

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU 1620 / MARGARET STREET
SECTION 431-1
OVER THORN CREEK (1.5 MI. W. OF IL 394)
BRIDGE DECK OVERLAY, BRIDGE JOINT
REPAIR AND BEARING REPLACEMENT
PROJECT NUMBER: M-1620(007)
COOK COUNTY

C-91-272-10
THORNTON TOWNSHIP R 14 E 3RD PM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
1620	431-1	COOK	16
ILLINOIS - CON			1

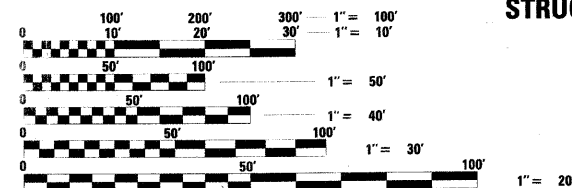
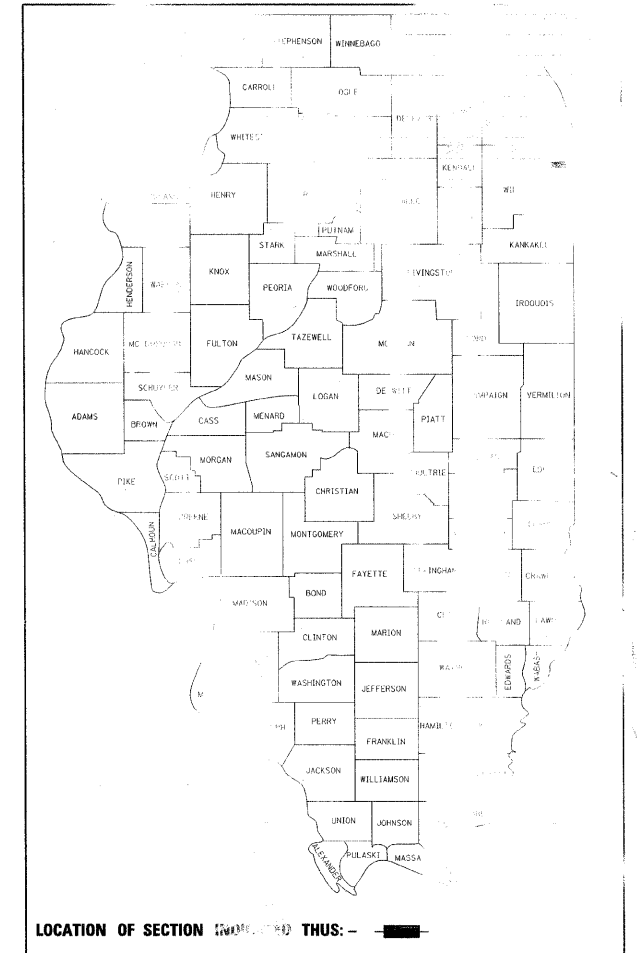
D-91-272-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

COLLECTOR (URBAN)
ADT 10,000 (2006)
SPEED LIMIT 30 MPH

IMPROVEMENT LOCATED IN
THE VILLAGE OF THORNTON



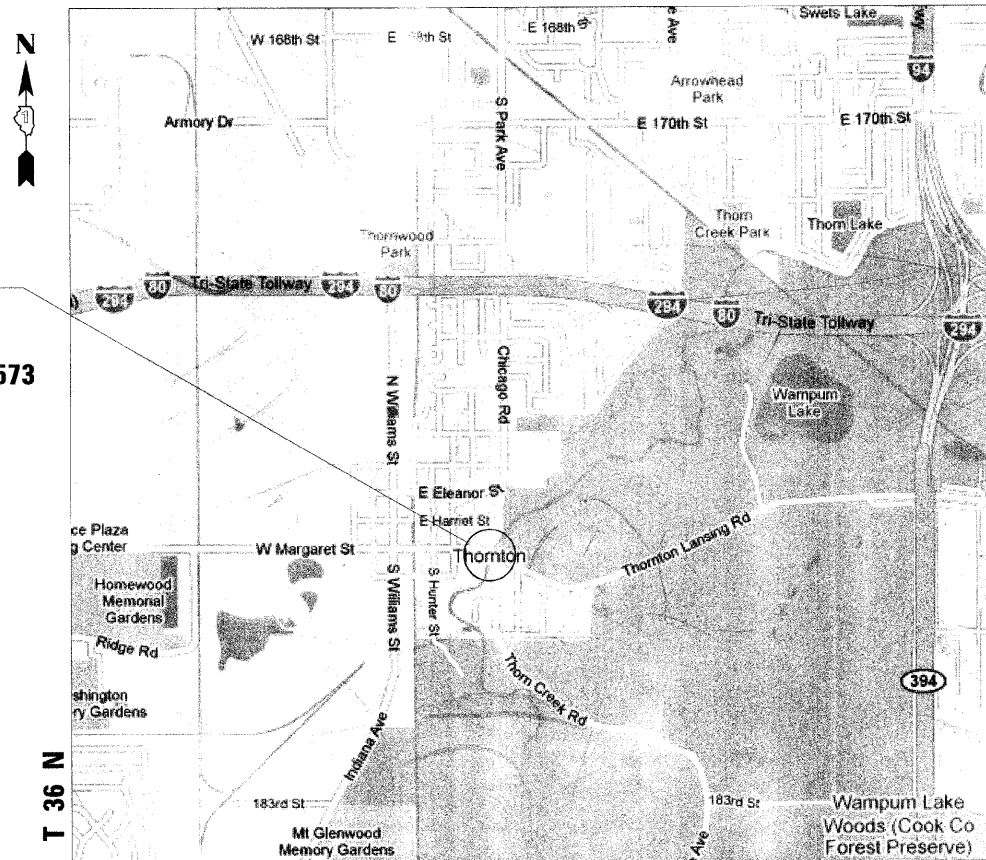
IMPROVEMENT LOCATION
MARGARET STREET
AT THORN CREEK
STRUCTURE NUMBER: 016-0573

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.

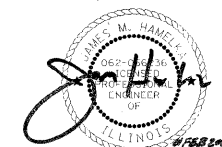
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER: MR. ISAAC KWARTENG (847) 705-4230
PROJECT ENGINEER: MR. ALIX BRICE (847) 705-4552

CONTRACT NO. 60J82



LOCATION MAP
GROSS AND NET LENGTH OF IMPROVEMENT = 150.58 FT. = 0.029 MILE



COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 062-056236
EXPIRES 11-30-2011

COLLINS ENGINEERS
123 N. WACKER DR., SUITE 100
CHICAGO, IL 60604
(312) 704-9300
ILLINOIS PROFESSIONAL ENGINEER
LICENSE NO. 164-00094

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 1, 2010

Diane M. O'Keefe as
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

March 19, 2010
Scott E. Stett, P.E.
Acting ENGINEER OF DESIGN AND ENVIRONMENT

March 19, 2010
Christine M. Reed
CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

CONSTR. TYPE CODE
STRUCTURE X281-2A
FEDERAL 80%
STAT 20%

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
Hot-Mix Asphalt Surface Course, Mix "D", N70 (IL 9.5mm)	4% @ 70 Gyr.

The unit weight used to calculate all HMA Surface mixture quantities is 112 Lbs./Sq. Yd./In.

INDEX OF SHEETS

- Title Sheet
- Index of Sheets, State Standards,
- General Notes and Summary of Quantities
- 3-4 Maintenance of Traffic
- 5-14 Structure Plans S1-S10
- 15-16 District One Standards
- Highway Standards

INDEX OF HIGHWAY STANDARDS

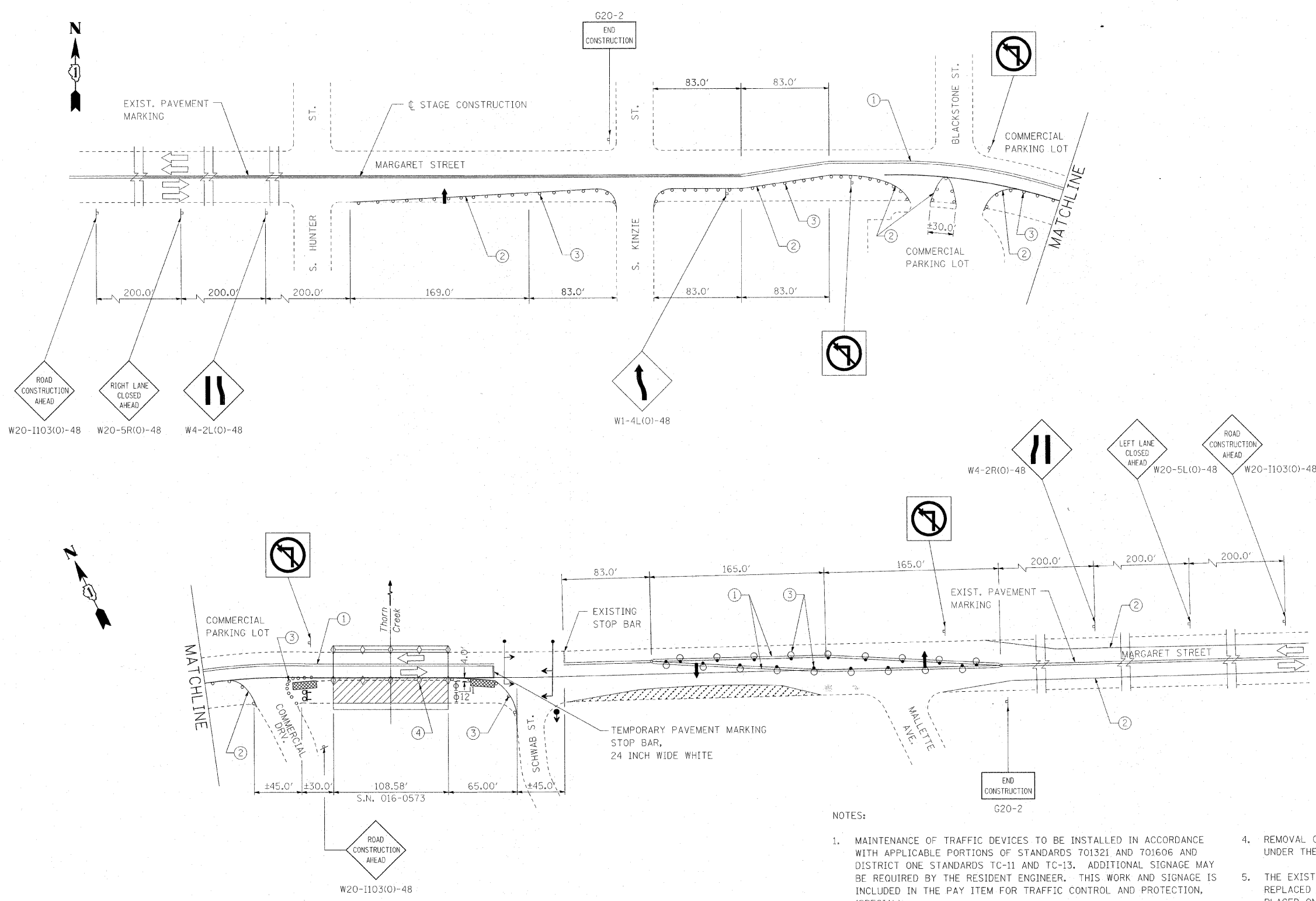
Standard No.	Description
000001	Standard Symbols, Abbreviations And Patterns
001001	Areas Of Reinforcement Rebars
400001	Pavement Joints
515001	Name Plate For Bridge
630001	Steel Plate Beam Guardrail
701301	Lane Closure, 2L, 2W, Short Time Operations
701306	Lane Closure, 2L, 2W, Slow Moving Operations, Day Only
701321	Lane Closure, 2L, 2W, Bridge Repair with Barrier
701501	Urban Lane Closure, 2L, 2W, Undivided
701502	Urban Lane Closure, 2L, 2W, Bidirectional Left Turn
701602	Urban Lane Closure, Multilane 2W, Bidirectional Left Turn
701606	Urban Lane Closure, Multilane 2W, with Mountable Median
701901	Traffic Control Devices
704001	Temporary Concrete Barrier
780001	Typical Pavement Markings
781001	Typical Applications Raised Reflective Pavement Markers

GENERAL NOTES

1. These plans have been prepared from notes received from IDOT Field Maintenance Engineers.
2. 10 ft (3 m) transitions shall be used to match proposed items of work to existing items in the field, unless otherwise shown. The transitions shall be paid for at the contract unit price for the proposed item of work specified.
3. Where artificial lighting is utilized in night operations, the Contractor shall exercise the utmost precautions in preventing adverse visibility to the motoring public and adjoining residential areas.
4. The engineer shall be the sole judge concerning curing time for the various hot-mix asphalt lifts.
5. For stabilization, all Type III barricades shall require a minimum of four (4) sandbags per barricade.
6. The Resident Engineer must contact the Traffic Control Supervisor at (847)705-4470 at least 72 hours prior to installation of the temporary control devices.
7. The Resident Engineer shall contact the Area Traffic Field Engineer at (847)715-8419 at least two (2) weeks prior to the placement of permanent pavement markings.
8. All pavement markings and raised reflectors affected by the bridge repairs shall be replaced. Nominal quantities have been included in the contract for this work.
9. The contractor will not be allowed to set up a yard or field office on State property without written permission from the Department.
10. Do not scale these plans for construction purposes.
11. Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation or a change in scope of the work. However, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
12. During construction operations, loose material deposits that obstruct the flow of water in draining the area shall be removed before the end of each work day. At the conclusion of construction operations, all drainage structures (new and existing) shall be free from all dirt and debris. This work will not be paid for separately but shall be considered incidental to the contract.
13. All Type I and Type II barricades shall have two (2) sandbags on the bottom rail.
14. The quantities for Hot-Mix Asphalt Surface Removal (Deck), Hot-Mix Asphalt Surface Removal, 1 1/2", and Hot-Mix Asphalt Surface Course, Mix "D", N70 have been prepared assuming 1/2 inch thick hot mix asphalt overlays. Removal and replacement of the entire thickness of existing overlay is required.
15. Before ordering storm sewers, catch basins, pipe culverts, pipe drains, and manholes, the contractor shall contact the engineer as to the exact length and quantity required.
16. All raised reflective pavement markers (bridge) shall be low profile.

