

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 3542: OGDEN AVE.  
OVER I-290 (EISENHOWER EXPY)  
SECTION: 2010-066-1

BRIDGE REPAIR; WEST SIDEWALK REPLACEMENT  
COOK COUNTY

C-91-702-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED  
IN CITY OF CHICAGO

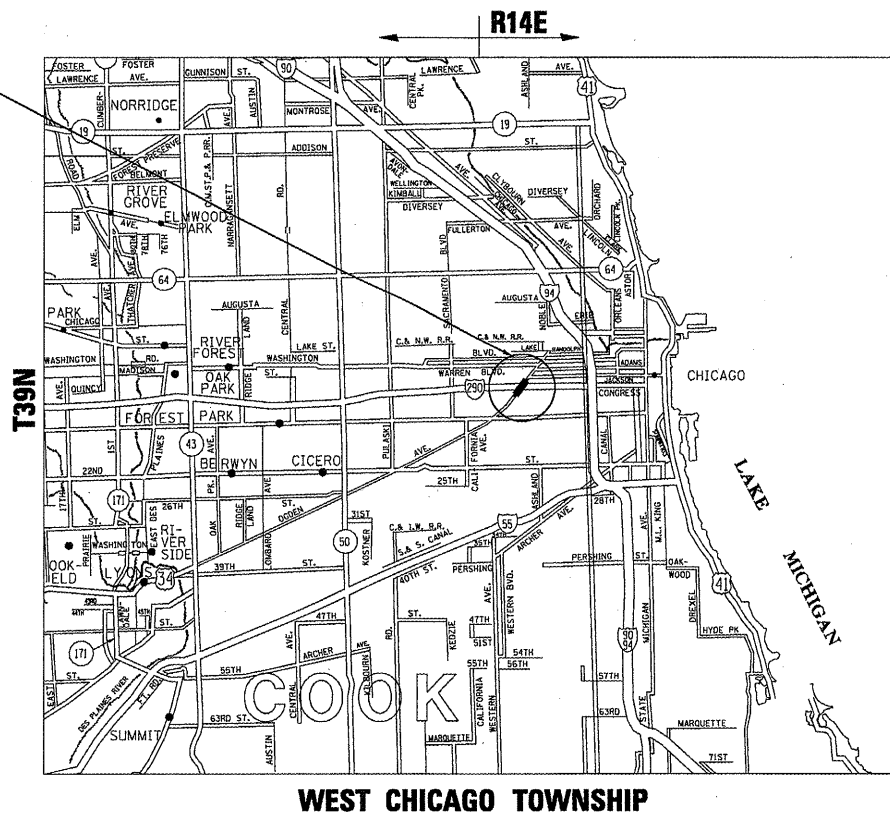
LOCATION OF IMPROVEMENT  
SN 016-0235

TRAFFIC DATA I-290

2010 ADT = 22,600  
POSTED SPEED = 55 MPH

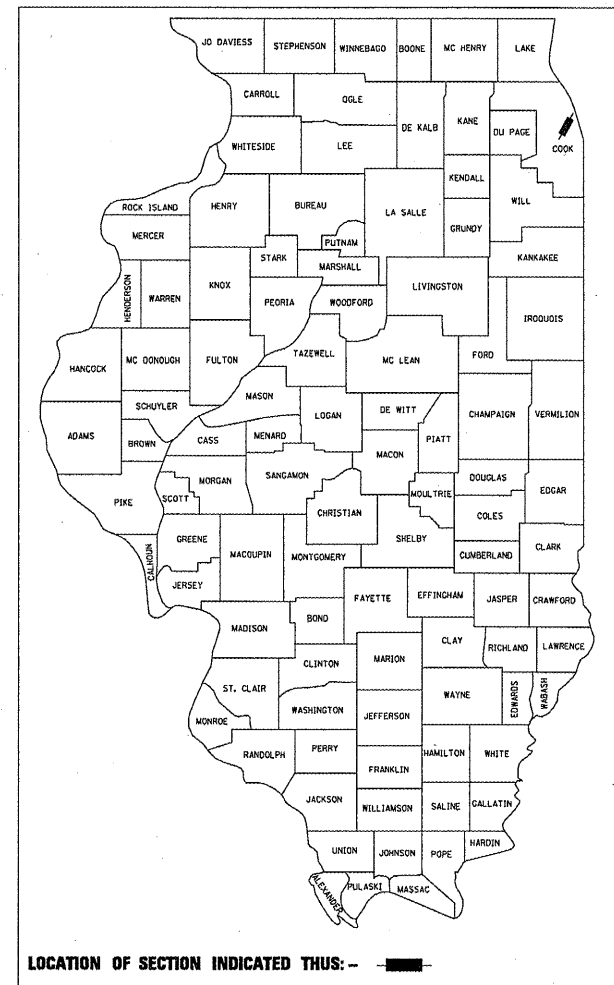
TRAFFIC DATA OGDEN AVE.

2010 ADT = 215,100  
POSTED SPEED = 30 MPH



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3542	2010-066-1	COOK	19	1
		ILLINOIS	CONTRACT NO. 60L48	

D-91-702-10



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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED DECEMBER 10, 2010

*Diane M. O'Hecker*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 28, 2011  
*Scott E. Stitt P.E.*  
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

January 28, 2011  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER BORO, ROBERT (847) 705 - 4178  
PROJECT MANAGER RAYYAN, ISSAM

CONTRACT NO. 60L48

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

C.U.A.N.: CHICAGO UTILITY ALERT  
NETWORK (312) 744-7000

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STANDARDS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-5	TRAFFIC STAGING PLAN
6-15	BRIDGE REPAIR PLANS (SN 016-0235)
16	FREEWAY ENTRANCE AND EXIT RAMP CLOSURE DETAILS (TC-8)
17	SINGLE AND MULTI-LANE WEAVE (TC-9)
18	TRAFFIC CONTROL FOR SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)
19	ARTERIAL ROAD INFORMATION SIGN (TC-22)

## LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
701101-02	OFF-ROAD OPERATIONS, MULTILANE, 15' to 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE 2L, 2W SHORT TIME OPERATIONS
701400-05	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-06	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-07	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701446-02	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701606-07	URBAN LANE CLOSURE, MULTILANE, <del>1W OR 2W</del> <b>MOUNTABLE MEDIAN WITH NONTRAVERSABLE MEDIAN</b>
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER

## GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." (CHICAGO UTILITY ALERT NETWORK) AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.

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

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

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

CONCRETE SUPERSTRUCTURE SHALL HAVE A SEVEN DAY MINIMUM CURE.

SLIPFORMING OF PARAPETS IS NOT ALLOWED.

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

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

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 (FOR ARTERIALS) AND (847) 705-4151 (FOR EXPRESSWAYS) A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

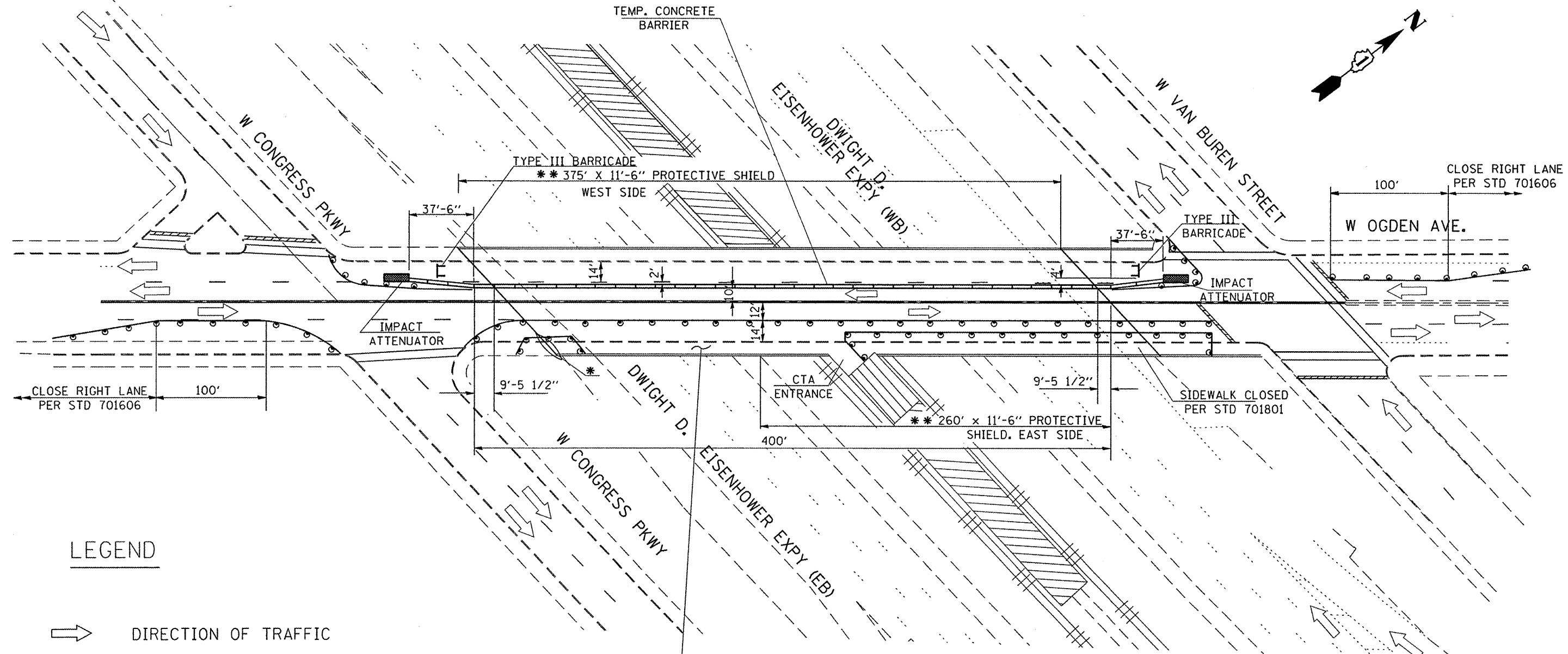
THE "ARTERIAL ROAD INFORMATION SIGN (TC-22)" IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS.

THE CONTRACTOR SHALL PROVIDE TEMPORARY ADA ACCESSIBLE RAMPS TO BE USED WITH STANDARD 701801. RAMP DETAILS SHALL BE APPROVED BY THE ENGINEER. COST OF RAMPS ARE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL).






FILE NAME =	USER NAME = gorengautab	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>OGDEN AVE. OVER I-290 (EISENHOWER EXPRESSWAY) INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pe_work\p1dot\gorengautab\0213343\170210-sht-plen.dgn	DRAWN -	REVISED -	3542			2010-066-1	COOK	19	2	
PLOT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED -	<b>CONTRACT NO. 60L48</b>							
PLOT DATE = 11/24/2010	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE 0014						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES							CODE NO	ITEM	UNIT	TOTAL QUANTITIES						
50102400	CONCRETE REMOVAL	CU YD	145	145															
50157300	PROTECTIVE SHIELD	SO YD	530	530															
50300255	CONCRETE SUPERSTRUCTURE	CU YD	162	162															
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	36,750	36,750															
50800515	BAR SPLICERS	EACH	16	16															
50901730	BRIDGE FENCE RAILING	FOOT	379	379															
52000110	PREFORMED JOINT STRIP SEAL	FOOT	188	188															
67100100	MOBILIZATION	L SUM	1	1															
70400100	TEMPORARY CONCRETE BARRIER	FOOT	460	460															
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1															
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1															
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	47	47															
Z0016200	DECK SLAB REPAIR (PARTIAL)	SO YD	1.8	1.8															
Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1															
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4															
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1															
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	7.4	7.4															
X0324546	MANHOLE, SPECIAL, FRAME AND LID	EACH	2	2															
X0321519	CONDUIT SUPPORT SYSTEM	L SUM	1	1															
Z0026346	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1															

Rev.



**LEGEND**

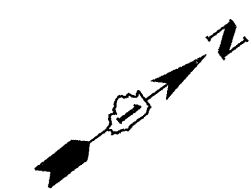
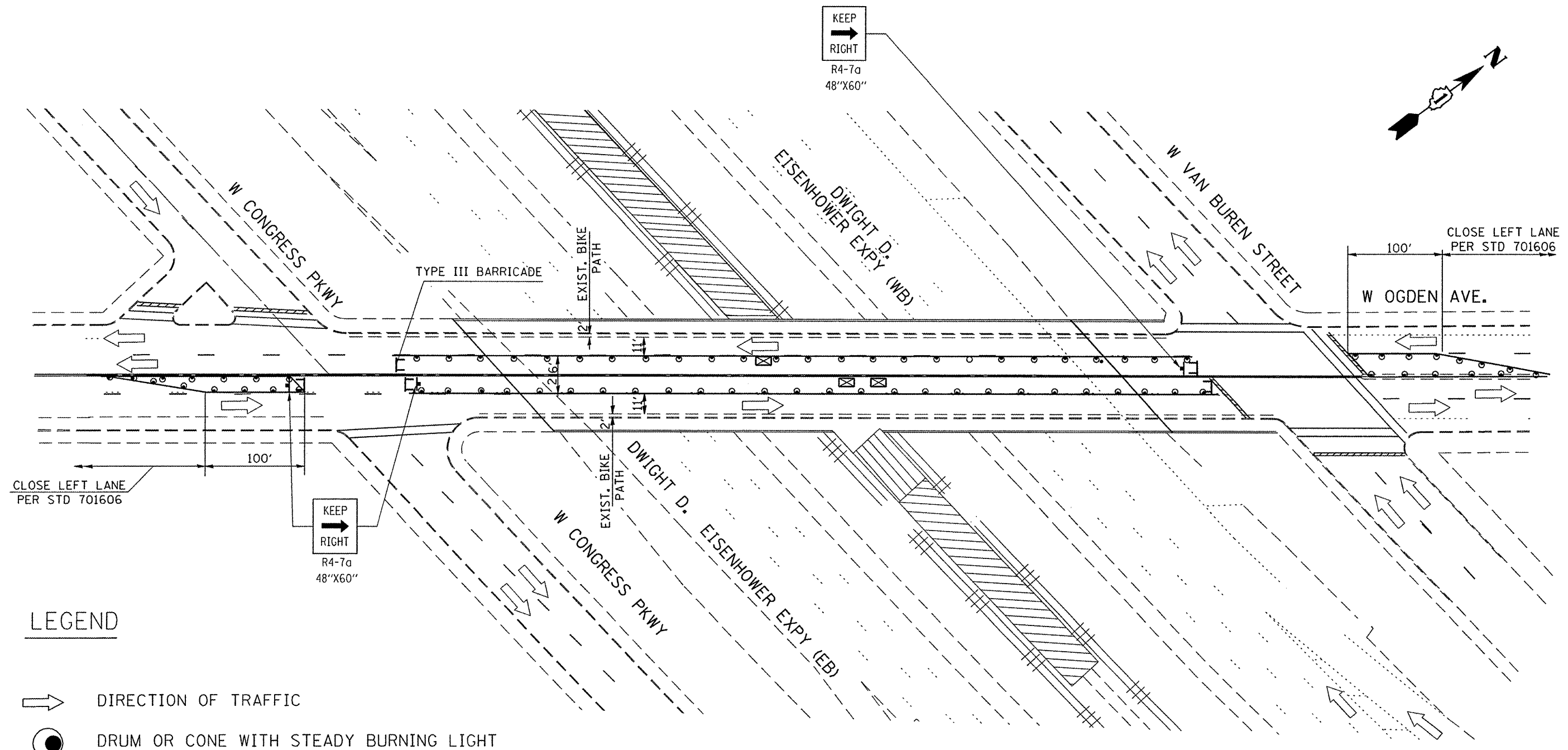
-  DIRECTION OF TRAFFIC
-  DRUM OR CONE WITH STEADY BURNING LIGHT
-  IMPACT ATTENUATOR
-  TEMPORARY CONCRETE BARRIER
-  TYPE III BARRICADE WITH 2 STEADY BURN LIGHTS

**PLAN  
STAGE I**

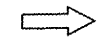

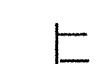
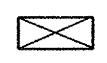
**NOTES:**

- COST OF TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET ARE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- ACCESS TO CTA STATION SHALL BE MAINTAINED ALL TIMES DURING CONSTRUCTION.
- \* JOINT DURING STAGE I SHALL BE DONE IN 2 PHASES, TYP. PER ABUTMENT. PROVIDE 4 (FOUR) ADDITIONAL BAR SPLICERS.
- \*\* EXISTING PROTECTIVE SHIELDING EXISTS OVER EXPRESSWAY. THE CONTRACTOR MAY USE THIS SHIELDING AS THEIR PROTECTIVE SHIELDING; AREA INCLUDED IN QUANTITY OF SHIELDING.

