

03-09-12 LETTING ITEM 006

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
**PROPOSED  
HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION  
ILLINOIS ROUTE 1 (HALSTED STREET)  
FUNCTION CLASSIFICATION: OTHER PRINCIPLE ARTERIAL  
DESIGN SPEED=45 MPH  
POSTED SPEED=35 MPH

F.A.P. 876: ILLINOIS ROUTE 1 (HALSTED STREET)  
OVER IC RR (ABANDONED) (SN 016-2859, EXIST.) (SN 016-0664 PROP.)  
SECTION: 2011-032-BR

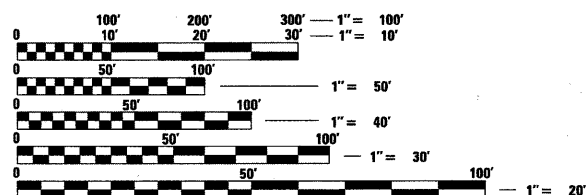
SUPERSTRUCTURE REPLACEMENT  
COOK COUNTY  
C-91-523-11

TRAFFIC DATA

ILLINOIS ROUTE 1 (HALSTED STREET)  
2009 ADT=29,800

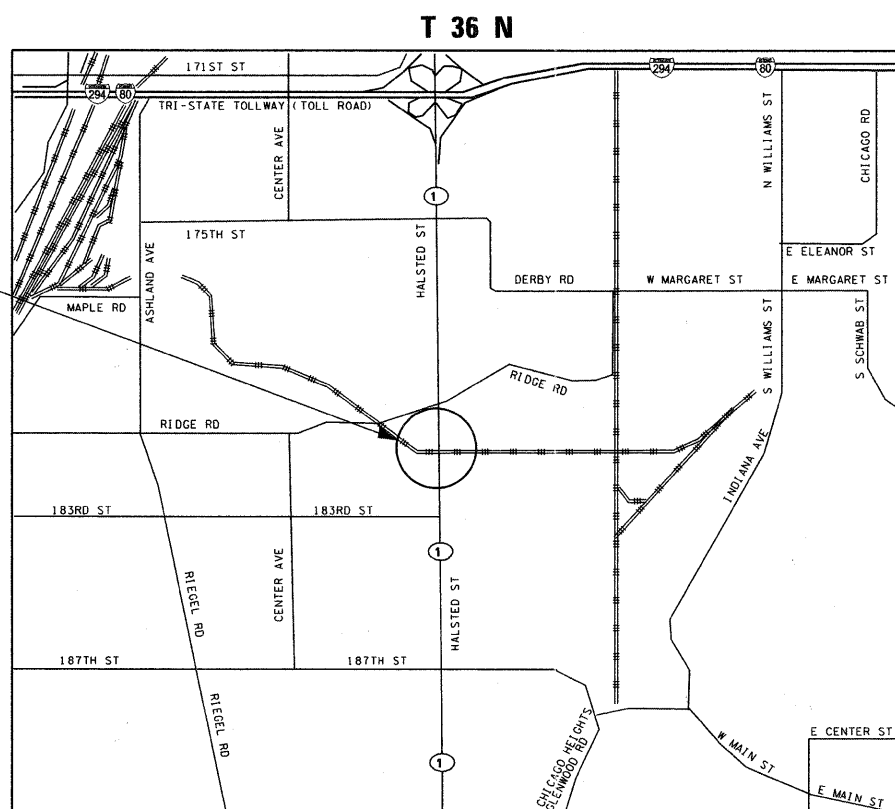
LOCATION OF PROJECT

PROJECT LOCATED WITHIN  
THE VILLAGE OF HOMEWOOD



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

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



SCALE: NTS  
THORNTON TOWNSHIP

GROSS & NET LENGTH OF PROJECT = 200 FT = 0.04 MILES



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	* 41	1
FED. ROAD DIST. NO. 1	ILLINOIS	CONTRACT NO. 60P38	D-91-523-11 * 41 & 2 = 43	



LOCATION OF SECTION INDICATED THUS: - ■ -

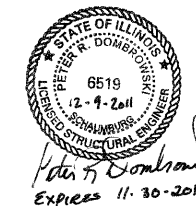
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED December 12, 2011

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

February 3, 2012  
*John D. Baranzelli, P.E.* acting ENGINEER OF DESIGN AND ENVIRONMENT

February 3, 2012  
*William R. Frazier* acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



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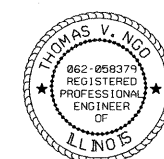
MILLENNIA PROFESSIONAL SERVICES

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OF THE STATE OF ILLINOIS

DISTRICT ONE - PLAN PREP ENGINEER: ROBERT BORO (847) 705-4178

MILLENNIA PROFESSIONAL SERVICES  
THOMAS V. NGO, P.E.  
# 062-058379

*Thomas V. Ngo*  
DATE: 06/15/2011  
SIGNATURE AND SEAL APPLIES  
TO DRWG NO



**INDEX OF SHEETS**

- 1 COVER SHEET
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**LIST OF ILLINOIS DOT HIGHWAY STANDARDS**

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR
- 424001-05 CURB RAMPS FOR SIDEWALKS
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 630001-09 STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631011-07 TRAFFIC BARRIER TERMINAL, TYPE 2
- 631026-05 TRAFFIC BARRIER TERMINAL, TYPE 5
- 631031-09 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 701602-05 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701606-07 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIUM
- 701701-07 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-04 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901 TRAFFIC CONTROL DEVICES
- 704001-06 TEMPORARY CONCRETE BARRIER

**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES, AND THE VILLAGE OF HOMEWOOD.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
5. ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. NO ADDITIONAL COST TO THE DEPARTMENT.
6. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
7. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
9. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
10. THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
11. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
12. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
13. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN ON THE PLANS.
14. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
15. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
16. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.
17. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND IT'S REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.
18. THE CONTRACTOR SHALL PLACE PROPOSED PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT 1 TYPICAL PAVEMENT MARKINGS DETAIL (TC-13).
19. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL LOGS, SHRUBS, BUSHES, SAPLINGS, UNDERBRUSH OR DEBRIS ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS AT LOCATIONS REQUIRING ACCESS TO THE SUBSTRUCTURE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

**COMMITMENTS**

NO COMMITMENTS FOR THIS PROJECT

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 FILE NAME  
 USER NAME  
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DRAWN - CJD	REVISED -
CHECKED - TVN	REVISED -
DATE - 12/9/2011	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 1 (HALSTED ST)  
 OVER IC RR (ABANDONED) (SN 016-2859)**

**INDEX OF SHEETS, LIST OF IDOT  
 HIGHWAY STANDARD, GENERAL NOTES,  
 AND COMMITMENTS**

F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 2
CONTRACT NO. 60P38			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

SCALE: N/A SHEET NO. OF SHEETS STA. TO STA.

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SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	RTE 1 OVER IC RR (ABANDONED) SN 016-2859	
				0005	0011	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	114	114	-	
20800150	TRENCH BACKFILL	CU YD	5	5	-	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	215	215	-	
25000310	SEEDING, CLASS 4	ACRE	0.1	0.1	-	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	12	12	-	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	12	12	-	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	12	12	-	
25100630	EROSION CONTROL BLANKET	SO YD	276	276	-	
25200110	SODDING, SALT TOLERANT	SO YD	215	215	-	
28000400	PERIMETER EROSION BARRIER	FOOT	259	259	-	
28000510	INLET FILTERS	EACH	8	8	-	
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	47	47	-	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	3	3	-	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.6	0.6	-	
40600300	AGGREGATE (PRIME COAT)	TON	2.9	2.9	-	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	2.1	2.1	-	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	59	59	-	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	64	64	-	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	5.5	5.5	-	
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	147	147	-	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SO YD	112	112	-	
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	32	32	-	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	3345	3345	-	
44000100	PAVEMENT REMOVAL	SO YD	86	86	-	
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	1429	1429	-	
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	78	78	-	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	562	562	-	
44000600	SIDEWALK REMOVAL	SO FT	1935	1935	-	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	-	1	
50102400	CONCRETE REMOVAL	CU YD	39.8	-	39.8	
50200100	STRUCTURE EXCAVATION	CU YD	290	-	290	
50300225	CONCRETE STRUCTURES	CU YD	95.1	-	95.1	

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE		
CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	RTE 1 OVER IC RR (ABANDONED) SN 016-2859	
				0005	0011	
50300255	CONCRETE SUPERSTRUCTURES	CU YD	434.7	-	434.7	
50300260	BRIDGE DECK GROOVING	SO YD	257	-	257	
50300300	PROTECTIVE COAT	SO YD	896	639	257	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	14860	-	14860	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	112,340	-	112,340	
50800515	BAR SPLICERS	EACH	344	-	344	
50900105	ALUMINUM RAILING, TYPE L	FOOT	68	-	68	
51100100	SLOPE WALL 4 INCH	SO YD	122	-	122	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1196	-	1196	
51202305	DRIVING PILES	FOOT	1196	-	1196	
51203600	TEST PILE STEEL HP12X53	EACH	2	-	2	
51500100	NAME PLATES	EACH	1	-	1	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	16	16	-	
56109210	WATER VALVES TO BE ADJUSTED	EACH	1	1	-	
59000200	EPOXY CRACK INJECTION	FOOT	198	-	198	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	56	-	56	
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	2	2	-	
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	4	4	-	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	2	2	-	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	444	444	-	
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	-	
63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	1	1	-	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3	-	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	-	
63200310	GUARDRAIL REMOVAL	FOOT	370	370	-	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	-	
67100100	MOBILIZATION	L SUM	1	1	-	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	324	324	-	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	2553	2553	-	
70300520	PAVEMENT MARKING TAPE, TYPE III, 4"	FOOT	4423	4423	-	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	2380	2380	-	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	367	367	-	

\* SPECIALTY ITEM

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CHECKED	TVN	REVISED	-
DATE	12/14/2011	REVISED	-

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 1 (HALSTED ST)**  
**OVER IC RR (ABANDONED) (SN 016-2859)**  
 SCALE: NTS SHEET NO. 1 OF 2 SHEETS STA. TO STA.

**SUMMARY OF QUANTITIES**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	3
CONTRACT NO. 60P38			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

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**SUMMARY OF QUANTITIES**

**CONSTRUCTION TYPE CODE**

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	RTE 1 OVER IC RR (ABANDONED) SN 016-2859		
				0005	0014		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	344	344			
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	94	94	-		
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2490	2490	-		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	109	109	-		
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	17	17	-		
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	-		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	492	492	-		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	126	126	-		
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	95	-	95		
X5539700	STORM SEWERS TO BE CLEANED	FOOT	96	96	-		
X7010216	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	1	-		
Z0004552	APPROACH SLAB REMOVAL	SQ YD	373	373	-		
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	38	-	38		
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	-		
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	8	8	-		
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	1	-		
* Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	1	1	-		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	52	52	-		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	172	-	172		
<del>Z0076600</del>	<del>TRAINEES</del>	<del>HOUR</del>					
* <del>B1100605</del>	<del>CONDUIT ATTACHED TO STRUCTURE, 2" PVC COATED GALVANIZED STEEL</del>	<del>FOOT</del>	<del>54</del>	<del>54</del>			
* <del>B1304100</del>	<del>JUNCTION BOX EMBEDDED IN STRUCTURE 12" X 12" X 6"</del>	<del>EACH</del>	<del>2</del>	<del>2</del>			
* <del>B5000200</del>	<del>MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION</del>	<del>EACH</del>	<del>2</del>	<del>2</del>			
* <del>B7100020</del>	<del>FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM 12F 5M12F</del>	<del>FOOT</del>	<del>3500</del>	<del>3500</del>			
* <del>B7900200</del>	<del>DRILL EXISTING HANDHOLE</del>	<del>EACH</del>	<del>4</del>	<del>4</del>			
* <del>B9502300</del>	<del>REMOVE ELECTRIC CABLE FROM CONDUIT</del>	<del>FOOT</del>	<del>2050</del>	<del>2050</del>			
* <del>B9502350</del>	<del>REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT</del>	<del>FOOT</del>	<del>1450</del>	<del>1450</del>			
* <del>X0325938</del>	<del>TEMPORARY WIRELESS INTERCONNECT, COMPLETE</del>	<del>L SUM</del>	<del>1</del>	<del>1</del>			
* <del>X0326133</del>	<del>TEMPORARY WOOD POLE, 45 FEET, CLASS 5</del>	<del>EACH</del>	<del>4</del>	<del>4</del>			
* <del>X0326364</del>	<del>TEMPORARY AERIAL CABLE WITH MESSENGER WIRE</del>	<del>FOOT</del>	<del>650</del>	<del>650</del>			
* <del>B1028200</del>	<del>UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.</del>	<del>FOOT</del>	<del>511</del>	<del>511</del>			

\* SPECIALTY ITEM

FILE NAME = P:\2007\ME07080\_Ver-Vor-Phi\Cadd\W030\_IL\_R1\Shvs\03-04-D160P38-sht-500.dgn  
 USER NAME = Millennium Professional Services



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DATE	12/14/2011	REVISED	-

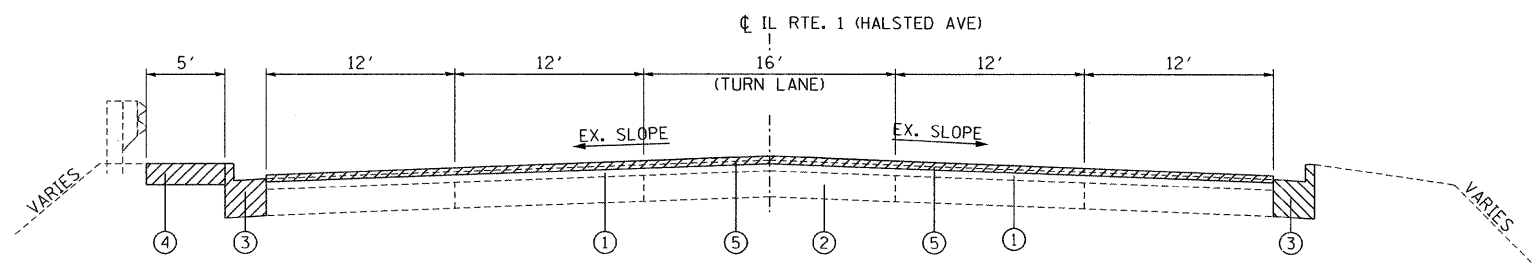
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 1 (HALSTED ST)  
 OVER IC RR (ABANDONED) (SN 016-2859)**

**SUMMARY OF QUANTITIES**

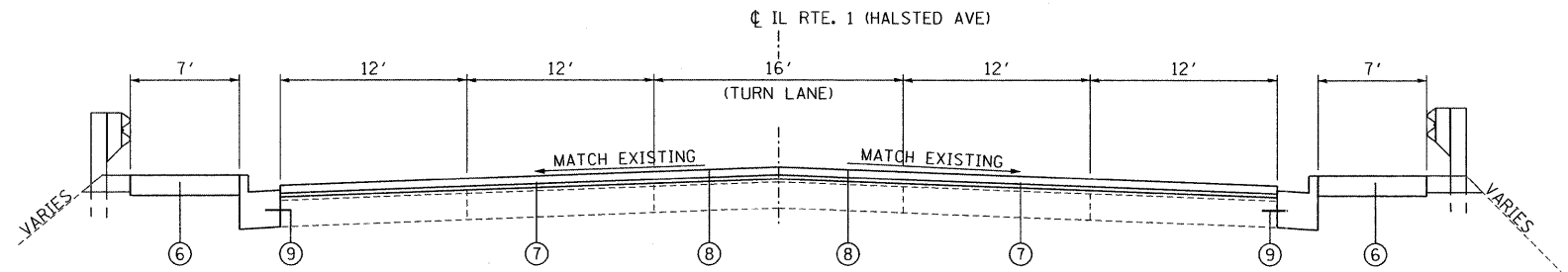
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876	2011-032-BR	COOK	41	4
CONTRACT NO.			60P38	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: NTS SHEET NO. 1 OF 2 SHEETS STA. TO STA.



**EXISTING TYPICAL SECTION**

IL RTE.1 (HALSTED AVE)  
 STA 99+00 TO STA. 99+53.52  
 STA 100+47.02 TO STA. 102+00



**PROPOSED TYPICAL SECTION**

IL RTE.1 (HALSTED AVE)  
 STA 99+00 TO STA. 99+53.52  
 STA 100+47.02 TO STA. 102+00

**LEGEND**

- ① EXISTING HMA SURFACE, 2 1/2" +/-
- ② EXISTING +/-9" P.C.C BASE
- ③ EXISTING B-6.24 CURB & GUTTER
- ④ EXISTING P.C.C. SIDEWALK
- ⑤ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑥ PROPOSED PCC SIDEWALK, 5'
- ⑦ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, (3/4")
- ⑧ PROPOSED POLYMERIZED HMA SURFACE COURSE, MIX. F, N90, 1 3/4"
- ⑨ TIE BARS NO. 6 (SEE NOTE 2)

**NOTES**

1. SEE BRIDGE PLANS FOR BRIDGE TYPICAL SECTION
2. THE TIE BARS AND THE CONNECTION TO EXISTING PAVEMENT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE PORTLAND CEMENT CONCRETE ITEM INVOLVED.

HOT MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 (IL-9.5mm)	4% @ 90 GYR.
LEVELING BINDER (MACHINE METHOD), N70, (IL-9.5mm)	4% @ 70 GYR.
DRIVEWAY	
HMA SURFACE COURSE, MIX D, N50 (IL 9.5mm); 2"	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19mm); 8"(CE)	4% @ 50 GYR.

**MIXTURE NOTES:**

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

TYP-01

FILE NAME: P:\2007\NE07080\_Ver-Ver-Phi\Cadd\0303\_IL\_Rte1\Shva\05-D160P38-sht-typical.dgn  
 USER: NAME: Millennium Professional Services



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 630.705.0110 voice, 630.839.2566 fax  
 www.mps-il.com  
**MILLENNIA PROFESSIONAL SERVICES**

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CHECKED - TVN	REVISED -
DATE - 12/14/2011	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

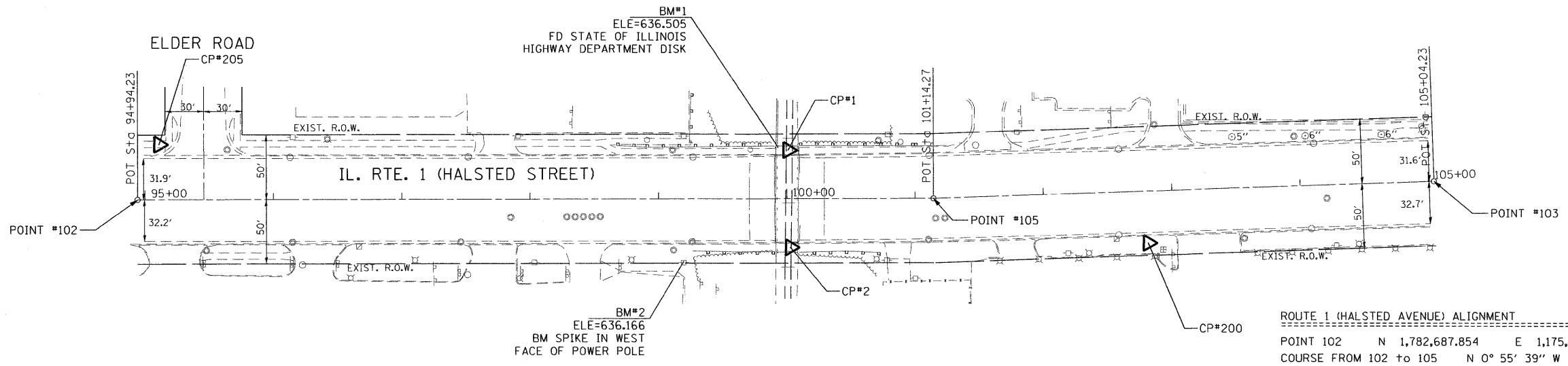
**ILLINOIS ROUTE 1 (HALSTED ST)**  
**OVER IC RR (ABANDONED) (SN 016-2859)**

**TYPICAL SECTIONS**

F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 5
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60P38	

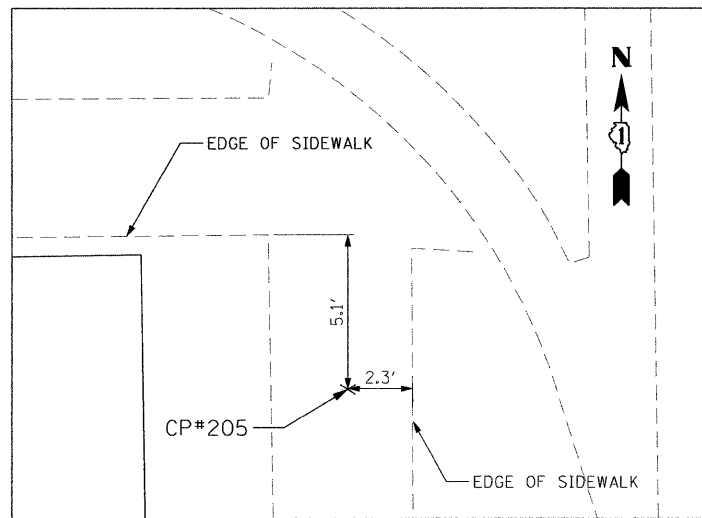
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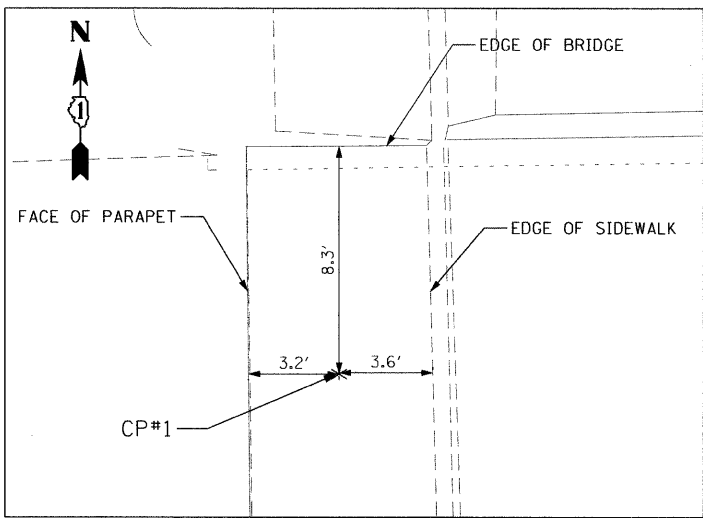


ROUTE 1 (HALSTED AVENUE) ALIGNMENT

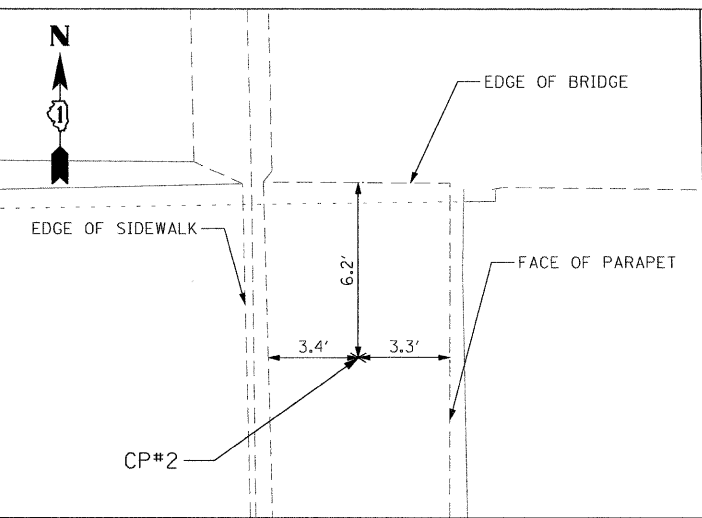
POINT 102	N 1,782,687.854	E 1,175,073.343	STA 94+94.23
COURSE FROM 102 TO 105		N 0° 55' 39" W	DISTANCE 620.043 FT
POINT 105	N 1,783,307.816	E 1,175,063.305	STA 101+14.27
COURSE FROM 105 TO 103		N 2° 44' 48" W	DISTANCE 389.958 FT
POINT 103	N 1,783,697.326	E 1,175,044.619	STA 105+04.23



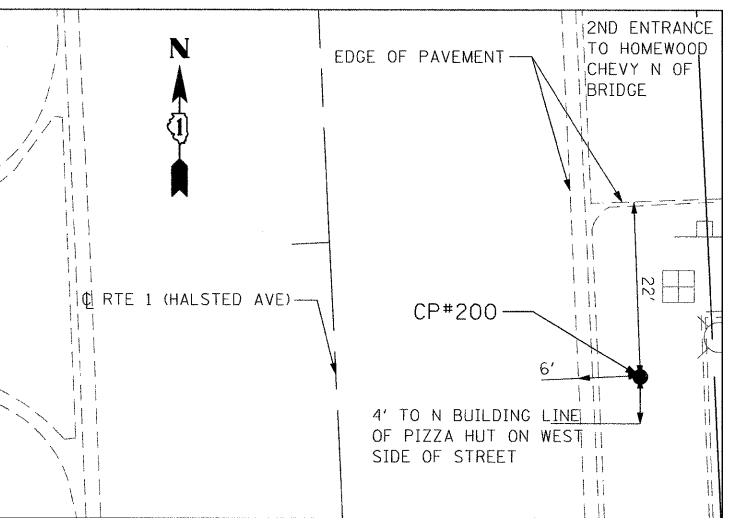
**CONTROL POINT 205**  
 SET CUT CROSS  
 N 1782703.86, E 1175030.31  
 STA 95+10.9 O/S 42.76' LT



**CONTROL POINT 1**  
 FOUND CUT CROSS  
 N 1783194.02 E 1175027.5  
 STA 100+01.08 O/S 37.64' LT



**CONTROL POINT 2**  
 FOUND CUT CROSS  
 N 1783194.02 E 1175027.5  
 STA 100+02.83 O/S 37.77' RT



**CONTROL POINT 200**  
 FOUND IRON ROD WITH PLASTIC CAP  
 N 1783475.57, E 1175095.55  
 STA 102+80.3 O/S 49.2' RT

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 11/14/2011 10:00 AM  
 M. Dennis Professional Services

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DATE	11/14/2011	REVISED	-

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

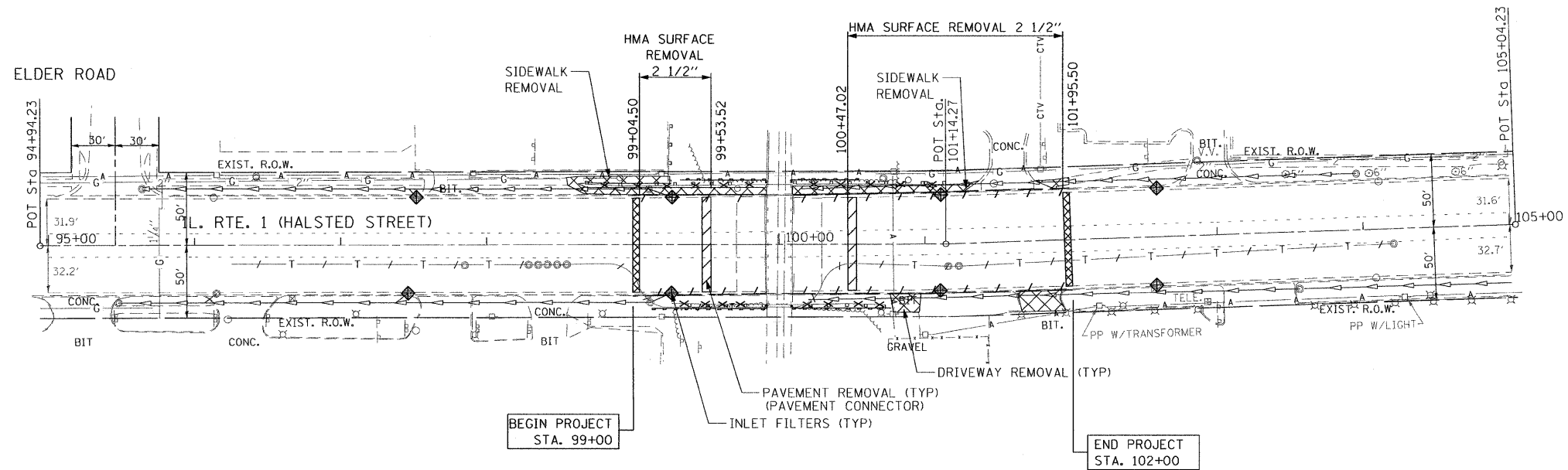
**ILLINOIS ROUTE 1 (HALSTED ST)  
 OVER IC RR (ABANDONED) (SN 016-2859)**

ALIGNMENT AND TIES








SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. 99+00 TO STA. 102+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	6
CONTRACT NO. 60P38				

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**REMOVAL LEGEND**

-  DRIVEWAY/SIDEWALK REMOVAL
-  COMB. CONC. CURB & GUTTER REMOVAL
-  GUARDRAIL REMOVAL
-  TREE REMOVAL
-  HMA SURF REMOVAL-BUTT JOINT (4.5' TYP)
-  PERIMETER EROSION BARRIER (SEE STD 280001)
-  INLET FILTERS

**NOTES:**

1. A NOMINAL QUANTITY HAS BEEN PROVIDED FOR PERIMETER EROSION BARRIER. THE CONTRACTOR SHALL INSTALL THE PERIMETER EROSION BARRIER AT LOCATIONS DETERMINED BY THE ENGINEER.
2. SEE BRIDGE PLAN FOR SUPERSTRUCTURE REMOVAL

FILE NAME = P:\2007\ME07080-Var\Var-Phil\Cadd\W030-IL-Rt1\Shta\07-DI60P38-sht-rem.dgn  
 USER NAME = Millennium Professional Services



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DATE -	11/14/2011	REVISED -	

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 1 (HALSTED ST)  
 OVER IC RR (ABANDONED) (SN 016-2859)**

**REMOVAL PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 99+00 TO STA. 102+00

F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 7
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 60P38	

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## MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
2. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE THROUGH LANE IN EACH DIRECTION THROUGH OUT THE PROJECT AREA AT ALL TIMES.
4. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLANS
5. TYPE II BARRICADES OR DRUMS SHALL BE PROVIDED AS SHOWN IN THE PLANS AND SPACED 50 FEET CENTER TO CENTER ON TANGENT, AND 25 FEET CENTER TO CENTER ON TAPERS AND CURVES.
6. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL PHASES OF CONSTRUCTION.
7. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
8. THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.
9. THE CONTRACTOR SHALL PLACE A CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACED TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH, "CHANGEABLE MESSAGE SIGN".
10. THE CONTRACTOR SHALL MAINTAIN THE EROSION CONTROL MEASURES DURING CONSTRUCTION.

## SEQUENCE OF CONSTRUCTION

### PRE-STAGE

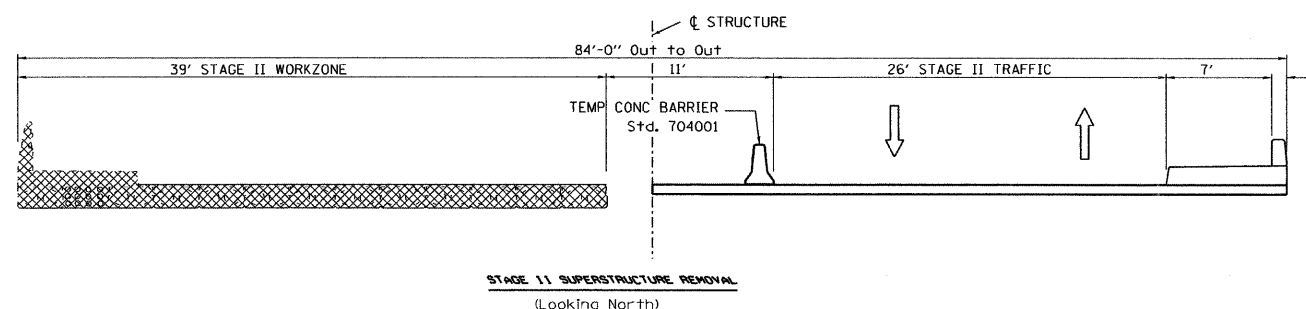
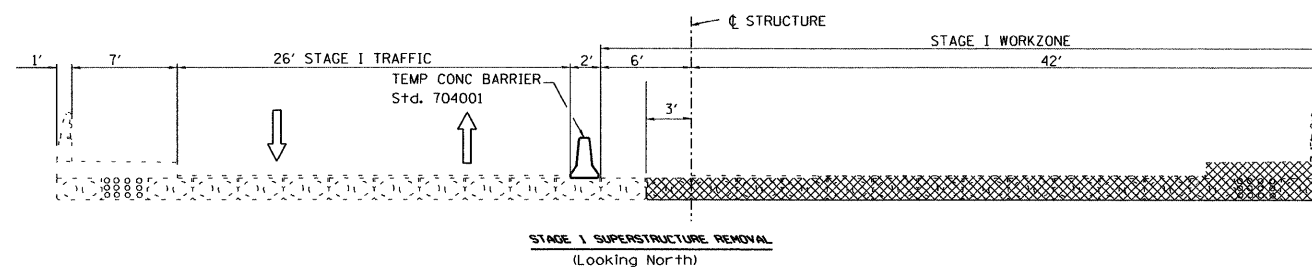
1. INSTALL EROSION CONTROL MEASURES.
2. PLACE STAGE I TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN.
3. UTILIZE IDOT STANDARD TRAFFIC CONTROL STANDARDS TO MAINTAIN TRAFFIC.

