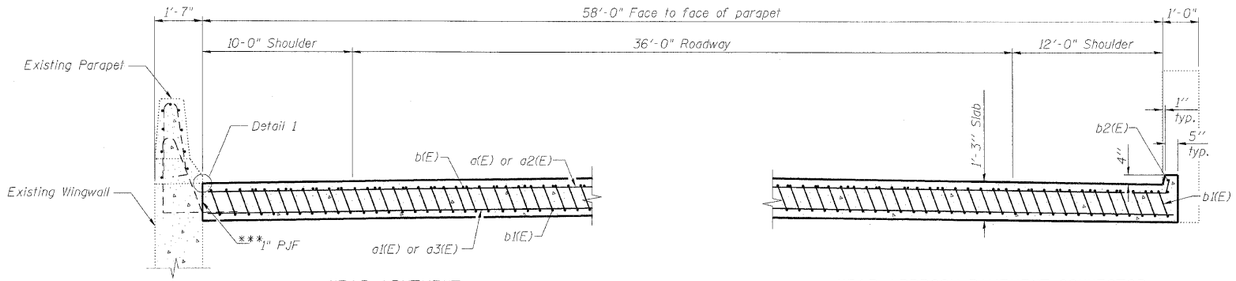
* Tilt #9 b1(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure

BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a(E)	75	#4	17'-3"	
a1(E)	92	#5	17'-6"	
a2(E)	25	#4	21'-8"	
a3(E)	92	#5	19'-9"	
a4(E)	14	#6	6'-0"	
b(E)	60	#4	29'-8"	
b1(E)	140	#9	29'-9"	
b2(E)	2	#4	16'-9"	
d(E)	19	#5	5'-7"	
d1(E)	19	#5	7'-11"	
e(E)	8	#4	16'-9"	
e1(E)	1	#8	15'-9"	

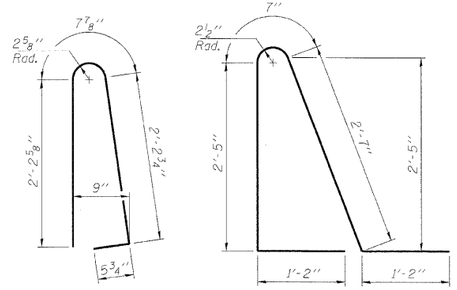
ITEM	UNIT	TOTAL
Concrete Superstructure	Cu. Yd.	84.7
Approach Slab Removal	Sq. Yd.	194
Reinforcement Bars, Epoxy Coated	Pound	20,710
Protective Coat	Sq. Yd.	204
Bridge Deck Grooving	Sq. Yd.	187
Concrete Barrier Removal	Foot	17.5



NEAR ABUTMENT

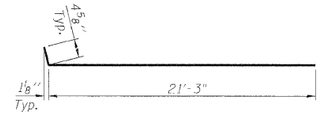
NEAR APPROCH PAVEMENT CONNECTOR

SECTION D-D
(See Plan for dimensions not shown)

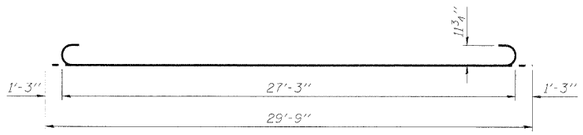


BAR d(E)

BAR d1(E)



BAR a2(E)



BAR b1(E)

Notes:

1. a(E), a1(E), a2(E) and a3(E) bar spacings measured parallel to ℄ Roadway. b(E) and b1(E) bar spacings measured perpendicular to ℄ Roadway.
2. For existing approach slab and shoulder pavement details, see existing plans.
3. Existing reinforcement bars extending into the removal area shall be blast-cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during approach slab removal shall be repaired or replaced with an approved bar splicer or anchorage system. Cost included with Approach Slab Removal.
4. Approach Slab and parapet concrete shall be paid for as Concrete Superstructure.
5. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
6. For v(E) bar details, see West Abutment Backwall Repair sheet.
7. For bar splicer details, see Bar Splicer Assembly Details sheet.
8. The Contractor shall exercise extreme care with the existing conduits in sections of the parapet to be removed and to protect and support the conduit. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer. No splicing will be allowed to any cable damage resulting from this work, instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.
9. For Porous Granular Embankment (Special) and drainage treatement details, see General Notes, Bill of Material and Index of Sheets sheet.
10. Min. bar lap: #4 = 1'-8"
    #5 = 2'-2"
11. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
12. Work this sheet with Bridge Approach Slab Details (1 of 2) sheet.

BRIDGE APPROACH SLAB DETAILS
(2 OF 2)
STRUCTURE NO. 022-0099

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	MFB

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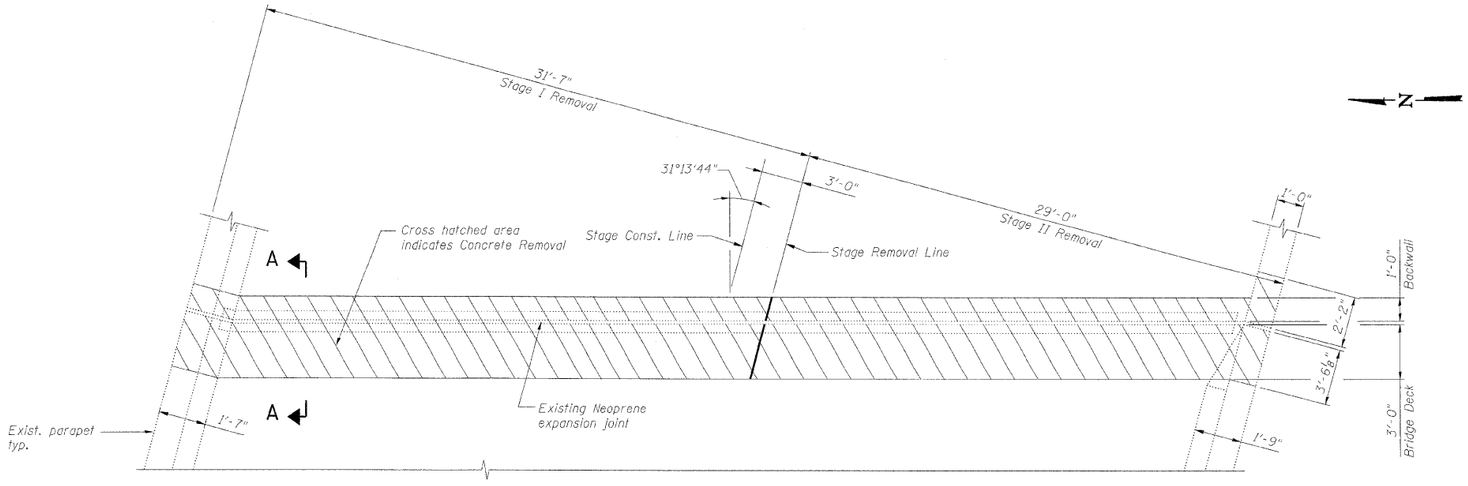
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 7	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	269
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EXISTING PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)

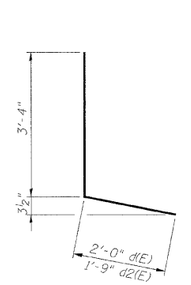
PROPOSED PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)

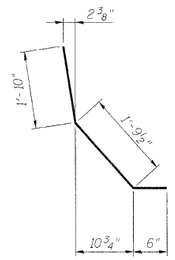
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a1(E)	32	#5	17'-6"	
a3(E)	32	#5	19'-9"	
a5(E)	14	#6	17'-9"	
a6(E)	14	#5	20'-3"	
d2(E)	6	#4	5'-4"	
d3(E)	12	#5	4'-2"	
d4(E)	6	#4	5'-1"	
x(E)	144	#5	3'-7"	

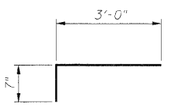
Item	Unit	Total
Concrete Removal	Cu. Yd.	29.8
Concrete Superstructure	Cu. Yd.	29.8
Reinforcement Bars, Epoxy Coated	Pound	2,680



BAR d(E) and d2(E)



BAR d1(E)



BAR x(E)

Notes:

1. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
2. I.F. denotes Inside Face.
   O.F. denotes Outside Face.
3. Work this sheet with Expansion Joint Details sheet and Bar Splicer Assembly Details sheet.
4. x(E) bar spacing measured along skew.

EXPANSION JOINT REPAIRS
STRUCTURE NO. 022-0099

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	270
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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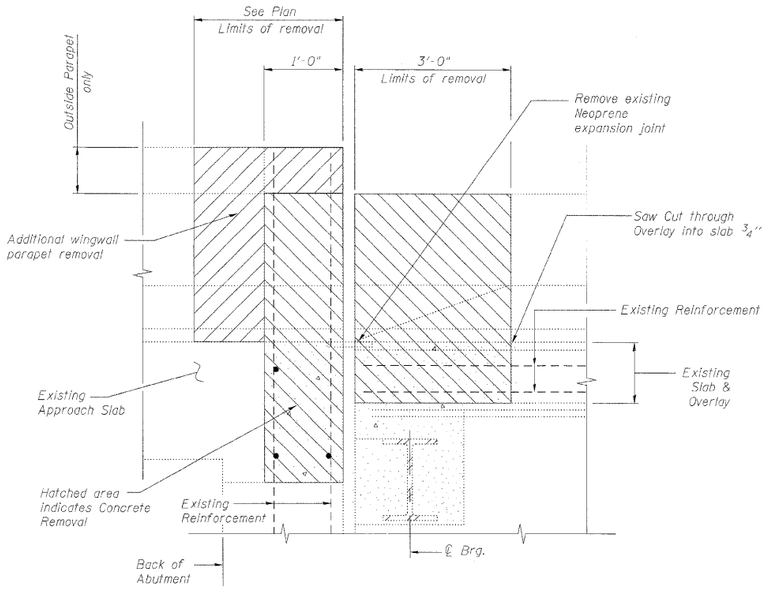
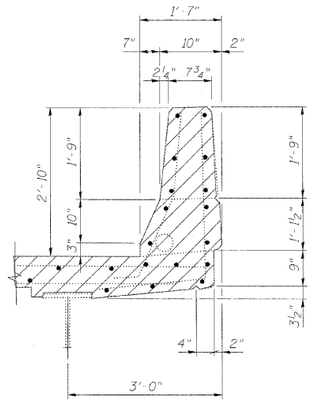
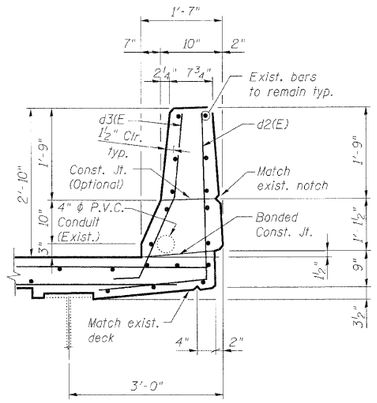
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION A-A



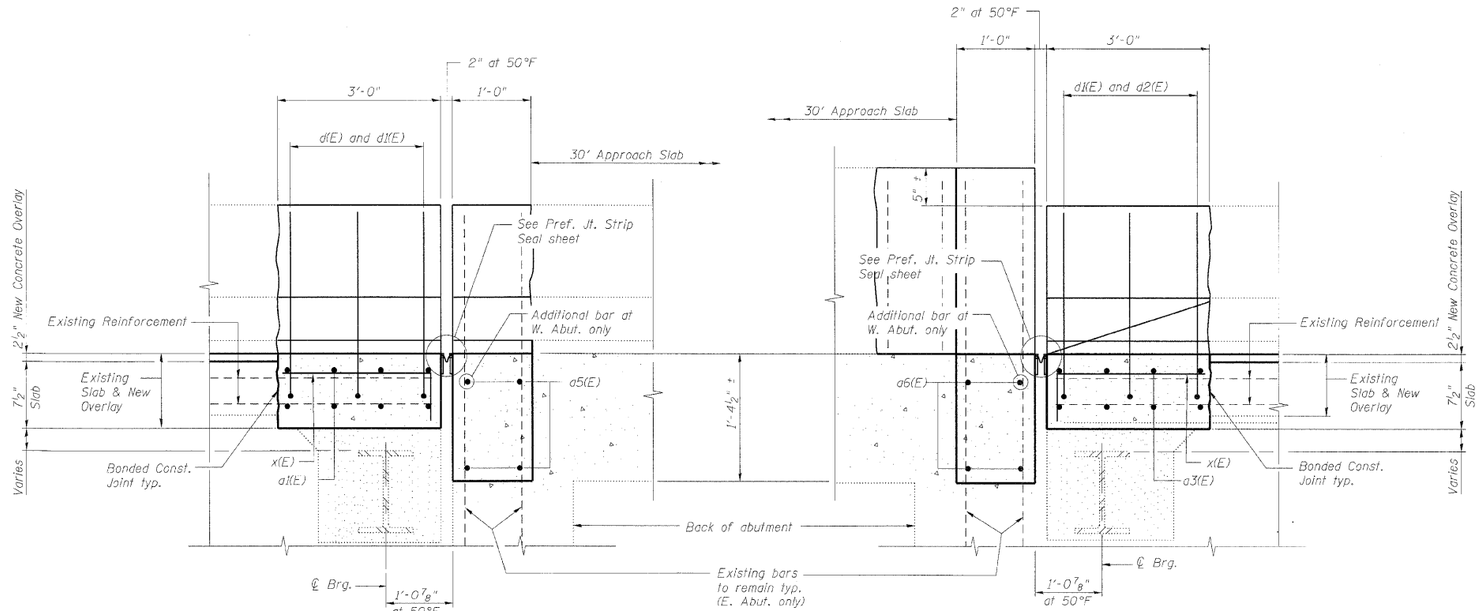
EXISTING INSIDE PARAPET SECTION



PROPOSED INSIDE PARAPET SECTION

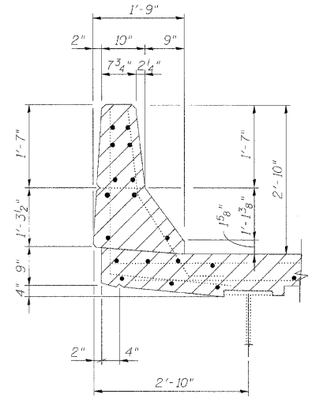
Notes:

1. Existing reinforcement bars extending into the concrete removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
2. Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed.
3. Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.
4. If existing name plate falls within the limits of Concrete Removal, it shall be removed and reinstalled in its original location in accordance with IDOT Std. 515001. Cost included with Concrete Superstructure.
5. If existing guardrail and/or end shoe fall within the limits of Concrete Removal, they shall be removed and reinstalled in their original locations in accordance with District 1 Std. BM-21. Cost included with Concrete Superstructure.
6. The Contractor shall excercise extreme care with the existing conduits in sections of the parapet to be removed and to protect and support the conduit. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer. No splicing will be allowed to any cable damage resulting from this work. Instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.
7. Work this sheet with Expansion Joint Repairs sheet.

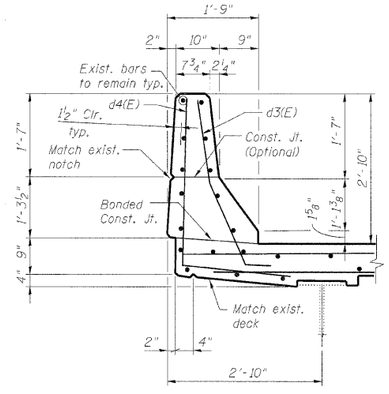


SECTION B-B

SECTION C-C



EXISTING OUTSIDE PARAPET SECTION



PROPOSED OUTSIDE PARAPET SECTION

EXPANSION JOINT DETAILS
STRUCTURE NO. 022-0099

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 9	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	271
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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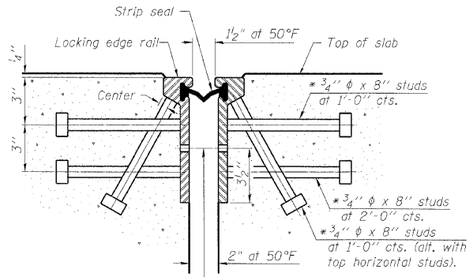
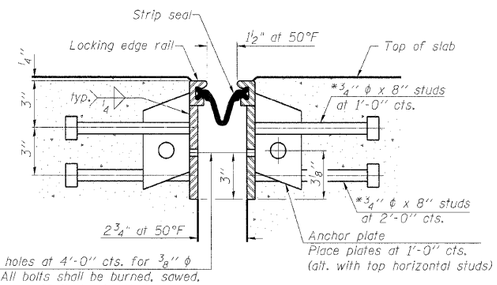
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sowed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sowed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

Notes:

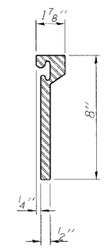
The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

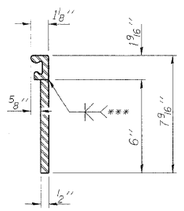
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

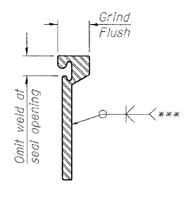
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



ROLLED EXTRUDED RAIL



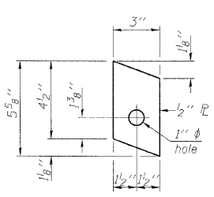
WELDED RAIL



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

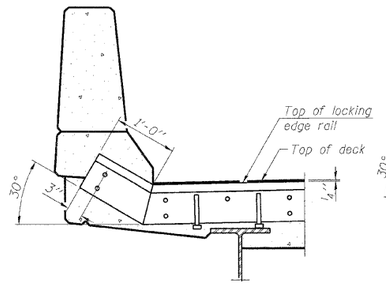
LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

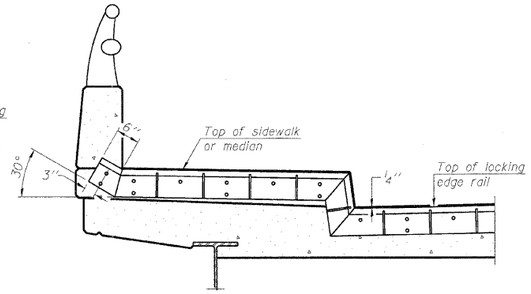


ANCHOR PL

(for welded rail)



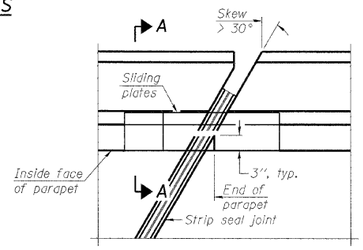
AT PARAPET



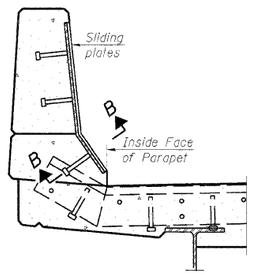
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

LOCKING EDGE RAILS



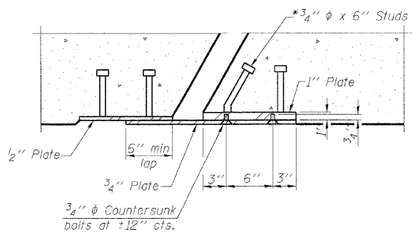
PLAN



SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

TYPICAL END TREATMENTS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	140.0

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 022-0099

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

EJ-SSJ

10-1-08

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	272
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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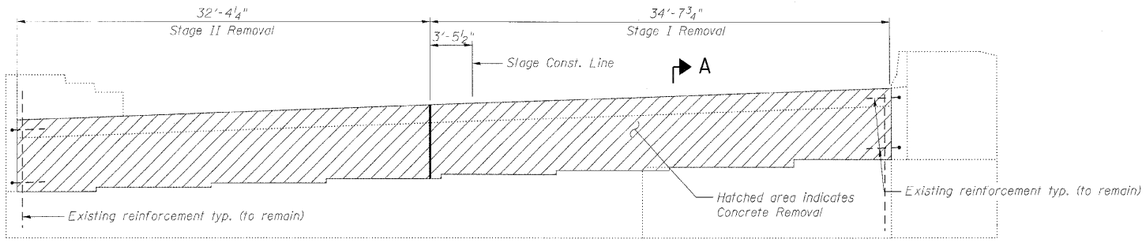
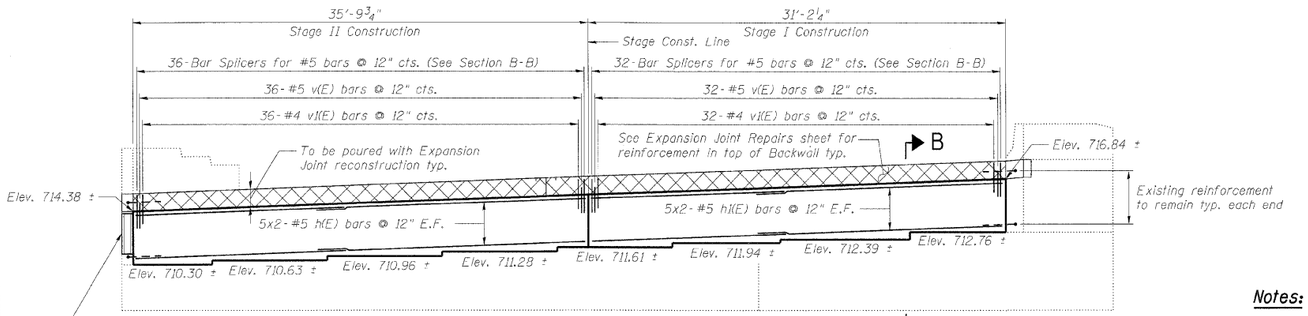
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



