

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
437	71HB-I-1	LAKE	25	1
		ILLINOIS	CONTRACT NO. 60J81	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 2744 (SHERIDAN ROAD)
OVER BUCKLEY ROAD
SECTION: 71HB-I-1
BRIDGE DECK OVERLAY & BRIDGE JOINT REPAIR
STRUCTURE NO. 049-0161
LAKE COUNTY

C-91-271-10

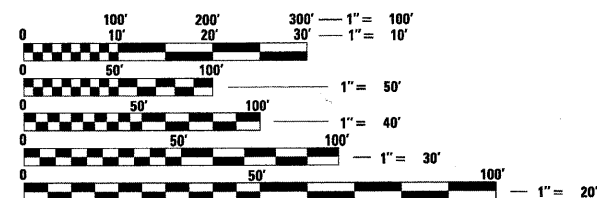
PROJECT

RANGE 12E

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE
CITY OF NORTH CHICAGO

ADT = 4,450 (2007)
SPEED LIMIT = 40 MPH



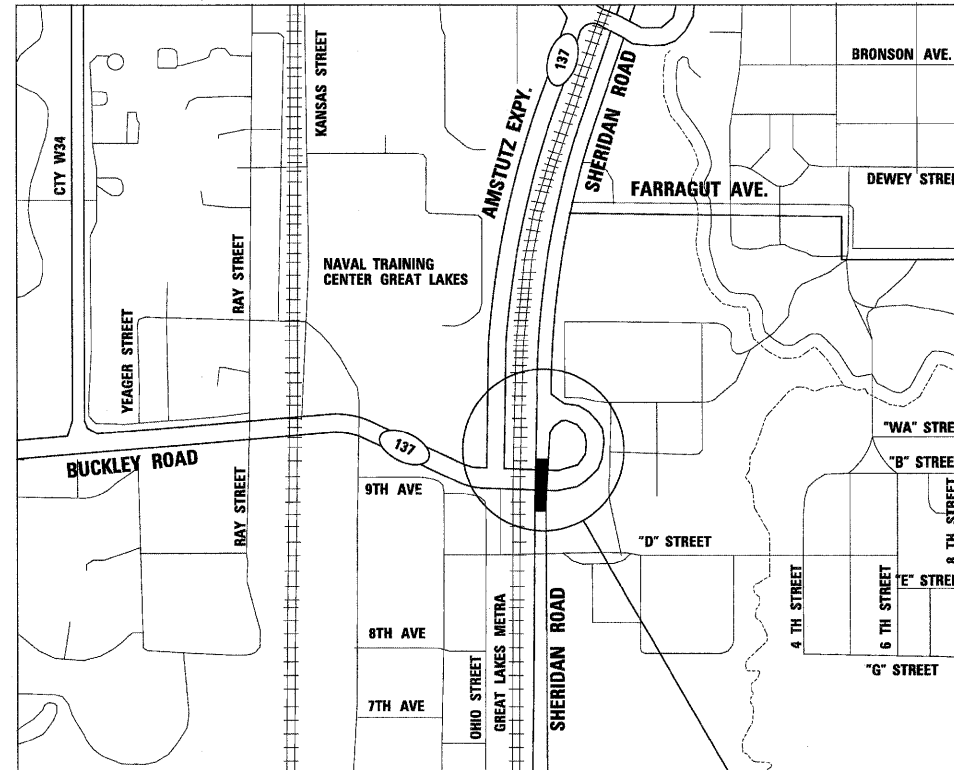
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



Robert J. Loehr
ROBERT J. LOEHR, S.E., P.E.
DATE: 03/08/2010
EXP. 11/30/2010
SHEETS: 13-19

TWP. 44N



SHELDS TOWNSHIP

GROSS LENGTH = 381.69 FT. = 0.072 MILE
NET LENGTH = 381.69 FT. = 0.072 MILE

PROPOSED
IMPROVEMENT

PROJECT MANAGER: HELEN PAZON (847) 705-4523

CONTRACT NO. 60J81

D-91-271-10



LOCATION OF SECTION INDICATED THUS: -



Thomas P. Paolicchi
THOMAS P. PAOLICCHI, P.E.
DATE: 03/08/2010
EXP. 11/30/2011
SHEETS: 1-12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED MARCH 12, 2010

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

May 7 2010
Scott E. Stitt P.E. /s/ acting ENGINEER OF DESIGN AND ENVIRONMENT

May 7 2010
Christine M. Reed /s/ DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
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2	INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES
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13-19	STRUCTURE DRAWINGS
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23	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
24	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
25	DRIVEWAY ENTRANCE SIGNING

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701431-05	LANE CLOSURE, MULTILANE, UNDIV. WITH CROSSOVER, SPEEDS ≥ 45 MPH TO 55 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED PAVEMENT MARKERS

GENERAL NOTES - ROADWAY

- 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 UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED.)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 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.
- WHEN MILLED PAVEMENT IS OPENED 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).
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "JOINT DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- WHEN 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 AREA.
- 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.
- THE ENGINEER SHALL CONTACT DEBBIE HANLON TRAFFIC FIELD ENGINEER (OR TECHNICIAN), AT (847) 438-2300 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE "ADVANCE WARNING SIGN DETAIL FOR ATRERIAL TRAFFIC" LOCATED IN THE SPECIAL PROVISIONS FOR "TEMPORARY INFORMATION SIGNING FOR LANE CLOSURES" IS APPLICABLE ONLY TO ARTERIAL ROADS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM DISTRICT 1 BRIDGE INSPECTORS.
- 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 ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.
- SAW CUTTING OF PAVEMENTS, SHOULDERS, ETC., SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN, STRAIGHT EDGE ON THE PORTION REMAINING. THE COST OF SAW CUTTING REMOVAL ITEMS SHALL BE INCLUDED IN THE UNIT PRICES OF THESE ITEMS.

GENERAL NOTES - TRAFFIC CONTROL & PROTECTION

- STAGING PROCEDURES PRESENTED ARE THE SUGGESTED SEQUENCE OF OPERATIONS. AT HIS OPTION, THE CONTRACTOR MAY SUBMIT AN ALTERNATIVE STAGING PROPOSAL TO THE ENGINEER FOR HIS APPROVAL.
- TRAFFIC CONDITIONS, ACCIDENTS AND OTHER UNFORSEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OF CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
- ALL TEMPORARY PAVEMENT MARKINGS PROPOSED WITHIN THE WORK AREA SHALL BE COMPLETED PRIOR TO THE CONSTRUCTION PHASE CHANGE.
- BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.
- THE BIKE PATH SHALL REMAIN OPEN AT ALL TIMES. ADEQUATE PROTECTION SHALL BE PROVIDED TO PROTECT PEDESTRIANS FROM DEBRIS, ETC. DURING BRIDGE REPAIR ACTIVITIES.

MOT NOTES

STAGE 1

- INSTALL CONSTRUCTION SIGNS
- CLOSE BUCKLEY ROAD INTERCHANGE AT SHERIDAN ROAD
- SEE SHEETS NO. 4 AND NO. 5 FOR BUCKLEY ROAD DETOUR PLANS.
- KEEP BIKE / PEDESTRIAN PATH ON WEST SIDE OPEN.
- INSTALL TEMPORARY LANE MARKINGS AND DRUMS UTILIZING TEMPORARY LANE CLOSURES PER STANDARDS
- INSTALL TEMPORARY CONCRETE BARRIER AND DRUMS PER STANDARDS
- MAINTAIN TWO LANES OF TRAFFIC ACROSS BRIDGE PER PLANS
- COMPLETE STAGE 1 CONSTRUCTION PER PLANS INCLUDING HMA ON APPROACHES AND SHOULDERS

STAGE 2

- INSTALL CONSTRUCTION SIGNS
- REVISE LANE MARKINGS, RELOCATE TEMPORARY CONCRETE BARRIERS AND DRUMS UTILIZING TEMPORARY LANE CLOSURES PER STANDARDS
- RE-OPEN BUCKLEY ROAD TO NORTHBOUND SHERIDAN ROAD TRAFFIC
- MAINTAIN TWO LANES OF TRAFFIC ACROSS BRIDGE
- COMPLETE STAGE 2 CONSTRUCTION INCLUDING HMA ON APPROACHES AND SHOULDERS
- INSTALL PERMANENT LANE MARKINGS UTILIZING TEMPORARY LANE CLOSURES
- RE-OPEN BUCKLEY ROAD INTERSECTION



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SHERIDAN RD. OVER BUCKLEY RD.
STRUCTURE NO. 049-0161**

**INDEX OF SHEETS, STANDARDS
AND GENERAL NOTES**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
437	71HB-1-1	LAKE	25	2
CONTRACT NO. 60J81				

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE TYPE	
				BRIDGE SN 045-0034	100% STATE SFTY-2A
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	152	152	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	529	529	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N 70	TON	149	149	
50102400	CONCRETE REMOVAL	CU YD	31.9	31.9	
50157300	PROTECTIVE SHIELD	SQ YD	819	819	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	34.4	34.4	
50300260	BRIDGE DECK GROOVING	SQ YD	1331	1331	
50300300	PROTECTIVE COAT	SQ YD	1419	1419	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	8580	8580	
50800515	BAR SPLICERS	EACH	26	26	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	140	140	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	90	90	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	2304	2304	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	14,450	14,450	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5585	5585	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	787	787	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	787	787	
▲ 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	255	255	
▲ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11,600	11,600	
▲ 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1050	1050	
▲ 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	725	725	
▲ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3200	3200	
▲ 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	132	132	
▲ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	48	48	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	8594	8594	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	48	48	
* X0301424	SILICONE JOINT SEALER	FOOT	23	23	
* X0320887	POLYMER CONCRETE	CU FT	1.0	1.0	

- ▲ SPECIALTY ITEMS
- SPECIAL PROVISION
- .. GUIDE BRIDGE SPECIAL PROVISION
- ... BDE SPECIAL PROVISION

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE TYPE	
				BRIDGE SN 045-0034	100% STATE SFTY-2A
* X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SQ YD	1373	1373	
* X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	13	13	
* X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	25	25	
* X0325737	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	5	5	
* Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	1373	1373	
* Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	1	1	
* * Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
* * * Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN RD. OVER BUCKLEY RD.
STRUCTURE NO. 049-0161

SUMMARY
OF QUANTITIES

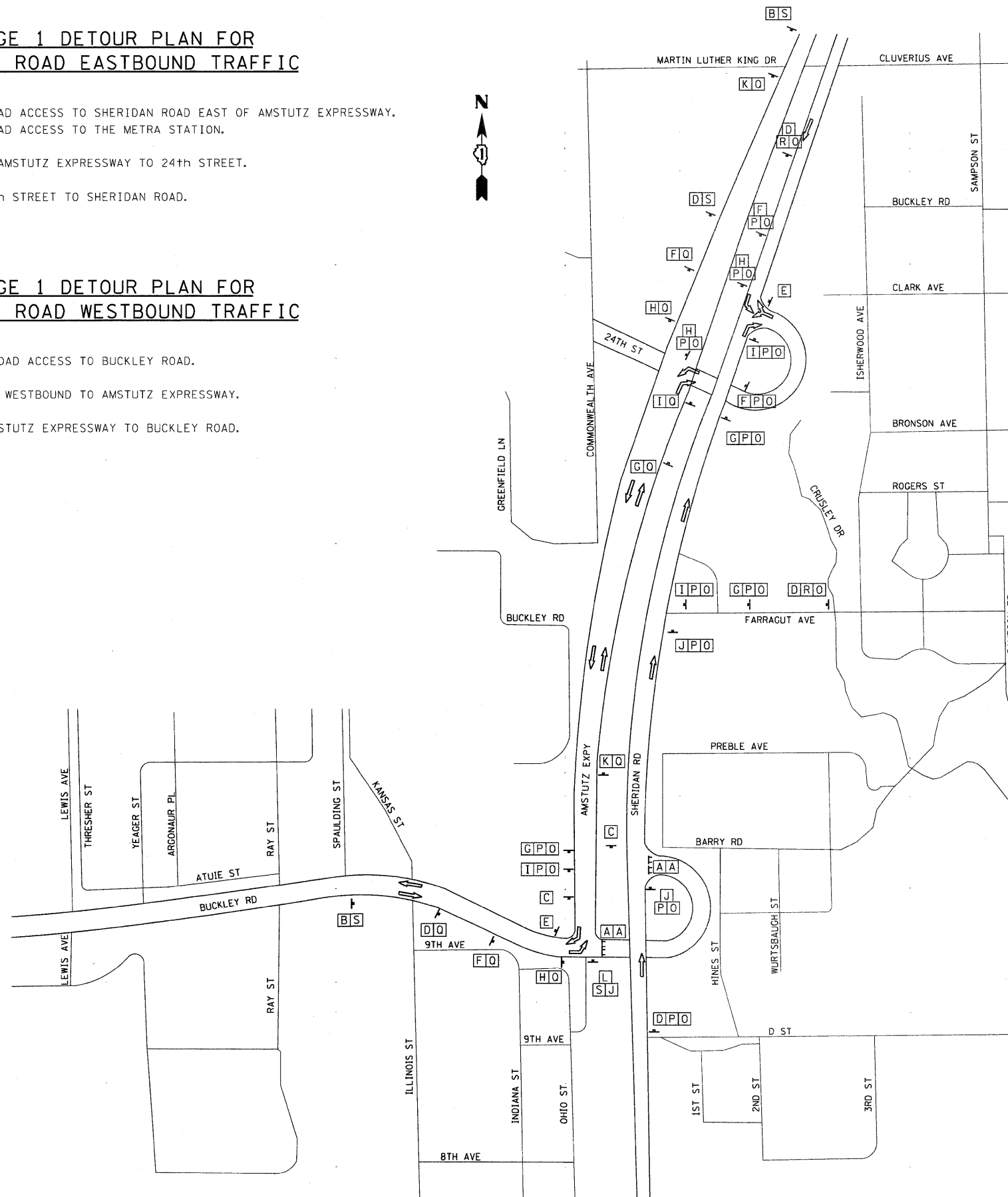
F.A.P. RTE. 437	SECTION 71HB-1-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 3
SCALE: SHEET NO. 3 OF 12 SHEETS				CONTRACT NO. 60J81
STA. TO STA.				ILLINOIS FED. AID PROJECT

STAGE 1 DETOUR PLAN FOR BUCKLEY ROAD EASTBOUND TRAFFIC

1. CLOSE BUCKLEY ROAD ACCESS TO SHERIDAN ROAD EAST OF AMSTUTZ EXPRESSWAY. ALLOW BUCKLEY ROAD ACCESS TO THE METRA STATION.
2. TRAVEL NORTH ON AMSTUTZ EXPRESSWAY TO 24th STREET.
3. TURN EAST ON 24th STREET TO SHERIDAN ROAD.

STAGE 1 DETOUR PLAN FOR BUCKLEY ROAD WESTBOUND TRAFFIC

1. CLOSE SHERIDAN ROAD ACCESS TO BUCKLEY ROAD.
2. TAKE 24th STREET WESTBOUND TO AMSTUTZ EXPRESSWAY.
3. TURN SOUTH ON AMSTUTZ EXPRESSWAY TO BUCKLEY ROAD.



SIGN LEGEND

ABNA
DESIGN FIRM REG. 184.002117

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DRAWN - MNR	REVISED -
CHECKED - TBS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN RD. OVER BUCKLEY RD.
STRUCTURE NO. 049-0161

SCALE: 1"=300' SHEET NO. 4 OF 12 SHEETS STA. TO STA.

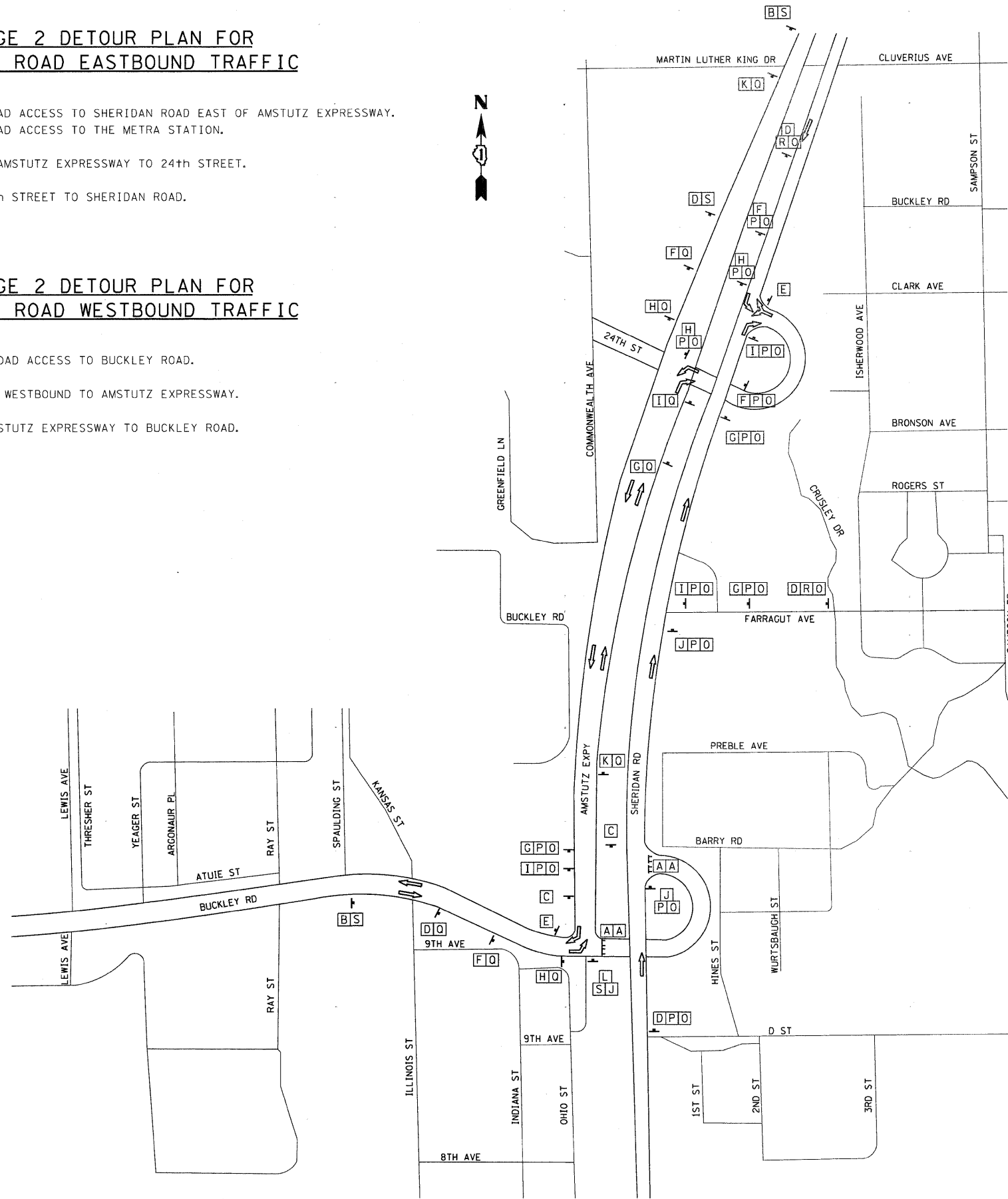
F.A.P. RTE. 437	SECTION 71HB-1-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 4
ILLINOIS FED. AID PROJECT CONTRACT NO. 60J81				

STAGE 2 DETOUR PLAN FOR BUCKLEY ROAD EASTBOUND TRAFFIC

1. CLOSE BUCKLEY ROAD ACCESS TO SHERIDAN ROAD EAST OF AMSTUTZ EXPRESSWAY. ALLOW BUCKLEY ROAD ACCESS TO THE METRA STATION.
2. TRAVEL NORTH ON AMSTUTZ EXPRESSWAY TO 24th STREET.
3. TURN EAST ON 24th STREET TO SHERIDAN ROAD.

