

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

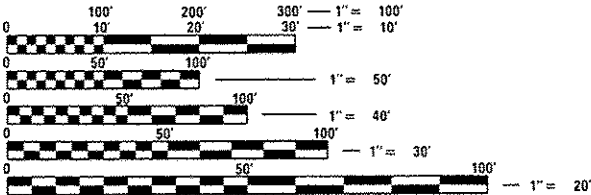
| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-----------------------------|----------------|-------------|-----------------|--------------|
| 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 1 |
| ILLINOIS CONTRACT NO. 60W43 | | | | |

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN:
THE VILLAGE OF BARTLETT
THE VILLAGE OF HOFFMAN ESTATES
THE VILLAGE OF STREAMWOOD
THE CITY OF WEST CHICAGO
THE VILLAGE OF WAYNE

TRAFFIC DATA

| ROUTE SEGMENT | SPEED | ADT(YEAR) |
|--|--------|--------------|
| IL 59 (SUTTON RD) | | |
| IL 64 (NORTH AVENUE) TO SMITH ROAD | 45 MPH | 34,200(2015) |
| SMITH ROAD TO ARMY TRAIL ROAD | 45 MPH | 31,600(2015) |
| ARMY TRAIL ROAD TO SCHICK ROAD | 45 MPH | 30,900(2015) |
| SCHICK ROAD TO STEARNS ROAD | 45 MPH | 29,200(2015) |
| STEARNS ROAD TO BARTLETT ROAD | 45 MPH | 32,900(2015) |
| BARTLETT ROAD TO US 20 (W. LAKE ST) | 45 MPH | 35,600(2015) |
| US 20 (W. LAKE ST) TO IL 19 (IRVING PARK RD) | 45 MPH | 13,200(2015) |
| IL 19 (IRVING PARK RD) TO SCHAUMBURG ROAD | 45 MPH | 17,900(2015) |
| SCHAUMBURG ROAD TO IL 58 (GOLF RD) | 45 MPH | 38,000(2015) |
| IL 58 (GOLF RD) TO I-90 (JANE ADDAMS TLWY) | 45 MPH | 33,300(2015) |



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

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

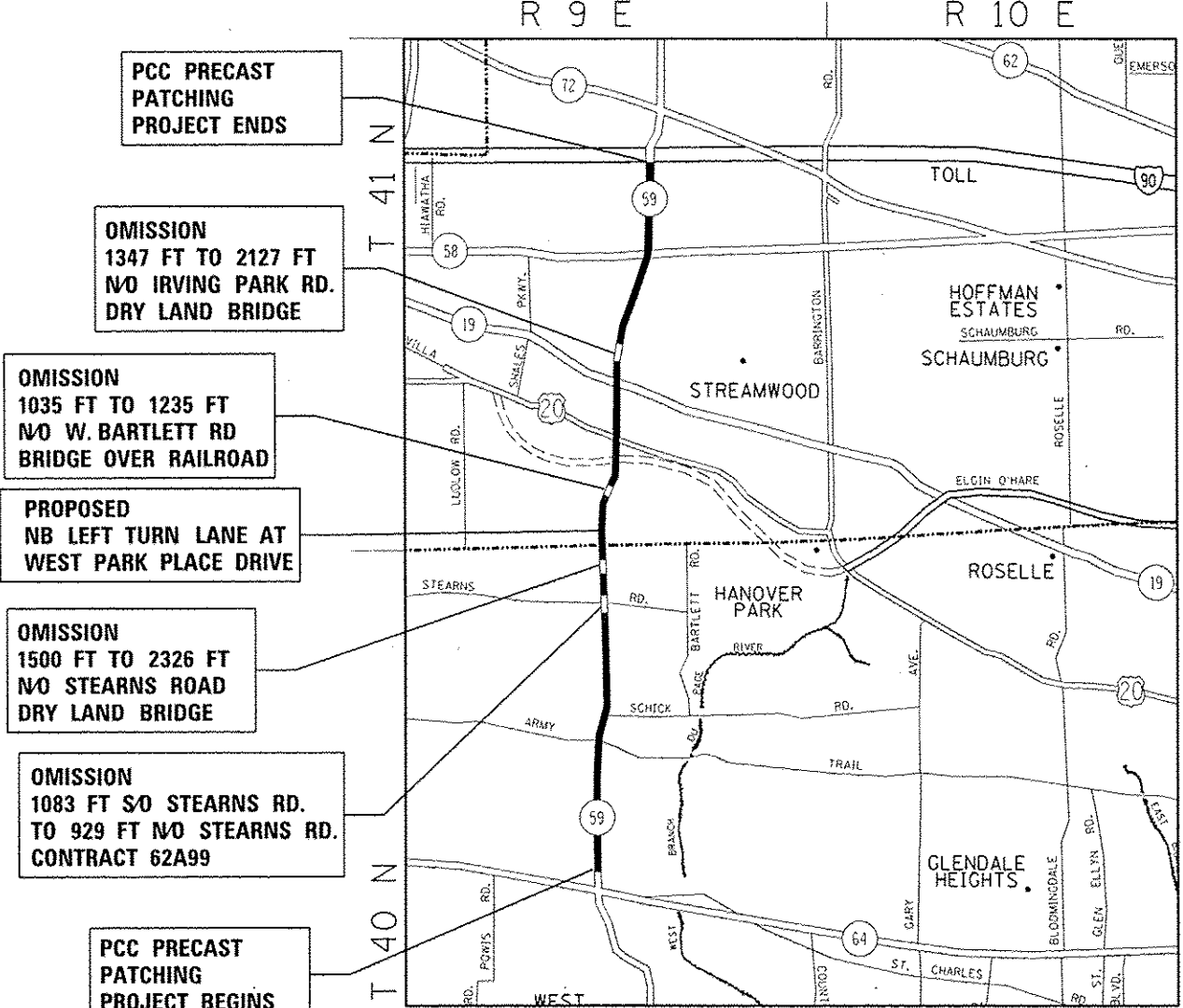
PROJECT ENGINEER: DAN WILGREEN (847) 705-4240
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 60W43

PROPOSED
HIGHWAY PLANS

FAP 338 /IL 59 (SUTTON ROAD)
NO IL 64(NORTH AVENUE) TO I-90(JANE ADDAMS MEMORIAL TOLLWAY)
SECTION (110R-1)PCC-PP
PCC PATCHING, LEFT TURN LANE
PROJECT: ACNHPP-0338(056)
COOK AND DUPAGE COUNTIES

C-91-281-13



PCC PRECAST
PATCHING
PROJECT ENDS

OMISSION
1347 FT TO 2127 FT
NO IRVING PARK RD.
DRY LAND BRIDGE

OMISSION
1035 FT TO 1235 FT
NO W. BARTLETT RD
BRIDGE OVER RAILROAD

PROPOSED
NB LEFT TURN LANE AT
WEST PARK PLACE DRIVE

OMISSION
1500 FT TO 2326 FT
NO STEARNS ROAD
DRY LAND BRIDGE

OMISSION
1083 FT SO STEARNS RD.
TO 929 FT NO STEARNS RD.
CONTRACT 62A99

PCC PRECAST
PATCHING
PROJECT BEGINS

GROSS LENGTH = 55,940 FT. = 10.6 MILES
NET LENGTH = 50,262 FT. = 9.5 MILES



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED October 26 20 16
John F. Addams REGIONAL ENGINEER
Dee 9 20 16
Maureen M. Addis ENGINEER OF DESIGN AND ENVIRONMENT
Dee 9 20 16
Amelia DIRECTOR OF PROGRAM DEVELOPMENT

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

| SHEET NO. | DESCRIPTION |
|-----------|---|
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES |
| 3-4 | SUMMARY OF QUANTITIES |
| 5 | EXISTING AND PROPOSED TYPICAL SECTIONS (IL 59 AT WEST PARK PLACE DRIVE) |
| 6 | ROADWAY AND PAVEMENT MARKING PLAN (IL 59 AT WEST PARK PLACE DRIVE) |
| 7-15 | PRECAST PATCHING SCHEDULE |
| 16-30 | DETECTOR LOOP REPLACEMENT PLANS (FOR INFORMATION ONLY) |
| 31 | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24) |
| 32-50 | PRECAST CONCRETE PAVEMENT SLABS (BD-57) |
| 51 | TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10) |
| 52 | TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11) |
| 53 | DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13) |
| 54 | TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14) |
| 55 | PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16) |
| 56 | ARTERIAL ROAD INFORMATION SIGN (TC-22) |
| 57 | STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05, SHEET 2 OF 7) |
| 58 | DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07) |
| 59-60 | CROSS SECTIONS IL 59 AT WEST PARK PLACE DRIVE) |

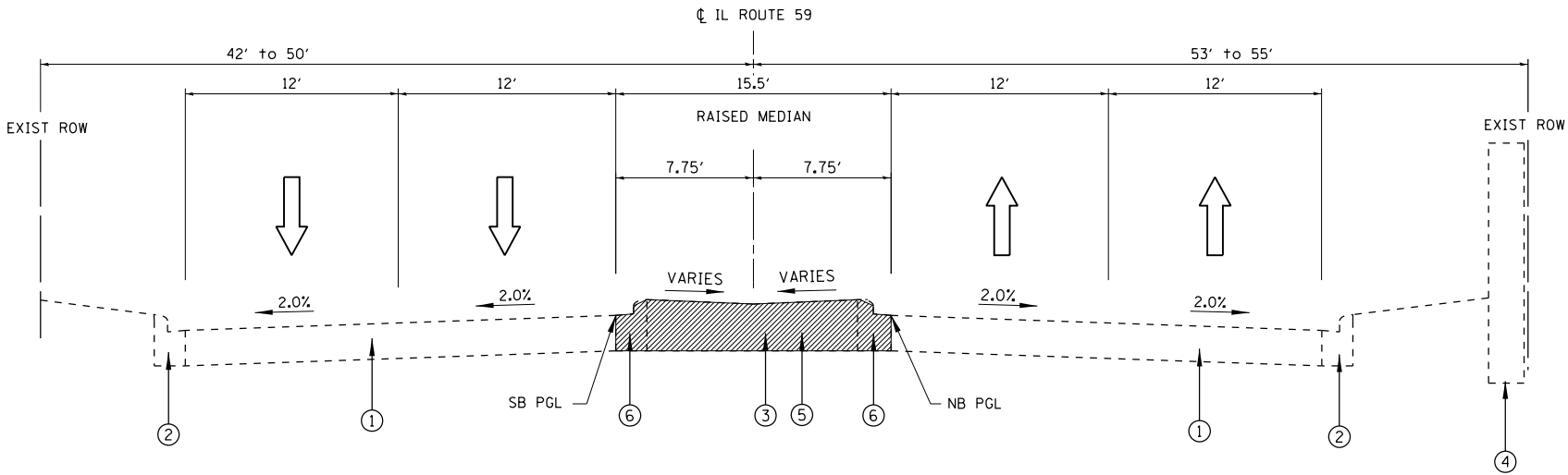
| STANDARD NO. | DESCRIPTION |
|--------------|--|
| 000001-06 | TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 420001-08 | PAVEMENT JOINTS |
| 420101-05 | 24' (7.2 m) JOINTED PCC PAVEMENT |
| 606001-06 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 701101-05 | OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE |
| 701426-09 | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS >= 45 MPH |
| 701601-09 | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN |
| 701606-10 | URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN |
| 701701-10 | URBAN LANE CLOSURE, MULTILANE INTERSECTION |
| 701901-06 | TRAFFIC CONTROL DEVICES |
| 720006-04 | SIGN PANEL ERECTION DETAILS |
| 728001-01 | TELESCOPING STEEL SIGN SUPPORT |
| 780001-05 | TYPICAL PAVEMENT MARKINGS |
| 886001-01 | DETECTOR LOOP INSTALLATIONS |

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
2. THIS PROJECT INCLUDES PRECAST CONCRETE PATCHING ON IL 59 BETWEEN IL 64 (NORTH AVENUE) AND I-90 (JANE ADDAMS TOLLWAY) AND CONSTRUCTION OF A NORTHBOUND LEFT TURN LANE ON IL 59 AT WEST PARK PLACE DRIVE.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF BARTLETT, HOFFMAN ESTATES, STREAMWOOD, WAYNE, AND THE CITY OF WEST CHICAGO.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (OR TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (OR ISTHA)
5. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, 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 PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
6. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
7. THE EXISTING ROADWAY TYPICAL SECTION IS ASSUMED TO BE 10 INCHES OF PORTLAND CEMENT CONCRETE (PCC) PAVEMENT.
8. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
11. NO PATCHING IS TO BE DONE WITHIN THIRTY (30) FEET OF ANY RAILROAD CROSSING, OVERPASS OR UNDERPASS.
12. ANY DETECTOR LOOPS DAMAGED BY PCC PATCHING SHALL BE REPLACED IN KIND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO QUANTIFY LOOP REPLACEMENTS NEEDED AND PROVIDE THE RESIDENT ENGINEER THIS INFORMATION PRIOR TO REMOVAL.
13. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
14. THE RESIDENT ENGINEER SHALL CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER, AT DON.CHIARUGI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
15. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
16. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
17. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND PATCHING.
18. CONSTRUCTION OPERATIONS SHALL NOT IMPACT EXISTING AUTOMATIC TRAFFIC RECORDER LOCATED BETWEEN U.S. ROUTE 20 AND IL 19 (IRVING PARK ROAD)

| | | | | | | | | | | |
|--|---------------------|------------|-----------|---|--|---------------------------|----------------|-------------|-----------------|--------------|
| FILE NAME * | USER NAME = PancePL | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | IL 59(SUTTON ROAD)-NO IL 64(NORTH AVE) TO I-90(JANE ADDAMS MEM.TOLLWAY) INDEX OF SHEETS, STATE STANDARDS, & GENERAL NOTES | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\IL804EBID\INTEG\Illinois.gov\PI001\Documents\1007-Offices\District 1\Projects\012813-shr-gen\note.dgn | | CHECKED - | REVISED - | | | 338 | (110R-1)PCC-PP | COOK&DUPage | 60 | 2 |
| Default | | DATE - | REVISED - | | | CONTRACT NO. 60W43 | | | | |
| | | | | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: | SHEET | OF | SHEETS | STA. | TO STA. |

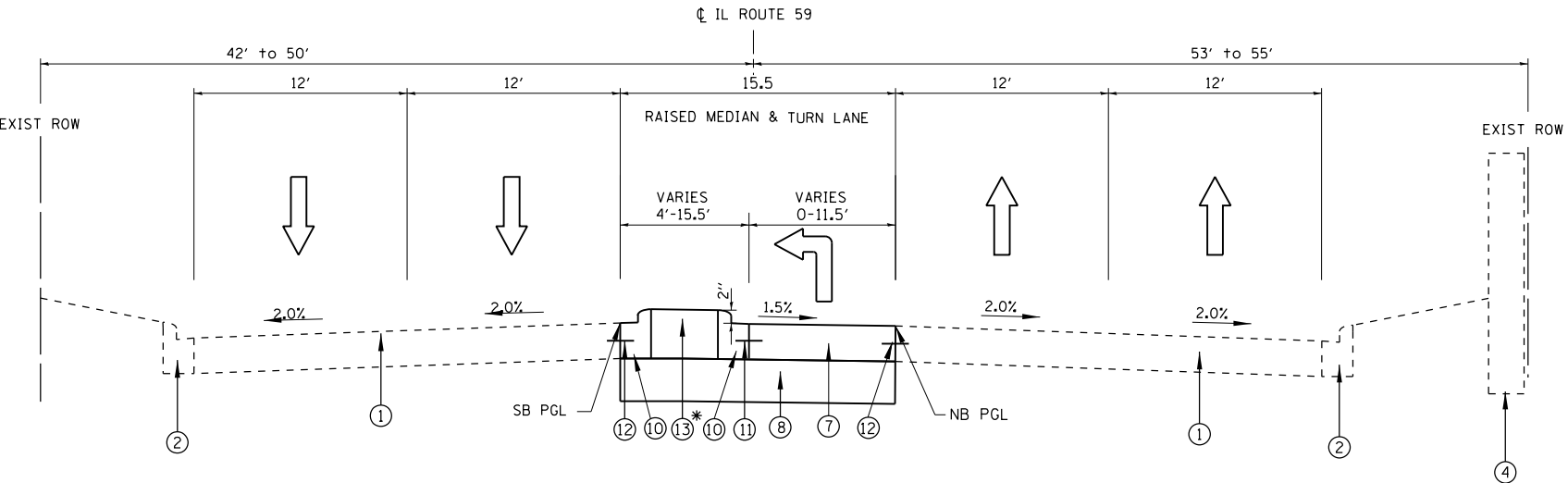
| URBAN | | | | | | | | | | URBAN | | | | | | | | | |
|--|---------------------------------------|-------|---------------------|--|--|--|--|-----------|--|-----------------------|-------------------------------------|---|---------------------|--|--|--|--|--|--|
| SUMMARY OF QUANTITIES | | | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | | | SUMMARY OF QUANTITIES | | | TOTAL QUANTITIES | CONSTRUCTION TYPE CODE | | | | | |
| CODE NO | ITEM | UNIT | | 80% FEDERAL 20% STATE COOK COUNTY 0005 | 80% FEDERAL 20% STATE DUPAGE COUNTY 0005 | 80% FEDERAL 20% STATE COOK COUNTY 0004 | | | | CODE NO | ITEM | UNIT | | 80% FEDERAL 20% STATE COOK COUNTY 0005 | 80% FEDERAL 20% STATE DUPAGE COUNTY 0005 | 80% FEDERAL 20% STATE COOK COUNTY 0004 | | | |
| 20200100 | EARTH EXCAVATION | CU YD | 248 | | | 248 | | | | 60626300 | STABILIZED MEDIAN SURFACE | SQ YD | 849 | 290 | 289 | 270 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 21101615 | TOPSOIL FURNISH AND PLACE, 4" | SQ YD | 580 | 290 | 290 | | | | | * 66900200 | NON-SPECIAL WASTE DISPOSAL | CU YD | 250 | | | 250 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 25200110 | SODDING, SALT TOLERANT | SQ YD | 580 | 290 | 290 | | | | | * 66900450 | SPECIAL WASTE PLANS AND REPORTS | L SUM | 1 | | | 1 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 30300112 | AGGREGATE SUBGRADE IMPROVEMENT 12" | SQ YD | 778 | | | 778 | | | | * 66900530 | SOIL DISPOSAL ANALYSIS | EACH | 1 | | | 1 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 42000501 | PORTLAND CEMENT CONCRETE PAVEMENT 10" | SQ YD | 490 | | | 490 | | | | 67000400 | ENGINEER'S FIELD OFFICE, TYPE A | CAL MO | 9 | 4 | 4 | 1 | | | |
| | (JOINTED) | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 42101300 | PROTECTIVE COAT | SQ YD | 1530 | 100 | 100 | 1330 | | | | 67100100 | MOBILIZATION | L SUM | 1 | 0.5 | 0.4 | 0.1 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 44000100 | PAVEMENT REMOVAL | SQ YD | 33 | | | 33 | | | | 70102625 | TRAFFIC CONTROL AND PROTECTION, | L SUM | 1 | 0.5 | 0.4 | 0.1 | | | |
| | | | | | | | | | | | STANDARD 701606 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 44000500 | COMBINATION CURB AND GUTTER REMOVAL | FOOT | 914 | | | 914 | | | | 70102630 | TRAFFIC CONTROL AND PROTECTION, | L SUM | 1 | 0.5 | 0.4 | 0.1 | | | |
| | | | | | | | | | | | STANDARD 701601 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 44003100 | MEDIAN REMOVAL | SQ FT | 10764 | 2607 | 2607 | 5550 | | | | 70102635 | TRAFFIC CONTROL AND PROTECTION, | L SUM | 1 | 0.5 | 0.4 | 0.1 | | | |
| | | | | | | | | | | | STANDARD 701701 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 44213200 | SAW CUTS | FOOT | 51847 | 25890 | 25890 | 67 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 60260400 | INLETS TO BE ADJUSTED WITH NEW TYPE 1 | EACH | 3 | | | 3 | | | | 70300100 | SHORT TERM PAVEMENT MARKING | FOOT | 66 | | | 66 | | | |
| | FRAME, CLOSED LID | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| 60300305 | FRAMES AND LIDS TO BE ADJUSTED | EACH | 61 | 31 | 30 | | | | | 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL | SQ FT | 22 | | | 22 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 60608300 | COMBINATION CONCRETE CURB AND GUTTER, | FOOT | 423 | | | 423 | | | | * 72000100 | SIGN PANEL - TYPE 1 | SQ FT | 4 | | | 4 | | | |
| | TYPE M-2.12 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | * 72800100 | TELESCOPING STEEL SIGN SUPPORT | FOOT | 13 | | | 13 | | | |
| | | | | | | | | | | | | | | | | | | | |
| 60622000 | CONCRETE MEDIAN, TYPE SM-2.12 | SQ FT | 777 | | | 777 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | |
| * SPECIALTY | ITEM | | | | | | | | | * SPECIALTY | ITEM | | | | | | | | |
| FILE NAME : p:\1\IL084E810\INTEG.illinois.gov\PI00T\Documents\100T OFFices\District 1\Projects\012101\DRAWINGS\Design\012813-ehf-500.dgn | | | | DESIGNED - | | | | REVISED - | | | | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | | | IL 59(SUTTON ROAD)-MO IL 64(NORTH AVE) TO I-90(JANE ADDAMS MEM. TOLLWAY) | | | |
| PLOT SCALE : 100,0000 ' / ' in. | | | | CHECKED - | | | | REVISED - | | | | SUMMARY OF QUANTITIES | | | | F.A. RTE. 338 | | | |
| PLOT DATE : 10/26/2015 | | | | DATE - | | | | REVISED - | | | | SECTION (110R-1)PCC-PP | | | | COUNTY COOK&DUPAGE | | | |
| | | | | | | | | | | | | TOTAL SHEETS 60 | | | | SHEET NO. 3 | | | |
| | | | | | | | | | | | | SCALE: SHEET OF SHEETS STA. TO STA. | | | | CONTRACT NO. 60W43 | | | |
| | | | | | | | | | | | | | | | | ILLINOIS FED. AID PROJECT | | | |

| SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | | SUMMARY OF QUANTITIES | | | | CONSTRUCTION TYPE CODE | | | | | |
|---|--|-------|------------------|---|--|--|--|-------------------------------------|--|-------------------------|------------------------------------|---------------------------|------------------|------------------------|--------------------|--|--|--|--|
| CODE NO | ITEM | UNIT | TOTAL QUANTITIES | 80% FEDERAL 20% STATE COOK COUNTY 0005 | 80% FEDERAL 20% STATE DUPAGE COUNTY 0005 | 80% FEDERAL 20% STATE COOK COUNTY 0004 | | | | CODE NO | ITEM | UNIT | TOTAL QUANTITIES | COOK COUNTY 0005 | DUPAGE COUNTY 0005 | | | | |
| * 78008200 | POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS | SQ FT | 400.4 | 163.8 | 163.8 | 72.8 | | | | Ø 78007600 | TRAINEES | HR | 500 | 250 | 250 | | | | |
| | | | | | | | | | | Ø 78007604 | TRAINEES TRAINING PROGRAM GRADUATE | HR | 500 | 250 | 250 | | | | |
| * 78008210 | POLYUREA PAVEMENT MARKING TYPE I - LINE 4" | FOOT | 1222 | 611 | 611 | | | | | | | | | | | | | | |
| * 78008230 | POLYUREA PAVEMENT MARKING TYPE I - LINE 6" | FOOT | 1102 | 416 | 416 | 270 | | | | | | | | | | | | | |
| * 78008240 | POLYUREA PAVEMENT MARKING TYPE I - LINE 8" | FOOT | 30 | 15 | 15 | | | | | | | | | | | | | | |
| * 78008250 | POLYUREA PAVEMENT MARKING TYPE I - LINE 12" | FOOT | 40 | 20 | 20 | | | | | | | | | | | | | | |
| * 78008270 | POLYUREA PAVEMENT MARKING TYPE I - LINE 24" | FOOT | 120 | 60 | 60 | | | | | | | | | | | | | | |
| * 78100100 | RAISED REFLECTIVE PAVEMENT MARKER | EACH | 235 | 114 | 114 | 7 | | | | | | | | | | | | | |
| 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL | EACH | 228 | 114 | 114 | | | | | | | | | | | | | | |
| * 88600600 | DETECTOR LOOP REPLACEMENT | FOOT | 5272 | 2636 | 2636 | | | | | | | | | | | | | | |
| X0327772 | PRECAST CONCRETE PAVEMENT SLABS 10" | SQ FT | 83424 | 41712 | 41712 | | | | | | | | | | | | | | |
| X4423015 | DOWEL BARS 1 1/2" RETROFIT | EACH | 14064 | 7032 | 7032 | | | | | | | | | | | | | | |
| Z0004562 | COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT | FOOT | 6952 | 3476 | 3476 | | | | | | | | | | | | | | |
| △ Z0018500 | DRAINAGE STRUCTURES TO BE CLEANED | EACH | 30 | 14 | 13 | 3 | | | | | | | | | | | | | |
| Z0030850 | TEMPORARY INFORMATION SIGNING | SQ FT | 51.4 | 25.7 | 25.7 | | | | | | | | | | | | | | |
| △ * 14 | NON-PARTICIPATING(100% STATE) SPECIALTY ITEM | | | | | | | | | * SPECIALTY ITEM Ø 0042 | | | | | | | | | |
| FILE NAME : USER NAME : PancePL DESIGNED : REVISED : STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION IL 59(SUTTON ROAD)-NO IL 64(NORTH AVE) TO I-90(JANE ADDAMS MEM. TOLLWAY) F.A. RTE. 338 SECTION (110R-1)PCC-PP COUNTY COOK&DUPAGE TOTAL SHEETS 60 SHEET NO. 4 CONTRACT NO. 60W43 | | | | PLOT SCALE : 1/8"=1'-0" PLOT DATE : 10/26/2016 CHECKED : DATE : REVISED : | | | | SCALE: SHEET OF SHEETS STA. TO STA. | | | | ILLINOIS FED. AID PROJECT | | | | | | | |



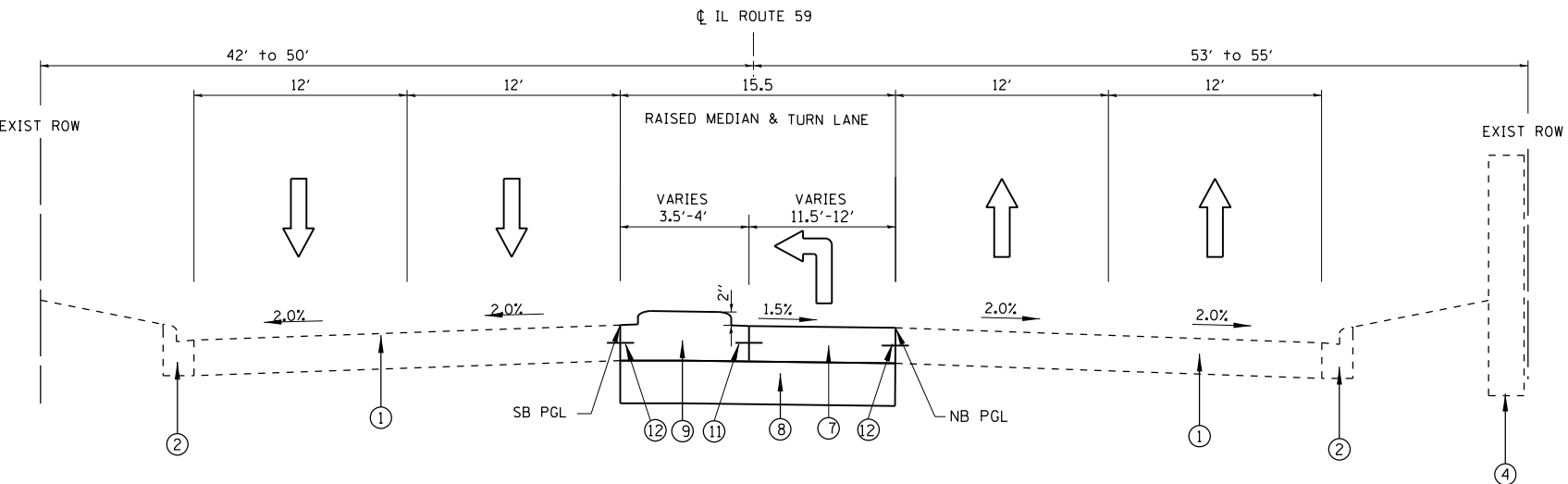
EXISTING TYPICAL CROSS SECTION

IL. ROUTE 59
STA. 292+26.4 TO STA. 296+95



PROPOSED TYPICAL CROSS SECTION

IL. ROUTE 59
STA. 292+26.4 TO STA. 294+37.2 * GRADE FOR POSITIVE DRAINAGE TO PROPOSED INLET



PROPOSED TYPICAL CROSS SECTION

IL. ROUTE 59
STA. 294+37.2 TO STA. 296+95

LEGEND:

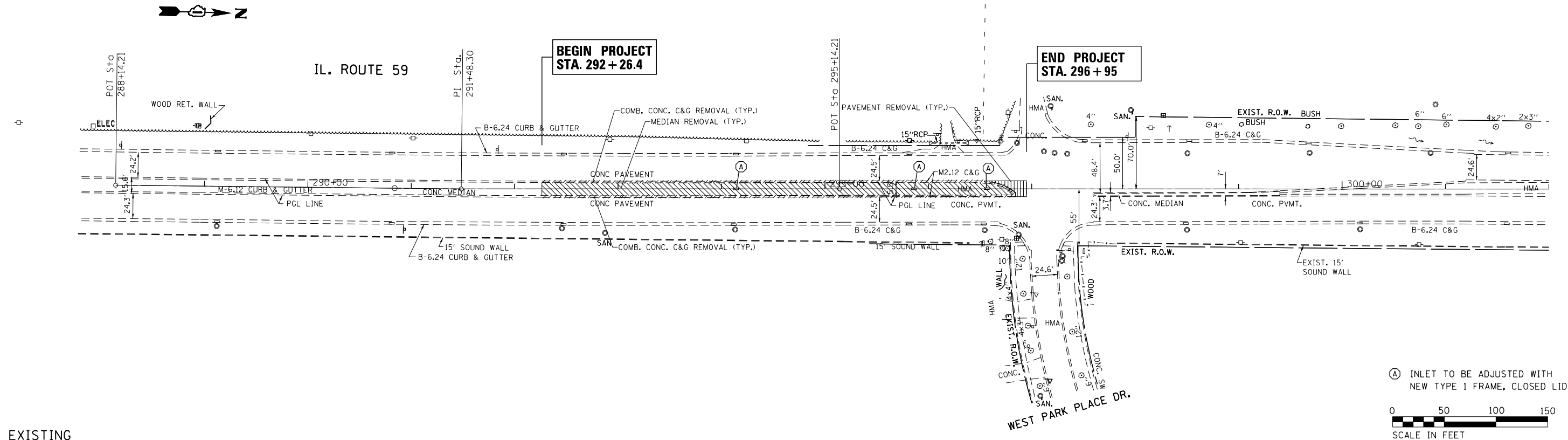
- ① EXIST. PCC. PAVEMENT
 - ② EXIST. COMB. CONC. C&G, TYPE B-6.24
 - ③ EXIST. HMA MEDIAN
 - ④ EXISTING NOISE WALL
 - ⑤ PROP. MEDIAN REMOVAL
 - ⑥ PROP. COMB. CONC. C&G REMOVAL
 - ⑦ PROP. PCC. PAVEMENT, 10" (JOINTED)
 - ⑧ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
 - ⑨ PROP. CONCRETE MEDIAN, TYPE M-2.12
 - ⑩ PROP. COMB. CONC. CURB & GUTTER, TYPE M-2.12
 - ** ⑪ PROP. NO. 6 TIE BAR, EPOXY COATED (TYP.) 24" LONG AT 24" C-C
 - ** ⑫ PROP. NO. 8 TIE BAR, EXPOXY COATED (TYP.) 24" LONG AT 24" C-C
 - ⑬ STABILIZED MEDIAN SURFACE, 12 INCH
- ** TIE BAR SHALL BE INCIDENTAL TO PCC PAVEMENT, 10" (JOINTED).

| HOT-MIX ASPHALT MIXTURE REQUIREMENTS | | QUALITY MANAGEMENT PROGRAM (QMP) |
|--|----------------------------------|----------------------------------|
| MIXTURE TYPE | AIR VOIDS(%) @ N _{DES.} | |
| STABILIZED MEDIAN SURFACE | | |
| HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2" | 4% @ 50 GYR | QC/QA |
| HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 10" | 4% @ 50 GYR | QC/QA |
| QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE(QC/QA) | | |

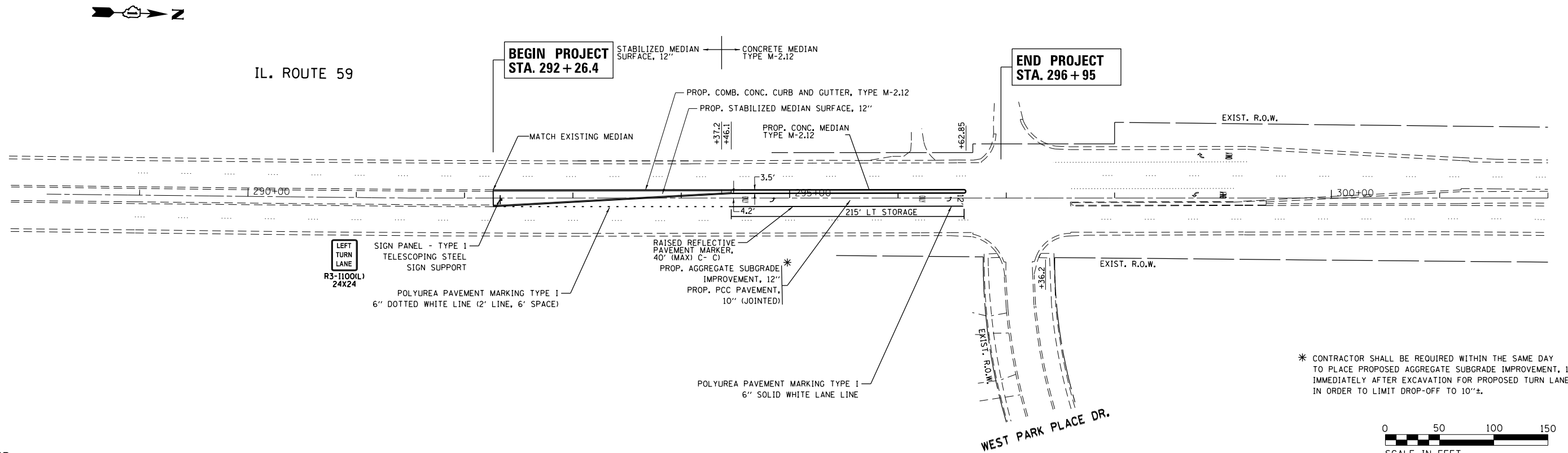
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE

QUALITY MANAGEMENT PROGRAM (OMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE



EXISTING

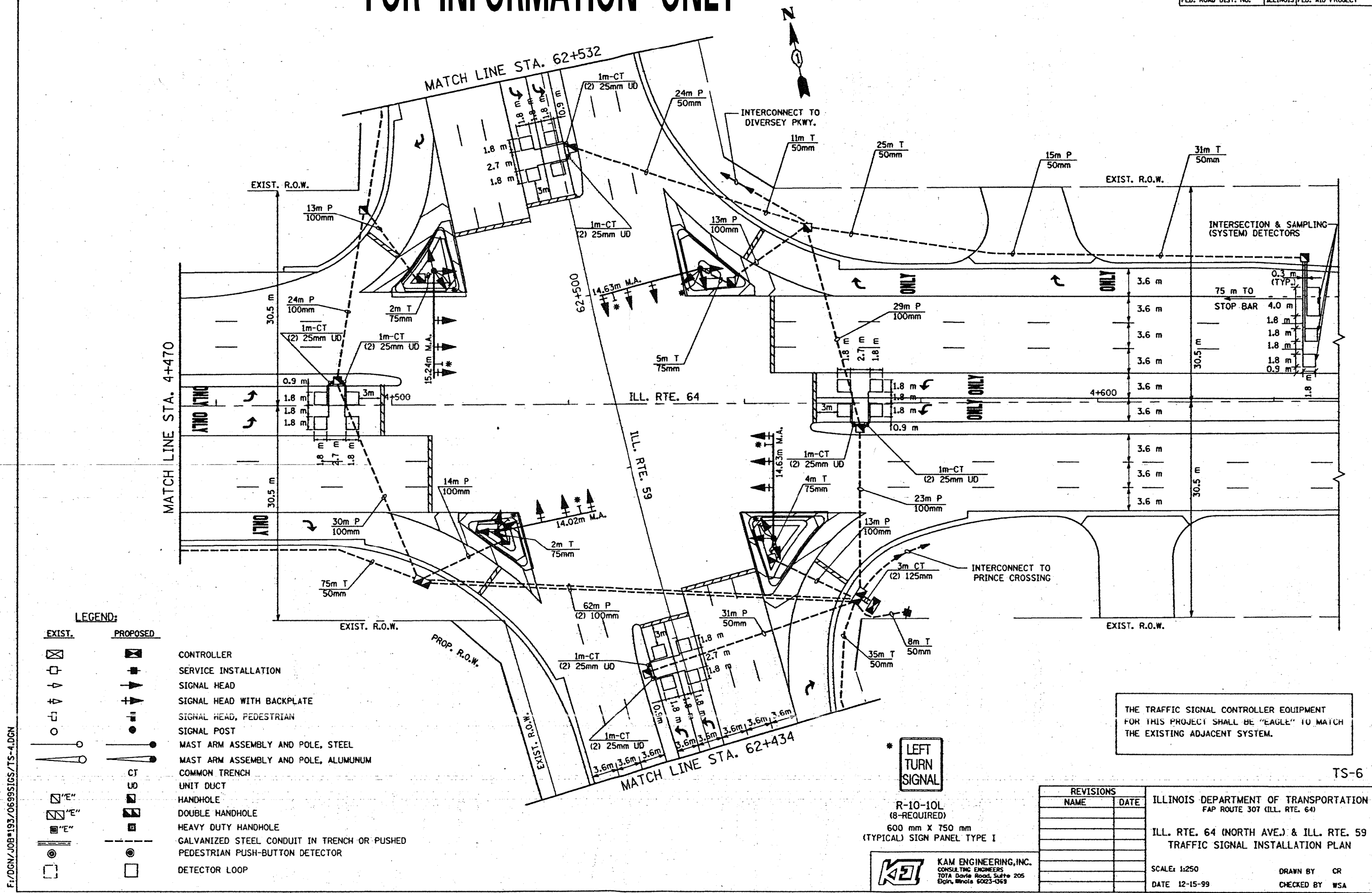


PROPOSED

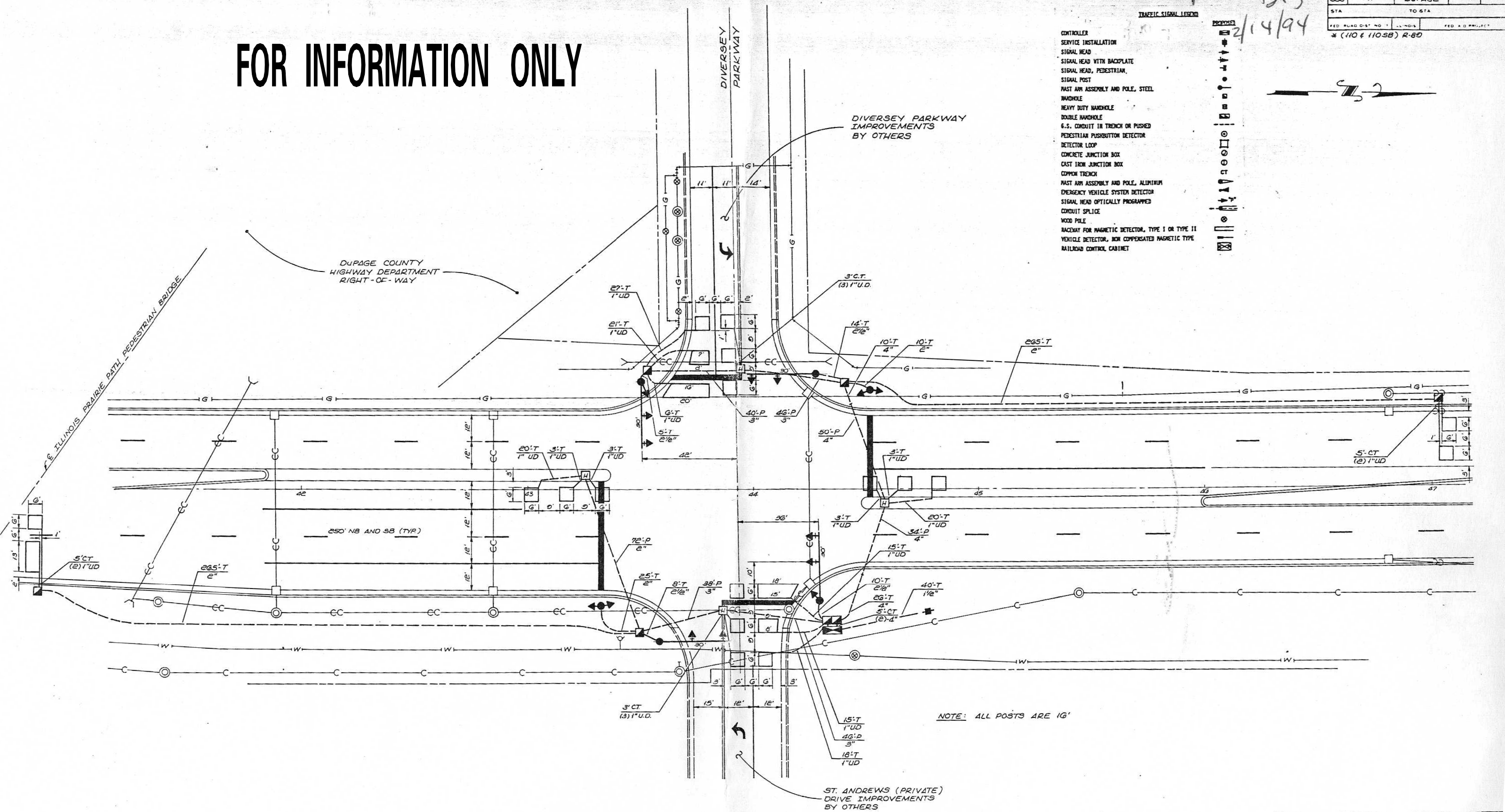
| | | | | | | | | | | | | | |
|--|---------------------|------------|-----------|---|--|-------|----|--------|---------------------------|----------------|-------------|-----------------|--------------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | EXISTING AND PROPOSED ROADWAY AND PAVEMENT MARKING PLAN IL 59(SUTTON ROAD) AT WEST PARK PLACE DRIVE | | | | F.A.P RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\IL\084EBID\INTEG\Illinois.gov\PI\DOT\Documents\100T Offices\District 1\Projects\DI2811\Drawings\Design\DI28113-sht-plan.dgn | | | REVISED - | | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 6 |
| | | CHECKED - | REVISED - | | | | | | CONTRACT NO. 60W43 | | | | |
| Default | | DATE - | REVISED - | | | | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: 1"= 50' | SHEET | OF | SHEETS | STA. | TO | STA. | | |

FOR INFORMATION ONLY

| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|---------------------|---------|---------------------------|--------------|-----------|
| 307 | 130Y-R | DUPAGE | 485 | 272 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS FED. AID PROJECT | | |



FOR INFORMATION ONLY



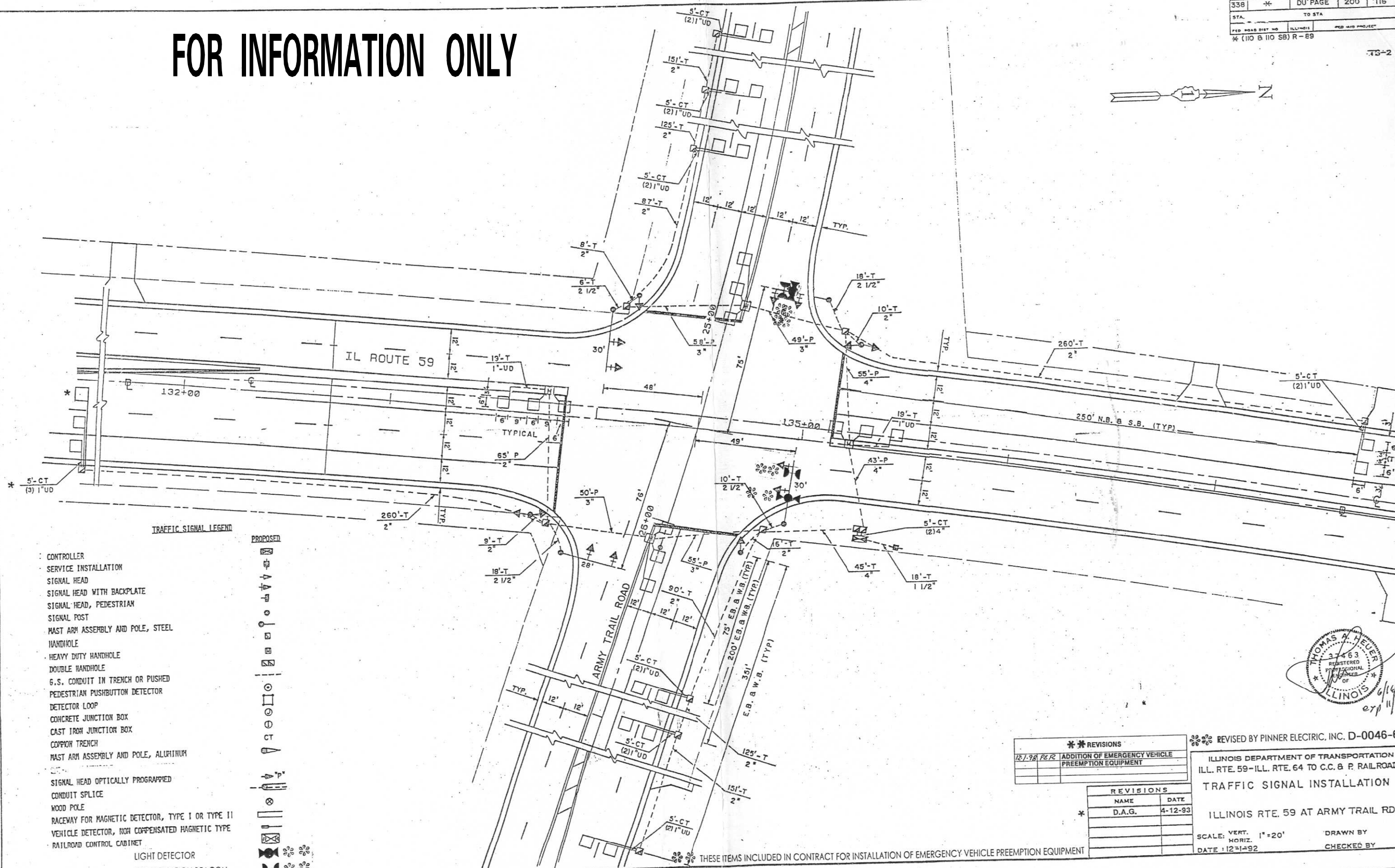
ILLINOIS DEPARTMENT OF TRANSPORTATION
ILL. RTE. 59-ILL. RTE. 64 to C.C. & P. R.
TRAFFIC SIGNAL INSTALLATION

| REVISIONS | |
|-----------|---------|
| NAME | DATE |
| | 1-3-94 |
| | 1-31-94 |
| | |
| | |
| | |

SCALE VERT -
HORIZ 1"=20'
DATE 10-25-93
DRAWN BY JGC
CHECKED BY BAC

| F.A.P. SITE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO |
|-----------------------|----------|-----------------|-----------------|-------------|
| 338 | * | DU' PAGE | 200 | 116 |
| STA. | | TO STA | | |
| FED ROAD DIST NO | ILLINOIS | FED AID PROJECT | | |
| * (110 & 110 SB) R-89 | | | | |

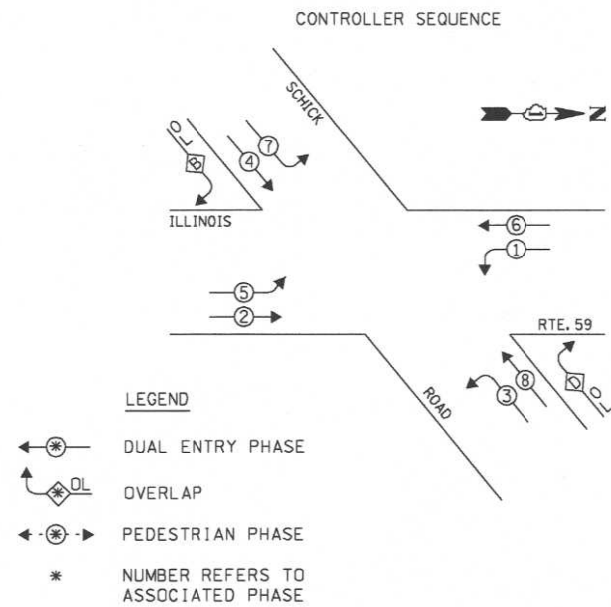
49-



ADDED DETECTOR LOOP SOUTH LEG.

SHEET 19 OF 60

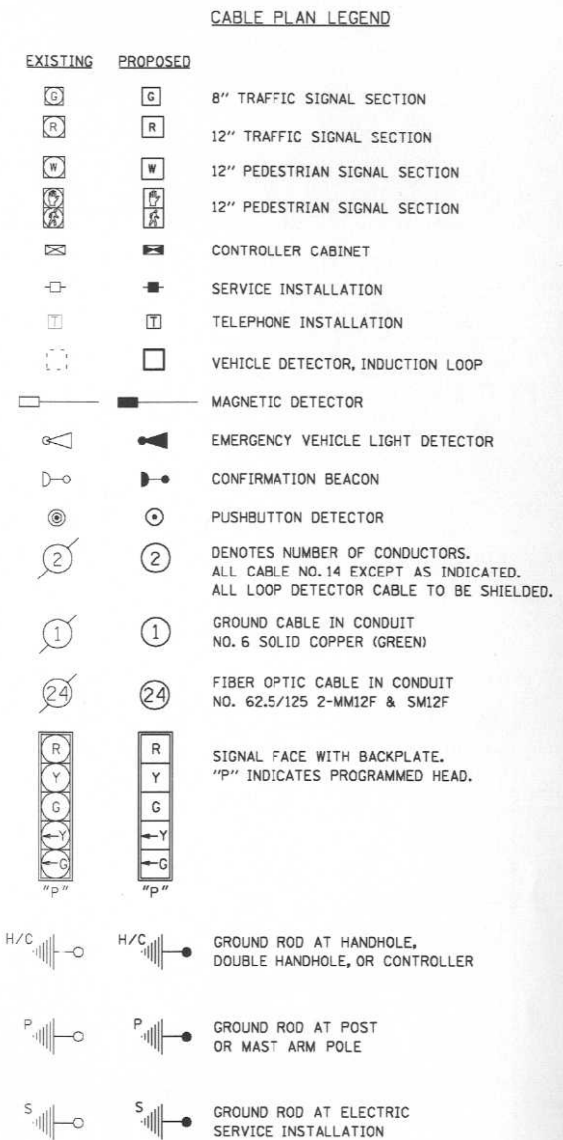
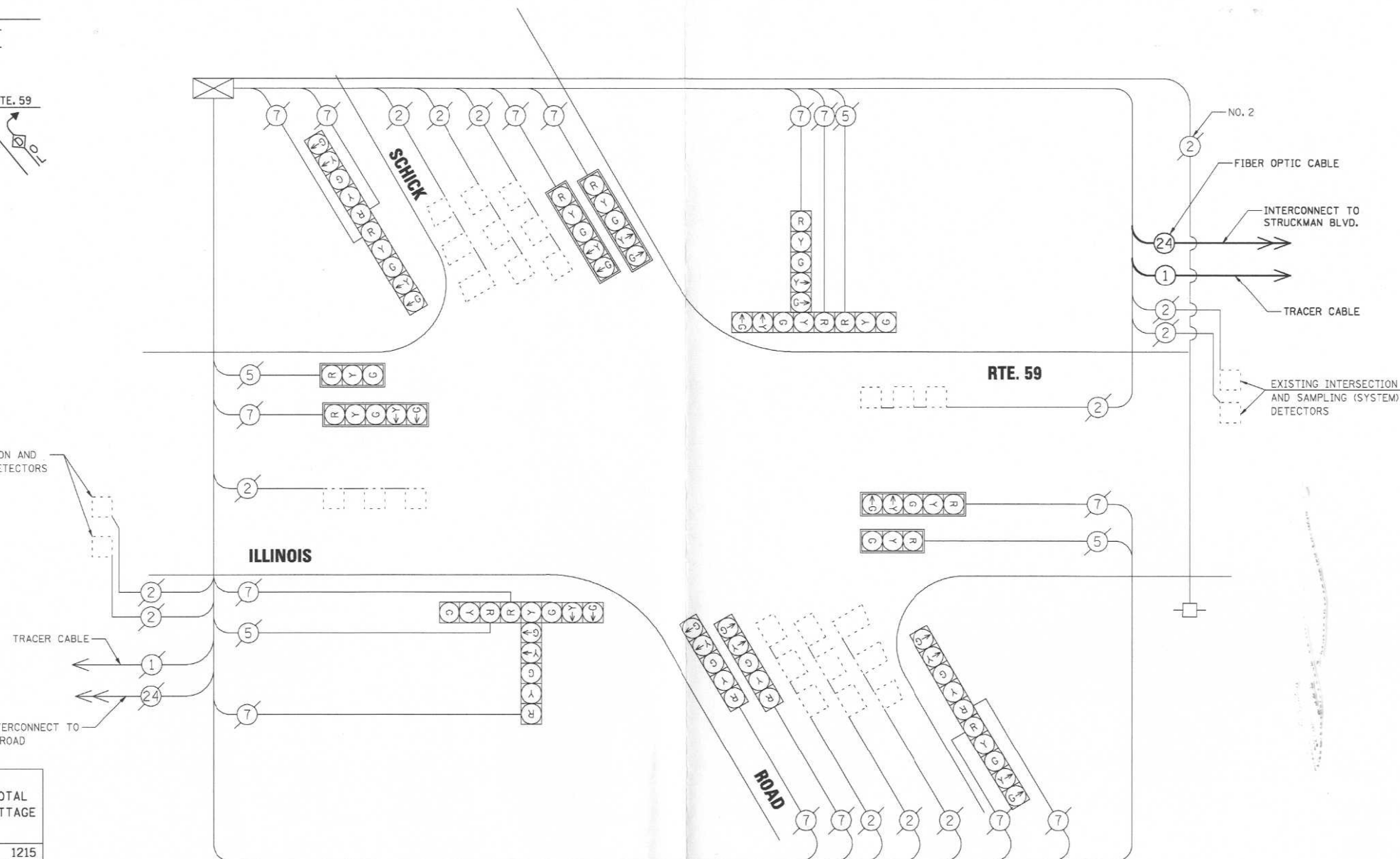
FOR INFORMATION ONLY



PHASE DESIGNATION DIAGRAM

RIGHT TURN OVERLAP PHASE DESIGNATION

| OVERLAP LETTER | | PERMISSIVE PHASE | | PROTECTED PHASE |
|----------------|---|------------------|---|-----------------|
| B | = | 4 | + | 5 |
| D | = | 8 | + | 1 |



| I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS | | | | | TOTAL WATTAGE |
|--|--------------|---------|-----|-------------|---------------|
| TYPE | NO. OF LAMPS | WATTAGE | LED | % OPERATION | |
| SIGNAL (RED) | 18 | 135 | | 0.50 | 1215 |
| (YELLOW) | 18 | 135 | | 0.25 | 607.5 |
| (GREEN) | 18 | 135 | | 0.25 | 607.5 |
| ARROW | 24 | 135 | | 0.10 | 324 |
| PED. SIGNAL | | 90 | | 1.00 | |
| CONTROLLER | 1 | 300 | | 1.00 | 300 |
| ILLUM. SIGN | | 84 | | 0.05 | 0 |
| FLASHER | | | | 0.50 | |
| ENERGY COST TO: | | | | | TOTAL = 3054 |
| ILLINOIS DEPARTMENT OF TRANSPORTATION | | | | | |
| DIVISION OF HIGHWAY/DISTRICT 1 | | | | | |
| 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096 | | | | | |
| ENERGY SUPPLY: CONTACT: | | | | | |
| PHONE: | | | | | |
| COMPANY: | | | | | |

| FOUNDATION (DEPTH) | (FT) | CABLE SLACK | (FT) | VERTICAL | (FT) |
|--------------------|------|------------------|------|-------------------|----------|
| TYPE A - POST | 4 | HANDHOLE | 6.5 | ALL FOUNDATIONS | 3.5 |
| D - FOUNDATION | 4 | DOUBLE HANDHOLE | 13 | MAST ARM (L) POLE | 20'-H-2= |
| C - M. ARM POLE | | SIGNAL POST | 2 | BRACKET MOUNTED | 13 |
| 24" | 10 | CONTROLLER CAB. | 1 | PED. PUSHBUTTON | 4 |
| 30" | 15 | FIBER OPTIC | 13 | ELECTRIC SERVICE | 13.5 |
| | | ELECTRIC SERVICE | 1 | SERVICE TO GROUND | 13.5 |
| | | GROUND CABLE | 1 | POST MOUNTED | 6 |

NOTE:
PUSHBUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4.
PUSHBUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6.
PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8.
PUSHBUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CLIENT: **GREENBERG FARROW ARCHITECTURE INC.**
1755 THE EXCHANGE
ATLANTA, GEORGIA 30339

| NO. | DATE | NATURE OF REVISION | CHKD. |
|-----|-----------|--------------------|-----------|
| 1 | 6-25-2001 | DESIGN | SJP |
| 2 | | DRAWN | FCP |
| 3 | | CHECKED | GMZ |
| 4 | | SCALE | N.T.S. |
| 5 | | DATE | 6-25-2001 |

| TITLE: | | PROJECT NO. |
|--|--|---------------|
| CABLE PLAN AND PHASE DESIGNATION DIAGRAM | | 00-343 |
| ILL. RTE. 59 AT SCHICK ROAD | | SHEET 9 OF 14 |
| BARTLETT, ILLINOIS | | DRAWING NO. 9 |

LOT 109

LOT 108



| PROPOSED | EXISTING |
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NOTES:

1. FOR ROADWAY PLAN SEE SHEETS 5 AND 6.
2. CONSTRUCT THE CONCRETE PAD 12'X8'X8" THICK WITH 6"X6"X1/4" WIRE MESH. THE COST OF CONCRETE PAD IS INCLUDED IN THE PRICE OF CONCRETE FOUNDATION, TYPE C.
3. CROSS WALK SHOWN ON ROADWAY PLANS.
4. COVER HERE WILL SAY ELECTRIC

| | |
|--------------|----|
| PLOTTED BY: | SM |
| CHECKED BY: | VP |
| DRAWN BY: | SM |
| CHECKED BY: | PS |
| APPROVED BY: | DM |

PAVIA-MARTING & CO.
910 WEST LAKE STREET
ROSELLE, IL 60172-3352
(630) 529-8000 FAX (630) 894-4910
Design Firm Professional Registration #184002376

TITLE
TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS
ILLINOIS ROUTE 59 AND WOODLAND HILLS PARKWAY
TRAFFIC SIGNAL PLAN

| | |
|--------|----------|
| SCALE: | 1"=20' |
| DATE: | 03/21/07 |

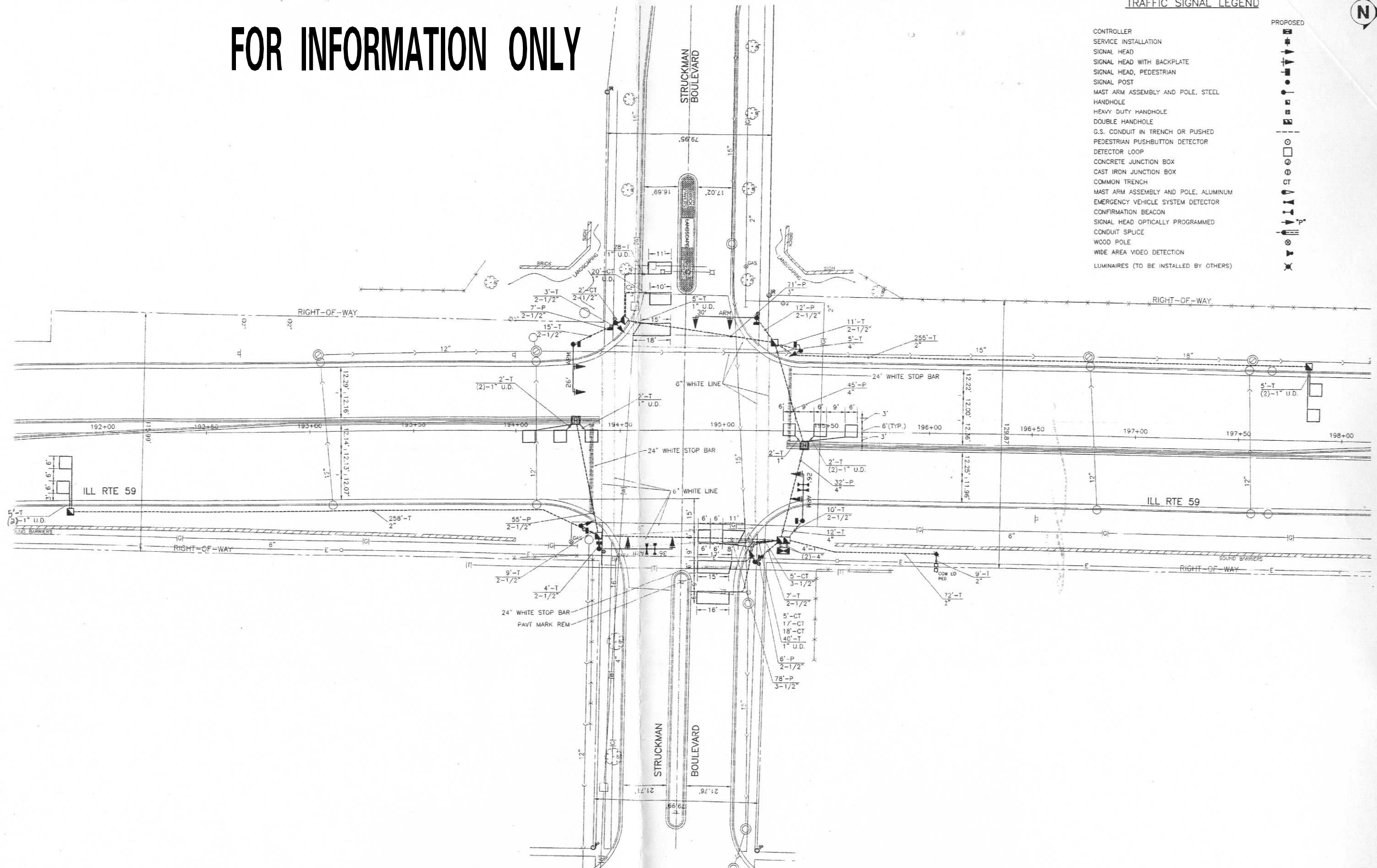
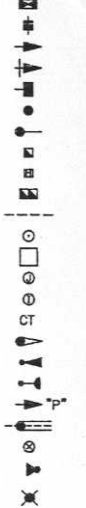
FOR INFORMATION ONLY

TRAFFIC SIGNAL LEGEND



PROPOSED

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONFIRMATION BEACON
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- WIDE AREA VIDEO DETECTION
- LUMINAIRES (TO BE INSTALLED BY OTHERS)



| BY | DESCRIPTION | DATE | BY | DESCRIPTION | DATE | BY | DESCRIPTION |
|----|-------------------------------|------|----|-------------|------|----|-------------|
| | REVISED PER BUREAU OF TRAFFIC | | | | | | |

| | |
|--------------|--|
| PLOTTED BY: | |
| CHECKED BY: | |
| DRAWN BY: | |
| CHECKED BY: | |
| APPROVED BY: | |

PAVIA-MARTING & Co.
910 WEST LAKE STREET
ROSELLE, IL 60172-3352
(630) 519-8000 FAX (630) 894-4910

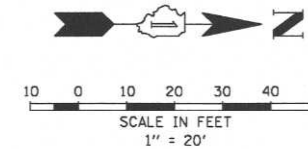
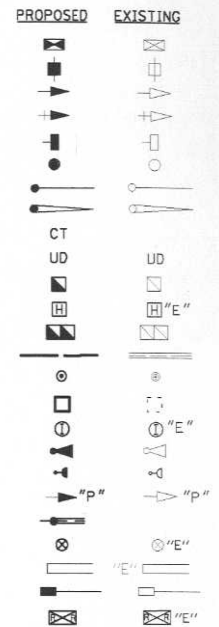
TITLE: SECTION 99-00059-00-TL
ILLINOIS ROUTE 59 & STRUCKMAN BLVD.
TRAFFIC SIGNAL INSTALLATION

SCALE: 1"=20'
DATE: 10/99
JOB NO: 2473
SHEET 2 OF 7

FOR INFORMATION ONLY

TRAFFIC SIGNAL LEGEND

CONTROLLER
SERVICE INSTALLATION
SIGNAL HEAD
SIGNAL HEAD WITH BACKPLATE
SIGNAL HEAD, PEDESTRIAN
SIGNAL POST
MAST ARM ASSEMBLY AND POLE, STEEL
MAST ARM ASSEMBLY AND POLE, ALUMINUM
COMMON TRENCH
UNIT DUCT
HANDHOLE
HEAVY DUTY HANDHOLE
DOUBLE HANDHOLE
G.S. CONDUIT IN TRENCH OR PUSHED
PEDESTRIAN PUSHBUTTON DETECTOR
DETECTOR LOOP
CAST IRON JUNCTION BOX
EMERGENCY VEHICLE SYSTEM DETECTOR
CONFIRMATION BEACON
SIGNAL HEAD OPTICALLY PROGRAMMED
CONDUIT SPLICE
WOOD POLE
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE
RAILROAD CONTROL CABINET



CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

CLIENT:

GREENBERG FARROW ARCHITECTURE INC.
1755 THE EXCHANGE
ATLANTA, GEORGIA 30339

| NO. | DATE | NATURE OF REVISION | CHKD. |
|-----------|---|--------------------|-------|
| FILE NAME | 1:000-2:000-343\Trcfslg\Permanent\TSD_IL59apivley.dgn | | |

| | | |
|---------|-----------|-----|
| DESIGN | SJP | FPB |
| DRAWN | FCP | FPB |
| CHECKED | GMZ | |
| SCALE | 1" = 20' | |
| DATE | 6-25-2001 | |

TITLE:

TRAFFIC SIGNAL INSTALLATION PLAN

ILL. RTE. 59 AT APPLE VALLEY DRIVE
BARTLETT, ILLINOIS

PROJECT NO.

00-343

SHEET 3 OF 14

DRAWING NO.

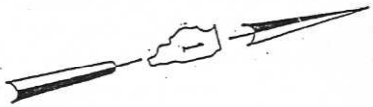
SHEET 23 OF 60

FOR INFORMATION ONLY

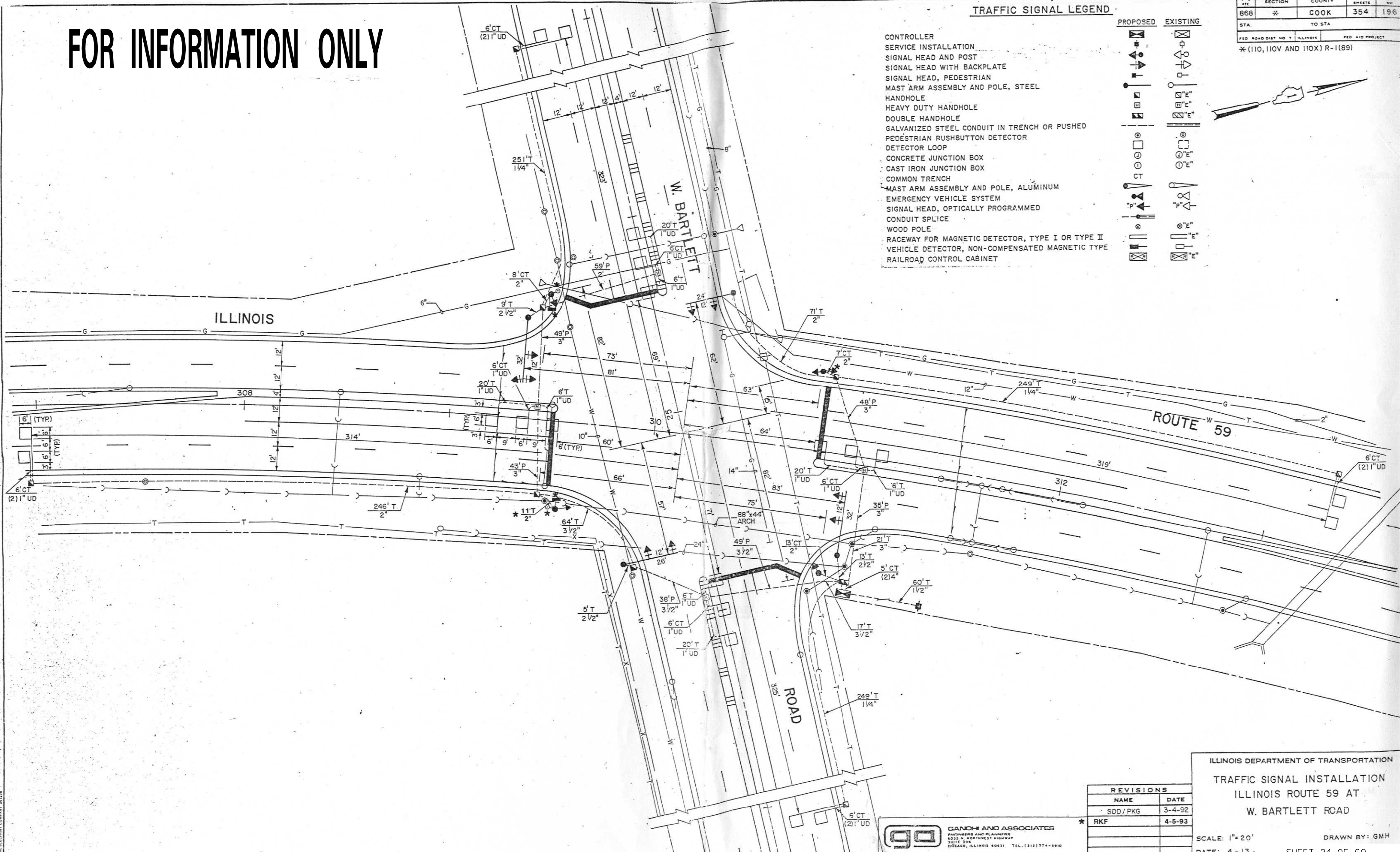
TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD AND POST
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM
- SIGNAL HEAD, OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON-COMPENSATED MAGNETIC TYPE
- RAILROAD CONTROL CABINET

| PROPOSED | EXISTING |
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| F.A. SITE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------------------------|---------|----------|------------------|-----------|
| 868 | * | COOK | 354 | 196 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. 1 | | ILLINOIS | FED. AID PROJECT | |
| *(110, 110V AND 110X) R-1(89) | | | | |



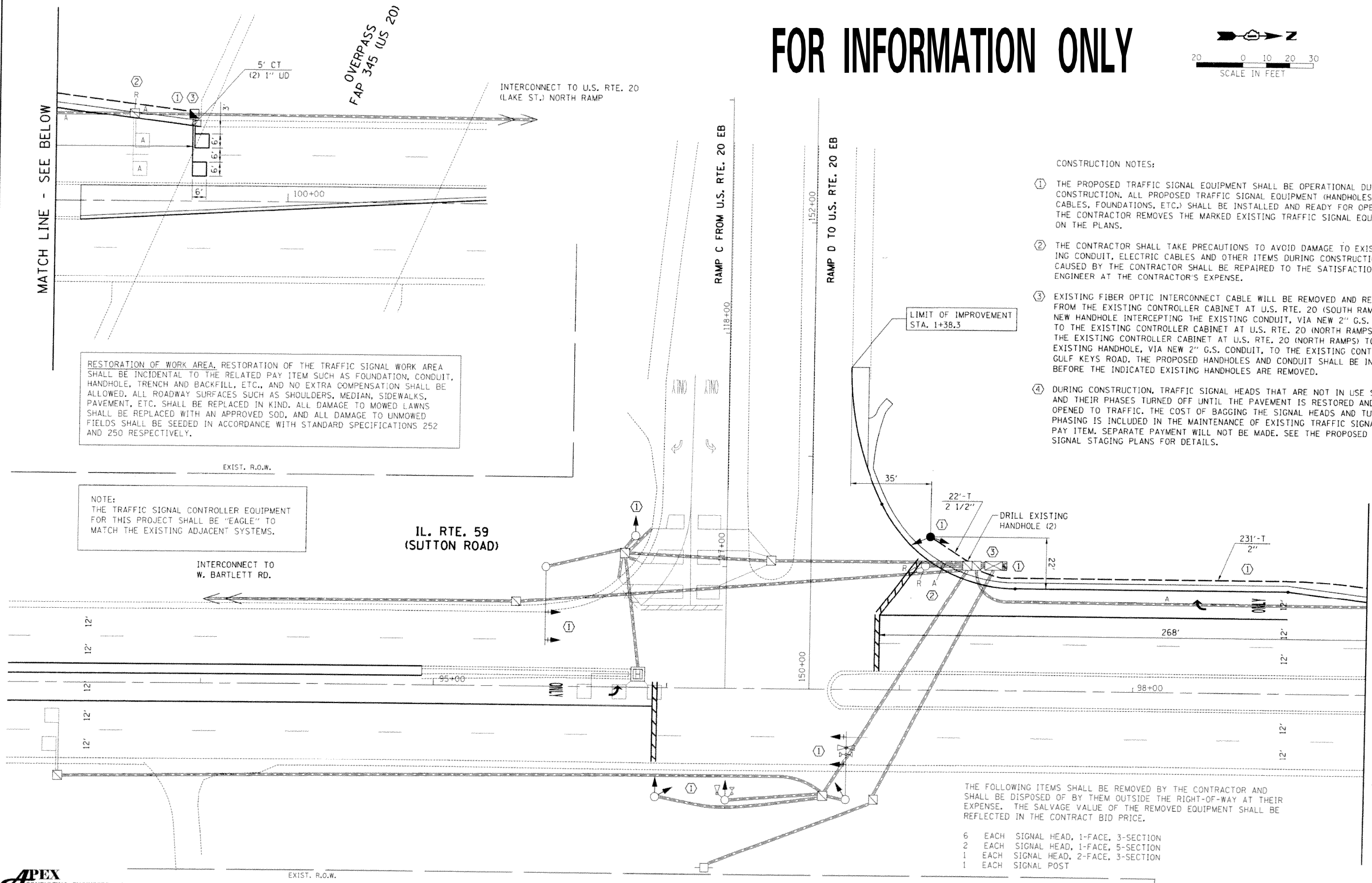
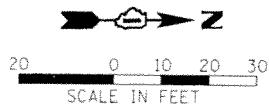
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION
ILLINOIS ROUTE 59 AT
W. BARTLETT ROAD

| REVISIONS | |
|-----------|--------|
| NAME | DATE |
| SDD/PKG | 3-4-92 |
| RKF | 4-5-93 |

GO GANDHI AND ASSOCIATES
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (312) 774-5910

SCALE: 1"=20'
DATE: 4-13-
DRAWN BY: GMH
SHEET 24 OF 60

FOR INFORMATION ONLY



RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEMS.

INTERCONNECT TO
W. BARTLETT RD.

IL. RTE. 59
(SUTTON ROAD)

LIMIT OF IMPROVEMENT
STA. 1+38.3

- CONSTRUCTION NOTES:
- ① THE PROPOSED TRAFFIC SIGNAL EQUIPMENT SHALL BE OPERATIONAL DURING ROADWAY CONSTRUCTION. ALL PROPOSED TRAFFIC SIGNAL EQUIPMENT (HANDHOLES, CONDUIT, CABLES, FOUNDATIONS, ETC.) SHALL BE INSTALLED AND READY FOR OPERATION BEFORE THE CONTRACTOR REMOVES THE MARKED EXISTING TRAFFIC SIGNAL EQUIPMENT SHOWN ON THE PLANS.
 - ② THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGE TO EXISTING REMAINING CONDUIT, ELECTRIC CABLES AND OTHER ITEMS DURING CONSTRUCTION. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
 - ③ EXISTING FIBER OPTIC INTERCONNECT CABLE WILL BE REMOVED AND REINSTALLED FROM THE EXISTING CONTROLLER CABINET AT U.S. RTE. 20 (SOUTH RAMPS) TO THE NEW HANDHOLE INTERCEPTING THE EXISTING CONDUIT, VIA NEW 2" G.S. CONDUIT, TO THE EXISTING CONTROLLER CABINET AT U.S. RTE. 20 (NORTH RAMPS) AND FROM THE EXISTING CONTROLLER CABINET AT U.S. RTE. 20 (NORTH RAMPS) TO THE EXISTING HANDHOLE, VIA NEW 2" G.S. CONDUIT, TO THE EXISTING CONTROLLER AT GULF KEYS ROAD. THE PROPOSED HANDHOLES AND CONDUIT SHALL BE INSTALLED BEFORE THE INDICATED EXISTING HANDHOLES ARE REMOVED.
 - ④ DURING CONSTRUCTION, TRAFFIC SIGNAL HEADS THAT ARE NOT IN USE SHALL BE BAGGED AND THEIR PHASES TURNED OFF UNTIL THE PAVEMENT IS RESTORED AND READY TO BE OPENED TO TRAFFIC. THE COST OF BAGGING THE SIGNAL HEADS AND TURNING OFF THE PHASING IS INCLUDED IN THE MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE. SEE THE PROPOSED TRAFFIC SIGNAL STAGING PLANS FOR DETAILS.