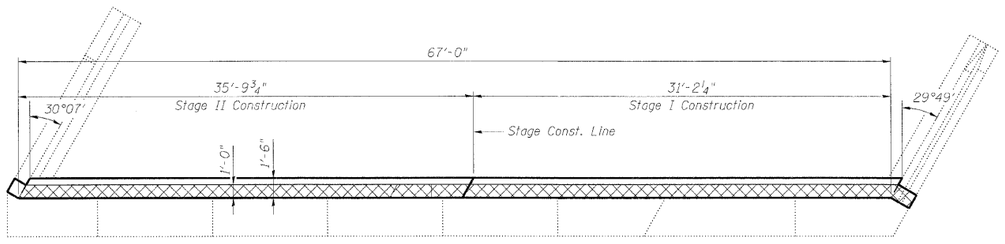
EXISTING ELEVATION - WEST ABUTMENT
(Looking West)



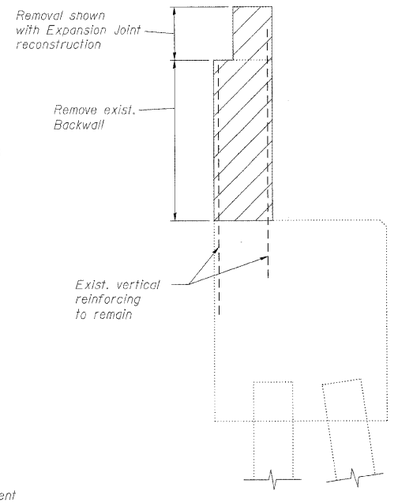
* Structural Repair of Concrete (Depth equal to or less than 5")

PROPOSED ELEVATION - WEST ABUTMENT
(Looking West)

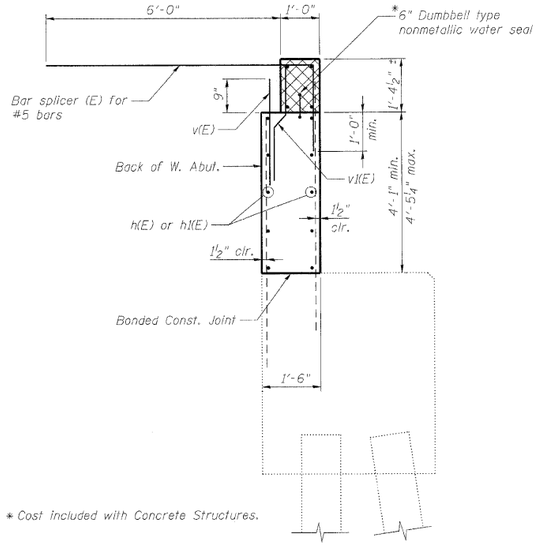
* Repair is estimated based on visual inspection completed in June 2009. Actual repair area and location shall be determined by the Engineer and shown on As-Built plans.



PLAN - WEST ABUTMENT



SECTION A-A



* Cost included with Concrete Structures.

SECTION B-B

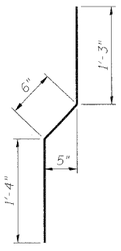
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	20	#5	19'-0"	——
h1(E)	20	#5	16'-9"	——
v(E)	68	#5	2'-0"	——
v1(E)	68	#4	3'-1"	~~

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	145
Concrete Removal	Cu. Yd.	16.1
Concrete Structures	Cu. Yd.	16.1
Reinforcement Bars, Epoxy Coated	Pound	1,030
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	12

Notes:

1. Cross hatched area to be poured with Expansion Joint reconstruction. Quantity of concrete included with Concrete Superstructure.
2. Bars indicated thus 5x2-#5 etc. indicates 5 lines of bars with 2 lengths per line.
3. Min. bar lap: #5 = 2'-2"
4. E.F. denotes Each Face.
5. Existing reinforcement bars extending into the concrete removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
6. For details of Bar Splicers, see Bar Splicer Assembly Details sheet.



BAR v1(E)

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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WEST ABUTMENT BACKWALL REPAIR
STRUCTURE NO. 022-0099

SHEET NO. 11	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	273
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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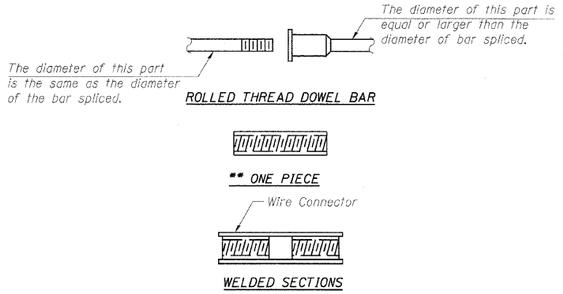
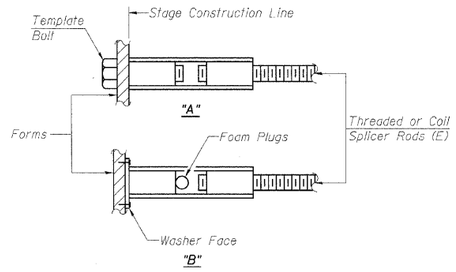
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

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

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

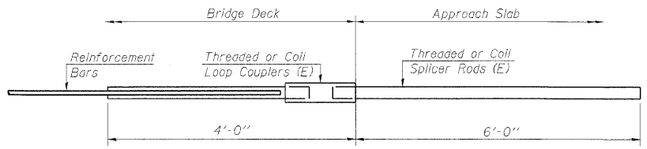
① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

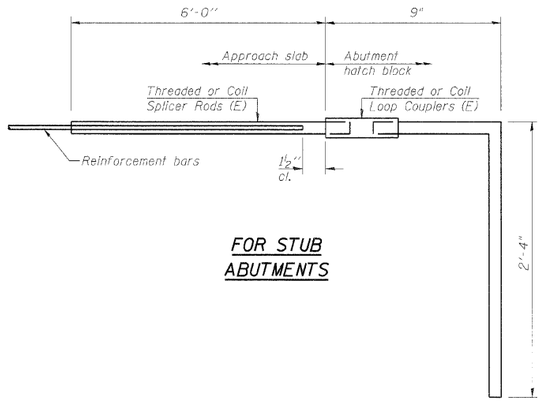
BAR SPLICER ASSEMBLIES

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



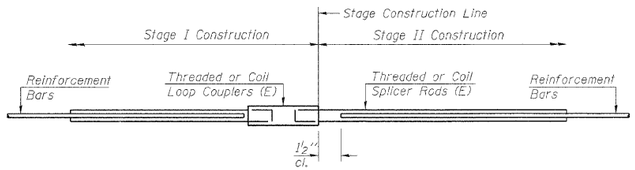
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 68



STANDARD

Bar Size	No. Assemblies Required	Location
#5	16	Deck
#6	7	Deck
#4	25	W. Approach
#5	46	W. Approach

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

BSD-1 10-1-08

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 022-0099

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312-565-0450 Job No. 10050

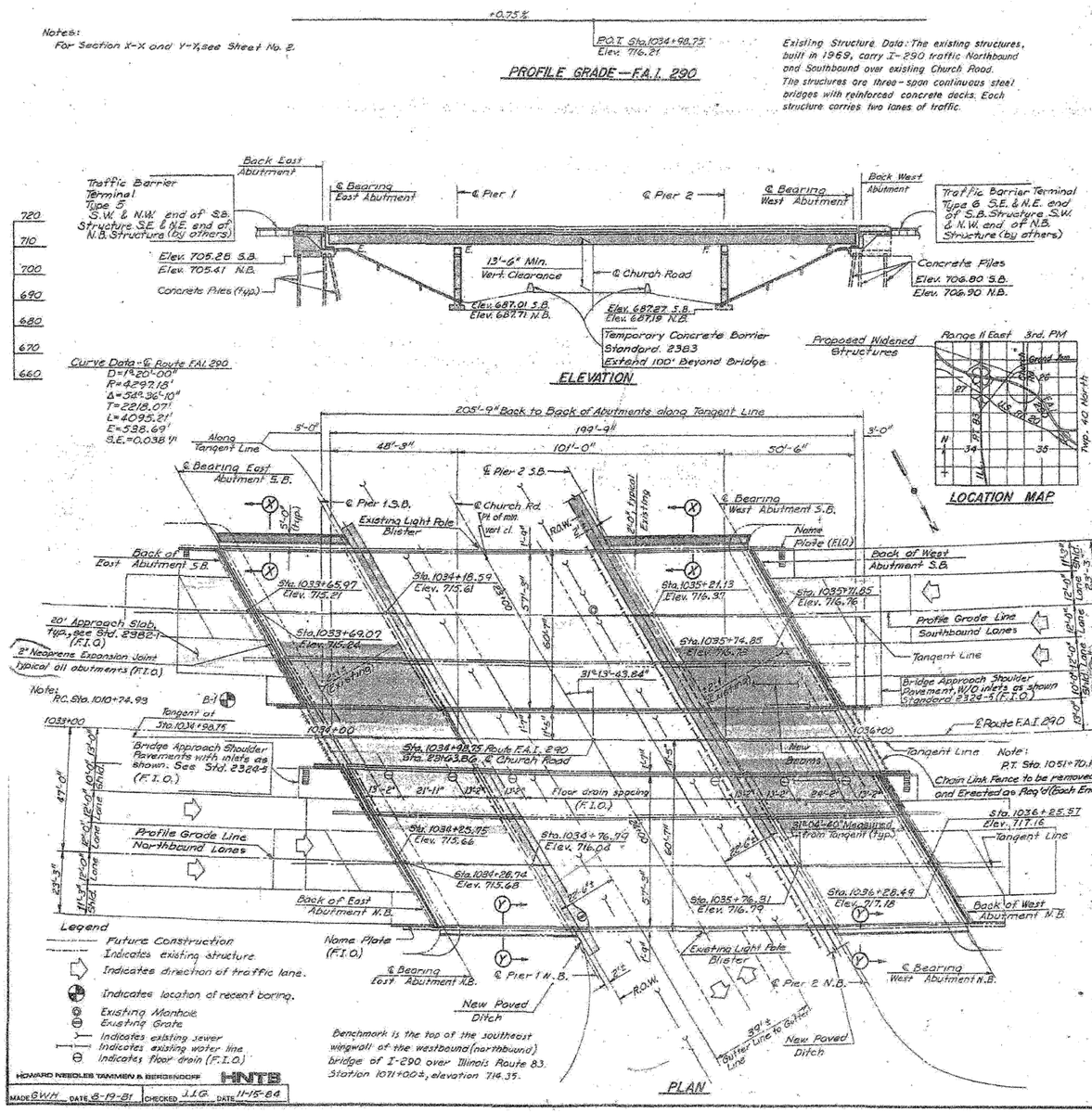
SHEET NO. 12	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	274
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 290	22-2HB-3-BY (84)	DUPAGE	26	15
FED. ROAD DIST. NO. 7	ILLINOIS	FEDERAL AID PROJECT NO.		

SHEET NO. 1 OF 12 SHEETS

Notes:
For Section X-X and Y-Y, see Sheet No. 2.



Existing Structure Data: The existing structures, built in 1969, carry I-290 traffic Northbound and Southbound over existing Church Road. The structures are three-span continuous steel bridges with reinforced concrete decks. Each structure carries two lanes of traffic.

GENERAL NOTES

DESIGN SPECIFICATIONS: American Association of State Highway and Transportation Officials Standard Specifications for Highway Bridges, 1977, with Interim Specifications, 1978, 1979, 1980, 1981 1982 and 1983.

CONSTRUCTION SPECIFICATIONS: Illinois Standard Specifications for Road and Bridge Construction adopted October 1st, 1983.

DESIGN STRESSES:
Concrete: f'c = 3500 psi
Reinforcing Steel: fs = 24,000 psi
Structural Steel: fs = 20,000 psi (M-183)

DESIGN LOADING: Live load is AASHTO HS20-44 and dead load is calculated weight of structure plus 25 psf future wearing surface.

BEARING SEAT ELEVATIONS: New bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ½ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two ½ inch adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

TEST PILES: The Contractor shall drive one concrete test pile in a permanent location one at the East Abutment Northbound Lane and one at the West Abutment Southbound Lane, as directed by the Engineer before ordering the remainder of piles.

BORING DATA: See Proposal for boring data.

SHOULDER TRANSITION: Shoulder transition to wingwall shall be shaped with suitable fill (Cost Incidental)

PAINTING NEW STEEL: The basic lead silico chromate paint system shall be used for shop and field painting of Structural Steel except where otherwise noted. (Steel shall be shop painted only in Stage I.)

BOLTED CONNECTIONS: Fasteners for structural steel shall be high strength bolts. The size of the bolts shall be ¾" diameter with 15/16" diameter open holes unless shown otherwise in the plans.

FIELD WELDING: Field welding of construction accessories will not be permitted to the bottom flange of girders nor to the top flange for a distance equal to one-fourth the span length in span 2 and three-fourths the span length in spans 1 and 3 from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

DIAPHRAGM JOINTS: All contact surfaces of joints for the diaphragms shall be free of paint or lacquer.

ANCHOR BOLTS: Anchor bolts shall be set before bolting new diaphragms over supports.

EXISTING STRUCTURE DIMENSIONS: Plan dimensions and details relative to existing structures, have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering of materials. Such variation shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

EXPANSION BOLTS: Expansion bolts shall consist of approved expansion anchors, providing certified minimum proof load = 4,080 pounds, and ¾" ϕ x 12" hooked bolts.

STRUCTURAL STEEL: Structural steel shall conform to the requirements of AASHTO M183. The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Notch Toughness Zone 2. These components are the tension flanges, webs and all splice plate material of the plate girders. Calculated weight of structural steel = 181,200 pounds. (M-183)

REINFORCEMENT BARS: New Reinforcement bars shall conform to the requirements of AASHTO M31 or M53 Grade 60.

CONCRETE CHAMFERS: All exposed concrete corners shall have ¾ inch chamfers unless otherwise shown in the plans.

STAGE I CONSTRUCTION

These plans represent the Stage I work required for the widening and rehabilitation of the dual structures. Drawings for Stages II and III are not provided. When Stage II and III work is detailed along with Stage I on the same drawing, Stage I is shown shaded and Stage II and III is marked F.I.O. (For Information Only).

Stage I work consists of widening the substructure, erecting new girders, repairing existing substructure, and shimming existing bearing.

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current "AASHTO Standard Specifications for Highway Bridges."

Signed _____ Date 10/16/85
Ulrich Gygax, S.E., Ill. Reg. No. 3036

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
James J. Kaufmann
Engineer of Bridges and Structures

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN, ELEVATION AND NOTES
F.A.I. ROUTE 290, DUPAGE COUNTY
SECTION 22-2HB-3-BY (84)
STA. 1034+98.75
INTERSTATE ROUTE 290 OVER CHURCH ROAD

NO.	DATE	REVISION	BY

EXISTING PLAN INFORMATION 1 OF 6
STRUCTURE NO. 022-0099

FOR INFORMATION ONLY

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 13	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290 / 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	275
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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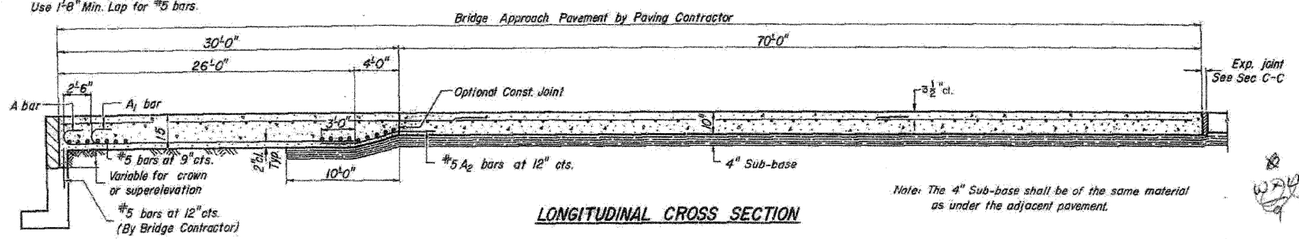
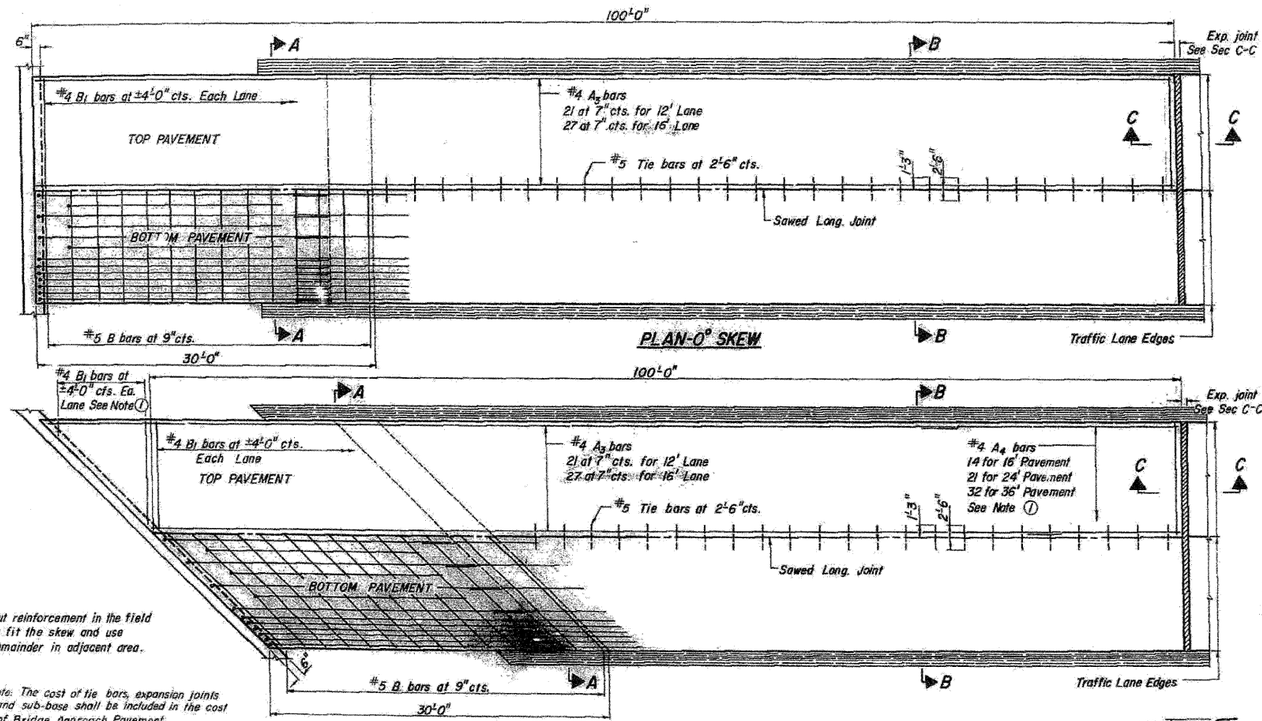
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Note: Tilt hook of #9 bars for min. 3½"cl. Use 1'-4" Min. Lap for #4 bars. Use 1'-8" Min. Lap for #5 bars.



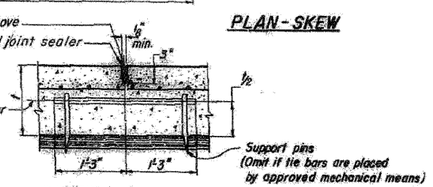
LONGITUDINAL CROSS SECTION

Note: The 4" Sub-base shall be of the same material as under the adjacent pavement.

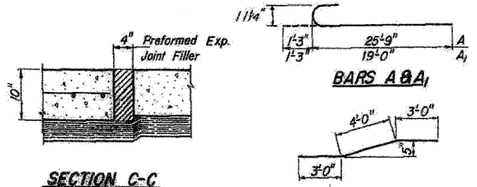


PLAN-0° SKEW

PLAN-SKEW



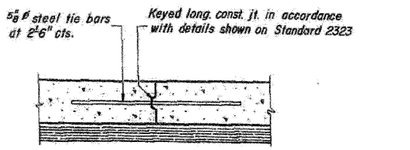
SAWED LONG. JOINT



SECTION C-C
Reinforced Jointed P.C.C. Pavement

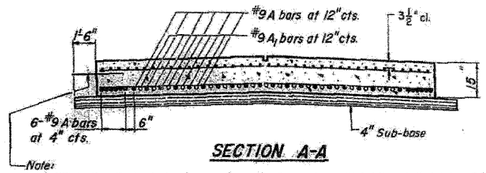
BARS A & A1

BAR A2



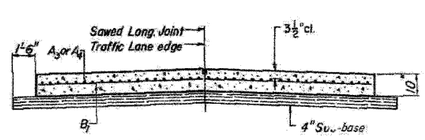
OPTIONAL LONG. CONST. JOINT

As approved by the Engineer, the contractor may elect to reduce the widths by use of the Optional Longitudinal Construction Joint shown. Joint shall be located at the edge of Traffic Lane.

