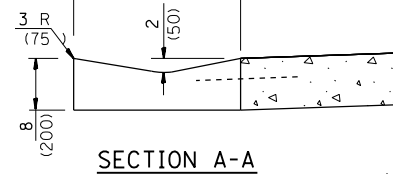
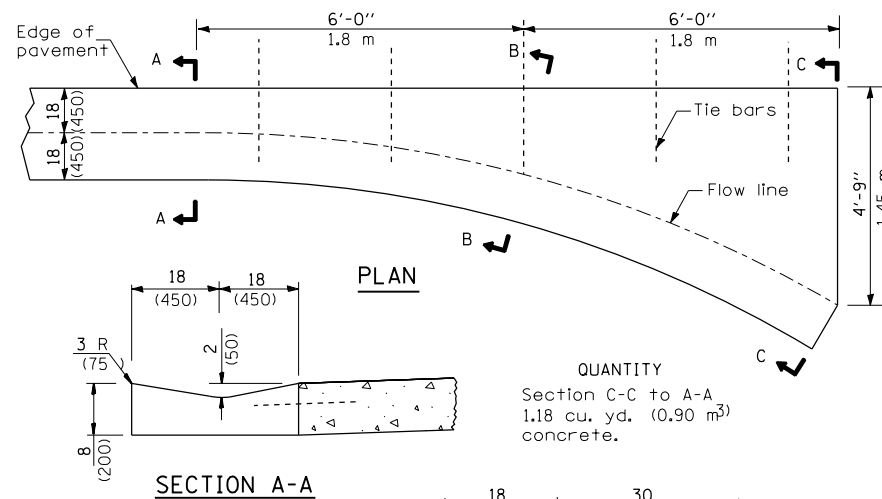
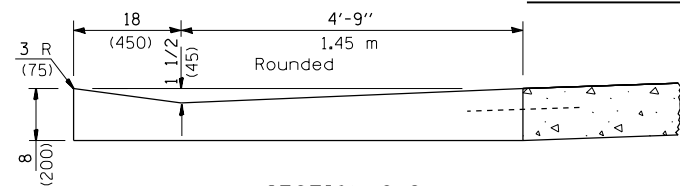
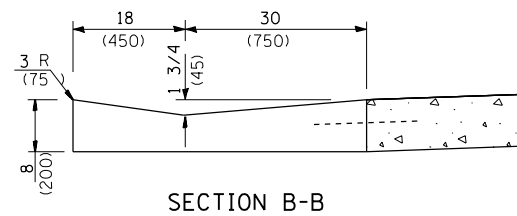


CONCRETE GUTTER, TYPE A (MODIFIED)



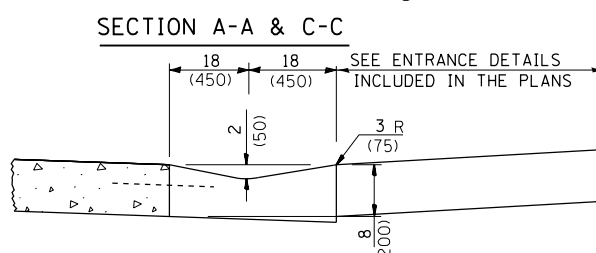
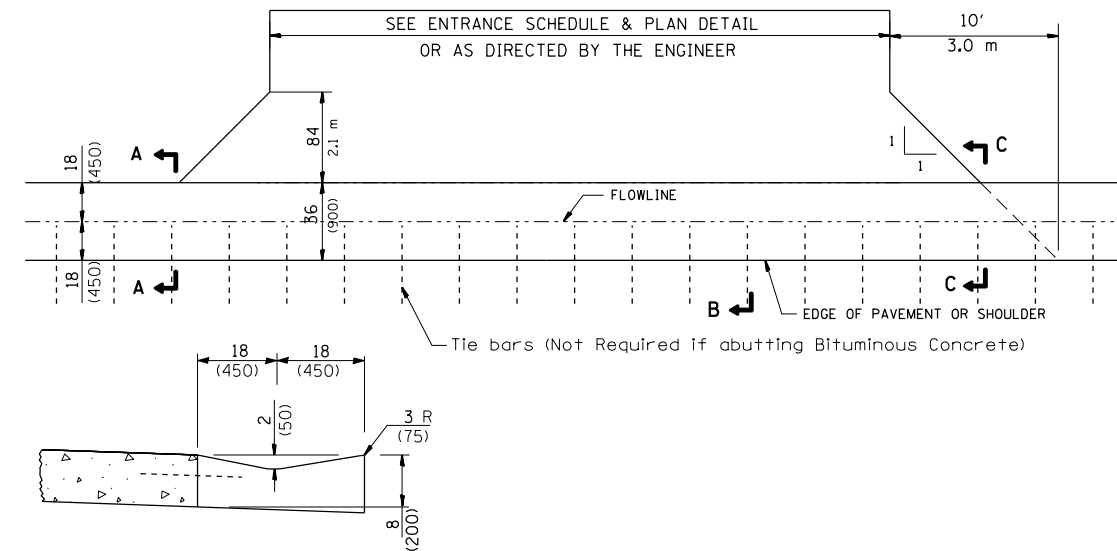
QUANTITY
Section C-C to A-A
1.18 cu. yd. (0.90 m³)
concrete.



SECTION C-C

INLET

DESIGNER NOTE:
FOR FRAME AND GRATE TO BE USED WITH
CONC. GUTTER TYPE A MODIFIED SEE
CADD FILE : CAD2218.DGN



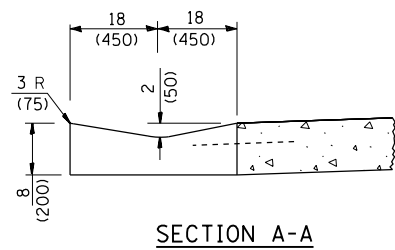
SECTION B-B

ENTRANCE

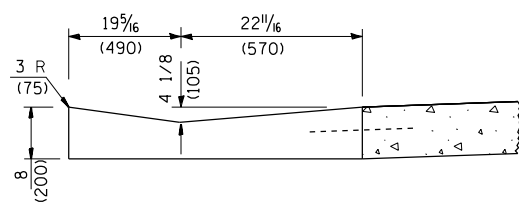
GENERAL NOTES

Tie bars shall be No. 20 (No. 6) at 600 mm (24") centers unless otherwise shown.
Gutter, gutter inlet, gutter outlet and gutter entrance shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.
Two 1-1/4" x 18" (32 mm x 450 mm) dowel bars shall be installed in all joints when the gutter is constructed adjacent to flexible pavement.

FILE NAME = 1913MOD.DGN	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUTTER, TYPE A (MODIFIED) (INLET, OUTLET & ENTRANCE)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 48.000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
	PLOT DATE = Feb-25-2013 08:53:56AM	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

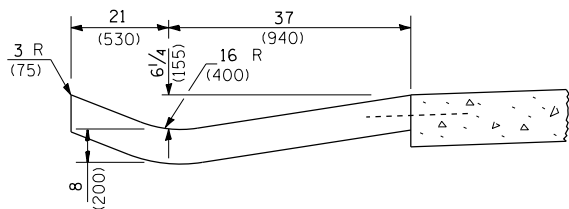


SECTION A-A

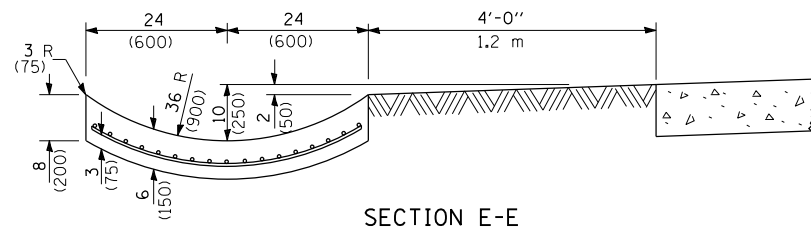


SECTION B-B

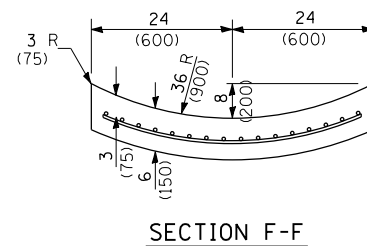
QUANTITY
 Section A-A to E-E and curtain wall
 4.71 cu. yd. (3.60 m³) concrete.
 Section F-F = 0.079 cu. yd./ft.
 (0.2 m³/m)



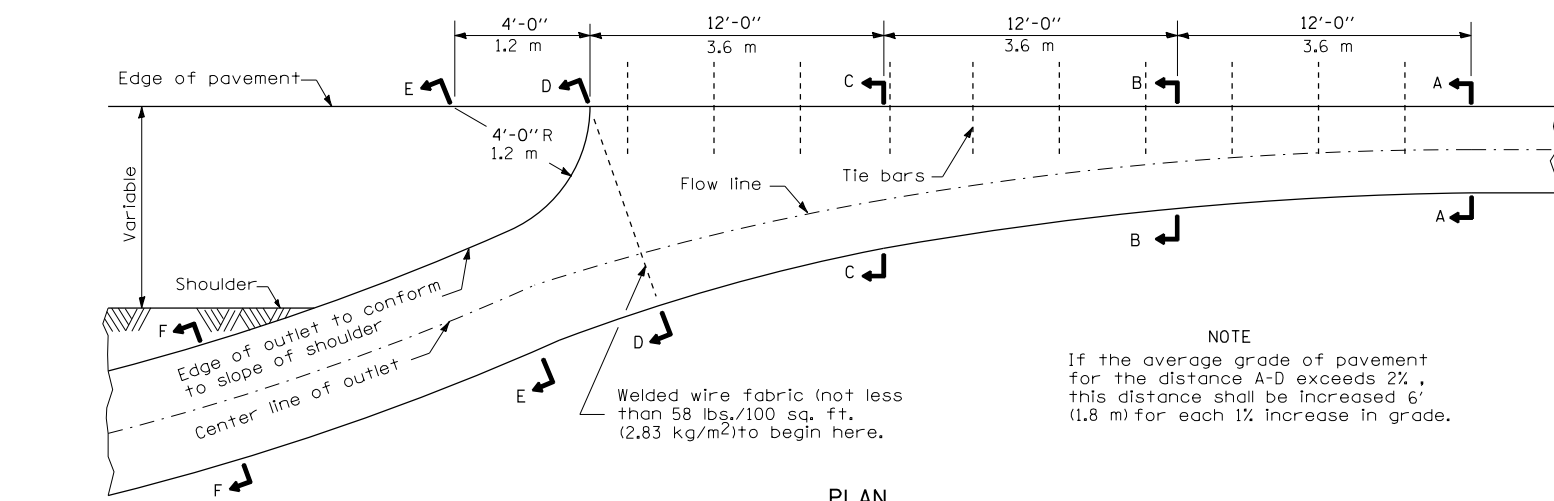
SECTION C-C



SECTION E-E

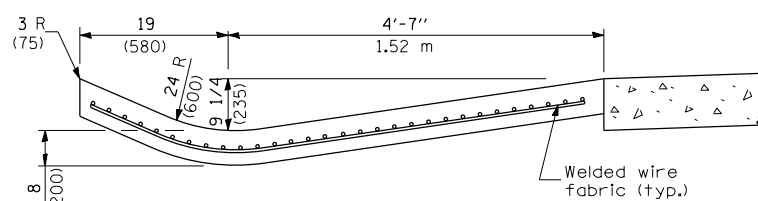


SECTION F-F

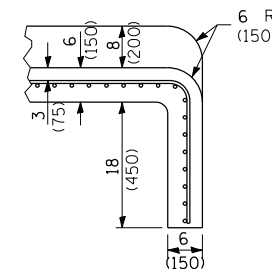
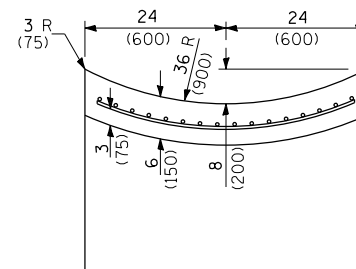


PLAN

NOTE
 If the average grade of pavement
 for the distance A-D exceeds 2% ,
 this distance shall be increased 6'
 (1.8 m) for each 1% increase in grade.



SECTION D-D



SECTIONS AT END OF OUTLET

OUTLET

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

FILE NAME = c:\pwwork\pwwidot\sparksgw\dms21196\1913mod.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GUTTER, TYPE A (MODIFIED) (INLET, OUTLET & ENTRANCE)			F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
1913MOD.DGN	PLOT SCALE = 48.000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
	PLOT DATE = Feb-25-2013 08:53:56AM	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

INDUCTIVE VEHICLE
DETECTION LOOP TABLE

Posted advisory speed limit (MPH)	D1 and D4 Dist. from stop bar to loop detector location	Distance from controller to loop	Number of loop turns
30	220 ft/67 m	0 ft to 567 ft 0 m to 173 m	4
35	260 ft/79 m	567 ft to 870 ft 173 m to 265 m	5
40	300 ft/91 m	870 ft to 1240 ft 265 m to 378 m	6
45	328 ft/100 m	1240 ft (Maximum) 378 m (Maximum)	6
50	375 ft/114 m		
55	420 ft/128 m		

NOTE: D2 and D3 shall call on red interval only

SIGNAL PLACEMENT TABLE

Lane Width	8		10		11		12	
	ft	m	ft	m	ft	m	ft	m
Maximum signal distance from edge pavement	16.7	5.1	16.1	4.9	13.8	4.2	12.8	3.9

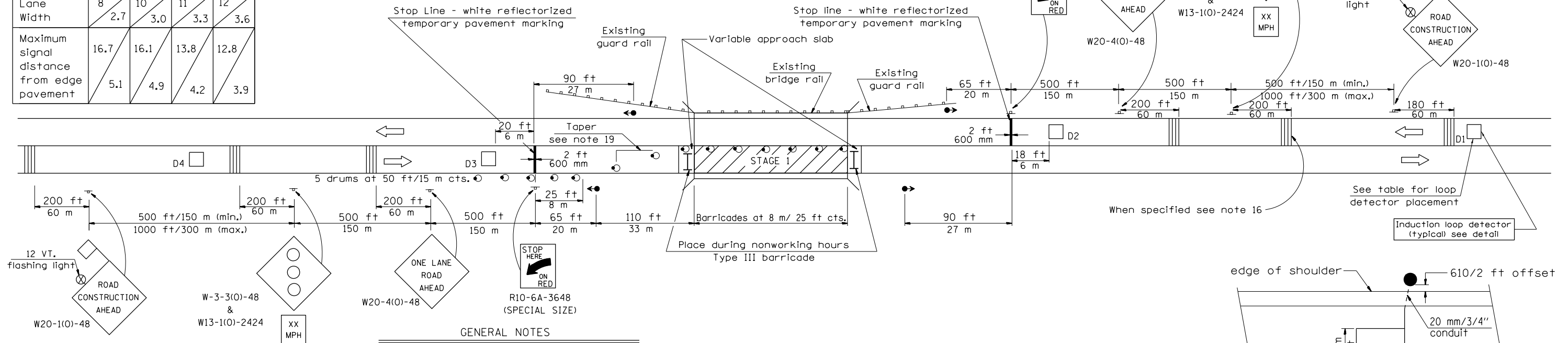
SPECIAL DETAIL FOR TRAFFIC CONTROL
BRIDGE DECK STAGE CONSTRUCTION
UTILIZING TRAFFIC ACTUATED SIGNALS AND BARRICADES
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES

SEQUENCE OF OPERATION

Movement	Interval	1	2	3	4	5	6	7	8	9
Eastbound		G	Y	R	R	R	R	R	R	R
Westbound		R	R	R	G	Y	R	R	R	R
Southbound		R	R	R	R	R	R	G	Y	R
Detectors		D1 D2		D3 D4		D5				

SYMBOLS

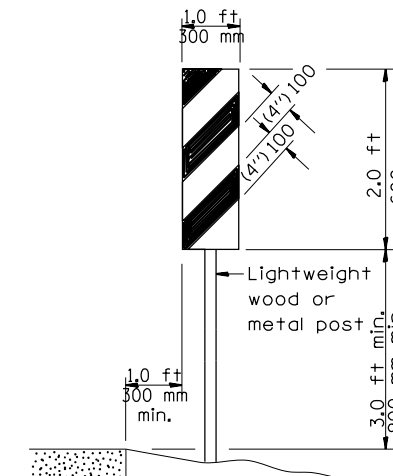
- work area
- 18"x18" (450 x 450) (min.) orange flag
- sign on permanent support
- drum or type II barricade w/steady burning light
- temporary rumble strip
- 6'x6' (1.8 m x 1.8 m) detector loop centered in lane
- traffic signals



GENERAL NOTES

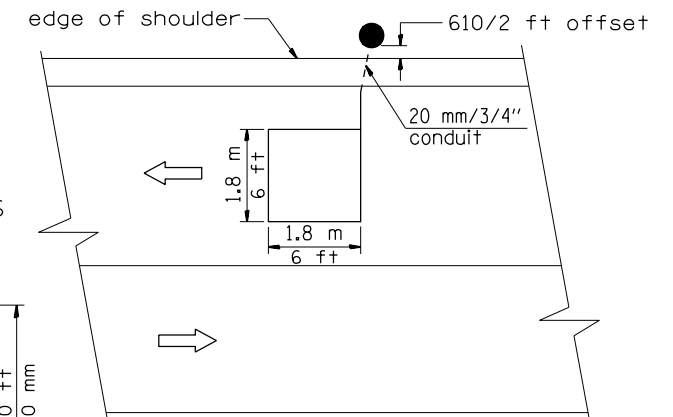
- The district traffic department shall be notified at least 72 hours prior to placing the temporary signals in operation so that arrangements can be made to inspect the installation and set the timing of the signals.
- The signals, controller cabinet and service pole shall be placed behind guardrail (existing or proposed) or shoulder break when applicable. See table for maximum signal placement.
- See table for loop detector locations and number of loop turns.
- At any time that the signals are not operating the signal heads shall be hooded and the SIGNAL AHEAD sign covered or removed.
- The left signal shall normally be mounted at a height of 10 ft/3.0 m above the road surface measured to the bottom of the signal head. The right signal shall normally be mounted at a height of 12.5 ft/4.2 m above the road surface and measured to the bottom of the signal head. Backplates will be required on all signals.
- All lenses shall be 1 ft/300 mm nominal diameter. The right signal head shall be aimed so the centers of the light beams of the indications are directed toward a point in the center of the approach lane 150 m/500 ft in advance of the signal. The left indication shall be aimed at a point in the center of the approach lane 30 m/100 ft in advance of the stop line.
- ALL STAGES OF CONSTRUCTION**
The edge of existing open traffic lane on each approach to the bridge shall be delineated with double vertical panels (Detail B) and white bi-directional temporary pavement markers. These devices shall be placed at 25 ft/8 m centers between the stop line and the bridge.
- Double vertical panels (no lights required) shall be placed at 25 ft/8 m centers on the existing parapet wall or bridge rail (Detail A) adjacent to the open traffic lane. Temporary white bi-directional pavement markers (25 ft/8 m centers) shall be placed on top of the hubguard when a sidewalk exists within 1 ft/300 mm of the edge of the existing open traffic lane.
- All existing pavement markings in the open lane are to be removed from stop line to stop line and shall be paid for as part of STANDARD 2309 (SPECIAL).
- All signs shall be post mounted if the closure time exceeds four days.
- Longitudinal dimensions may be adjusted slightly to fit field conditions.
- All vehicles, equipment, men and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the engineer.
- Advisory speed plates shall be installed where the normal posted speed is greater than 40 MPH. The speed shall be determined at the site by the engineer.
- District Traffic (Operation and Permit) engineers shall be notified one week prior to a traffic lane width restriction of less than 12.5 ft/4.2 m to allow the Department to install lane width restriction and wide load detour signing.
- Flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
- When specified, temporary rumble strips shall be installed where shown. (STANDARD 2298)
- On both approaches, existing center line pavement markings located between the stop bars and the work area shall be removed as soon as the barricades are in place and replaced with temporary or permanent pavement marking as soon as the barricades are removed.
- See SPECIAL PROVISIONS for the traffic signal controller and detector loop requirements.
- The taper shall be formed by placing one barricade for each 600 mm/2 ft of lane width.
- Bi-directional lights shall be used at night along the center line whether the work area is separated from the travelled lane using barricades or by using other devices. Mono-directional lights shall be used at night on all other barricades.
- Form BT 725 is required.

VERTICAL PANELS



DETAIL B

(See general note no. 7)

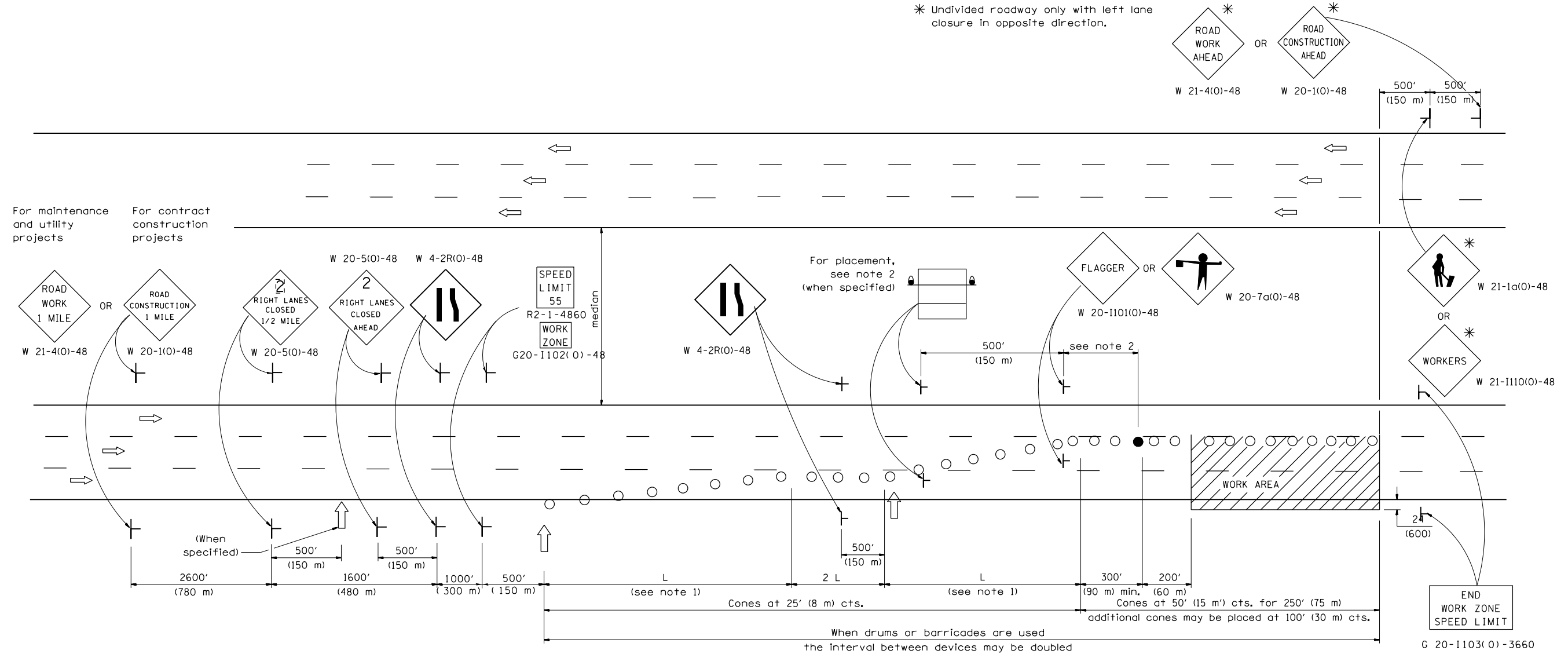


NOTE: Loop centered in approach lane (see table for number of loop turns)

INDUCTION LOOP DETECTOR DETAIL

All dimensions are in feet & inches unless otherwise shown.

* Undivided roadway only with left lane closure in opposite direction.



GENERAL NOTES

1. The "L" distance equals lane width times the taper ratio.

Normal Posted Speed		Taper Ratio (Length to pavement width)	
mph	km/h	ft/ft	m/mm
65	100	65/1	20/300
60	100	60/1	18/300
55	90	55/1	17/300
45 or less	80	45/1	14/300

2. The CONSTRUCTION SPEED LIMIT signs and the FLAGGER signs shall be moved as necessary to maintain a spacing of 500' (1500 m) to 2500' (750 m) between the flagger and FLAGGER signs.

3. This standard also applies when work is being performed in the left and center lanes. Under these conditions, LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown and cones shall be placed along the centerline throughout the taper and work area. On left lane closures with narrow medians, the arrow board at the beginning of the lane closure shall be relocated behind the taper as necessary so that a clearance of at least 1.2 m (4') can be maintained from the opposing traffic.

4. Median signs may be omitted when the median is less than 10' (3 m).

5. Cones may be substituted for barricades or drums at half spacing during day operations. On fully access controlled facilities, cones shall be a minimum of 28" (700 mm) in height.

6. Reflectorized temporary pavement marking tape shall be placed throughout the taper and for 300' (90 m) alongside the work area where the closure time is greater than fourteen days. The edge line shall be yellow for left lane closures. Raised reflective pavement markers at 8 m (25') centers may be used to supplement the pavement marking tape (cost incidental).

7. The Flaggers shall be stationed approximately 200' (60 m) in advance of the work party.

8. Traffic Control and Protection Standard 701401(Special) shall conform to the applicable portions of Section 701 of the Standard Specifications.

9. Traffic control devices shall conform to the requirements of Section 702 of the Standard Specifications.

10. All signs, cones, barricades, and drums are to be removed at completion of the day's operations and the work area opened to traffic.

SYMBOLS

- Construction speed limit sign
- Arrowboard
- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign
- Cone, drum or barricade

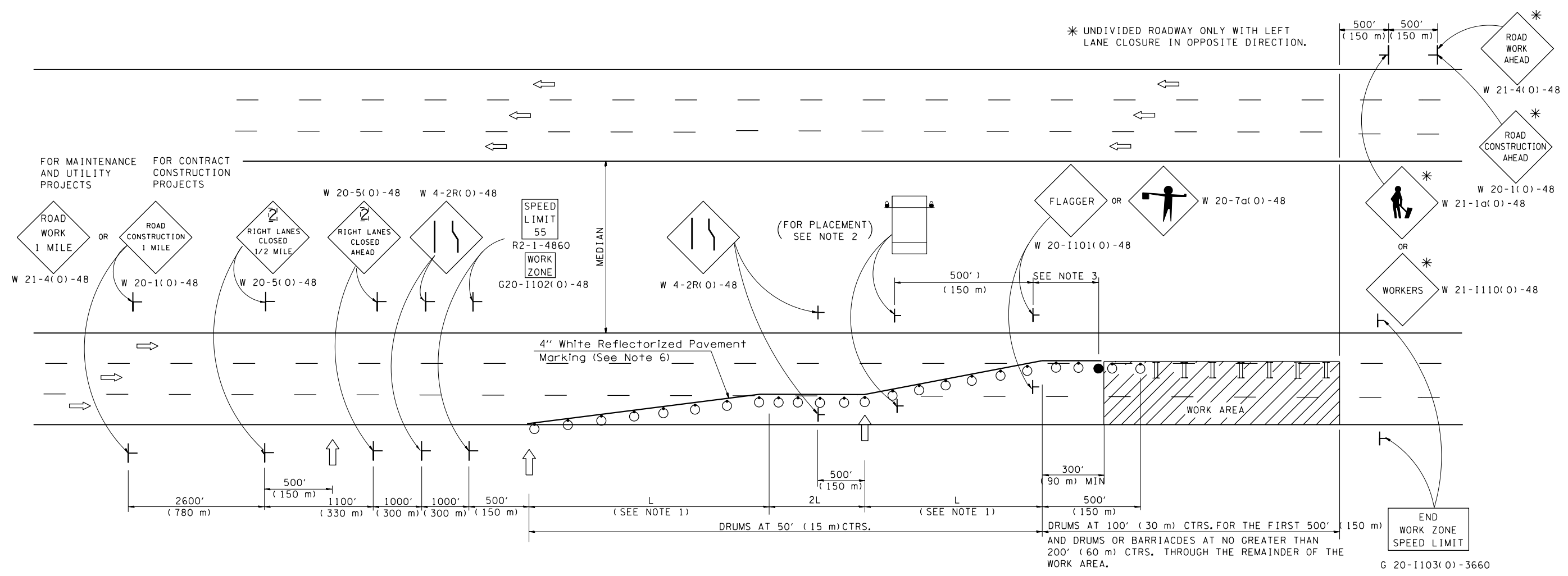
MULTILANE, DIVIDED AND UNDIVIDED, RURAL DAY OPERATIONS ONLY

WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON THE CENTER LANE AND LANE ADJACENT TO THE SHOULDER

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

FILE NAME = c:\p\work\p\dot\sparksgw\dms21196\2315.dgn	USER NAME = sparksgw	DESIGNED - NAK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION STANDARD 701406 (SPECIAL)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3315S.DGN	PLOT SCALE = 48.0000' / in.	CHECKED - NAK	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
	PLOT DATE = Feb-25-2013 08:54:00AM	DATE - 4/14/98	REVISED -		ILLINOIS FED. AID PROJECT								

* UNDIVIDED ROADWAY ONLY WITH LEFT LANE CLOSURE IN OPPOSITE DIRECTION.



GENERAL NOTES

- The "L" distance equals lane width times the taper ratio.

Normal Posted Speed		Taper Ratio (Length to pavement width)	
mph	km/h	ft/ft	m/mm
65	100	65/1	20/300
60	100	60/1	18/300
55	90	55/1	17/300
45 or less	80	45/1	14/300
- The CONSTRUCTION SPEED LIMIT signs and the FLAGGER signs shall be moved as necessary to maintain a spacing of 500' (150 m) to 2500' (750 m) between the flagger and FLAGGER signs.
- This standard also applies when work is being performed in the left and center lanes. Under these conditions, LEFT LANE CLOSED signs shall be substituted for RIGHT LANE CLOSED signs. On undivided highways, signs shall be added in the opposite direction as shown and cones shall be placed along the centerline throughout the taper and work area. On left lane closures with narrow medians, the arrow board at the beginning of the lane closure shall be relocated behind the taper as necessary so that a clearance of at least 4' (1.2 m) can be maintained from the opposing traffic.
- Median signs may be omitted when the median is less than 10' (3 m).

- Cones may be substituted for barricades or drums at half spacing during day operations. On fully access controlled facilities, cones shall be a minimum of 700(28) in height.
- ReflectORIZED temporary pavement marking tape shall be placed throughout the taper and for 300' (90 m) alongside the work area where the closure time is greater than fourteen days. The edge line shall be yellow for left lane closures. Raised reflective pavement markers at 25' (8 m) centers may be used to supplement the pavement marking tape (cost incidental).
- The Flaggers shall be stationed approximately 60 m (200') in advance of the work party.
- Traffic Control and Protection Standard 701401(Special) shall conform to the applicable portions of Section 701 of the Standard Specifications.
- Traffic control devices shall conform to the requirements of Section 702 of the Standard Specifications.

- SYMBOLS**
- CONSTRUCTION SPEED LIMIT SIGNS
 - ARROWBOARD
 - WORK AREA
 - BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
 - SIGN ON PORTABLE OR PERMANENT SUPPORT
 - FLAGGER WITH TRAFFIC CONTROL SIGN
 - DRUM WITH STEADY BURNING LIGHT

MULTILANE, DIVIDED AND UNDIVIDED, RURAL DAYLIGHT OPERATIONS EXCEEDING ONE DAY
 WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES WILL ENCROACH ON CENTER LANE AND LANE ADJACENT TO THE SHOULDER

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

FILE NAME =	USER NAME = sparksgw	DESIGNED - JCN	REVISED - JCN 1FEB96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401 (SPECIAL)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Feb-25-2013 08:54:02AM	DATE - 6/28/94	REVISED - CHD 23APR98										
2316S.DGN				SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

INDUCTIVE VEHICLE DETECTION LOOP TABLE			
Posted advisory speed limit (MPH)	D1 and D4 Dist. from stop bar to loop detector location	Distance from controller to loop	Number of loop turns
30	220' (67 m)	0' to 570'	4
35	260' (79 m)	0 m to 173 m	5
40	300' (91 m)	570' to 870'	6
45	330' (100 m)	173 m to 265 m	6
50	375' (114 m)	870' to 1240'	4
55	420' (128 m)	265 m to 378 m	5
		1240' (Maximum)	6
		378 m (Maximum)	6

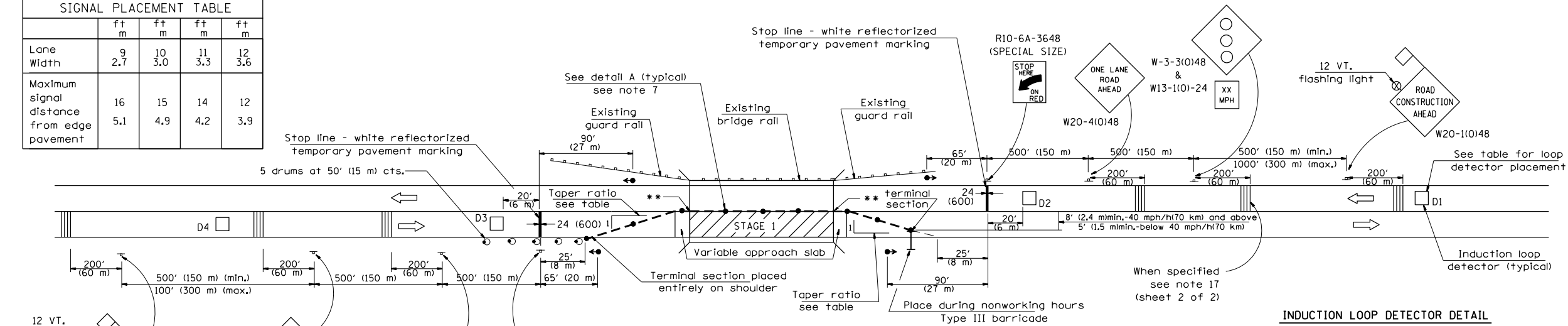
NOTE: D2 and D3 shall call on red interval only

SIGNAL PLACEMENT TABLE					
Lane Width	ft m	ft m	ft m	ft m	
9	2.7	10	3.0	11	3.3
12	3.6	14	4.2	16	4.9
Maximum signal distance from edge pavement	5.1	4.9	4.2	3.9	

**SPECIAL DETAIL FOR TRAFFIC CONTROL
BRIDGE DECK STAGE CONSTRUCTION
UTILIZING TRAFFIC ACTUATED SIGNALS AND
TEMPORARY BARRIERS
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES**

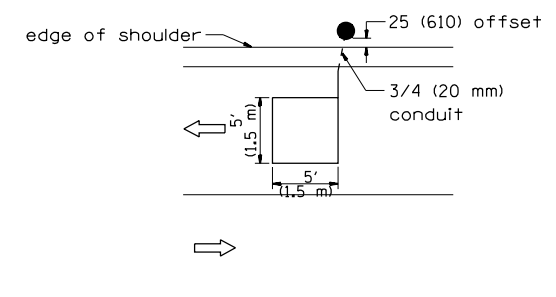
SEQUENCE OF OPERATION							
Movement	Interval	1	2	3	4	5	6
Northbound or Eastbound	G	Y	R	R	R	R	R
Southbound or Westbound	R	R	R	G	Y	R	R
Detectors		D1	D2		D3	D4	

CONCRETE BARRIER WALL TABLE	
Posted speed	Taper rate
40 mph (70 km/h) and above	1:12
Below 40 mph (70 km/h)	1:8

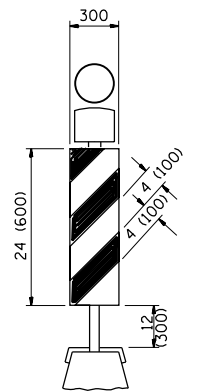


** Where temporary bridge rail is specified it shall be connected to the temporary concrete barrier using a Traffic Barrier Terminal Type II

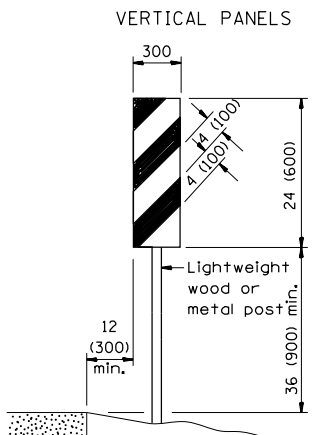
INDUCTION LOOP DETECTOR DETAIL



NOTE: Loop centered in approach lane (see table for number of loop turns)



DETAIL A
(Suggested mounting detail)



DETAIL B
(See general note no. 7)
(Sheet 2 of 2)

LEGEND

- Work area
- 18 x 18 (450 x 450) (minimum) orange flag
- Sign on permanent support
- Drum or Type II barricade w/ steady burning light
- Temporary concrete barrier
- Steady burning lights and double vertical panels
- Temporary rumble strip
- 6' x 6' (1.8 m x 1.8 m) detector loop centered in lane
- Traffic signal

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

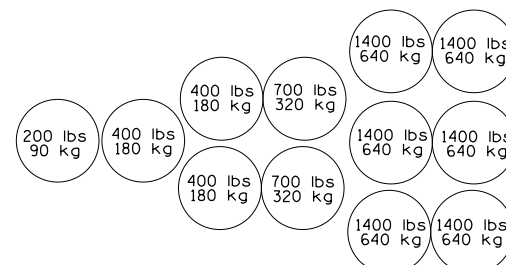
TWO-LANE, TWO WAY TRAFFIC
ONE LANE CLOSURE ON A BRIDGE
DECK DAY OR NIGHT OPERATIONS

**SPECIAL DETAIL FOR TRAFFIC CONTROL
BRIDGE DECK STAGE CONSTRUCTION
UTILIZING TRAFFIC ACTUATED SIGNALS AND
TEMPORARY BARRIERS
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES**

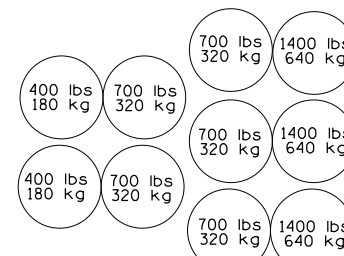
GENERAL NOTES

1. The district traffic department shall be notified at least 72 hours prior to placing the temporary signals in operation so that arrangements can be made to inspect the installation and set the timing of the signals.
2. The signals, controller cabinet and service pole shall be placed behind guardrail (existing or proposed) or shoulder break when applicable. See table on sheet 1 of 2 for maximum signal placement.
3. See tables on sheet 1 of 2 for loop detector locations and number of loop turns.
4. At any time that the signals are not operating the signal heads shall be hooded and the SIGNAL AHEAD sign covered or removed.
5. The left signal shall normally be mounted at a height of 10' (3.0 m) above the road surface measured to the bottom of the signal head. The right signal shall normally be mounted at a height of 14' (4.2 m) above the road surface and measured to the bottom of the signal head. Backplates will be required on all signals.
6. All lenses shall be 12 (300 mm) nominal diameter. The right signal head shall be aimed so the centers of the light beams of the indications are directed toward a point in the center of the approach lane 500' (150 m) in advance of the signal. The left indication shall be aimed at a point in the center of the approach lane 100' (30 m) in advance of the stop line.
7. **ALL STAGES OF CONSTRUCTION**
The edge of existing open traffic lane on each approach to the bridge shall be delineated with double vertical panels (Detail B) and white bi-directional temporary pavement markers. These devices shall be placed at 25' (8 m) centers between the stop line and the bridge. Bi-directional steady burning lights attached to double vertical panels (Detail A) shall be placed at 25' (8 m) centers on the tapered portion of the concrete barrier and at 50' (15 m) centers on the temporary bridge rail or portion of the barrier on the bridge (3 minimum).
8. Double vertical panels (no lights required) shall be placed at 25' (8 m) centers on the existing parapet wall or bridge rail (Detail A) adjacent to the open traffic lane. Temporary white bi-directional pavement markers (25' (8 m) centers) shall be placed on top of the hubguard when a sidewalk exists within 12 (300 mm) of the edge of the existing open traffic lane.
9. All existing pavement markings in the open lane are to be removed from stop line to stop line and shall be paid for as part of STANDARD 701321 (SPECIAL).
10. All signs shall be post mounted if the closure time exceeds four days.
11. Longitudinal dimensions may be adjusted slightly to fit field conditions.
12. All vehicles, equipment, men and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the engineer.
13. Temporary bridge rail shall be used across the bridge when specified in the plans.
14. Advisory speed plates shall be installed where the normal posted speed is greater than 40 MPH (70 km/h). The speed shall be determined at the site by the engineer.
15. District Traffic (Operation and Permit) engineers shall be notified one week prior to a traffic lane width restriction of less than 14' (4.2 m) to allow the Department to install width restriction and wide load detour signing.
16. Flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
17. When specified, temporary rumble strips shall be installed where shown. (STANDARD 702001)
18. On both approaches, existing center line pavement markings located between the stop bars and the temporary concrete barrier or bridge rail shall be removed as soon as the barrier or rails is in place and replaced with temporary or permanent pavement marking as soon as the barrier or rail is removed.
19. See SPECIAL PROVISIONS for the traffic signal controller and detector loop requirements.
20. Form BT 725 is required.

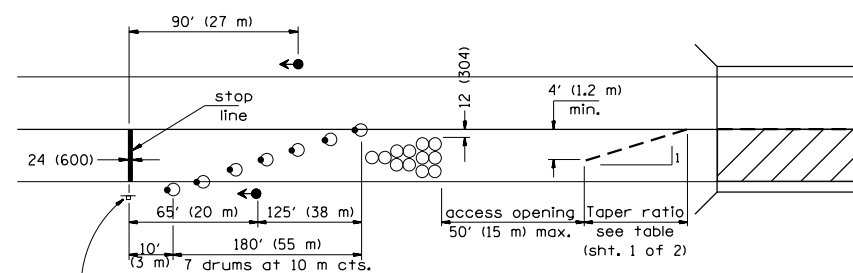
SAND MODULE IMPACT ATTENUATOR CONFIGURATION



POSTED SPEED 40 mph (70 km/h) OR MORE



POSTED SPEED LESS THAN 40 mph (70 km/h)



NOTES

1. The contractor may use this detail where greater access to the work area is required. No additional compensation will be allowed if the contractor elects to use this detail.
2. The sand modules may be placed directly on the pavement or on pallets or skids (maximum height 2'-6" (60 mm)).
3. The impact attenuators shall be striped in conformance with the requirements for drums in STANDARD 2298 and shall meet the requirements of the RECURRING SPECIAL PROVISIONS for sand module impact attenuators.
4. Barricades or drums with bi-directional steady burning lights delineating the closed lane shall be placed in the access opening during nonworking hours (3 minimum).

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

TWO-LANE, TWO WAY TRAFFIC
ONE LANE CLOSURE ON A BRIDGE
DECK DAY OR NIGHT OPERATIONS

FILE NAME = c:\pw\work\p1dot\sparksgw\dms21196\2409s.dgn	USER NAME = sparksgw	DESIGNED - DRAWN -	REVISED - VTY 11-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION STANDARD 701321 (SPECIAL)	F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2409S.DGN	PLOT SCALE = 48.000' / in.	CHECKED -	REVISED -							
	PLOT DATE = Feb-25-2013 08:54:03AM	DATE - 5/03/96	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
ILLINOIS FED. AID PROJECT										

INDUCTIVE VEHICLE DETECTION LOOP TABLE			
Posted advisory speed limit (MPH)	D1 and D4 Dist. from stop bar to loop detector location	Distance from controller to loop	Number of loop turns
30	67 m	0 m to 173 m	4
35	79 m	173 m to 265 m	5
40	91 m	265 m to 378 m	6
45	100 m	378 m (Maximum)	6
50	114 m		
55	128 m		

NOTE: D2 and D3 shall call on red interval only

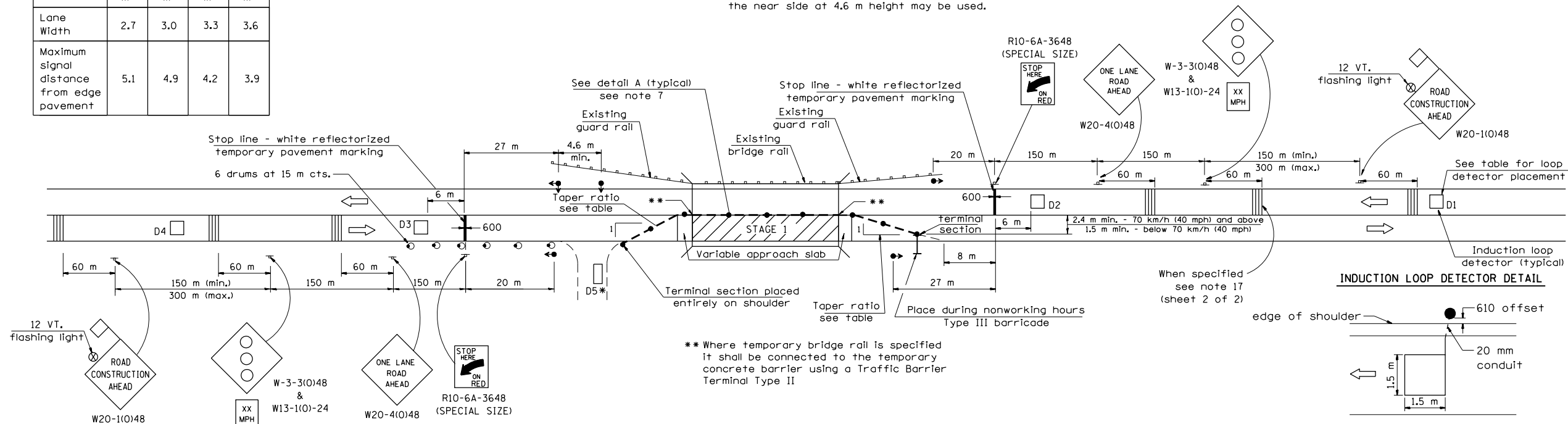
SIGNAL PLACEMENT TABLE				
Lane Width	m	m	m	m
	2.7	3.0	3.3	3.6
Maximum signal distance from edge pavement	5.1	4.9	4.2	3.9

SPECIAL DETAIL FOR TRAFFIC CONTROL BRIDGE DECK STAGE CONSTRUCTION UTILIZING TRAFFIC ACTUATED SIGNALS AND TEMPORARY BARRIERS TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES

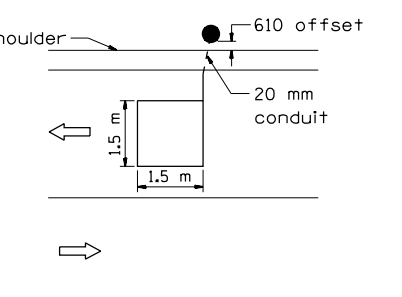
SEQUENCE OF OPERATION										
Movement	Interval	1	2	3	4	5	6	7	8	9
Northbound or eastbound		G	Y	R	R	R	R	R	R	R
Southbound or westbound		R	R	R	G	Y	R	R	R	R
Sideroad		R	R	R	R	R	R	G	Y	R
Detectors		D1	D2		D3	D4			D5 *	

CONCRETE BARRIER WALL TABLE	
Posted speed	Taper rate
40 mph (70 km/h) and above	1:12
Below 40 mph (70 km/h)	1:8

* In lieu of a 1.8 m x 6 m loop on the sideroad a motion sensor mounted on a wood post on the near side at 4.6 m height may be used.



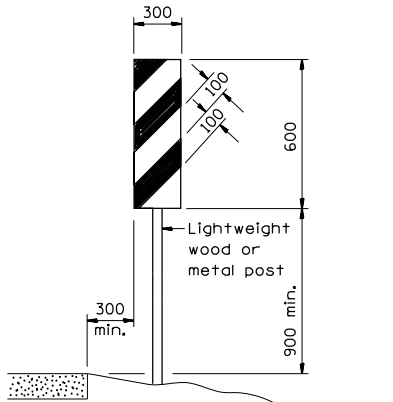
INDUCTION LOOP DETECTOR DETAIL



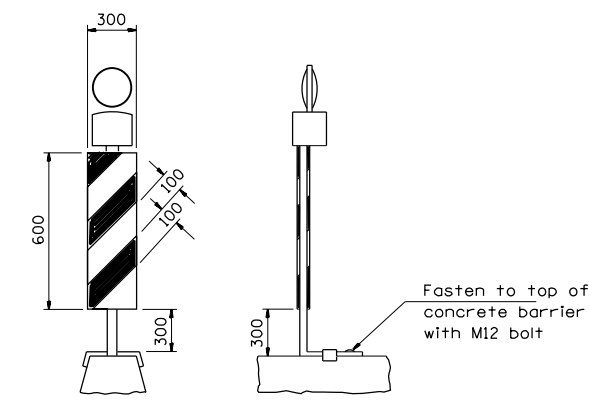
NOTE: Loop centered in approach lane (see table for number of loop turns)

** Where temporary bridge rail is specified it shall be connected to the temporary concrete barrier using a Traffic Barrier Terminal Type II

VERTICAL PANELS



DETAIL B
(See general note no. 7)
(Sheet 2 of 2)



DETAIL A
(Suggested mounting detail)

- LEGEND**
- Work area
 - 450 x 450 (minimum) orange flag
 - Sign on permanent support
 - Drum or Type II barricade w/ steady burning light
 - Temporary concrete barrier
 - Steady burning lights and double vertical panels
 - Temporary rumble strip
 - 1.8 m x 1.8 m detector loop centered in lane
 - Traffic signal

All dimensions are in millimeters unless otherwise shown.

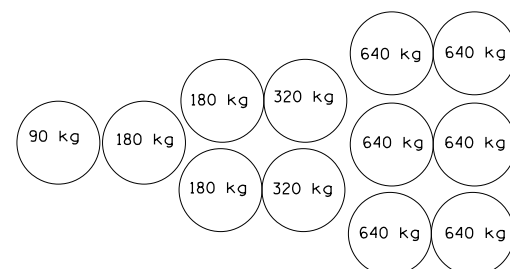
TWO-LANE, TWO WAY TRAFFIC
ONE LANE CLOSURE ON A BRIDGE
DECK DAY OR NIGHT OPERATIONS

**SPECIAL DETAIL FOR TRAFFIC CONTROL
BRIDGE DECK STAGE CONSTRUCTION
UTILIZING TRAFFIC ACTUATED SIGNALS AND
TEMPORARY BARRIERS
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES**

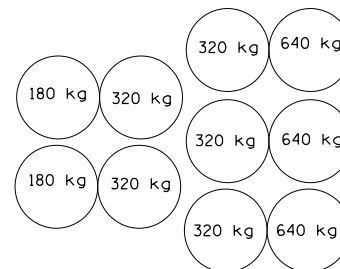
GENERAL NOTES

1. The district traffic department shall be notified at least 72 hours prior to placing the temporary signals in operation so that arrangements can be made to inspect the installation and set the timing of the signals.
2. The signals, controller cabinet and service pole shall be placed behind guardrail (existing or proposed) or shoulder break when applicable. See table on sheet 1 of 2 for maximum signal placement.
3. See tables on sheet 1 of 2 for loop detector locations and number of loop turns.
4. At any time that the signals are not operating the signal heads shall be hooded and the SIGNAL AHEAD sign covered or removed.
5. The left signal shall normally be mounted at a height of 3.0 m above the road surface measured to the bottom of the signal head. The right signal shall normally be mounted at a height of 4.2 m above the road surface and measured to the bottom of the signal head. Backplates will be required on all signals.
6. All lenses shall be 300 mm nominal diameter. The right signal head shall be aimed so the centers of the light beams of the indications are directed toward a point in the center of the approach lane 150 m in advance of the signal. The left indication shall be aimed at a point in the center of the approach lane 30 m in advance of the stop line.
7. ALL STAGES OF CONSTRUCTION
The edge of existing open traffic lane on each approach to the bridge shall be delineated with double vertical panels (Detail B) and white bi-directional temporary pavement markers. These devices shall be placed at 8 m centers between the stop line and the bridge. Bi-directional steady burning lights attached to double vertical panels (Detail A) shall be placed at 8 m centers on the tapered portion of the concrete barrier and at 15 m centers on the temporary bridge rail or portion of the barrier on the bridge (3 minimum).
8. Double vertical panels (no lights required) shall be placed at 8 m centers on the existing parapet wall or bridge rail (Detail A) adjacent to the open traffic lane. Temporary white bi-directional pavement markers (8 m centers) shall be placed on top of the hubguard when a sidewalk exists within 300 mm of the edge of the existing open traffic lane.
9. All existing pavement markings in the open lane are to be removed from stop line to stop line and shall be paid for as part of STANDARD 701321 (SPECIAL).
10. All signs shall be post mounted if the closure time exceeds four days.
11. Longitudinal dimensions may be adjusted slightly to fit field conditions.
12. All vehicles, equipment, men and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the engineer.
13. Temporary bridge rail shall be used across the bridge when specified in the plans.
14. Advisory speed plates shall be installed where the normal posted speed is greater than 40 MPH (70 km/h). The speed shall be determined at the site by the engineer.
15. District Traffic (Operation and Permit) engineers shall be notified one week prior to a traffic lane width restriction of less than 4.2 m to allow the Department to install width restriction and wide load detour signing.
16. Flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
17. When specified, temporary rumble strips shall be installed where shown. (STANDARD 702001)
18. On both approaches, existing center line pavement markings located between the stop bars and the temporary concrete barrier or bridge rail shall be removed as soon as the barrier or rails is in place and replaced with temporary or permanent pavement marking as soon as the barrier or rail is removed.
19. See SPECIAL PROVISIONS for the traffic signal controller and detector loop requirements.
20. Form BT 725 is required.

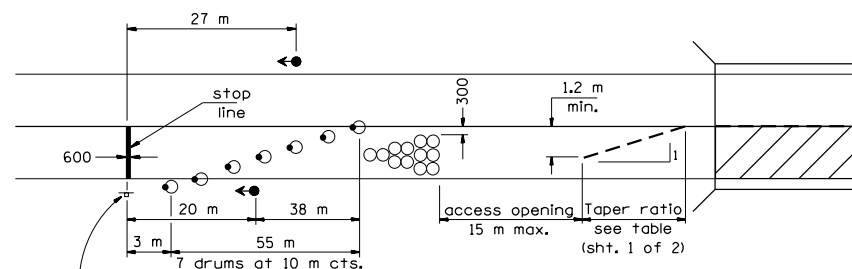
SAND MODULE IMPACT ATTENUATOR CONFIGURATION



POSTED SPEED 40 mph (70 km/h) OR MORE



POSTED SPEED LESS THAN 40 mph (70 km/h)



NOTES

1. The contractor may use this detail where greater access to the work area is required. No additional compensation will be allowed if the contractor elects to use this detail.
2. The sand modules may be placed directly on the pavement or on pallets or skids (maximum height 60 mm).
3. The impact attenuators shall be striped in conformance with the requirements for drums in STANDARD 702001 and shall meet the requirements of the RECURRING SPECIAL PROVISIONS for sand module impact attenuators.
4. Barricades or drums with bi-directional steady burning lights delineating the closed lane shall be placed in the access opening during nonworking hours (3 minimum).

All dimensions are in millimeters unless otherwise shown.

TWO-LANE, TWO WAY TRAFFIC
ONE LANE CLOSURE ON A BRIDGE
DECK DAY OR NIGHT OPERATIONS

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	VTY	11-96
et:\pw\work\p\id\dot\sparksgw\dms21196\2409s.dgn		DRAWN -	REVISED -		
	PLOT SCALE = 48.000' / in.	CHECKED -	REVISED -		
2409S.DGN	PLOT DATE = Feb-25-2013 08:54:04AM	DATE -	REVISED -	5/03/96	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
STANDARD 701321 (SPECIAL) WITH SIDE ROAD**

SCALE: SHEET OF SHEETS STA. TO STA.

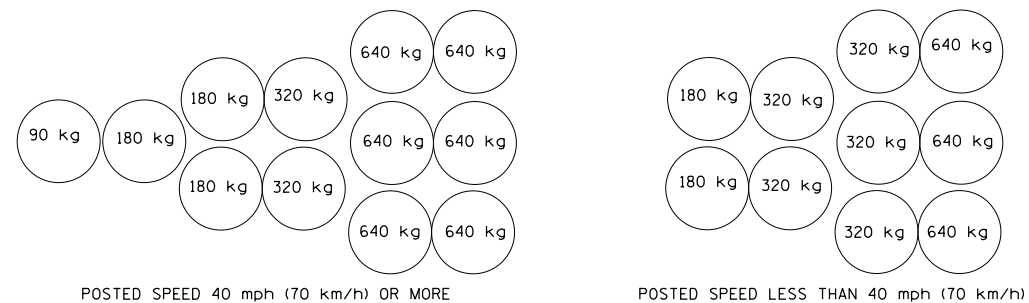
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

SPECIAL DETAIL FOR TRAFFIC CONTROL
BRIDGE DECK STAGE CONSTRUCTION
UTILIZING TRAFFIC ACTUATED SIGNALS AND
TEMPORARY BARRIERS
TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES

GENERAL NOTES

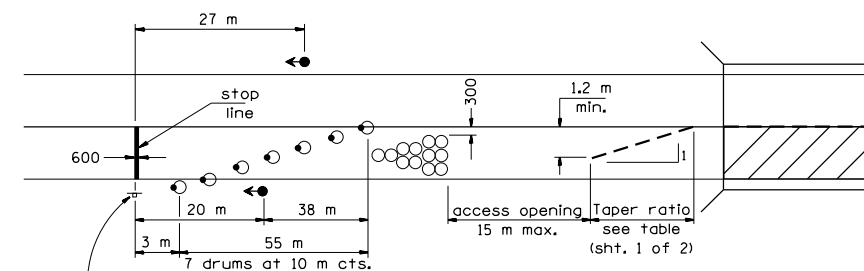
1. The district traffic department shall be notified at least 72 hours prior to placing the temporary signals in operation so that arrangements can be made to inspect the installation and set the timing of the signals.
2. The signals, controller cabinet and service pole shall be placed behind guardrail (existing or proposed) or shoulder break when applicable. See table on sheet 1 of 2 for maximum signal placement.
3. See tables on sheet 1 of 2 for loop detector locations and number of loop turns.
4. At any time that the signals are not operating the signal heads shall be hooded and the SIGNAL AHEAD sign covered or removed.
5. The left signal shall normally be mounted at a height of 3.0 m above the road surface measured to the bottom of the signal head. The right signal shall normally be mounted at a height of 4.2 m above the road surface and measured to the bottom of the signal head. Backplates will be required on all signals.
6. All lenses shall be 300 mm nominal diameter. The right signal head shall be aimed so the centers of the light beams of the indications are directed toward a point in the center of the approach lane 150 m in advance of the signal. The left indication shall be aimed at a point in the center of the approach lane 30 m in advance of the stop line.
7. ALL STAGES OF CONSTRUCTION
The edge of existing open traffic lane on each approach to the bridge shall be delineated with double vertical panels (Detail B) and white bi-directional temporary pavement markers. These devices shall be placed at 8 m centers between the stop line and the bridge. Bi-directional steady burning lights attached to double vertical panels (Detail A) shall be placed at 8 m centers on the tapered portion of the concrete barrier and at 15 m centers on the temporary bridge rail or portion of the barrier on the bridge (3 minimum).
8. Double vertical panels (no lights required) shall be placed at 8 m centers on the existing parapet wall or bridge rail (Detail A) adjacent to the open traffic lane. Temporary white bi-directional pavement markers (8 m centers) shall be placed on top of the hubguard when a sidewalk exists within 300 mm of the edge of the existing open traffic lane.
9. All existing pavement markings in the open lane are to be removed from stop line to stop line and shall be paid for as part of STANDARD 701321 (SPECIAL).
10. All signs shall be post mounted if the closure time exceeds four days.
11. Longitudinal dimensions may be adjusted slightly to fit field conditions.
12. All vehicles, equipment, men and their activities are restricted at all times to one side of the pavement unless otherwise authorized by the engineer.
13. Temporary bridge rail shall be used across the bridge when specified in the plans.
14. Advisory speed plates shall be installed where the normal posted speed is greater than 40 MPH (70 km/h). The speed shall be determined at the site by the engineer.
15. District Traffic (Operation and Permit) engineers shall be notified one week prior to a traffic lane width restriction of less than 4.2 m to allow the Department to install width restriction and wide load detour signing.
16. Flashing lights shall be used on each approach in advance of the work area during hours of darkness and installed above the first two signs in each series.
17. When specified, temporary rumble strips shall be installed where shown. (STANDARD 702001)
18. On both approaches, existing center line pavement markings located between the stop bars and the temporary concrete barrier or bridge rail shall be removed as soon as the barrier or rails is in place and replaced with temporary or permanent pavement marking as soon as the barrier or rail is removed.
19. See SPECIAL PROVISIONS for the traffic signal controller and detector loop requirements.
20. Form BT 725 is required.

SAND MODULE IMPACT ATTENUATOR CONFIGURATION



POSTED SPEED 40 mph (70 km/h) OR MORE

POSTED SPEED LESS THAN 40 mph (70 km/h)



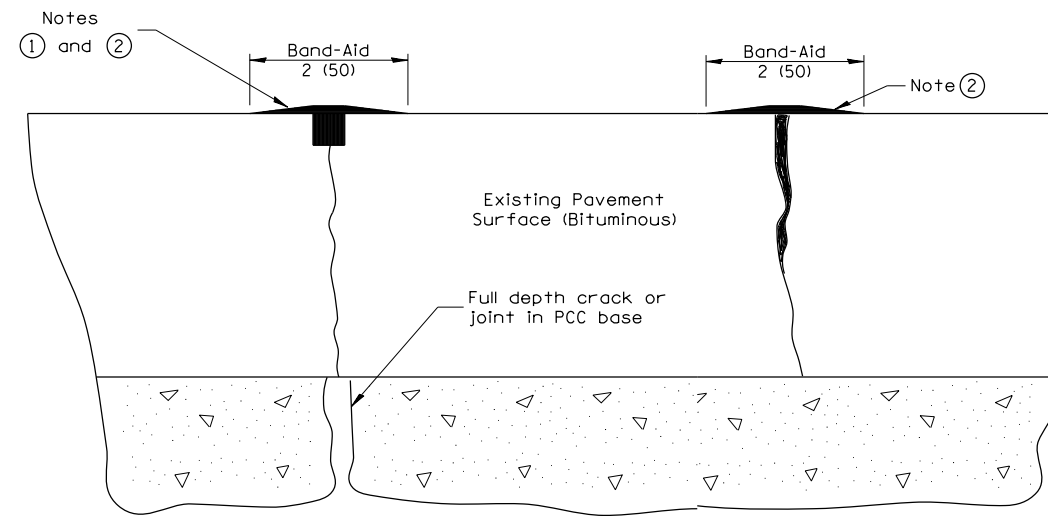
NOTES

1. The contractor may use this detail where greater access to the work area is required. No additional compensation will be allowed if the contractor elects to use this detail.
2. The sand modules may be placed directly on the pavement or on pallets or skids (maximum height 60 mm).
3. The impact attenuators shall be striped in conformance with the requirements for drums in STANDARD 2298 and shall meet the requirements of the RECURRING SPECIAL PROVISIONS for sand module impact attenuators.
4. Barricades or drums with bi-directional steady burning lights delineating the closed lane shall be placed in the access opening during nonworking hours (3 minimum).

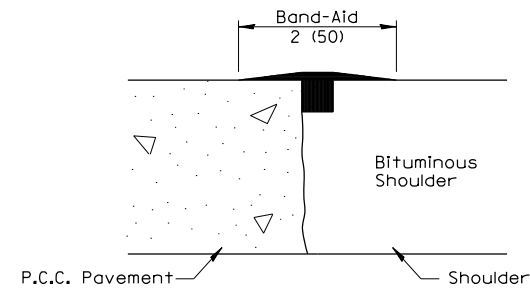
All dimensions are in millimeters unless otherwise shown.

TWO-LANE, TWO WAY TRAFFIC
ONE LANE CLOSURE ON A BRIDGE
DECK DAY OR NIGHT OPERATIONS

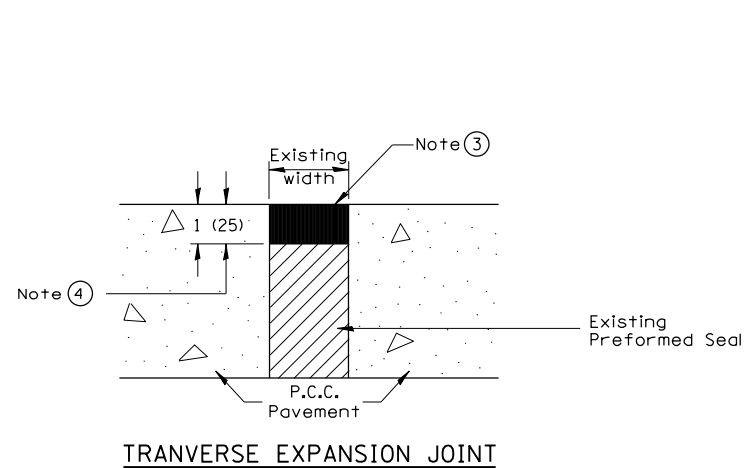
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2409S.DGN	et:\pw\work\p\dot\sparksgw\dms21196\2409s.dgn	DRAWN -	REVISED -								
	PLOT SCALE = 48.000' / in.	CHECKED -	REVISED -								
	PLOT DATE = Feb-25-2013 08:54:05AM	DATE - 5/03/96	REVISED -								
					SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	
					ILLINOIS FED. AID PROJECT						



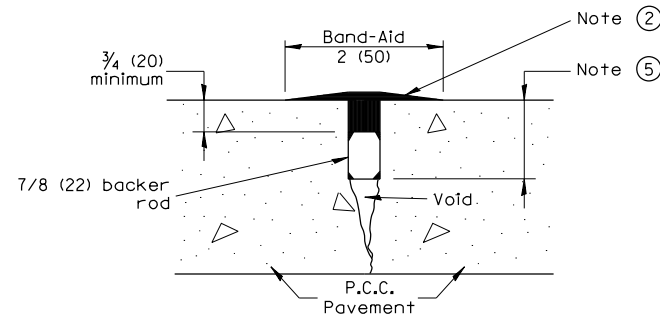
**PRIMARY TRANSVERSE,
LONGITUDINAL CRACK &
P.C.C. CENTERLINE JOINT** **SECONDARY
ADJACENT CRACK**



**SHOULDER JOINT (Notes 1 & 2) AND
LONGITUDINAL RANDOM CRACK (Notes 1 & 3)**



TRANVERSE EXPANSION JOINT



SPECIAL TREATMENT - BACKER ROD
FOR JOINTS AND/OR CRACKS GREATER
THAN 3/4 (20) DEEP
(DOES NOT APPLY TO TRANSVERSE RANDOM CRACKS
IN CONTINUOUSLY REINFORCED PAVEMENTS)

NOTES

- ① Route or saw to 3/4 (20) wide by 3/4 (20) deep; (1:1 ratio).
- ② Overfill with sealant; squeegee to provide 2 (50) wide flush "band-aid" effect; feather edges flush.
- ③ Seal flush without "band-aid" effect.
- ④ Route to 1 (25) depth; clean and reface walls.
- ⑤ Route or saw 3/4 (20) wide by variable depth. Depth based upon crack or joint depth and 3/4 (20) minimum sealer over backer rod.

GENERAL NOTES

1. Crack and Joint Sealing shall conform to Section 451 and 452.
2. The "Band Aid" width shall be reduced or eliminated in areas adjacent to existing pavement markings.

All dimensions are in INCHES
(millimeters) unless otherwise noted.

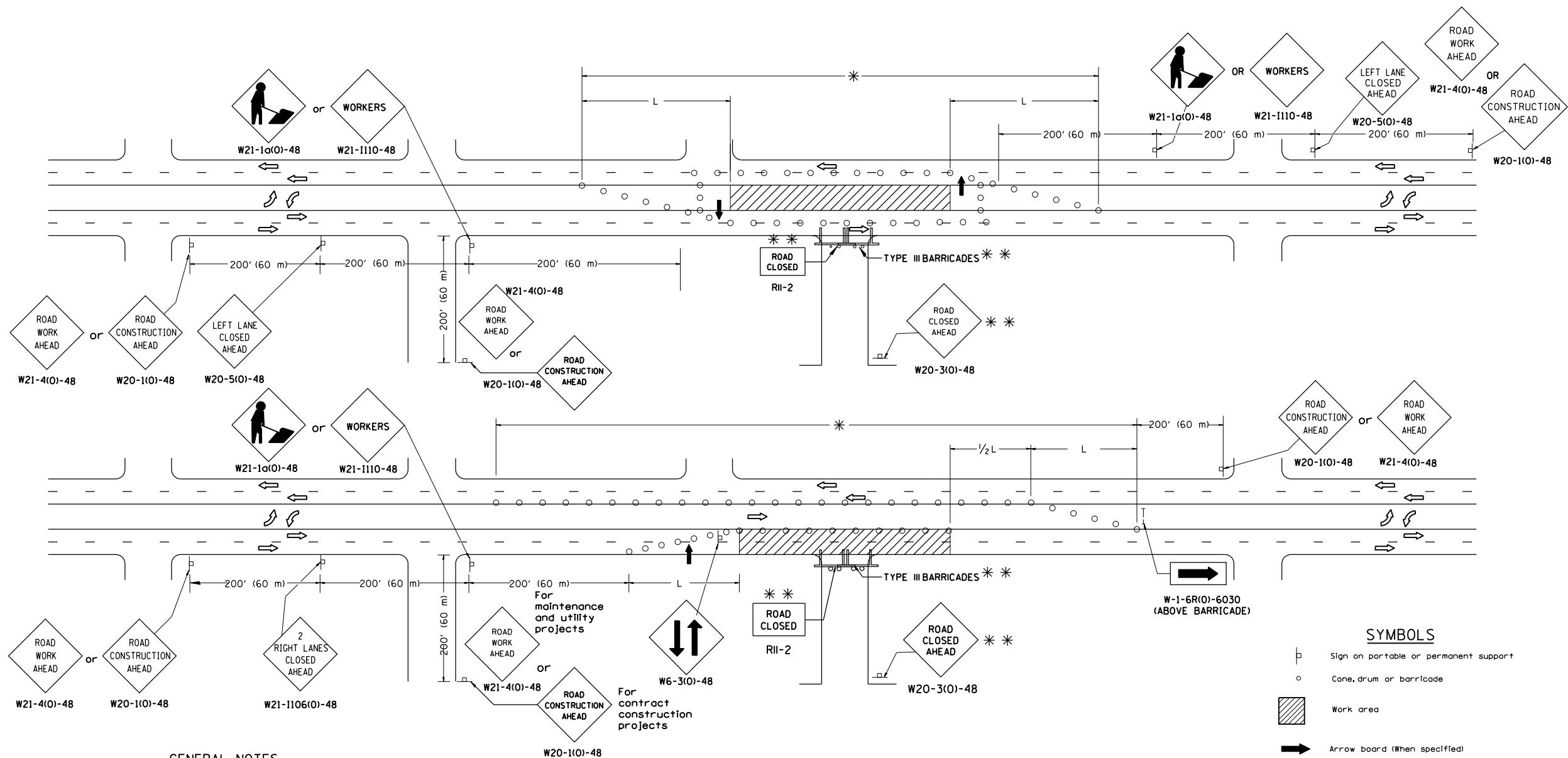
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Default 452001.DGN	PLOT SCALE = 48.000' / in.	CHECKED -	REVISED -
	PLOT DATE = Feb-25-2013 08:54:07AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CRACK AND JOINT SEALING

SCALE: SHEET OF SHEETS STA. TO STA.

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



GENERAL NOTES

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

** For approved sideroad closures.

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

The L distance shall be defined as:

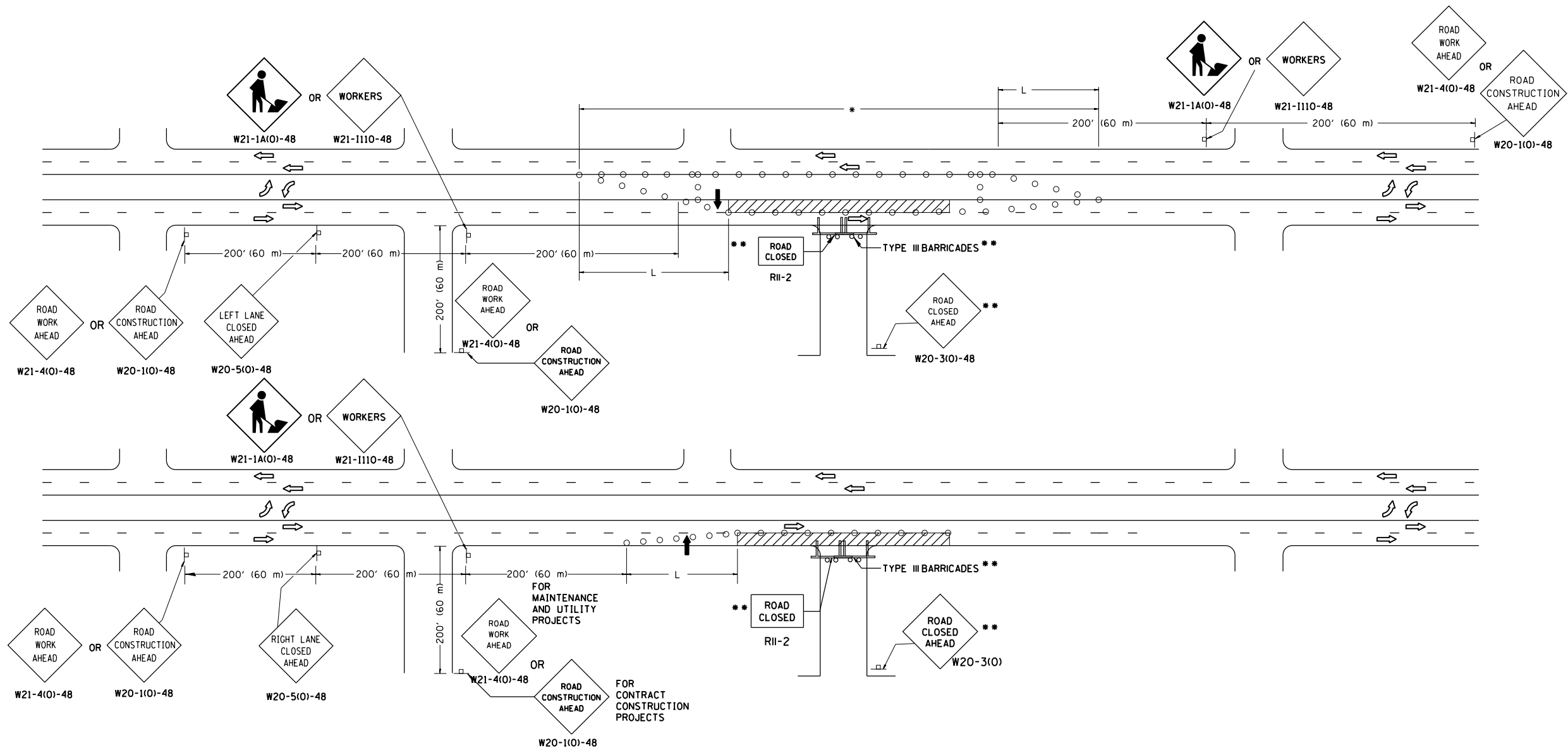
METRIC ENGLISH
 $L = WS^2/150$ $L = WS^2/60$

Where: W = Width of closure in meters(feet).
 S = Normal posted speed limit in km/h(mph).

- SYMBOLS**
- Sign on portable or permanent support
 - Cone, drum or barricade
 - Work area
 - Arrow board (When specified)
 - 450x450(18x18) (Minimum) orange flag
 - Drum or barricade with flashing light
 - Type III Barricade with flashing lights

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

FILE NAME = c:\pwwork\pwwork\sparksgw\dms21196\701606s.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STANDARD 701606 (SPECIAL) URBAN LANE CLOSURE MULTILANE, 2-WAY WITH BIDIRECTIONAL LEFT TURN LANE FOR SPEEDS < 45 MPH	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
Default 701606S.DGN	PLOT SCALE = 48.0000' / in.	DRAWN - CADD	REVISED -			CONTRACT NO.						
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		DATE - DECEMBER 7, 1999	REVISED -			ILLINOIS FED. AID PROJECT						

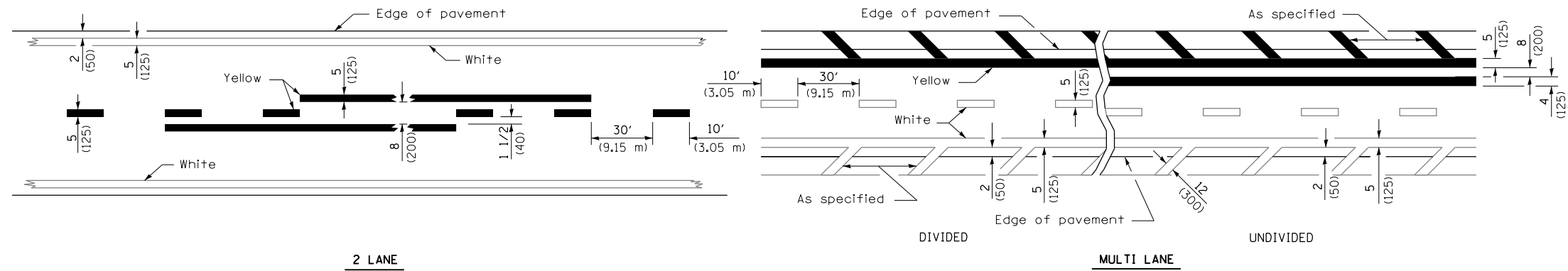


DESIGNER NOTE: 1. THIS DRAWING BASED UPON STATE STD. 701606
 2. FRESH OIL SIGN REQUIREMENT ADDED
 3. INCLUDE DISTRICT SPECIAL PROVISION

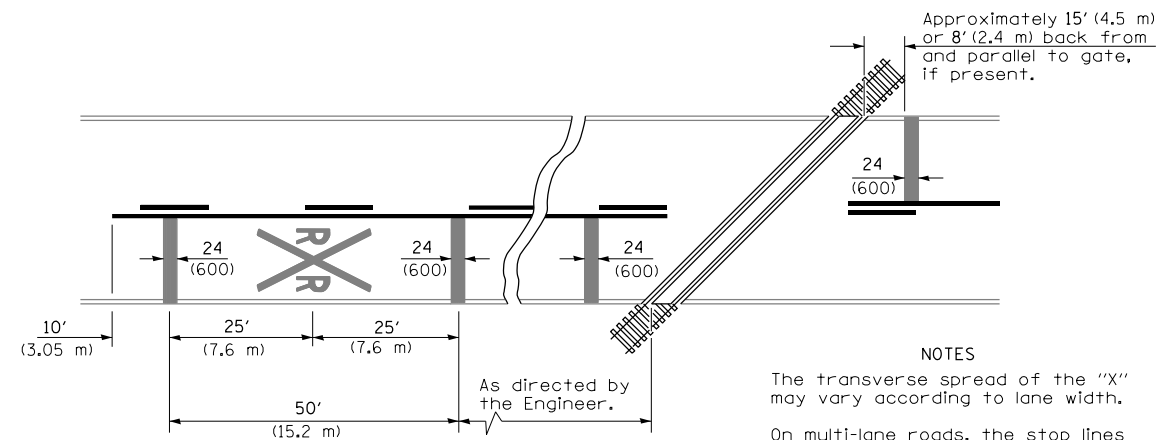
- SYMBOLS**
- SIGN ON PORTABLE OR PERMANENT SUPPORT
 - CONE, DRUM OR BARRICADE
 - WORK AREA
 - ARROW BOARD
 - DRUM OR BARRICADE WITH FLASHING LIGHT
 - Type III Barricade with flashing lights

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

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STANDARD 701606 (SPECIAL) URBAN LANE CLOSURE MULTILANE, 2-WAY WITH BIDIRECTIONAL LEFT TURN LANE FOR SPEEDS < 45 MPH				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default 701606S.DGN	et:\pw\work\p1dot\sparksgw\dms21196\701606s.dgn	DRAWN - CADD	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
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	PLOT DATE = Feb-25-2013 08:54:10AM	DATE - DECEMBER 7, 1999	REVISED -										



LANE AND EDGE LINES

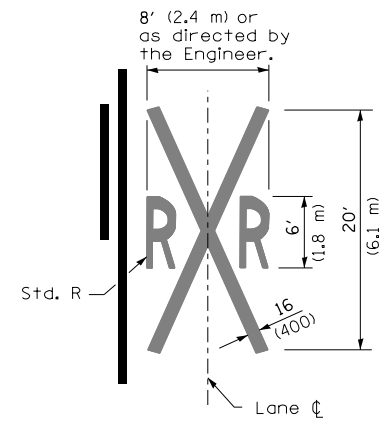


NOTES

The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

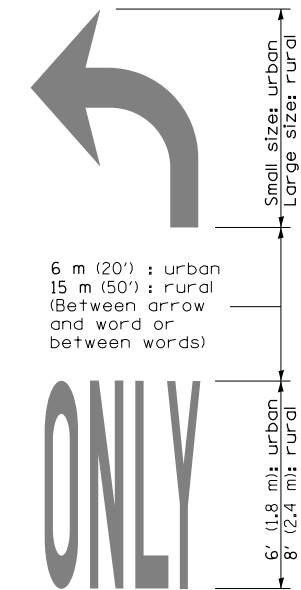
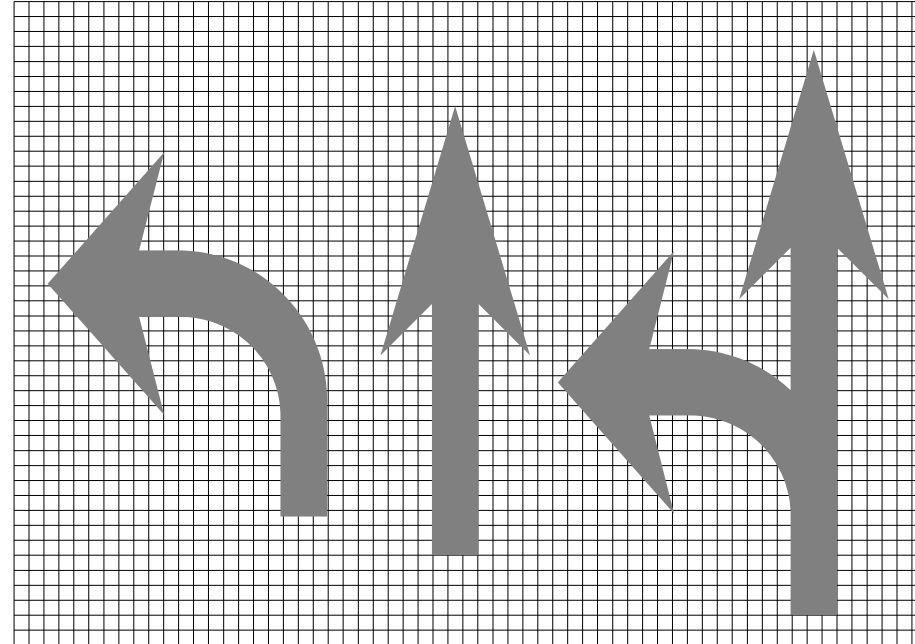
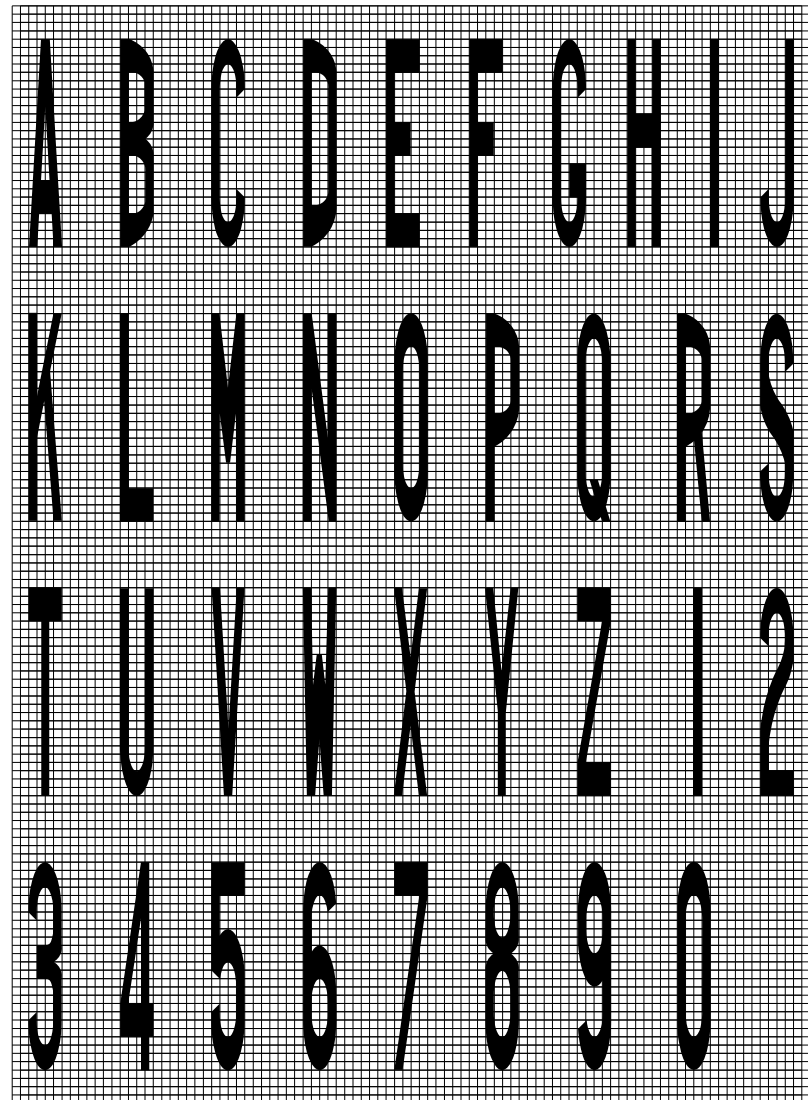
When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table II-1, condition B of the MUTCD.



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

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780001A.DGN	PLOT SCALE = 40.0000' / in.	CHECKED - DATE -	REVISI DATE -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO. ILLINOIS FED. AID PROJECT		

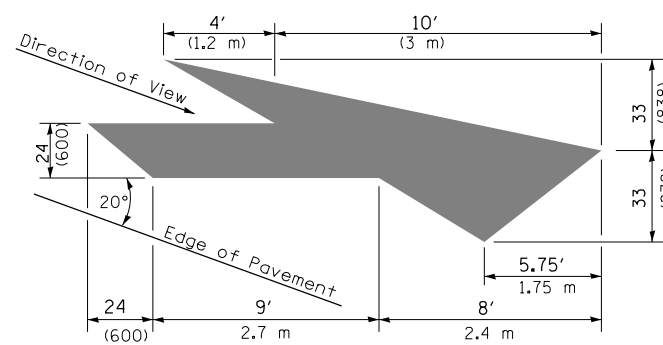


WORD AND ARROW LAYOUT

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

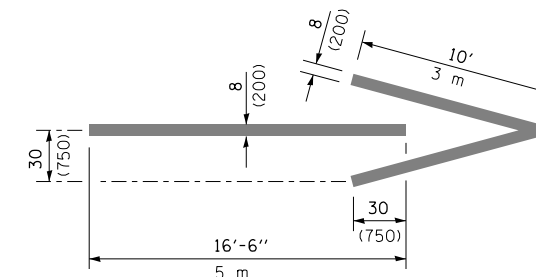
The space between adjacent letters or numerals should be approximately 75 (3) for 1.8 m (6') legend and 100 (4') for 2.4 m (8') legend.

LETTER AND ARROW GRID SCALE



LANE DROP ARROW

Right lane drop arrow shown. Use mirror image for left lane.



WRONG WAY ARROW

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

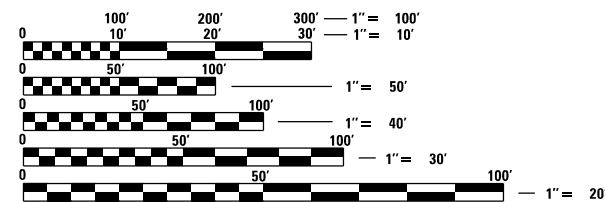
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default 780001A.DGN	et:\pw\work\p\idot\sparksgw\dms21196\780001e.dgn	DRAWN - CADD	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = Feb-25-2013 08:54:12AM	DATE -	REVISED -										

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
**PROPOSED
 HIGHWAY PLANS**

FOR INDEX OF SHEETS, SEE SHEET NO.

ROUTE
 SECTION
 PROJECT
 TYPE of IMPROVEMENT
 COUNTY
 C-9x-xxx-xx

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		ILLINOIS		1
CONTRACT NO.				



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
 PROJECT MANAGER

CONTRACT NO.

**LOCATION OF IMPROVEMENT
 BEGIN STA. XXXX
 TO END STA. XXXX**

GROSS LENGTH = x.xx FT. = x.xxx MILE
 NET LENGTH = x.xx FT. = x.xxx MILE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED _____ 20 _____

DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

_____ 20 _____

ENGINEER OF DESIGN AND ENVIRONMENT

_____ 20 _____

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

STANDARD DETAILS

D6STDS : District 6 Standard Detail Sheet Files September 2005

THIS BOOK CONTAINS SPECIAL DISTRICT DETAILS USED FOR THE PURPOSE OF ASSISTING THE DESIGNER IN PREPARATION OF STUDIES AND PLANS CONTRACTS.

THE DETAILS ARE LISTED BY ALPHABETICAL ORDER IN CONJUNCTION WITH THE SECTIONS OF THE CURRENT "HIGHWAY STANDARDS" MANUAL FOR EASY REFERENCE.

Copy of this index located in ProjectWise:

\\District 6\Standards\Standard Details\index.doc

All standard drawings are for 20 scale English sheets, with dual unit labeling, unless otherwise noted.

Note: * DENOTES REPLACED BY HIGHWAY STANDARD

FILE NAME = c:\pw\work\p\dot\sparksgw\dms21196\85x1	USER NAME = sparksgw coversheet.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: SHEET OF SHEETS STA. TO STA.		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = Feb-25-2013 08:54:15AM	DATE -	REVISED -									

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FILENAME **DETAIL DESCRIPTION**

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aggregate.dgn	AGGREGATE GRADATION CHART & DISTRICT PLANT
super.dgn	Superelevation Transition Detail for 2-Lane Highway
tkdata.dgn	Truck Turning Templates for Geometrics

Section 200 - EARTHWORK & EROSION CONTROL

curtain.dgn	Temporary Erosion Control
granular backfill detail.dgn	Top or Bottom of Culvert
retwall.dgn	Modular Retaining Wall System
seeding.dgn	Class 2 and 4 Seeding Detail
slopestep.dgn	Slope Steps Detail (from D4)
swpplan.dgn	Storm Water Pollution Prevention Legend & Information

Section 300 - SUBGRADES SUBBASES & BASE COURSES

Section 400 - PAVEMENT, REHABILITATION and SHOULDERS

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3rentgm.dgn	3R entrance & mailbox turnout in modified gutter section (JCN)
3rmrural.dgn	3R entrance & mailbox turnout in rural section (JCN)
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coldmill.dgn	Cold milling Detail for check sheet #15 01jan99
ent_3r.dgn	3R rural/urban entrance and mailbox detail w/o conc gutter (JCN)
ent_3r_c&g.dgn	Entrance & mailbox in curb & gutter section – 3R Projects (JCN)
ent_3r_tag.dgn	Entrance & mailbox in std Type A gutter – 3R Projects (JCN)
ent_3r_tag_m.dgn	Entrance & mailbox in Type A gutter mod – 3R Projects (JCN)
ent_ppp.dgn	PPP rural/urban entrance & mailbox detail w/o conc gutter (JCN)
patchbit.dgn	Bituminous Patching - check sheet #23 1jan99
ppp96.dgn	3P Entrance and Side road Detail without Milling (WJR)
rumble.dgn	Rumble Strip Detail (on shoulder)
rumble_strip.dgn	Rumble Strip Detail (on pavement)
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smart96.dgn	SMART Entrance and Side road Detail with Milling (WJR)
smartppp.dgn	Entrance, Mailbox Turnout and Side Road for SMART & PPP (JCN)
type_A_gutter_modified	Type A gutter modified – inlet, outlet & entrance (JCN)

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bondedjt.dgn	Bonded Joint Seal for Bridge Repair - Operations
brdrain.dgn	Bridge Deck Drain Extension Detail
brgdetails.dgn	Type I and Type II Elastomeric Exp. Bearing
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drains1.dgn	Drain Extension Details
drains2.dgn	Drain Extension Details
JointDetails.dgn	Repairs
retrofit.dgn	Parapet Retrofit for Aluminum Handrail
siljoint.dgn	Silicone Joint Seal for Concrete or Steel Bridge Joints

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cad2218.dgn	Frame and Grate Special for Modified Gutter Type A
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collar.dgn	Concrete Collar & Culvert Extension Detail
engdis.dgn	Culvert Energy Dissipating Basin Detail
excelsior.dgn	Excelsior Blanket Detail
f tile.dgn	Field Tile Replacement Detail
hwl.dgn	Concrete Headwall for Pipe Drain 16"
mhlarge.dgn	Manhole Type A - 2100 mm (84")
pdrain.dgn	Transverse Pipe Underdrain
precstext.dgn	Pre-cast Box Culvert Extension Detail
revmat.dgn	Fabric Formed Concrete Revetment Mat
riprap.dgn	Ditch Riprap Detail
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2315s.dgn	Standard 701406 Special - Multilane Closure Daytime Only
2316s.dgn	Standard 701401 Special - Multilane Closure Overnight
2409s.dgn	Standard 701321 Special - with Side Road(s) - 2 sheets
701501s.dgn	Urban Lane Closure with Bi-directional Turn Lane
701606s.dgn	Urban Multi-lane Closure with Bi-directional Turn Lane
jlgt017.dgn	Night Time Lighting Inspection < 15 Minutes per Luminaire
rrdetour.dgn	Railroad Crossing Run-Around

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	PLOT DATE = Feb-25-2013 08:54:21AM	DATE -	REVISED -													

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782001a.dgn	Prismatic Curb Reflectors – applies to concrete median special
prism.dgn	Prismatic Curb Reflectors – applies to curbed median
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jlgt002.dgn	Conduit in Bridge Parapet Details
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jlgt008.dgn	Pole Standards
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servtb.dgn	Service Installation Type B (Modified)
servtc.dgn	Service Installation Type C (Modified)
solar94.dgn	Four Week Traffic Count Station
vcamera.dgn	Video Detection System Installation Detail

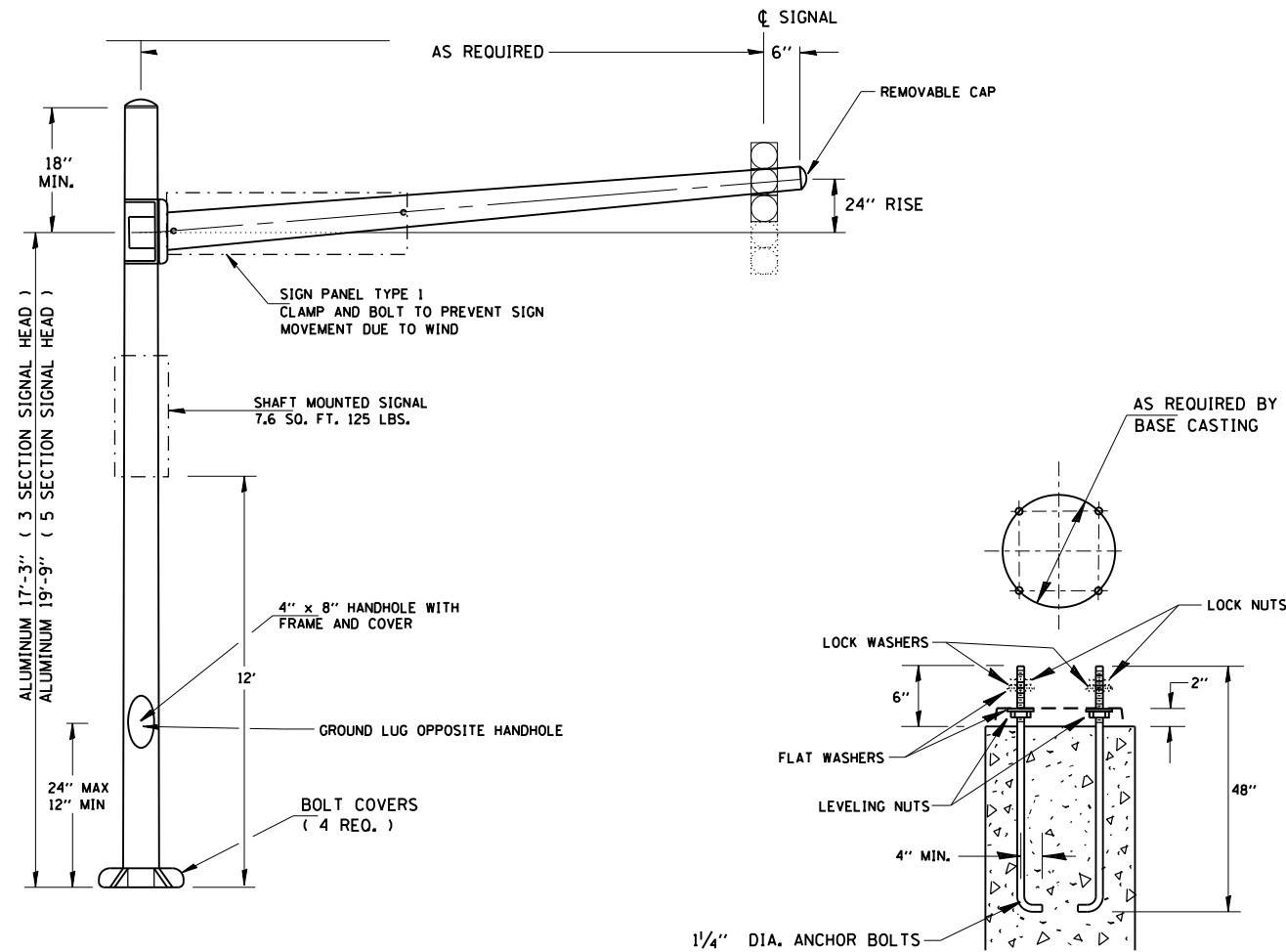
Section 000 - MISCELLANEOUS TABLES

INDEX.doc – March 2003

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	PLOT DATE = Feb-25-2013 08:54:28AM	DATE -	REVISED -										

SCHEDULE FOR MAST ARM MOUNTED STREET NAME SIGNS

QUANTITY EACH	FORMAT	LETTER SIZE	LOCATION	SIGN SIZE			SIGN PANEL	
				WIDTH	HEIGHT	SO FT	TYPE 1	TYPE 2



NUTS, LOCKWASHERS AND FLATWASHERS SHALL BE GALVANIZED STEEL. 4 EACH REQUIRED. (REFER TO ARTICLE 710.12 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION)

1. THIS STANDARD SHALL BE DESIGNED TO SUPPORT ONE 80 LB. SIGNAL HEAD OF 14.7 SQ. FT. PROJECTED AREA AT THE FREE END OF THE MAST ARM AND ONE 125 LB. SIGNAL HEAD OF 7.6 SQ. FT. PROJECTED AREA MOUNTED 12 FT. UP ON THE SHAFT OR THE SIGNAL LOADINGS SHOWN ON THE PLANS, WHICHEVER IS GREATER. 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. THE CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS OF THE MAST ARM ASSEMBLY TO THE ENGINEER FOR APPROVAL PRIOR TO FABRICATION. THESE DRAWINGS SHALL BE AT LEAST 17 IN. BY 22 IN. IN SIZE AND OF ADEQUATE QUALITY FOR MICROFILMING.
3. HOLES IN THE SHAFT FOR WIRE INLET AND BACK CLAMP BOSSES SHALL BE DRILLED IN THE FIELD.
4. OTHER ALLOYS, ACCEPTABLE BY AASHTO, WHICH SATISFY OR EXCEED THE DESIGN REQUIREMENTS MAY BE USED IF APPROVED BY THE ENGINEER.
5. HIGH STRENGTH ANCHOR BOLTS, WHEN USED, SHALL BE SPECIFIED WITH ASTM SPECIFICATIONS INDICATING MINIMUM YIELD AND TENSILE STRENGTH.
6. THE SIGNAL HEAD (INCLUDING BACKPLATE WHEN USED) SHALL BE NOT LESS THAN 16'-0" OR MORE THAN 18'-0" ABOVE THE ROADWAY.

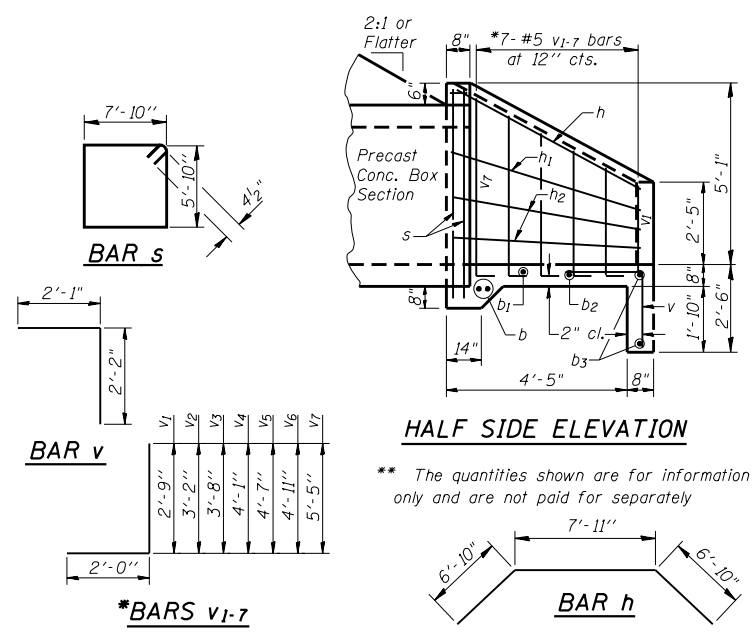
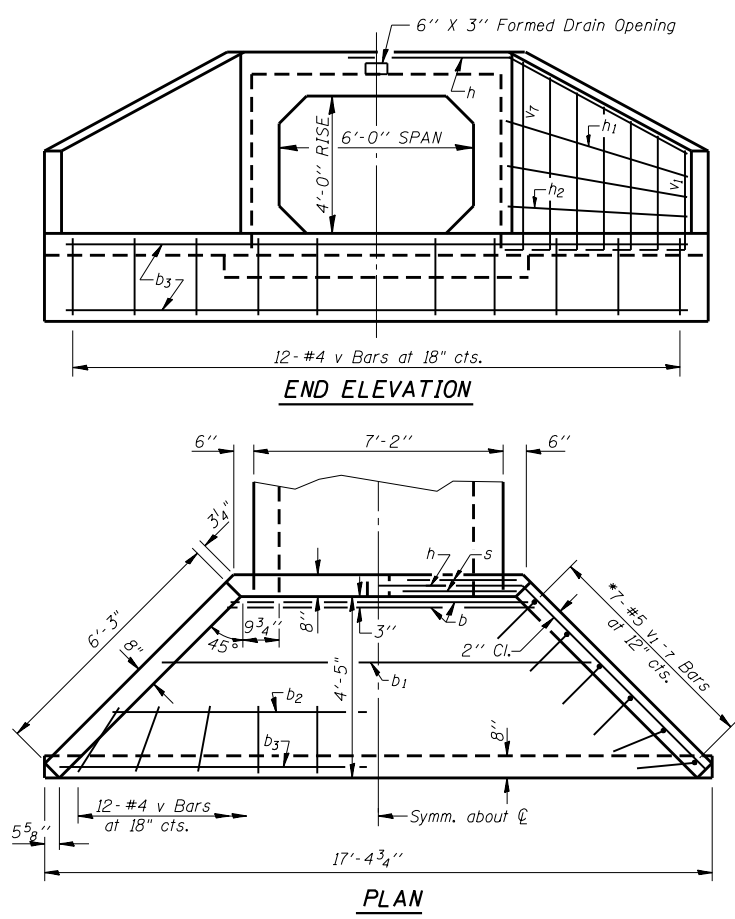
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALUMINUM 25 FT. & 30 FT. MONOTUBE
MAST ARM ASSEMBLY AND POLE

SCALE: SHEET OF SHEETS STA. TO STA.

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



***BARS v1-7**
 * v1 thru v7 bars shall be epoxy coated for rise of more than 5'-0".

GENERAL NOTES
 Exposed edges shall be beveled 3/4".
 Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53, Grade 60.