STAGE 2 DETOUR PLAN FOR BUCKLEY ROAD WESTBOUND TRAFFIC

1. CLOSE SHERIDAN ROAD ACCESS TO BUCKLEY ROAD.
2. TAKE 24th STREET WESTBOUND TO AMSTUTZ EXPRESSWAY.
3. TURN SOUTH ON AMSTUTZ EXPRESSWAY TO BUCKLEY ROAD.



SIGN LEGEND

- A R11-2
- B W20-3-0
- C R3-2
- D W20-2
- E M4-8a
- F M4-9L
- G M4-9R
- H M4-9L
- I M4-9R
- J M4-9
- K M6-2
- L R3-1
- M M3-1
- N M3-3
- O M3-4
- P SPECIAL
- Q SPECIAL
- R SPECIAL
- S SPECIAL



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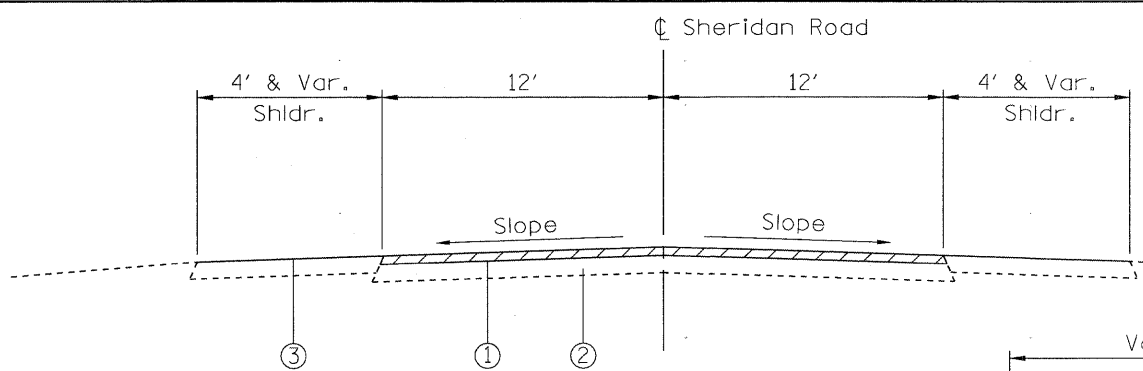
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STRUCTURE NO. 049-0161

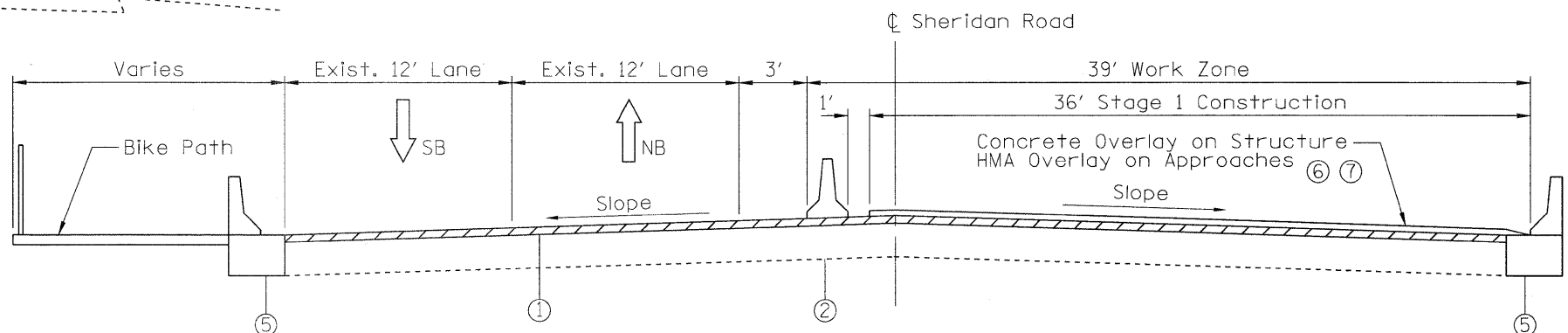
BUCKLEY ROAD
STAGE 2 DETOUR PLAN

SCALE: 1"=300' SHEET NO. 5 OF 12 SHEETS STA. TO STA.

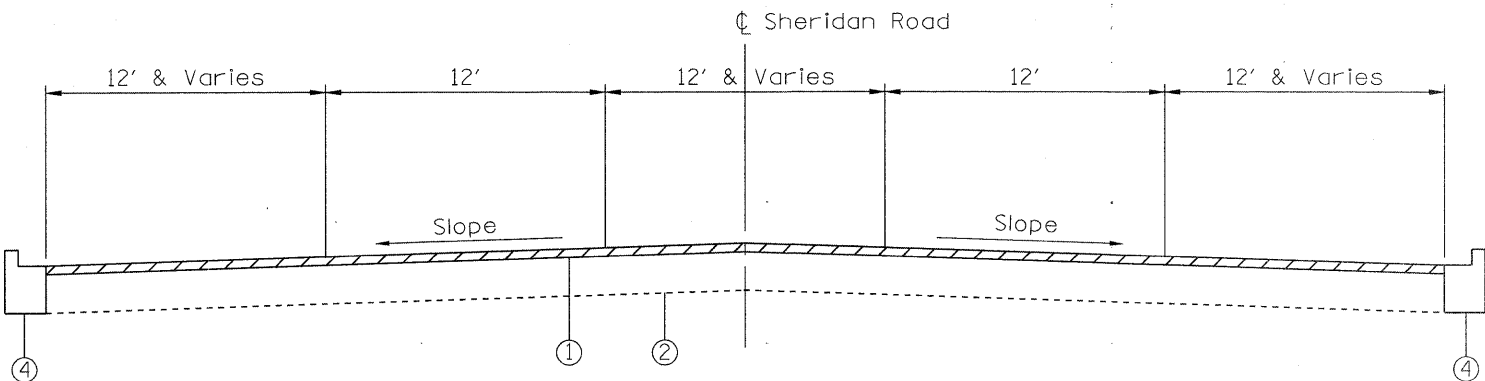
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437	71NB-1-1	LAKE	25	5
CONTRACT NO. 60J81			ILLINOIS FED. AID PROJECT	



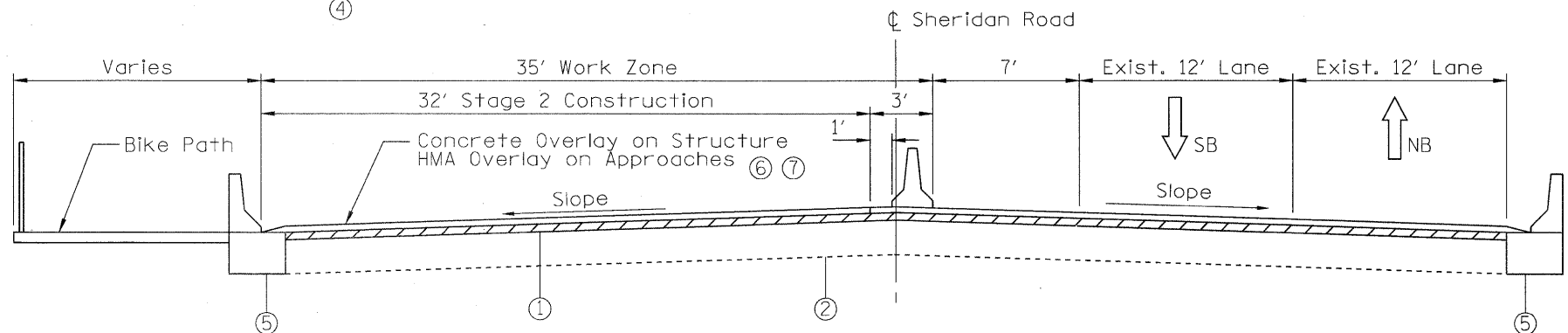
EXISTING TYPICAL SECTION
SHERIDAN ROAD
BEGIN TO STA. 97+39±



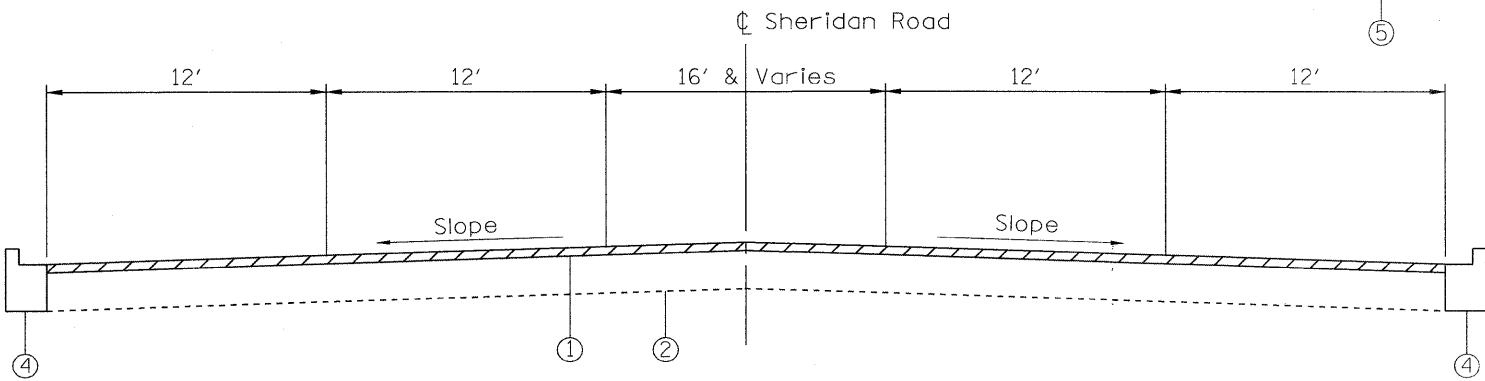
STAGE 1 TYPICAL SECTION
SHERIDAN ROAD
STA. 118+08 TO STA. 121+92



EXISTING TYPICAL SECTION
SHERIDAN ROAD
STA. 97+39± TO STA. 113+24±



STAGE 2 TYPICAL SECTION
SHERIDAN ROAD
STA. 118+08 TO STA. 121+92



EXISTING TYPICAL SECTION
SHERIDAN ROAD
STA. 113+24± TO END

HOT-MIX ASPHALT REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% @ 70 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN. 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.

EXISTING AND PROPOSED THICKNESS REMOVAL LEGEND

- ① Existing HMA Surface Course, ± 4"
- ② Existing P.C.C. Pavement, 10"
- ③ Existing Aggregate Shoulder
- ④ Existing B-6.24 Curb and Gutter
- ⑤ Existing Concrete Barrier Base
- ⑥ Proposed Bridge Deck Latex Concrete Overlay, 2 1/4"
- ⑦ Proposed HMA surface Course (Overlay), 1 3/4"

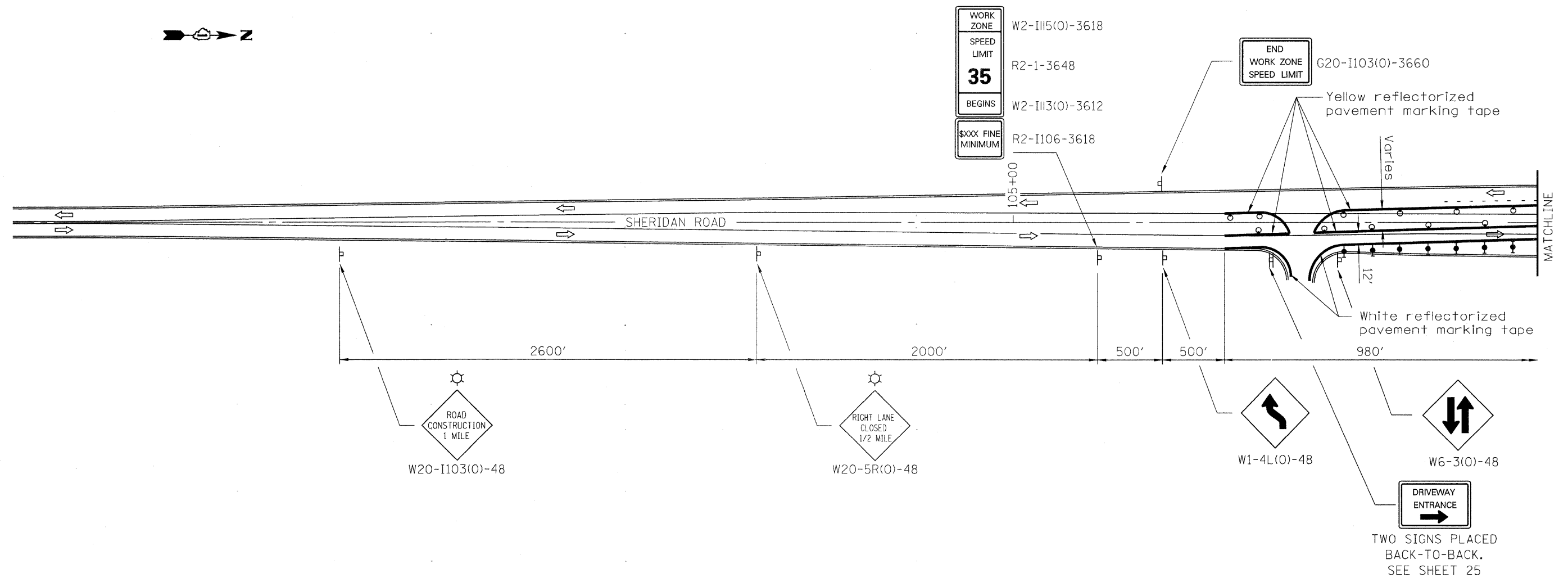
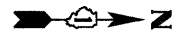
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SHERIDAN RD. OVER BUCKLEY RD.
STRUCTURE NO. 049-0161**
SCALE: SHEET NO. 6 OF 12 SHEETS STA. TO STA.

F.A.P. RTE. 437	SECTION 71HB-1-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60JB1	



WORK ZONE
SPEED LIMIT
35
BEGINS
W2-III5(O)-3618
R2-1-3648
W2-III3(O)-3612
R2-I106-3618
\$XXX FINE MINIMUM

END WORK ZONE SPEED LIMIT
G20-I103(O)-3660

ROAD CONSTRUCTION
1 MILE
W20-I103(O)-48

RIGHT LANE CLOSED
1/2 MILE
W20-5R(O)-48

W1-4L(O)-48

W6-3(O)-48

DRIVEWAY ENTRANCE
TWO SIGNS PLACED BACK-TO-BACK. SEE SHEET 25

SYMBOLS

- Arrow board
- Work area
- Sign
- Drum with steady burn monodirectional light
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade with steady burn monodirectional light
- Flexible delineator
- Type III barricade with flashing monodirectional lights
- Monodirectional flashing beacon

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and flexible delineators are used to separate the opposing traffic.

Cones may be substituted for flexible delineators during daytime operations at half the spacing.



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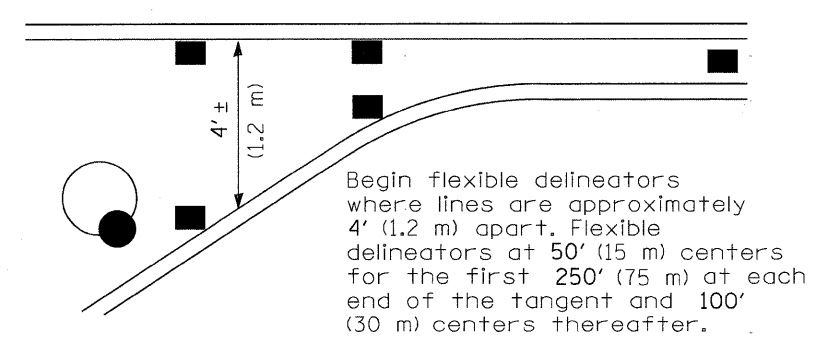
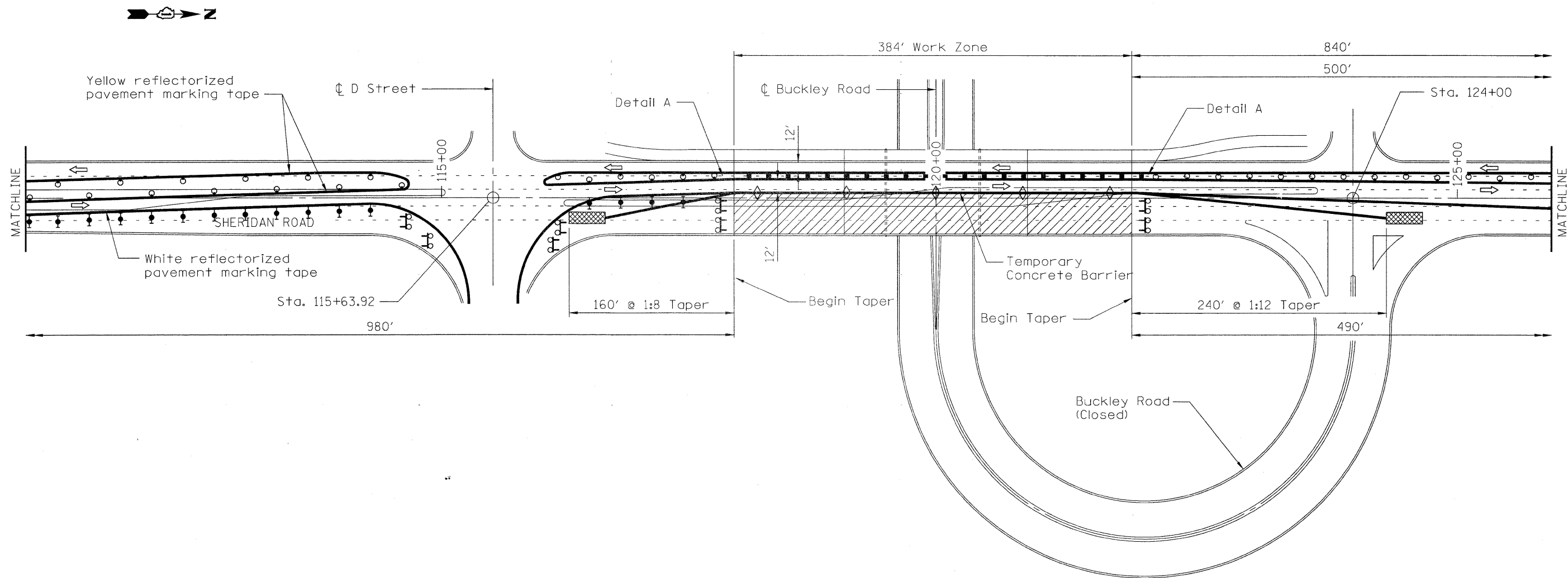
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHERIDAN RD. OVER BUCKLEY RD.
STRUCTURE NO. 049-0161

SHERIDAN ROAD STAGE 1
MAINTENANCE OF TRAFFIC

F.A.P. RTE. 437	SECTION 71HB-1-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 7
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60J81	



DETAIL A

SYMBOLS

- Arrow board
- Work area
- Sign
- Crystal, Bi directional Barrier Wall/Guardrail Marker
- Drum with steady burn monodirectional light
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade with steady burn monodirectional light
- Flexible delineator
- Type III barricade with flashing monodirectional lights
- Impact Attenuator, Temporary (Non-Redirective), Test Level 3

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and flexible delineators are used to separate the opposing traffic.