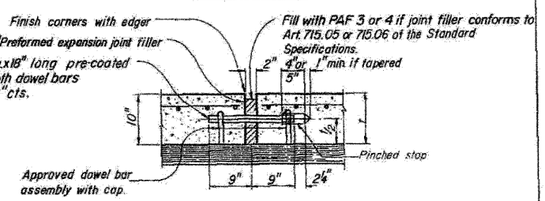


SECTION A-A

Note:
When the road plans show curb and gutter, gutter or bridge approach shoulder pavement adjacent to approach slabs, place ⅝" ø steel tie bars at 2'-6" centers in accordance with the details for Bulkhead Longitudinal Construction Joint shown on Standard 2323. Cost of the tie bars will be included in the contract unit price for the adjacent item.
Transitions for curb and gutter shall be as shown on the plans.



SECTION B-B



SECTION C-C
Continuous Reinforced P.C.C. Pavement

BRIDGE APPROACH PAVEMENT

(Sheet 1 of 2)
STANDARD 2353-5

Illinois Department of Transportation
PASSED May 20, 1981
Engineer of Bridge and Traffic Structures
APPROVED Nov 20, 19 81
Engineer of Design
ISSUED 10-25-74

EXISTING PLAN INFORMATION 2 OF 6
STRUCTURE NO. 022-0099

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312-565-0450 Job No. 10050

SHEET NO. 14	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	276
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

QUANTITIES FOR 100-FOOT APPROACH SLAB

16-FOOT WIDTH PAVEMENT

Skew Angle	Bottom Reinforcement #5 B bars No.	Bottom Reinforcement #5 B bars Length	Bottom Reinforcement A, A_1, A_2	B_1	Top Reinforcement #4 A_3 bars No.	Top Reinforcement #4 A_3 bars Length	Top Reinforcement #4 A_4 bars No.	Top Reinforcement #4 A_4 bars Length	Total Weight bars-lbs.	
0°	40	15'-6"	24-#9 A bars 27'-0" 11-#9 A_1 bars 20'-3" 24-#5 A_2 bars 10'-0"	26-#4 B_1 bars 15'-6"	81	34'-3"	—	—	5980	Bridge Approach Pavement 178 Sq. Yds.
5°	40	15'-7"			81	34'-0"	14	3'-11"	6010	
10°	40	15'-9"			81	33'-10"	14	5'-2"	6020	
15°	40	16'-1"			81	33'-7"	14	6'-5"	6030	
20°	40	16'-6"			81	33'-5"	14	7'-9"	6050	
25°	40	17'-1"			81	33'-2"	14	9'-2"	6070	
30°	40	17'-11"			81	32'-11"	14	10'-9"	6110	
35°	40	18'-11"			81	32'-7"	14	12'-6"	6150	
40°	40	20'-3"			81	32'-3"	14	14'-5"	6200	
45°	40	21'-11"			81	31'-11"	14	16'-8"	6280	
50°	40	24'-1"			81	31'-5"	14	19'-4"	6370	
55°	40	27'-0"			81	30'-11"	14	22'-8"	6490	
60°	40	31'-0"			81	30'-2"	14	26'-11"	6660	

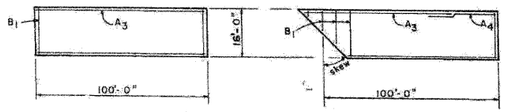
24-FOOT WIDTH PAVEMENT

Skew Angle	Bottom Reinforcement #5 B bars No.	Bottom Reinforcement #5 B bars Length	Bottom Reinforcement A, A_1, A_2	B_1	Top Reinforcement #4 A_3 bars No.	Top Reinforcement #4 A_3 bars Length	Top Reinforcement #4 A_4 bars No.	Top Reinforcement #4 A_4 bars Length	Total Weight bars-lbs.	
0°	40	23'-5"	32-#9 A bars 27'-0" 19-#9 A_1 bars 20'-3" 32-#5 A_2 bars 10'-0"	52-#4 B_1 bars 11'-6"	126	34'-3"	—	—	8840	Bridge Approach Pavement 267 Sq. Yds.
5°	40	23'-7"			126	33'-10"	21	4'-3"	8880	
10°	40	23'-10"			126	33'-6"	21	6'-11"	8890	
15°	40	24'-4"			126	33'-2"	21	9'-1"	8910	
20°	40	25'-0"			126	32'-9"	21	11'-5"	8940	
25°	40	25'-11"			126	32'-4"	21	13'-10"	8980	
30°	40	27'-2"			126	31'-11"	21	16'-6"	9030	
35°	40	28'-8"			126	31'-5"	21	19'-6"	9090	
40°	40	30'-8"			126	30'-10"	21	22'-10"	9170	
45°	40	33'-3"			126	30'-3"	21	26'-8"	9290	
50°	80	19'-1"			126	29'-5"	21	31'-3"	9490	
55°	80	21'-4"			126	28'-6"	21	36'-11"	9680	
60°	80	24'-4"			126	27'-3"	42	22'-9"	9940	

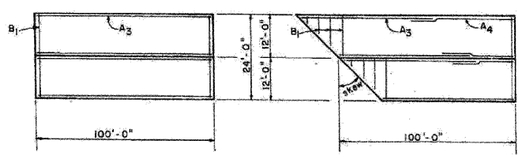
36-FOOT WIDTH PAVEMENT

Skew Angle	Bottom Reinforcement #5 B bars No.	Bottom Reinforcement #5 B bars Length	Bottom Reinforcement A, A_1, A_2	B_1	Top Reinforcement #4 A_3 bars No.	Top Reinforcement #4 A_3 bars Length	Top Reinforcement #4 A_4 bars No.	Top Reinforcement #4 A_4 bars Length	Total Weight bars-lbs	
0°	40	35'-6"	44-#9 A bars 27'-0" 31-#9 A_1 bars 20'-3" 44-#5 A_2 bars 10'-0"	78-#4 B_1 bars 11'-6"	189	34'-3"	—	—	13040	Bridge Approach Pavement 400 Sq. Yds.
5°	40	35'-8"			189	33'-8"	32	5'-10"	13090	
10°	40	36'-0"			189	33'-2"	32	9'-0"	13110	
15°	80	19'-4"			189	32'-8"	32	12'-4"	13230	
20°	80	19'-10"			189	32'-0"	32	15'-9"	13260	
25°	80	20'-7"			189	31'-5"	32	19'-6"	13330	
30°	80	21'-6"			189	30'-9"	32	23'-6"	13410	
35°	80	22'-8"			189	30'-0"	32	27'-10"	13510	
40°	80	24'-2"			189	29'-2"	32	32'-10"	13630	
45°	80	26'-2"			189	28'-3"	64	20'-0"	13840	
50°	80	28'-8"			189	27'-1"	64	23'-6"	14050	
55°	80	32'-0"			189	25'-8"	64	27'-9"	14330	
60°	80	36'-7"			189	23'-10"	64	33'-2"	14710	

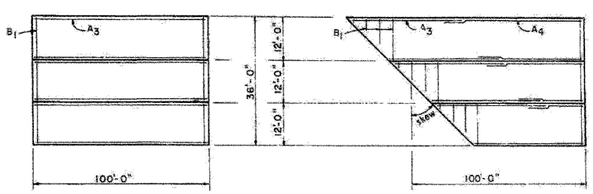
TOP OF SLAB BAR ARRANGEMENT



TOP OF SLAB BAR ARRANGEMENT



TOP OF SLAB BAR ARRANGEMENT



Illinois Department of Transportation
PASSED May 20, 1981
Engineer of Bridge and Traffic Structures
APPROVED May 20, 1981
Thomas A. Wright
Engineer of Design
ISSUED 10-17-75

BRIDGE APPROACH PAVEMENT

(Sheet 2 of 2)

STANDARD 2353 - 5

Full Size DW.W.Sr.

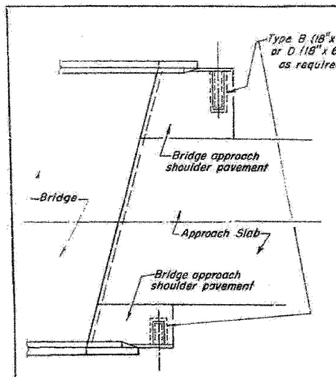
EXISTING PLAN INFORMATION 3 OF 6
STRUCTURE NO. 022-0099

FOR INFORMATION ONLY

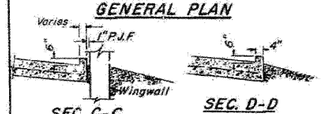
benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 15	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	277
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

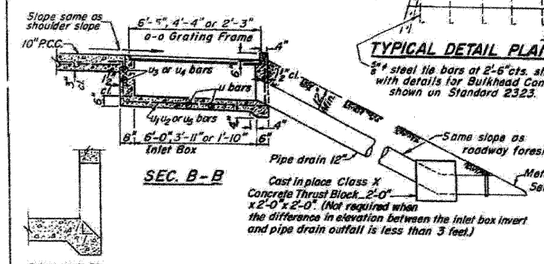
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



GENERAL PLAN

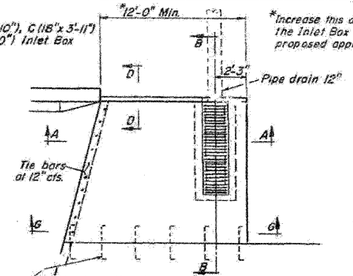


SEC. C-C SEC. D-D



SEC. B-B

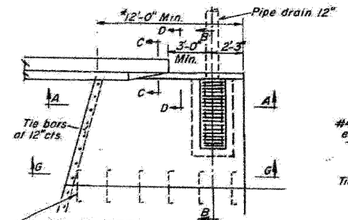
BOX OUTLET WHEN PRECAST



*Increase this dimension as needed to position the Inlet Box and Pipe Drain between the proposed approach guardrail posts.

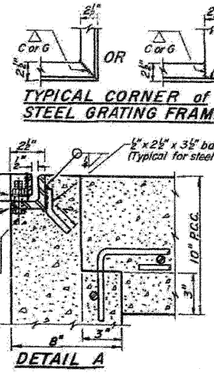
TYPICAL DETAIL PLAN (w/o Wingwall)

5/8" ϕ steel tie bars at 2'-6" cts. shall be in accordance with details for Bulkhead Construction Joint shown on Standard 2323.

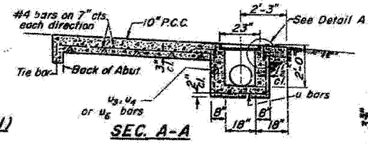


TYPICAL DETAIL PLAN (with Wingwall)

5/8" ϕ steel tie bars at 2'-6" cts. shall be in accordance with details for Bulkhead Construction Joint shown on Standard 2323.

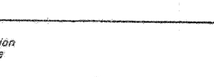


DETAIL A

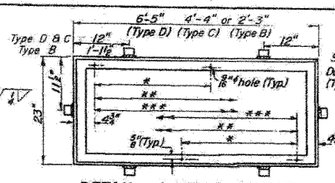


SEC. A-A

SEC G-G

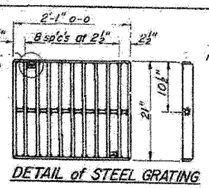


TYPICAL CORNER of STEEL GRATING FRAME



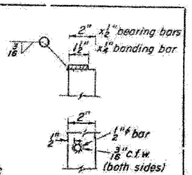
DETAIL of STEEL FRAME

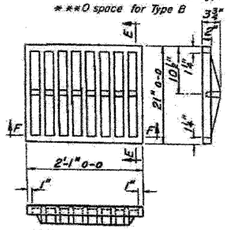
Cast frame to have same basic dimensions.
* 1 space at 2'-1" for Type C
** 2 spaces at 2'-1" for Type D
*** space for Type B



DETAIL of STEEL GRATING

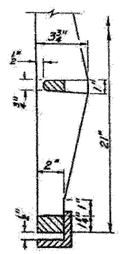
Type B requires 1 grate
Type C requires 2 grates
Type D requires 3 grates



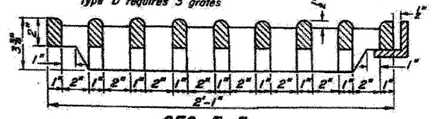


DETAIL of CAST GRATING

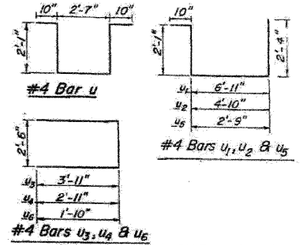
Type B requires 1 grate
Type C requires 2 grates
Type D requires 3 grates



SEC. E-E



SEC. F-F



Material Required for One Type B Inlet Box

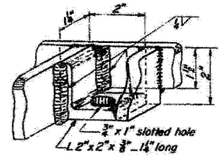
Bar	No.	Size	Length
u	4	#4	8'-5"
u5	3	#4	8'-0"
u6	4	#4	6'-2"
Concrete_Class X or Precast	Cu. Yds.		0.4
Reinf Bars	Lbs.		60
Grating	Sq. Ft.		3.7

Material Required for One Type C Inlet Box

Bar	No.	Size	Length
u	6	#4	8'-5"
u2	3	#4	10'-1"
u4	4	#4	8'-4"
Concrete_Class X or Precast	Cu. Yds.		0.9
Reinf. Bars	Lbs.		80
Grating	Sq. Ft.		7.3

Material Required for One Type D Inlet Box

Bar	No.	Size	Length
u	8	#4	8'-5"
u1	3	#4	12'-2"
u3	4	#4	10'-4"
Concrete_Class X or Precast	Cu. Yds.		1.2
Reinf. Bars	Lbs.		100
Grating	Sq. Ft.		11.0



DETAIL B

GENERAL NOTES

When Inlet Box or Boxes are not required, surface of the shoulder pavement shall be finished to provide a smooth transition from back of the abutment to normal approach roadway shoulder.

See plans for location of bridge approach shoulder pavement.

Use Type C Inlet Box for 5' and 6' shoulder widths, use Type D Inlet Box for 7' and wider shoulder widths, use Type B Inlet Box for shoulders less than 5' wide.

For placement of approach shoulder pavement on existing construction substitute expansion anchor ties for tie bars. For non-rigid approaches, shoulder pavement will be as shown except omit tie bars in approach pavement.

The material for 12" ϕ Pipe Drains shall be either corrugated steel, aluminum alloy or polyethlene (P.E.) pipe with UV protection.

Corrugated steel and aluminum alloy pipe shall have 2' coupling bands. All pipe connections shall be water tight.

The P.C. Concrete used in the shoulder slab shall meet the requirements of Section 408 of the Standard Specifications.

The lengths of #4 bars used in the approach shoulder pavement shall be as required to accommodate the length, width and skew of the slab.

Class X concrete or precast concrete shall be used for the inlet.

Precast concrete shall be in accordance with Sections 505.01 thru 505.05 of the Standard Specifications except that the concrete strength shall be 4000 p.s.i after 28 days.

All exposed edges of the inlet, except the upper perimeter, shall be beveled ¾".

Shop drawings will not be required for precast Inlet Boxes.

A 3" deep CA-12 bedding conforming to Article 704.01,0 Quality or better shall be provided under full length and width of precast units, and all voids around the pipe drain entrance, both inside and outside, shall be sealed with mortar.

The grating shall seat firmly in the frame and steel grates shall be secured to the frame with a locking device as shown. Cast grates will not require the locking device.

Steel grating and frames shall conform to Article 710.04 of the Standard Specifications and shall be galvanized to AASHTO Specification M111 after fabrication.

Cast grating and frames shall conform to Article 710.17 of the Standard Specifications. Cast grating and frames shall not be galvanized.

Pipe drains shall be installed, measured and paid for in accordance with Section 607 of the Standard Specifications, except sand bedding will not be required.

Metal End Sections shall be installed, measured and paid for in accordance with Section 511 of the Standard Specifications.

Bridge approach shoulder pavement will be measured in place and paid for in square yards as P.C. CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT which shall include the cost of subgrade preparation, expansion anchor ties, reinforcement and joint fillers. In computing the area for payment, a deduction will be made for the area displaced by the inlet. (1.2 Sq. Yds. Type C; 1.7 Sq. Yds. Type D, 0.6 Sq. Yds. Type B.)

The contract unit price "Each" for TYPE (B, C or D) INLET BOX STANDARD 2324, in place, shall include the frame and grating, class X or precast concrete, reinforcement bars, excavation, bedding when required, and compacted backfill.

The contract unit price "Each" for CONCRETE THRUST BLOCKS, in place, shall include excavation and compacted backfilling.

Illinois Department of Transportation

PASSED July 18, 1984
Engineer of Bridge and Traffic Structures

APPROVED July 18, 1984
Engineer of Design

ISSUED 12-1-69

BRIDGE APPROACH SHOULDER PAVEMENT

STANDARD 2324-6

EXISTING PLAN INFORMATION 4 OF 6
STRUCTURE NO. 022-0099

FOR INFORMATION ONLY

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 16	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	278
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

x:\10000s\10050\engineering_documents_contract_1\SN_022-0098_0099_Church_St\0099-60G51-016-Existplan_04.dgn
11\12\2009 18:00:51

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

90	22-2 HB-3	DUPAGE	456	268

SHEET NO. 12

WING WALL ELEVATION

ELEVATION

WING WALL ELEVATION
Reinforcement

SEC B-B

BAR Va

1" ø ANCHOR BOLT

VIEW C-C

SEC. A-A

SEC. THRU ABUT.

