

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.9I	COOK	29	1
DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

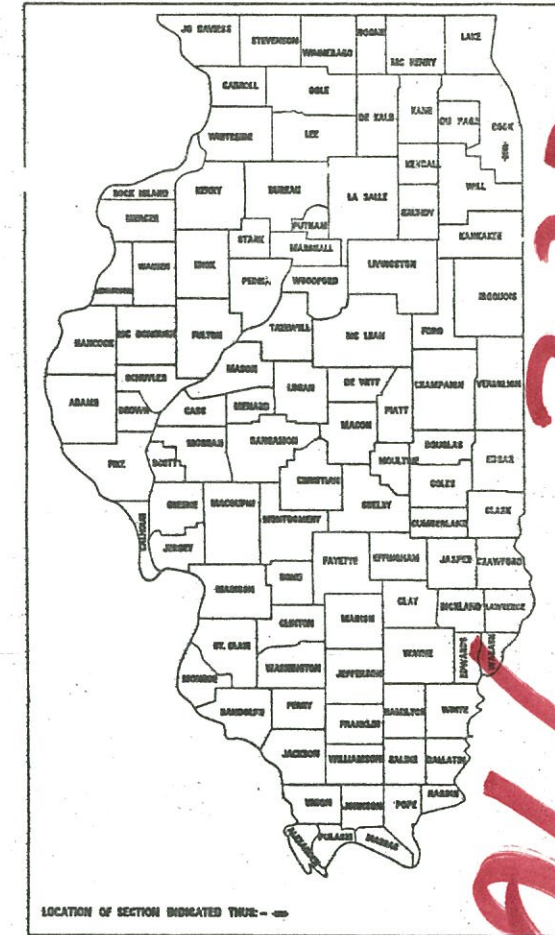
D-91-264-97

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PLANS FOR PROPOSED
 HIGHWAY**

F.A.I. ROUTE 57
 SECTION: 2323.9I
 PARNELL AVENUE OVER INTERSTATE 57
 BRIDGE REHABILITATION
 COOK COUNTY
 C-91-264-97



2020

DISTRICT ONE - DESIGN / PLAN PREPARATION ENGINEER THOMAS HOLTZ / JOHN POLLASTRINI (847) 705-1240



IMPROVEMENT IS LOCATED
 IN THE CITY OF CHICAGO

PARNELL AVENUE OVER I-57
 STRUCTURE NUMBER: 016-2029

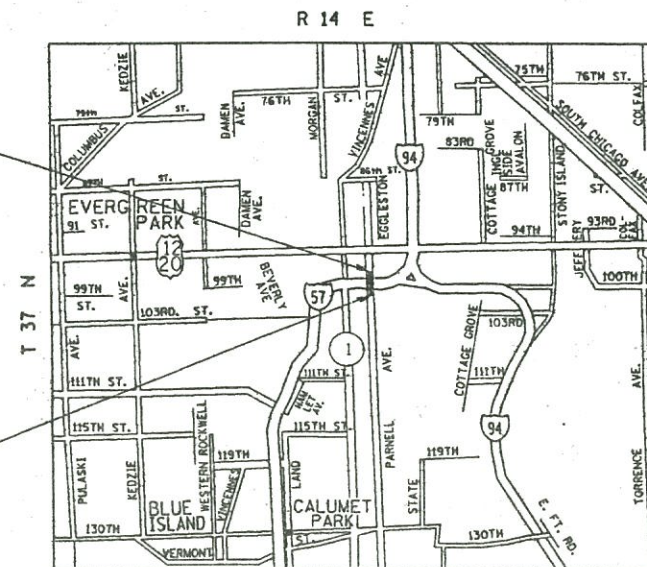


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
 ENGINEERING SCALES, REDUCED SIZED PLANS WILL NOT
 CONFORM TO STANDARD SCALES, IN MAKING MEASUREMENTS
 ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

CONTRACT NO. 60364

IMPROVEMENT ENDS
 STA. 4+53.07

IMPROVEMENT BEGINS
 STA. 6+80.37



WORTH TOWNSHIP
 MAP SCALE : NONE

GROSS LENGTH OF IMPROVEMENT = 227.3 FT.
 NET LENGTH OF IMPROVEMENT = 227.3 FT.

TRAFFIC DATA
 1997 ADT = 5,000
 SPEED LIMIT = 30 MPH

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED Aug 17 1998
John P. Kos DISTRICT ENGINEER

ENGINEER OF PROJECT DEVELOPMENT AND IMPLEMENTATION
October 2, 19 98
Bill Surles
 ENGINEER OF DESIGN AND ENVIRONMENT

October 2, 19 98
James P. St. John
 DIRECTOR, DIVISION OF HIGHWAYS

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 STATE OF ILLINOIS

FOR UTILITY INFORMATION CALL C.U.A.N.
 (CHICAGO UTILITY ALERT NETWORK) 1-312-744-7000

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	2
STA.		TO STA.		
DIST. NO. 1		ILLINOIS	HIGHWAY PROJECT	

D-91-264-97

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND PLAN NOTES
3-4	SUMMARY OF QUANTITIES
5	EXISTING AND PROPOSED TYPICAL SECTIONS
5-8	SUGGESTED STAGING AND TRAFFIC CONTROL ROADWAY PLAN
9	DRAINAGE & UTILITIES PLAN
11	PAVEMENT MARKING
12-22	BRIDGE REHABILITATION PLAN
23	PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT
24	TEMPORARY INFORMATION SIGNING & TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS
25	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS
26	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
27	CITY OF CHICAGO STANDARD DRAWINGS CURB RAMPS FOR PEOPLE WITH DISABILITIES
28	CITY OF CHICAGO DRAINAGE DETAILS

LIST OF STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-02	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
442201-01	CLASS C AND D PATCHES
604001	FRAME AND LIDS, TYPE I
606001-01	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701301	LANE CLOSURE, 2-LANES, 2-WAYS, SHORT TIME OPERATIONS, FOR SPEEDS > 45 MPH
701501-02	LANE CLOSURE, 2-LANES, 2-WAYS, UNDIVIDED, FOR SPEEDS < 45 MPH
701606-02	LANE CLOSURE, MULTILANE, 2-WAYS, WITH MOUNT MEDIAN, FOR SPEEDS < 45 MPH
701701-02	LANE CLOSURE, MULTILANE, INTERSECTION, FOR SPEEDS < 45 MPH
701801-02	LANE CLOSURE, MULTILANE, 1-WAY OR 2-WAYS, CROSSWALK OR SIDEWALK CLOSURE, FOR SPEEDS < 45 MPH
702001	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "CUAN" (CHICAGO UTILITY ALERT NETWORK) AT 1-(312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE I OR TYPE II BARRICADE USED. ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

ALL PAVEMENT PATCHING LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD PRIOR TO STAGE CONSTRUCTION.

CHICAGO NOTES

IN CASE OF DAMAGE TO CITY OF CHICAGO SEWERS, PRIVATE AND PUBLIC DRAINS AND/OR BENCH MONUMENTS, THE CONTRACTOR SHALL IMMEDIATELY CONTACT THE DEPARTMENT OF SEWERS AT 1-(312) 747-7893

CITY OF CHICAGO WATER VALVE, VAULTS AND SEWER STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION WITHOUT WRITTEN PERMISSION FROM THE CITY DEPARTMENT OF WATER AND/OR THE DEPARTMENT OF SEWERS.

SIDEWALK ACCESSIBILITY RAMPS SHALL NOT BE CONSTRUCTED DIRECTLY OVER EXISTING OR PROPOSED DRAINAGE STRUCTURES.

ALL PAVEMENT PATCHING SHALL BE CLASS C.

CURB AND GUTTER CONSTRUCTION SHALL PROVIDE A MINIMUM HEIGHT OF 75MM(3")

BACKFILL MATERIALS UNDER SIDEWALK SHALL BE FA-2

PAVEMENT REPLACEMENT AROUND FRAMES AND GRATES OR LIDS WHERE DRAINAGE, WATERMAIN OR ELECTRICAL STRUCTURES ARE ADJUSTED OR RECONSTRUCTED SHALL BE WITH CLASS SI CONCRETE.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, LIST OF STATE STANDARDS, AND GENERAL NOTES

VERT. NONE
SCALE: HORIZ. NONE
DATE 08/17/98

DRAWN BY RRK
CHECKED BY

LOCATION OF WORK : F.A.I. ROUTE 57 (PARNELL AVENUE)
 OVER INTERSTATE 57

SUMMARY OF QUANTITIES		UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM			100% STATE SFTY - 2A	
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	35	35	
42001300	PROTECTIVE COAT	SO YD	63	63	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	450	450	
44000116	BITUMINOUS REMOVAL OVER PATCHES 4'	SO YD	150	150	
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SO YD	1145	1145	
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	60	60	
44201389	CLASS C PATCHES, TYPE II, 13 INCH	SO YD	60	60	
44201394	CLASS C PATCHES, TYPE III, 13 INCH	SO YD	90	90	
50102400	CONCRETE REMOVAL	CU YD	25.9	25.9	
50300120	PREFORMED JOINT SEAL 2 1/2"	FOOT	65	65	
50300130	PREFORMED JOINT SEAL 4"	FOOT	65	65	
50300255	CONCRETE SUPER STRUCTURES	CU YD	31.7	31.7	
50300260	BRIDGE DECK GROOVING	SO YD	1060	1060	
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12	
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12	12	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	9890	9890	
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	24	24	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	4990	4990	
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4	
MX032013	BRIDGE FENCE RAILING (SIDEWALK)	METER	568	568	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		100% STATE SFTY - 2A	
60260100	INLETS TO BE ADJUSTED	EACH	4	4	
60406530	FRAMES AND LIDS, CLOSED LID (CITY OF CHICAGO)	EACH	4	4	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3	3	
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
70103015	TRAFFIC CONTROL SURVEILLANCE	CAL DA	15	15	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1200	1200	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4'	FOOT	4800	4800	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24'	FOOT	64	64	
70300520	PAVEMENT MARKING TAPE, TYPE III 4'	FOOT	5056	5056	
70300570	PAVEMENT MARKING TAPE, TYPE III 24'	FOOT	144	144	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	5200	5200	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4'	FOOT	4800	4800	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6'	FOOT	260	260	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24'	FOOT	64	64	
78002110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE A - LINE 4'	FOOT	454	454	
78300105	PAVEMENT MARKING REMOVAL	FOOT	4800	4800	
X0301689	HIGH PERFORMANCE - ENHANCED SHOTCRETE	SO FT	865	865	
X0322256	TEMPORARY INFORMATION SIGNING	SO FT	85	85	
X0322276	CLEAN AND PAINT EXPOSED REBARS	L SUM	1	1	
X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY 2 1/4"	SO YD	1110	1110	

* SPECIALTY ITEMS

Rev.

REVISIONS	
NO	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUMMARY OF QUANTITIES
 F.A.I. ROUTE 57 (PARNELL AVENUE)
 OVER INTERSTATE 57

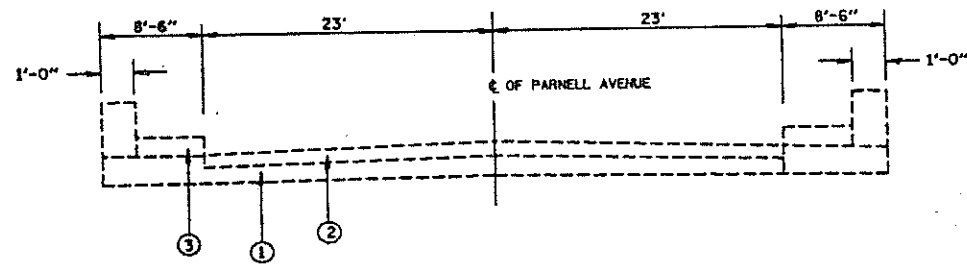
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DATE: _____ DRAWN BY: RK
 CHECKED BY: _____

Wed Aug 12 16:37:51 1998
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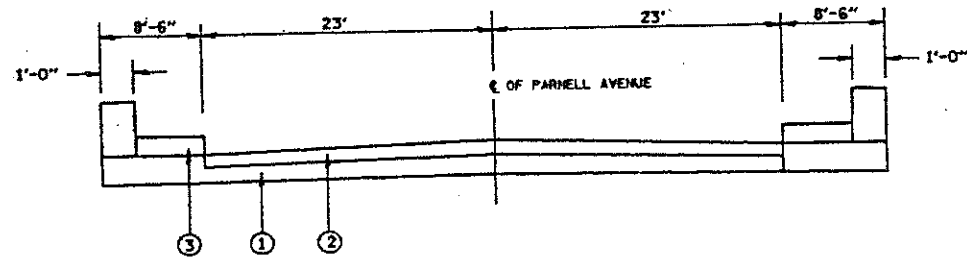
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.9I	COOK	28	5
STA.		TO STA.		
DIST. NO. 1		ILLINOIS HIGHWAY PROJECT		

D-91-264-97



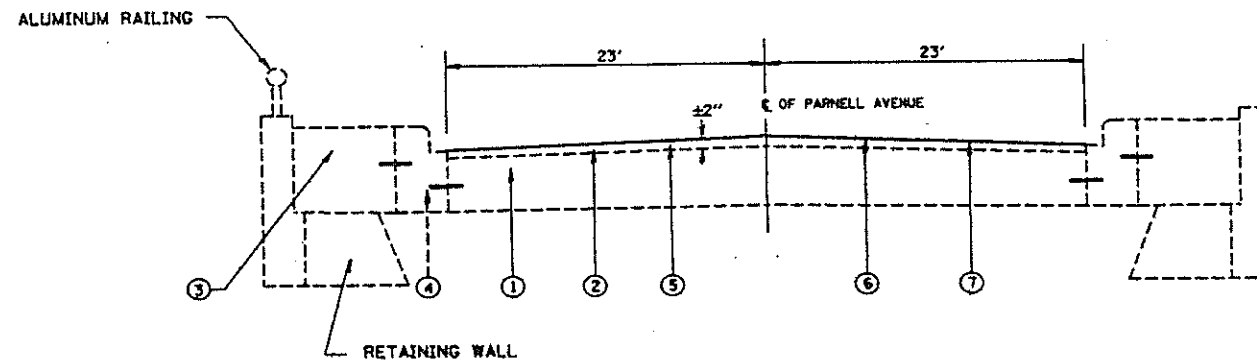
EXISTING BRIDGE CROSS SECTION

- ① EXISTING P.C.C. PAVEMENT
- ② EXISTING BITUMINOUS (± 2")
- ③ EXISTING P.C.C. SIDEWALK



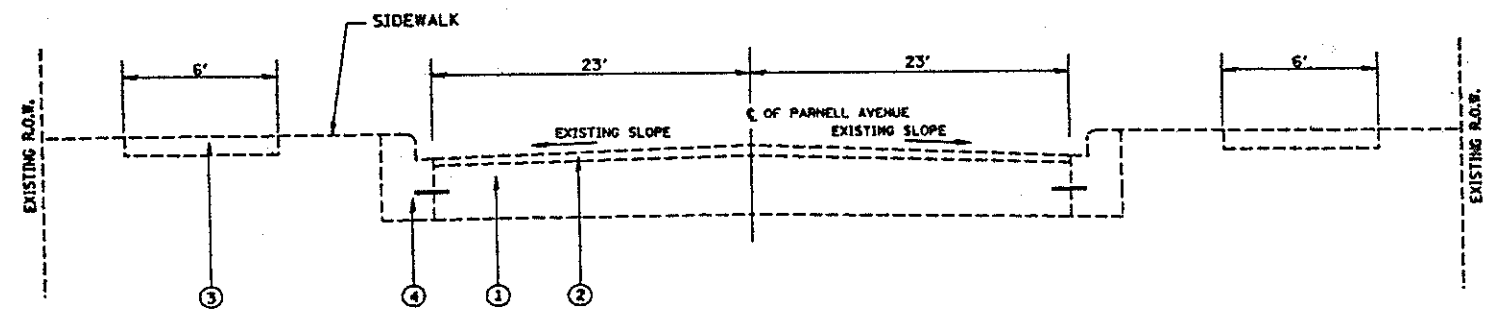
PROPOSED EXISTING BRIDGE CROSS SECTION

- ① EXISTING CONCRETE DECK
- ② PROPOSED BRIDGE DECK LATEX CONCRETE OVERLAY (2 1/4")
- ③ PROPOSED P.C.C. SIDEWALK REPAIR



EXISTING AND PROPOSED PAVEMENT AT NORTH & SOUTH APPROACH SLAB

- ① EXISTING P.C.C. PAVEMENT
- ② EXISTING BITUMINOUS CONCRETE SURFACE
- ③ EXISTING P.C.C. SIDEWALK
- ④ EXISTING CURB & GUTTER 8.6-12
- ⑤ PROPOSED BITUMINOUS CONCRETE REMOVAL (DECK)
- ⑥ PROPOSED CONCRETE BRIDGE DECK SCARIFICATION (1/2")
- ⑦ PROPOSED BRIDGE DECK LATEX CONCRETE OVERLAY (2 1/4")



EXISTING ROADWAY PAVEMENT

- ① EXISTING P.C.C. PAVEMENT 9"
- ② EXISTING BITUMINOUS CONCRETE SURFACE (± 2 1/4")
- ③ EXISTING P.C.C. SIDEWALK
- ④ EXISTING CURB & GUTTER 8.6-12

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

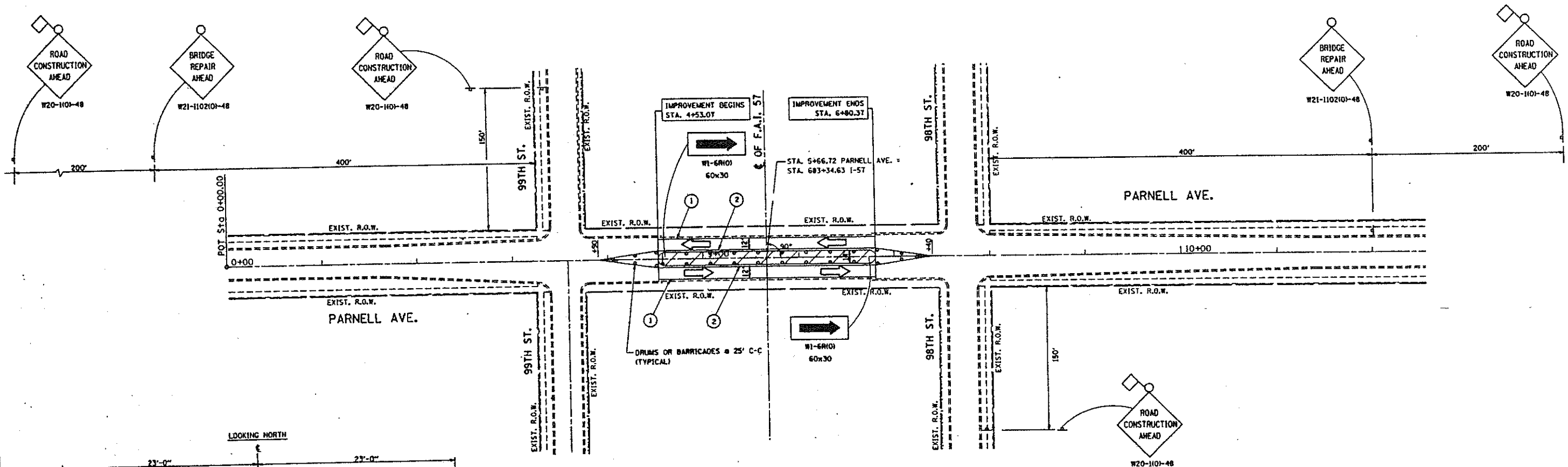
**PARNELL AVENUE
EXISTING AND PROPOSED
TYPICAL SECTIONS**

SCALE: VERT. NONE
HORIZ. DATE 08/12/98

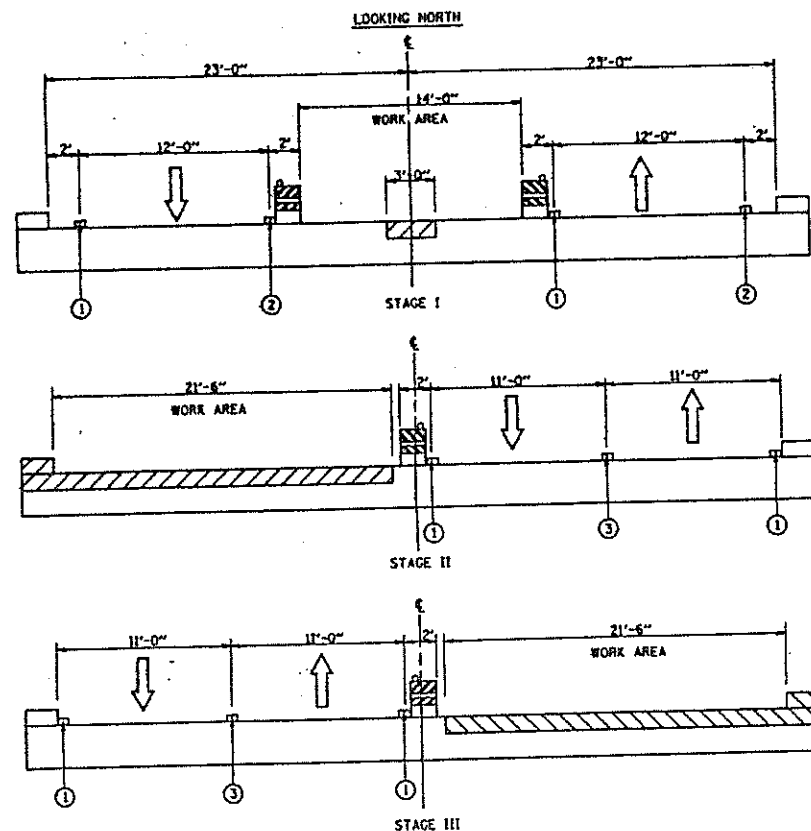
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	6
STA.		TO STA.		
FEB. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



STAGE I



- SUGGESTED SEQUENCE OF TRAFFIC**
- 1 REMOVE ALL CONFLICTING PAVEMENT MARKING. THE CONTRACTOR SHALL PATCH BEFORE ANY LANE CLOSURES.
 - 2 INSTALL PAVEMENT MARKING TAPE, TYPE III, 4". PLACE TRAFFIC FLOW ON THE RIGHT LANE AND CLOSED CENTER LANE. IN ACCORDANCE WITH STANDARD 701501. WORK ON BRIDGE LONGITUDINAL JOINT.

- LEGEND**
- 1 PAVEMENT MARKING TAPE, TYPE III, 4" (WHITE)
 - 2 PAVEMENT MARKING TAPE, TYPE III, 4" (YELLOW)
 - 3 PAVEMENT MARKING TAPE, TYPE III, 4" DOUBLE YELLOW
 - 4 PAVEMENT MARKING TAPE, TYPE III, 24" (WHITE)

BRIDGE DECK REPAIR
70150L,701606

CENTER MEDIUM OPERATIONS
STANDARD 701701

SYMBOLS

- WORK AREA
- SIGN
- BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURNING LIGHT
- TYPE III BARRICADE

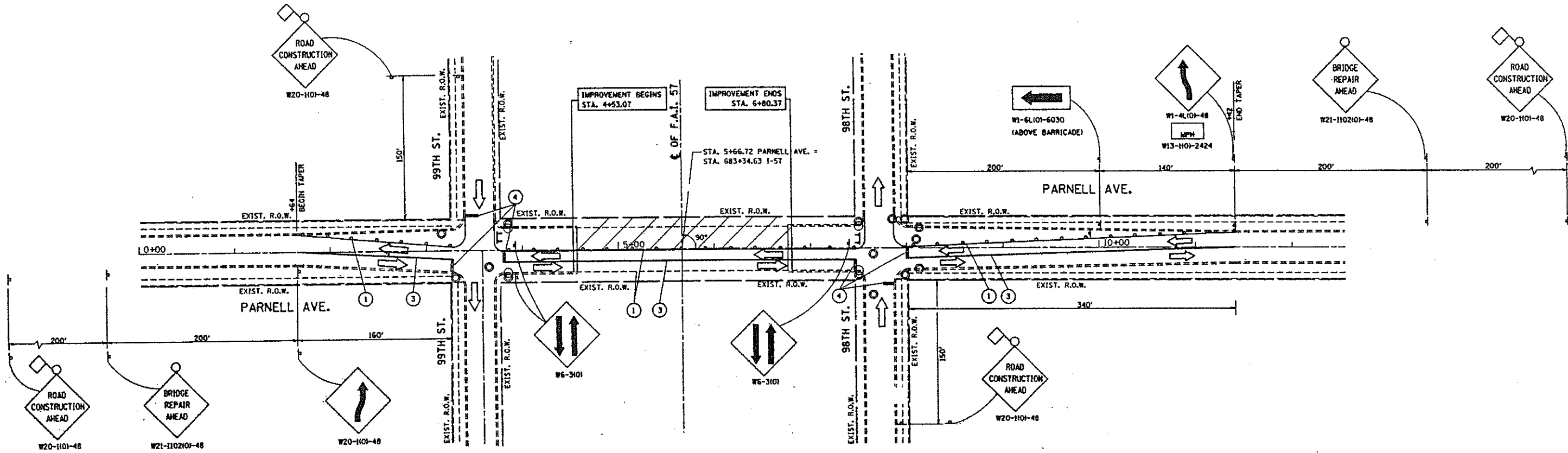
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUGGESTED STAGING AND TRAFFIC CONTROL PLAN
PARNELL RD. OVER I-57
STAGE I

SCALE: VERT. 1"=50'
HORIZ. DATE 08/04/98

DRAWN BY
CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	7
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



STAGE II

NOTE:
THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND LATER REMOVE NO PARKING SIGNS DURING STAGE II AND STAGE III CONSTRUCTION BETWEEN STATION 1+64 TO STATION 11+42.

- SUGGESTED SEQUENCE OF TRAFFIC**
- ① REMOVE ALL CONFLICTING PAVEMENT MARKING.
 - ② INSTALL PAVEMENT MARKING TAPE, TYPE III, 4". PLACE TRAFFIC FLOW ON THE EAST SIDE OF BRIDGE IN ACCORDANCE WITH STANDARD 701501, 701606, AND 701701. WORK ON BRIDGE DECK PATCHING, REMOVAL OF EXISTING BITUMINOUS OVERLAY, REPAIR SIDEWALK AND ALL NECESSARY WORK.

- LEGEND**
- ① PAVEMENT MARKING TAPE, TYPE III, 4" (WHITE)
 - ② PAVEMENT MARKING TAPE, TYPE III, 4" (YELLOW)
 - ③ PAVEMENT MARKING TAPE, TYPE III, 4" DOUBLE YELLOW
 - ④ PAVEMENT MARKING TAPE, TYPE III, 24" (WHITE)

SYMBOLS

	WORK AREA
	SIGN
	BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURNING LIGHT
	TYPE III BARRICADE

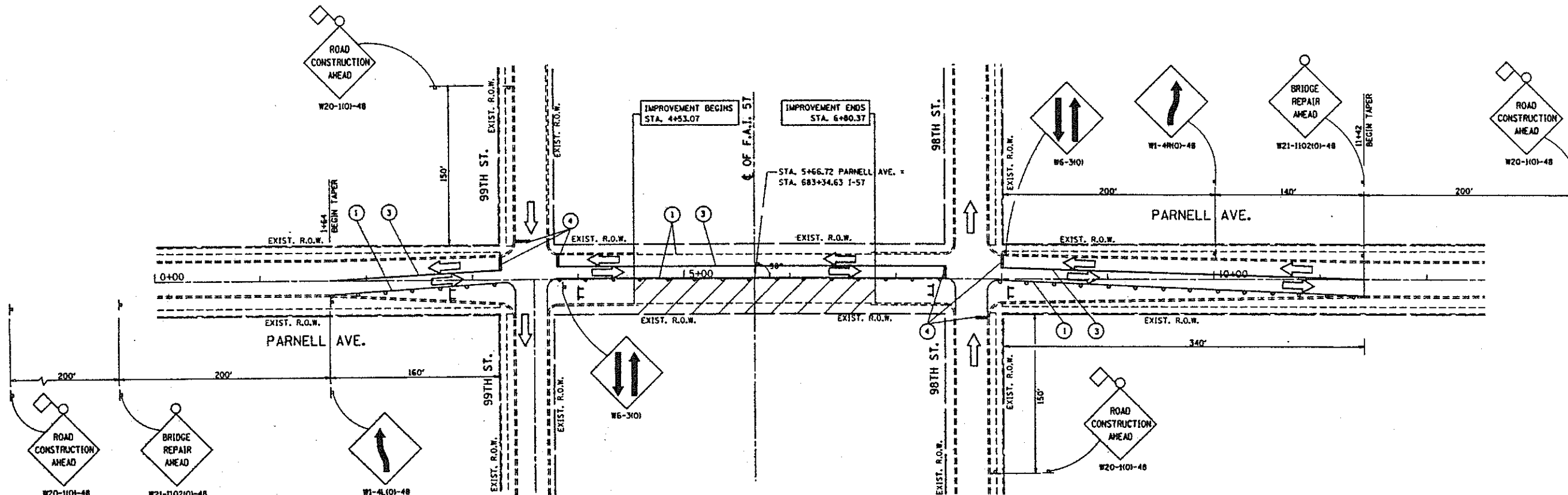
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SUGGESTED STAGING AND TRAFFIC CONTROL PLAN
PARNELL RD. OVER I-57
STAGE II

SCALE: VERT. 1"=50'
 HORIZ. 1"=50'
 DATE 08/04/98

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 CHECKED BY _____

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	8
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



STAGE III

SUGGESTED SEQUENCE OF TRAFFIC

- ① REMOVE ALL CONFLICTING PAVEMENT MARKING.
- ② INSTALL PAVEMENT MARKING TAPE, TYPE III, 4". PLACE TRAFFIC FLOW ON THE EAST SIDE OF BRIDGE IN ACCORDANCE WITH STANDARD 701501, 701606, AND 701701. WORK ON BRIDGE DECK PATCHING, REMOVAL OF EXISTING BITUMINOUS OVERLAY, REPAIR SIDEWALK AND ALL NECESSARY WORK.

LEGEND

- ① PAVEMENT MARKING TAPE, TYPE III, 4" (WHITE)
- ② PAVEMENT MARKING TAPE, TYPE III, 4" (YELLOW)
- ③ PAVEMENT MARKING TAPE, TYPE III, 4" DOUBLE YELLOW
- ④ PAVEMENT MARKING TAPE, TYPE III, 24" (WHITE)

SYMBOLS

- WORK AREA
- SIGN
- BARRICADE OR DRUM WITH MONODIRECTIONAL STEADY BURNING LIGHT
- TYPE III BARRICADE.

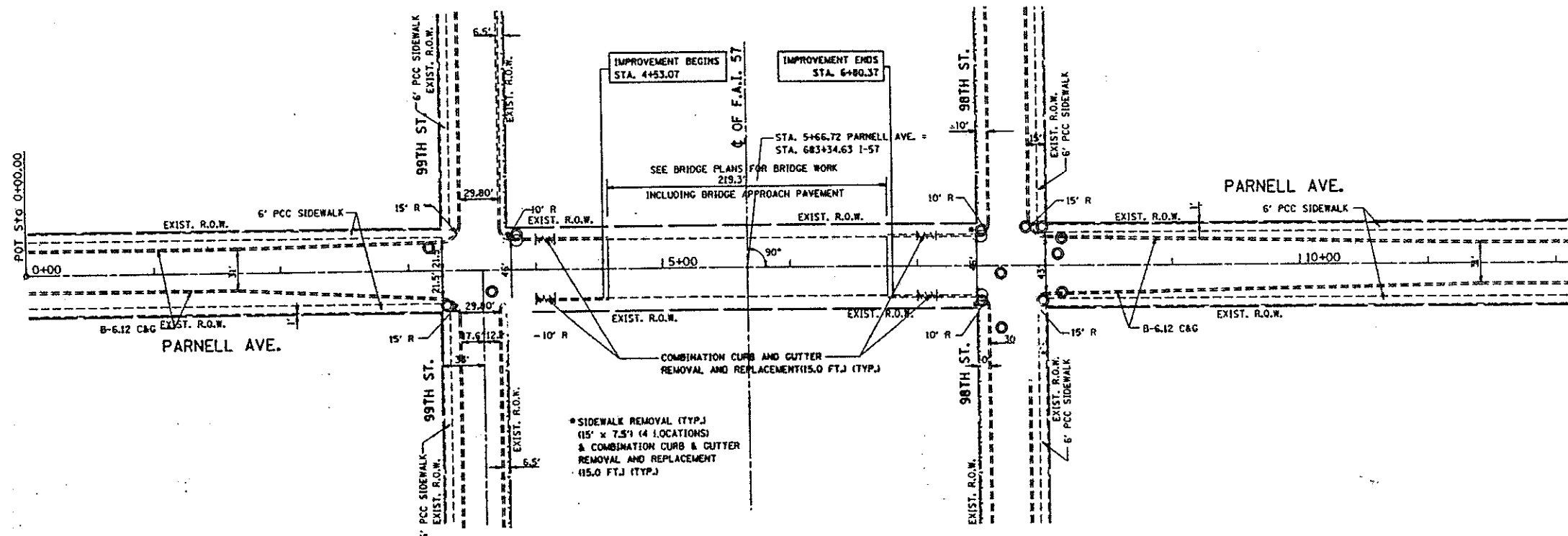
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUGGESTED STAGING AND TRAFFIC CONTROL PLAN
 PARNELL RD. OVER I-57
 STAGE III

SCALE: VERT. 1"=50'
 HORIZ. 1"=50'
 DATE 08/04/98

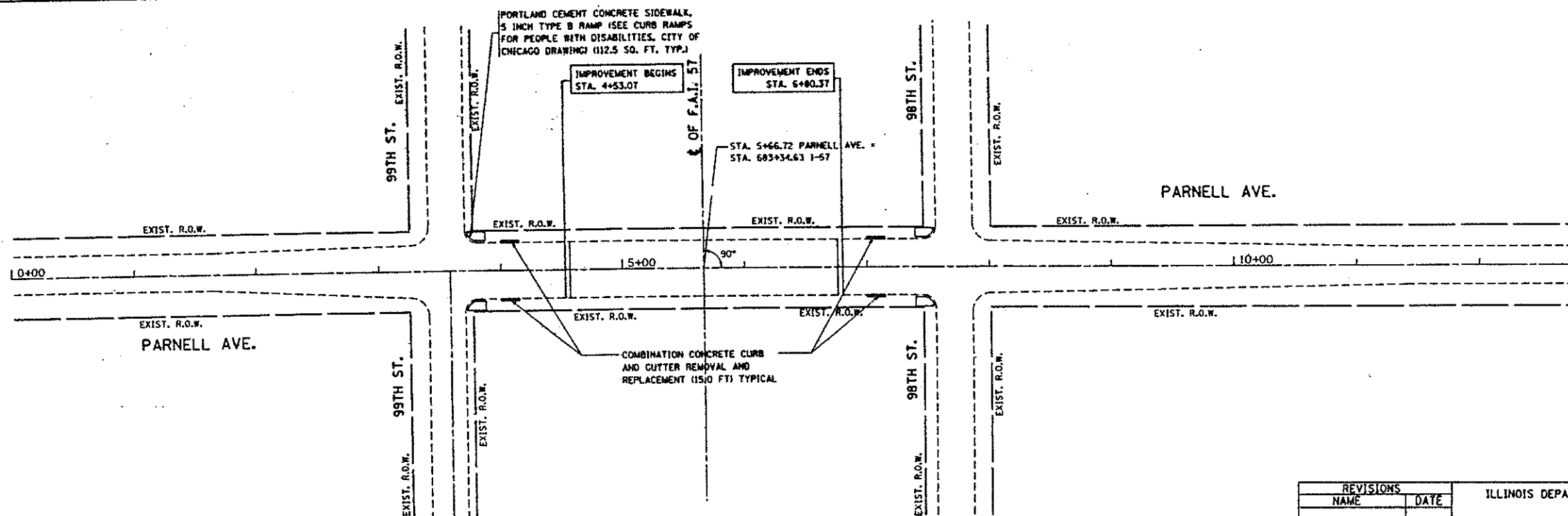
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	9
STA. TO STA.		FED. AID PROJECT		



EXISTING

PROPOSED



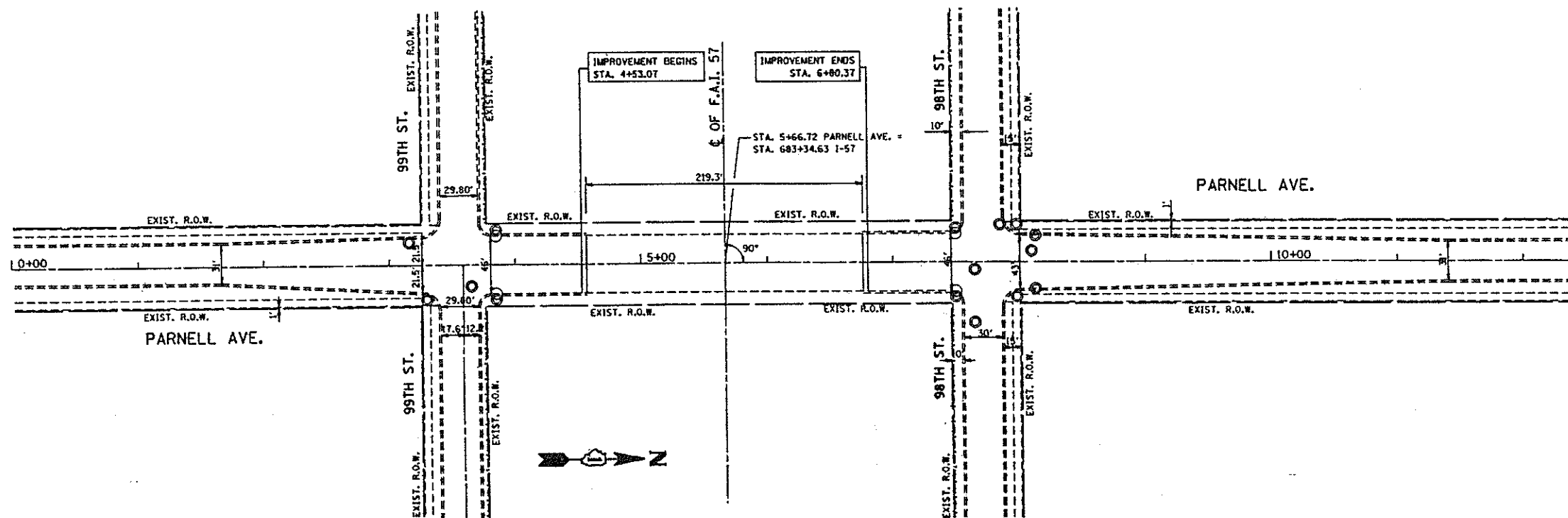
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EXISTING AND PROPOSED
 ROADWAY PLAN
 PARNELL RD. OVER I-57