CODE	ITEM DESCRIPTION	UNIT	QUANTITY	URBAN	CONSTR. TYPE CODE STRUCTURE X281-2A FEDERAL 80% STAT 20%
40600100	Bituminous Materials (Prime Coat)	Gallon	23		23
40603340	Hot-Mix Asphalt Surface Course, Mix "D", N70	Ton	19		19
42001300	Protective Coat	Sq.Yd.	790		790
44000155	Hot-Mix Asphalt Surface Removal, 1 1/2"	Sq.Yd.	224		224
44000915	Hot-Mix Asphalt Surface Removal (Deck)	Sq.Yd.	580		580
50102400	Concrete Removal	Cu.Yd.	29.8		29.8
50300100	Floor Drains	Each	8		8
50300255	Concrete Superstructure	Cu.Yd.	29.8		29.8
50300260	Bridge Deck Grooving	Sq.Yd.	555		555
50500405	Furnishing and Erecting Structural Steel	Pound	2,620		2,620
50500715	Jack and Remove Existing Bearings	Each	18		18
50800205	Reinforcement Bars, Epoxy Coated	Pound	2,140		2,140
50800515	Bar Splicers	Each	22		22
52000110	Preformed Joint Strip Seal	Foot	120		120
52100010	Elastomeric Bearing Assembly, Type I	Each	18		18
52100520	Anchor Bolts, 1"	Each	36		36
67000400	Engineer's Field Office, Type A	Cal.Mo.	3		3
67100100	Mobilization	LSum	1		1
70101800	Traffic Control and Protection, (Special)	LSum	1		1
70301000	Work Zone Pavement Marking Removal	Sq.Ft.	2,400		2,400
70400100	Temporary Concrete Barrier	Foot	160		160
70400200	Relocate Temporary Concrete Barrier	Foot	160		160
78000200	Thermoplastic Pavement Marking - Line 4"	Foot	2,500		2,500
78000210	Polyurea Pavement Marking, Type I - Line 4"	Foot	300		300
78100105	Raised Reflective Pavement Marker (Bridge)	Each	10		10
78100200	Temporary Raised Reflective Pavement Marker	Each	10		10
78300100	Pavement Marking Removal	Sq.Ft.	900		900
78300200	Raised Reflective Pavement Marker Removal	Each	25		25
85000300	Maintenance of Existing Traffic Signal Installation	L Sum	1		1
89000100	Temporary Traffic Signal Installation	Each	1		1
X0322185	Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq.Yd.	580		580
X0322256	Temporary Information Signing	Sq.Ft.	50		50
X0325305	Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq.Ft.	145		145
X0325775	Wet Reflective Temporary Tape, Type III, 4 Inch	Foot	2,400		2,400
X0325841	Wet Reflective Temporary Tape, Type III, 24 Inch	Foot	45		45
X0326766	Clean & Reseal Relief Joint	Foot	96		96
Z0006204	Bridge Deck Hydro-Scarification 1/2"	Sq.Yd.	580		580
Z0016002	Deck Slab Repair (Full Depth, Type II)	Sq.Yd.	24		24
Z0030250	Impact Attenuators, Temporary (Non-Redirective), Test Level 3	Each	2		2
Z0030350	Impact Attenuators, Relocate (Non-Redirective), Test Level 3	Each	2		2

FILE NAME = 0169032.sht_gennote.dgn	USER NAME = IDOTengr	DESIGNED - J.W. KOONCE	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, INDEX OF SHEETS, SUMMARY OF QUANTITIES FAU 1620 /MARGARET STREET AT THORN CREEK	F.A. RTE. = 1620	SECTION = 431-1	COUNTY = COOK	TOTAL SHEETS = 16	SHEET NO. = 2
PLOT SCALE = 1:8000 1/2" IN.	CHECKED - J.W. KOONCE	REVISED -	SCALE:			SHEET NO. OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT			
PLOT DATE = 2/5/2010	DATE - JANUARY, 2010	REVISED -								
			CONTRACT NO. 60J82							

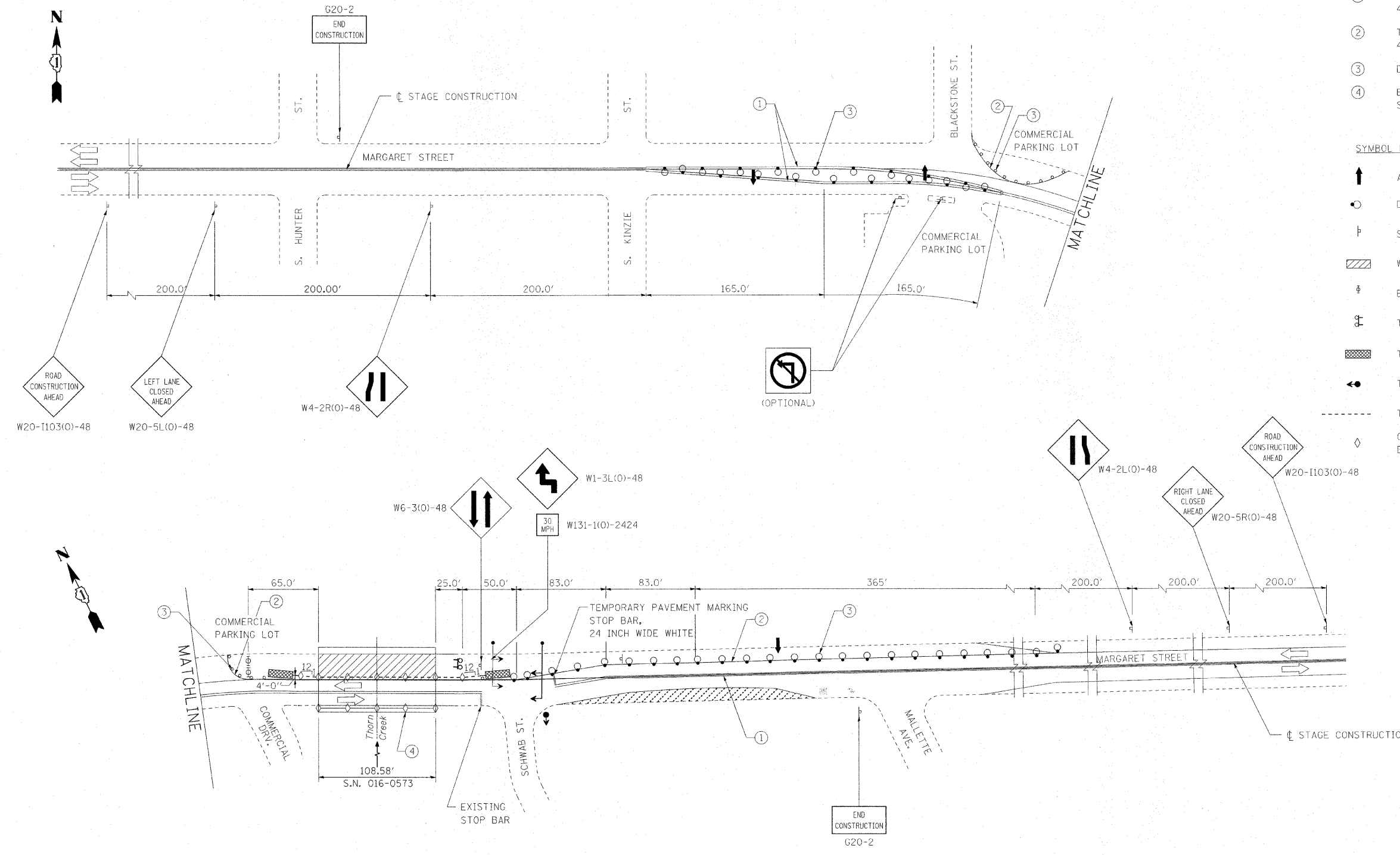
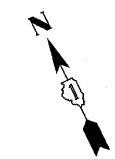


- PAVEMENT STRIPING LEGEND:**
- ① TEMPORARY PAVEMENT MARKING, 4 INCH WIDE DOUBLE YELLOW, AT 8 INCHES C-C
 - ② TEMPORARY PAVEMENT MARKING, 4 INCH WIDE SOLID WHITE
 - ③ DRUMS AT 6' CENTERS IN TAPER
 - ④ BARRIER WALL/GUARDRAILS MARKERS AT 25' CTS. SEE STANDARDS 704001 & 635011

- SYMBOL LEGEND:**
- ↑ ARROW BOARD
 - DRUM WITH STEADY BURNING LIGHT
 - ⊥ SIGN ON PORTABLE OR PREEMINENT SUPPORT
 - ▨ WORK AREA
 - ⚡ BARRICADE OR DRUM WITH FLASHING LIGHT
 - ⚡ TYPE III BARRICADE WITH FLASHING LIGHTS
 - ▨ TEMPORARY IMPACT ATTENUATOR
 - ← TRAFFIC SIGNAL
 - TEMPORARY CONCRETE BARRIER
 - ◇ CRYSTAL BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER

- NOTES:**
1. MAINTENANCE OF TRAFFIC DEVICES TO BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARDS 701321 AND 701606 AND DISTRICT ONE STANDARDS TC-11 AND TC-13. ADDITIONAL SIGNAGE MAY BE REQUIRED BY THE RESIDENT ENGINEER. THIS WORK AND SIGNAGE IS INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
 2. TEMPORARY PAVEMENT MARKINGS WILL CONSIST OF WET REFLECTIVE TEMPORARY TAPE, TYPE III OF THE WIDTH AND COLOR SHOWN ON THE PLANS.
 3. EXISTING, CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.
 4. REMOVAL OF THE TEMPORARY PAVEMENT MARKINGS SHALL BE PAID FOR UNDER THE PAY ITEM WORK ZONE PAVEMENT MARKING REMOVAL.
 5. THE EXISTING PAVEMENT MARKINGS THAT HAVE BEEN REMOVED SHALL BE REPLACED IN-KIND. POLYUREA PAVEMENT MARKING, TYPE I WILL BE PLACED ON CONCRETE SURFACES. THERMOPLASTIC PAVEMENT MARKINGS WILL BE PLACED ON HMA SURFACES.
 6. EXISTING TRAFFIC SIGNALS AT SCHWAB STREET MAY REQUIRE MODIFIED TIMINGS, PHASING, AND SIGNAL HEADS. ANY MODIFICATIONS (INCLUDING INSTALLATION OF ANY REQUIRED TRAFFIC CONTROL DEVICES) TO THE EXISTING TRAFFIC SIGNALS REQUIRED FOR CONSTRUCTION STAGING WILL BE PAID FOR AS TEMPORARY TRAFFIC SIGNAL INSTALLATION.