### STAGE I

1. REMOVE EXISTING NORTHBOUND SUPERSTRUCTURE (SEE SHEET NO 22 FOR TYPICAL SECTION)
2. CONSTRUCT NORTHBOUND SUPERSTRUCTURE AND BRIDGE APPROACH PER PLAN
3. REMOVE AND INSTALL NORTHBOUND CURB AND GUTTER PER PLAN.
4. INSTALL PROPOSED SIDEWALK, DRIVEWAY AND GUARDRAIL ON THE EAST SIDE PER PLAN
5. SEE SUGGESTED STAGES OF CONSTRUCTION PLANS TO MAINTAIN TRAFFIC.
6. REMOVE STAGE I TRAFFIC CONTROL AND PLACE STAGE II TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN. UTILIZE IDOT STANDARD TRAFFIC CONTROL STANDARDS TO MAINTAIN TRAFFIC.

### STAGE II

1. REMOVE EXISTING SOUTHBOUND SUPERSTRUCTURE (SEE SHEET NO 22 FOR TYPICAL SECTION)
2. CONSTRUCT SOUNDBOUND SUPERSTRUCTURE AND BRIDGE APPROACH PER PLAN
3. REMOVE AND INSTALL SOUHBOUND CURB AND GUTTER PER PLAN.
4. INSTALL PROPOSED SIDEWALK, DRIVEWAY AND GUARDRAIL ON THE WEST SIDE PER PLAN
5. SEE SUGGESTED STAGES OF CONSTRUCTION PLANS TO MAINTAIN TRAFFIC.
6. REMOVE STAGE I TRAFFIC CONTROL AND PLACE STAGE II TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS PER PLAN. UTILIZE IDOT STANDARD TRAFFIC CONTROL STANDARDS TO MAINTAIN TRAFFIC.
7. MILL AND RESURFACE PER PLAN.
8. INSTALL PERMANENT PAVEMENT MARKING AND LANDSCAPING PER PLAN.
9. UTILIZE IDOT STANDARD TRAFFIC CONTROL STANDARDS TO MAINTAIN TRAFFIC.



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DATE - 11/14/2011	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 1 (HALSTED ST)  
 OVER IC RR (ABANDONED) (SN 016-2859)**

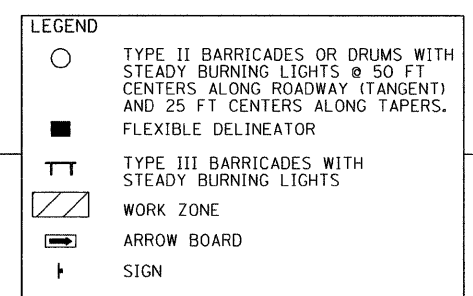
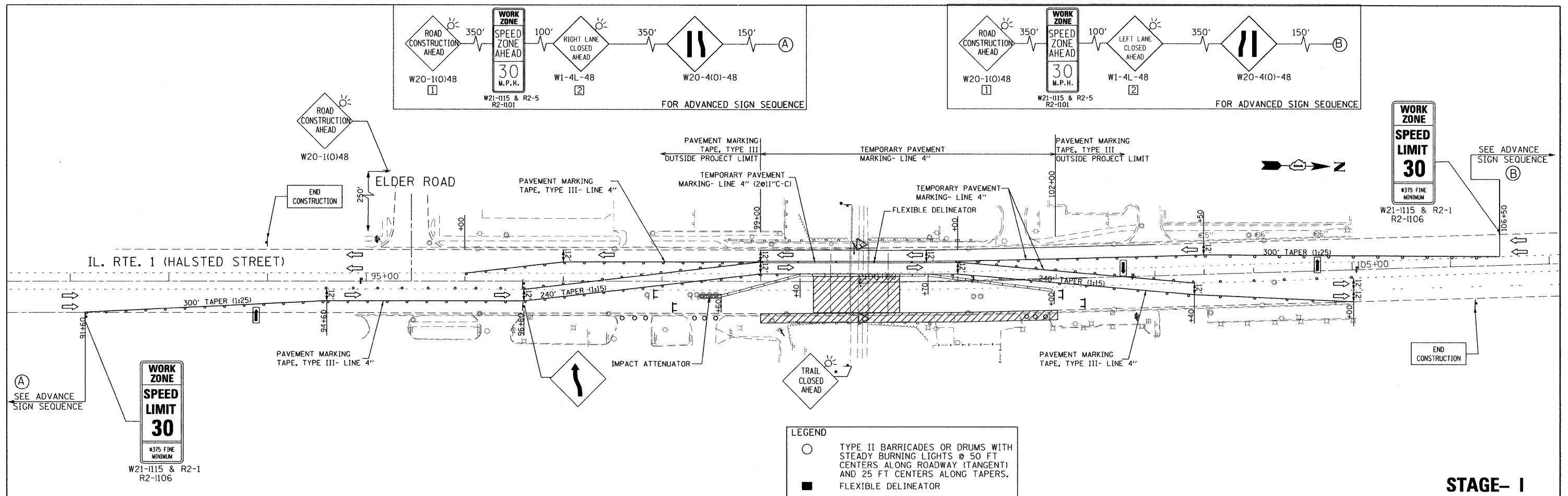
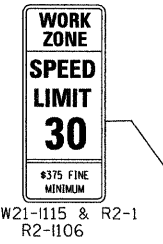
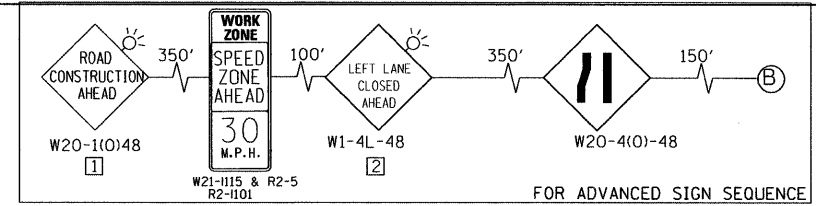
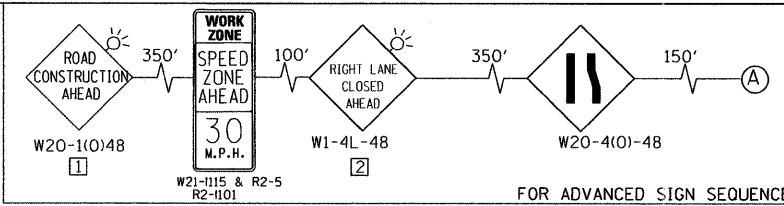
**SUGGESTED STAGES OF CONSTRUCTION  
 AND TRAFFIC CONTROL  
 GENERAL NOTES AND DESCRIPTION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	9
CONTRACT NO. 60P38				

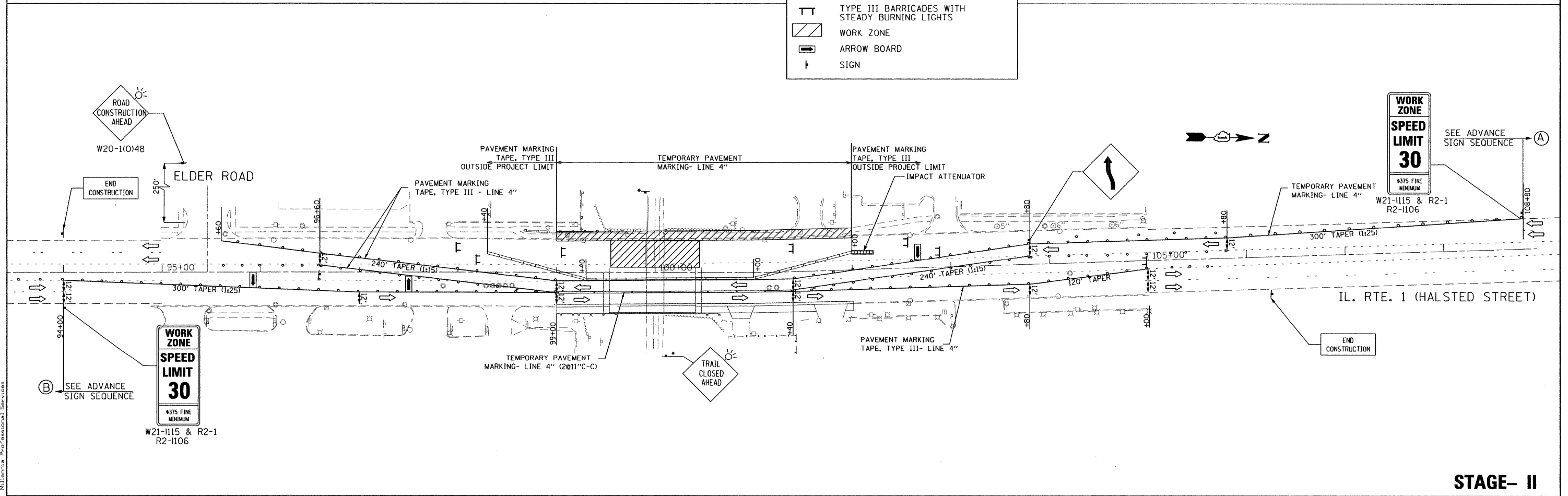
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FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

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**STAGE- I**



**STAGE- II**

FILE NAME : P:\2007\NE07080\Var\Var-Ph1\Cadd\W030.LL\_Rt1\Shva\10-DIBP38-sht-STG11.dgn  
 USER : Mj  
 USER NAME : Millennium Professional Services



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CHECKED - TVN	REVISED -
DATE - 11/14/2011	REVISED -

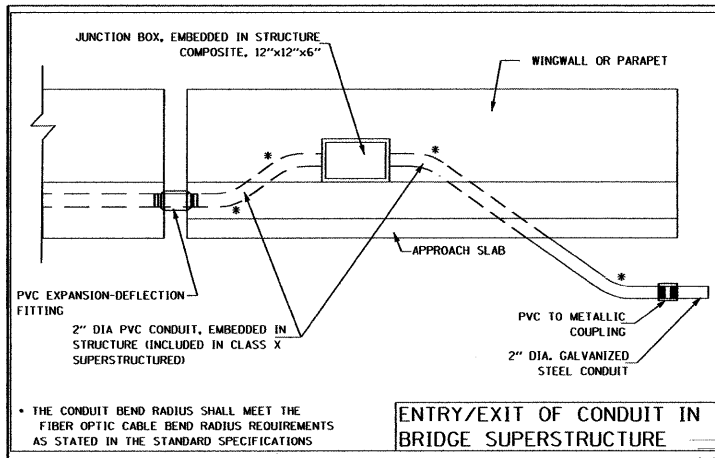
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 1 (HALSTED ST)**  
**OVER IC RR (ABANDONED) (SN 016-2859)**  
**SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL**

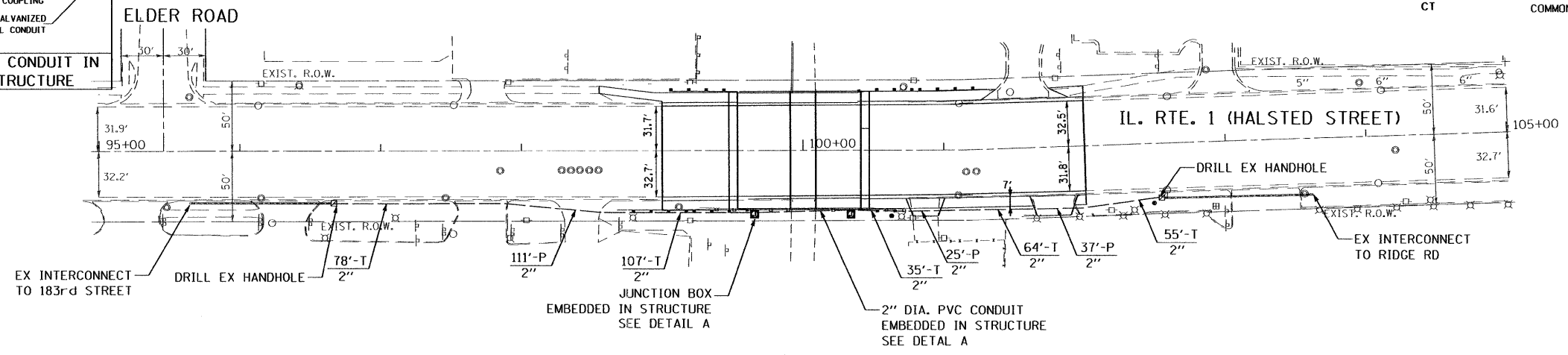
F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 10
CONTRACT NO. 60P38				

SCALE: 1"=50'    SHEET NO. 1 OF 1 SHEETS    STA. 91+00 TO STA. 109+00

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



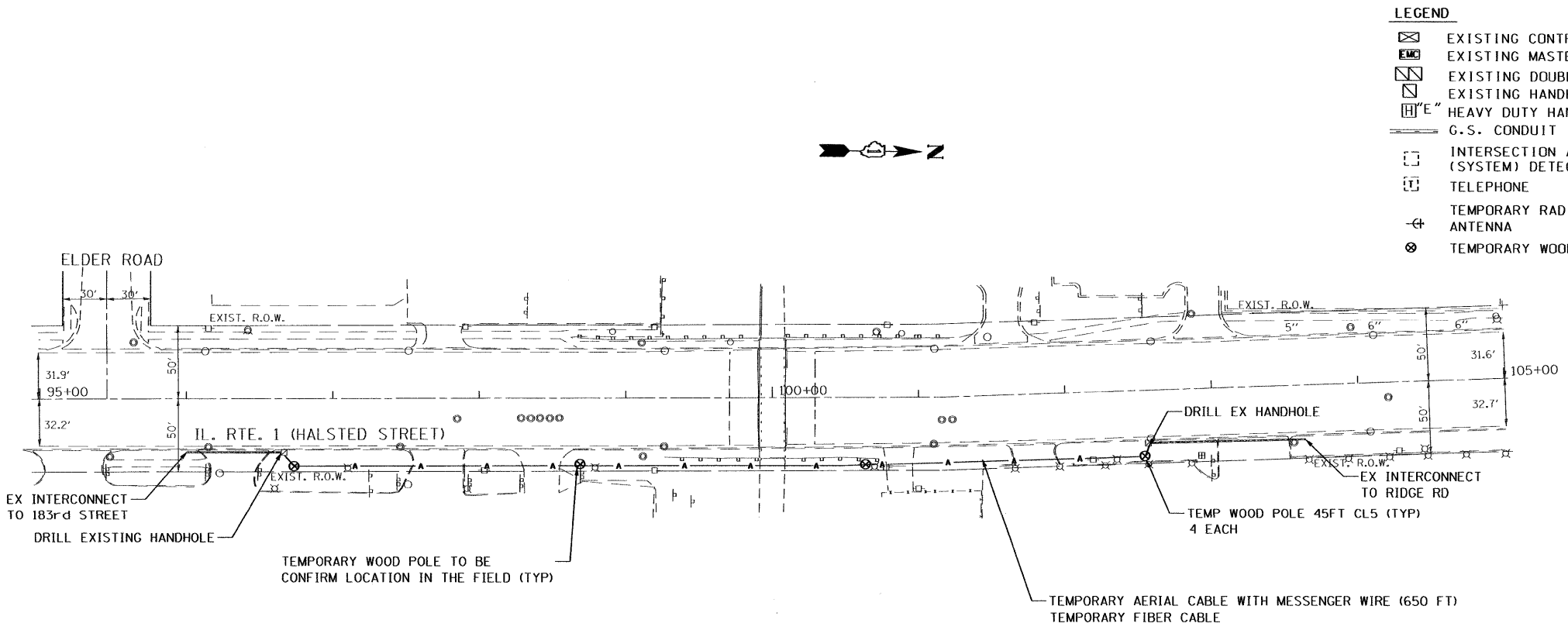
**DETAIL A**



**INTERCONNECT PLAN LEGEND**

PROPOSED	EXISTING	DESCRIPTION
[Symbol]	[Symbol]	CONTROLLER
[Symbol]	[Symbol]	MASTER CONTROLLER
[Symbol]	[Symbol]	DOUBLE HANDHOLE
[Symbol]	[Symbol]	HANDHOLE
[Symbol]	[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	[Symbol]	G.S. CONDUIT IN TRENCH OR PUSHED
[Symbol]	[Symbol]	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOP
[Symbol]	[Symbol]	TELEPHONE
[Symbol]	[Symbol]	INTERSECTION SYSTEM
[Symbol]	[Symbol]	UNIT DUCT
[Symbol]	[Symbol]	COMMON TRENCH

**INTERCONNECT PLAN**




**LEGEND**

[Symbol]	EXISTING CONTROLLER
[Symbol]	EXISTING MASTER CONTROLLER
[Symbol]	EXISTING DOUBLE HANDHOLE
[Symbol]	EXISTING HANDHOLE
[Symbol]	HEAVY DUTY HANDHOLE
[Symbol]	G.S. CONDUIT IN TRENCH OR PUSHED
[Symbol]	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOP
[Symbol]	TELEPHONE
[Symbol]	TEMPORARY RADIO INTERCONNECT ANTENNA
[Symbol]	TEMPORARY WOOD POLE

**TEMPORARY INTERCONNECT PLAN PARTIAL OVERHEAD OPTION**

FILE NAME : F:\2007\ME\07080\_Ver\Ver-Phi\Cadd\W038\_IL\_R1\Shets\101-DIG0P38-sh1-Intcon.dgn  
 USER NAME : Millenna Professional Services


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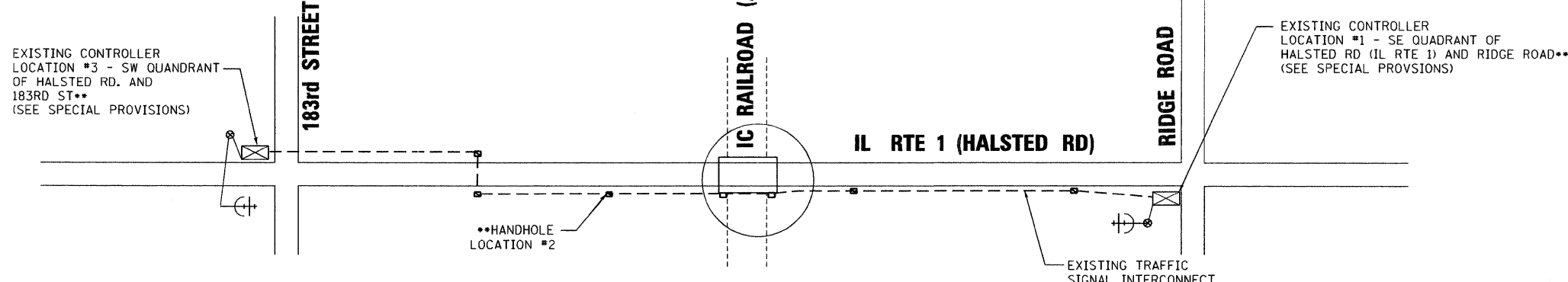
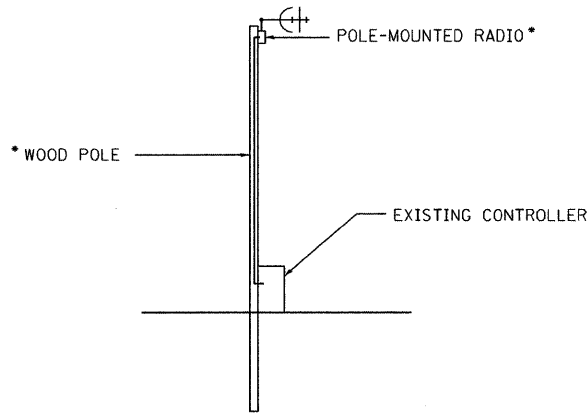
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DATE -	12/29/2011	REVISED -	

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**DEPARTMENT OF TRANSPORTATION**

<b>ILLINOIS ROUTE 1 (HALSTED ST)</b>		<b>INTERCONNECT PLAN</b>	
OVER IC RR (ABANDONED) (SN 016-2859)		F.A.P. RTE. 876	
SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. 91+00 TO STA. 109+00	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2011-032-BR	COOK	41	10A
CONTRACT NO. 60P38			

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\*\* EXACT LOCATIONS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

**INTERCONNECT AND UTILITY SCHEMATIC**  
NOT TO SCALE

- LEGEND**
- ☒ EXISTING CONTROLLER
  - ☒ EXISTING MASTER CONTROLLER
  - ☒ EXISTING DOUBLE HANDHOLE
  - ☒ EXISTING HANDHOLE
  - ☒ HEAVY DUTY HANDHOLE
  - G.S. CONDUIT IN TRENCH OR PUSHED
  - ☐ INTERSECTION AND SAMPLING (SYSTEM) DETECTOR LOOP
  - ☐ TELEPHONE
  - ⊕ TEMPORARY RADIO INTERCONNECT ANTENNA
  - ⊙ TEMPORARY WOOD POLE

**TEMPORARY WIRELESS INTERCONNECT INSTALLATION (OPTION)**

- POLE HEIGHT AND RADIO MOUNTING LOCATIONS SHALL BE SUFFICIENT TO PROVIDE A CLEAR LINE OF SIGHT BETWEEN LOCATION #1 AND LOCATION #3.
- WOOD POLES SHALL SATISFY THE REQUIREMENTS OF ARTICLE 830.03(c) OF THE STANDARD SPECIFICATIONS.

**NOTES**

1. EXISTING FIBER OPTIC CABLE AND TRACER CABLE SHALL BE PULLED OUT OF THE EXISTING CONDUIT, STARTING AT THE EXISTING CONTROLLER BOX AT HALSTED RD (IL RTE 1) AND RIDGE ROAD (LOCATION #1), ALL THE WAY TO THE FIRST HANDHOLE SOUTH OF THE BRIDGE (LOCATION #2); HERE THE CABLES CAN BE STORED AND PROTECTED FOR REINSTALLATION (FOR WIRELESS INTERCONNECT OPTION). THIS WILL BE MEASURED AND PAID FOR AS "REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT".
2. FOR TEMPORARY OVERHEAD INTERCONNECT LOCATE EXISTING INTERCONNECT HANDHOLE (LOCATION #2) IMMEDIATELY NORTH AND SOUTH OF BRIDGE STRUCTURE. INSTALL TEMPORARY WOOD POLE WITH MAXIMUM SPANS OF 250 FEET. SPLICE EXISTING FIBER CABLE AT HANDHOLE (LOCATION #2) AND INSTALL TEMPORARY FIBER OVERHEAD BETWEEN WOOD POLES AND EXISTING HANDHOLE. THEN THE TEMPORARY FIBER CABLE WILL THEN BE REINSTALLED AND RECONNECTED INTO CONTROLLER CABINET AT RIDGE RD (LOCATION #1). THE TEMPORARY FIBER CABLE WILL BE PAID AS "FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM 12F." AFTER BRIDGE CONSTRUCTION IS COMPLETED AND NEW JUNCTION BOXES AND CONDUIT ARE IN PLACE, NEW FIBER OPTIC CABLE SHALL BE PULLED IN THE CONDUIT FROM LOCATION #1 TO LOCATION #3 AND RECONNECTED TO THE RESPECTIVE CONTROLLERS. THIS WILL BE MEASURED AND PAID AS "FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM 12F."
3. THE CONTRACTOR SHALL ALSO EITHER REINSTALL THE REMOVED TRACER CABLE, OR FURNISH AND INSTALL NEW TRACER CABLE (NO. 14, 1/C). NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE WORK ASSOCIATED WITH THE TRACER CABLE.
4. REMOVAL OF FIBER OPTIC CABLE SHALL NOT BEGIN UNTIL ALL COMPONENTS OF THE TEMPORARY WIRELESS INTERCONNECT SYSTEM ARE IN PLACE AND OPERATIONAL.
5. A NOMINAL QUANTITY OF 54 FEET OF NEW CONDUIT HAS BEEN PROVIDED AT EACH OF THE TWO JUNCTION BOX LOCATIONS, IN THE EVENT THAT CONDUIT IN THESE LOCATIONS NEEDS TO BE REMOVED AND REPLACED. REMOVAL OF THE EXISTING ROADWAY LIGHTING CONDUIT, IF NEEDED, SHALL BE PAID FOR AS "ROADWAY LIGHTING CONDUIT REMOVAL". REMOVAL OF THE EXISTING TRAFFIC SIGNAL INTERCONNECT CONDUIT, IF NEEDED, IS INCLUDED WITH THE CONTRACT UNIT PRICE BID FOR "JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12"x12"x6" ".
6. ANY HARDWARE OR ACCESSORIES (CONNECTORS, EXPANSION COUPLINGS) REQUIRED TO ATTACH THE NEW CONDUIT TO THE NEW JUNCTION BOXES OR TO THE EXISTING CONDUIT WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED WITH THE CONTRACT UNIT PRICE BID FOR "CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL".

SEE TRAFFIC SIGNAL SPECIFICATIONS AND SPECIAL PROVISIONS FOR MORE INFORMATION.

**SCHEDULE OF QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	511
81100805	CONDUIT ATTACHED TO STRUCTURE, 2" DIA., PVC COATED GALVANIZED STEEL	FOOT	54
81304100	JUNCTION BOX EMBEDDED IN STRUCTURE 12" X 12" X 6"	EACH	2
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2
87100620	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	3500
87900200	DRILL EXISTING HANDHOLE	EACH	4
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2050
89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1450
X0325938	TEMPORARY WIRELESS INTERCONNECT, COMPLETE	L SUM	1
X0326133	TEMPORARY WOOD POLE, 45 FEET, CLASS 5	EACH	4
X0326364	TEMPORARY AERIAL CABLE WITH MESSENGER WIRE	FOOT	650

• TEMPORARY WIRELESS INTERCONNECT PAY ITEMS

P:\2007\ME07080\_VerVer\_Phil\Cadd\W030\_IL\_Rte1\Shs\25510.Interconnect.dgn  
 USER: MSJE  
 MILLENNA PROFESSIONAL SERVICES

200 22ND Street, Suite 216, Lombard, IL 60148  
 630.705.8110 voice, 630.839.2566 fax  
 www.mps-ill.com

**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED - CJD	REVISED -
DRAWN - CJD	REVISED -
CHECKED - TVN	REVISED -
DATE - 1/5/2012	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

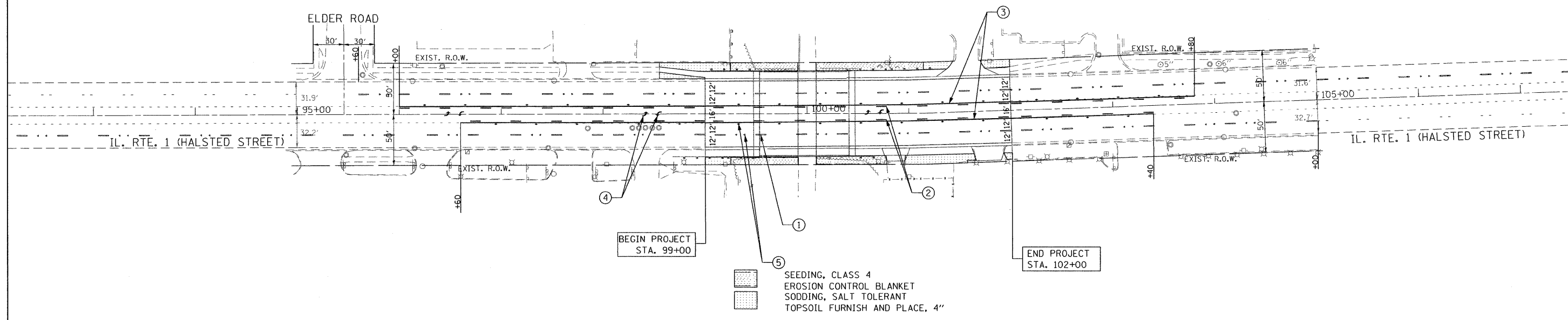
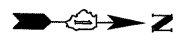
**ILLINOIS ROUTE 1 (HALSTED ST)  
OVER IC RR (ABANDONED) (SN 016-2859)**

**INTERCONNECT SCHEMATICS**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	10B
CONTRACT NO. 60P38				

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

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT  
 P:\2007\ME07080\_VerVer\_Phil\Cadd\W030\_IL\_Rte1\Shs\25510.Interconnect.dgn



BEGIN PROJECT  
STA. 99+00

END PROJECT  
STA. 102+00

- ⑤ SEEDING, CLASS 4  
EROSION CONTROL BLANKET  
SODDING, SALT TOLERANT  
TOPSOIL FURNISH AND PLACE, 4"

**PAVEMENT MARKING LEGEND**

- ① THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE
- ② THERMOPLASTIC PAVEMENT MARKING 4" YELLOW LANE LINE
- ③ THERMOPLASTIC PAVEMENT MARKING 4" YELLOW SOLID LINE
- ④ THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (TYP)
- ⑤ RECESSED REFLECTIVE PAVEMENT MARKER

**NOTES**

- 1. BEGIN NB THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE AT STA 91+60
- 2. END SB THERMOPLASTIC PAVEMENT MARKING 4" WHITE LANE LINE AT STA 108+80

FILE NAME = P:\2007\ME07080-Var-Var-Phil\Cadd\W038\_IL\_Rt1\Shsa\11-D160P38-shr.pmk.dgn  
 PLOT SCALE = 1"=50'  
 USER NAME = Philterma Professional Services



200 22ND Street, Suite 216, Lombard, IL 60148  
 630.705.0110 voice, 630.839.2566 fax  
 www.mps-il.com  
**MILLENNIA PROFESSIONAL SERVICES**

DESIGNED -	CJD	REVISED -	
DRAWN -	CJD	REVISED -	
CHECKED -	TVN	REVISED -	
DATE -	11/14/2011	REVISED -	

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ILLINOIS ROUTE 1 (HALSTED ST)  
OVER IC RR (ABANDONED) (SN 016-2859)**

**PAVEMENT MARKING PLAN**

SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 99+00 TO STA. 102+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	11
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60P38	

P:\2007\ME07080-Var-Var-Phil\Cadd\W038\_IL\_Rt1\Shsa\11-D160P38-shr.pmk.dgn

Bench Mark: BM#1 FD STATE OF ILLINOIS HIGHWAY  
DEPARTMENT DISK SW corner of bridge; El. 636.505.

Existing (SN 016-2859) Structure : Originally built in 1923 and widened in 1930. Reinforced slab bridge removed in 1968 and replaced with Precast Prestressed box beams. The substructure consists of solid walls supported on pile footings.

Rehabilitation work will be done utilizing stage construction.

The proposed improvements consist of replacing the existing super structure with new concrete slab bridge on new pile supported stub abutments.

Repairs and modifications to existing substructure.