TOP VIEW

PILE DATA
Type Concrete
Capacity 30 Tons
Est. Length 50 Ft.
No. Required 11

PLAN-PILE CAP

BAR u1

BAR u2

BAR s & s1

BAR n & n1

BAR u

BAR h1

BAR h2

ONE ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h1	10	#5	6'-0"	
h2	10	#5	6'-0"	L
h3	4	#4	4'-3"	
h4	4	#4	8'-0"	
h5	36	#4	13'-3"	
h6	0	#5	2'-0"	
h7	6	#6	26'-0"	
h8	20	#5	25'-0"	
n	14	#5	7'-0"	U
n1	14	#5	11'-3"	U
p	16	#7	26'-0"	
p1	12	#7	13'-3"	
s	43	#4	15'-3"	O
s1	26	#4	9'-5"	O
u	5	#6	10'-8"	
u1	2	#6	9'-5"	L
u2	23	#6	7'-7"	
v	38	#4	6'-6"	
v1	20	#4	8'-10"	
v2	16	#4	6'-6"	
v3	20	#4	7'-6"	
v4	40	#4	3'-3"	
Class X Concrete			Cu. Yds.	61.5
Reinforcement Bars			Lbs.	4,700
Concrete Piles			Lin. Ft.	330
Name Plate			Ea.	1

DESIGNED	I. Kaspar
CHECKED	A.Y. Khanyat
DRAWN	S.G. Ferchow
CHECKED	A.Y. Khanyat

EXAMINED June 10 1966
PASSED W.E. Baumann
APPROVED 9/E Staff

A-9 R (15°-34°) 2-1-66

W. ABUTMENT E.B.L.
F.A.I. RT. 90 SEC. 22-2HB-3
DU PAGE COUNTY
STA. 34 +92.75

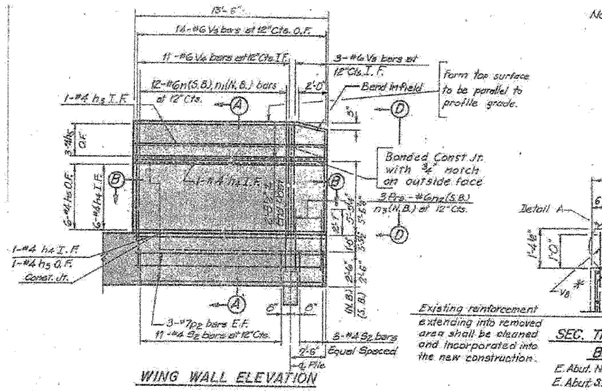
EXISTING PLAN INFORMATION 5 OF 6
STRUCTURE NO. 022-0099

FOR INFORMATION ONLY

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 17	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	279
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

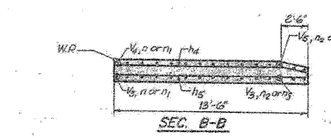
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

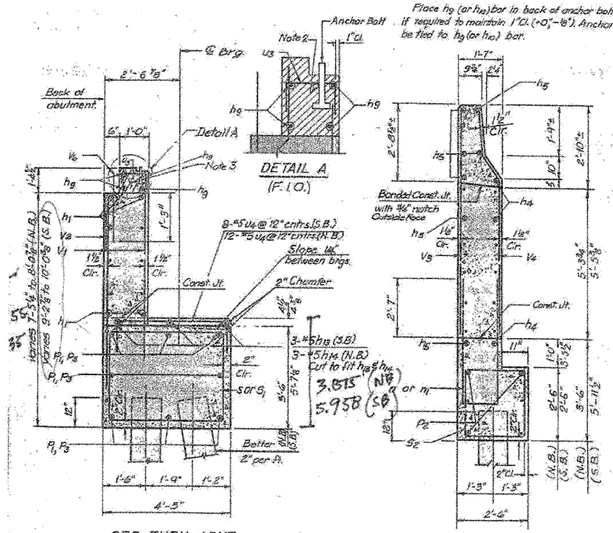


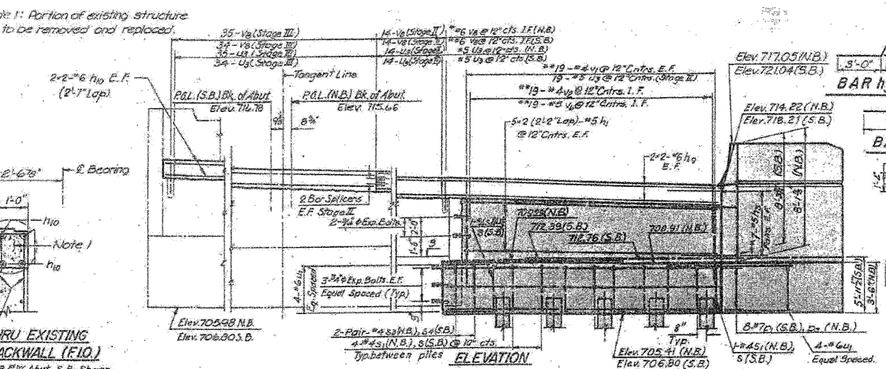
PILE DATA

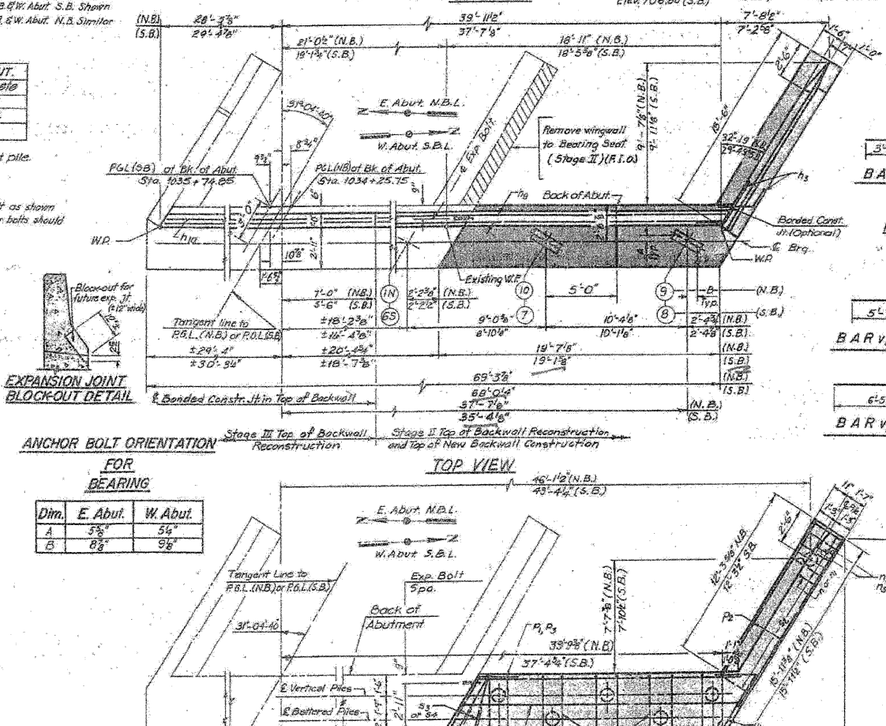
ITEM	W. ABUT.	E. ABUT.
Type	Concrete	Concrete
Capacity	30 T.	30 T.
Est. length	24 ft.	32 ft.
No. Required	***6	***6

***Includes one test pile.

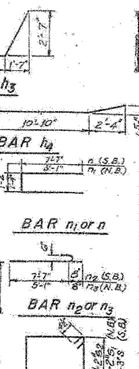








Dim.	E. Abut.	W. Abut.
A	3'6"	5'4"
B	8'8"	9'8"



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 290	22-2HB-3-BY(84)	DUPAGE	26	22
FED. ROAD DIST. NO. 7	ILLINOIS		FEDERAL AID PROJECT NO.	

SHEET NO. 6 OF 12 SHEETS

**Provide protection from weather to exposed portion of bars projecting into top of future backwa as directed by Engineer. (Cost Incidental)

TWO ABUTMENTS
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h_1	40	#5	10'-3"	
h_3	28	#5	6'-0"	
h_4	16	#4	13'-3"	
h_5	24	#4	13'-8"	
h_{13}	3	#5	9'-10"	
h_{16}	3	#5	11'-7"	
n	12	#6	16'-6"	
n_1	12	#6	11'-6"	
n_2	6	#6	8'-3"	
n_3	6	#6	3'-9"	
P_1	8	#7	18'-7"	
P_2	12	#7	19'-2"	
P_3	8	#7	19'-3"	
S	18	#4	19'-5"	
S_1	18	#4	15'-3"	
Bs_2	28	#4	9'-5"	
Bs_3	4	#4	9'-10"	
S_4	4	#4	11'-11"	
U_1	16	#6	10'-8"	
U_4	20	#5	6'-1"	
V_1	76	#4	7'-8"	
V_2	38	#4	3'-3"	
V_3	28	#6	8'-0"	
V_4	22	#6	8'-2"	
V_5	6	#6	8'-0"	
V_6	38	#5	2'-3"	

ITEM	UNIT	QUANT.
Class X Concrete	Cu. Yds.	58.1
Reinforcement Bars	Lbs.	5,190
Concrete Piles	Lin. Ft.	280
Test Pile Concrete	Each	2
Expansion Bolts ¾ Inch ϕ	Each	16
Structure Excavation	Cu. Yds.	69

Notes:
*Drill 1" ϕ holes for #6 Vs bars and Epoxy Grout, see Special Provisions. (F.I.O.)
EF denotes each face
IF denotes inside face
OF denotes outside face
indicates Stage I Construction.
indicates concrete removal. (Stage II)
For View D-D, see sheet No. 7.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Bars indicated thus, "5×2-"5 etc.; indicates 5 lines of bars with 2 lengths per line.
F.I.O. denotes For Information Only.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT NORTH BOUND LANE
WEST ABUTMENT SOUTH BOUND LANES

F.A.I. ROUTE 290, DUPAGE COUNTY
SECTION 22-2HB-3- BY (84)
STA. 1034+98.75
INTERSTATE ROUTE 290 OVER CHURCH ROAD

NO.	DATE	REVISION	BY

HOWARD NEEDLES TAMMEN & BERGENDOFF — HNTB
MADE EEE DATE 8-19-81 CHECKED BAM DATE 11-15-84

EXISTING PLAN INFORMATION 6 OF 6
STRUCTURE NO. 022-0099

FOR INFORMATION ONLY

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 18	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	280
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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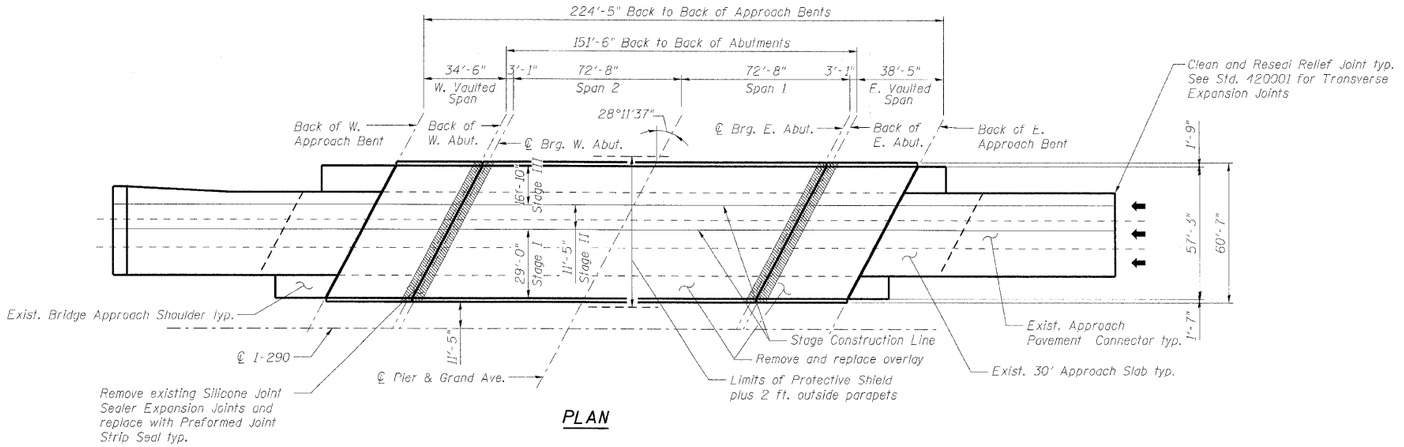
Existing Structure:
The bridge is a two-span continuous plate girder structure with vaulted abutments and an 8-inch reinforced concrete deck with a 2-inch concrete overlay. The original structure was built in 1969 as F.A.I. Route 90, Section 22-2HB-2. In 1985, the deck was widened patched and overlaid, new approaches were built and the expansion joints and bearings were reconstructed. In 1998, the expansion joints were reconstructed. In 2002, the bridge was painted.

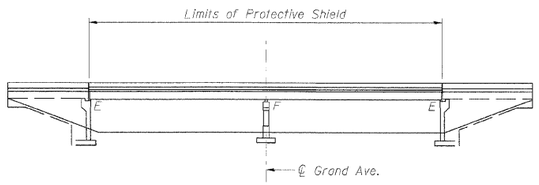
Staged construction shall be utilized to maintain traffic during construction.

No salvage

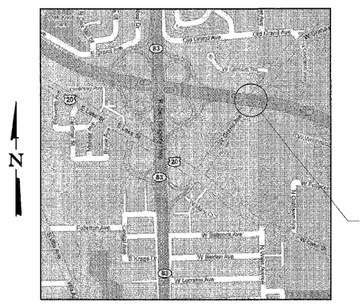
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



ELEVATION



LOCATION SKETCH

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi

SCOPE OF WORK

1. Bridge Deck Hydro-scarification.
2. Repair bridge deck and vaulted spans.
3. Repair approach slab.
4. Reconstruct deck joints at each abutment with preformed joint strip seal.
5. Place new overlay.
6. Repair substructure.
7. Clean and reseal relief joints at the ends of approach pavement connectors.
8. Apply concrete sealer to parapets, approach slabs, abutment seats and backwalls.

STATE OF ILLINOIS
KYLE W. SCHMITZ
81-5552
CHICAGO, ILLINOIS
REGISTERED STRUCTURAL ENGINEER
EXPIRATION DATE: 11-30-10
DATE: 11/16/09

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

GENERAL PLAN AND ELEVATION
I-290 WB OVER GRAND AVENUE
DUPAGE COUNTY
STATION 223+83
STRUCTURE NO. 022-0101

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	281
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
5. Concrete Sealer shall be applied to the parapets, 30' approach slabs, abutment seats and abutment backwalls. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with Concrete Sealer.
6. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
7. Stage construction shall be utilized to maintain traffic during construction.
8. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.
9. Protective Coat shall be applied to the new Bridge Deck Latex Concrete Overlay and Concrete Superstructures.
10. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	28.5		28.5
Protective Shield	Sq. Yd.	1,043		1,043
Concrete Superstructure	Cu. Yd.	28.5		28.5
Bridge Deck Grooving	Sq. Yd.	1,320		1,320
Protective Coat	Sq. Yd.	1,422		1,422
Reinforcement Bars, Epoxy Coated	Pound	4,960		4,960
Bar Splicers	Each	72		72
Preformed Joint Strip Seal	Foot	134.0		134.0
Concrete Sealer	Sq. Ft.	3,917	881	4,798
Bridge Deck Latex Concrete Overlay, 2¼"	Sq. Yd.	1,359		1,359
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		9	9
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		18	18
Approach Slab Repair (Partial Depth)	Sq. Yd.	9.3		9.3
Bridge Deck Hydro-Scarification, 2¼"	Sq. Yd.	1,359		1,359
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	16.5		16.5
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	39.2		39.2
Cleaning and Painting Exposed Rebar (Special)	Sq. Ft.	48		48
Clean and Reseal Relief Joint	Foot	74		74

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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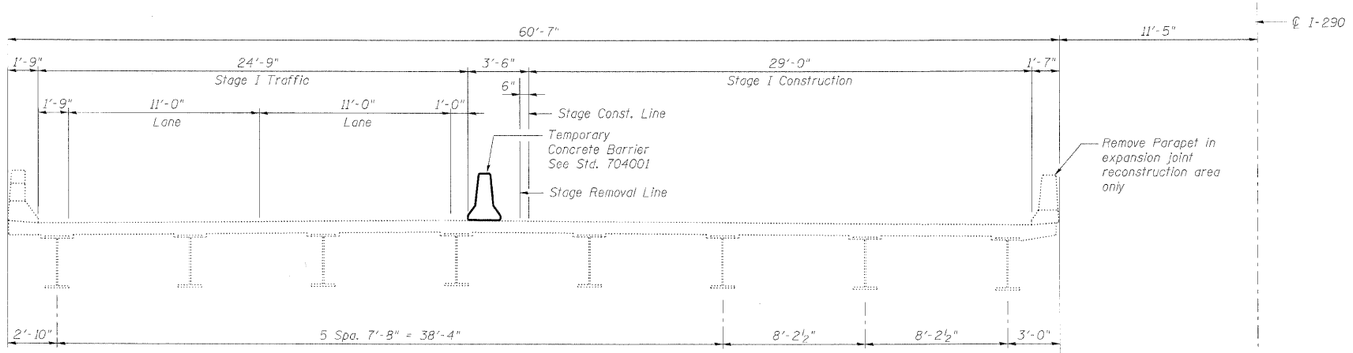
Chicago, Illinois 60601
312-565-0450 Job No. 10050

GENERAL NOTES, BILL OF MATERIAL AND INDEX OF SHEETS
STRUCTURE NO. 022-0101

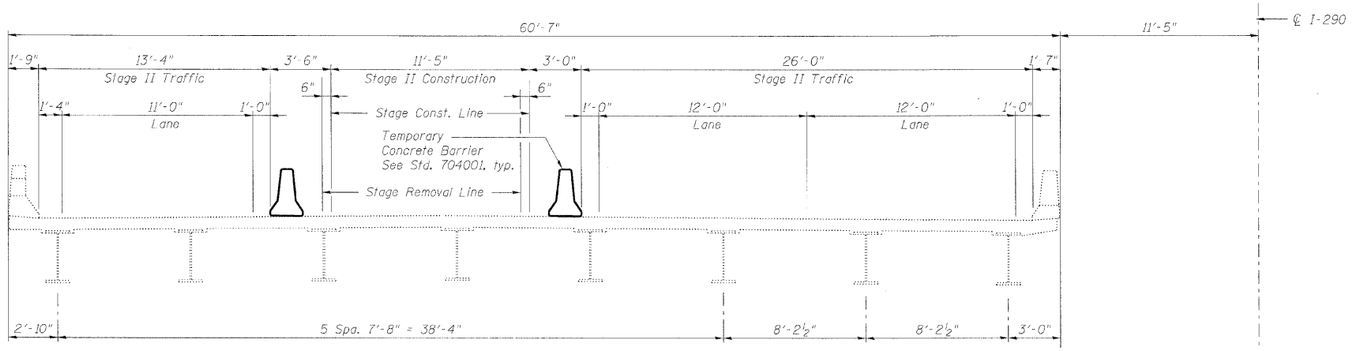
SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	282
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

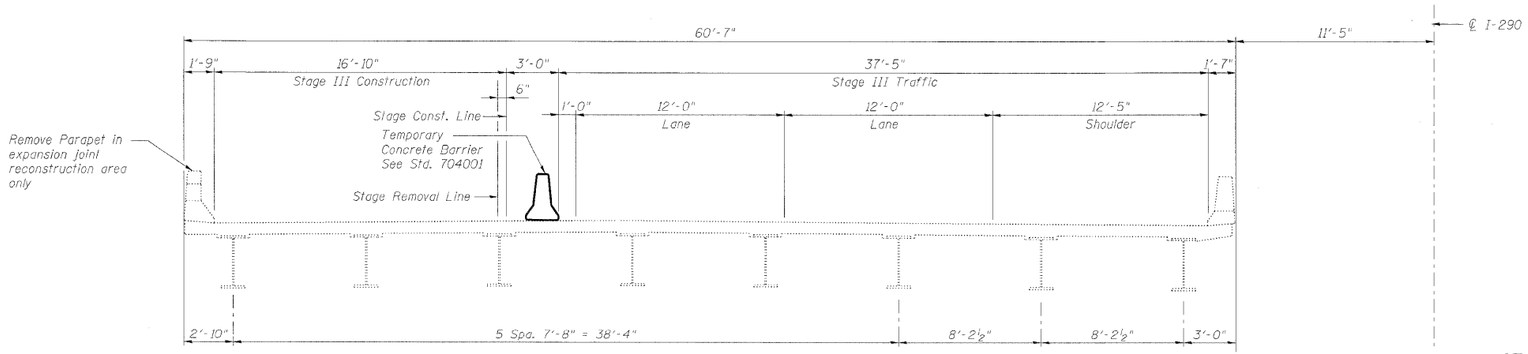


Note:
For quantity of Temporary Concrete Barrier, see roadway plans.

STAGE I CROSS SECTION
(Looking East)



STAGE II CROSS SECTION
(Looking East)



STAGE III CROSS SECTION
(Looking East)

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 022-0101

DESIGNED	MFB
CHECKED	MAC
DRAWN	TMB/VH
CHECKED	KWS

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Chicago, Illinois 60601
312-565-0450 Job No. 10060

SHEET NO. 3	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	283
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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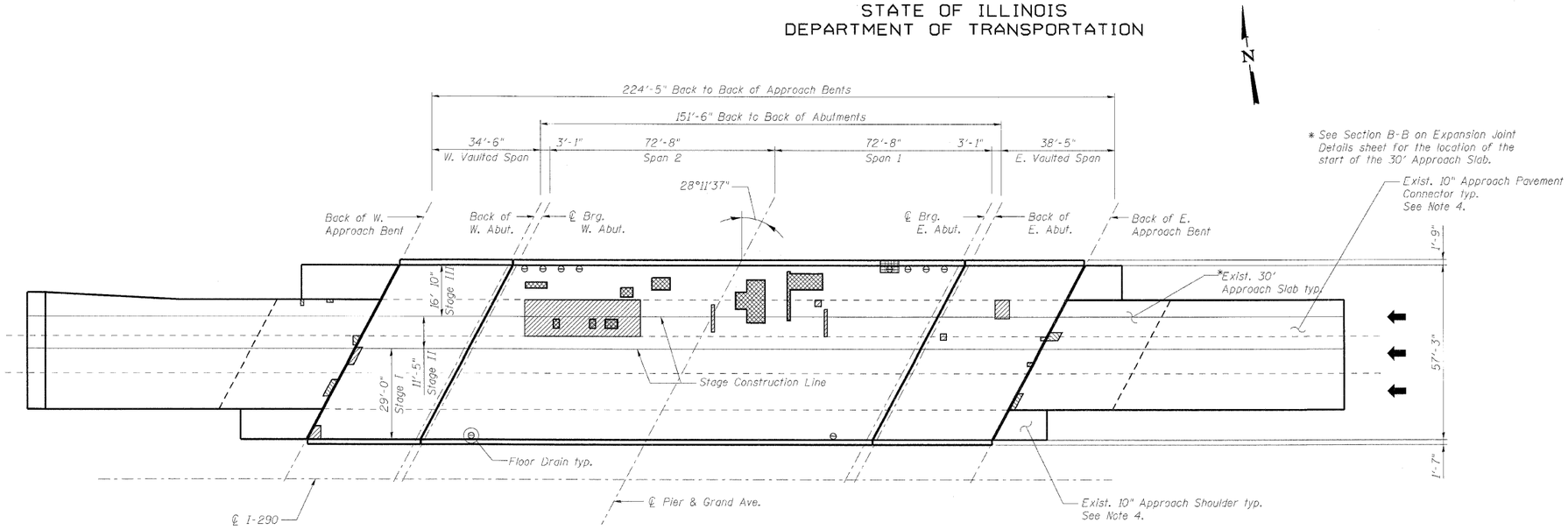
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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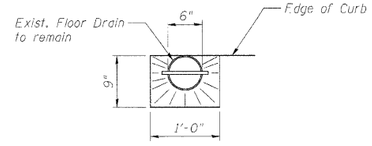

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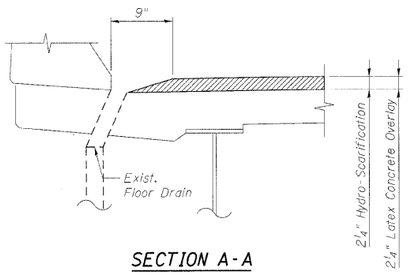
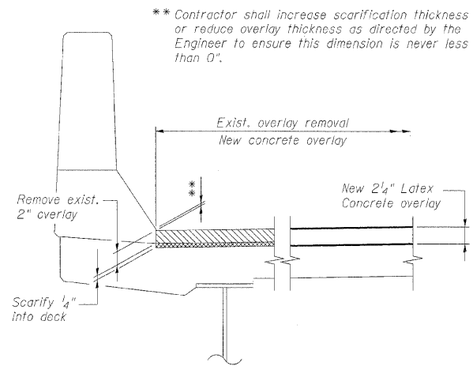


SECTION A-A

CONCRETE OVERLAY AT FLOOR DRAIN



SCARIFICATION & OVERLAY DETAIL AT PARAPET

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Deck Slab Repair (Partial)	Sq. Yd.	179.9▲
	Deck Slab Repair (Full Depth - Type I)	Sq. Yd.	16.5
	Deck Slab Repair (Full Depth - Type II)	Sq. Yd.	39.2
	Cleaning & Painting Exposed Rebar (Special)	Sq. Ft.	48
	Approach Slab Repair (Partial Depth)	Sq. Yd.	9.3
	Protective Shield	Sq. Yd.	1,043
	Bridge Deck Hydro-Scarification, 2¼"	Sq. Yd.	1,359
	Bridge Deck Latex Concrete Overlay, 2¼"	Sq. Yd.	1,359
	Protective Coat	Sq. Yd.	1,422
	Bridge Deck Grooving	Sq. Yd.	1,320

▲ For information only to assist the Contractor in bidding. See Special Provisions for "Bridge Deck Latex Concrete Overlay".