FILE NAME = DIG0J82-shl-staging.dgn	USER NAME = 100T(eng)	DESIGNED - V. ROUSTAN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MARGARET STREET OVER THORN CREEK SUGGESTED TRAFFIC CONTROL AND STAGING PLAN I			F.A.U. RTE. 1620	SECTION 431-1	COUNTY COOK	TOTAL SHEETS 16	SHEET NO. 3	
	PLOT SCALE = 50.0000' / IN.	DRAWN - P. HAINES	REVISED -		SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 60JB2					
	PLOT DATE = 2/25/2010	CHECKED - J. HAMELKA	REVISED -		ILLINOIS FED. AID PROJECT								
	DATE - JANUARY, 2010	REVISOR -	REVISED -										



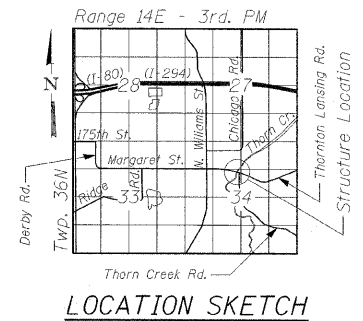
- PAVEMENT STRIPING LEGEND:**
- ① TEMPORARY PAVEMENT MARKING, 4 INCH WIDE DOUBLE YELLOW, AT 8 INCHES C-C
 - ② TEMPORARY PAVEMENT MARKING, 4 INCH WIDE SOLID WHITE
 - ③ DRUMS AT 6' CENTERS IN TAPER
 - ④ BARRIER WALL/GUARDRAILS MARKERS AT 25' CTS. SEE STANDARDS 704001 & 635011

- SYMBOL LEGEND:**
- ↑ ARROW BOARD
 - DRUM WITH STEADY BURNING LIGHT
 - ⊥ SIGN ON PORTABLE OR PREEMINENT SUPPORT
 - ▨ WORK AREA
 - ⊘ BARRICADE OR DRUM WITH FLASHING LIGHT
 - ⊘ TYPE III BARRICADE WITH FLASHING LIGHTS
 - ▨ TEMPORARY IMPACT ATTENUATOR
 - ← TRAFFIC SIGNAL
 - TEMPORARY CONCRETE BARRIER
 - ◇ CRYSTAL BIDIRECTIONAL BARRIER WALL/GUARDRAIL MARKER

NOTE:
REFER TO SUGGESTED TRAFFIC CONTROL AND STAGING PLAN I FOR NOTES.

FILE NAME = D160J82-sht-staging.dgn	USER NAME = 100T(engi)	DESIGNED - V. ROUSTAN	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MARGARET STREET OVER THORN CREEK SUGGESTED TRAFFIC CONTROL AND STAGING PLAN II		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.0000' / IN.	DRAWN - P. HAINES	REVISED -				1620	431-1	COOK	16	4	
	PLOT DATE = 2/25/2010	CHECKED - J. HAMELKA	REVISED -				CONTRACT NO. 60J82					
		DATE - JANUARY, 2010	REVISED -				ILLINOIS FED. AID PROJECT					
					SCALE: 1"=50'	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

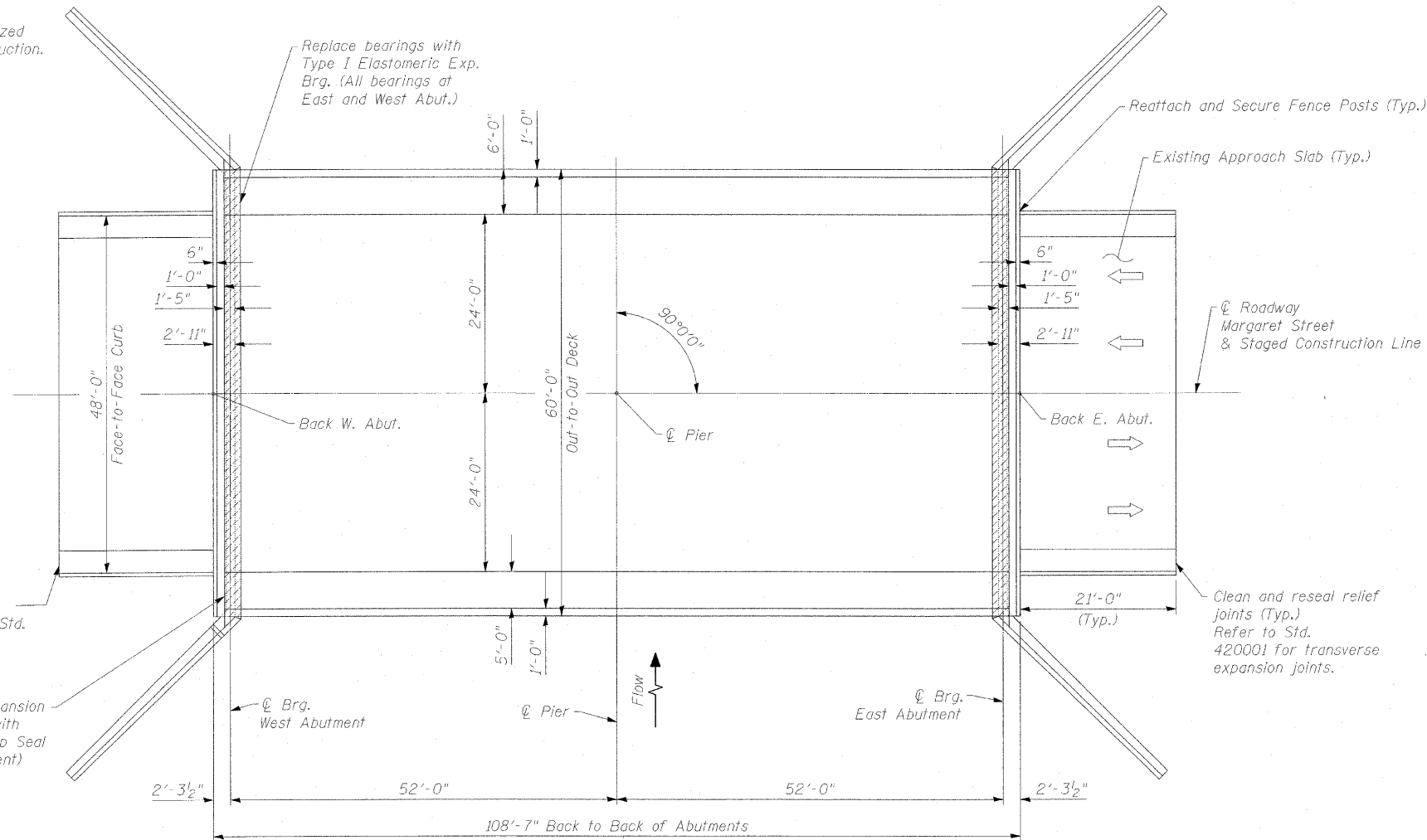


Existing Structure:

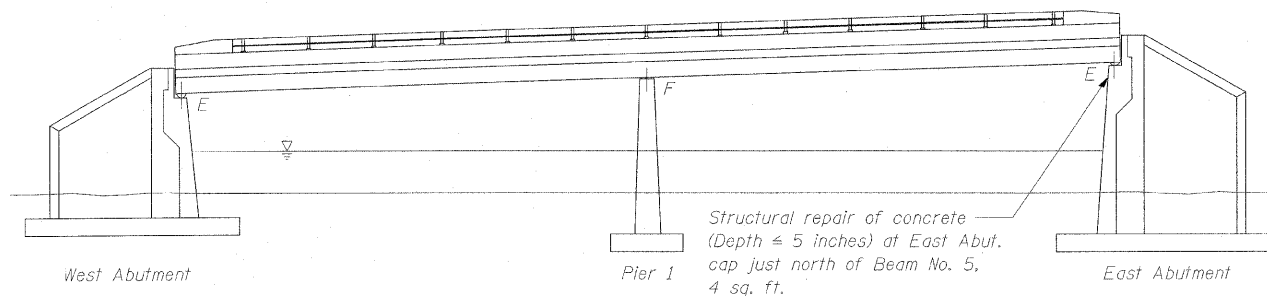
The existing structure is a two span steel beam bridge with a 7.5 inch reinforced concrete deck and a bituminous overlay. The original structure was built in 1969 as Section 43-15D-BR.

Staged construction shall be utilized to maintain traffic during construction.

No salvage.



PLAN



ELEVATION

SCOPE OF WORK

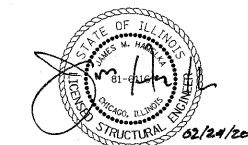
1. Remove and replace existing expansion bearings with elastomeric bearings.
2. Bridge deck and approach overlay removal.
3. Bridge deck hydro-scarification.
4. Repair bridge deck.
5. Reconstruct deck joints at each abutment with preformed strip seal.
7. Place new overlay on bridge deck and approaches.
8. Repair substructure and curb faces.
9. Clean and reseal pavement relief joints.

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi



COLLINS ENGINEERS, INC.
JAMES M. HAMELKA
NO. 81-6116
EXPIRES 11-30-2010

GENERAL PLAN & ELEVATION
MARGARET ST. AT THORN CREEK
F.A.U. 1620 SEC. 43-I-1
COOK COUNTY
STATION 21+86.29
STRUCTURE NO. 016-0573

DESIGNED	JMH
CHECKED	LMS
DRAWN	VC
CHECKED	JMH

EXAMINED	2010
PASSED	ENGINEER OF STRUCTURAL SERVICES
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S1 OF S10 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	5
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. The existing bearings contain lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
5. Stage construction shall be utilized to maintain traffic during construction.
6. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams, and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams, and diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.
7. Protective Coat shall be applied to the new Bridge Deck Latex Concrete Overlay and to the Bridge Sidewalks and inside faces of Parapets.
8. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F
9. The removal and reattachment of guardrail, hand rail, steel railings, traffic barrier terminal, and etcetera required for repair work (e.g. transverse joint replacement or structural repair of concrete) shall be included in the contract unit price of the work item being performed.
10. All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.
11. All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

INDEX OF SHEETS

- S1. General Plan & Elevation
- S2. General Notes, Bill of Material, and Index of Sheets
- S3. Stage Construction Details
- S4. Bridge Deck and Approach Repairs
- S5. Expansion Joint Repairs
- S6. Expansion Joint Details
- S7. Preformed Joint Strip Seal
- S8. Bar Splicer Assembly and Mechanical Splicer Details
- S9. Bearing Details
- S10. Floor Drains

TOTAL BILL OF MATERIAL

Item Description	UNIT	QUANTITY
Hot-Mix Asphalt Surface Course, Mix "D", N70	Ton	19
Protective Coat	Sq. Yd.	790
Hot-Mix Asphalt Surface Removal, 1 1/2"	Sq. Yd.	224
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	580
Concrete Removal	Cu. Yd.	29.8
Concrete Superstructure	Cu. Yd.	29.8
Bridge Deck Grooving	Sq. Yd.	555
Jack and Remove Existing Bearings	Each	18
Reinforcement Bars, Epoxy Coated	Pound	2,140
Bar Splicers	Each	22
Preformed Joint Strip Seal	Foot	120
Elastomeric Bearing Assembly, Type I	Each	18
Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	580
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	145
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	580
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	24
Floor Drains	Each	8
Clean and Reseal Relief Joints	Foot	96
Anchor Bolts, 1 inch	Each	36
Furnishing and Erecting Structural Steel	Pound	2,620
Bituminous Materials (Prime Coat)	Gallon	23

