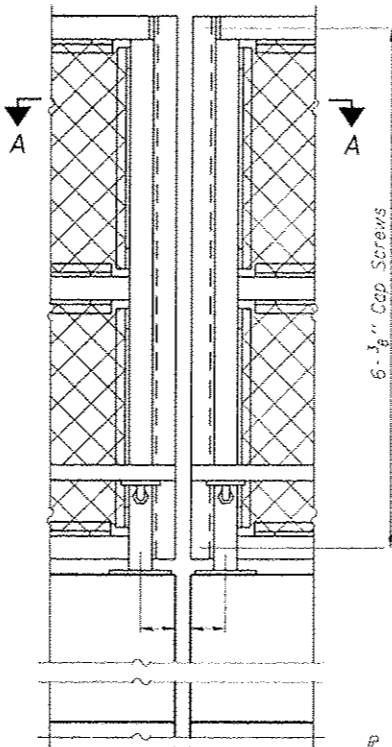
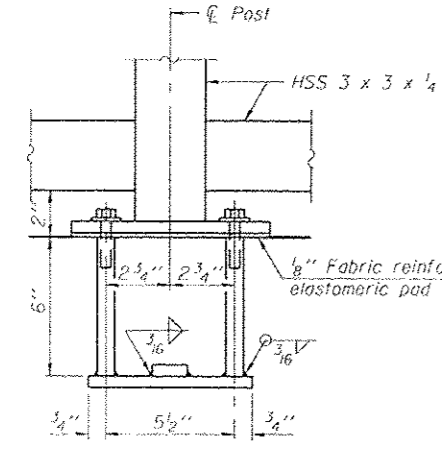


ELEVATION
(Inside Face)

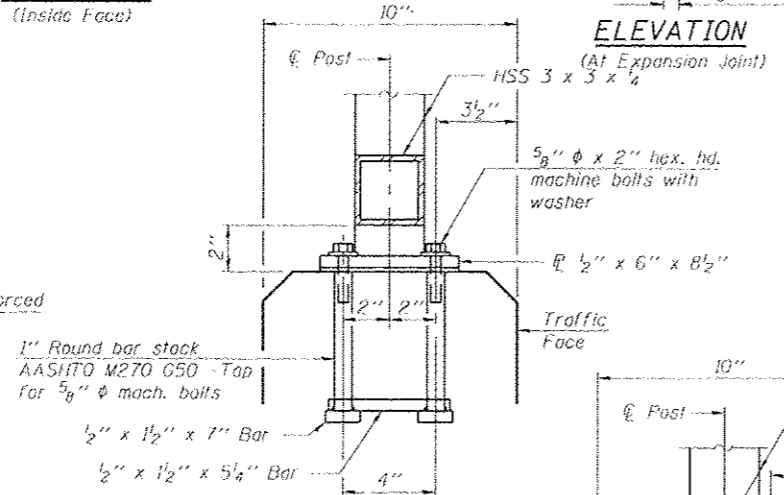


ELEVATION
(At Expansion Joint)

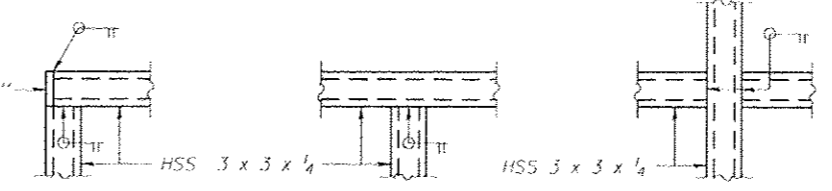


ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 3/8 inch diameter anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

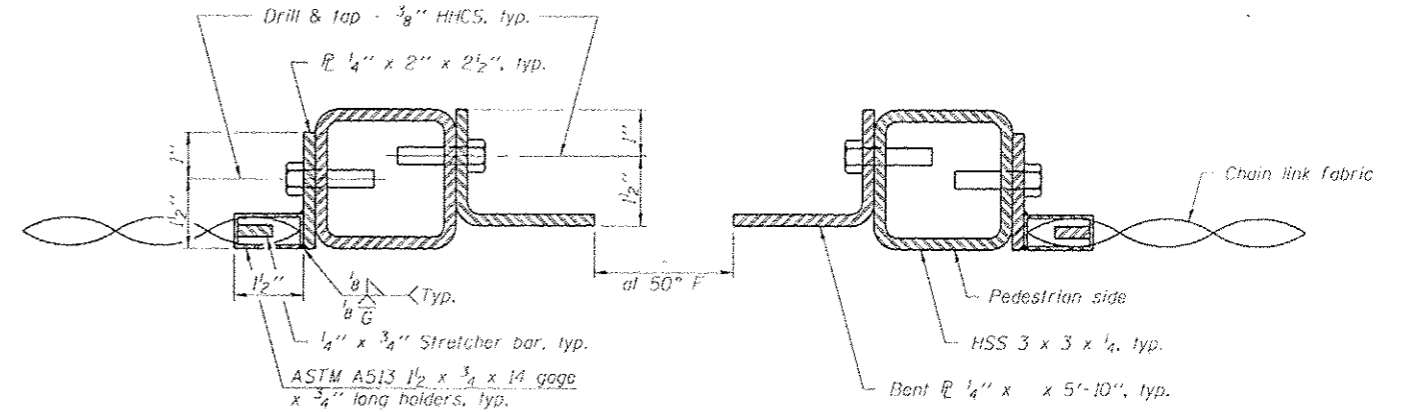


ANCHOR BOLT DETAILS (NORTH PARAPET ONLY)

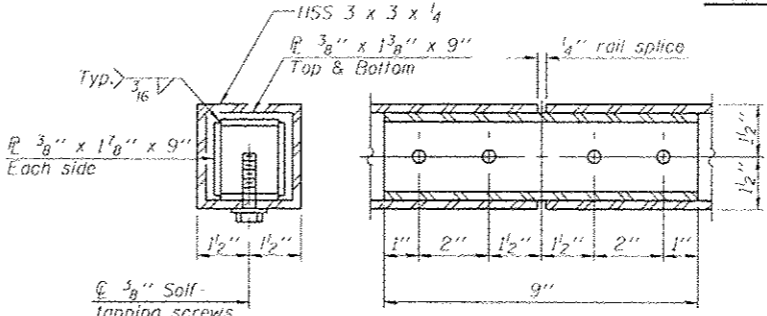


DETAIL A **DETAIL B** **DETAIL C**

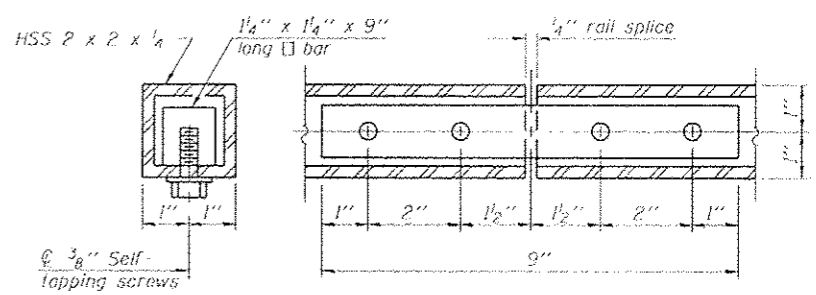
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



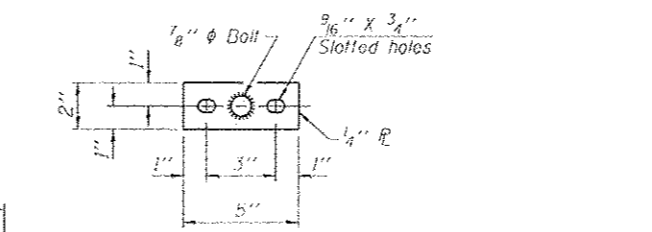
SECTION A-A



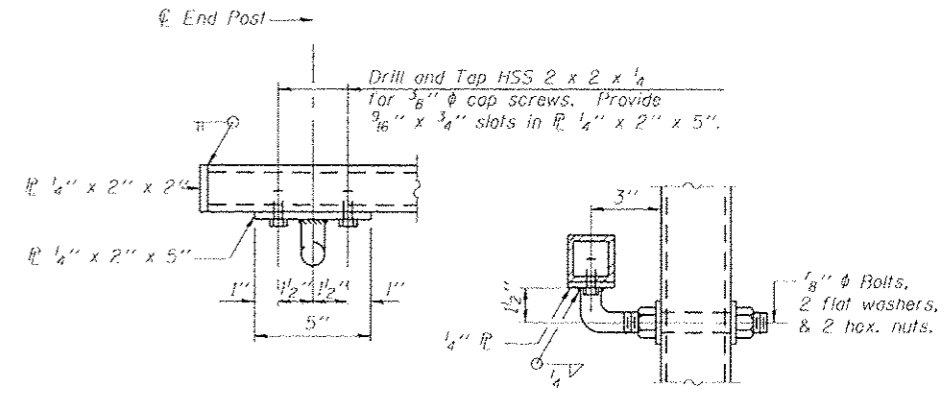
RAIL SPLICE



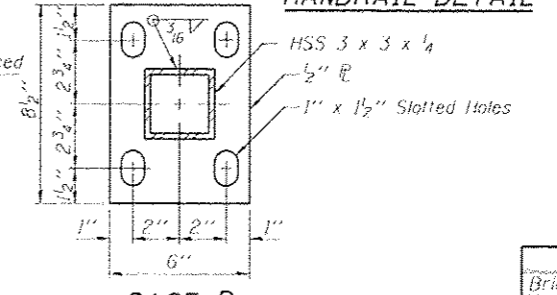
HANDRAIL SPLICE



BASE P
(Handrail)



HANDRAIL DETAIL



BASE P

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	464

2/5/2022 5:47:05 PM - G:\NEW\DESIGN\BRIDGE\CADD\Sheet\50160316-D60135-FENCE.dgn



USER NAME	jrmckow
DESIGNED	JRM
CHECKED	MDS
DRAWN	DMC
PLT DATE	12/5/2012

REVISOR	REVISION
REVISOR	REVISION
REVISOR	REVISION
REVISOR	REVISION

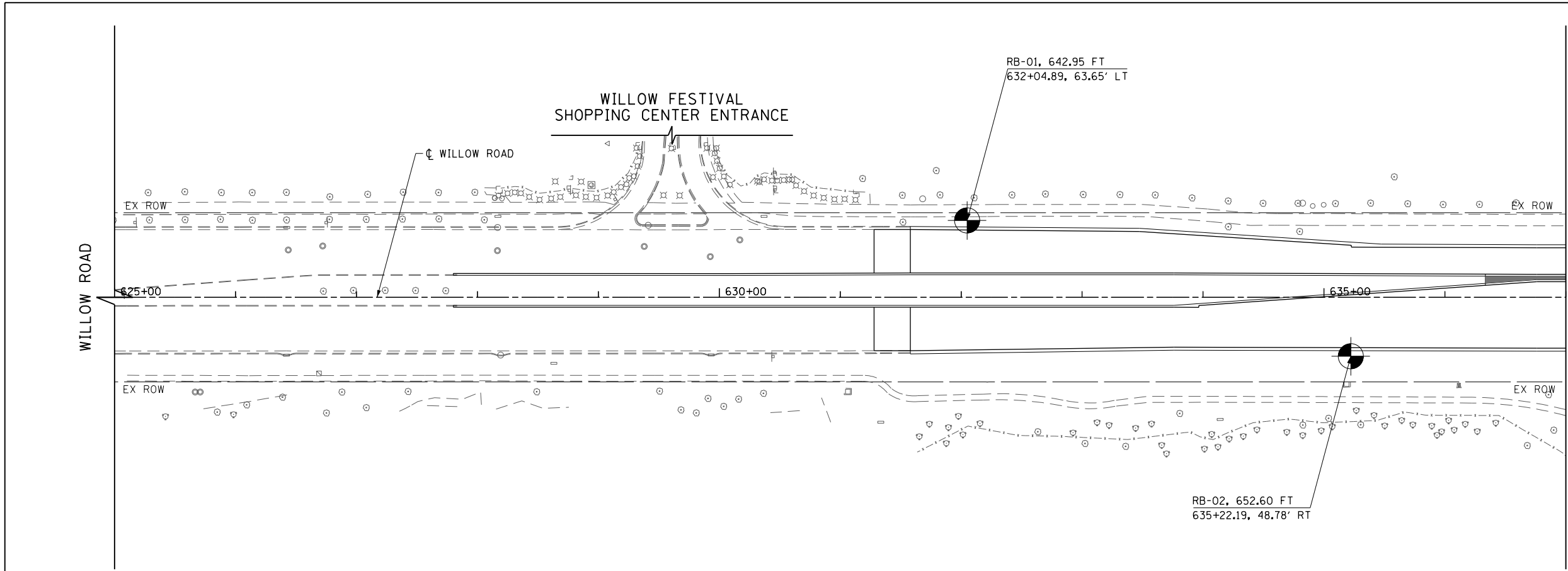
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE FENCE RAILING, PARAPET MOUNTED
STRUCTURE NO. 016-0536
SHEET NO. 11 OF 11 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0305	(1920,01,1518,2022&1922,4BR)		919	500A
CONTRACT NO. 60T35			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	ALIGNED		
	FILE NAME		
	NO.		

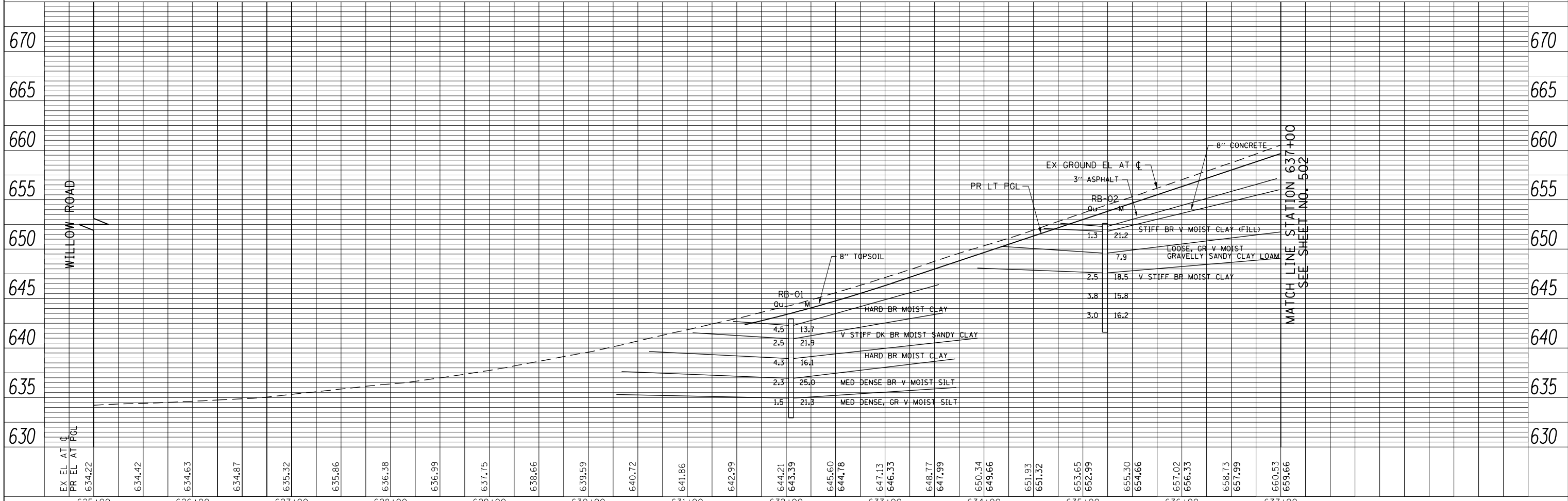
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTATIONS CHKD		
	NO.		



MATCH LINE STATION 637+00
SEE SHEET NO. 502

LEGEND

- Qu UNCONFINED COMPRESSIVE STRENGTH (+sf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)

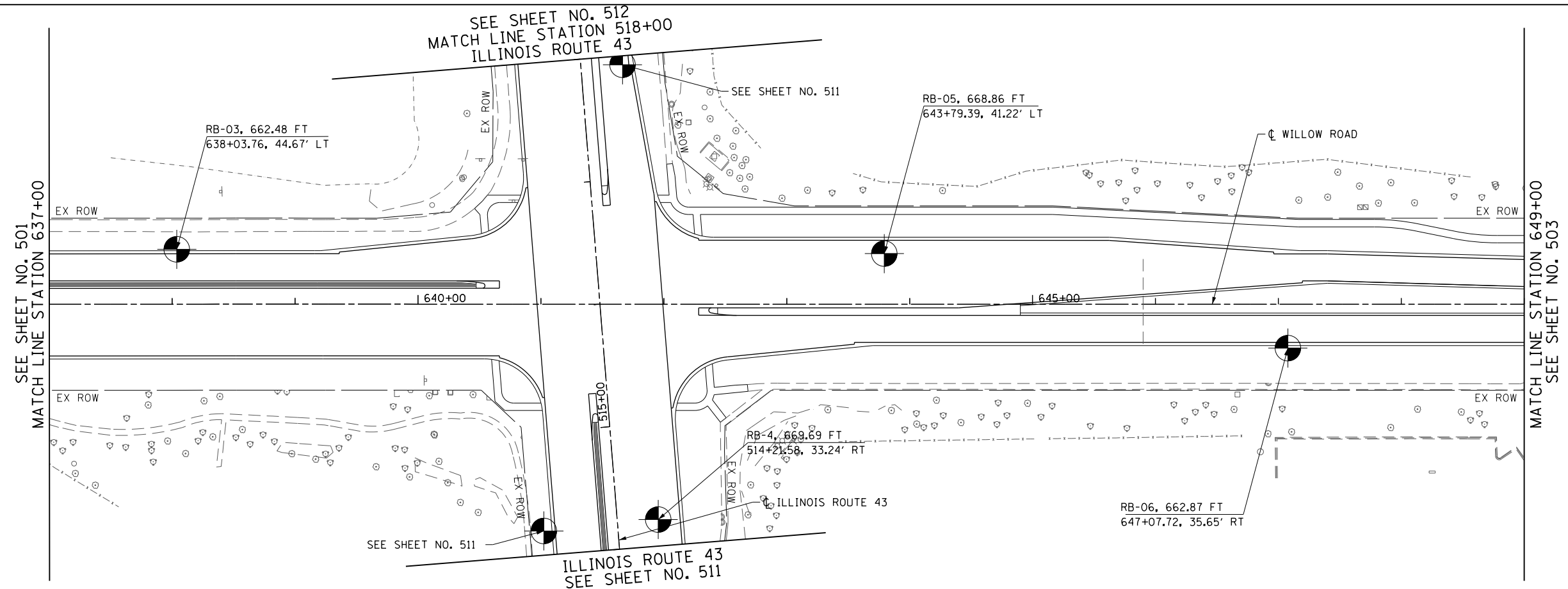
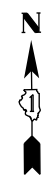


MATCH LINE STATION 637+00
SEE SHEET NO. 502

FILE NAME = G:\CH11\158\Road\Sheets\DI60135-SHT-SOIL.dgn	USER NAME = BAW:ort	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILLOW ROAD SOIL BORING PLAN AND PROFILE	F.A.P. RTE. 305	SECTION (1920.01,1518,2022&1922.4BR)	COUNTY COOK	TOTAL SHEETS 919	SHEET NO. 501
PLOT SCALE = 100.000' / in.	CHECKED -	REVISED -	SCALE: HORIZ: 1"=50'			SHEET NO. 501 OF 919 SHEETS	STA. 625+00 TO STA. 637+00	CONTRACT NO. 60T35		
PLOT DATE = 11/1/2012	DATE - 10/31/2012	REVISED -	VER: 1"=5'					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

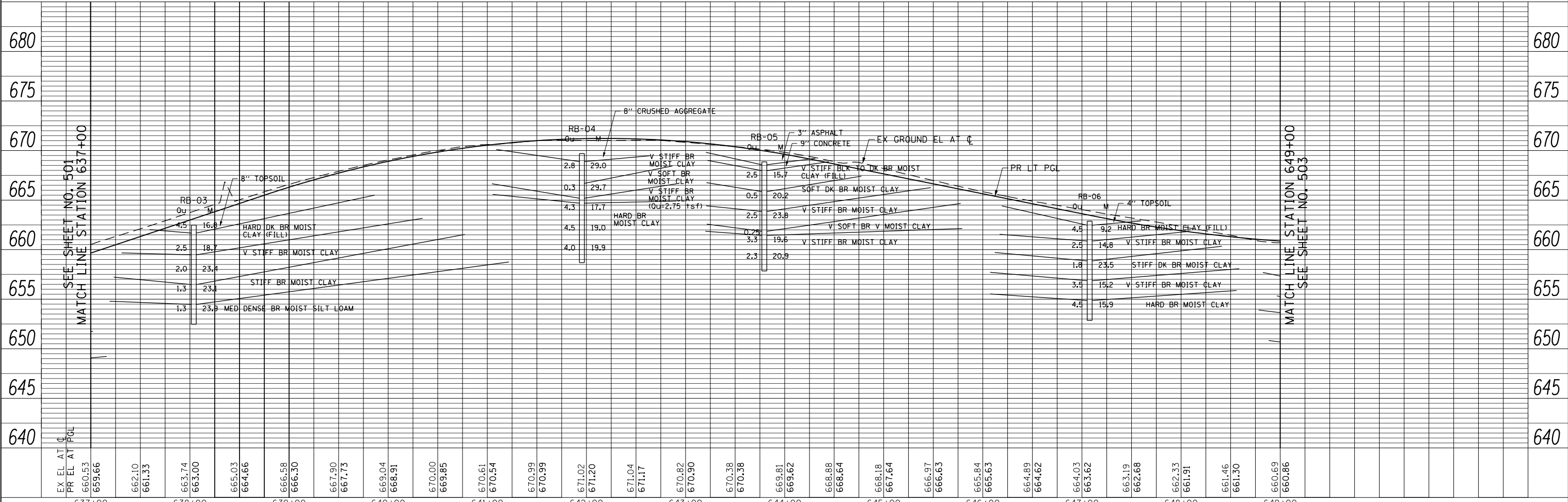
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	PLOTTED		
	CHECKED		
	ALIGNED		
	CAD FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHK'D		
	NO.		



LEGEND

- Qu UNCONFINED COMPRESSIVE STRENGTH (+sf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)



EX EL AT C	637+00	638+00	639+00	640+00	641+00	642+00	643+00	644+00	645+00	646+00	647+00	648+00	649+00
PR EL AT PGL	660.53	661.33	663.74	665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	660.69
	659.66		663.00	664.66	666.30	667.73	668.91	670.90	670.38	669.62	664.62	663.62	660.86
			665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	663.62	660.69
			665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	663.62	660.69
			665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	663.62	660.69
			665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	663.62	660.69
			665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	663.62	660.69
			665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	663.62	660.69
			665.03	666.58	667.90	669.04	670.82	670.38	669.81	664.89	664.03	663.62	660.69

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD SOIL BORING PLAN AND PROFILE

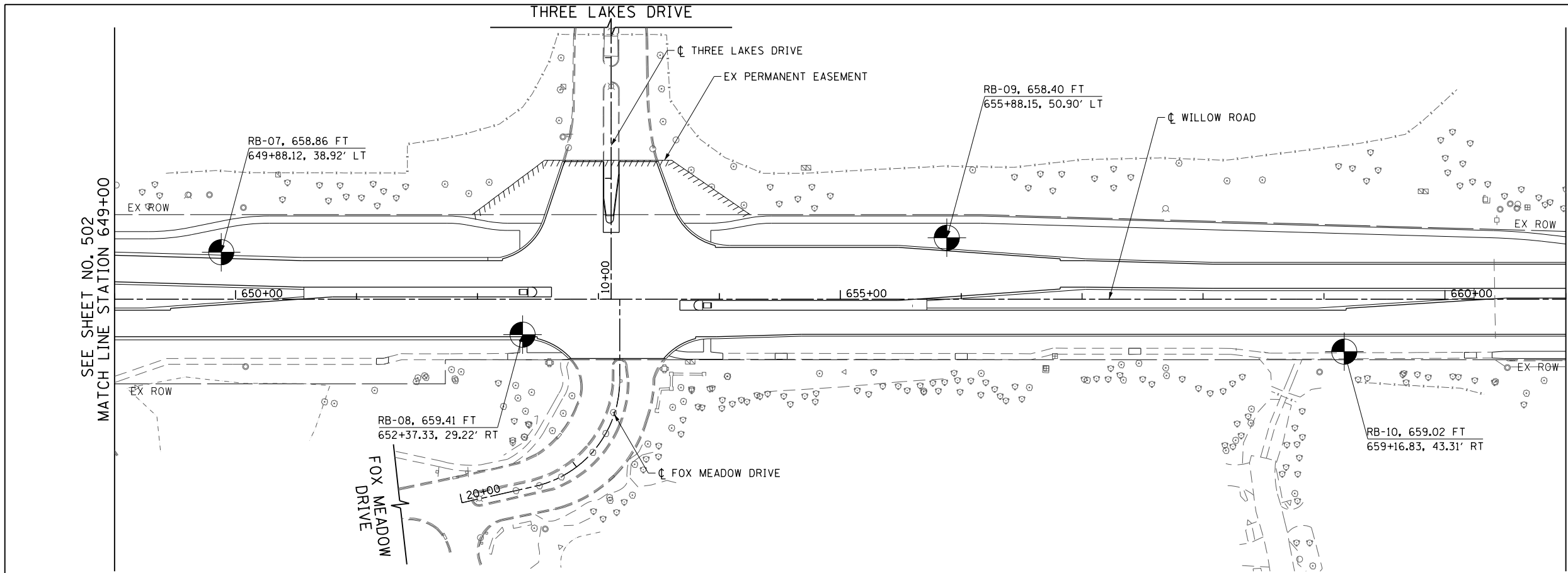
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)BR	COOK	919	502
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: HORIZ: 1"=50' VERT: 1"=5' SHEET NO. 502 OF 919 SHEETS STA. 637+00 TO STA. 649+00

FILE NAME =	USER NAME = BAW:ort	DESIGNED -	REVISED -
G:\CH11\158\Road\Sheets\DI60T35-SHT-SOIL-02.dgn		DRAWN -	REVISED -
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PLOT DATE = 11/1/2012		DATE = 10/31/2012	REVISED -

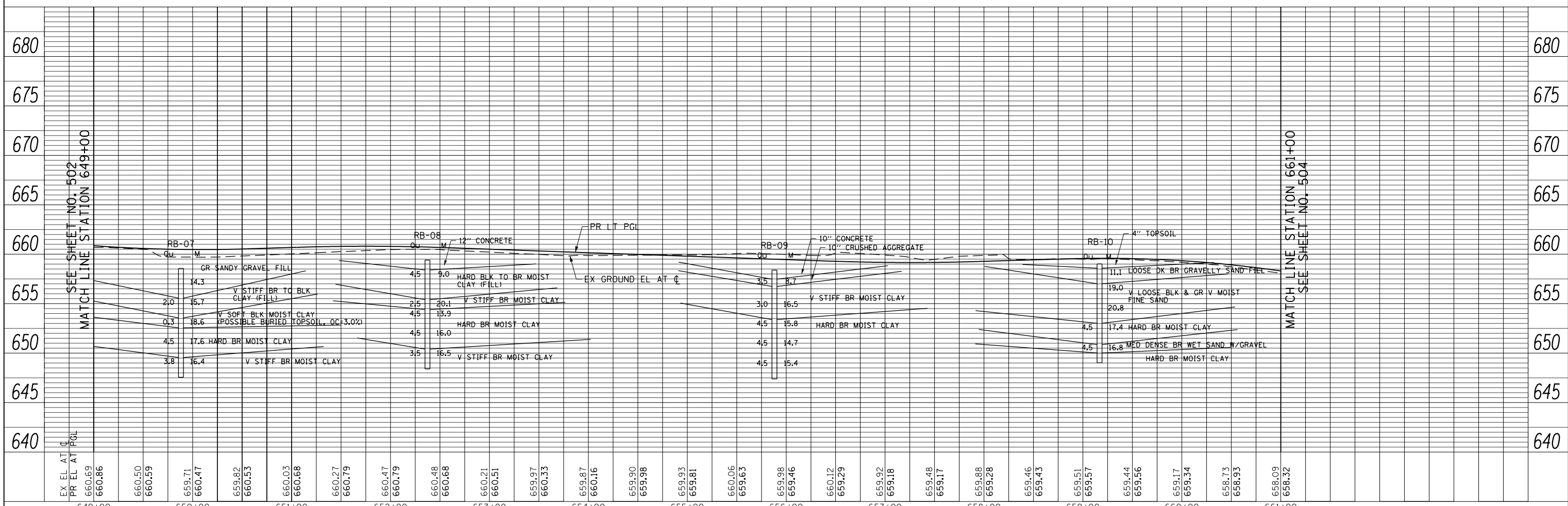
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	PLOTTED	BY
	CHECKED	
	ALIGNED	
	FILED	
	NO. _____	
	FILE NAME	

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



LEGEND

- Qu UNCONFINED COMPRESSIVE STRENGTH (+sf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)

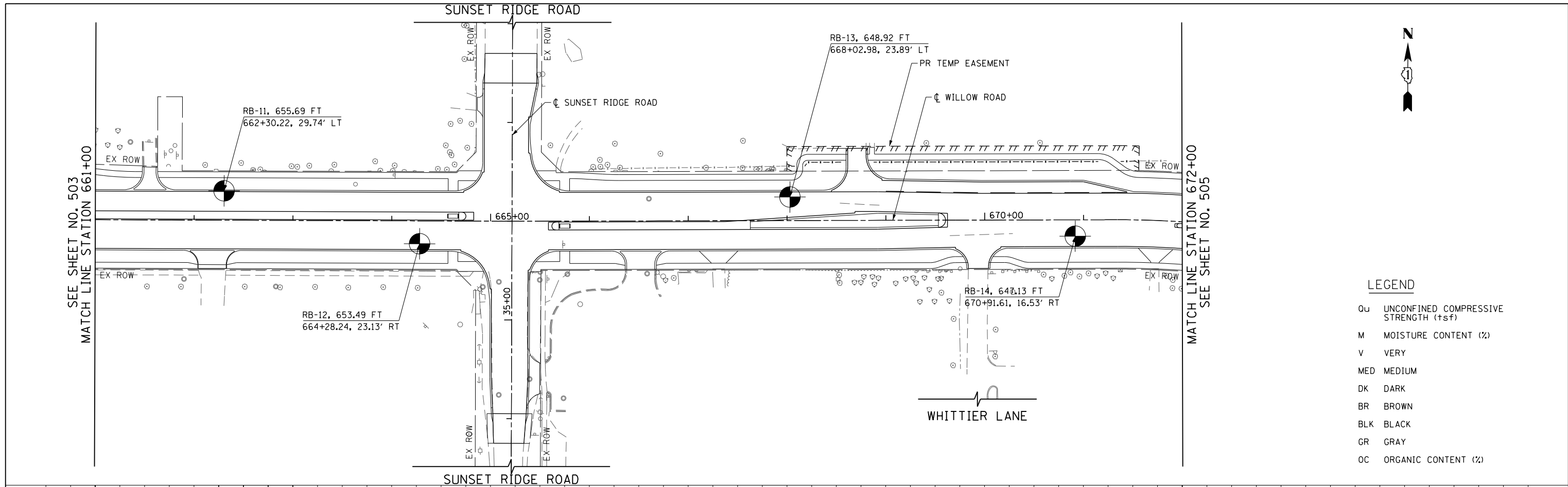


FILE NAME =	USER NAME = BAW:ort	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">WILLOW ROAD SOIL BORING PLAN AND PROFILE</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
G:\CH11\158\Road\Sheets\DI60135-SHT-SOIL.dgn		DRAWN -	REVISED -		305	(1920.01,1518,2022&1922.4)BR	COOK	919	503
PLOT SCALE = 100.000' / in.		CHECKED -	REVISED -		CONTRACT NO. 60T35				
PLOT DATE = 11/1/2012		DATE = 10/31/2012	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: HORIZ: 1"=50' VERT: 1"=5' SHEET NO. 503 OF 919 SHEETS STA. 649+00 TO STA. 661+00

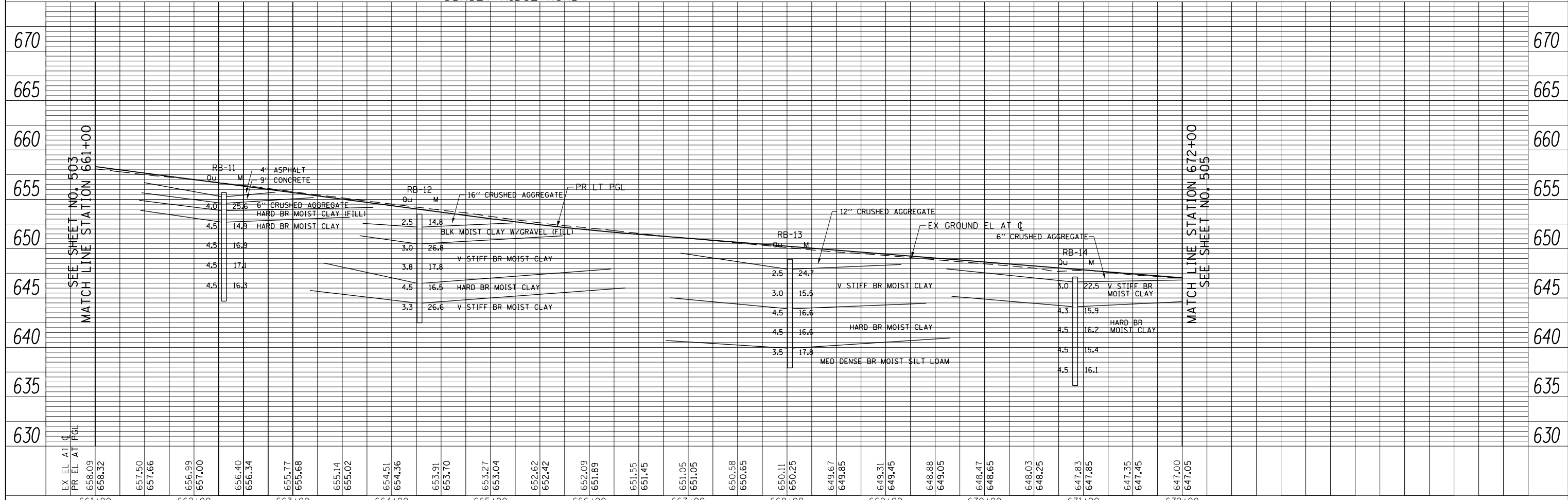
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	PLOTTED		
	CHECKED		
	ALIGNED		
	FILE NAME		
	NO.		

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



LEGEND

Qu	UNCONFINED COMPRESSIVE STRENGTH (tsf)
M	MOISTURE CONTENT (%)
V	VERY
MED	MEDIUM
DK	DARK
BR	BROWN
BLK	BLACK
GR	GRAY
OC	ORGANIC CONTENT (%)



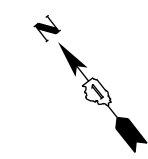
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PLOT DATE = 11/1/2012		DATE = 10/31/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD SOIL BORING PLAN AND PROFILE

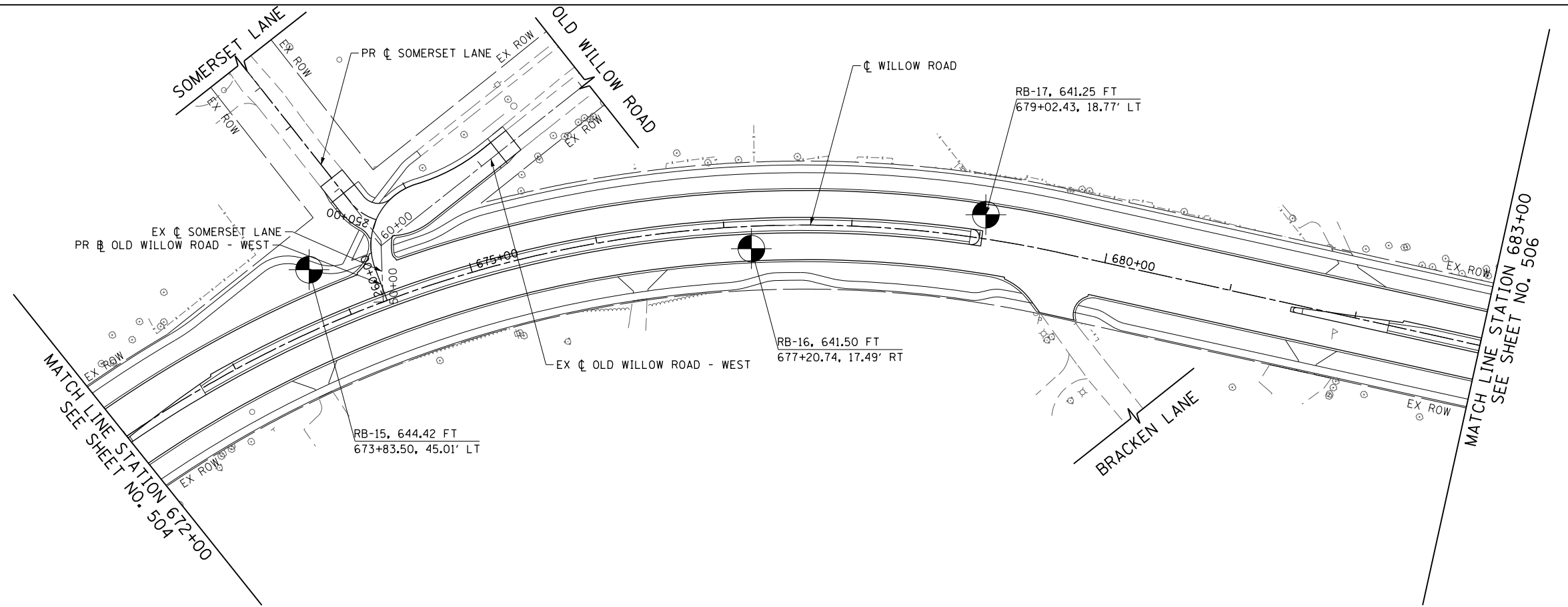
SCALE: HORIZ: 1"=50'
VERT: 1"=5'
SHEET NO. 504 OF 919 SHEETS
STA. 661+00 TO STA. 672+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)BR	COOK	919	504
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



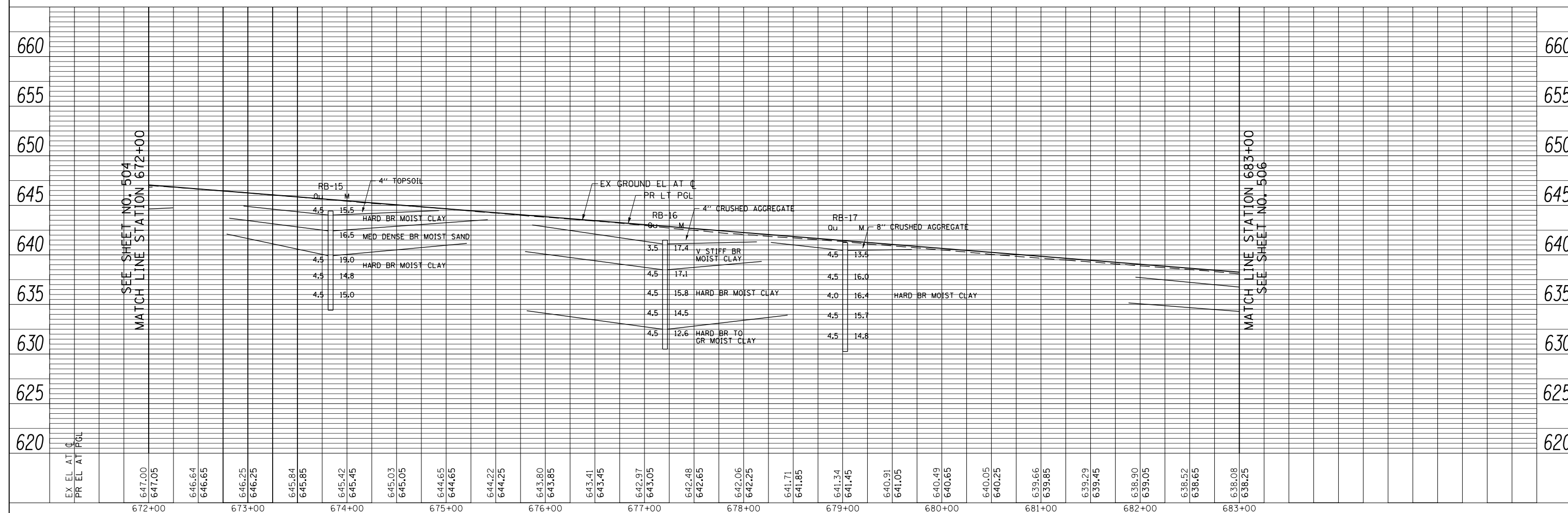
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	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE CHECKED		
	ROAD FILE NAME		
	NO.		

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	PLOTTED		
	GRADES CHECKED		
	STRUCTURE CHECKED		
	NOTATIONS CHKD		
	NO.		



LEGEND

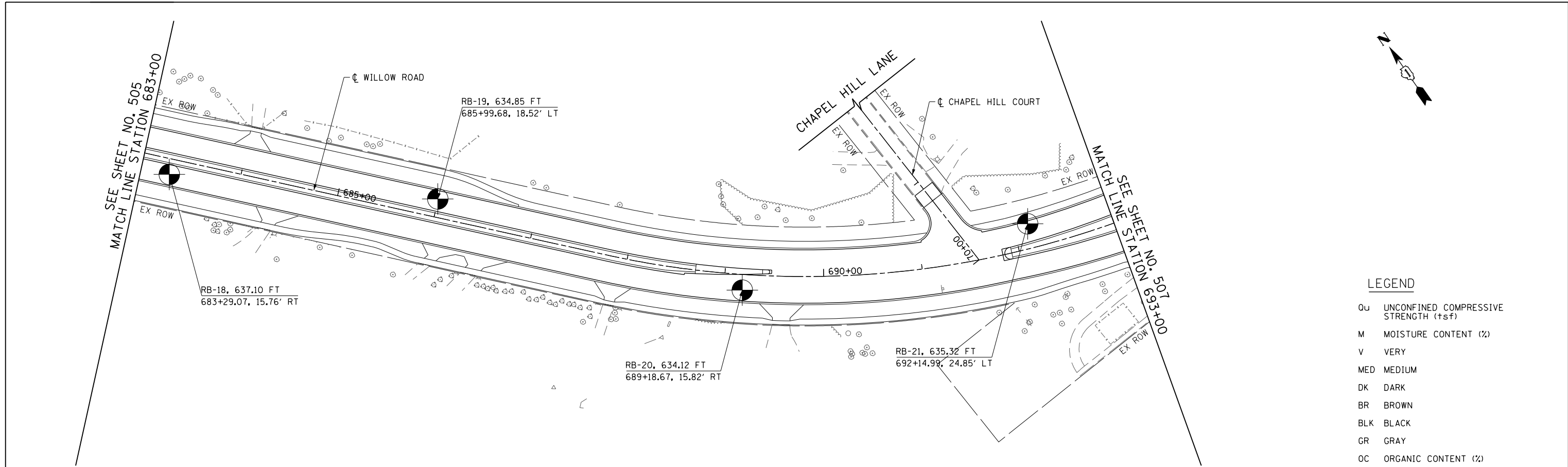
- Ou UNCONFINED COMPRESSIVE STRENGTH (+sf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)



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PLOT SCALE = 100,000' / in.	CHECKED -	REVISED -	SCALE: HORIZ: 1"=50' VERT: 1"=5'			SHEET NO. 505 OF 919 SHEETS	STA. 672+00 TO STA. 683+00	CONTRACT NO. 60T35			
PLOT DATE = 11/1/2012	DATE = 10/31/2012	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

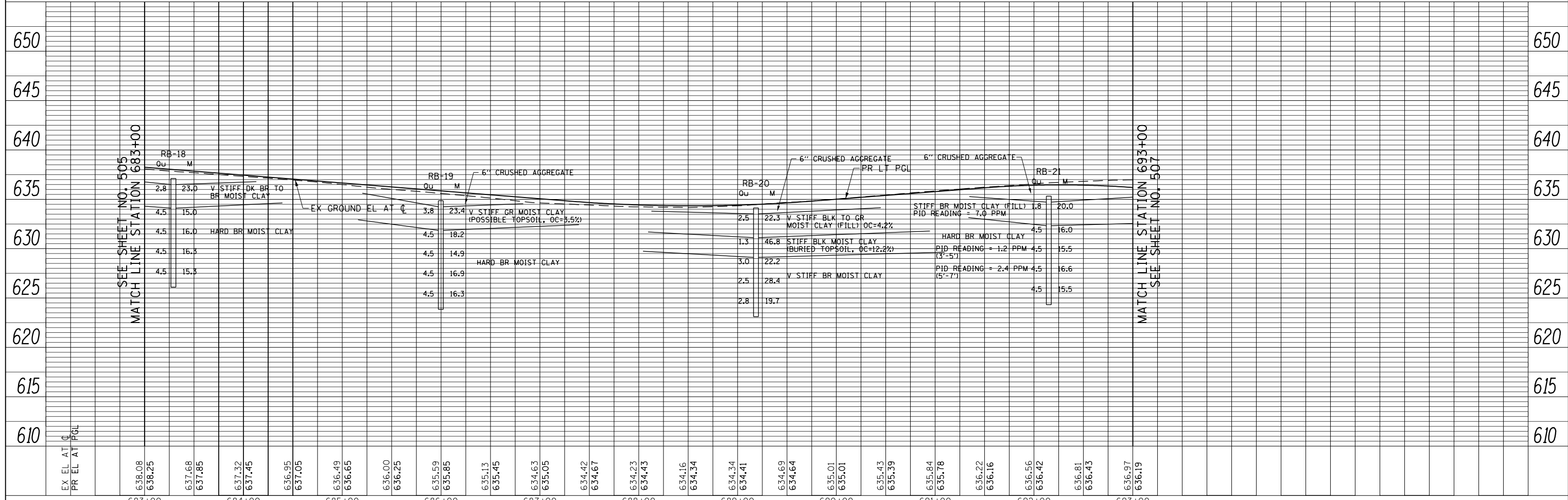
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	PLOTTED	BY
	CHECKED	
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	FILED	
	NO. _____	
	FILE NAME _____	

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



LEGEND

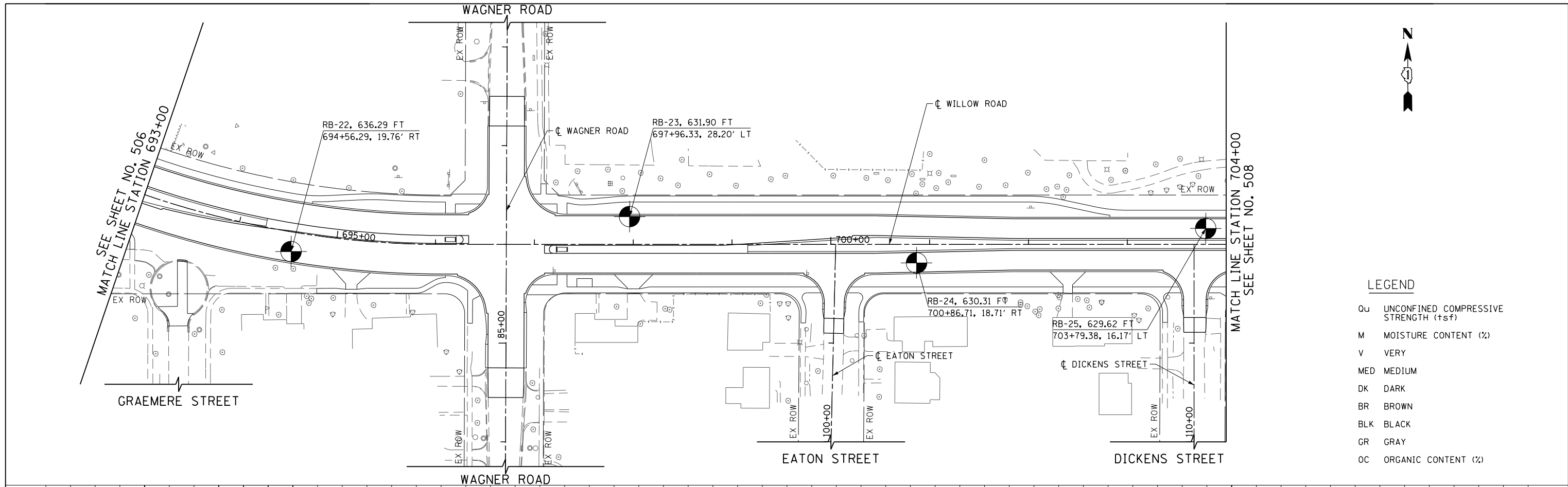
- Qu UNCONFINED COMPRESSIVE STRENGTH (tsf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)



EX EL AT PGL	638.08	638.25	637.68	637.85	637.32	637.45	636.95	637.05	636.49	636.65	636.00	636.25	635.59	635.85	635.13	635.45	634.63	635.05	634.42	634.67	634.23	634.43	634.16	634.34	634.41	634.69	634.64	635.01	635.01	635.43	635.39	635.84	635.78	636.22	636.16	636.56	636.42	636.81	636.43	636.97	636.19		
	683+00	684+00	685+00	686+00	687+00	688+00	689+00	690+00	691+00	692+00	693+00																																

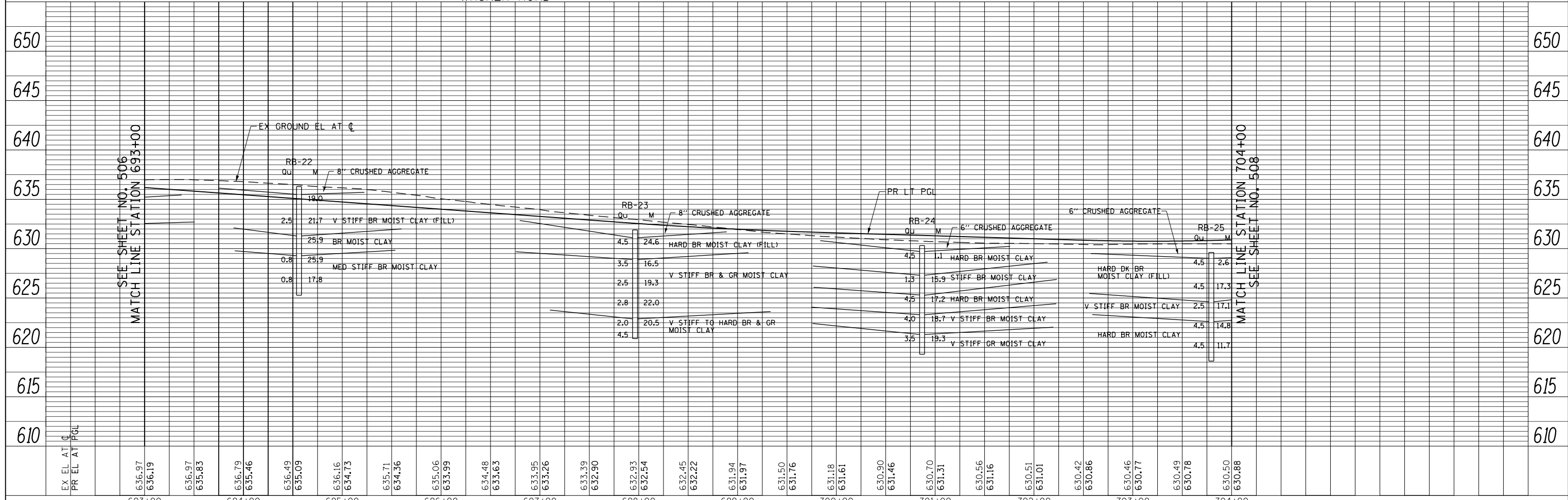
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	PLOTTED		
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	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



LEGEND

- Qu UNCONFINED COMPRESSIVE STRENGTH (+sf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)

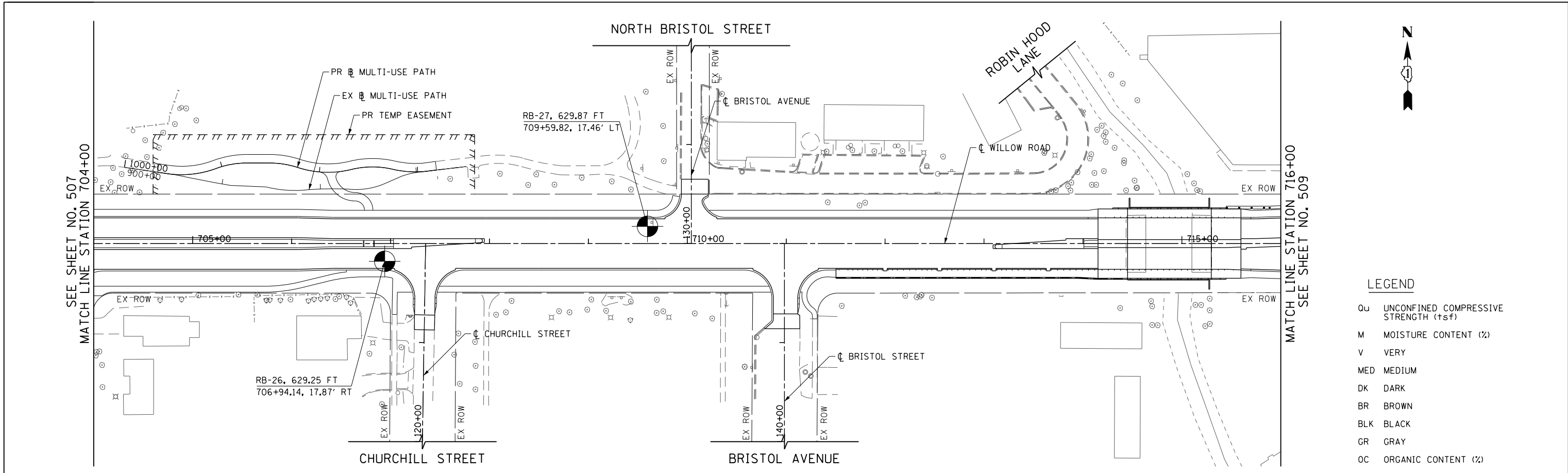


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G:\CH11\158\Road\Sheets\DI60135-SHT-SOIL-07.dgn		DRAWN -	REVISED -			305	(1920.01,1518,2022&1922.4)BR	COOK	919	507	
PLOT SCALE = 100.000' / in.		CHECKED -	REVISED -			CONTRACT NO. 60T35					
PLOT DATE = 11/1/2012		DATE - 10/31/2012	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

SCALE: HORIZ: 1"=50'
VERT: 1"=5'
SHEET NO. 507 OF 919 SHEETS
STA. 693+00 TO STA. 704+00

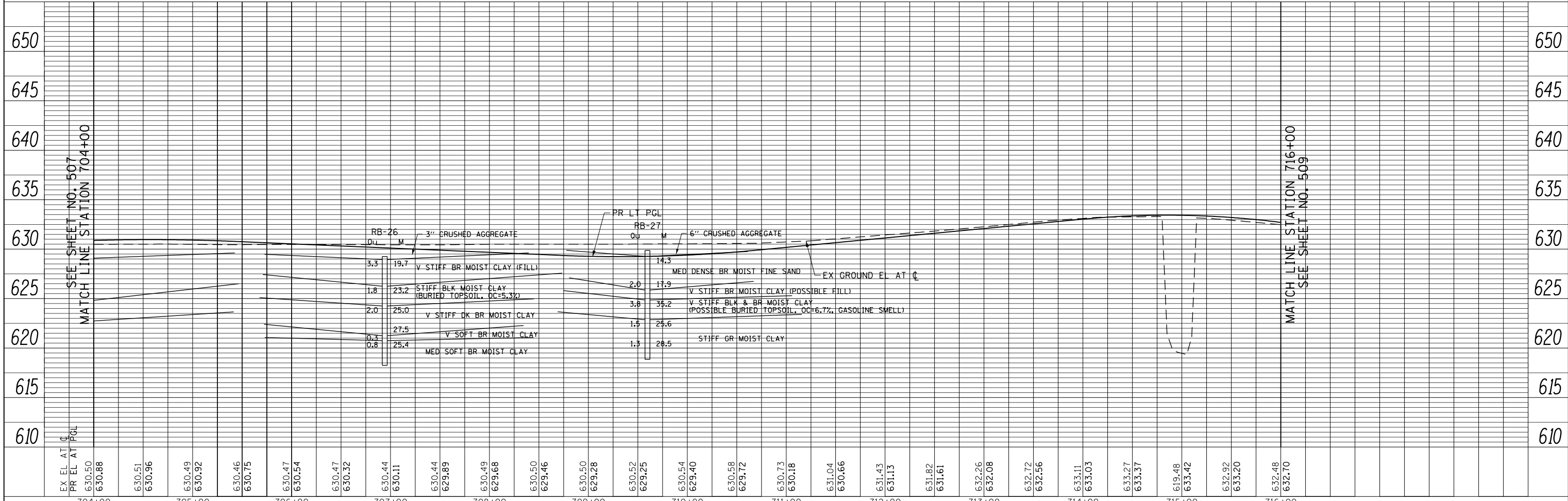
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	PLOTTED		
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PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE		
	NOTATIONS CHK'D		
	NO.		