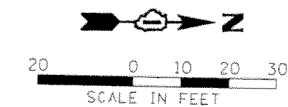
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 6 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 2 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 1 EACH SIGNAL HEAD, 2-FACE, 3-SECTION
- 1 EACH SIGNAL POST

APEX
CONSULTING ENGINEERS, LLC
111 E. Wacker Drive, Suite 520
Chicago, IL 60601

| | | | | | | | | | | | | | | | | |
|---------------------|-----------------------|------------------|-----------|---|--|--|--|---|--|--|--|--------------------|----------|--------|-----------------|--------------|
| FILE NAME #FILE# | USER NAME = wjgrom | DESIGNED - WHI | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | | | | PROPOSED TRAFFIC SIGNAL MODERNIZATION PLAN IL. RTE. 59 AT U.S. RTE. 20 SOUTH RAMPS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | PLOT SCALE = #SCALE# | DRAWN - WHI | REVISED - | | | | | | | | | 338 | 7 HB-K-N | COOK | 82 | 39 |
| | PLOT DATE = 2/22/2011 | CHECKED - DEB | REVISED - | | | | | | | | | CONTRACT NO. 60K62 | | | | |
| | | DATE = 1/10/2011 | REVISED - | | | | | | | | | ILLINOIS FED. A | | | | |
| | | | | SCALE: 1"=20' | | | | SHEET NO. OF SHEETS STA. TO STA. | | | | SHEET 25 OF | | | | |

FOR INFORMATION ONLY

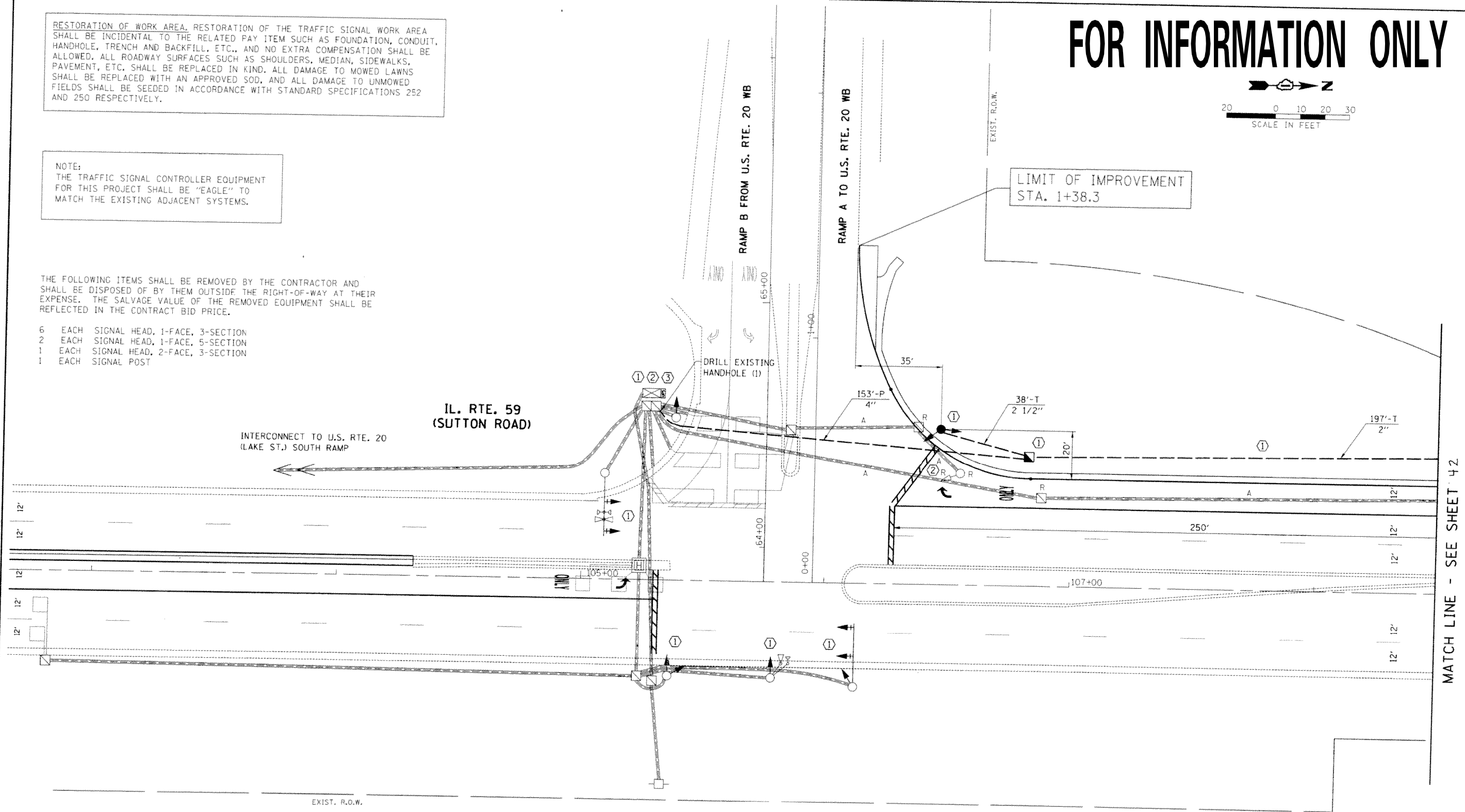


RESTORATION OF WORK AREA, RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEMS.

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

- 6 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 2 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 1 EACH SIGNAL HEAD, 2-FACE, 3-SECTION
- 1 EACH SIGNAL POST



CONSTRUCTION NOTES:

- ① THE PROPOSED TRAFFIC SIGNAL EQUIPMENT SHALL BE OPERATIONAL DURING ROADWAY CONSTRUCTION. ALL PROPOSED TRAFFIC SIGNAL EQUIPMENT (HANDHOLES, CONDUIT, CABLES, FOUNDATIONS, ETC.) SHALL BE INSTALLED AND READY FOR OPERATION BEFORE THE CONTRACTOR REMOVES THE MARKED EXISTING TRAFFIC SIGNAL EQUIPMENT SHOWN ON THE PLANS.
- ② THE CONTRACTOR SHALL TAKE PRECAUTIONS TO AVOID DAMAGE TO EXISTING REMAINING CONDUIT, ELECTRIC CABLES AND OTHER ITEMS DURING CONSTRUCTION. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- ③ EXISTING FIBER OPTIC INTERCONNECT CABLE WILL BE REMOVED AND REINSTALLED FROM THE EXISTING CONTROLLER CABINET AT U.S. RTE. 20 (SOUTH RAMPS) TO THE NEW HANDHOLE INTERCEPTING THE EXISTING CONDUIT, VIA NEW 2" G.S. CONDUIT, TO THE EXISTING CONTROLLER CABINET AT U.S. RTE. 20 (NORTH RAMPS) AND FROM THE EXISTING CONTROLLER CABINET AT U.S. RTE. 20 (NORTH RAMPS) TO THE EXISTING HANDHOLE, VIA NEW 2" G.S. CONDUIT, TO THE EXISTING CONTROLLER AT GULF KEYS ROAD. THE PROPOSED HANDHOLES AND CONDUIT SHALL BE INSTALLED BEFORE THE INDICATED EXISTING HANDHOLES ARE REMOVED.
- ④ DURING CONSTRUCTION, TRAFFIC SIGNAL HEADS THAT ARE NOT IN USE SHALL BE BAGGED AND THEIR PHASES TURNED OFF UNTIL THE PAVEMENT IS RESTORED AND READY TO BE OPENED TO TRAFFIC. THE COST OF BAGGING THE SIGNAL HEADS AND TURNING OFF THE PHASING IS INCLUDED IN THE MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE. SEE THE PROPOSED TRAFFIC SIGNAL STAGING PLANS FOR DETAILS.

APEX
CONSULTING ENGINEERS, LLC
111 E. Wacker Drive, Suite 520
Chicago, IL 60601

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

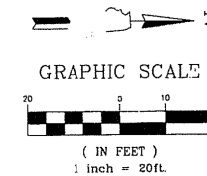
PROPOSED TRAFFIC SIGNAL MODERNIZATION PLAN
IL. RTE. 59 AT U.S. RTE. 20 NORTH RAMPS

| | | | | | | | | | | | | |
|-----------------------|---------------------|------------------|-----------|---|---|---------------|----------------------------------|-----------------|------------------|-------------|-----------------|--------------|
| FILE NAME = | USER NAME = wrightm | DESIGNED - WHI | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PROPOSED TRAFFIC SIGNAL MODERNIZATION PLAN IL. RTE. 59 AT U.S. RTE. 20 NORTH RAMPS | SCALE: 1"=20' | SHEET NO. OF SHEETS STA. TO STA. | F.A.P. RTE. 338 | SECTION 7 HB-K-N | COUNTY COOK | TOTAL SHEETS 82 | SHEET NO. 41 |
| #FILE# | | DRAWN - WHI | REVISED - | | | | | | | | | |
| PLOT SCALE = #SCALE# | | CHECKED - DEB | REVISED - | | | | | | | | | |
| PLOT DATE = 2/22/2011 | | DATE - 1/10/2011 | REVISED - | | | | | | | | | |

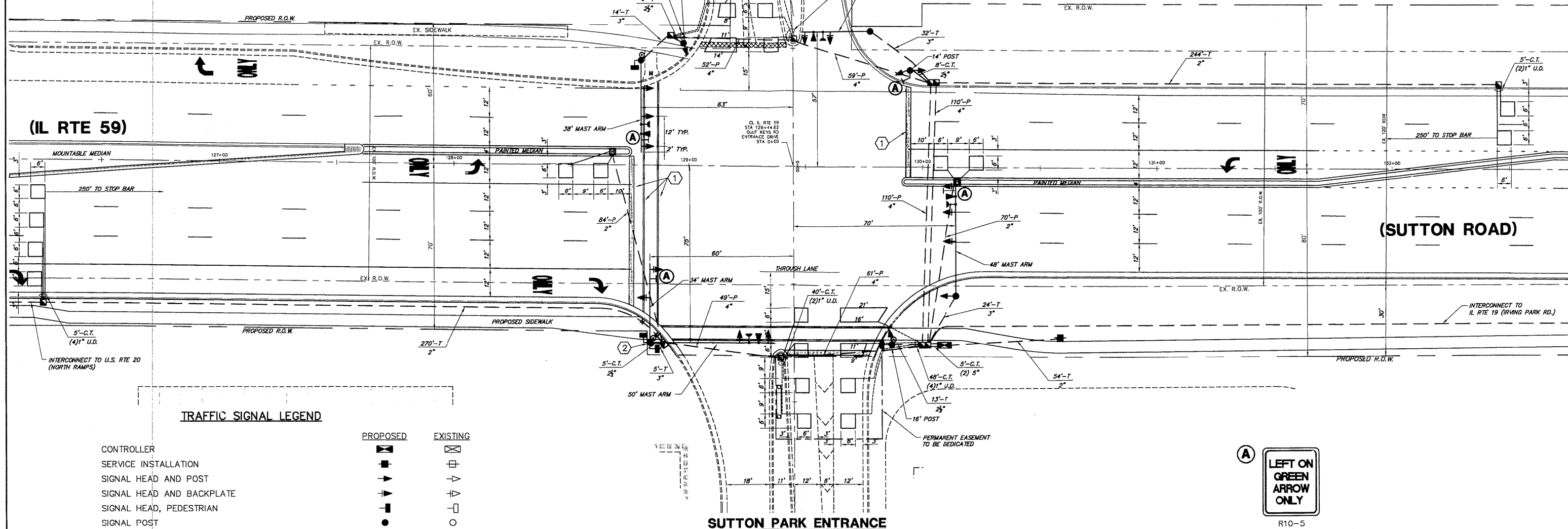
ILLINOIS FED. AID

FOR INFORMATION ONLY

GULF KEYS ROAD



| F.A.U. R.T.E. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|----------------------------------|---------|--------|-----------------|--------------|
| 338 | | COOK | 12 | 7 |
| TRAFFIC SIGNAL INSTALLATION PLAN | | | | |
| ILLINOIS | | | | |



TRAFFIC SIGNAL LEGEND

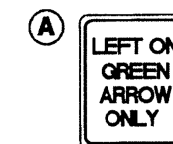
| PROPOSED | EXISTING |
|--|----------|
| CONTROLLER | |
| SERVICE INSTALLATION | |
| SIGNAL HEAD AND POST | |
| SIGNAL HEAD AND BACKPLATE | |
| SIGNAL HEAD, PEDESTRIAN | |
| SIGNAL POST | |
| MAST ARM ASSEMBLY AND POLE, STEEL | |
| MAST ARM ASSEMBLY AND POLE, ALUMINUM | |
| COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE | |
| UNIT DUCT | |
| COMMON TRENCH | |
| HANDHOLE | |
| HEAVY DUTY HANDHOLE | |
| DOUBLE HANDHOLE | |
| G.S. CONDUIT IN TRENCH (T) OR PUSHED (P) | |
| PEDESTRIAN PUSHBUTTON DETECTOR | |
| DETECTOR LOOP | |
| CAST IRON JUNCTION BOX | |
| EMERGENCY VEHICLE SYSTEM DETECTOR | |
| CONFIRMATION BEACON | |
| SIGNAL HEAD OPTICALLY PROGRAMMED | |
| CONDUIT SPLICE | |
| WOOD POLE | |
| RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II | |
| VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE | |
| RAILROAD CONTROL CABINET | |
| TELEPHONE CONNECTION | |
| ILLUMINATED SIGN "NO LEFT TURN" | |
| ILLUMINATED SIGN "NO RIGHT TURN" | |

SUTTON PARK ENTRANCE

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CONSTRUCTION NOTES:

- THE CONTRACTOR SHALL INSTALL THE THERMOPLASTIC STOP BARS AND CROSSWALK ON IL. RTE. 59 (SUTTON ROAD) AT THE TIME OF THE TRAFFIC SIGNAL TURN-ON. ALL OTHER PAVEMENT MARKINGS SHALL BE INSTALLED PRIOR TO THE TRAFFIC SIGNAL TURN-ON.
- THE TYPE E CONCRETE FOUNDATION FOR THE DUAL MAST ARM ASSEMBLY SHALL BE FIELD LOCATED AND VERIFIED BY THE RESIDENT ENGINEER. FOR UTILITY CONFLICTS, THE REQUIRED OFFSET FROM THE BACK OF CURB AND THE CORRECT SIGNAL HEAD LOCATIONS PRIOR TO THE CONTRACTOR ORDER FOR THE DUAL MAST ARM ASSEMBLY.



R10-5
24"x30" (600mm x 750mm)
(TYPICAL) SIGN PANEL TYPE 1
(4 REQUIRED)

Restoration of Work Area. Restoration of the traffic signal work area shall be incidental to the related pay items such as foundation, conduit, handhole, trench and backfill, etc., and no extra compensation shall be allowed. All roadway surfaces such as shoulders, medians, sidewalks, pavement, etc. shall be replaced in kind. All damage to mowed lawns shall be replaced with an approved sod, and all damage to unmowed fields shall be seeded in accordance with Standard Specifications 252 and 250 respectively.

GEWALT HAMILTON
ASSOCIATES, INC.

Consulting Engineers & Surveyors
850 Forest Edge Drive
Vernon Hills, IL 60061
(847) 478-9700
(847) 478-9701 Fax

| REVISIONS | |
|-----------|------|
| NAME | DATE |
| | |
| | |
| | |
| | |

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL INSTALLATION PLAN
IL RTE 59 (SUTTON ROAD) AT
GULF KEYS ROAD/SUTTON PARK ENTRANCE

SCALE 1"=20'
DATE: 9-10-04

DRAWN BY: LJD
DESIGNED BY: JRD
CHECKED BY: BLS

SHEET 27 OF 60

FOR INFORMATION ONLY

NOTES: 1 THE EXISTING EMERGENCY VEHICLE DETECTOR AND BEACON SHALL BE RELOCATED TO THE NEW MAST ARM SHOWN. PROVIDE NEW CABLES AS PER THE SUMMARY OF QUANTITIES SHOWN.

2 THIS WORK SHALL BE DONE UNDER THE EXISTING ELECTRICAL MAINTENANCE CONTRACT "E M C " IN TIMELY MANNER, AND IN ACCORDANCE WITH ALL APPLICABLE I.D.O.T. "STANDARDS" AND SPECIFICATIONS" PROVIDED.

3 EXISTING TRAFFIC SIGNAL EQUIPMENT TO BE REMOVED.

4 THE PLAN SHOWN IS PART OF AN EXISTING INTERCONNECT SYSTEM. THE EXISTING FIBER OPTIC CABLE SHALL BE PULLED BACK TO THE EXISTING HANDHOLE SHOWN ON THE PLAN AND REINSTALLED IN THE NEW CONDUIT SHOWN, BACK TO THE CONTROLLER.

| ITEM | UNIT | QUANTITY | DESCRIPTION |
|-------|------|----------|---|
| GC8 | FEET | 781.0 | CONDUIT IN GROUND, FROM 1 1/2 TO 2 1/2 in. GALVANIZED STEEL |
| GC9 | FEET | 108.0 | CONDUIT IN GROUND, FROM 3 in. TO 5 in. GALVANIZED STEEL |
| GECT2 | FEET | 820.0 | ELECTRIC CABLE IN CONDUIT, PULL/REMOVE AND RE-INSTALL |
| GFR1 | FEET | 2.0 | FOUNDATION REMOVAL |
| GH5 | EACH | 10 | REMOVE HANDHOLE |
| TE2 | FEET | 185.0 | ELECTRIC CABLE NO. 14 3/C |
| TE3 | FEET | 191.0 | ELECTRIC CABLE NO. 14 5/C |
| TE4 | FEET | 203.0 | ELECTRIC CABLE NO. 14 7/C |
| TE7 | FEET | 414.0 | ELECTRIC CABLE, NO.14 2/C, TWISTED SHIELDED |
| TF1 | FEET | 4.0 | CONCRETE FOUNDATION, TYPE A |
| TF4 | FEET | 15.0 | CONCRETE FOUNDATION, TYPE E, 30 in. DIAMETER |
| TL2 | FEET | 171.0 | DETECTOR LOOP |
| TMA2 | EACH | 10 | STEEL MAST ARM ASSEMBLY AND POLE 30 FT. TO 44 FT. |
| TS#3 | EACH | 10 | SIGNAL HEAD, 1 FACE, 5 SECTION, BRACKET MOUNTED |
| TS#4 | EACH | 10 | SIGNAL HEAD, 1 FACE, 3 SECTION, MAST ARM MOUNTED |
| TS#6 | EACH | 10 | SIGNAL HEAD, 1 FACE, 5 SECTION, MAST ARM MOUNTED |
| TTP2 | EACH | 10 | REMOVE TRAFFIC SIGNAL POST |
| TTP3 | EACH | 10 | REMOVE MAST ARM ASSEMBLY AND POLE |
| GH1 | EACH | 2.0 | HANDHOLE |
| TTP1 | EACH | 10 | TRAFFIC SIGNAL POST, 10FT. TO 18FT. |

ROADWAY IMPROVEMENTS
FOR
ILLINOIS ROUTE 59
EMERALD HILLS SHOPPING CENTER
STA. 446+00 TO STA. 456+00
STREAMWOOD, ILLINOIS

MARCHRIS ENGINEERING, LTD.
CONSULTING ENGINEERS

100 EAST STATE PARKWAY • SCHAUMBURG, IL • 60173 • 347-885-8357

| | |
|--------------------|----------------|
| DESIGN: M.CALDWELL | DRAFTING: V.R. |
|--------------------|----------------|

| | |
|---------------|---------------------|
| SCALE: 1"=20' | DATE: JULY 11, 2001 |
|---------------|---------------------|

TRAFFIC SIGNAL INSTALLATION PLAN

SCALE: 1"=20'

DATE: JULY 11,

DATE: JULY 11, 2001

SHEET 28 OF 60

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAYS SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD AND ALL DAMAGE TO UNMOWED LAWNS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO ADJACENT SYSTEM.

NOT TO BE PLACED PRIOR TO THE PROPOSED TRAFFIC SIGNALS BEING IN PLACE AT THE TIME OF TRAFFIC SIGNAL TURN-ON.

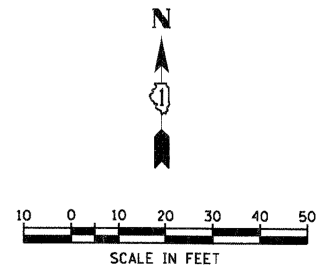
VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE TOMAR OR

MATCHLINE STA 513+50

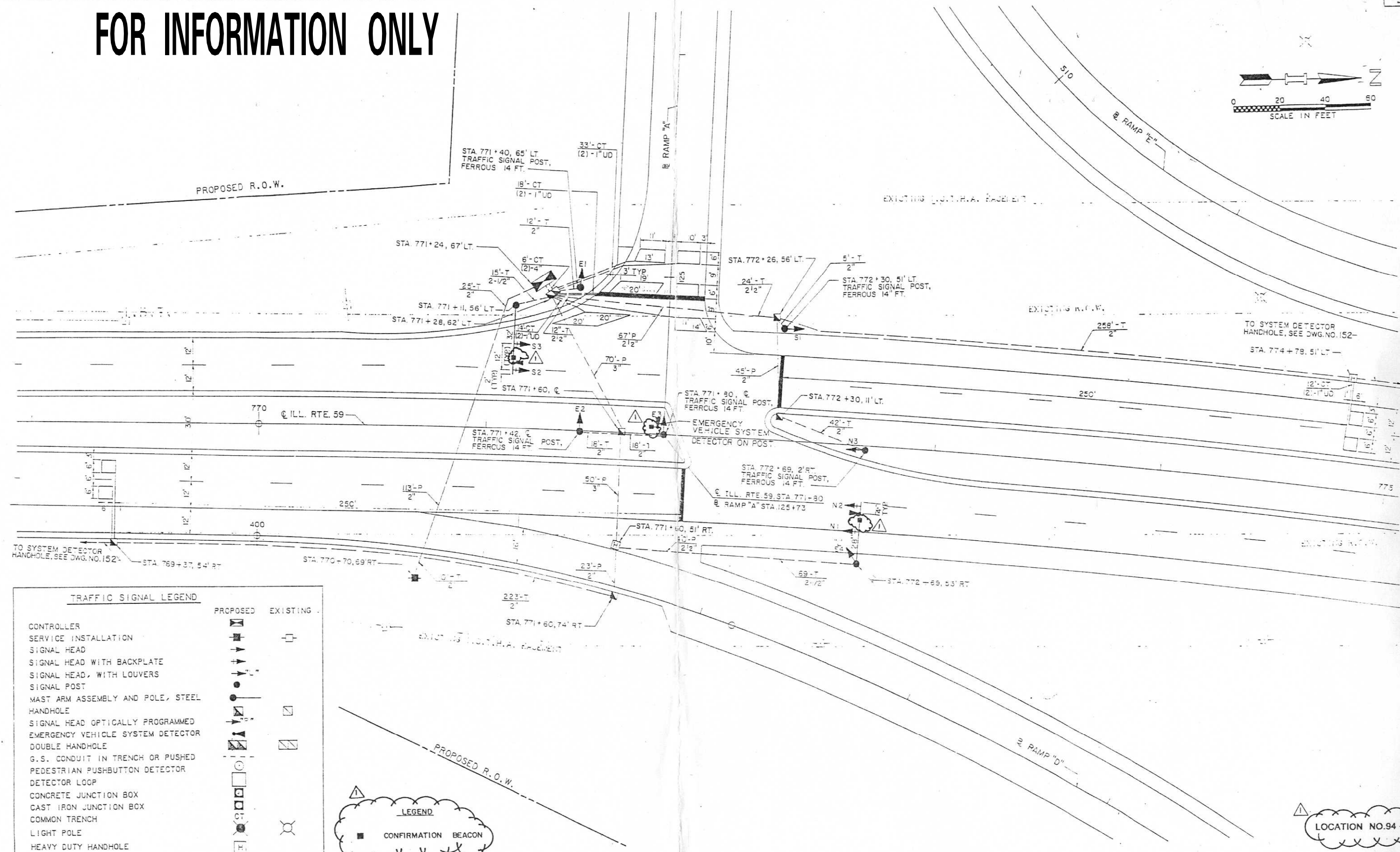
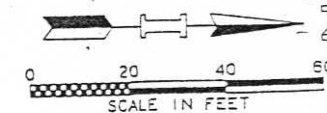
SHOE FACTORY ROAD

MATCHLINE STA 510+50

1. STOP BARS ARE NOT TO BE PLACED PRIOR TO THE PROPOSED TRAFFIC SIGNALS BEING OPERATIONAL. THEY MUST BE IN PLACE AT THE TIME OF TRAFFIC SIGNAL TURN-ON.
2. THE EMERGENCY VEHICLE PREEMPTION EQUIPMENT FOR THIS PROJECT SHALL BE TOMAR OR AN APPROVED EQUAL AS REQUIRED BY THE VILLAGE OF HOFFMAN ESTATES FIRE DEPARTMENT.
3. NEW LED CONFIRMATION BEACONS SHALL BE INSTALLED IN ACCORDANCE WITH THE SPECIFICATIONS FOR EVP AND UNINTERRUPTIBLE POWER SUPPLY SPECIAL. THIS WORK WILL BE INCLUDED IN THE COST FOR UNINTERRUPTIBLE POWER SUPPLY SPECIAL.
4. THE CONCRETE APRON AND EARTH EXCAVATION REQUIRED WILL BE INCLUDED IN THE COST FOR UNINTERRUPTIBLE POWER SUPPLY SPECIAL.



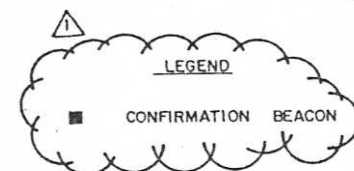
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TRAFFIC SIGNAL LEGEND

CONTROLLER
SERVICE INSTALLATION
SIGNAL HEAD
SIGNAL HEAD WITH BACKPLATE
SIGNAL HEAD, WITH LOUVERS
SIGNAL POST
MAST ARM ASSEMBLY AND POLE, STEEL
HANDHOLE
SIGNAL HEAD OPTICALLY PROGRAMMED
EMERGENCY VEHICLE SYSTEM DETECTOR
DOUBLE HANDHOLE
G.S. CONDUIT IN TRENCH OR PUSHED
PEDESTRIAN PUSHBUTTON DETECTOR
DETECTOR LOOP
CONCRETE JUNCTION BOX
CAST IRON JUNCTION BOX
COMMON TRENCH
LIGHT POLE
HEAVY DUTY HANDHOLE

PROPOSED
EXISTING



LOCATION NO. 94 - IDOT

DRAWN: MWP

DATE: 10/26/90

CNTB

HOWARD NEEDLES TAMMEN & BERGENDOFF
ARCHITECTS ENGINEERS PLANNERS



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
EAST-WEST TOLLWAY AND MIDWEST ROAD
OAK BROOK, ILLINOIS 60521

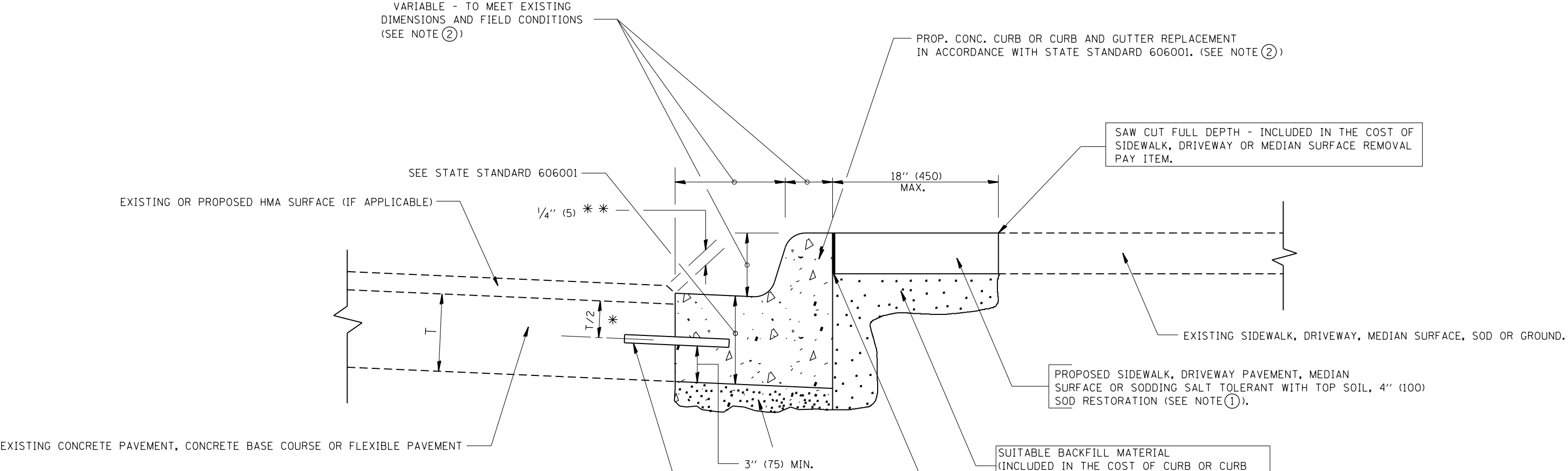
| REVISIONS | | |
|-----------|--------|---------------------|
| NO. | DATE | DESCRIPTION |
| 1 | 7-9-93 | CIVILTECH ENG. INC. |

CONTRACT MIP-90-455

TRAFFIC SIGNAL PLAN 74-7
ILL. RTE. 59 & NW TOLLWAY RAMP "A"

DRAWING NO.

148 OF 380



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

| | | | | | | | | | | | | |
|--|------------------------------|----------------------|-----------------------------|---|--|-------------------------|------|------------------|----------------|---|--------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - A. HOUSEH | REVISED - R. SHAH 10-03-96 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\1\1084EBID\INTEG\illinois.gov\PWIDOT\Documents\100T Offices\District 1\Projects\12811\Drawings\Design\DistStd.dgn | | | REVISED - A. ABBAS 03-21-97 | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 31 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - M. GOMEZ 01-22-01 | | | | | BD600-06 (BD-24) | | CONTRACT NO. 60W43 | | |
| | PLOT DATE = 10/26/2016 | DATE - 03-11-94 | REVISED - R. BORO 12-15-09 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | |

FABRICATION GENERAL NOTES

MATERIALS:

- 1.EPOXY COATED DOWEL BARS USED SHALL COMPLY WITH ASTM A 615 GRADE 60.
- 2.ALL EMBEDDED LIFTING HARDWARE USED SHALL BE GALVANIZED.

A.FOR LIFTING INSERTS, INSTALLATION SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATION INCLUDING MINIMUM EDGE DISTANCE AND SPACING REQUIREMENTS. UNLESS THE CONTRACTOR AND FABRICATOR WILL BE USING A LIFTING BEAM OR ROLLING SHEAVE TO ENSURE THAT EACH OF THE FOUR INSERTS WILL SHARE THE LOAD EQUALLY, TWO OF THE FOUR INSERTS MUST BE CAPABLE OF CARRYING THE TOTAL LOAD WITH A 4:1 SAFETY FACTOR WHILE ADJUSTING FOR THE ANGLE OF THE CABLES AND THE STRENGTH OF THE CONCRETE OVER TIME. THE INSERT SHOULD BE RECESSED A MINIMUM OF 1½" UNLESS THE SLAB IS TO BE OVERLAID IMMEDIATELY AFTER PLACEMENT. THE INSERT SHALL LEAVE A MAXIMUM 1¼" DIAMETER THREADED HOLE TO BE GROUTED AFTER SLAB INSTALLATION. IF THE INSERT IS INSTALLED WITH A FULL SLAB PENETRATION, THE LIFTING INSERT CAN BE USED AS A BEDDING GROUT PORT AT THE CONTRACTOR'S DISCRETION.

B.FOR LIFTING PLATES, INSTALLATION MUST BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AND HAVE A STANDARD 5:1 SAFETY FACTOR FOR LIFTING HARDWARE. UNLESS A LIFTING BEAM IS USED TO SPACE THE FOUR PICK POINTS DIRECTLY ABOVE THE INSERTS, THE LIFTING HARDWARE MUST BE RATED FOR USE WITH CABLES AT AN ANGLE AND TWO OF THE FOUR DEVICES MUST BE CAPABLE OF LIFTING THE FULL LOAD AS WITH THE INSERTS REFERENCED IN THE PREVIOUS NOTE.
- 3.REINFORCEMENT USED SHALL BE EPOXY COATED, IN ACCORDANCE WITH ASTM A706 GRADE 60 AND IN COMPLIANCE WITH ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.
- 4.CONCRETE COVER OVER REINFORCEMENT TO BE MAINTAINED USING WIRE OR THERMOPLASTIC CHAIRS OR SPACERS OR AN APPROVED EQUIVALENT.
- 5.CONCRETE USED SHALL MEET THE FOLLOWING REQUIREMENTS:

A.CONCRETE USED SHALL BE CLASS PC (f'c = 4,500 PSI @ 28 DAYS) IN ACCORDANCE WITH SECTION 1020 OF THE STANDARD SPECIFICATIONS.

B.MINIMUM STRIPPING STRENGTH OF CONCRETE SHALL BE 3,000 PSI.

C.CONCRETE MIX DESIGN TO BE SUBMITTED AND APPROVED PRIOR TO FABRICATION.

D.CURING OF CONCRETE SLABS TO BE IN ACCORDANCE WITH THE SPECIFIED METHODS OF SECTION 1020 OF THE STANDARD SPECIFICATIONS. THE CURING PROCEDURE TO BE USED SHALL BE SUBMITTED AND APPROVED PRIOR TO FABRICATION.

SLAB DESIGN:

- 6.FOR STANDARD SLABS:

A.USE SLAB DIMENSIONS SHOWN ON THE DISTRICT STANDARD DRAWINGS FOR DESIGN SLAB THICKNESS, WIDTH, AND LENGTH. ACTUAL WIDTH TO BE MODIFIED WITH ON-SITE SAW CUTS TO FIT THE OPENING.

B.USE TWO LAYERS OF REINFORCEMENT WITH A MINIMUM STEEL AREA RATIO OF 0.2%.

C.SIZE ANY PREFORMED SLOTS THAT ARE DESIGNED FOR CONSECUTIVE STANDARD SLABS CONSISTENT WITH THE THICKNESS OF THE SLAB SUCH THAT THE BOTTOM OF THE OPENING IS AT LEAST 2½" (±¼") WIDE AND AT LEAST ½" OF GROUT COVER IS PROVIDED UNDER THE DOWEL.
- 7.FOR CUSTOM SLABS:

A.USE SLAB DIMENSIONS SHOWN ON THE DISTRICT STANDARD DRAWINGS FOR DESIGN SLAB THICKNESS. LENGTHS AND WIDTHS OF EACH CUSTOM SLAB SHALL BE ACCURATE DIMENSIONS BASED ON FIELD SURVEY DATA COLLECTED BY THE CONTRACTOR TO DEVELOP WORKING DRAWINGS FOR THE SLAB. MINIMUM AND MAXIMUM DIMENSIONS FOR LENGTHS AND WIDTHS ARE NOTED ON THE STANDARD DRAWINGS.

B.FOR ANY CUSTOM SLAB FABRICATED TO REPLACE EXISTING WARPED PAVEMENT AT AN ISOLATED LOCATION, THE CUSTOM SLAB SHALL BE FABRICATED ON A SINGLE PLANE. THE SLAB THICKNESS OR BEDDING MATERIAL SHALL BE ADJUSTED TO ALLOW FOR THE ELEVATION OF ALL FOUR (4) CORNERS OF THE CUSTOM SLAB TO BE FLUSH OR HIGHER THAN THE EXISTING OR ADJOINING PAVEMENT WHEN INSTALLED. THE SURFACE OF ALL CUSTOM SLABS REPLACING WARPED PAVEMENT SHALL RECEIVE A COMPLETE PROFILE DIAMOND GRIND AFTER INSTALLATION AND GROUTING TO PROVIDE A SMOOTH SURFACE AND LEAVE ALL EDGES FLUSH WITH THE ADJOINING PAVEMENTS. THE PROFILE GRINDING OPERATION FOR CUSTOM SLABS REPLACING ANY WARPED PAVEMENTS, ON CURVED RAMPS OR SUPERELEVATED MAINLINE SECTIONS, SHALL BE IN ACCORDANCE WITH CONTRACT SPECIAL PROVISIONS FOR PROFILE DIAMOND GRINDING PRECAST CONCRETE PAVEMENT SLABS AND PAID FOR SEPARATELY. FOR CONSECUTIVELY PLACED CUSTOM SLABS FABRICATED TO REPLACE EXISTING WARPED PAVEMENT, FULL SURVEYS FOR X, Y, AND Z DIMENSIONS SHALL BE TAKEN BY THE CONTRACTOR BEFORE FABRICATION IN ORDER TO MATCH EXISTING GRADES AT ALL CORNERS DURING INSTALLATION.

C.FOR ALL CUSTOM SLABS WITH WIDE OPEN SLOTS, THE DOWEL BARS SHALL BE FULLY RETROFITTED INTO ADJACENT PAVEMENT SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALLATION.

D.FOR ALL CUSTOMS SLABS WITH NARROW ELONGATED PREFORMED DOWEL SLOTS, THE DOWEL BARS SHALL BE SLID INTO PREDRILLED HOLES IN THE ADJACENT PAVEMENT SLABS DURING FIELD INSTALLATION OF THE PRECAST SLAB IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND GENERAL NOTES FOR INSTALLATION.

D.FOR STANDARD SLABS WITH WIDE OPEN SLOTS AND/OR EMBEDDED DOWEL BARS, IT SHALL BE THE CONTRACTOR'S OPTION TO EITHER PRE-INSTALL/EMBED THE DOWEL BARS INTO THE SLABS AT THE PRECAST PLANT AND PARTIALLY RETROFIT THE EMBEDDED DOWELS INTO ADJACENT PAVEMENT SLABS IN THE FIELD, OR TO FULLY RETROFIT THE DOWEL BARS INTO BOTH THE INSTALLED PRECAST SLAB AND ANY ADJACENT SLAB IN THE FIELD DURING PLACEMENT IN ACCORDANCE WITH CONTRACT SPECIFICATIONS AND THE GENERAL NOTES FOR INSTALLATION. THE LOCATIONS AND SPACING OF THE DOWEL BARS IN THE STANDARD SLABS SHALL BE SHOWN ON THE DISTRICT STANDARD DRAWINGS AND WITHIN THE SPECIFIED TOLERANCES FOR ALIGNMENT. FOR DOWEL BAR RETROFITTING WITH STANDARD SLAB INSTALLATION, A STANDARD TEMPLATE SHALL BE USED TO LOCATE THE CUTS AND POSITION THE DOWEL SLOTS CONSISTENTLY.