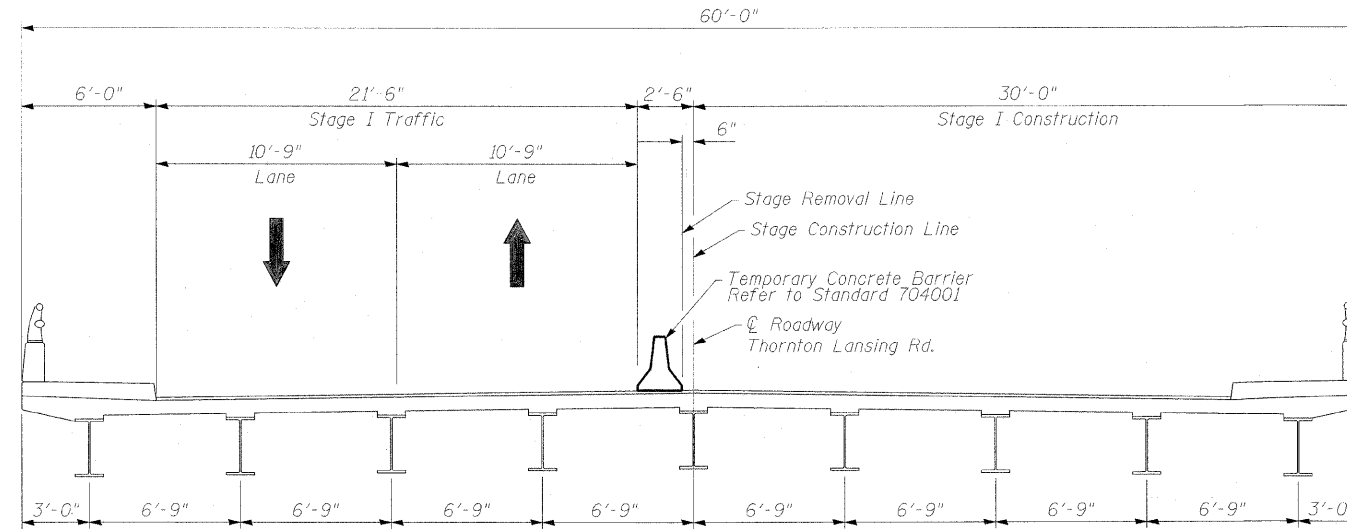
**GENERAL NOTES, BILL OF MATERIAL
AND INDEX OF SHEETS
STRUCTURE NO. 016-0573**

DESIGNED JMH
CHECKED LMS
DRAWN VC
CHECKED JMH

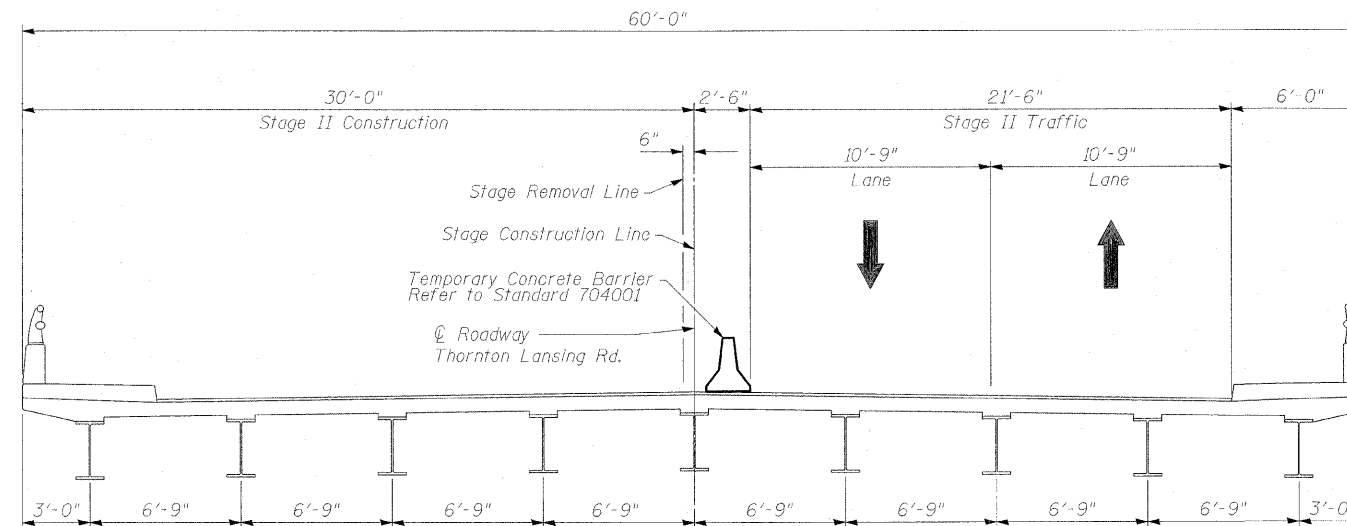
2010
EXAMINED
ENGINEER OF STRUCTURAL SERVICES
PASSED
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S2 OF S10 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	6
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I CROSS SECTION
Looking East



STAGE II CROSS SECTION
Looking East

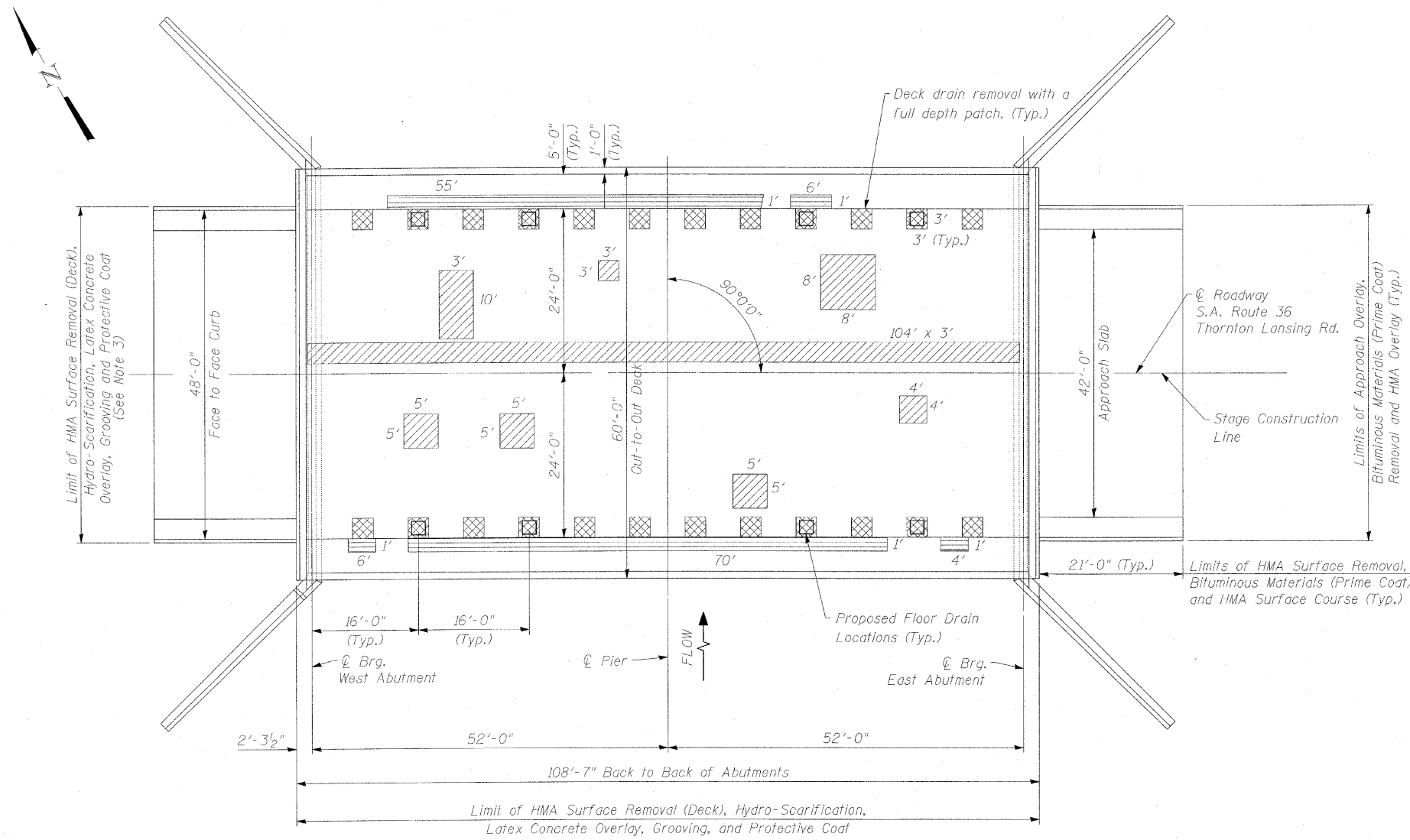
Note:
For Quantity of Temporary Concrete Barrier refer to Summary of Quantities.

STAGE CONSTRUCTION DETAILS
STRUCTURE 016-0573

DESIGNED <i>JMH</i>	2010
CHECKED <i>LMS</i>	EXAMINED
DRAWN <i>VC</i>	PASSED
CHECKED <i>JMH</i>	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S3 OF S10 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	7
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

- Notes:
1. Deck repair areas are estimated based on visual inspection completed on October 2009. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.
 2. Deck drain removal and disposal shall not be paid for separately and shall be included in the pay item for Deck Slab Repair (Full Depth, Type II).
 3. The protective coat shall also be applied to the Bridge Sidewalks and inside faces of the Parapets.

BILL OF MATERIAL

SYMBOL	Item Description	UNIT	QUANTITY
	Hot-Mix Asphalt Surface Course, Mix "D", N/O	Ton	19
	Protective Coat	Sq. Yd.	790
	Hot-Mix Asphalt Surface Removal, 1 1/2"	Sq. Yd.	224
	Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	580
	Bridge Deck Grooving	Sq. Yd.	555
	Bridge Deck Latex Concrete Overlay, 2 1/4 Inches	Sq. Yd.	580
	Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	145
	Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	580
	Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	24
	Deck Slab Repair (Partial) Δ	Sq. Yd.	56.2
	Floor Drains	Each	8
	Bituminous Materials (Prime Coat)	Gallon	23

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

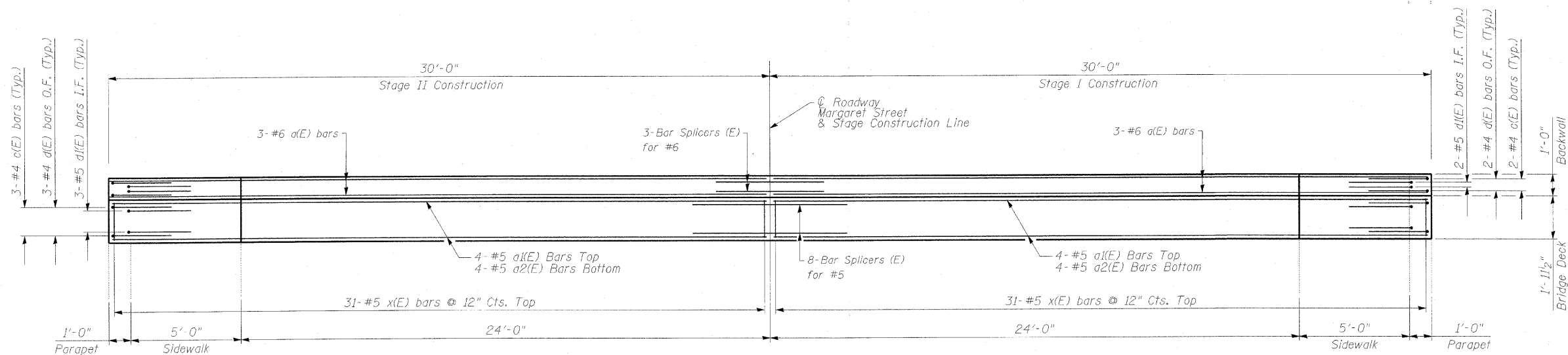
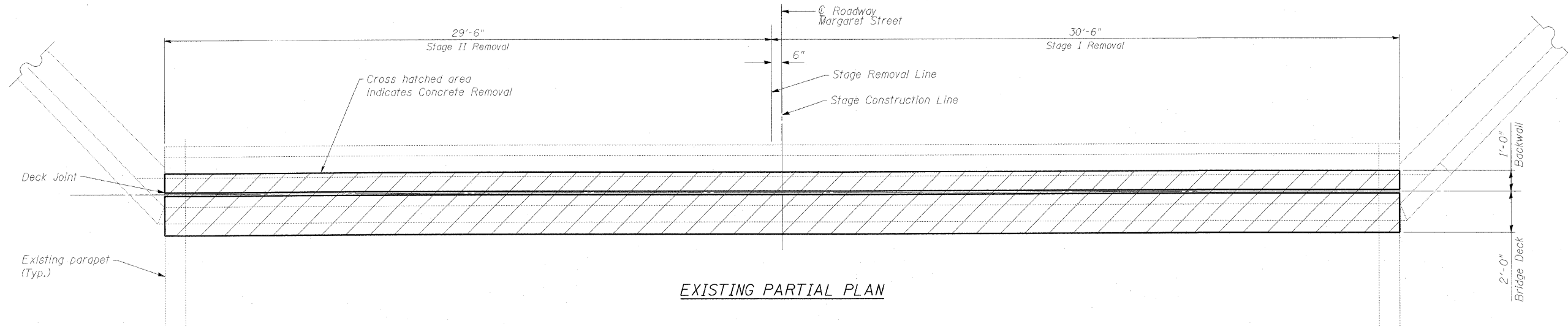
DESIGNED JMH	2010
CHECKED LMS	EXAMINED
DRAWN VC	PASSED
CHECKED JMH	