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 F: 773.239.3728

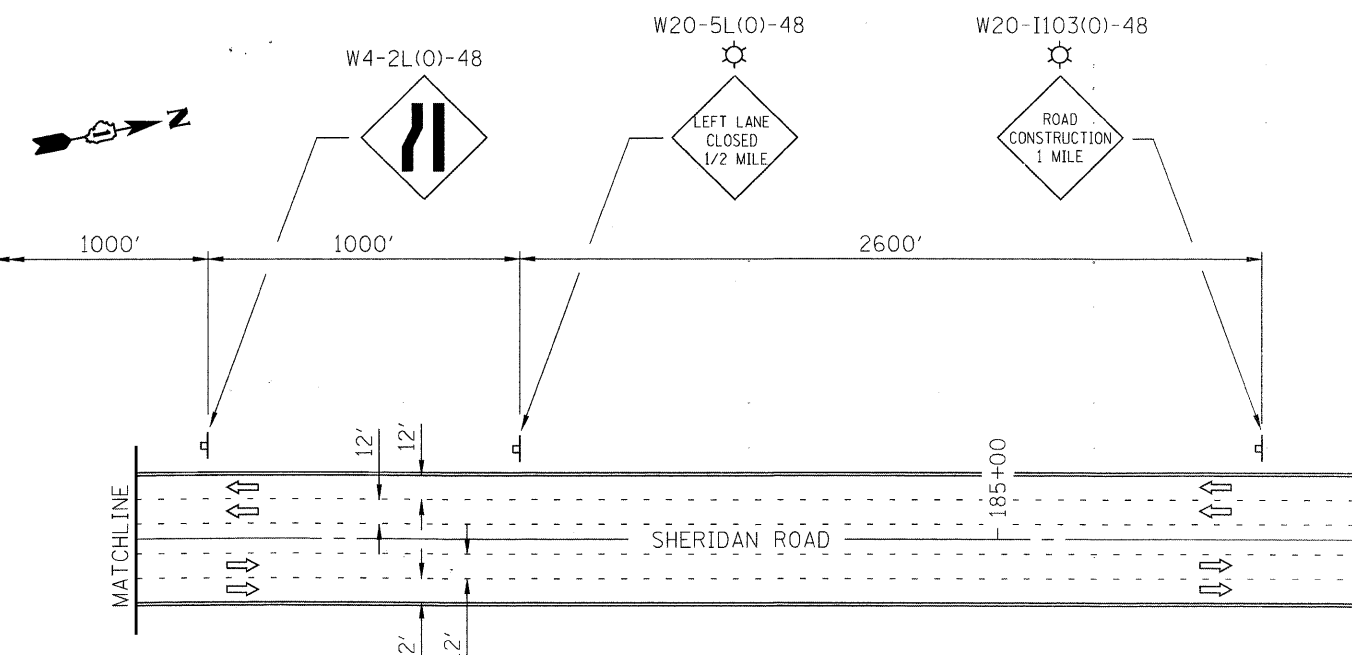
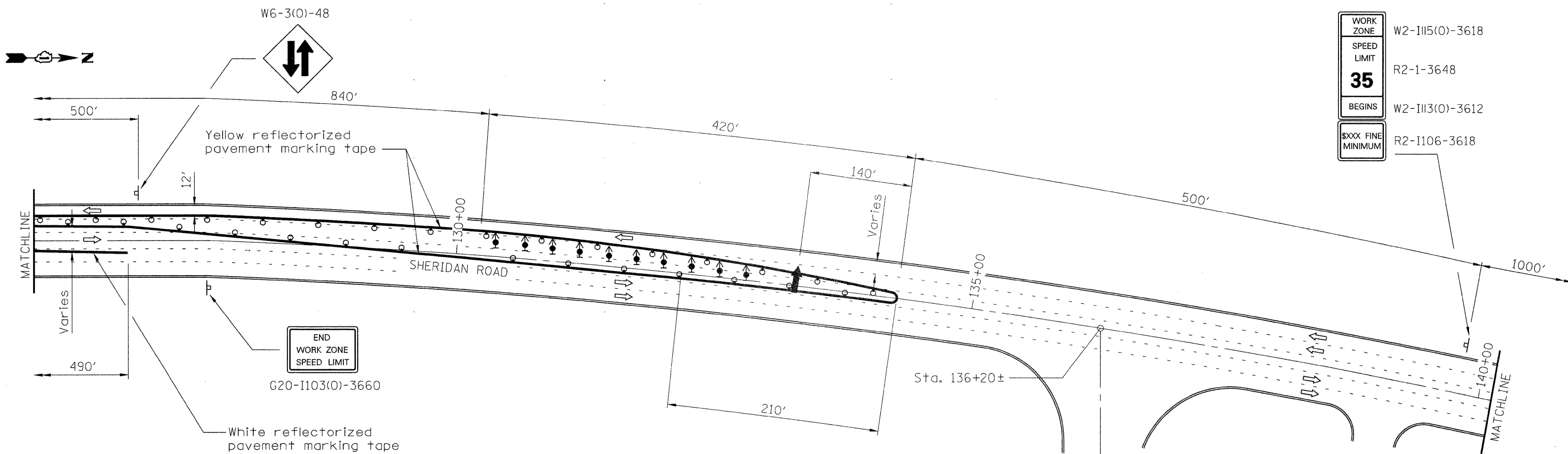
DESIGNED - TBS	REVISED -
CHECKED - RJL	REVISED -
DRAWN - SCS	REVISED -
CHECKED - TBS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SHERIDAN RD. OVER BUCKLEY RD.
 STRUCTURE NO. 049-0161**

**SHERIDAN ROAD STAGE 1
 MAINTENANCE OF TRAFFIC**

F.A.P. RTE. 437	SECTION 71HB-1-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 8
CONTRACT NO. 60J81				



WORK ZONE	W2-III5(O)-3618
SPEED LIMIT	R2-1-3648
35	
BEGINS	W2-III3(O)-3612
\$\$\$ FINE MINIMUM	R2-1106-3618

- SYMBOLS**
- Arrow board
 - Work area
 - Sign
 - Drum with steady burn monodirectional light
 - Direction indicator barricade with steady burn monodirectional light
 - Type II barricade with steady burn monodirectional light
 - Flexible delineator
 - Type III barricade with flashing monodirectional lights
 - Monodirectional flashing beacon

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and flexible delineators are used to separate the opposing traffic.

Cones may be substituted for flexible delineators during daytime operations at half the spacing.

ABNA
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 9901 S. Western Ave.
 Chicago, IL 60643
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 F: 773.239.3728

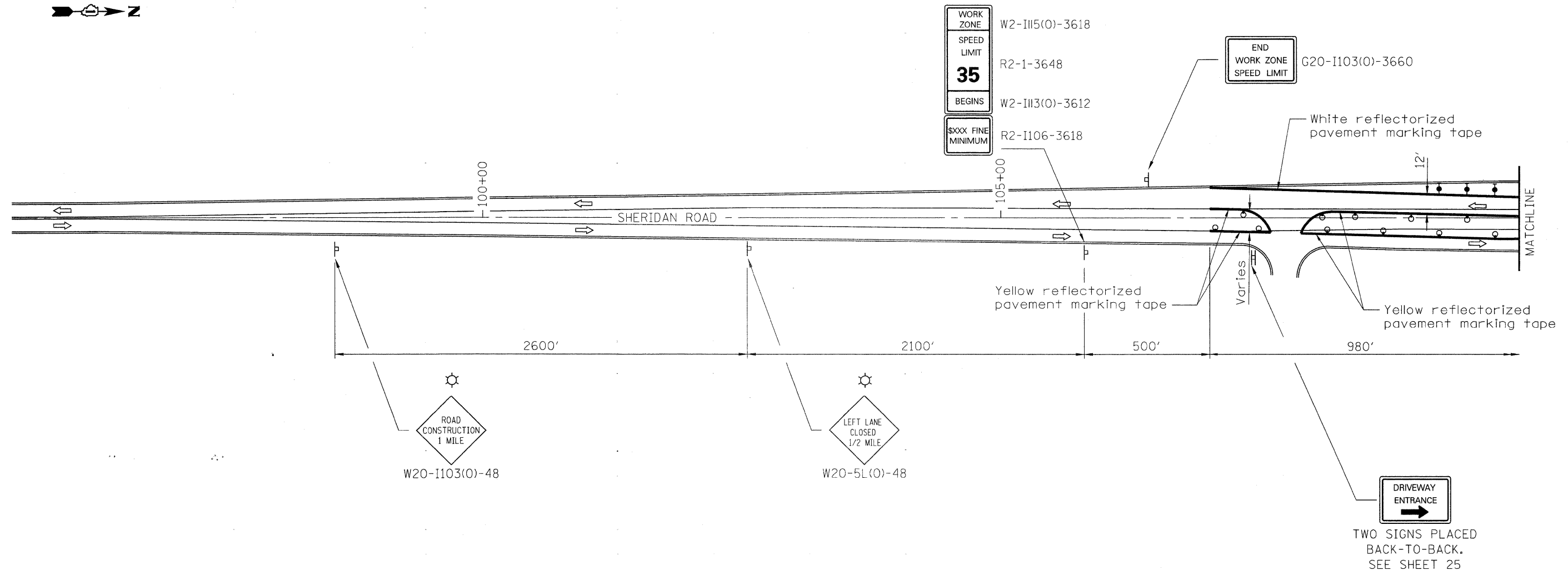
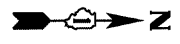
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CHECKED - RJL	REVISED -
DRAWN - SCS	REVISED -
CHECKED - TBS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SHERIDAN RD. OVER BUCKLEY RD.
 STRUCTURE NO. 049-0161**

**SHERIDAN ROAD STAGE 1
 MAINTENANCE OF TRAFFIC**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
437	71HB-1-1	LAKE	25	9
CONTRACT NO. 60J81				
ILLINOIS FED. AID PROJECT				



SYMBOLS

- Arrow board
- Work area
- Sign
- Drum with steady burn monodirectional light
- Direction indicator barricade with steady burn monodirectional light
- Type II barricade with steady burn monodirectional light
- Flexible delineator
- Type III barricade with flashing monodirectional lights
- Monodirectional flashing beacon

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and flexible delineators are used to separate the opposing traffic.

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 9901 S. Western Ave.
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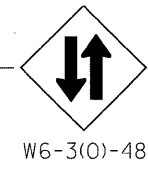
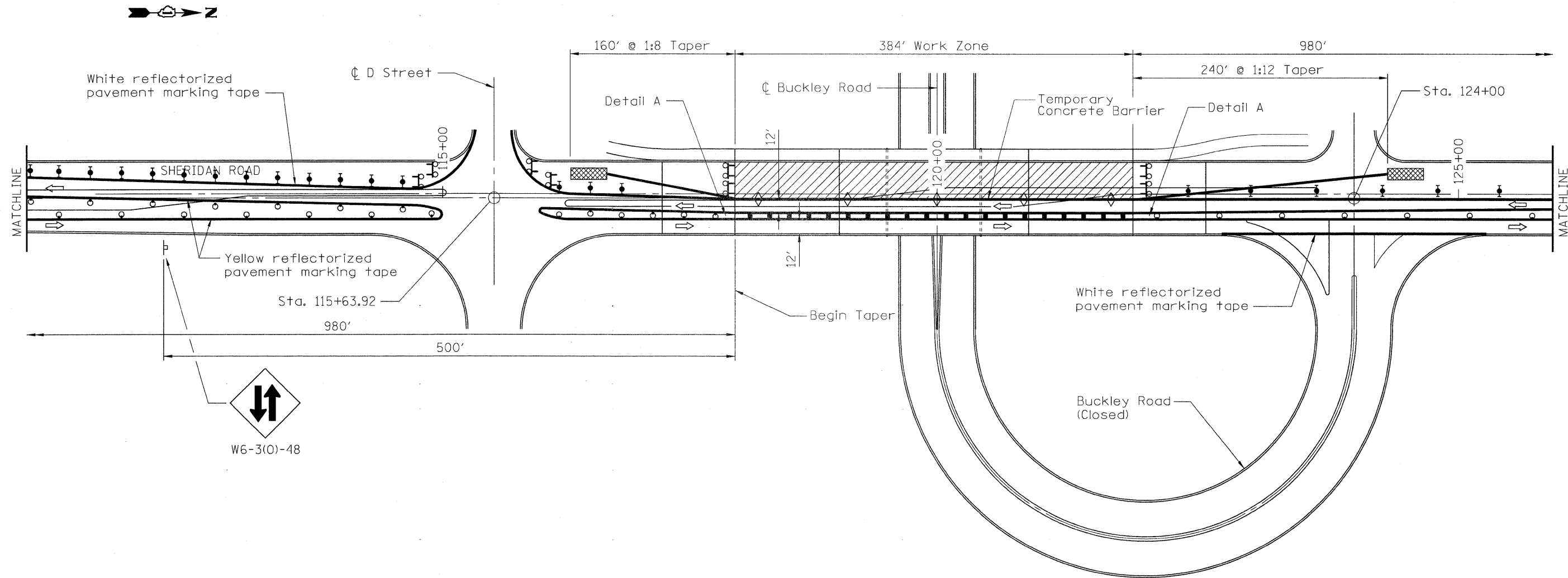
DESIGNED - TBS	REVISED -
CHECKED - RJL	REVISED -
DRAWN - SCS	REVISED -
CHECKED - TBS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**











**SHERIDAN RD. OVER BUCKLEY RD.
 STRUCTURE NO. 049-0161**

**SHERIDAN ROAD STAGE 2
 MAINTENANCE OF TRAFFIC**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
437	71HB-I-1	LAKE	25	10
CONTRACT NO. 60J81			ILLINOIS FED. AID PROJECT	



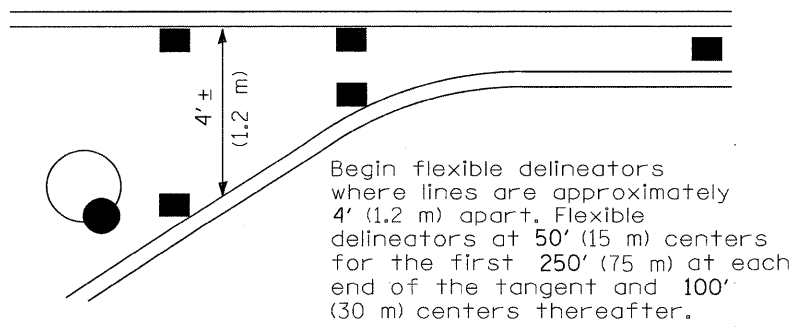
SYMBOLS

-  Arrow board
-  Work area
-  Sign
-  Crystal, Bi directional Barrier Wall/Guardrail Marker
-  Drum with steady burn monodirectional light
-  Direction indicator barricade with steady burn monodirectional light
-  Type II barricade with steady burn monodirectional light
-  Flexible delineator
-  Type III barricade with flashing monodirectional lights
-  Impact Attenuator, Temporary (Non-Redirective), Test Level 3

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and flexible delineators are used to separate the opposing traffic.

Cones may be substituted for flexible delineators during daytime operations at half the spacing.



DETAIL A

ABNA
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CHECKED - RJL	REVISED -
DRAWN - SCS	REVISED -
CHECKED - TBS	REVISED -

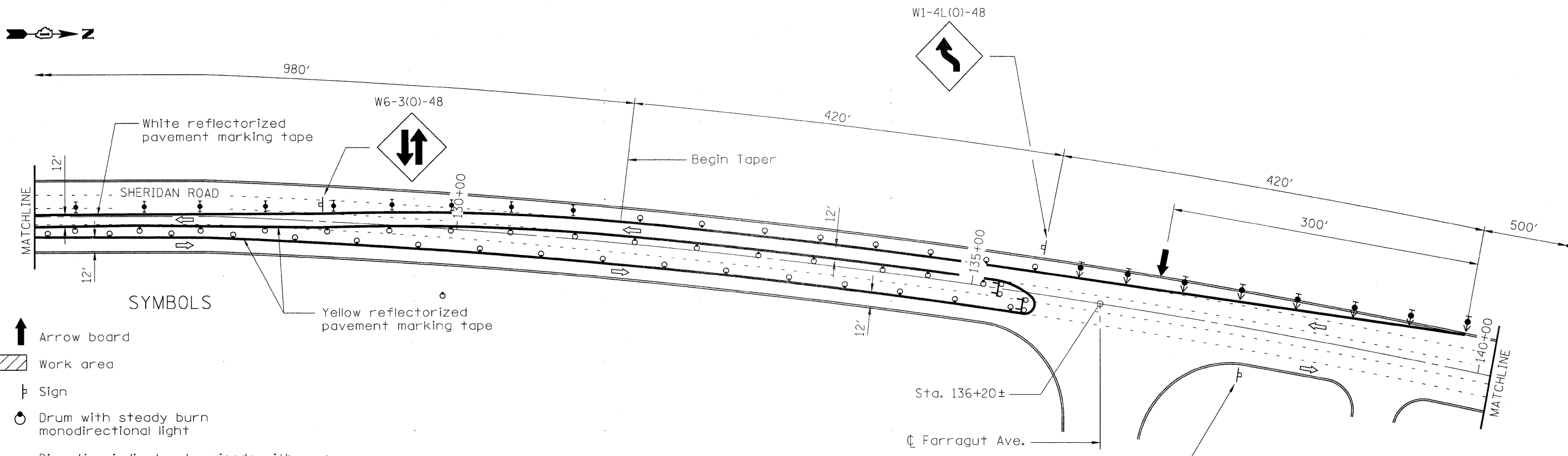
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SHERIDAN RD. OVER BUCKLEY RD.
 STRUCTURE NO. 049-0161**

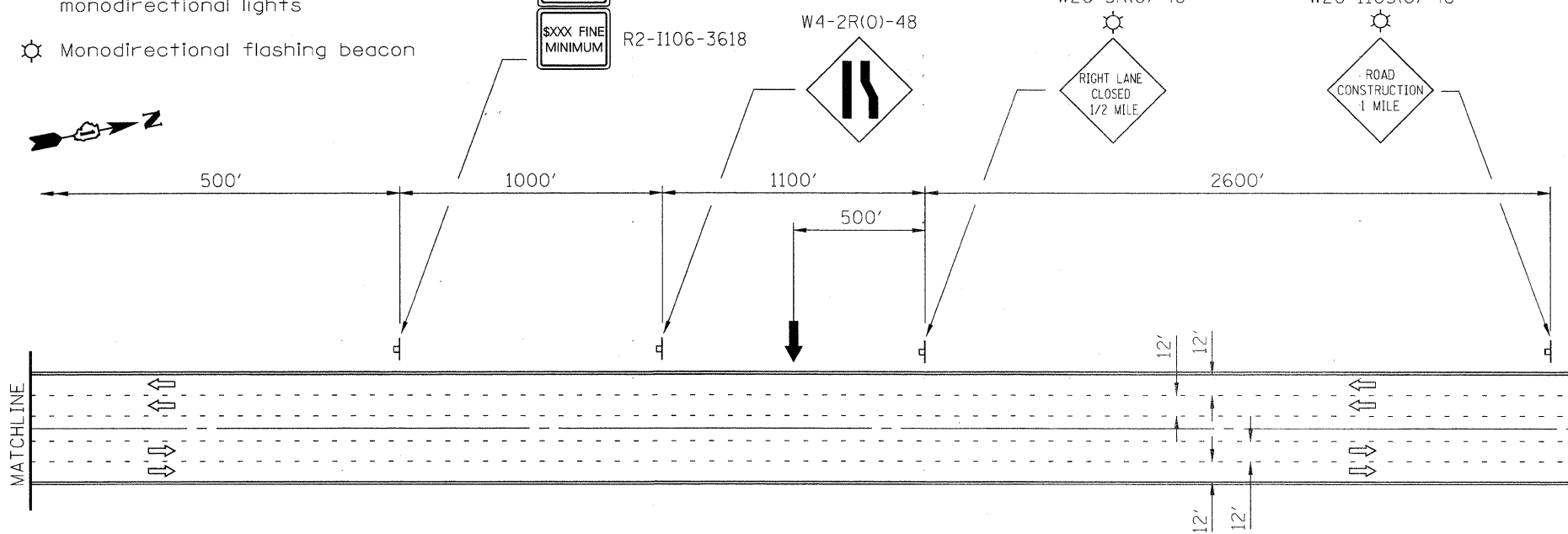
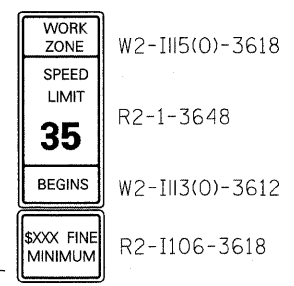
**SHERIDAN ROAD STAGE 2
 MAINTENANCE OF TRAFFIC**

SCALE: SHEET NO. 11 OF 12 SHEETS STA. TO STA.

