11-06-2026 LETTING ITEM 016

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	*	1
	ILLINOIS	CONTRACT NO. 80C75		

* 51 + 1= 52 TOTAL SHEETS

D–91–170–26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

ROUTE: 344 (IL 83)
SECTION: ((97B-R&0405-1)R)BJR, BDR 25
PROJECT: NHPP-XZGD (798)
BRIDGE DECK OVERLAY, BRIDGE JOINT REPLACEMENT/REPAIR
COOK COUNTY

C-91-200-26

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

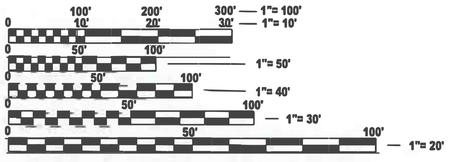
F.A.P 344 NORTHBOUND & SOUTHBOUND
FUNCTION CLASSIFICATION: ARTERIAL
POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED LIMIT = 30 MPH
2025 ADT = 13200 (3% TRUCKS)

PROJECT LOCATED IN VILLAGE OF MOUNT PROSPECT AND ELK GROVE TOWNSHIP IN COOK COUNTY





LOCATION OF SECTION INDICATED THUS: -



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

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

TOWNSHIP(S): VILLAGE OF MOUNT PROSPECT, ELK GROVE TOWNSHIP

GROSS LENGTH = 124 FT. = 0.024 MILE
NET LENGTH = 124 FT. = 0.024 MILE

STATE OF ILLINOIS
TIMOTHY CALL
081-006644
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER
EXPIRES: 11/30/2026
DATE: 7/27/2026

JOHN KARLOVITZ
062-046563
LICENSED PROFESSIONAL ENGINEER
ILLINOIS
EXPIRES: 11/30/2027
DATE: 7/27/2026

EPSTEIN
600 W FULTON ST
CHICAGO, ILLINOIS
60661 1259
TEL 312 454 9100
FAX 312 559 1217
WEB www.epsteinglobal.com

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 6 20 26
Jane Rin
REGIONAL ENGINEER

October 2 20 26
ENGINEER OF DESIGN AND ENVIRONMENT

October 2 20 26
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT ENGINEER: DAN WILGREEN, (847) 705-4240
PROJECT MANAGER: J. ALAIN MIDY, (847) 221-3056

CONTRACT NO. 80C75

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2	INDEX OF SHEETS, LIST OF HIGHWAY STANDARDS, GENERAL NOTES
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5	ALIGNMENT
6	SCHEDULE OF QUANTITIES
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8 - 11	MAINTENANCE OF TRAFFIC PLANS
12	PAVEMENT MARKING PLANS
13 - 24	TRAFFIC SIGNAL PLANS
25 - 44	STRUCTURAL PLANS
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46	IDOT D1 STANDARD TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTENT) (TC-11)
47	IDOT D1 STANDARD TYPICAL PAVEMENT MARKINGS (TC-13A)
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51	IDOT D1 STANDARD ARTERIAL ROAD INFORMATION SIGN (TC-22)

COMMITMENTS

NONE

LIST OF HIGHWAY STANDARDS

STANDARD NUMBER	DESCRIPTION
000001- 09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL EQUIVALENT OF AN INCH AND FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-11	PAVEMENT JOINTS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442101- 09	CLASS B PATCHES
606001- 09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24' FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

LIST OF DISTRICT 1 DETAILS

DETAIL NUMBER	DESCRIPTION
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTENT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION (J.U.L.I.E.) AT 1-800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND VILLAGE.
3. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SANDBAGS PER BARRICADE.
4. THE CONTRACTOR SHALL UTILIZE EXTREME CAUTION WHEN DIGGING ADJACENT TO EXISTING UTILITIES AND FACILITIES. UTILITY LOCATION INFORMATION NEEDS TO BE FIELD VERIFIED PRIOR TO EXCAVATION CONSTRUCTION OF THE WORK.
5. THE CONTRACTOR SHALL CONDUCT HIS/ HER OWN INVESTIGATIONS INTO THE LOCATION, SIZE, DEPTH, AND NATURE OF ANY AND ALL EXISTING UTILITIES WHICH MAY INTERFERE WITH THE WORK UNDER THE CONTRACT. ANY EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE SHALL BE FULLY PROTECTED BY THE CONTRACTOR PER THE UTILITIES REQUIREMENTS.
6. SAW CUTTING WILL BE REQUIRED FOR ALL REMOVAL ITEMS LISTED IN SECTION 440 OF THE STANDARD SPECIFICATIONS, SHOWN IN THE PLANS, AND AS DIRECTED BY THE ENGINEER. SAW CUT WILL BE CONSIDERED INCLUDED IN COST OF REMOVAL ITEM.
7. THE CONTRACTOR SHALL CONFIRM THE TEMPORARY EROSION CONTROL MEASURES ARE IN PLACE IN THE CURRENT WORK AREA BEFORE MOVING TO A DIFFERENT WORK LOCATION AS SPECIFIED HEREIN AND AS DETERMINED BY THE RESIDENT ENGINEER.
8. THE CONTRACTOR WILL NOT BE ALLOWED TO SETUP A YARD OR FIELD OFFICE ON PRIVATE, VILLAGE, OR COUNTY PROPERTY WITHOUT WRITTEN PERMISSION FROM SAID OWNER AND THE ENGINEER.
9. THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATION NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED, ANY DAMAGE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS/ HER EXPENSE.
10. THE CONTRACTOR SHALL COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.
11. AT THE TIME OF THE PRECONSTRUCTION MEETING, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL THE PROPOSED CONCRETE WASHOUT LOCATIONS, RUNOFF FROM WASH AREA SHALL BE CONTAINED IN DESIGNATED AREA SO THAT RUNOFF DOES NOT REACH OUTSIDE OF THE DESIGNATED AREA.
12. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.
13. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE TO ALL EXISTING DRAINAGE STRUCTURES AT ALL TIMES DURING CONSTRUCTION. METHODS USED BY THE CONTRACTOR SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
14. RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE USED AS SHOWN ON DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLAN.
15. THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A USACE PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING A USACE PERMIT, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER USACE PERMITS. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO SECURE AND COMPLY WITH A USACE PERMIT FOR CONTRACTOR'S ACTIVITIES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
16. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM IDOT FIELD MAINTENANCE ENGINEERS.
17. ANY AGGREGATE SUBGRADE CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
18. SEE "EXISTING AND PROPOSED ROADWAY PLAN" SHEET FOR EROSION CONTROL ITEMS.
19. THE RESIDENT ENGINEER SHALL CONTACT IDOT TRAFFIC ENGINEER, KALPANA KANNAN-HOSADURGA, VIA EMAIL AT KALPANA.KANNAN-HOSADURGA @ILLINOIS.GOV AT LEAST (2) TWO WEEKS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.
20. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
21. THE CONTRACTOR SHALL CONTACT THE DISTRICT 1 TRAFFIC CONTROL SUPERVISOR JOSEPH D. JONES AT JOSEPH.D.JONES@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndesign	QMP
IL 83 PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	4% @ 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE MIX.

MODEL: General Notes [Sheet]
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PLOT DATE = 9/3/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, HIGHWAY STANDARDS AND COMMITMENTS

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	2
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE: URBAN ROADWAY 80% FED 20% STATE	URBAN TRAFFIC SIGNAL 80% FED 20% STATE	URBAN ROADWAY 100% STATE	URBAN	URBAN	URBAN
					0059	0021	0059			
	20101000	TEMPORARY FENCE	FOOT	115	115					
	28000510	INLET FILTERS	EACH	7	7					
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	170			170			
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	115	115					
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	43			43			
	42000060	WELDED WIRE REINFORCEMENT	SQ YD	22	22					
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	55	55					
	44000600	SIDEWALK REMOVAL	SQ FT	55	55					
	44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	21	21					
	50300260	BRIDGE DECK GROOVING	SQ YD	359			359			
	44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	22	22					
	50300300	PROTECTIVE COAT	SQ YD	488			488			
	44201299	DOWEL BARS 1 1/2"	EACH	90	90					
	53016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	2			2			
	44213200	SAW CUTS	FOOT	203	203					
	53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	380			380			
	53101409	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2"	SQ YD	380			380			
	53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	6			6			
	58700300	CONCRETE SEALER	SQ FT	1237			1237			
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1					
	67100100	MOBILIZATION	L SUM	1	1					
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28					
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2853	2853					
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	363	363					
	70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	220	220					
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	6590	6590					

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE: URBAN ROADWAY 80% FED 20% STATE	URBAN TRAFFIC SIGNAL 80% FED 20% STATE	URBAN ROADWAY 100% STATE	URBAN	URBAN	URBAN
					0059	0021	0059			
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	530	530					
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	127	127					
	70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	22	22					
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	237.5	237.5					
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	175	175					
	70600241	IMPACTATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2					
	70600341	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2					
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	571	571					
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73					
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1901	1901					
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	277	277					
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	108	108					
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	65	65					
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	571	571					
	78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	110	110					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18	18					
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1200	1200					
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	10		10				
	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1				
*	87900200	DRILL EXISTING HANDHOLE	EACH	1		1				
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1				
*	89502376	REBUILD EXISTING HANDHOLE	EACH	1	1					
	89002100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1				

* SPECIALTY ITEM

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PLOT DATE = 8/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	3
		CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			

REV-SEP

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE URBAN ROADWAY 80% FED 20% STATE 0059	URBAN TRAFFIC SIGNAL 80% FED 20% STATE 0021	URBAN ROADWAY 100% STATE 0059	URBAN	URBAN	URBAN
*	X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	29		29				
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	106			106			
	X2010516	SELECTIVE CLEARING	UNIT	0.2	0.2					
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	100	100					
	X5030539	FLOOR DRAINS TO BE CLEANED	EACH	6			6			
	X6640624	RUSTIC RAIL FENCE	FOOT	69	69					
	X6640636	WOODEN FENCE REMOVAL	FOOT	69	69					
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12					
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	52	52					
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	28	28					
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	28	28					
	X8140234	REPLACE HANDHOLE COVER	EACH	1	1					
	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	226		226				
*	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1				
	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	2			2			
	Z0012800	CONCRETE PAVEMENT SCARIFICATION	SQ YD	295			295			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	7			7			
	Z0041895	POLYMER CONCRETE	CU FT	5.5			5.5			

SUMMARY OF QUANTITIES

Code No.	Item	Unit	Total Quantity	TYPE CODE URBAN ROADWAY 80% FED 20% STATE 0059	URBAN TRAFFIC SIGNAL 80% FED 20% STATE 0021	URBAN ROADWAY 100% STATE 0059	URBAN	URBAN	URBAN

* SPECIALTY ITEM

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PLOT DATE = 8/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

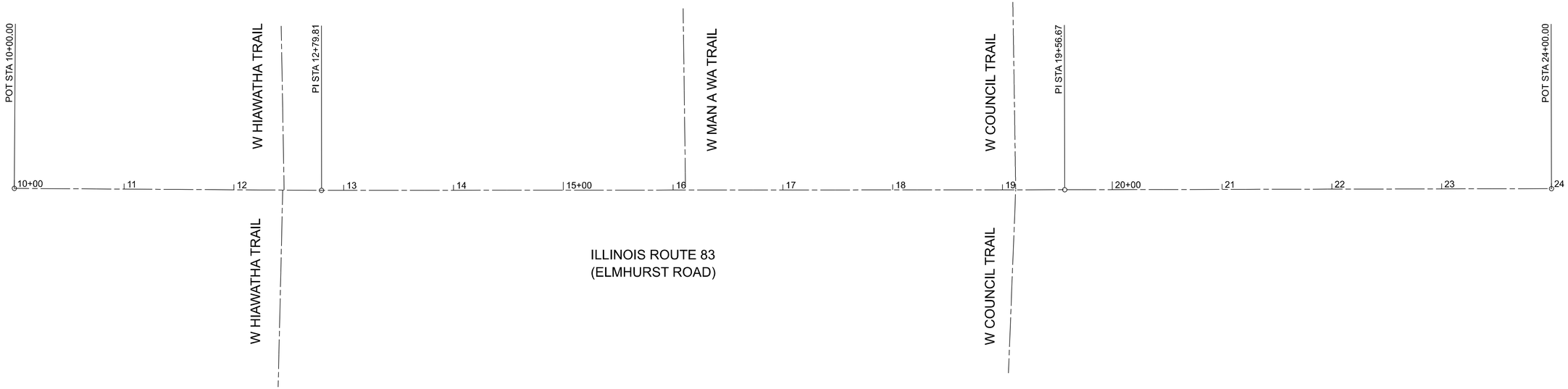
SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	4
		CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			

REV-SEP

ALIGNMENT COORDINATES- IL-83			
IL 83	STA.	N	E
POT	10+00.00	1962215.173	1090848.205
PI	12+79.81	1962494.969	1090845.777
PI	19+56.67	1963171.748	1090835.072
POT	24+00.00	1963615.016	1090827.401



0 50 100
SCALE IN FEET

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	CHECKED - TCG	REVISED -	
PLOT DATE = 8/18/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 10+00.00 | TO STA. 24+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)RBJR, BD	COOK	51	5
		CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

PAVEMENT MARKING SCHEDULE OF QUANTITIES

LOCATION			PREFORMED PLASTIC PAVEMENT MARKING, TYPE D-STANDARD- LINE 7" 78004635	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS 78009000	MODIFIED URETHANE PAVEMENT MARKING - LINE 4" 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 6" 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 12" 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 24" 78009024
STATION TO STATION	ROADWAY	OFFSET	(FOOT)	(SQ FT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
10+70 TO 12+06	IL 83	12' RT	34					
10+70 TO 12+06	IL 83	12' LT	34					
12+70 TO 18+71	IL 83	12' RT	151					
12+71 TO 15+82	IL 83	11' LT	78					
12+71 TO 15+82	IL 83	0.5' RT			622			
16+30 TO 17+54	IL 83	25' RT			124			
16+34 TO 18+71	IL 83	0' RT			474			
16+37 TO 18+77	IL 83	15' LT	60					
16+39 TO 17+54	IL 83	25' LT			115			
16+42 TO 17+96	IL 83	2' RT				51		
17+96 TO 18+71	IL 83	7' RT				75		
18+20 TO 18+25	IL 83	0' RT		20.8				
18+53 TO 18+58	IL 83	4' RT		15.6				
18+71	IL 83	4' LT						33
18+77 TO 18+83	IL 83	0' RT					108	
19+49 TO 20+52	IL 83	5' LT				103		
19+49 TO 22+32	IL 83	5' RT			566			
19+49	IL 83	5' RT						32
19+52 TO 23+82	IL 83	16' LT	107					
19+52 TO 23+82	IL 83	17' RT	107					
20+01 TO 20+09	IL 83	3' LT		15.6				
20+34 TO 20+42	IL 83	1' LT		20.8				
20+52 TO 21+96	IL 83	0' RT				48		
		IL 83 TOTAL	571	73	1901	277	108	65

MODEL: Schedule of Quantities [Sheet]
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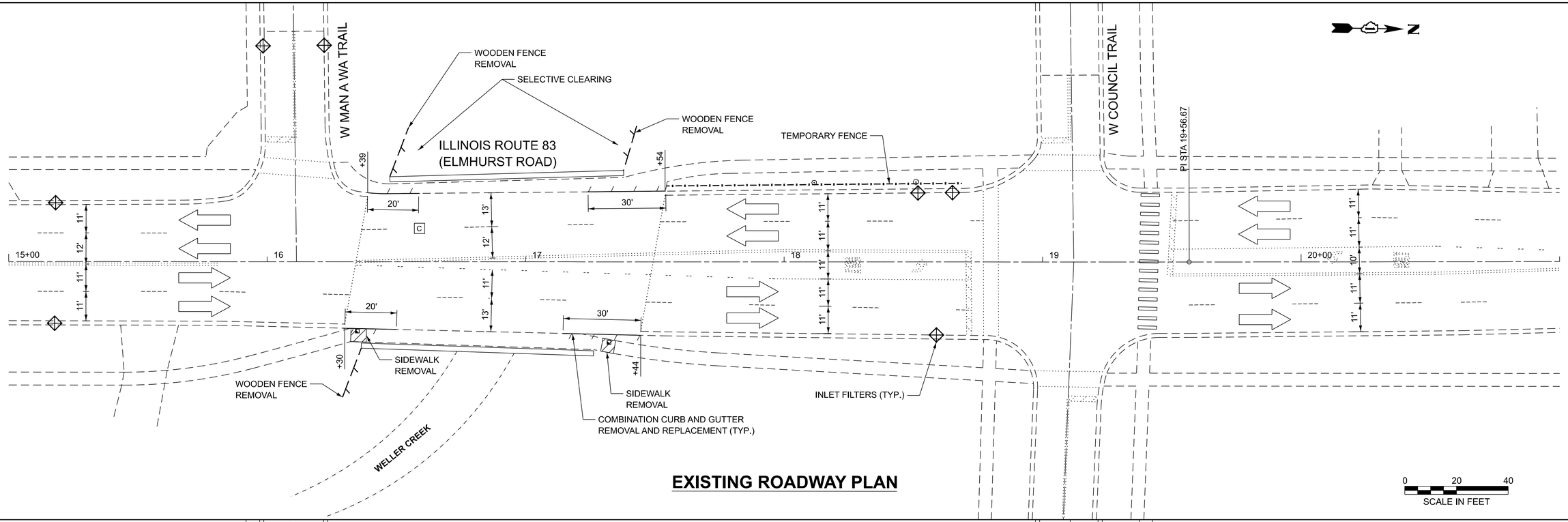
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

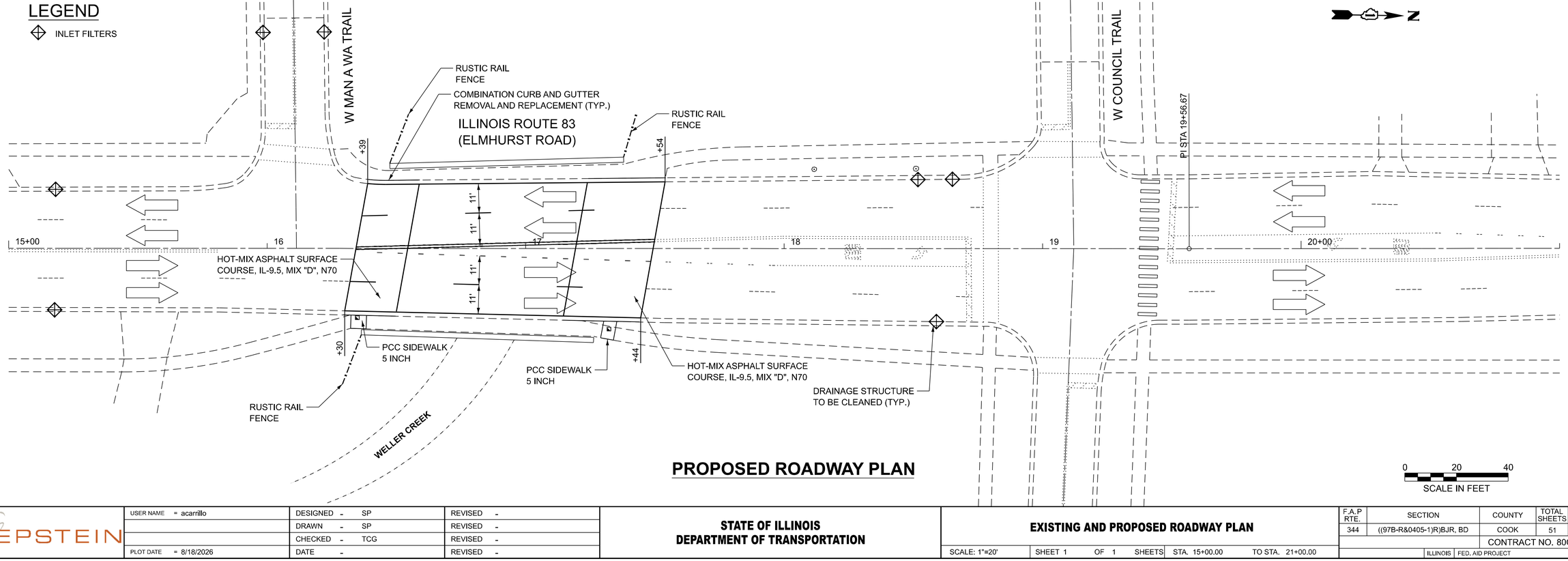
SCHEDULE OF QUANTITIES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	6
		CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			



EXISTING ROADWAY PLAN



PROPOSED ROADWAY PLAN

MODEL: EX - 1 [Sheet]
FILE NAME: P:\Projects\25000\25332\C_DESIGN\a_Civil\Working\Sheets\25332_EX&PR Roadway Plan_Sheet.dgn

EPSTEIN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED ROADWAY PLAN

SCALE: 1"=20' | SHEET 1 OF 1 SHEETS | STA. 15+00.00 | TO STA. 21+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	7
		CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

MAINTENANCE OF TRAFFIC - GENERAL NOTES

1. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGE OR FULL STOP/ROAD CLOSURE EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS AND RESIDENTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN TWO WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE FACT THAT WHEN WORK BEGINS, THE CONTRACTOR SHALL ASSUME THE MAINTENANCE OF ANY PAVEMENT, DRAINAGE FACILITIES, TRAFFIC CONTROL SIGNS, AND TRAFFIC WITHIN THE LIMITS OF THE CONTRACT.
3. TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIRED. OTHER WORK OR SIGNING MAYBE BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON THE UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL.
4. THE CONTRACTOR WILL BE REQUIRED TO RELOCATE OR REMOVE AND REPLACE SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATION, AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION OPERATIONS. THIS WORK WILL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION (SPECIAL). EXISTING SIGNS THAT ARE DAMAGED DURING THE REMOVAL AND REPLACEMENT SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
5. ONE SIDE OF EXISTING SIDEWALK TO REMAIN OPEN DURING ALL STAGES OF CONSTRUCTION. CONTRACTOR TO PROTECT EXISTING SIDEWALK AND WILL BE RESPONSIBLE FOR REPLACEMENT IF DAMAGED DURING CONSTRUCTION.

STAGING AND CONSTRUCTION SEQUENCE

STAGE 1

CLOSE ONE LANE IN EACH DIRECTION OF TRAVEL ON ILLINOIS ROUTE 83 AND SHIFT TRAFFIC ON THE EAST SIDE OF THE BRIDGE AS SHOWN ON THE PLANS. REPAIR AND OVERLAY THE WEST HALF OF THE BRIDGE.

STAGE 2

CLOSE ONE LANE IN EACH DIRECTION OF TRAVEL ON ILLINOIS ROUTE 83 AND SHIFT TRAFFIC ON THE WEST SIDE OF THE BRIDGE AS SHOWN ON THE PLANS. REPAIR AND OVERLAY THE EAST HALF OF THE BRIDGE.

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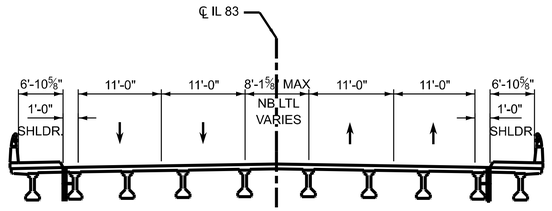
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC GENERAL NOTES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

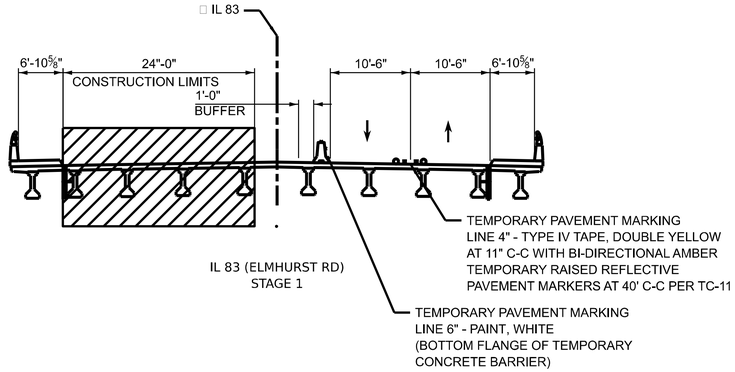


IL 83 (ELMHURST RD)

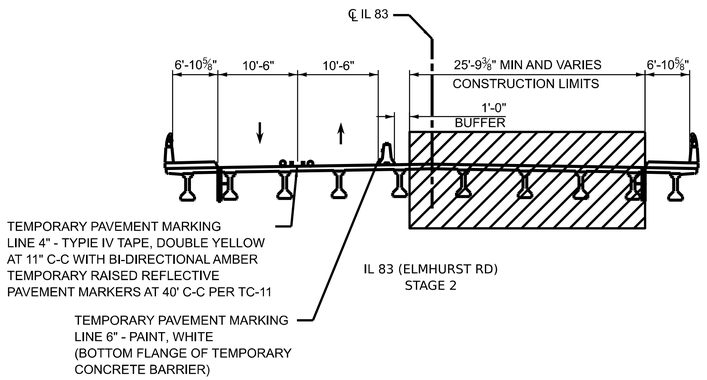
LEGEND

TEMPORARY CONCRETE BARRIER W/ DOUBLE SIDED TYPE C CRYSTAL REFLECTORS, PER STND. 704001 AND 782006

WORK ZONE



IL 83 (ELMHURST RD)
STAGE 1



IL 83 (ELMHURST RD)
STAGE 2

MODEL: Default
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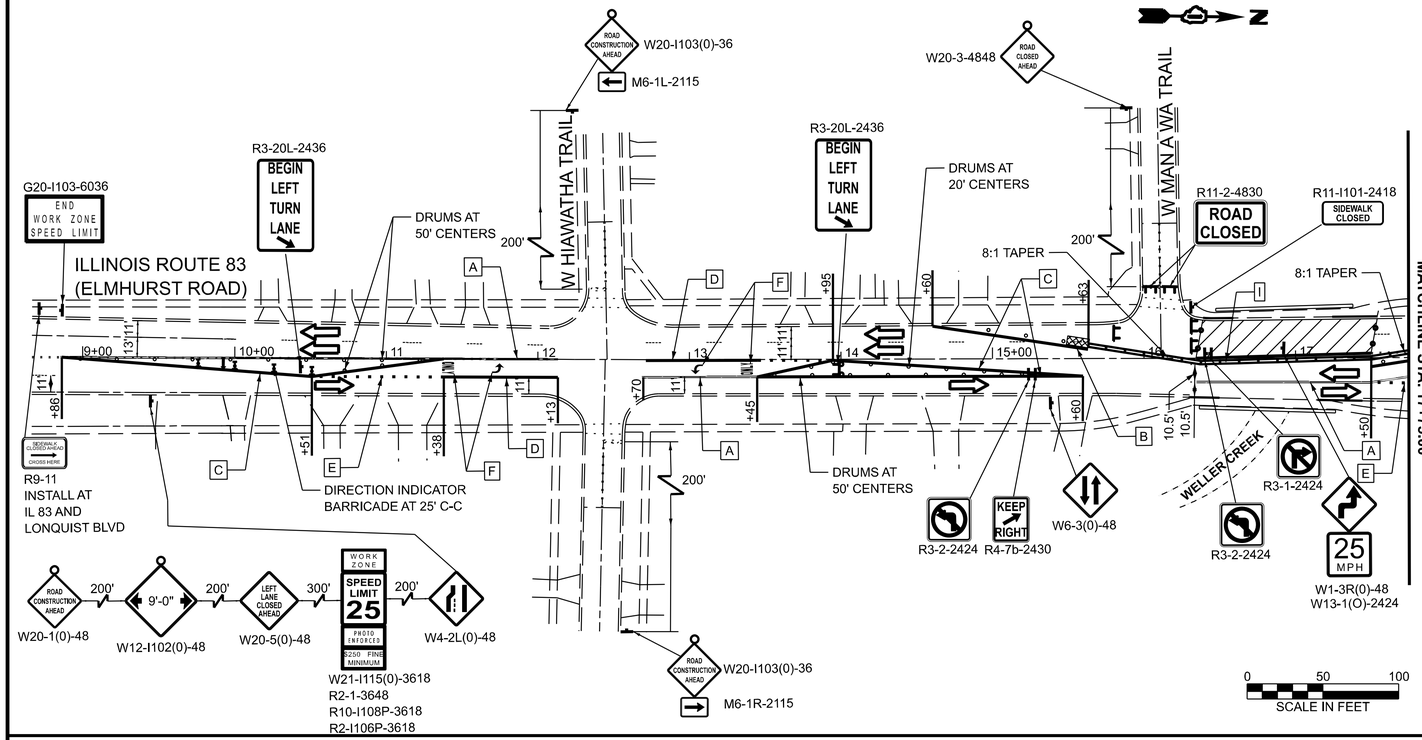
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

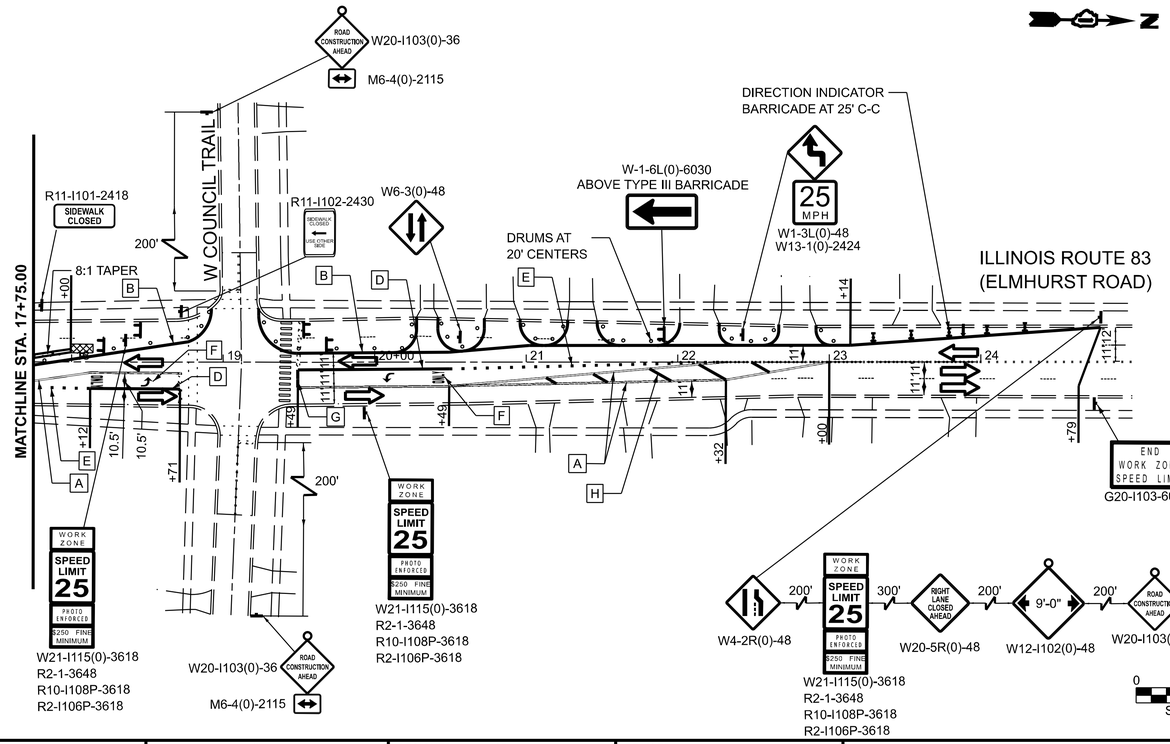


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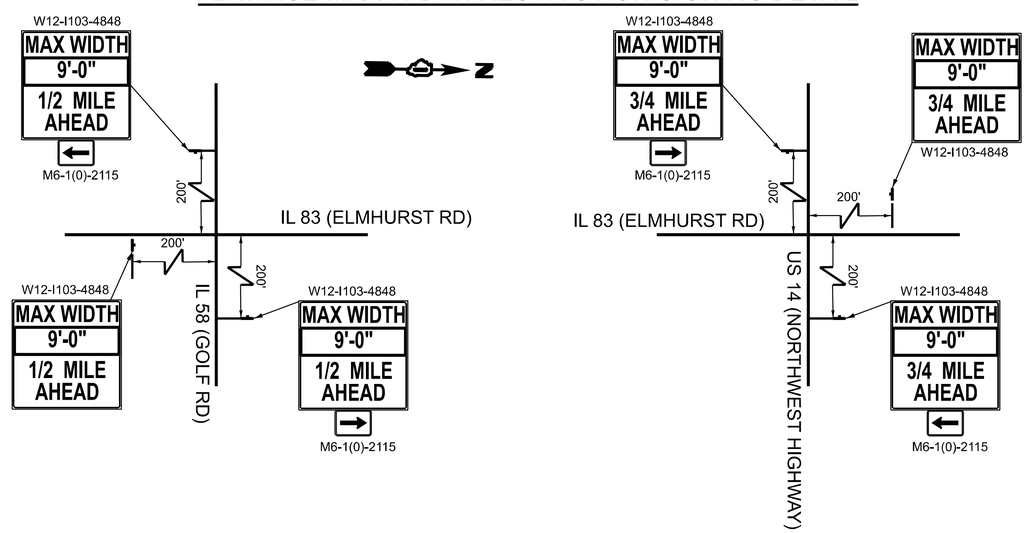
- DIRECTION OF TRAVEL
- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- DRUM
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- TEMPORARY IMPACT ATTENUATOR (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- FLASHING ARROW BOARD

- A TEMP PVT MK L4 TYPE IV TAPE (DOUBLE YELLOW) AT 11" C-C W/BI-DIRECTIONAL AMBER TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS @ 40' C-C PER TC-11
- B TEMP PVT MK L4 TYPE IV TAPE (WHITE)
- C TEMP PVT MK L4 TYPE IV TAPE (YELLOW)
- D TEMP PVT MK L6 TYPE IV TAPE (WHITE)
- E TEMP PVT MK L6 TYPE IV TAPE (WHITE), 2' LINE 6' SPACE
- F TEMP PVT MK LETTERS & SYMBOLS TYPE IV TAPE
- G TEMP PVT MK L24 TYPE IV TAPE (WHITE)
- H TEMP PVT MK L12 TYPE IV TAPE (YELLOW), DIAGONALS AT 45 DEGREES (MINIMUM 5)
- I TEMP PVT MK L6 PAINT (WHITE) BOTTOM FLANGE OF TEMPORARY CONCRETE BARRIER

NOTES:
1. "SIDEWALK CLOSED" SIGNS SHALL BE ACCOMPANIED WITH DETECTABLE PEDESTRIAN CHANNELIZING BARRICADES PER STANDARDS 701801 AND 701901.