LEGEND

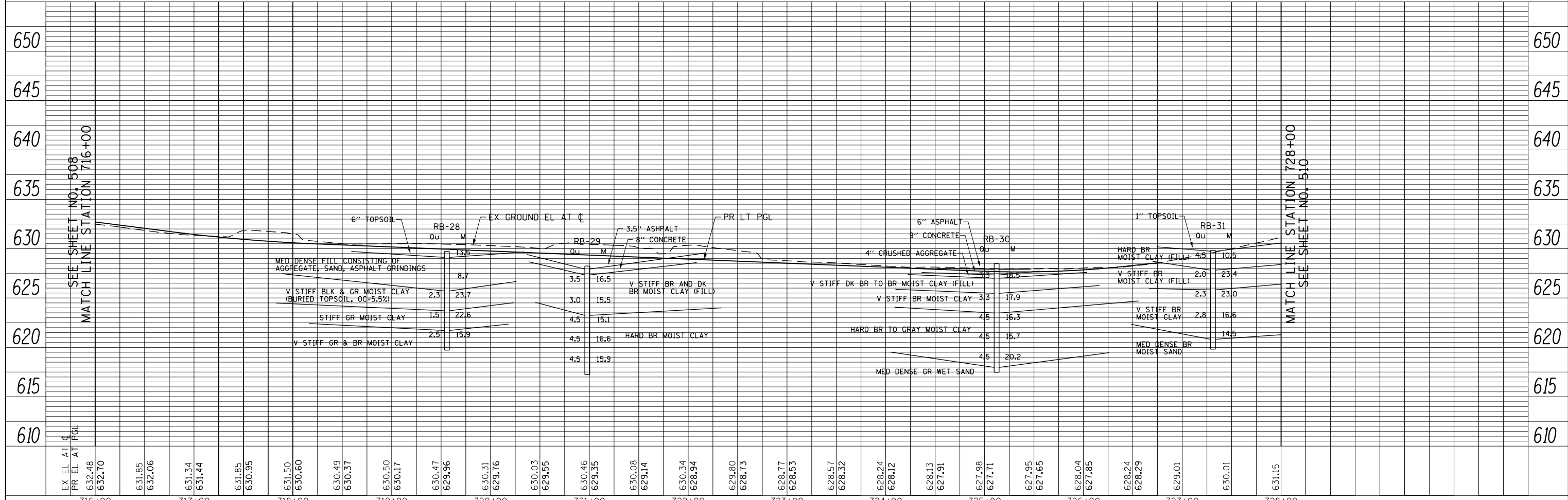
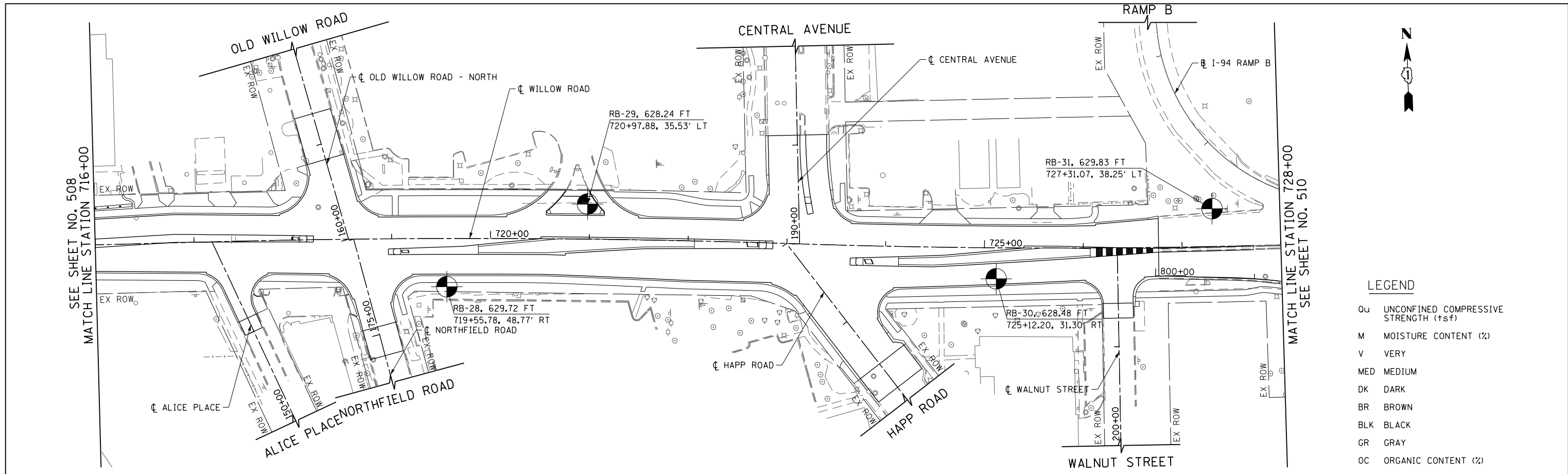
- Qu UNCONFINED COMPRESSIVE STRENGTH (+sf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)



FILE NAME = G:\CHI\158\Road\Sheets\DI60135-SHT-SOIL-08.dgn	USER NAME = BAW:ort	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WILLOW ROAD SOIL BORING PLAN AND PROFILE	F.A.P. RTE. 305	SECTION (1920.01,1518,2022&1922.4)BR	COUNTY COOK	TOTAL SHEETS 919	SHEET NO. 508	
PLOT SCALE = 100.000' / in.	CHECKED -	REVISED -	SCALE: HORIZ: 1"=50'			SHEET NO. 508 OF 919 SHEETS	STA. 704+00 TO STA. 716+00	CONTRACT NO. 60T35		FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT
PLOT DATE = 11/1/2012	DATE - 10/31/2012	REVISED -	VER: 1"=5'								

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

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



FILE NAME =	USER NAME = BAW:ort	DESIGNED -	REVISED -	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.000' / in.		CHECKED -	REVISED -	CONTRACT NO. 60T35				
PLOT DATE = 11/1/2012		DATE = 10/31/2012	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

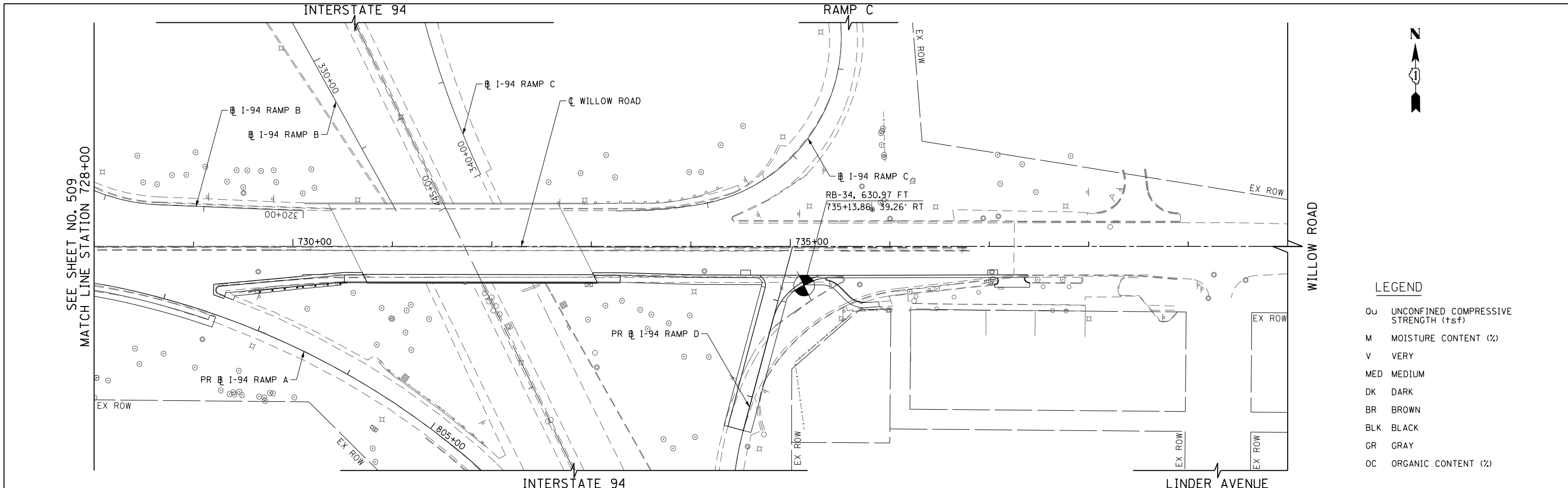
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD SOIL BORING PLAN AND PROFILE

SCALE: HORIZ: 1"=50'
VERT: 1"=5'
SHEET NO. 509 OF 919 SHEETS
STA. 716+00 TO STA. 728+00

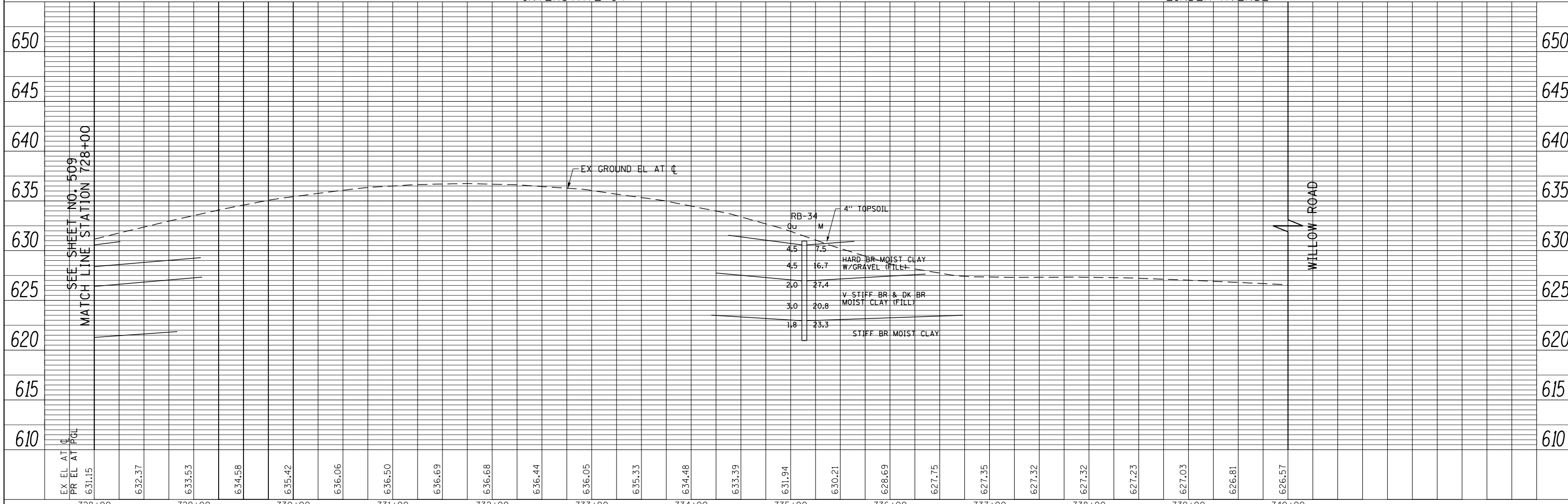
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NOTE BOOK NO.	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
NOTE BOOK NO.	CADD FILE NAME		



LEGEND

- Qu UNCONFINED COMPRESSIVE STRENGTH (tsf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)



FILE NAME = G:\CHI\158\Road\Sheets\DI60135-SHT-SOIL-10.dgn	USER NAME = BAW:ort	DESIGNED -	REVISED -
PLOT SCALE = 100.000' / in.	CHECKED -	REVISOR -	DATE - 10/31/2012
PLOT DATE = 11/1/2012	DATE - 10/31/2012	REVISOR -	DATE -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

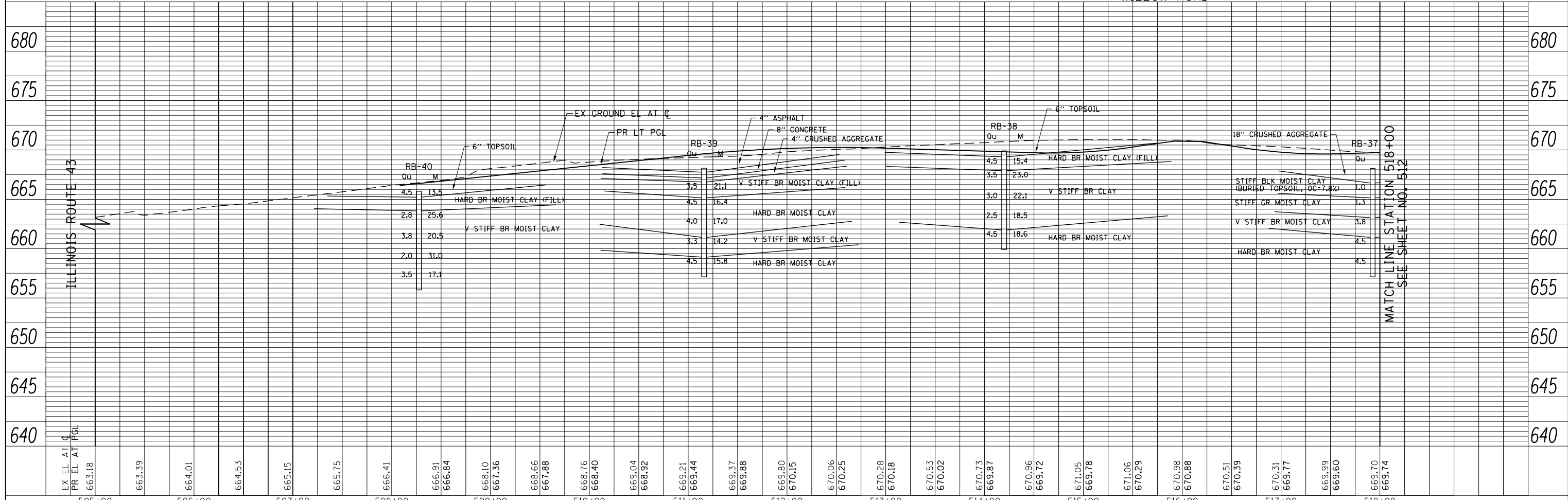
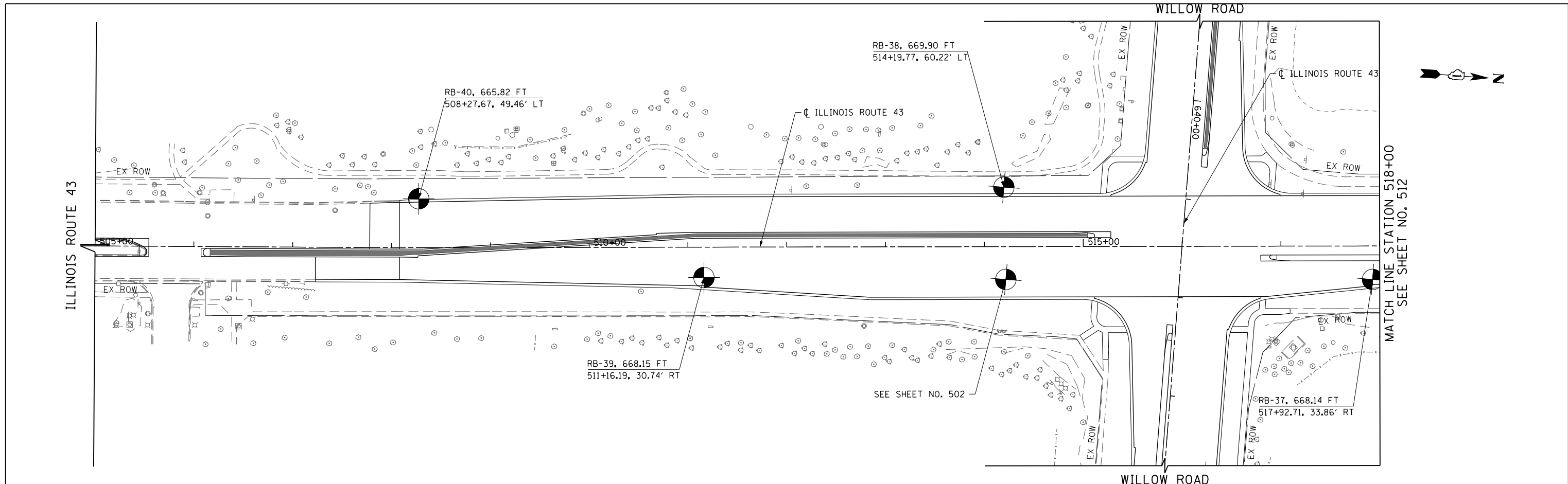
WILLOW ROAD SOIL BORING PLAN AND PROFILE

SCALE: HORIZ: 1"=50' VERT: 1"=5' SHEET NO. 510 OF 919 SHEETS STA. 728+00 TO STA. 740+00

F.A.P. RTE. 305	SECTION (1920.01,1518,2022&1922.4)BR	COUNTY COOK	TOTAL SHEETS 919	SHEET NO. 510
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	

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

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



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PLOT DATE = 11/1/2012		DATE - 10/31/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

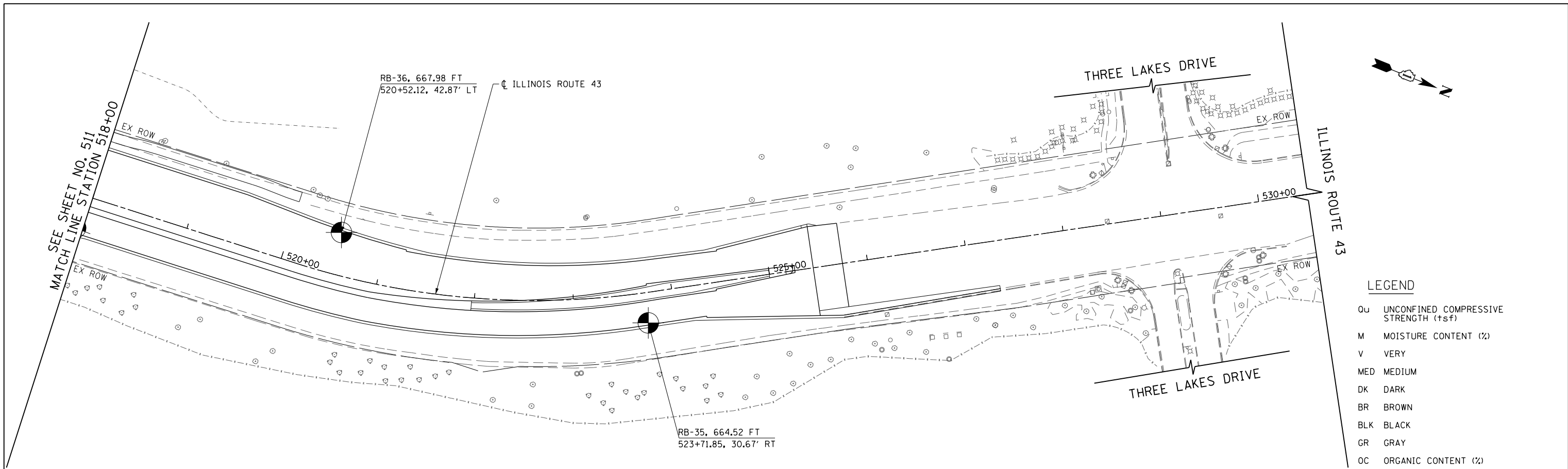
ILLINOIS ROUTE 43 SOIL BORING PLAN AND PROFILE

SCALE: HORIZ: 1"=50'
VERT: 1"=5' SHEET NO. 511 OF 919 SHEETS STA. 505+00 TO STA. 518+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)BR	COOK	919	511
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	

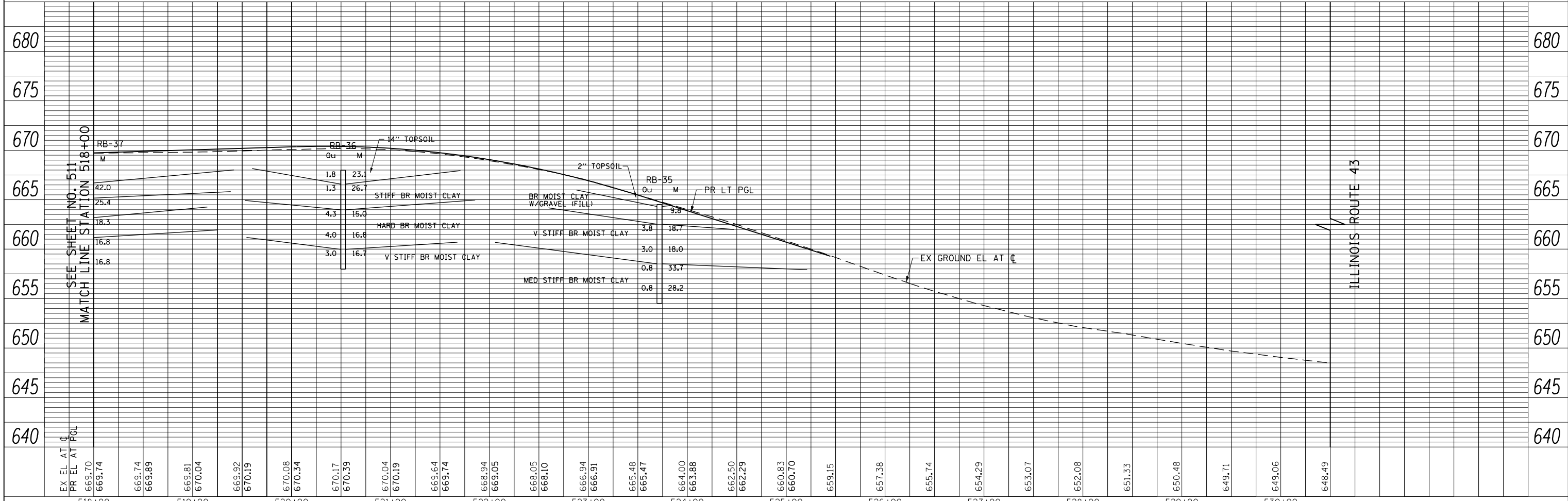
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	PLOTTED		
	CHECKED		
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	NO.		

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



LEGEND

- Qu UNCONFINED COMPRESSIVE STRENGTH (+sf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)



EX EL AT C	669.70	669.74	669.74	669.81	670.04	669.92	670.19	670.08	670.34	670.17	670.39	670.04	670.19	669.64	669.74	668.94	669.05	668.05	668.10	666.94	666.91	665.48	665.47	664.00	663.88	662.50	662.29	660.83	660.70	659.15	657.38	655.74	654.29	653.07	652.08	651.33	650.48	649.71	649.06	648.49
PR EL AT PGL	669.70	669.74	669.74	669.81	670.04	669.92	670.19	670.08	670.34	670.17	670.39	670.04	670.19	669.64	669.74	668.94	669.05	668.05	668.10	666.94	666.91	665.48	665.47	664.00	663.88	662.50	662.29	660.83	660.70	659.15	657.38	655.74	654.29	653.07	652.08	651.33	650.48	649.71	649.06	648.49

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PLOT DATE = 11/1/2012		DATE = 10/31/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ILLINOIS ROUTE 43 SOIL BORING PLAN AND PROFILE

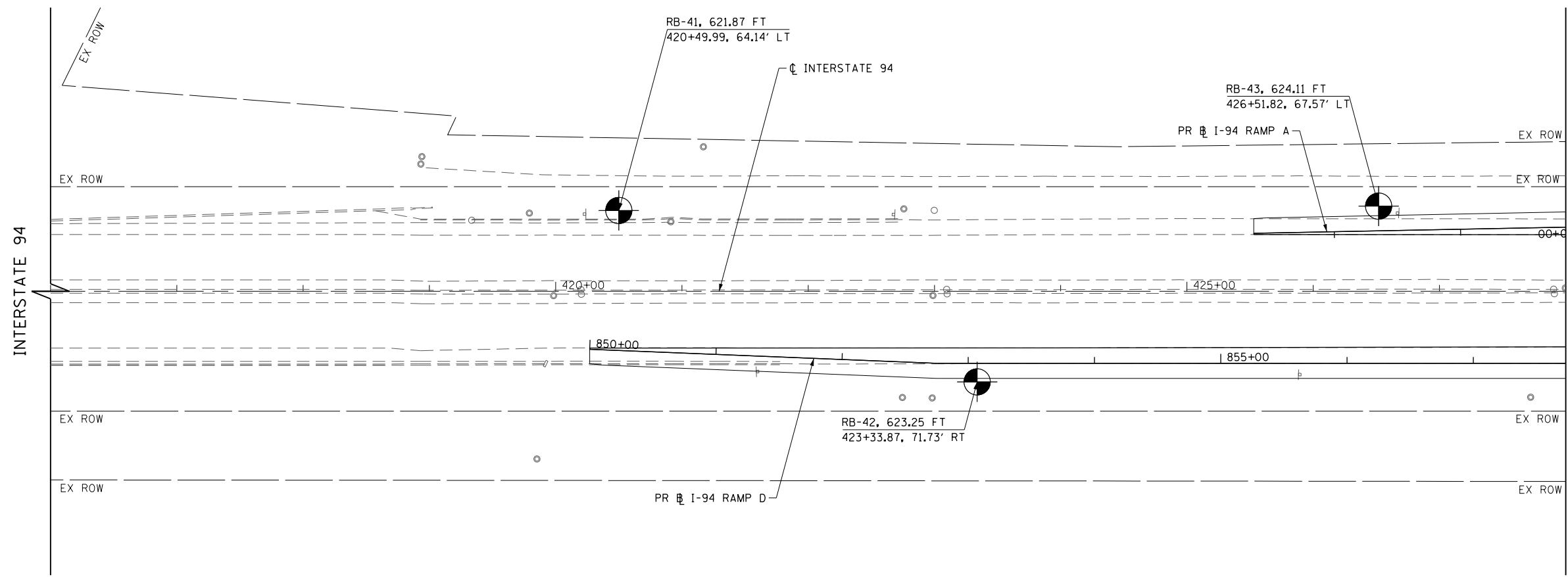
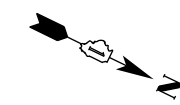
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VERT: 1"=5'

SHEET NO. 512 OF 919 SHEETS STA. 518+00 TO STA. 530+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)BR	COOK	919	512
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	

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	PLOTTED		
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	ALIGNED		
	FILE NAME		
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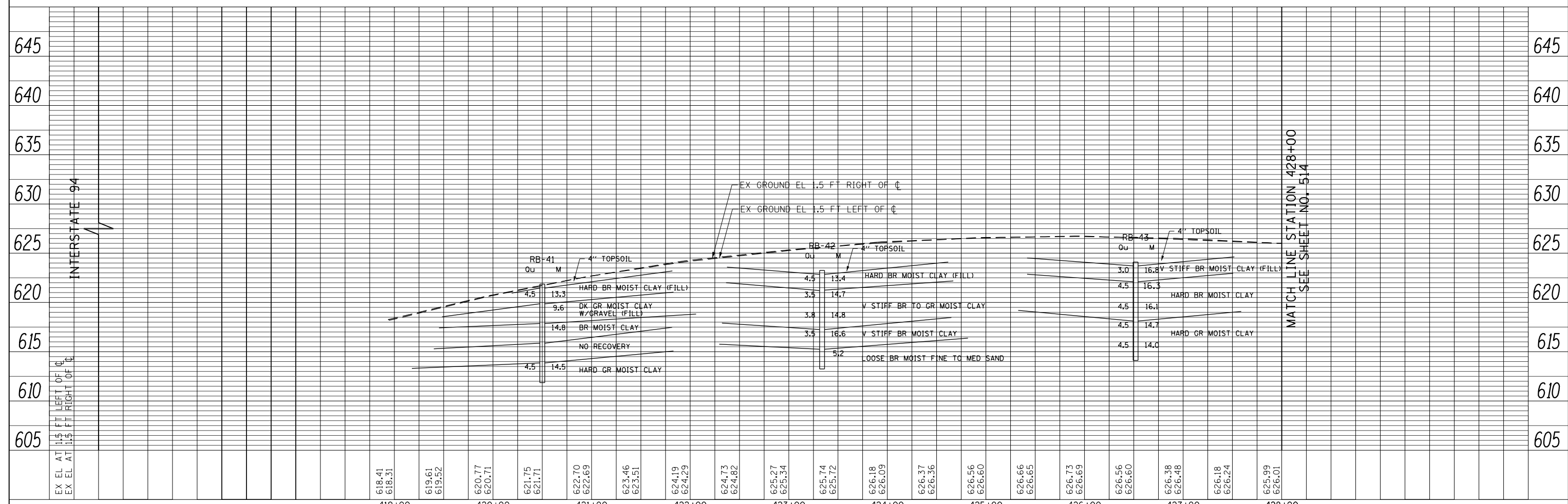
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	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



MATCH LINE STATION 428+00
SEE SHEET NO. 514

LEGEND

- Qu UNCONFINED COMPRESSIVE STRENGTH (tsf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)

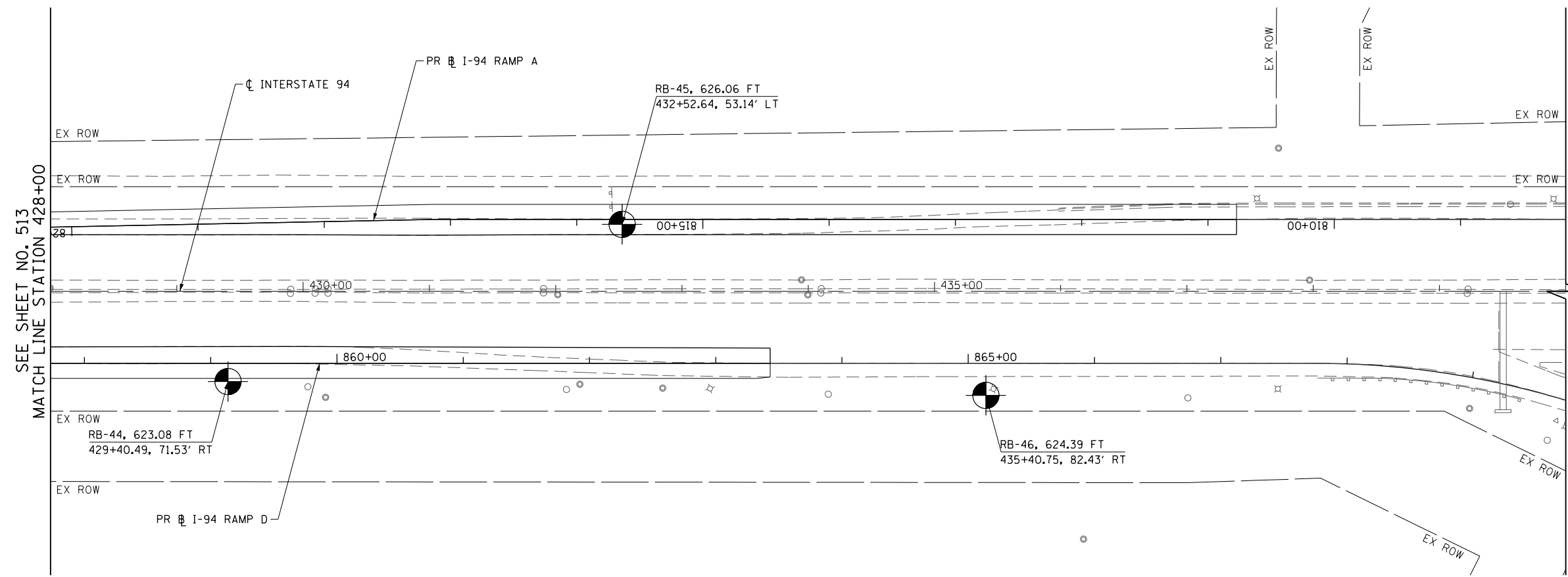


MATCH LINE STATION 428+00
SEE SHEET NO. 514

FILE NAME =	USER NAME = BAW:trt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSTATE 94 SOIL BORING PLAN AND PROFILE	F.A.P. RTE. 305	SECTION (1920.01,1518,2022&1922.4)BR	COUNTY COOK	TOTAL SHEETS 919	SHEET NO. 513
G:\CHI1\158\Road\Sheets\DI60135-SHT-SOIL-13.dgn		DRAWN -	REVISED -			CONTRACT NO. 60T35				
PLOT SCALE = 100.000' / in.		CHECKED -	REVISED -		SCALE: HORIZ: 1"=50'	SHEET NO. 513 OF 919 SHEETS		STA. 416+00 TO STA. 428+00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT
PLOT DATE = 11/1/2012		DATE = 10/31/2012	REVISED -		VER: 1"=5'					

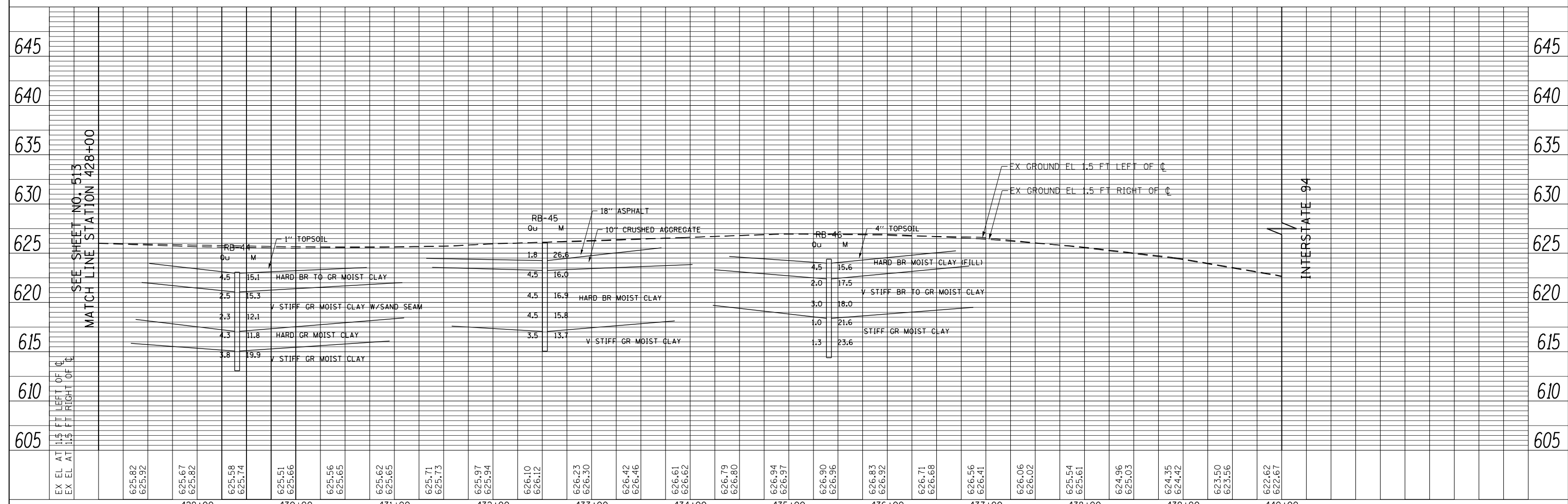
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	PLOTTED		
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	FILED		
NOTE BOOK NO.	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	GRADES		
	STRUCTURE		
	NOTATIONS		
NOTE BOOK NO.	CADD FILE NAME		



LEGEND

- Ou UNCONFINED COMPRESSIVE STRENGTH (tsf)
- M MOISTURE CONTENT (%)
- V VERY
- MED MEDIUM
- DK DARK
- BR BROWN
- BLK BLACK
- GR GRAY
- OC ORGANIC CONTENT (%)



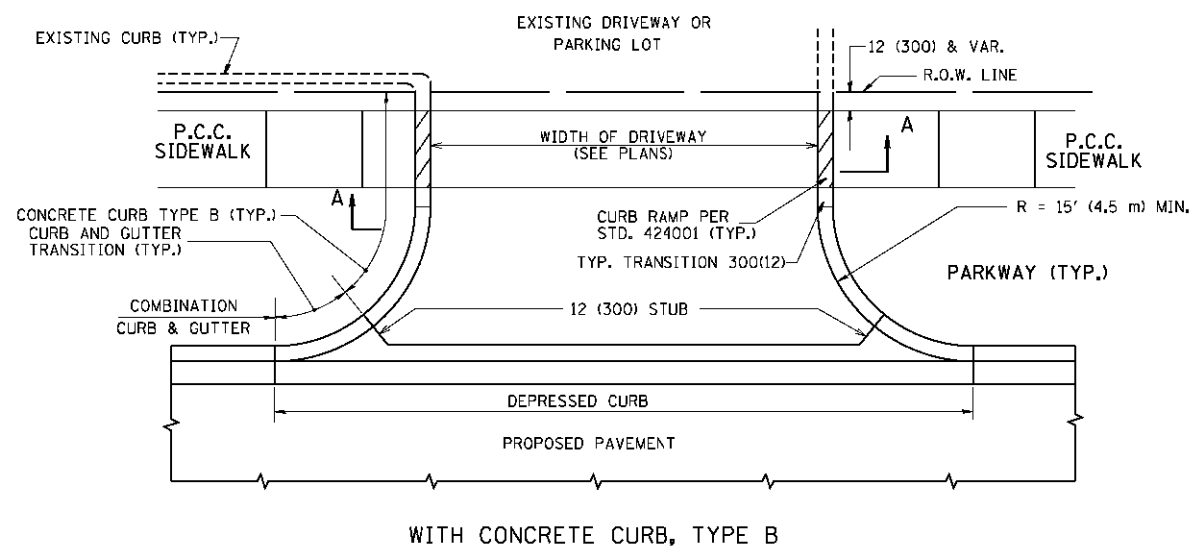
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EX EL AT 11.5 FT RIGHT OF C																																																				
	429+00	430+00	431+00	432+00	433+00	434+00	435+00	436+00	437+00	438+00	439+00	440+00																																								

FILE NAME =	USER NAME = BAW:ort	DESIGNED -	REVISED -
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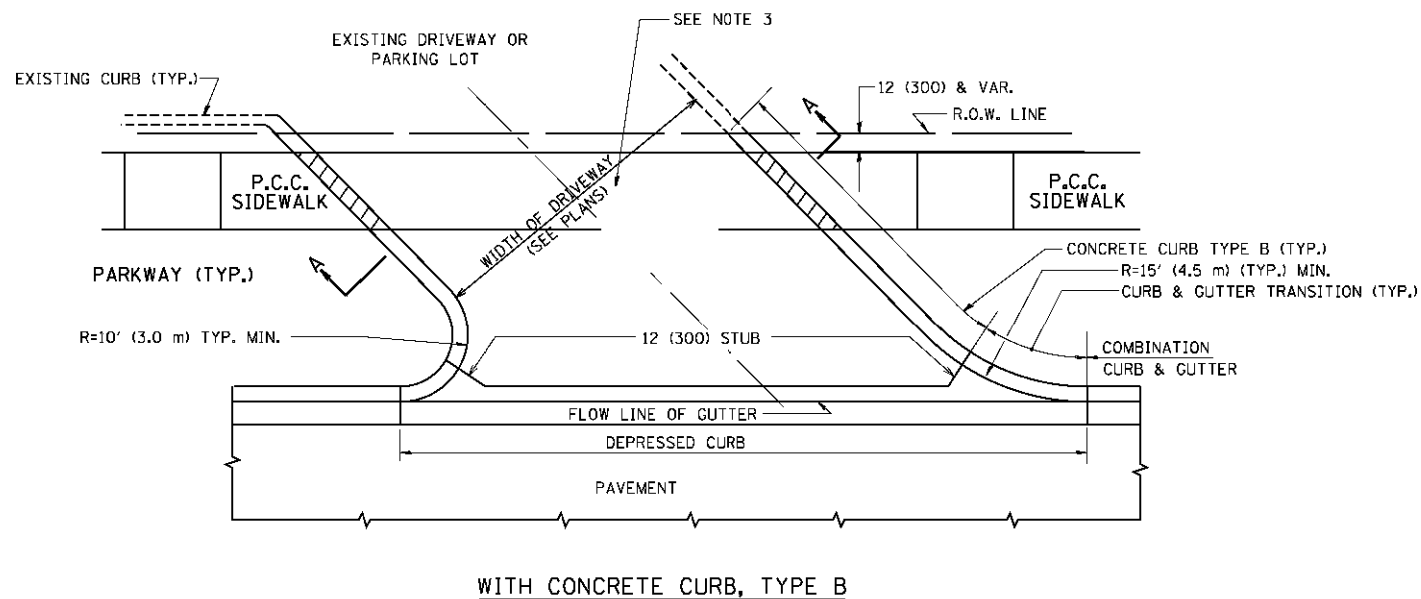
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERSTATE 94 SOIL BORING PLAN AND PROFILE	
SCALE: HORIZ: 1"=50' VERT: 1"=5'	SHEET NO. 514 OF 919 SHEETS STA. 428+00 TO STA. 440+00

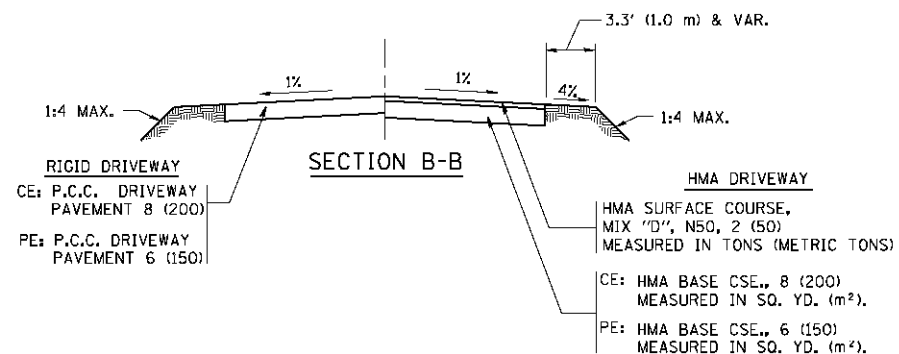
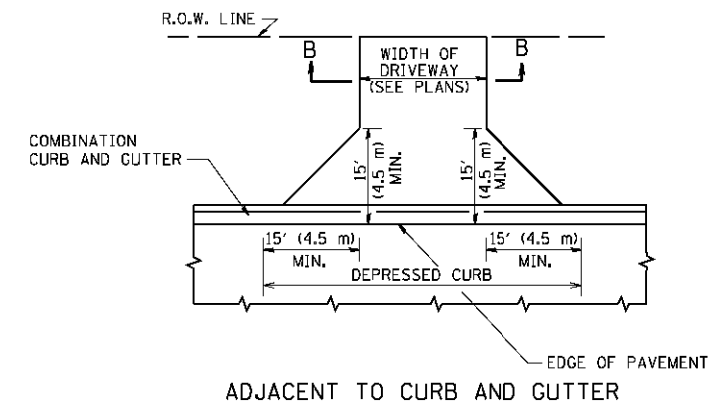
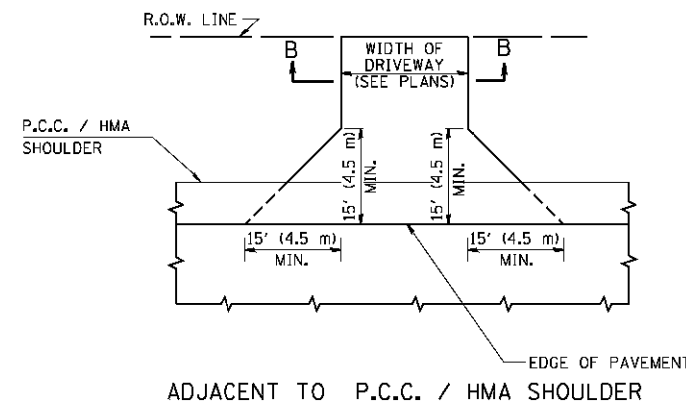
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)BR	COOK	919	514
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

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

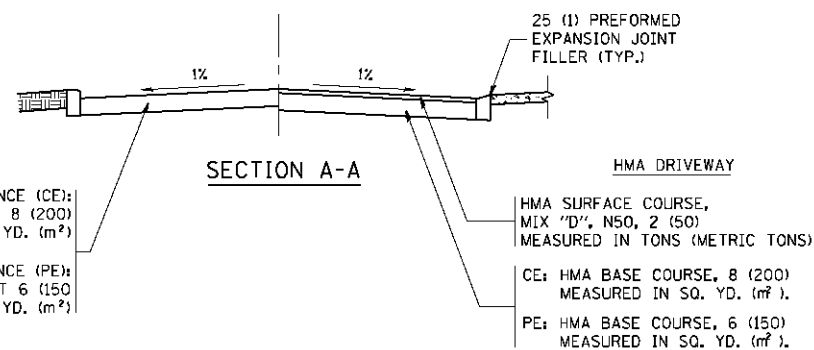
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

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

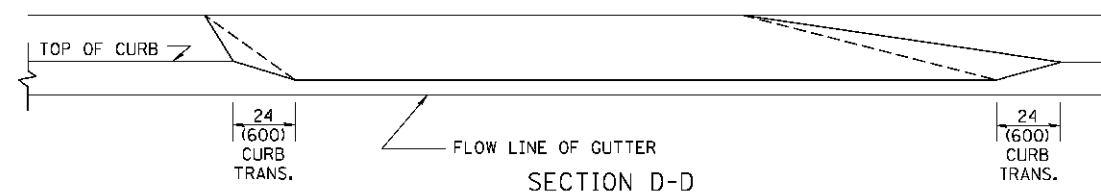
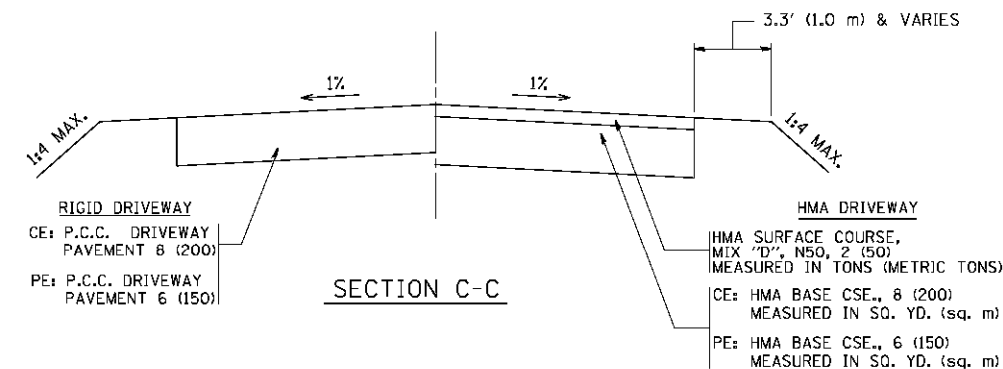
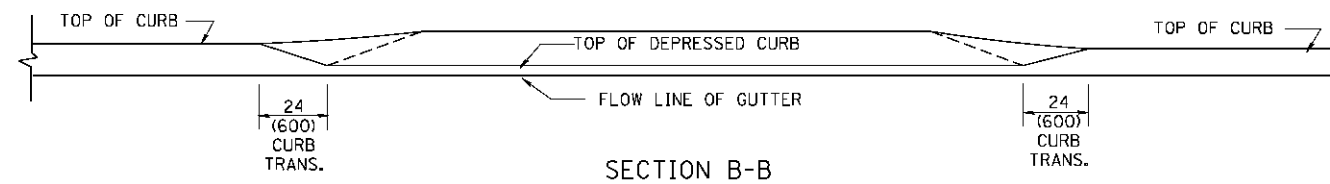
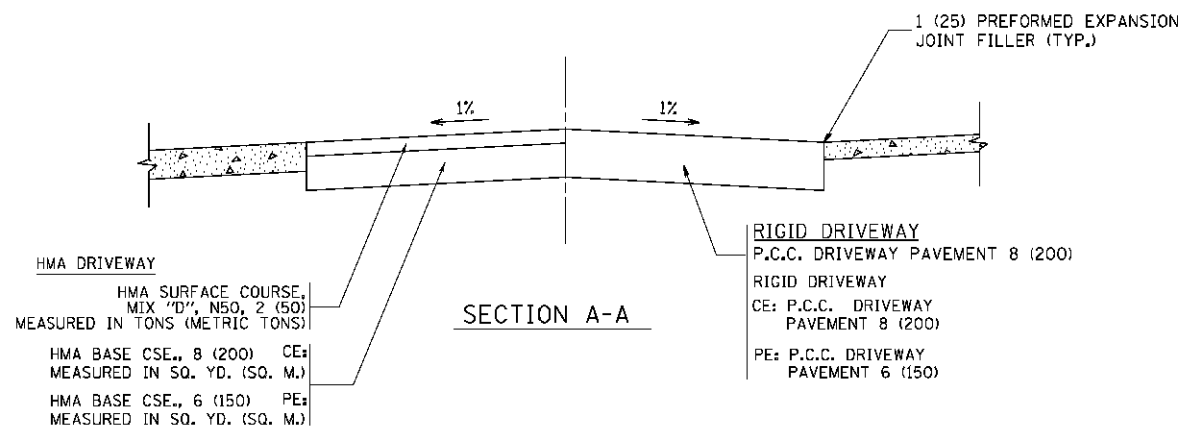
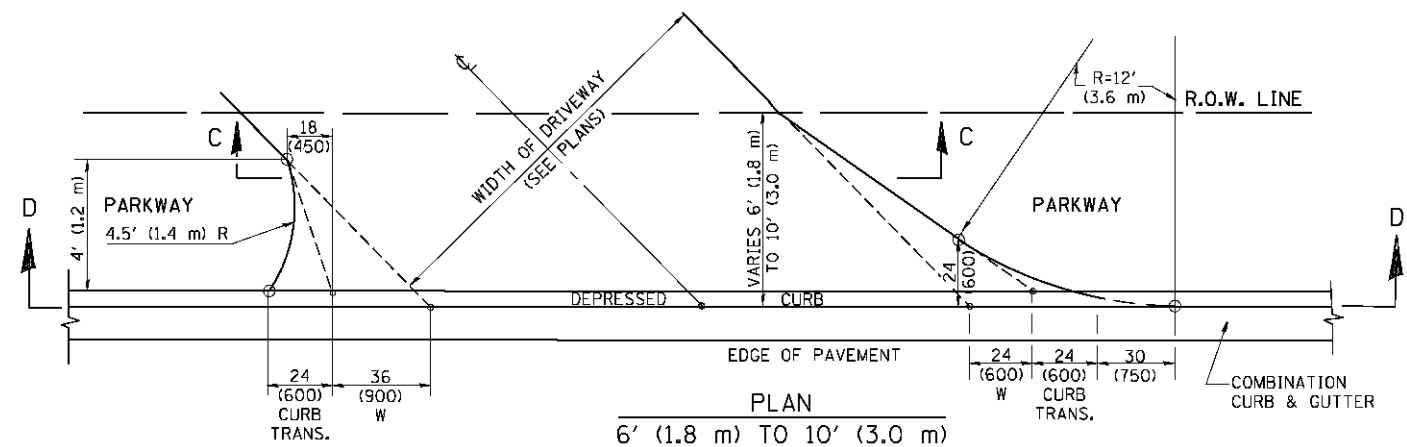
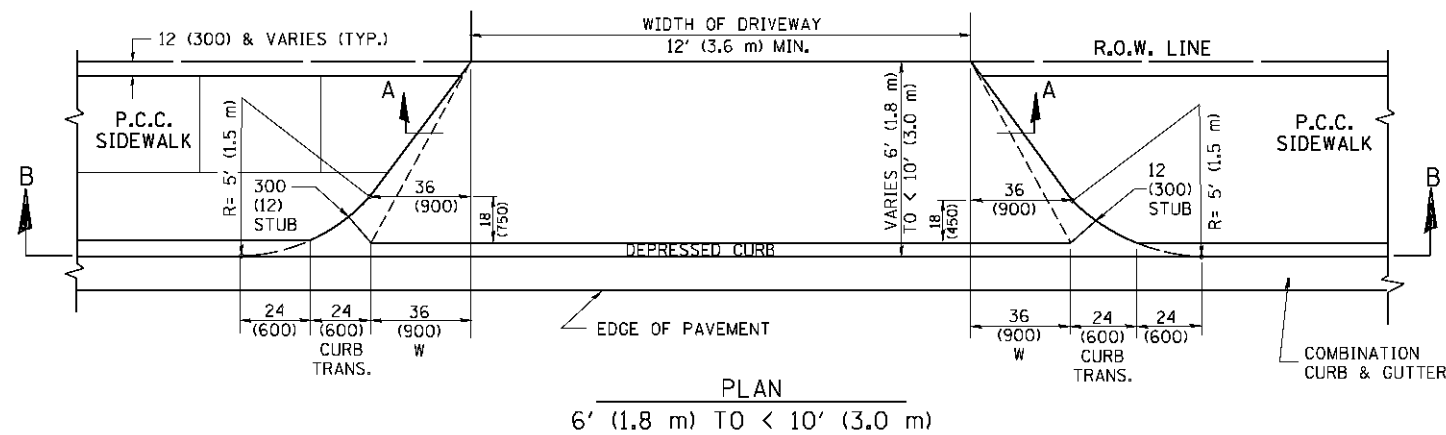
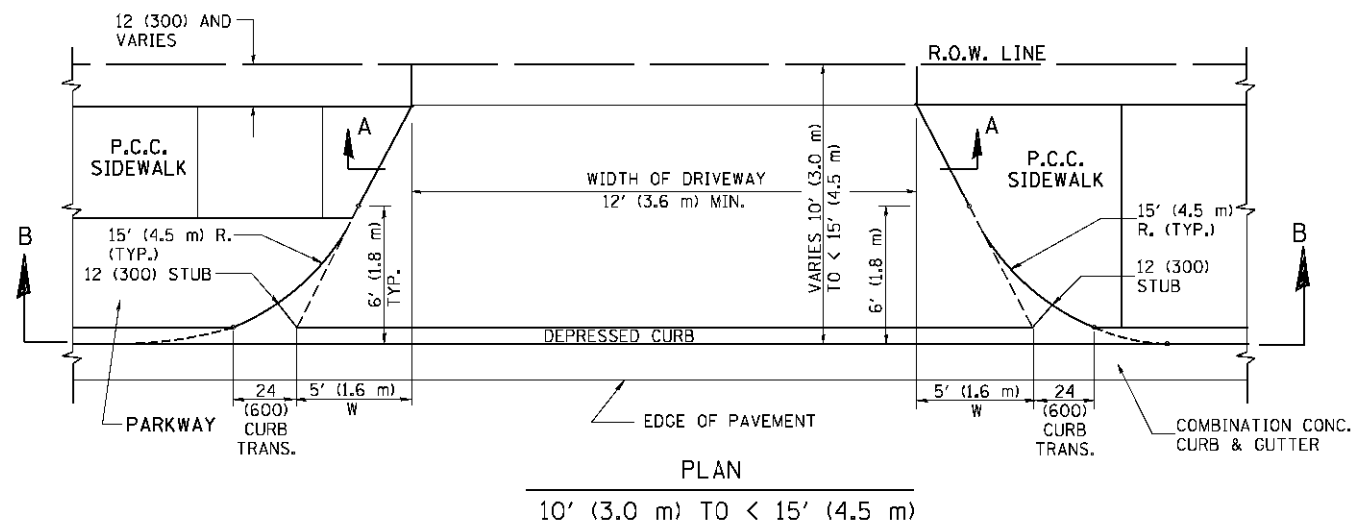


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	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920.01,1518,2022&1922.4B/R	COOK	919	515
BD0156-07 (BD-01)		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS/FED. AID PROJECT				



GENERAL NOTES

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

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

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

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

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

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

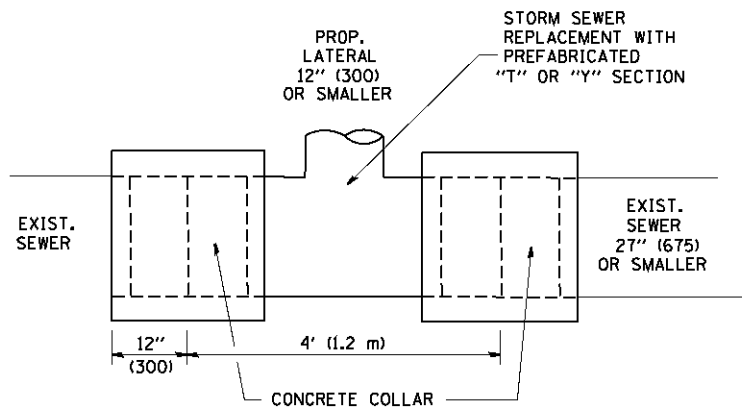
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

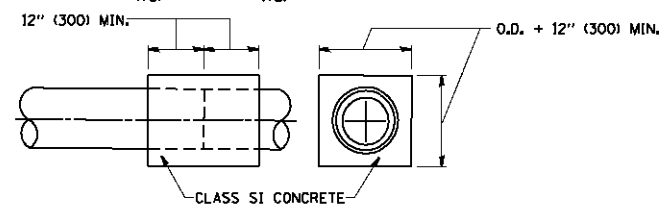
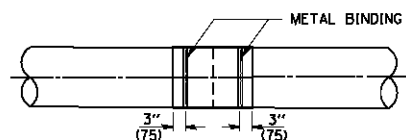
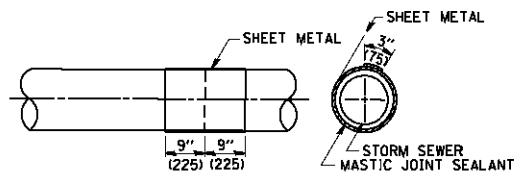
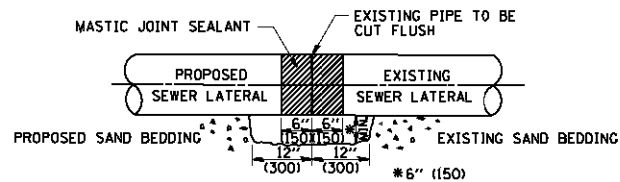
DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920.01,1518,2022&1922.4B/R	COOK	919	516
BD400-02 (BD-02)		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

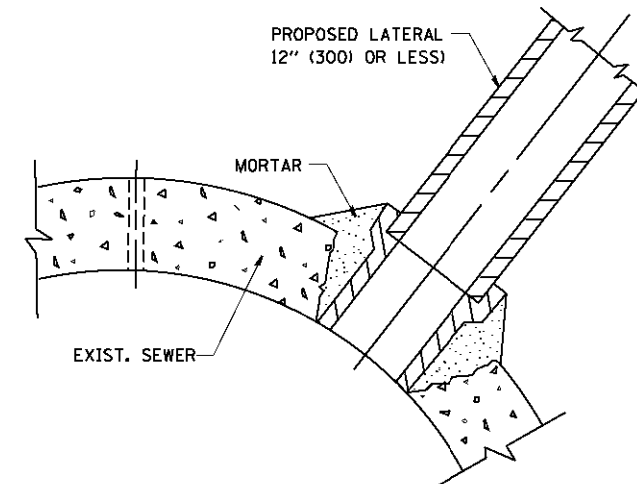


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

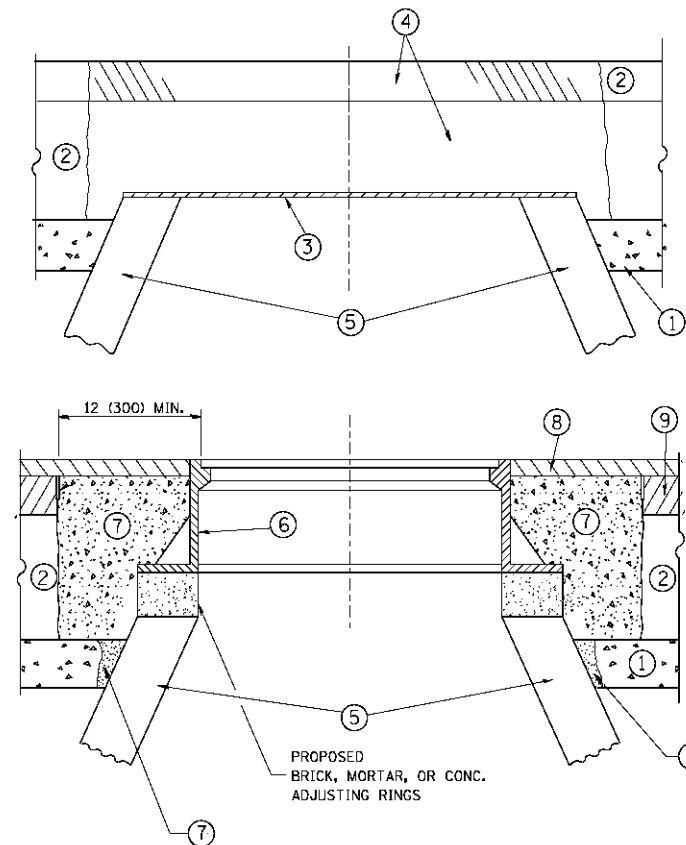
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	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B1R	COOK	919	517
BD500-01 (BD-7)		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

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

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

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

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

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

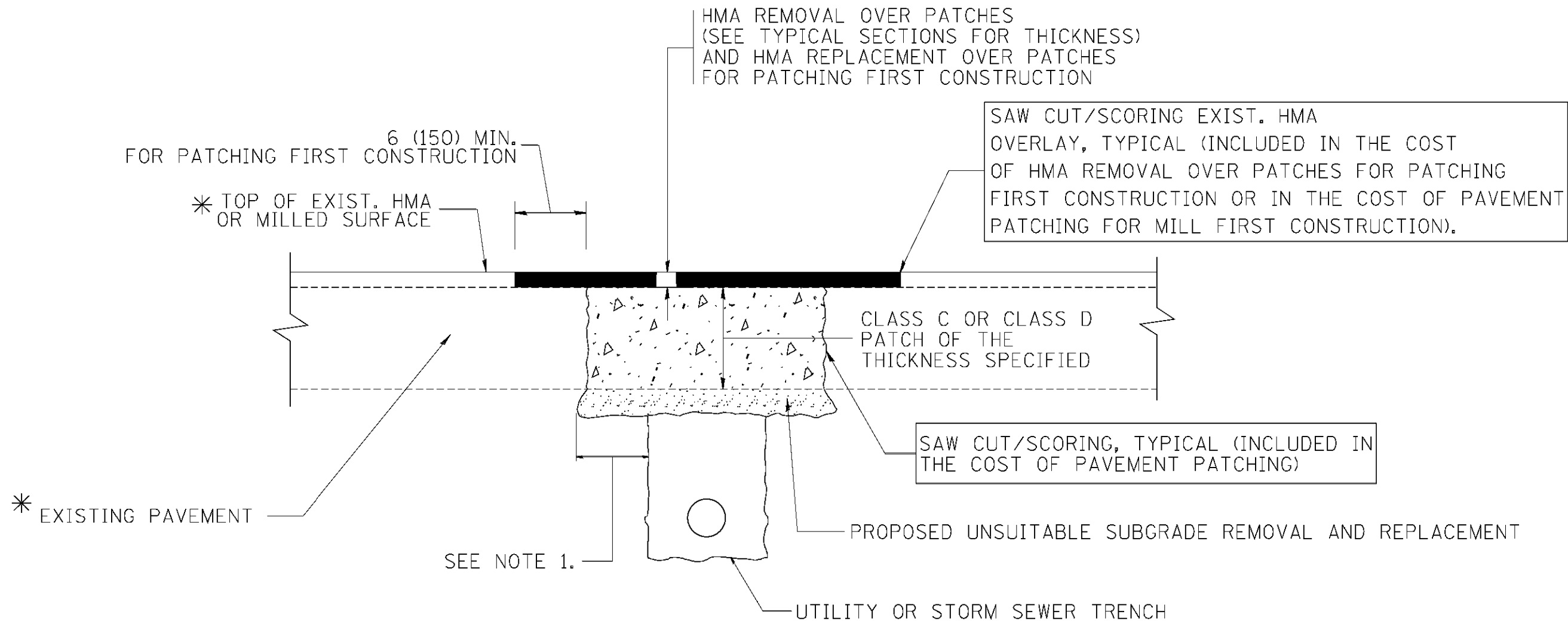
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
os:\p\work\pwi\dot\bauerdl\d0108315\b008.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLLOT SCALE = 1/8" = 1' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B1R	COOK	919	518
BD600-03 (BD-8)		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME = c:\projects\dietatd22x34\bd22.dgn	USER NAME = bouerd1	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	305	1920..01,1518,2022&1922.4BIR	COOK	919	519
		PLOT SCALE = 50.000' / IN.	CHECKED -		REVISED - R. BORO 09-04-07				BD400-04 (BD-22)		CONTRACT NO. 60T35				
		PLOT DATE = 10/27/2000	DATE - 10-25-94		REVISED - K. ENG 10-27-08	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

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

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

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

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

18" (450) MAX.

