

09-20-13 LETTING ITEM 008

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	1
		ILLINOIS	CONTRACT NO 60T07	

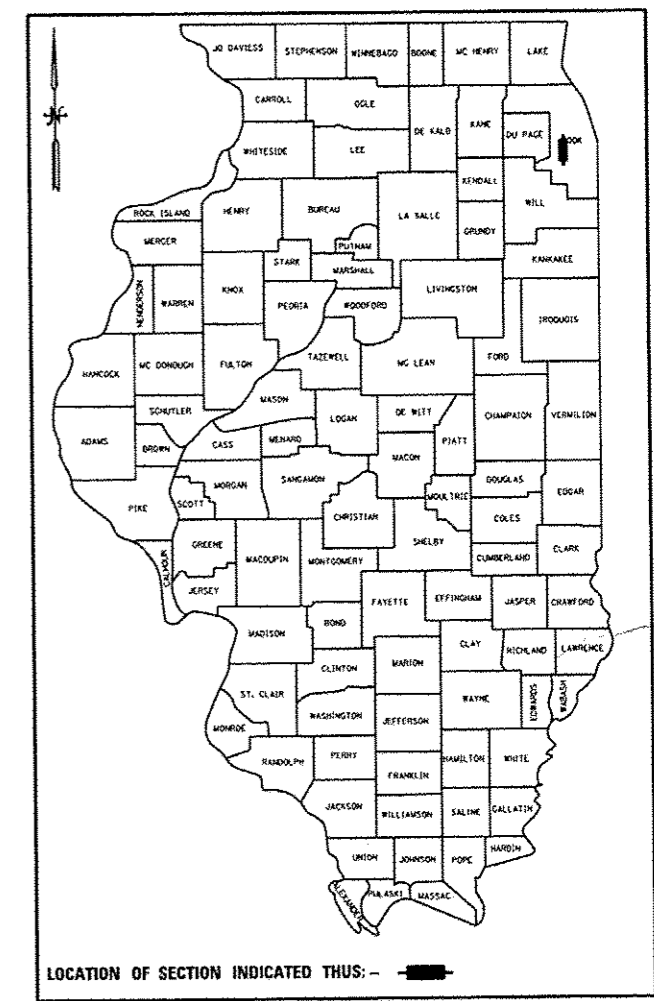
D-91-281-12

FOR INDEX OF SHEETS, SEE SHEET NO. 2

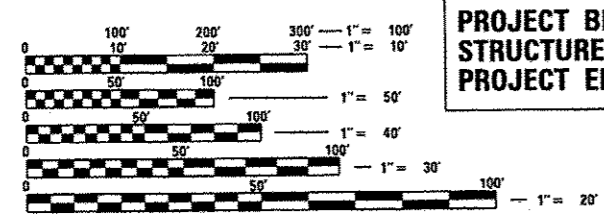
PROJECT LOCATED IN  
LYONS AND FOREST VIEW

# PROPOSED HIGHWAY PLANS

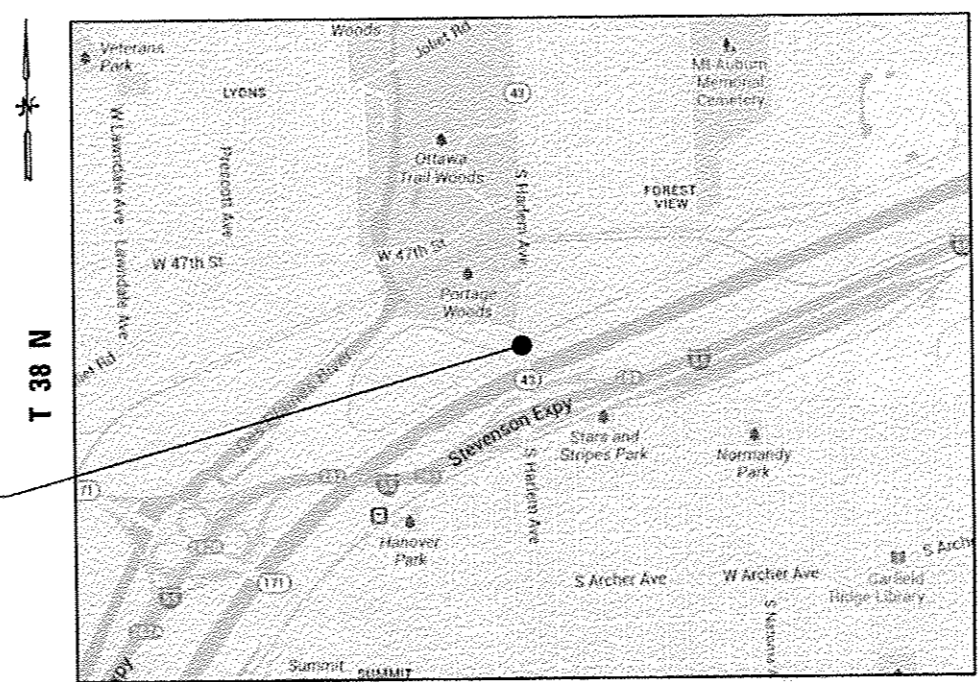
F.A.P. 348 ILLINOIS ROUTE 43 / HARLEM AVENUE  
SB OVER MWRDGC RR (0.2 MILES NORTH OF I-55)  
SECTION: 0708.3A-BR(11)  
BRIDGE REHABILITATION; BRIDGE DECK REPAIRS  
AND BRIDGE JOINT REPAIR  
COOK COUNTY  
C-91-281-12



DESIGN DESIGNATION  
OTHER PRINCIPLE ARTERIAL  
SPEED LIMIT = 40 MPH  
TRAFFIC = 37300 ADT (2011)



PROJECT BEGINS: STA. 101+89.95  
STRUCTURE NO.: 016-2412  
PROJECT ENDS: STA. 106+29.28



R 12 E | R 13 E  
LYONS AND STICKNEY TOWNSHIP  
LOCATION MAP

GROSS LENGTH = 439.33' = 0.083 Mi.  
NET LENGTH = 439.33' = 0.083 Mi.

ESI CONSULTANTS, LTD  
1879 NORTH MILL STREET  
NAPERVILLE, IL 60563  
WWW.ESICONSULTANTS.COM  
ILLINOIS DEPARTMENT OF PROFESSIONAL REGULATION REGISTRATION #154-003485  
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*Mark Reznicek*

MARK A. REZNICEK, P.E.  
DATE: 07/08/2013  
EXP: 11/30/2013  
SHEET: 1-8 & 21-25



*Daniel Feuerborn*

DANIEL FEUERBORN  
DATE: 07/08/2013  
EXP: 11/30/2014  
SHEET: 9-20

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED July 9 20 13  
*John F. Fatmann*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Aug 16 20 13  
*John D. Baranzelli, P.E.*  
ENGINEER OF DESIGN AND ENVIRONMENT

Aug 16 20 13  
*Omer Osman, P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

PROJECT MANAGER: RAJENDRA SHAH (847) 705-4555

CONTRACT NO. 60T07

Rev.

**INDEX OF SHEETS**

- 1 COVER SHEET
- 2 INDEX OF SHEETS, STATE STANDARDS, & GENERAL NOTES
- 3 SUMMARY OF QUANTITIES
- 4-7 MAINTENANCE OF TRAFFIC PLANS
- 8 PROPOSED PAVEMENT MARKINGS
- 9-20 STRUCTURAL PLANS
- 21-25 DISTRICT ONE DETAILS

**HIGHWAY STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 635011-02 REFLECTIVE MARKER AND MOUNTING DETAILS
- 701101-03 OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
- 701106-02 OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
- 701427-01 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
- 701601-08 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701901-02 TRAFFIC CONTROL DEVICES
- 704001-07 TEMPORARY CONCRETE BARRIER

**DISTRICT ONE STANDARDS (Sheets 21-25)**

- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- ~~TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)~~
- TC-22 ARTERIAL ROAD INFORMATION SIGN

**GENERAL NOTES**

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES. (48 HOUR NOTIFICATION IS REQUIRED.)
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE LOCAL MUNICIPALITY.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINES SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. 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 REESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
6. THE ENGINEER SHALL CONTACT JERNARD PERKINS, TRAFFIC FIELD TECHNICIAN, AT (708) 524-2145 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATION SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED AT THE UNIT PRICE BID FOR THE WORK.

**MAINTENANCE OF TRAFFIC GENERAL NOTES**

1. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGES TO THE MOT PLANS
2. ALL EXISTING PAVEMENT MARKING IN CONFLICT WITH THE MAINTENANCE OF TRAFFIC STRIPING SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, FOR "PAVEMENT MARKING REMOVAL."
3. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY PAVEMENT MARKING TAPE WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING. REMOVAL OF TEMPORARY PAVEMENT MARKING TAPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT, FOR "WORK ZONE PAVEMENT MARKING REMOVAL."
4. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC, AS DETAILED ON THE PLANS, OR HIGHWAY STANDARDS SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE MAINTENANCE OF TRAFFIC SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
5. ALL DRUMS, VERTICAL PANELS AND BARRICADES ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY-BURNING MONO-DIRECTIONAL LIGHTS.
6. ALL EXISTING SIGNS WITHIN THE LIMITS OF MAINTENANCE OF TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS.
7. ALL TEMPORARY INFORMATION SIGNS SHALL BE PAID FOR SEPARATELY AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR "TEMPORARY INFORMATION SIGNING".
8. FOR ADDITIONAL BRIDGE CONSTRUCTION STAGING INFORMATION, SEE STRUCTURAL PLANS.
9. CONTRACTOR SHALL LOCATE AND PROVIDE ALL APPROACH SIGNAGE PER REFERENCED HIGHWAY STANDARDS. SIGN LOCATIONS SHOWN ARE SCHEMATIC ONLY.
10. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR 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.
11. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICE.

PRINTED DATE: 8/1/2013  
 FILE NAME: K:\Projects\110701\110701\_13\_Harlem Ave\110701\_13\_Harlem Ave\Subroad Bridge Repair\02.DISTRICT ONE STANDARDS.dwg



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PLOT DATE: = 8/1/2013	CHECKED: - MR	REVISIONS:
	DATE: - 8/1/2013	REVISIONS:

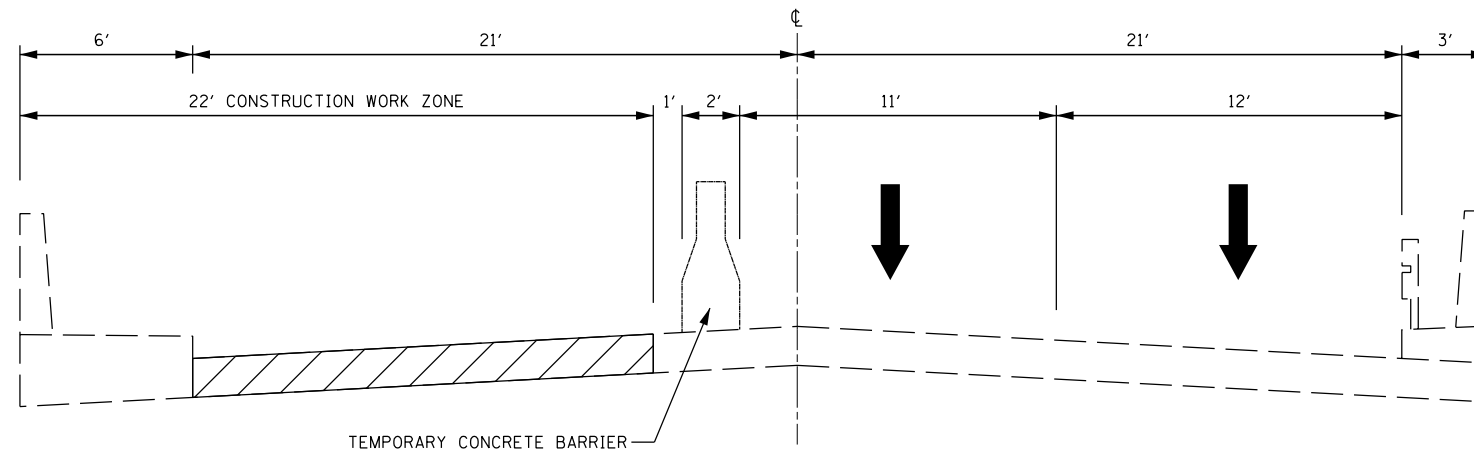
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, & GENERAL NOTES  
IL ROUTE 43 (HARLEM AVE)

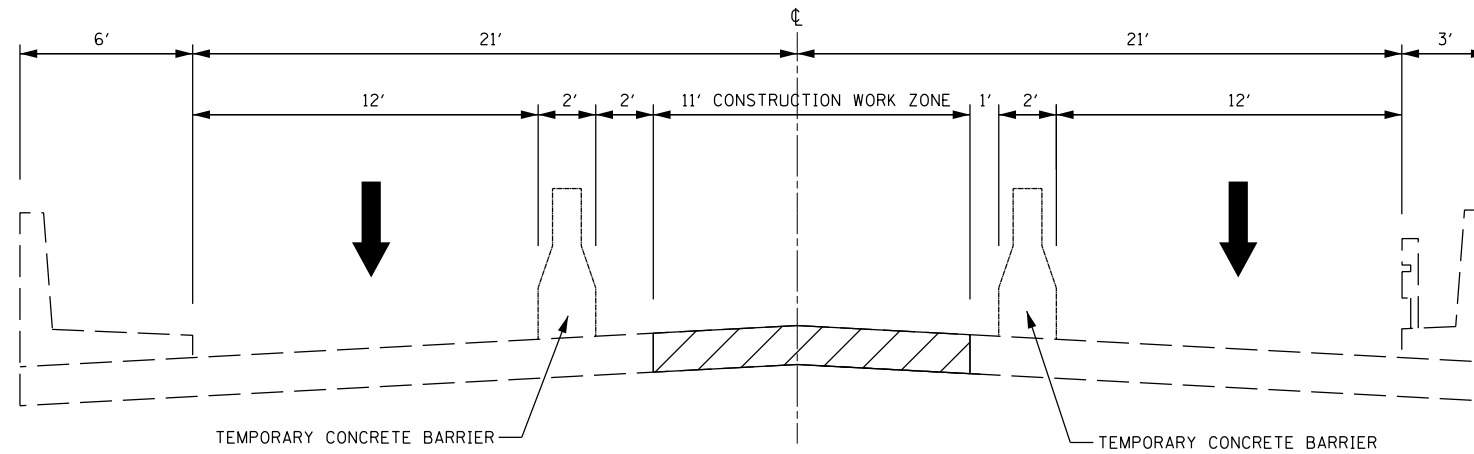
F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	2
CONTRACT NO 60T07				
ILLINOIS FEDERAL AID PROJECT				

Rev.