BILL OF MATERIAL

Bar No.	Size	Length	Shape
b	#5	9'-0"	—
b1	#4	11'-0"	—
b2	#4	13'-0"	—
b3	#4	17'-0"	—
h	#5	21'-7"	—
h1	#4	6'-9"	—
h2	#4	6'-7"	—
s	#4	28'-1"	□
v	#4	4'-3"	—
v1	#5	4'-9"	—
v2	#5	5'-2"	—
v3	#5	5'-8"	—
v4	#5	6'-1"	—
v5	#5	6'-7"	—
v6	#5	6'-11"	—
v7	#5	7'-5"	—
Concrete Box Culverts	Cu. Yds.	3.9	
Reinf. Bars	Lbs.	270	

**Table for one (1) headwall.

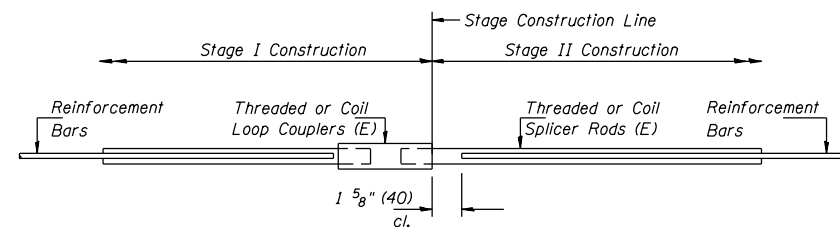
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CAST-IN-PLACE END SECTION FOR
 PRECAST CONCRETE BOX CULVERT**

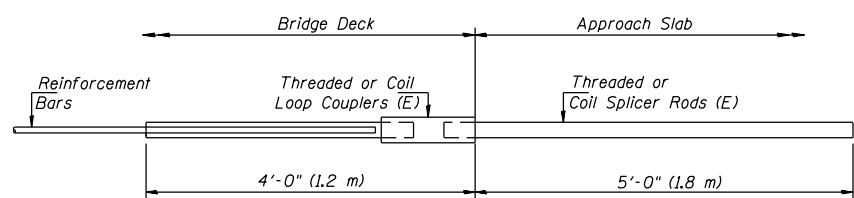
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



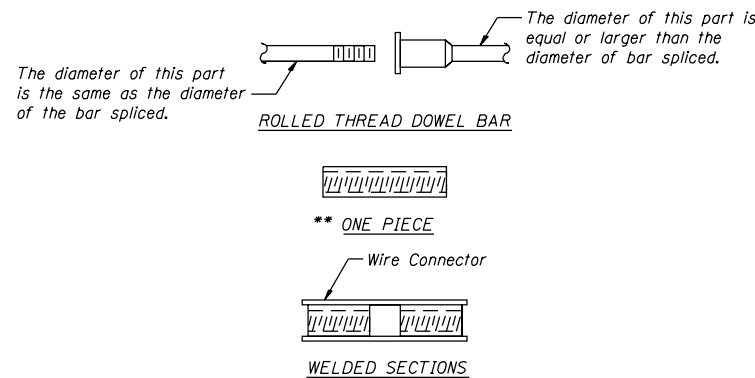
BAR SPLICER ASSEMBLY DETAIL

Bar Size	No. Assemblies Required	Location



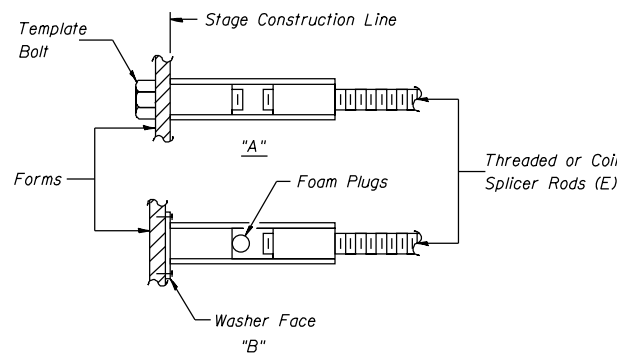
**INTEGRAL ABUTMENT
BAR SPLICER ASSEMBLY DETAIL
FOR #15 BAR**

Min. Capacity = 22,667 lbs (100 kN) - tension
Min. Pull-out Strength = 9,067 lbs (40 kN) - tension
No. Required =



BAR SPLICER ASSEMBLY ALTERNATIVES

** Heavy Hex Nuts conforming to ASTM A 563M, Grade C, D or DH may be used.



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.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars. Splicer rods shall be of minimum 400 MPa yield strength, threaded or coiled full length. All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars. Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

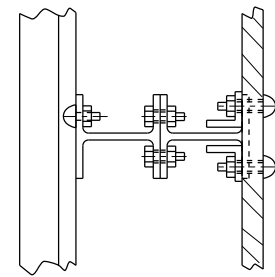
- ① Minimum Capacity = $1.25 \times 10^3 \times f_y \times A_s$
(Tension in kN)
- ② Minimum *Pull-out Strength = $1.25 \times 10^3 \times f_{s_{allow}} \times A_s$
(Tension in kN)

Where f_y = Yield strength of lapped reinforcement bars in MPa.
 $f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in MPa (Service Load)
 A_s = Tensile stress area of lapped reinforcement bars (mm²).
 * = 28 day concrete

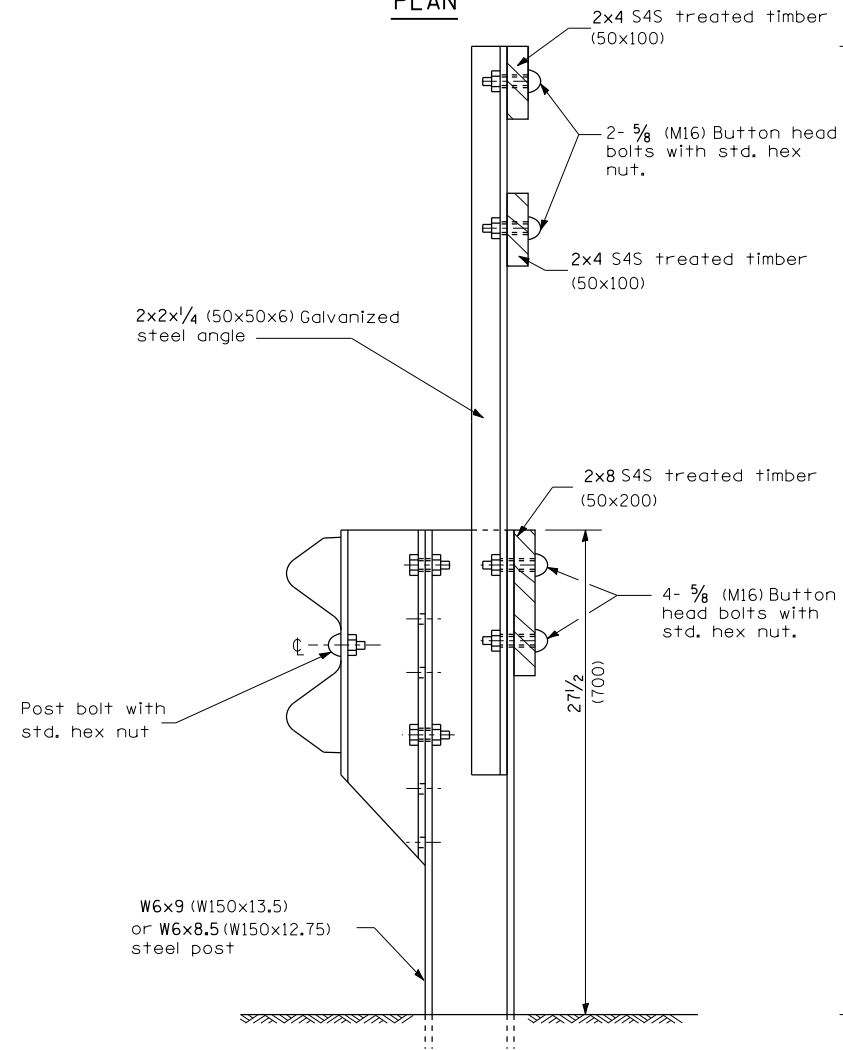
BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity lb - tension	Min. Pull-Out Strength lb - tension
#15	24"	25	9
#20	30"	36	14
#25	36"	55	24
#30	40"	80	32

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kN - tension	Min. Pull-Out Strength kN - tension
#15	610 mm	100	40
#20	790 mm	150	60
#25	1.04 m	250	100
#30	1.37 m	350	140

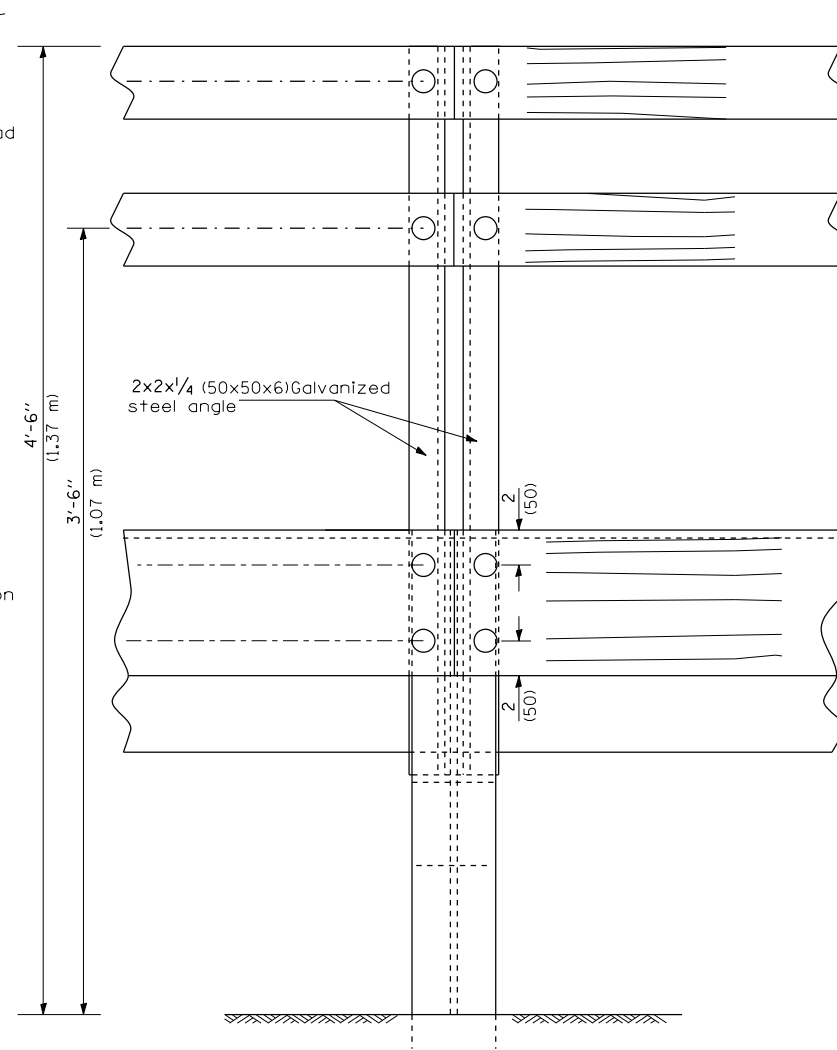
Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."
 All dimensions are in millimeters (mm) except as noted.



PLAN



SIDE ELEVATION



FRONT ELEVATION

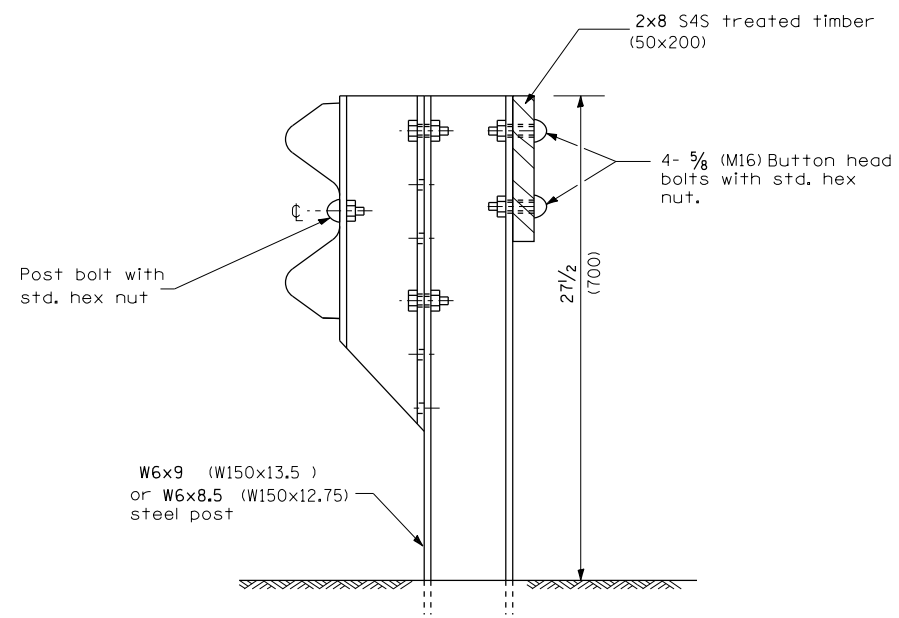
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

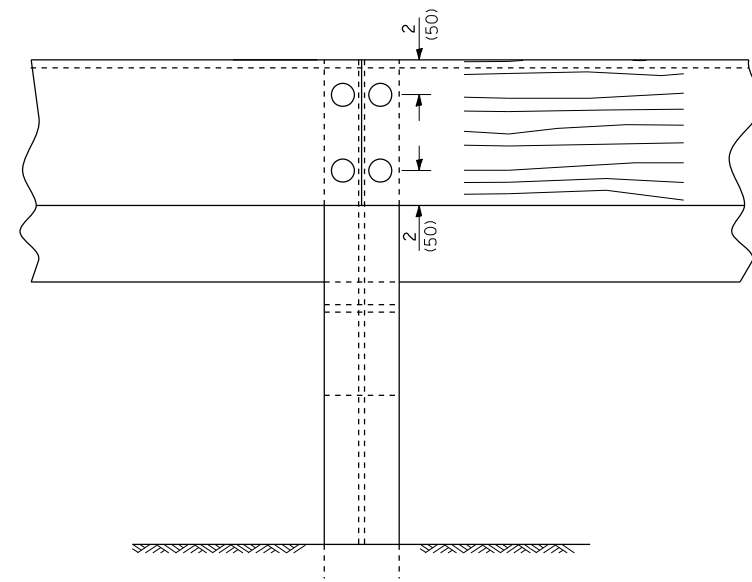
BIKE RAILS - WOOD

SCALE: SHEET OF SHEETS STA. TO STA.

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



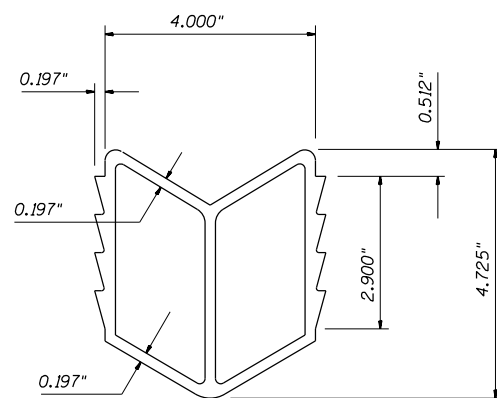
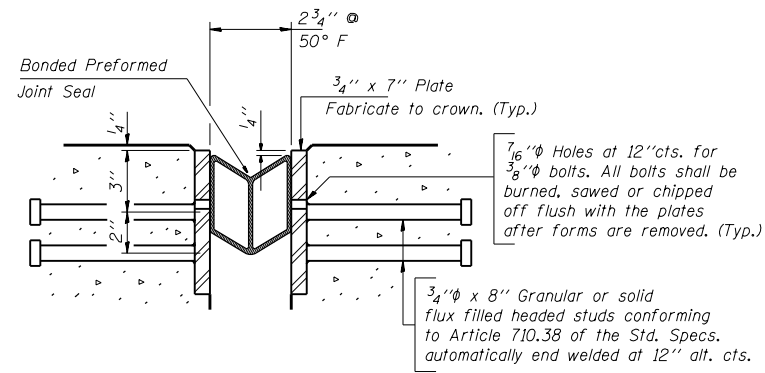
SIDE ELEVATION



FRONT ELEVATION

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

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Bonded Preformed Joint Seal

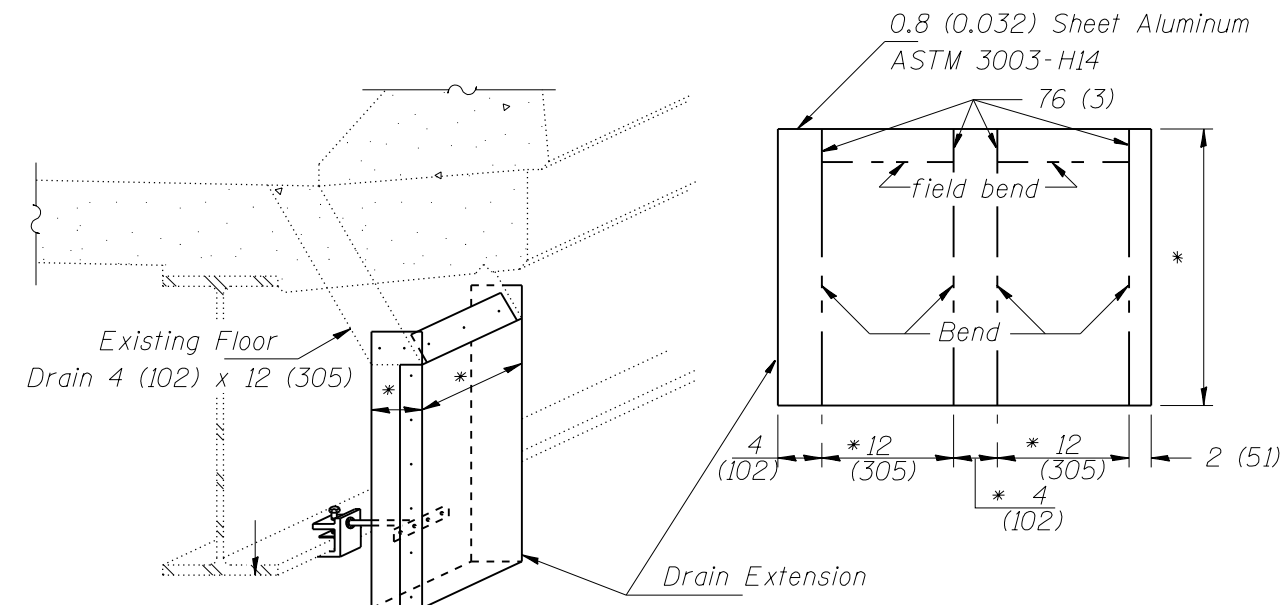
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Default	BONDEDJT.DGN	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

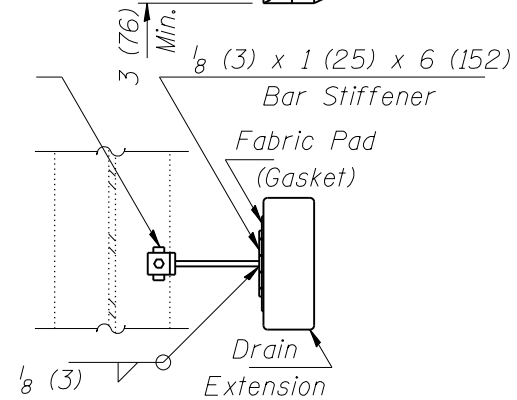
BONDED JOINTS

SCALE: SHEET OF SHEETS STA. TO STA.

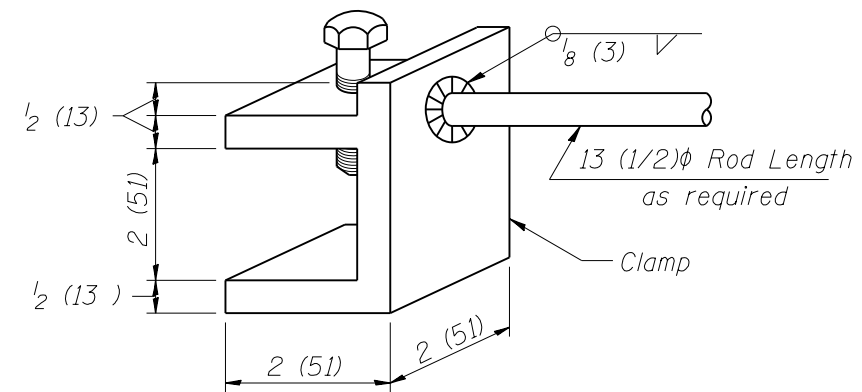
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				CONTRACT NO.
ILLINOIS FED. AID PROJECT				



$\frac{3}{16}$ (5) x 3 (76) x 1 (25) Bar



Drain Extension
Drill and pop rivet 51 (2) from each corner and on 102 (4) cts. along top edge into existing drains on 203 (8) cts. at side seam.



STEEL CLAMP

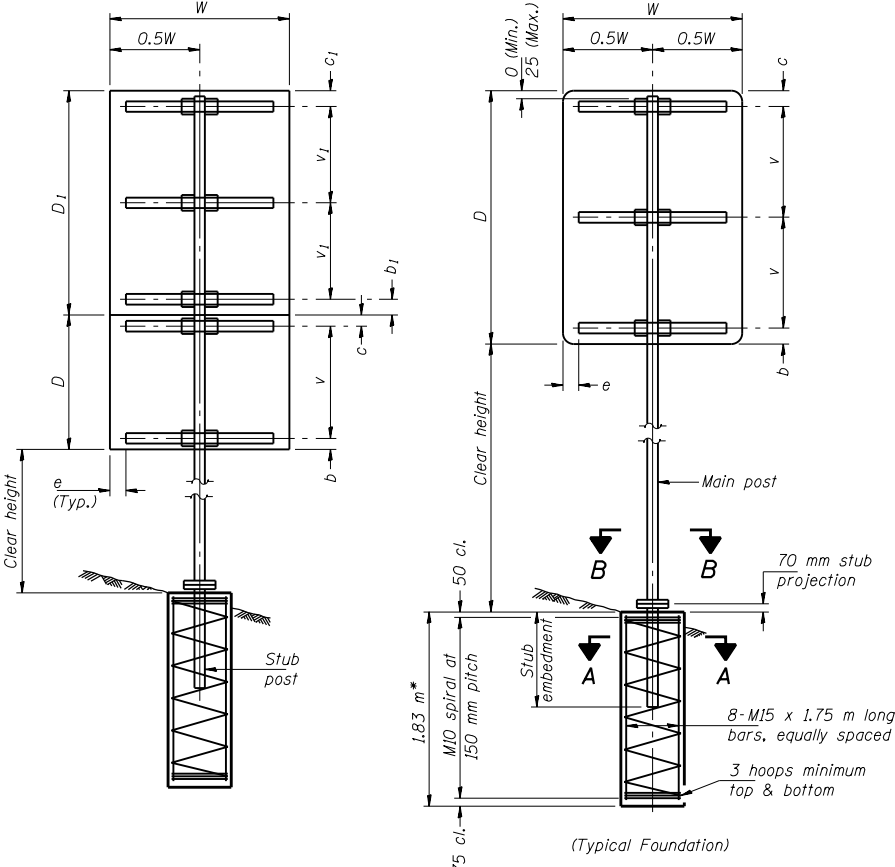
Notes: Pop rivet the $\frac{1}{8}$ (3) x 1 (25) bar to Drain Extension. Weld or securely attach rod to both the clamp and bar stiffener. Use $\frac{3}{16}$ (5) stainless steel pop rivets of sufficient length. Clamp shown in approximate dimensions. Similar commercially available may be substituted.
* Field measure cut to fit existing drain.
An aluminum extrusion drain extension of similar dimensions may be substituted.

DECK DRAIN EXTENSION DETAIL

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

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Default BRDRAIN.DGN	PLOT SCALE = 40.0000 ' / in.	DRAWN - CADD	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
	PLOT DATE = Feb-25-2013 08:54:40AM	CHECKED - EJC	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE - MARCH 17, 1997	REVISED -										

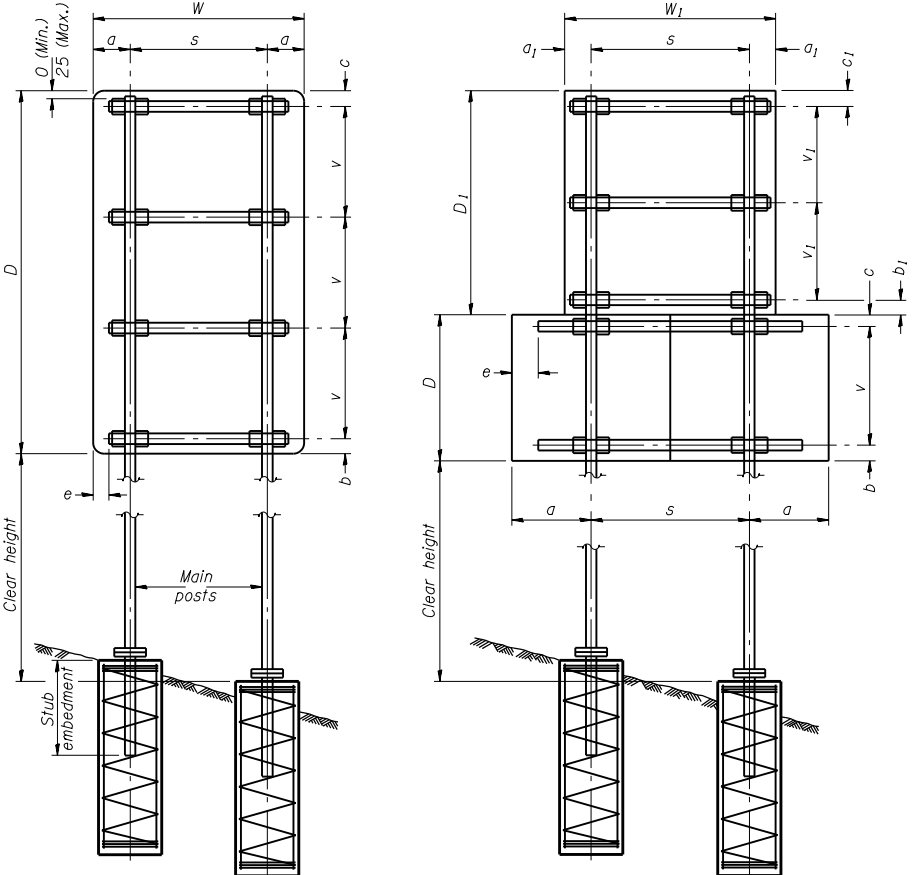
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SINGLE POST ASSEMBLY EXAMPLES

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

- a or a₁ = 150 mm Min. to 600 mm Max. (Approximately 0.2W or 0.2W₁)
- b or b₁ = 75 mm Min. to 100 mm Max.
- c or c₁ = 75 mm Min. to 100 mm Max.
- e = 0 Min. to 150 mm Max.
- s = 900 mm Min. to 1.83 m Max. (Approximately 0.6W or 0.6W₁)
- v or v₁ = 600 mm Min. to 900 mm Max.



DUAL POST ASSEMBLY EXAMPLES

GENERAL NOTES

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

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 505.04(f)(3), and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

One foundation requires 0.54 m³ of concrete and 44 kg of reinforcement bars and spiral hooping.

LOADING: 130 km/h wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 138 MPa
Reinforcing steel - 138 MPa
Concrete - 10 MPa
Footing soil pressure - 95 kPa

After fabrication, the post, fuse plate, base plate and upper 150 mm (Minimum) of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.

For Sections A-A and B-B, see Base Sheet BAT-A-2(M).

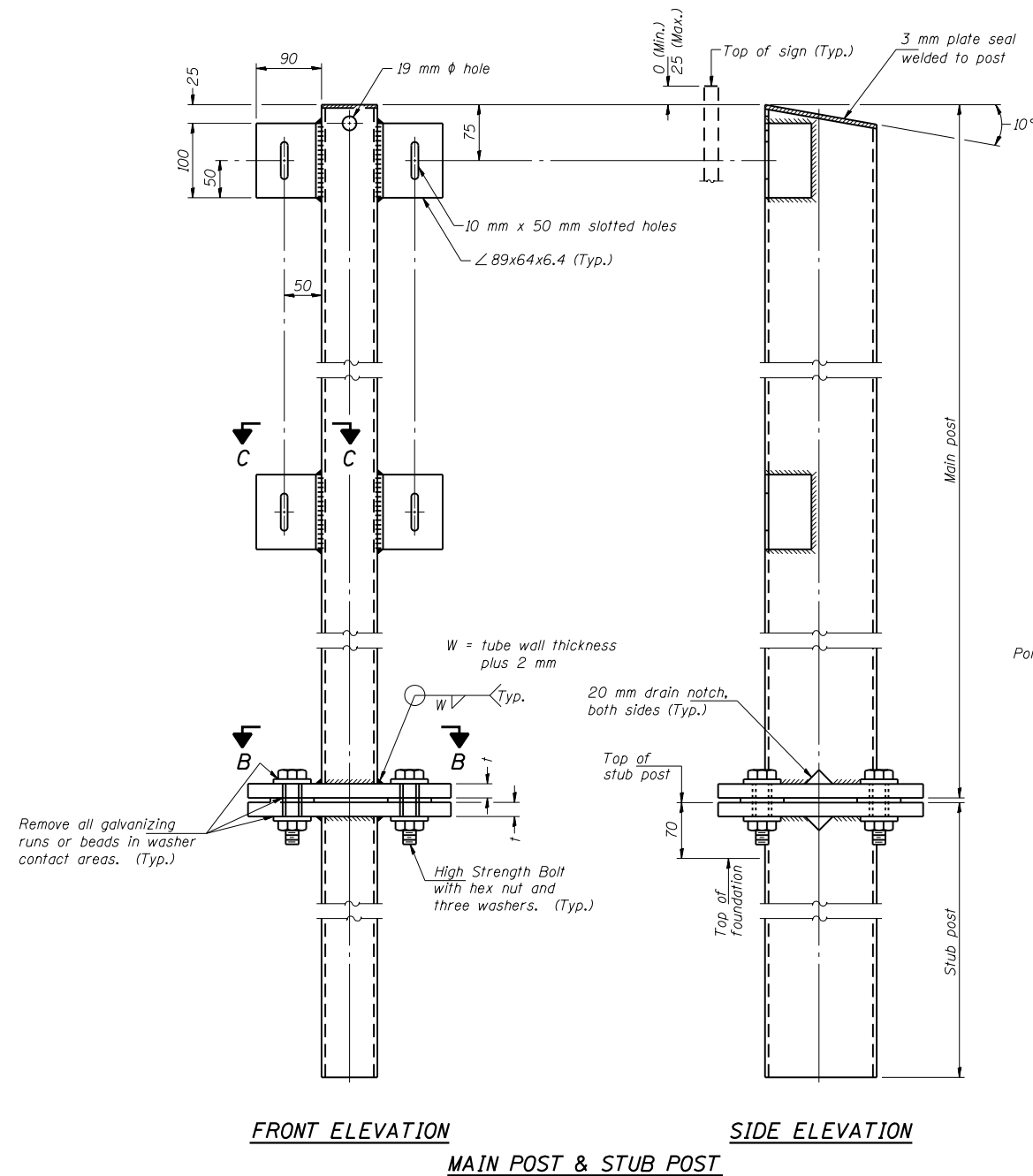
MAIN POST STEEL TUBING	STUB POST TABLE		MAIN POST TABLE				
	Stub Embedment	Stub Post Length	Bolt Size	A	t	R	Bolt Circle
76 x 51 x 6.4	620	690	M12 x 70	210	16	7	165
102 x 51 x 6.4	620	690	M12 x 70	210	16	7	165
102 x 76 x 6.4	690	760	M16 x 85	260	20	9	205
127 x 76 x 6.4	690	760	M16 x 85	260	20	9	205
152 x 76 x 6.4	690	760	M16 x 85	290	20	9	240
152 x 102 x 6.4	690	760	M20 x 90	290	20	10	240
152 x 102 x 7.9	690	760	M20 x 90	290	20	10	240
178 x 127 x 6.4	770	840	M20 x 90	360	20	10	305
203 x 102 x 6.4	770	840	M20 x 90	360	20	10	305
203 x 152 x 6.4	770	840	M22 x 90	360	20	12	305

NUMBER	REVISION	DATE

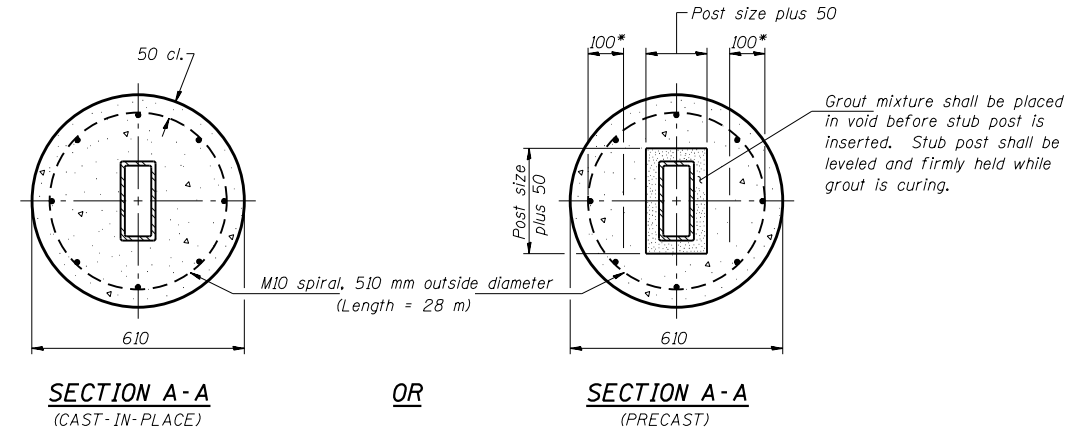
DESIGNED	20
CHECKED	EXAMINED
AMC	ENGINEER OF BRIDGE DESIGN
DRAWN	PASSED
CHECKED	ENGINEER OF BRIDGES AND STRUCTURES

BAT-A-1(M) 1/1/97

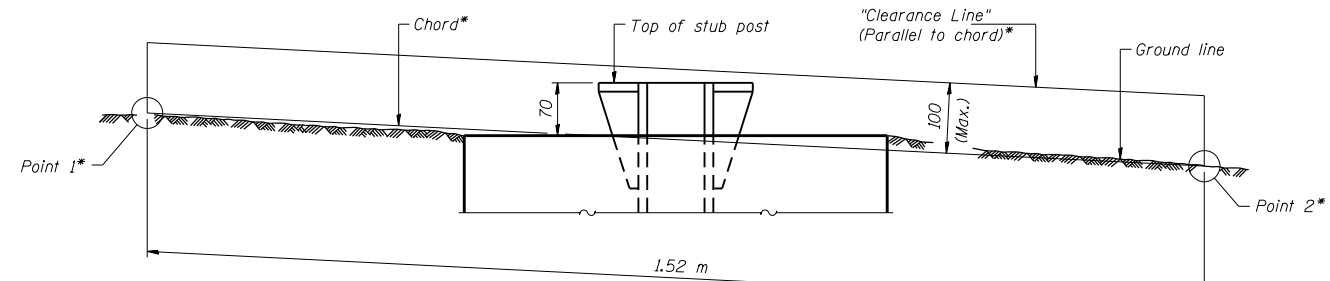
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



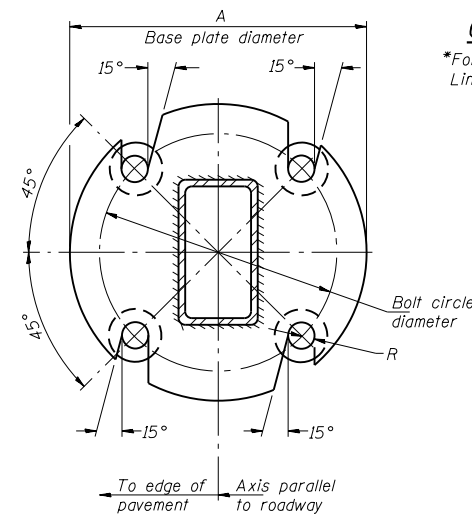
FRONT ELEVATION **SIDE ELEVATION**
MAIN POST & STUB POST



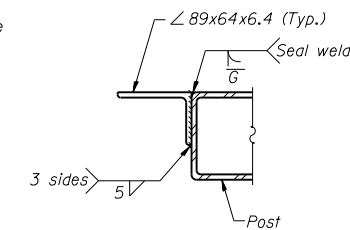
SECTION A-A (CAST-IN-PLACE) **OR** **SECTION A-A** (PRECAST)
*Hot dip galvanized lifting loops or inserts may be placed in precast foundation inside the spiral reinforcement but not within 150 mm of the long axis of the post. Inserts must be adequate for safely lifting a total of 1360 kg and must not interfere with installation of the stub post or proper functioning of the slip base.



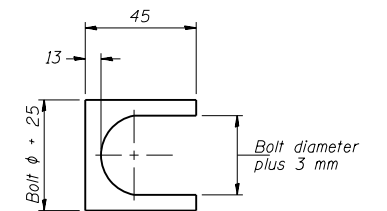
ELEVATION
GROUND LINE & STUB POST
*For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.



SECTION B-B



SECTION C-C
Weld continuously around corners.



SHIM DETAIL
Furnish two 0.3 mm thick and two 0.8 mm thick stainless steel shims per post.

DESIGNED	
CHECKED	AMC
DRAWN	
CHECKED	

BAT-A-2(M) 1/1/97

EXAMINED	20
PASSED	

NUMBER	REVISION	DATE

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

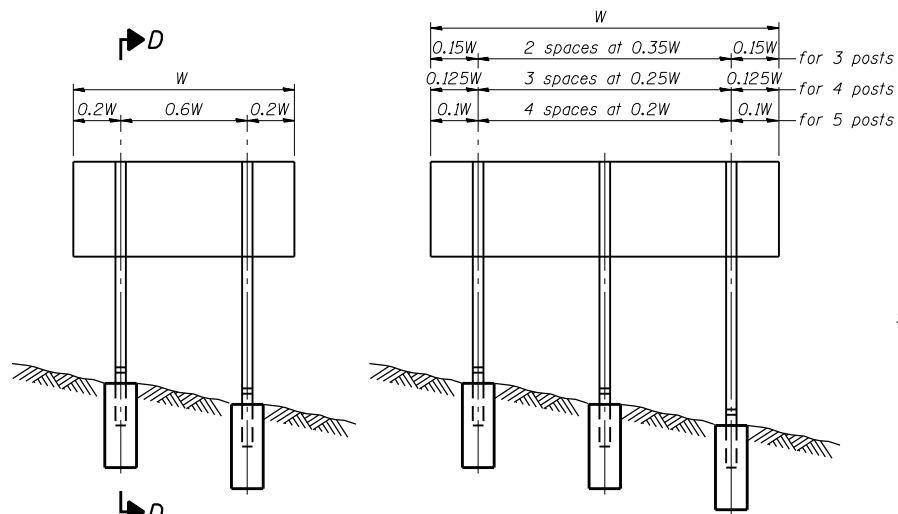
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BREAK-AWAY TUBULAR STEEL
SIGN POSTS AND DETAILS

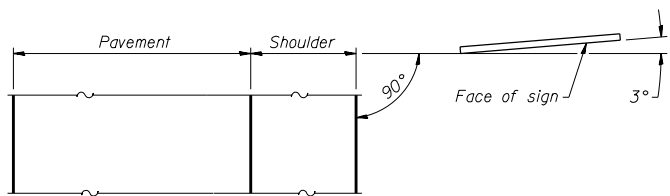
SCALE: SHEET OF SHEETS STA. TO STA.

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

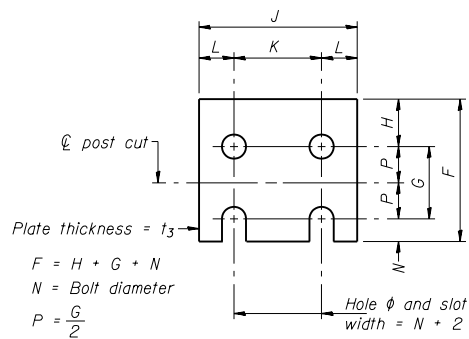
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

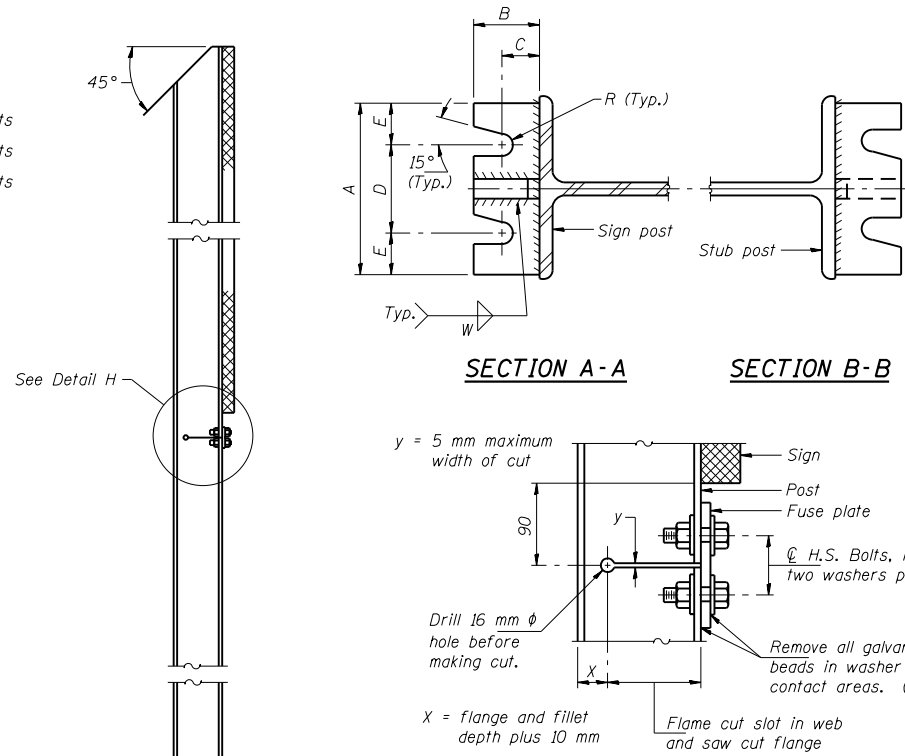


LOCATION SKETCH

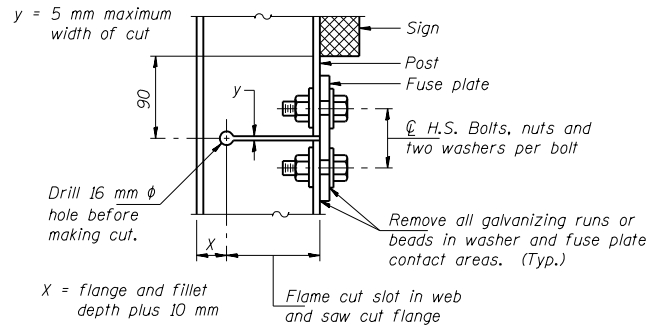


FUSE PLATE DETAIL
(Install with notches down.)

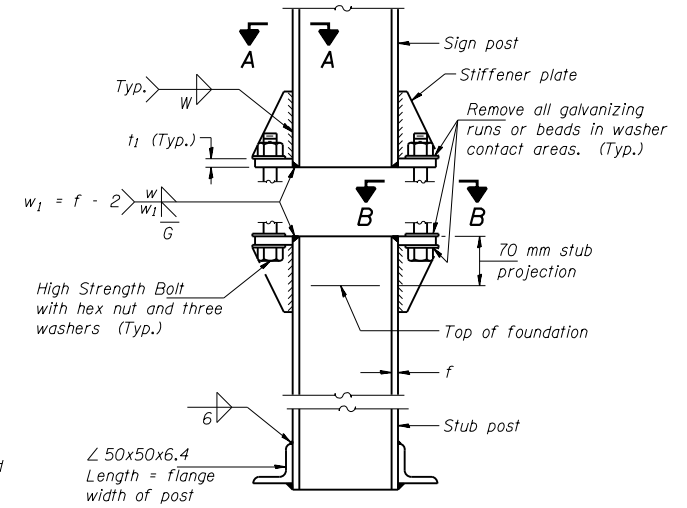
FUSE PLATE DATA		
N = Bolt Diameter	G	H
M12	50	30
M16	60	30
M20	65	35
M22	70	40
M24	75	40
M27	85	45



SECTION A-A SECTION B-B



DETAIL H



ELEVATION
SIGN POST & STUB POST

GENERAL NOTES

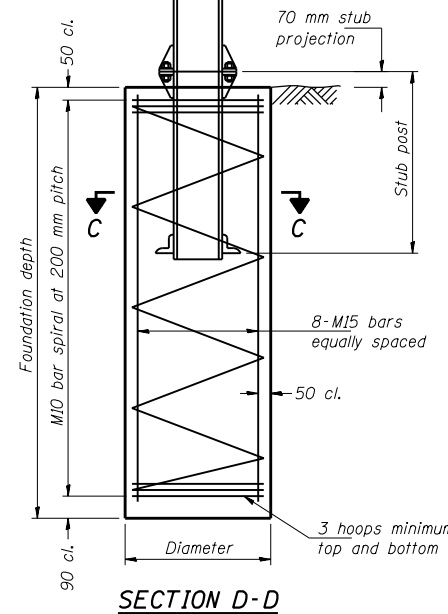
MEASUREMENTS: All dimensions are in millimeters (mm) except as noted.

Posts shall be plumbed by using shims with post-to-stub post connection bolts snug tight only. Final tightening of all High Strength Bolts shall be in accordance with Article 505.04(f)(3), and threads at the junction of the bolt and nut shall be burred or center punched to prevent the nut from loosening.

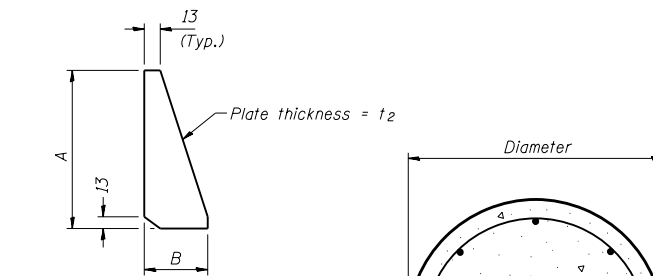
LOADING: 130 km/h wind with 30% gust factor, normal to sign.

DESIGN STRESSES:
Structural steel - 138 MPa
Reinforcing steel - 138 MPa
Concrete - 10 MPa
Footing soil pressure - 95 kPa

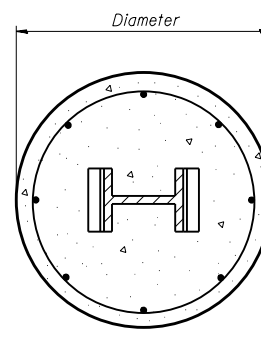
After fabrication, the post, fuse plate, base plate and upper 150 mm (Minimum) of the stub post shall be hot-dip galvanized in accordance with AASHTO M111. All bolts, nuts and washers shall be hot-dip galvanized in accordance with AASHTO M232.



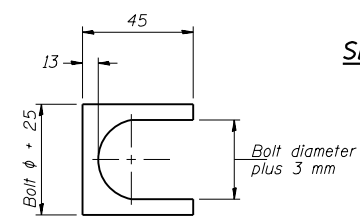
SECTION D-D



STIFFENER PLATE DETAIL
(See table for dimensions.)



SECTION C-C



SHIM DETAIL

Furnish two 0.3 mm thick and two 0.8 mm thick stainless steel shims per post.

DESIGNED	20
CHECKED	AMC
DRAWN	AMC
CHECKED	

EXAMINED	ENGINEER OF BRIDGE DESIGN
PASSED	ENGINEER OF BRIDGES AND STRUCTURES

NUMBER	REVISION	DATE

BAW-A-1(M) 1/1/97

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
		DRAWN - CADD	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BREAK-AWAY WIDE FLANGE
STEEL SIGN POST DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

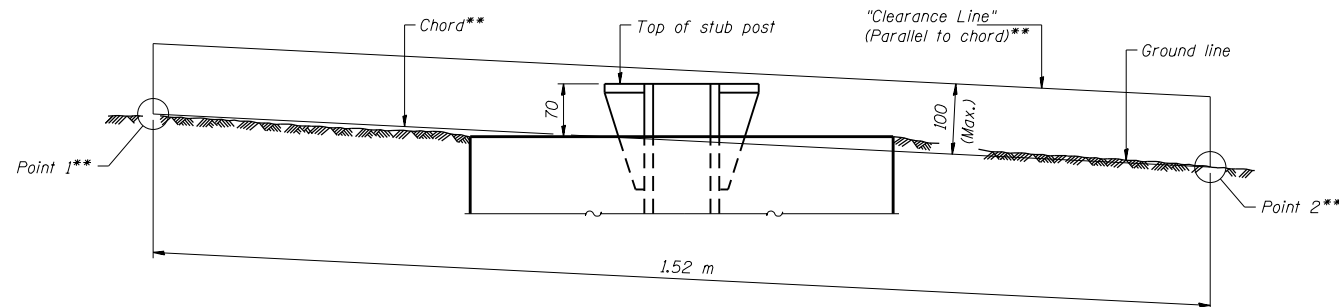
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

POST	CONCRETE FOUNDATION TABLE								POST TO STUB POST CONNECTION DATA								FUSE PLATE DATA					
	Foundation			Reinforcement				Stub Post Length	Bolt Size	A	B	C	D	E	t ₁	t ₂	R	W	J	K	L	t ₃
	Diameter	*Minimum Depth (m)	Concrete (m ³) ①	Vertical Bars Length (m)	Bar Spirals Diameter	Bar Spirals Length (m)	kg ②															
W150x14	610	1.8	0.53	1.72	520	24.1	41	690	M16x85	150	57	32	90	30	20	14	9	6	100	56	22	6
W150x22	610	1.8	0.53	1.72	520	24.1	41	760	M16x85	150	57	32	90	30	20	14	9	6	150	90	30	10
W200x27	610	1.8	0.53	1.72	520	24.1	41	760	M20x95	150	64	35	82	34	25	14	10	8	130	70	30	10
W250x33	760	2.0	0.91	1.92	675	32.0	49	910	M20x95	150	64	35	82	34	25	14	10	8	145	70	38	14
W250x39	760	2.1	0.95	2.02	675	34.1	52	910	M22x105	180	70	38	102	39	25	20	12	10	145	70	38	16
W310x39	760	2.4	1.09	2.32	675	36.3	58	910	M22x105	180	70	38	102	39	25	20	12	10	165	90	38	16
W360x45	910	2.2	1.43	2.12	825	44.2	61	910	M22x105	180	70	38	102	39	25	20	12	10	170	90	40	14
W360x57	910	2.4	1.56	2.32	825	46.6	66	1.07 m	M24x115	190	76	44	102	44	32	20	13	10	170	90	40	14
W410x67	910	2.6	1.69	2.52	825	49.4	70	1.07 m	M24x115	190	76	44	102	44	32	20	13	10	180	90	45	14

*Dimensional changes required for varying site conditions shall be approved by the Engineer.

POST	FUSE PLATE BOLT SIZE													
	Sign Depth (m)													
	1.2	1.5	1.8	2.1	2.4	2.7	3.0	3.3	3.6	3.9	4.2	4.5	4.8	
W150x14	M12x40	M12x40	M12x40	M16x45	M16x45	M16x45	---	---	---	---	---	---	---	
W150x22	M12x45	M12x45	M16x50	M16x50	M20x50	M20x50	M20x50	M20x50	M22x50	M22x50	---	---	---	
W200x27	M12x45	M12x45	M12x45	M16x50	M16x50	M20x50	M20x50	M22x60	M22x60	M22x60	M22x60	M22x60	M22x60	
W250x33	M12x50	M12x50	M12x50	M16x50	M16x50	M20x60	M20x60	M22x60	M22x60	M22x65	M24x65	M24x70	M24x70	
W250x39	M12x50	M12x50	M12x50	M16x60	M16x60	M20x65	M20x65	M22x65	M22x65	M24x70	M24x70	M24x70	M27x80	
W310x39	---	---	---	---	---	M16x60	---	---	M22x65	M22x65	M24x65	M24x70	M24x70	
W360x45	M12x50	M12x50	M12x50	M12x50	M12x50	M16x50	M20x60	M20x60	M20x60	M22x65	M24x65	M24x70	M24x70	
W360x57	---	M12x50	M12x50	M12x50	M12x50	M16x60	M20x60	M20x65	M20x65	M22x65	M22x65	M24x65	M24x70	
W410x67	---	---	---	M12x50	M12x50	M16x60	M16x60	M20x60	M20x65	M20x65	M22x65	M22x65	M24x70	



ELEVATION
GROUND LINE & STUB POST

**For all "Point 1" and "Point 2" locations, "Clearance Line" must be at or above top of stub post.

- ① Quantity includes all concrete necessary for one foundation.
- ② Includes reinforcement bars and spiral hooping for one foundation.

DESIGNED	
CHECKED	
DRAWN	AMC
CHECKED	

EXAMINED	20
PASSED	ENGINEER OF BRIDGE DESIGN
	ENGINEER OF BRIDGES AND STRUCTURES

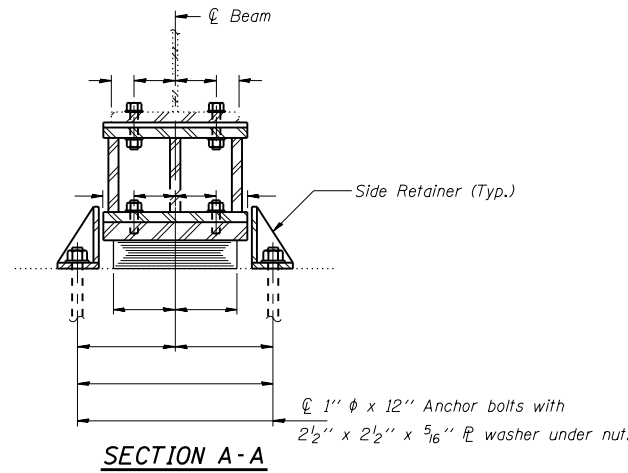
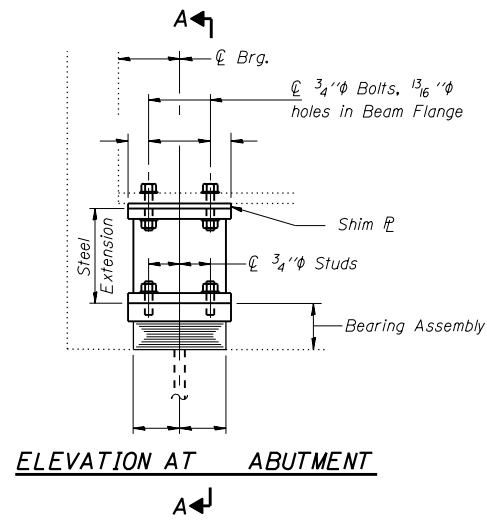
NUMBER	REVISION	DATE

BAW-A-2(M) 1/1/97

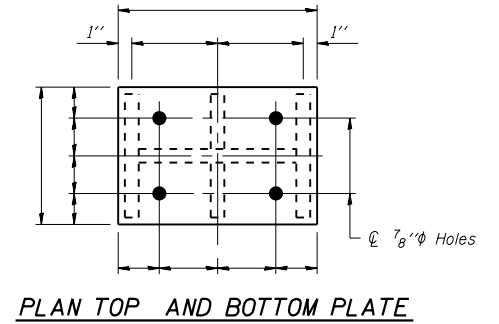
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER REACTIONS

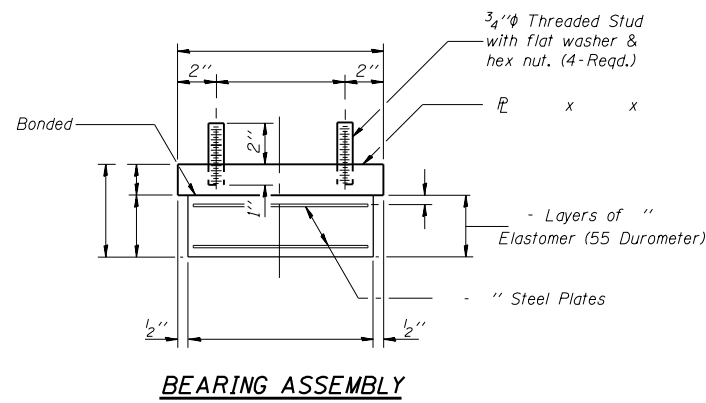
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R _t	(K)	
Imp.	(K)	
R (Total)	(K)	



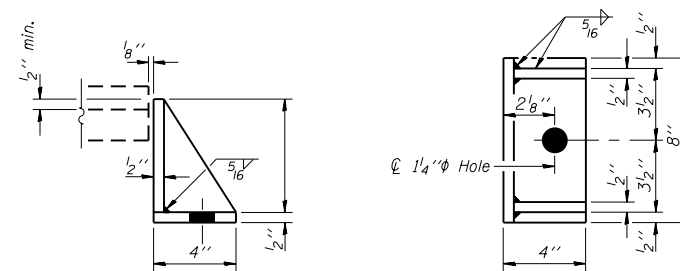
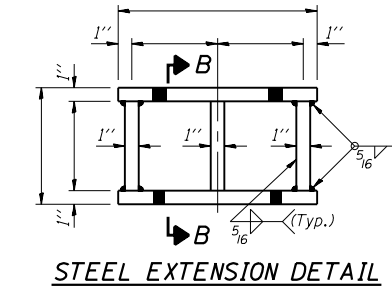
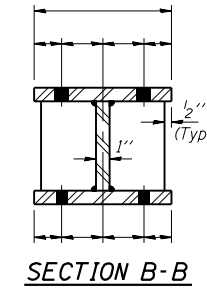
Notes: Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included with Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim's, connection bolts, and anchor bolts are included with Furnishing and Erecting Structural Steel.
See Sheet of for Anchor Bolt Installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = Tons.



TYPE I ELASTOMERIC EXP. BRG.



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



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	

DESIGNED	20
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

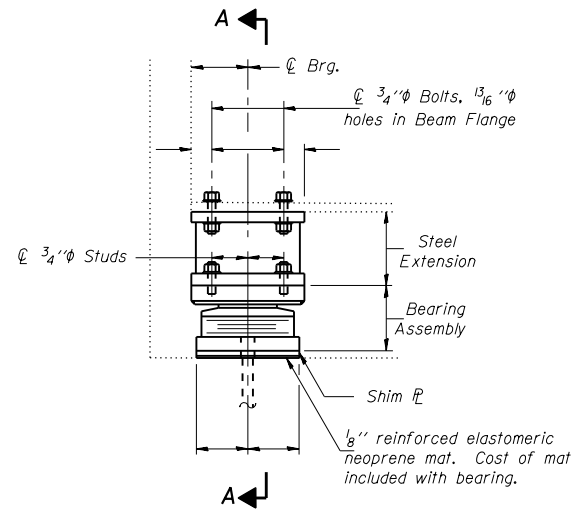
TYI/REPS 01-27-2000

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
BRGDETAILS.DGN	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -									CONTRACT NO.				
	PLOT DATE = Feb-25-2013 08:54:44AM	CHECKED -	REVISED -									ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -													

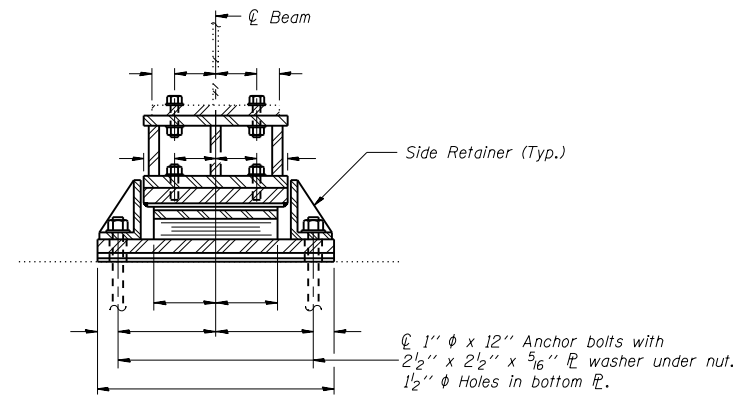
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER REACTIONS

R _L	(K)	
R _R	(K)	
Imp.	(K)	
R (Total)	(K)	

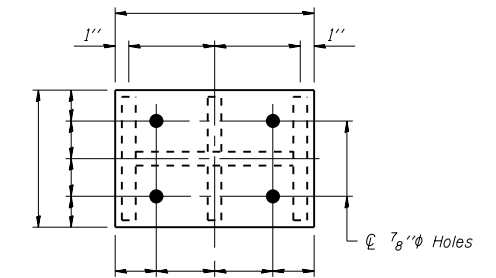


ELEVATION AT ABUTMENT



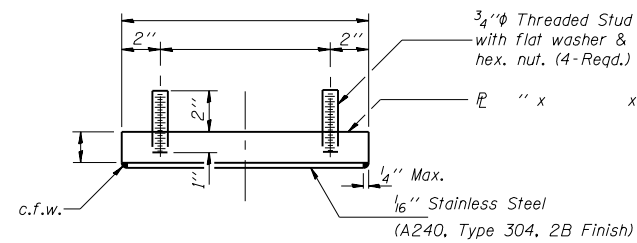
SECTION A-A

Notes: Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included with Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim plates, connection bolts, and anchor bolts are included with Furnishing and Erecting Structural Steel.
See Sheet of for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. Jack capacity = Tons.

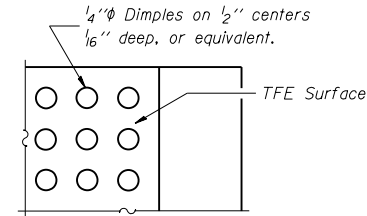


PLAN TOP AND BOTTOM PLATE

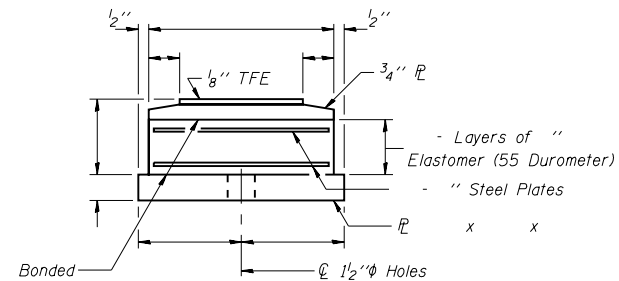
TYPE II TFE ELASTOMERIC EXP. BRG.



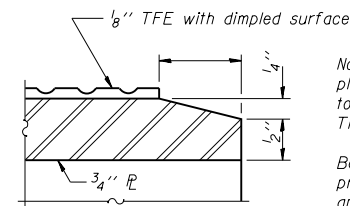
TOP BEARING ASSEMBLY



PLAN-TFE SURFACE



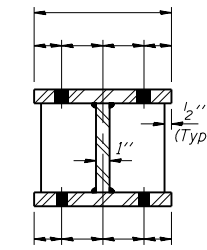
BOTTOM BEARING ASSEMBLY



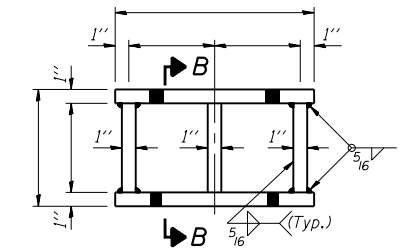
SECTION THRU TFE

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

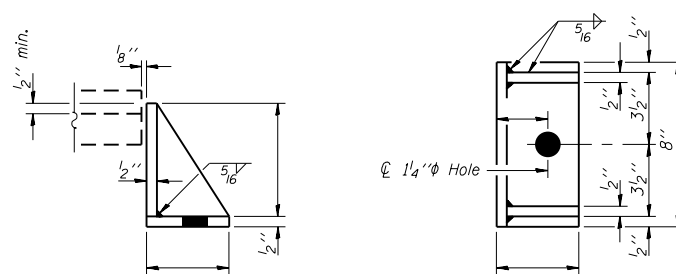
Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.



SECTION B-B

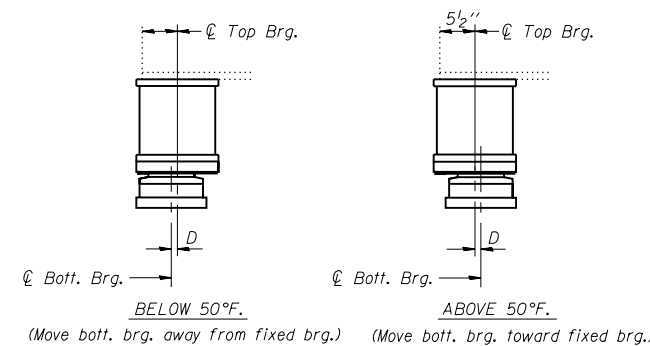


STEEL EXTENSION DETAIL



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	

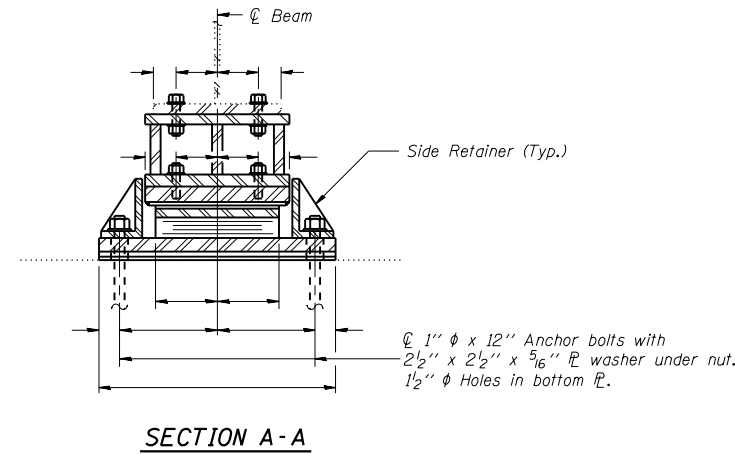
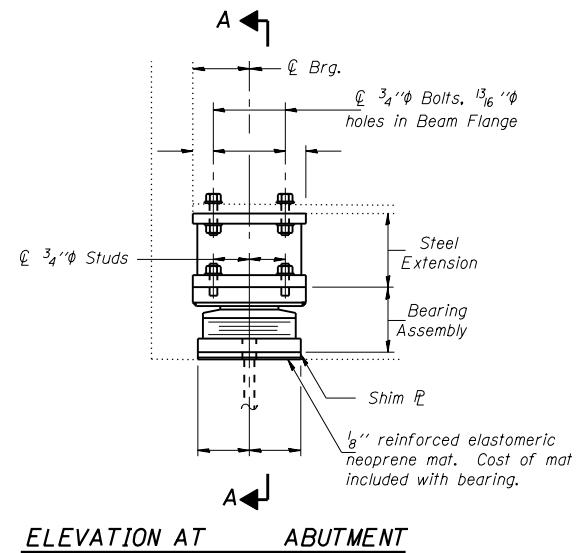
DESIGNED	20
CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	

TYII/REPS 01-27-2000 BRGDETAILS

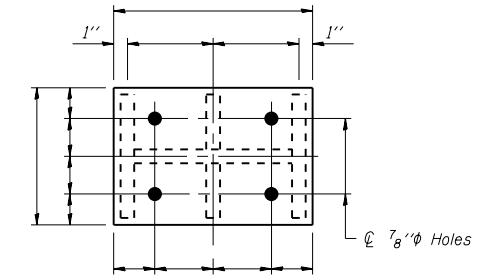
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER REACTIONS

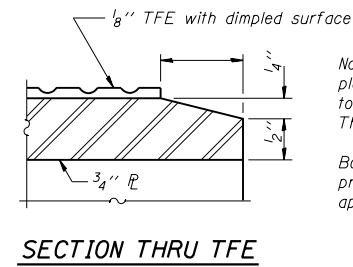
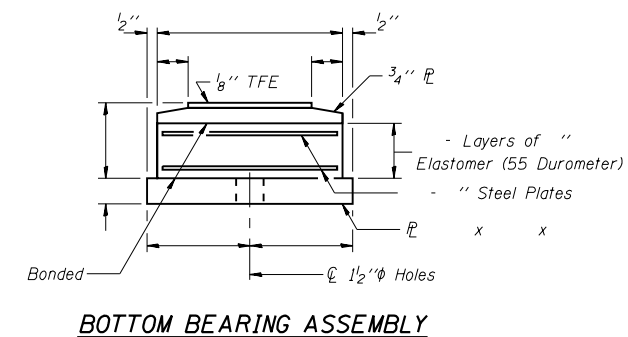
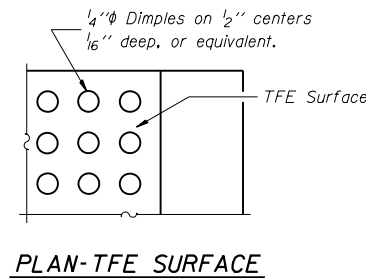
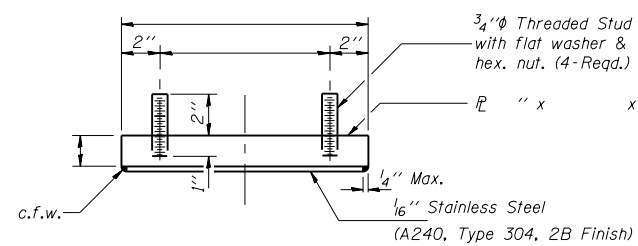
RP	(K)	
Rt	(K)	
Imp.	(K)	
R (Total)	(K)	



Notes: Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included with Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim E's, connection bolts, and anchor bolts are included with Furnishing and Erecting Structural Steel.
See Sheet of for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = Tons.

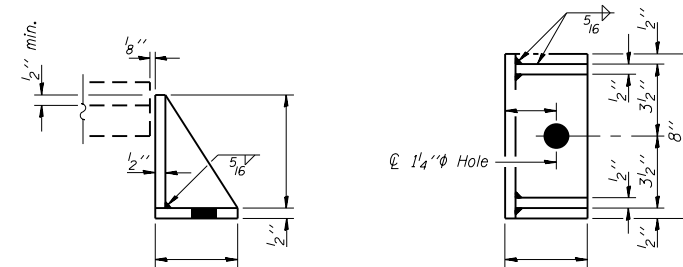
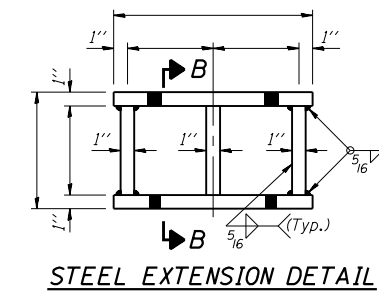
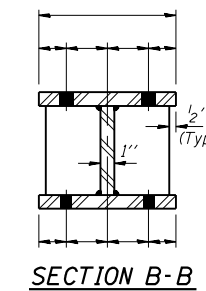


TYPE II TFE ELASTOMERIC EXP. BRG.

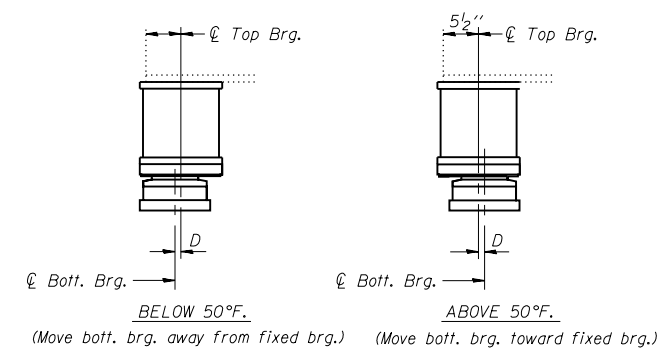


Note: The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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



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



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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	

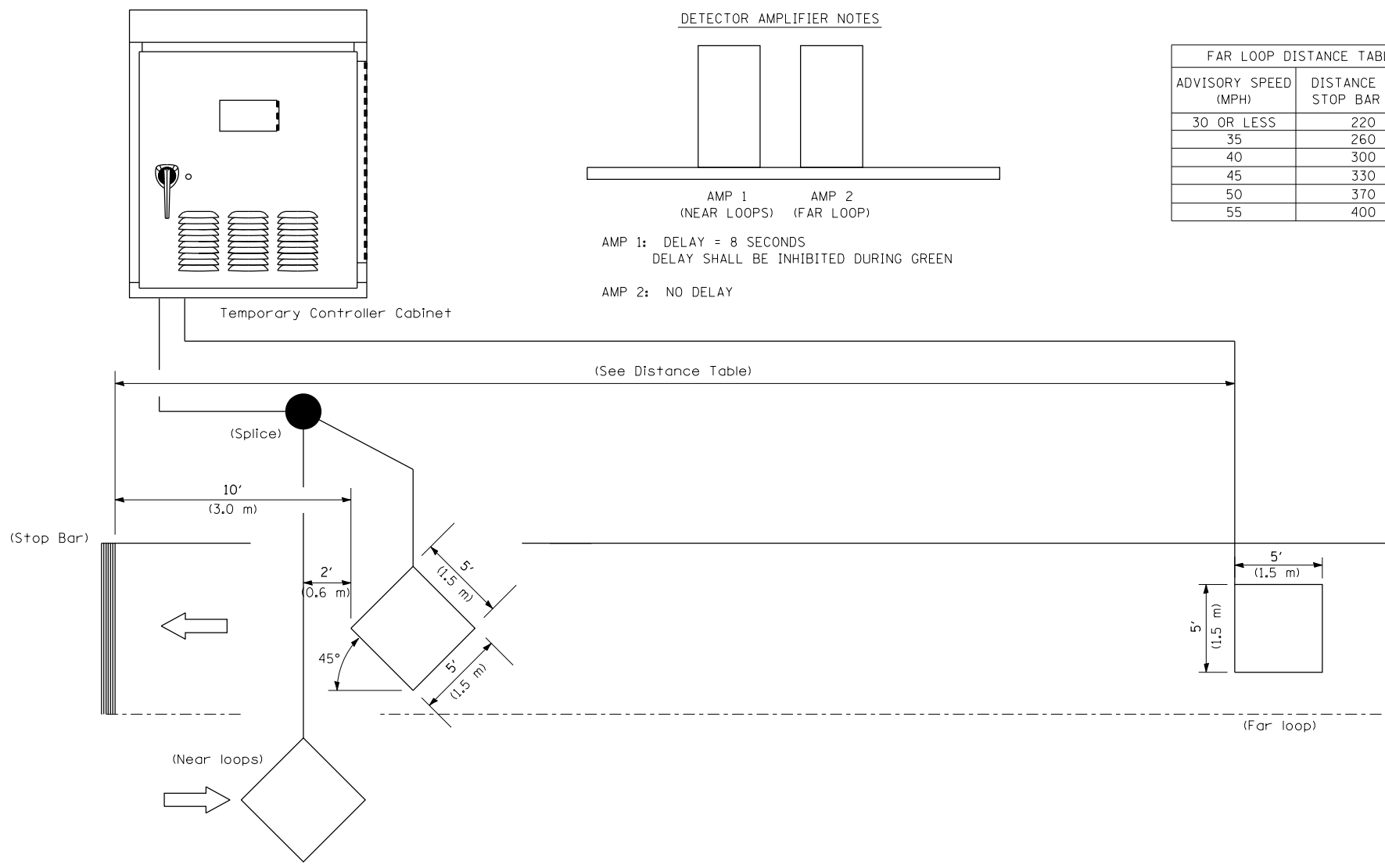
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CHECKED	EXAMINED
DRAWN	PASSED
CHECKED	
TYII/REPS 01-27-2000	BRGDETAILS

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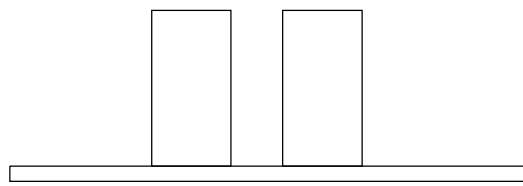
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

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



DETECTOR AMPLIFIER NOTES



AMP 1: DELAY = 8 SECONDS
 DELAY SHALL BE INHIBITED DURING GREEN

AMP 2: NO DELAY

FAR LOOP DISTANCE TABLE	
ADVISORY SPEED (MPH)	DISTANCE FROM STOP BAR (FT.)
30 OR LESS	220
35	260
40	300
45	330
50	370
55	400

NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

BRIDGE TEMP SIGNAL.DGN

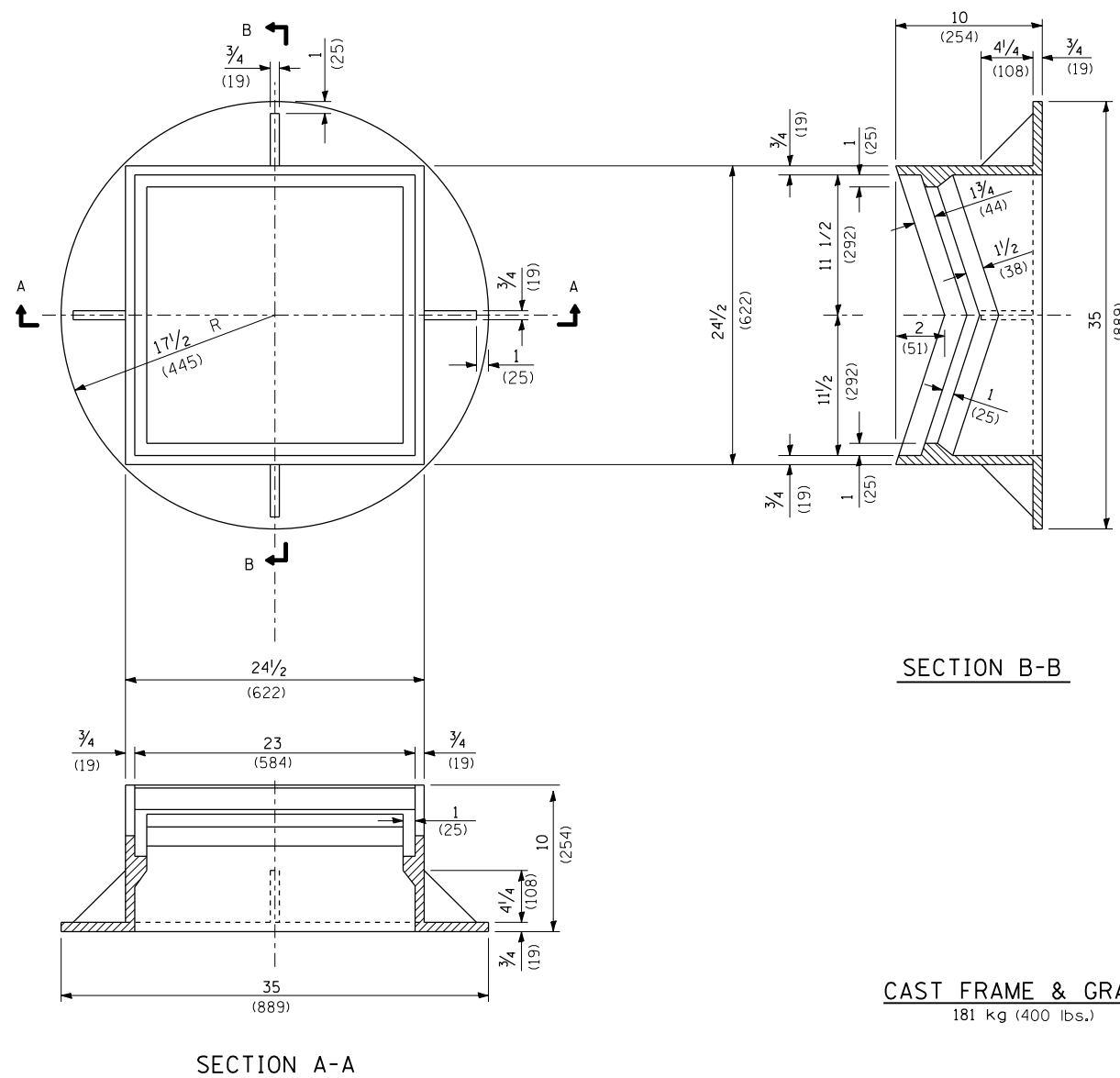
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

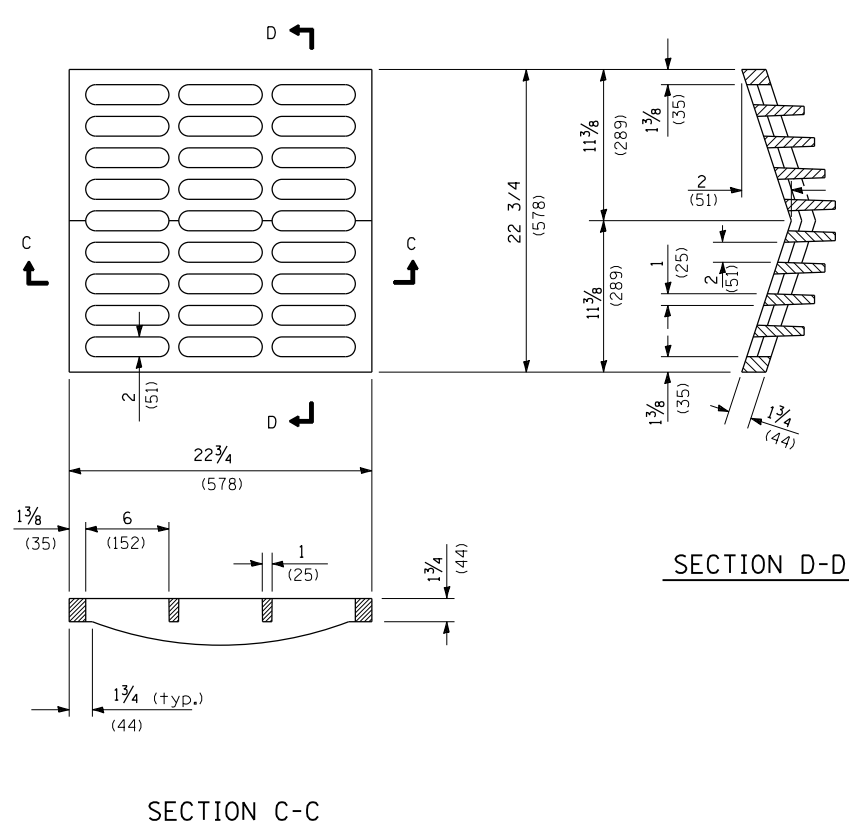
**TEMPORARY BRIDGE TRAFFIC SIGNAL
 LOOP PLACEMENT DETAIL SHEET**

SCALE: SHEET OF SHEETS STA. TO STA.

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



SECTION B-B



SECTION D-D

CAST FRAME & GRATE
181 kg (400 lbs.)

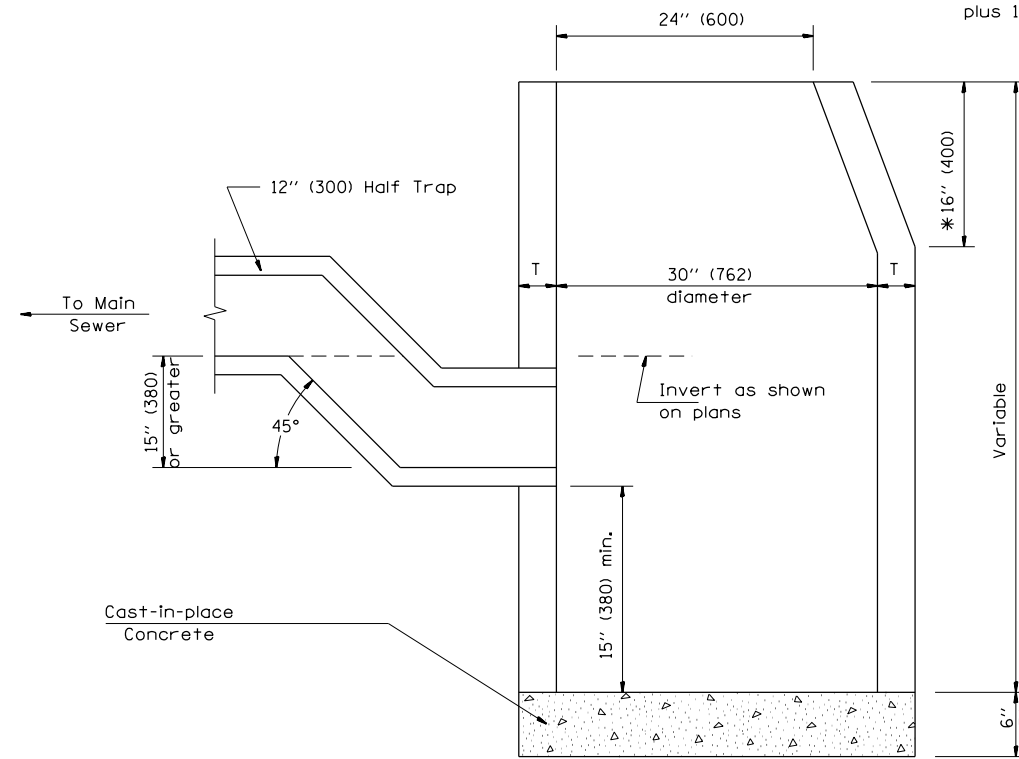
NOTE: THE SPECIAL FRAME AND GRATE
TO BE USED SHALL BE NEENAH R-3508B
OR EQUIVALENT.

DESIGNER NOTE:
TO BE USED WITH CONC. GUTTER TYPE A MODIFIED
CADD FILE M1913MOD.DGN

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

FILE NAME = c:\pwork\pwork\sparksgw\dms21196\cad2218.dgn	USER NAME = sparksgw	DESIGNED - VKV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE: SHEET OF SHEETS STA. TO STA.	F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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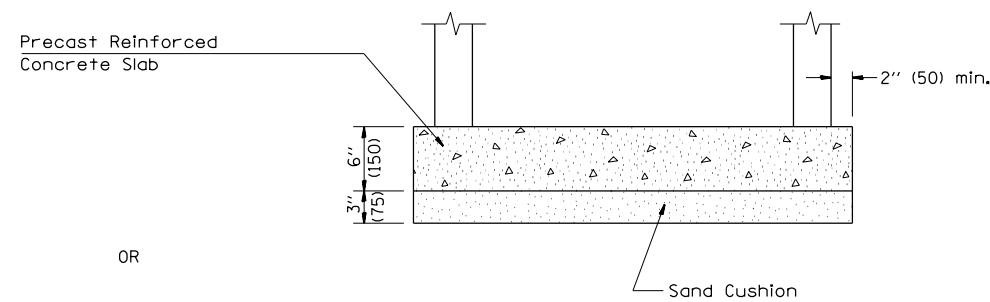
* The dimension for precast reinforced concrete section may vary from the dimension given to plus 150 mm (6").



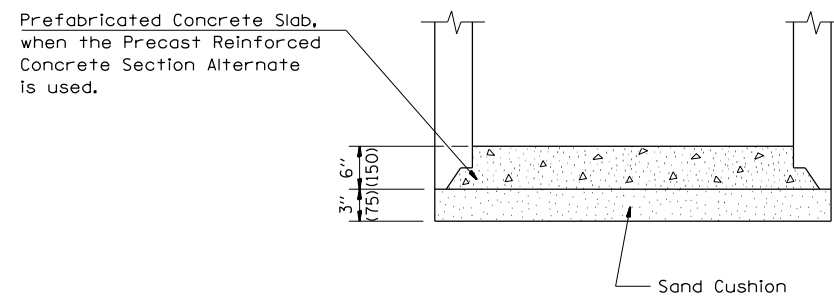
ALTERNATE MATERIALS FOR WALLS	T (in) (min.)	T (mm) (min.)
Concrete Masonry Unit	5"	125
Brick Masonry	8"	200
Precast Reinforced Concrete Section	3 3/8"	89
Cast-in-place Concrete	6"	150

In addition to the requirements of Article 602.15 of the Standard Specifications, the contract unit price for Catch Basin, Special, shall include the sand cushion when required and furnishing and compacting the specified backfill material.

OR



OR

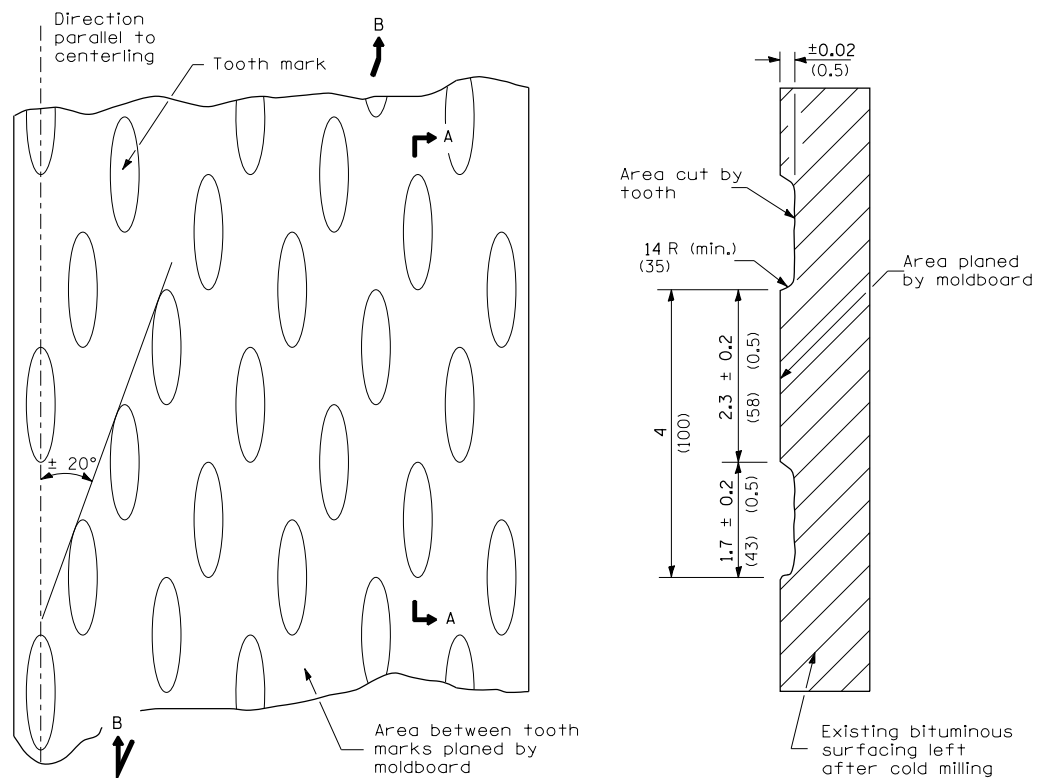


CATCH BASIN SPECIAL

DO NOT SCALE

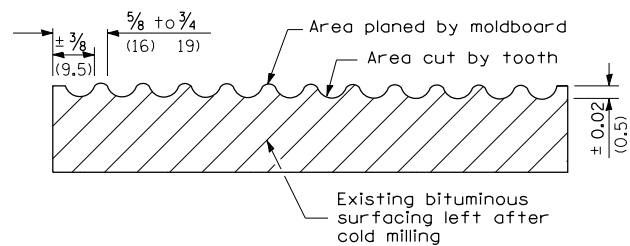
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REQUIRED COLD MILLED SURFACE TEXTURE



PLAN

SECTION A-A



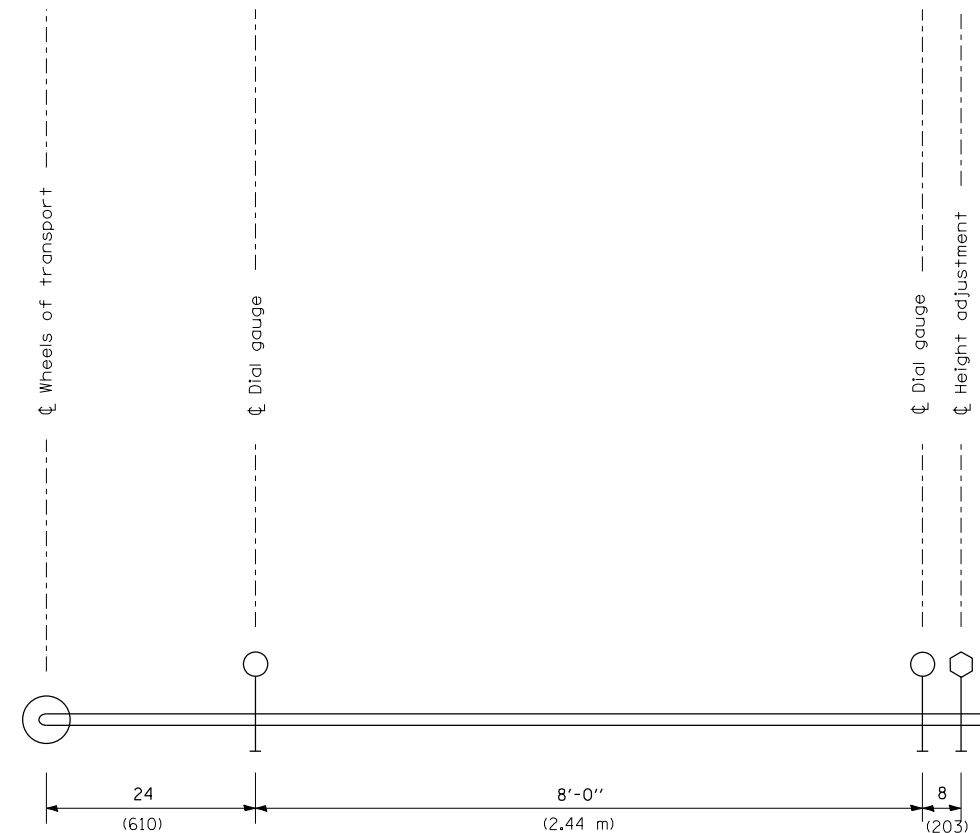
SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

NOTES

1. Cold Milling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.

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

SLAB MOVEMENT DETECTION DEVICE



ELEVATION

NOTES

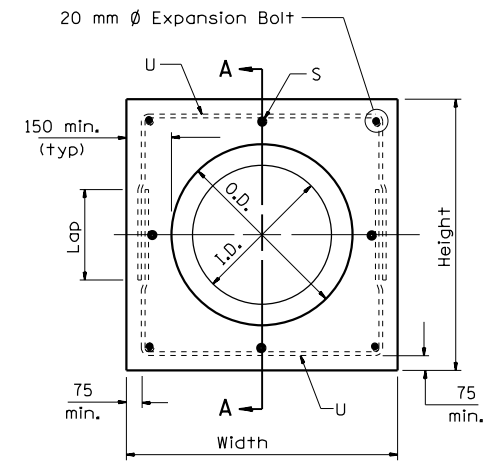
Dial gauges shall be spring loaded in order to measure both extension and compression.

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

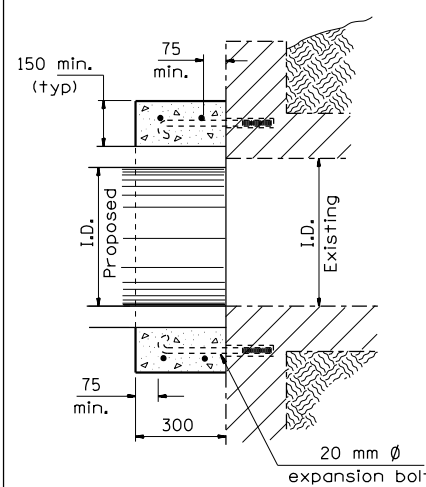
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STATE OF ILLINOIS
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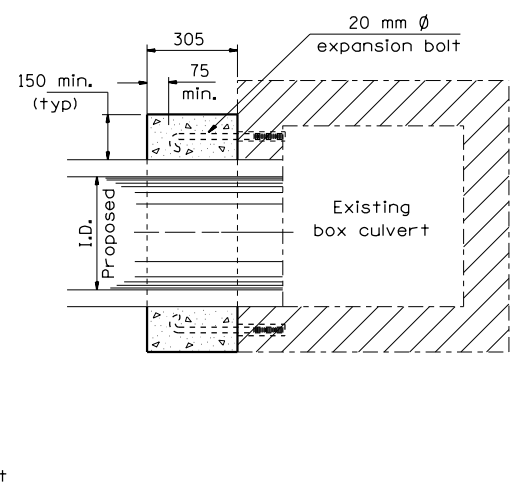
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										CONTRACT NO.	
ILLINOIS FED. AID PROJECT											



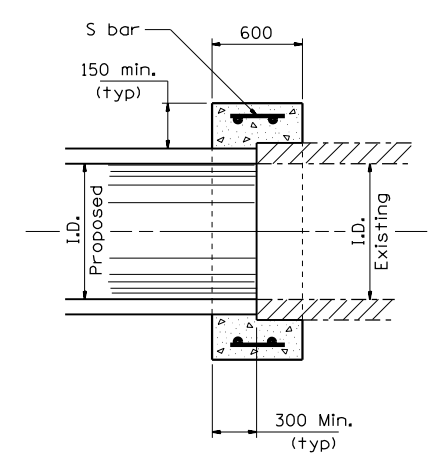
PIPE CULVERT EXTENSION COLLAR



Section Type A
(Box end extension)

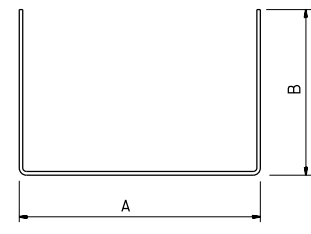
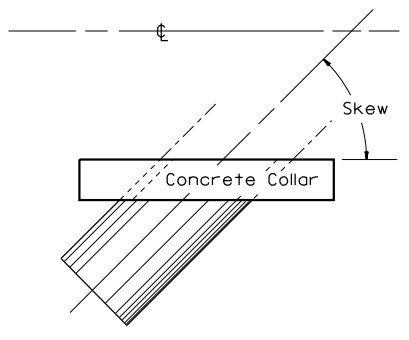


Section Type B
(Pipe in side extension)

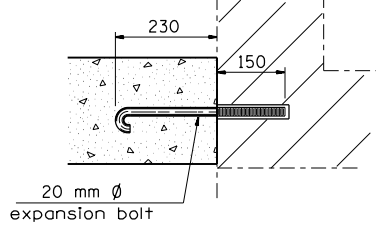


Section Type C
(Pipe end to pipe end extension
No expansion bolts required)

Section A - A



#15 U - bar

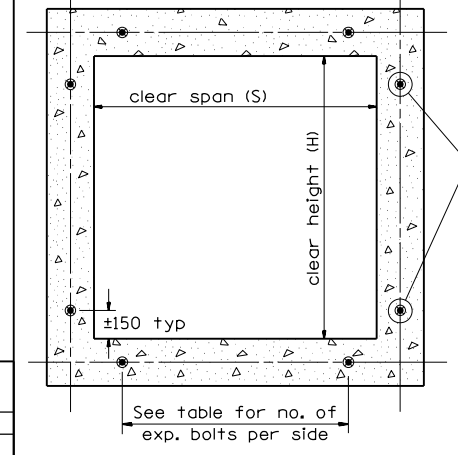


Expansion Bolt Detail

Notes:

- Expansion bolts shall consist of self drilling expansion shields and 20 mm \emptyset hooked bolts. Hooked bolts shall extend a minimum of 230 mm into new concrete. Minimum Certified Proof Load - 18 kN
- Use minimum of 1 (one) expansion bolt at each corner.

BOX CULVERT POURED IN PLACE EXTENSION



Section Thru Barrel

EXPANSION BOLTS REQUIRED FOR CULVERT EXTENSIONS

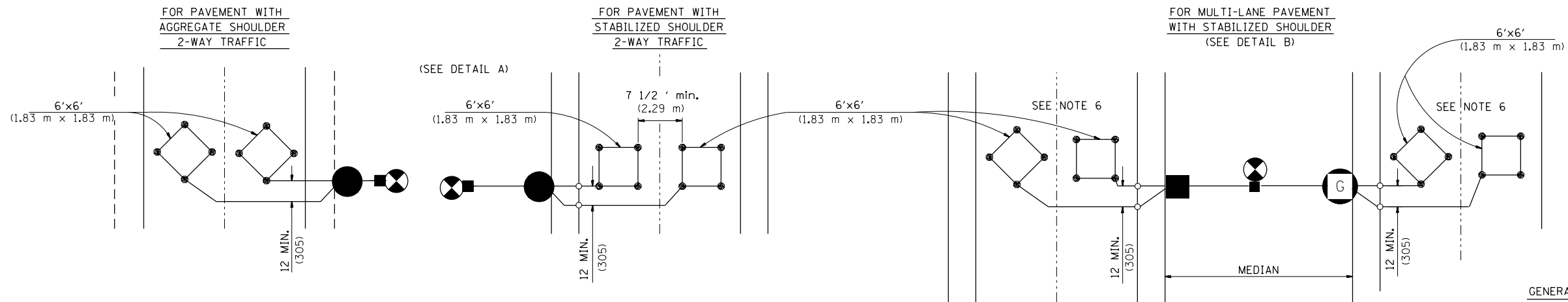
H or S	No. Expansion Bolts Req'd, Per Side			
	Extension \leq 5 m		Extension $>$ 5 m	
	No.	Spacing	No.	Spacing
600	*	*	*	*
750	2	460	2	460
900	2	610	2	610
1,200	3	460	3	460
1,500	4	405	3	610
1,800	5	380	4	510
2,100	5	460	4	610
2,400	6	430	5	535
2,700	6	480	5	610
3,000	7	460	6	535
3,300	8	430	6	610
3,600	8	480	7	560

Note: Number of expansion bolts in table based on non-skewed culverts.
* Use minimum 1 (one) expansion bolt in each corner.

Note:
All Dimensions are in millimeters unless otherwise shown.

Station	Section Type	Skew	Existing Culvert Size	Proposed Culvert		Collar		Reinforcement Bars							Expansion Bolts 20 mm Each	Class SI Concrete Collar m ³	
				I.D.	O.D.	Height	Width	S bar			U bar			kg			
								No.	Size	Length	No.	Size	A				B
Total																	

TYPICAL APPLICATIONS FOR TRAFFIC COUNTER USING TERMINAL FACILITY

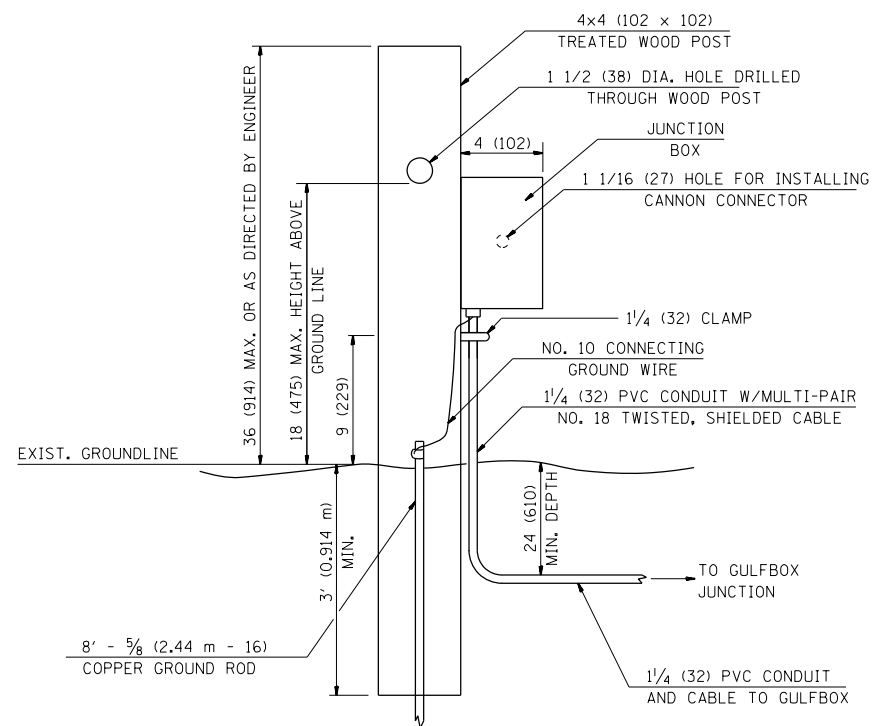


SCHEDULE OF QUANTITIES			
ITEM	QUANTITY	UNIT	CODE NO.
DETECTOR LOOP, SPECIAL	25	FOOT	M8470400
CONDUIT IN TRENCH, 1 1/4 (32 mm) DIA., PVC	9	FOOT	M8100240
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.18 3 PAIR	9	FOOT	M8241510
TRENCH AND BACKFILL FOR ELECTRICAL WORK	8	FOOT	M8680100
TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)	-	FOOT	M8680105
GULFBOX JUNCTION	1	EACH	81500100
TERMINAL FACILITY	1	EACH	86301000
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.18 6 PAIR	-	FOOT	M8241520

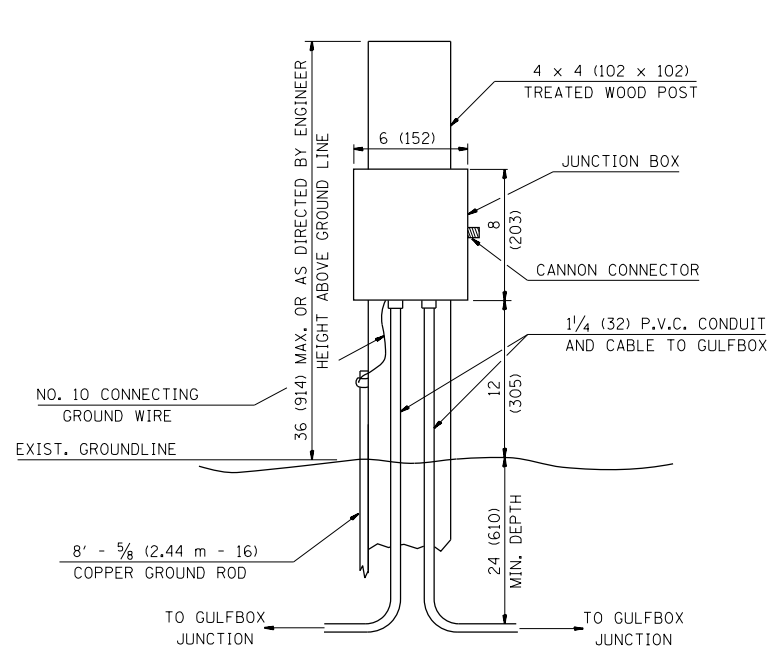
- LEGEND
- 4 x 4 (102 x 102) Treated Wood Post
 - Terminal Facility
 - Gulfbox Junction
 - Indicates 4 (102) Hole Drilled at Pavement Joint
 - Indicates 1 1/4 (32) Hole Drilled at Detector Loop Corner

- Each detector loop used shall be wired independently at the gulfbox.
- A single multiple pair cable shall be wired from the gulfbox to the terminal facility. The number of pairs in the cable shall be equal to the number of detector loops plus a minimum of one pair to be used as a spare.
- Diamond shaped loops shall be centered in the pavement lanes.
- Square shaped loops shall have a minimum separation of 7.5' (2.29 m) between inside edges of the detector loops.
- Each 6'x6' (1.83 m x 1.83 m) detector loop shall have a minimum of 4 turns of cable or as directed by the engineer.
- Detector loops may be located as squares or diamonds in the pavement as directed by the engineer. All loops shall be oriented in the same direction.
- Gulf junctions shall be located outside the aggregate or stabilized shoulder limits with the top of gulfbox junctions level with groundline as directed by the engineer.