Notes:

1. Deck and approach slab repair areas are estimated based on visual inspection completed in June 2009. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.
2. Protective Shield, required for deck slab and/or parapet repairs, shall be installed according to Article 501.03 of the Standard Specifications. For limits of Protective Shield, see General Plan and Elevation sheet.
3. Deck drains (downspouts, floor drains, and scuppers) shall be cleaned prior to placement of the Latex Concrete Overlay. Cost of cleaning the deck drains is included in Bridge Deck Hydro-Scarification, 2¼".
4. The Engineer shall determine the type and quantity of Class A patching and the quantity of Mixture for Cracks, Joints and Flangeways. Estimated quantities are included in the overall Summary of Quantities in Roadway Plans.
5. Gaps caused by distress around floor drains shall be filled with epoxy as specified in the Special Provision "Epoxy Injection". Cost included with Bridge Deck Latex Concrete Overlay, 2¼".

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

BRIDGE DECK, VAULTED SPAN AND APPROACH SLAB REPAIRS STRUCTURE NO. 022-0101

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 4 9 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	290 / 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	284
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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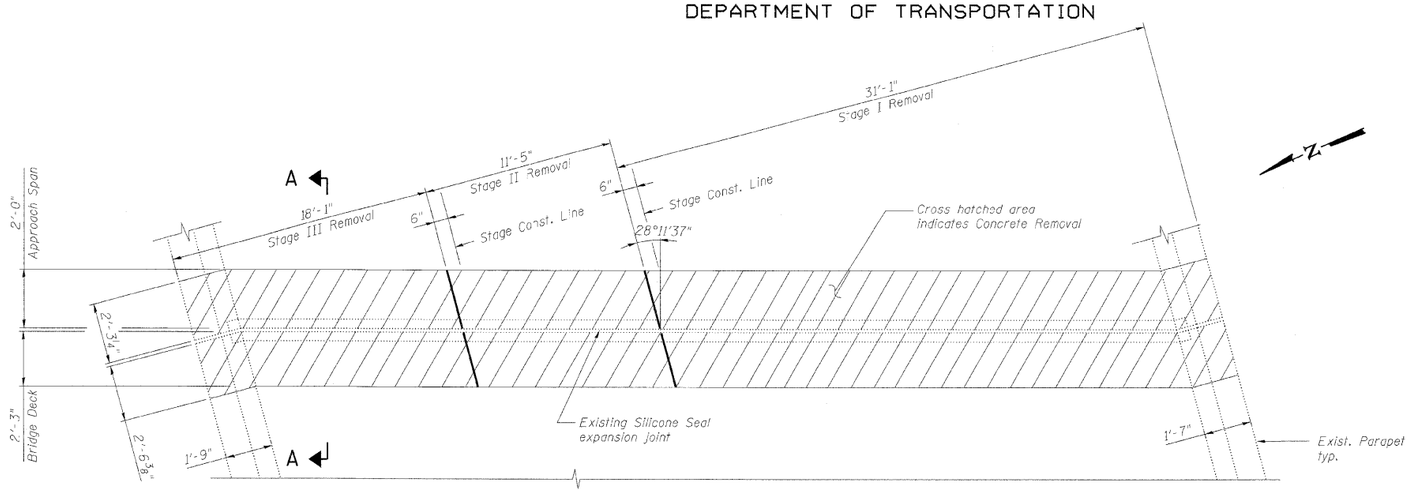
DEPARTMENT OF TRANSPORTATION



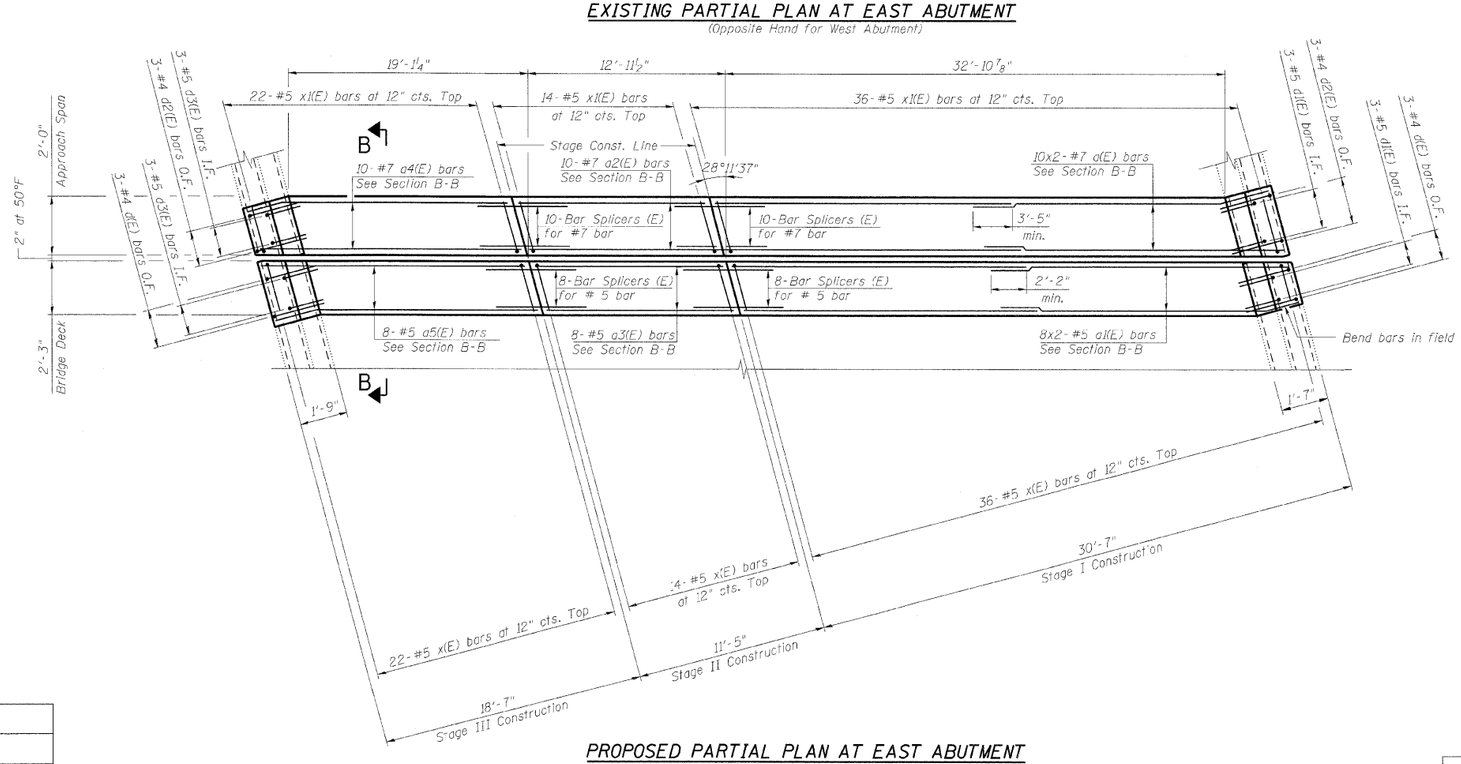
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	40	#7	18'-9"	
a1(E)	32	#5	18'-3"	
a2(E)	20	#7	12'-8"	
a3(E)	16	#5	12'-8"	
a4(E)	20	#7	20'-5"	
a5(E)	16	#5	20'-5"	
d(E)	12	#4	5'-2"	
d1(E)	12	#5	4'-1"	
d2(E)	12	#4	5'-2"	
d3(E)	12	#5	4'-4"	
x(E)	144	#5	2'-9"	
x1(E)	144	#5	2'-4"	

Item	Unit	Total
Concrete Removal	Cu. Yd.	28.5
Concrete Superstructure	Cu. Yd.	28.5
Reinforcement Bars, Epoxy Coated	Pound	4,960

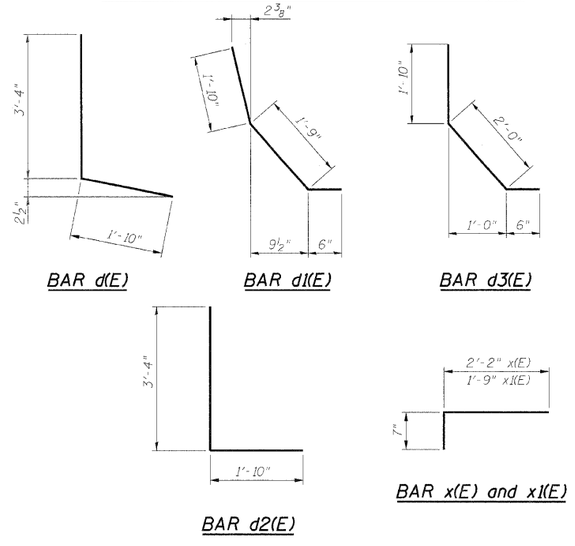
EXISTING PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)



PROPOSED PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)



BAR d(E)

BAR d1(E)

BAR d3(E)

BAR d2(E)

BAR x(E) and x1(E)

Notes:

1. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
2. I.F. denotes Inside Face.
   O.F. denotes Outside Face.
3. Work this sheet with Expansion Joint Details sheet and Bar Splicer Assembly Details sheet.
4. x(E) and x1(E) bar spacing measured along skew.

EXPANSION JOINT REPAIRS
STRUCTURE NO. 022-0101

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 5	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290 / 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	285
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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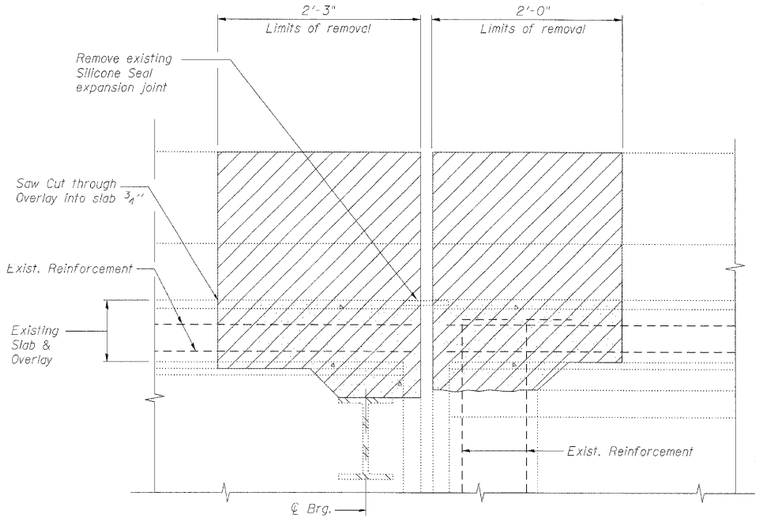
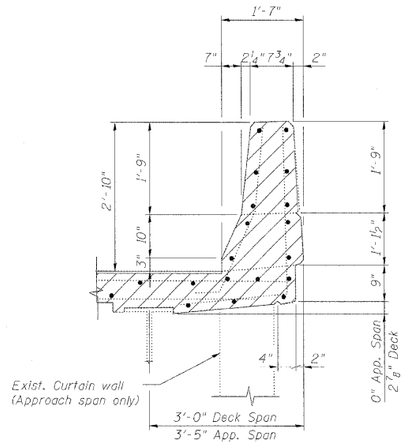
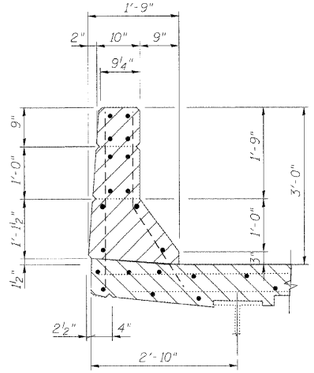
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



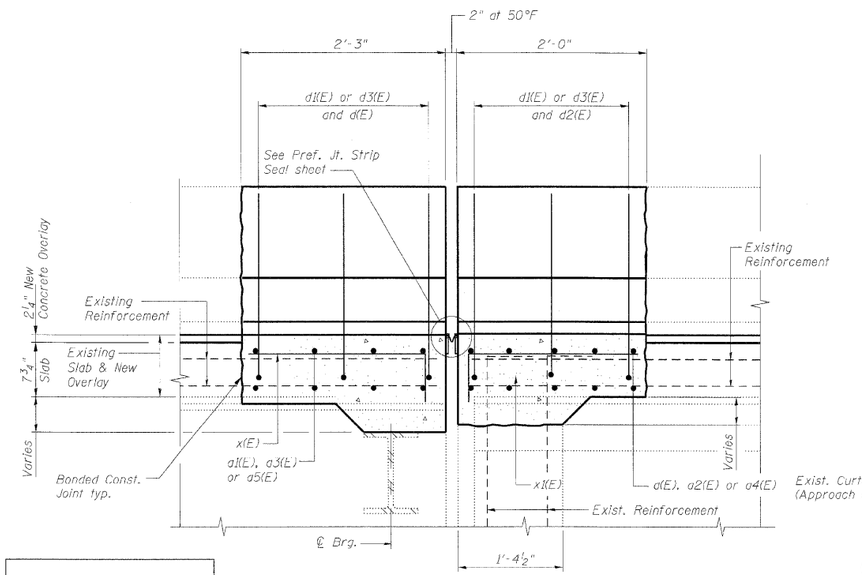
SECTION A-A



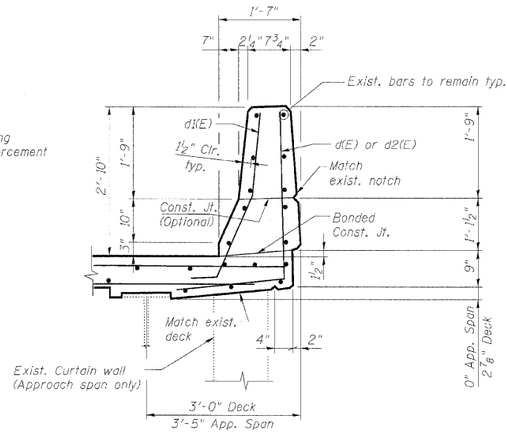
EXISTING INSIDE PARAPET SECTION



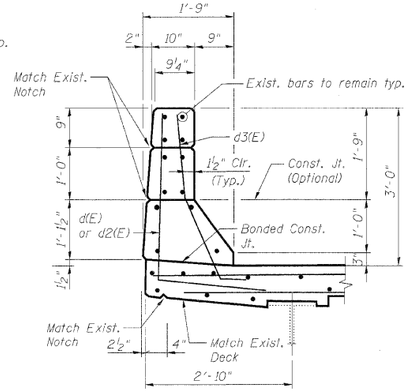
EXISTING OUTSIDE PARAPET SECTION



SECTION B-B



PROPOSED INSIDE PARAPET SECTION



PROPOSED OUTSIDE PARAPET SECTION

Notes:

1. Existing reinforcement bars extending into the concrete removal area shall be blast-cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be repaired or replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
2. Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed.
3. Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.
4. Work this sheet with Expansion Joint Repairs sheet.

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

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alfred benesch & company
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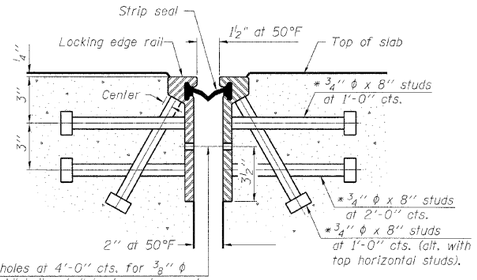
Chicago, Illinois 60601
312-565-0450 Job No. 10050

EXPANSION JOINT DETAILS
STRUCTURE NO. 022-0101

SHEET NO. 6	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	286
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

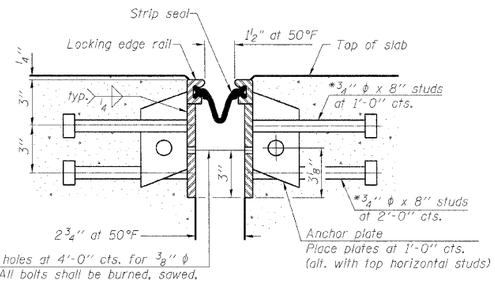
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

Notes:

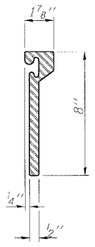
The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

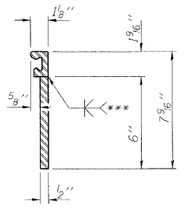
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

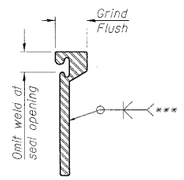
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



ROLLED EXTRUDED RAIL



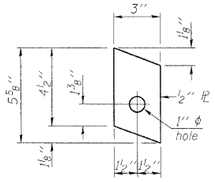
WELDED RAIL



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

LOCKING EDGE RAIL SPLICE

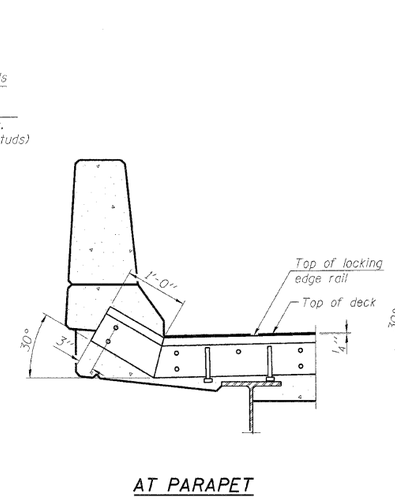
The inside of the locking edge rail groove shall be free of weld residue.