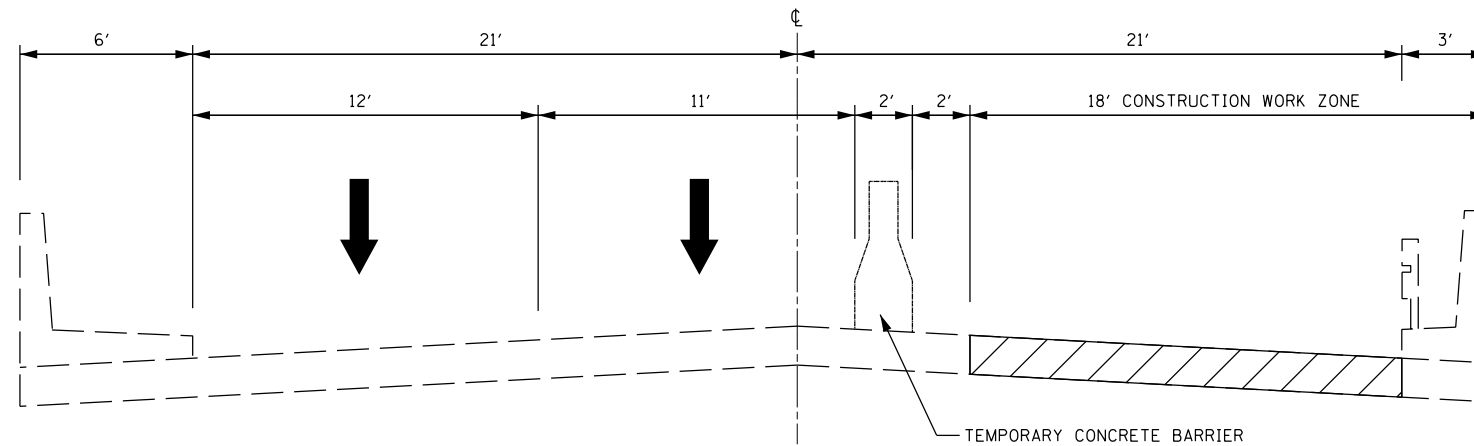




SOUTHBOUND ILLINOIS ROUTE 43  
STAGE I  
(LOOKING NORTH)



SOUTHBOUND ILLINOIS ROUTE 43  
STAGE II  
(LOOKING NORTH)



SOUTHBOUND ILLINOIS ROUTE 43  
STAGE III  
(LOOKING NORTH)

STAGE I

- ESTABLISH TRAFFIC CONTROL AS DETAILED IN THE TRAFFIC CONTROL PLANS
- INSTALL TEMPORARY CONCRETE BARRIERS, IMPACT ATTENUATOR AND TEMPORARY PAVEMENT MARKINGS AS SHOWN ON PLAN
- PERFORM DECK SLAB REPAIR AND RECONSTRUCT JOINTS ON THE WEST 16' OF BRIDGE
- PERFORM STRUCTURAL REPAIR OF CURB
- PERFORM STRUCTURAL REPAIR OF PIER 5 AND PIER 6
- RELOCATE TEMPORARY CONCRETE BARRIERS

STAGE II

- ESTABLISH TRAFFIC CONTROL AS DETAILED IN THE TRAFFIC CONTROL PLANS
- INSTALL TEMPORARY CONCRETE BARRIERS, IMPACT ATTENUATORS AND TEMPORARY PAVEMENT MARKINGS AS SHOWN ON PLAN
- PERFORM DECK SLAB REPAIR AND RECONSTRUCT JOINTS ON THE CENTER 11' OF BRIDGE
- REMOVE AND RELOCATE TEMPORARY CONCRETE BARRIERS

STAGE III

- ESTABLISH TRAFFIC CONTROL AS DETAILED IN THE TRAFFIC CONTROL PLANS
- INSTALL TEMPORARY CONCRETE BARRIERS, IMPACT ATTENUATOR AND TEMPORARY PAVEMENT MARKINGS AS SHOWN ON PLAN
- PERFORM DECK SLAB REPAIR AND RECONSTRUCT JOINTS ON THE EAST 15' OF BRIDGE
- PERFORM STRUCTURAL REPAIR OF CURB
- REMOVE TEMPORARY CONCRETE BARRIERS AND INSTALL POLYUREA PAVEMENT MARKINGS

NOTES:

ONE (1) CHANGEABLE MESSAGE SIGN IN ADVANCE OF CONSTRUCTION AREA (LOCATION AS DIRECTED BY THE ENGINEER)

PRINTED DATE: 7/11/2013  
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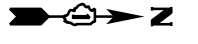


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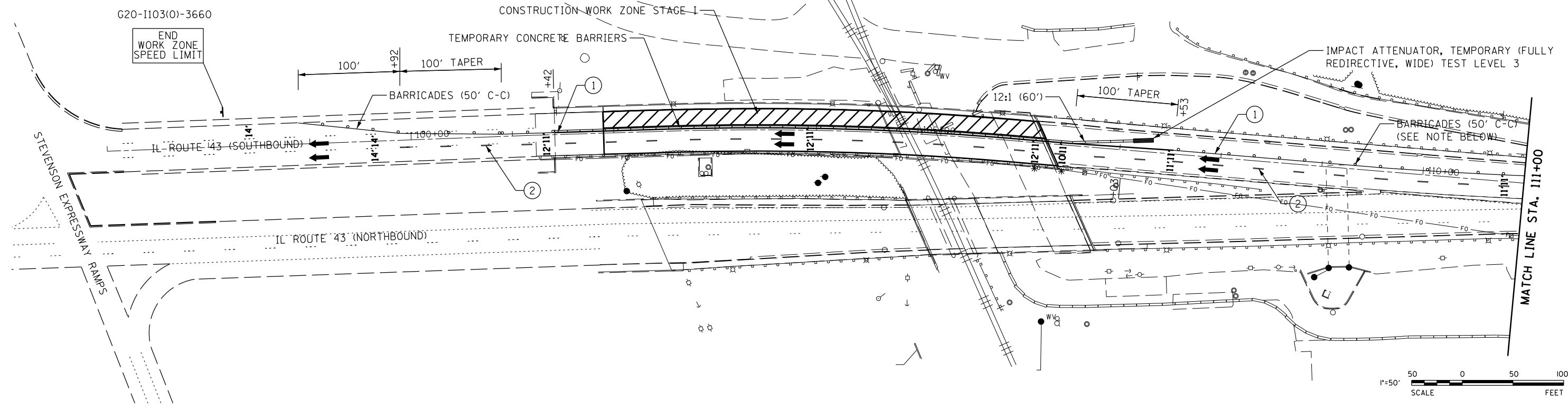
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
TYPICAL SECTIONS

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	4
<b>CONTRACT NO 60T07</b>				
ILLINOIS FEDERAL AID PROJECT				



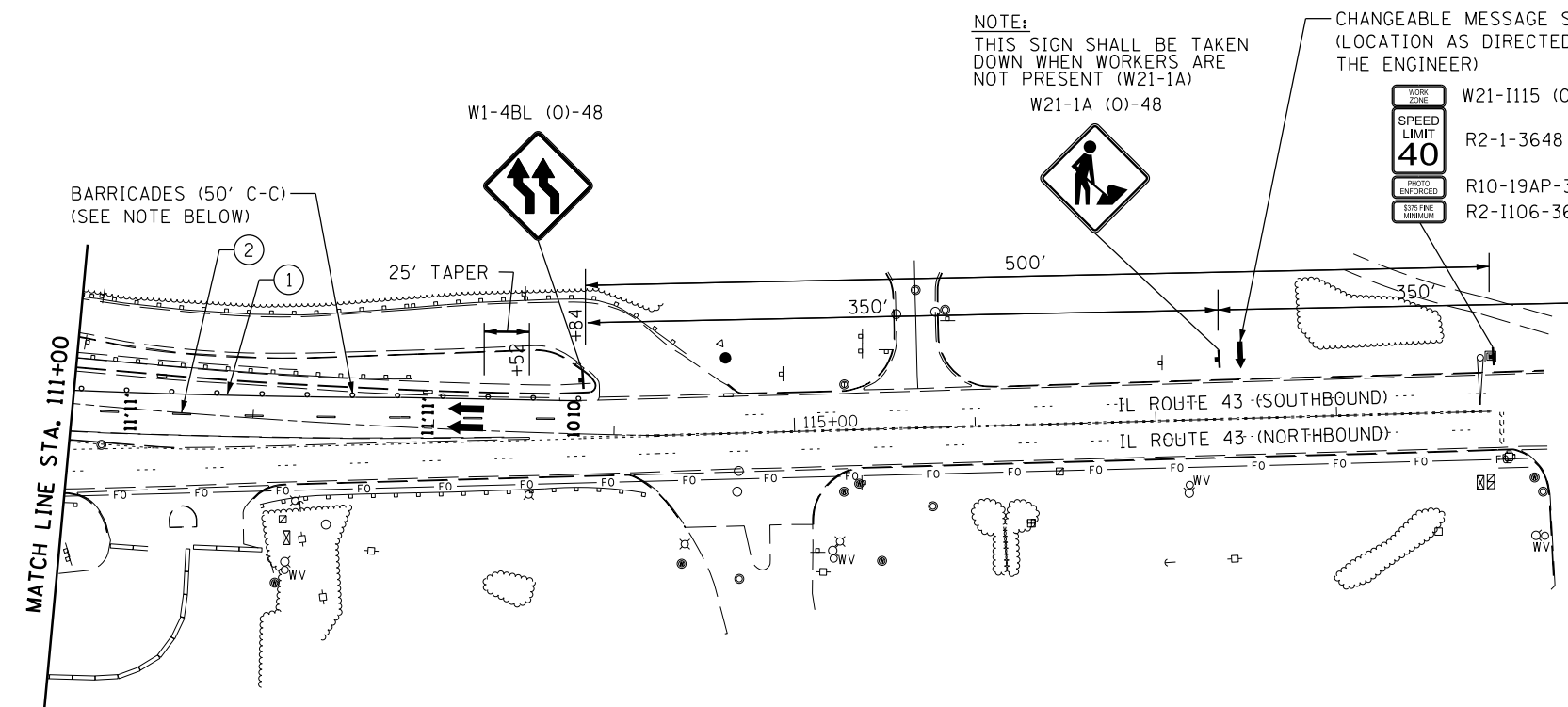
NOTE:  
 \* 12' LANE WIDTH FROM LANE LINE TO FACE OF CURB ON STRUCTURE. 10' LANE WIDTH FROM LANE LINE TO EDGE OF PAVEMENT



NOTE:  
 THIS SIGN SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT (W21-1A)

CHANGEABLE MESSAGE SIGN  
 (LOCATION AS DIRECTED BY THE ENGINEER)

- W21-1115 (O)-3618
- R2-1-3648
- R10-19AP-3618
- R2-1106-3618
- W20-5R (O)-48
- W20-1103 (O)-48



- LEGEND
- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH (WHITE)
  - ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH, SKIP DASH 10' LINE, 30' SPACE (WHITE)
  - BARRICADE TYPE II OR DRUMS WITH STEADY BURNING MONO-DIRECTIONAL LIGHT PLACED @ 50' CENTER IN TANGENT AND 20' CENTER IN TAPERS
  - ← DIRECTION OF TRAFFIC
  - TEMPORARY CONCRETE BARRIER
  - ▨ WORK ZONE

1"=50'  
 SCALE  
 FEET

PRINTED DATE: 8/2/2013  
 FILE NAME: K:\Projects\DOT\63-13\_Hdr\em over\_MWRDC\_RR\CADD\Drawings\Sheets\Southbound Bridge\_Repair\05.DWG\07-sh1-MOT\_1.dgn



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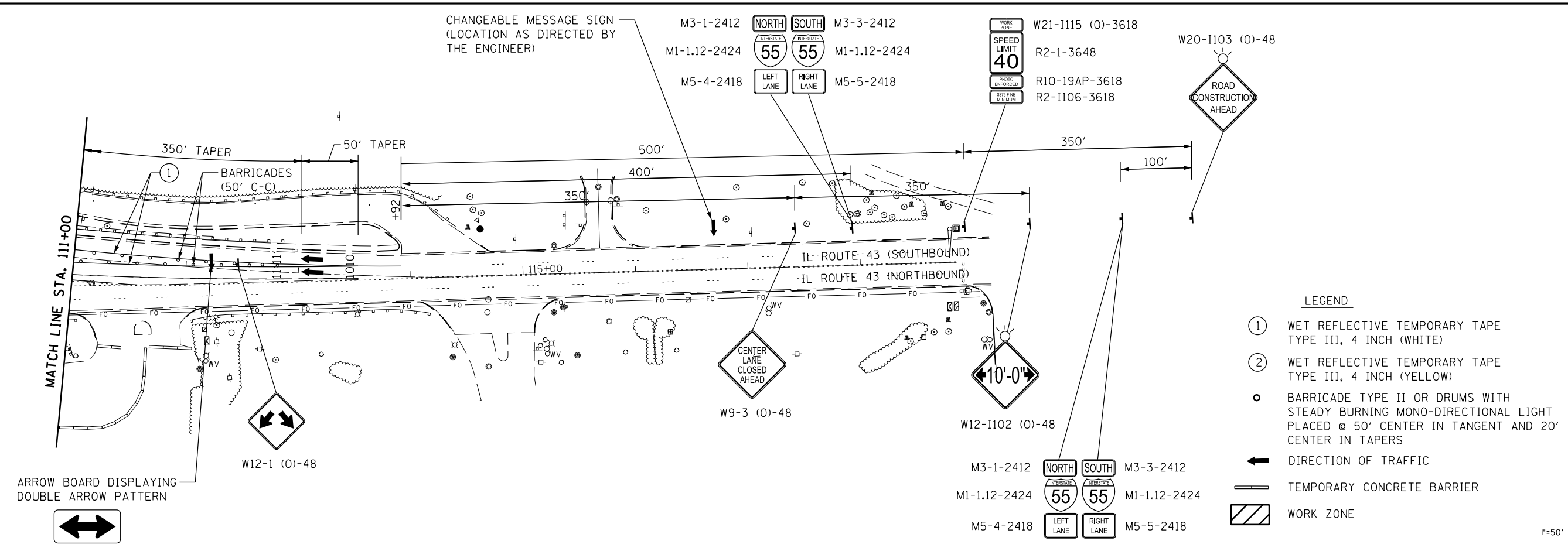
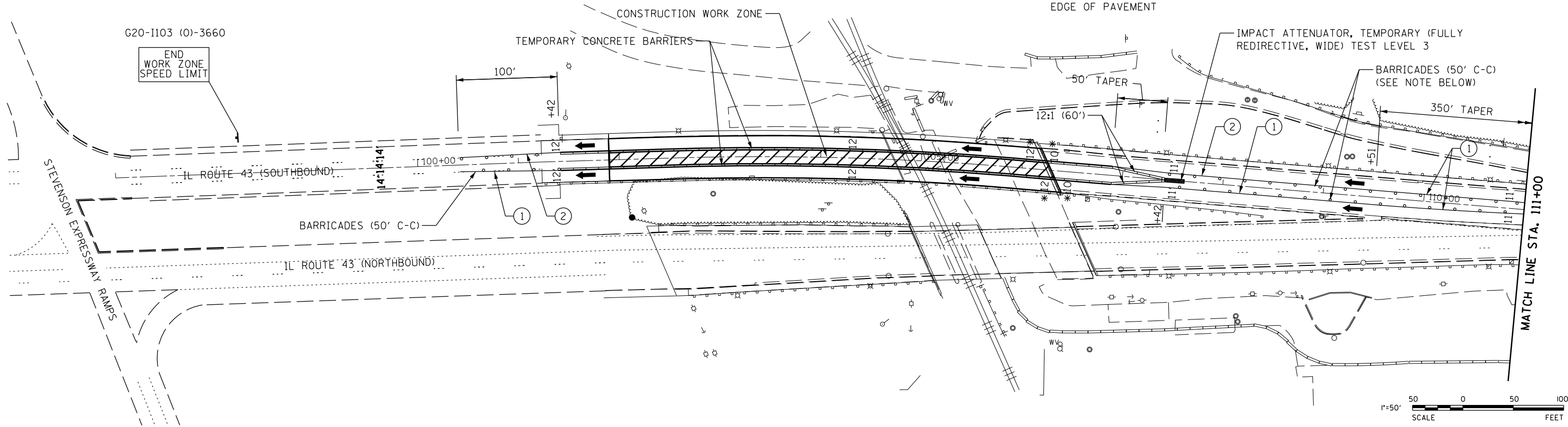
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC - STAGE I

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	5
CONTRACT NO 60707				
ILLINOIS FEDERAL AID PROJECT				

**NOTE:**

\* 12' LANE WIDTH FROM LANE LINE TO FACE OF CURB ON STRUCTURE. 10' LANE WIDTH FROM LANE LINE TO EDGE OF PAVEMENT



MAX WIDTH  
10'-0"  
1 MILE  
AHEAD

W12-1103 (O)-48

PLACE THIS SIGN ON  
SB IL ROUTE 43 JUST  
NORTH OF 39TH STREET  
( W. PERSHING ROAD)

(BLACK LETTERS ON ORANGE  
REFLECTIVE BACKGROUND)

- LEGEND**
- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH (WHITE)
  - ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH (YELLOW)
  - BARRICADE TYPE II OR DRUMS WITH STEADY BURNING MONO-DIRECTIONAL LIGHT PLACED @ 50' CENTER IN TANGENT AND 20' CENTER IN TAPERS
  - ← DIRECTION OF TRAFFIC
  - TEMPORARY CONCRETE BARRIER
  - ▨ WORK ZONE