FILE NAME =	USER NAME = hmandanah	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>OGDEN AVE. OVER I-290 (EISENHOWER EXPRESSWAY) TRAFFIC CONTROL PLAN. STAGE I</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pr_work\pwidot\hmandanah\021334\1017210-shr-plan.dgn	DRAWN -	REVISED -	3542			2010-066-1	COOK	19	4	
PLOT SCALE = 64.3044' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60L48							
PLOT DATE = 1/13/2011	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. OF SHEETS		STA. TO STA.		

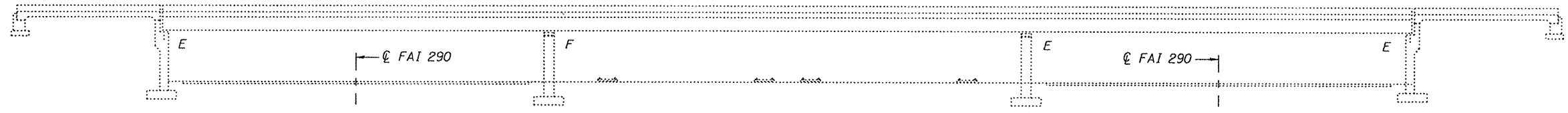


**LEGEND**

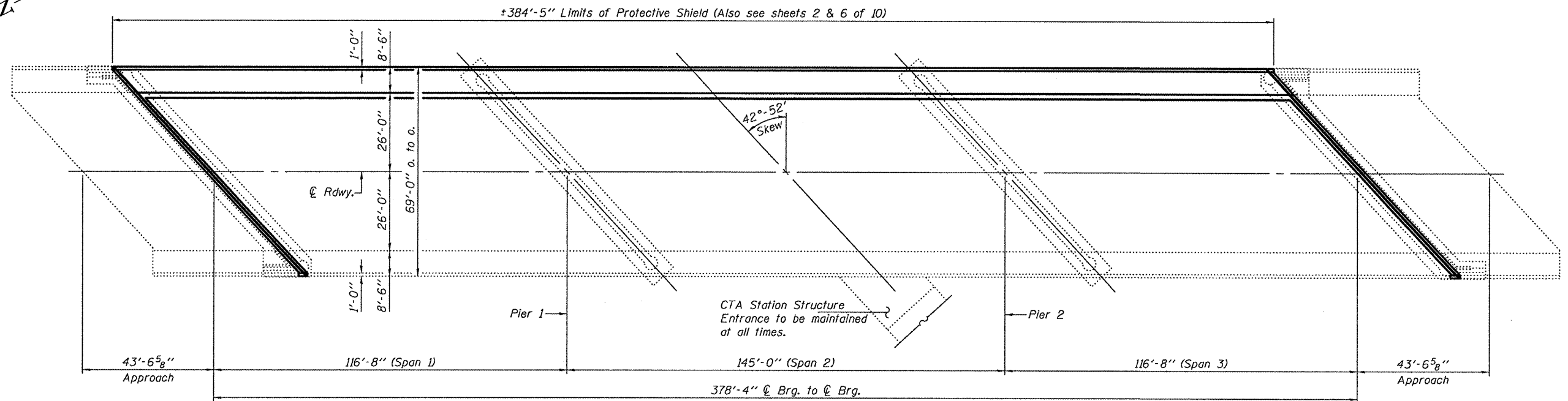
-  DIRECTION OF TRAFFIC
-  DRUM OR CONE WITH STEADY BURNING LIGHT
-  TYPE III BARRICADE WITH 2 STEADY BURN LIGHTS
-  PROTECTIVE SHIELD - 6'-2" X 10' X 3 (3 PATCHES IN THE BAY OF PATCHES, 2' EACH SIDE OF PATCH)

**PLAN  
STAGE II**

FILE NAME * c:\pwwork\psidot\hmdenah\d0213343\017210-ah-t-pln.dgn	USER NAME * hmdenah	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>OGDEN AVE. OVER I-290 (EISENHOWER EXPRESSWAY) TRAFFIC CONTROL PLAN. STAGE II</b>		F.A.U. RTE. 3542	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 5
	PLOT SCALE * 64.3044' / IN.	CHECKED -	REVISED -				CONTRACT NO. 60L48				
	PLOT DATE * 1/13/2011	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.			



**ELEVATION**



**PLAN**

**DESIGN SPECIFICATIONS**  
 2002 AASHTO  
**DESIGN STRESSES**  
 FIELD UNITS  
 $f'_c = 3,500 \text{ psi}$   
 $f_y = 60,000 \text{ psi (Reinforcement)}$   
 $f_y = 36,000 \text{ psi (AASHTO M-270)}$   
**LOADING HS20-44**

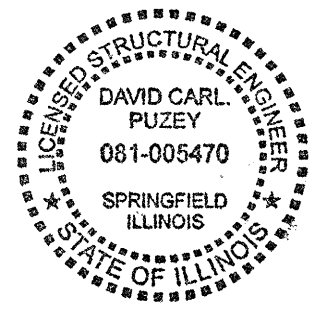
**GENERAL NOTES**

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.  
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.  
 Reinforcement bars designated (E) shall be epoxy coated.  
 Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.  
 The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.  
 Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
 Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.  
 Removal of existing pedestrian fence which is located on top of the west parapet shall be included in the pay item Concrete Removal.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	145
Concrete Superstructure	Cu. Yd.	162
Preformed Joint Strip Seal	Foot	188
Reinforcement Bars, Epoxy Coated	Pound	36,750
Bar Splicers	Each	16
Bridge Fence Railing	Foot	379
Deck Slab Repair (Partial)	Sq. Yd.	1.8
Structural Repair of Concrete ≤ 5 inches	Sq. Ft.	47
Protective Shield	Sq. Yd.	530
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	7.4
Manhole, Special, Frame and Lid	Each	2
Conduit Support System	L.S.	1



DESIGNED - <i>Matthew Christiansen</i>	EXAMINED - <i>Jan F. [Signature]</i>	DATE - JANUARY 13, 2011
CHECKED - <i>Ally Nancy</i>	PASSED - <i>Jan F. [Signature]</i>	
DRAWN - Kyle M. Steffen		
CHECKED - <i>MKE</i>		

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

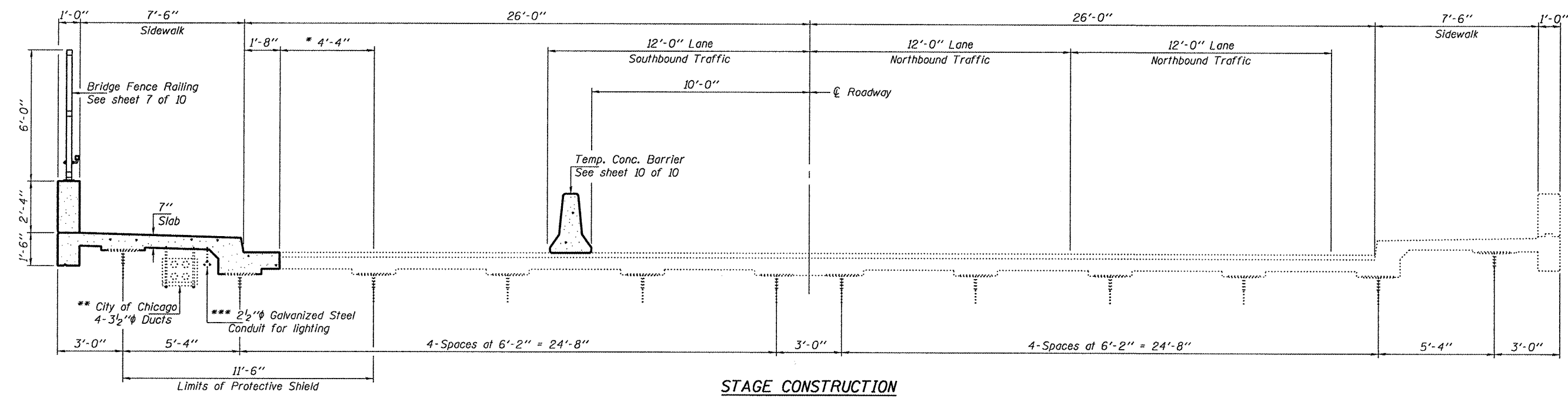
GENERAL PLAN & ELEVATION  
 SN 016-0235

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2010-066-1	COOK	19	6
CONTRACT NO. 60L48			ILLINOIS FED. AID PROJECT	

OGDEN AVENUE OVER  
 F.A.I. ROUTE 290

SHEET NO. 1 OF 10 SHEETS

\* The maximum allowed load that can be applied to this cantilever slab will be 500 pounds per linear foot of slab. This maximum allowed load includes any combination of dead or live loads. A point load of 1500 pounds will be allowed due to the anticipated distribution of the point load over a distance of 3 feet. Anticipated loading conditions shall be submitted to the Engineer prior to the start of the removal phase.

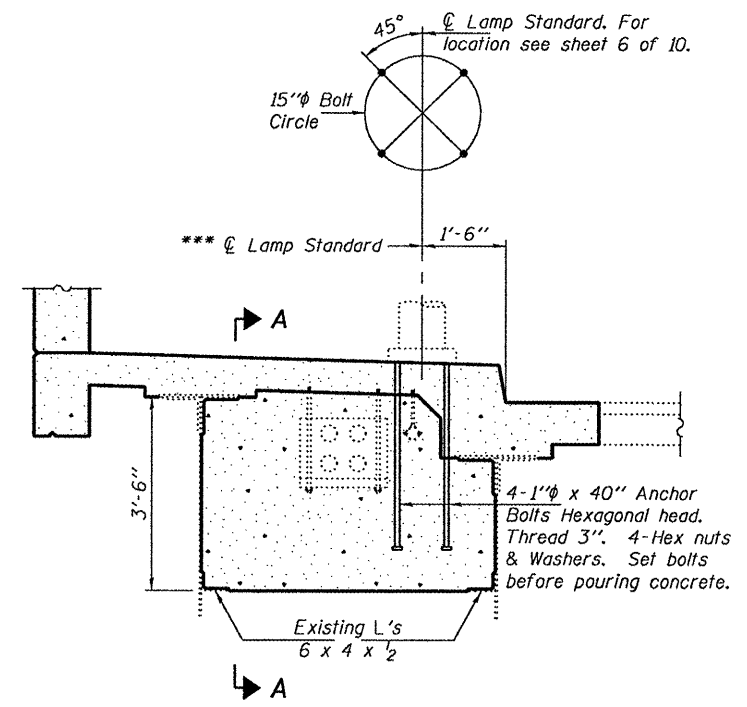


**STAGE CONSTRUCTION**  
(Looking North)

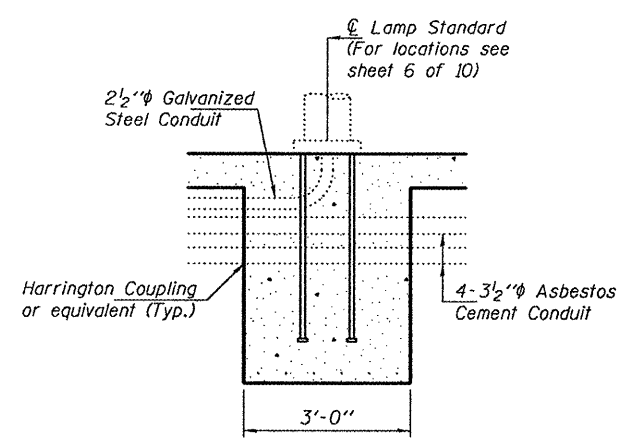
\*\* The Contractor is responsible for providing a support system for the ducts in their existing position. Care shall be taken not to damage the existing asbestos material (ACM) ducts. The Contractor shall make the asbestos material (ACM) ducts non-friable before handling. Any damage to the ducts must be repaired at the Contractor's expense. Inserts to permanently support the ducts shall be cast into the proposed sidewalk slab. No drilling or epoxy grouting will be allowed in the proposed sidewalk slab in order to support the ducts. All labor and material cost of the installation and removal of temporary support system for the ducts and installation of inserts for permanent support is to be paid for at the contract unit price LUMP SUM for Conduit Support System.

Areas of existing protective shielding may need to be removed and reinstalled in order to access the area under the west sidewalk to install the ducts support. The protective shielding under the west sidewalk shall be removed after the sidewalk is replaced. Cost is included in cost of Protective Shielding.

\*\*\* The contractor is responsible for the temporary support, protection and re-attachment using cast inserts of the electrical conduit supplying power to the lamp standards under the sidewalk. The contractor shall coordinate with the City of Chicago for the power shut-off and reconnect as well as the removal, safe storage and reinstallation of the lamp standards. All labor and materials necessary to complete this work, including related electrical work on 24" manhole (see sheet 6 of 10), is included in the cost of Concrete Superstructure.



**SECTION THRU SIDEWALK AT LIGHT STANDARD**



**SECTION A-A**

**OGDEN AVENUE OVER F.A.I. ROUTE 290**

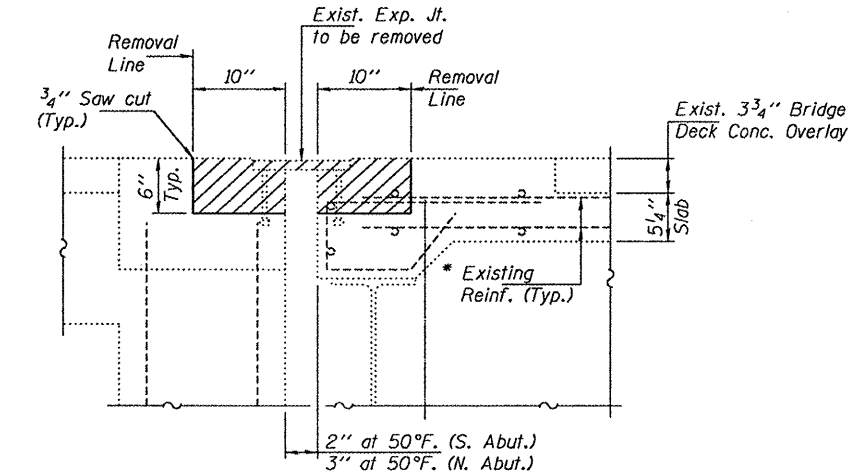
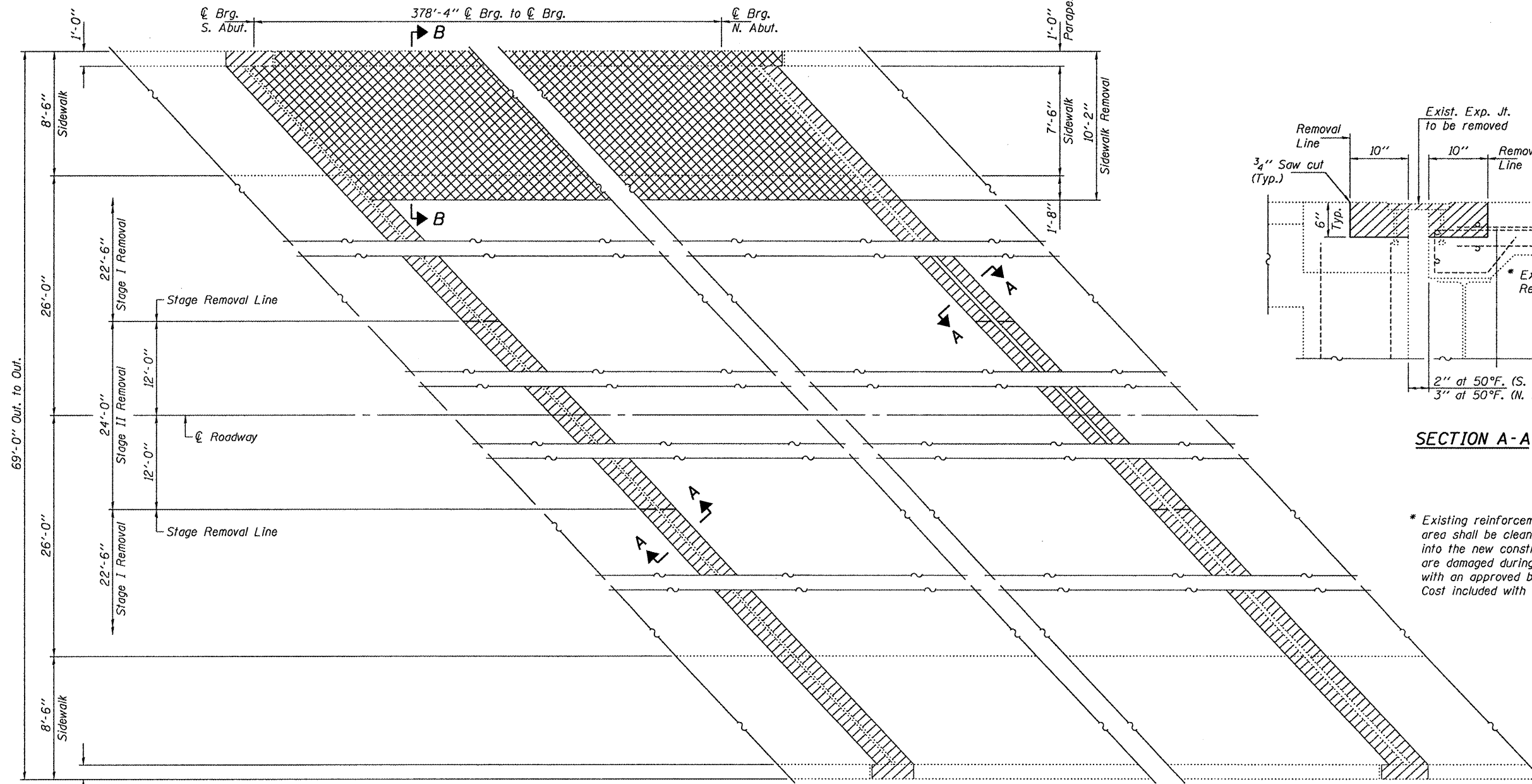
DESIGNED - MKC	EXAMINED - <i>Joanne F. [Signature]</i>	DATE - JANUARY 13, 2011
CHECKED - ADY	PASSED - <i>Carl [Signature]</i>	
DRAWN - Kyle M. Steffen	ACTING ENGINEER OF BRIDGES AND STRUCTURES	
CHECKED - MKC ADY		