ADVANCE MAX WIDTH RESTRICTION SIGNING DETAIL



*MAX WIDTH SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF STAGE 2

MODEL: Stage1 - 1 [Sheet]
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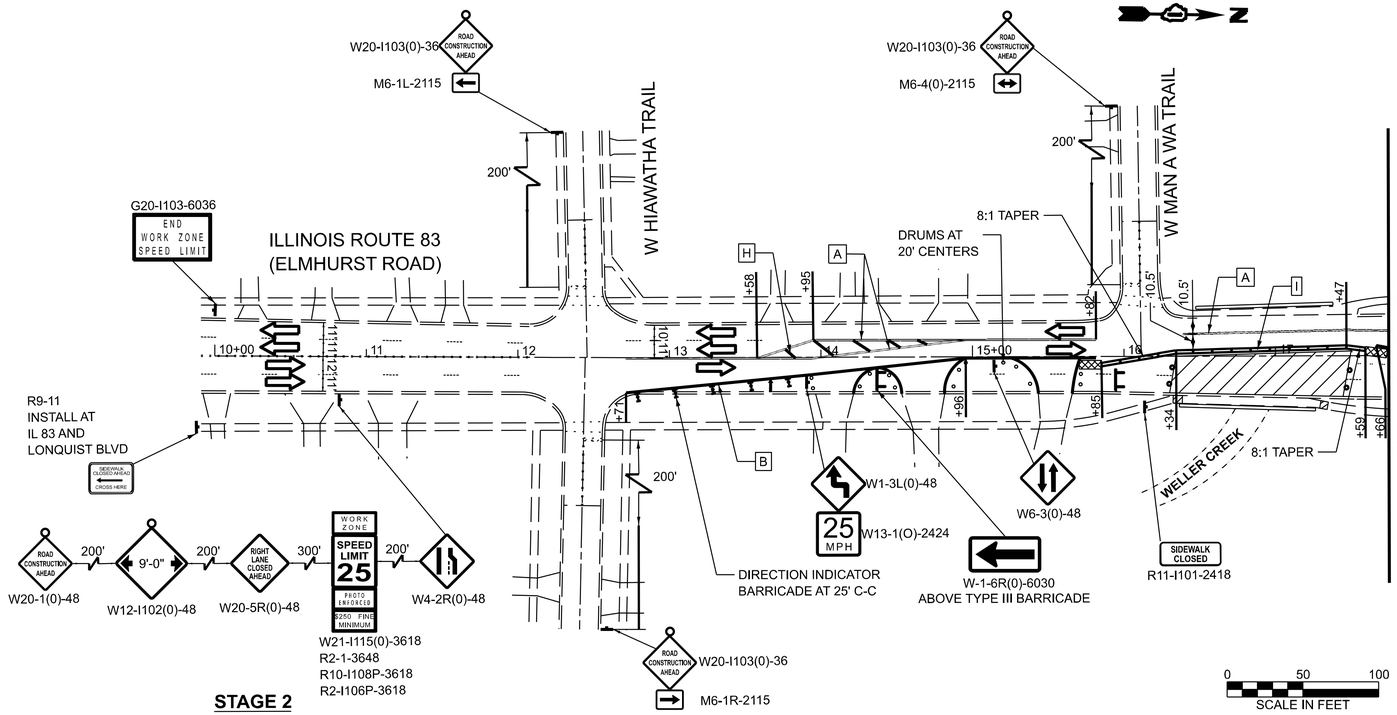
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PLOT DATE = 9/3/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC STAGE 1

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 10+00.00 | TO STA. 24+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	10
		CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

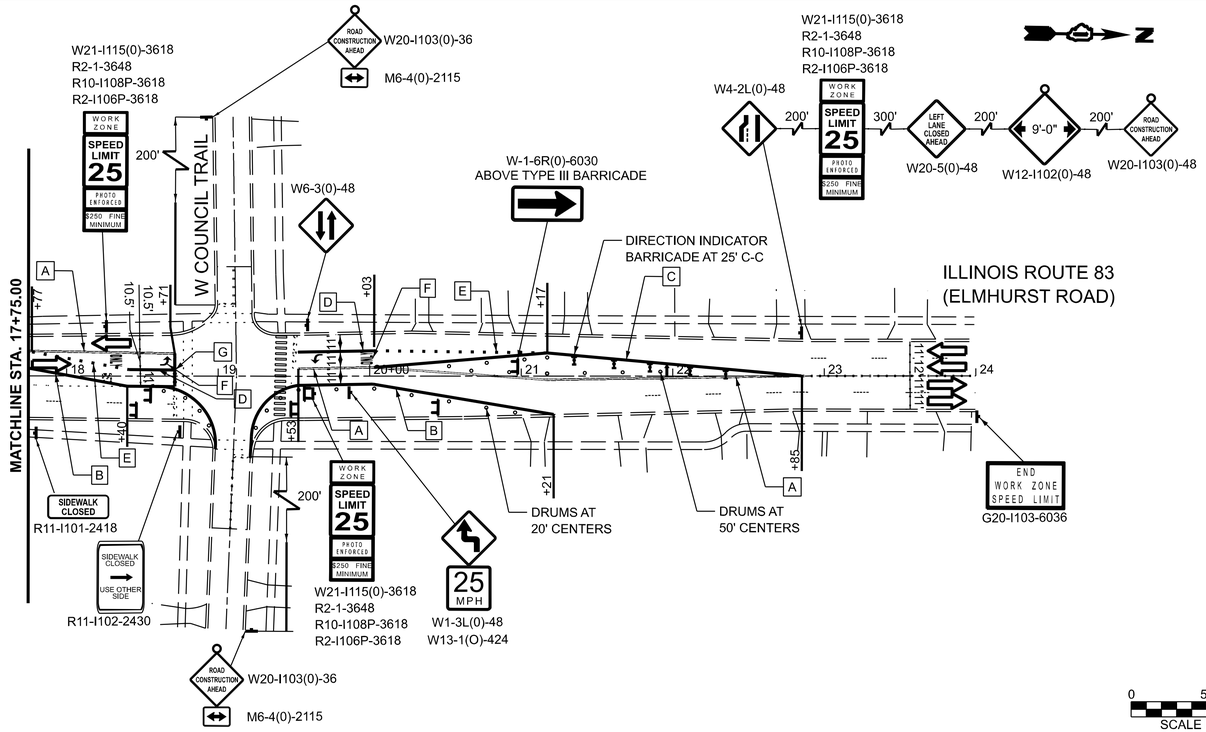


LEGEND

- DIRECTION OF TRAVEL
- WORK ZONE
- TEMPORARY CONCRETE BARRIER
- DRUM
- DIRECTION INDICATOR BARRICADE
- TYPE III BARRICADE
- TEMPORARY IMPACT ATTENUATOR (NON-REDIRECTIVE, NARROW), TEST LEVEL 2
- FLASHING ARROW BOARD

- A TEMP PVT MK L4 TYPE IV TAPE (DOUBLE YELLOW) AT 11" C-C W/BI-DIRECTIONAL AMBER TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS @ 40' C-C PER TC-11
- B TEMP PVT MK L4 TYPE IV TAPE (WHITE)
- C TEMP PVT MK L4 TYPE IV TAPE (YELLOW)
- D TEMP PVT MK L6 TYPE IV TAPE (WHITE)
- E TEMP PVT MK L6 TYPE IV TAPE (WHITE), 2' LINE 6' SPACE
- F TEMP PVT MK LETTERS & SYMBOLS TYPE IV TAPE
- G TEMP PVT MK L24 TYPE IV TAPE (WHITE)
- H TEMP PVT MK L12 TYPE IV TAPE (YELLOW), DIAGONALS AT 45 DEGREES (MINIMUM 5)
- I TEMP PVT MK L6 PAINT (WHITE) BOTTOM FLANGE OF TEMPORARY CONCRETE BARRIER

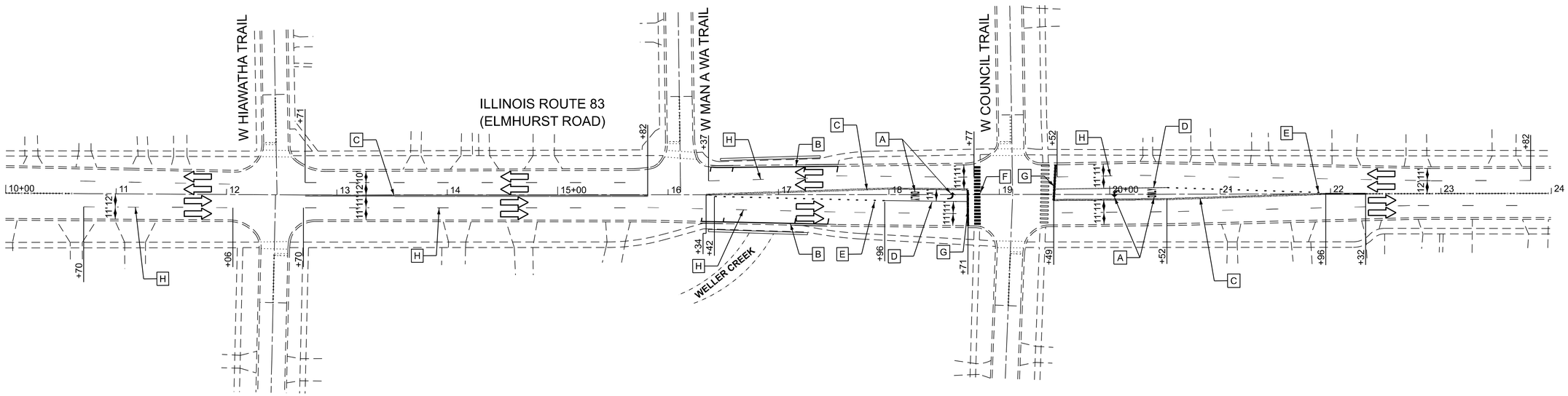
NOTES:
1. "SIDEWALK CLOSED" SIGNS SHALL BE ACCOMPANIED WITH DETECTABLE PEDESTRIAN CHANNELIZING BARRICADES PER STANDARDS 701801 AND 701901.



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		CHECKED - TCG	REVISED -		
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	11
		CONTRACT NO. 80C75		
		ILLINOIS | FED. AID PROJECT		

MODEL: Stage1 - 1 [Sheet]
FILE NAME: P:\Projects\25000\25332\C DESIGN\a CivilWorking\Sheets\25332-MOT Plan Sheet 2.dgn



LEGEND

- ⇨ DIRECTION OF TRAVEL
- [A] PAVEMENT MARKING - LETTERS AND SYMBOLS
- [B] PAVEMENT MARKING - LINE 4" (SOLID WHITE EDGE LINE)
- [C] PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
- [D] PAVEMENT MARKING - LINE 6" (SOLID WHITE LANE LINE)
- [E] PAVEMENT MARKING - LINE 6" (SKIP-DASH WHITE, 2'-6' C-C)
- [F] PAVEMENT MARKING - LINE 12" (SOLID WHITE LONGITUDINAL BAR, 3' C-C)
- [G] PAVEMENT MARKING - LINE 24" (SOLID WHITE STOP LINE)
- [H] PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7" (1.5" BLACK, 4" WHITE, 1.5" BLACK) (SKIP-DASH WHITE, 10'-30') (IN 8" RECESSED GROOVED)

NOTES

1. PAVEMENT MARKING MATERIAL SHALL BE MODIFIED URETHANE UNLESS NOTED OTHERWISE.
2. RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE REINSTALLED WITHIN BRIDGE LIMITS.
3. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT D1 PM DETAIL TC-13.
4. ALL RAISED RELECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT D1 RRPM DETAIL TC-11.

0 50 100
SCALE IN FEET

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PLOT DATE = 8/18/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 1 OF 1 SHEETS | STA. 0+00.00 | TO STA. 15+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	12
		CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

ITEM	EXISTING	PROPOSED
TRAFFIC SIGNAL CABINET		
UNINTERRUPTABLE POWER SUPPLY		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
CELLULAR MODEM	CM	CM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD - PROGRAMMABLE	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
DOUBLE HANDHOLE		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H H	H H
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER BUNGALOW		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVAL ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I	I	
PREFORMED DETECTOR LOOP	P	P
WIRELESS DETECTOR SENSOR	W	W

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS	R Y G — P EV	R Y G — P EV
SIGNAL HEAD WITH BACKPLATE -(RB) RETROREFLECTIVE BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS	R Y G — RB P EV	R Y G — RB P EV
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED LED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
ELECTRIC CABLE, SIGNAL, NO. 14 - 2/C, 3/C, 5/C, 7/C	5	5
ELECTRIC CABLE, LEAD-IN, NO. 14, 1 PAIR	1P	1P
SERVICE CABLE, 2/C - NO. 2, NO. 4, NO. 6	2#2 2#4 2#6	2#2 2#4 2#6
GROUND CABLE NO. 6 SOLID COPPER (GREEN), 1/C	1#6	1#6
ELECTRIC CABLE, TRACER, NO. 14, 1/C	1	1
ELECTRIC CABLE, RAILROAD, NO. 14, 3/C	RAILROAD NO. 14 3/C — 3	RAILROAD NO. 14 3/C — 3
ELECTRIC CABLE, STREET NAME SIGN NO. 14, 3/C, TYPE SOOW	SOOW — 3	SOOW — 3
VENDOR CABLE	V	V
EMERGENCY VEHICLE PRIORITY LINE SENSOR CABLE, NO. 20, 3/C	3#20	3#20
OUTDOOR RATED NETWORK CABLE	ONC	ONC
FIBER OPTIC CABLE -12F: 12 MULTIMODE -24F: 12 MULTIMODE / 12 SINGLE MODE -36F: 12 MULTIMODE / 24 SINGLE MODE -24SM: 24 SINGLE MODE -48SM: 48 SINGLE MODE	12F 24F 36F 24SM 48SM	24F 36F 24SM 48SM
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

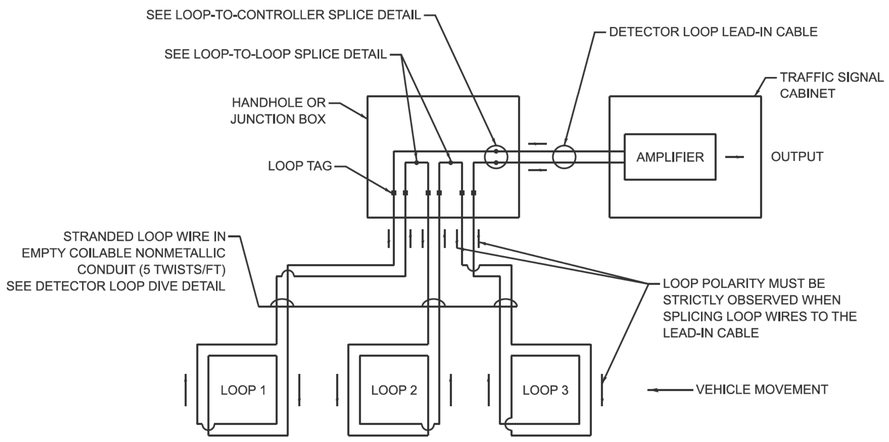
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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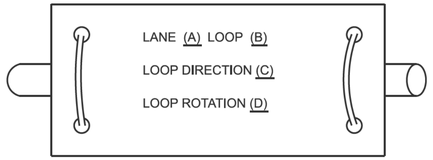
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344	(97B-R&0405-1)R)BJR, BDR 25	COOK	$TOT	13
	TS-01	CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" APART.
9. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



DETECTOR LOOP WIRING SCHEMATIC



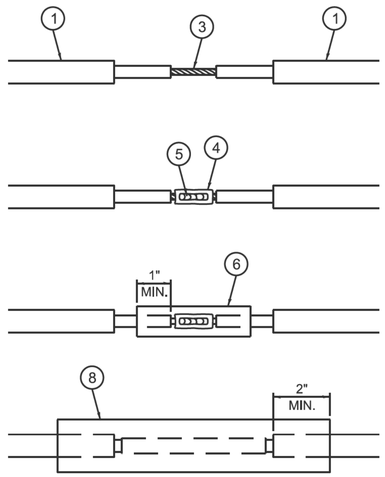
A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.

B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.

C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

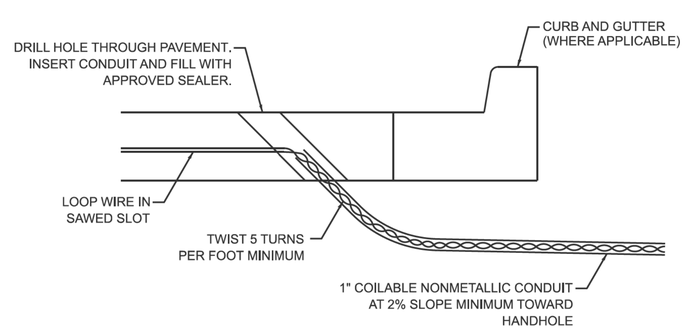
D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

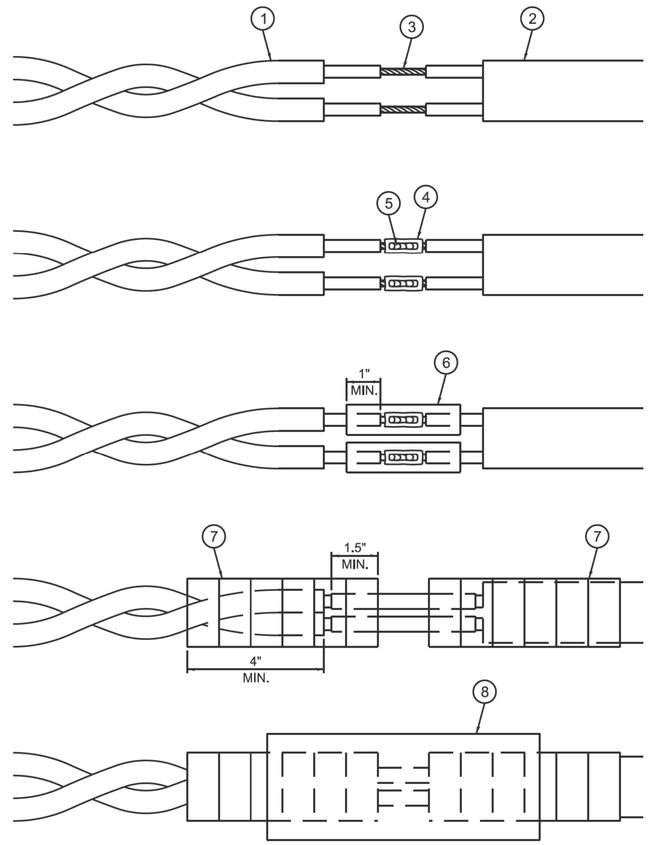


LOOP-TO-LOOP SPLICE DETAIL

1. DETECTOR LOOP CABLE.
2. DETECTOR LOOP LEAD-IN CABLE
3. BARE CONDUCTORS TWISTED TOGETHER.
4. BUTT SPLICE CRIMP CONNECTOR.
5. SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPLICES SHALL BE STAGGERED.
6. WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, UNDERWATER GRADE.
7. SELF-INFUSED, SILICONE ELECTRICAL TAPE TIGHTLY WRAPPED AROUND CABLES.
8. WCS 200/750 HEAT SHRINK TUBE, 8" MINIMUM LENGTH, UNDERWATER GRADE.



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

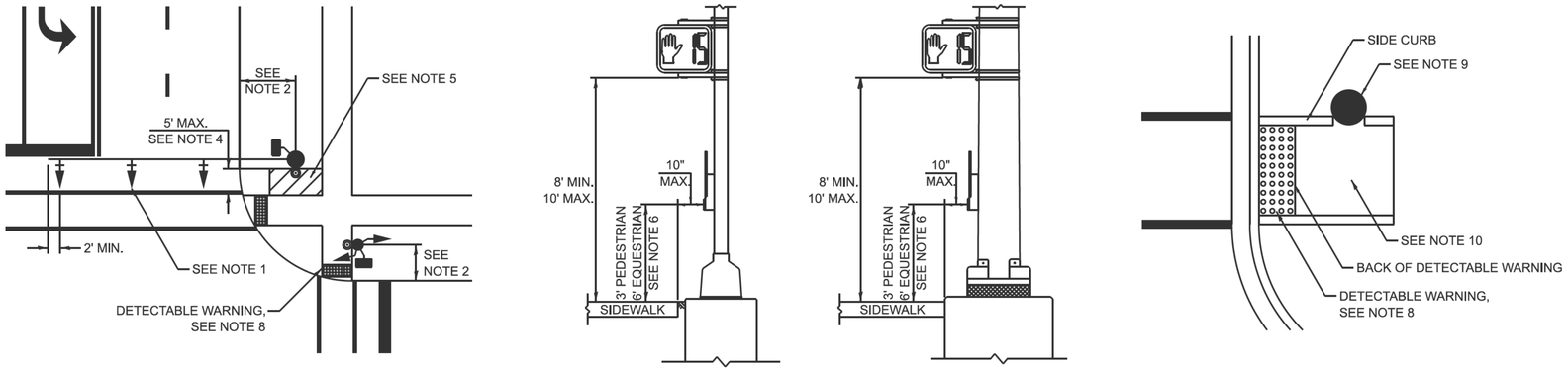
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TS-01	CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

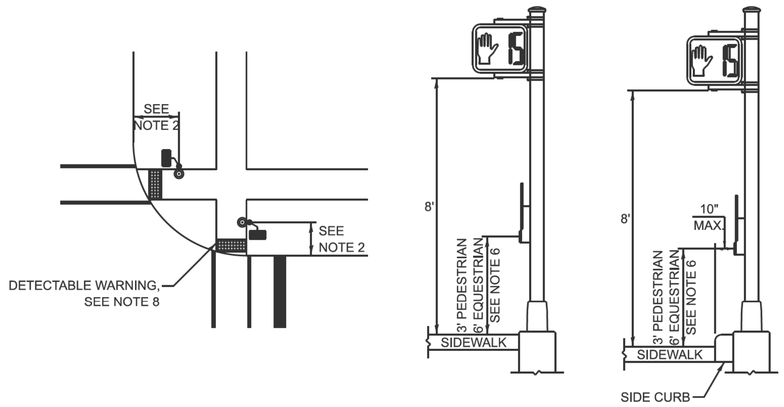
NOTES:

1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36". IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHAL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10" REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

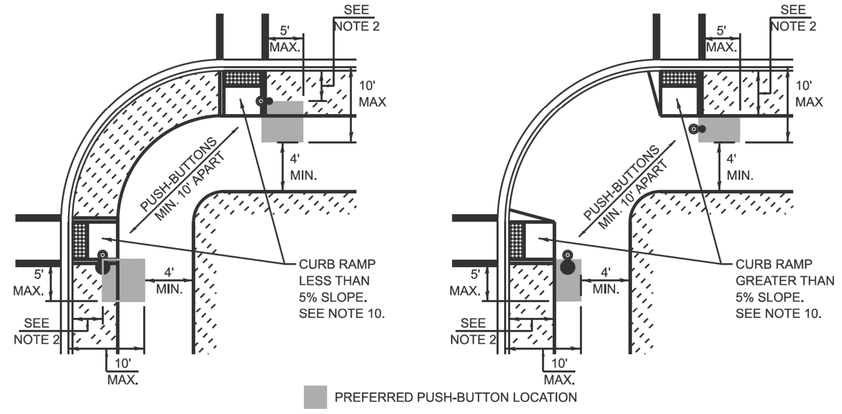
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PUSH-BUTTON LOCATIONS



TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
MAST ARM ASSEMBLY AND POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
SIGNAL POST	4'	SHOULDER WIDTH + 2', MINIMUM 10'
PEDESTRIAN SIGNAL POST	4'	4' - SEE NOTE 2
TEMPORARY WOOD POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
TRAFFIC SIGNAL CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3
SERVICE CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3

TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

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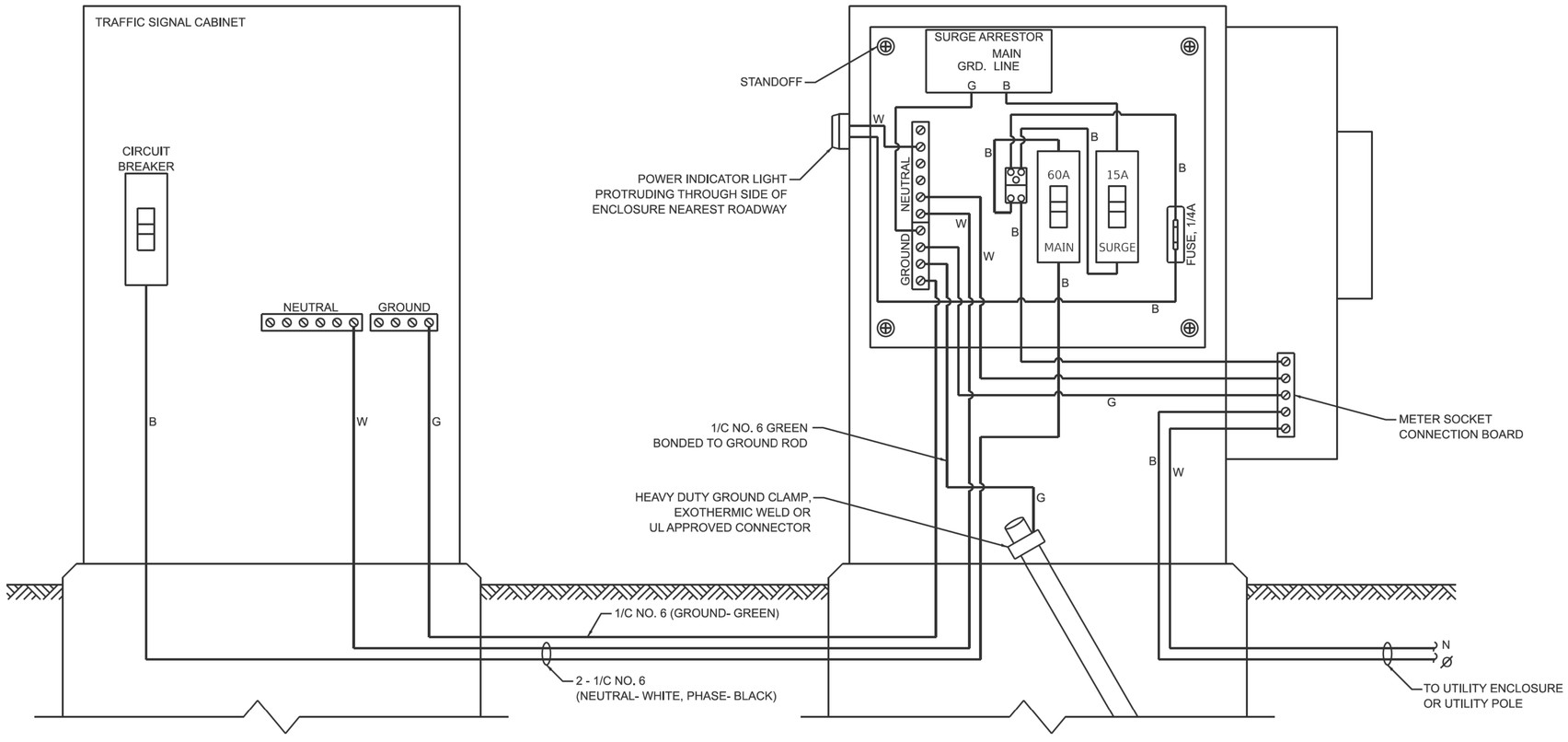
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

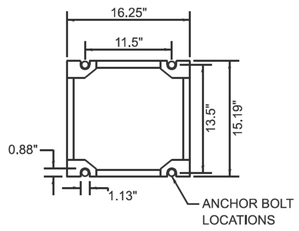
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	TS-01	CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			



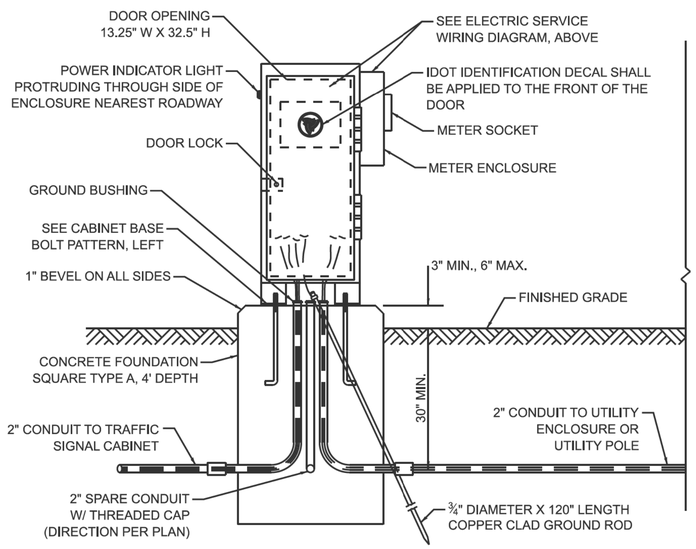
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

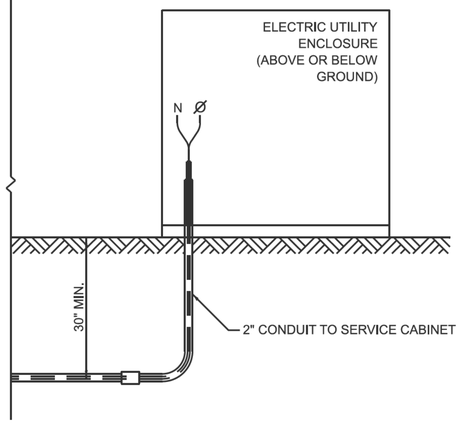
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
4. THE METER SOCKET IS TO BE PROVIDED BY THE CONTRACTOR. THE METER IS TO BE PROVIDED BY THE UTILITY COMPANY.