SCALE: VERT. 1"=50'
 HORIZ. DATE 08/04/98

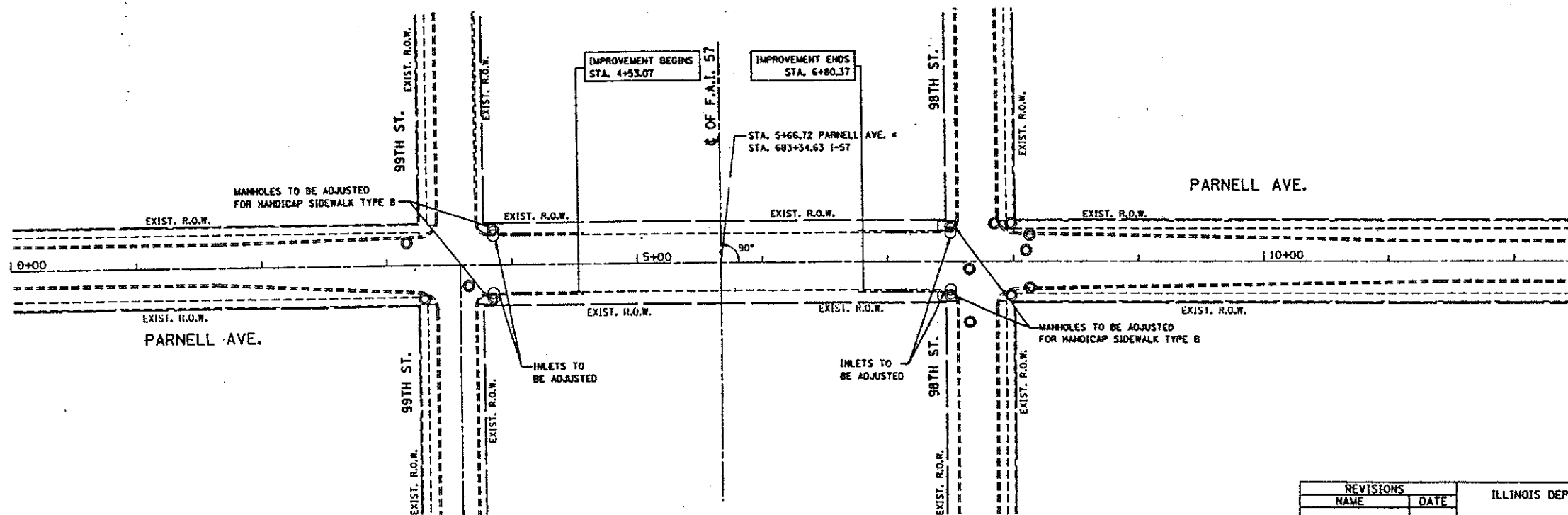
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	10
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



EXISTING

PROPOSED



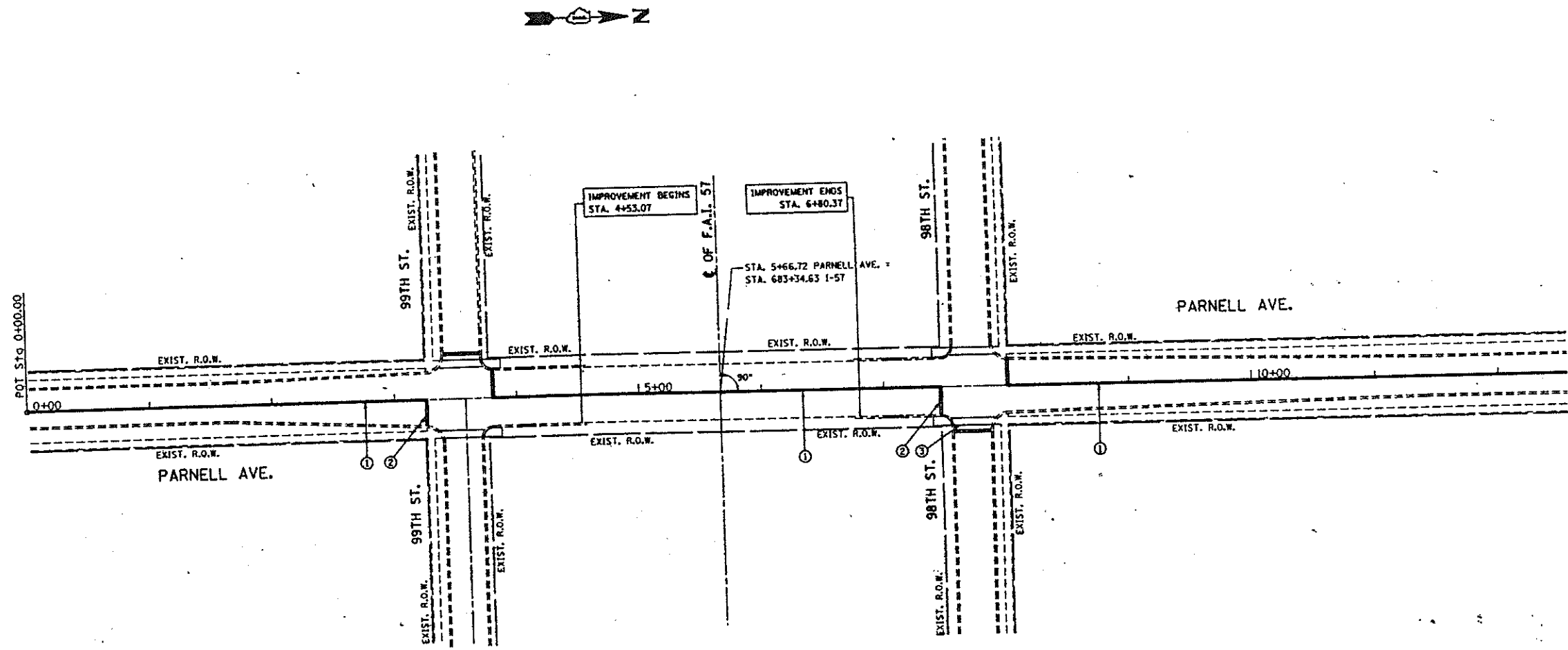
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EXISTING AND PROPOSED
 DRAINAGE AND UTILITY PLAN
 PARNELL RD. OVER I-57

SCALE: VERT. 1"=50'
 HORIZ. 1"=50'
 DATE 08/04/98

DRAWN BY
 CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	11
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



LEGEND

- ① 4" DOUBLE YELLOW, 8" C-C
- ② 24" WHITE STOP LINE (TYPICAL)
- ③ 6" WHITE PEDESTRIAN CROSSWALK (TYPICAL)
- ④ 4" WHITE 6' DASH-18" SKIP LANE LINE

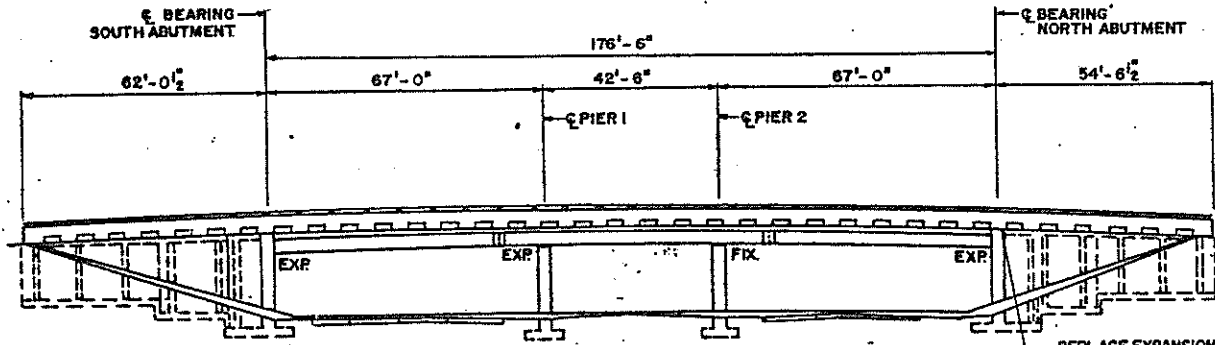
NOTE:
 PREFORMED PLASTIC PAVEMENT MARKING ON
 BRIDGE AND APPROACH PAVEMENT.
 THERMOPLASTIC PAVEMENT MARKING
 ON ROADWAY.

REVISIONS	
NAME	DATE

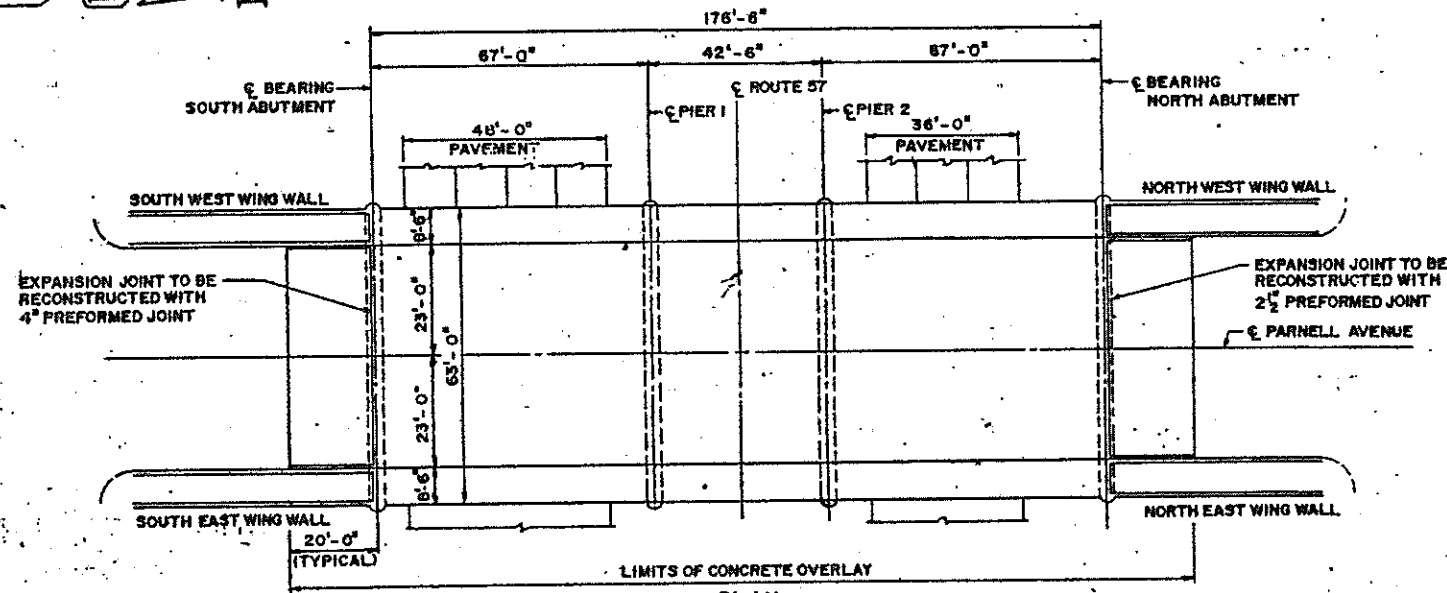
ILLINOIS DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING
PARNELL RD. OVER I-57

SCALE: VERT. 1"=50'
 HORIZ. 1"=50'
 DATE 08/04/98
 DRAWN BY
 CHECKED BY

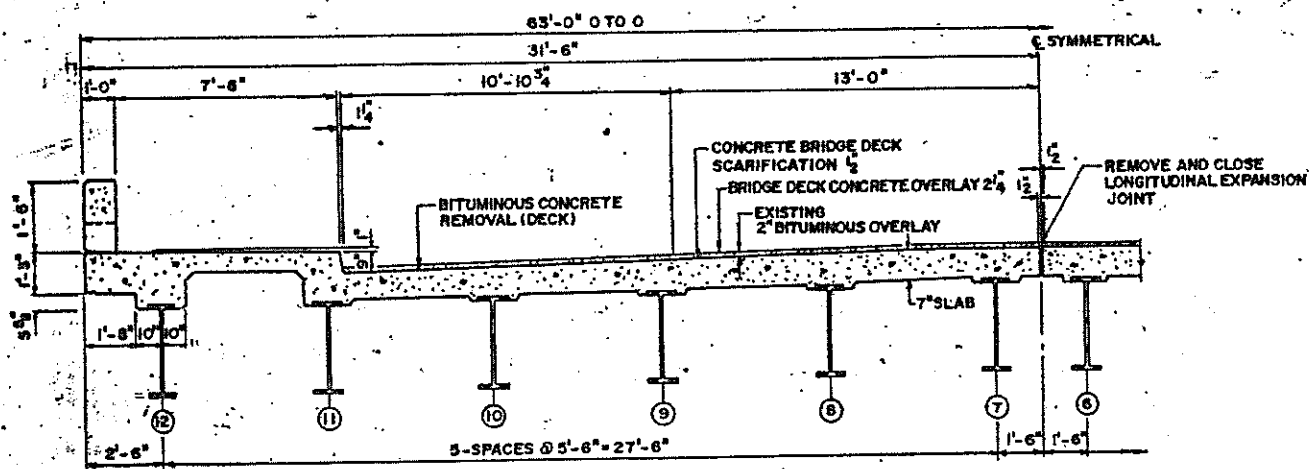
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57 2323.91	COOK	28	12
STA.	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	



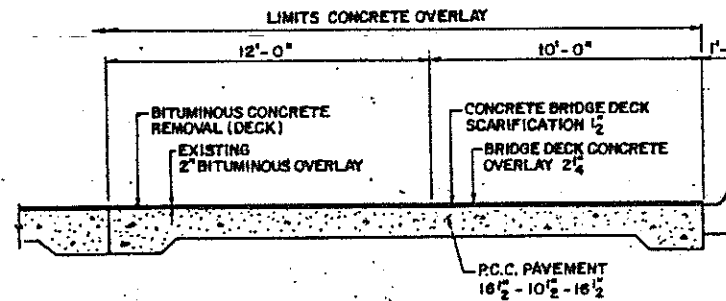
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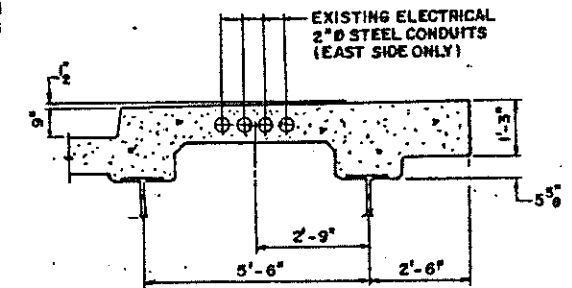
PLAN



CROSS SECTION



SECTION AT NORTH AND SOUTH APPROACH SLAB



SECTION AT EAST SIDEWALK

* ESTIMATED QUANTITIES
 ** TO BE USED UNDER REPAIR AREAS

NOTES:

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSION AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATION SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT BID PRICE FOR THE WORK.

EXISTING REINFORCEMENT BARS EXTENDING INTO NEW CONSTRUCTION SHALL BE CLEANED, STRAIGHTENED, AND INCORPORATED INTO THE NEW CONCRETE. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN REMOVING EXISTING CONCRETE SO AS NOT TO DAMAGE EXISTING REINFORCEMENT.

ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCLUDED IN THE PRICE FOR "CONCRETE REMOVAL".

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31, M-42, OR M-53 GRADE 60.

ALL NEW STRUCTURAL STEEL SHALL CONFORM TO AASHTO M-270, GR. 38 UNLESS OTHERWISE SPECIFIED.

PRIOR TO POURING THE NEW CONCRETE FOR THE DECK, ALL LOOSE RUST, LOOSE MILL SCALE, AND ALL OTHER FOREIGN MATERIAL SHALL BE REMOVED FROM THE EMBEDDED PORTIONS OF FLANGES OF BEAMS. THE REMOVAL SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE REQUIREMENTS OF THE SSPC SURFACE PREPARATION SPECIFICATION SP3 FOR POWER TOOL CLEANING OR SP 2 FOR HAND TOOL CLEANING. COST SHALL BE INCLUDED IN THE COST OF CONCRETE REMOVAL.

CLEAN AND PAINT EXPOSED REBARS IN THE SPALLED AND DELAMINATED AREAS AS SHOWN ON BOTTOM DECK SURVEY SHEET S4 ACCORDING TO SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER.

THE EXISTING STRUCTURAL STEEL CONTAINS LEAD. THE CONTRACTOR SHOULD TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD IN THIS PROJECT.

EXISTING STRUCTURAL STEEL SHALL ONLY BE CLEANED AND PAINTED AS REQUIRED BY THE SPECIAL PROVISION 'CLEANING AND PAINTING ADJACENT AREAS OF EXISTING STEEL STRUCTURES'.

TOTAL BILL OF MATERIALS - BRIDGE

ITEM	UNIT	QUANTITY
REINFORCEMENT BARS (EPOXY COATED)	POUND	4930
CONCRETE SUPERSTRUCTURE	CU.YD.	31.7
CONCRETE REMOVAL	CU.YD.	25.9
CONCRETE BRIDGE DECK SCARIFICATION, 1/2"	SQ.YD.	1110
BRIDGE DECK LATEX CONCRETE OVERLAY 2 1/4"	SQ.YD.	1110
BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH)	SQ.FT.	60
BAR SPLICERS	EACH	20
DECK SLAB REPAIR (PARTIAL)	SQ.YD.	60
DECK SLAB REPAIR (FULL DEPTH - TYPE I)	SQ.YD.	30
DECK SLAB REPAIR (FULL DEPTH - TYPE III)	SQ.YD.	10
PROTECTIVE SHIELD	SQ.YD.	50
APPROACH SLAB REPAIR (FULL DEPTH)	SQ.YD.	5
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	9890
JACK AND REMOVE EXISTING BEARINGS	EACH	24
ELASTOMERIC BEARING ASSEMBLY TYPE I	EACH	12
ELASTOMERIC BEARING ASSEMBLY TYPE II	EACH	12
BRIDGE FENCE RAILING (SIDEWALK)	FOOT	568
CLEAN AND PAINT EXPOSED REBARS	L.SUM.	1
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ.YD.	1145
PREFORMED JOINT SEAL, 2 1/2"	FOOT	65
PREFORMED JOINT SEAL, 4"	FOOT	65
BRIDGE DECK GROOVING	SQ.YD.	1060
HIGH PERFORMANCE ENHANCED SHOTCRETE	SQ.FT.	865
APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ.YD.	15

THE INORGANIC ZINC RICH PRIMER / ACRYLIC / ACRYLIC PAINT SYSTEM SHALL BE USED FOR SHOP AND FIELD PAINTING OF NEW STRUCTURAL STEEL EXCEPT WHERE OTHERWISE NOTED. THE COLOR OF THE FINAL FINISH COAT FOR ALL INTERIOR STEEL SURFACES SHALL BE GRAY, MUNSELL NO 5B 7/1. THE COLOR OF THE FINAL FINISH COAT FOR THE EXTERIOR AND BOTTOM FLANGE OF THE FASCIA BEAMS SHALL BE INTERSTATE GREEN, MUNSELL NO. 7.5G 4/8

REVISIONS

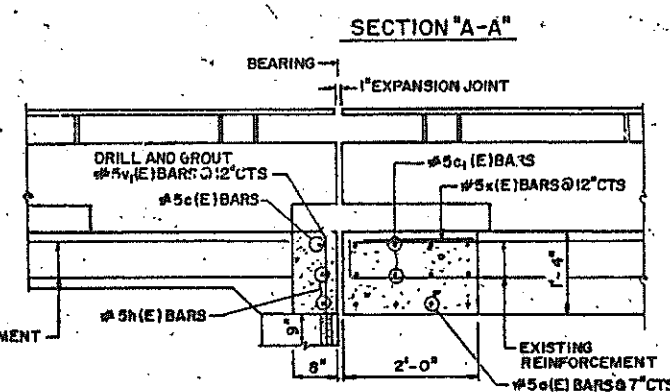
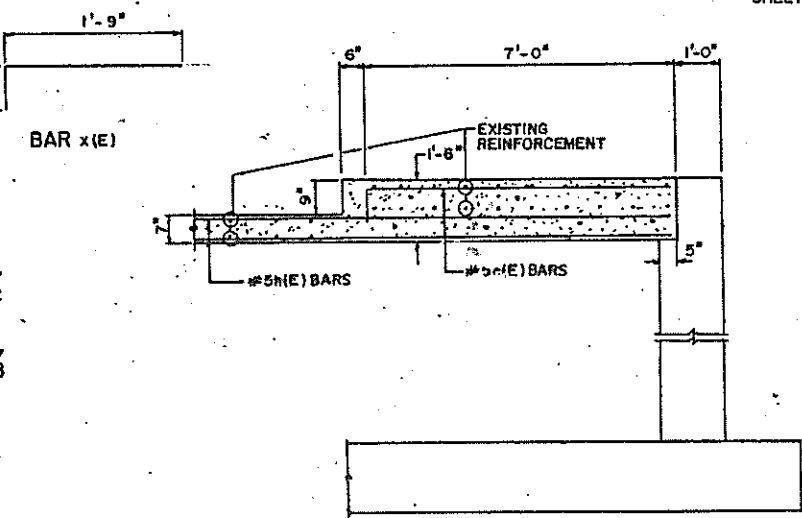
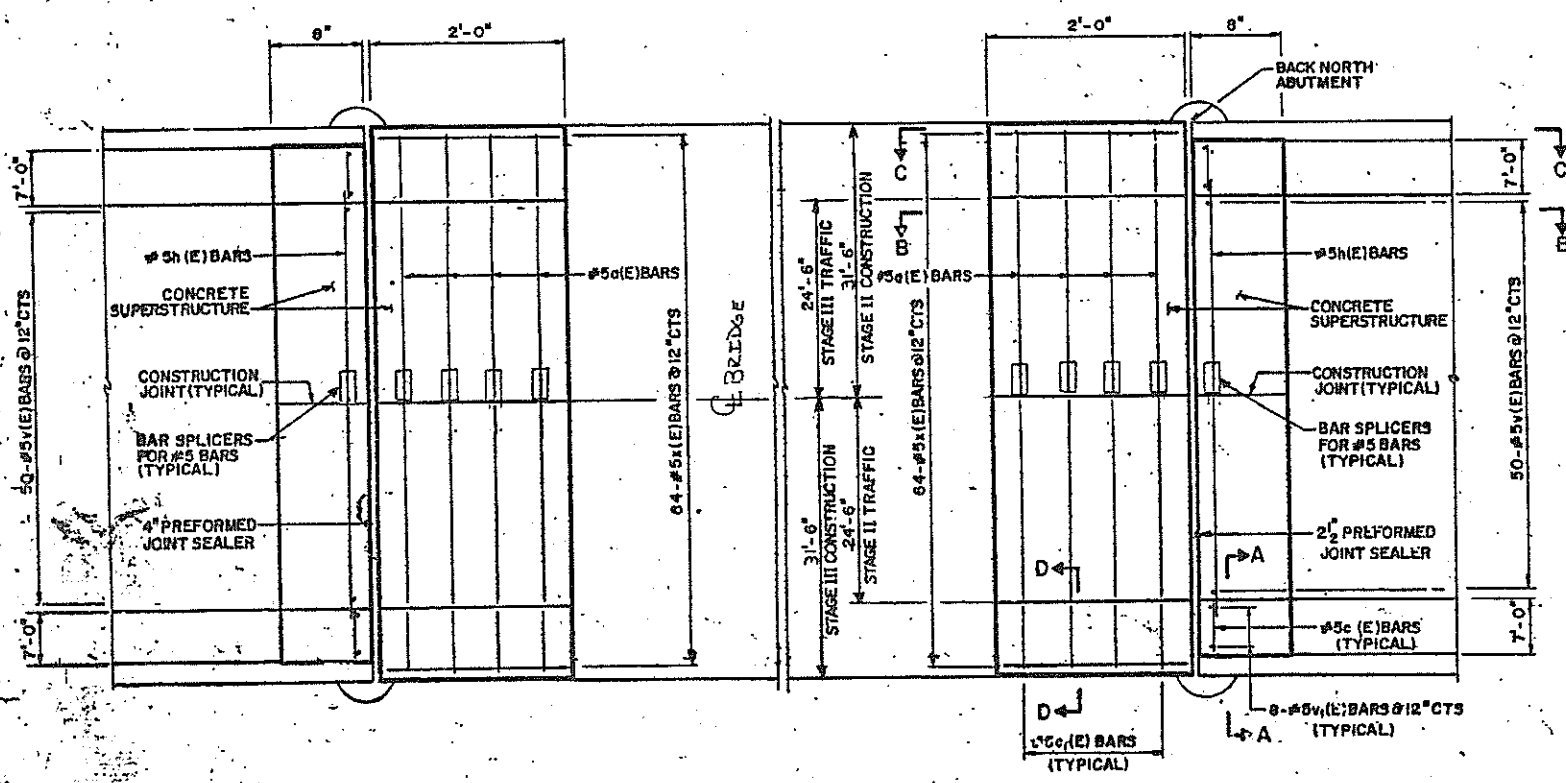
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARNELL AVENUE OVER INTERSTATE ROUTE 57
 PLAN, ELEVATION AND CROSS SECTION
 S.N.016-2029

SCALE: VERT. _____ DRAWN BY MVT
 HORIZ. _____ DATE JULY, 1998 CHECKED BY TMS

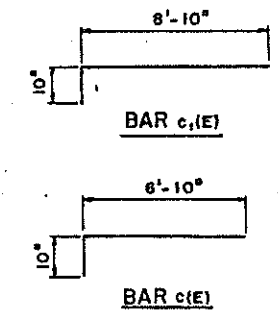
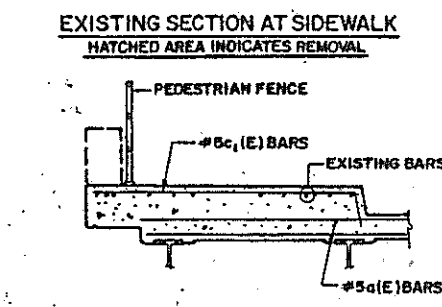
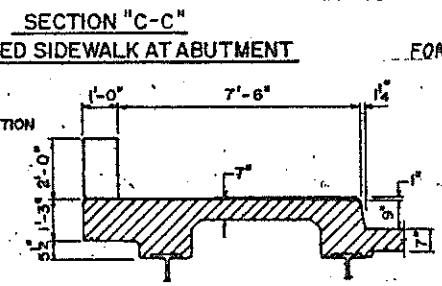
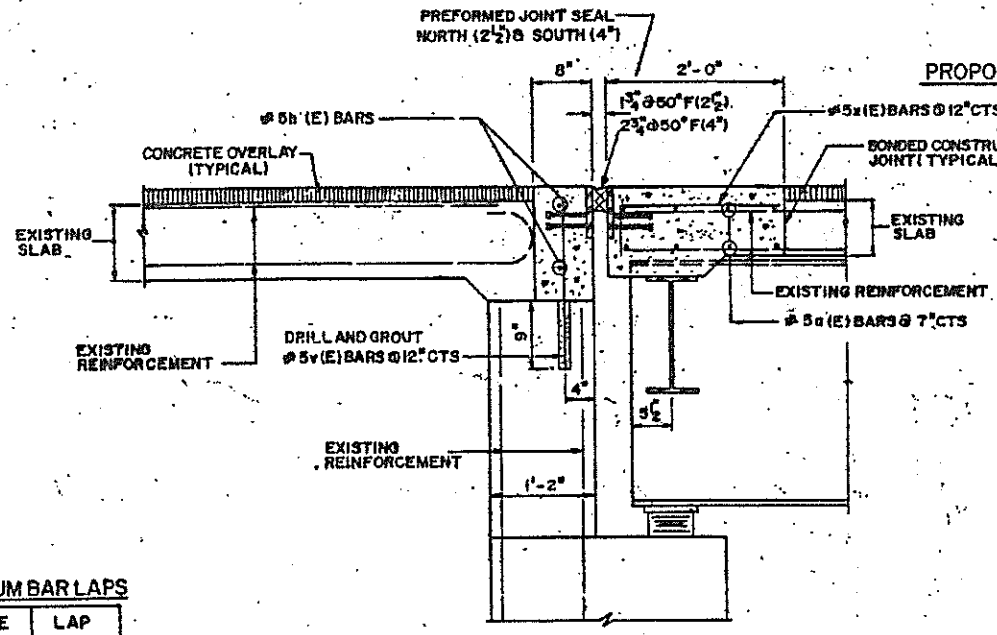
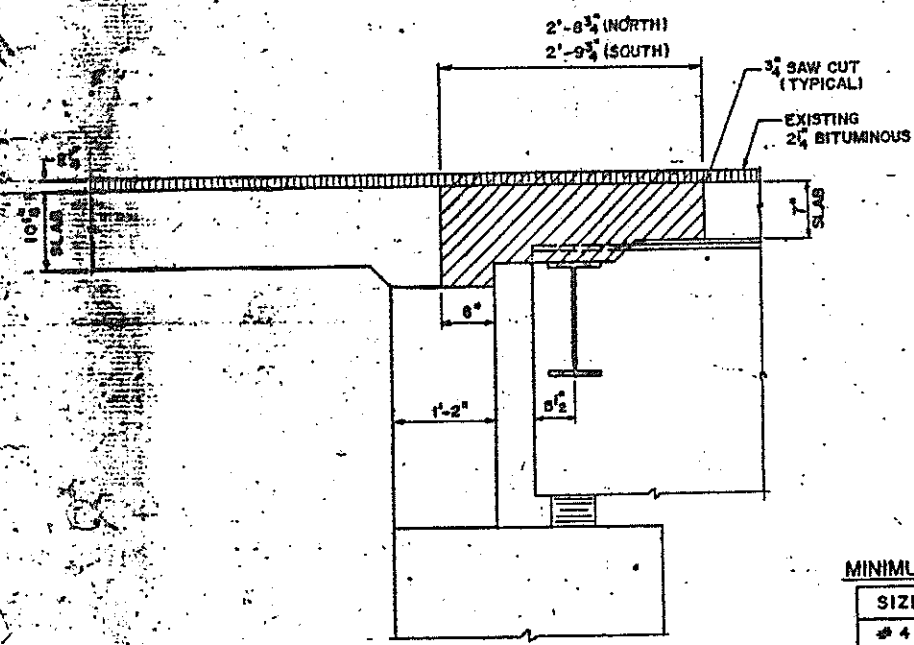
SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57 2323-91	COOK	28	13
STA.	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a (E)	32	#5	29'-0"	—
c (E)	4	#5	6'-10"	┌
c ₁ (E)	16	#5	8'-10"	┌
h (E)	8	#5	30'-0"	—
v (E)	100	#6	2'-0"	—
v ₁ (E)	32	#5	2'-4"	—
x (E)	128	#5	2'-4"	┌
REINFORCEMENT BARS (EPOXY COATED)		POUND	2000	
CONCRETE SUPERSTRUCTURE		CU.YDS	17.0	
CONCRETE REMOVAL		CU.YDS	14.4	
PREFORMED JOINT SEAL 2 1/2"		FOOT	65	
PREFORMED JOINT SEAL 4"		FOOT	65	
BAR SPLICERS		EACH	20	

NOTES:
 EQA BONDED CONSTRUCTION JOINT SEE SPECIAL PROVISION.
 REINFORCEMENT BARS DESIGNATE (E) SHALL BE EPOXY COATED.



MINIMUM BAR LAPS

SIZE	LAP
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"

EXISTING EXPANSION JOINT AT ABUTMENTS
 HATCHED AREA INDICATES REMOVAL

SECTION B-B
 PROPOSED EXPANSION JOINT AT ABUTMENTS

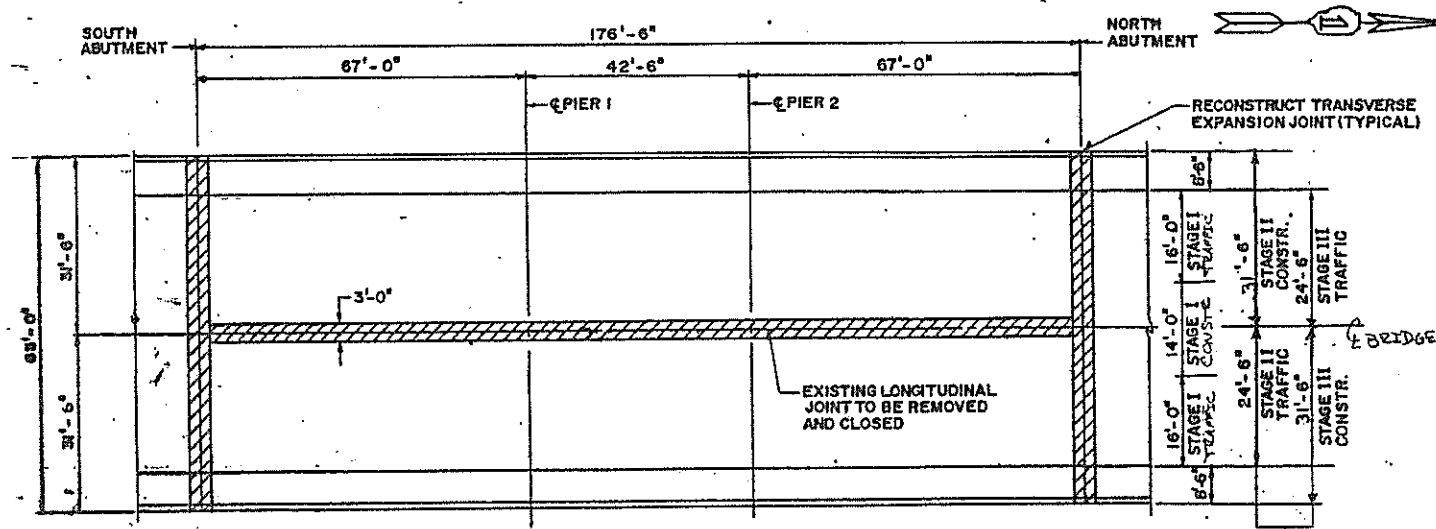
SECTION D-D
 PROPOSED SIDEWALK

REVISIONS

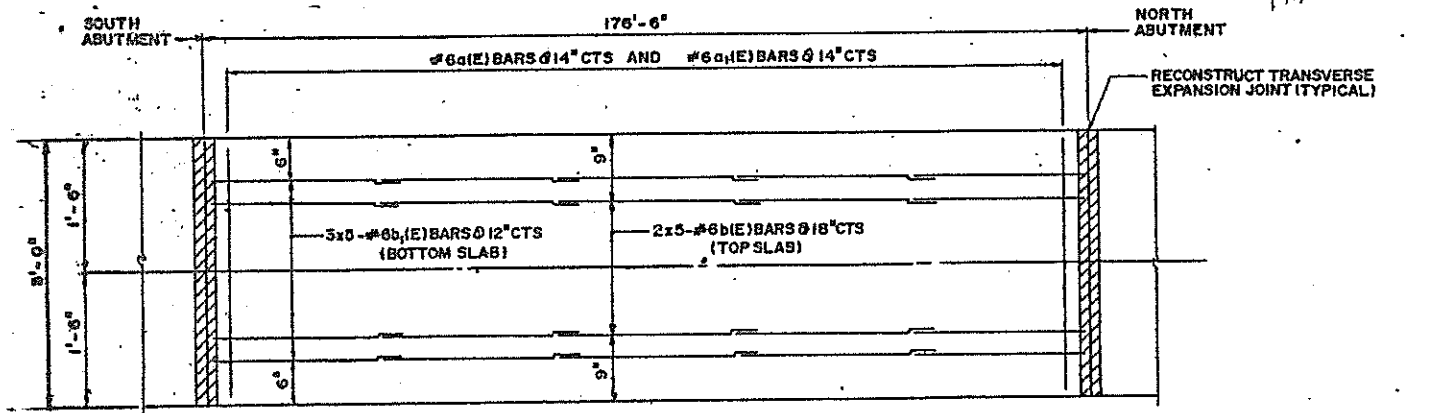
NO.	NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PARNELL AVENUE OVER
 INTERSTATE ROUTE 57
 TRANSVERSE EXPANSION JOINT DETAIL
 S.N.016-2029
 SCALE: VERT. _____
 DATE _____ HORIZ. _____
 DRAWN BY: MVT
 CHECKED BY: TMS

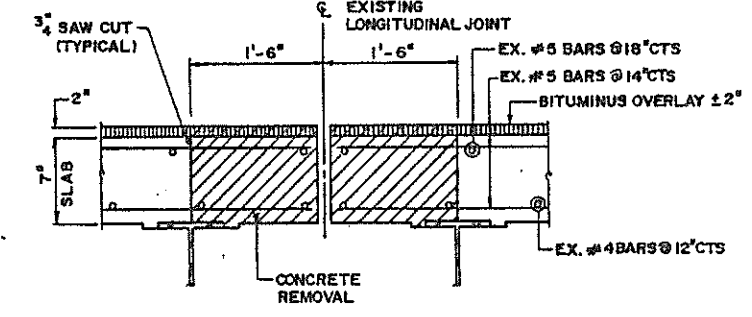
F. & M. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	14
STA		TO STA		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT



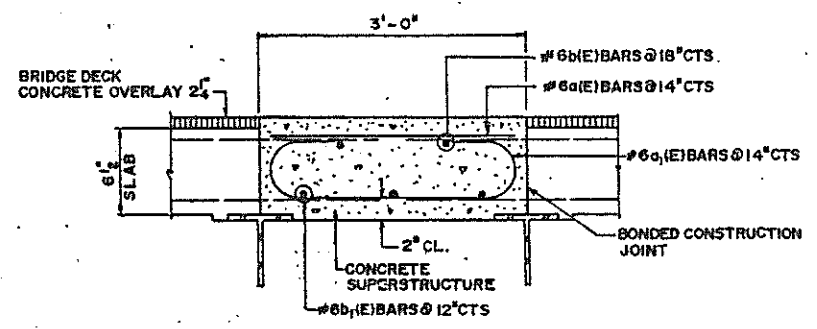
DECK PLAN



LONGITUDINAL JOINT DETAIL REINFORCEMENT PLAN



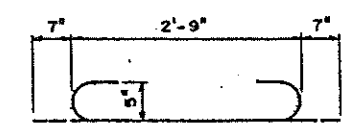
EXISTING LONGITUDINAL BRIDGE DECK EXPANSION JOINT



PROPOSED LONGITUDINAL EXPANSION JOINT

MINIMUM BAR LAPS

SIZE	LAP
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"



BAR a1(E)

BILL OF MATERIAL

BAR NO.	SIZE	LENGTH	SHAPE	
a (E)	#6	2'-9"	—	
a1(E)	#6	3'-11"	U	
b (E)	#6	37'-6"	—	
b1(E)	#6	37'-6"	—	
REINFORCEMENT BARS (EPOXY COATED)			POUND	2930
CONCRETE SUPERSTRUCTURE			CU. YD.	14.7
CONCRETE REMOVAL			CU. YD.	11.5

NOTES:

EXISTING REINFORCEMENT BARS EXTENDING INTO NEW CONSTRUCTION SHALL BE CLEANED, STRAIGHTENED, AND INCORPORATED INTO THE NEW CONCRETE. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN REMOVING EXISTING CONCRETE SO AS TO NOT DAMAGE EXISTING REINFORCEMENT.