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION & LIGHT POST DETAILS**  
SN 016-0235

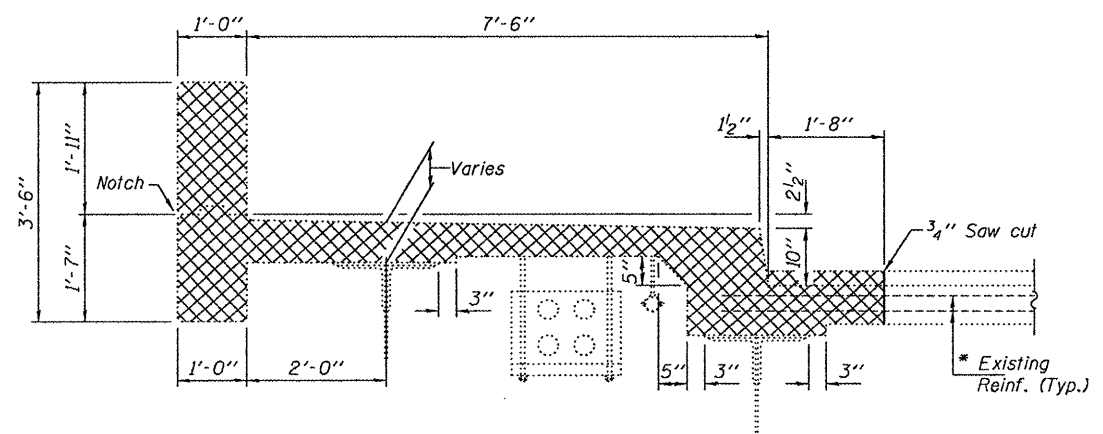
F.A.I. RTE. 290	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 7
CONTRACT NO. 60L48			[ILLINOIS] FED. AID PROJECT	

SHEET NO. 2 OF 10 SHEETS



**SECTION A-A**

\* Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



**SECTION B-B**

**CONCRETE REMOVAL PLAN**

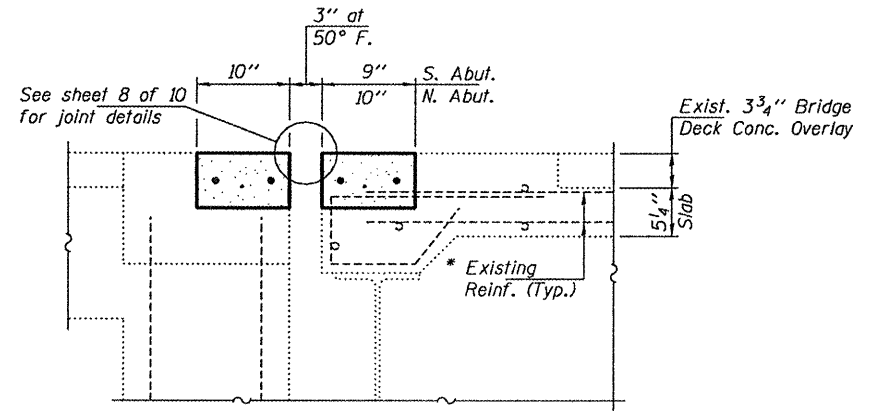
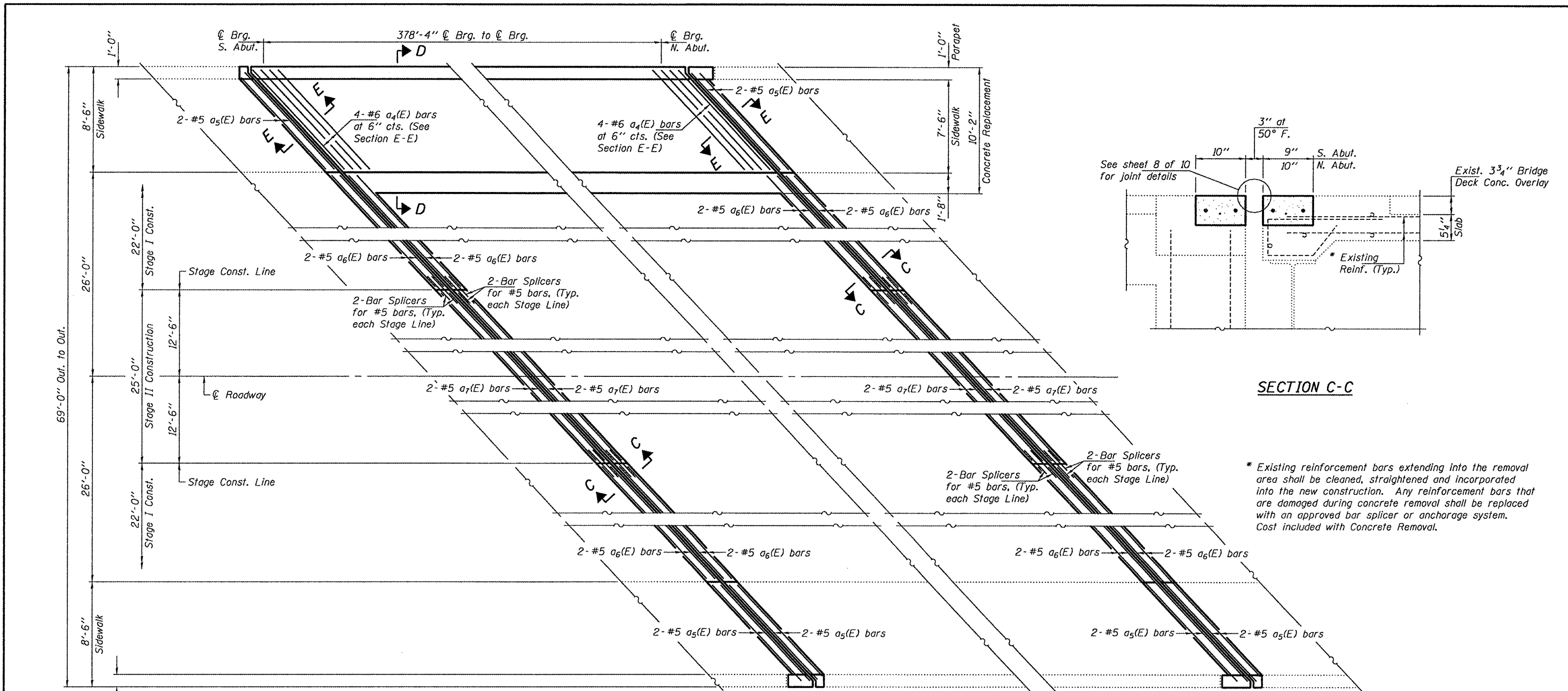
- Indicates areas of Concrete Removal for joint replacement.
- Indicates areas of Concrete Removal for sidewalk replacement.



**OGDEN AVENUE OVER  
F.A.I. ROUTE 290**

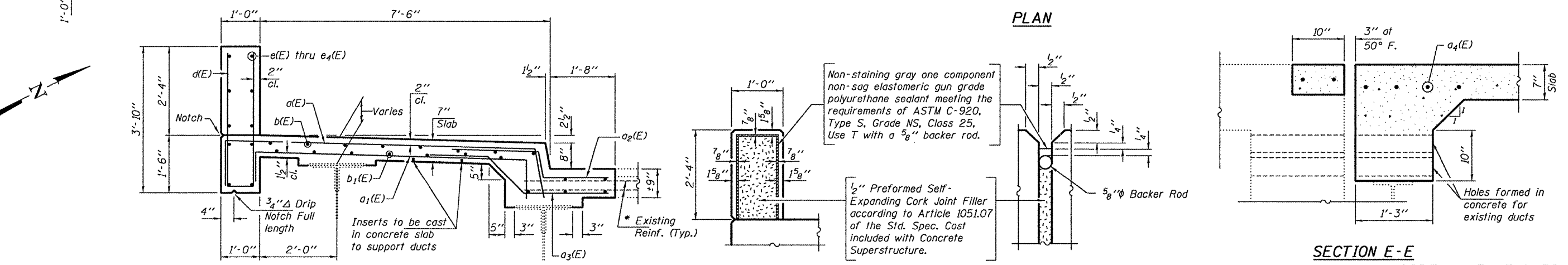
DESIGNED - MKC	EXAMINED - <i>Joey F. Joffe</i> ACTING ENGINEER OF STRUCTURAL SERVICES	DATE - JANUARY 13, 2011	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CONCRETE REMOVAL DETAILS SN 016-0235</b>	F.A.I. RTE. 290	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 8
CHECKED - ADY	PASSED - <i>Carl Perry</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES				CONTRACT NO. 60L48				ILLINOIS FED. AID PROJECT
DRAWN - Kyle M. Steffen					SHEET NO. 3 OF 10 SHEETS				
CHECKED - MKC ADY									





**SECTION C-C**

\* Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



**PARAPET JOINT DETAILS**  
(See sheet 5 of 10 for Parapet Joint spacing)

**SECTION E-E**

**OGDEN AVENUE OVER F.A.I. ROUTE 290**

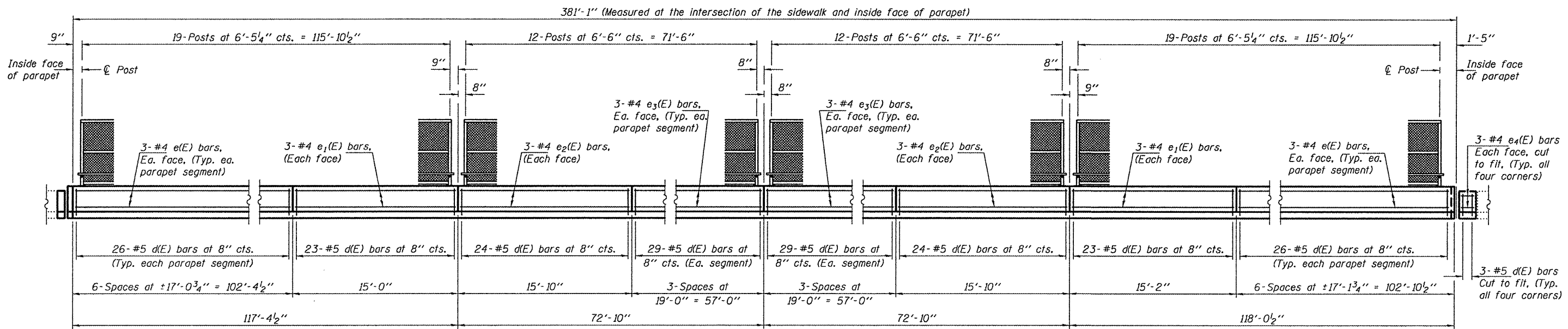
DESIGNED - MKC	EXAMINED - <i>James F. [Signature]</i>	DATE - JANUARY 13, 2011
CHECKED - ADY	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED - <i>[Signature]</i>	
CHECKED - MKC ADY	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**CONCRETE REPLACEMENT DETAILS**  
SN 016-0235