No salvage.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	Super	Sub	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		95	95
Removal of Existing Superstructures	Each	1		1
Concrete Removal	Cu. Yd.		39.8	39.8
Structure Excavation	Cu. Yd.		290	290
Concrete Structures	Cu. Yd.		95.1	95.1
Concrete Superstructure	Cu. Yd.	434.7		434.7
Bridge Deck Grooving	Sq. Yd.		257	257
Protective Coat	Sq. Yd.		257	257
Furnishing and Erecting Structural Steel	Pound		14,860	14,860
Reinforcement Bars, Epoxy Coated	Pound	95,100	17,240	112,340
Bar Splicers	Each		20	344
Aluminum Railing, Type L	Foot		68	68
Slope Wall 4 Inch	Sq. Yd.		122	122
Furnishing Steel Piles HP12X53	Foot		1196	1196
Driving Piles	Foot		1196	1196
Test Pile Steel HP12X53	Each		2	2
Name Plates	Each		1	1
Epoxy Crack Injection	Foot		198	198
Geo Composite Wall Drain	Sq. Yd.		56	56
Structural Repair of Concrete (Depth Equal to or less than 5 in.)	Sq. Ft.		38	38
Pipe Underdrains For Structures 4"	Foot		172	172

**INDEX OF SHEETS**

- General Plan and Elevation
- Existing Footing Layout
- Stage Construction Details
- Temporary Concrete Barrier for Stage Construction
- Existing Substructure Staging and Repairs
- Substructure Repair Details
- Top of Slab Elevations
- Top of Approach Slab Elevations
- Superstructure Plan and Cross Section
- Superstructure Details
- Bridge Approach Slab Details
- Bridge Approach Slab Details
- Aluminum Railing, Type L
- Abutment Plan and Elevation
- HP Pile Details
- Bar Splicer Assembly Details
- Boring Log B-01
- Boring Log B-02
- Existing SN 016-2859 Ref. Sht. 1
- Existing SN 016-2859 Ref. Sht. 2
- Existing SN 016-2859 Ref. Sht. 3

**DESIGN SPECIFICATIONS**

2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interim Revisions

**LOADING HL-93**

Allow 50#/sq. ft. for future wearing surface.

**DESIGN STRESSES**

**NEW FIELD UNITS**

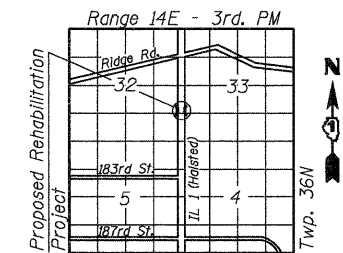
$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (reinforcement)  
 $f_y = 50,000$  psi (M270 Grade 50)

**EXISTING CONSTRUCTION**

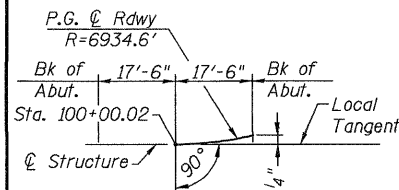
$f'_c = 1,400$  psi  
 $f_s = 20,000$  psi (reinforcement)  
 $f_s = 20,000$  psi (structural steel)

**SEISMIC DATA**

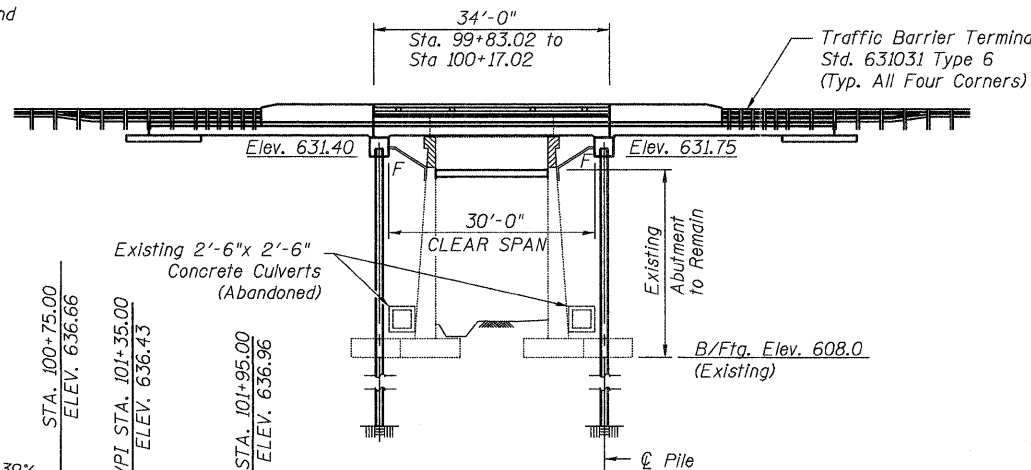
Seismic Performance Zone (SPZ) = 1  
Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.092  
Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.155  
Soil Site Class = D



**LOCATION SKETCH**



**OFFSET SKETCH**

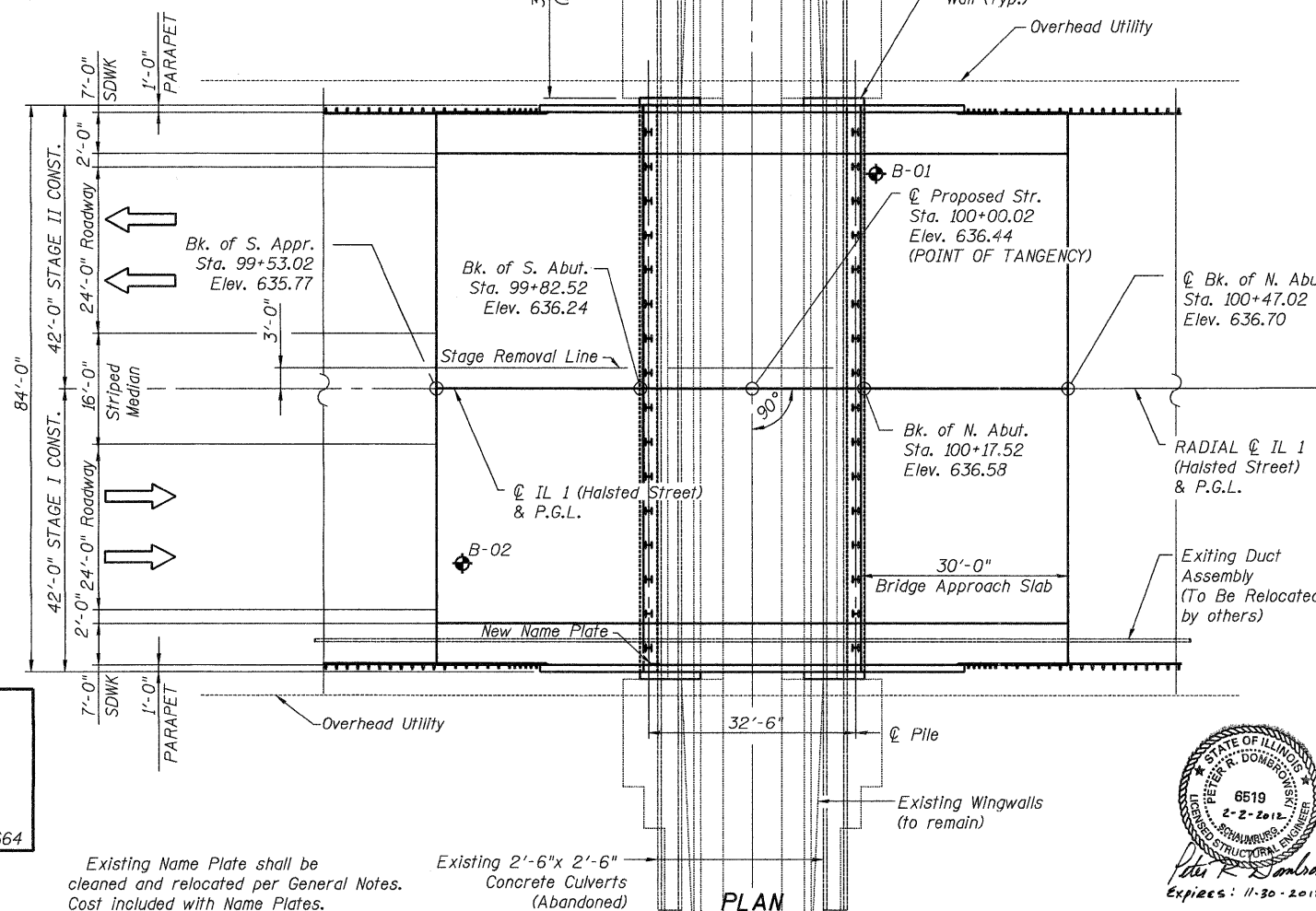


**ELEVATION**

**IL 1 Profile Grade Line**  
(Along Center Roadway)

**HORIZONTAL CURVE DATA**

$\Delta = 3^\circ 45' 30''$   
 $D = 0^\circ 49' 39''$   
 $R = 6934.6'$   
 $T = 225.0'$   
 $L = 449.75'$   
 $E = 3.70'$



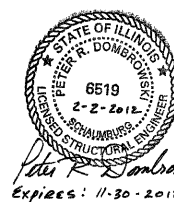
**PLAN**

STATION 100+00.02  
BUILT 20 BY  
STATE OF ILLINOIS  
FAP 876  
SEC. 2011-032-BR  
LOADING HL-93  
STRUCTURE NO. 016-0664

**NAME PLATE**  
See Std. 515001

Existing Name Plate shall be cleaned and relocated per General Notes. Cost included with Name Plates.

Existing 2'-6"x 2'-6" Concrete Culverts (Abandoned)



**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY

*Peter R. Lombardi* (T)P  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

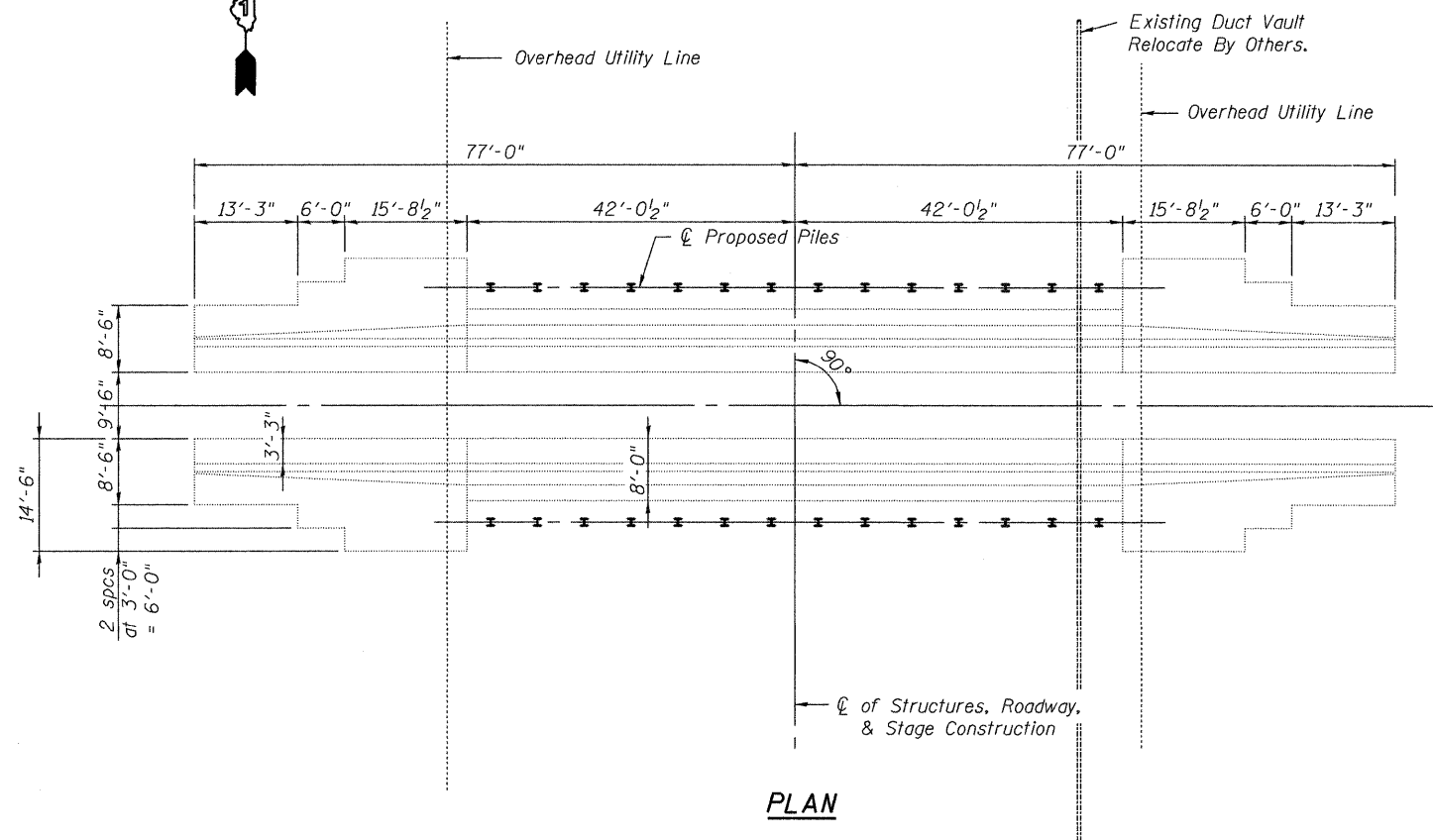
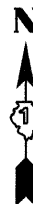
GENERAL PLAN AND ELEVATION  
STRUCTURE NO. 016-0664

SHEET NO. 1 OF 21 SHEETS

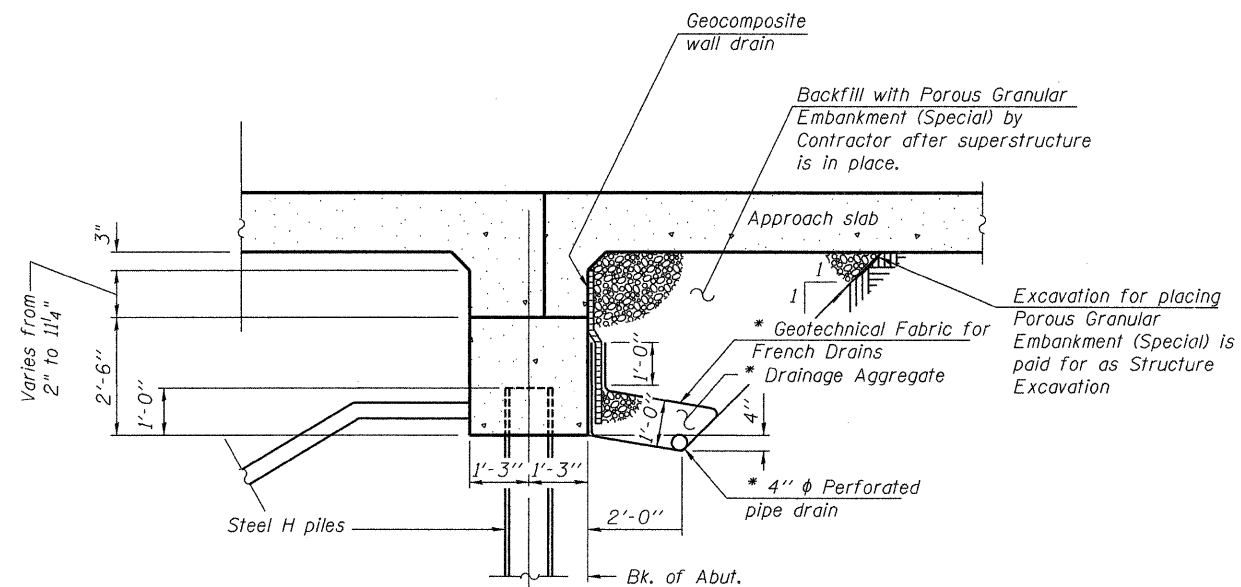
FILE NAME: 0160664-60P38-01.GPJ  
**ringroup**  
200 West First Street  
Waukegan, IL 60087  
PH: 815.499.0200

USER NAME	DESIGNED	REVISIONS
PRD	PRD	REVISED
AWW	AWW	REVISED
PRD	PRD	REVISED
AWW	AWW	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	12
CONTRACT 60P38				
ILLINOIS FED. AID PROJECT				



**PLAN**



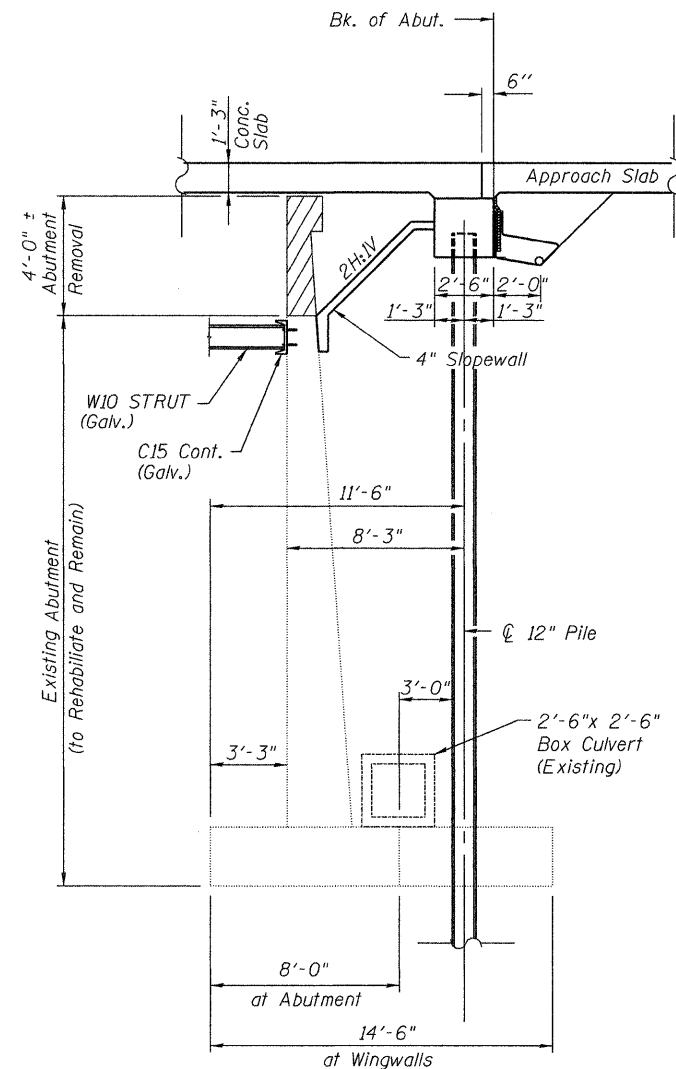
**SECTION THRU INTEGRAL ABUTMENT**

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

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

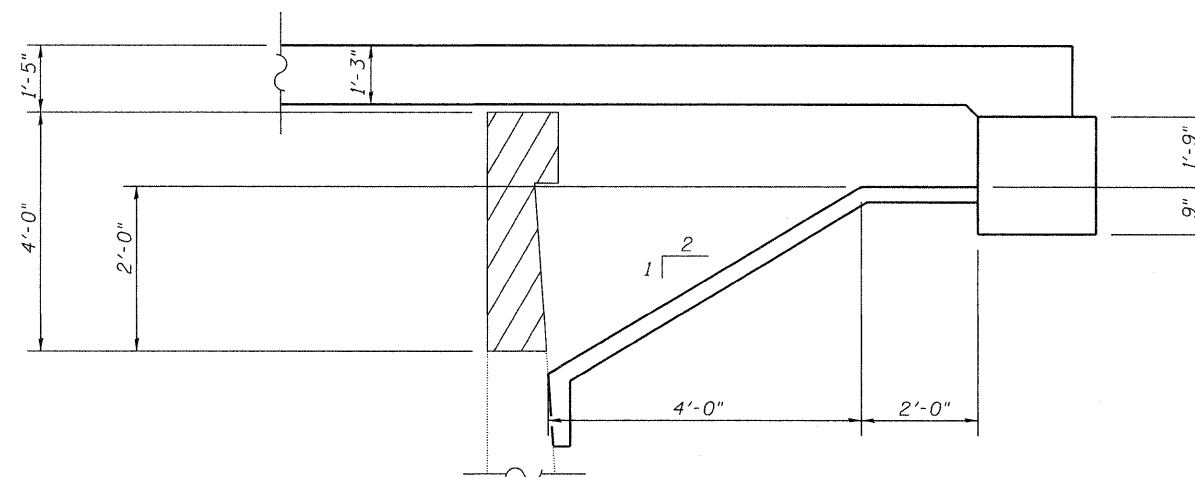
Note:

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



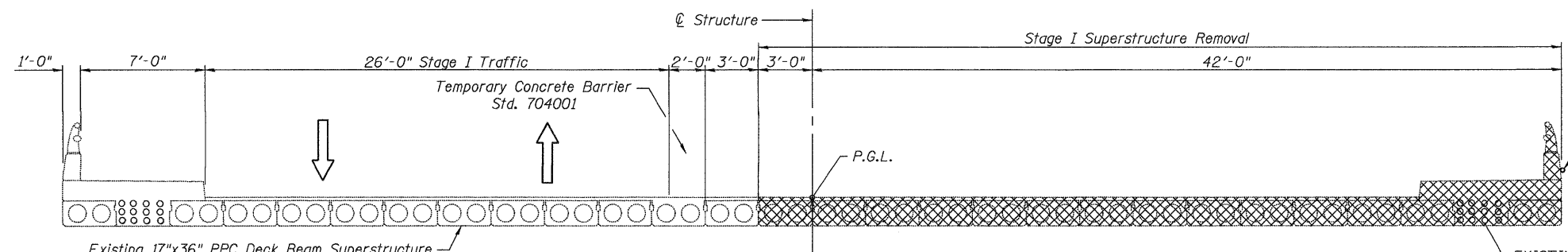
**SECTION THRU EXISTING & PROPOSED ABUTMENT**

Note: Contractor may elect to core 12" Holes for piling if existing footing or box culvert is encountered.



**SLOPE WALL DETAIL**

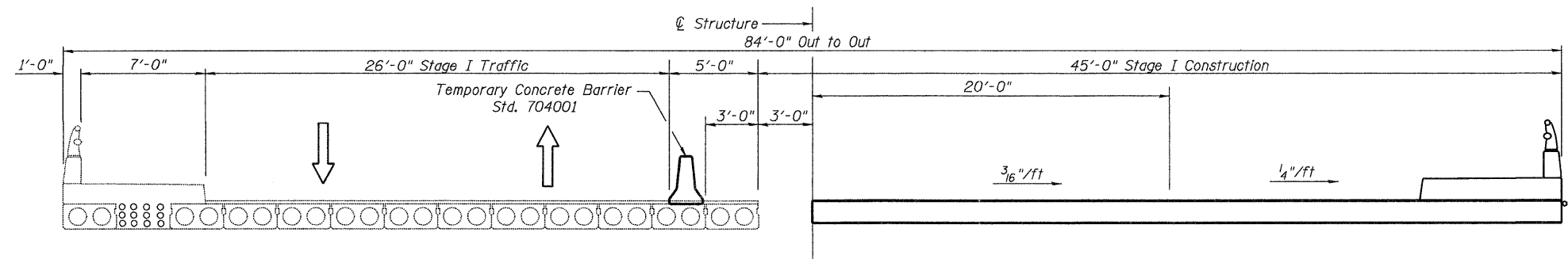




**STAGE I SUPERSTRUCTURE REMOVAL**  
(Looking North)

EXISTING TRAFFIC CONDUIT TO BE MAINTAINED AND REATTACHED TO NEW STRUCTURE. COST INCLUDED WITH "REMOVAL OF EXISTING SUPERSTRUCTURE."

EXISTING DUCT ASSEMBLY TO BE RELOCATED BY OTHERS. COST INCLUDED WITH "REMOVAL OF EXISTING SUPERSTRUCTURE."

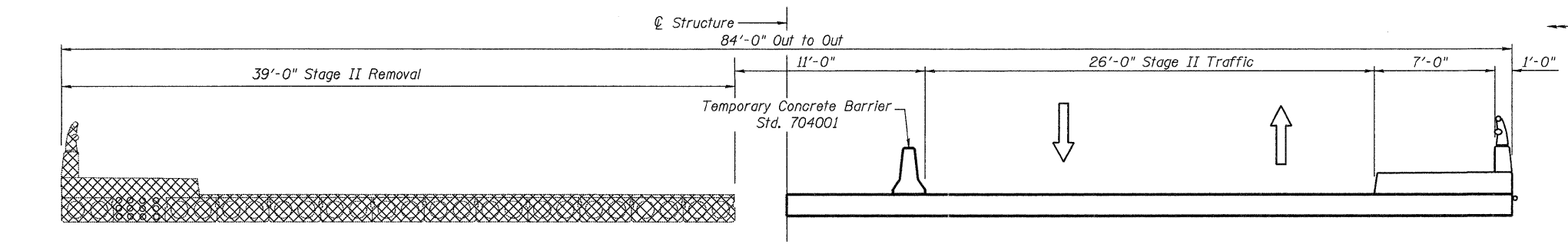


**STAGE I CONSTRUCTION**  
(Looking North)

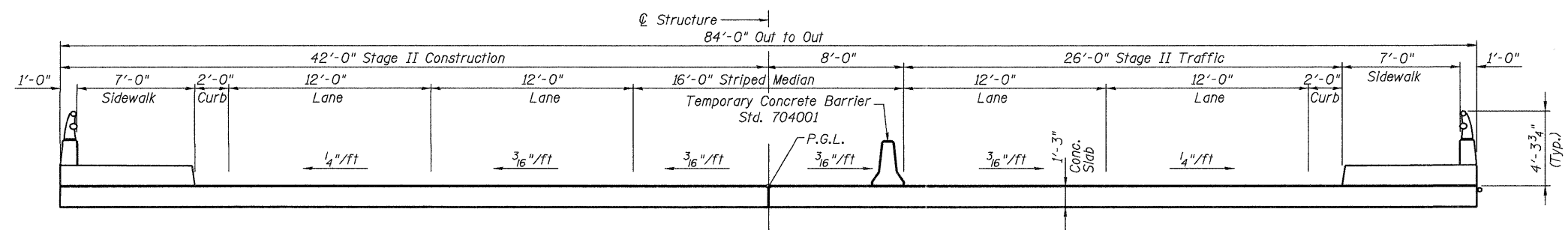
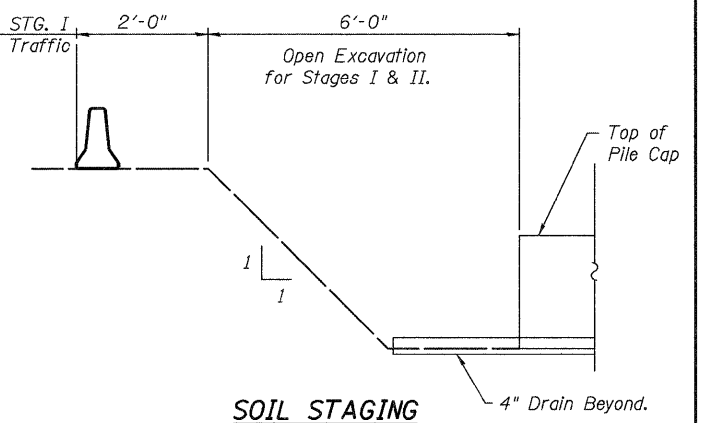
Notes:  
Existing Duct Assembly contains (3) 16WF40 steel beams and (18) 4 1/2" Plastic Conduit.

Installation of new abutment and drainage appears feasible with open trench cuts and grading. Soil Retention is not anticipated.

- Sequence of Construction:
1. Repair Existing Abutment Walls per sheet 5 of 21.
  2. Install Struts per sheet 6 of 21.
  3. Remove Existing PPC Deck Beams and Approaches.
  4. Trench Excavate and Drive Piles for Pile Caps.
  5. Pour Pile Caps. (Note: Closure Wall Footing)
  6. Grade for Slope wall and Cut Existing Abutment wall.
  7. Pour Slope wall. Construct Closure Wall.
  8. Construct Slab Bridge and Approaches. DO NOT SUPPORT FALSEWORK WITH STRUTS. SHEET 6 of 21.
  9. Shift Traffic and Repeat sequence 3 through 8 for stage II.



**STAGE II SUPERSTRUCTURE REMOVAL**  
(Looking North)



**STAGE II CONSTRUCTION**  
(Looking North)

FILE NAME: 0160664-60P38-03.STGDET  
**rjngroup**  
Exchange Through Ownership  
200 West Front Street  
Wharton, IL 60187  
PH: 815.462.0000

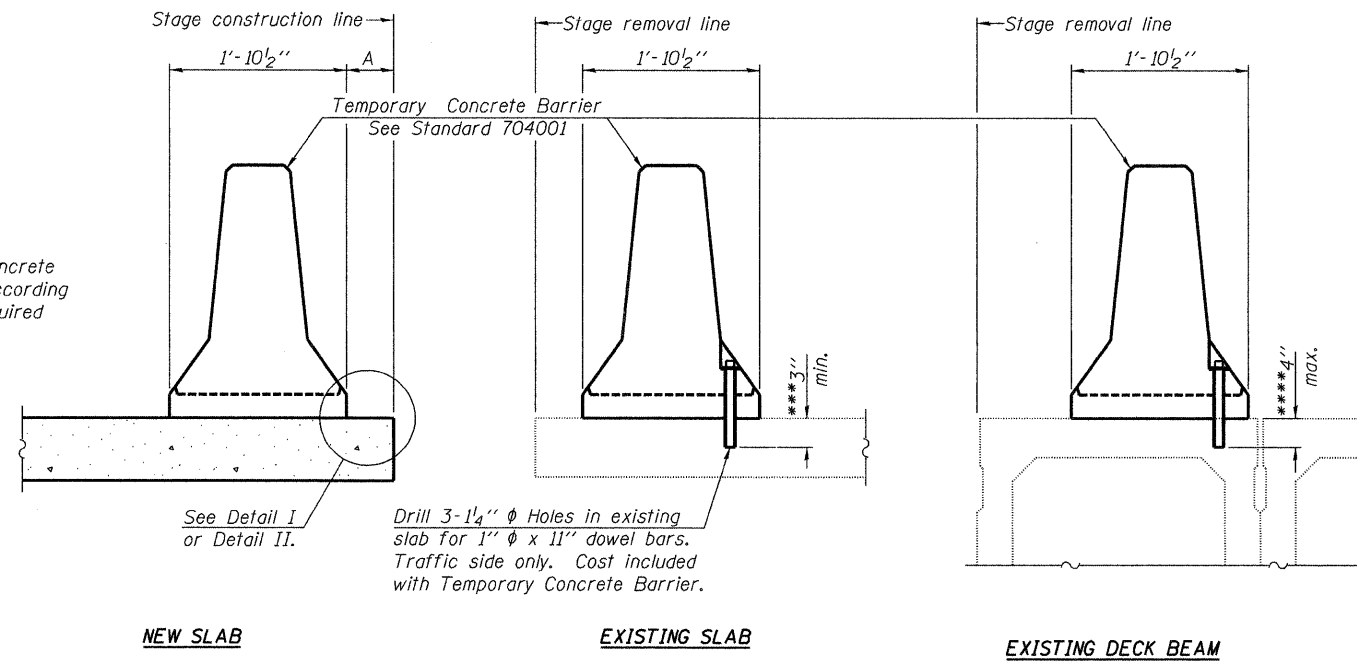
USER NAME =	DESIGNED PRD	REVISIONS
PLOT SCALE =	CHECKED AWW	REVISED
PLOT DATE =	DRAWN PRD	REVISED
	CHECKED AWW	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS**  
**STRUCTURE NO. 016-0664**  
SHEET NO. 3 OF 21 SHEETS

F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 14
CONTRACT 60P38				
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**

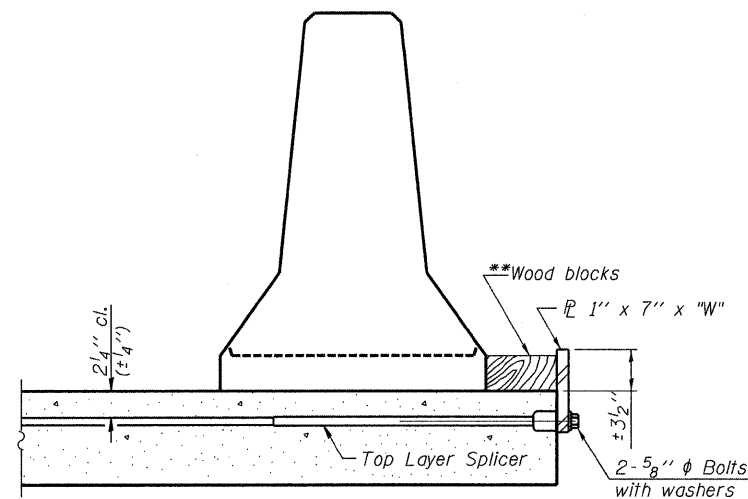
**Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1" x 7" x "W" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

**Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1" x 7" x "W" 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.