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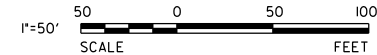
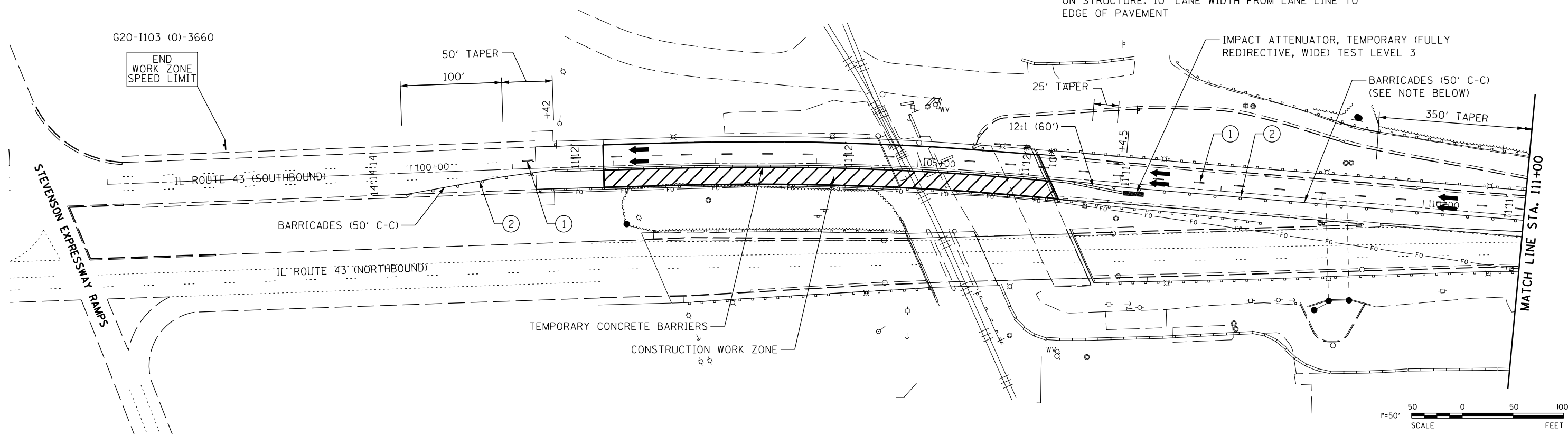
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC – STAGE II**

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	6
<b>CONTRACT NO 60T07</b>				
ILLINOIS FEDERAL AID PROJECT				

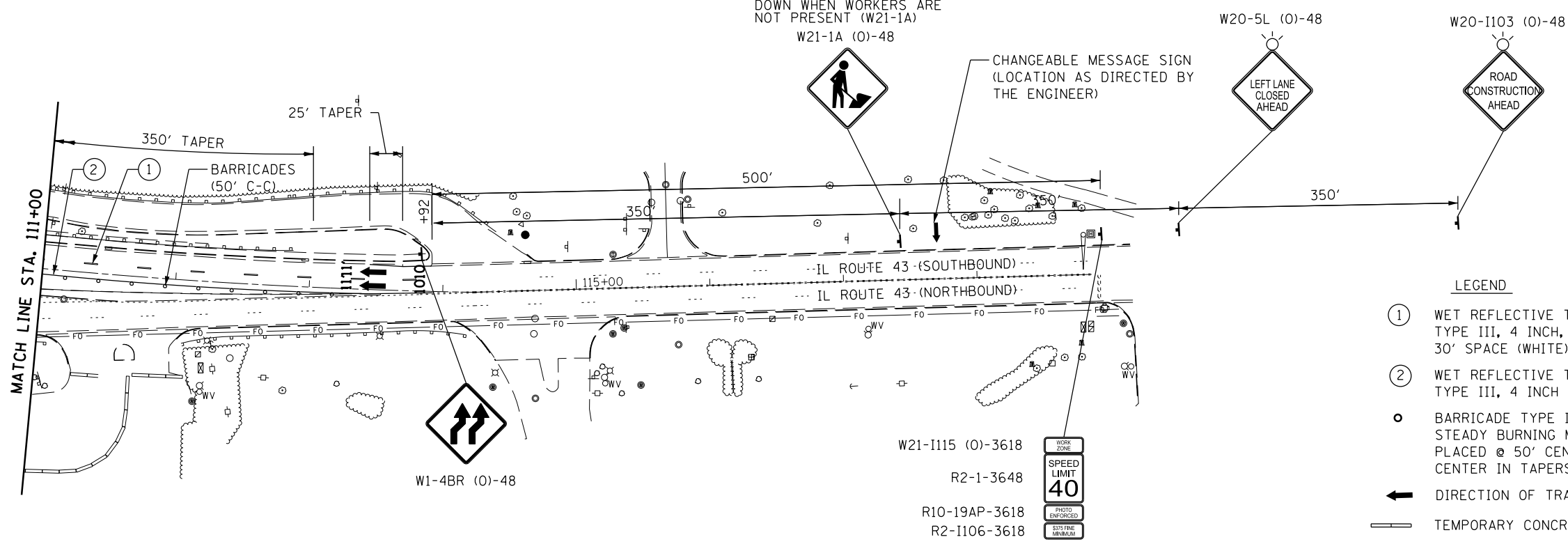
**NOTE:**

\* 12' LANE WIDTH FROM LANE LINE TO FACE OF CURB ON STRUCTURE. 10' LANE WIDTH FROM LANE LINE TO EDGE OF PAVEMENT



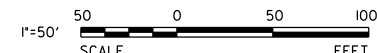
**NOTE:**

THIS SIGN SHALL BE TAKEN DOWN WHEN WORKERS ARE NOT PRESENT (W21-1A)



**LEGEND**

- ① WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH, SKIP DASH 10' DASH, 30' SPACE (WHITE)
- ② WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH (YELLOW)
- BARRICADE TYPE II OR DRUMS WITH STEADY BURNING MONO-DIRECTIONAL LIGHT PLACED @ 50' CENTER IN TANGENT AND 20' CENTER IN TAPERS
- ← DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- ▨ WORK ZONE



PRINTED DATE: 8/2/2013  
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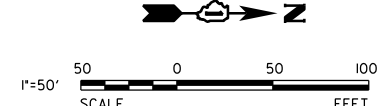
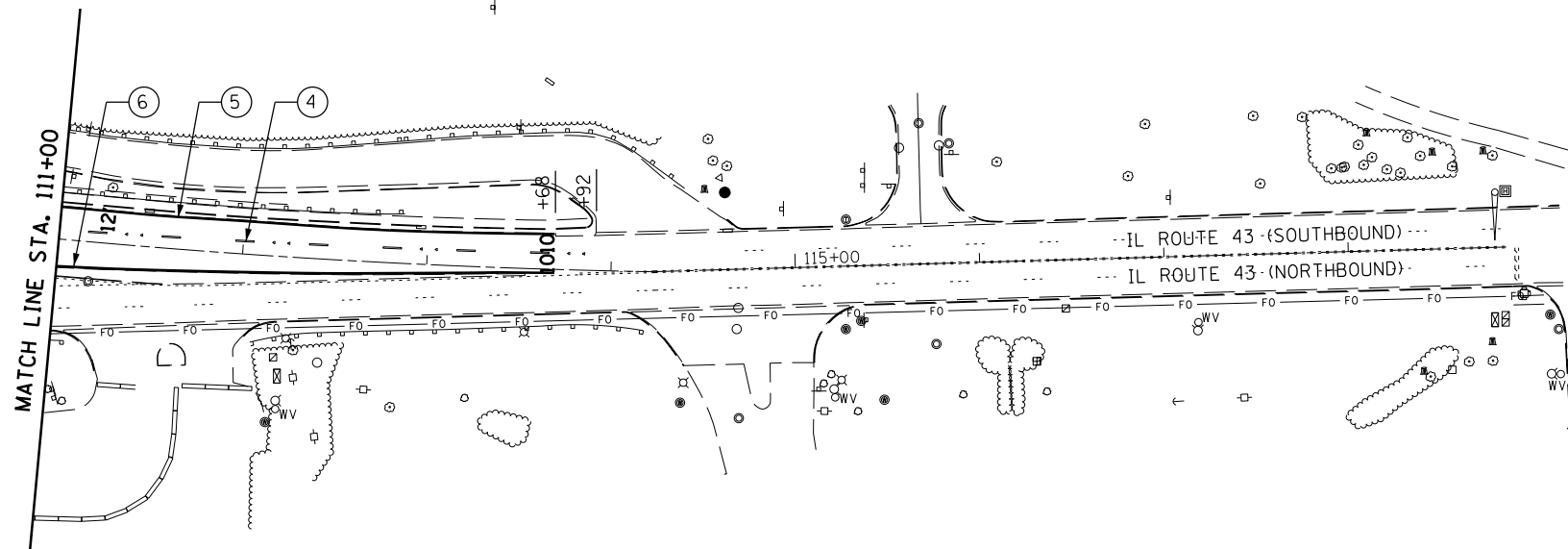
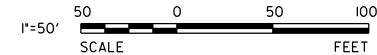
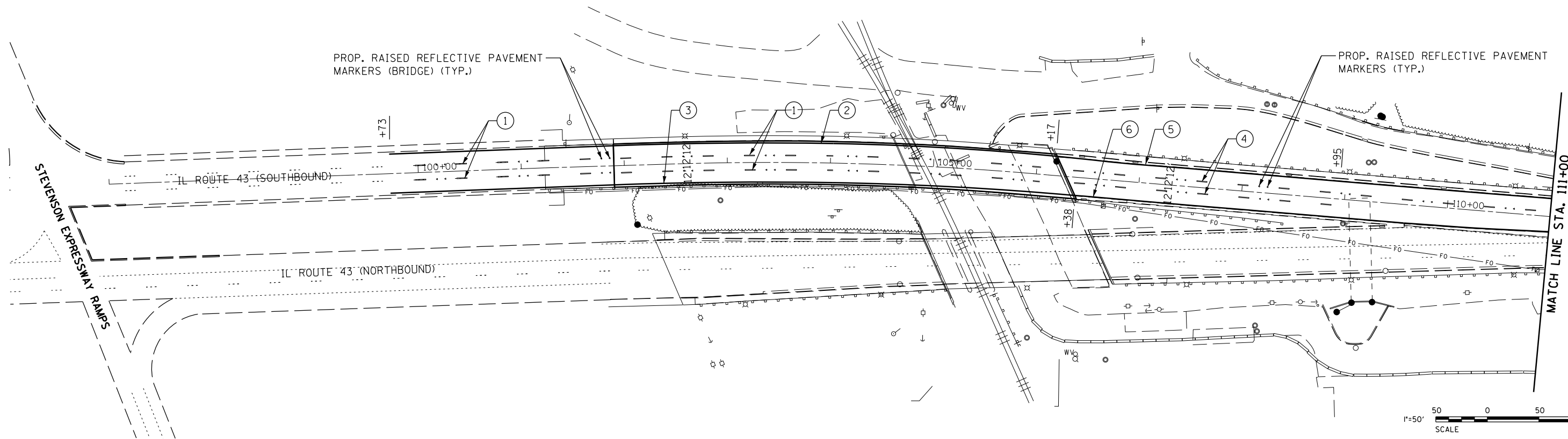


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PLOT DATE = 8/2/2013	CHECKED - MR	REVISED -
	DATE - 8/2/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC – STAGE III**

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	7
<b>CONTRACT NO 60707</b>				
ILLINOIS FEDERAL AID PROJECT				



- LEGEND**
- ① POLYUREA PAVEMENT MARKINGS, TYPE I, 4 INCH SKIP DASH, 10' DASH, 30' SKIP (WHITE)
  - ② POLYUREA PAVEMENT MARKINGS, TYPE I, 4 INCH SOLID (WHITE)
  - ③ POLYUREA PAVEMENT MARKINGS, TYPE I, 4 INCH SOLID (YELLOW)
  - ④ THERMOPLASTIC PAVEMENT MARKINGS, 4 INCH SKIP DASH, 10' DASH, 30' SKIP (WHITE)
  - ⑤ THERMOPLASTIC PAVEMENT MARKINGS, 4 INCH SOLID (WHITE)
  - ⑥ THERMOPLASTIC PAVEMENT MARKINGS, 4 INCH SOLID (YELLOW)

- NOTES:**
1. USE POLYUREA PAVEMENT MARKINGS TYPE I ON P.C.C. PAVEMENT
  2. USE THERMOPLASTIC PAVEMENT MARKINGS ON HMA PAVEMENT
  3. REPLACE ALL EXISTING PAVEMENT MARKING REMOVED DUE TO MAINTENANCE OF TRAFFIC. SEE DISTRICT ONE TYPICAL PAVEMENT MARKING DETAIL.

PRINTED DATE: 8/1/2013  
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	DATE - 8/1/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

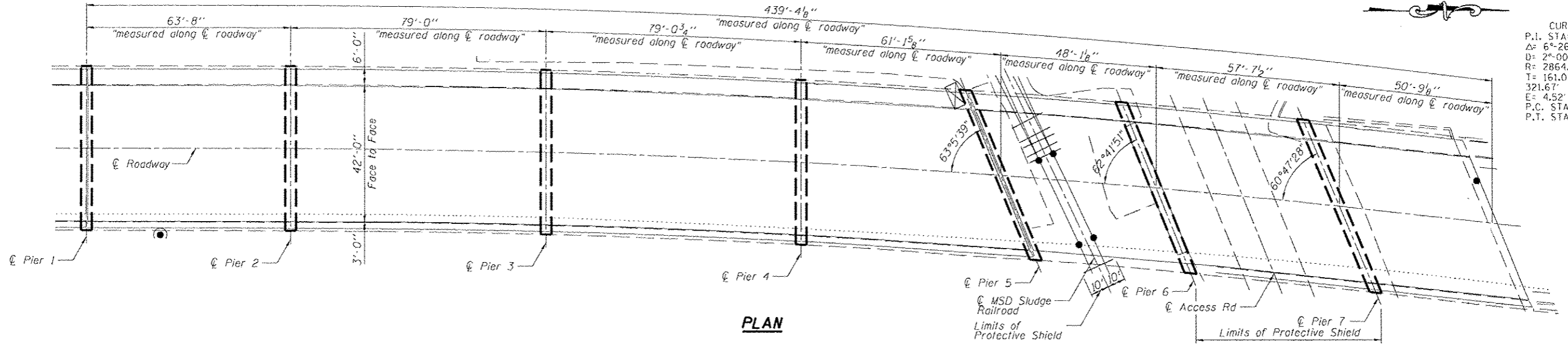
**PAVEMENT MARKING PLANS**

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	8
<b>CONTRACT NO 60T07</b>				
ILLINOIS FEDERAL AID PROJECT				



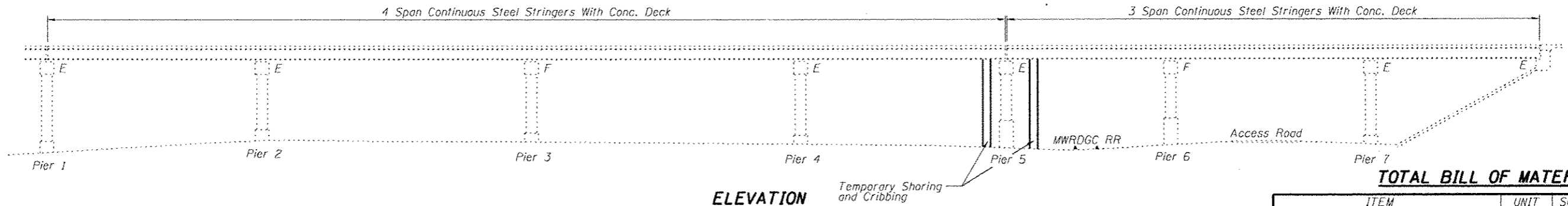
Existing Structure: SN. 016-0314 built in 1968, section 207-0708.3A-CF. Structure consists of 7 total spans. The structure is 439'-4 1/8" back-to-back of abutments, 51'-0" out-to-out. Staged construction will be utilized by maintaining two lanes of traffic during all stages. Structure is to be repaired.

In 1990 the structure was rehabilitated, consisting of placing a plasticized concrete overlay, replacing the transverse expansion joints, adding a steel bridge rail, concrete repairs on the deck and substructure and pointing selective bearings.