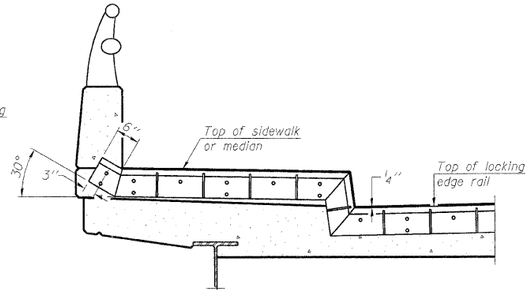
ANCHOR ℄

(for welded rail)

LOCKING EDGE RAILS



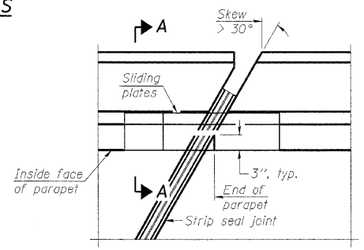
AT PARAPET



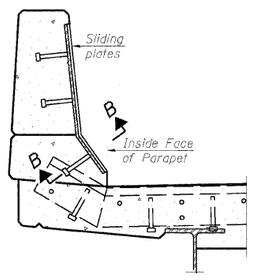
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS



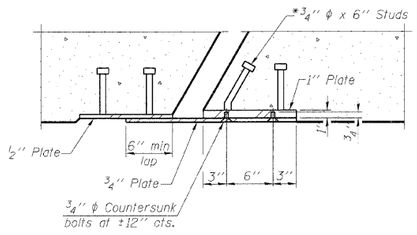
PLAN



SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	134.0

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 022-0101

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

EJ-SSJ

10-1-08

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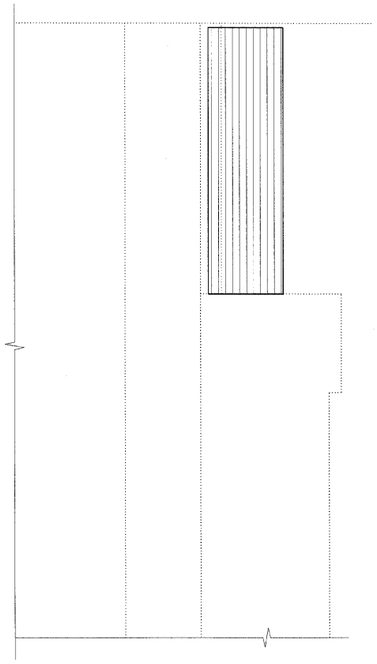
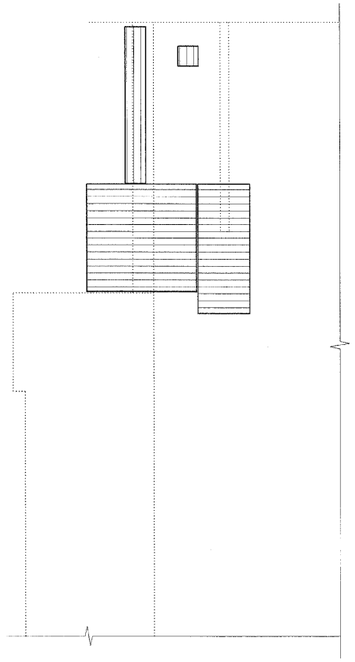
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 7 9 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	287
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EAST ABUTMENT REPAIRS
(Looking South)



WEST ABUTMENT REPAIRS
(Looking South)

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	18
	Structural Repair of Concrete (Depth Greater than 5")	Sq. Ft.	9

Notes:

1. Repair areas are estimated based upon visual inspection in June 2009. Actual repair areas shall be determined by the Engineer and shown on As-Built plans.
2. The Contractor shall exercise extreme care with the existing conduits located near the repair areas. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer, at no additional cost to the Department. No splicing will be allowed to any cable damage resulting from this work, instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.

DESIGNED -	KWS
CHECKED -	MFB
DRAWN -	RMG
CHECKED -	KWS

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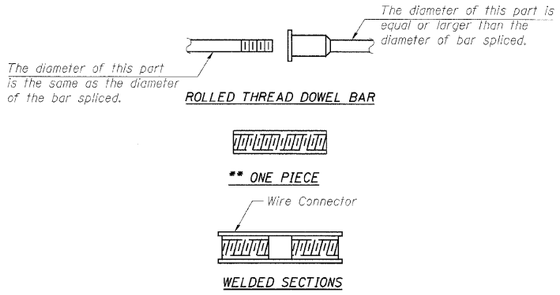
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SUBSTRUCTURE REPAIRS
STRUCTURE NO. 022-0101

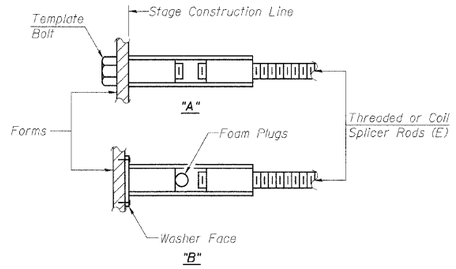
SHEET NO. 8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	288
			CONTRACT NO. 60C51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

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

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

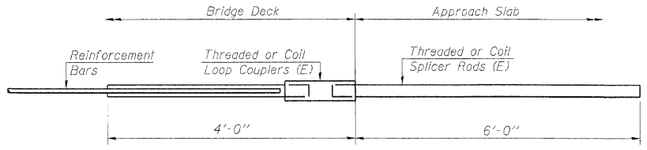
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_f$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_f$

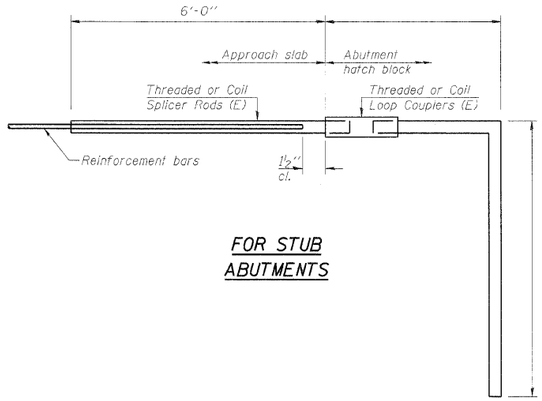
Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_f = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



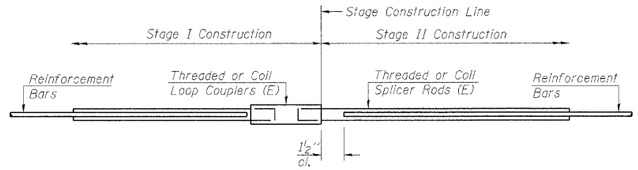
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	32	Deck
#7	40	Deck

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

BSD-1

10-1-08

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BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 022-0101

SHEET NO. 9	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	289
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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Existing Structure:
The bridge is a two-span continuous plate girder structure with vaulted abutments and an 8-inch reinforced concrete deck with a 2-inch concrete overlay.
The original structure was built in 1969 as F.A.I. Route 90, Section 22-2HB-2.
In 1985, the deck was widened patched and overlaid, new approaches were built and the expansion joints and bearings were reconstructed. In 1998, the expansion joints were reconstructed. In 2002, the bridge was painted.

Staged construction shall be utilized to maintain traffic during construction.

No salvage

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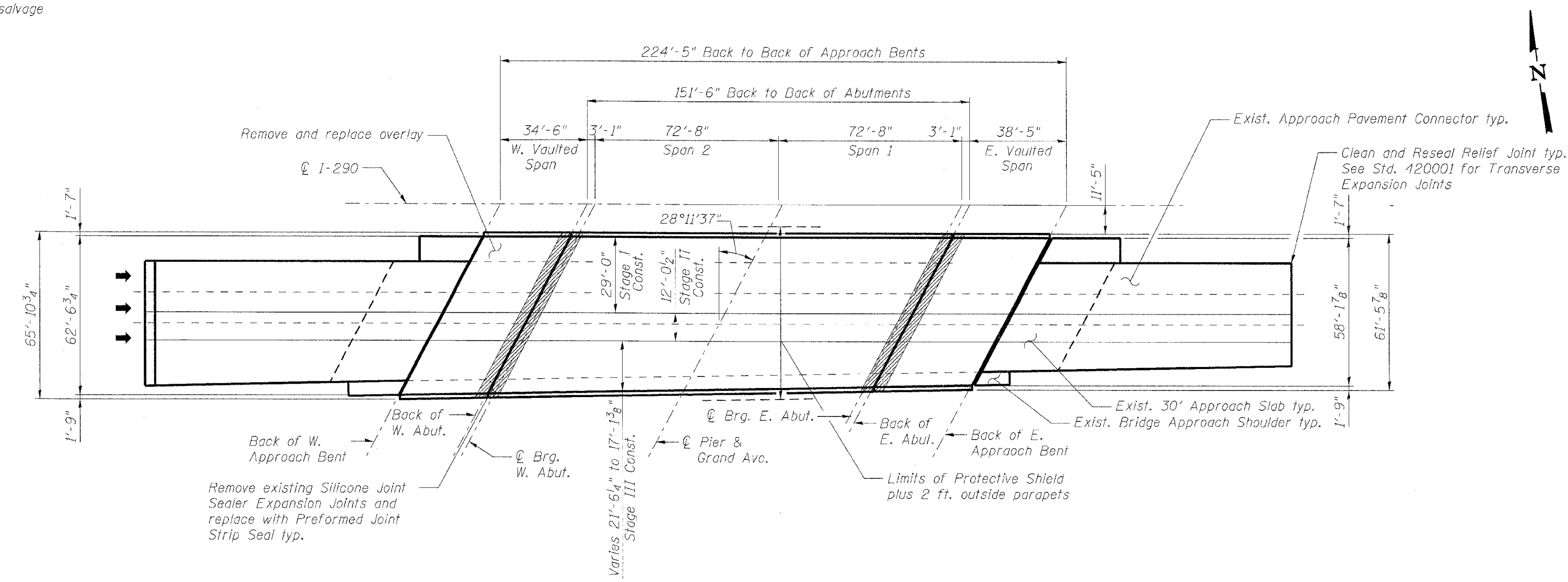
DEPARTMENT OF TRANSPORTATION



PLAN

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

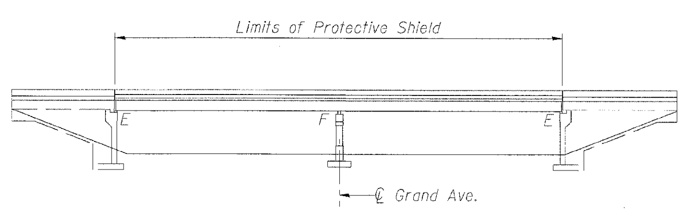
DESIGN STRESSES

f'c = 3,500 psi
fy = 60,000 psi

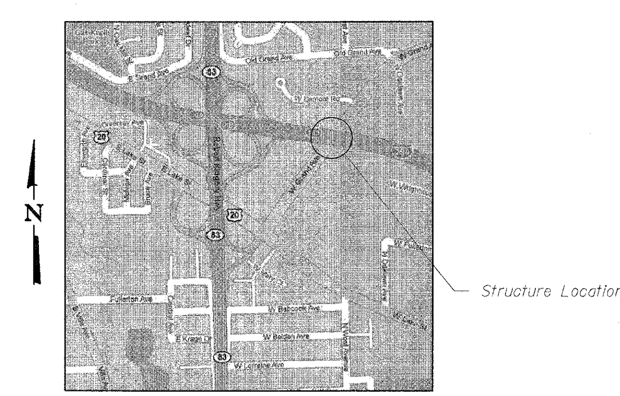
SCOPE OF WORK

1. Bridge Deck Hydro-scarification.
2. Repair bridge deck and vaulted spans.
3. Repair approach slab.
4. Reconstruct deck joints at each abutment with preformed joint strip seal.
5. Place new overlay.
6. Repair substructure.
7. Clean and reseal relief joints at the ends of the approach pavement connectors.
8. Apply concrete sealer to parapets, approach slabs, abutment seats and backwalls.

EXPIRATION DATE: 11-30-10
DATE: 11/16/09



ELEVATION



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
I-290 EB OVER GRAND AVENUE
DUPAGE COUNTY
STATION 223+83
STRUCTURE NO. 022-0102

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 1 / 10 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	290 / 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	290
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.
   As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer. Any cracks that cannot be removed by grinding $\frac{1}{4}$ inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
5. Concrete Sealer shall be applied to the parapets, 30' approach slabs, abutment seats and abutment backwalls. All surfaces to be sealed shall be cleaned thoroughly prior to sealer application. Cost included with Concrete Sealer.
6. The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
7. Stage construction shall be utilized to maintain traffic during construction.
8. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.
9. Protective Coat shall be applied to the new Bridge Deck Latex Concrete Overlay and Concrete Superstructures
10. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	29.9	0.4	30.3
Protective Shield	Sq. Yd.	1,093		1,093
Concrete Structures	Cu. Yd.		0.4	0.4
Concrete Superstructure	Cu. Yd.	29.9		29.9
Bridge Deck Grooving	Sq. Yd.	1,394		1,394
Protective Coat	Sq. Yd.	1,499		1,499
Reinforcement Bars, Epoxy Coated	Pound	5,560	50	5,610
Bar Splicers	Each	72		72
Preformed Joint Strip Seal	Foot	141.5		141.5
Concrete Sealer	Sq. Ft.	4,453	927	5,380
Bridge Deck Latex Concrete Overlay, 2$\frac{1}{4}$"	Sq. Yd.	1,433		1,433
Structural Repair of Concrete (Depth Greater than 5 Inches)	Sq. Ft.		13	13
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.		4	4
Approach Slab Repair (Partial Depth)	Sq. Yd.	19		19
Bridge Deck Hydro-Scarification, 2$\frac{1}{4}$"	Sq. Yd.	1,433		1,433
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	23.3		23.3
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	16		16
Cleaning and Painting Exposed Rebar (Special)	Sq. Ft.	21		21
Clean and Reseal Relief Joint	Foot	89.5		89.5

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

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GENERAL NOTES, BILL OF MATERIAL AND INDEX OF SHEETS
STRUCTURE NO. 022-0102

SHEET NO. 2	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	291
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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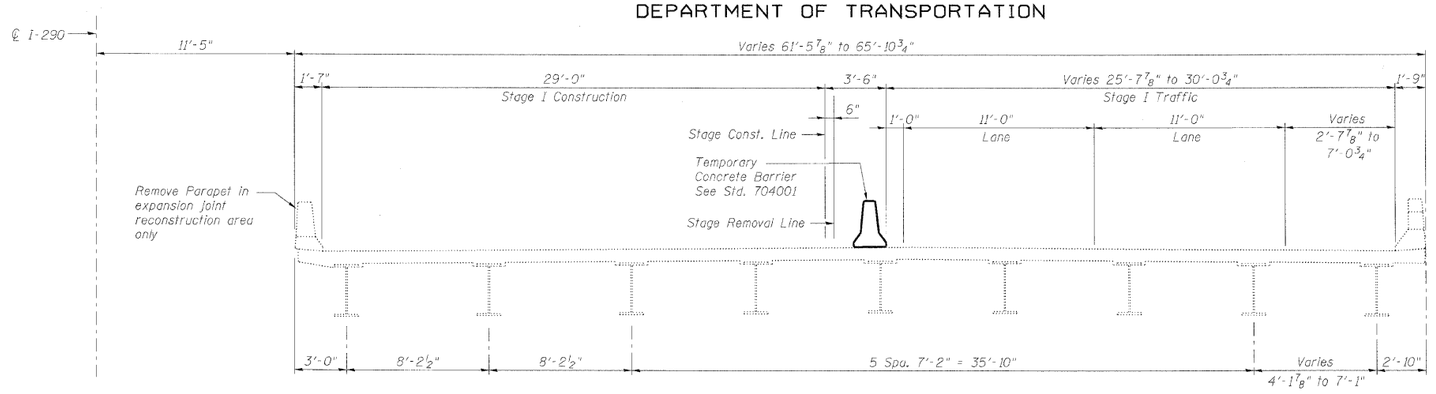
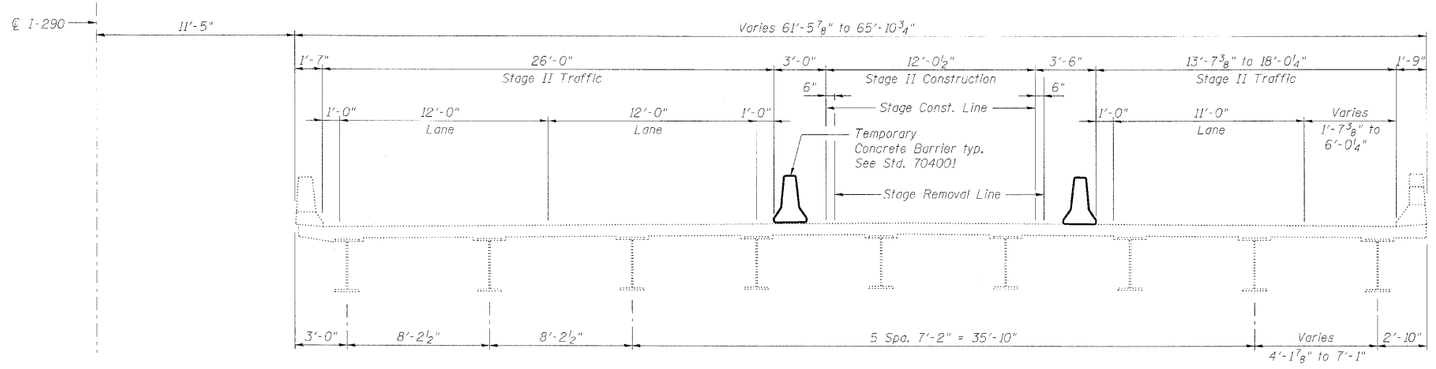
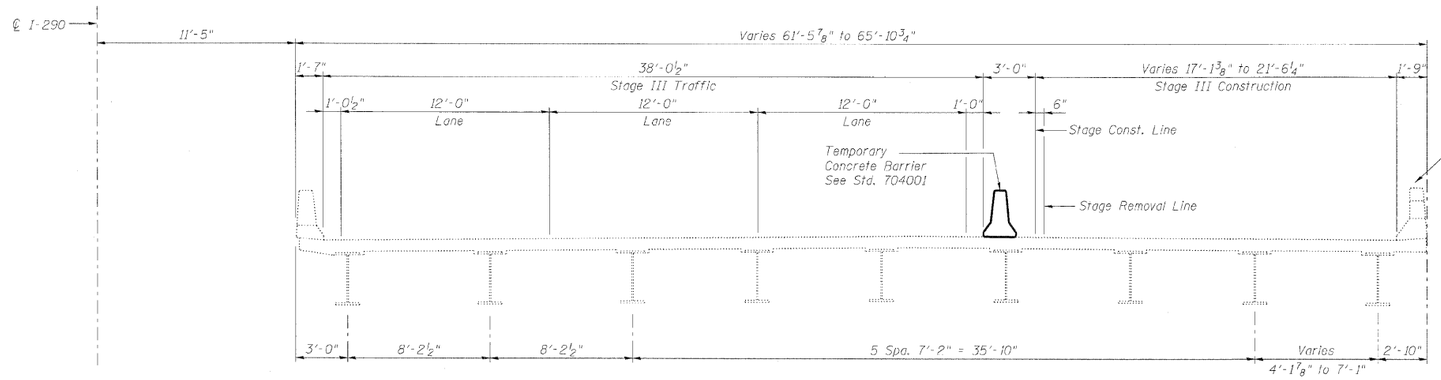
DEPARTMENT OF TRANSPORTATION



STAGE I CROSS SECTION
(Looking East)



STAGE II CROSS SECTION
(Looking East)



STAGE III CROSS SECTION
(Looking East)

Note:
For quantity of Temporary Concrete Barrier, see roadway plans.

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 022-0102

DESIGNED	MFB
CHECKED	MAC
DRAWN	TMB/VH
CHECKED	KWS

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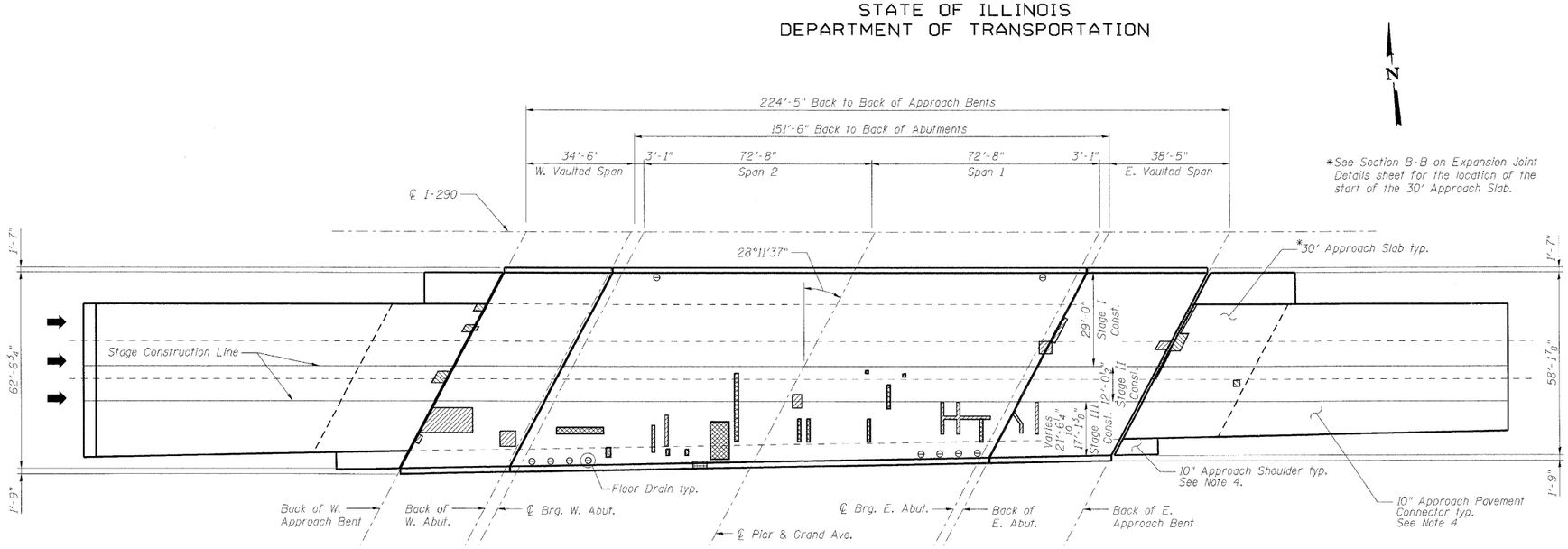
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 3
10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	292
		CONTRACT NO. 60G51		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



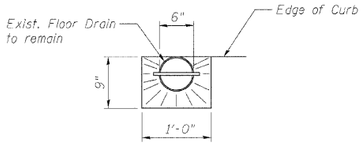
*See Section B-B on Expansion Joint Details sheet for the location of the start of the 30' Approach Slab.