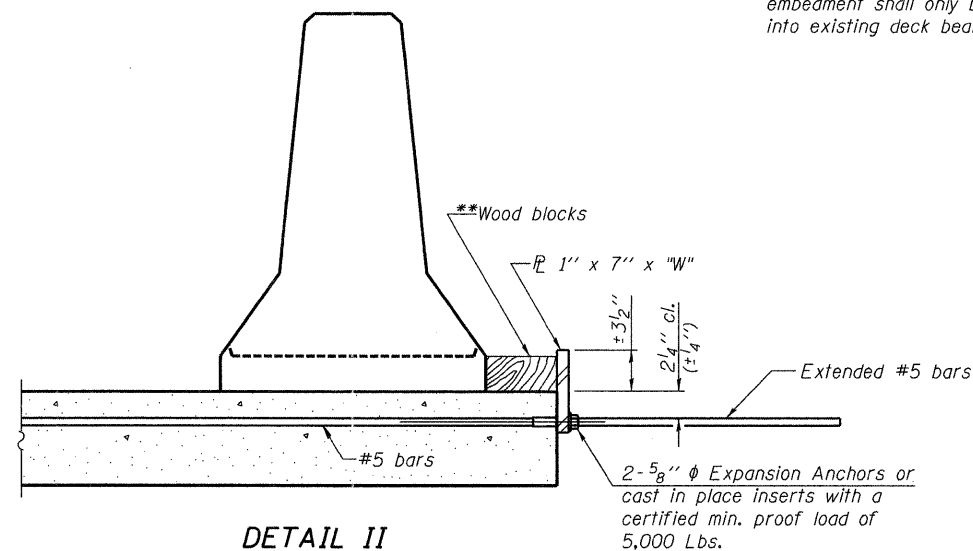
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

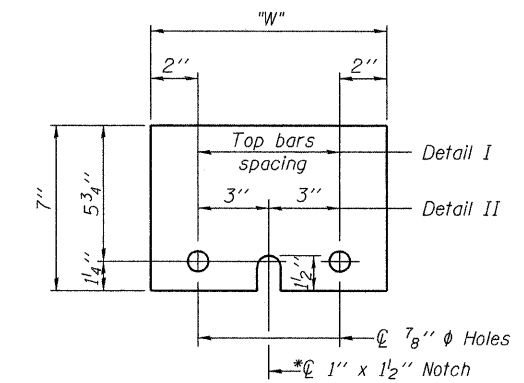
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



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

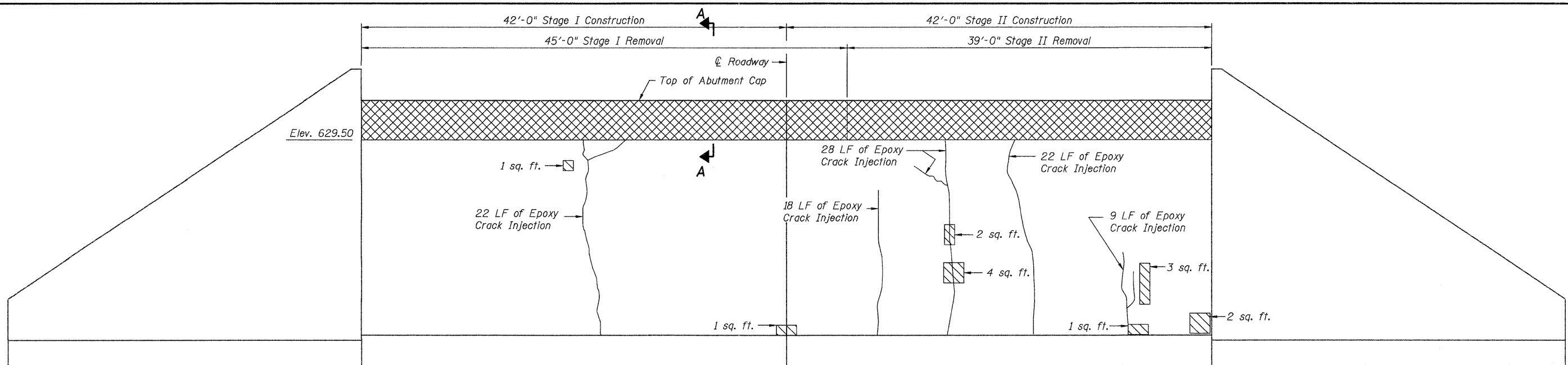
\* Required only with Detail II

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

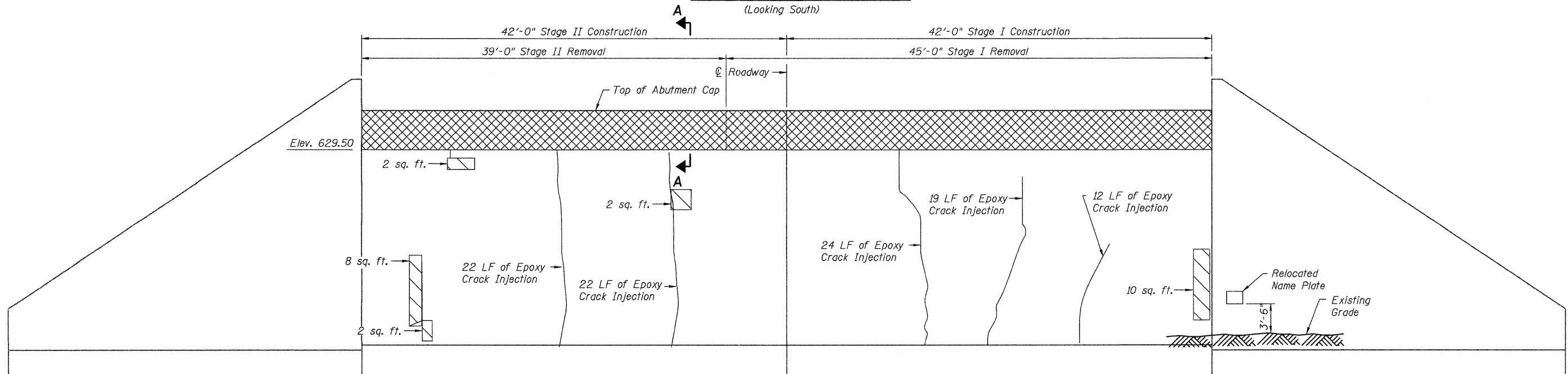
"W" = Top bars spacing + 4"

R-27 7-1-10

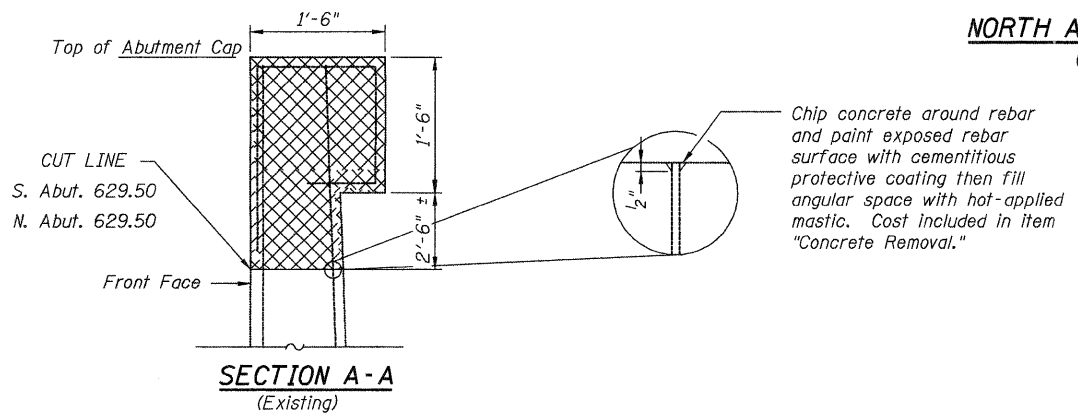
FILE NAME: 0160664-60P38-04-TEMPBARR  200 West Ford Street Winneton, IL 60187 PH: 630.386.0709	USER NAME =	DESIGNED PRD	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION</b> <b>STRUCTURE NO. 016-0664</b>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	CHECKED AWW	REVISED -			876	2011-032-BR	COOK	41	15
	PLOT DATE =	DRAWN PRD	REVISED -			SHEET NO. 4 OF 21 SHEETS			CONTRACT NO. 60P38	
		CHECKED AWW	REVISED -							



**SOUTH ABUTMENT ELEVATION**  
(Looking South)



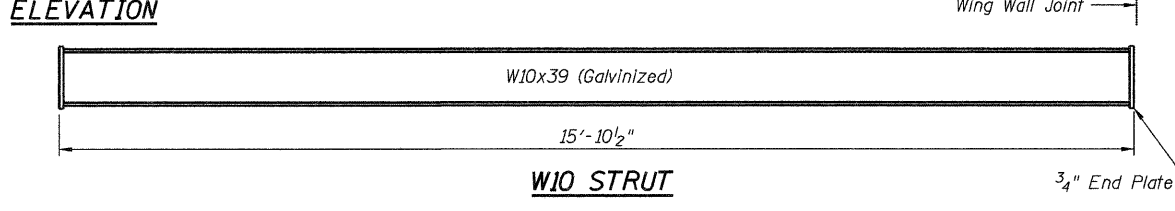
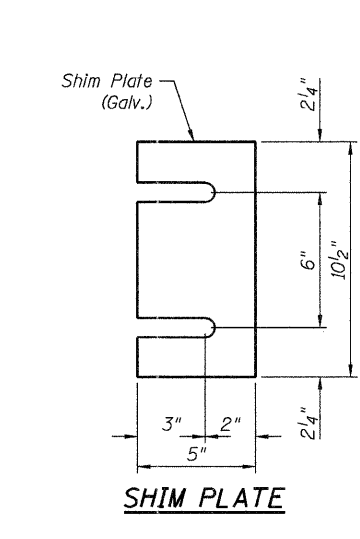
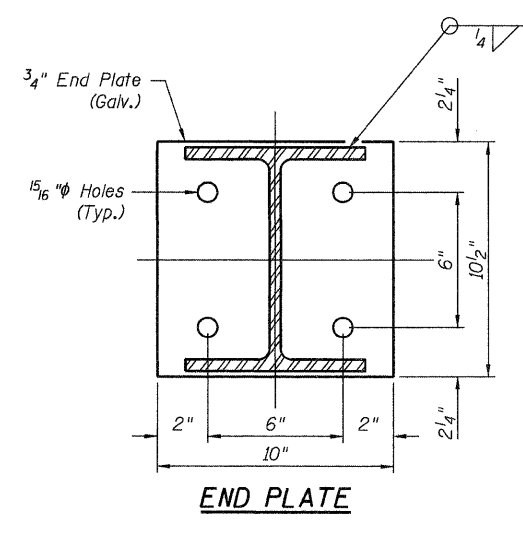
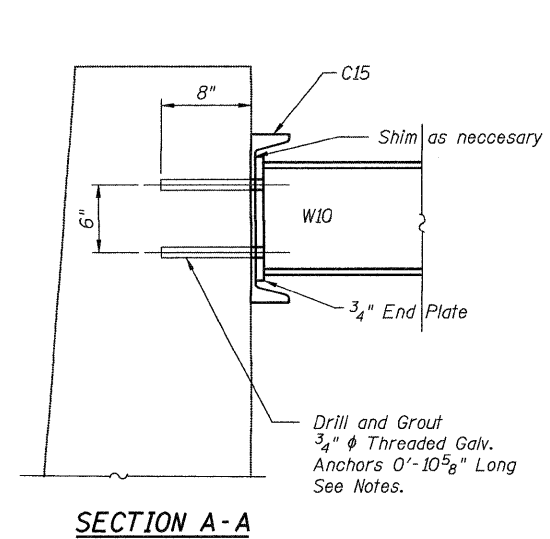
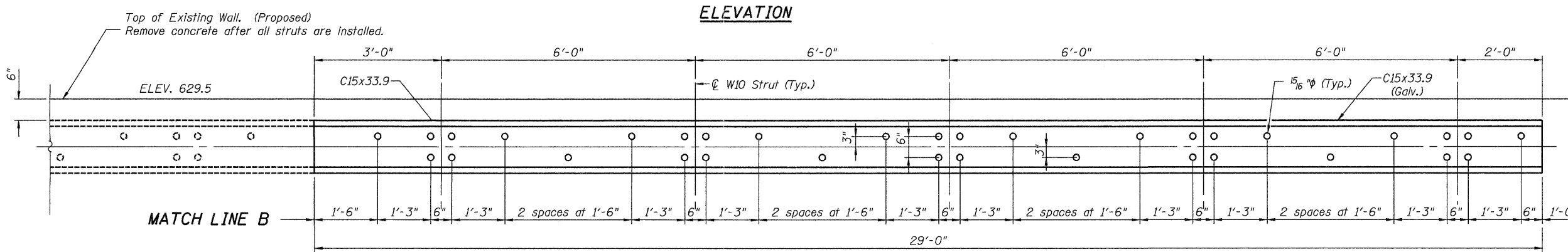
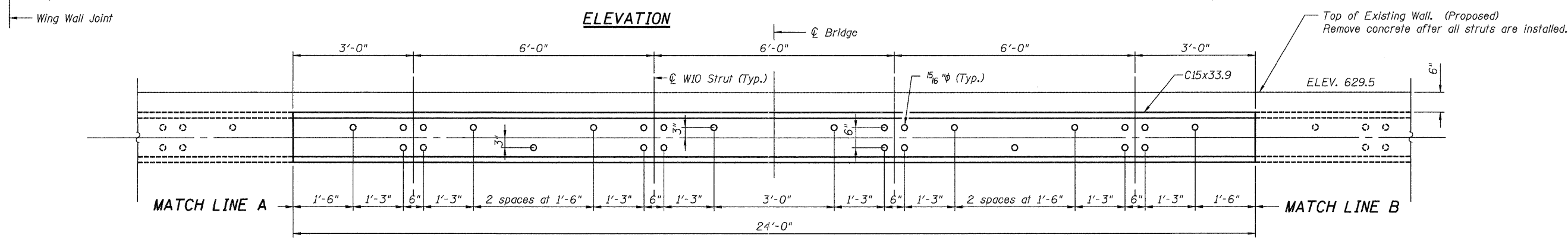
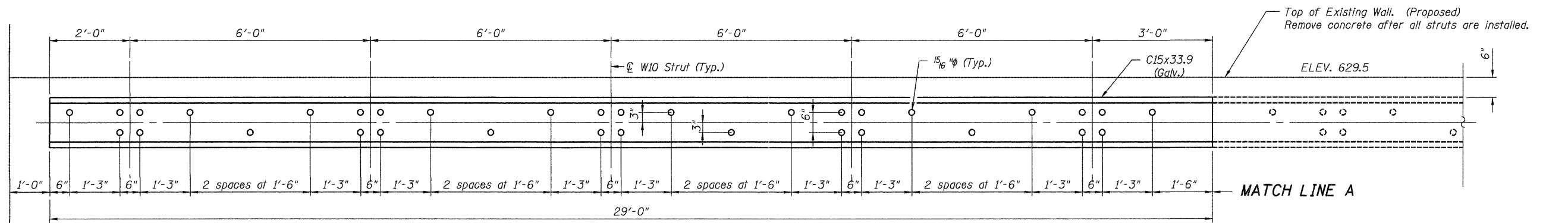
**NORTH ABUTMENT ELEVATION**  
(Looking North)



**BILL OF MATERIAL**

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	39.8
Epoxy Crack Injection	Foot	198
Structural Repair of Concrete (Depth Equal to or less than 5 In.)	Sq. Ft.	38

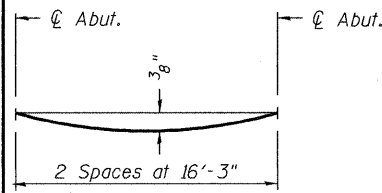
- Removal of Existing Abutment
- Structural Repair of Concrete



**ABUTMENT BILL OF MATERIAL**

Furnishing and Erecting Structural Steel	Pound	14,860
--	-------	--------

**NOTES:**  
 Holes in the concrete for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after struts and channels have been erected and adjusted.  
 Prior to setting the struts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.  
 The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.  
 Contractor to position channels and struts simultaneously.  
 Anchoring channel before positioning struts may cause struts to not clear anchor rods.  
 Grout threaded anchor rods after W10 struts are positioned.  
 Falsework shall not be supported by struts.



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

**EDGE OF SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	99+83.02	±34.00	635.64	635.64
☉ S. Abut.	99+83.77	±34.00	635.65	635.65
A	99+93.77	±34.00	635.77	635.78
B	100+03.77	±34.00	635.86	635.88
C	100+13.77	±34.00	635.95	635.96
☉ N. Abut.	100+16.27	±34.00	635.97	635.97
N.End of Deck	100+17.02	±34.00	635.98	635.98

**LANE LINE**

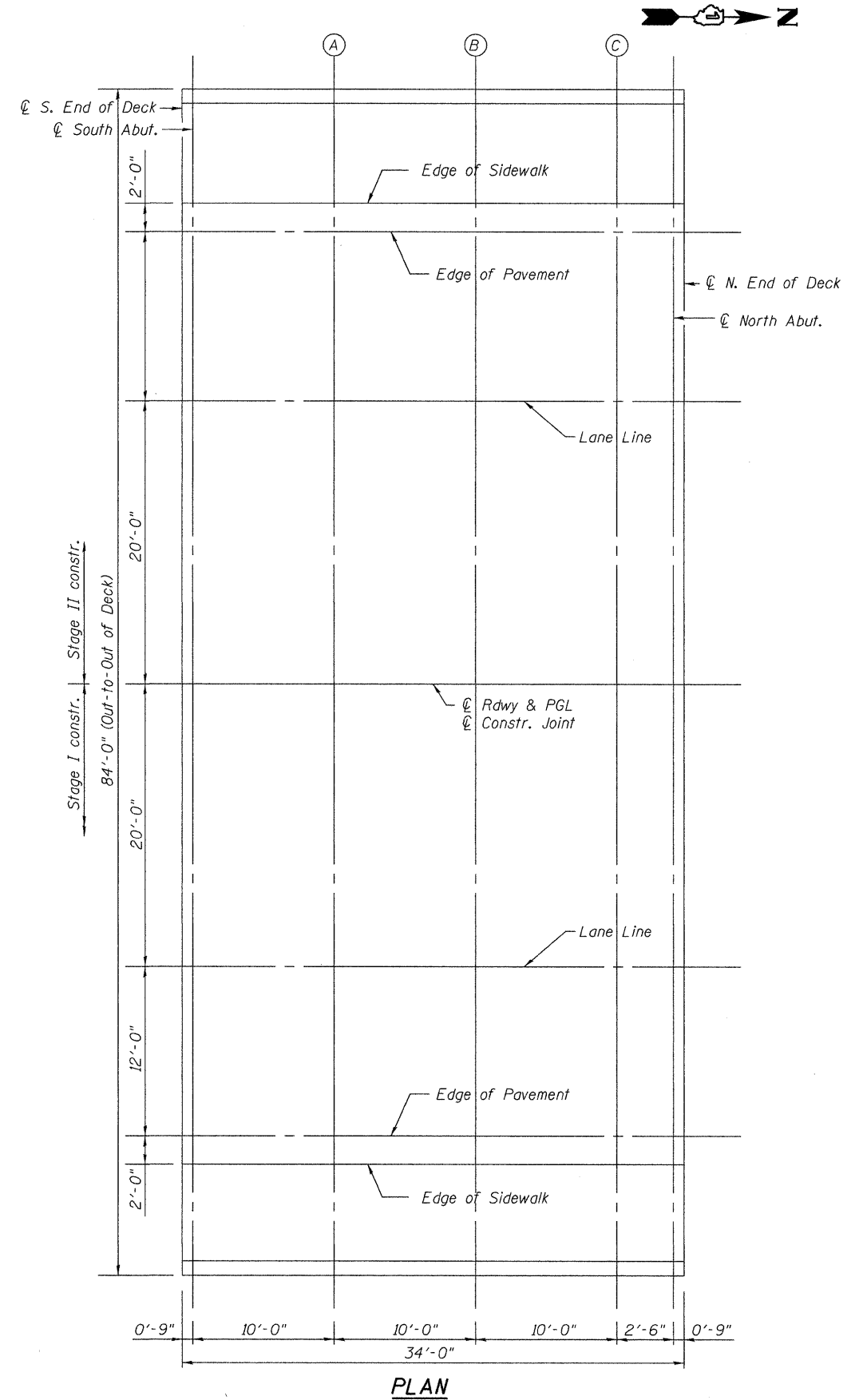
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	99+83.02	±20.00	635.93	635.93
☉ S. Abut.	99+83.77	±20.00	635.94	635.94
A	99+93.77	±20.00	636.06	636.07
B	100+03.77	±20.00	636.16	636.18
C	100+13.77	±20.00	636.25	636.26
☉ N. Abut.	100+16.27	±20.00	636.26	636.26
N.End of Deck	100+17.02	±20.00	636.27	636.27

**EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	99+83.02	±32.00	635.68	635.68
☉ S. Abut.	99+83.77	±32.00	635.69	635.69
A	99+93.77	±32.00	635.81	635.82
B	100+03.77	±32.00	635.91	635.93
C	100+13.77	±32.00	636.01	636.02
☉ N. Abut.	100+16.27	±32.00	636.01	636.01
N.End of Deck	100+17.02	±32.00	636.02	636.02

**☉ RDWY., P.G., & STAGE CONSTRUCTION JOINT**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
S. End of Deck	99+83.02	±0.00	636.24	636.24
☉ S. Abut.	99+83.77	±0.00	636.25	636.25
A	100+93.77	±0.00	636.37	636.38
B	100+03.77	±0.00	636.47	636.49
C	100+13.77	±0.00	636.56	636.57
☉ N. Abut.	100+16.27	±0.00	636.58	636.58
N.End of Deck	100+17.02	±0.00	636.58	636.58



**PLAN**

**APPROACH SLAB  
WEST EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. App. Slab	99+53.02	41.00	635.03
A1	99+63.02	41.00	635.20
A2	99+73.02	41.00	635.36
N. End of S. App. Slab	99+83.02	41.00	635.50
S. End of N. App. Slab	100+17.02	41.00	635.83
A3	100+27.02	41.00	636.89
A4	100+37.02	41.00	636.93
N. End of N. App. Slab	100+47.02	41.00	636.95

**APPROACH SLAB  
WEST FACE OF SIDEWALK**

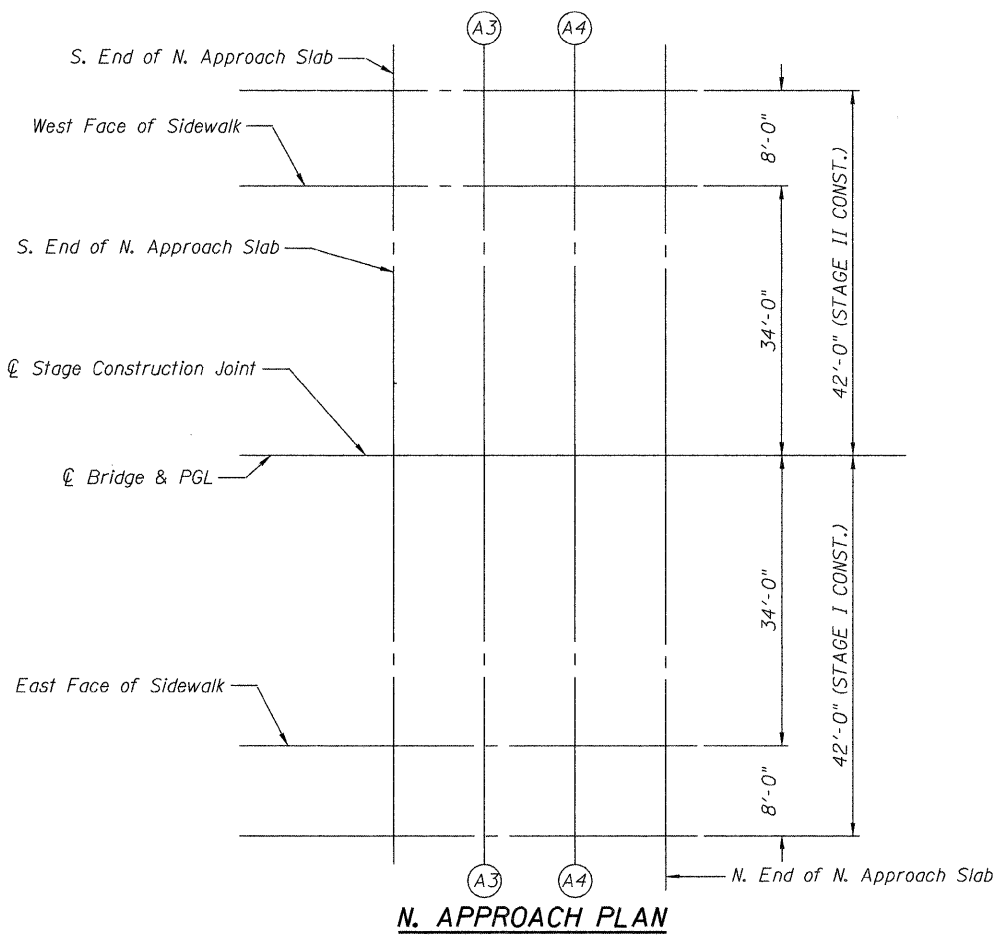
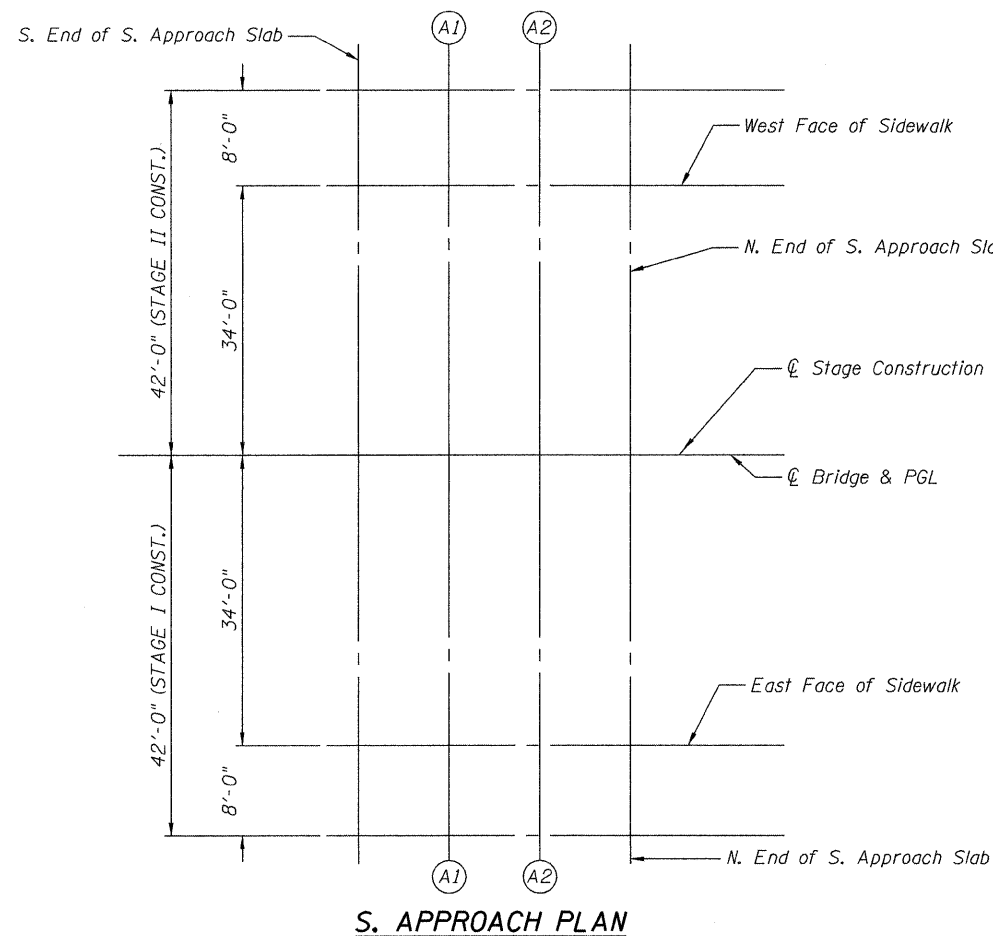
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. App. Slab	99+53.02	34.00	635.17
A1	99+63.02	34.00	635.35
A2	99+73.02	34.00	635.51
N. End of S. App. Slab	99+83.02	34.00	635.65
S. End of N. App. Slab	100+17.02	34.00	635.98
A3	100+27.02	34.00	636.04
A4	100+37.02	34.00	636.08
N. End of N. App. Slab	100+47.02	34.00	636.10

**APPROACH SLAB  
CENTERLINE & P.G.L.**

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. App. Slab	99+53.02	0.00	635.78
A1	99+63.02	0.00	635.95
A2	99+73.02	0.00	636.11
N. End of S. App. Slab	99+83.02	0.00	636.25
S. End of N. App. Slab	100+17.02	0.00	636.58
A3	100+27.02	0.00	636.64
A4	100+37.02	0.00	636.68
N. End of N. App. Slab	100+47.02	0.00	636.70

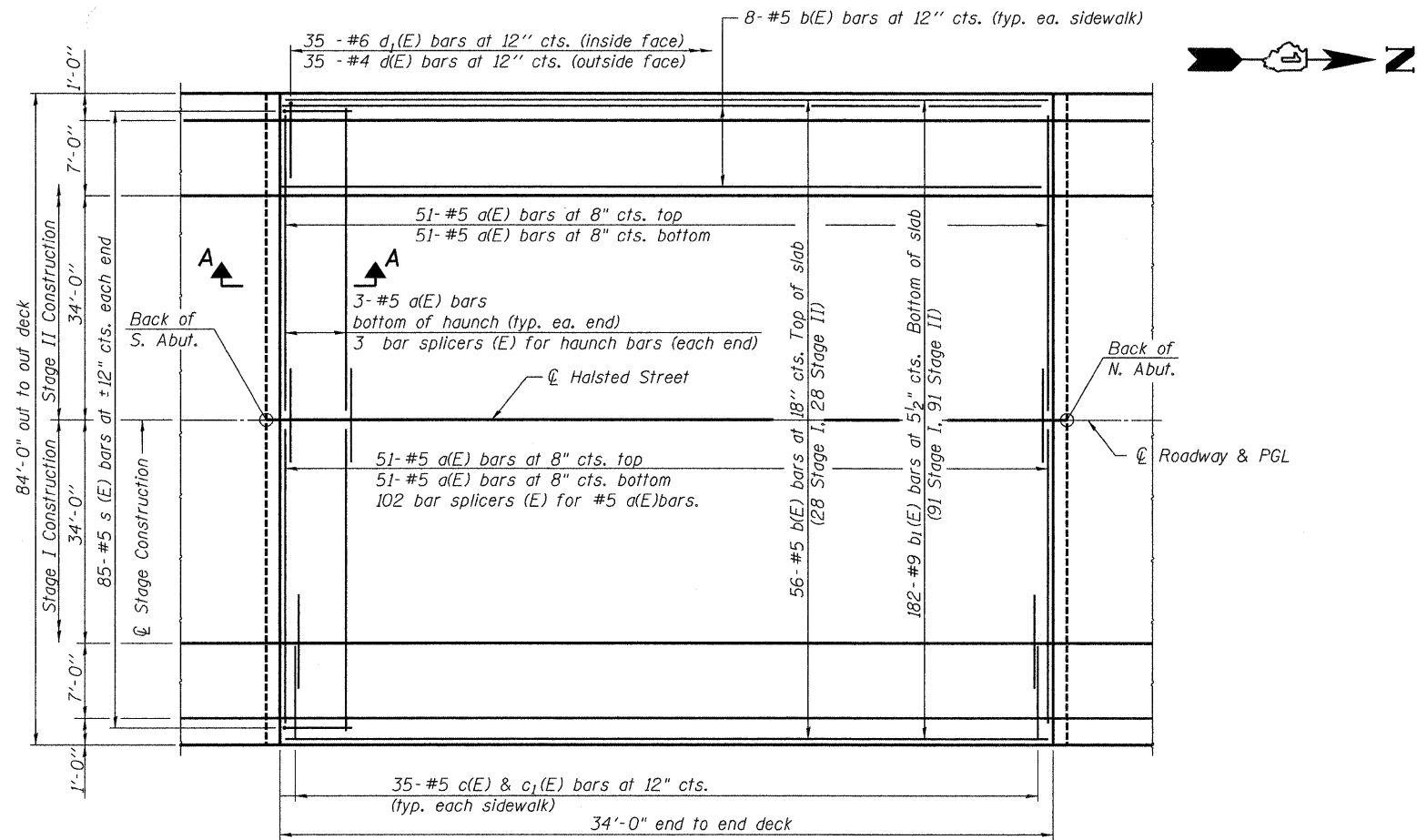
**APPROACH SLAB  
EAST FACE OF SIDEWALK**