DETAIL A
TERMINAL FACILITY DETAIL



DETAIL B
TERMINAL FACILITY DETAIL



NOTES FOR TERMINAL FACILITY

- Ground rod shall be connected to the junction box with No. 10 AWG copper wire as shown in the junction box detail.
- The location of the terminal facility shall be determined by the Engineer in the field.

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

NOTE: DO NOT SCALE

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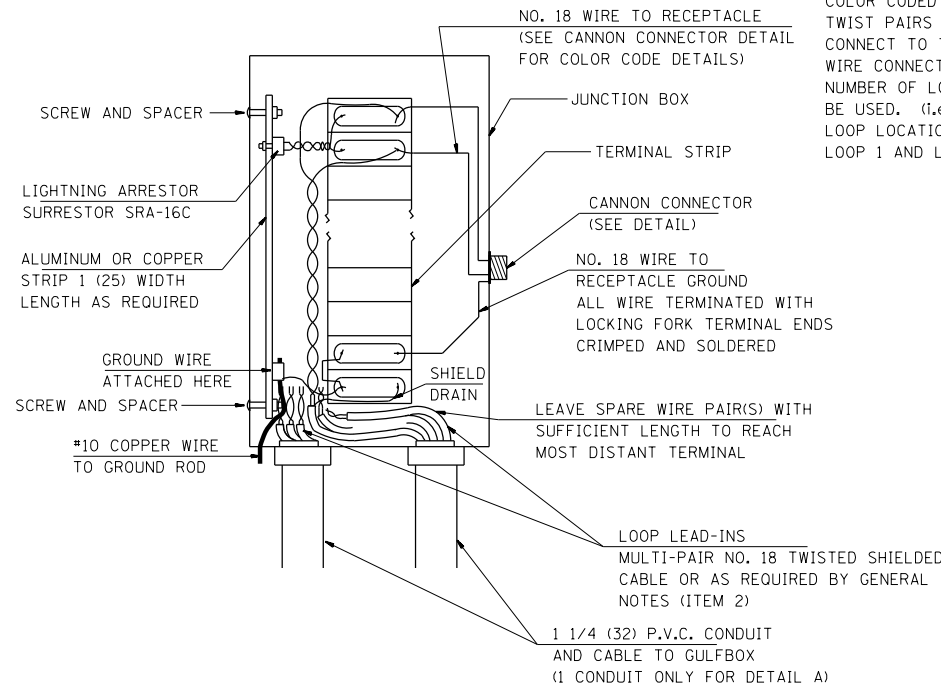
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL FOR TRAFFIC COUNTERS
USING TERMINAL FACILITY

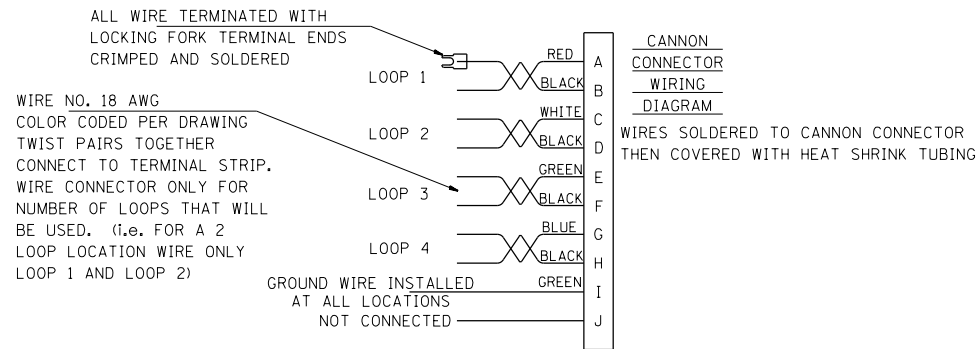
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

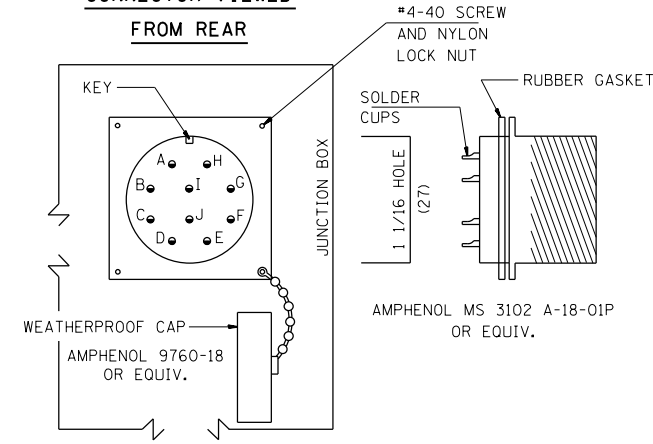
JUNCTION BOX DETAIL FOR DETAIL A AND B



CANNON CONNECTOR DETAIL



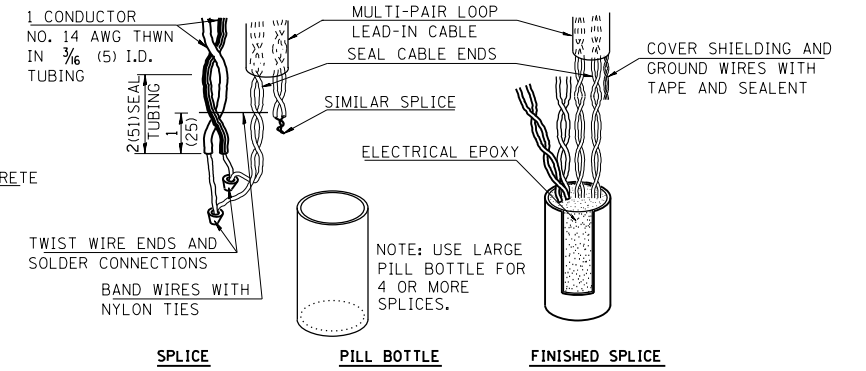
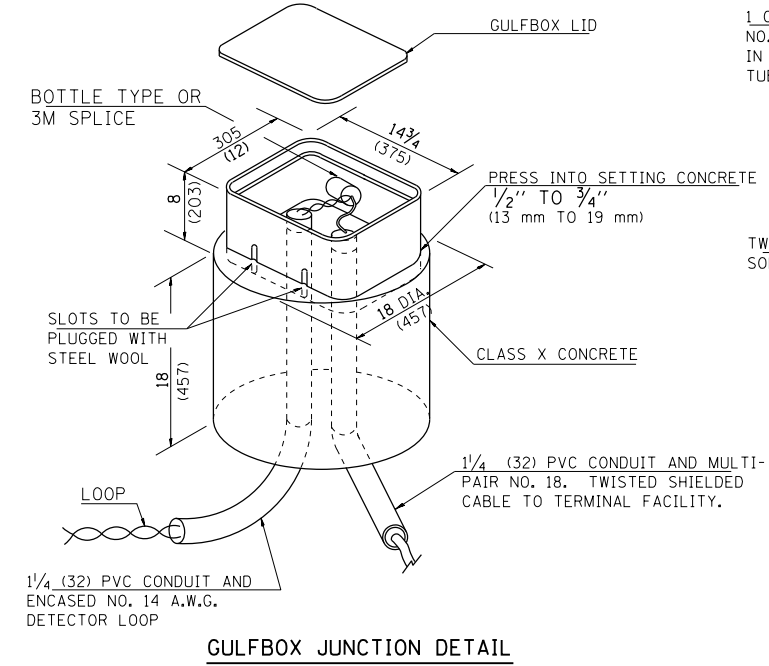
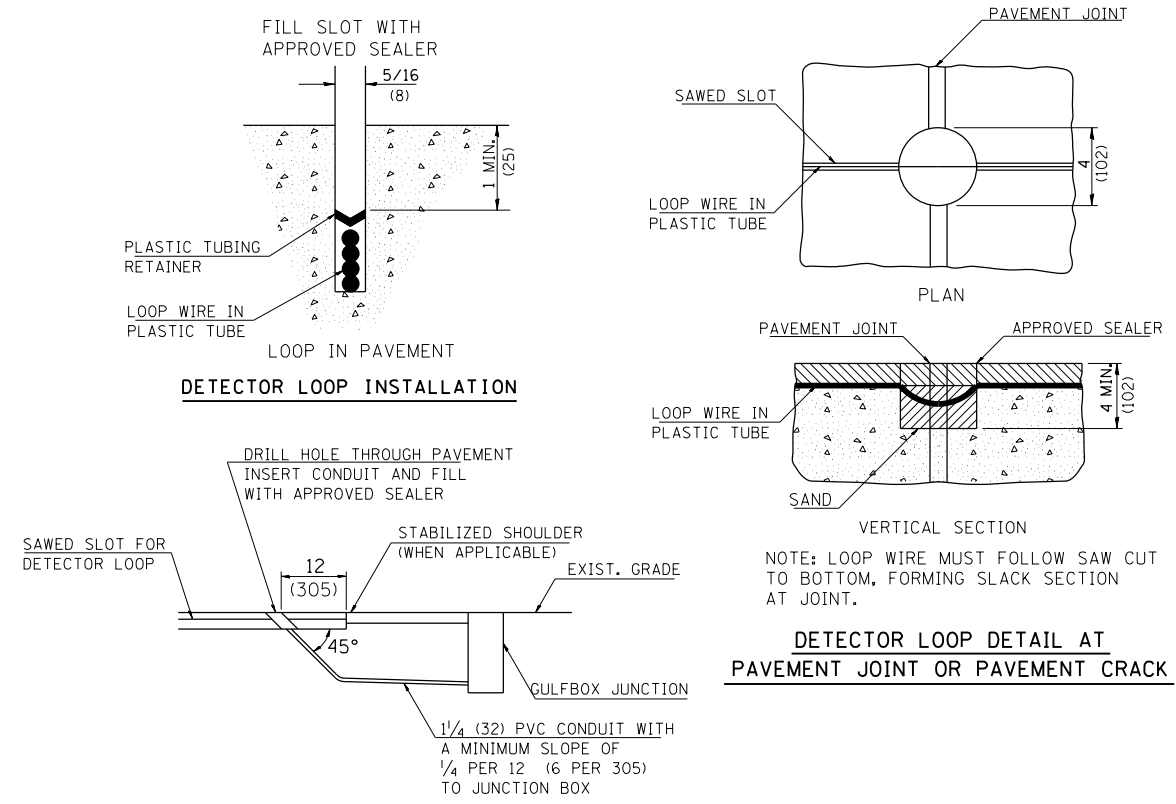
CONNECTOR VIEWED FROM REAR



NOTES FOR JUNCTION BOX

1. One lightning arrestor for each loop.
2. Number of terminals on terminal strip to be determined by number of loops. Terminal strip shall be Cinch Barrier Type 140 or equivalent.
3. Junction box shall be weather proof with size determined by number of components. Junction box shall be 4 X 6 X 8 (102 x 152 x 203) Hoffman Box or equivalent.
4. Terminal with more than 4 loops will require the use of 2 cannon connectors with loops grouped by direction or as directed by the Engineer.
5. The cost of installing the terminal facility includes all vertical wiring, boxes, connectors, vertical conduit, post, ground rod, surrestors, and labor, and shall be paid for at the contract unit price for TERMINAL FACILITY - 1 Each.

DETECTOR LOOP DETAILS; GULFBOX JUNCTION DETAIL



BOTTLE SPLICE DETAIL

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

NOTE: DO NOT SCALE

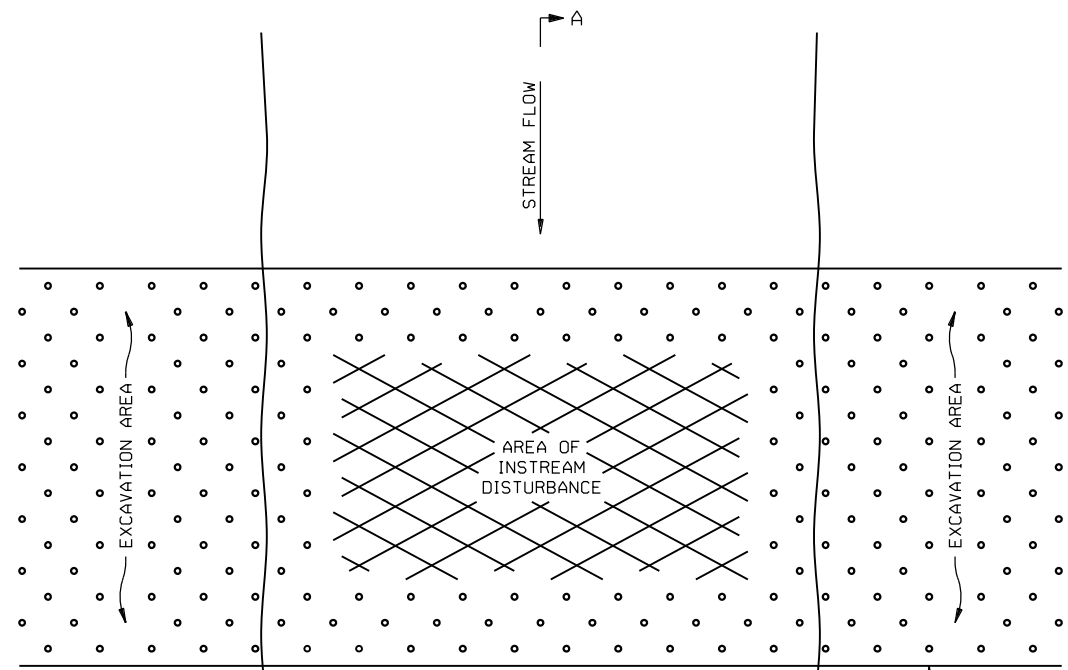
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAIL FOR TRAFFIC COUNTERS USING TERMINAL FACILITY

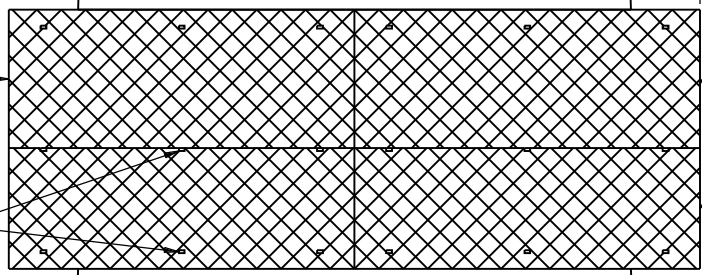
SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

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



4' (1.2 m) MIN. DOWNSTREAM COVERAGE OF SEDIMENT MATS FOR EACH 1' (0.3 m)/s OF WATER VELOCITY

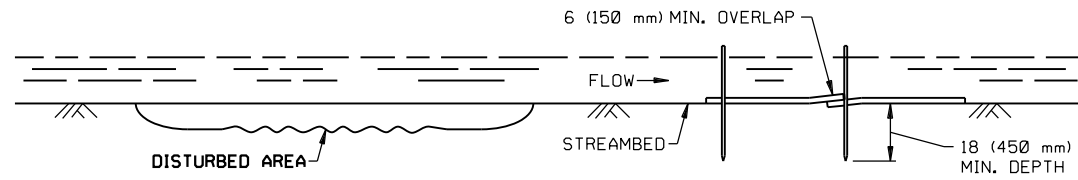
STAKE AT 1' (0.3 m) INTERVALS



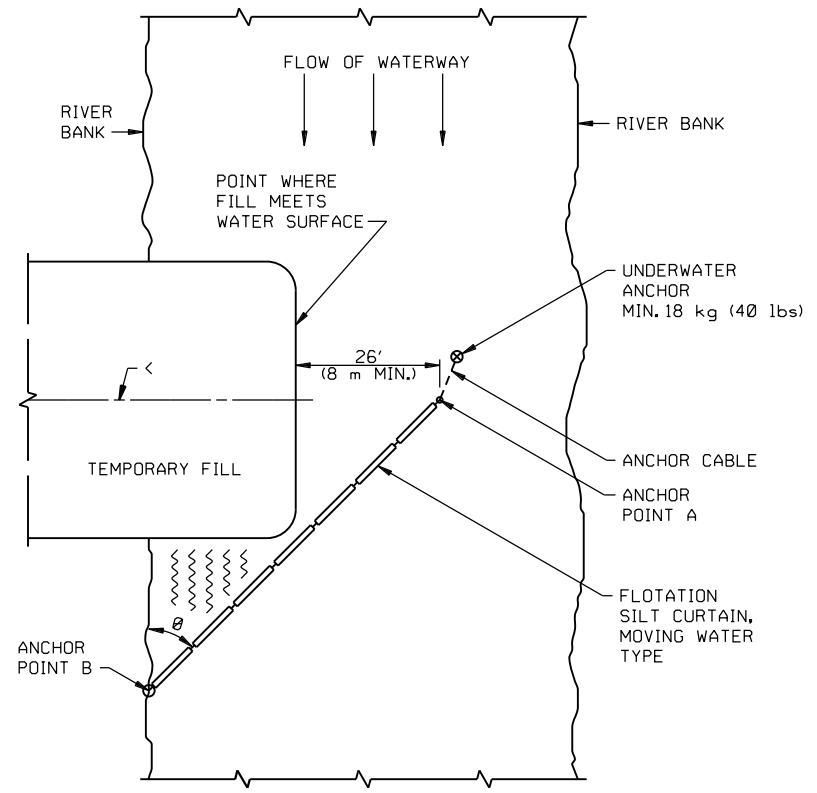
SEDIMENT MATS

EDGE OF STREAM

PLAN VIEW



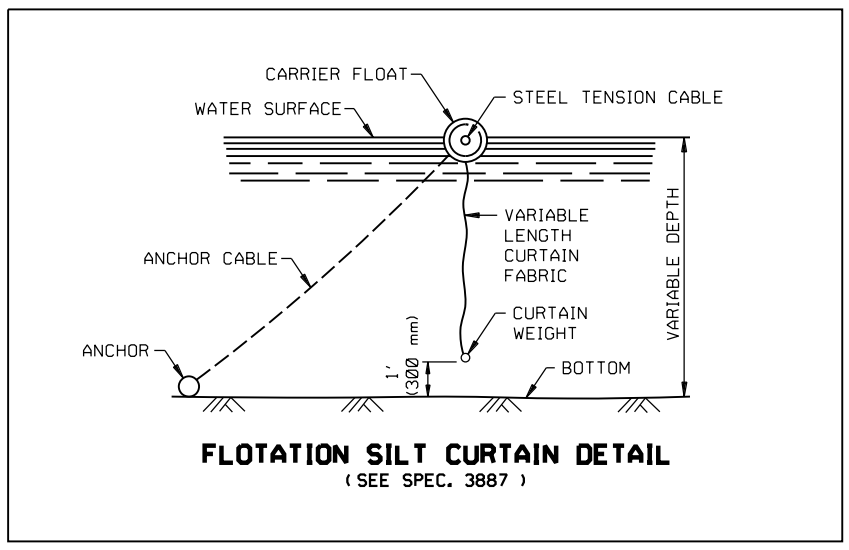
SECTION A-A
SEDIMENT MAT
TYPICAL STREAMBED INSTALLATION
DESIGN CRITERIA:
MAXIMUM FLOW VELOCITY: 5' (1.5 m)/s
MAXIMUM FLOW DEPTH: 2' (0.6 m)



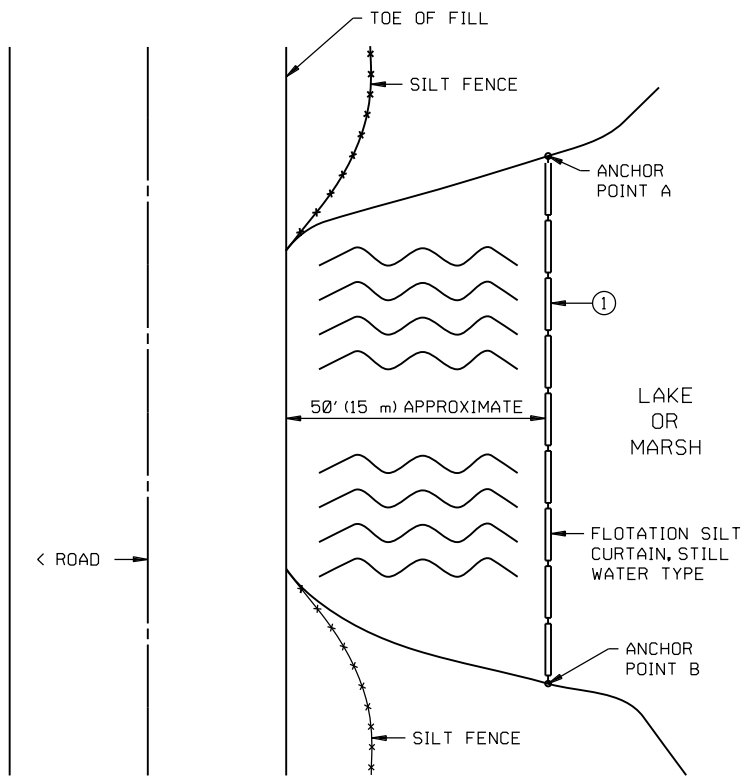
$\angle \theta$	RIVER VELOCITY
45°	SLOW, LESS THAN 5' (1.5 m)/s
35°	MODERATE, 5' (1.5 m) - 6'-7' (2 m)/s

PLAN VIEW OF SILT CURTAIN - MOVING WATER

DESIGN CRITERIA:
MAXIMUM WATER DEPTH: 12' (3.6 m)
MAXIMUM WATER VELOCITY: 7' (2.1 m)/s

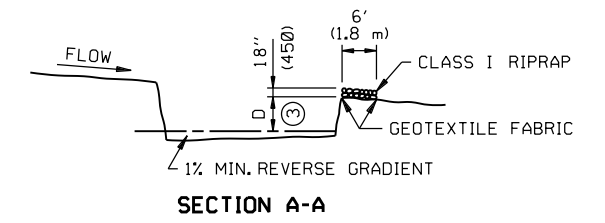
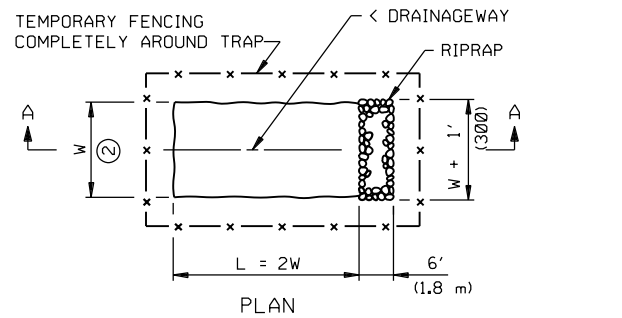


FLOTATION SILT CURTAIN DETAIL
(SEE SPEC. 3887)



PLAN VIEW OF SILT CURTAIN - STILL WATER

DESIGN CRITERIA:
MAXIMUM WATER DEPTH: 3.6 m (12')



TEMPORARY SEDIMENT TRAP DETAIL

- NOTES:**
- ① CURTAIN 1' (300 mm) FROM BOTTOM
 - ② W = 10' (3 m) MIN., 20' (6 m) MAX.
 - ③ D = 3' (1 m) MIN., 6' (1.8 m) MAX.

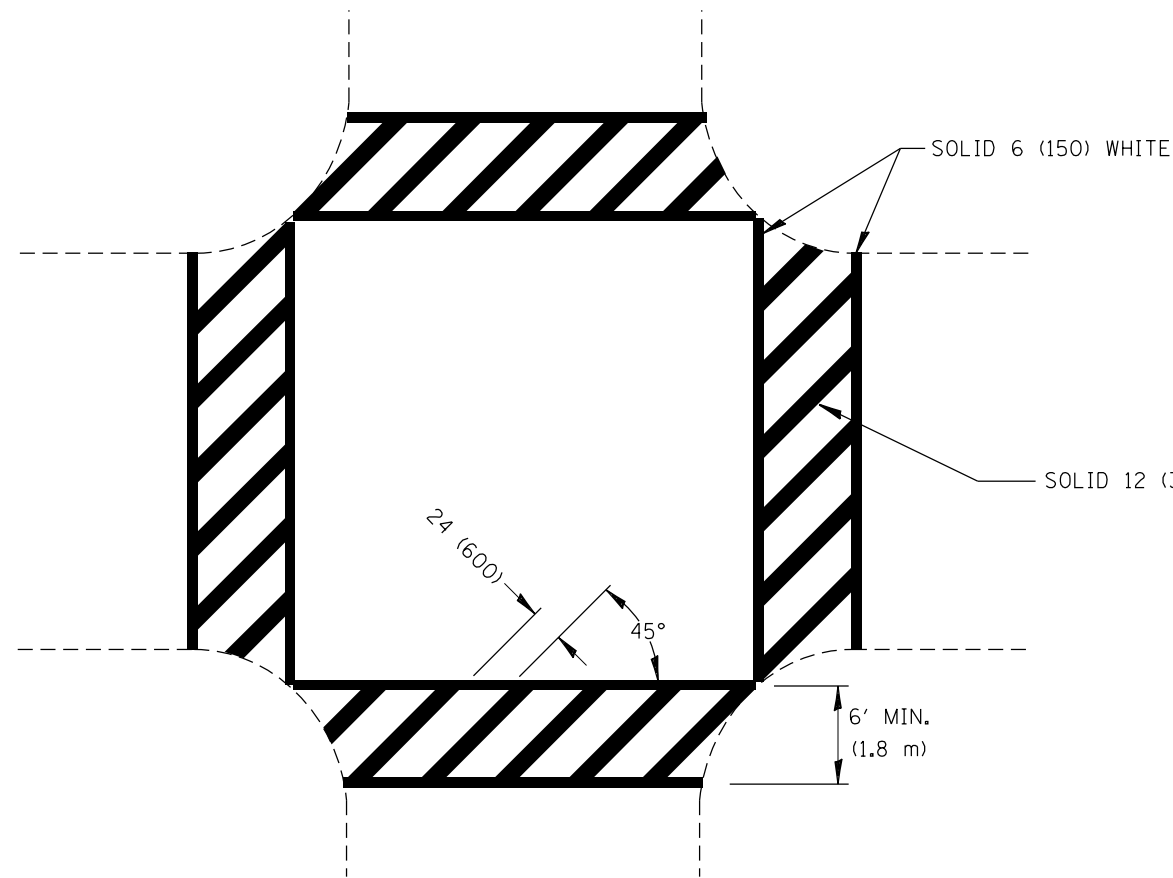
NOTE: ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)

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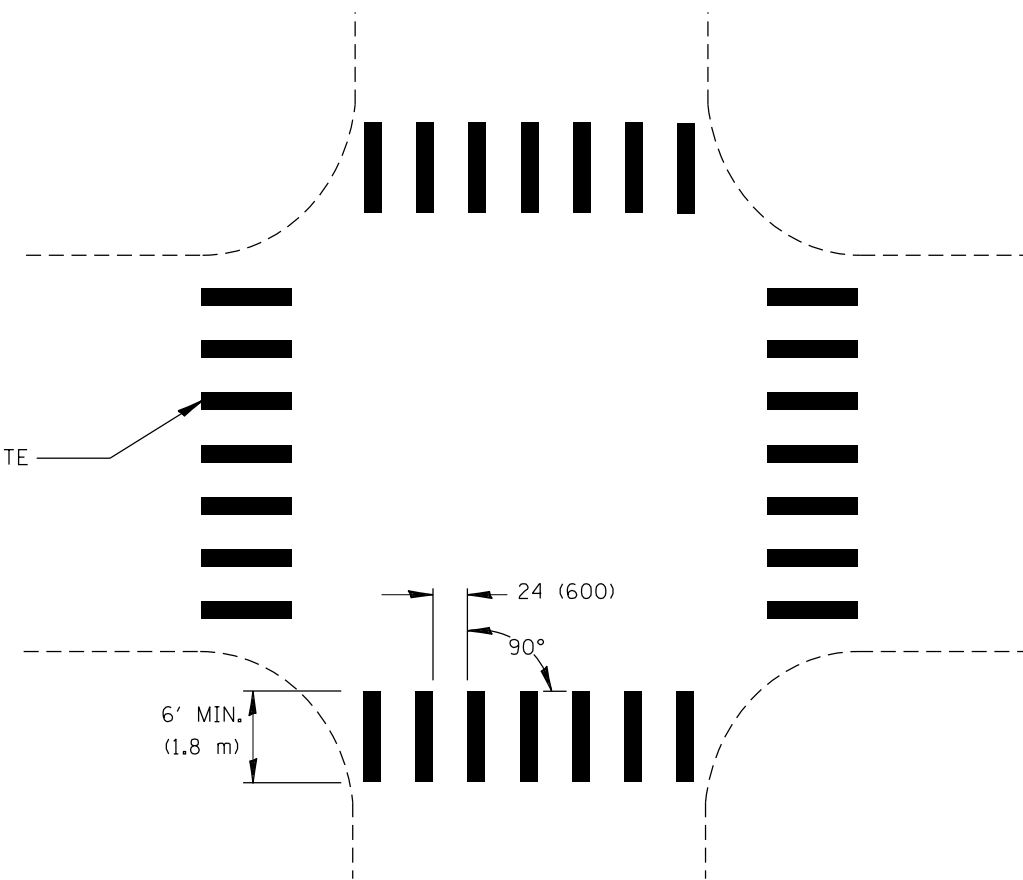
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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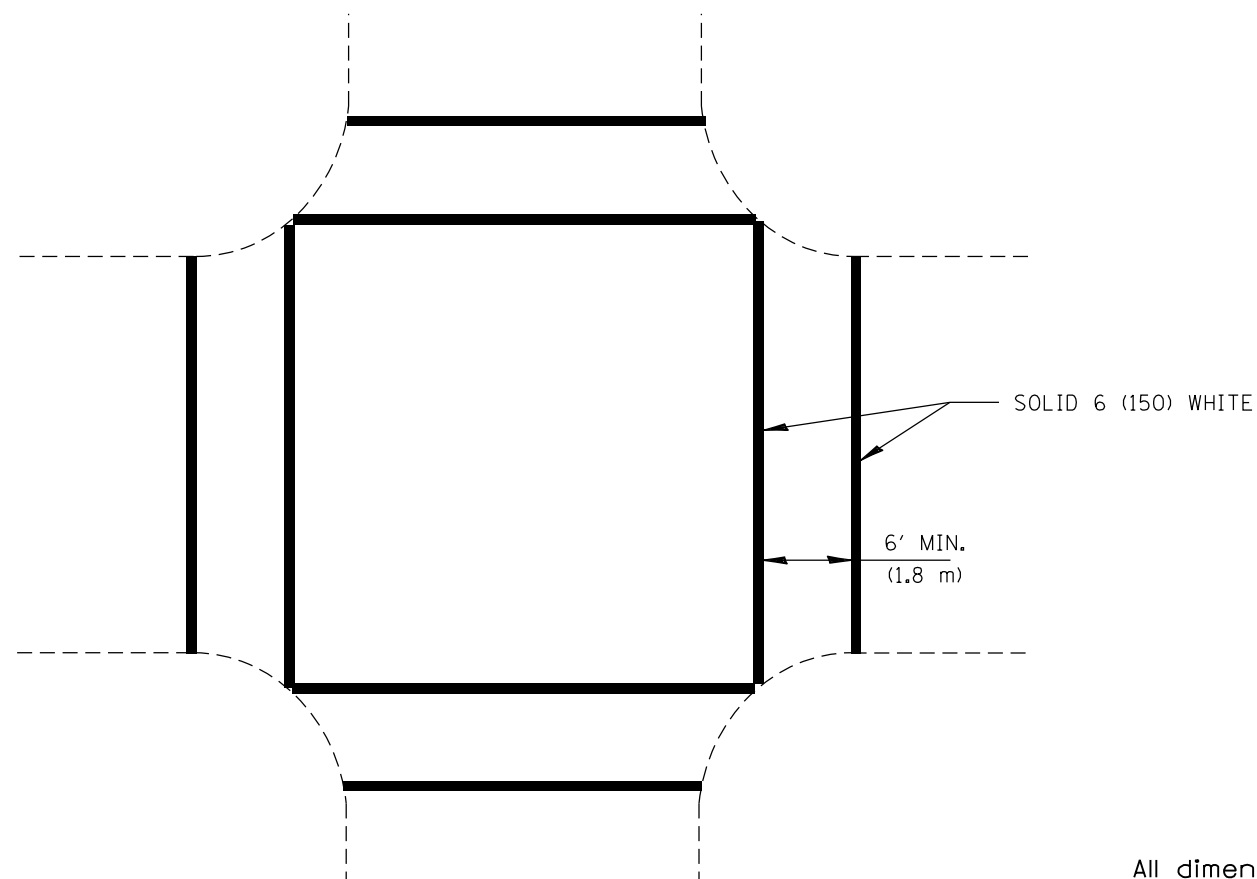
STANDARD SHEET NO. 5-297.405M (1 OF 3)	TITLE:			
STANDARD APPROVED: MAY 1, 1995				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CONTRACT NO.			
	ILLINOIS FED. AID PROJECT			



OPTION #2



OPTION #3



OPTION #1 PREFERRED

CROSSWALK MARKINGS SHOULD NOT BE USED INDISCRIMINATELY. AN ENGINEERING STUDY IS REQUIRED BEFORE THEY ARE INSTALLED AT LOCATIONS AWAY FROM TRAFFIC SIGNALS OR STOP SIGNS.

CROSSWALK SHALL CONNECT TO CURB CUTS OR SIDEWALKS. CROSSWALKS MAY BE INSTALLED AT A SKEW TO PERMIT THIS CONNECTION.

HMA SURFACES USE:
PREF. PLASTIC PAV'T MKG TYPE B (INLAID) NEW APPLICATION
EXISTING: THERMOPLASTIC OR URETHANE

CONCRETE SURFACES USE: URETHANE

CROSSWALKS

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 6 PAVEMENT MARKING STANDARDS

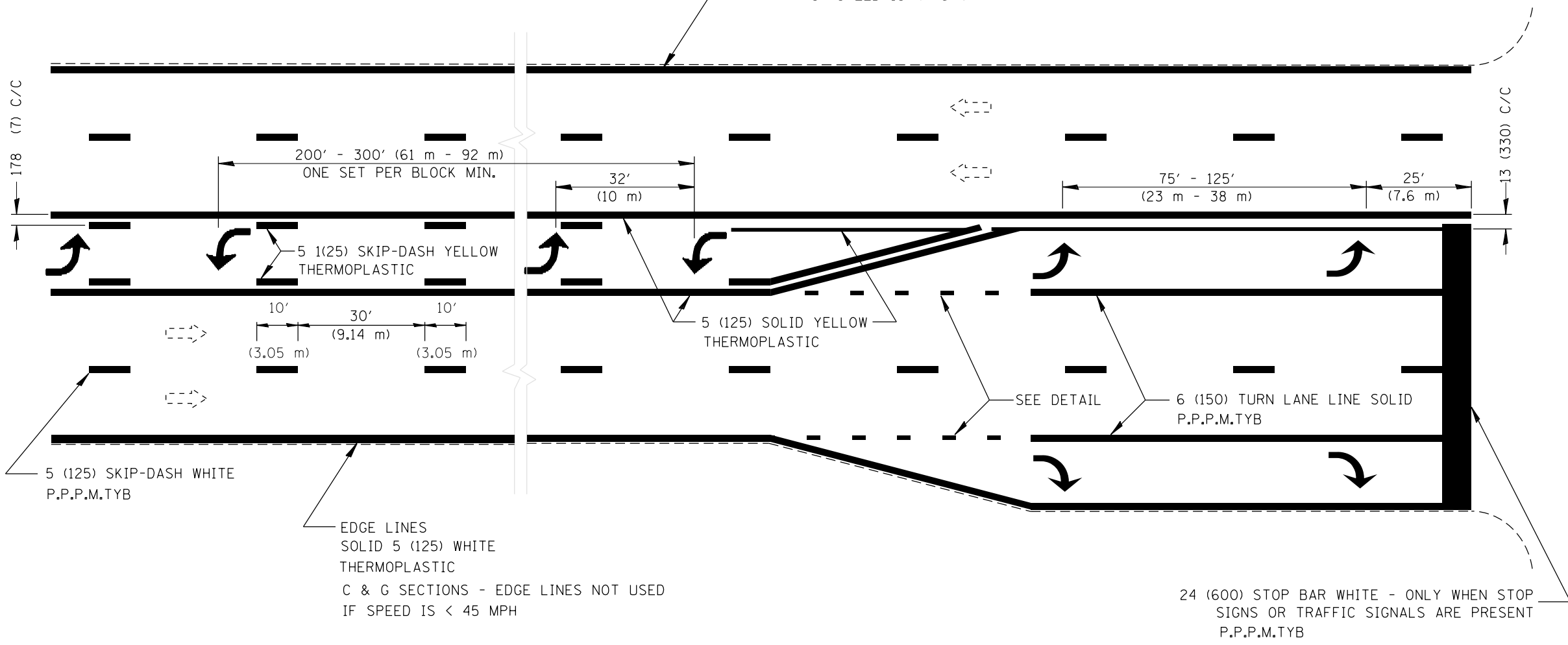
DATE 2013-01

NOT TO SCALE

PREFORMED PLASTIC PAV'T MKG TY B (INLAID) - P.P.P.M.TYB

6" 2' 6" 2' 6" 2' 6" 2' 6" 2'
DETAIL
P.P.P.M. TYB

EDGE LINES
SOLID 5 (125) WHITE
THERMOPLASTIC
C & G SECTIONS - EDGE LINES NOT USED
IF SPEED IS < 45 MPH



EDGE LINES
SOLID 5 (125) WHITE
THERMOPLASTIC
C & G SECTIONS - EDGE LINES NOT USED
IF SPEED IS < 45 MPH

24 (600) STOP BAR WHITE - ONLY WHEN STOP
SIGNS OR TRAFFIC SIGNALS ARE PRESENT
P.P.P.M.TYB

ALL TURN ARROWS 8' (2.4 m)
CENTER TURN ARROWS IN PAIRS
USE LARGER ARROWS: 15.6 SQ FT (1.47 SQ m)
ALL ARROWS ARE P.P.P.M.TYB

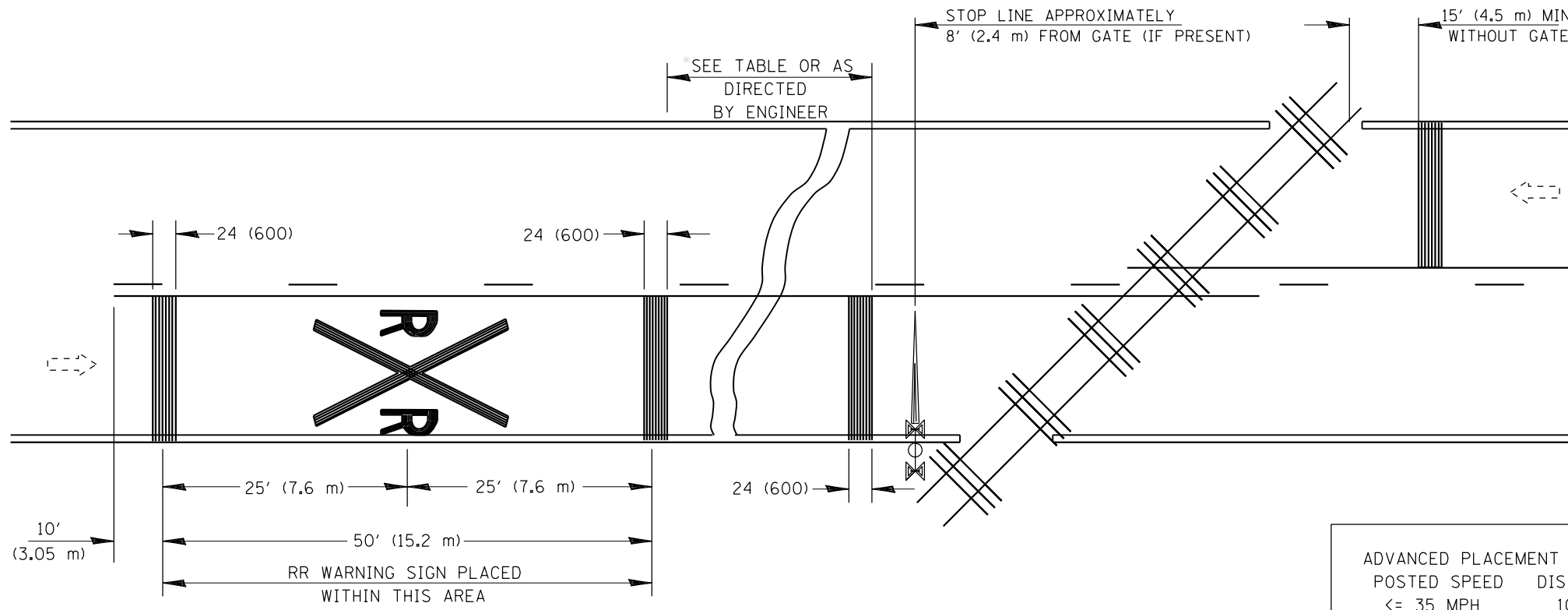
DETAIL



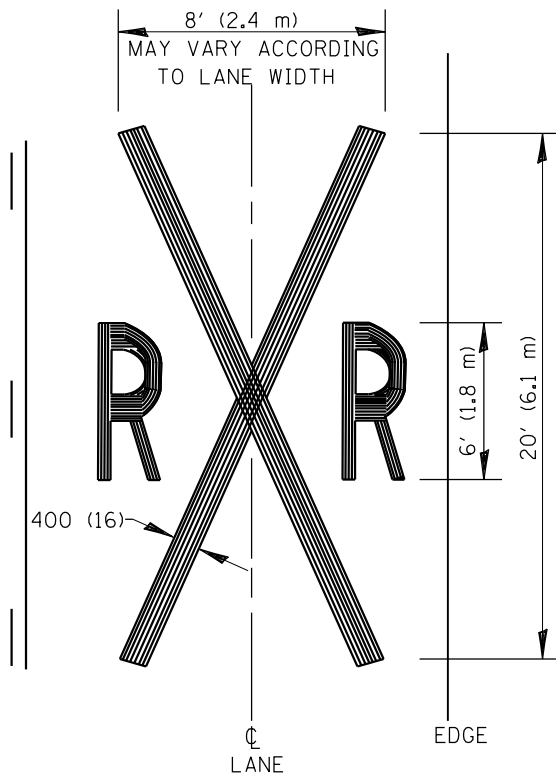
SINGLE TURN LANE
AND
LEFT TURN LANE CHANNELIZATION

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 6 PAVEMENT MARKING STANDARDS
DATE 2013-01 NOT TO SCALE



POSTED SPEED	DISTANCE
<= 35 MPH	100 FT
40 MPH	125 FT
45 MPH	175 FT
50 MPH	250 FT
55 MPH	325 FT
60 MPH	400 FT
65 MPH	475 FT



* THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND THE SIGHT DISTANCE OF THE VEHICULAR TRAFFIC APPROACHING, BUT SHOULD NOT BE LESS THAN 50' (15.2 m)

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL RXR SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

REFER TO STANDARD ALPHABET FOR HIGHWAY SIGNS AND MARKINGS FOR RXR SYMBOLS DETAILS.

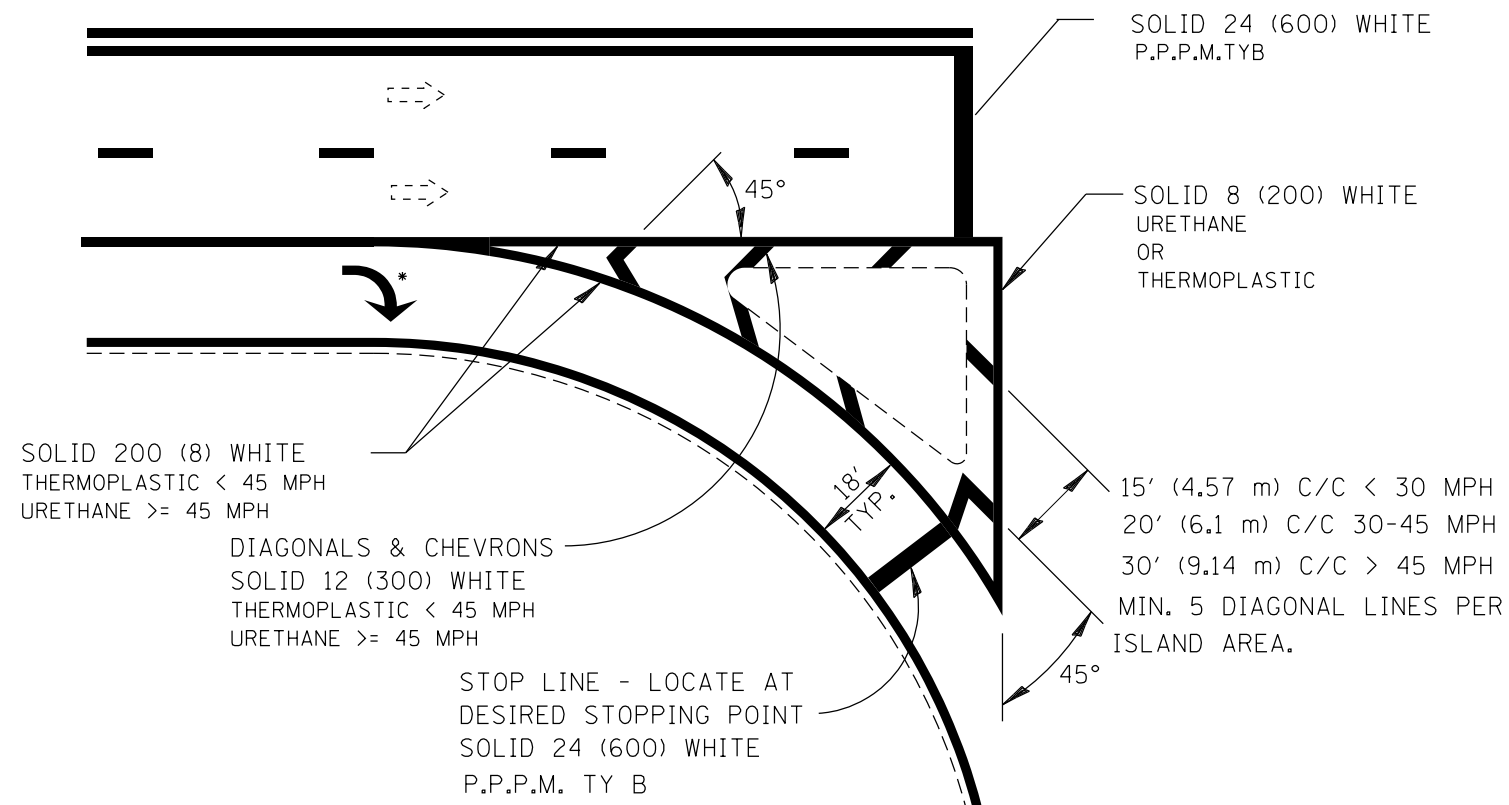
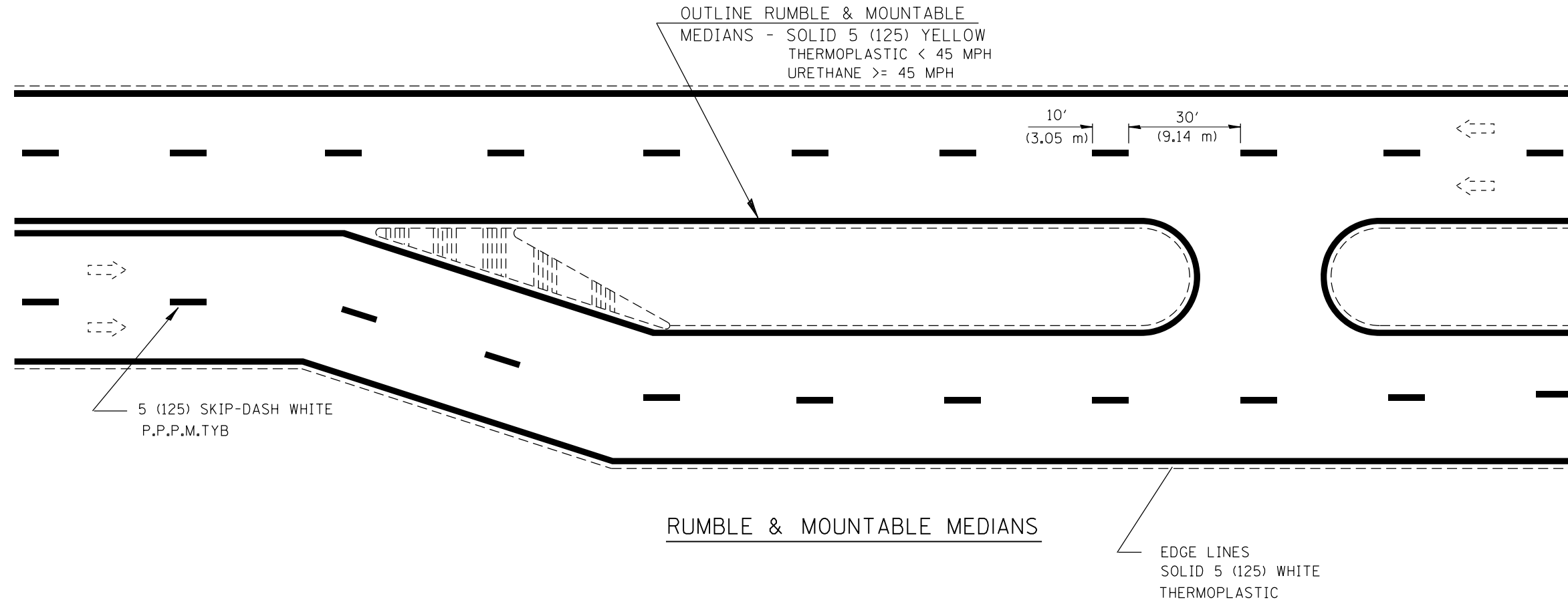
R = 3.6 SQ. FT.
X = 54.0 SQ. FT.

ALL PAVEMENT MARKING MATERIALS SHALL BE: PREF PLASTIC PAV'T MKG TYPE B (INLAID)

TYPICAL PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSINGS

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 6 PAVEMENT MARKING STANDARDS
DATE 2013-01 NOT TO SCALE



HMA SURFACES USE:
 THE MATERIAL SHOWN

CONCRETE SURFACES USE:
 CALL OPERATIONS FOR MATERIAL USE

* NOTE: WHEN ISLAND IS PRESENT
 LOCATE LAST ARROW AT GORE POINT

RIGHT TURN ISLAND MARKING
AND
CHANNELIZATION

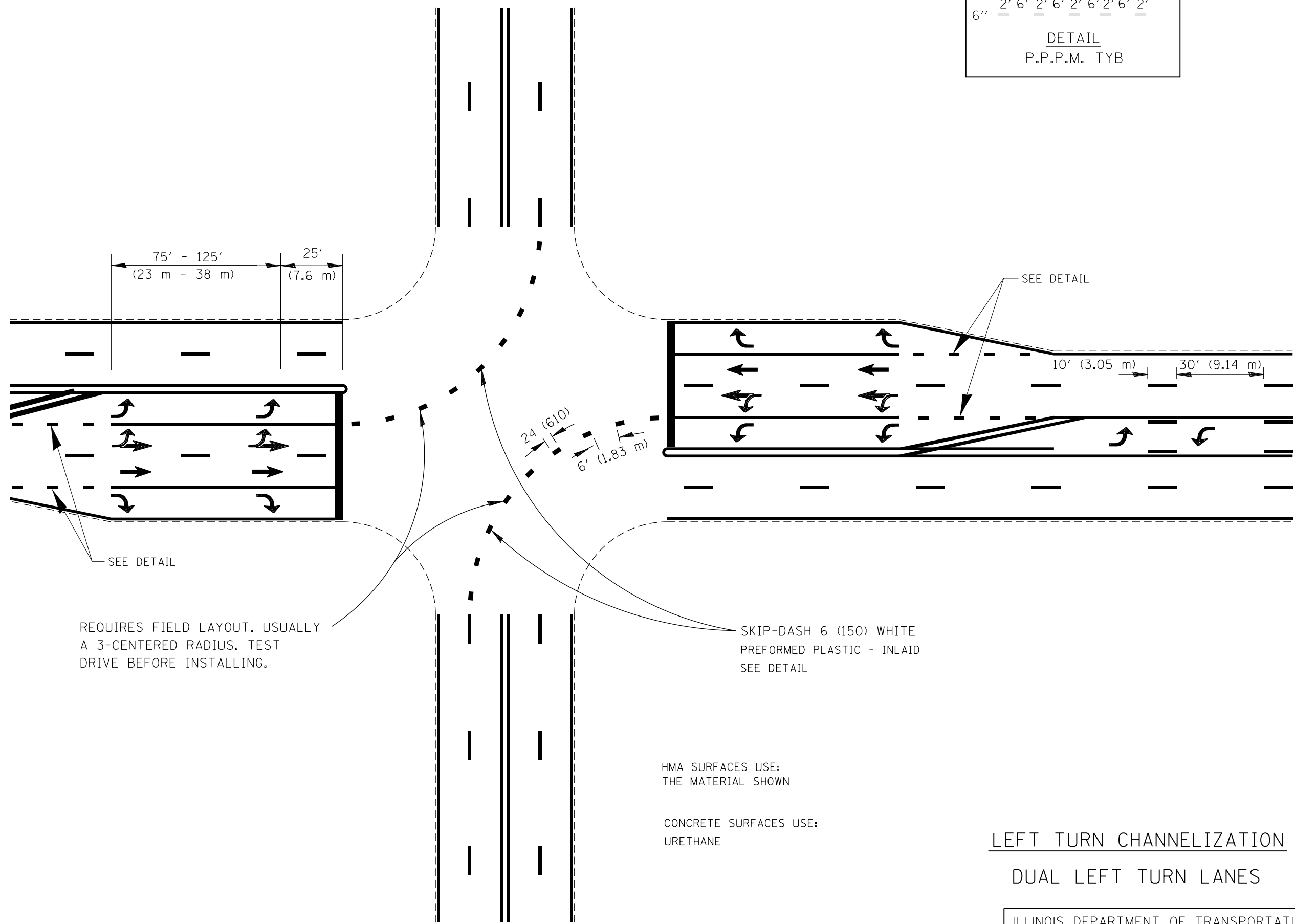
All dimensions are in inches
 (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 6 PAVEMENT MARKING STANDARDS

DATE 2013-01

NOT TO SCALE

6" 2' 6" 2' 6" 2' 6" 2' 6" 2'
 DETAIL
 P.P.P.M. TYB

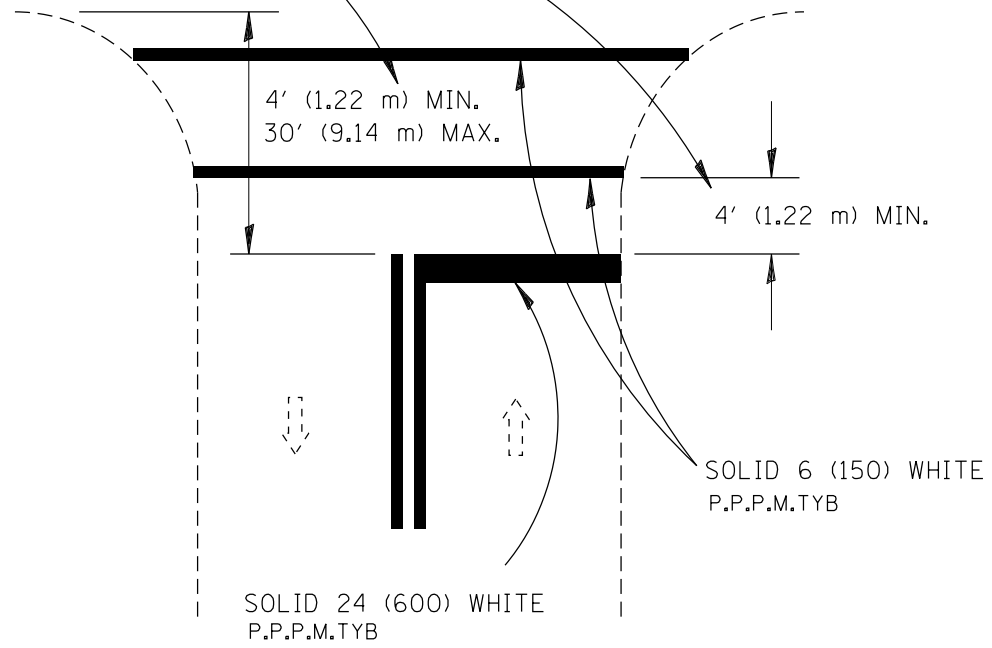


LEFT TURN CHANNELIZATION
DUAL LEFT TURN LANES

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 6 PAVEMENT MARKING STANDARDS
 DATE 2013-01 NOT TO SCALE

IF CROSSWALK IS NOT PRESENT,
LOCATE STOP LINE AT DESIRED
STOPPING POINT.



RURAL

RELEASE NO PASSING ZONE
100 FT AFTER STOP BAR
WHERE APPROPRIATE

500' FT PASSING
ZONE APPROACHING STOP BAR

STOP LINES

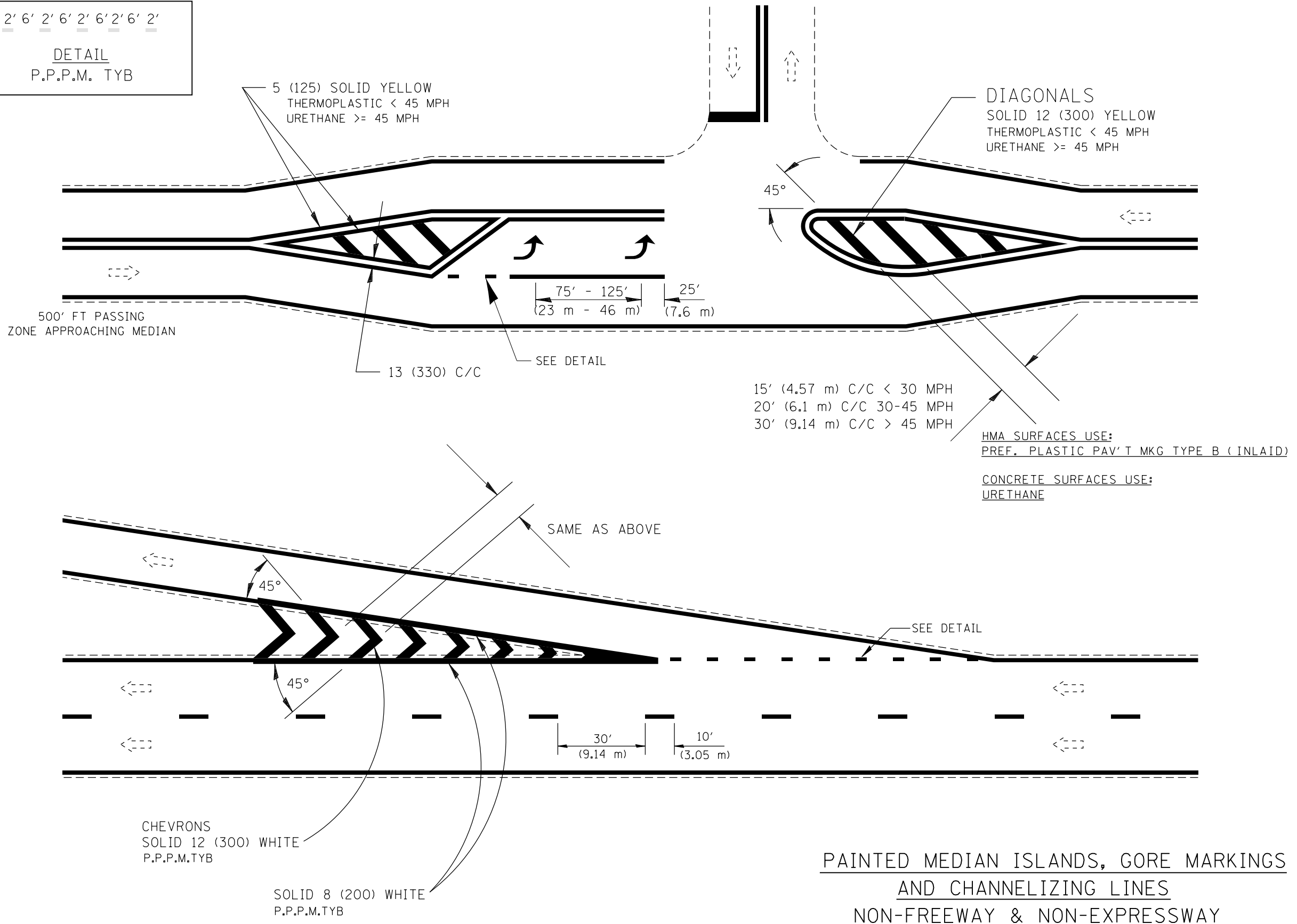
All dimensions are in inches
(millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 6 PAVEMENT MARKING STANDARDS

DATE 2013-01

NOT TO SCALE

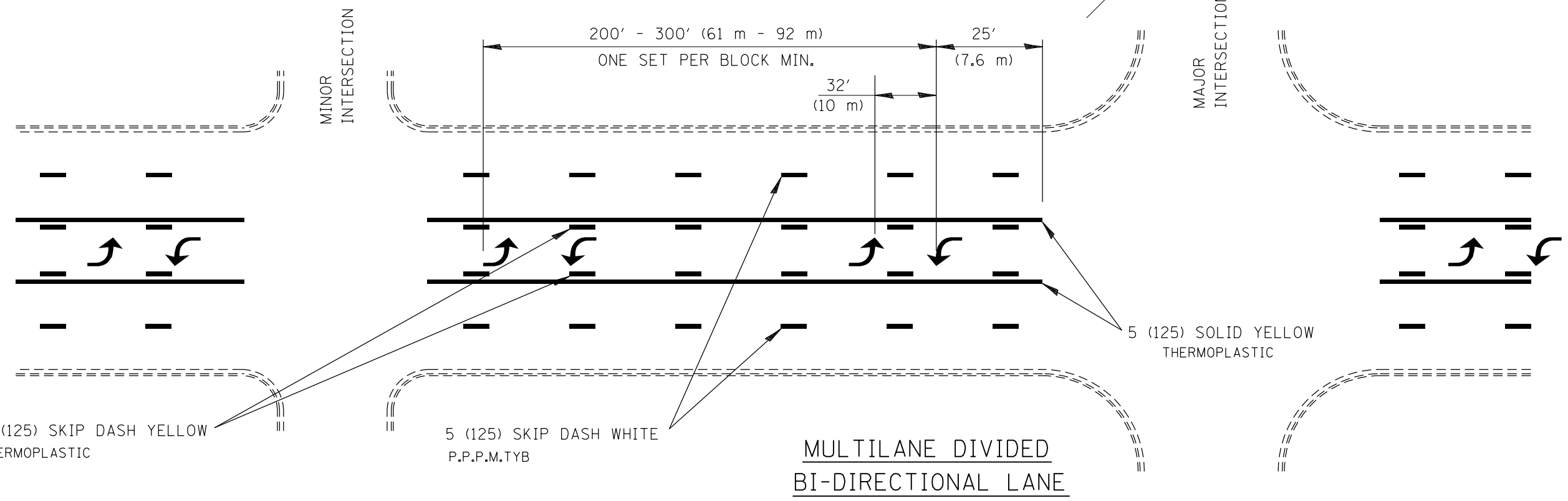
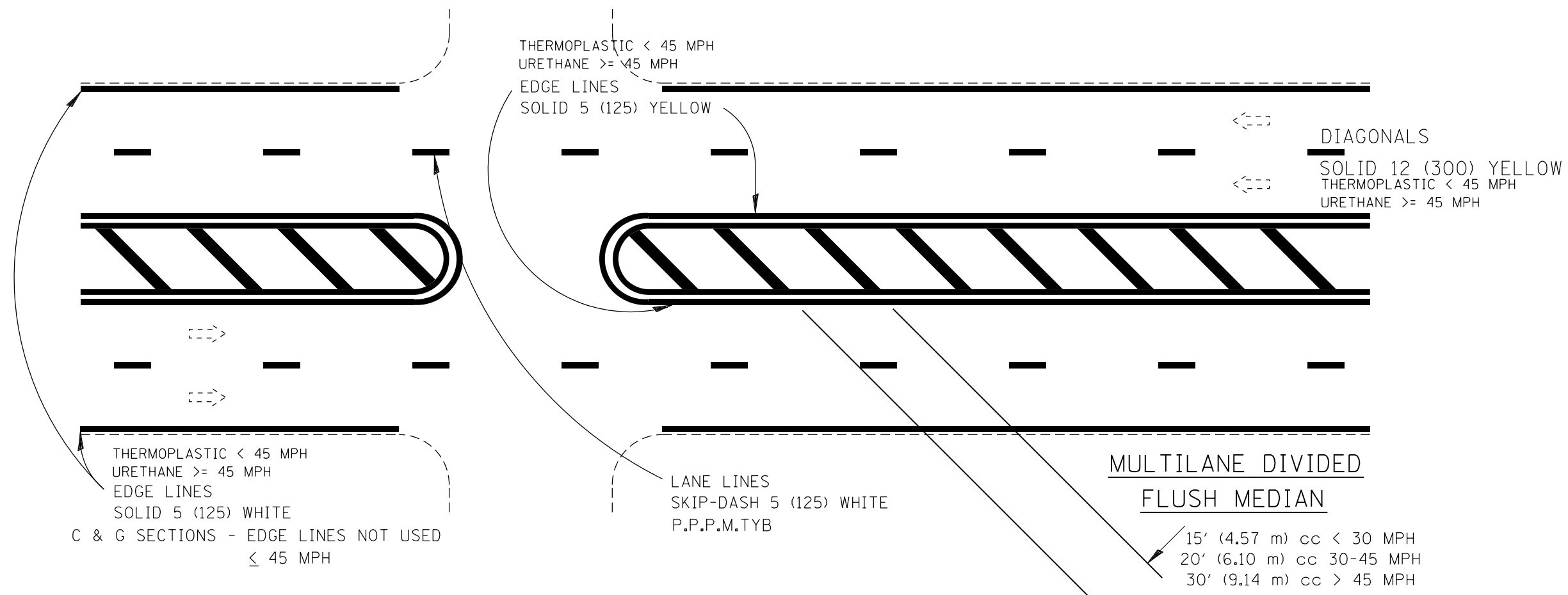
6" 2' 6" 2' 6" 2' 6" 2' 6" 2'
DETAIL
 P.P.P.M. TYB



PAINTED MEDIAN ISLANDS, GORE MARKINGS
AND CHANNELIZING LINES
NON-FREEWAY & NON-EXPRESSWAY

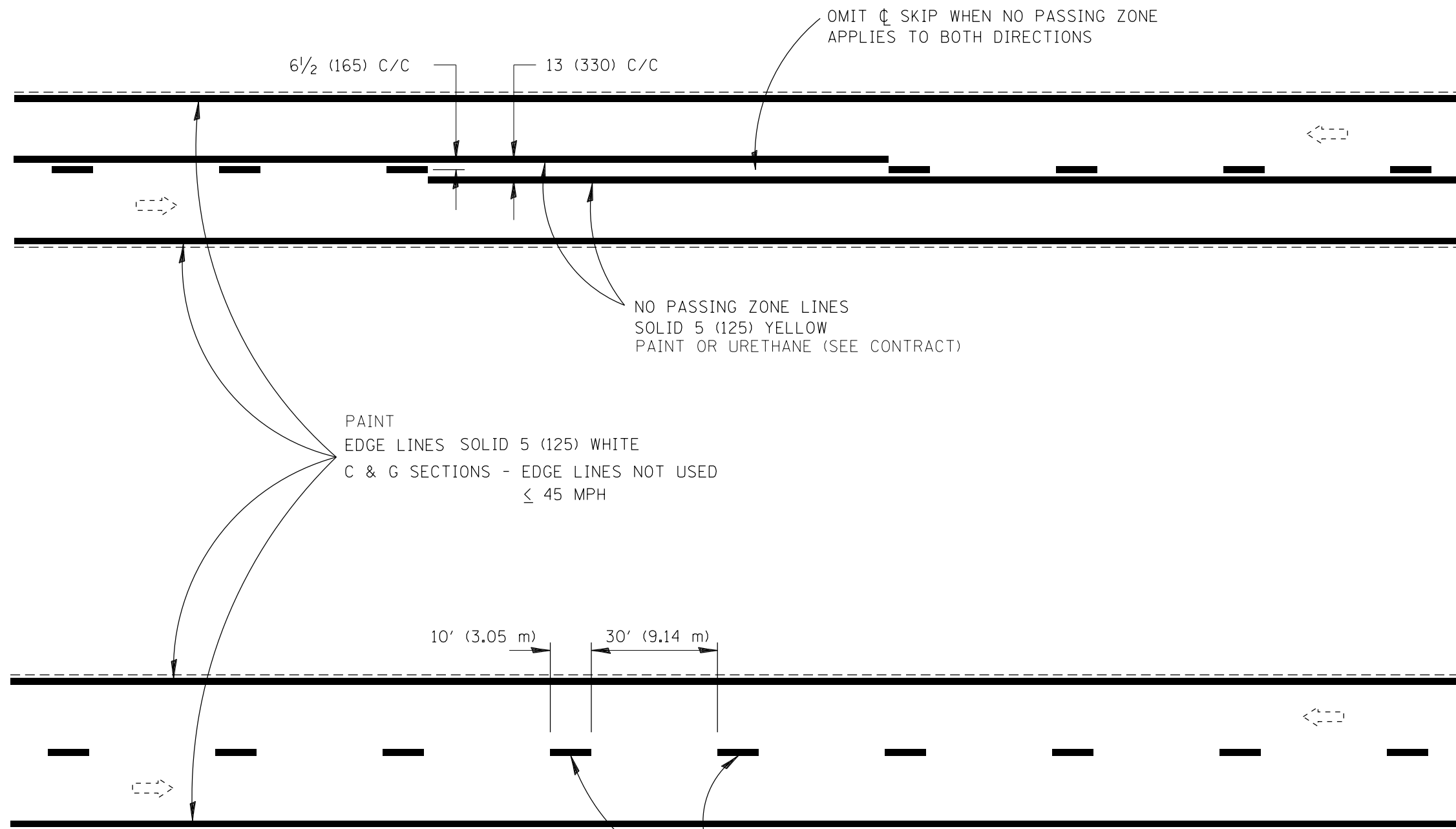
All dimensions are in inches
 (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 6 PAVEMENT MARKING STANDARDS
 DATE 2013-01 NOT TO SCALE



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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 6 PAVEMENT MARKING STANDARDS
DATE 2013-01 NOT TO SCALE



OMIT \emptyset SKIP WHEN NO PASSING ZONE APPLIES TO BOTH DIRECTIONS

6 1/2 (165) C/C 13 (330) C/C

NO PASSING ZONE LINES
SOLID 5 (125) YELLOW
PAINT OR URETHANE (SEE CONTRACT)

PAINT
EDGE LINES SOLID 5 (125) WHITE
C & G SECTIONS - EDGE LINES NOT USED
≤ 45 MPH

10' (3.05 m) 30' (9.14 m)

\emptyset SKIP-DASH
5 (125) YELLOW
PAINT OR URETHANE (SEE CONTRACT)

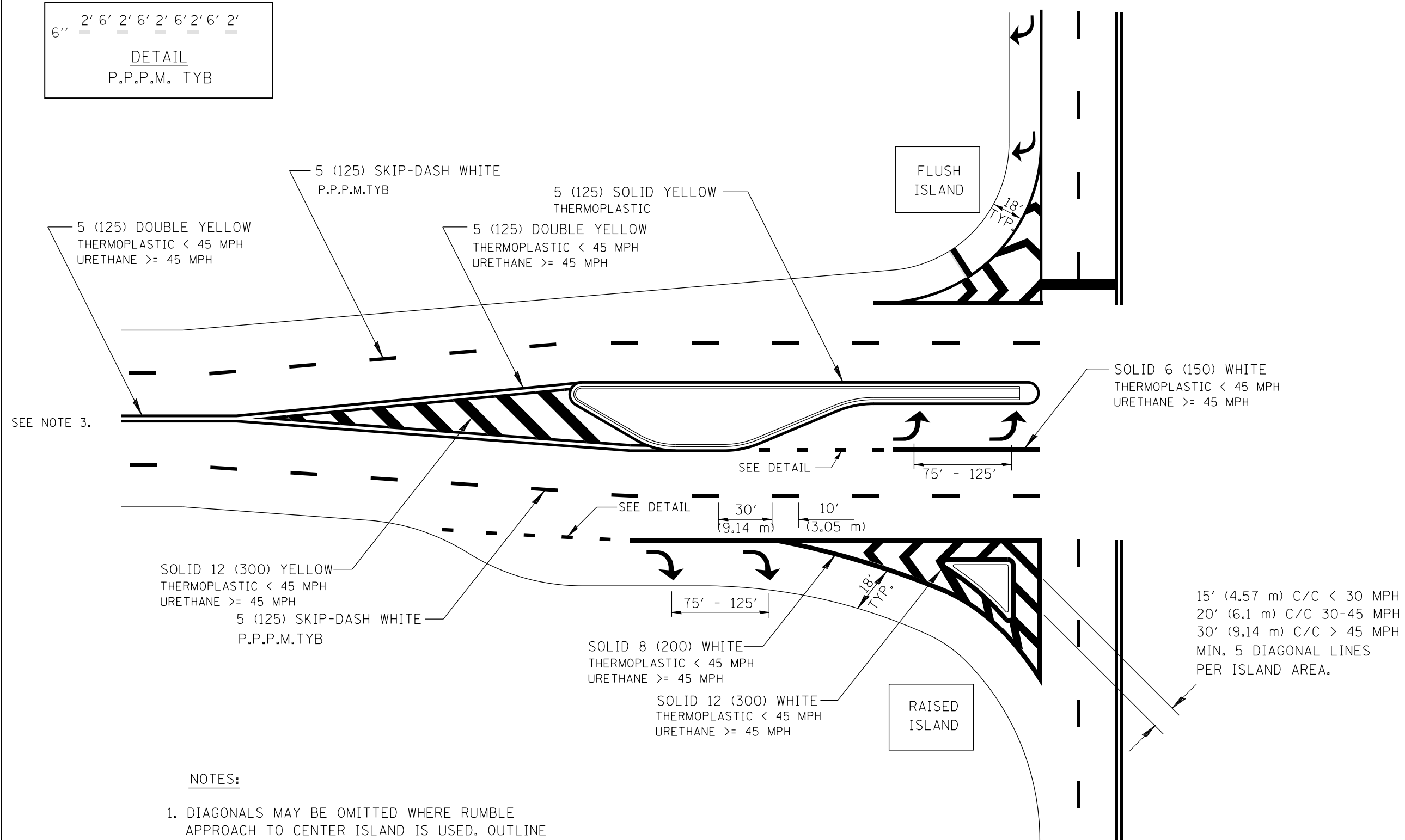
IF VERTICAL PROFILE OF ROADWAY IS CHANGED DURING CONSTRUCTION, "NO PASSING ZONES" ARE TO BE FIELD VERIFIED BY THE BUREAU OF OPERATIONS. THE RESIDENT ENGINEER SHALL NOTIFY THE BUREAU OF OPERATIONS 14 DAYS PRIOR TO PERMANENT PAVEMENT MARKINGS.

2 LANE PAVEMENT

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 6 PAVEMENT MARKING STANDARDS
DATE 2013-01 NOT TO SCALE

6" 2' 6' 2' 6' 2' 6' 2' 6' 2'
 DETAIL
 P.P.P.M. TYB



SEE NOTE 3.

SEE DETAIL

SEE DETAIL

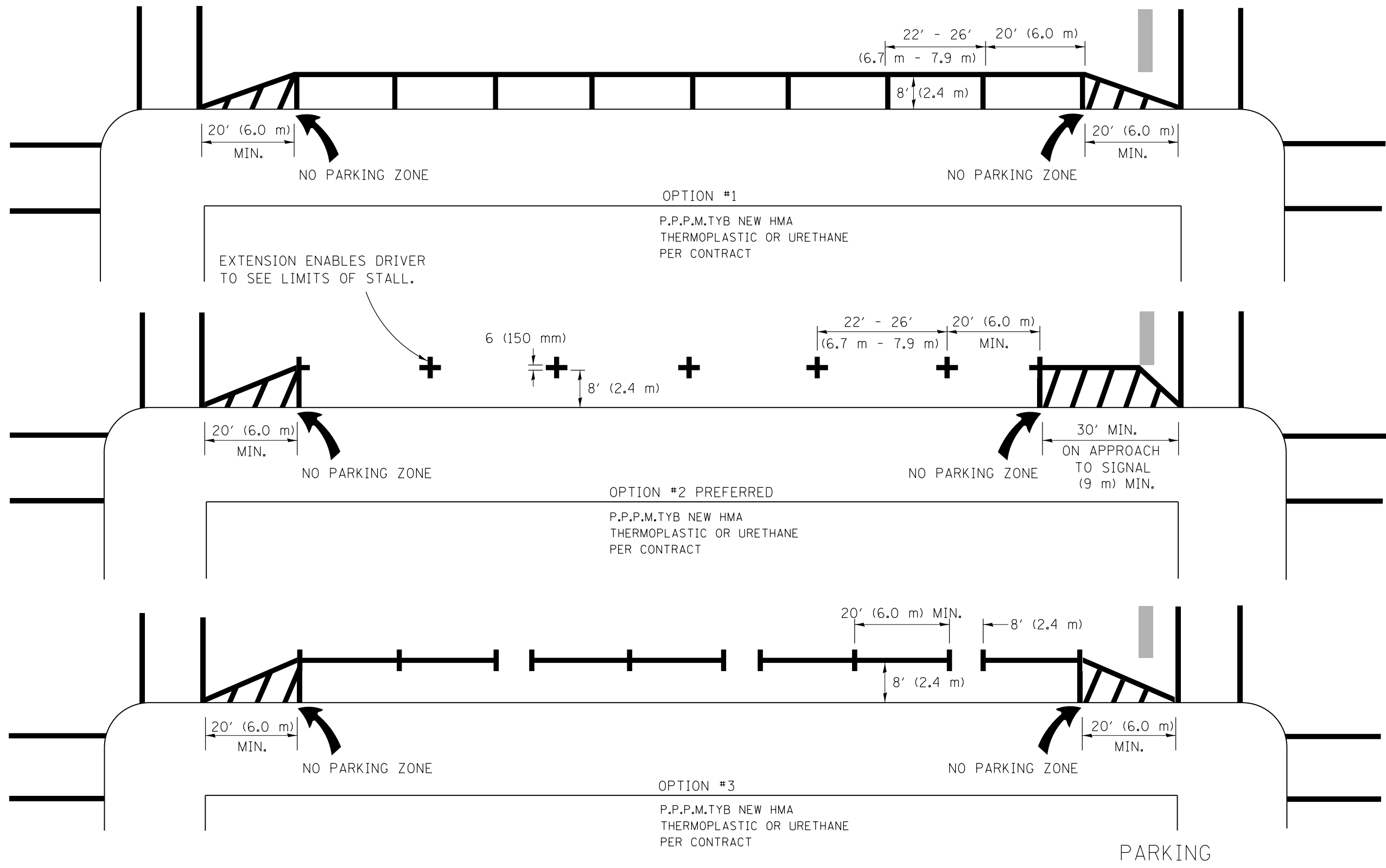
NOTES:

1. DIAGONALS MAY BE OMITTED WHERE RUMBLE APPROACH TO CENTER ISLAND IS USED. OUTLINE ALL RUMBLE AREA WITH SINGLE YELLOW LINE.
2. SEE FIGURE 3-13 OF THE MUTCD FOR RECOMMENDED TAPER LENGTHS.
3. BEGIN NO PASSING ZONE 500FT BEFORE PAINTED MEDIAN. RELEASE NO PASSING ZONE 100 FT AFTER PAINTED MEDIAN WHERE APPROPRIATE.

**OFF-SET ISLANDS
 AND
 ISLAND APPROACH MARKINGS**

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 6 PAVEMENT MARKING STANDARDS
 DATE 2013-01 NOT TO SCALE



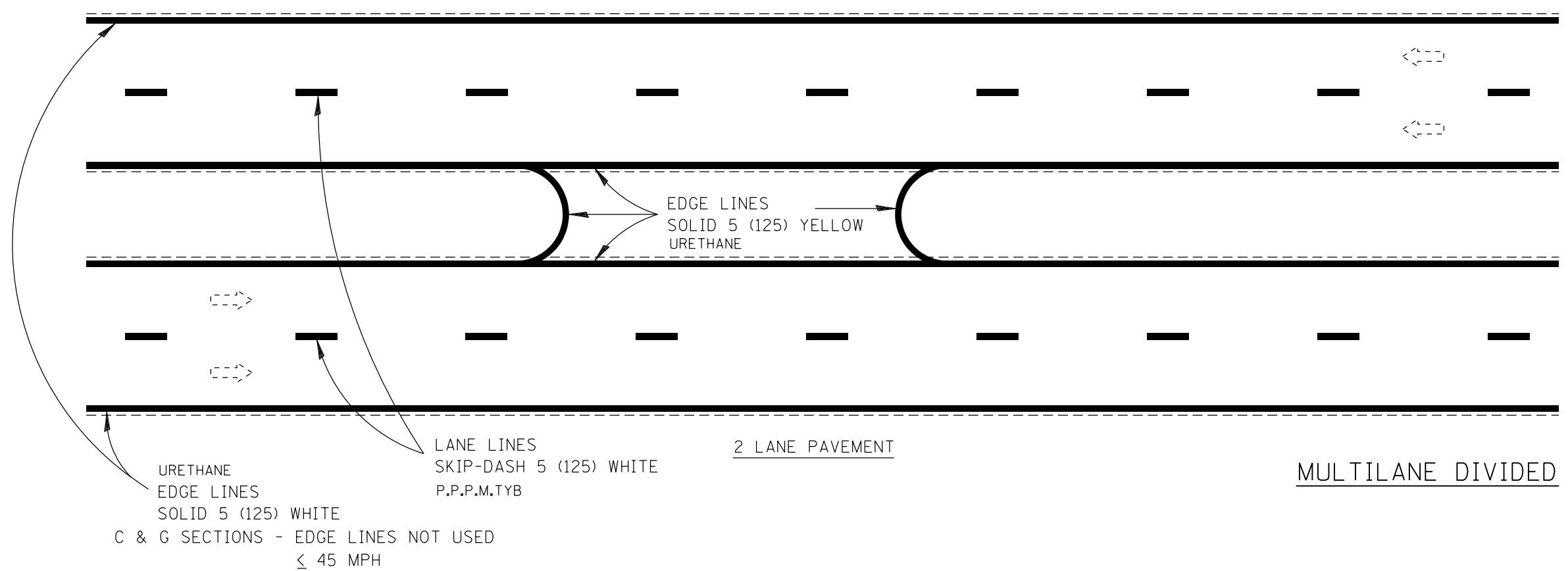
PARKING SPACE LIMIT MARKINGS

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 6 PAVEMENT MARKING STANDARDS

DATE 2013-01

NOT TO SCALE

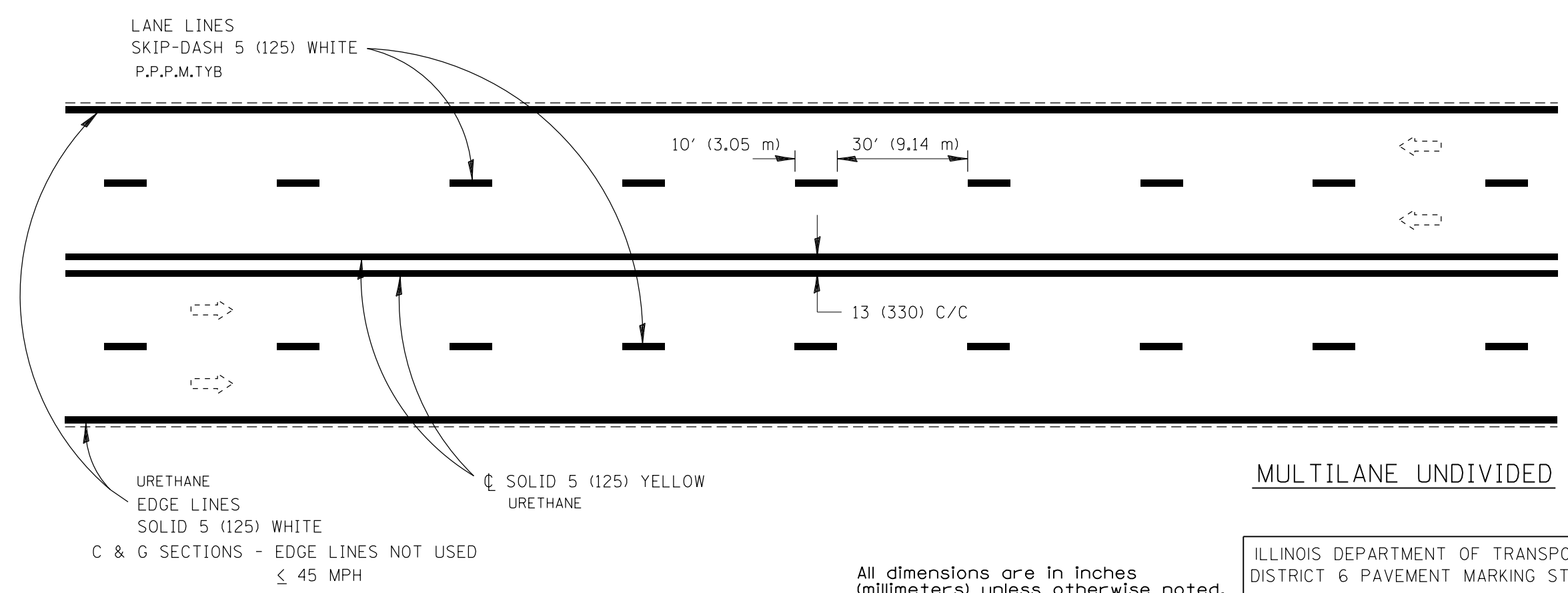


URETHANE
EDGE LINES
SOLID 5 (125) WHITE
C & G SECTIONS - EDGE LINES NOT USED
≤ 45 MPH

LANE LINES
SKIP-DASH 5 (125) WHITE
P.P.P.M.TYB

2 LANE PAVEMENT

MULTILANE DIVIDED



LANE LINES
SKIP-DASH 5 (125) WHITE
P.P.P.M.TYB

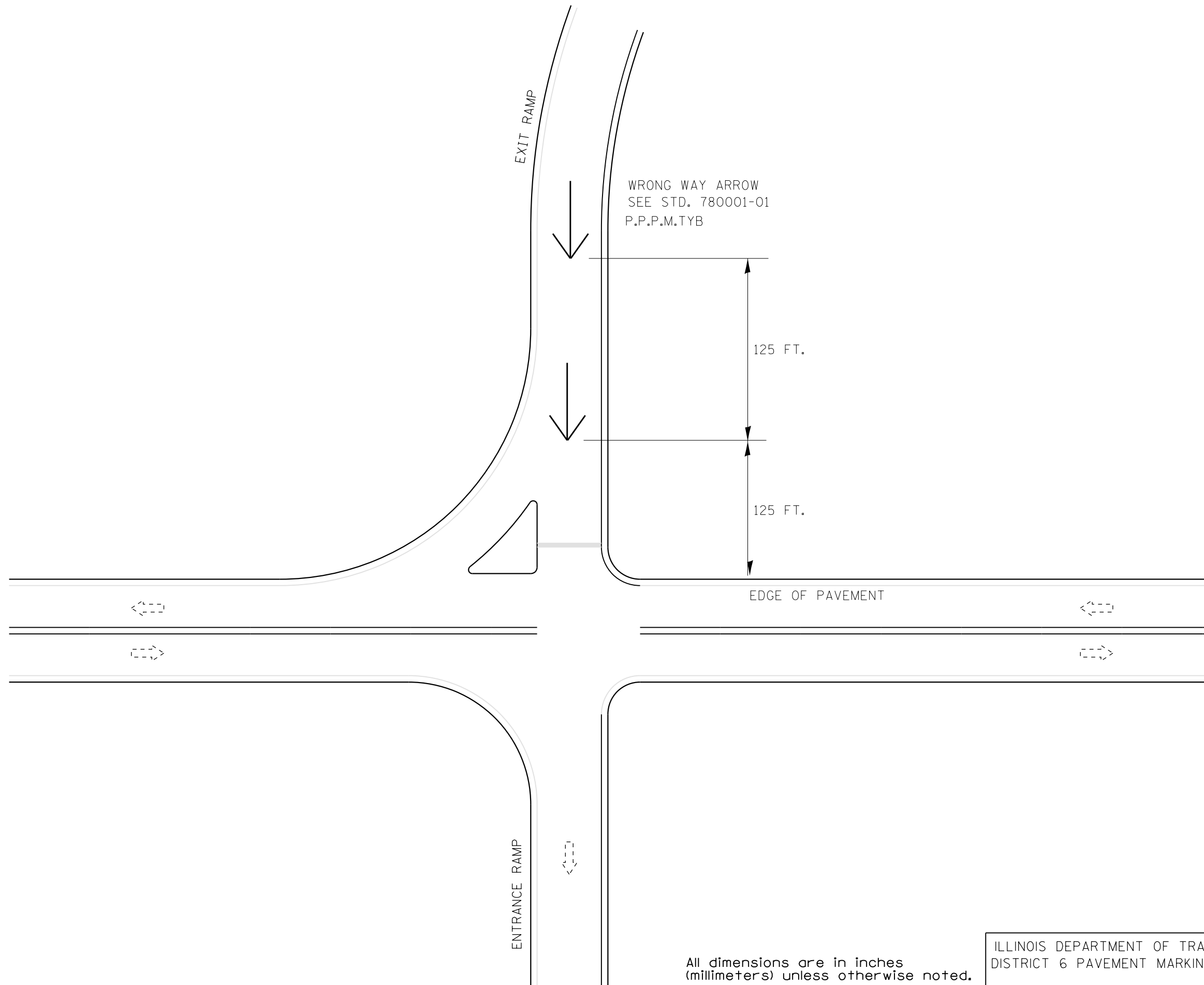
URETHANE
EDGE LINES
SOLID 5 (125) WHITE
C & G SECTIONS - EDGE LINES NOT USED
≤ 45 MPH

☉ SOLID 5 (125) YELLOW
URETHANE

MULTILANE UNDIVIDED

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 6 PAVEMENT MARKING STANDARDS
DATE 2013-01 NOT TO SCALE



WRONG WAY ARROW
 SEE STD. 780001-01
 P.P.P.M.TYB

125 FT.

125 FT.

EDGE OF PAVEMENT

ENTRANCE RAMP

EXIT RAMP

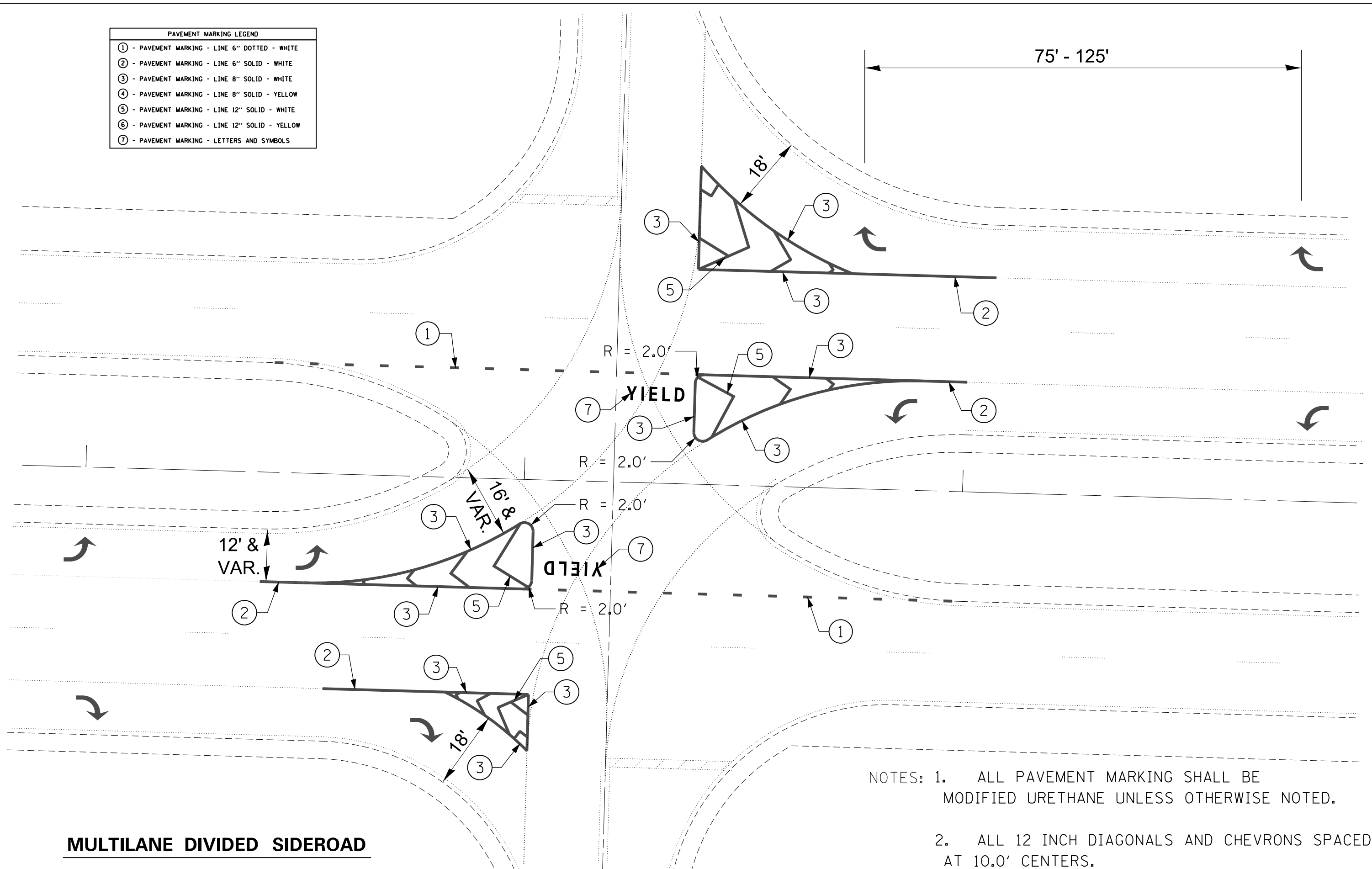
All dimensions are in inches
 (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 6 PAVEMENT MARKING STANDARDS

DATE 2013-01

NOT TO SCALE

PAVEMENT MARKING LEGEND	
①	- PAVEMENT MARKING - LINE 6" DOTTED - WHITE
②	- PAVEMENT MARKING - LINE 6" SOLID - WHITE
③	- PAVEMENT MARKING - LINE 8" SOLID - WHITE
④	- PAVEMENT MARKING - LINE 8" SOLID - YELLOW
⑤	- PAVEMENT MARKING - LINE 12" SOLID - WHITE
⑥	- PAVEMENT MARKING - LINE 12" SOLID - YELLOW
⑦	- PAVEMENT MARKING - LETTERS AND SYMBOLS



MULTILANE DIVIDED SIDEROAD

- NOTES: 1. ALL PAVEMENT MARKING SHALL BE MODIFIED URETHANE UNLESS OTHERWISE NOTED.
2. ALL 12 INCH DIAGONALS AND CHEVRONS SPACED AT 10.0' CENTERS.

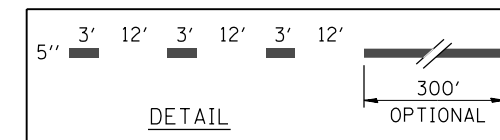
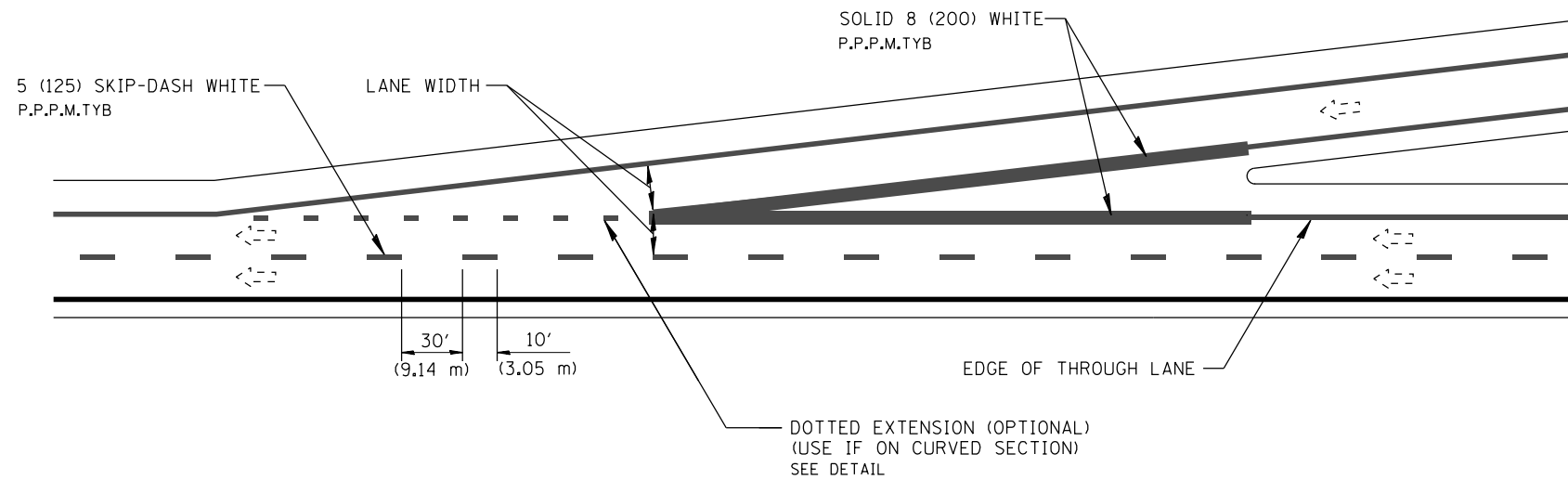
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

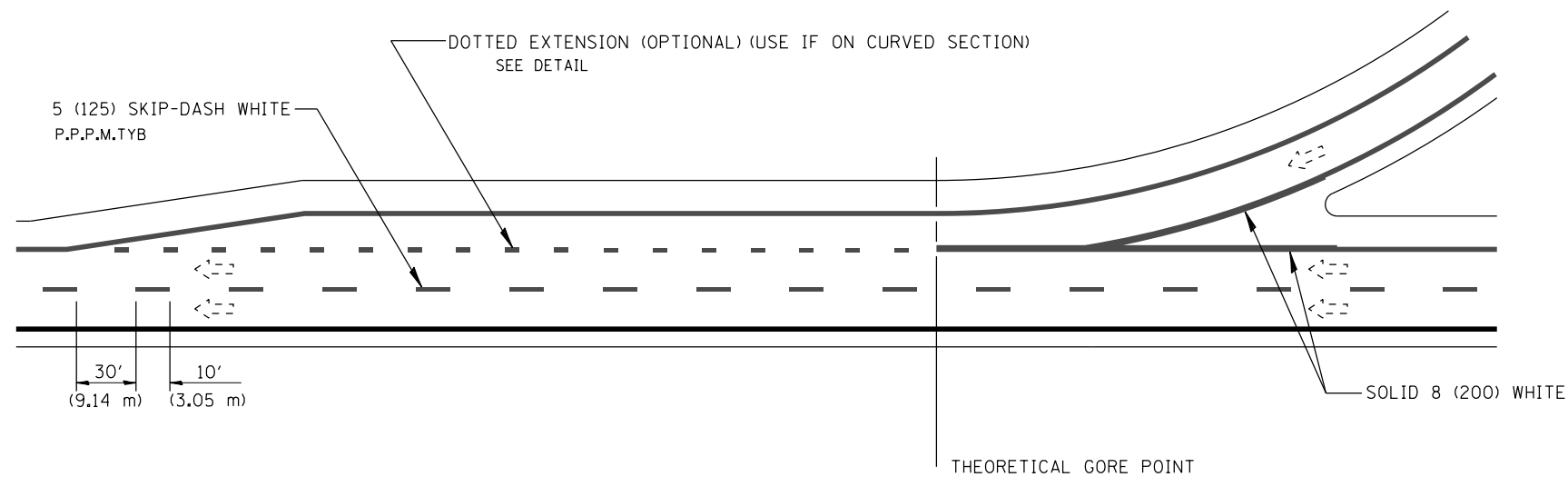
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

A - TAPERED ACCELERATION LANE



B - PARALLEL ACCELERATION LANE



ENTRANCE RAMP MARKINGS

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

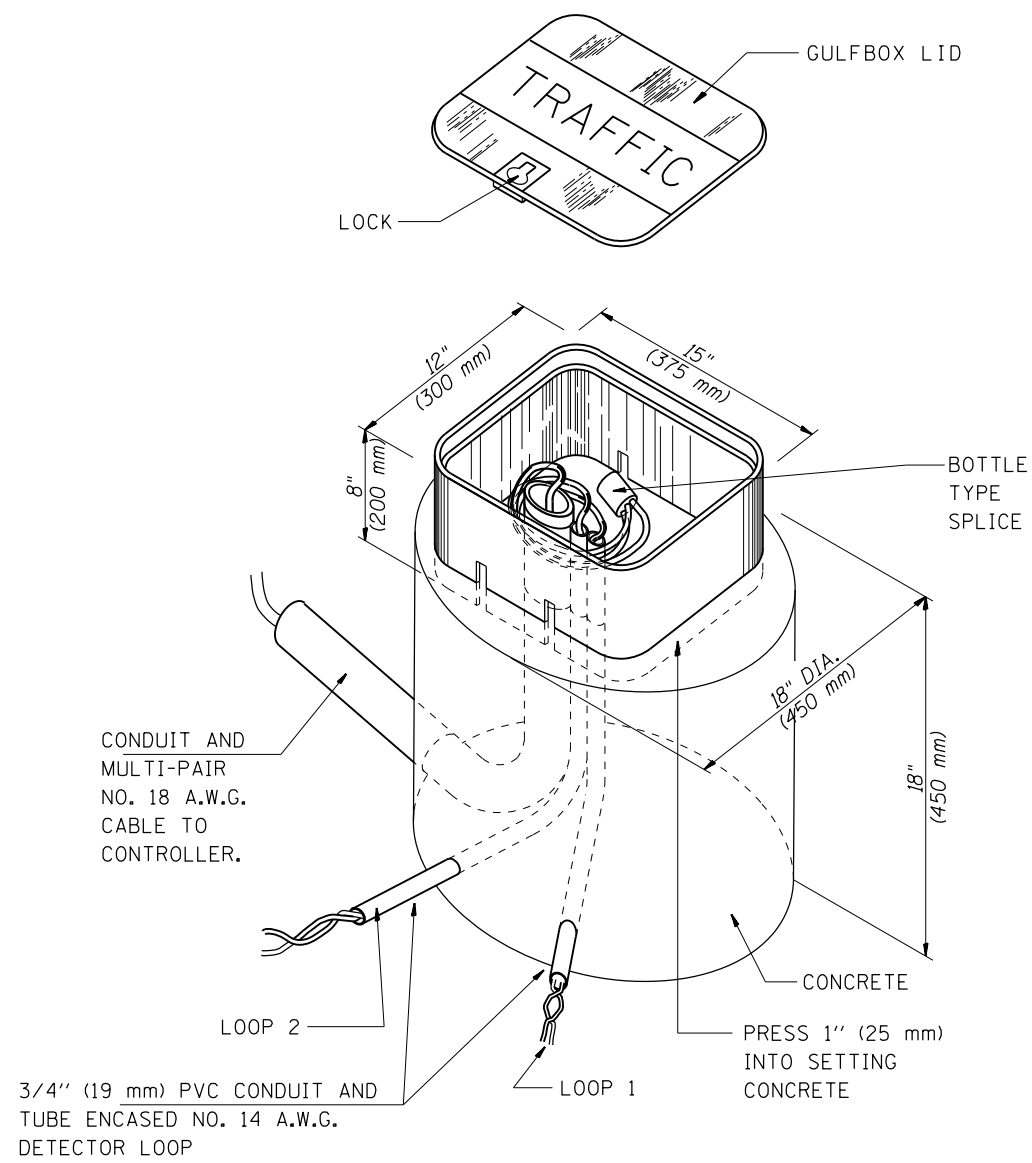
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**D6 PAVEMENT MARKING STANDARD
ENTRANCE RAMP MARKINGS - FREEWAY & EXPRESSWAY**

SCALE: SHEET OF SHEETS STA. TO STA.

