

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAI ROUTE 57: I-57  
OVER CAL-SAG CHANNEL  
SECTION 2013-025-1  
BRIDGE JOINT REPAIR  
COOK COUNTY

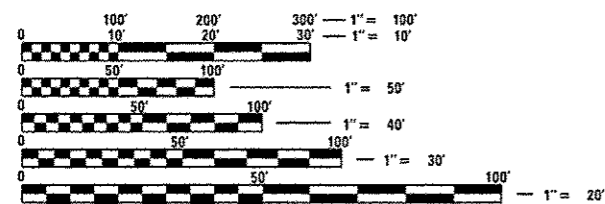
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	1
		ILLINOIS	CONTRACT NO. 60W60	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS IMPROVEMENT IS LOCATED  
IN THE CITY OF BLUE ISLAND

TRAFFIC DATA

2012 ADT = 113,000  
SPEED LIMIT = 55 MPH



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

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

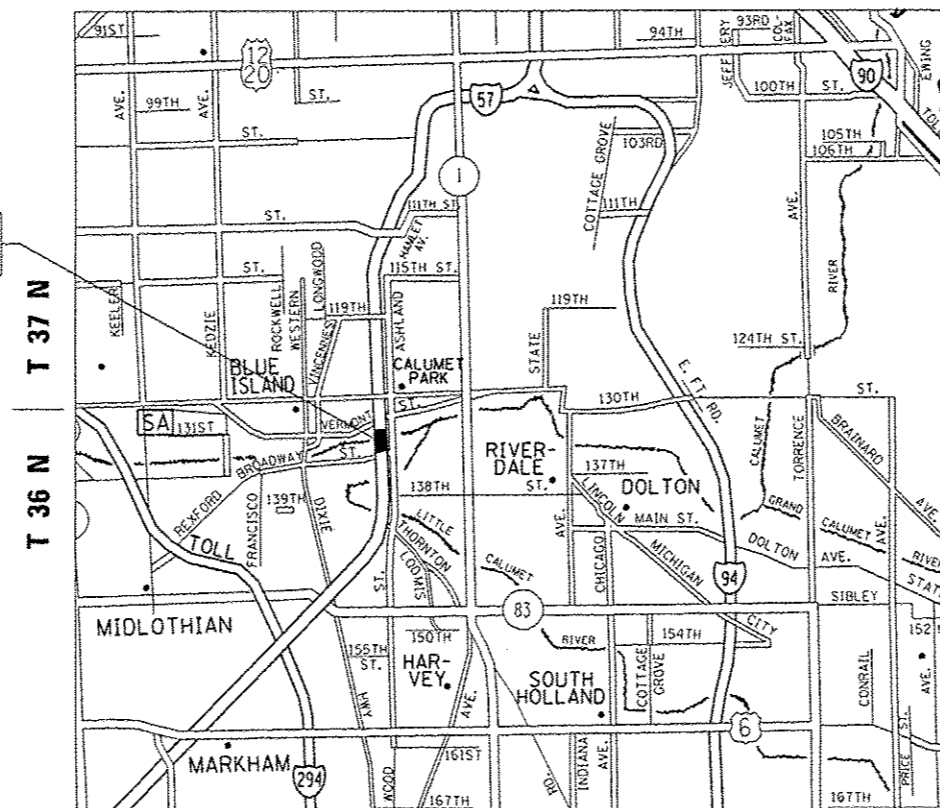
PROJECT ENGINEER: J. ALAIN MIDY (847) 221-3056  
PROJECT MANAGER: ISSAM RAYYAN

CONTRACT NO. 60W60

C-91-343-13

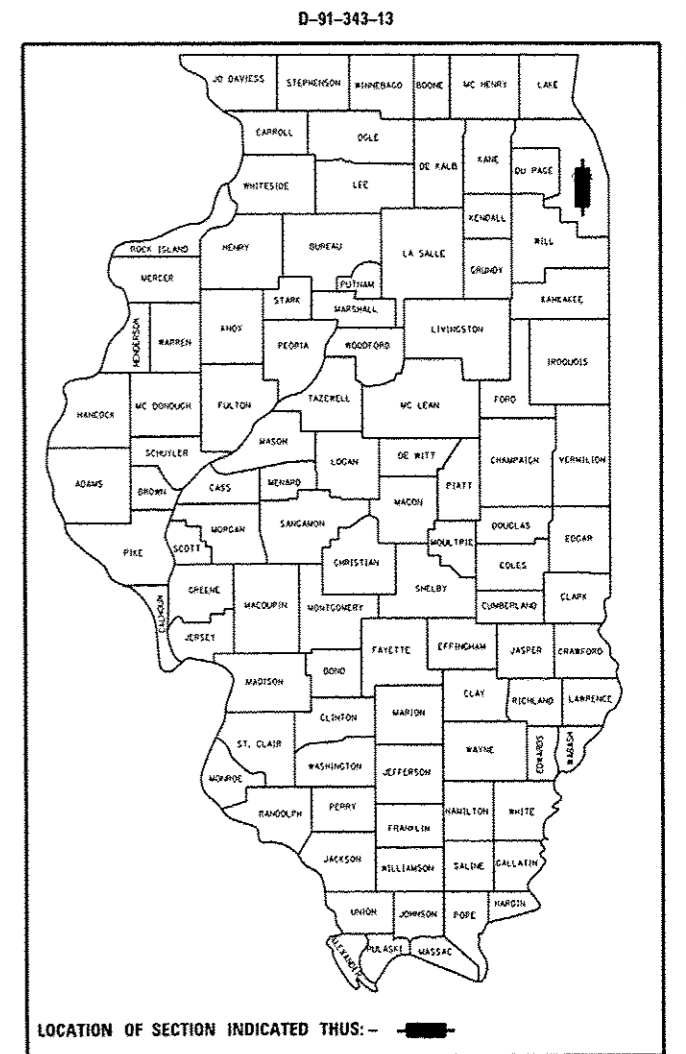
R14E | R15E

LOCATION OF IMPROVEMENT  
SN 016-0065, -0064



CALUMET TOWNSHIP

GROSS & NET LENGTH = 491.9 FT. = 0.093 MILE



LOCATION OF SECTION INDICATED THUS: - [black rectangle] -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED August 22 20 13

*John Fortmann*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 4 20 13  
*John D. Baranzoli, P.E.*  
ENGINEER OF DESIGN AND ENVIRONMENT

October 4 20 13  
*Omer Osman, P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS

**INDEX STANDARDS**

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643001 - 01	SAND MODULE IMPACT ATTENUATORS

**GENERAL NOTES**

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF BLUE ISLAND.

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

USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE "LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)" DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4151 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT REGINA COOPER, AREA TRAFFIC FIELD ENGINEER AT (847) 705-4153 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

CONCRETE SUPERSTRUCTURE SHALL HAVE A SEVEN DAY MINIMUM CURE.

THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A 404 PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE 404 PERMIT IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER USACE PERMITS.

HMA SURFACE COURSE N70 WILL BE USED TO RESURFACE RUMBLE STRIP AREAS FOR STAGING PURPOSES.

**HMA MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ NDES
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm) (2")	4% @ 70 GYR

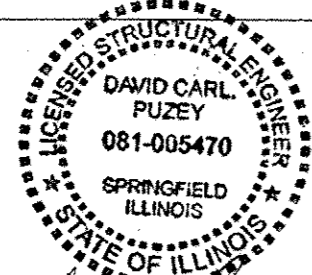
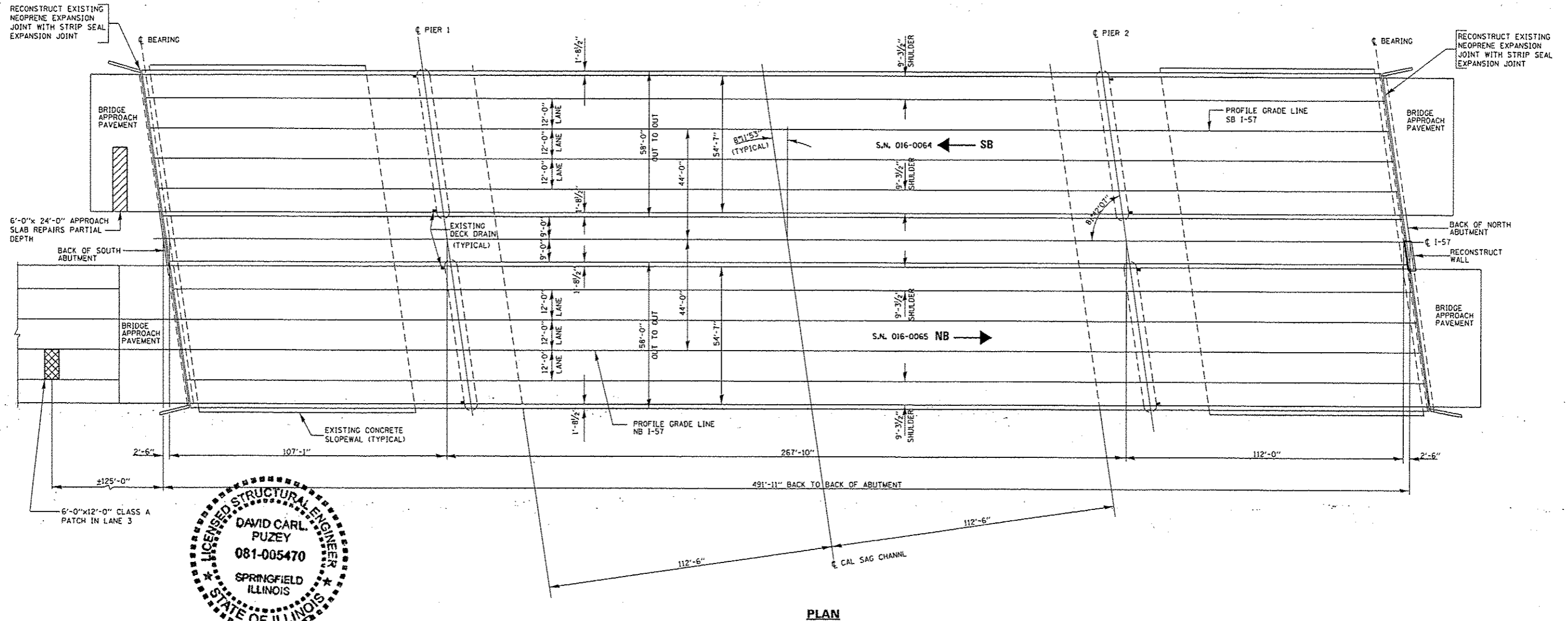
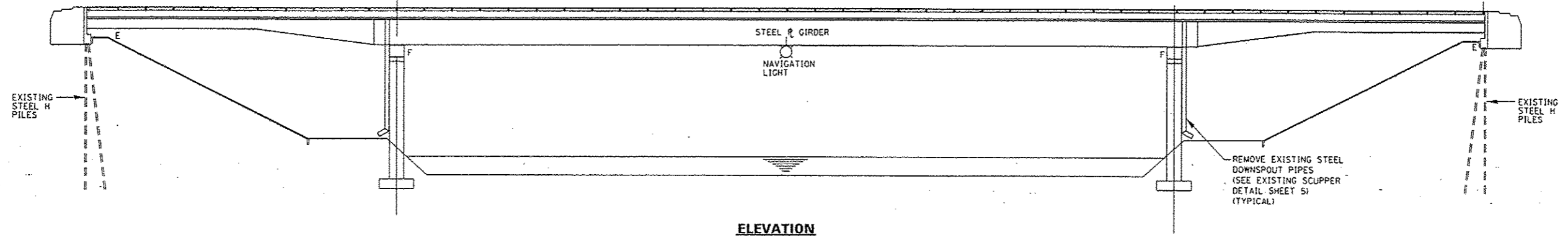
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SOYD/IN.

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 64-28" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

**NOTE:**  
**CONTRACTOR SHALL MILL AND RESURFACE EXISTING RUMBLE STRIP FOR TRAFFIC STAGING OF WORK**

FILE NAME :	USER NAME : hardnettr	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-57 OVER CAL-SAG CHANNEL INDEX OF SHEET, STATE STANDARDS &amp; GENERAL NOTES</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 1/8"=1'-0"	CHECKED -	REVISED -	CONTRACT NO. 60#60							
PLOT DATE = 8/30/2013	DATE -	REVISED -	SCALE: 1"=50'			STA. TO	STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE						URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT		100 % STATE 0014								100 % STATE 0014					
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	74	74													
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SO YD	653	653													
44200610	CLASS A PATCHES, TYPE II, 13 INCH	SO YD	8	8													
44213000	PATCHING REINFORCEMENT	SO YD	8	8													
50102400	CONCRETE REMOVAL	CU YD	41.7	41.7													
50300255	CONCRETE SUPERSTRUCTURE	CU YD	42.5	42.5													
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	9100	9100													
50800515	BAR SPLICERS	EACH	72	72													
52000110	PREFORMED JOINT STRIP SEAL	FOOT	240	240													
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	4402	4402													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6													
67100100	MOBILIZATION	L SUM	1	1													
X7013820	TRAFFIC CONTROL SURVEILLANCE (EXPRESSWAYS)	CAL DA	35	35													
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2													
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	5057	5057													
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1450	1450													
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1450	1450													
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2													
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2													
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	6559	6559													
* 78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	1640	1640													
* 78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	686	686													
* 78100300	REPLACEMENT REFLECTOR	EACH	165	165													
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	110	110													
78300100	PAVEMENT MARKING REMOVAL	SO FT	6413	6413													
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	1													
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	13118	13118													
X7030035	WET REFLECTIVE TEMPORARY TAPE TYPE III, 5 INCH	FOOT	1640	1640													
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SO YD	16	16													
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SO YD	51	51													
Z0016200	DECK SLAB REPAIR (PARTIAL)	SO YD	182	182													
* Z0018010	DRAINAGE SCUPPERS, DS-33	EACH	6	6													



*David Carl Puzey 10/1/13 Expires 11/30/14*

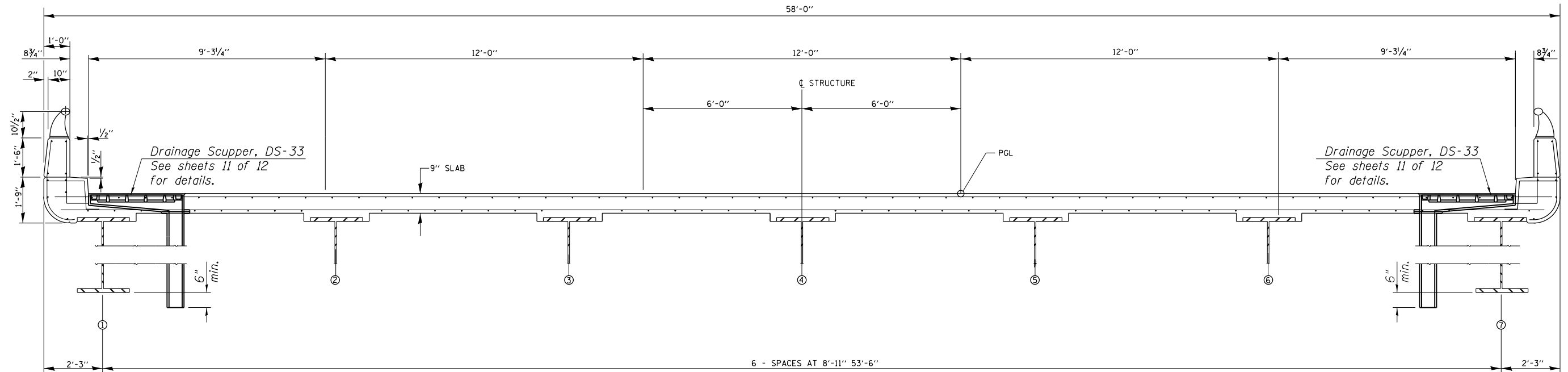
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		RAD	-
		DATE	REVISED
		8-30-13	-

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

I-57 OVER CAL-SAG CHANNEL  
GENERAL PLAN AND ELEVATION  
S.N. 016-0064 AND S.N. 016-0065

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	4
				CONTRACT NO. 60W60
ILLINOIS FED. AID PROJECT				

SCALE: SHEET 1 OF 12 SHEETS STA. TO STA.



**CROSS SECTION**  
**SN. 016-0064 LOOKING SOUTH**  
**SN. 016-0065 LOOKING NORTH**

**GENERAL NOTES:**

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENT 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 BASED AT THE UNIT PRICE BID FOR THE WORK.

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. COST INCLUDED WITH CONCRETE REMOVAL.

AREA OF DECK REPAIRS SHOWN ARE ESTIMATED. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS.

JOINT OPENINGS SHALL BE ADJUSTED ACCORDING TO ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS. WHEN THE DECK IS POURED AT AN AMBIENT TEMPERATURE OTHER THAN 50° F.

PRIOR TO POURING THE NEW CONCRETE DECK, ALL HEAVY OR LOOSE RUST, LOOSE MILL SCALE, AND OTHER LOOSE OR POTENTIALLY DETRIMENTAL FOREIGN MATERIAL SHALL BE REMOVED FROM THE SURFACES IN CONTACT WITH CONCRETE. TIGHTLY ADHERED PAINT MAY REMAIN UNLESS OTHERWISE NOTED. REMOVAL SHALL BE ACCOMPLISHED BY METHODS THAT WILL NOT DAMAGE THE STEEL AND THE COST WILL BE INCLUDED IN THE PAY ITEM COVERING REMOVAL OF THE EXISTING CONCRETE.

ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 Gr. 36, UNLESS OTHERWISE NOTED.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

THE EXISTING STRUCTURAL STEEL COATING CONTAINS LEAD. THE CONTRACTOR SHALL TAKE APPROPRIATE PRECAUTIONS TO DEAL WITH THE PRESENCE OF LEAD ON THIS PROJECT.

THE DECK SURFACE SHALL HAVE ITS FINAL FINISH TINED ACCORDING TO ARTICLE 420.09(a)(1) OF THE STANDARD SPECIFICATIONS. COST INCLUDED WITH CONCRETE SUPERSTRUCTURES.

DRAINS SHALL BE LOCATED CLEAR OF ALL DIAPHRAGMS.