E.FOR STANDARD ISOLATED SLABS WITH NARROW ELONGATED PREFORMED DOWEL SLOTS, THE CENTERPOINT BETWEEN THE WHEEL PATH SLOTS SHALL BE MARKED.

8. ALL FABRICATED SLABS:

- A.THE MAXIMUM ALLOWABLE JOINT WIDTH CAN NOT BE LESS THAN THE TOTAL OF THE ALLOWABLE SLAB FABRICATION TOLERANCES.
- B.BEDDING GROUT PORT HOLES SHALL BE LOCATED ON TRANSVERSE LINES ACROSS THE SLAB THAT ARE PARALLEL WITH EXISTING TRANSVERSE JOINTS. EACH PORT HOLE SHALL BE EVENLY DISTRIBUTED ON EACH LINE. THE DISTANCE BETWEEN BEDDING GROUT PORT HOLES SHALL NOT EXCEED 4'-0", WITH THE PORT HOLES AT THE END OF THE TRANSVERSE LINES TO BE NO LESS THAN 1'-8" AND NO MORE THAN 3'-0" OFF A LONGITUDINAL JOINT. THE TRANSVERSE LINES FOR PORT HOLES SHALL BE NO MORE THAN 4'-0" APART, AND NO LESS THAN 1'-8" AND NO MORE THAN 2'-6" OFF OF A TRANSVERSE JOINT.
- C.RECESS LIFTING DEVICES 1" MINIMUM BELOW THE SURFACE OF THE SLAB TO ALLOW FOR A MINIMUM GROUT COVER OF 1" ON SLABS THAT WILL NOT BE OVERLAID.

FABRICATION:

9. PREPARE WORKING DRAWINGS THAT SHALL INCLUDE THE FOLLOWING INFORMATION:

- A.SLAB LAYOUT DRAWING FOR TYPICAL STANDARD SLABS AND FOR EACH CUSTOM SLAB TO BE FABRICATED, WITH ACCURATE DIMENSIONS CITED.
- B.REINFORCEMENT SIZES, SPACING, NUMBER OF MATS, AND METHOD OF MAINTAINING CONCRETE COVER.
- C.SIZES AND LOCATIONS FOR EMBEDDED DOWELS, OF DOWEL BARS TO BE RETROFITTED AFTER PLACEMENT OF THE SLAB, AND OF PREFORMED SLOTS AT THE FEMALE END OF STANDARD SLABS FOR CONSECUTIVE PLACEMENT.
- D.SIZE AND LOCATION OF GROUT PORTS, LIFTING ANCHORS, AND GROUT SEAL GASKETS.
- E.COMPRESSIVE STRENGTH AND AIR CONTENT OF CONCRETE.
- F.CONCRETE CURING METHOD TO BE USED.
- G.MARKING LEGEND FOR EACH SLAB TO INDICATE PRECAST MANUFACTURER, AND DATE OF PRODUCTION; AND FOR EACH CUSTOM SLAB TO INCLUDE CONTRACT NUMBER AND MARK NUMBER OF THE SLAB.
- H.WEIGHT OF EACH SLAB.

10. PERFORM A PRE-POUR INSPECTION OF THE FORMS TO CONFIRM THAT THEY ARE ASSEMBLED IN ACCORDANCE WITH THE FOLLOWING TOLERANCES:

| | |
|--|--|
| LENGTH AND WIDTH | ±1/8" |
| DIAGONALS | ±3/16" |
| DOWEL VARIANCE FROM LEVEL, SQUARENESS TO EDGE OF SLAB, AND LOCATION. | ±1/8" |
| EDGE SQUARENESS | -1/8" IN 10" (IN RELATION TO TOP AND BOTTOM SURFACES). |

11. INCLUDE A 1 INCH CHAMFER ALONG ALL BOTTOM EDGES OF SLABS. AND A STONED EDGE TO ALL TOP EDGES OF THE SLAB.

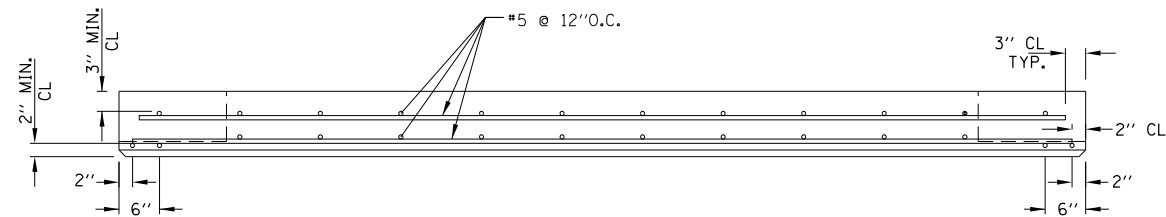
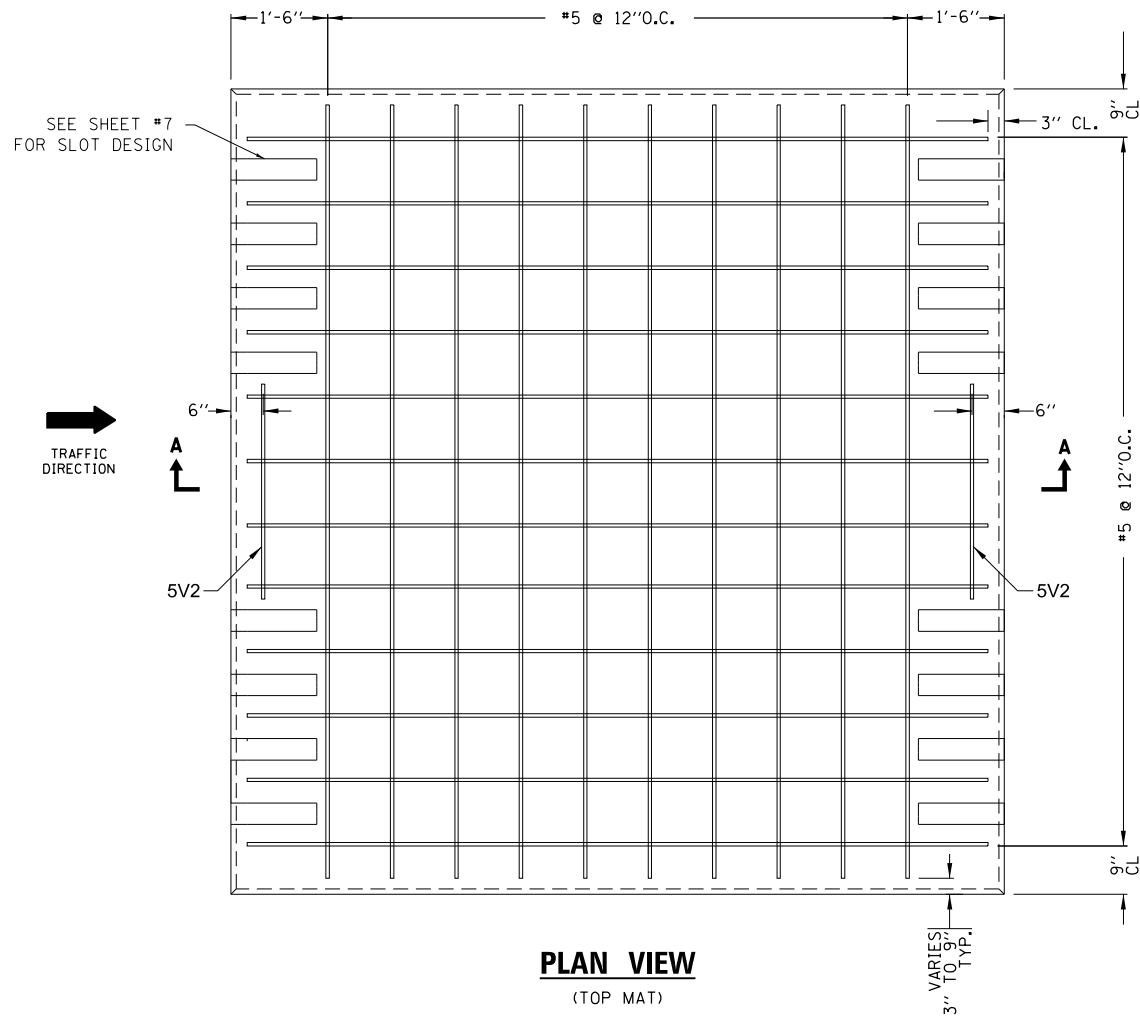
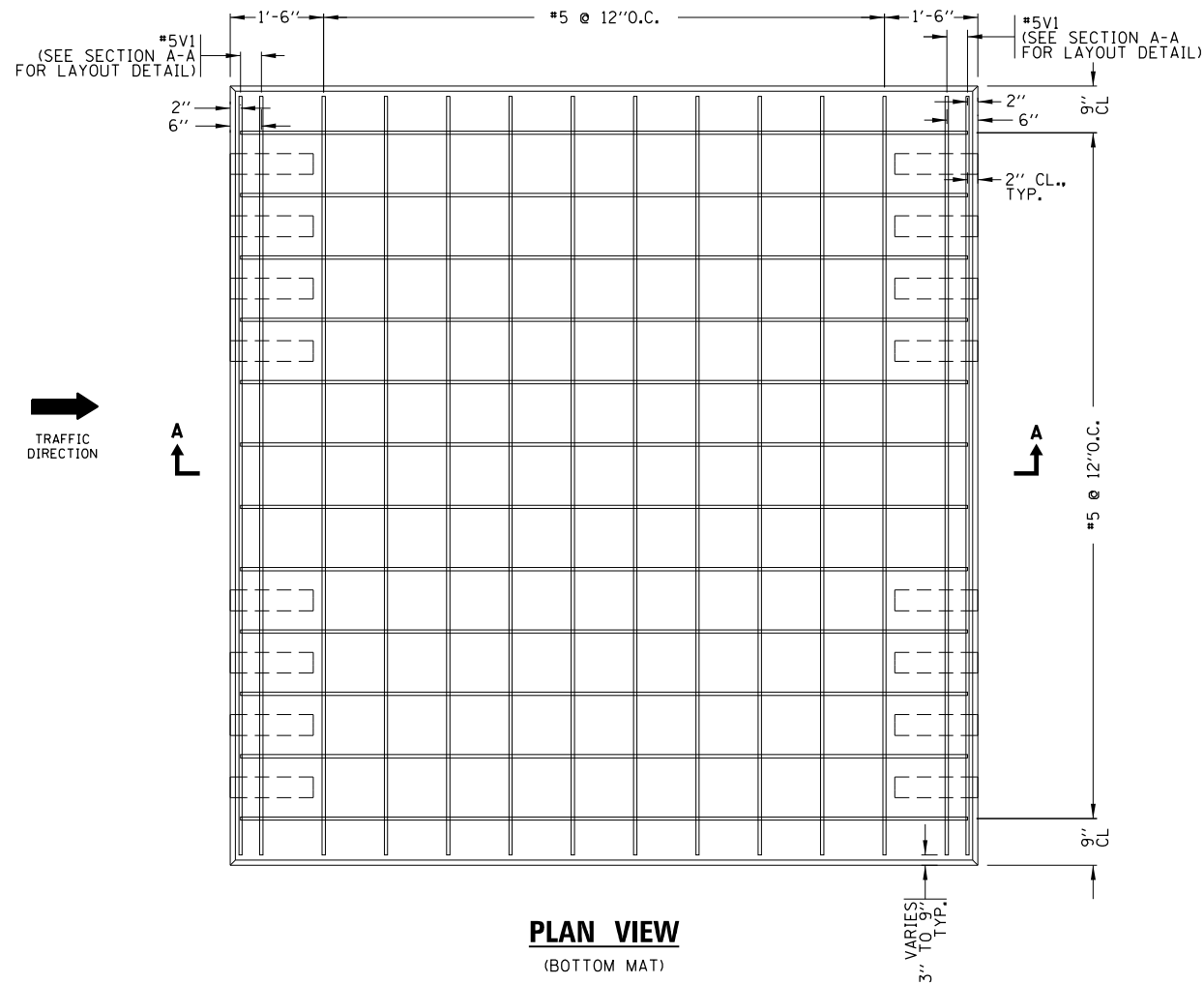
12. THE EXPOSED SURFACES OF ALL PREFORMED SLOTS FOR DOWEL BARS SHALL BE SANDBLASTED.

13. ACCURATELY SCREED TOP OF SLAB TO MEET SURFACE AND THICKNESS TOLERANCES.

14. THE FINAL FINISH SHALL MATCH THE SURROUNDING PAVEMENT WITH EITHER AN ARTIFICIAL TURF DRAG FINISH TO TOP OF SLAB IN ACCORDANCE WITH ARTICLE 420.09(e)(2) OF THE STANDARD SPECIFICATIONS, OR A TINED FINISH IN ACCORDANCE WITH ARTICLE 420.09(e)(1) OF THE STANDARD SPECIFICATIONS.

15. AFTER REMOVAL OF FORMS AND ANY BLOCKOUTS, NO SPALLS OF THE FINISHED SURFACE WILL BE ALLOWED.

| | | | | | | | | | | | | |
|---|---------------------|------------------------------|---------------------|---|---------------------------------|--|--|---|----------------|--------------------|--------------|-----------|
| FILE NAME = pwi\\1L084EBID\INTEG\Illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn Default | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | REVISED - D.G. 9-16 | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 32 |
| | | PLOT SCALE = 100.0000' / in. | CHECKED - | | | | | BD 57 | | CONTRACT NO. 60W43 | | |
| | | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | | | | | SCALE: NONE SHEET 1 OF 19 SHEETS STA. TO STA. | | | | |

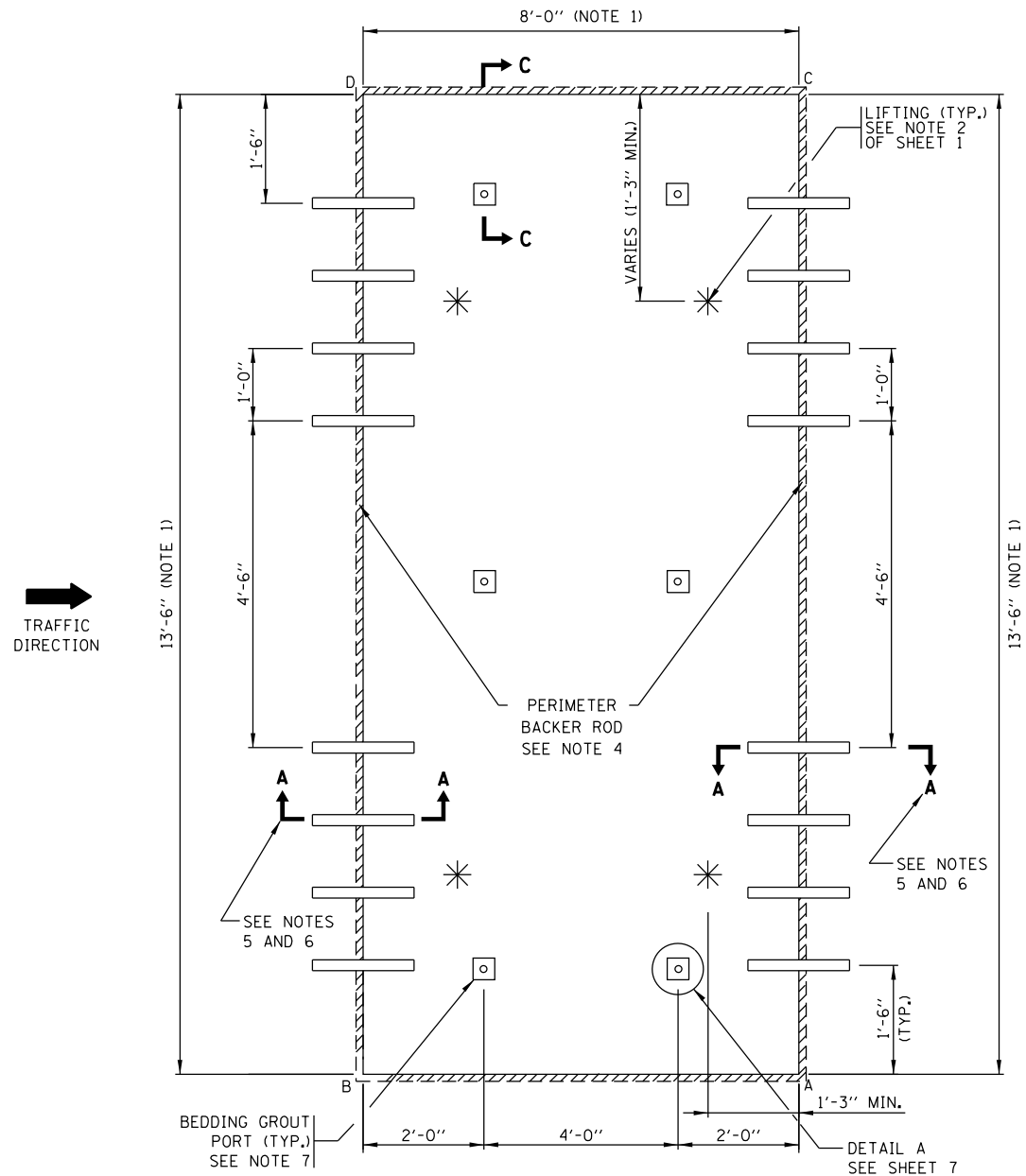


REINFORCEMENT SECTION A-A

ALL BARS ARE TRIM TO FIT #5 BAR
SAW CUTS OFF LONGITUDINAL EDGES SHALL BE NO MORE THAN 6" OFF THE EDGES

STANDARD SLAB TYPICAL REINFORCEMENT DETAIL

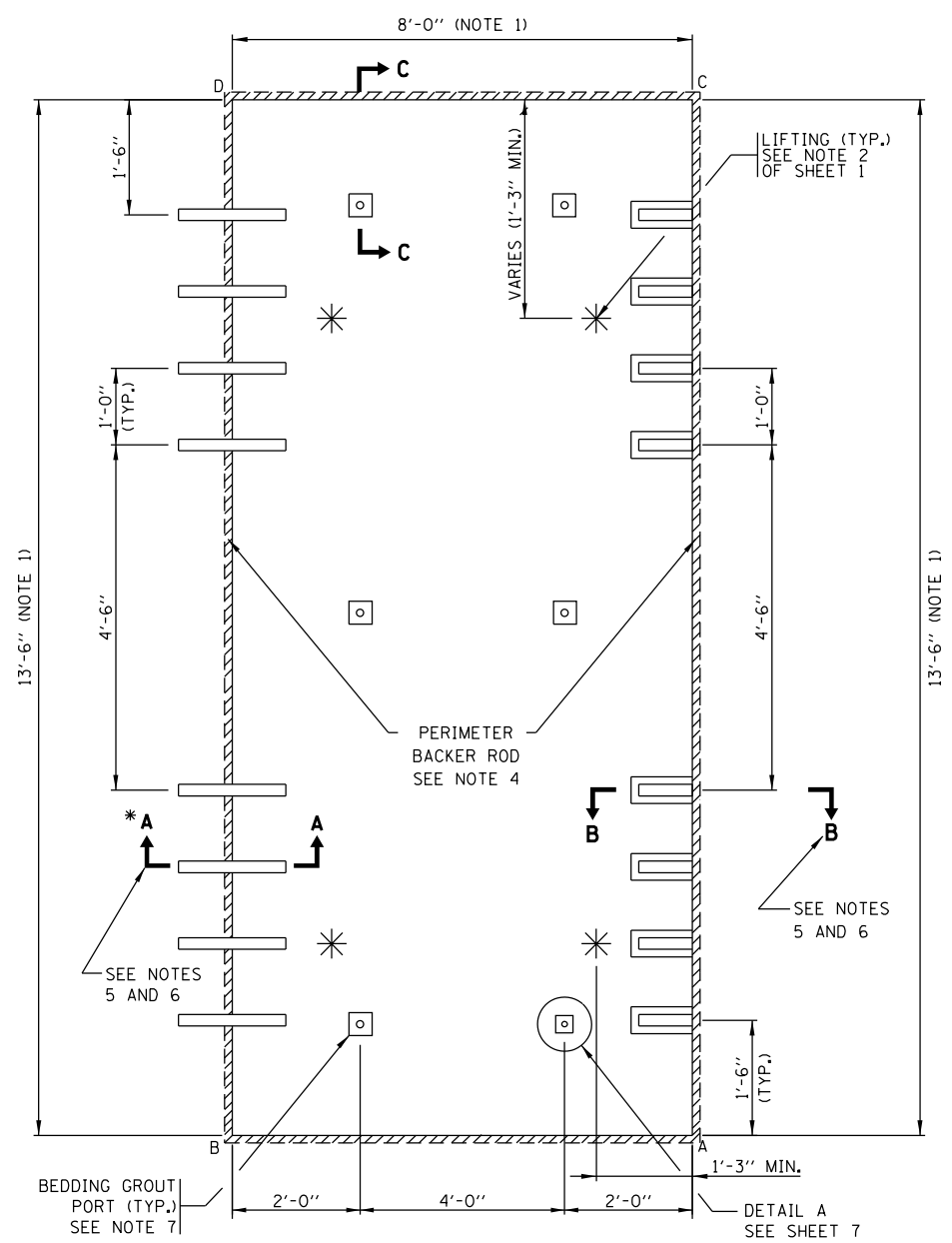
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| | | 10/26/2016 | 10-25-2013 | | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 33 |
| | | | | | | | | | BD 57 | | CONTRACT NO. 60W43 | | |
| | | | | | | | | | ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: NONE | SHEET 2 | OF 19 SHEETS | STA. | TO STA. | | | | |



STANDARD 13'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH EMBEDDED DOWELS FOR PRECUT WIDE MOUTH SLOTS IN ADJACENT PAVEMENT.

NOTES:

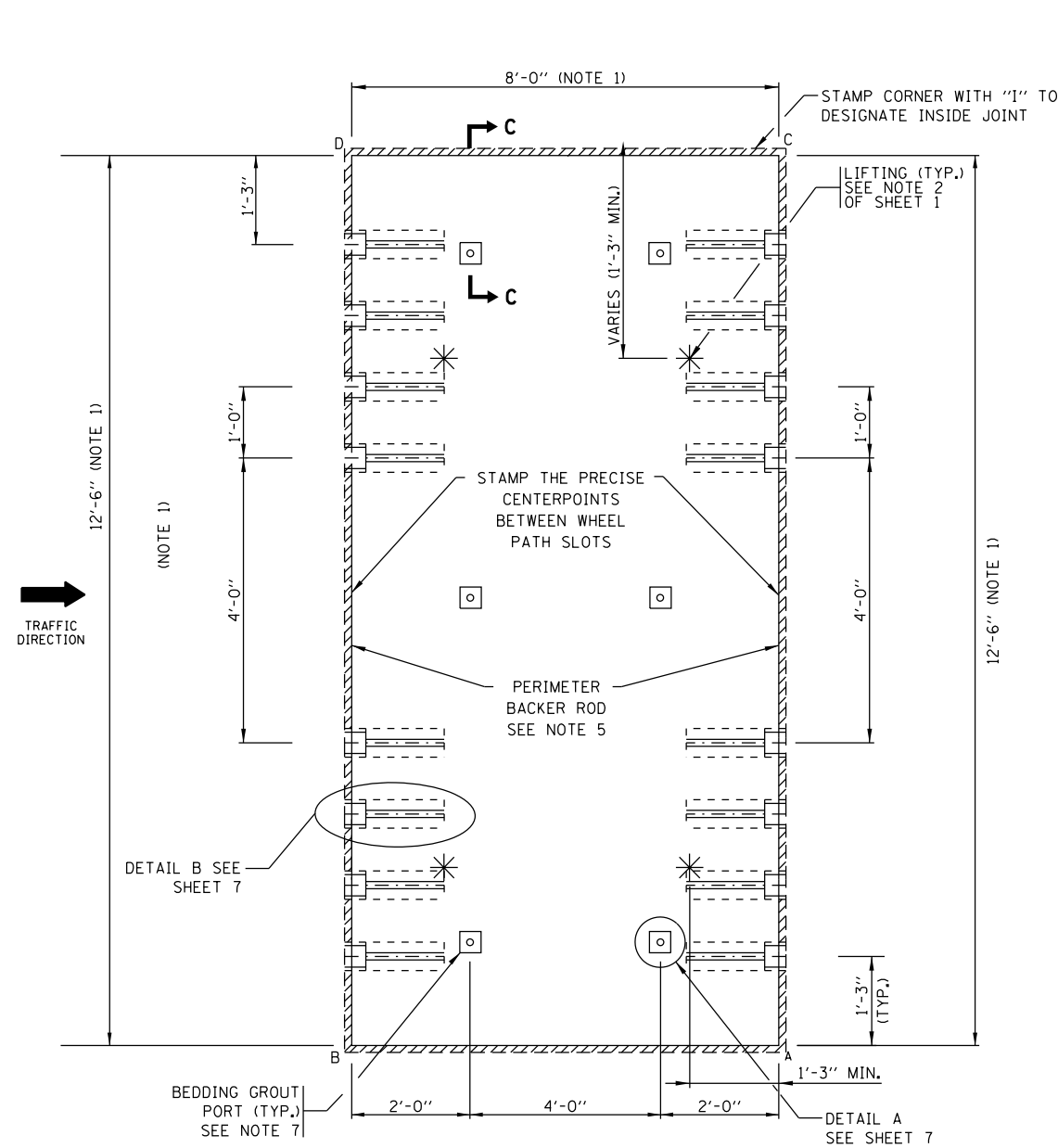
1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS $\pm \frac{1}{8}"$.
2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 13'-6" IN WIDTH AND GREATER THAN 12'-6" IN WIDTH, THE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. SLAB THICKNESS SHALL BE AS INDICATED IN THE PLANS.
4. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED WITH FLOWABLE FILL.
5. SEE SHEET 7 FOR SECTION DETAILS.
6. IT SHALL BE THE CONTRACTOR'S OPTION TO REPLACE ANY EMBEDDED DOWEL BARS OR PREFORMED SLOTS AS SHOWN ON THESE DRAWINGS WITH FULLY RETROFITTED DOWEL BARS FIELD INSTALLED IN ACCORDANCE WITH "DETAIL C" OF SHEET 13. THE CONTRACTOR SHALL USE AN APPROVED TEMPLATE TO LOCATE THE SAW CUTS REQUIRED FOR PROPER SPACING AND RETROFITTING OF THE DOWEL BARS IN ACCORDANCE WITH THESE DRAWINGS. DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSEKUED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
7. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.



STANDARD 13'-6" WIDE PANEL LAYOUT FOR CONSECUTIVE PLACEMENT

* FOR INTERNAL CONSECUTIVE SLABS, PREFORMED SLOTS IN ACCORDANCE WITH SECTION B-B OF SHEET 5 MAY BE USED IN-PLACE OF EMBEDDED DOWELS OR OF FIELD RETROFITTED DOWEL BARS WITH SAWCUT SLOTS. ALL PREFORMED SLOTS MUST BE FILLED BEFORE BEING OPENED TO TRAFFIC.

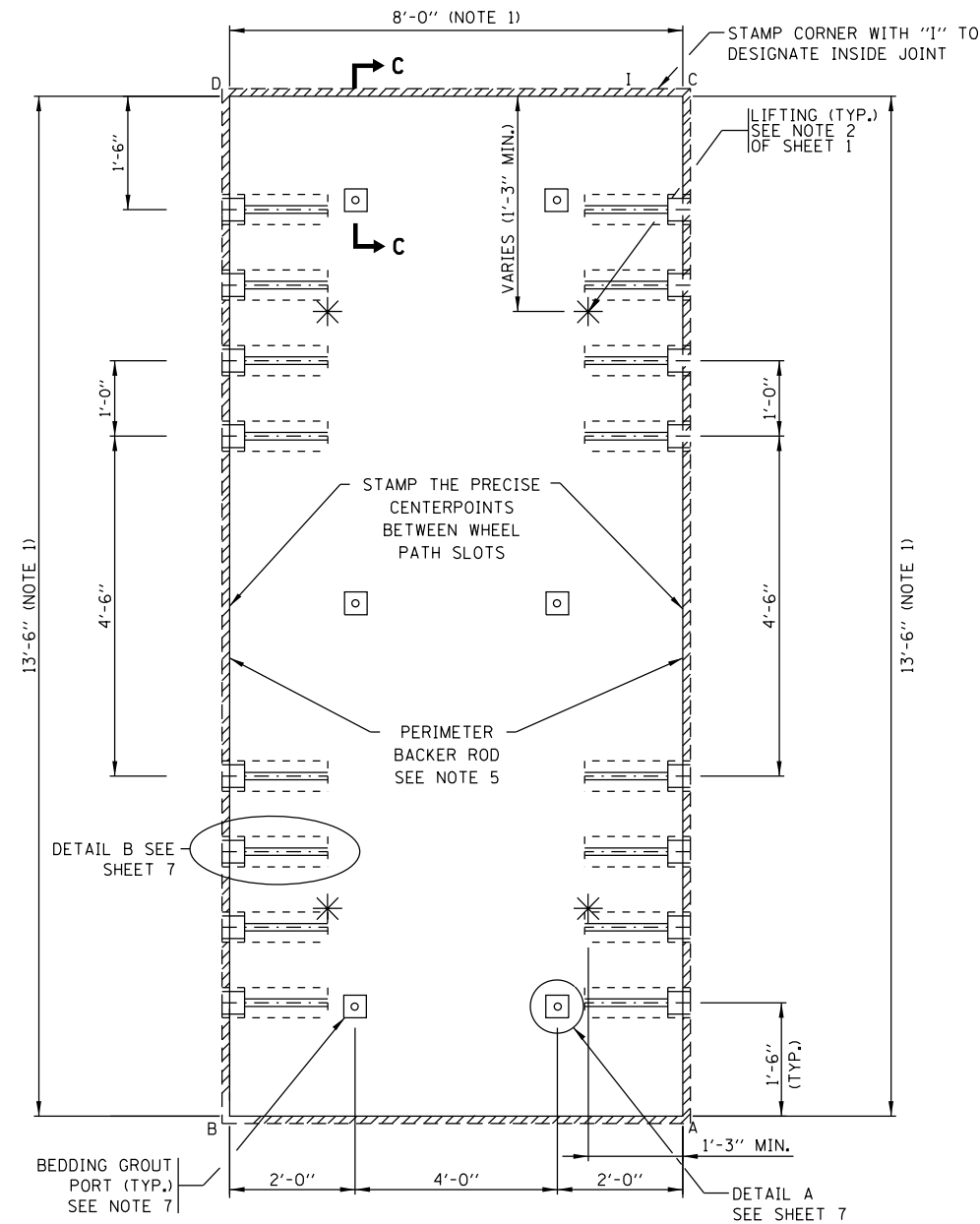
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| p:\1\1084EBIDINTEG\Illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | REVIS | D.G. 9-16 | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 36 | |
| PLOT SCALE = 100.0000' / in. | | CHECKED - | REVISED - | | | BD 57 CONTRACT NO. 60W43 | | | | | |
| Default | | DATE = 10/26/2016 | REVISED - | | | ILLINOIS FED. AID PROJECT | | | | | |
| SCALE: NONE | | | | | | SHEET 5 OF 19 SHEETS STA. TO STA. | | | | | |
| | | | | | | | | | | | |



STANDARD 12'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH NARROW MOUTH PREFORMED DOWEL SLOTS TO ALIGN WITH PREDRILLED HOLES IN ADJACENT PAVEMENT.

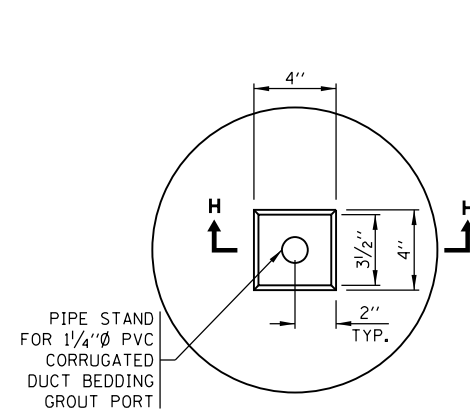
NOTES:

1. THE WIDTH AND LENGTH OF PRODUCED SLABS SHALL BE THE INDICATED DIMENSIONS $\pm 1/8"$.
2. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 12'-6" IN WIDTH AND GREATER THAN 11'-6" IN WIDTH, THE 12'-6" WIDE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
3. FOR MIDDLE LANE SLAB OPENINGS/PATCHES LESS THAN 13'-6" IN WIDTH AND GREATER THAN 12'-6" IN WIDTH, THE 13'-6" WIDE STANDARD PERCAST SLAB CAN BE SAW CUT ON-SITE TO FIT THE OPENING AND TO MAINTAIN ALIGNMENT WITH EXISTING LONGITUDINAL JOINTS. OTHERWISE, THE SLAB PATCH LOCATION MUST BE PRESURVEYED BY THE CONTRACTOR AND THE SLAB FABRICATED AS A CUSTOM SLAB.
4. SLAB THICKNESS SHALL BE AS INDICATED IN THE PLANS.
5. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED WITH FLOWABLE FILL.
6. SEE SHEET 7 FOR SECTION DETAILS.
7. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.

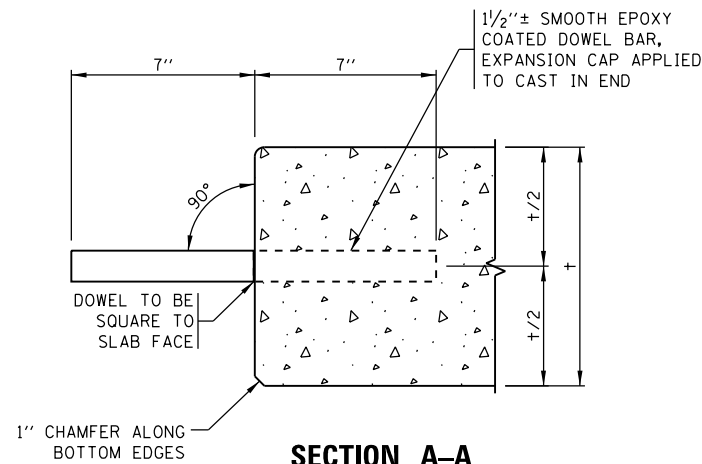


STANDARD 13'-6" WIDE PANEL LAYOUT FOR ISOLATED PLACEMENT WITH NARROW MOUTH PREFORMED DOWEL SLOTS TO ALIGN WITH PREDRILLED HOLES IN ADJACENT PAVEMENT.

| | | | | | | | | | | | | | |
|--|------------------------------|---------------------|---------------------|---|---------------------------------|----------------|--------------------|------|-------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11084EBID\INTEG\Illinois.gov\PI\DOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | DRAWN | REVISED - D.G. 9-16 | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 37 | | | | |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | BD 57 | | CONTRACT NO. 60W43 | | | | | | |
| Default | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |
| | | | | | SCALE: NONE | SHEET 6 | OF 19 SHEETS | STA. | TO STA. | | | | |

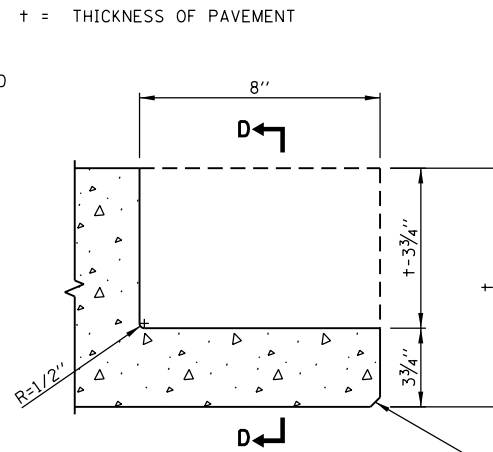


DETAIL A
GROUT PIPE STAND



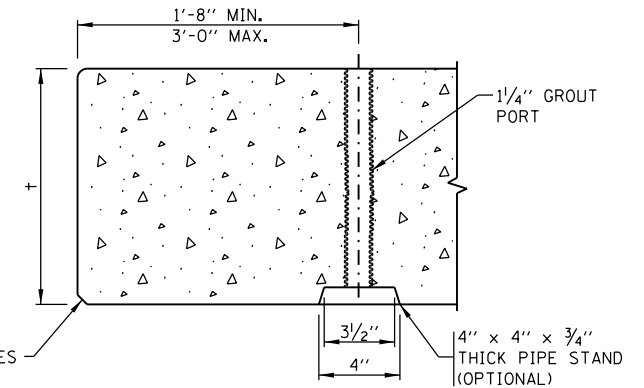
SECTION A-A

TRANSVERSE JOINT-DOWEL BAR (EMBEDDED INTO STANDARD PRECAST PAVEMENT SLAB FOR BOTH ISOLATED AND CONSECUTIVE PLACEMENT-TYP.)