BARS INDICATE THUS 3 x 5 - #5 ETC. INDICATES 3 LINES OF BARS WITH 5 LENGTHS PER LINE.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARNELL AVENUE OVER INTERSTATE ROUTE 57

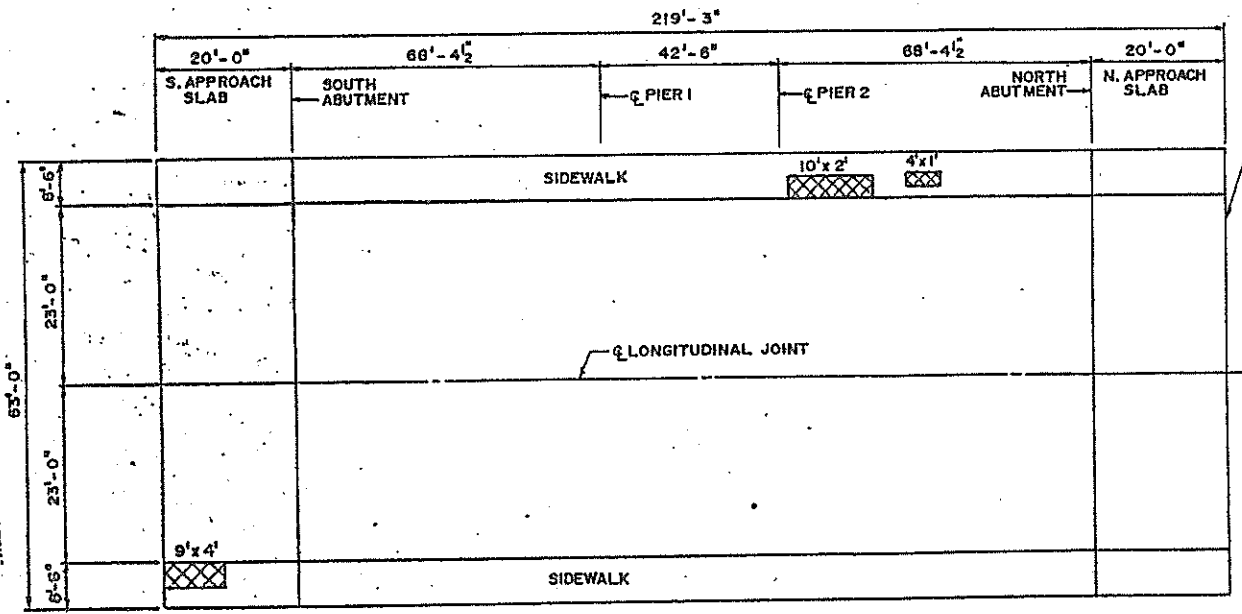
LONGITUDINAL JOINT REMOVAL

S.N.016-2029

SCALE: VERT. DATE: VERT. DATE: HORIZ. DATE: DRAWN BY: MVT CHECKED BY: TMS

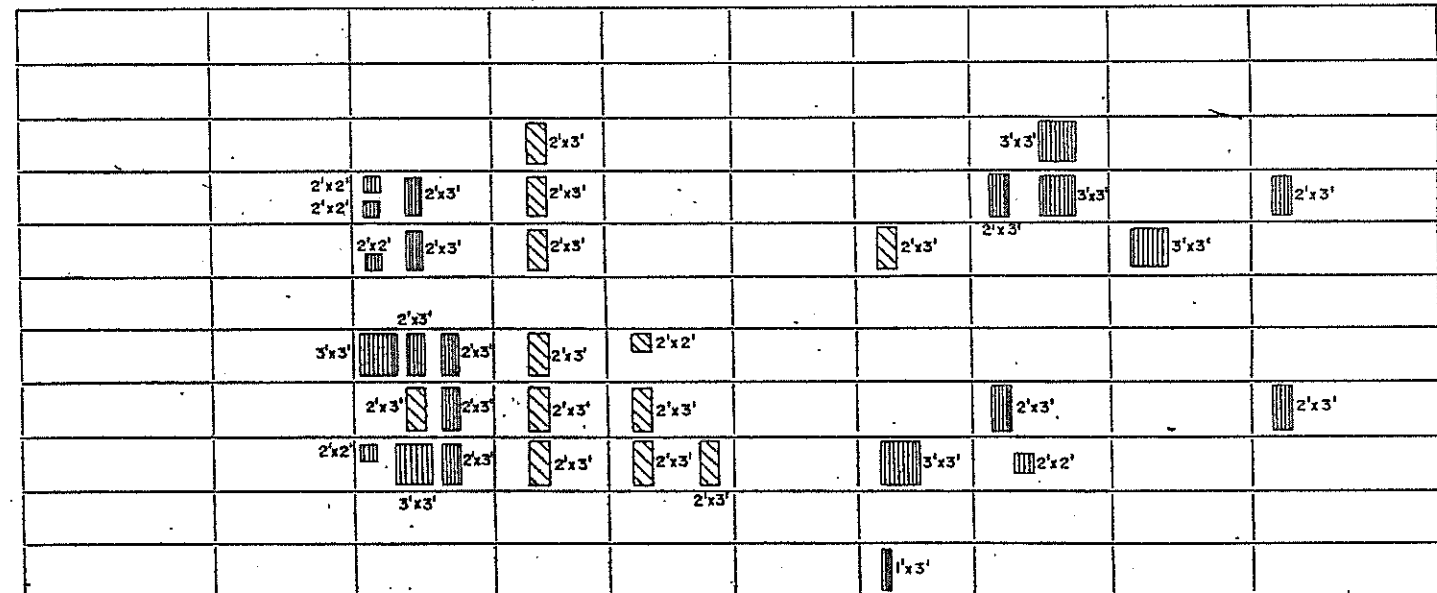
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57-2323.91	COOK	28	15
STA.	TO STA.	FED. AID DIST. NO. 7 ILLINOIS FED. AID PROJECT	

SHEET S4 OF S10



DECK PLAN

4" PAVEMENT RELIEF JOINT REHABILITATION SEE DETAIL (TYR)



BOTTOM DECK FOR INFORMATION ONLY

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
BRIDGE SIDE WALK REPAIR (PARTIAL DEPTH)	SQ. FT.	60
CLEAN AND PAINT EXPOSED REBARS	L. SUM.	1

LEGEND:

- BRIDGE SIDEWALK REPAIR
- SPALLED AREA
- DELAMINATED AREA

NOTES:

THE TYPE AND LOCATION OF THE DECK REPAIRS ARE TO BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.
 THE ENGINEER SHALL MARK THE LOCATIONS OF THE ACTUAL REPAIRS ON THE AS-BUILT PLANS.
 DATE OF SURVEY 10/1997
 CLEAN AND PAINT EXPOSED REBARS IN THE SPALLED AND DELAMINATED AREAS AS SHOWN ON THE BOTTOM DECK SURVEY OR AS DIRECTED BY THE ENGINEER.

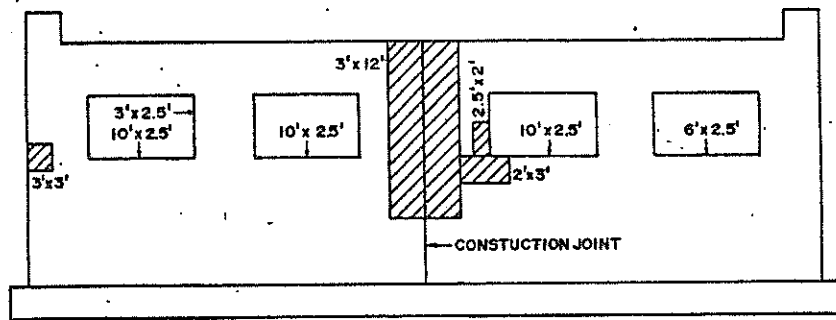
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PARNELL AVENUE OVER
 INTERSTATE ROUTE 57
 BRIDGE DECK SURVEY
 S.N.016-2029

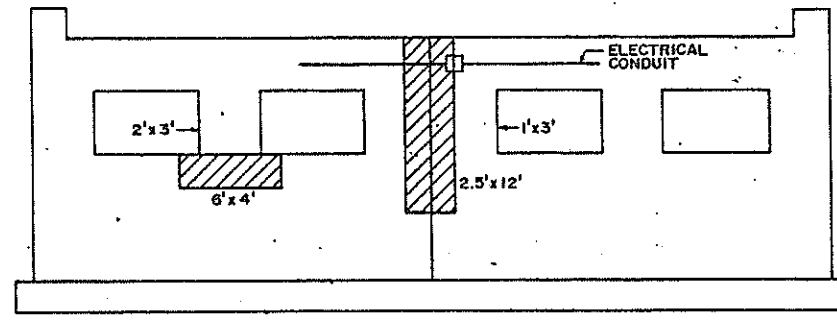
SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY MVT
 CHECKED BY TMS

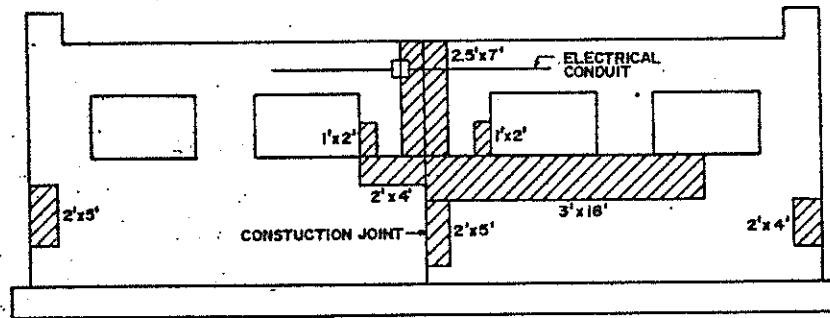
SECTION	COUNTY	TOTAL SHEETS	SHEET NO
57	COOK	28	16
STA. TO STA.		FED. ROAD DIST. NO. 7 ILLINOIS	
		FED. AID PROJECT	



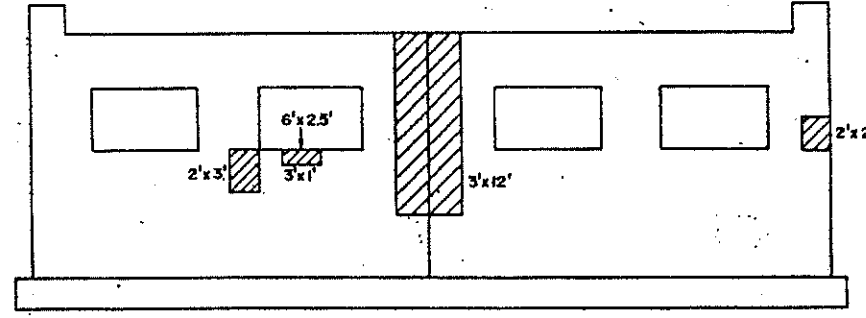
PIER 1
NORTH FACE



PIER 2
NORTH FACE



PIER 1
SOUTH FACE



PIER 2
SOUTH FACE

LEGEND:

HIGH PERFORMANCE ENHANCED SHOTCRETE

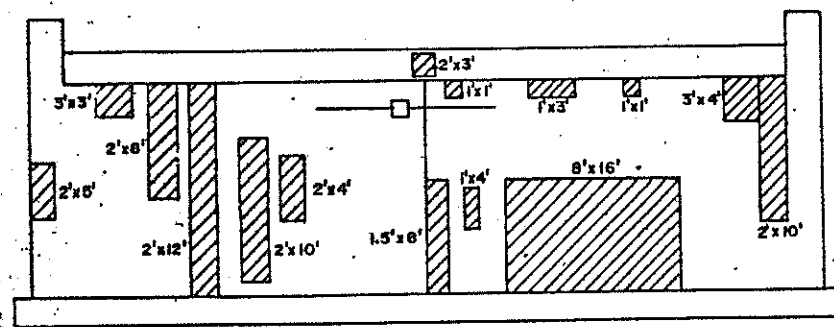
NOTES:

EXACT REPAIR LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

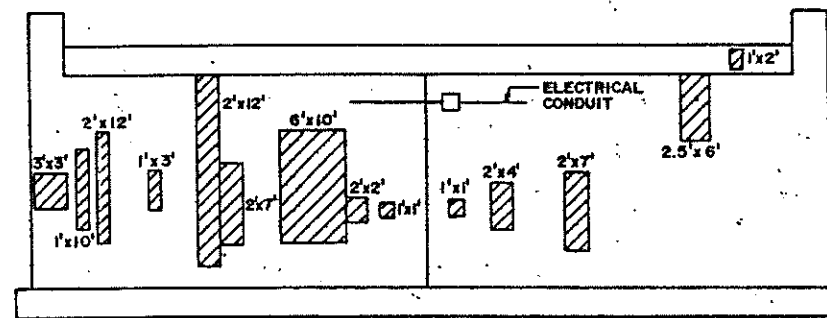
DATE OF SURVEY 10/97

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
HIGH PERFORMANCE ENHANCED SHOTCRETE	SQ. FT.	865



NORTH ABUTMENT



SOUTH ABUTMENT

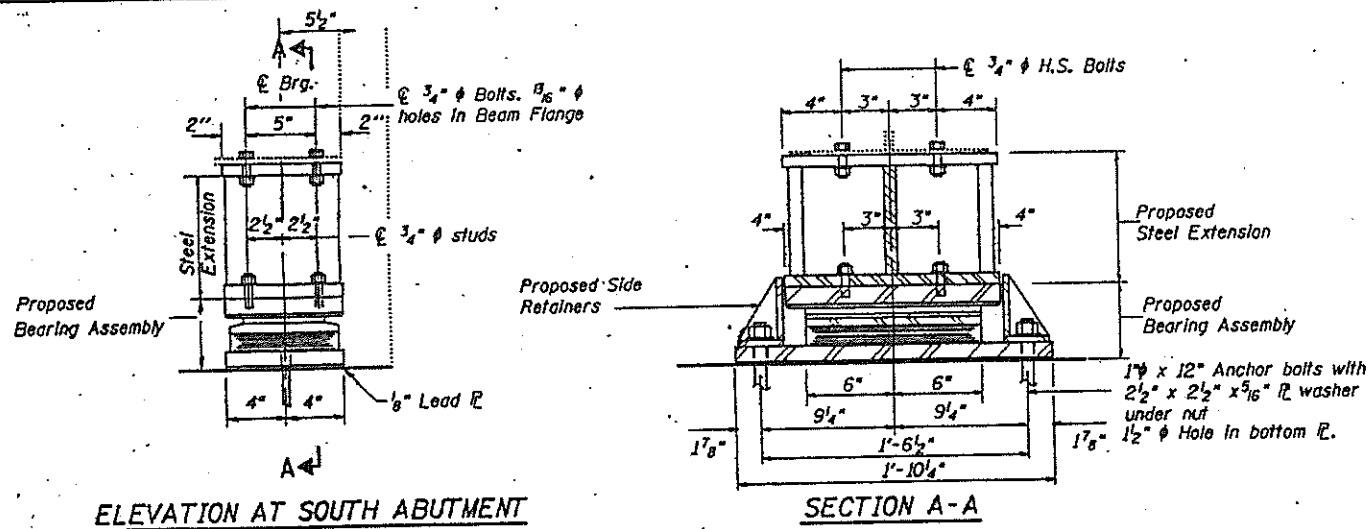
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

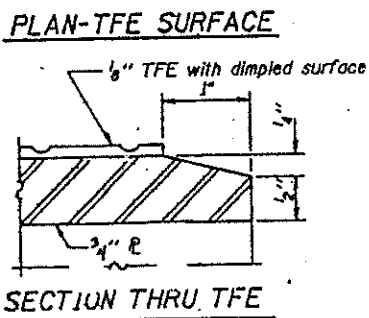
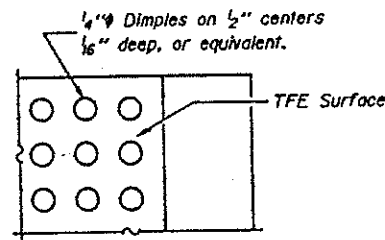
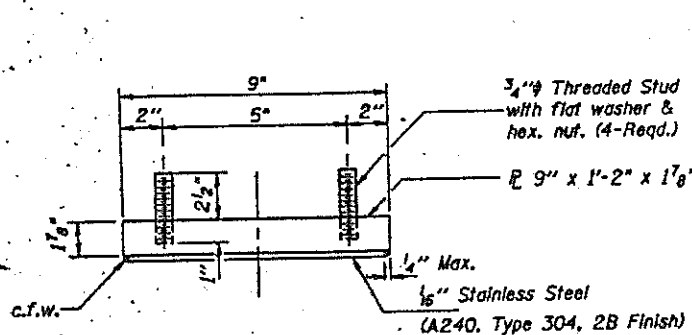
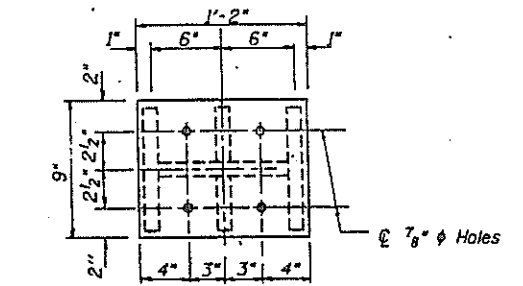
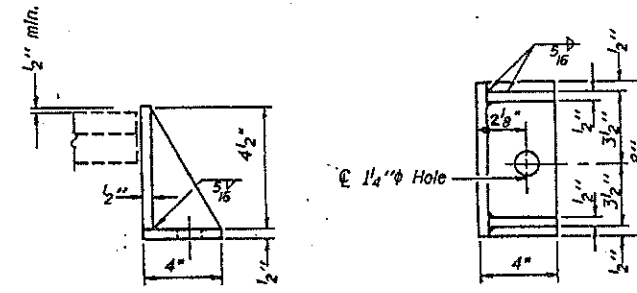
PARNELL AVENUE OVER
INTERSTATE ROUTE 57
PIERS AND ABUTMENTS DETAILS
S.N.016-2029

SCALE: VERT. DRAWN BY MVT
HORIZ. CHECKED BY TMS
DATE

P.A.L. NO.	SECTION	COUNTY	LOT	PIECE
57	2323.9 I	COOK	28	17
STA.	TO STA.			
FED. ROAD DIST. NO.	MARKS	FED. AID PROJECT		

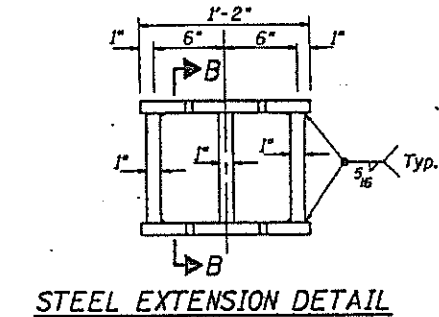
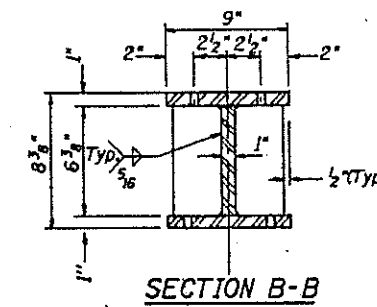
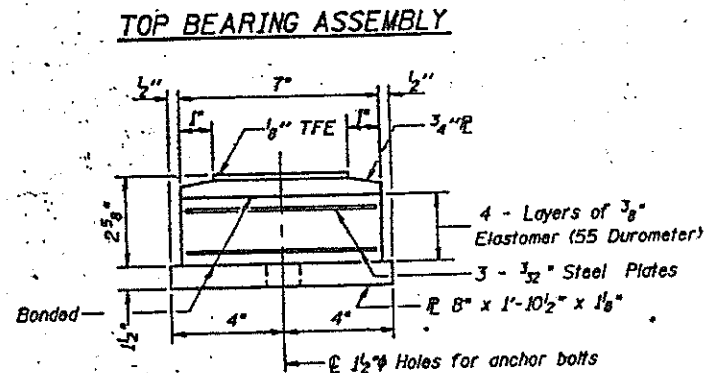


TYPE II TFE ELASTOMERIC EXP. BRG.



Note: The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



NOTES:
 Before installing the new bearing, remove the top plate of the existing bearing assembly from the bottom flange using the air-arc method and grind smooth all weld material remaining on the existing bottom flange. Burn existing anchor bolts flush with existing concrete surface. Grind smooth and seal with epoxy. The cost is incidental to Jack And Remove Existing Bearings. See Existing Bearing Removal Detail.

New side retainers, shim plates, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.

5/8" diameter holes are to be drilled in the field to the bottom of existing beams. Cost included in Furnishing and Erecting Structural Steel.

Minimum Jacking Capacity = 30 Tons. Contractor shall submit jacking details for approval by the bridge office. For anchor bolt details see sheet S8.

Prior to ordering any material, the contractor shall verify in the field all bearing heights and shim plate thickness dimensions.

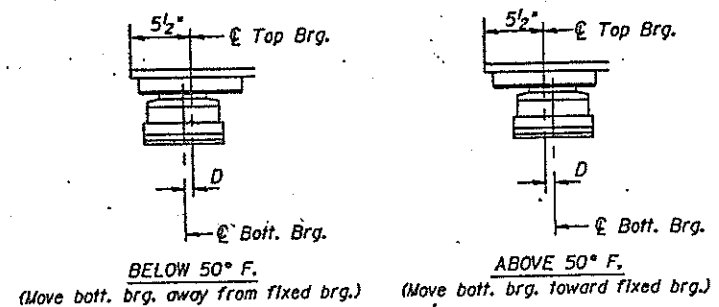
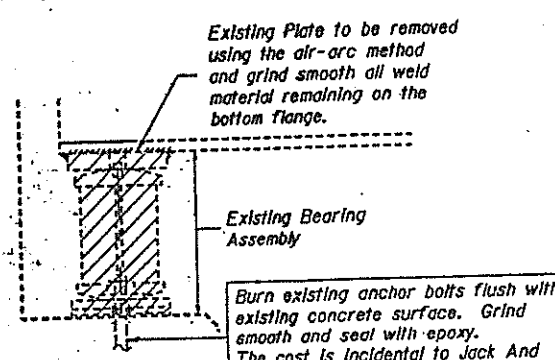
Diaphragm removal and replacement may be required to facilitate drilling holes in the bottom flange for bearing attachment. Cost included in Furnishing and Erecting Structural Steel.

GIRDER REACTIONS

RDL (K)	25.2
RII (K)	29.5
Imp. (K)	7.7
R (Total) (K)	62.4

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Furnishing And Erecting Structural Steel	Pound	2120
Jack And Remove Existing Bearings	Each	12



D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50° F.

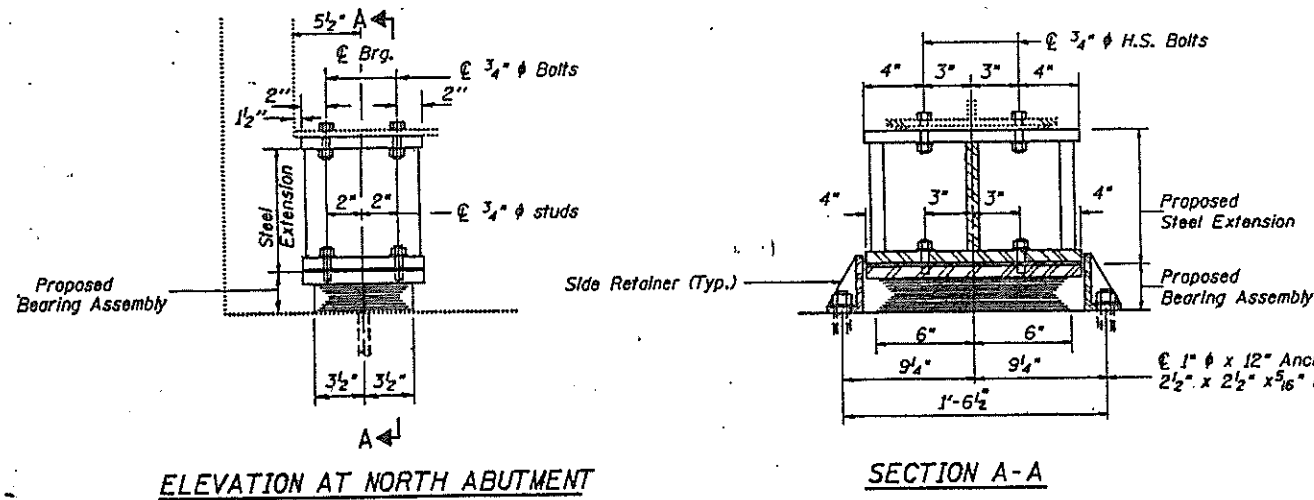
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PARNELL AVE. OVER I-57
 ELASTOMERIC BEARING DETAIL
 SOUTH ABUTMENT
 S.N. 016-2029

SCALE: NONE
 DATE: 05/07/98
 DRAWN BY: CADD
 CHECKED BY: TMS

1-2-E2 2-26-93
 1/16/03/08 1954
 c/p p. 1/16/03/08 1954
 LVA-1215-03

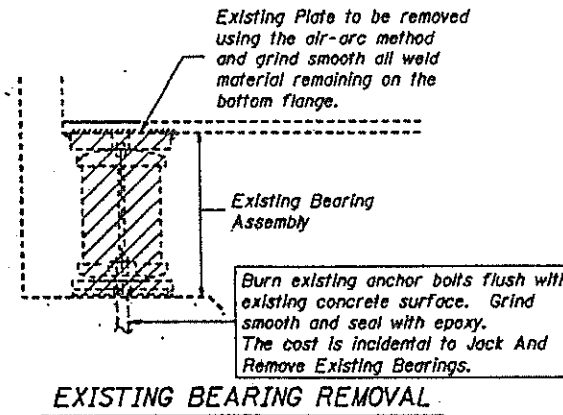
P.A.A. No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.9 I	COOK	28	18
STA.	TO STA.			
P.O. AND DIST. NO.	SCALE	P.L. NO. PROJECT		



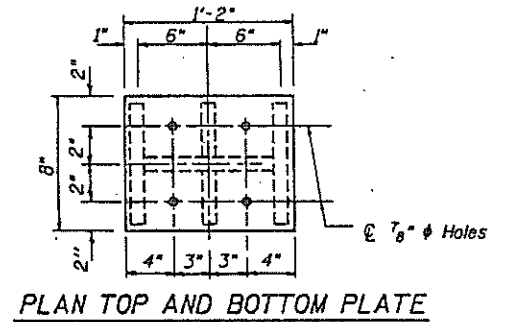
ELEVATION AT NORTH ABUTMENT

SECTION A-A

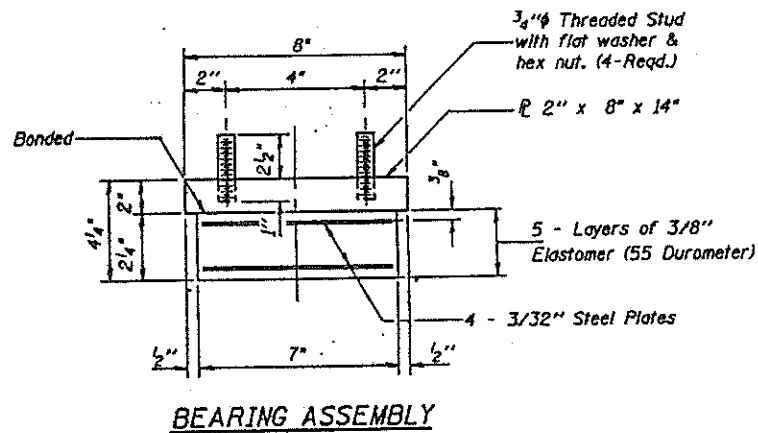
TYPE I ELASTOMERIC EXP. BRG.



EXISTING BEARING REMOVAL



PLAN TOP AND BOTTOM PLATE



BEARING ASSEMBLY

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

NOTES:

Before installing the new bearing, remove the top plate of the existing bearing assembly from the bottom flange using the air-arc method and grind smooth all weld material remaining on the existing cover plate. Burn existing anchor bolts flush with existing concrete surface. Grind smooth and seal with epoxy. The cost is incidental to Jack And Remove Existing Bearings. See Existing Bearing Removal Detail.

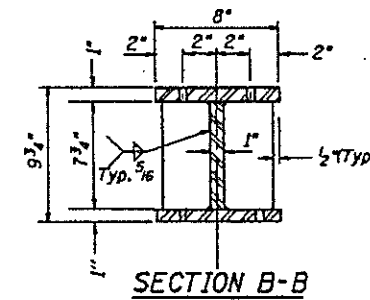
New side retainers, shim plates, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.

5/16" diameter holes are to be drilled in the field to the bottom of existing beams. Cost included in Furnishing and Erecting Structural Steel.

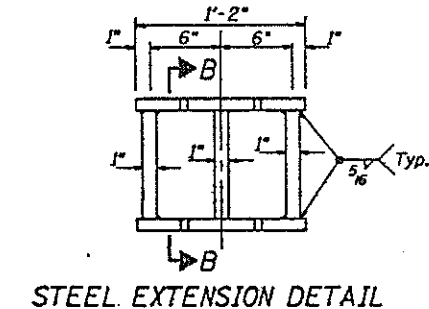
See sheet 8 for Anchor Bolt Installation. Contractor shall submit jacking details for approval by the bridge office. Minimum Jacking Capacity = 30 Tons.

Prior to ordering any material, the contractor shall verify in the field all bearing heights and shim plate thickness dimensions.

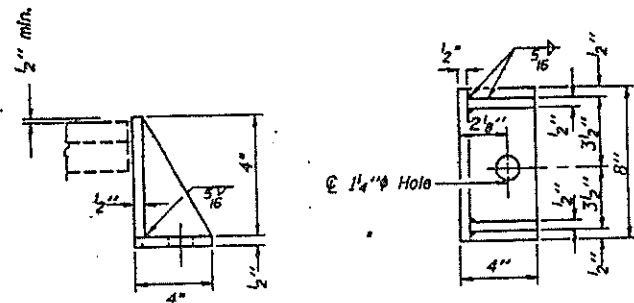
Diaphragm removal and replacement may be required to facilitate drilling holes in the bottom flange for bearing attachment. Cost included in Furnishing and Erecting Structural Steel.



SECTION B-B



STEEL EXTENSION DETAIL



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

GIRDER REACTIONS

RDL	(K)	25.2
RLL	(K)	29.5
Imp.	(K)	7.7
R (Total)	(K)	62.4

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Furnishing And Erecting Structural Steel	lbs.	2180
Jack And Remove Existing Bearings	Each	12

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PARNELL AVE. OVER I-57
 ELASTOMERIC BEARING DETAIL
 NORTH ABUTMENT
 S.N. 016-2029

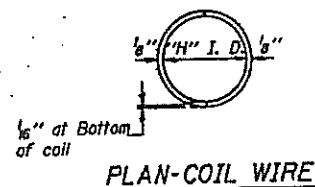
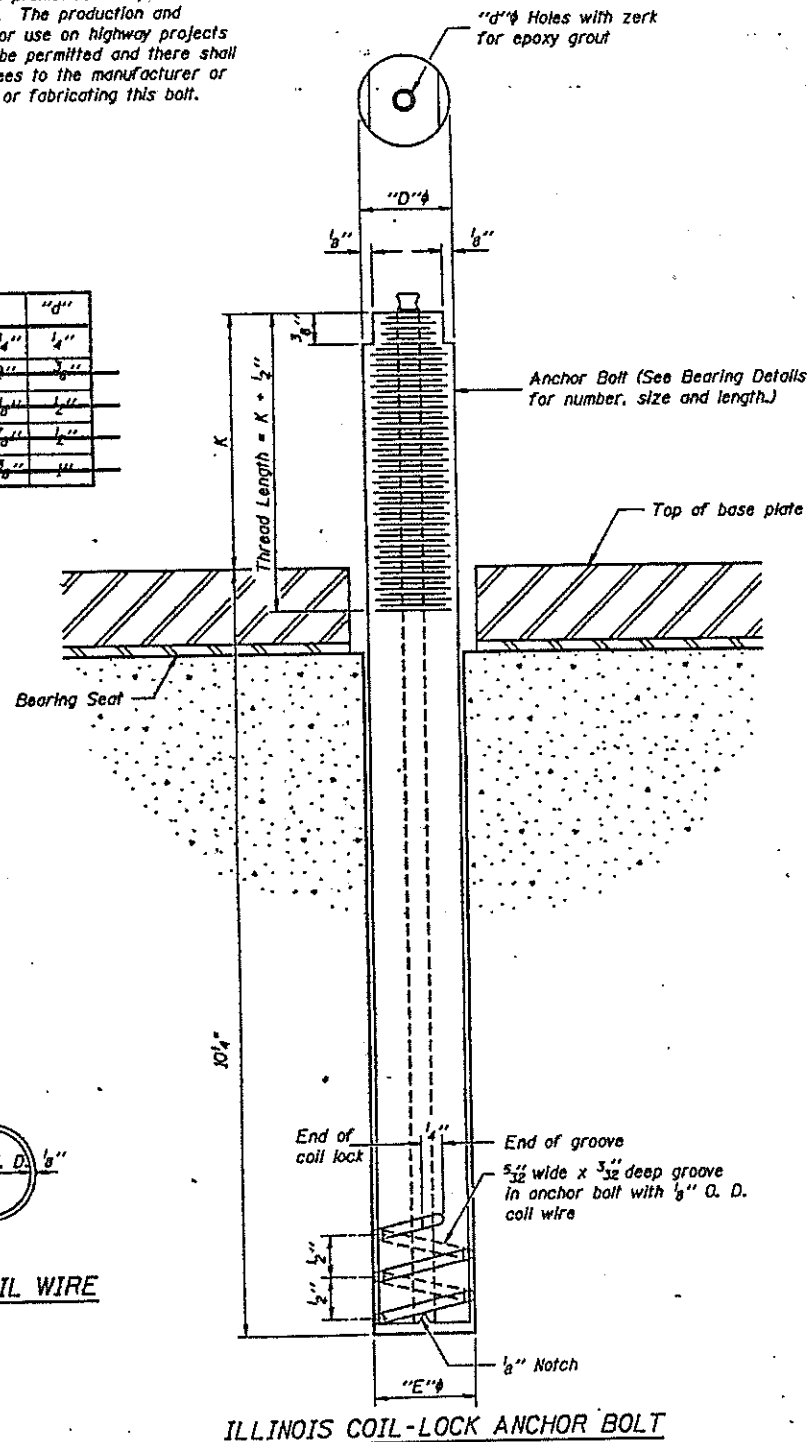
SCALE: 50'=1"
 DATE 05/07/98

DRAWN BY CAOD
 CHECKED BY TMS

F.A.S. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.9 I	COOK	28	19
STA.		TO STA.		
FED. ROAD DIST. NO.	SUBDIV.	FED. AID PROJECT		

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	3/8"	1 3/4"	1/2"
1 1/4"	1 7/8"	1/2"	2"	5/8"
1 1/2"	2"	5/8"	2 1/8"	3/4"
2"	2 1/2"	1 1/8"	2 7/8"	1"
2 1/2"	3"	1 3/8"	3 3/8"	1 1/4"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
 The coil wire shall be made of any suitable soft steel wire.
 The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
 The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
 The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
 1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
 The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

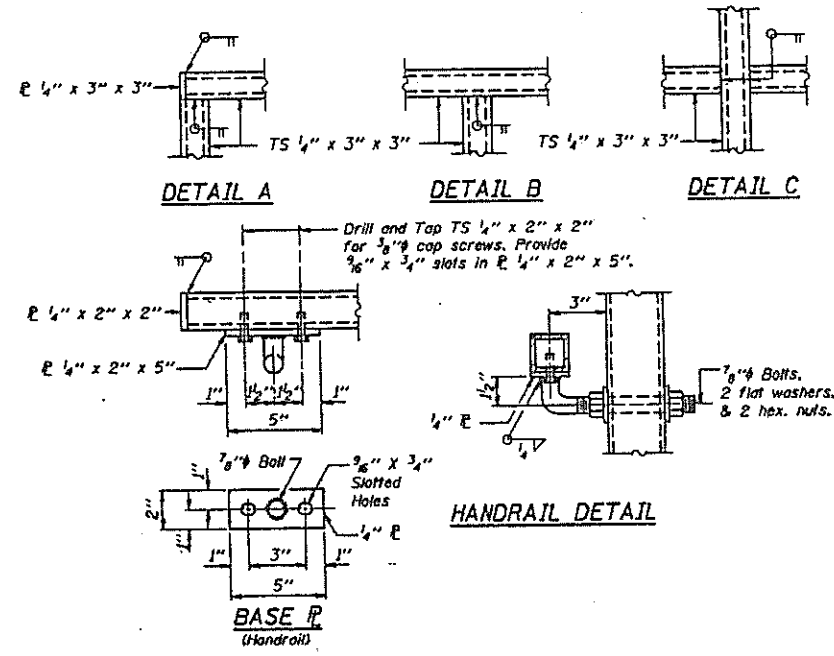
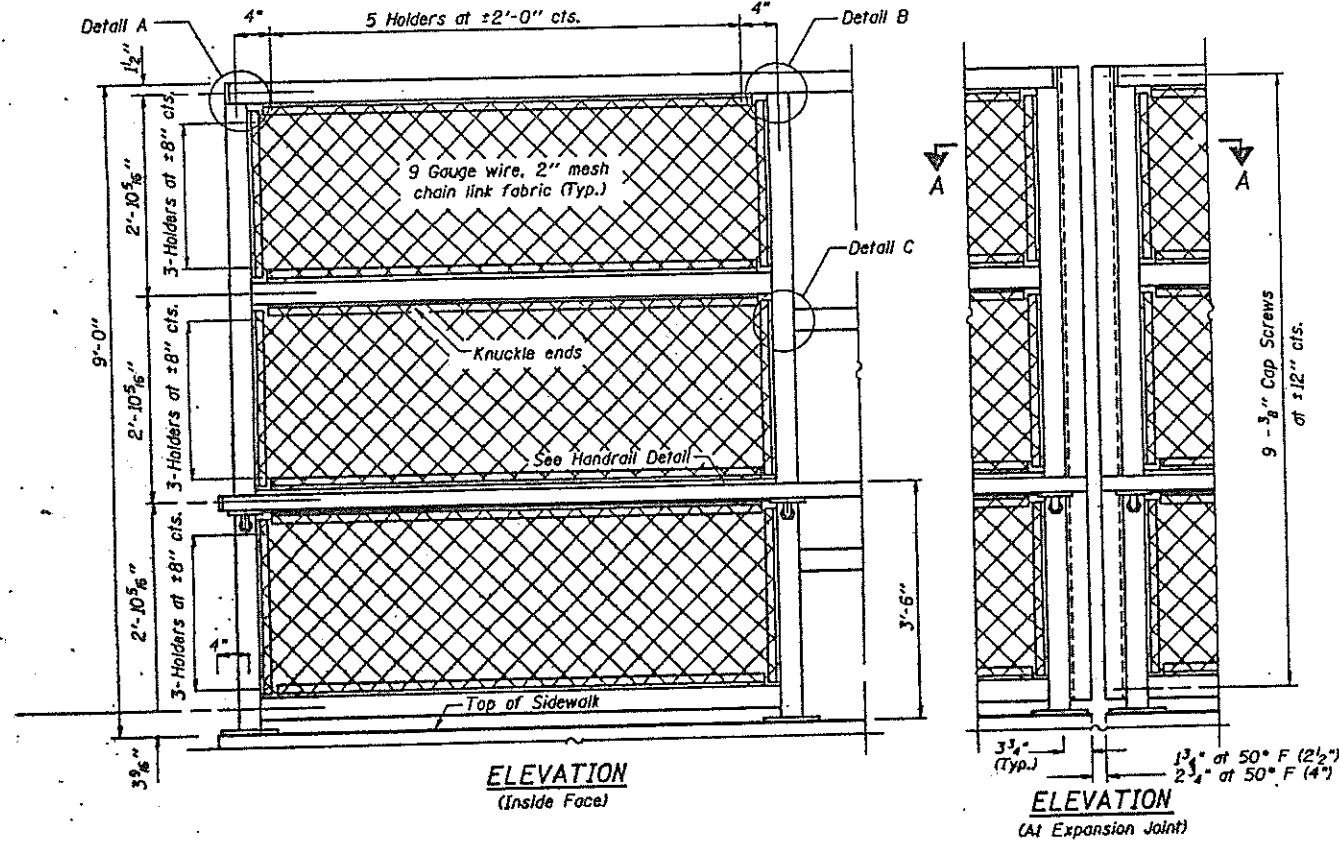
Location	Type
NORTH ABUTMENT	A307
SOUTH ABUTMENT	A307

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PARNELL AVE. OVER I-57
 ANCHOR BOLTS FOR
 ELASTOMERIC BEARINGS DETAIL
 S.N. 016-2029
 SCALE: NONE
 DATE: 03/10/98
 DRAWN BY: CAOD
 CHECKED BY: TMS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	COOK	28	20
STA. TO STA.		TO STA.	
FED. ROAD DIST. NO.		FED. ROAD PROJECT	

SHEET 9 OF 10



NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for of the Contract Unit Price per foot for Bridge Fence Railing (Sidewalk). The 9 gauge fabric ties shall be according to Article 1006.27(d) of the Standard Specifications.