DO NOT SCALE DIMENSIONS.

**TOTAL BILL OF MATERIALS**

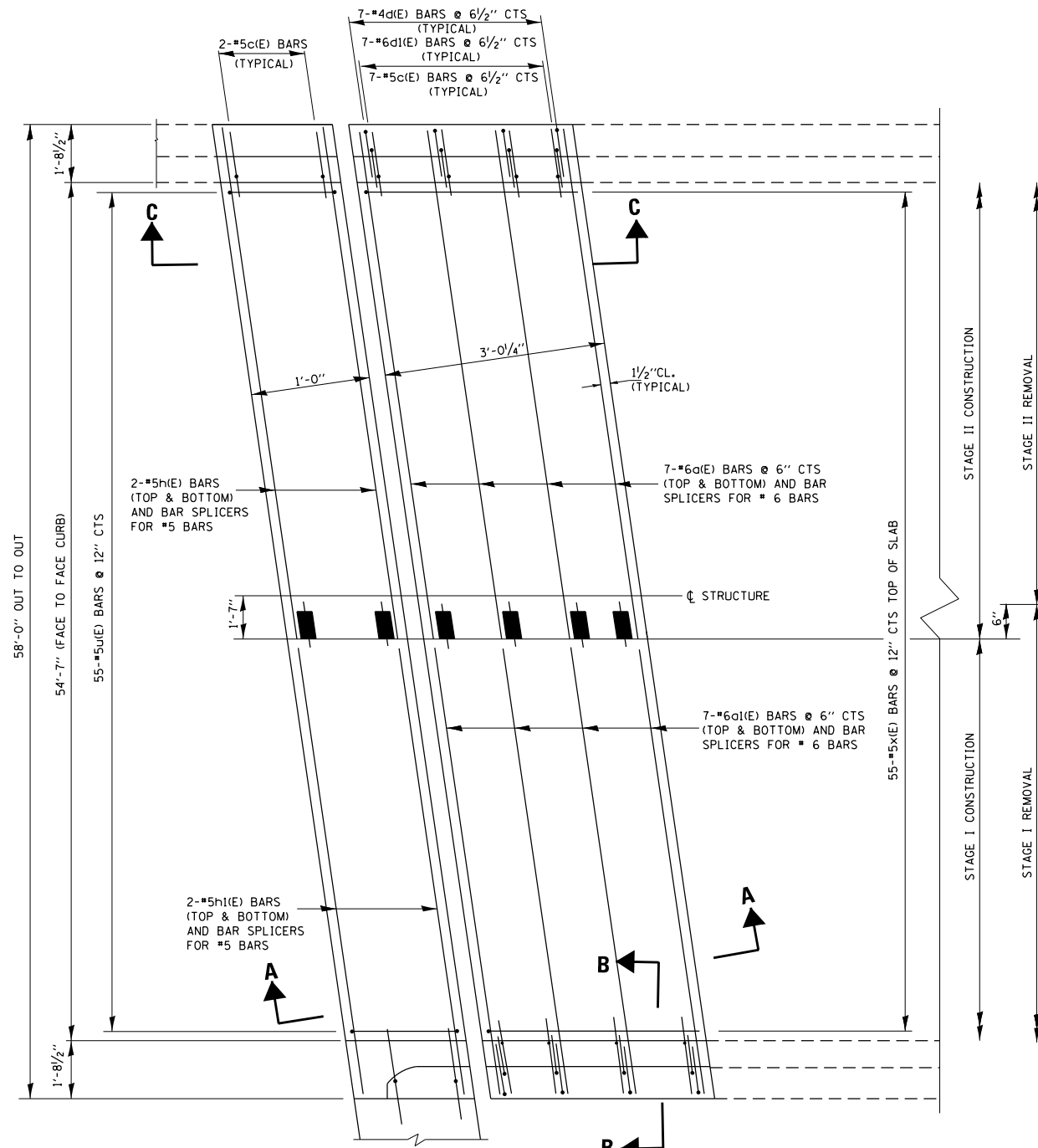
ITEM	UNIT	SN. 016-0064 QUANTITY	SN. 016-0065 QUANTITY	TOTAL
REINFORCEMENT BARS (EPOXY COATED)	POUND	4480	4620	9100
CONCRETE REMOVAL	CU. YD.	20.6	21.1	41.7
CONCRETE SUPERSTRUCTURE	CU. YD.	20.7	21.8	42.5
PREFORMED JOINT STRIP SEAL	FOOT	120	120	240
APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	16		16
DECK SLAB REPAIR (PARTIAL)	SQ. YD.	87	95	182
DECK SLAB REPAIR (FULL DEPTH)	SQ. YD.	16	35	51
BAR SPLICERS	EACH	36	36	72
DRAINAGE SCUPER, DS-33	EACH	3	3	6

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<b>I-57 OVER CAL-SAG CHANNEL</b>		F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CROSS SECTION AND DETAILS		57	2013-025-I	COOK	23	5
S.N. 016-0064 AND S.N. 016-0065		CONTRACT NO. 60W60				
SCALE:	SHEET 2 OF 12 SHEETS	STA.	TO STA.			

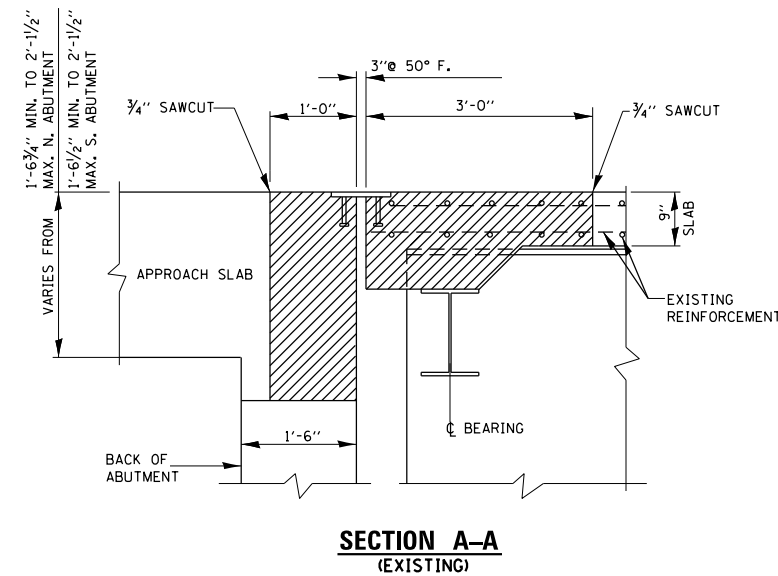
ILLINOIS	FED. AID PROJECT
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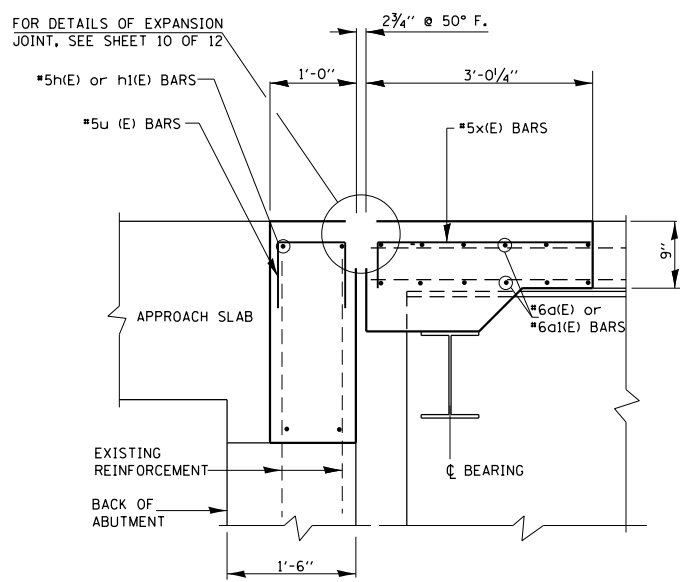
**PLAN**  
**SOUTH ABUTMENT, 016-0064**  
**NORTH ABUTMENT, 016-0065**  
 (OTHER ABUTMENTS SIMILAR)

**NOTES**

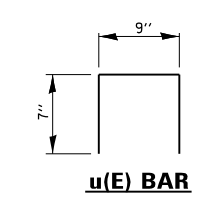
- EXISTING RAIL POST ANCHORAGE DEVICES TO REMAIN AND RE - USED AT EACH LOCATION WHERE POSTS ARE CONNECTED TO NEW CONSTRUCTION. COST INCLUDED WITH THE CONCRETE REMOVAL.
- IN LIEU OF THE EXISTING ANCHORAGE DEVICES, THE CONTRACTOR HAS THE OPTION OF DRILLING AND SETTING STAINLESS STEEL ANCHOR RODS OF THE SAME DIAMETER AND GRADE AS THE SPECIFIED CAP SCREWS ACCORDING TO ARTICLE 509.06 OF THE STANDARD SPECIFICATIONS. EMBEDMENT SHALL BE ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS



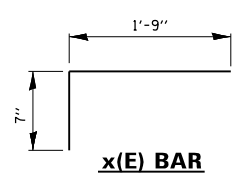
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 (EXISTING)



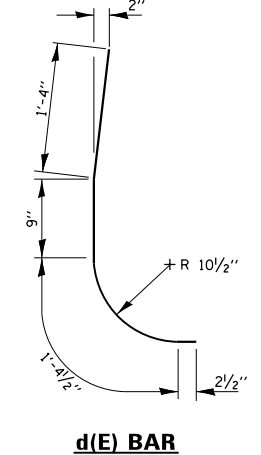
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 (PROPOSED)



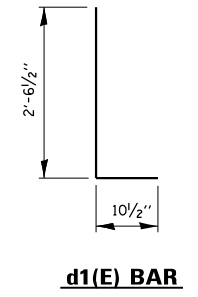
**u(E) BAR**



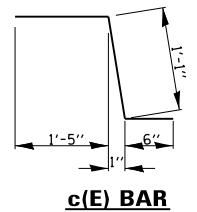
**x(E) BAR**



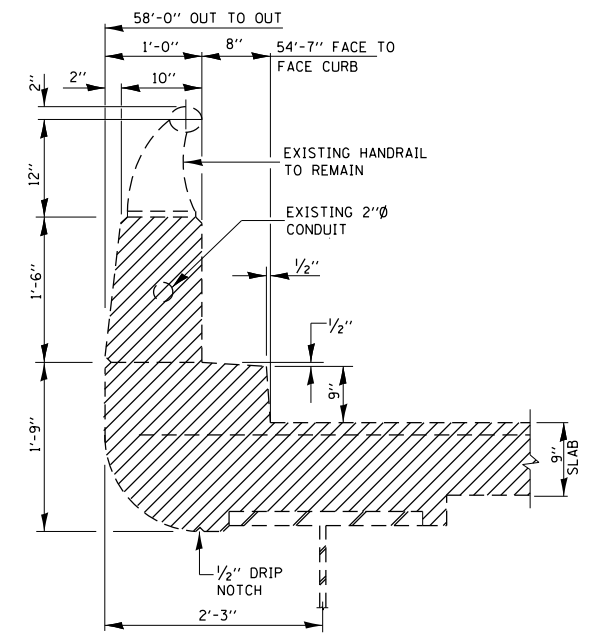
**d(E) BAR**



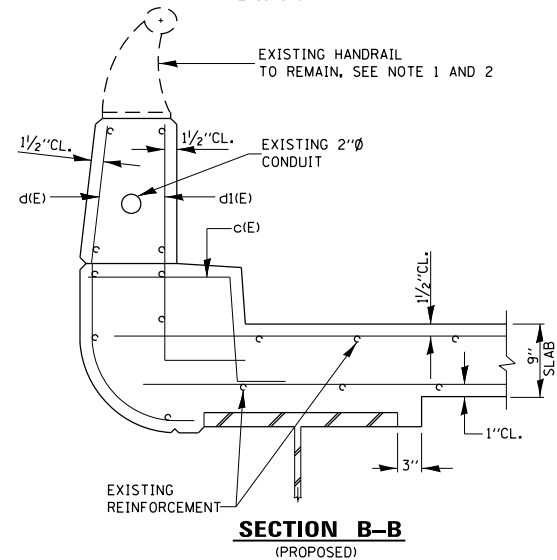
**d1(E) BAR**



**c(E) BAR**



**SECTION B-B**  
 (EXISTING)



**SECTION B-B**  
 (PROPOSED)

**BILL OF MATERIALS**

BAR	NO.	SIZE	LENGTH	SHAPE	ITEM	UNIT	SN.016-0064 QUANTITY	SN.016-0065 QUANTITY	TOTAL
c1(E)	56	#6	30'-9"	—	REINFORCEMENT BARS (EPOXY COATED)	POUND	3980	4120	8100
c1(E)	56	#6	27'-8"	—					
c(E)	72	#5	3'-0"	—					
d1(E)	56	#4	3'-8"	—					
d1(E)	56	#6	3'-5"	L					
h(E)	16	#5	30'-9"	—					
h1(E)	16	#5	27'-8"	—					
h3(E)	6	#5	10'-0"	—					
u(E)	220	#5	2'-11"	—					
v1(E)	20	#6	2'-6"	—					
x(E)	220	#5	3'-3"	—	CONCRETE REMOVAL	CU.YD.	20.6	21.1	41.7
CONCRETE SUPERSTRUCTURE						CU.YD.	20.7	21.8	42.5
BAR SPLICERS						EACH	16	56	72
PREFORMED JOINT STRIP SEAL						FOOT	119	119	238

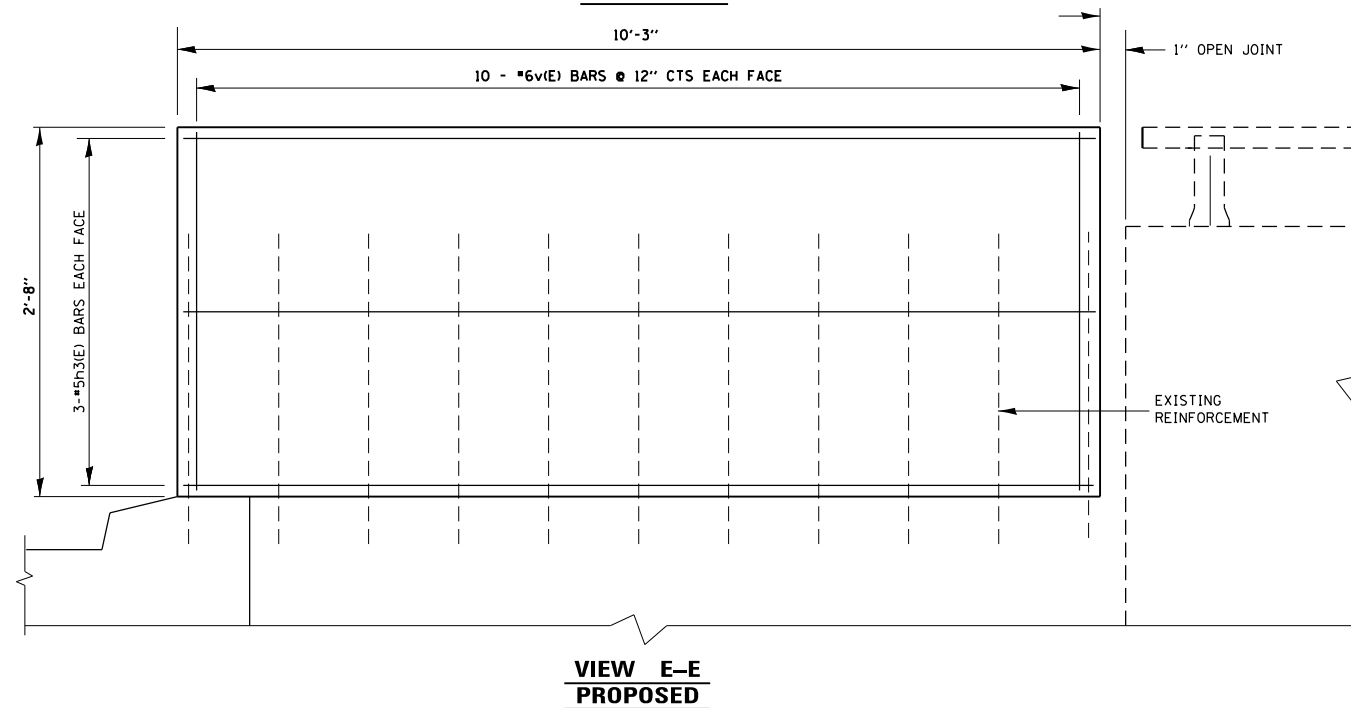
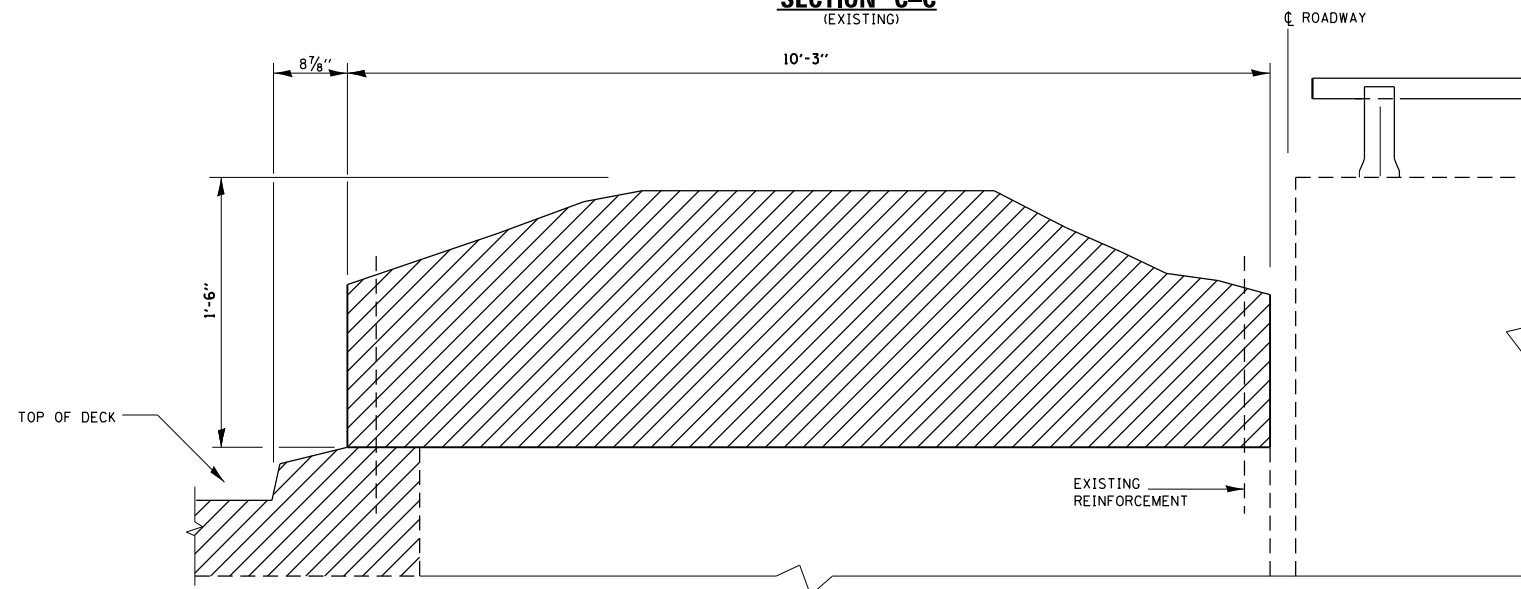
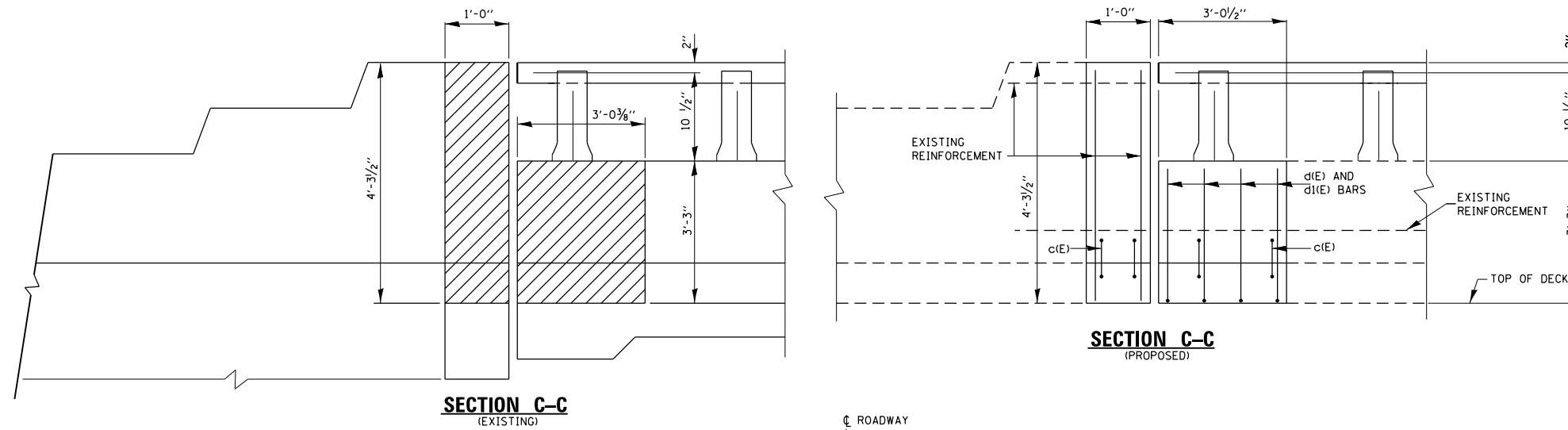
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**I-57 OVER CAL-SAG CHANNEL**  
**CROSS SECTION AND DETAILS**  
**S.N. 016-0064 AND S.N. 016-0065**