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2010-066-1	COOK	19	9
CONTRACT NO. 60L48			ILLINOIS FED. AID PROJECT	

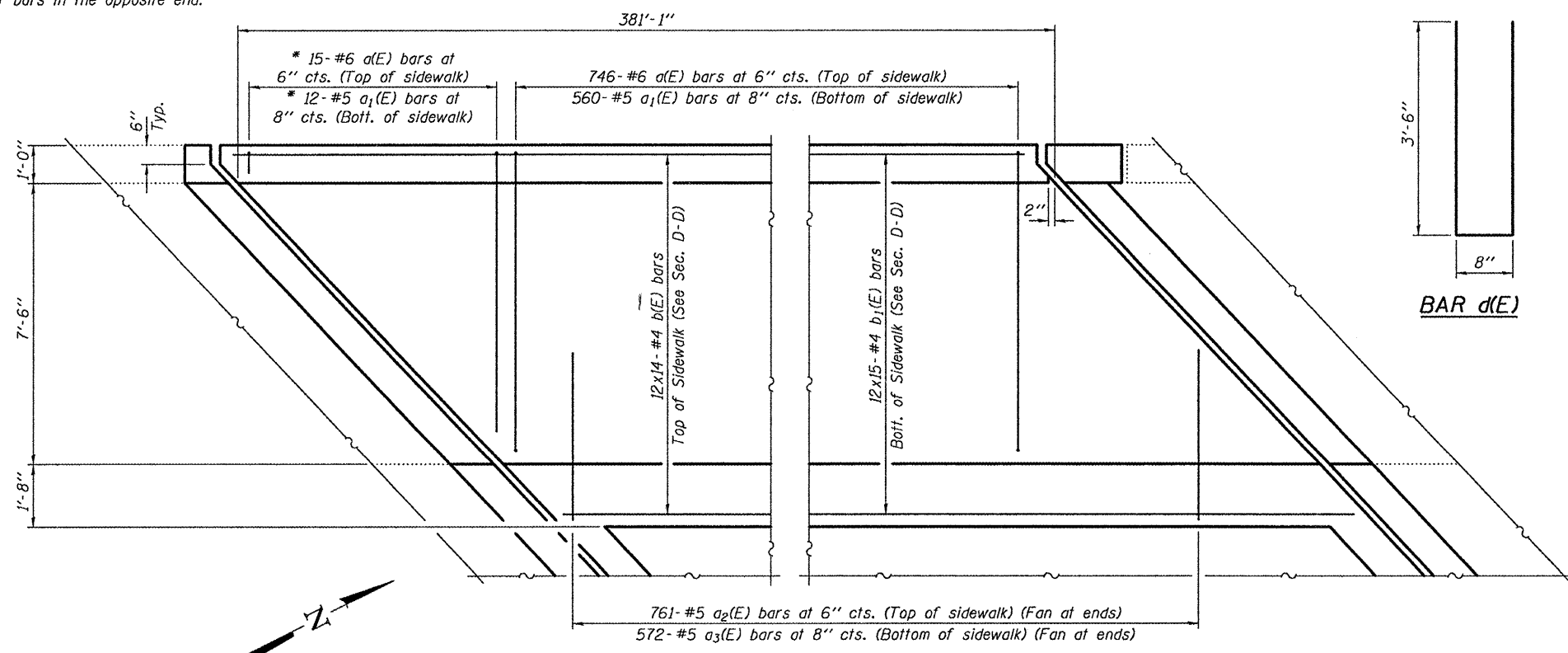
SHEET NO. 4 OF 10 SHEETS



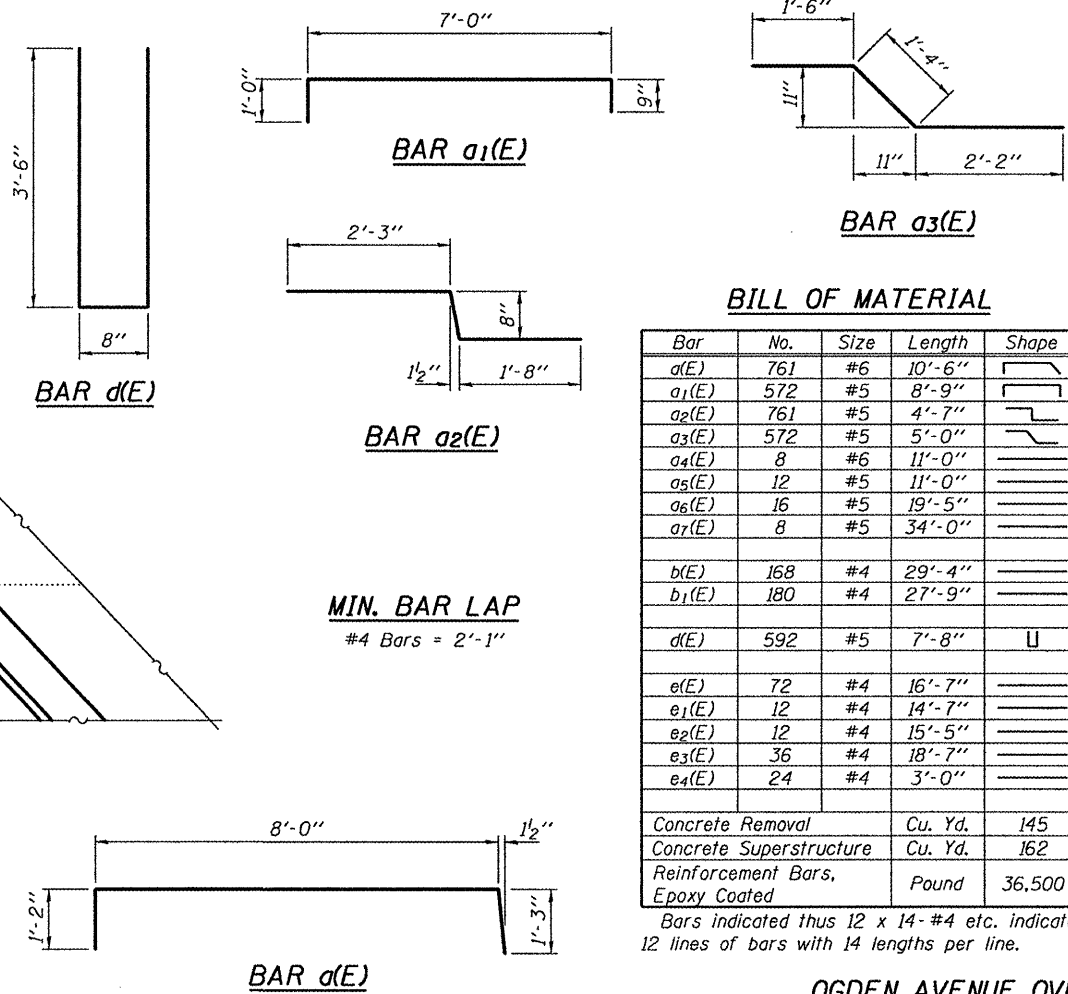
**PARAPET ELEVATION**

See sheet 4 of 10 for Parapet Joint Details and see sheet 6 of 10 for Bridge Fence Railing Details.

\* Order a(E) & a1(E) bars full length. Cut to fit skew and use remainder of bars in the opposite end.



**SIDEWALK SLAB PLAN**



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	761	#6	10'-6"	U
a1(E)	572	#5	8'-9"	U
a2(E)	761	#5	4'-7"	U
a3(E)	572	#5	5'-0"	U
a4(E)	8	#6	11'-0"	U
a5(E)	12	#5	11'-0"	U
a6(E)	16	#5	19'-5"	U
a7(E)	8	#5	34'-0"	U
b(E)	168	#4	29'-4"	U
b1(E)	180	#4	27'-9"	U
d(E)	592	#5	7'-8"	U
e(E)	72	#4	16'-7"	U
e1(E)	12	#4	14'-7"	U
e2(E)	12	#4	15'-5"	U
e3(E)	36	#4	18'-7"	U
e4(E)	24	#4	3'-0"	U
Concrete Removal		Cu. Yd.	145	
Concrete Superstructure		Cu. Yd.	162	
Reinforcement Bars, Epoxy Coated		Pound	36,500	

Bars indicated thus 12 x 14-#4 etc. indicates 12 lines of bars with 14 lengths per line.

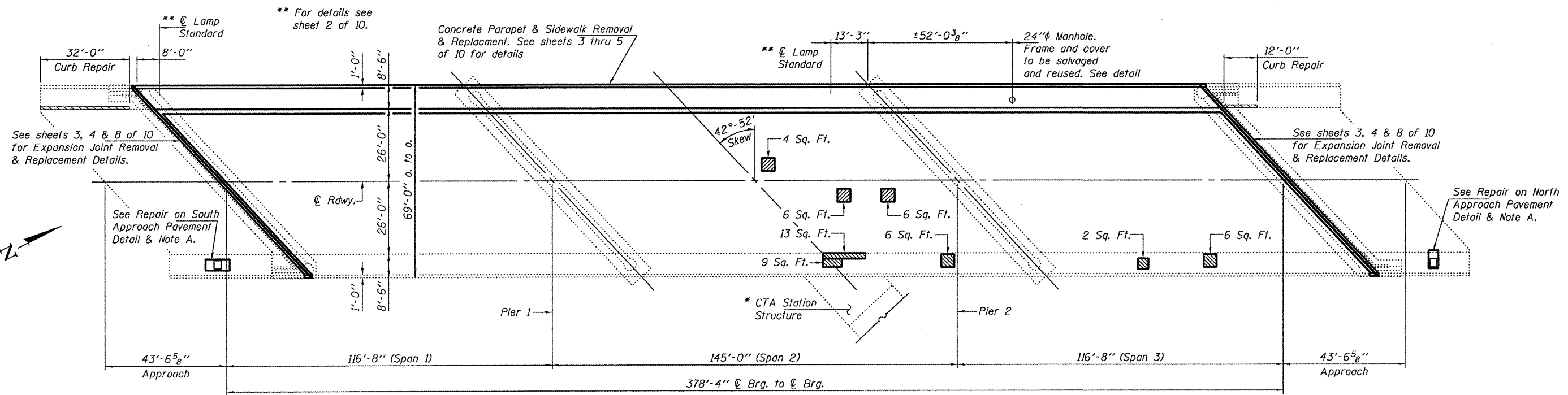
**OGDEN AVENUE OVER F.A.I. ROUTE 290**

DESIGNED - MKC	EXAMINED - <i>Joey F. [Signature]</i>	DATE - JANUARY 13, 2011
CHECKED - ADY	PASSED - <i>Carl [Signature]</i>	
DRAWN - Kyle M. Steffen	ACTING ENGINEER OF BRIDGES AND STRUCTURES	
CHECKED - MKC ADY		

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**SIDEWALK & PARAPET REPLACEMENT DETAILS SN 016-0235**

F.A.I. RTE. 290	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 10
			CONTRACT NO. 60L48	
ILLINOIS FED. AID PROJECT				



- Deck Slab Repair (Partial)
- Structural Repair of Concrete ≤ 5 inches
- Deck Slab Repair (Full Depth, Type II)

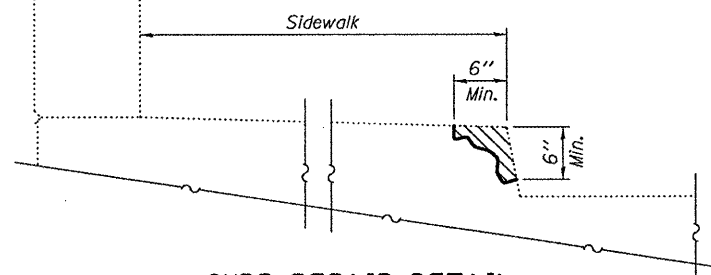
**PLAN**

\* Entrance to CTA shall be maintained at all times. Use Standard 701801.

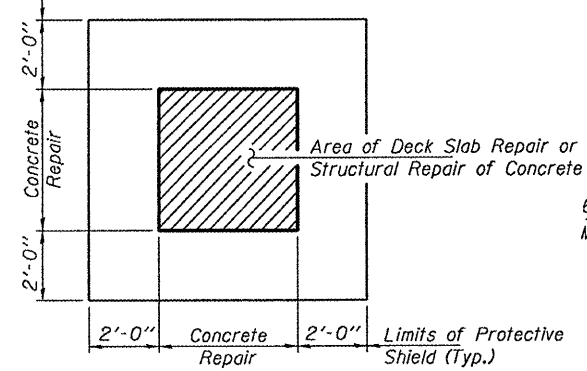
**Note A:**  
 Remove the existing manhole frame and cover and the adjacent deteriorated concrete sidewalk. The anticipated removal limits for concrete removal are shown on this sheet. Install at the same location a rectangular 30" x 36" manhole frame, bolted/gasketed lid with steel butt hinge. The reference for the manhole is Neenah R-6665-1HH or equivalent manhole from a different manufacturer. The work for finishing and installing this manhole shall be paid for at the contract unit price Each, for Manhole, Special, Frame and Lid. The manhole frame and lid shall be installed as per the manufacturer's recommendations. The lid shall be installed so that the lid is flush with the surrounding concrete sidewalk.

**CURB REPAIR DETAIL**

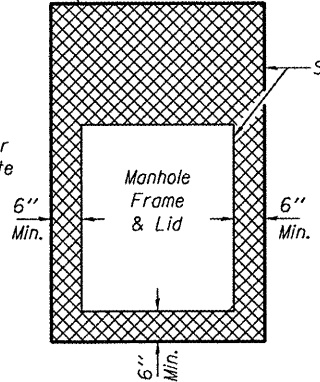
(Structural Repair of Concrete ≤ 5 inches)  
 (32 linear feet on S. Appr. Pavement)  
 (12 linear feet on N. Appr. Pavement)



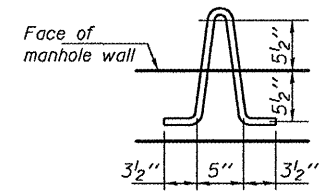
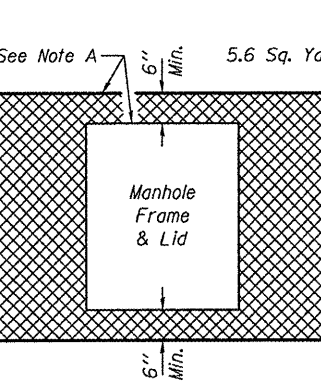
**TYPICAL PROTECTIVE SHIELD DETAIL**



**REPAIR ON NORTH APPROACH PAVEMENT**



**REPAIR ON SOUTH APPROACH PAVEMENT**



**PULLING IRON DETAIL**

3/4" Mild steel. Hot dip galvanize after fabrication. 5/8" inside radius typ. for all bends

**BARS b2(E) THRU b4(E)**

Bar	A
b2(E)	5'-0"
b3(E)	4'-6"
b4(E)	3'-3"

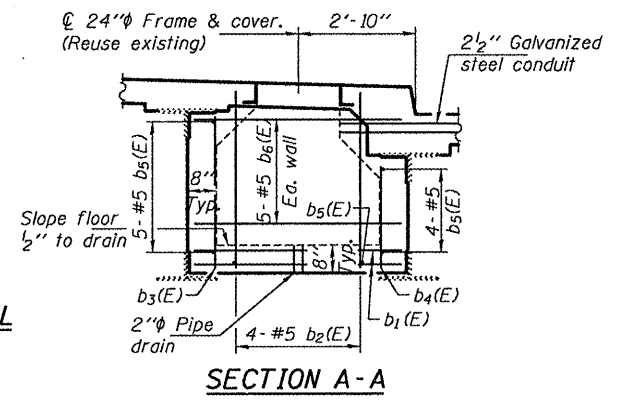
Note: Field cut longitudinal bars and fan transverse bars over manhole opening.

**24" MANHOLE BILL OF MATERIAL**

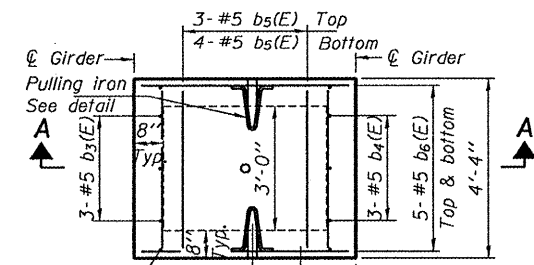
Bar	No.	Size	Length	Shape	
b2(E)	8	#5	6'-0"	L	
b3(E)	3	#5	5'-6"	L	
b4(E)	3	#6	4'-3"	L	
b5(E)	16	#5	4'-0"	—	
b6(E)	20	#5	5'-0"	—	
Reinforcement Bars, Epoxy Coated				Pound	250

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Deck Slab Repair (Partial)	Sq. Yd.	1.8
Structural Repair of Concrete ≤ 5 inches	Sq. Ft.	47
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	7.4
Manhole, Special, Frame and Lid	Each	2



**SECTION A-A**



**24" MANHOLE PLAN**

Cost of concrete included with Concrete Superstructure

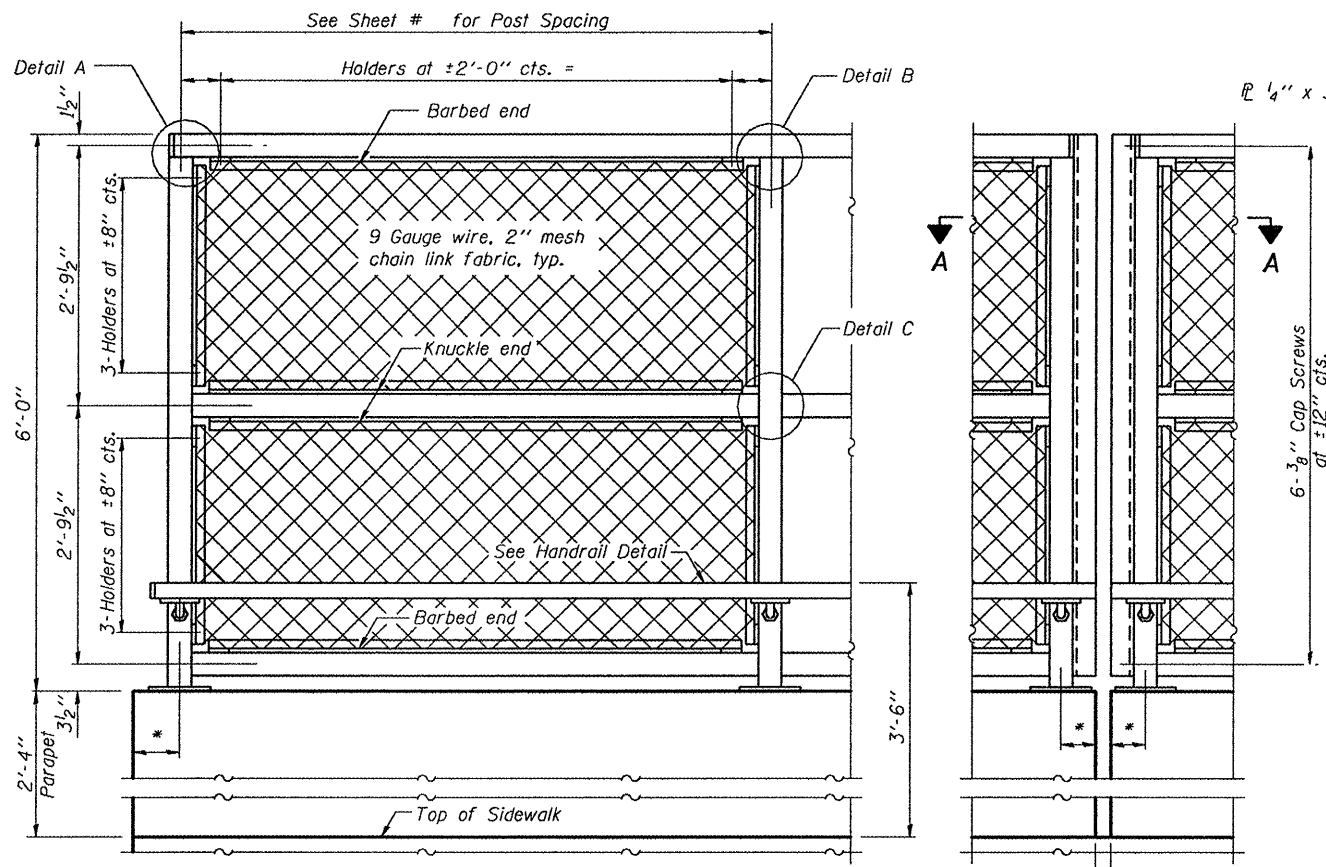
DESIGNED - MKC	EXAMINED	DATE - JANUARY 13, 2011
CHECKED - ---	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED	
CHECKED - MKC	ENGINEER OF BRIDGES AND STRUCTURES	