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. App. Slab	99+53.02	-34.00	635.17
A1	99+63.02	-34.00	635.35
A2	99+73.02	-34.00	635.51
N. End of S. App. Slab	99+83.02	-34.00	635.65
S. End of N. App. Slab	100+17.02	-34.00	635.98
A3	100+27.02	-34.00	636.04
A4	100+37.02	-34.00	636.08
N. End of N. App. Slab	100+47.02	-34.00	636.10

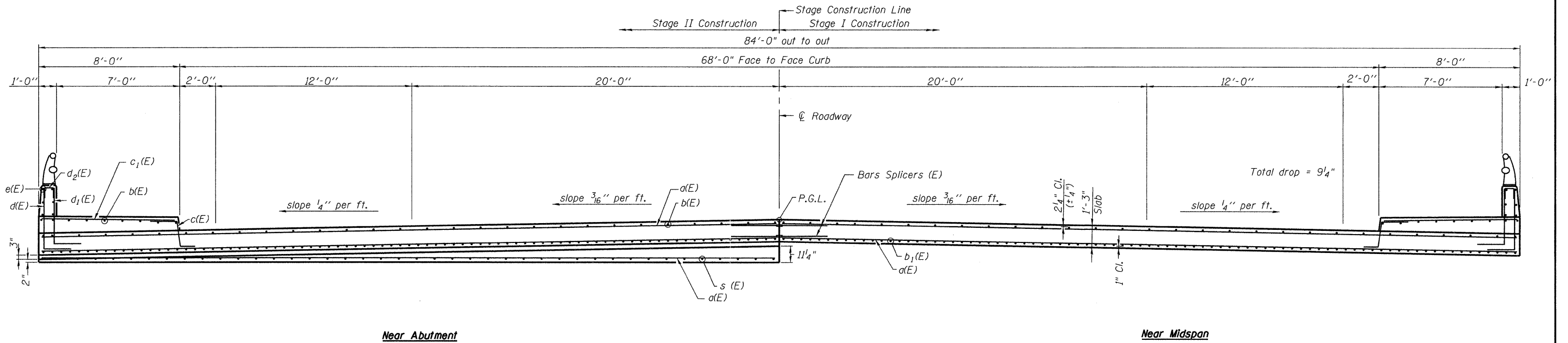


**APPROACH SLAB  
EAST EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. App. Slab	99+53.02	-41.00	635.03
A1	99+63.02	-41.00	635.20
A2	99+73.02	-41.00	635.36
N. End of S. App. Slab	99+83.02	-41.00	635.50
S. End of N. App. Slab	100+17.02	-41.00	635.83
A3	100+27.02	-41.00	636.89
A4	100+37.02	-41.00	636.93
N. End of N. App. Slab	100+47.02	-41.00	636.95



**PLAN**

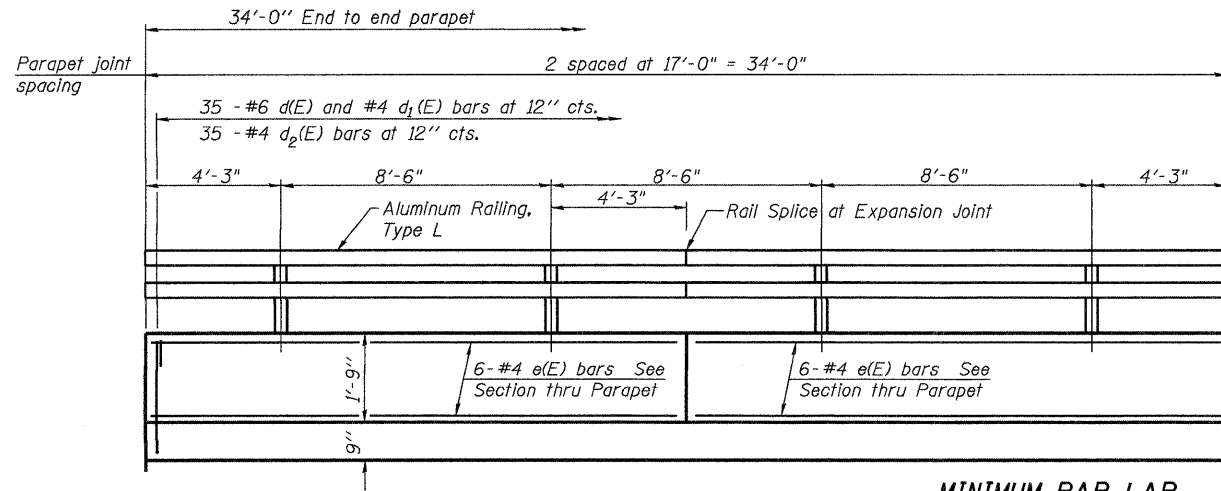


**CROSS SECTION**  
(Looking North)

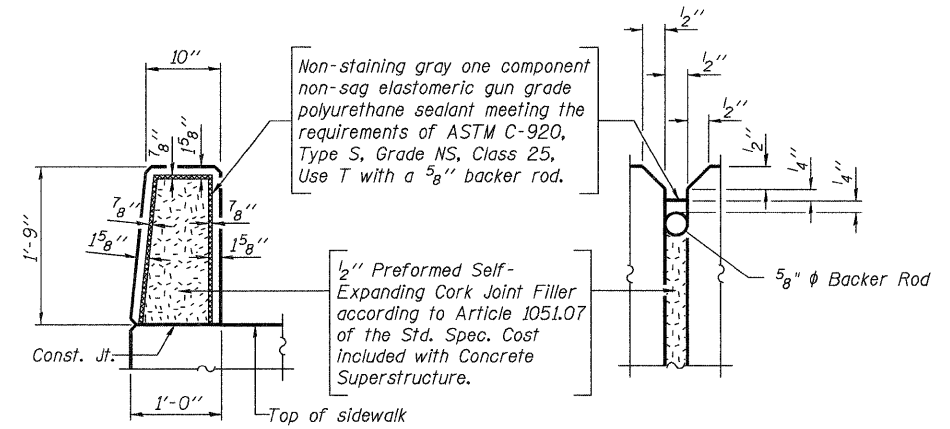
Notes:  
See Sheet 10 of 21 for superstructure details and Bill of Material.  
See Sheet 10 of 21 for parapet reinforcement.  
See Sheet 10 of 21 for Section A-A.

FILE NAME: 0160664-60P38-11.SuperPlan <b>rjngroup</b> <small>Excellence Through Ownership</small> 200 West Front Street Wheaton, IL 60187 PH: 630.861.4700	USER NAME =	DESIGNED PRD	REVISED	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>SUPERSTRUCTURE PLAN AND CROSS SECTION</b> <b>STRUCTURE NO. 016-0664</b>	F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 20
	PLOT SCALE =	CHECKED AWW	REVISED			CONTRACT 60P38				
	PLOT DATE =	DRAWN PRD	REVISED			ILLINOIS FED. AID PROJECT				
		CHECKED AWW	REVISED			SHEET NO. 9 OF 21 SHEETS				

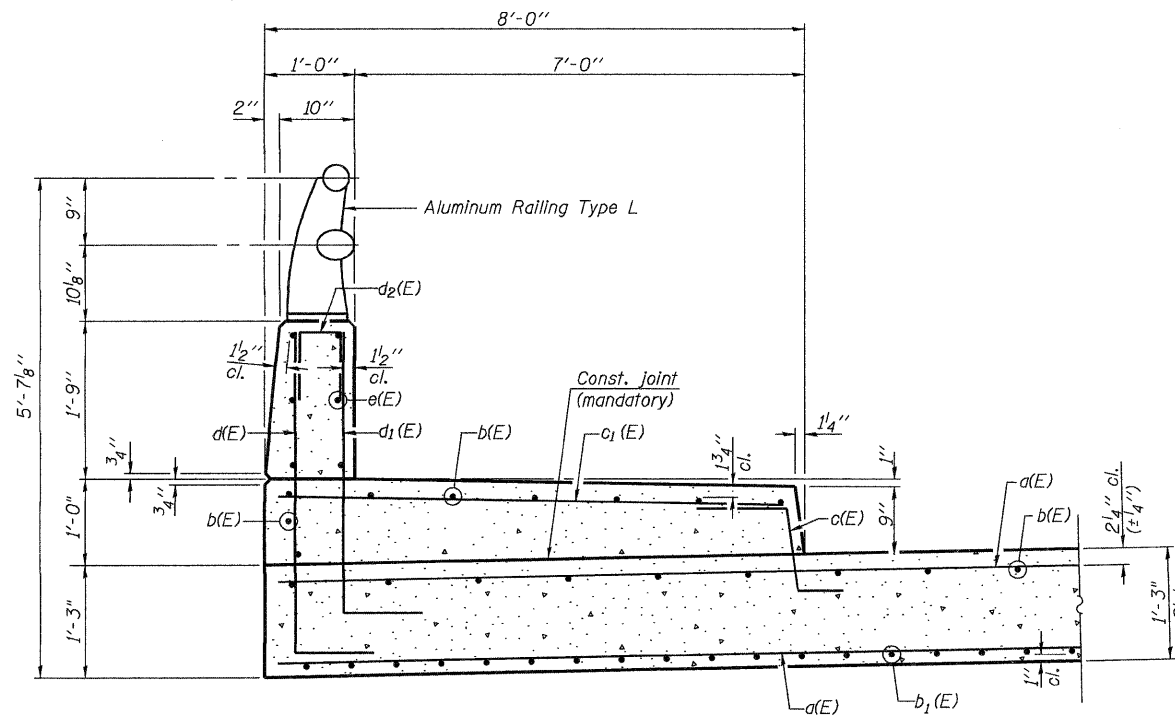




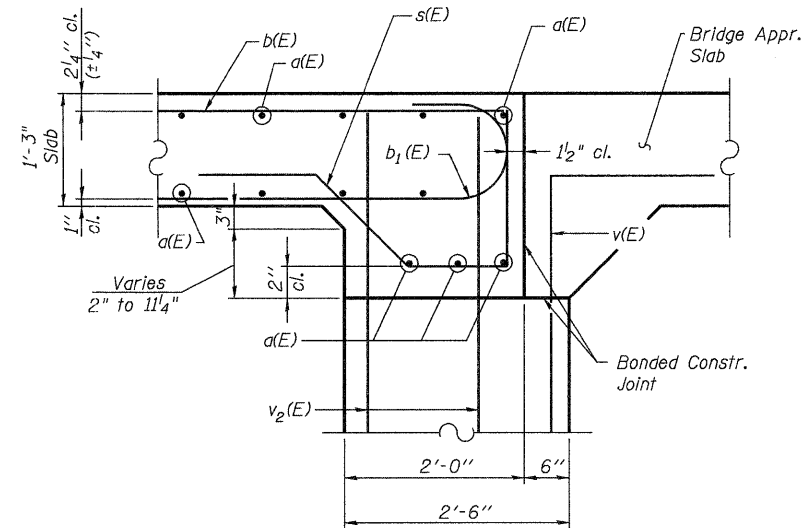
**INSIDE ELEVATION OF PARAPET**  
**MINIMUM BAR LAP**  
 (Parapet)  
 #4 bar = 2'-0"  
 #8 bar = 5'-2"



**PARAPET JOINT DETAILS**



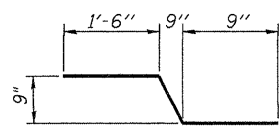
**SECTION THRU SIDEWALK**



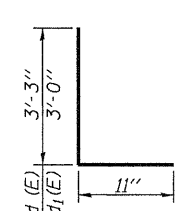
**SECTION A-A**

**SUPERSTRUCTURE  
 BILL OF MATERIAL**

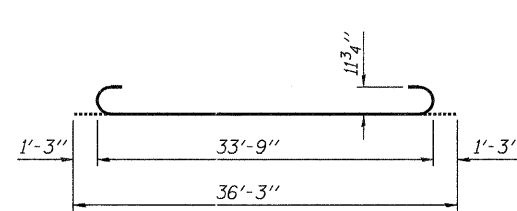
Bar	No.	Size	Length	Shape
a(E)	210	#5	41'-10"	—
b(E)	72	#5	33'-9"	—
b1(E)	200	#9	36'-3"	⌌
c(E)	70	#5	3'-4"	⌌
c1(E)	70	#5	7'-6"	—
d(E)	70	#6	4'-2"	Γ
d1(E)	70	#4	3'-11"	Γ
d2(E)	70	#4	3'-1"	Π
e(E)	24	#4	16'-9"	—
s(E)	172	#5	5'-8"	⌌
Reinforcement Bars, Epoxy Coated			Pound	39,180
Concrete Superstructure			Cu. Yds.	163.9



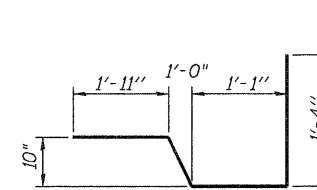
**BAR c(E)**



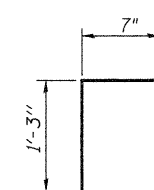
**BARS d(E) and d1(E)**



**BAR b1(E)**



**BAR s(E)**



**BAR d2(E)**

Notes:  
 See Sheet 13 of 21 for Parapet Railing Details.

FILE NAME: 0168664-6BP38-12\_Super-Det  
**rjngroup**  
 Challenge Through Creativity  
 200 West Front Street  
 Waukegan, IL 60087  
 Tel: 847.266.0799

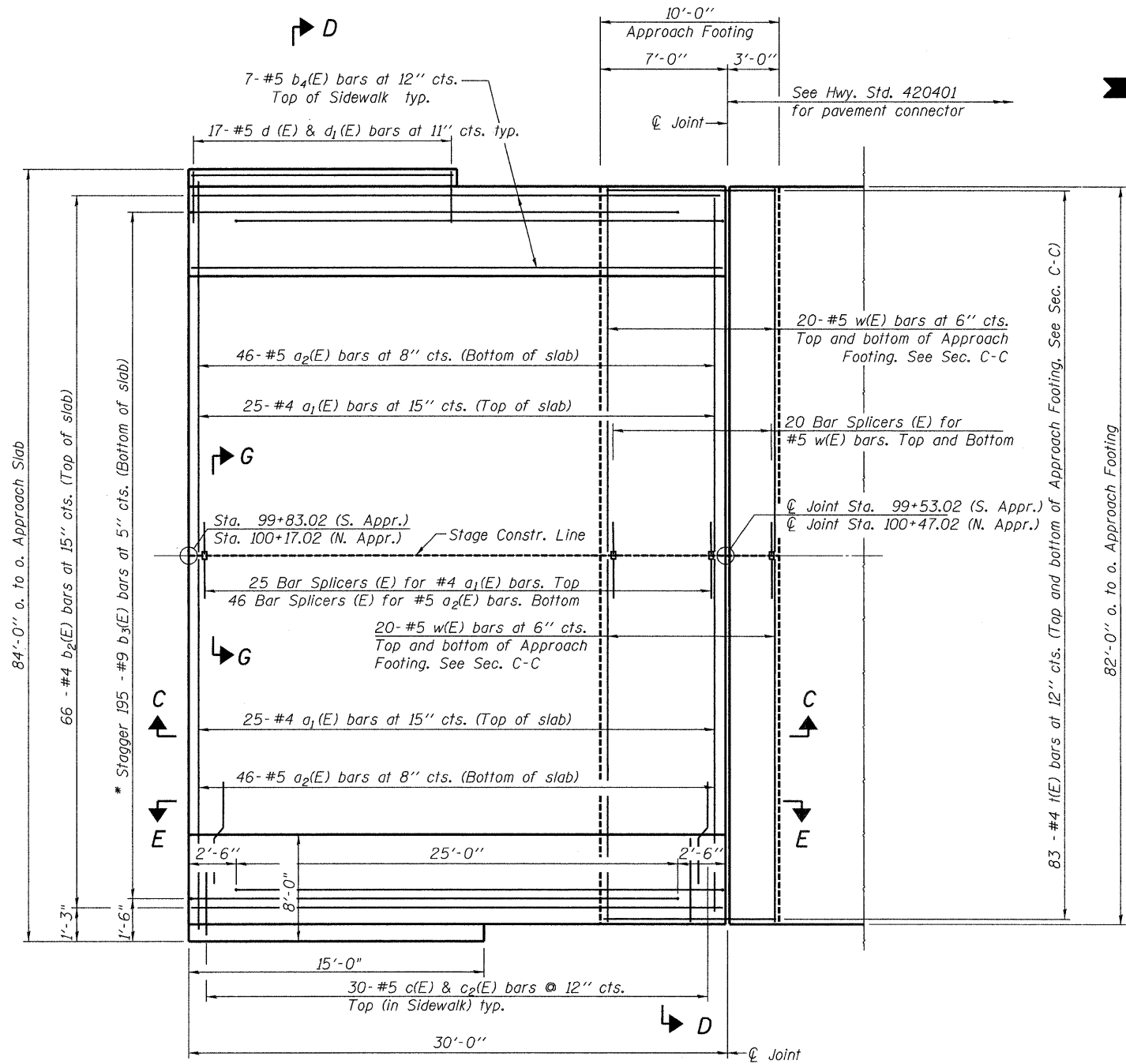
USER NAME =	DESIGNED PRD	REVISED
PLOT SCALE =	CHECKED AWW	REVISED
PLOT DATE =	DRAWN PRD	REVISED
	CHECKED AWW	REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

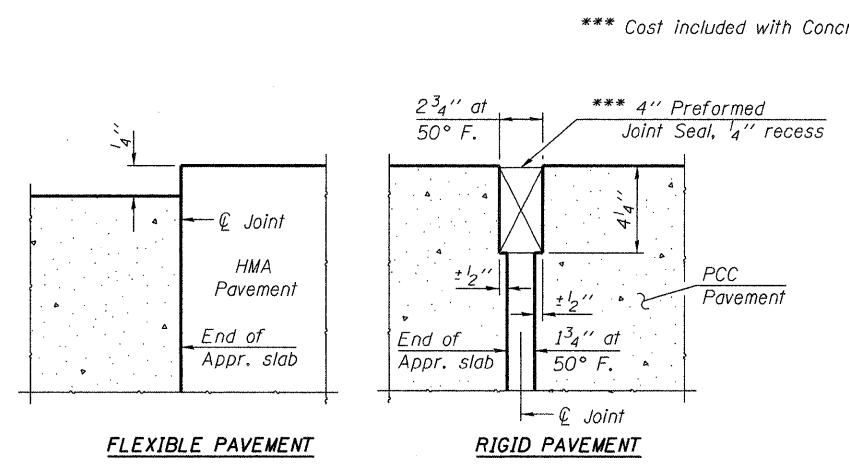
**SUPERSTRUCTURE DETAILS  
 STRUCTURE NO. 016-0664**

SHEET NO. 10 OF 21 SHEETS

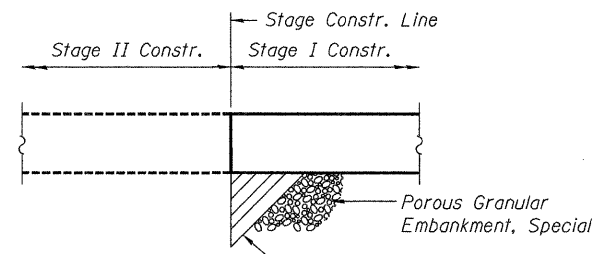
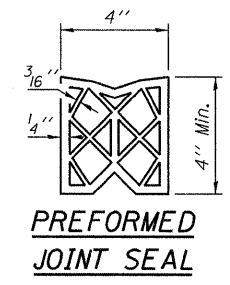
F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 21
CONTRACT 60P38				
ILLINOIS FED. AID PROJECT				



**PLAN**  
 North Appr. Slab Shown.  
 (South Appr. Slab Opposite Hand.)  
 \* Tilt #9 b<sub>1</sub>(E) bars as required to maintain clearance.



**DETAIL A**



**SECTION G-G**

Fill with Controlled Low Strength Material (CLSM) as required to prevent movement beneath approach slab. Cost included in item "Porous Granular Embankment, Special"

Notes:  
 See sheet 12 of 21 for Sections C-C & D-D and View E-E.

(Sheet 1 of 2)

FILE NAME: 0160664-60P38-09\_Appr Slab Plan  
**ringroup**  
 200 West Front Street  
 Wheaton, IL 60187  
 Tel: 630.835.4700

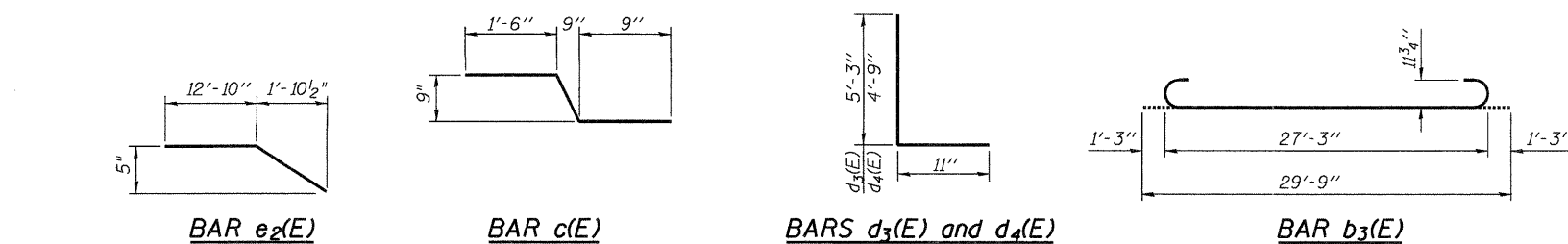
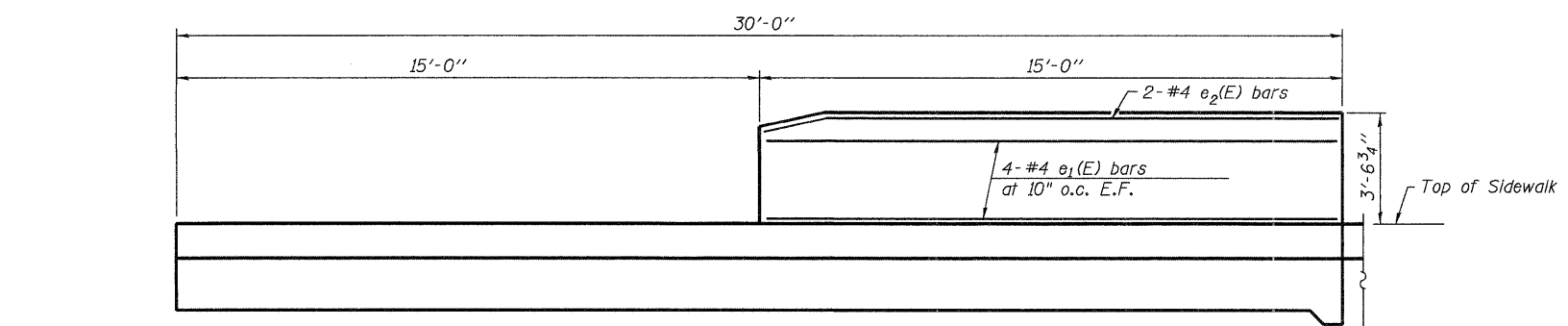
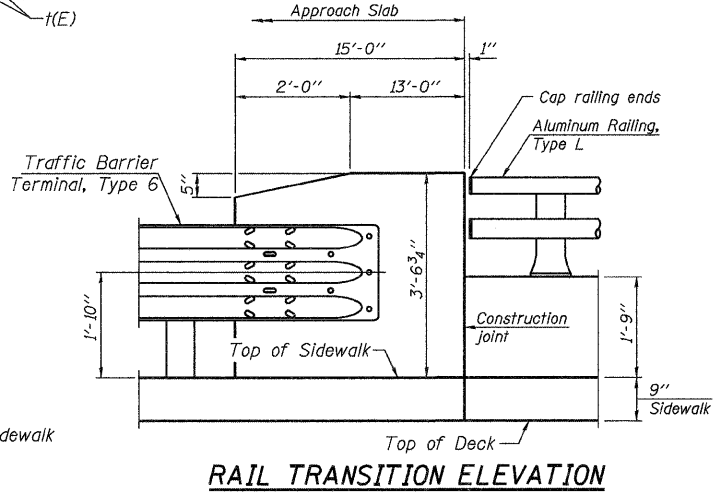
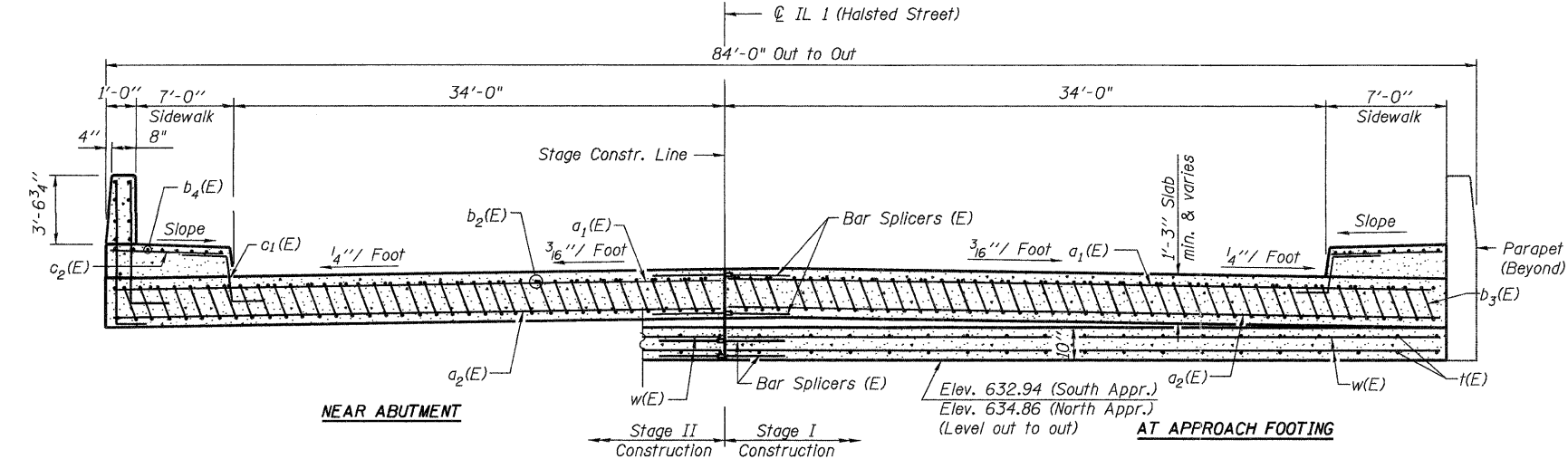
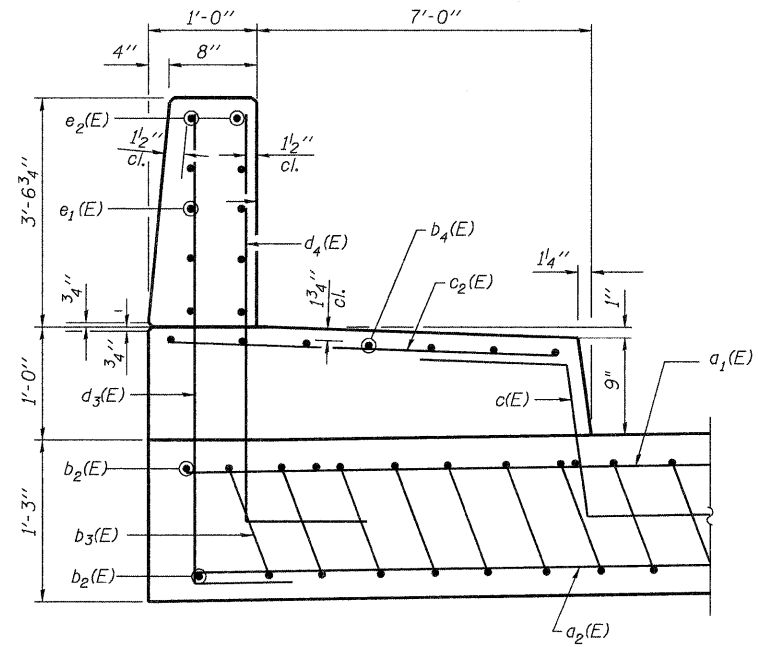
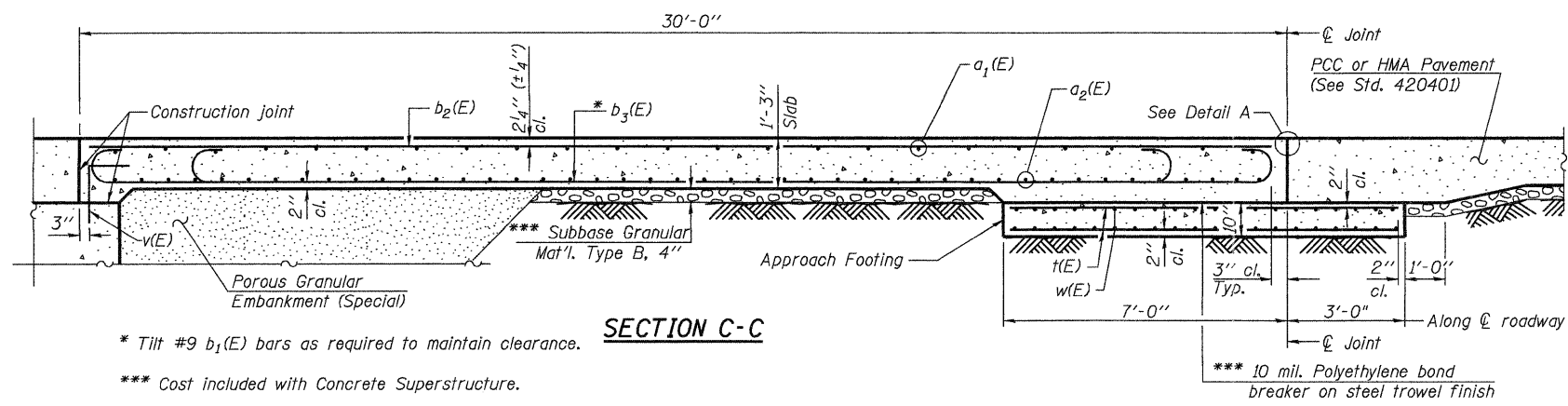
USER NAME =	DESIGNED <i>PRD</i>	REVISED
PLOT SCALE =	CHECKED <i>AWW</i>	REVISED
PLOT DATE =	DRAWN <i>PRD</i>	REVISED
	CHECKED <i>AWW</i>	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**APPROACH SLAB PLAN**  
**STRUCTURE NO. 016-0664**

SHEET NO. 11 OF 21 SHEETS

F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 22
CONTRACT 60P38				
ILLINOIS FED. AID PROJECT				



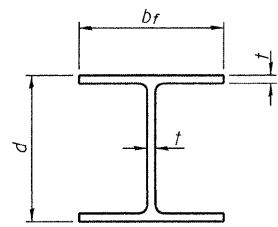
**TWO APPROACHES  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a <sub>1</sub> (E)	100	#4	40'-10"	—
a <sub>2</sub> (E)	184	#5	40'-10"	—
b <sub>2</sub> (E)	132	#4	29'-8"	—
b <sub>3</sub> (E)	392	#9	29'-9"	—
b <sub>4</sub> (E)	28	#5	29'-9"	—
c(E)	120	#5	3'-4"	—
c <sub>2</sub> (E)	120	#5	6'-9"	—
d <sub>3</sub> (E)	68	#5	6'-2"	L
d <sub>4</sub> (E)	68	#5	5'-8"	L
e <sub>1</sub> (E)	32	#4	14'-9"	—
e <sub>2</sub> (E)	8	#4	14'-9"	—
t(E)	332	#4	9'-9"	—
w(E)	160	#5	40'-9"	—
Concrete Superstructure		Cu. Yd.	270.8	
Concrete Structures		Cu. Yd.	51.9	
Reinforcement Bars, Epoxy Coated		Pound	64,890	

Notes:  
See sheet 11 of 21 for Detail A.  
Approach slab, parapet, and sidewalk concrete shall be paid for as Concrete Superstructure.  
Approach footing concrete shall be paid for as Concrete Structures.  
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
The approach footing maximum applied service bearing pressure (Q<sub>max</sub>) = 2.0 ksf.  
For bar splicer details, see sheet 16 of 21.  
Cost of excavation for approach footing included with Concrete Structures.