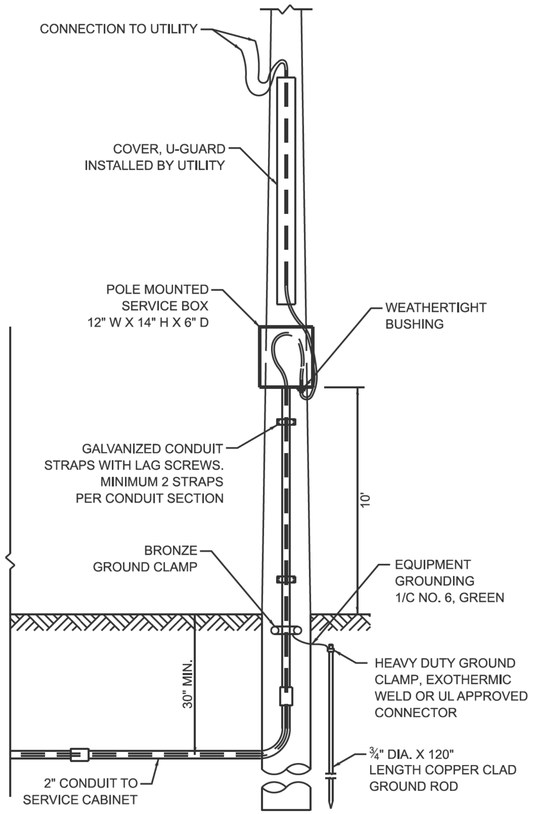
CABINET BASE BOLT PATTERN



SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CONNECTION TO UTILITY ENCLOSURE



CONNECTION TO UTILITY POLE

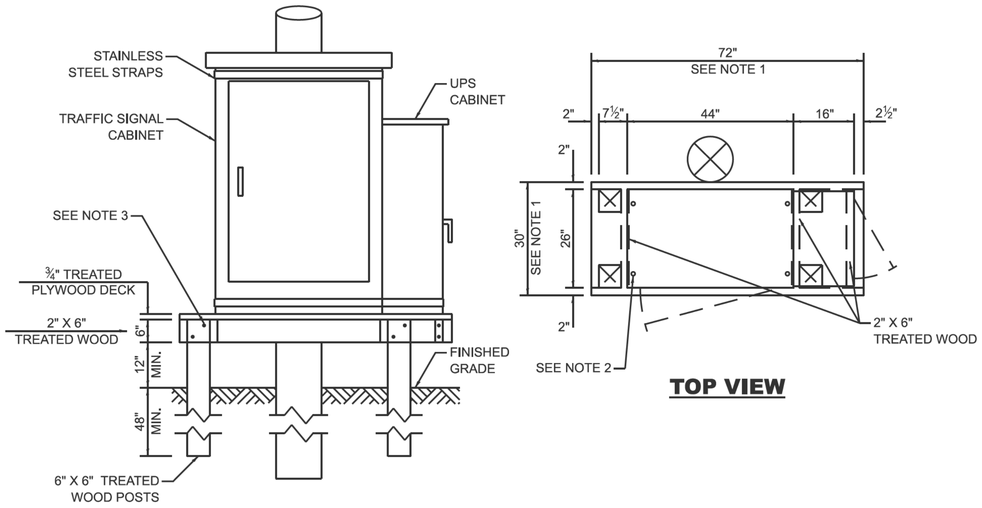
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DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 4 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BDR 25	COOK	$TOT	16
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	ILLINOIS FED. AID PROJECT			

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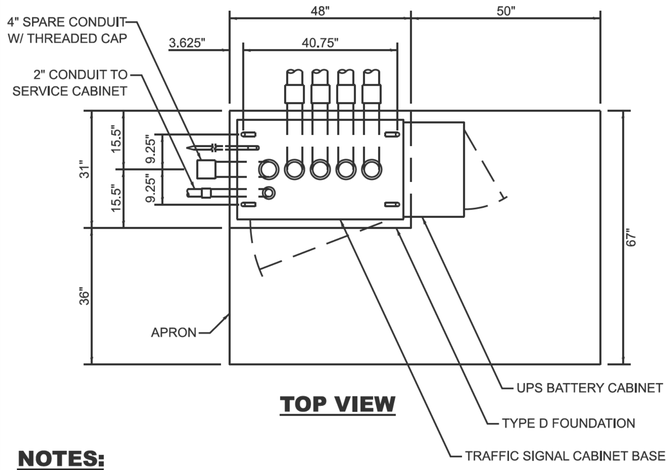


TOP VIEW

NOTES:

1. THE PLATFORM SIZE IS BASED ON A TRAFFIC SIGNAL CABINET TYPE IV WITH BASE DIMENSIONS OF 26" X 44" AND UNINTERRUPTABLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" X 25". ADJUST THE PLATFORM SIZE TO FIT THE BASE DIMENSIONS OF THE CABINET SUPPLIED.
2. DRILLED HOLES THROUGH THE PLATFORM ARE TO MATCH THE TRAFFIC SIGNAL CABINET BOLT TEMPLATE. THE CABINET SHALL BE FASTENED TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS, AND NUTS.
3. ALL WOOD SUPPORT FRAMING SHALL BE FASTENED TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

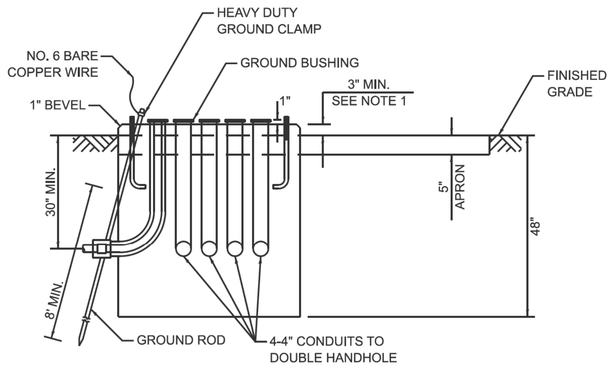
TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM



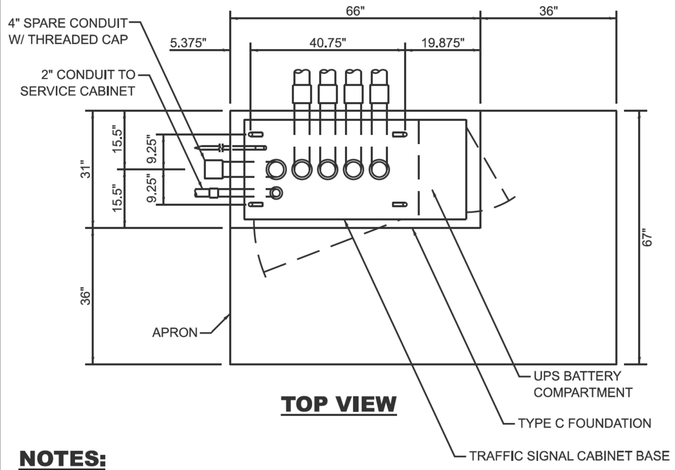
TOP VIEW

NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



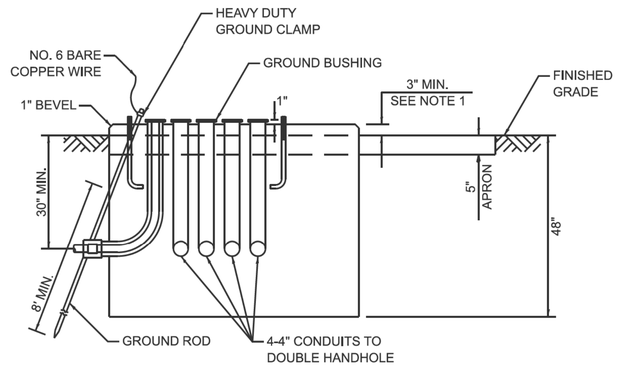
TYPE D FOUNDATION TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET



TOP VIEW

NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



TYPE C FOUNDATION SUPER P AND SUPER R TRAFFIC SIGNAL CABINETS

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
LESS THAN 30'	10'	30"	24"	8	#6
GREATER THAN OR EQUAL TO 30' AND LESS THAN 40'	13.5'	30"	24"	8	#6
	11'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 40' AND LESS THAN 50'	13'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 50' AND UP TO 55'	15'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 56' AND LESS THAN 65'	21'	42"	36"	16	#8
GREATER THAN OR EQUAL TO 65' AND UP TO 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FOUNDATION	DEPTH
TYPE A - SIGNAL POST, SERVICE CABINET	4'
TYPE C - TRAFFIC SIGNAL CABINET WITH UPS	4'
TYPE D - TRAFFIC SIGNAL CABINET	4'

DEPTH OF FOUNDATIONS TYPES A, C & D

TYPE E FOUNDATION NOTES:

1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASE BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.

VERTICAL CABLE	LENGTH
MAST ARM MOUNTED SIGNAL HEAD (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20'+L
BRACKET MOUNTED SIGNAL HEAD (MAST ARM POLE OR SIGNAL POLE)	13'
PEDESTRIAN SIGNAL HEAD	10'
PEDESTRIAN PUSH BUTTON	6'
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5'
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5'
SERVICE INSTALLATION GROUND MOUNT	6'
FOUNDATION (SIGNAL POST, MAST ARM, TRAFFIC SIGNAL CABINET, SERVICE CABINET)	3'

VERTICAL CABLE LENGTH

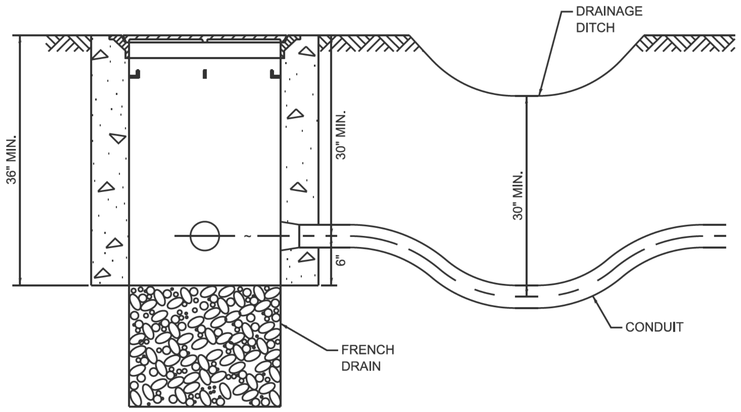
CABLE SLACK	LENGTH
HANDHOLE	6.5'
DOUBLE HANDHOLE	13'
SIGNAL POST	2'
MAST ARM	2'
TRAFFIC SIGNAL CABINET OR SERVICE CABINET	1.5'
FIBER OPTIC CABLE AT TRAFFIC SIGNAL CABINET	13'
GROUND CABLE AT SIGNAL POST, MAST ARM, OR CABINET	1.5'
GROUND CABLE AT HANDHOLE OR DOUBLE HANDHOLE	6.5'
GROUND CABLE BETWEEN HANDHOLE FRAME AND COVER	5'

CABLE SLACK LENGTH

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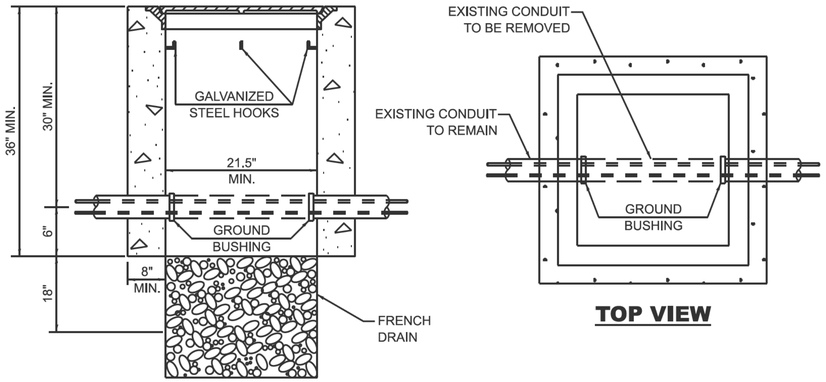
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344	(97B-R&0405-1)R)BJR, BDR 25	COOK	$TOT	17
	TS-01	CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. THE CONDUIT DEPTH SHALL BE A MINIMUM OF 30" BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND.
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH

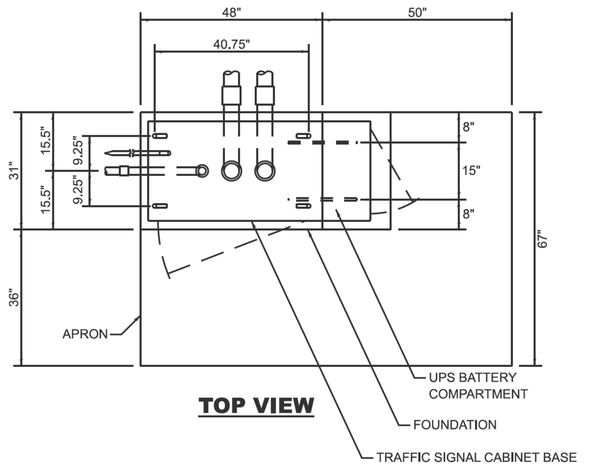


TOP VIEW

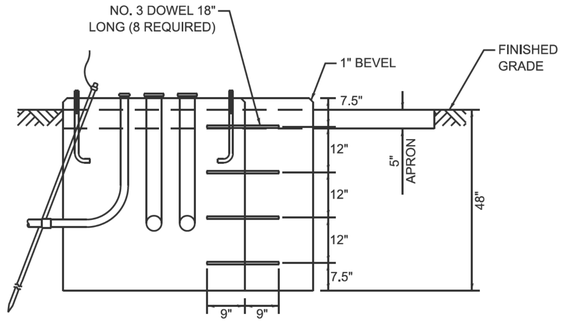
NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

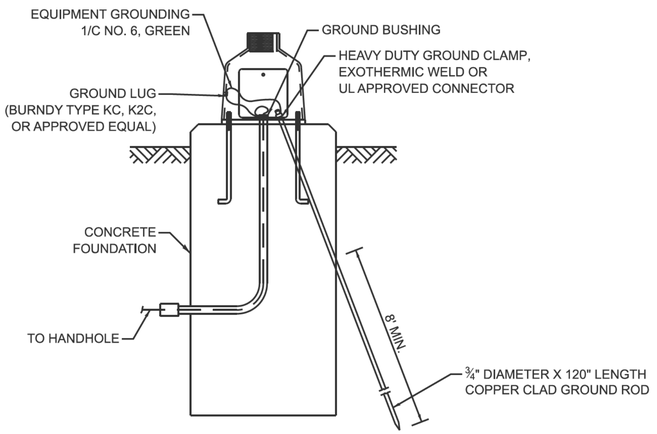
HANDHOLE TO INTERCEPT EXISTING CONDUIT



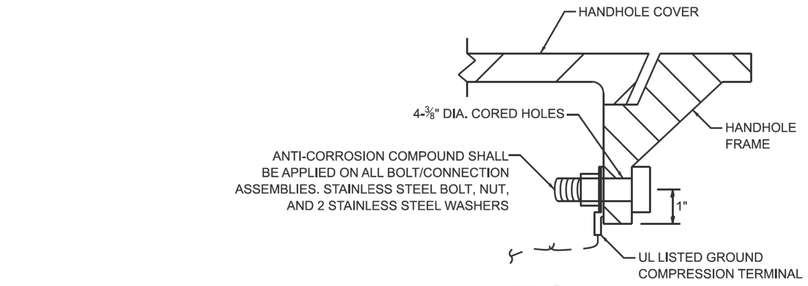
TOP VIEW



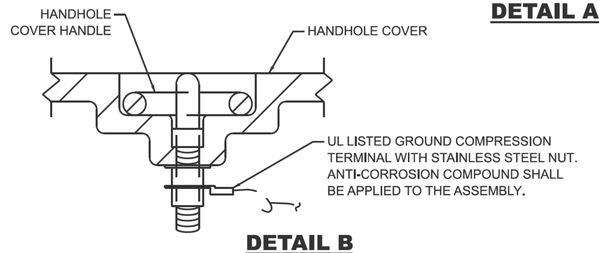
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



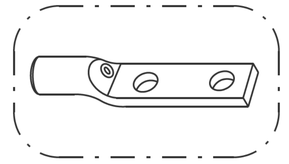
MAST ARM / POST GROUNDING DETAIL



DETAIL A



DETAIL B



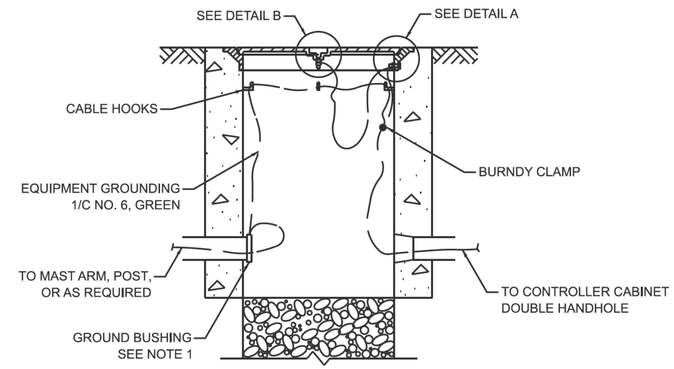
HEAVY-DUTY COMPRESSION TERMINAL
(BURNDY TYPE YGHA OR APPROVED EQUAL)



¾" HEAVY-DUTY GROUND ROD CLAMP
BRONZE OR COPPER, UL APPROVED
(BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDED.
2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES.
   6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES.
   5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.



HANDHOLE GROUNDING DETAIL

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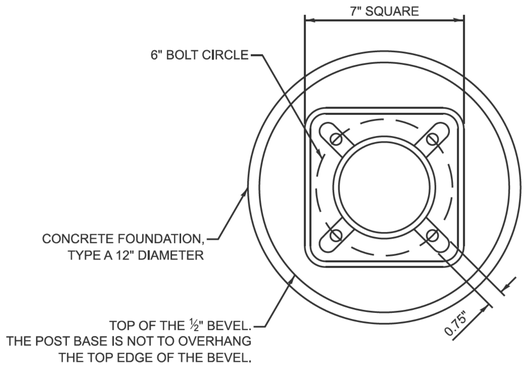
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 6 OF 7 SHEETS | STA. | TO STA.

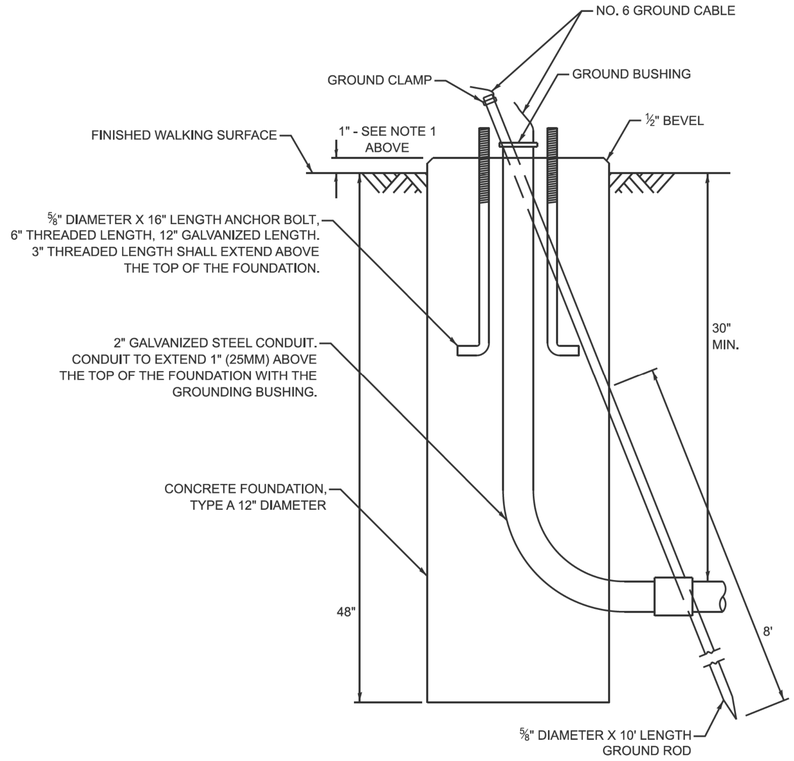
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344	(97B-R&0405-1)R)BJR, BDR 25	COOK	$TOT	18
	TS-01	CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	



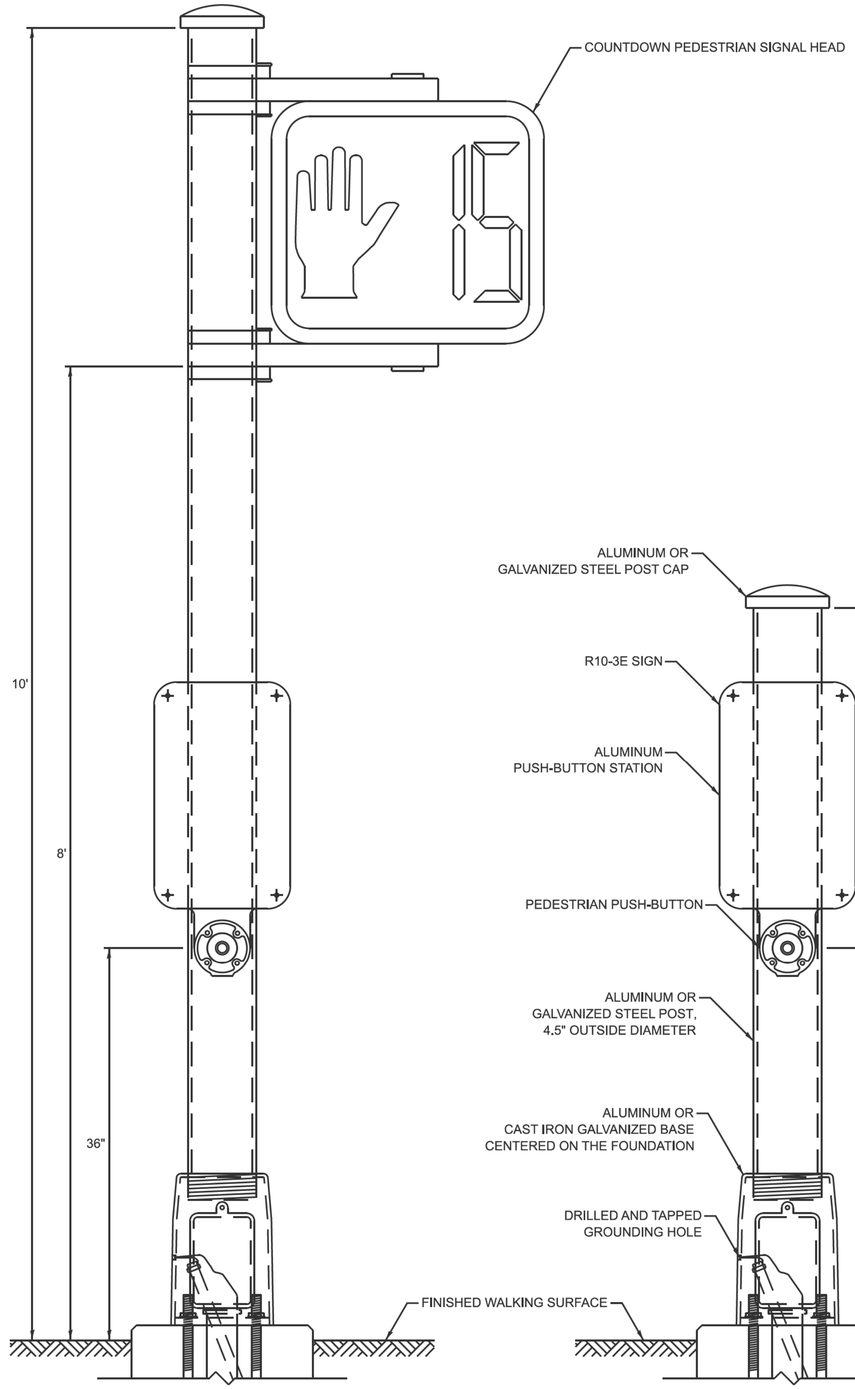
BOLT PATTERN

NOTES:

1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.

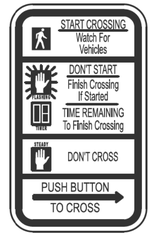


CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



W10-I101
18" X 24"

SIGN NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3E IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-I101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

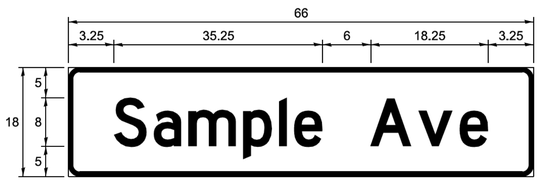
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

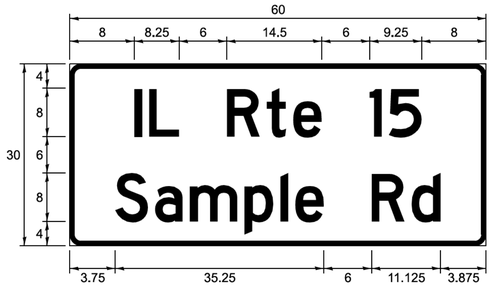
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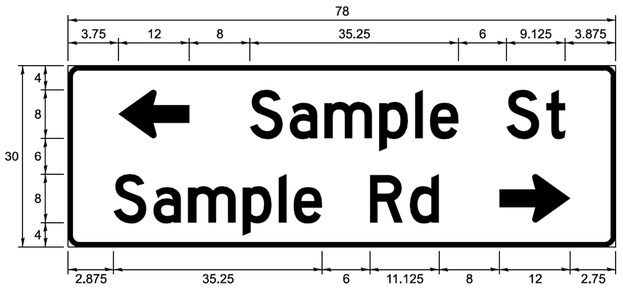
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344	(97B-R&0405-1)R)BJR, BDR 25	COOK	$TOT	19
	TS-01	CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			

SIGN PANEL - TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE







DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
C OR D	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS

NAME	ABBREVIATION	LENGTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15	18.25
BOULEVARD	Blvd	17.125	20
CIRCLE	Cir	11.125	13
COURT	Ct	8.25	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22
ILLINOIS	IL	7	8.25
LANE	Ln	9.125	10.75
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.75
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.5
STREET	St	8	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.75	9.125
UNITED STATES	US	10.375	12.25

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ONSTANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. THE SPACING BETWEEN THE LEFT OR RIGHT ARROW AND THE ADJACENT WORD SHOULD BE 8", BUT MAY BE REDUCED TO 6" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. THE PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE THE SERIES "D" ALPHABET ON A ONE-LINE SIGN THAT IS 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A ONE-LINE 8'-0" SIGN, A 30" HEIGHT TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION (I.E. STREET, AVENUE, ETC.) SHALL BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENTS AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC
  MIDLOTHIAN, VA
- WESTERN REMAC, INC.
  WOODRIDGE, IL

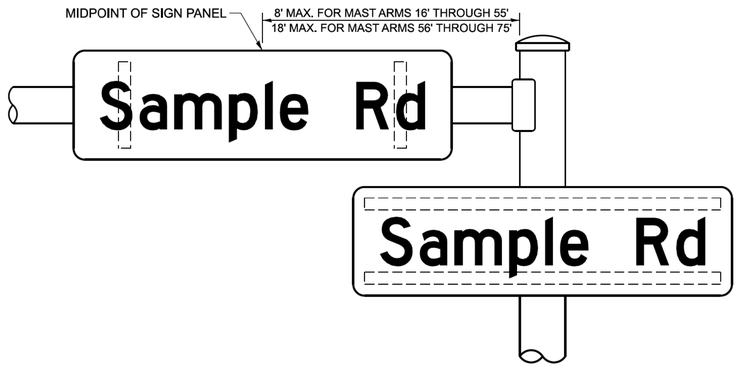
PARTS LISTING:

-SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
-SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
-BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

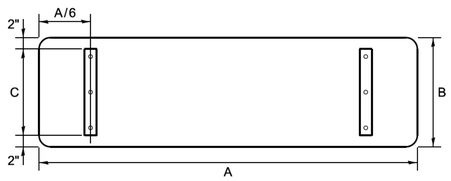
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATIONS

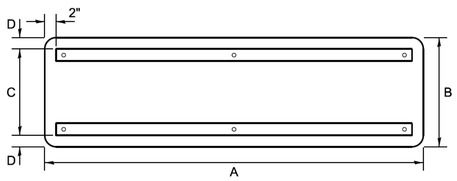
ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
VAR.	18"	14"
VAR.	30"	26"



A	B	C	D
VAR.	18"	12"	3"
VAR.	30"	22"	4"

STANDARD ALPHABETS SPACING CHART

MEASUREMENTS BASED ON 8" UPPER CASE LETTER HEIGHT

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

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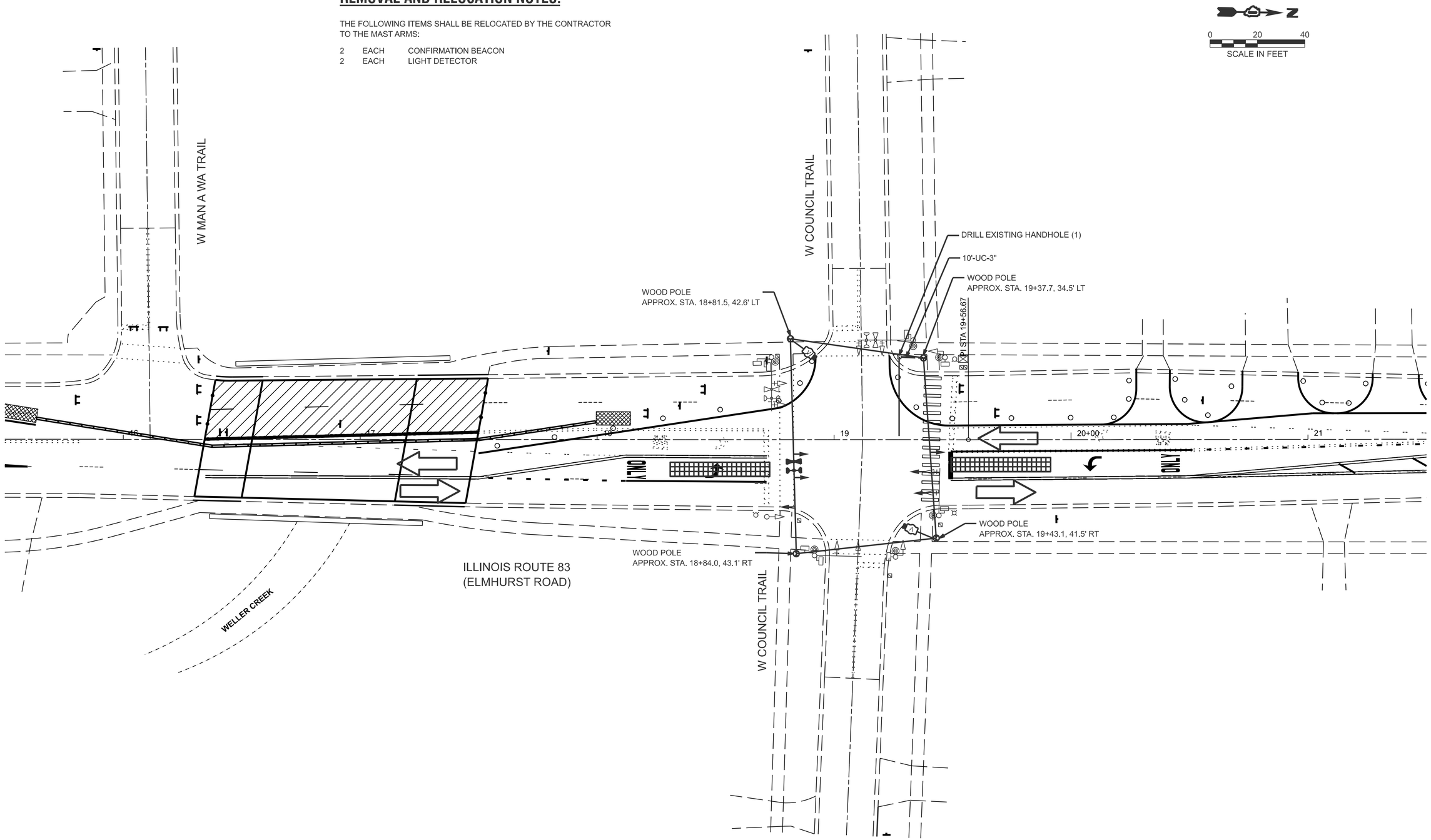
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	TS-02	CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

TS-02.dgn 12/16/2025 2:25:31 PM User=lawrence.demanche

REMOVAL AND RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE RELOCATED BY THE CONTRACTOR TO THE MAST ARMS:

2	EACH	CONFIRMATION BEACON
2	EACH	LIGHT DETECTOR



TS 9665
ECON 196

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EPSTEIN

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	DRAWN - SP	REVISED -	
	CHECKED - JRK	REVISED -	
PLOT DATE = 9/3/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN - STAGE 1
IL RTE 83 (ELMHURST RD) AT COUNCIL TRAIL

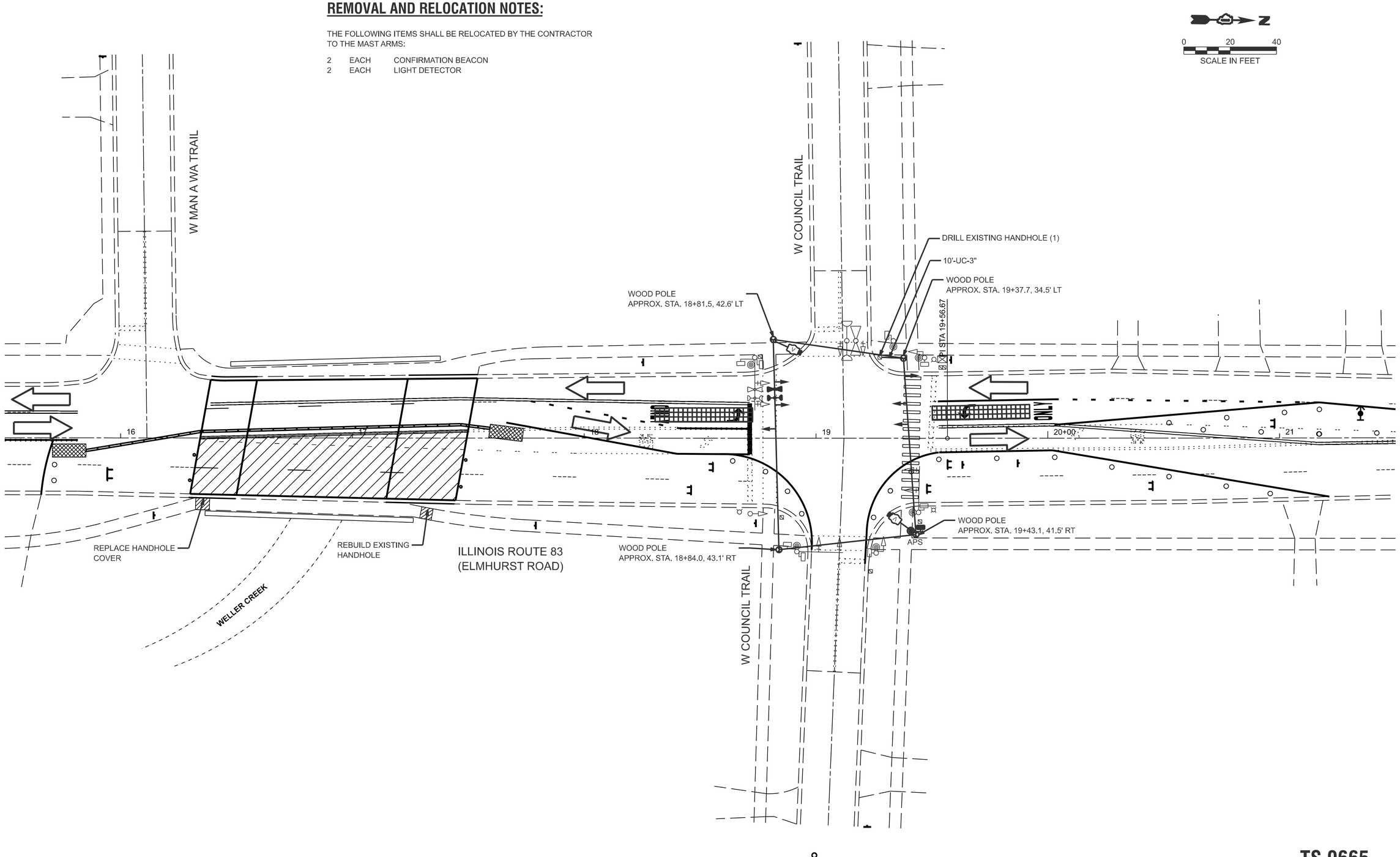
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)RBJR, BD	COOK	51	21
		CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

REMOVAL AND RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE RELOCATED BY THE CONTRACTOR TO THE MAST ARMS:

2	EACH	CONFIRMATION BEACON
2	EACH	LIGHT DETECTOR



TS 9665
ECON 196

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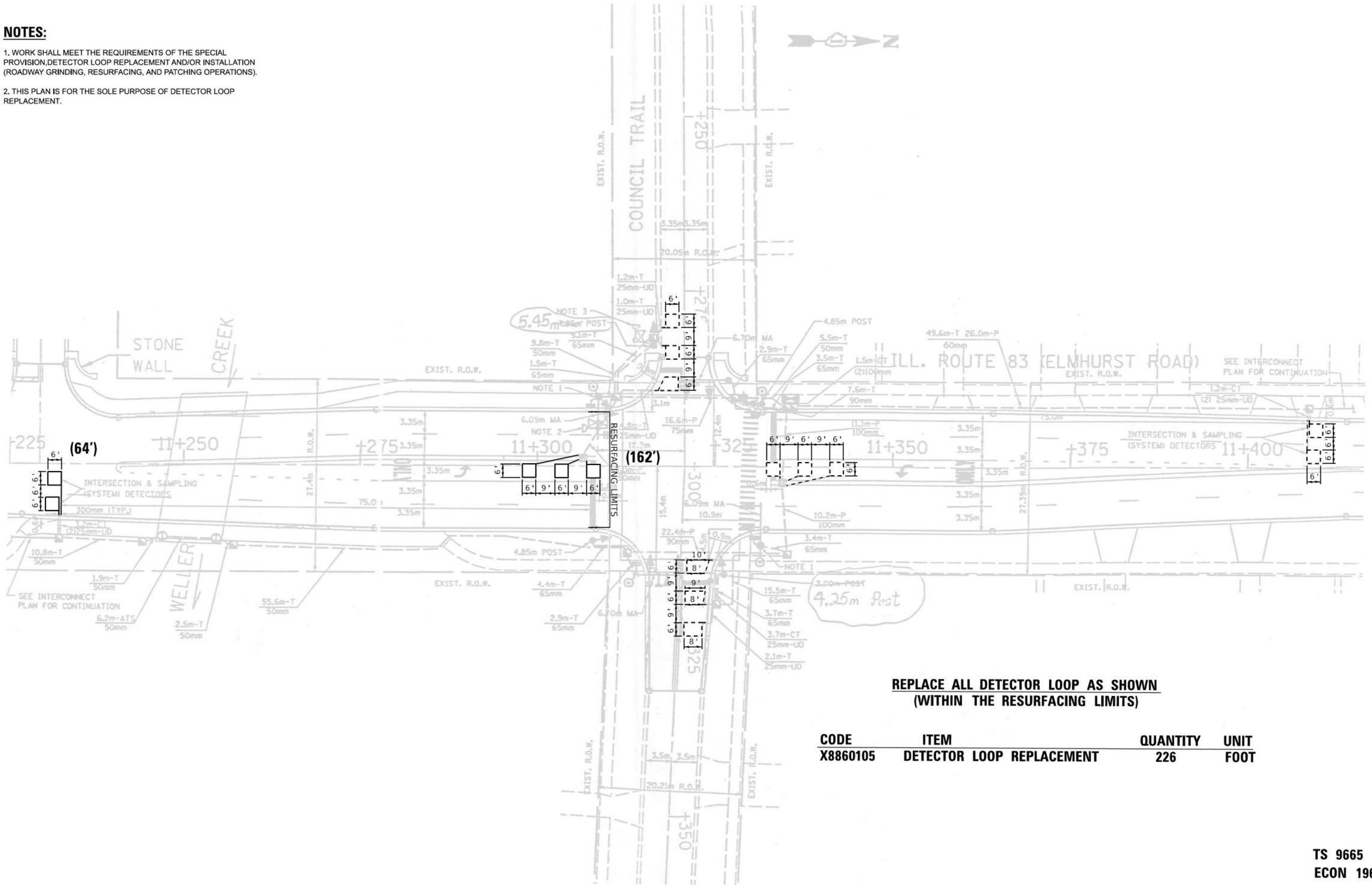
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	DRAWN - SP	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**IL RTE 83 (ELMHURST RD) AT COUNCIL TRAIL**
	CHECKED - JRK	REVISED -		SCALE: 1"=20' SHEET 2 OF 2 SHEETS STA. 15+50.00 TO STA. 21+50.00
PLOT DATE = 9/3/2026	DATE -	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)RJBR, BD	COOK	51	22
		CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION,DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).