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



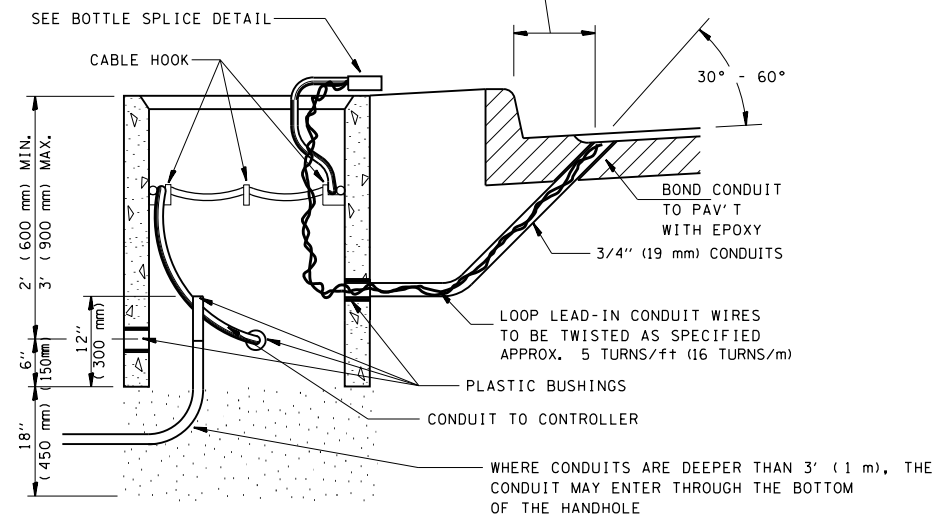
GULFBOX JUNCTION DETAIL

(SHOWING CONNECTION OF TUBE-ENCASED
DETECTOR LOOP TO MULTI-PAIR LEAD-IN CABLE)

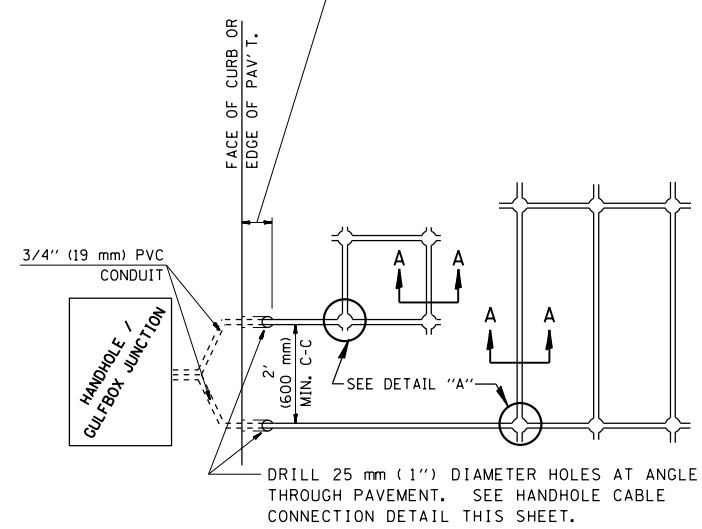
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	PLOT DATE = Feb-25-2013 08:55:06AM	DATE -	REVISED -												

LENGTH OF SLACK FOR LOOP LEAD-INS SHALL PROVIDE FOR MAKING THE SPLICE ON TOP OF THE HANDHOLE AND ONE COMPLETE LOOP OF THE INTERIOR OF THE HANDHOLE. THE SPLICE SHALL BE SUPPORTED BY A CABLE HOOK.

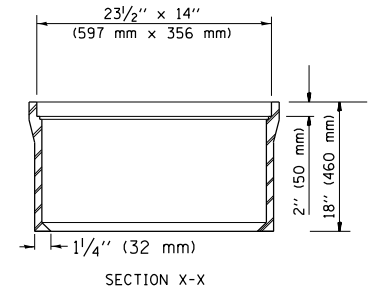
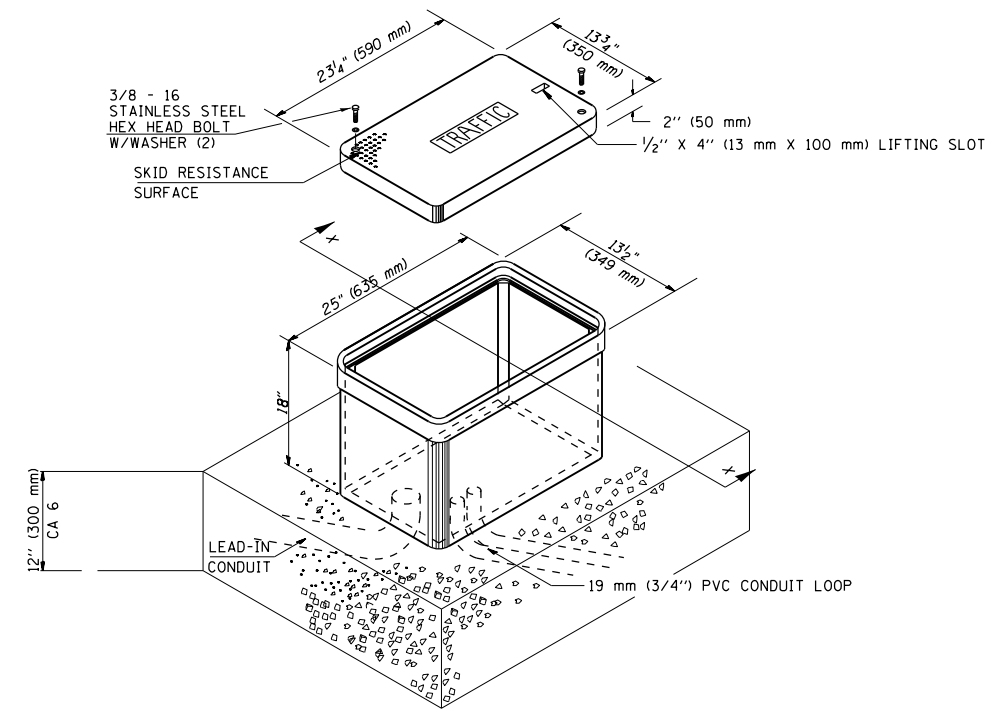
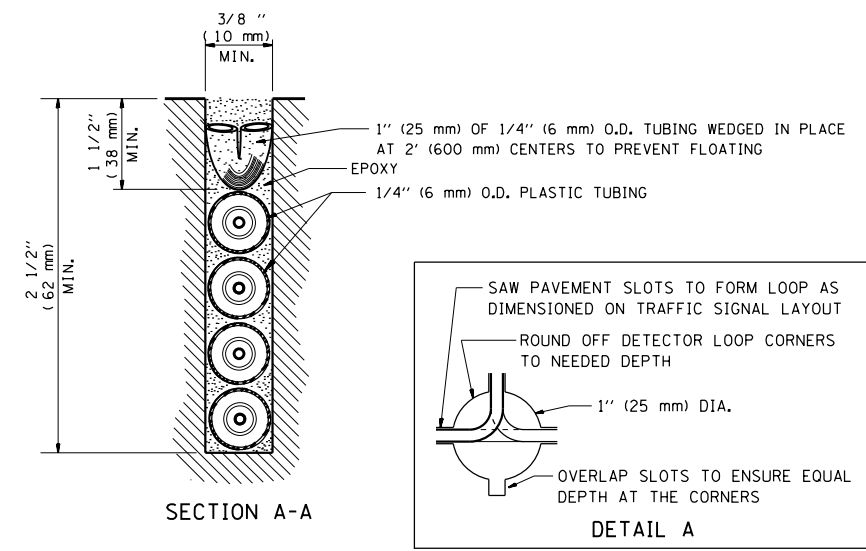
THE LOOP LEAD-IN CONDUIT HOLES SHALL BE PLACED AS CLOSE TO THE CURB AS POSSIBLE TO PERMIT SAW OVERLAP WITHOUT SCARRING FACE OF CURB.
IN NON-CURB LOCATIONS THE DISTANCE SHALL NOT BE LESS THAN 6" (150 mm).



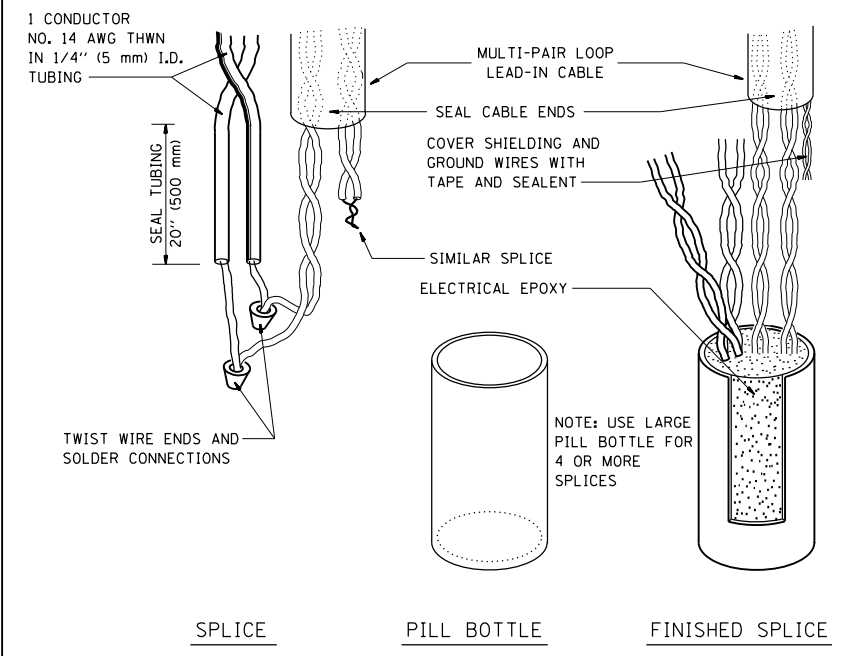
HANDHOLE CABLE CONNECTIONS



PAVEMENT SAWING DETAIL FOR TUBE ENCASED DETECTOR LOOP WIRE



GULFBOX JUNCTION (SPECIAL)



BOTTLE SPLICE DETAIL

FILE NAME =	USER NAME = sparksgw	DESIGNED - WDC	REVISED - 12/02/10
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

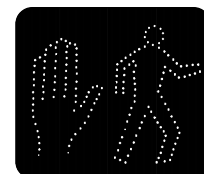
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							CONTRACT NO.	
ILLINOIS FED. AID PROJECT								

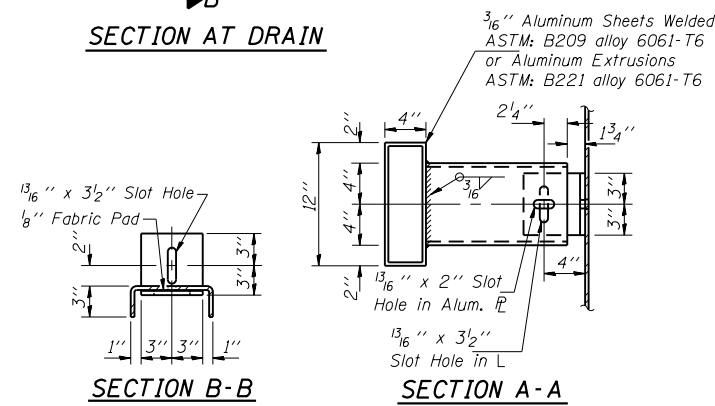
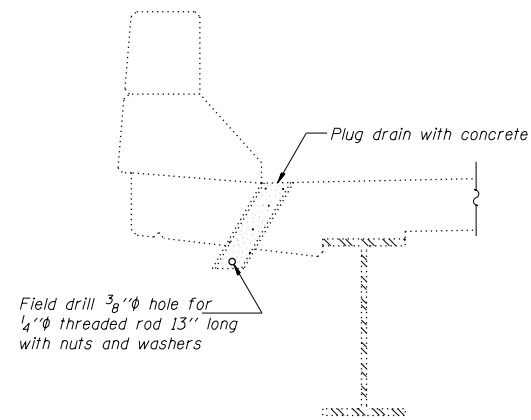
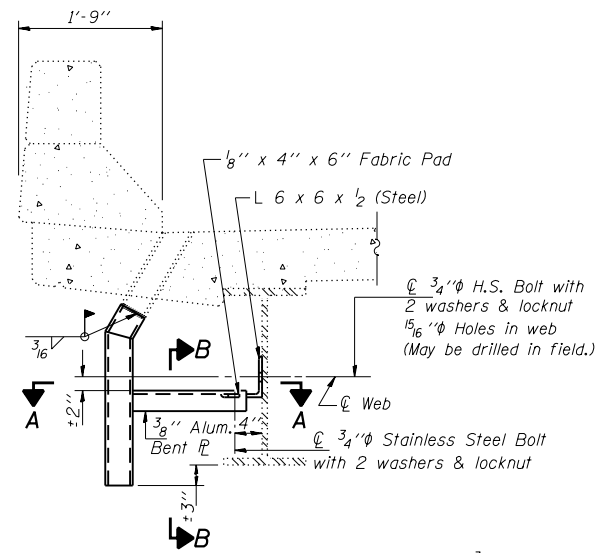
TRAFFIC SIGNAL PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
		SIGNAL HEAD
		SIGNAL HEAD WITH BACKPLATE
		TEMPORARY SIGNAL HEAD
		PEDESTRIAN SIGNAL HEAD
		PEDESTRIAN PUSHBUTTON DETECTOR
		DETECTOR LOOP
		QUADRAPOLE DETECTOR LOOP
		SIGNAL POST
		ALUMINUM MAST ARM ASSEMBLY AND POLE
		STEEL MAST ARM ASSEMBLY AND POLE
		WOOD POLE
		WOOD POLE WITH GUY
		SERVICE INSTALLATION
		CONTROLLER
		HANDHOLE
		HEAVY DUTY HANDHOLE
		DOUBLE HANDHOLE
		JUNCTION BOX
		GULFBOX JUNCTION
		AERIAL CABLE
		CONDUIT LENGTH - CONSTRUCTION (T=TRENCH P=PUSHED A=AUGERED E=EXISTING) SIZE - TYPE (S=STEEL P=PVC F=FIBER DUCT U=UNI-DUCT)
		CONDUIT SPLICE
		SPAN WIRE / TETHER WIRE
		SIDEWALK REMOVAL IN SQ M (SQ FT)
		PC CONC SDWLK 100 mm IN SQ M (SQ YD)
		PC CONC SDWLK 100 mm SPECIAL IN SQ M (SQ YD)

TRAFFIC SIGNAL WIRING DIAGRAM LEGEND

EXISTING	PROPOSED	DESCRIPTION
		200 mm (8") SIGNAL SECTION
		300 mm (12") SIGNAL SECTION
		DIRECTIONAL SIGNAL SECTION
		225 mm (9") PEDESTRIAN SIGNAL FACE
		300 mm (12") PEDESTRIAN SIGNAL FACE
		SIGNAL FACE WITH BACKPLATE
		PROGRAMMED SIGNAL SECTION
		SIGNAL SECTION WITH LOUVRE
		DUAL-INDICATION SIGNAL SECTION
		INDUCTION DETECTOR LOOP
		QUADRAPOLE DETECTOR LOOP
		DIRECT-CONNECTED LOOP LEAD-IN (TWISTED)
		ELECTRIC CABLE DENOTING NUMBER OF CONDUCTORS
		ELECTRIC CABLE TO BE REMOVED
		ELECTRIC CABLE IDENTIFIER TAPE CODES (R= RED W= WHITE Y= YELLOW G= GREEN B= BLUE O= ORANGE)
		PEDESTRIAN PUSHBUTTON DETECTOR
		VIDEO DETECTION CAMERA
		EMERGENCY VEHICLE PREEMPTOR



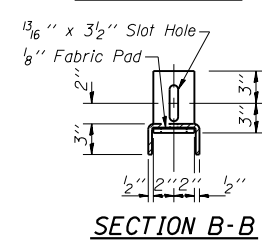
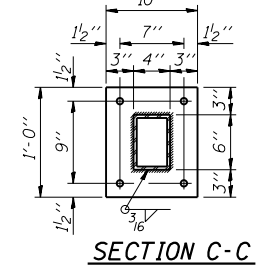
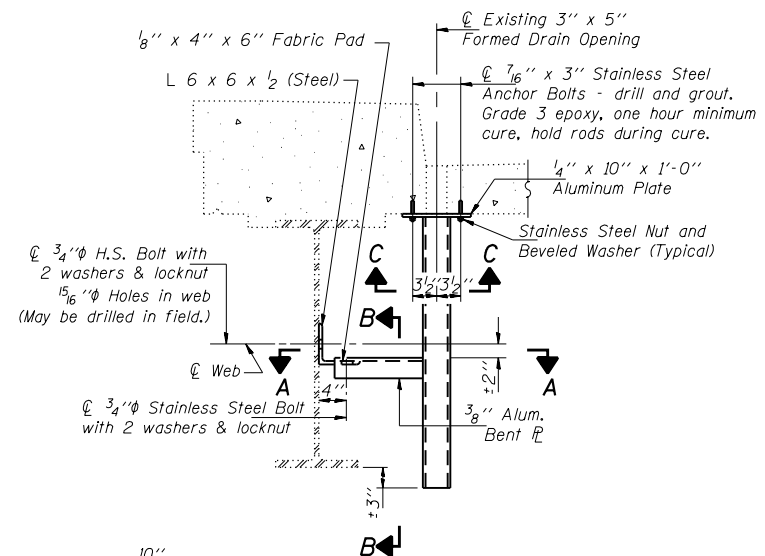


DRAIN EXTENSION DETAIL

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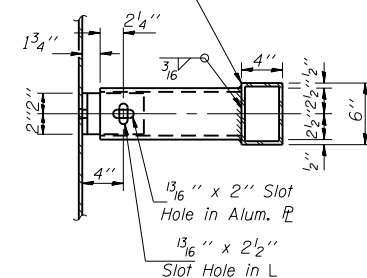
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
										CONTRACT NO.	
ILLINOIS FED. AID PROJECT											



SECTION AT DRAIN

³/₁₆\"/>



SECTION A-A

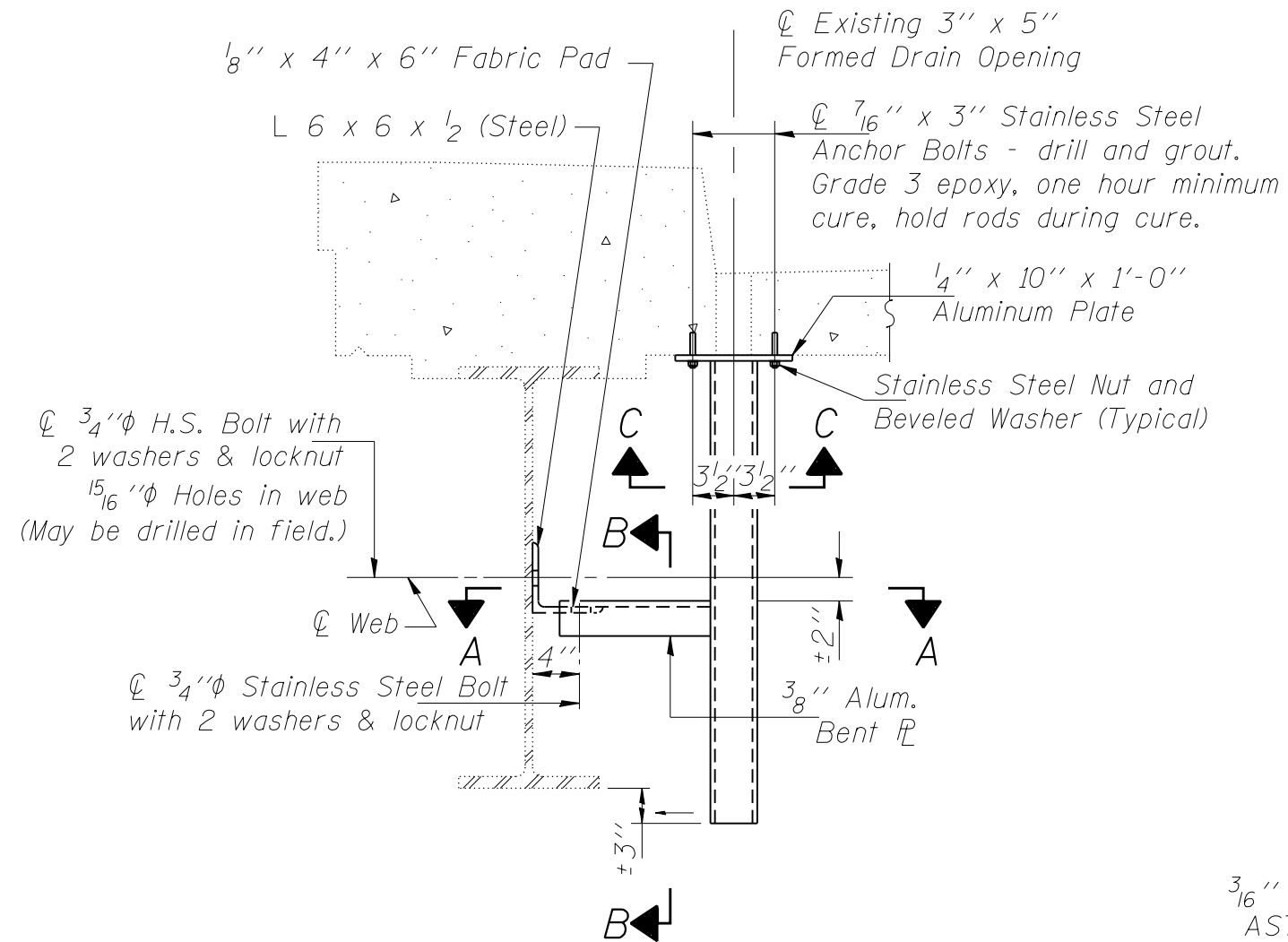
DRAIN EXTENSION DETAIL

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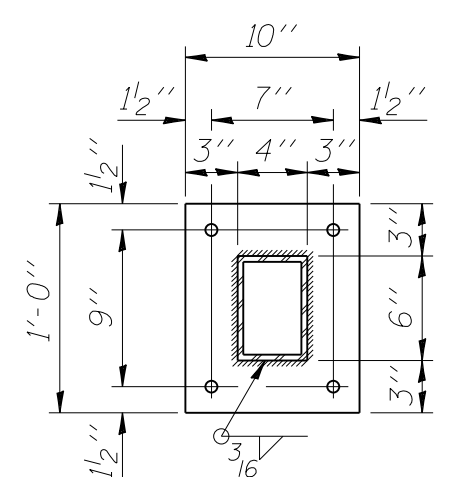
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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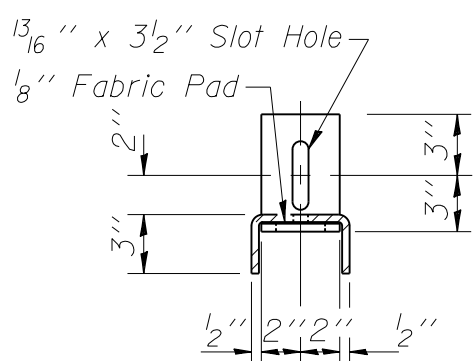
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



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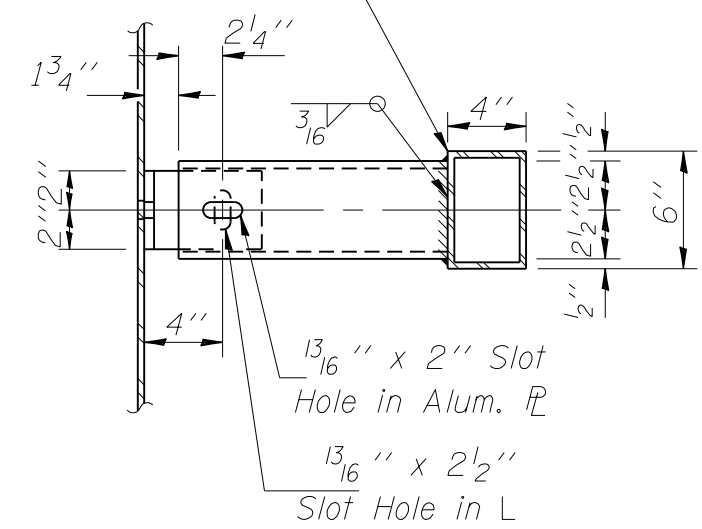


SECTION C-C



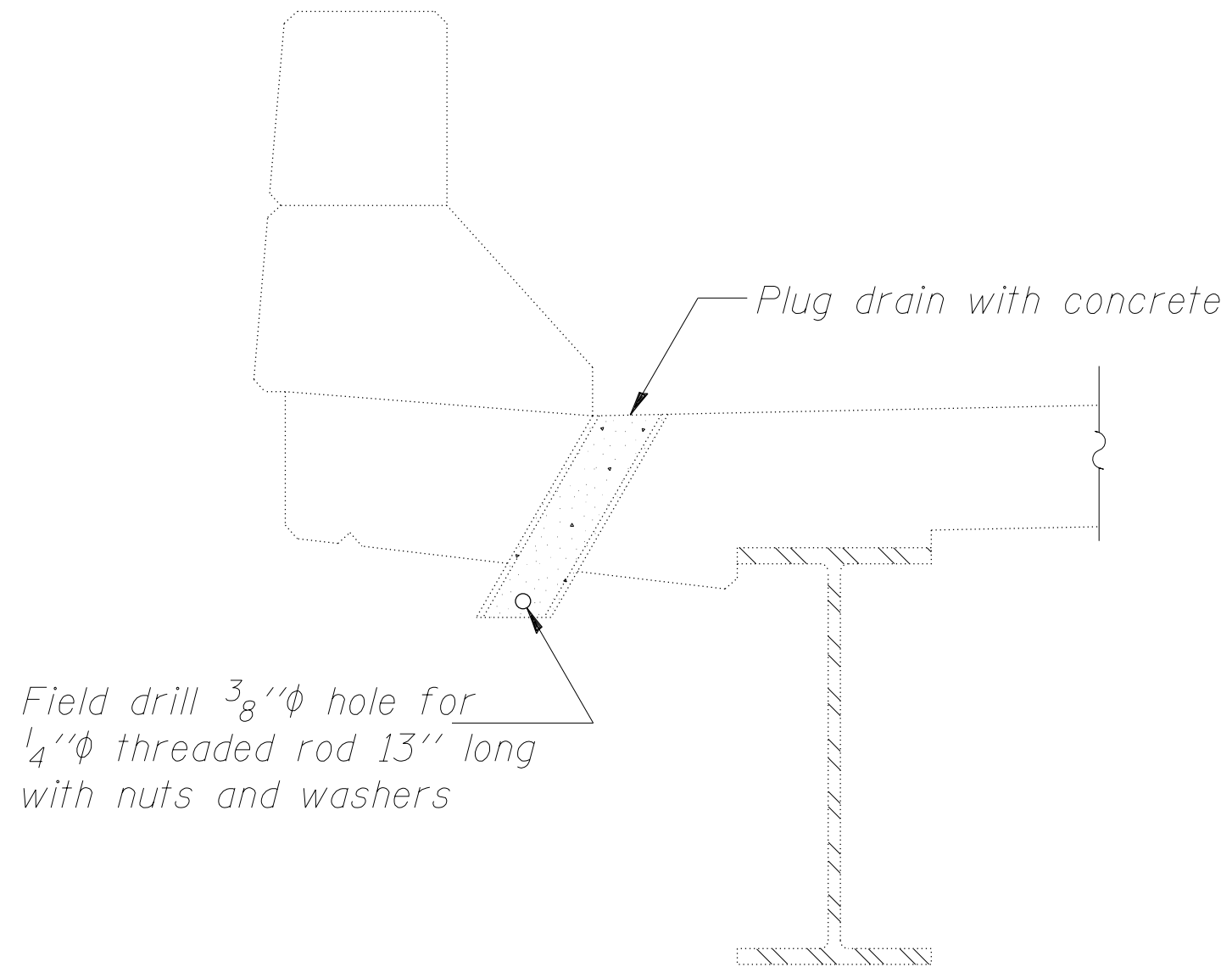
SECTION B-B

3/16'' Aluminum Sheets Welded
ASTM: B209 alloy 6061-T6
or Aluminum Extrusions
ASTM: B221 alloy 6061-T6



SECTION A-A

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAIN EXTENSION DETAIL			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SECTION AT DRAIN

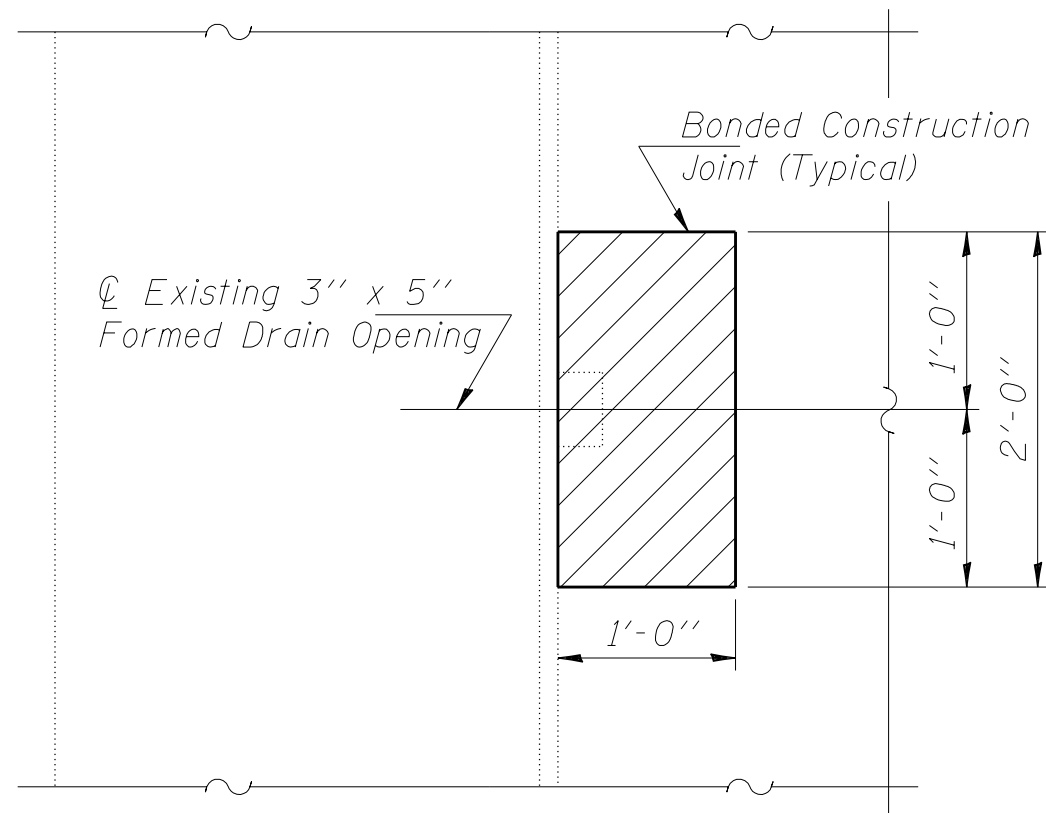
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

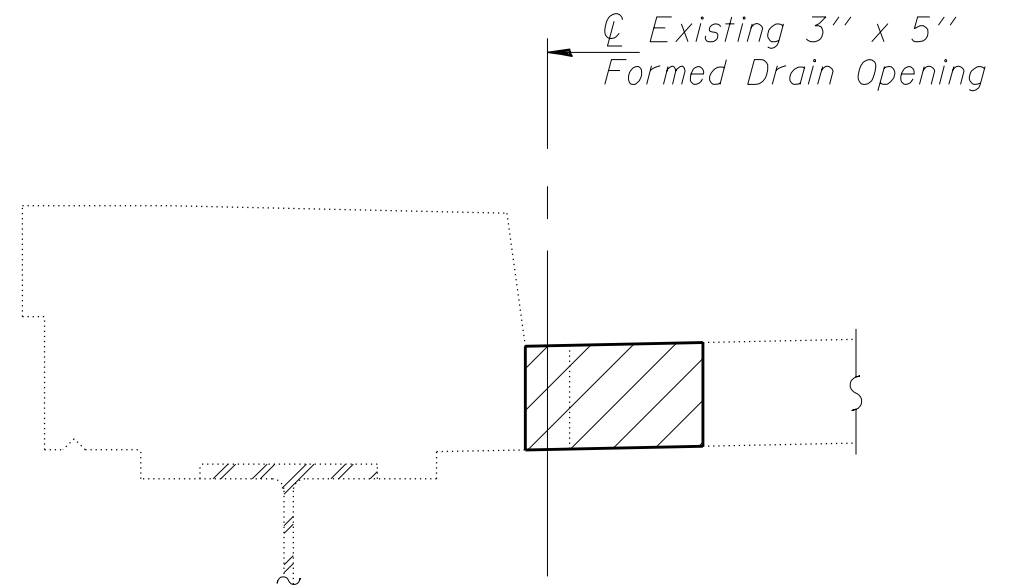
DRAIN ELIMINATION DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

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



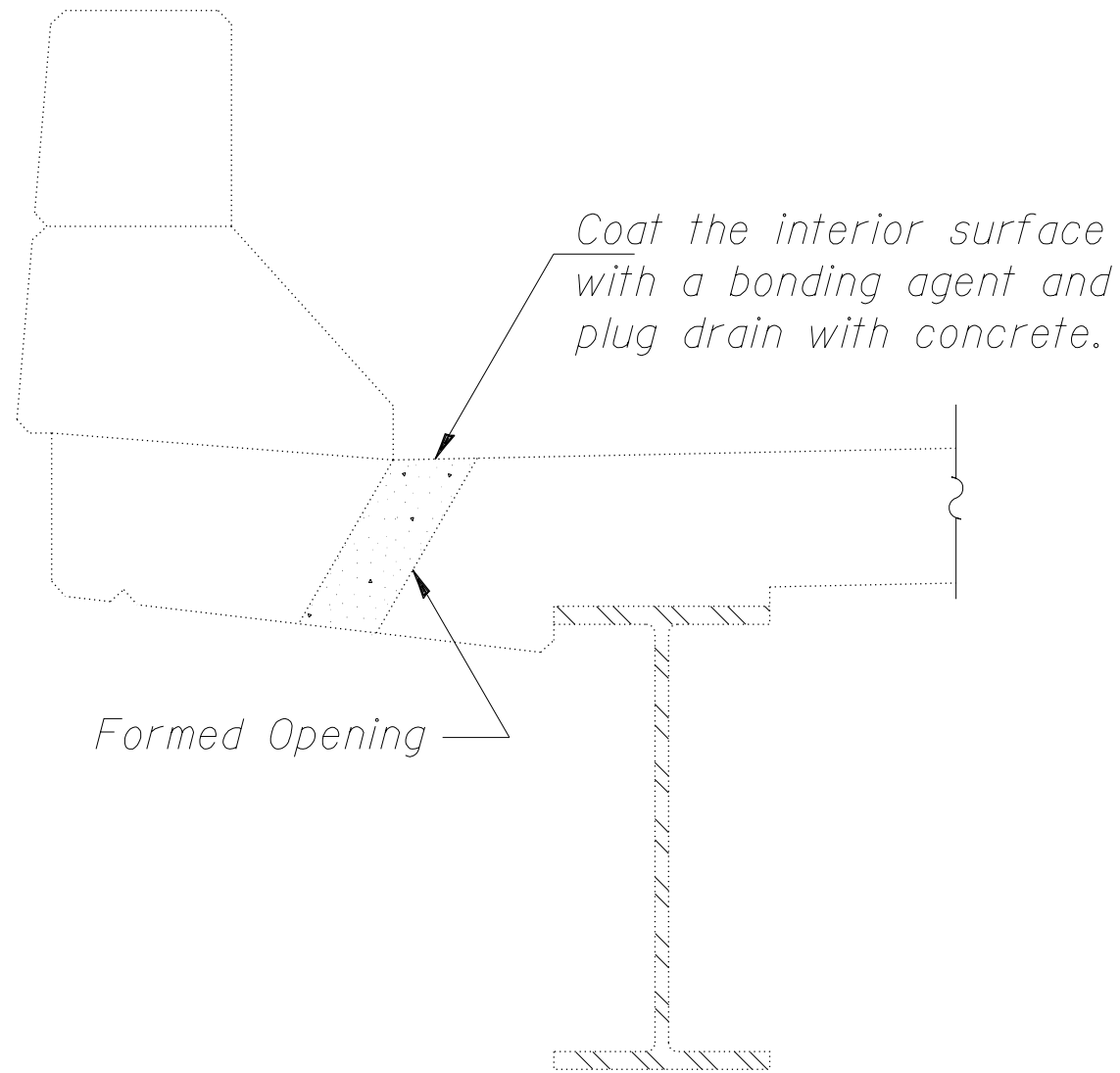
PARTIAL PLAN



SECTION AT DRAIN

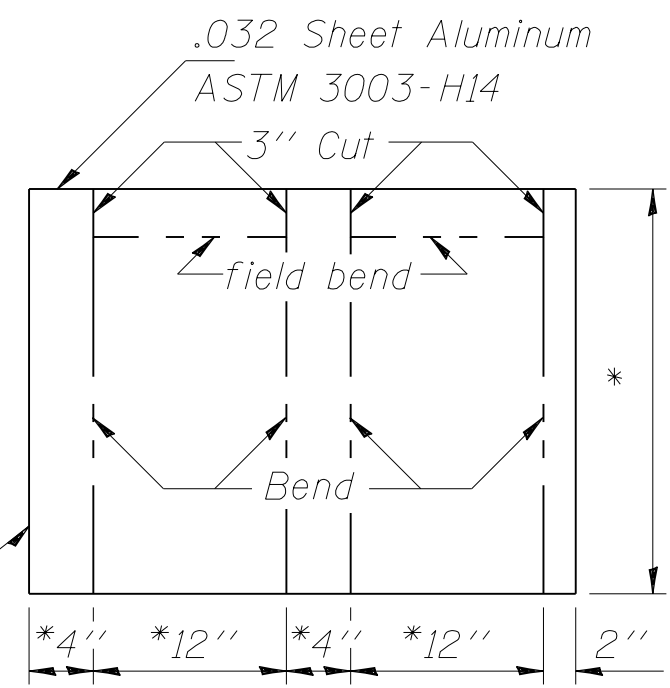
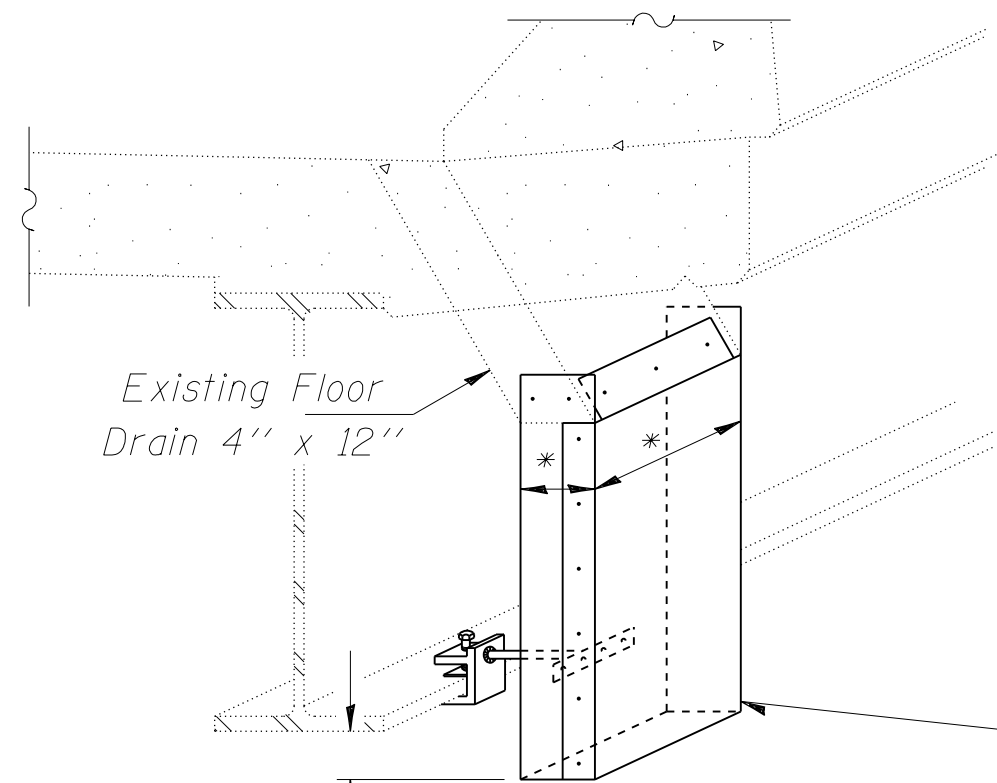
Hatched areas indicate concrete sections to be removed and replaced. Perimeters of concrete removal areas shall be saw cut $\frac{3}{4}$ " prior to the removal of concrete.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAIN EXTENSION DETAIL			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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											ILLINOIS FED. AID PROJECT	



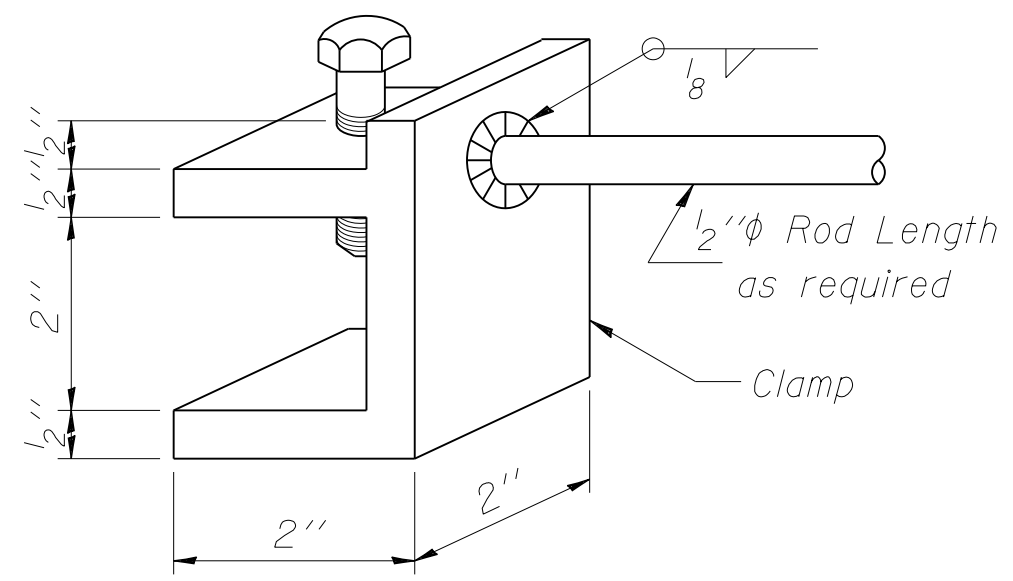
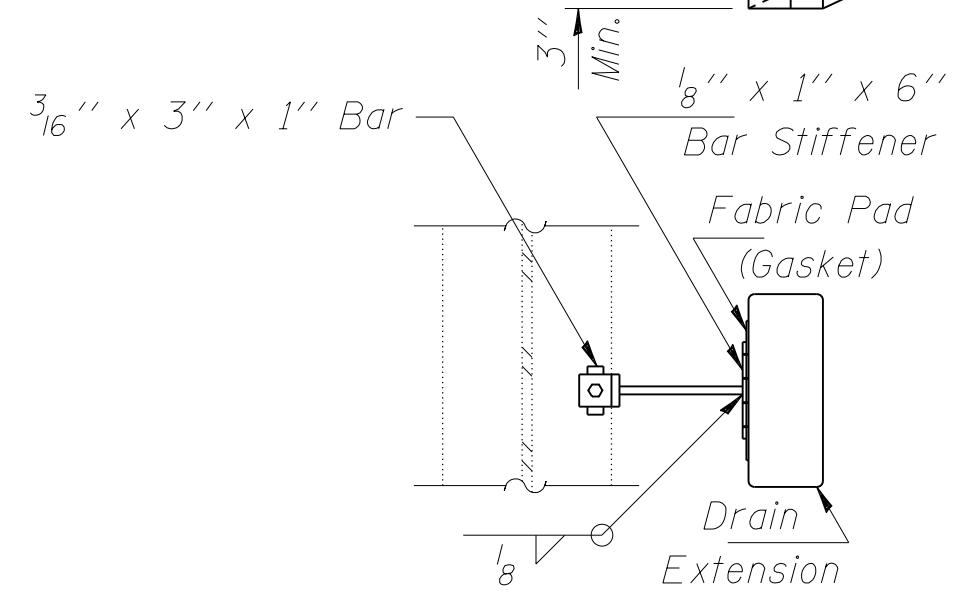
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												ILLINOIS FED. AID PROJECT



Drain Extension

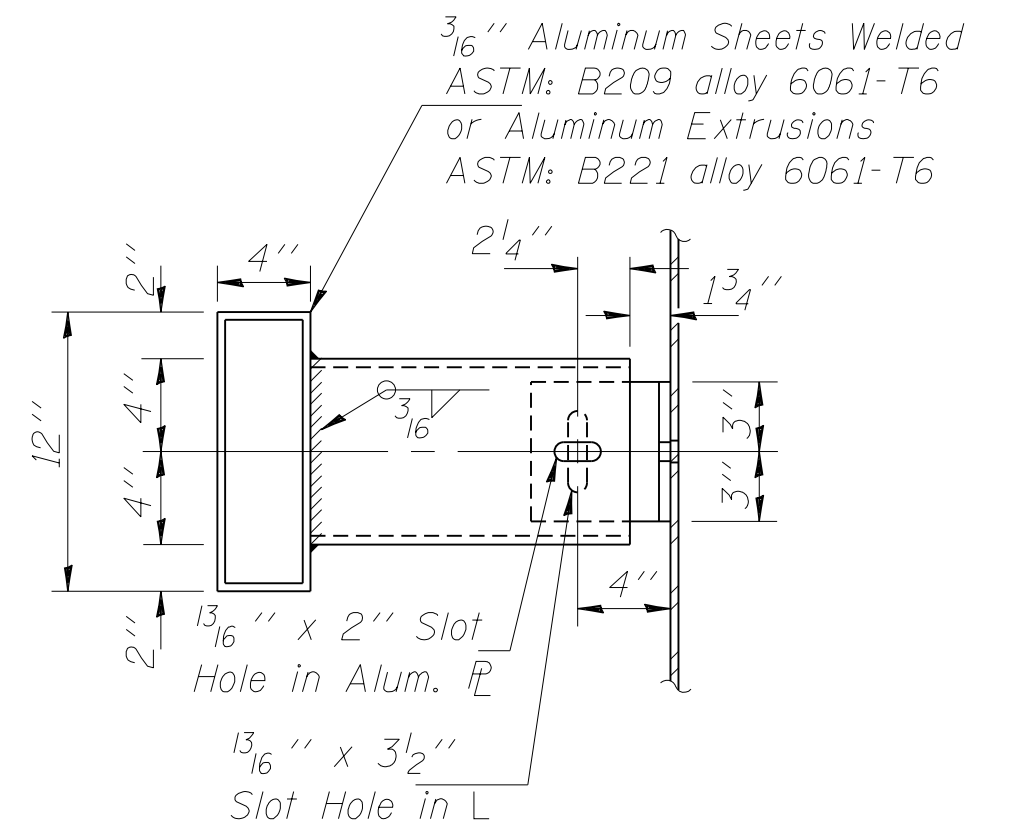
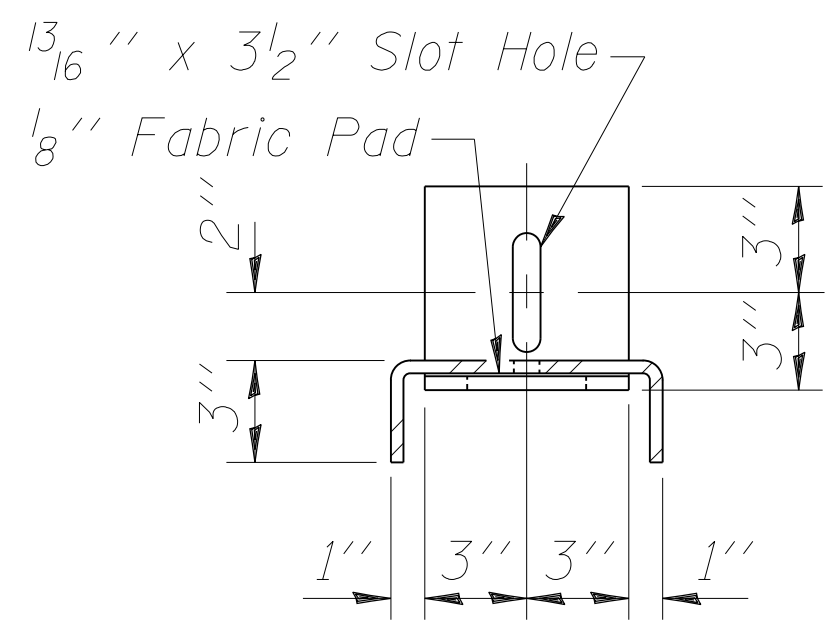
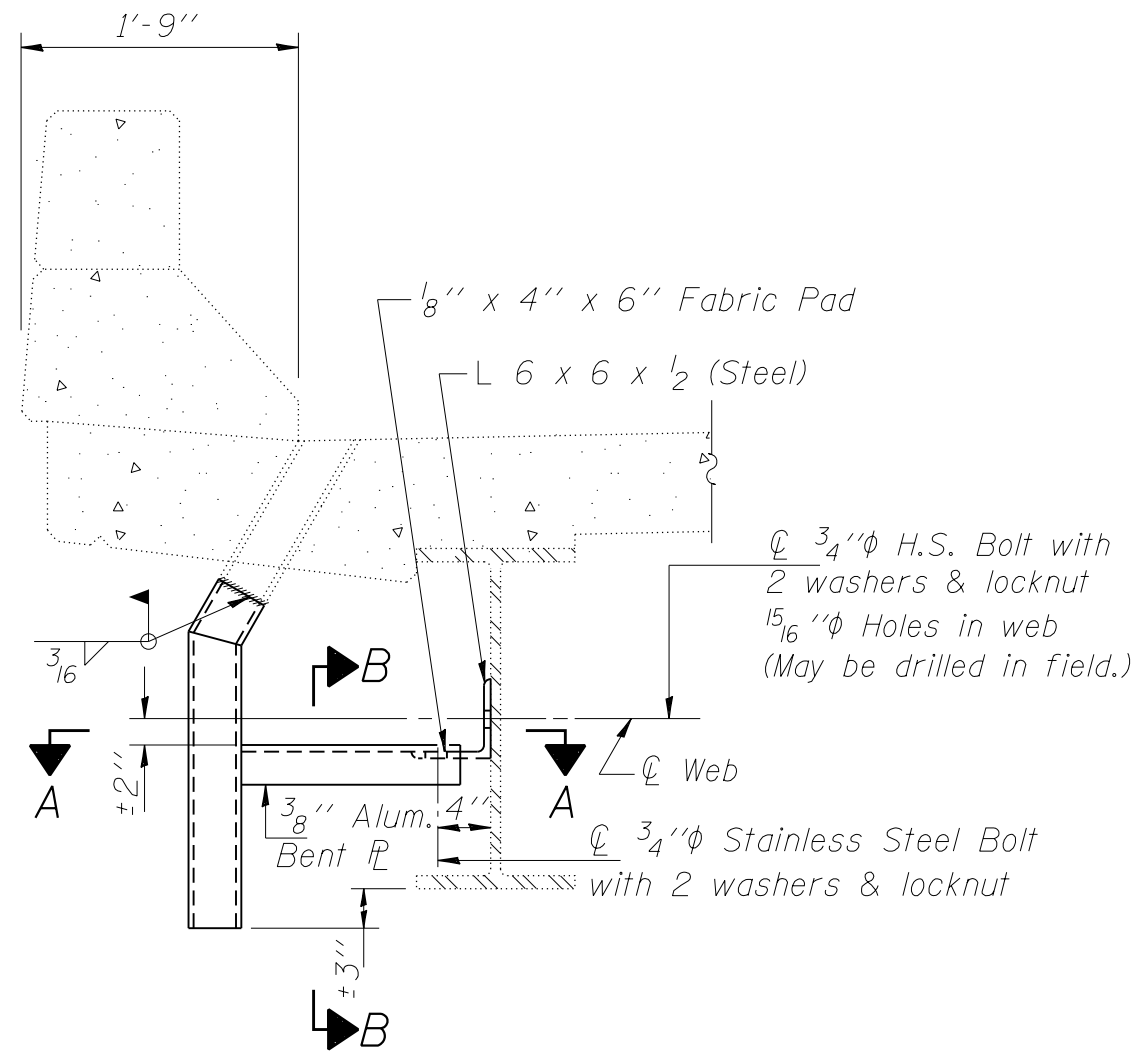
Drill and pop rivet 2" from each corner and on 4" cts. along top edge into existing drains on 8" cts. at side seam.



STEEL CLAMP

Notes:
 Pop rivet the 1/8" x 1" bar to Drain Extension. Weld or securely attach rod to both the clamp and bar stiffener. Use 3/16" stainless steel pop rivets of sufficient length.
 Clamp shown in approximate dimensions. Similar commercially available may be substituted.
 * Field measure cut to fit existing drain.
 An aluminum extrusion drain extension of similar dimensions may be substituted.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAIN EXTENSION DETAIL			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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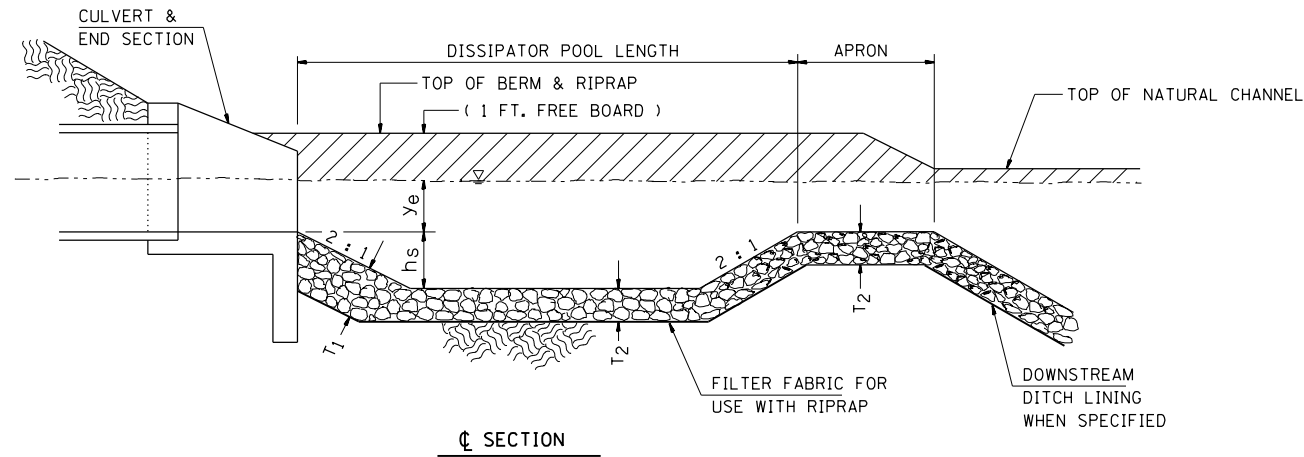


SECTION B-B

SECTION AT DRAIN

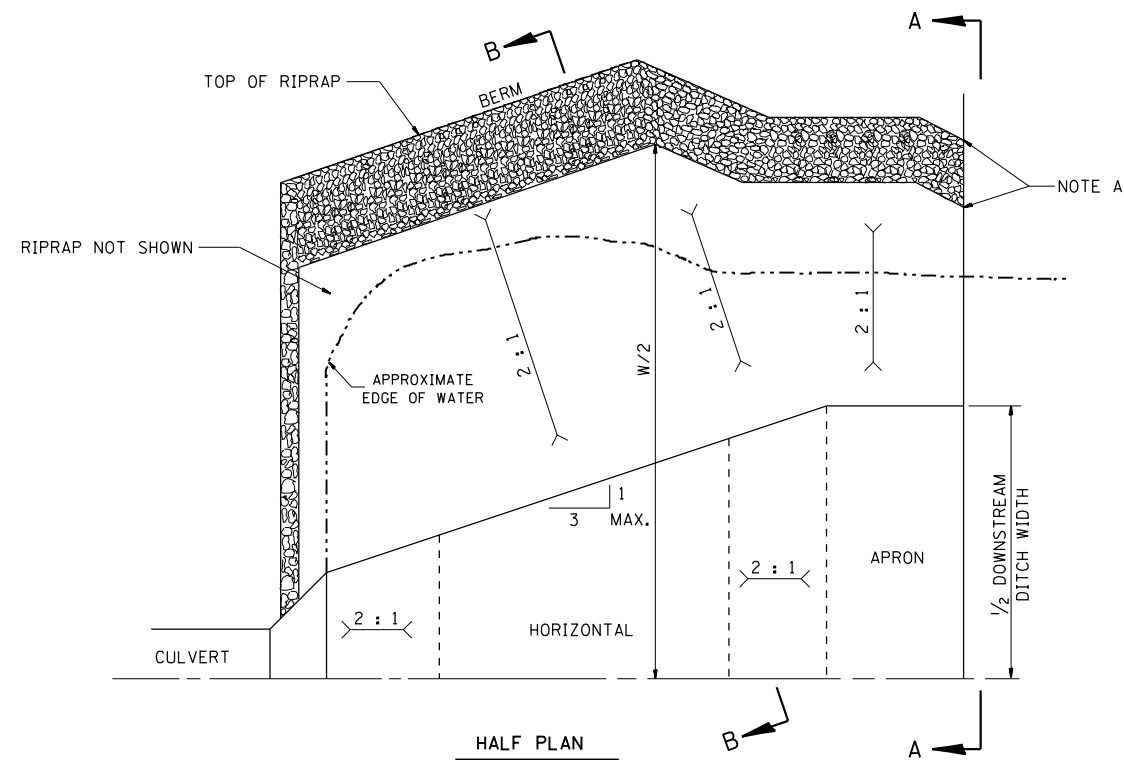
SECTION A-A

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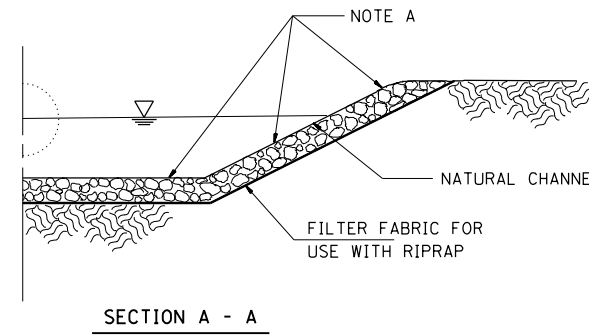


SECTION

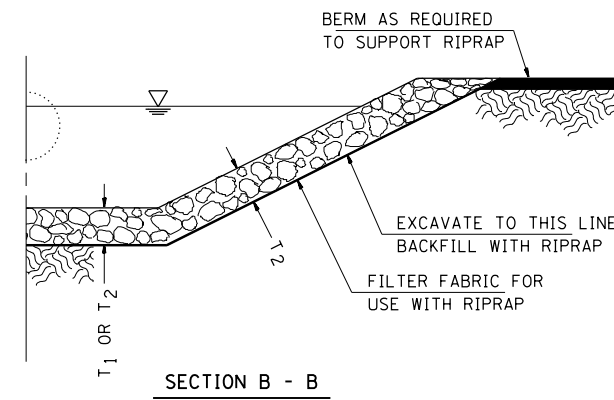
STATION	DISSIPATOR POOL LENGTH	APRON LENGTH	W WIDTH	h _s	TOP OF BERM h _s + y _e + 1 FT.	RIPRAP THICKNESS		RIPRAP CLASS	EXCAV. m ³	STONE DUMPED RIPRAP TON	FILTER FABRIC FOR USE WITH RIPRAP SQ YD
	m	m	m	m	FT.	T ₁	T ₂				
TOTALS											



HALF PLAN



SECTION A - A



SECTION B - B

NOTE A - TRANSITION BASIN TO CONFORM TO THE NATURAL STREAM CHANNEL. TOP OF RIPRAP IN THE FLOOR OF THE BASIN SHOULD BE AT THE SAME ELEVATION OR LOWER THAN THE NATURAL CHANNEL BOTTOM AT SECTION " SECTION "

EARTH EXCAVATION FOR ENERGY DISSIPATING BASINS

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE DETAIL TO THE LENGTH, WIDTH, AND DEPTH DETERMINED BY THE ENGINEER. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.

THE EARTHWORK WILL BE MEASURED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR " EARTH EXCAVATION FOR STILLING BASINS ".

ENERGY DISSIPATING BASINS SHALL BE CONSTRUCTED AT THE SAME TIME AS THE CULVERT OR DITCH.

ENERGY DISSIPATING BASINS ARE TO BE CONSTRUCTED AT LOCATIONS INDICATED WITH THE FOLLOWING SYMBOL [EDB]

RIPRAP FOR ENERGY DISSIPATING BASINS

RIPRAP FOR ENERGY DISSIPATING BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 601 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISION FOR STONE DUMPED RIPRAP.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT WILL BE DETERMINED BY THE ENGINEER.

THE RIPRAP MATERIAL SHALL CONFORM TO CLASS A QUALITY.

BEDDING MATERIAL WILL NOT BE REQUIRED.

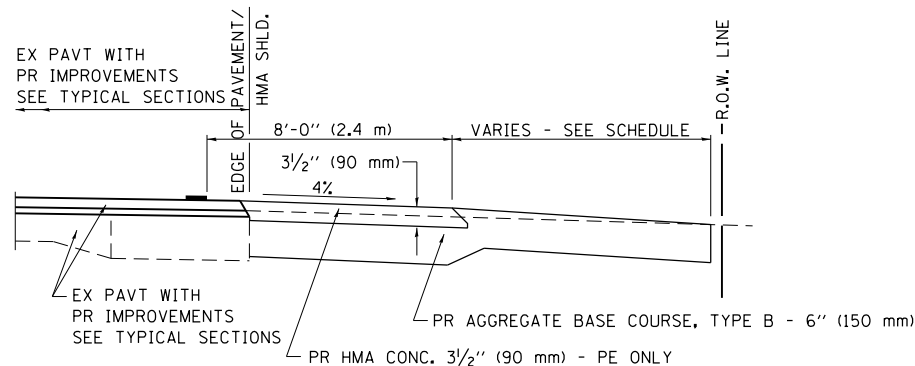
FILTER FABRIC WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR FILTER FABRIC FOR USE WITH RIPRAP.

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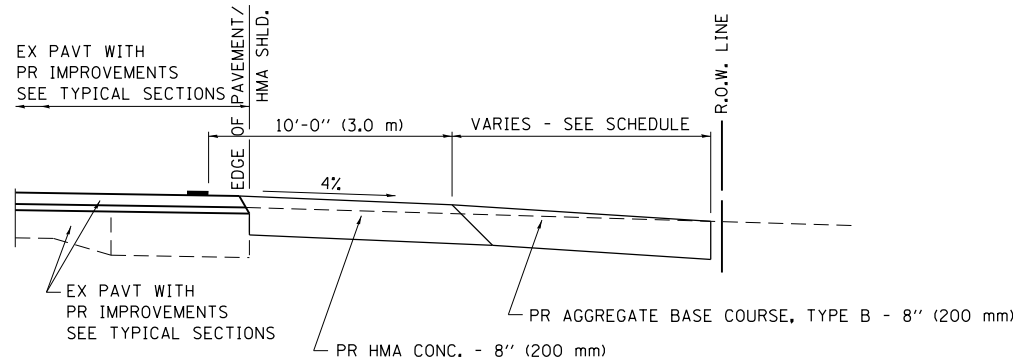
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

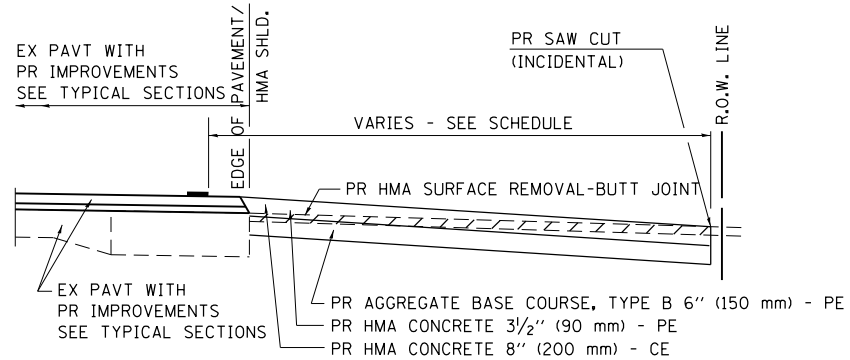
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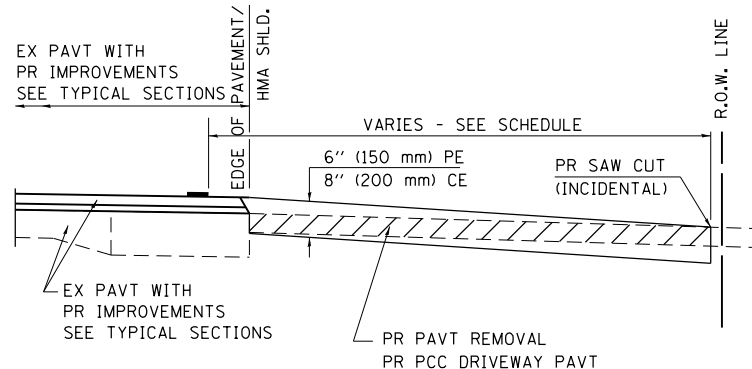
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



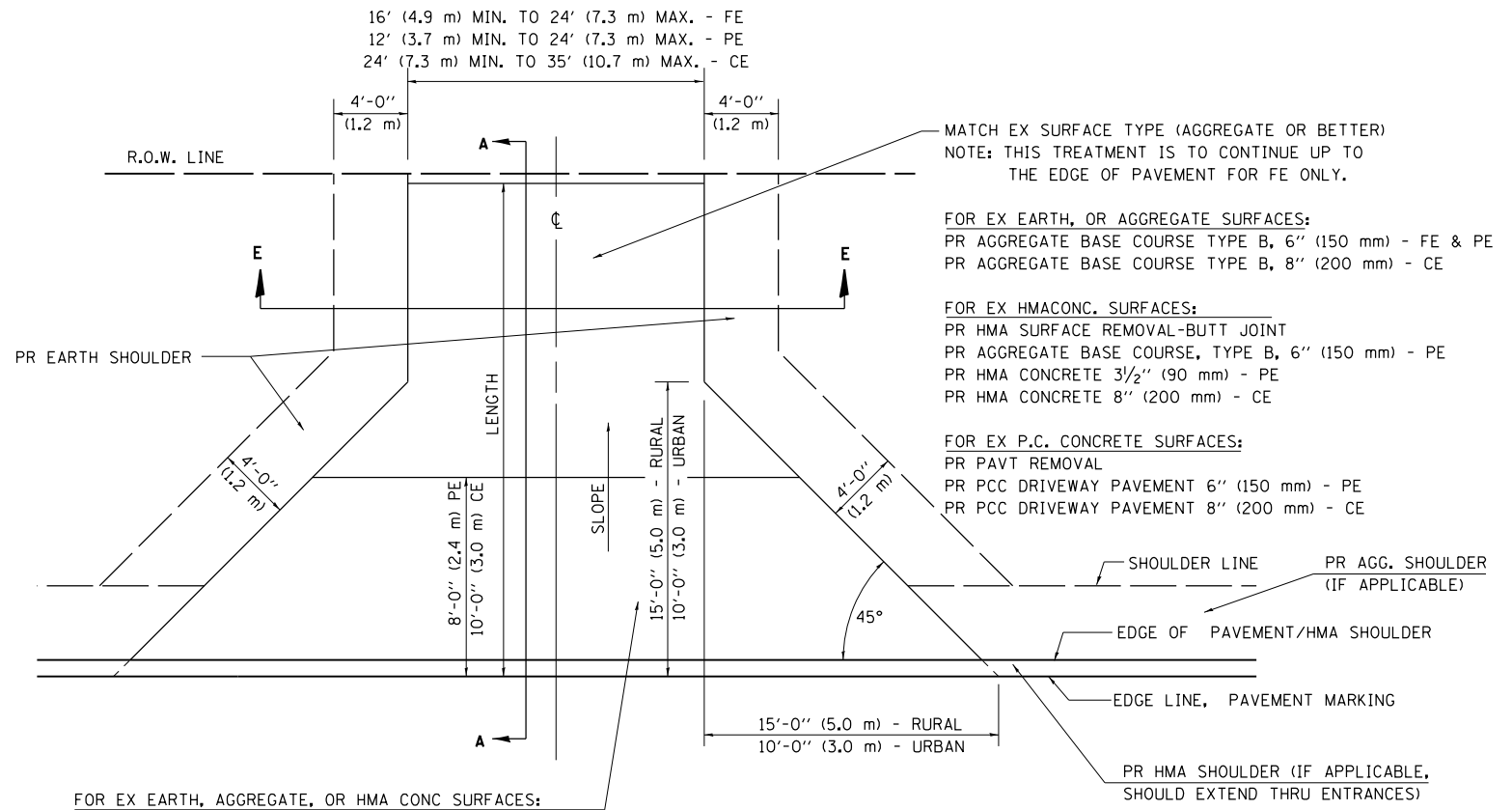
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX HMA PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



FOR EX EARTH, AGGREGATE, OR HMA CONC SURFACES:
 PR HMA SURFACE REMOVAL-BUTT JOINT (IF APPLICABLE)
 PR AGGREGATE BASE COURSE TYPE B 6" (150 mm) - FE
 PR AGGREGATE BASE COURSE TYPE B, 6" (150 mm) &
 PR HMA CONCRETE 3 1/2" (90 mm) - PE
 PR HMA CONCRETE 8" (200 mm) - CE

FOR P.C. CONCRETE SURFACES:
 PR PAVT REMOVAL
 PR PCC DRIVEWAY PAVT 6" (150 mm) - PE
 PR PCC DRIVEWAY PAVT 8" (200 mm) - CE

MATCH EX SURFACE TYPE (AGGREGATE OR BETTER)
 NOTE: THIS TREATMENT IS TO CONTINUE UP TO
 THE EDGE OF PAVEMENT FOR FE ONLY.

FOR EX EARTH, OR AGGREGATE SURFACES:
 PR AGGREGATE BASE COURSE TYPE B, 6" (150 mm) - FE & PE
 PR AGGREGATE BASE COURSE TYPE B, 8" (200 mm) - CE

FOR EX HMA/CONC. SURFACES:
 PR HMA SURFACE REMOVAL-BUTT JOINT
 PR AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) - PE
 PR HMA CONCRETE 3 1/2" (90 mm) - PE
 PR HMA CONCRETE 8" (200 mm) - CE

FOR EX P.C. CONCRETE SURFACES:
 PR PAVT REMOVAL
 PR PCC DRIVEWAY PAVEMENT 6" (150 mm) - PE
 PR PCC DRIVEWAY PAVEMENT 8" (200 mm) - CE

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HMA CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HMA CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES (75 mm) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES (50 mm) SHALL MEET THE REQUIREMENTS OF HMA CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

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

SECTION E-E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

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	PLOT DATE = Feb-25-2013 08:55:15AM	DATE - FEBRUARY 23, 1999	REVISED - 01/2013

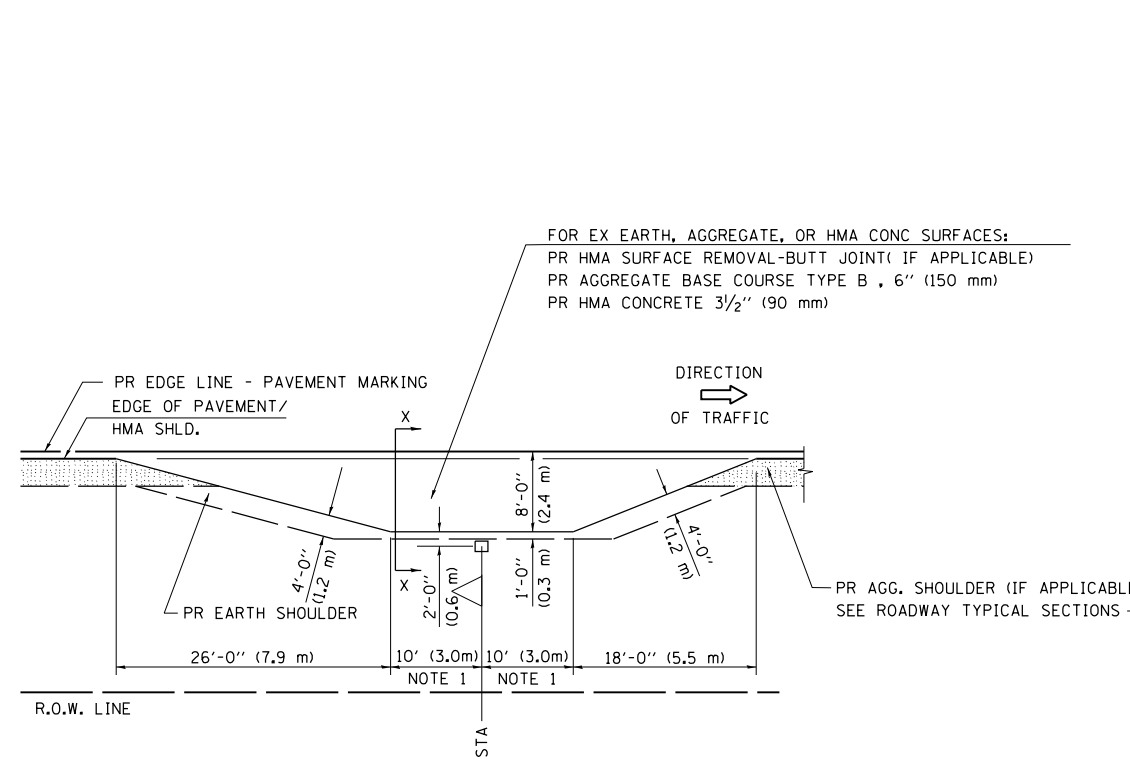
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT 6 DETAILS FOR RURAL/URBAN ENTRANCE &
 MAILBOX TURNOUT W/O CONC GUTTER (3R - PROJECTS)**

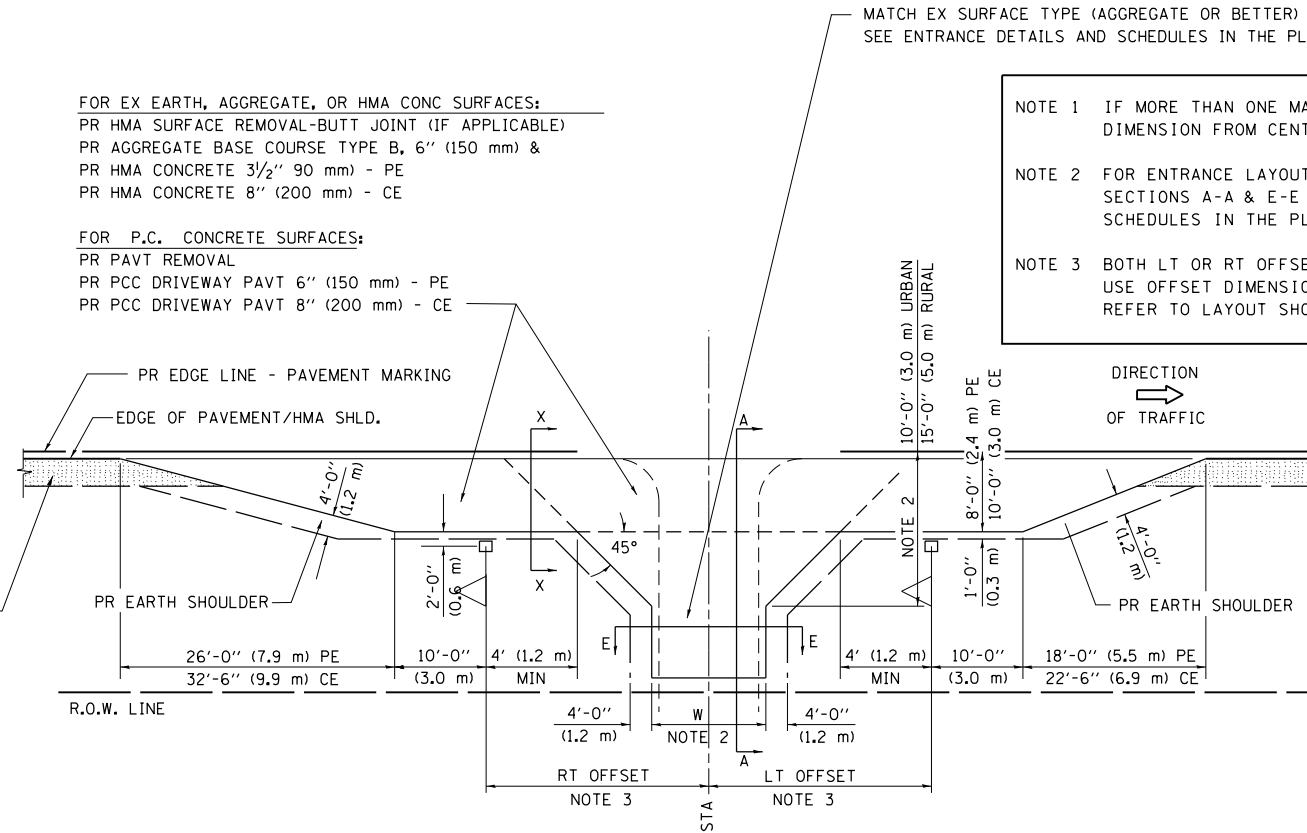
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				CONTRACT NO.
ILLINOIS FED. AID PROJECT				

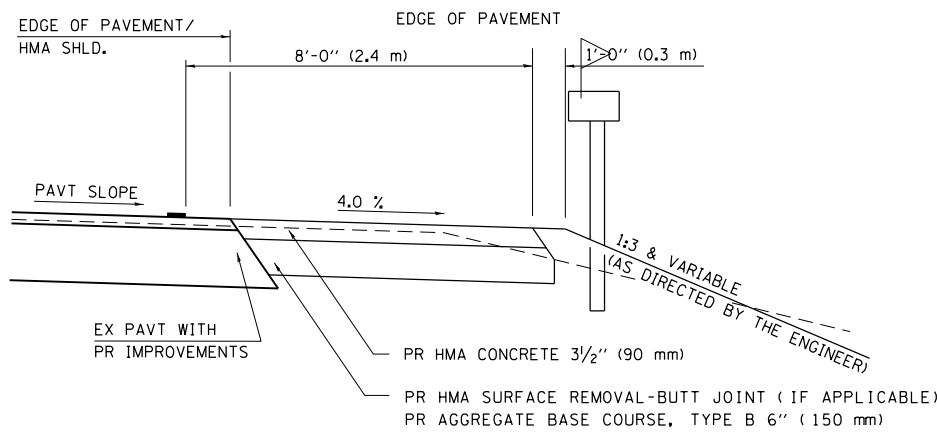
DETAILS OF MAILBOX TURNOUTS



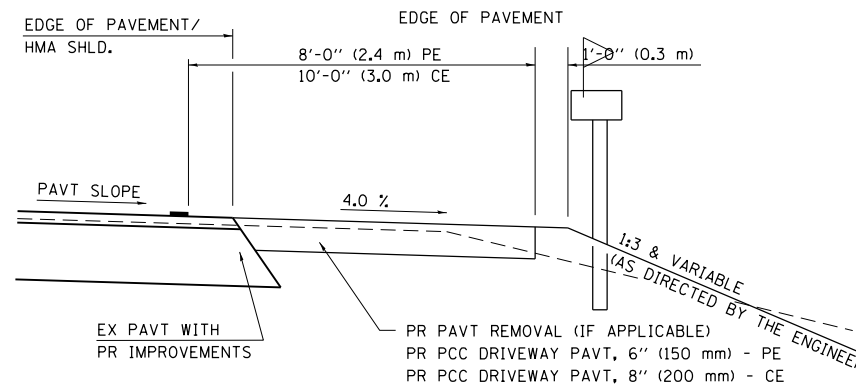
PLAN - MAILBOX TURNOUTS



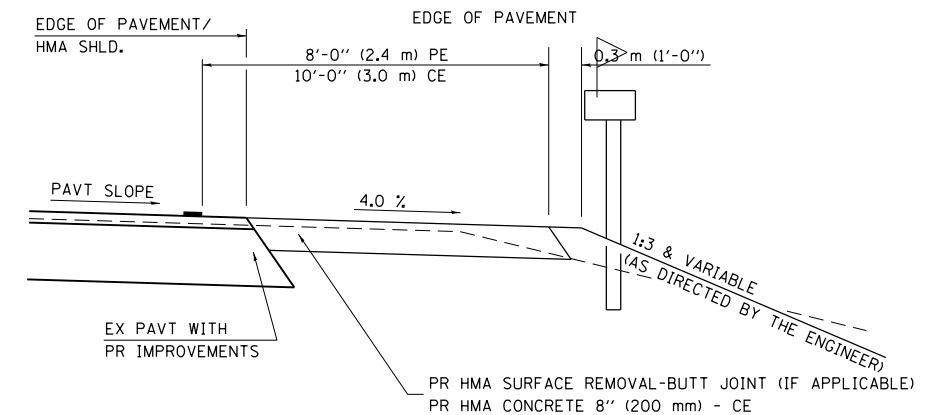
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



**SECTION X-X THRU MAILBOX TURNOUT
 ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
 EX EARTH, AGGREGATE, OR HMA PE & FE**



**SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX CONC PE OR CE**



**SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX EARTH, AGGREGATE, OR HMA CE**

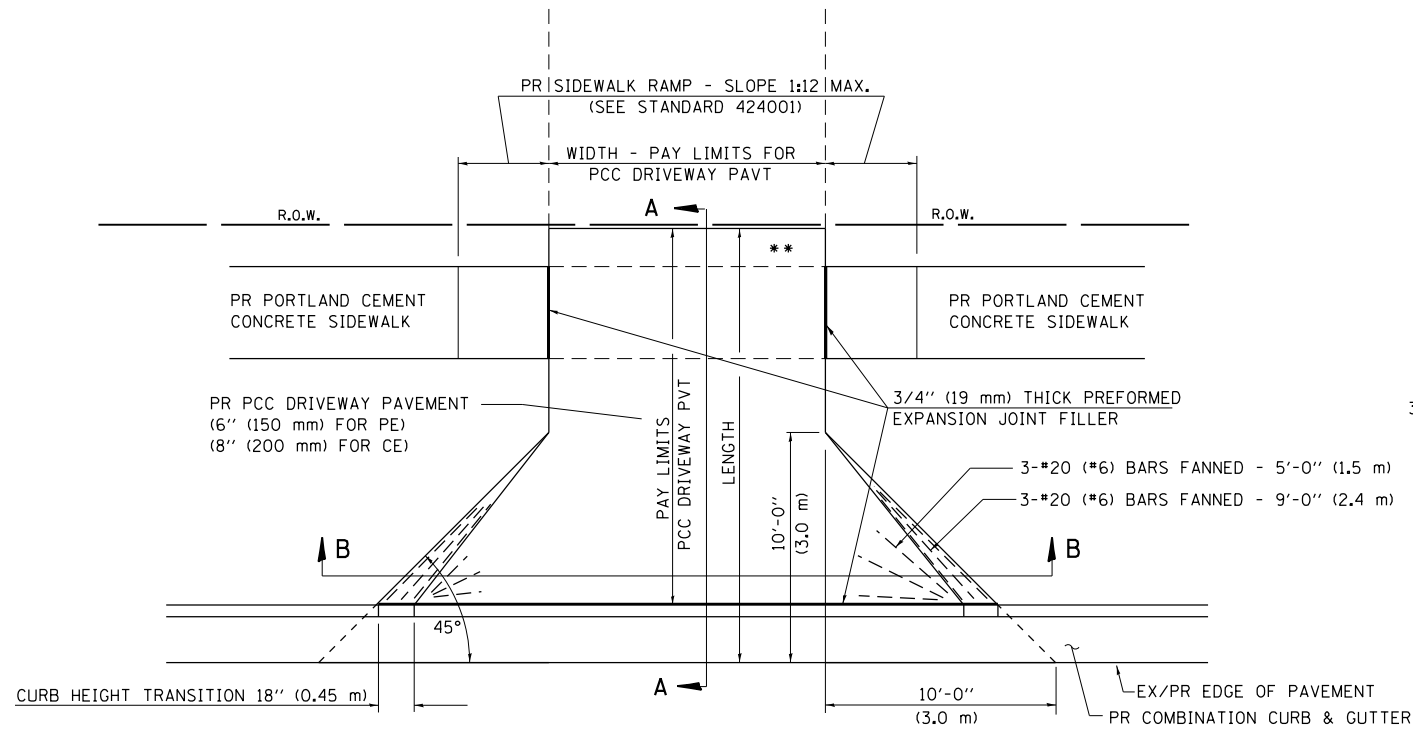
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

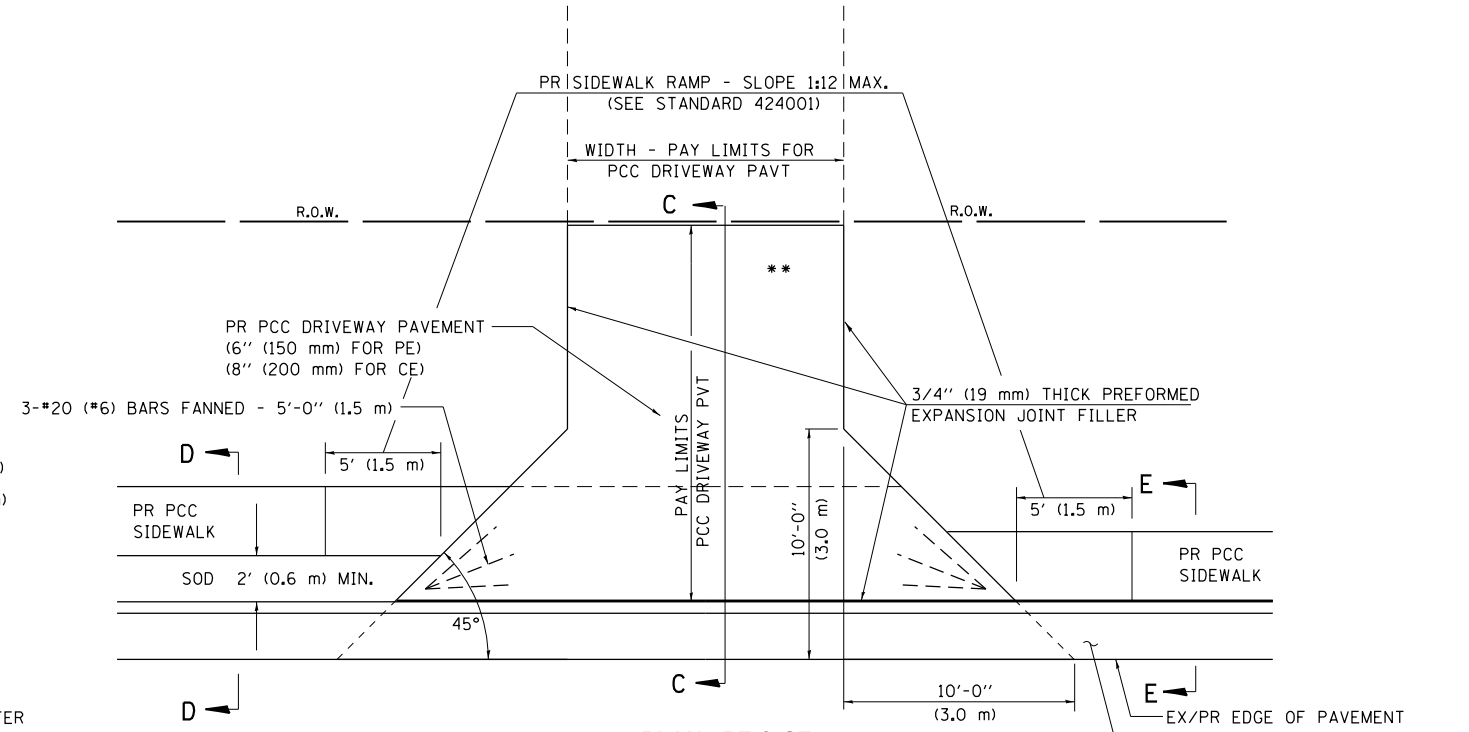
**DISTRICT 6 DETAILS FOR RURAL/URBAN ENTRANCE &
 MAILBOX TURNOUT W/O CONC GUTTER (3R - PROJECTS)**

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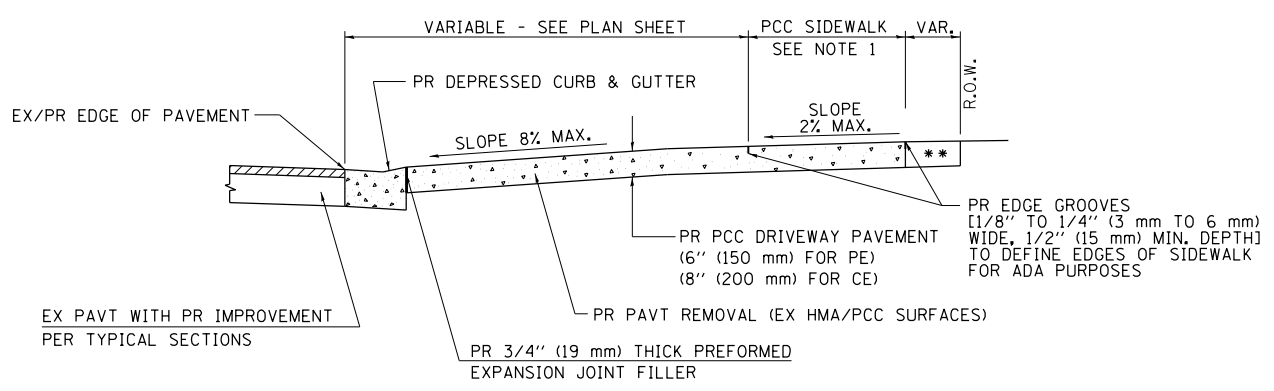
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



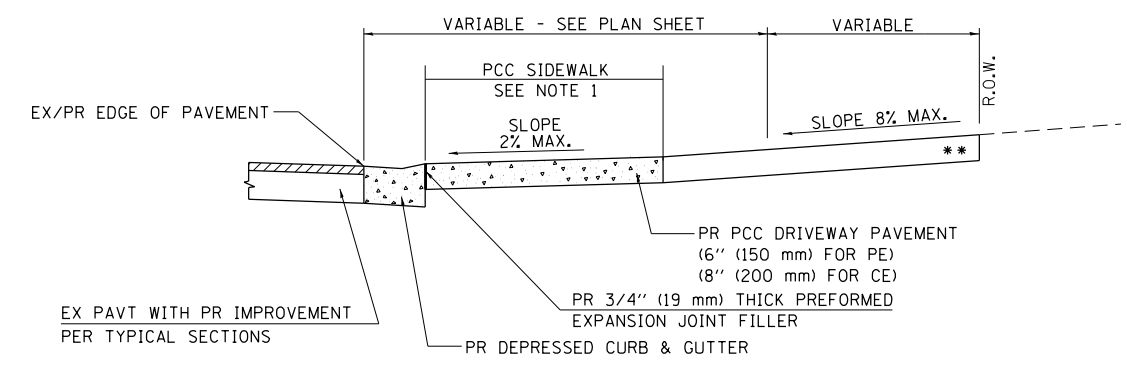
PLAN - PE & CE



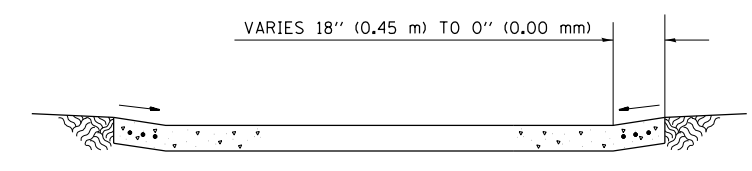
**PLAN - PE & CE
(SIDEWALK ADJACENT TO CURB)**



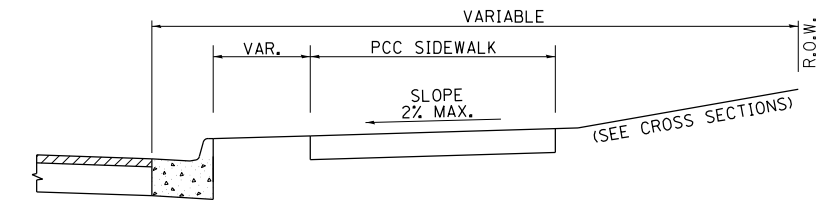
SECTION A - A



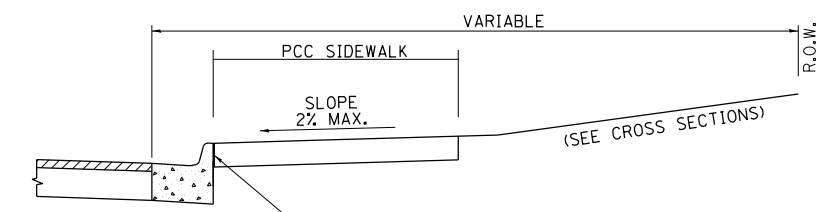
SECTION C - C



SECTION B - B



SECTION D - D



SECTION E - E

**** MATCH IN KIND BEHIND SIDEWALK FOR EX EARTH OR AGGREGATE SURFACES :**
 PR AGGREGATE BASE COURSE, TYPE B 6" (150 mm) - PE/FE
 PR PCC DRIVEWAY PAVT. 8" (200 mm) - CE

FOR EX HMA CONC. SURFACES :
 PR HMA CONCRETE 6" (150 mm) - PE
 PR HMA CONCRETE 8" (200 mm) - CE

FOR EX PCC SURFACES :
 PR PCC DRIVEWAY PAVT. 6" (150 mm) - PE
 PR PCC DRIVEWAY PAVT. 8" (200 mm) - CE

• **NOTE :** IN AREAS WITH NO SIDEWALK, MATCH IN KIND BEHIND 10'-0" (3.0 m) FLARE

NOTES:

- SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
- THE COST OF FURNISHING AND INSTALLING THE 3/4" (19 mm) PREFORMED EXPANSION JOINT FILLER AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF P.C.C. DRIVEWAY PAVEMENT.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - 2/19/03 (JCN)
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Default	PLOT DATE = Feb-25-2013 08:55:17AM	DATE - MARCH 17, 2000	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

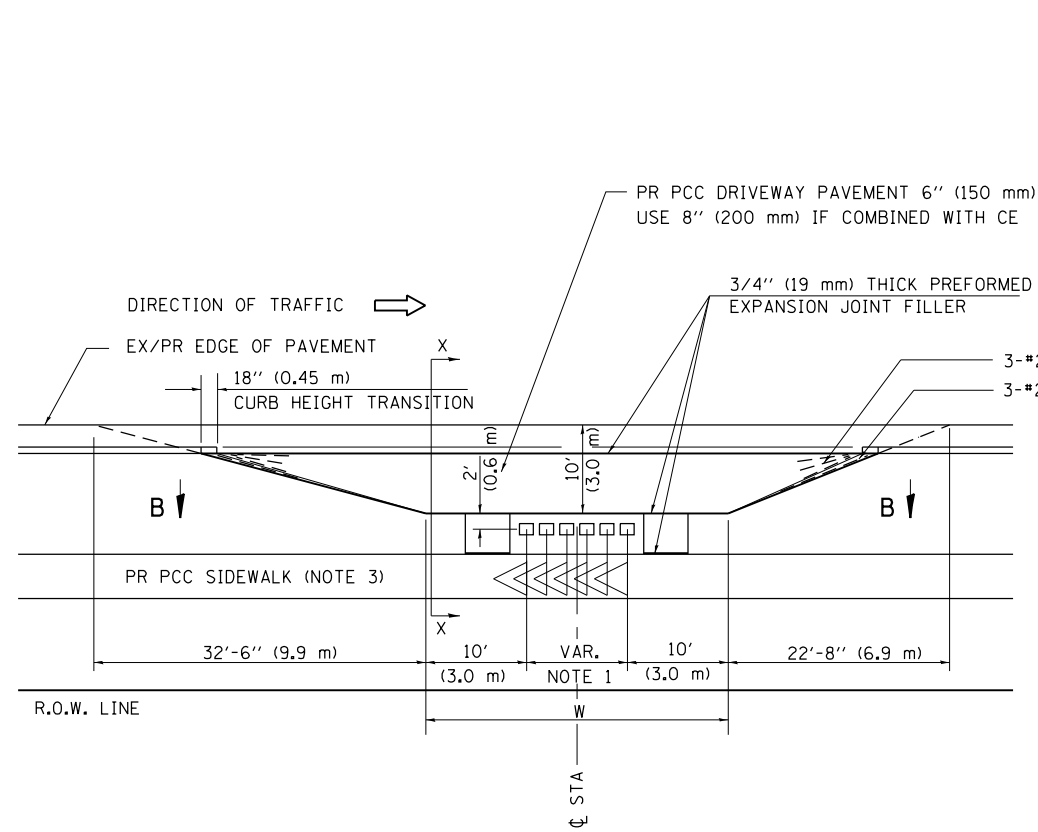
**DISTRICT 6 DETAILS FOR ENTRANCE & MAILBOX
TURNOUT IN CURB & GUTTER SECTION (3R - PROJECTS)**

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

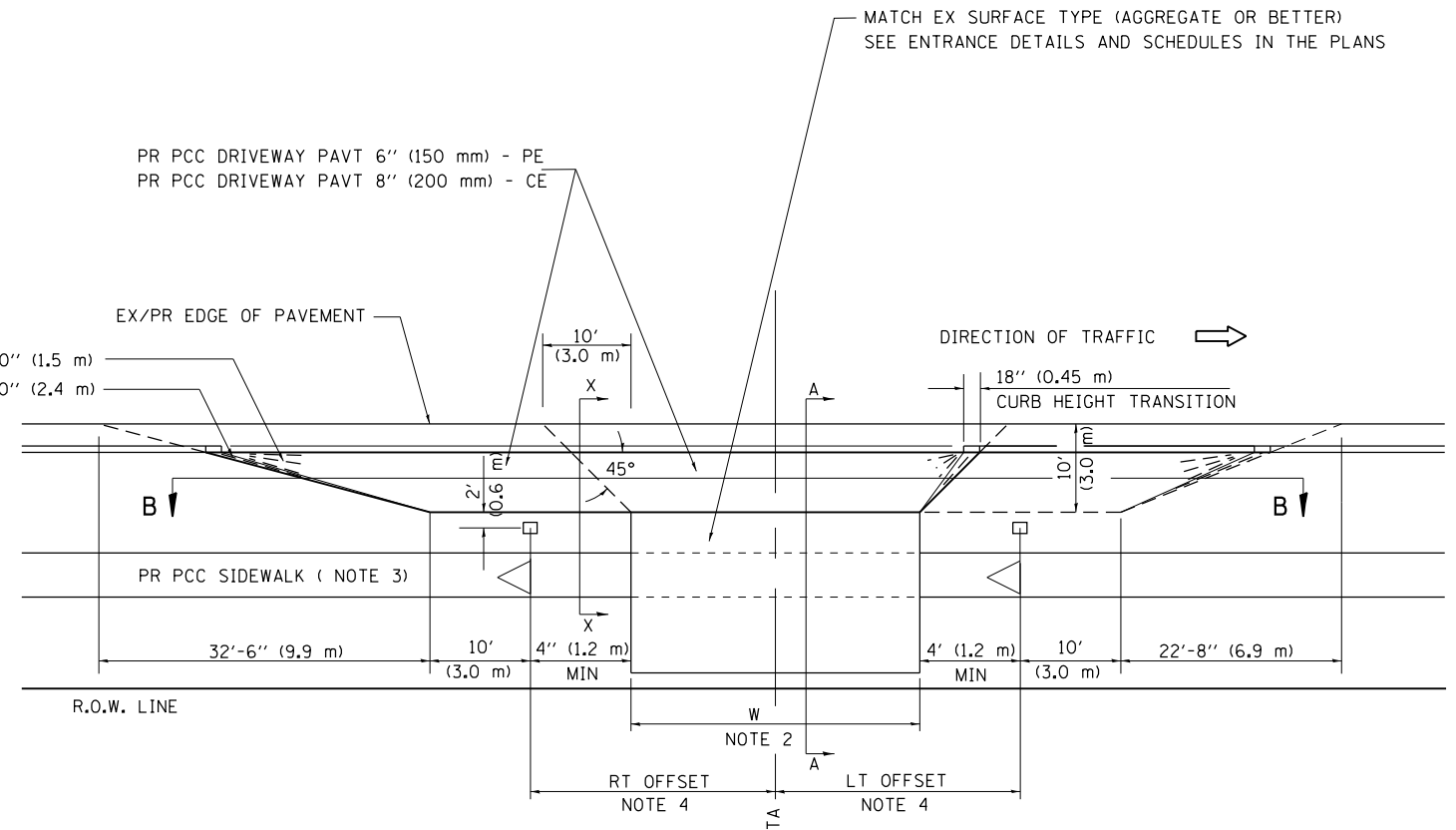
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

DETAILS OF MAILBOX TURNOUTS

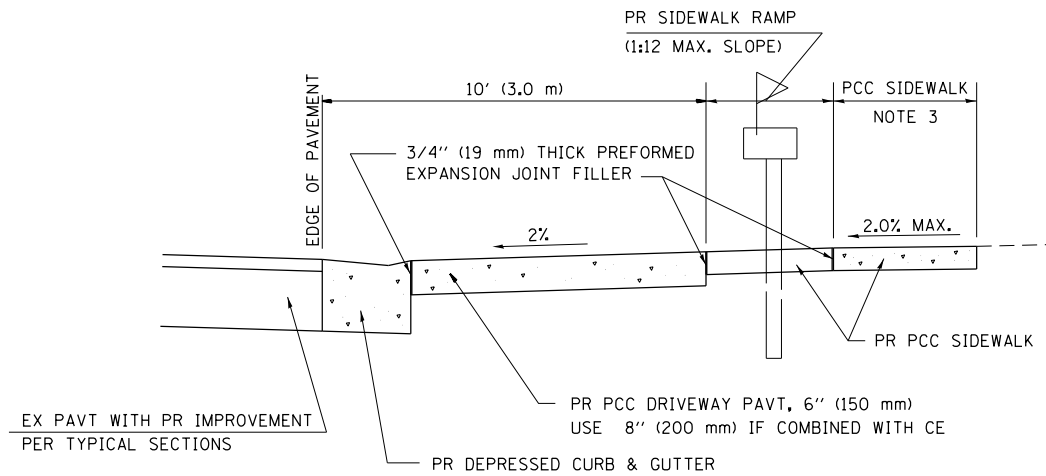
NOTE : ONLY REQUIRED FOR TWO-LANE AND THREE LANE SECTIONS OF ROADWAYS



PLAN - URBAN MULTIPLE MAILBOX TURNOUT



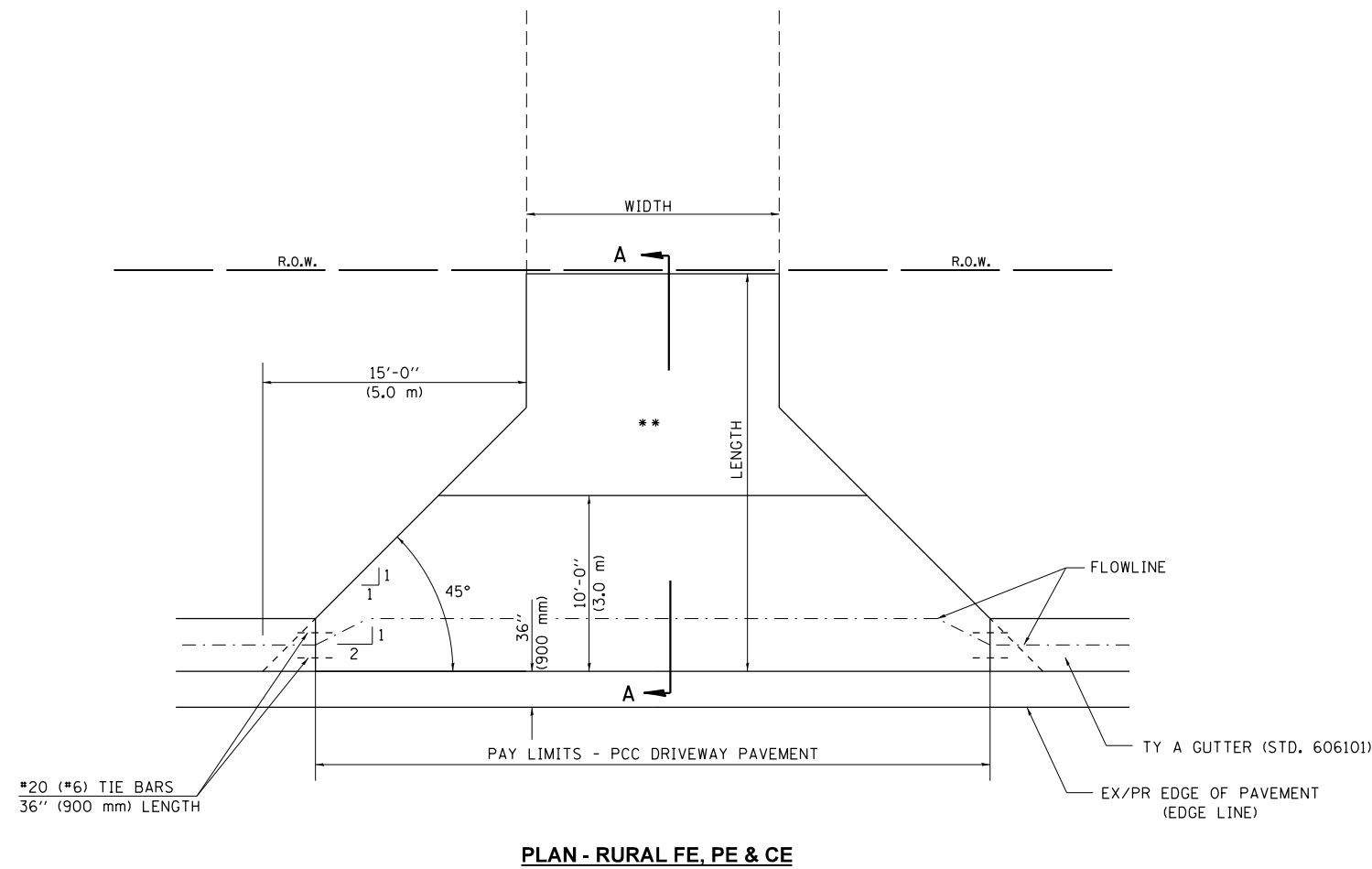
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT

- NOTE 1 DIMENSION = (NUMBER OF MAILBOX - 1) TIMES 2' (0.6 m)
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 SEE PLAN LAYOUT SHEET FOR SIDEWALK LOCATION.
- NOTE 4 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - 2/19/03 (JCN)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 6 DETAILS FOR ENTRANCE & MAILBOX TURNOUT IN CURB & GUTTER SECTION (3R - PROJECTS)	F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ENT 3R C&G.DGN	PLT SCALE = 40.000' / in.	DRAWN - CADD	REVISÉ -			SCALE:	SHEET 2 OF 3 SHEETS	STA.	TO STA.	CONTRACT NO.		
	PLOT DATE = Feb-25-2013 08:55:17AM	CHECKED - JCN	REVISÉ -			ILLINOIS FED. AID PROJECT						
		DATE - FEBRUARY 23, 1999	REVISÉ -									



NOTE : THIS DETAIL OVERULES THE ENTRANCE DETAIL INCLUDED IN STD. 606101 ELSEWHERE HEREIN.