CURVE DATA  
P.I. STA= 104+14.56  
Δ= 6°-26'-00"  
D= 2°-00'-00"  
R= 2864.93'  
T= 161.01'  
321.67'  
E= 4.52'  
P.C. STA= 102+53.55  
P.T. STA= 105+75.22

PLAN



ELEVATION

**INDEX OF SHEETS**

1. General Plan and Elevation
2. General Plan and Elevation
3. Deck Repair
4. Pier 1 Repair
5. Pier 5 Repair
6. Pier 6 Repair
7. Expansion Joint Repair (North Abt.)
8. Expansion Joint Repair (Pier 5)
9. Expansion Joint Details
10. Bar Splicers
11. Preformed Joint Strip Seal
12. Temporary Barrier

**SCOPE OF WORK**

1. Repair deck slab.
2. Repair Substructure.
3. Replace abutment and pier joints with Preformed Joint Strip Seal.

**DESIGN SPECIFICATIONS**

(New Construction)  
2002 AASHTO "Standard Specifications for Highway Bridges", 17th Edition

**DESIGN STRESSES**

**FIELD UNITS (New Const.)**

$f'c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)

**FIELD UNITS (Existing)**

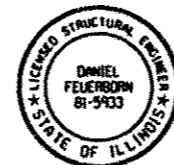
$f_c = 1,200$  psi (Superstructure & Substructure)  
 $f_s = 20,000$  psi (Reinforcement)  
 $f_s = 20,000$  psi (Structural Steel)

**LOADING HS 20**

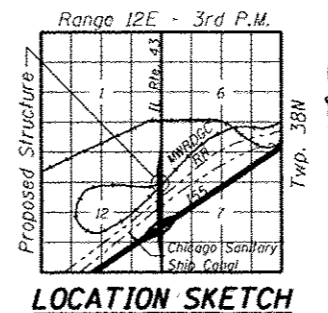
(Original Construction)

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	16.6		16.6
Protective Shield	Sq. Yd.	320		320
Concrete Superstructure	Cu. Yd.	16.6		16.6
Reinforcement Bar, Epoxy Coated	Pound	2320		2320
Bar Splicers	Each	54		54
Preformed Joint Strip Seal	Foot	119		119
Structural Repair of Concrete "Depth < 5"	Sq. Ft.	1100	380	1480
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	25		25
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	20		20
Deck Slab Repair (Partial)	Sq. Yd.	250		250
Temporary Shoring and Cribbing	Each	8		8



*Daniel Feuerborn* 7/12/13 Date  
Daniel Feuerborn License Expires 11-30-2014



LOCATION SKETCH

**GENERAL PLAN & ELEVATION**  
**IL ROUTE 43 OVER MWRDGC RAILROAD**  
**FAP ROUTE 348**  
**SECTION 0708.3A-BR(II)**  
**COOK COUNTY**  
**STATION 104+14**  
**STRUCTURE NO. 016-2412**

PRINTED DATE: 7/12/2013  
 FILE NAME: C:\Projects\1001145-13\_Harlem\_011\_MWRDGC\_RR\CAD\DWG\Sheet\2012\12-28-12-2817-2818-2819-2820-2821-2822-2823-2824-2825-2826-2827-2828-2829-2830-2831-2832-2833-2834-2835-2836-2837-2838-2839-2840-2841-2842-2843-2844-2845-2846-2847-2848-2849-2850-2851-2852-2853-2854-2855-2856-2857-2858-2859-2860-2861-2862-2863-2864-2865-2866-2867-2868-2869-2870-2871-2872-2873-2874-2875-2876-2877-2878-2879-2880-2881-2882-2883-2884-2885-2886-2887-2888-2889-2890-2891-2892-2893-2894-2895-2896-2897-2898-2899-2900-2901-2902-2903-2904-2905-2906-2907-2908-2909-2910-2911-2912-2913-2914-2915-2916-2917-2918-2919-2920-2921-2922-2923-2924-2925-2926-2927-2928-2929-2930-2931-2932-2933-2934-2935-2936-2937-2938-2939-2940-2941-2942-2943-2944-2945-2946-2947-2948-2949-2950-2951-2952-2953-2954-2955-2956-2957-2958-2959-2960-2961-2962-2963-2964-2965-2966-2967-2968-2969-2970-2971-2972-2973-2974-2975-2976-2977-2978-2979-2980-2981-2982-2983-2984-2985-2986-2987-2988-2989-2990-2991-2992-2993-2994-2995-2996-2997-2998-2999-3000-3001-3002-3003-3004-3005-3006-3007-3008-3009-3010-3011-3012-3013-3014-3015-3016-3017-3018-3019-3020-3021-3022-3023-3024-3025-3026-3027-3028-3029-3030-3031-3032-3033-3034-3035-3036-3037-3038-3039-3040-3041-3042-3043-3044-3045-3046-3047-3048-3049-3050-3051-3052-3053-3054-3055-3056-3057-3058-3059-3060-3061-3062-3063-3064-3065-3066-3067-3068-3069-3070-3071-3072-3073-3074-3075-3076-3077-3078-3079-3080-3081-3082-3083-3084-3085-3086-3087-3088-3089-3090-3091-3092-3093-3094-3095-3096-3097-3098-3099-3100-3101-3102-3103-3104-3105-3106-3107-3108-3109-3110-3111-3112-3113-3114-3115-3116-3117-3118-3119-3120-3121-3122-3123-3124-3125-3126-3127-3128-3129-3130-3131-3132-3133-3134-3135-3136-3137-3138-3139-3140-3141-3142-3143-3144-3145-3146-3147-3148-3149-3150-3151-3152-3153-3154-3155-3156-3157-3158-3159-3160-3161-3162-3163-3164-3165-3166-3167-3168-3169-3170-3171-3172-3173-3174-3175-3176-3177-3178-3179-3180-3181-3182-3183-3184-3185-3186-3187-3188-3189-3190-3191-3192-3193-3194-3195-3196-3197-3198-3199-3200-3201-3202-3203-3204-3205-3206-3207-3208-3209-3210-3211-3212-3213-3214-3215-3216-3217-3218-3219-3220-3221-3222-3223-3224-3225-3226-3227-3228-3229-3230-3231-3232-3233-3234-3235-3236-3237-3238-3239-3240-3241-3242-3243-3244-3245-3246-3247-3248-3249-3250-3251-3252-3253-3254-3255-3256-3257-3258-3259-3260-3261-3262-3263-3264-3265-3266-3267-3268-3269-3270-3271-3272-3273-3274-3275-3276-3277-3278-3279-3280-3281-3282-3283-3284-3285-3286-3287-3288-3289-3290-3291-3292-3293-3294-3295-3296-3297-3298-3299-3300-3301-3302-3303-3304-3305-3306-3307-3308-3309-3310-3311-3312-3313-3314-3315-3316-3317-3318-3319-3320-3321-3322-3323-3324-3325-3326-3327-3328-3329-3330-3331-3332-3333-3334-3335-3336-3337-3338-3339-3340-3341-3342-3343-3344-3345-3346-3347-3348-3349-3350-3351-3352-3353-3354-3355-3356-3357-3358-3359-3360-3361-3362-3363-3364-3365-3366-3367-3368-3369-3370-3371-3372-3373-3374-3375-3376-3377-3378-3379-3380-3381-3382-3383-3384-3385-3386-3387-3388-3389-3390-3391-3392-3393-3394-3395-3396-3397-3398-3399-3400-3401-3402-3403-3404-3405-3406-3407-3408-3409-3410-3411-3412-3413-3414-3415-3416-3417-3418-3419-3420-3421-3422-3423-3424-3425-3426-3427-3428-3429-3430-3431-3432-3433-3434-3435-3436-3437-3438-3439-3440-3441-3442-3443-3444-3445-3446-3447-3448-3449-3450-3451-3452-3453-3454-3455-3456-3457-3458-3459-3460-3461-3462-3463-3464-3465-3466-3467-3468-3469-3470-3471-3472-3473-3474-3475-3476-3477-3478-3479-3480-3481-3482-3483-3484-3485-3486-3487-3488-3489-3490-3491-3492-3493-3494-3495-3496-3497-3498-3499-3500-3501-3502-3503-3504-3505-3506-3507-3508-3509-3510-3511-3512-3513-3514-3515-3516-3517-3518-3519-3520-3521-3522-3523-3524-3525-3526-3527-3528-3529-3530-3531-3532-3533-3534-3535-3536-3537-3538-3539-3540-3541-3542-3543-3544-3545-3546-3547-3548-3549-3550-3551-3552-3553-3554-3555-3556-3557-3558-3559-3560-3561-3562-3563-3564-3565-3566-3567-3568-3569-3570-3571-3572-3573-3574-3575-3576-3577-3578-3579-3580-3581-3582-3583-3584-3585-3586-3587-3588-3589-3590-3591-3592-3593-3594-3595-3596-3597-3598-3599-3600-3601-3602-3603-3604-3605-3606-3607-3608-3609-3610-3611-3612-3613-3614-3615-3616-3617-3618-3619-3620-3621-3622-3623-3624-3625-3626-3627-3628-3629-3630-3631-3632-3633-3634-3635-3636-3637-3638-3639-3640-3641-3642-3643-3644-3645-3646-3647-3648-3649-3650-3651-3652-3653-3654-3655-3656-3657-3658-3659-3660-3661-3662-3663-3664-3665-3666-3667-3668-3669-3670-3671-3672-3673-3674-3675-3676-3677-3678-3679-3680-3681-3682-3683-3684-3685-3686-3687-3688-3689-3690-3691-3692-3693-3694-3695-3696-3697-3698-3699-3700-3701-3702-3703-3704-3705-3706-3707-3708-3709-3710-3711-3712-3713-3714-3715-3716-3717-3718-3719-3720-3721-3722-3723-3724-3725-3726-3727-3728-3729-3730-3731-3732-3733-3734-3735-3736-3737-3738-3739-3740-3741-3742-3743-3744-3745-3746-3747-3748-3749-3750-3751-3752-3753-3754-3755-3756-3757-3758-3759-3760-3761-3762-3763-3764-3765-3766-3767-3768-3769-3770-3771-3772-3773-3774-3775-3776-3777-3778-3779-3780-3781-3782-3783-3784-3785-3786-3787-3788-3789-3790-3791-3792-3793-3794-3795-3796-3797-3798-3799-3800-3801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**GENERAL NOTES**

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with "Concrete Removal".

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

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 designated (E) shall be epoxy coated.

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

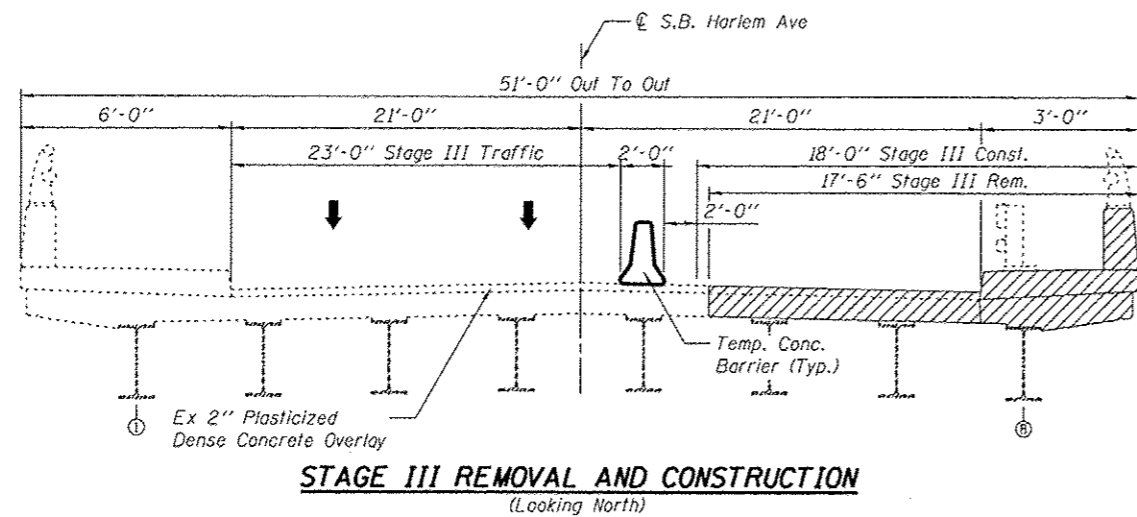
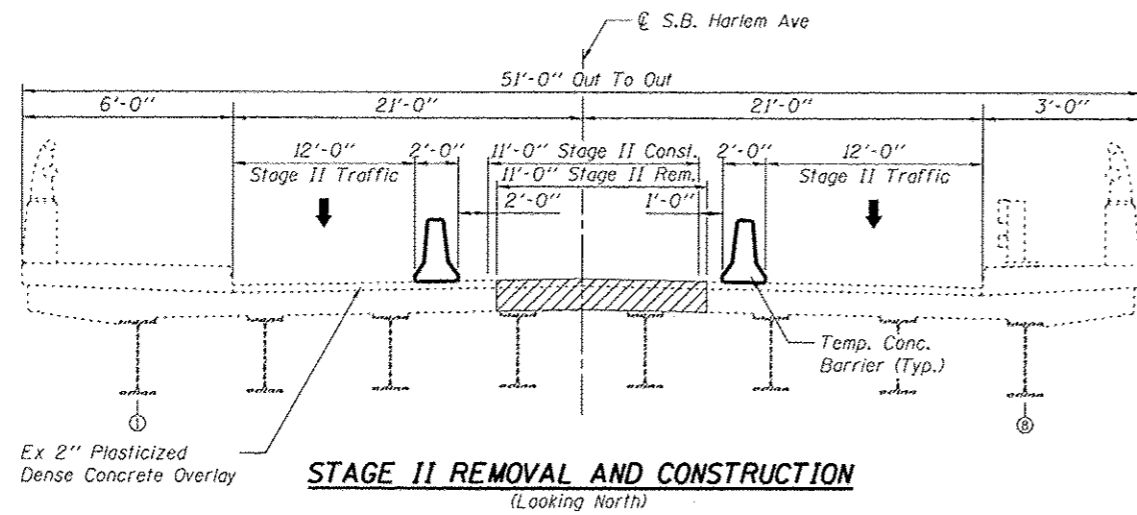
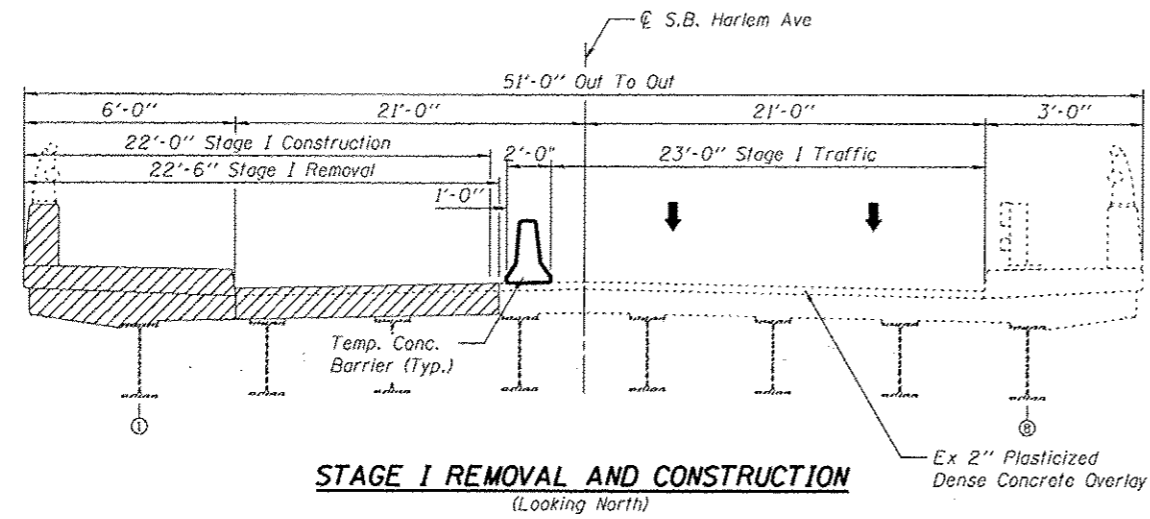
Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition.

The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.