2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



REPLACE ALL DETECTOR LOOP AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	226	FOOT

TS 9665
ECON 196

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EPSTEIN

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	DRAWN - SS	REVISED -	
	CHECKED - NJB	REVISED -	
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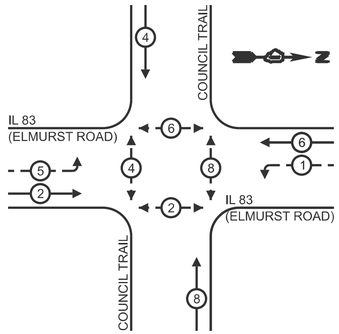
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL RTE 83 (ELMHURST RD) AT COUNCIL TRAIL

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	22A
		CONTRACT NO. 80C75		
	ILLINOIS FED. AID PROJECT			

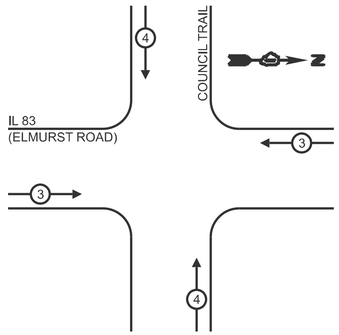
TEMPORARY CONTROLLER PHASE DIAGRAM

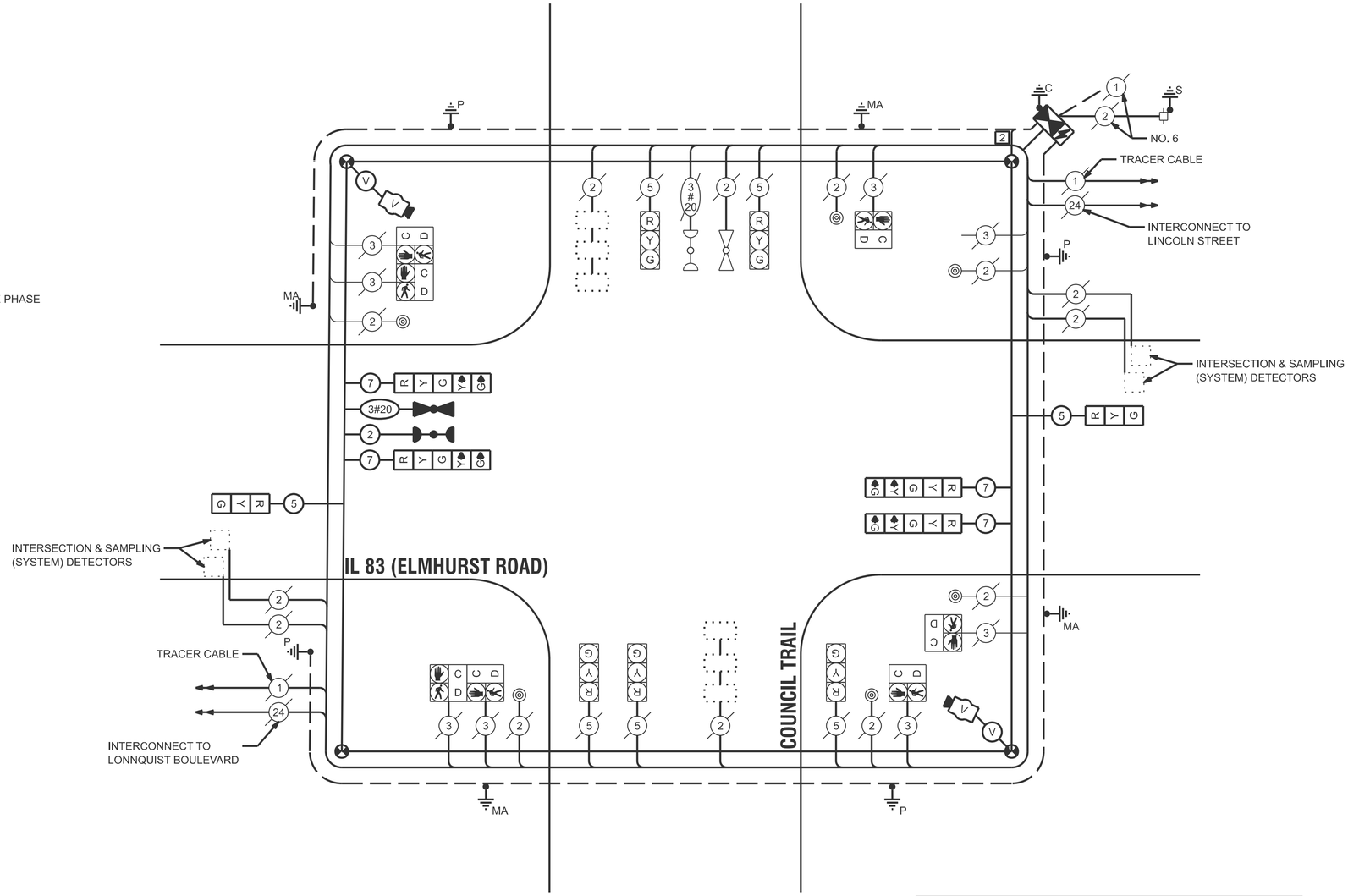


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMISSIVE PHASE
- PEDESTRIAN PHASE

TEMPORARY EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM





TEMPORARY CABLE PLAN

(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRIC SERVICE REQUIREMENTS

EQUIPMENT TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	1 OR 3-SECTION	7	11	77
	4-SECTION	-	-	-
	5-SECTION	4	13	52
PROGRAMMABLE	3-SECTION	-	-	-
	4-SECTION	-	-	-
	5-SECTION	-	-	-
PEDESTRIAN SIGNAL		8	25	200
CONTROLLER		1	100	100
MASTER CONTROLLER		-	-	-
UPS		1	25	25
DETECTION	VIDEO	2	20	40
BLANK-OUT SIGN		-	-	-
NETWORK SWITCH	II OR III	-	-	-
CELLULAR MODEM		-	-	-
PTZ CAMERA		-	-	-
	TOTAL UPS SIZING			494
UPS CHARGING		-	-	-
BATTERY HEATER MAT		-	-	-
CABINET HEATER		-	-	-
FLASHER		-	-	-
LED STREET NAME SIGN		-	-	-
LUMINAIRE		-	-	-
	TOTAL SERVICE WIRE SIZING			-

ENERGY COSTS TO:
VILLAGE OF MOUNT PROSPECT
50 SOUTH EMERSON STREET
MOUNT PROSPECT, ILLINOIS 60056

ENERGY SUPPLY: CONTACT: DAVE SCHACHT
PHONE: (630) 437-2129
COMPANY: COMED
ACCOUNT NUMBER: —
METER NUMBER: —

CONSTRUCTION STAGES 1 AND 2

UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	10
DRILL EXISTING HANDHOLE	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2
REBUILD EXISTING HANDHOLE	EACH	2
ROD AND CLEAN EXISTING CONDUIT	FOOT	29
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
DETECTOR LOOP REPLACEMENT	FOOT	226

NOTES:

1. THE CONTRACTOR SHALL BAG CONFLICTING TRAFFIC SIGNAL HEADS WHILE TEMPORARY TRAFFIC SIGNAL IS OPERATIONAL.
2. THE TRAFFIC SIGNAL SHALL BE CONNECTED TO THE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET FOR OPERATION OF THE TEMPORARY SIGNALS.

TS 9665
ECON 196

MODEL: TRF Cable - 1 [Sheet]
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	CHECKED - JRK	REVISED -	
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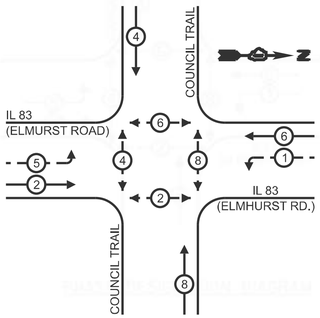
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 83 (ELMHURST RD) AT COUNCIL TRAIL

SCALE: | SHEET 1 OF 1 SHEETS | STA. 5+50.00 | TO STA. 11+50.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	23
		CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

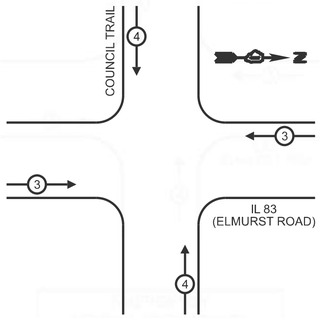
EXISTING CONTROLLER PHASE DIAGRAM

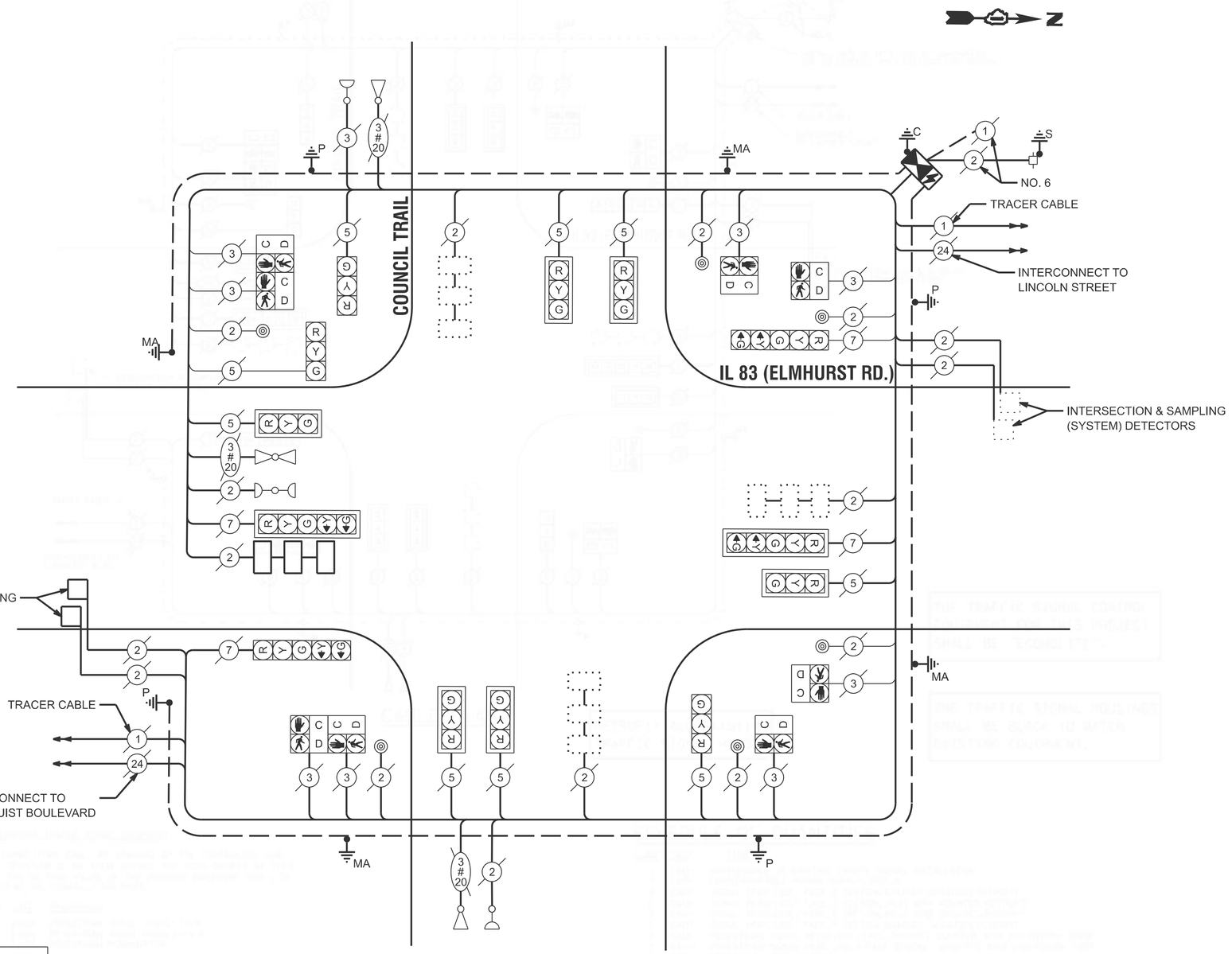


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMISSIVE PHASE
- PEDESTRIAN PHASE

EXISTING EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM





CABLE PLAN

TRAFFIC SIGNAL ELECTRIC SERVICE REQUIREMENTS

EQUIPMENT TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	1 OR 3-SECTION	9	11	77
	4-SECTION	-	-	-
	5-SECTION	4	13	52
PROGRAMMABLE	3-SECTION	-	-	-
	4-SECTION	-	-	-
	5-SECTION	-	-	-
PEDESTRIAN SIGNAL		8	25	200
CONTROLLER		1	100	100
MASTER CONTROLLER		-	-	-
UPS		1	25	25
DETECTION	VIDEO	-	-	40
BLANK-OUT SIGN		-	-	-
NETWORK SWITCH	II OR III	-	-	-
CELLULAR MODEM		-	-	-
PTZ CAMERA		-	-	-
	TOTAL UPS SIZING			494
UPS CHARGING		-	-	-
BATTERY HEATER MAT		-	-	-
CABINET HEATER		-	-	-
FLASHER		-	-	-
LED STREET NAME SIGN		-	-	-
LUMINAIRE		-	-	-
	TOTAL SERVICE WIRE SIZING			-

ENERGY COSTS TO:
VILLAGE OF MOUNT PROSPECT
50 SOUTH EMERSON STREET
MOUNT PROSPECT, ILLINOIS 60056

ENERGY SUPPLY: CONTACT: DAVE SCHACHT
PHONE: (630) 437-2129
COMPANY: COMED
ACCOUNT NUMBER: ---
METER NUMBER: ---

TS 9665
ECON 196

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 83 (ELMHURST RD) AT COUNCIL TRAIL

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	((97B-R&0405-1)R)BJR, BD	COOK	51	24
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

Benchmark: Cut "□" on South end of downstream sidewalk above south abutment of Elmhurst Road bridge over Weller Creek. Elev. 661.65

Existing Structure: The existing structure SN. 016-2666 was built in 1922 and replaced in 2000. The structure has a back-to-back abutment length of 65.10 ft. and an out-to-out width that varies from 65.57 ft. to 69.18 ft. The superstructure consists of a 7½ in. thick reinforced concrete deck and is supported by W33 steel beams on integral abutments.

Traffic: The work shall be done utilizing Stage Construction. One lane of traffic in each direction shall be maintained at all times.

Salvage: None

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

DESIGN STRESSES

EXISTING FIELD UNITS

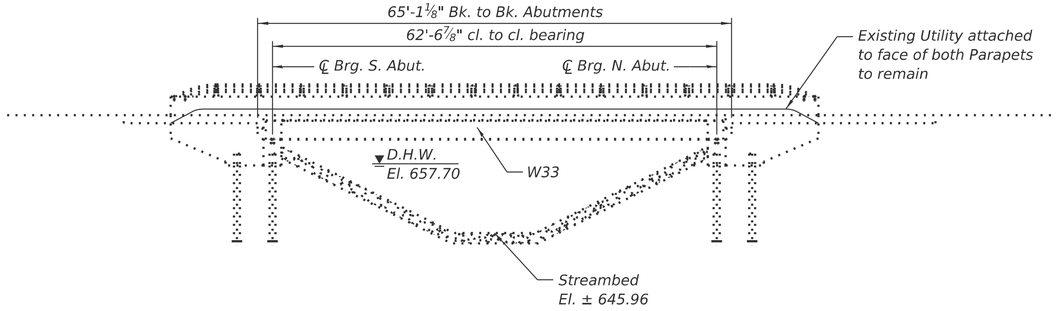
f 'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (structural steel)(M270 Grade 36)
fy = 50,000 psi (structural steel)(M270 Grade 50)

PROPOSED FIELD UNITS

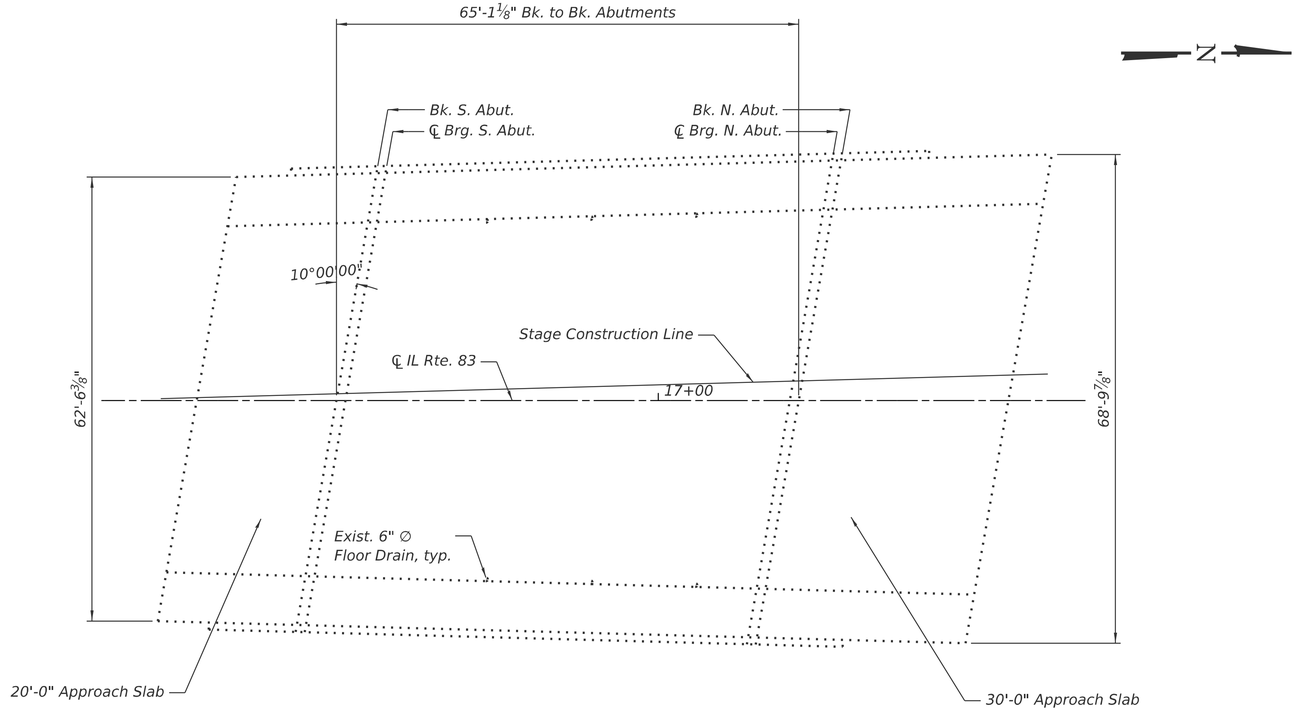
f 'c = 4,000 psi (Superstructure)
f 'c = 3,500 psi (Substructure)
fy = 60,000 psi (Reinforcement)

SCOPE OF WORK

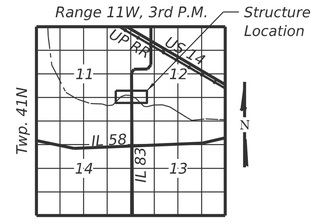
1. *Repair and overlay of the bridge deck and approach slabs*
2. *Apply concrete sealer to existing surface of sidewalk and top/inside surface of existing parapets*
3. *Clean and reseal relief joints*
4. *Apply protective coat to the top surface of deck*



ELEVATION



PLAN



LOCATION SKETCH

TIMOTHY C. GAL
081-006644
LICENSED STRUCTURAL ENGINEER
STATE OF ILLINOIS

Expires: 11/30/2026
Date: 7/27/2026

GENERAL PLAN AND ELEVATION
F.A.P. RTE. 344 (IL RTE. 83)
OVER WELLER CREEK
SECTION ((97B-R&0405-1)R)BJR, BDR 25
COOK COUNTY
STATION 16+87.22
STRUCTURE NO. 016-2666

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 016-2666
SHEET S-1 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	25
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars designated (E) shall be epoxy coated.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.

Protective Coat shall be applied to the top of deck.

A film forming Concrete Sealer shall be applied to existing surface of sidewalk and top/inside surface of existing parapets.

INDEX OF SHEETS

S-1	General Plan and Elevation
S-2	General Data
S-3	Stage Construction and Deck Sections
S-4	Temporary Concrete Barrier
S-5	Deck Plan
S-6	Approach Plan
S-7	Select Existing Plans - 1
S-8	Select Existing Plans - 2
S-9	Select Existing Plans - 3
S-10	Select Existing Plans - 4
S-11	Select Existing Plans - 5
S-12	Select Existing Plans - 6
S-13	Select Existing Plans - 7
S-14	Select Existing Plans - 8
S-15	Select Existing Plans - 9
S-16	Select Existing Plans - 10
S-17	Select Existing Plans - 11
S-18	Select Existing Plans - 12
S-19	Select Existing Plans - 13
S-20	Select Existing Plans - 14

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Bituminous Materials (Tack Coat)	Pound	170		170
Hot-Mix Asphalt Surface Course, IL9.5, Mix "D", N70	Ton	43		43
Bridge Deck Grooving	Sq. Yd.	359		359
Protective Coat	Sq. Yd.	488		488
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	2		2
Bridge Deck Latex Concrete Overlay, 2½"	Sq. Yd.	380		380
Bridge Deck Scarification, ¾"	Sq. Yd.	380		380
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	6		6
Concrete Sealer	Sq. Ft.	1,237		1,237
Clean and Reseal Relief Joint	Foot	106		106
Floor Drains to be Cleaned	Each	6		6
Approach Slab Repair (Partial Depth)	Sq. Yd.	2		2
Concrete Pavement Scarification	Sq. Yd.	295		295
Polymer Concrete	Cu. ft.	5.5		5.5

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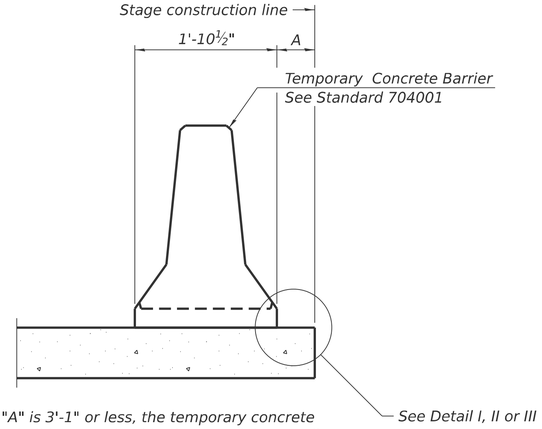
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

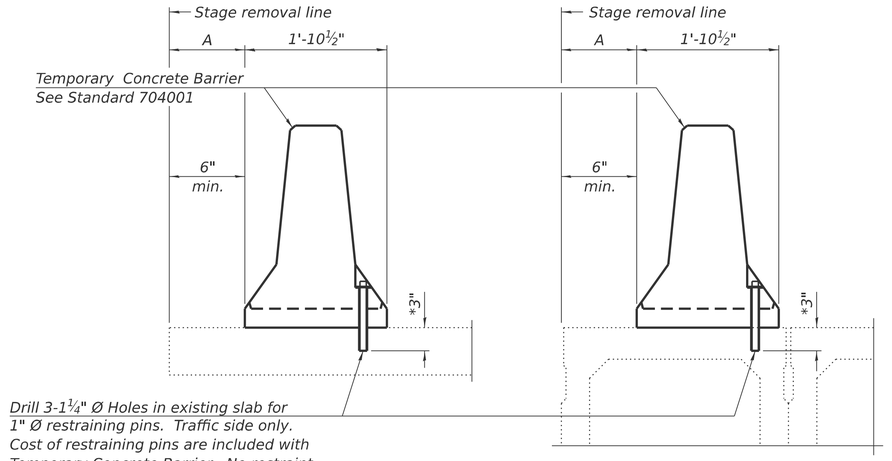
GENERAL DATA
STRUCTURE NO. 016-2666
SHEET S-2 OF S-20 SHEETS

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		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



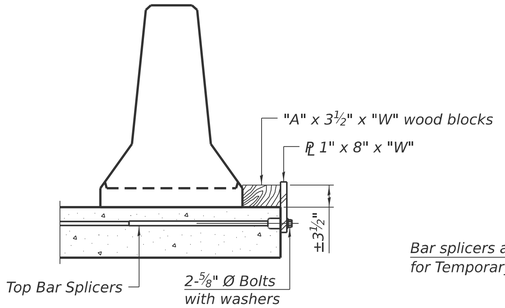
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

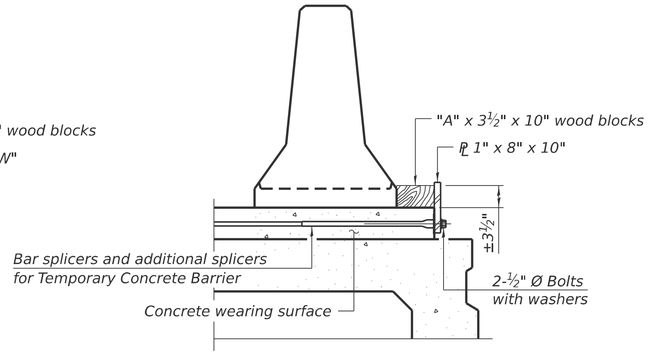
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

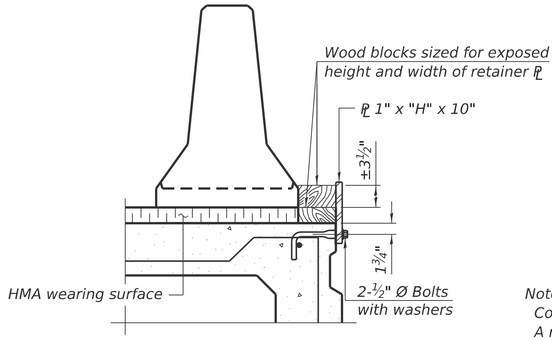
SECTIONS THRU SLAB OR DECK BEAM



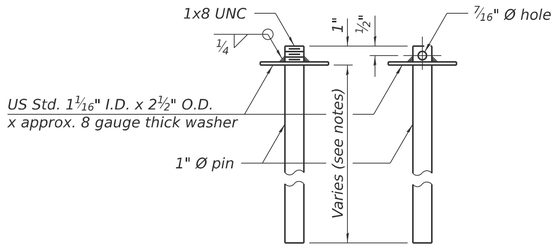
DETAIL I



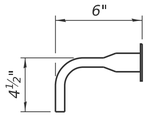
DETAIL II



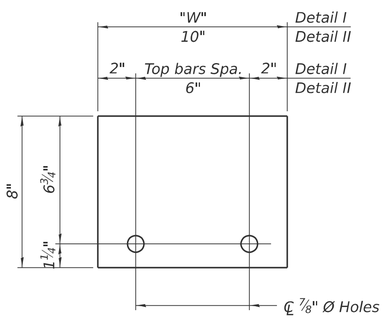
DETAIL III



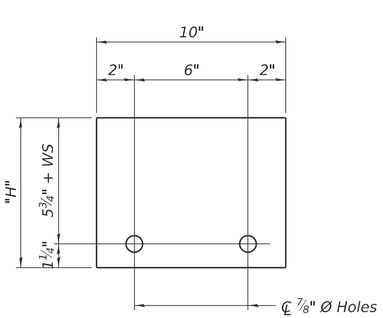
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER ℄ 1" x "H" x 10"
(Detail III)

Notes:
Cost of retainer assembly is included with Temporary Concrete Barrier.
A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

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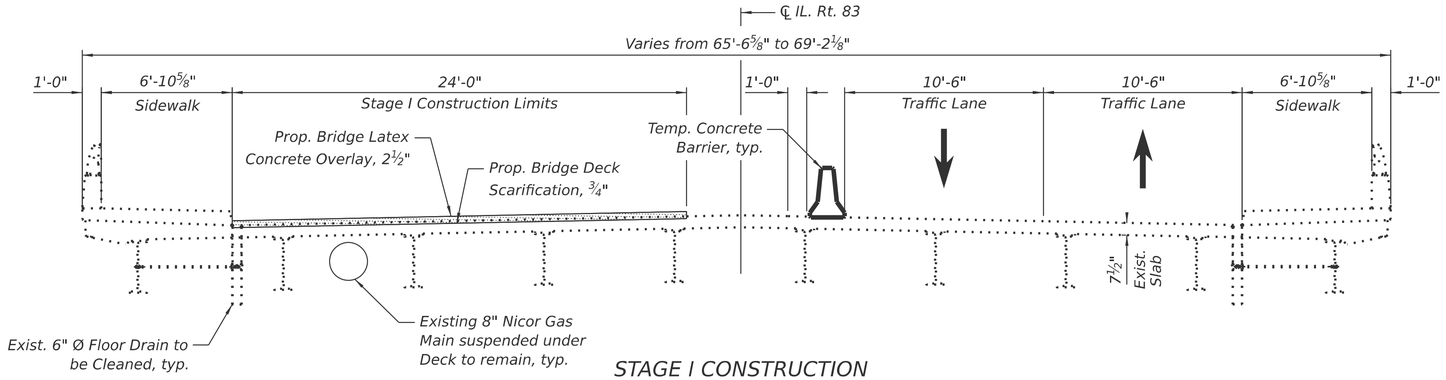
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

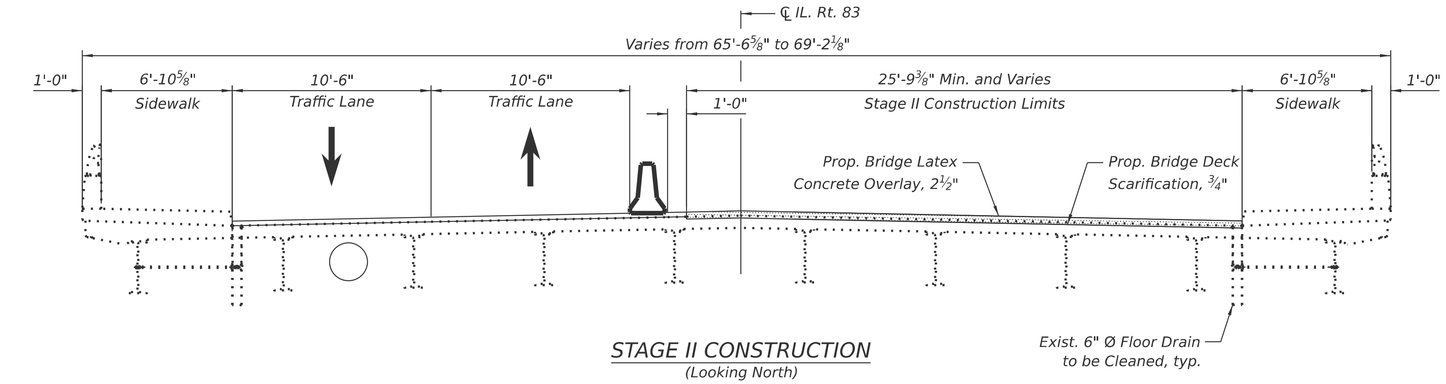
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 016-2666
SHEET S-4 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		



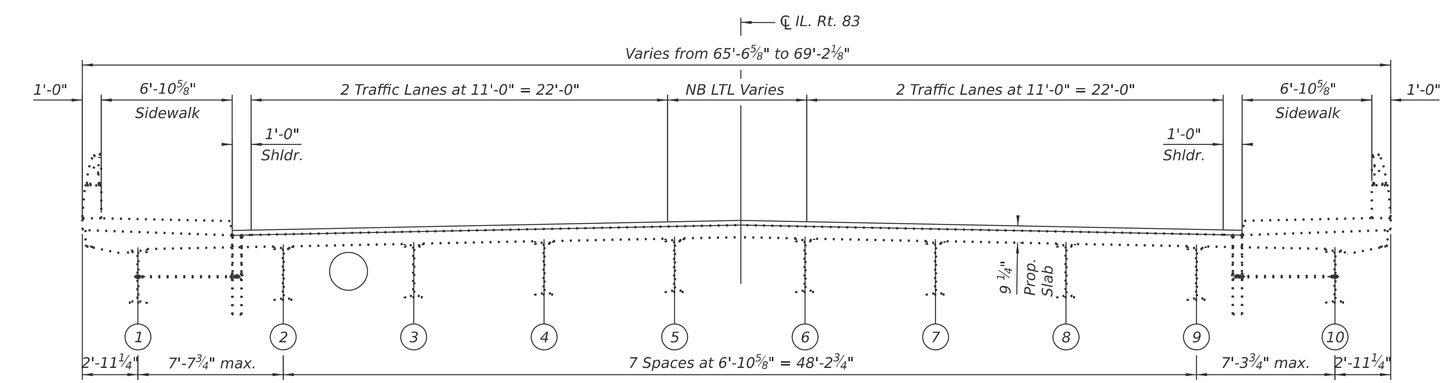
STAGE I CONSTRUCTION

(Looking North)



STAGE II CONSTRUCTION

(Looking North)



FINAL CROSS SECTION

(Looking North)

STAGE CONSTRUCTION NOTES

1. Install temporary concrete barrier as shown at each stage.
2. Perform Raised Reflective Pavement Marker Removal at bridge deck and approach slabs
3. Scarify ¾" from bridge deck as shown at each stage.
4. Perform partial and full depth bridge deck repairs at location shown on sheet 29.
5. Perform partial and full depth approach slab repairs at location shown on sheet 30.
6. Construct portion of the approach slab butt joints.
7. Apply 2½" bridge deck latex concrete overlay to bridge deck.
8. Perform bridge deck grooving for the latex overlay.
9. Apply protective coat to the latex overlay.