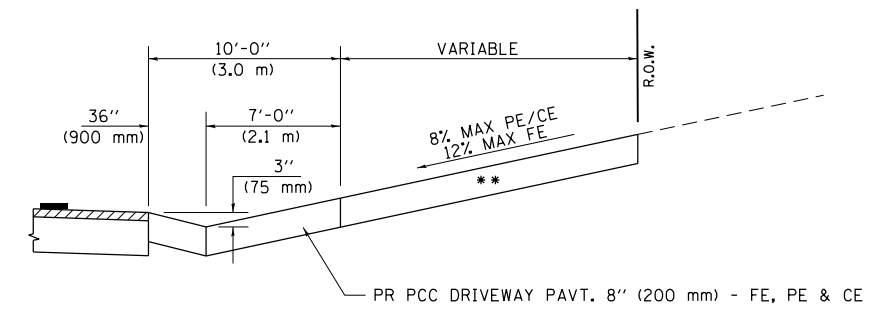
** MATCH IN KIND BEHIND SIDEWALK
 FOR EX EARTH OR AGGREGATE SURFACES :
 PR AGGREGATE BASE COURSE, TYPE B 6" (150 mm) - PE/FE
 PR PCC DRIVEWAY PAVT. 8" (200 mm) - CE

FOR EX HMA CONC. SURFACES :
 PR HMA CONCRETE 6" (150 mm) - PE
 PR HMA CONCRETE 8" (200 mm) - CE

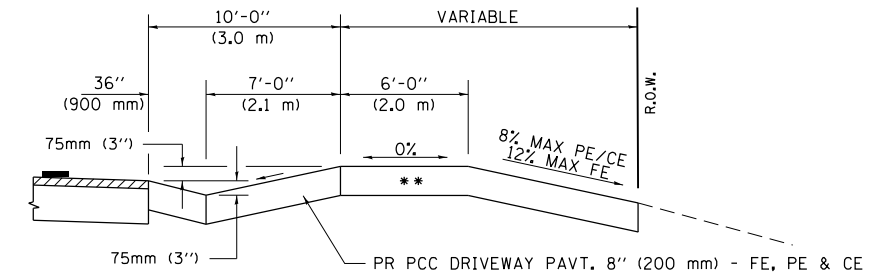
FOR EX PCC SURFACES :
 PR PCC DRIVEWAY PAVT. 6" (150 mm) - PE
 PR PCC DRIVEWAY PAVT. 8" (200 mm) - CE

NOTES:

1. SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
2. THE COST OF FURNISHING AND INSTALLING THE 19 mm PREFORMED EXPANSION JOINT FILLER AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF P.C.C. DRIVEWAY PAVEMENT.



SECTION A - A
(CUT - SECTION)



SECTION A - A
(FILL SECTION)

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - JCN 2/19/03
ct:\pw\work\p\dot\sparksgw\dms21196\ent13r_tag.dgn		DRAWN - CADD	REVISED - 01/2013
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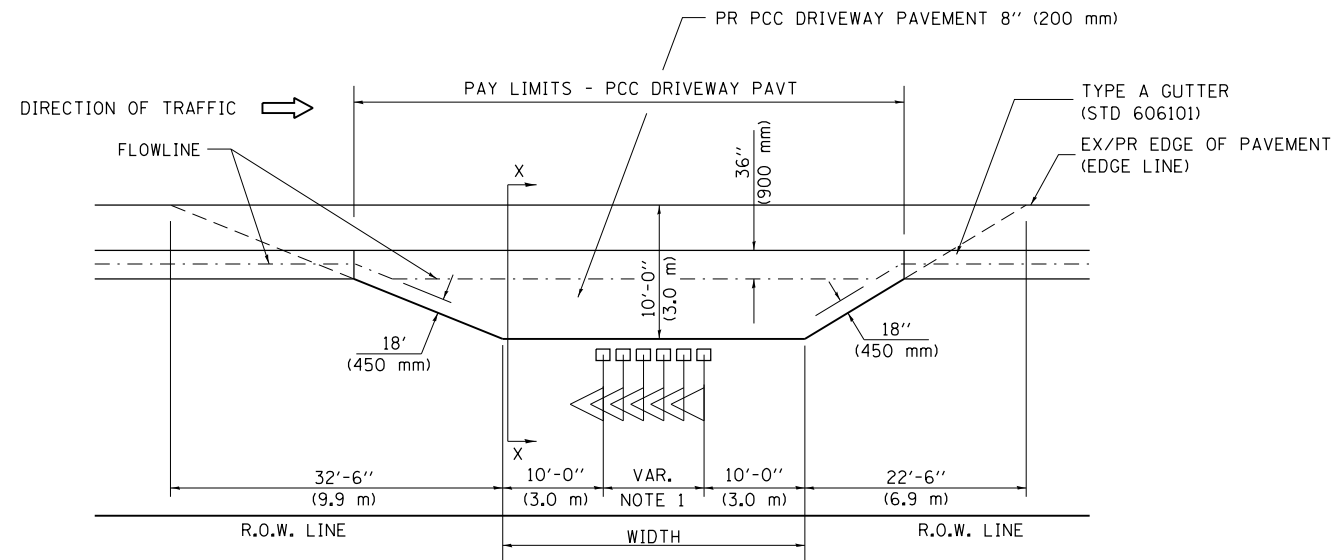
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIST. 6 DETAILS FOR RURAL ENTRANCE & MAILBOX
TURNOUT IN STD. TYPE A GUTTER SECT. (3R - PROJ.)

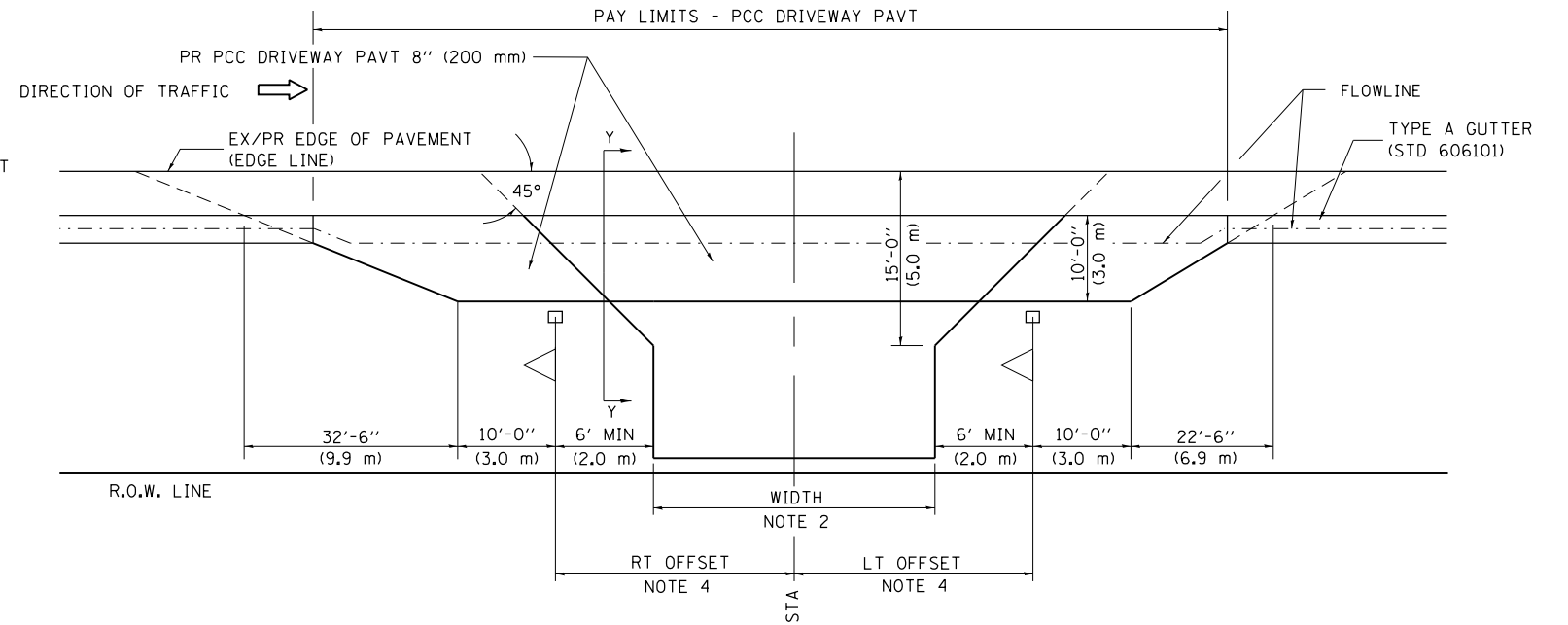
SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

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

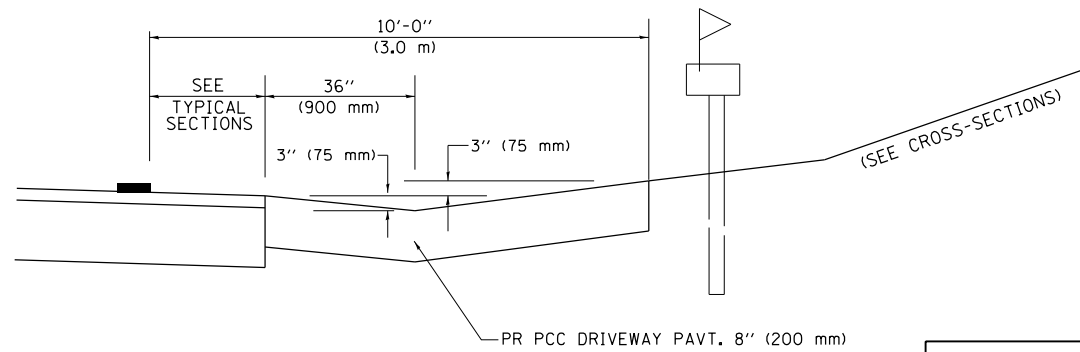
DETAILS OF MAILBOX TURNOUTS



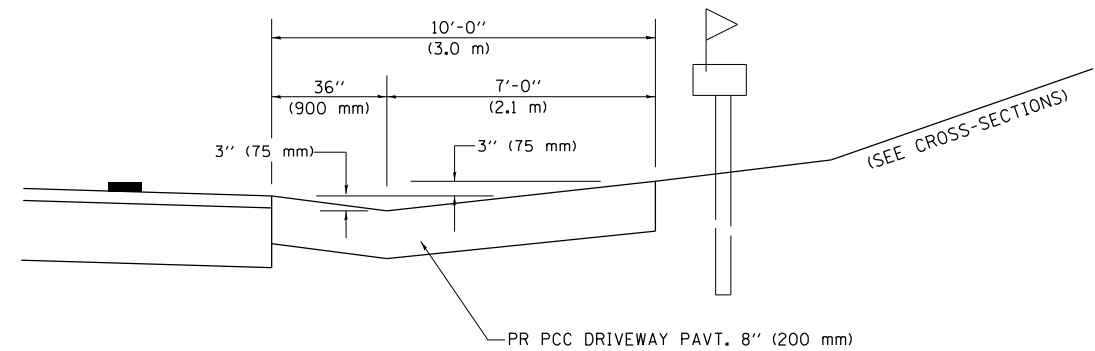
PLAN - RURAL MULTIPLE MAILBOX TURNOUT



PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT



SECTION Y-Y THRU MAILBOX TURNOUT

NOTE 1 DIMENSION = (NUMBER OF MAILBOX - 1) TIMES 2' - 0" (0.6 m)

NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.

NOTE 4 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

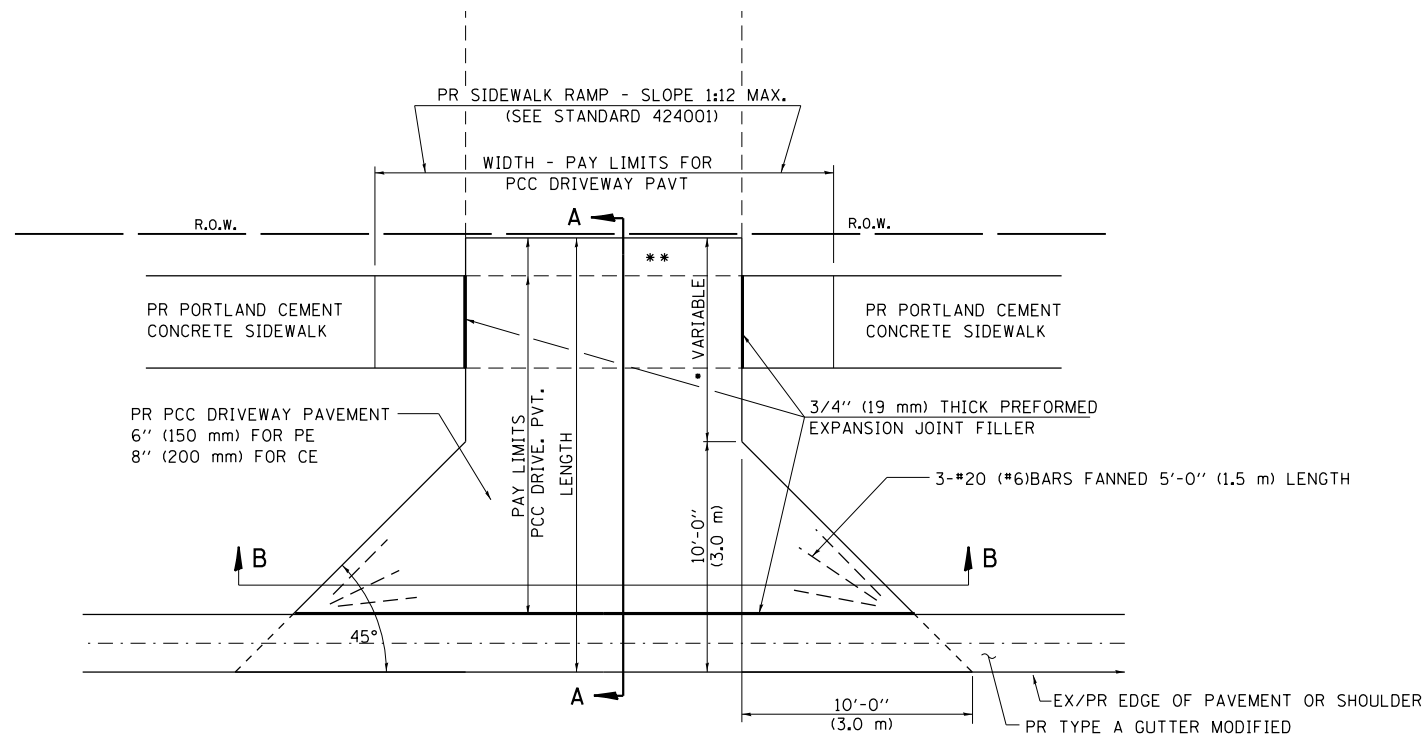
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

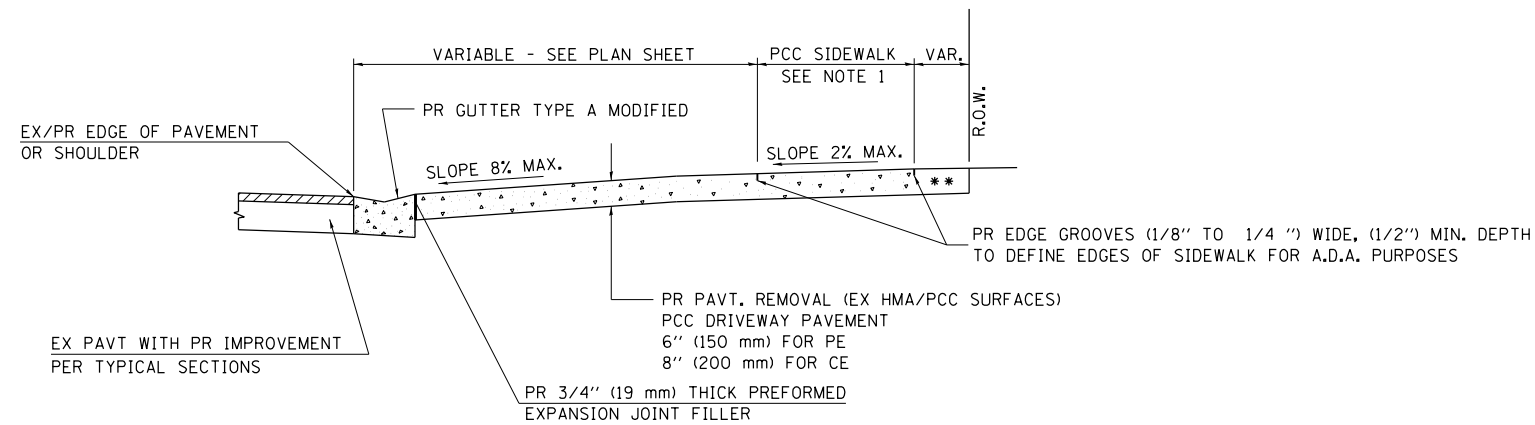
**DIST. 6 DETAILS FOR RURAL ENTRANCE & MAILBOX
TURNOUT IN STD. TYPE A GUTTER SECT. (3R - PROJ.)**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

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



PLAN - URBAN PE & CE



SECTION A - A

** MATCH IN KIND BEHIND SIDEWALK
 FOR EX EARTH OR AGGREGATE SURFACES :
 PR AGGREGATE BASE COURSE, TYPE B 6" (150 mm) - PE/FE
 PR PCC DRIVEWAY PAVT. 8" (200 mm) - CE

FOR EX HMA CONC. SURFACES :
 PR HMA CONCRETE 6" (150 mm) - PE
 PR HMA CONCRETE 8" (200 mm) - CE

FOR EX PCC SURFACES :
 PR PCC DRIVEWAY PAVT. 6" (150 mm) - PE
 PR PCC DRIVEWAY PAVT. 8" (200 mm) - CE

• NOTE : IN AREAS WITH NO SIDEWALK, MATCH IN KIND BEHIND 10' (3.0 m) FLARE

NOTES:

1. SEE PLAN SHEET / ENTRANCE PROFILE FOR LOCATION OF SIDEWALK.
2. THE COST OF FURNISHING AND INSTALLING THE 3/4" (19 mm) PREFORMED EXPANSION JOINT FILLER AND REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF P.C.C. DRIVEWAY PAVEMENT.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - JCN 10/20/03
ENT 3R TAG M.DGN	sparksgw	DRAWN - CADD	REVISED -
	PLOT SCALE = 40.000' / in.	CHECKED - JCN	REVISED -
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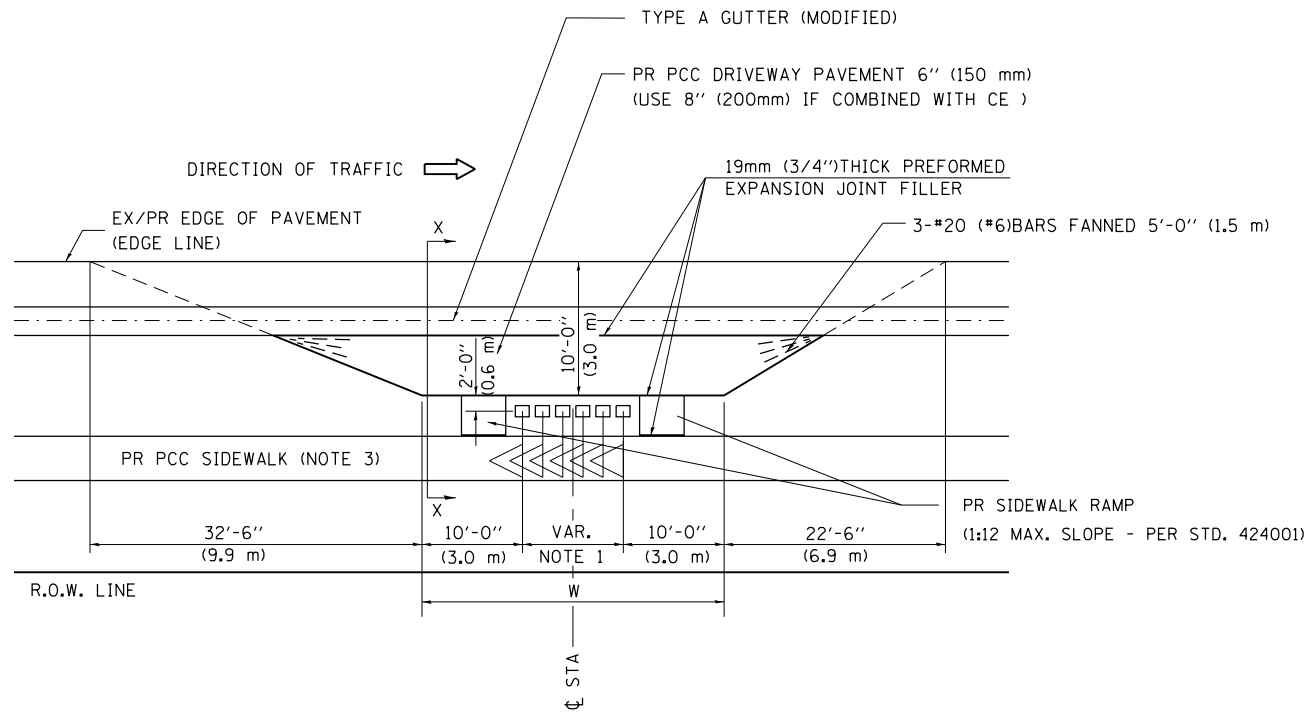
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DIST. 6 DETAILS FOR ENTRANCE & MAILBOX TURNOUT
 IN TYPE A GUTTER MODIFIED SECT. (3R PROJ.)**

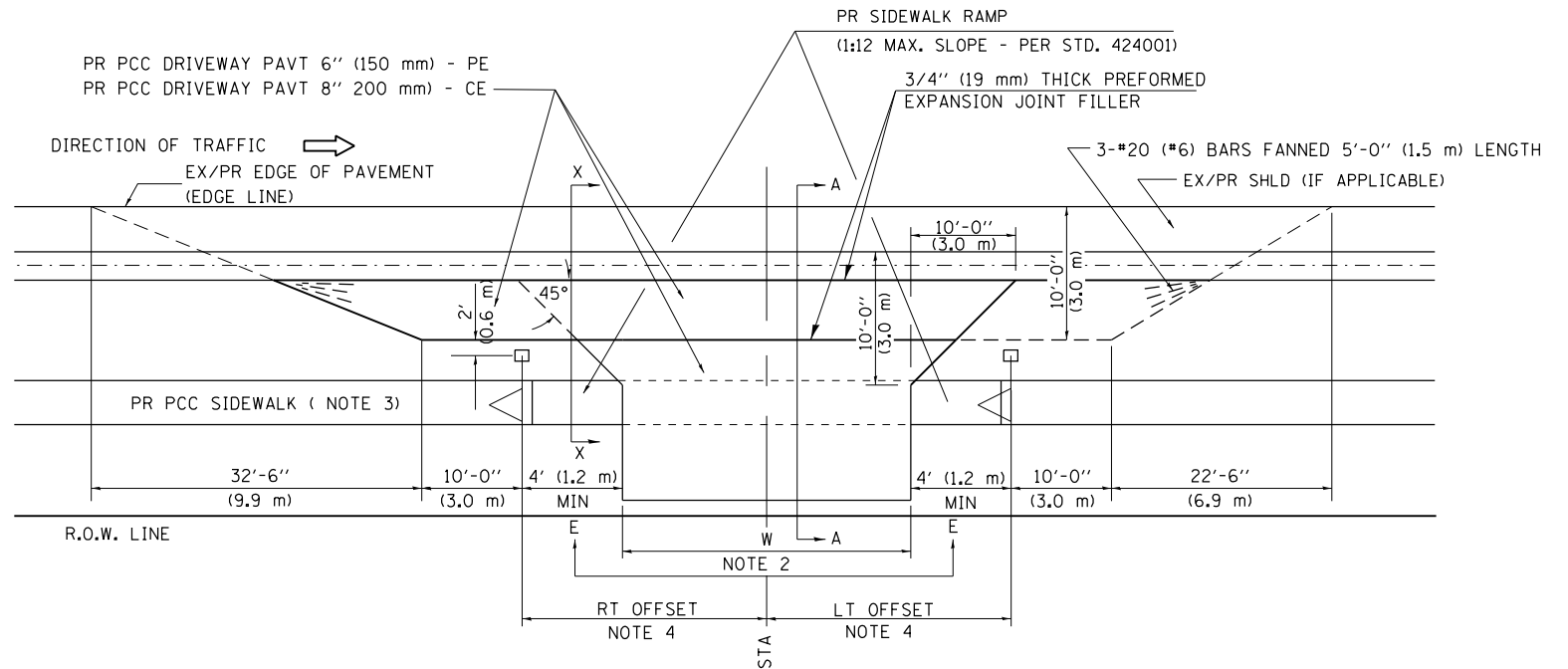
SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

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

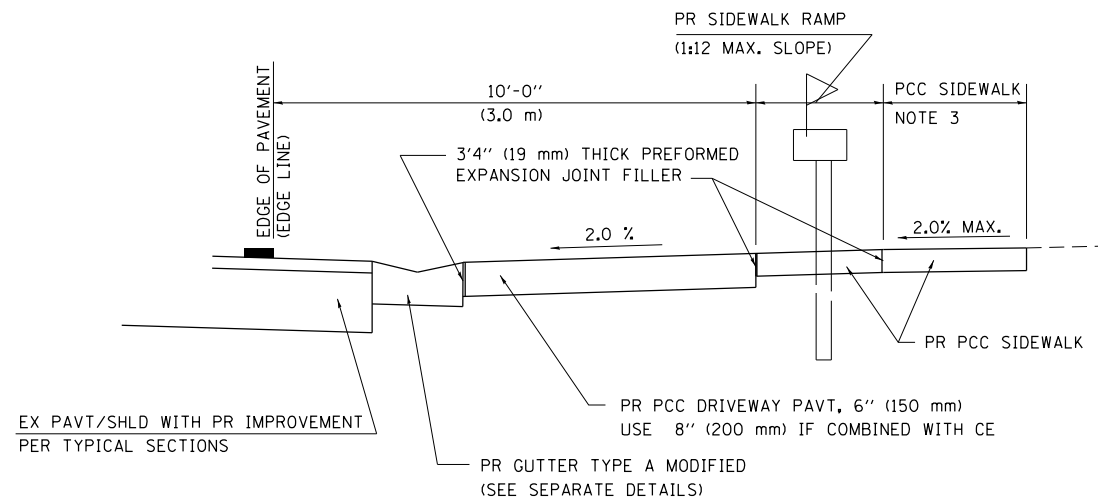
DETAILS OF MAILBOX TURNOUTS



PLAN - URBAN MULTIPLE MAILBOX TURNOUT



PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT

- NOTE 1 DIMENSION = (NUMBER OF MAILBOX - 1) TIMES 2' (0.6 m)
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 SEE PLAN LAYOUT SHEET FOR SIDEWALK LOCATION.
- NOTE 4 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

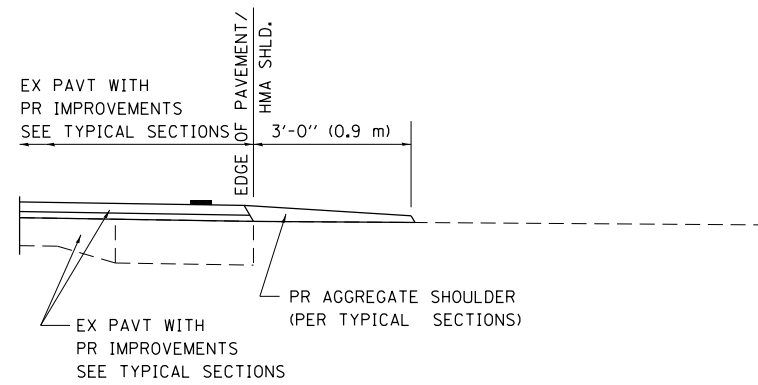
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

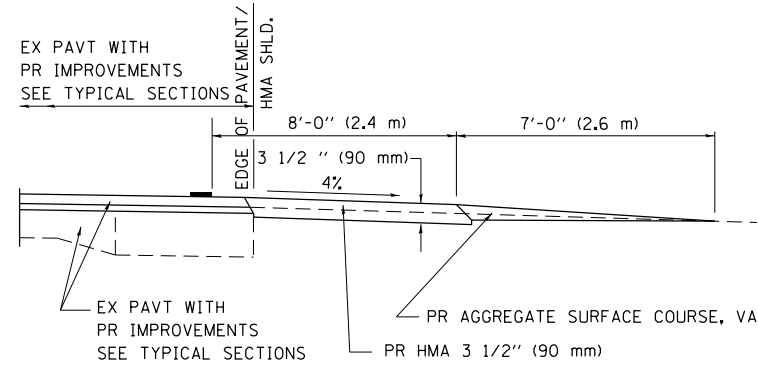
**DIST. 6 DETAILS FOR ENTRANCE & MAILBOX TURNOUT
IN TYPE A GUTTER MODIFIED SECT. (3R PROJ.)**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

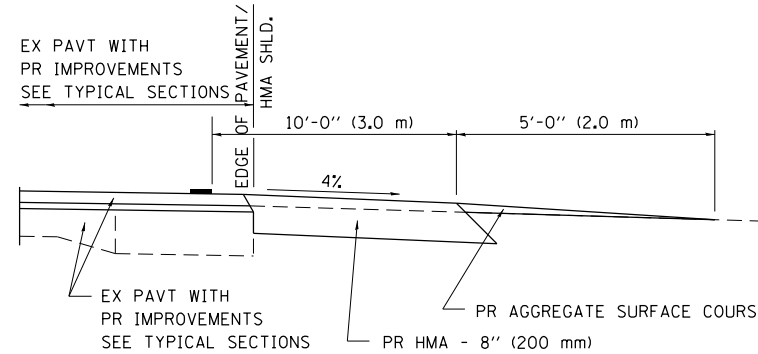
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



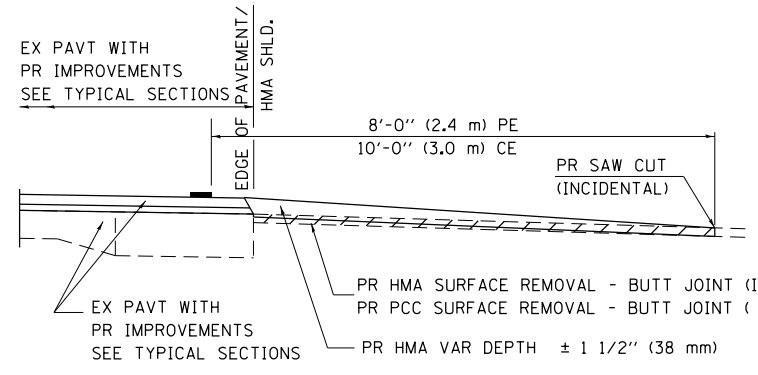
SECTION A-A FOR EX EARTH/ AGGREGATE FE



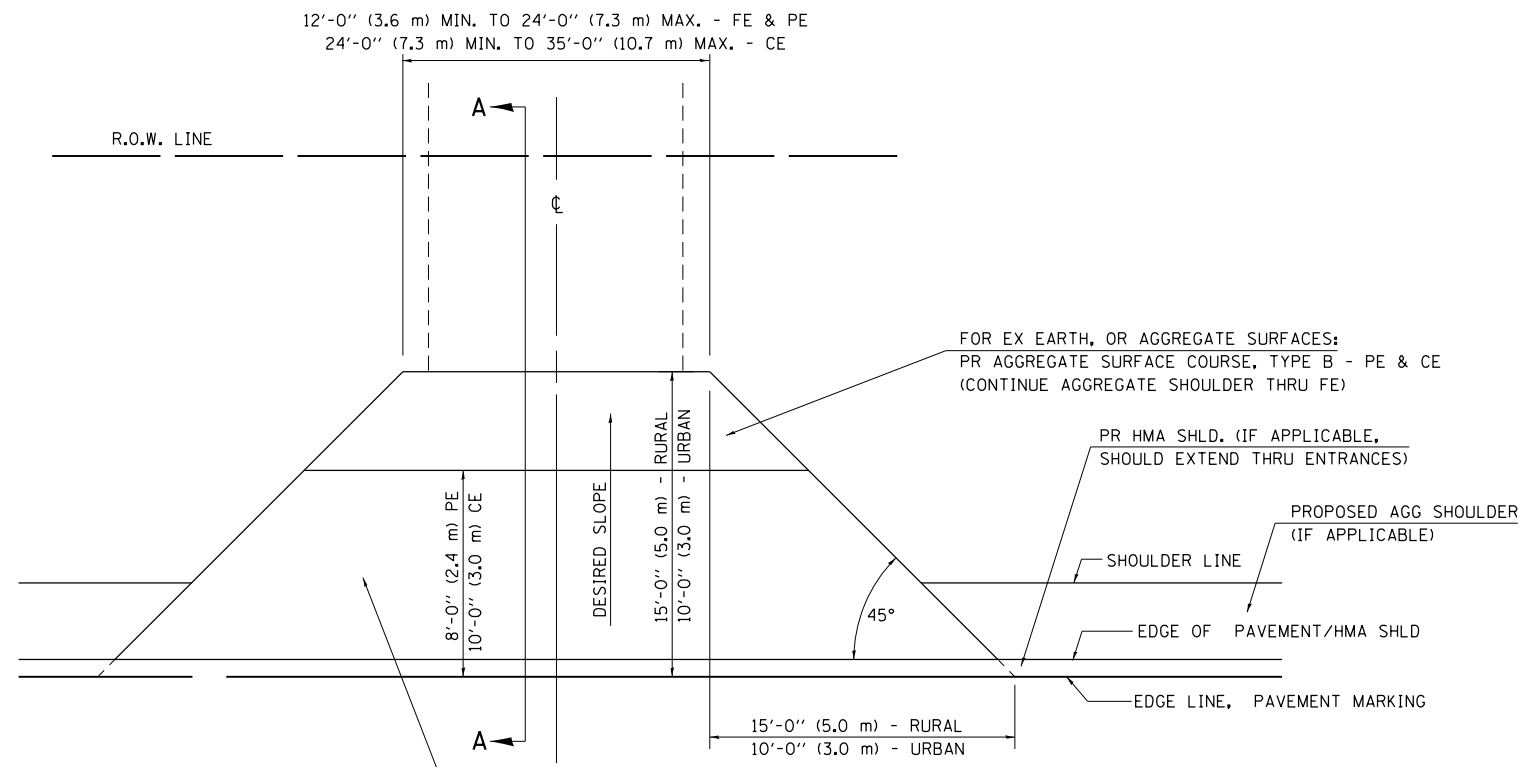
SECTION A-A FOR EX EARTH/AGGREGATE PE



SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



SECTION A-A FOR EX HMA/ PC CONCRETE PE, CE & SIDE ROAD



FOR EX EARTH OR AGGREGATE SURFACES:
 PR HMA SURFACE REMOVAL (IF APPLICABLE)
 PR AGGREGATE SHOULDER THRU - FE
 PR HMA CONCRETE 3 1/2" (90 mm) - PE
 PR HMA CONCRETE 8" (200 mm) - CE

FOR EX HMA CONCRETE SURFACES:
 PR HMA SURFACE REMOVAL - BUTT JOINT

FOR EX PCC SURFACES:
 PR PCC SURFACE REMOVAL - BUTT JOINT

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

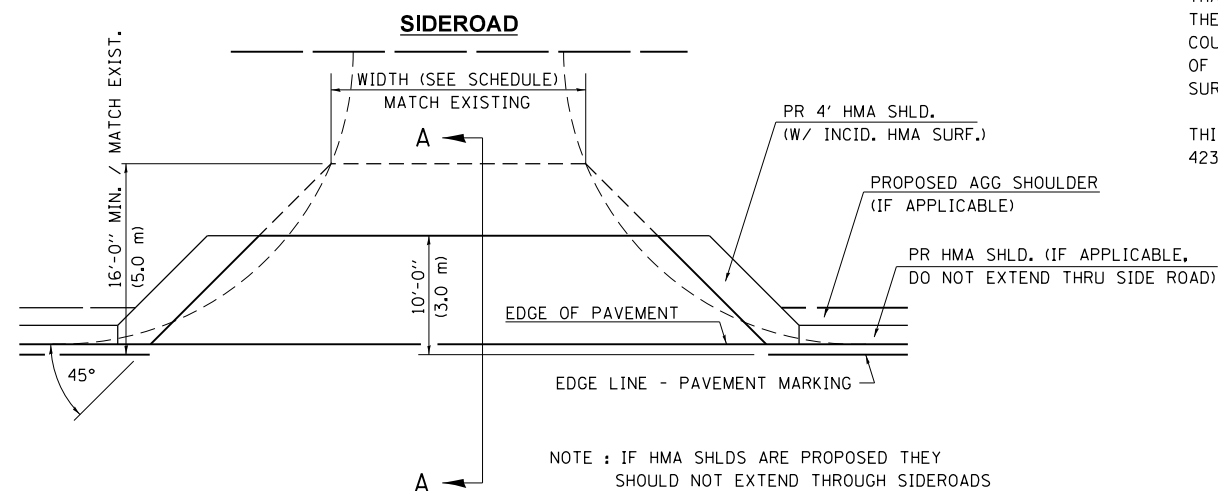
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HMA CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HMA CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES (75 mm) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES (50 mm) SHALL MEET THE REQUIREMENTS OF HMA CONCRETE SURFACE COURSE, SUPERPAVE.

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.

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



NOTE : IF HMA SHLDS ARE PROPOSED THEY SHOULD NOT EXTEND THROUGH SIDEROADS

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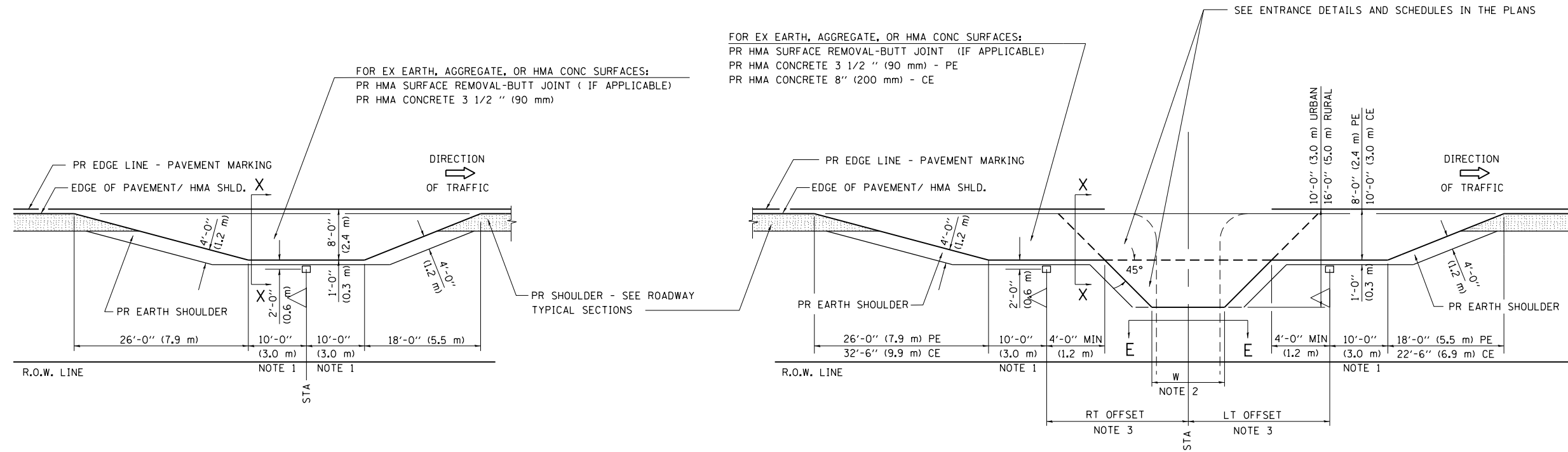
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DIST.6 DETAILS FOR RURAL/URBAN ENT., MAILBOX
 TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)**

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

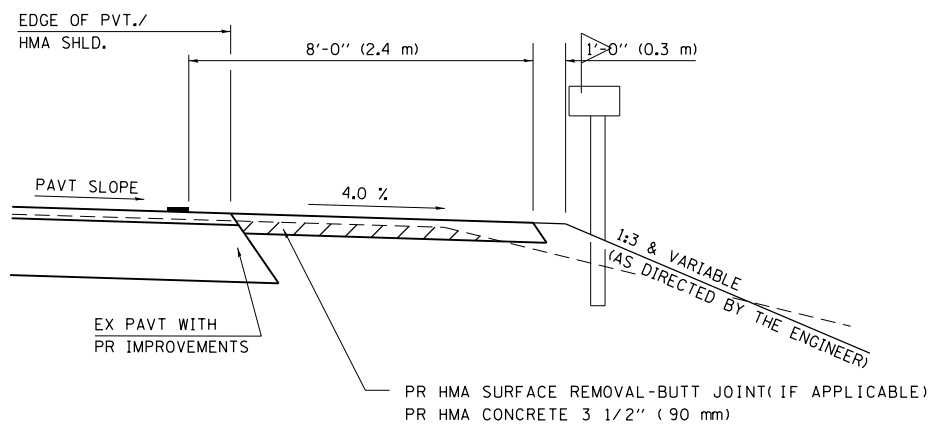
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

DETAILS OF MAILBOX TURNOUTS



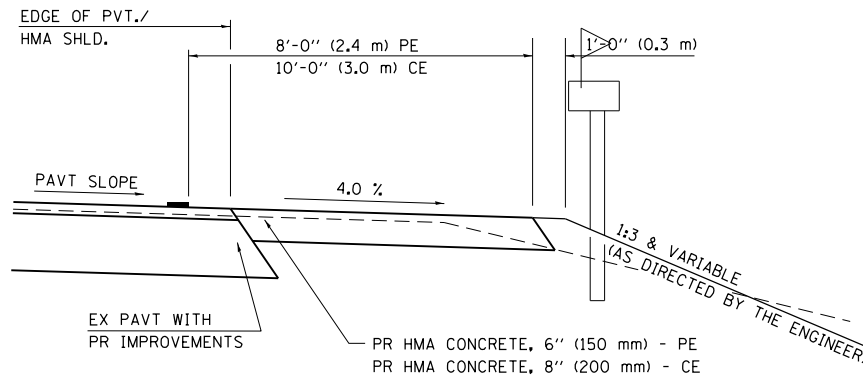
PLAN - MAILBOX TURNOUTS

PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



**SECTION X-X THRU MAILBOX TURNOUT
ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
EX EARTH, AGGREGATE, OR HMA PE & FE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)



**SECTION X-X THRU MAILBOX TURNOUT
COMBINED WITH EX HMA CONC & PC CONC PE & CE**

(DETAIL APPLIES WHEN M.B. TURNOUT DOES NOT EXIST.
IF EXISTING, TREAT SAME AS ENTRANCE.)

- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

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

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - 2/19/03 JCN
ENT PPP.DGN	et:\pw\work\p\dot\sparksgw\dms21196\ent\ppp.dgn	DRAWN - CADD	REVISED - 4/01/04 JCN
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

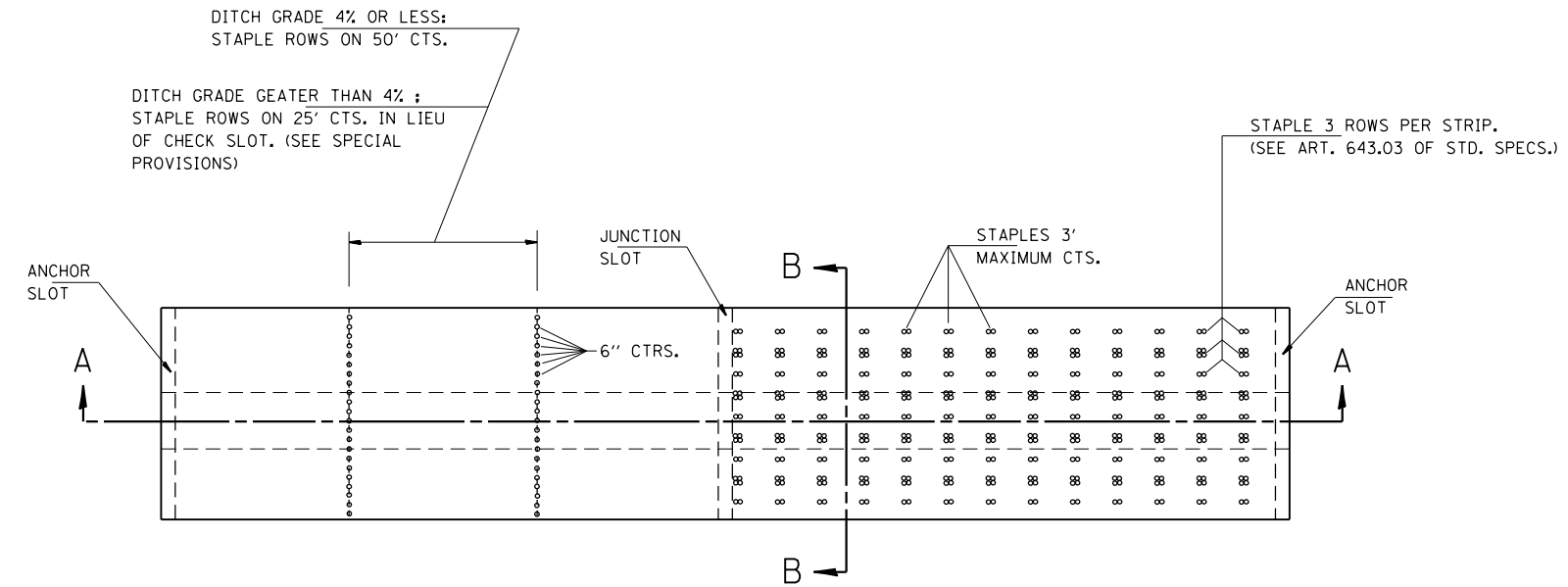
**DIST.6 DETAILS FOR RURAL/URBAN ENT., MAILBOX
TURNOUT & SIDEROADS W/O CONC. GUTTER (3P-PROJ.)**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

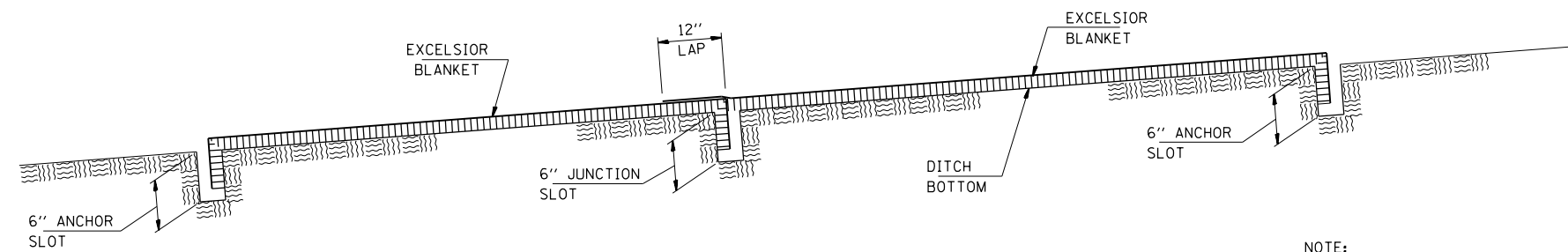
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

EXCELSIOR BLANKET

LOCATION	LENGTH	WIDTH	DEPTH	SQ. YDS.
TOTAL				

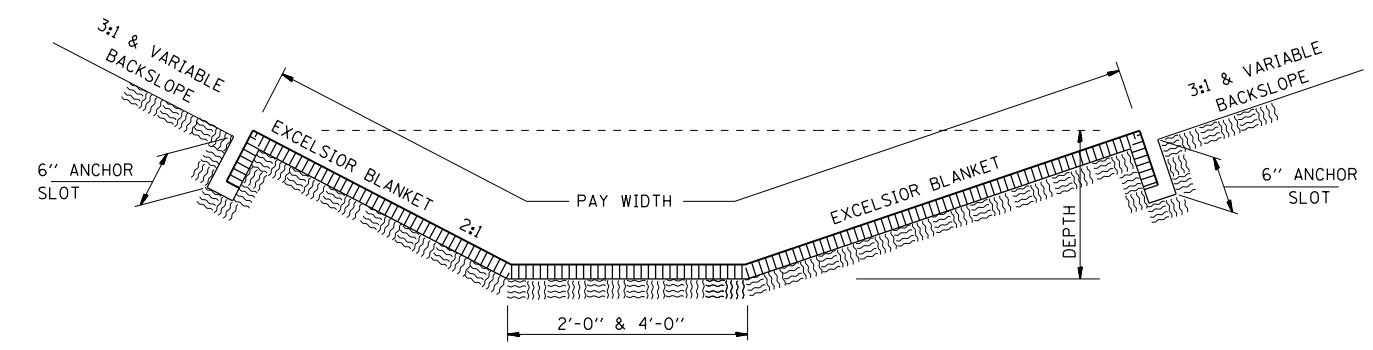


PLAN VIEW & STAPLING LAYOUT FOR EXCELSIOR BLANKET PLACEMENT IN DITCH

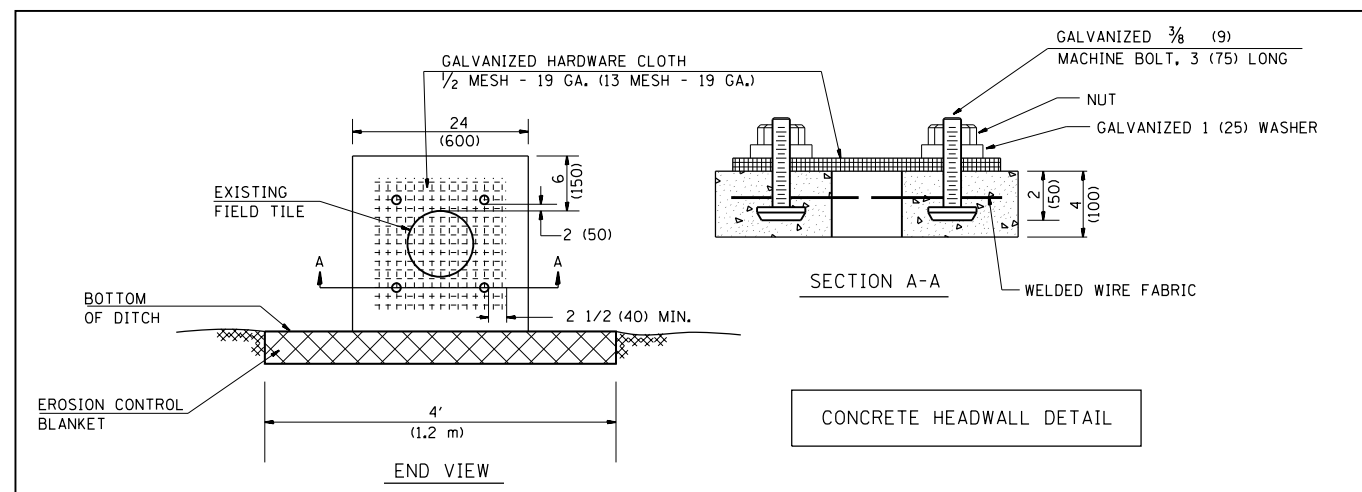
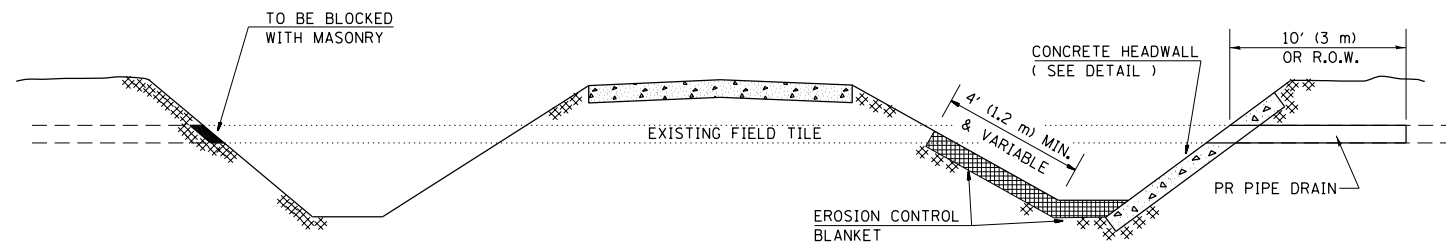
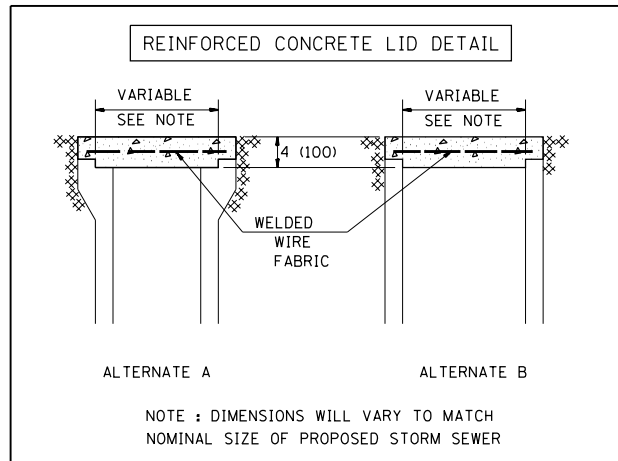
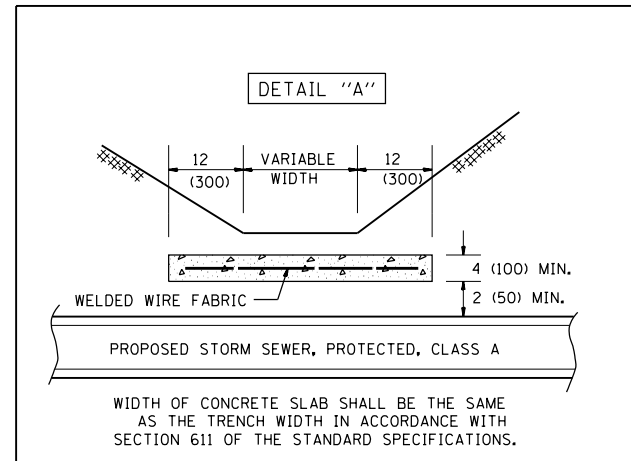
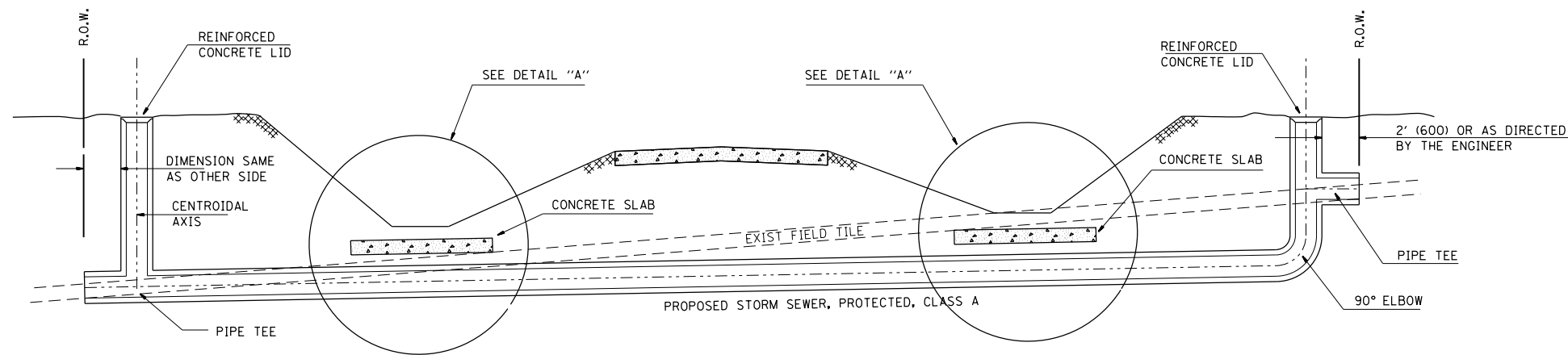


EXCELSIOR BLANKET SECTION A - A

NOTE: FOR ADDITIONAL INFORMATION SEE SPECIAL PROVISIONS - EXCELSIOR BLANKET



EXCELSIOR BLANKET SECTION B - B



GENERAL NOTES

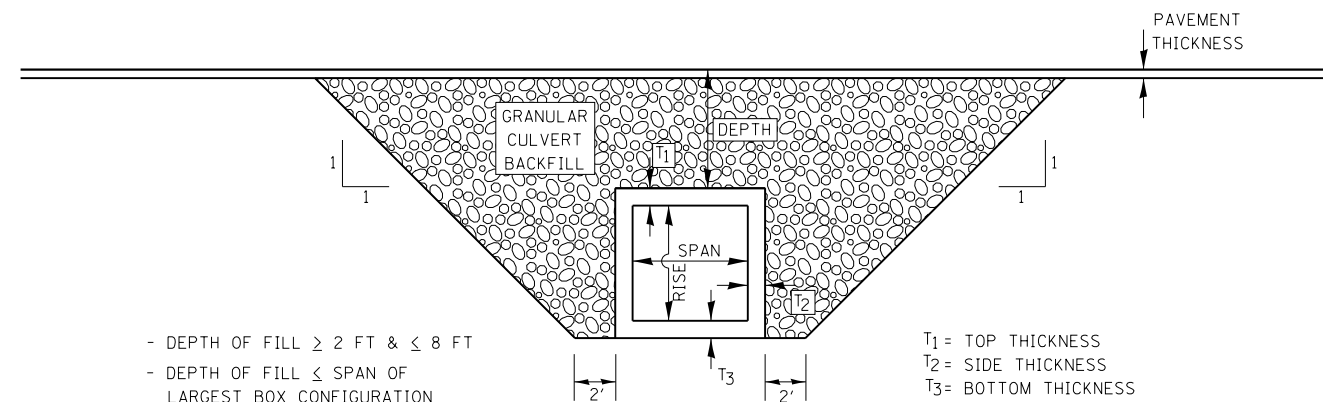
1. FIELD TILE SHALL BE REPLACED IN ACCORDANCE WITH SECTION 611 OF THE STANDARD SPECIFICATIONS. THE COST PER CONTRACT UNIT PRICE OF ITEMS INCLUDED IN THIS CONTRACT SHALL BE PAID FOR AS STATED IN SECTION 611 OF THE STANDARD SPECIFICATIONS. IF THE CONTRACT UNIT PRICE IS NOT INCLUDED IN THIS CONTRACT, PAYMENT FOR THIS WORK WILL BE IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
2. THE DIAMETER OF THE PROPOSED STORM SEWER SHALL BE EQUAL TO OR GREATER THAN THE EXISTING FIELD TILE.
3. ALL EXISTING FIELD TILE SHALL BE REPLACED WITH STORM SEWER OF THE TYPE REQUIRED FOR BY THE DEPTH OF COVER. THE LINEAL METER MEASUREMENT WILL BE ALONG THE CENTROIDAL AXIS AND INCLUDE ALL BENDS, ELBOWS, OR PIPE TEE'S WHICH ARE REQUIRED.
4. THE REINFORCED CONCRETE LID SHALL BE CLASS SI CONCRETE (MISCELLANEOUS) OR PRECAST REINFORCED CONCRETE.
5. ALL HARDWARE, WELDED WIRE FABRIC, RODENT SCREENS AND OTHER REINFORCEMENT AND ANCHORS AS SHOWN OR AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE COST FOR MISCELLANEOUS CONCRETE.

DESIGNER NOTE:

THE DESIGNER SHOULD INCLUDE IN THE PLANS THE APPROPRIATE QUANTITIES ITEMS AS STATED IN STANDARD SPECIFICATIONS. FOR FIELD TILE QUANTITIES REFER TO THE FARMER DRAINAGE MEETING NOTES AND OTHER PROJECT CORRESPONDENCE. ASSUMED QUANTITY ITEMS SHOULD NOT BE INCLUDED IN THE PLANS IF EVIDENCE OF FIELD TILE IS NOT CLEAR.

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

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Default FTILE.DGN	PLOT SCALE = 48.000' / in.	DRAWN - CADD	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
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		DATE - FEBRUARY 15, 2000	REVISED -										

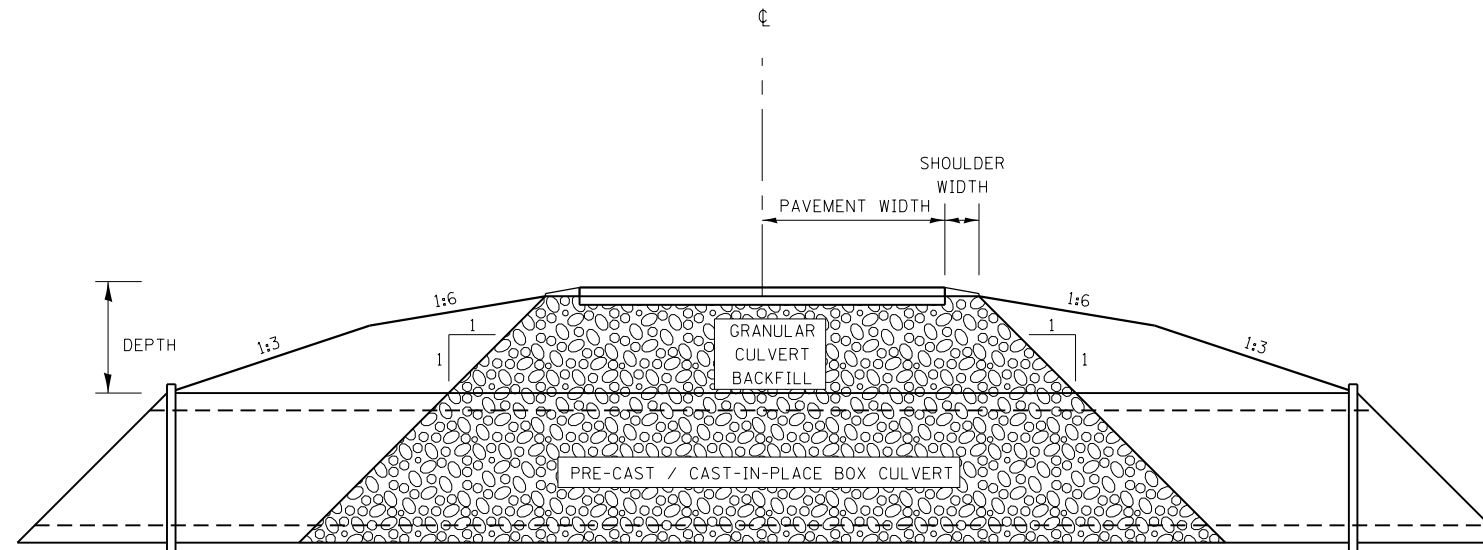


- DEPTH OF FILL \geq 2 FT & \leq 8 FT
- DEPTH OF FILL \leq SPAN OF LARGEST BOX CONFIGURATION

T₁ = TOP THICKNESS
 T₂ = SIDE THICKNESS
 T₃ = BOTTOM THICKNESS

* NOTE: WILL NEED MODIFICATION FOR MULTICELL BOX CULVERTS

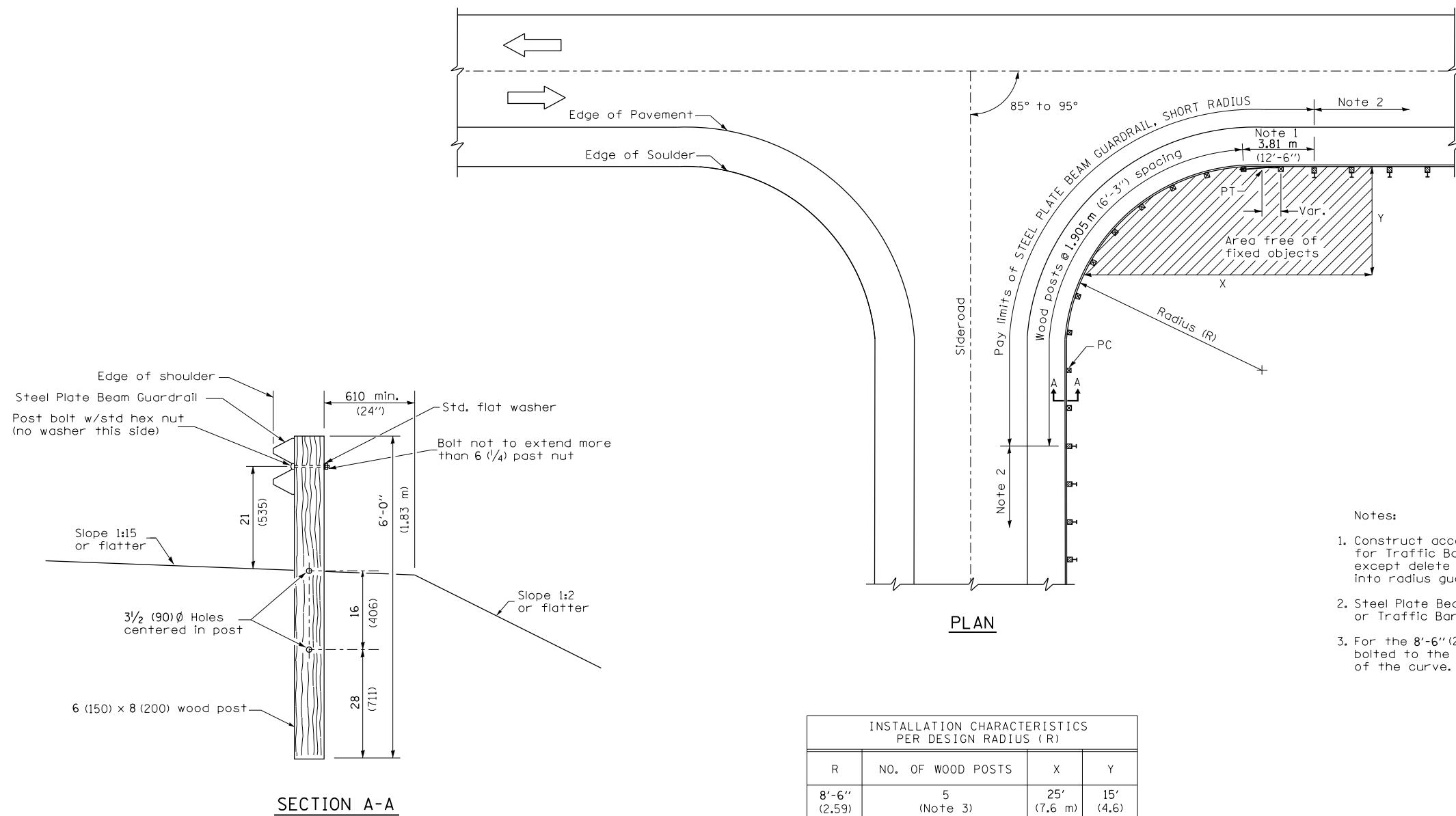
PROFILE GRANULAR BACKFILL DETAIL FOR EXISTING ALIGNMENTS & CONSTRUCTION



- DEPTH OF FILL \geq 2 FT & \leq 8 FT
- DEPTH OF FILL \leq SPAN OF LARGEST BOX CONFIGURATION

CROSS SECTION GRANULAR BACKFILL DETAIL FOR EXISTING ALIGNMENTS & CONSTRUCTION

FILE NAME =	USER NAME = sparksgw	DESIGNED - BKL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GRANULAR BACKFILL DETAIL TO BOTTOM OF BOX CULVERT			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Granular Backfill Details.dgn	et:\pwork\pwork\sparksgw\dms21196\Granular Backfill Detail.dgn	DRAWN - BKL	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -									ILLINOIS FED. AID PROJECT
	PLOT DATE = Feb-25-2013 08:55:27AM	DATE -	REVISED -									



- Notes:
1. Construct according to Standard 631011 for Traffic Barrier Terminal Type 2, except delete end section and splice into radius guardrail.
 2. Steel Plate Beam Guardrail Type A, Type B, or Traffic Barrier Terminal as specified.
 3. For the 8'-6" (2.59 m) radius, the rail is not bolted to the post located at the midpoint of the curve.

INSTALLATION CHARACTERISTICS PER DESIGN RADIUS (R)			
R	NO. OF WOOD POSTS	X	Y
8'-6" (2.59)	5 (Note 3)	25' (7.6 m)	15' (4.6)
17'-0" (5.18)	6	30' (9.1 m)	15' (4.6)
25'-6" (7.77)	8	40' (12.2 m)	20' (6.1)
35'-0" (10.67)	11	50' (15.2 m)	20' (6.1)

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
 All dimensions are in inches (millimeters) unless otherwise shown.

GUARDRAIL SHORT RADIUS.DGN

BDE Memo 36-03 Attachment A

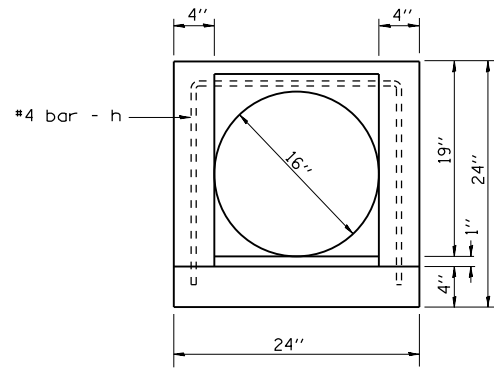
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

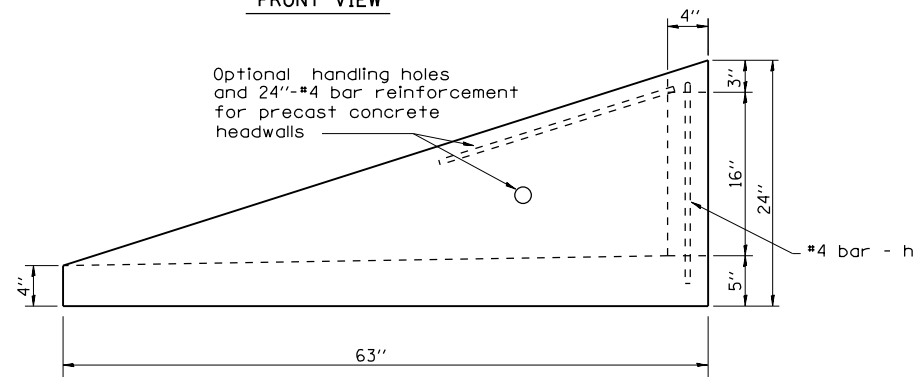
**STEEL PLATE BEAM GUARDRAIL,
SHORT RADIUS**

SCALE: SHEET OF SHEETS STA. TO STA.

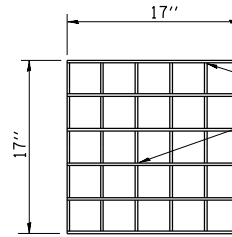
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



FRONT VIEW



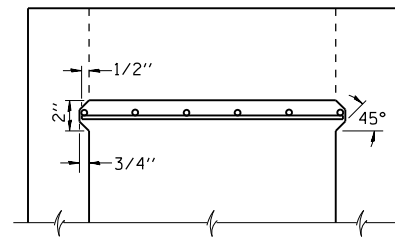
SIDE VIEW



Tack weld all joints
To be fabricated from 1/4 inch wire.

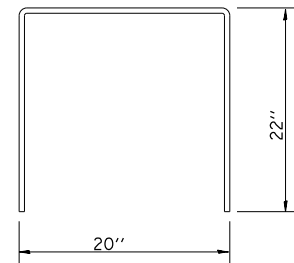
FRONT VIEW

To install, slip into 3/4 inch deep slots cast into the headwall.



TOP VIEW
SLOTTED HEADWALL
DETAIL

RODENT SHIELD DETAIL



BAR - h

GENERAL NOTES

The concrete headwall can be either precast or cast-in-place Class X Concrete, with the exception of aggregate gradation.

An alternate paved invert meeting the approval of the Engineer may be substituted for that shown.

Precast concrete shall be in accordance with Sections 505.01 thru 505.05 of the Standard Specifications except that the concrete strength shall be 4000 p.s.i. after 28 days.

If a precast concrete headwall is used, the pipe shall be grouted and sealed to the headwall opening with a cement mortar. Total volume of concrete per headwall = 0.26 Cubic Yards.

The uppermost point of the headwall shall be placed flush with the roadway slope. The earthen side slopes adjacent to the headwall shall then be shaped to conform to the sides and toe of the headwall.

The removable rodent shield shall be furnished and installed in accordance with one of the configurations shown. The shield shall be fabricated from steel wire, or expanded metal, as detailed above and shall be galvanized after fabrication in accordance AASHTO M-111. Other submitted designs for a removable rodent shield will be allowed with the approval of the Engineer.

The contract unit price each for CONCRETE HEADWALL shall include all materials, including rodent shield, and labor necessary to install the headwall.

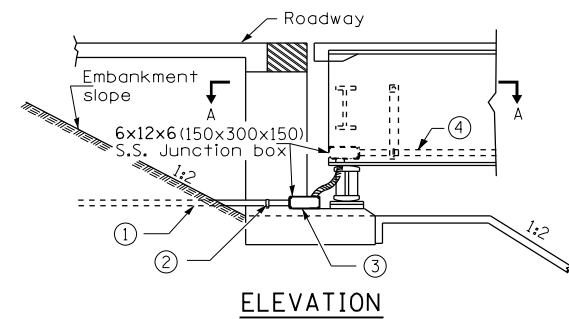
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

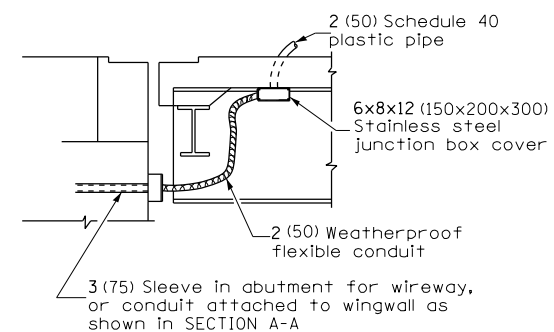
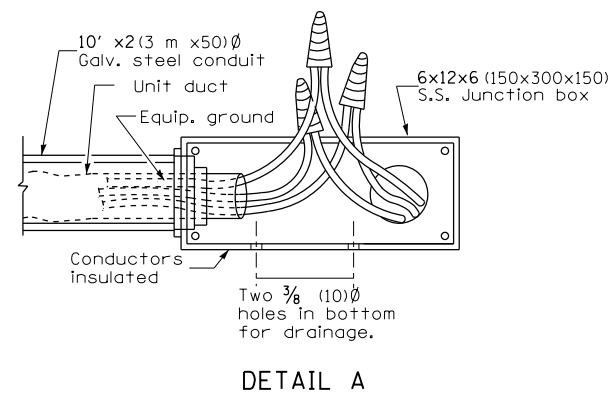
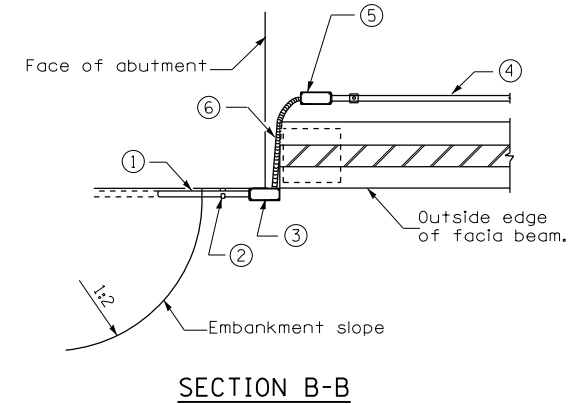
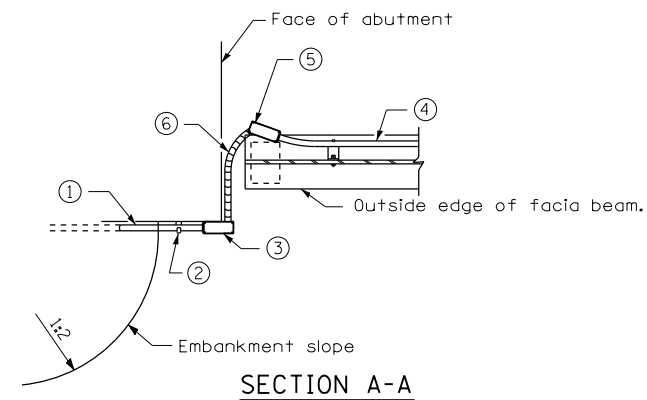
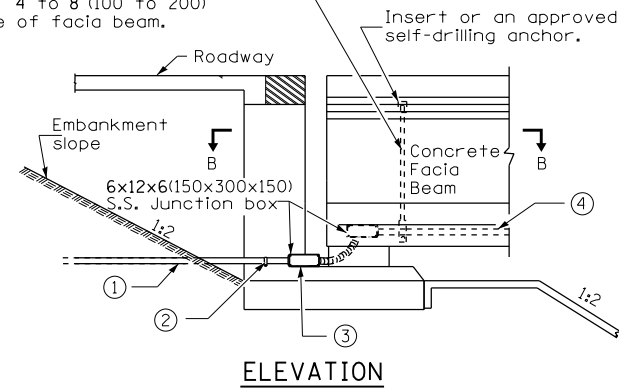
CONCRETE HEADWALL FOR STORM SEWER INLET

SCALE: SHEET OF SHEETS STA. TO STA.

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



1/2(25) Galvanized or stainless steel hanger rod on 5'(1.5 m) maximum centers. Support conduit 4 to 8 (100 to 200) above lower edge of fascia beam.



GENERAL NOTES

- ① 10'x2 (3 m x 50) Ø Galv. steel conduit.
- ② Galv. steel or stainless steel conduit clamp.
- ③ Drill two 3/8 (10) Ø holes in bottom side of junction box for drainage. Extended unit duct into junction box 2 to 3 (50 to 75), (See DETAIL A).
- ④ 2 (50) Galv. steel conduit.
- ⑤ Do not extend junction box beyond end of fascia beam.
- ⑥ Liquid tight flexible conduit.

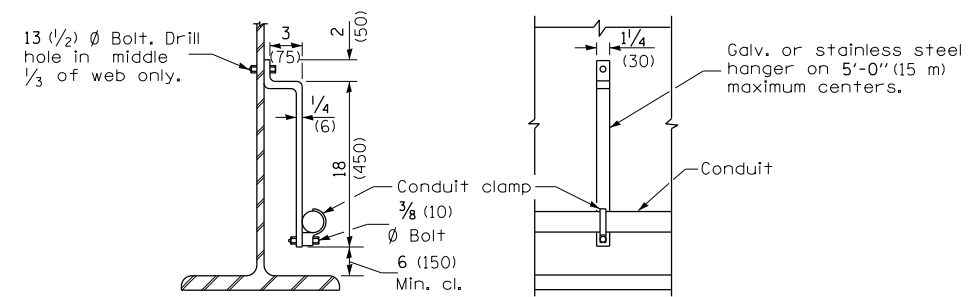
All dimensions are in inches unless otherwise shown.

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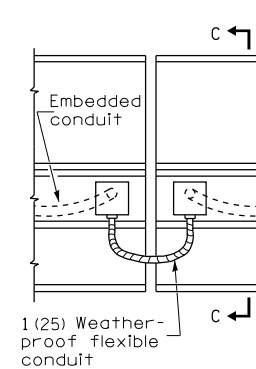
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

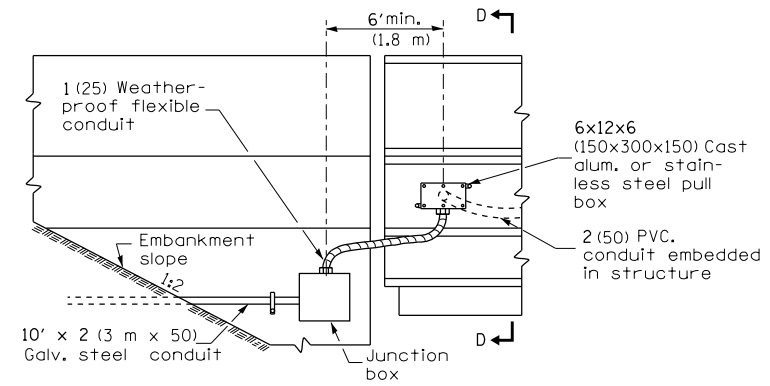
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



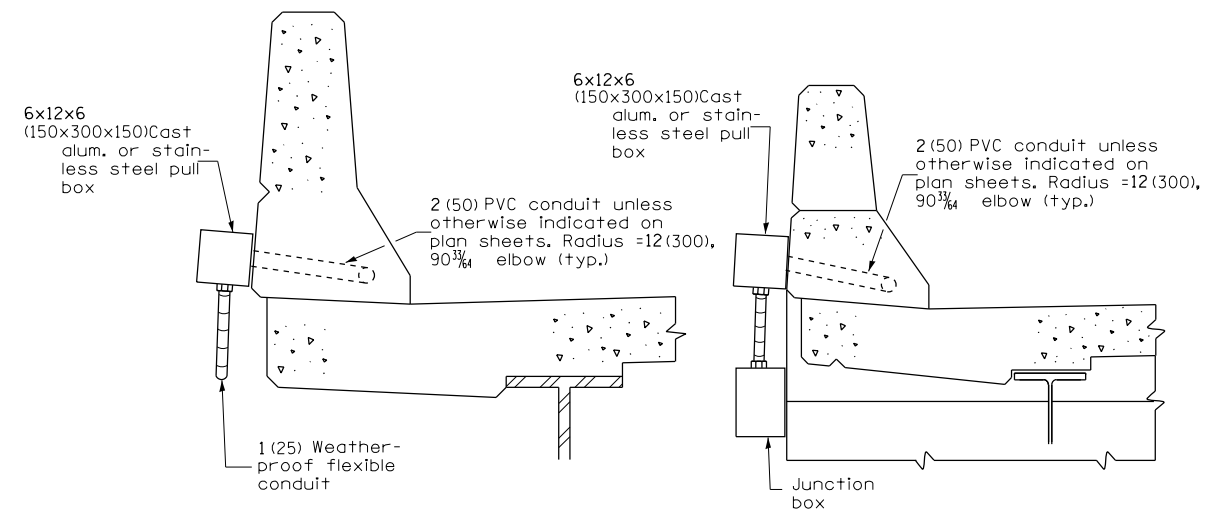
CONDUIT SUPPORT BRACKET



ELEVATION AT EXPANSION JOINT



SECTION AT ABUTMENTS
(External conduit)



SECTION C-C

SECTION D-D

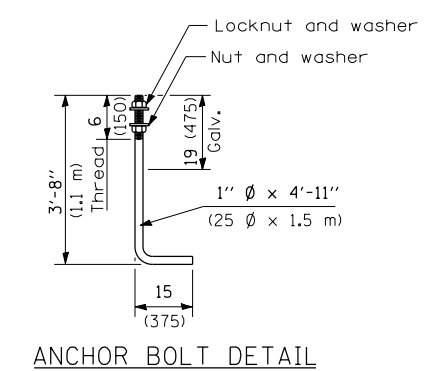
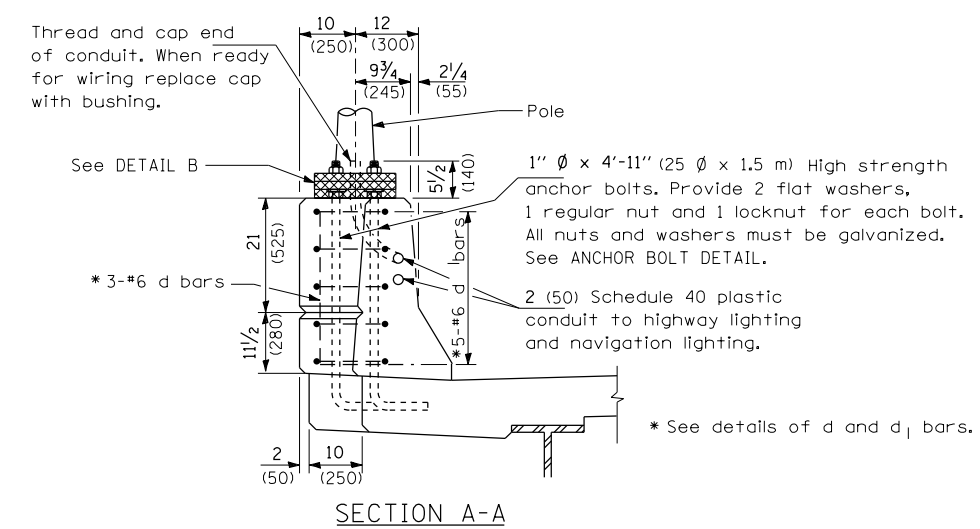
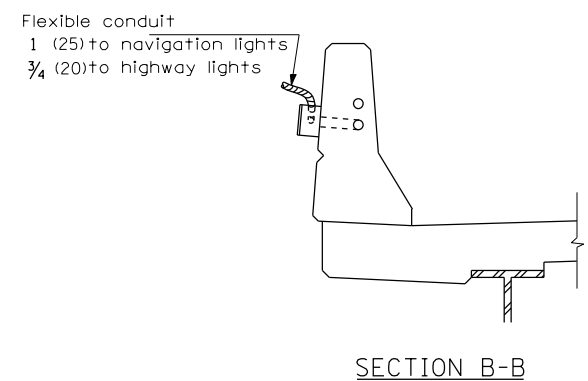
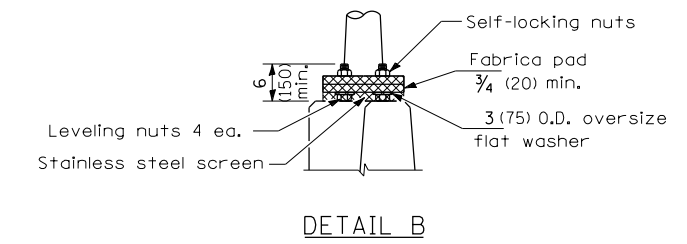
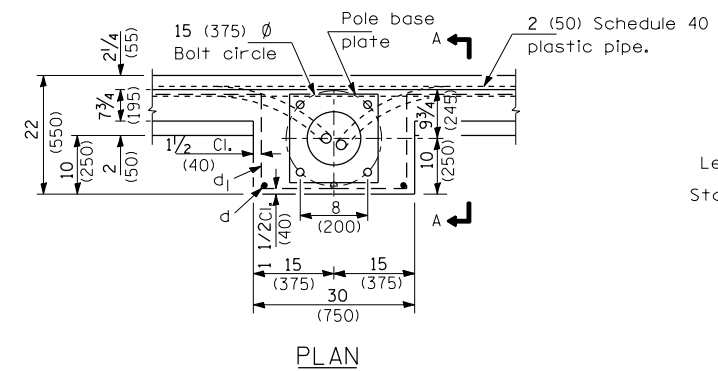
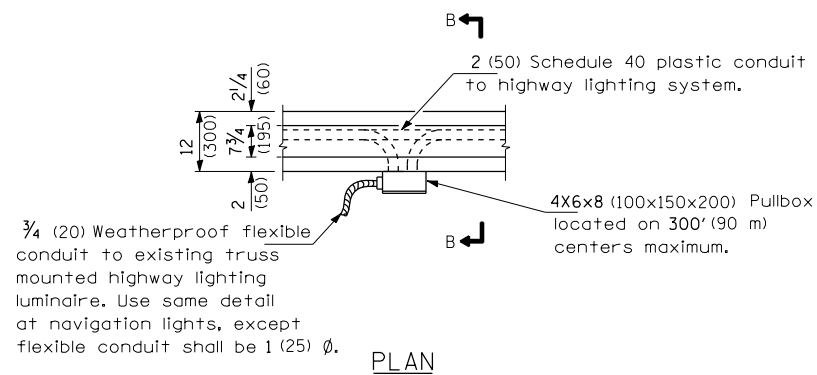
All dimensions are in inches unless otherwise shown.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

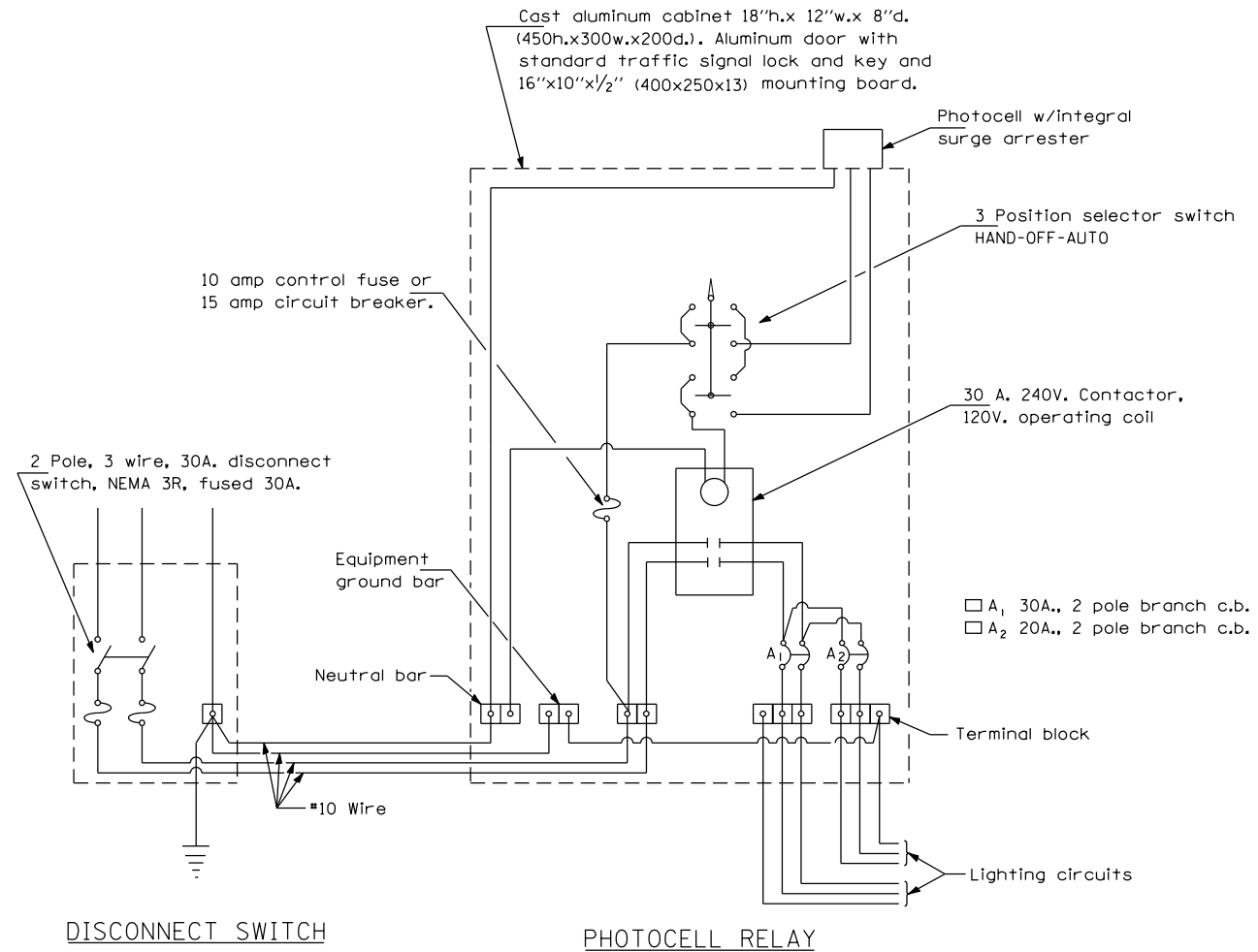
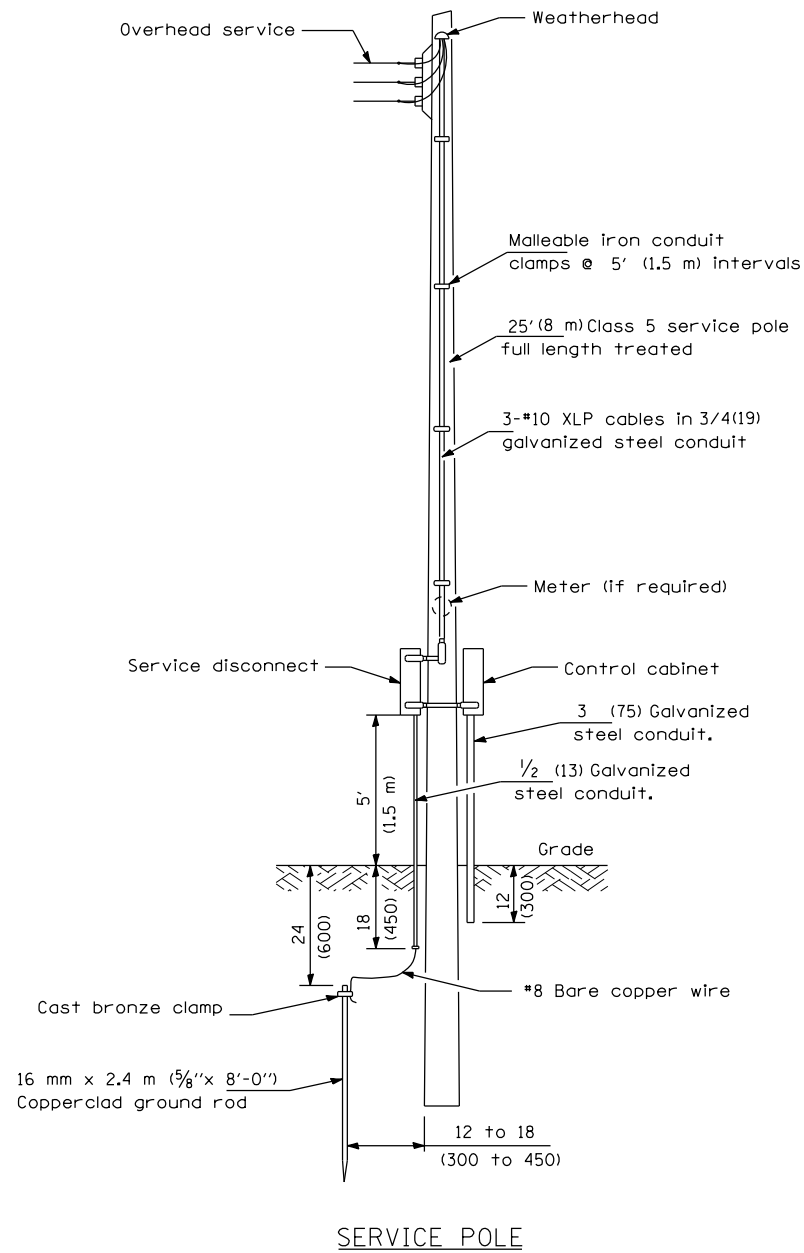
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



All dimensions are in inches (millimeters) unless noted.

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		DATE - 6/19/98	REVISED -										



GENERAL NOTES

All equipment shall be U.L. Listed.
 All dimensions are in inches (millimeters) unless otherwise shown.

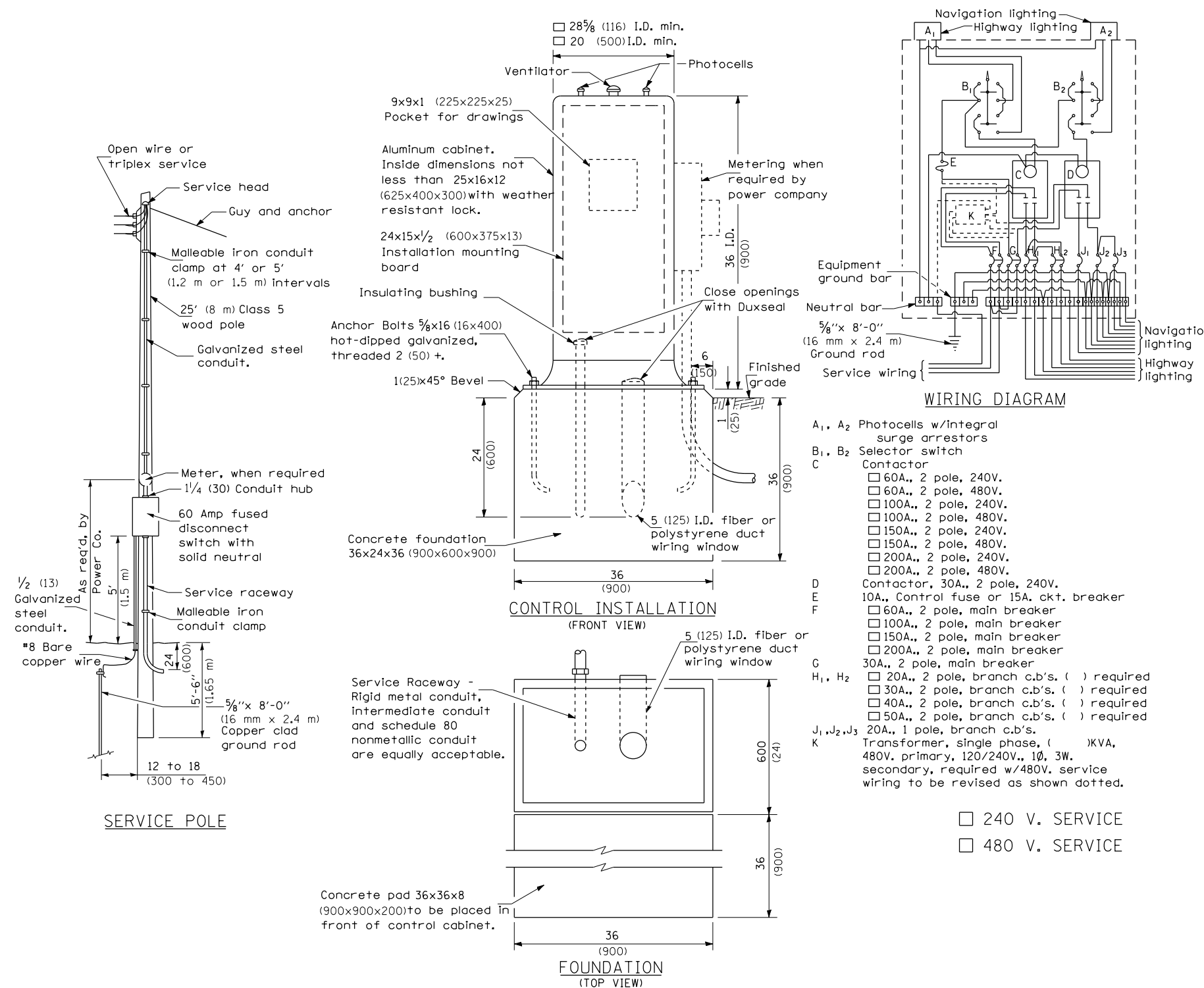
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Default	PLOT DATE = Feb-25-2013 08:55:43AM	DATE - 3/11/96	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CONTROL INSTALLATION SERVICE POLE MOUNTED
 120/240V., 1 PHASE, 3 WIRE SERVICE

SCALE: SHEET OF SHEETS STA. TO STA.