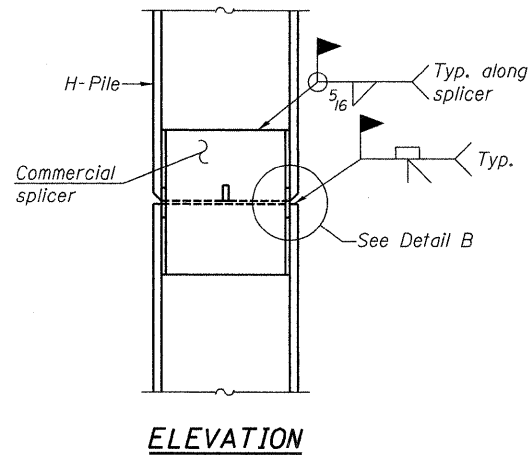




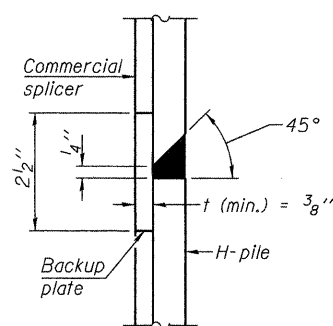


**STEEL PILE TABLE**

Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 8/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 8/8"	7/16"	18"

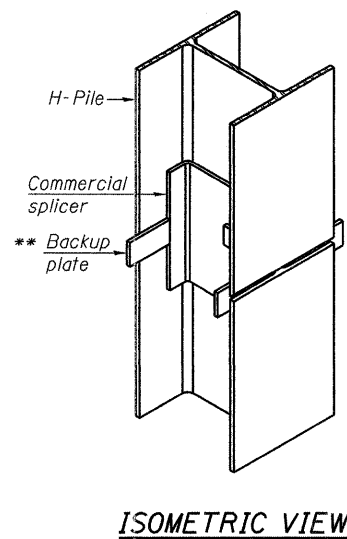


**ELEVATION**

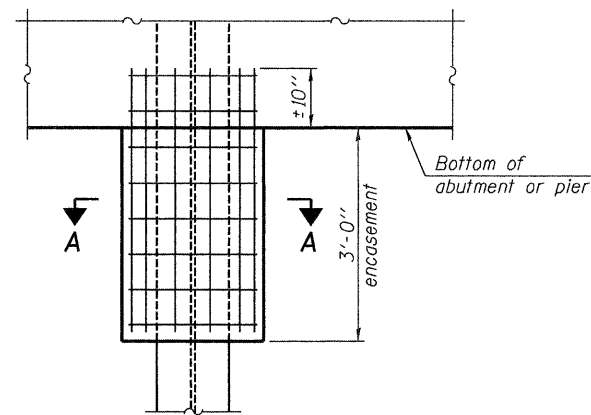


**DETAIL "B"**

**WELDED COMMERCIAL SPLICE**

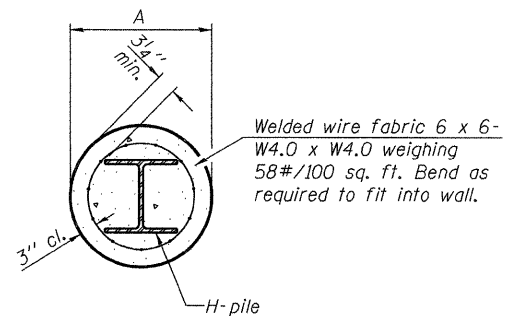


**ISOMETRIC VIEW**



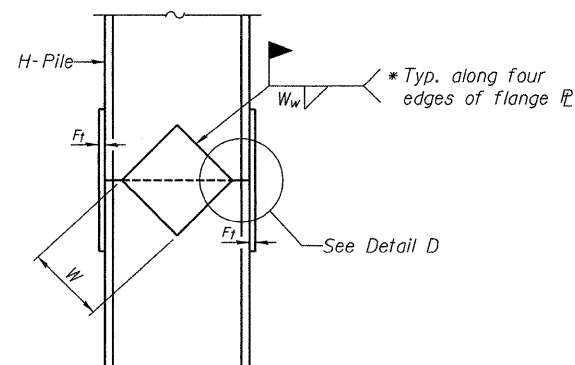
**ELEVATION**

**PILE ENCASEMENT**

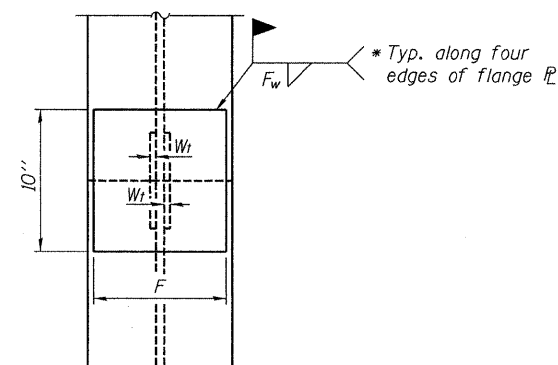


**SECTION A-A**

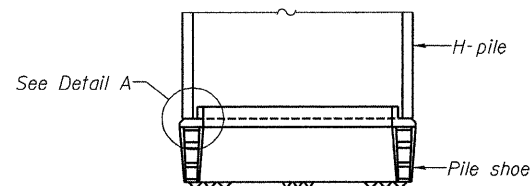
Note:  
Forms for encasement may be omitted when soil conditions permit.



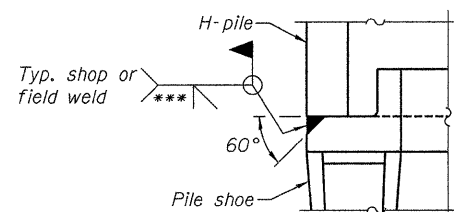
**ELEVATION**



**END VIEW**

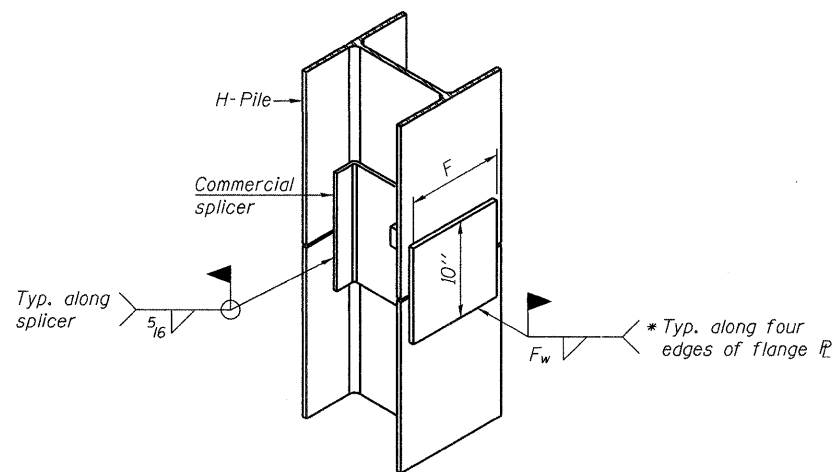


**ELEVATION**



**DETAIL A**

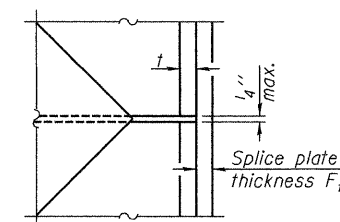
**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).



**DETAIL D**

**WELDED PLATE FIELD SPLICE**

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

Note:  
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 7-1-10

FILE NAME: 0160664-60P38-15.HP DET  
**ringroup**  
Evolution through Ownership  
200 West Front Street  
Wheaton, IL 60187  
PH: 630.862.6700

USER NAME =  
PLOT SCALE =  
PLOT DATE =

DESIGNED PRD  
CHECKED AWW  
DRAWN PRD  
CHECKED AWW

REVISED  
REVISED  
REVISED  
REVISED

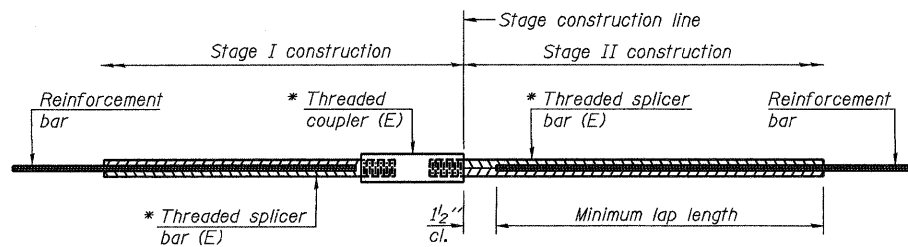
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 016-0664

SHEET NO. 15 OF 21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	26

CONTRACT 60P38  
ILLINOIS FED. AID PROJECT



**STANDARD BAR SPLICER ASSEMBLY**

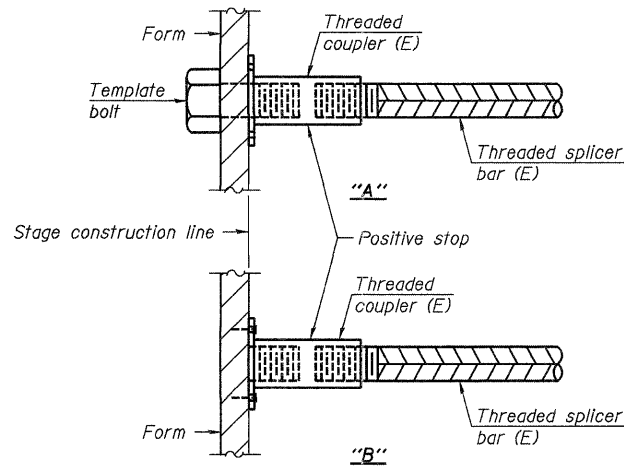
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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

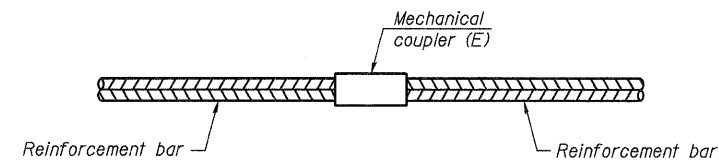
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Appr. Slab	#4	50	4
Appr. Fig.	#5	80	4
Appr. Slab	#5	92	4
Deck	#5	102	4
Abutments	#7	20	4



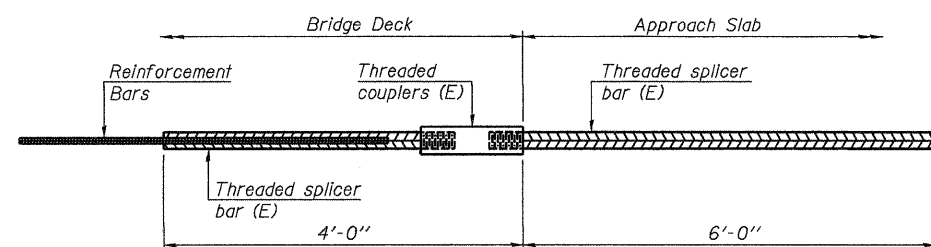
**INSTALLATION AND SETTING METHODS**

"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.



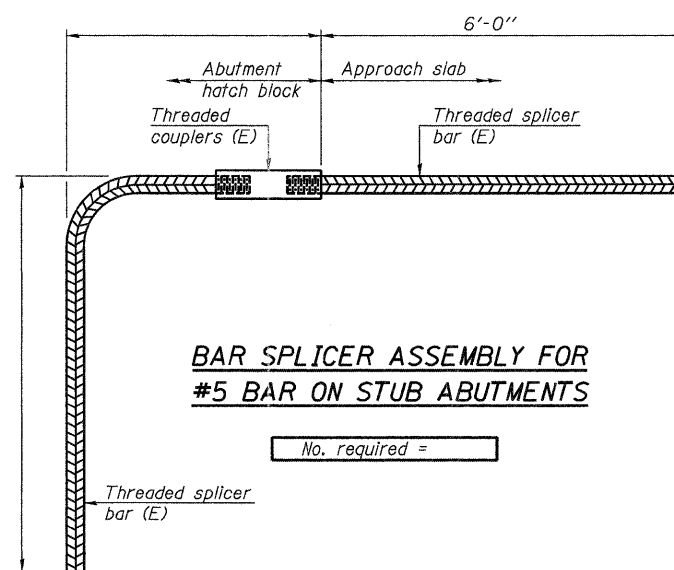
**STANDARD MECHANICAL SPLICER**

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 approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

7-1-10

FILE NAME: 0160664-60P38-16_Bar_Splice <b>rjngroup</b> <small>Excellence Through Ownership</small> 200 West Front Street Wheaton, IL 60187 PH: 630.943.0292	USER NAME =	DESIGNED PRD	REVISIONS -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS</b> <b>STRUCTURE NO. 016-0664</b>	F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 27
	PLOT SCALE =	DRAWN PRD	REVISIONS -			CONTRACT NO. 60P38	ILLINOIS FED. AID PROJECT			
PLOT DATE =		CHECKED AWW	REVISIONS -	SHEET NO. 16 OF 21 SHEETS						







### SOIL BORING LOG

PAGE 1 of 2  
 DATE 9/1/2011  
 LOGGED BY DR  
 GSI JOB No. 10181-D

ROUTE FAP 876 (IL Rte. 1) DESCRIPTION Halsted Street Bridge Over The IC RR (Abandoned), Glenwood, IL.  
 SECTION 2011-032-BR LOCATION Thornton Township, SEC 33, T 36 N, R 14 E, 3rd PM  
 COUNTY Cook DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 016-2859 Existing  
 Station 94+45 (100+00.02)  
 BORING NO. B-02  
 Station 93+99 (99+54.02)  
 Easting 20' Right  
 Ground Surface Elev. 634.7

DEPTH (ft)	BLOW S (1/6")	UCS (tsf)	MOIST (%)	DEPTH (ft)	BLOW S (1/6")	UCS (tsf)	MOIST (%)
------------	---------------	-----------	-----------	------------	---------------	-----------	-----------

6.0" ASPHALT, 7.0" CONCRETE	633.6							SILTY CLAY LOAM-gray (A-4)	614.2			
	4		97		7							
	2	1.3S			7							
	1	12.7%	24		12	NP	23	SILTY LOAM-gray- loose to medium dense (A-4)				
CLAY LOAM-dark brown & gray- stiff (A-6) Fill	2		101		4							
	3				4							
	5	1.4B	25		4	NP	22					
	629.2				609.2							
	2				9							
	2				11							
	2	NP	13		9	NP	19	SANDY LOAM-gray- medium dense (A-2)				
SANDY LOAM-dark brown- very loose to medium dense (Fill)	2				6							
	1				9							
	10	NP	14		9	NP	25					
	624.2				602.7							
	5											
SAND & GRAVEL-brown-loose (A-1)	4											
	4	NP	8									
	621.7											
	3		105		14							
	4				16							
SILTY CLAY LOAM-brown- very stiff (A-6)	15	3.8B	22		9	NP	9					
	619.2				597.7							
	2											
	3											
SILTY LOAM-brown & gray- medium dense (A-4)	7	NP	24									
	616.7											
	2				7							
	5				8							
SILTY CLAY LOAM-gray- medium dense (A-4)	20	2.75P	22		7	4.0P	12					
					40							

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)  
 NR-No Recovery



### SOIL BORING LOG

PAGE 2 of 2  
 DATE 9/1/2011  
 LOGGED BY DR  
 GSI JOB No. 10181-D

ROUTE FAP 876 (IL Rte. 1) DESCRIPTION Halsted Street Bridge Over The IC RR (Abandoned), Glenwood, IL.  
 SECTION 2011-032-BR LOCATION Thornton Township, SEC 33, T 36 N, R 14 E, 3rd PM  
 COUNTY Cook DRILLING METHOD Hollow Stem Auger/Rotary HAMMER TYPE CME Automatic

STRUCT. NO. 016-2859 Existing  
 Station 94+45 (100+00.02)  
 BORING NO. B-02  
 Station 93+99 (99+54.02)  
 Easting 20' Right  
 Ground Surface Elev. 634.7

DEPTH (ft)	BLOW S (1/6")	UCS (tsf)	MOIST (%)	DEPTH (ft)	BLOW S (1/6")	UCS (tsf)	MOIST (%)
------------	---------------	-----------	-----------	------------	---------------	-----------	-----------

SILTY CLAY LOAM-gray- medium dense (A-4)	592.7						
GRAVEL-gray-very dense (A-1-a)	50/1"						
	-45	NP	6		-65		
	588.2						
Drillers Observation: Apparent Bedrock. 587.7							
Silurian System, Niagaran System Dolomite- RUN 1 (-47.0' to -57.0')							
Light gray & fine grained with horizontal bedding. Highly fractured from -49.0' to -49.2'. Horizontal fractures at -50.2' & -50.4'. Highly fractured from -50.9' to -51.1'. Horizontal fractures at -52.0', 52.1', -52.2', -53.7', -54.5', -55.2', -55.9' & -56.3'.							
Recovery=100.0% R.Q.D.=91.5% 100.0% Water Loss @ -50.0'							
	577.7						
End Of Boring @ -57.0' Hollow Stem Augers To -15.0' Rotary Drilling To Completion CME Automatic Hammer 15.0' Of 4.0" Casing Used 49.0' Of 3.0" Casing Used							
	-60				-80		

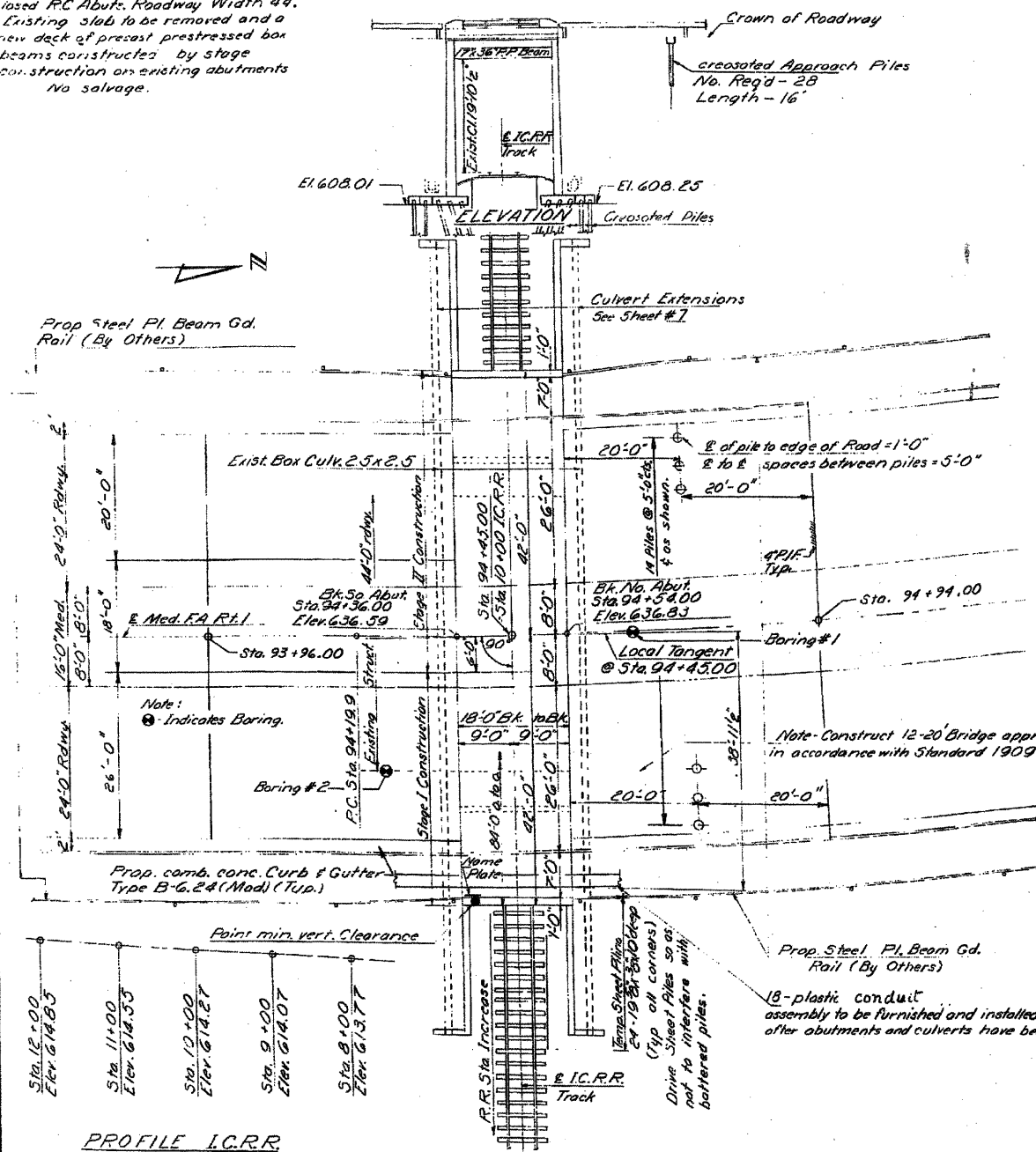
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) ST-Shelby Tube Sample VS-Vane Shear Test  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) The Unit Dry Weight (pcf) is noted in italics above moist (%)  
 NR-No Recovery

Note:  
 Stations provided are based on 1968 plan sheets.  
 94+45.00 (1968) = 100+00.02 (Proposed).  
 Stations for proposed are 5+55.02 forward and adjusted such in parentheses.

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

DATE	NO.	BY	TOTAL SHEETS	SHEET NO.
1/16/68	1	Cook	20	6
SHEET NO. 1 7 SHEETS				

3/4" Cut in S.E. Wingwall of the S.E. Corner of Wingwall (Sta. 94+36.36) El. 636.85  
Existing Structure: Built -- 1923 Widened 1930. R.C. Slab on closed R.C. Abut. Roadway Width 44'. Existing Slab to be removed and a new deck of prestressed box beams constructed by stage construction on existing abutments. No salvage.



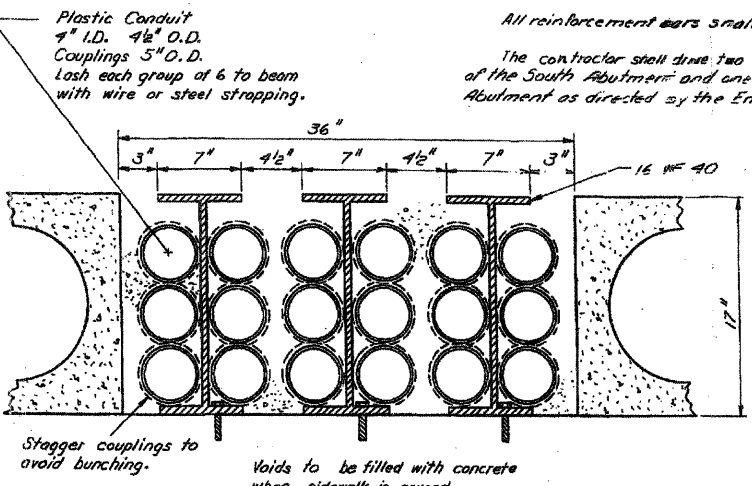
PROFILE I.C.R.R.

DESIGNED	Rao, G.K.	EXAMINED	May 5, 1968
CHECKED	A.J. H. H. H. H.	PASSED	
DRAWN	S.E. Lindsey	APPROVED	
CHECKED	A.Y. White, JR.		

PLAN

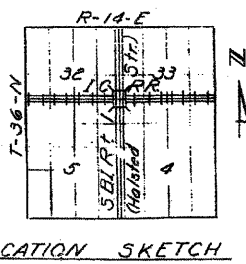
DESIGN STRESSES  
FIELD UNITS PRECAST PRESTR. UNITS  
 $f_c = 1400$  psi Parapet & Curb  $f'_c = 5000$  psi  
 $f_s = 20,000$  psi Reinf.  $f'_s = 4000$  psi  
 $f_s = 20,000$  psi Struct.  $f'_s = 248,000$  psi Strands  
 $v_c = 75$  psi Ftgs  $f'_s = 173,600$  psi Strands  
 $n = 10$   
 Loading HS-20-44

I.C.R.R.  
REBUILT 1968 BY  
STATE OF ILLINOIS  
FA RT-1-56(161-VB-R  
LOADING HS20  
NAME PLATE LETTERING  
See Std. 2113-1



SIDEWALK DUCT ASSEMBLY

CURVE DATA  
 $\Delta = 3^\circ 45' - 30'$   
 $D = 0^\circ 49' - 39'$   
 $R = 6934.6'$   
 $T = 225.0'$   
 $L = 449.75'$   
 $E = 3.70'$



LOCATION SKETCH

GENERAL NOTES

It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials. For backfill behind abutments see Article 502.11 of the Standard Specifications.  
 The back of new abutment extensions above the tops of footings shall be waterproofed in accordance with Article 503.12 of the Standard Specifications.  
 The portion of old concrete to be replaced to the lines designated shall be carefully removed by drilling, chipping or other methods in such a manner as to leave the rest of the structure undamaged.  
 During construction temporary railings or barricades shall be placed adjacent to the travelled way. The cost is incidental.  
 All reinforcement bars shall be lapped 24 diameters unless otherwise shown.  
 The contractor shall drive two test piles, one in the vicinity of west footing of the South Abutment and one in the vicinity of the east footing of the North Abutment as directed by the Engineer before ordering the remainder of piles.

Stage II A : Construct barrier median and resurface one (1) lane in each direction of a time.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB.	TOTAL
Class A Excavation for Structures	Cu. Yds.		1070	1070
Class X Concrete	Cu. Yds.	29.6	352.9	377.5
Aluminum Railing	Lin. Ft.	20		20
P.P.C. Deck Beams	Sq. Ft.	1404		1404
Crested Piles (up to 20' D.F.R.)	Lin. Ft.			3008
Reinforcement Bars	Lbs.	2390	50620	53010
Name Plates	Ea.			1
Concrete Removal	Cu. Yds.		179	179
Coal Tar Inter Layer				
Protective Coat	Sq. Yds.	105.3		105.3
Removal of Existing Superstruct.	Ea.			1
Expansion Bolts	Ea.		128	128
Temp. Steel Sheet Piling	Lump Sum			1
Aluminous Conc. Surface Course				
Class I	Tons	8.8		8.8
Protective Coat	Sq. Yds.	79.0		79.0
Metal Shoes	Each		128	128
Test Piles (Timber)	Each		2	2

\* Includes culvert quantities  
 \*\* Apply to curb faces, median, sidewalks, parapet & exposed end post surfaces.