BRIDGE DECK AND
APPROACH REPAIRS
STRUCTURE 016-0573

SHEET NO. S4 OF S10 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	431-1	COOK	16	8
			CONTRACT NO. 60J82		
ILLINOIS FED. AID PROJECT					

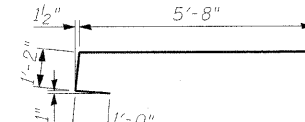
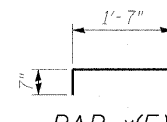
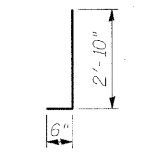
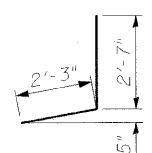
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
1. I.F. denotes inside face.
O.F. denotes outside face.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	12	#6	29'-8"	—
a1(E)	16	#5	29'-8"	—
a2(E)	16	#5	27'-8"	—
c(E)	20	#5	7'-10"	┌
d(E)	20	#5	4'-10"	└
d1(E)	20	#5	3'-6"	└
x(E)	124	#5	2'-2"	└



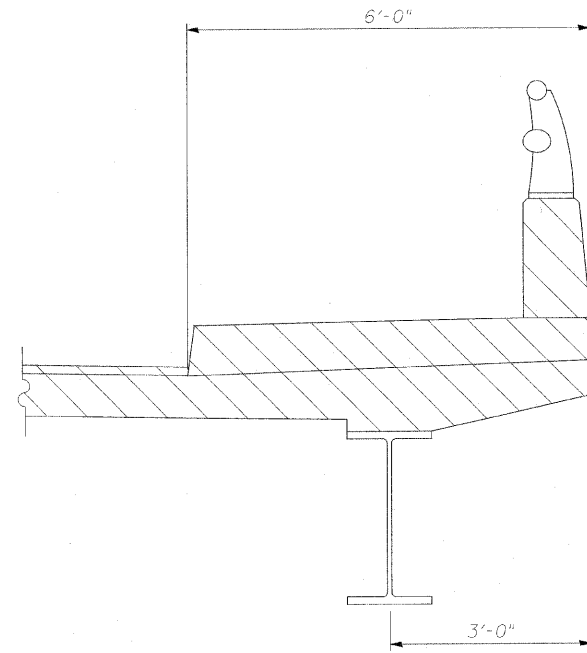
DESIGNED	JMH
CHECKED	LMS
DRAWN	VC
CHECKED	JMH

2010	EXAMINED
ENGINEER OF STRUCTURAL SERVICES	PASSED
ENGINEER OF BRIDGES AND STRUCTURES	

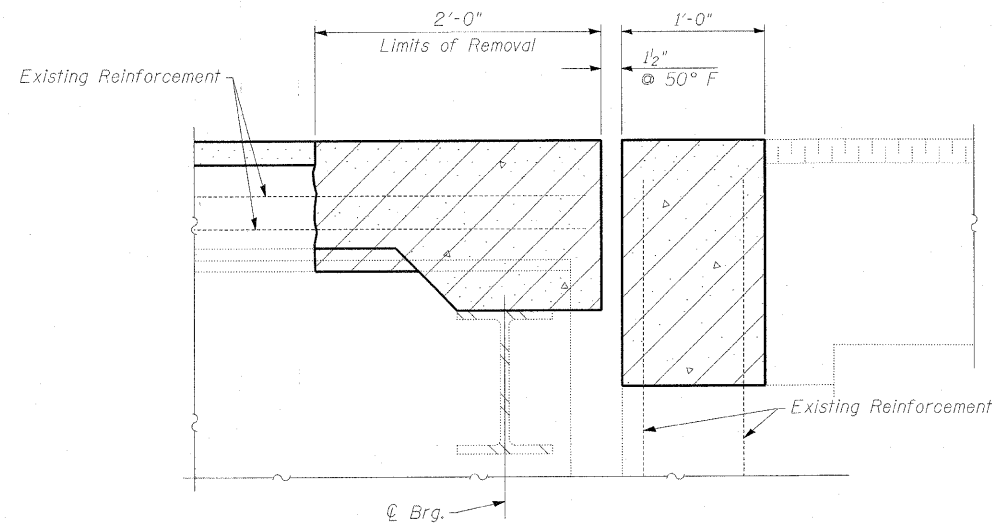
EXPANSION JOINT REPAIRS
STRUCTURE NO. 016-0573

SHEET NO. S5 OF S10 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	9
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



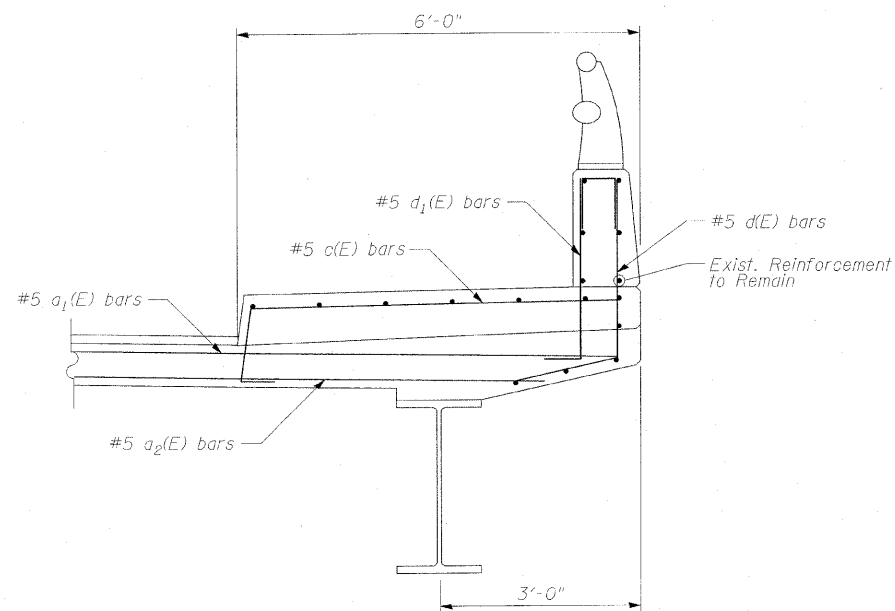
EXISTING PARAPET SECTION



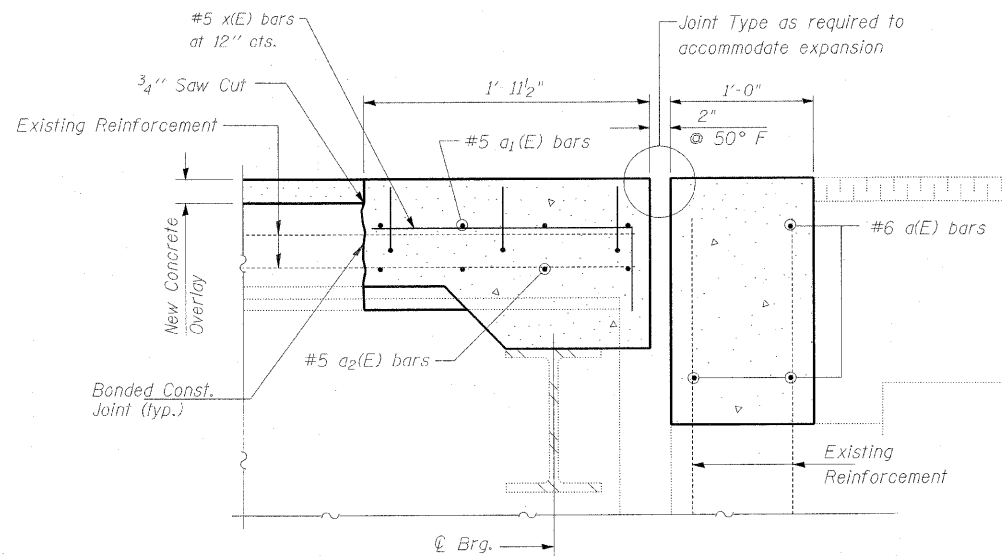
EXISTING SECTION THRU WEST AND EAST ABUTMENTS

Notes:

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



PROPOSED PARAPET SECTION



PROPOSED SECTION THRU WEST AND EAST ABUTMENTS

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	29.8
Reinforcement Bars (Epoxy Coated)	Pound	2,140
Concrete Superstructure	Cu. Yd.	29.8

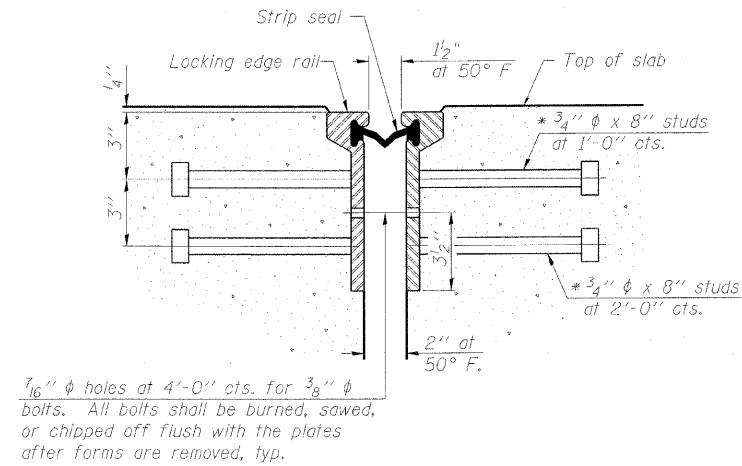
EXPANSION JOINT DETAILS
STRUCTURE NO. 016-0573

DESIGNED JMH	2010
CHECKED LMS	EXAMINED
DRAWN VC	ENGINEER OF STRUCTURAL SERVICES
CHECKED JMH	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

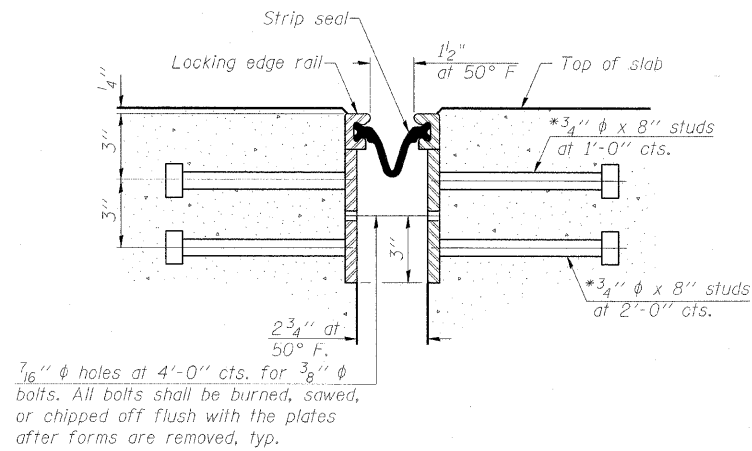
SHEET NO. S6 OF S10 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	10
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

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

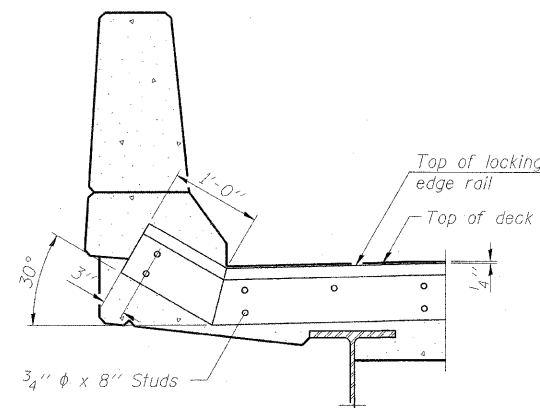
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU
ROLLED RAIL JOINT

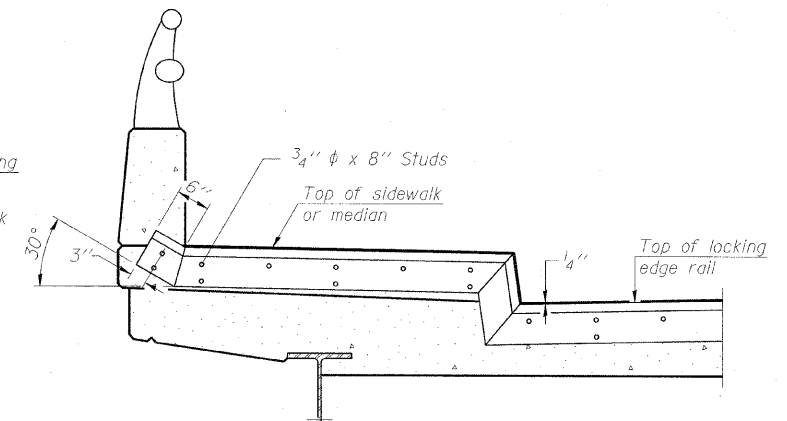


SECTION THRU
WELDED RAIL JOINT



AT PARAPET

See Section A-A for end treatment of skews > 30°.