Note:  
Hatched area indicates concrete removal

PRINTED DATE: 8/8/2013  
FILE NAME: K:\Projects\1101\1101-13 Harlem over MRRDC RRU\CD\Drawn\20130802 Revised Final Plans and Docs to 1101.CD\Sheet\0162412-09107-002-00E\_2.dgn



USER NAME - #USER#	DESIGNED - JEH	REVISED - 08/08/2013
PLOT SCALE - 2.0000' = 1"	CHECKED - DF	REVISED -
PLOT DATE - 8/8/2013	DRAWN - JEH	REVISED -
	CHECKED - DF	REVISED -

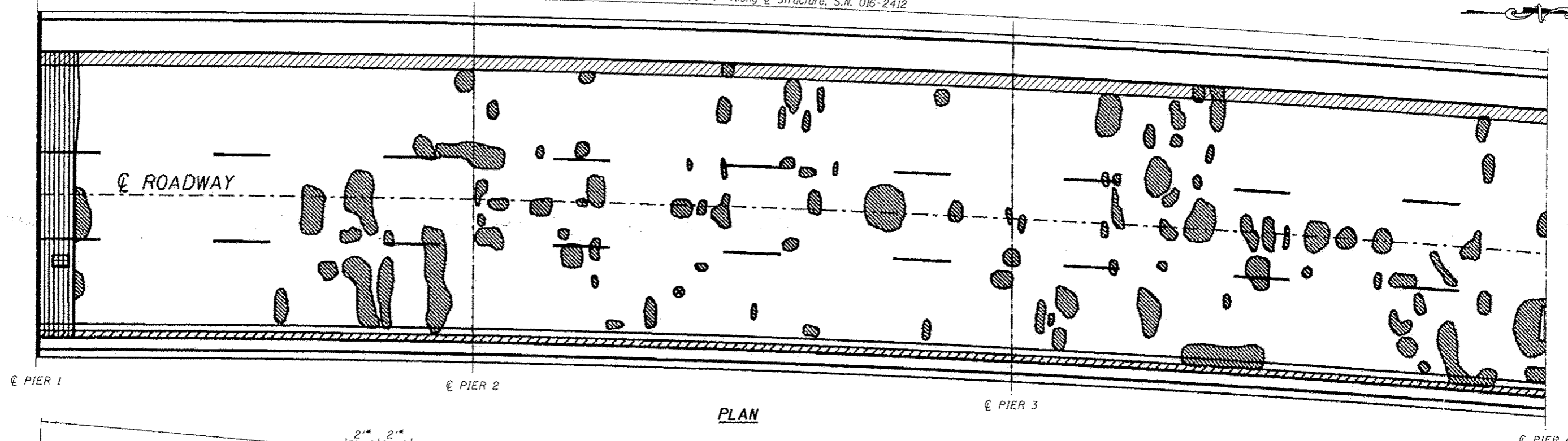
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL DATA & STAGE CONSTRUCTION DETAILS  
STRUCTURE NO. 016-2412

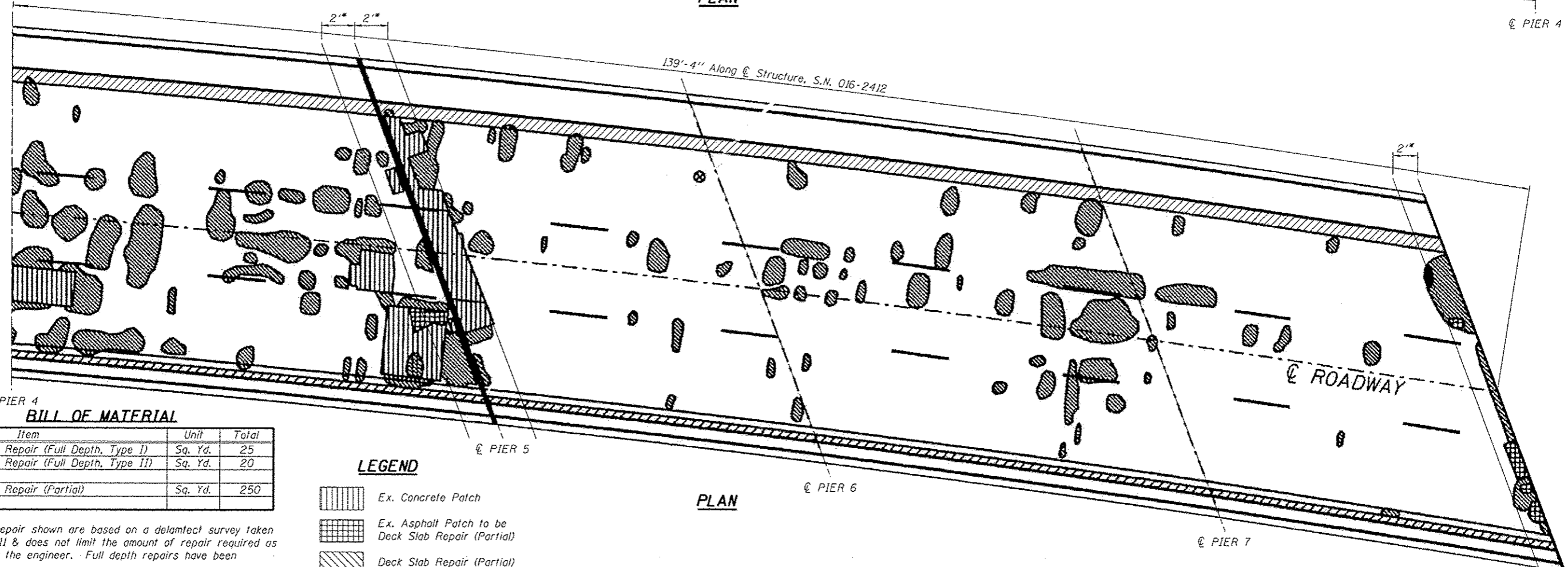
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	0708.3A-BR(11)	COOK	25	10
CONTRACT NO. 60T07			ILLINOIS FED. AID PROJECT	

SHEET NO 2 OF 12 SHEETS

439'-4" Along  $\phi$  Structure, S.N. 016-2412



PLAN







PLAN

**BILL OF MATERIAL**

Item	Unit	Total
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	25
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	20
Deck Slab Repair (Partial)	Sq. Yd.	250

**LEGEND**

-  Ex. Concrete Patch
-  Ex. Asphalt Patch to be Deck Slab Repair (Partial)
-  Deck Slab Repair (Partial)
-  Curb Repair

Note:  
Areas of repair shown are based on a delamect survey taken June 1, 2011 & does not limit the amount of repair required as directed by the engineer. Full depth repairs have been estimated.

Overlay removal shall be included in the cost Deck Slab Repair (Full Depth, Type I), Deck Slab Repair (Full Depth, Type II), and Deck Slab Repair (Partial)

\* Deteriorated concrete within the removal limits for joint repair is not included with Deck Repair.

PRINTED DATE: 8/8/2013  
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USER NAME - *USER*	DESIGNED - JEH	REVISED - 08/08/2013
PLOT SCALE - 2,000' / 1" =	CHECKED - OF	REVISED -
PLOT DATE - 8/8/2013	DRAWN - JEH	REVISED -
	CHECKED - OF	REVISED -

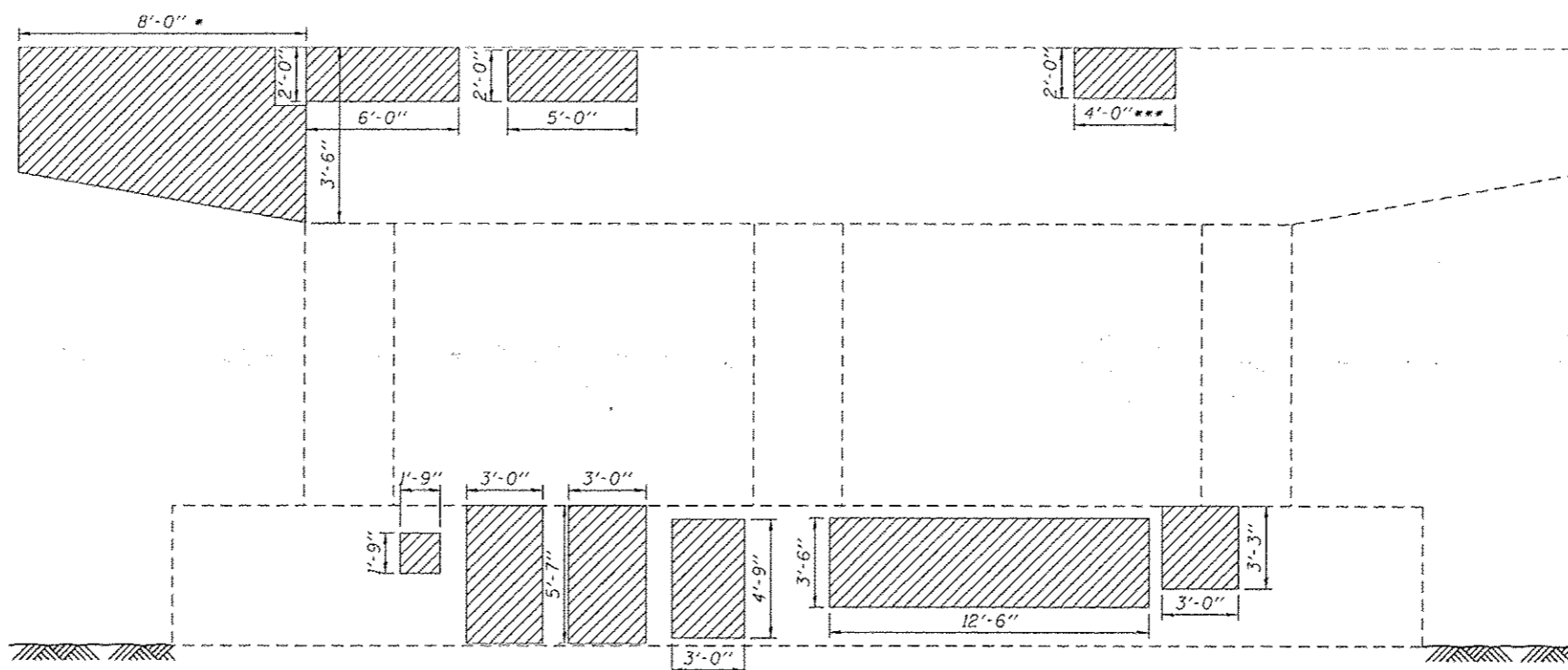
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DECK REPAIR  
STRUCTURE NO. 016-2412

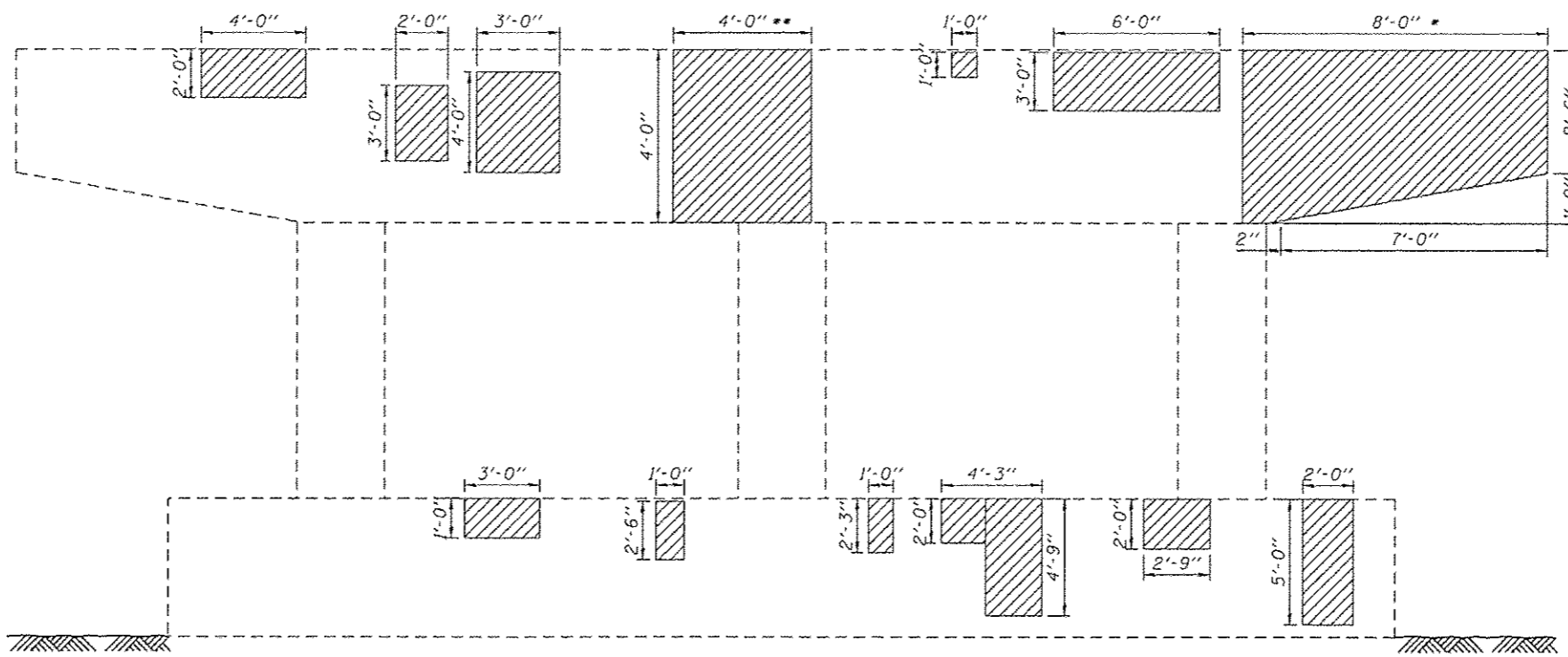
SHEET NO 3 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	0708.3A-BR1111	COOK	25	11
CONTRACT NO. 60T07				
ILLINOIS FED. AID PROJECT				





**PIER 5 NORTH ELEVATION**  
Looking South



**PIER 5 SOUTH ELEVATION**  
Looking North

**BEAM REACTION TABLE**  
(From Existing Plans)

	Beam 5 (South)	Beam 7 (South)	Beam 8 (South)
Dead Load (k)	24.2	27.4	37.7
Live Load (k)	38.6	39.3	34.6
Impact (k)	10.4	10.2	8.9
Total (k)	73.2	76.9	81.2

**BEAM REACTION TABLE**  
(From Existing Plans)

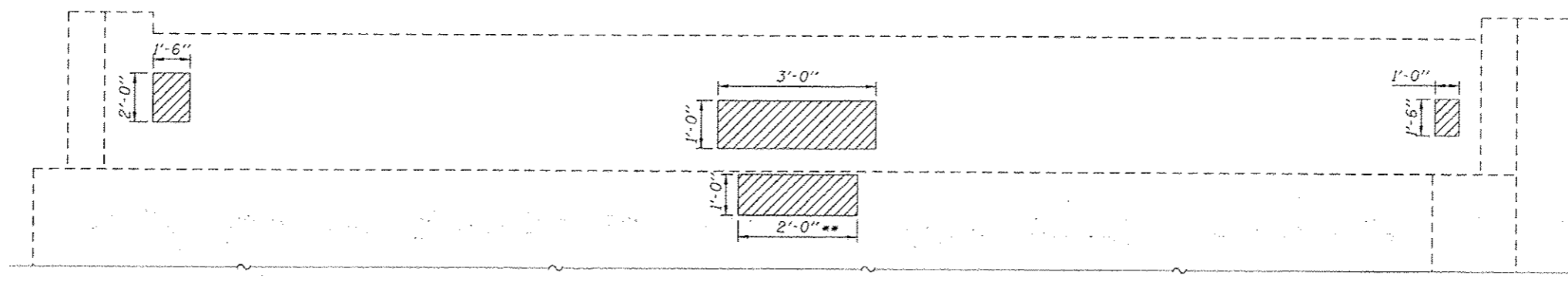
	Beam 3 (North)	Beam 7 (North)	Beam 8 (North)
Dead Load (k)	18.0	18.0	25.3
Live Load (k)	36.3	36.3	31.4
Impact (k)	10.5	10.5	9.1
Total (k)	64.8	64.8	65.8

- \* Repair shall be preformed during stage III construction. Temporary Shoring and Cribbing shall be placed under beams 7 and 8 during this repair. Adjust and Reposition Bearings 7 and 8.
- \*\* Repair shall be preformed during stage II construction. Temporary Shoring and Cribbing shall be placed under beam 5 during this repair.
- \*\*\* Repair shall be preformed during stage I construction. Temporary Shoring and Cribbing shall be placed under beam 3 during this repair. Adjust and Reposition Bearing 3.

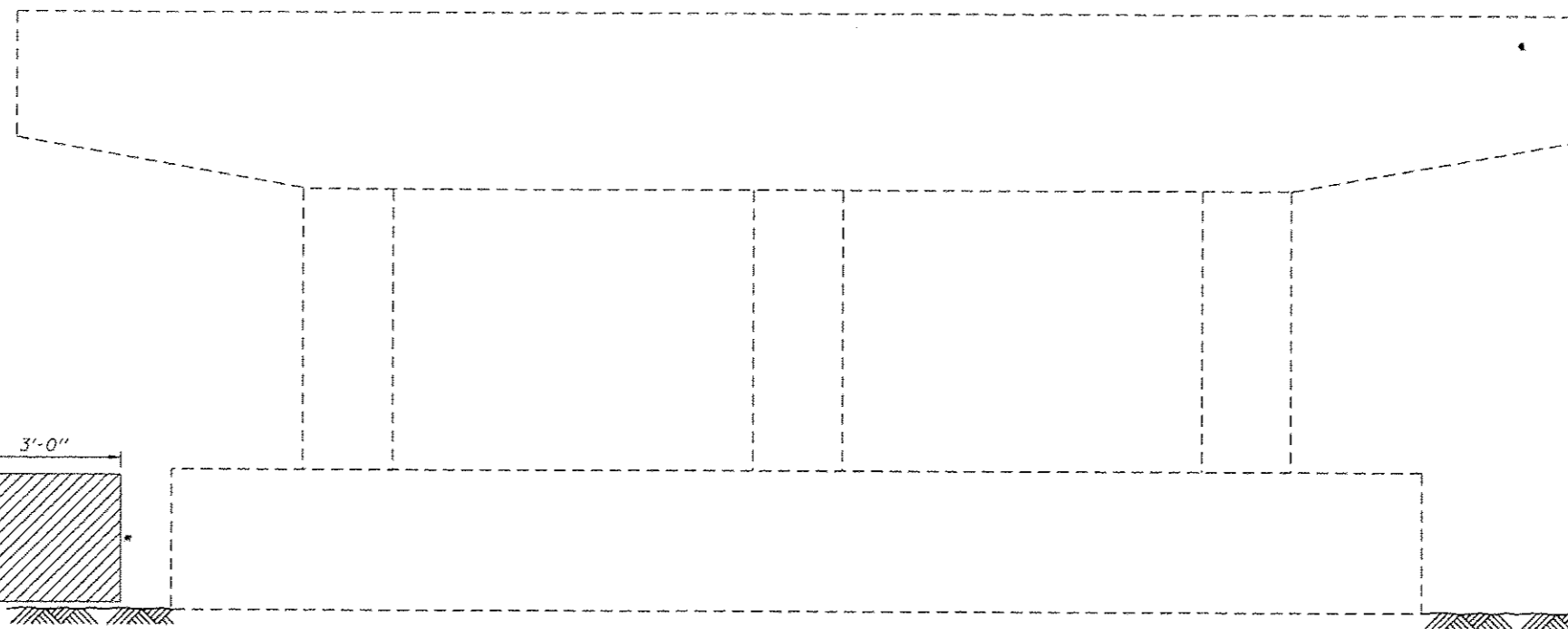
Note:  
Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.