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



- WIRING DIAGRAM**
- A₁, A₂ Photocells w/Integral surge arrestors
 - B₁, B₂ Selector switch
 - C Contactor
 - 60A., 2 pole, 240V.
 - 60A., 2 pole, 480V.
 - 100A., 2 pole, 240V.
 - 100A., 2 pole, 480V.
 - 150A., 2 pole, 240V.
 - 150A., 2 pole, 480V.
 - 200A., 2 pole, 240V.
 - 200A., 2 pole, 480V.
 - D Contactor, 30A., 2 pole, 240V.
 - E 10A., Control fuse or 15A. ckt. breaker
 - F
 - 60A., 2 pole, main breaker
 - 100A., 2 pole, main breaker
 - 150A., 2 pole, main breaker
 - 200A., 2 pole, main breaker
 - G 30A., 2 pole, main breaker
 - H₁, H₂
 - 20A., 2 pole, branch c.b.'s. () required
 - 30A., 2 pole, branch c.b.'s. () required
 - 40A., 2 pole, branch c.b.'s. () required
 - 50A., 2 pole, branch c.b.'s. () required
 - J₁, J₂, J₃ 20A., 1 pole, branch c.b.'s.
 - K Transformer, single phase, () KVA, 480V. primary, 120/240V., 1Ø, 3W. secondary, required w/480V. service wiring to be revised as shown dotted.

240 V. SERVICE
 480 V. SERVICE

GENERAL NOTES

Wiring shall be panel board fashion. All bends shall be right angles. All runs shall vertical or parallel to panel board. Wires shall be grouped or laced.

All control installation components shall be U.L. listed.

Label equipment ground and neutral.

Locate service pole and control installation adjacent to R.O.W. line with a minimum distance of 30' (9 m) from the edge of pavement. Exact location shall be established by the Engineer.

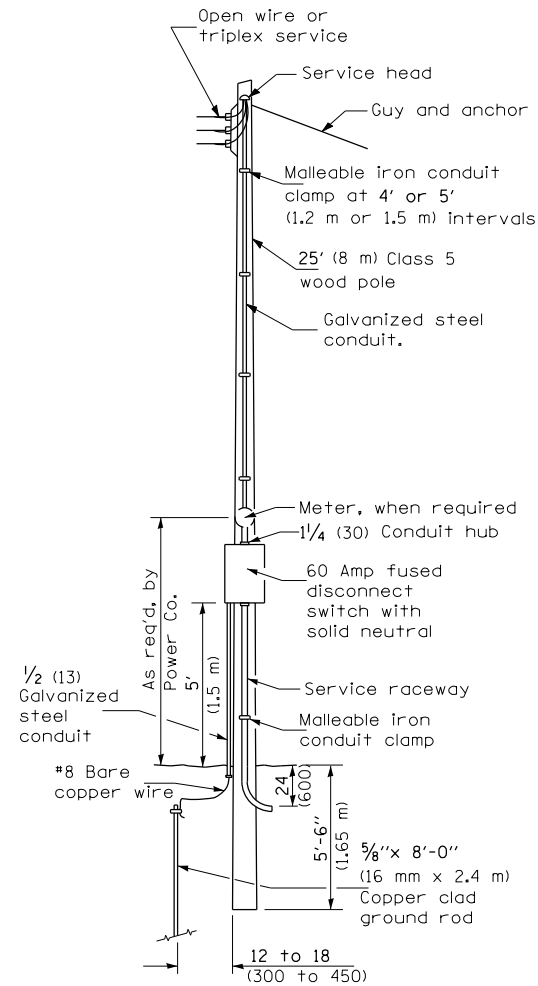
The underground service entrance wiring shall not exceed 150' (46 m). Total aerial and underground service between the control installation and primary transformer shall not exceed 250' (76 m).

Raceways shall terminate 3 (75) above top of concrete foundation.

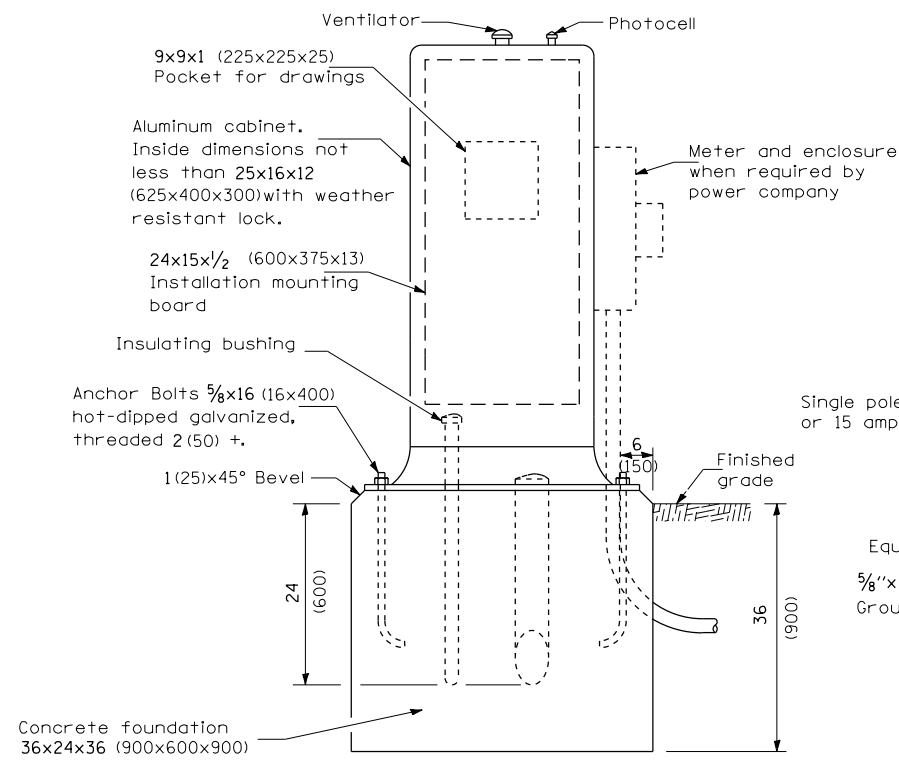
For 480 V. systems, a 480/120 V. control transformer will be required.

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

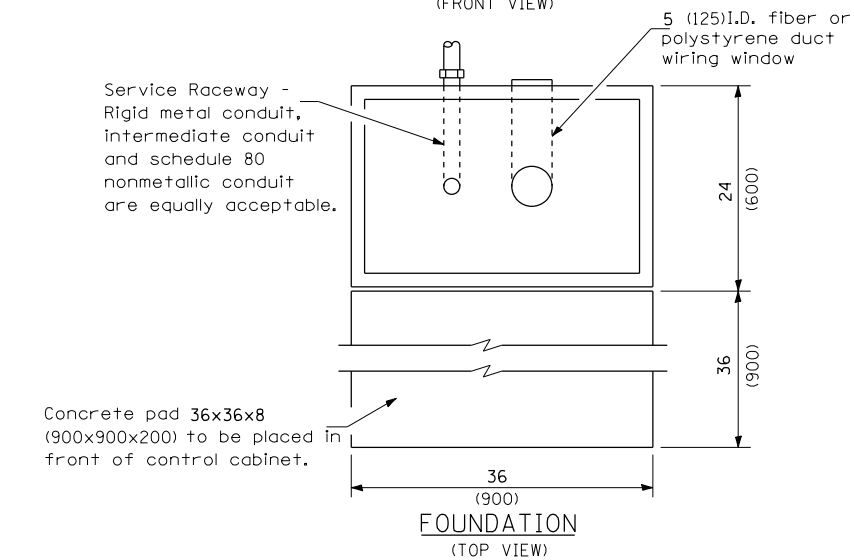
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	PLOT DATE = Feb-25-2013 08:55:44AM	DATE -	REVISED -										



SERVICE POLE

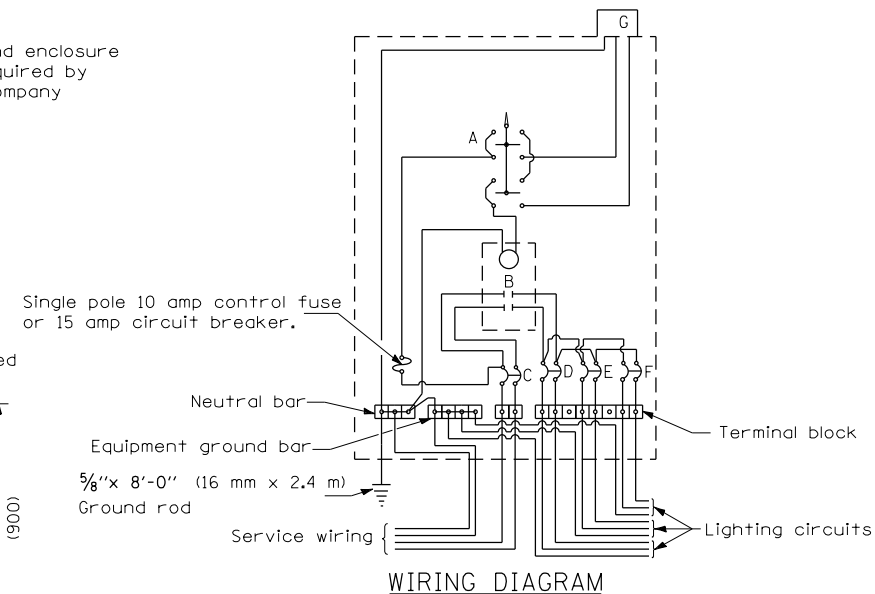


CONTROL INSTALLATION
(FRONT VIEW)



FOUNDATION
(TOP VIEW)

- A Selector switch
- B 2 Pole 100 amp contactor
- C 2 Pole 60 amp service disconnect
- D,E,F 2 Pole 30 amp breakers
- G Photocell w/integral surge arrester



WIRING DIAGRAM

- 240 V. SERVICE
- 480 V. SERVICE

GENERAL NOTES

Locate service pole and control installation adjacent to R.O.W. line with a minimum distance of 30' (9 m) from the edge of pavement. Exact location shall be established by the Engineer.

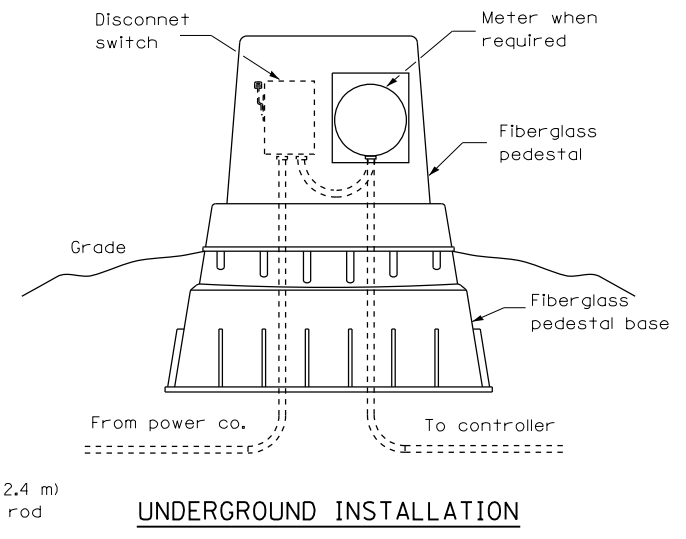
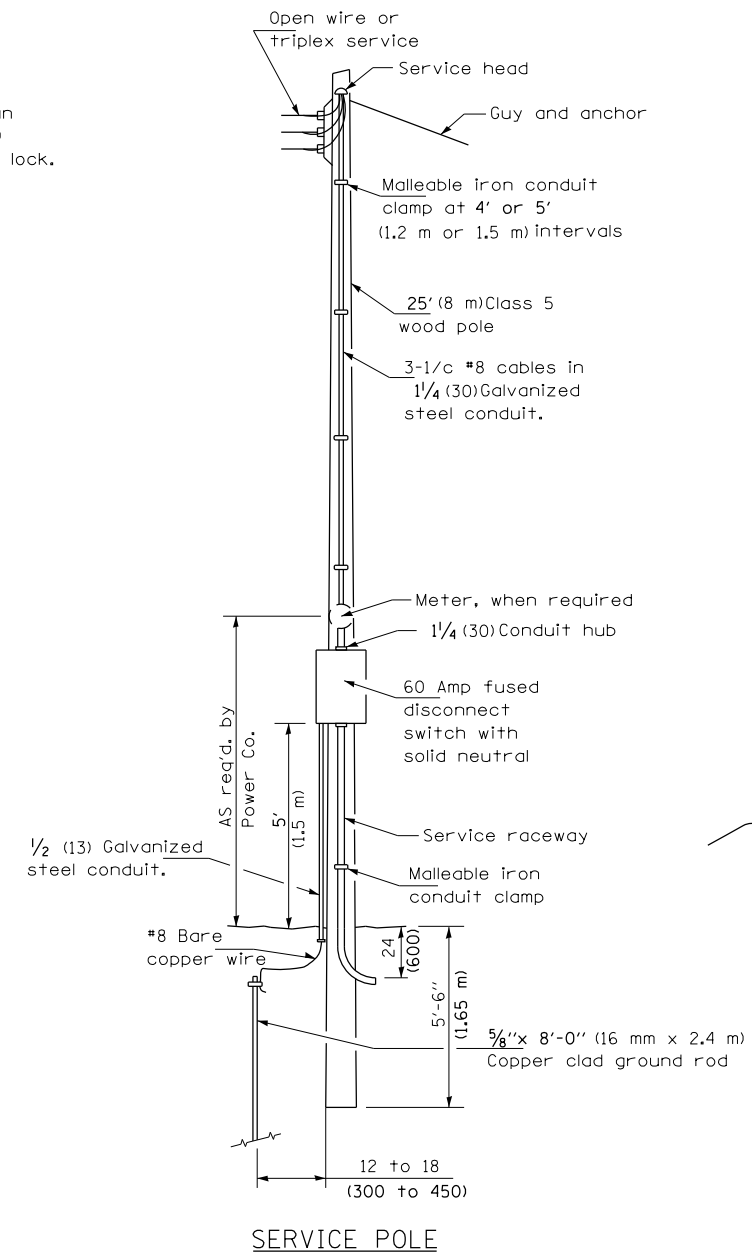
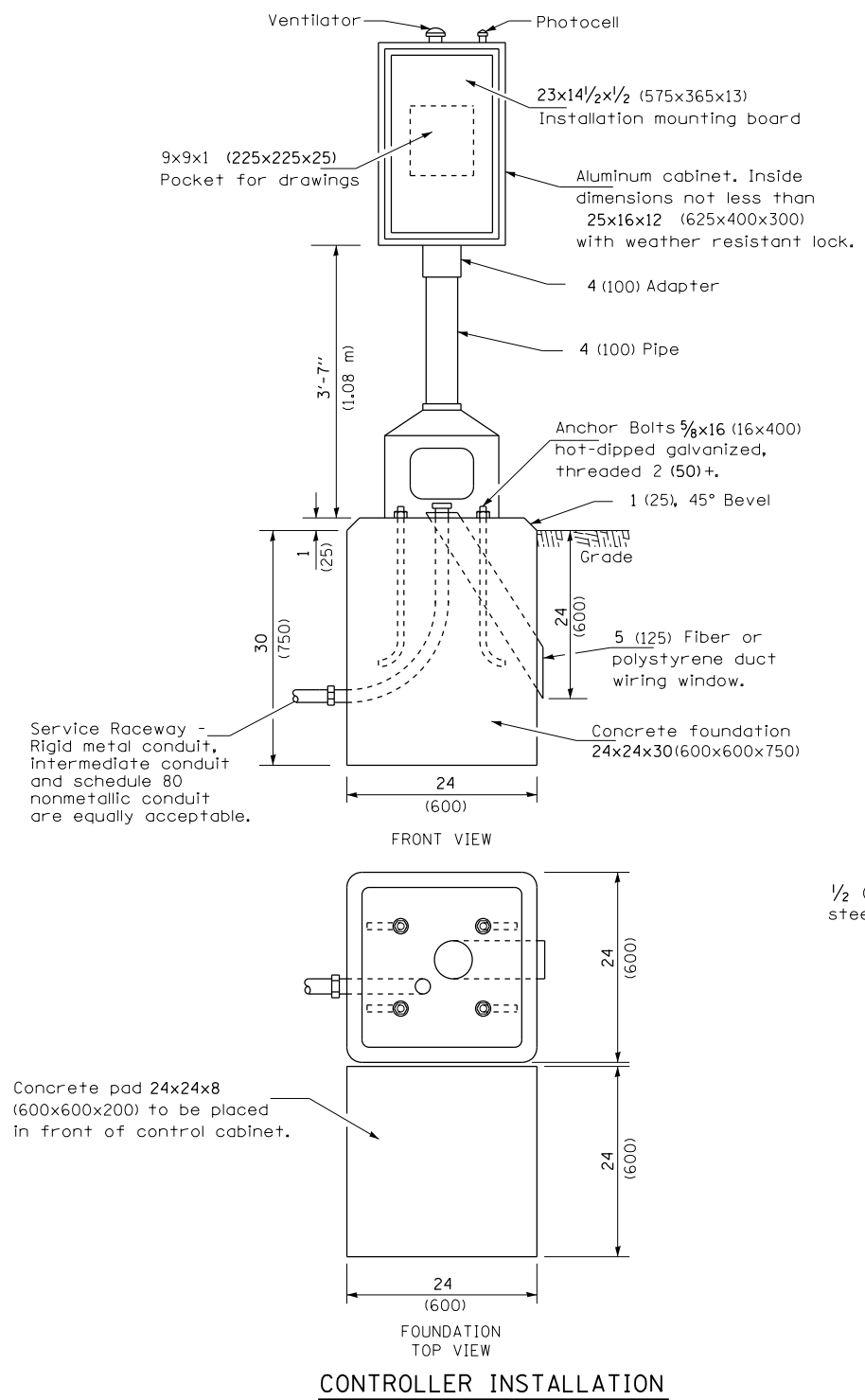
The underground service entrance wiring shall not exceed 150' (46 m). Total aerial and underground service between the control installation and primary transformer shall not exceed 250' (76 m).

Raceways shall terminate 3 (75) above top of concrete foundation.

For 480 V. systems, a 480/120 V. control transformer will be required.

All dimensions are in millimeters unless otherwise shown.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONTROL INSTALLATION TYPE CB-RCS-100				F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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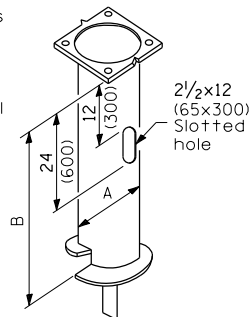


All dimensions are in inches (millimeters) unless otherwise shown.

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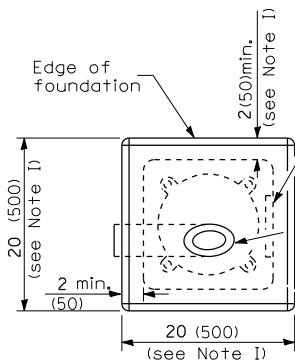
DATA, STEEL ** FOUNDATION TABLE			
BOLT CIRCLE	A	B	MOUNTING HEIGHT
15" (381 mm)	10" (254 mm)	6' (1.8 m)	45' 50' * (13.7 m or 16.0 m)
15" (381 mm)	8" (203 mm)	6' (1.8 m)	45' (13.7 m)
11" (292 mm)	8" (203 mm)	6' (1.8 m)	40' (12.0 m or less)

* For use on poles w/twin tenon
 ** Minimum torque req'd to install foundations shall be 5,000 lbs. 2268 kg



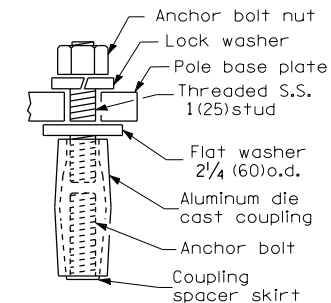
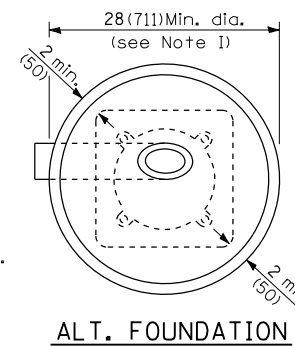
STEEL POLE FOUNDATION

LOW MOUNTING FOUNDATION TABLE		
HEIGHT	DEPTH	BOLT CIRCLE
30' (9 m)	5'-0" (1.5 m)	11" (292 mm)
31'-35' (9.4 m - 10.7 m)	6'-0" (1.8 m)	11" (292 mm)
36'-40' (11.9 m - 12.0 m)	7'-0" (2.1 m)	15" (381 mm)
41'-45' (12.5 m - 13.7 m)	7'-6" (2.3 m)	15" (381 mm)
46'-50' (14.0 m - 16.0 m)	8'-0" (2.4 m)	15" (381 mm)

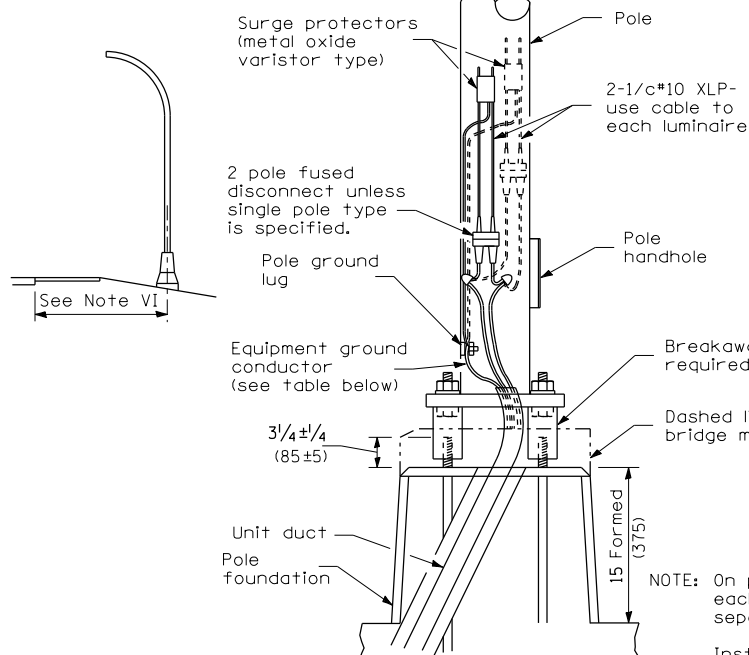


Place door on wireway side. Wireway may be on front, back, or side of foundation as required by the trenching which should permit unit duct to have as few bends as are practical.

Top of fiber duct shall be flush with the tip of foundation for drainage. 5" (125 mm) I.D. type I fiber or polystyrene duct wiring window.



TYP. COUPLING



NOTE: On poles with two luminaires, each luminaire shall have a separate fused disconnect.

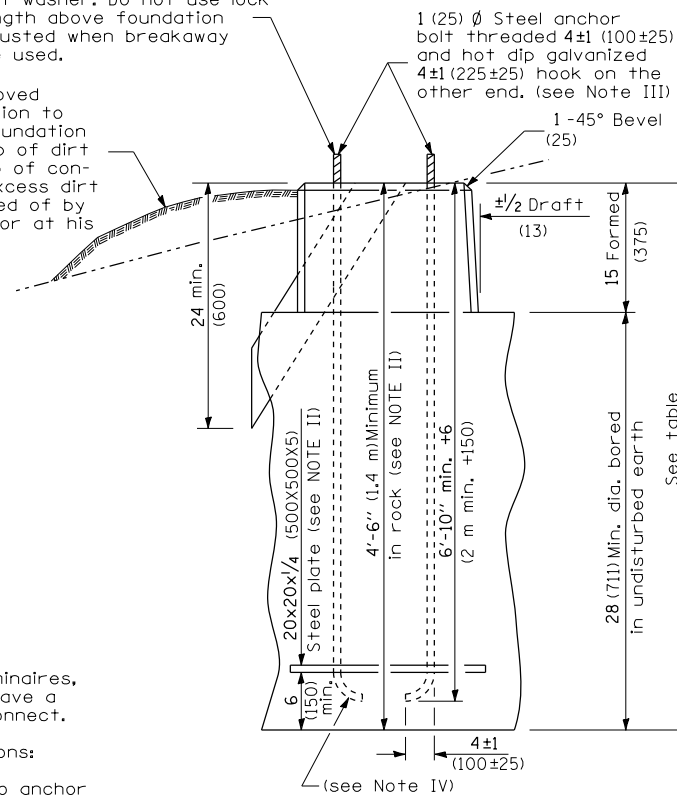
Installation instructions:

Screw couplings on to anchor bolts to end of threads, level couplings, very important, as couplings will become overstressed and either crack or strip threads inside coupling.

POLE BASE MOUNTING & WIRING

Anchor bolt shall extend through nut 3/8 to 1 (10 to 25). Use self-locking nut and flat washer. Do not use lockwasher. Length above foundation shall be adjusted when breakaway devices are used.

Use dirt removed from foundation to fill around foundation top. Make top of dirt level with top of concrete. Any excess dirt will be disposed of by the contractor at his expense.



GENERAL NOTES

I After pouring concrete, the form shall remain undisturbed overnight.

II The top 15" (375 mm) only shall be formed. Concrete bounded by undisturbed earth only shall fill the remainder of the hole.

III Minimum clearance from the outside edge of foundation to any part of the pole baseplate shall be 2" (50 mm).

IV The depth of the foundation may be reduced 6" (150 mm) for every 12" (300 mm) of rock encountered with a minimum depth of 4'-6" (1.4 m). When the depth of the foundation is decreased to less than 6' (1.8 m) the anchor bolts shall be cut, threaded, and a steel plate 20" x 20" x 1/4" (500 mm x 500 mm x 5 mm) shall be installed on the anchor bolts 6" (150 mm) above the bottom of the excavation. The cost shall be incidental the foundation.

V On parapet walls use 1/4 (30 mm) Ø anchor bolts. Use self-locking nut and flat washer. Do not use lockwasher. (For details see Standard III/2.35 of Bridge Design Manual.

VI Bend radius shall be four times bolt diameter.

VII Connect ground wires to pole base ground lug, not anchor bolts or transformer base.

VIII Low mount pole foundation setback:

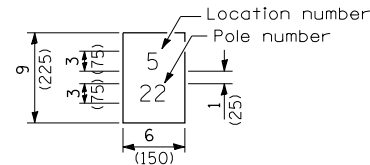
For horizontal mounted luminaires, setback shall be a minimum of 20' (6.1 m) from edge of pavement.

For vertical mount luminaires, setback shall be a minimum of 30' (9 m) from edge of pavement. Poles shall be located 5' (1.5 m) behind guardrail or other protective barriers, or as directed by the Engineer.

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

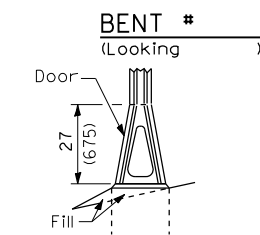
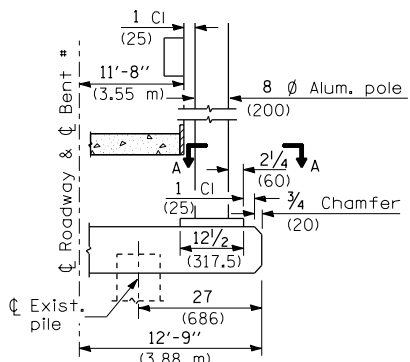
"Install and orient arm bracket over pole tenon and firmly hand tighten the two set screws. Use third hole in arm bracket as a guide to drill a 3/4" (8.3) diameter hole through tenon. Install and tighten self-tapping screw. Tighten set screws an additional 1/4 to 3/8 turn with hex key (not provided). Install locknuts on set screws if threaded projection allows."

Pole shall meet AASHTO Standard Specifications for 80 mph (128.72 km) wind loading and 90 lbs (40.82 kg), 4.0 sq ft (0.37 m²) E.P.A. luminaire.

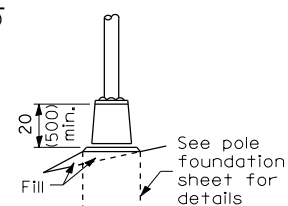


The contractor shall furnish and install a light pole identification of each new light pole, as shown above, incidental to the respective light pole pay item. The numerals shall be 3 (75) series "D", black, screened on silver-white type B pressure sensitive reflective sheeting conforming to the requirements of section T602.01 of the Standard Specifications for Traffic Control Items. The numerals shall conform to the FHWA "Standard Alphabets for Highway Signs".

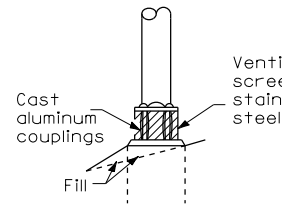
The light pole identification shall be applied to sign base material as specified in section 1085.05 of the Standard Specifications, approximately 7 (180) above the adjacent pavement grade visible to approaching traffic in accordance with Highway Standard 2319.



STAINLESS STEEL FLAIR BASE

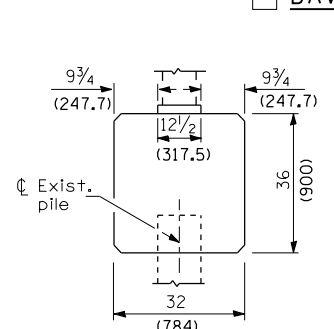


TRANSFORMER BASE

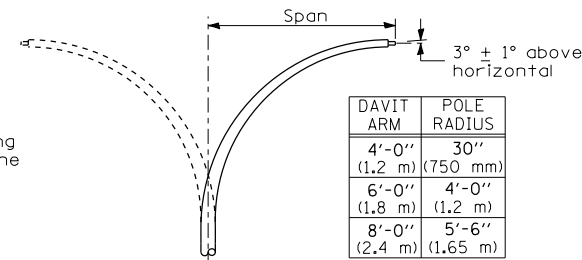


BREAKAWAY COUPLING

BRIDGE PIER MOUNT



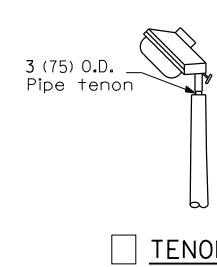
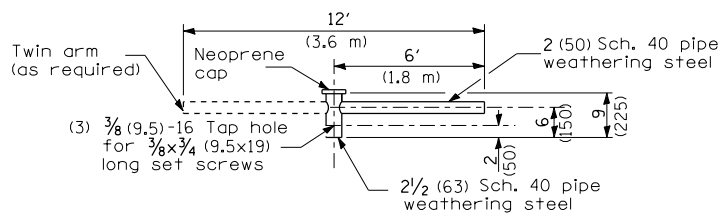
DAVIT ARM (and or)
 DAVIT ARM-TWIN



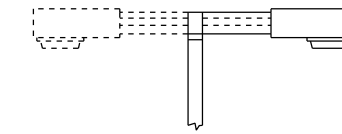
TWIN TENON

TENON MOUNT BRACKET ARM

NOTE: Single or twin arm assembly shall be tilted 3° above horizontal.

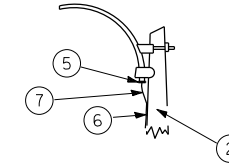


TENON

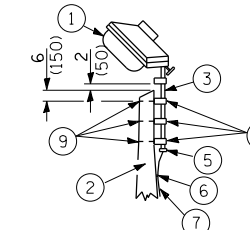


SHORT BRACKET

SHORT BRACKET - TWIN

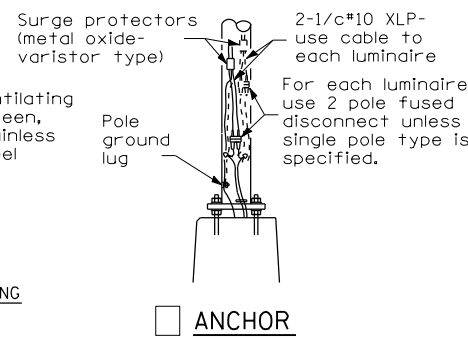


MAST ARM



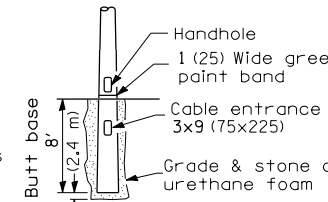
TENON

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 2 1/2 (63) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 24 (600) centers
- ⑦ 2/c #12 Type use cable
- ⑧ 1 (25) Galv. steel conduit 10' (3.0 m) in length
- ⑨ 5/8 (16) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 36 (900) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 1 1/2 (40) Galv. steel conduit for 1 unit duct or 3 (75) galv. steel conduit for 2 or 3 unit ducts.

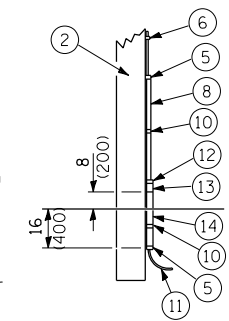


ANCHOR

METAL OR CONCRETE
Details for underground distribution if required



BUTT BASE

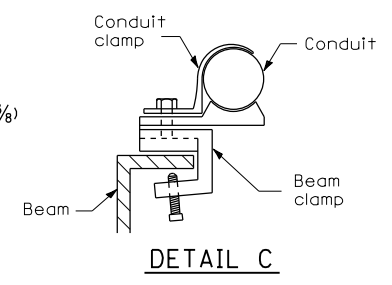
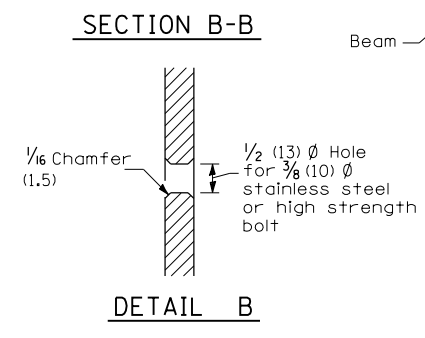
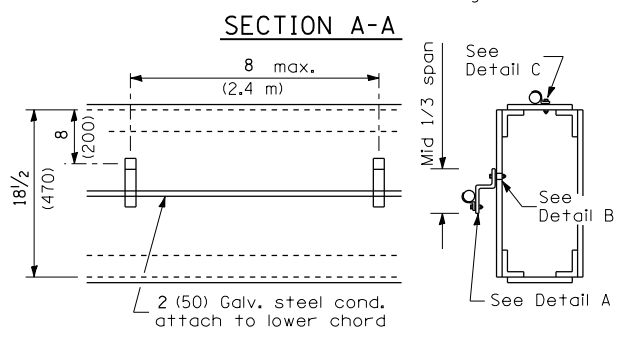
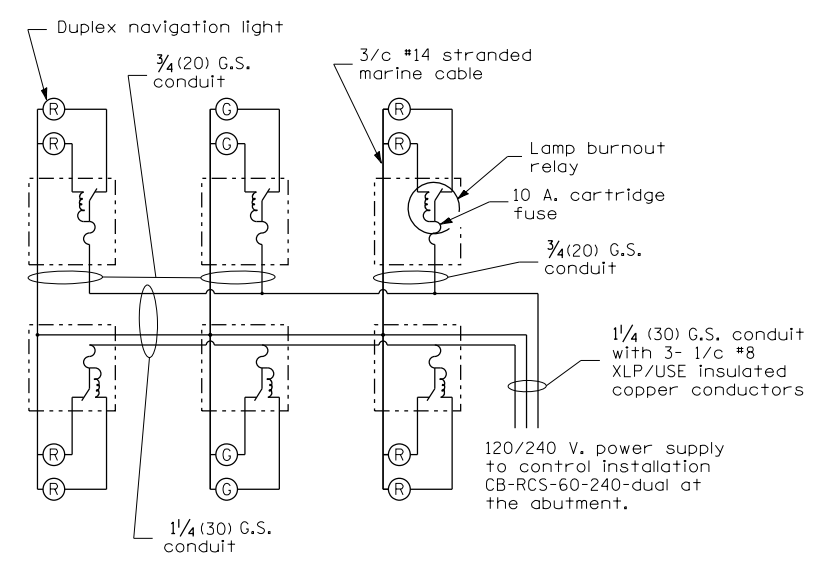
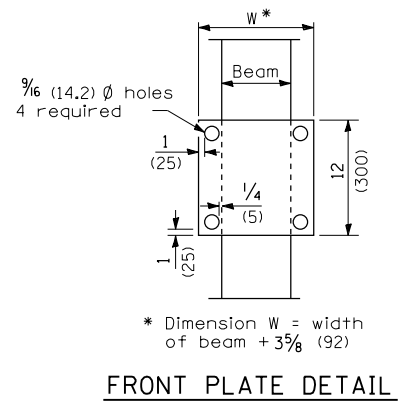
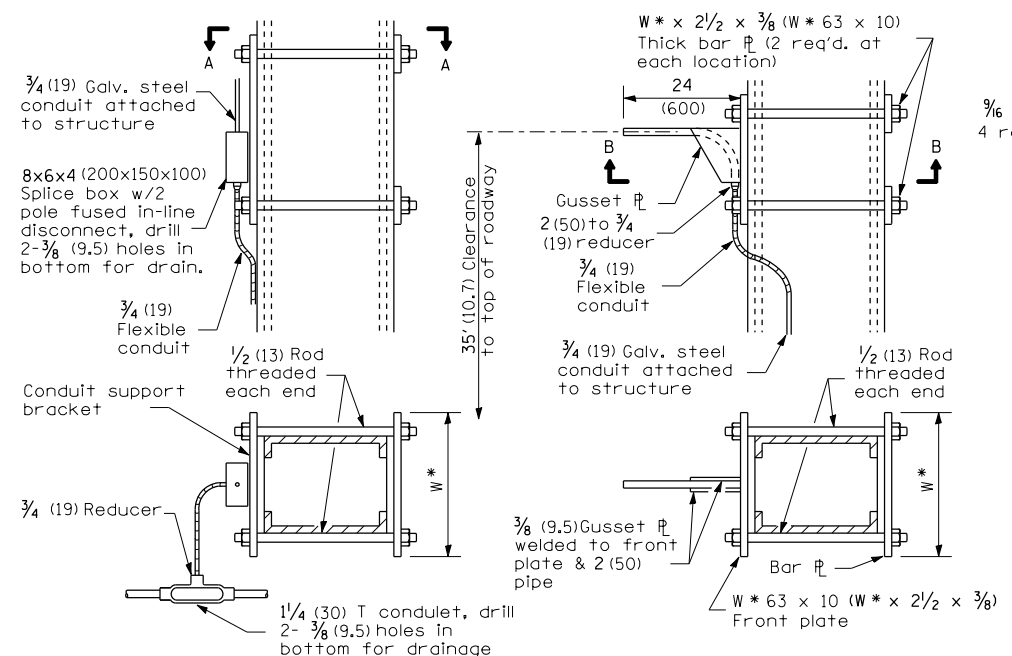


POLE, WOOD

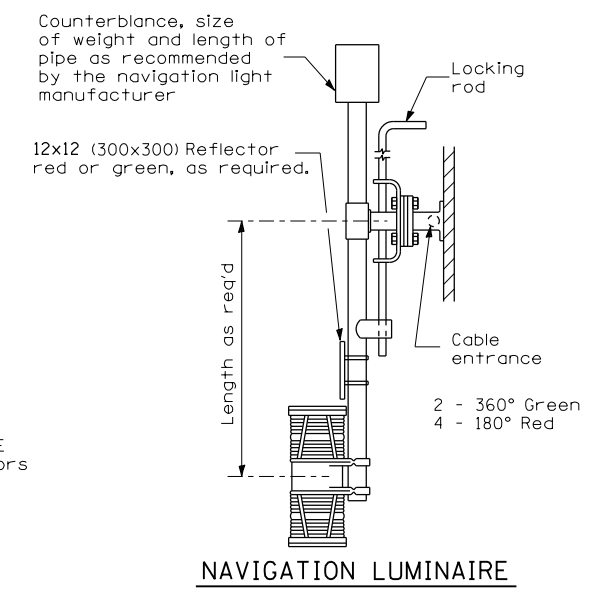
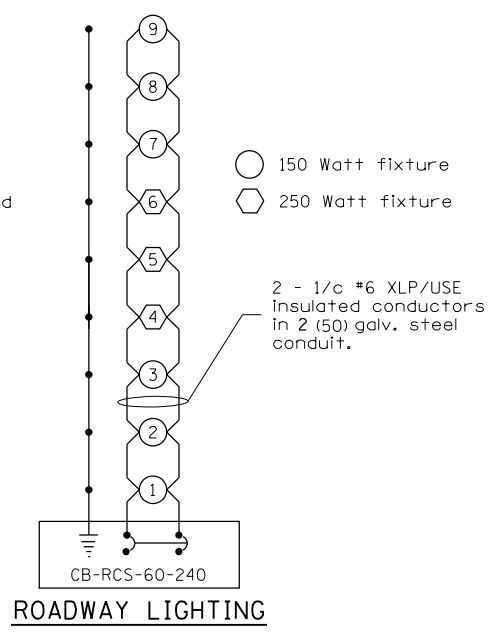
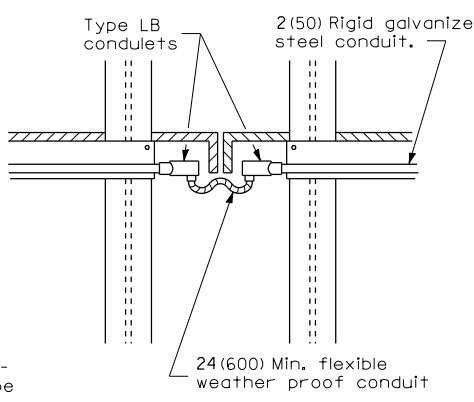
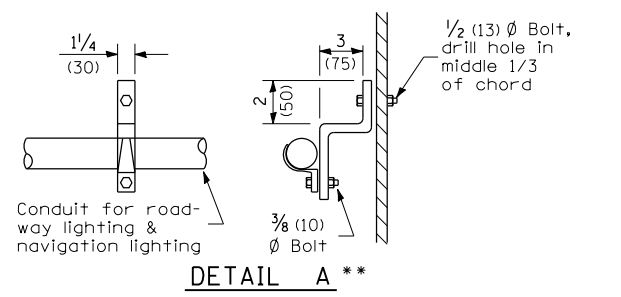
POLE LENGTH	DEPTH IN GROUND
65' (19.8 m)	12' (3.6 m)
60' (18.0 m)	10' (3.0 m)
55' (16.8 m)	9' (2.7 m)
50' (16.0 m)	8' (2.4 m)
45' (13.7 m)	7' (2.1 m)
40' (12.0 m)	6.5' (2.0 m)
35' (10.7 m)	6' (1.8 m)
30' (9.0 m)	5.5' (1.7 m)

added short bracket - twin
and edited to section 1085.05
10/30/97 hec

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



WIRING DIAGRAM FOR NAVIGATION LIGHTING

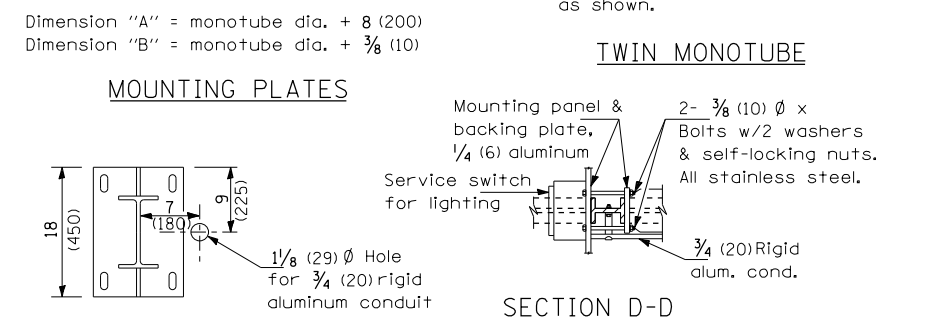
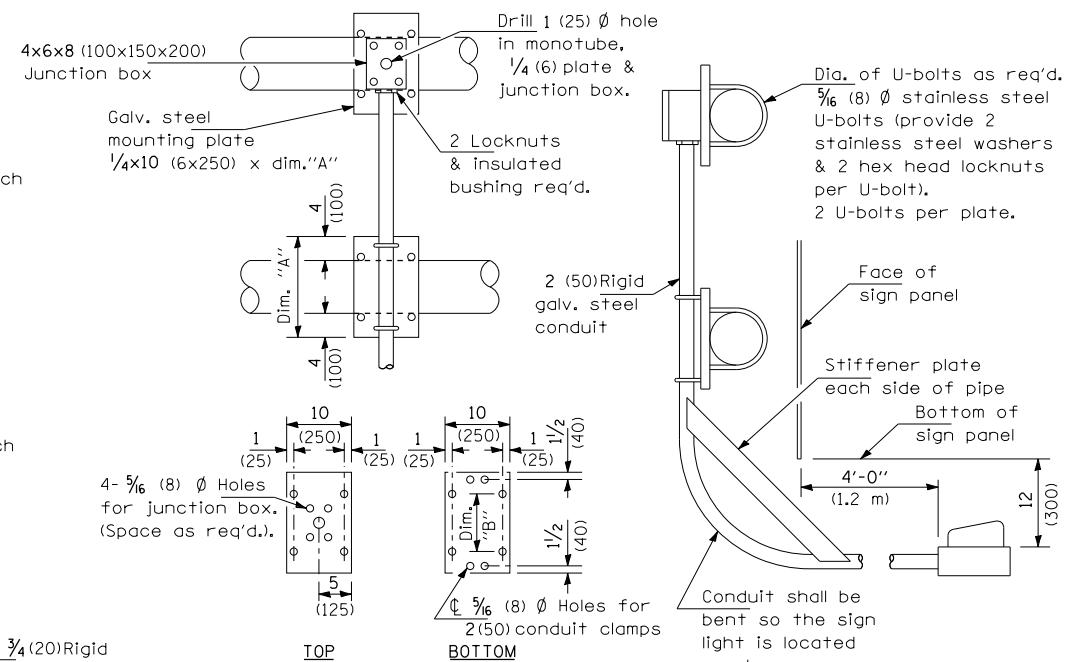
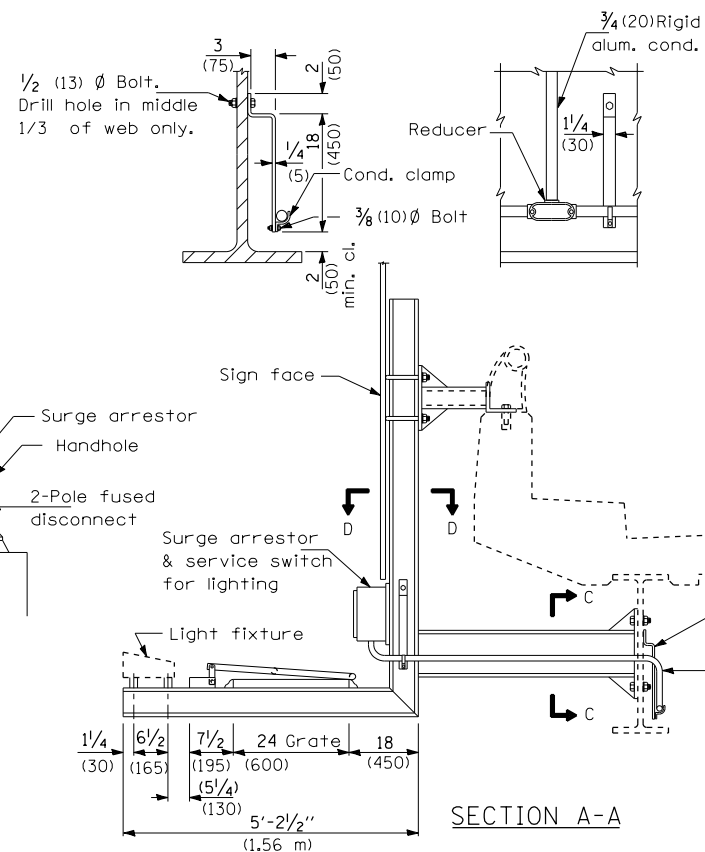
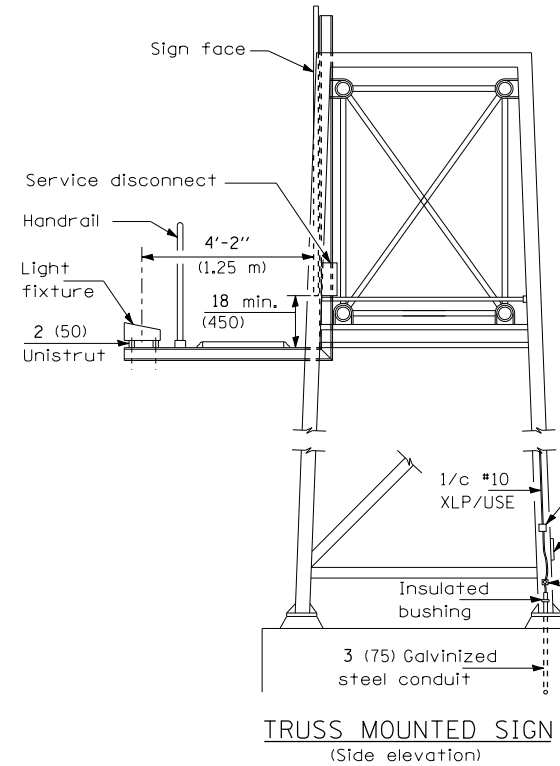
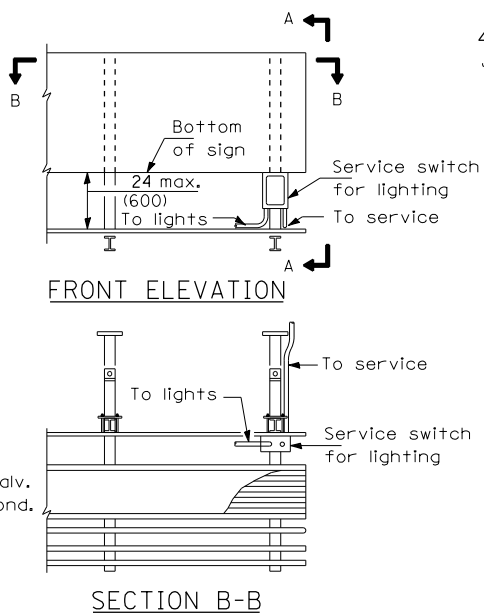
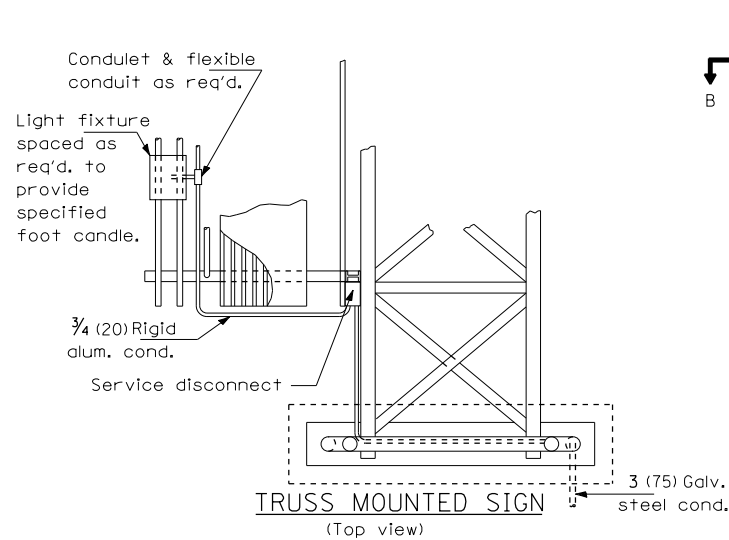


** Conduit clamps shall be malleable iron. Bolts, lock-nuts and washers shall be stainless steel. 1/4 (5) steel bracket shall be hot dipped galvanized after fabrication. Location on 6' (1.8 m) cts.

(Use same method to bypass other obstructions.)

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

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NAVIGATION LIGHTING w/COUNTERBALANCE				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default JLGT011.DGN	et:\pw\work\pwidot\sparksgw\dms21196\jlg1011.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO.	
	PLOT SCALE = 48.000' / in.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = Feb-25-2013 08:55:50AM	DATE -	REVISED -										



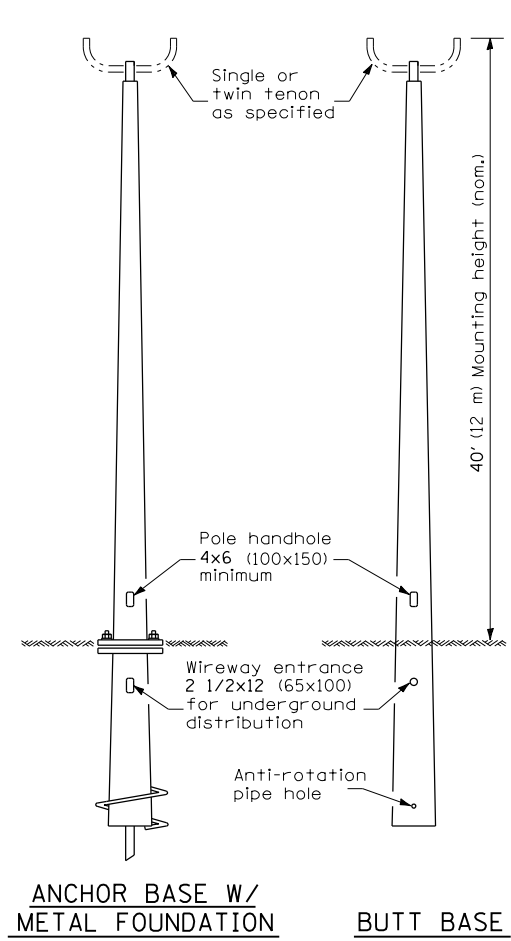
GENERAL NOTES

All sign lighting fixtures shall have a minimum of 3 mounting points.

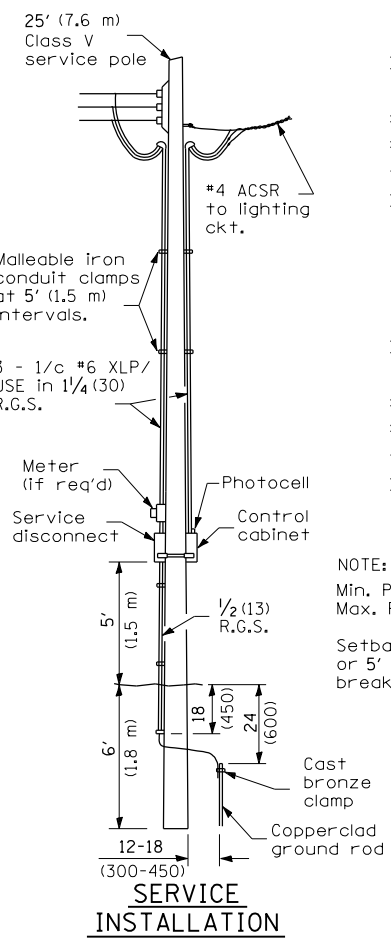
All mounting hardware shall be stainless steel.

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

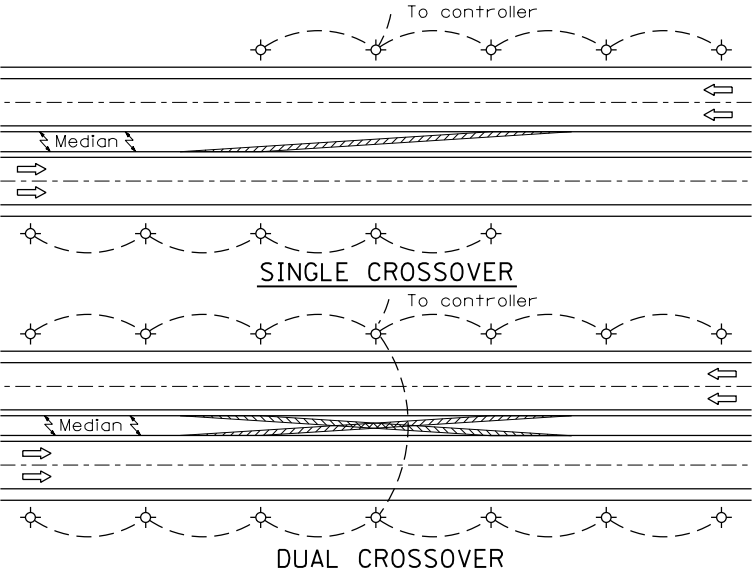
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGN LIGHTING DETAILS					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default JLGT013.DGN	et:\pw\work\p\idot\sparksgw\dms21196\Jlgt013.dgn	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO.			
	PLOT SCALE = 40.000' / in.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT									
	PLOT DATE = Feb-25-2013 08:55:51AM	DATE -	REVISED -											



**POLE, FIBERGLASS
BREAKAWAY TYPE**



**SERVICE
INSTALLATION**



NOTE:
Min. Pole spacing 200' (60 m)
Max. Pole spacing 250' (75 m)

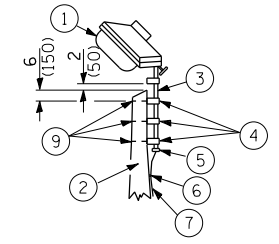
Setback shall be min. (30') 9 m
or 5' (1.5 m) back of ditch, unless
breakaway type pole is used.

- ① Luminaire
- ② Wood pole, class 3 or better
- ③ 2 1/2 (63) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 24 (600) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 1 (25) Galv. steel conduit 10' (3.0 m) in length

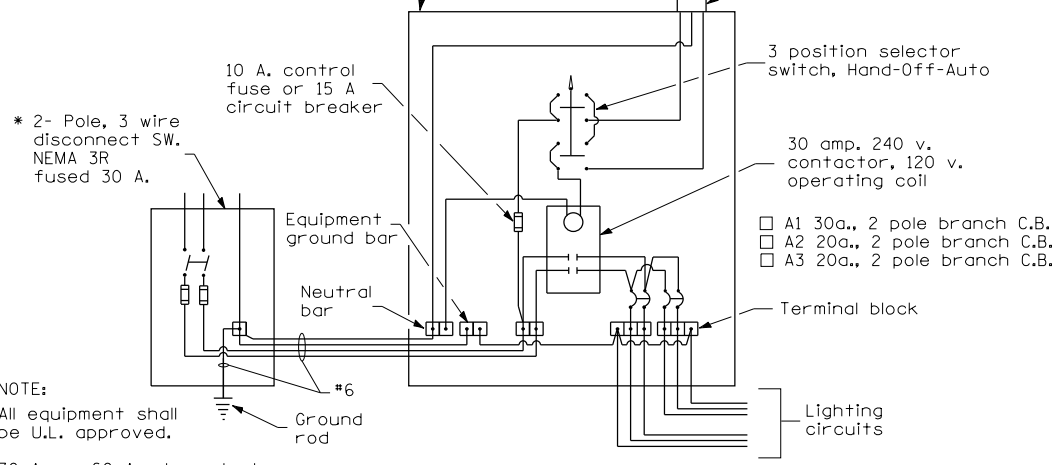
NOTE:
Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.

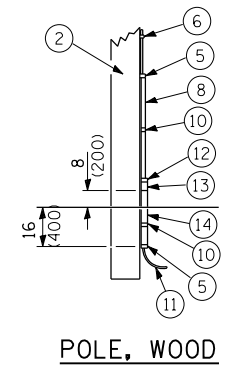
Connect luminaire equipment ground to ACSR messenger.



- ⑨ 5/8 (16) Ø hot dipped galvanized bolt with flat washer & locknut (3 req'd)
- ⑩ Conduit clamps on 36 (900) centers
- ⑪ Unit duct
- ⑫ Threaded reducer
- ⑬ "C" Condulet, threaded
- ⑭ 1 1/2 (40) Galv. steel conduit for 1 unit duct or 3 (75) galv. steel conduit for 2 or 3 unit ducts.



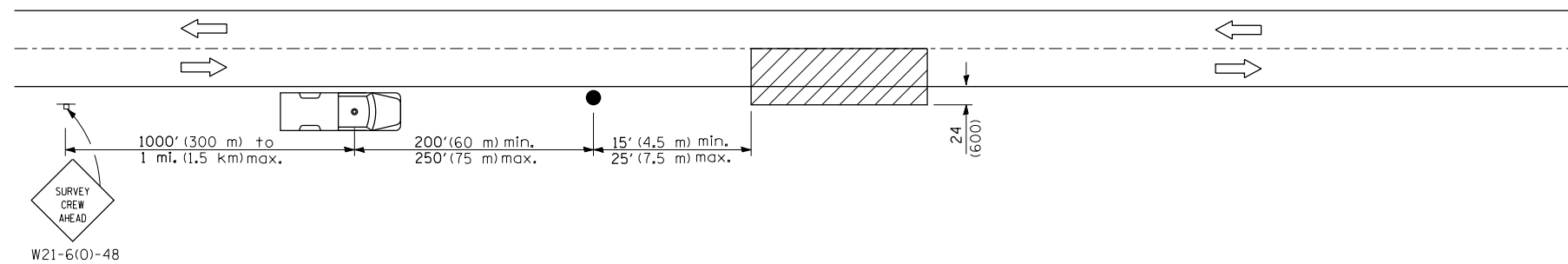
WIRING DIAGRAM



POLE, WOOD

POLE LENGTH	DEPTH IN GROUND
65' (19.8 m)	12' (3.6 m)
60' (18.0 m)	10' (3.0 m)
55' (16.8 m)	9' (2.7 m)
50' (16.0 m)	8' (2.4 m)
45' (13.7 m)	7' (2.1 m)
40' (12.0 m)	6.5' (2.0 m)
35' (10.7 m)	6' (1.8 m)
30' (9.0 m)	5.5' (1.7 m)

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



FLAGGER SHALL BE EQUIPPED WITH AND REQUIRED TO USE A HIGH INTENSITY, OR HIGH PERFORMANCE " STOP - SLOW " TRAFFIC CONTROL PADDLE. FLAGGER AND LIGHTING INSPECTOR SHALL BE REQUIRED TO WEAR A HIGH VISIBILITY, REFLECTIVE ORANGE VEST AND EITHER A HARD HAT OR AN ORANGE CAP.

SYMBOLS



Work area

Sign on portable or permanent support



Truck with flashing amber light and dual emergency flashers

Flagger with traffic control sign

TYPICAL APPLICATIONS
Utility operations

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

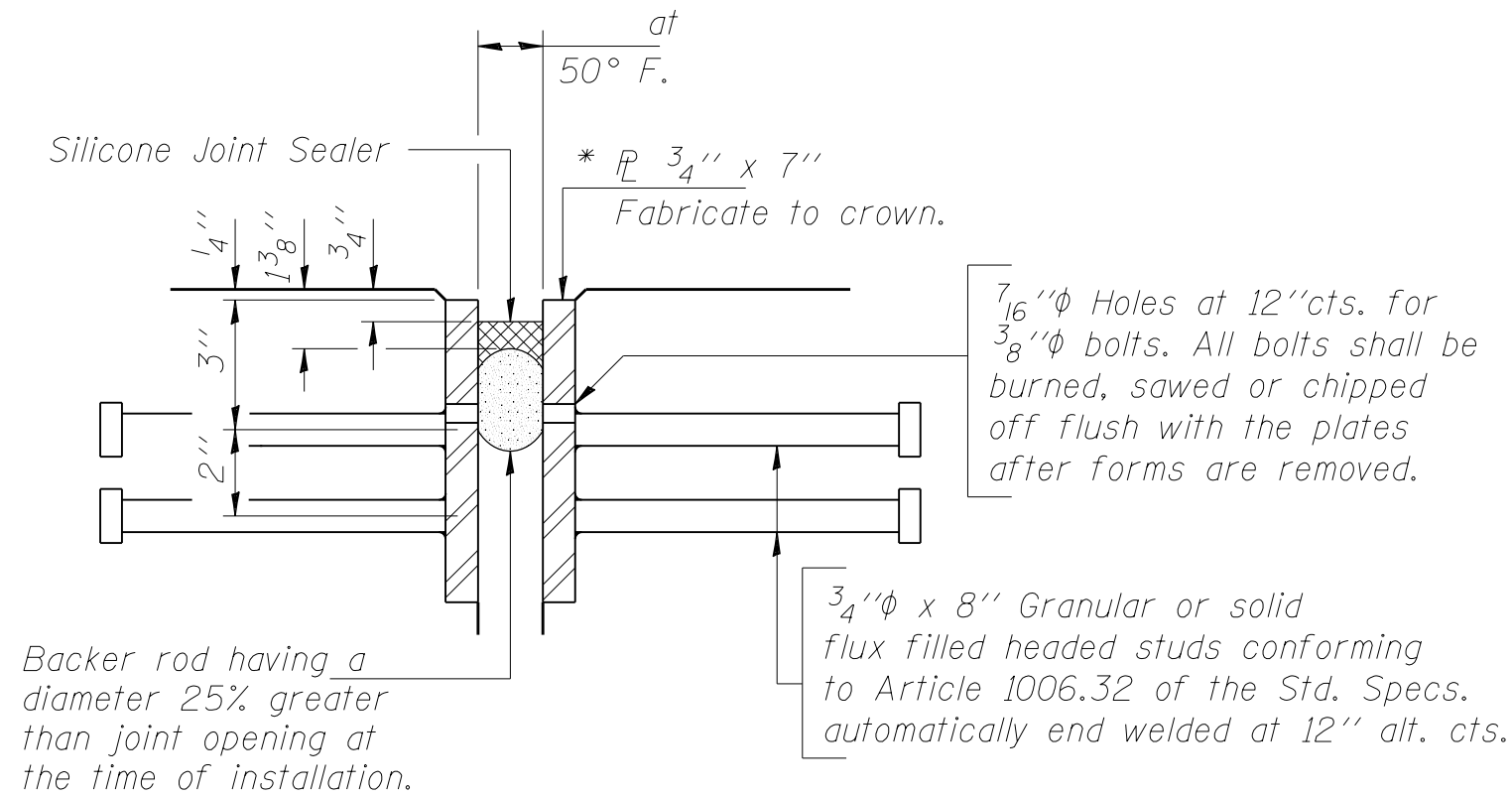
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - JLP 26OCT93
ct:\pw\work\p\dot\sparksgw\dms21196\jlg017.dgn		DRAWN - CAD	REVISED - CO 8MAR96
Default: JLG017.DGN		CHECKED -	REVISED -
	PLOT DATE = Feb-25-2013 08:55:54AM	DATE - 8/28/93	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NIGHT TIME LIGHTING INSPECTION
LESS THAN 15 MINUTES PER LUMINAIRE

SCALE: SHEET OF SHEETS STA. TO STA.

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



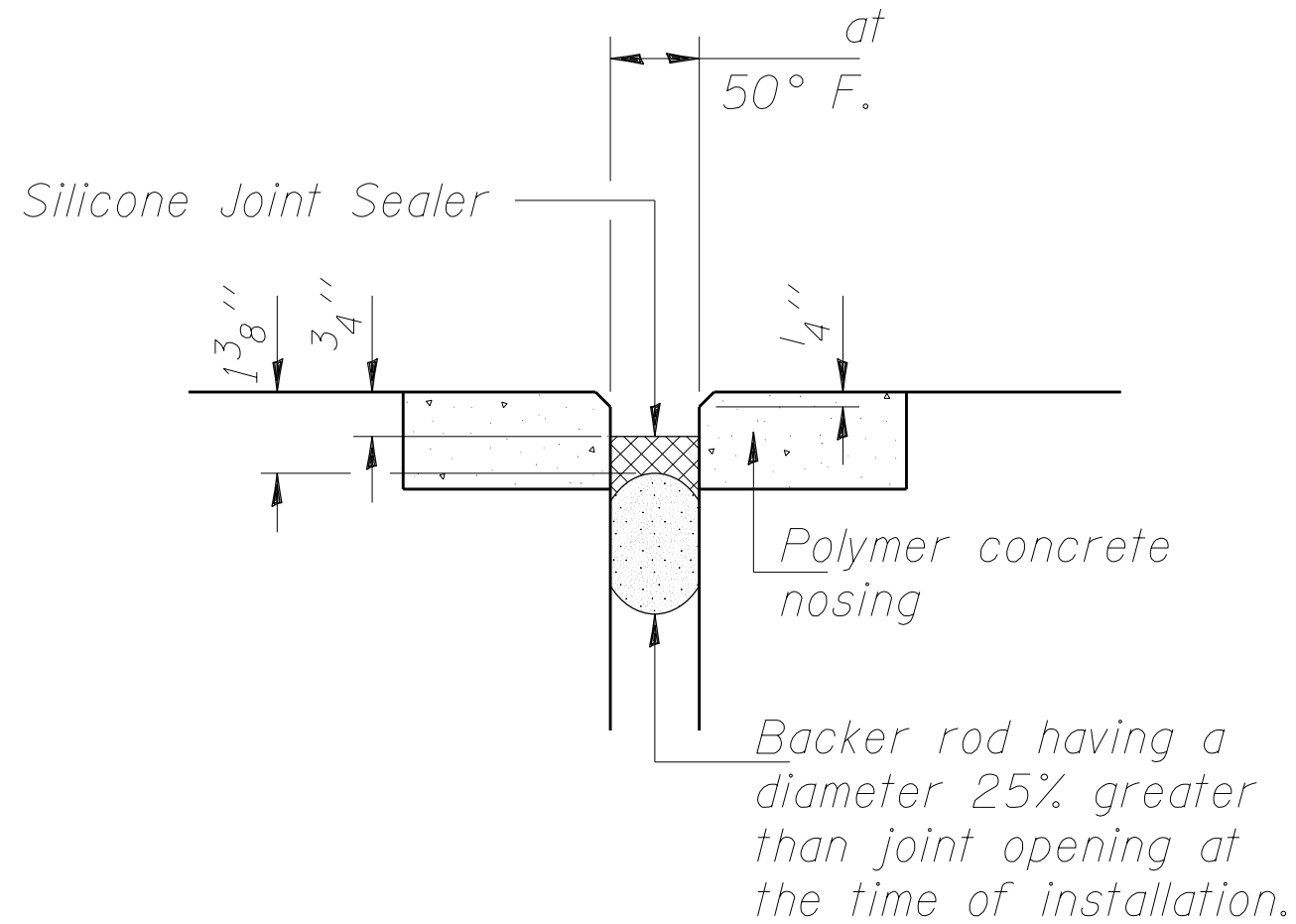
* Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant suitable for Structural Steel.

Note: After fabrication all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel. No field painting required.

SILICONE JOINT SEALER DETAIL

DESIGN CHART

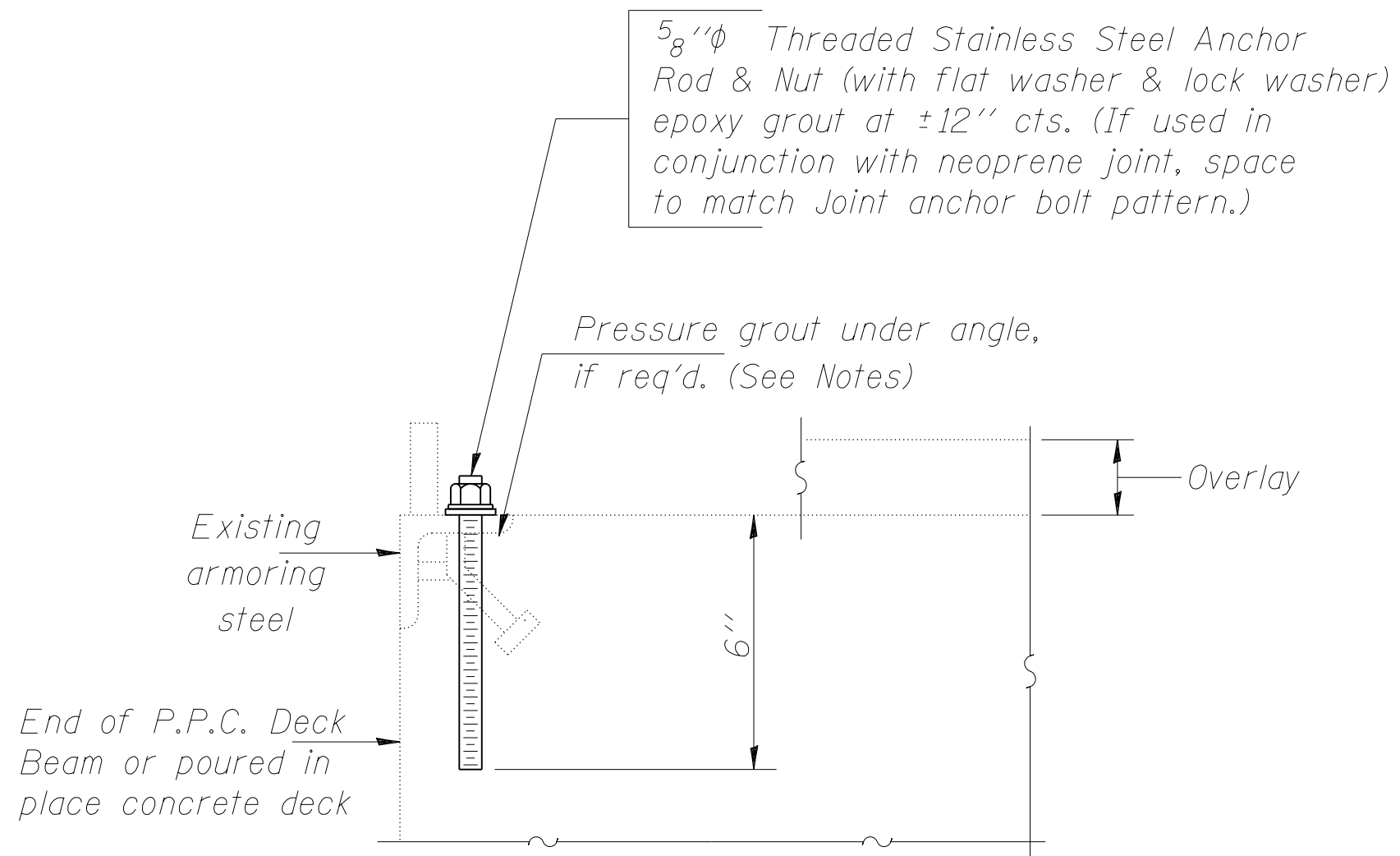
Length Contributing to Expansion	0'-40'	40'-80'	80'-120'	120'-160'	160'-200'
Joint Opening at 50° F	1"	1 1/2"	2"	2 1/2"	3"



SILICONE JOINT SEALER DETAIL

DESIGN CHART

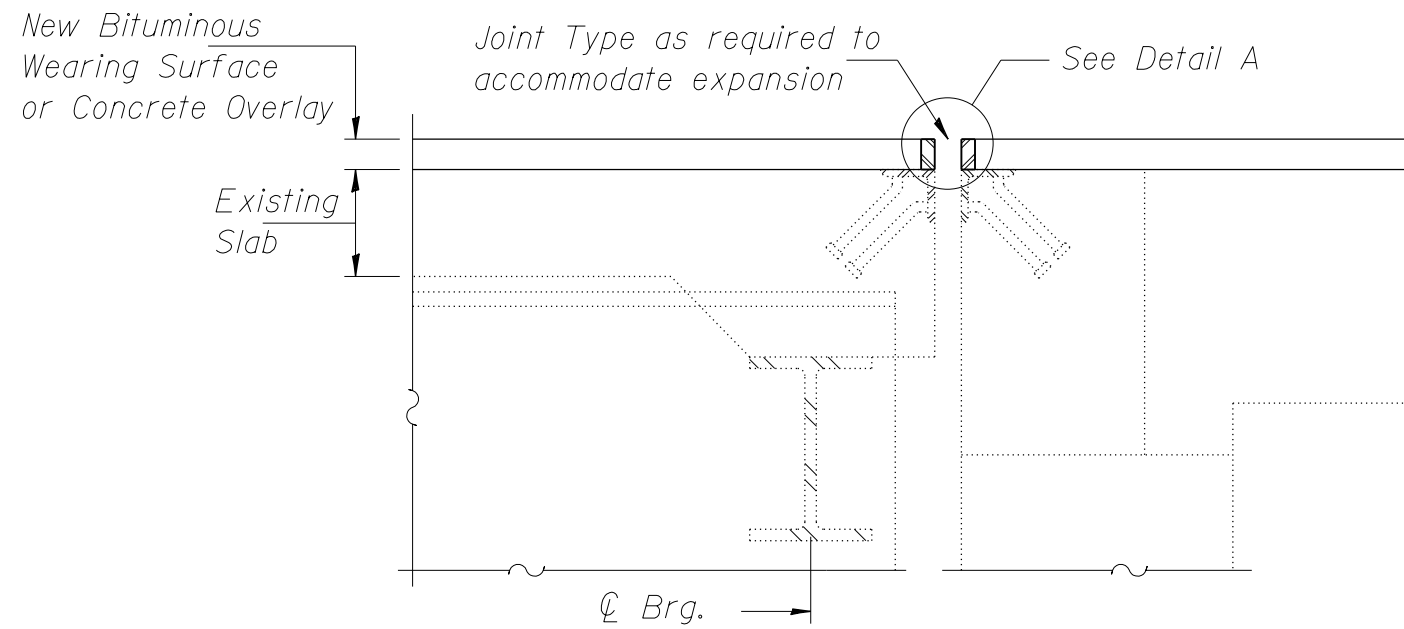
<i>Length Contributing to Expansion</i>	<i>0'-40'</i>	<i>40'-80'</i>	<i>80'-120'</i>	<i>120'-160'</i>	<i>160'-200'</i>
<i>Joint Opening at 50° F</i>	<i>1"</i>	<i>1 1/2"</i>	<i>2"</i>	<i>2 1/2"</i>	<i>3"</i>



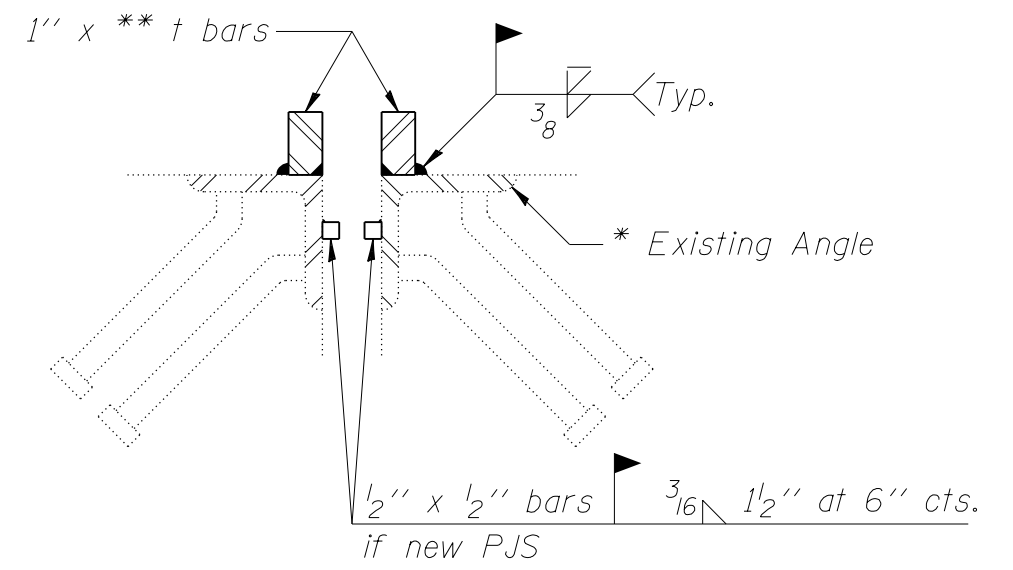
Notes: Loose angles will be bolted to the end of the deck or P.P.C. deck beams by field drilling holes through the existing angles and epoxy grouting threaded rods into the deck.

If the existing angles sound loose after the epoxy grouted rods are in place, holes will be drilled through the angles and epoxy injected under the angles.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RE-ANCHORING EXISTING LOOSE EXPANSION ANGLES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\p\dot\sparksgw\dms21196\join	details.dgn	DRAWN -	REVISED -					CONTRACT NO.			ILLINOIS FED. AID PROJECT		
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		
	PLOT DATE = Feb-25-2013 08:55:56AM	DATE -	REVISED -										



SECTION AT ABUTMENT

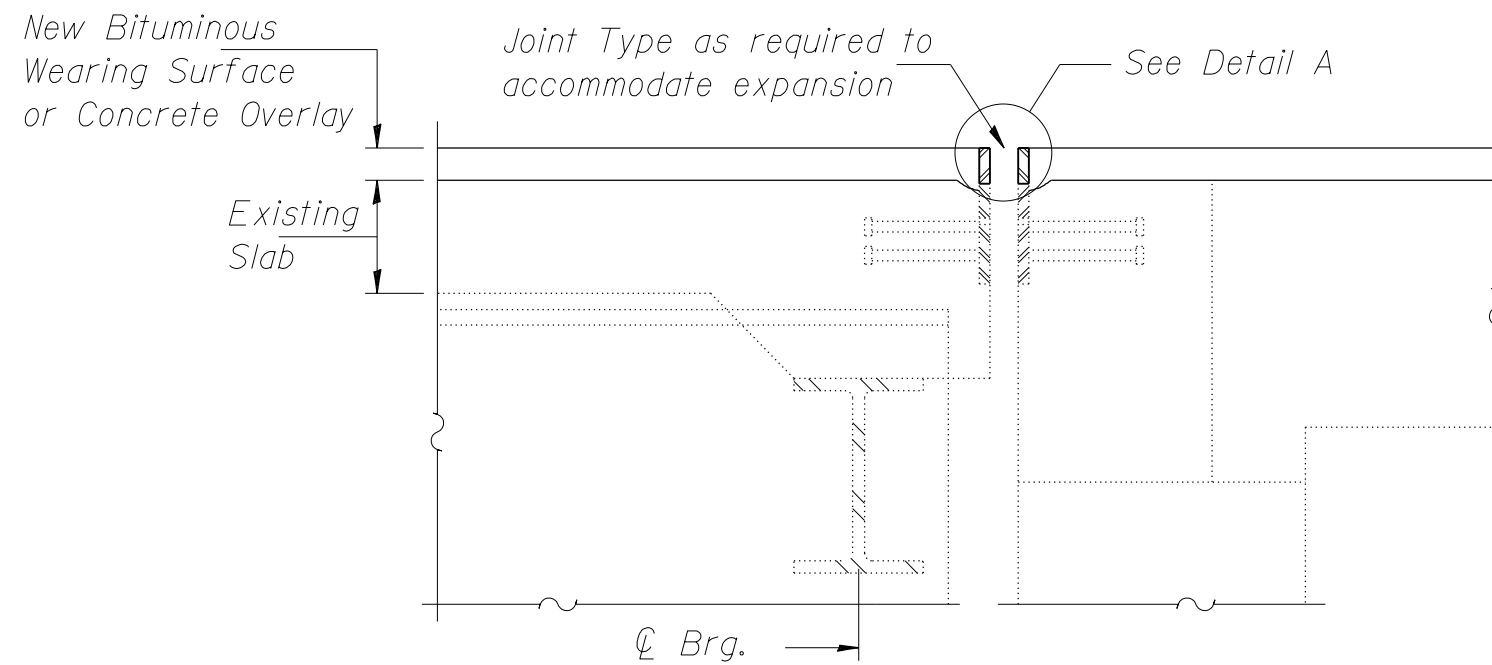


DETAIL A

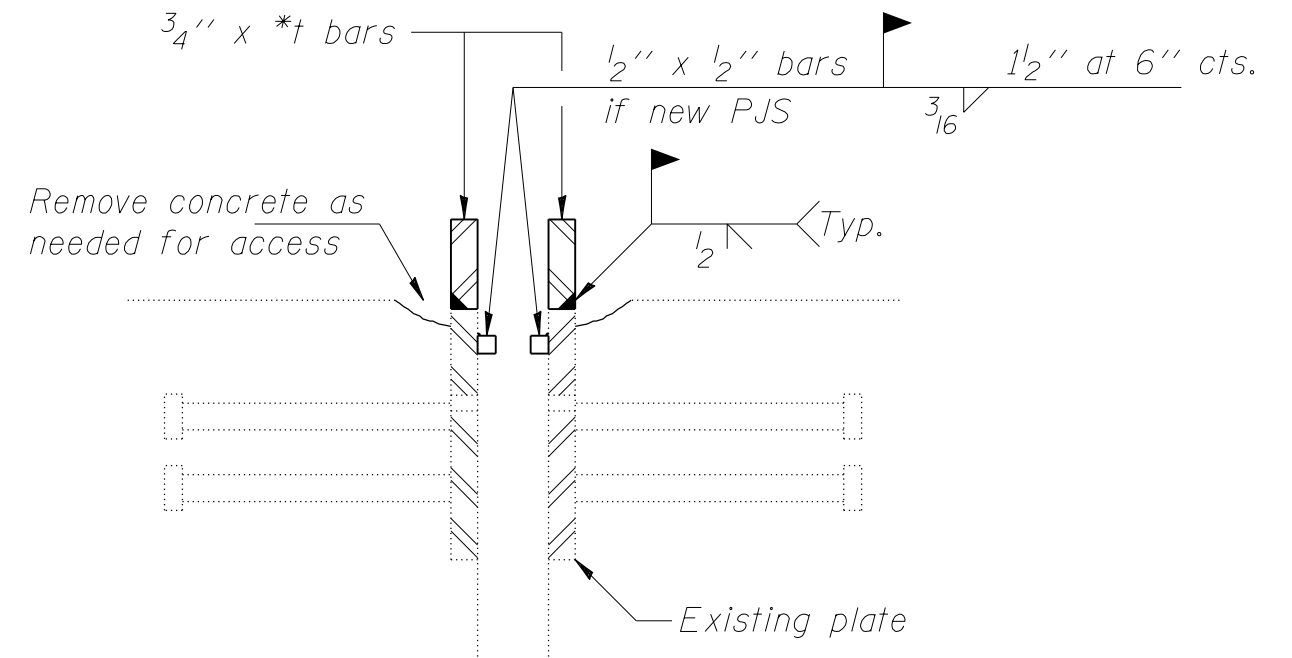
* Re-anchoring of existing angles may be required. See Figure 1.5.3-1

** t = Thickness of Bituminous Surface or Concrete Overlay.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXPANSION JOINT TREATMENT WITH GRADE RAISE AND EXISTING ANGLES			F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\p\idot\sparksgw\dms21196\join	details.dgn	DRAWN -	REVISED -					CONTRACT NO.			ILLINOIS FED. AID PROJECT		
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.		
	PLOT DATE = Feb-25-2013 08:55:57AM	DATE -	REVISED -										



SECTION AT ABUTMENT



DETAIL A

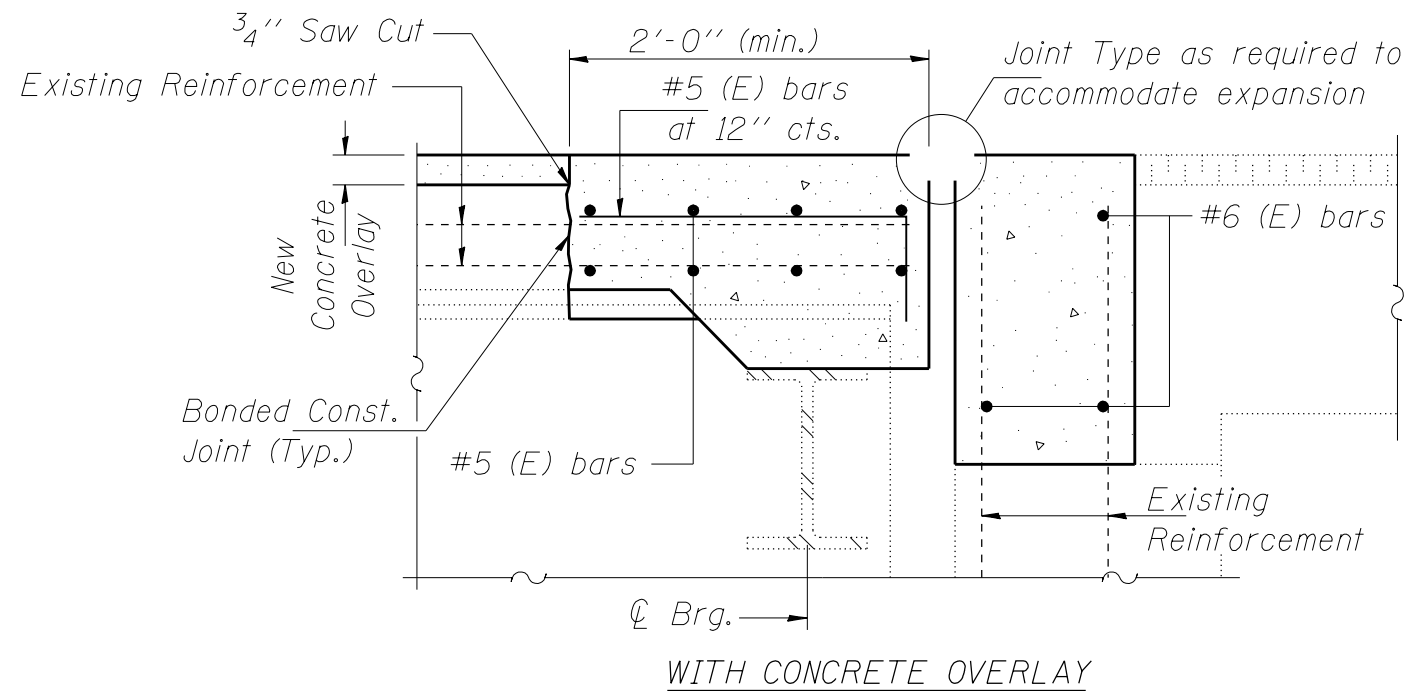
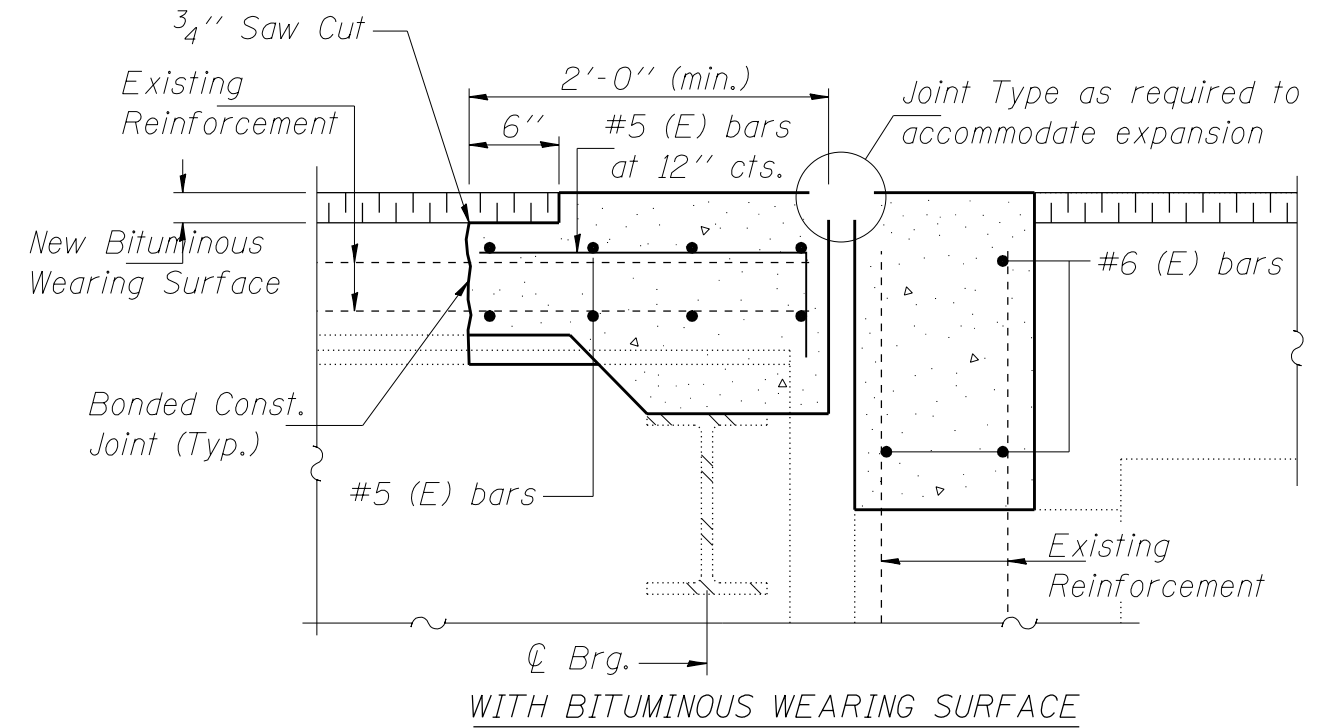
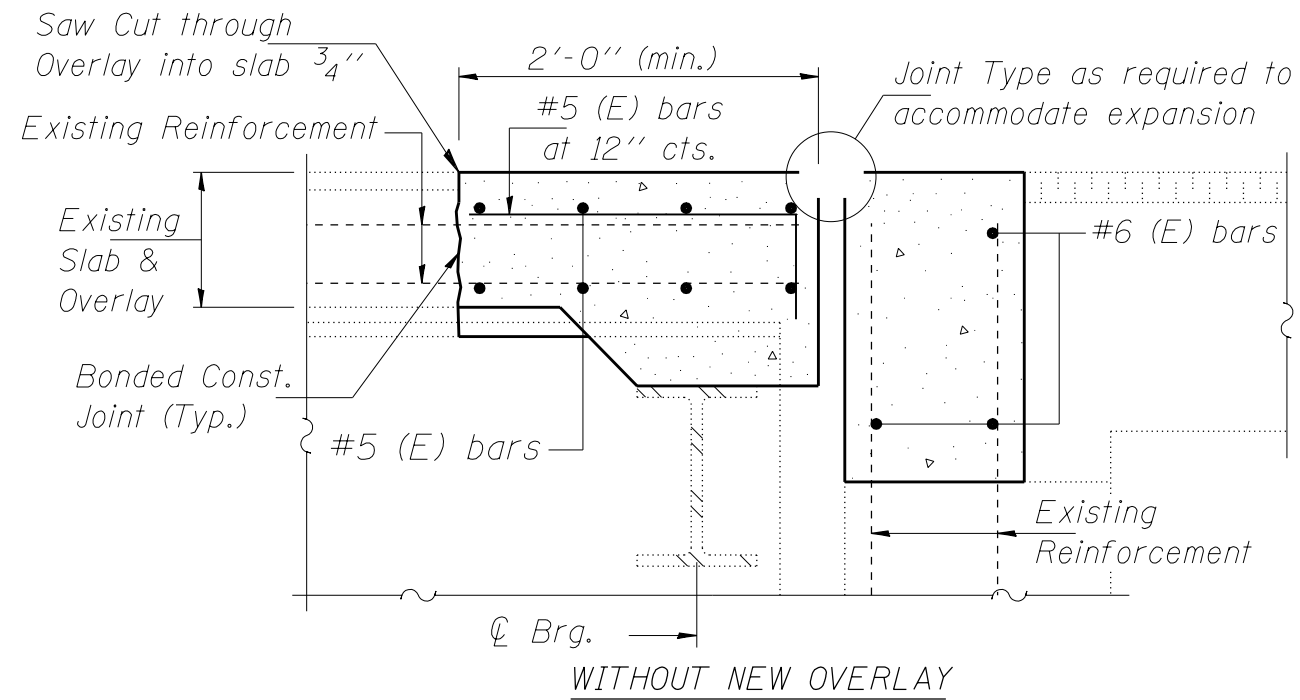
* *t* = Thickness of Bituminous Surface or Concrete Overlay.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
ct:\pwork\pwork\sparksgw\dms21196\join	details.dgn	DRAWN -	REVISED -
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	PLOT DATE = Feb-25-2013 08:55:57AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

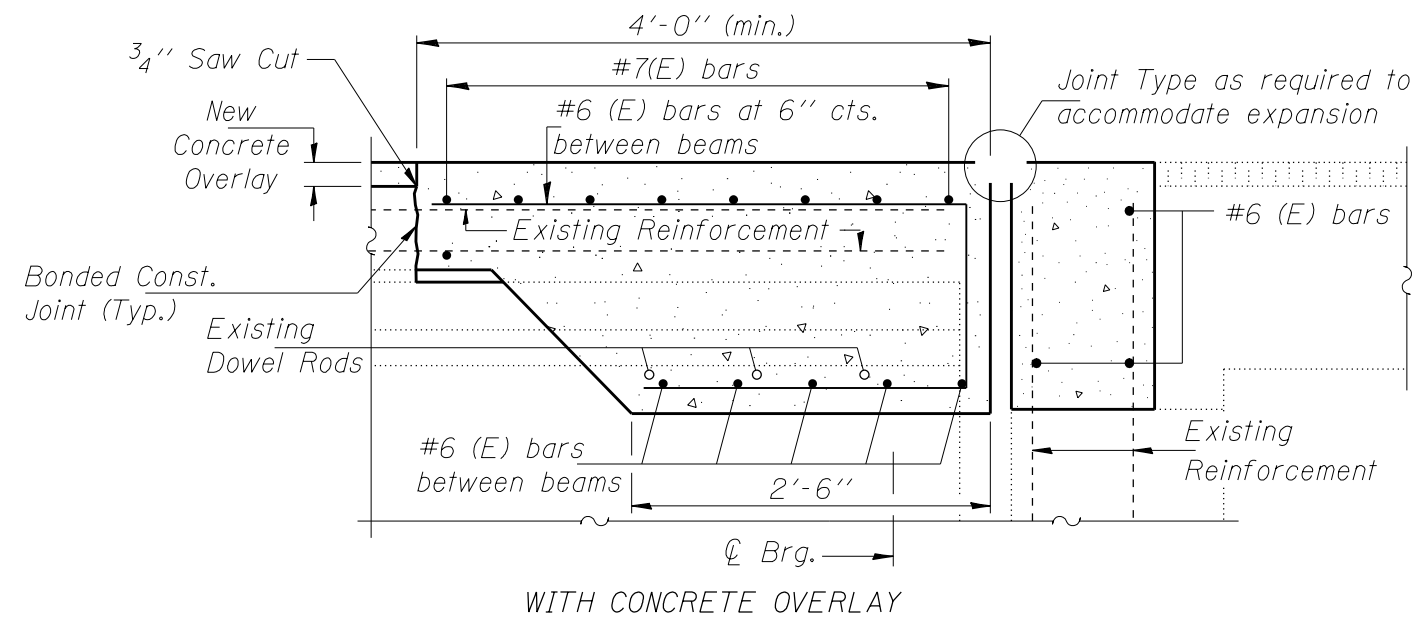
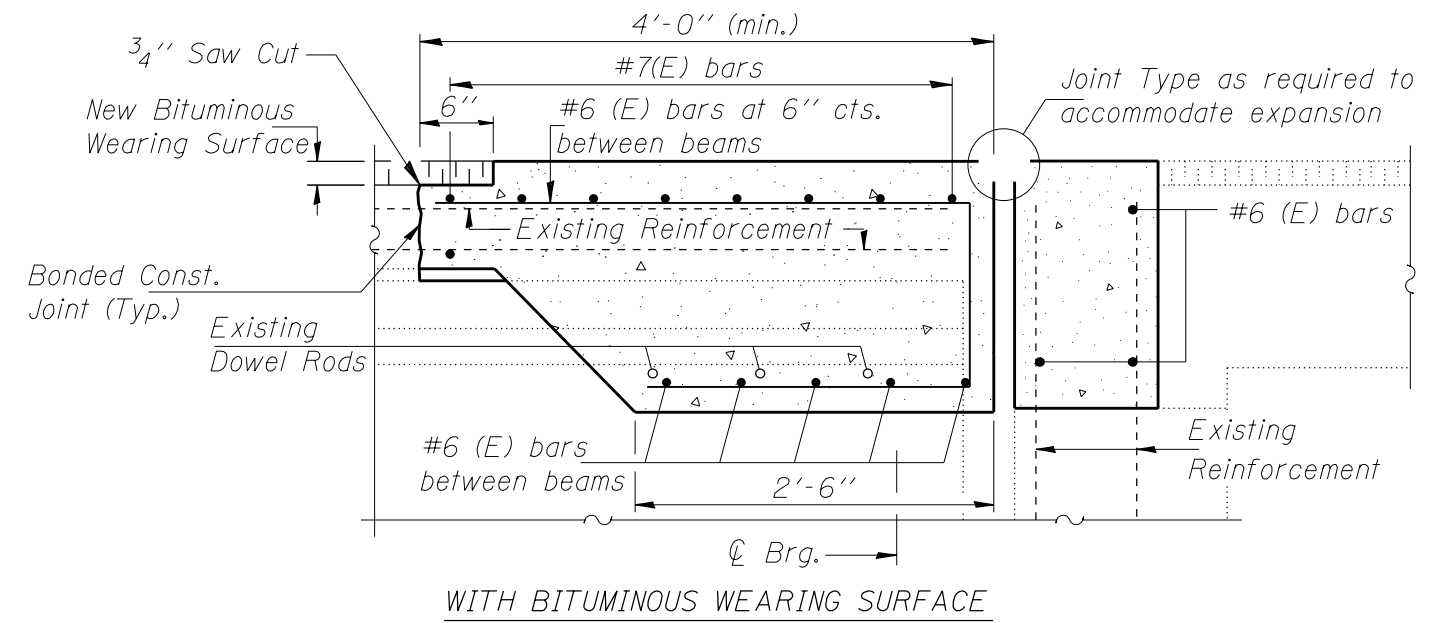
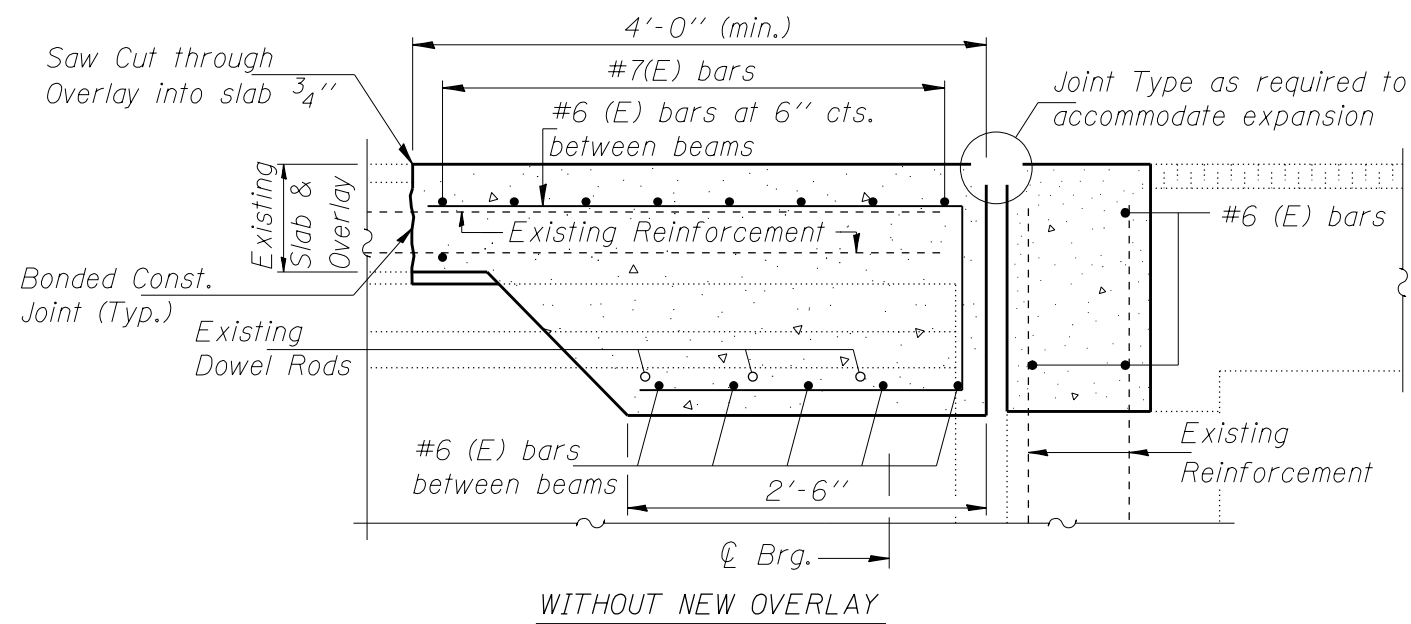
EXPANSION JOINT TREATMENT WITH GRADE RAISE AND EXISTING PLATES			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

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



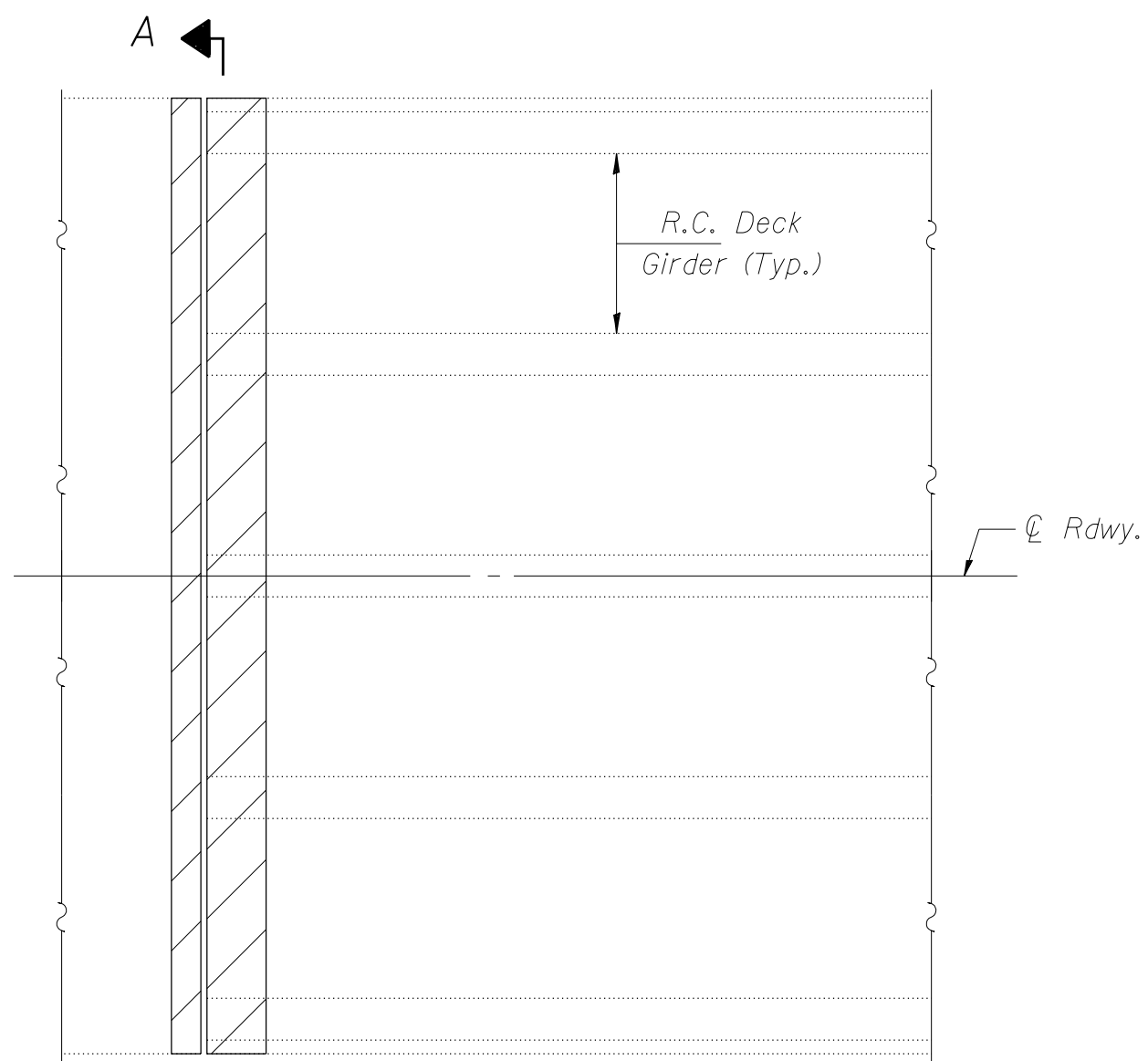
Note: Existing Reinforcement Bars shown are to be cleaned and incorporated into new construction.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT RECONSTRUCTION FOR STEEL BEAMS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE -	REVISED -									

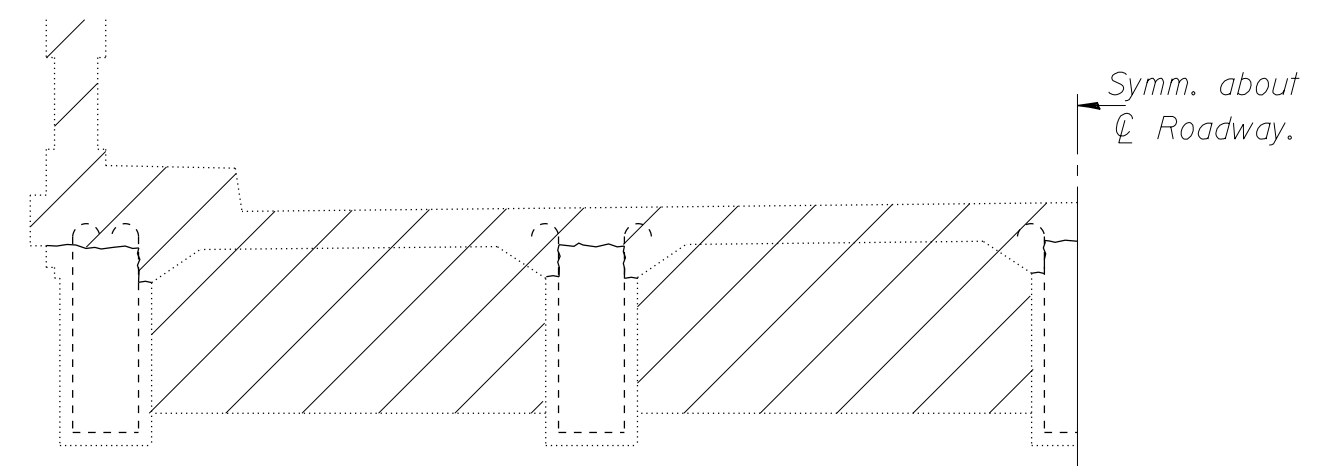


Note: Existing Reinforcement Bars and Dowel Rods shown are to be cleaned and incorporated into new construction.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT RECONSTRUCTION FOR PCC I BEAMS				F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

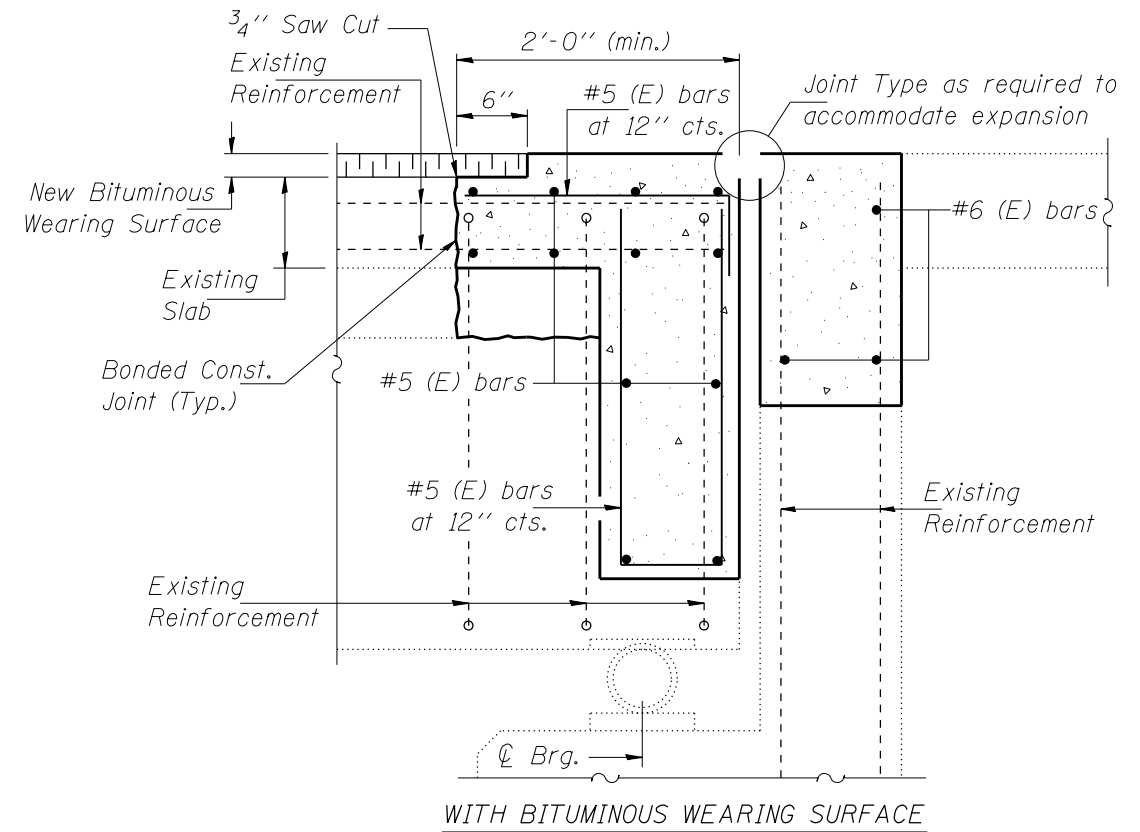
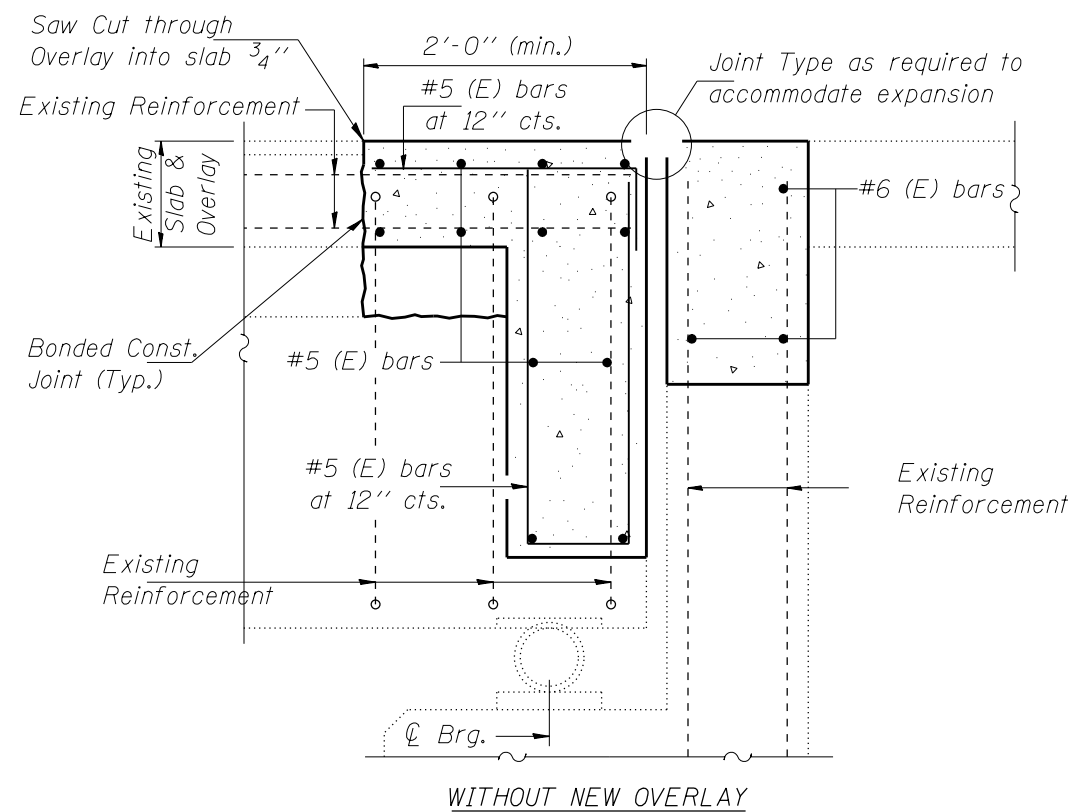


PARTIAL PLAN
*(Handrail and Sidewalks
 not shown for clarity)*



SECTION A-A

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.C. DECK GIRDER CONCRETE REMOVAL			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\idot\sparksgw\dms21196\join\details.dgn	DRAWN -	REVISED -	REVISED -									
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PLOT DATE = Feb-25-2013 08:55:58AM	DATE -	REVISED -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT



Note: Existing Reinforcement Bars shown are to be cleaned and incorporated into new construction.