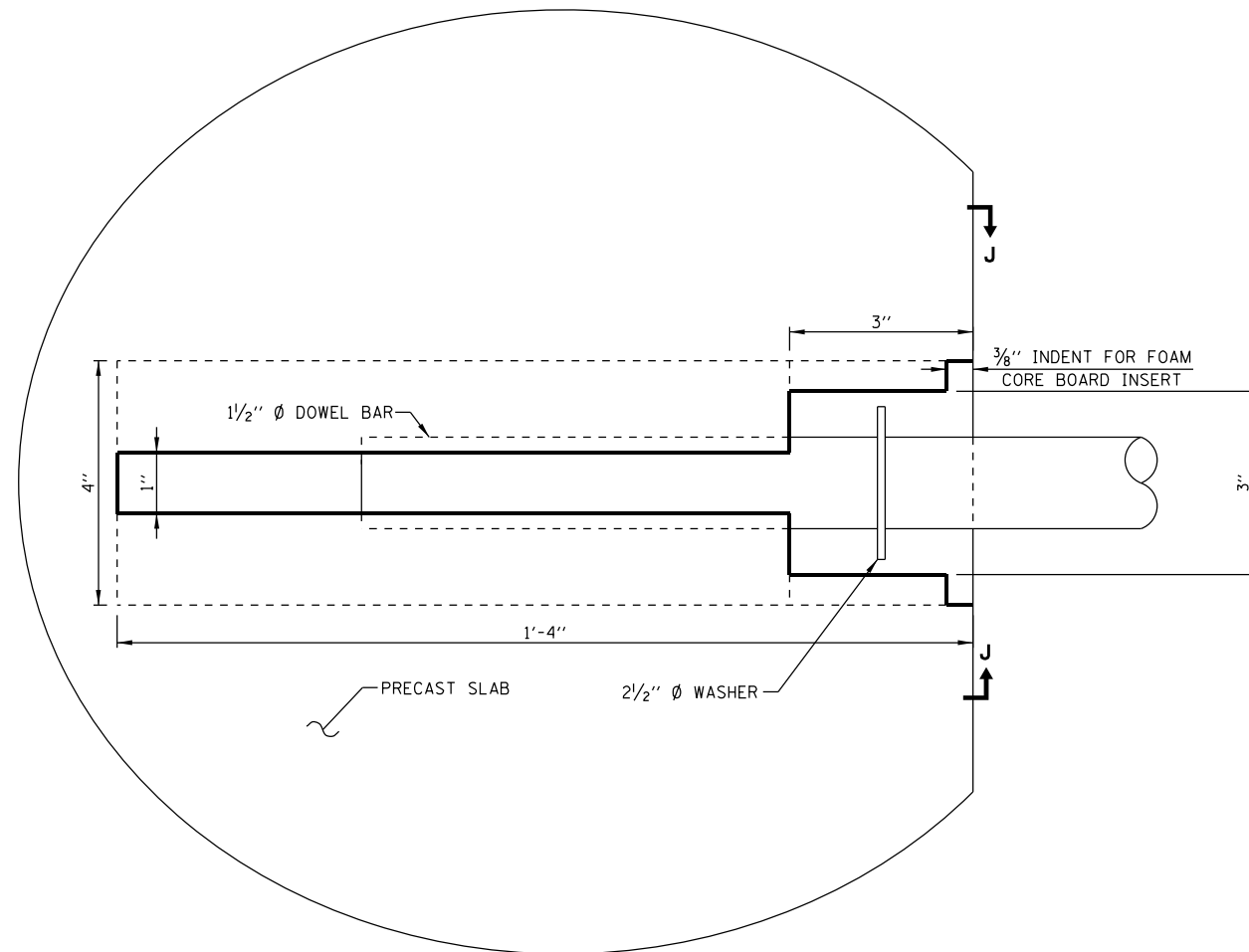
SECTION B-B

TRANSVERSE WIDE MOUTH OPEN SLOT DETAIL FOR CONSECUTIVE STANDARD SLABS



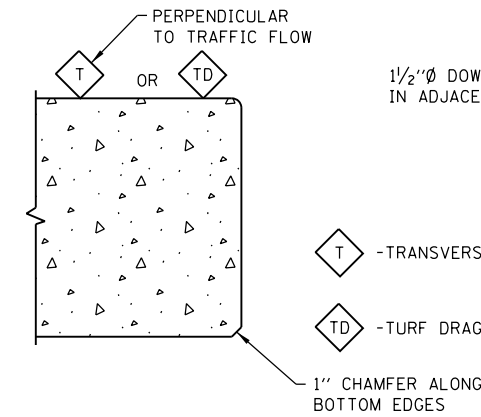
SECTION C-C

GROUT CHANNEL & PORT LOCATION

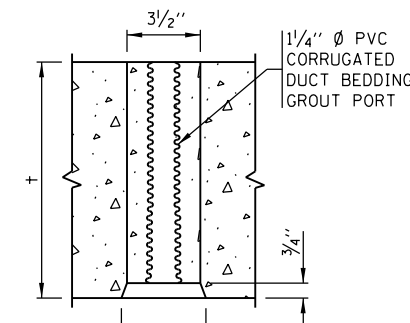


DETAIL B

TRANSVERSE NARROW MOUTH SLOT DETAIL FOR ISOLATED SLABS

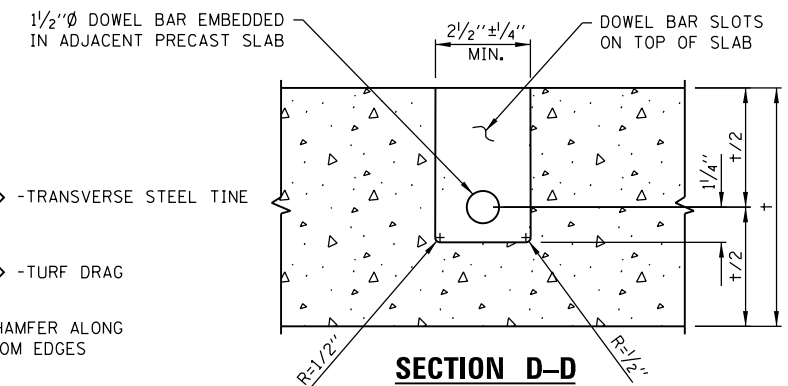


FINISH SCHEDULE



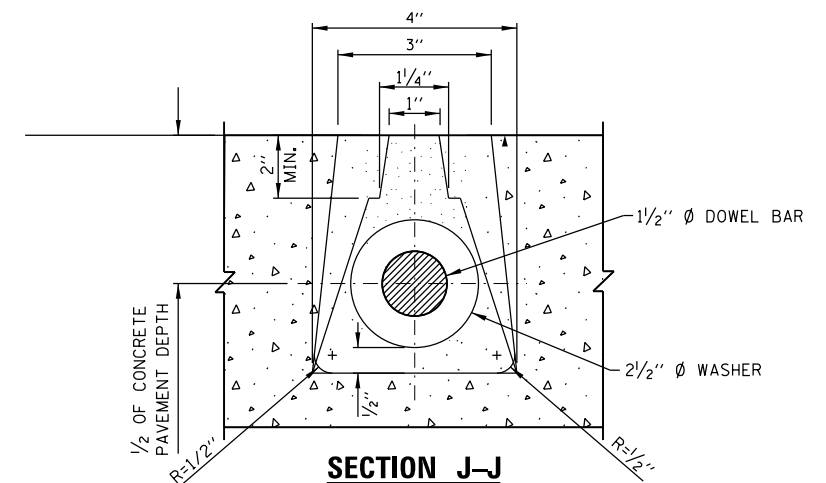
SECTION H-H

PIPE STAND ELEVATION



SECTION D-D

DOWEL BAR SECTION FOR WIDE MOUTH OPEN SLOTS



SECTION J-J

3" TAPER TO 4"x16" LONG DOWEL SLOT

FABRICATION DETAILS

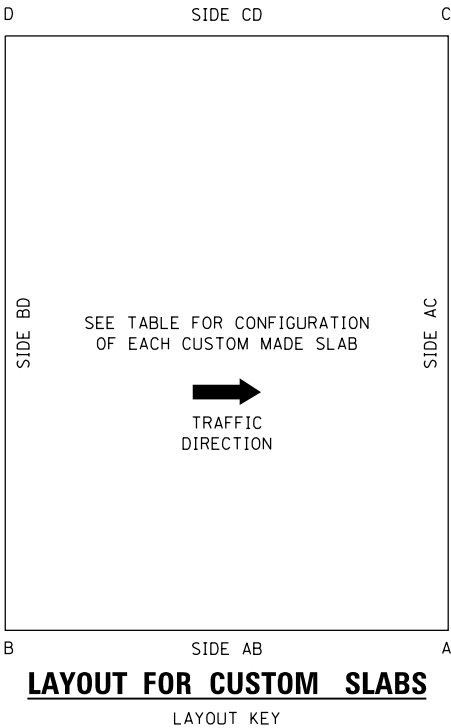
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| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - D.G. 9-16 | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 38 |
| Default | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | | | | BD 57 | | CONTRACT NO. 60W43 | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | SCALE: NONE | SHEET 7 | OF 19 SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

FOR NON STANDARD SLABS, UPON COMPLETION BY THE CONTRACTOR A SLAB LAYOUT WILL BE ADDED WITH SLAB DIMENSIONS TO INCLUDE BUT NOT BE LIMITED TO THE TABLE SHOWN BELOW.

| EXAMPLE | ROUTE | STATION NUMBER | MAINLINE LANE NO. | RAMP ID. | RAMP LANE NO. | MARK NO. | LANE TYPE | VARIABLES (FT.) | | | | AB* SIDE | BD* SIDE | CD* SIDE | AC* SIDE | AREA (SQ.FT.) | VOLUME (CU. FT.) | WEIGHT (TONS) | DIAGONALS (FT.) | |
|---------|-------|----------------|-------------------|----------|---------------|----------|-----------|-----------------|----------|----------|----------|----------|----------|----------|----------|---------------|------------------|---------------|-----------------|----|
| | | | | | | | | AB (FT.) | AC (FT.) | BD (FT.) | CD (FT.) | | | | | | | | AD | BC |
| | | | | | | | | | | | | | | | | | | | | |

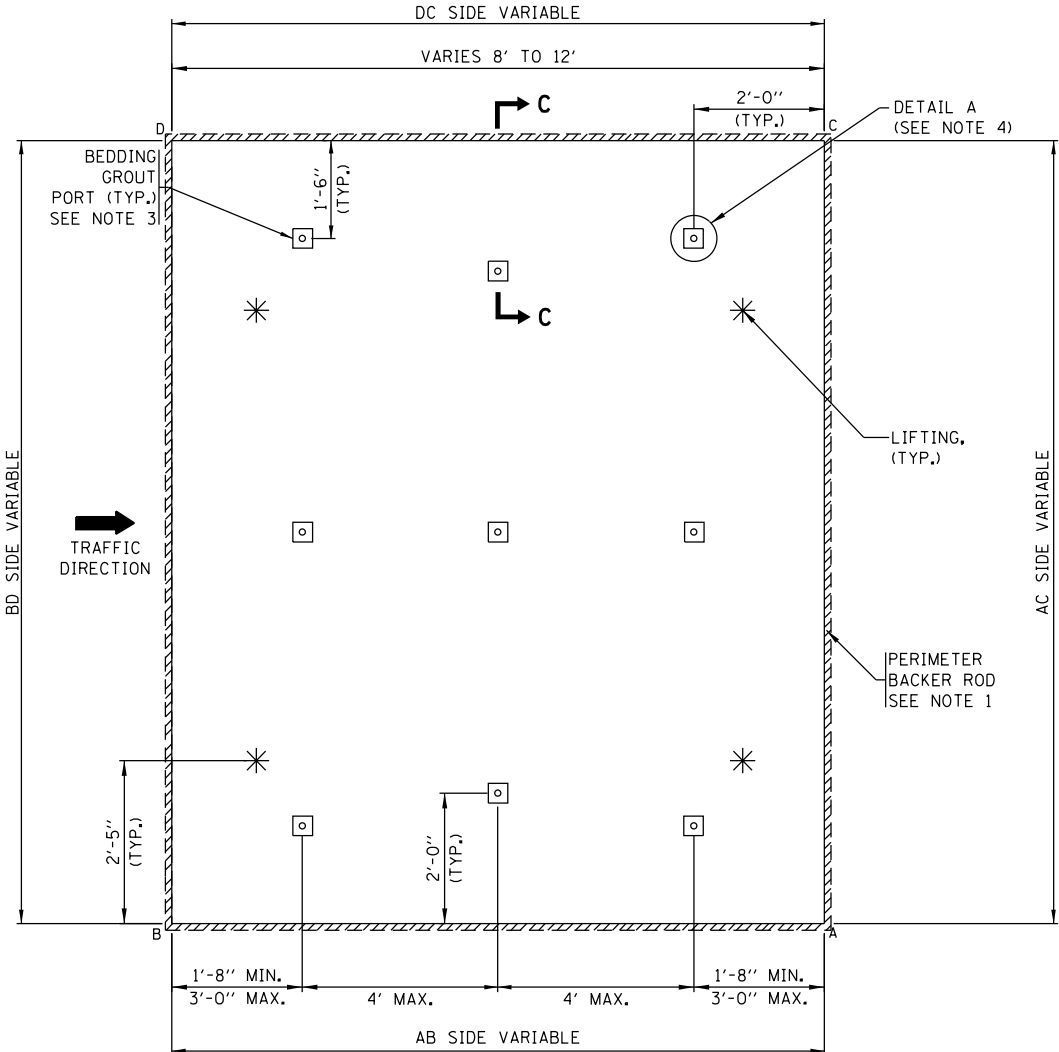
MAINLINE LANE NO.: LANE NO. 1 IS ADJACENT TO MEDIAN SHOULDER.
RAMP LANE NO.: LANE NO. 1 IS ADAJACENT TO INSIDE SHOULDER
MARK NO.: EACH PANEL SHALL BE INDIVIDUALLY MARKED FOR CORRECT PLACEMENT.
LANE TYPE: "OUT" IN THIS COLUMN INDICATES OUTSIDE LANE.
"MID" IN THIS COLUMN INDICATES MIDDLE LANE.
"IN" IN THIS COLUMN INDICATES INSIDE LANE

*LEGEND
DB= DOWEL BAR EMBEDDED
DS= DOWEL SLOT
ST= SLOT OR HOLE FOR STITCHED TIE BAR
RD= FIELD RETROFITTED DOWEL BARS



NOTES:

1. A FOAM BACKER ROD SHALL BE PLACED AROUND THE OUTSIDE PERIMETER OF THE SLAB AT THE BOTTOM OF THE JOINTS BEFORE THE SLAB HAS BEEN SET AND BEFORE BEDDING GROUT OR POLYURETHANE LEVELING FILL IS APPLIED. THE BACKER ROD SHALL NOT BE REQUIRED WHEN ANY SLAB IS LEVELED WITH A FLOWABLE FILL.
2. EITHER SINGLE DIAMOND BLADED SAWS OR DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE THE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSKEWED) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE SPECIFIED TOLERANCES.
3. SEE NOTE 8 ON SHEET 1 FOR LOCATING BEDDING GROUT PORTS.
4. SEE SHEET 7 FOR SECTION DETAILS.



LAYOUT DETAIL FOR CUSTOM
SLABS 8'-12' IN LENGTH
(VARIED WIDTH**)

**FOR TRAPEZOID SLABS MINIMUM WIDTH IS 2 FT. WITH MAXIMUM WIDTH OF 16 FT.

| | | | | | | | | | | | | |
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| FILE NAME = p:\11\084EBIDINTEG\Illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | CHECKED - | REVISED - D.G. 9-16 | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 39 |
| | | PLOT SCALE = 100.0000' / in. | DATE - 10-25-2013 | | | | | BD 57 | | CONTRACT NO. 60W43 | | |
| Default | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | SCALE: NONE | SHEET 8 | OF 19 SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

INSTALLATION GENERAL NOTES

ALIGNMENT:

1. WHEN THE TRANSVERSE JOINTS OF ANY PRECAST SLAB CAN NOT BE ALIGNED WITH TRANSVERSE JOINTS IN ADJACENT LANES, A MINIMUM 2'-0" OFFSET BETWEEN JOINTS SHALL BE PROVIDED.
2. THE LONGITUDINAL JOINT OF ANY ISOLATED OR CONSECUTIVE STANDARD PRECAST SLAB MUST BE ALIGNED TO BE PARALLEL WITH EXISTING LONGITUDINAL JOINTS. NO LONGITUDINAL OFFSETS SHALL BE ALLOWED. THE WIDTH OF ANY OF THE STANDARD PRECAST SLABS SHALL BE SAW CUT ON-SITE TO BE ALIGNED WITH THE EXISTING LONGITUDINAL JOINTS IN ADJACENT LANES OF EXISTING CONCRETE PAVEMENTS. THE WIDTH OF THE PRECAST SLAB SHALL BE NO MORE THAN ½ INCH LESS THAN THE WIDTH OF THE EXISTING SLAB BEING REPLACED. IF A STANDARD SLAB DOES NOT COMPLY WITH TOLERANCES FOR MAXIMUM AND MINIMUM WIDTHS FOR A DESIGNATED LOCATION, THEN A CUSTOM SLAB SHALL BE REQUIRED TO BE PRODUCED AND PLACED.
3. THE TRANSVERSE JOINT OF ANY PRECAST SLAB SHALL BE NO LESS THAN 4'-0" DISTANCE FROM AN EXISTING TRANSVERSE JOINT THAT REMAINS, OR NO LESS THAN 2'-0" DISTANCE PAST ANY EXISTING TRANSVERSE JOINT THAT IS REMOVED AND REPLACED WITH A PRECAST SLAB.
4. PRIOR TO THE PLACEMENT OF AN ISOLATED STANDARD PRECAST SLAB IN A MIDDLE LANE, THE WIDTH BETWEEN EXISTING LONGITUDINAL CONCRETE PAVEMENT JOINTS SHALL BE MEASURED BY THE CONTRACTOR UNDER MAINTENANCE OF TRAFFIC PROVIDED BY THE CONTRACTOR. ONLY APPROXIMATE WIDTHS SHALL BE MEASURED BY AND PROVIDED BY THE DESIGNER FOR BIDDING PURPOSES. THE CONTRACTOR'S WIDTH MEASUREMENTS SHALL BE USED TO DETERMINE THE NEED FOR ANY ON-SITE SAWCUTS OF THE LONGITUDINAL EDGES TO FIT THE OPENING AND TO ALIGN THE SAW CUT EDGE(S) WITH ANY EXISTING LONGITUDINAL JOINTS. THE LONGITUDINAL EDGES OF ANY STANDARD SLAB SHALL NOT BE SAW CUT MORE THAN 6 INCHES OFF THE ORIGINAL EDGE. NO NEW LONGITUDINAL JOINT SHALL BE ALLOWED INSIDE THE EXISTING JOINT BY MORE THAN ¾ INCH. IF THESE TOLERANCES CAN NOT BE MET, THEN A CUSTOM SLAB SHALL BE REQUIRED. FOR ISOLATED STANDARDS SLABS PLACED IN THE OUTSIDE OR INSIDE LANES, THE NEW CONCRETE LONGITUDINAL JOINT SHALL MATCH THE EXISTING JOINT. THE STANDARD PRECAST SLAB MAY EXTEND INTO THE EXISTING HMA SHOULDERS NO MORE THAN 6 INCHES TO ALLOW FOR PROPER ALIGNMENT OF THE CONCRETE JOINTS. THE ONLY ALTERNATIVE TO ON-SITE SAW CUTTING OF ISOLATED STANDARD SIZES PRE-FABRICATED SLABS IS TO DESIGN AND FABRICATE EACH SLAB, TAKING WIDTH MEASUREMENTS AT THE BEGINNING OF A PROJECT AND THEN FABRICATING THE SLAB TO FIT THE SPECIFIC OPENING DIMENSIONS.
5. FOR STANDARD SLAB PLACEMENTS, A TEMPLATE SUPPLIED BY THE PRECAST FABRICATOR SHALL BE USED TO LOCATE THE PERIMETER SAW CUTS FOR THE SLAB. THE TEMPLATE MAY BE USED TO MARK LONGITUDINAL EDGE SAW CUT LOCATIONS ON A PRECAST SLAB TO FIT THE SAME PATCH OPENING THAT THE TEMPLATE WAS USED FOR TO LOCATE A PERIMETER SAW CUT. IF THE SLAB DOWEL BAR IS RETROFITTED OR FABRICATED FOR INSERTED DOWELS, THE TEMPLATE MAY ALSO BE USED FOR THE EMBEDDED /SLOTTED DOWEL BAR LOCATIONS TO BE RETROFITTED OR INSERTED INTO EXISTING PAVEMENT.

LOAD TRANSFER:

6. ACROSS STANDARD SLABS
 - A. THE EMBEDDED DOWEL BARS OF ISOLATED STANDARD PRECAST SLABS SHALL BE RETROFITTED INTO EXISTING CONCRETE PAVEMENT IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).
 - B. THE EMBEDDED DOWEL BARS OF CONSECUTIVE STANDARD SLABS SHALL BE:
 - i) RETROFITTED INTO THE EXISTING CONCRETE PAVEMENT AT THE LOCATION OF THE FIRST SLAB PLACEMENT IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).
 - ii) RETROFITTED INTO THE PREFORMED SLOTS OF ADJACENT PRECAST SLABS IN ACCORDANCE WITH DETAIL E (SEE SHEET 15).
 - iii) EITHER FULLY RETROFITTED INTO THE PREFORMED SLOT OF THE LAST INSTALLED CONSECUTIVE PRECAST SLAB AND THE ADJACENT CONCRETE PAVEMENT IN ACCORDANCE WITH DETAIL F (SEE SHEET 16), OR PARTIALLY RETROFIT AN EMBEDDED DOWEL BAR OF A STANDARD ISOLATED SLAB INTO ADJACENT PAVEMENT AS THE LAST INSTALLED CONSECUTIVE PRECAST SLAB IN ACCORDANCE WITH DETAIL D (SEE SHEET 14).
- C. FOR PRECAST STANDARD SLABS WITH NO EMBEDDED DOWEL BARS AND WITHOUT NARROW MOUTH PREFORMED SLOTS FOR DOWEL INSERTIONS, THE DOWEL BARS SHALL BE FULLY RETROFITTED ACROSS ALL TRANSVERSE JOINTS IN THE FIELD IN ACCORDANCE WITH DETAIL C (SEE SHEET 13). THE LOCATIONS AND SPACING OF ALL FIELD RETROFITTED DOWEL BARS SHALL COMPLY WITH THE SPECIFIED TOLERANCES AS SHOWN ON SHEETS 4 AND 5.

- D. FOR PRECAST STANDARD SLABS WITH LONG AND NARROW MOUTH PREFORMED SLOTS AS SHOWN ON SHEET 6, THE LOCATIONS FOR PREDRILLED HOLES FOR DOWEL BAR INSERTIONS SHALL BE ALIGNED WITH THE PREFORMED SLOTS IN THE SPECIFIC PANEL BEING PLACED. ONLY GANG DRILLS WILL BE USED TO DRILL THE HOLES. THE HOLES SHALL BE PARALLEL TO THE GRADE AND CENTERLINE OF THE PAVEMENT WITH A TOLERANCE OF ⅛ INCH IN 12 INCHES. THE DRILLING OPERATION SHALL NOT CRACK OR SPALL THE PAVEMENT. BEFORE SLAB PLACEMENT, THE DOWEL BARS SHALL BE PLACED WITHIN THE ELONGATED SLOTS AND THE PREDRILLED HOLES THOROUGHLY CLEANED OF DRILLING DEBRIS. AFTER SLAB PLACEMENT, THE DOWEL BARS WILL BE SLID INTO THE PREDRILLED HOLES AND EPOXIED IN ACCORDANCE WITH ARTICLE 442.06 (a)(2) OF THE STANDARD SPECIFICATIONS WITH RETENTION DISKS OR WASHERS PLACED AGAINST THE FACE OF THE SLAB. SEE DETAIL G OF SHEET 17. IMMEDIATELY PRIOR TO FILLING THE PREFORMED SLOT WITH BACKFILL GROUT, THE EXPOSED ENDS OF THE DOWEL BARS SHALL BE CLEANED AND LIGHTLY OILED IN SUCH A MANNER AS TO NOT CONTAMINATE THE SURFACE OF ANY CLEANED SLOT AND THE FOAM CORE BOARD SHALL BE INSERTED AT THE FACE OF THE ADJACENT SLAB.
7. ACROSS CUSTOM MADE SLABS
 - A. THE DOWEL BARS OF CUSTOM DESIGNED PRECAST SLABS PLACED CONSECUTIVELY, PLACED ON WARPED GRADES, OR PLACED ON RAMPS SHALL BE FULLY RETROFITTED ACROSS THE JOINT IN THE FIELD IN ACCORDANCE WITH DETAIL C (SEE SHEET 13). FOR ALL SUCH CUSTOM SLABS, THE DOWELS BETWEEN ANY EXISTING CONCRETE PAVEMENT AND ANY ADJACENT PRECAST SLABS, AND BETWEEN CONSECUTIVELY PLACED CUSTOM PRECAST SLABS SHALL BE 1'-0" ON CENTER ACROSS THE ENTIRE JOINT.
 - B. THE DOWEL BARS OF CUSTOM DESIGNED ISOLATED PRECAST SLABS PLACED ON TANGENT MAINLINE PAVEMENT FOR MID SLAB CRACK REPAIR OR FOR JOINT REPLACEMENT CAN BE EITHER RETROFITTED ACROSS THE JOINT IN ACCORDANCE WITH DETAIL C (SEE SHEET 13), OR FULLY INSERTED INTO THE ADJACENT PAVEMENT IN ACCORDANCE WITH DETAIL G (SEE SHEET 17). THE LOCATIONS AND SPACING OF ALL FIELD RETROFITTED OR FIELD INSERTED DOWEL BARS SHALL COMPLY WITH THE SPECIFIED TOLERANCES AS SHOWN ON SHEETS 4 AND 5. FIELD INSERTION OF DOWEL BARS SHALL BE IN ACCORDANCE WITH NOTE 6(D) ABOVE.
 - C. NO END DOWEL BARS SHALL BE RETROFITTED OR INSERTED WITHIN 8" OR NO MORE THAN 1'-7" FROM THE CORNER OF THE PRECAST SLAB OR ADJOINING CONCRETE PAVEMENT SLAB THAT EXISTS.

LONGITUDINAL TIE BAR STITCHING:

8. THE LOCATIONS OF LONGITUDINAL TIE BARS SHALL BE DETERMINED BASED ON THE CRITERIA THAT LONGITUDINAL TIES SHALL BE REQUIRED FOR ANY CLASS B FULL DEPTH REPAIR AND PRECAST REPAIR GREATER THAN 20 FT. IN LENGTH OR WITH ANY PRECAST REPAIR THAT REQUIRES MORE THAN 3 CONSECUTIVE PRECAST SLABS.
9. THE SPACING BETWEEN TIE BARS SHALL BE NO LESS THAN 24 INCHES. TIE BAR INSERTIONS SHALL BE NO LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR FROM THE LOAD TRANSFER JOINTS OF ANY PLACED PRECAST SLAB OR CAST-IN-PLACE CONCRETE PATCH IN EITHER LANE ADJACENT TO THE LONGITUDINAL JOINT. THE PROCEDURE AND LOCATIONS FOR TIE BAR STITCHING SHALL BE IN ACCORDANCE WITH DETAIL H (SEE SHEET 19).

MATERIALS:

10. FOR GRADE SUPPORTED PRECAST SLABS, THE BEDDING AND UNDERSEALING MATERIAL FOR LEVELING AND SUPPORT SHALL CONSIST OF:
 - A. LEVELING SAND SHALL BE 100% CRUSHED FINE AGGREGATE OF AN FA-6, FA-20, OR FA-21 GRADATION AS SPECIFIED IN SECTION 1003 OF THE STANDARD SPECIFICATIONS. THE FINE AGGREGATE SHALL BE REASONABLY FREE FROM AN EXCESS OF SOFT AND UNSOUND PARTICLES AND OTHER OBJECTIONABLE MATTER. THE TYPICAL THICKNESS OF THE LEVELING SAND LAYER SHALL BE APPROXIMATELY ¼ INCH WITH A MAXIMUM THICKNESS OF 1 INCH.
 - B. FOR GRADE SUPPORTED SLABS, UNDERSEALING GROUT SHALL BE USED AFTER SLAB INSTALLATION TO FILL ALL VOIDS BENEATH THE PRECAST PANELS. THE MIXTURE USED FOR UNDERSEALING GROUT SHALL CONSIST OF PORTLAND CEMENT, FLY ASH, GROUND GRANULATED BLAST FURNACE SLAG (OPTIONAL), A SUPERPLASTICIZER, AND WATER ALL IN ACCORDANCE WITH DIVISION 1000 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL SUBMIT THE PROPOSED MIX DESIGN FOR UNDERSEALING GROUT TO THE ENGINEER FOR DEPARTMENT APPROVAL PRIOR TO PLACEMENT. THE UNDERSEALING GROUT PRODUCED SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - i) THE UNDERSEALING GROUT SHALL REMAIN FLUID AND NOT EXHIBIT A RESISTANCE TO FLOW FOR A MINIMUM OF ONE HOUR. THE GROUT MIXTURE SHALL HAVE A FLOW RATE OF 15 TO 25 SECONDS AS MEASURED BY ASTM C 939 TO ENSURE FLUIDITY.

- i) THE UNDERSEALING GROUT SHALL ACHIEVE AN INITIAL SET IN LESS THAN 4 HOURS AND A COMPRESSIVE STRENGTH AS MEASURED BY ASTM C 942 OF 300 PSI BEFORE OPENING THE SLAB TO TRAFFIC AND A COMPRESSIVE STRENGTH OF 500 PSI IN 12 HOURS.
11. FOR PRECAST SLABS SUPPORTED AND LEVELED BY FLOWABLE FILL PLACED BEFORE SLAB INSTALLATION, THE FLOWABLE FILL SHALL CONSIST OF PORTLAND CEMENT, FLY ASH, COARSE AND/OR FINE AGGREGATES, WATER, AND AIR ENTRAINING ADMIXTURE (OPTIONAL). THE CONTRACTOR SHALL SUBMIT THE PROPOSED MIX DESIGN FOR FLOWABLE FILL TO THE ENGINEER FOR DEPARTMENT APPROVAL PRIOR TO PLACEMENT. THE FLOWABLE FILL PRODUCED SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - i) PORTLAND CEMENT SHALL BE TYPE 1 CEMENT IN ACCORDANCE WITH SECTION 1001 OF THE STANDARD SPECIFICATIONS.
 - ii) FLY ASH SHALL BE IN ACCORDANCE WITH SECTION 1010 OF THE STANDARD SPECIFICATIONS.
 - iii) FINE AGGREGATE SHALL BE IN ACCORDANCE WITH SECTION 1003 OF THE STANDARD SPECIFICATIONS.
 - iv) COARSE AGGREGATE, IF USED, SHALL BE IN ACCORDANCE WITH SECTION 1004 OF THE STANDARD SPECIFICATIONS WITH A MAXIMUM AGGREGATE SIZE OF ½ INCH.
 - v) IF AN AIR ENTRAINMENT ADMIXTURE IS USED, THE AIR CONTENT OF THE FLOWABLE FILL SHALL NOT EXCEED 35% OF THE FLOWABLE FILL VOLUME.
 - vi) THE COMPRESSIVE STRENGTH OF THE FLOWABLE FILL MIXTURE SHALL NOT BE LESS THAN 50 PSI AT 3 DAYS, NOR LESS THAN 75 PSI OR GREATER THAN 150 PSI AT 28 DAYS.
 - vii) THE FINAL SET TIME SHALL BE DETERMINED IN ACCORDANCE WITH ASTM C403 ON A TRIAL BATCH SPECIMEN.
 - viii) THE MAXIMUM THICKNESS OF THE LEVELING FILL SHALL BE 1 INCH
 12. FOR PRECAST SLABS SUPPORTED AND LEVELED BY HIGH-DENSITY FOAM PLACED AFTER SLAB INSTALLATION, THE HIGH-DENSITY FOAM SHALL BE EXPANDING POLYURETHANE FOAM HAVING A WATER INSOLUBLE DILUENT AND SHALL BE IN ACCORDANCE WITH THE FOLLOWING:
 - i) DENSITY (LBS./CU. FT.)-AIR RISE 6.0 MIN.
TENSILE STRENGTH (PSI) ASTM D 1623 100 MIN.
ELONGATION (%) 5.1
COMPRESSIVE STRENGTH (PSI) ASTM D 1621 (AT YIELD) 100 MIN.
VOLUME CHANGE (% OF ORGINAL) 0
THE MANUFACTURER SHALL PROVIDE DOCUMENTATION THAT THE LOT(S) OF FOAM MEETS THE SPECIFIED PROPERTIES. MANUFACTURER'S CERTIFICATION SHALL LIST LOT NUMBER(S) AND DOCUMENTATION OF COMPLIANCE WITH THE SPECIFICATION.
 - ii) THE MAXIMUM THICKNESS OF THE HIGH DENSITY FOAM SHALL BE 1 INCH.
 13. HARDWARE GROUT/ADHESIVES
 - A. FOR DOWEL BAR RETROFITS OR INSERTIONS, FOR THE FILLING OF ANY GROUT PORT HOLES USED FOR HIGH DENSITY FOAM INJECTIONS, FOR THE FILLING OF DOWEL SLOTS AND FOR THE FILLING OF RECESSED LIFTING DEVICES, THE BACKFILL MATERIAL SHALL BE:
 - 1) FIVE STAR HIGHWAY PATCH AS MANUFACTURED BY FIVE STAR PRODUCTS INC. FAIRFIELD, CONNECTICUT.
 - 2) HIGHWAY DB RETROFIT MORTAR AS MANUFACTURED BY DAYTON SUPERIOR, MIAMISBURG, OHIO.
 - 3) A DEPARTMENT APPROVED EQUIVALENT THAT HAS BEEN TESTED AS A RAPID SET CONCRETE PATCHING MATERIAL PER THE AASHTO NATIONAL TRANSPORTATION PRODUCT EVALUATION PROGRAM (NTPEP), WHICH CONFORMS TO ASTM C 928. THE GROUT MATERIAL IS REQUIRED TO PROVIDE A COMPRESSIVE STRENGTH OF 4,000 PSI IN 24 HOURS (OPENING TO TRAFFIC AFTER 3,000 PSI) PER ASTM C 39, EXHIBITS EXPANSION OF LESS THAN 0.10 PERCENT PER ASTM C 531, AND HAS A CALCULATED DURABILITY FACTOR OF 90.0 PERCENT MINIMUM AT THE END OF 300 FREEZE-THAW CYCLES PER ASTM C 666. THE PROPOSED MATERIAL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO ANY PLACEMENT.
 - B. FOR TIE BAR STITCHING AN APPROVED CHEMICAL ADHESIVE IN ACCORDANCE WITH ARTICLE 1027.01 OF THE STANDARD SPECIFICATIONS SHALL BE USED AS THE ANCHORING MATERIAL FOR STITCHED TIE BARS.
 - C. FOR DOWEL BAR INSERTIONS, AN APPROVED CHEMICAL ADHESIVE OR EPOXY IN ACCORDANCE WITH ARTICLE 1027.01 OF THE STANDARD SPECIFICATIONS SHALL BE USED WITH PLACEMENT IN ACCORDANCE WITH ARTICLE 442.06 (a)(2) OF THE STANDARD SPECIFICATIONS WITH RETENTION DISCS OR WASHERS PLACED AGAINST THE FACE OF THE SLAB.

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|--|--------------------------------|---------------------|---------------------|---|---|----------------|-------------|----|---------------------------|---------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pww\11084EBIDINTEG\Illinois.gov\PIWIDOT\Documents\100T Offices\District 1\Projects\012811\Drawings\Note\Design\DistStd.dgn | | DRAWN | REVISED - D.G. 9-16 | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 40 | | | | |
| Default | PLOT SCALE = 100.0000' / 1 in. | CHECKED - | REVISED - | | BD 57 | | | | CONTRACT NO. 60W43 | | | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | SCALE: NONE SHEET 9 OF 19 SHEETS STA. TO STA. | | | | ILLINOIS FED. AID PROJECT | | | | |

INSTALLATION GENERAL NOTES

14. EPOXY COATED DOWEL BARS SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 1006.06 (b) OF THE STANDARD SPECIFICATIONS. ANY ADDITIONAL MATERIAL REQUIRED FOR DOWEL BAR RETROFITTING SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "DOWEL BAR RETROFIT".
15. EPOXY COATED TIE BARS FOR STITCHING SHALL COMPLY WITH THE REQUIREMENTS OF ARTICLE 1006.10 OF THE STANDARD SPECIFICATIONS.
16. THE BACKER ROD USED AS A SEAL RESERVOIR GASKET AROUND THE PERIMETER OF A SLAB, NEAR THE TOP OF THE JOINTS, SHALL BE A CLOSED-CELL. PLASTIC FOAM ROD COMPATIBLE WITH THE SEALANT AND THE ELEVATED TEMPERATURES OF FINAL JOINT SEALANT APPLICATION. A CLOSED CELL PLASTIC FOAM BACKER ROD OF 3/8" DIAMETER SHALL BE PINNED OR NAILED TO THE FINISHED BASE AROUND THE PERIMETER OF EACH OPENING BEFORE THE PANELS ARE SET.

EQUIPMENT:

17. FOR BASE PREPARATION, A MECHANICALLY-CONTROLLED SCREEDING DEVICE OR STRAIGHTEDGE DEVICE CAPABLE OF GRADING FULLY COMPACTED FINE AGGREGATE USED AS THE LEVELING SAND TO A TOLERANCE OF 1/8 INCH PER 6 FT. LENGTHS OF PLACEMENT.
18. CHIPPING HAMMERS SHALL BE HAND HELD AND HAVE A MAXIMUM WEIGHT OF 30 LBS. PRIOR TO ANY HANDLE MODIFICATION WHERE APPLICABLE.
19. WITH ANY FIELD RETROFITTING OF DOWEL BARS, A TEMPLATE SHALL BE ROUTINELY USED FOR ALL STANDARD SLABS IN ORDER TO LOCATE AND ALIGN THE SAWCUTS CONSISTENTLY. EITHER SINGLE DIAMOND BLADED SAWS OR DIAMOND BLADED GANG SAWS SHALL BE USED TO MAKE SAW CUTS PERPENDICULAR TO THE TRANSVERSE (NONSKWEW) JOINT LINE TO ALLOW FOR DOWEL BAR PLACEMENTS WITHIN THE FOLLOWING TOLERANCES:
- ± 1/2 INCH OF THE MIDDLE OF THE CONCRETE SLAB DEPTH.
 - ± 1/2 INCH OF BEING CENTERED OVER THE TRANSVERSE JOINT
 - ± 1/4" FROM PARALLEL TO THE CENTERLINE OVER 12 INCHES OF THE BAR
 - ± 1/4" FROM PARALLEL TO THE ROADWAY SURFACE OVER 12 INCHES OF THE BAR
- SAWCUTS SAWED ACROSS SKEWED JOINTS SHOULD ALLOW EQUAL LENGTH OF THE DOWEL BAR TO BE PLACED ACROSS THE TRANSVERSE JOINT. THE ALIGNMENT OF SAWCUTS MUST BE PARALLEL TO THE ROADWAY CENTERLINE, REGARDLESS OF TRANSVERSE JOINT SKEW.
20. WITH ANY FIELD INSERTIONS OF DOWEL BARS INTO PREDRILLED HOLES, THE DRILLING MACHINE SHALL BE IN ACCORDANCE WITH ARTICLE 442.03(g) OF THE STANDARD SPECIFICATIONS. HAND HELD DRILLING TOOLS WILL NOT BE ALLOWED.
21. THE COMPRESSOR FOR AIR BLASTING SHALL HAVE A MINIMUM CAPACITY OF 120 CFM. THE COMPRESSED AIR SHALL BE FREE FROM OIL AND OTHER CONTAMINANTS.
22. CONSOLIDATION EQUIPMENT USED TO CONSOLIDATE THE CONCRETE REPAIR MATERIAL IN THE RETROFITTED DOWEL BAR SLOTS SHALL BE INTERNAL VIBRATORS WITH A MAXIMUM DIAMETER OF 1 INCH AND SHALL HAVE A RESILIENT COVERING THAT WILL NOT DAMAGE THE EPOXY COATED REINFORCEMENT DURING USE. ANY VIBRATORS OR RODS USED FOR CONSOLIDATION OF THE REPAIR MATERIAL FOR NARROW MOUTH SLOTS SHALL HAVE A DIAMETER OF LESS THAN 1 INCH.
23. BATCHING EQUIPMENT FOR FLOWABLE FILL SHALL HAVE DEVICES DESIGNED TO MEASURE THE SPECIFIED QUANTITIES OF EACH COMPONENT MATERIAL, AND MIXING SHALL BE OF SUFFICIENT DURATION TO INSURE UNIFORM CONSISTENCY OF THE MIXTURE. NO WATER WILL BE ADDED TO THE FLOWABLE FILL MIXTURE AFTER BATCHING. WATER CONTENT SHALL BE MAINTAINED SUCH THAT COMPRESSIVE STRENGTHS ARE ACHIEVED AND A UNIFORM, FLOWABLE MIXTURE IS DEVELOPED THAT IS ESSENTIALLY SELF-LEVELLING WHEN PLACED.
24. EQUIPMENT FOR HIGH-DENSITY FOAM INJECTION SHALL INCLUDE A TRUCK MOUNTED PUMPING UNIT CAPABLE OF INJECTING THE POLYURETHANE BETWEEN THE CONCRETE AND THE SLAB SUBBASE. THE PUMP SHALL BE CAPABLE OF CONTROLLING THE RATE OF RISE OF THE PAVEMENT SLAB. A LEVELING UNIT SHALL BE PROVIDED TO ENSURE THE SLABS ARE RAISED TO AN EVEN PLANE, WITH VERTICAL ELEVATION DIFFERENCE ACROSS ANY CORNER NOT TO EXCEED 1/4 INCH.
25. EQUIPMENT FOR MIXING AND PUMPING ANY GROUT/ADHESIVE MATERIALS FOR BEDDING THE SLABS, RETROFITTING DOWEL BARS, OR CROSS STITCHING TIE BARS SHALL BE IN ACCORDANCE WITH THE MATERIAL MANUFACTURER'S INSTRUCTIONS AND THE SPECIFICATIONS.