Installation of the chain link fabric shall be according to Section 664 of the Standard Specifications.

Hollow structural steel tubing shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.

All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.

The chain link fabric shall be placed along Pedestrian Side as shown on Section A-A.

Stretcher bars shall be used at all four sides of each panel.

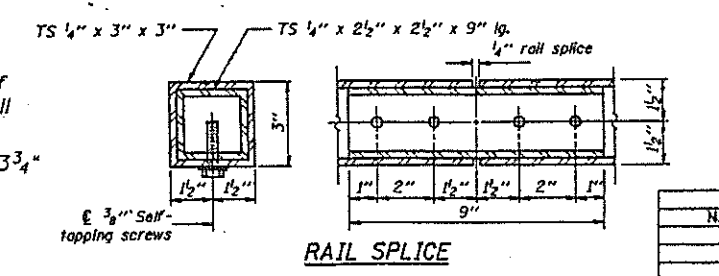
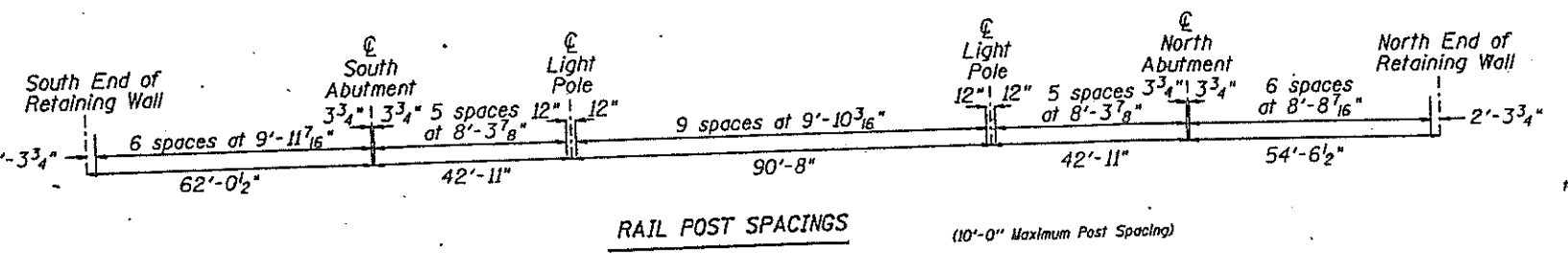
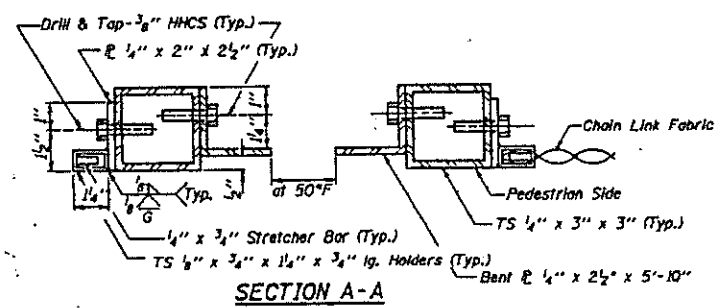
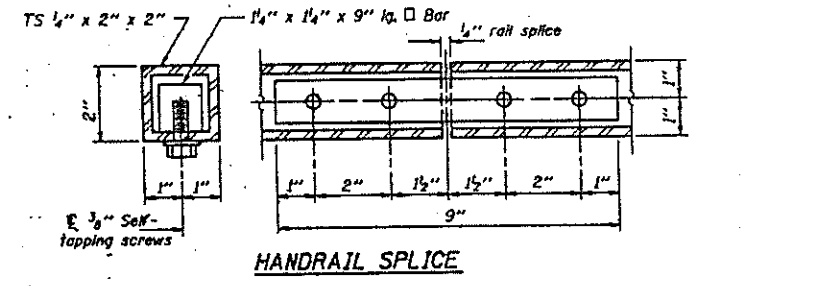
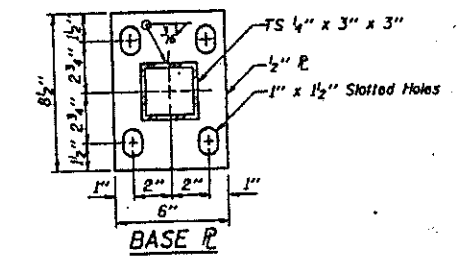
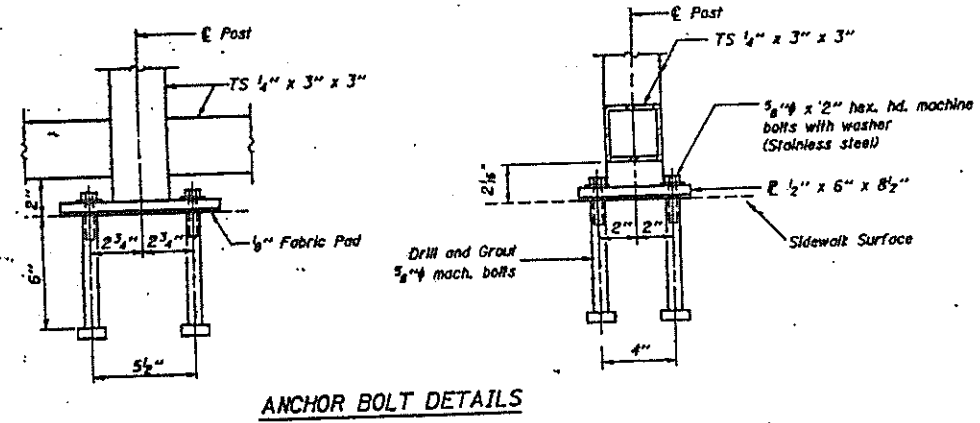
All posts, railing, splices, anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, and washers shall be galvanized according to AASHTO M 232.

Vent holes for galvanizing shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.

The chain link fabric shall conform to the requirements of Article 1006.27(a)(b), b or c of the Standard Specifications.

The Contractor shall verify dimensions in field before ordering materials.

Removal and disposal of the existing fence and attachments is included in the cost of "Bridge Fence Railing (Sidewalk)".



BILL OF MATERIAL

Item	Unit	Quantity
BRIDGE FENCE RAILING (SIDEWALK)	Foot	568

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARNELL AVE. OVER I-57
PEDESTRAIN RAILING
S.N. 016-2029

SCALE: NONE
DATE: 06/25/98

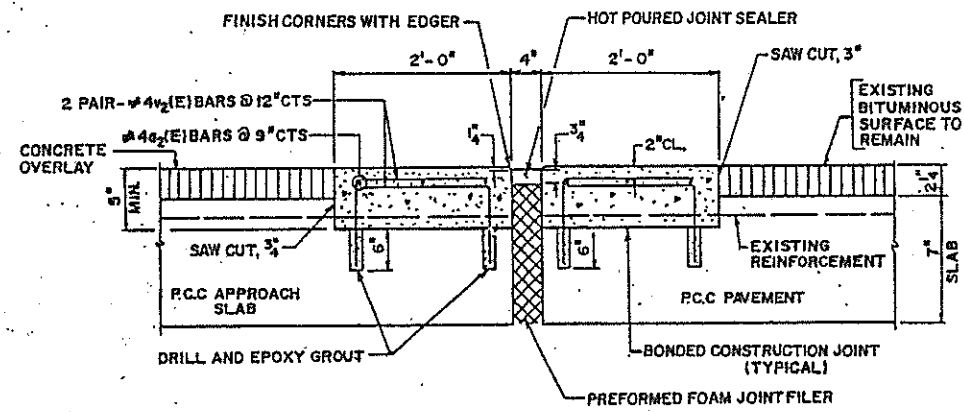
DRAWN BY: CAD
CHECKED BY:

REVISIONS

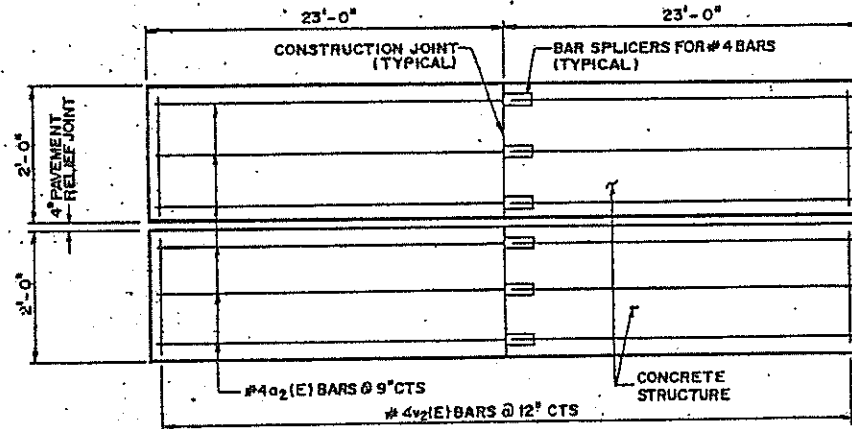
NAME	DATE

The date is 06/25/98 and the project is 016-2029.

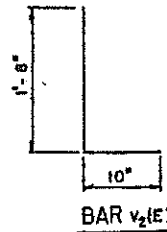
F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2325.91	COOK	28	22
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	



PAVEMENT RELIEF JOINT REHABILITATION



PLAN



BAR v₂(E)

BILL OF MATERIAL
(FOR INFORMATION ONLY)

BAR	NO.	SIZE	LENGTH	SHAPE
a ₂ (E)	24	#4	22'-9"	—
v ₂ (E)	192	#4	2'-6"	L
REINFORCEMENT BARS (EPOXY COATED)			POUND	690
CONCRETE STRUCTURE			CU. YDS	5.7
CONCRETE REMOVAL			CU. YDS	2.9
BAR SPLICERS			EACH	12

NOTES:

THE REMOVAL OF THE EXISTING PAVEMENT RELIEF JOINT SHALL BE PERFORMED IN A MANNER SO AS NOT TO DAMAGE THE EXISTING STEEL BARS OR ADJACENT CONCRETE OR CONCRETE SLAB. ANY DAMAGE DONE BY THE CONTRACTOR SHALL BE REPAIRED AT HIS EXPENSE.

THIS WORK SHALL ALSO INCLUDE CLEANING AND STRAIGHTENING OF EXISTING STEEL BARS. ANY BARS IN NEED OF REPLACEMENT SHALL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE "STANDARD SPECIFICATIONS".

REMOVAL OF THE EXISTING CONCRETE SHALL BE IN ACCORDANCE OF THE APPLICABLE PORTIONS OF SECTION 501. THE NEW CONCRETE, REINFORCEMENT AND PREFORMED EXPANSION JOINT SHALL BE CONSTRUCTED IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 503 OF THE "STANDARD SPECIFICATIONS". THIS WORK SHALL BE PAID PER FOOT FOR "EXPANSION JOINT REHABILITATION" MEASURED ALONG THE CENTER OF THE JOINT.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED. BAR SPLICERS TO BE INCLUDED WITH THE COST OF "EXPANSION JOINT REHABILITATION".

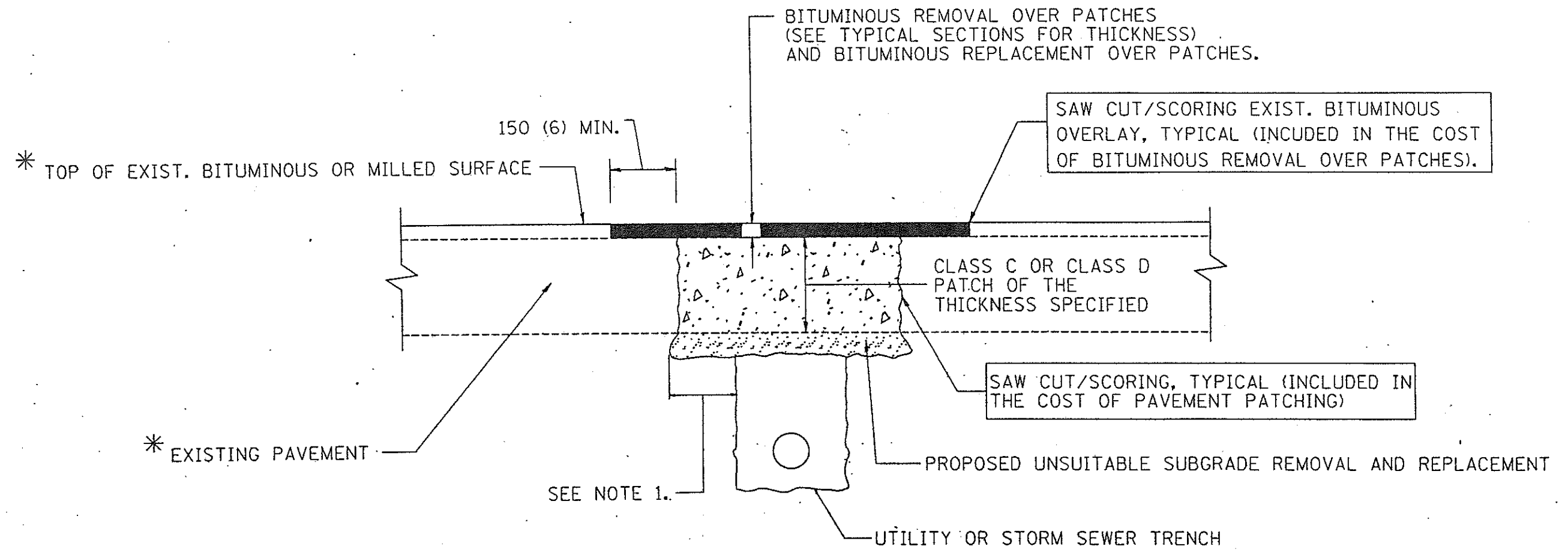
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
EXPANSION JOINT REHABILITATION	FOOT	92

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PARNELL AVENUE OVER
 INTERSTATE ROUTE 57
 PAVEMENT RELIEF JOINT
 S.N.016-2029
 SCALE: VERT. _____
 HORIZ. _____
 DATE _____
 DRAWN BY MVT
 CHECKED BY TMS

P. L. SHE.	SECTION	COUNTY	1944 SHEETS	SHEET NO.
57	2323.91	COOK	28	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ROUTE	FED. AID PROJECT	



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE SPECIAL PROVISION "PATCHING WITH BITUMINOUS OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

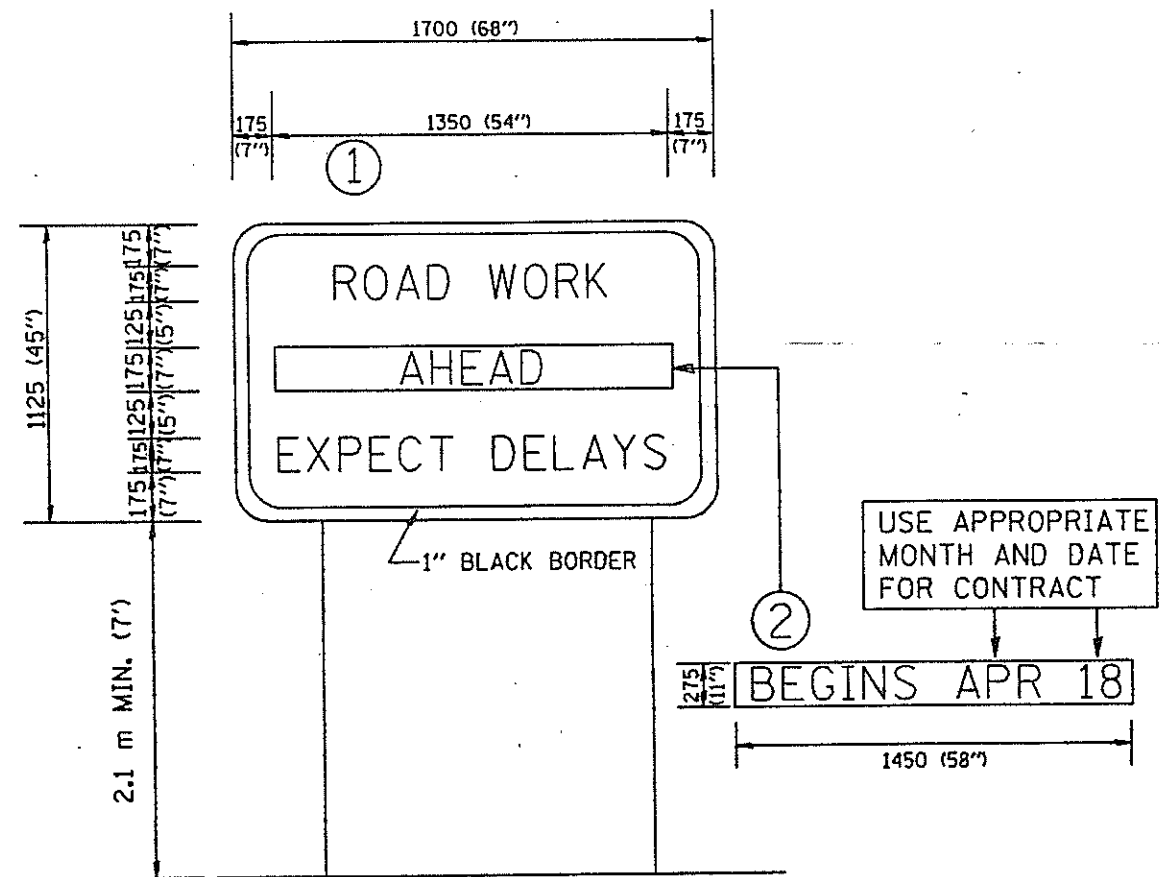
REVISIONS		REVISIONS	
NAME	DATE	NAME	DATE
R. SHAH	10/25/94	ART ABBAS	04/27/98
R. SHAH	01/14/95		
R. SHAH	03/23/95		
R. SHAH	04/24/95		
A. HOUSEH	03/15/96		
A. ABBAS	03/21/97		
A. ABBAS	01/20/98		

SCALE: NONE
DATE: 05/06/98

DRAWN BY
CHECKED BY

BD400-04 (BD-22)

P.A.B. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	24
STA.	TO STA.			
REF. NO. 1	ALIGNED	PROJECT		



NOTES:

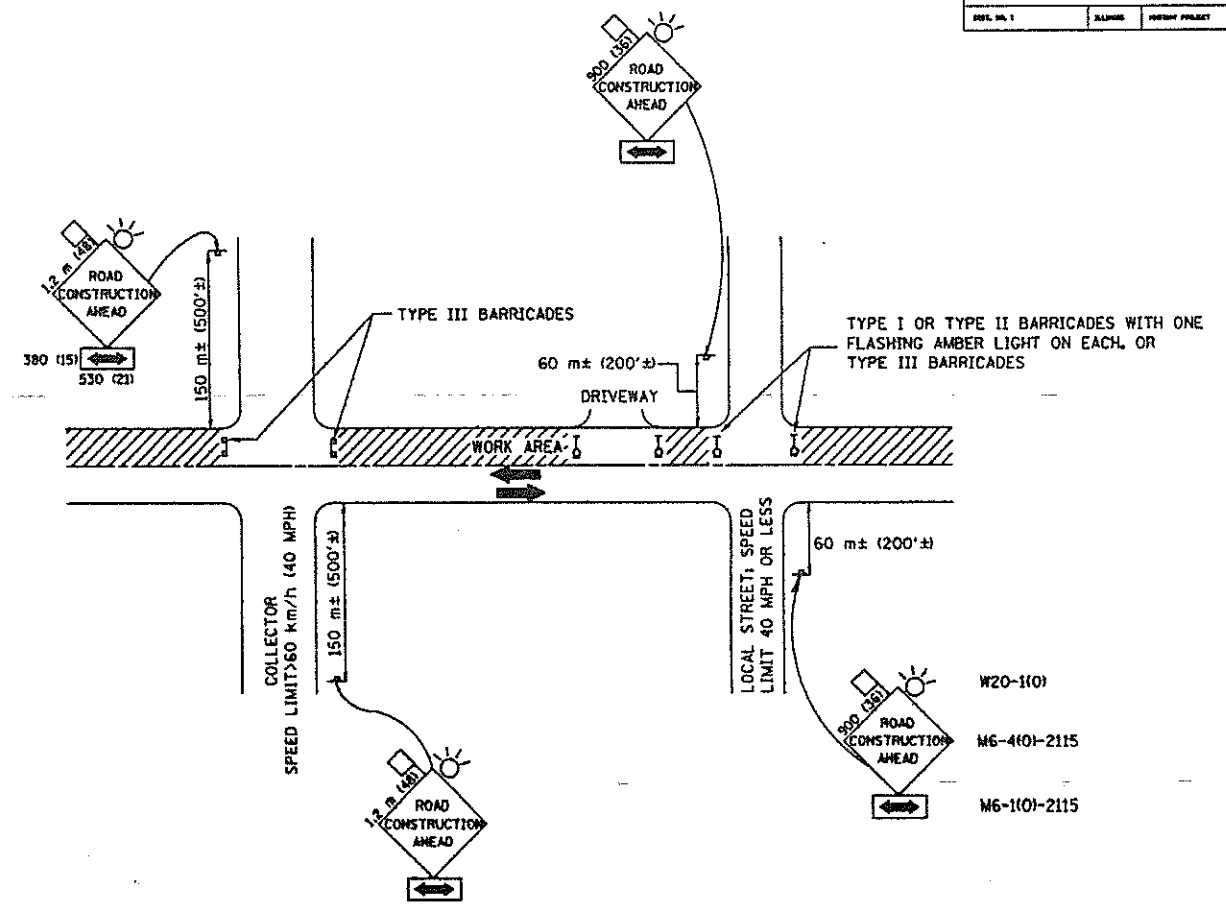
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN EQUALS 1.9 SQ. M. (21.25 SQ. FT.)

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97

ILLINOIS DEPARTMENT OF TRANSPORTATION
TEMPORARY INFORMATION SIGNING

DATE _____ DRAWN BY _____ CHECKED BY _____



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - A) ONE ROAD CONSTRUCTION AHEAD SIGN 500x500 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - B) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - A) ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - B) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**
- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

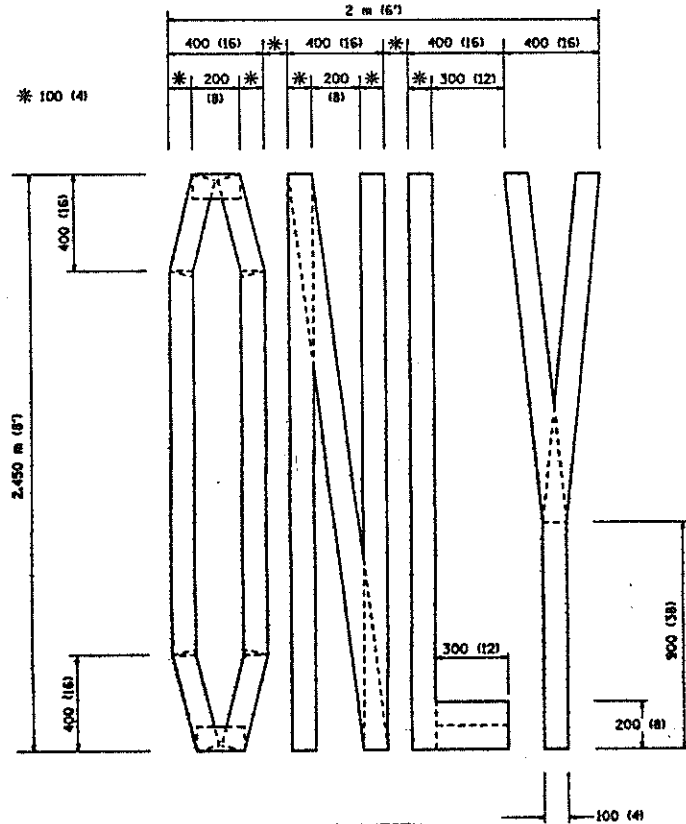
All dimensions are in millimeters (inches) unless otherwise shown.

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

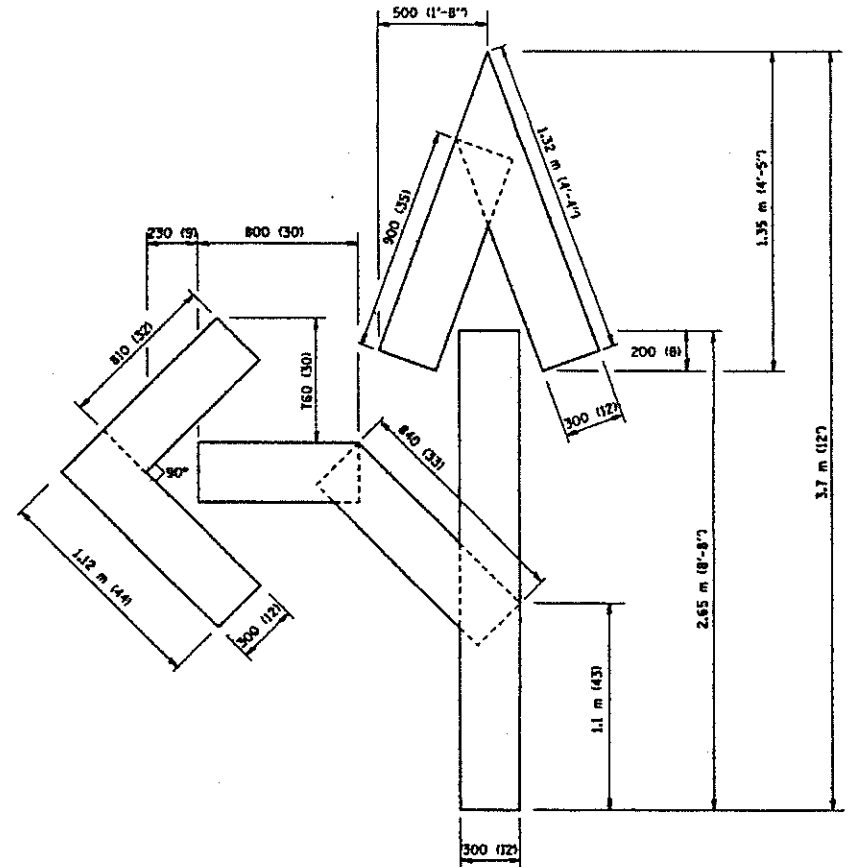
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96

SCALE: NONE DATE: 06/05/98 DRAWN BY _____ CHECKED BY _____

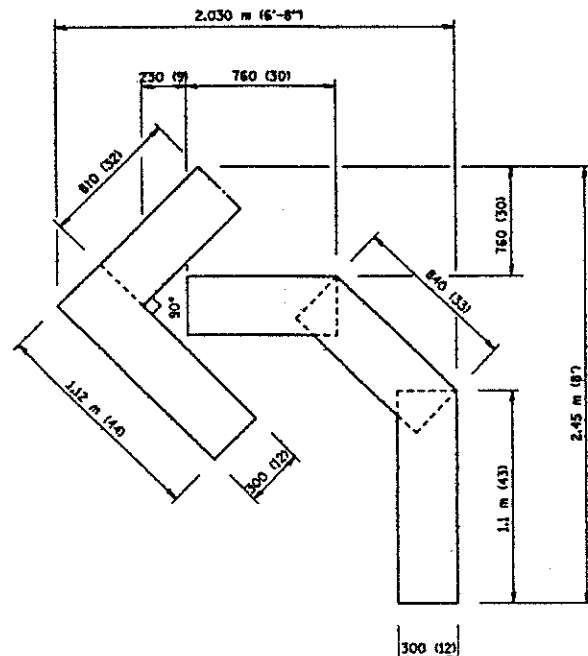
FAC. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	25
STA.		TO STA.		
DATE		DRAWN BY		



QUANTITY
 100 (4) LINE = 19.7 m (64.1 ft.)
 1.97 sq. m (21.1 sq. ft.)



QUANTITY
 100 (4) LINE = 25.3 m (82.5 ft.)
 2.53 sq. m (27.5 sq. ft.)



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

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

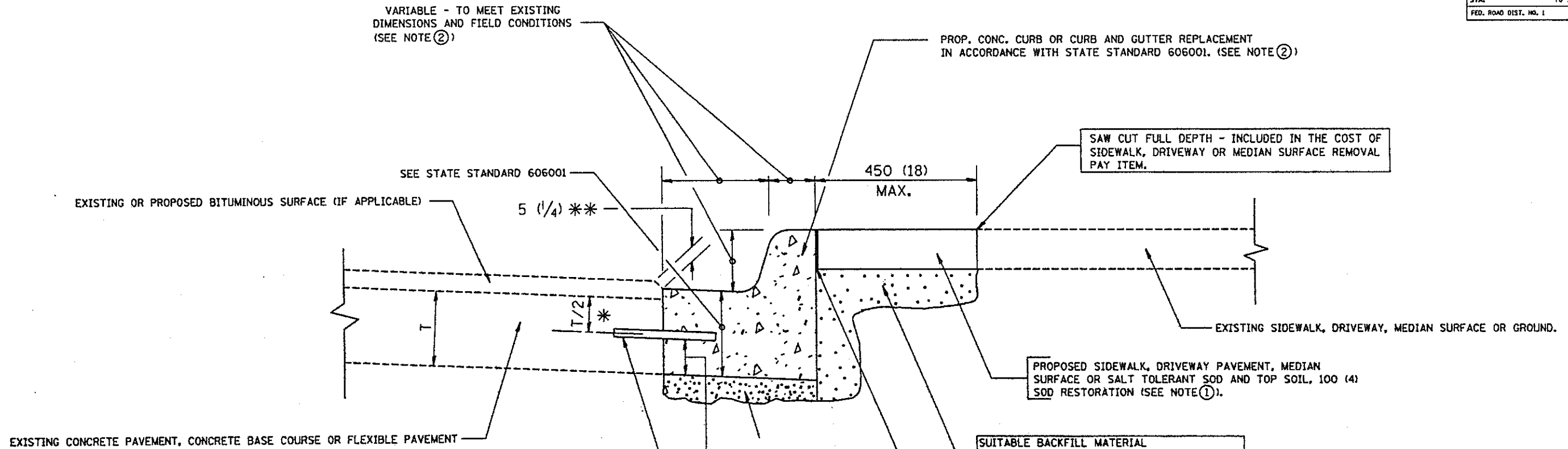
ILLINOIS DEPARTMENT OF TRANSPORTATION
 TEMPORARY PAVEMENT MARKING
 LETTERS AND SYMBOLS

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98

SCALE: NONE
 DATE 06/05/98

DRAWN BY CADD
 CHECKED BY

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	26
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	HIGHWAY PROJECT		



- * 75 (3) 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.

SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

④ 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.

⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

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

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

PROPOSED NO. 20 (NO. 6) EPOXY COATED TIE BARS 600 (24) LONG AT 600 (24) 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).

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97

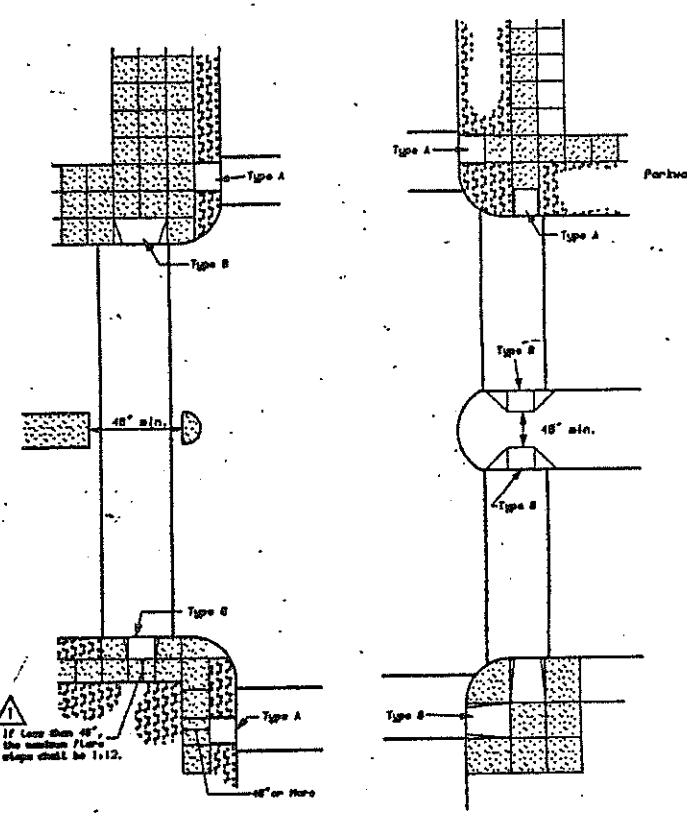
ILLINOIS DEPARTMENT OF TRANSPORTATION
CURB OR
CURB AND GUTTER
REMOVAL AND REPLACEMENT

SCALE: NONE
DATE 06/04/98

DRAWN BY
CHECKED BY

BD600-06 (BD-24)

FEDERAL - AID ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2323.91	COOK	28	27
FINA REGION NO. 5	ILLINOIS PROJECT			

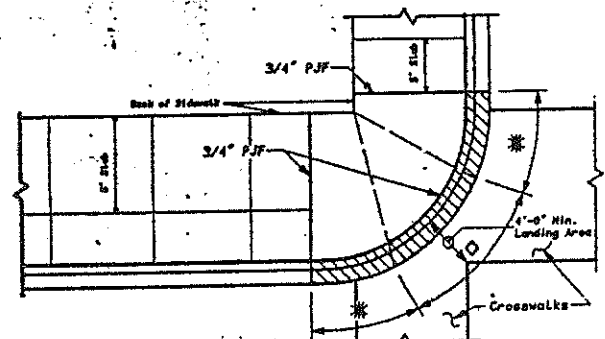


RECOMMENDED LOCATION OF RAMPS

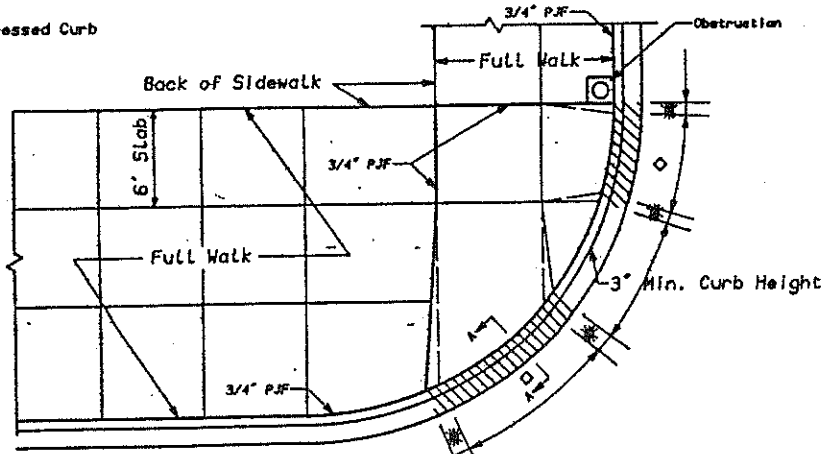
LEGEND

- Prefomed Joint Filler
- Dummy Joint
- Slope Breakpoint
- * Flored Curb
- ◇ Depressed Curb

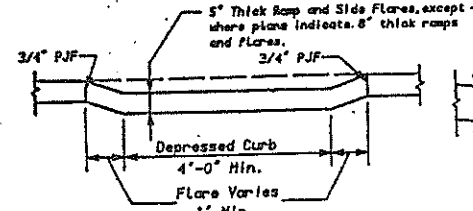
NOTE
When landing area in crosswalk is less than 4'-0", the ramp width at curb shall be 8'-0" minimum in lieu of 4'-0" minimum.