F.A.P. RTE. 437	SECTION 71HB-1-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 11
ILLINOIS FED. AID PROJECT CONTRACT NO. 60J81				



- SYMBOLS**
- ↑ Arrow board
 - ▨ Work area
 - ⊥ Sign
 - Drum with steady burn monodirectional light
 - ⬆ Direction indicator barricade with steady burn monodirectional light
 - ⊥ Type II barricade with steady burn monodirectional light
 - Flexible delineator
 - ⊥ Type III barricade with flashing monodirectional lights
 - ⊙ Monodirectional flashing beacon



GENERAL NOTES

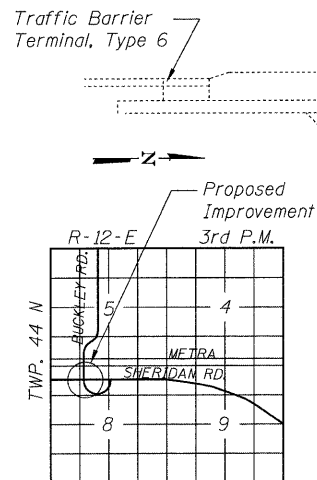
This Standard is used where at any time, any vehicle, equipment, workers or their activities require the closure of two adjacent lanes and a temporary crossover is provided by making use of one lane of pavement normally used by opposing flow of traffic and flexible delineators are used to separate the opposing traffic.

Cones may be substituted for flexible delineators during daytime operations at half the spacing.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOTE

The limits and locations of the repairs shown are taken from the most recent survey performed by the District on October 27, 2009.



LOCATION SKETCH

GENERAL NOTES

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.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.

Reinforcement bars designated (E) shall be epoxy coated.

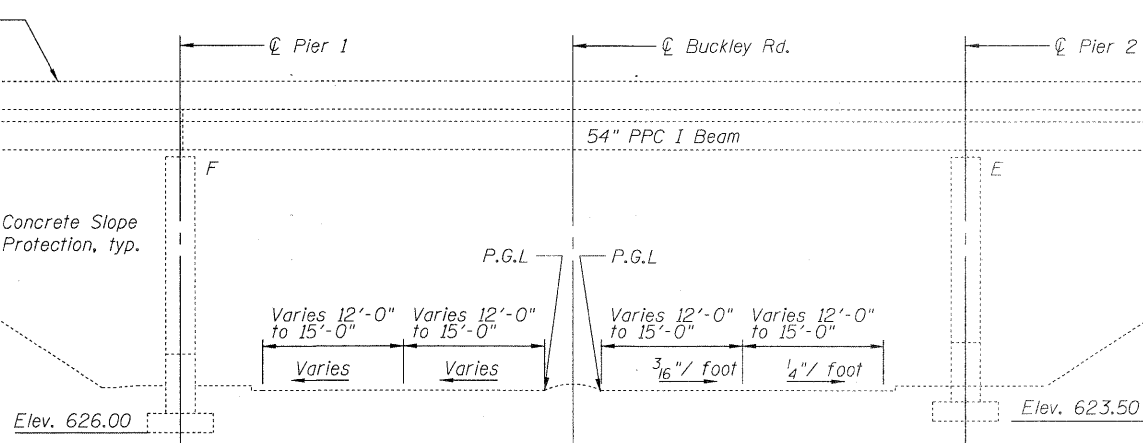
Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50° F.

INDEX OF SHEETS

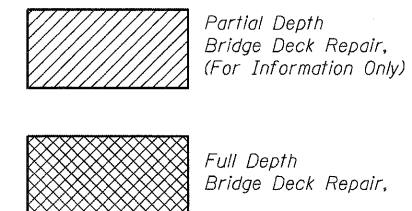
1. General Plan and Elevation
2. Construction Staging
3. Repair Details
4. Expansion Joint Removal
5. Expansion Joint Repair
6. Joint Details
7. Bar Splicer Details

ELEVATION



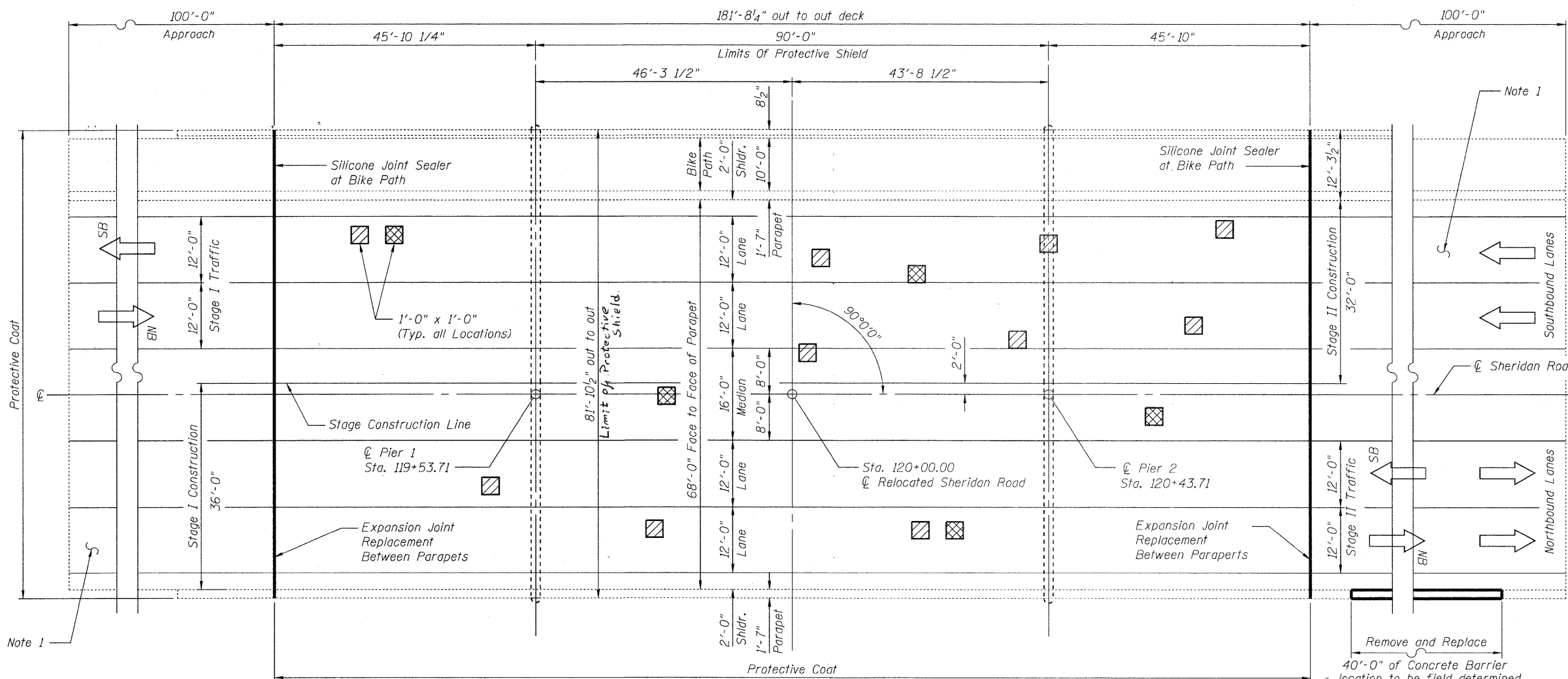
ELEVATION

LEGEND



TOTAL BILL OF MATERIAL

Item	Unit	Total
Bituminous Materials (Prime Coat)	Gal.	152
Portland Cement Concrete Surface Removal - Butt Joint	Sq. Yd.	529
Hot-Mix Asphalt Surface Course, Mix "D", N70	Ton	149
Concrete Removal	Cu. Yd.	31.9
Protective Shield	Sq. Yd.	819
Concrete Superstructure	Cu. Yd.	34.4
Bridge Deck Grooving	Sq. Yd.	1331
Protective Coat	Sq. Yd.	1419
Reinforcement Bars, Epoxy Coated	Pound	8580
Bar Splicers	Each	26
Preformed Joint Strip Seal	Foot	140
Silicone Joint Sealer	Foot	23
Polymer Concrete	Cu. Ft.	1.0
Bridge Deck Latex Concrete Overlay 2 1/4"	Sq. Yd.	1373
Structural Repair of Concrete (Depth Equal to or less than 5 inches)	Sq. Ft.	25
Bridge Deck Hydro-Scarification 1/2"	Sq. Yd.	1373
Deck Slab Repair (Full Depth, Type 1)	Sq. Yd.	1



PLAN

NOTES

1. Overlay North & South Approaches with HMA to Proposed Elevation of Bridge Deck Overlay. See Detail, Sheet No. 5.

DESIGNED	TPP
CHECKED	RJL
DRAWN	JS/SCS
CHECKED	TPP

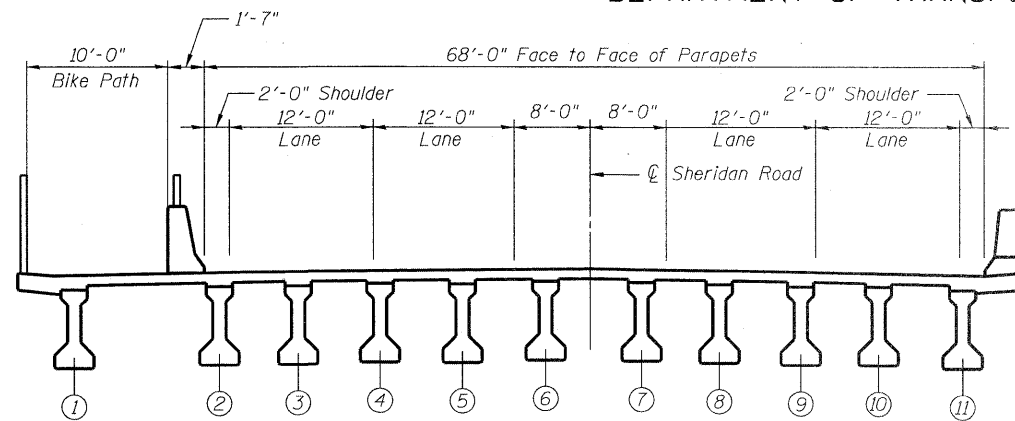
GENERAL PLAN AND ELEVATION
FAU-2744 SHERIDAN RD. OVER BUCKLEY RD.
SEC. 71 HB-I-1
LAKE COUNTY
STATION 120+00.00
STRUCTURE NO. 049-0161



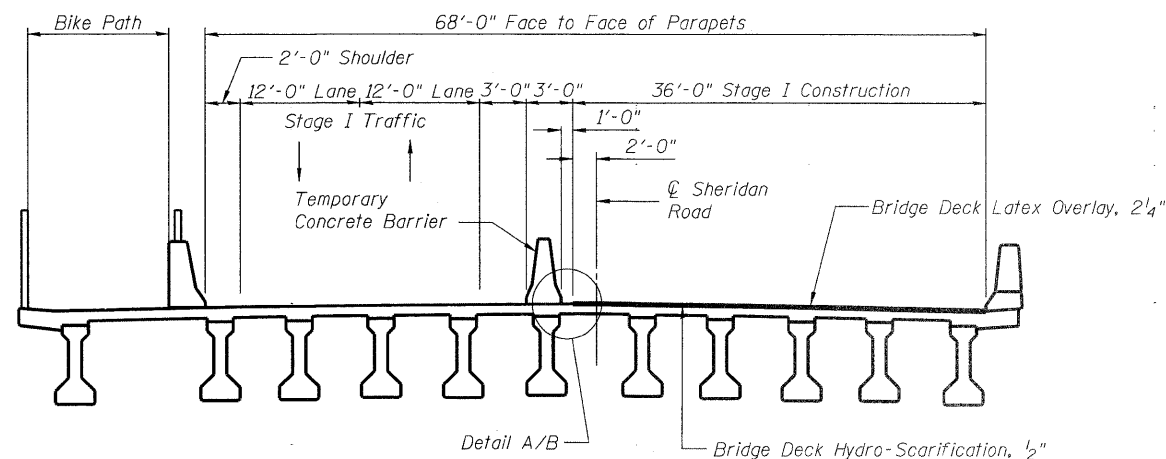
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Chicago, IL 60643
Ph. 773-881-4788
F: 773.239.3728
DESIGN FIRM REG. 184,002117

SHEET NO. 1 7 SHEETS	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2744	71 HB-I-1	LAKE	25	13
CONTRACT NO. 60J81					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

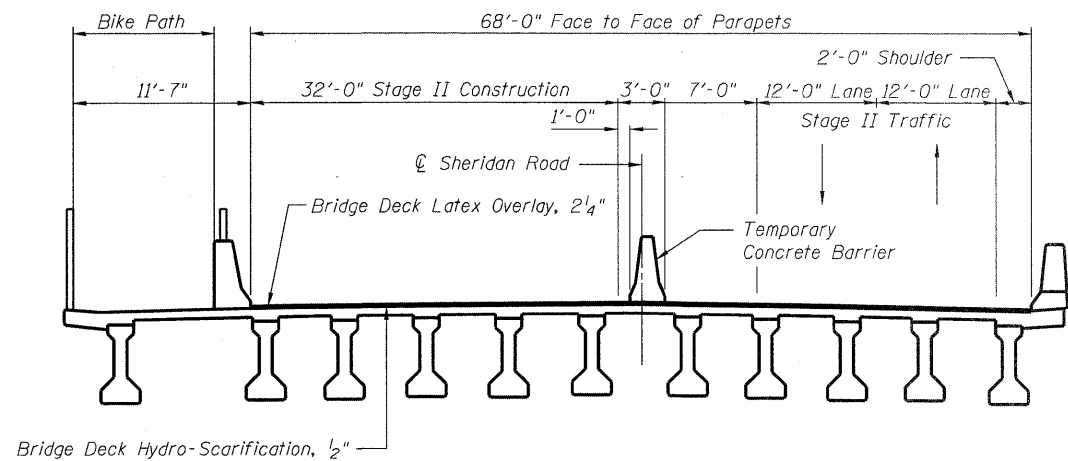
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EXISTING



STAGE I

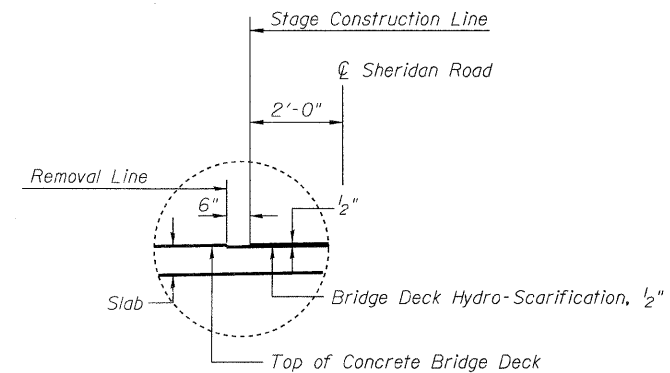


STAGE II

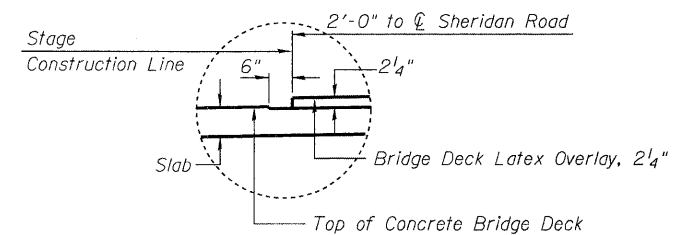
PROPOSED CONSTRUCTION STAGING

NOTE:

Temporary Concrete Barrier is paid for as Roadway Item.
See Standard T04001-06



DETAIL A (Showing Removal)
(Looking North)



DETAIL B (Showing Proposed)
(Looking North)

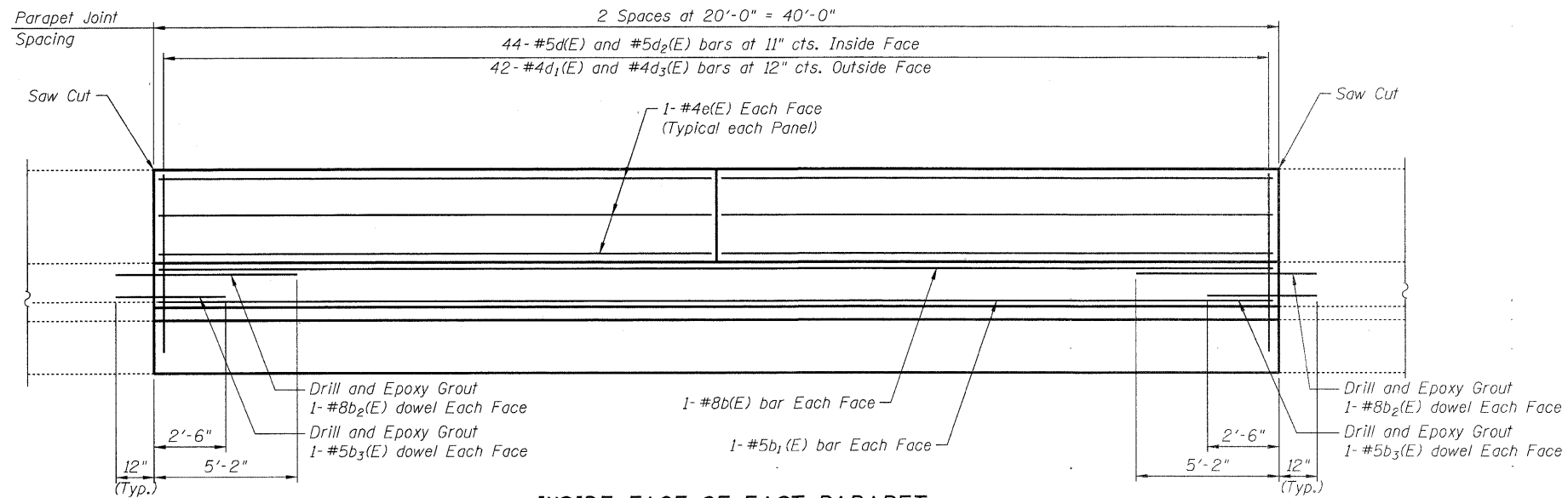
CONSTRUCTION STAGING
FAU-2744 SHERIDAN RD. OVER BUCKLEY RD.
SEC. 71 HB-I-1
LAKE COUNTY
STATION 120+00.00
STRUCTURE NO. 049-0161

DESIGNED	TBS
CHECKED	RJL
DRAWN	SCS
CHECKED	TBS

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SHEET NO. 2 7 SHEETS	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2744	71 HB-I-1	LAKE	25	14
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 60J81					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

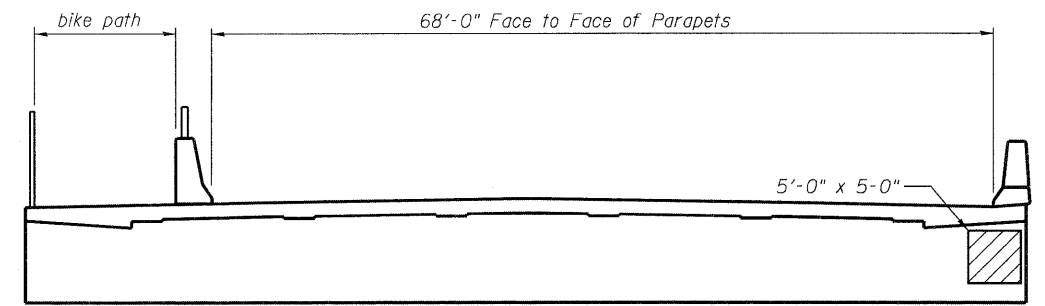


INSIDE FACE OF EAST PARAPET

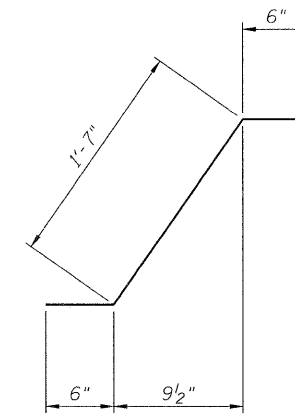
NOTES

The damaged parapet is composed of two (2) twenty (20) foot long sections on the northeast side. The actual location of the two sections will be field determined by the Engineer. The cost of backfill to correct settlement of the damaged barrier is included in the pay item "Concrete Superstructure". The bar lengths in the Reinforcement Bill of Material shall be cut and the epoxy coating repaired as required for the 2 - 20 foot sections.