SCALE: SHEET 3 OF 12 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	6
CONTRACT NO. 60W60			ILLINOIS FED. AID PROJECT	



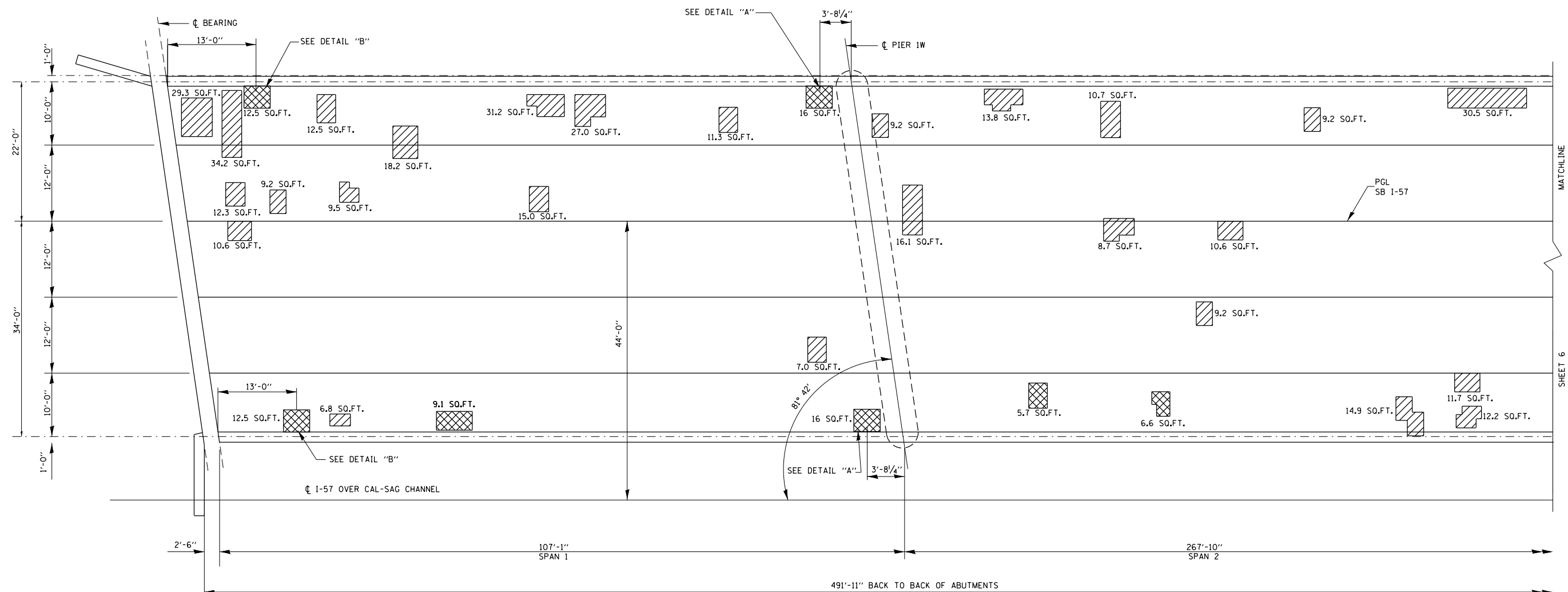
**NOTE:**  
 HATCHED AREA INDICATES CONCRETE REMOVAL  
 FOR BILL OF MATERIAL AND LIST SEE SHEET 3

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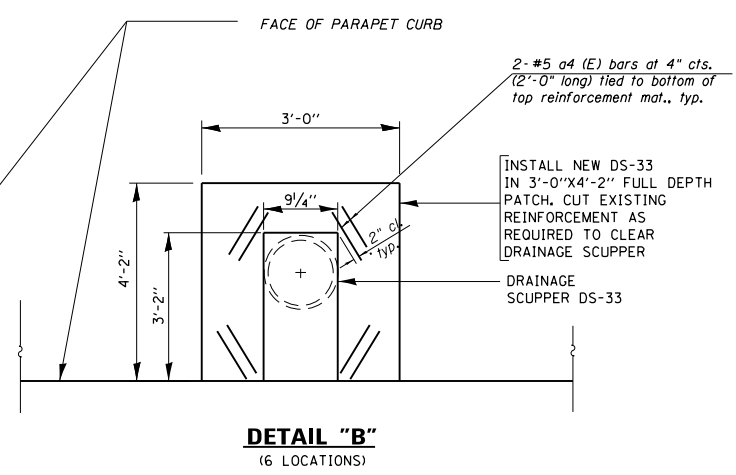
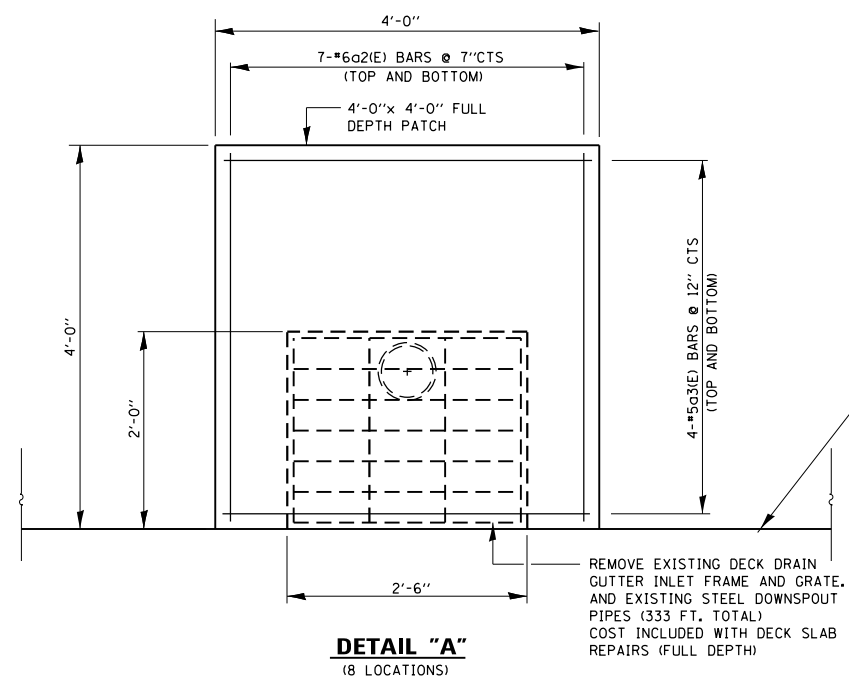
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>I-57 OVER CAL-SAG CHANNEL    CROSS SECTION AND DETAILS    S.N. 016-0064 AND S.N. 016-0065</b>	
SCALE:	SHEET 4 OF 12 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	7
CONTRACT NO. 60W60			ILLINOIS FED. AID PROJECT	



**DECK PLAN**  
**S.N. 016-0064**



- LEGEND:**
- PARTIAL DEPTH REPAIR
  - FULL DEPTH REPAIR

SEE BILL OF MATERIALS, SHEET 6

**NOTES:**  
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. COST INCLUDED WITH CONCRETE REMOVAL.

FILE NAME =	USER NAME = dahhnr	DESIGNED - MVT	REVISED -
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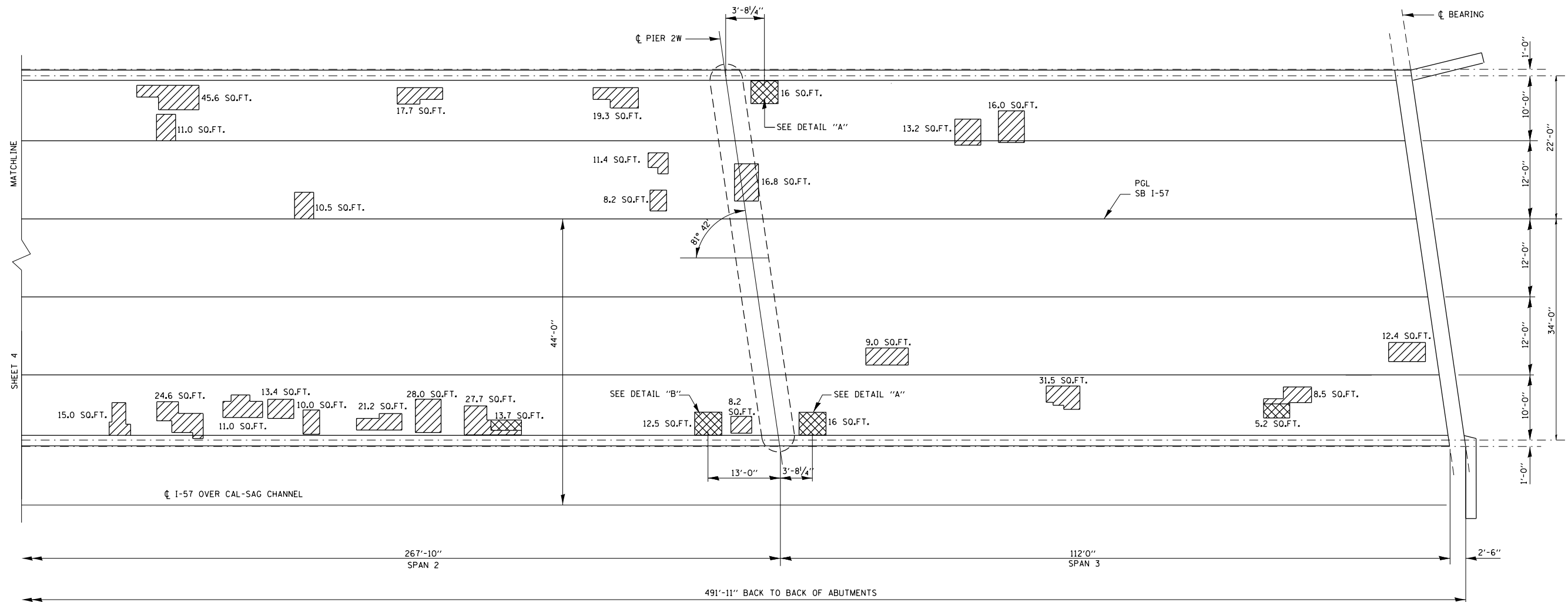
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**I-57 OVER CAL-SAG CHANNEL**  
**BRIDGE DECK PATCHING**  
**S.N. 016-0064**

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-I	COOK	23	8
CONTRACT NO. 60W60			ILLINOIS FED. AID PROJECT	

SCALE: SHEET 5 OF 12 SHEETS STA. TO STA.





**TOP DECK PLAN**  
**S.N. 016-0064**

**LEGEND:**

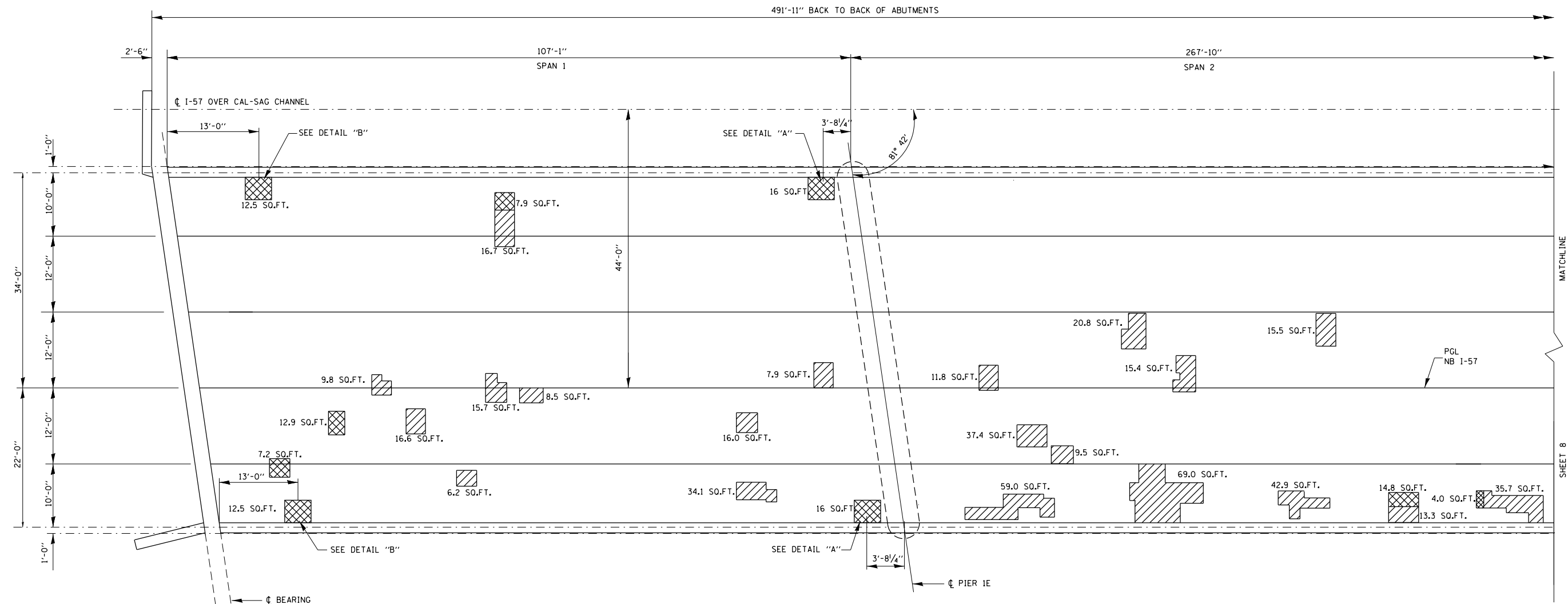
- PARTIAL DEPTH REPAIR
- FULL DEPTH REPAIR

**BILL OF MATERIALS (S.N. 016-0064)**

BAR	NO.	SIZE	LENGTH	SHAPE
ø2(E)	56	#6	3'-9"	————
ø3(E)	32	#5	3'-9"	————
ø4(E)	24	#5	2'-0"	————
ITEM			UNIT	QUANTITY
DECK SLAB REPAIR (PARTIAL)			SO.YD.	87
DECK SLAB REPAIR (FULL DEPTH)			SO.YD.	16
REINFORCEMENT BARS (EPOXY COATED)			POUND	500