AT SIDEWALK OR MEDIAN

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

7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

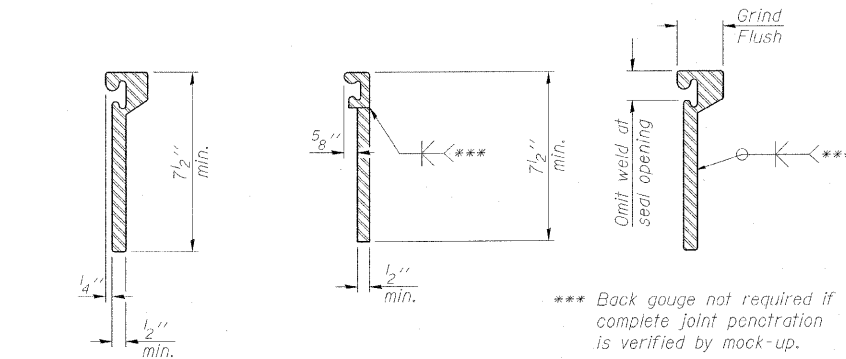
7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

TYPICAL END TREATMENTS

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

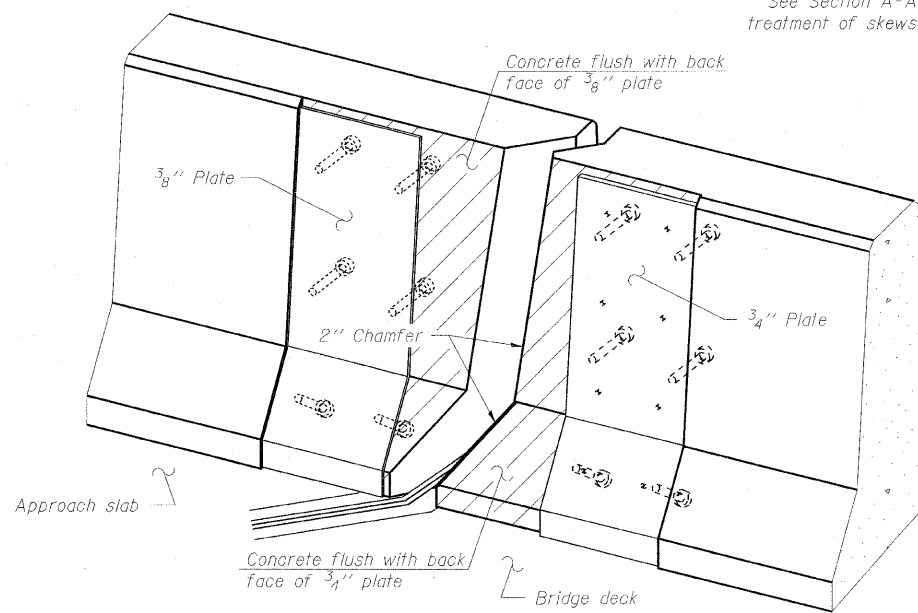


ROLLED
EXTRUDED RAIL

WELDED RAIL

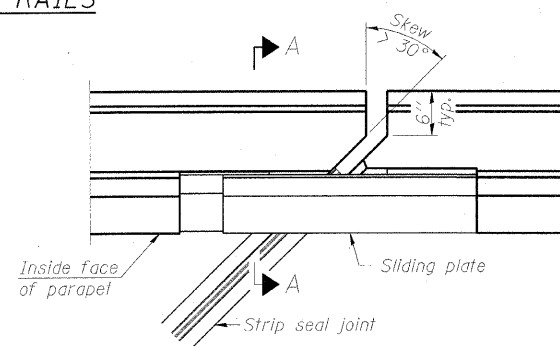
LOCKING EDGE
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

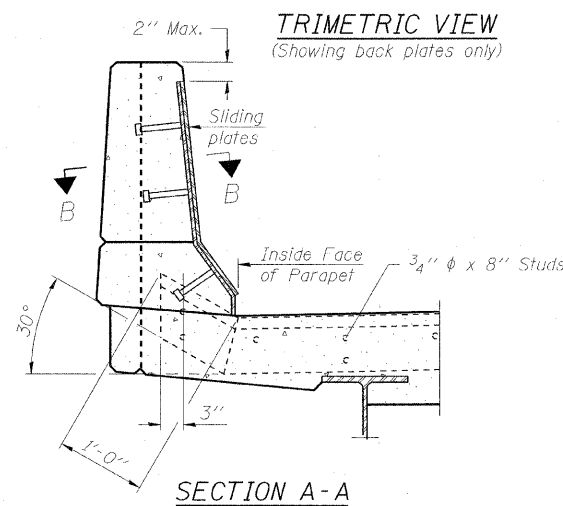


TRIMETRIC VIEW
(Showing back plates only)

LOCKING EDGE RAILS

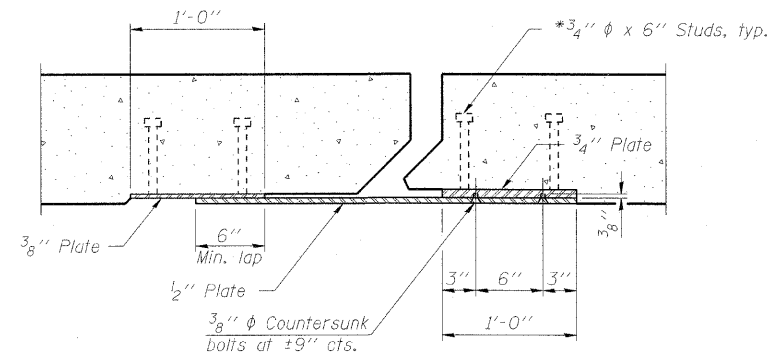


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	120.0

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 016-0573

DESIGNED	JMH
CHECKED	LMS
DRAWN	VC
CHECKED	JMH

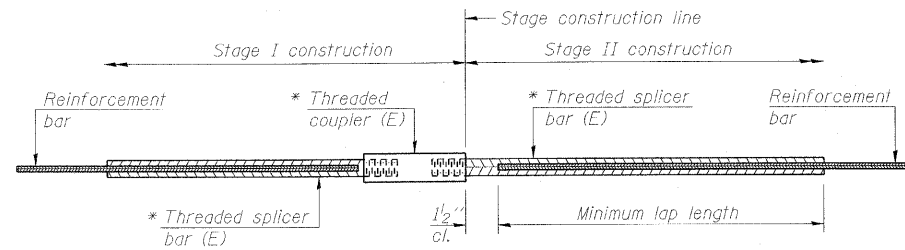
EXAMINED	2010
PASSED	ENGINEER OF STRUCTURAL SERVICES
	ENGINEER OF BRIDGES AND STRUCTURES

EJ-SSJ

11-1-09

SHEET NO. S7 OF S10 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	11
			CONTRACT NO. 60J82		
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

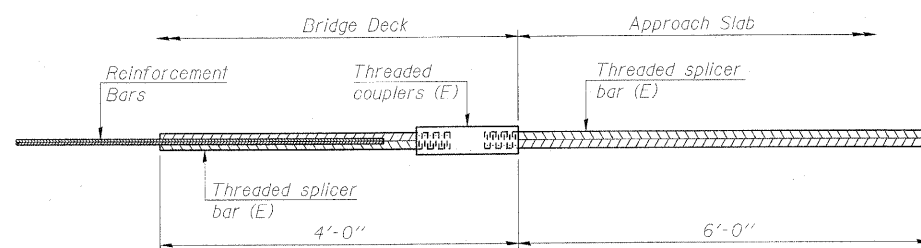
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

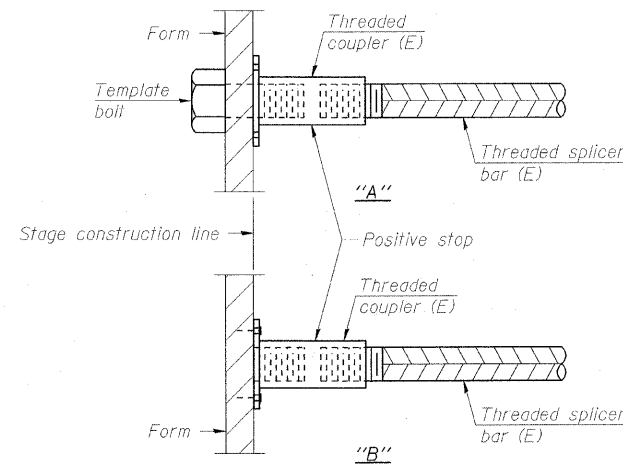
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	16	3
Backwall	#6	6	3



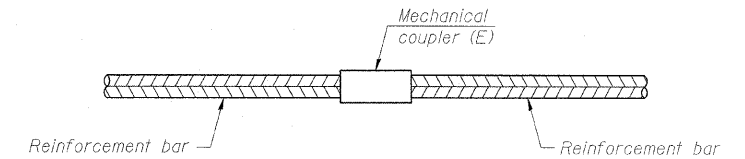
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



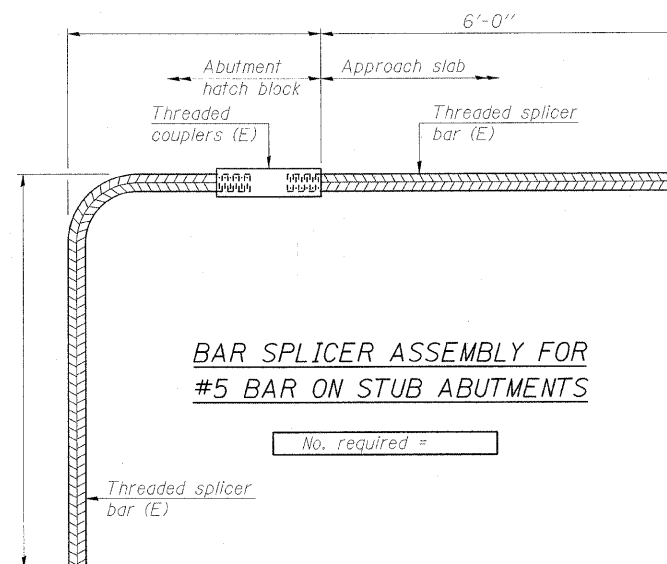
INSTALLATION AND SETTING METHODS

"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 STUB ABUTMENTS

No. required =

NOTES

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

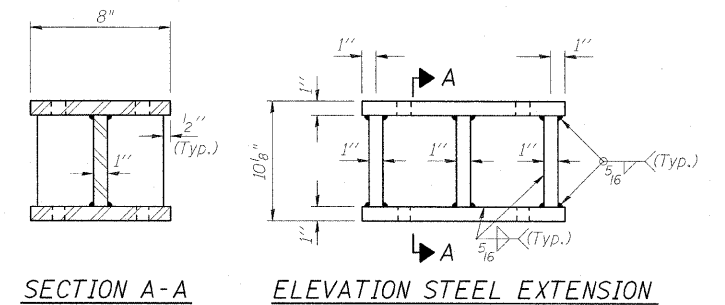
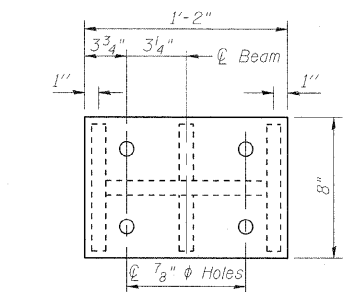
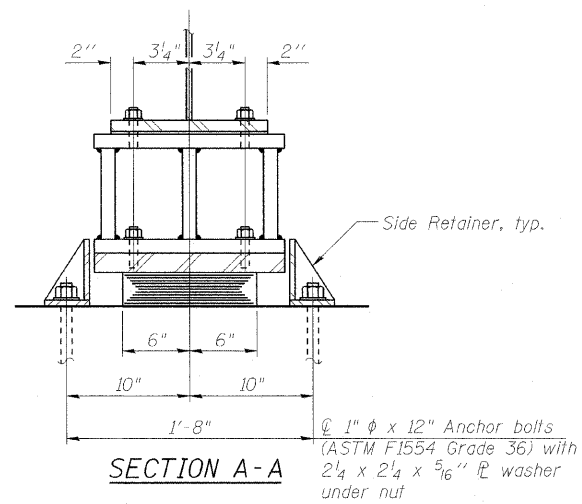
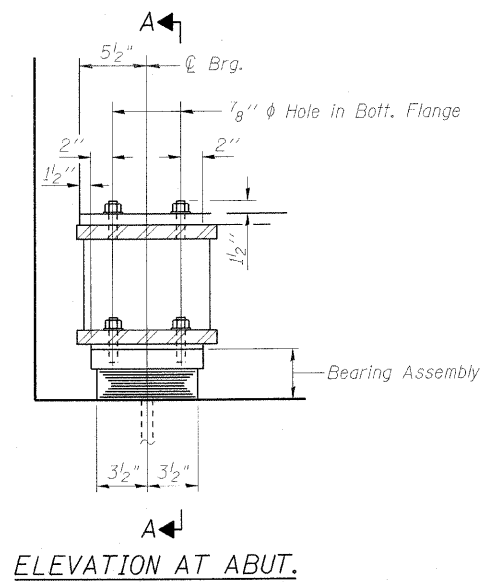
**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 016-0573**