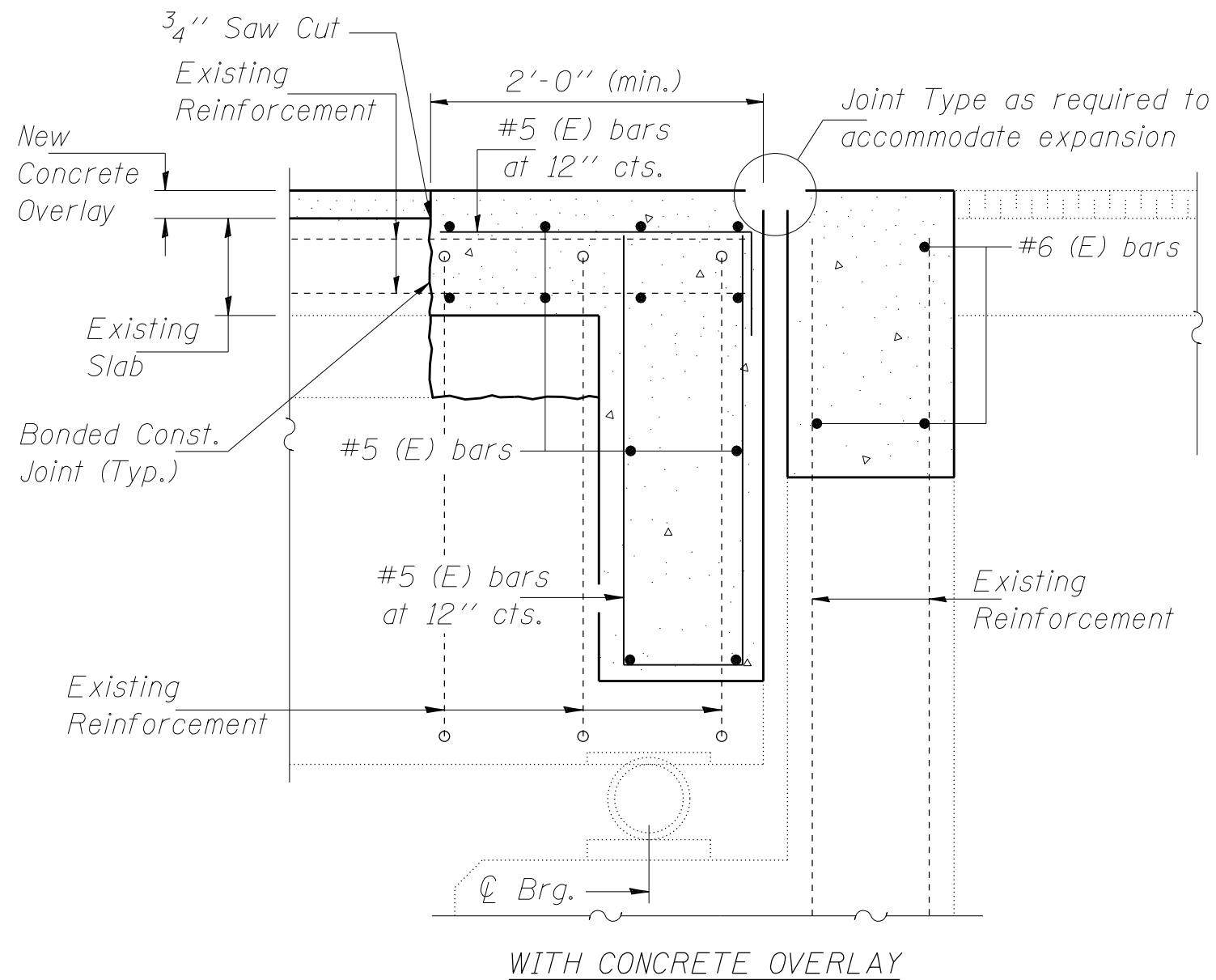
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	PLOT DATE = Feb-25-2013 08:55:58AM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**R.C. DECK GIRDER JOINT
RECONSTRUCTION (FULL REMOVAL)**

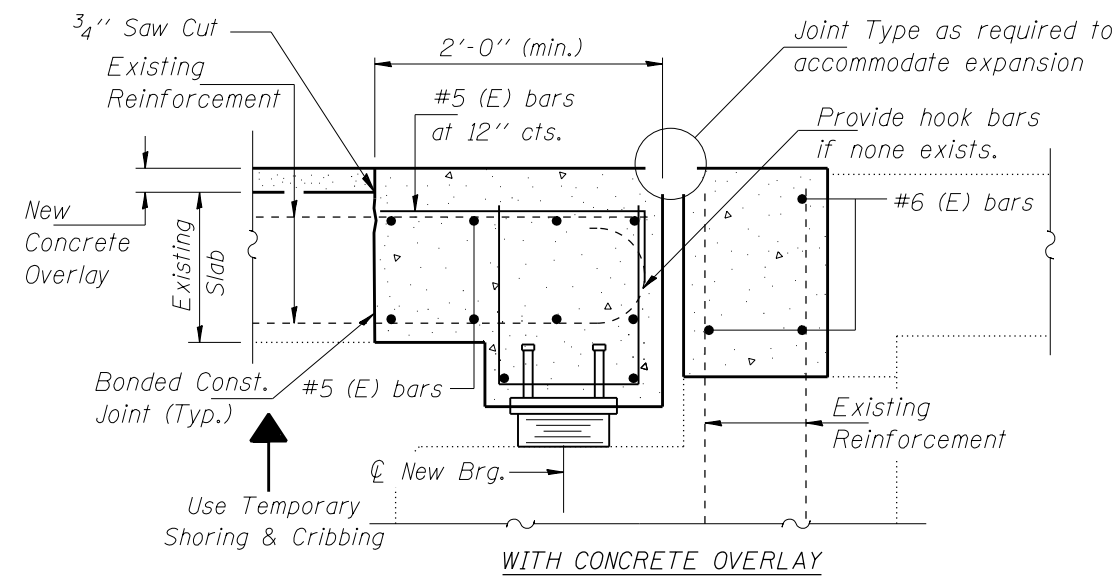
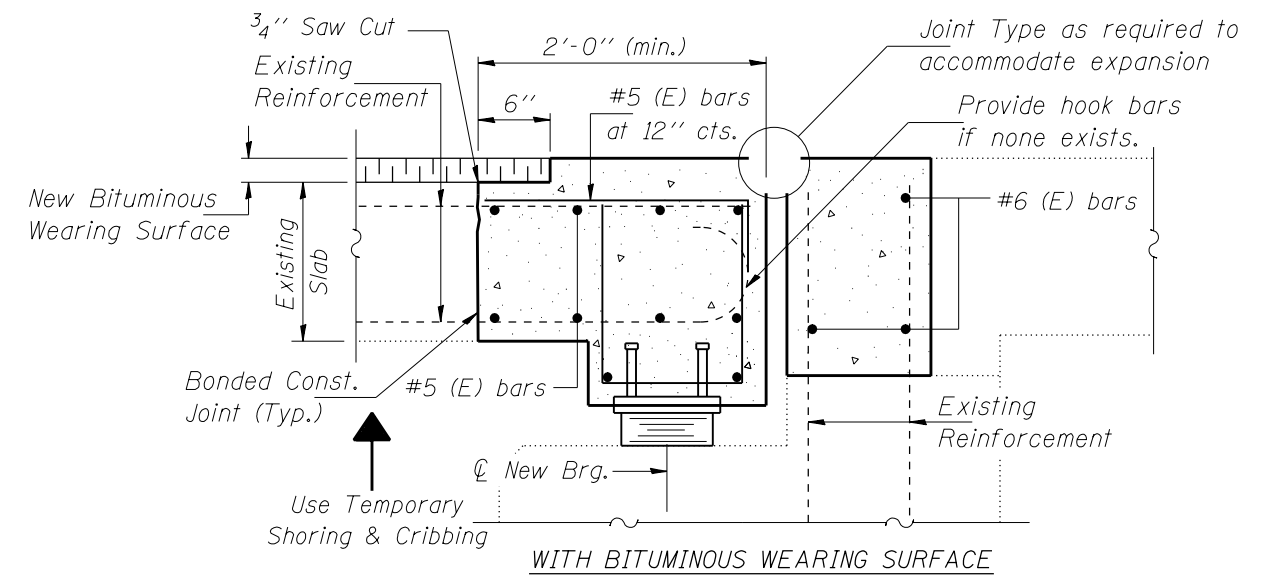
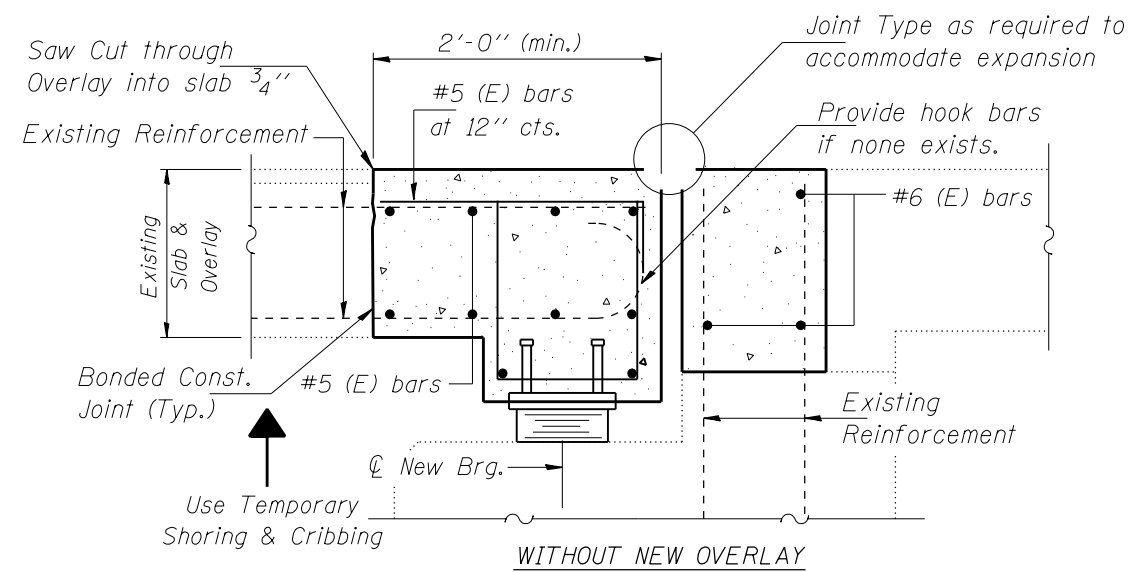
SCALE: SHEET OF SHEETS STA. TO STA.

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



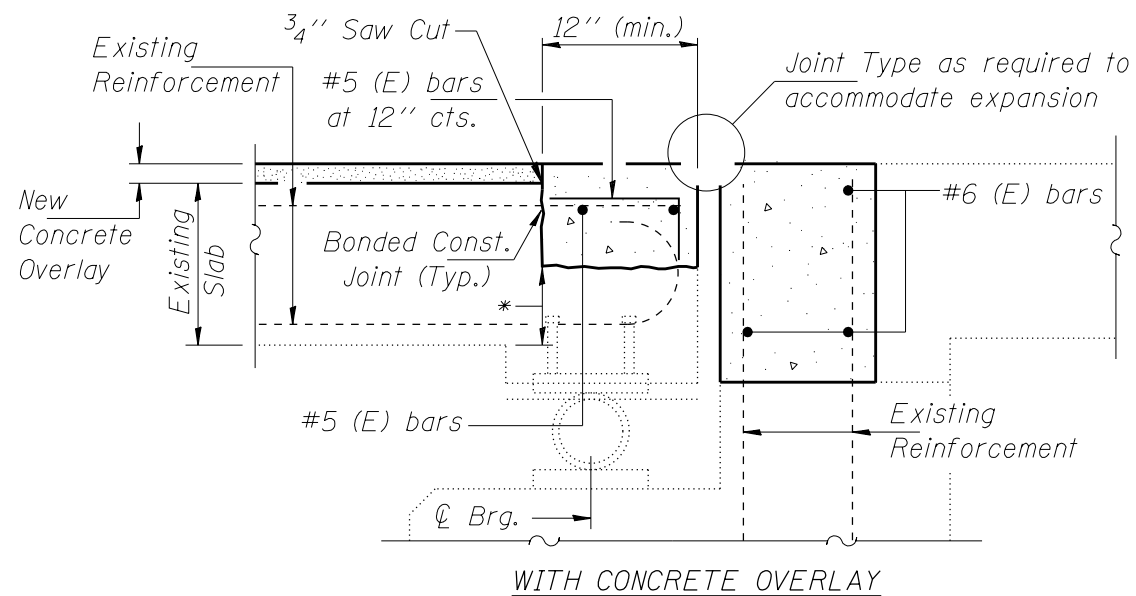
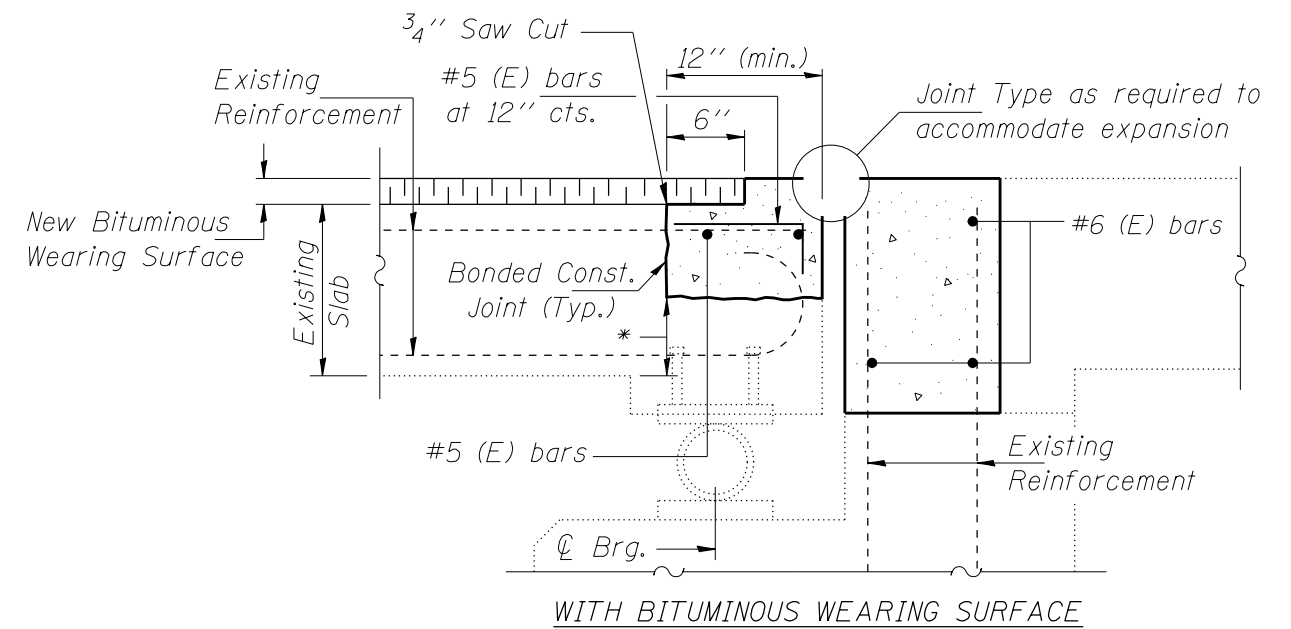
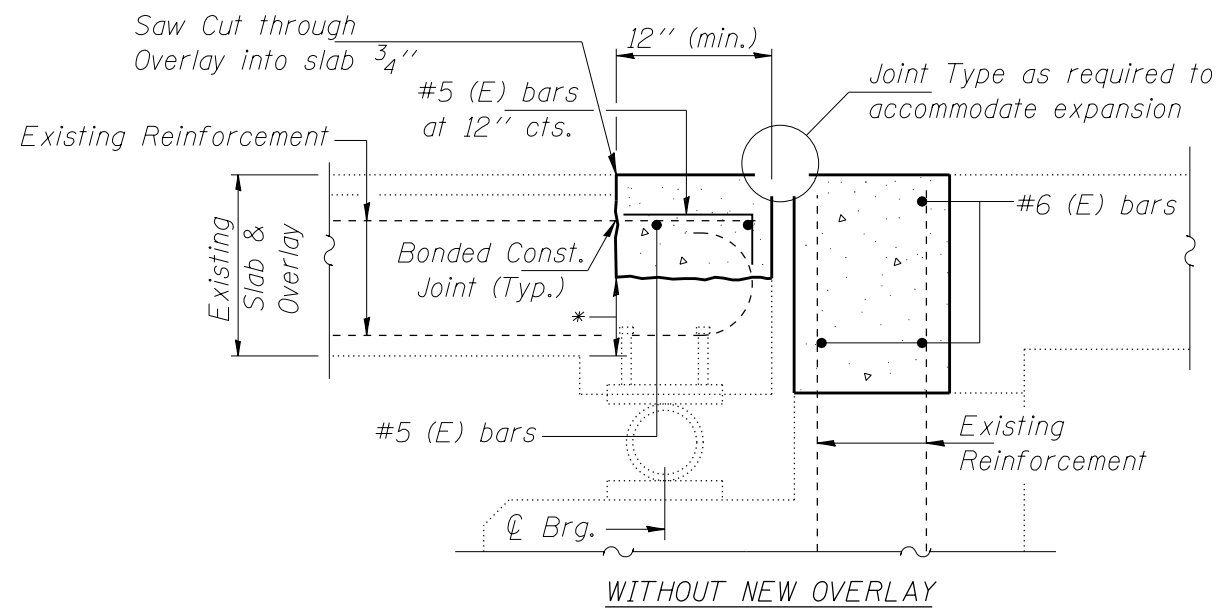
Note: Existing Reinforcement Bars shown are to be cleaned and incorporated into new construction.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	R.C. DECK GIRDER JOINT RECONSTRUCTION (FULL REMOVAL)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = Feb-25-2013 08:55:58AM	DATE -	REVISED -										



Note: Existing Reinforcement Bars shown are to be cleaned and incorporated into new construction.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	JOINT RECONSTRUCTION FOR R.C. SLAB (FULL REMOVAL)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										



* The complete replacement of the end of the slab and Temporary Shoring and Cribbing are required when the existing concrete is found to be unsound or analysis shows that remaining depth of slab is not adequate to carry loads during the joint replacement. See Figure 1.5.6-1.

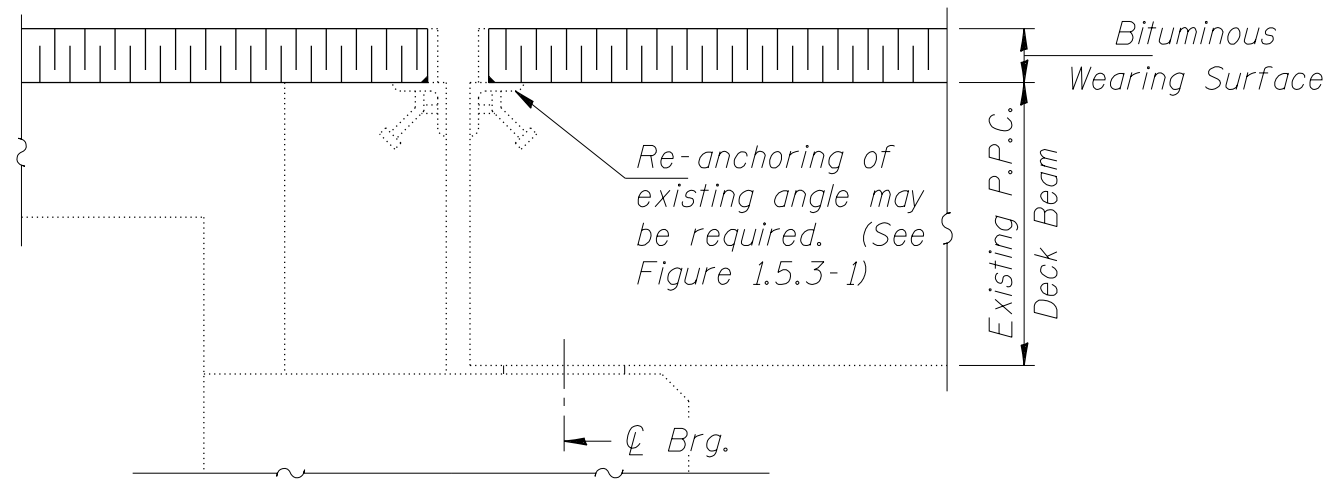
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

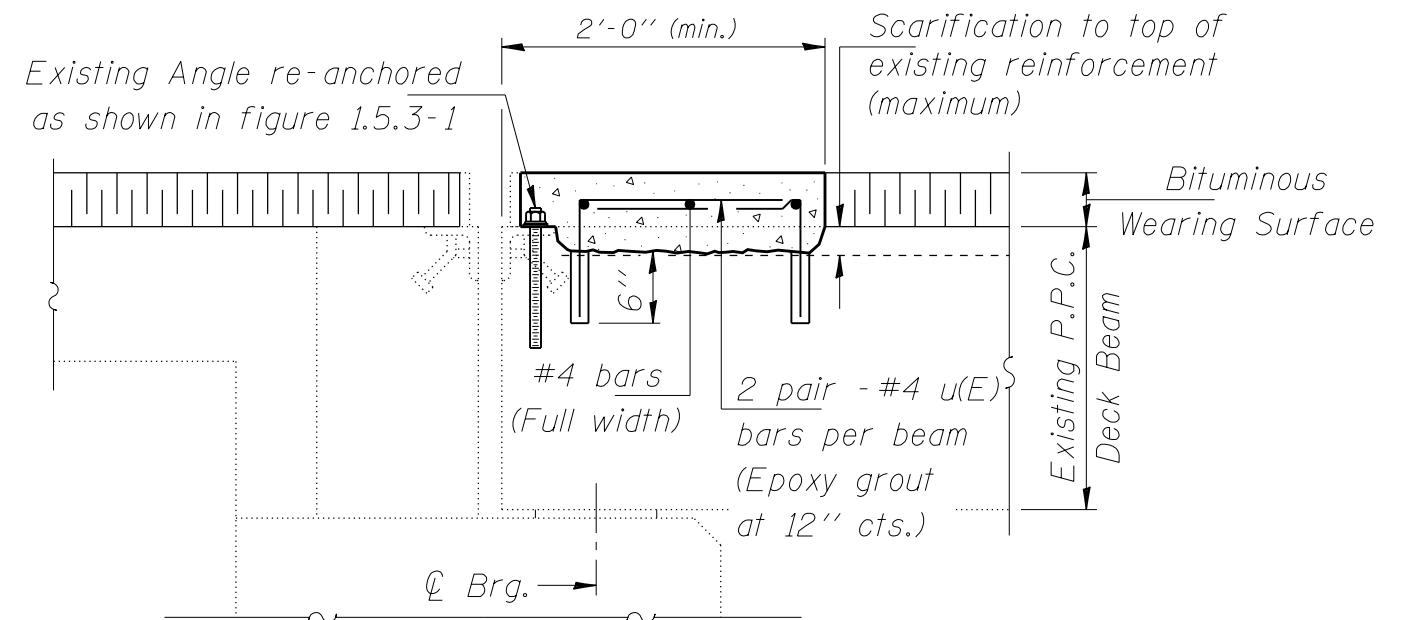
JOINT RECONSTRUCTION
FOR R.C. SLAB (PARTIAL REMOVAL)

SCALE: SHEET OF SHEETS STA. TO STA.

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



AT ABUTMENTS
(When re-anchoring is not required)



AT ABUTMENTS
(When re-anchoring is required)

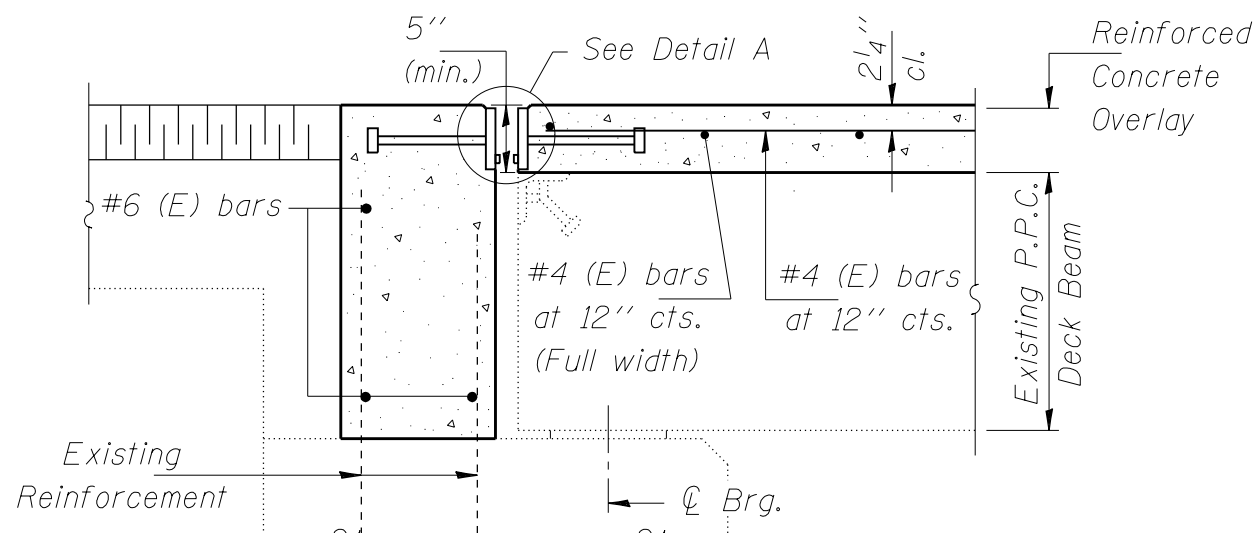
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	PLOT DATE = Feb-25-2013 08:56:00AM	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

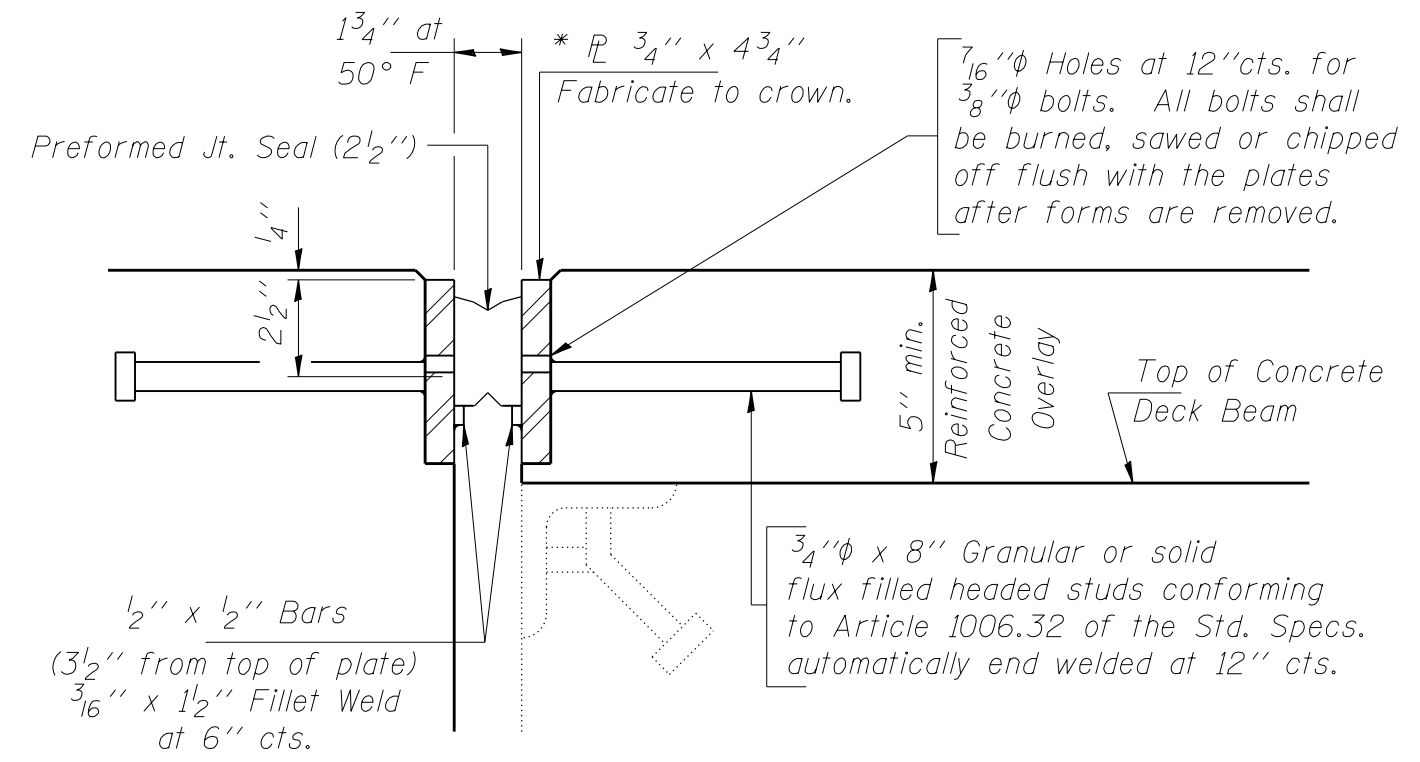
P.P.C. DECK BEAM
JOINT RECONSTRUCTION

SCALE: SHEET OF SHEETS STA. TO STA.

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



SECTION AT ABUTMENT
 Minimum bar lap for #4 bars = 1'-4"

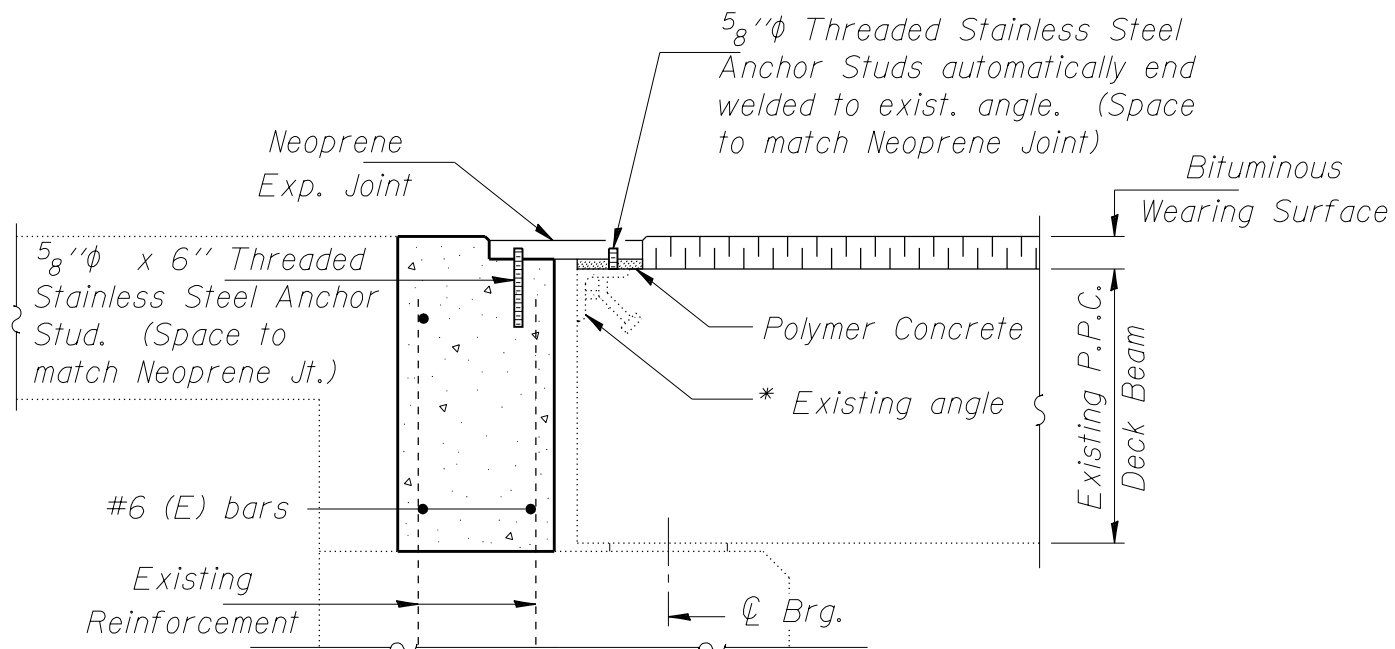


DETAIL A

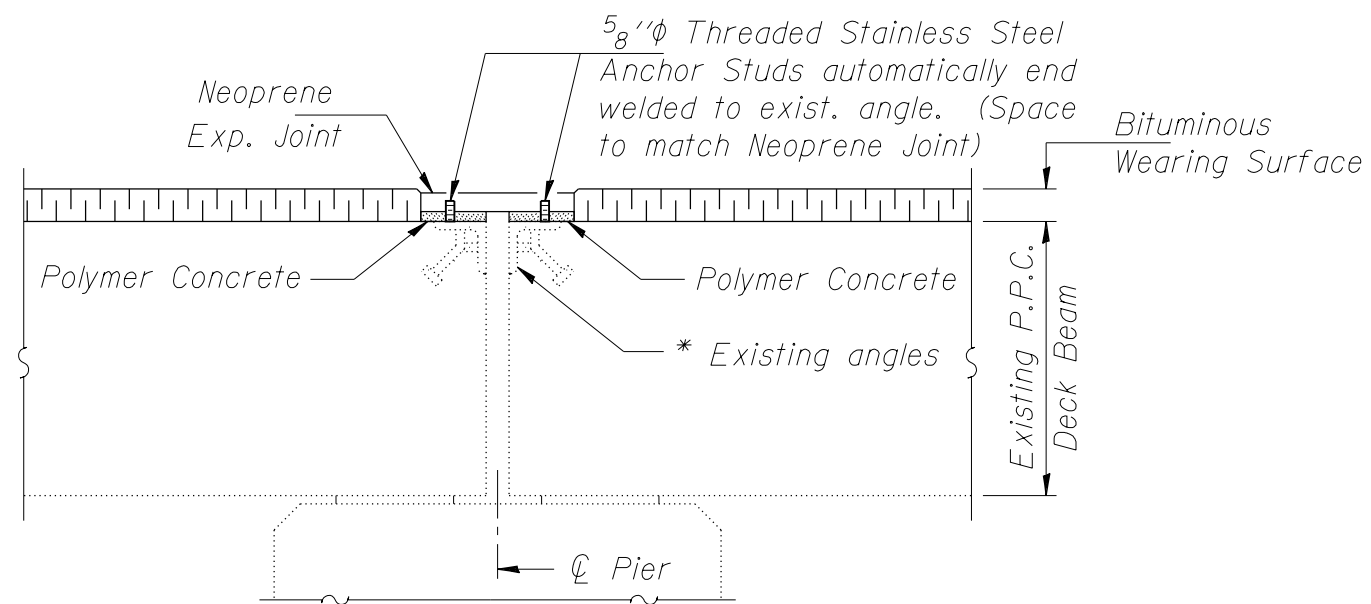
* Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant suitable for Structural Steel.

Note: After fabrication all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel. No field painting required.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	P.P.C. DECK BEAM JOINT RECONSTRUCTION WITH REINFORCED CONCRETE OVERLAY			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = Feb-25-2013 08:56:00AM	DATE -	REVISED -									



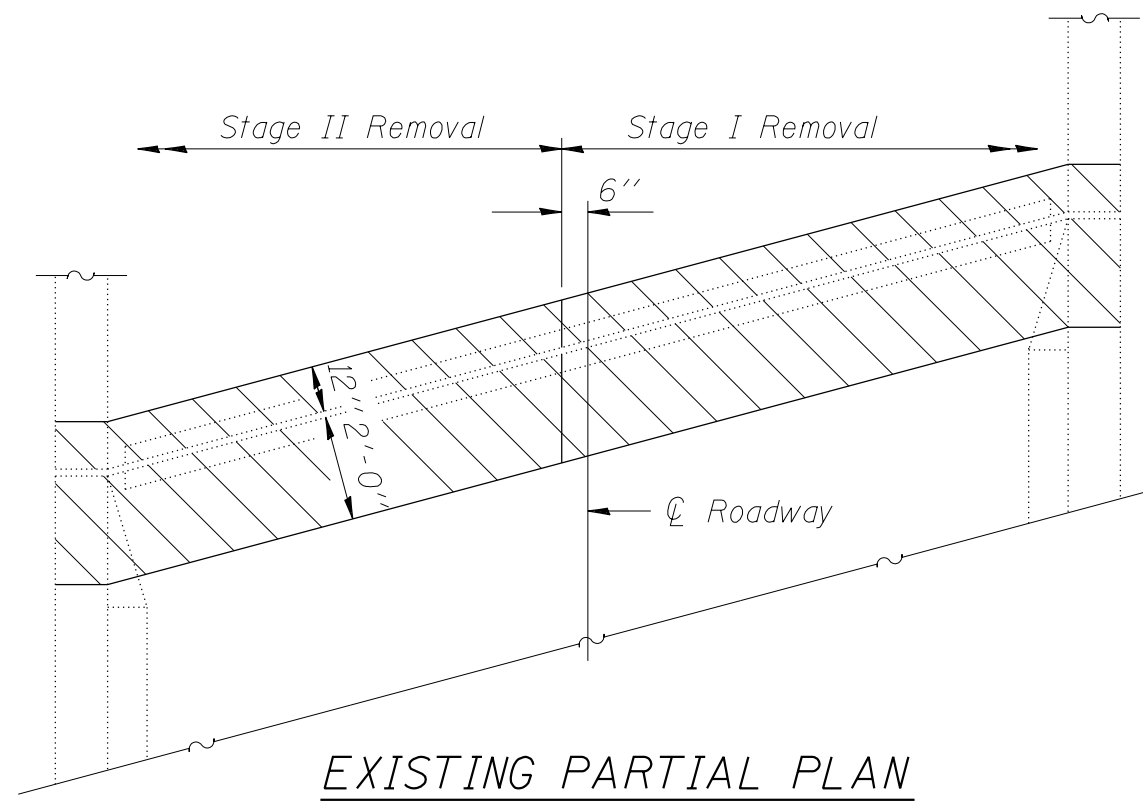
AT ABUTMENTS



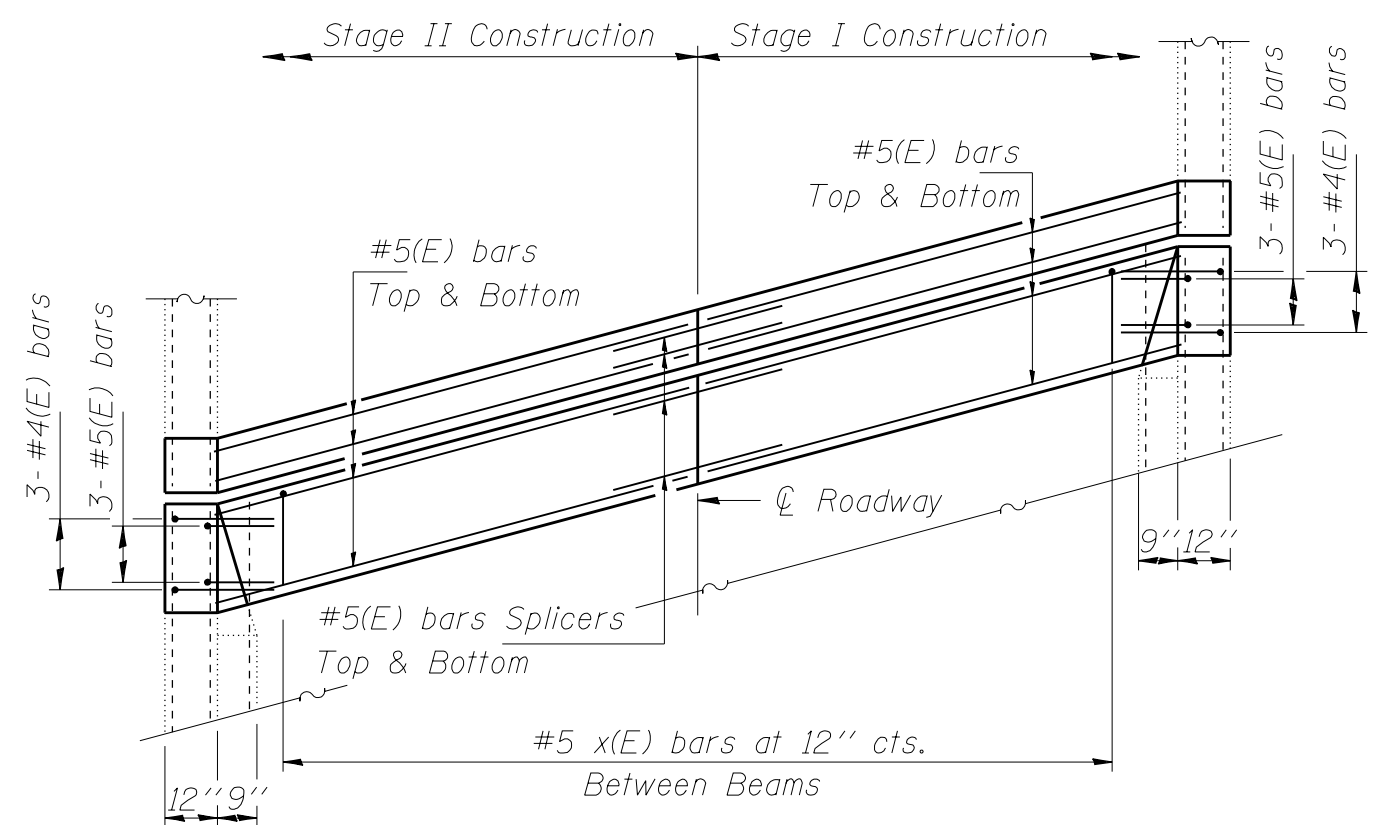
AT PIERS

* Re-anchoring of existing expansion angles may be required. See Figure 1.5.3-1, and space 5/8" ϕ Threaded Stainless Steel Anchor Rods to match the neoprene joint.

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	P.P.C. DECK BEAM JOINT RECONSTRUCTION (NEOPRENE)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = Feb-25-2013 08:56:00AM	DATE -	REVISED -										



EXISTING PARTIAL PLAN



PROPOSED PARTIAL PLAN

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
et:\pw\work\p1dot\sparksgw\dms21196\join	details.dgn	DRAWN -	REVISED -
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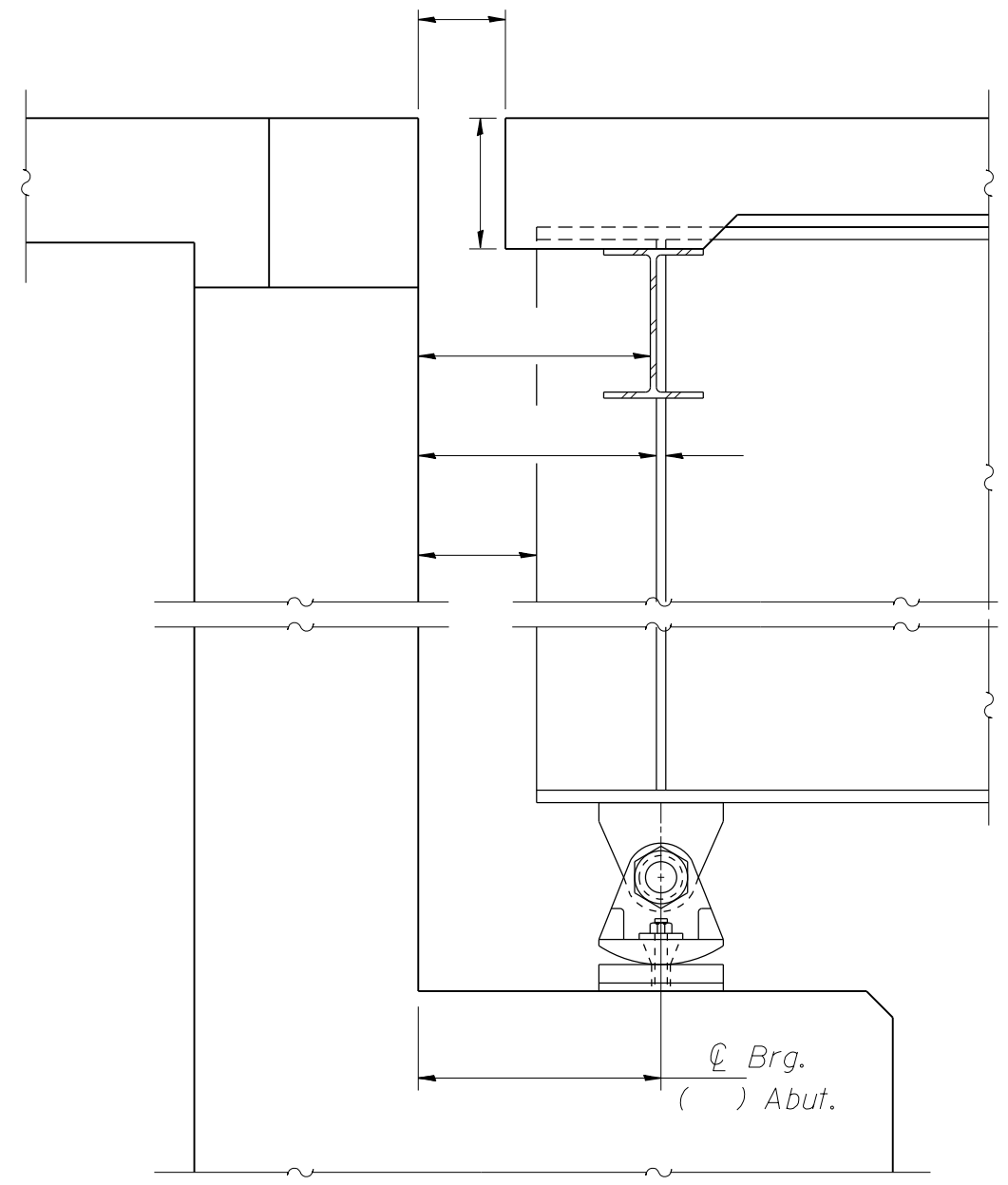
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAN OF JOINT
RECONSTRUCTION**

SCALE: SHEET OF SHEETS STA. TO STA.

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

Structure No. -----
 Temperature -----
 Date -----



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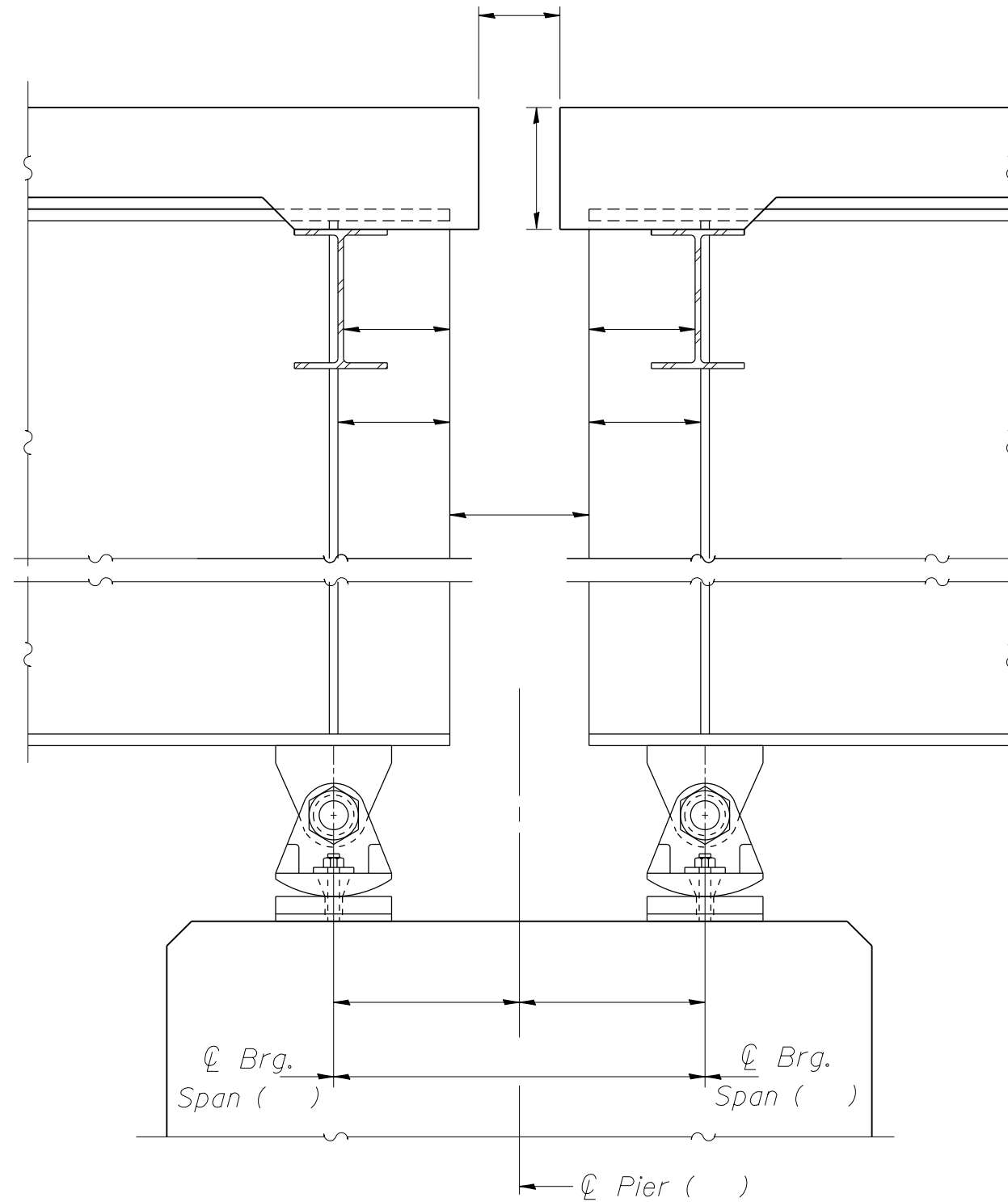
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FINGER JOINT
 FIELD DIMENSIONS (AT ABUTMENT)**

SCALE: SHEET OF SHEETS STA. TO STA.

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

Structure No. -----
 Temperature -----
 Date -----



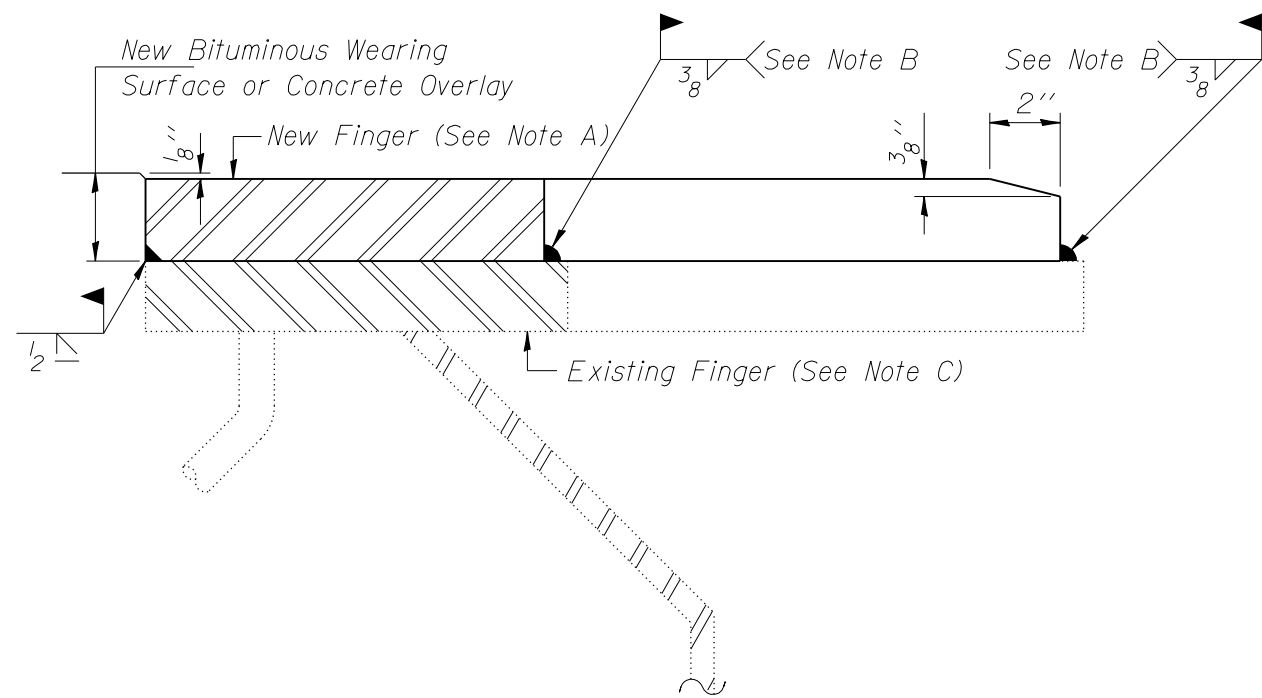
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

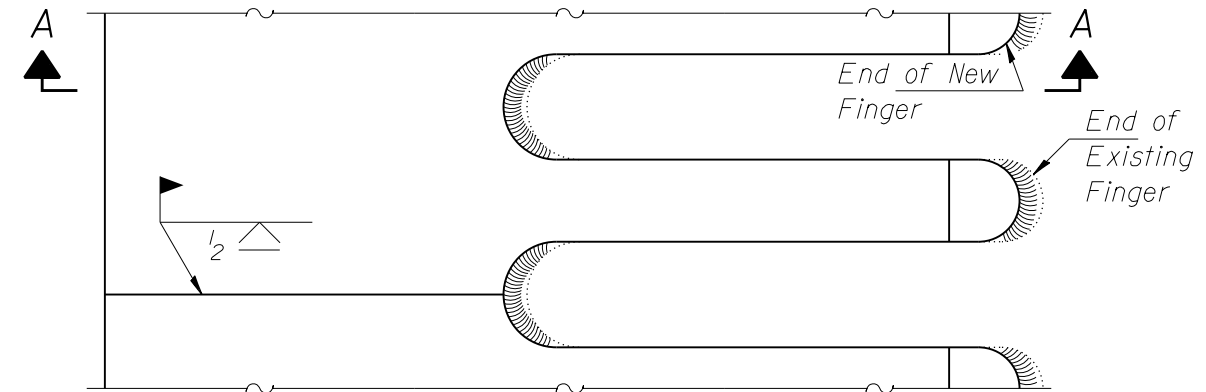
**FINGER JOINT
 FIELD DIMENSIONS (AT PIER)**

SCALE: SHEET OF SHEETS STA. TO STA.

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



SECTION A-A



Note A:

New Finger shall be blast cleaned to SSPC SP 10 and shop painted with the inorganic zinc rich primer.

Note B:

Fillet weld sizes at ends (tips) and crotches of fingers shall vary from $\frac{3}{8}$ " near centers to $\frac{3}{16}$ " minimum near edges as new and existing plates converge.

Note C:

Existing Finger widths and exact locations must be field verified. A template shall be made to insure alignment. Remove foreign material that would prevent uniform contact between new and existing plates by method approved by the Engineer.

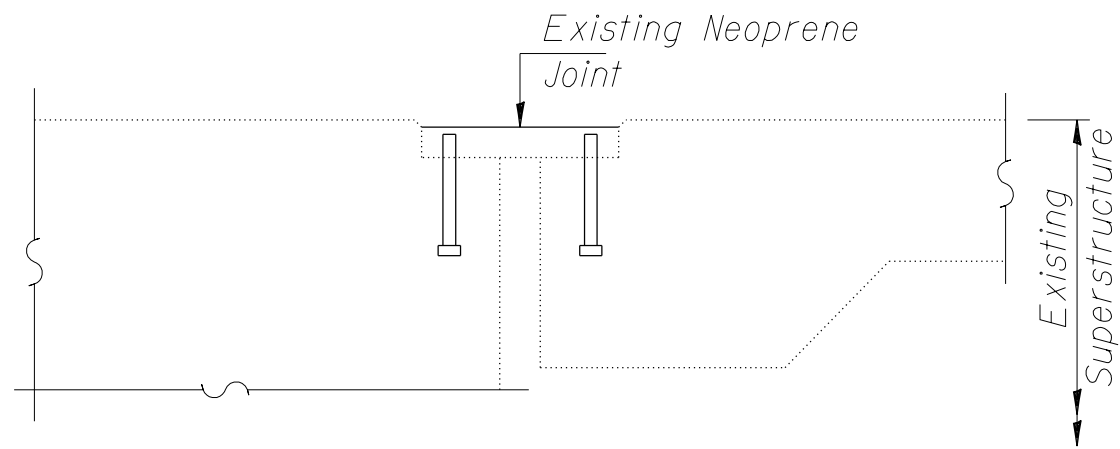
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

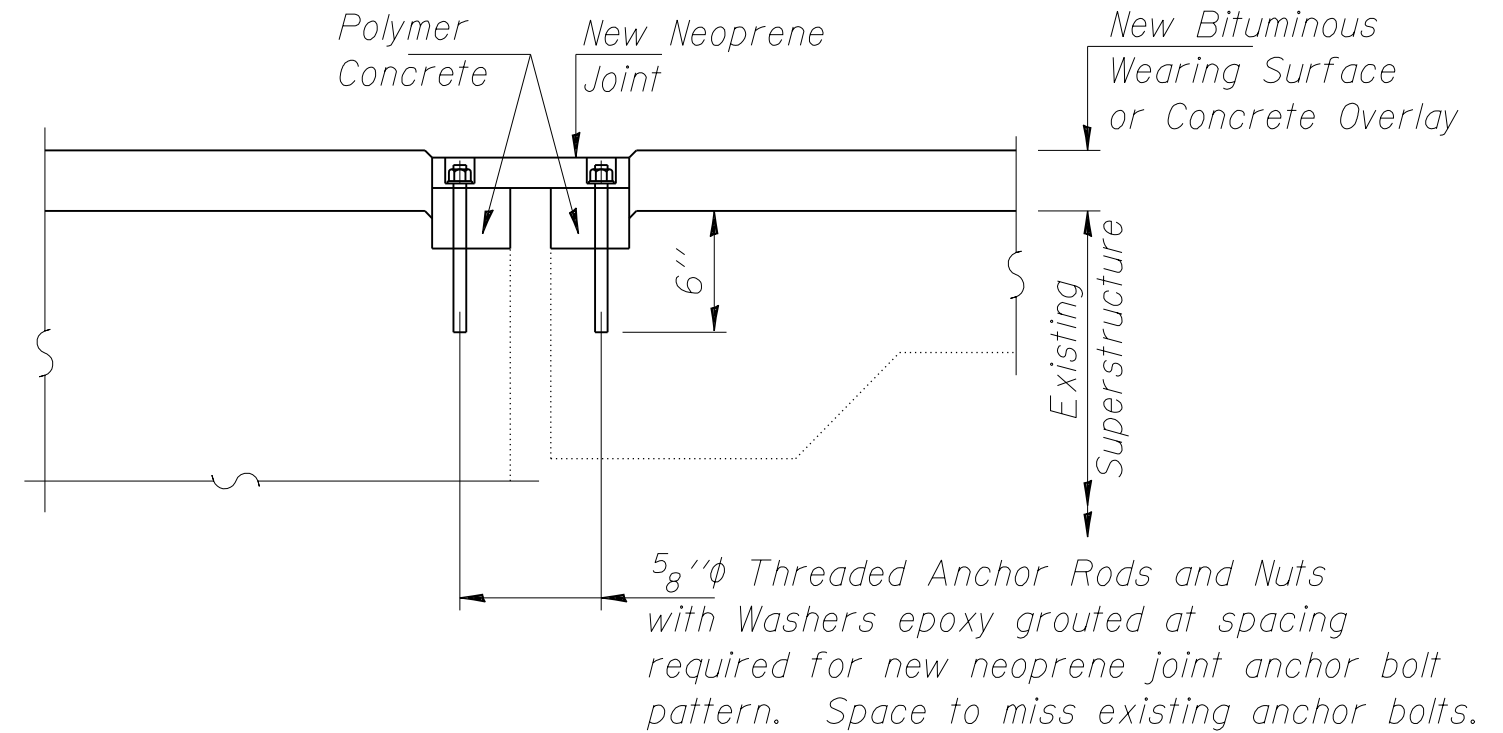
**EXPANSION JOINT TREATMENT WITH
GRADE RAISE AND EXISTING FINGER PLATES**

SCALE: SHEET OF SHEETS STA. TO STA.

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



SECTION AT EXPANSION JOINT
(Showing existing neoprene joint)



SECTION AT EXPANSION JOINT
(Showing new neoprene joint)

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

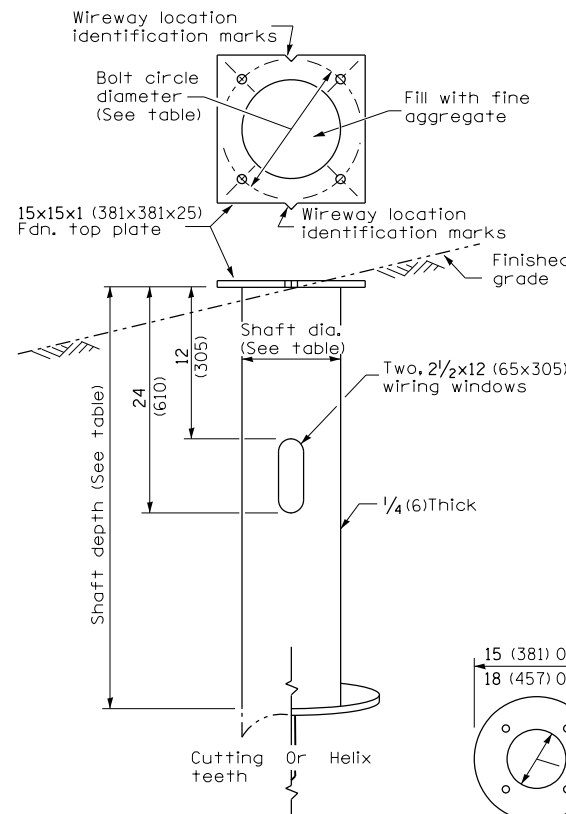
**EXPANSION JOINT TREATMENT WITH
GRADE RAISE AND EXISTING NEOPRENE**

SCALE: SHEET OF SHEETS STA. TO STA.

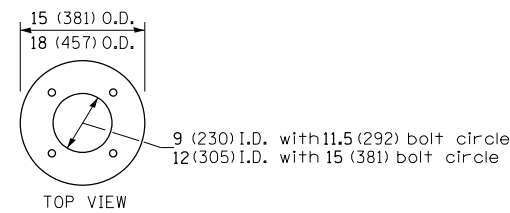
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LIGHT POLE MOUNTING HEIGHT	BOLT CIRCLE DIAMETER	STEEL FOUNDATION		CONCRETE FOUNDATION		
		SHAFT DIAMETER	SHAFT DEPTH	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH *
30' ≤ (9.1 m)	11 1/2" (292 mm)	8 5/8" (220 mm)	6'-0" (1.83 m)	24" (610 mm)	5'-0" (1.52 m)	4'-9" (1.45 m)
31'-35' (9.4 m - 10.7 m)	11 1/2" (292 mm)	8 5/8" (220 mm)	6'-0" (1.83 m)	24" (610 mm)	5'-6" (1.67 m)	5'-3" (1.60 m)
36'-40' (10.9 m - 12.2 m)	15" (381 mm)	8 5/8" (220 mm)	6'-0" ** (1.83 m)	24" (610 mm)	6'-0" (1.83 m)	5'-9" (1.75 m)
41'-45' (12.5 m - 13.7 m)	15" (381 mm)	8 5/8" (220 mm)	6'-0" ** (1.83 m)	24" (610 mm)	6'-6" (1.98 m)	6'-3" (1.90 m)
46'-50' (14.0 m - 15.2 m)	15" (381 mm)	8 5/8" (220 mm)	8'-0" (2.44 m)	24" (610 mm)	7'-0" (2.13 m)	6'-9" (2.00 m)

* Length does not include 4(100)hook
 ** 8 5/8" x 8'-0" (220 mm x 2.44 m) for Twin luminaires



STEEL FOUNDATION



RING PLATE DETAIL
 (When rock is encountered and foundation is shallower)

Notes:

All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance on steel foundations and notify the engineer if other conditions are encountered.

Notes:

Wireway may be on front, back, or side of foundation as required by the trenching. Place door of transformer base on wireway side to minimize the number of unit duct bends.

Top of schedule 40 PVC 5(125) I.D. PVC wiring window, shall be flush with the top of foundation for drainage.

3 (75) Min. concrete cover on all steel

1 (25) Ø Steel anchor rod with 230 (9) of threads. See table for the required bolt circle diameter.

3/4 (19) - 45° Bevel

Finished grade

Anchor rod shall extend through nut 3/8 to 1(10 to 25). For barrier or foundations located behind guardrail, use self-locking nut and flat washer. Do not use lock washer. Length above foundation shall be adjusted to accommodate breakaway devices furnished by the contractor for a specific installation.

Use dirt removed from foundation to meet 5 ft. (1.52m) chord fill around foundation top. Grade dirt level with bottom of concrete chamfer.

*** If the required anchor rod length above top of foundation is less than 3(75), anchor rods may be lowered below 6(150).

5 (125) I.D. P.V.C. wireway window. Fill with fine aggregate

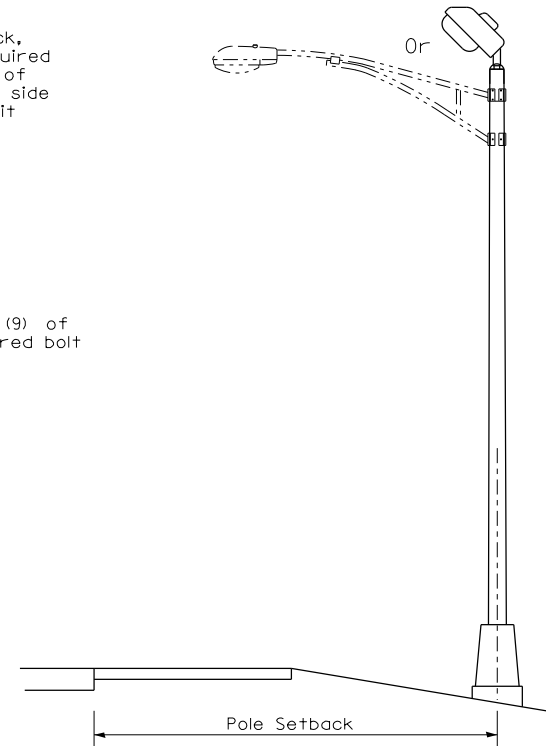
6 min. (150)

Bronze ground clamp

5/8" x 10' (16 mm x 3 m) Copperclad grounding electrode. When foundation is set in rock, install ground electrode in cable trench.

See Ring Plate Detail

CONCRETE FOUNDATION



Pole Foundation Setback:

For horizontal mounted luminaires, setback shall be a minimum of 20' (6.1 m) from edge of pavement.

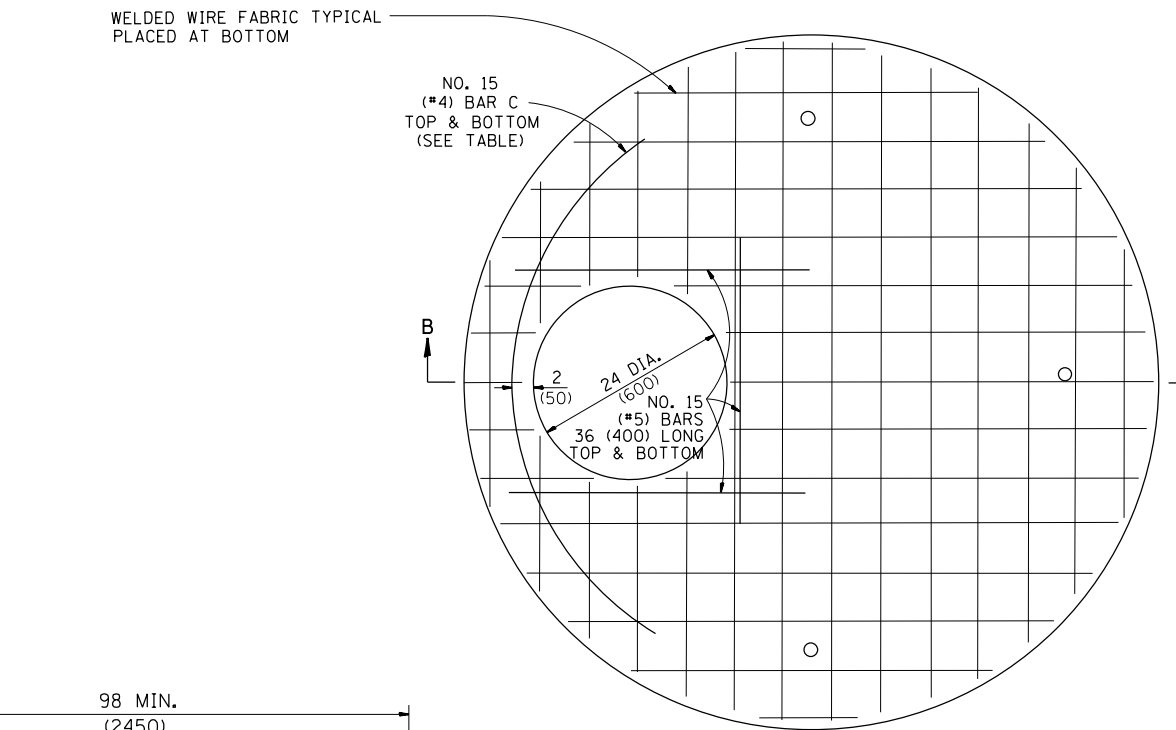
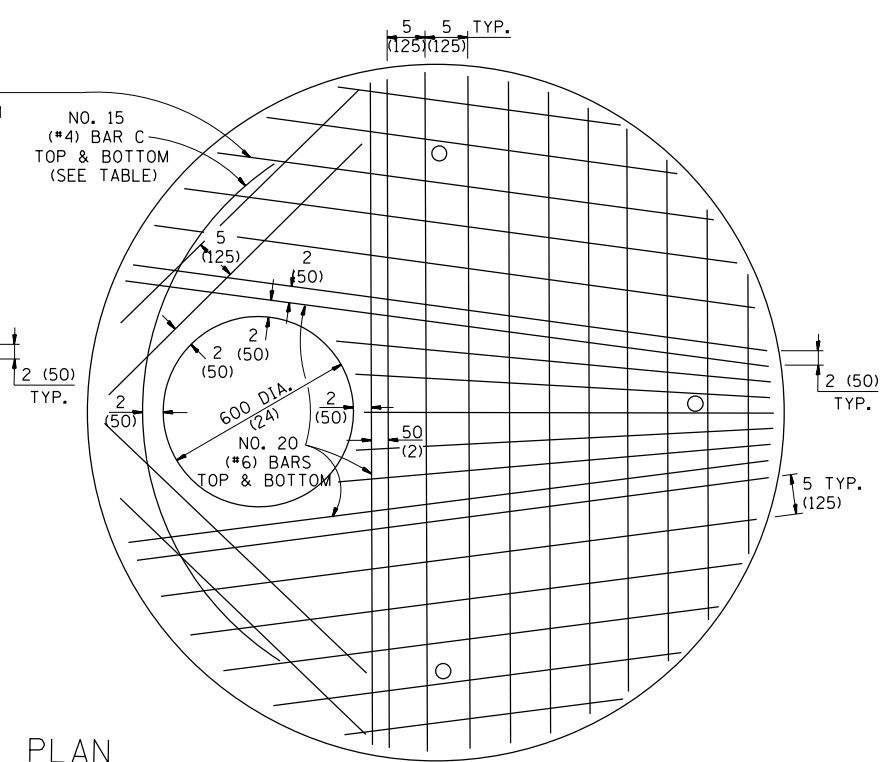
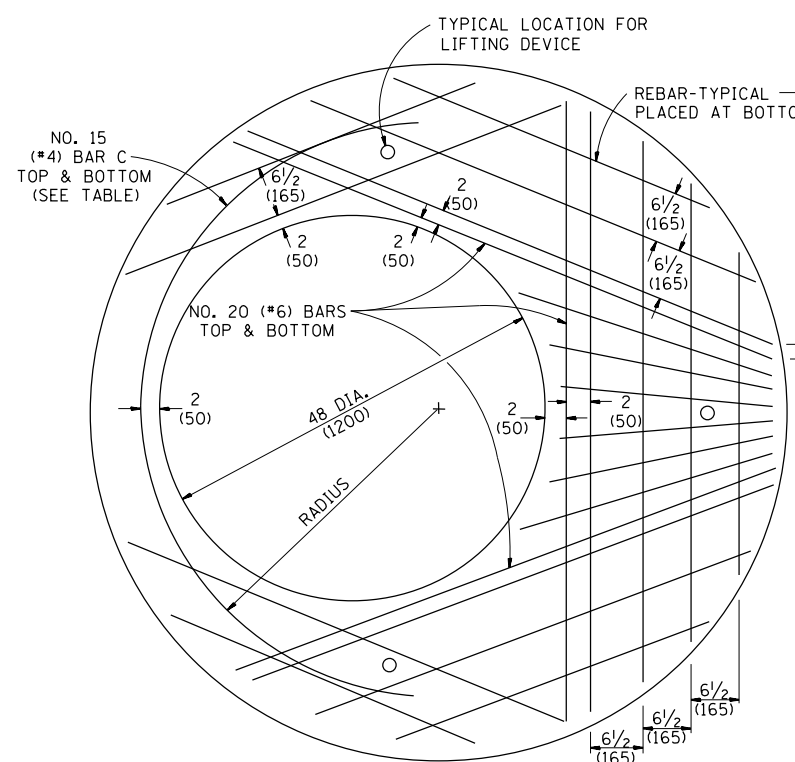
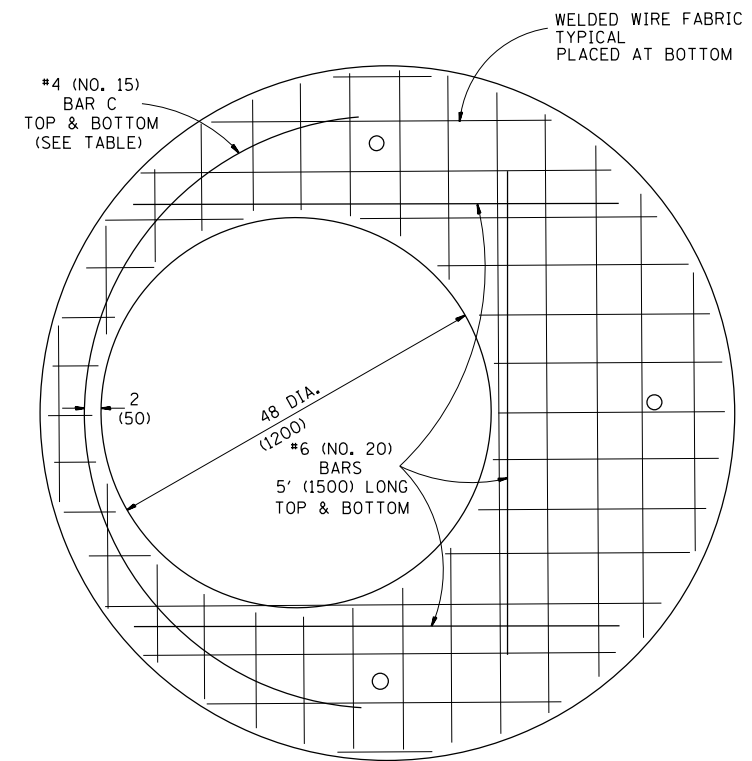
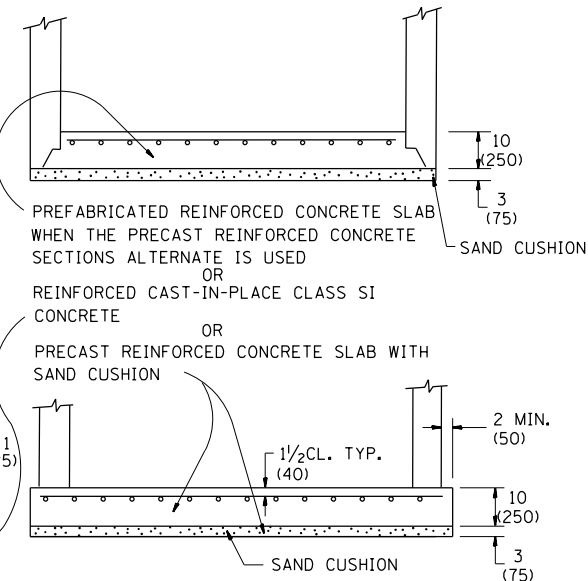
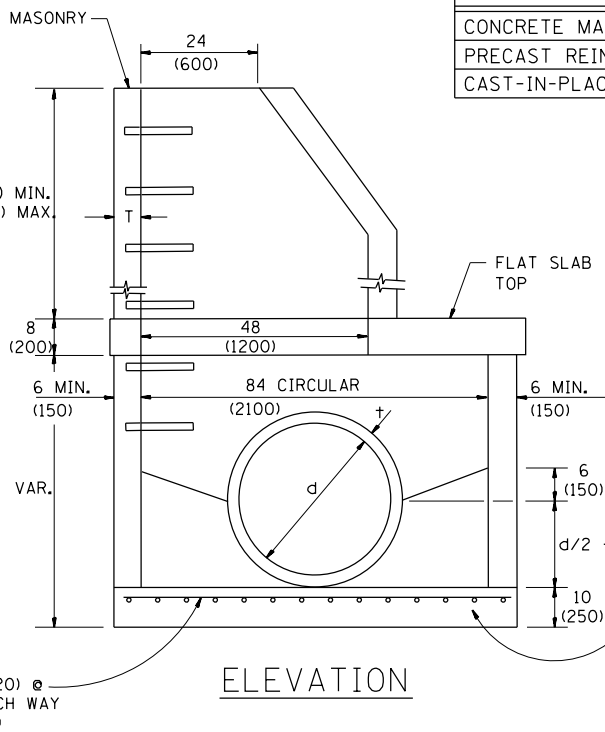
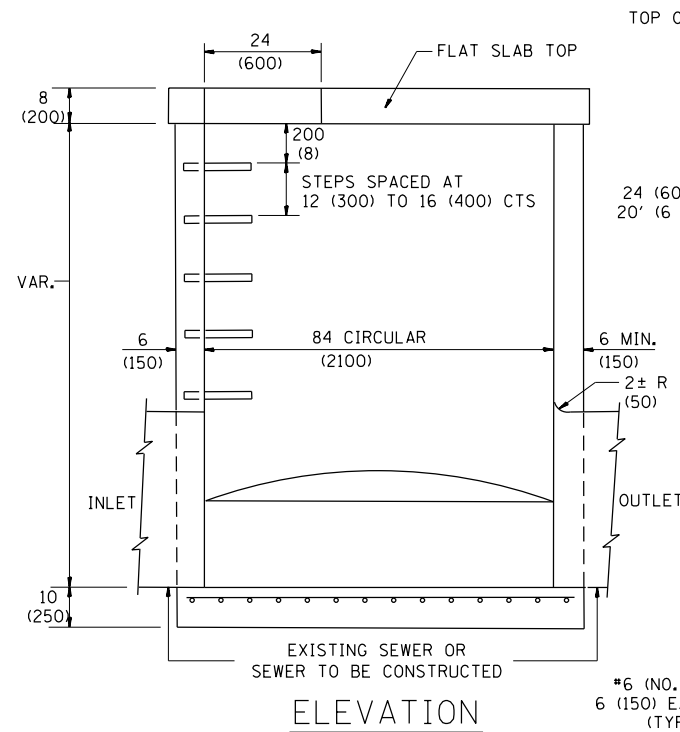
For vertical mount luminaires, setback shall be a minimum of 30' (9 m) from edge of pavement. Poles shall be located 5' (1.5 m) behind guardrail or other protective barriers, or as directed by the Engineer.

10/7/02 Bridge Office depth calc.

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

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY ROADWAY LIGHTING				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE -	REVISED -										

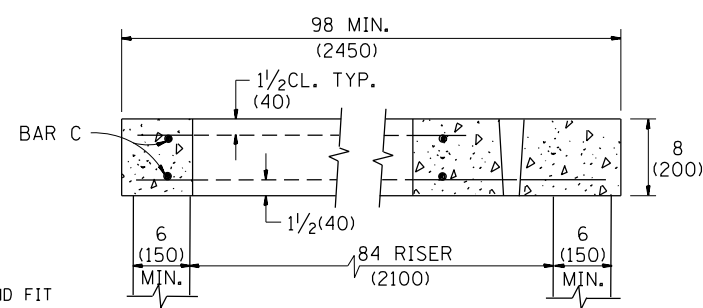
ALTERNATE MATERIALS FOR RISERS	T (MIN.)
CONCRETE MASONRY UNITS	5 (125)
PRECAST REINFORCED CONCRETE SECTIONS	4 (100)
CAST-IN-PLACE CONCRETE	6 (150)



DIAMETER OF OPENING	REINFORCEMENT "AS" WWF OR BAR SIZE EACH DIRECTION	BAR C			
		SIZE	LENGTH	RADIUS	
24 (600)	1.06 SQ.IN./LIN.FT. (2244 SQ.mm/m)	#6 (NO.20)	#4 (NO.15)	72 (1800)	38 (950)
48 (1200)	1736 SQ.mm/m (0.82 SQ.IN./LIN.FT.)	#6 (NO.20)	#4 (NO.15)	108 (2700)	38 (950)

GENERAL NOTES

SEE STANDARD 2447 FOR DETAILS OF CAST IRON STEPS.
JOINT CONFIGURATION AND DIMENSIONS OF FLAT SLAB TOP SHALL MATCH AND FIT THE RISER JOINT DETAIL.
LIFTING DEVICES SHALL BE APPROVED BY THE ENGINEER.



SECTION B-B

PLAN SHOWING WELDED WIRE FABRIC REINFORCEMENT

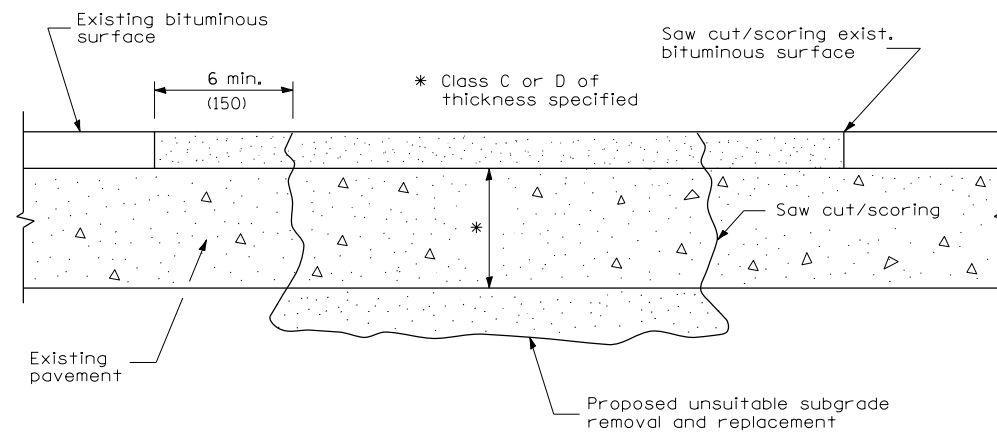
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



CELL LIBRARY: GUIDE4.CEL

CELL: NOMOW

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\p\dot\sparksgw\dms21196\nomow\sign.dgn		DRAWN -	REVISED -														
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -										CONTRACT NO.				
	PLOT DATE = Feb-25-2013 08:56:05AM	DATE -	REVISED -										ILLINOIS FED. AID PROJECT				



SEQUENCE OF CONSTRUCTION

1. Remove the existing bituminous surface.
2. Remove and replace full depth patches.
3. Replace bituminous surface.

PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

GENERAL NOTES

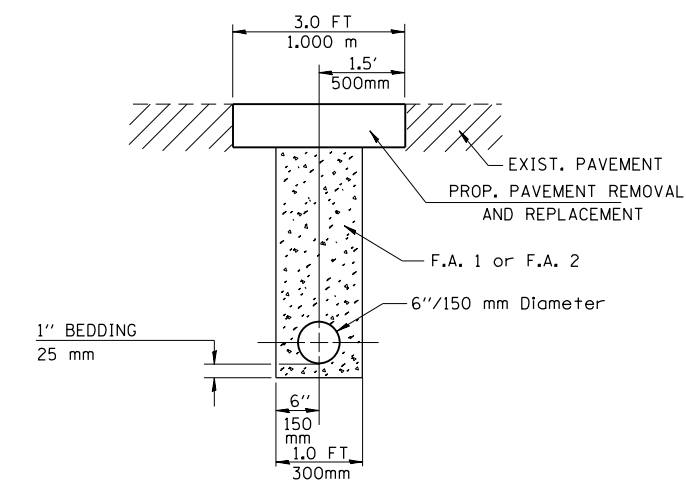
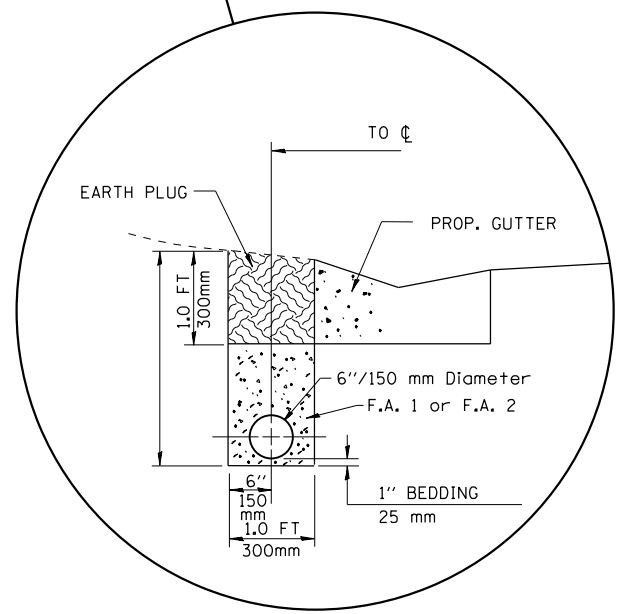
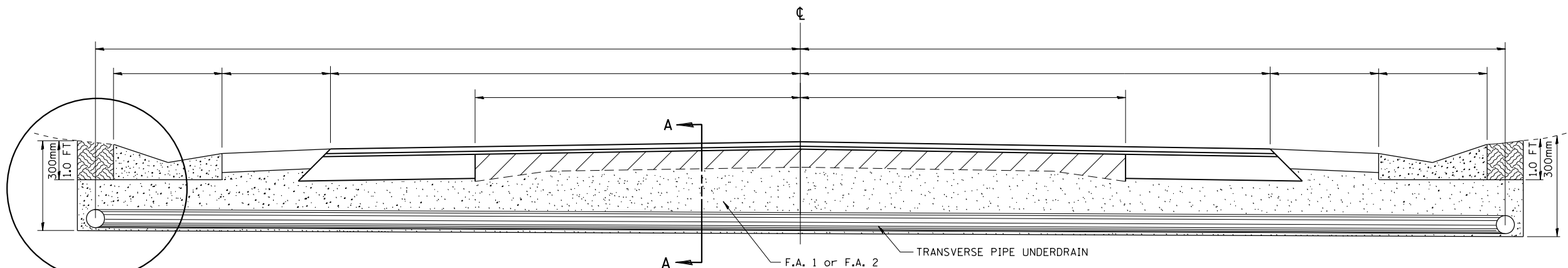
1. The width of the full depth patch over a trench shall be 12 (300) wider on each side of the trench.
2. For basis of payment see Special Provision "Bituminous Surface Removal over Patches".

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

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
ct:\pw\work\p\idot\sparksgw\dms21196\patchbit.dgn		DRAWN -	REVISED -
PATCHBIT.DGN		CHECKED -	REVISED -
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PLOT DATE = Feb-25-2013 08:56:07AM			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
								CONTRACT NO.		
ILLINOIS FED. AID PROJECT										

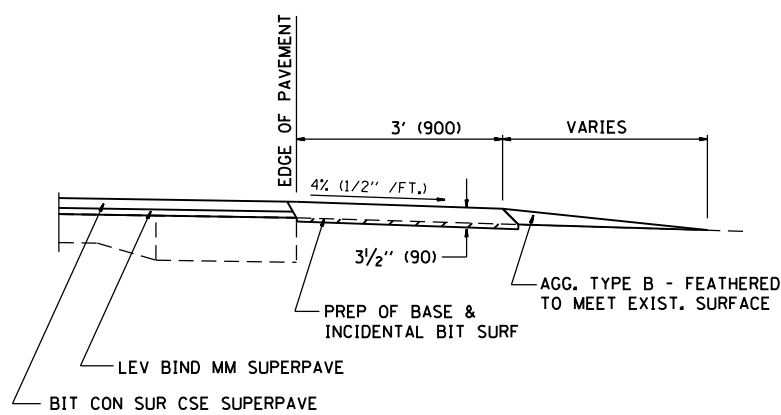
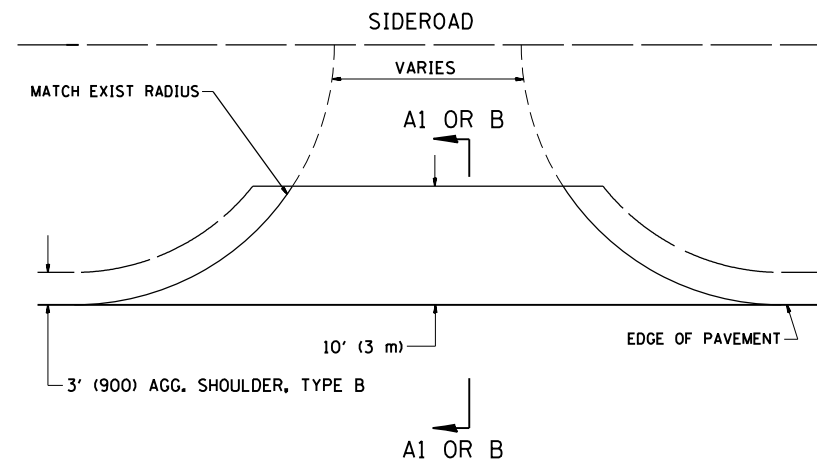
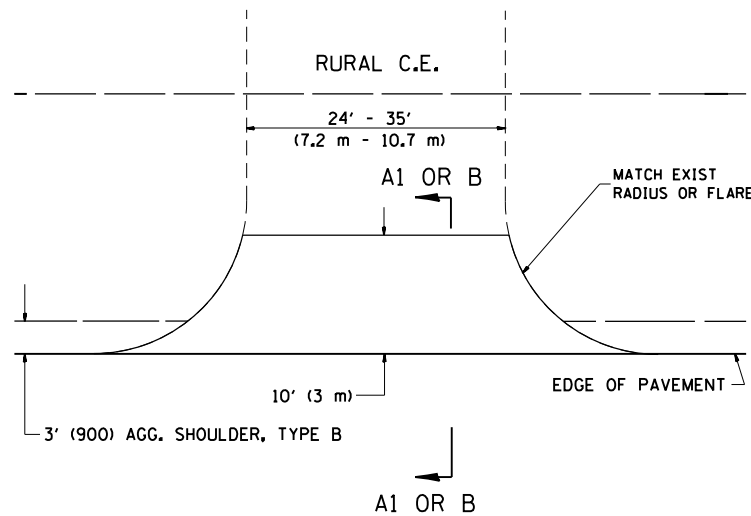
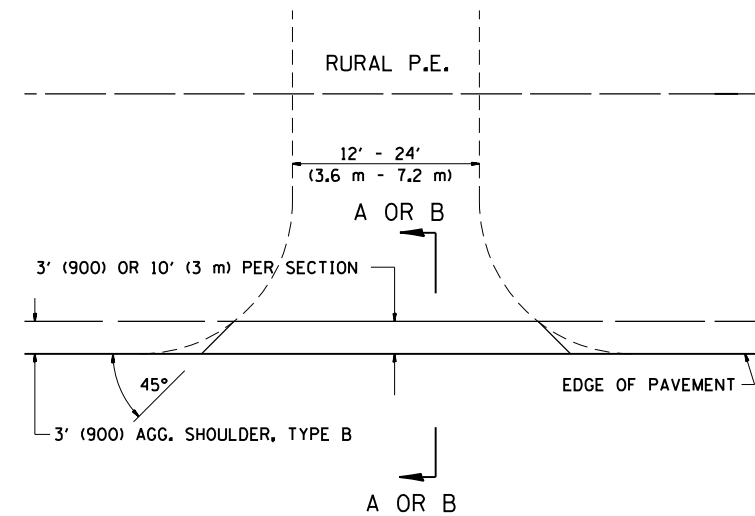


6"/150 mm PIPE UNDERDRAIN OR BACKSLOPE DRAIN

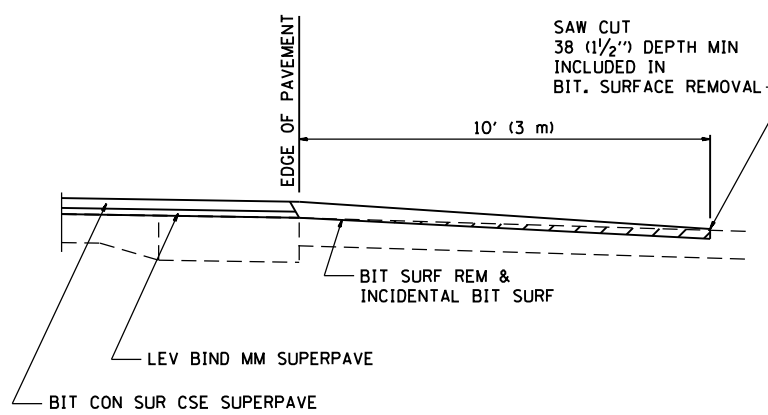
LT. STA. TO
 RT. STA. TO
 LT. STA. TO
 RT. STA. TO

	PIPE UNDERDRAINS	CONCRETE HEADWALLS FOR PIPE DRAINS STANDARD 2362
STATION TO STATION	feet/meter	EACH
GRAND TOTAL		

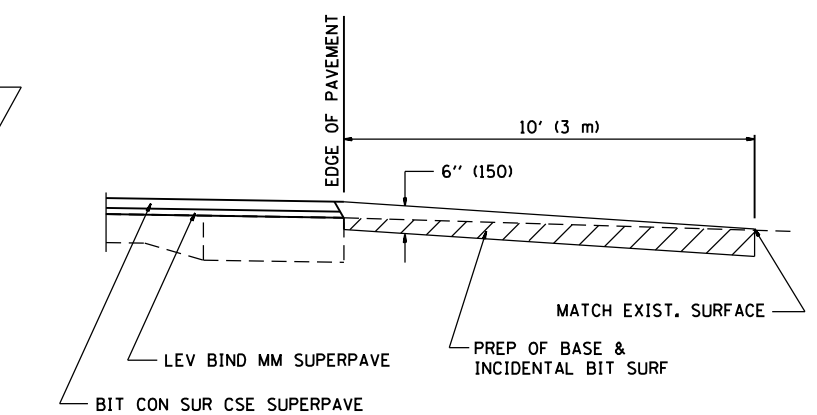
STA. STA. STA. STA.
TRANSVERSE PIPE UNDERDRAIN
SECTION A - A



SECTION A-A FOR AGGREGATE P.E.