FOR DETAILS A AND B ON SHEET 5

FILE NAME =	USER NAME = dahhanr	DESIGNED - MVT	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-57 OVER CAL-SAG CHANNEL BRIDGE DECK PATCHING S.N. 016-0064</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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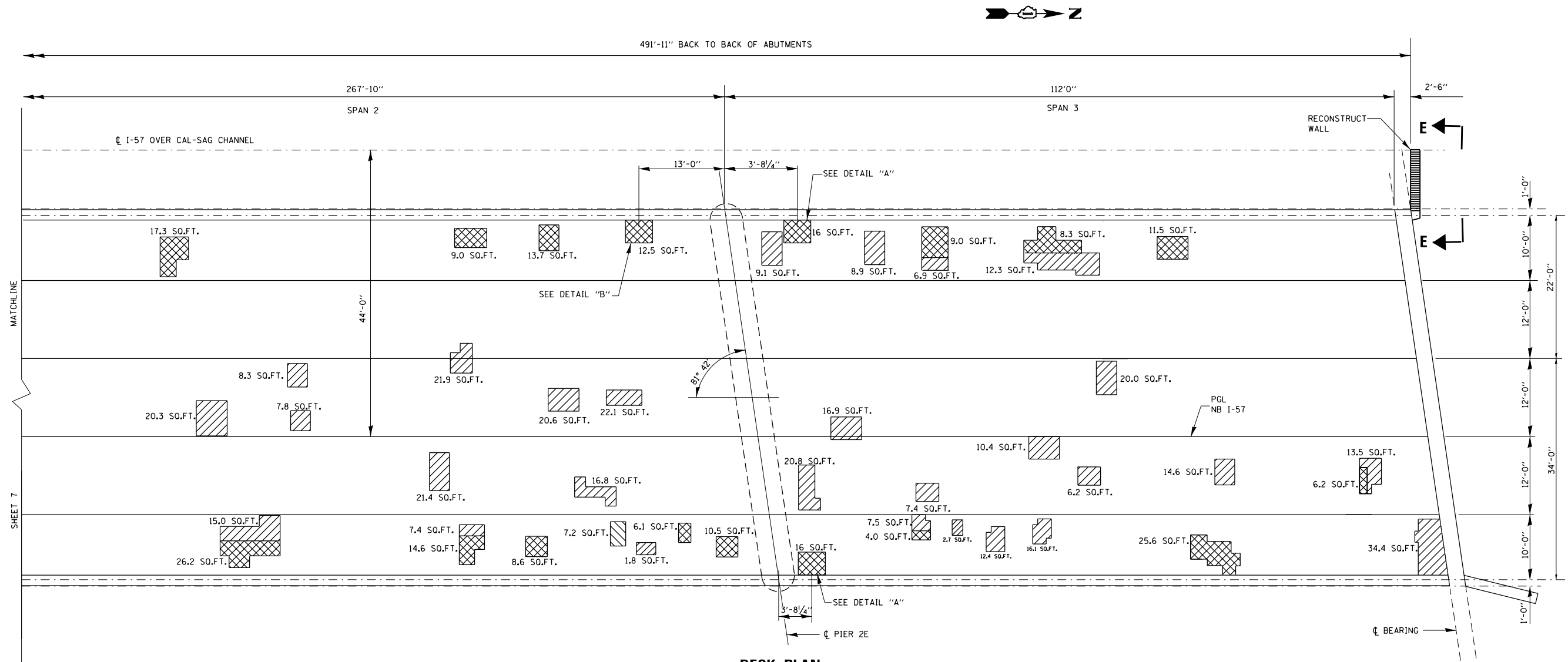


**LEGEND:**

- PARTIAL DEPTH REPAIR
- FULL DEPTH REPAIR

SEE BILL OF MATERIALS SHEET 8  
FOR DETAILS A & B SEE SHEET 5

FILE NAME =	USER NAME = dahhnr	DESIGNED - MVT	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>I-57 OVER CAL-SAG CHANNEL</b> <b>BRIDGE DECK PATCHING</b> <b>S.N. 016-0065</b>	F.A.I. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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**DECK PLAN**  
**S.N. 016-0065**

**LEGEND:**

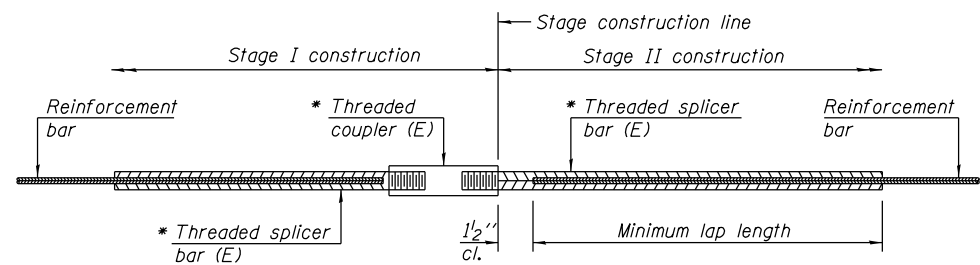
- PARTIAL DEPTH REPAIR
- FULL DEPTH REPAIR

FOR DETAILS A & B SEE SHEET 5  
FOR VIEW E-E SEE SHEET 4

**BILL OF MATERIALS (S.N. 016-0065)**

BAR	NO.	SIZE	LENGTH	SHAPE
ø2(E)	56	#6	3'-9"	————
ø3(E)	32	#5	3'-9"	————
ø4(E)	24	#5	2'-0"	————
ITEM		UNIT	QUANTITY	
DECK SLAB REPAIR (PARTIAL)		SO.YD.	95	
DECK SLAB REPAIR (FULL DEPTH)		SO.YD.	35	
REINFORCEMENT BARS (EPOXY COATED)		POUND	500	

FILE NAME =	USER NAME = dahhnr	DESIGNED - MVT	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>I-57 OVER CAL-SAG CHANNEL BRIDGE DECK PATCHING S.N. 016-0065</b>	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 9/9/2013	DATE 8-30-13	REVISED -			SCALE:	SHEET 8 OF 12 SHEETS	STA.	TO STA.		



STANDARD BAR SPLICER ASSEMBLY

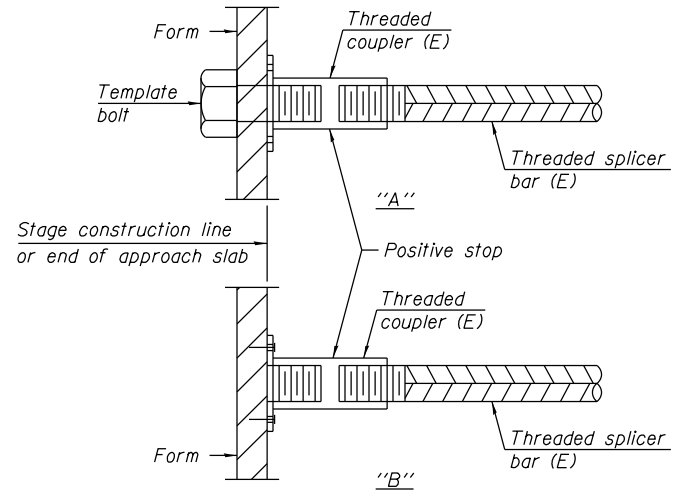
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

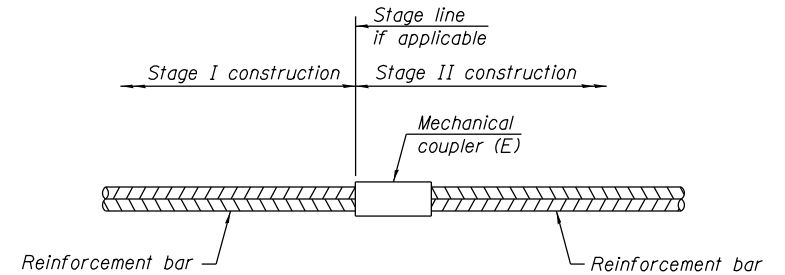
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutment	#5	16	3
Deck	#6	56	3



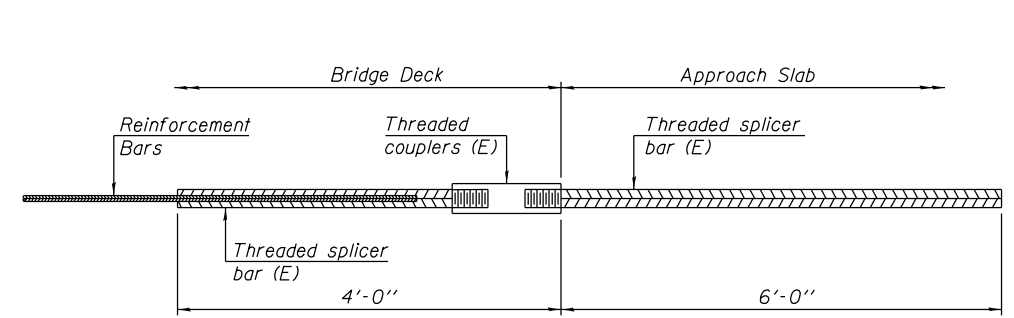
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.  
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
 (E) : Indicates epoxy coating.



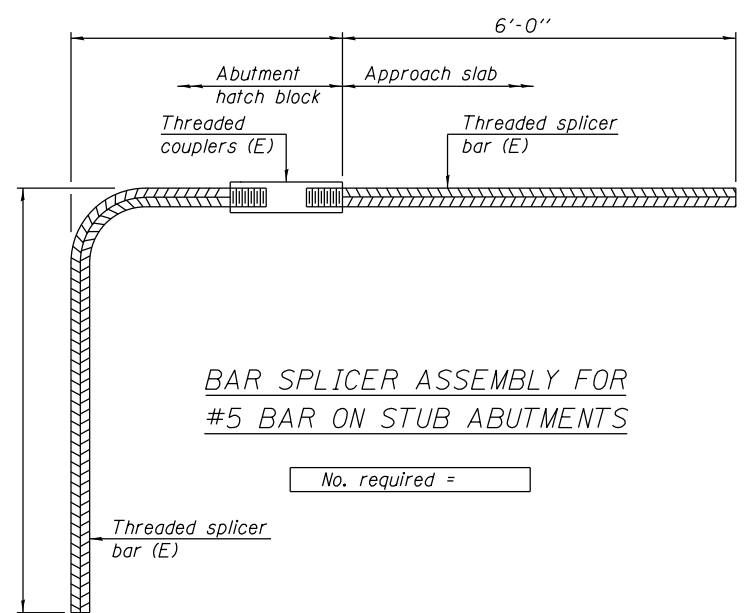
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1

1-27-12

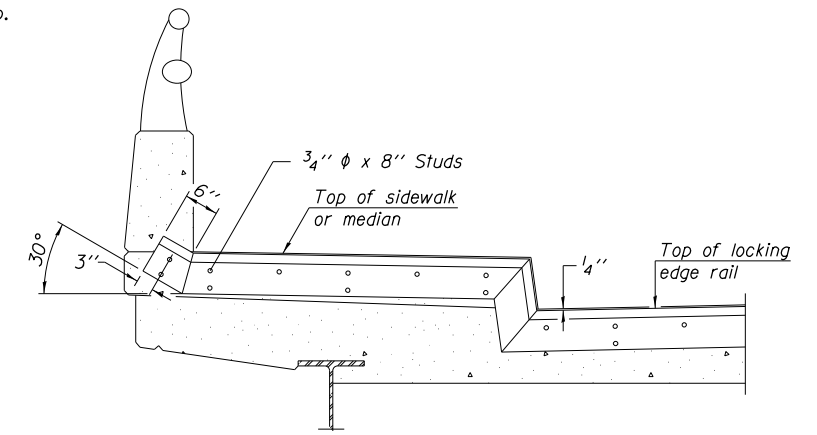
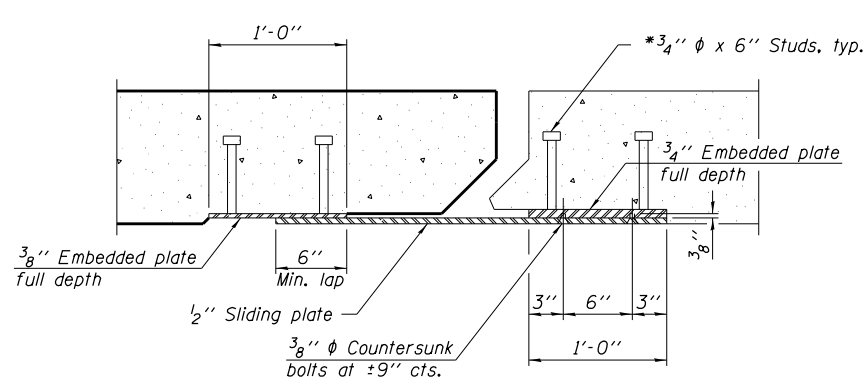
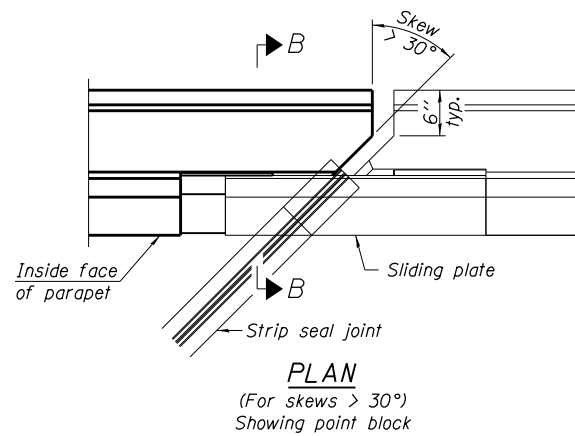
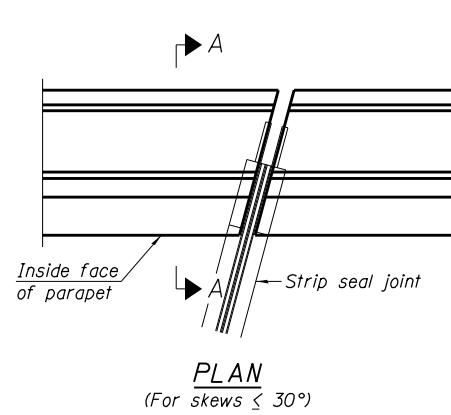
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

I-57 OVER CAL-SAG CHANNEL  
 BAR SPLICER ASSEMBLY  
 S.N. 016-0064 AND S.N. 016-0065

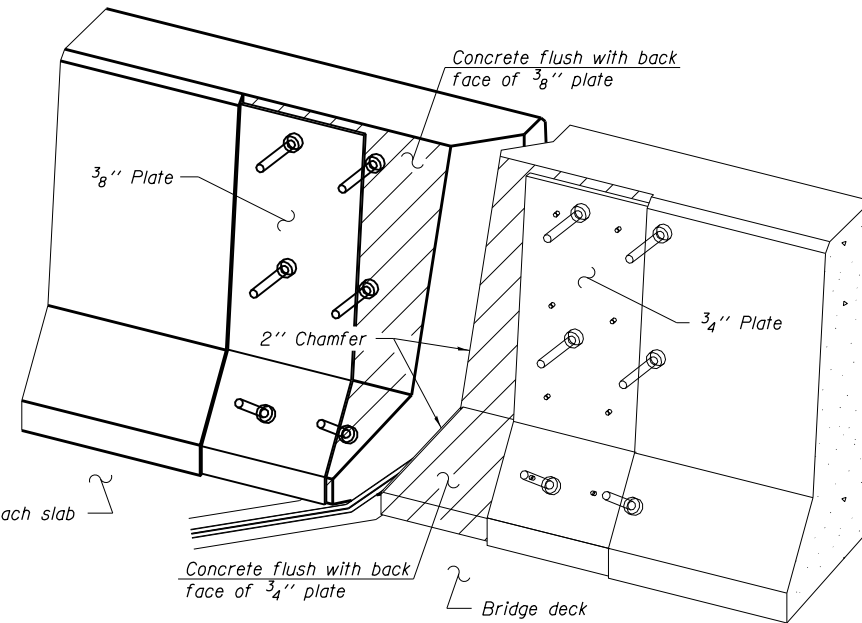
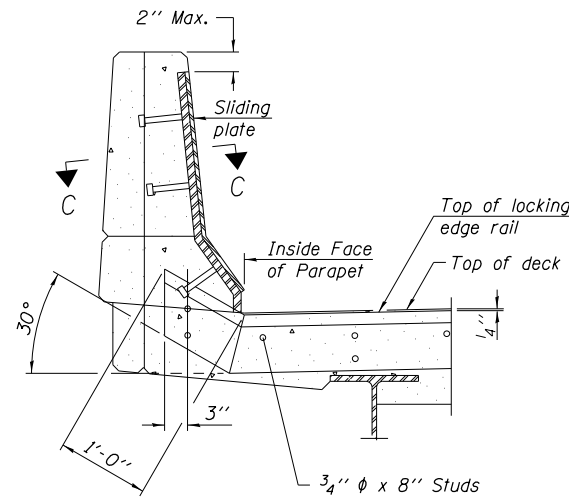
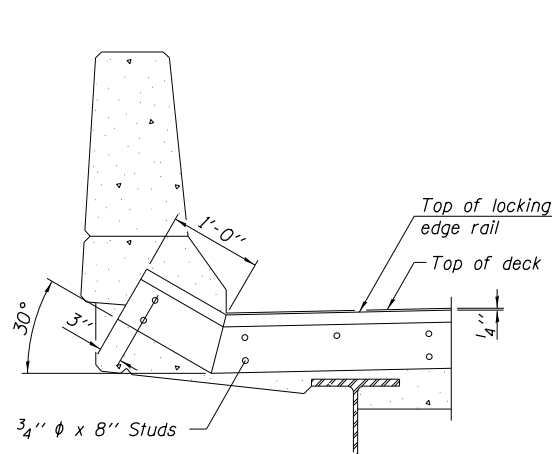
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	12
CONTRACT NO. 60W60			ILLINOIS FED. AID PROJECT	



**TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN**

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



**Notes:**

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

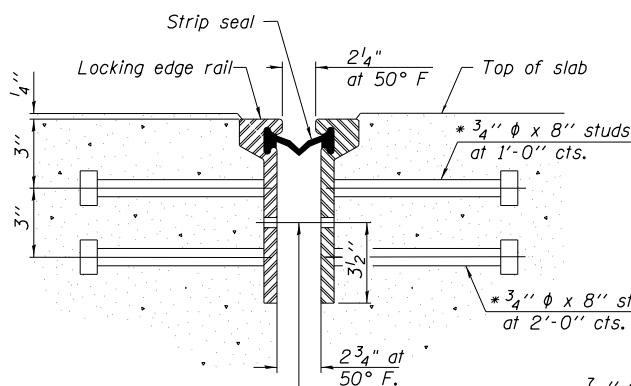
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

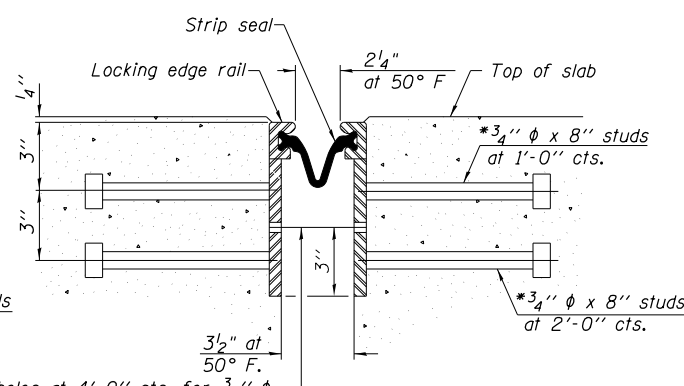
Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.