**BILL OF MATERIAL**

Symbol	Item	Unit	Total
	Structural Repair of Concrete (Depth <= 5")	Sq. Ft.	282
	Temporary Shoring and Cribbing	Each	6



**NORTH ABUTMENT ELEVATION**



\* Denotes repair on end.

**PIER 6 NORTH ELEVATION**

\*\* Repair shall be performed during stage II construction. Temporary Shoring and Cribbing shall be placed under beam 5 during this repair.

**BEAM REACTION TABLE**

(From Existing Plans)

Dead Load (k)	18.0
Live Load (k)	36.3
Impact (k)	10.5
Total (k)	64.8

PRINTED DATE: 8/8/2013  
FILE NAME: X:\Projects\1031\185-13 Main over MPD20 RVL\CAD\Sent\20130805 Revised Final Plans and Desc to 1001 CD\Sheets\1852412-60187-206-Pier 6.dgn

Note:  
Repair of the existing pier shall include but may not be limited to the areas shown. The actual areas to be repaired will be determined by the Engineer at the time of construction.

**BILL OF MATERIAL**

Symbol	Item	Unit	Total
	Structural Repair of Concrete (Depth <= 5')	Sq. Ft.	40
	Temporary Shoring and Cribbing	Each	1



USER NAME = RUSER\*  
PLOT SCALE = 2,0000 "/>

DESIGNED - JEH  
CHECKED - DF  
DRAWN - JEH  
CHECKED - DF

REVISED - 08/08/2013  
REVISED -  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 6 REPAIRS  
STRUCTURE NO. 016-2412

SHEET NO 6 OF 12 SHEETS

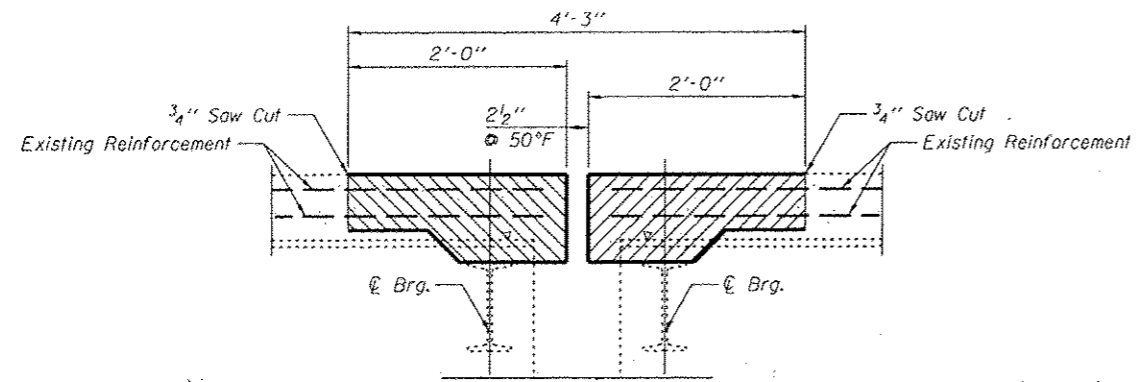
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348	0708.3A-BR(11)	COOK	25	14

CONTRACT NO. 60T07  
ILLINOIS FED. AID PROJECT

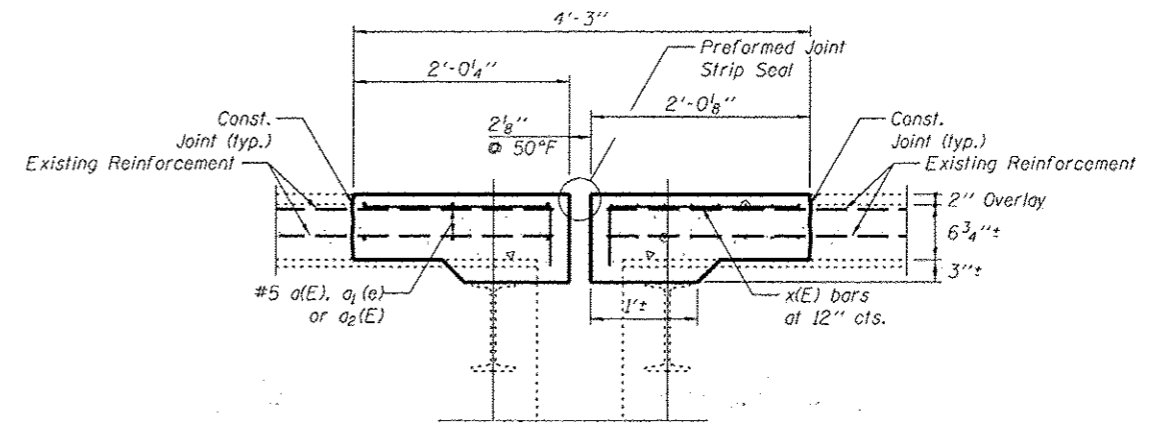




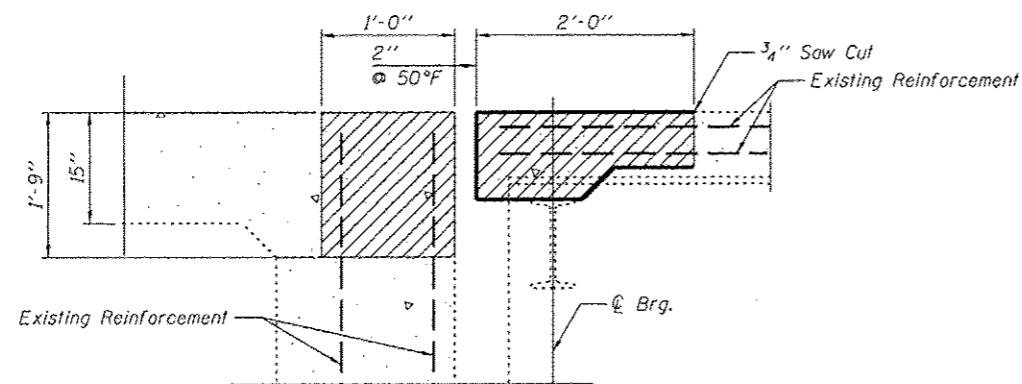




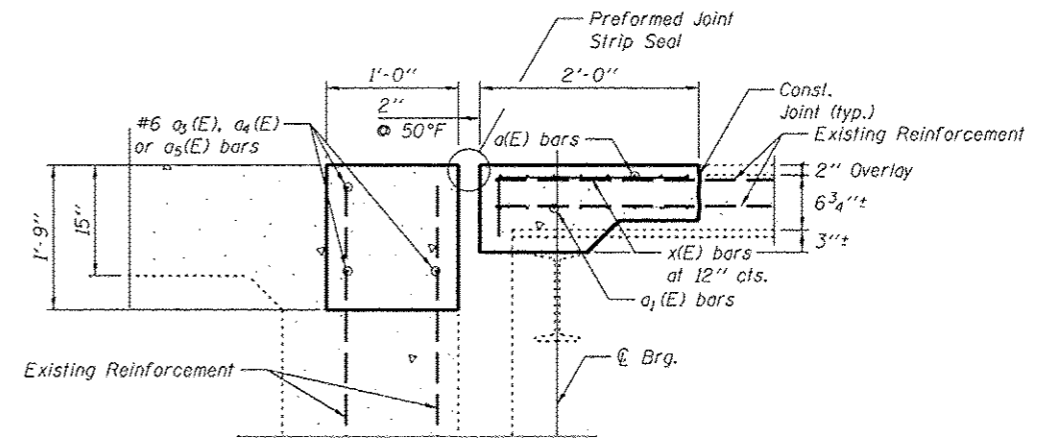
**SECTION A-A**  
(Dimensions at Rt. L's)



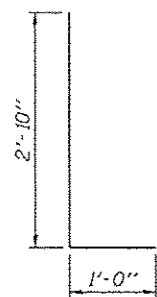
**SECTION C-C**  
(Dimensions at Rt. L's)



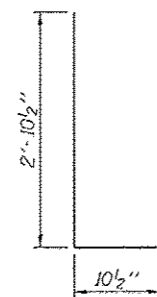
**SECTION E-E**  
(Dimensions at Rt. L's)



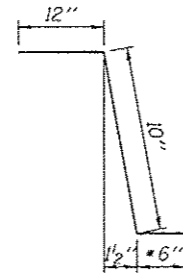
**SECTION F-F**  
(Dimensions at Rt. L's)



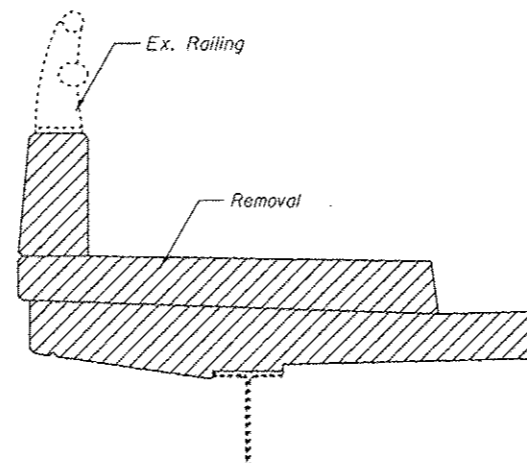
**d(E) Bar**



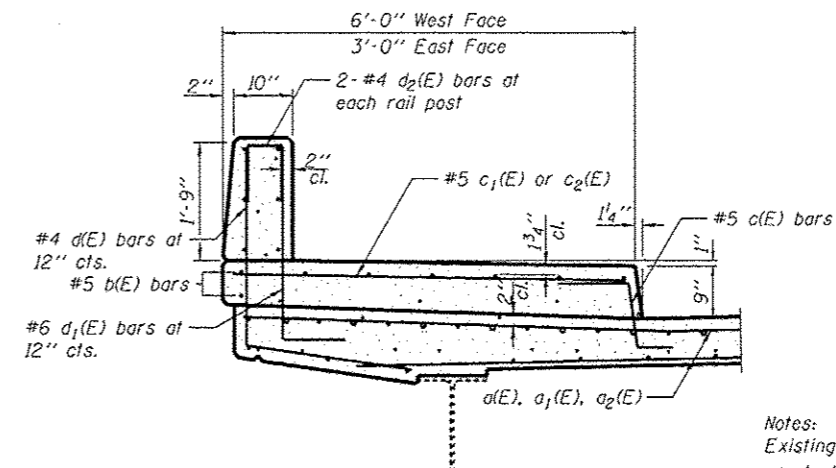
**d1(E) Bar**



**c(E) Bar**



**SECTION B-B**



**SECTION D-D**  
Dimensions are at L's

Notes:  
Existing reinforcement bars extending into removal area are to be cleaned, straightened, and incorporated into the new construction.  
Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.  
Removal of existing joint system shall be included in the cost of Concrete Removal.  
Hatched area indicates concrete removal.

\* In lieu of bottom leg, c(E) bars may be cored and set according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of cored hole shall not exceed 6".

PRINTED DATE: 8/8/2013  
FILE NAME: K:\Projects\DOT\163-13\Main\over\HARDCC\_RR\CADD\Rev\12012013\Revised Final Plans and Bids to DOT\_CD\Sheets\0162412-50127-209-E.Dwg



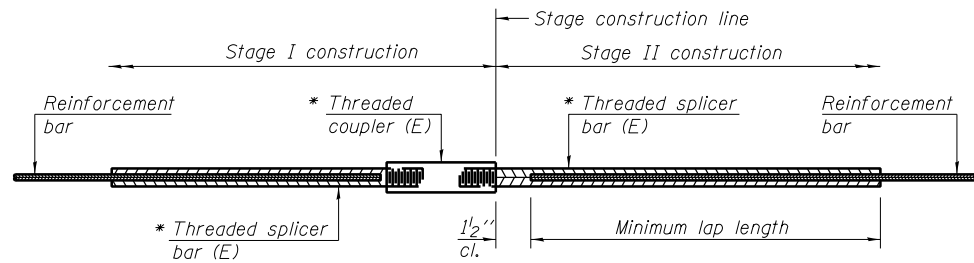
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PLOT DATE = 8/8/2013	DRAWN - JEH	REVISD -
	CHECKED - DF	REVISD -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS  
STRUCTURE NO. 016-2412

SHEET NO 9 OF 12 SHEETS

F.A.P. RTE. 348	SECTION 0708.3A-BR(11)	COUNTY COOK	TOTAL SHEETS 25	SHEET NO. 17
CONTRACT NO. 60T07				ILLINOIS FED. AID PROJECT



**STANDARD BAR SPLICER ASSEMBLY**

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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

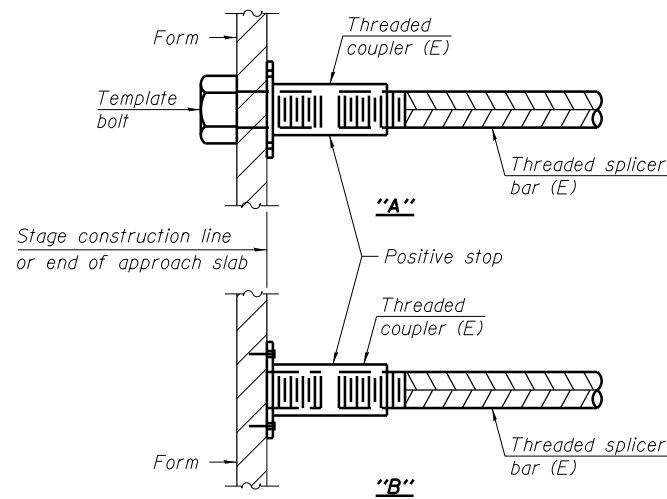
Threaded splicer bar length = min. lap length + 1 1/2" + thread length

\* 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
Piers, Abut	5	36	5
Abut	6	6	5