Care shall be taken during concrete removal for parapet repairs, to preserve, clean and reuse existing reinforcing steel in bridge slab. Locate limits of repairs as directed by the Engineer such that existing adjacent joints are a minimum distance of 5'-0" away. Removal of existing parapet to be paid for as Concrete Removal.

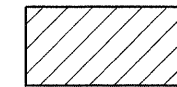


ELEVATION - NORTH ABUTMENT

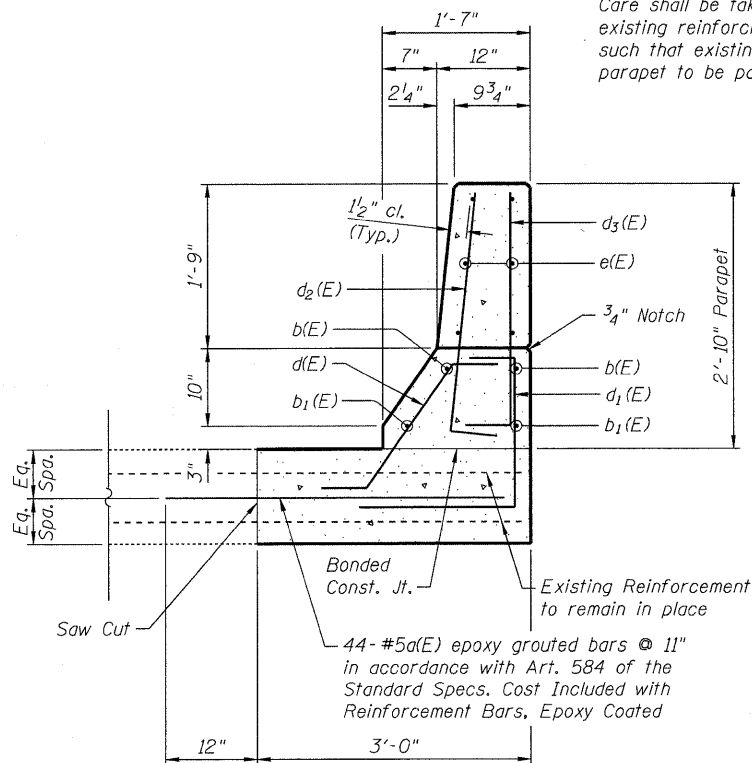


BAR d(E)

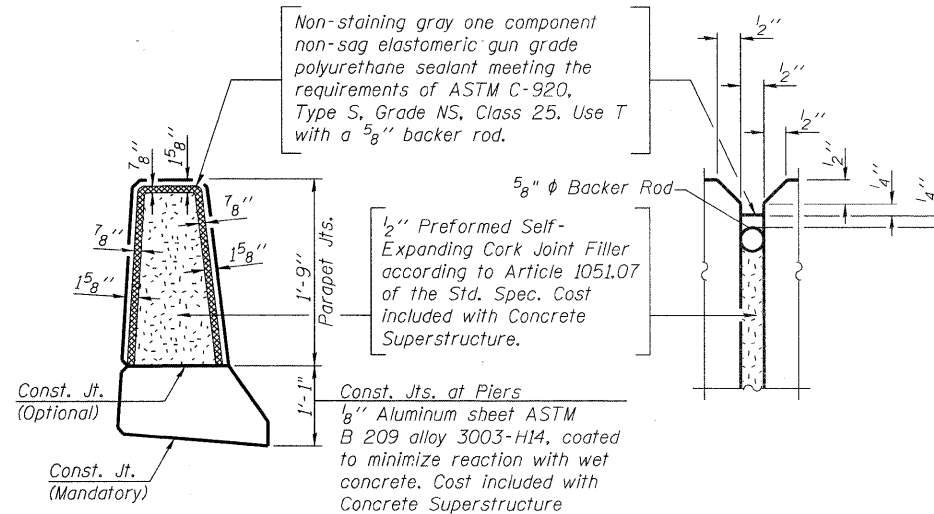
LEGEND



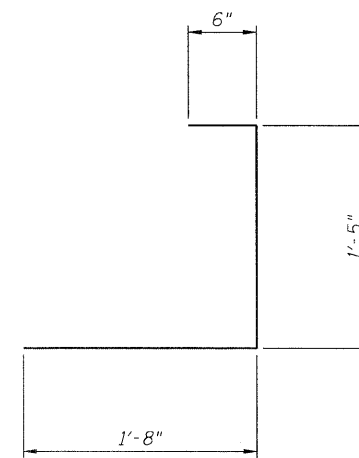
Structural Repair of Concrete
(Depth equal to or less than 5 in.)



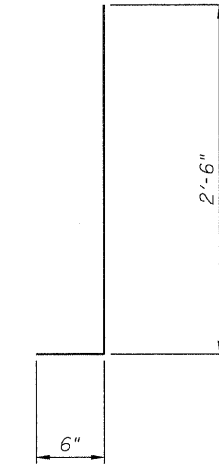
TYPICAL SECTION THRU PARAPET



PARAPET JOINT DETAILS



BAR d1(E)



BAR d2(E) & d3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	44	#5	3'-9"	—
b(E)	2	#8	39'-9"	—
b1(E)	2	#5	39'-9"	—
b2(E)	4	#8	6'-2"	—
b3(E)	4	#5	3'-6"	—
d(E)	44	#5	2'-7"	↘
d1(E)	42	#4	3'-7"	┌
d2(E)	44	#5	3'-0"	└
d3(E)	42	#4	3'-0"	└
e(E)	12	#4	19'-9"	—
Concrete Removal			Cu. Yd.	11.1
Concrete Superstructure			Cu. Yd.	11.1
Reinforcement Bars, Epoxy Coated			Pound	1150

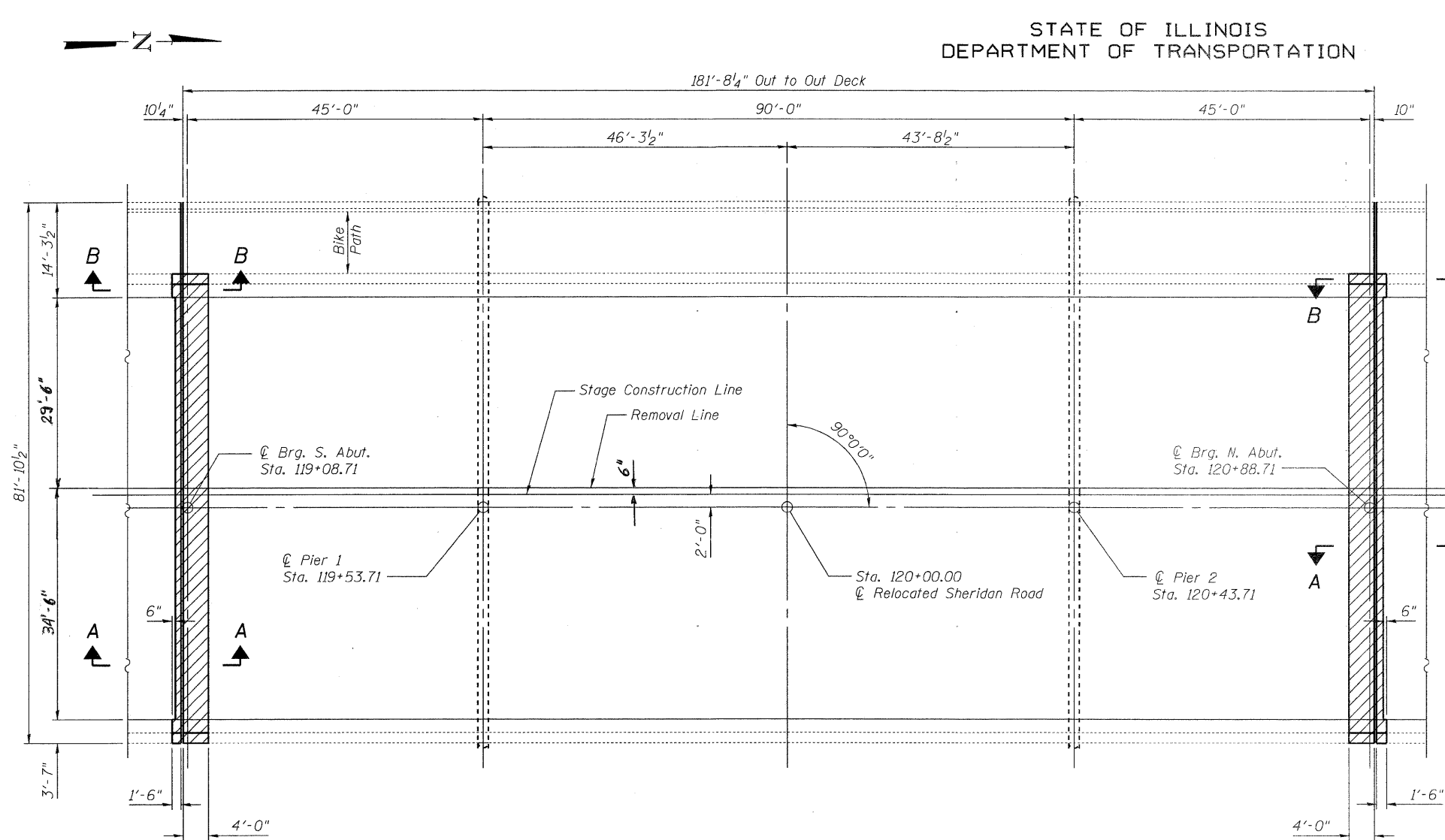
REPAIR DETAILS
FAU-2744 SHERIDAN RD. OVER BUCKLEY RD.
SEC. 71 HB-I-1
LAKE COUNTY
STATION 120+00.00
STRUCTURE NO. 049-0161

DESIGNED	TBS
CHECKED	RJL
DRAWN	SCS
CHECKED	TBS

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DESIGN FIRM REG. 184.002117

SHEET NO. 3 7 SHEETS	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2744	71 HB-I-1	LAKE	25	15
			CONTRACT NO. 60J81		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

NOTES

Removal of the existing expansion joints will not be paid for separately but shall be included in the cost for Concrete Removal.

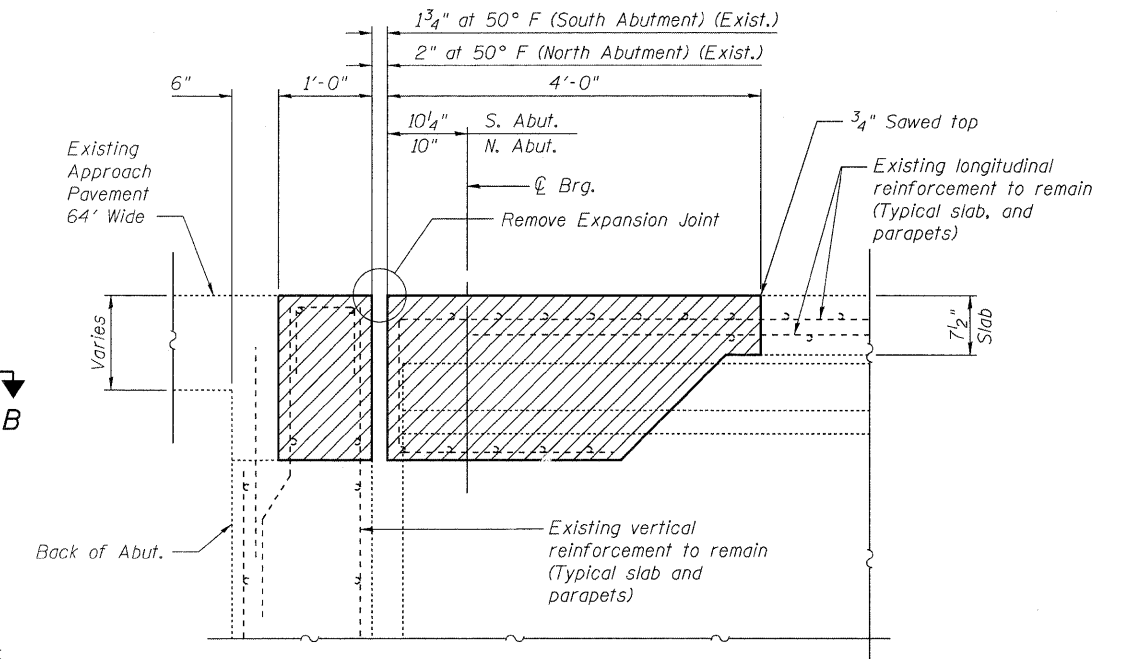
Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following concrete removal to ensure the existing rebar remaining in place is not damaged. All existing reinforcing to be incorporated into new construction shall be blast-cleaned, straightened and properly positioned prior to concrete placement. Any reinforcement damaged during concrete removal shall be repaired or replaced using an approved Mechanical Bar Splicer System. Cost of removal shall be included with pay item for Concrete Removal. Cost of replacement shall be included with pay item for Concrete Superstructure.

Parapets shall be removed and replaced within the limits of hatched areas shown. All longitudinal parapet reinforcement shall remain in place.

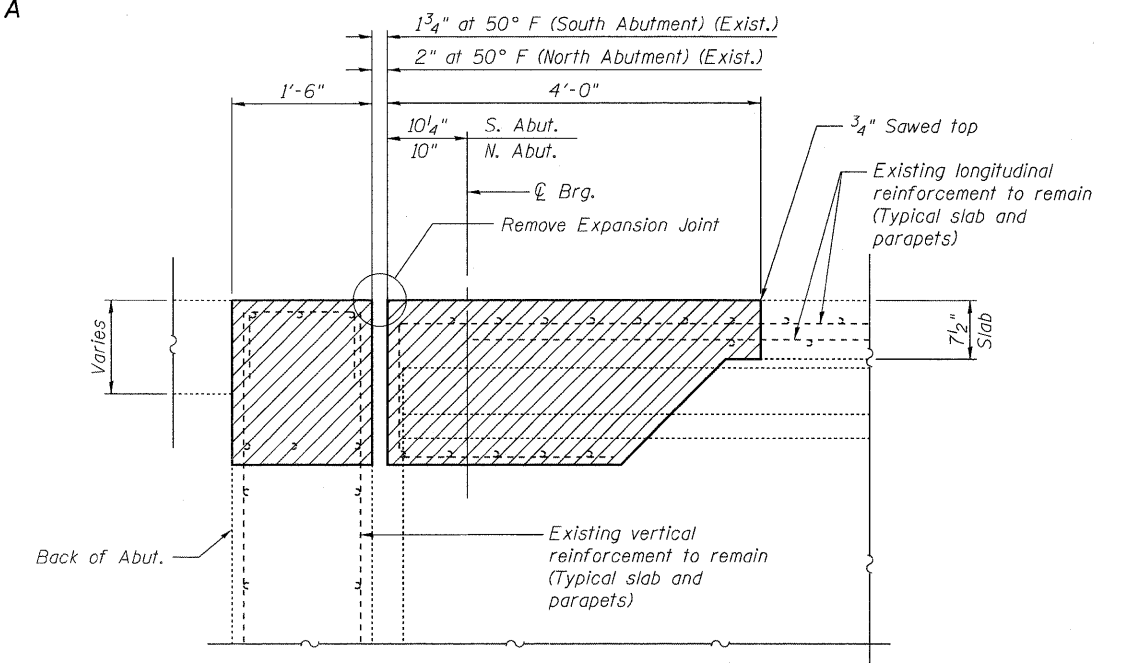
The Contractor shall use extreme care during concrete removal so as not to damage the PPC I-Beam.

See Sheet 6 of 7 for bike path joint seal removal and repair at abutments.