7/16" phi holes at 4'-0" cts. for 3/8" phi bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

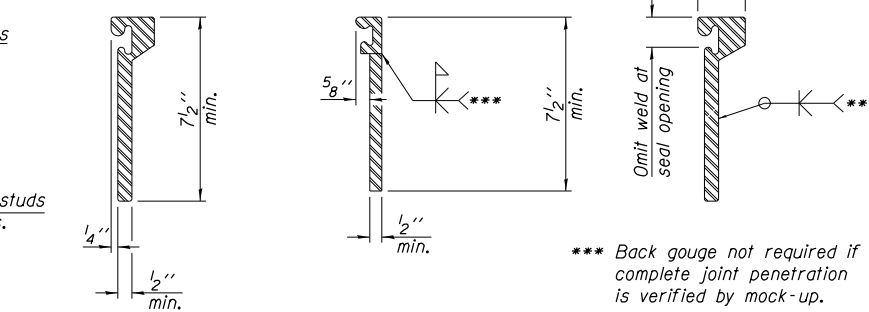
**SECTION THRU ROLLED RAIL JOINT**



7/16" phi holes at 4'-0" cts. for 3/8" phi bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

**SECTION THRU WELDED RAIL JOINT**

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



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

**LOCKING EDGE RAIL SPLICE**

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

**LOCKING EDGE RAILS**

**BILL OF MATERIAL**

Item	Unit	SN.016-0064	SN.016-0065	Total
Preformed Joint Strip Seal	Foot	119	119	238

EJ-SSJ

1-27-12

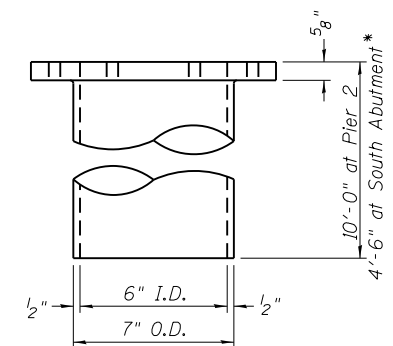
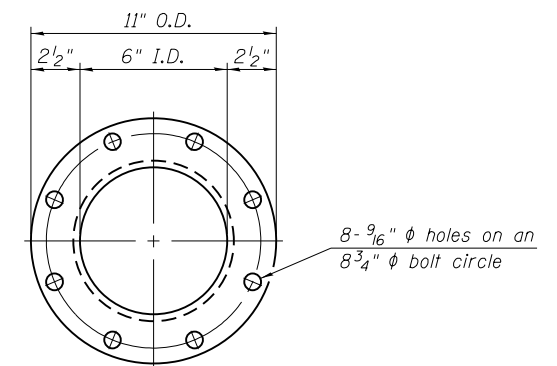
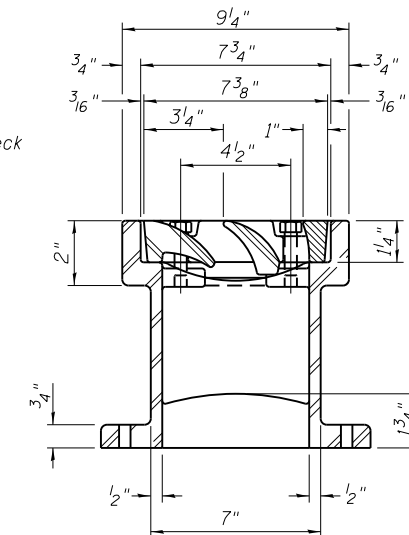
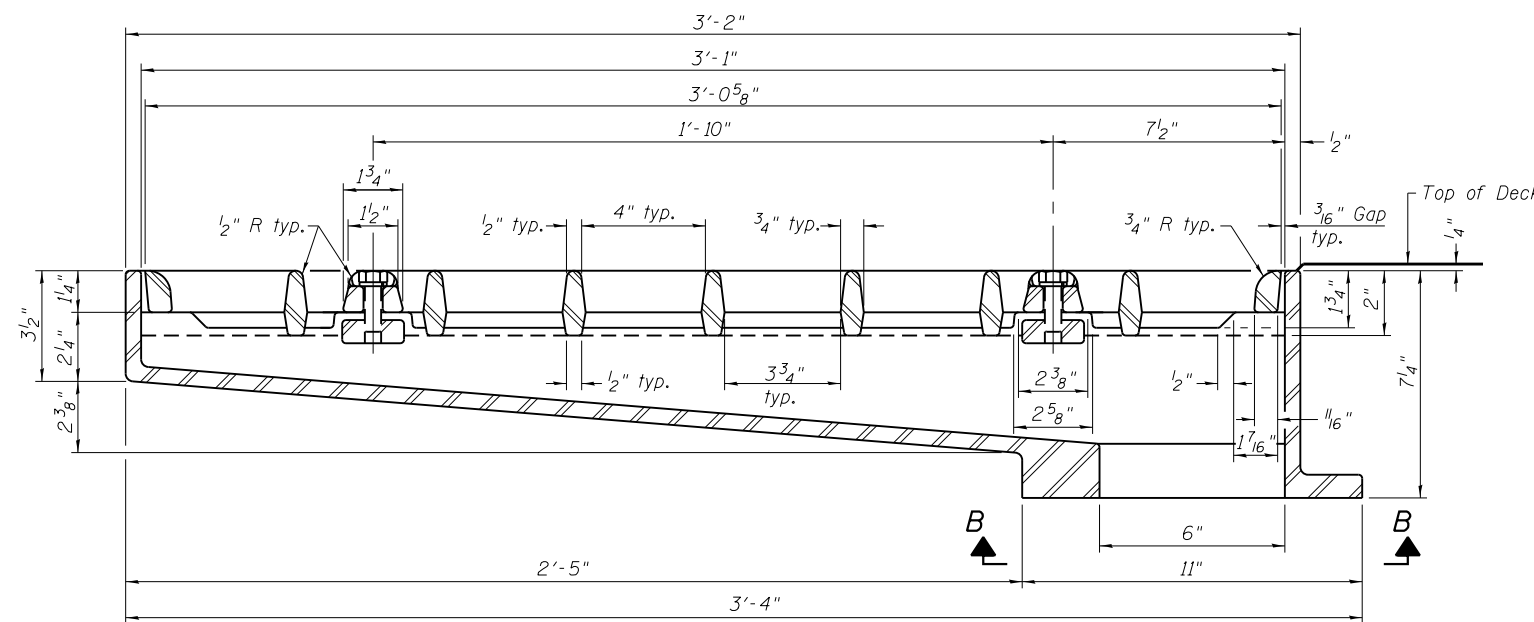
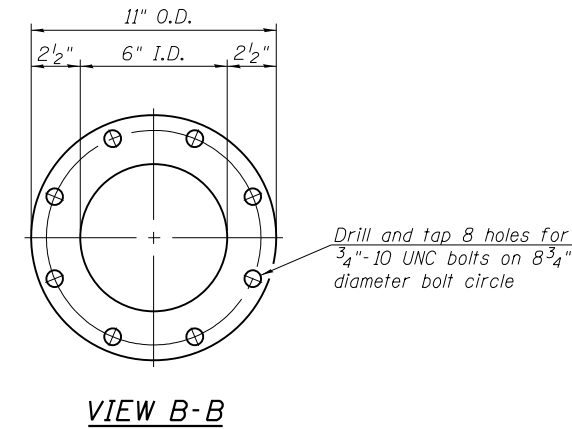
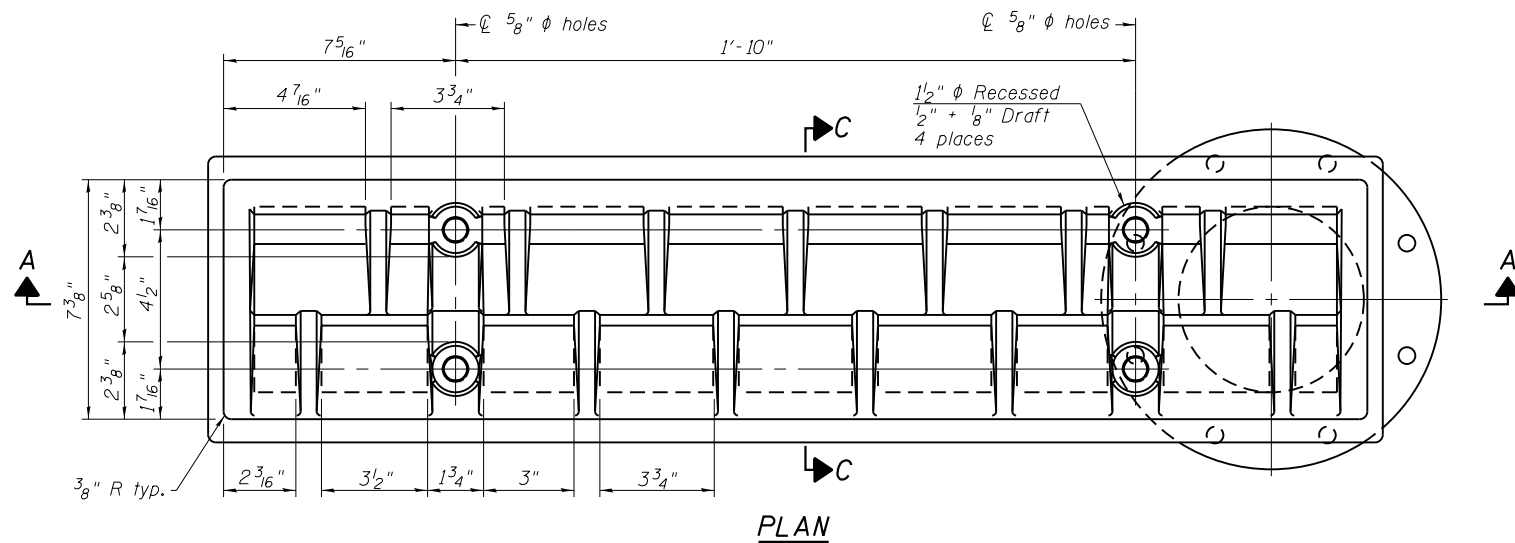
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		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**I-57 OVER CAL-SAG CHANNEL  
PREFORMED JOINT STRIP SEAL  
S.N. 016-0064 AND S.N. 016-0065**

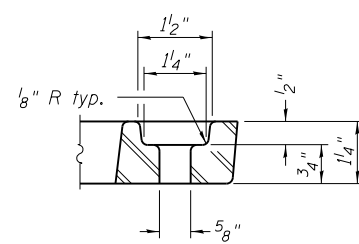
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60W60				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

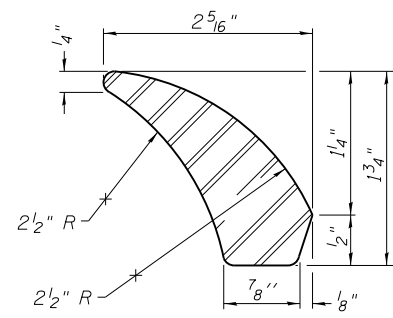
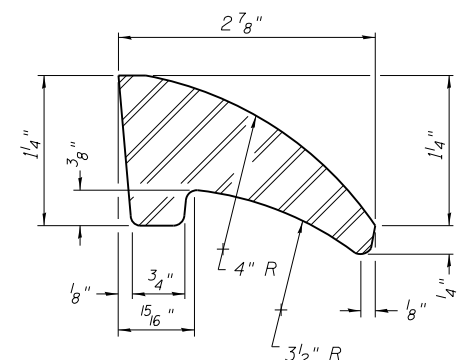


DOWNSPOUT

\* Corrugated pipe extension to the end of downspout to be done by others



SECTION A-A  
See sheet 5 of 12 for scupper location relative to parapet.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-33	Each	6

DS-33 7-1-10

FILE NAME =	USER NAME = dahhnr	DESIGNED -	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

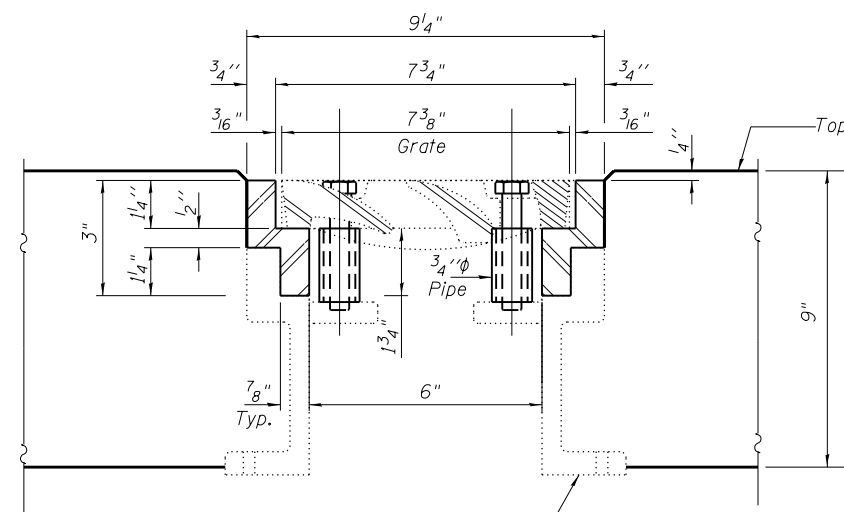
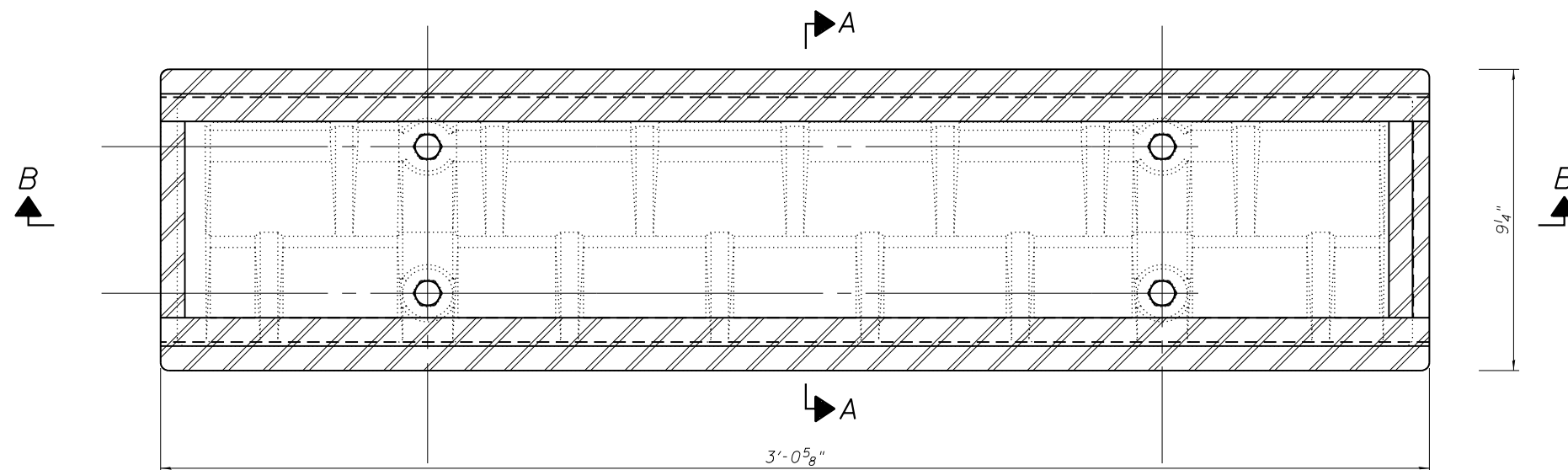
DRAINAGE SCUPPER, DS-33  
STRUCTURE NO. 016-0064 AND 016-0065

SCALE: SHEET 11 OF 12 SHEETS STA. TO STA.