LEGEND

Bridge Latex Concrete Overlay, 2½"
Bridge Deck Scarification, ¾"

Notes:
Contractor to protect pedestrians and bicyclists on sidewalk at location of parapet repair.
For Bill of Materials see sheet 26 .
For maintenance of traffic notes see sheet 8 .

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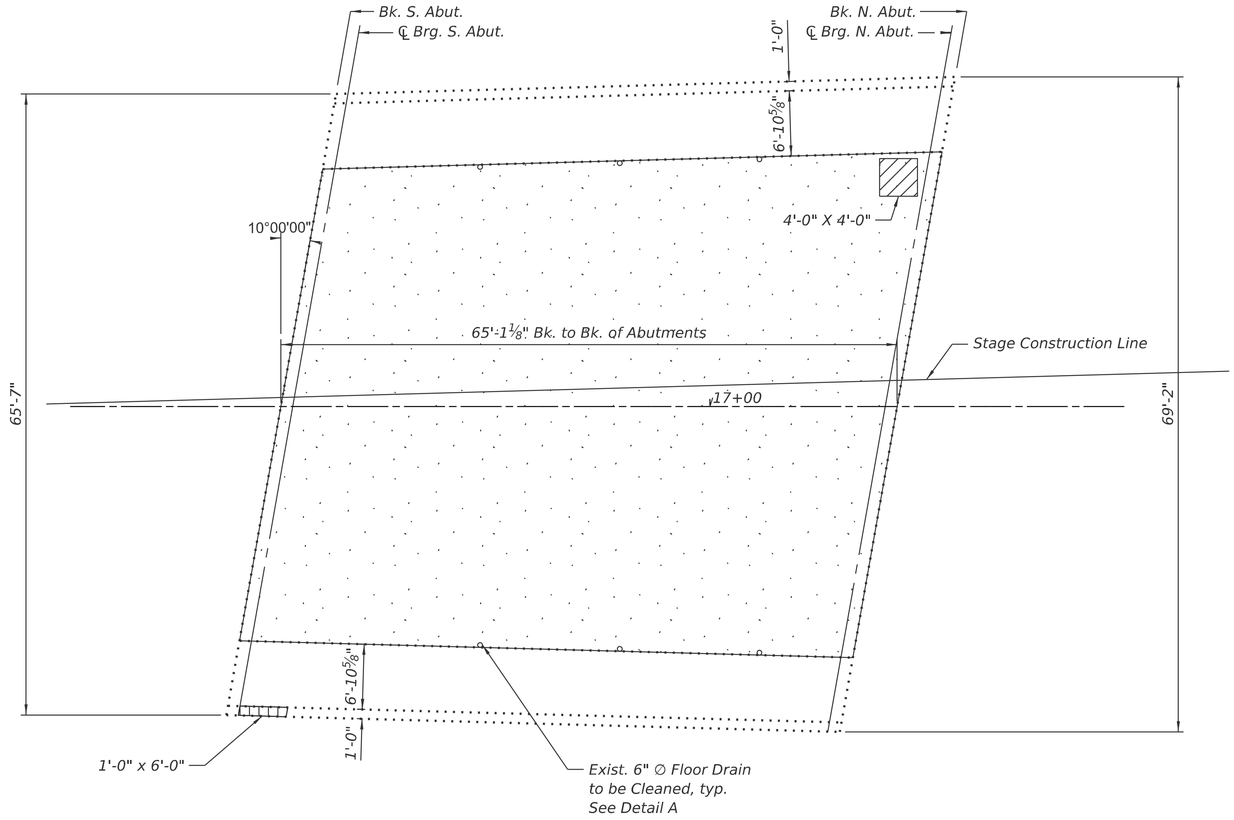
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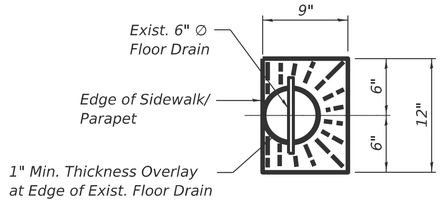
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND DECK SECTIONS
STRUCTURE NO. 016-2666
SHEET S-3 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)RJBR, BD	COOK	51	28
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		



PLAN



DETAIL A
FLOOR DRAIN

Notes:
All floor drains must be protected during deck scarification and latex overlay placement.
Use of hand tools is required while working around floor drain.
The cost is included in Bridge Deck Latex Concrete Overlay, 2½".

Notes:
Area of deck repairs shown are estimated. Actual type, location and dimensions are to be determined by the Engineer.
Protective coat shall be applied to the top surface of the deck latex overlay.
The Engineer shall show actual locations and size of deck repairs on As-built Plans.
Areas of Deck Slab Repair (Partial Depth) are provide for information only and shall be included in the cost of Bridge Deck Latex Concrete Overly, 2½".
Perform Raised Reflective Pavement Marker Removal. Any partial deck repaires required due to removal of existing raised reflective pavement markers shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2½".

LEGEND

- Deck Slab Repair (Full Depth, Type II)
- Structural Repair of Concrete (Depth equal to or less than 5 inches)
- Bridge Deck Latex Concrete Overlay, 2½"
  Bridge Deck Scarification, ¾"

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	2
Bridge Deck Latex Concrete Overlay, 2½"	Sq. Yd.	380
Bridge Deck Scarification, ¾"	Sq. Yd.	380
Structural Repair of Concrete (Depth equal to or less than 5 inches)	Sq. Ft.	6

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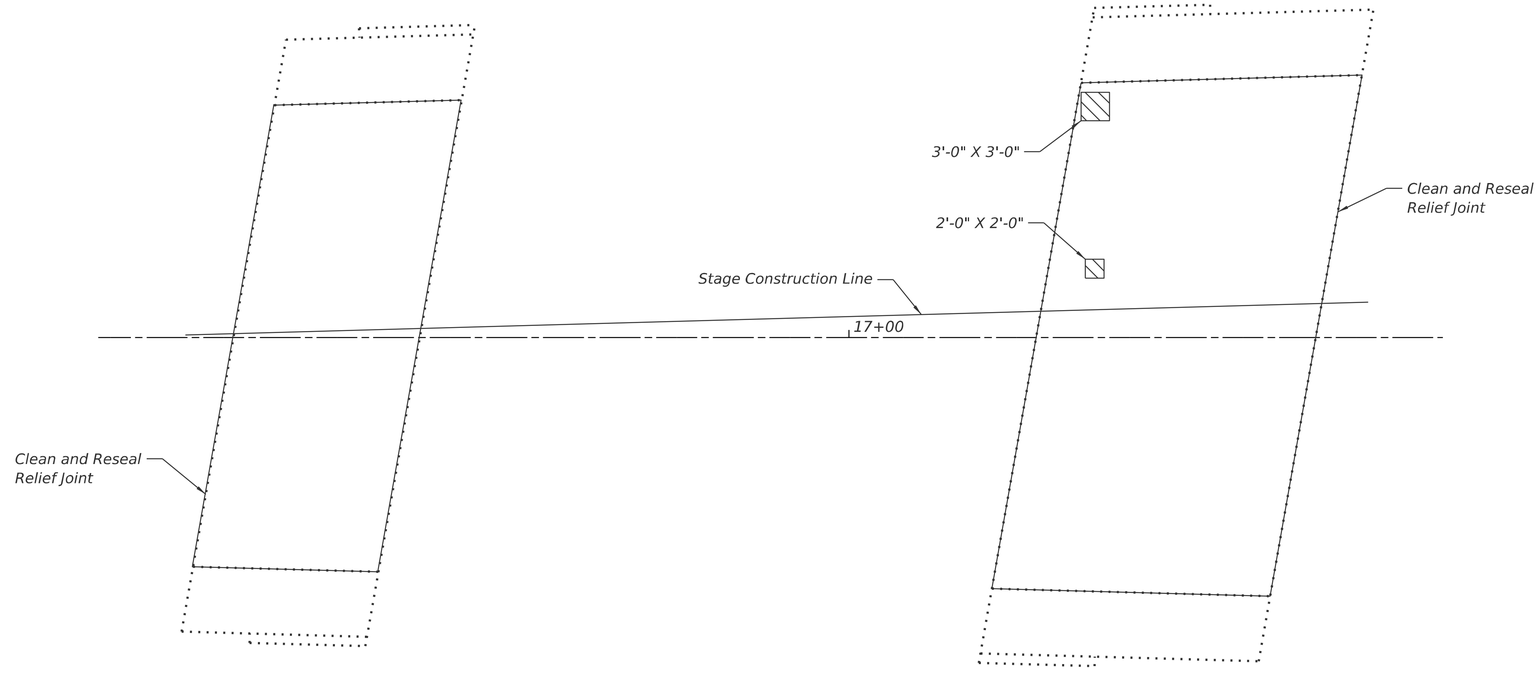
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	CHECKED - TCG	REVISED -	
PLOT SCALE =	DRAWN - KC	REVISED -	
PLOT DATE =	CHECKED - TCG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN
STRUCTURE NO. 016-2666
SHEET S-5 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)RJBR, BD	COOK	51	29
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

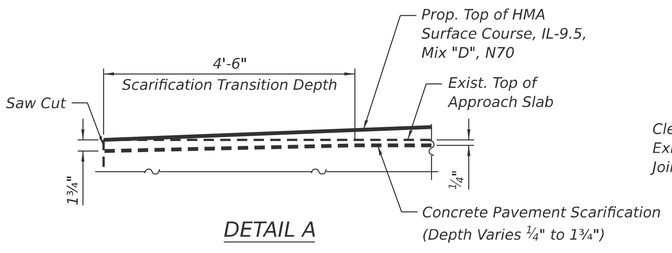


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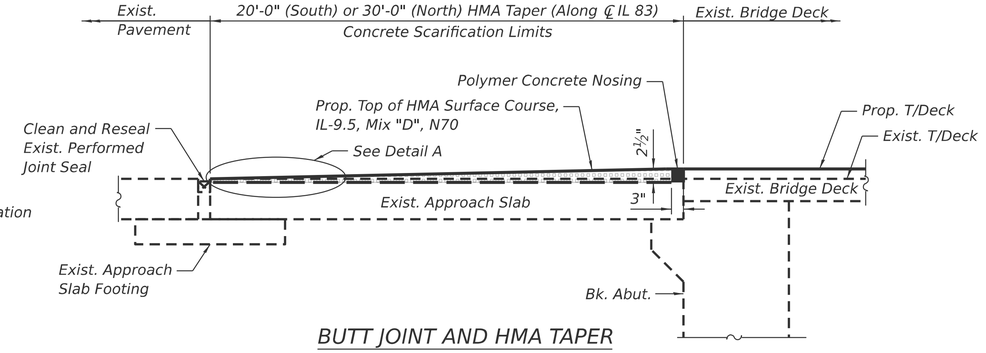
SOUTH APPROACH SLAB

NORTH APPROACH SLAB

PLAN



DETAIL A



BUTT JOINT AND HMA TAPER
FOR APPROACH SLAB

LEGEND

- Approach Slab Repair (Partial Depth)
- HMA Overlay on Approach Slab
  Concrete Pavement Scarification

Notes:

Area of approach slab repairs shown are estimated. Actual type, location and dimensions are to be determined by the Engineer.

The Engineer shall show actual locations and size of approach slab repairs on As-built Plans.

Perform Raised Reflective Pavement Marker Removal and Replacement. Any repaires required due to removal of existing raised reflective pavement markers shall be included in the cost of Concrete Pavement Scarification.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Pavement Scarification	Sq. Yd.	295
Approach Slab Repair (Partial Depth)	Sq. Yd.	2
Clean and Reseal Relief Joint	Foot	106

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PLOT SCALE =	DRAWN - KC	REVISED -	
PLOT DATE =	CHECKED - TCG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH PLAN
STRUCTURE NO. 016-2666
SHEET S-6 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)RBJR, BD	COOK	51	30
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97 BR & 0405-1)R	COOK	217	137
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			

Existing Structures:
S.N. 016-0559. IL Route 83 over Weller Creek. Section (97 B-R and 0405-BR. The existing structure is a four-lane, single-span reinforced-concrete slab bridge. Length of structure is 10.065 m bk. to bk. abutments and clear span is 9.15 m. Roadway width is 13.42 m and the bridge deck width is 16.85 m out to out. The substructure consists of two reinforced concrete abutments supported on spread footings. The structure was built in 1922 and widened to four lanes in 1946. Remove the existing structure. Use staged construction keeping a lane of NB traffic open at all times and detour SB traffic.

No Salvage.

Bench Mark: Chiseled "□" on South end of downstream sidewalk above south abutment of Elmhurst Road bridge over Weller Creek. Elev. 201.677

Note: Utilities attached to existing bridge to be relocated by utility owners. Contractor shall coordinate relocation with utility owners.

DESIGN STRESSES

FIELD UNITS

f'c = 24 MPa
fy = 400 MPa (Reinforcement)
fy = 345 MPa (M270 Grade 345)
= 250 MPa (M270 Grade 250)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.2

DESIGN SPECIFICATIONS

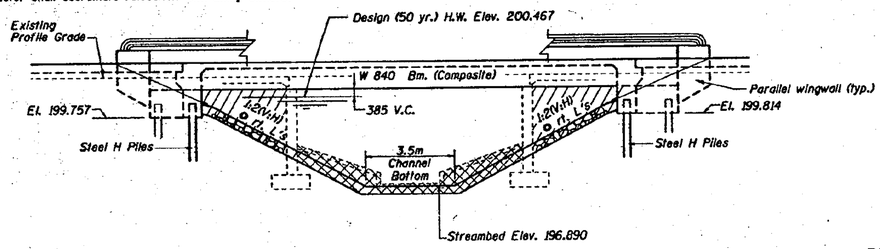
1996 AASHTO Standard Specifications with 1997 and 1998 Interim Specification

LOADING MS18

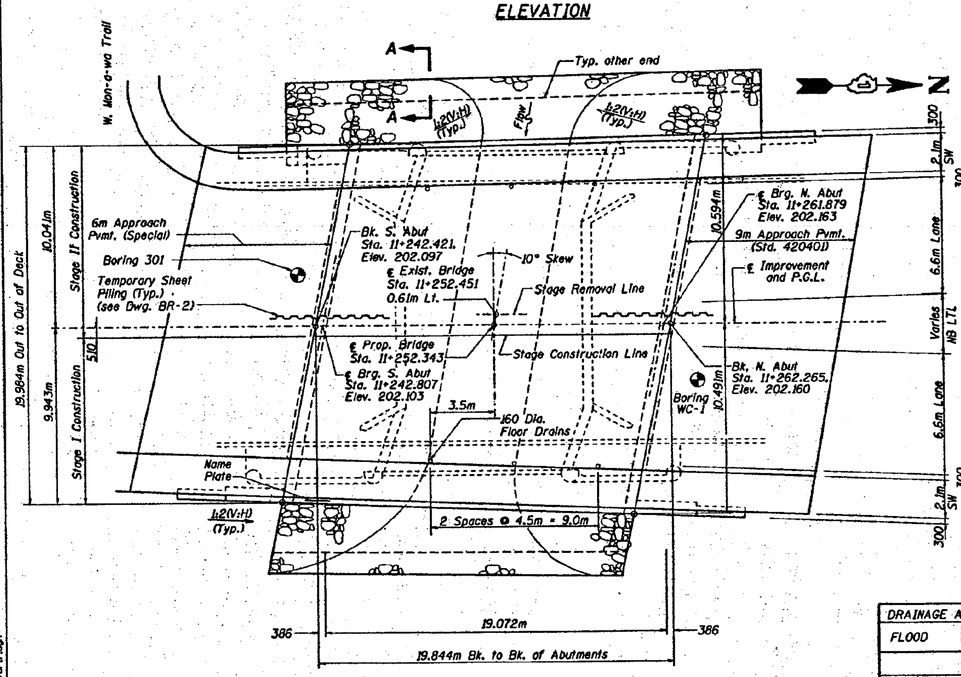
Allow 2.4 kN/m² for future wearing surface.

LEGEND

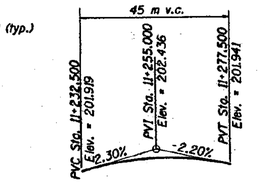
Channel Excavation
Slope Wall Removal



ELEVATION



PLAN

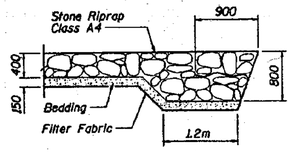


PROPOSED PROFILE GRADE

(Along ℄ Improvement)

TOTAL BILL OF MATERIALS

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	m²	-	601	601
Filter Fabric for use with Riprap	m²	-	656	656
Slope Wall Removal	m²	-	202	202
Removal of Existing Structures	Each	-	-	1
Structure Excavation	m³	-	231	231
Channel Excavation	m³	-	256	256
Concrete Structures	m³	-	49.6	49.6
Concrete Superstructure	m³	149.6	-	149.6
Bridge Deck Grooving	m²	300	-	300
Protective Coat	m²	448	-	448
Furnishing and Erecting Structural Steel	L Sum	1	-	1
Stud Shear Connectors	Each	1860	-	1860
Reinforcement Bars, Epoxy Coated	kg	15410	4230	19640
Bar Splicers	Each	325	12	337
Aluminum Railing, Type L	m	54.0	-	54.0
Furnishing Steel Piles HP 310x79	m	-	540.0	540.0
Driving Steel Piles HP 310x79	m	-	540.0	540.0
Test Piles Steel HP 310x79	Each	-	1	1
Name Plates	Each	1	-	1
Temporary Sheet Piling	m²	-	115.2	115.2
Floor Drains	Each	6	-	6



STONE RIPRAP ANCHOR SECTION A - A

WATERWAY INFORMATION

DRAINAGE AREA = 32.12 sq. km. LOW GRADE ELEV. = 201.72 Exist @ Sta. 11+298.519

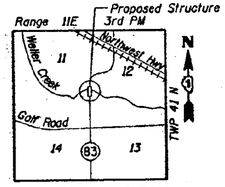
FLOOD	Freq. Yr.	Q (cms)	Opening (sq. m.) Exist.	Opening (sq. m.) Prop.	Nat. H.W.E.	Head (m) Exist.	Head (m) Prop.	Headwater Elev. (m) Exist.	Headwater Elev. (m) Prop.
	10	30.4	18.3	24.6	199.64	0.03	0.00	199.67	199.64
Design	50	46.2	25.4	37.9	200.47	0.06	0.00	200.53	200.47
Base	100	55.1	28.0	43.3	200.77	0.08	0.00	200.86	200.77
Overtopping	>500	-	-	-	-	-	-	-	-
Max. Calc.	500	77.6	28.7	44.8	201.17	0.27	0.00	201.44	201.17

STATION 11+252.343
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. 344 SEC. (97 BR & 0405-1)R
LOADING MS18
STR. NO. 016-2666

NAME PLATE

See Std. 515001

APPROVED
FOR STRUCTURAL ADEQUACY
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES



LOCATION SKETCH

LANCE G. PETERMAN, JR.
5448
LICENSED STRUCTURAL ENGINEER OF ILLINOIS
11/30/00
Lance G Peterman Jr

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666. SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY: LGP SCALE: NONE
DRAWN BY: DJC DATE: 10/99
CHECKED BY: SJK DWG. NO: BR-1

HARZA ENGINEERING COMPANY

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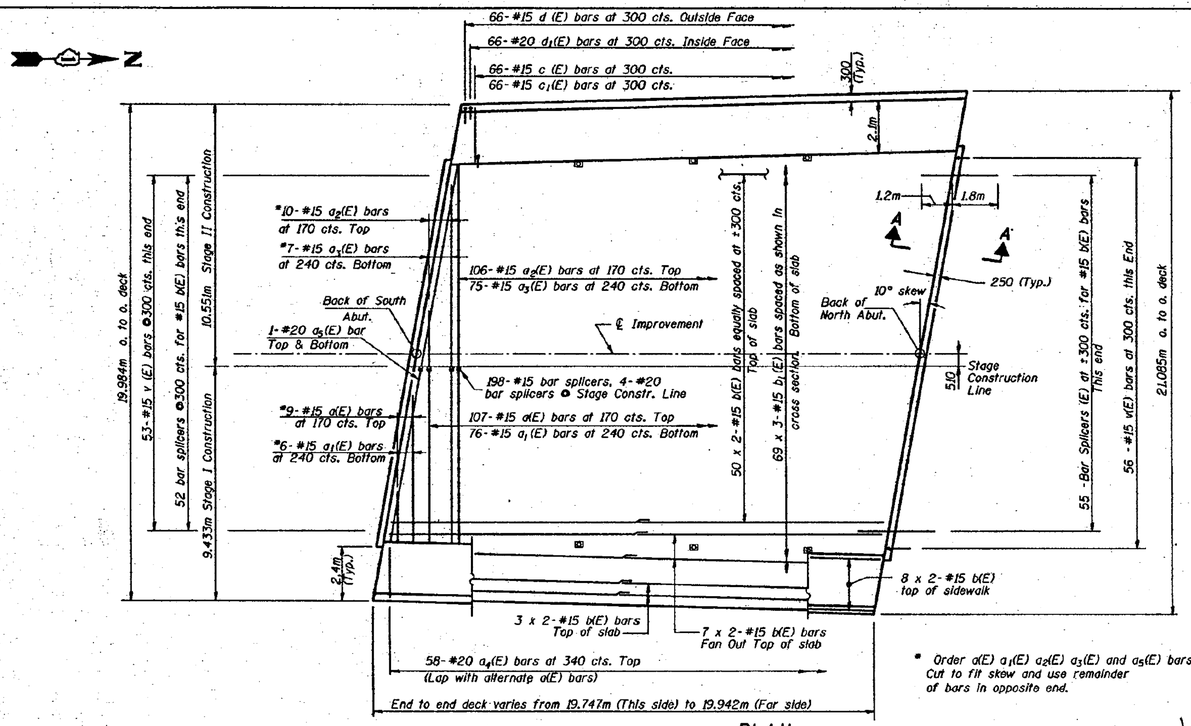
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PLOT DATE =	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 1
STRUCTURE NO. 016-2666
SHEET S-7 OF S-20 SHEETS

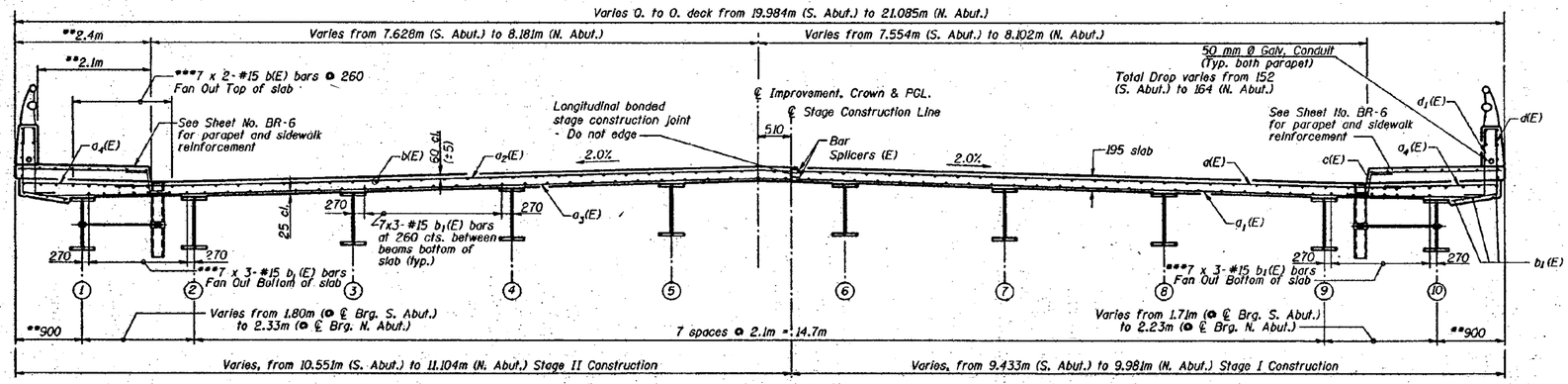
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	31
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97 BR & 0405-1)R	COOK	217	141
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



PLAN

* Order d(E) a_1(E) a_2(E) a_3(E) and a_5(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



CROSS SECTION
(Looking North)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
a(E)	116	#15	8.30	
a_1(E)	82	#15	9.10	
a_2(E)	116	#15	9.40	
a_3(E)	82	#15	10.20	
a_4(E)	116	#20	2.20	
a_5(E)	4	#20	20.00	
b(E)	172	#15	10.20	
b_1(E)	207	#15	6.92	
c(E)	132	#15	0.73	
c_1(E)	132	#15	2.29	
d(E)	132	#15	1.53	
d_1(E)	132	#20	1.06	
d_2(E)	56	#15	0.61	
d_3(E)	52	#20	1.67	
d_4(E)	52	#15	1.21	
e(E)	24	#15	2.02	
e_1(E)	24	#15	6.31	
e_2(E)	24	#15	6.26	
m(E)	2	#20	7.67	
m_1(E)	3	#20	10.06	
m_2(E)	16	#20	3.37	
m_3(E)	16	#20	2.05	
m_4(E)	4	#20	0.84	
m_5(E)	16	#20	3.65	
m_6(E)	2	#20	8.81	
m_7(E)	2	#20	2.20	
m_8(E)	3	#20	11.20	
m_9(E)	2	#20	7.16	
m_{10}(E)	2	#20	8.29	
m_{11}(E)	3	#20	10.68	
m_{12}(E)	3	#20	9.55	
s(E)	110	#15	1.47	
s_1(E)	120	#15	2.80	
v(E)	109	#15	0.84	
Reinforcement Bars, Epoxy Coated		kg	15410	
Concrete Superstructure		m^3	149.6	
Bridge Deck Grooving		m^2	300	
Protective Coat		m^2	440	
Bar Splicers		Each	325	
Floor Drains		Each	6	

** Dimension is measured at right angle to fascia.

*** Adjust bar spacing in field to avoid floor drains.

Min. Bar Lap
#15 bar = 510

NOTES:

Reinforcement bars designated (E) shall be epoxy coated.

Bars indicated thus 20 x 3-#15 etc. indicates 20 lines of bars with 3 lengths per line.

See Sheet #BR-6 for parapet reinforcement and section thru sidewalk.

See sheet #BR-7 for diaphragm reinforcement and section A-A.

All dimensions are in millimeters (mm) except as noted.

See Sheet #BR-1 for floor drain spacing.

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK PLAN AND SECTION

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY:	BKL	SCALE:	NONE
DRAWN BY:	MEV	DATE:	10/99
CHECKED BY:	LGP	DWG. NO:	BR-5

HARZA ENGINEERING COMPANY

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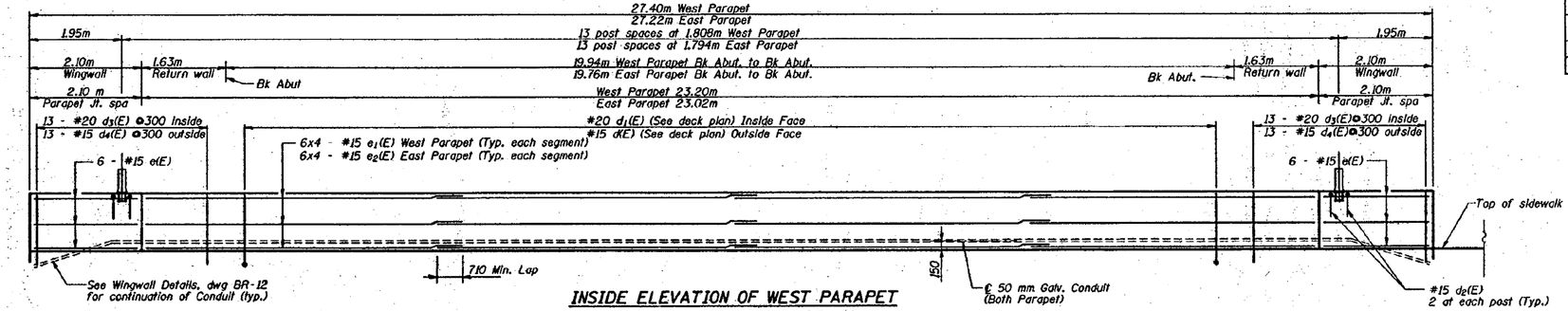
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PLOT DATE =	CHECKED - TCG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 2
STRUCTURE NO. 016-2666
SHEET S-8 OF S-20 SHEETS

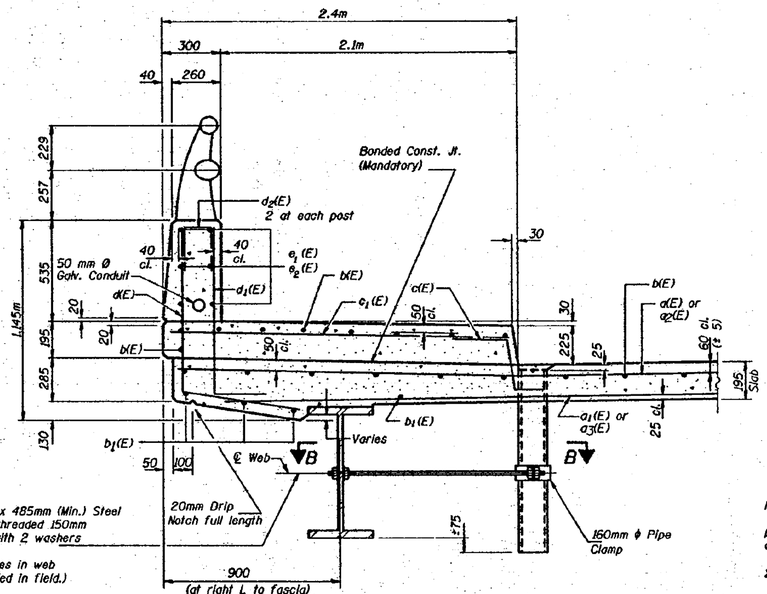
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344	(97B-R&0405-1)R)BJR, BD	COOK	51	32
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97 BR & 0405-1)R	COOK	217	142
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



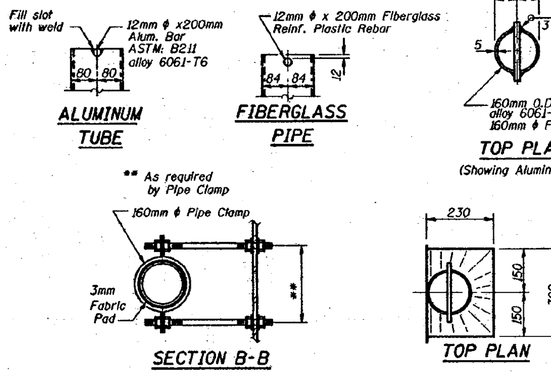
INSIDE ELEVATION OF WEST PARAPET

(East Parapet, Outside Elevation Shown)



SECTION THRU SIDEWALK/BRIDGE

(See Section Thru Parapet/Approach BR-12)



DECK DRAIN DETAILS

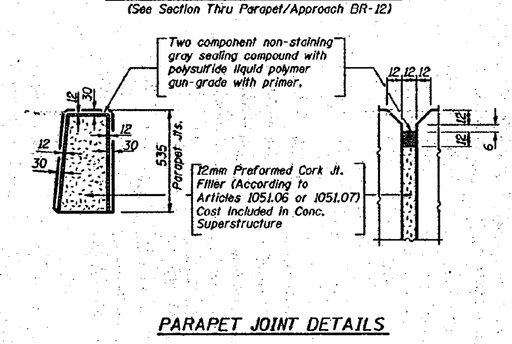
Notes:

The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.