DESIGNED	TBS
CHECKED	RJL
DRAWN	SCS
CHECKED	TBS

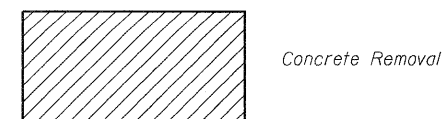


SECTION A-A



SECTION B-B

LEGEND

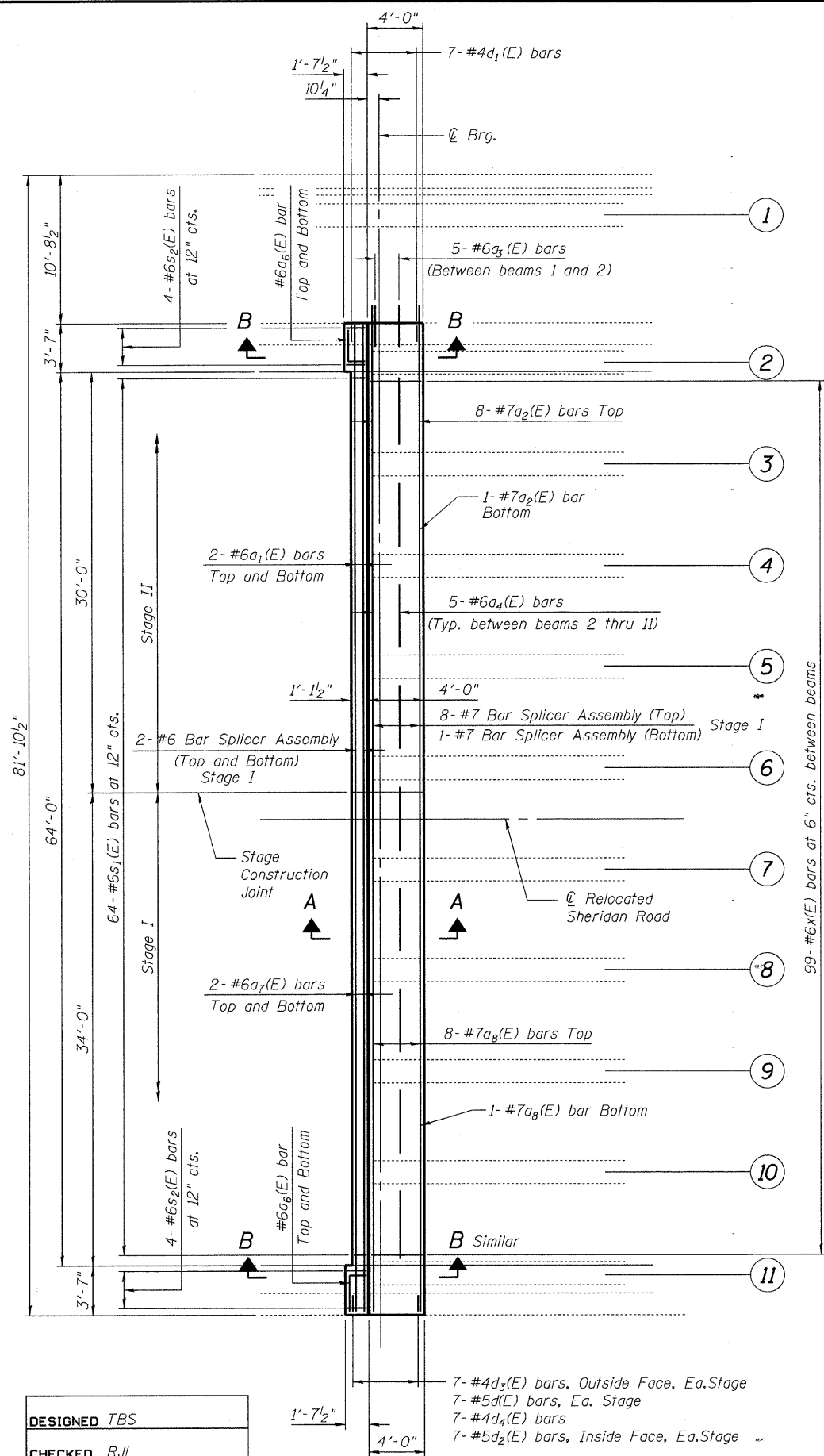


EXPANSION JOINT REMOVAL
FAU-2744 SHERIDAN RD. OVER BUCKLEY RD.
SEC. 71 HB-I-1
LAKE COUNTY
STATION 120+00.00
STRUCTURE NO. 049-0161

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SHEET NO. 4 7 SHEETS	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2744	71 HB-I-1	LAKE	25	16
FED. ROAD DIST. NO. _ ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 60J81					

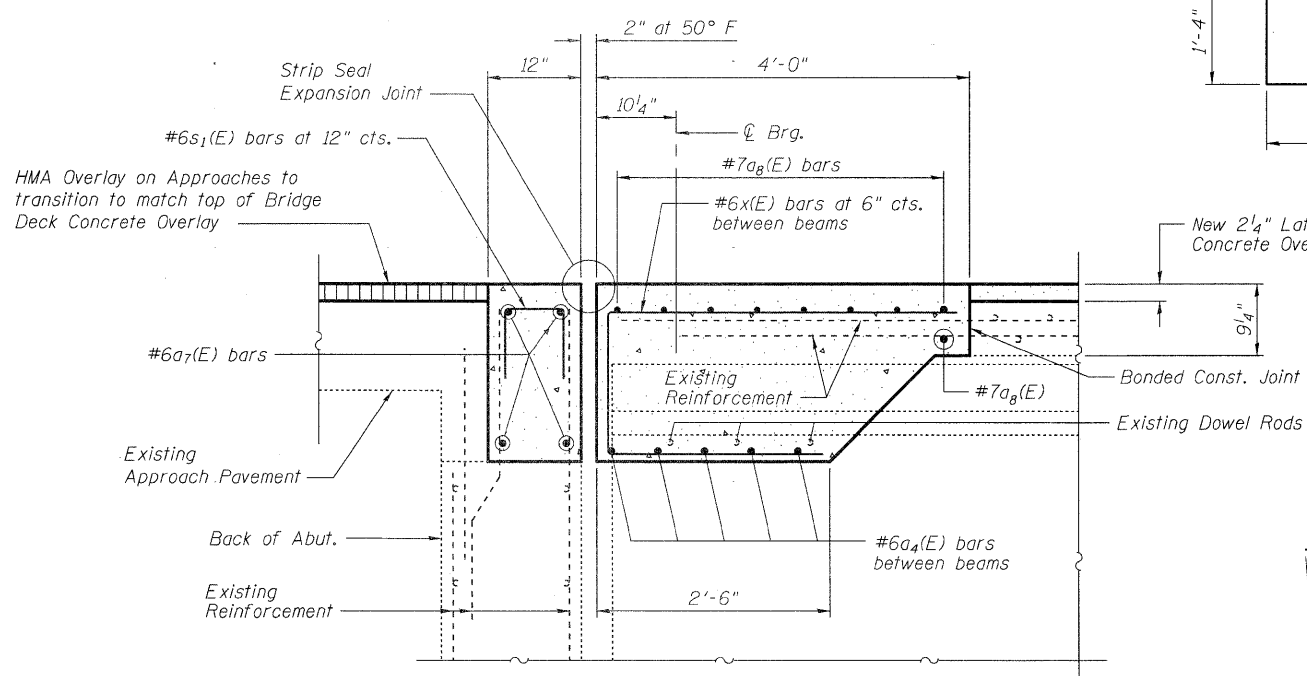
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



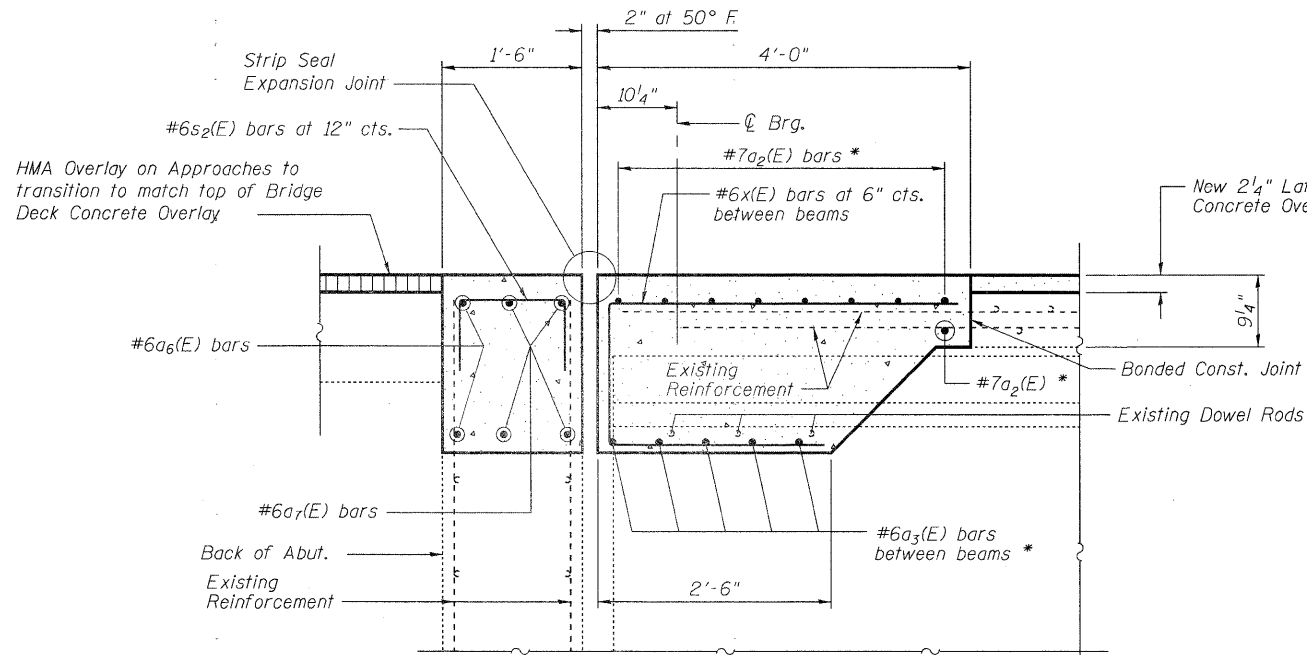
DESIGNED	TBS
CHECKED	RJL
DRAWN	SCS
CHECKED	TBS

EXPANSION JOINT PLAN
(South Abutment shown,
North Abutment similar)

7-#4d3(E) bars, Outside Face, Ea.Stage
7-#5d(E) bars, Ea. Stage
7-#4d4(E) bars
7-#5d2(E) bars, Inside Face, Ea.Stage



SECTION A-A (Stage I shown, Stage II similar)



SECTION B-B (Stage II shown, Stage I similar)

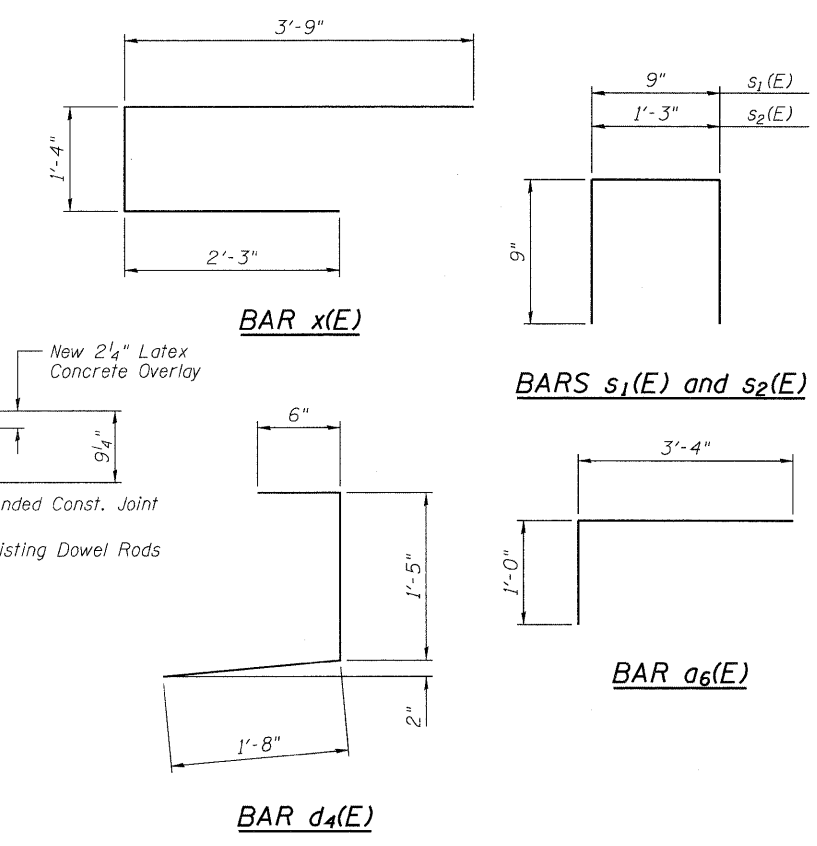
* Epoxy Grout 12" into Existing Thickened Slab at West Parapet

NOTES

For details of Strip Seal Expansion Joints, see Sheet 6.

Existing longitudinal parapet reinforcement shall remain in place.
For placement and bending details of new transverse reinforcement in parapets, see Sheet 3.

See Sheet 7 of 7 for Bar Splicers.



BILL OF MATERIAL

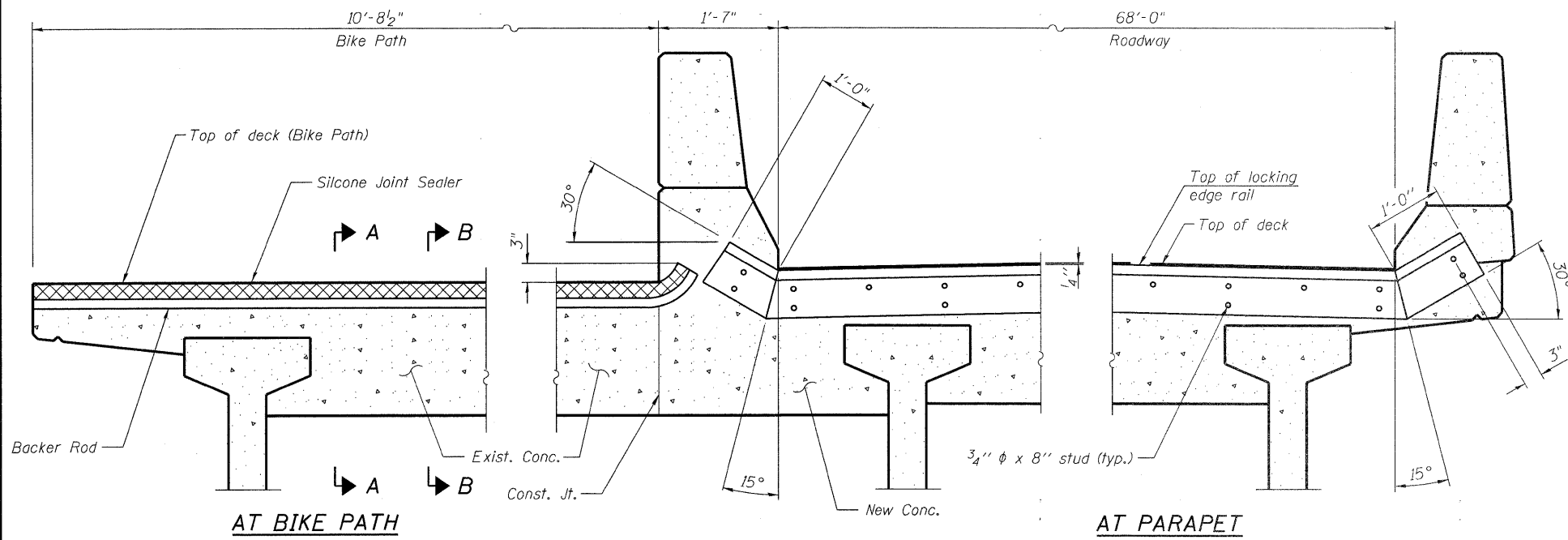
Bar	No.	Size	Length	Shape
a1(E)	8	#6	33'-4"	—
a2(E)	18	#7	34'-5"	—
a3(E)	10	#6	3'-0"	—
a4(E)	90	#6	6'-6"	—
a6(E)	8	#6	4'-4"	—
a7(E)	8	#6	37'-4"	—
a8(E)	18	#7	37'-4"	—
d(E)	28	#5	2'-7"	—
d1(E)	14	#4	3'-7"	—
d2(E)	28	#5	3'-0"	—
d3(E)	28	#4	3'-0"	—
d4(E)	14	#4	3'-7"	—
s1(E)	128	#6	2'-3"	—
s2(E)	16	#6	2'-9"	—
x(E)	198	#6	7'-4"	—
Concrete Removal			Cu. Yd.	20.8
Concrete Superstructure			Cu. Yd.	23.3
Reinforcement Bars, Epoxy Coated			Pound	7430

EXPANSION JOINT REPAIR
FAU-2744 SHERIDAN RD. OVER BUCKLEY RD.
SEC. 71 HB-I-1
LAKE COUNTY
STATION 120+00.00
STRUCTURE NO. 049-0161



SHEET NO. 5 7 SHEETS	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2744	71 HB-I-1	LAKE	25	17
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT		
				CONTRACT NO. 60J81	

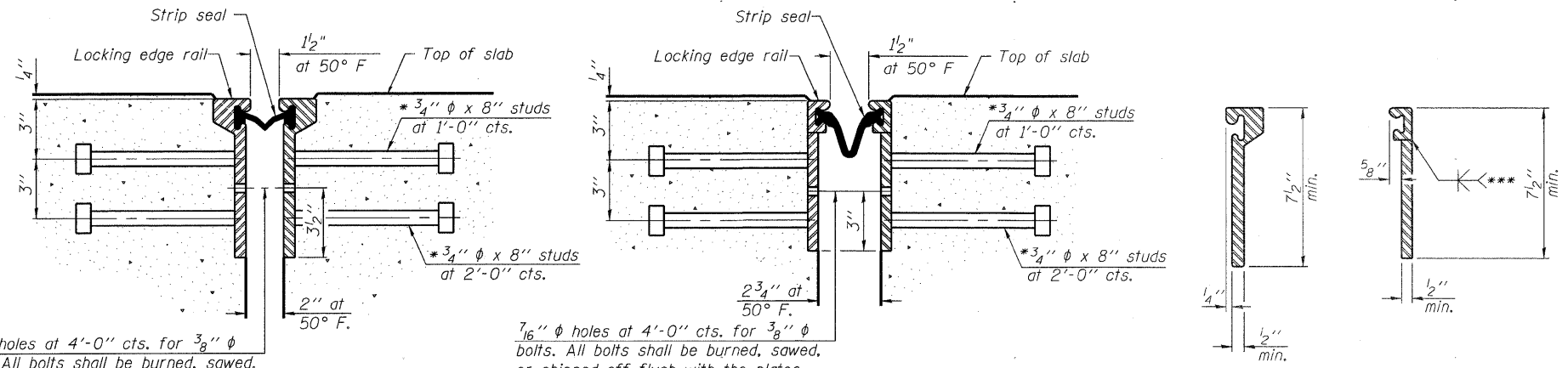
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



TYPICAL END TREATMENTS

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

Note:
Reinforcement not shown for clarity.