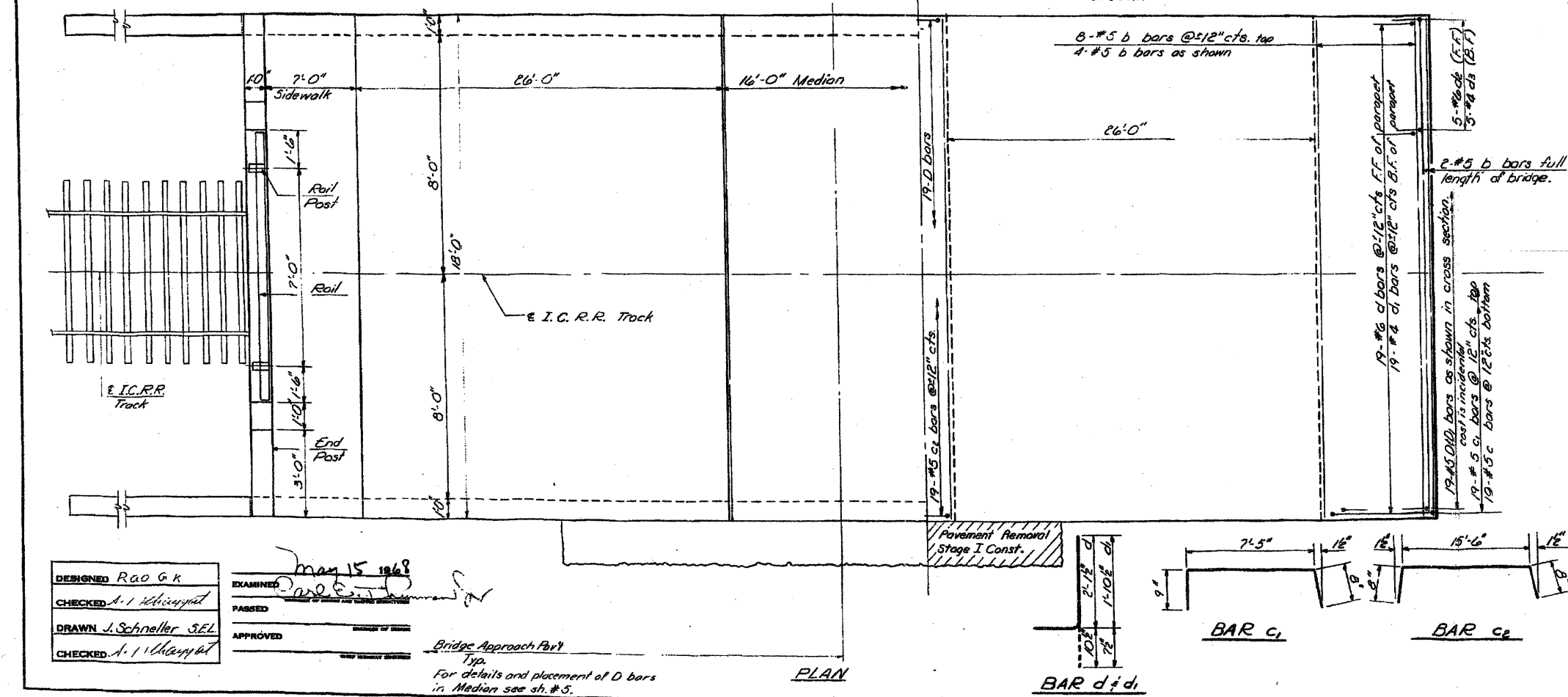
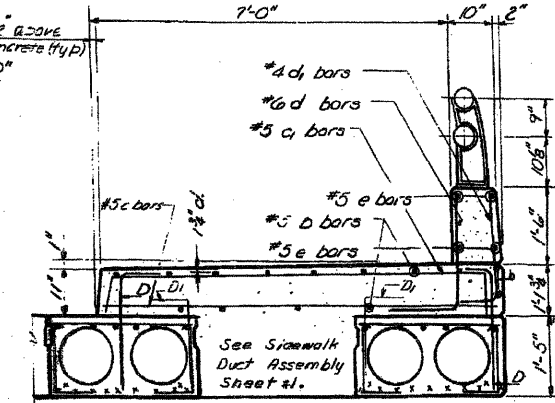
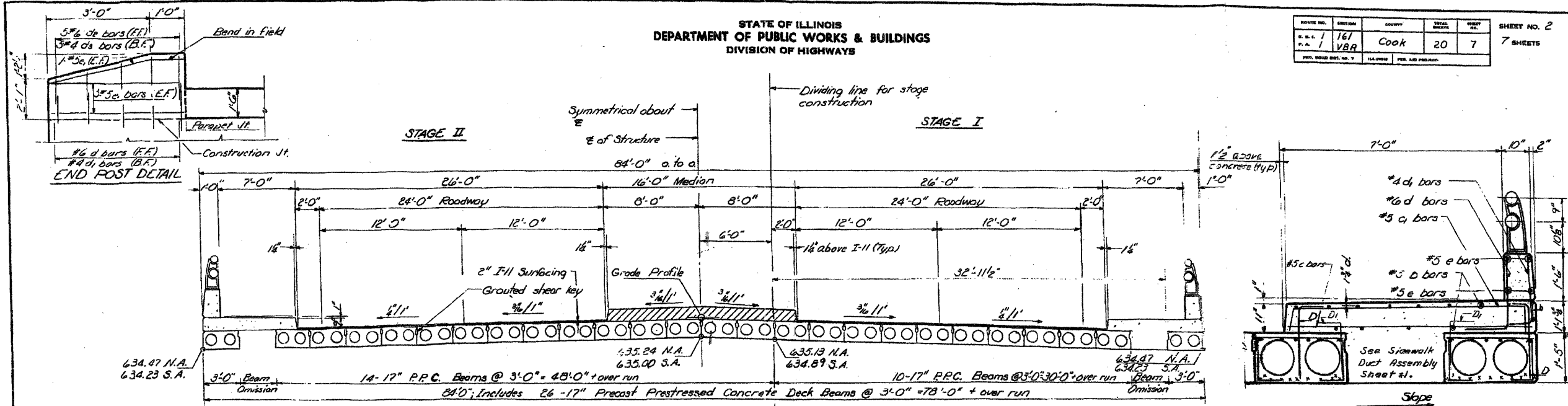
GENERAL PLAN & ELEVATION

HALSTED STREET OVER I.C.R.R. AT  
 HOMEWOOD  
 FA RT-1 (SBL) SECTION-161-VB-R  
 COOK COUNTY  
 STA. 94+45

FOR INFORMATION ONLY

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

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEETS
161	VBR	COOK	20	7	7



**BILL OF MATERIAL**

BAR NO.	SIZE	LENGTH	SHAPE
b	#5	77'-8"	
c	#5	7'-0"	
c1	#5	8'-10"	
c2	#5	16'-10"	
d	#6	3'-0"	
d1	#6	2'-6"	
d2	#6	3'-3"	
d3	#6	2'-3"	
e	#5	9'-9"	
e1	#5	3'-9"	

Class X Concrete Cu Yds. 54.2  
Reinforcement Bars Lbs. 2390

DESIGNED RAO G.K.  
CHECKED A.I. Kharyat  
DRAWN J. Schneller S.E.L.  
CHECKED A.I. Kharyat

EXAMINED *May 15 1968*  
PASSED  
APPROVED

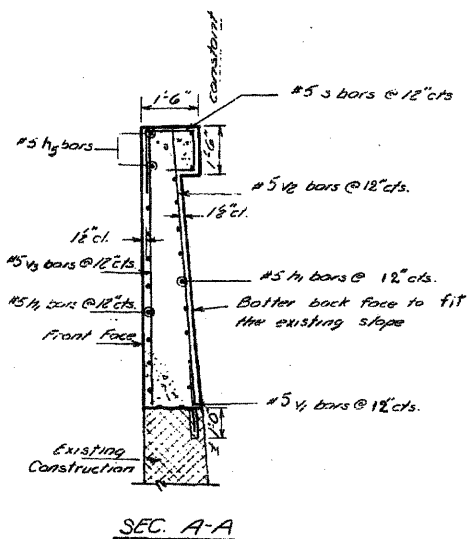
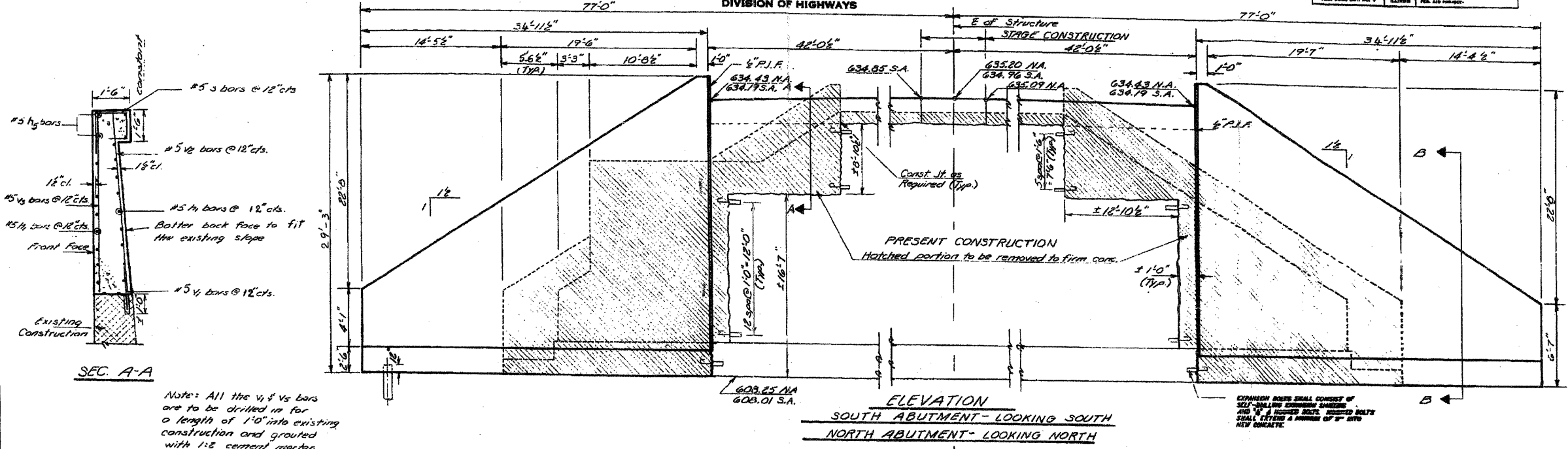
Bridge Approach Pav't  
Typ.  
For details and placement of D bars  
in Median see sh. #5.

The lengths and quantities of all reinforcement, and Class X Concrete in parapets and end posts are included in above quantities, see sh. #6.

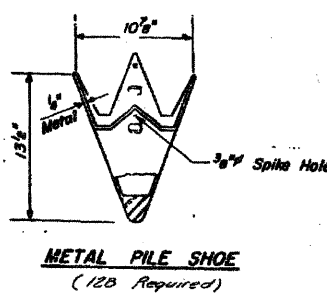
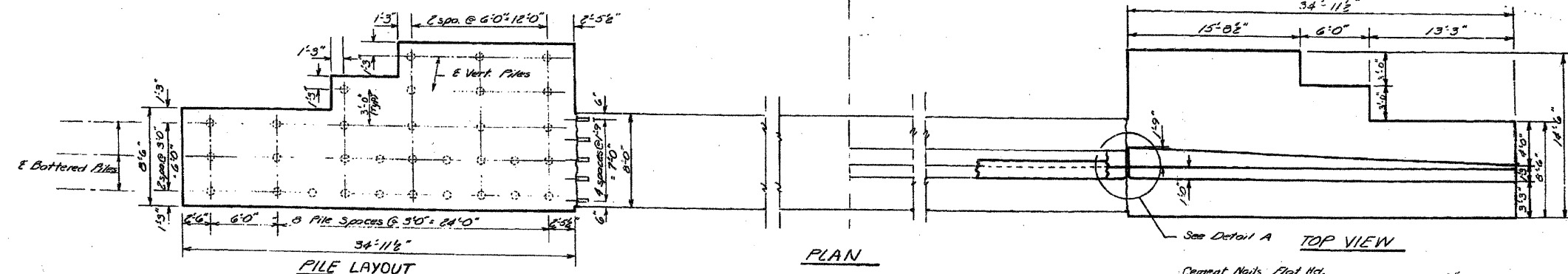
**SUPERSTRUCTURE**  
F.A. RT. 1 (S.B.T.) SEC. 161-VB-R  
COOK COUNTY  
STA. 94+45

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

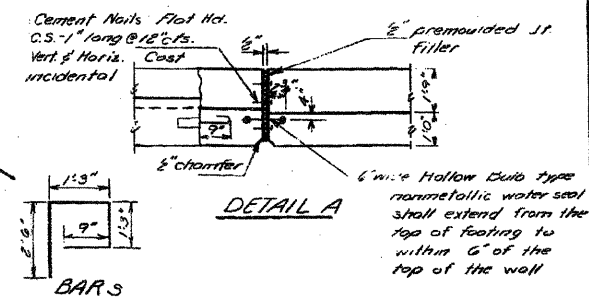
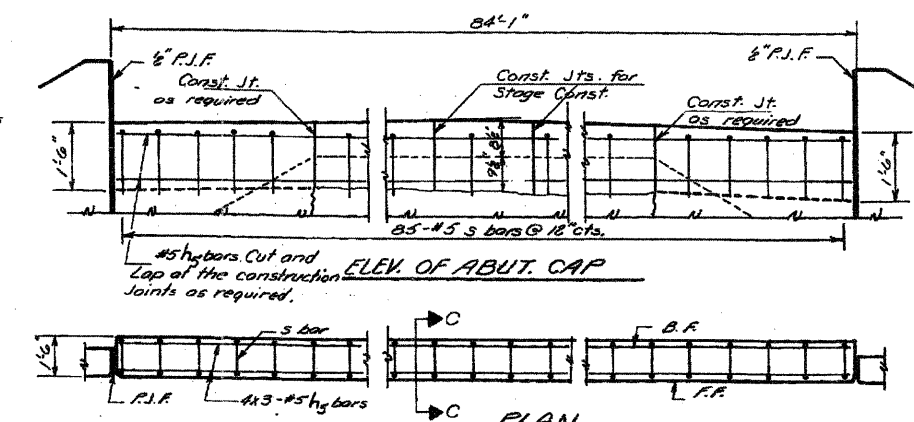
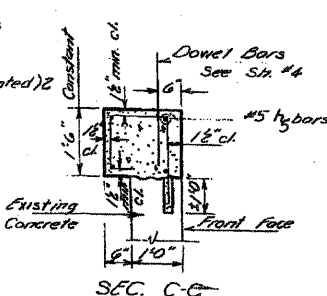
ROUTE NO.	161	COUNTY	COOK	SHEET NO.	20	SHEETS	8
PROJECT NO.	VBR	DATE	1968				



Note: All the #5 bars are to be drilled in for a length of 1'-0" into existing construction and grouted with 1:2 cement mortar.



**PILE DATA**  
Type - crescent  
Capacity - 84 tons  
Est. Length - 20'  
No. Req'd - 128  
Test Piles (untreated) 2



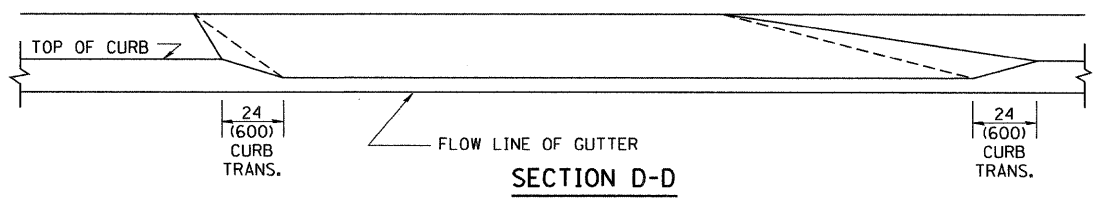
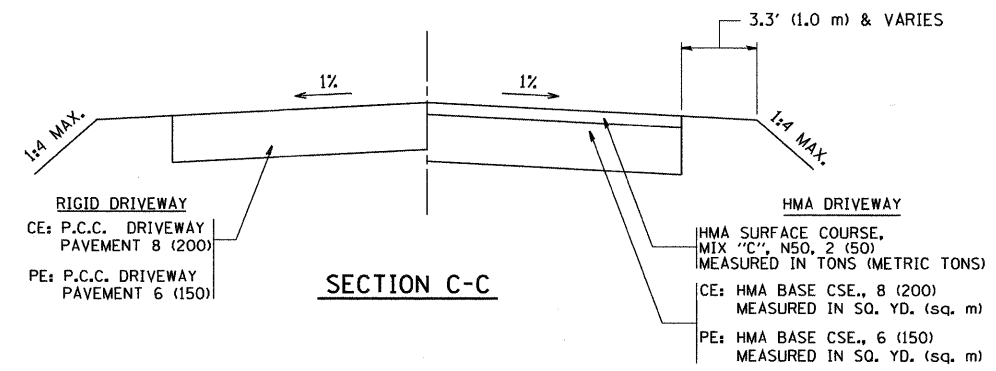
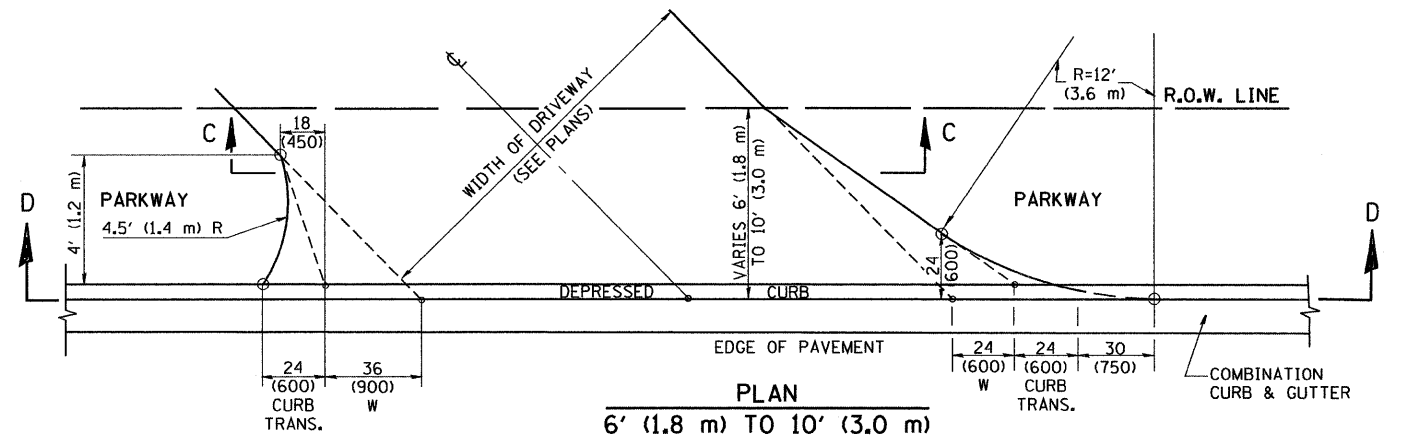
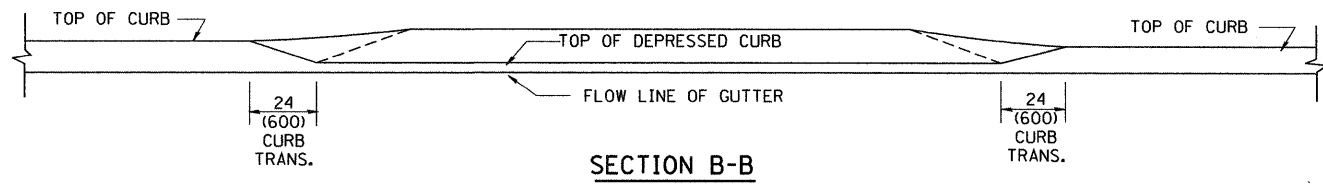
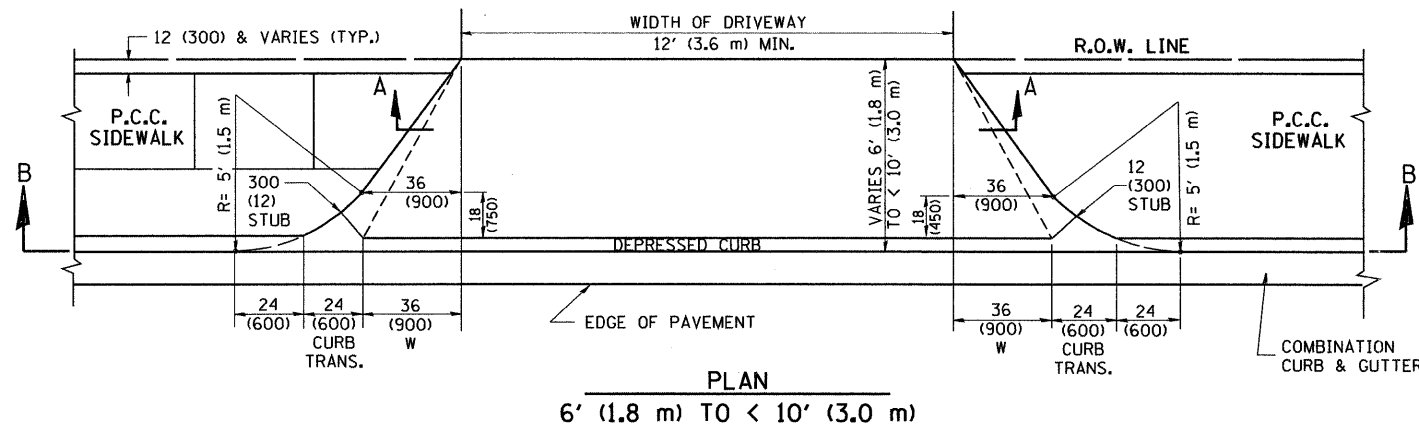
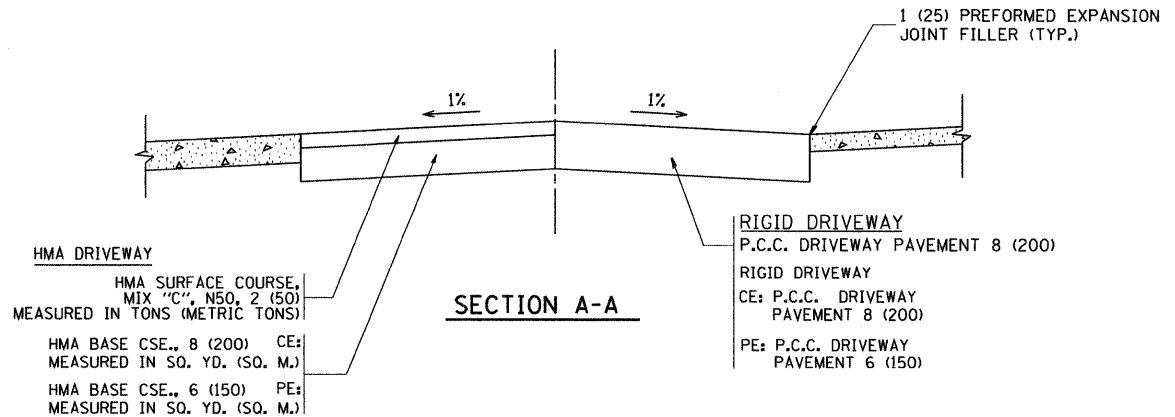
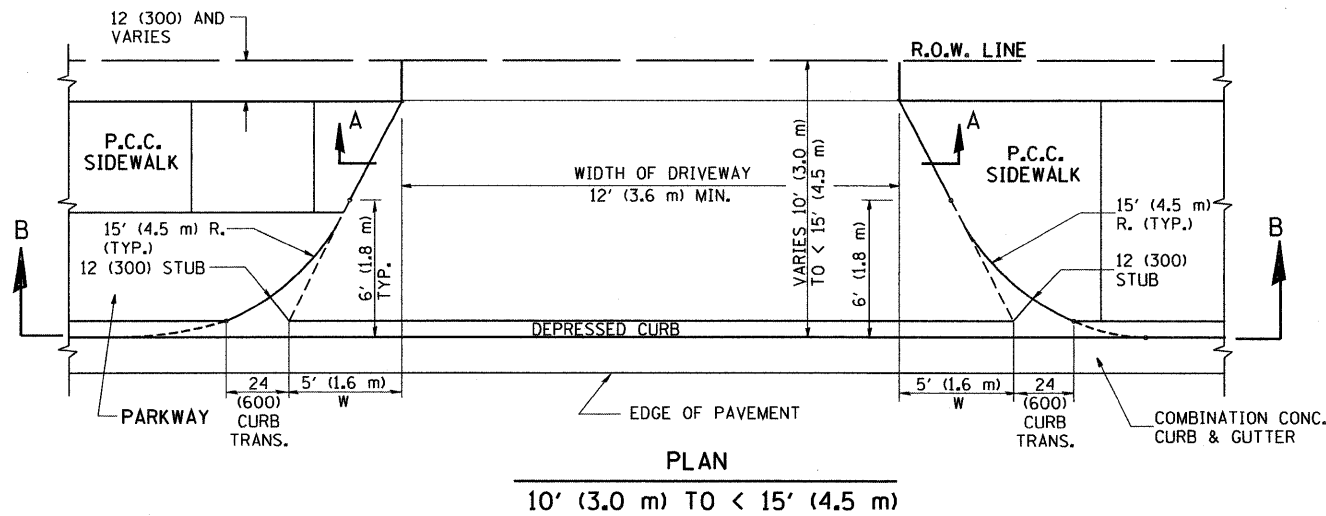
DESIGNED RAO, G.K.  
CHECKED A.Y. Khayyat  
DRAWN D. Derringer  
CHECKED A.Y. Khayyat

EXAMINED [Signature] 1968  
PASSED [Signature]  
APPROVED [Signature]

**ABUTMENTS**  
F.A.R.T.1 (S.B.I.) SEC. 161-VB-R  
COOK COUNTY  
STA. 94+45

FOR INFORMATION ONLY





**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.

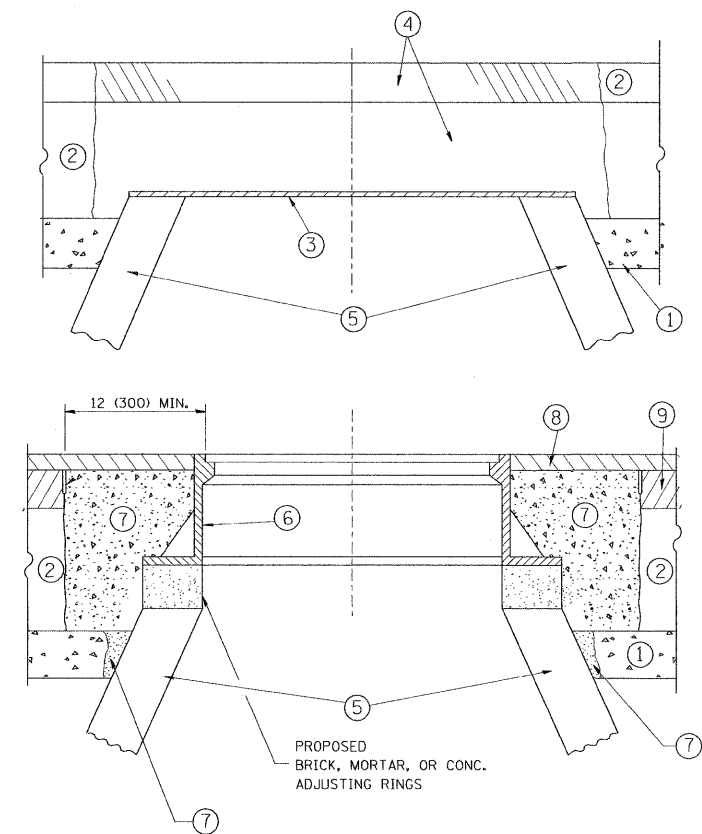
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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.

FILE NAME = W:\diststd\22x34\bd02.dgn	USER NAME = goglianobt	DESIGNED - R. SHAH	REVISED - T. HOLTZ 04-08-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRIVEWAY DETAILS</b>		F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 33
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01	REVISED - P. LoFLEUR 04-15-03		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)		BD400-02 (BD-02)		CONTRACT NO. 60P38		
PLOT DATE = 1/4/2008	DATE - 11-06-95	REVISED - R. BORO 01-01-07	SCALE: NONE		SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.		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 CONCRETE EXISTING BASE COURSE OR THE BINDER COURSE.

\* THE CLASS OF PP CONCRETE WILL BE AS DIRECTED BY THE ENGINEER.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

**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\* 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:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" 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.

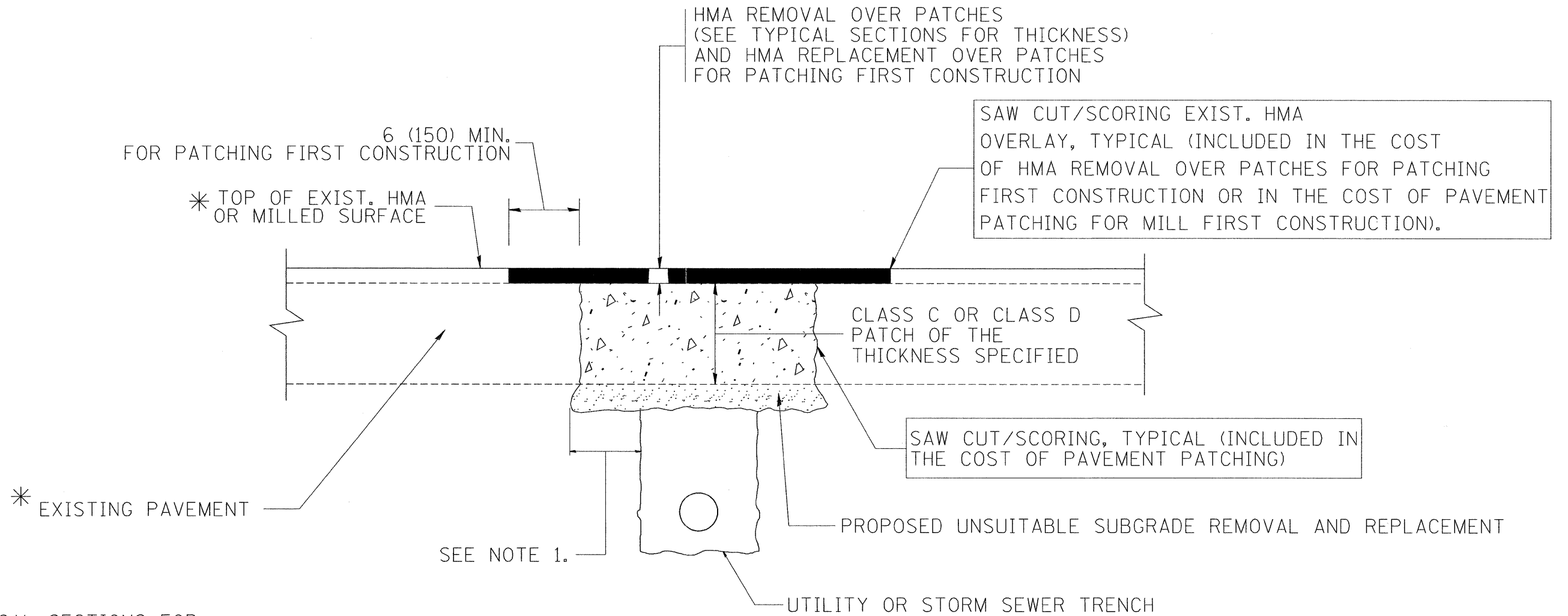
WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = lsgoo	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING</b>			F.A.F. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw\work\pwsdot\lsgoo\d0108315\bd08.dgn		DRAWN -	REVISED - R. WIEDEMAN 05-14-04		876	2011-032-BR	COOK	41	34			
PLOT SCALE = 49,9999 1/ IN.		CHECKED -	REVISED - R. BORO 01-01-07		<b>BD600-03 (BD-8)</b>			CONTRACT NO. <b>60P38</b>				
PLOT DATE = 2/4/2011		DATE - 10-25-94	REVISED - R. BORO 02-01-11	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	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)

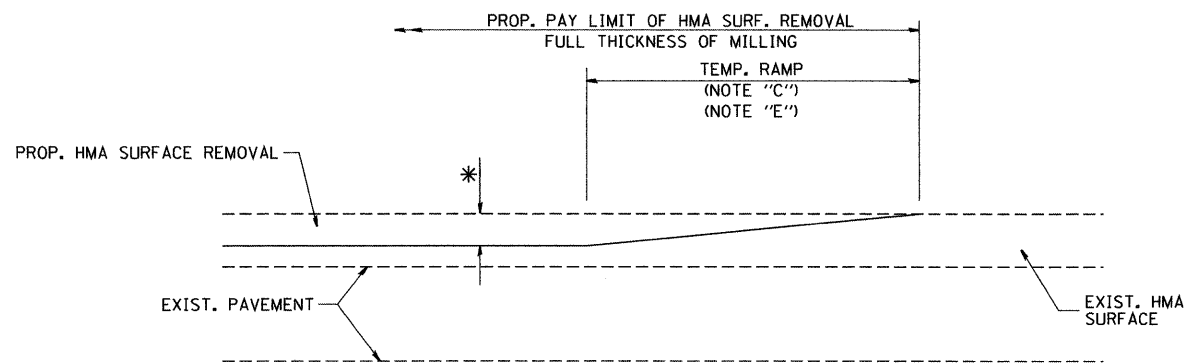
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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.