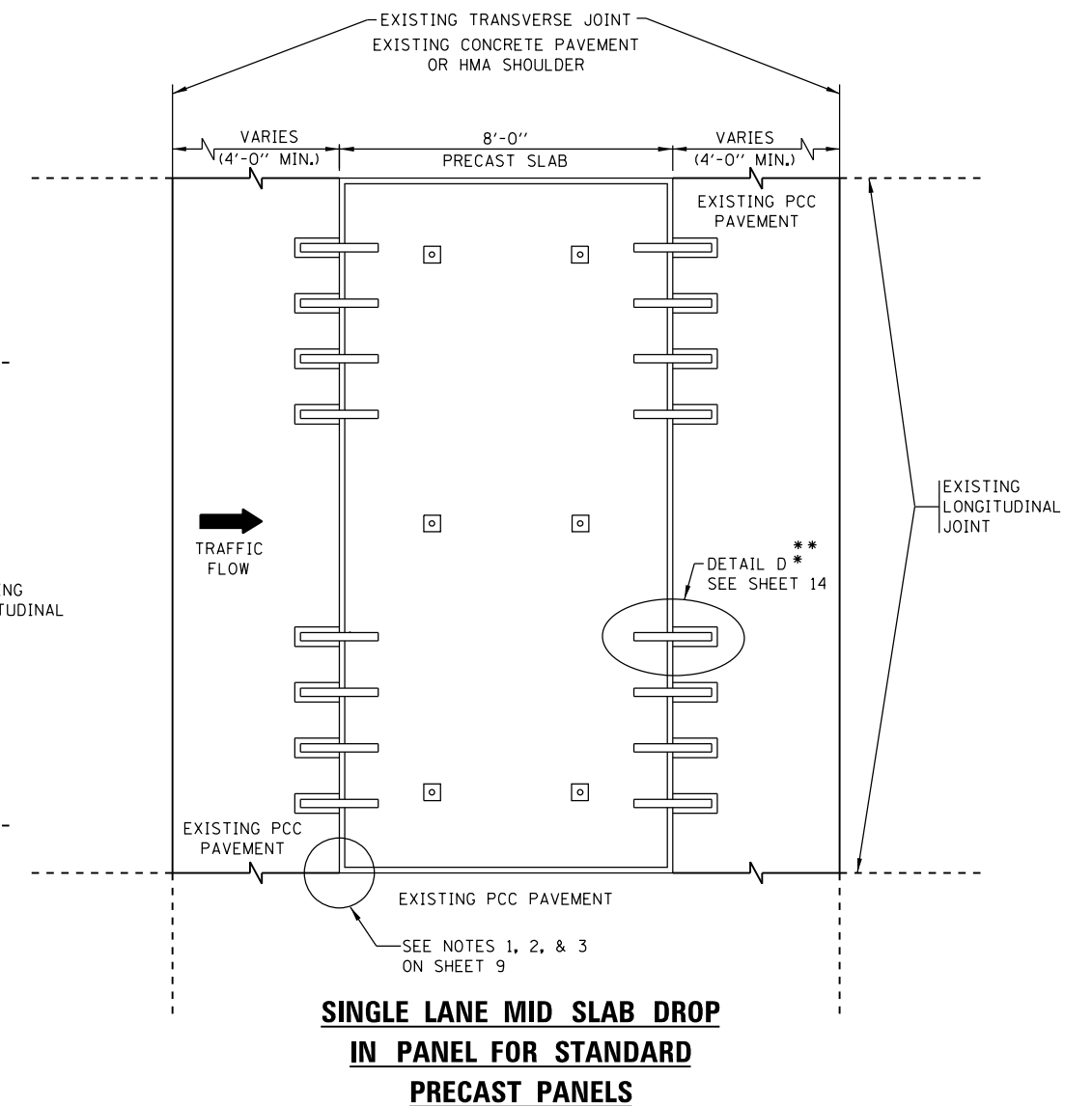
REMOVAL /INSTALLATION:

26. PERIMETER SAWCUTTING OF THE REMOVAL AREA AND SAWCUTTING OF THE DOWEL BAR SLOTS SHALL NOT BE CARRIED OUT MORE THAN (1) WEEK IN ADVANCE OF THE EXPECTED DATE OF REPAIR. THE CONTRACTOR SHALL USE A TEMPLATE TO PRECISELY DELINEATE THE LIMITS OF THE AREAS TO BE REPAIRED AS DEFINED ON THE CONTRACT DOCUMENTS AND APPROVED SHOP DRAWINGS. WITHIN A TOLERANCE OF 1/2 INCH, REPAIRS SHALL BE NO LESS THAN THE FULL WIDTH OF A LANE AND THE FULL DEPTH OF CONCRETE.

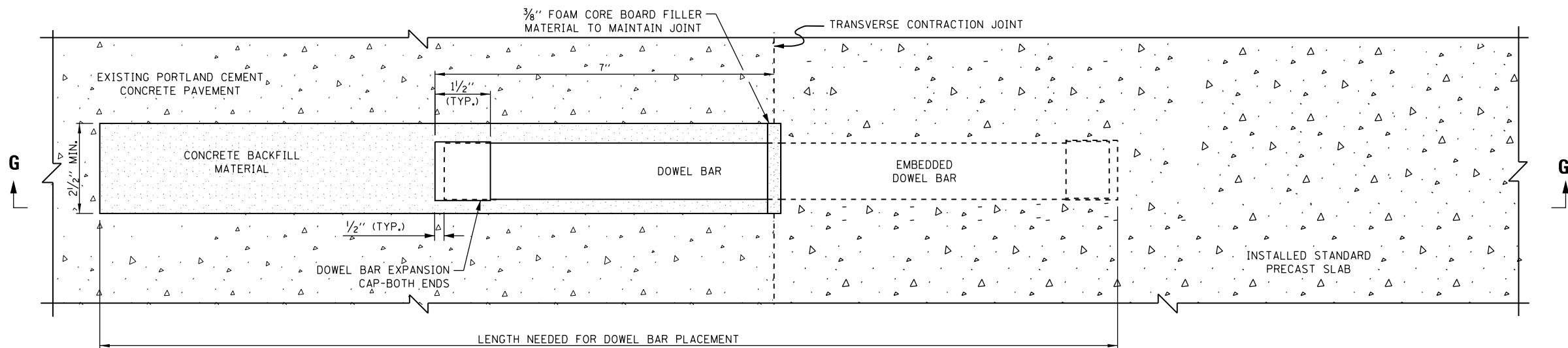
27. REMOVAL OF EXISTING PAVEMENT SHALL BE IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS EXCEPT AS FOLLOWS:
- A.THE OUTER LIMITS OF THE REPAIR AREA WILL BE SAWCUT FULL DEPTH AND SHALL NOT EXTEND (OVERCUT) BY MORE THAN 10 INCHES INTO THE ADJACENT CONCRETE THAT IS TO REMAIN IN PLACE. OVERCUTS SHALL BE FILLED WITH A PRODUCT ACCEPT- ABLE TO THE DEPARTMENT. THE OUTER LIMITS FOR REPAIR SHALL BE MARKED OUT BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ANY SAWCUTTING.
- B.REMOVAL OF CONCRETE WITHIN THE PERIMETER SAWCUTS SHALL BE BY THE LIFT-OUT METHOD, AND CONCRETE BETWEEN SAWCUTS FOR DOWEL BAR RETROFITS SHALL BE REMOVED USING JACKHAMMER AND HAND TOOLS. THE CONTRACTOR SHALL ENSURE THAT REMOVALS ARE CARRIED OUT WITHOUT DAMAGING THE ADJACENT CONCRETE PAVEMENT OR ASPHALT SHOULDER OR DISTURBING THE UNDERLYING BASE. HEAVY BREAKING EQUIPMENT SUCH AS HOE RAMS SHALL NOT BE USED IN THE REMOVAL OPERATION. THE CONCRETE PAVEMENT SHALL NOT BE BROKEN IN PLACE.
- C.IF DURING THE REMOVAL PROCESS THE ADJACENT CONCRETE IN THE SAME LANE OR IN AN ADJACENT LANE THAT CAN ONLY BE REPAIRED DURING NIGHT TIME LANE CLOSURES, IS DAMAGED OR CRACKED DUE TO THE CONTRACTOR'S REMOVAL PROCEDURE, THE DAMAGED AREA SHALL BE CUT BACK FULL DEPTH TO SOUND CONCRETE AND REPLACED WITH PRECAST SLABS AT THE CONTRACTOR'S EXPENSE. IF CONCRETE IN THE ADJOINING LANE IS DAMAGED DURING THE REMOVAL PROCESS AND WEEKEND REPAIRS ARE POSSIBLE, THE DAMAGED CONCRETE SHALL BE REPAIRED IN ACCORDANCE SECTION 442 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE. ASPHALT SHOULDER DAMAGED DURING THE REMOVAL PROCESS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL PROVIDE A PROPOSAL FOR REPAIRS TO THE ENGINEER FOR DEPARTMENT APPROVAL.
- D.DISPOSAL OF EXCAVATED MATERIALS FROM THE REMOVAL OF CONCRETE SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE.
- E.ALL SLURRY FROM SAW CUTTING OPERATIONS SHALL BE THOROUGHLY SCRAPPED AND REMOVED FROM THE PAVEMENT SURFACE BEFORE THE PAVEMENT IS OPENED TO TRAFFIC. DISPOSAL OF SLURRY SHALL BE IN ACCORDANCE WITH ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AT THE CONTRACTORS EXPENSE.
28. ANY AREAS OF SUBBASE WHICH ARE BELOW THE REQUIRED ELEVATION OF THE FINISHED SUBBASE, SHALL BE BUILT UP TO GRADE WITH SATISFACTORY COMPACTED GRANULAR MATERIAL.
29. LEVELING MATERIAL PLACED BEFORE SLAB INSTALLATION SHALL BE EITHER A FLOWABLE FILL OR A FINE AGGREGATE MEETING THE REQUIREMENTS OF THIS CONTRACT DOCUMENT. FLOWABLE FILL SHALL BE USED AS A LEVELING MATERIAL ONLY ON TANGENT PAVEMENT SECTIONS. GRADE CONTROL SHALL BE ESTABLISHED FOR ALL LEVELING MATERIAL USING STRINGLINES, LASER GUIDANCE, OR OTHER APPROVED METHODS. THE TEMPERATURE OF THE FLOWABLE FILL MIXTURE AS MANUFACTURED AND DELIVERED SHALL BE AT LEAST 50° F. NON FLOWABLE FILL WILL BE ALLOWED IF THE ANTICIPATED AIR TEMPERATURE WILL BE 36° F OR LESS WITHIN 24 HOURS OF SLAB PLACEMENT. THE FLOWABLE FILL MUST OBTAIN FINAL SET BEFORE THE PAVEMENT MAY BE OPENED TO TRAFFIC.
30. WHEN FLOWABLE FILL IS USED AS THE LEVELING MATERIAL WITH SLAB INSTALLATION, A PERIMETER BACKER ROD WILL NOT BE REQUIRED AROUND THE PERIMETER OF THE SLAB.
31. LEVELING MATERIAL PLACED IMMEDIATELY AFTER SLAB INSTALLATION SHALL ONLY BE A HIGH-DENSITY POLYURETHANE FOAM MEETING THE REQUIREMENTS OF THIS CONTRACT DOCUMENT. PLACEMENT OF POLYURETHANE FOAM SHALL FILL ALL VOIDS BENEATH THE PRECAST PANELS THAT MAY BE PRESENT AFTER PLACING THE PANELS OVER THE PRE- PARED SUBBASE AND LEVELING AGGREGATE. PLACEMENT OF THE POLYURETHANE SHALL UTILIZE THE UNDERSLAB GROUT PORT HOLES AS SHOWN ON THE PLANS. THE PORT HOLES ARE TO BE FILLED WITH THE DOWEL BAR BACKFILLING MATERIAL.
32. FOLLOWING PROPER REMOVAL OF EXISTING PAVEMENTS AND ACCEPTABLE BASE PREPARATION/LEVELING, THE CONTRACTOR SHALL HAVE ALL EQUIPMENT REQUIRED FOR PANEL INSTALLATION ON-SITE PRIOR TO BEGINNING PANEL INSTALLATION. LIFTING AND TRANSPORTING EQUIPMENT SHALL NOT DAMAGE THE PREPARED SUBBASE/LEVELING MATERIALS PRIOR TO OR DURING PANEL INSTALLATION. PRIOR TO SLAB INSTALLATION, ALL VERTICAL SURFACES OF SURROUNDING PAVEMENT SHALL BE COATED WITH A BOND BREAKER SUCH AS FORM OIL OR A CURING COMPOUND.
33. PANELS SHALL BE INSTALLED ONE AT A TIME, AND SHALL BE INSTALLED IN SUCH A MANNER THAT THE SUBBASE/LEVELING MATERIAL OR ANY REMAINING PAVEMENT IS NOT DAMAGED DURING INSTALLATION. DURING PLACEMENT OF THE SLABS, USE TIE OFF ROPES TO AVOID CHIPPING OR SPALLING EDGES OF THE PRECAST UNITS. USE WOOD SHIMS OR WEDGES TO GUIDE THE SLAB INTO THE CORRECT POSITION. THE USE OF STEEL PRY BARS THAT CHIP EDGES SHOULD BE AVOIDED.

34. IMMEDIATELY AFTER THE SLAB HAS BEEN SET AND LEVELED, SURVEY THE VERTICAL ELEVATION ACROSS ALL CORNERS TO VERIFY THAT THE VERTICAL DIFFERENCE BETWEEN ADJACENT SLABS ACROSS ANY CORNER DOES NOT EXCEED 1/4 INCH. IF THE DIFFERENCE EXCEEDS 1/4 INCH, THEN THE SLAB SHALL BE REMOVED AND RESET OR THE SURFACE SHALL RECEIVE A CORRECTIVE DIAMOND GRIND AT THE CONTRACTORS EXPENSE AFTER ANY REQUIRED BED- DING GROUT OR LEVELING MATERIAL HAS BEEN PLACED UNLESS COMPLETE PROFILE DIAMOND GRINDING OF THE ENTIRE PAVEMENT IS INCLUDED IN THE CONTRACT.
35. IF A SET PRECAST SLAB IS OPENED TO TRAFFIC BEFORE ANY GROUTING OPERATIONS, THE CONTRACTOR SHALL MEET THE FOLLOWING REQUIREMENTS:
- i) DURING INSTALLATION, INCOMPRESSIBLE SHIMS APPROVED BY THE ENGINEER SHALL BE PLACED IN EACH TRANSVERSE AND LONGITUDINAL JOINT TO CORRECT AND MAINTAIN HORIZONTAL ALIGNMENT OF THE SLAB. THE TOTAL THICKNESS OF SHIMS USED IN ANY JOINT SHALL BE EQUAL TO OR LESS THAN 3/8".
 - ii) ASPHALT SHOULDERS SHALL BE BACKFILLED TO MAINTAIN HORIZONTAL ALIGNMENT.
 - iii) WIDE MOUTH DOWEL SLOTS LEFT OPEN SHALL BE TEMPORARILY FILLED WITH A COMPRESSION SEAL APPROVED BY THE ENGINEER TO WITHIN 1 INCH FLUSH WITH THE PAVEMENT SURFACE.
 - iv) NARROW MOUTH DOWEL SLOTS MAY BE LEFT OPEN.
 - v) ALL GROUTING MEETING THE REQUIREMENTS OF THIS CONTRACT SHALL BE COMPLETED WITHIN 48 HOURS OF EACH SLAB'S PLACEMENT.
36. PRIOR TO DOWEL BAR PLACEMENT, THE TRANSVERSE JOINT SHALL BE CAULKED WITH A SILICONE SEALANT AT THE BOTTOM AND SIDES OF THE SLOT. THE CAULKING FILLER SHOULD NOT BE PLACED ANY FARTHER THAN 1/2 INCH OUTSIDE EITHER SIDE OF THE JOINT, AND APPLIED SUFFICIENTLY TO PREVENT ANY PATCHING MATERIAL FROM ENTERING THE JOINT AT THE BOTTOM OR SIDES OF THE SLOT. EXCESSIVE SEALANT AROUND THE SLOT DOES NOT ALLOW THE CONCRETE PATCHING MATERIAL TO BOND TO THE SIDES OF THE SLOT. BEFORE PLACEMENT, THE DOWEL BARS SHOULD BE LIGHTLY COATED WITH PARTING COMPOUND AND FULLY RETROFITTED DOWEL BARS PLACED ON A CHAIR THAT WILL PROVIDE A MINIMUM 1/2 INCH CLEARANCE BETWEEN THE BOTTOM OF THE DOWEL AND THE BOTTOM OF THE SLOT. FOR ANY DOWEL BARS INSERTED INTO PREDRILLED EPOXIED HOLES, AN APPURATUS CAPABLE OF MAINTAINING VERTICAL ALIGNMENT OF THE DOWEL AND TO PROVIDE A MINIMUM 1/2 INCH CLEARANCE BETWEEN THE BOTTOM OF THE DOWEL AND THE BOTTOM OF THE SLOT SHAL BE PROVIDED BY THE CONTRCTOR. A 3/8 INCH THICK FOAM INSERT SHOULD BE PLACED AT THE MIDDLE OF THE DOWEL TO MAINTAIN THE TRANSVERSE JOINT. THE FOAM INSERT SHOULD FIT TIGHTLY AROUND THE DOWEL, THE BOTTOM, AND THE EDGES OF THE SLOT, AND BE UP TO THE SURFACE OF THE EXISTING CONCRETE SURFACE. THE FOAM INSERT SHOULD BE CAPABLE OF REMAINING IN A VERTICAL POSITION AND HELD TIGHTLY TO ALL EDGES DURING PLACEMENT OF THE PATCH. IF FOR ANY REASON THE FOAM INSERT SHIFTS DURING PLACEMENT OF THE CONCRETE PATCHING MATERIAL, THE WORK SHALL BE REJECTED AND REDONE AT THE CONTRACTOR'S EXPENSE.
37. PLACEMENT OF HARDWARE GROUT/ADHESIVES:
- A. DOWEL BARS - THE PLACEMENT OF ANY APPROVED BACKFILL MATERIAL FOR DOWEL BAR RETROFITTING OR FOR DOWEL BAR INSERTIONS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISION FOR "DOWEL BAR RETROFIT". THE PAVEMENT WILL NOT BE OPENED TO TRAFFIC UNTIL THE BACKFILL MATERIAL AROUND THE PAVEMENT HARDWARE OBTAINS 3,000 PSI COMPRESSIVE STRENGTH. ALL CONCRETE SURFACES WITHIN THE SLOT SHALL BE SOLID, FREE FROM LOOSE OR UNSOUND FRAGMENTS. BEFORE GROUTING, SANDBLAST ALL EXPOSED SURFACES IN THE DOWEL BAR SLOT FOLLOWED BY AIR BLASTING TO REMOVE ANY DUST, RESIDUE OR DEBRIS LEFT IN THE SLOT. UPON COMPLETION OF THE RETROFITTING WORK, THE GROUT OR CONCRETE PATCH MATERIAL SHALL FILL ALL SLOTS TO THE SURFACE OF THE EXISTING PAVEMENTS. ANY SLOTS INSUFFICIENTLY FILLED BELOW EXISTING PAVEMENT SURFACES SHALL BE REDONE AT THE CONTRACTOR'S EXPENSE.
- B. TIE BARS - A FOAM BOARD GASKET SHALL BE INSERTED INTO THE LONGITUDINAL JOINT AT THE STITCHING LOCATION AND THE TIEBAR HOLE PREDRILLED THROUGH THE GASKET. AFTER PREDRILLED HOLES ARE AIR BLASTED, PRESSURE INJECT THE APPROVED ADHESIVE INTO THE PREDRILLED HOLES, LEAVING SOME VOLUME FOR THE BAR TO OCCUPY THE HOLE. INSERT THE TIEBAR INTO THE HOLE, LEAVING ABOUT 1 INCH FROM THE TOP OF THE TIE BAR TO THE PAVEMENT SURFACE. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.
- C. FILL LIFTING INSERT HOLES AND GROUT PORTS WITH THE APPROVED GROUT USED FOR DOWEL BAR RETROFITTING.
38. PLACEMENT OF UNDERSEALING GROUT SHALL FILL ALL VOIDS BENEATH THE PRECAST PANELS AND GROUT PORT HOLES THAT MAY BE PRESENT AFTER PLACING THE PANELS OVER THE PREPARED SUBBASE AND LEVELING AGGREGATE. PLACEMENT OF THE UNDERSEALING GROUT SHALL UTILIZE THE UNDERSLAB GROUT PORT HOLES AS SHOWN ON THE PLANS. PLACEMENT OF UNDERSEALING GROUT SHALL NOT OCCUR UNTIL AFTER ALL HARDWARE DEVICES ARE PLACED AND GROUTED. IF UNDERSEALING GROUT FILLS ANY LONGITUDINAL JOINT TO WITHIN 9" OF THE SLAB SURFACE, A 9" SAW CUT OF THE JOINT SHALL BE REQUIRED DURING INSTALLATION. IF UNDERSEALING GROUT FILLS ANY TRANSVERSE JOINT TO WITHIN 9" OF THE SLAB SURFACE, THEN A 9" SAW CUT OF THE JOINT SHALL BE REQUIRED FOLLOWED BY REMOVAL AND FULL RETROFITTING OF ALL SEVERED DOWEL BARS ACROSS THE JOINT.
39. AFTER INSTALLATION AND GROUTING IS COMPLETED ALL LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE SEALED IN ACCORDANCE WITH ARTICLE 420.12 OF THE STANDARD SPECIFICATIONS

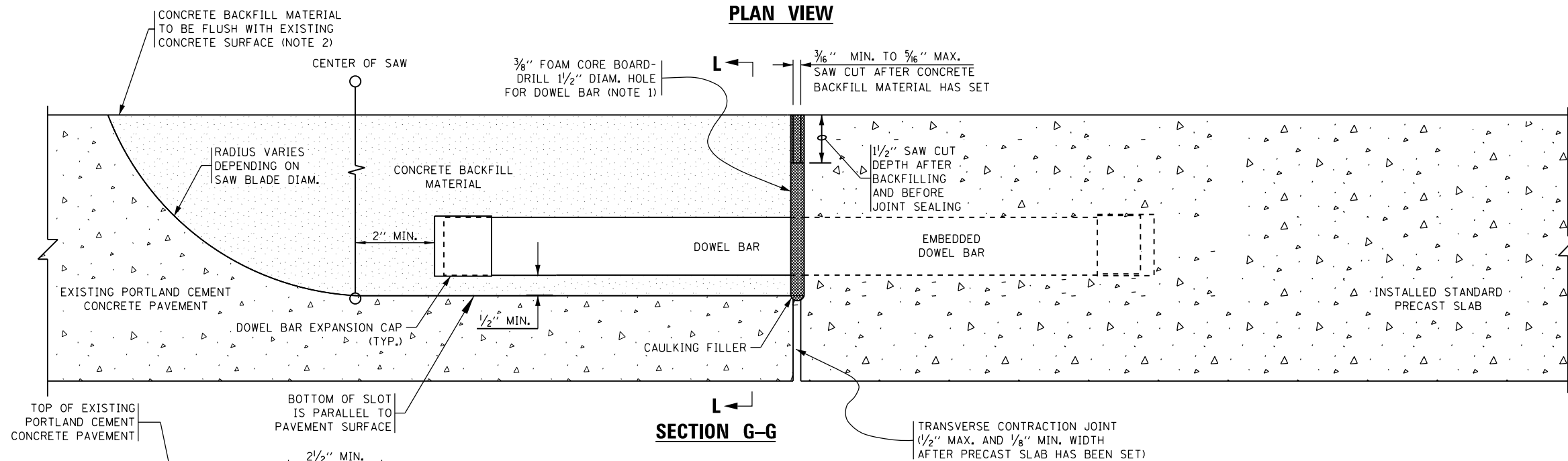
| | | | | | | | | | | | | | |
|---|-------------------------------|---------------------|---------------------|---|--|----------------|-------------|----|---------------------------|---------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pwi\JL084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | DRAWN | REVISED - D.G. 9-16 | | 338 | (110R-1)PPC-PP | COOK&DUPAGE | 60 | 41 | | | | |
| Default | PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - | | BD 57 | | | | CONTRACT NO. 60W43 | | | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | SCALE: NONE SHEET 10 OF 19 SHEETS STA. TO STA. | | | | ILLINOIS FED. AID PROJECT | | | | |



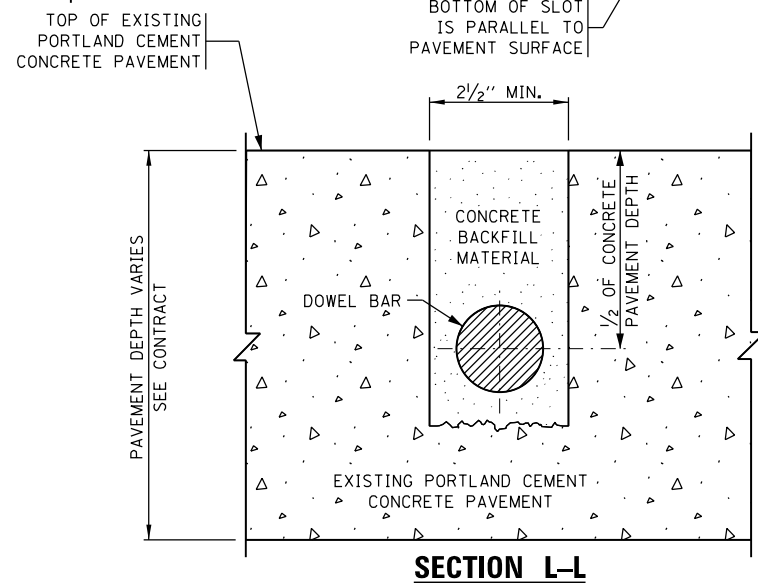
| | | | | | | | | | | | | | |
|--|------------------------------|---------------------|---------------------|---|---------------------------------|----------------|-------------|--------|--------------------|---------|---------------------------|--------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | F.A.P. RITE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| pw\IL084EBID\INTEGullinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\DI28\DRAWING\Design\DistStd.dgn | | REVISED - D.G. 9-16 | | | 338 | (110R-1)PCC-PP | COOK&DUPage | 60 | 42 | | | | |
| Default | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - | | BD 57 | | | | CONTRACT NO. 60W43 | | | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | SCALE: NONE | SHEET 11 | OF 19 | SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |



PLAN VIEW



SECTION G-G



SECTION L-L

DETAIL D – WIDE MOUTH DOWEL BAR PLACEMENT

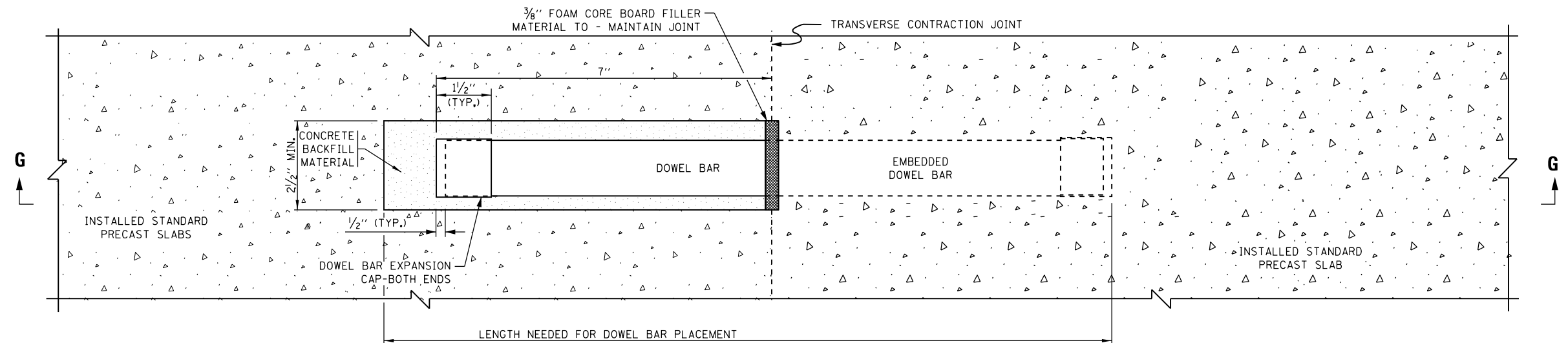
DETAIL FOR STANDARD PRECAST PANELS

(FOR APPLICATION WITH ALL ISOLATED STANDARD SLABS AND WITH INITIAL PLACEMENT OF CONSECUTIVE STANDARD SLABS)

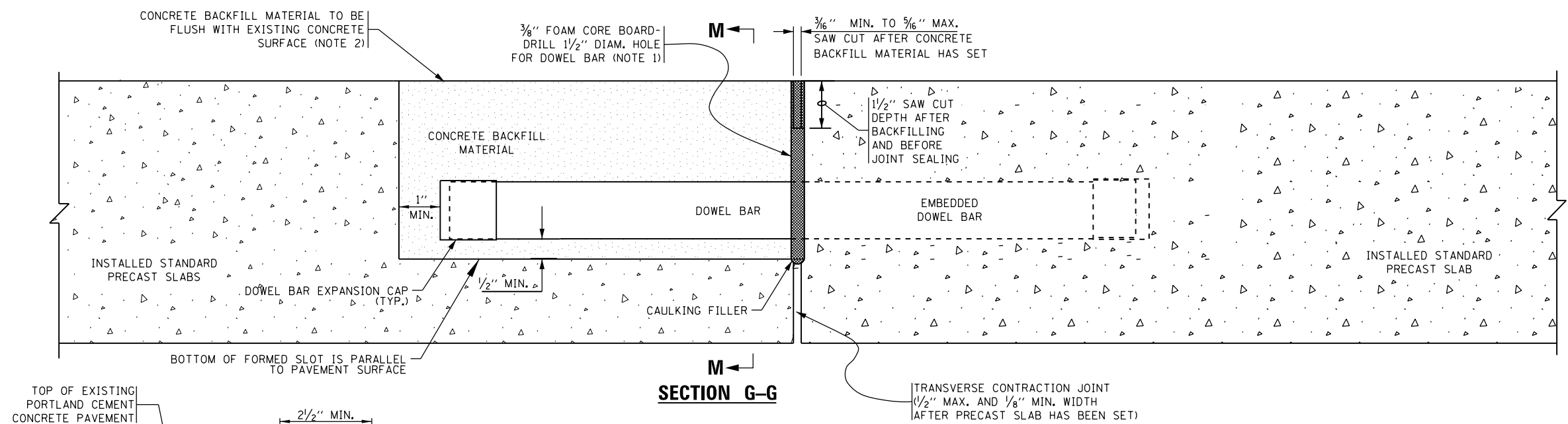
NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.

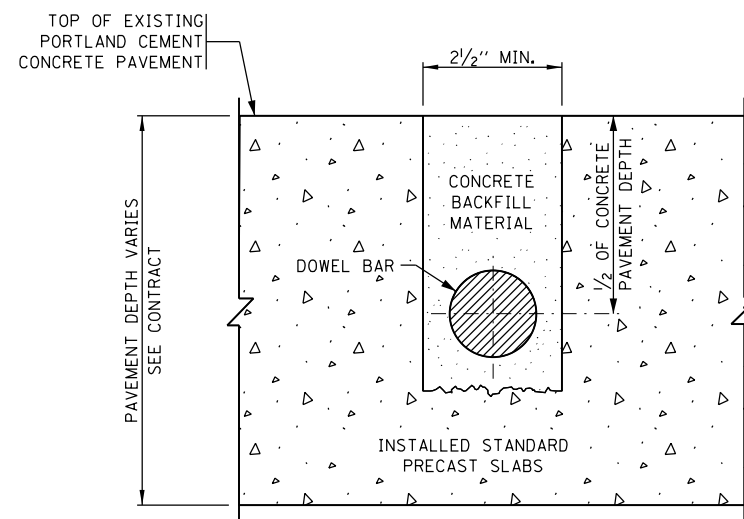
| | | | | | | | | | | | | | | | |
|--|-------------------------------|---------------------|---------------------|---|---------------------------------|--|--|-----------------------|--|---------------------------|----------------|-------------|--------------|-----------|--|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 9-16 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. | |
| p:\11084EBID\INTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - | | | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 45 | |
| Default | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - | | SCALE: NONE | | | SHEET 14 OF 19 SHEETS | | STA. | TO STA. | | | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | | | | BD 57 | | CONTRACT NO. 60W43 | | | | | |
| | | | | | | | | | | ILLINOIS FED. AID PROJECT | | | | | |



PLAN VIEW



SECTION G-G



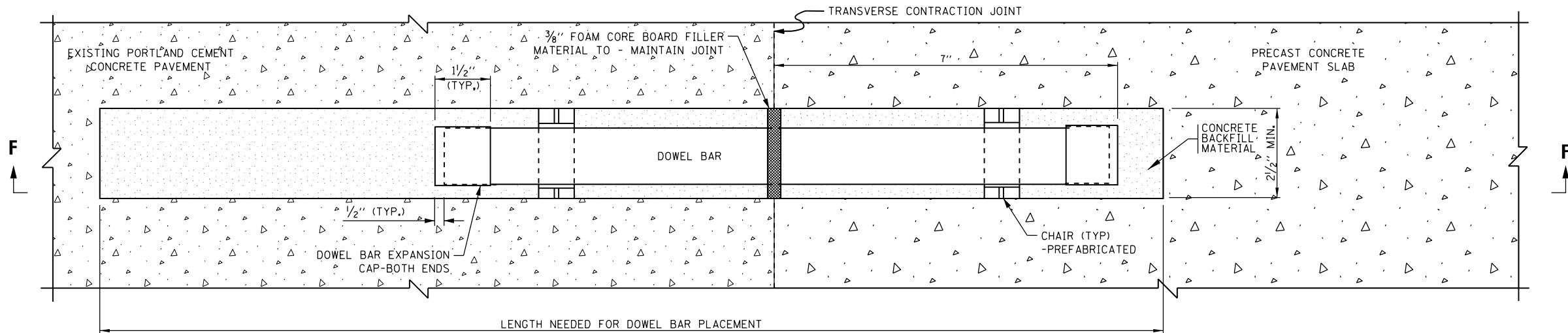
SECTION M-M

**DETAIL E – WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR
CONSECUTIVE STANDARD PRECAST PANELS**

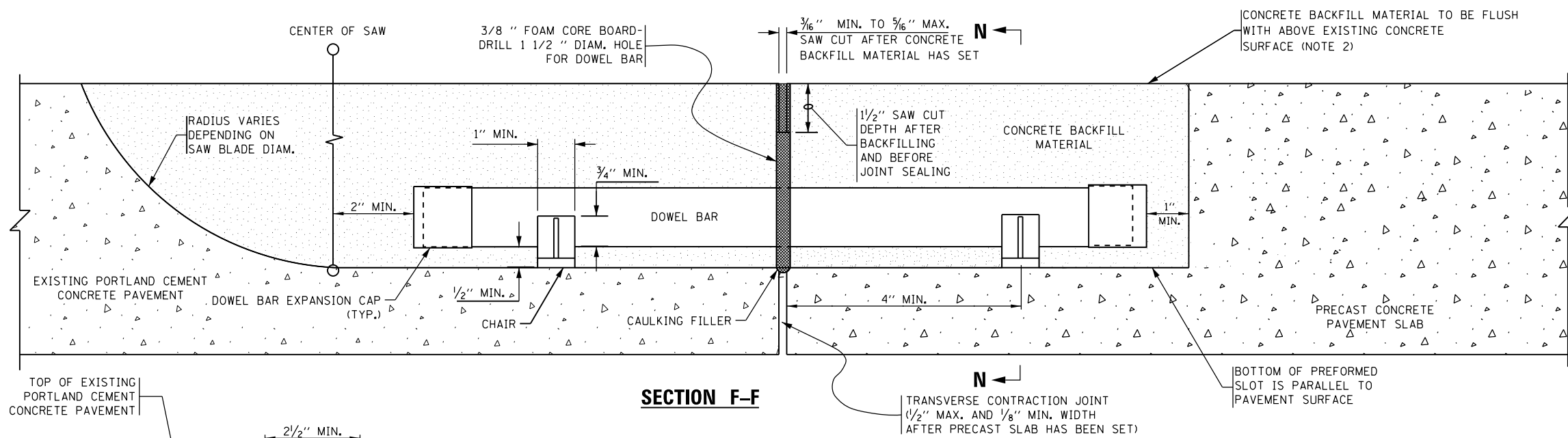
NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW THE EXISTING CONCRETE SURFACE.

| | | | | | | | | | | | | | |
|---|-------------------------------|---------------------|---------------------|---|--|----------------|-------------|----|---------------------------|---------|--------|--------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 9-16 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\1\1084EBID\INTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 46 | | | | |
| Default | PLOT SCALE = 100.0000 ' / in. | CHECKED - | REVISED - | | SCALE: NONE SHEET 15 OF 19 SHEETS STA. TO STA. | | | | BD 57 | | | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | | | | | ILLINOIS FED. AID PROJECT | | | | |
| CONTRACT NO. 60W43 | | | | | | | | | | | | | |