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

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

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

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

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

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

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

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

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

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

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

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

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

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

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

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

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

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

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

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

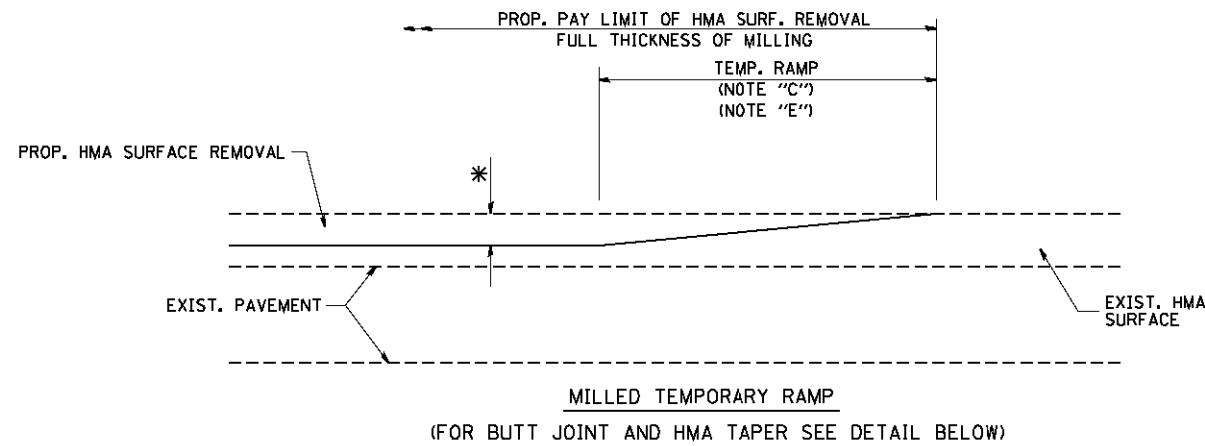
BASIS OF PAYMENT:

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

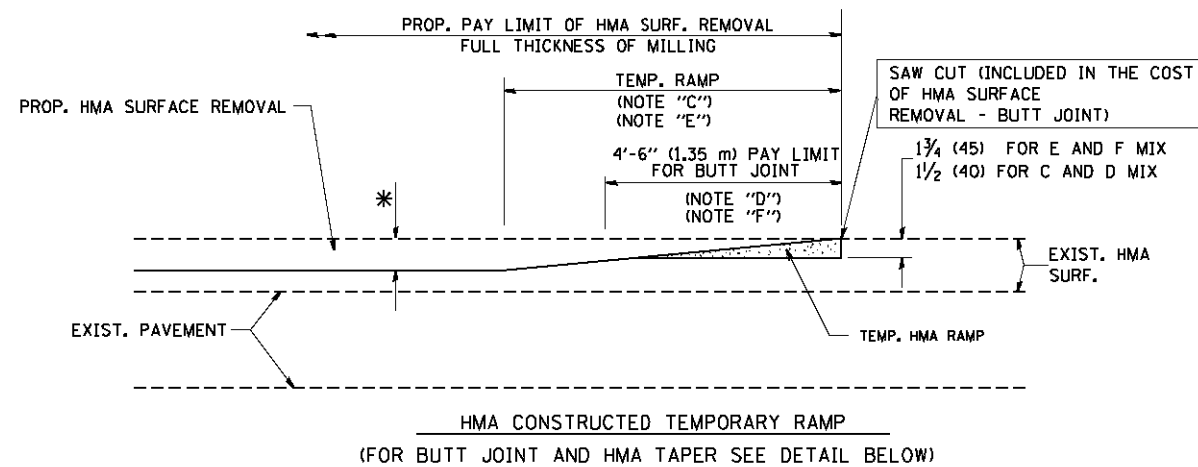
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME	USER NAME	DESIGNED - A. HOUSE+	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN -	REVISED - A. ABBAS 03-21-97					305	1920..01,1518,2022&1922.4BIF	COOK	919	520		
		PLOT SCALE 50.0000' / IN.	CHECKED -					REVISED - M. GOMEZ 01-22-01	BD600-06 (BD-24)			CONTRACT NO. 60T35		
		PLOT DATE 12/15/2009	DATE - 03-11-94					REVISED - R. BORO 12-15-09	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1

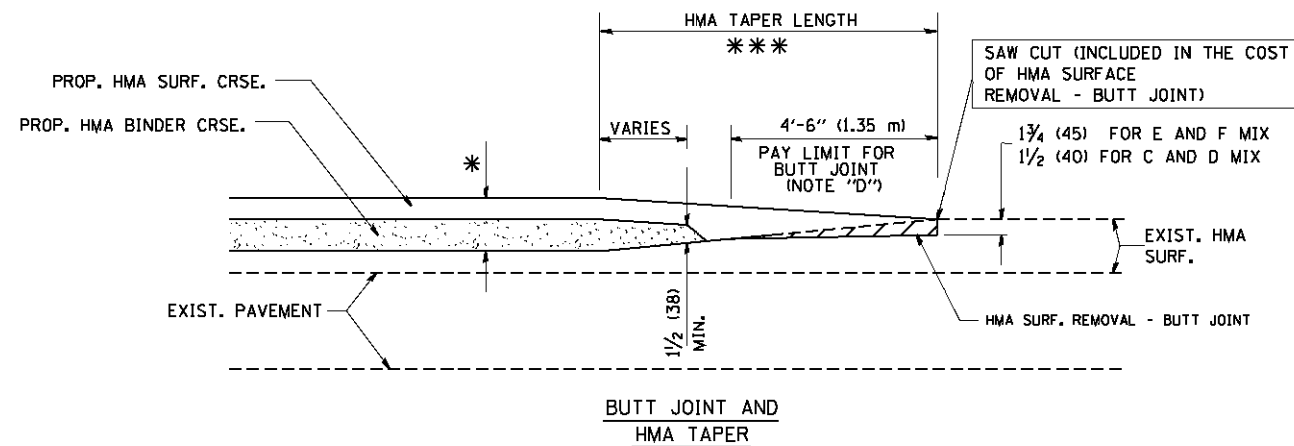


OPTION 1

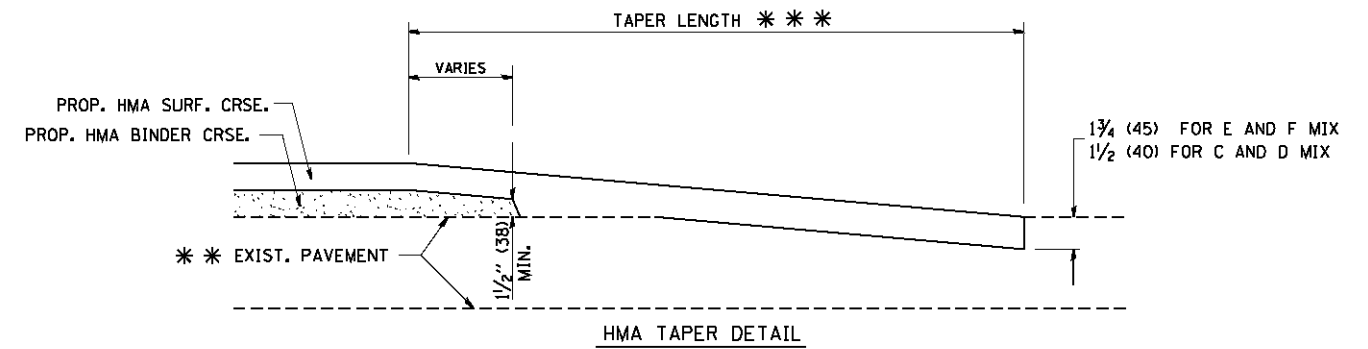
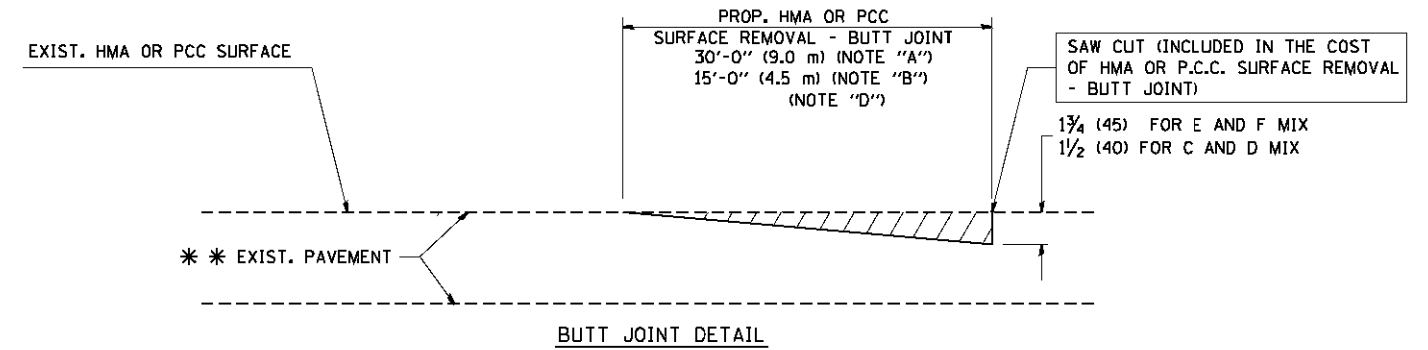


OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

FILE NAME = W:\d\state\22x34\bd32.dgn

USER NAME = geglanobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED - M. DE YONG
DRAWN -
CHECKED -
DATE - 06-13-90

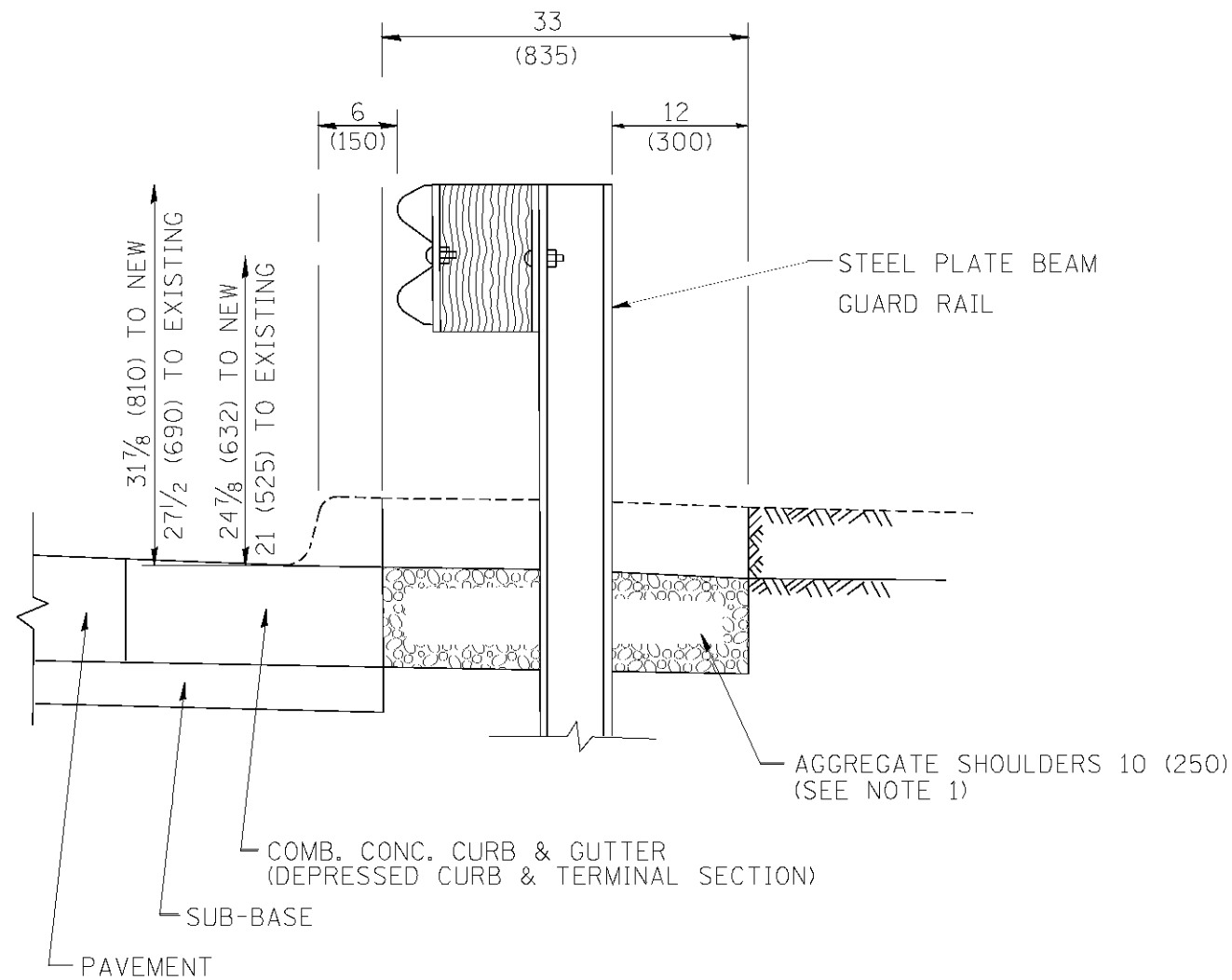
REVISED - R. SHAH 10-25-94
REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

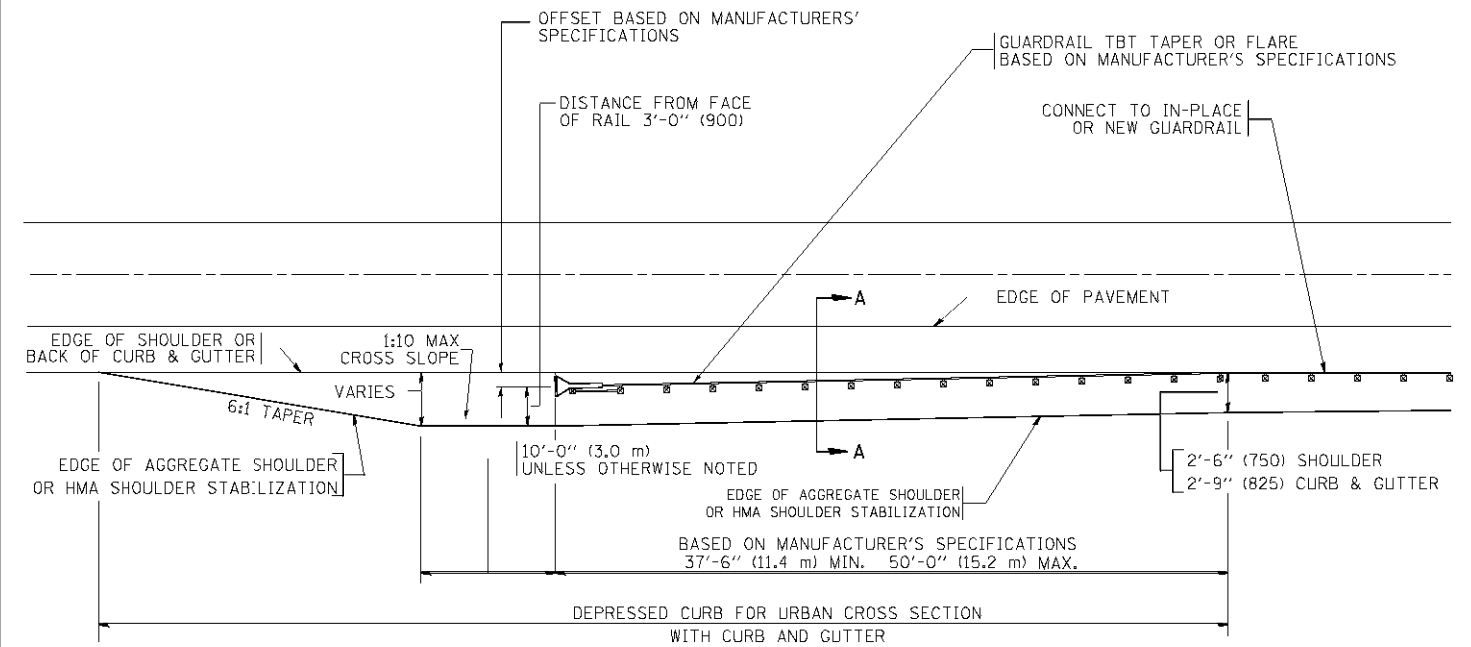
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B1R	COOK	919	521
BD400-05 BD32		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SECTION A-A

- NOTES: 1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

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



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.**

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

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

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

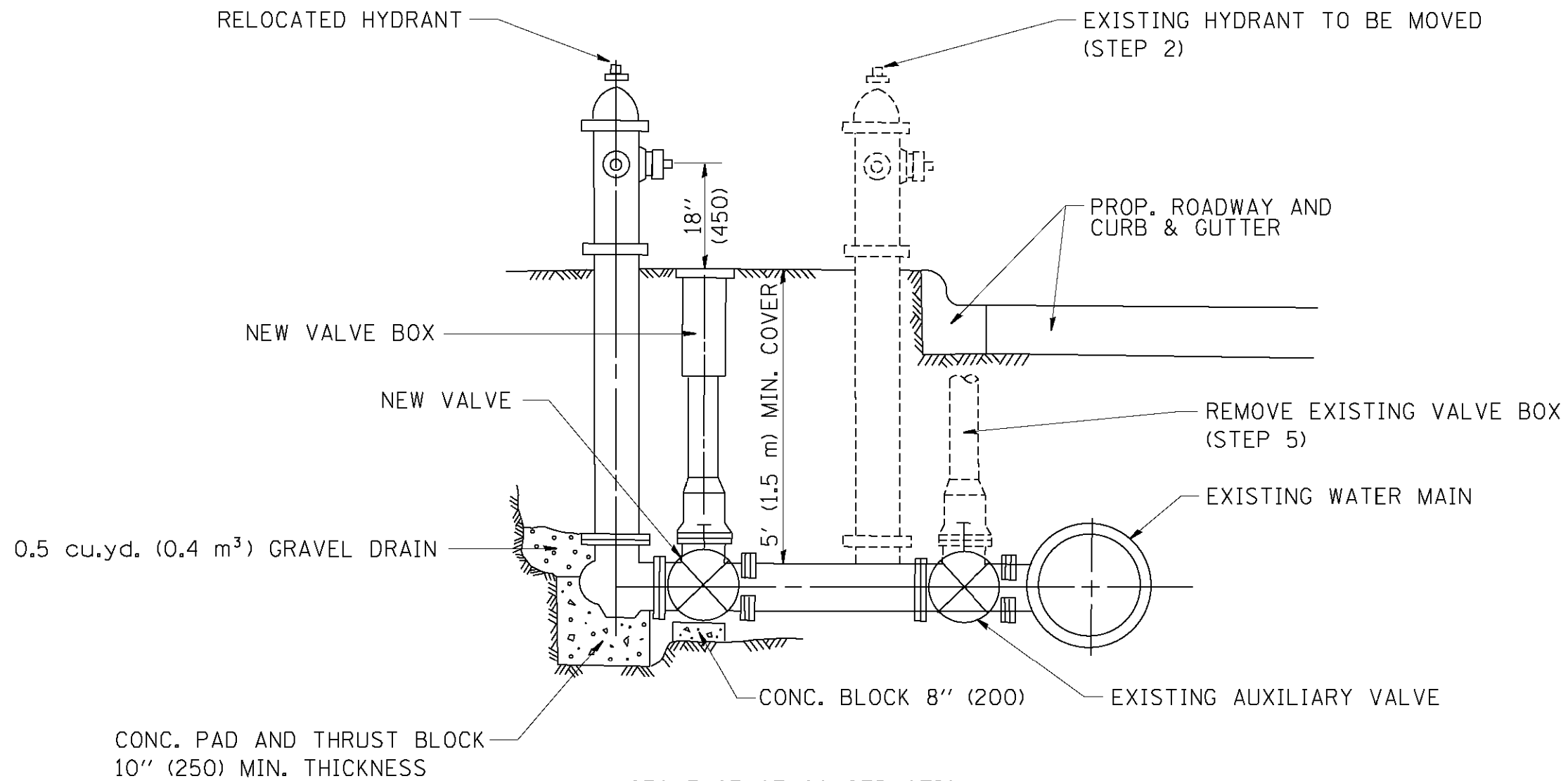
FILE NAME	USER NAME	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00
		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 12-08-2008
		DATE - 09-22-90	REVISED - R. BORO 09-14-2009

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY 1 SPL.**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B1R	COOK	919	522
BD600-10 (BD 34)		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION:

1. CLOSE EXISTING VALVE.
2. REMOVE EXISTING HYDRANT.
3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
4. RELOCATE EXISTING HYDRANT.
5. OPEN EXISTING VALVE, REMOVE BOX.
6. BACKFILL.
7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

ALL WORK TO BE DONE IN ACCORDANCE WITH ARTICLE 564 OF THE STANDARD SPECIFICATIONS. NEW VALVE AND BOX SHALL BE SAME MAKE AND MODEL AS EXISTING.

FIRE HYDRANT TO BE MOVED

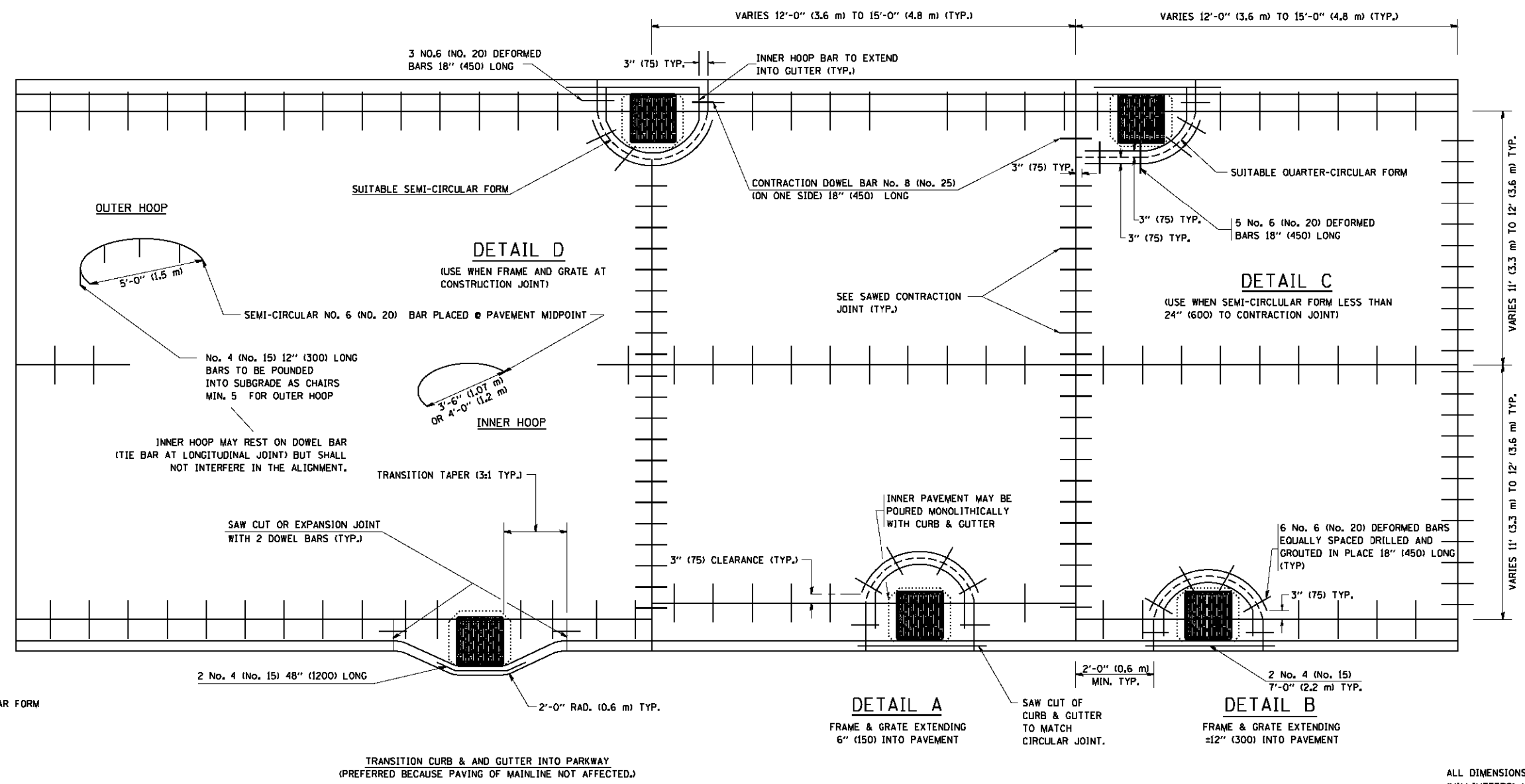
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\distad\22x34\bd36.dgn	USER NAME = gegl1enobt	DESIGNED - DRAWN -	REVISED - R. SHAH 09-09-94 REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FIRE HYDRANT TO BE MOVED			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN. PLOT DATE = 1/4/2008	CHECKED - DATE -	REVISED - REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920,,01,1518,2022&1922.4B1R	COOK	919
								BD-36		CONTRACT NO. 60T35		
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED
WHEN THE GUTTER FLAG IS
LESS THAN 24"

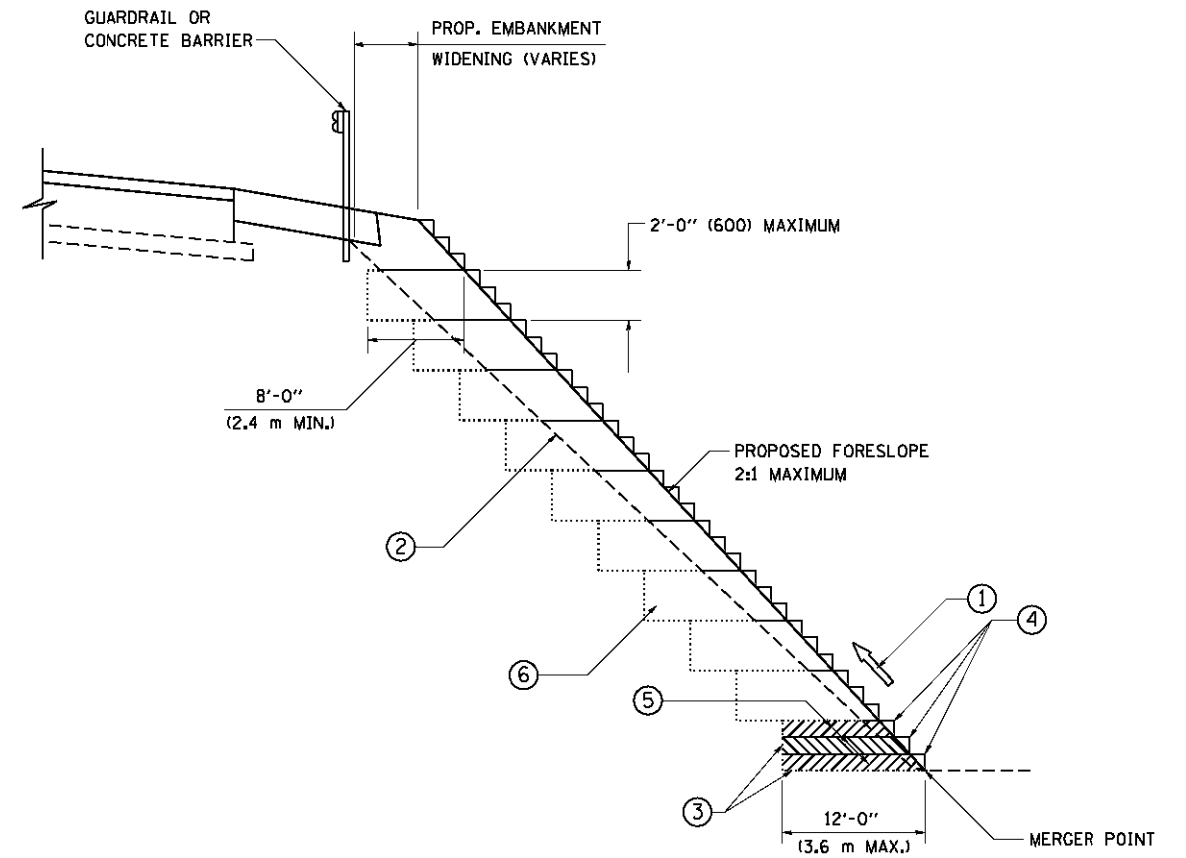
- NOTES :
1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
 2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT, EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
 3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
 4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
 5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
 6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
 7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
 8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
 9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



LEGEND:
..... CASTING
----- SUITABLE SEMI-CIRCULAR FORM

ALL DIMENSIONS ARE IN INCHES
(MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\d\state\22x34\bd48.dgn	USER NAME = geglennobt	DESIGNED - A. ABBAS	REVISED - T. MATOUSEK 08-28-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - TOM MATOUSEK	REVISED - T. MATOUSEK 10-02-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920,01,1518,2022&1922,4B/R	COOK	919 524
		CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02						BD-48			CONTRACT NO. 60T35
		DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



**TYPICAL BENCHING DETAIL
FOR EMBANKMENT**

NOTES:

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

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

FILE NAME = W:\distatd\22x34\bd51.dgn	USER NAME = gegl1enobt	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED - S.E.B.	REVISED -
	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

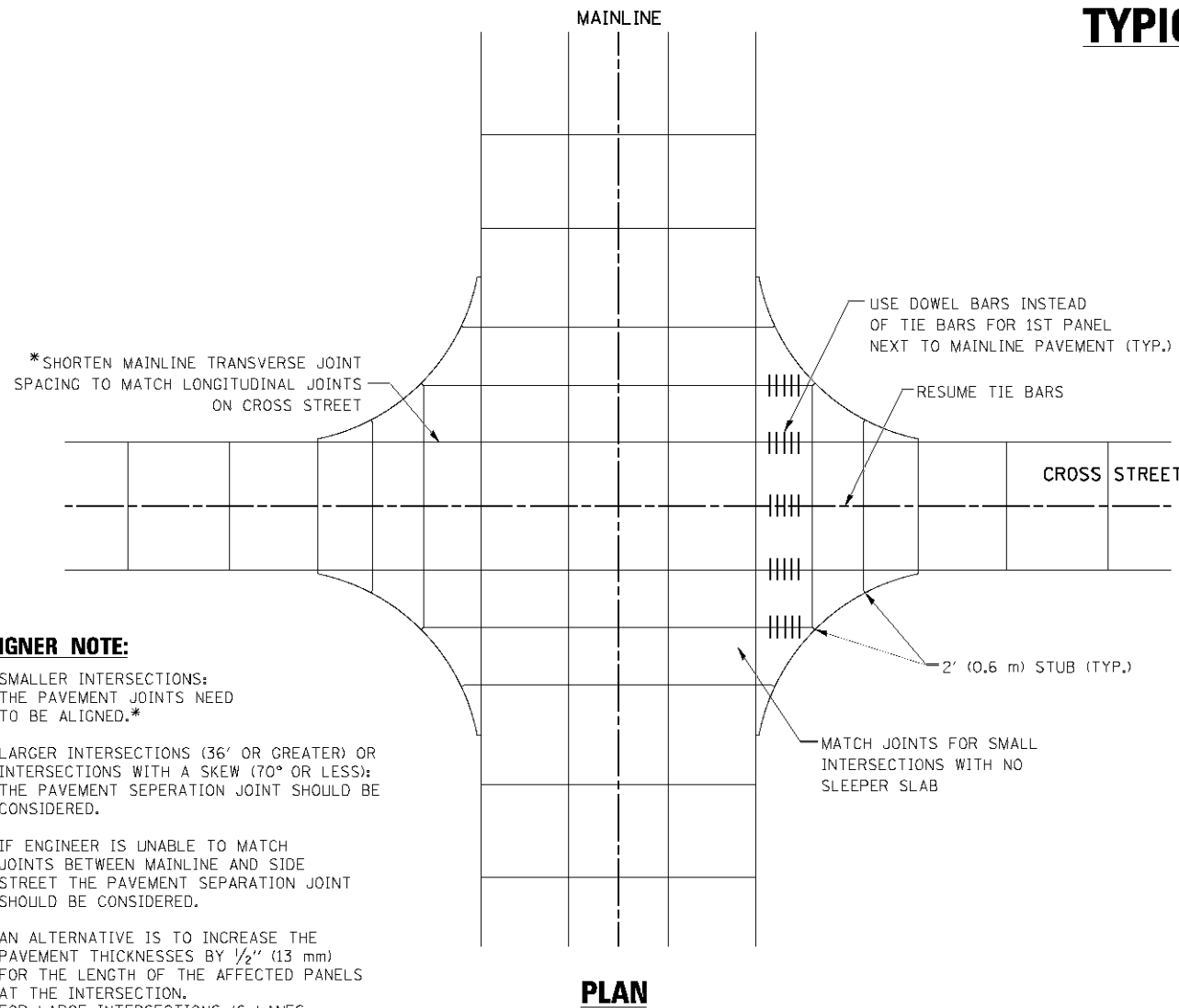
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BENCHING DETAIL FOR EMBANKMENT WIDENING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B/R	COOK	919	525
BD-51		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TYPICAL APPLICATION

THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



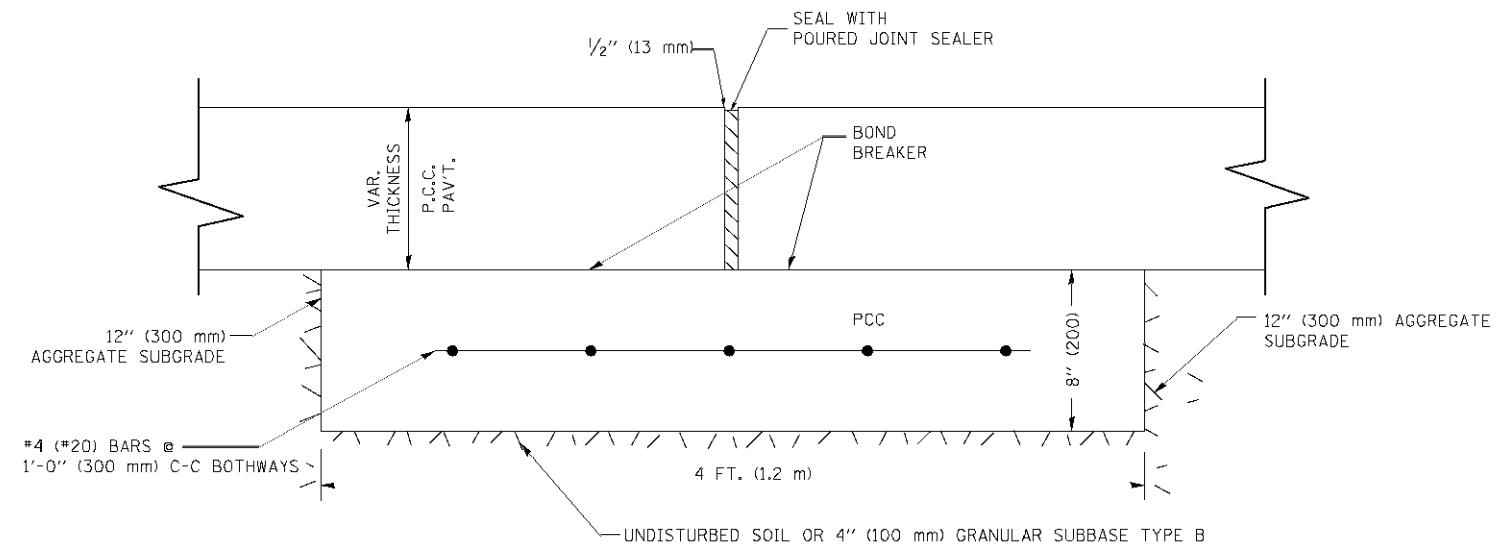
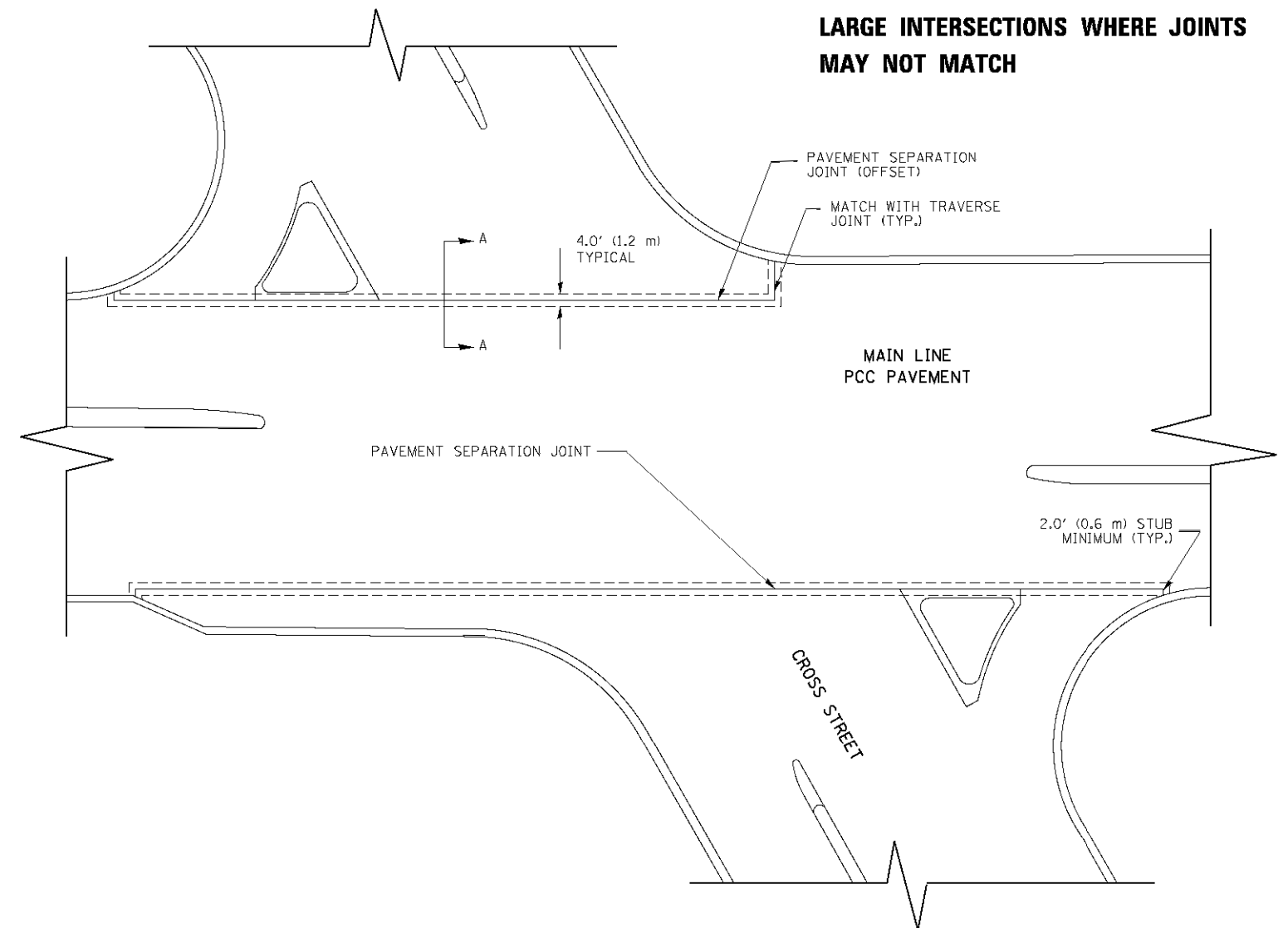
PLAN

DESIGNER NOTE:

1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS); THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



PROPOSED SECTION A-A

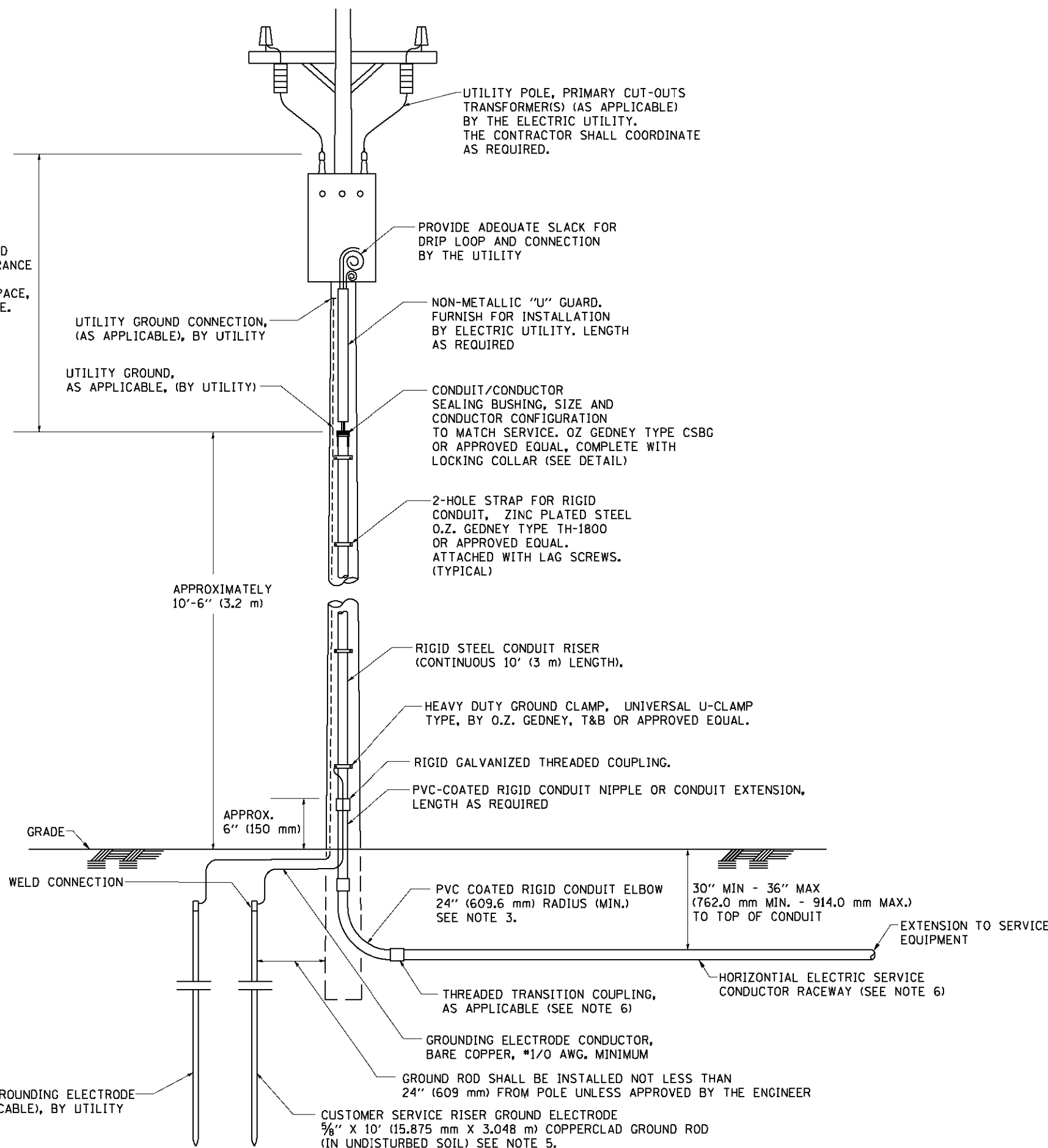
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		DESIGNED - CHECKED -	REVISED - REVISED -
		DESIGNED - DATE -	REVISED - REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAIL OF PAVEMENT SEPARATION
JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS**
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 305	SECTION 1920..01,1518,2022&1922.4BIF	COUNTY COOK	TOTAL SHEETS 919	SHEET NO. 526
BD52		CONTRACT NO. 60T35		
ILLINOIS FED. AID PROJECT				

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

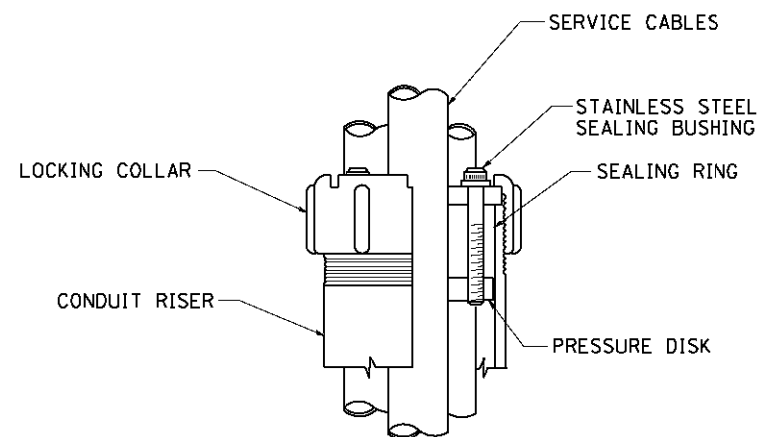


APPLICATION

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

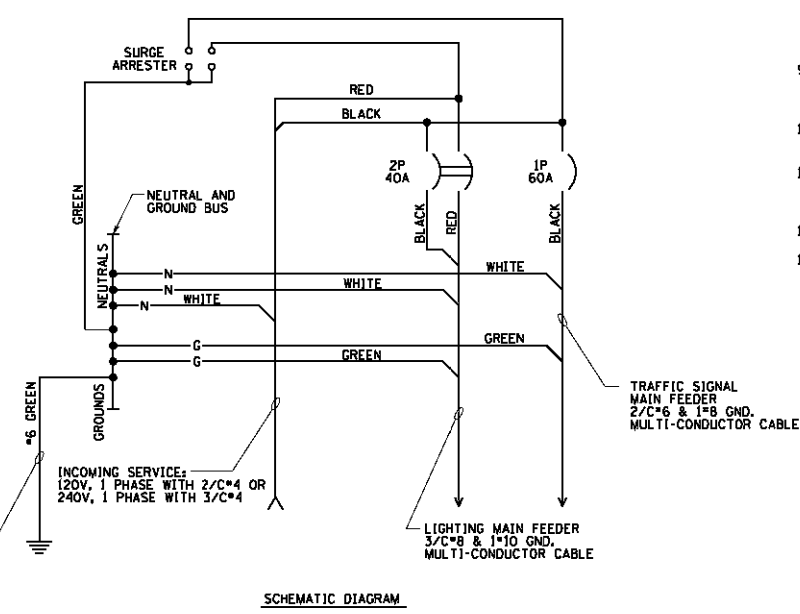
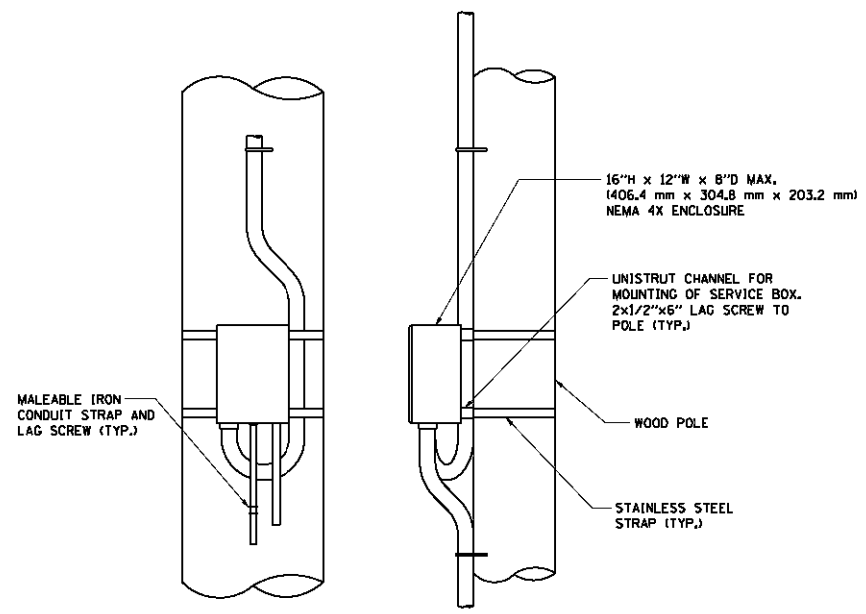
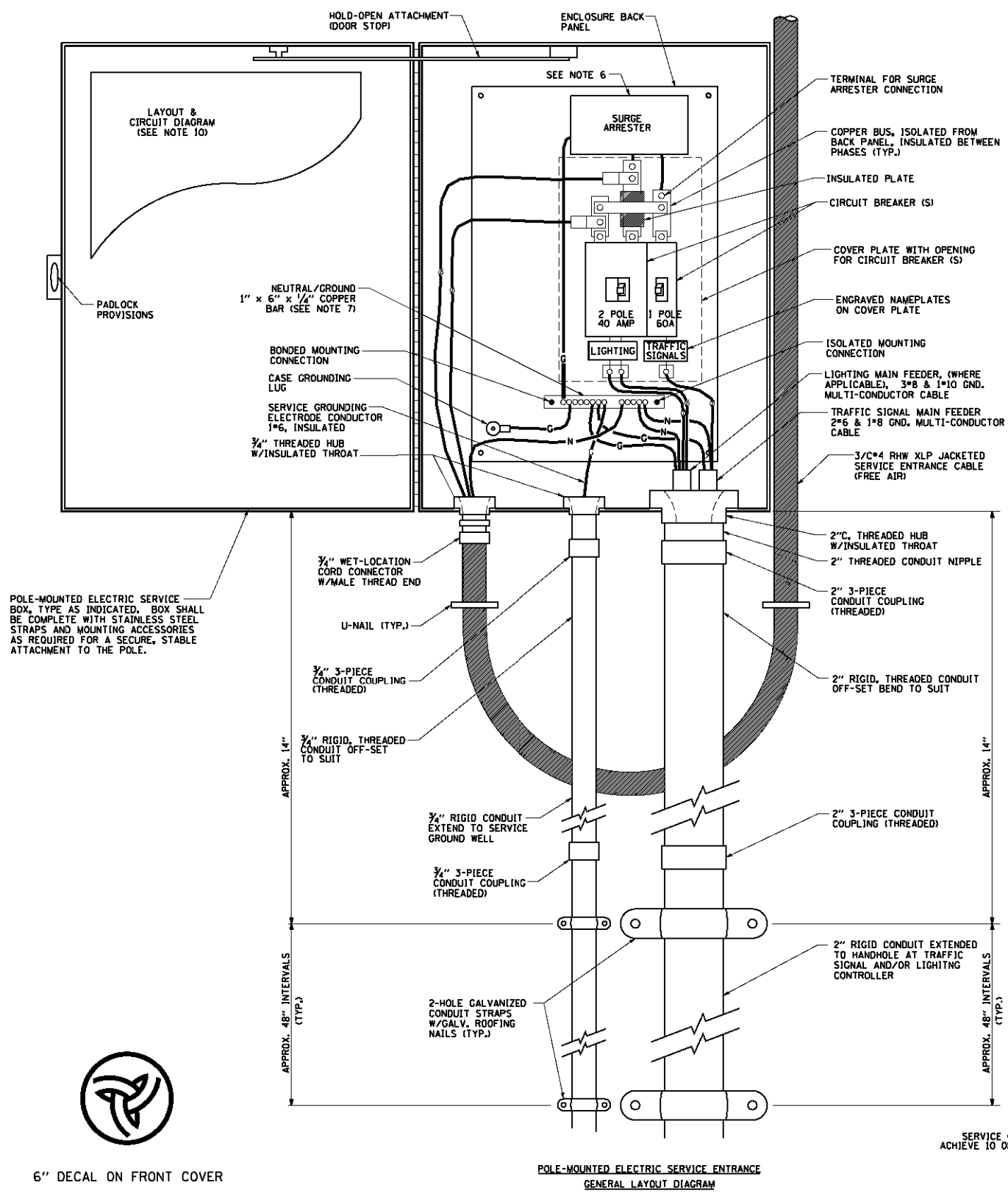
NOTES

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



SEALING BUSHING DETAIL

FILE NAME = W:\d\stsd\22x34\be228.dgn	USER NAME = gegl1enobt	DESIGNED -	REVISED - 03-03-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ELECTRIC SERVICE INSTALLATION AERIAL, REMOTE DISCONNECT		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920,01,1518,2022&1922.4B1R	COOK	919 527
	PLOT DATE = 1/4/2008	CHECKED - MEA	REVISED -						BE-220		CONTRACT NO. 60T35	
		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



- NOTES:**
- ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
 - THE POLE-MOUNTED ELECTRIC SERVICE BOX DETAIL DEPICTS THE BASIC CONSTRUCTION OF THE EQUIPMENT. SLIGHT MODIFICATIONS APPLY FOR DIFFERING SERVICES AND APPLICATIONS AS FOLLOWS:
 - TYPE A FULLY EQUIPPED FOR 240/120V, 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER
 - TYPE A1 FULLY EQUIPPED FOR 240/120V, 3W SERVICE, BLANK COVER IN LIEU OF LIGHTING MAIN BREAKER
 - TYPE B EQUIPPED FOR 120V, SERVICE, COMPLETE WITH 1P, 60A, TRAFFIC SIGNALS MAIN BREAKER
 - TYPE B1 EQUIPPED FOR 120V, SERVICE, COMPLETE WITH 1P, 40A, TRAFFIC SURVEILLANCE MAIN BREAKER
 - THE ELECTRIC SERVICE EQUIPMENT SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
 - THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"H X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H1208SS6LP/A-16 P12/A-DSTOPK/C-PMK12, OR APPROVED EQUAL.
 - CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
 - THE SURGE PROTECTOR SHALL BE SUITABLE FOR 240/120 VOLT SINGLE PHASE 60HZ AC ELECTRICAL SERVICE, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 50 DEGREES C., WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L06SXST OR APPROVED EQUAL.
 - BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
 - THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
 - THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
 - A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
 - A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
 - LUGS AND CONNECTORS SHALL BE RATED FOR 75°C CONDUCTOR.
 - THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.



6" DECAL ON FRONT COVER

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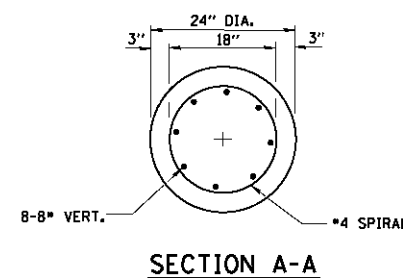
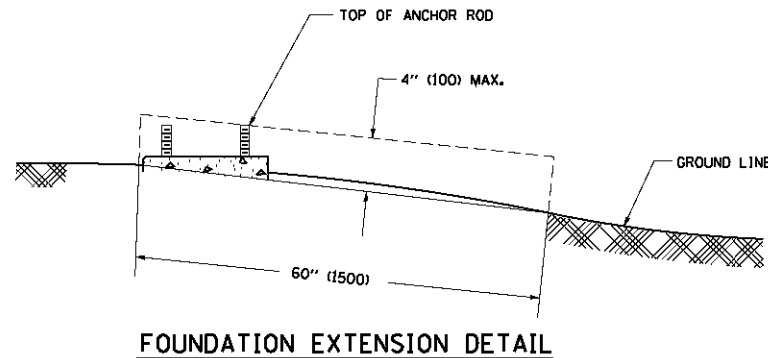
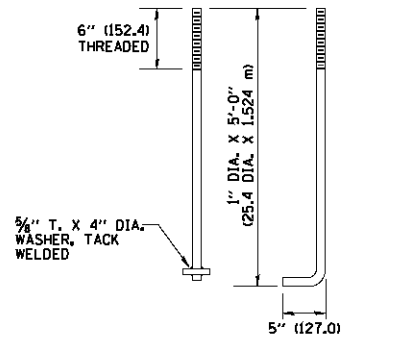
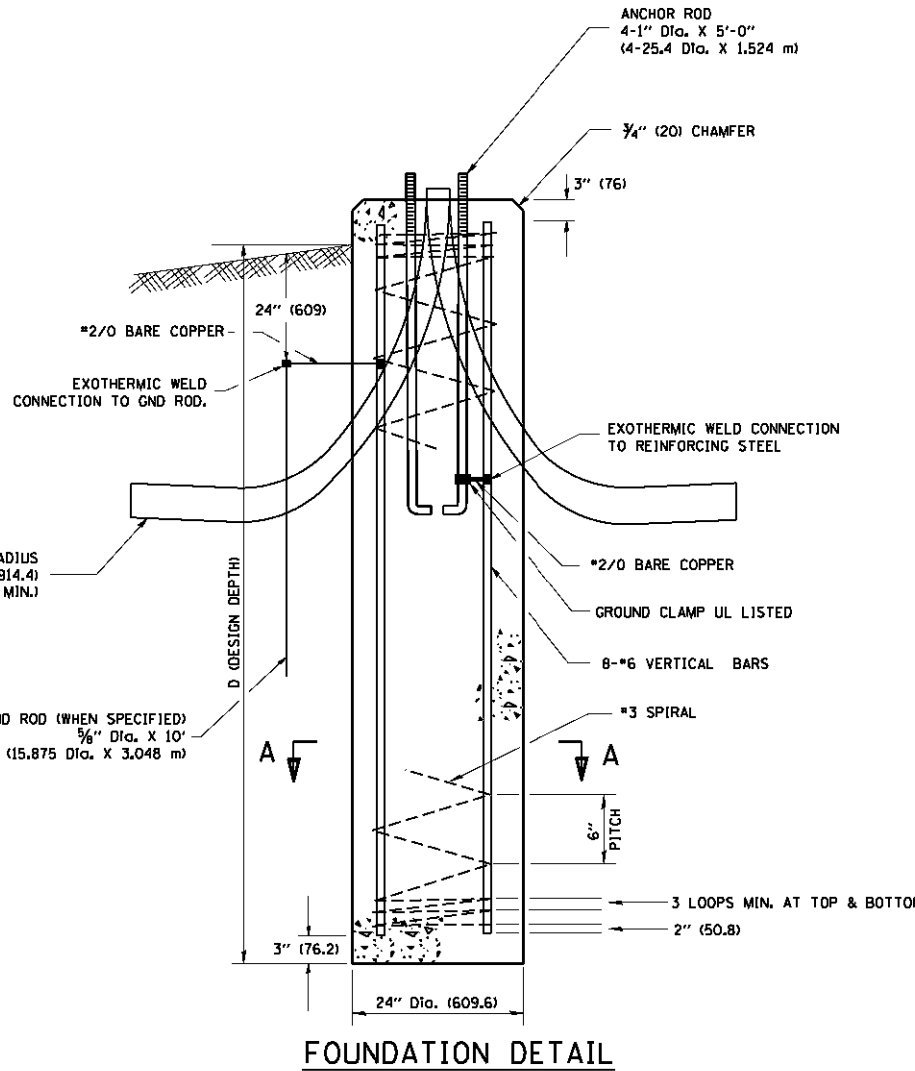
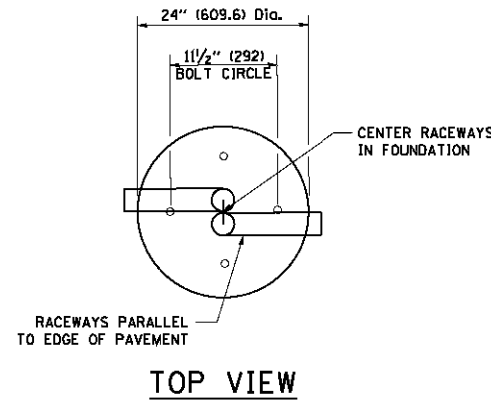
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

COMBINATION LIGHTING & TRAFFIC POLE MOUNTED ELECTRIC SERVICE BOX DETAIL	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920,01,1518,2022&1922,4B1R	COOK	919	528
BE-230		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY Qu = 0.375 TON/SQ. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY Qu = 0.75 TON/SQ.FT	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY Qu = 1.50 TON/SQ. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 0H, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

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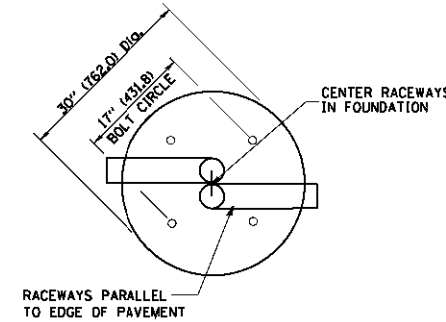
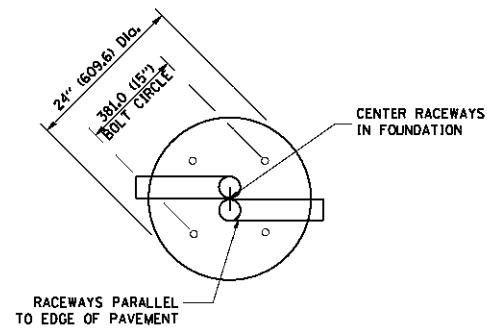
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
30' (9.144 m) TO 35' (10.668 m) M.H. 11 1/2" (292 mm) BOLT CIRCLE
 SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920,01,1518,2022&1922,4B/R	COOK	919	529
BE-300		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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

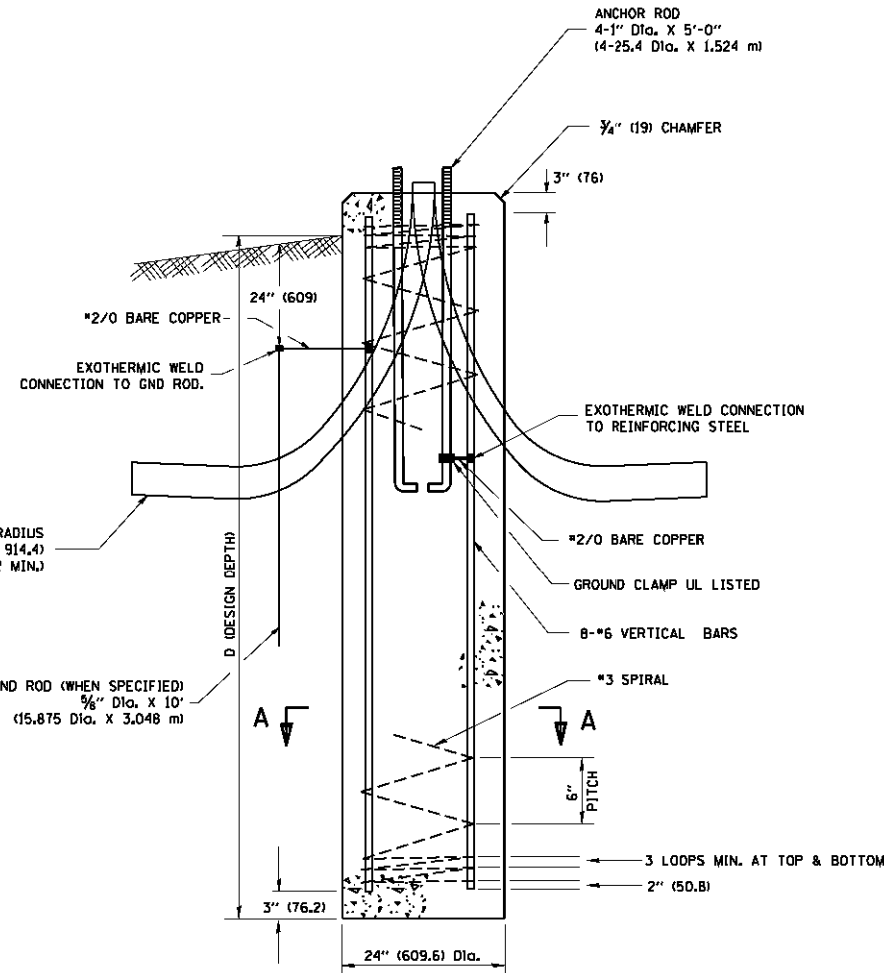


TOP VIEW

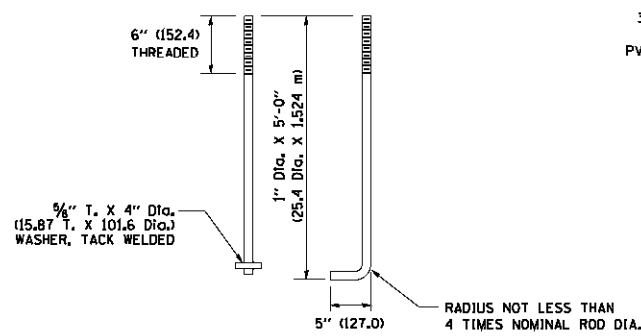
TOP VIEW

NOTES

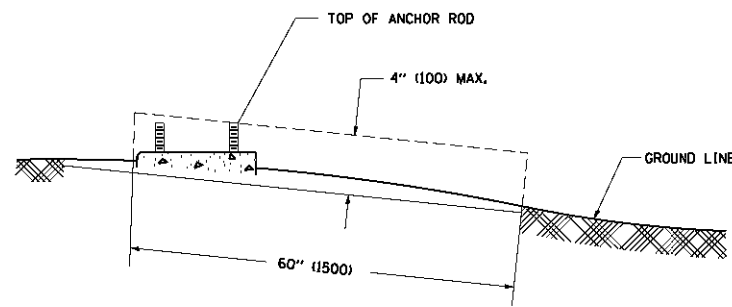
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 100MM (4 IN.) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS S1. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105), NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UMG MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.



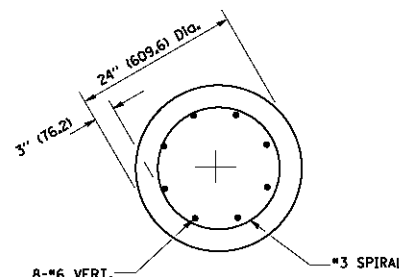
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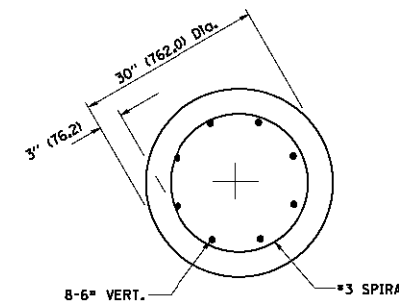
ANCHOR ROD DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A



SECTION A-A

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PLOT DATE = 1/4/2008

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DRAWN -
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DATE -

REVISED - 04-22-02
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION
40' (12.192 m) TO 47' 1/2" (14.478 m) M.H. 15" (381 mm) BOLT CIRCLE
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

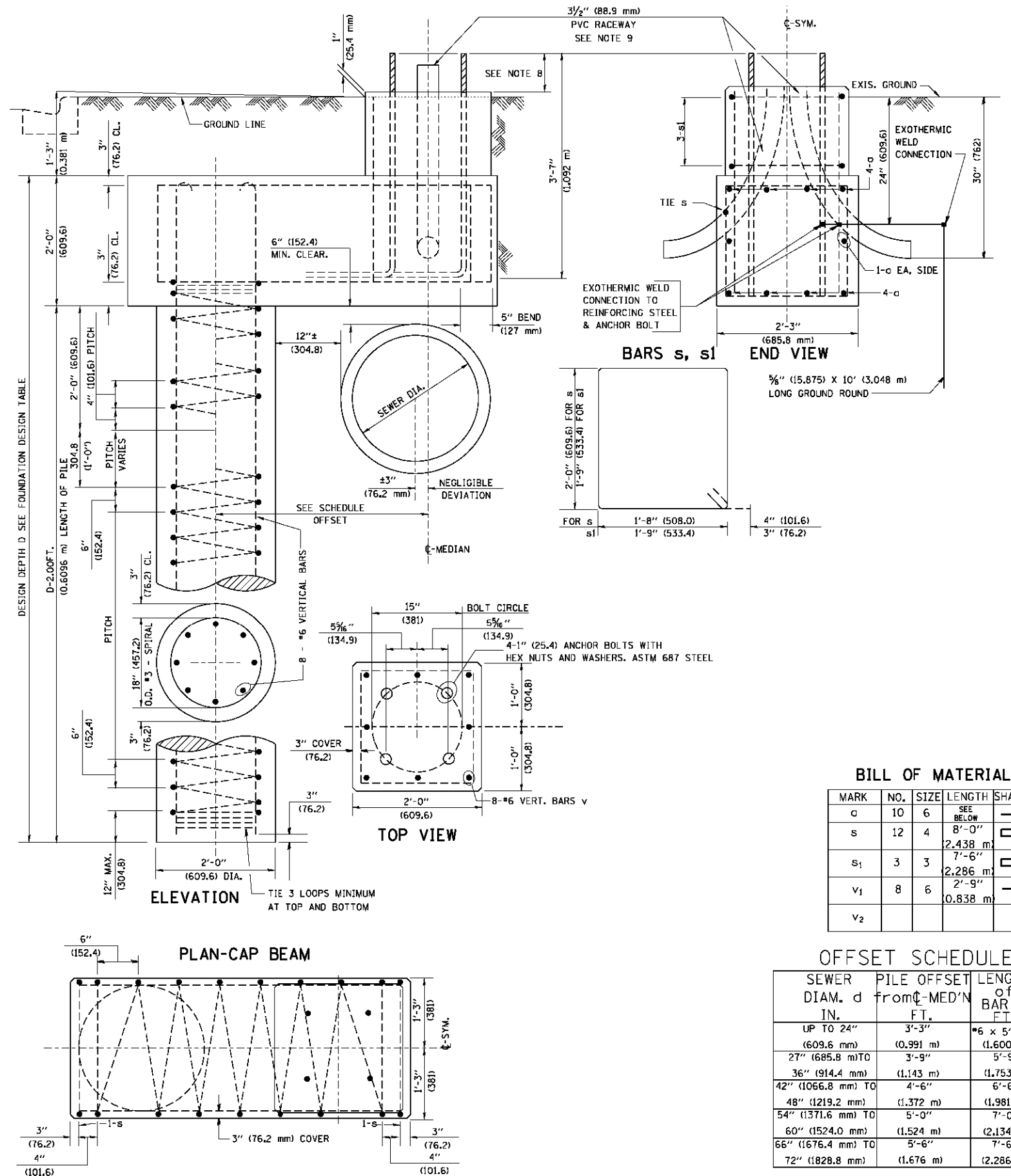
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305	1920..01.1518.2022&1922.4BIR	COOK	919	530
BE-301		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FOUNDATION DESIGN TABLE

TYPE OF SOIL	DESIGN DEPTH OF FOUNDATION		REINFORCEMENT IN FOUNDATION			
	SINGLE ARM D	TWIN ARM D	SINGLE ARM		TWIN ARM	
			VERT BARS	SPIRAL	VERT BARS	SPIRAL
SOFT CLAY	13'-0" (3.962 m)	15'-0" (4.572 m)	8-#6X12'-6" (3.810 m)	*3X122' (37.186 m)	8-#6X14'-3" (4.343 m)	*3X141' (42.977 m)
MEDIUM CLAY	9'-6" (2.896 m)	10'-9" (3.277 m)	8-#6X9'-0" (2.743 m)	*3X90' (27.432 m)	8-#6X10'-0" (3.048 m)	*3X100' (30.480 m)
STIFF CLAY	7'-0" (2.134 m)	8'-0" (2.438 m)	8-#6X6'-6" (1.981 m)	*3X66' (20.112 m)	8-#6X7'-6" (2.286 m)	*3X76' (23.165 m)
LOOSE SAND	9'-0" (2.743 m)	10'-0" (3.048 m)	8-#6X8'-6" (2.591 m)	*3X85' (25.908 m)	8-#6X9'-6" (2.896 m)	*3X94' (28.651 m)
MEDIUM SAND	8'-3" (2.515 m)	9'-0" (2.743 m)	8-#6X8'-0" (2.438 m)	*3X78' (23.774 m)	8-#6X8'-6" (2.591 m)	*3X85' (25.908 m)
DENSE SAND	7'-9" (2.362 m)	9'-0" (2.743 m)	8-#6X7'-6" (2.286 m)	*3X73' (22.250 m)	8-#6X8'-6" (2.591 m)	*3X85' (25.908 m)
ROCK OR SOLIDIFIED SLAG	5'-0" (1.524 m)	5'-0" (1.524 m)	NONE	NONE	NONE	NONE

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ENGINEER SHALL DETERMINE THE CLASS OF SOIL DURING EXCAVATION AND SELECT THE DESIGN DEPTH OF FOUNDATION FROM THE DESIGN TABLE.
- EXCAVATION OF THE POLE FOUNDATION SHALL BE MADE WITH AN AUGER, 24" (609.6 mm) OR 30" (762.0 mm) IN DIAMETER.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR BOLTS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED IN THE FORM.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF FOUNDATION WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS. IF LIGHT POLE IS MOUNTED WITHOUT BREAKAWAY DEVICE, ANCHOR BOLTS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE TOP OF THE FOUNDATION. THE CONTRACTOR SHALL CONFIRM ANCHOR BOLT EXTENTION WITH ENGINEER.
- RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.
- THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE LIGHT IS ERCTED.