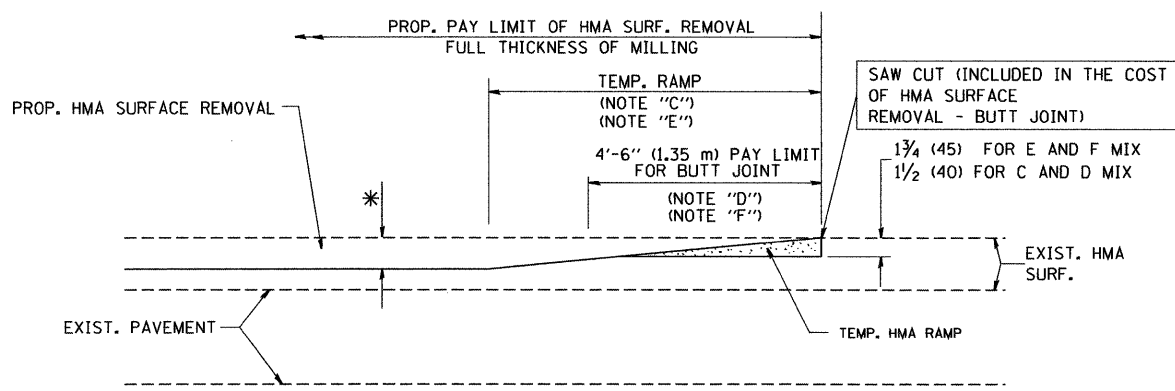
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 35
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	<b>BD400-04 (BD-22)</b>		
PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08			CONTRACT NO. <b>60P38</b>							
FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT												



MILLED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

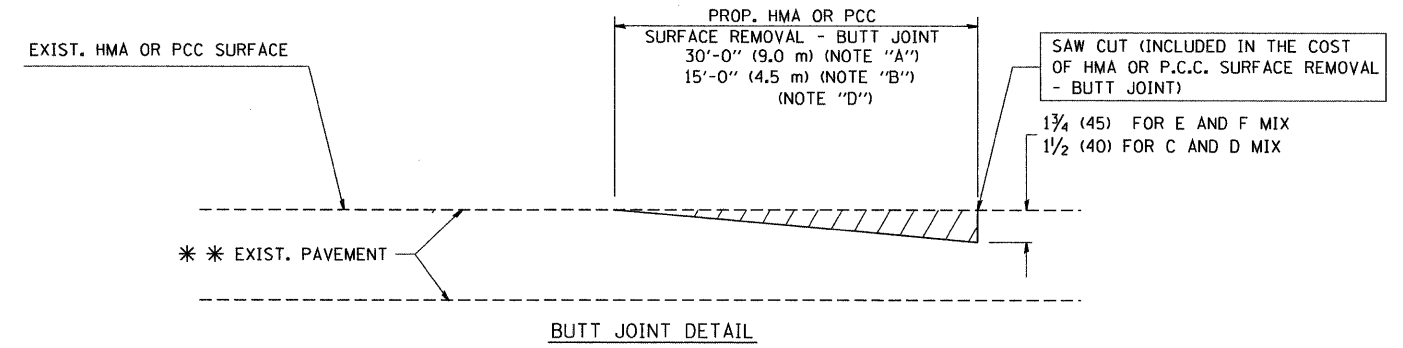
**OPTION 1**



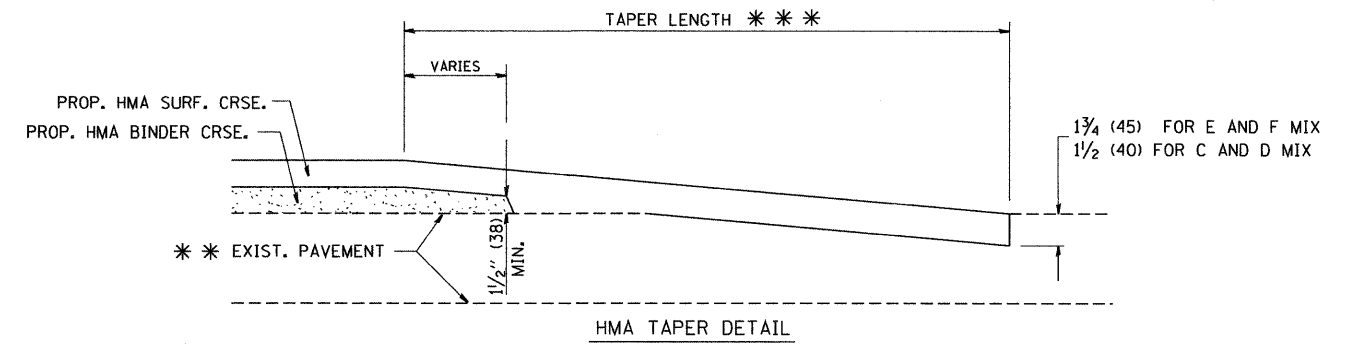
HMA CONSTRUCTED TEMPORARY RAMP  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



BUTT JOINT DETAIL



HMA TAPER DETAIL

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

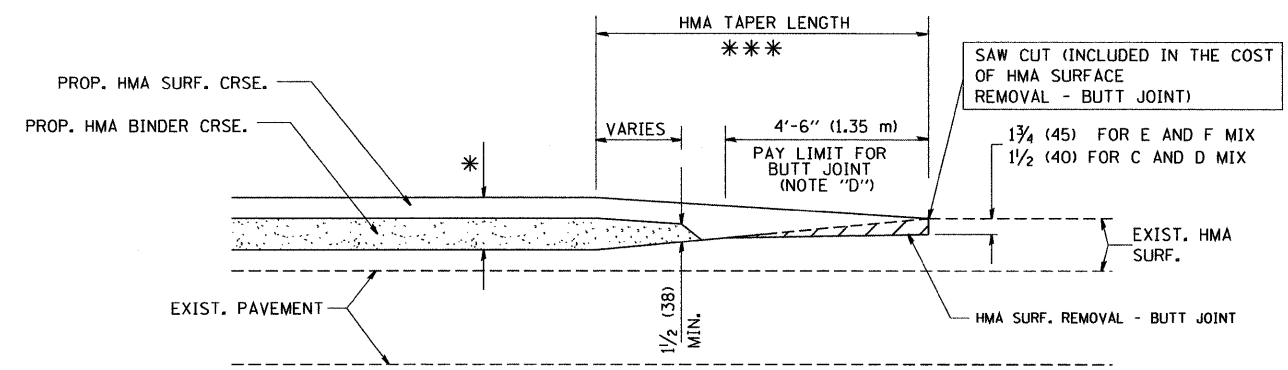
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



BUTT JOINT AND HMA TAPER

**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

FILE NAME =  
W:\diststd\22x34\bd32.dgn

USER NAME = gaglianobt  
DESIGNED - M. DE YONG  
DRAWN -  
PLOT SCALE = 50.0000' / IN.  
PLOT DATE = 1/4/2008

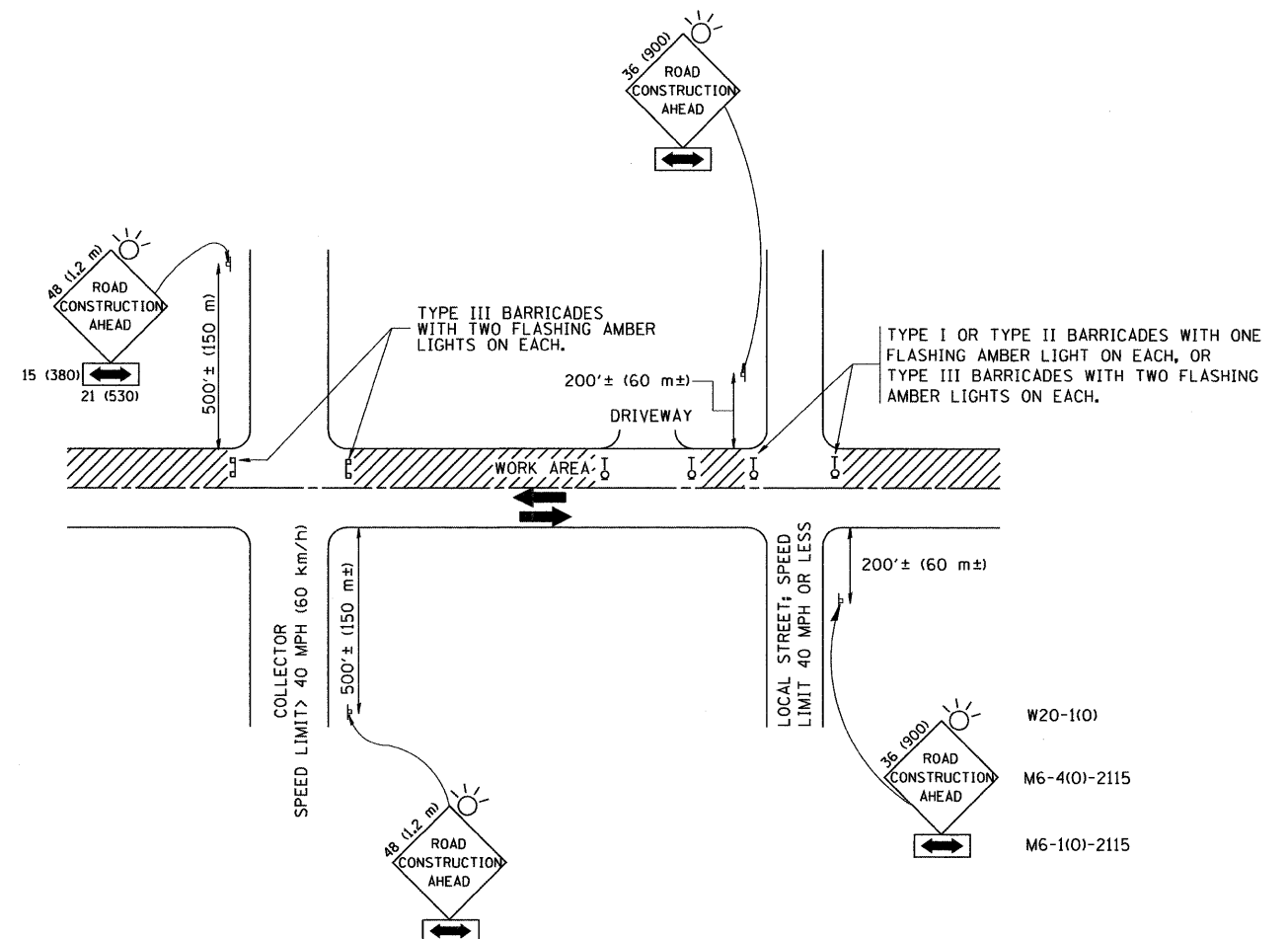
REVISD - R. SHAH 10-25-94  
REVISD - A. ABBAS 03-21-97  
REVISD - M. GOMEZ 04-06-01  
REVISD - R. BORO 01-01-07

**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.
876	2011-032-BR	COOK	41	36
BD400-05 BD32			CONTRACT NO. 60P38	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

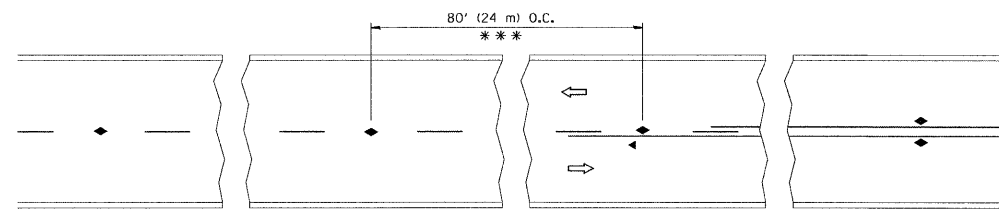
NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
  3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

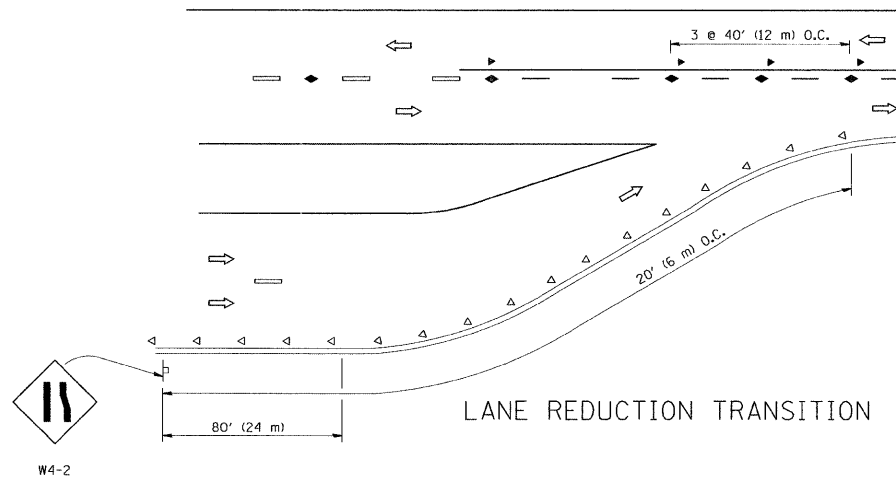
All dimensions are in millimeters (inches) unless otherwise shown.

FILE NAME = W:\diststd\22x34\to10.dgn	USER NAME = geglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS</b>			F.A.R. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50,000 / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96		876	2011-032-BR	COOK	41	37			
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96		<b>TC-10</b>			<b>CONTRACT NO. 60P38</b>				
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS   FED. AID PROJECT				

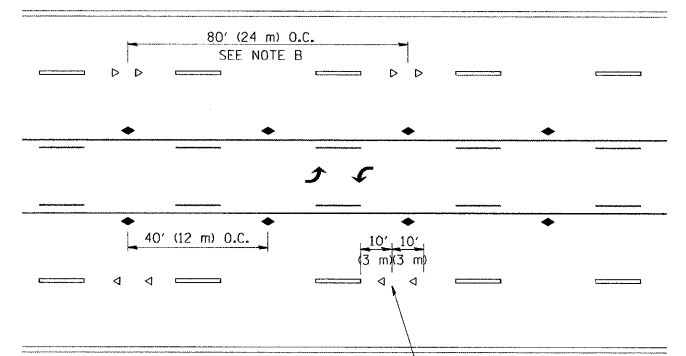


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

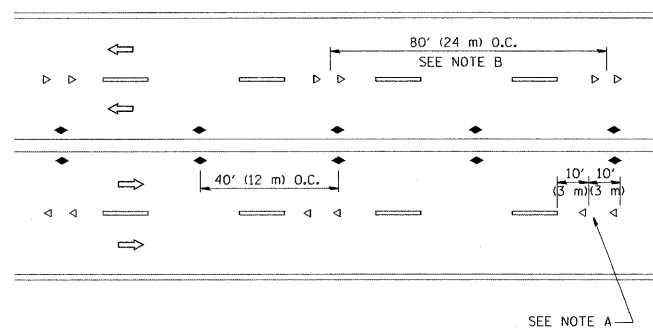
TWO-LANE/TWO-WAY



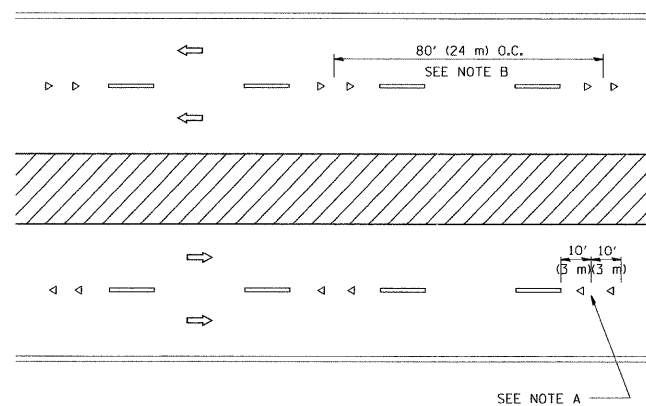
LANE REDUCTION TRANSITION



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

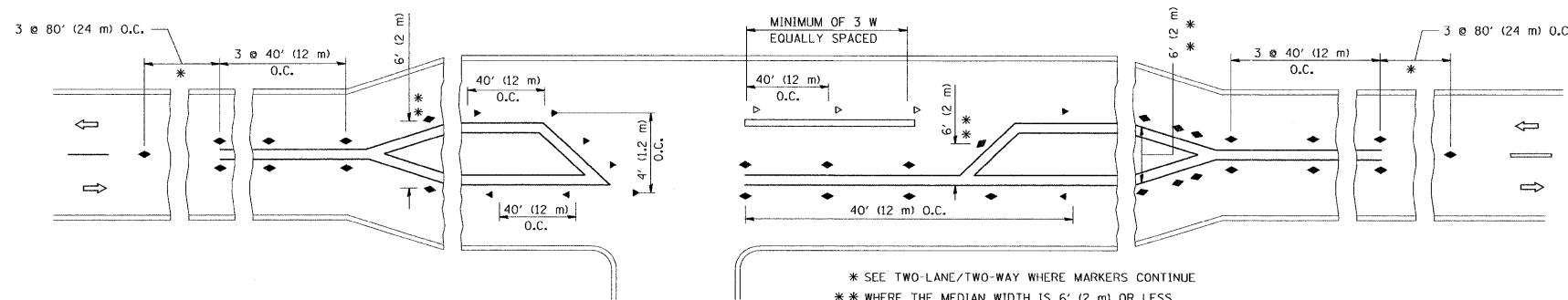
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

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

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

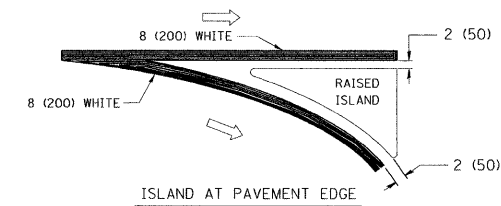
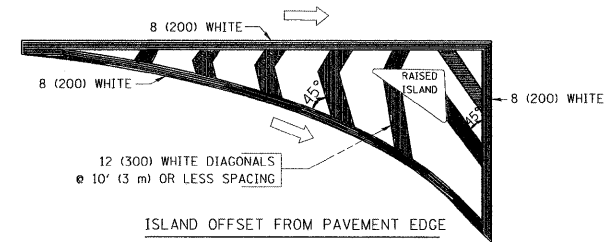
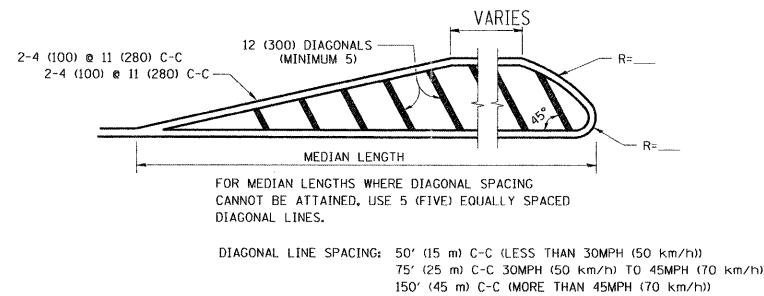
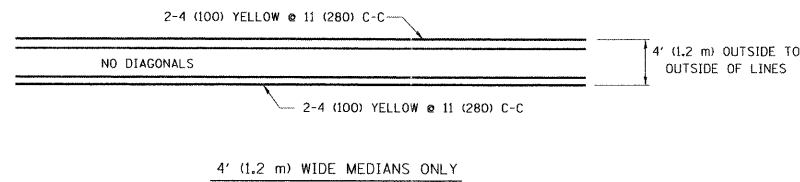
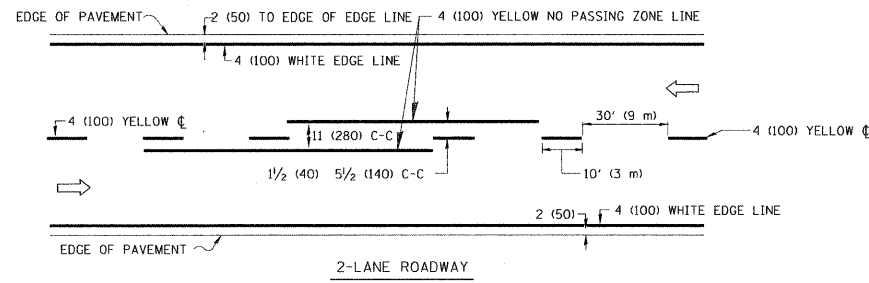
FILE NAME =	USER NAME = drivakosgn	DESIGNED =	REVISED - T. RAMMACHER 09-19-94
or:\pw\work\p\eidot\drivakosgn\d0108315\to1.dgn		DRAWN =	REVISED - T. RAMMACHER 03-12-99
		PLOT SCALE = 50,000' / IN.	REVISED - T. RAMMACHER 01-06-00
		PLOT DATE = 9/9/2009	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

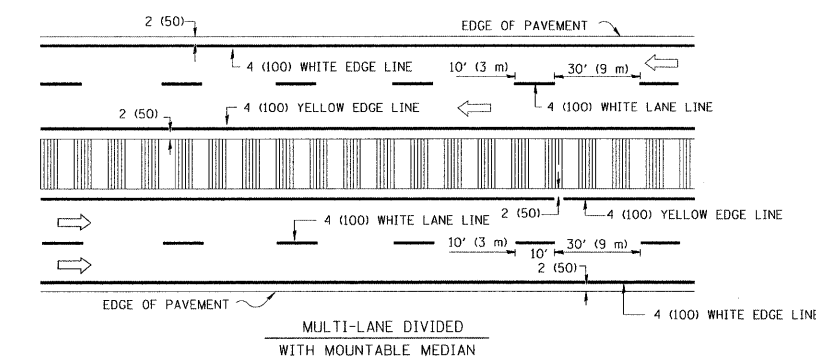
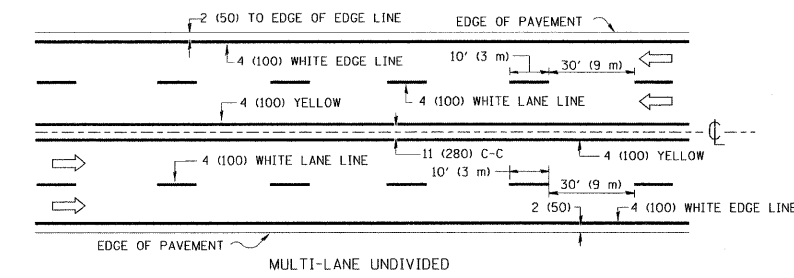
TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2011-032-BR	COOK	41	38
TC-11			CONTRACT NO. 60P38	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

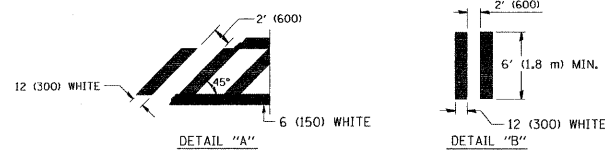
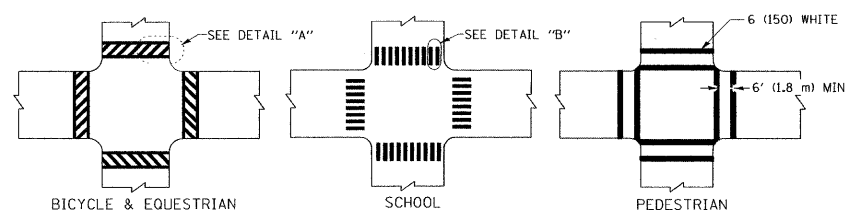


TYPICAL ISLAND MARKING

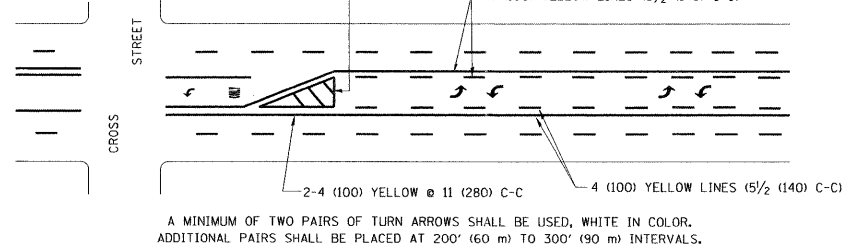


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

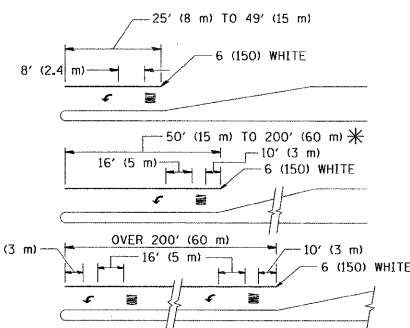


TYPICAL CROSSWALK MARKING



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

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

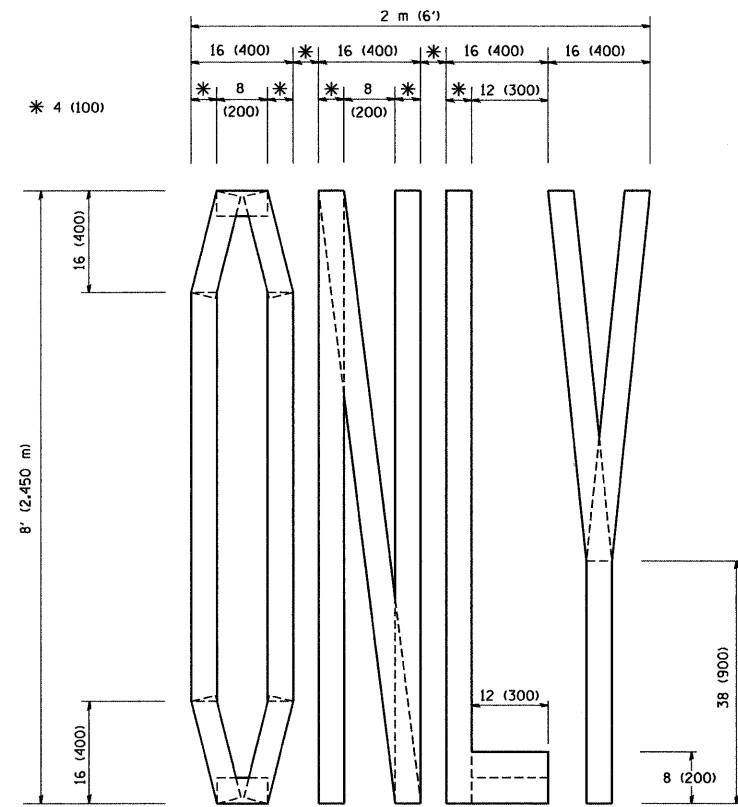
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

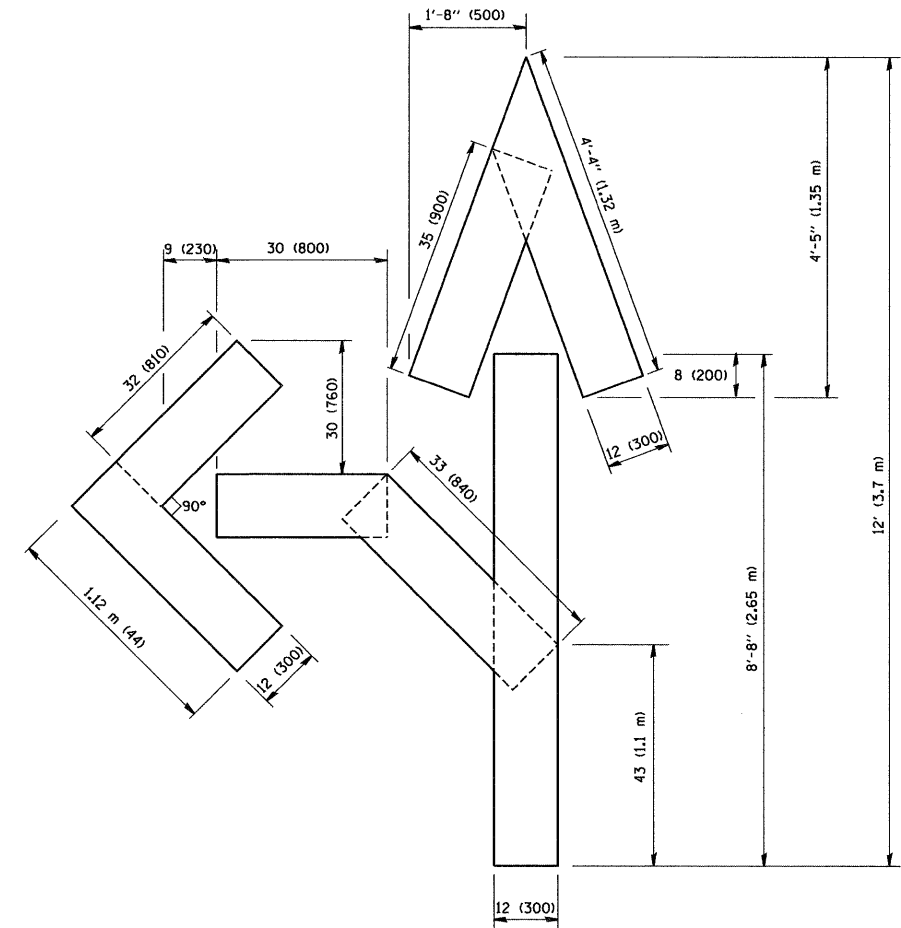
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140)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

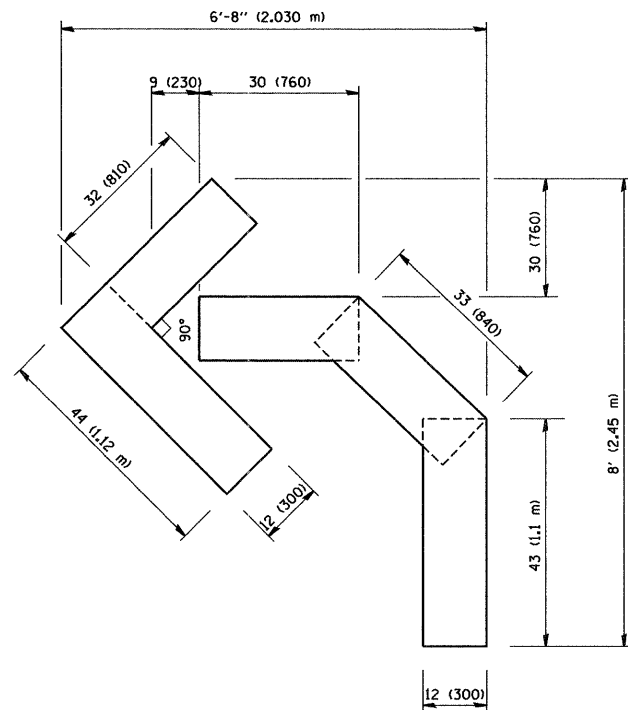
All dimensions are in inches (millimeters) unless otherwise shown.



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:\diststd\22x34\tol6.dgn

USER NAME = gegljanobt  
 PLOT SCALE = 50.0000" / IN.  
 PLOT DATE = 1/4/2008

DESIGNED -  
 DRAWN -  
 CHECKED -  
 DATE - 09-18-94

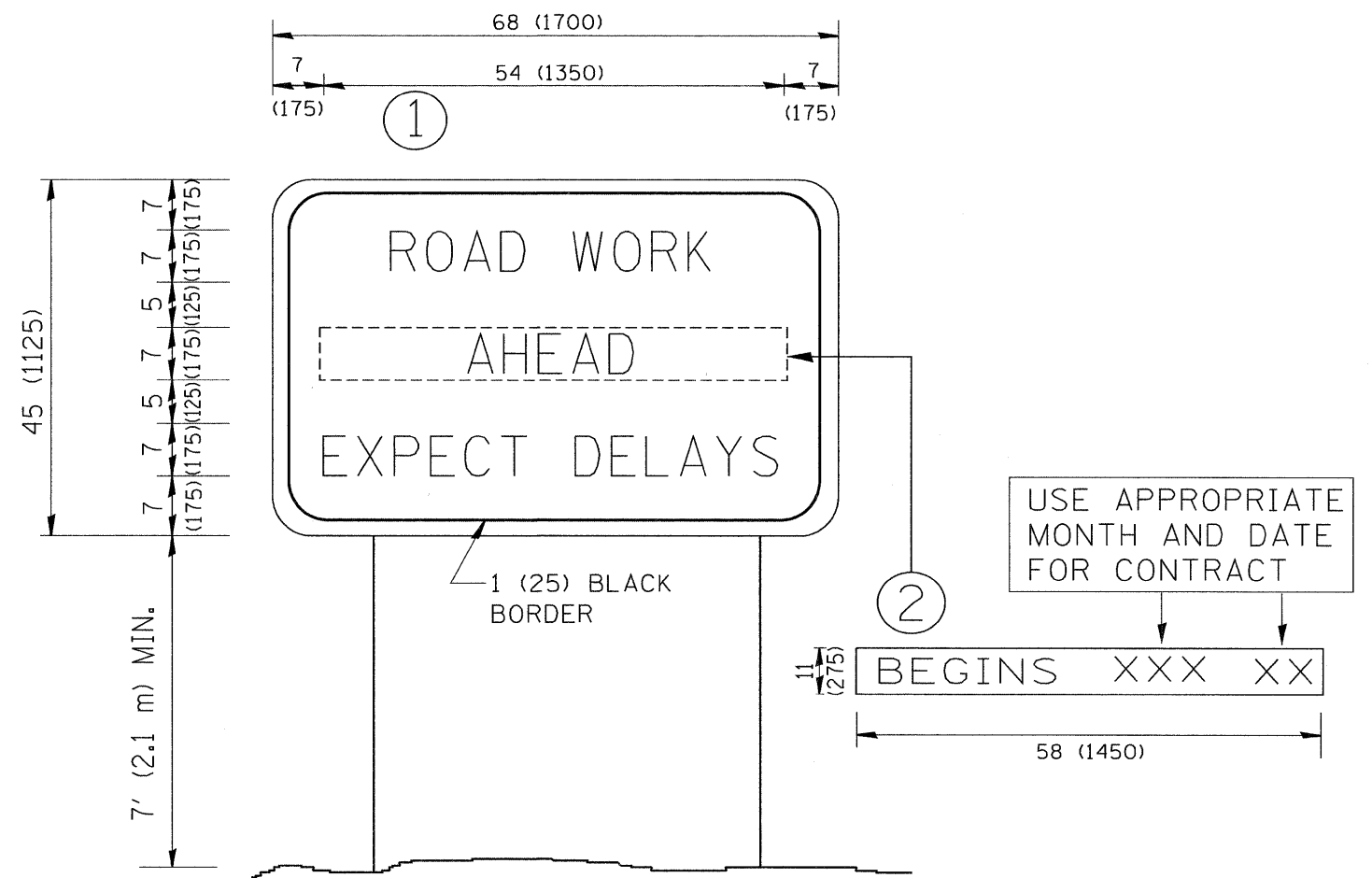
REVISED -T. RAMMACHER 06-05-96  
 REVISED -T. RAMMACHER 11-04-97  
 REVISED -T. RAMMACHER 03-02-98  
 REVISED -E. GOMEZ 08-28-00

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.
876	2011-032-BR	COOK	41	40
TC-16			CONTRACT NO. 60P38	
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 = geglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>		F.A.P. RTE. 876	SECTION 2011-032-BR	COUNTY COOK	TOTAL SHEETS 41	SHEET NO. 41	
PLOT SCALE = 50,000 / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	REVISED - R. MIRS 12-11-97		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		TC-22 CONTRACT NO. 60P38	
PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07	REVISED - R. MIRS 12-11-97		FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT			
					SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.			