STATE OF ILLINOIS	DEPARTMENT OF TRANSPORTATION
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DECK PATCHING DETAILS	SN 016-0235
SHEET NO. 6 OF 10 SHEETS	

F.A.I. RTE. 290	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60L48	

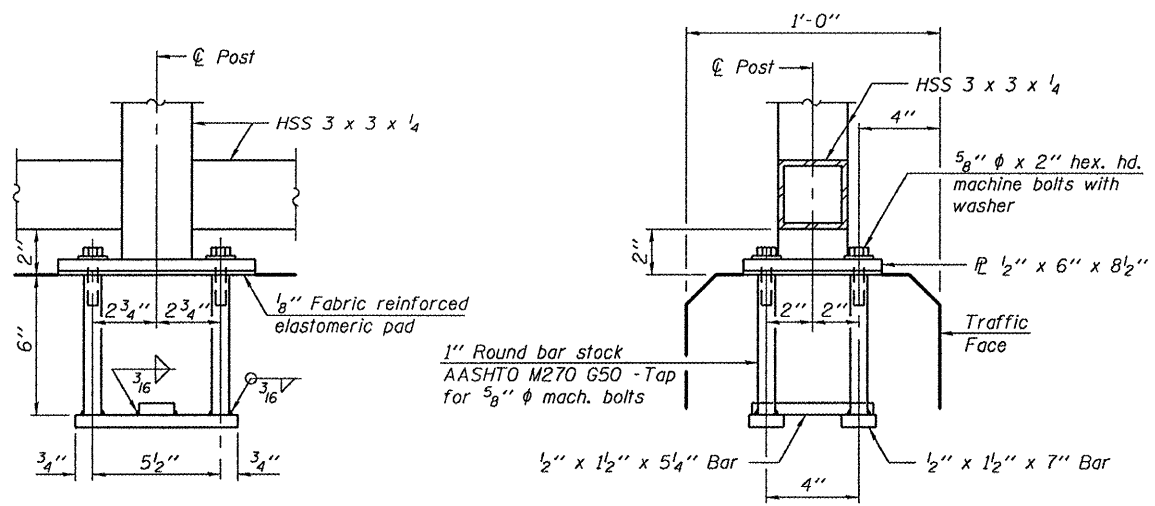
**OGDEN AVENUE OVER F.A.I. ROUTE 290**



**ELEVATION**  
(Inside Face)

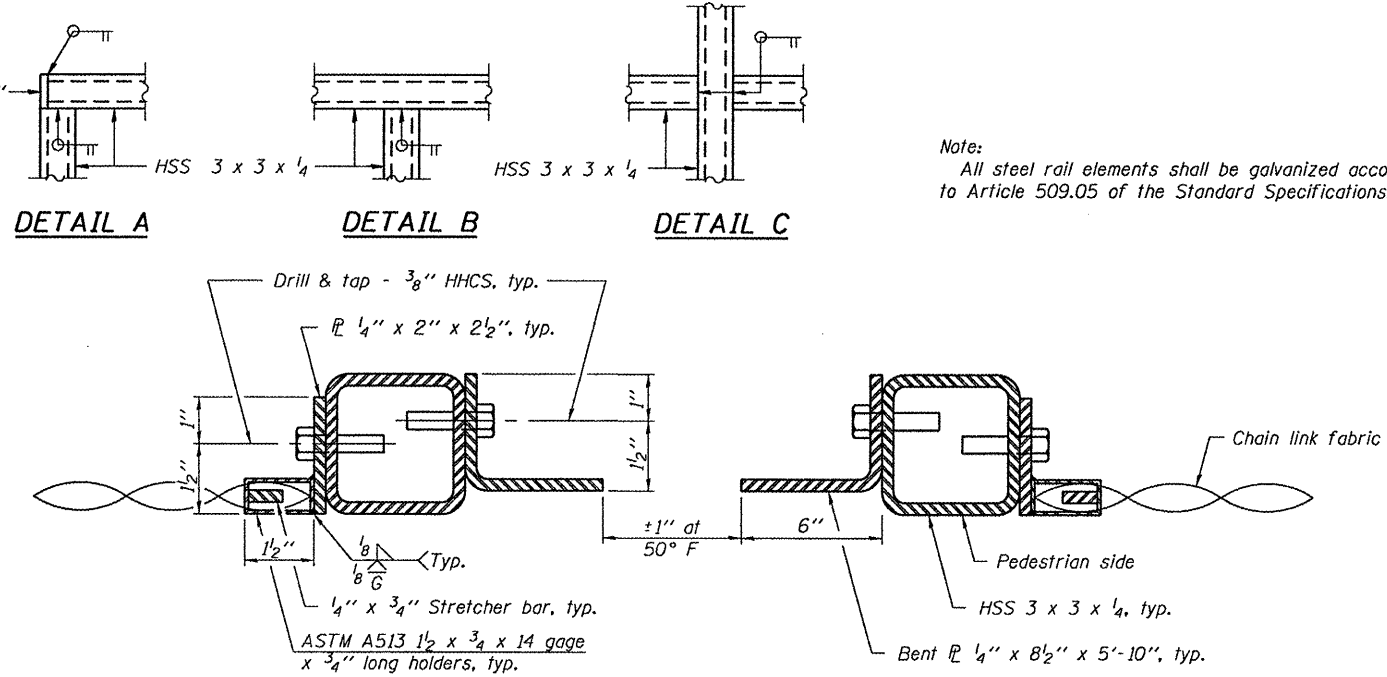
**ELEVATION**  
(At Parapet Joint)

\* See sheet 5 of 10 for parapet joint spacing and post spacing.



**ANCHOR BOLT DETAILS**

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8"  $\phi$  anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

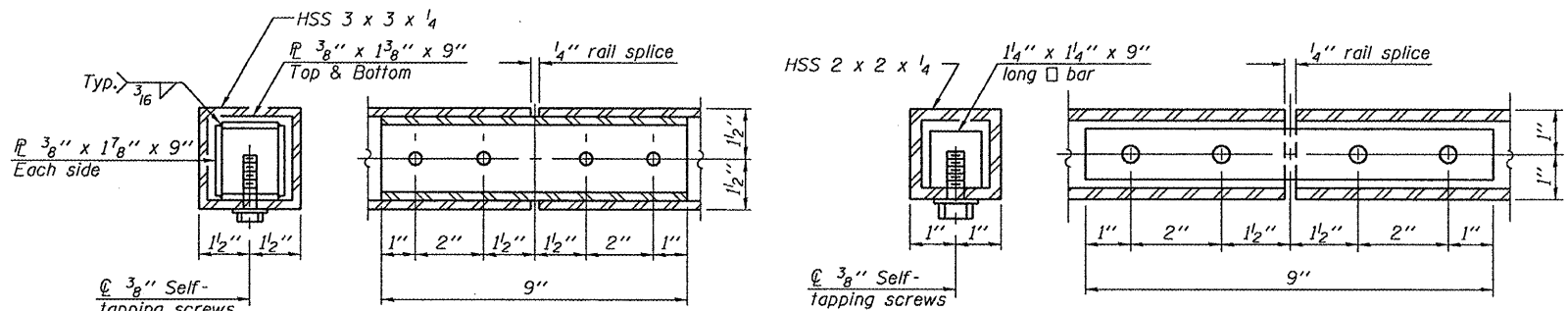


**DETAIL A**

**DETAIL B**

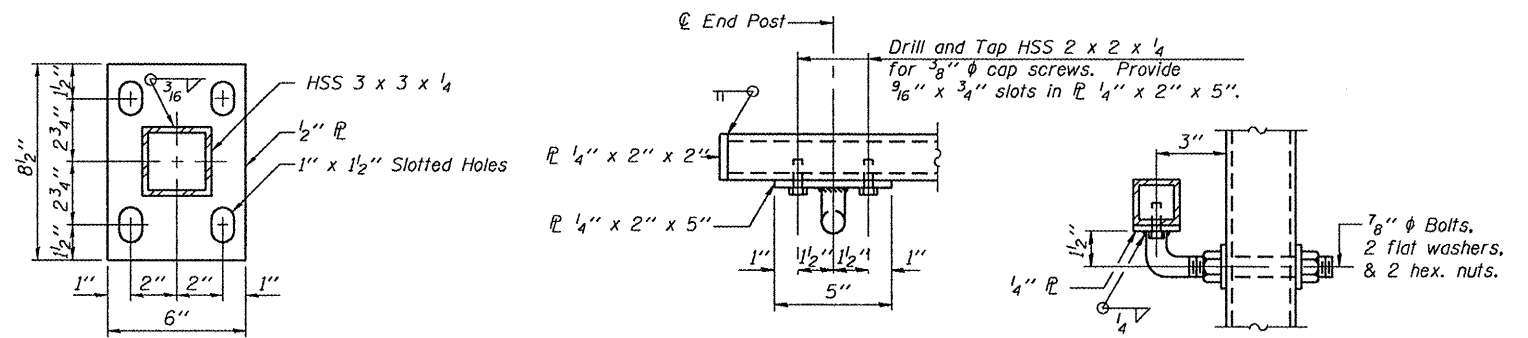
**DETAIL C**

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



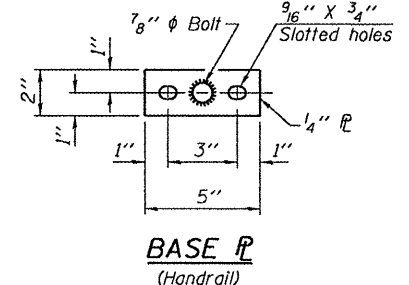
**RAIL SPLICE**

**HANDRAIL SPLICE**



**BASE R**

**HANDRAIL DETAIL**



**BASE R**  
(Handrail)

Item	Unit	Quantity
Bridge Fence Railing	Foot	379

**OGDEN AVENUE OVER  
F.A.I. ROUTE 290**

R-28

7-1-10

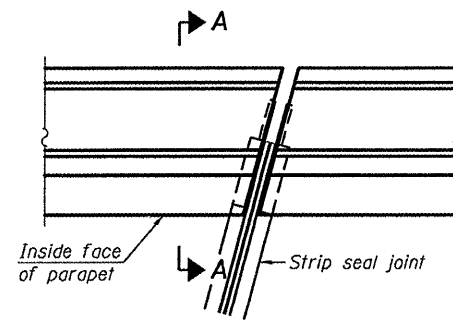
DESIGNED - MKC	EXAMINED - <i>Joyce F. J...</i>	DATE - JANUARY 13, 2011
CHECKED - ADY	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED - <i>Carl...</i>	
CHECKED - MKC	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

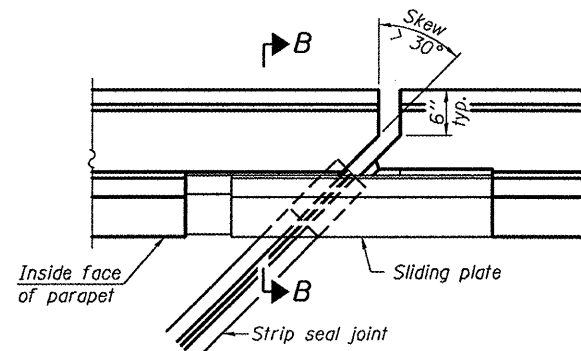
**BRIDGE FENCE RAILING, PARAPET MOUNTED  
SN 016-0235**

F.A.I. RTE. 290	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 12
			CONTRACT NO. 60L48	
ILLINOIS FED. AID PROJECT				