BILL OF MATERIAL

MARK	NO.	SIZE	LENGTH	SHAPE
a	10	6	SEE BELOW	—
s	12	4	8'-0" 2.438 m	□
s ₁	3	3	7'-6" 2.286 m	□
v ₁	8	6	2'-9" 0.838 m	—
v ₂				

OFFSET SCHEDULE

SEWER DIAM. d IN.	PILE OFFSET from C-MED'N FT.	LENGTH of BAR a FT.
UP TO 24" (609.6 mm)	3'-3" (0.991 m)	#6 x 5'-3" (1.600 m)
27" (685.8 mm) TO	3'-9" (1.143 m)	5'-9" (1.753 m)
36" (914.4 mm)	(1.143 m)	(1.753 m)
42" (1066.8 mm) TO	4'-6" (1.372 m)	6'-6" (1.981 m)
48" (1219.2 mm)	(1.372 m)	(1.981 m)
54" (1371.6 mm) TO	5'-0" (1.524 m)	7'-0" (2.134 m)
60" (1524.0 mm)	(1.524 m)	(2.134 m)
66" (1676.4 mm) TO	5'-6" (1.676 m)	7'-6" (2.286 m)
72" (1828.8 mm)	(1.676 m)	(2.286 m)

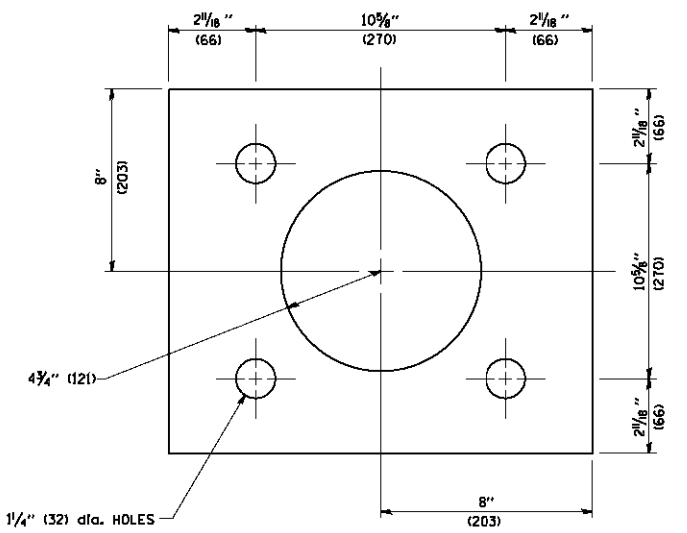
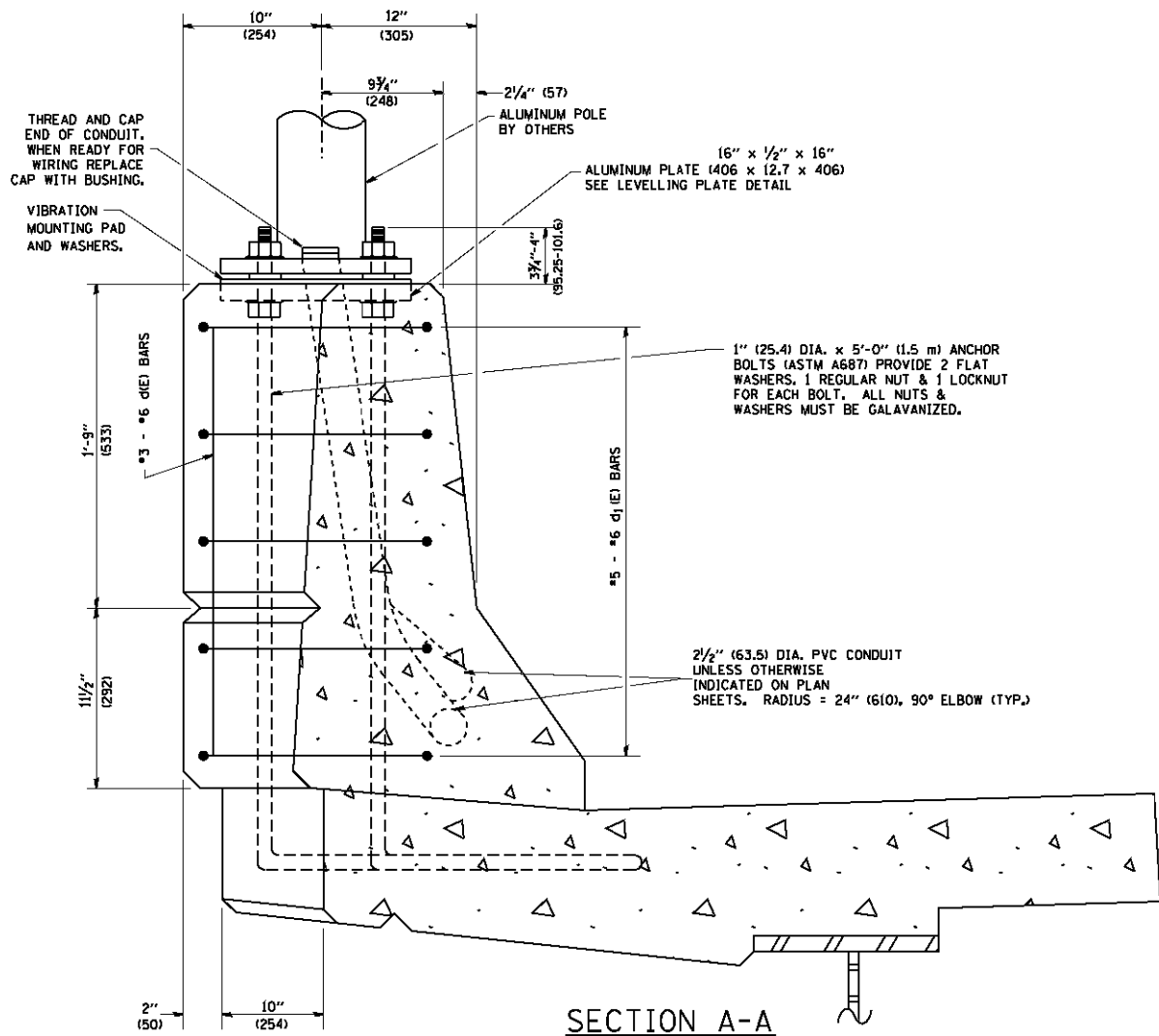
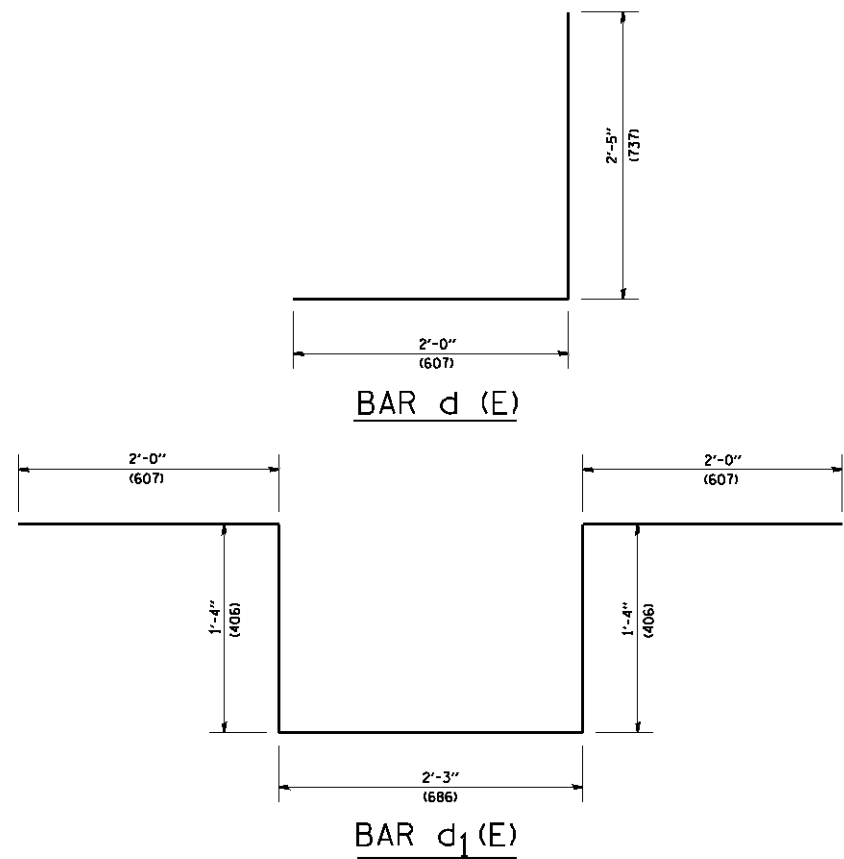
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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LIGHT POLE FOUNDATION OFFSET
40" (12.192 m) TO 47 1/2" (14.478 m) M.H.
15" (381 mm) BOLT CIRCLE
SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA.

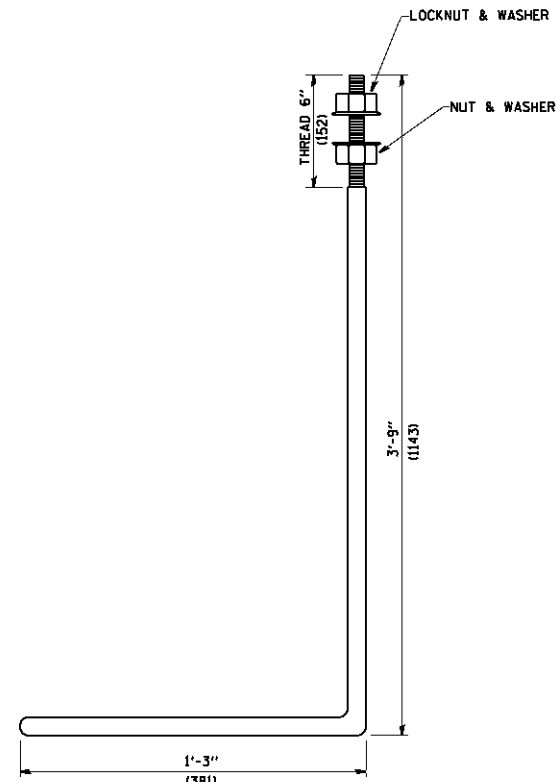
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BE-310		CONTRACT NO. 60T35		
ILLINOIS FED. AID PROJECT				

6/16/2008
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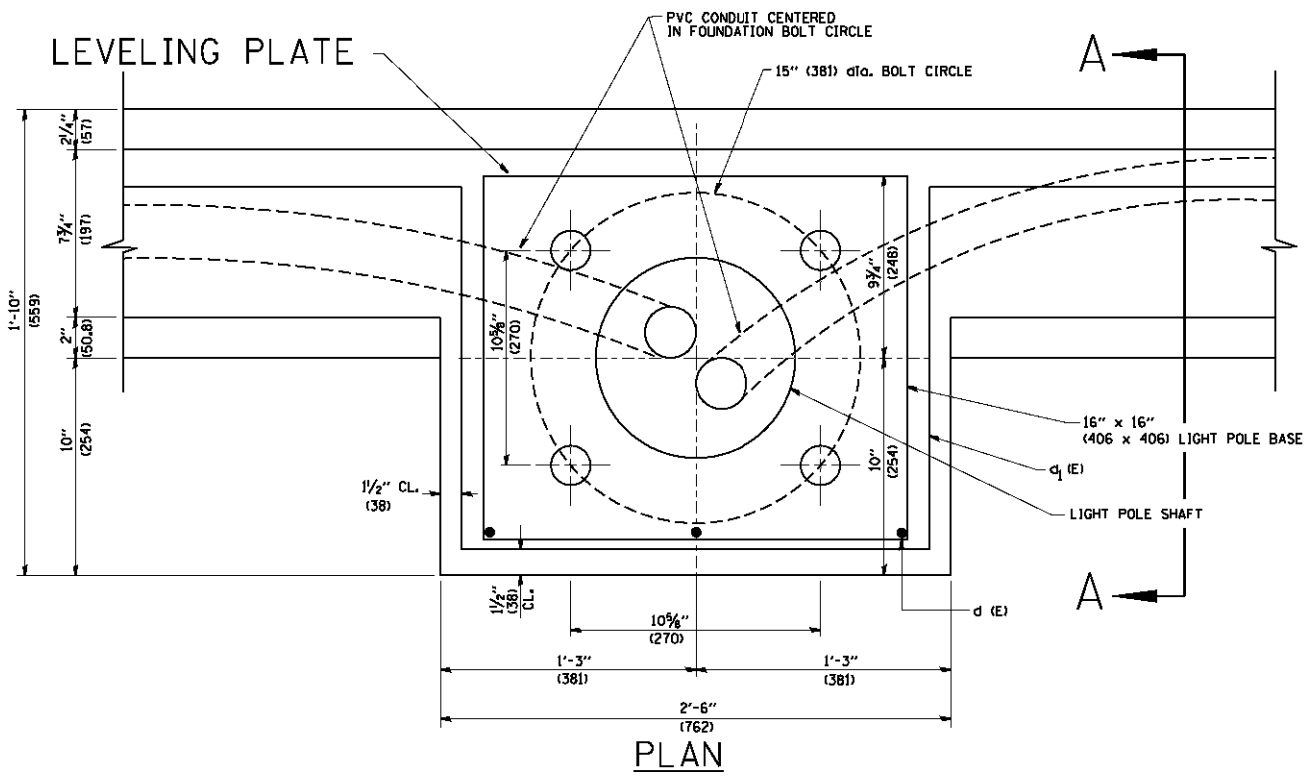


LEVELLING PLATE DETAIL

- NOTES**
1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
 2. LEVEL LIGHT POLE PLATES, USING THE FLANGE NUTS, PRIOR TO POURING THE PARAPET WALL. THE TOP OF THE PLATE SHALL BE AT THE SAME ELEVATION AS THE FINISHED CONCRETE PARAPET.
 3. THE COST OF ANCHOR BOLTS, CONDUIT, LEVELLING PLATE AND FOUNDATION IS INCLUDED IN THE COST OF THE BRIDGE STRUCTURE.



1" (25.4) dia. ANCHOR BOLT



PLAN

FILE NAME = W:\d\stata\22x34\be338.dgn

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 PLOT SCALE = 50.0000' / IN.
 PLOT DATE = 1/4/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

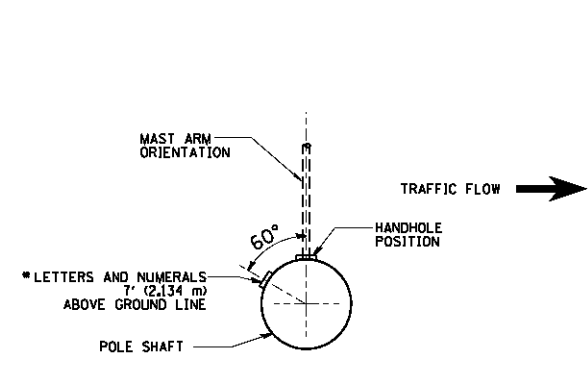
REVISED - 04-22-02
 REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

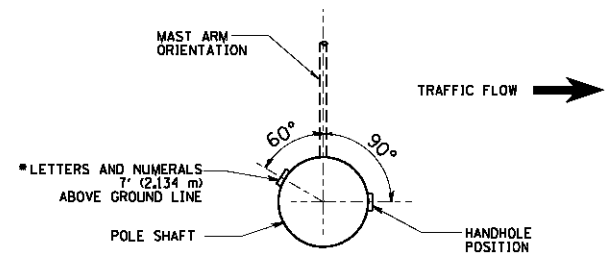
LIGHT POLE MOUNTED ON CONCRETE PARAPET WALL
 15" (381 mm) BOLT CIRCLE

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

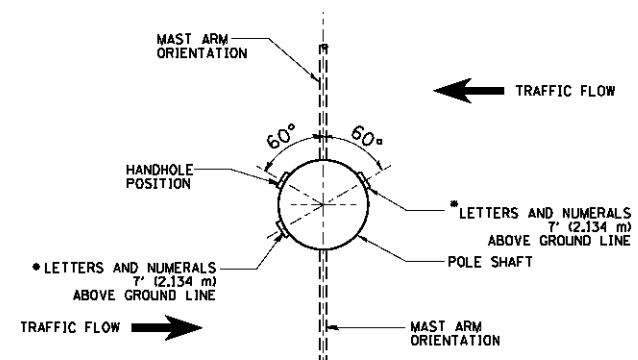
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920.01,1518,2022&1922.4B/R	COOK	919	532
BE-330		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



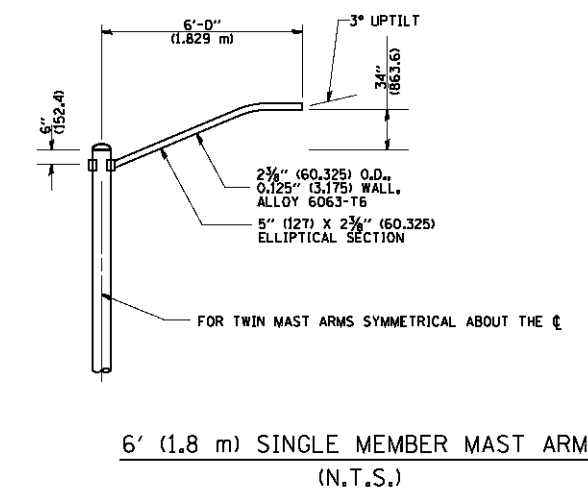
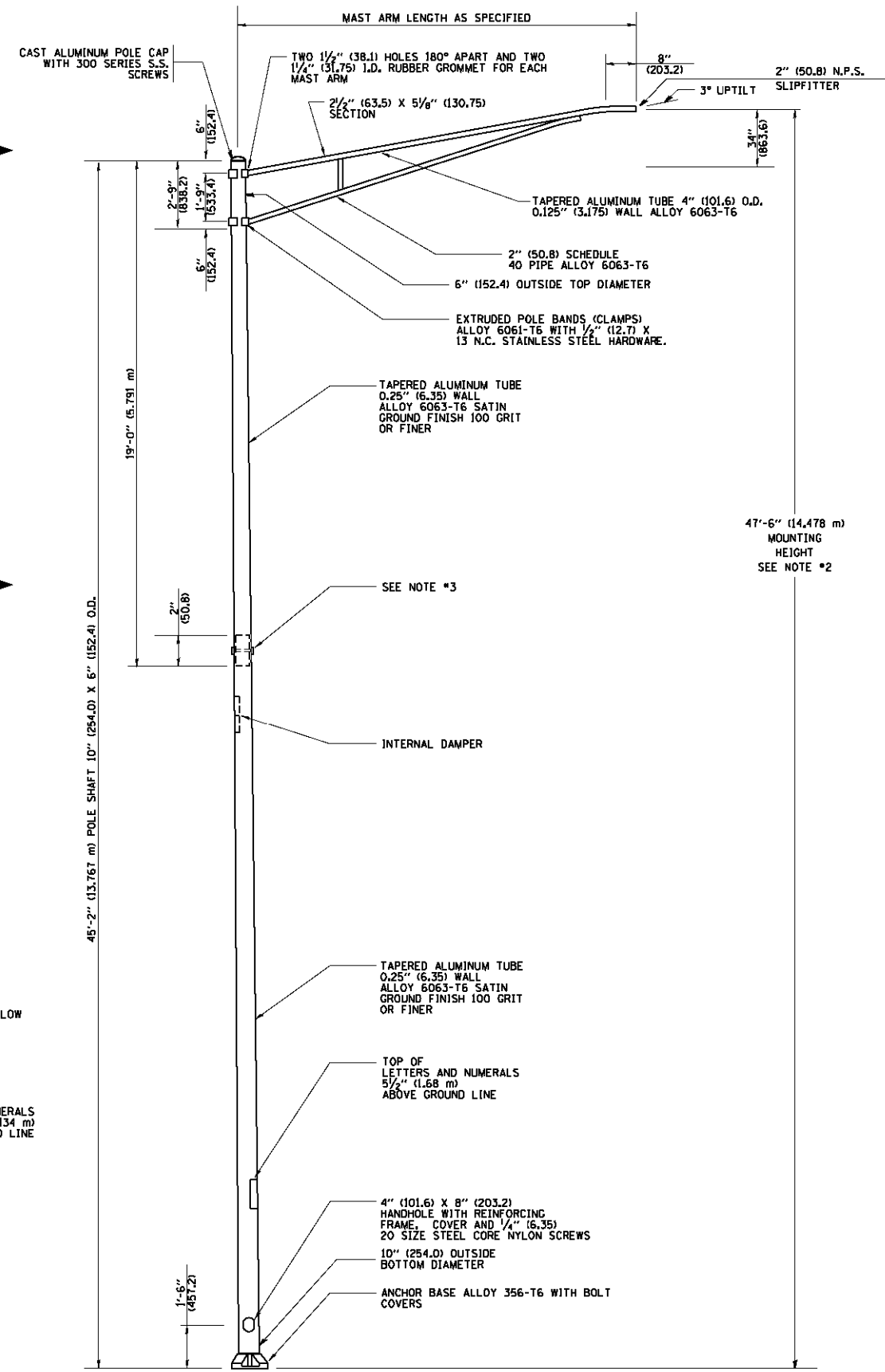
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



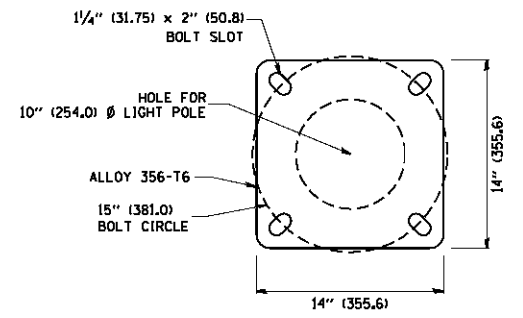
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



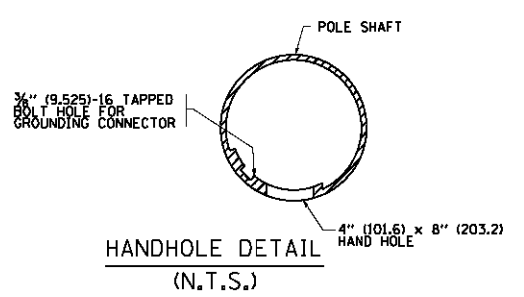
POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



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

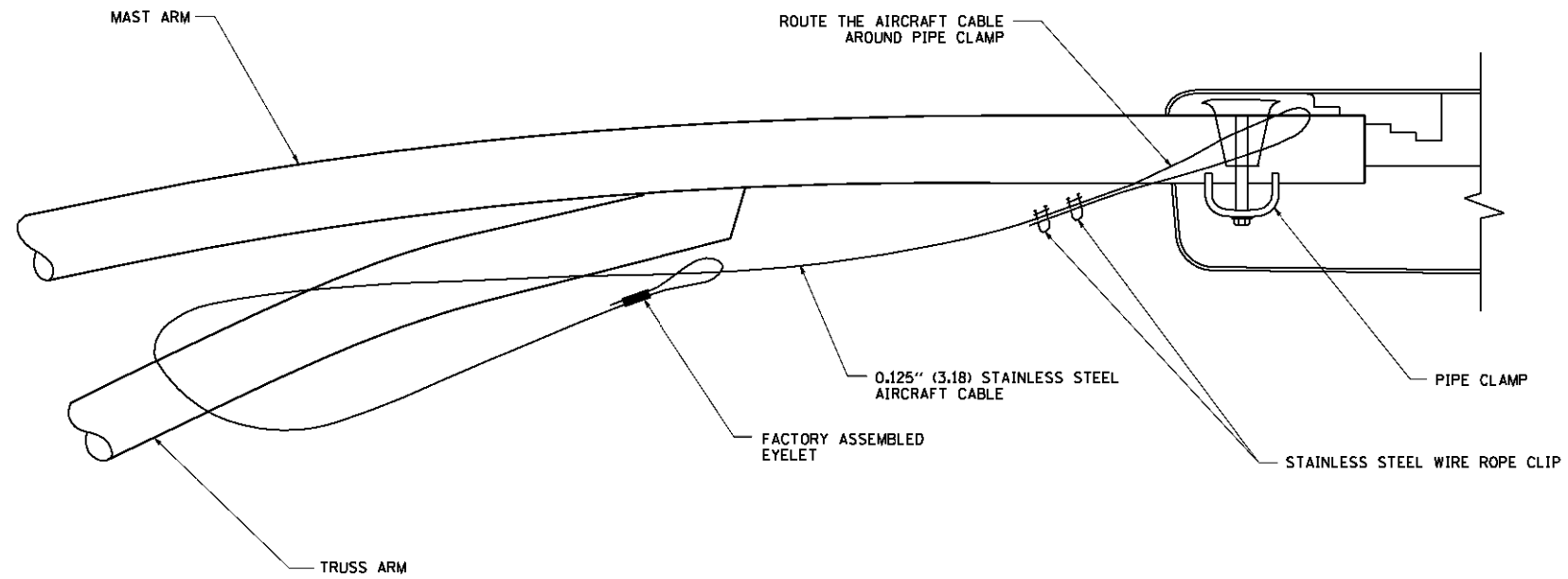


LIGHT POLE BASE PLATE DETAIL
15 INCH (381.0) BOLT CIRCLE

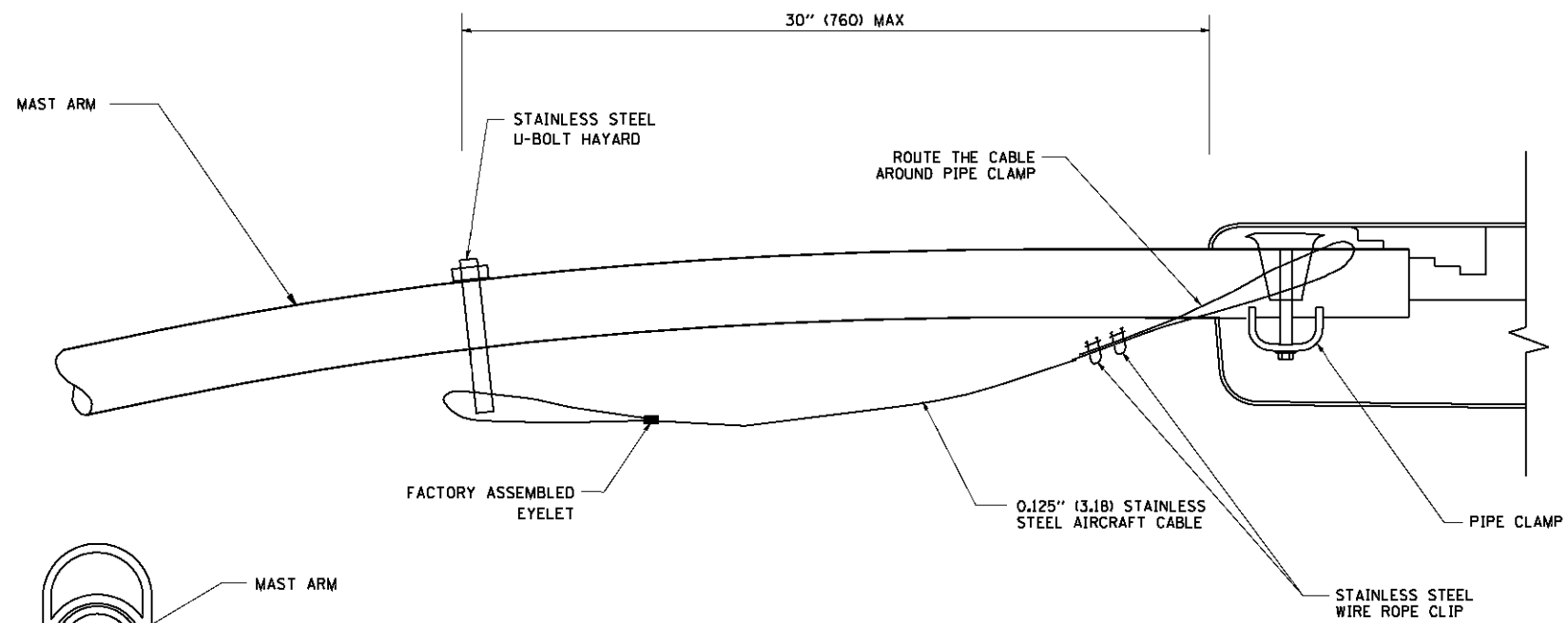


HANDHOLE DETAIL
(N.T.S.)

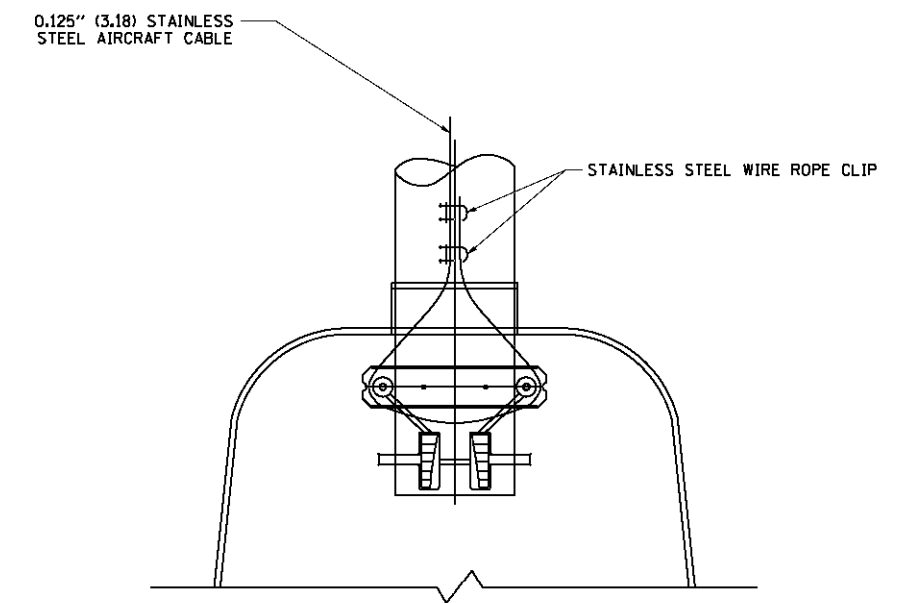
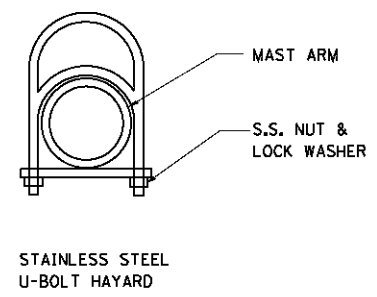
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PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		CONTRACT NO. 60T35	
PLOT DATE = 1/4/2008		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						



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



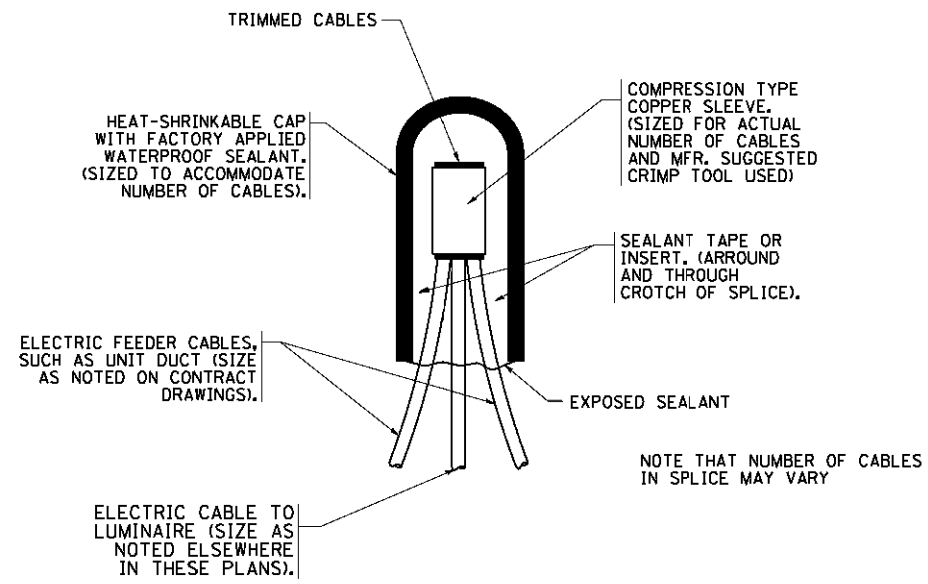
SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)
N.T.S.



BOTTOM VIEW
N.T.S.

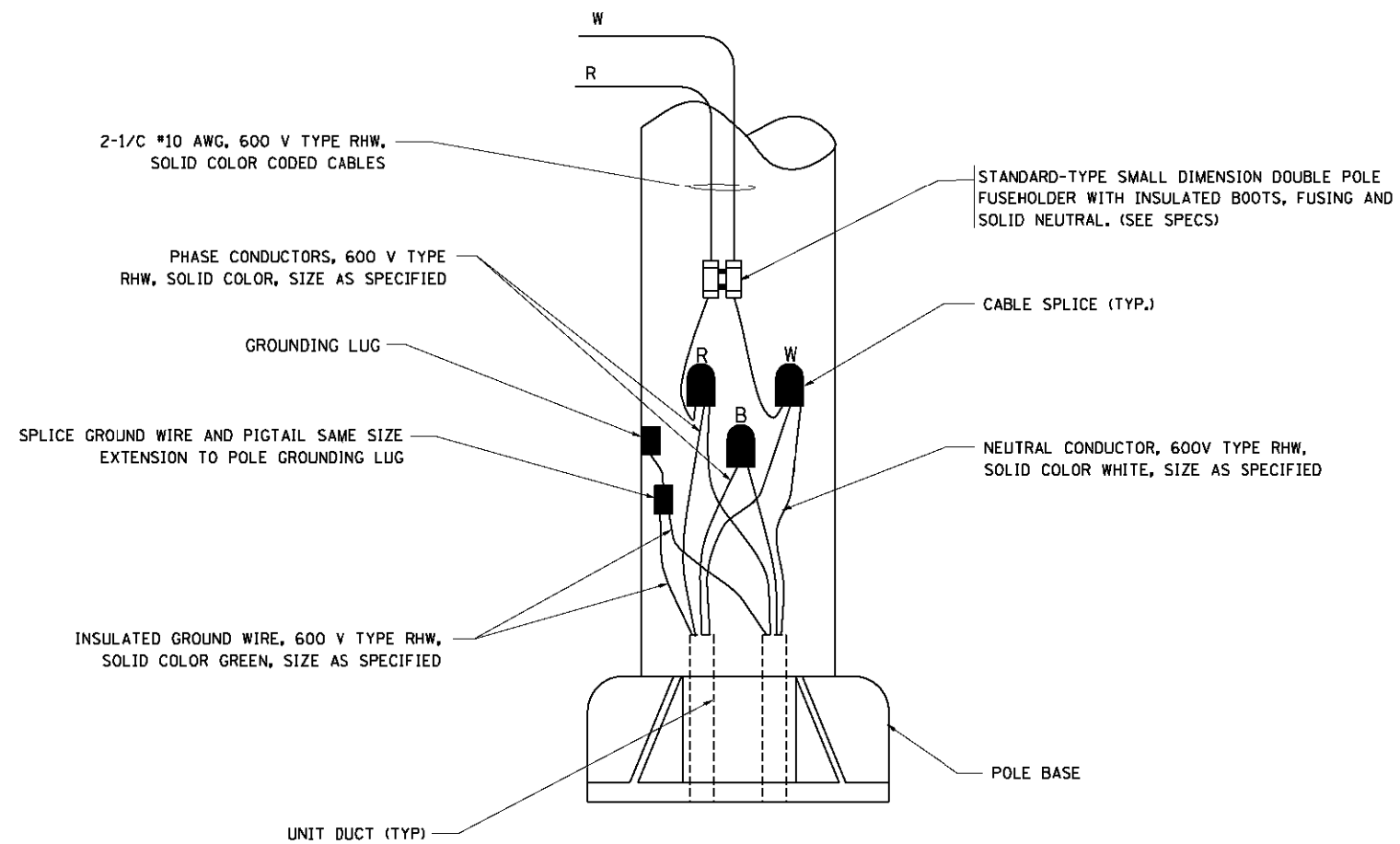
- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
 2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
 3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
 4. THE BREAKING STRENGTH OF THE CABLE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

FILE NAME = W:\distad\22x34\be70\dgn	USER NAME = geglanobt	DESIGNED - DRAWN -	REVISED - 08-08-03 REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LUMINAIRE SAFETY CABLE ASSEMBLY			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920,,01,1518,2022&1922.4BIR	COOK	919	534
	PLOT DATE = 1/4/2008	DATE -	REVISED -						BE-701		CONTRACT NO. 60T35		
									FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



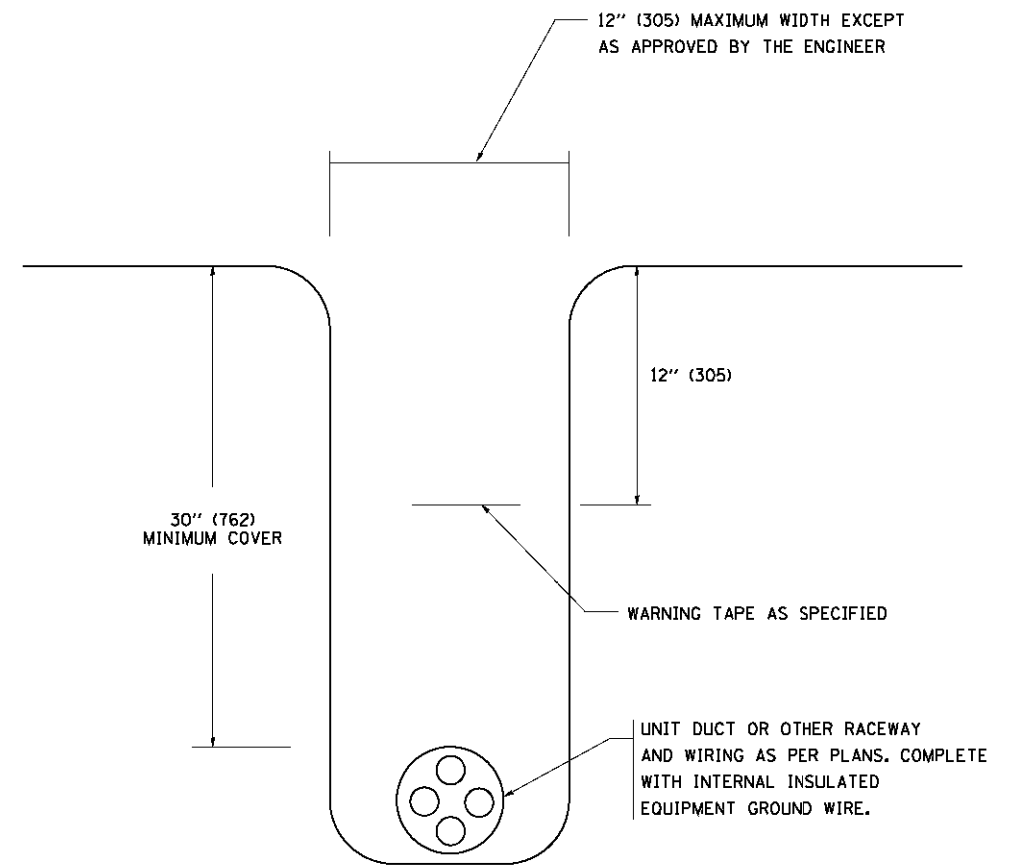
TYPICAL SPLICE DETAIL

N.T.S.



POLE WIRING DETAIL

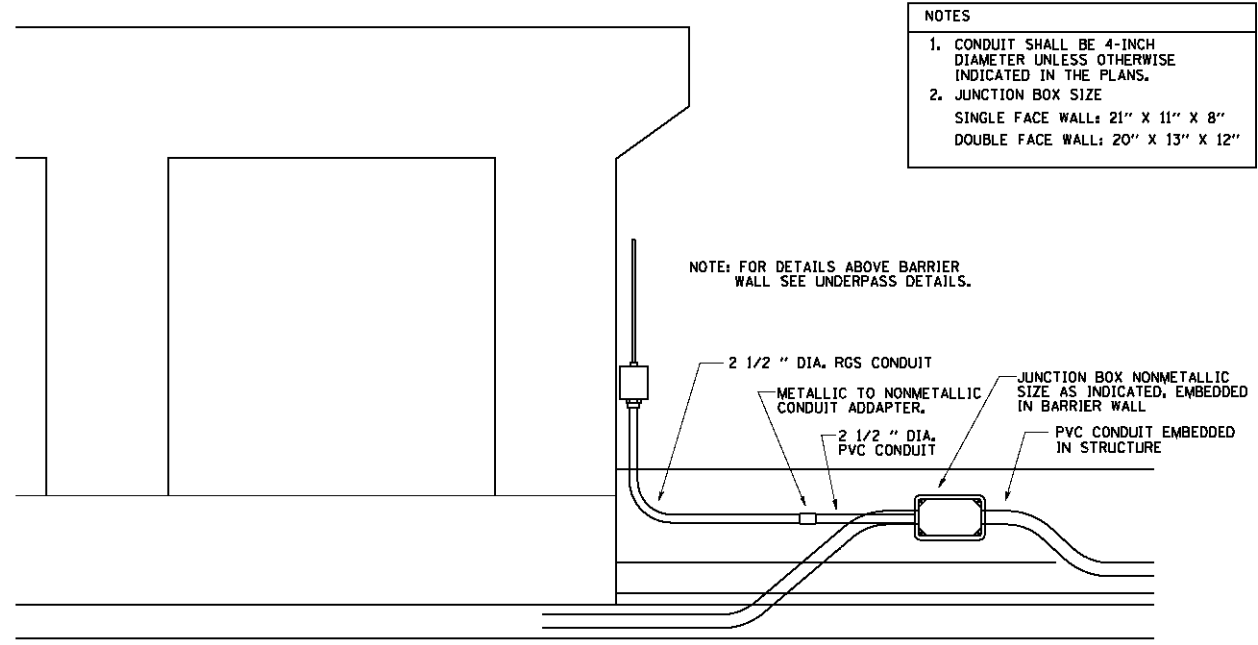
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

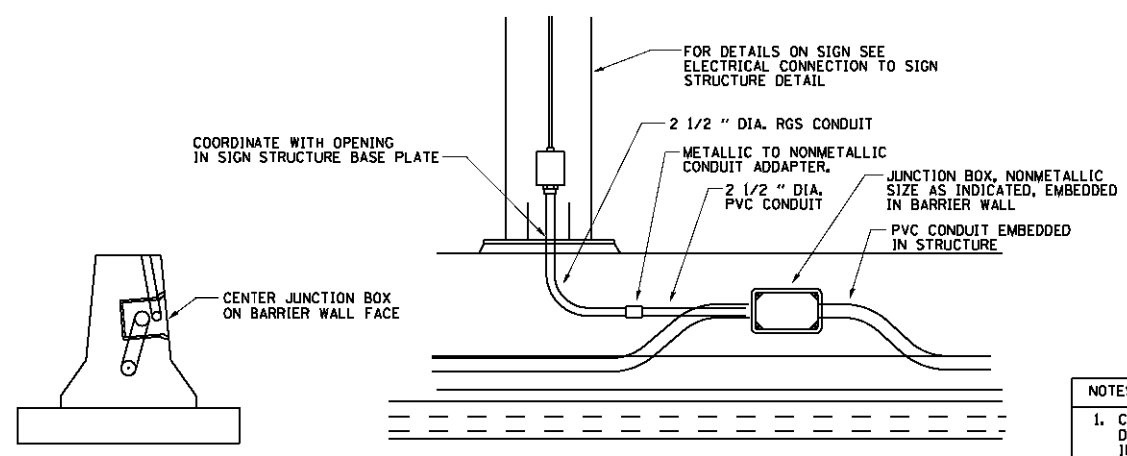
N.T.S.

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		DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920,,01,1518,2022&1922.4B1R	COOK	919	535
		CHECKED -	REVISED -					BE-702		CONTRACT NO. 60T35			
		DATE -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



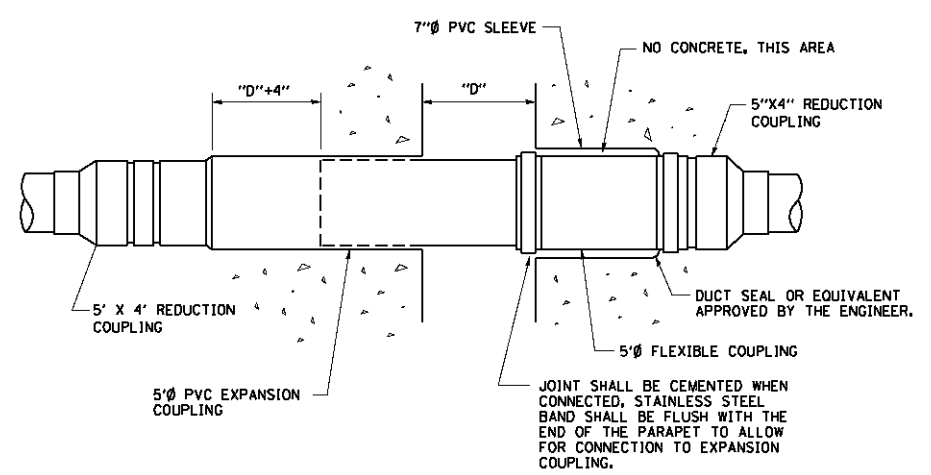
- NOTES
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"

ED - BWD
ELECTRIC CONNECTION TO UNDERPASS LIGHTING

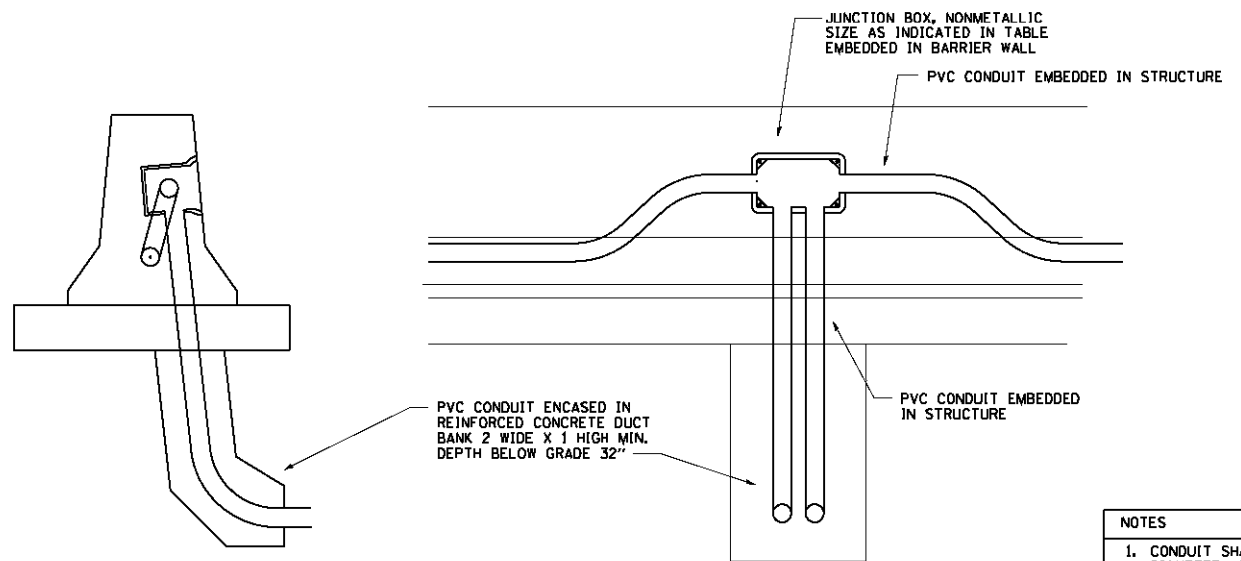


- NOTES
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"

ED - SGN
JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING

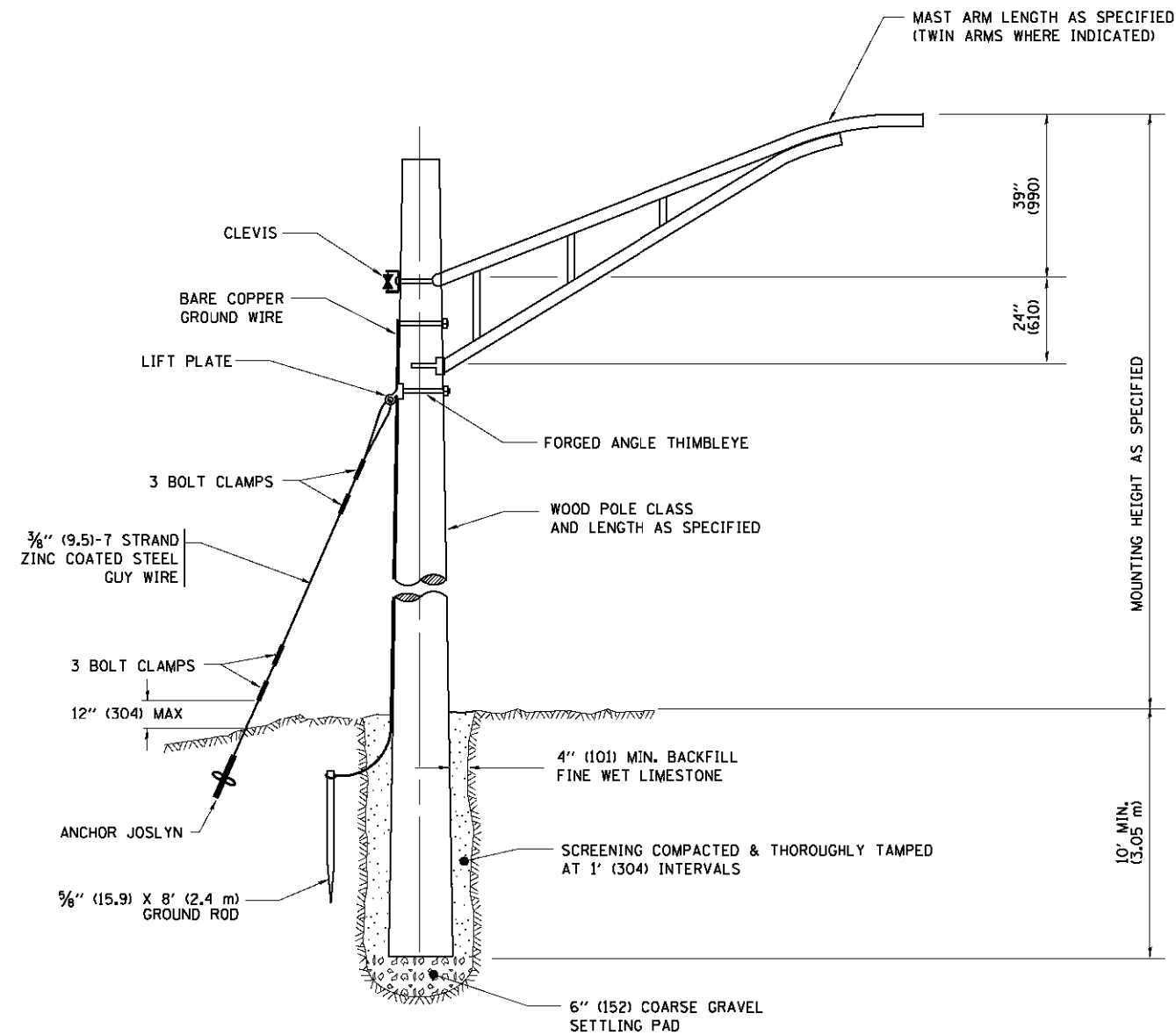


INSTALLATION OF CONDUIT
IN BRIDGE PARAPET EXPANSION JOINT
(N.T.S.)

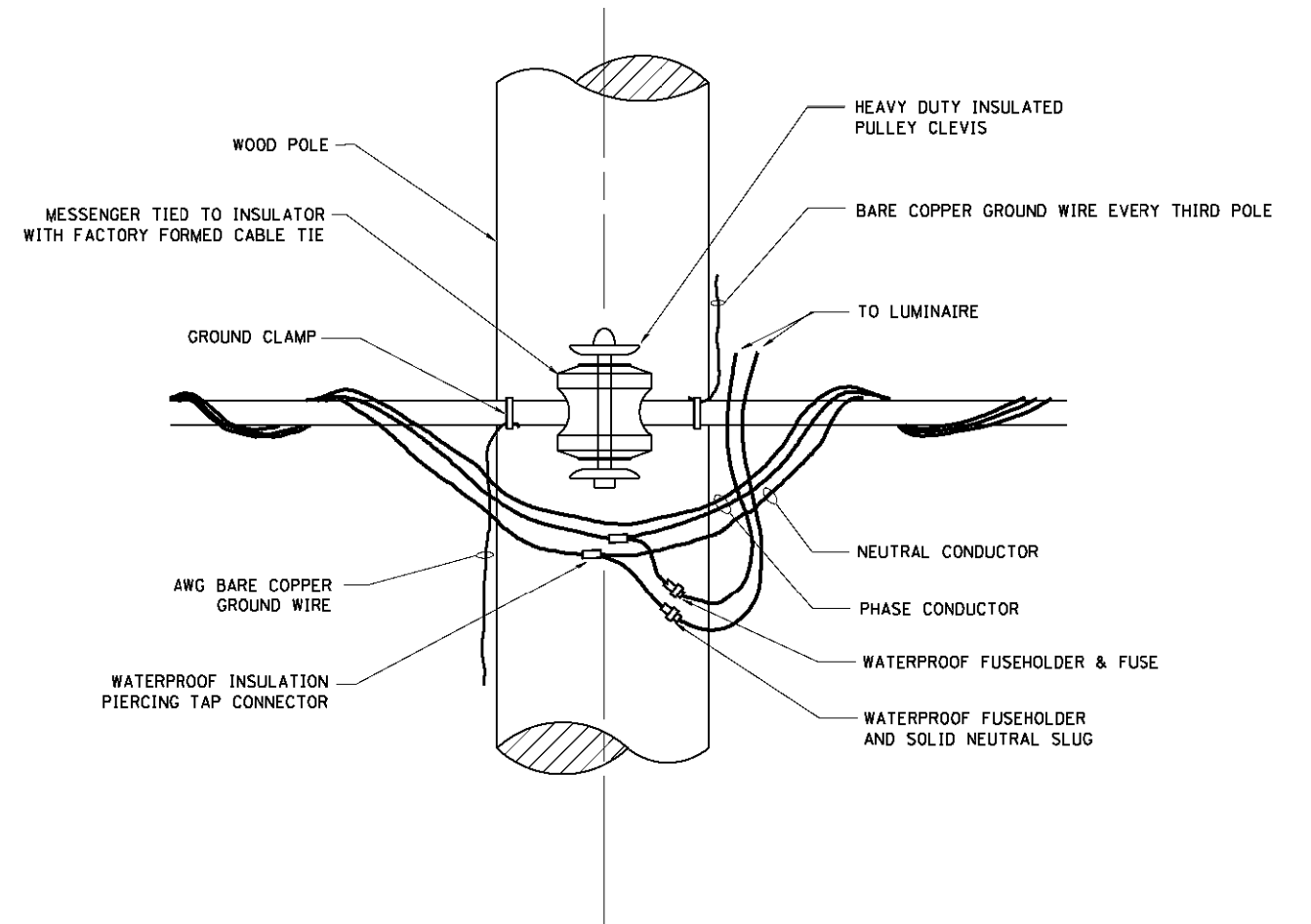


- NOTES
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
 2. JUNCTION BOX SIZE
SINGLE FACE WALL: 21" X 11" X 8"
DOUBLE FACE WALL: 20" X 13" X 12"

ED - BW
JUNCTION BOX EMBEDDED IN BARRIER WALL



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

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W:\distad\22x34\be800.dgn

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PLOT SCALE = 50.000' / IN.
PLOT DATE = 1/4/2008

DESIGNED -
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CHECKED -
DATE -

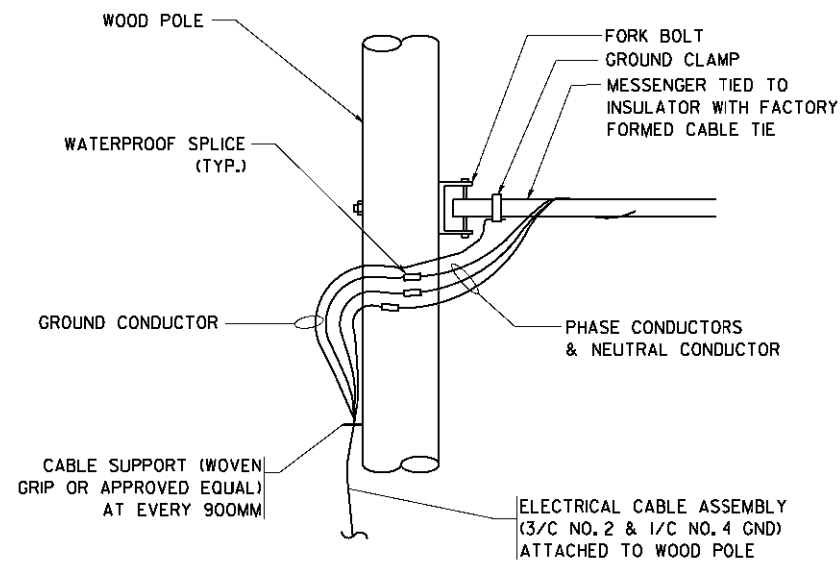
REVISED - 08-08-03
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

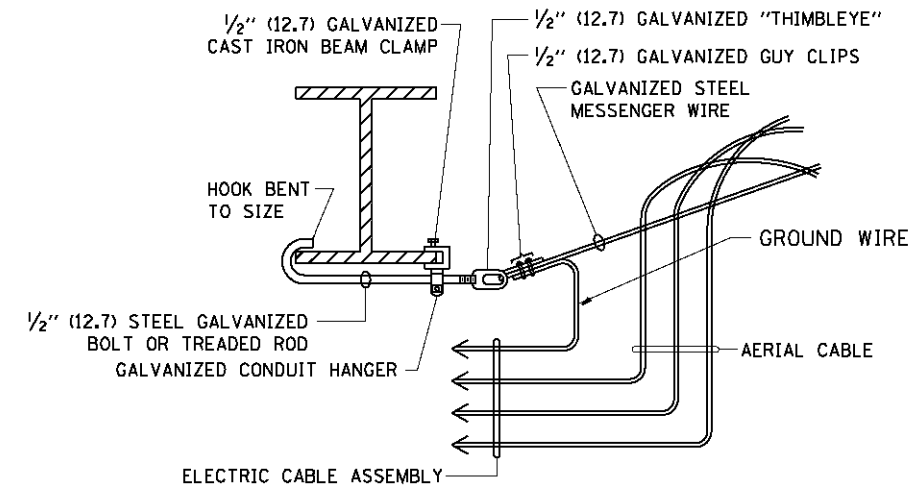
TEMPORARY LIGHT POLE DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920,,01,1518,2022&1922.4B1R	COOK	919	537
BE-800		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



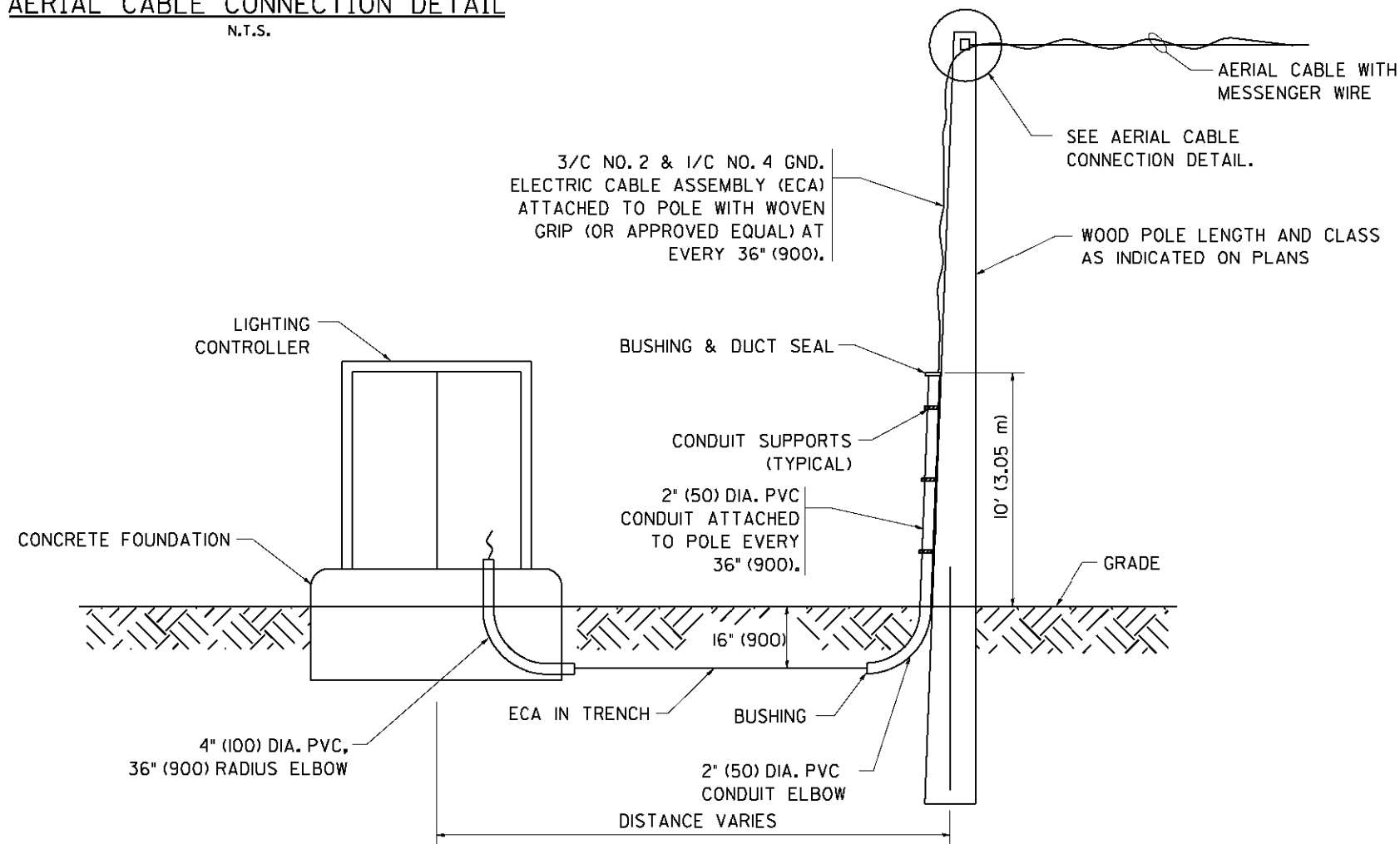
AERIAL CABLE CONNECTION DETAIL
N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE
NOT TO SCALE

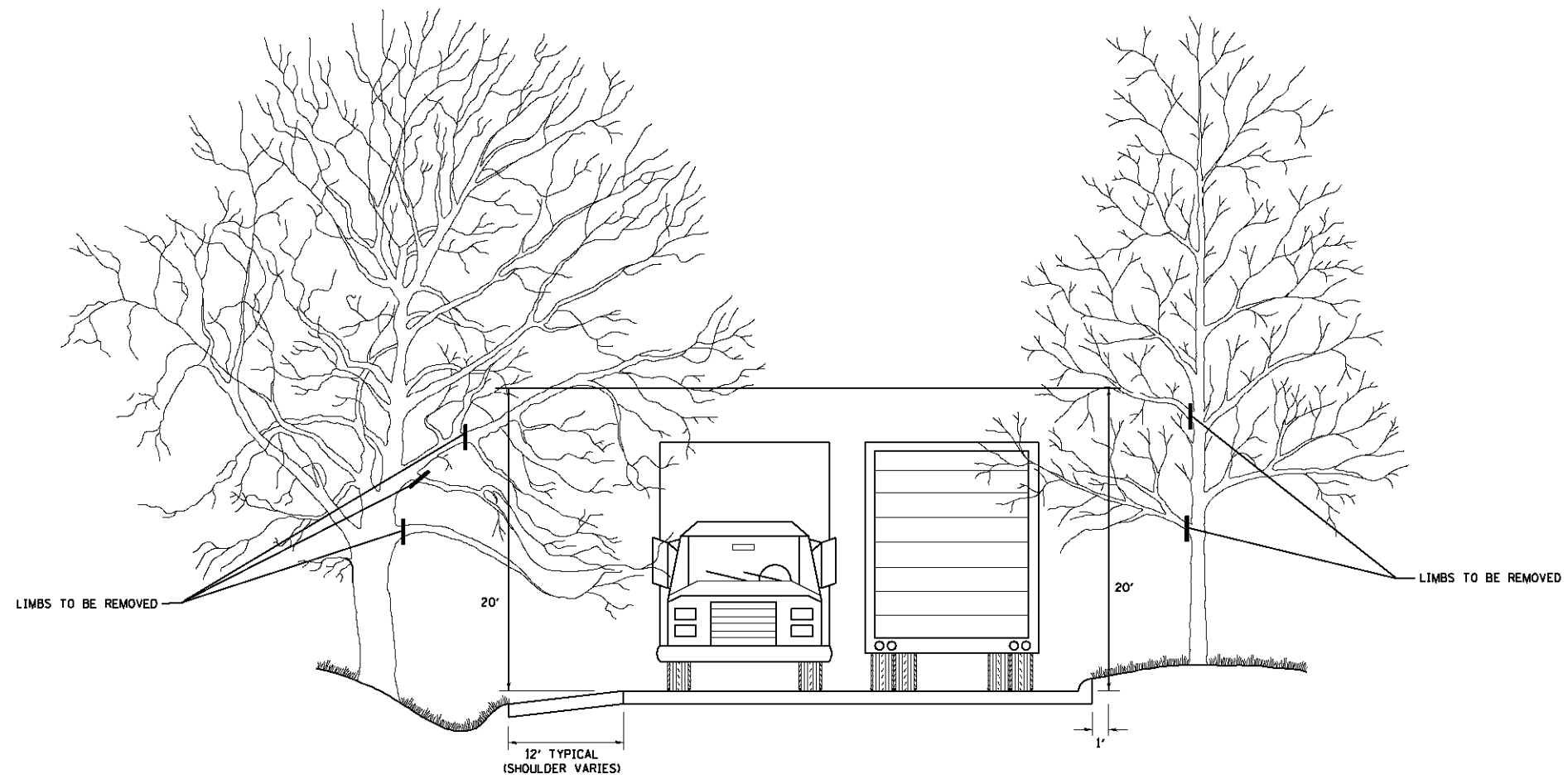
NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL
N.T.S.