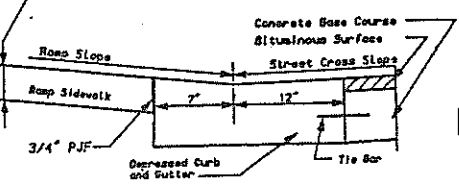
TYPICAL RAMP WITH FULL WALK 10 FEET WIDE OR LESS



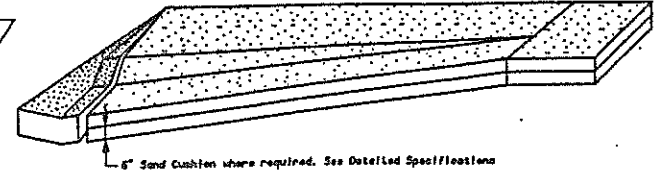
TYPICAL RAMP WITH FULL WALK GREATER THAN 10 FEET WIDE



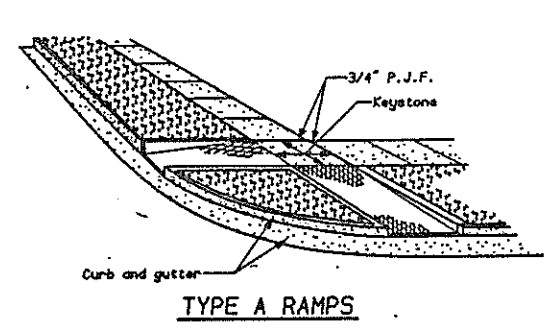
RAMP CROSS SECTION AT CURB LINE



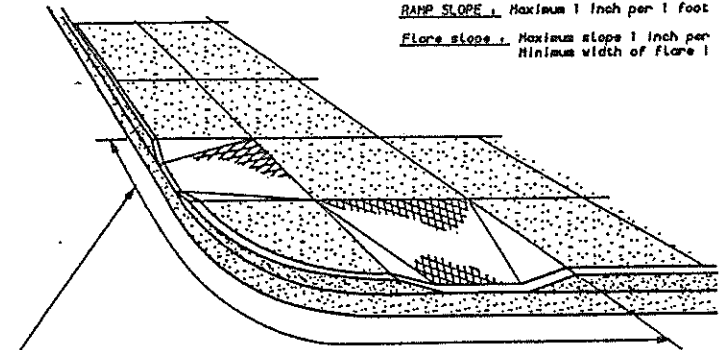
TYPICAL SECTION AT GUTTER



RAMP PROFILE

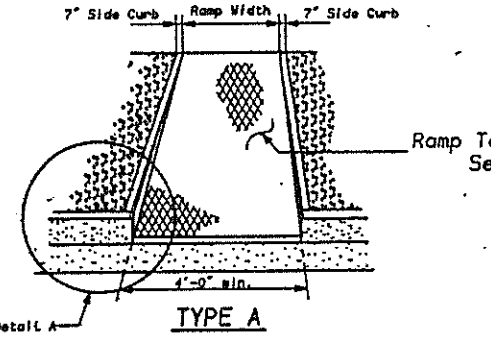


TYPE A RAMPS

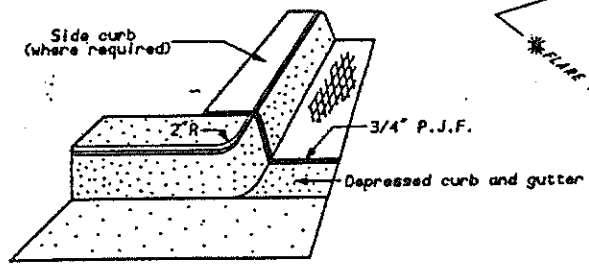


TYPE B RAMPS

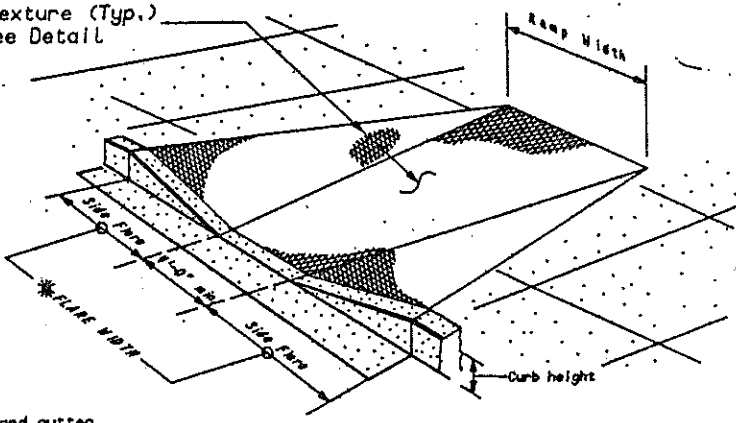
All ramps, including sidewalk slope along the curb, within the corner radius shall be 8" thick where shown on the plan sheets.



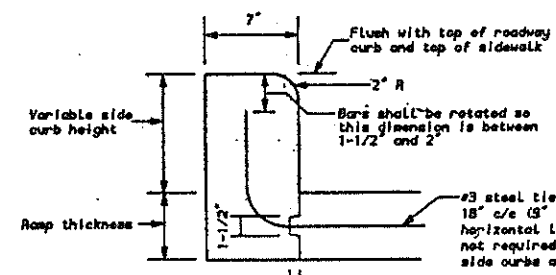
TYPE A



DETAIL A

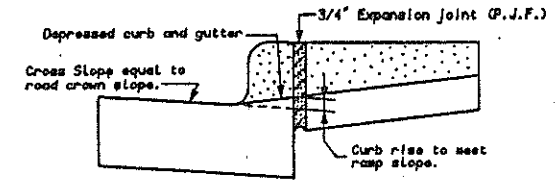


TYPE B

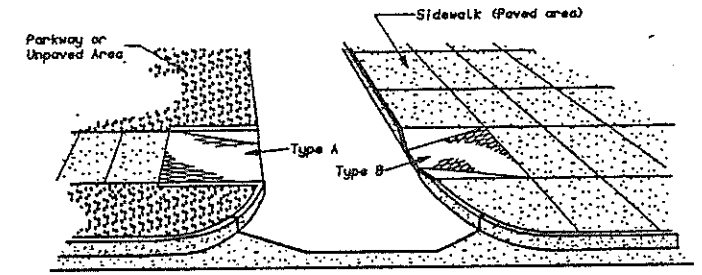


DETAIL OF SIDE CURB

(Side curb may be constructed smoothly with ramp.)



SECTION A-A

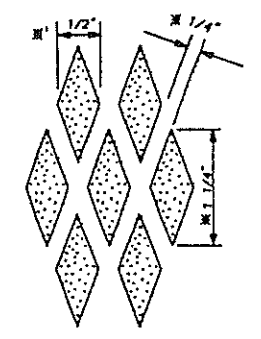


RAMPS AT ALLEY OR DRIVEWAY

GENERAL NOTES

1. Ramps shall be located as shown on plans in alignment with nearest sidewalk and/or crosswalk and shall have sufficient curb length at corner radius to prevent vehicular encroachment.
2. Curb ramps at marked crossings shall be wholly contained within the markings excluding any flared sides.
3. The maximum slope of ramps for Types A & B shall be 1:12. For unusual situations, see Section 4.8.2 of the American National Standard For Buildings and Facilities.
4. For Type B ramps, maximum slope of the side flare shall be 1:10, except that, if the landing area between the top of the ramp and an obstruction is less than 48 inches, then the maximum slope of the flares shall be 1:12. See lower left hand corner of the plan for Recommended Location of Ramps.
5. Ramps shall be constructed of P.C. concrete in accordance with Article 624 of the Standard Specifications, except a textured finish will be required and steel forms will not be permitted.
6. The thickness of Ramps shall be the same as the adjacent sidewalk with a minimum thickness of 5 inches, except that the minimum ramp thickness shall be 8 inches where shown on the plans. The ramp area will be determined by measuring the width and length as a horizontal plane. The average width will be measured to include the side curbs or flares (edge treatment) and the length will be measured horizontally from the top to the bottom of the ramp. Ramps will be paid for at the unit price per square foot, which price shall include all costs, including required expansion joints, texturing and variable height edge treatment.
7. 3/4" Prefomed Joint Filler (P.J.F.) shall be installed on the sides of ramps where the ramp abuts adjacent sidewalk in accordance with the "Detail of Portland Cement Sidewalk Construction".
8. Ramp texturing is to be done with an expanded metal grate placed and removed from wet concrete to leave a diamond pattern as shown. The long axis of the diamond pattern shall be perpendicular to the curb. Grooves shall be 1/8" deep and 1/4" wide. See Ramp Texture Detail.
9. In no case shall expansion joints, that are constructed in curbs and gutters at or near corner radiuses, be located within the handicap ramp areas.
10. Where Prefomed Joint Filler (P.J.F.) is installed against a curved surface, the Contractor shall use a flexible filler in accordance with Section 503.07 and 715 of the Illinois Department of Transportation (IDOT) Standard Specifications.

Curb Height (Inches)	Flare Width (Inches)
3	30
4	40
5	50
6	60
7	70
8	80
9	90

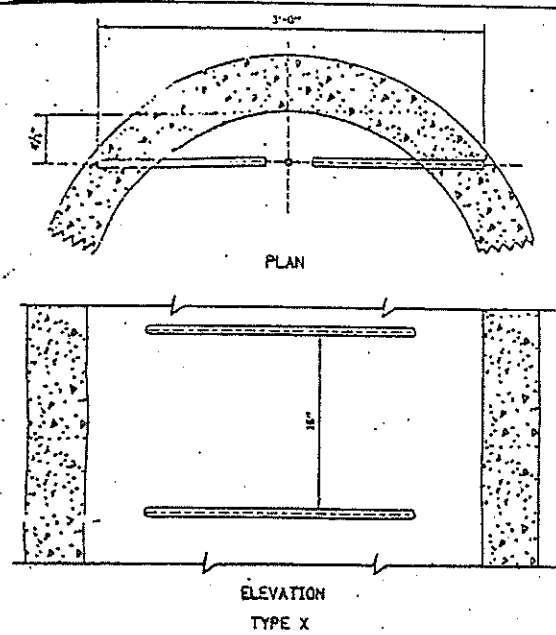


RAMP TEXTURE DETAIL
(* Nominal dimensions)
(Required For Type A & B Ramps)

PPH	3-30-80	GENERAL NOTES, RECOMMENDED LOCATION OF RAMPS, RAMP SLOPE NOTE, WALK 16 FT. WIDE OR LESS.
PPH	1-15-82	TITLE BLOCKS
NO.	BY	DATE
		DESCRIPTION
REVISIONS		

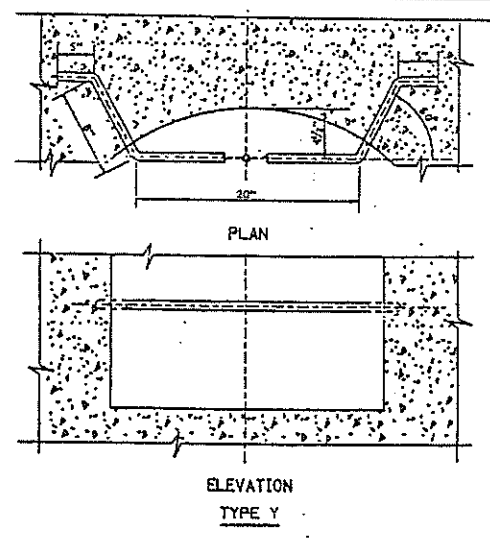
CURB RAMPS
FOR PEOPLE
WITH DISABILITIES

CITY OF CHICAGO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
DATE: 11-27-89 SCALE: NONE SHEET NO. OF



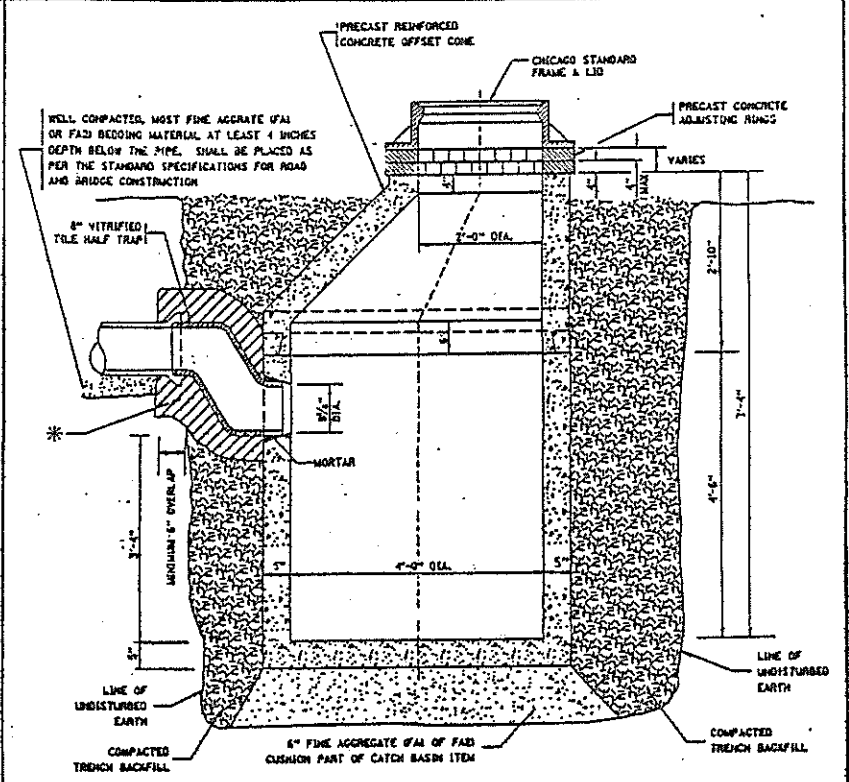
LADDER RUNGS FOR MANHOLES.
SCALE 1" = 1'-0"

ALL LADDER RUNGS SHALL BE ALUMINUM GALVANIZED WROUGHT IRON OR DUCTILE IRON; 1" LUNCH DIAMETER. ALUMINUM LADDER RUNGS SHALL BE COATED WITH ASPHALT PAINT APPLIED BY DIPPING OR BRUSHED ON THE PORTIONS OF THE RUNGS TO BE IMBEDDED IN CONCRETE. THE COATING SHALL EXTEND BEYOND THE EMBEDMENT AT LEAST TWO INCHES.



ELEVATION TYPE Y

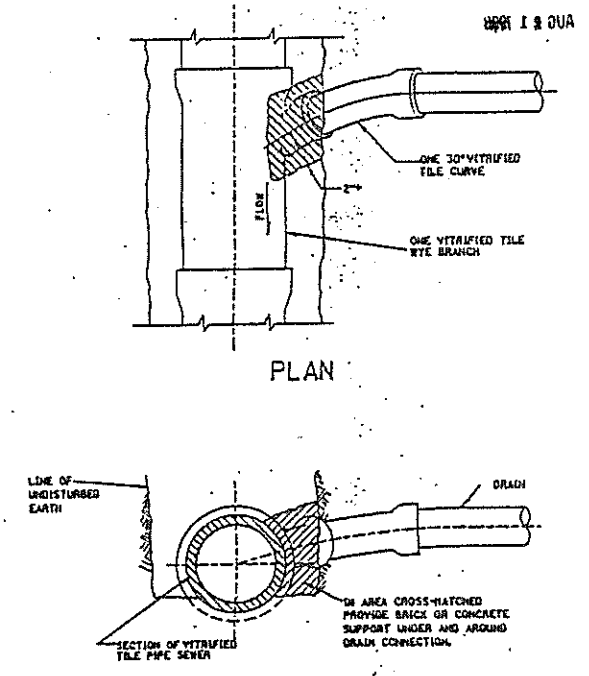
NOTE: FIRST LADDER RUNG SHOULD BE A MINIMUM OF 15" AND A MAXIMUM OF 31" INCHES DOWN FROM TOP OF FRAME.



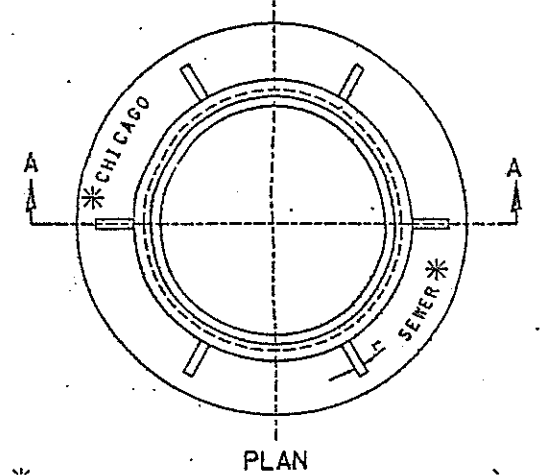
CATCH BASIN, TYPE A, 4' DIAMETER

NOTE: FURNISHING AND INSTALLING THE HALF TRAP, AGGREGATE CUSHION, TRENCH BACKFILL, AND CONCRETE ENCASUREMENT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CATCH BASIN.

* IN AREA CROSS-HATCHED PROVIDE 6" MINIMUM CONC. ENCASUREMENT AROUND THE HALF TRAP BETWEEN THE CATCH BASIN AND THE UNDISTURBED EARTH AS DIRECTED BY THE ENGINEER.

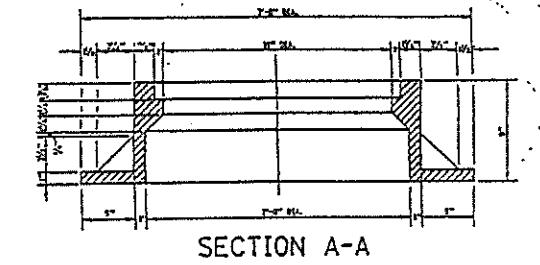


ELEVATION TYPICAL DRAIN CONNECTION
SCALE 1/2" = 1'-0"



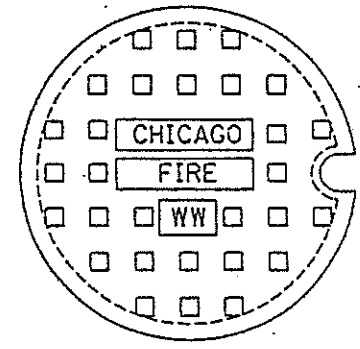
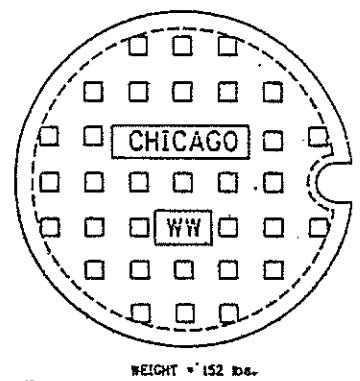
PLAN

* FOR "CHICAGO W.W." AND "CHICAGO FIRE W.W." LIDS, LETTERING FOR "C.W.W." ON THE FRAME SHALL BE LOCATED ON THE TOP SURFACE OF THE HORIZONTAL FLANGE AND SHALL BE 1" SHARP FACE GOTHIC, 3/4" WIDE AND RAISED 1/4" AS MEASURED FROM THE FLANGE.



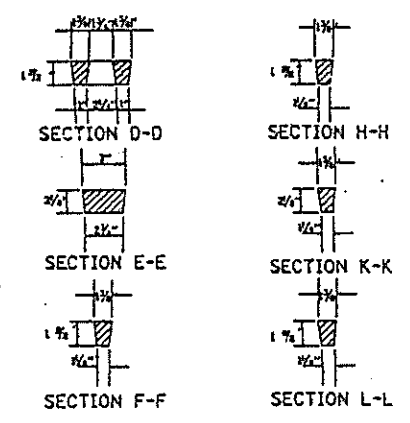
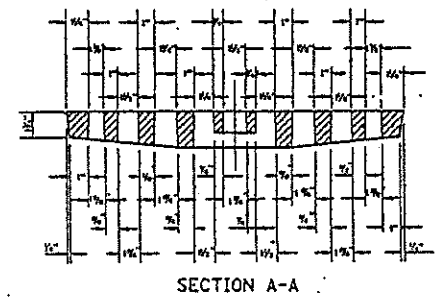
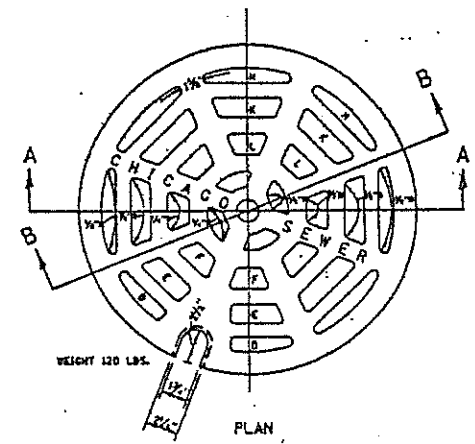
SECTION A-A

CHICAGO STANDARD FRAME FOR CATCH BASINS & MANHOLES
SCALE: 1/2" = 1'-0"
MATERIAL: CAST IRON
WEIGHT: 330 LBS.

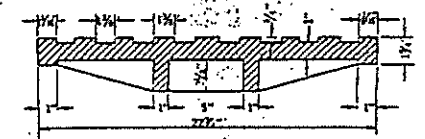
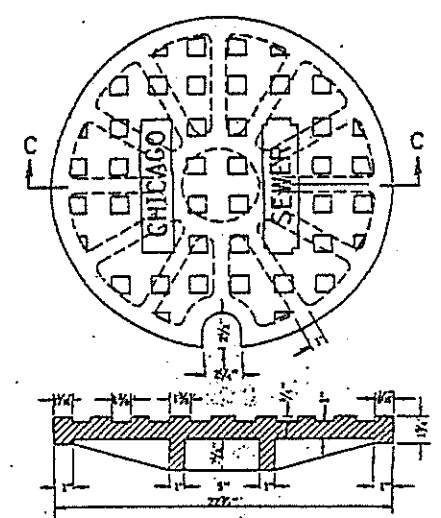


NOTE: LETTERING FOR "FIRE" ON LID SHALL BE 3/4" DEEP BLOCK GOTHIC LETTERS 1/2" WIDE AND RAISED 1/4" FROM 1/2" RECESS AS MEASURED FROM THE TOP SURFACE OF THE LID. LETTERING FOR "CHICAGO W.W." ON THE LID SHALL BE 1" SHARP FACE GOTHIC LETTERS 3/4" WIDE AND RAISED 1/4" FROM 1/4" RECESS AS MEASURED FROM THE TOP SURFACE OF THE LID.

STANDARD CATCH BASIN & MANHOLE LIDS
SCALE: 2" = 1'-0"
MATERIAL: CAST IRON



SECTION B-B PERFORATED LID



SECTION C-C CLOSED LID

REVISIONS	
DATE	DESCRIPTION
12-2-80	LADDER RUNGS TYPE
3-2-81	MANHOLE
5-4-81	LID
7-29-82	ADJUSTMENTS RINGS
7-25-89	CATCH BASIN, TYPE A
9-21-90	CATCH BASIN, TYPE A

CITY OF CHICAGO
DRAINAGE
DETAILS

ABV	ABOVE	DIA	DIAMETER	INV	INVERT	R	RADIUS	T	TANGENT DISTANCE
A/C	ACCESS CONTROL	DIST	DISTRICT	IP	IRON PIPE	RR	RAILROAD	T.R.	TANGENT RUNOUT DISTANCE
AC	ACRE	DOM	DOMESTIC	IR	IRON ROD	RC	REMOVE CROWN	TEL	TELEPHONE
ADJ	ADJUST	DBL	DOUBLE	JT	JOINT	RPS	REFERENCE POINT STAKE	TB	TELEPHONE BOX
AS	AERIAL SURVEYS	DSEL	DOWNSTREAM ELEVATION	kg	KILOGRAM	RRS	RAILROAD SPIKE	TP	TELEPHONE POLE
AGG	AGGREGATE	DSFL	DOWNSTREAM FLOWLINE	km	KILOMETER	REF	REFLECTIVE	TEMP	TEMPORARY
APT	APARTMENT	DR	DRAINAGE	LS	LANDSCAPING	RCCP	REINFORCED CONCRETE	TBM	TEMPORARY BENCH MARK
ASPH	ASPHALT	DI	DRAINAGE INLET OR DROP INLET	LN	LANE		CULVERT PIPE	TD	TILE DRAIN
AGS	AUXILIARY GAS VALVE (SERVICE)	DRV	DRIVEWAY	LT	LEFT	REINF	REINFORCEMENT	TBE	TO BE EXTENDED
AX	AXIS OF ROTATION	DCT	DUCT	LP	LIGHT POLE	RET	RETAINING	TBR	TO BE REMOVED
B-B	BACK TO BACK	EA	EACH	LGT	LIGHTING	REM	REMOVAL	TBS	TO BE SAVED
BKPL	BACKPLATE	EB	EASTBOUND	LF	LINEAL FEET OR LINEAR FEET	REP	REPLACEMENT	TWP	TOWNSHIP
BARR	BARRICADE	EOP	EDGE OF PAVEMENT	L	LITER OR CURVE LENGTH	REST	RESTAURANT	TR	TOWNSHIP ROAD
BGN	BEGIN	E-CL	EDGE TO CENTERLINE	LC	LONG CHORD	RESURF	RESURFACING	TS	TRAFFIC SIGNAL
BM	BENCHMARK	E-E	EDGE TO EDGE	LNG	LONGITUDINAL	RT	RIGHT	TSCB	TRAFFIC SIGNAL CONTROL BOX
BIND	BINDER	EL	ELEVATION	L SUM	LUMP SUM	ROW	RIGHT-OF-WAY	TSC	TRAFFIC SYSTEMS CENTER
BIT	BITUMINOUS	ENTR	ENTRANCE	MACH	MACHINE	RD	ROAD	TRVS	TRANSVERSE
BTM	BOTTOM	EXC	EXCAVATION	MB	MAIL BOX	RDWY	ROADWAY	TRVL	TRAVEL
BLVD	BOULEVARD	EX	EXISTING	MH	MANHOLE	RTE	ROUTE	TRN	TURN
BRK	BRICK	EXPWAY	EXPRESSWAY	MATL	MATERIAL	SAN	SANITARY	TY	TYPE
BBOX	BUFFALO BOX	E	EXTERNAL DISTANCE TO VERTICAL CURVE	MED	MEDIAN	SANS	SANITARY SEWER	T-A	TYPE A
BLDG	BUILDING			m	METER	SEC	SECTION	UNDCND	UNDERGROUND
CIP	CAST IRON PIPE			METH	METHOD	SEED	SEEDING	USGS	U.S. GEOLOGICAL SURVEY
CB	CATCH BASIN	F-F	FACE TO FACE	MBH	MOBILE HOME	SHAP	SHAPING	USEL	UPSTREAM ELEVATION
C-C	CENTER TO CENTER	FA	FEDERAL AID	M	MID-ORDINATE	SH	SHEET	USFL	UPSTREAM FLOWLINE
CL	CENTERLINE	FAI	FEDERAL AID INTERSTATE	mm	MILLIMETER	SHLD	SHOULDER	UTIL	UTILITY
CL-E	CENTERLINE TO EDGE	FAP	FEDERAL AID PRIMARY	mm DIA	MILLIMETER DIAMETER	SW	SIDEWALK	VBOX	VALVE BOX
CL-F	CENTERLINE TO FACE	FAS	FEDERAL AID SECONDARY	MIX	MIXTURE	SIG	SIGNAL	VV	VALVE VAULT
CERT	CERTIFIED	FAS	FEDERAL AID SECONDARY	MFT	MOTOR FUEL TAX	SOD	SODDING	VLT	VAULT
CHSLD	CHISELED	FAUS	FEDERAL AID URBAN SECONDARY	MOD	MODIFIED	SM	SOLID MEDIAN	VEH	VEHICLE
CP	CLAY PIPE	FP	FENCE POST	N & BC	NAIL & BOTTLE CAP	SB	SOUTHBOUND	VP	VENT PIPE
CLSD	CLOSED	FE	FIELD ENTRANCE	N & C	NAIL & CAP	SE	SOUTHEAST	VERT	VERTICAL
CLID	CLOSED LID	FH	FIRE HYDRANT	N & W	NAIL & WASHER	SW	SOUTHWEST	VC	VERTICAL CURVE
CS	CITY STREET	FL	FLOW LINE	NB	NORTHBOUND	SPL	SPECIAL	VPC	VERTICAL POINT OF CURVATURE
CT	COAT	FB	FOOT BRIDGE	NE	NORTHEAST	SD	SPECIAL DITCH	VPI	VERTICAL POINT OF INTERSECTION
COMB	COMBINATION	FDN	FOUNDATION	NC	NORMAL CROWN	SO FT	SQUARE FEET	VPT	VERTICAL POINT OF TANGENCY
CE	COMMERCIAL ENTRANCE	FR	FRAME	NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION	m ²	SQUARE METER	WM	WATER MAIN
CONC	CONCRETE	F&G	FRAME & GRATE	NW	NORTHWEST	mm ²	SQUARE MILLIMETER	WV	WATER VALVE
CONST	CONSTRUCT	FRWAY	FREEWAY	OLID	OPEN LID	SO YD	SQUARE YARD	WMAIN	WATERMAIN
CONTD	CONTINUED	GAL	GALLON	PAT	PATTERN	STB	STABILIZED	WB	WESTBOUND
CONT	CONTINUOUS	GALV	GALVANIZED	PVD	PAVED	STD	STANDARD	WILDFL	WILDFLOWERS
COR	CORNER	GM	GAS METER	PVMT	PAVEMENT	SBI	STATE BOND ISSUE	W	WITH
CORR	CORRUGATED	GV	GAS VALVE	PM	PAVEMENT MARKING	SM	STATE OF ILLINOIS	WO	WITHOUT
CMP	CORRUGATED METAL PIPE	GRAN	GRANULAR	PED	PEDESTAL	SR	SURVEY MARKER		
CNTY	COUNTY	GR	GRATE	PNT	POINT	STA	STATE ROUTE		
CH	COUNTY HIGHWAY	GRVL	GRAVEL	PC	POINT OF CURVATURE	SPBGR	STEEL PLATE BEAM GUARDRAIL		
CSE	COURSE	GND	GROUND	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	SS	STORM SEWER		
XSECT	CROSS SECTION	GUT	GUTTER	PRC	POINT OF REVERSE CURVATURE	STY	STORY		
m ³	CUBIC METER	HH	HANDHOLE	PT	POINT OF TANGENCY	ST	STREET		
mm ³	CUBIC MILLIMETER	HATCH	HATCHING	POT	POINT ON TANGENT	STR	STRUCTURE		
CU YD	CUBIC YARD	HD	HEAD	POLYETH	POLYETHYLENE	e	SUPERELEVATION RATE		
CULV	CULVERT	HDW	HEADWALL	PCC	PORTLAND CEMENT CONCRETE	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH		
C&G	CURB & GUTTER	HOUTY	HEAVY DUTY	PP	POWER POLE OR PRINCIPAL POINT	SURF	SURFACE		
D	DEGREE OF CURVE	ha	HECTARE	PRM	PRIME	SMK	SURVEY MARKER		
DC	DEPRESSED CURB	HWY	HIGHWAY	PE	PRIVATE ENTRANCE				
DET	DETECTOR	HORIZ	HORIZONTAL	PROF	PROFILE GRADELINE				
		HSE	HOUSE	PROJ	PROJECT				
		IL	ILLINOIS	P.C.	PROPERTY CORNER				
		IMP	IMPROVEMENT	PL	PROPERTY LINE				
		IN DIA	INCH DIAMETER	PR	PROPOSED				
		INL	INLET	R	RADIUS				
		INST	INSTALLATION						
		IOS	INTERSECTION DESIGN STUDIES						

Illinois Department of Transportation	
PASSED January 1, 1998	ISSUED 1-1-97
ENGINEER OF POLICY AND PROCEDURES	
APPROVED January 1, 1998	
ENGINEER OF DESIGN AND ENVIRONMENT	

DATE	REVISIONS
1-1-98	Added and revised abbreviations.
1-1-97	Renum. Standard 1686-5.

**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**
(Sheet 1 of 4)

STANDARD 000001-01

BOUNDARY LINES & SYMBOLS

	<u>EX</u>	<u>PR</u>
Alignment PI Indicator	△	▲
Alignment Point Indicator	○	◦
Centerline Break Circle		⊙
Centerline Pattern		-----
Easement Pattern		
Easement, Temporary Pattern		
Edge of Pavement Point Indicator	○	◦
Fence Pattern	- X -	
Field Line	- E -	
Iron Pipe Found	•	
Iron Pipe Set	○	
Levee or Noise Barrier Pattern		
Major Roads Point	○	
Marsh		
North Arrow (Dist. Number)		
Other Pavement Item Point	⊙	
Profile PI Indicator	△	X
Profile Point Indicator	○	◦
Property Corner	+ P.C.	
Property Line - Dashed	-----	
Property Line Symbol	P	
Quarter Corner, N&W Offset		
Quarter Corner, S&E Offset		
R.O.W. Line	-----	-----
R.O.W. Marker	⊠	■

BOUNDARY LINES & SYMBOLS (CONT.)

	<u>EX</u>	<u>PR</u>
Same Ownership		
Section Corner		
Section / Grant Line Pattern	-----	
Survey Marker	⊙	
Township / County Line Pattern	-----	
Transit Line	T	
Waters Edge Line	-	

DRAINAGE

	<u>EX</u>	<u>PR</u>
Culvert End Section	◁	◀
Catch Basin	○	●
Ditch Check		
Ditch Flow, Roadway		
Flow Line	E	E
Headwall	-	∩
Inlet	U	■
Manhole	⊙	⊙
Pipe Underdrain	→	→
Sewer, Sanitary Pattern	→	→
Sewer, Storm Pattern	→	→
Summit	↔	↔
Swale	+	+
Water Point	○	
Water Surface Indicator, Cross Section	▽	
Water Surface Indicator, Drainage Profile	▽	

RAILROAD

Abandoned	== =	
Cantilever Mast Arm	XoX	XoX
Control Box	⊠	⊠
Crossing Gate	XoX	XoX
Flashing Signal	XoX	XoX
Point	○	
Track Pattern	====	====

ADJUSTMENT ITEMS

	<u>EX</u>	<u>PR</u>
Domestic Service Box To Be Adjusted		◇
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		⊙
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Special Adjustment		SP
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Structure To Be Filled		F
Structure To Be Reconstructed		REC
Structure To Be Removed		R
Valve Vault To Be Adjusted		A

UTILITY

	<u>EX</u>	<u>PR</u>
Buffalo Box with Meter	○	●
Controller	⊠	⊠
Fire Hydrant	⊙	⊙
Handhole	□	■
Handhole, Heavy Duty	⊠	⊠
Junction Box	⊠	⊠
Manhole / Valve Vault	⊙	⊙
Pipeline Warning Symbol	⊥	
Point	○	
Light Pole	⊙	⊙
Power Pole	⊠	⊠
Telephone Pole	⊙	⊙
Splice Box Above Ground	⊠	⊠
Traffic Signal	⊠	⊠
Transmission Tower	⊠	⊠
Wire Line	-	
Guy Pole	⊙	

LANDSCAPING

	<u>EX</u>
Mowline Pattern	—
Seeding Pattern	
Seeding Prairie Pattern	
Seeding With Wildflowers Pattern	
Seeding, Type I Pattern	
Shrubs, Code C or D Pattern	
Sod Pattern	
Tree, Deciduous	⊙
Tree, Evergreen	⊙
Tree, Intermediate, Code B	⊙
Tree, Intermediate, Existing	⊙
Tree, Shade, Code A	⊙
Tree, Shade, Existing	⊙
Woods, Brush Pattern	

VEGETATION FEATURES

	<u>EX</u>
Deciduous Tree	
Evergreen Tree	
Vegetation Line	

Illinois Department of Transportation

PASSED January 1, 1998
David G. ...
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1998
Bill ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 2 of 4)

STANDARD 000001-01

PAVEMENT MARKINGS

	EX	PR
Combination Thru with Left Turn Arrow	ONLY	ONLY
Combination Thru with Right Turn Arrow	ONLY	ONLY
Centerline, Double		
Lane Line, Dotted		
Lane Line, Skip-Dash		
Left Turn Arrow		
Left Turn Only with Left Turn Arrow	ONLY	ONLY
Railroad Crossing		
Right Turn Arrow		
Right Turn Only with Right Turn Arrow	ONLY	ONLY
Shoulder Diagonal Pattern		
Stop Line Pattern		
Thru Arrow	ONLY	ONLY
Two-way Left Turn Arrow		

SIGNS

Detour, Left M4-10L(O)	
Detour, Right M4-10R(O)	
Detour Ahead W20-2	
Keep Left R4-7AL	
Keep Left R4-7BL	
Keep Right R4-7AR	
Keep Right R4-7BR	
Left Lane Closed Ahead W20-5L	
Left Turn Lane R3-1100L	
No Left Turn R3-2	
No Right Turn R3-1	
One Way Left R6-1L	
One Way Right R6-1R	
One Way Large Arrow W2-6(O)	
Reverse Curve Left W1-4L	
Reverse Curve Right W1-4R	
Right Lane Closed Ahead W20-5R(O)	
Road Closed R11-2	

PR

SIGNS (CONT.)