DESIGNED JMH	2010
CHECKED LMS	EXAMINED
DRAWN VC	PASSED
CHECKED JMH	ENGINEER OF BRIDGES AND STRUCTURES

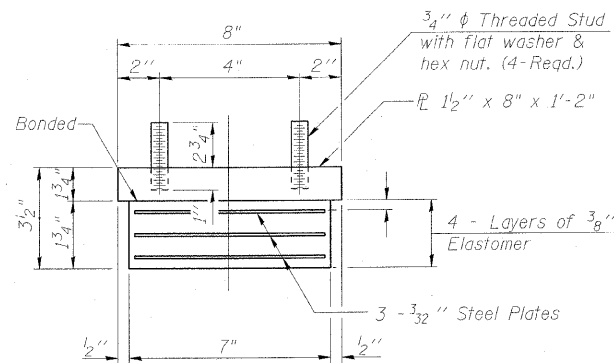
	ENGINEER OF STRUCTURAL SERVICES
	ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. S8 OF S10 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	431-1	COOK	16	12
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

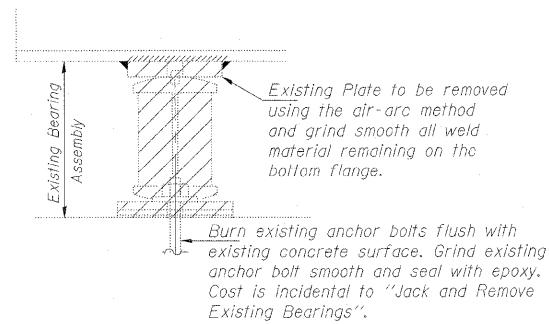
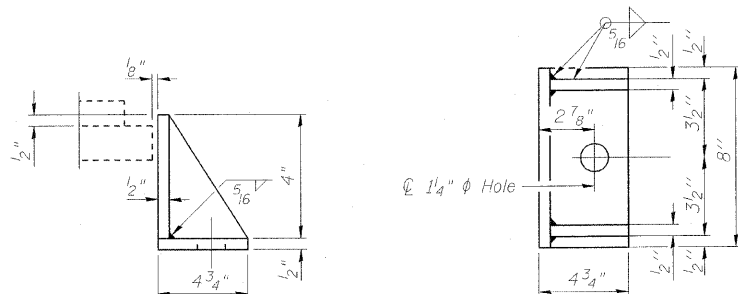


TYPE I ELASTOMERIC EXP. BRG.



Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Note:
Shim plates shall not be placed under Bearing Assembly.



FABRICATED STEEL EXTENSION

FABRICATED STEEL EXTENSION

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Jack and Remove Existing Bearings	Each	18
Anchor Bolts, 1"	Each	36
Furnishing and Erecting Structural Steel	Pound	2,620

INTERIOR GIRDER REACTION TABLE

		Abutment
R _{DL}	(k)	15.5
R _{SDL}	(k)	8.5
R _{TL}	(k)	35.1
R _{Imp}	(k)	9.9
R _{TOTAL}	(k)	69

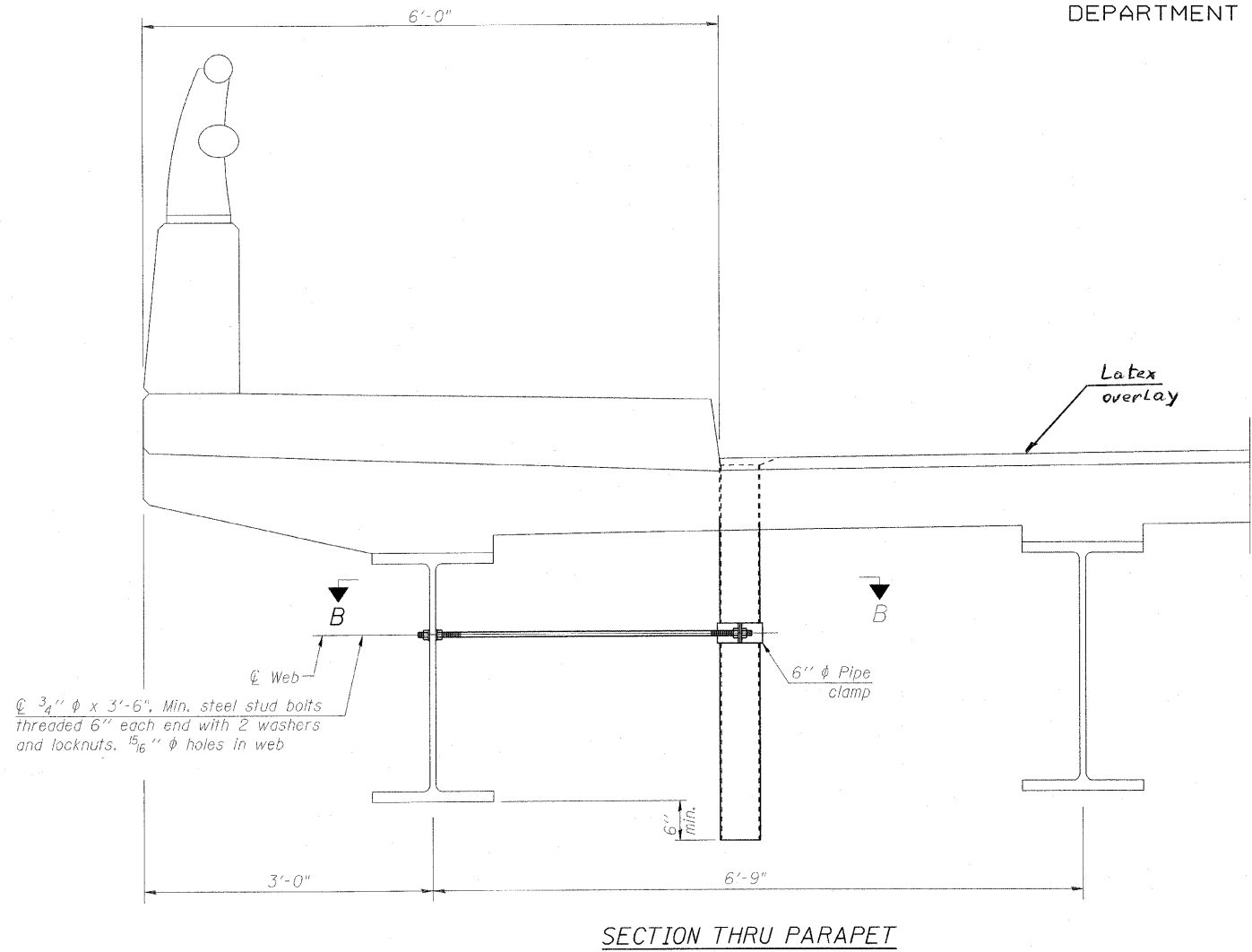
Minimum Jack Size = 29 TONS

BEARING DETAILS
STRUCTURE NO. 016-0573

DESIGNED JMH	2010
CHECKED LMS	EXAMINED
DRAWN VC	PASSED
CHECKED JMH	ENGINEER OF BRIDGES AND STRUCTURES

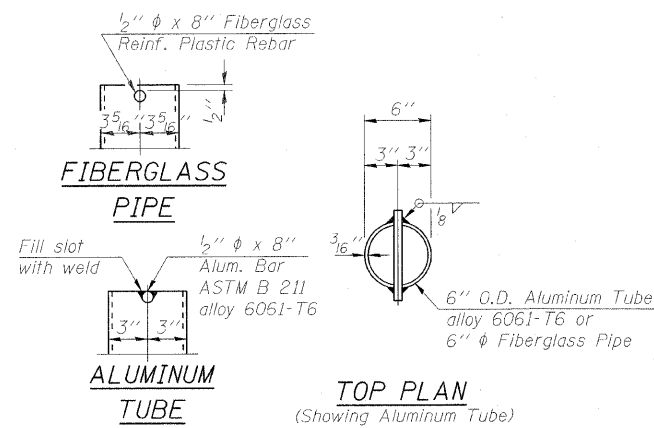
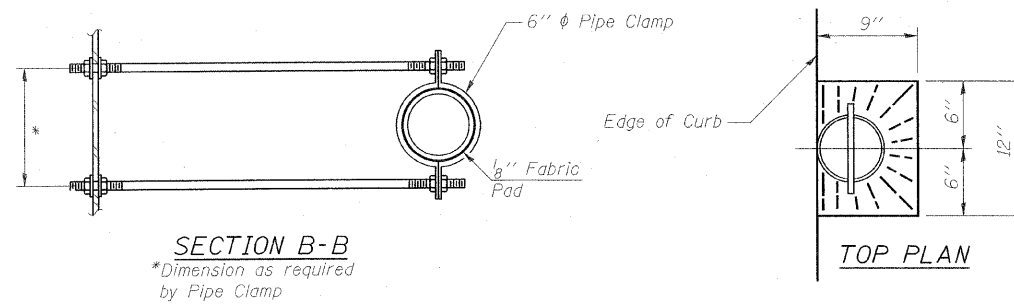
SHEET NO. S9 OF S10 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	13
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

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DEPARTMENT OF TRANSPORTATION



ϕ 3/4" ϕ x 3'-6", Min. steel stud bolts threaded 6" each end with 2 washers and locknuts. 15/16" ϕ holes in web

Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

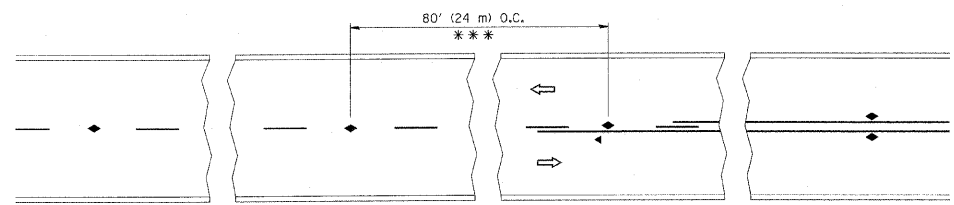


DESIGNED JMH	2010
CHECKED LMS	EXAMINED
DRAWN VC	ENGINEER OF STRUCTURAL SERVICES
CHECKED JMH	PASSED
	ENGINEER OF BRIDGES AND STRUCTURES

S-I-D 11-1-09

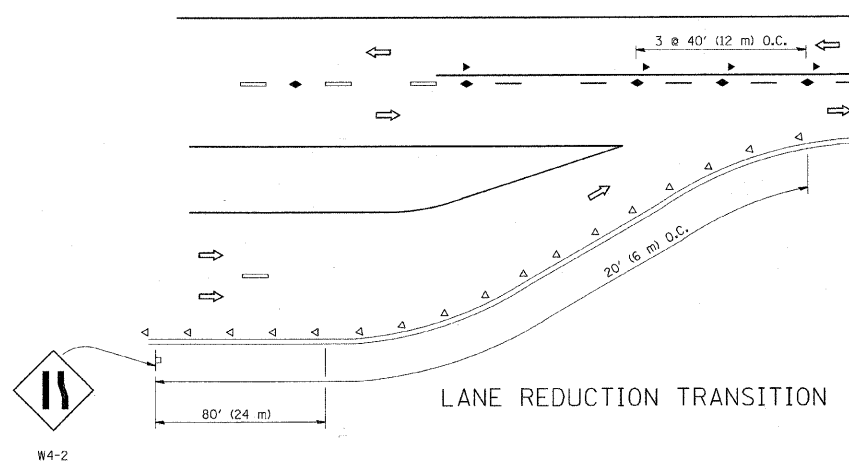
FLOOR DRAINS
STRUCTURE NO. 016-0573

SHEET NO. S10 OF S10 SHEETS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	1620	43I-1	COOK	16	14
CONTRACT NO. 60J82					
ILLINOIS FED. AID PROJECT					