FILE NAME = W:\dists\d\22x34\be801.dgn	USER NAME = geglennobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY AERIAL CABLE INSTALLATION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920..01,1518,2022&1922.4B1R	COOK	919
PLOT DATE = 1/4/2008	DATE -	CHECKED -	REVISED -				BE-801		CONTRACT NO. 60T35			
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

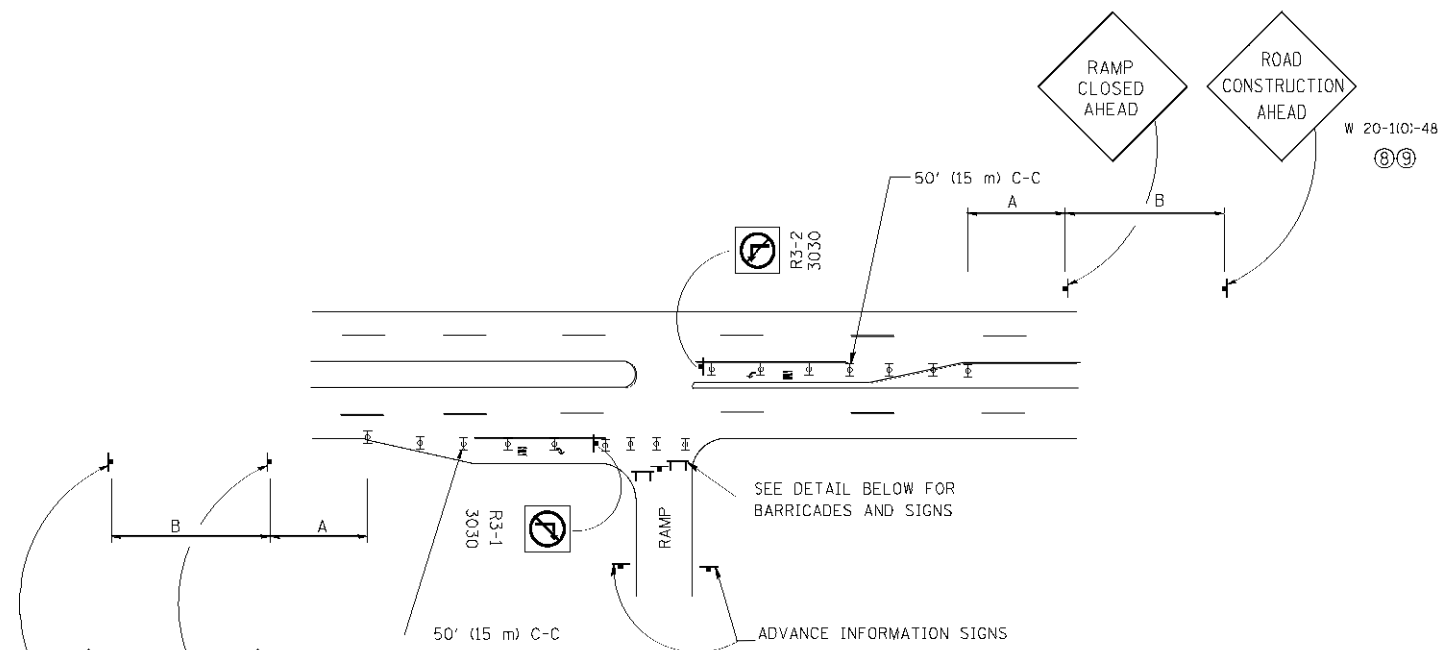


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	PLOT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920,,01,1518,2022&1922.4B1R	COOK	919	539
BM-20			CONTRACT NO. 60T35	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

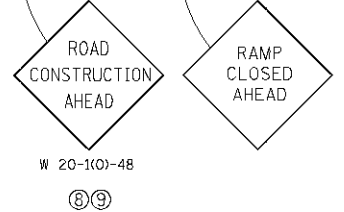


ENTRANCE RAMP CLOSURE

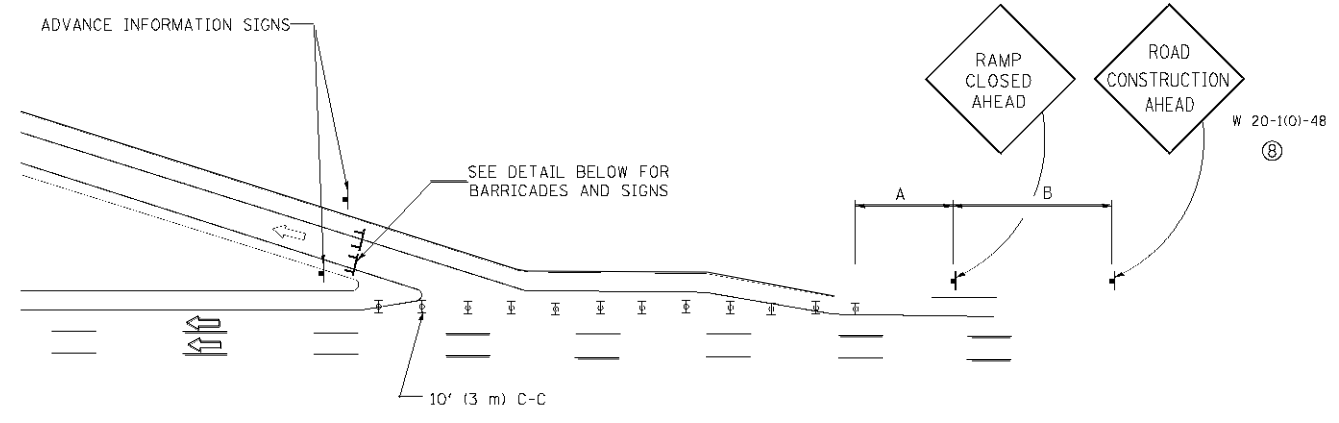
SIGN SPACING TABLE

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

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

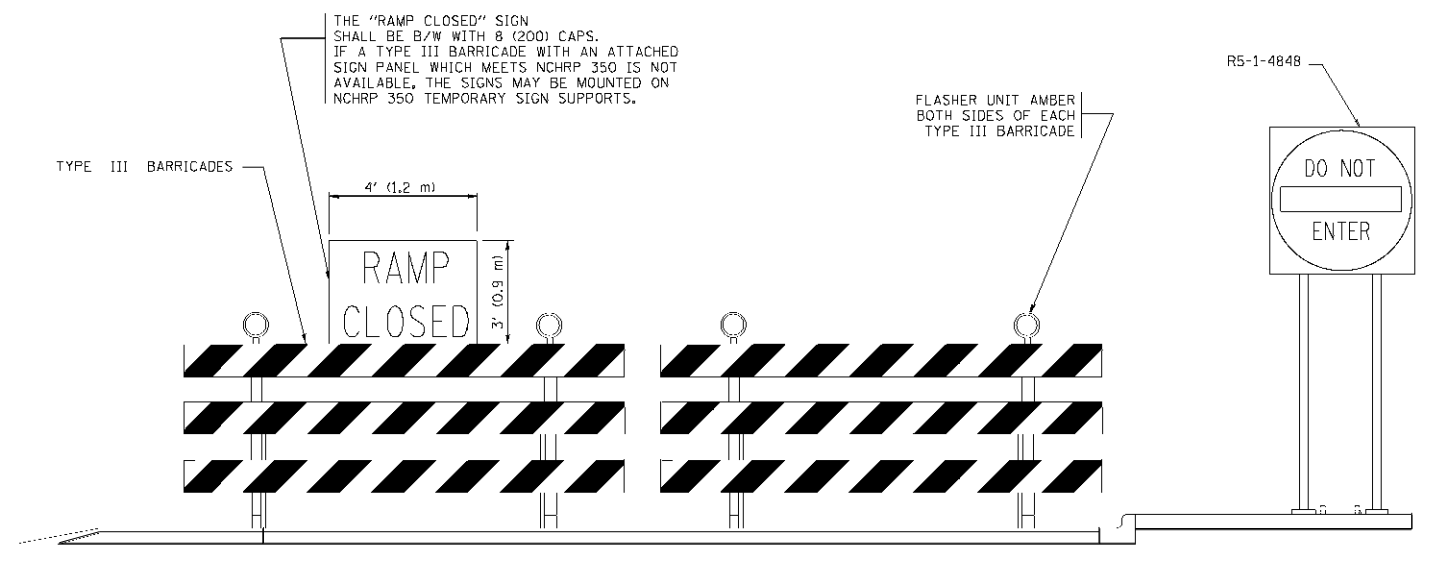


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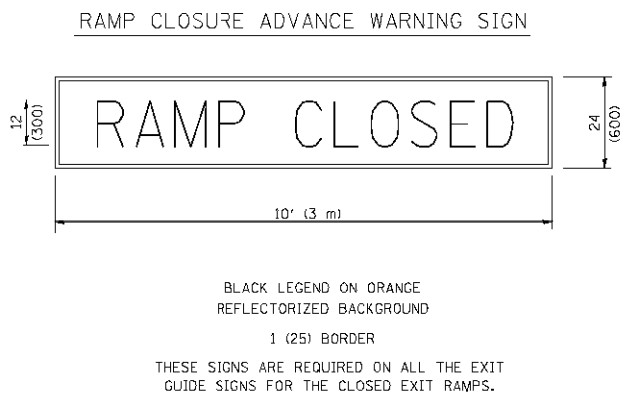


EXIT RAMP CLOSURE

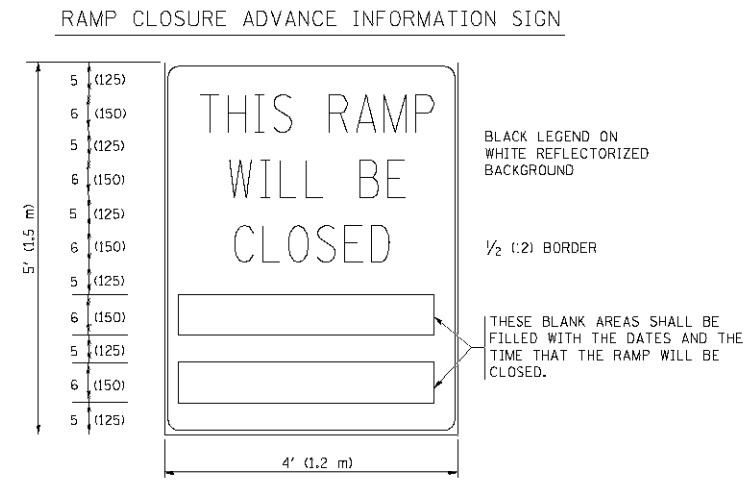
- SYMBOLS**
- ⊥ TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
 - ⌊ TYPE III BARRICADE WITH FLASHING LIGHT



DETAIL FOR REQUIRED BARRICADES & SIGNS



BLACK LEGEND ON ORANGE REFLECTORIZED BACKGROUND
1 (25) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR THE CLOSED EXIT RAMPS.



BLACK LEGEND ON WHITE REFLECTORIZED BACKGROUND
1/2 (12) BORDER
THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

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

GENERAL NOTES:

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

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

FILE NAME M:\Notes\11\22x34\11080.dgn	USER NAME 11080	DESIGNED - DWS	REVISED - DWS/JAF 12-02
		DRAWN -	REVISED - JAF 02-06
		CHECKED -	REVISED - SPB 01-07
		DATE - 02-83	REVISED - SPB 12-09

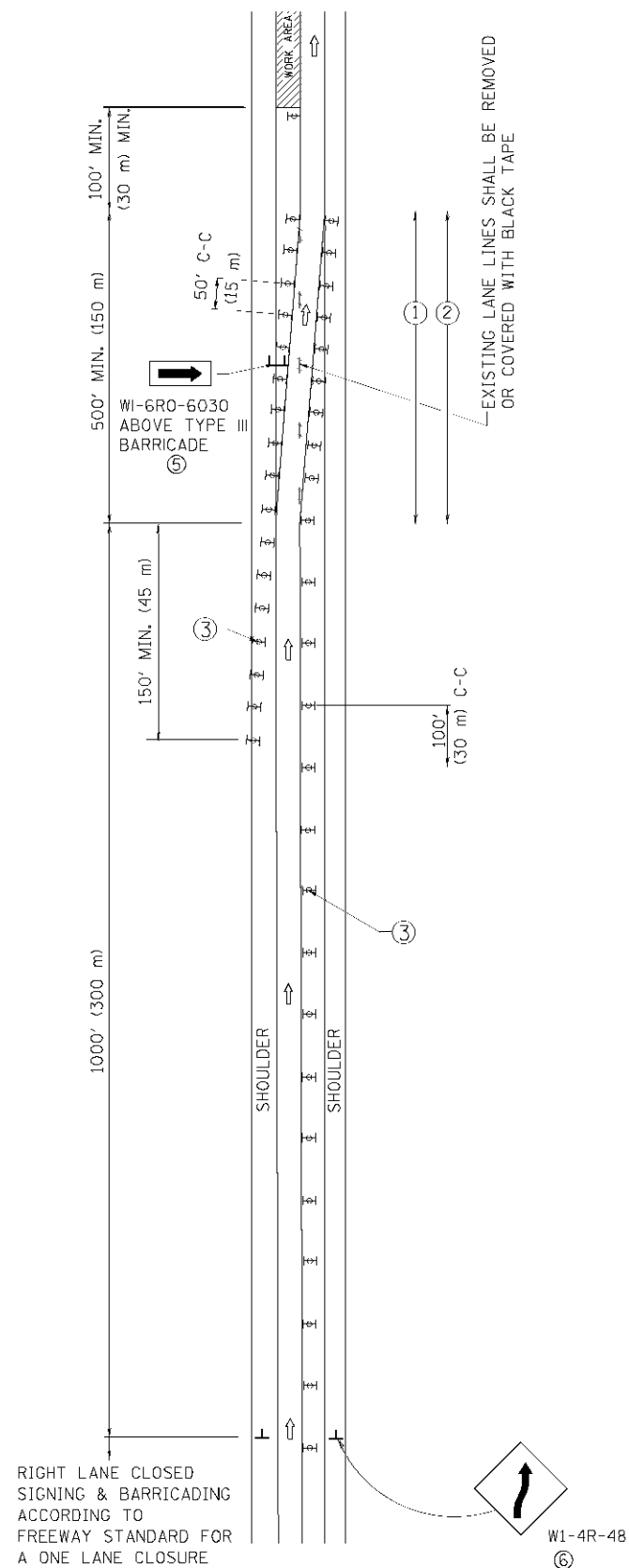
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREEWAY ENTRANCE AND EXIT RAMP
CLOSURE DETAILS

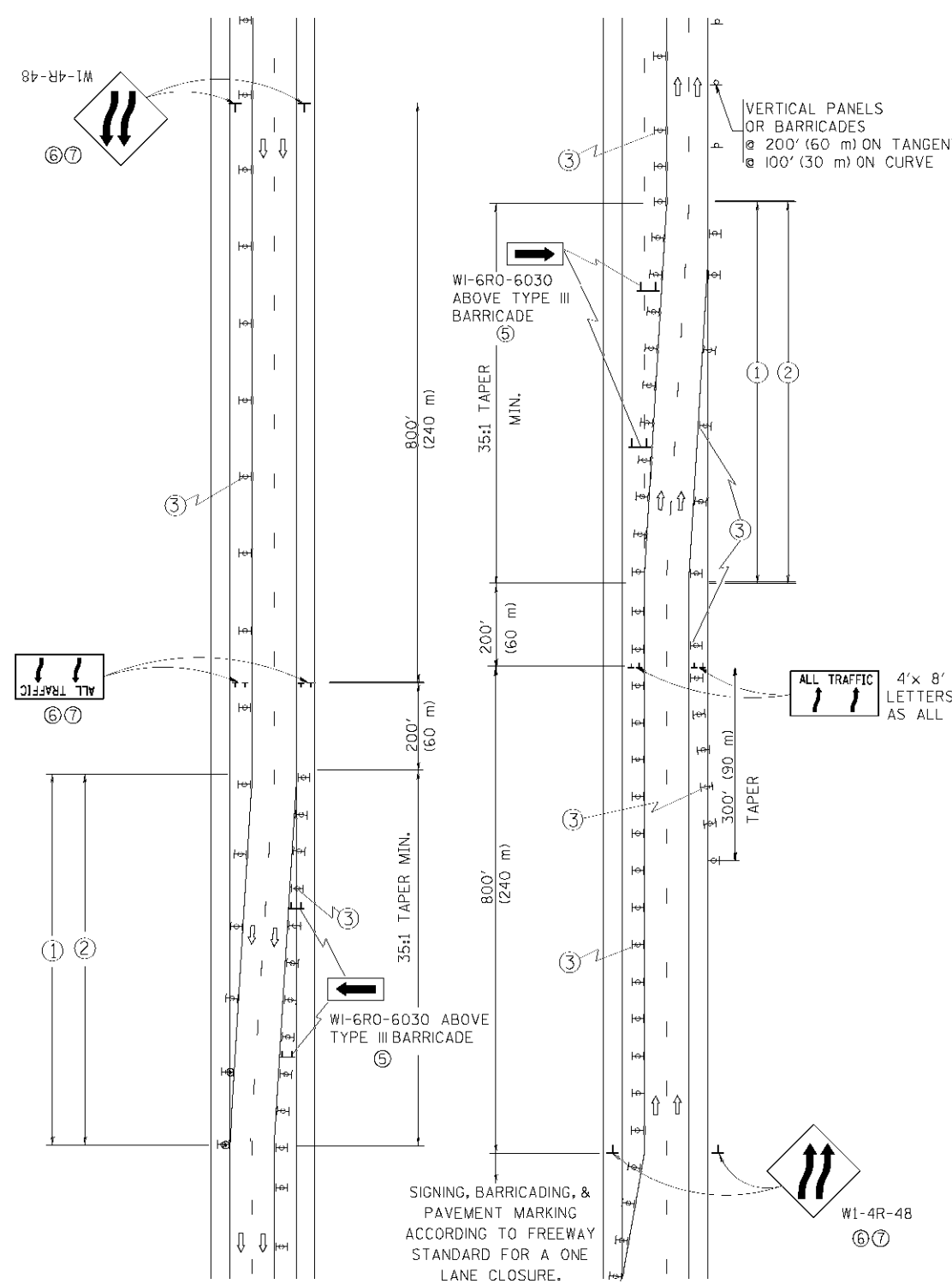
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B1R	COOK	919	540
TC-08		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

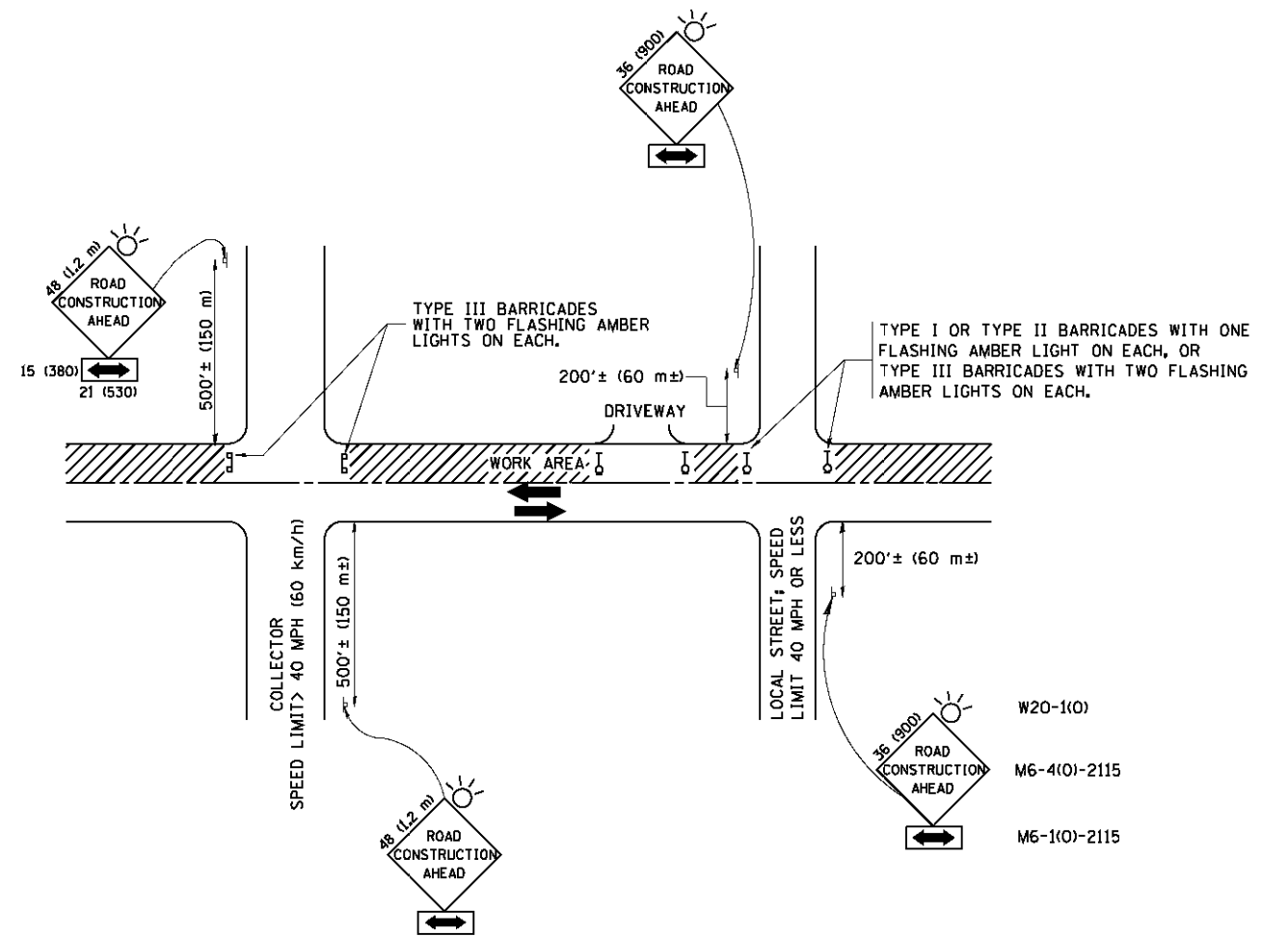
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME W:\nol\101\22x34\w87\td.dgn	USER NAME lujp	DESIGNED - DWS	REVISED - JAF 01-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - JAF 02-06			305	1920..01,1518,2022&1922.4BIF	COOK	919	541	
		PLOT SCALE 50.0000' / IN.	CHECKED -			REVISED - SPB 01-07	TC-09		CONTRACT NO. 60T35		
		PLOT DATE 1/26/2019	DATE - 02-87			REVISED - SPB 12-09	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

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

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

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

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

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

b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

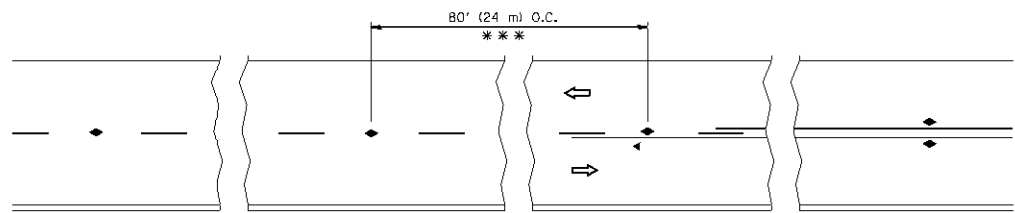
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

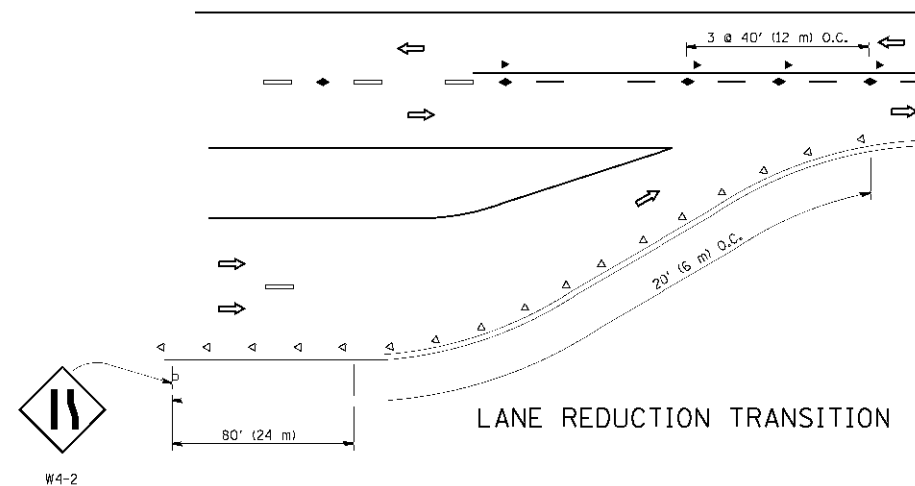
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10			CONTRACT NO. 60T35	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

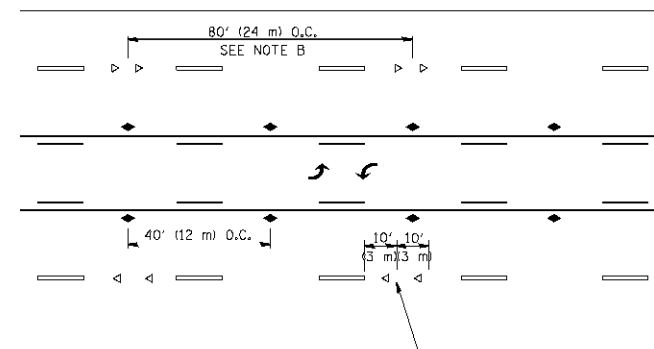


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

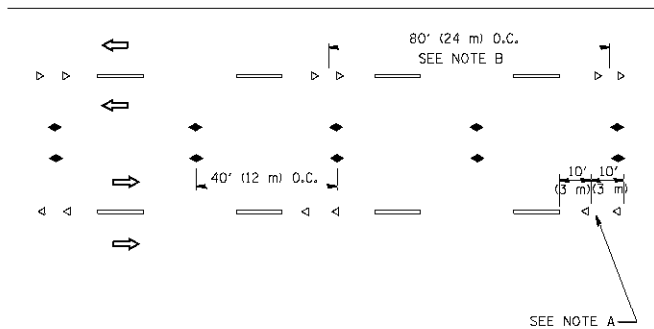
TWO-LANE/TWO-WAY



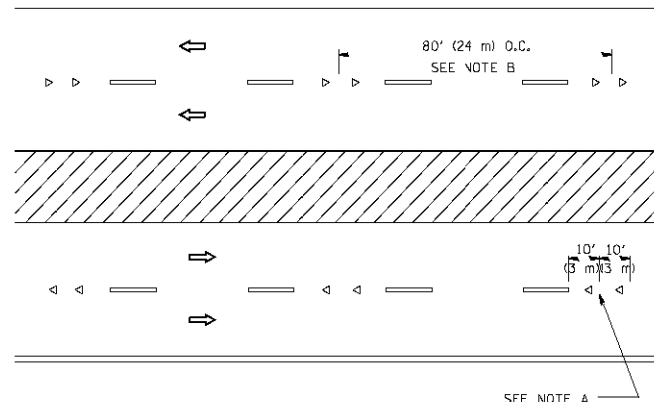
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

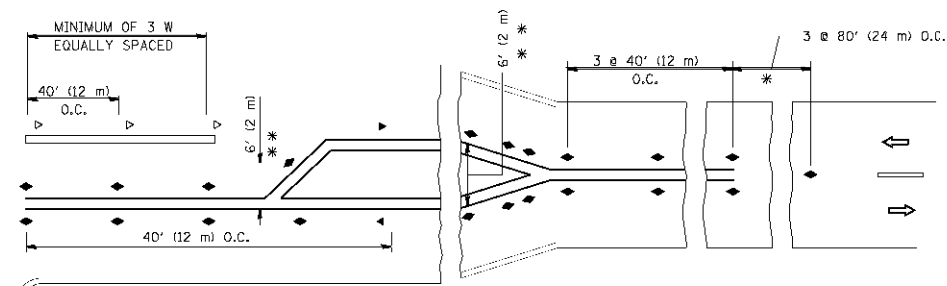
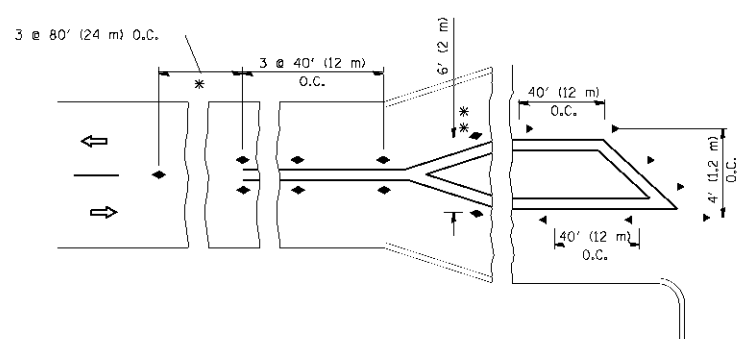
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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

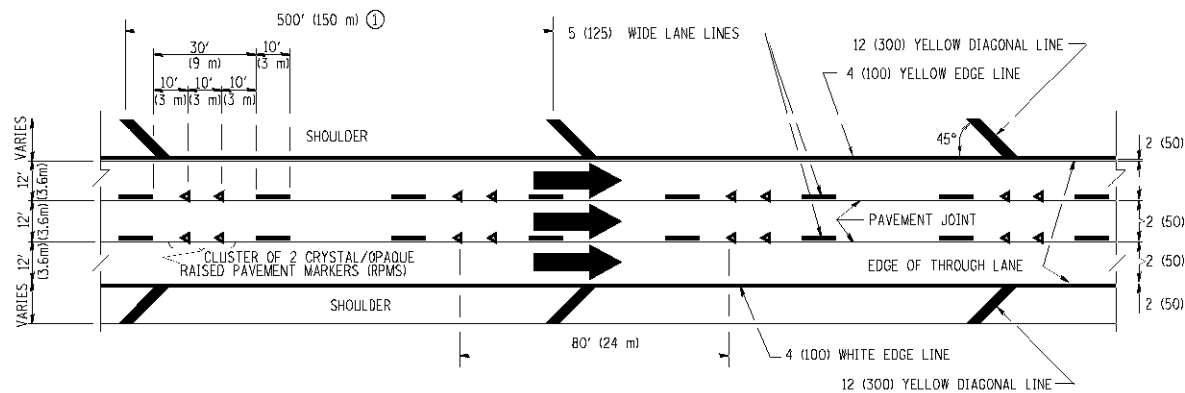


* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
 ** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

LEFT TURN

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

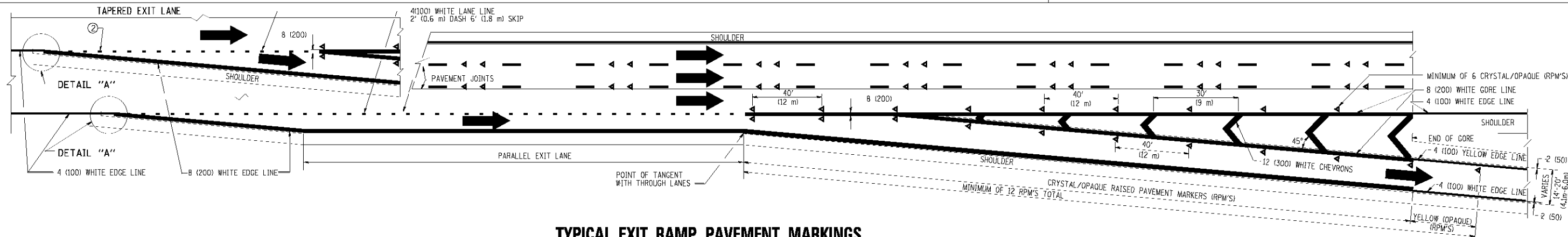
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	PLOT SCALE 50.0000' / IN.	DRAWN -	REVISED - T. RAMMACHER 03-12-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920..01,1518,2022&1922.4BIR	COOK	919
PLOT DATE 3/2/2011	DATE -	CHECKED -	REVISED - T. RAMMACHER 01-06-00					TC-11		CONTRACT NO. 60T35		
			REVISED - C. JUCIUS 09-09-09					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



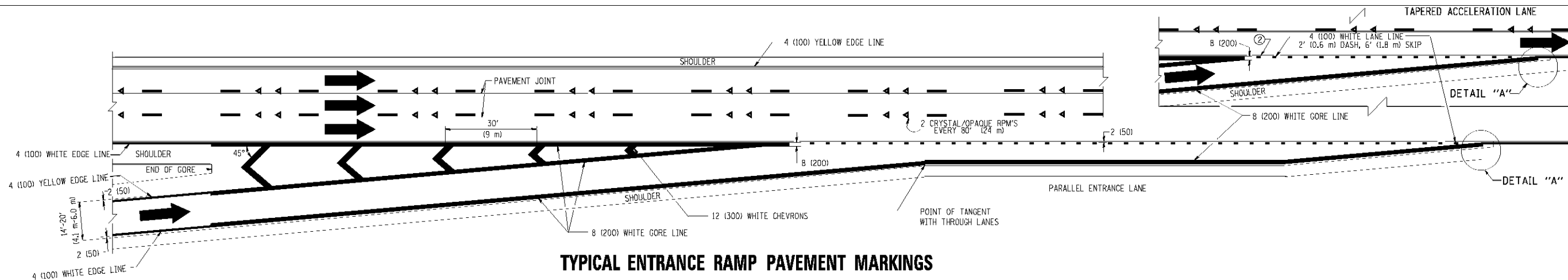
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

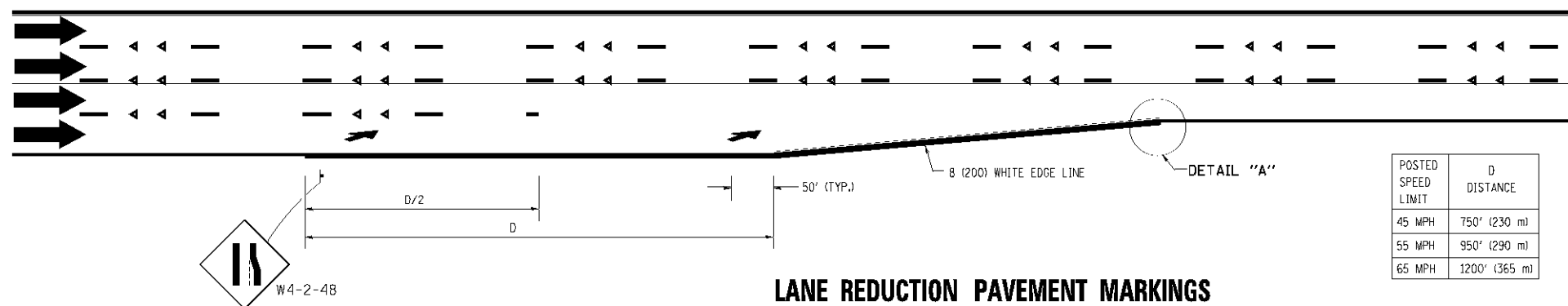
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE SHALL BE USED FOR ALL LANE LINES ON BITUMINOUS PAVEMENT.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS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



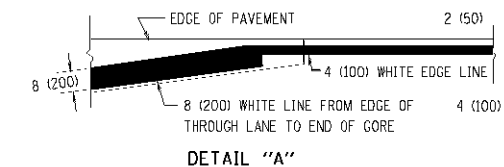
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS



NOTES:

- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

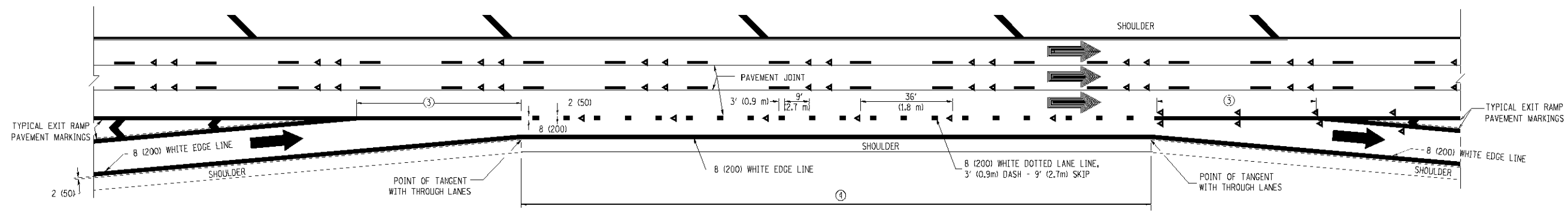
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		DRAWN -	REVISED - J.A.F. 02-06
		CHECKED -	REVISED - S.P.B. 01-07
		DATE - 01-90	REVISED - S.P.B. 01-10

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

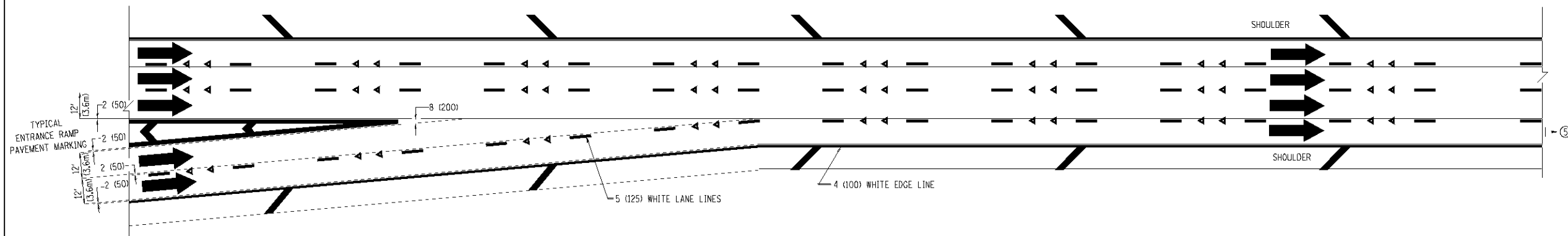
**MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS**

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

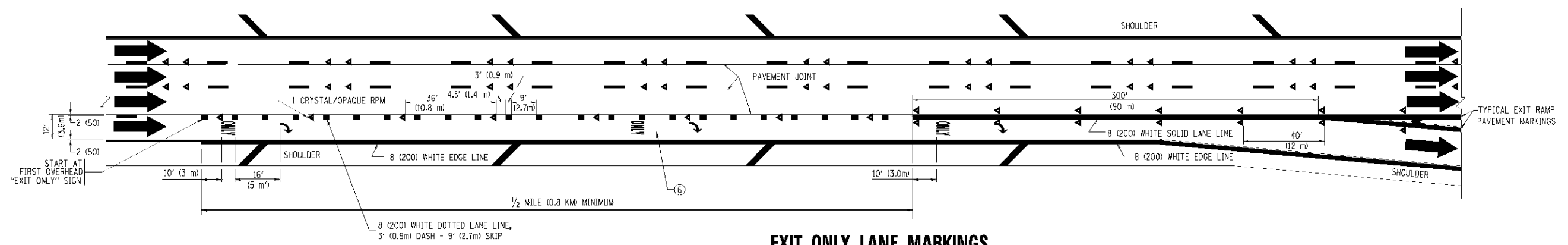
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305	1920_01,1518,2022&1922,4B1R	COOK	919	544
TC-12		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



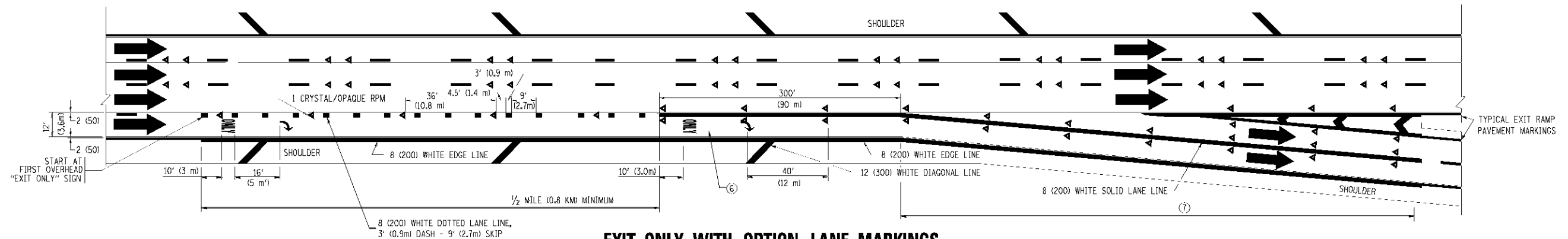
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



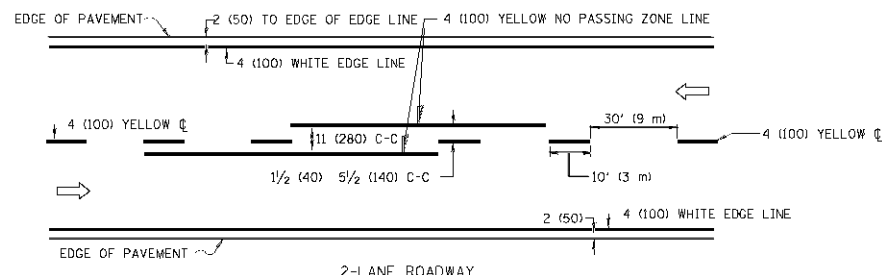
EXIT ONLY LANE MARKINGS



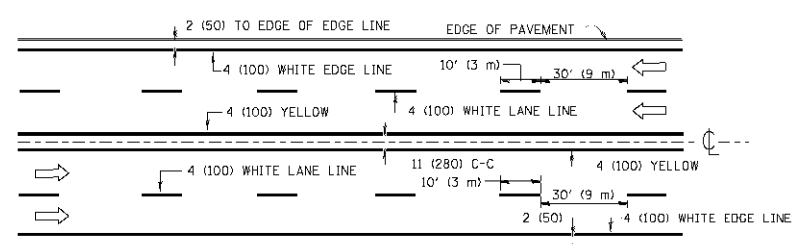
EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED CORE.

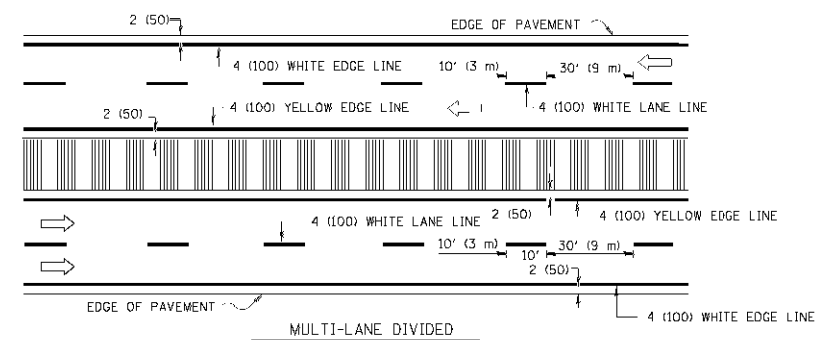
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	PLOT SCALE 50.0000' / IN.	CHECKED -	REVISED - J.A.F. 02-06					305	1920..01,1518,2022&1922.4BIF	COOK	919	545
	PLOT DATE 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-07					TC-12		CONTRACT NO. 60T35		
				SCALE: NONE	SHEET NO. 2	OF 2 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		



2-LANE ROADWAY



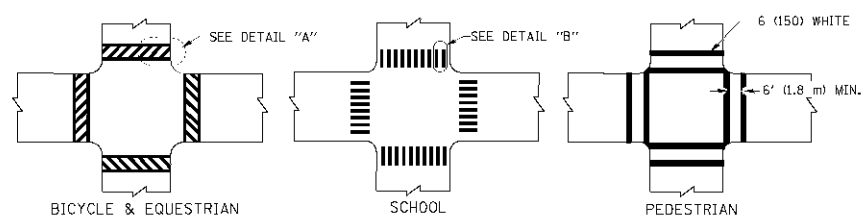
MULTI-LANE UNDIVIDED



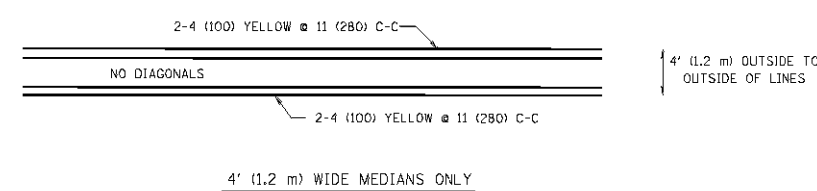
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

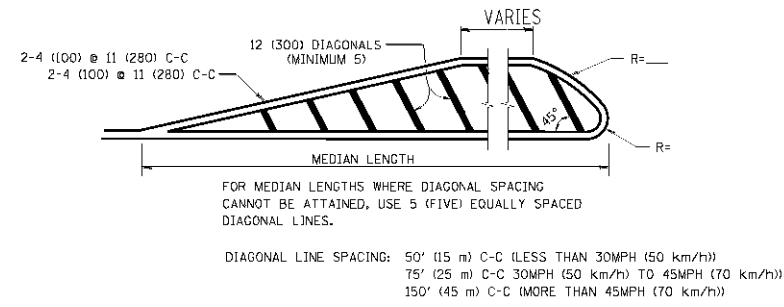
TYPICAL LANE AND EDGE LINE MARKING



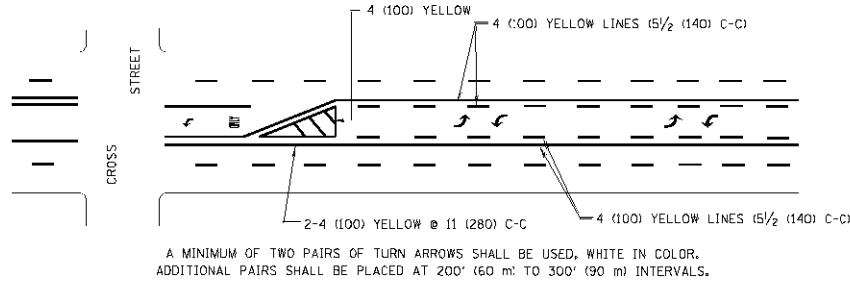
TYPICAL CROSSWALK MARKING



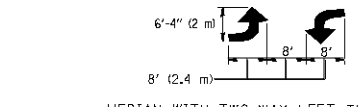
4' (1.2 m) WIDE MEDIANS ONLY



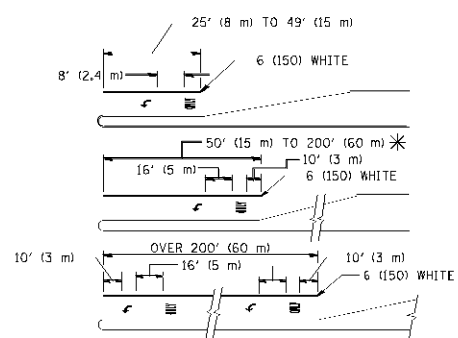
MEDIANS OVER 4' (1.2 m) WIDE



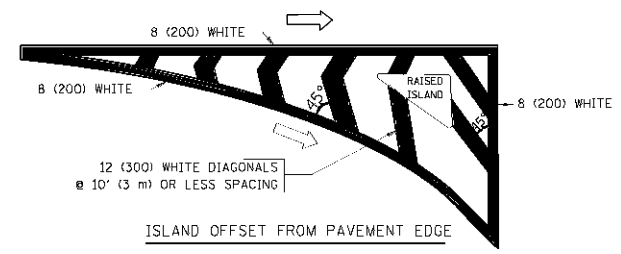
TYPICAL PAINTED MEDIAN MARKING



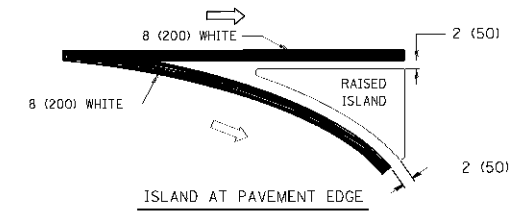
MEDIAN WITH TWO-WAY LEFT TURN LANE



TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 (6' (1.8 m)) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

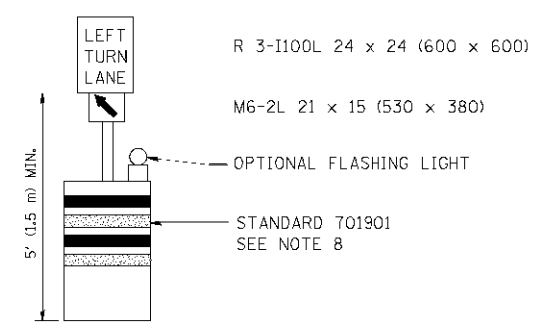
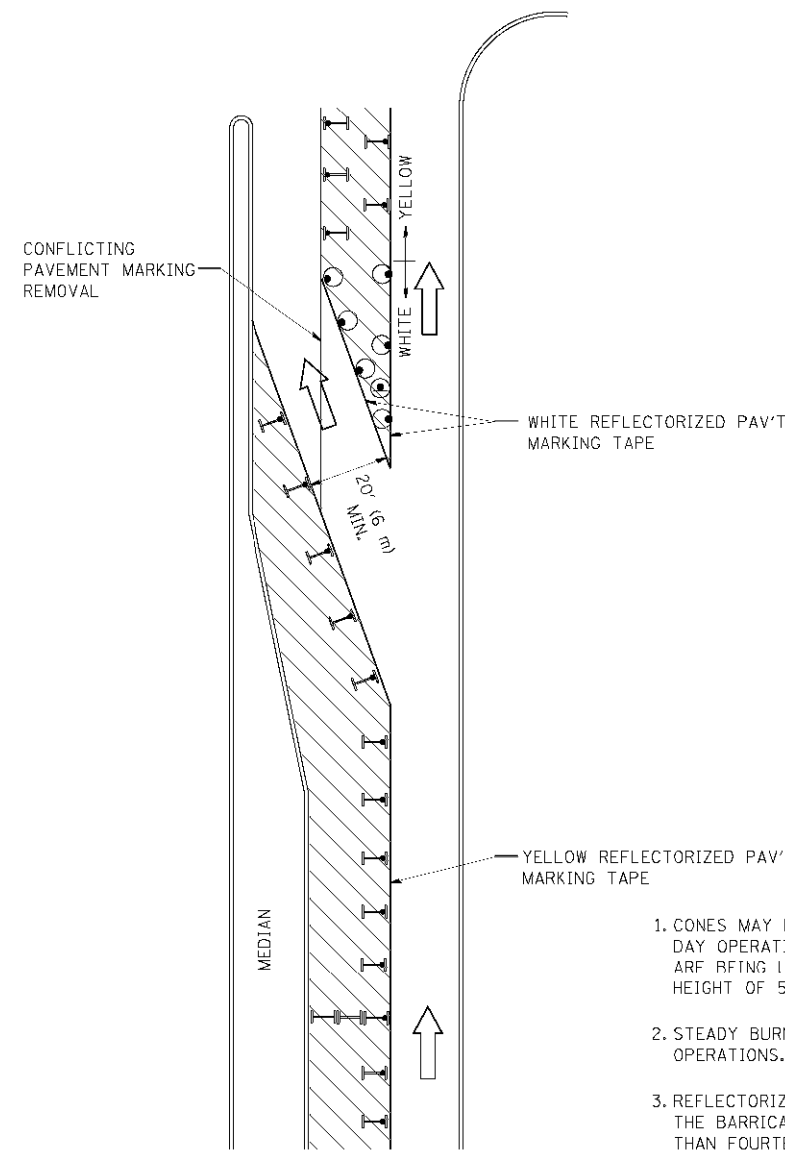
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME	USER NAME	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - C. JUCIUS 09-09-09
		CHECKED -	REVISED -
		DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920.01,1518,2022&1922.4B/R	COOK	919	546
TC-13		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				









GENERAL NOTES

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

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

LEGEND

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

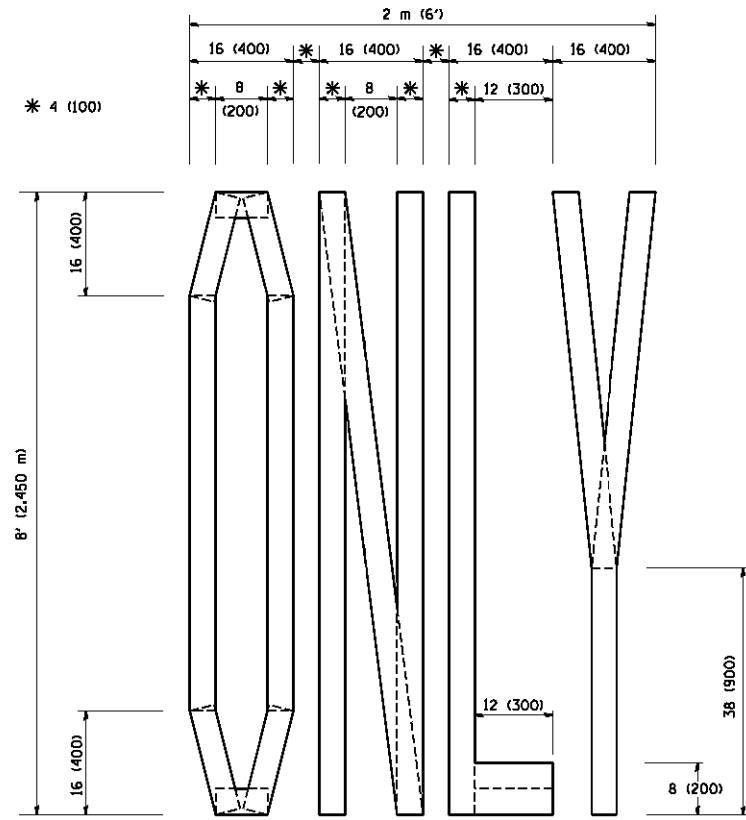
FILE NAME	USER NAME	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
\\s:\work\p\WIDOT\DR\WIKOSGN\0100315\14.dwg	drmmacher	REVISED - A. HOUSEH 11-07-95	REVISED -
PLOT SCALE 49.9999' / IN.		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT DATE 5/14/2009		REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

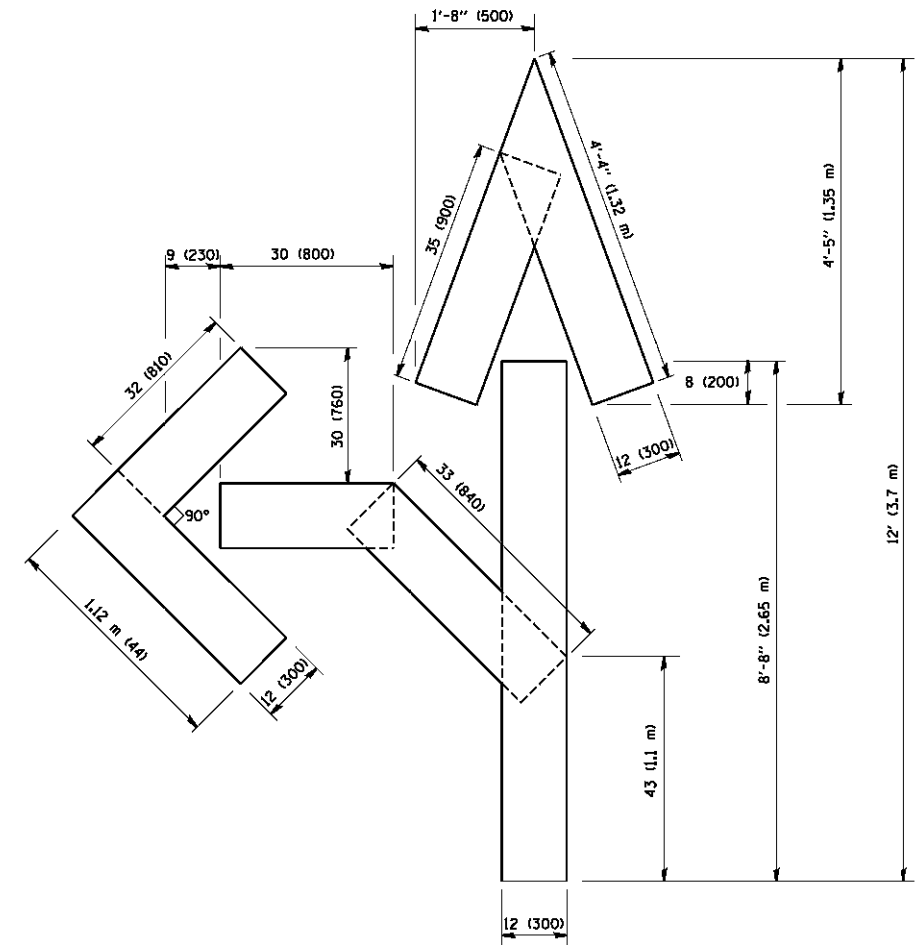
**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

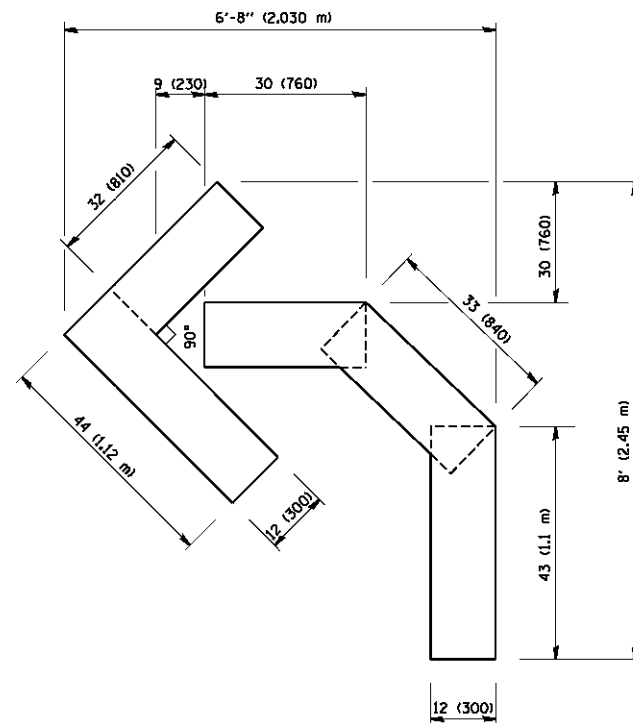
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B/R	COOK	919	547
TC-14		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

FILE NAME = W:\distatd\22x34\16.dgn	USER NAME = geglienobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

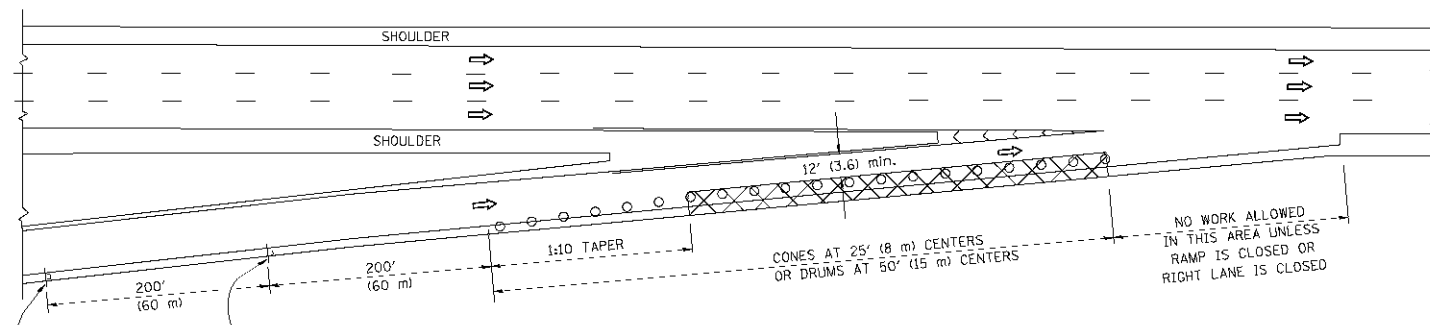
PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

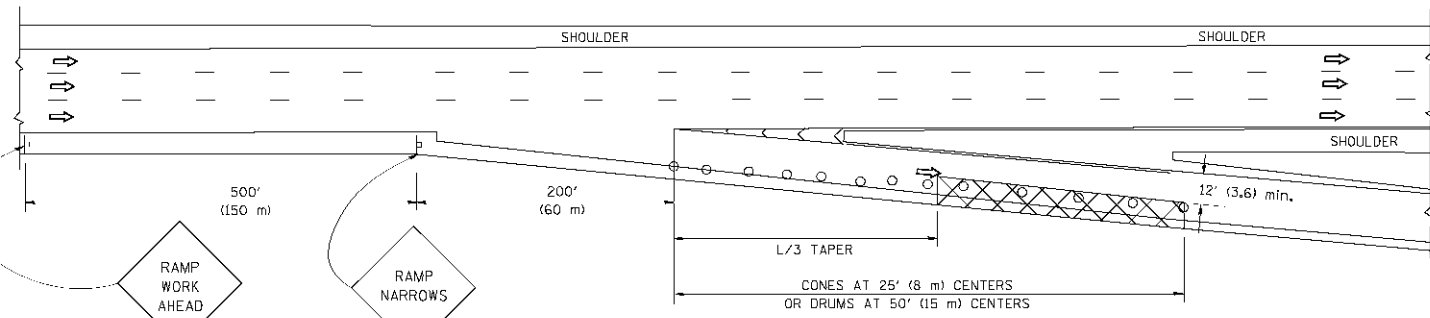
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B1R	COOK	919	548
TC-16		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

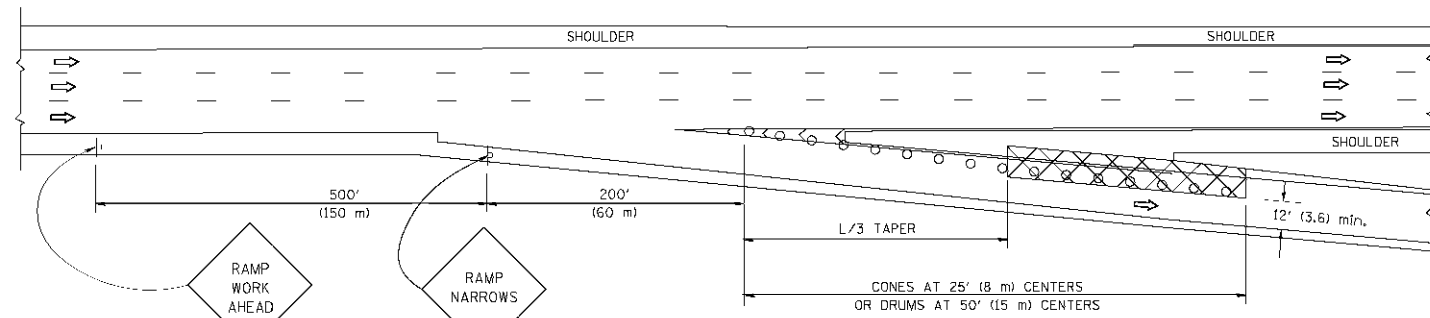
SHOULDER CLOSURE DETAILS



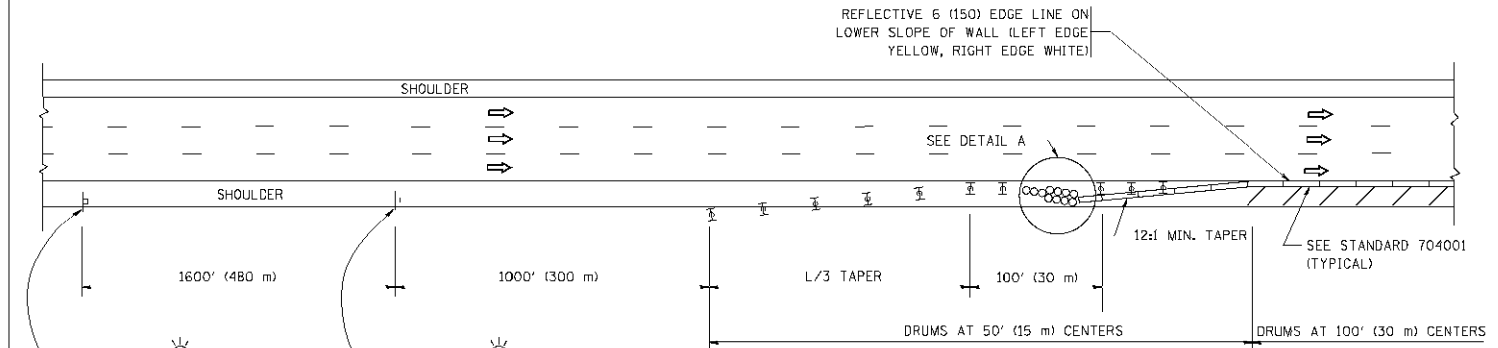
TYPICAL ENTRANCE RAMP



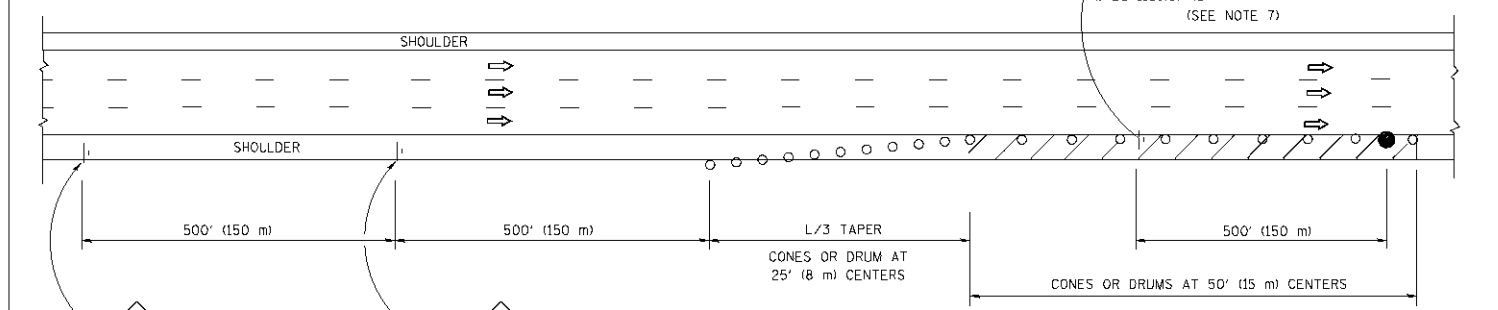
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH
	$L=0.65(W)(S)$ $L=(W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCRANCHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350 COMPLIANT.