	PR
Road Closed Ahead W20-3(O)	
Road Closed to Thru Traffic R11-4	
Road Construction Ahead W20-1(O)	
Single Lane Ahead	
Stop Here on Red Left R10-6AL	
Stop Here on Red Right R10-6AR	
Transition Left W4-2(R)O	
Transition Right W4-2(L)O	
Two Way Lane Arrow W1-7(O)	
Two Way Traffic W6-3	

PAVEMENT MARKERS - RAISED

	EX	PR
Double Yellow -1		
Single Yellow -2		
Yellow & White -3		
Double White -4		
Single White -5		
White & Red -6		

SIGNING DEVICES

	PR
Barricades, Type 1 or 2	
Barricades, Type 2	
Barricades, Type 3	
Barricades with Edge Line	
Direction of Traffic	
Flag	
Flashing Light	
Panel, Type 1	
Panel, Type 2	

Illinois Department of Transportation

PASSED January 1, 1998

ENGINEER OF POLICY AND PROCEDURES

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ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 3 of 4)

STANDARD 000001-01

TRAFFIC SIGNALS	EX	PR
Backplate		
Cable Number		
Conduit, Galv. Steel		
Conduit Splice		
Controller		
Detector Loop, Large		
Detector Loop, Quad		
Detector Loop, Small		
Gulfbox		
Handhole		
Handhole, Heavy Duty		
Junction Box		
Left Turn, Green		
Left Turn, Yellow		
Mast Arm and Pole, Combination		
Mast Arm and Pole, Steel		
Pushbutton Detector, Pedestrian		
Raceway		
Service Installation		
Signal Head		
Signal Head, Pedestrian		
Signal Head, Temporary		
Signal Head with Backplate		
Signal Post		
Signal Section 200 mm (8")		
Signal Section 300 mm (12")		
Underground Cable		
Vehicle Detector, Magnetic		
Vehicle Detector, Priority		

TRAFFIC SIGNALS (CONT.)	EX	PR
Walk/Don't Walk		
Walk/Don't Walk Symbol		
Wood Pole		

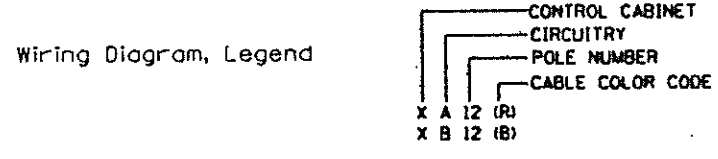
CABLE PATTERN	EX	PR
Aerial		
Buried		
Buried Cable TV		
Buried Fiber Optic		
In Duct With Ground		
In Duct Without Ground		
Underground, Electric		
Underground, Telephone		

CONDUIT	EX	PR
Conduit		

TELEPHONE	EX	PR
Pole		
Splice Box - above ground		

LIGHTING	EX	PR
Combination Mast Arm		
Controller		
Electrical Ground		
Foundation A or C		
Handhole		
Handhole, Heavy Duty		
High Mast Pole -1		
High Mast Pole -2		
High Mast Pole -3		
High Mast Pole -4		

LIGHTING (CONT.)	EX	PR
High Mast Pole -5		
High Mast Pole -6		
Junction Box		
Light Unit -1		
Light Unit -2		
Light Unit -3		
Light Unit -4		
Light Unit -5		
Light Unit Twin -1		
Light Unit Twin -2		
Light Unit Twin -3		
Light Unit Twin -4		
Light Unit Twin -5		
Luminaire Underpass		
Power Pole		
Pull Point		
Traffic Flow Arrow		



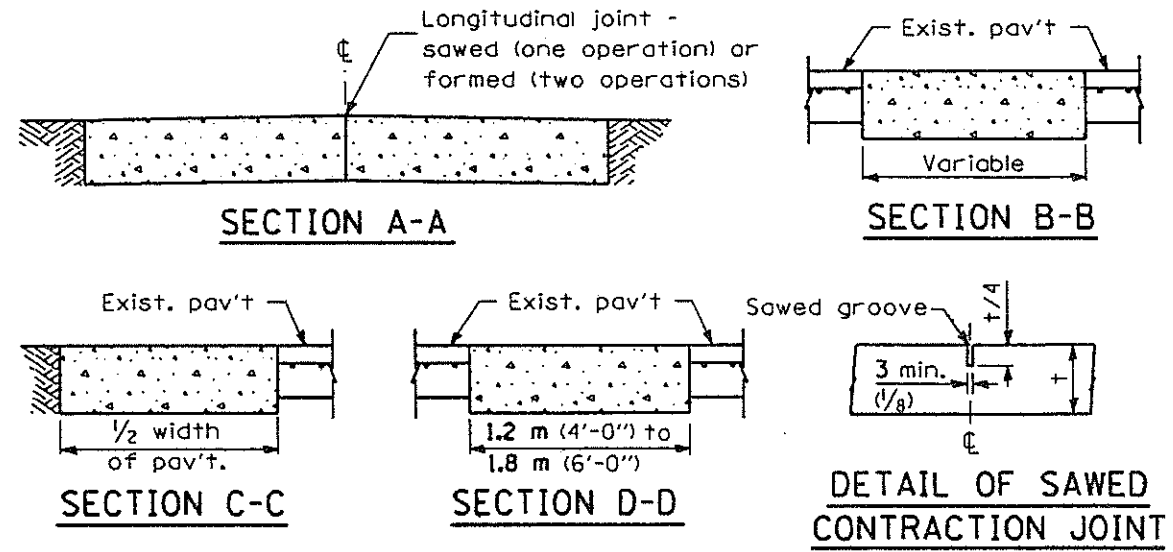
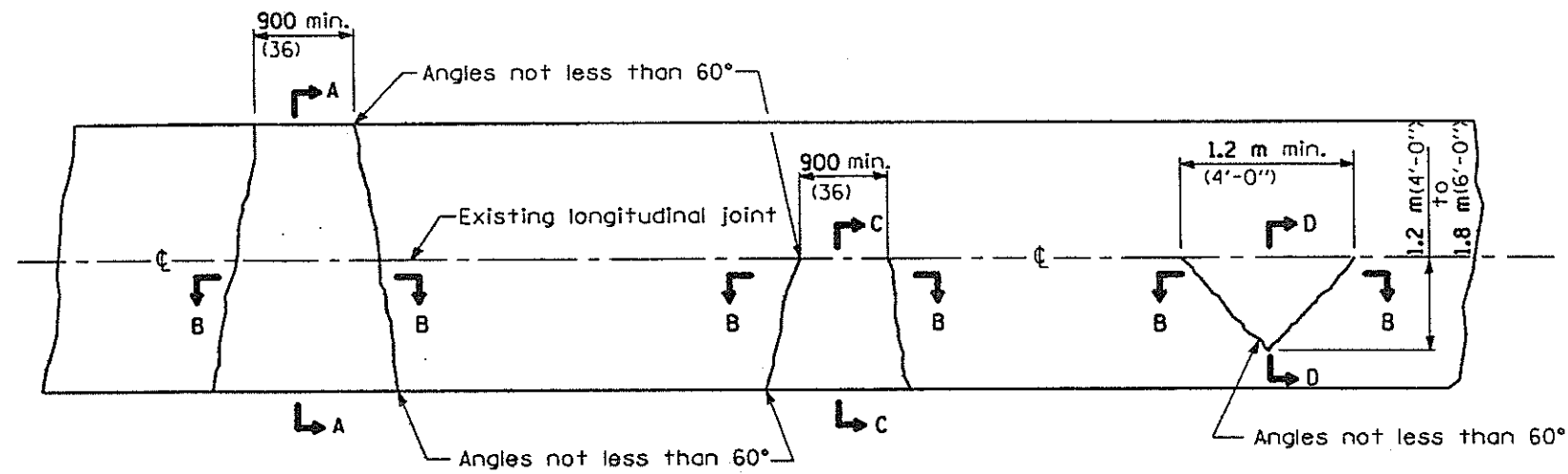
MISCELLANEOUS	EX	PR
Bituminous Removal Area		
Bituminous Taper Pattern		
Curve Data, Horizontal English		
Curve Data, Horizontal Metric		

MISCELLANEOUS (CONT.)	EX	PR
Curve Data, Vertical		
Driveway, Stabilized Pattern		
Earthworks Balance Point		
Earthworks, Begin / End Point		
Guardrail Pattern		
Guardrail Post		
Longitudinal Joint, Keyed Pattern		
Longitudinal Joint, Keyed		
Longitudinal Joint, Sawed with Tie Bars, Pattern		
Mailbox		
Median, Corrugated Area, Pattern		
Pipeline, Gas, Underground, Pattern		
Pipeline, Oil, Underground, Pattern		
Removal Hatch Pattern		
Removal Item, Tic Pattern		
Scale Bar, Metric		
Scale Bar, English		
Shoulder, Aggregate Pattern Area Pattern		
Shoulder, Bituminous		
Sign, Advertising		
Sinkhole, Broken Pattern		
Sinkhole, Combination Pattern		
Sinkhole, Index Pattern		
Sinkhole, Index Dashed Pattern		
Stump		
Water Pipe, Underground		

Illinois Department of Transportation
 PASSED January 1, 1998
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 1998
 ENGINEER OF DESIGN AND ENVIRONMENT

STANDARD SYMBOLS,
 ABBREVIATIONS
 AND PATTERNS (Sheet 4 of 4)
 STANDARD 000001-01

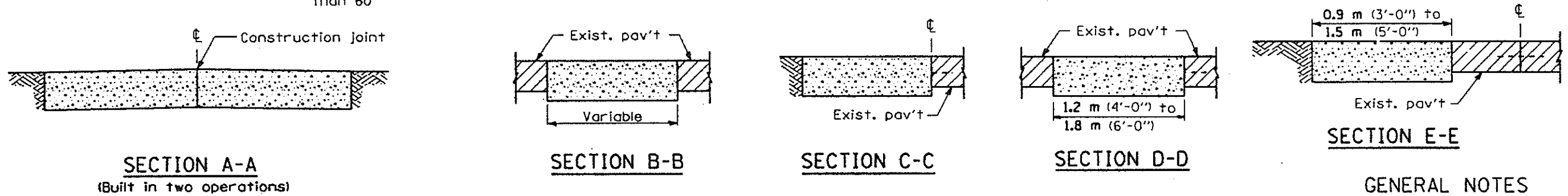
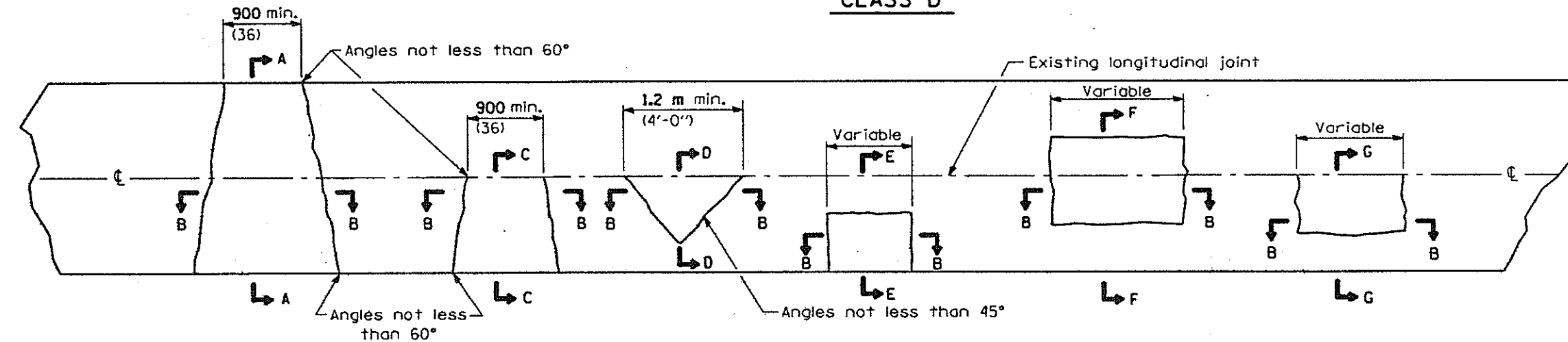
CLASS C



NOTE

Longitudinal joints shall be as detailed on Standard 420001 except that tie bars are not required for patches less than 6.0 m (20'-0") in length.

CLASS D



GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

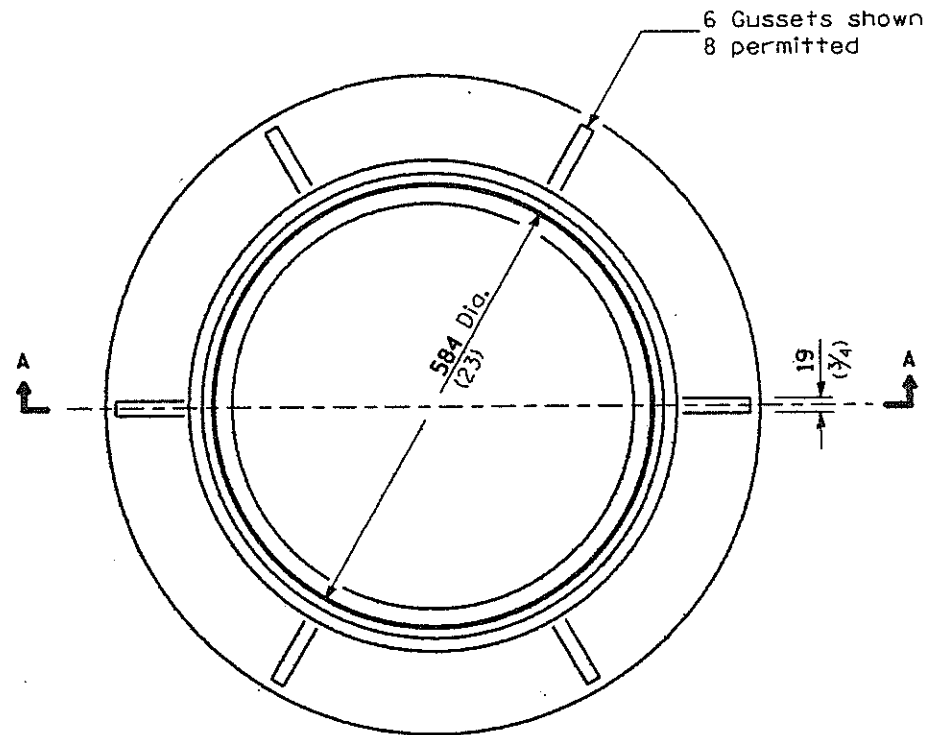
All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
1-1-97	Renum. Standard 2427-2.
6-15-94	Added Metric. Moved Notes to Specs.

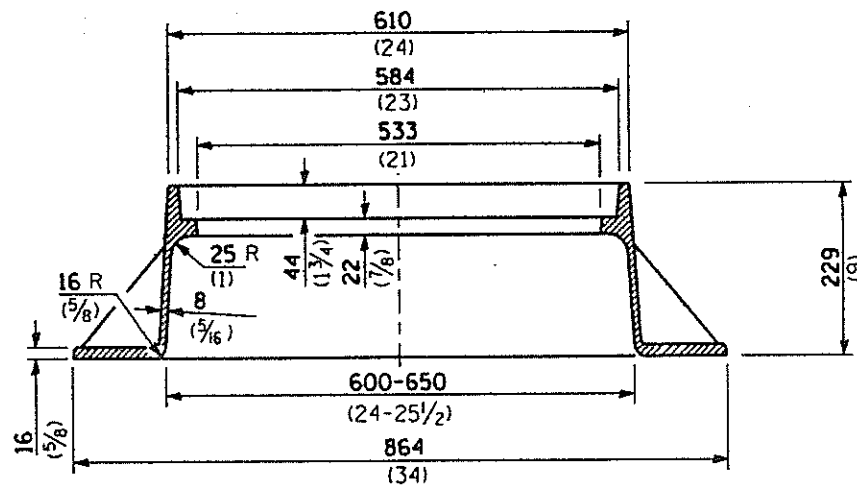
CLASS C and D PATCHES

STANDARD 442201

Illinois Department of Transportation
 PASSED January 1, 1997
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 1997
 ENGINEER OF DESIGN AND ENVIRONMENT

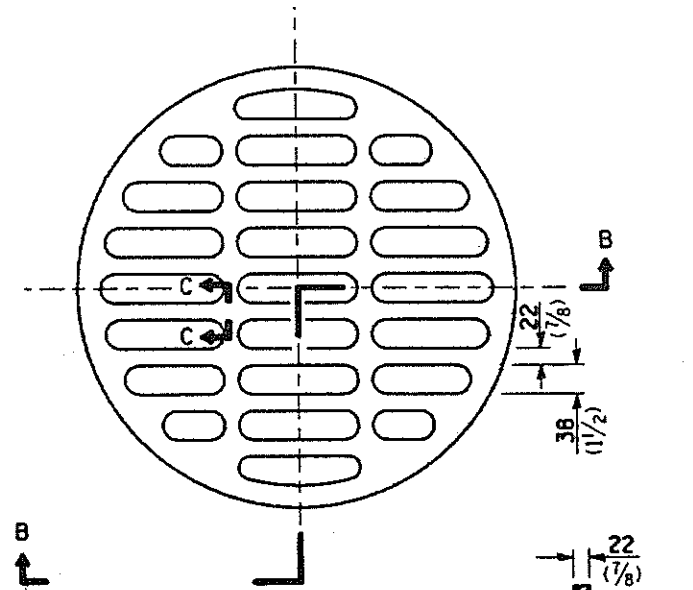


CAST FRAME

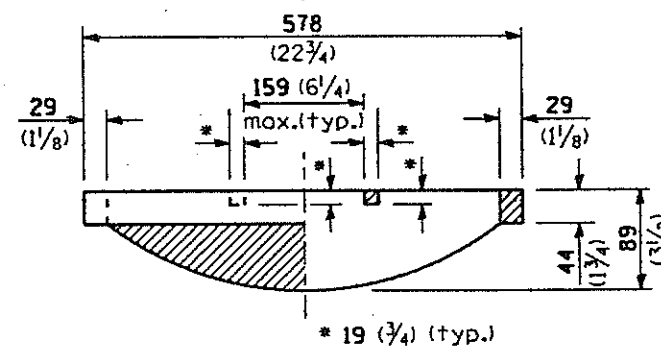


SECTION A-A

Gray Iron
73.5 kg (162 lb)



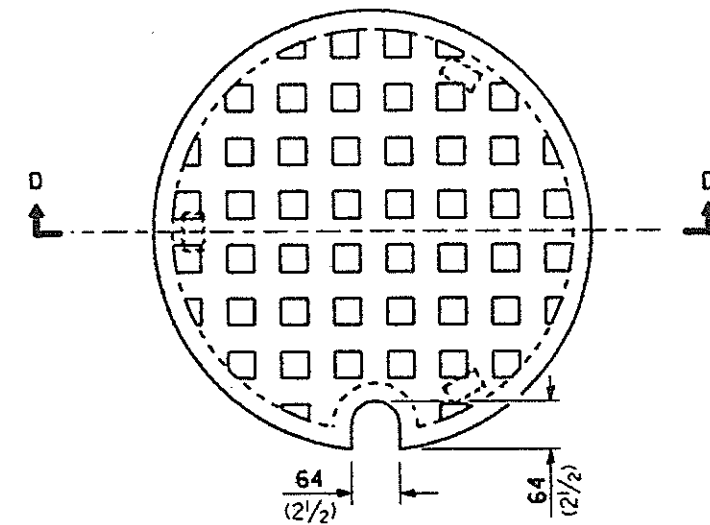
SECTION C-C



SECTION B-B

CAST OPEN LID

53 kg (116 lbs)



SECTION D-D

CAST CLOSED LID

Gray Iron Lid
56.7 kg (125 lbs)

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

Illinois Department of Transportation

PASSED January 1, 1997

ISSUED 1-1-97

ENGINEER OF POLICY AND PROCEDURES

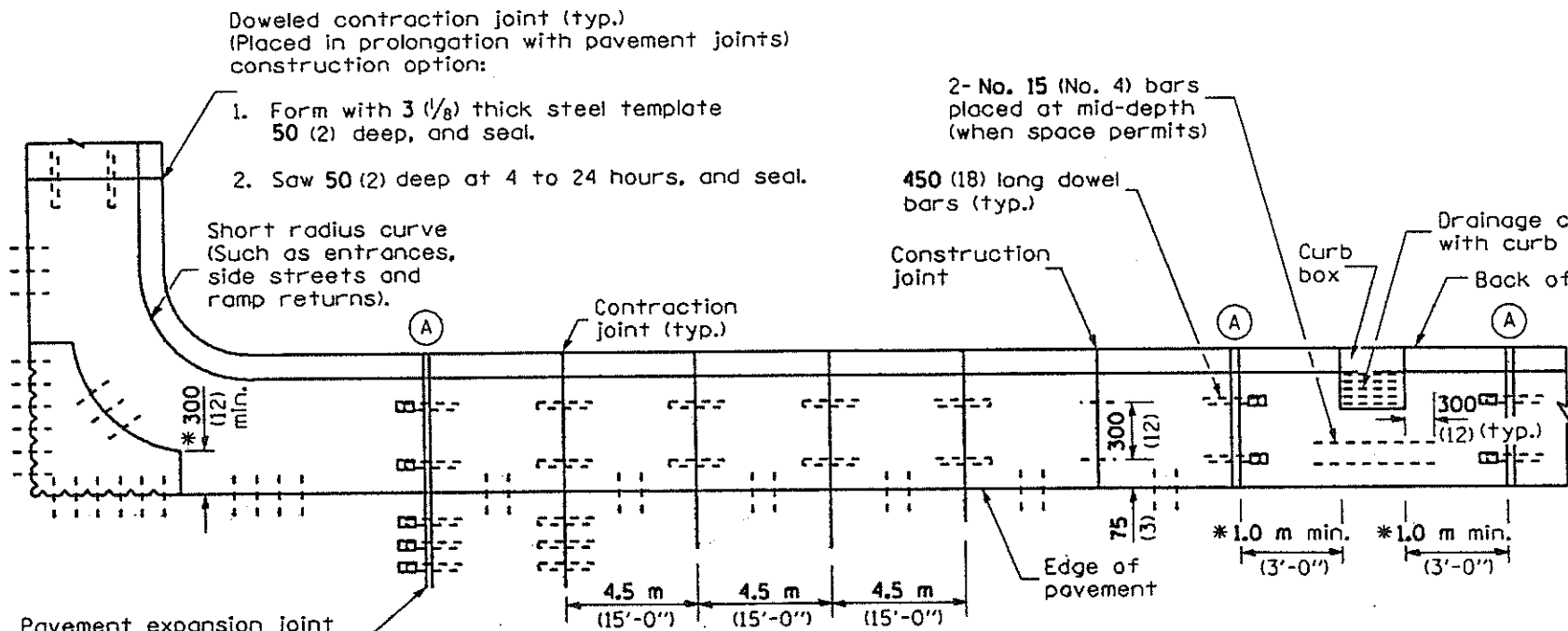
APPROVED January 1, 1997

ENGINEER OF DESIGN AND ENVIRONMENT

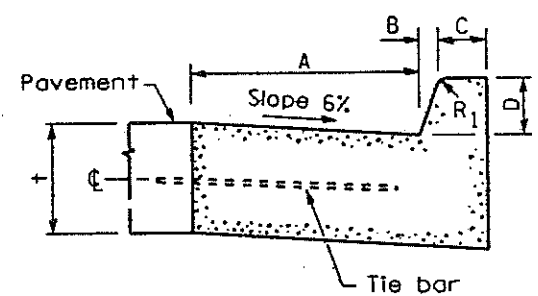
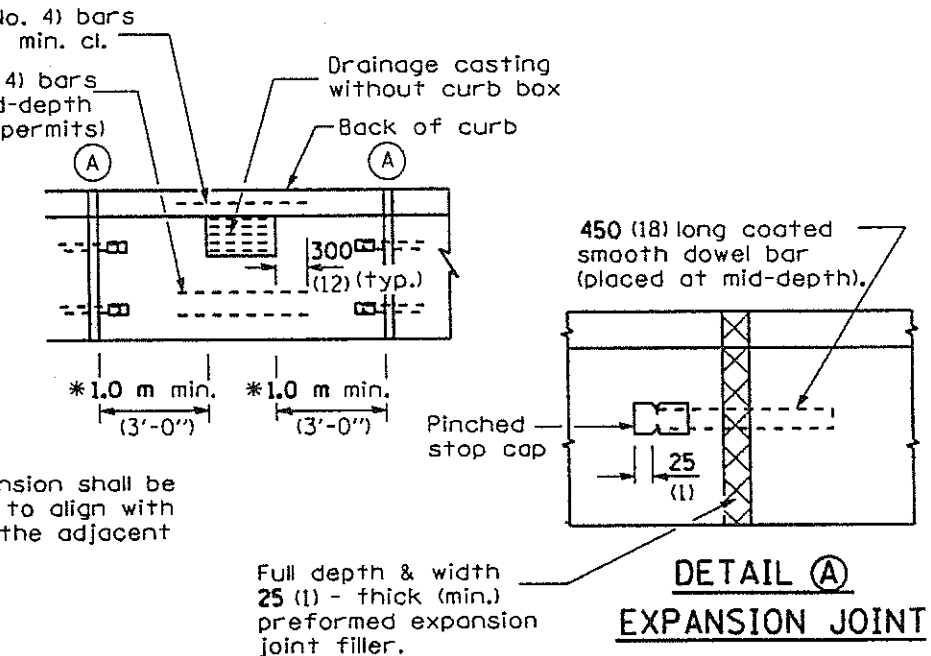
DATE	REVISIONS
1-1-97	Renum. Standard 2213-6.
10-1-95	Revised frame and closed lid.

**FRAME AND LIDS
TYPE 1**

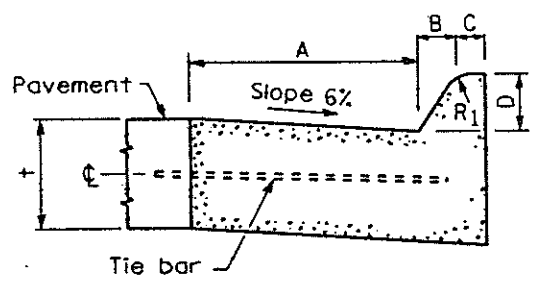
STANDARD 604001



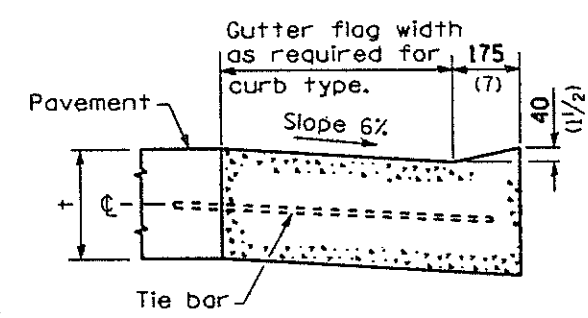
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



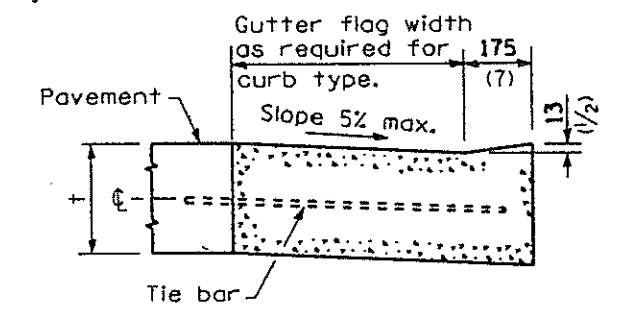
BARRIER CURB



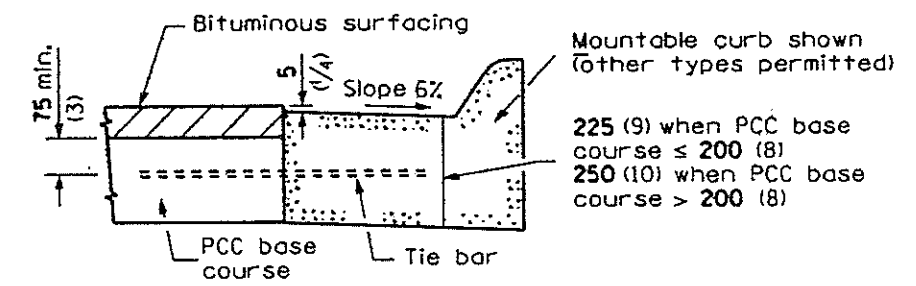
MOUNTABLE CURB



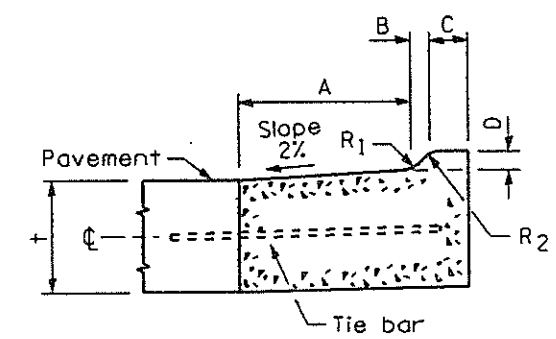
DEPRESSED CURB (TYPICAL)



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



ADJACENT TO PCC BASE COURSE AND BITUMINOUS SURFACING



M-5.15 (M-2.06) and M-5.30 (M-2.12)

TABLE OF DIMENSIONS BARRIER CURB

TYPE	A	B	C	D	R ₁
B-15.30 (B-6.12)	300 (12)	25 (1)	150 (6)	150 (6)	25 (1)
B-15.45 (B-6.18)	450 (18)	25 (1)	150 (6)	150 (6)	25 (1)
B-15.60 (B-6.24)	600 (24)	25 (1)	150 (6)	150 (6)	25 (1)
B-22.30 (B-9.12)	300 (12)	50 (2)	125 (5)	225 (9)	25 (1)
B-22.45 (B-9.18)	450 (18)	50 (2)	125 (5)	225 (9)	25 (1)
B-22.60 (B-9.24)	600 (24)	50 (2)	125 (5)	225 (9)	25 (1)

TABLE OF DIMENSIONS MOUNTABLE CURB

TYPE	A	B	C	D	R ₁	R ₂
M-5.15 (M-2.06)	150 (6)	50 (2)	100 (4)	50 (2)	75 (3)	50 (2)
M-5.30 (M-2.12)	300 (12)	50 (2)	100 (4)	50 (2)	75 (3)	50 (2)
M-10.15 (M-4.06)	150 (6)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-10.30 (M-4.12)	300 (12)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-10.45 (M-4.18)	450 (18)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-10.60 (M-4.24)	600 (24)	100 (4)	75 (3)	100 (4)	75 (3)	NA
M-15.15 (M-6.06)	150 (6)	150 (6)	50 (2)	150 (6)	50 (2)	NA
M-15.30 (M-6.12)	300 (12)	150 (6)	50 (2)	150 (6)	50 (2)	NA
M-15.45 (M-6.18)	450 (18)	150 (6)	50 (2)	150 (6)	50 (2)	NA
M-15.60 (M-6.24)	600 (24)	150 (6)	50 (2)	150 (6)	50 (2)	NA

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 20 (No. 6) at 600 mm (24") centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 50 mm (2") between the end of the tie bar and the back of the curb shall be maintained.

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

Illinois Department of Transportation

PASSED January 1, 1998

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1998

ENGINEER OF DESIGN AND ENVIRONMENT

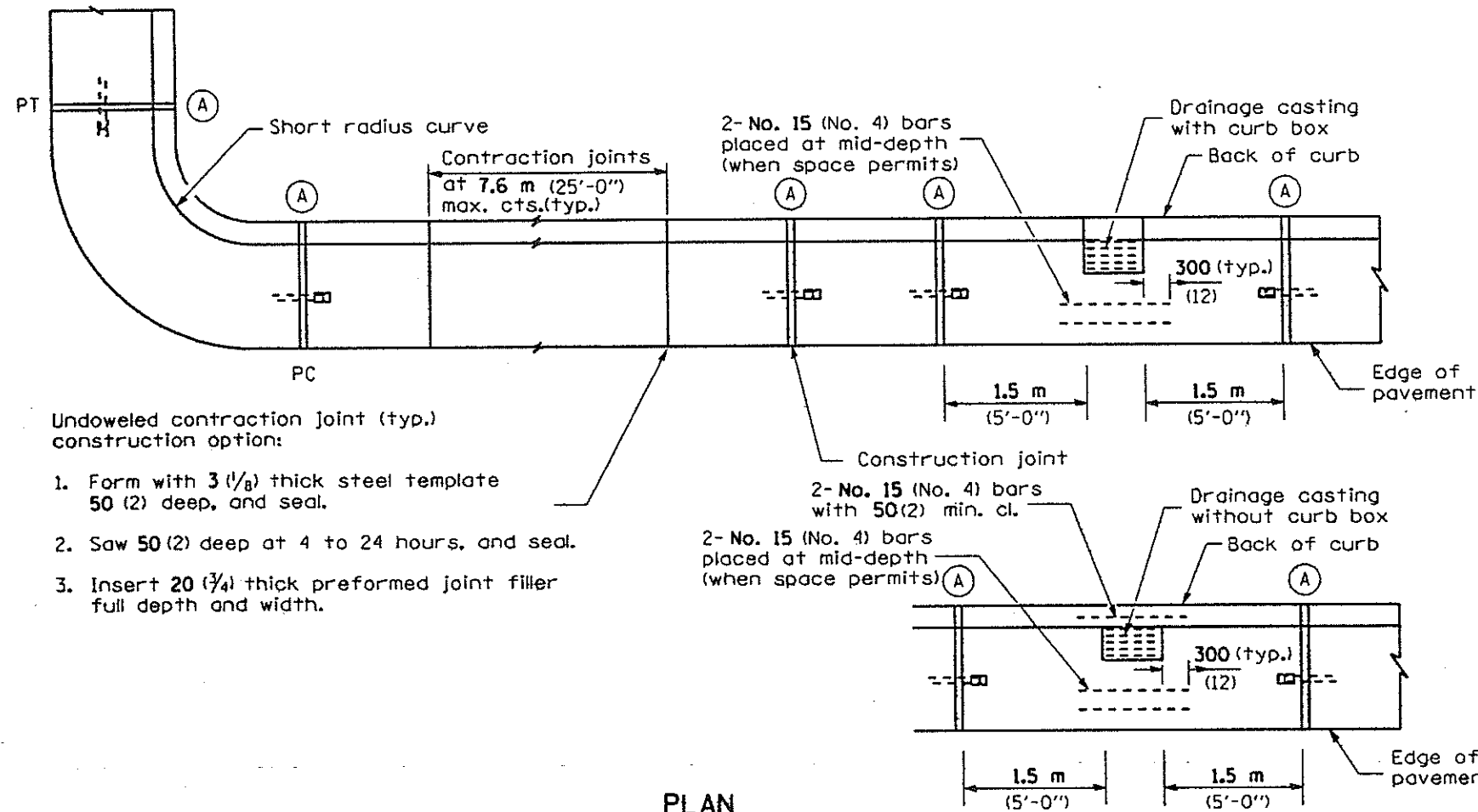
ISSUED 1-1-97

DATE	REVISIONS
1-1-98	Rev. slope on M-5 (M-2) curbs. Del. "Hinge joint" from plan view.
1-1-97	Renum. Standard 2130-16.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

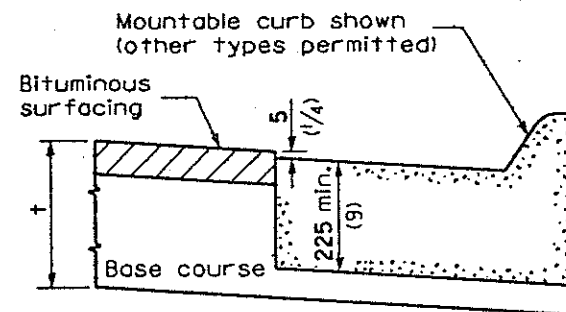
STANDARD 606001-01



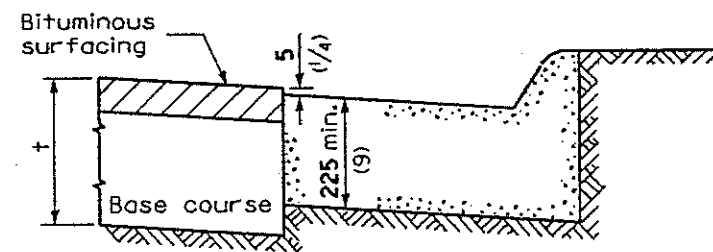
Undoweled contraction joint (typ.) construction option:

1. Form with 3 (1/8) thick steel template 50 (2) deep, and seal.
2. Saw 50 (2) deep at 4 to 24 hours, and seal.
3. Insert 20 (3/4) thick preformed joint filler full depth and width.