PLAN

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Deck Slab Repair (Partial)	Sq. Yd.	88.4▲
	Deck Slab Repair (Full Depth - Type I)	Sq. Yd.	23.3
	Deck Slab Repair (Full Depth - Type II)	Sq. Yd.	16.0
	Cleaning & Painting Exposed Rebar (Special)	Sq. Ft.	21
	Approach Slab Repair (Partial Depth)	Sq. Yd.	19.0
	Protective Shield	Sq. Yd.	1,093
	Bridge Deck Hydro-Scarification, 2¼"	Sq. Yd.	1,433
	Bridge Deck Latex Concrete Overlay, 2¼"	Sq. Yd.	1,433
	Protective Coat	Sq. Yd.	1,499
	Bridge Deck Grooving	Sq. Yd.	1,394

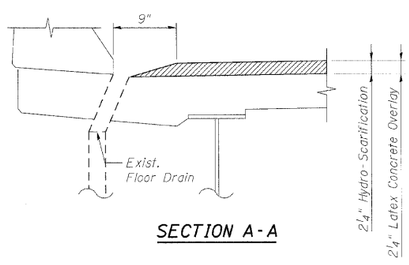
▲ For information only to assist the Contractor in bidding. See Special Provisions for "Bridge Deck Latex Concrete Overlay".



PLAN

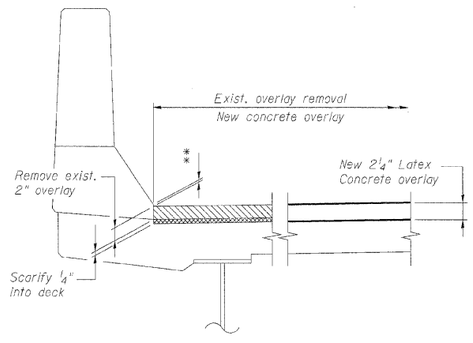
△ For information only to assist the Contractor in bidding. See Special Provision for "Bridge Deck Latex Concrete Overlay".

** Contractor shall increase scarification thickness or reduce overlay thickness as directed by the Engineer to ensure this dimension is never less than 0".



SECTION A-A

CONCRETE OVERLAY AT FLOOR DRAIN



SCARIFICATION & OVERLAY DETAIL AT PARAPET

Notes:

1. Deck and approach slab repair areas are estimated based on visual inspection completed in June 2009. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.
2. Protective Shield, required for deck slab and/or parapet repairs, shall be installed according to Article 501.03 of the Standard Specifications. For limits of Protective Shield, see General Plan and Elevation sheet.
3. Deck drains (downspouts, floor drains, and scuppers) shall be cleaned prior to placement of the Latex Concrete Overlay. Cost of cleaning the deck drains is included in Bridge Deck Hydro-Scarification, 2¼".
4. The Engineer shall determine the type and quantity of Class A patching and the quantity of Mixture for Cracks, Joints and Flangeways. Estimated quantities are included in the overall Summary of Quantities in Roadway Plans.
5. Gaps caused by distress around floor drains shall be filled with epoxy as specified in the Special Provision "Epoxy Injection". Cost included with Bridge Deck Latex Concrete Overlay, 2¼".

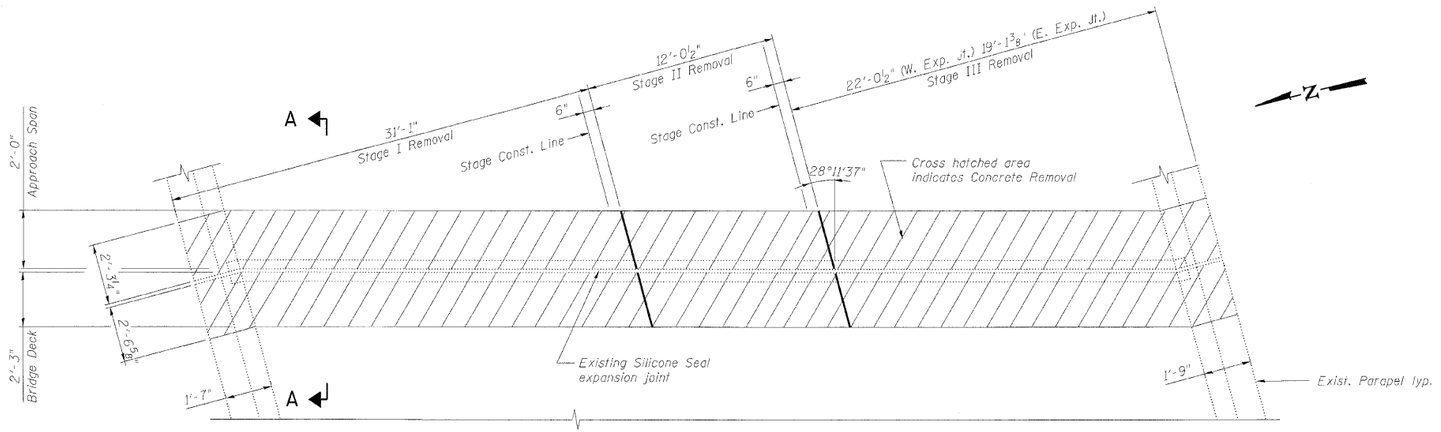
DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

BRIDGE DECK, VAULTED SPAN AND APPROACH SLAB REPAIRS STRUCTURE NO. 022-0102

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 4 10 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	293
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



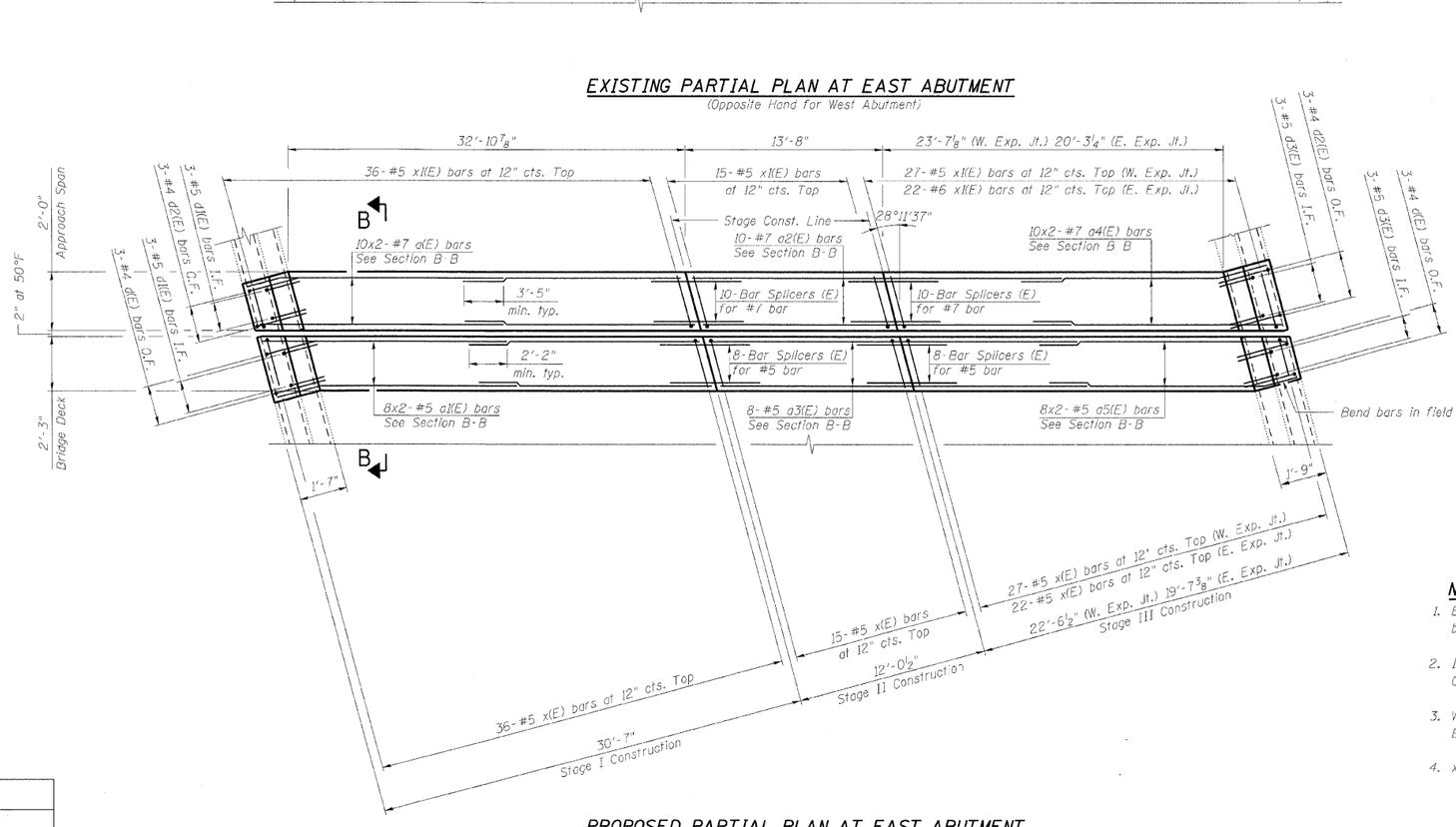
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	40	#7	18'-9"	
a1(E)	32	#5	18'-3"	
a2(E)	20	#7	13'-4"	
a3(E)	16	#5	13'-4"	
a4(E)	40	#7	14'-7"	
a5(E)	32	#5	13'-11"	
d(E)	12	#4	5'-2"	
d1(E)	12	#5	4'-1"	
d2(E)	12	#4	5'-2"	
d3(E)	12	#5	4'-4"	
x(E)	151	#5	2'-9"	
x1(E)	151	#5	2'-4"	

Item	Unit	Total
Concrete Removal	Cu. Yd.	29.9
Concrete Superstructure	Cu. Yd.	29.9
Reinforcement Bars, Epoxy Coated	Pound	5,560

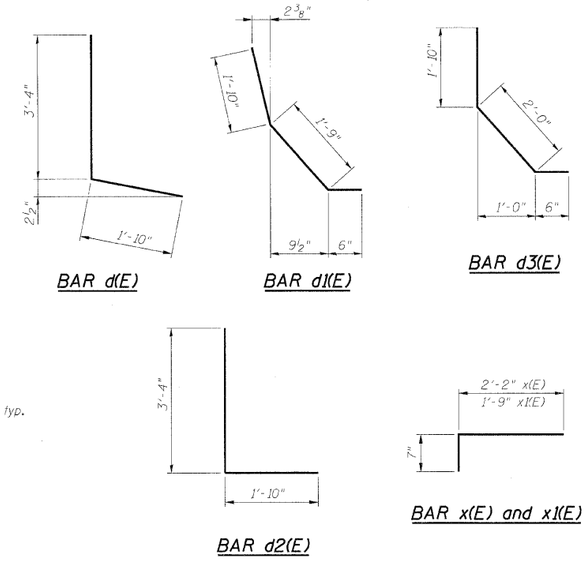
EXISTING PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)



PROPOSED PARTIAL PLAN AT EAST ABUTMENT

(Opposite Hand for West Abutment)



Notes:

1. Bars indicated thus 8x2-#5 etc. indicates 8 lines of bars with 2 lengths per line.
2. I.F. denotes Inside Face.
   O.F. denotes Outside Face.
3. Work this sheet with Expansion Joint Details sheet and Bar Splicer Assembly Details sheet.
4. x(E) and x1(E) bar spacing measured along skew.

EXPANSION JOINT REPAIRS
STRUCTURE NO. 022-0102

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

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Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 5	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	294
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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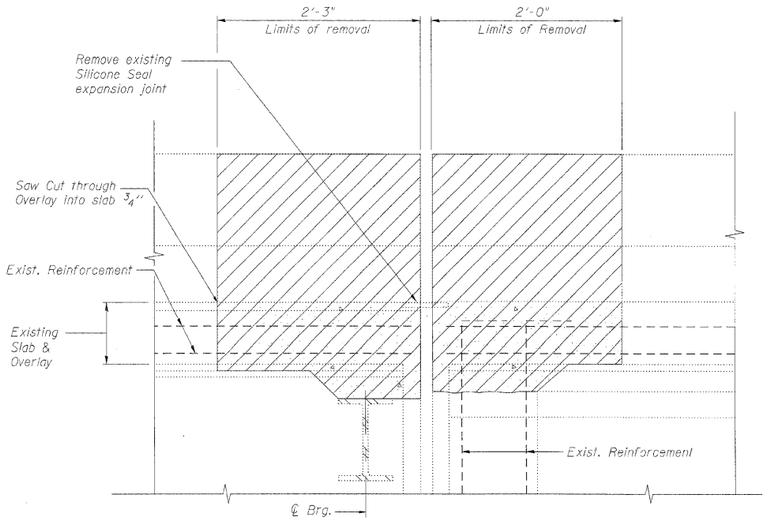
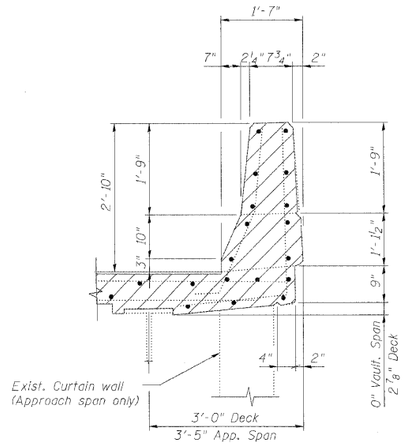
1\12\2009

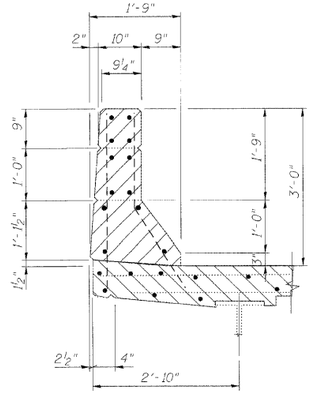
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



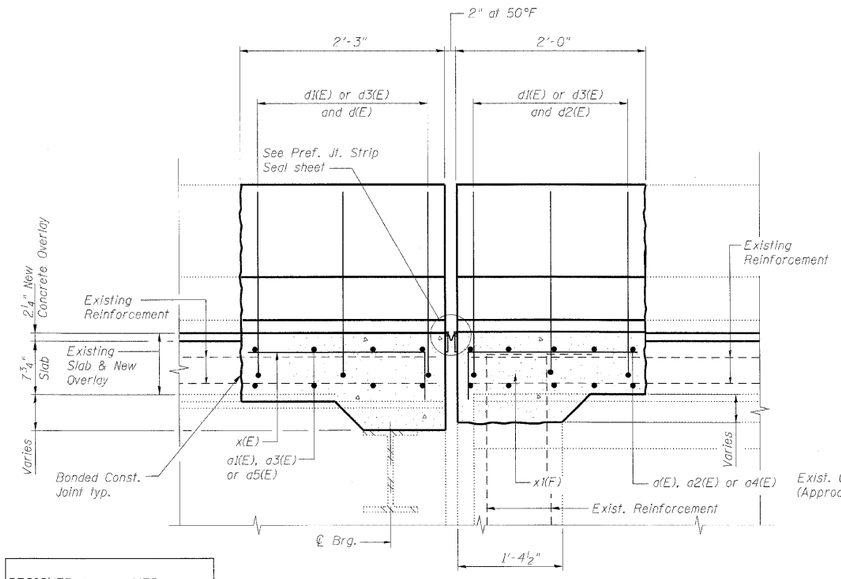
SECTION A-A



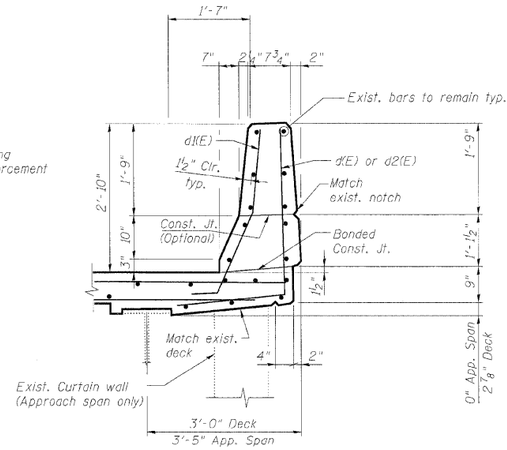
EXISTING INSIDE PARAPET SECTION



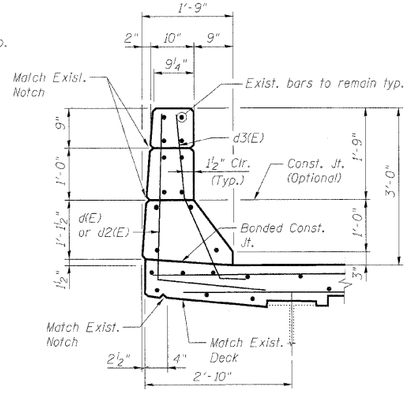
EXISTING OUTSIDE PARAPET SECTION



SECTION B-B



PROPOSED INSIDE PARAPET SECTION



PROPOSED OUTSIDE PARAPET SECTION

Notes:

1. Existing reinforcement bars extending into the concrete removal area shall be blast-cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be repaired or replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
2. Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed.
3. Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.
4. Work this sheet with Expansion Joint Repairs sheet.

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	VH
CHECKED -	KWS

EXPANSION JOINT DETAILS
STRUCTURE NO. 022-0102

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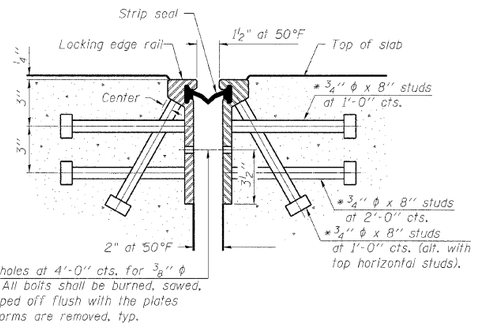
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 6	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1Ø SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	295
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

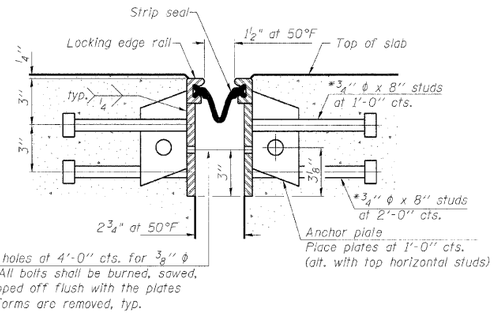
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT



7/16" ϕ holes at 4'-0" cts. for ⅜" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU WELDED RAIL JOINT

Notes:

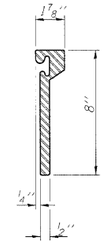
The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

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

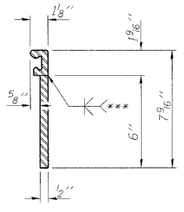
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

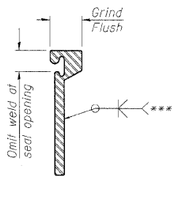
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.