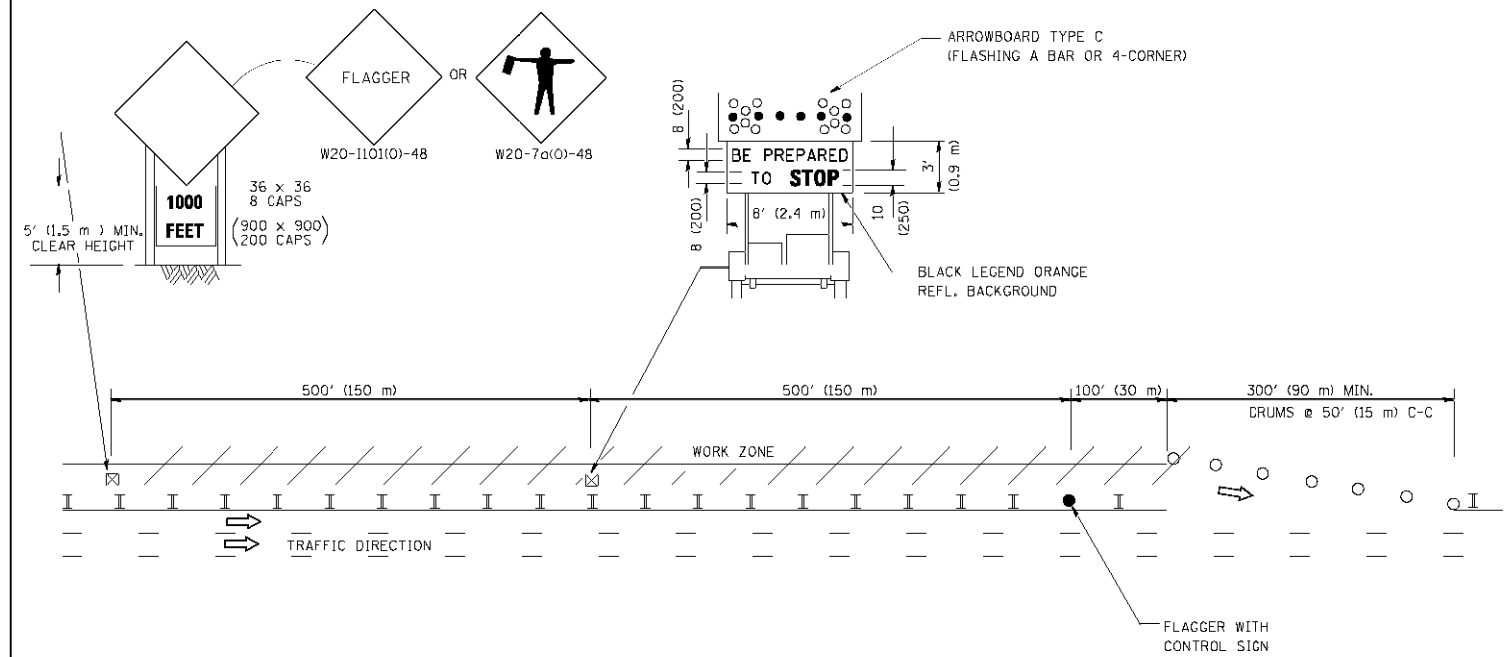
DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

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

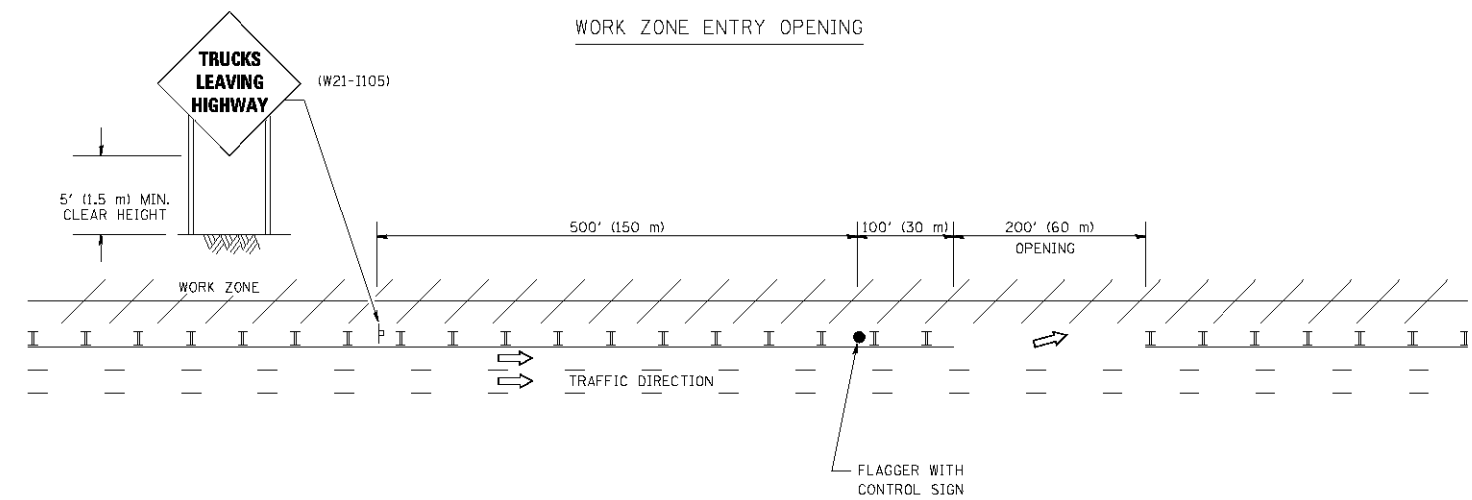
FILE NAME M:\nct\td\22x34\17.dwg	USER NAME luyou	DESIGNED -	REVISED - 04-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - D.W.S.	REVISED - J.A.F. 12-06			305	1920_01,1518,2022&1922,4BIF	COOK	919	549	
		CHECKED -	REVISED - S.P.B. 01-07			TC-17		CONTRACT NO. 60T35			
		DATE - 11-96	REVISED - S.P.B. 12-09			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. THE ARROWBOARD, THE FLAGGER AHEAD SIGN AND THE TRUCKS LEAVING HIGHWAY SIGN SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE EXIT OPENINGS SHOULD BE A MINIMUM OF ONE HALF MILE APART.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME M:\odds\ts\N22x34\ts18.dwg	USER NAME lucyca	DESIGNED -	REVISED - J.A.F. 04-03
		DRAWN -	REVISED - J.A.F. 02-06
	PLOT SCALE 50.0000' / IN.	CHECKED -	REVISED - S.P.B. 01-07
	PLOT DATE 1/26/2010	DATE -	REVISED S.P.B. 12-09


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION


SIGNING FOR FLAGGING OPERATIONS
AT WORK ZONE OPENINGS


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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920..01,1518,2022&1922.4B/R	COOK	919	550
TC-18			CONTRACT NO. 60T35	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE MARKERS


 FOR U.S. ROUTES
M1-40-2424


 FOR ILLINOIS ROUTES
M1-50-2424

 R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND


ARROWS SIGNS

 M5-1L-2115


 M5-1R-2115


 M6-1-2115


 M6-1-2115

 M6-3-2115


CARDINAL DIRECTION & DETOUR SIGNS

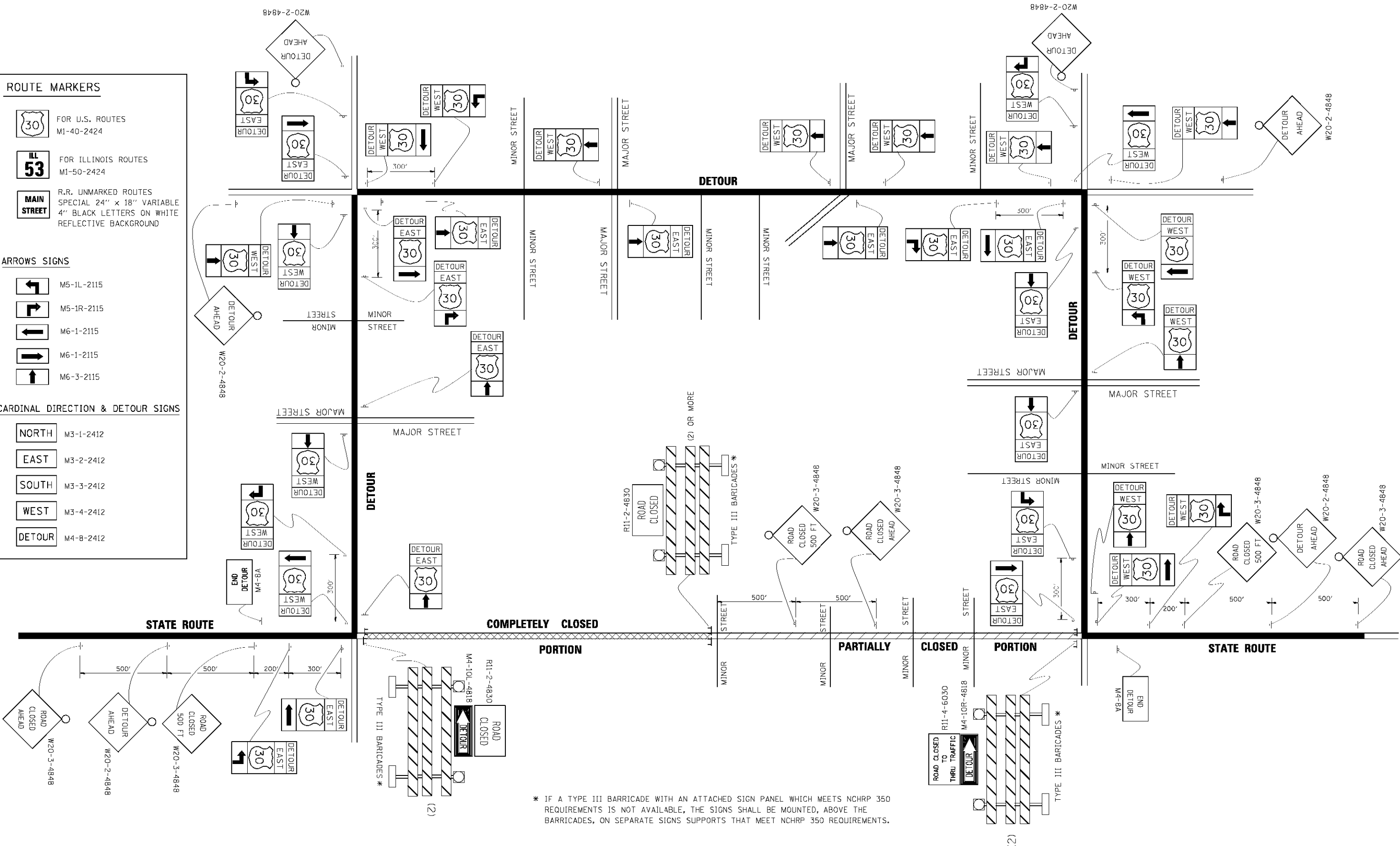
 NORTH M3-1-2412

 EAST M3-2-2412

 SOUTH M3-3-2412

 WEST M3-4-2412

 DETOUR M4-8-2412



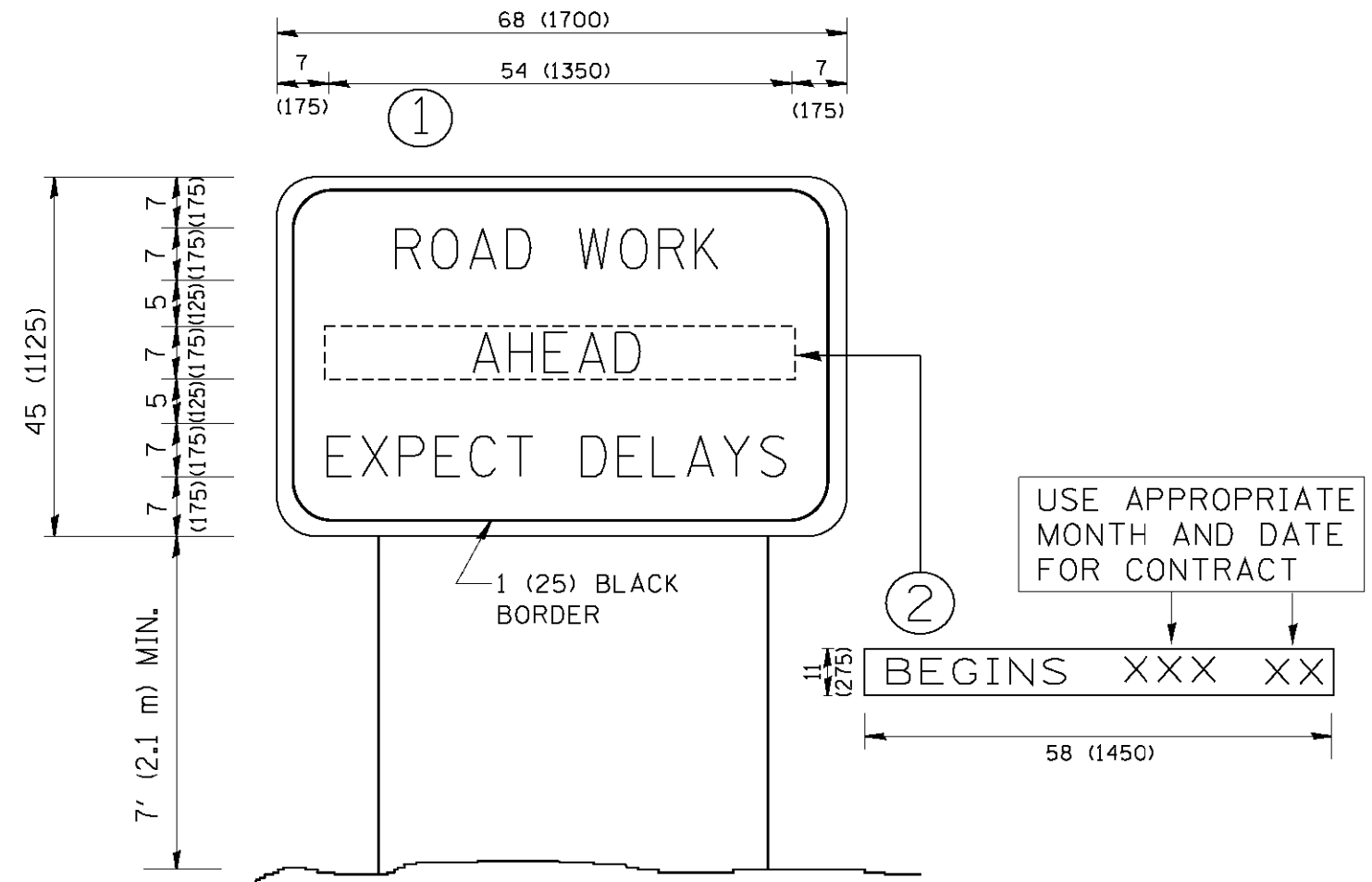
* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME L:\pwork\p\WID07\DR\WKS\G\W0100315\21.dwg	USER NAME drazakougi	DESIGNED - DRAWN -	REVISED - 10-18-02 REVISED - R. BORO 09-14-09
PLOT SCALE 42.77777 / IN.	CHECKED -	REVISED -	REVISED -
PLOT DATE 2/14/2009	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 305	SECTION 1920.01,1518,2022&1922.4BIF	COUNTY COOK	TOTAL SHEETS 919	SHEET NO. 551
TC-21		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

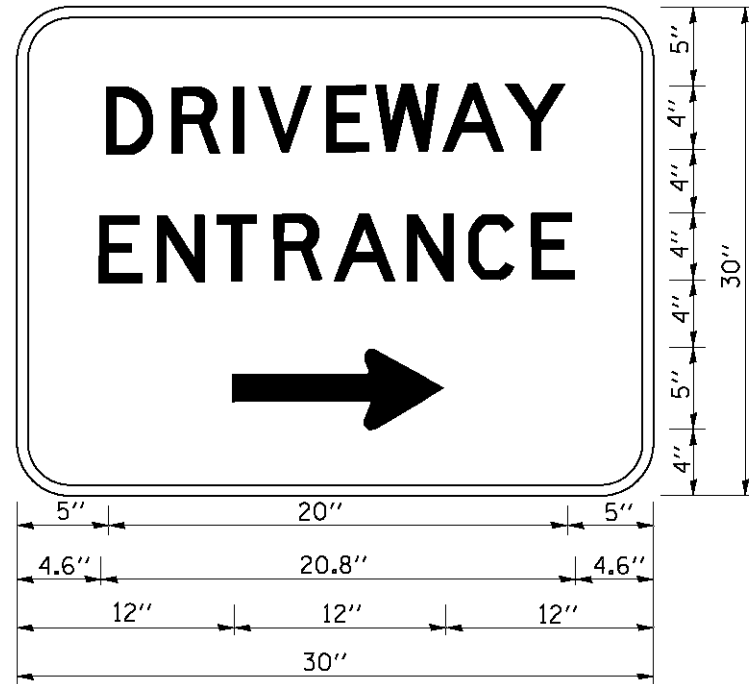


NOTES:

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

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

FILE NAME = W:\distatd\22x34\to22.dgn	USER NAME = geg1enobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	305	1920..01,1518,2022&1922.4BIR	COOK	919	552
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07					TC-22		CONTRACT NO. 60T35			
							<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>					



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME = W:\distatd\22x34\to26.dgn	USER NAME = geglianobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

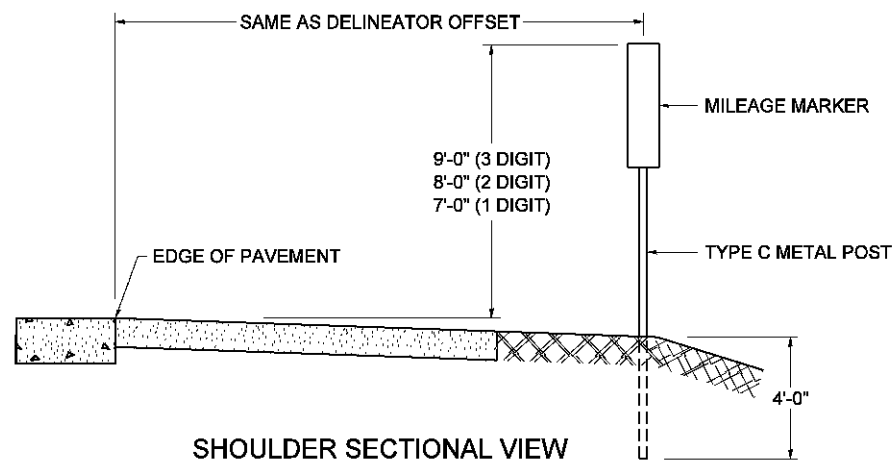
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

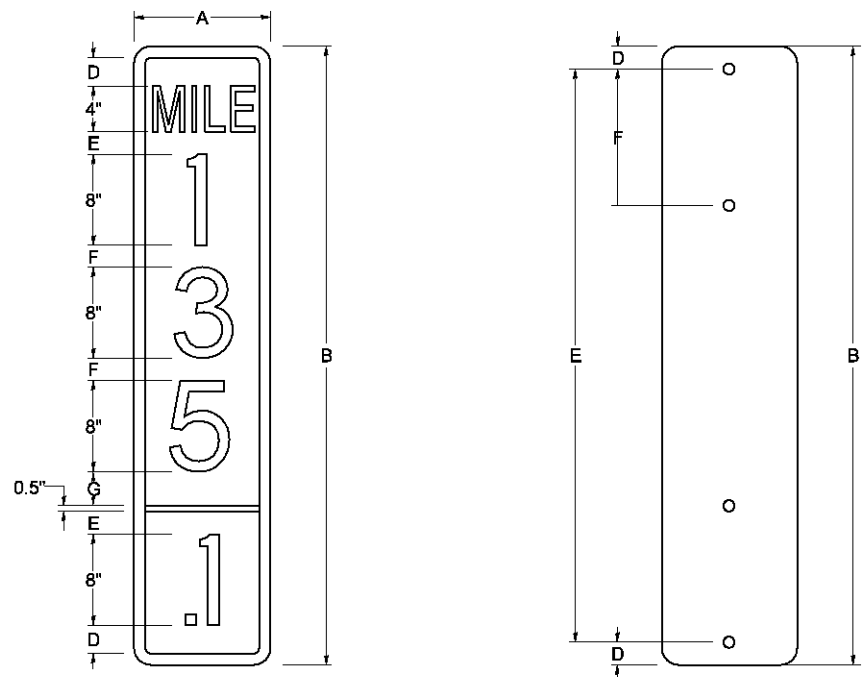
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	1920,,01,1518,2022&1922.4B/R	COOK	919	553
TC-26		CONTRACT NO. 60T35		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

STANDARD DESIGN FOR MILE POST



SHOULDER SECTIONAL VIEW

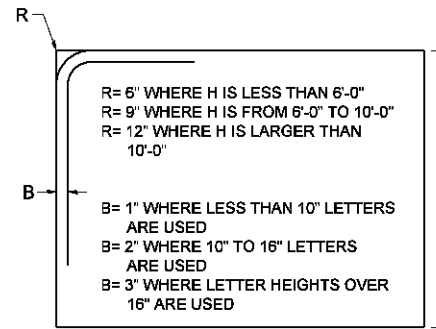


SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	DIGIT
12 x 24	12.0	24.0	1.5	1.5	1.5	N/A	1.5	1
12 x 36	12.0	36.0	1.5	2.0	2.0	2.0	1.5	2
12 x 48	12.0	48.0	1.5	2.5	2.0	2.0	2.5	3

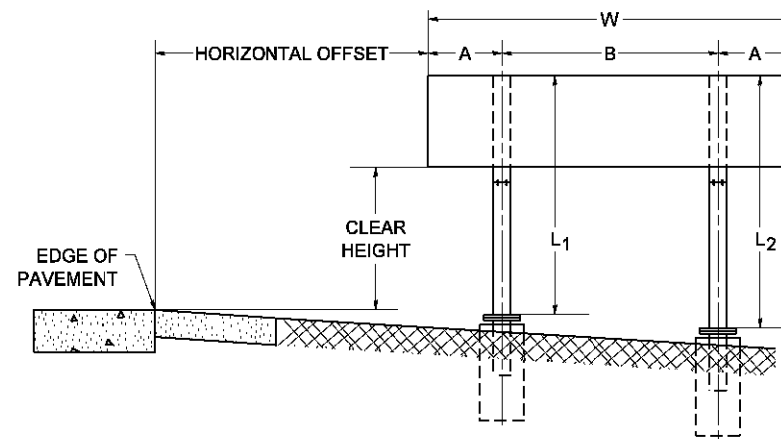
BLANK	A	B	C	D	E	F
B9-1224	12.0	24.0	1.5	2.0	20.0	N/A
B9-1236	12.0	36.0	1.5	2.0	32.0	12.0
B9-1248	12.0	48.0	1.5	2.0	44.0	12.0

SIGN SIZE	SERIES					BORDER	BLANK STD.
	LINES						
	1	2	3	4	5		
12 x 24	4C	8D	4C	N/A	N/A	0.5	B9-1224
12 x 36	4C	8D	8D	4C	N/A	0.5	B9-1236
12 x 48	4C	8D	8D	8D	4C	0.5	B9-1248

BORDER AND RADIUS LAYOUT



MAJOR GUIDE SIGN LAYOUT

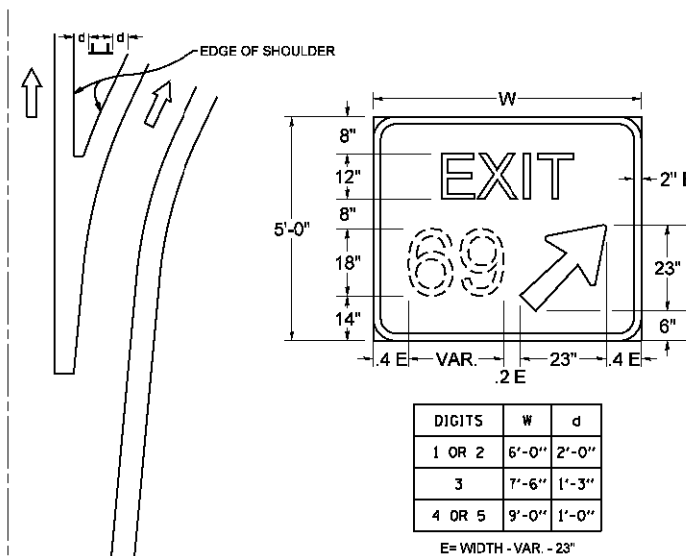


NUMBER OF STEEL SUPPORTS	A	B
2	.2 W	.6 W
3	.15 W	.35 W
4	.125 W	.25 W
5	.1 W	.2 W

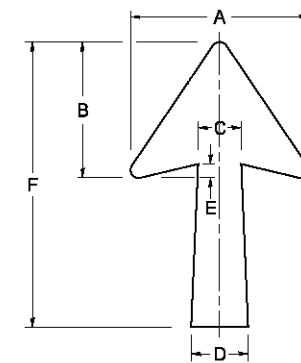
L₁ IS THE LENGTH OF SUPPORT, NOT INCLUDING THE STUB PROJECTION, CLOSEST TO THE EDGE OF THE PAVEMENT.

A IS THE DISTANCE FROM THE SIGN EDGE TO THE CENTERLINE OF THE NEAREST SUPPORT. *B* IS THE DISTANCE BETWEEN CENTERLINES OF SUPPORTS.

GORE SIGNS

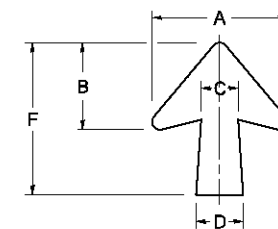


STANDARD ARROWS FOR INTERSTATE GUIDE SIGNS



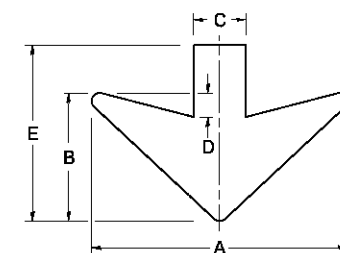
ARROW SYMBOL	A	B	C	D	E	F	R
24 1/4 x 15 1/8	15 1/8	11 1/8	3 3/4	5	1 1/8	24 1/4	1 1/8
29 1/4 x 18 1/4	18 1/4	14	4 1/2	6	1 1/2	29 1/4	3/4
35 5/8 x 22 1/4	22 1/4	17	5 3/8	7 1/8	1 3/4	35 5/8	1
18 1/4 x 11 1/4	11 1/4	8 3/4	3 1/8	3 3/8		18 1/4	

NOTE: D & F ARE RECOMMENDED DIMENSIONS. TAPER SHOULD BE HELD CONSTANT FOR LONGER OR SHORTER SHAFT LENGTHS

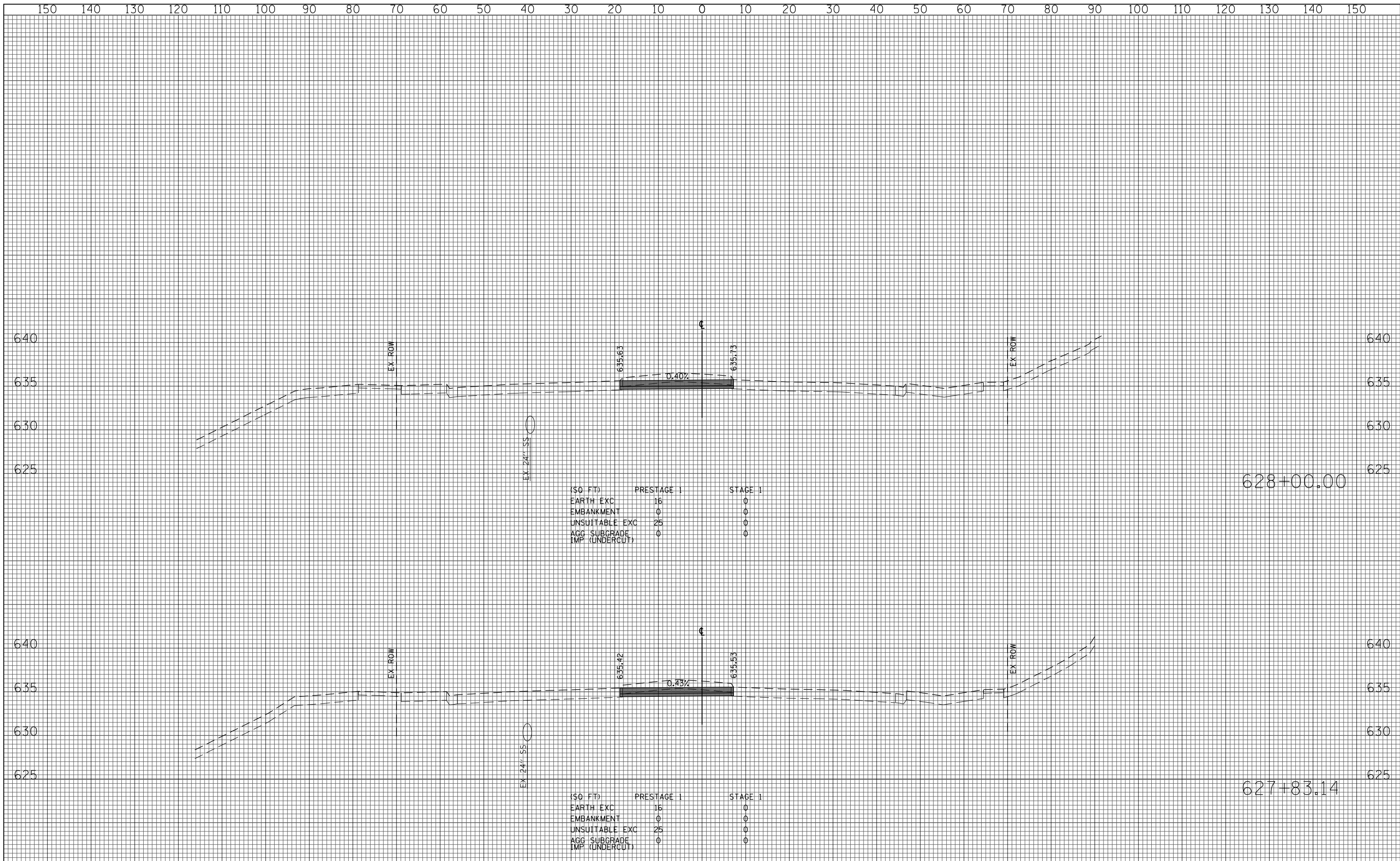


ARROW SYMBOL	A	B	C	D	E	F	R
17 1/4 x 14 1/4	14 1/4	9 3/8	3 3/8	4 1/2	1 5/8	17 1/4	3/4
20 1/4 x 17 1/4	17 1/4	11 3/4	4 3/8	5 5/8	1 1/2	20 1/4	
25 x 21 1/8	21 1/8	14 1/4	5	6 3/4	1 3/4	25	1
9 3/8 x 8 1/8	8 1/8	5 1/8	2 1/8	2 1/8		9 3/8	1/2

DOWN ARROWS



ARROW SYMBOL	A	B	C	D	E	R
16 1/2 x 24	24	12	5	1 1/2	16 1/2	3/4
22 x 32	32	16	6 1/2	3	22	1



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	16	0
EMBANKMENT	0	0
UNSUITABLE EXC	25	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	16	0
EMBANKMENT	0	0
UNSUITABLE EXC	25	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

FILE NAME =
 G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn

USER NAME = BAWtor.t
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/1/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

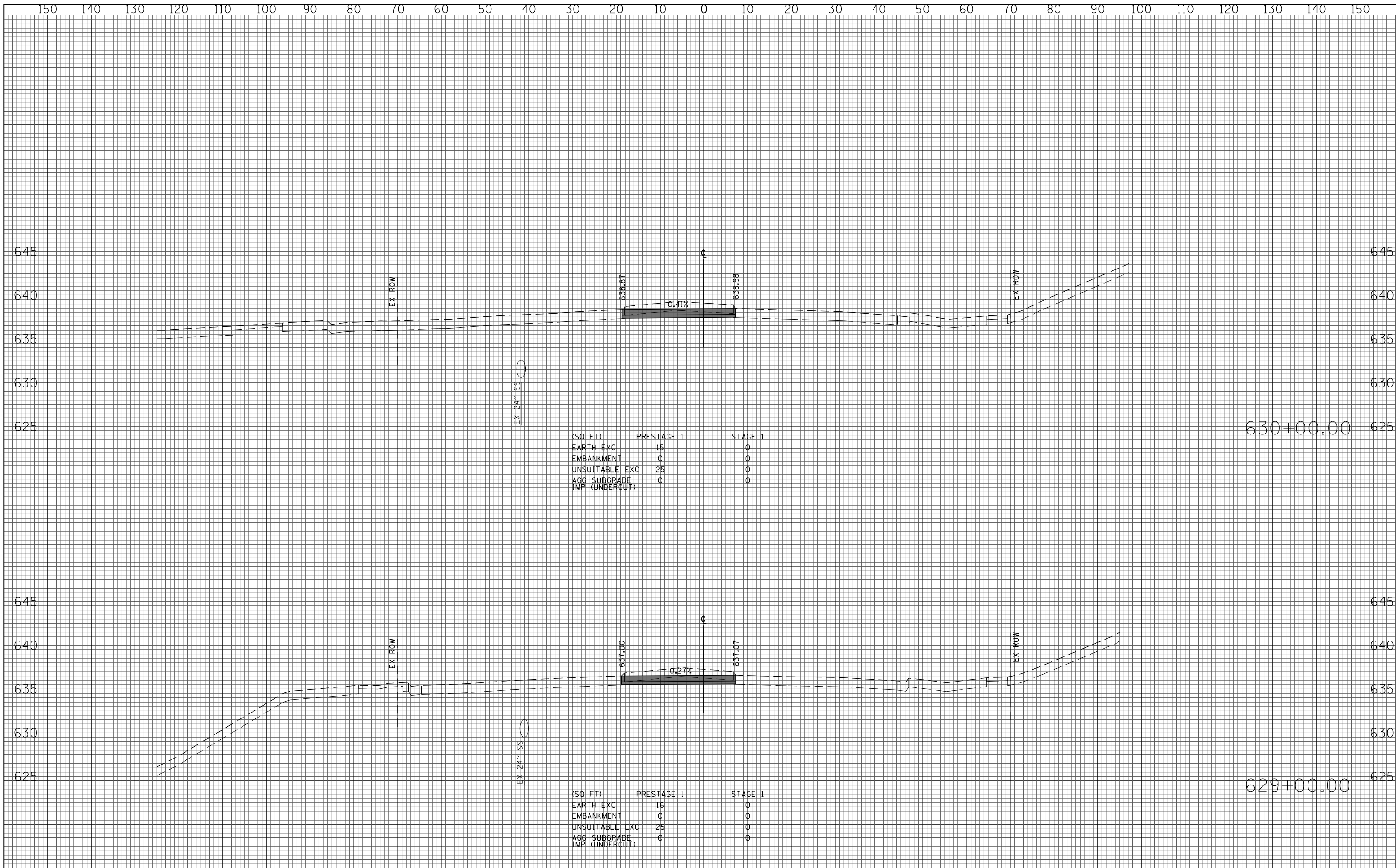
REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 555 OF 919 SHEETS STA. 627+83.14 TO STA. 628+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	555
				CONTRACT NO. 60T35
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	15	0
EMBANKMENT	0	0
UNSUITABLE EXC	25	0
AGG SUBGRADE IMP (UNDERCUT)	0	0

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	16	0
EMBANKMENT	0	0
UNSUITABLE EXC	25	0
AGG SUBGRADE IMP (UNDERCUT)	0	0

FILE NAME =
G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn

USER NAME = BAWtor.t
DESIGNED - JLV
DRAWN - KAL
CHECKED - RCB
DATE - 10/31/2012

REVISED -
REVISED -
REVISED -
REVISED -

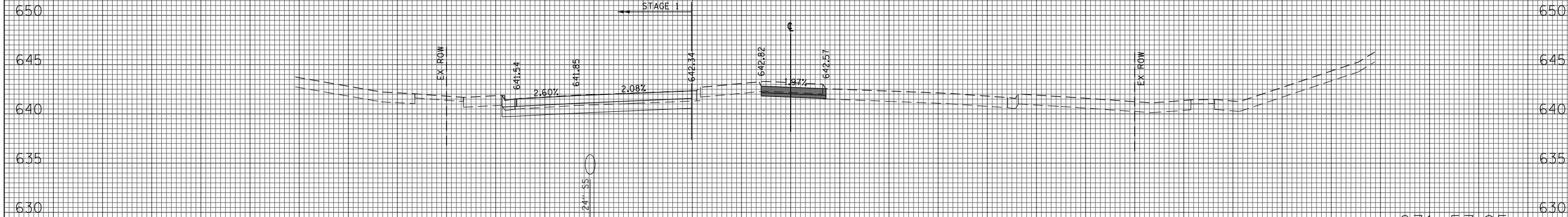
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 556 OF 919 SHEETS STA. 629+00.00 TO STA. 630+00.00

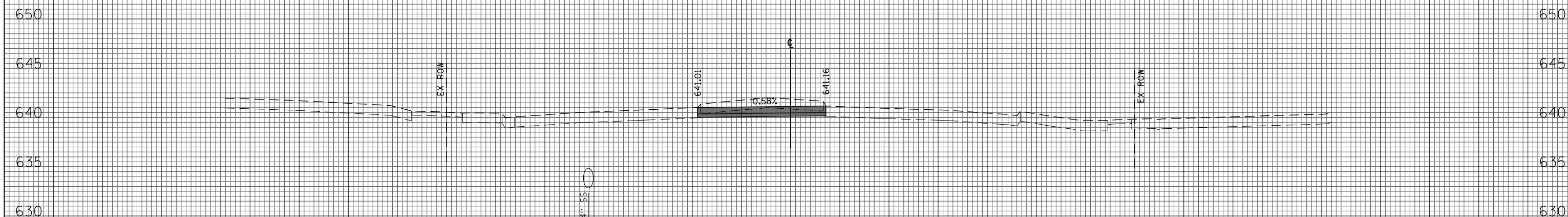
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	556
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



(\$0 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	6	29
EMBANKMENT	0	0
UNSUITABLE EXC	13	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

631+57.95



(\$0 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	17	0
EMBANKMENT	0	0
UNSUITABLE EXC	25	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

631+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME = G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn
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 PLOT DATE = 11/1/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

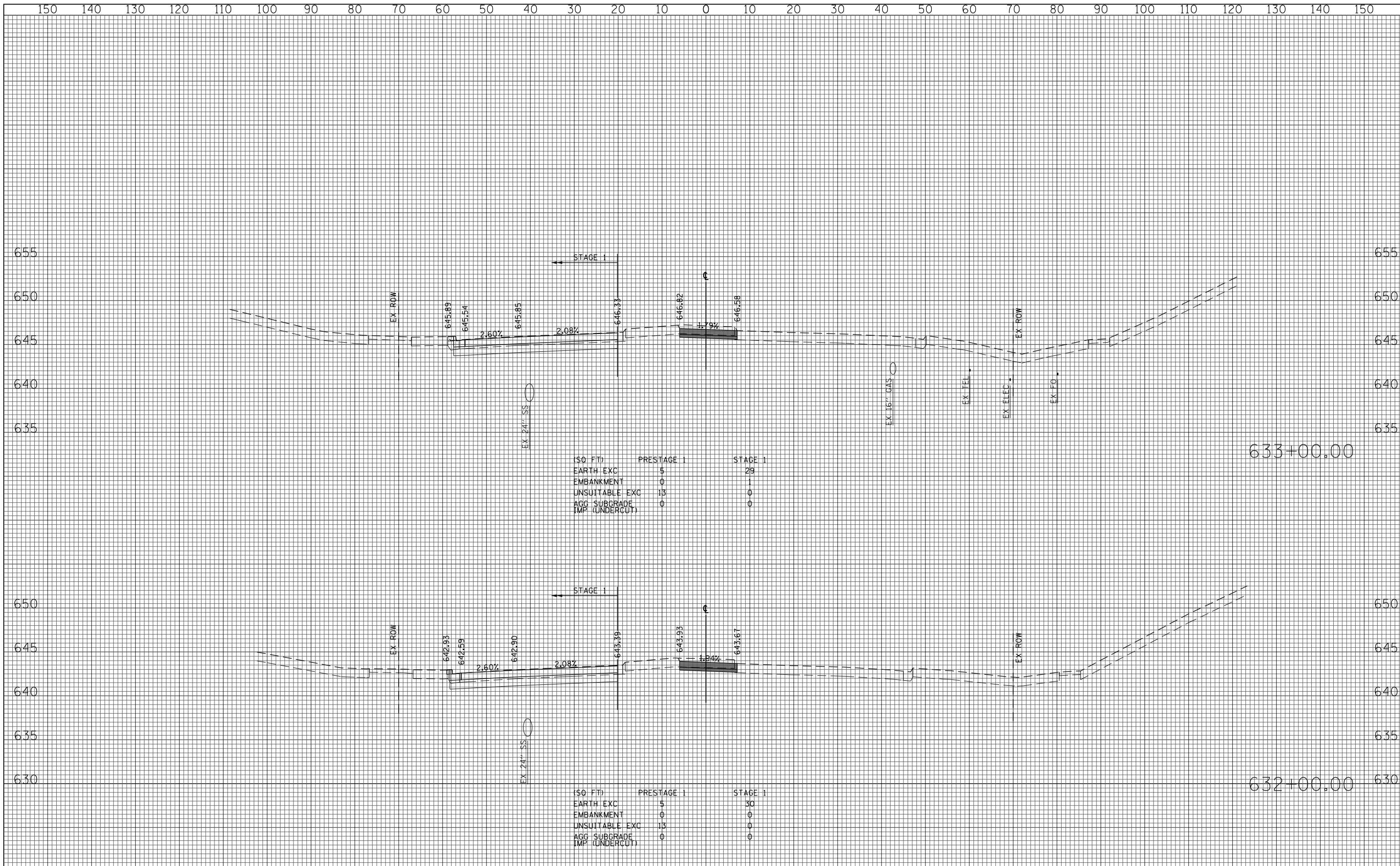
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

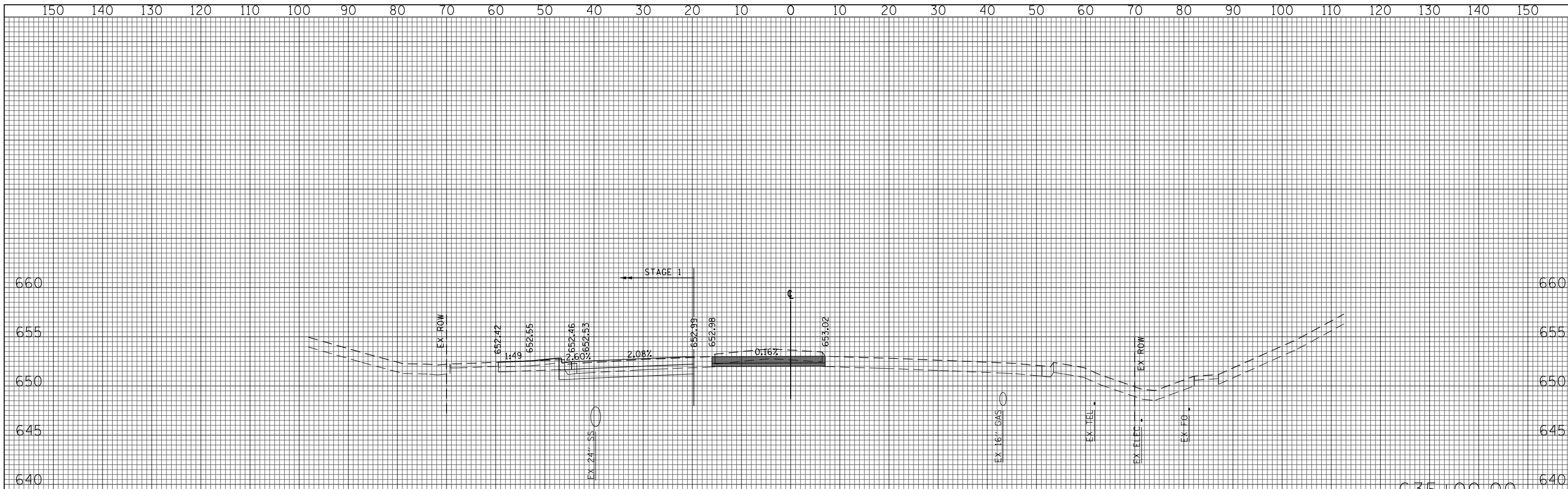
SCALE: 10H : 5V SHEET NO. 557 OF 919 SHEETS STA. 631+00.00 TO STA. 631+57.95

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	557
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	

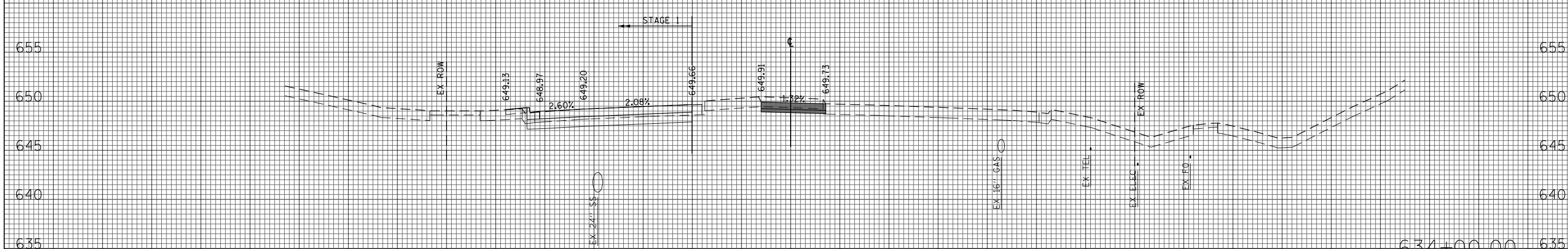


(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	5	29
EMBANKMENT	0	1
UNSUITABLE EXC	13	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

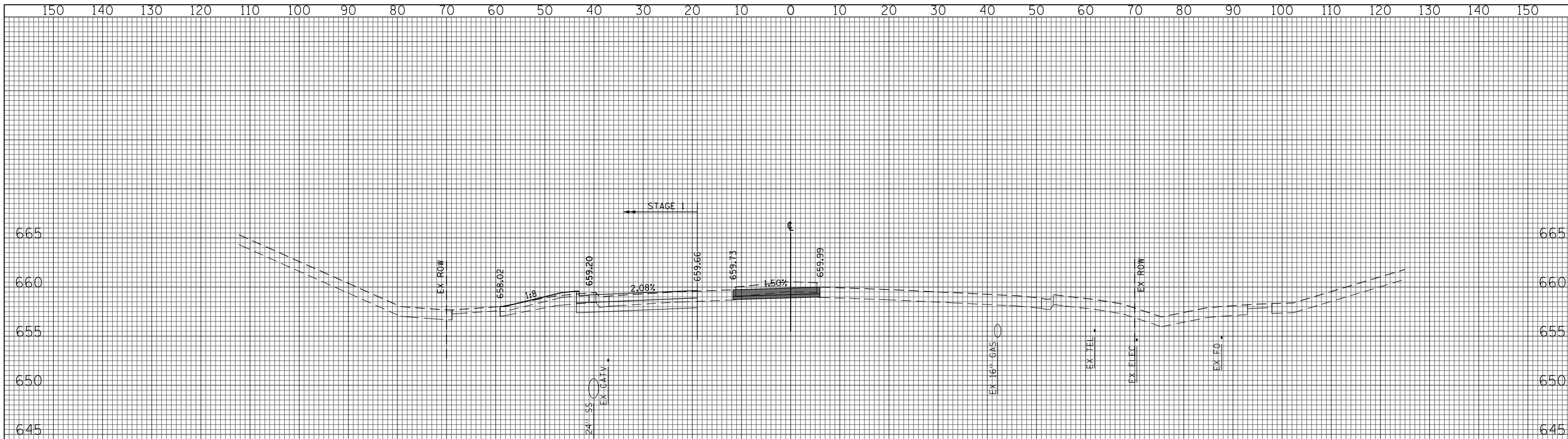
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	5	30
EMBANKMENT	0	0
UNSUITABLE EXC	13	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0



(\$0 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	12	17
EMBANKMENT	0	7
UNSUITABLE EXC	22	14
AGG SUBGRADE IMP (UNDERCUT)	0	0

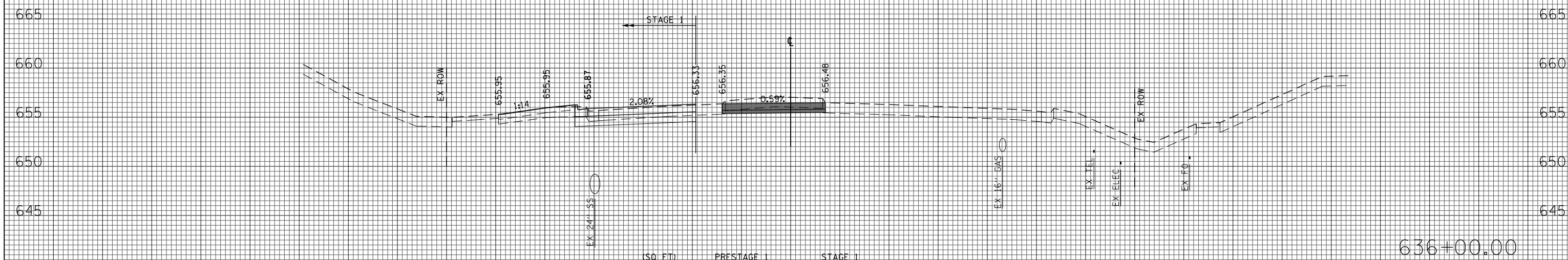


(\$0 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	6	24
EMBANKMENT	0	3
UNSUITABLE EXC	13	3
AGG SUBGRADE IMP (UNDERCUT)	0	0



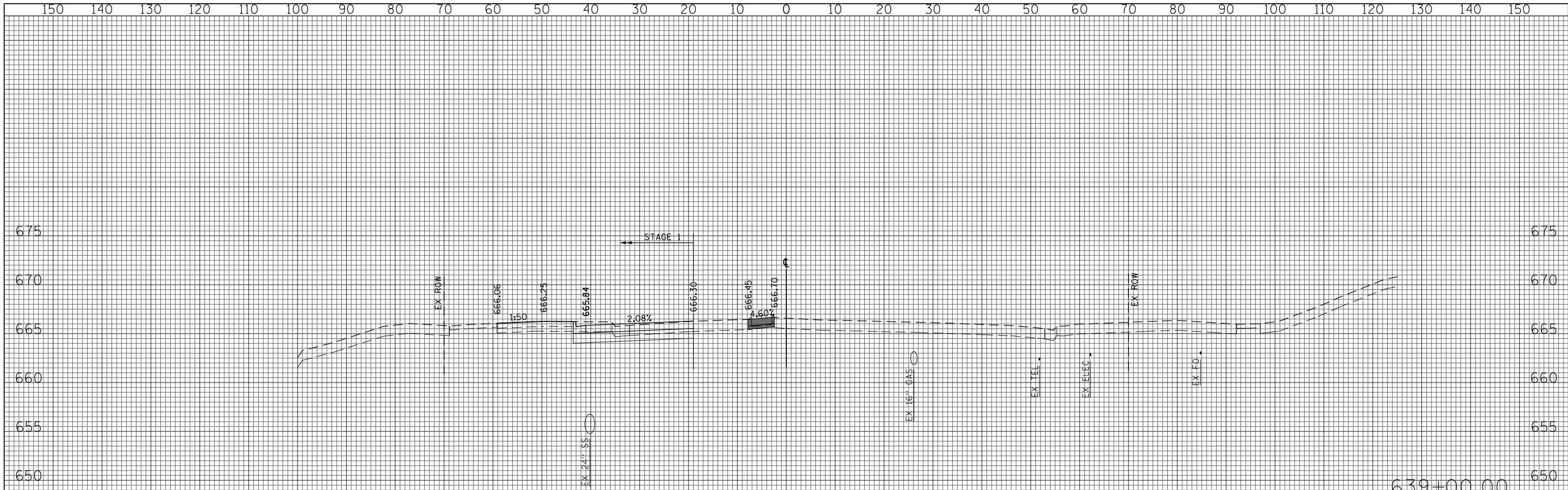
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	8	16
EMBANKMENT	0	10
UNSUITABLE EXC	17	20
AGG SUBGRADE IMP (UNDERCUT)	0	0

637+00.00

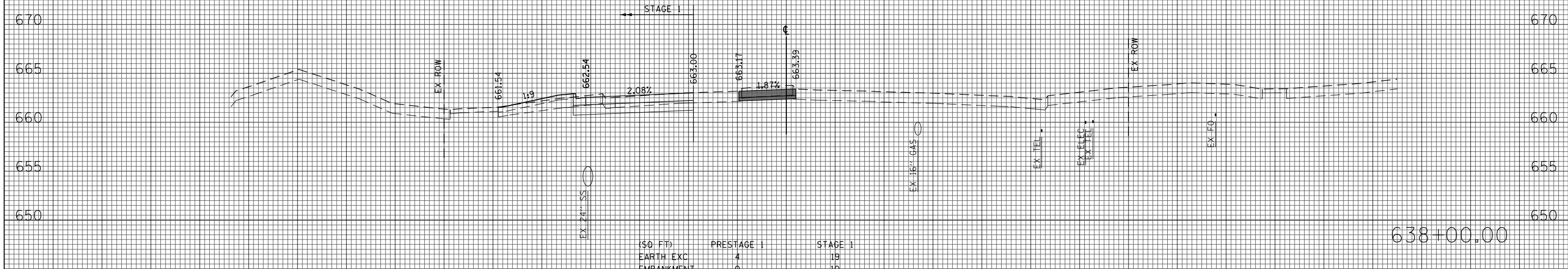


(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	10	15
EMBANKMENT	0	8
UNSUITABLE EXC	20	18
AGG SUBGRADE IMP (UNDERCUT)	0	0

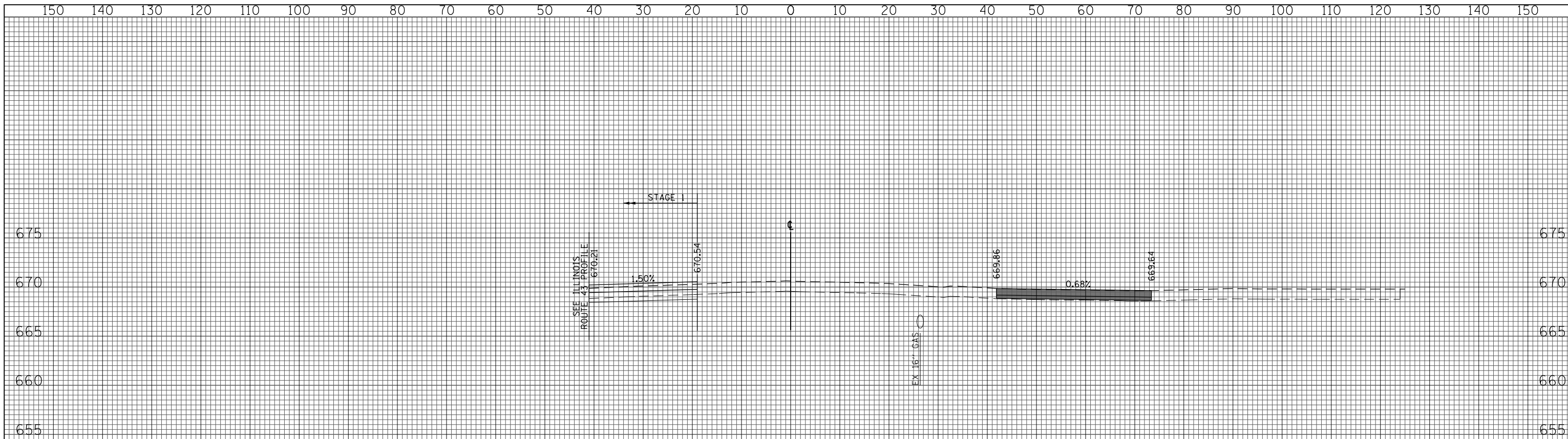
636+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	1	19
EMBANKMENT	0	8
UNSUITABLE EXC	4	24
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

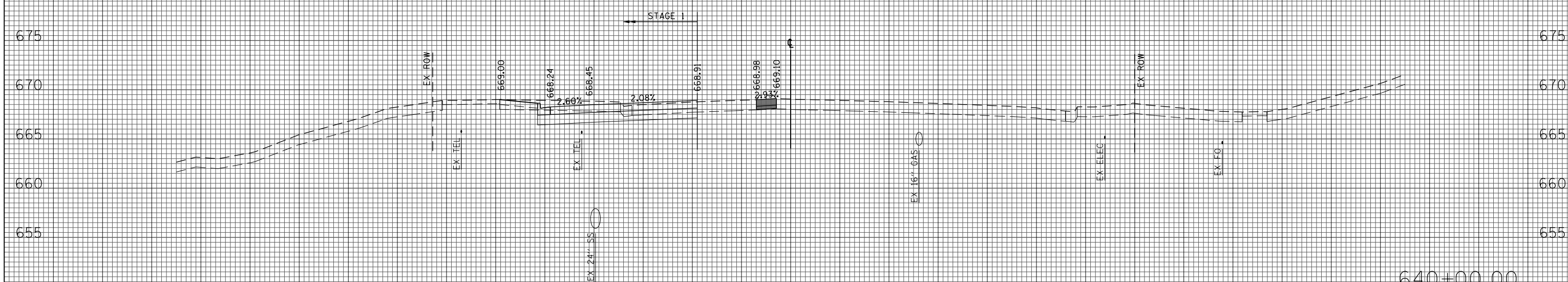


(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	4	19
EMBANKMENT	0	10
UNSUITABLE EXC	10	21
AGG SUBGRADE	0	0
IMP (UNDERCUT)		



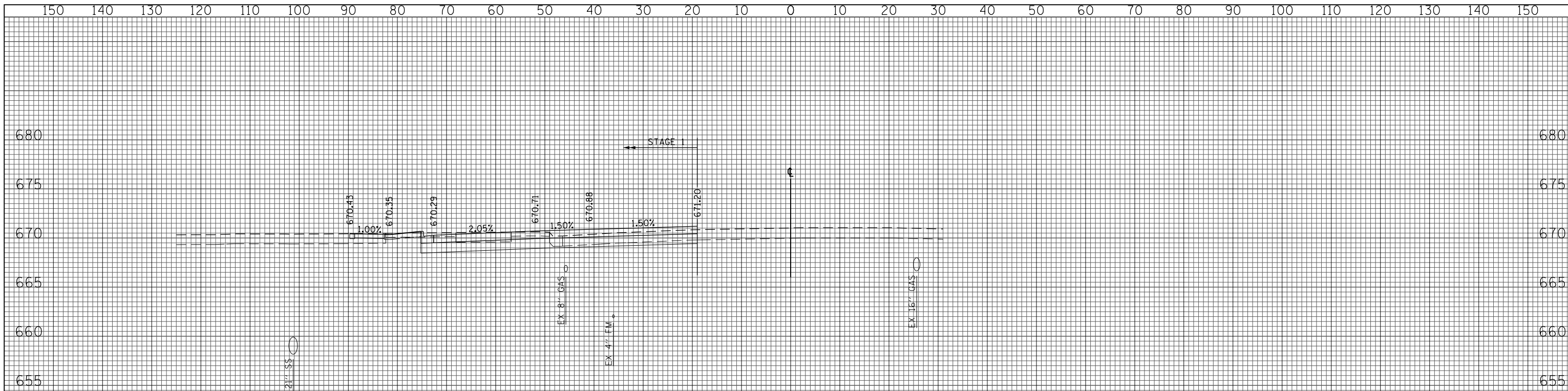
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	10
EMBANKMENT	2	0
UNSUITABLE EXC	0	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

641+00.00



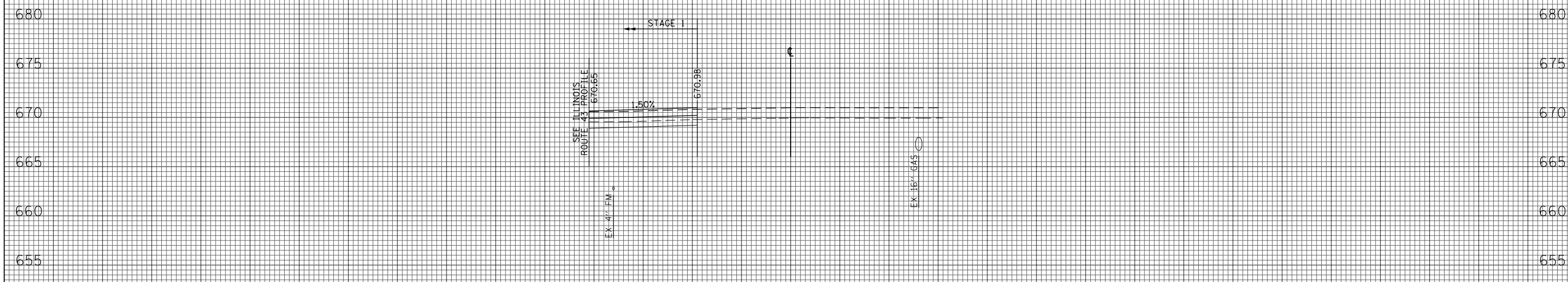
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	29
EMBANKMENT	0	3
UNSUITABLE EXC	0	25
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

640+00.00



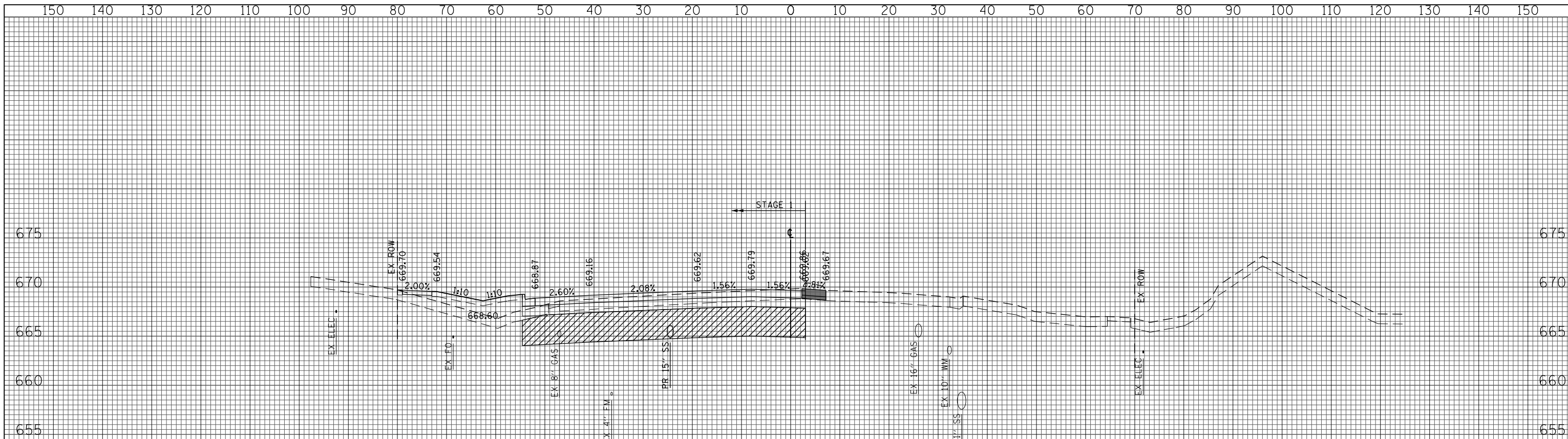
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	40
EMBANKMENT	0	4
UNSUITABLE EXC	0	19
AGG SUBGRADE IMP (UNDERCUT)	0	0

642+00.00



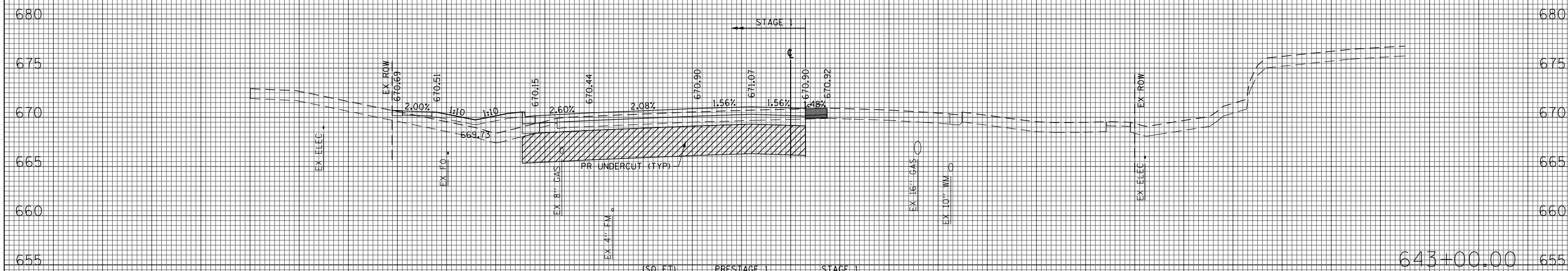
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	13
EMBANKMENT	0	0
UNSUITABLE EXC	0	0
AGG SUBGRADE IMP (UNDERCUT)	0	0

641+48.02



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	28
EMBANKMENT	0	43
UNSUITABLE EXC	0	31
AGG SUBGRADE	0	172
IMP (UNDERCUT)		