SECTION THRU
ROLLED RAIL JOINT

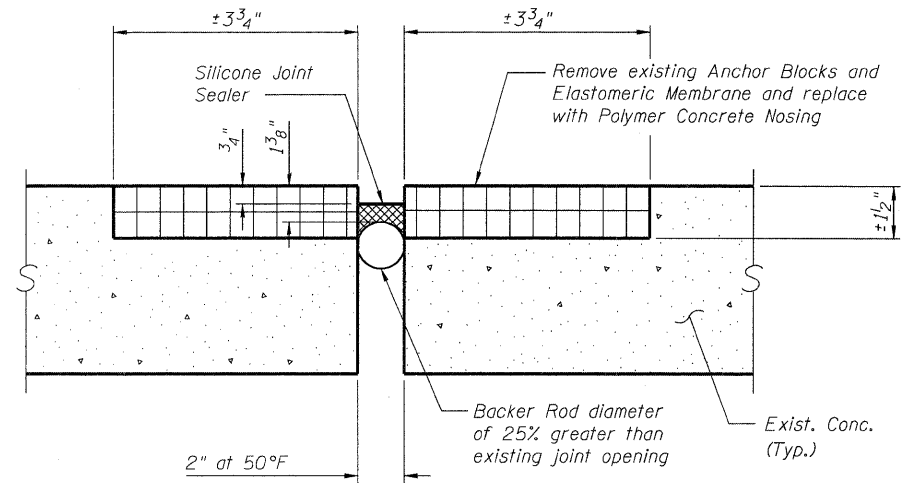
SECTION THRU
WELDED RAIL JOINT

ROLLED
EXTRUDED RAIL
WELDED RAIL

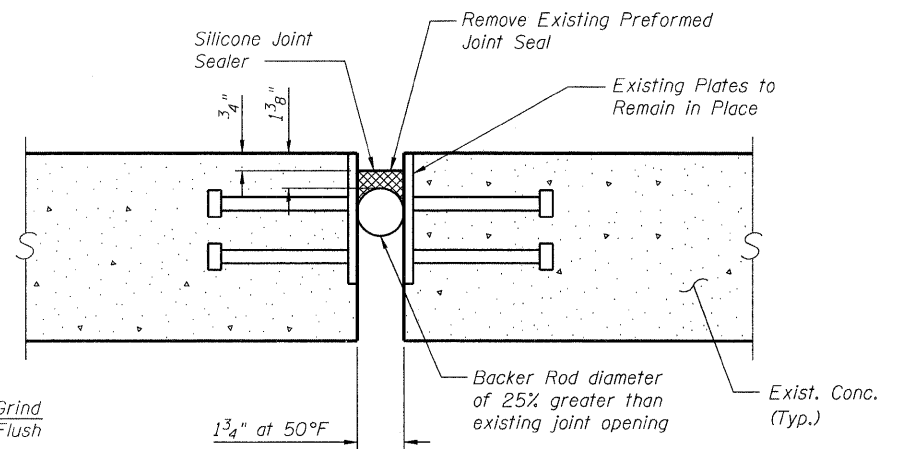
LOCKING EDGE
RAIL SPLICE

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

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

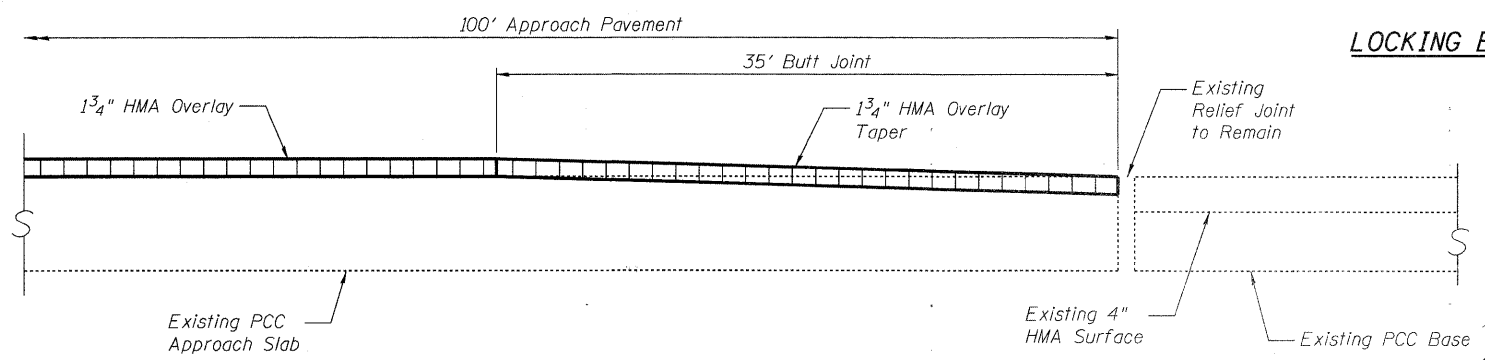


SECTION A-A AT NORTH ABUTMENT



SECTION B-B AT SOUTH ABUTMENT

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.



OVERLAY TREATMENT AT END OF APPROACHES

DESIGNED	TBS
CHECKED	RJL
DRAWN	SCS
CHECKED	TBS

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	140
Silicone Joint Sealer	Foot	23
Polymer Concrete	Cu. Ft.	1.0

JOINT DETAILS
FAU-2744 SHERIDAN RD. OVER BUCKLEY RD.
SEC. 71 HB-1-1
LAKE COUNTY
STATION 120+00.00
STRUCTURE NO. 049-0161

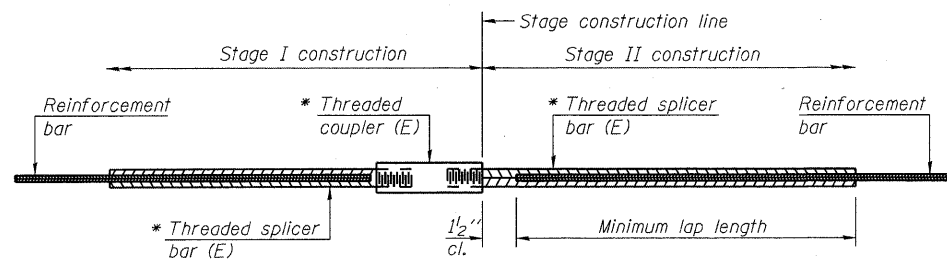


ABNA
9901 S. Western Ave.
Chicago, IL 60643
Ph. 773-881-4788
F: 773.239.3728
DESIGN FIRM REG. 184.002117

SHEET NO. 6
7 SHEETS

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2744	71 HB-1-1	LAKE	25	18
CONTRACT NO. 60J81				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

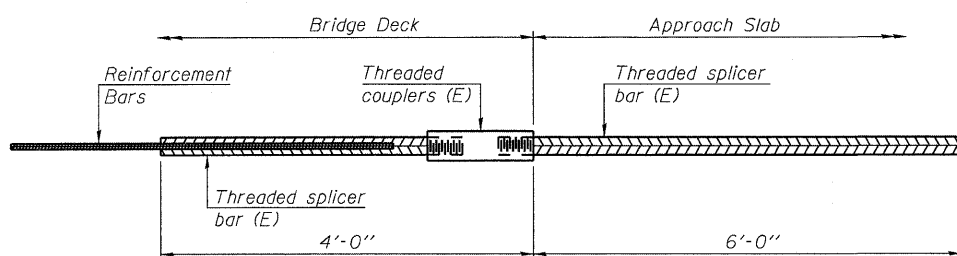
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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 1/2" + thread length

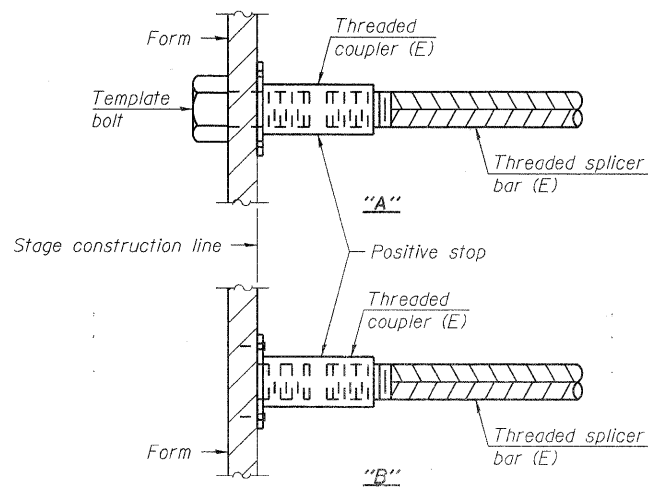
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Expansion Joint	#6	8	Table 4
Expansion Joint	#7	18	Table 4



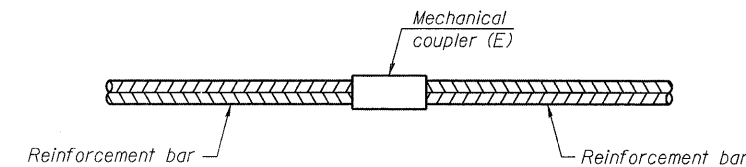
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



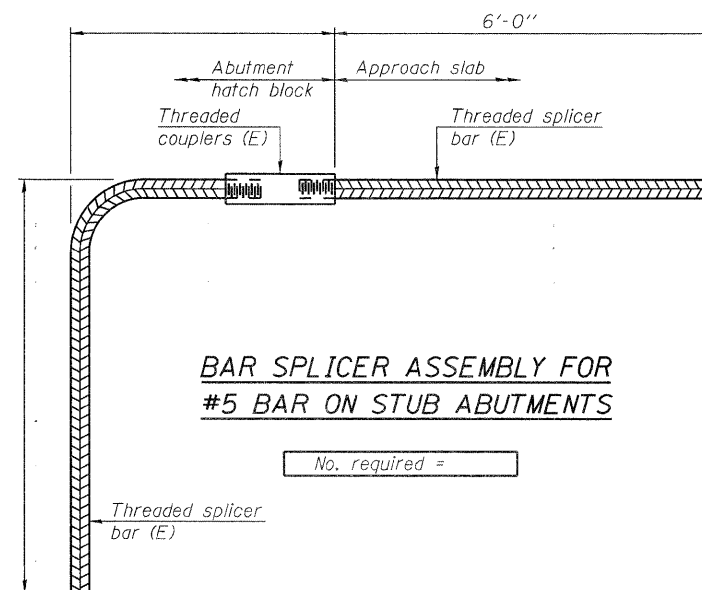
INSTALLATION AND SETTING METHODS

"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

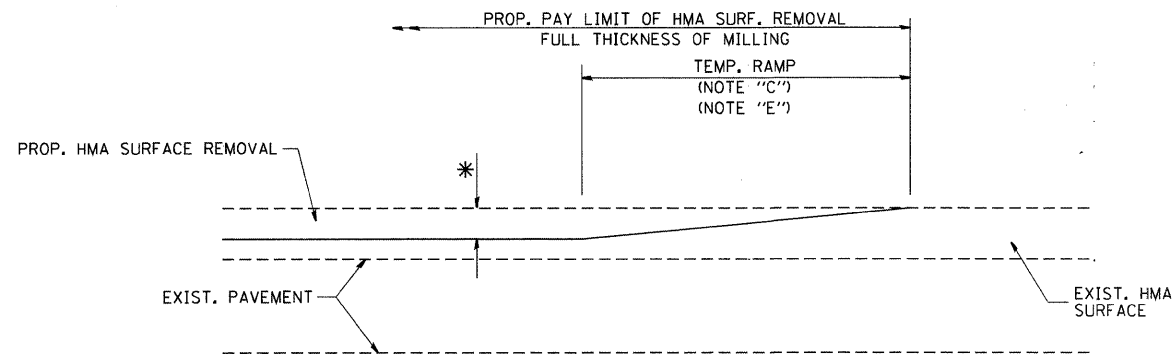
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
All reinforcement shall be lapped and tied to the splicer bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.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

BAR SPLICER DETAILS
FAU-2744 SHERIDAN RD. OVER BUCKLEY RD.
SEC. 71 HB-I-1
LAKE COUNTY
STATION 120+00.00
STRUCTURE NO. 049-0161

DESIGNED TBS
CHECKED RJL
DRAWN SCS
CHECKED TBS

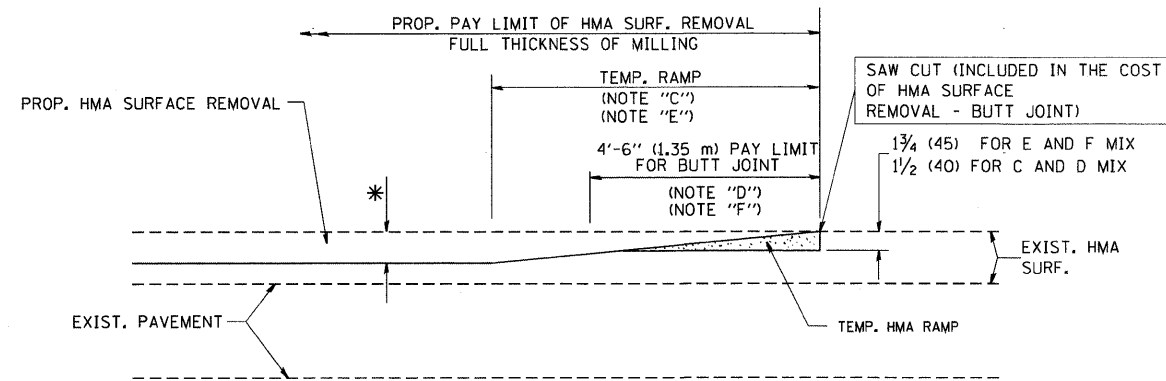
ABNA
9901 S. Western Ave.
Chicago, IL 60643
Ph. 773-881-4788
F: 773.239.3728
DESIGN FIRM REG. 184.002117

SHEET NO. 7 7 SHEETS	FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2744	71 HB-I-1	LAKE	25	19
CONTRACT NO. 60J81					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					



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

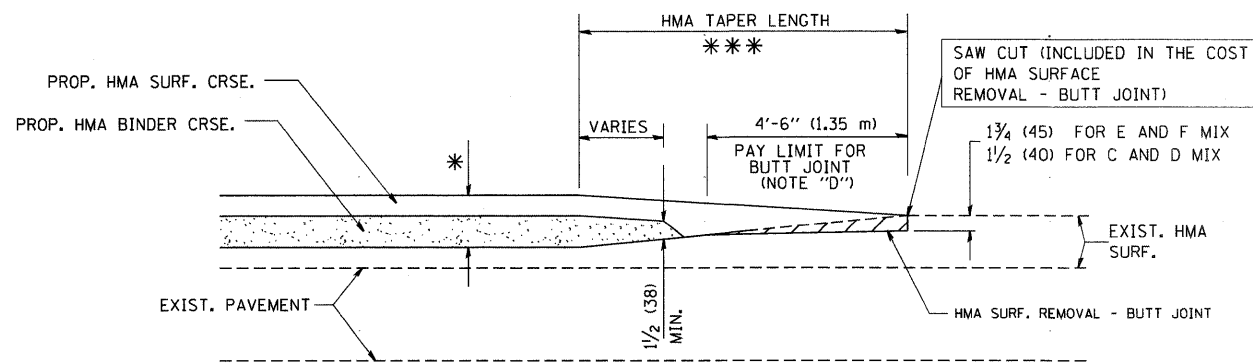
OPTION 1



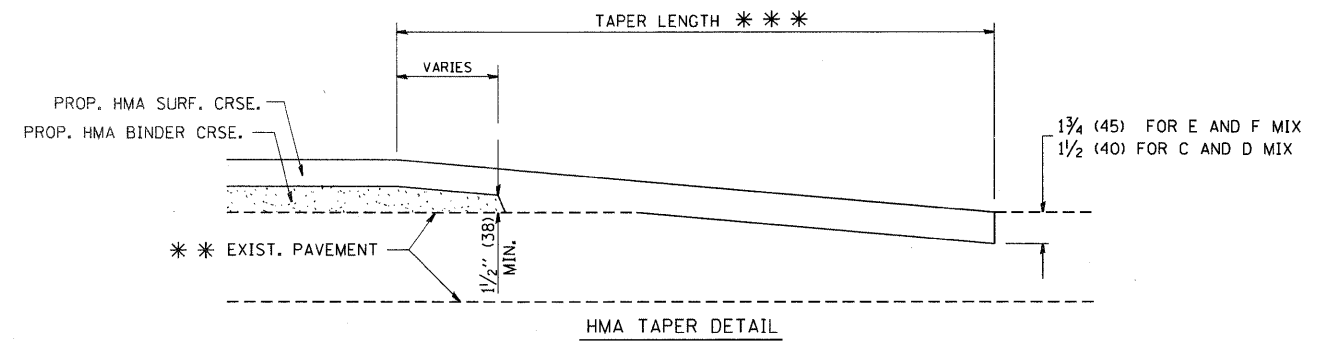
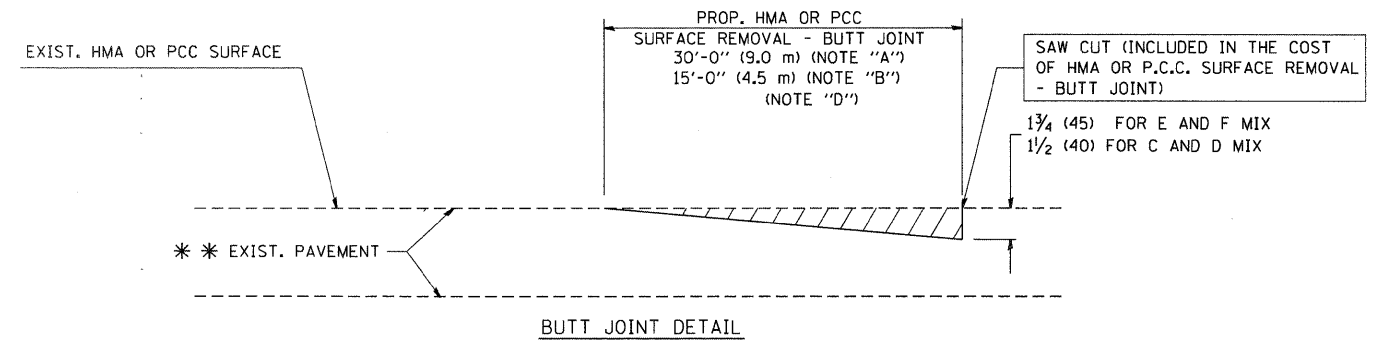
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

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

NOTES

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

BASIS OF PAYMENT:

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

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

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DRAWN -
CHECKED -
DATE - 06-13-90

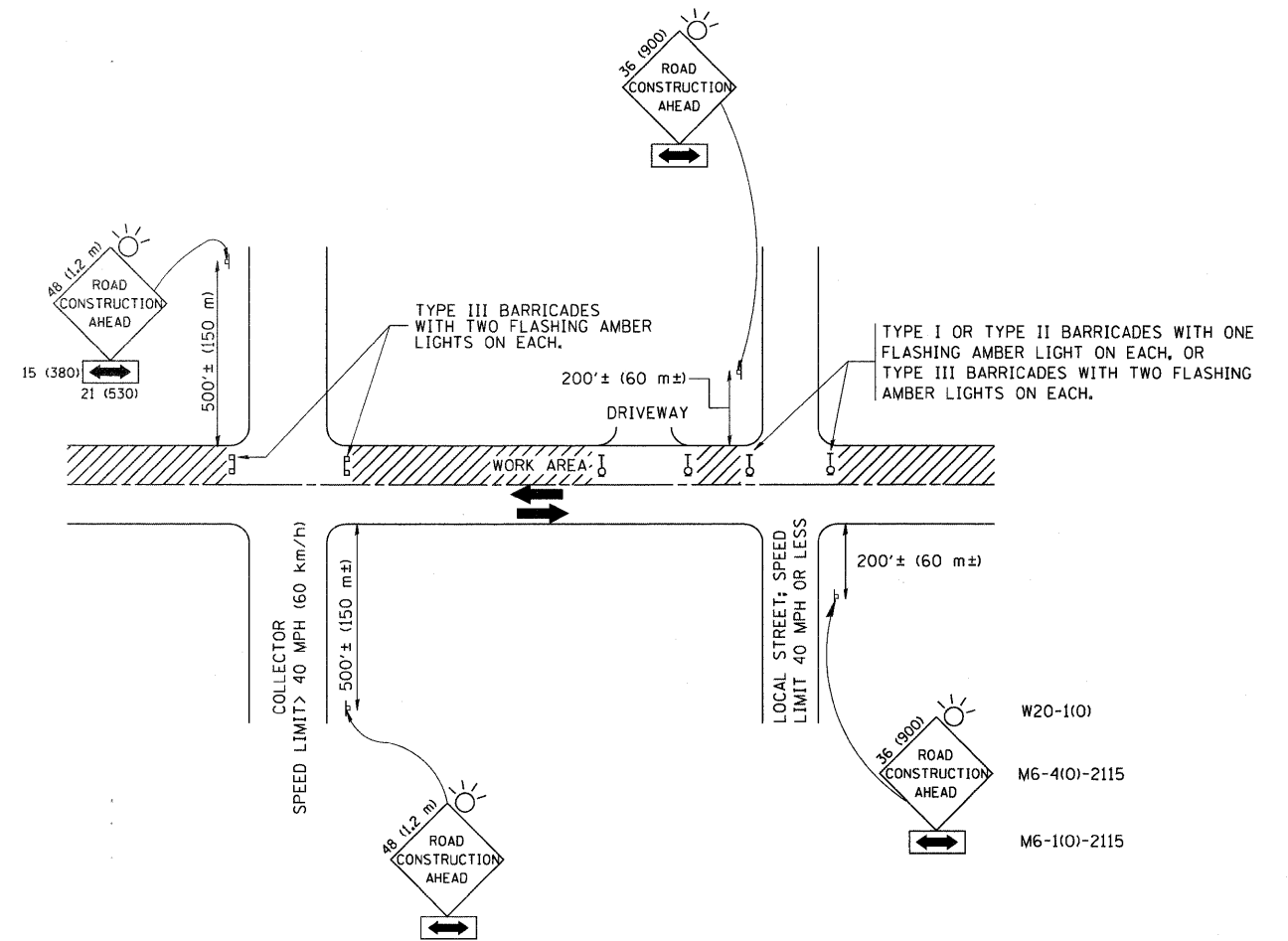
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REVISED - A. ABBAS 03-21-97
REVISED - M. GOMEZ 04-06-01
REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.P. RTE. 437	SECTION 71HB-1-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 20
BD400-05 BD32			CONTRACT NO. 60J81	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