PLAN

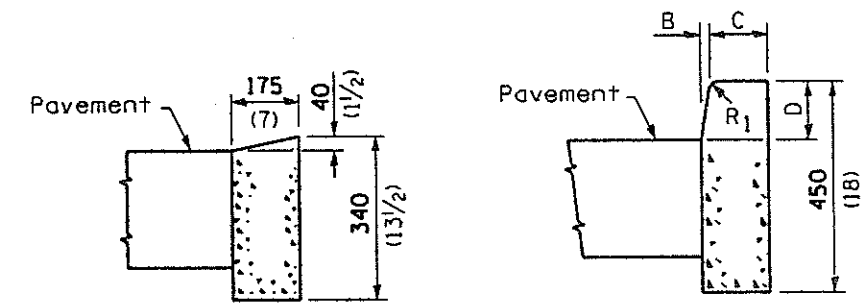


ON DISTURBED SUBGRADE



ON UNDISTURBED SUBGRADE

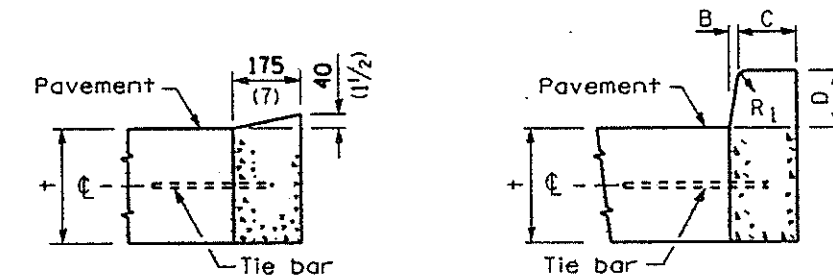
ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

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

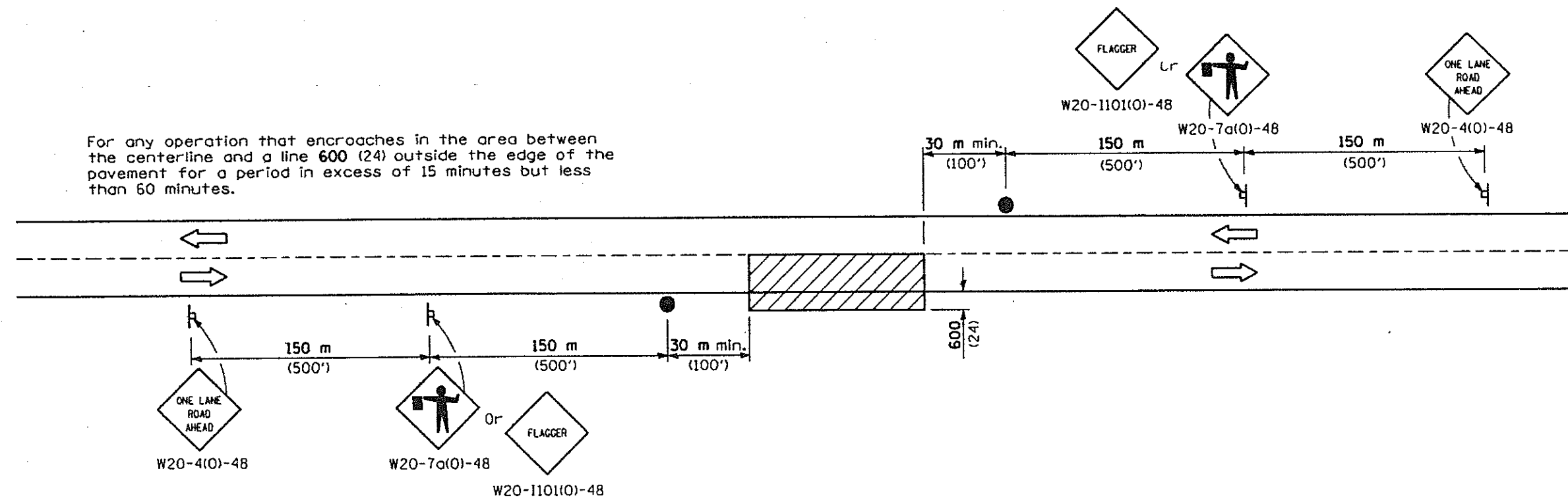
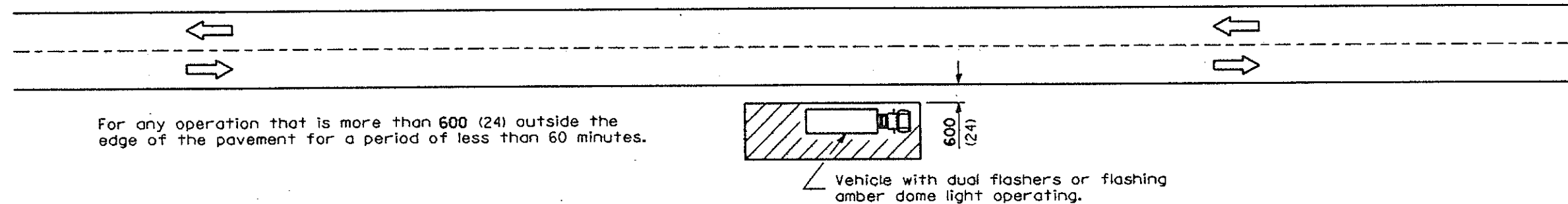
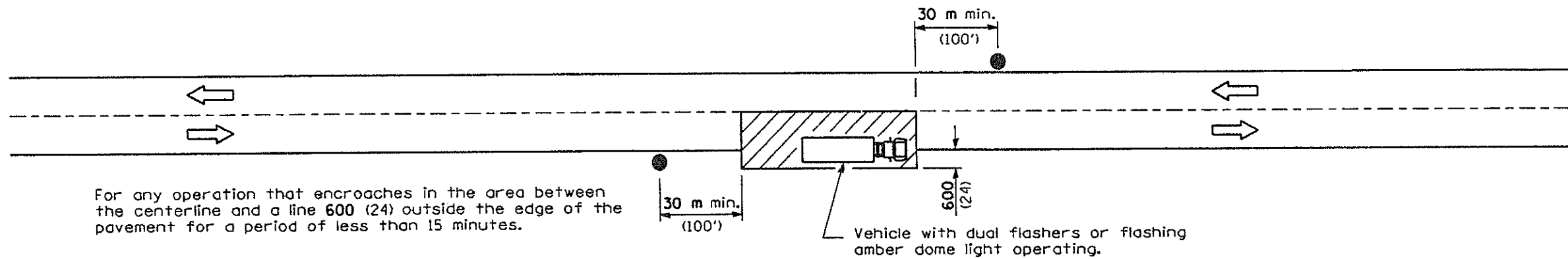
CONCRETE CURB TYPE B
AND COMBINATION
CONCRETE CURB AND GUTTER
(Sheet 2 of 2)

STANDARD 606001-01

Illinois Department of Transportation

PASSED January 1, 1998
ENGINEER OF POLICY AND PROCEDURES
APPROVED January 1, 1998
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 16-1-1 03/91



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

TYPICAL APPLICATIONS

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

SYMBOLS

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

DATE	REVISIONS
1-1-97	Renum. Standard 2307-10. Deleted orange flags.
5-1-95	Rev. FLAGGER sign and flagger symbols to be filled in.

LANE CLOSURE 2L, 2W
SHORT TIME OPERATIONS
FOR SPEEDS \geq 45 MPH

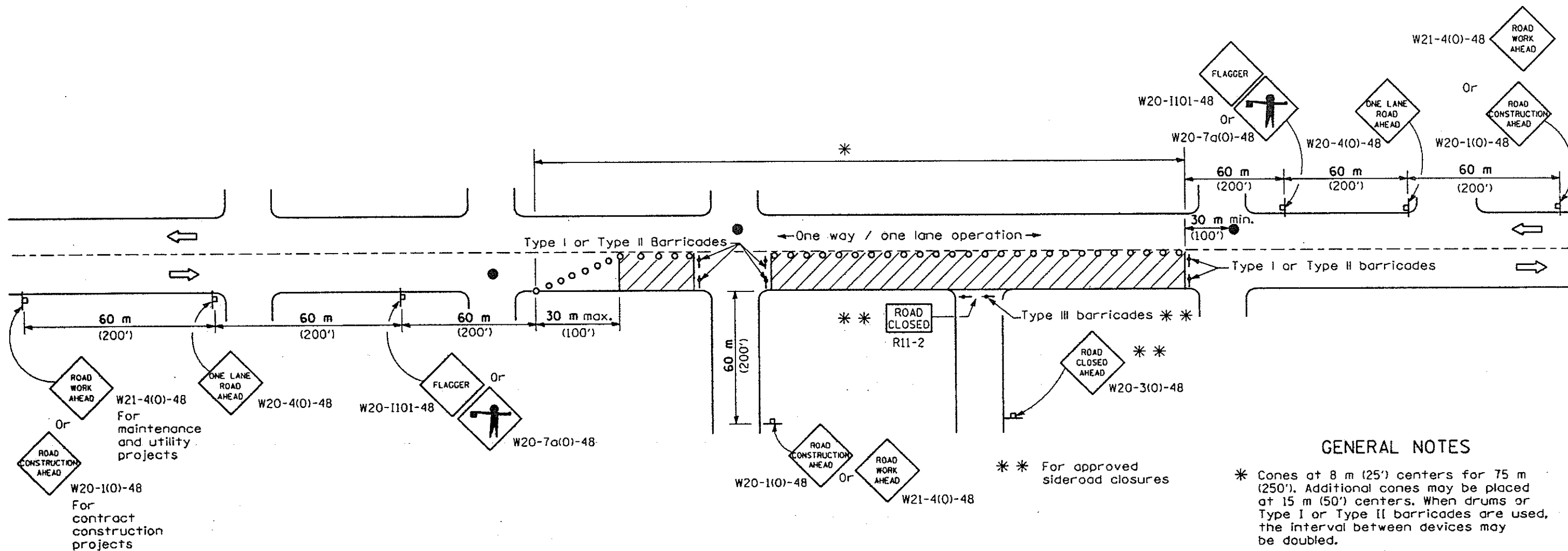
STANDARD 701301

Illinois Department of Transportation






APPROVED January 1, 1997
ENGINEER OF OPERATIONS
R. W. Jones

ISSUED 1-1-97

APPROVED January 1, 1997
ENGINEER OF DESIGN AND ENVIRONMENT
Tom Stuedel



SYMBOLS

-  Work area
-  Cone, drum or barricade (not required for moving operations)
-  Sign on portable or permanent support
-  Flagger with traffic control sign
-  Barricade or drum with flashing light

GENERAL NOTES

* Cones at 8 m (25') centers for 75 m (250'). Additional cones may be placed at 15 m (50') centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.

Where, at anytime, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an area where the posted speed limit is 70 km/h (40 mph) or less.

If the work operation is performed between 9:00 am and 3:00 pm and does not exceed 15 minutes, traffic protection shall be as shown for Standard 701301. Signs, when required, shall be installed at 60 m, (200') spacing.

Form BT 725 is required.

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

Illinois Department of Transportation

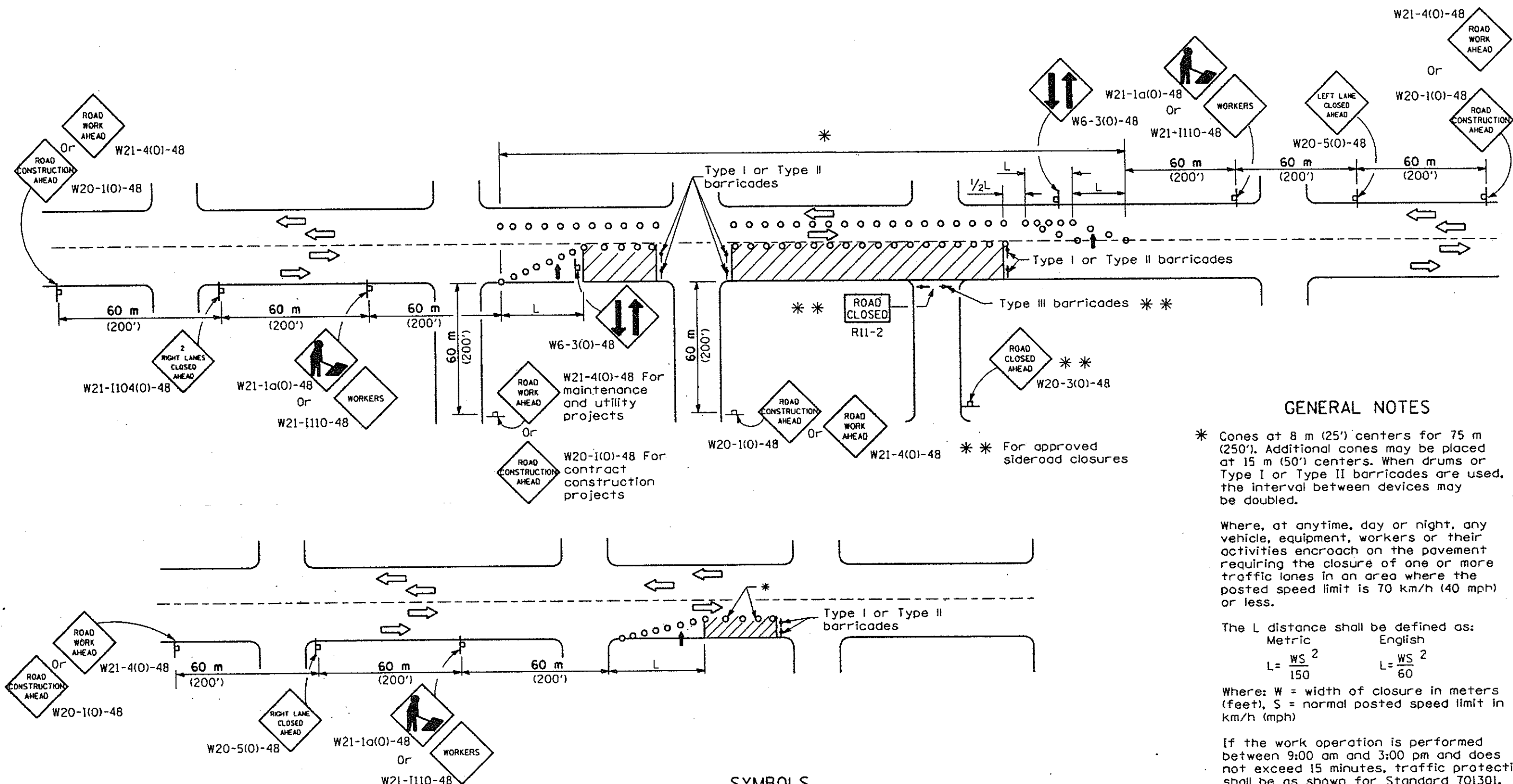
APPROVED January 1, 1998
 ENGINEER OF OPERATIONS
 APPROVED January 1, 1998
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-98	Added 48" dimension to W sign designations.
1-1-97	Renum. Standard 2401. Del. orange flags. Rev. note for cone symbol.

**LANE CLOSURE 2L, 2W
 UNDIVIDED
 FOR SPEEDS < 45 MPH**

STANDARD 701501-01



GENERAL NOTES

* Cones at 8 m (25') centers for 75 m (250'). Additional cones may be placed at 15 m (50') centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.

Where, at anytime, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one or more traffic lanes in an area where the posted speed limit is 70 km/h (40 mph) or less.

The L distance shall be defined as:

Metric	English
$L = \frac{WS^2}{150}$	$L = \frac{WS^2}{60}$

Where: W = width of closure in meters (feet), S = normal posted speed limit in km/h (mph)

If the work operation is performed between 9:00 am and 3:00 pm and does not exceed 15 minutes, traffic protection shall be as shown for Standard 701301. Signs, when required, shall be installed at 60 m, (200') spacing.

Form BT 725 is required.

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

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light

Illinois Department of Transportation

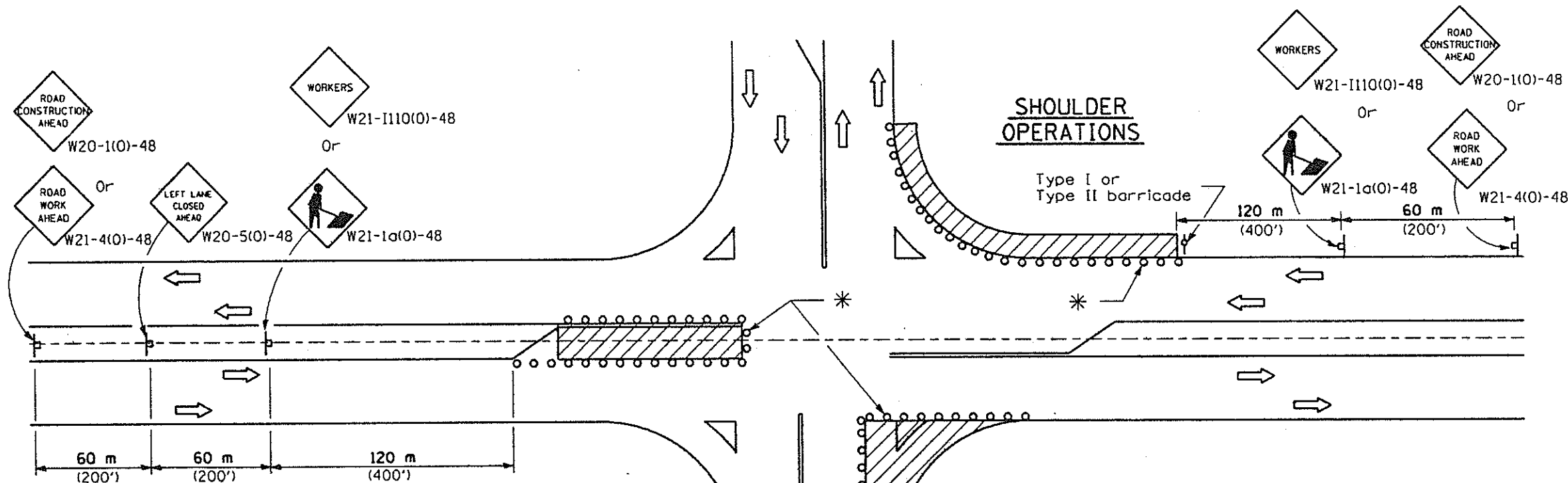
APPROVED January 1, 1998
 ENGINEER OF OPERATIONS
 APPROVED January 1, 1998
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-98

DATE	REVISIONS
1-1-98	Added 48" dim. to W sign designations. Rev. "2L" to "L" in plan.
1-1-97	Renum. Standard 2402. Deleted orange flags. Added ROAD CLOSED note.

LANE CLOSURE MULTILANE 2W WITH MOUNTABLE MEDIAN FOR SPEEDS < 45 MPH






STANDARD 701606-01



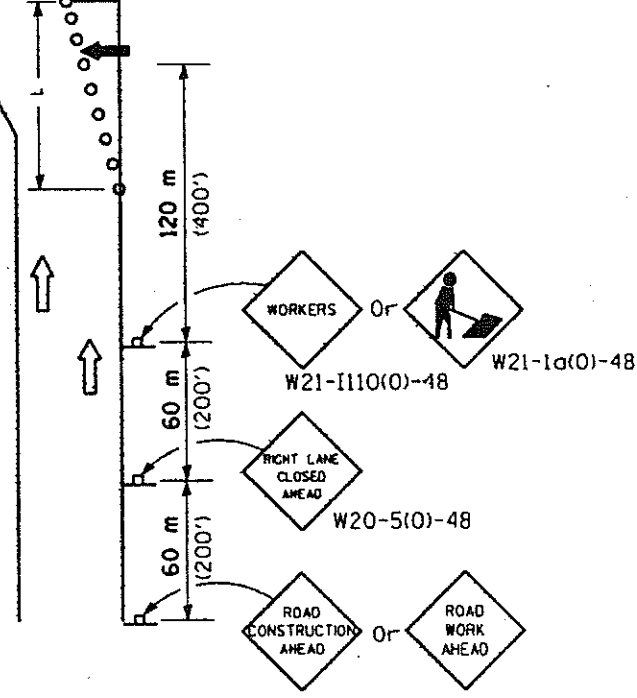
**LEFT TURN LANE OR CENTER
MEDIAN OPERATIONS**

**SHOULDER
OPERATIONS**

SYMBOLS

-  Work area
-  Cone, drum or barricade
-  Sign on portable or permanent support
-  Arrow board
-  Barricade or drum with flashing light

**CORNER ISLAND
OPERATIONS**



W20-1(0)-48 for contract construction projects
W21-4(0)-48 for maintenance and utility projects

GENERAL NOTES

* Cones at 8 m (25') centers for 75 m (250'). Additional cones may be placed at 15 m (50') centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.

Where, at anytime, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures and the posted limit is 70 km/h (40 mph) or less.

The L distance shall be defined as:

$$L = \frac{WS^2}{150}$$

Metric English

Where: W = width of closure in meters (feet), S = normal posted speed limit in km/h (mph)

If the work operation is performed between 9:00 am and 3:00 pm and does not exceed 15 minutes, traffic protection shall be as shown for Standard 701301. Signs, when required, shall be installed at 60 m, (200') spacing.

Form BT 725 is required.

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

Illinois Department of Transportation

APPROVED January 1, 1998
ENGINEER OF OPERATIONS

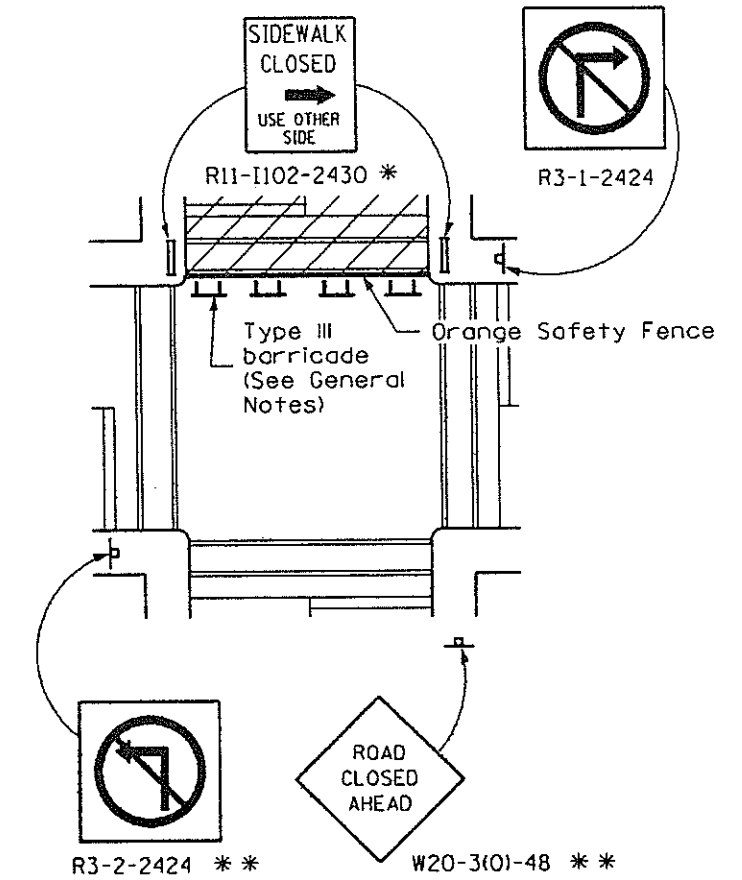
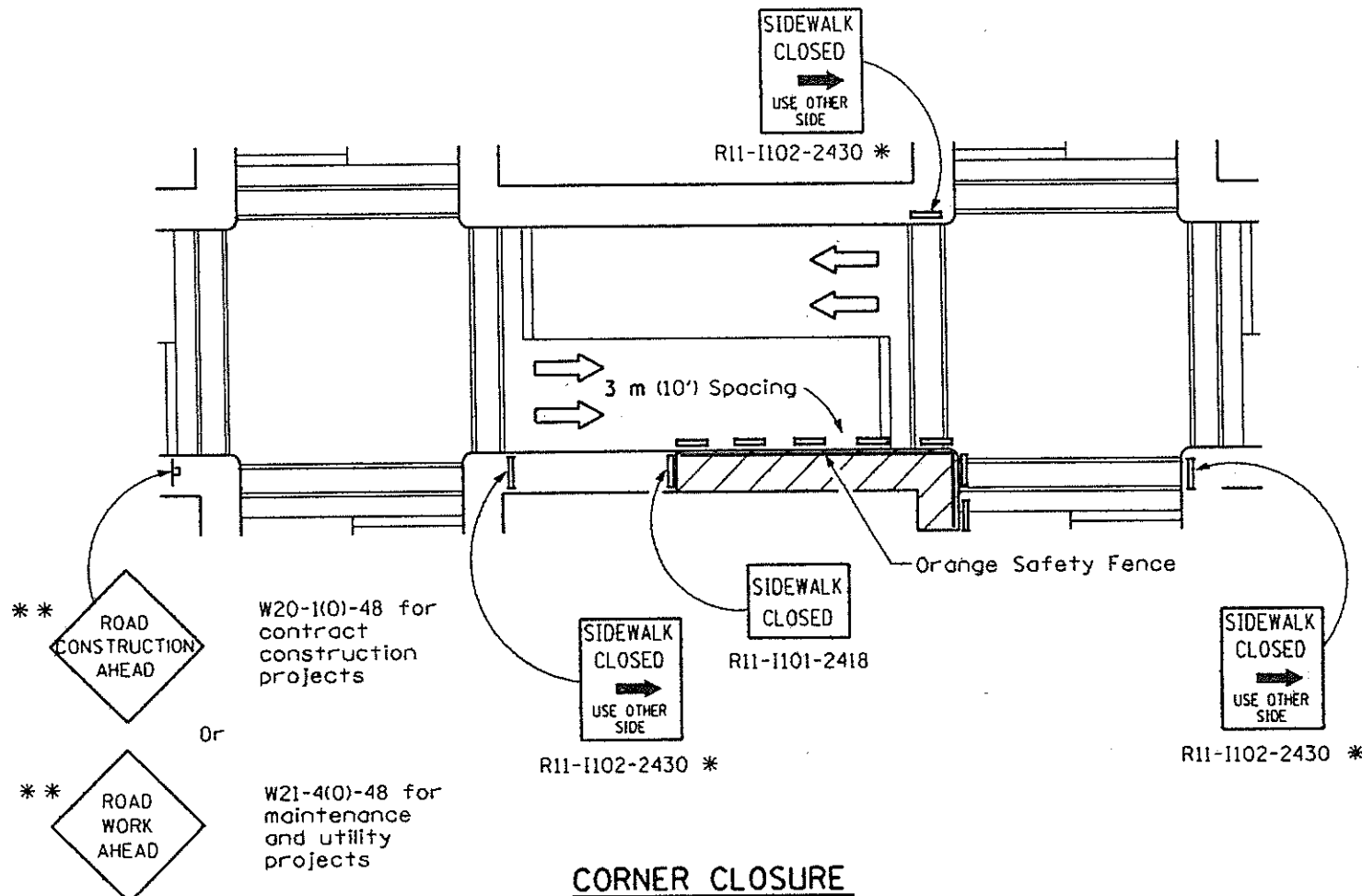
APPROVED January 1, 1998
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

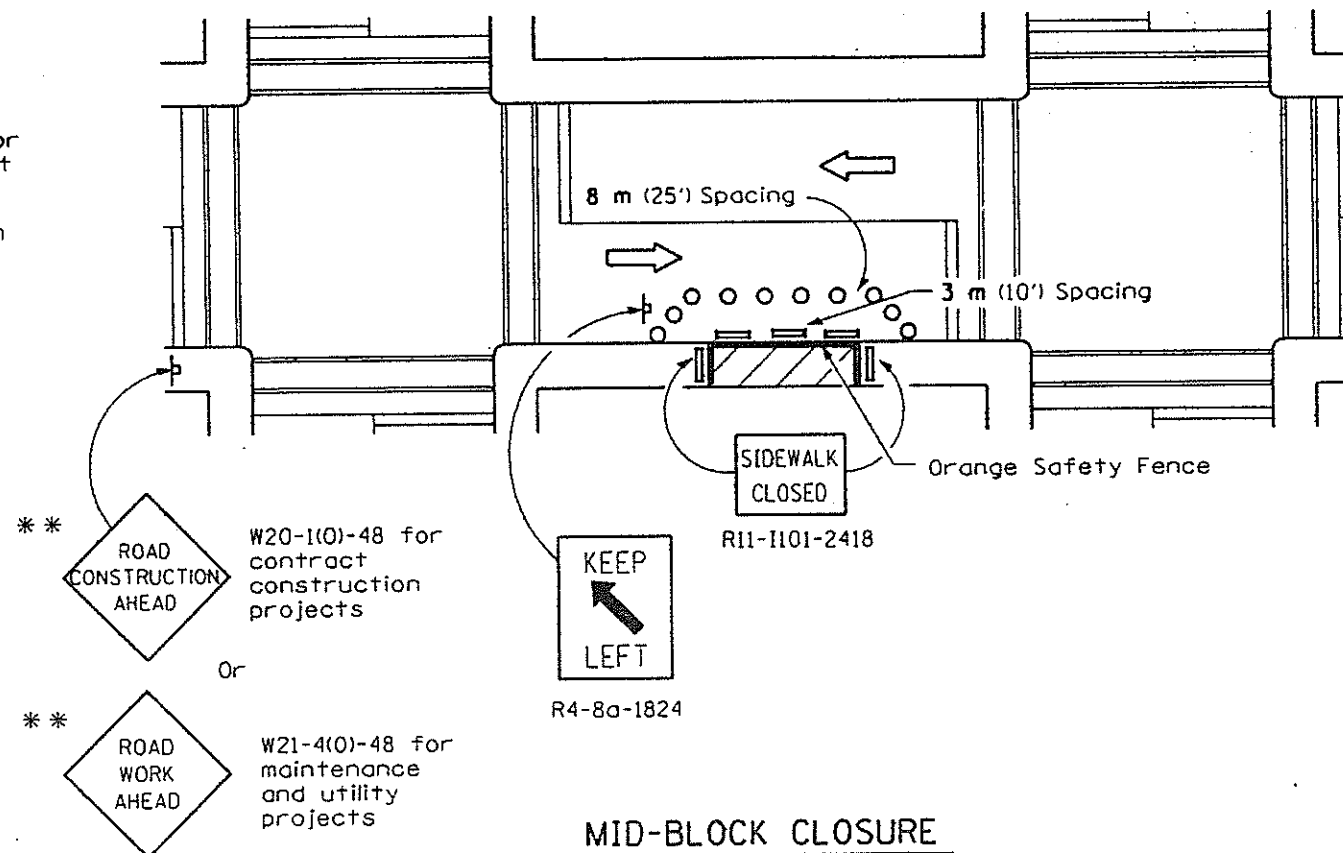
DATE	REVISIONS
1-1-98	Added 48" dimension to W sign designations.
1-1-97	Renum. Standard 2404. Deleted orange flags.

**LANE CLOSURE MULTILANE
INTERSECTION
FOR SPEEDS < 45 MPH**

STANDARD 701701-01



- SYMBOLS**
- Work area
 - Sign on portable or permanent support
 - Barricade or drum
 - Cone, drum or barricade
 - Type III barricade



GENERAL NOTES

Where, at any time, pedestrian traffic must be rerouted due to work being performed.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 702001.

* May be used when applicable

** Omit whenever duplicated by road work traffic control.

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



DATE	REVISIONS
1-1-98	Added 48" dim. to W sign design., orange safety fence & barricade sym.
1-1-97	Renum. Standard 2405.
	Deleted orange flags.
	Deleted DN symbol.

LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE FOR SPEEDS < 45 MPH

STANDARD 701801-01

Illinois Department of Transportation

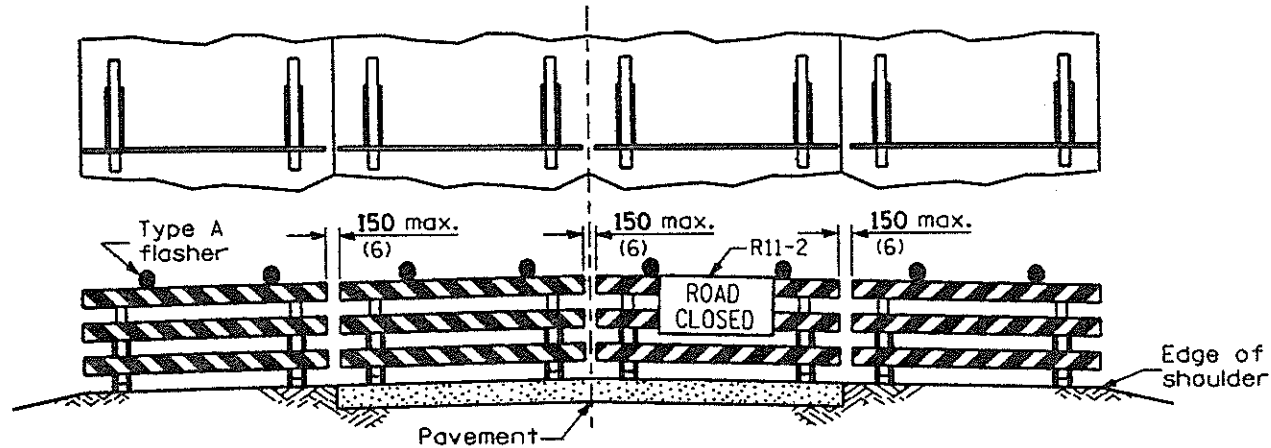
APPROVED January 1, 1998

ENGINEER OF OPERATIONS

APPROVED January 1, 1998

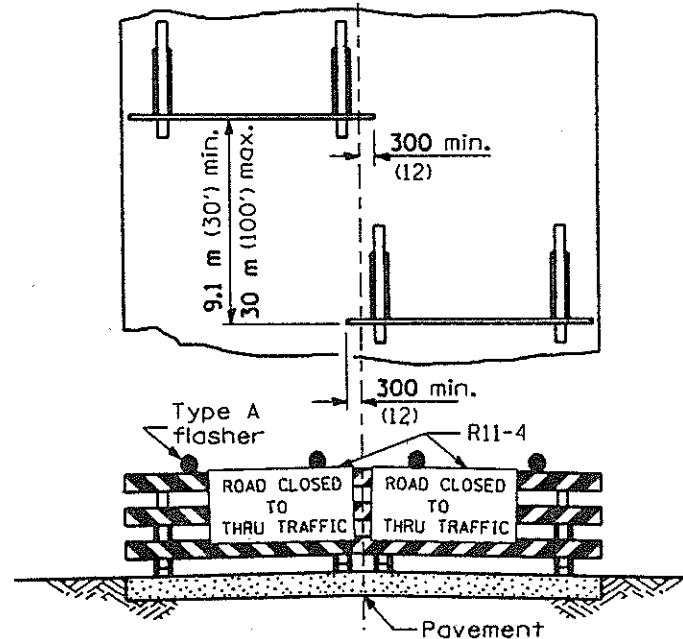
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. The barricades shall be to the edge of the shoulders except when otherwise directed by the Engineer or shown on the detailed construction plans.



ROAD CLOSED TO ALL THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. The barricades shall be to the edge of the pavement except when otherwise directed by the Engineer or shown on the detailed construction plans.

ROAD
CONSTRUCTION
NEXT X MILES

G20-1(0)-6036

END
CONSTRUCTION

G20-2(0)-6024

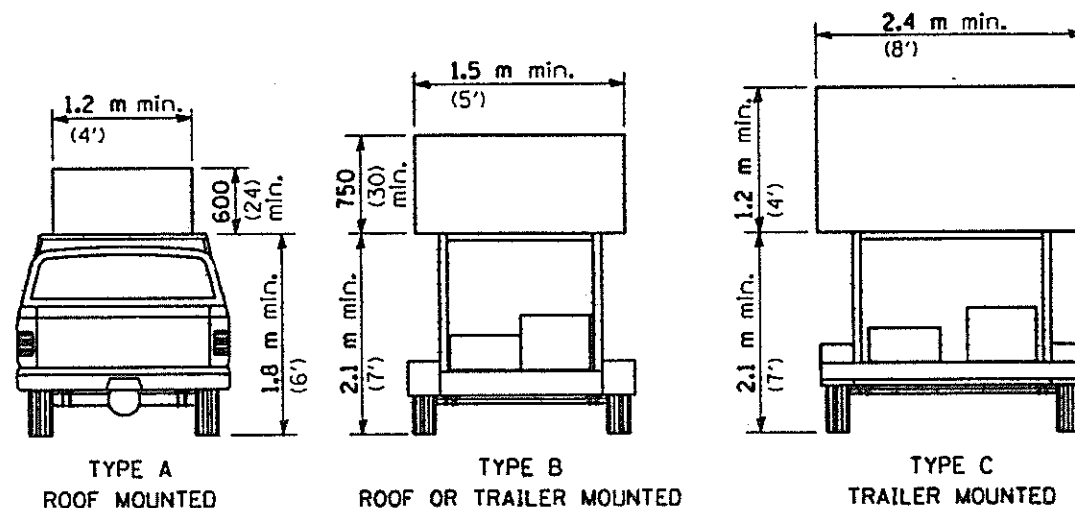
This signing is required for all projects over 3200 m (2 miles) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 150 m (500') in advance of project.

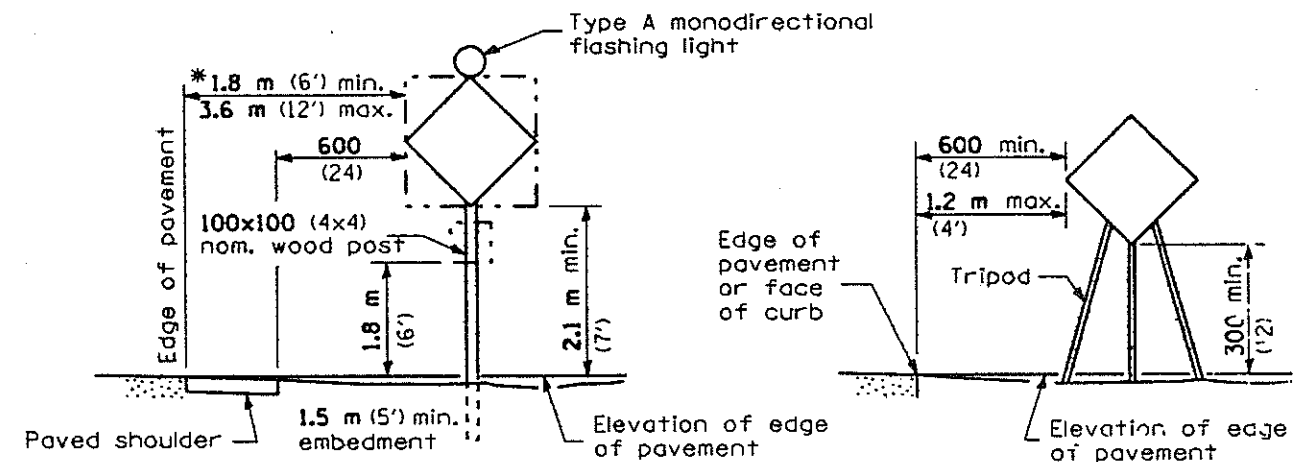
END CONSTRUCTION sign shall be erected at the of the job unless another job is within 3200 m (2 miles).