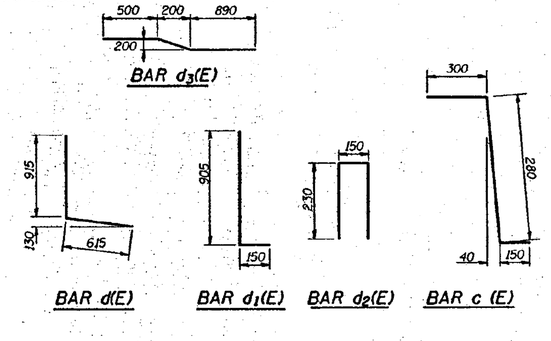
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 200 MPa minimum.

All dimensions are in millimeters (mm) except as noted.

50 mm Ø Galv. Conduit shall be Sch. 40 pipe. Thread and cap each end. Cost included with Concrete Superstructures.



PARAPET JOINT DETAILS



REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET DETAILS

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY:	LGP	SCALE:	NONE
DRAWN BY:	MEV	DATE:	10/99
CHECKED BY:	SJK	DWG. NO:	BR-6

HARZA ENGINEERING COMPANY

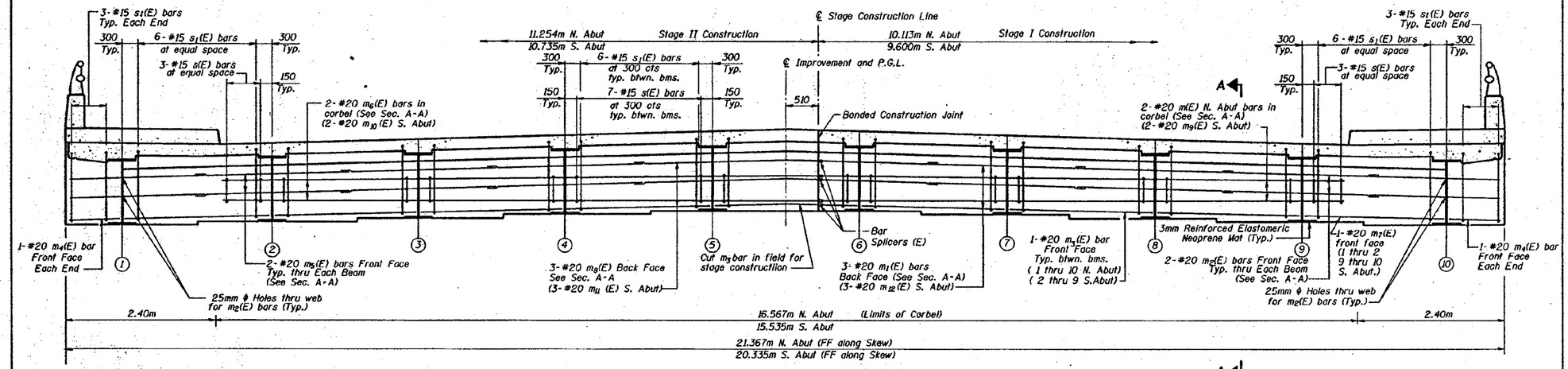
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		CHECKED - TCG	REVISED -	
	PLOT SCALE =	DRAWN - KC	REVISED -	
	PLOT DATE =	CHECKED - TCG	REVISED -	

SELECT EXISTING PLANS - 3
STRUCTURE NO. 016-2666
SHEET S-9 OF S-20 SHEETS

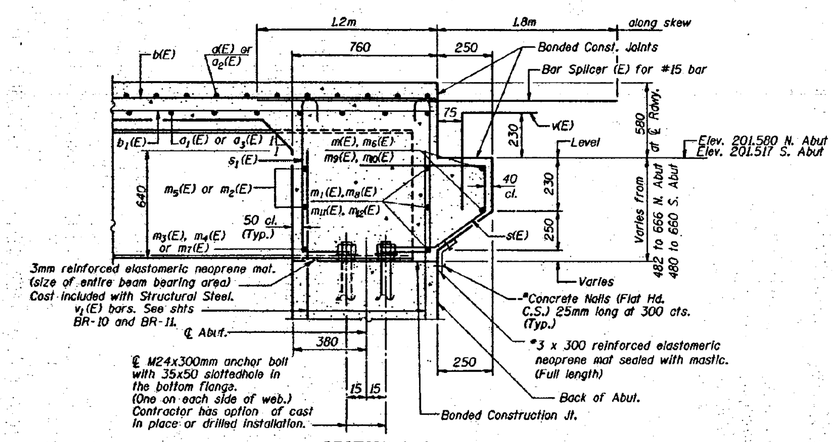
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	33
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97 BR & 0405-1)R	COOK	217	143
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



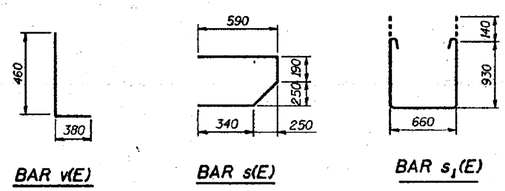
DIAPHRAGM ELEVATION AT N. ABUTMENT

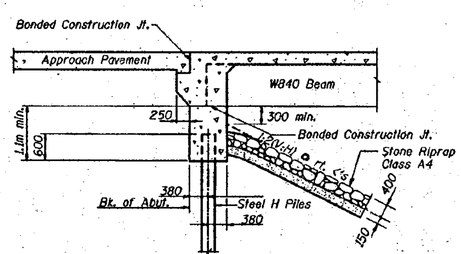
(Looking North)
(South Abutment Similar)



SECTION A-A

Dimensions at right angles to abutment, except as shown.
* Cost included with Concrete Structures.





SECTION THROUGH INTEGRAL ABUTMENT

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet BR-5.
Concrete in diaphragm is included with Concrete Superstructure on sheet BR-5.
The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
For anchor bolt details see sheet BR-15.
All dimensions are in millimeters (mm) except as noted.

MIN. BAR. LAP

#20 bar = 850

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

DIAPHRAGM FOR INTEGRAL ABUTMENT

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY:	LGP	SCALE:	NONE
DRAWN BY:	MEV	DATE:	10/99
CHECKED BY:	SJK	DWG. NO:	BR-7

HARZA ENGINEERING COMPANY

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PLOT DATE =	CHECKED - TCG	REVISED -	

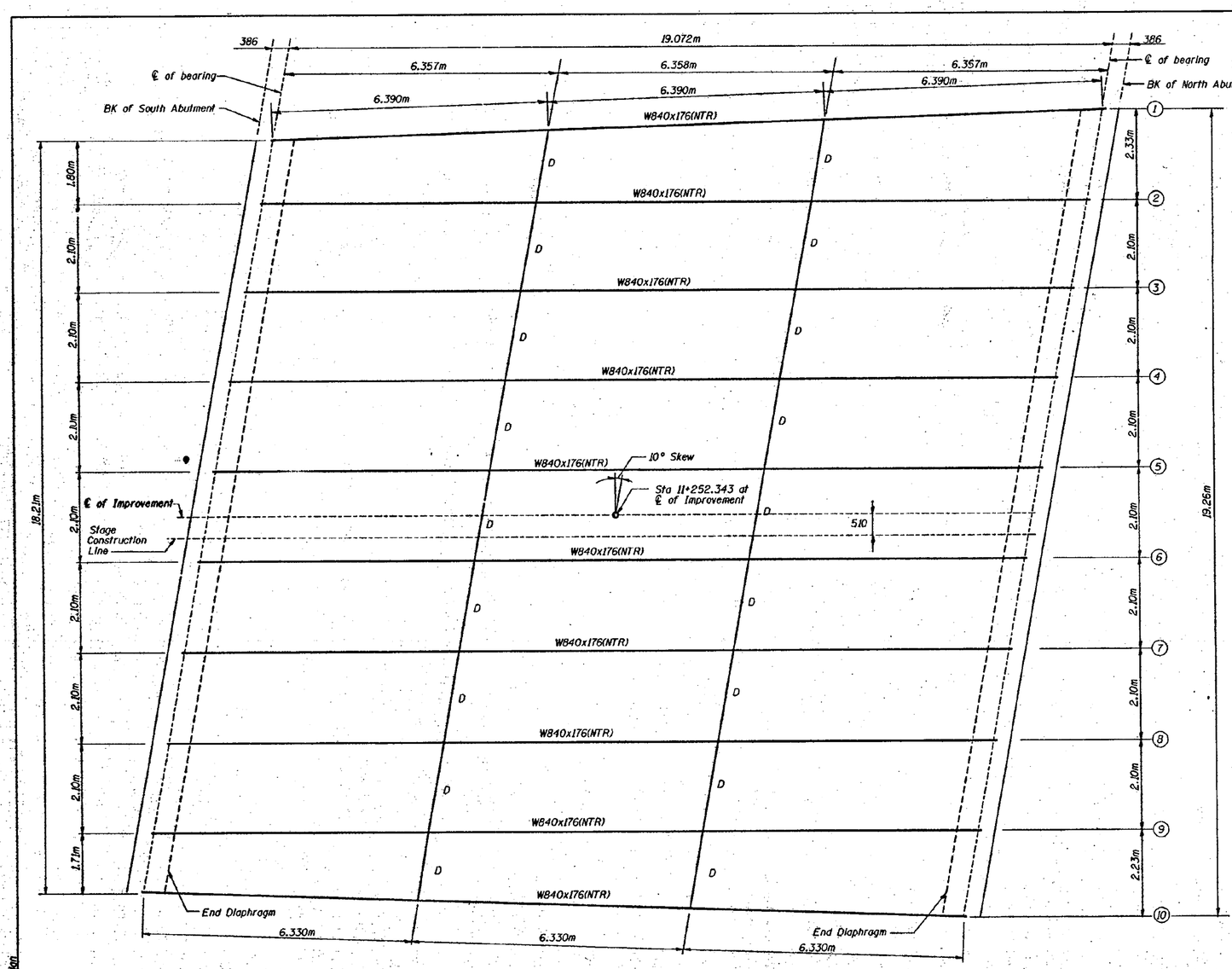
EPSTEIN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

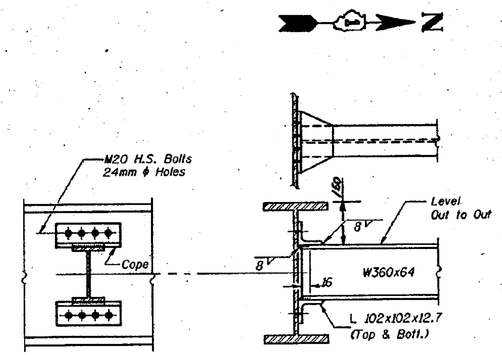
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STRUCTURE NO. 016-2666
SHEET S-10 OF S-20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	34
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	197 BR & 0405-1JR	COOK	217	144
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



FRAMING PLAN



INTERIOR DIAPHRAGM D

18 Required

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

FRAMING PLAN

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTIN 197 BR & 0405-1JR
STA. 11+252.343
COOK COUNTY

DESIGNED BY: SJK
DRAWN BY: MEV
CHECKED BY: LGP
SCALE: NONE
DATE: 10/99
DWG. NO: BR-8

HARZA ENGINEERING COMPANY

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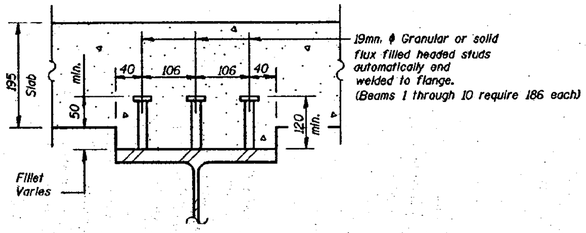
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 5
STRUCTURE NO. 016-2666
SHEET S-11 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)RJBR, BD	COOK	51	35
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97 BR & 0405-1)R	COOK	217	145
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			

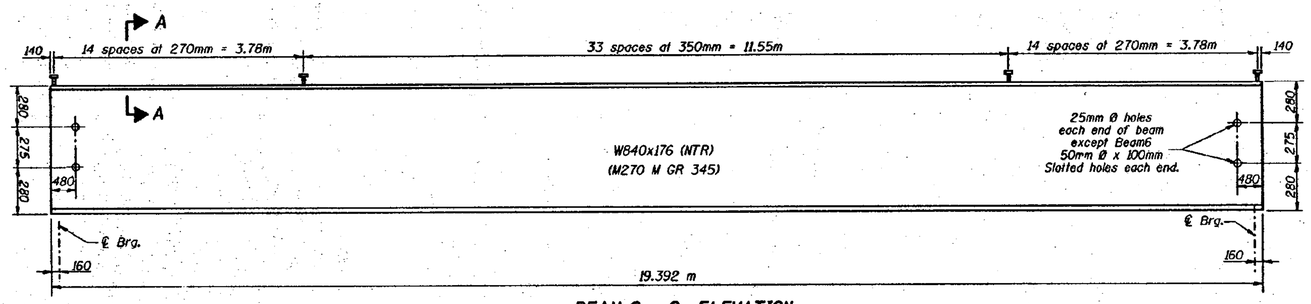


SECTION A-A

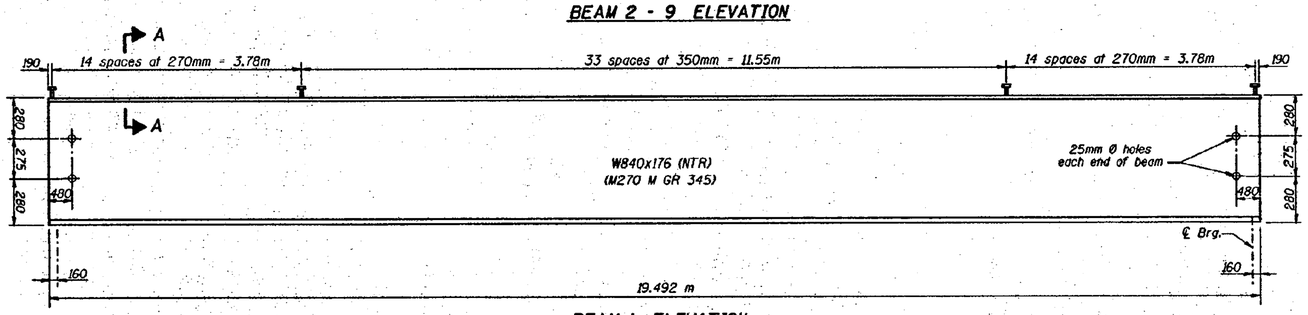
* TOP OF BEAM ELEVATIONS

Beam No.	North Abutment	South Abutment
1	201.752	201.734
2	201.802	201.767
3	201.847	201.804
4	201.891	201.842
5	201.936	201.875
6	201.936	201.875
7	201.899	201.828
8	201.859	201.781
9	201.819	201.734
10	201.776	201.695

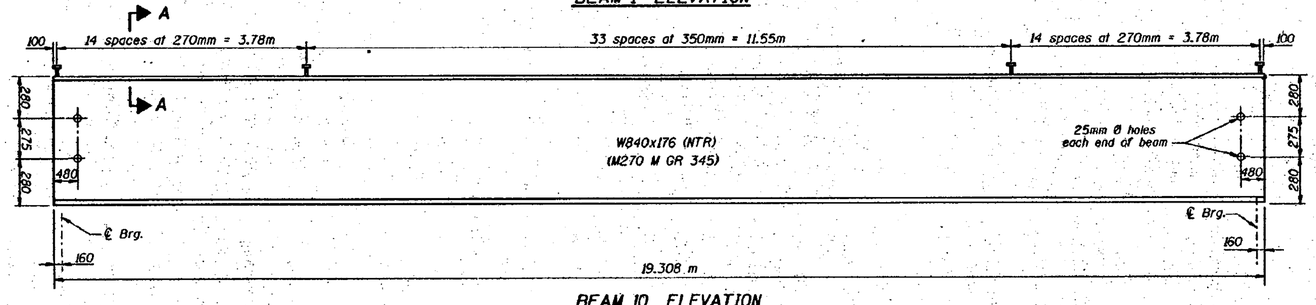
* For Fabrication Only



BEAM 2 - 9 ELEVATION



BEAM 1 ELEVATION



BEAM 10 ELEVATION

HARZA ENGINEERING COMPANY

INTERIOR GIRDER MOMENT TABLE

		MIDSPAN
IS	(10^6 mm^4)	2460
IC(n)	(10^6 mm^4)	7082
IC(3n)	(10^6 mm^4)	5206
SS	(10^3 mm^3)	5890
SC(n)	(10^3 mm^3)	9039
SC(3n)	(10^3 mm^3)	8160
Z	(10^3 mm^3)	
DL	(kN/m)	11.99
MDL	(kN.m)	545
SDL	(kN/m)	8.29
MsDL	(kN.m)	377
MLL	(kN.m)	726
M (Imp)	(kN.m)	194
5/3 (MLL+M (Imp))	(kN.m)	1533
Ma	(kN.m)	3197
Mu	(kN.m)	3911
fs DL (non-comp)	(MPa)	93
fs DL (comp)	(MPa)	46
fs 5/3(LL+Imp)	(MPa)	170
fs (Overload)	(MPa)	309
fs (Total)	(MPa)	
VR	(kN)	248

INTERIOR GIRDER REACTION TABLE

		Abutments
RDL	(kN)	193
RLL	(kN)	196
Imp.	(kN)	52
R (Total)	(kN)	441

NOTES:

1- NTR denotes notch toughness requirements.

2- Two hardened washers shall be required over all oversized holes.

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 & BR 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY: SJK SCALE: NONE
DRAWN BY: MEV DATE: 10/99
CHECKED BY: MAC DWG. NO: BR-9

MODEL: Default
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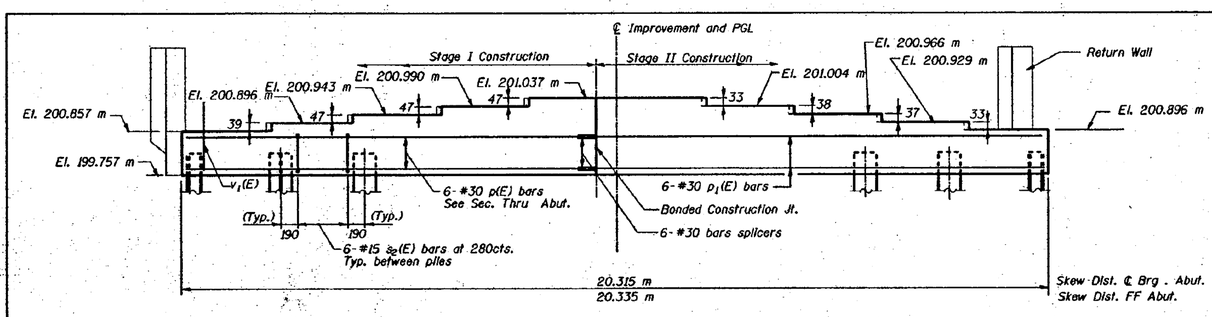
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

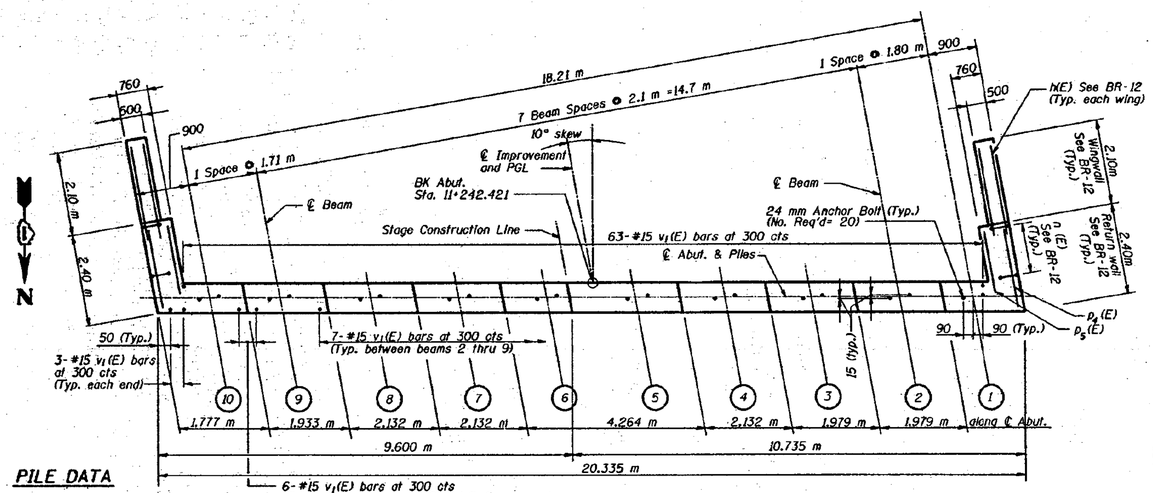
SELECT EXISTING PLANS - 6
STRUCTURE NO. 016-2666
SHEET S-12 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	36
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	197 BR & 0405-1WR	COOK	217	146
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



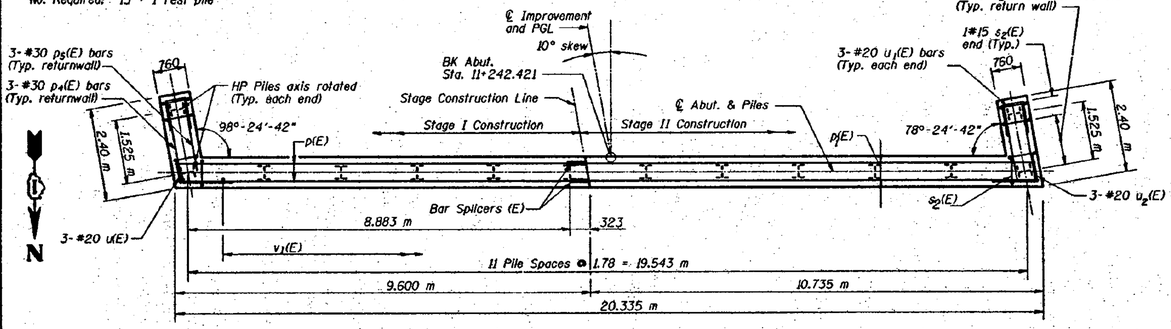
SOUTH ABUTMENT
(Looking South)



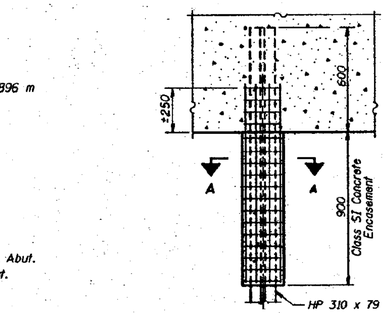
PLAN

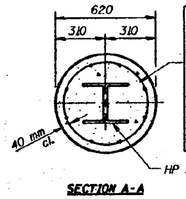
PILE DATA

Type: HP 310 x 79
Capacity: 400 kN
Est. Length: 20m
No. Required: 13 + 1 Test pile



PILE LAYOUT PLAN

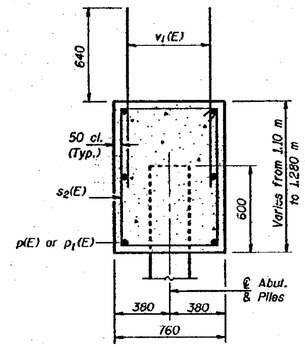




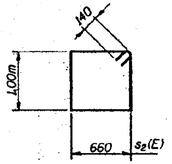
SECTION A-A

Welded wire fabric 152x152-MW25.8 x MW25.8 weighing 2.91 kg/m². The cost of Excavation, Class SI Concrete Encasement & Reinf. is included in the cost of furnishing piles. Forms for Encasement may be omitted when soil conditions permit.

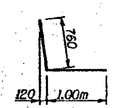
TYPICAL HP PILE ENCASEMENT



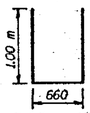
SEC. THRU ABUT.



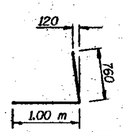
BARS s_2(E)



BAR u(E)



BAR u_1(E)



BAR u_2(E)

SOUTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
h(E)	8	#20	3.38	
h_1(E)	20	#20	2.05	
h_2(E)	20	#20	3.46	
n(E)	12	#20	2.70	
p(E)	6	#30	9.56	
p_1(E)	6	#30	10.69	
p_4(E)	6	#30	2.30	
p_5(E)	6	#30	1.97	
s_2(E)	78	#15	3.60	
u(E)	3	#20	1.76	
u_1(E)	6	#20	2.66	
u_2(E)	3	#20	1.76	
v_1(E)	130	#15	1.28	
v_2(E)	14	#15	2.68	
v_3(E)	12	#15	1.28	
v_4(E)	12	#20	1.15	
Concrete Structures		m^3	24.3	
Reinforcement Bars, Epoxy Coated		kg	2090	
Structure Excavation		m^3	113	
Furnishing Steel Piles HP 310x79		m	260.0	
Driving Steel Piles HP 310x79		m	260.0	
Test Piles		Each	1	
Bar Splicers		Each	6	

Notes:
Pour steps monolithically with cap. Reinforcement bars designated (E) shall be epoxy coated.
All dimensions are in millimeters (mm) except as noted.
Space reinforcement in cap to miss anchor bolts.

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT DETAILS

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY: LGP SCALE: NONE
DRAWN BY: MEV DATE: 10/99
CHECKED BY: MAC DWG. NO: BR-10

HARZA ENGINEERING COMPANY

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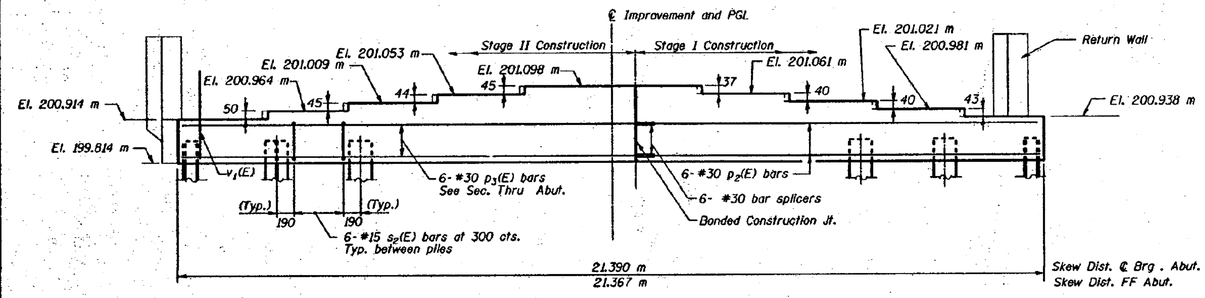
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PLOT DATE =	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

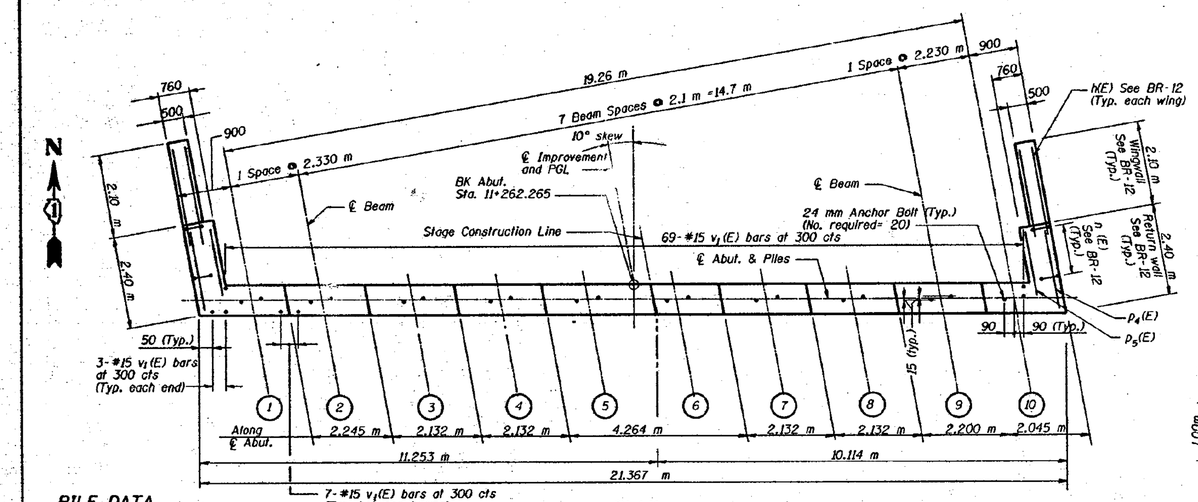
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STRUCTURE NO. 016-2666
SHEET S-13 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)RBJR, BD	COOK	51	37
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97 BR & 0405-1)R	COOK	217	147
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



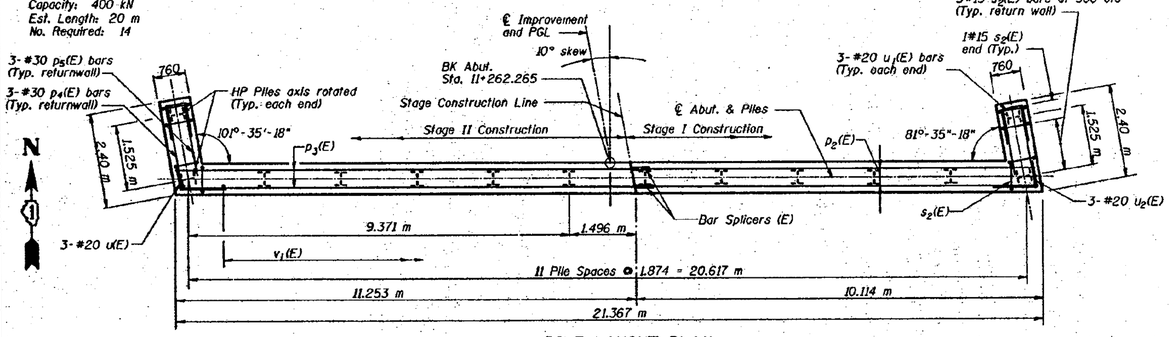
NORTH ABUTMENT
(Looking North)



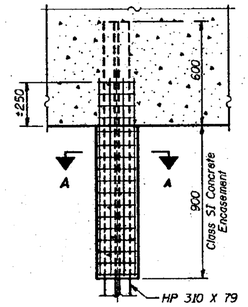
PLAN

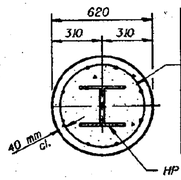
PILE DATA

Type: HP 310 x 79
Capacity: 400 kN
Est. Length: 20 m
No. Required: 14



PILE LAYOUT PLAN

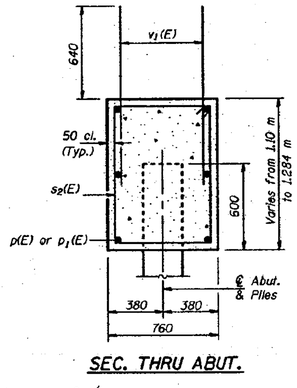




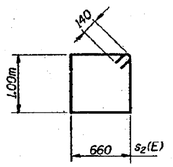
SECTION A-A

Welded wire fabric 152x152-MW25.8 x MW25.8 weighing 2.91 kg/m². The cost of Excavation, Class SI Concrete Encasement & Reinf. is included in the cost of furnishing piles. Forms for Encasement may be omitted when soil conditions permit.

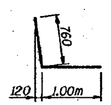
TYPICAL HP PILE ENCASEMENT



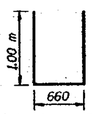
SEC. THRU ABUT.