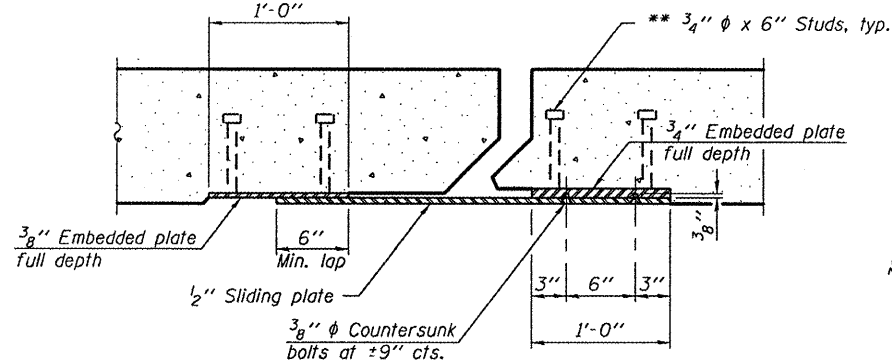
SHEET NO. 7 OF 10 SHEETS



**PLAN**  
(For skews  $\leq 30^\circ$ )

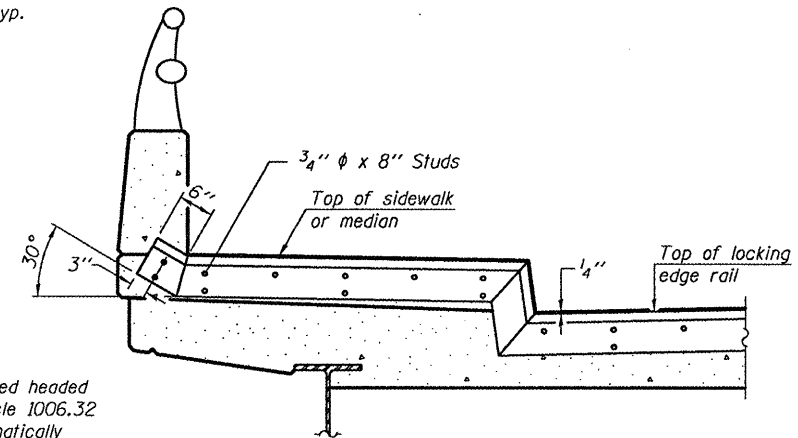


**PLAN**  
(For skews  $> 30^\circ$ )  
Showing point block



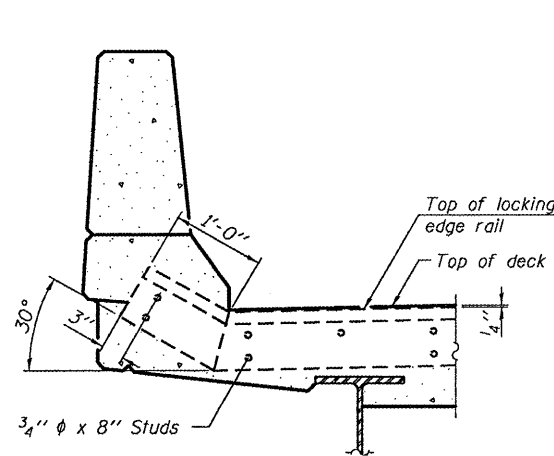
**SECTION C-C**

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

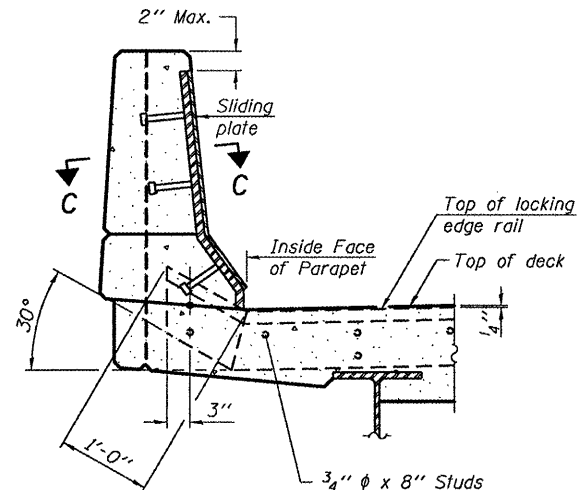


**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**

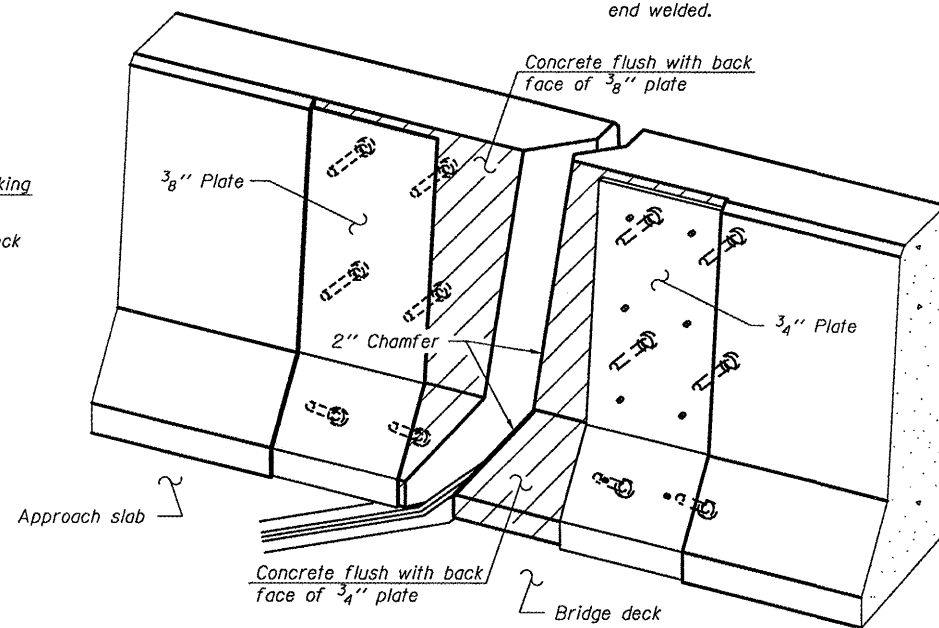
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



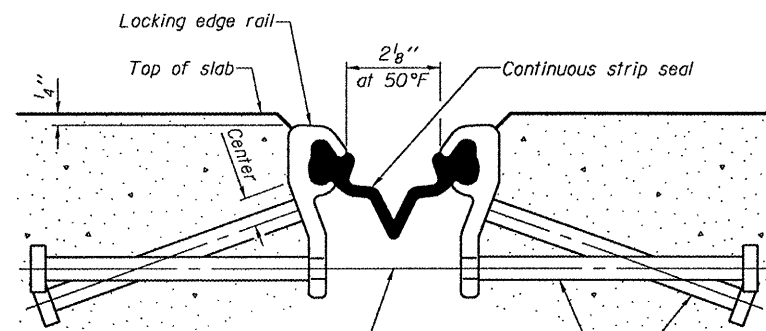
**SECTION A-A**



**SECTION B-B**



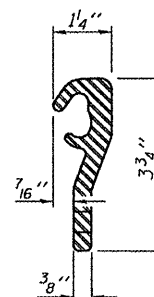
**TRIMETRIC VIEW**  
(Showing back plates only)



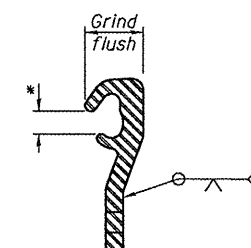
**SECTION THRU STRIP SEAL JOINT FOR OVERLAY OVER DECK BEAMS**

1/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place 1/2"  $\phi$  x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.



**LOCKING EDGE RAIL**



**LOCKING EDGE RAIL SPLICE**

\* Omit weld at seal opening.

**BILL OF MATERIAL**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	188

**OGDEN AVENUE OVER F.A.I. ROUTE 290**

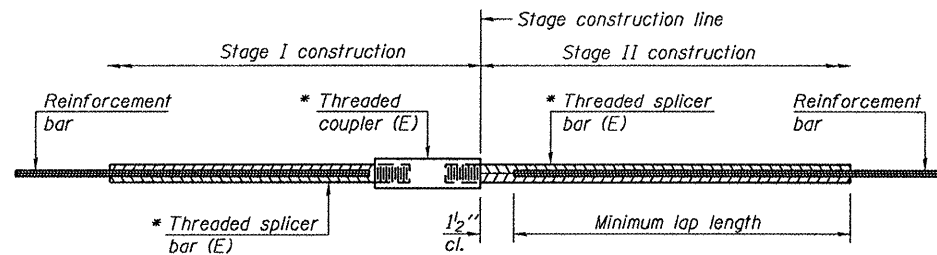
DESIGNED - MKC	EXAMINED - <i>James F. Jell</i>	DATE - JANUARY 13, 2011
CHECKED - ADY	ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED - <i>Carl Perry</i>	
CHECKED - MKC ADY	ACTING ENGINEER OF BRIDGES AND STRUCTURES	

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL DETAILS SN 016-0235**

SHEET NO. 8 OF 10 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
290	2010-066-1	COOK	19	13
			CONTRACT NO. 60L48	
ILLINOIS FED. AID PROJECT				



**STANDARD BAR SPLICER ASSEMBLY**

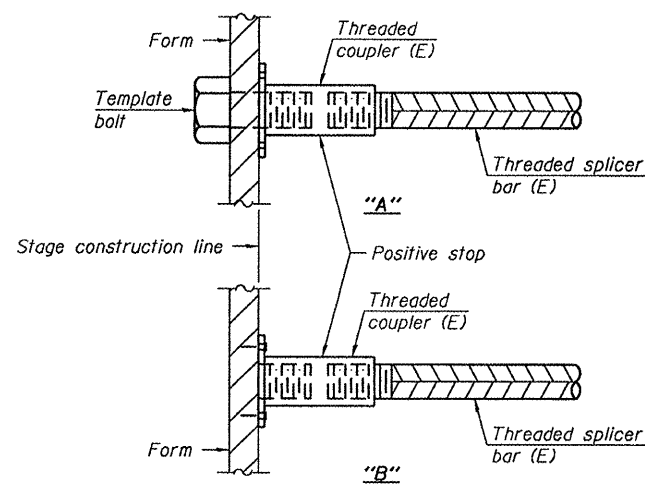
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

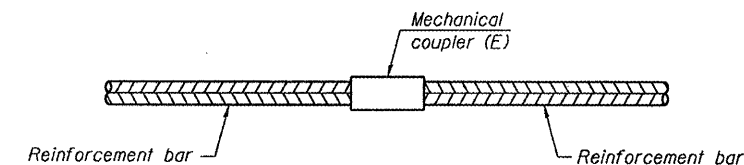
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Expansion Joints	#5	16	3



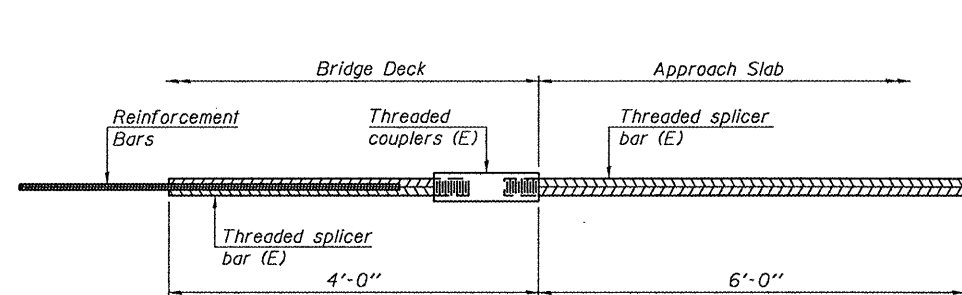
**INSTALLATION AND SETTING METHODS**

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



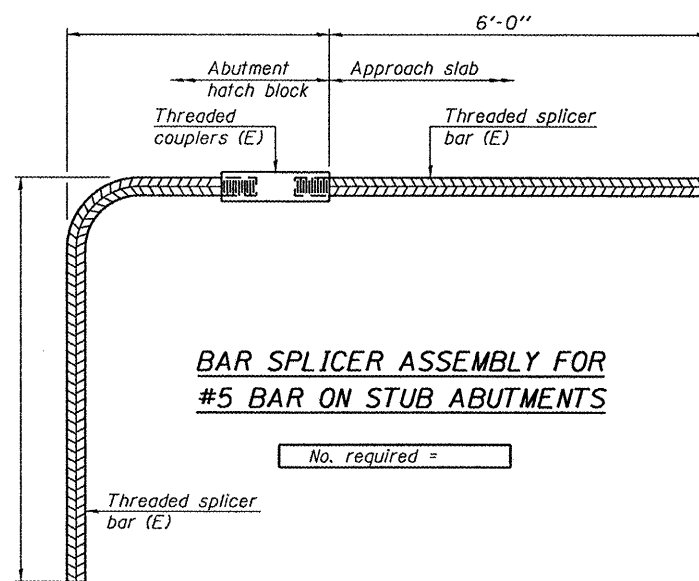
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.  
 See special provision for Mechanical Splicers.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

**OGDEN AVENUE OVER  
 F.A.I. ROUTE 290**

BSD-1

7-1-10

DESIGNED - MKC	EXAMINED	DATE - JANUARY 13, 2011
CHECKED - ADY	<i>Joanne F. Jaffe</i> ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Kyle M. Steffen	PASSED	
CHECKED - MKC ADY	<i>Carl Meyer</i> ACTING ENGINEER OF BRIDGES AND STRUCTURES	

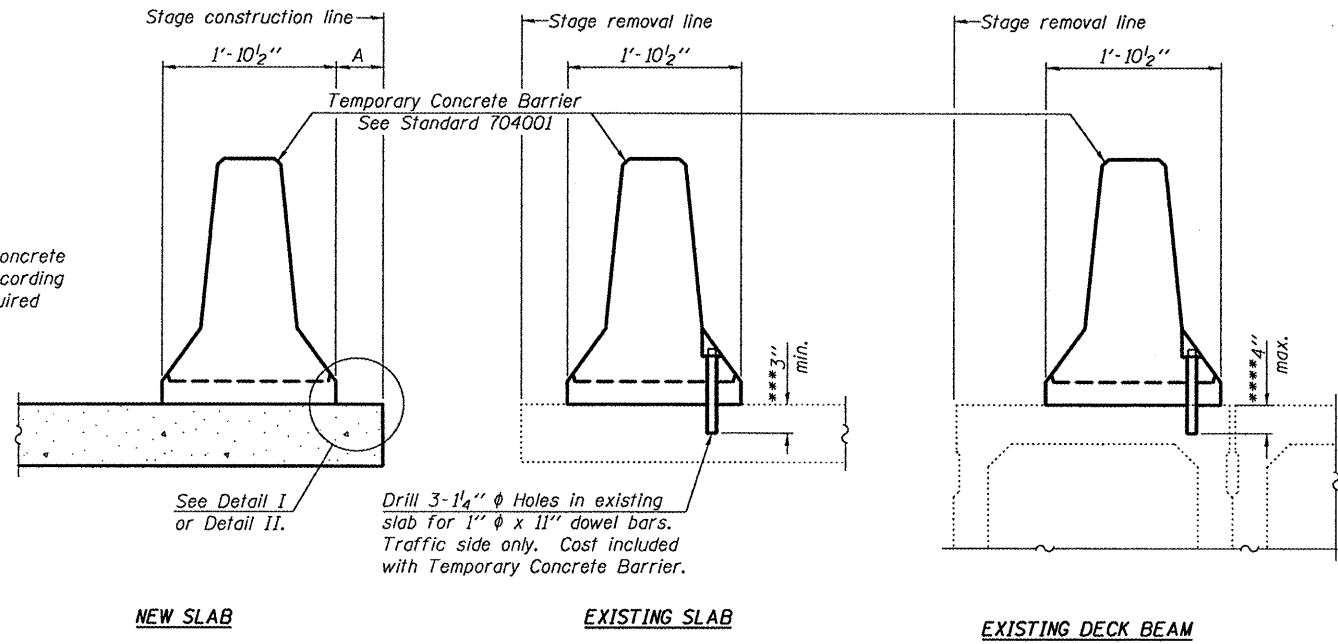
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY & MECHANICAL SPLICER DETAILS  
 SN 016-0235**

SHEET NO. 9 OF 10 SHEETS

F.A.I. RTE. 290	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 14
CONTRACT NO. 60L48				ILLINOIS FED. AID PROJECT

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



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

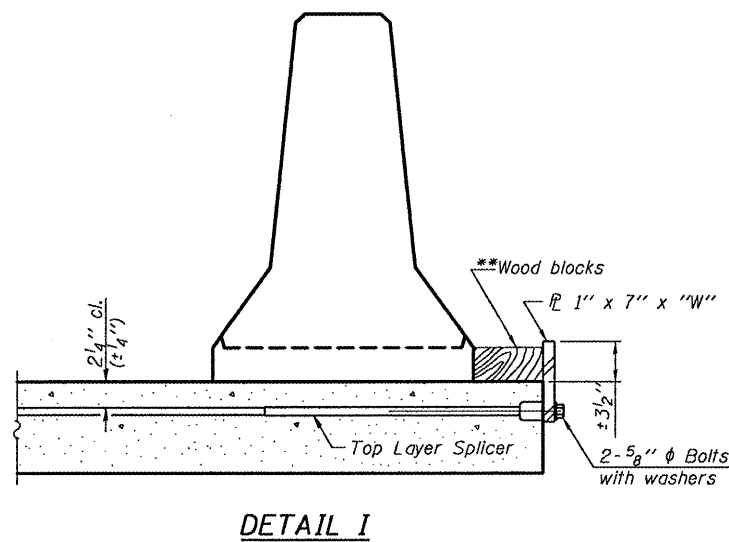
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

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

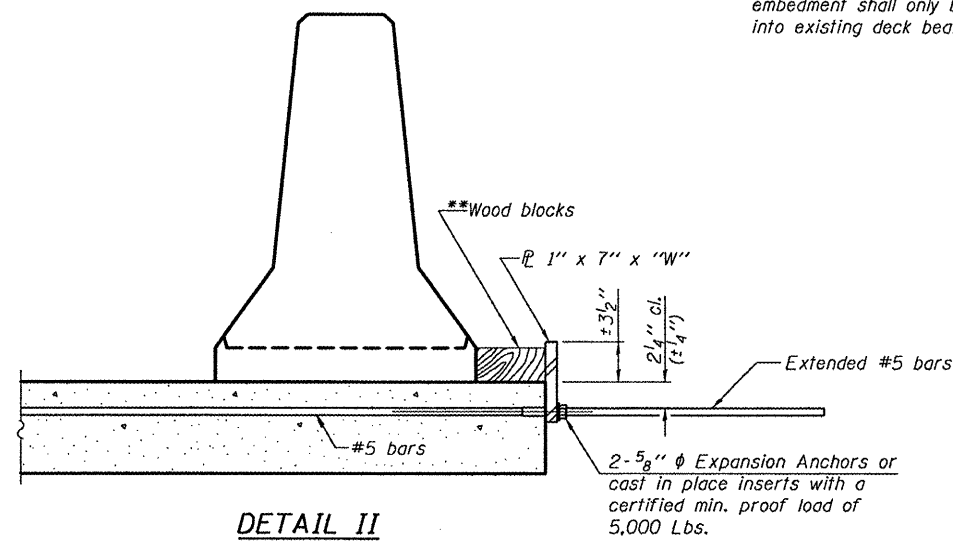
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