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

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

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

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

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

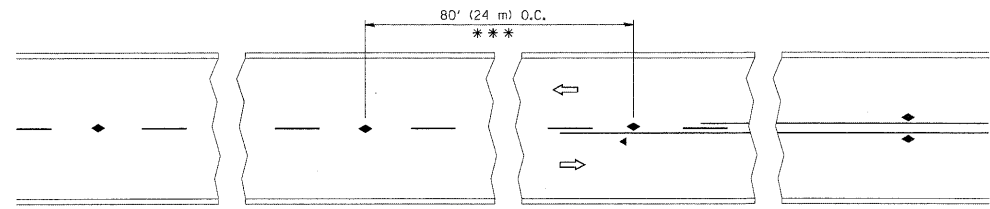
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

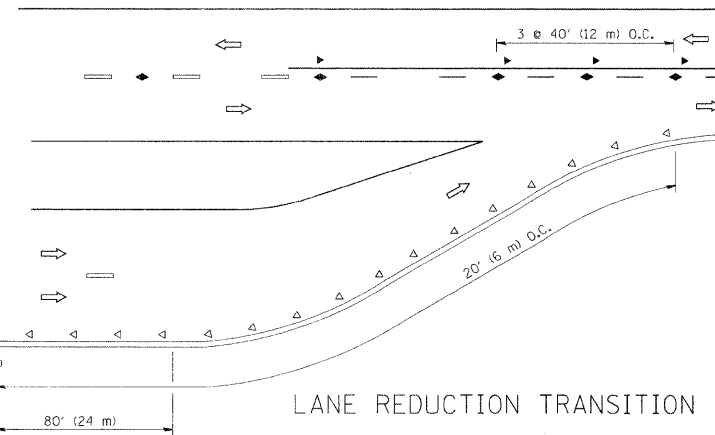
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TC-10		CONTRACT NO. 60J81		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

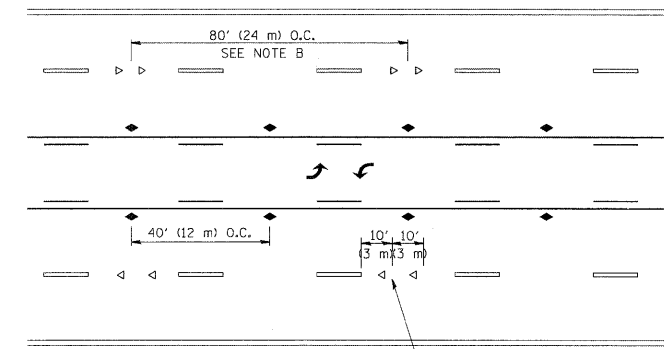


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

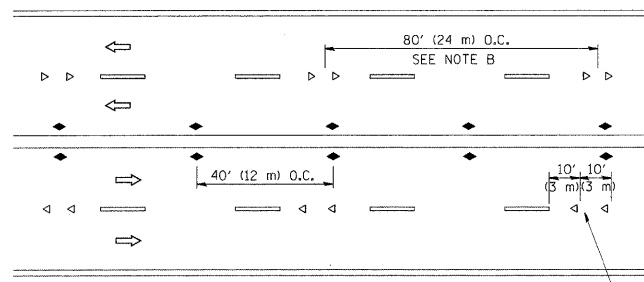
TWO-LANE/TWO-WAY



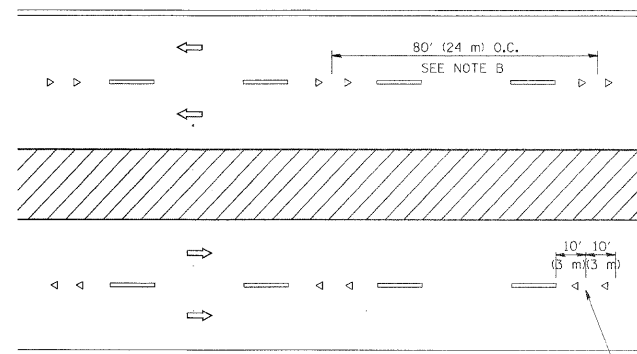
LANE REDUCTION TRANSITION



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

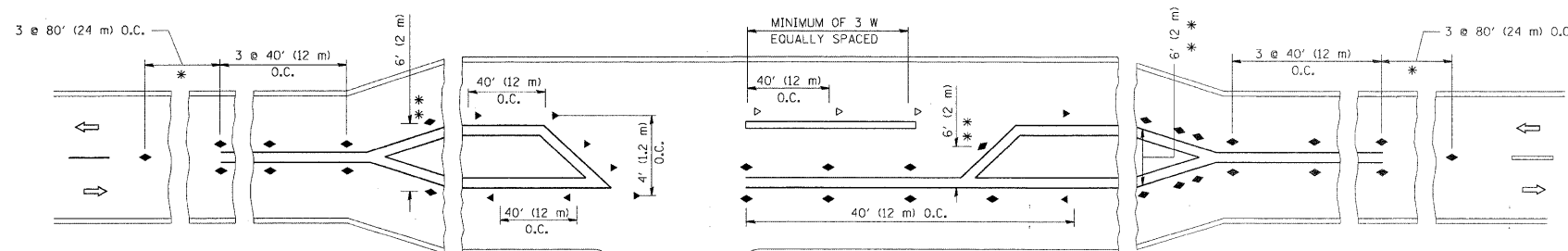
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

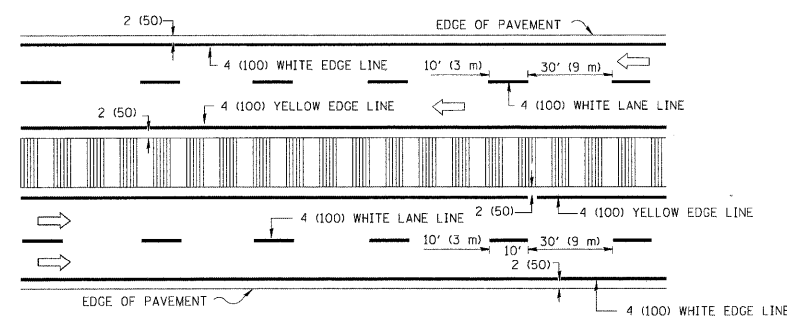
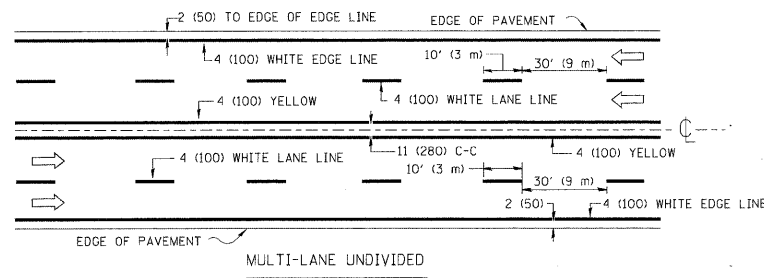
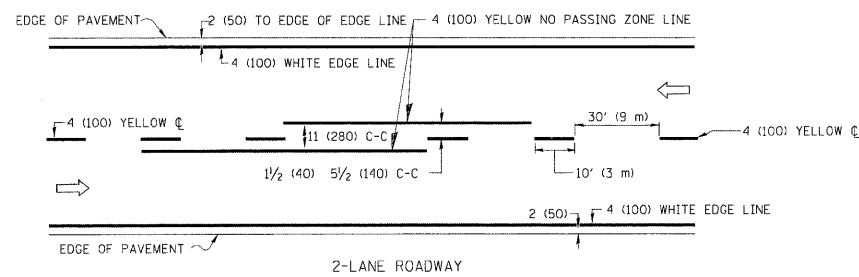
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

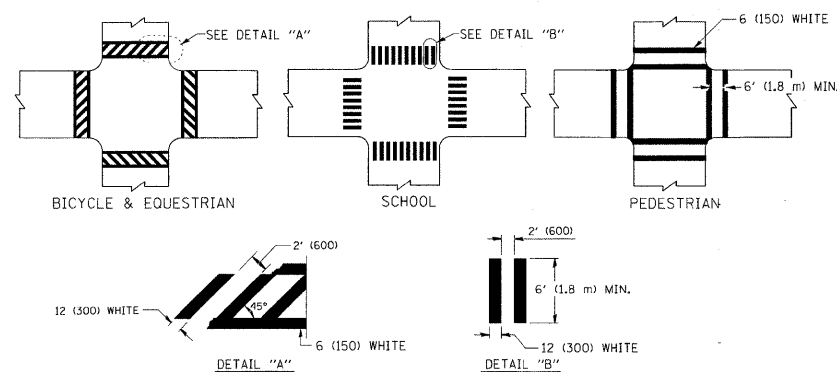
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
437	71HB-1-1	LAKE	25	22
TC-11			CONTRACT NO. 60J81	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

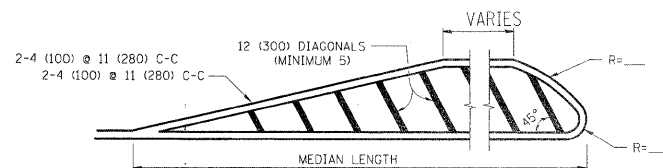
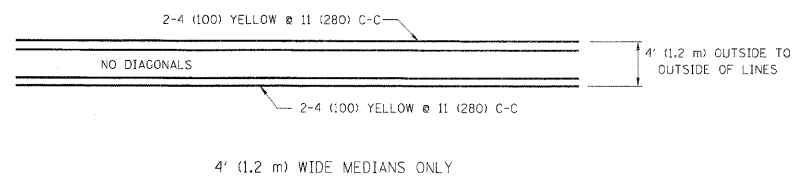


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



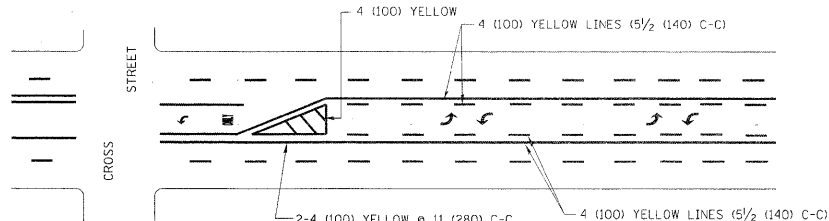
TYPICAL CROSSWALK MARKING



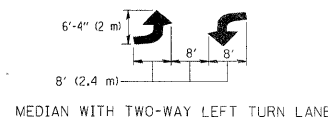
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

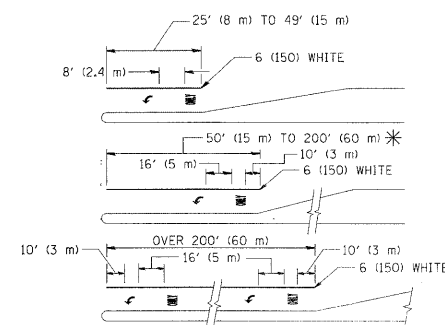
MEDIANS OVER 4' (1.2 m) WIDE



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



TYPICAL PAINTED MEDIAN MARKING

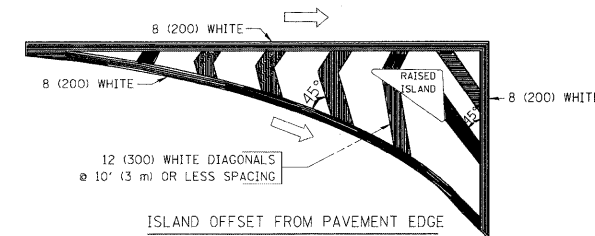


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

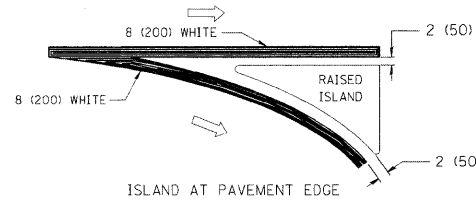
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (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 ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

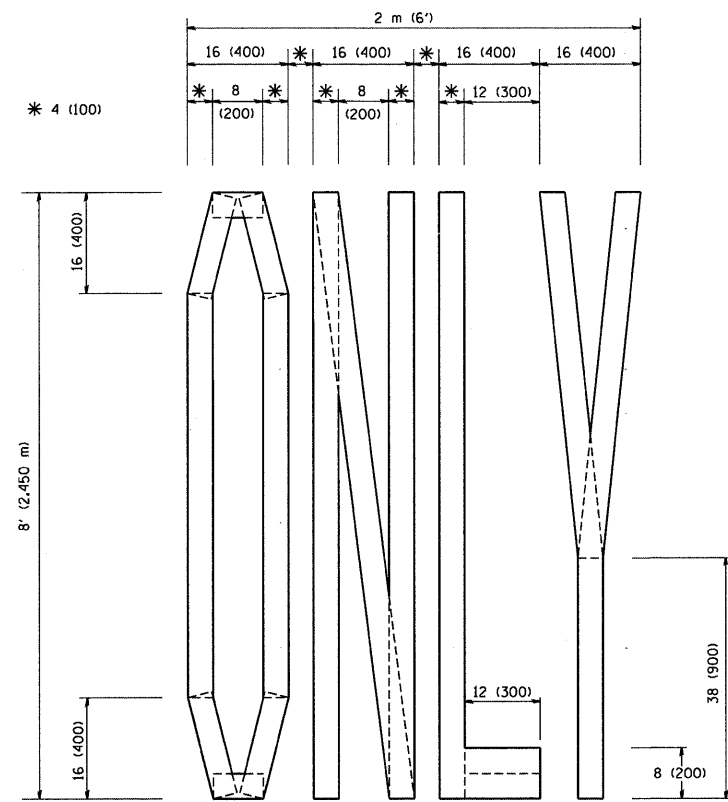
FILE NAME =	USER NAME = drvakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
c:\pwork\pwork\drvakosgn\0108315\td	3.dgn	DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

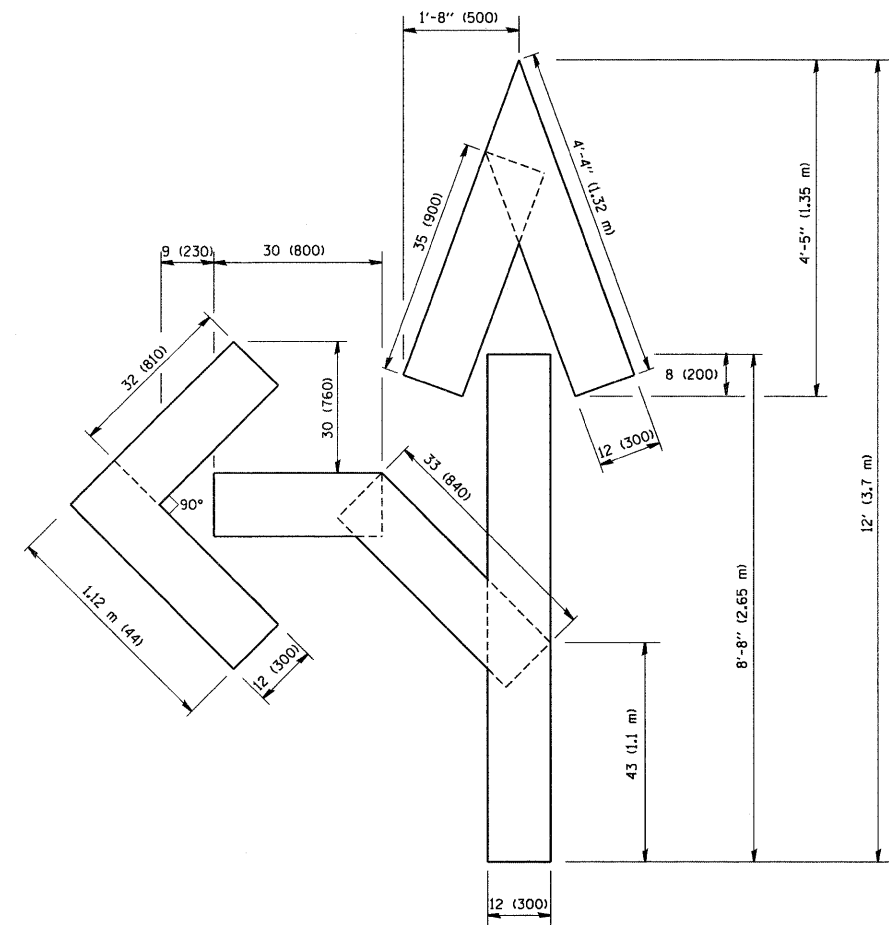
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
437	71HB-I-1	LAKE	25	23
TC-13		CONTRACT NO. 60J81		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

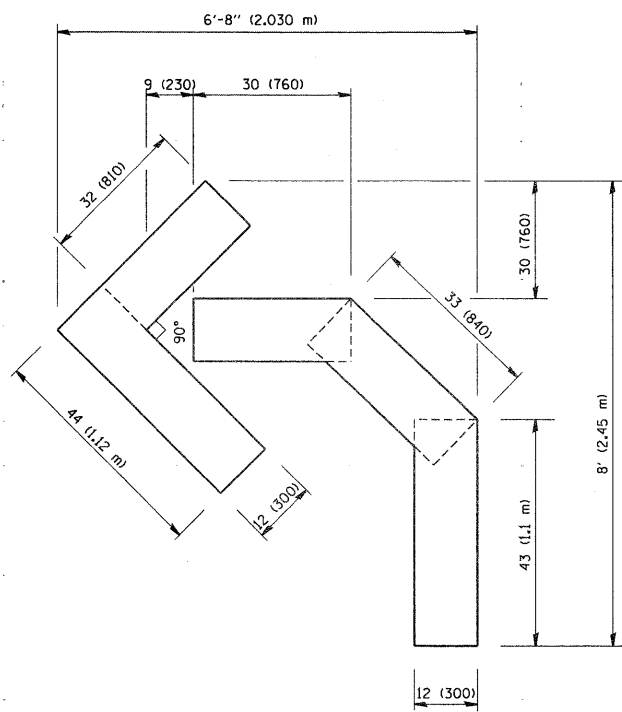
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.



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 = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			F.A.P. RTE. 437	SECTION 71HB-I-1	COUNTY LAKE	TOTAL SHEETS 25	SHEET NO. 24	
		DRAWN -	REVISED -T. RAMMACHER 11-04-97		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	TC-16		CONTRACT NO. 60J81
		CHECKED -	REVISED -T. RAMMACHER 03-02-98		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00										



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

NOTES:

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

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = gegl1enobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -			437	71HB-1-1	LAKE	25	25	
PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
						TC-26		CONTRACT NO. 60J81			