F.A.I. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	14
ILLINOIS FED. AID PROJECT			CONTRACT NO. 60W60	

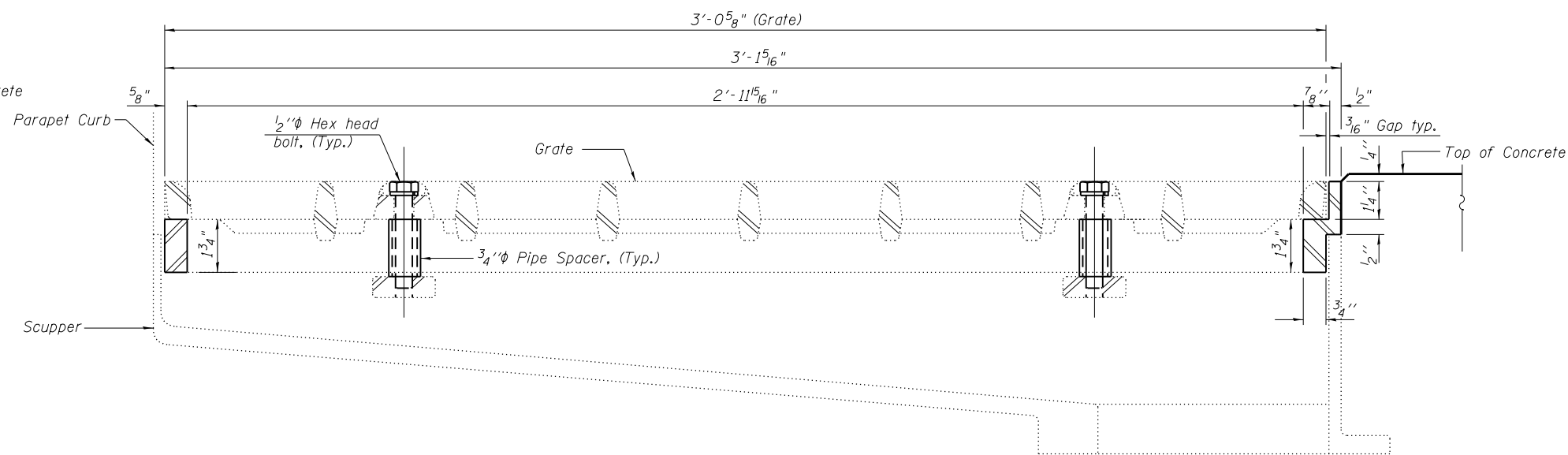
**NOTES**

See sheets 5 through 8 of 12 for scupper locations.  
 All structural steel shall be AASHTO M270 Grade 36. The adjusting scupper ring and  $\frac{3}{4}$ " $\phi$  pipe sleeve spacers shall be galvanized.  
 Bolts shall be  $\frac{1}{2}$ " $\phi$  AASHTO M164 Type 1, mechanically galvanized.  
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based at the unit price bid for the work.  
 Shop plans for proposed adjusting scupper ring shall be submitted for approval prior to fabrication.  
 Adjusting scupper rings is included in the cost per unit each of Drainage Scupper, DS-33



Scupper, See sheet 11 of 12 for Drainage Scupper, DS-33 information

**SECTION A-A**



- Adjusting Scupper Ring
- Scupper DS-33, see Sheet 11 of 12

**SECTION B-B**

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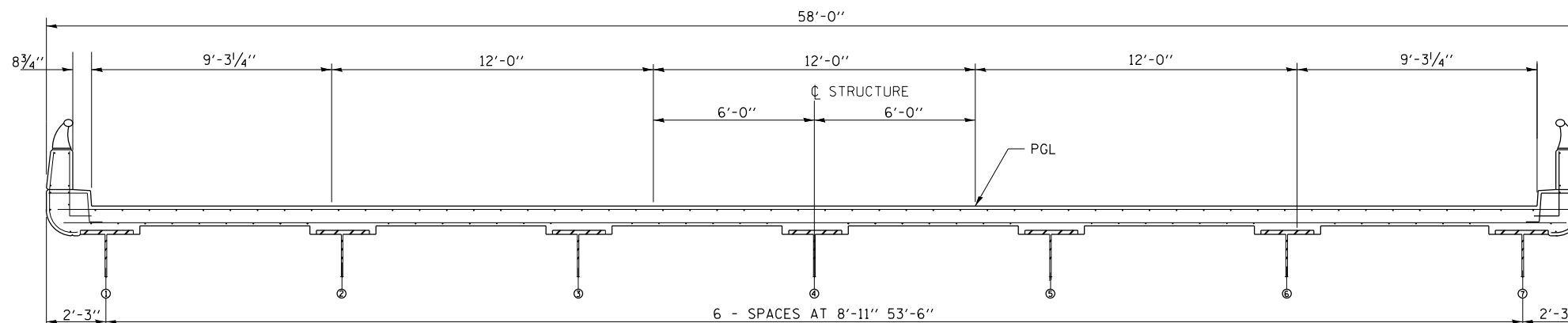
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**I-57 OVER CAL-SAG CHANNEL  
 ADJUSTING DRAINAGE SCUPPER RING DETAILS  
 S.N. 016-0064 AND S.N. 016-0065**

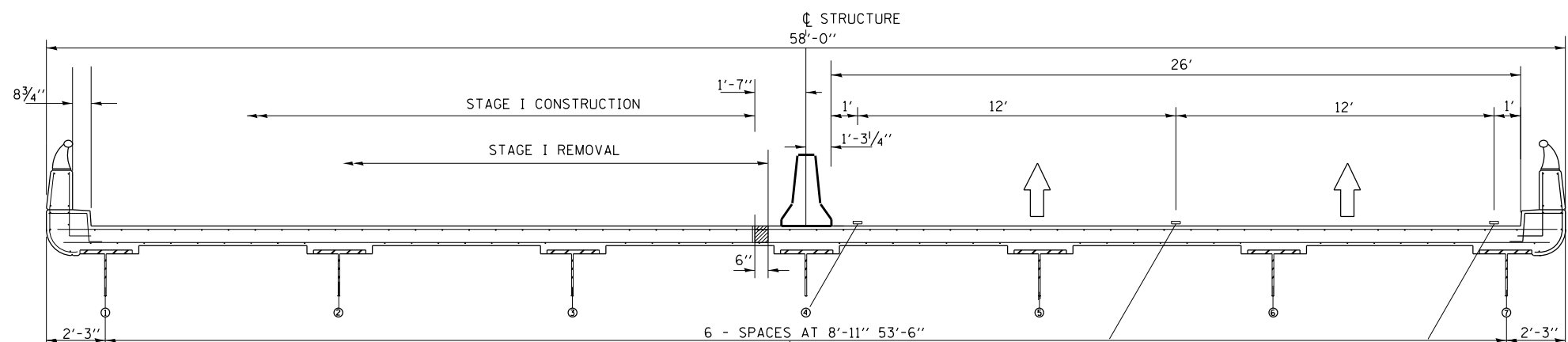
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	15
CONTRACT NO. 60W60			ILLINOIS FED. AID PROJECT	

TYPICAL SECTION

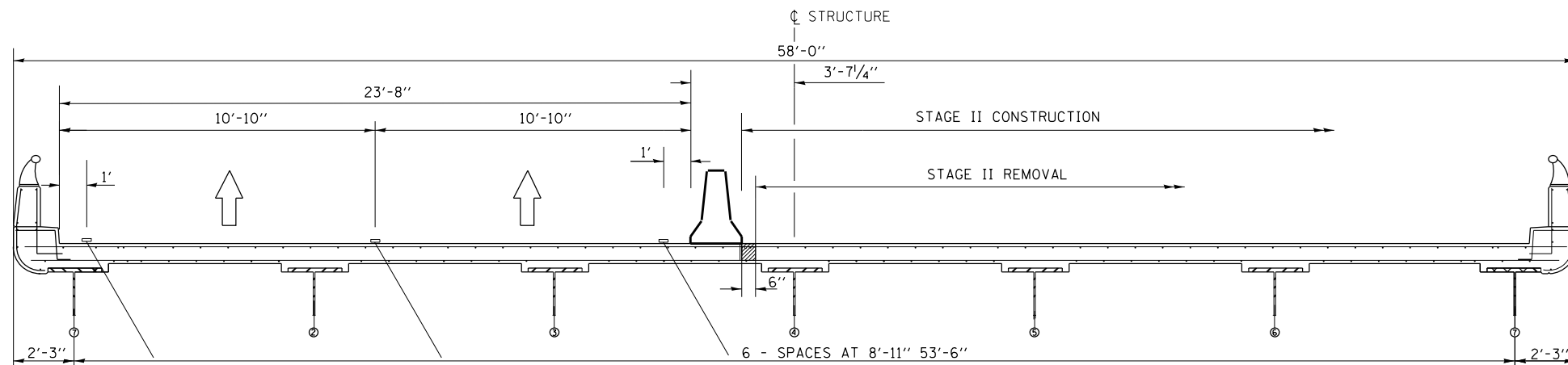


EXISTING  
 SN 016-0064 LOOKING SOUTH  
 SN 016-0065 LOOKING NORTH



WET REFLECTIVE TAPE TYPE III, 4" SOLID YELLOW LINE  
 WET REFLECTIVE TAPE TYPE III, 4" WHITE SKIP DASH LINE  
 WET REFLECTIVE TAPE TYPE III, 4" SOLID WHITE LINE

STAGE 1 PROPOSED  
 SN 016-0064 LOOKING SOUTH  
 SN 016-0065 LOOKING NORTH



WET REFLECTIVE TAPE TYPE III, 4" SOLID YELLOW LINE  
 WET REFLECTIVE TAPE TYPE III, 4" WHITE SKIP DASH  
 WET REFLECTIVE TAPE TYPE III, 4" SOLID WHITE LINE

STAGE 2 PROPOSED  
 SN 016-0064 LOOKING SOUTH  
 SN 016-0065 LOOKING NORTH

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

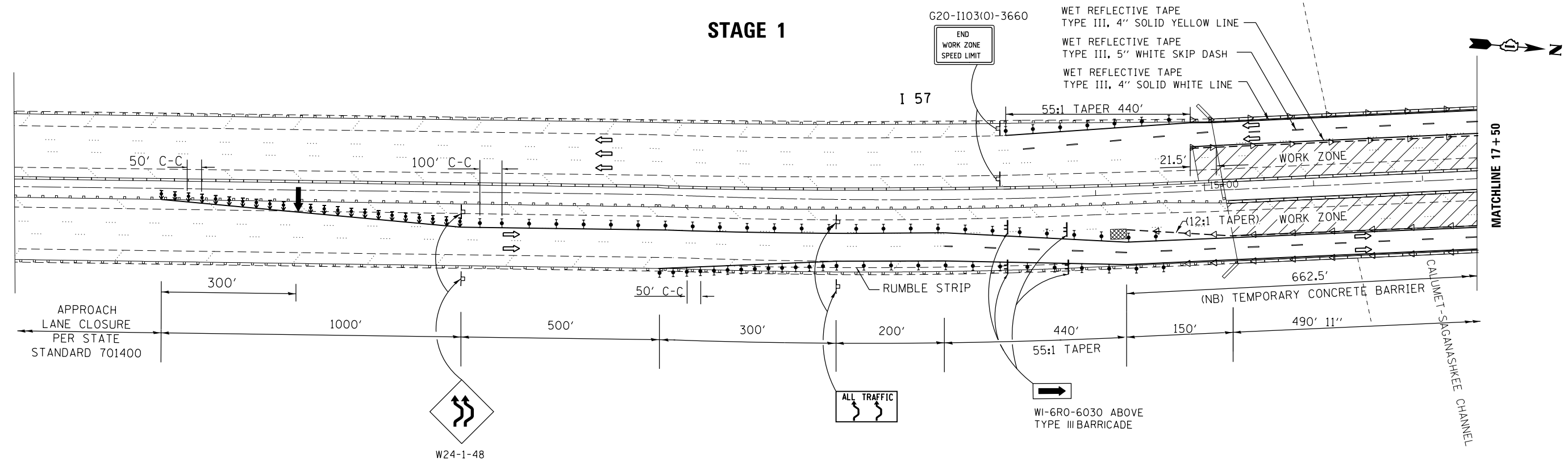
I-57 OVER CAL-SAG CHANNEL  
 CROSS SECTION AND DETAILS  
 S.N. 016-0064; -0065

SCALE: STA. TO STA.

F.A.I. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-I	COOK	23	16
				CONTRACT NO. 60W60
ILLINOIS FED. AID PROJECT				



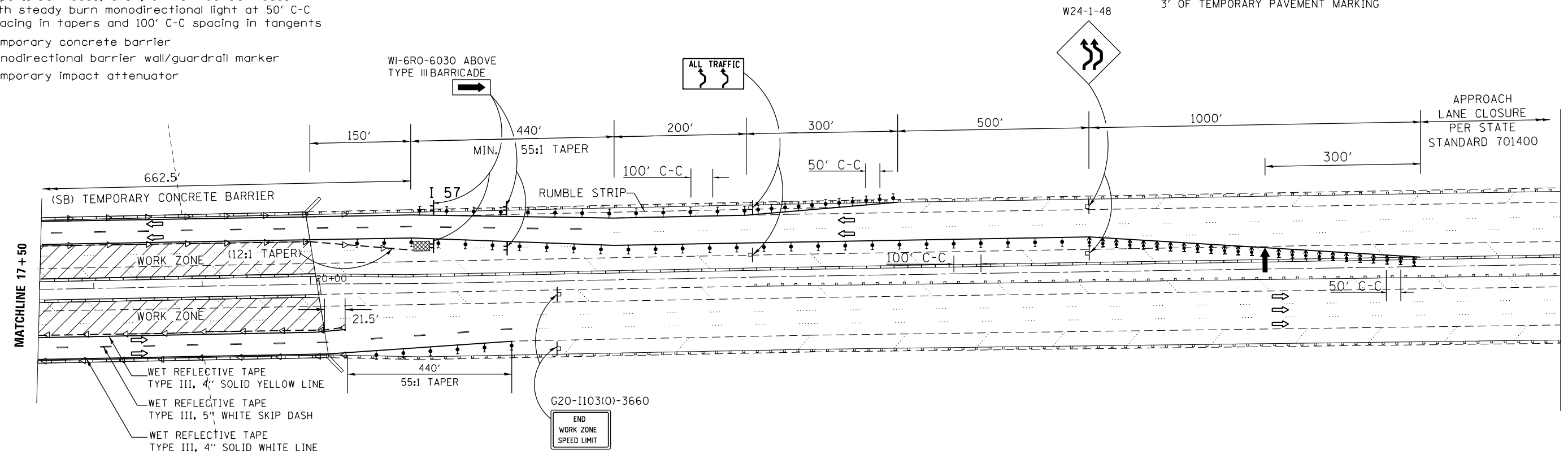
# STAGE 1



## SYMBOLS

- Arrow board
- Work area
- Sign
- Direction indicator barricade with steady burn monodirectional light at 50' C-C spacing
- Type II barricade, drum, or vertical barricade with steady burn monodirectional light at 50' C-C spacing in tapers and 100' C-C spacing in tangents
- Temporary concrete barrier
- Monodirectional barrier wall/guardrail marker
- Temporary impact attenuator

- NOTES:
- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED
  - ② ALL SIGNS SHALL BE POST MOUNTED UNLESS THE SIGNS ARE LOCATED ON THE PAVEMENT OR DEFINE A MOVING OR INTERMITTENT OPERATION
  - ③ REMOVE ALL PERMANENT PAVEMENT MARKING WITHIN 3' OF TEMPORARY PAVEMENT MARKING



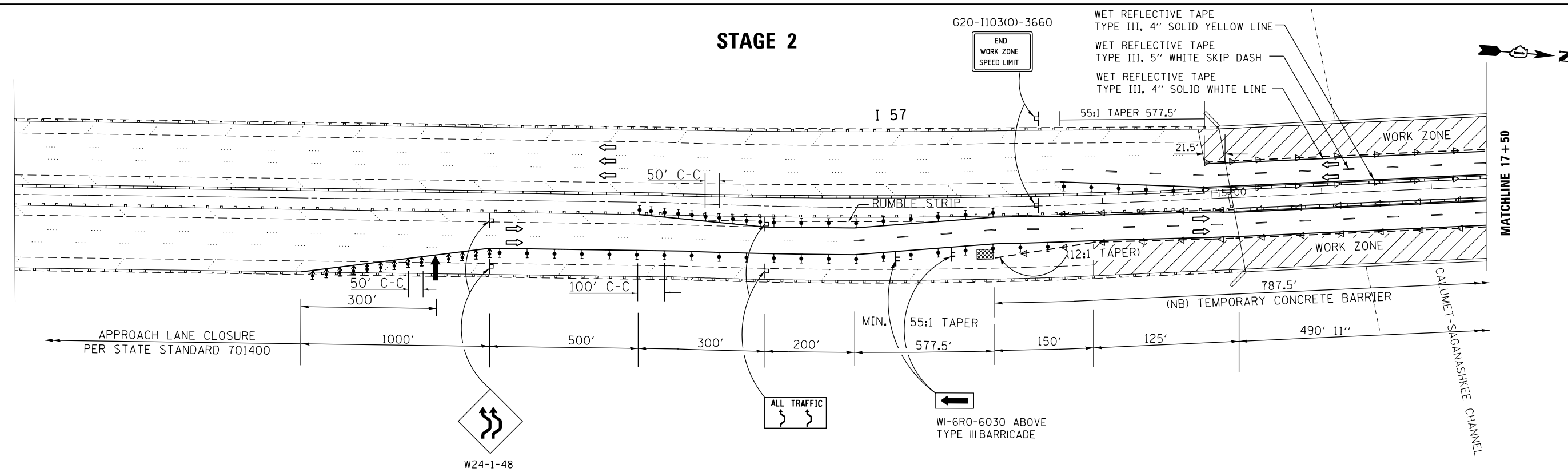
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	PLOT DATE = 8/30/2013	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>STAGING PLAN I-57 OVER CAL-SAG CHANNEL</b>			
SCALE:	SHEET 1	OF 2 SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-I	COOK	23	17
CONTRACT NO. 60W60			ILLINOIS FED. AID PROJECT	

# STAGE 2



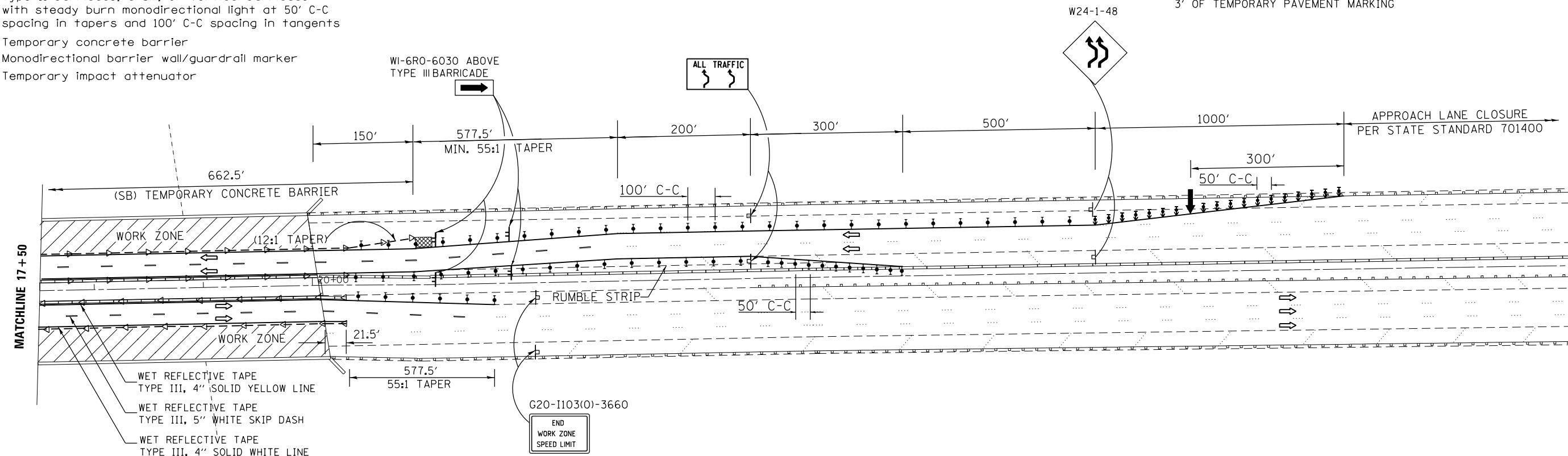
- WET REFLECTIVE TAPE TYPE III, 4" SOLID YELLOW LINE
- WET REFLECTIVE TAPE TYPE III, 5" WHITE SKIP DASH
- WET REFLECTIVE TAPE TYPE III, 4" SOLID WHITE LINE