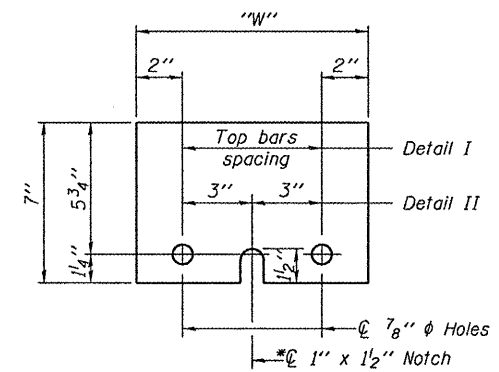
**DETAIL I**



**DETAIL II**

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

'W' = Top bars spacing + 4"



**STEEL RETAINER  $\bar{P}$  1" x 7" x "W"**

\* Required only with Detail II

R-27

7-1-10

DESIGNED - MKC  
CHECKED - ADY  
DRAWN - Kyle M. Steffen  
CHECKED - MKC ADY

EXAMINED  
PASSED  
ACTING ENGINEER OF STRUCTURAL SERVICES  
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 13, 2011

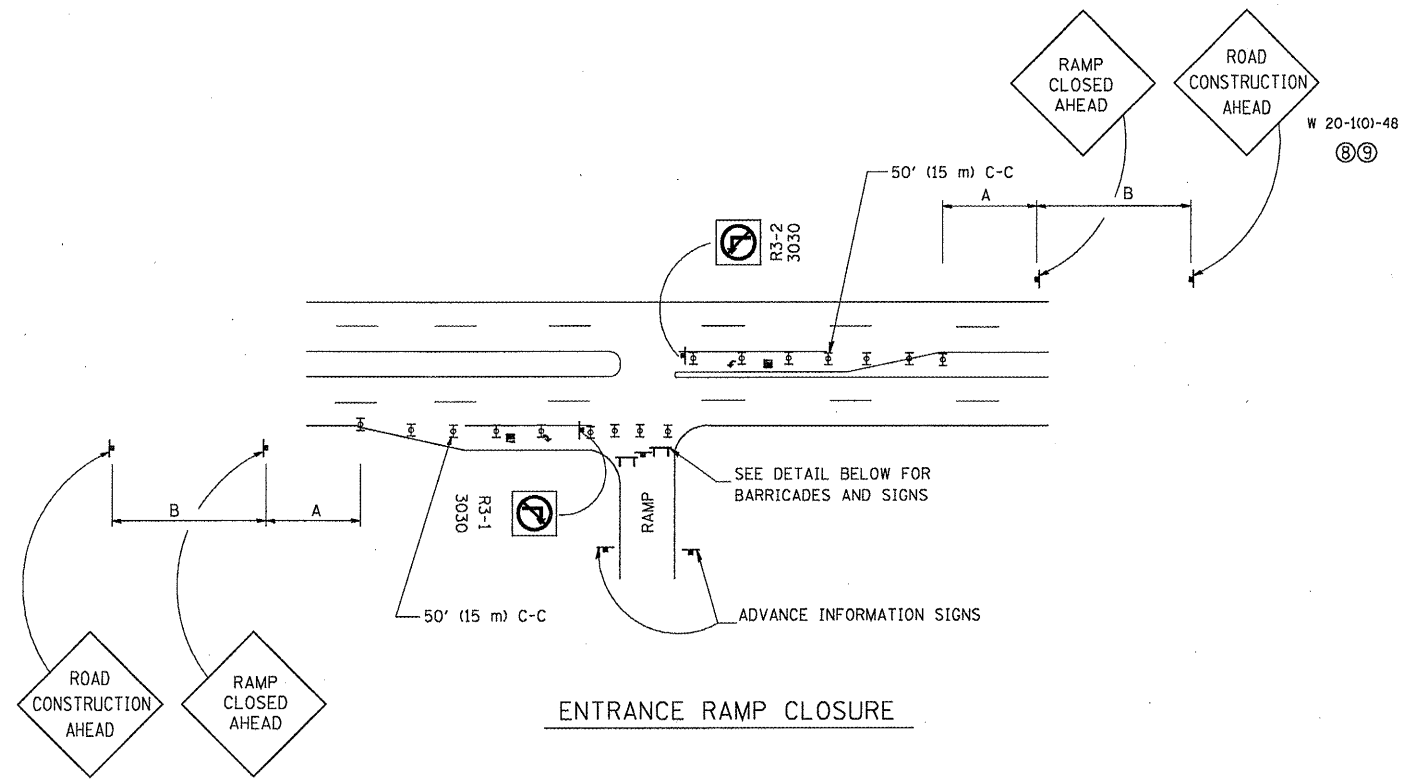
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
SN 016-0235

SHEET NO. 10 OF 10 SHEETS

F.A.I. RTE. 290	SECTION 2010-066-1	COUNTY COOK	TOTAL SHEETS 19	SHEET NO. 15
CONTRACT NO. 60L48			ILLINOIS FED. AID PROJECT	

OGDEN AVENUE OVER  
F.A.I. ROUTE 290



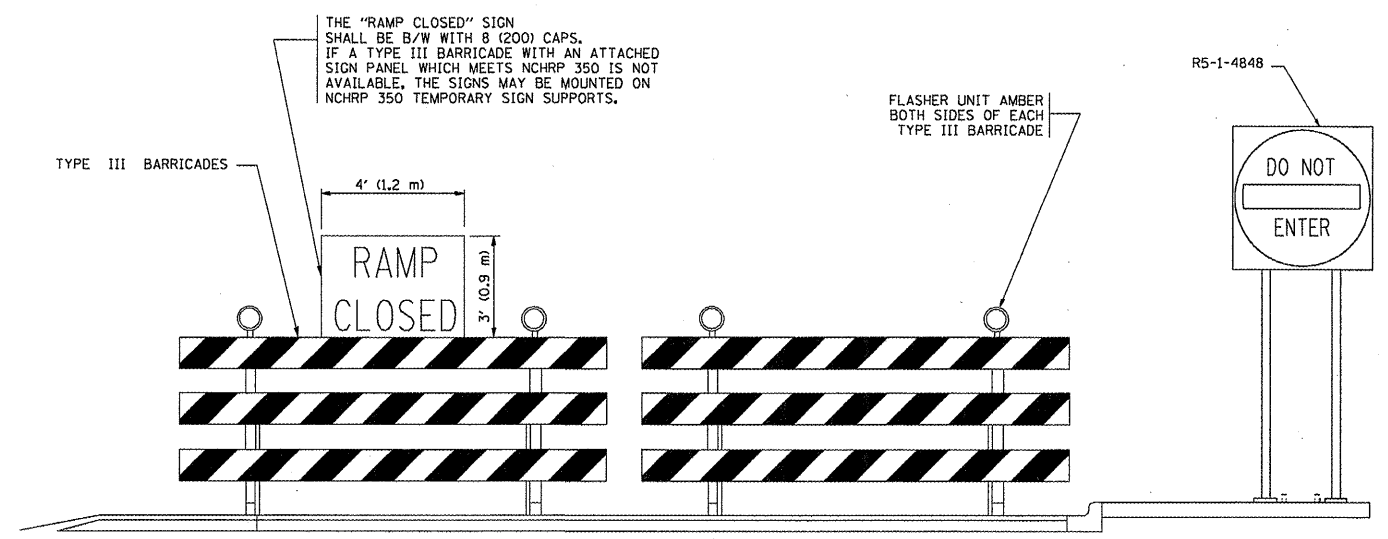
ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

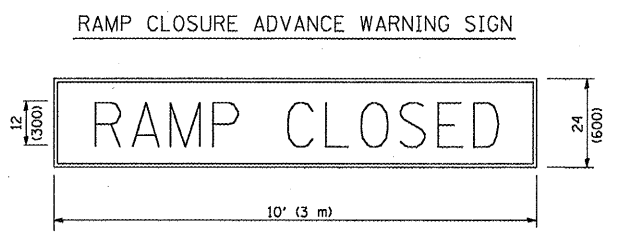
FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL ≥45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	150' (45 m)	150' (45 m)

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

W 20-100-48  
⑧⑨

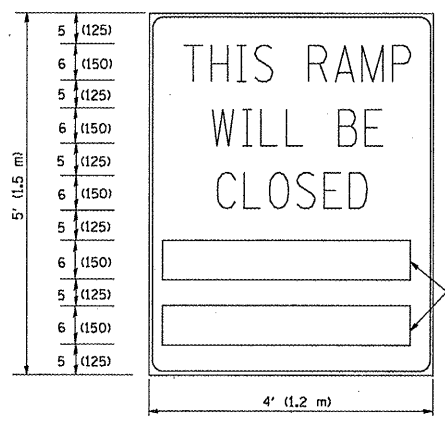


DETAIL FOR REQUIRED BARRICADES & SIGNS



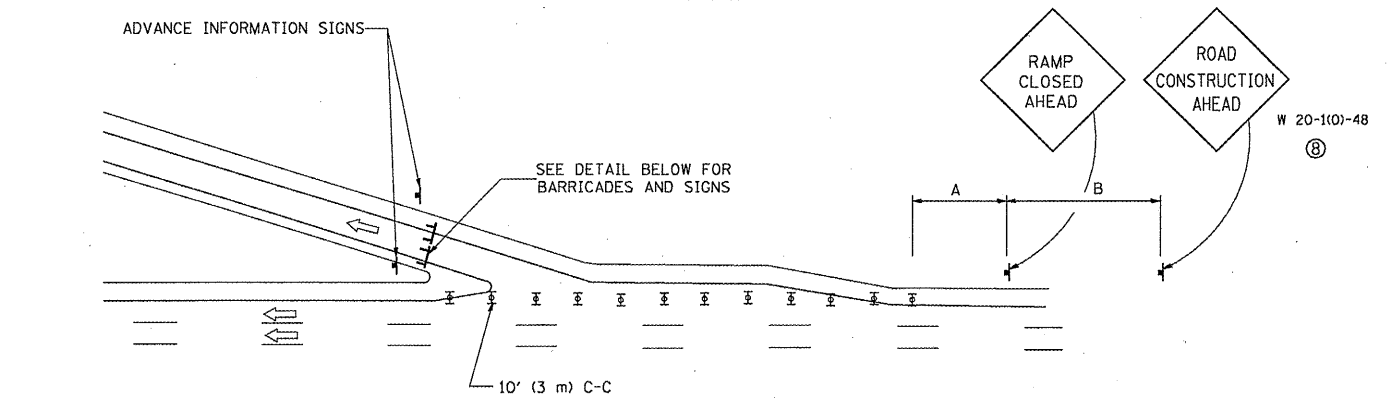
BLACK LEGEND ON ORANGE REFLECTORIZED BACKGROUND  
1 (25) BORDER  
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR THE CLOSED EXIT RAMPS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



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.



EXIT RAMP CLOSURE

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

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 = W:\diststd\22x34\to88.dgn	USER NAME = leuso	DESIGNED - DWS	REVISED - DWS/JAF 12-02
		DRAWN -	REVISED - JAF 02-06
		CHECKED -	REVISED - SPB 01-07
		DATE - 02-83	REVISED - SPB 12-09

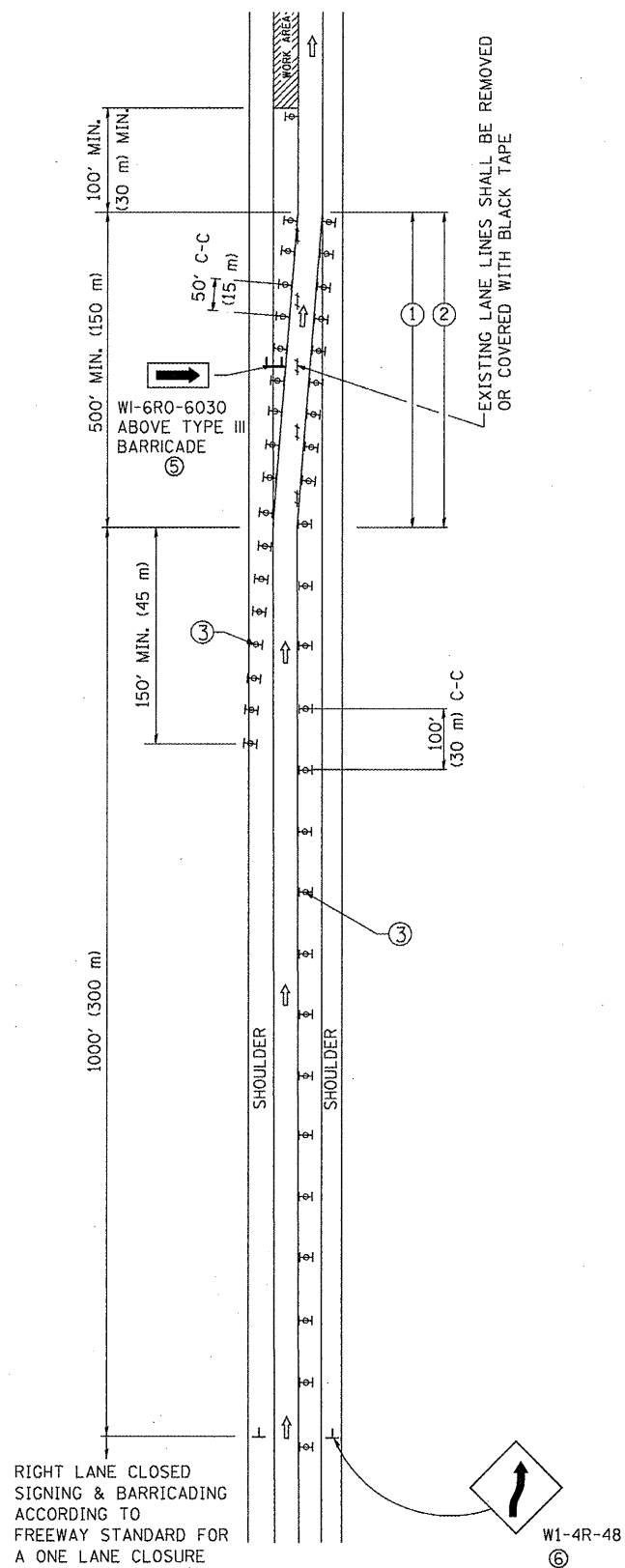
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FREeway ENTRANCE AND EXIT RAMP CLOSURE DETAILS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