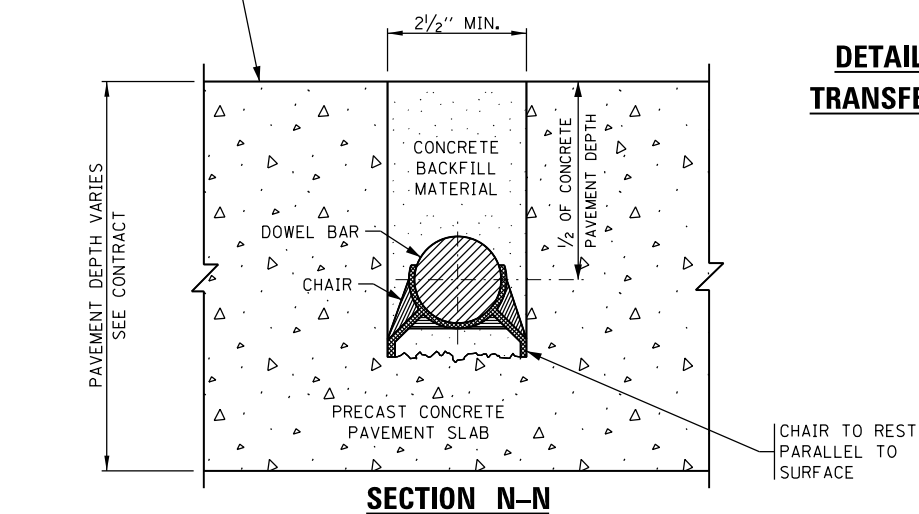


PLAN VIEW

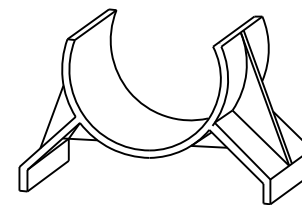


SECTION F-F

DETAIL-F, WIDE MOUTH DOWEL BAR PLACEMENT DETAIL FOR THE LAST TRANSFER JOINT OF CONSECUTIVELY PLACED STANDARD PRECAST PANELS



SECTION N-N

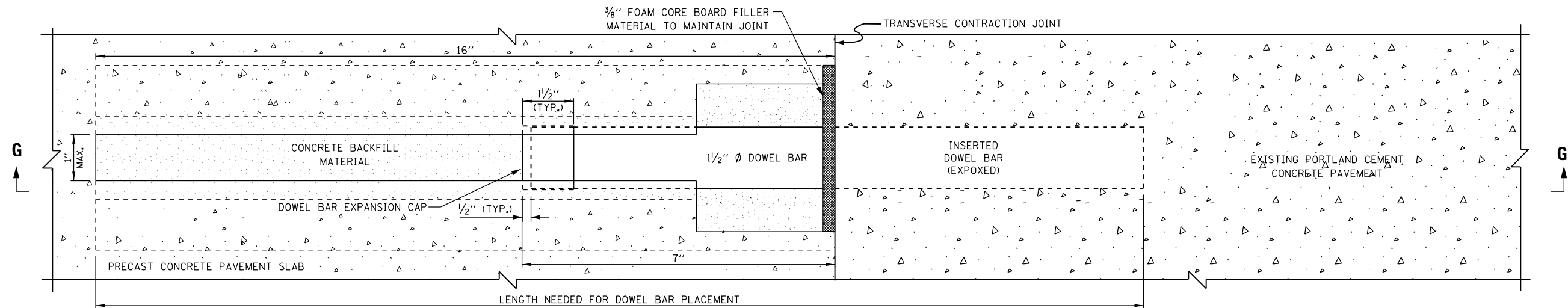


CHAIR DETAIL

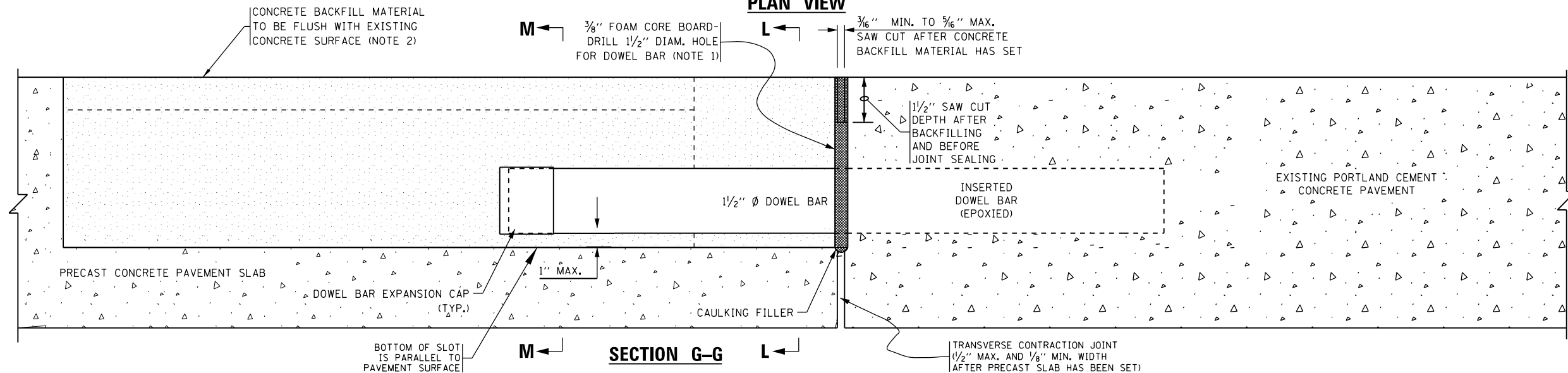
NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW THE EXISTING CONCRETE SURFACE.

| | | | | | | | | | | | | |
|--|------------------------------|---------------------|---------------------|---|---------------------------------|----------|--------------|-------------|----------------|--------------------|---------------------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11084EBID\INTEG\Illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - D.G. 9-16 | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 47 |
| Default | PLOT SCALE = 100.0000' / 1". | CHECKED - | REVISED - | | | | | BD 57 | | CONTRACT NO. 60W43 | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | SCALE: NONE | SHEET 16 | OF 19 SHEETS | STA. | TO STA. | | ILLINOIS FED. AID PROJECT | |



PLAN VIEW

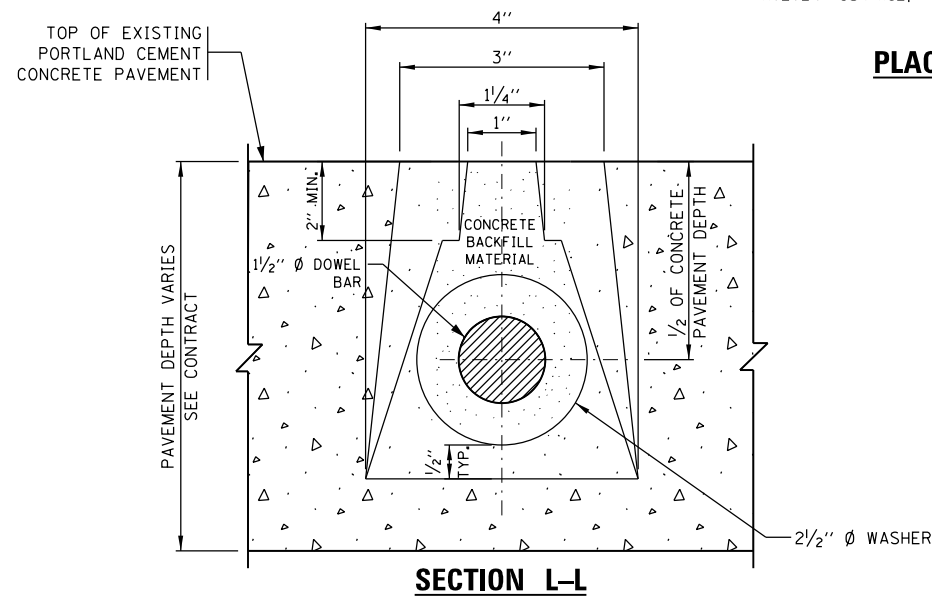


SECTION G-G

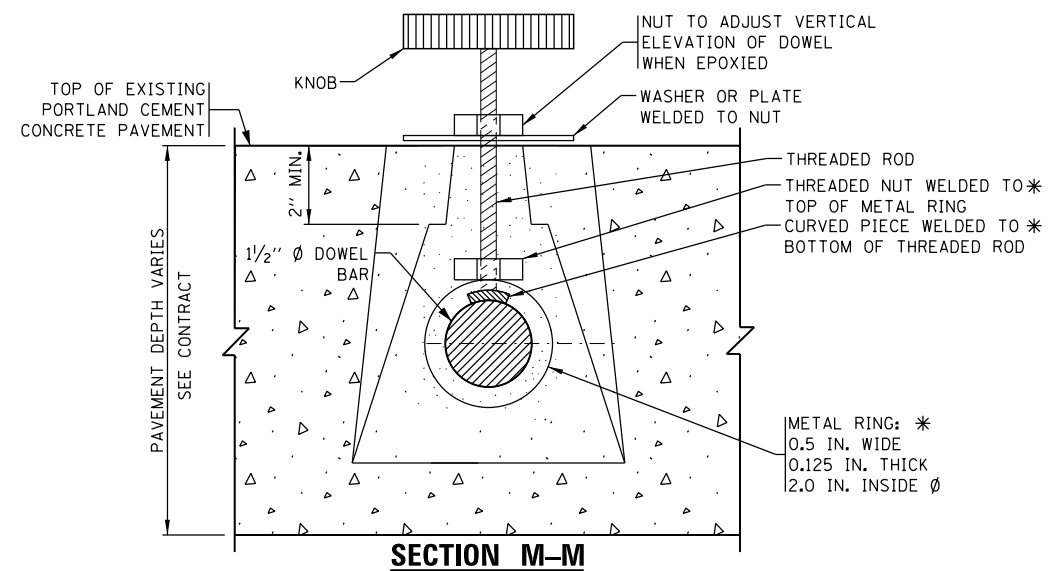
**DETAIL G – NARROW MOUTH DOWEL BAR
PLACEMENT DETAIL FOR ISOLATED PRECAST PANELS**
(FOR OPTIONAL APPLICATION WITH ALL ISOLATED
SLABS IN PLACE OF FULL RETROFITS)

NOTES:

1. PLACE FOAM CORE BOARDS TO THE TOP OF PATCH.
2. UPON COMPLETION, THE FINISHED SURFACE OF THE CONCRETE BACKFILL MATERIAL SHALL NOT BE BELOW EXISTING CONCRETE SURFACE.



SECTION L-L



SECTION M-M

CLAMP DETAIL FOR SLIDING DOWEL BAR SLOTS

* METAL RING MAY BE REPLACED WITH A STRONG MAGNET WELDED TO THE THREADED ROD. AT LEAST ONE CLAMP WILL BE NEEDED FOR EACH INSERTED DOWEL BAR TO MAINTAIN ALIGNMENT.

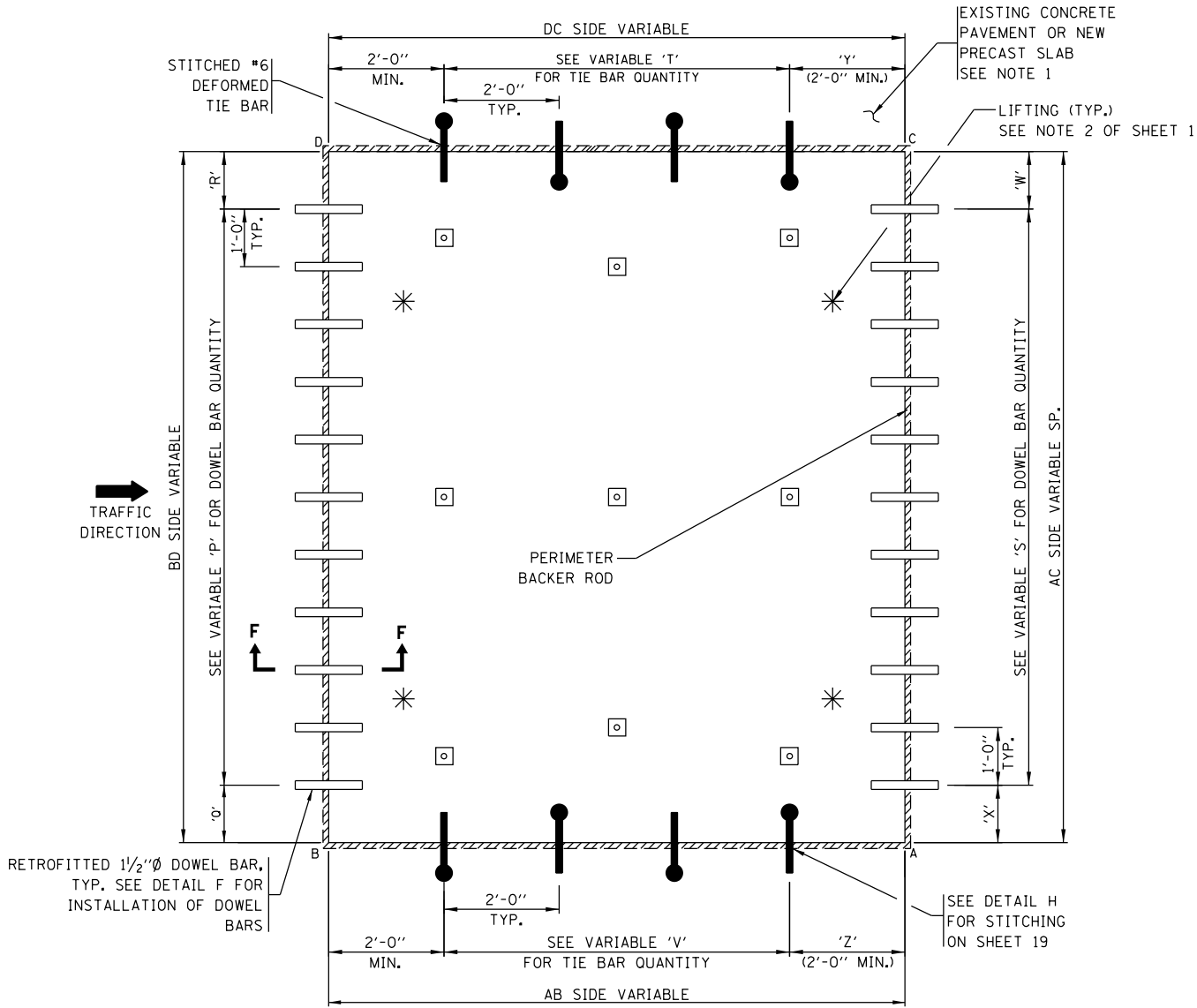
| | | | | | | | | | | | | | | |
|---|-------------------------------|---------------------|---------------------|---|--|----------------|-------------|----|----|--------------------------|---------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 6-14 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\1\084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - D.G. 9-16 | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 48 | | | | | |
| Default | PLOT SCALE = 100.0000' / 1in. | CHECKED - | REVISED - | | SCALE: NONE SHEET 17 OF 19 SHEETS STA. TO STA. | | | | | BD 57 CONTRACT NO. 60W43 | | | | |
| | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | | |

FOR NON STANDARD SLABS, UPON COMPLETION BY THE CONTRACTOR A SLAB LAYOUT WILL BE ADDED WITH SLAB DIMENSIONS TO INCLUDE BUT NOT BE LIMITED TO THE TABLE SHOWN BELOW.

| EXAMPLE | ROUTE | STATION NUMBER | MAINLINE LANE NO. | RAMP ID. | RAMP LANE NO. | MARK NO. | LANE TYPE | VARIABLES | | | | | | | | | | | | AB* SIDE | BD* SIDE | CD* SIDE | AC* SIDE | AREA (SQ.FT.) | VOLUME (CU. FT.) | WEIGHT (TONS) | DIAGONALS (FT.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------|-------|----------------|-------------------|----------|---------------|----------|-----------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------------|---------------------|------------------|-----------------|------------|----|----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
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"MID" IN THIS COLUMN INDICATES MIDDLE LANE.
"IN" IN THIS COLUMN INDICATES INSIDE LANE

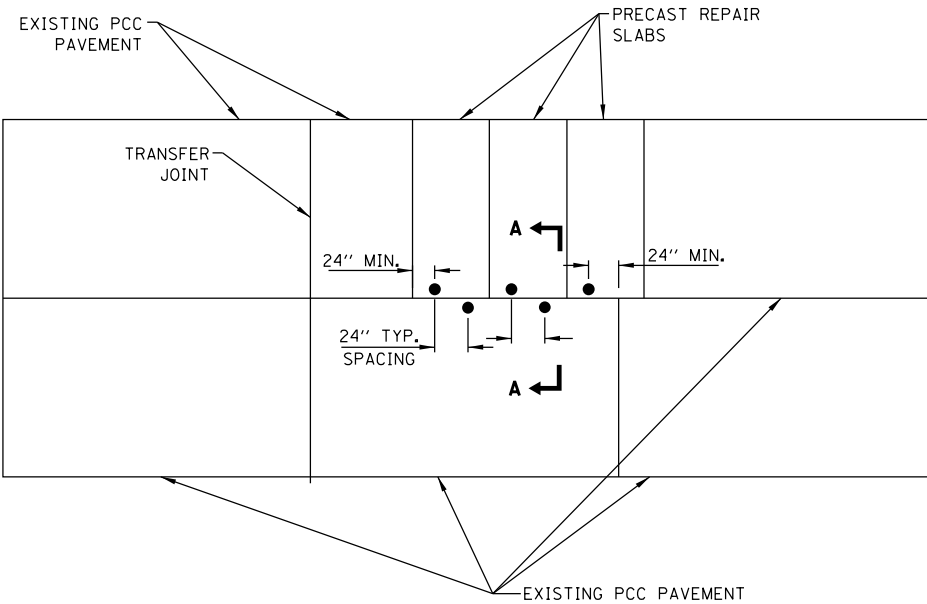
*** LEGEND**
DB= DOWEL BAR EMBEDDED
DS= DOWEL SLOT
ST= SLOT OR HOLE FOR STITCHED TIE BAR
RD= FIELD RETROFITTED DOWEL BARS



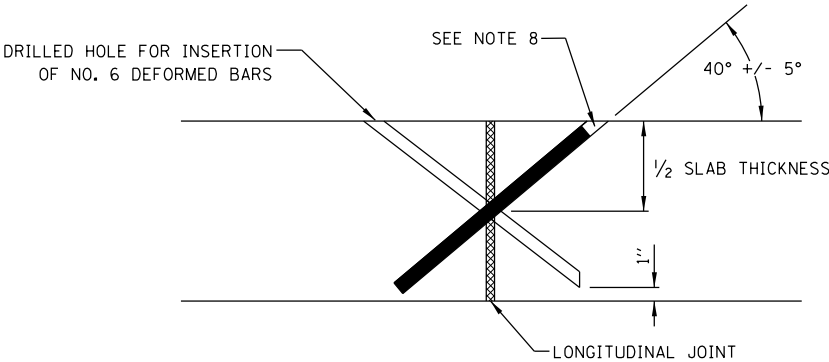
INSTALLATION DETAIL FOR CUSTOM SLABS

- NOTES:**
1. NO STITCHING OF DEFORMED TIE BARS IS REQUIRED WHEN PRECAST SLAB IS PLACED ADJACENT TO HMA SHOULDER.
 2. TIE BAR STITCHING SHALL BE REQUIRED WHEN THE REPAIR AREA LENGTH EXCEEDS 20 FT. OR WHEN MORE THAN 3 PRECAST SLAB ARE PLACED IN SEQUENCE.

| | | | | | | | | | | | | |
|---|---------------------|------------------------------|---------------------|---|---------------------------------|----------|--------------|----------------|----------------|--------------------|---------------------------|--------------|
| FILE NAME = p:\1\1084EBID\INTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 9-16 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | PLOT SCALE = 100.0000' / in. | CHECKED - | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 49 |
| | | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | | | | | BD 57 | | CONTRACT NO. 60W43 | | |
| Default | | | | | SCALE: NONE | SHEET 18 | OF 19 SHEETS | STA. | TO STA. | | ILLINOIS FED. AID PROJECT | |



**DETAIL H – LONGITUDINAL TIE BAR
STITCHING FOR PRECAST PANELS**

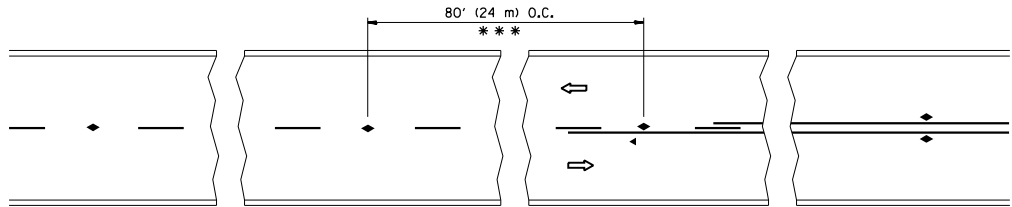


SECTION A-A

NOTES FOR TIE BAR STITCHING:

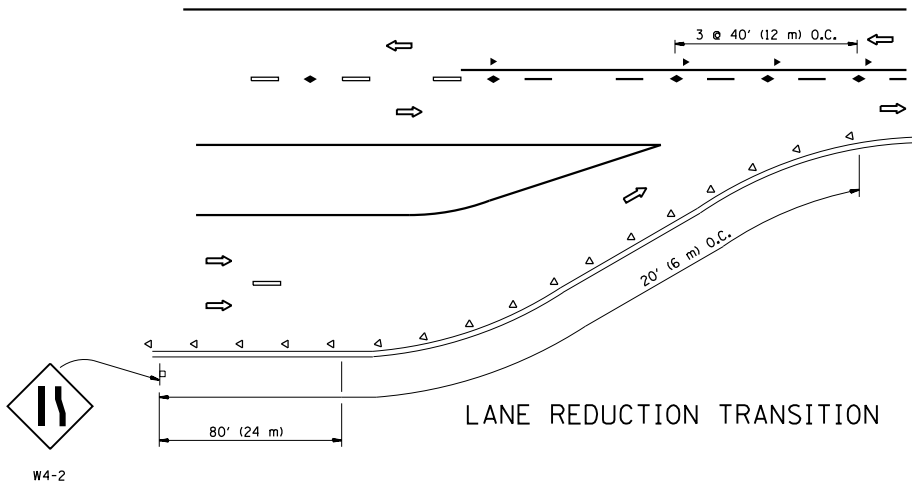
1. DRILL HOLES THAT ARE ORIENTED AT 40° ± 5° ANGLE TO THE PAVEMENT SURFACE SO THAT THEY INTERSECT THE LONGITUDINAL CRACK OR JOINT AT ABOUT MID-DEPTH. (IT IS IMPORTANT TO START DRILLING THE HOLE AT A CONSISTENT DISTANCE FROM THE JOINT, IN ORDER TO CONSISTENTLY CROSS AT THE MID-DEPTH OF THE SLAB.)
2. HOLE CENTERLINES ARE PERPENDICULAR TO THE JOINT(IN PLAN VIEW) AT EACH LOCATION BEING DRILLED.
3. SELECT A DRILL THAT MINIMIZES DAMAGE TO THE CONCRETE SURFACE, SUCH AS A HYDRAULIC POWERED DRILL. SELECT A DRILL DIAMETER NO MORE THAN 0.375 IN. LARGER THAN THE TIE-BAR DIAMETER. CHOOSE A GANG-MOUNTED DRILL IF A HIGHER PRODUCTIVITY IS NEEDED.
4. DRILL HOLES WITH NO LESS THAN A 24 INCH BAR SPACING. ADJACENT HOLES ARE DRILLED IN OPPOSITE DIRECTIONS ACROSS THE JOINT. THE HOLES AND INSERTED TIE BAR SHALL BE NO LESS THAN 24 INCHES FROM ANY EXISTING TRANSVERSE JOINT OR ANY PRECAST OR REPAIR TRANSFER JOINT.
5. HOLE BOTTOMS ARE NO MORE THAN 1 INCH FROM THE SLAB BOTTOM.
6. AIR BLOW THE HOLES TO REMOVE DUST AND DEBRIS AFTER DRILLING.
7. INJECT ADHESIVE INTO THE HOLE, LEAVING SOME VOLUME FOR THE BAR TO OCCUPY THE HOLE. (POURING THE ADHESIVE IS ACCEPTABLE FOR SMALL QUANTITIES.)
8. INSERT THE NO. 6 EPOXY COATED DEFORMED TIE BAR INTO THE HOLE, LEAVING ABOUT 1 IN. FROM THE TOP OF BAR TO THE PAVEMENT SURFACE. DEFORMED TIE BARS SHALL BE EPOXY COATED.
9. REMOVE EXCESS ADHESIVE AND FINISH FLUSH WITH THE PAVEMENT SURFACE.

| | | | | | | | | | | | | | |
|---|---------------------|------------------------------|---------------------|---|---------------------------------|---------------------------|-------|--------------------|----------------|---------|----------------|-----------------|--------------|
| FILE NAME = p:\11\084EBID\INTEG\Illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn Default | USER NAME = PencePL | DESIGNED - O. PATEL | REVISED - D.G. 9-16 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | PRECAST CONCRETE PAVEMENT SLABS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | | | | | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 |
| | | PLOT SCALE = 100.0000' / in. | CHECKED - | | REVISED - | BD 57 | | CONTRACT NO. 60W43 | | | | | |
| | | PLOT DATE = 10/26/2016 | DATE - 10-25-2013 | | REVISED - | ILLINOIS FED. AID PROJECT | | | | | | | |
| | | | | | SCALE: NONE | SHEET 19 | OF 19 | SHEETS | STA. | TO STA. | | | |

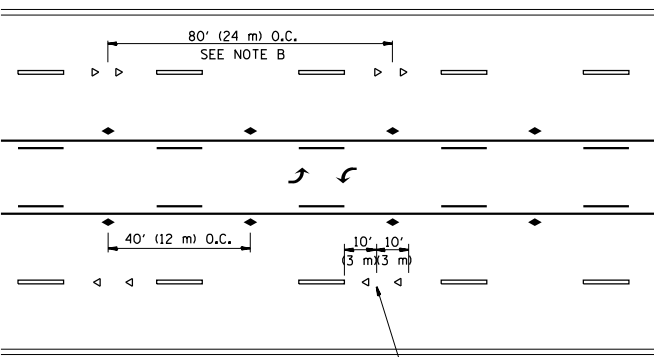


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

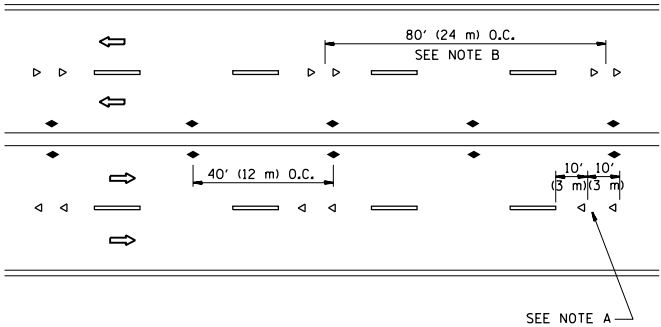
TWO-LANE/TWO-WAY



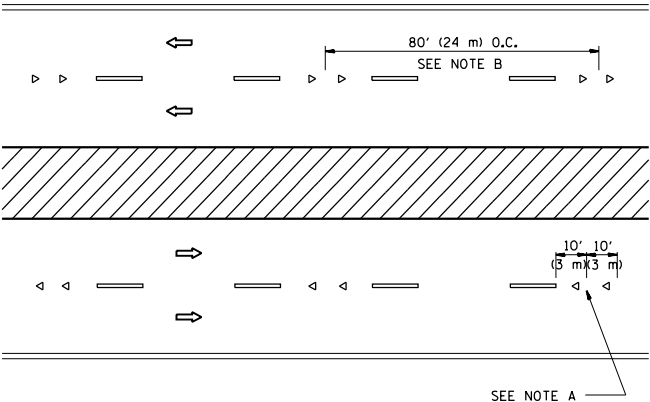
LANE REDUCTION TRANSITION



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.

LANE MARKER NOTES

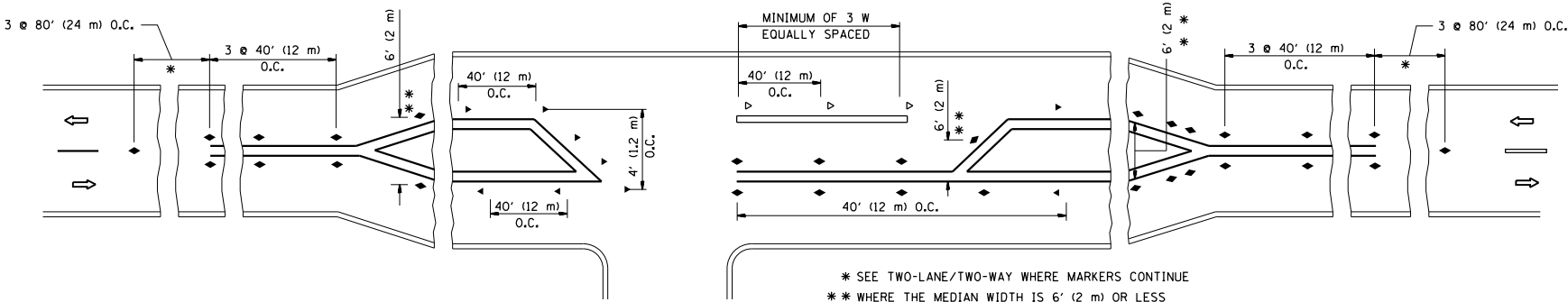
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

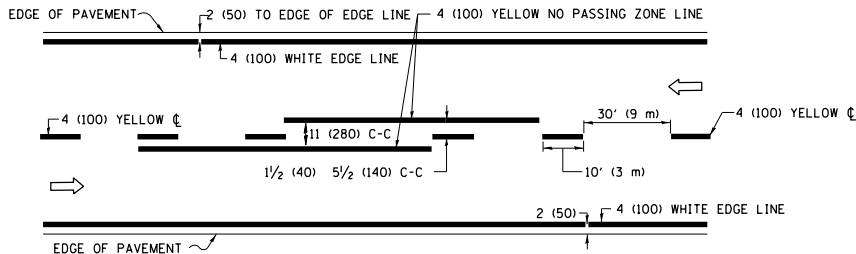
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



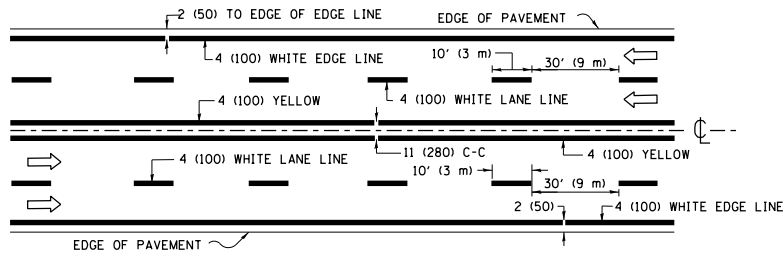
LEFT TURN

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

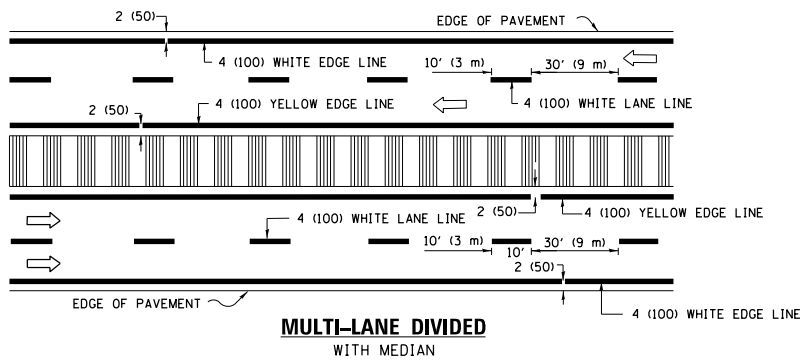
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|---|------------------------------|------------|---------------------------------|---|--|--|--|---|----------------|-------------|--------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - | REVISED - T. RAMMACHER 09-19-94 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\1\1084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - T. RAMMACHER 03-12-99 | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 52 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - T. RAMMACHER 01-06-00 | | SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA. | | | TC-11 CONTRACT NO. 60W43 | | | | |
| | PLOT DATE = 10/26/2016 | DATE - | REVISED - C. JUCIUS 09-09-09 | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |



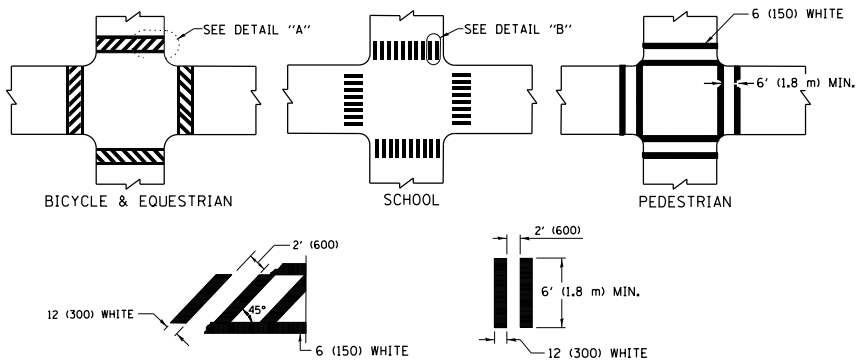
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

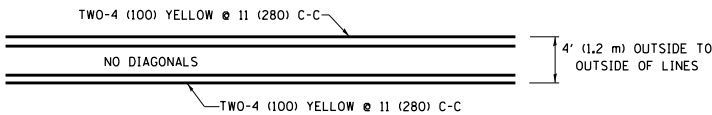


DETAIL "A"

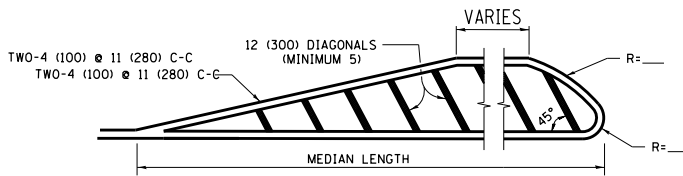
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

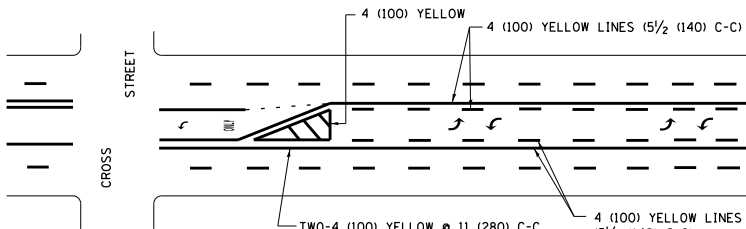


4' (1.2 m) WIDE MEDIANS ONLY

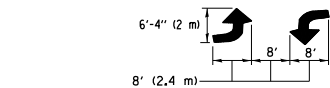


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

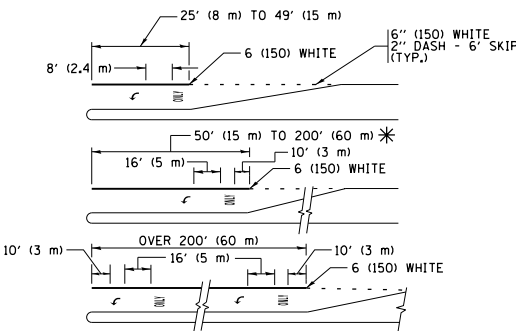


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

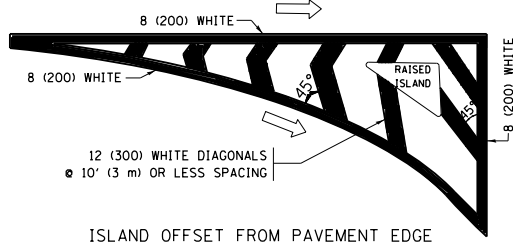


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

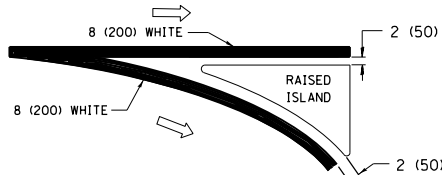
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

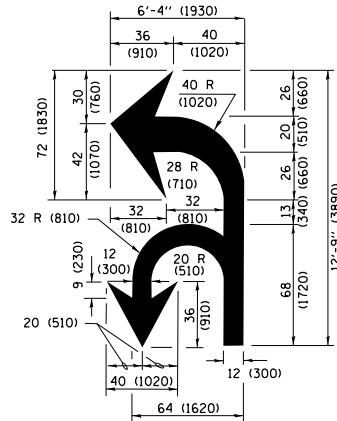


ISLAND OFFSET FROM PAVEMENT EDGE

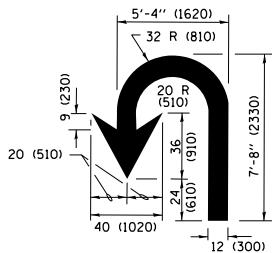


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

| 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 1/2 (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 MEDIANS IN YELLOW |
| 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 1/2 (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 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 (REQUIRED FOR SHOULDERS ≥ 8') | 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)) |
| U TURN ARROW | SEE DETAIL | SOLID | WHITE | 16.3 SF |
| 2 ARROW COMBINATION LEFT AND U TURN | SEE DETAIL | SOLID | WHITE | 30.4 SF |

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 = PencePL | DESIGNED - EVERS | REVISED - C. JUCIUS 09-09-09 |
| p:\1\1084EBID\INTEG\Illinois.gov\PIWIDOT\Documents\100T Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - C. JUCIUS 07-01-13 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - C. JUCIUS 12-21-15 |
| Default | PLOT DATE = 10/26/2016 | DATE - 03-19-90 | REVISED - C. JUCIUS 04-12-16 |

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|----------------|---------------------------|--------------|-----------|
| 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 53 |
| | TC-13 | CONTRACT NO. 60W43 | | |
| | | ILLINOIS FED. AID PROJECT | | |