## SYMBOLS

- ↑ Arrow board
- ▨ Work area
- ⊥ Sign
- ↑ Direction indicator barricade with steady burn monodirectional light at 50' C-C spacing
- ⊥ Type II barricade, drum, or vertical barricade with steady burn monodirectional light at 50' C-C spacing in tapers and 100' C-C spacing in tangents
- Temporary concrete barrier
- ◁ Monodirectional barrier wall/guardrail marker
- ▣ Temporary impact attenuator

## NOTES:

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED
- ② ALL SIGNS SHALL BE POST MOUNTED UNLESS THE SIGNS ARE LOCATED ON THE PAVEMENT OR DEFINE A MOVING OR INTERMITTENT OPERATION
- ③ REMOVE ALL PERMANENT PAVEMENT MARKING WITHIN 3' OF TEMPORARY PAVEMENT MARKING



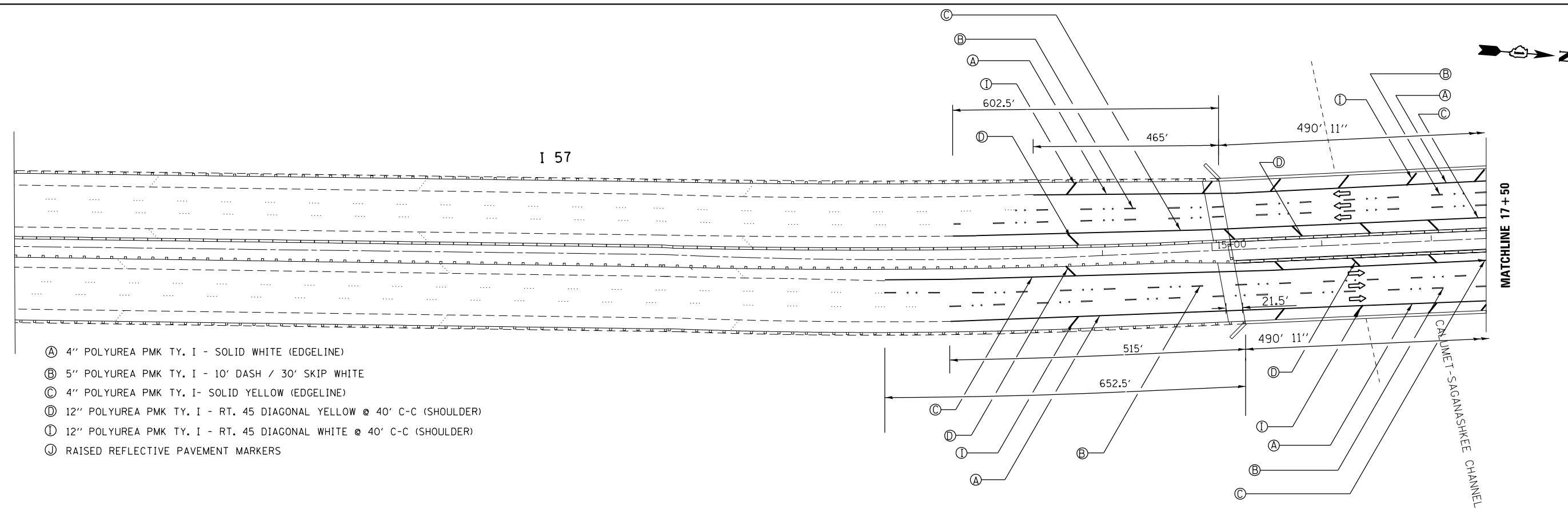
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

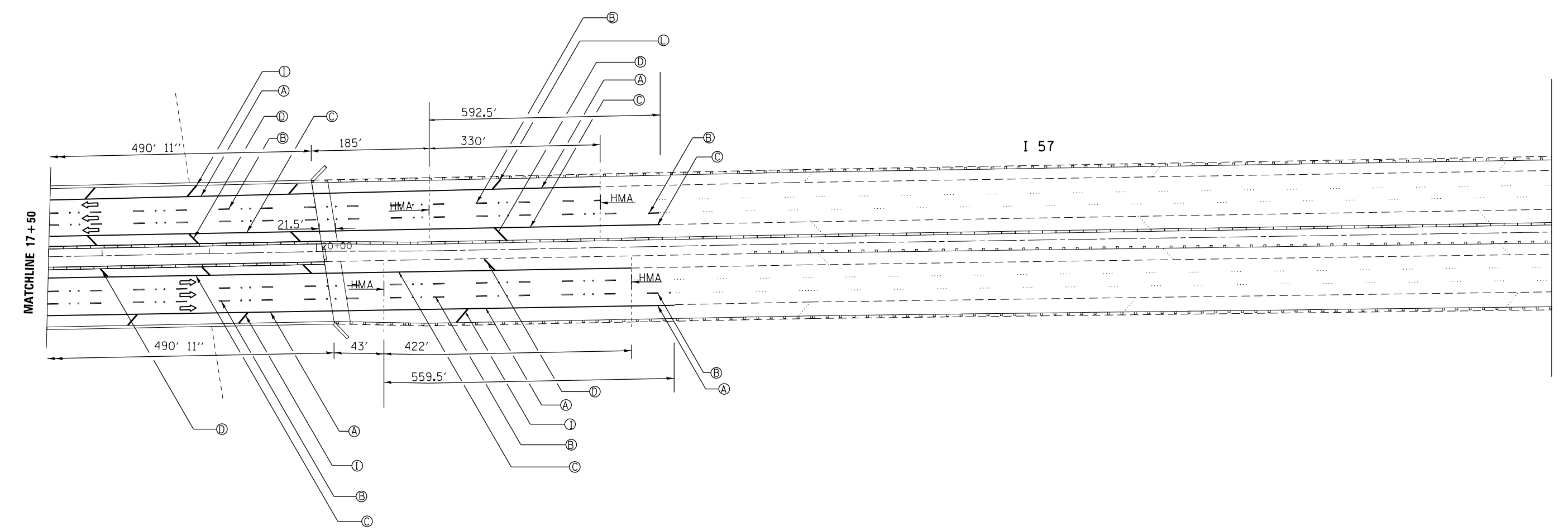
STAGING PLAN  
I-57 OVER CAL-SAG CHANNEL

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

F.A.I R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-I	COOK	23	18
CONTRACT NO. 60W60			ILLINOIS FED. AID PROJECT	

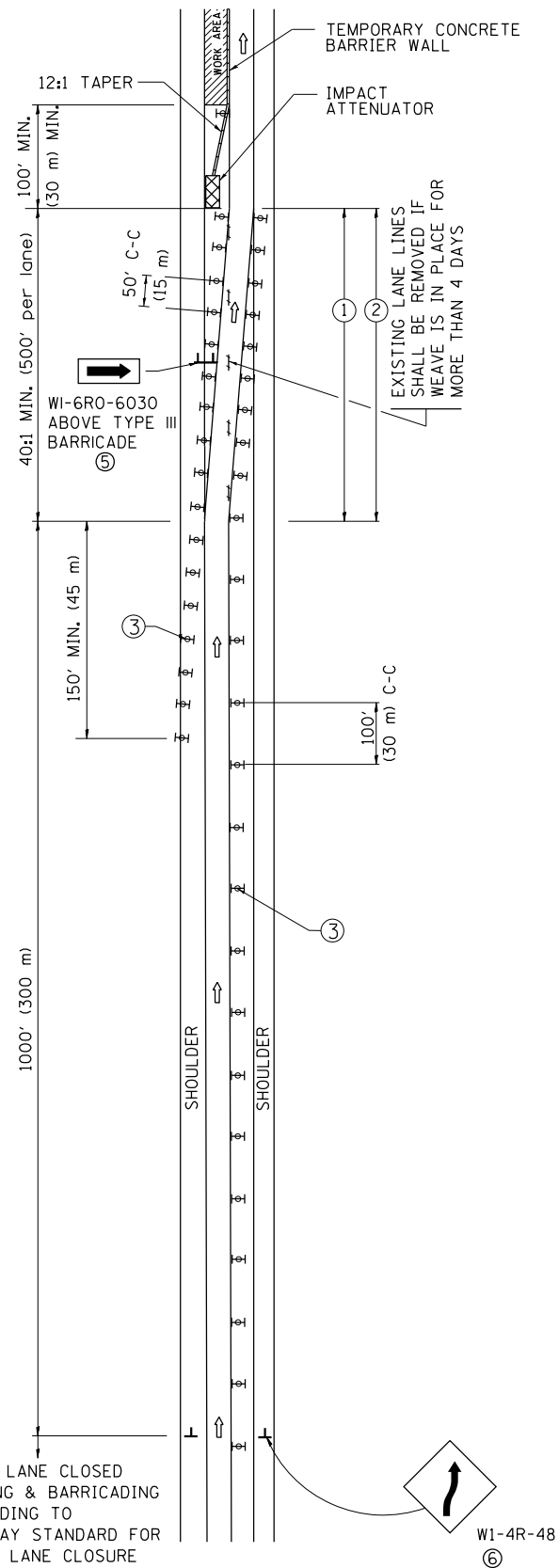


- (A) 4" POLYUREA PMK TY. I - SOLID WHITE (EDGE LINE)
- (B) 5" POLYUREA PMK TY. I - 10' DASH / 30' SKIP WHITE
- (C) 4" POLYUREA PMK TY. I - SOLID YELLOW (EDGE LINE)
- (D) 12" POLYUREA PMK TY. I - RT. 45 DIAGONAL YELLOW @ 40' C-C (SHOULDER)
- (U) 12" POLYUREA PMK TY. I - RT. 45 DIAGONAL WHITE @ 40' C-C (SHOULDER)
- (U) RAISED REFLECTIVE PAVEMENT MARKERS

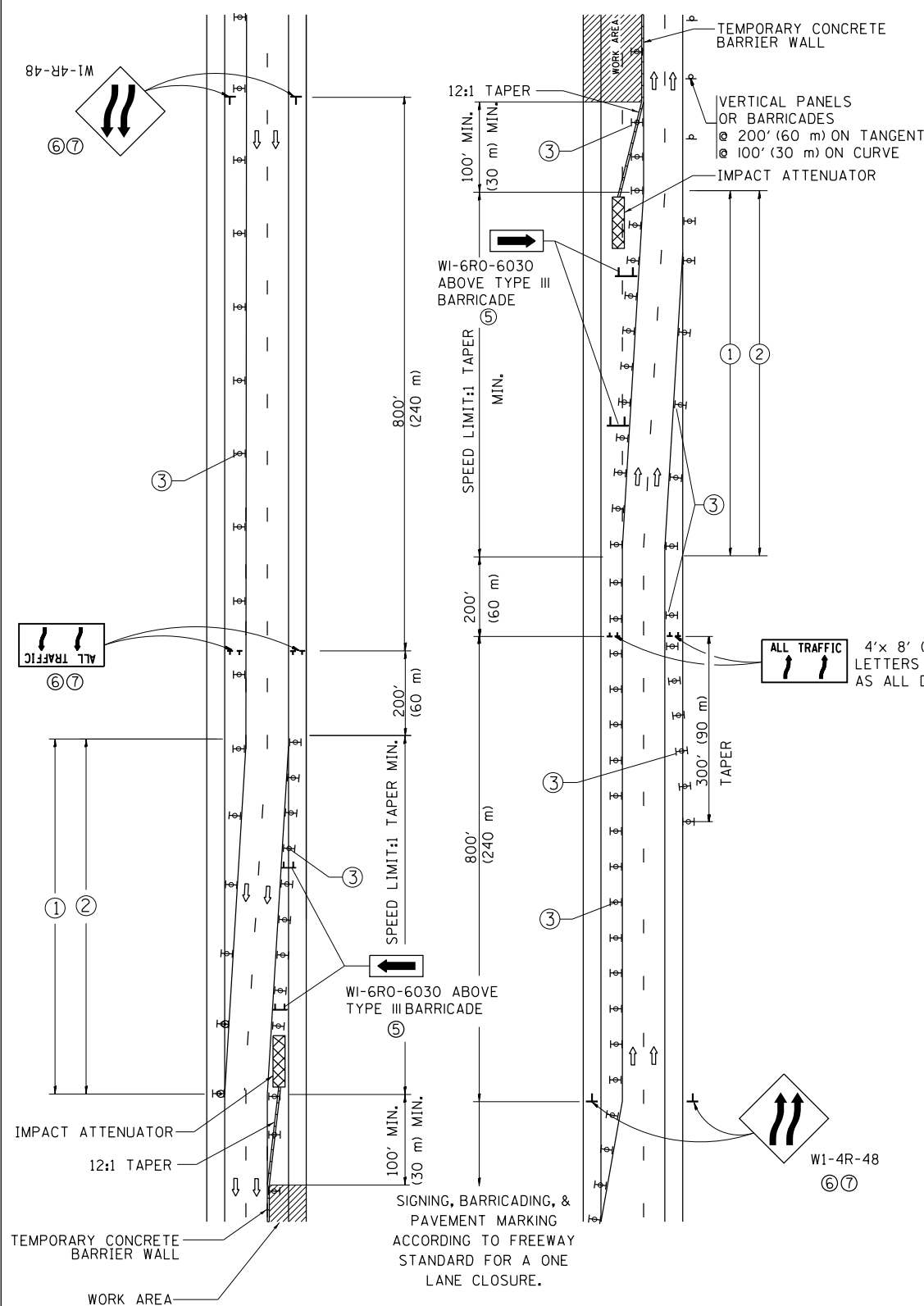


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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					57	2013-025-I	COOK	23	19
Default	PLOT DATE = 8/30/2013	DATE -	REVISED -	SCALE:	SHEET	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 60W60			

# SINGLE LANE WEAVE



# MULTI-LANE WEAVE



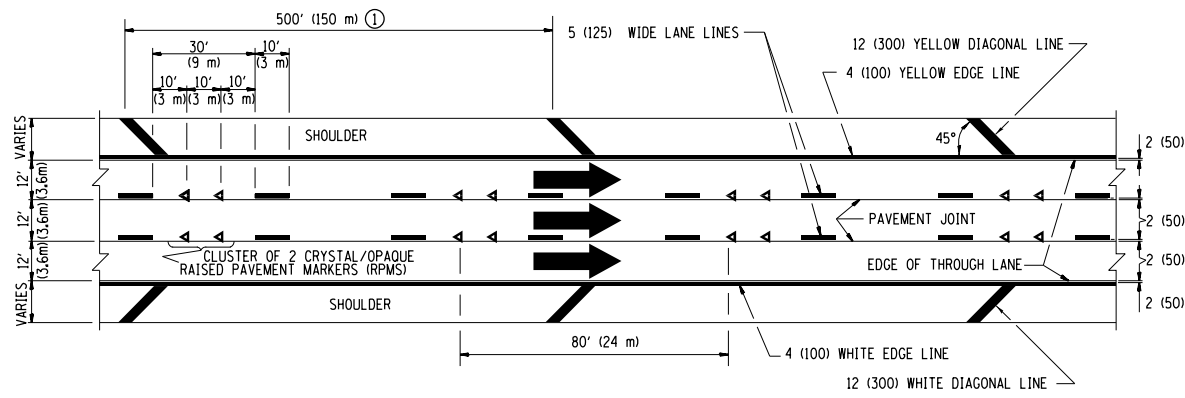
- ### GENERAL NOTES
- EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
  - CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
  - PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
  - ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
  - TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
  - WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
  - THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

- ### SYMBOLS
- DIRECTION OF TRAFFIC
  - WORK AREA
  - SIGN ON PORTABLE OR PERMANENT SUPPORT
  - TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
  - TEMPORARY CONCRETE BARRIER WALL
  - IMPACT ATTENUATOR
  - W1-4R-48
  - W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

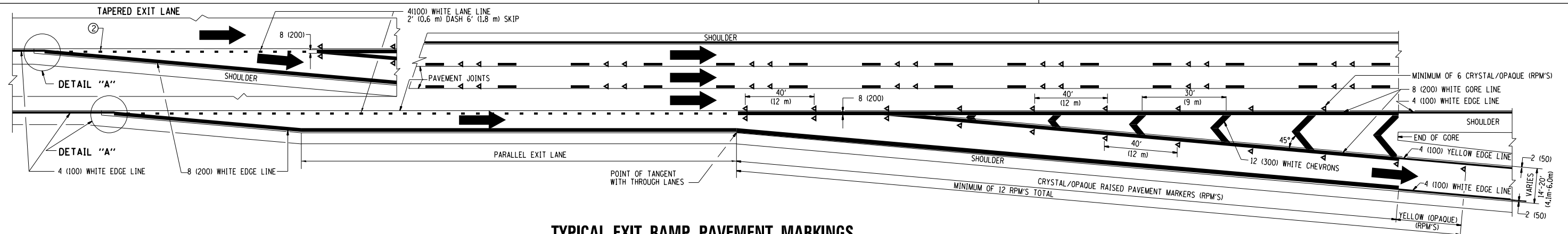
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DRAWN -	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - SPB 01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TC-09</b>		<b>CONTRACT NO. 60W60</b>		
PLOT DATE = 8/30/2013		DATE = 02-87	REVISED - SPB 12-09		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
			REVISED - MD 06-13									