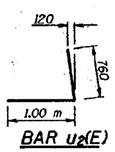
BARS s_2(E)



BAR u(E)



BAR u_1(E)



BAR u_2(E)

NORTH ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
h(E)	8	#20	3.38	
h_1(E)	20	#20	2.05	
h_2(E)	20	#20	3.46	
u(E)	12	#20	2.70	
p_2(E)	6	#30	10.07	
p_3(E)	6	#30	11.21	
p_4(E)	6	#30	2.30	
p_5(E)	6	#30	1.97	
s_2(E)	78	#15	3.60	
u(E)	3	#20	1.76	
u_1(E)	6	#20	2.66	
u_2(E)	3	#20	1.76	
v_1(E)	138	#15	1.28	
v_2(E)	14	#15	2.68	
v_3(E)	12	#15	1.28	
v_4(E)	12	#20	1.15	
Concrete Structures		m^3	25.3	
Reinforcement Bars, Epoxy Coated		kg	2140	
Structure Excavation		m^3	118	
Furnishing Steel Piles HP 310x79		m	280.0	
Driving Steel Piles HP 310x79		m	280.0	
Bar Splicers		Each	6	

Notes:
Pour steps monolithically with cap. Reinforcement bars designated (E) shall be epoxy coated.
All dimensions are in millimeters (mm) except as noted.
Space reinforcement in cap to miss anchor bolts.

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT DETAILS

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY: LGP SCALE: NONE
DRAWN BY: MEV DATE: 10/99
CHECKED BY: MAC DWG. NO: BR-11

HARZA ENGINEERING COMPANY

MODEL: Default
FILE NAME: P:\Projects\25000\25332\C_DESIGN\a_Civil\Working\Sheets\Structural\0162666_D180C75_SHT_ExPlan8.dgn
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EPSTEIN

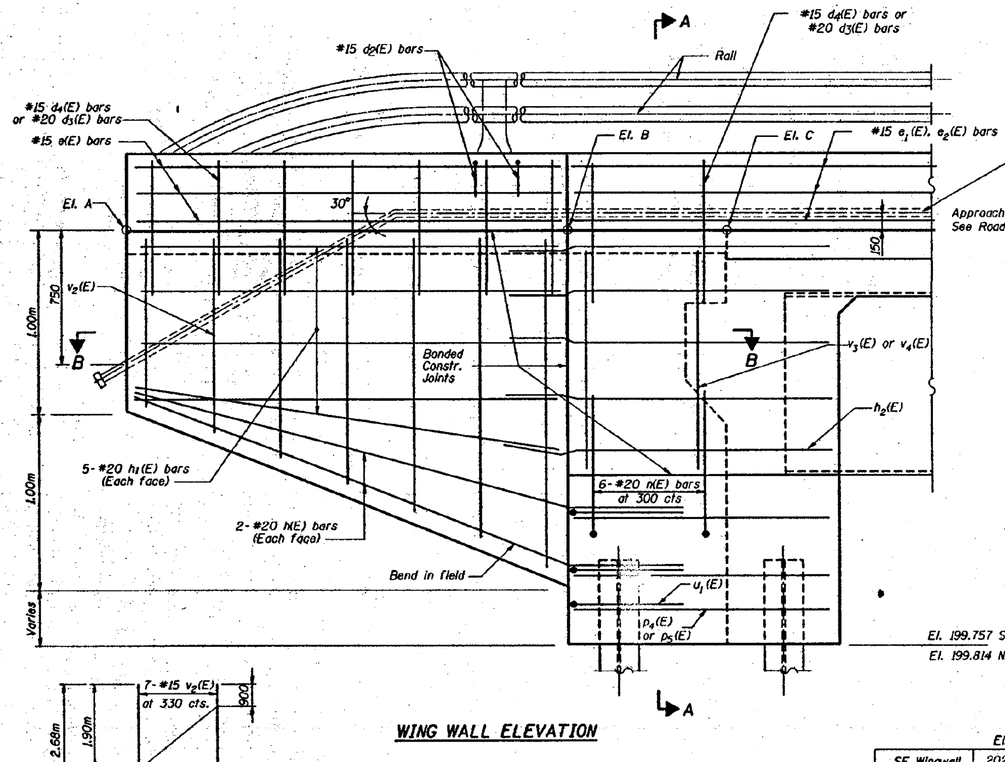
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	CHECKED - TCG	REVISED -
PLOT SCALE =	DRAWN - KC	REVISED -
PLOT DATE =	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 8
STRUCTURE NO. 016-2666
SHEET S-14 OF S-20 SHEETS

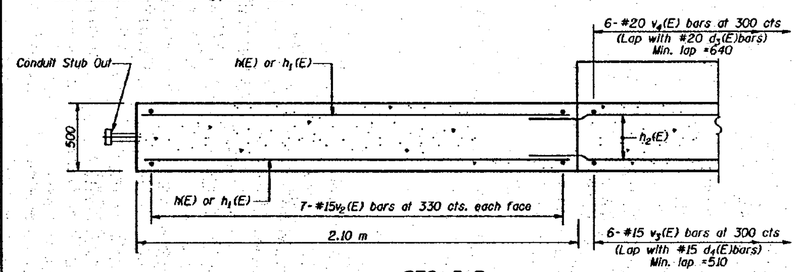
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	38
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97 BR & 0405-1)R	COOK	20	18
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			

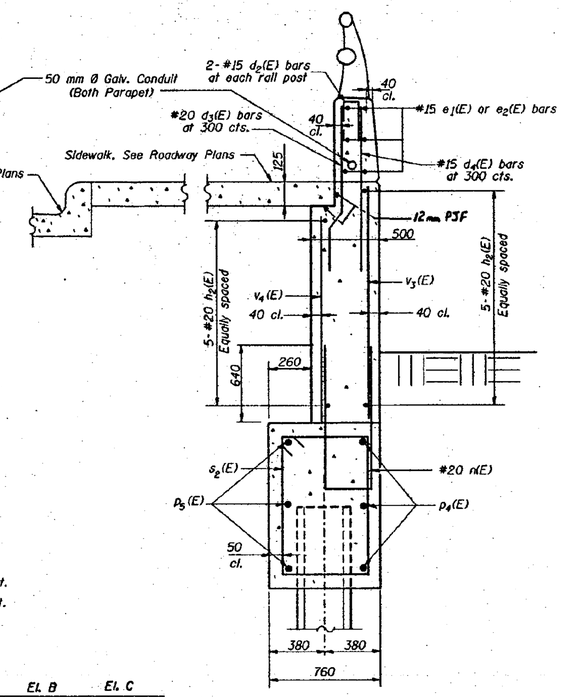


WING WALL ELEVATION

Field Cutting Diagram
Order v_2(E) full length cut as shown and use remainder of bars in opposite face



SEC. B-B



SEC. A-A
(Thru Returnwall)

	El. A	El. B	El. C
SE Wingwall	202.117	202.152	202.177
SW Wingwall	202.174	202.202	202.221
NE Wingwall	202.237	202.254	202.264
NW Wingwall	202.196	202.221	202.237

Elevations are Bottom of Parapet/Top of Wall

Notes: Parapet reinforcing is detailed on BR-6 and billed on sheet BR-5.
Parapet concrete included with concrete superstructure.
Quantity of concrete in Wingwall included with concrete structures and billed on sheets BR-11 and BR-12.
Reinforcement bars designated (E) shall be epoxy coated.
All dimensions are in millimeters (mm) except as noted.

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

WING WALL DETAILS

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY:	LGP	SCALE:	NONE
DRAWN BY:	RMB	DATE:	10/99
CHECKED BY:	MAC	DWG. NO:	BR-12

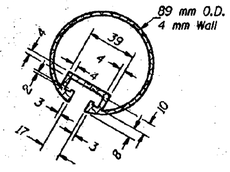
HARZA ENGINEERING COMPANY

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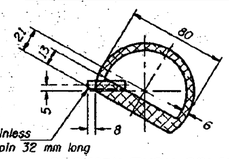
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		CHECKED - TCG	REVISED -		SHEET S-15 OF S-20 SHEETS
	PLOT SCALE =	DRAWN - KC	REVISED -		
	PLOT DATE =	CHECKED - TCG	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

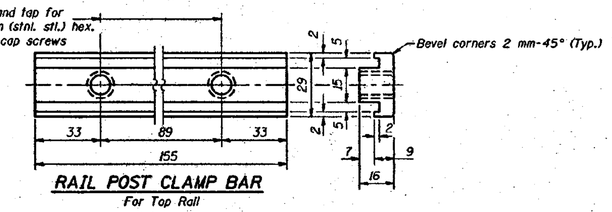
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STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS FED. AID PROJECT			



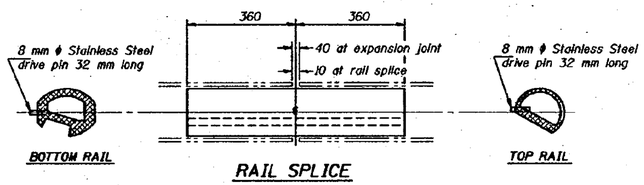
SECTION THRU TOP RAIL



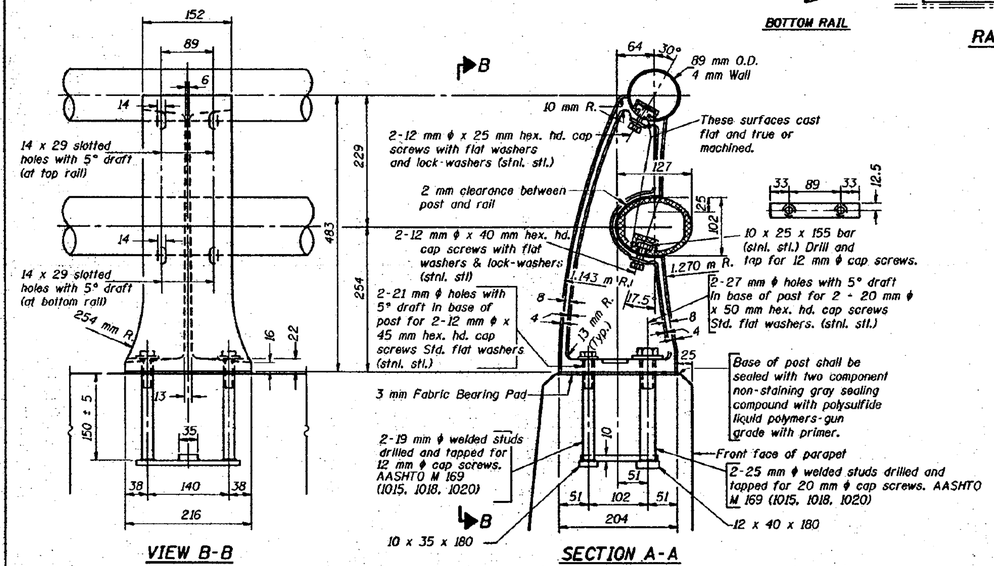
SECTION THRU SPLICE TOP RAIL



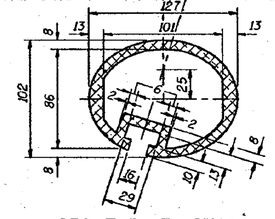
RAIL POST CLAMP BAR
For Top Rail



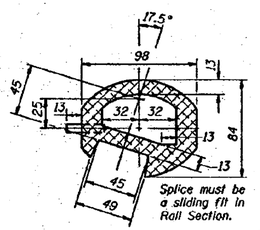
RAIL SPLICE



RAIL POST DETAILS

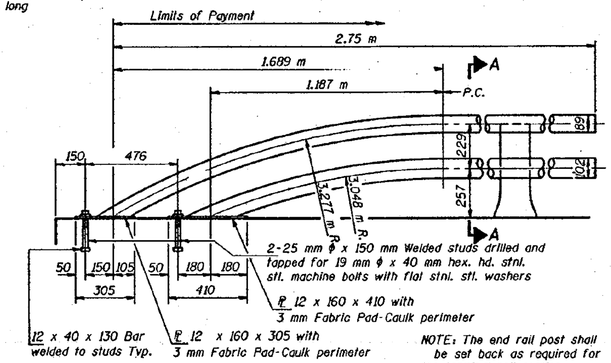


SEC. THRU ELLIPTICAL RAIL SECTION

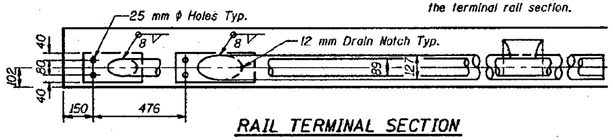


SEC. THRU SPLICE

Notes:
All Posts shall be normal to parapet.
All Aluminum Alloy Extruded Rail shall be supplied in modular lengths of 9 meters, except at the end of bridge or over open joints in bridge deck where the rail shall be attached to a minimum of 2 posts. If the rail is on a horizontal curve of 700 meter radius or less, the modular lengths may be reduced but shall be attached to a minimum of 2 posts.
All joints in rail shall be spliced per detail.
Provide 1-3 mm and 2-1.6 mm Aluminum Shims for 25% of the Posts. Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per meter for ALUMINUM RAILING, TYPE L.
Aluminum alloy rail shall conform to ASTM B 221M alloy 6061-T6 or 6351-T5 with min. yield stress 240 MPa, min. tensile strength 260 MPa, and elongation of 10% in 50 mm.
All dimensions are in millimeters (mm) except as noted.



NOTE: The end rail post shall be set back as required for the terminal rail section.



RAIL TERMINAL SECTION

BILL OF MATERIAL

Item	Unit	Quantity
Aluminum Railing, Type L	m	54.0

West Railing, 27.1 m
East Railing, 26.9 m

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPE L - ALUMINUM RAILING

FAP 344 IL RTE 83 OVER WELLER CREEK
SN 016-2666, SECTION (97 BR & 0405-1)R
STA. 11+252.343
COOK COUNTY

DESIGNED BY: LGP SCALE: NONE
DRAWN BY: MEV DATE: 10/99
CHECKED BY: SJK DWG. NO: BR-13

HARZA ENGINEERING COMPANY

10/29/99 3:20:30 PM D:\PLOT\DUEUE\CHICAGO.def RBautista R:\9205g\techprod\structures\br13.prf
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147

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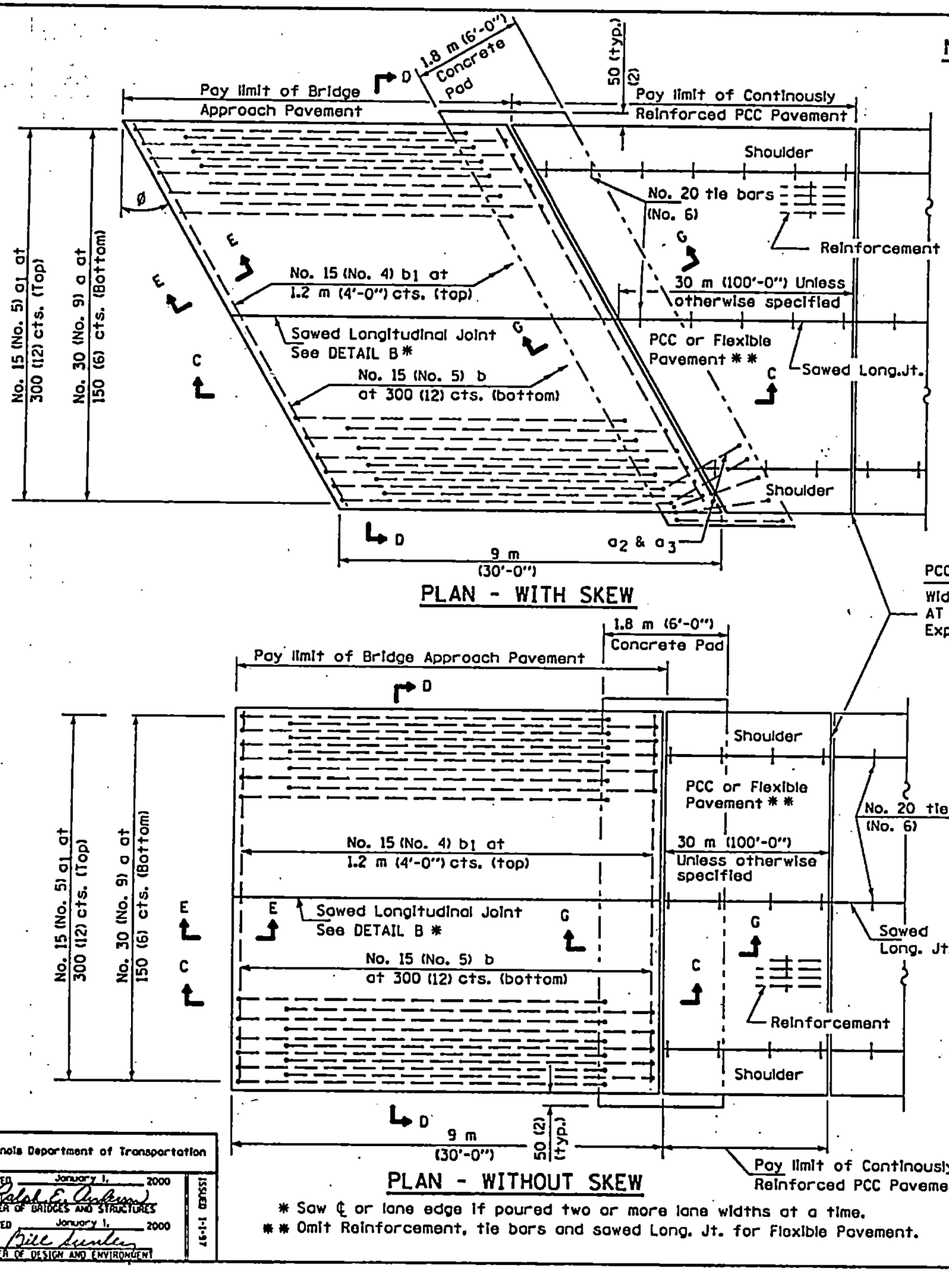
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 10
STRUCTURE NO. 016-2666
SHEET S-16 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	40
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

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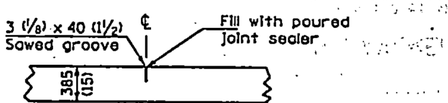
NEW CONSTRUCTION



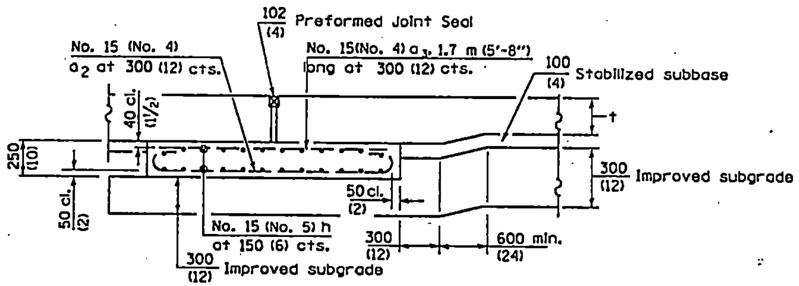
PLAN - WITH SKEW

PLAN - WITHOUT SKEW

* Saw ℄ or lane edge if poured two or more lane widths at a time.
* * Omit Reinforcement, tie bars and sawed Long. Jt. for Flexible Pavement.



DETAIL B *

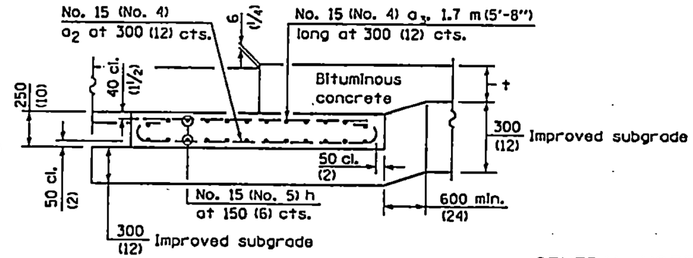


SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

PCC Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 75 (3) Exp. Joint as detailed on Standard 420001.



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 421001 for reinforcement details not shown.

See Standard 420001 for details of joints not shown.

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

Illinois Department of Transportation

APPROVED January 1, 2000
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2000
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-00	Added Sheet 4, Parapet
	Details. Removed note
	from Sheet 3.
1-1-98	Rev. ref. to Std 2443 to
	609006. Added "(top)"
	& "(bottom)" to pg. 1

BRIDGE APPROACH PAVEMENT

(Sheet 1 of 4)

STANDARD 420401-02

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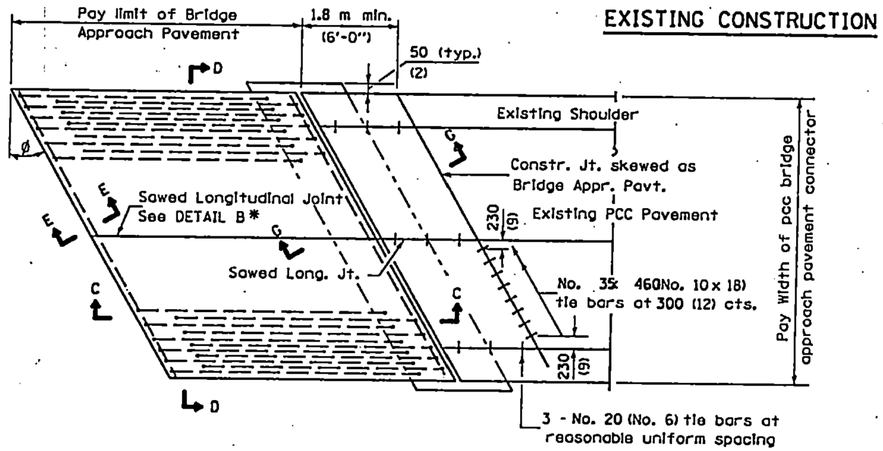
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

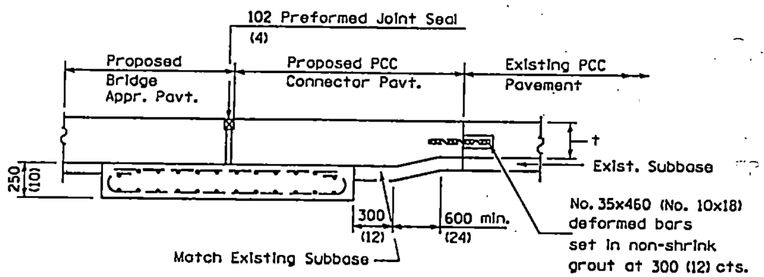
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STRUCTURE NO. 016-2666
SHEET S-17 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		

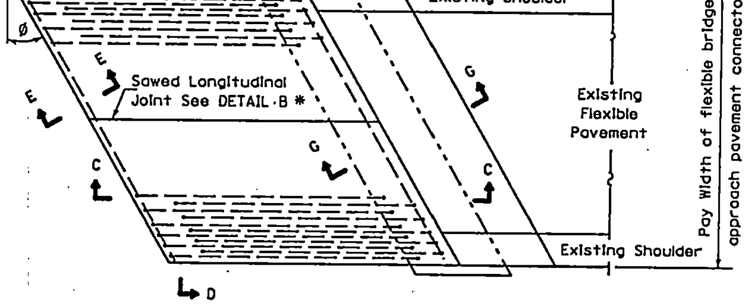


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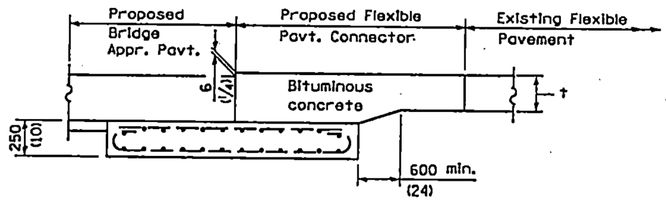
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

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

Illinois Department of Transportation

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ENGINEER OF BRIDGES AND STRUCTURES
APPROVED January 1, 2000
ENGINEER OF DESIGN AND ENVIRONMENT
ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT

(Sheet 2 of 4)

STANDARD 420401-02

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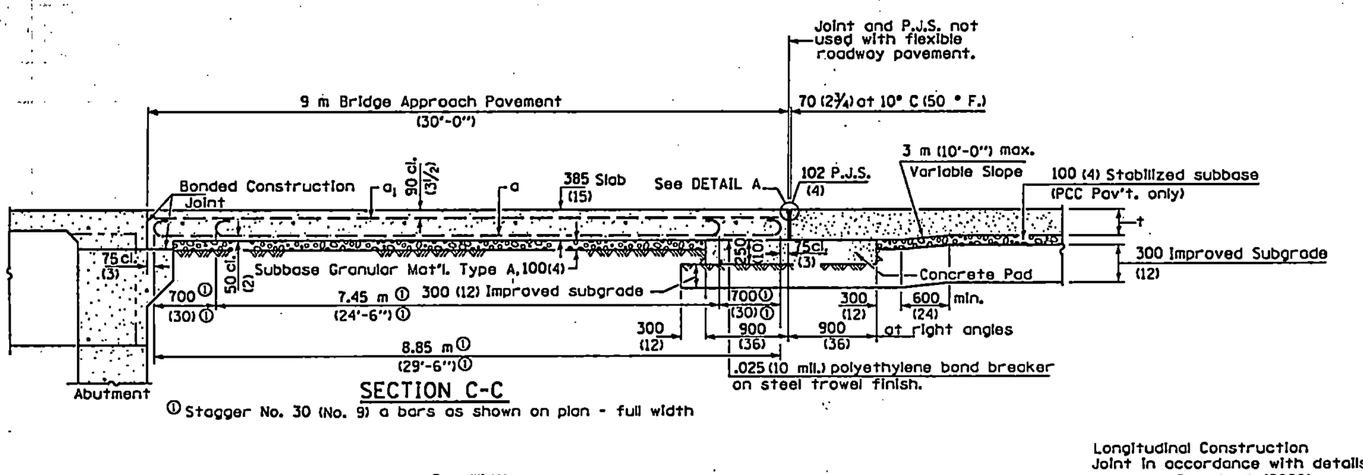
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PLOT DATE =	CHECKED - TCG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

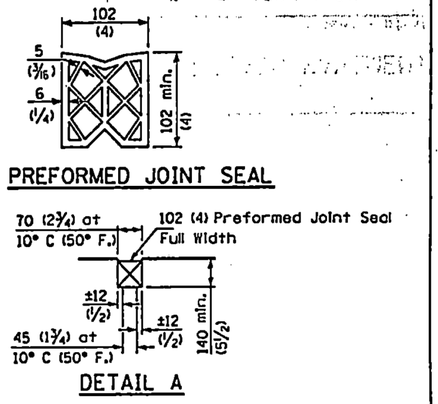
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STRUCTURE NO. 016-2666
SHEET S-18 OF S-20 SHEETS

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	ILLINOIS	FED. AID PROJECT		



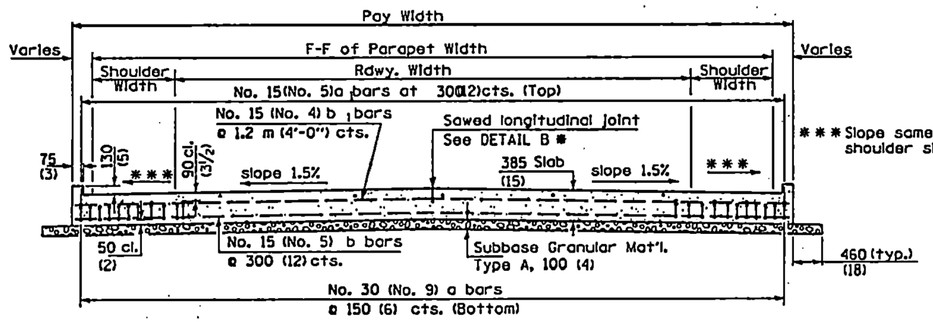
SECTION C-C

① Stagger No. 30 (No. 9) a bars as shown on plan - full width



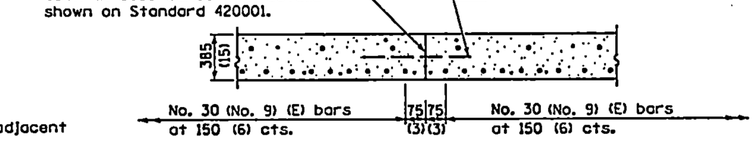
PREFORMED JOINT SEAL

DETAIL A



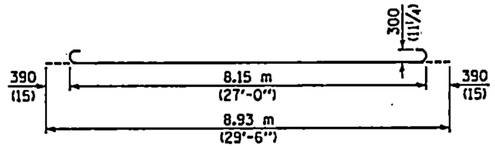
SECTION D-D

(See Plan for Dimensions not shown)
All reinforcement bars shall be epoxy coated.

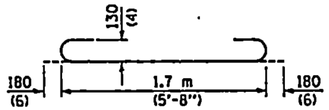


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

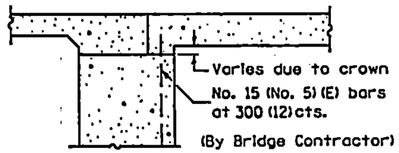
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



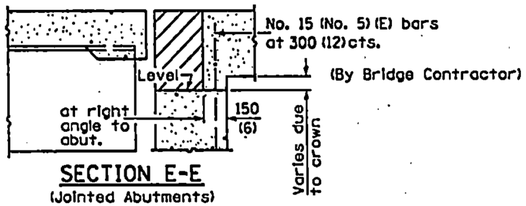
BAR a



BAR a_2



SECTION E-E
(Integral Abutments)



SECTION E-E
(Jointed Abutments)

Illinois Department of Transportation

APPROVED January 1, 2000
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2000
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DESIGN STRESSES
fy = 400 MPa (60,000 p.s.i.)
f'c = 24 MPa (3,500 p.s.i.)
n = 8.5

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

BRIDGE APPROACH PAVEMENT

(Sheet 3 of 4)

STANDARD 420401-02

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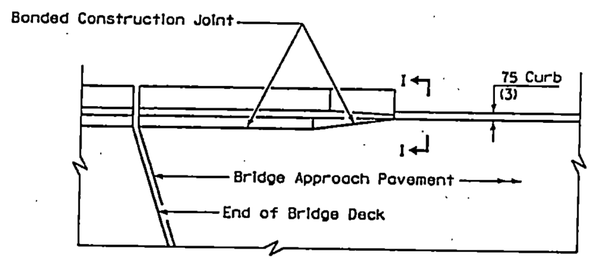
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PLOT DATE =	CHECKED - TCG	REVISED -	

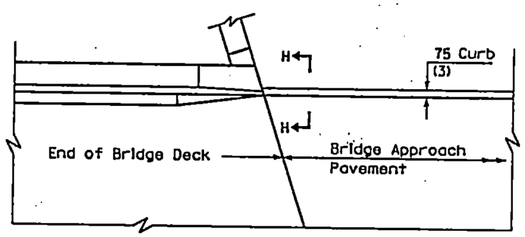
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 13
STRUCTURE NO. 016-2666
SHEET S-19 OF S-20 SHEETS

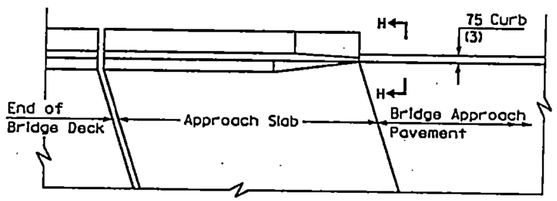
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		



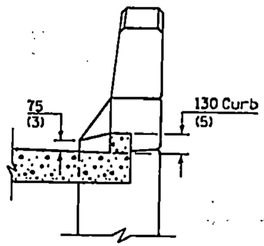
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



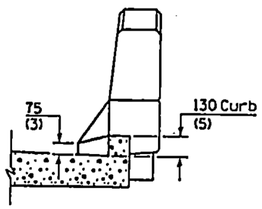
PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



PARAPET TO CURB TRANSITION
VAULTED ABUTMENT



SECTION I - I



SECTION H - H

Illinois Department of Transportation

APPROVED January 1, 2000
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2000
Bill Kuenker
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT

(Sheet 4 of 4)

STANDARD 420401-02

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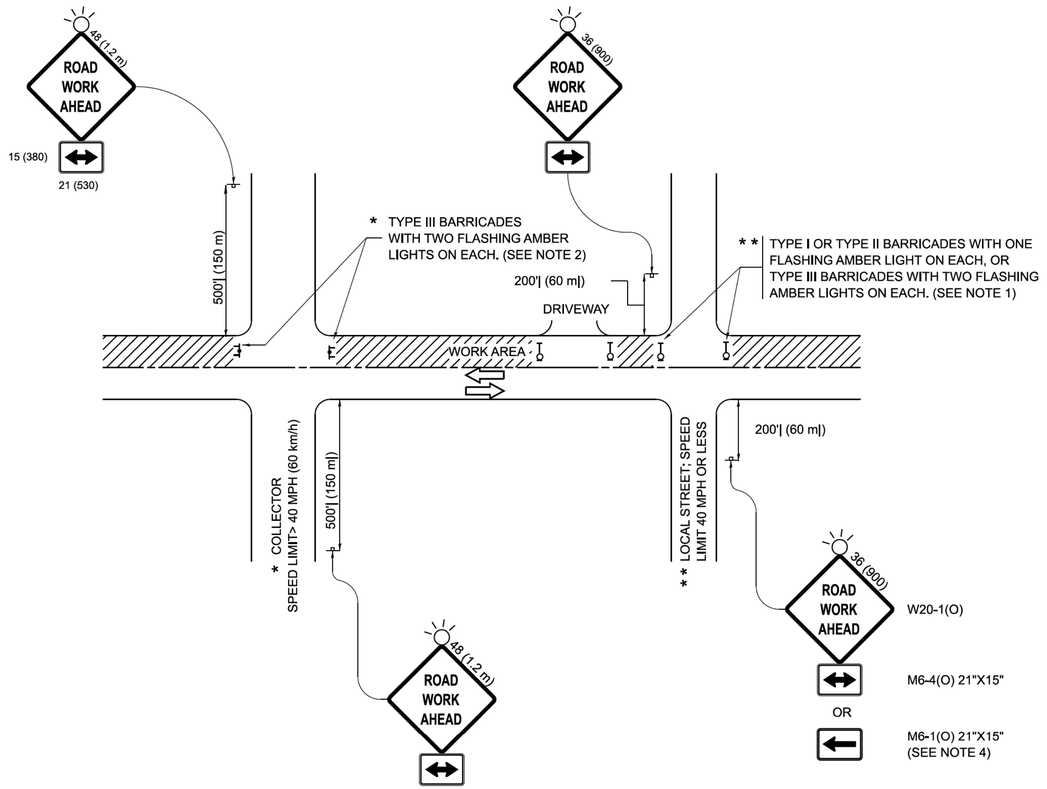
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PLOT DATE =	CHECKED - TCG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SELECT EXISTING PLANS - 14
STRUCTURE NO. 016-2666
SHEET S-20 OF S-20 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(97B-R&0405-1)R)BJR, BD	COOK	51	44
		CONTRACT NO. 80C75		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD WORK AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD WORK AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. 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).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