WORK LIMIT SIGNING

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD



ARROW BOARDS



TYPICAL SIGN INSTALLATIONS

GENERAL NOTES

* When curb or paved shoulder are present this dimension shall be 600 mm (24") to the face of curb or 1.8 m (6') to the outside edge of the paved shoulder.

All heights shown shall be measured above the pavement surface.

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

DATE	REVISIONS
1-1-97	Renum. Standard 2298-12.
	Revised construction speed limit sign.
10-1-95	Rev. height above pav't for TYPE B arrow board.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

STANDARD 702001

Illinois Department of Transportation

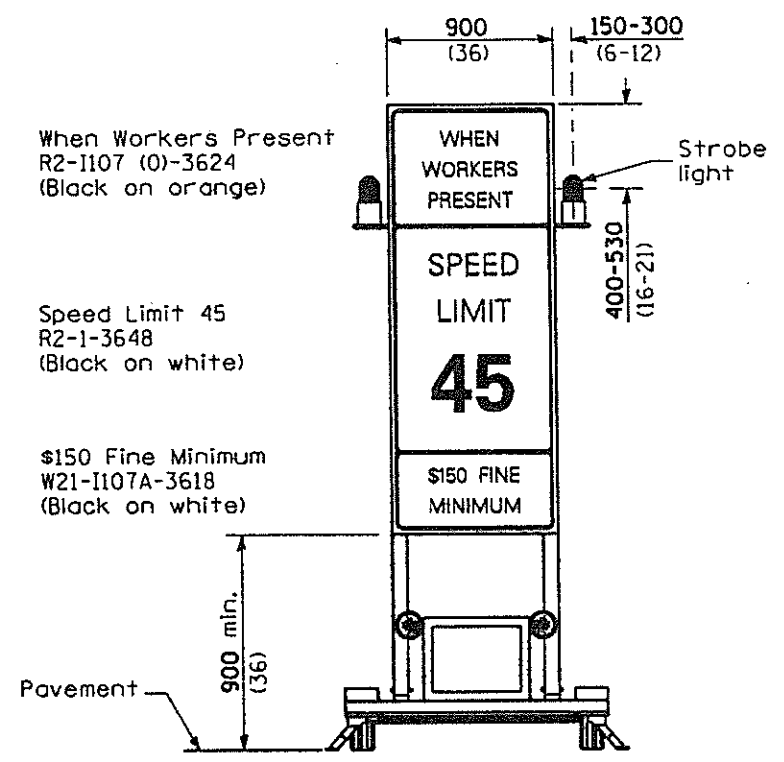
APPROVED January 1, 1997

ENGINEER OF OPERATIONS *R. W. Jones*

APPROVED January 1, 1997

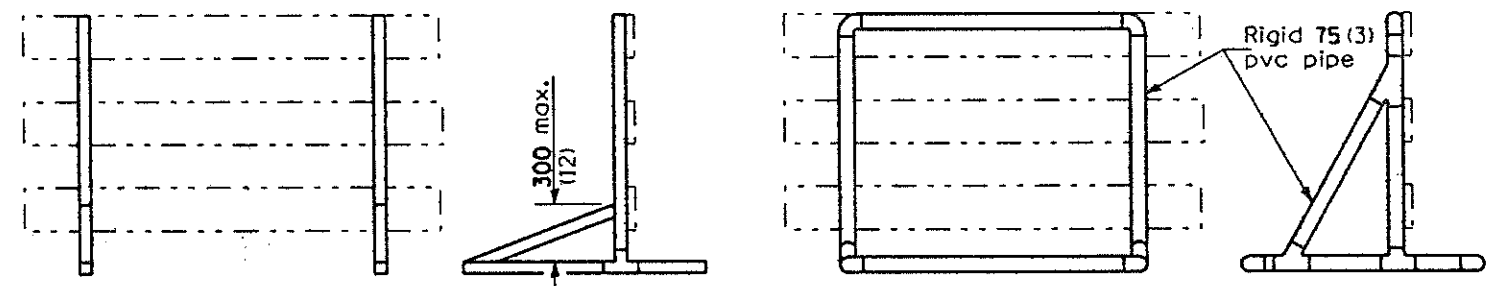
ENGINEER OF DESIGN AND ENVIRONMENT *Raymond*

ISSUED 15-1-97



CONSTRUCTION SPEED LIMIT SIGN

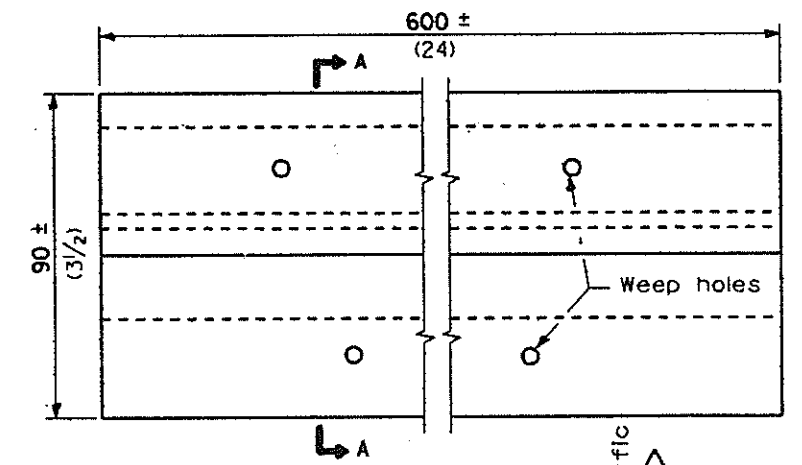
Frames shall be no heavier than:
 100x100 (4x4) (nom. dim.) wood or
 50x50x3 (2x2x³/₈) steel tubing or
 50x50x5 (2x2x⁵/₁₆) steel angles



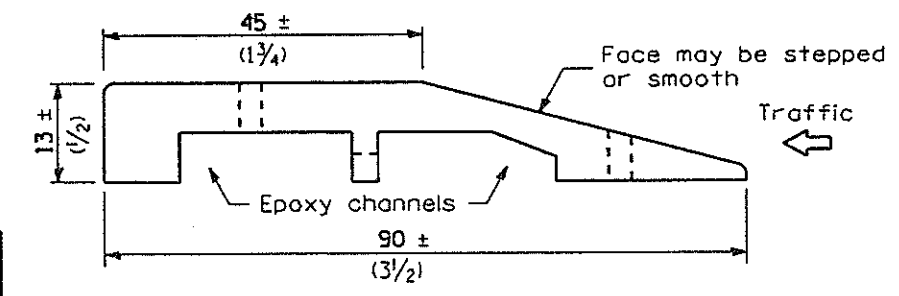
WOOD OR METAL SUPPORTS

PVC PIPE SUPPORTS

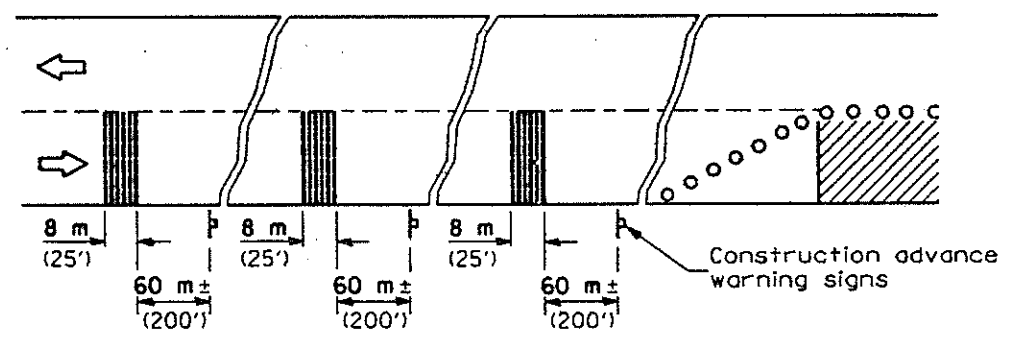
WING BARRICADES



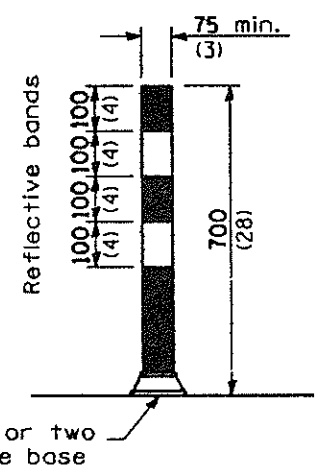
PLAN



SECTION A-A



TYPICAL INSTALLATION



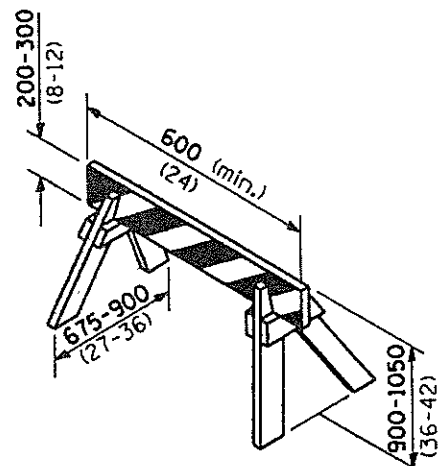
FLEXIBLE DELINEATORS

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

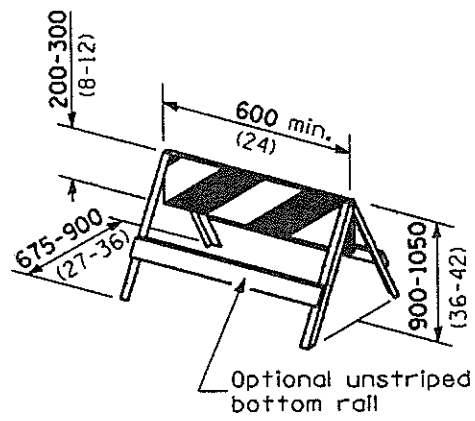
TRAFFIC CONTROL DEVICES
 (Sheet 2 of 3)
STANDARD 702001

Illinois Department of Transportation
 APPROVED January 1, 1997
 ENGINEER OF OPERATIONS
 APPROVED January 1, 1997
 ENGINEER OF DESIGN AND ENVIRONMENT
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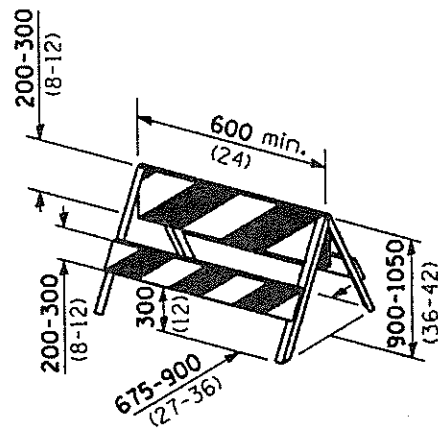
TEMPORARY RUMBLE STRIPS



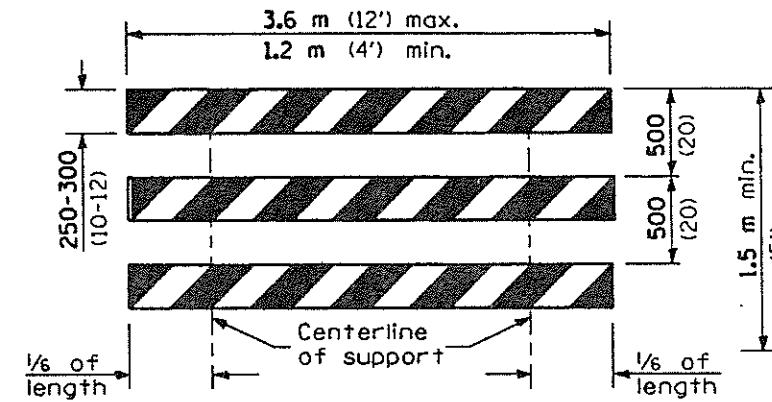
TYPE 1A BARRICADE



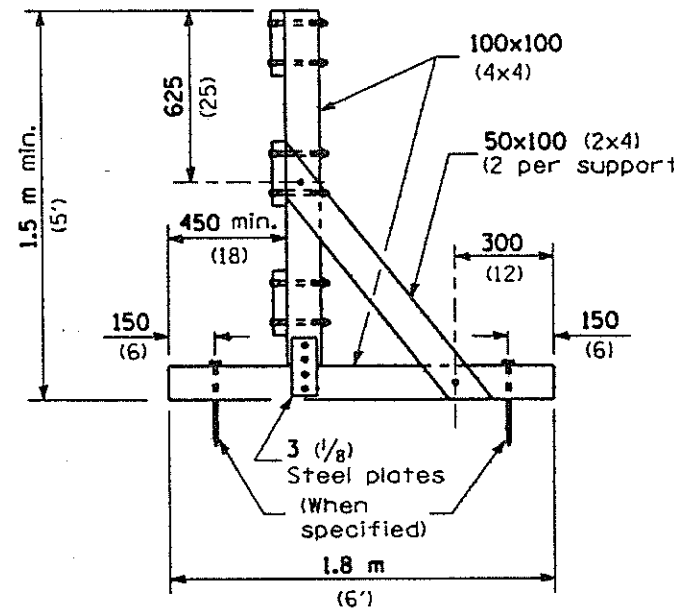
TYPE 1 BARRICADE



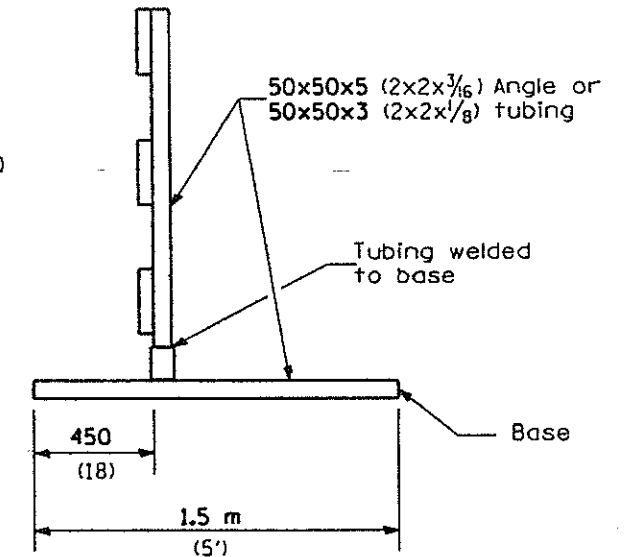
TYPE II BARRICADE



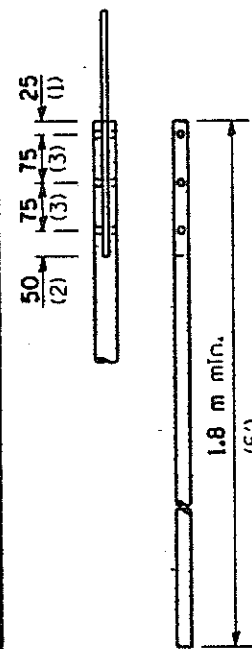
TYPE III BARRICADES



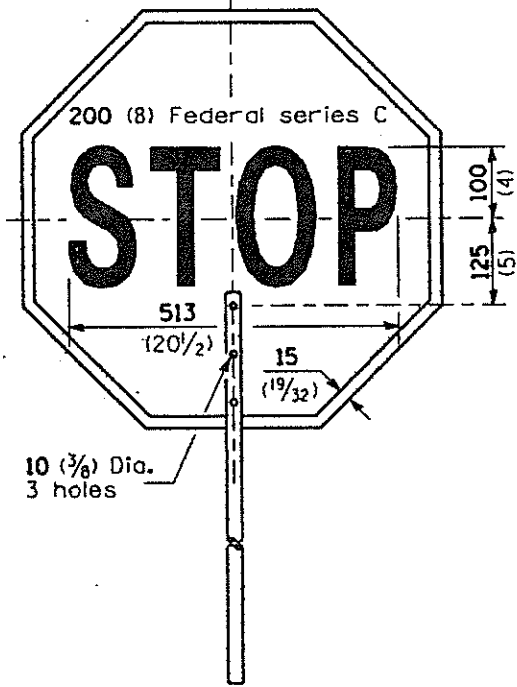
TYPICAL WOOD SUPPORT



TYPICAL STEEL SUPPORT

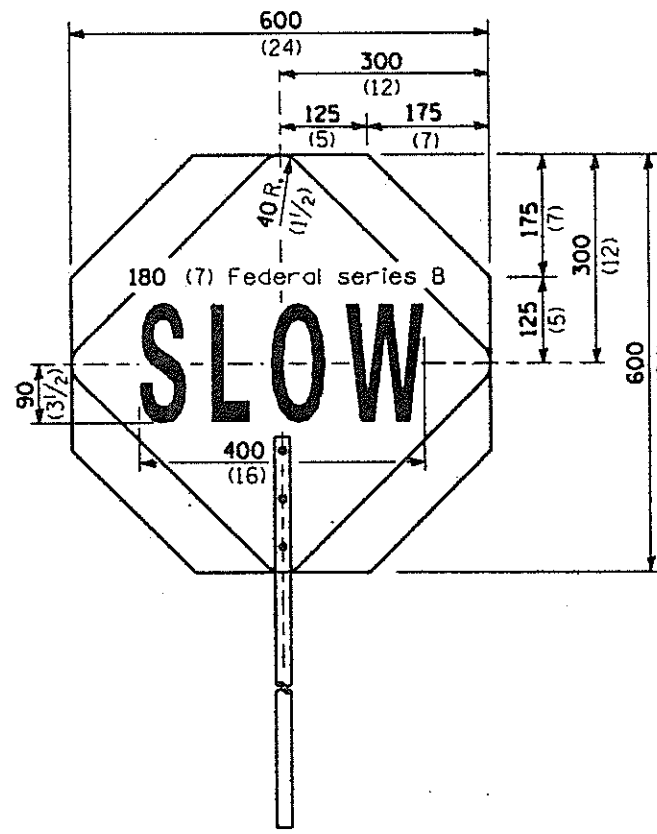


STAFF

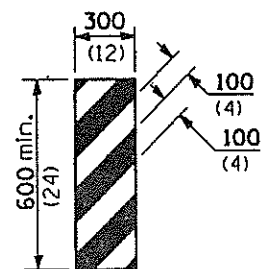


FRONT SIDE

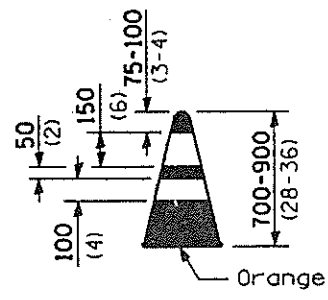
FLAGGER TRAFFIC CONTROL SIGN



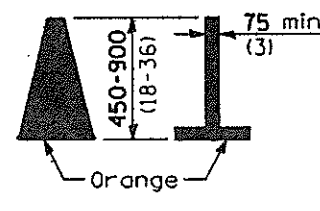
REVERSE SIDE



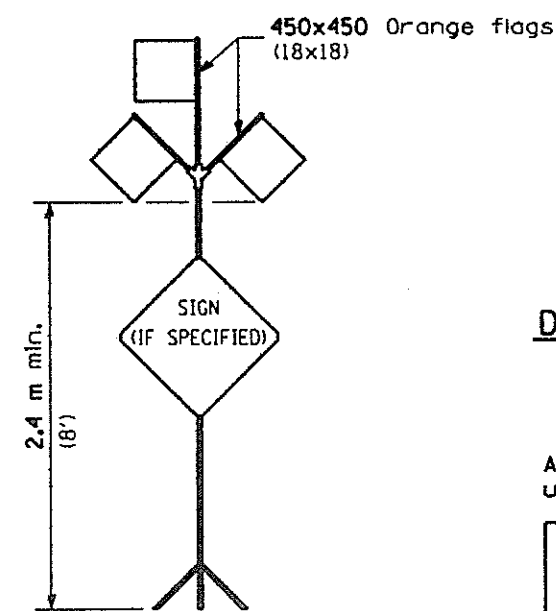
VERTICAL PANELS



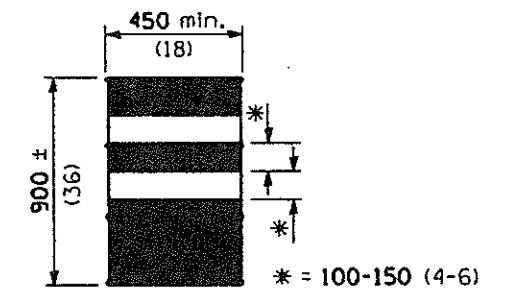
REFLECTORIZED CONES



CONES



HIGH LEVEL WARNING DEVICE



**DRUMS AND SAND MODULE
IMPACT ATTENUATORS**

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

**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 702001

Illinois Department of Transportation

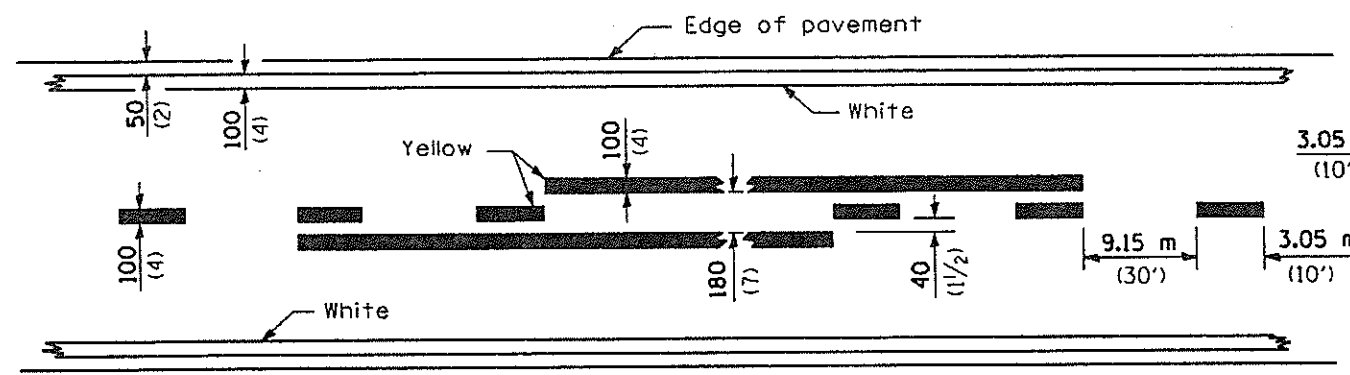
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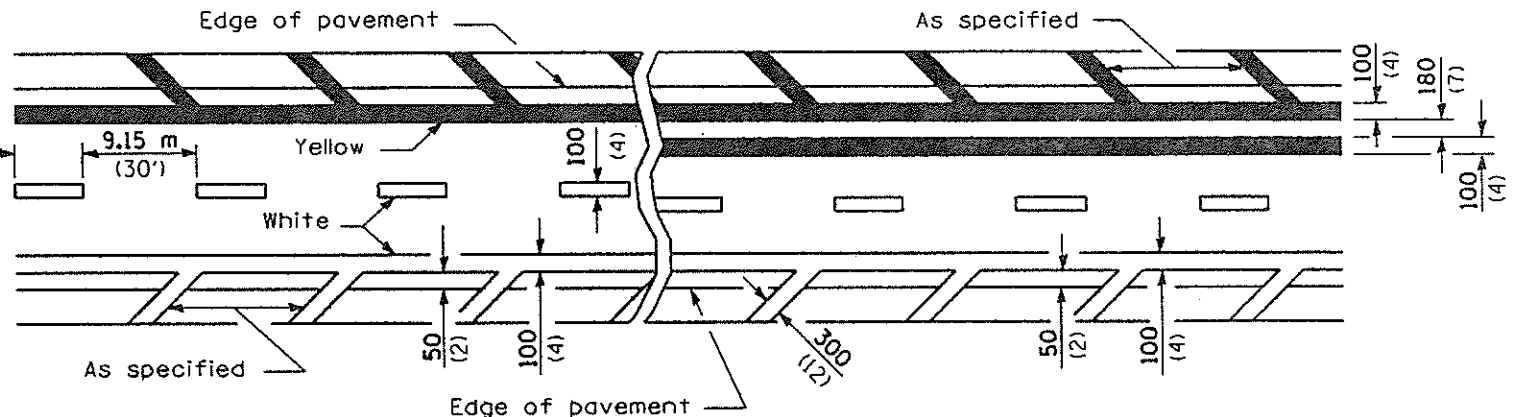
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16-1-1 030551



2 LANE

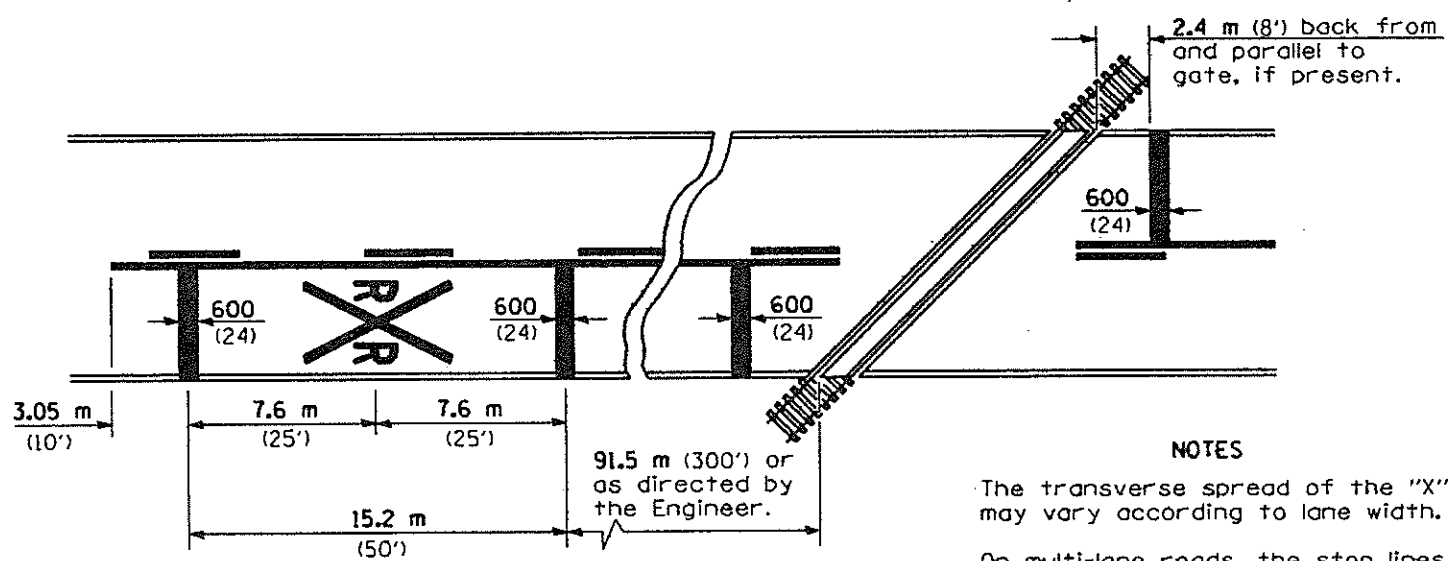


DIVIDED

MULTI LANE

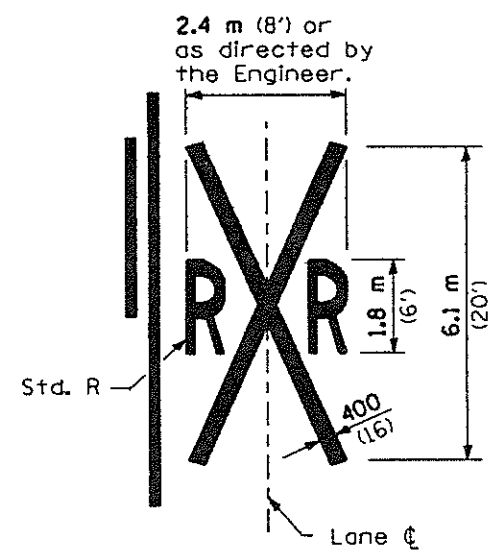
UNDIVIDED

LANE AND EDGE LINES



NOTES

The transverse spread of the "X" may vary according to lane width.
On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

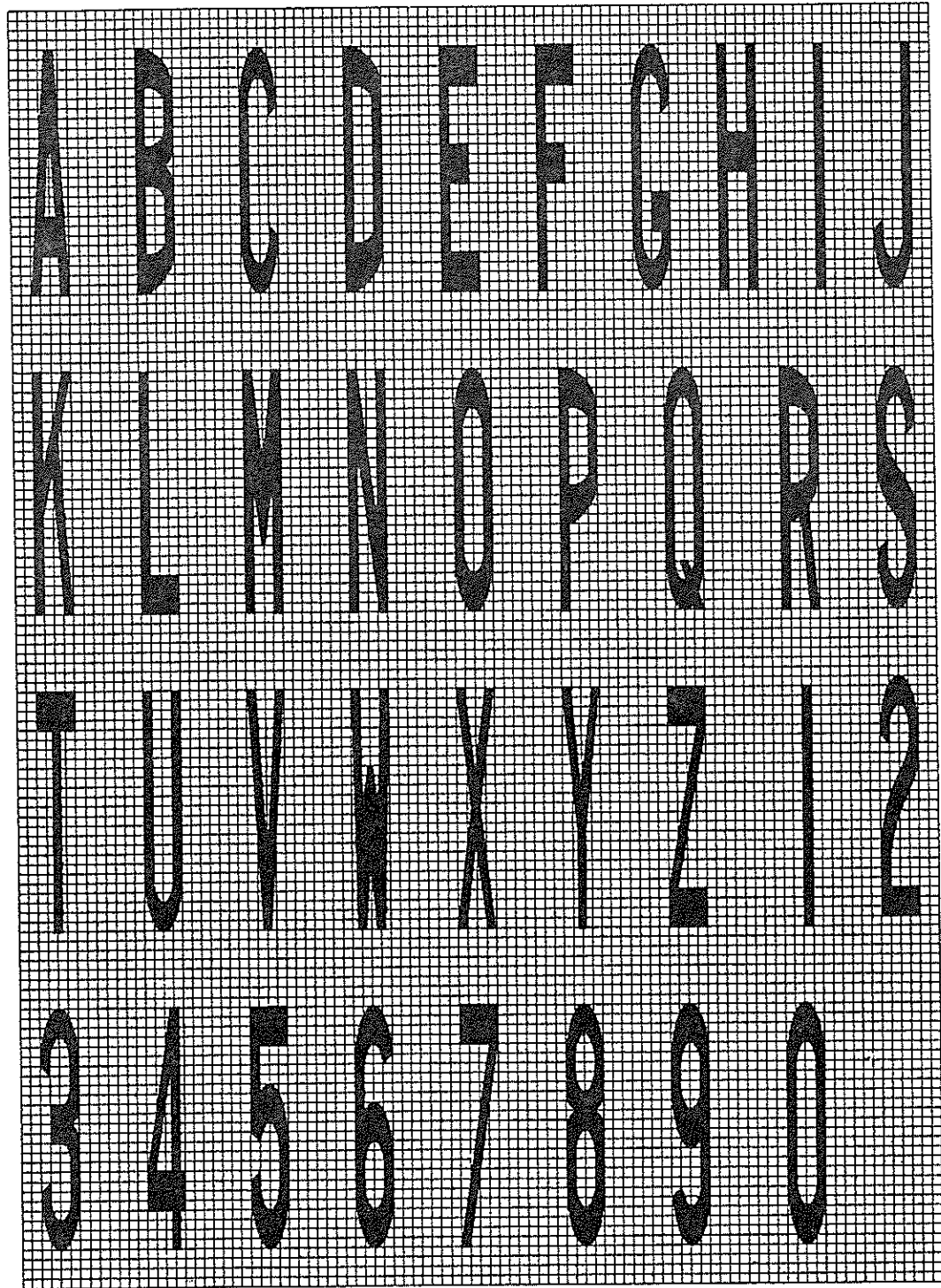
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DATE	REVISIONS
1-1-97	Renum. Standard 2396-1. Revised metric values.
2-1-95	Moved notes to Specs. Del. notes # 1 & 3. Added metric.

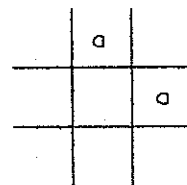
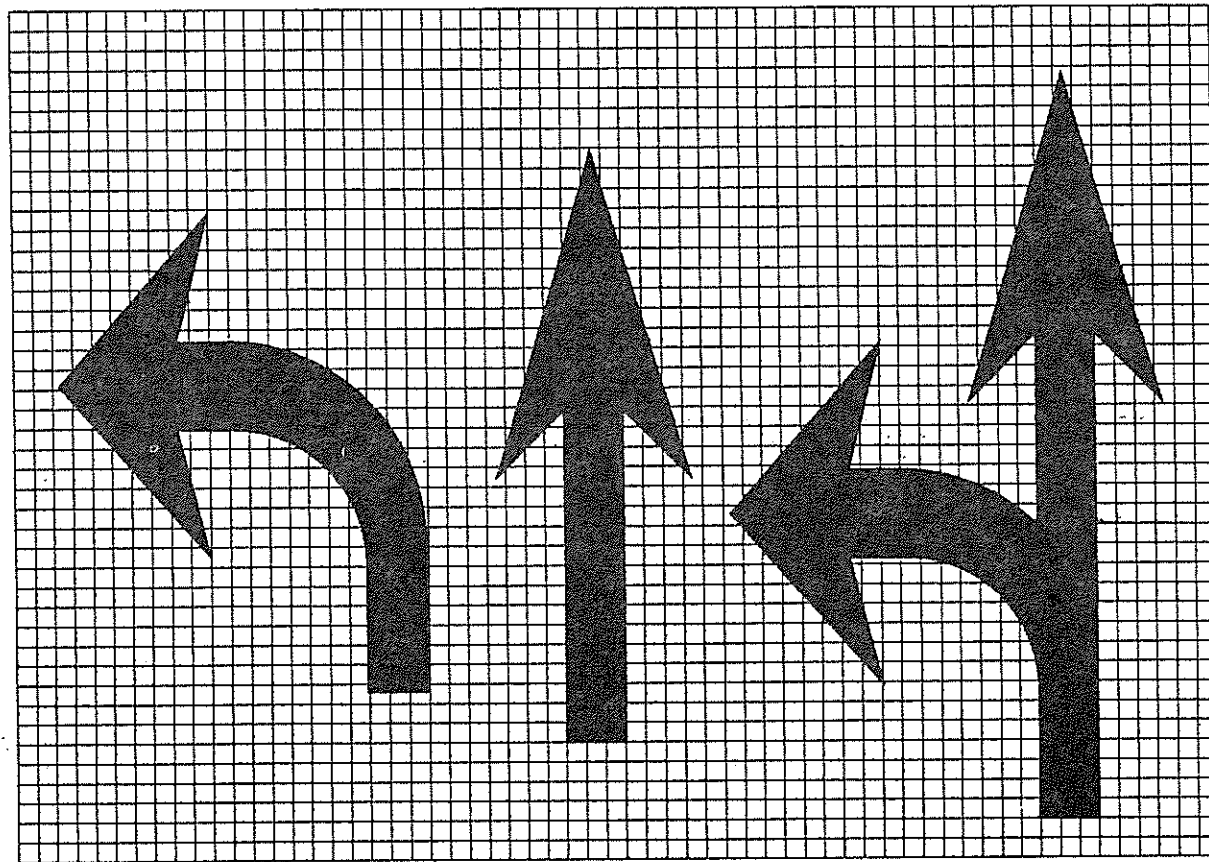
TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 2)

STANDARD 780001

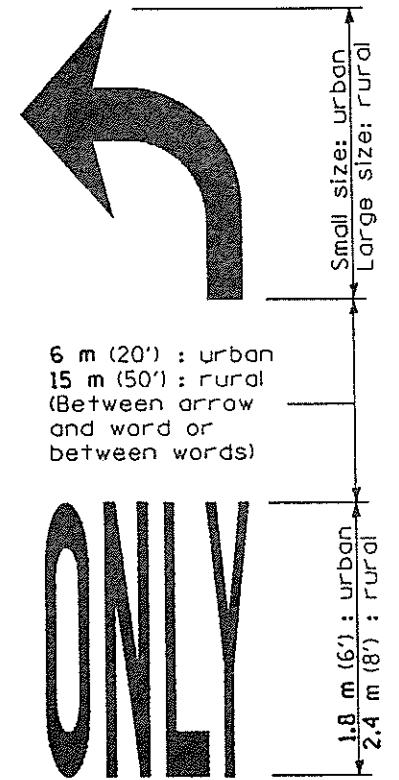


LETTER AND ARROW GRID SCALE

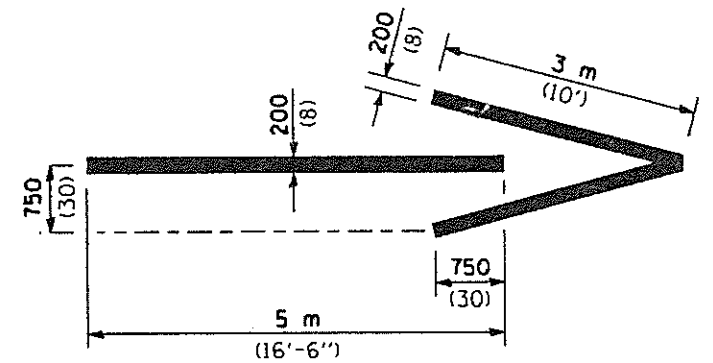


Legend Height	Arrow Size	a
1.8 m (6')	Small	74 (2.9)
2.4 m (8')	Large	96 (3.8)

The space between adjacent letters or numerals should be approximately 75 (3) for 1.8 m (6') legend and 100 (4) for 2.4 m (8') legend.



WORD AND ARROW LAYOUT



FREEWAY ARROW

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

TYPICAL PAVEMENT MARKINGS

(Sheet 2 of 2)

STANDARD 780001