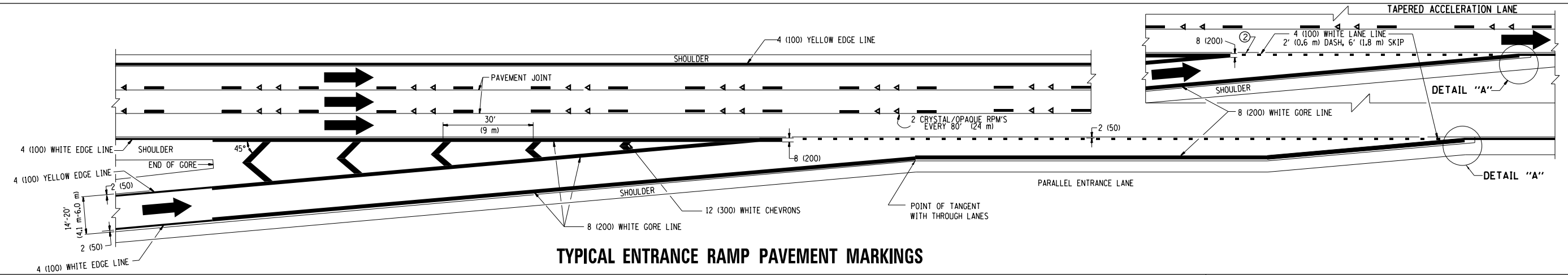
**TYPICAL EDGE LINES & LANE LINES**

**PAVEMENT MARKING MATERIALS**

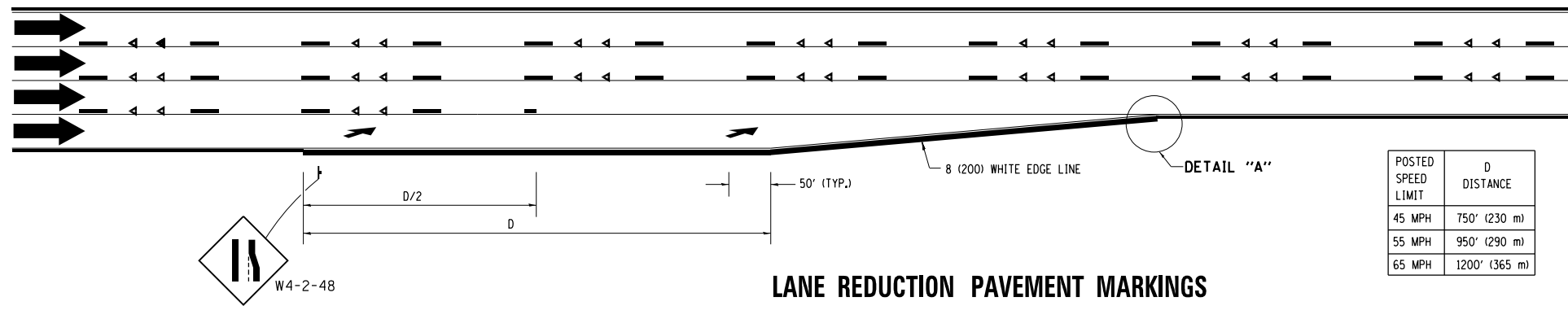
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC PROJECTS.



**TYPICAL EXIT RAMP PAVEMENT MARKINGS**

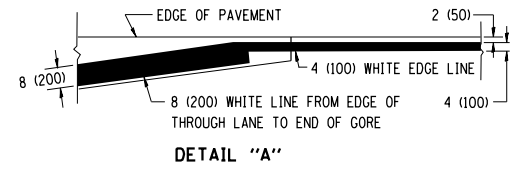


**TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS**



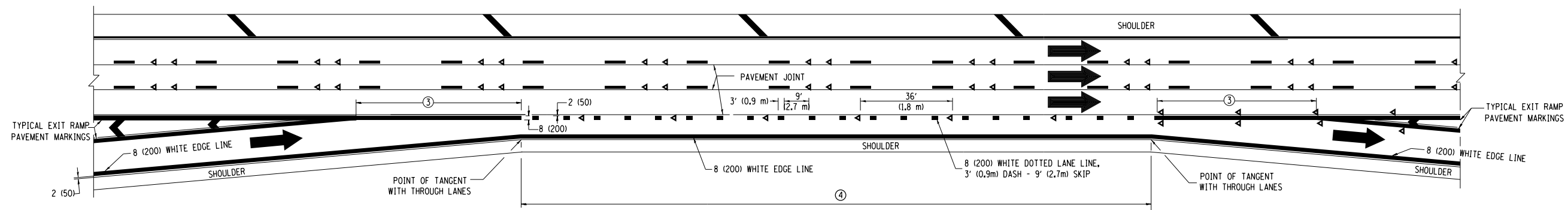
**LANE REDUCTION PAVEMENT MARKINGS**

POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

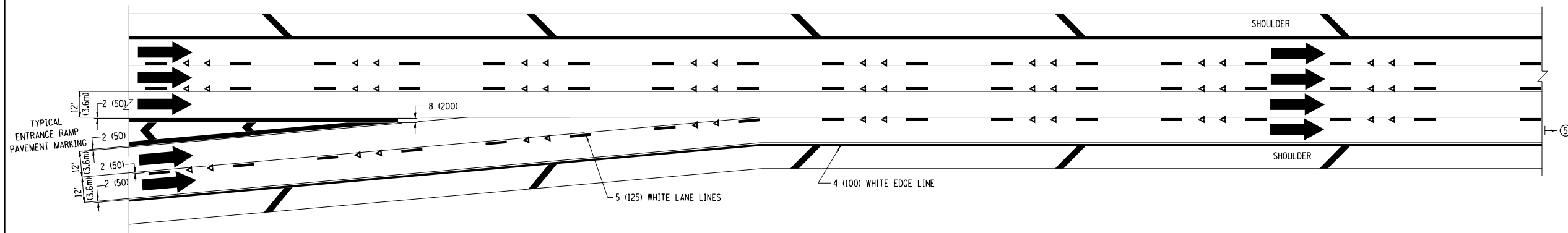


**NOTES:**

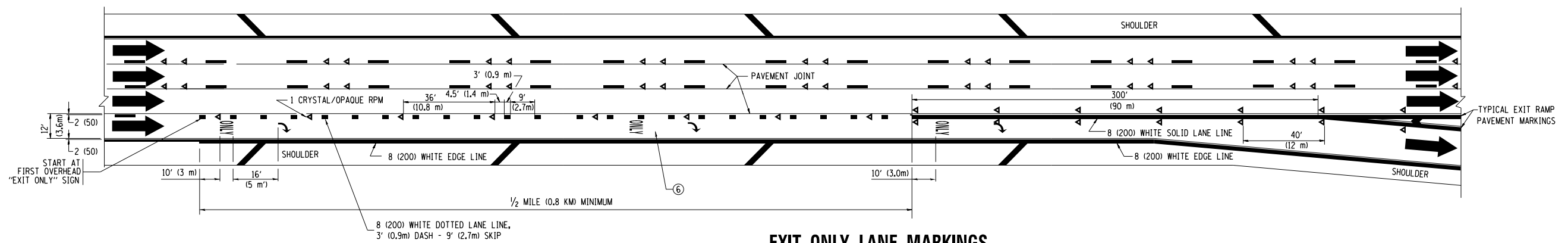
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.



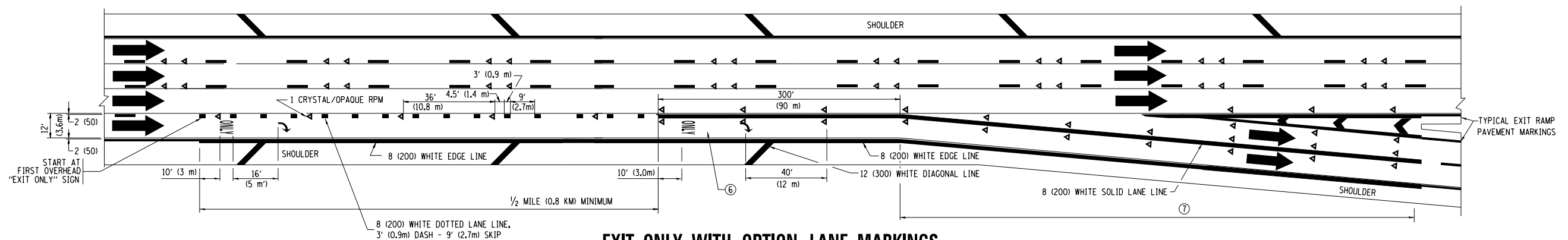
**AUXILIARY LANE MARKINGS**



**TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS**



**EXIT ONLY LANE MARKINGS**



**EXIT ONLY WITH OPTION LANE MARKINGS**

- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
  - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
  - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
  - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
  - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

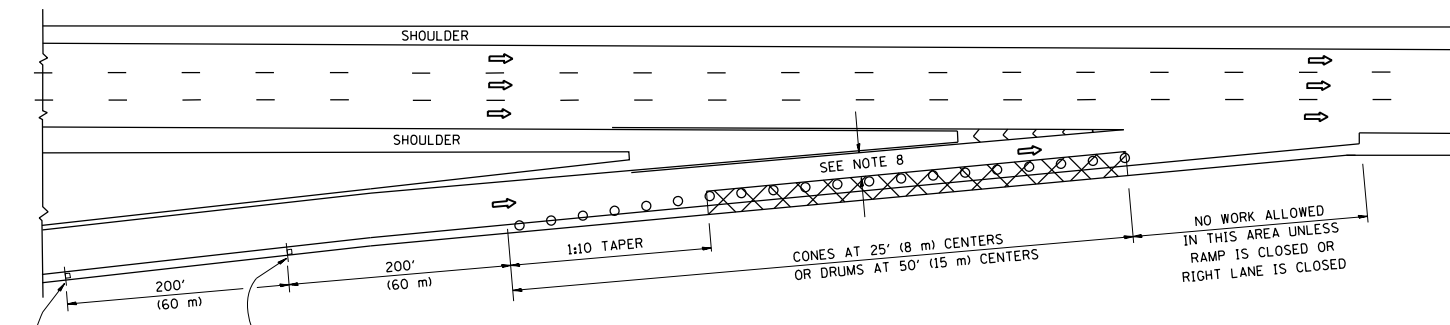
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

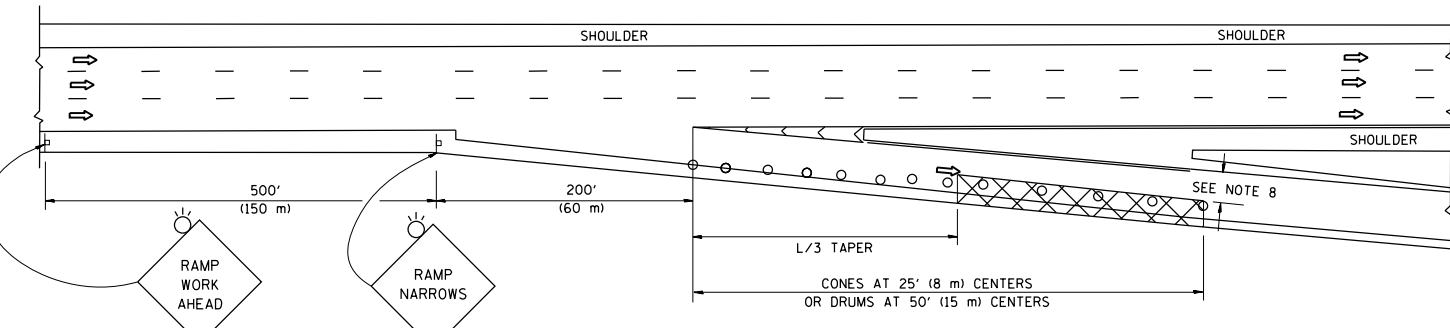
<b>MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS</b>			
SCALE: NONE	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	22
<b>TC-12</b>		<b>CONTRACT NO. 60W60</b>		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

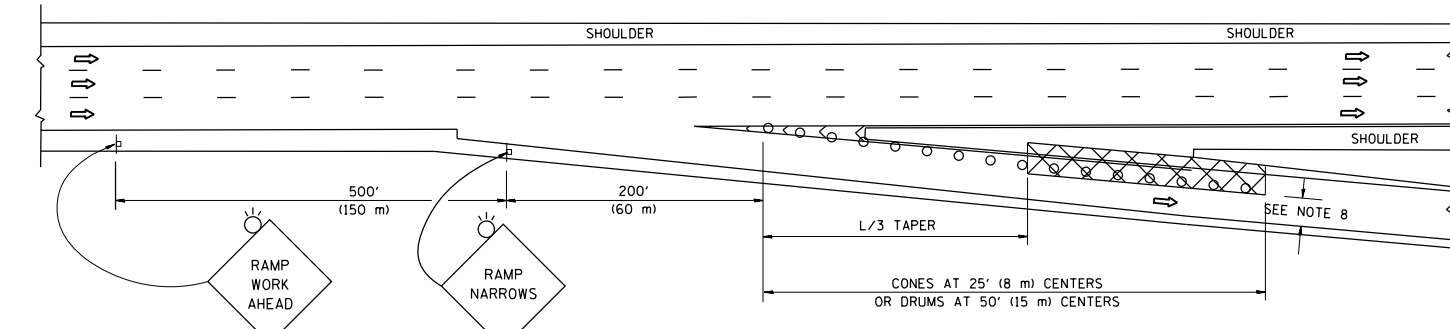
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

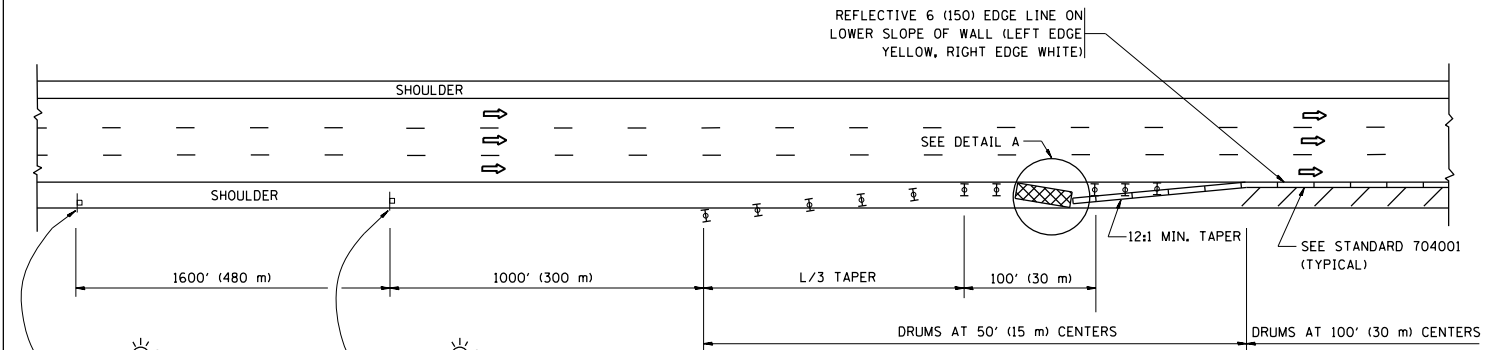
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

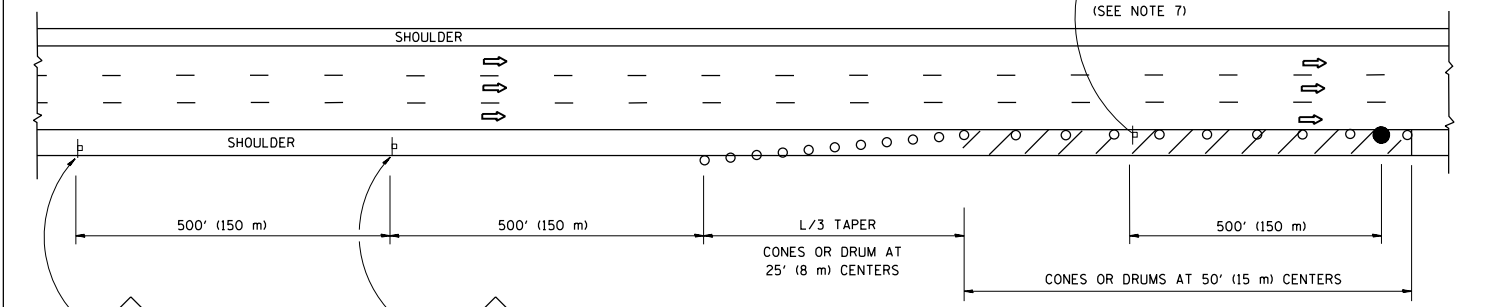
1. THE "L" DISTANCE EQUALS:
 

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC    ENGLISH L=0.65(W)(S)    L=(W)(S)
	W = WIDTH OF OFFSET IN FEET (METERS) S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

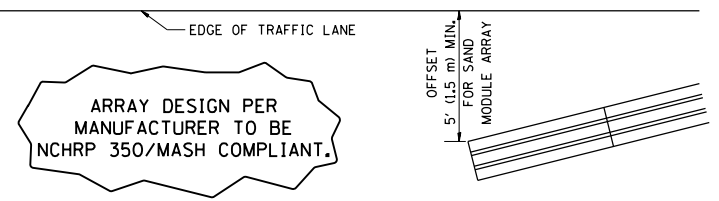
SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE



DETAIL "A"  
IMPACT ATTENUATOR, TEMPORARY  
(SEE NOTE 5)

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
  - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
  - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCR OACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12" MIN. WIDTH TANGENT SECTION  
16" MIN. WIDTH CURVE SECTION.

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

FILE NAME =	USER NAME = hardnettbr	DESIGNED -	REVISED - J.A.F. 12-06
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	PLOT SCALE = 100.0003' / in.	CHECKED -	REVISED - S.P.B. 12-09
	PLOT DATE = 8/30/2013	DATE - 11-96	REVISED - M.D. 06-13

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY  
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	2013-025-1	COOK	23	23
TC-17		CONTRACT NO. 60W60		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				