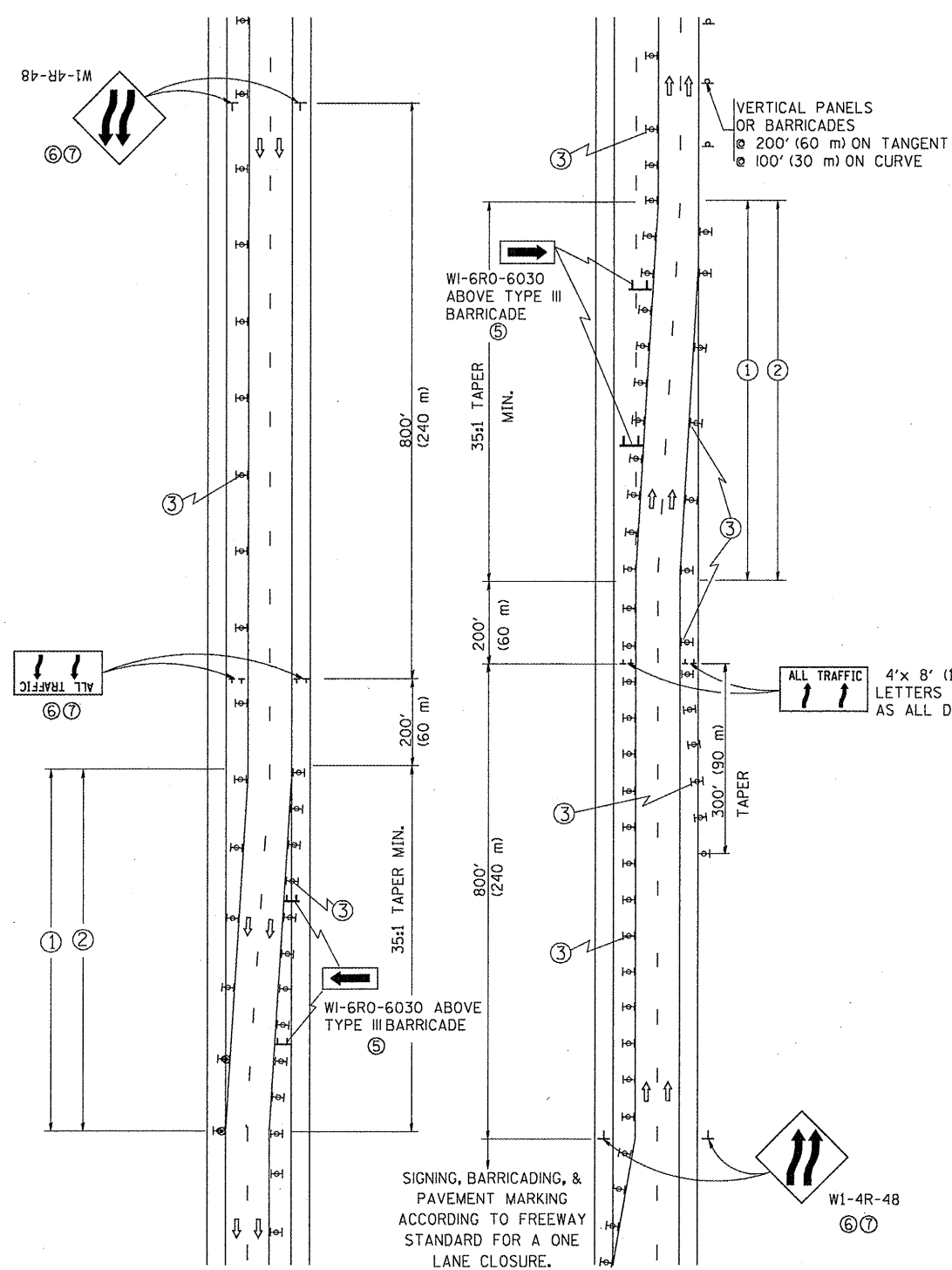
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2010-066-1	Cook	19	16
TC-08			CONTRACT NO. 60L48	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



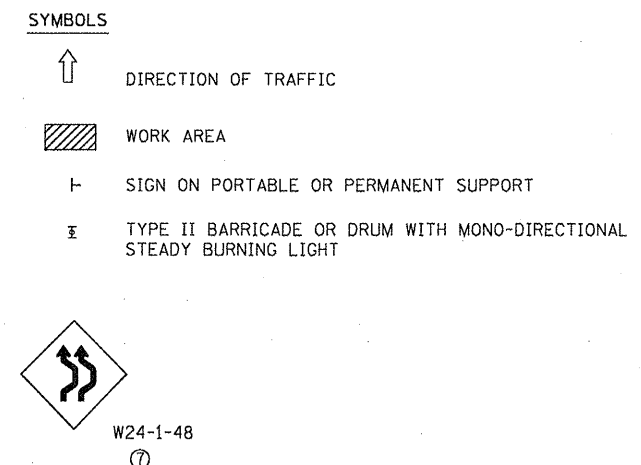
# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



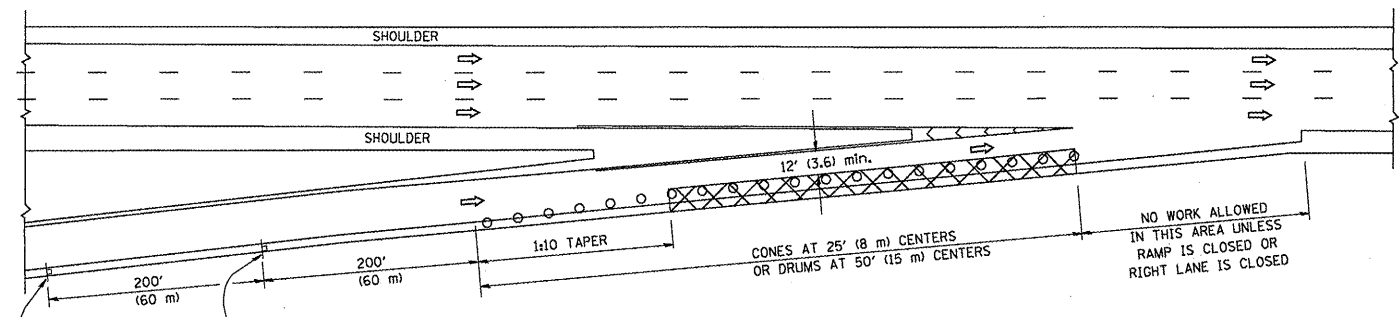
- GENERAL NOTES**
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 24 HOURS IN DURATION.
  - CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
  - PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
  - ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
  - IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON NCHRP 350 TEMPORARY SIGN SUPPORTS. 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.
  - 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.
  - THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.



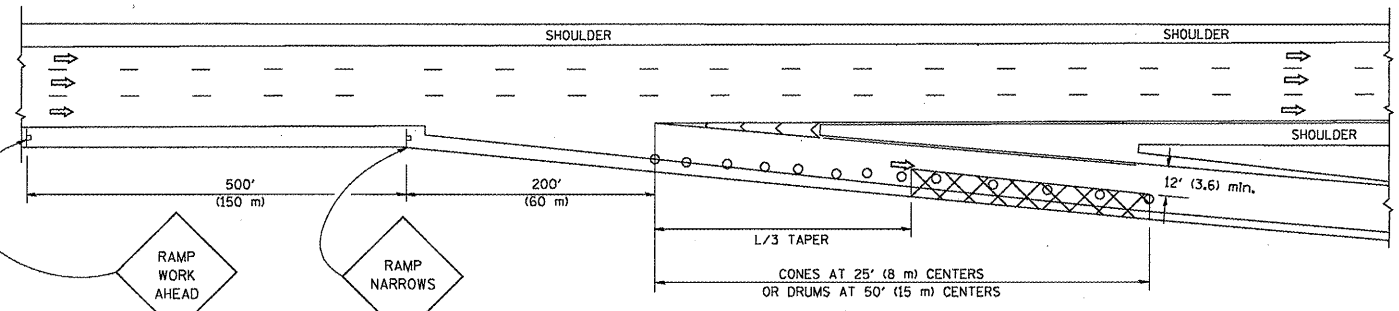
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = W:\disto\22x34\to09.dgn	USER NAME = leusa	DESIGNED - DWS	REVISED - JAF 01-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE &amp; MULTI-LANE WEAVE</b>			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - JAF 02-06		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	2010-066-1	COOK	19	17	
		CHECKED -	REVISED - SPB 01-07						TC-09				
		PLOT DATE = 1/26/2010	REVISED - SPB 12-09						FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		CONTRACT NO. 60L48

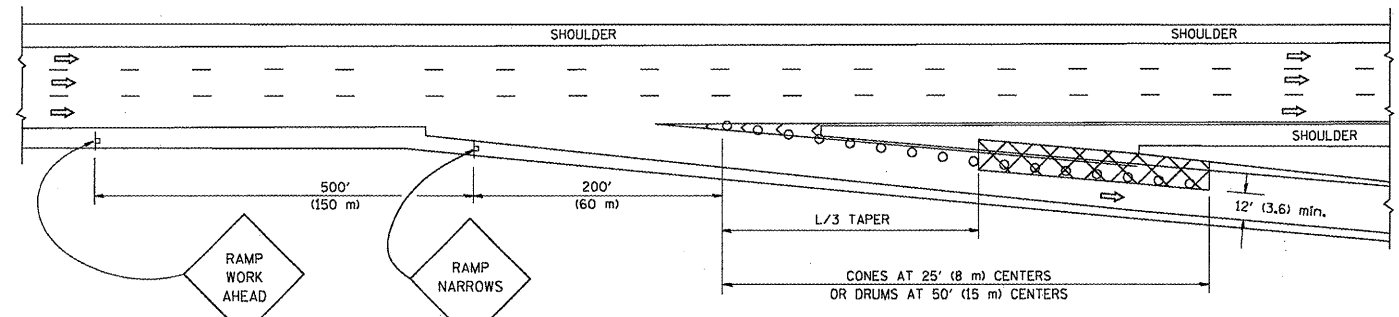
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

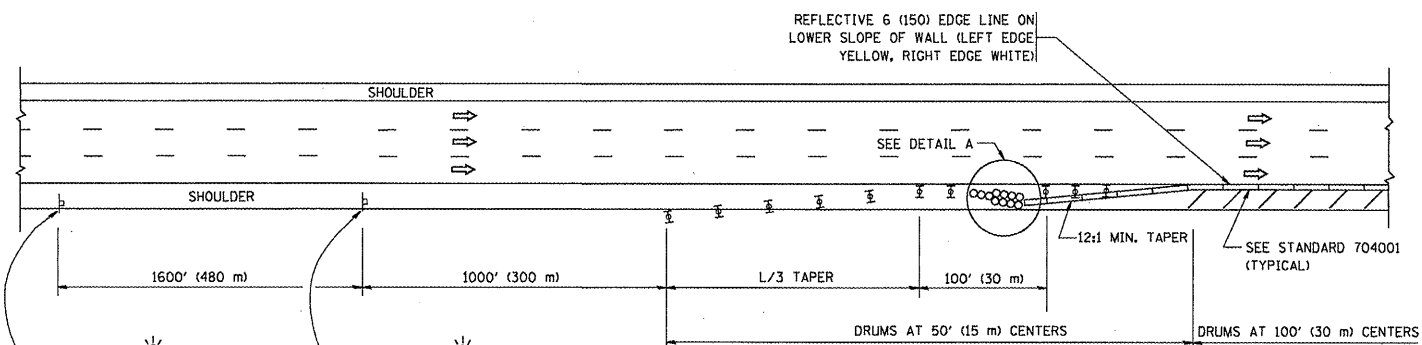
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE

GENERAL NOTES

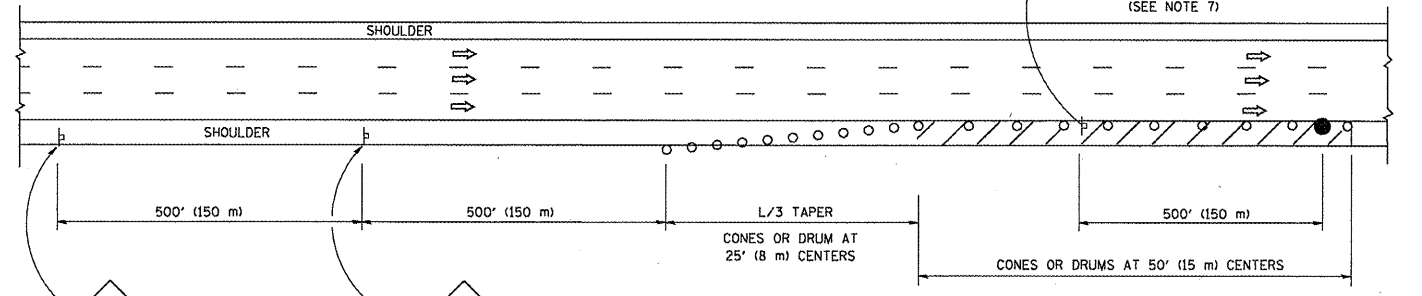
1. THE "L" DISTANCE EQUALS:
 

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.

SHOULDER CLOSURE DETAILS

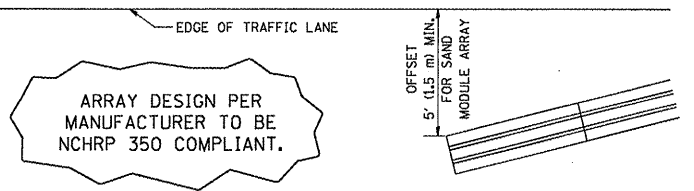


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

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



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

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

FILE NAME = W:\diststd\22x34\17.dgn

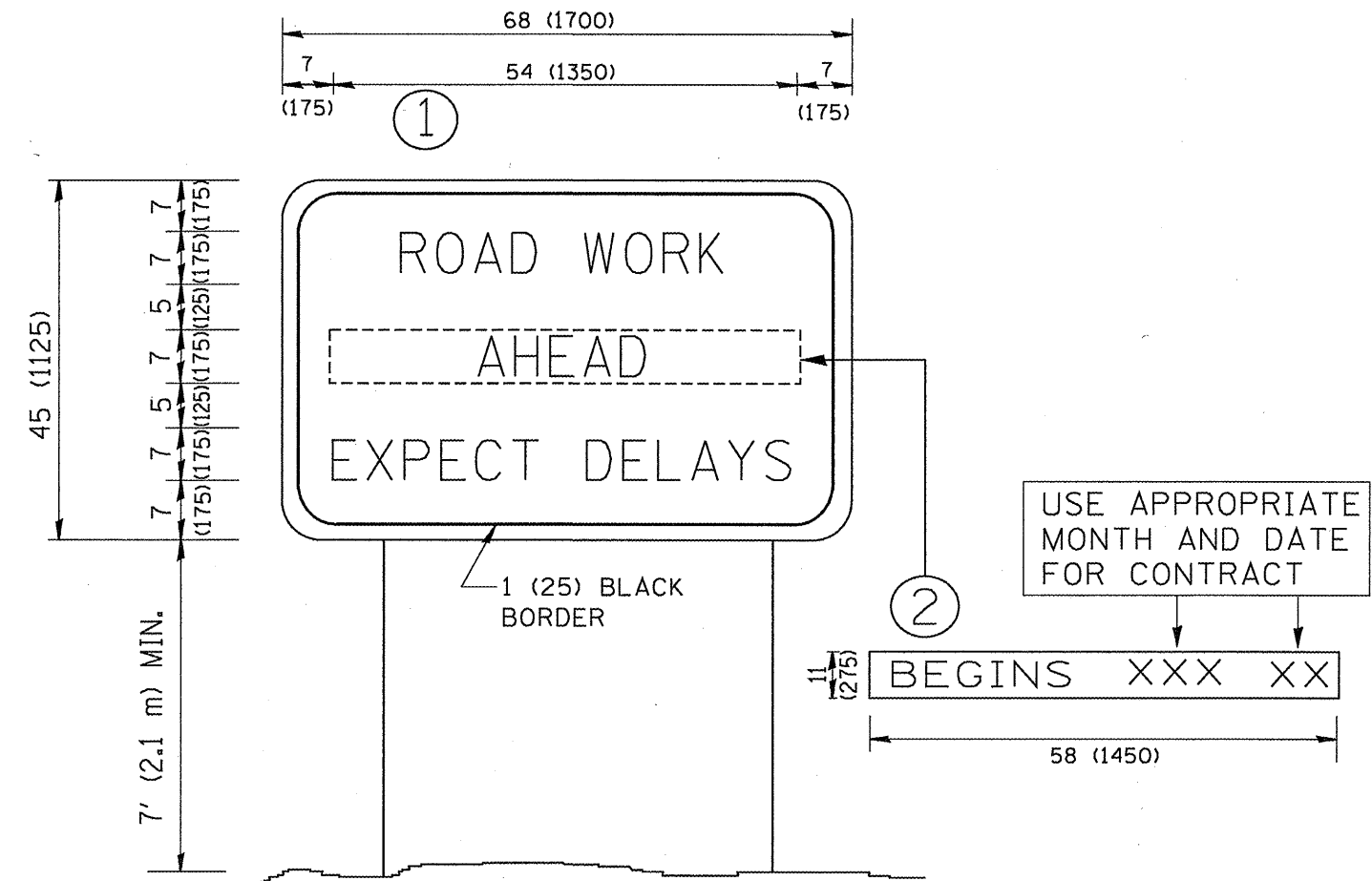
USER NAME = lryso	DESIGNED -	REVISED - 04-03
PLOT SCALE = 50.0000' / IN.	DRAWN - D.W.S.	REVISED - J.A.F. 12-06
PLOT DATE = 1/26/2010	CHECKED -	REVISED - S.P.B. 01-07
	DATE - 11-96	REVISED - S.P.B. 12-09

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY  
 SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2010-066-1	COOK	19	18
	TC-17			CONTRACT NO. 60L48
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:\diststd\22x34\to22.dgn	USER NAME = gegl1onob1	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 / / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
							2010-066-1	COOK	19	19
							TC-22		CONTRACT NO. 60L48	
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				