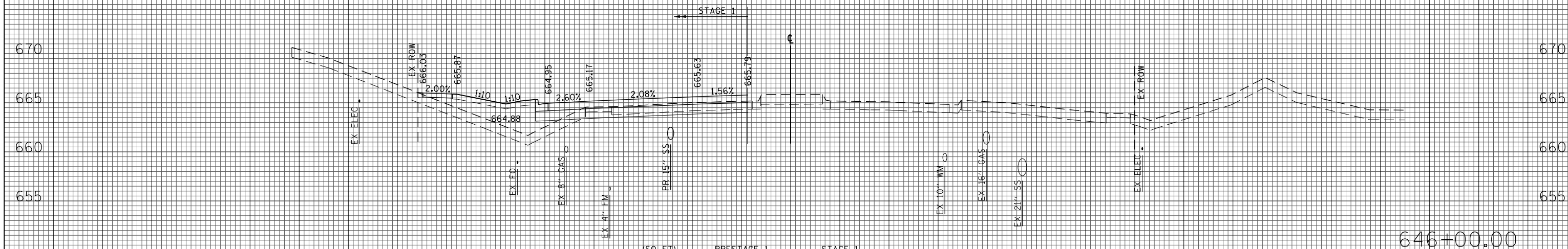
644+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	26
EMBANKMENT	0	38
UNSUITABLE EXC	0	30
AGG SUBGRADE	0	172
IMP (UNDERCUT)		

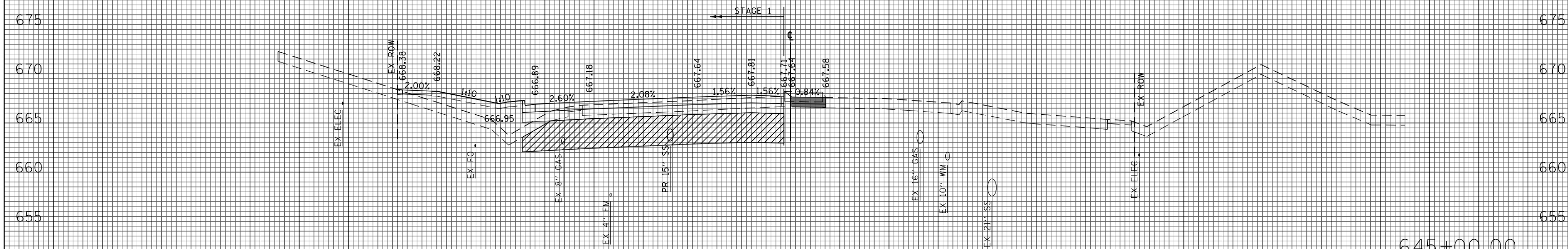
643+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



(SQ. FT.)	PRESTAGE 1	STAGE 1
EARTH EXC	0	15
EMBANKMENT	0	63
UNSUITABLE EXC	0	34
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

646+00.00



(SQ. FT.)	PRESTAGE 1	STAGE 1
EARTH EXC	3	22
EMBANKMENT	1	51
UNSUITABLE EXC	8	35
AGG SUBGRADE	0	155
IMP (UNDERCUT)	0	0

645+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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 USER NAME = BAWtor.t
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

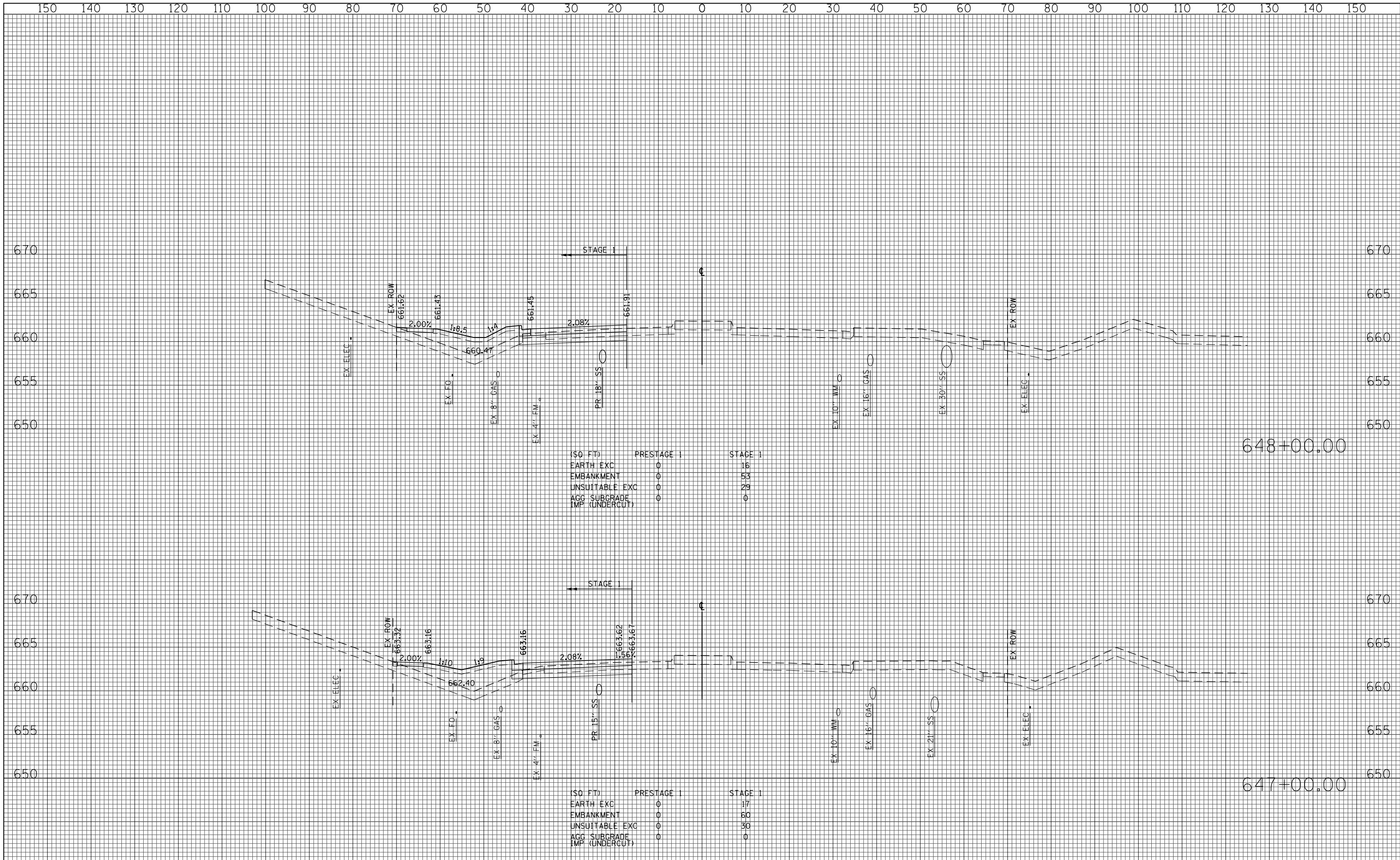
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

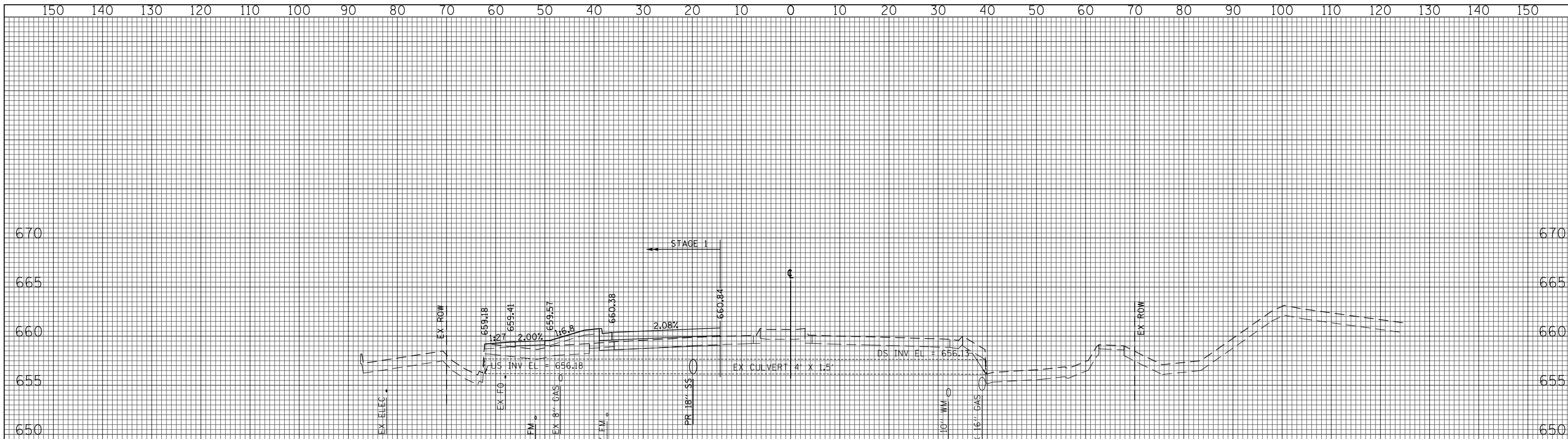
SCALE: 10H : 5V SHEET NO. 565 OF 919 SHEETS STA. 645+00.00 TO STA. 646+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	565
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	16
EMBANKMENT	0	53
UNSUITABLE EXC	0	29
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	17
EMBANKMENT	0	60
UNSUITABLE EXC	0	30
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0



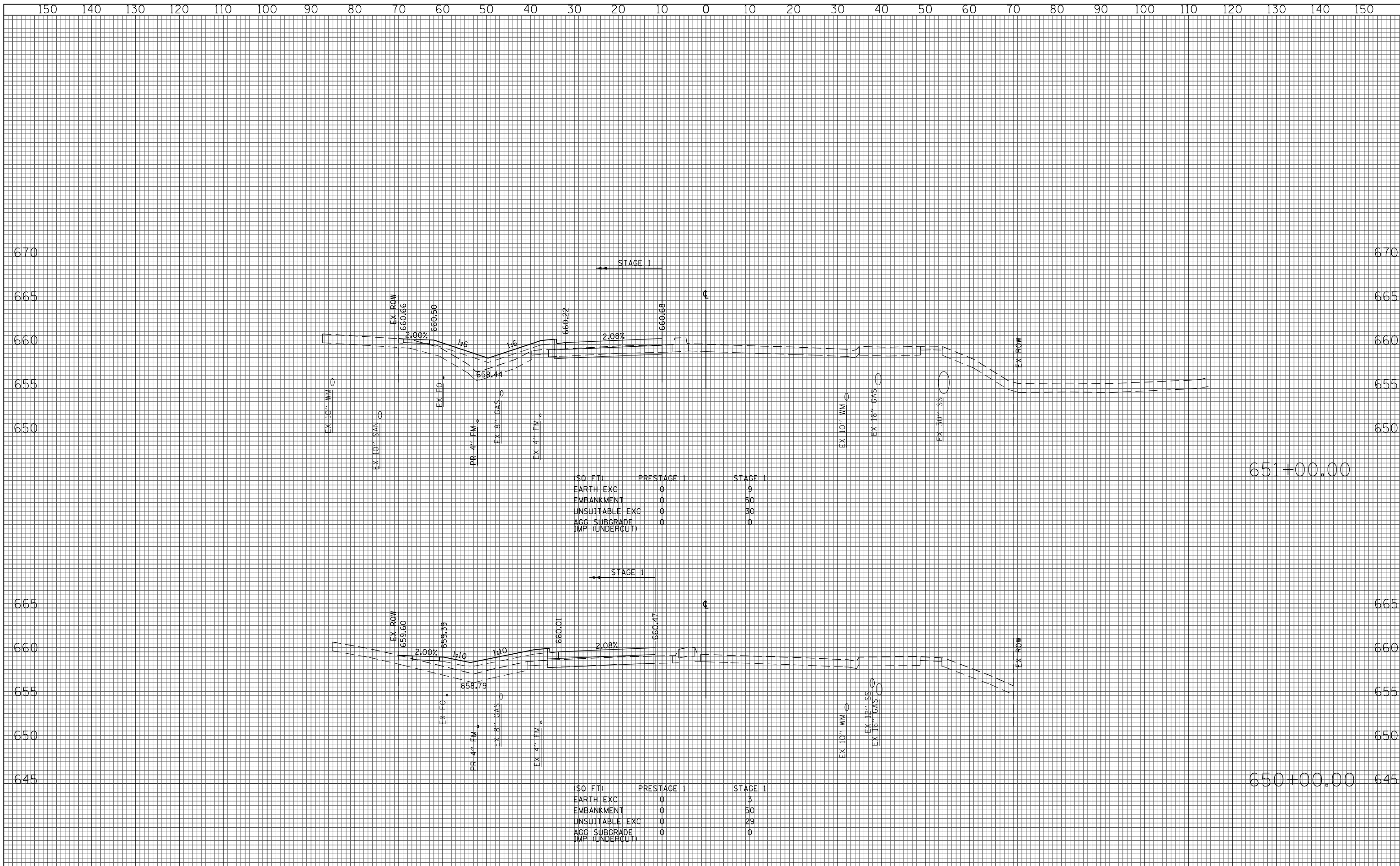
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	4
EMBANKMENT	0	29
UNSUITABLE EXC	0	21
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

649+02.98

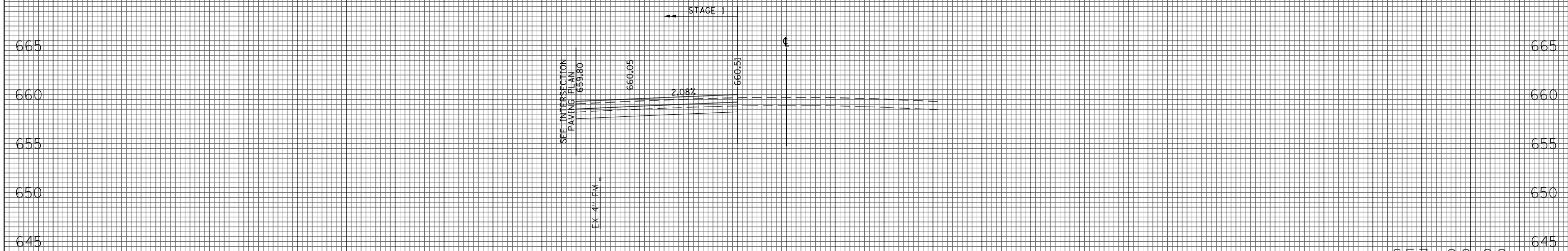


(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	5
EMBANKMENT	0	29
UNSUITABLE EXC	0	23
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

649+00.00

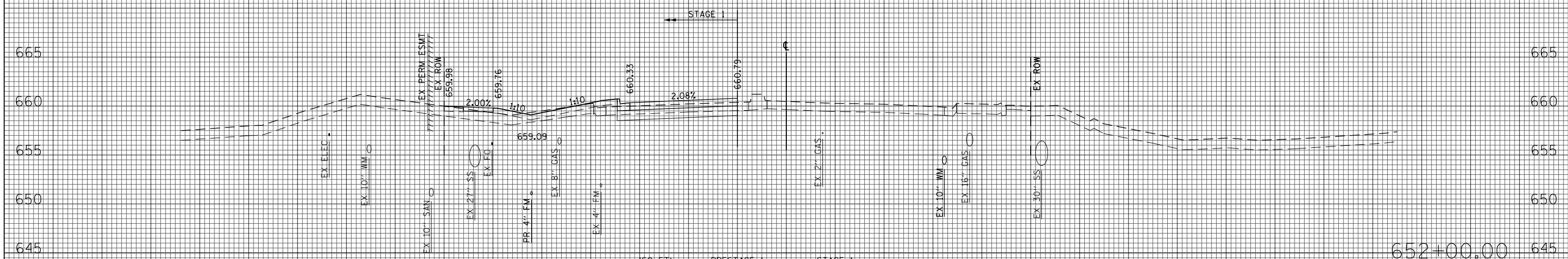


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



(50 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	22
EMBANKMENT	0	0
UNSUITABLE EXC	0	0
AGG SUBGRADE IMP (UNDERCUT)	0	0

653+00.00



(50 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	14
EMBANKMENT	0	24
UNSUITABLE EXC	0	31
AGG SUBGRADE IMP (UNDERCUT)	0	0

652+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME = G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn
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 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

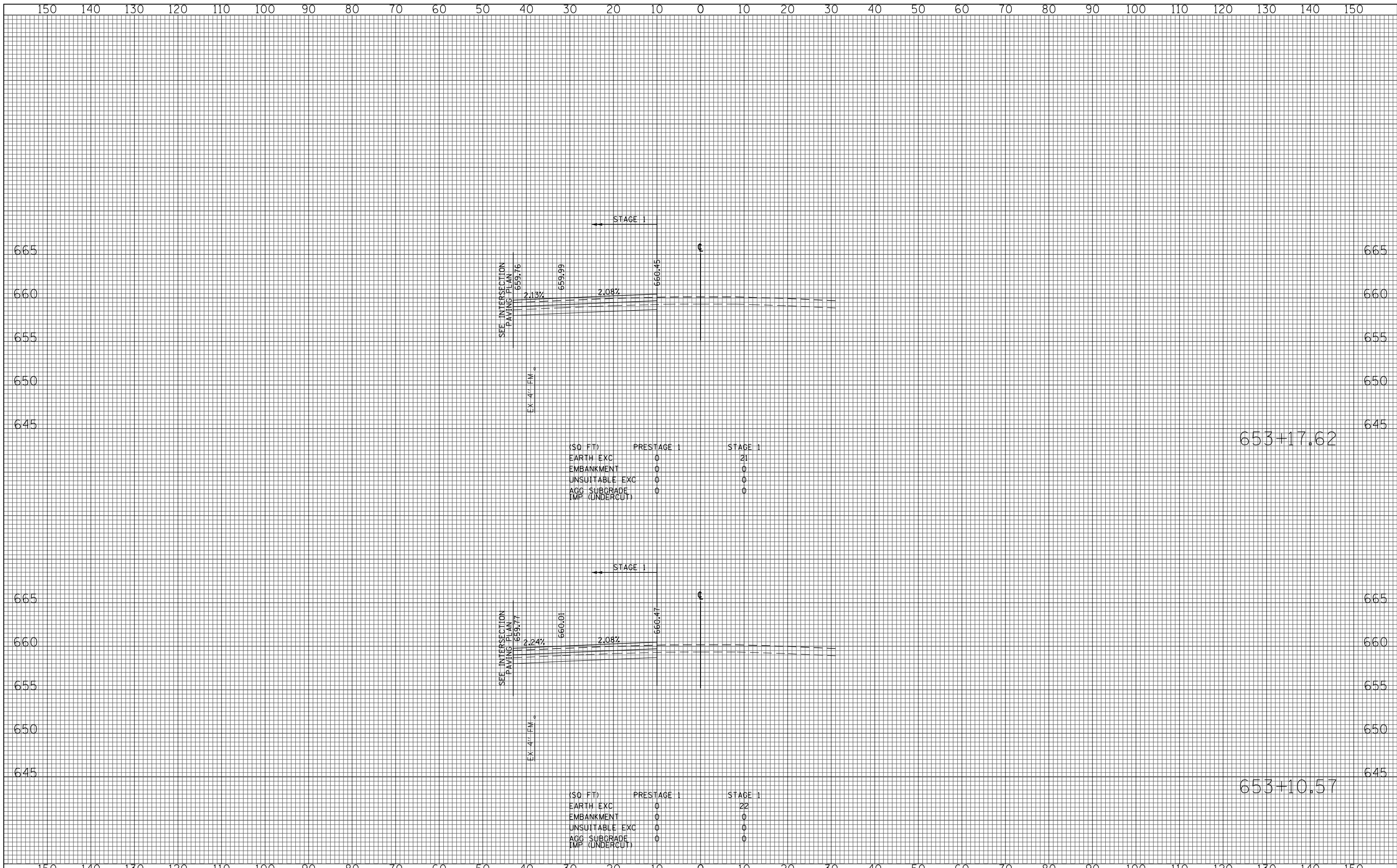
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

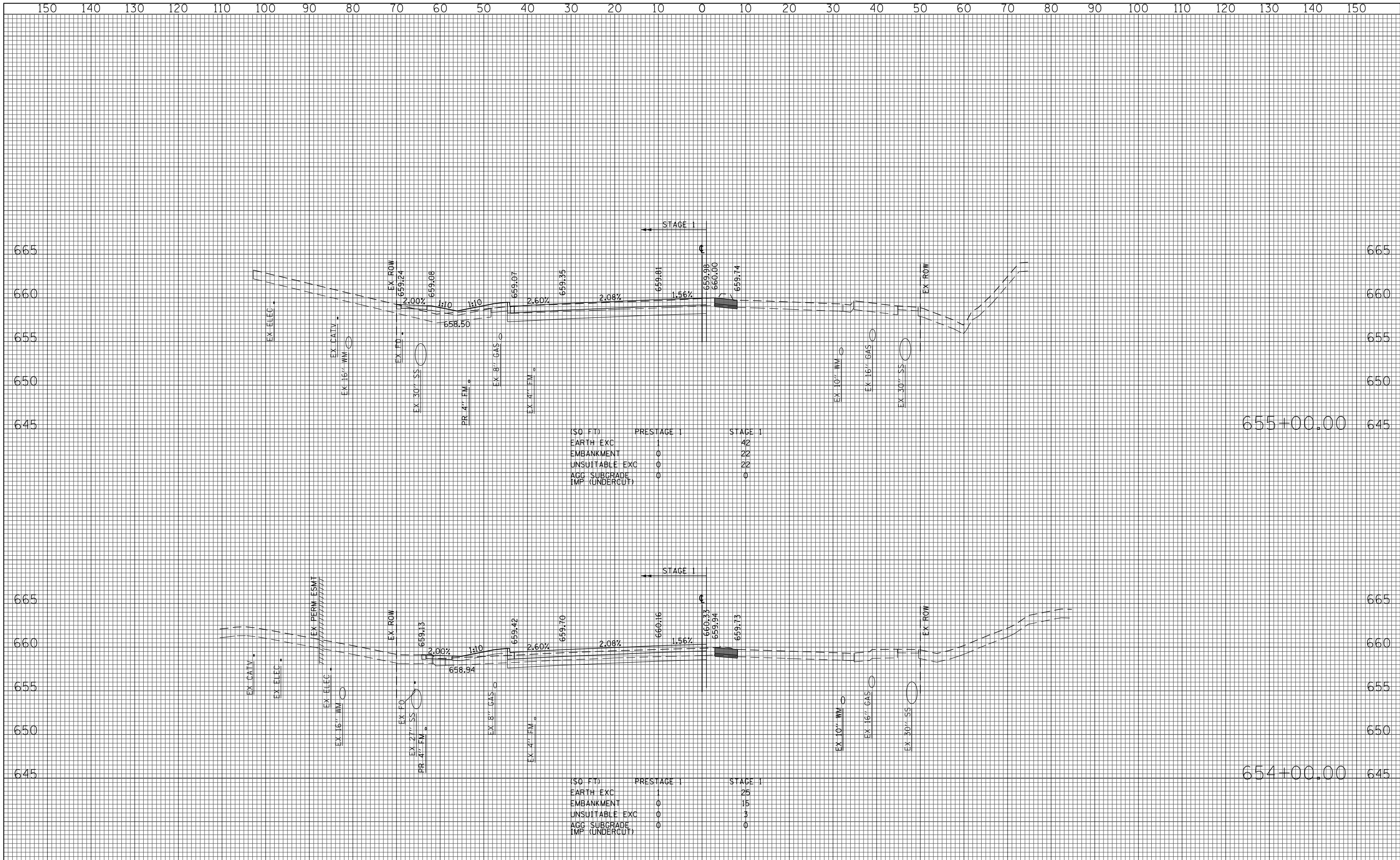
SCALE: 10H : 5V SHEET NO. 569 OF 919 SHEETS STA. 652+00.00 TO STA. 653+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	569
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	21
EMBANKMENT	0	0
UNSUITABLE EXC	0	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	22
EMBANKMENT	0	0
UNSUITABLE EXC	0	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	1	42
EMBANKMENT	0	22
UNSUITABLE EXC	0	22
ACC SUBGRADE	0	0
IMP (UNDERCUT)	0	0

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	1	25
EMBANKMENT	0	15
UNSUITABLE EXC	0	3
ACC SUBGRADE	0	0
IMP (UNDERCUT)	0	0

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 USER NAME = BAWtor.t
 PLOT SCALE = 20.000' / in.
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 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

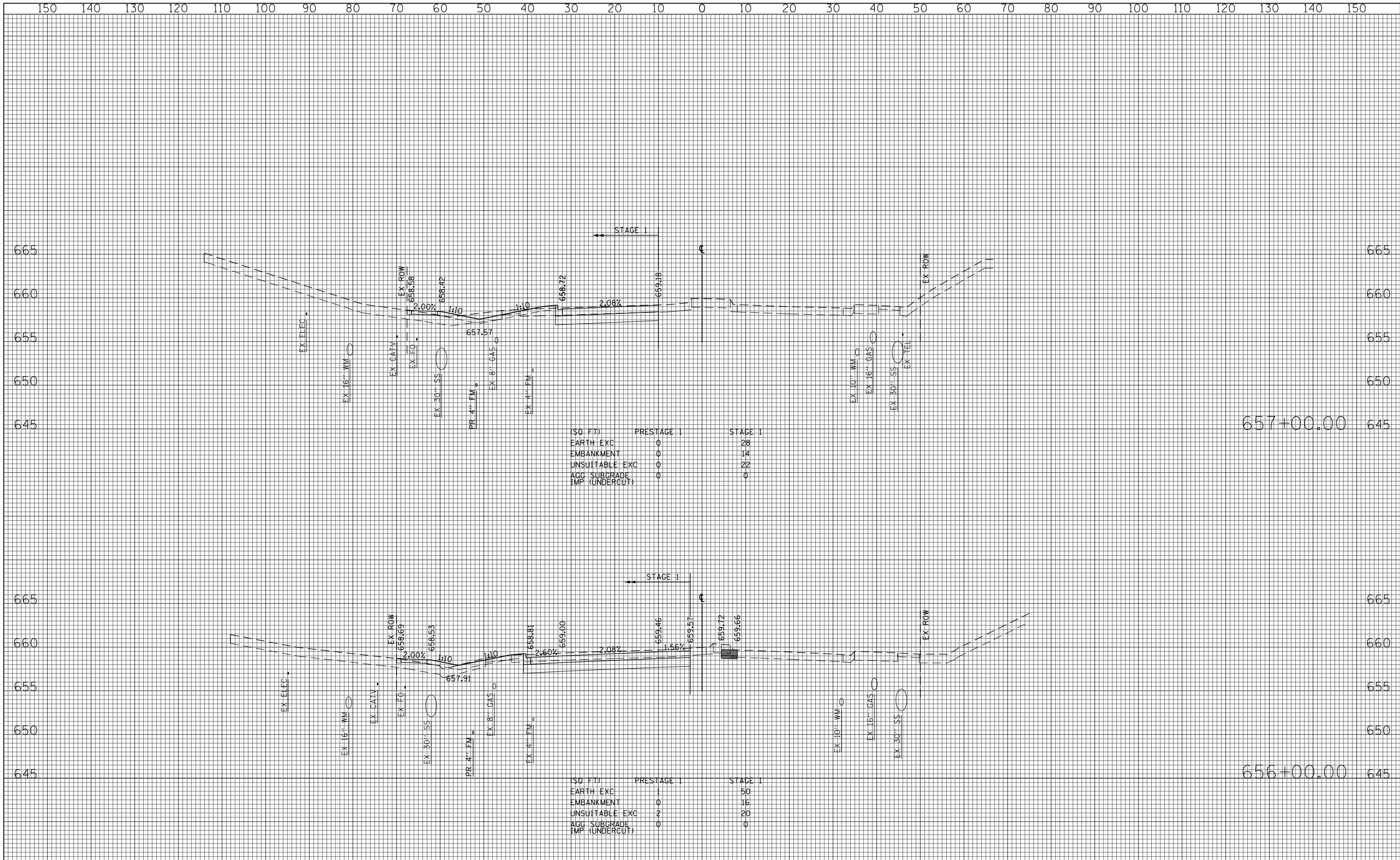
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 571 OF 919 SHEETS STA. 654+00.00 TO STA. 655+00.00

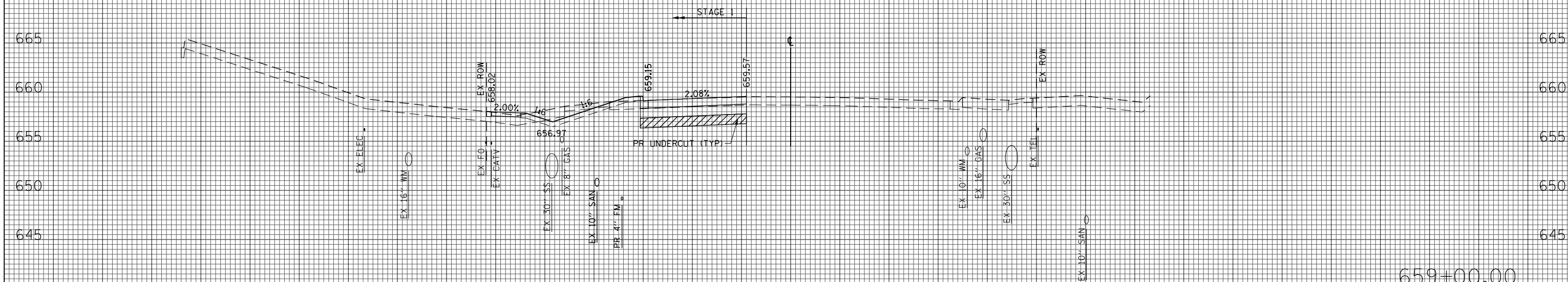
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	571
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	28
EMBANKMENT	0	14
UNSUITABLE EXC	0	22
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

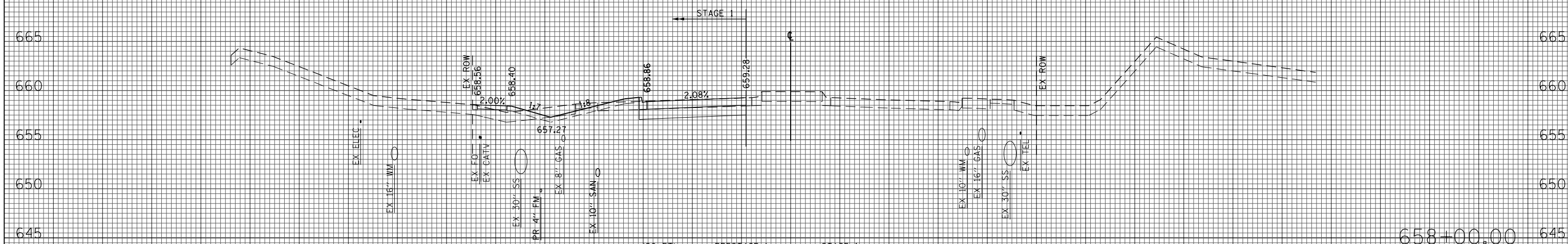
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	1	50
EMBANKMENT	0	16
UNSUITABLE EXC	2	20
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



(\$0 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	34
EMBANKMENT	0	10
UNSUITABLE EXC	0	16
AGG SUBGRADE IMP (UNDERCUT)	0	22

659+00.00



(\$0 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	28
EMBANKMENT	0	14
UNSUITABLE EXC	0	21
AGG SUBGRADE IMP (UNDERCUT)	0	0

658+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

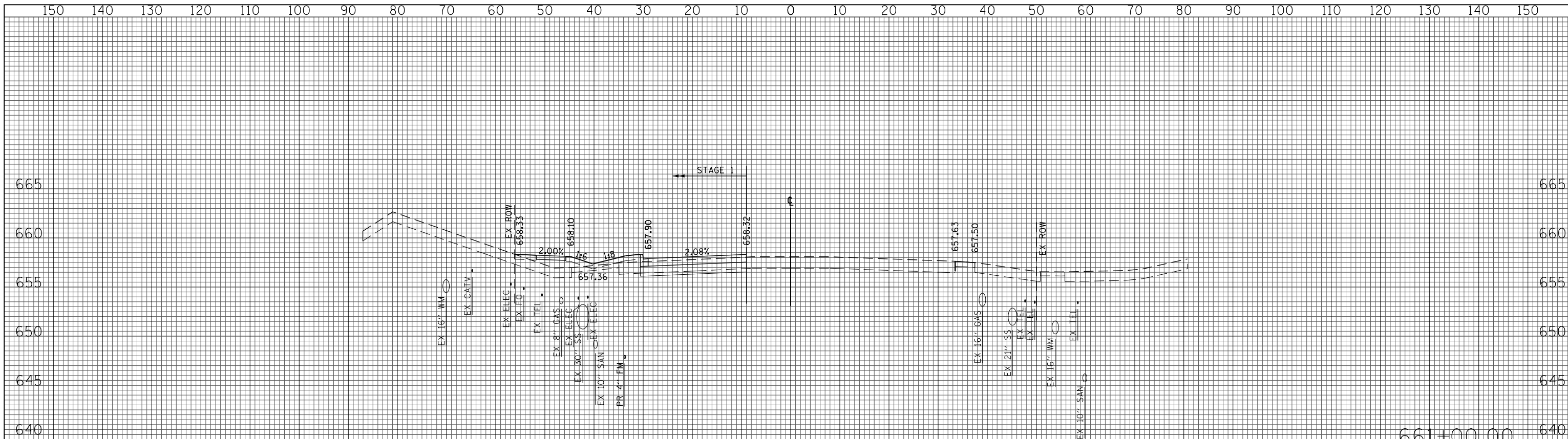
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

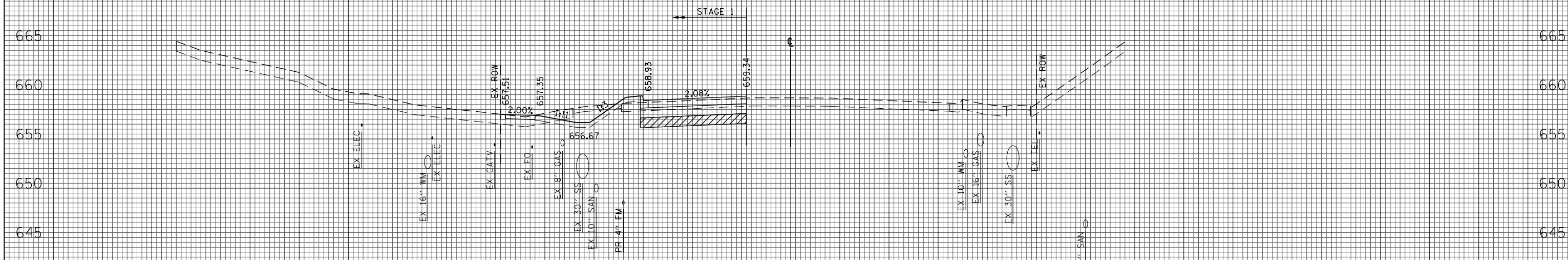
WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 573 OF 919 SHEETS STA. 658+00.00 TO STA. 659+00.00

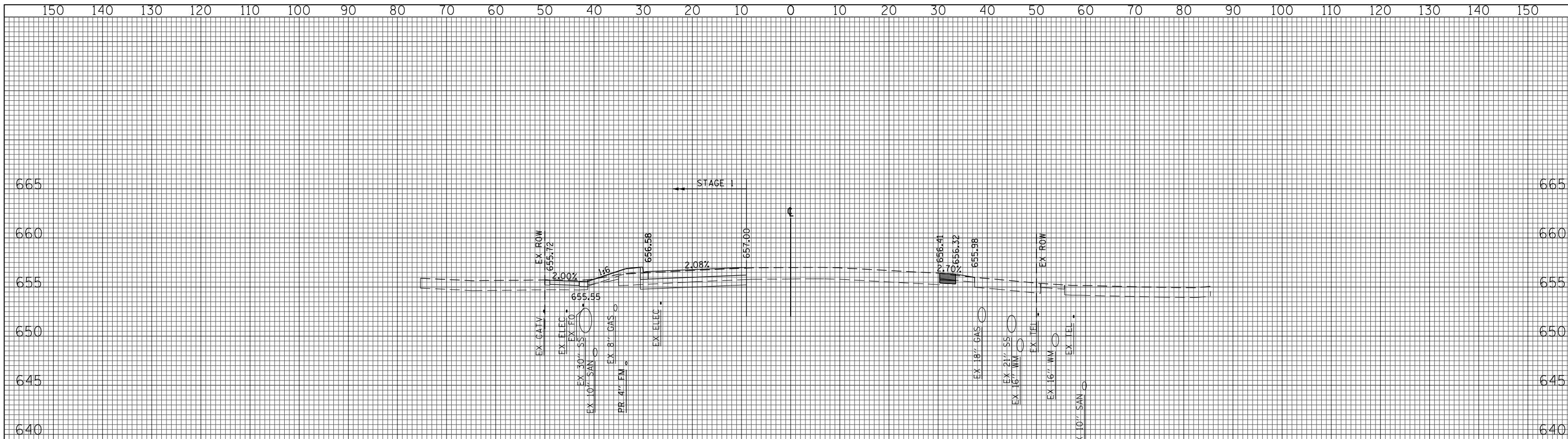
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)R	COOK	919	573
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	2	12
EMBANKMENT	2	26
UNSUITABLE EXC	0	13
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

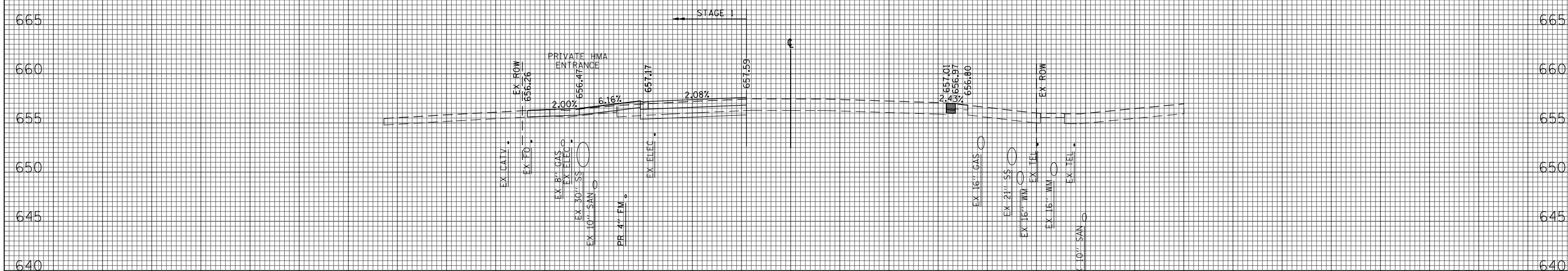


(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	33
EMBANKMENT	0	9
UNSUITABLE EXC	0	15
AGG SUBGRADE	0	22
IMP (UNDERCUT)		



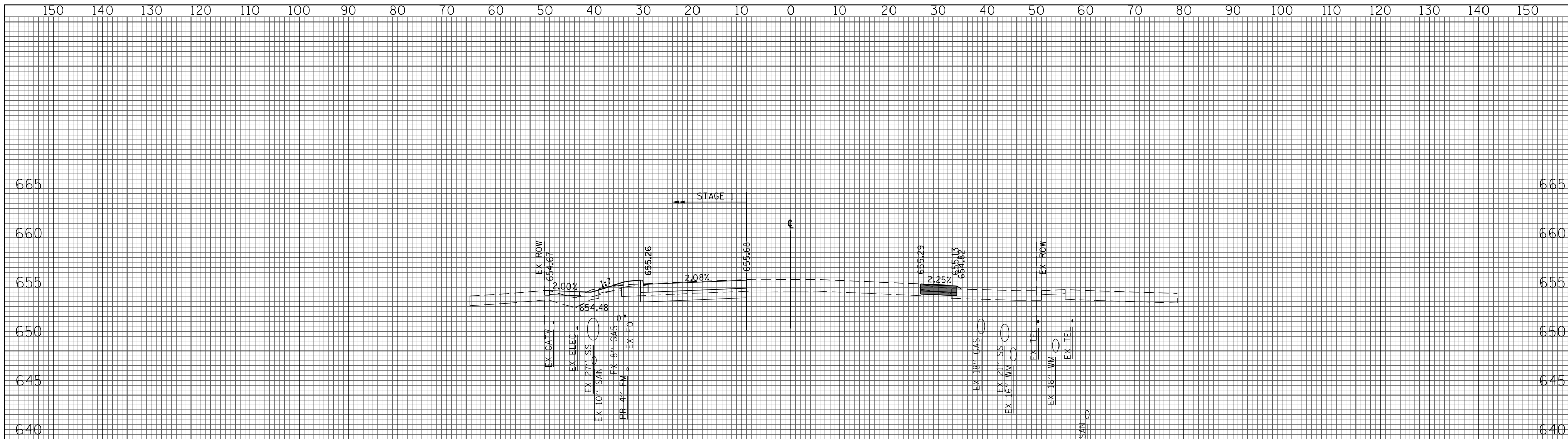
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	5	14
EMBANKMENT	2	10
UNSUITABLE EXC	0	9
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

662+00.00



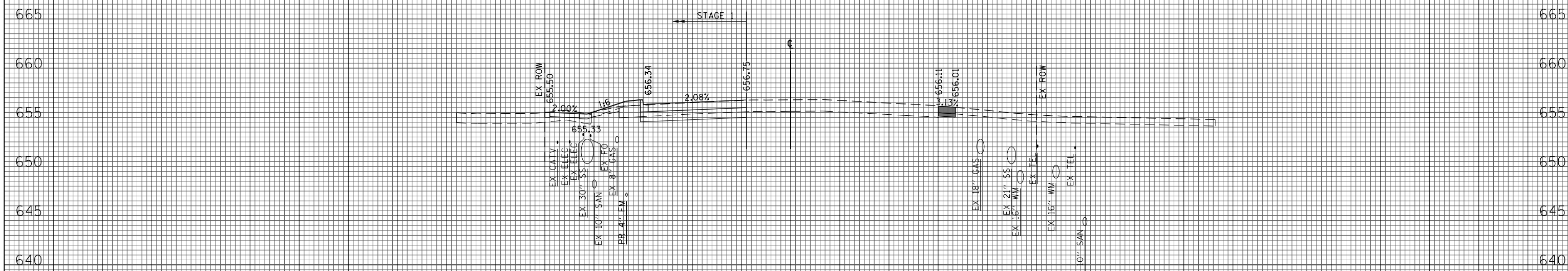
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	3	9
EMBANKMENT	1	5
UNSUITABLE EXC	0	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

661+55.18



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	5	17
EMBANKMENT	1	12
UNSUITABLE EXC	2	11
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

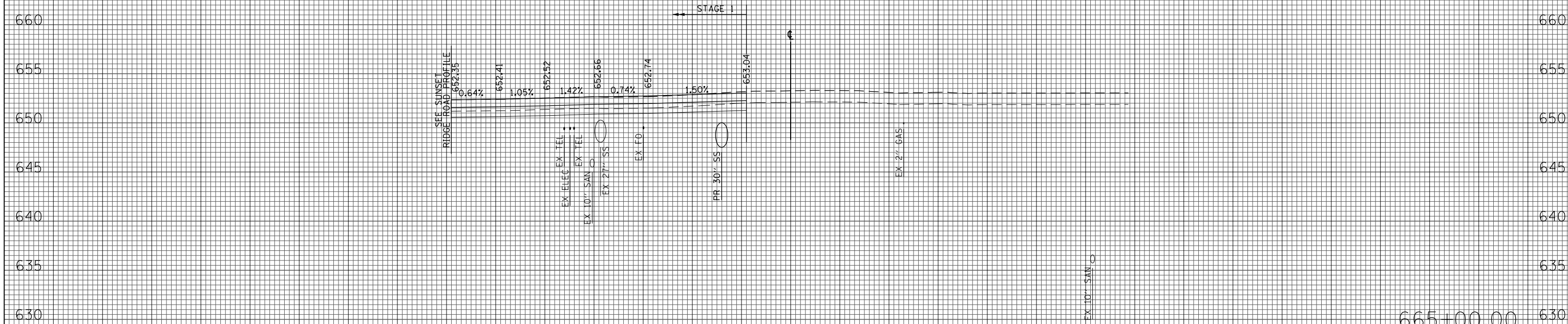
663+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	1	15
EMBANKMENT	0	10
UNSUITABLE EXC	0	9
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

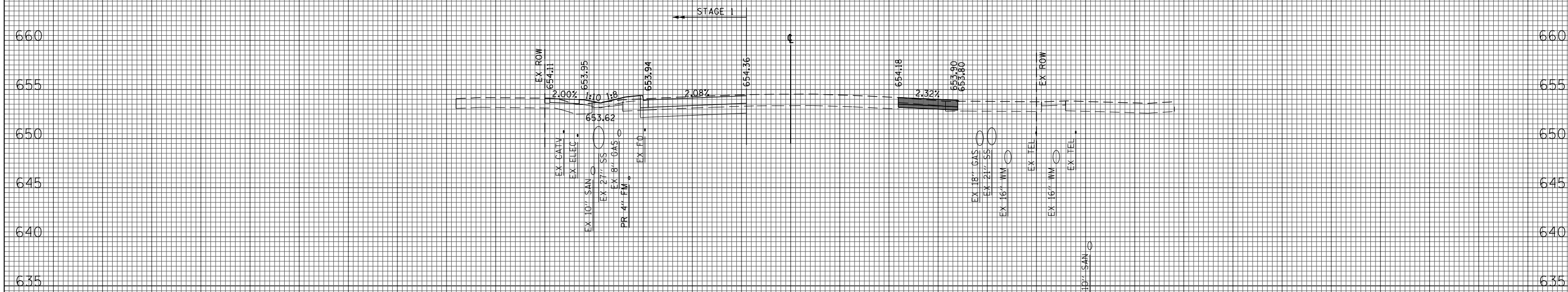
662+18.44

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



(SQ. FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	36
EMBANKMENT	0	0
UNSUITABLE EXC	0	0
AGG SUBGRADE IMP (UNDERCUT)	0	0

665+00.00



(SQ. FT)	PRESTAGE 1	STAGE 1
EARTH EXC	9	19
EMBANKMENT	1	12
UNSUITABLE EXC	3	10
AGG SUBGRADE IMP (UNDERCUT)	0	0

664+00.00

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

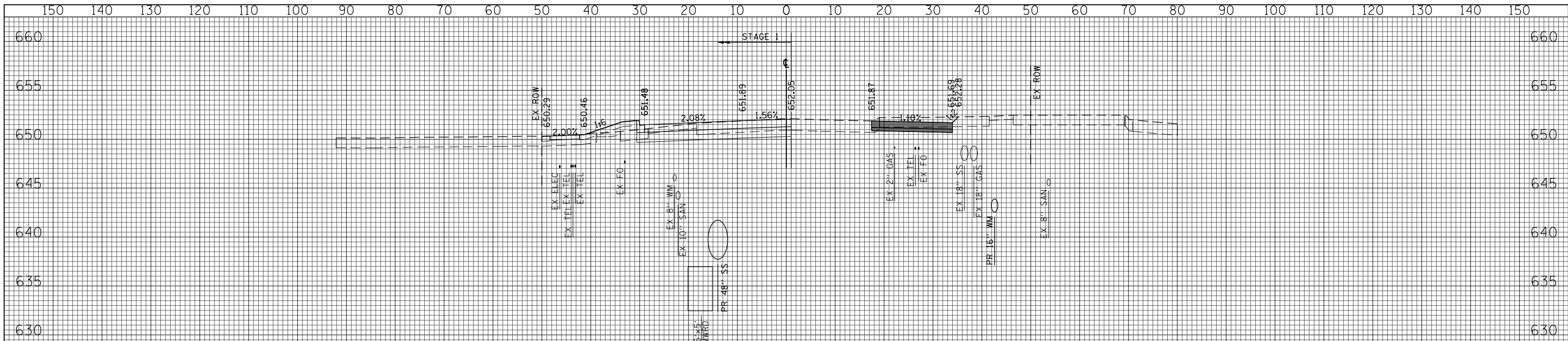
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

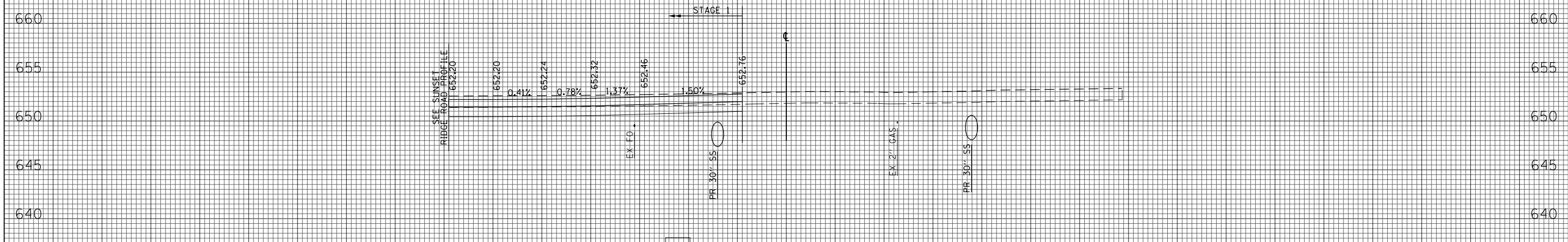
SCALE: 10H : 5V SHEET NO. 577 OF 919 SHEETS STA. 664+00.00 TO STA. 665+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)R	COOK	919	577
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



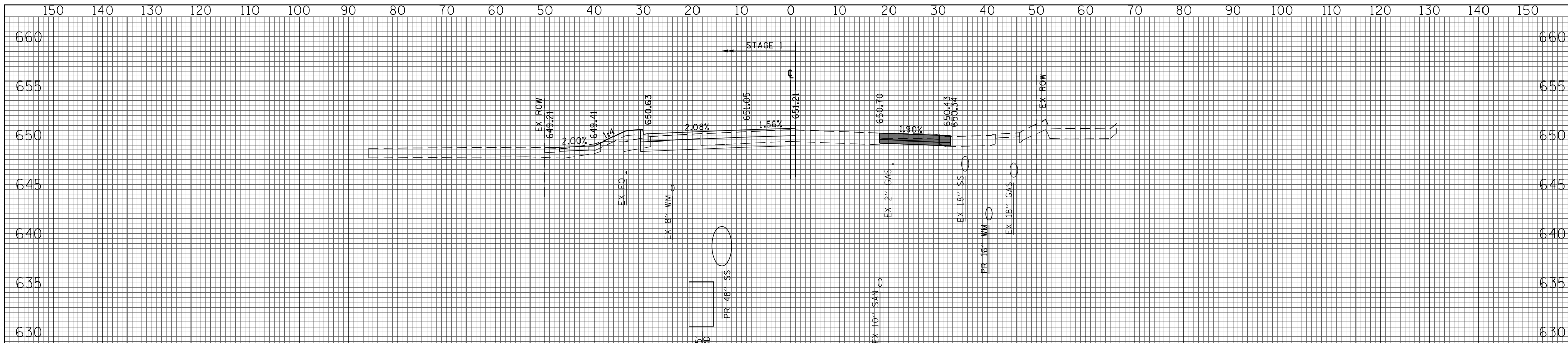
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	7	29
EMBANKMENT	1	9
UNSUITABLE EXC	16	17
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

666+00.00



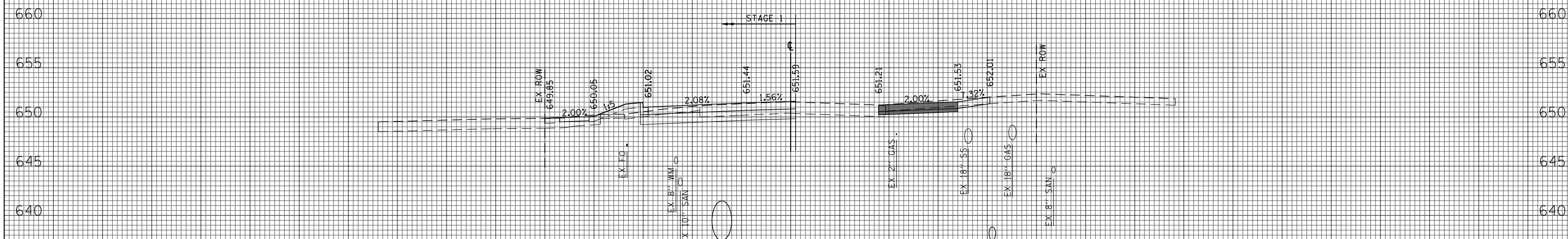
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	53
EMBANKMENT	0	0
UNSUITABLE EXC	0	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

665+21.67



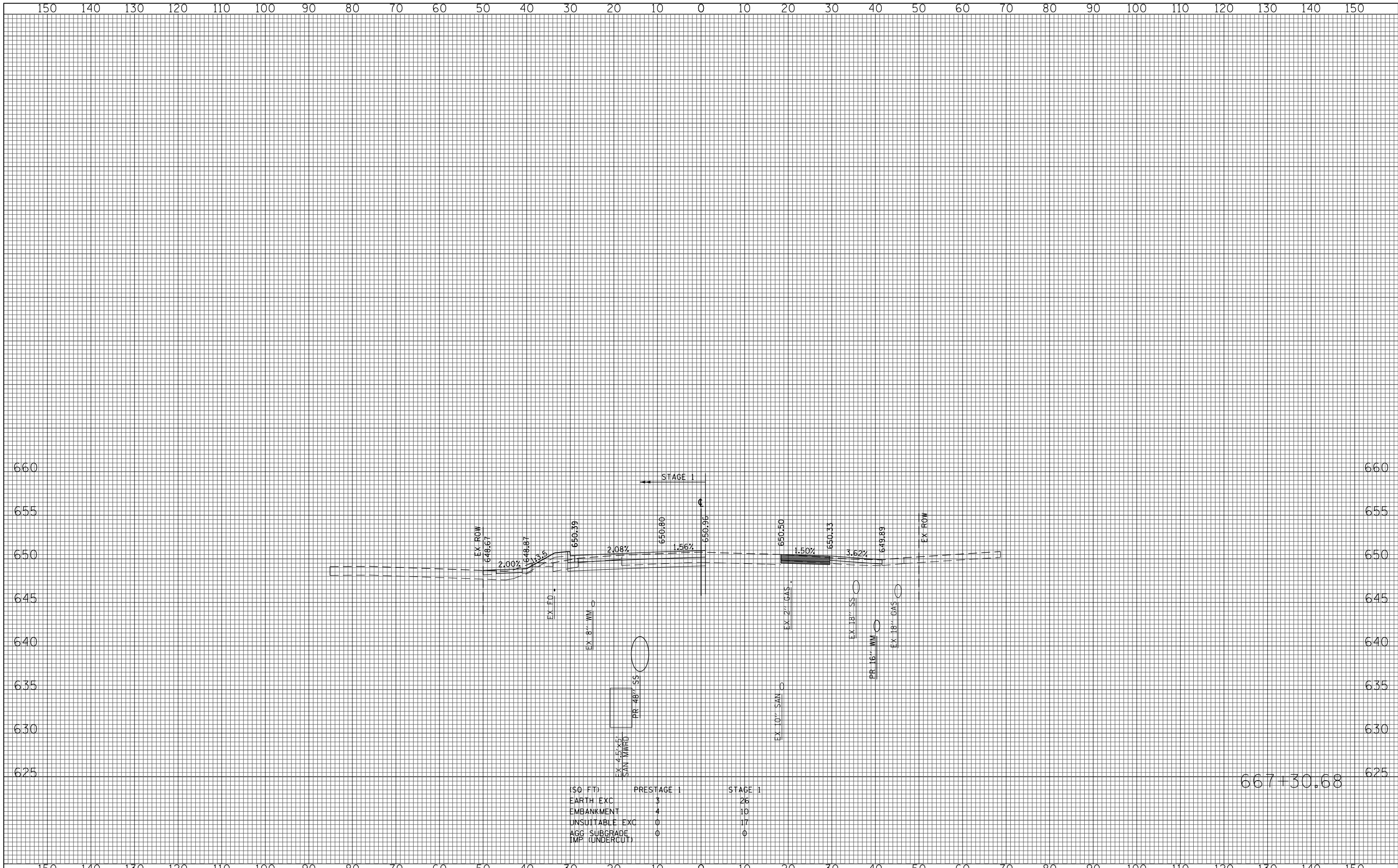
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	13	26
EMBANKMENT	0	10
UNSUITABLE EXC	3	17
AGG SUBGRADE IMP (UNDERCUT)	0	0

667+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	31
EMBANKMENT	0	7
UNSUITABLE EXC	0	11
AGG SUBGRADE IMP (UNDERCUT)	0	0

666+51.83



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	3	26
EMBANKMENT	4	10
UNSUITABLE EXC	0	17
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

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USER NAME = BAWtor.t
PLOT SCALE = 20.000' / in.
PLOT DATE = 11/28/2012

DESIGNED - JLV
DRAWN - KAL
CHECKED - RCB
DATE - 10/31/2012

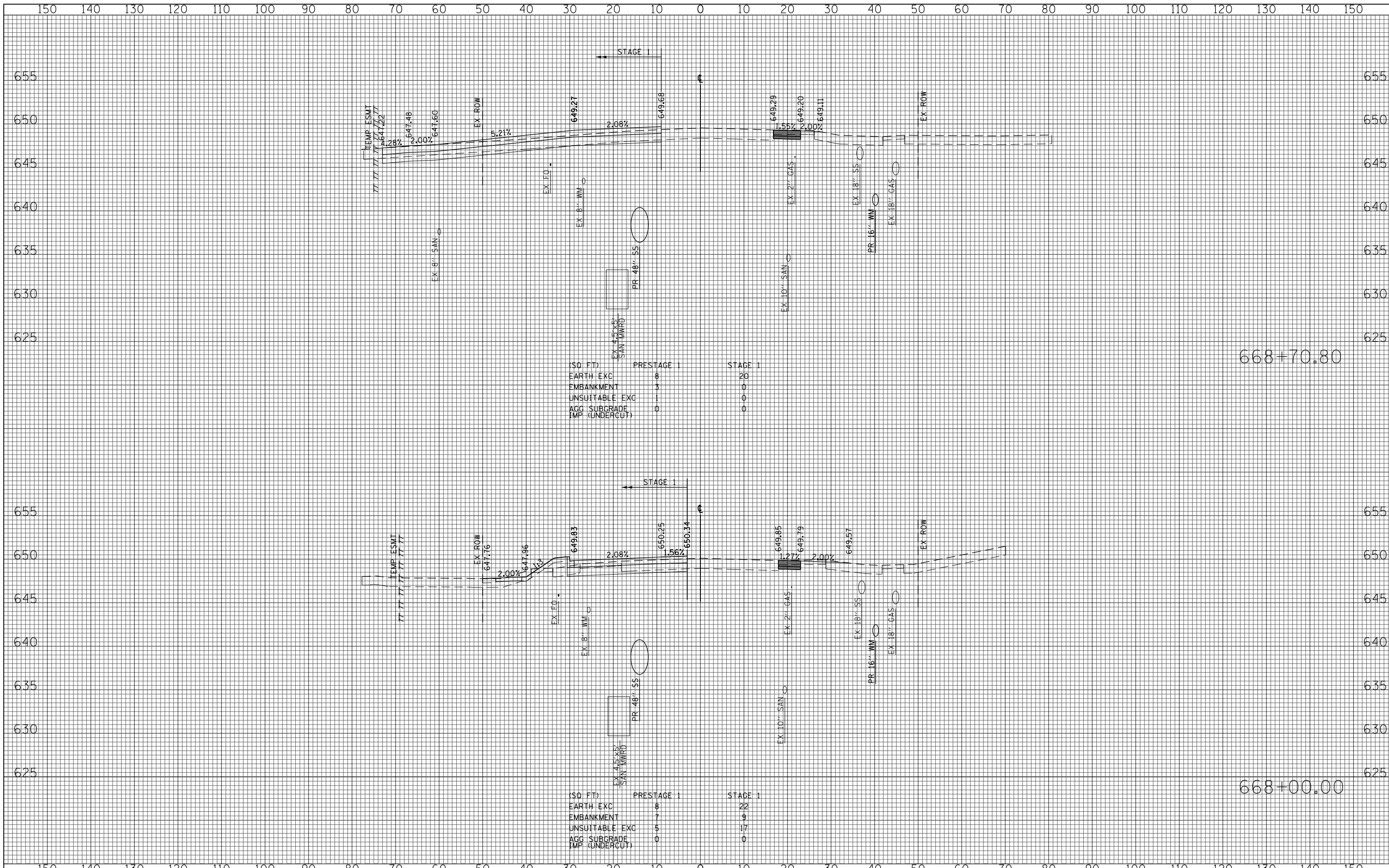
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 580 OF 919 SHEETS STA. 667+30.68 TO STA. 667+30.68

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	580
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	8	20
EMBANKMENT	3	0
UNSUITABLE EXC	1	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	8	22
EMBANKMENT	7	9
UNSUITABLE EXC	5	17
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

FILE NAME =
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USER NAME = BAWtor.t
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

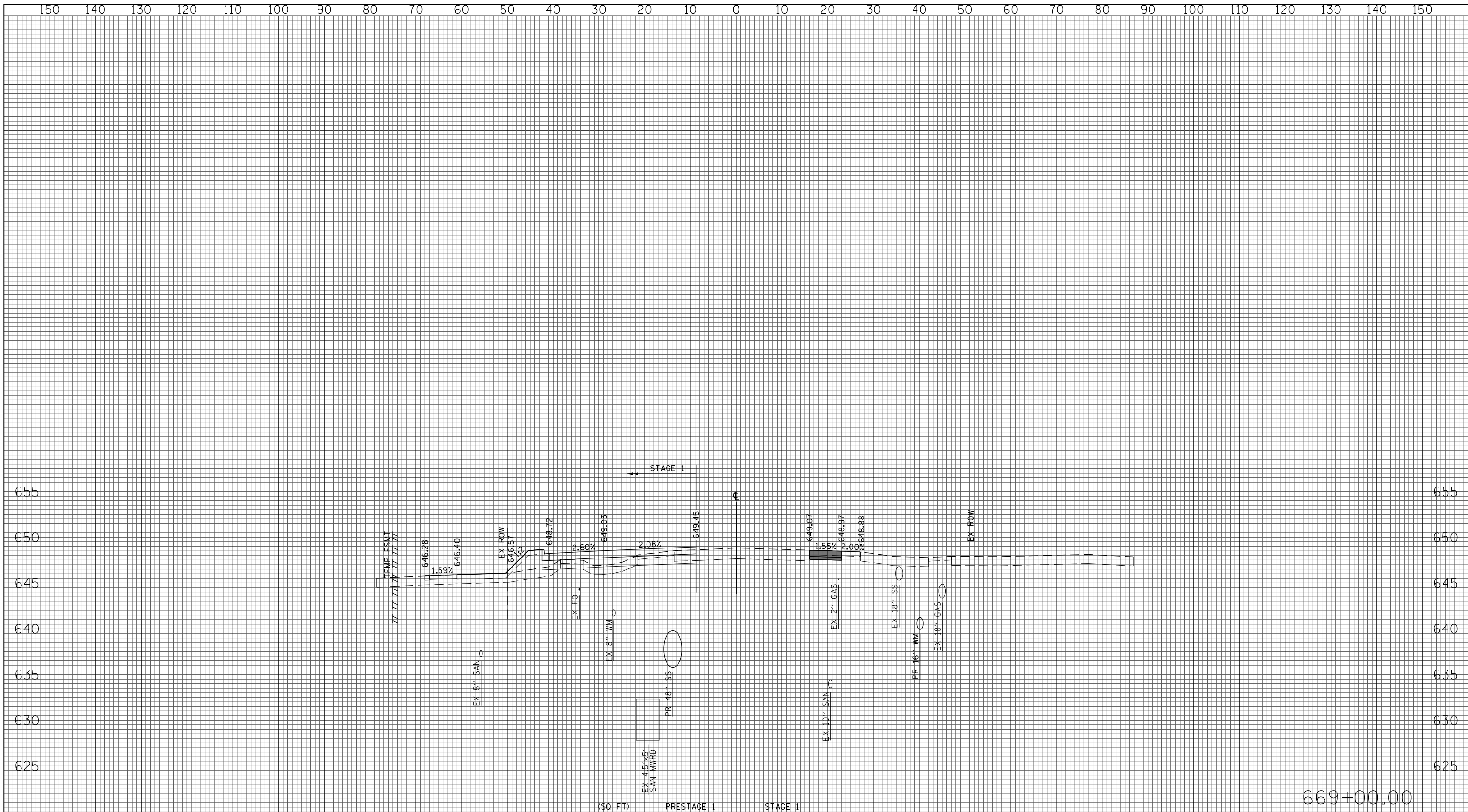
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