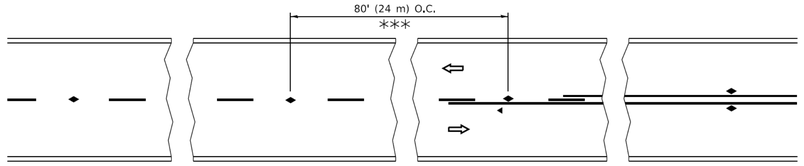
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	DRAWN -	REVISED - A. SCHUETZE 09-15-06			
PLOT SCALE = 0.08333317 ' / In.	CHECKED -	REVISED - D. SENDERAK 05-03-25			
PLOT DATE = 9/15/2026	DATE - 06-89	REVISED - D. SENDERAK 09-15-26		SCALE: SHEET OF SHEETS STA. TO STA.	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	ILLINOIS FED. AID PROJECT			

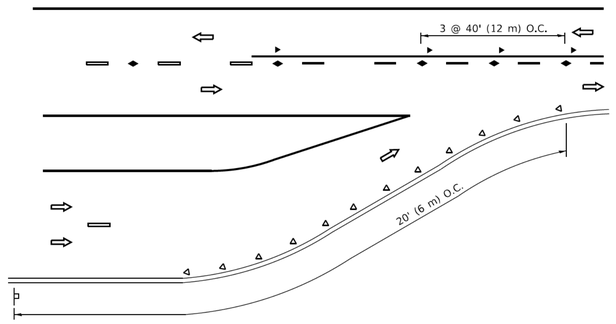
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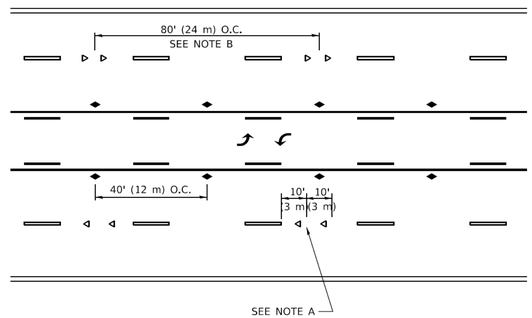
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

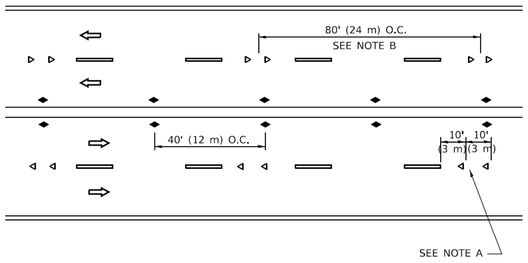
SEE FIGURE 3B-14 MUTCD



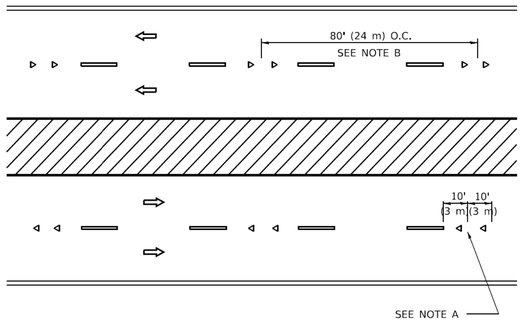
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

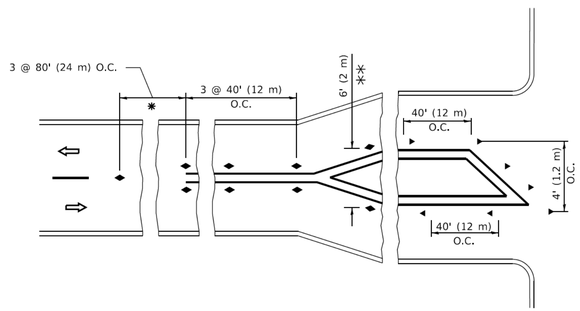
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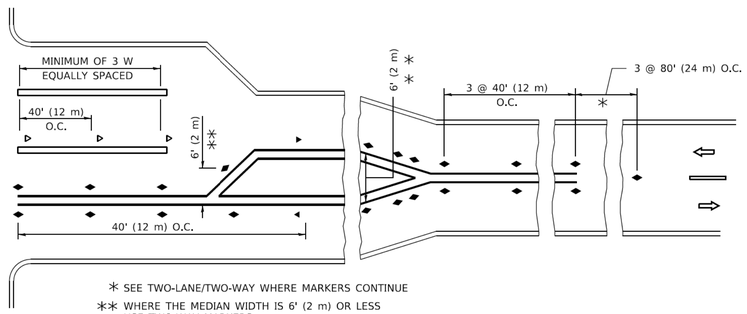
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

DESIGN NOTES

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

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

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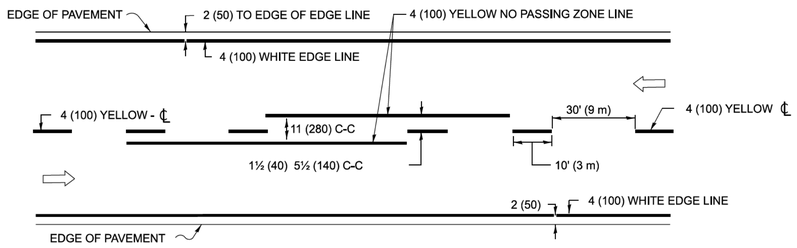
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

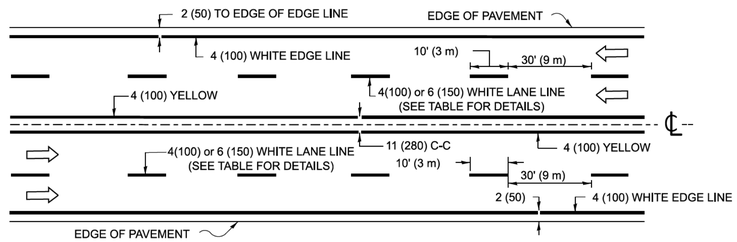
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	ILLINOIS	FED. AID PROJECT		

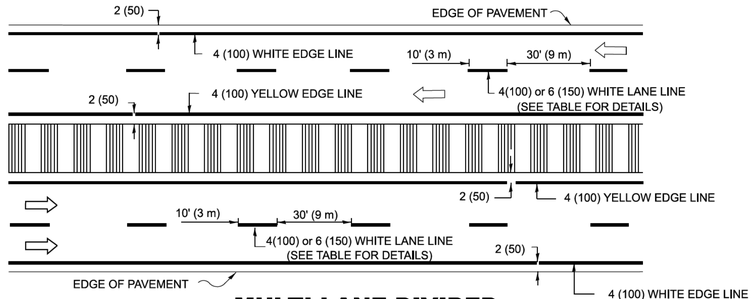
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2-LANE ROADWAY

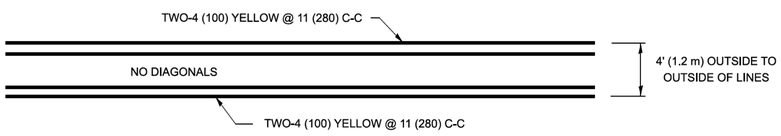


MULTI-LANE UNDIVIDED

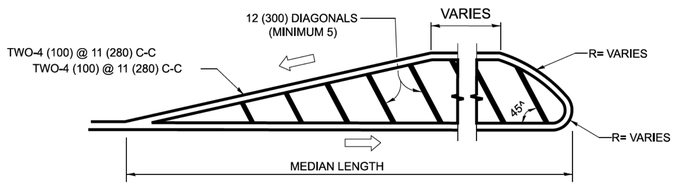


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



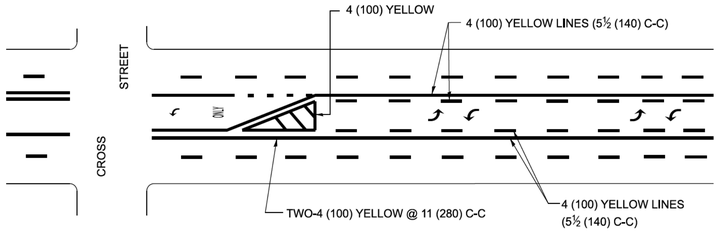
4' (1.2 m) WIDE MEDIANS ONLY



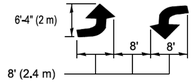
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING
CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED
DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

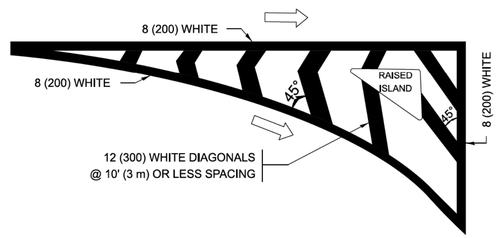


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR.
ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

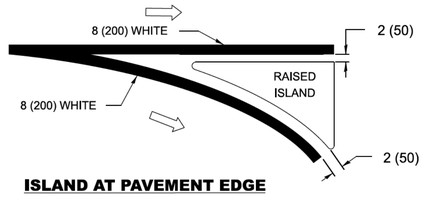


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

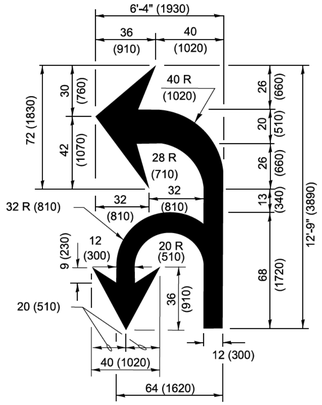


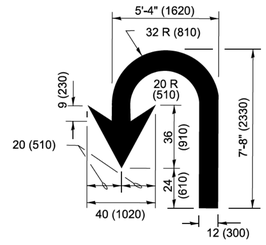
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

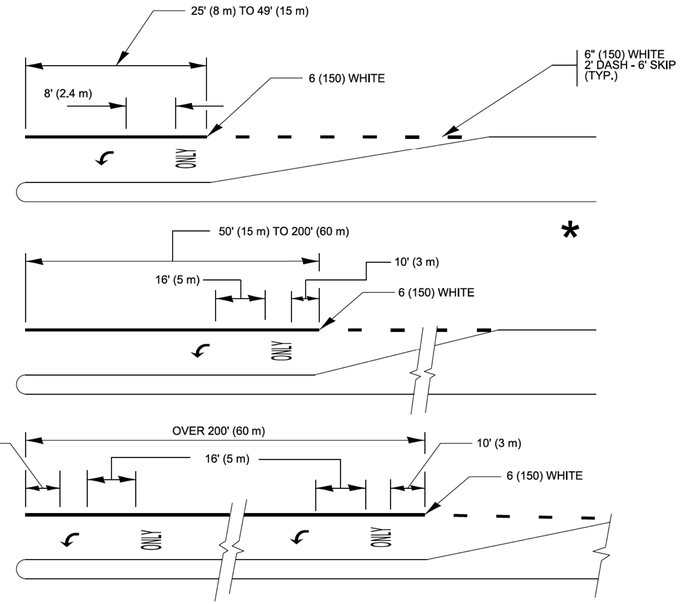
TYPICAL ISLAND MARKING





U-TURN

COMBINATION LEFT AND U-TURN



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

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

TYPICAL LEFT (OR RIGHT) TURN LANE MARKING

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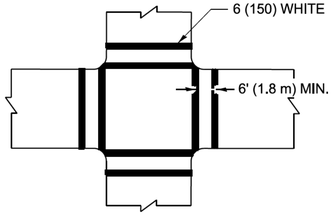
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

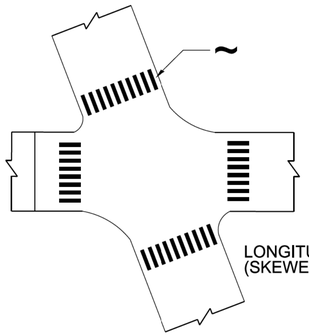
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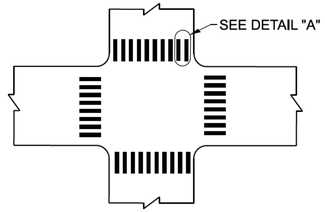
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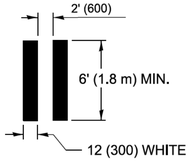
TRANSVERSE CROSSWALK



LONGITUDINAL CROSSWALK
(SKEWED INTERSECTION)



LONGITUDINAL CROSSWALK

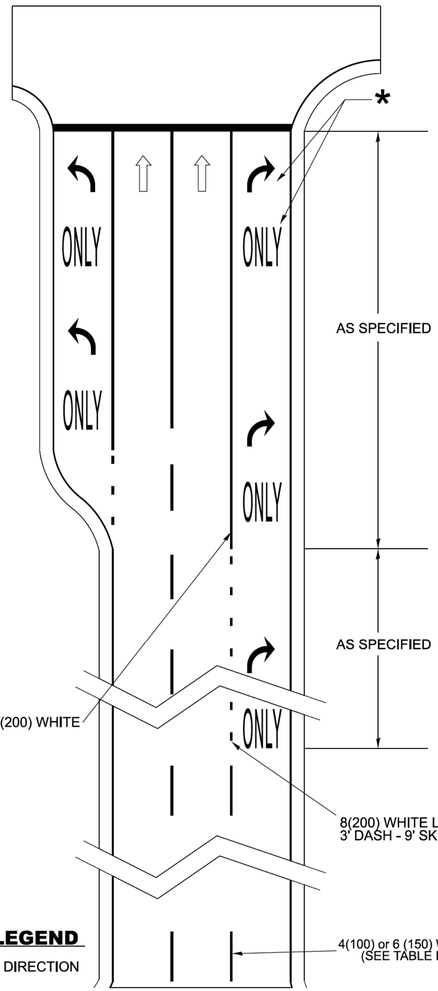


DETAIL "A"

TYPICAL CROSSWALK MARKING

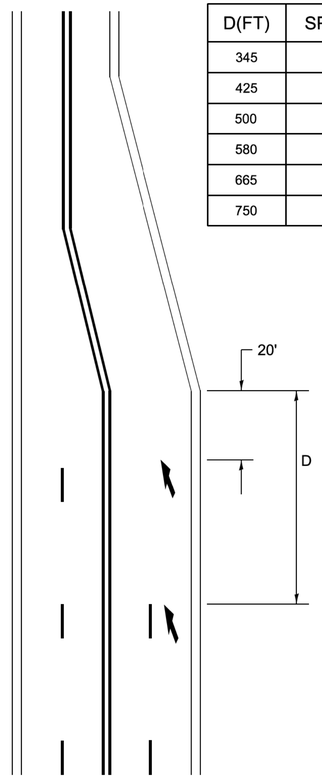
~ THE INDIVIDUAL LONGITUDINAL ELEMENTS OF A LONGITUDINAL BAR CROSSWALK SHOULD BE ANGLED SUCH THAT THEY ARE PARALLEL TO THE TRAVEL PATH OF APPROACHING TRAFFIC

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



ARTERIAL ROAD LANE-DROP MARKINGS

* FOLLOW TYPICAL TURN LANE MARKINGS FOR PLACEMENT AND SIZE DETAILS OF 'ARROW' AND 'ONLY' MARKINGS IN THE TURN LANE.



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES FOR SPEED LIMIT <= 45 MPH LANE LINES FOR SPEED LIMIT > 45 MPH	4 (100) 6 (150)	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (TYPICAL FOR EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS, EXCEPT AT LANE-DROP MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (0.60m) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
TRANSVERSE CROSSWALK LONGITUDINAL BARS CROSSWALK	2 @ 6 (150) 12 (300) @ 90°	SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART AND PARALLEL TO TRAFFIC FLOW SEE TYPICAL CROSSWALK MARKING DETAIL 'A'.
STOP LINES	24 (600)	SOLID	WHITE	PLACE MINIMUM 4' (1.2 m) IN ADVANCE OF CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. NO MORE THAN 30' (9.1 m) OR LESS THAN 4' (1.2 m) FROM NEAREST EDGE OF INTERSECTING TRAVELED WAY.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001, TC 23 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF
ARTERIAL LANE-DROP MARKINGS DOTTED LINES FOR LANE-DROP TURN LANE MARKINGS	 8 (200) 8 (200)	 SKIP - DASH SOLID	 WHITE WHITE	3' (0.91 m) LINE WITH 9' (2.74 m) SPACE

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-13B	CONTRACT NO. 80C75		
	ILLINOIS | FED. AID PROJECT			

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TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

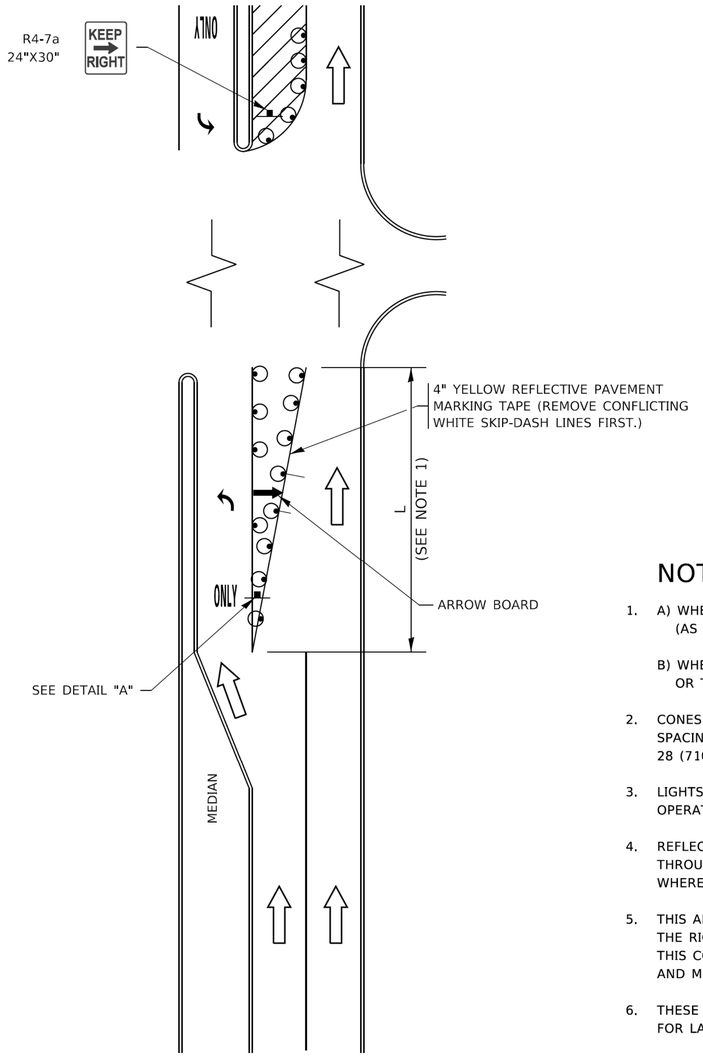


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

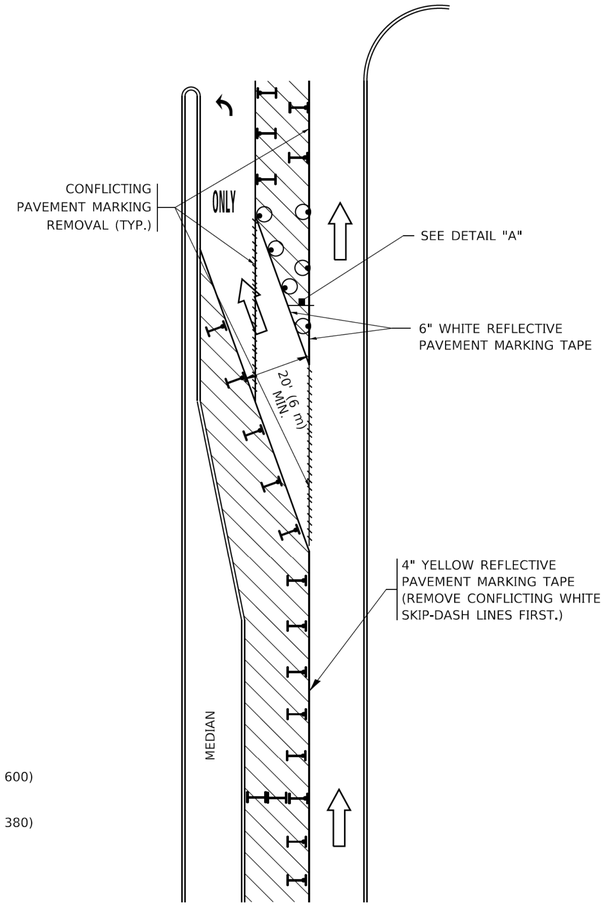
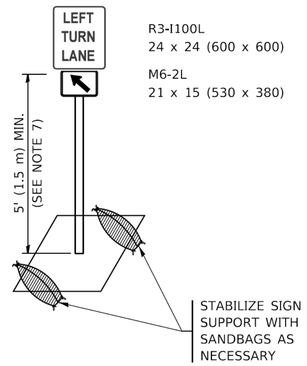


FIGURE 2



DETAIL A

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

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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -	

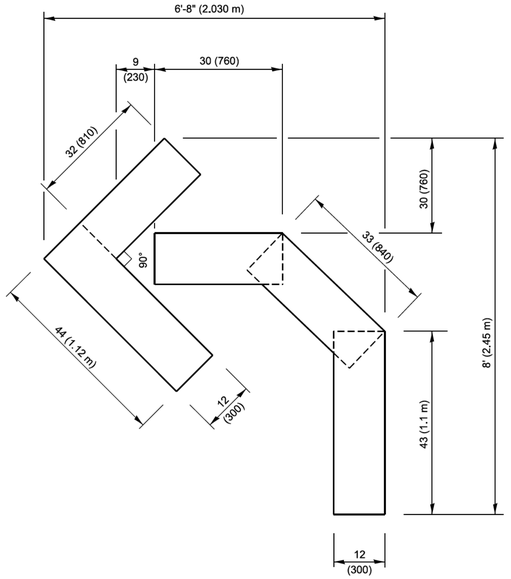
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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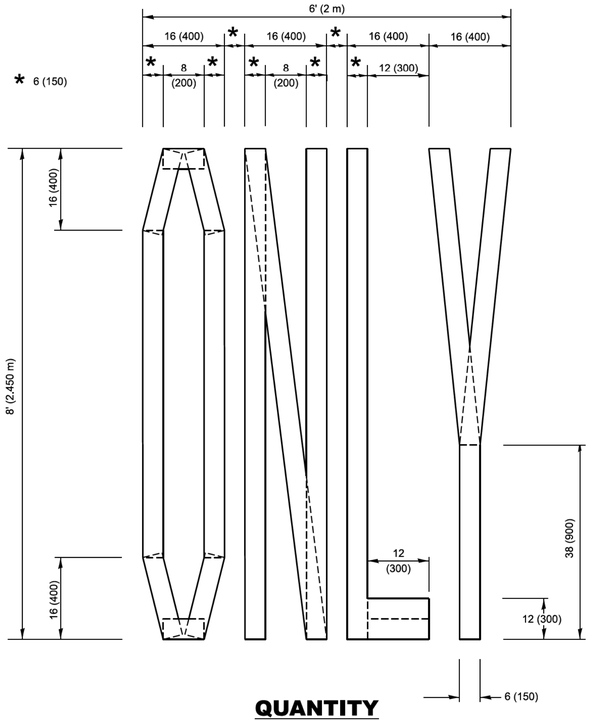
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-14	CONTRACT NO.80C75		
		ILLINOIS FED. AID PROJECT		

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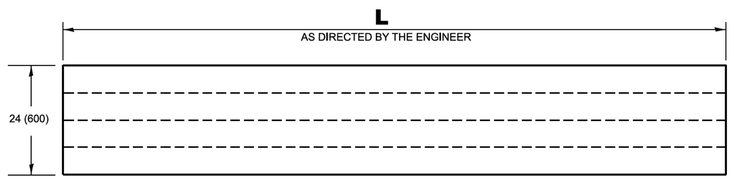
QUANTITY

6 (150) LINE = 30.4 ft. (9.27 m)
15.2 sq. ft. (1.41 sq. m)



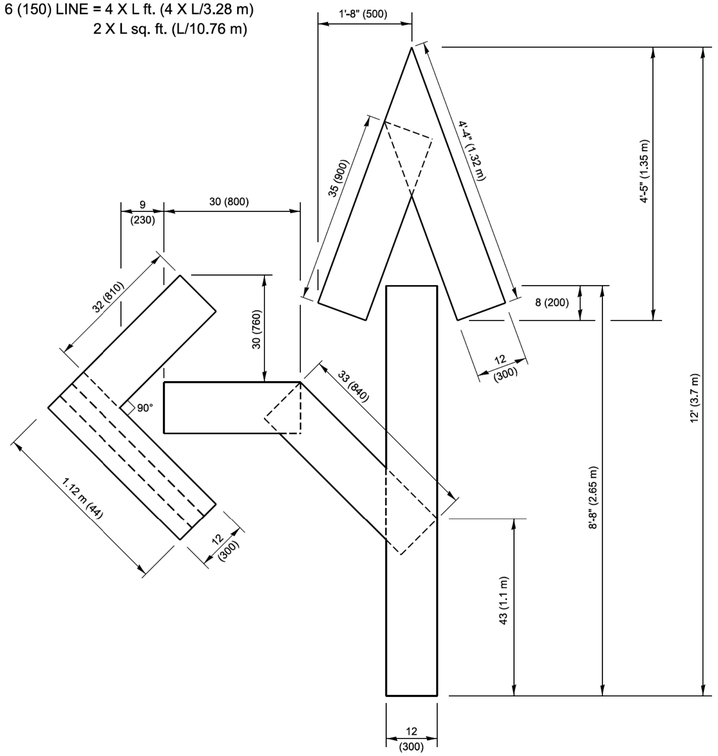
QUANTITY

6 (150) LINE = 64.1 ft. (19.5 m)
32.05 sq. ft. (2.98 sq. m)



QUANTITY

6 (150) LINE = 4 X L ft. (4 X L/3.28 m)
2 X L sq. ft. (L/10.76 m)

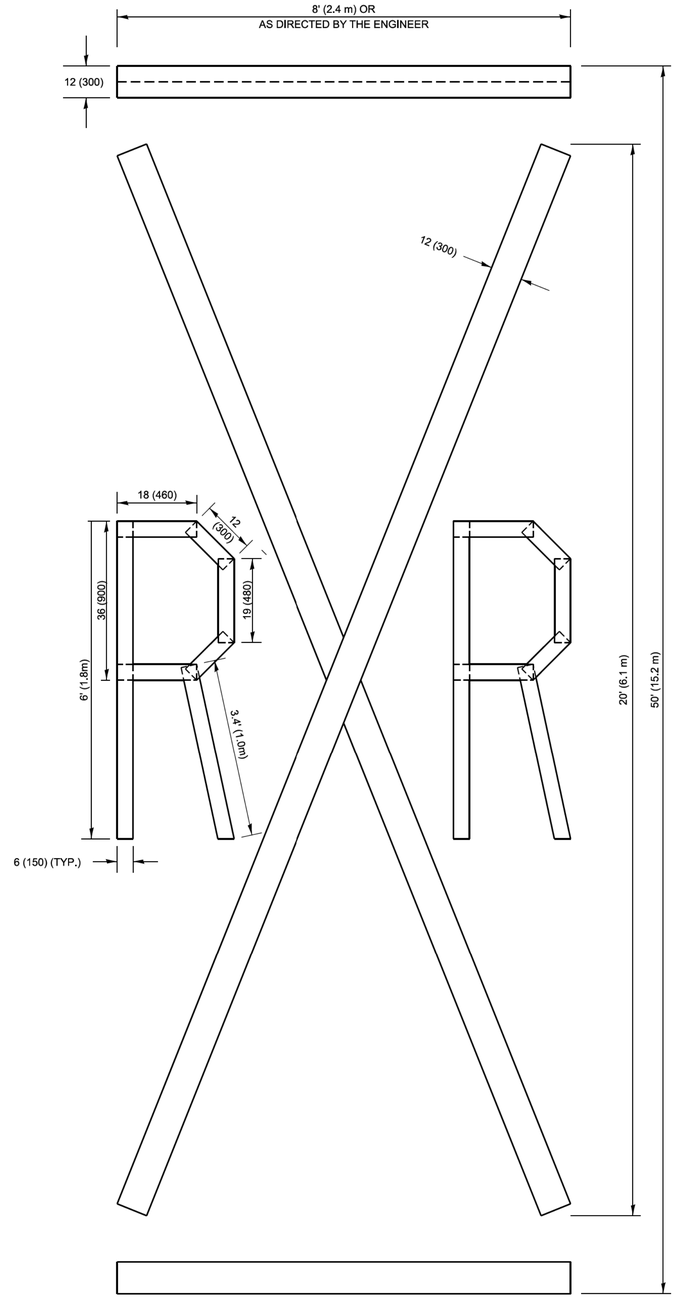


QUANTITY

6 (150) LINE = 55 ft. (16.76 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 6" LINES TO MATCH THE 6" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 6" TAPE REQUIRED.



QUANTITY

6 (150) LINE = 225.9 ft. (68.9 m)
112.95 sq. ft. (10.5 sq. m)

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

USER NAME = lawrence,demanche	DESIGNED -	REVISED - E. GOMEZ 08-28-00	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 0.08333317 ' / In.	CHECKED -	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 9/15/2026	DATE - 09-18-94	REVISED - J. JONES 09-15-26	

STATE OF ILLINOIS
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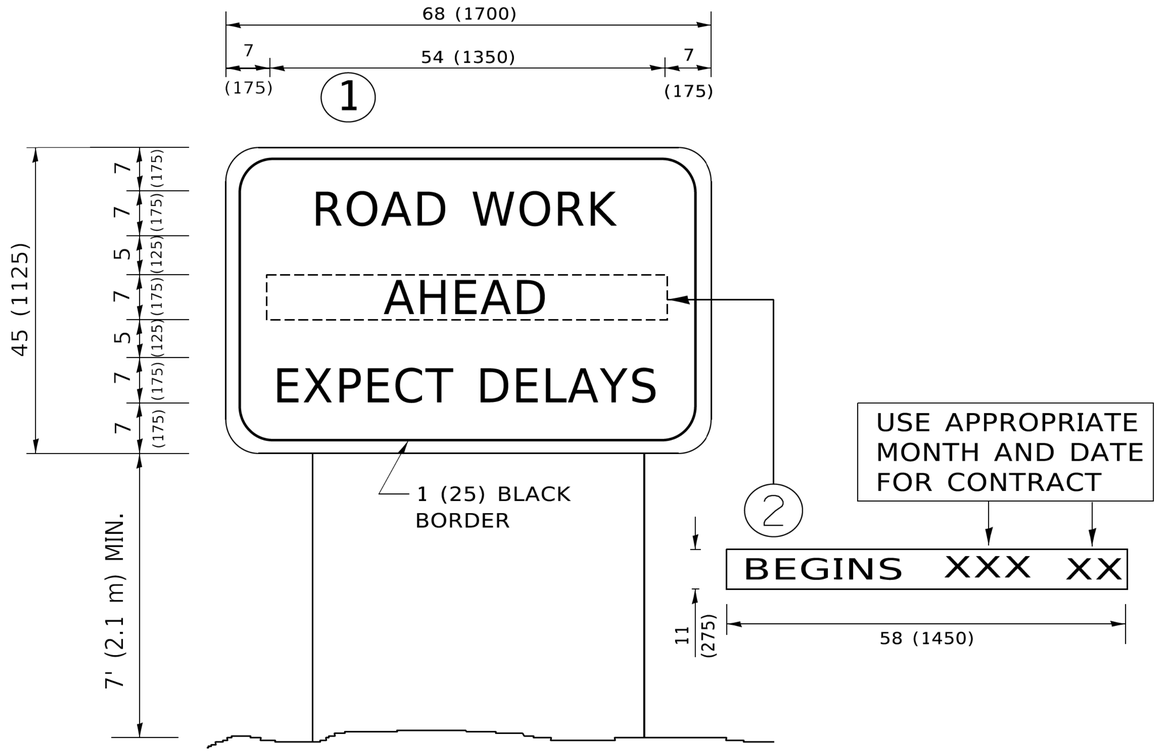
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

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	TC-16	CONTRACT NO. 80C75		
		ILLINOIS	FED. AID PROJECT	

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TC 16.dgn 9/15/2026 3:40:39 PM User=lawrence.demanche



NOTES:

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

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

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USER NAME = footem]	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-22	CONTRACT NO.80C75		
	ILLINOIS FED. AID PROJECT			

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