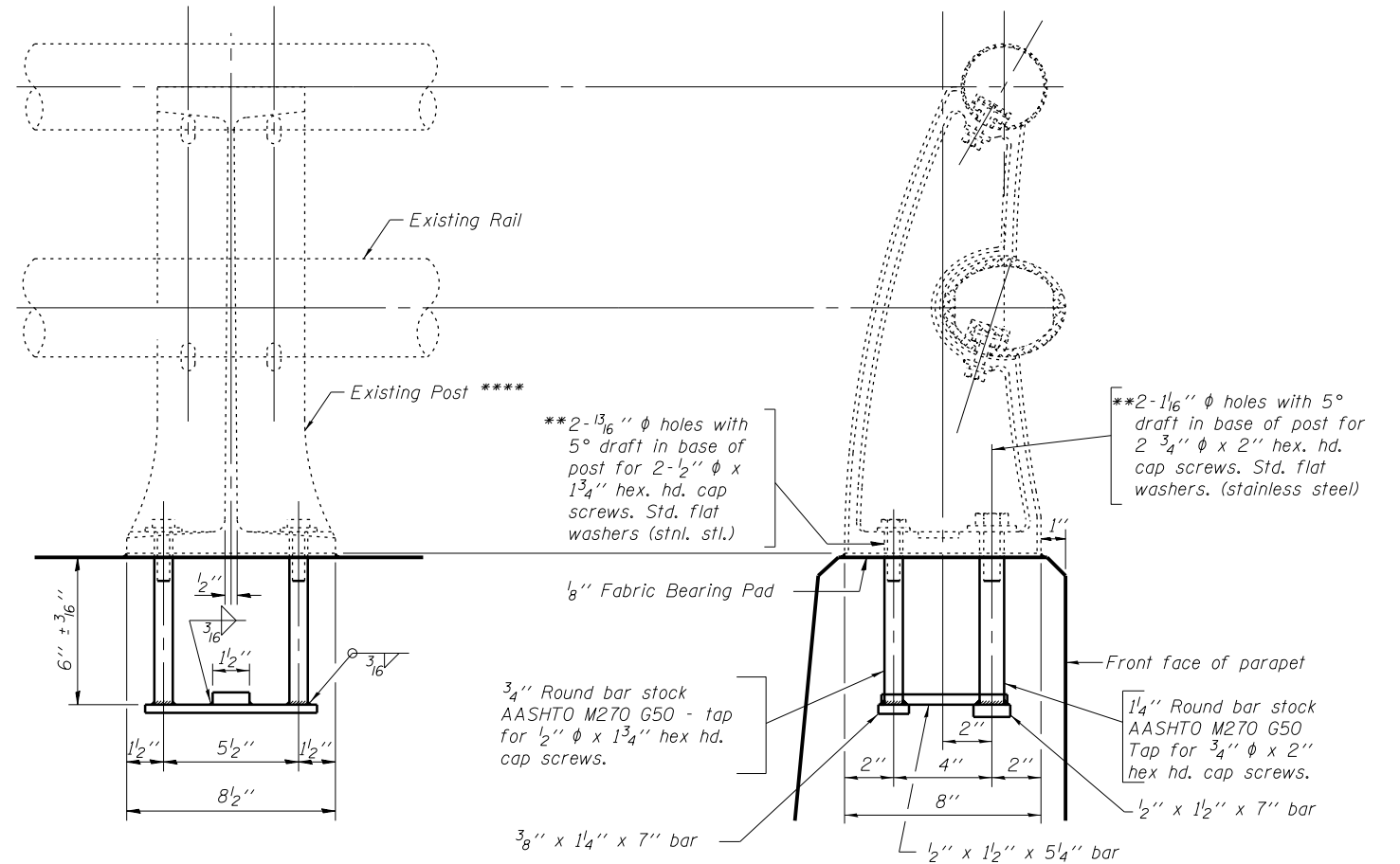
**NOTES**

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



**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.



**RAIL POST DETAILS**

Rail shall be supported during construction. Cost shall be included with Concrete Removal.

\*\* In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

\*\*\* Remove existing post. Replace embedded mounting plate and reattach existing post. Cost included with Concrete Superstructure.

PRINTED DATE: 7/12/2013  
 FILE NAME: K:\Projects\DOT\63-13\_Herlem over\_MWRDGC\_RR\CADD\Sent\20130712\_Final\_Plans\_and\_Doc to IDOT\CDD\Sent\012412-60107-00-00-Bar Splicers.dgn



USER NAME : #USER#	DESIGNED - JEH	REVISED -
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PLOT DATE = 7/12/2013	DRAWN - JEH	REVISED -
	CHECKED - DF	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND BAR SPLICER DETAILS  
 STRUCTURE NO. 016-2412

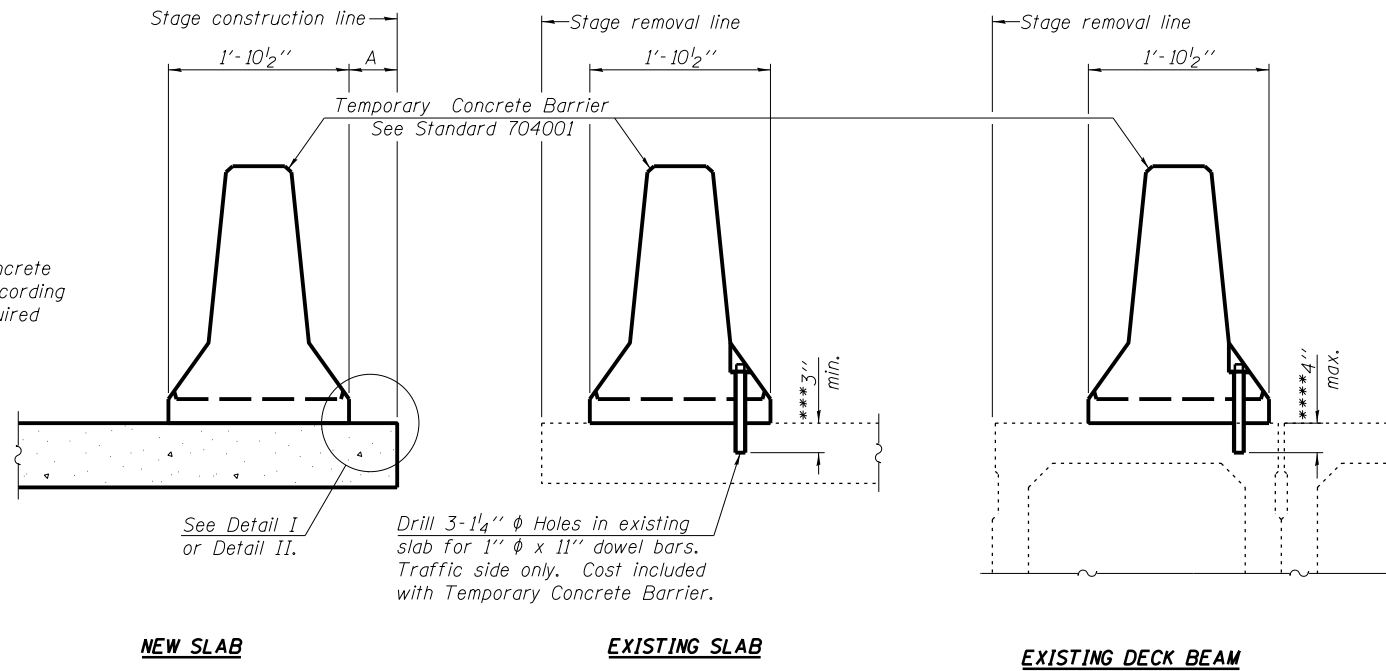
SHEET NO 10 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	0708.3A-BR(11)	COOK	25	18
<b>CONTRACT NO. 60T07</b>				

ILLINOIS FED. AID PROJECT



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



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

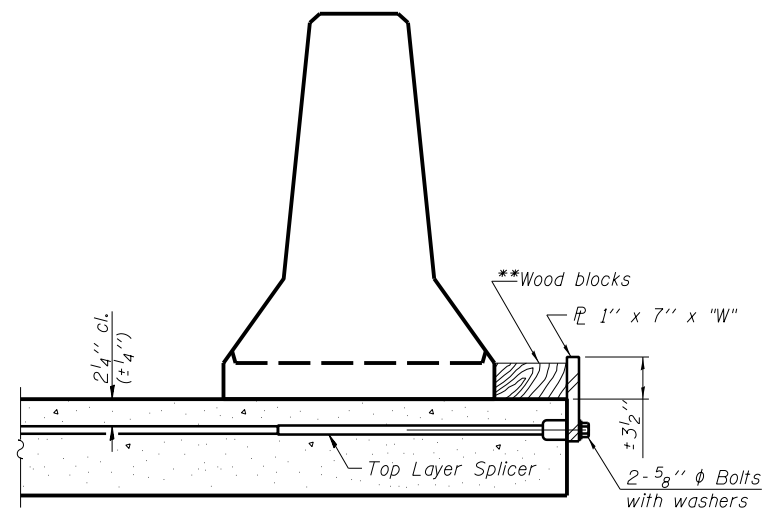
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

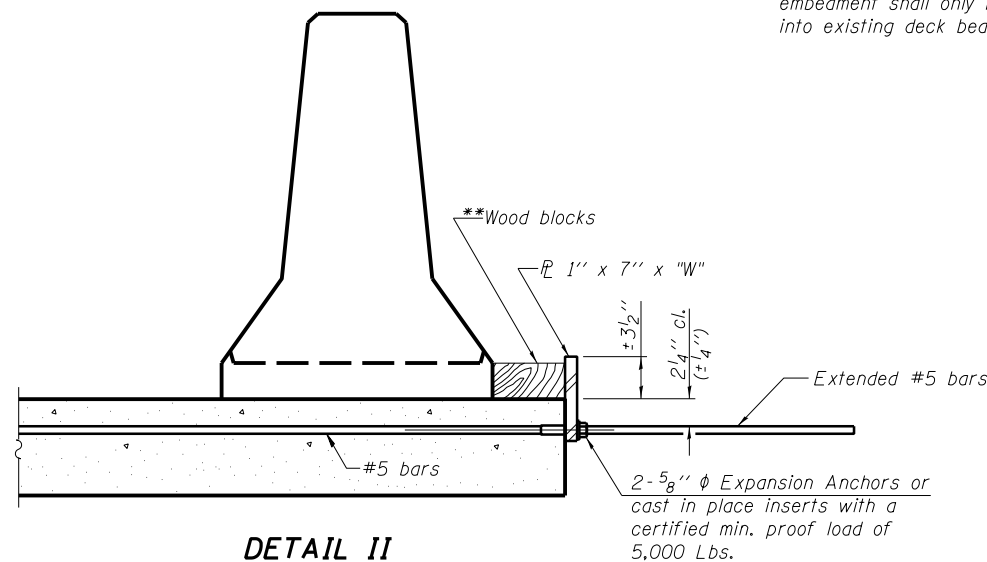
Cost of anchorage is included with Temporary Concrete Barrier.  
The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

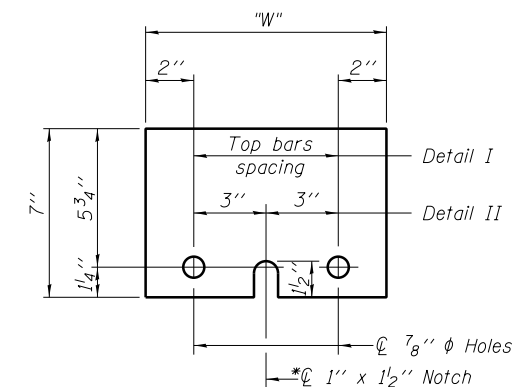
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



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

\* Required only with Detail II

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

"W" = Top bars spacing + 4"

PRINTED DATE: 7/12/2013  
FILE NAME: K:\Projects\DOT\63-13\Herlem over MWRDGC\_RR\CADD\Sent\20130712 Final Plans and Doc to IDOT\CD\Sheets\012412-60107-02-Temp Barrier.dgn

R-27

7-1-10



USER NAME = *USER*	DESIGNED - JEH	REVISED -
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PLOT DATE = 7/12/2013	DRAWN - JEH	REVISED -
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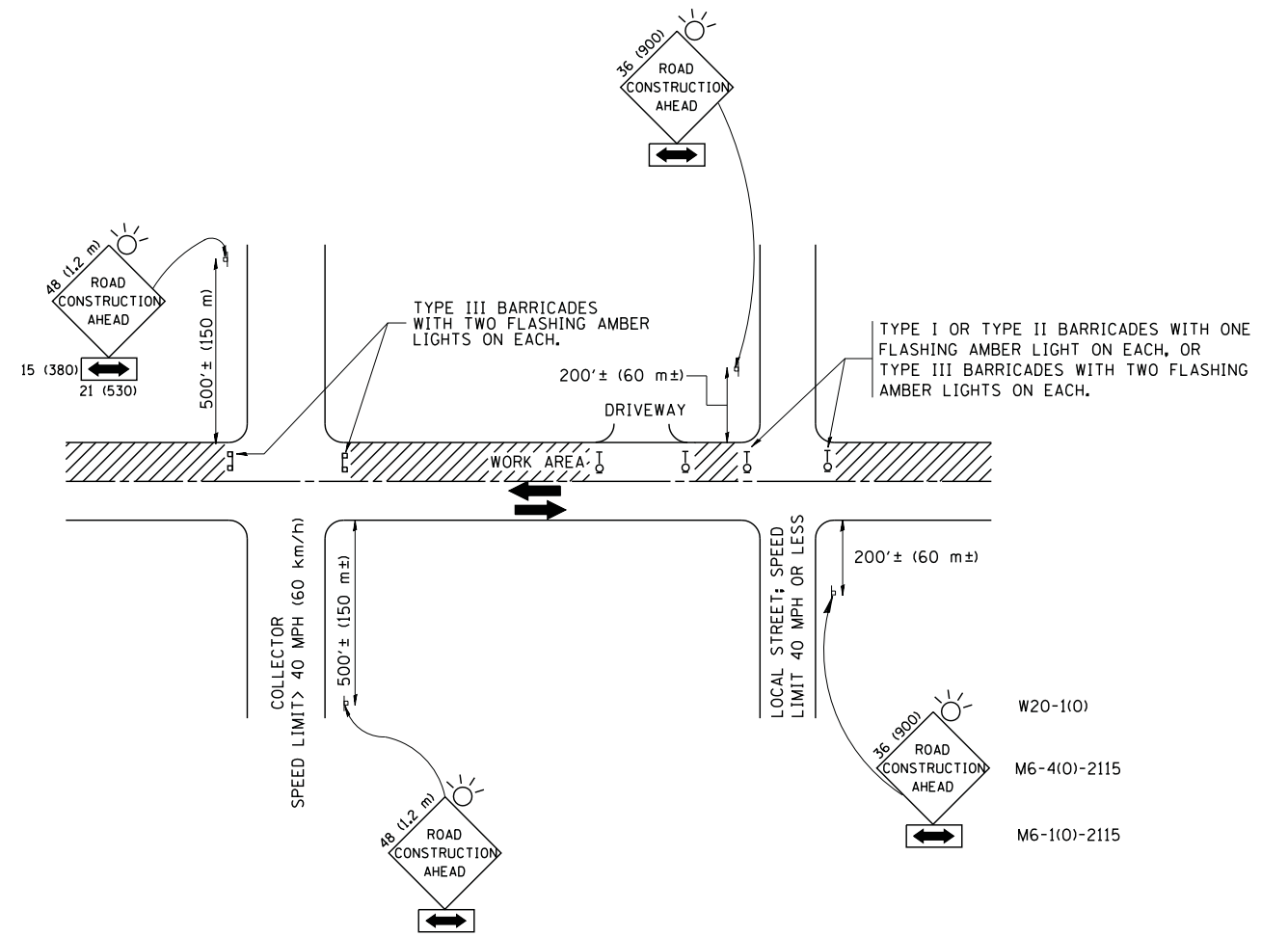
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 016-2412

SHEET NO 12 OF 12 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	0708.3A-BR(11)	COOK	25	20
CONTRACT NO. 60T07				

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.