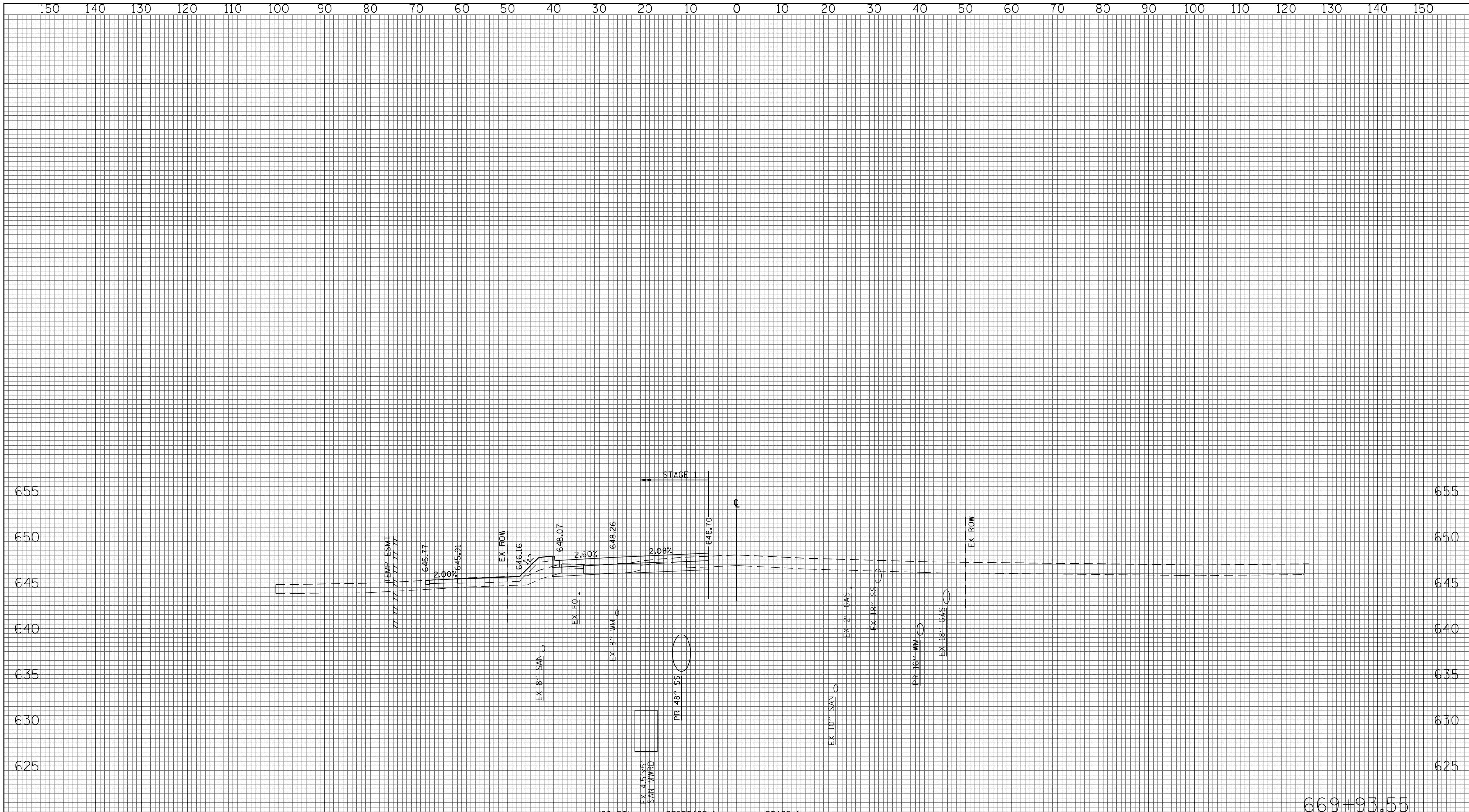
SCALE: 10H : 5V SHEET NO. 581 OF 919 SHEETS STA. 668+00.00 TO STA. 668+70.80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)R	COOK	919	581
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	9	14
EMBANKMENT	2	33
UNSUITABLE EXC	0	42
ACC SUBGRADE	0	0
TMP (UNDERCUT)	0	0

669+00.00



669+93.55

(SQ. FT.)	PRESTAGE 1	STAGE 1
EARTH EXC	0	21
EMBANKMENT	0	20
UNSUITABLE EXC	0	42
AGG. SUBGRADE	0	0
IMP. (UNDERCUT)	0	0

FILE NAME = G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn

USER NAME = BAWtor.t
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

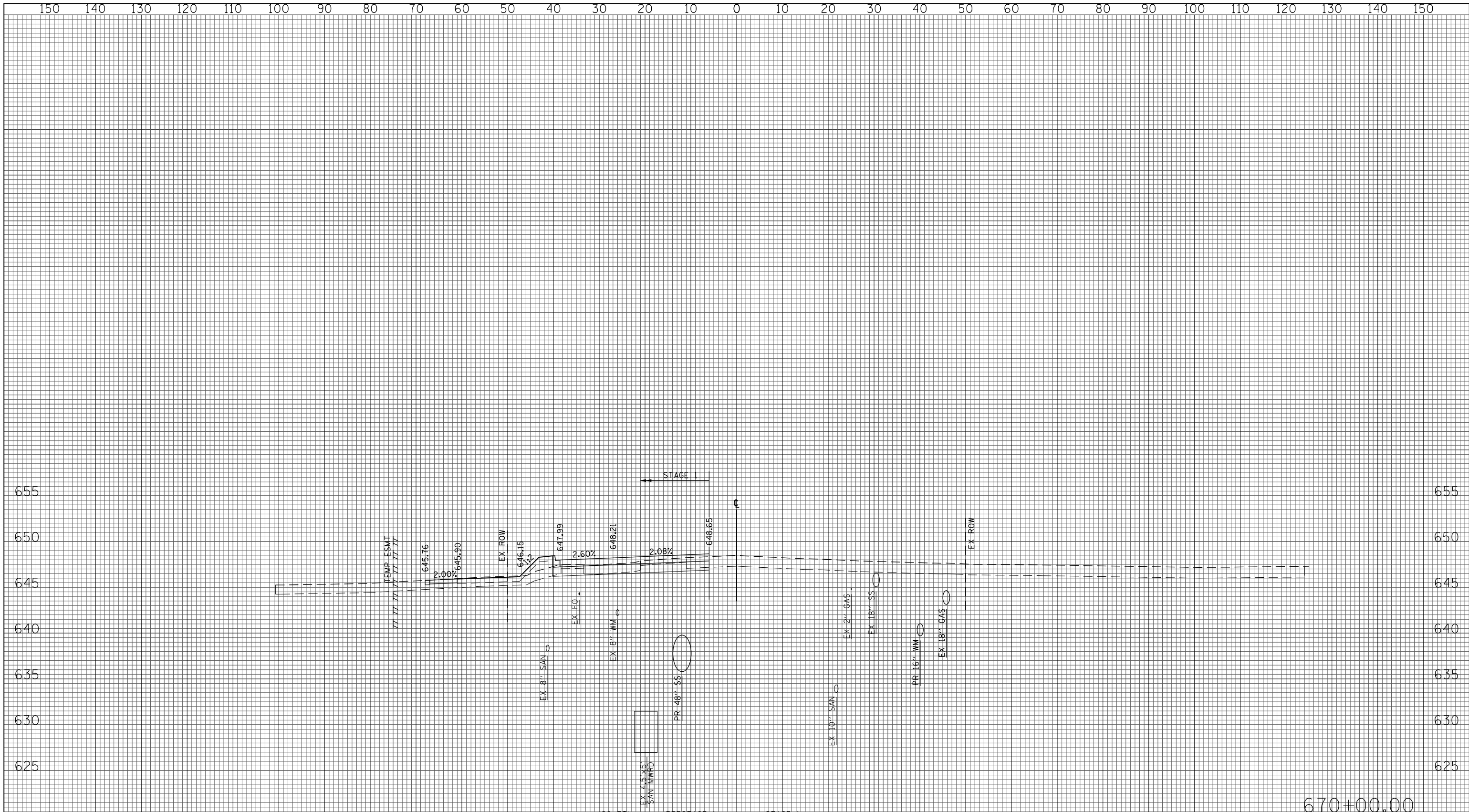
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 583 OF 919 SHEETS STA. 669+93.55 TO STA. 669+93.55

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	583
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



670+00.00

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	21
EMBANKMENT	0	20
UNSUITABLE EXC	0	42
ACC SUBGRADE	0	0
IMP (UNDERCUT)	0	0

FILE NAME = G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn

USER NAME = BAWtor.t
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

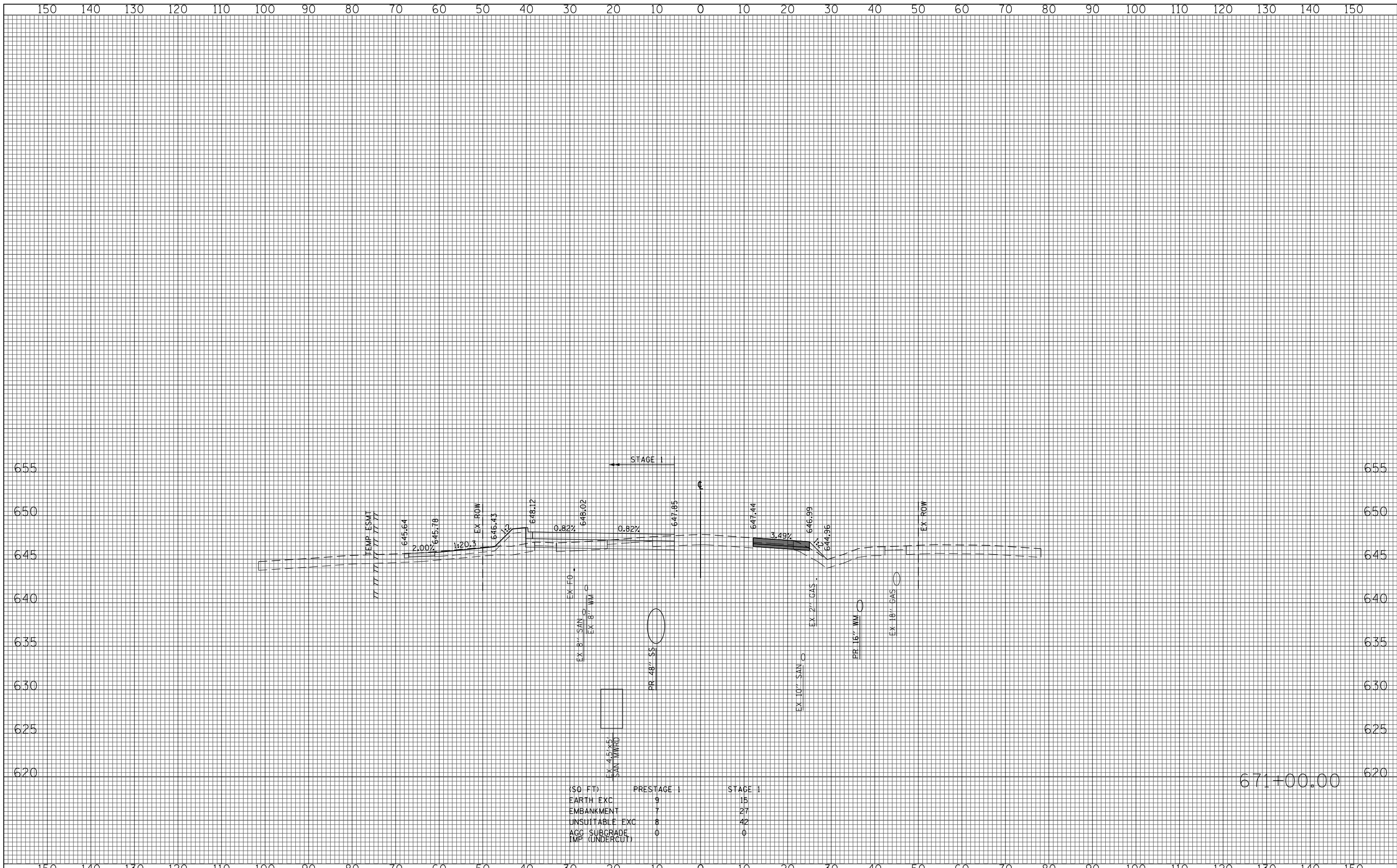
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

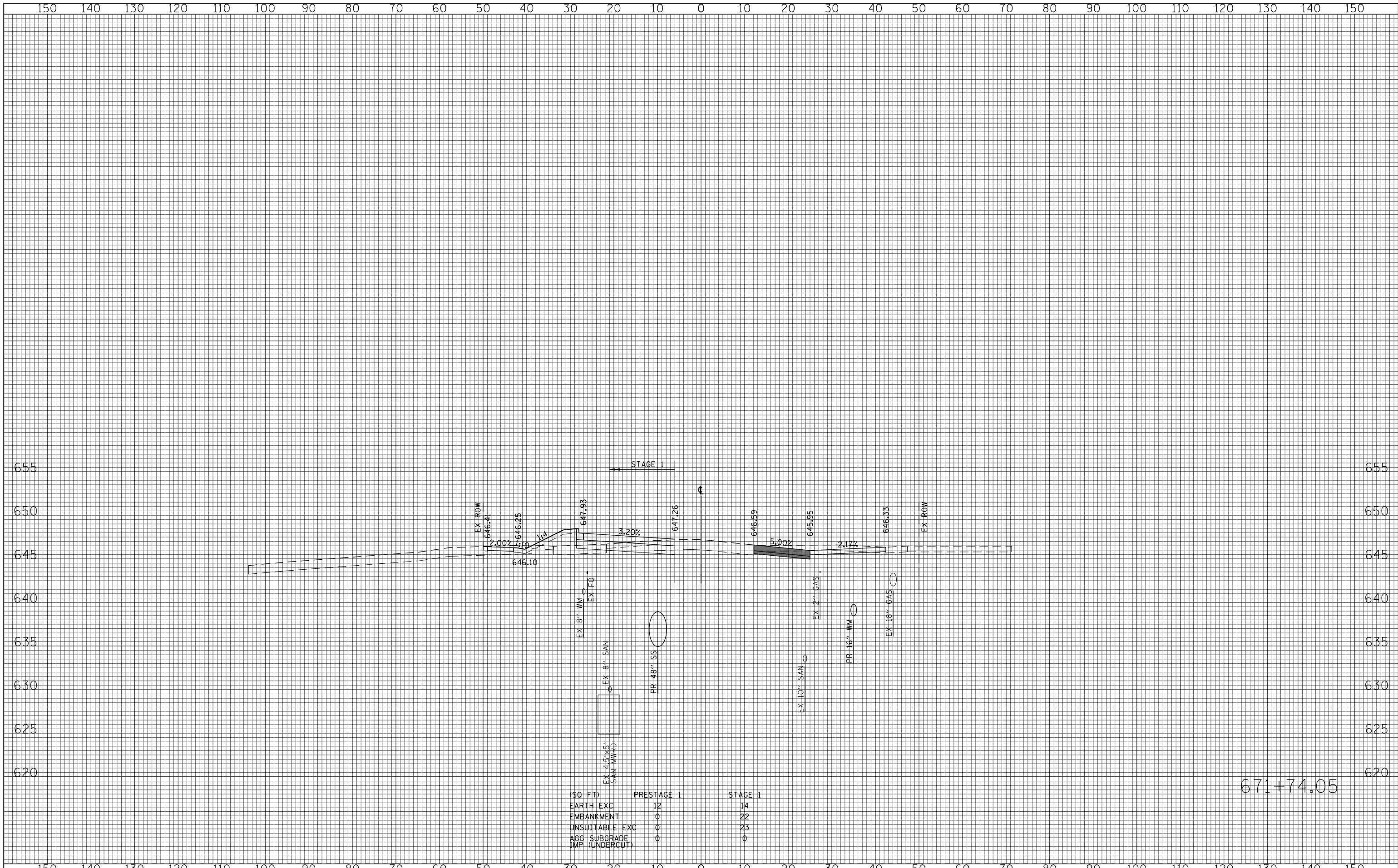
SCALE: 10H : 5V SHEET NO. 584 OF 919 SHEETS STA. 670+00.00 TO STA. 670+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	584
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T35	



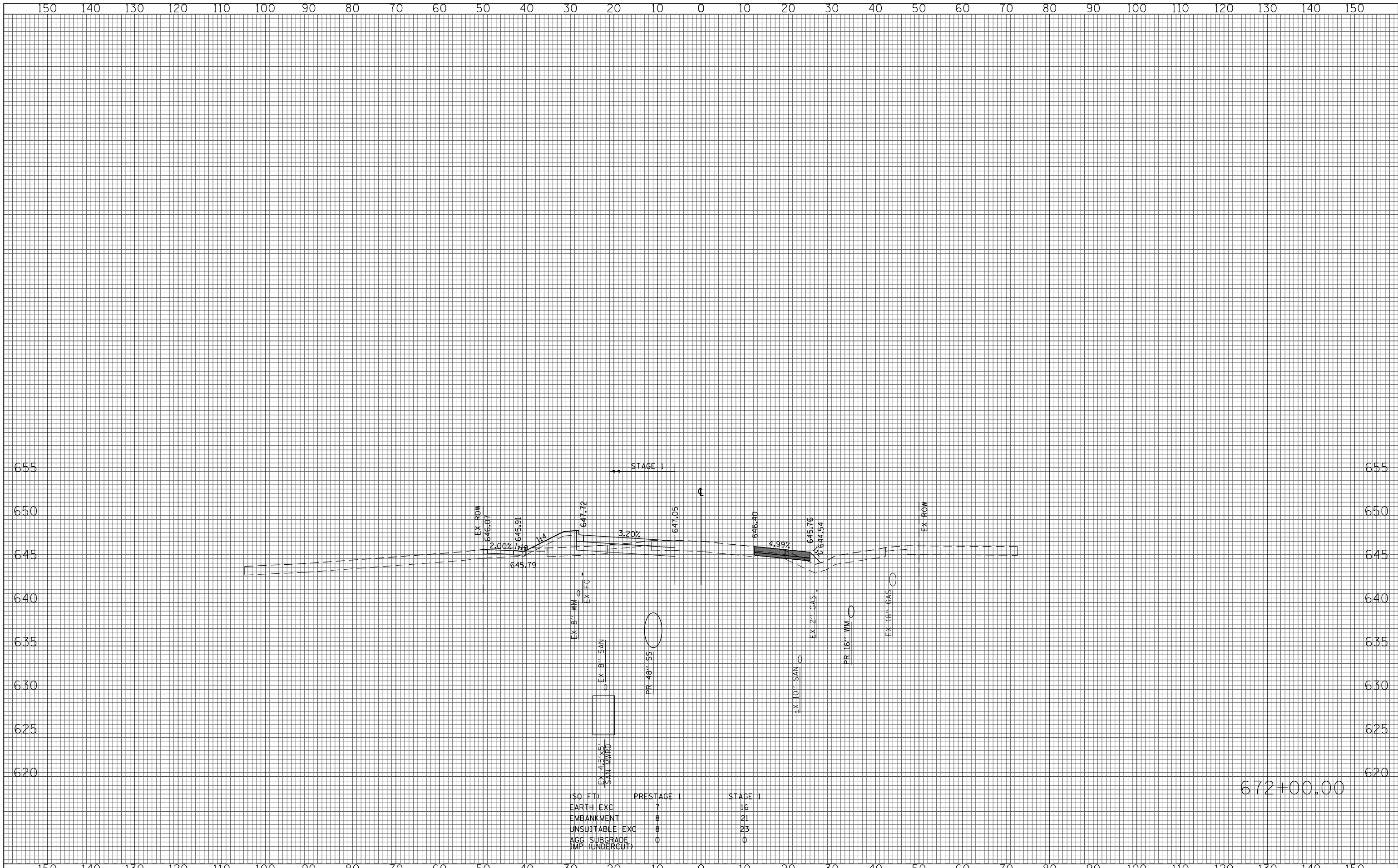
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	9	15
EMBANKMENT	7	27
UNSUITABLE EXC	8	42
ACC SUBGRADE	0	0
IMP (UNDERCLT)	0	0

671+00.00



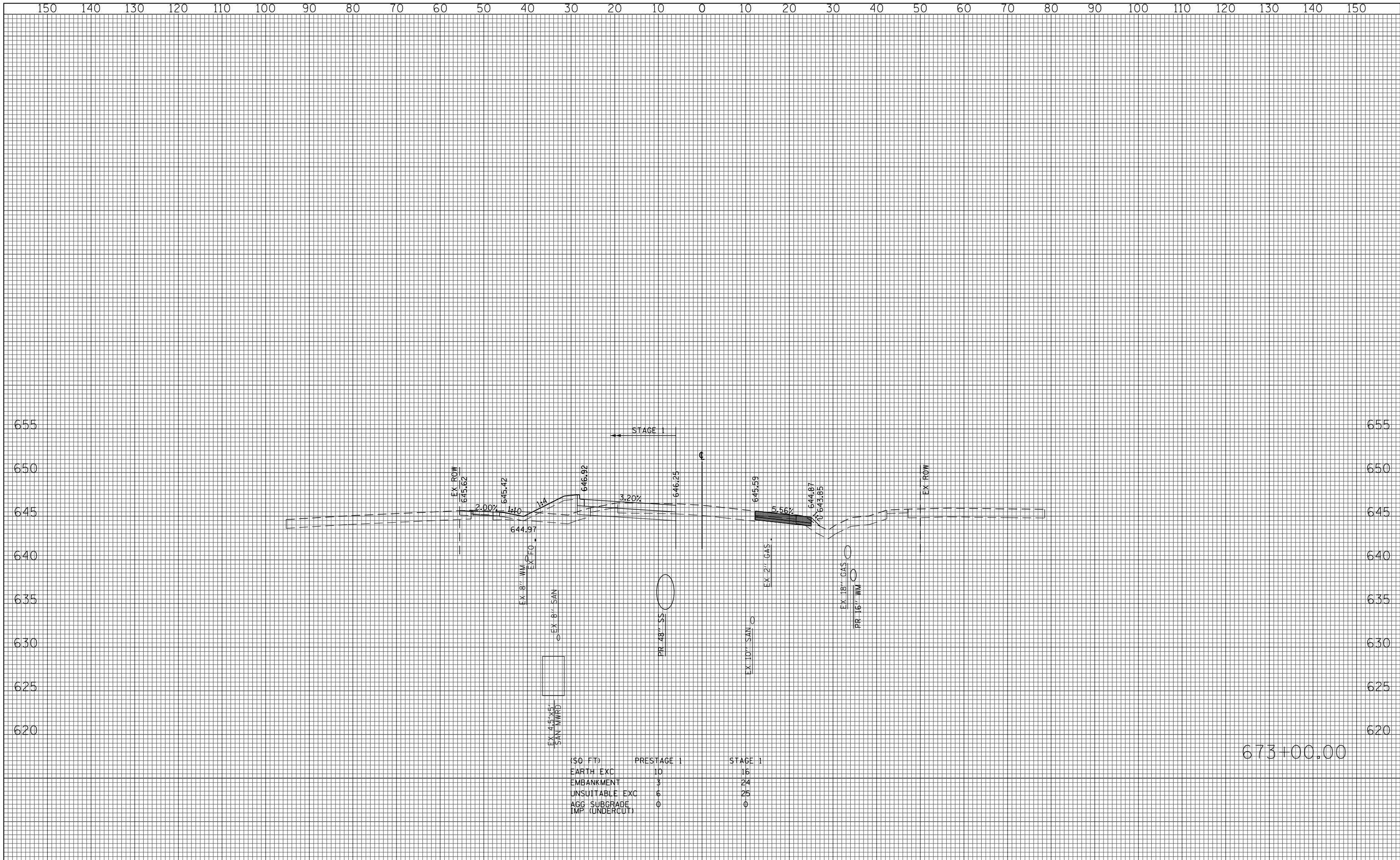
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	12	14
EMBANKMENT	0	22
UNSUITABLE EXC	0	23
AGG SUBGRADE IMP (UNDERCUT)	0	0

671+74.05



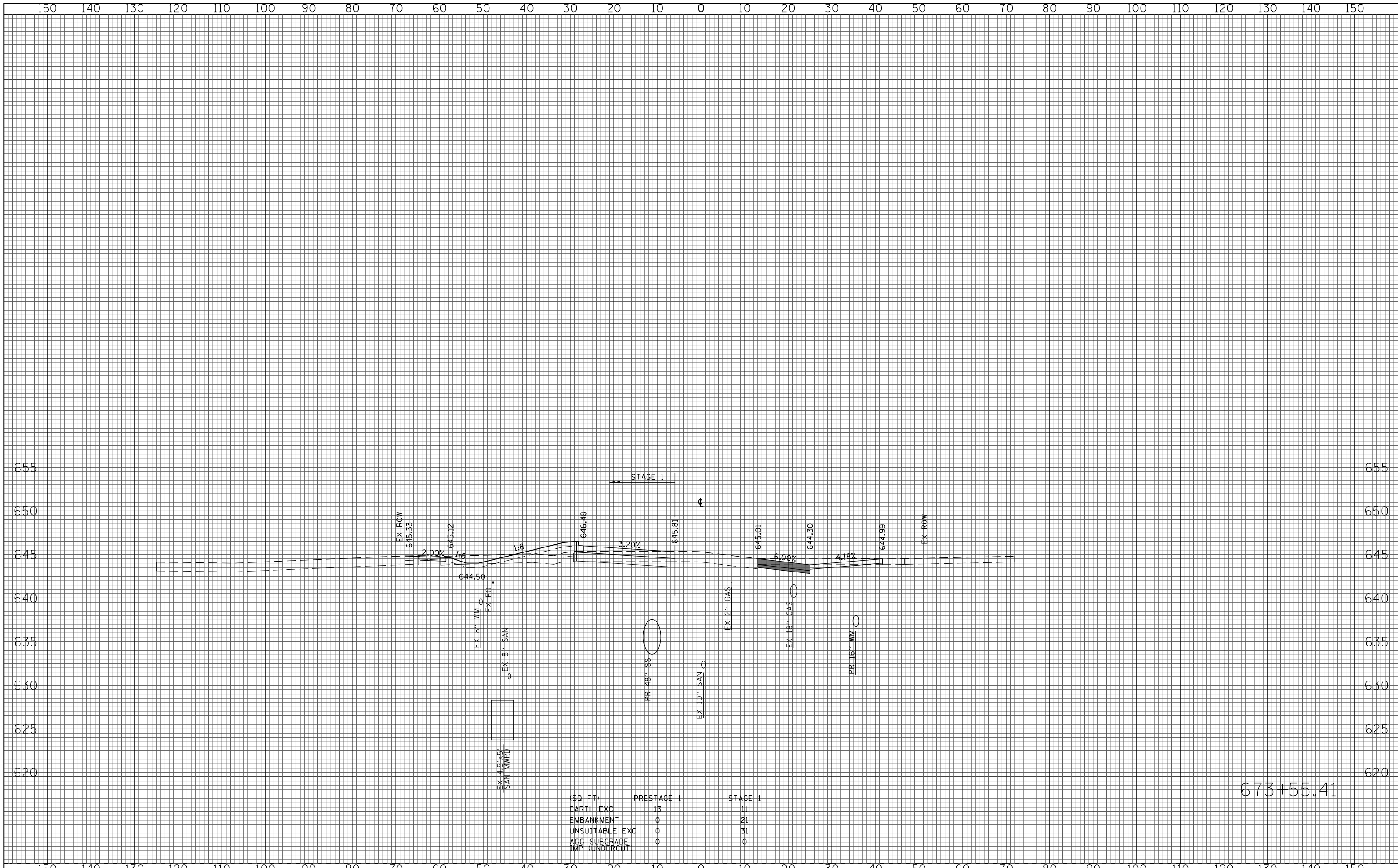
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	7	16
EMBANKMENT	8	21
UNSUITABLE EXC	8	23
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

672+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	10	16
EMBANKMENT	3	24
UNSUITABLE EXC	6	25
AGG SUBGRADE	0	0
IMP (UNDERCUT)	0	0

673+00.00



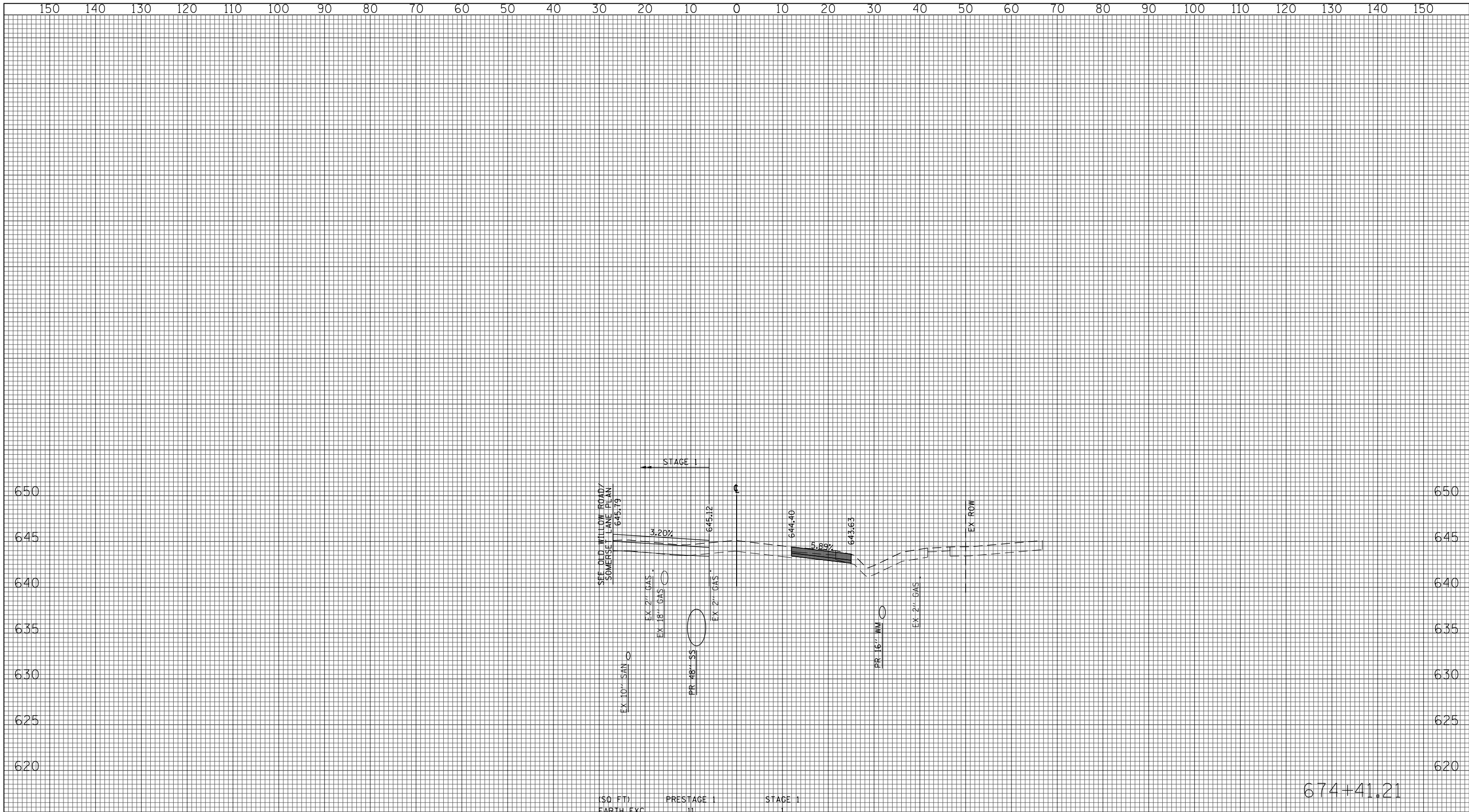
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	13	11
EMBANKMENT	0	21
UNSUITABLE EXC	0	31
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

673+55.41



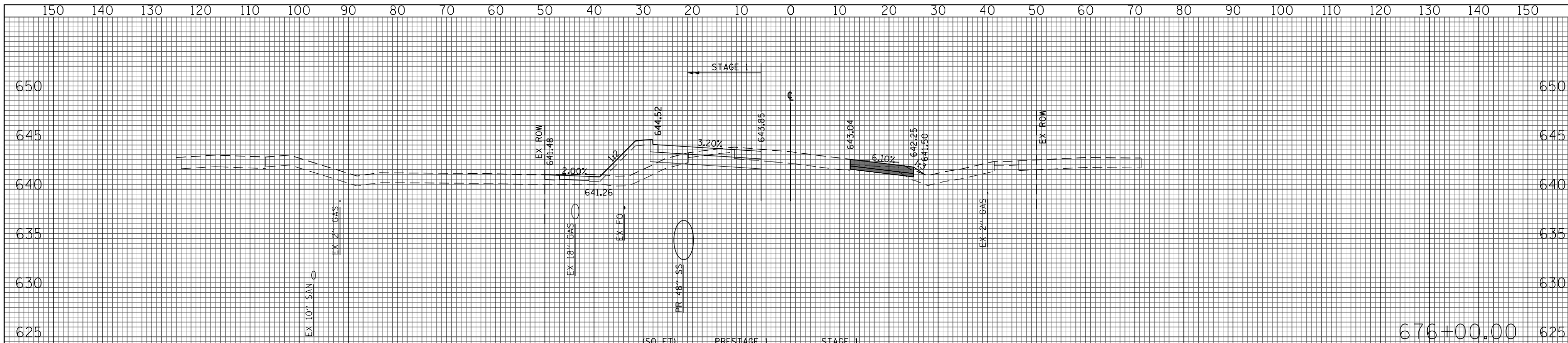
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	10	7
EMBANKMENT	3	44
UNSUITABLE EXC	6	27
ACC SUBGRADE	0	0
IMP (UNDERCUT)	0	0

674+00.00



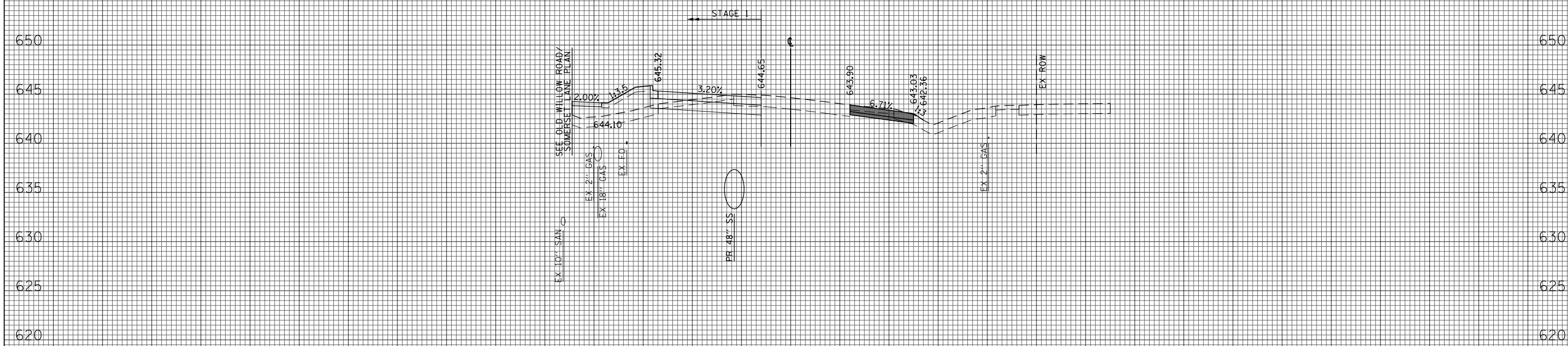
(\$0 FT)	PRESTAGE 1	STAGE 1
EARTH EXC	11	1
EMBANKMENT	0	0
UNSUITABLE EXC	4	0
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

674+41.21



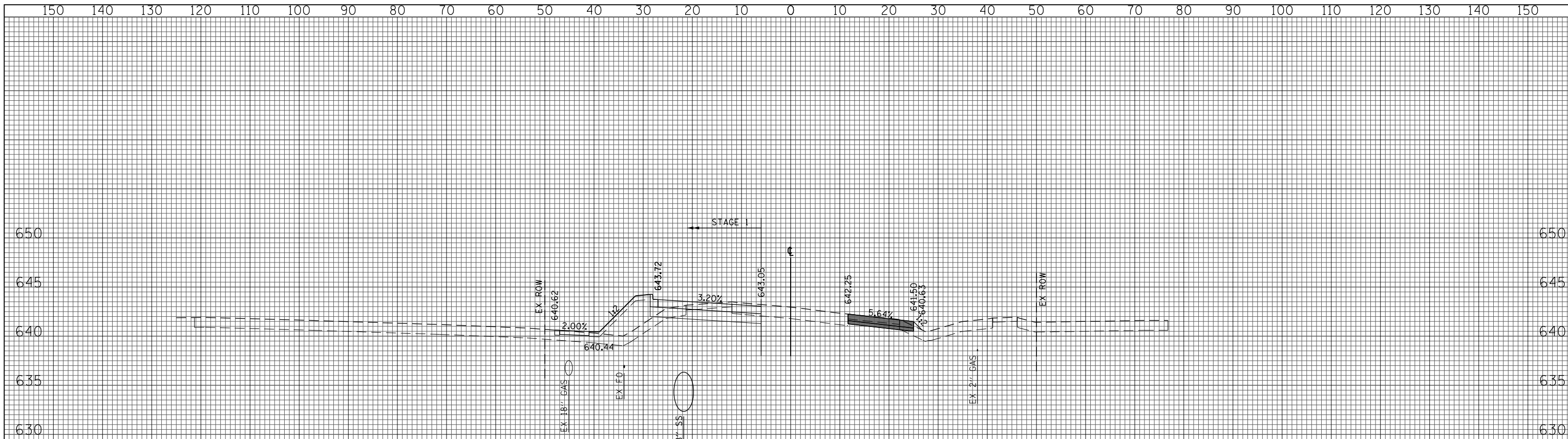
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	11	20
EMBANKMENT	3	36
UNSUITABLE EXC	5	29
AGG SUBGRADE IMP (UNDERCUT)	0	0

676+00.00



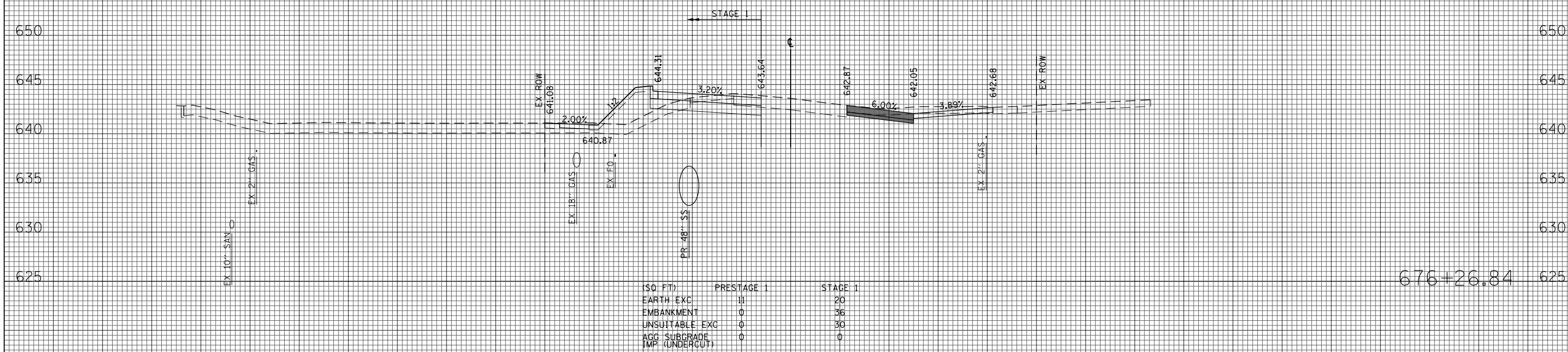
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	10	23
EMBANKMENT	2	37
UNSUITABLE EXC	6	18
AGG SUBGRADE IMP (UNDERCUT)	0	0

675+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	11	21
EMBANKMENT	3	37
UNSUITABLE EXC	5	27
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

677+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	11	20
EMBANKMENT	0	36
UNSUITABLE EXC	0	30
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

676+26.84

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 DRAWN - KAL
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 DATE - 10/31/2012

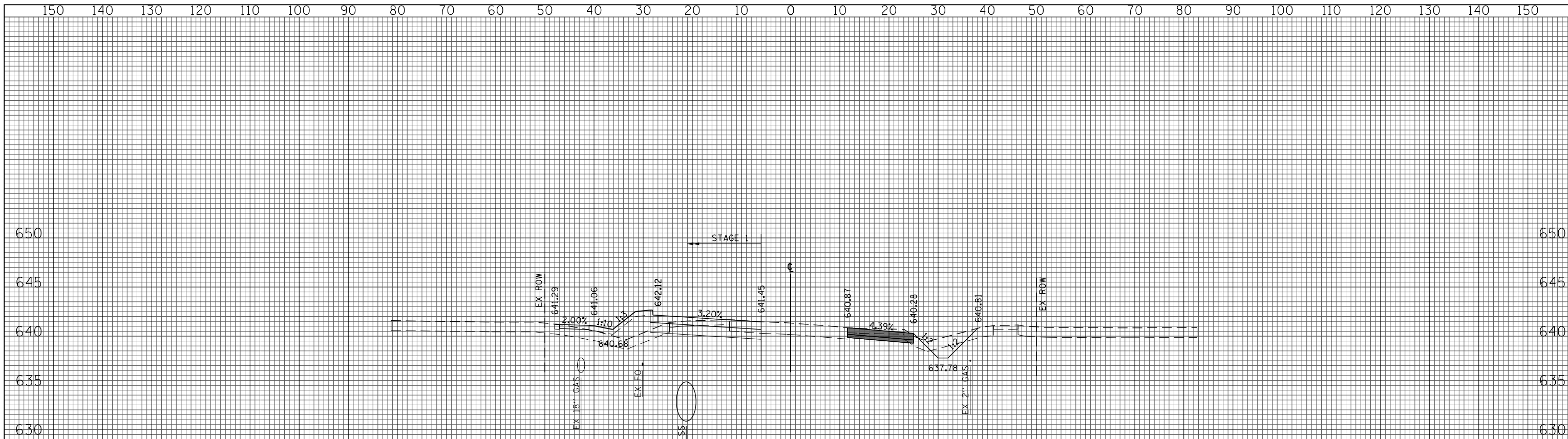
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

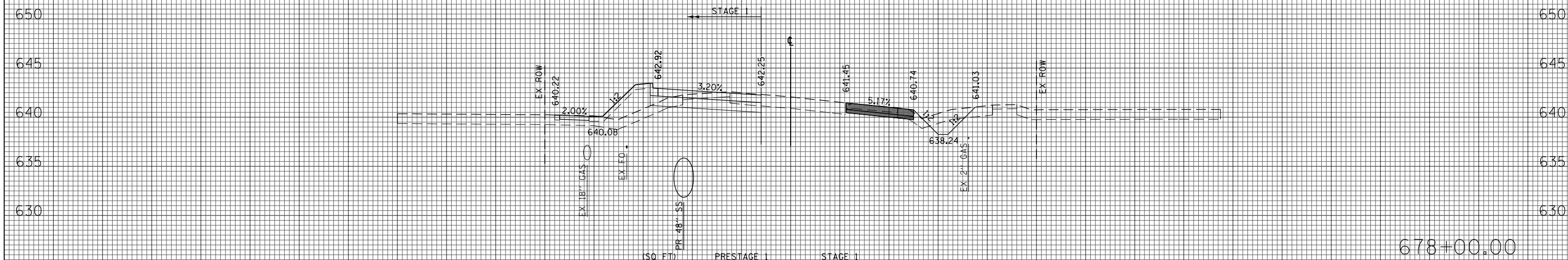
SCALE: 10H : 5V SHEET NO. 593 OF 919 SHEETS STA. 676+26.84 TO STA. 677+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	593
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



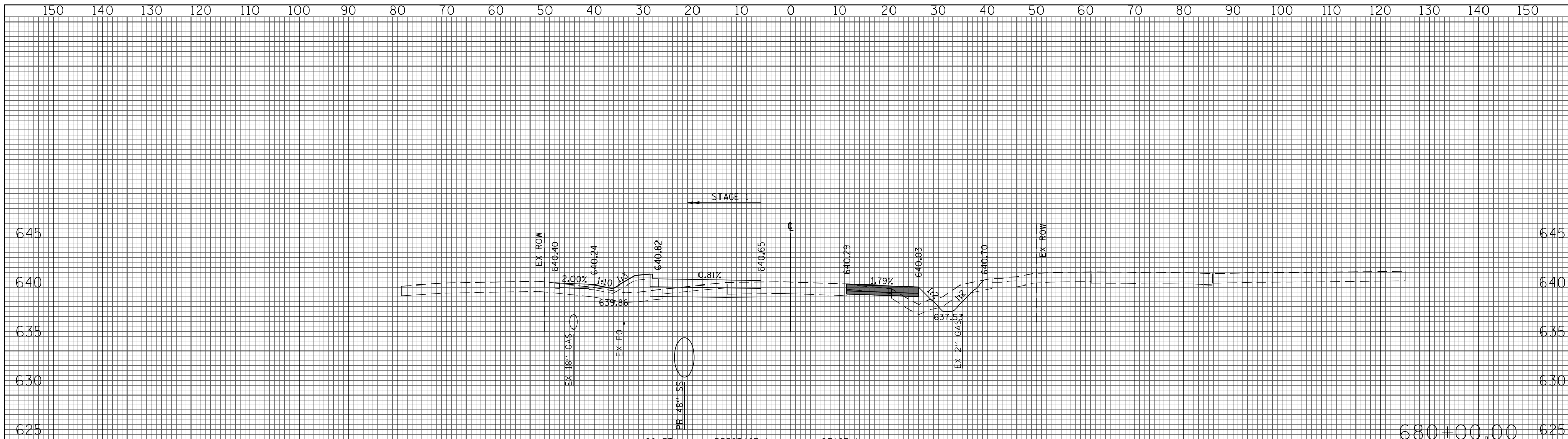
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	18	22
EMBANKMENT	4	30
UNSUITABLE EXC	15	23
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

679+00.00



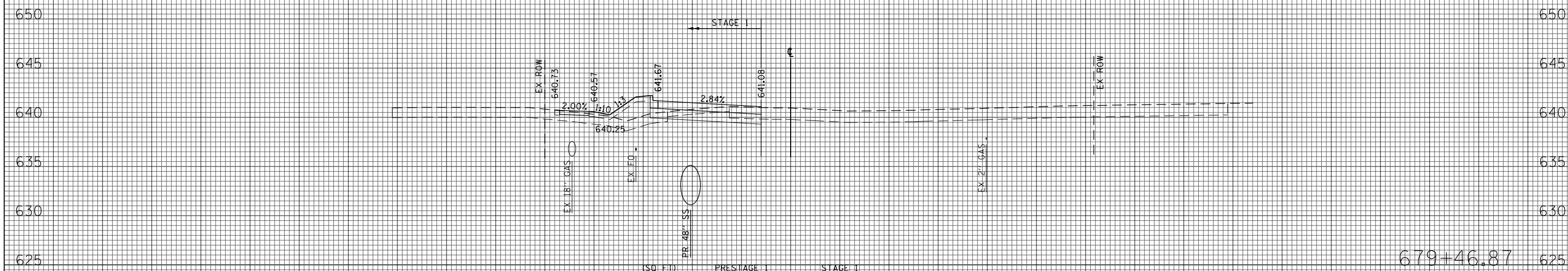
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	17	20
EMBANKMENT	4	31
UNSUITABLE EXC	16	26
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

678+00.00



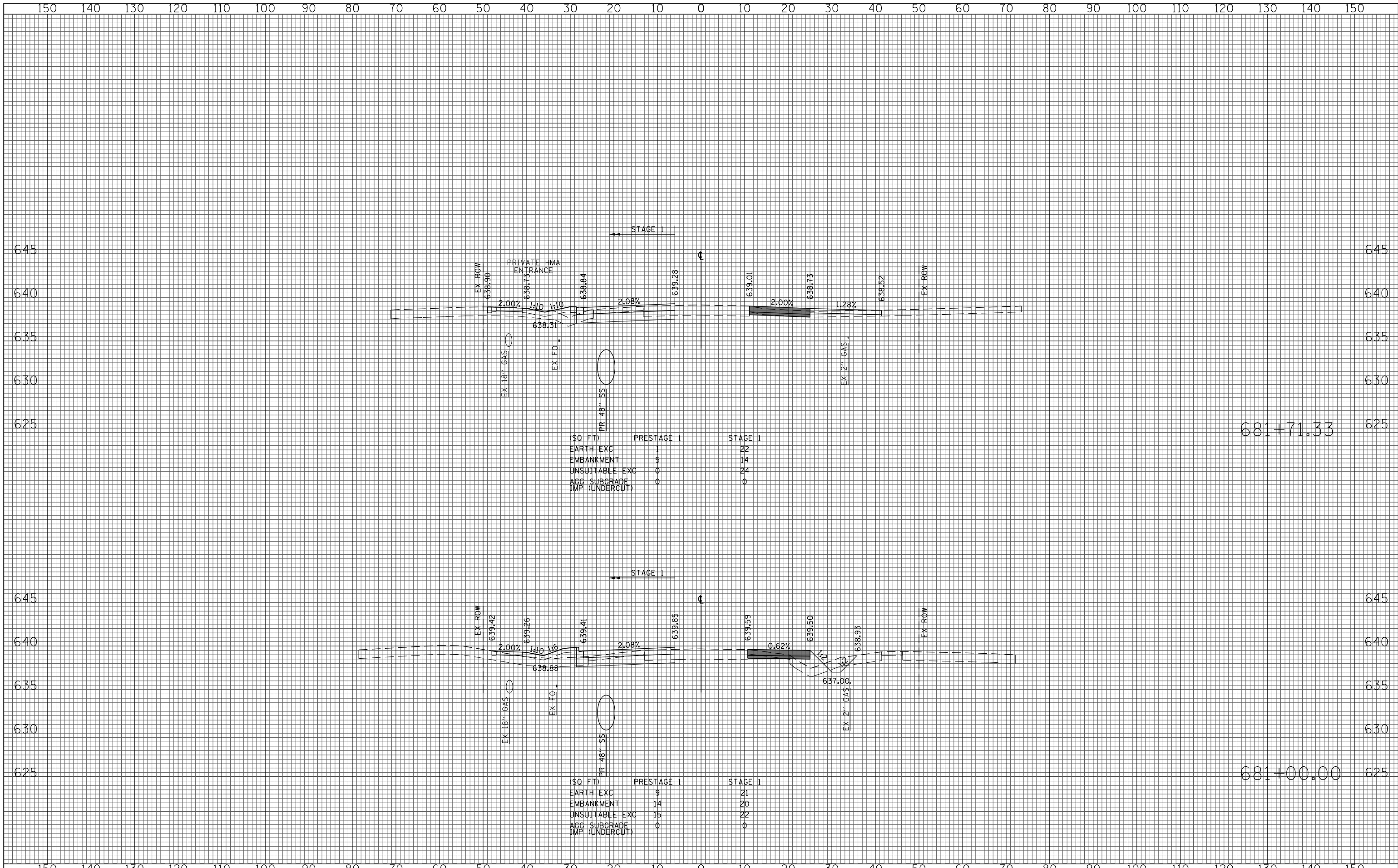
(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	12	18
EMBANKMENT	13	23
UNSUITABLE EXC	19	22
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

680+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	0	18
EMBANKMENT	0	26
UNSUITABLE EXC	0	23
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

679+46.87



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	1	22
EMBANKMENT	5	14
UNSUITABLE EXC	0	24
AGG SUBGRADE IMP (UNDERCUT)	0	0

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	9	21
EMBANKMENT	14	20
UNSUITABLE EXC	15	22
AGG SUBGRADE IMP (UNDERCUT)	0	0

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	DRAWN - KAL	REVISED -
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PLOT DATE = 11/28/2012	DATE - 10/31/2012	REVISED -

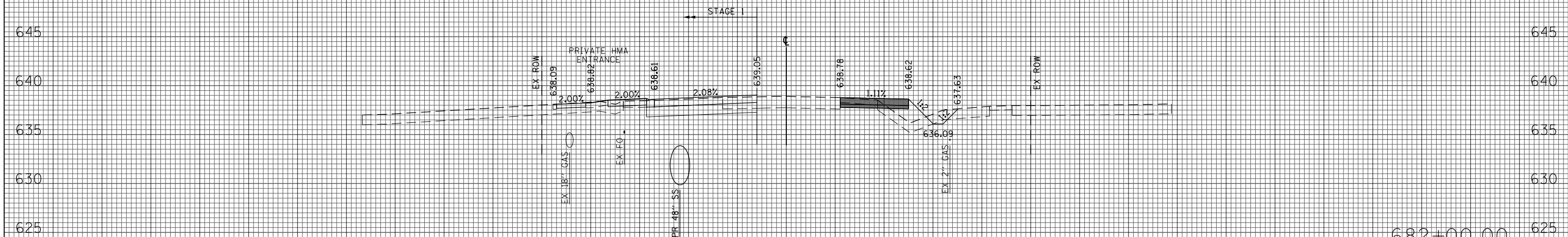
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 596 OF 919 SHEETS STA. 681+00.00 TO STA. 681+71.33

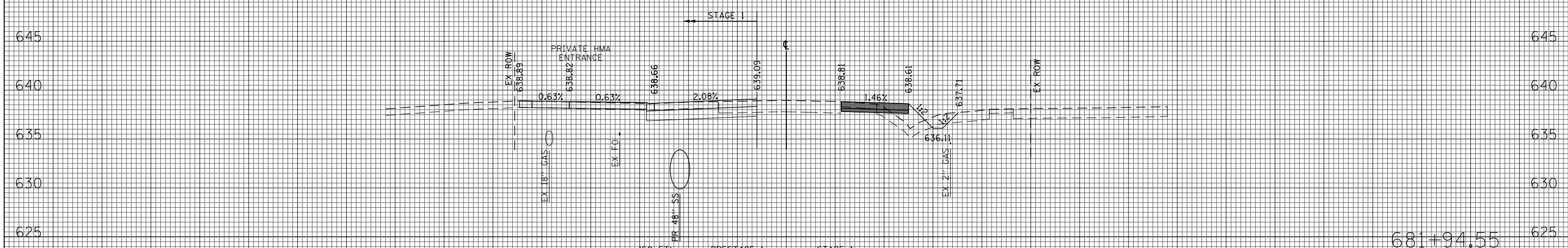
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4)R	COOK	919	596
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	8	18
EMBANKMENT	18	9
UNSUITABLE EXC	16	14
ACC SUBGRADE	0	0
IMP (UNDERCUT)	0	0

682+00.00



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	8	19
EMBANKMENT	16	1
UNSUITABLE EXC	17	0
ACC SUBGRADE	0	0
IMP (UNDERCUT)	0	0

681+94.55

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

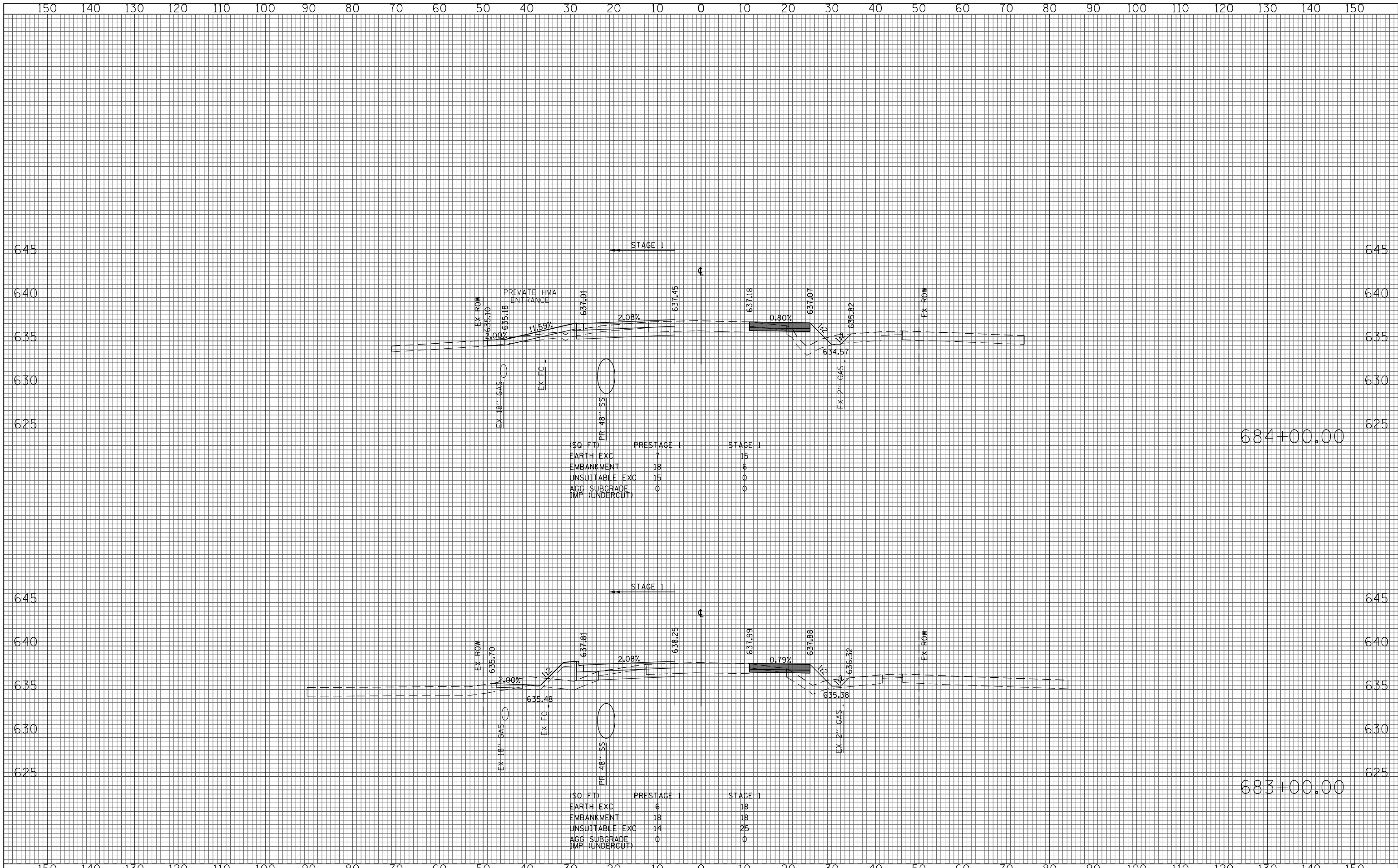
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

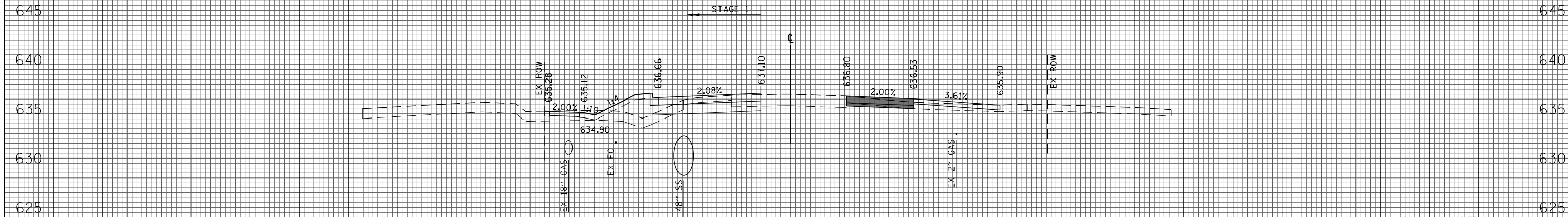
WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 597 OF 919 SHEETS STA. 681+94.55 TO STA. 682+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	597
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

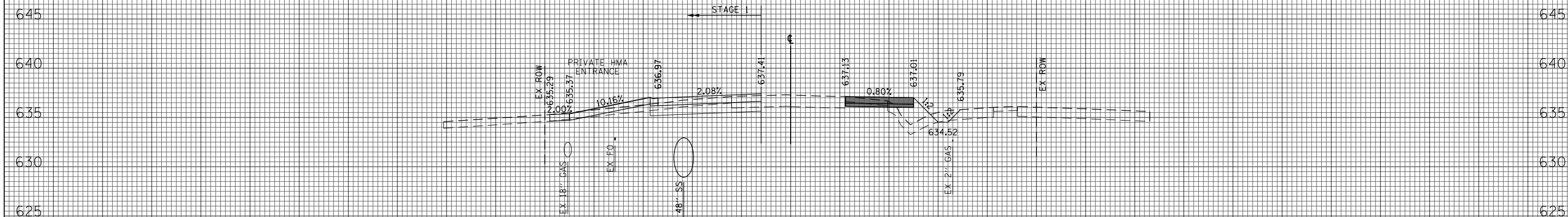


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	2	19
EMBANKMENT	6	25
UNSUITABLE EXC	0	28
AGG SUBGRADE IMP (UNDERCUT)	0	0

684+43.80



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	7	16
EMBANKMENT	18	5
UNSUITABLE EXC	15	0
AGG SUBGRADE IMP (UNDERCUT)	0	0

684+05.50

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FILE NAME = G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn
 USER NAME = BAWtor.t
 PLOT SCALE = 20.000' / in.
 PLOT DATE = 11/28/2012

DESIGNED - JLV
 DRAWN - KAL
 CHECKED - RCB
 DATE - 10/31/2012

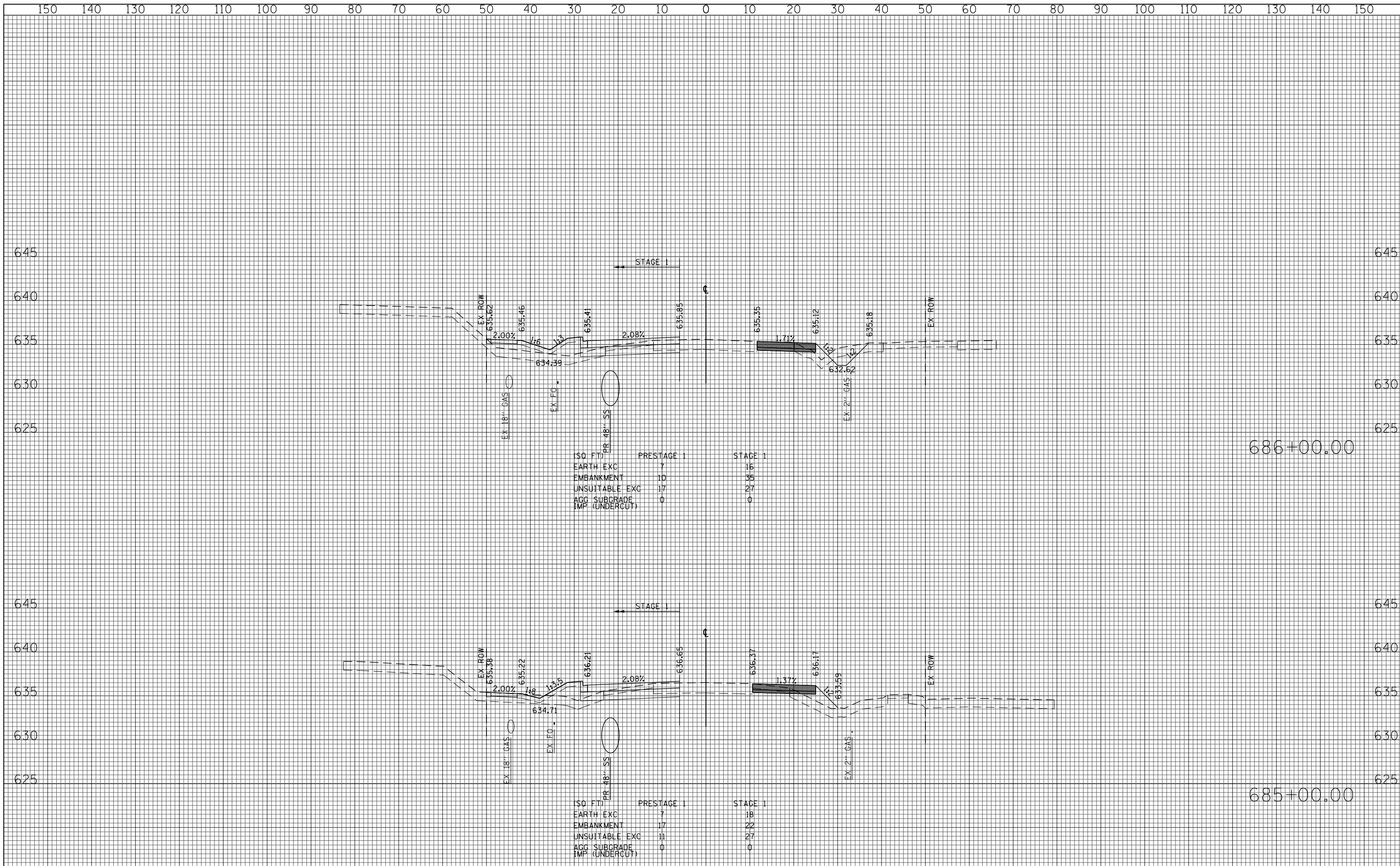
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 599 OF 919 SHEETS STA. 684+05.50 TO STA. 684+43.80

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	599
CONTRACT NO. 60T35				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	7	16
EMBANKMENT	10	35
UNSUITABLE EXC	17	27
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

(SQ FT)	PRESTAGE 1	STAGE 1
EARTH EXC	7	18
EMBANKMENT	17	22
UNSUITABLE EXC	11	27
AGG SUBGRADE	0	0
IMP (UNDERCUT)		

FILE NAME =
G:\CH11\0158\Road\Sheets\0160T35-SHT-XSC-1-1.dgn

USER NAME = BAWtor.t	DESIGNED - JLV	REVISED -
PLOT SCALE = 20.000' / in.	DRAWN - KAL	REVISED -
PLOT DATE = 11/28/2012	CHECKED - RCB	REVISED -
	DATE - 10/31/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WILLOW ROAD STAGE 1 CROSS SECTIONS

SCALE: 10H : 5V SHEET NO. 600 OF 919 SHEETS STA. 685+00.00 TO STA. 686+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	(1920.01,1518,2022&1922.4B)R	COOK	919	600
				CONTRACT NO. 60T35
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				