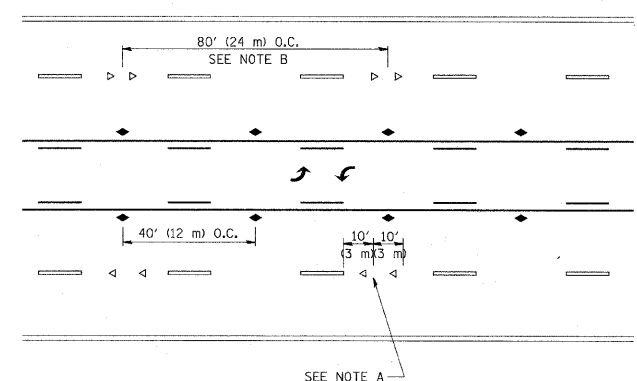


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

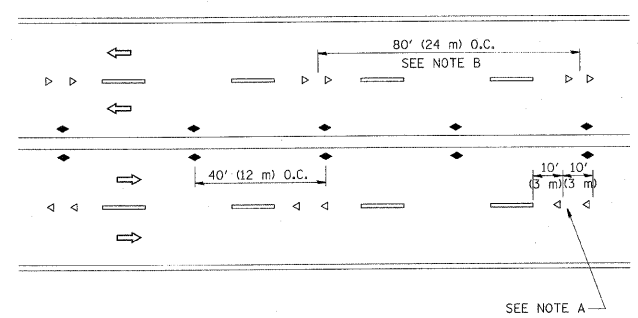
TWO-LANE/TWO-WAY



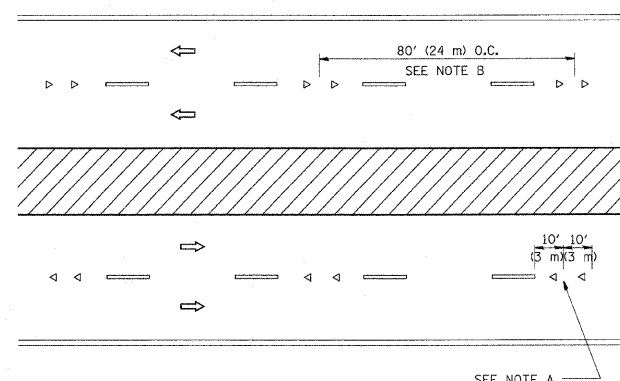
LANE REDUCTION TRANSITION



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

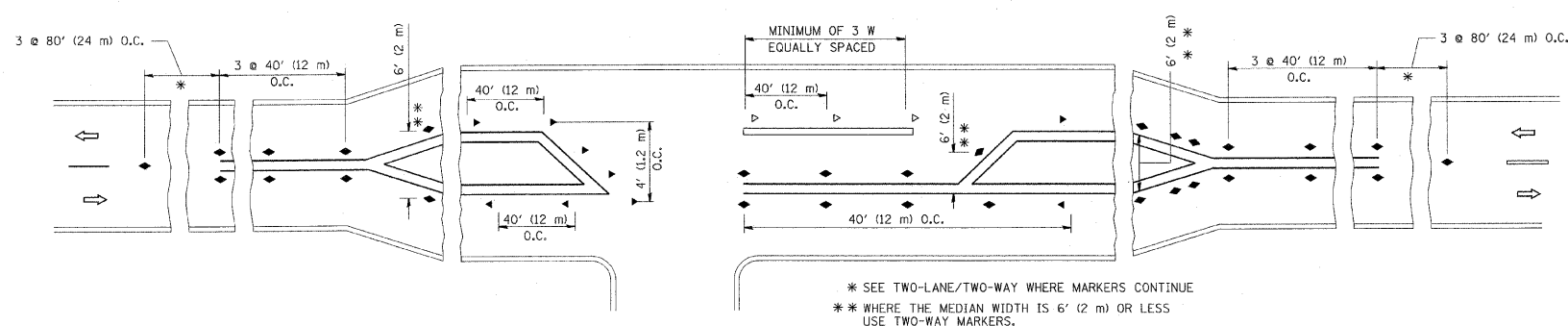
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

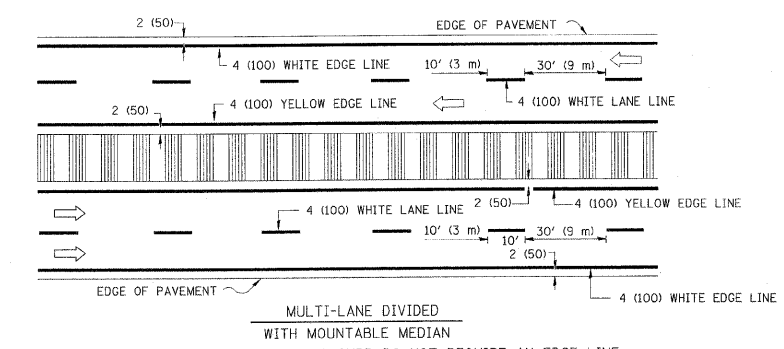
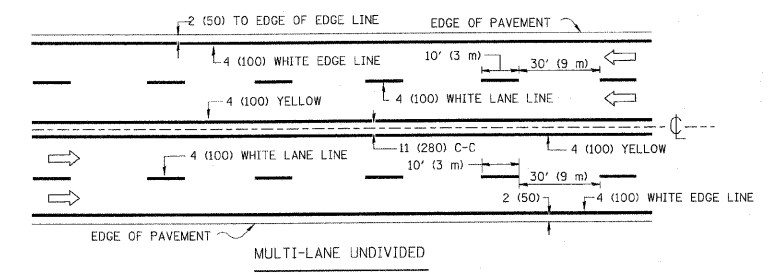
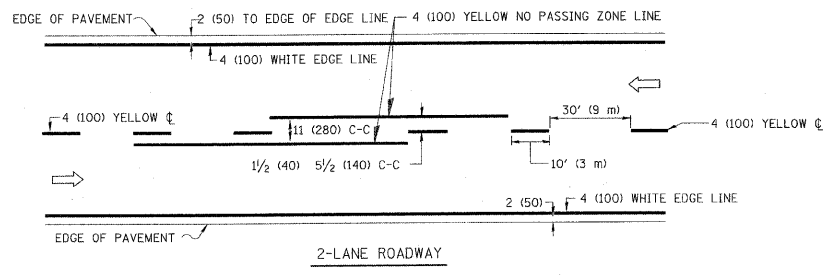
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakoegn	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
c:\pwwork\p\d01\drivakoegn\d0186315\td	.dgn	DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 58.000' / 1" IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 9/9/2009	DATE -	REVISED - C. JUCCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

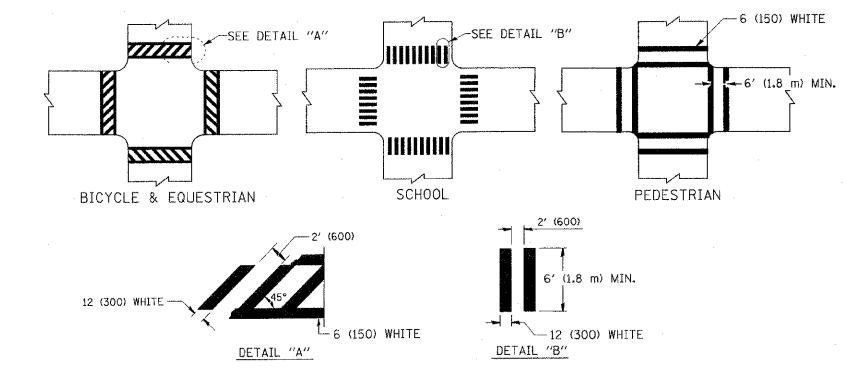
TYPICAL APPLICATIONS	
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1620	43I-1	COOK	16	15
TC-11			CONTRACT NO. 60J82	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

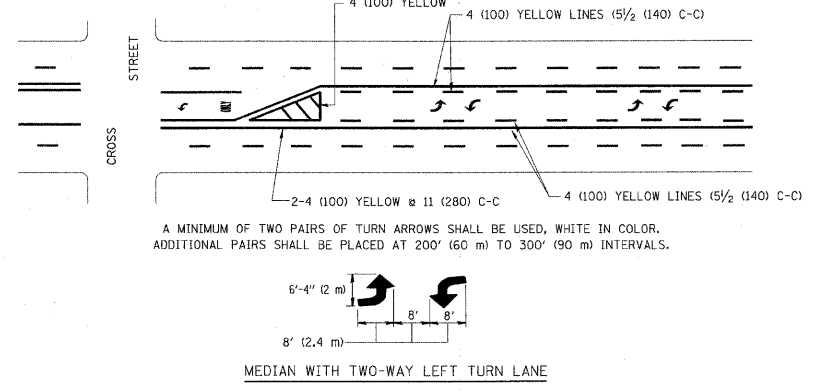
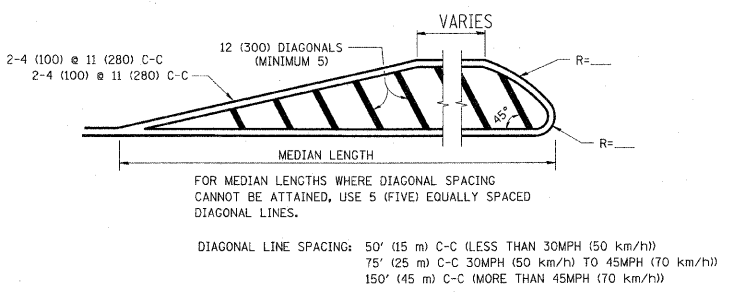
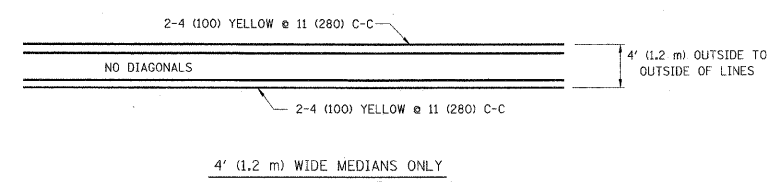


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

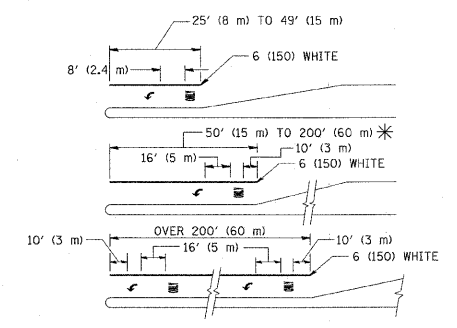
TYPICAL LANE AND EDGE LINE MARKING



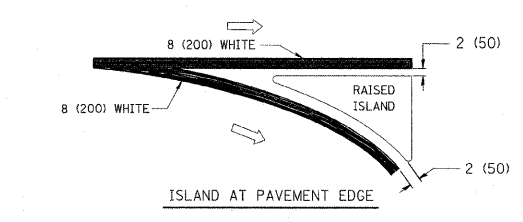
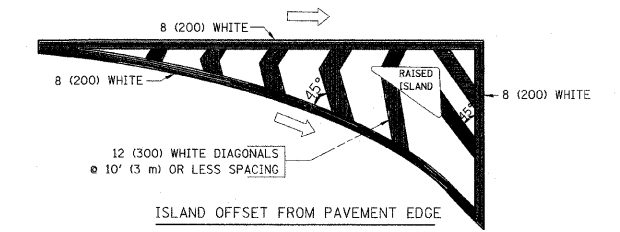
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2' (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
LANE LINES	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	
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	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
TWO WAY LEFT TURN MARKING	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	2' (600) APART
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°	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 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
c:\pwwork\pwwork\drivakosgn\d0100315\td03.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		1620	43I-1	COOK	16	16
SCALE: NONE		TC-13		CONTRACT NO. 60J82		
SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		