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

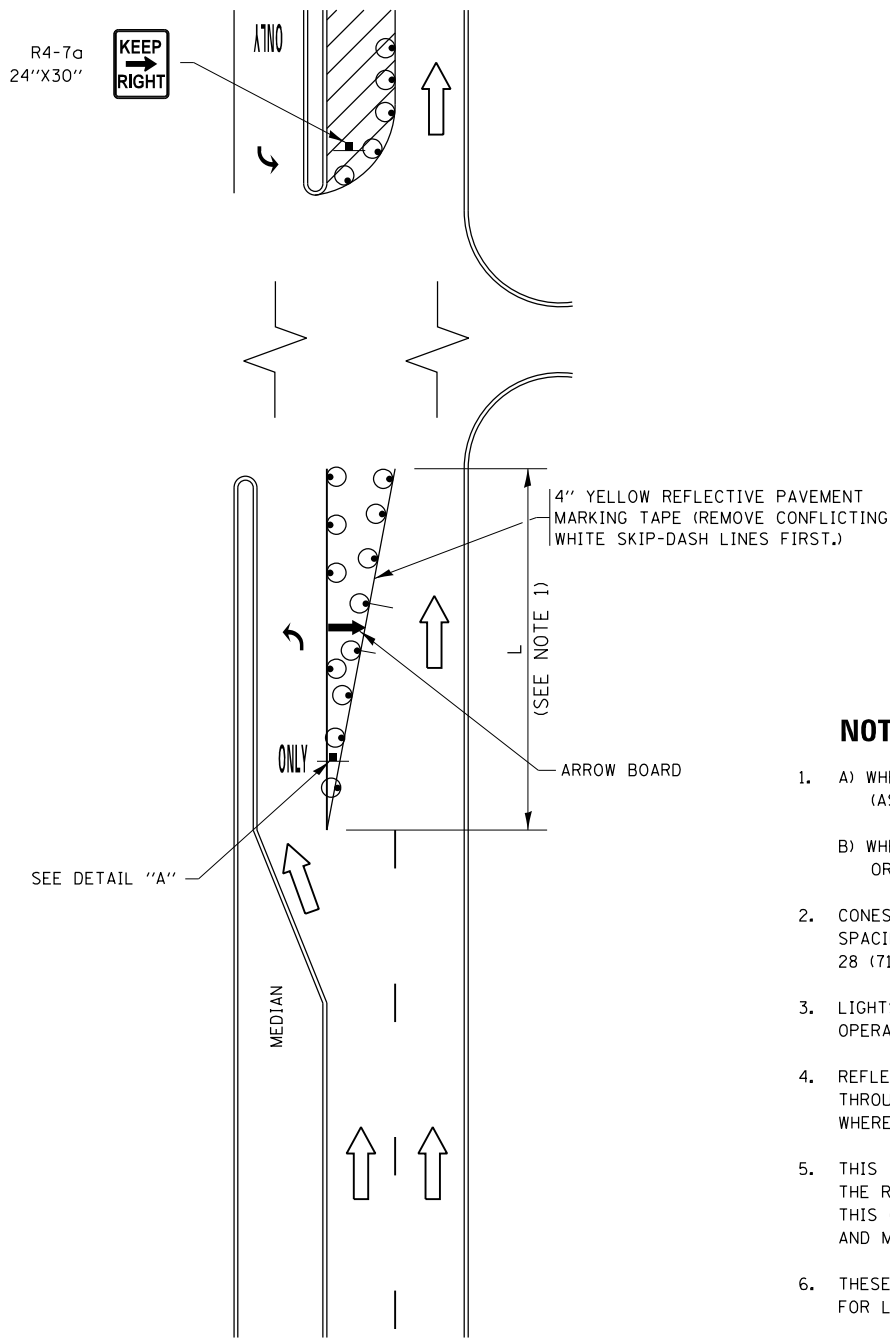
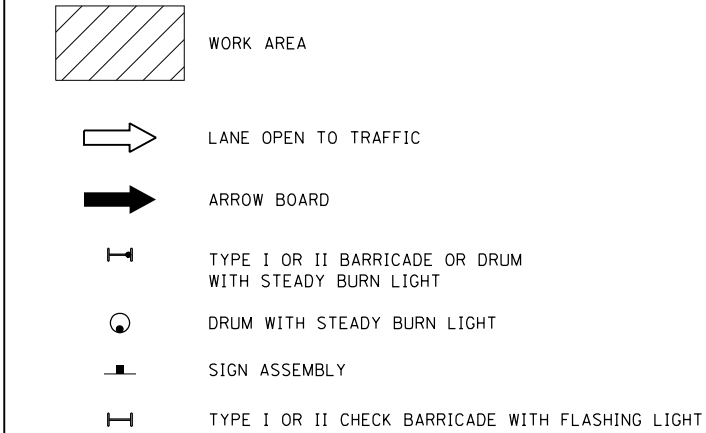


FIGURE 1

LEGEND



NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

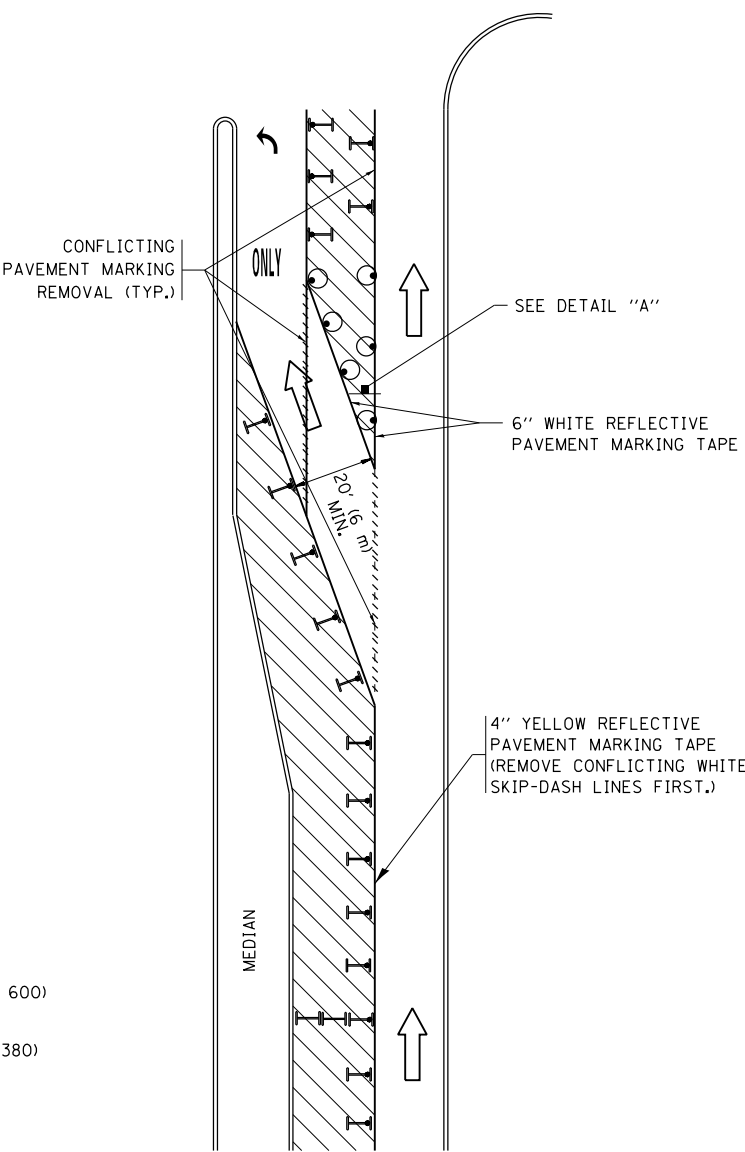
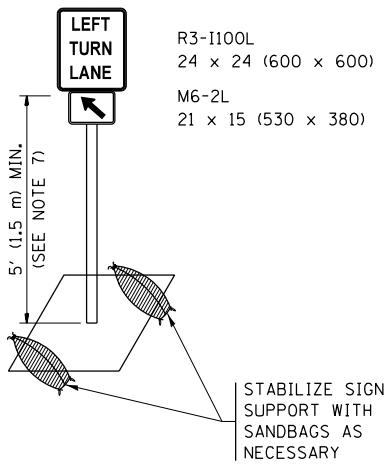


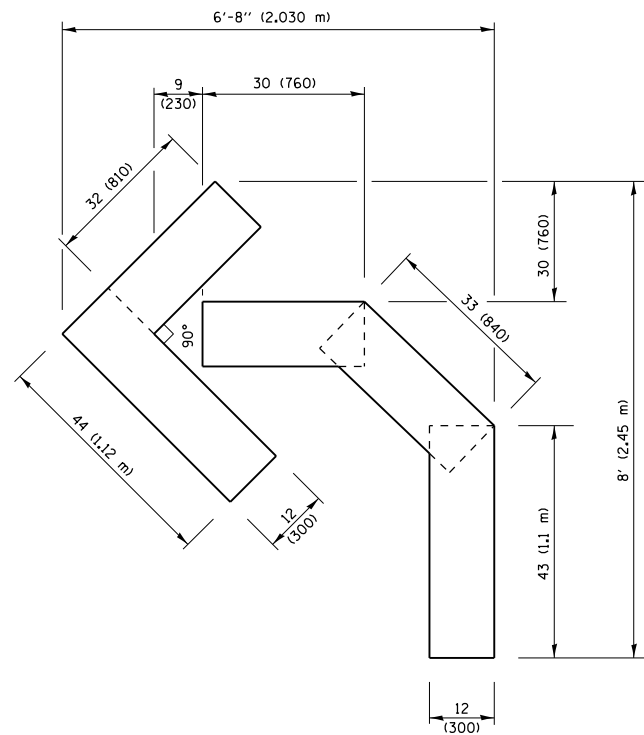
FIGURE 2



DETAIL A

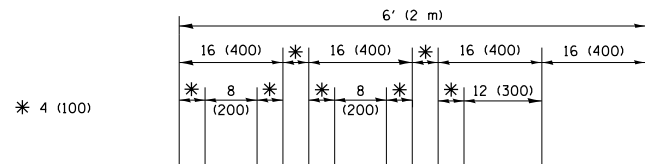
All dimensions are in inches (millimeters) unless otherwise shown.

| | | | | | | | | | | | | | |
|---|------------------------------|---------------------------------|--------------------------------|---|--|----------------|-------------|------|----------------|--------------------|--------|-----------------|--------------|
| FILE NAME = | USER NAME = PencePL | REVISED - T. RAMMACHER 09-08-94 | REVISED - R. BORO 09-14-09 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\11084EBID\Design\As-Built\11-07-95 | | REVISED - A. HOUSEH 11-07-95 | REVISED - A. SCHUETZE 07-01-13 | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 54 | | | | |
| Default | PLOT SCALE = 100.0000' / in. | REVISED - A. HOUSEH 10-12-96 | REVISED - A. SCHUETZE 09-15-16 | | TC-14 | | | | | CONTRACT NO. 60W43 | | | |
| | PLOT DATE = 10/26/2016 | REVISED - T. RAMMACHER 01-06-00 | REVISED - | | ILLINOIS FED. AID PROJECT | | | | | | | | |
| SCALE: NONE | | | | | SHEET 1 | OF 1 | SHEETS | STA. | TO STA. | | | | |



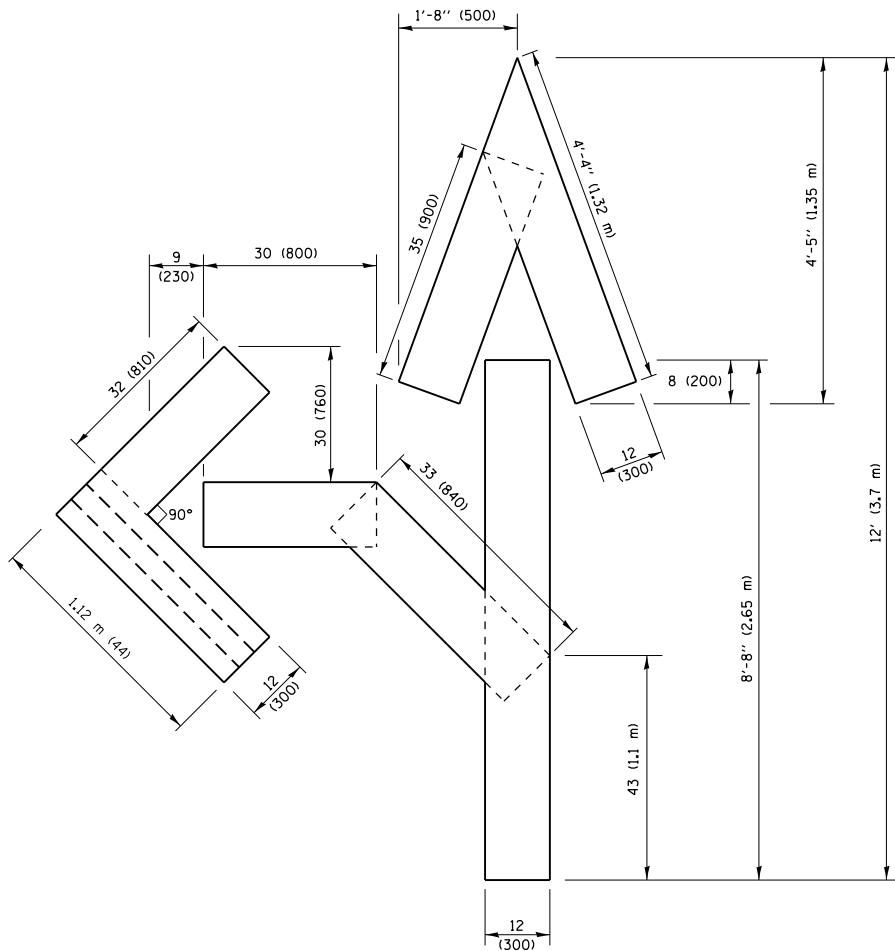
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



QUANTITY

4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)

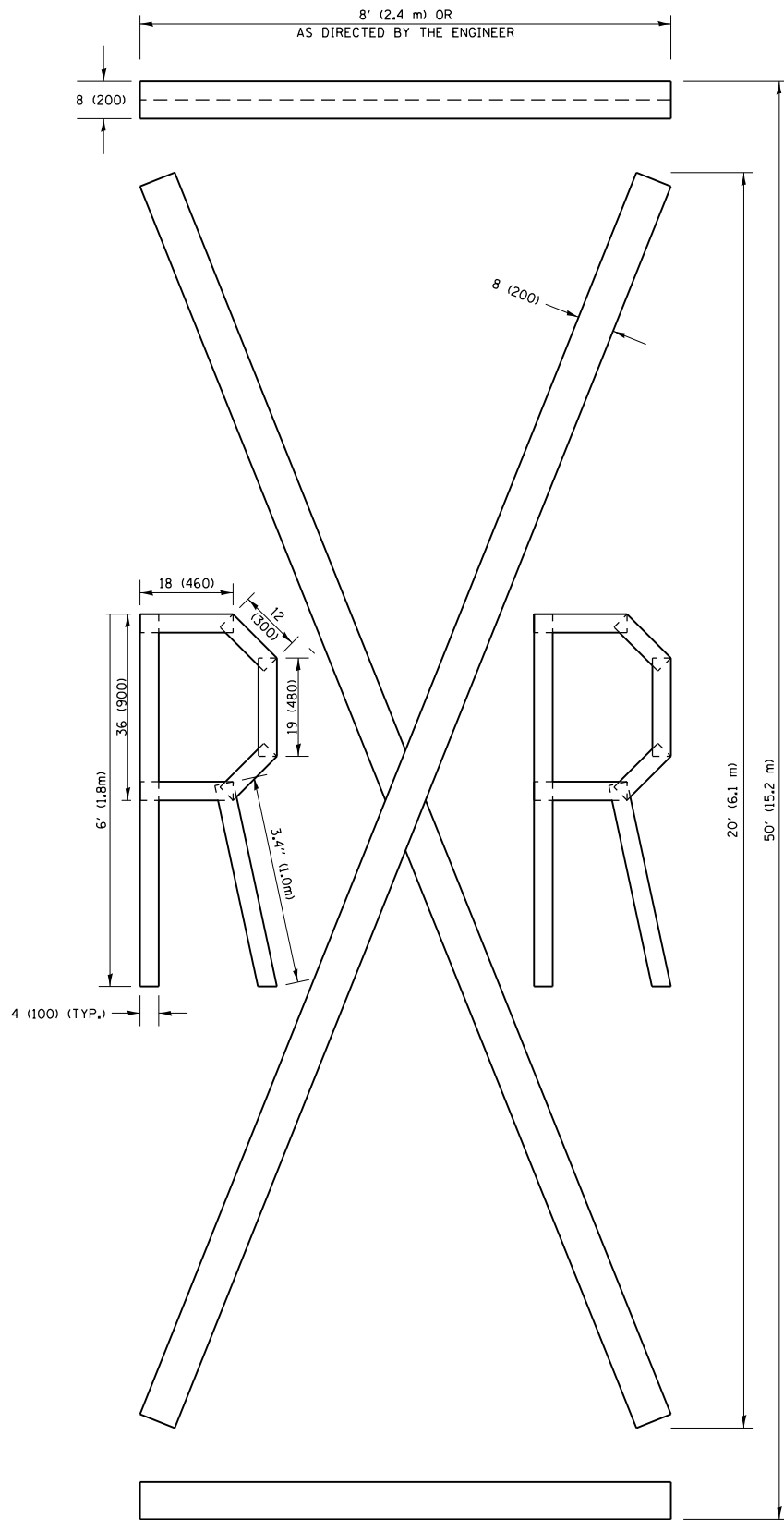


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.

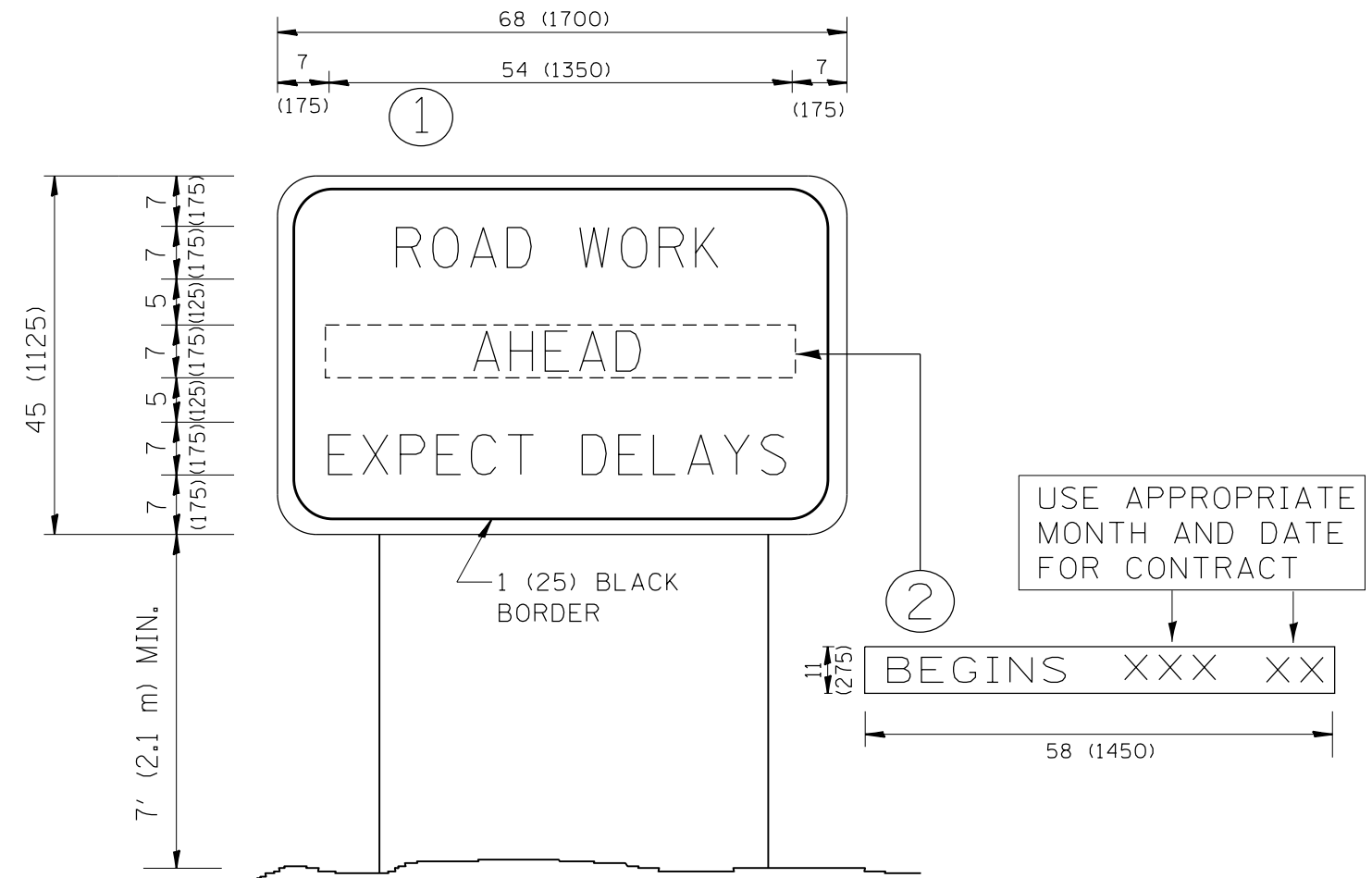


QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

| | | | | | | | | | | | | | |
|--|-------------------------------|-----------------|--------------------------------|--|--|-------------|------|--------|---|----------------|--------------------|--------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - | REVISED -T. RAMMACHER 03-02-98 | <div>STATE OF ILLINOIS</div> <div>DEPARTMENT OF TRANSPORTATION</div> | <div>SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS</div> | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\1\1084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - E. GOMEZ 08-28-00 | | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 55 |
| | PLOT SCALE = 100.0010 ' / in. | CHECKED - | REVISED - E. GOMEZ 08-28-00 | | | | | | TC-16 | | CONTRACT NO. 60W43 | | |
| | PLOT DATE = 10/26/2016 | DATE - 09-18-94 | REVISED - A. SCHUETZE 09-15-16 | | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: NONE | SHEET NO. 1 | OF 1 | SHEETS | STA. | TO STA. | | | |



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.

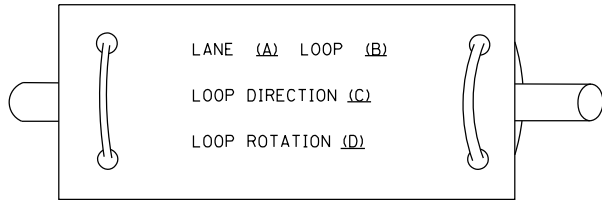
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

| | | | | | | | | | | | | |
|--|------------------------------|------------|---------------------------------|---|-----------------------------------|-------------------------|------|----------------|---|--------------|-----------------|--------------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - | REVISED - R. MIRS 09-15-97 | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | ARTERIAL ROAD INFORMATION SIGN | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11084EBID\INTEG\Illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | | REVISED - R. MIRS 12-11-97 | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 56 |
| | PLOT SCALE = 100.0000' / in. | CHECKED - | REVISED - T. RAMMACHER 02-02-99 | | | | | TC-22 | | CONTRACT NO. | 60W43 | |
| | PLOT DATE = 10/26/2016 | DATE - | REVISED - C. JUCIUS 01-31-07 | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | |

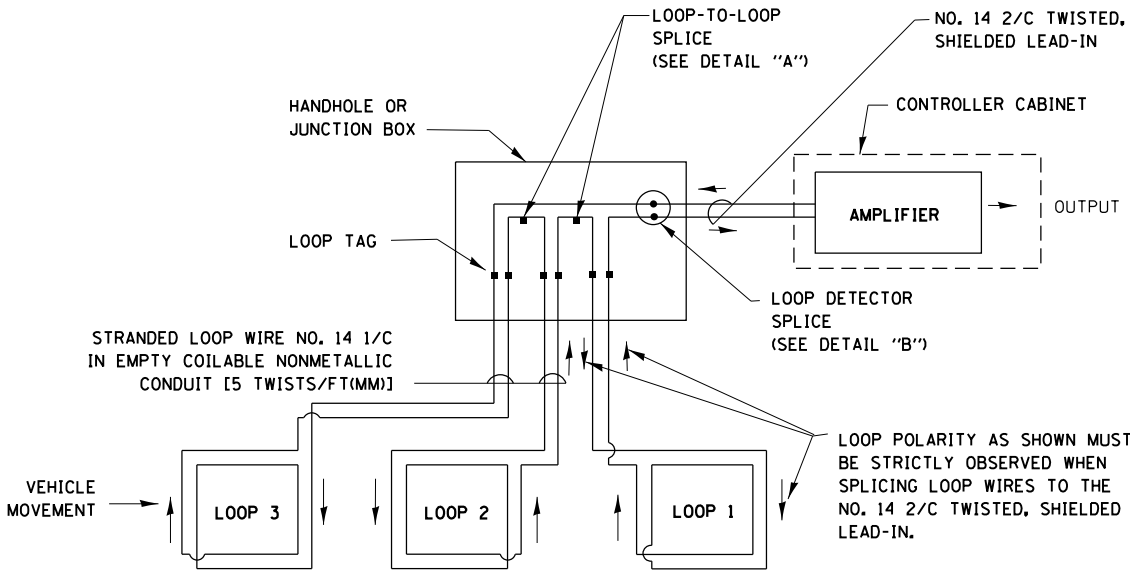
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

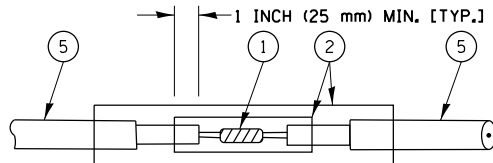


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

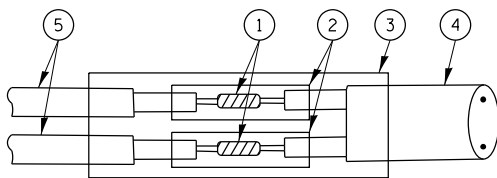


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

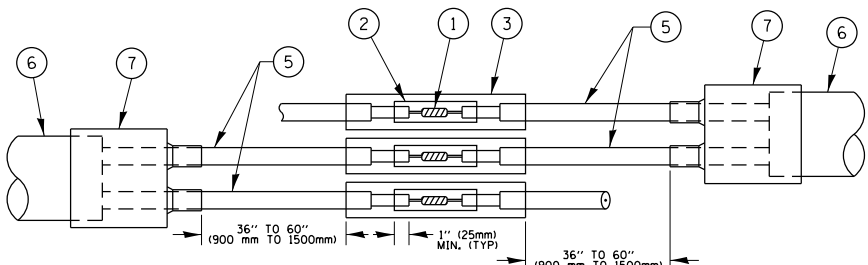


DETAIL "A"
LOOP-TO-LOOP SPLICE

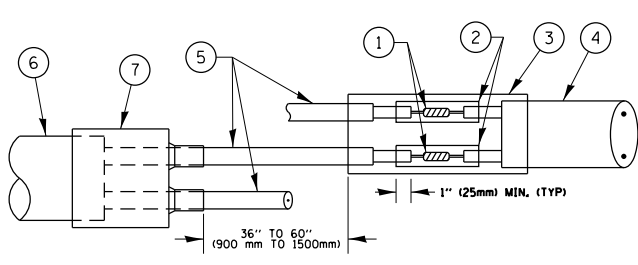


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

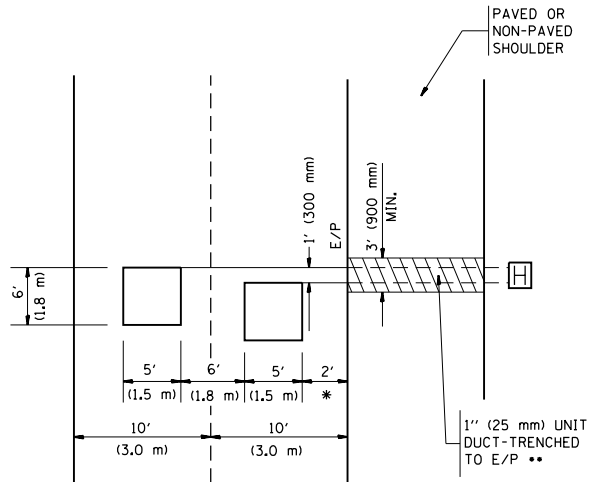
LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH, THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PRE-FORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

| | | | | | | | | | | | | | |
|---|------------------------|------------------------------|-----------|---|--|---------|------|--------|-------------|---------|---------------------------|--------------|-----------|
| FILE NAME = pwi\11084EBIDINTEG\Illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | USER NAME = PencePL | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| | | 338 | REVIS | | | | | | 110R-1 | PCC-PP | COOK&DUPAGE | 60 | 57 |
| | | PLOT SCALE = 100.0000' / in. | CHECKED - | | | | | | TS-05 | | CONTRACT NO. 60W43 | | |
| Default | PLOT DATE = 10/26/2016 | DATE - | REVISED - | | SCALE: NONE | SHEET 2 | OF 7 | SHEETS | STA. | TO STA. | ILLINOIS FED. AID PROJECT | | |

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT
NOTE WHICH SHOULD EQUAL
3' (900 mm) X WIDTH OF
PAVED SHOULDER.



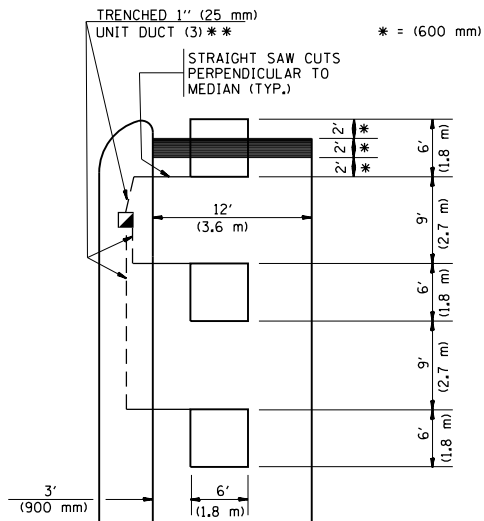
* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.

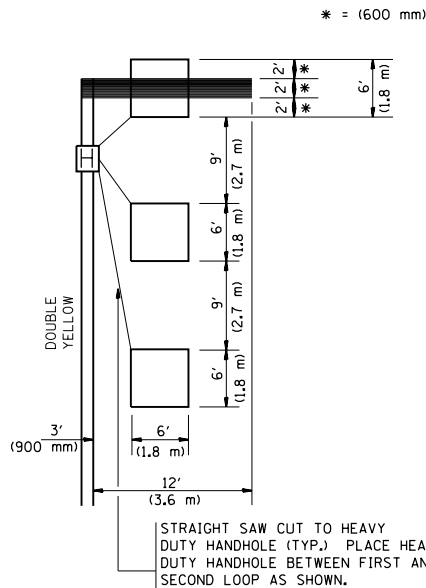


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

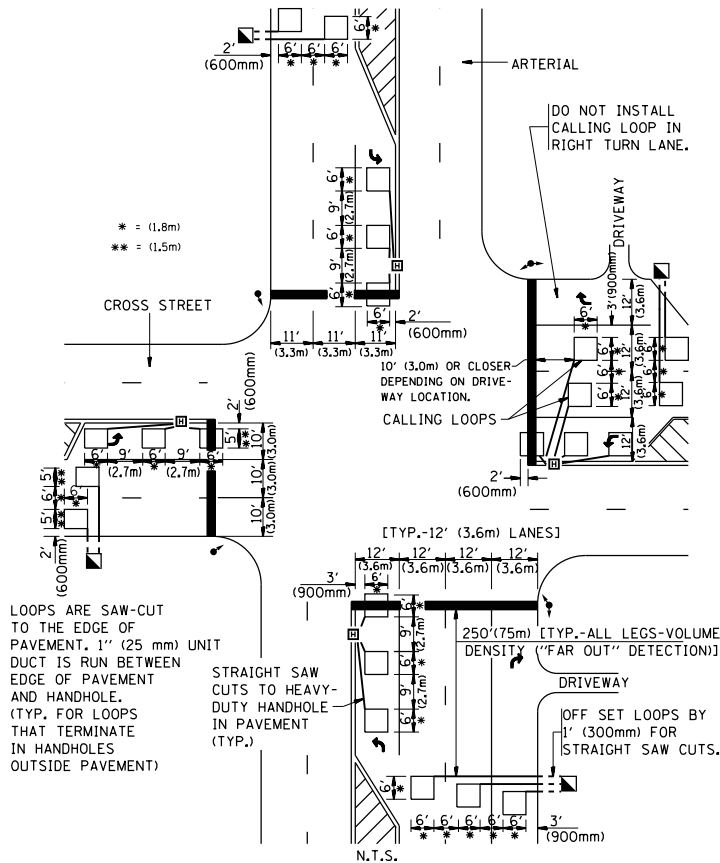
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



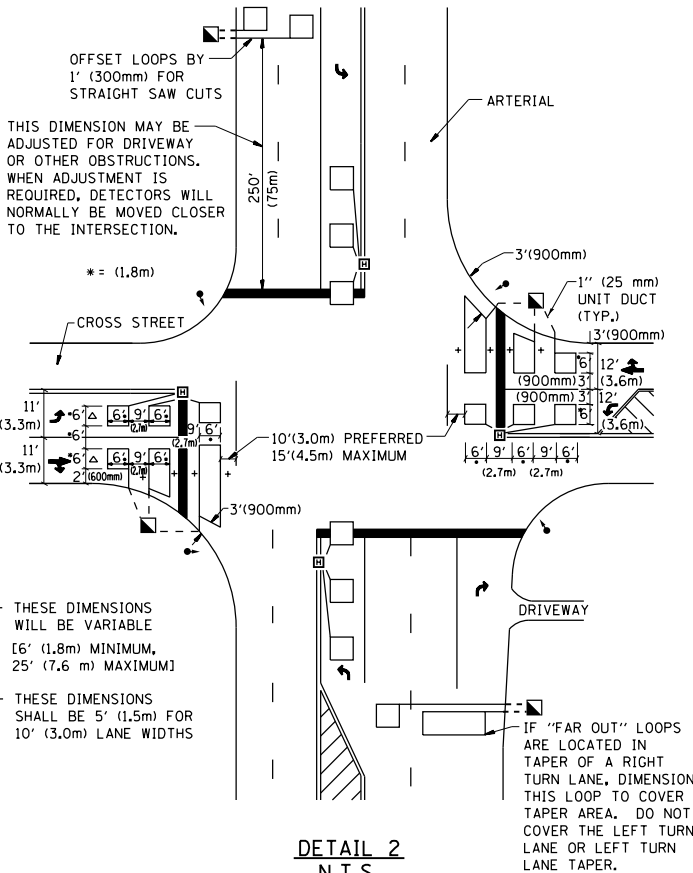
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

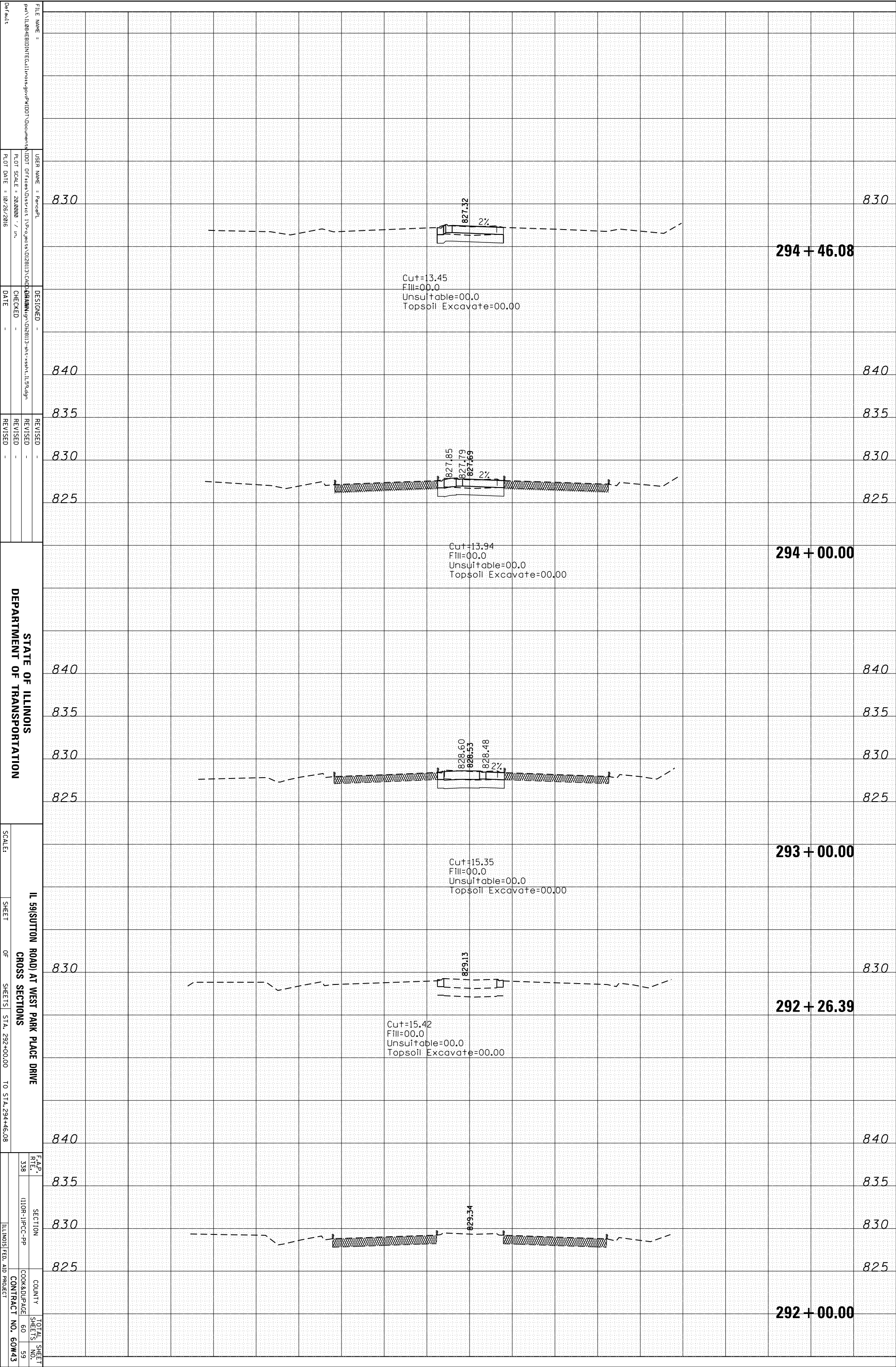
ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

| | | | | | | | | | | | | | |
|--|---------------------|------------------|-----------|---|--|-------------------------|------|---------|---|----------------|--------------------|--------------|-----------|
| FILE NAME = | USER NAME = PencePL | DESIGNED - | REVISED - | STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION | DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING | | | | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
| p:\11\084EBID\INTEG\Illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI2811\Drawings\Design\DistStd.dgn | | REVIS | REVIS | | | | | | 338 | (110R-1)PCC-PP | COOK&DUPAGE | 60 | 58 |
| PLOT SCALE = 100.0000' / in. | | CHECKED - R.K.F. | REVIS | | | | | | TS-07 | | CONTRACT NO. 60W43 | | |
| PLOT DATE = 10/26/2016 | | DATE - | REVIS | | | | | | FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT | | | | |
| | | | | | SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA. | | | | | |

| | | | |
|-----------------|---------------|----|------|
| ORIGINAL SURVEY | | BY | DATE |
| NOTE BOOK | SURVEYED | | |
| | PLOTTED | | |
| | TEMPLATE | | |
| | AREAS | | |
| NO. _____ | AREAS CHECKED | | |

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| FINAL SURVEY | | BY | DATE |
| NOTE BOOK | SURVEYED | | |
| | PLOTTED | | |
| | TEMPLATE | | |
| | AREAS | | |
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| | PLOTTED | | |
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