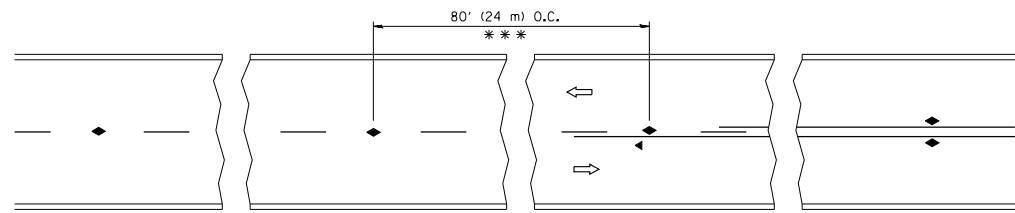
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

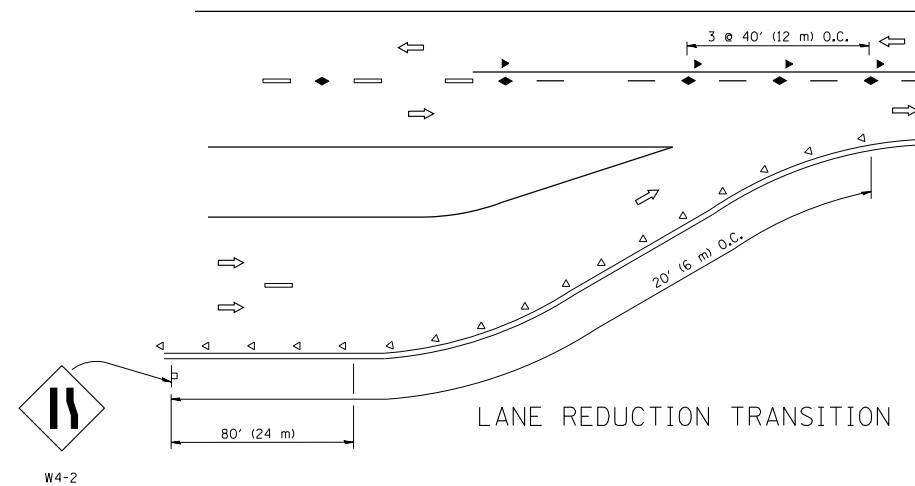
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>			CONTRACT NO. 60T07	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

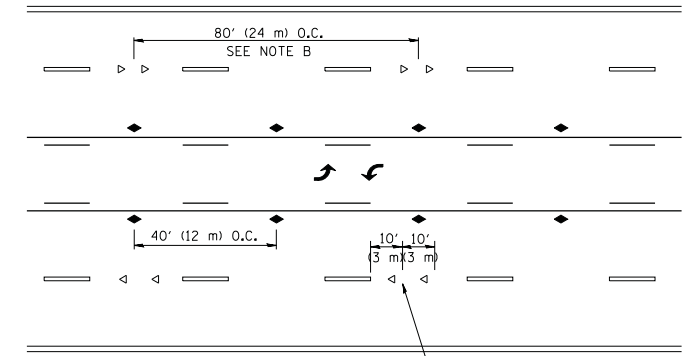


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

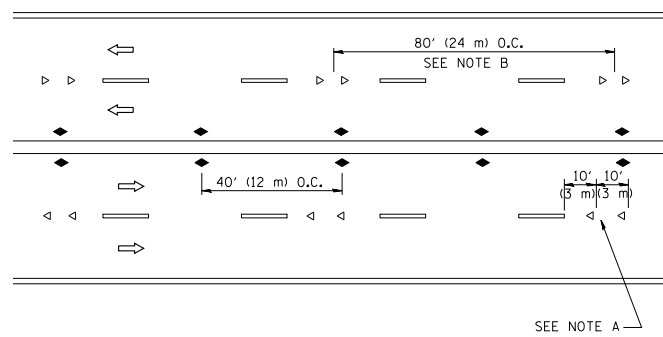
TWO-LANE/TWO-WAY



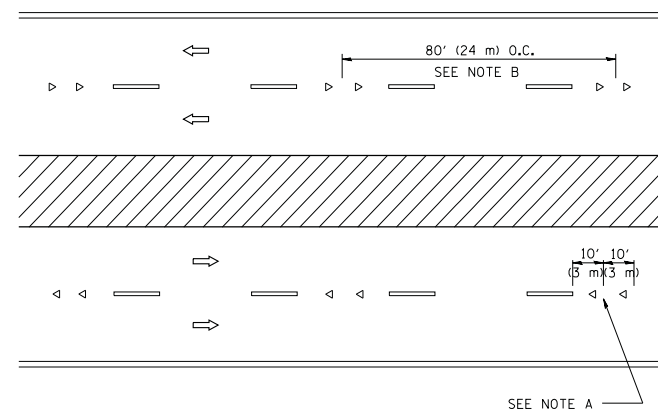
LANE REDUCTION TRANSITION



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

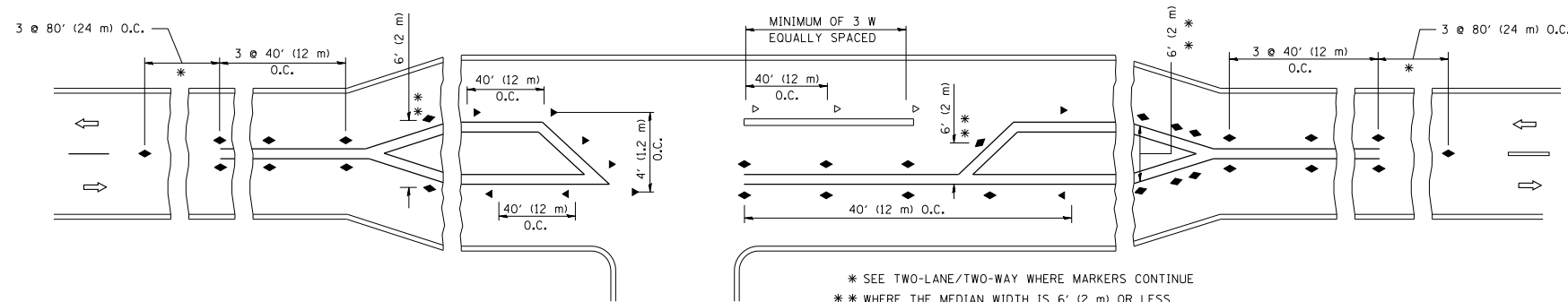
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

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

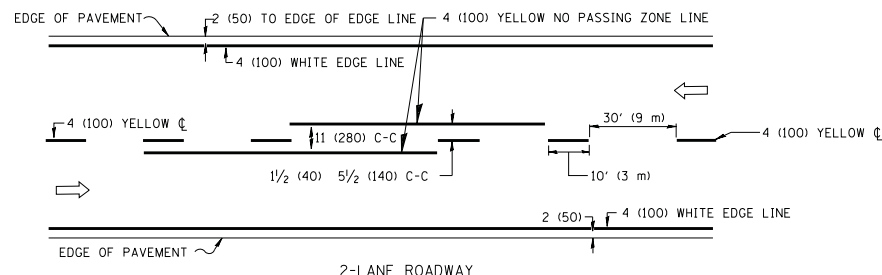
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

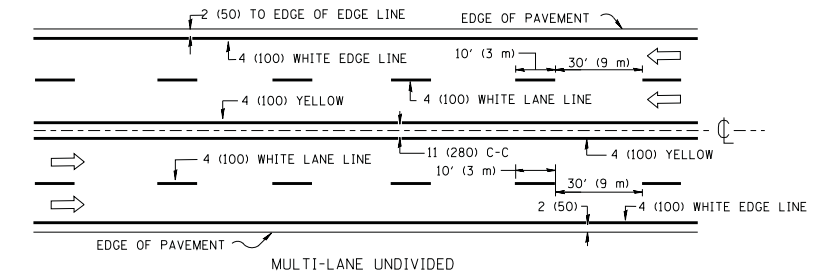
TYPICAL APPLICATIONS  
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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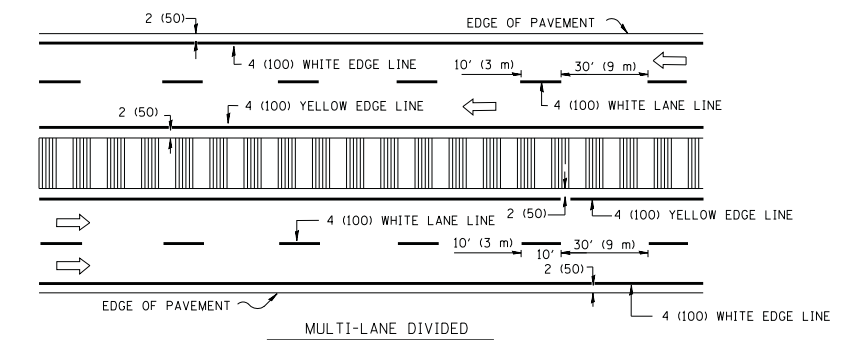
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	0708.3A-BR(11)	COOK	25	22
TC-11		CONTRACT NO. 60T07		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



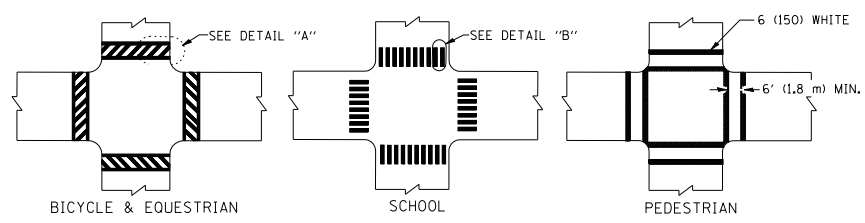
MULTI-LANE UNDIVIDED



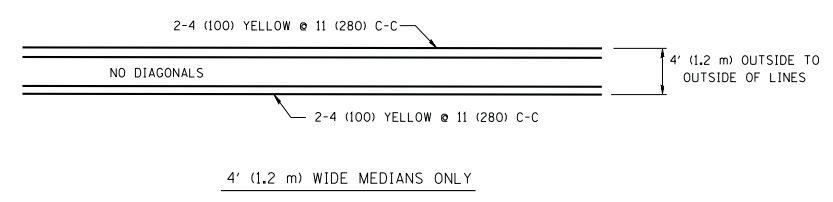
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

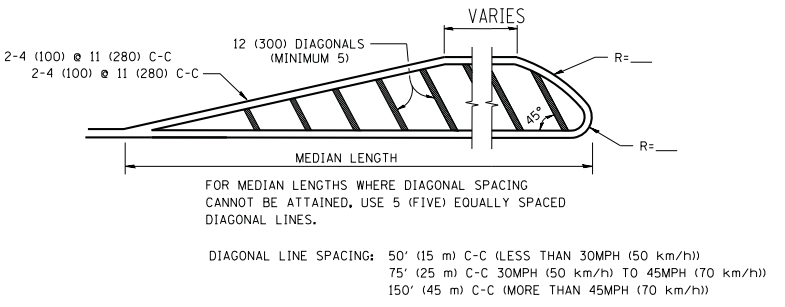
TYPICAL LANE AND EDGE LINE MARKING



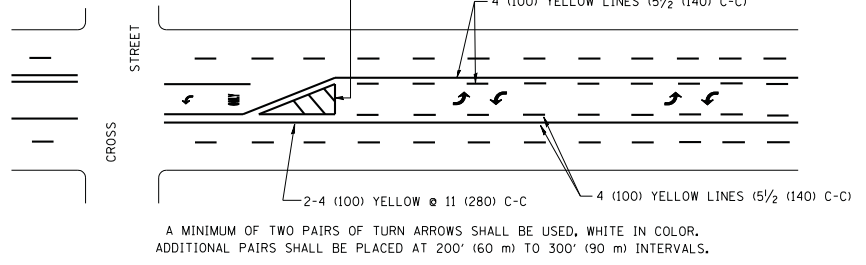
TYPICAL CROSSWALK MARKING



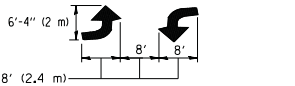
4' (1.2 m) WIDE MEDIANS ONLY



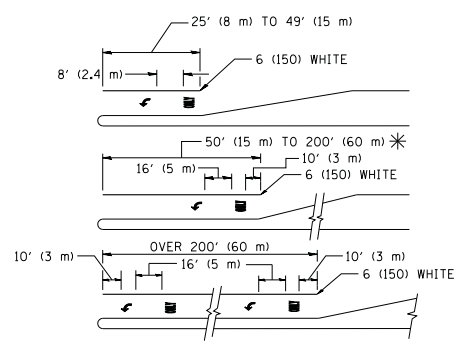
MEDIANS OVER 4' (1.2 m) WIDE



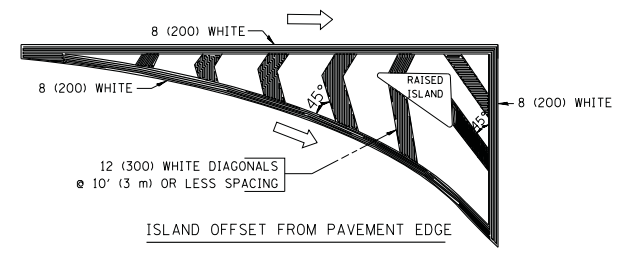
TYPICAL PAINTED MEDIAN MARKING



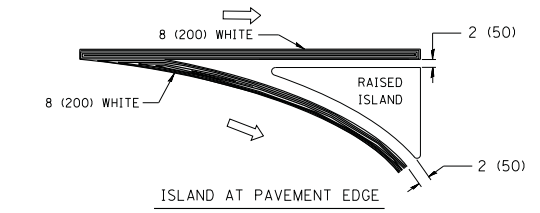
MEDIAN WITH TWO-WAY LEFT TURN LANE



TYPICAL LEFT (OR RIGHT) TURN LANE



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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	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
	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
				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°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
	NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS			
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15' (4.5 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

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

FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
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	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			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	0708.3A-BR(11)	COOK	25	23
TC-13		CONTRACT NO. 60107		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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PRINTED DATE: 8/1/2013  
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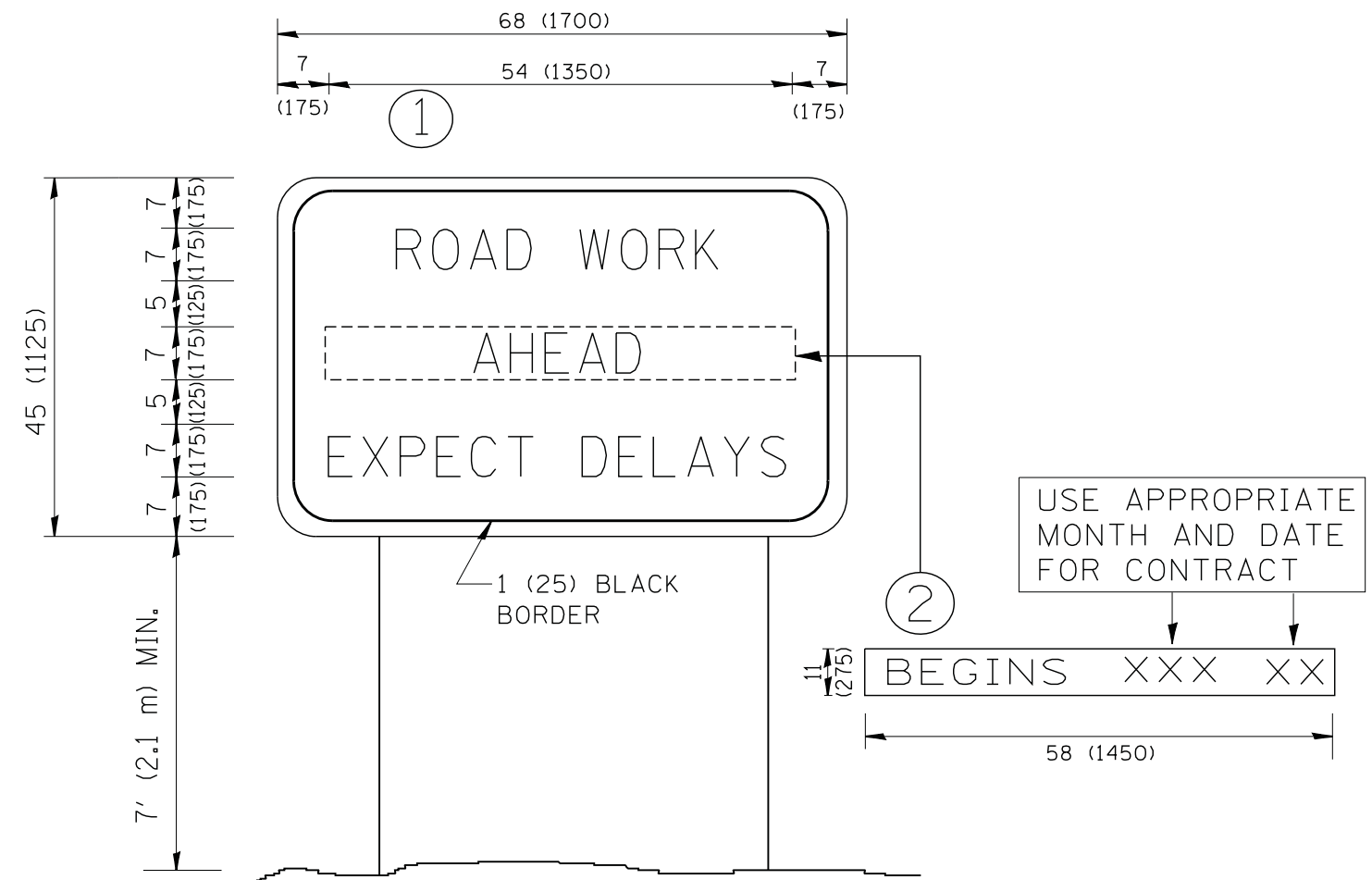


USER NAME = #USER#	DESIGNED - JY	REVISED - 08/05/13
	DRAWN - DN	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MR	REVISED -
PLOT DATE = 8/1/2013	DATE - 8/1/2013	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
348	0708.3A-BR(11)	COOK	25	24
<b>CONTRACT NO 60T07</b>				
ILLINOIS FEDERAL AID PROJECT				





**NOTES:**

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED -
		DESIGNED - CHECKED -	REVISED - REVISED -
		DESIGNED - DATE -	REVISED - REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	0708.3A-BR(11)	COOK	25	25
<b>TC-22</b>			<b>CONTRACT NO. 60T07</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				