ROLLED EXTRUDED RAIL



WELDED RAIL

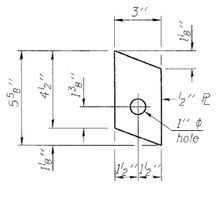


***Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAIL SPLICE

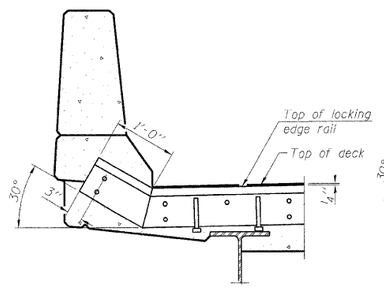
The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS

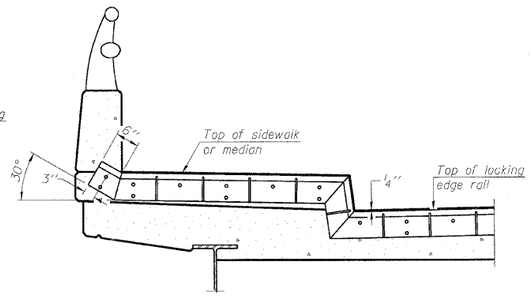


ANCHOR ℄

(for welded rail)



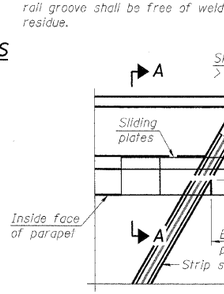
AT PARAPET



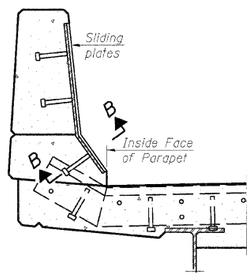
AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS



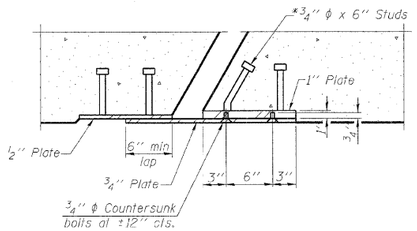
PLAN



SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	141.5

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

EJ-SSJ

10-1-08

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 022-0102

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Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SHEET NO. 7	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	296
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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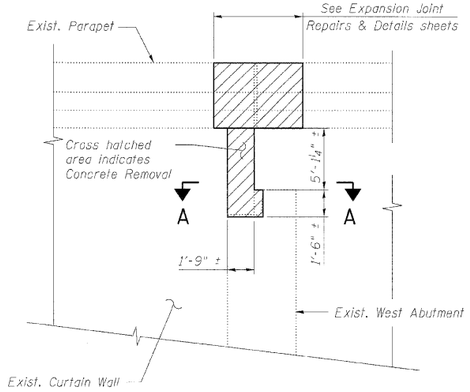
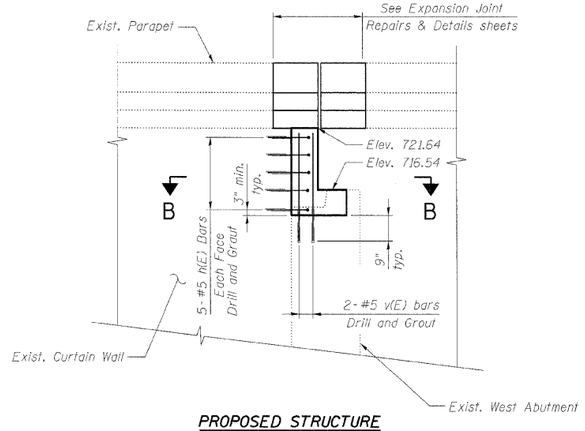
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

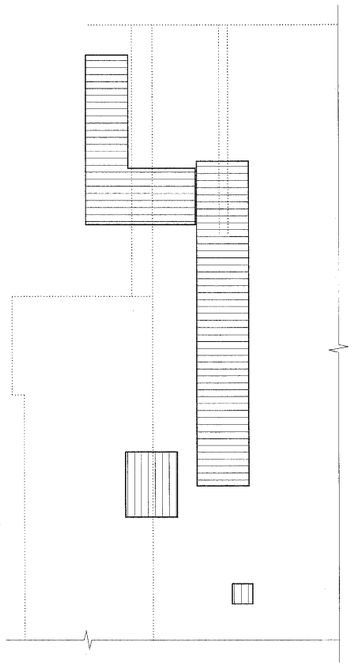


EXISTING STRUCTURE

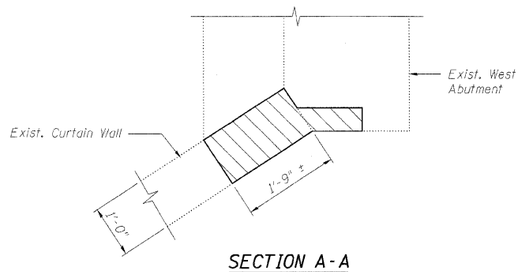


PROPOSED STRUCTURE

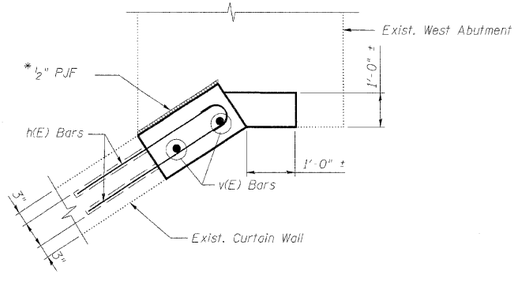
WEST ABUTMENT REPAIRS
(Looking North)



EAST ABUTMENT REPAIRS
(Looking North)



SECTION A-A



SECTION B-B

*Cost included with Concrete Structures

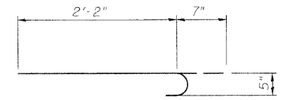
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
h(E)	10	#5	2'-9"	
v(E)	2	#5	7'-3"	

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	0.4
Concrete Structures	Cu. Yd.	0.4
Reinforcement Bars, Epoxy Coated	Pound	50

BILL OF MATERIAL

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	4
	Structural Repair of Concrete (Depth Greater than 5")	Sq. Ft.	13



Bar h(E)

Notes:

1. Existing reinforcement bars extending into the removal shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal." Any existing reinforcement deemed unsatisfactory by the Engineer shall be replaced per Section 109.04 of the Standard Specification.
2. Repair areas are estimated based upon visual inspection in June 2009. Actual repair areas shall be determined by the Engineer and shown on As-Built plans.
3. The Contractor shall exercise extreme care with the existing conduits located near the repair areas. The Contractor will be required to repair any damage done to the conduit to the satisfaction of the Engineer, at no additional cost to the Department. No splicing will be allowed to any cable damage resulting from this work, instead the Contractor will be required to repair the entire span of any damaged cable at no additional cost to the Department.
4. Drilling and grouting bars shall be performed according to Article 584 of the Std. Specs. Cost included with Reinforcement Bars, Epoxy Coated.

DESIGNED -	KWS
CHECKED -	MFB
DRAWN -	RMG
CHECKED -	KWS

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205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

SUBSTRUCTURE REPAIRS
STRUCTURE NO. 022-0102

SHEET NO. 8	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10 SHEETS	290 355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	297
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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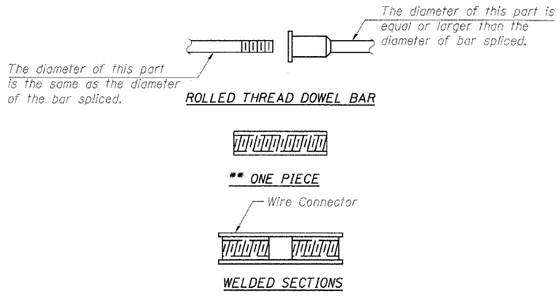
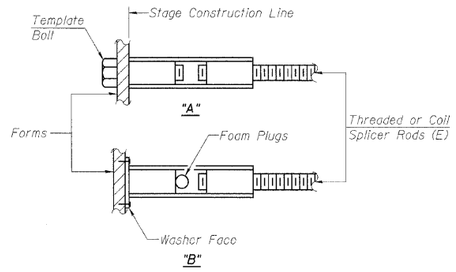
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

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

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

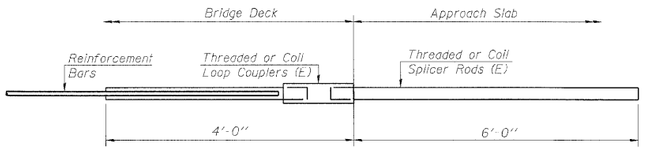
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

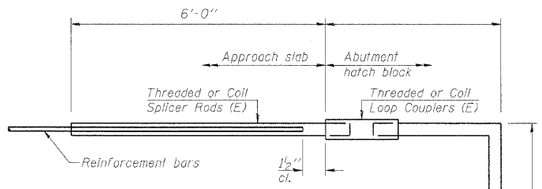
Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



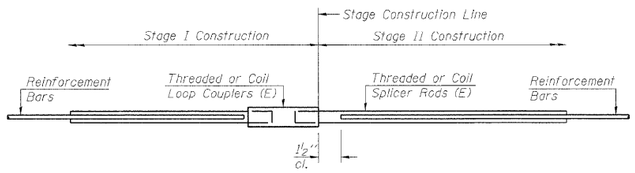
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	32	Deck
#7	40	Deck

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

BSD-1

10-1-08

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BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 022-0102

SHEET NO. 9	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	298
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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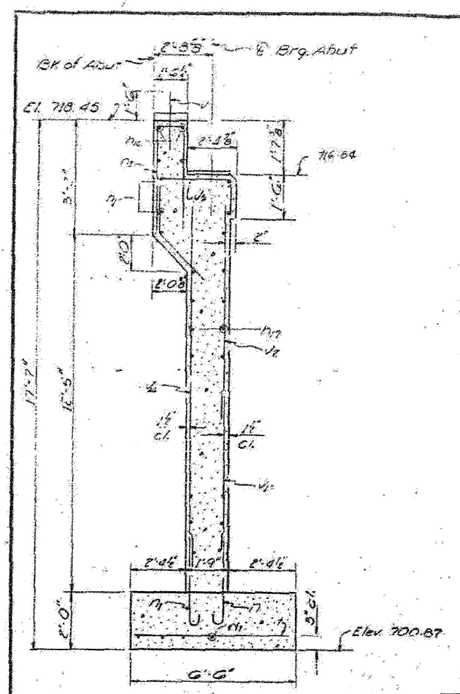
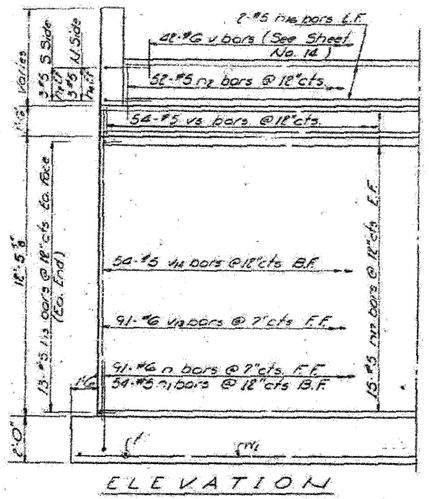
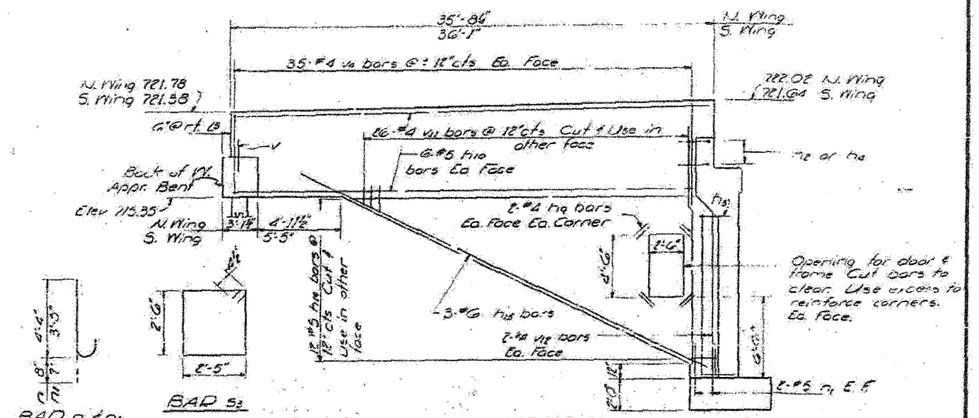
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

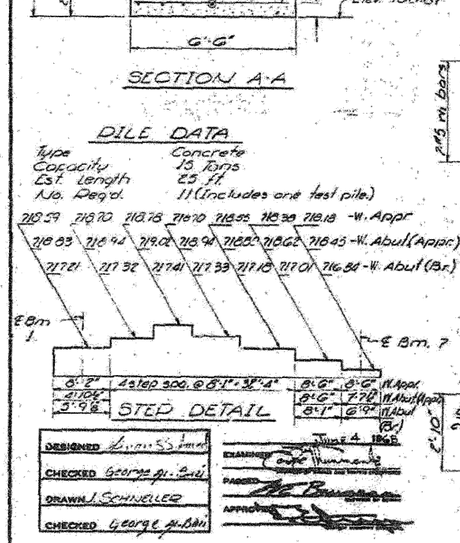
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

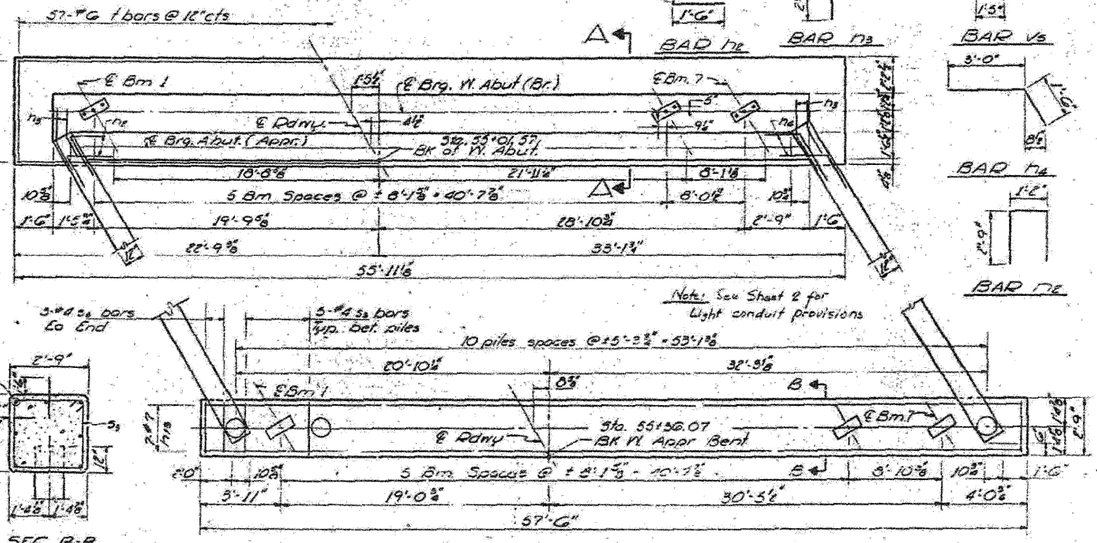
				SHEET NO. 9	
F.A.I. 290	22(1, 2 & 3) RS-7	DUPAGE	546	299	SHEETS 10











BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n2	6	#5	4'-6"	
n3	32	#3	4'-6"	
n4	6	#5	4'-0"	
n6	16	#4	32'-0"	
n10	24	#5	55'-6"	
n12	7	#7	57'-3"	
n14	24	#5	25'-0"	
n15	6	#6	32'-6"	
n16	4	#5	30'-9"	
n17	30	#5	52'-6"	
n	91	#6	5'-0"	C
n1	62	#5	4'-0"	
n2	58	#5	6'-8"	
s3	56	#4	10'-7"	□
t	57	#6	6'-3"	
v	84	#10	3'-0"	
v4	140	#4	5'-6"	
v5	54	#5	8'-10"	C
v11	32	#4	18'-6"	
v12	8	#4	10'-3"	
v13	91	#6	13'-0"	
v14	54	#5	13'-0"	
w1	7	#3	55'-8"	
Class X Concrete			Cu. Yds.	137.6
Reinforcement Bars			Lbs.	12100
Piles (Concrete)			Lin. ft.	550
Test Piles (Concrete)			Ea.	1

W. ABUT & APPR BENT
S. BRIDGE
F.A.I. RT. 90 SEC. 22-2HB-E
DU PAGE COUNTY
STA. 54+00.63

EXISTING PLAN INFORMATION
STRUCTURE NO. 022-0102

FOR INFORMATION ONLY

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10050

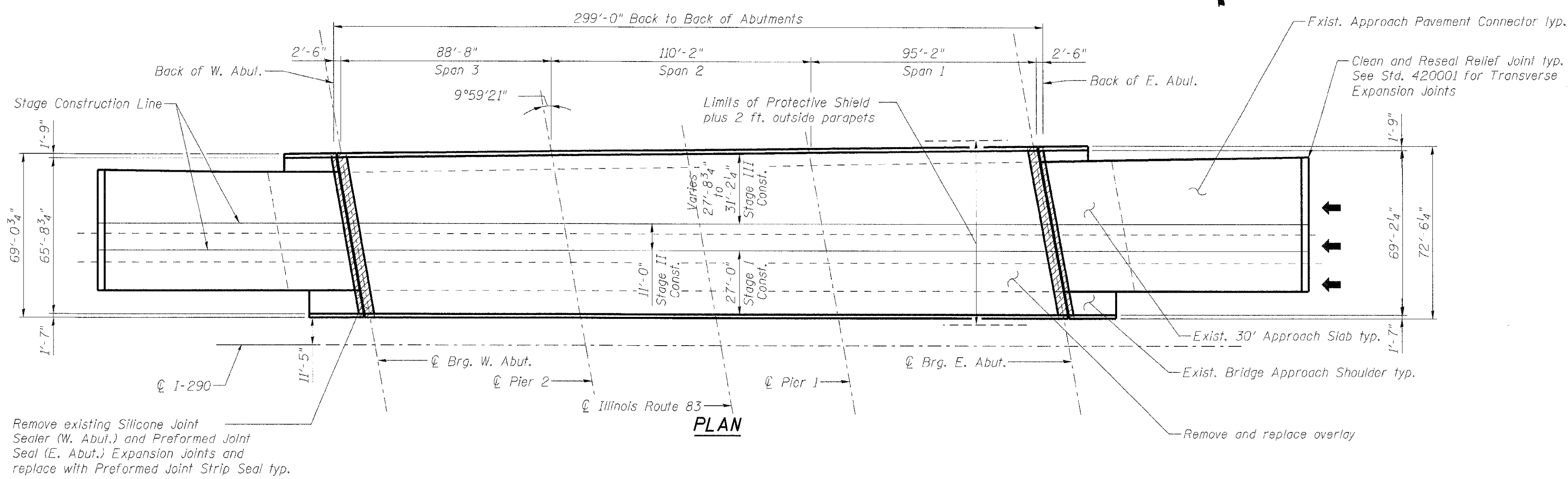
SHEET NO. 10	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
10 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	299
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Existing Structure:
The bridge is a three-span continuous, composite plate girder bridge with a $7\frac{3}{4}$-inch reinforced concrete deck and a 2-inch concrete overlay.
The original structure was built in 1971. In 1985, the structure was widened and overlaid, the expansion joints were reconstructed and the bearings were replaced. In 1998, the expansion joints were reconstructed and partial depth repairs were made on the approaches. In 2002, the bridge was cleaned and painted.

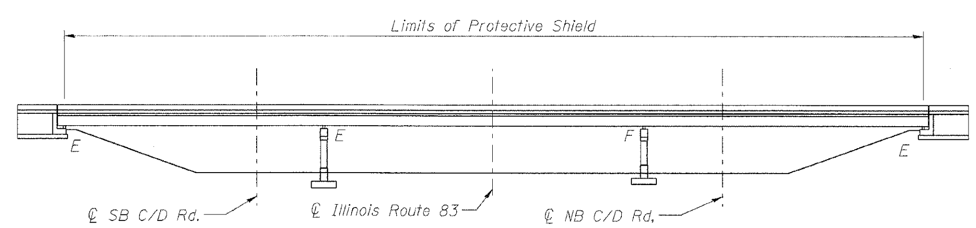
Stage construction shall be utilized to maintain traffic during construction.

No salvage

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



ELEVATION

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

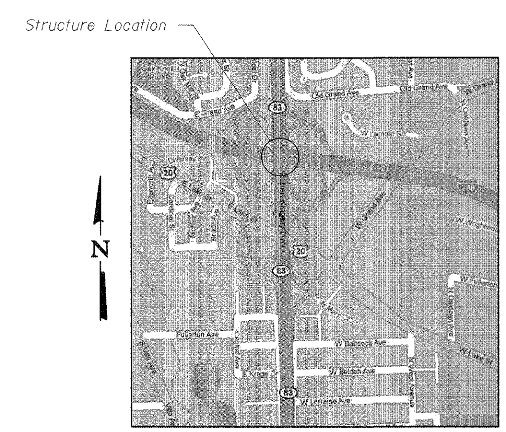
f'c = 3,500 psi
fy = 50,000 psi

SCOPE OF WORK

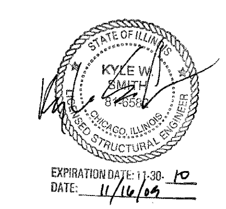
1. Structural Steel Repairs (see Note A).
2. Bridge Deck Hydro-scarification.
3. Repair bridge deck.
4. Repair approach slab.
5. Repair abutment backwalls.
6. Reconstruct deck joints at each abutment with preformed joint strip seal.
7. Place new overlay.
8. Clip beam flanges at abutment backwall.
9. Clean and reseal relief joints at the end of approach pavement connectors.
10. Apply concrete sealer to parapets, approach slabs, abutment seats and backwalls.

Note A:

See sheets 317A thru 317C for Structural Steel Repair Details.



LOCATION SKETCH



GENERAL PLAN AND ELEVATION
I-290 WB OVER ILLINOIS ROUTE 83
DUPAGE COUNTY
STATION 205+44
STRUCTURE NO. 022-0097

DESIGNED -	MFB
CHECKED -	KWS
DRAWN -	RMG
CHECKED -	KWS

benesch
alfred benesch & company
Engineers • Surveyors • Planners
205 North Michigan Avenue, Suite 2400
Chicago, Illinois 60601
312-565-0450 Job No. 10060

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9 SHEETS	290/355	22(1, 1-1, 2&3)RS-7	DUPAGE	546	300
			CONTRACT NO. 60G51		
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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