SECTION B-B FOR BITUMINOUS P.E., C.E. & SIDEROAD



SECTION A1-A1 FOR AGGREGATE C.E. & SIDEROAD

NOTE:
SEE SIDEROAD & ENTRANCE SCHEDULE, SHEET NO.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = sparksgw	DESIGNED - WJR	REVISED - OPS 28AUG97
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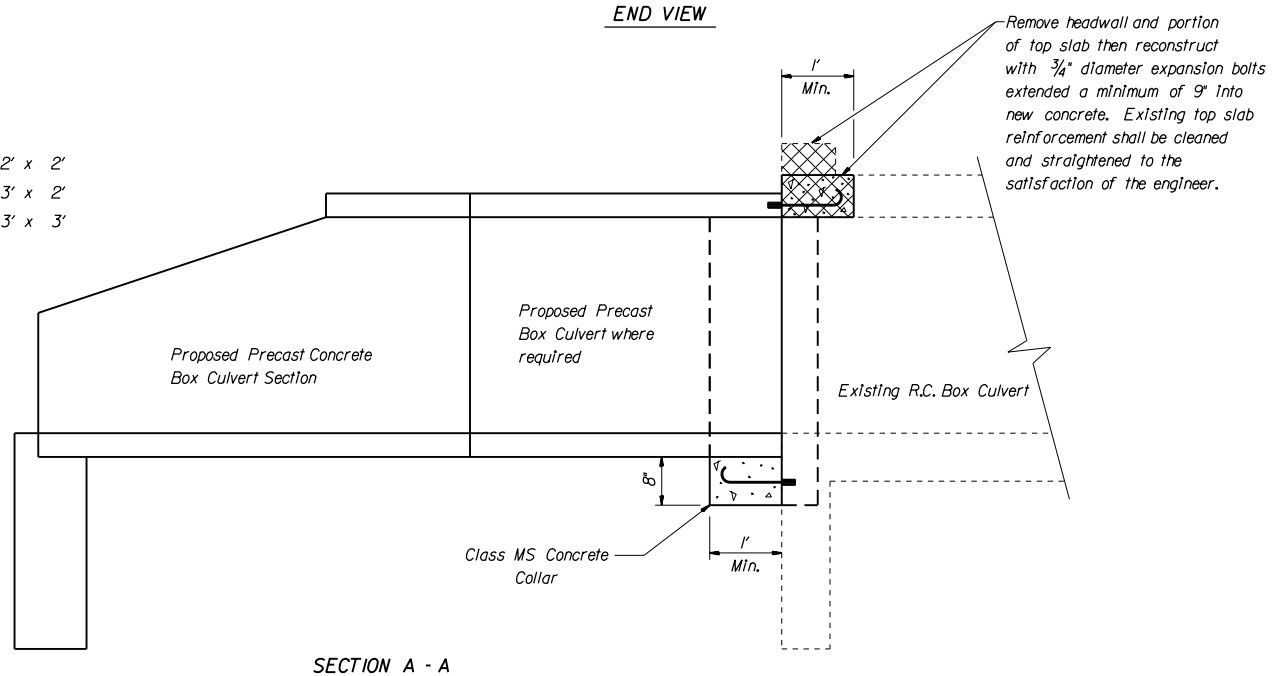
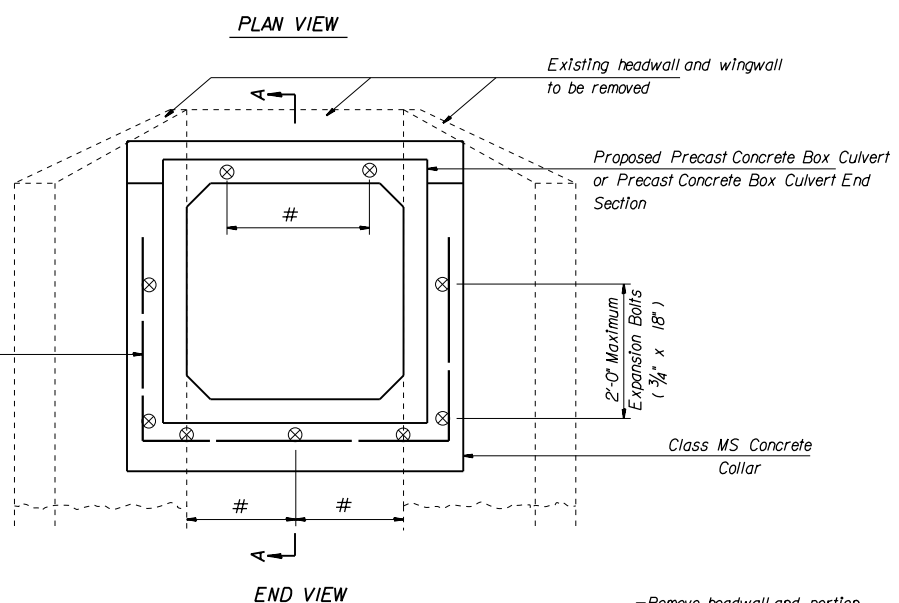
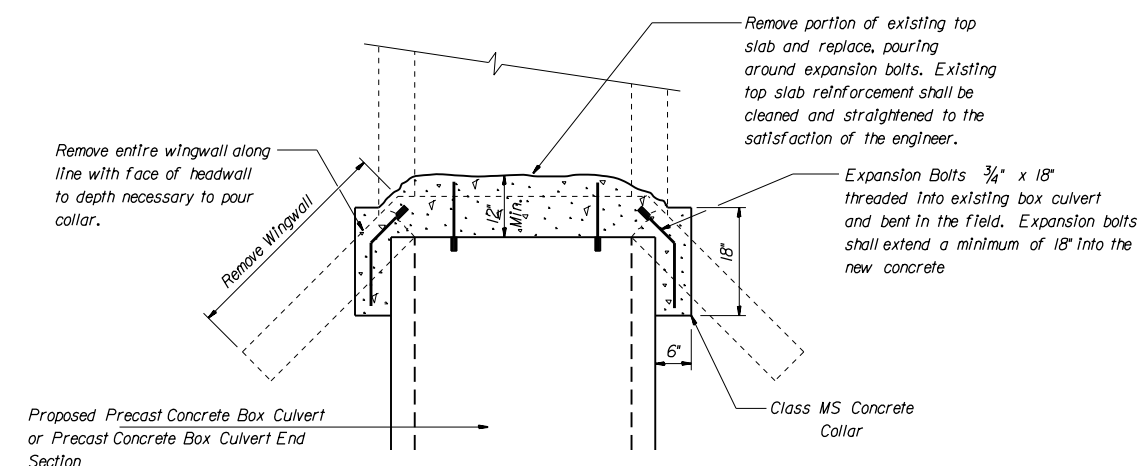
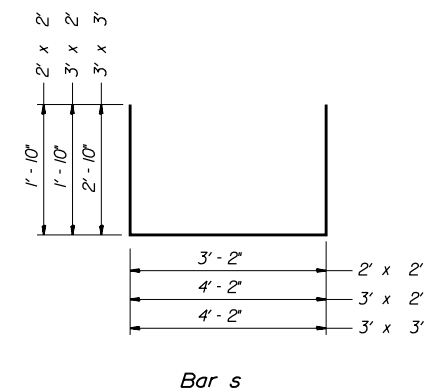
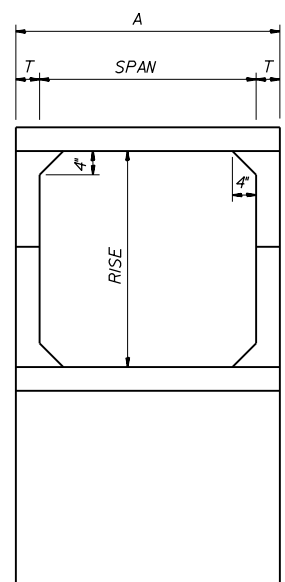
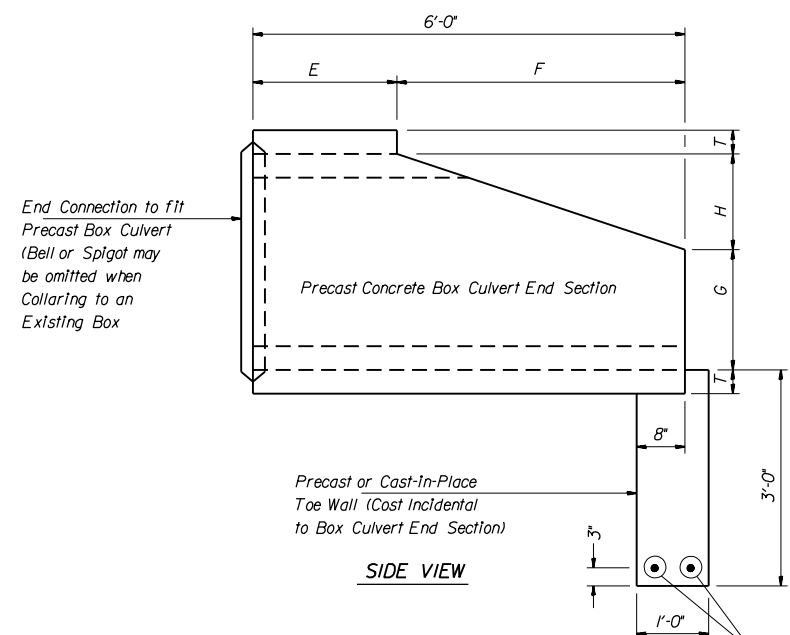
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 6 ENTRANCE AND SIDEROAD DETAILS
FOR PROJECTS WITHOUT MILLING

SCALE: SHEET OF SHEETS STA. TO STA.

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

NOTE:
Expansion Bolts shall consist of self drilling expansion shields and 3/4" diameter hooked bolts. Hooked bolts shall extend a minimum distance as specified, 9" or 18" into the new concrete. Minimum certified proof load = 4080 lbs.



Number of expansion bolts and spacing

Span x Rise	Top Slab 3/4" x 9" *	Bottom Slab 3/4" x 9" *	Each Wing 3/4" x 18" *
2' x 2'	2 at 12"	2 at 12"	2 at 24"
3' x 2'	2 at 24"	3 at 18"	2 at 24"
3' x 3'	2 at 24"	3 at 18"	2 at 24"

* The dimensions shown are the minimum extensions of the expansion bolts into the new concrete.

SCHEDULE OF ESTIMATED QUANTITIES

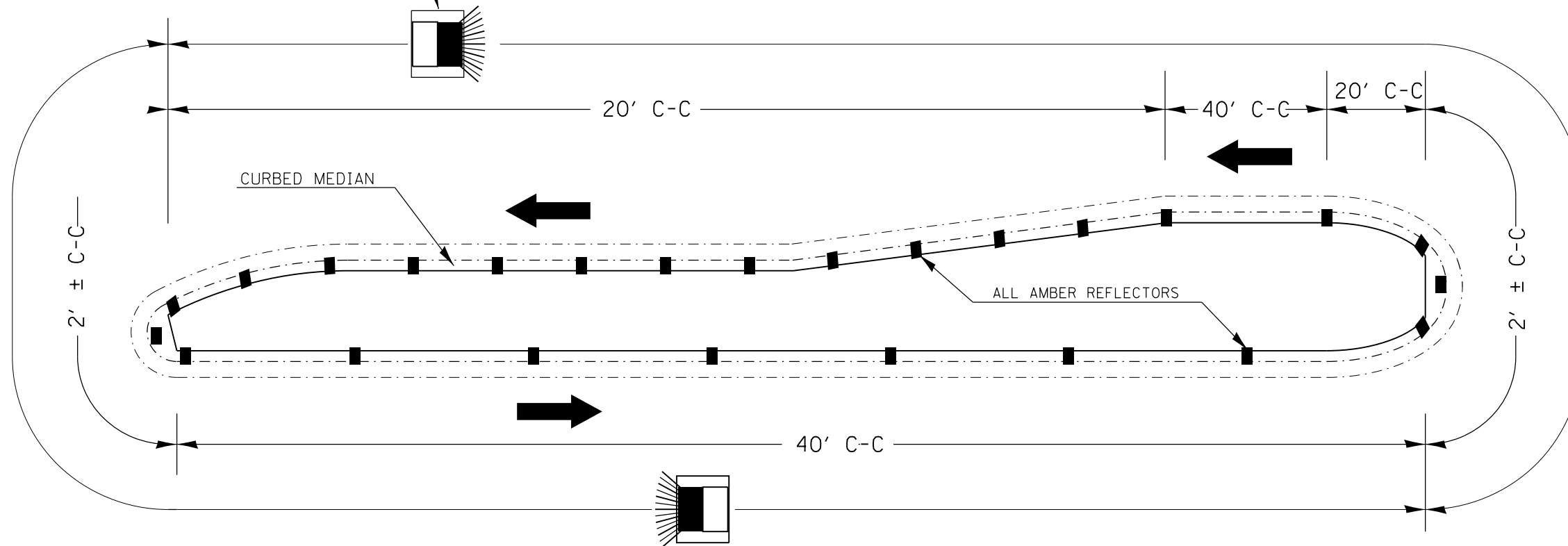
STATION	SIZE	CONCRETE REMOVAL	CONC.	EXPANSION BOLTS	REINFORCEMENT BARS
	(FT)	(C. Y.)	(C. Y.)	(EA.)	(LBS)

Span x Rise	T	A	E	F	G	H
2' x 2'	4"	2' - 8"	3' - 0"	3' - 0"	1' - 0"	1' - 0"
3' x 2'	4"	3' - 8"	3' - 0"	3' - 0"	1' - 0"	1' - 0"
3' x 3'	4"	3' - 8"	2' - 0"	4' - 0"	1' - 8"	1' - 4"

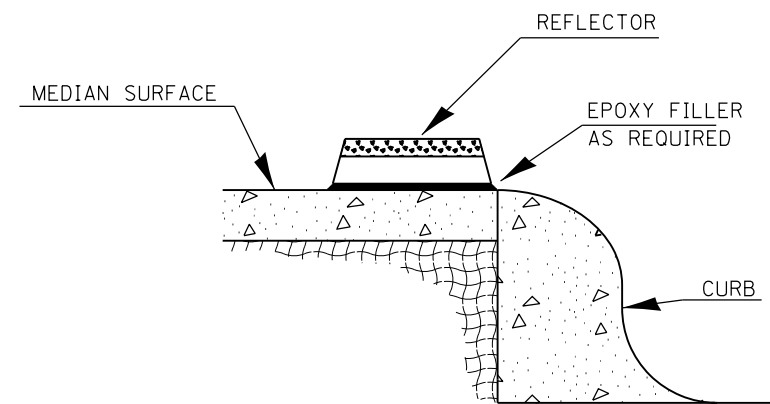
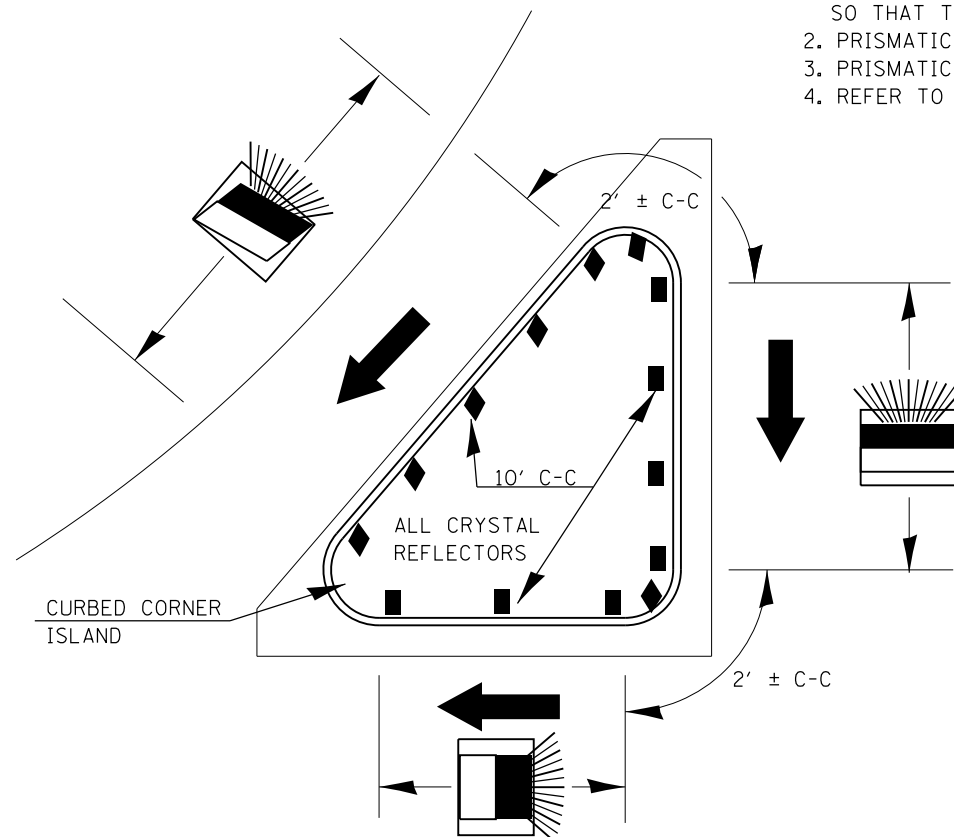
NOTE:
Removal of existing headwalls, portions of existing top slabs shall be paid for at the contract unit price for Concrete Headwall Removal.

TYPICAL PLACEMENT OF PRISMATIC REFLECTORS ON CURBS

MARKER ORIENTATION WITHIN LIMITS SHOWN

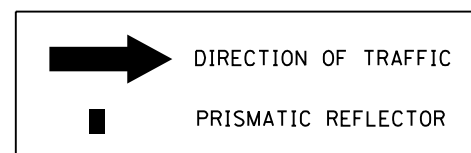


1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.
4. REFER TO SCHEDULES FOR PRISMATIC REFLECTOR QUANTITIES.



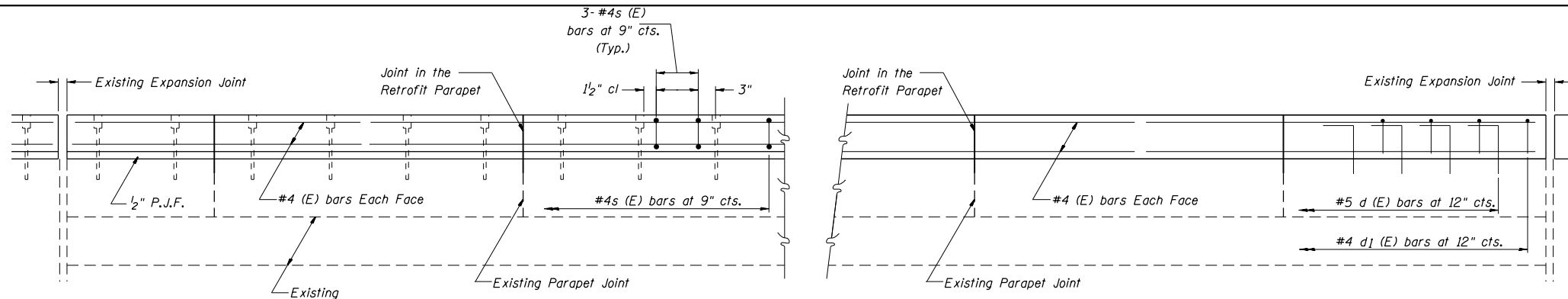
SECTION VIEW

LEGEND



NOT TO SCALE

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRISMATIC REFLECTOR DETAILS (PLACED ON CURB)				F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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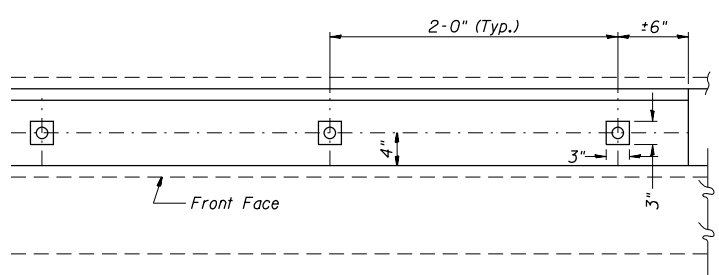


**INSIDE ELEVATION OF PARAPET
PRECAST ALTERNATE**

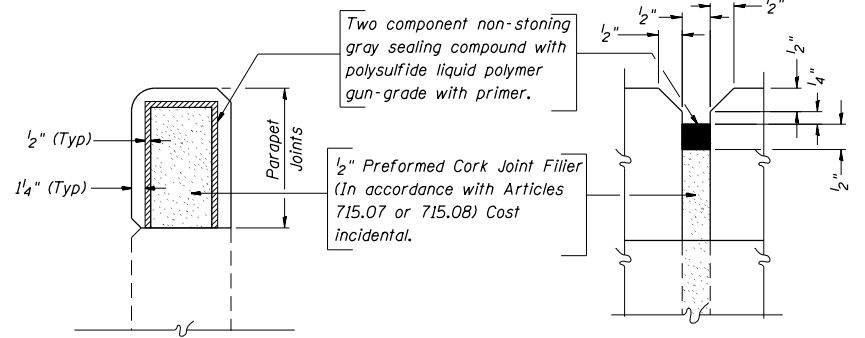
**INSIDE ELEVATION OF PARAPET
CAST-IN-PLACE ALTERNATE**

GENERAL NOTES

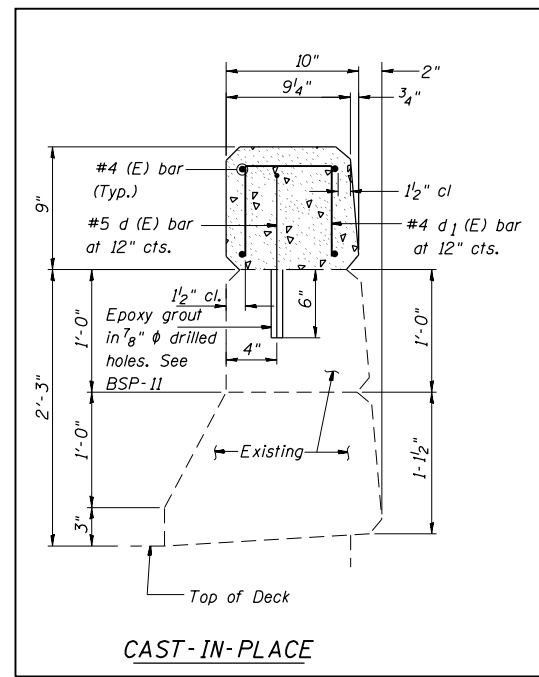
Class X Concrete shall be used throughout.
 All exposed edges shall be chamfered 3/4\"/>



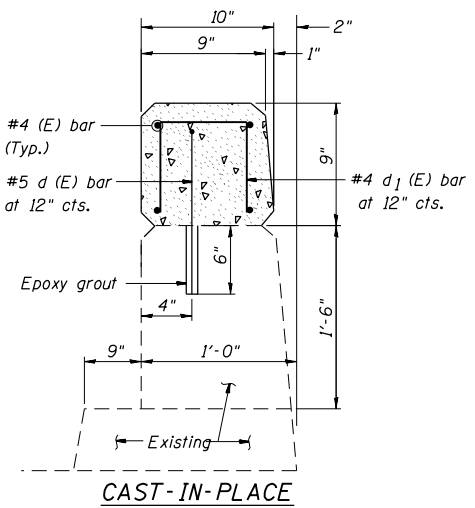
TOP VIEW
(Showing spacing of 3/4\"/>



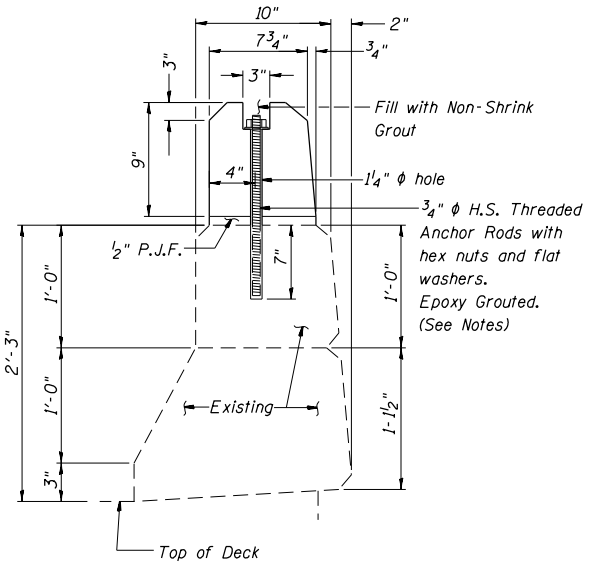
PARAPET JOINT DETAIL



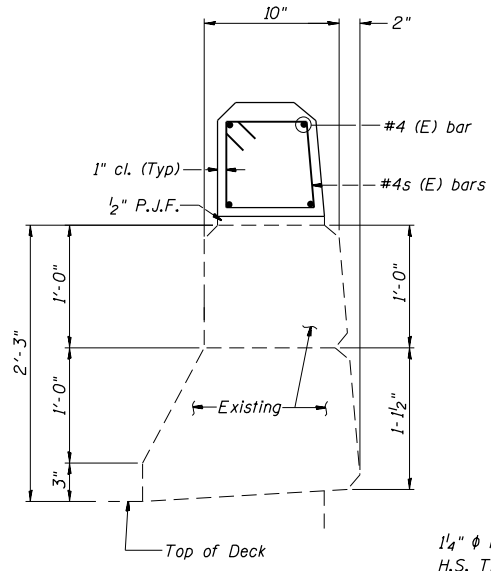
CAST-IN-PLACE



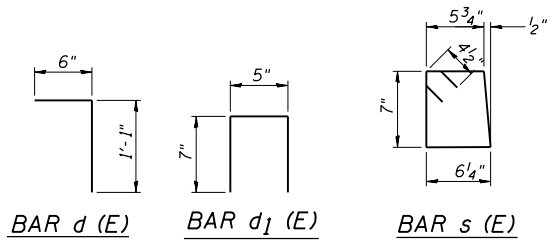
CAST-IN-PLACE



PRECAST
(Showing Attachment)



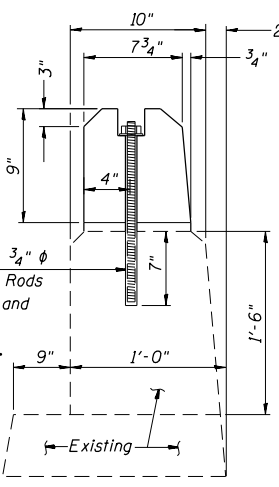
PRECAST
(Showing Reinforcement)



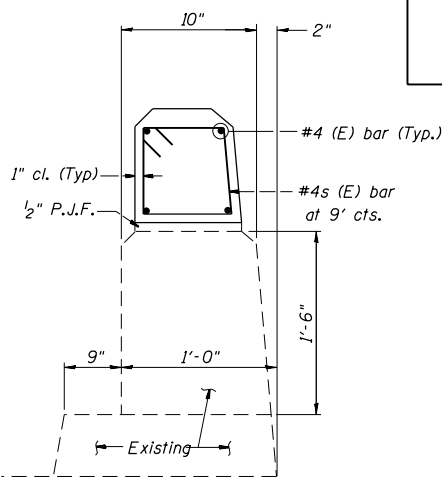
BAR d (E)

BAR d₁ (E)

BAR s (E)



PRECAST
(Showing Attachment)

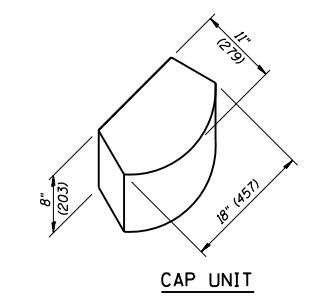
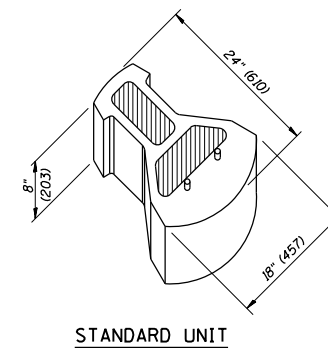
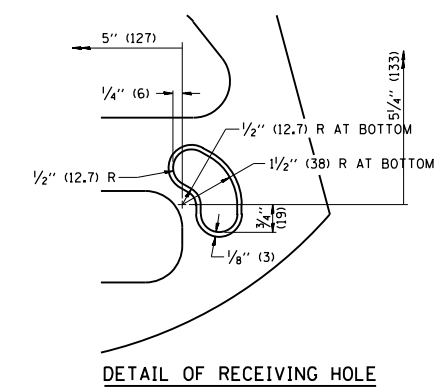
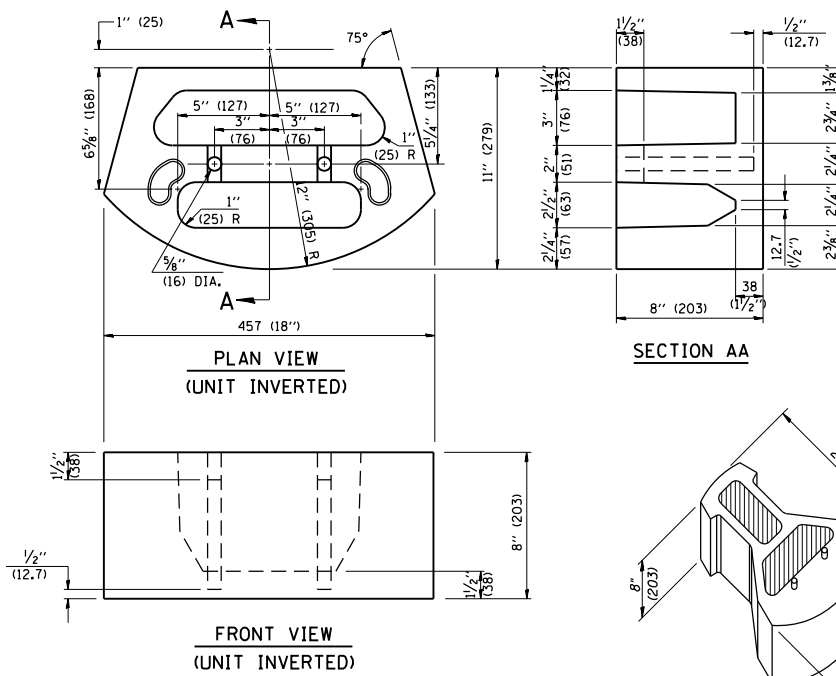
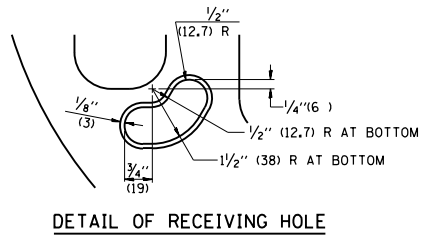
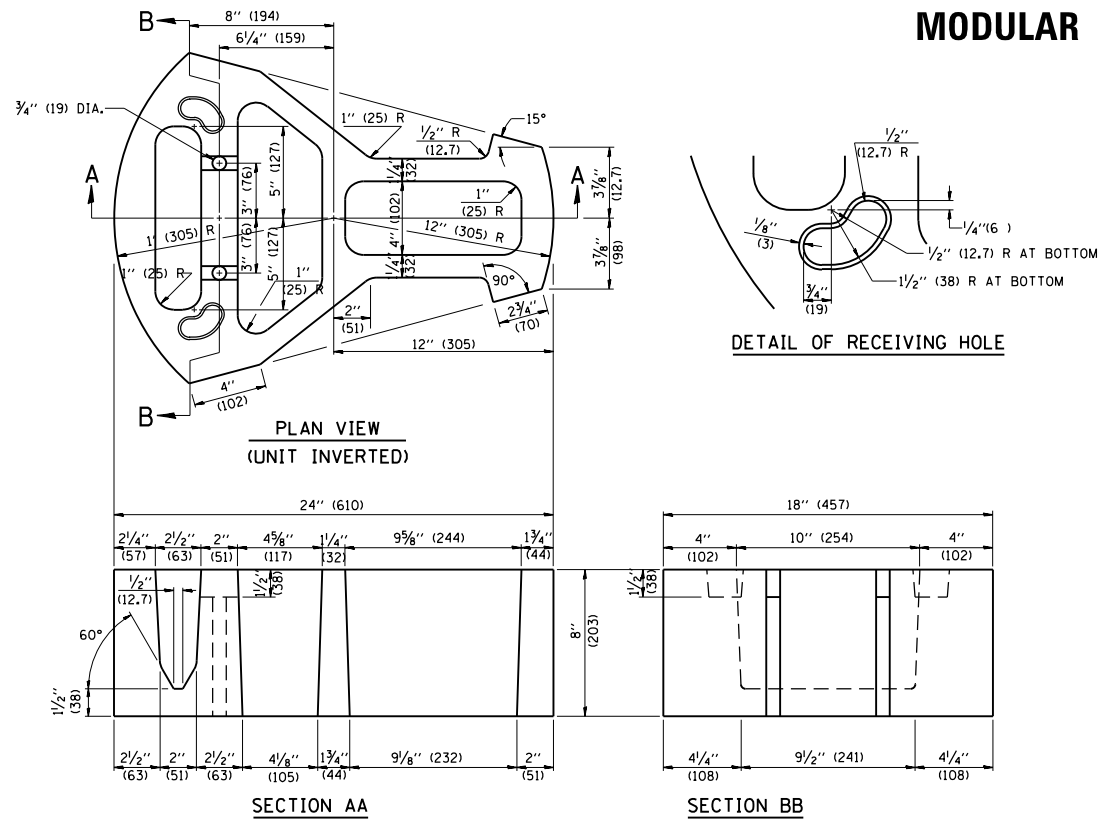


PRECAST
(Showing Reinforcement)

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
Retrofit Concrete Parapet	Lin. Ft.	

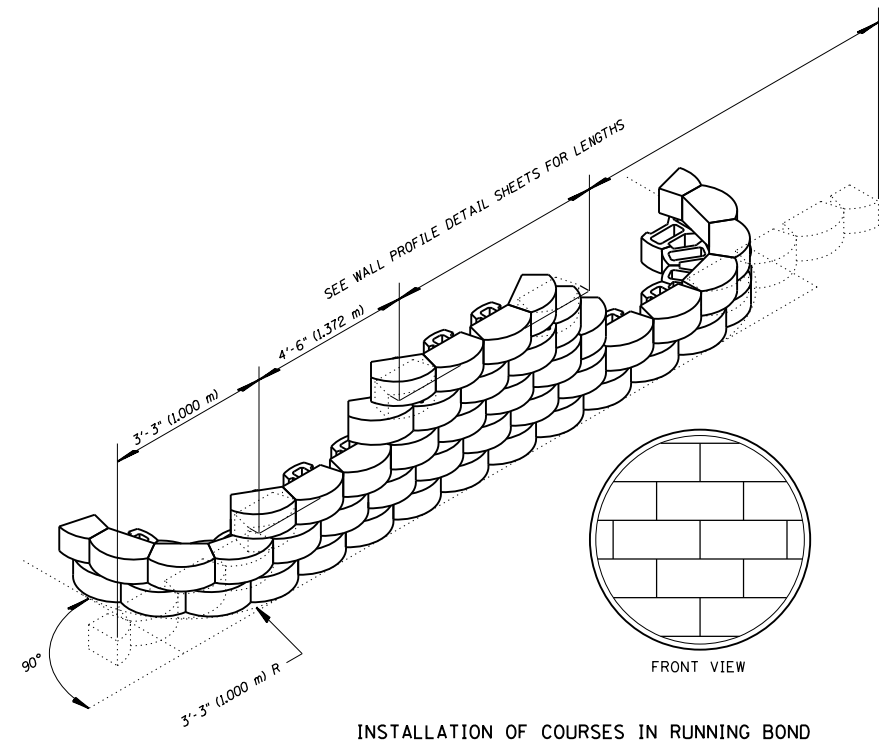
MODULAR RETAINING WALL SYSTEM



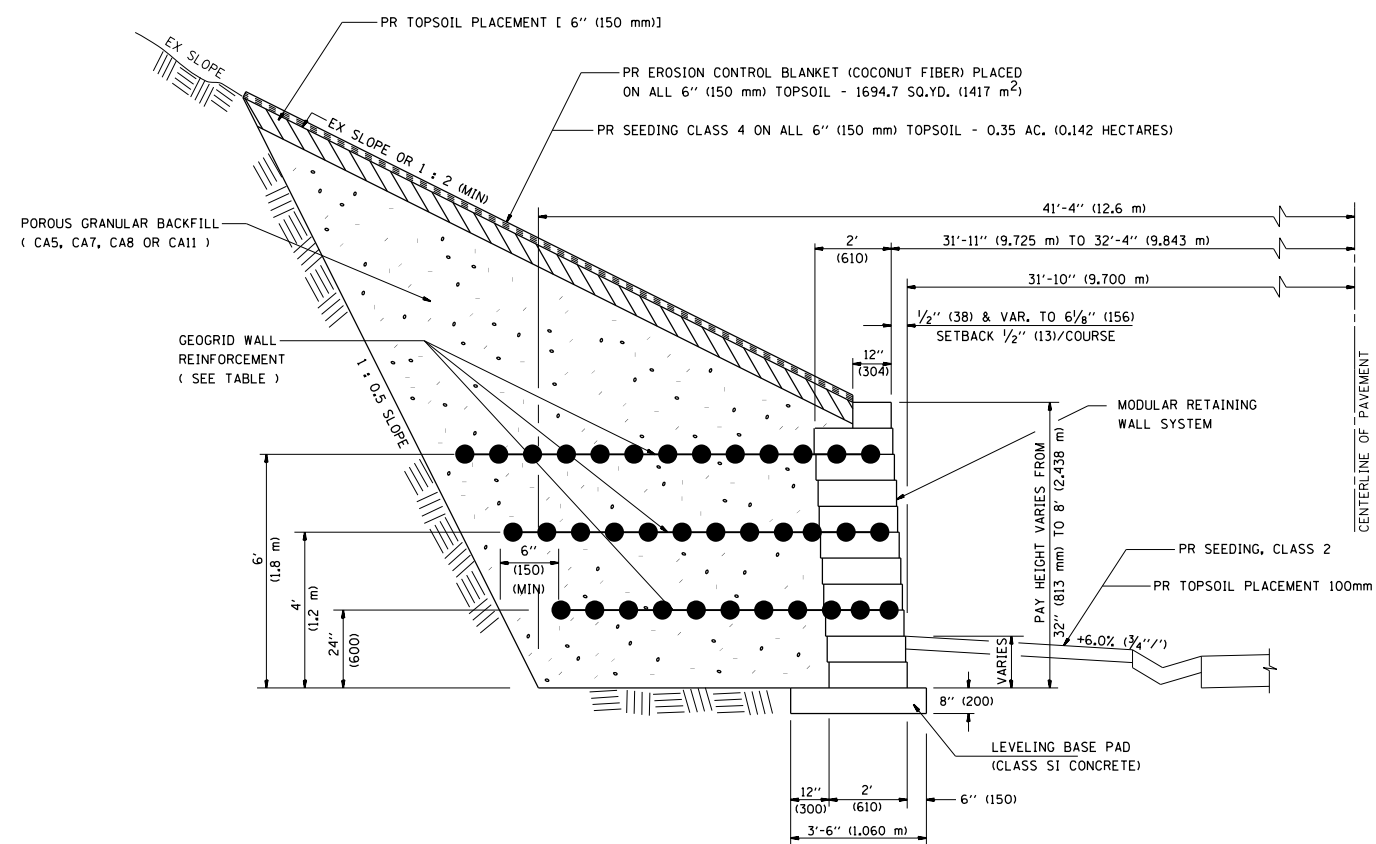
NOTES
THE WALL SHALL HAVE A STRIATED FACE.

BILL OF MATERIALS

	LEFT WALL	RIGHT WALL	TOTAL
MODULAR WALL	yd 2	yd 2	yd 2
GEOGRIDS	yd 2	yd 2	yd 2
CLASS S1 CONCRETE	yd 3	yd 3	yd 3



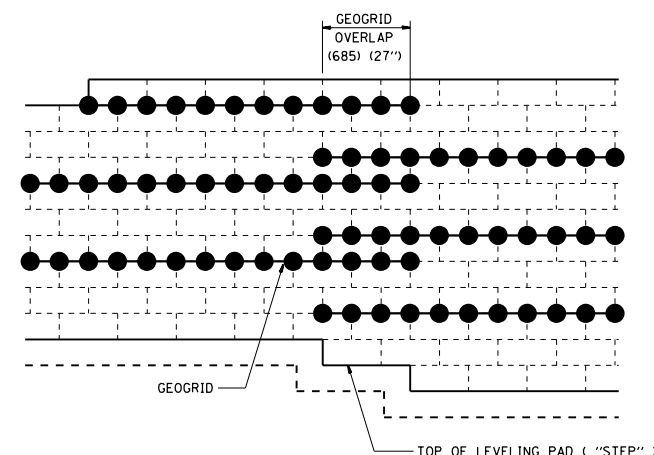
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN ON PLAN.



**MODULAR RETAINING WALL SYSTEM
TYPICAL SECTION**

NOTES:

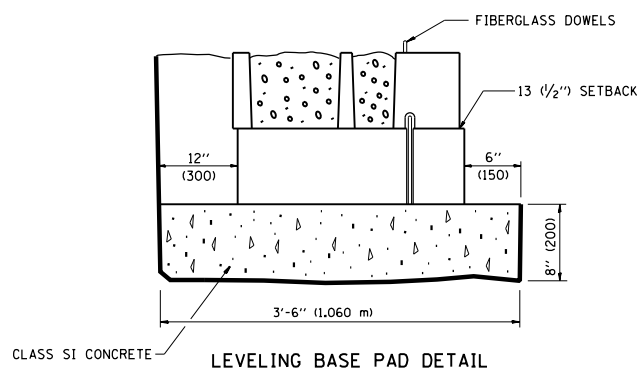
1. THE GEOGRIDS SHALL EXTEND NOT LESS THAN 3 m (10') BACK FROM THE FACE OF THE WALL.
2. THE GEOGRIDS SHALL BE UX1500SB (SR-2) OR EQUIVALENT.
3. THE SI CONCRETE LEVELING BASE PAD SHALL BE EXCAVATED INTO UNDISTURBED EARTH AND THE SIDES AND STEPS SHALL BE FORMED WITH SUITABLE FORMING MATERIAL.
4. THE COST OF CONSTRUCTING THE SI CONCRETE LEVELING BASE PAD AND FURNISHING AND INSTALLING THE GEOGRID WALL REINFORCEMENT WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE METER (SQUARE YARD) FOR MODULAR RETAINING WALL SYSTEM.
5. THE EARTH EXCAVATION TO CONSTRUCT THE WALL INCLUDING THE LEVELING BASE PAD AND THE POROUS GRANULAR EMBANKMENT WILL BE MEASURED AND PAID FOR SEPARATELY.
6. IF THE EXISTING EMBANKMENT IN THE BACKSLOPE FAILS AND SLOUGHING OCCURS, THE AREA BEHIND THE PROPOSED POROUS GRANULAR BACKFILL MAY BE BACKFILLED WITH LOCAL MATERIAL AND COMPACTED IN 200 mm (8") LIFTS TO THE SATISFACTION OF THE ENGINEER.
7. BRACING OF THE 1 TO 0.5 BACKSLOPE MAY BE REQUIRED.
8. TOPSOIL PLACEMENT, EROSION CONTROL BLANKET AND SEEDING WILL BE MEASURED AND PAID FOR SEPARATELY.



**TYPICAL GEOGRID OVERLAP DETAIL
AT "STEP" IN LEVELING PAD**

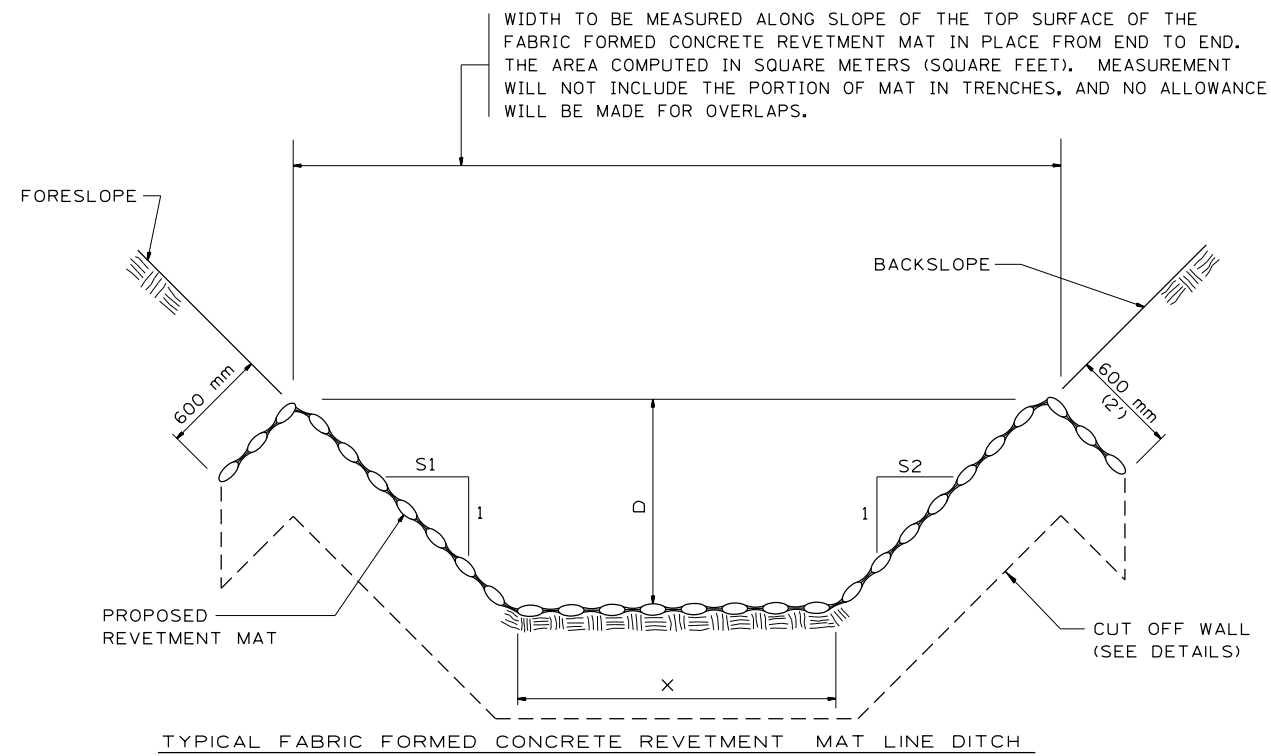
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN ON PLAN.

STATION LIMITS	POSITION OF GEOGRIDS ABOVE LEVELING PAD

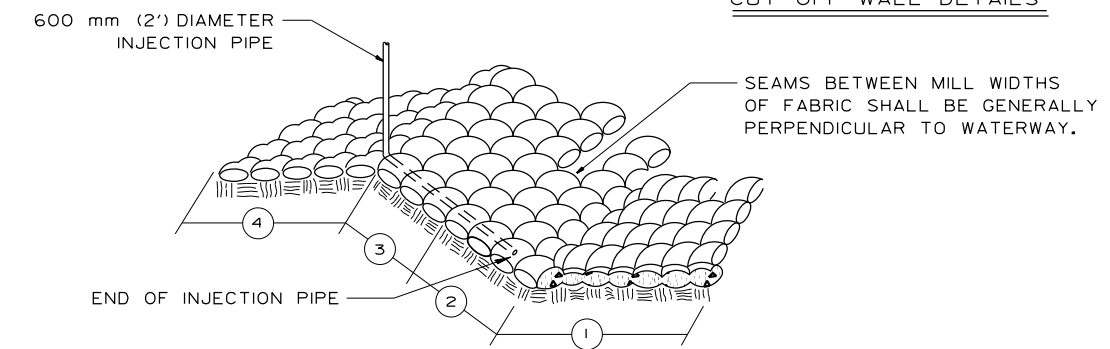
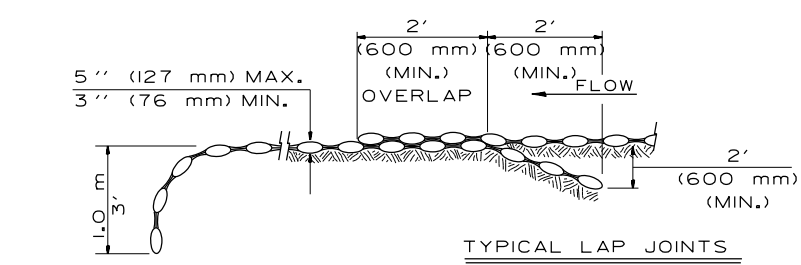
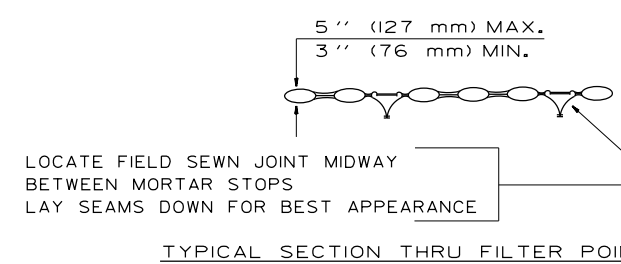


LEVELING BASE PAD DETAIL

FABRIC FORMED CONCRETE REVETMENT MAT DETAILS



LOCATION	D	X	S-1	S-2	TOTAL WIDTH	LENGTH	AREA
STA. to STA.	'' (mm)	'' (mm)			' (m)	' (m)	S. F. (m ²)
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TOTAL QUANTITY							-----



GENERAL NOTES

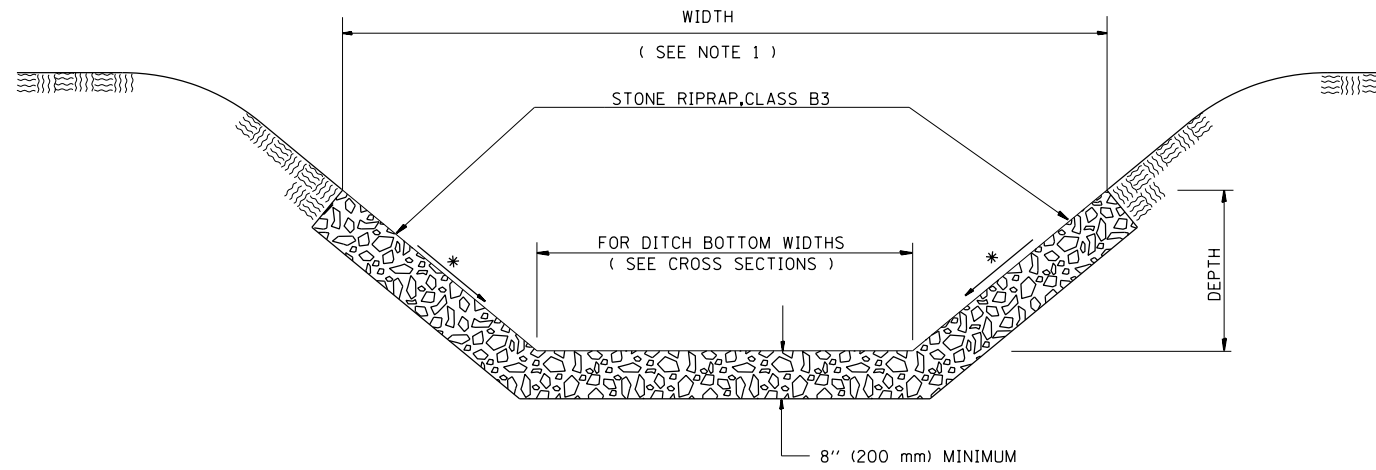
PRIOR TO GROUT INJECTION, THE FABRIC SHALL BE POSITIONED AT ITS DESIGN LOCATION. EACH PANEL SHALL BE A CONTINUOUS OR MONOLITHIC UNIT FOR ITS FULL WIDTH, INCLUDING THE TRENCH PORTION.

AFTER GROUTING HAS BEEN COMPLETED, THE VOID BETWEEN TRENCH WALL AND FILLED FABRIC SHALL BE BACKFILLED.

HOLES IN THE FABRIC LEFT BY THE REMOVAL OF THE GROUT HOSE OR INSERTS SHALL BE TEMPORARILY CLOSED BY INSERTING A PIECE OF BURLAP OR SIMILAR MATERIAL. THE BURLAP SHALL BE REMOVED WHEN THE MORTAR IS NO LONGER FLUID AND THE SURFACE IS FIRM TO HAND PRESSURE.

1. IN PLACING INSERT POINTS THROUGH FABRIC USE CARE TO AVOID BREAKING DROP STITCHES.
2. CUT OFF WALLS SHALL BE INSTALLED AT THE UPSTREAM AND DOWNSTREAM ENDS.

FILE NAME = c:\pwork\pwork\sparksgw\dms21196\revmat.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FABRIC FORMED CONCRETE RETVEMENT MAT DETAILS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVMAT.DGN	PLOT SCALE = 48.000 ' / in.	DRAWN - CAD	REVISED -			CONTRACT NO.					
	PLOT DATE = Feb-25-2013 08:56:17AM	CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT					
		DATE - 9/23/91	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO

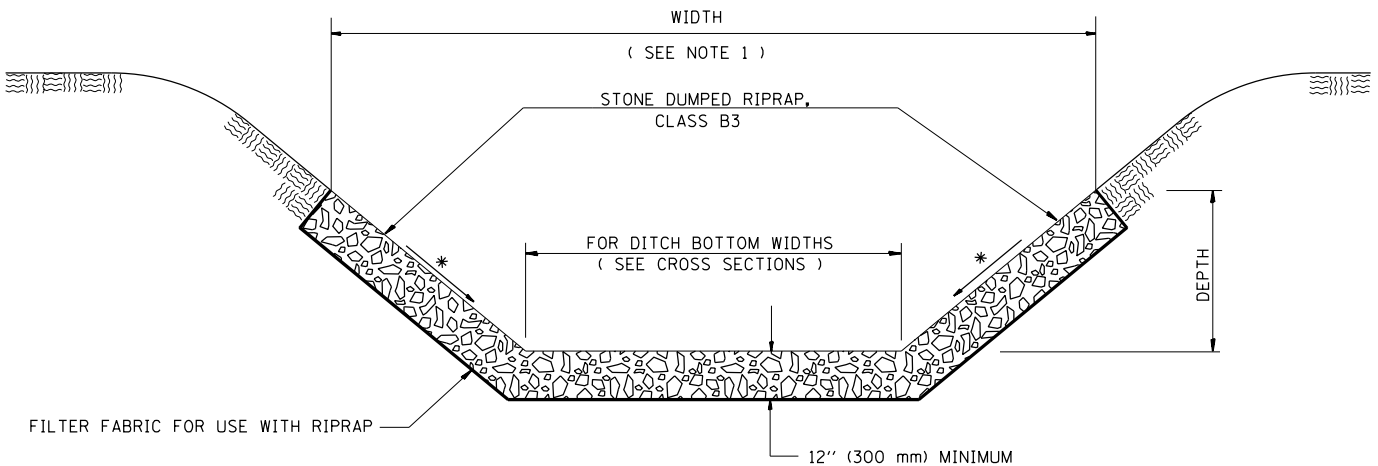


* FOR SLOPE SEE CROSS SECTIONS

STONE RIPRAP DITCH DETAIL

LOCATION	LENGTH	WIDTH (SEE NOTE 1)	DEPTH	STONE RIPRAP, CLASS B3
	ft. (meter)	ft. (meter)	ft. (meter)	sq. ft. (sq. m)
TOTALS				

NOTE 1: THE WIDTH SHOWN IS THE OUT TO OUT HORIZONTAL DIMENSION OF THE PROPOSED RIPRAP PLACEMENT. THE QUANTITY FOR THE STONE RIPRAP IS CALCULATED USING THE SUM OF THE DITCH BOTTOM WIDTH AND THE SLOPE DIMENSIONS OF THE FORESLOPE AND THE BACKSLOPE.



* FOR SLOPE SEE CROSS SECTIONS

STONE DUMPED RIPRAP DITCH DETAIL

LOCATION	LENGTH	WIDTH (SEE NOTE 1)	DEPTH	STONE DUMPED RIPRAP, CLASS B3	FILTER FABRIC FOR USE WITH RIPRAP
	ft. (meter)	ft. (meter)	ft. (meter)	sq. ft. (sq. m)	sq. ft. (sq. m)
TOTALS					

NOTE 1: THE WIDTH SHOWN IS THE OUT TO OUT HORIZONTAL DIMENSION OF THE PROPOSED RIPRAP PLACEMENT. THE QUANTITY FOR THE STONE DUMPED RIPRAP AND FILTER FABRIC IS CALCULATED USING THE SUM OF THE DITCH BOTTOM WIDTH AND THE SLOPE DIMENSIONS OF THE FORESLOPE AND THE BACKSLOPE.

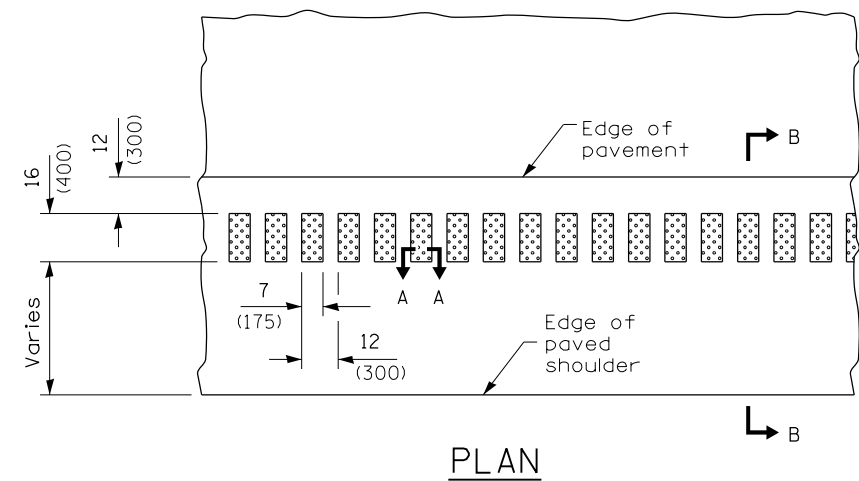
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

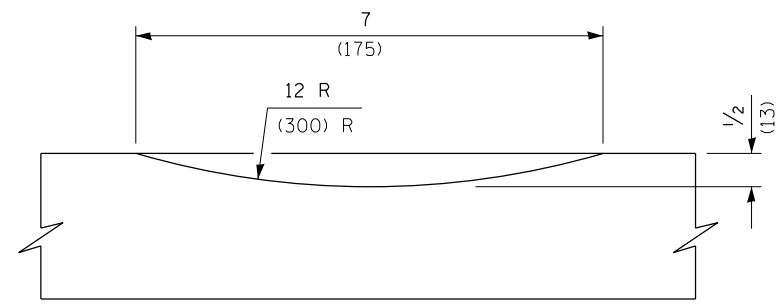
DITCH RIPRAP DETAIL

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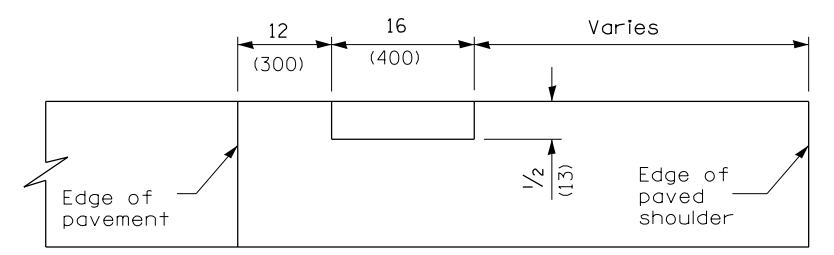
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



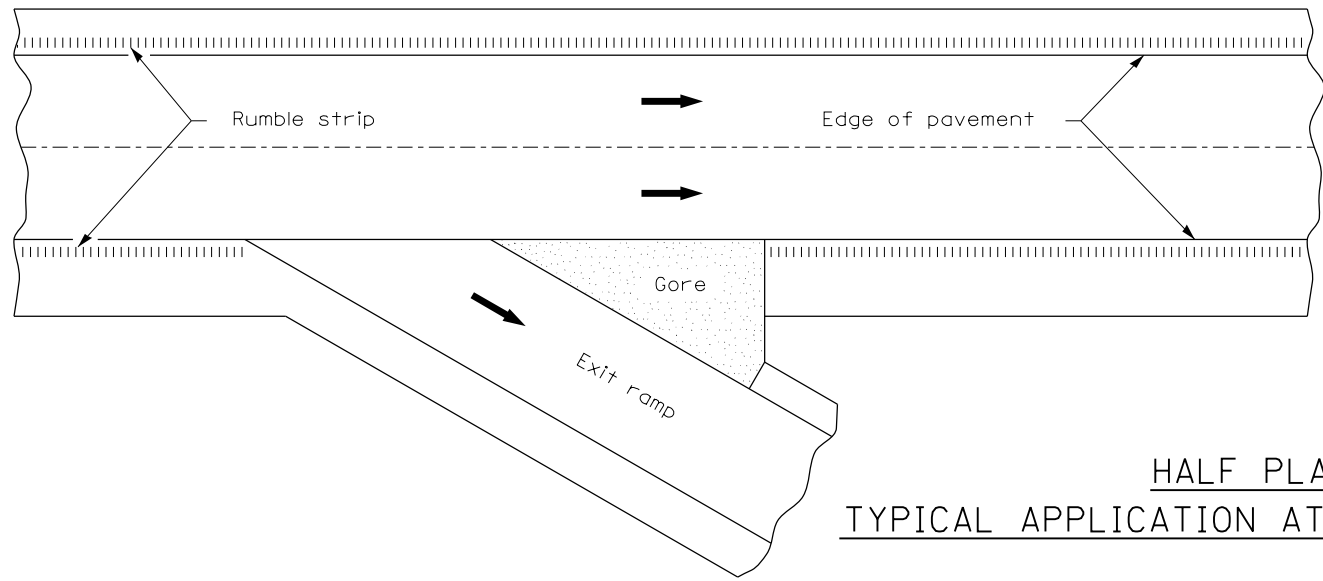
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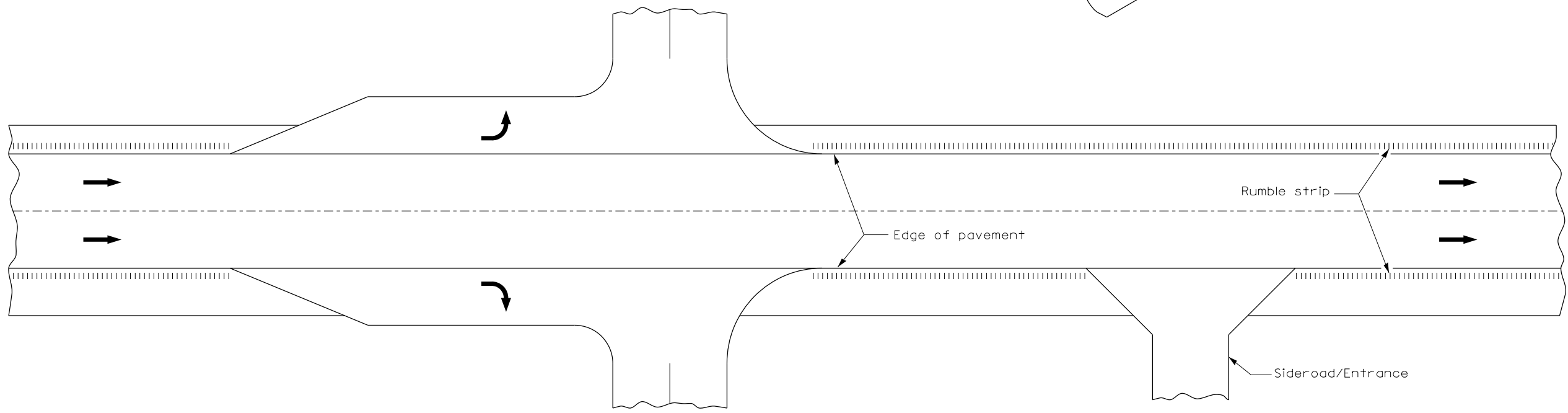
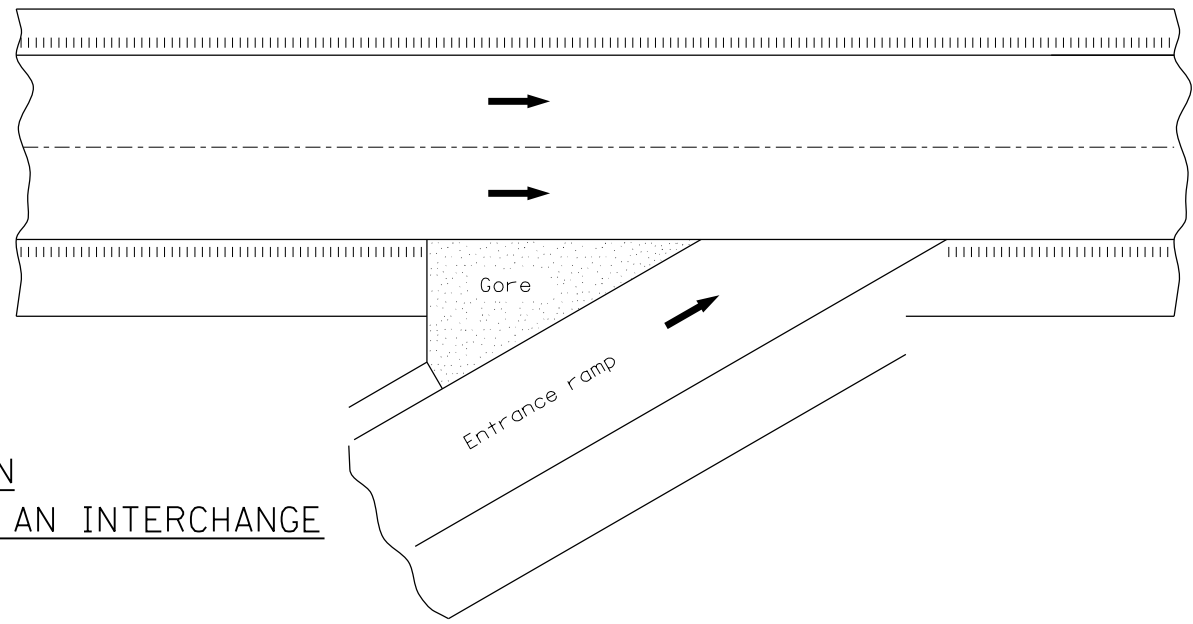
SECTION A-A



SECTION B-B

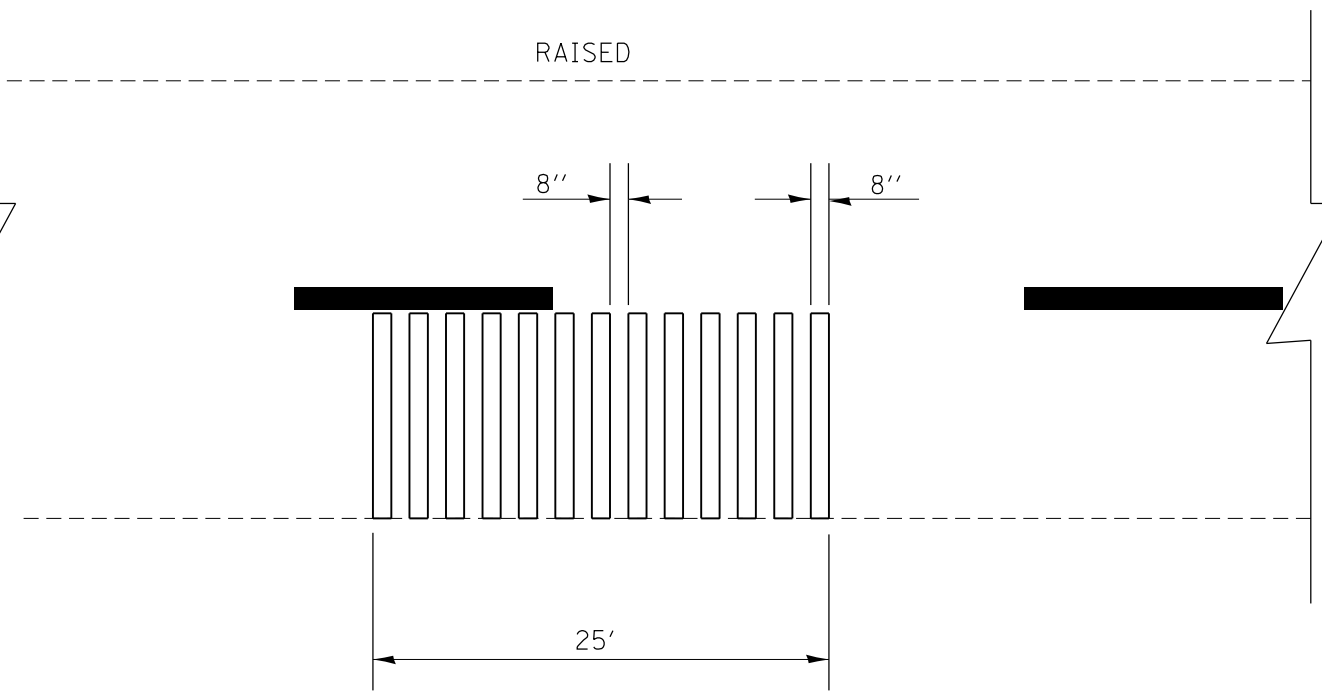
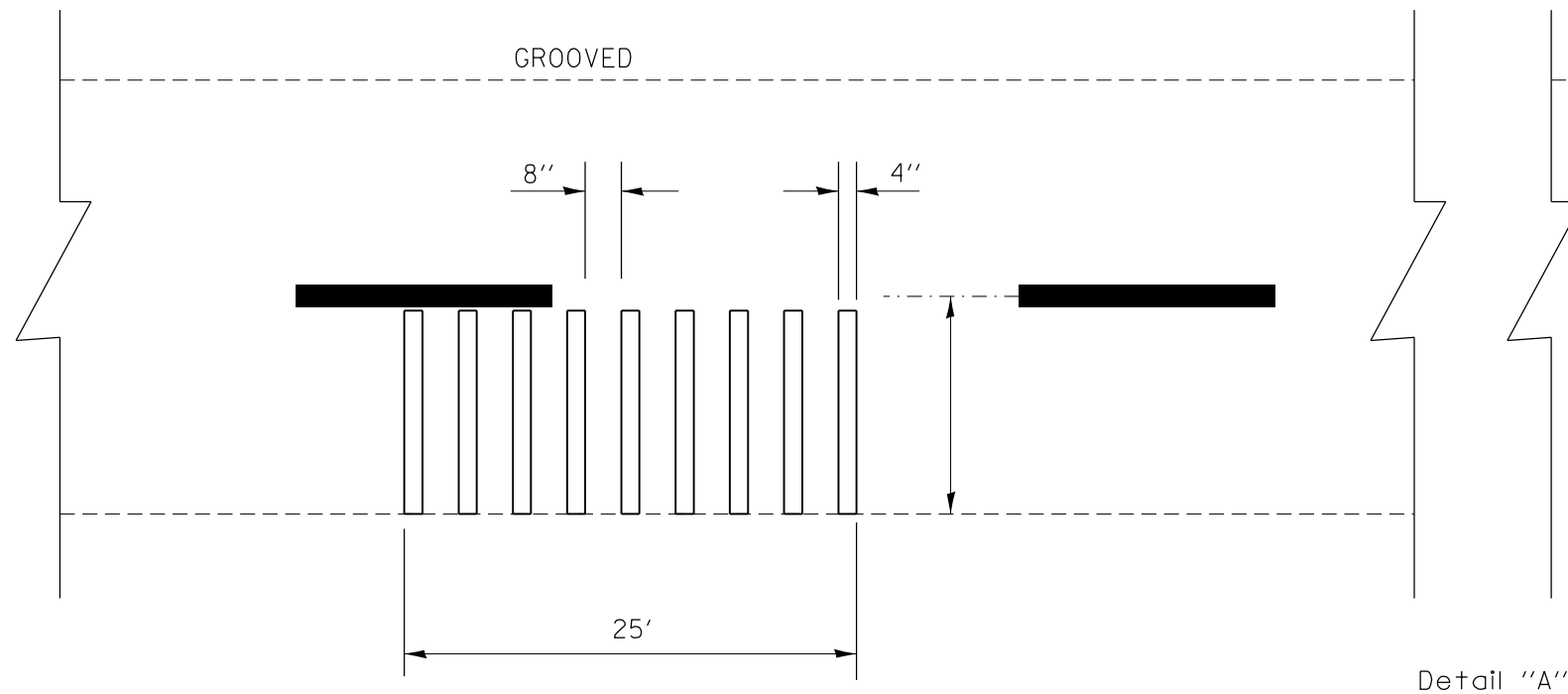
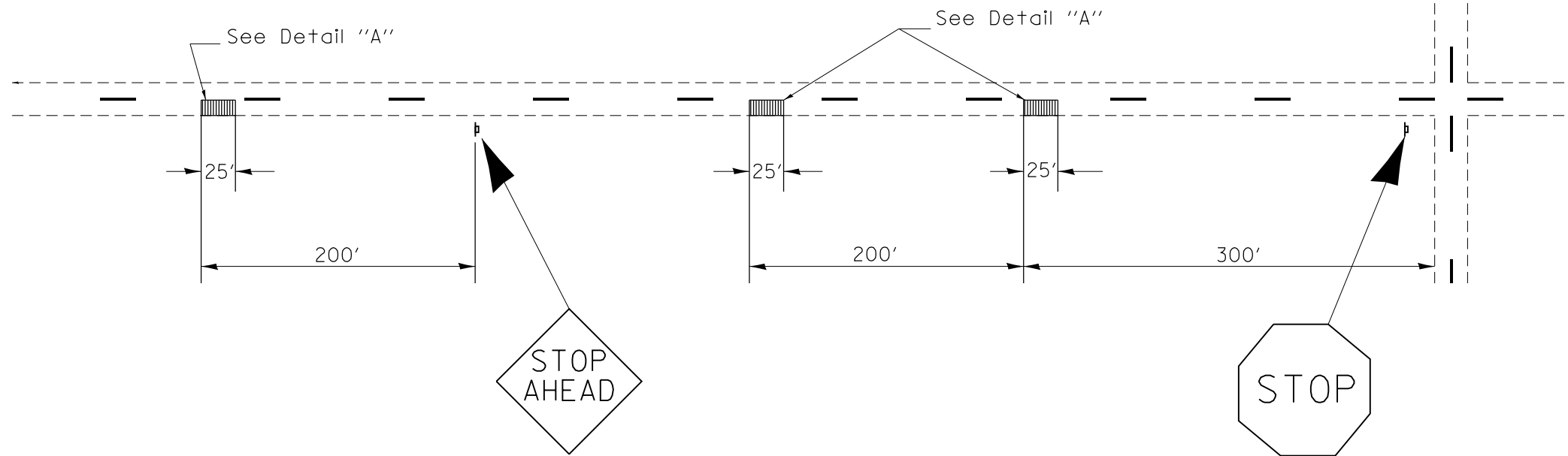


HALF PLAN
TYPICAL APPLICATION AT AN INTERCHANGE

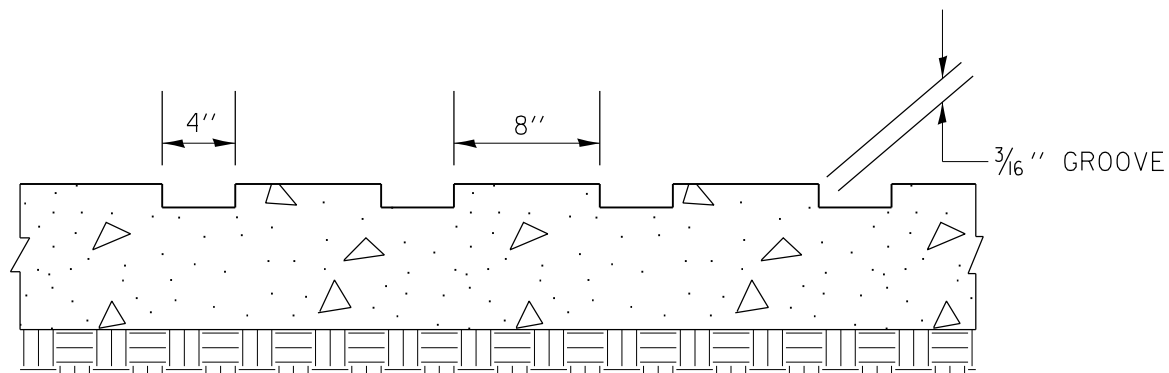


HALF PLAN
TYPICAL APPLICATION EXPRESSWAY INTERSECTION

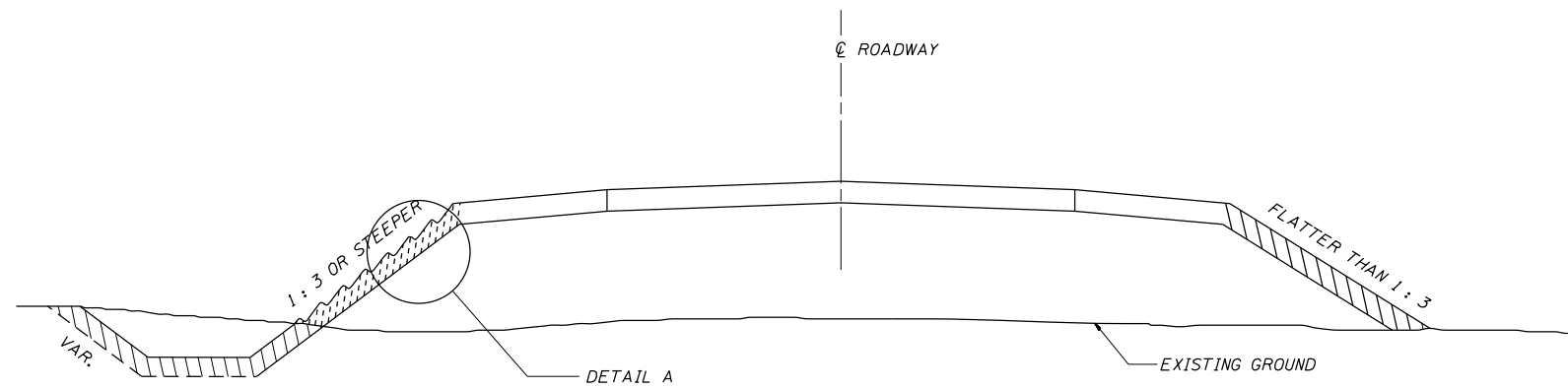
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Default RUMBLE.DGN	PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO.		
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		DATE -	REVISED -										



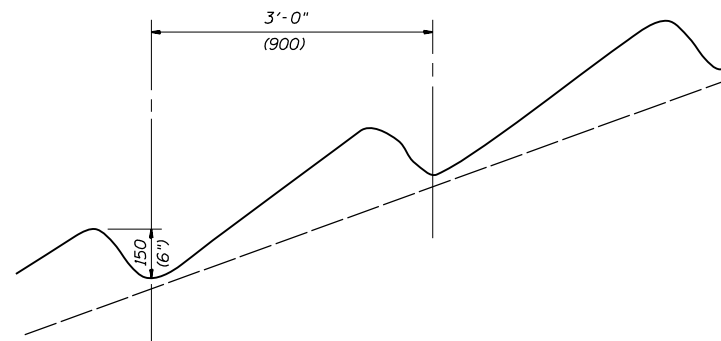
NOTE: The 25-foot rumble area has 8-inch lengths of treated surface stretched across the width of approach lane, each separated by 8 inches of existing pavement.



FILE NAME = c:\pwork\pwork\sparksgw\dms21196\rumble_strip.dgn	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERMANENT RUMBLE STRIP APPLICATION (TYPICAL)				F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RUMBLE STRIP.DGN	PLOT SCALE = 40.0000' / in.	DRAWN - CWS	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	CONTRACT NO.		
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		DATE - 10/08/00	REVISED -										



SEEDING DETAIL



DETAIL A

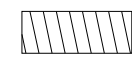
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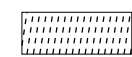
AREAS WHERE THE SLOPE HEIGHTS EXCEED 5' (1.5 m) IN DEPTH AND THE SLOPES ARE 1 : 3 OR STEEPER, THE SLOPES SHALL BE PLOWED WITH 6" (150 mm) DEEP TRENCHES APPROXIMATELY 3' (900 mm) ON CENTER PARALLEL TO THE CONTOUR LINES OF THE CUT OR FILL AND SEEDED WITH CLASS 2 AND 4 MIXTURE. MULCH IN THESE AREAS SHALL BE DONE IN ACCORDANCE WITH METHOD 1.

ALL OTHER AREAS DISTURBED WITHIN THE RIGHT-OF-WAY OR CONSTRUCTION LIMITS SHALL BE SEEDED WITH CLASS 2 AND 4 SEEDING AND MULCH IN ACCORDANCE WITH METHOD 2, PROCEDURE 2 AS SPECIFIED IN ARTICLE 251.03(b) OF THE STANDARD SPECIFICATIONS.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

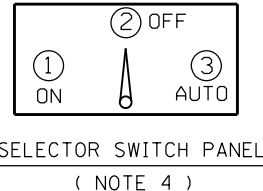
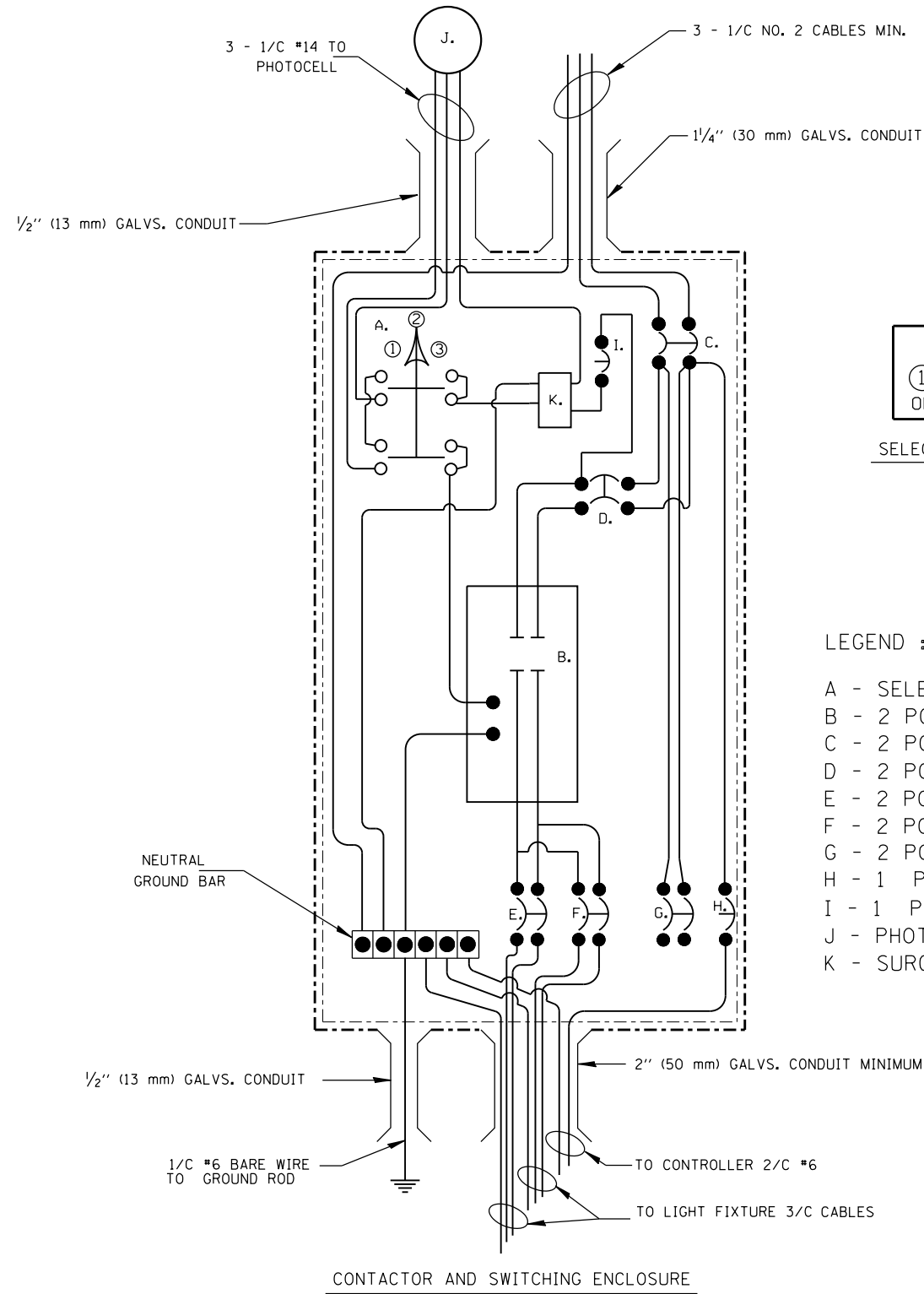
LEGEND

 CLASS 2 AND 4 SEEDING MULCH METHOD 2 (SEE NOTES)

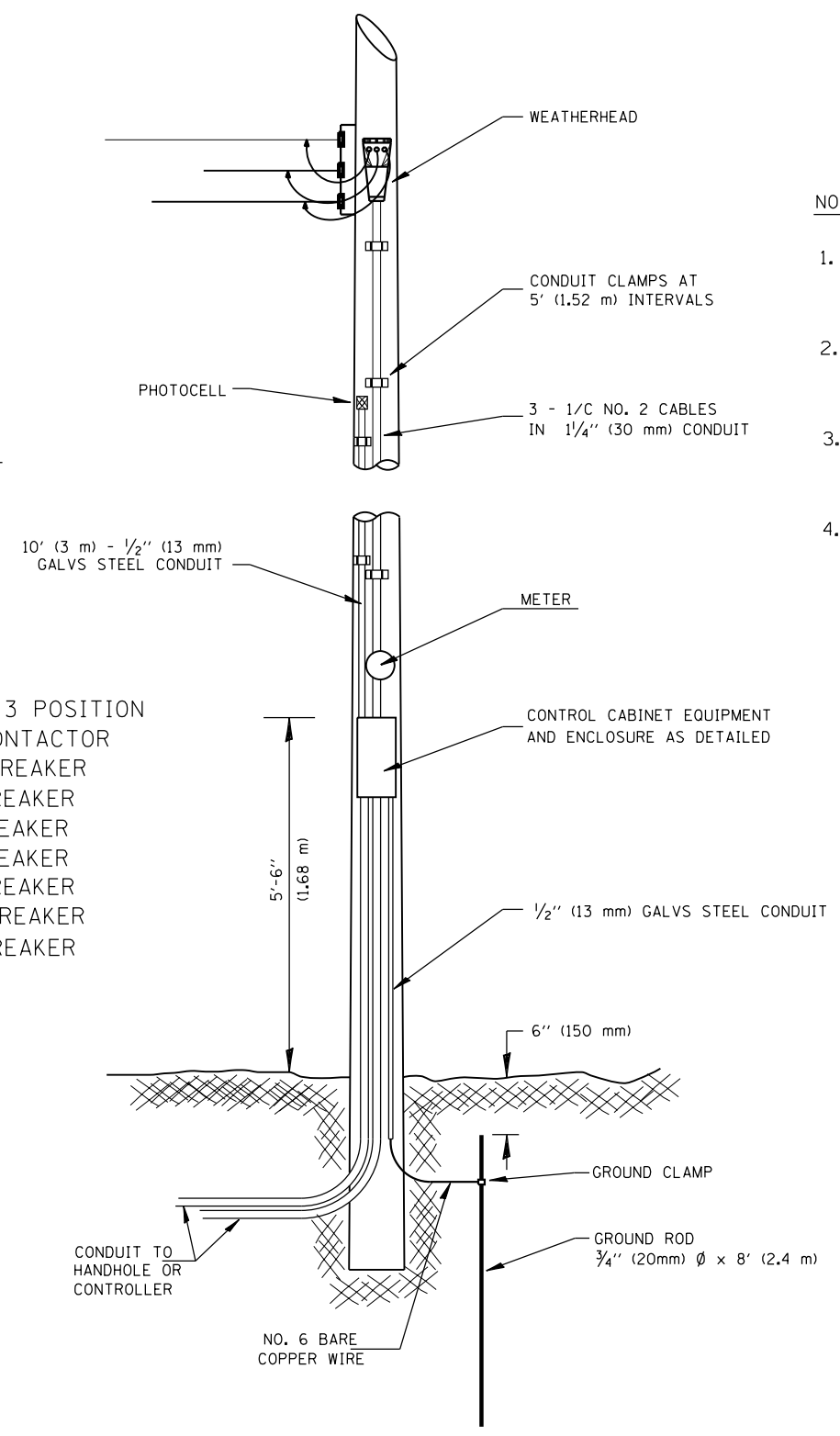
 CLASS 2 AND 4 SEEDING MULCH METHOD 1 (SEE NOTES)

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SEEDING DETAILS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SERVICE INSTALLATION TYPE A, MODIFIED



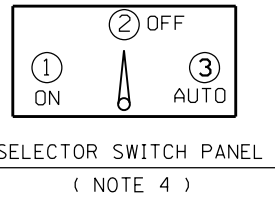
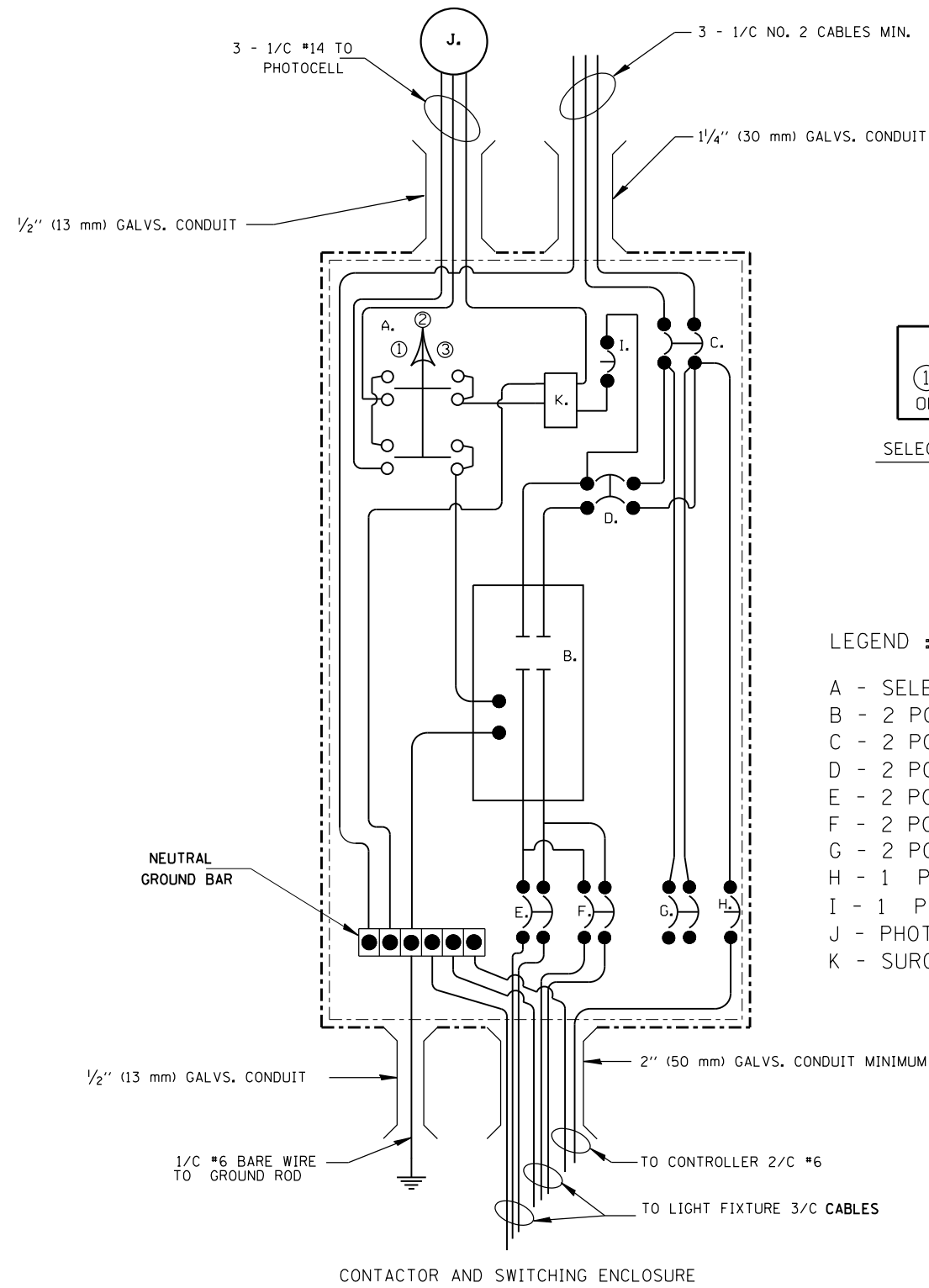
- LEGEND :
- A - SELECTOR SWITCH - 3 POSITION
 - B - 2 POLE , 30 AMP CONTACTOR
 - C - 2 POLE , 100 AMP BREAKER
 - D - 2 POLE , 30 AMP BREAKER
 - E - 2 POLE , 15 AMP BREAKER
 - F - 2 POLE , 15 AMP BREAKER
 - G - 2 POLE , 20 AMP BREAKER
 - H - 1 POLE , 50 AMP BREAKER
 - I - 1 POLE , 15 AMP BREAKER
 - J - PHOTOCELL
 - K - SURGE PROTECTOR



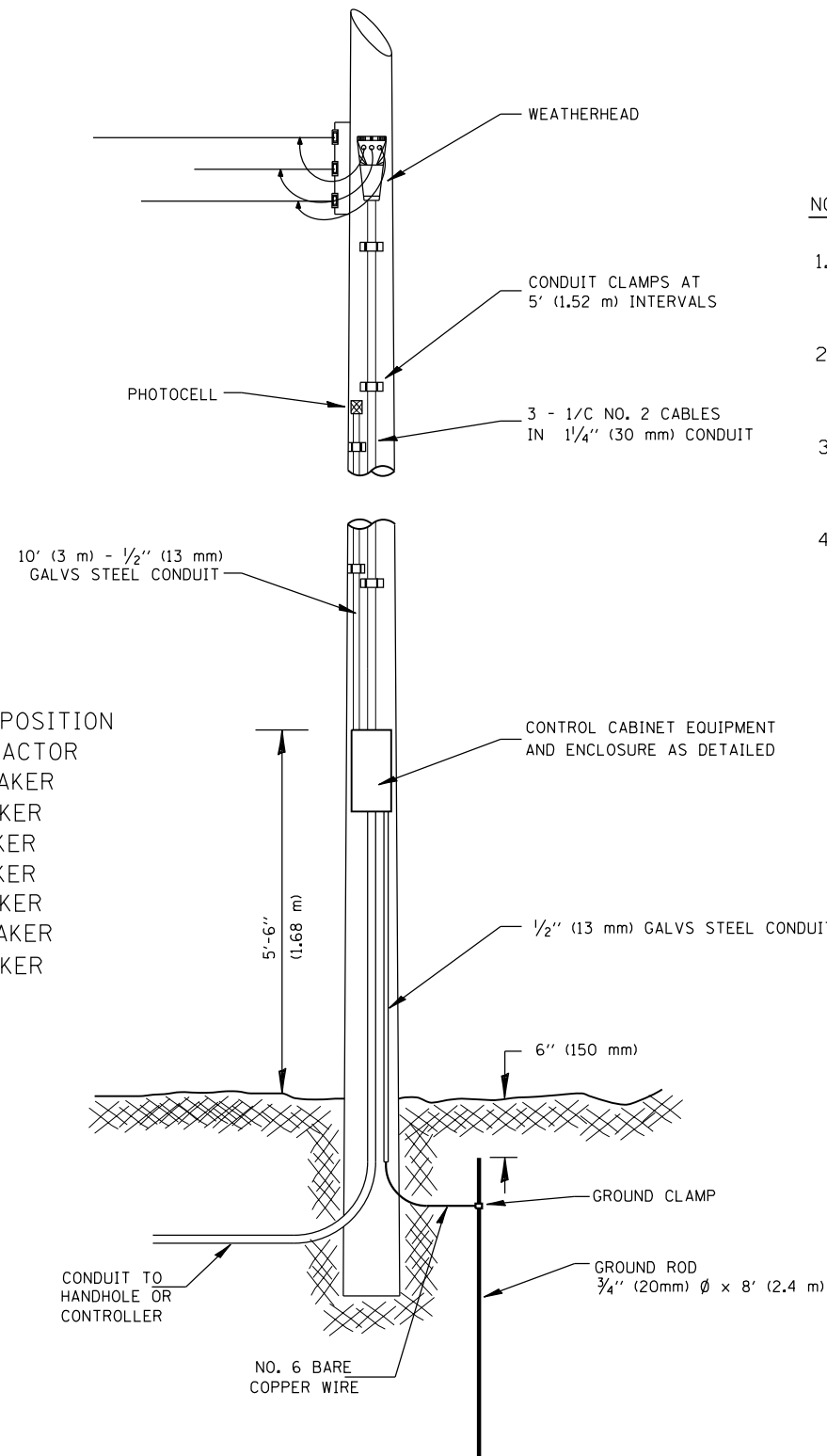
- NOTES :
1. ALL ENCLOSURES SHALL BE NEMA TYPE 4 ALUMINUM ALLOY WEATHER PROOF BOX WITH LOCKING PROVISIONS.
 2. CONTROL CABINET SHALL HAVE MINIMUM INSIDE DIMENSIONS OF 18" (450 mm) x 12" (300 mm) x 6" (150 mm) .
 3. THE CONTRACTOR MAY USE MATERIALS SALVAGED FROM THE EXISTING SERVICE IF APPROVED BY THE ENGINEER.
 4. SELECTOR SWITCH SHALL HAVE MARKED POSITIONS WITH METAL OR ENGRAVED PLASTIC NAME PLATE AS SHOWN.

FILE NAME =	USER NAME = sparksgw	DESIGNED - WCD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SERVICE INSTALLATION, TYPE A (MODIFIED)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = Feb-25-2013 08:56:25AM	DATE - 1/08/91	REVISED -										

SERVICE INSTALLATION TYPE B, MODIFIED



- LEGEND :
- A - SELECTOR SWITCH - 3 POSITION
 - B - 2 POLE , 30 AMP CONTACTOR
 - C - 2 POLE , 100 AMP BREAKER
 - D - 2 POLE , 30 AMP BREAKER
 - E - 2 POLE , 15 AMP BREAKER
 - F - 2 POLE , 15 AMP BREAKER
 - G - 2 POLE , 20 AMP BREAKER
 - H - 1 POLE , 50 AMP BREAKER
 - I - 1 POLE , 15 AMP BREAKER
 - J - PHOTOCELL
 - K - SURGE PROTECTOR



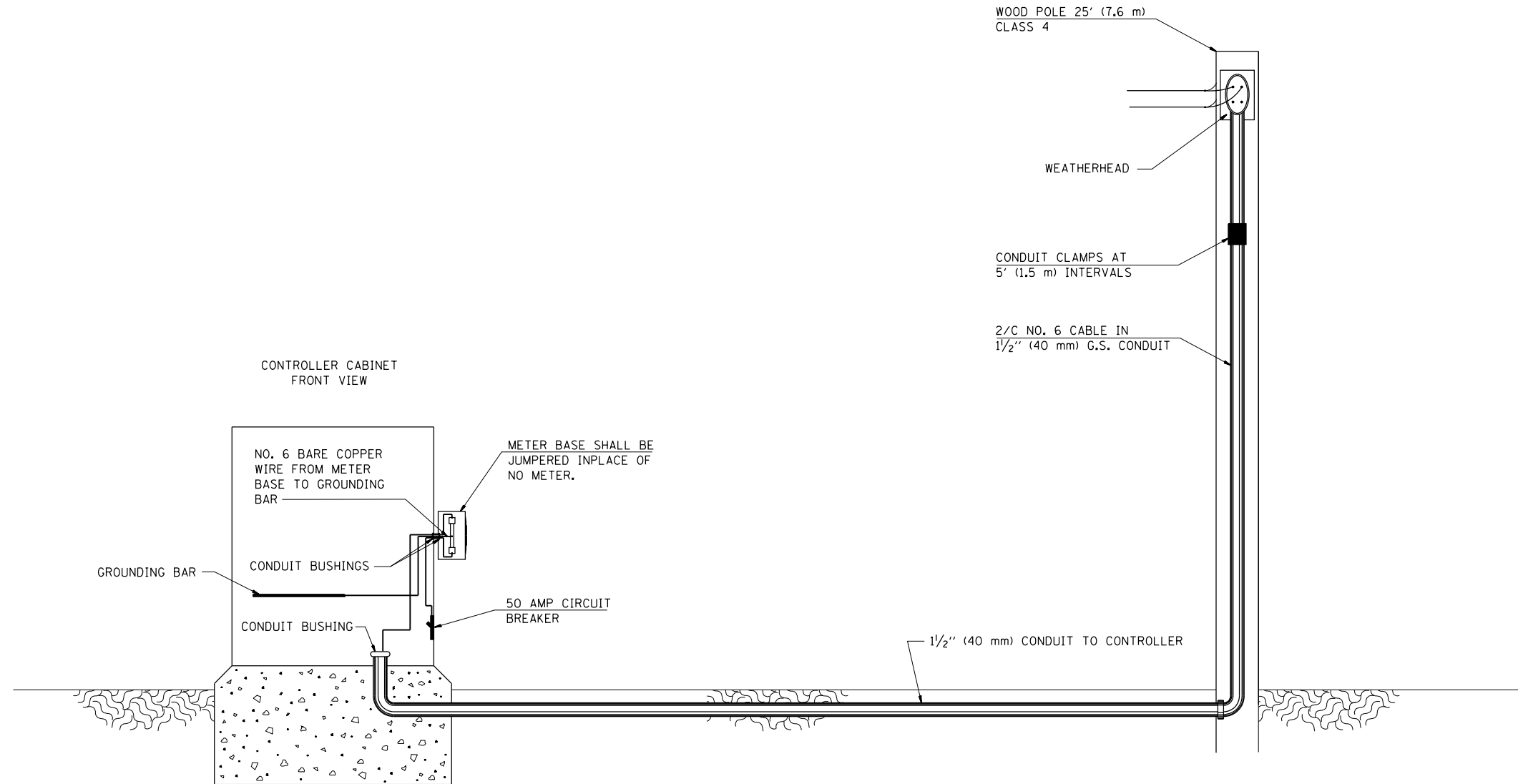
- NOTES :
1. ALL ENCLOSURES SHALL BE NEMA TYPE 4 ALUMINUM ALLOY WEATHER PROOF BOX WITH LOCKING PROVISIONS.
 2. CONTROL CABINET SHALL HAVE MINIMUM INSIDE DIMENSIONS OF 18" (13 mm) x 12" (300 mm) x 6" (150 mm).
 3. THE CONTRACTOR MAY USE MATERIALS SALVAGED FROM THE EXISTING SERVICE IF APPROVED BY THE ENGINEER.
 4. SELECTOR SWITCH SHALL HAVE MARKED POSITIONS WITH METAL OR ENGRAVED PLASTIC NAME PLATE AS SHOWN.

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SERVICE INSTALLATION, TYPE B (MODIFIED)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

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



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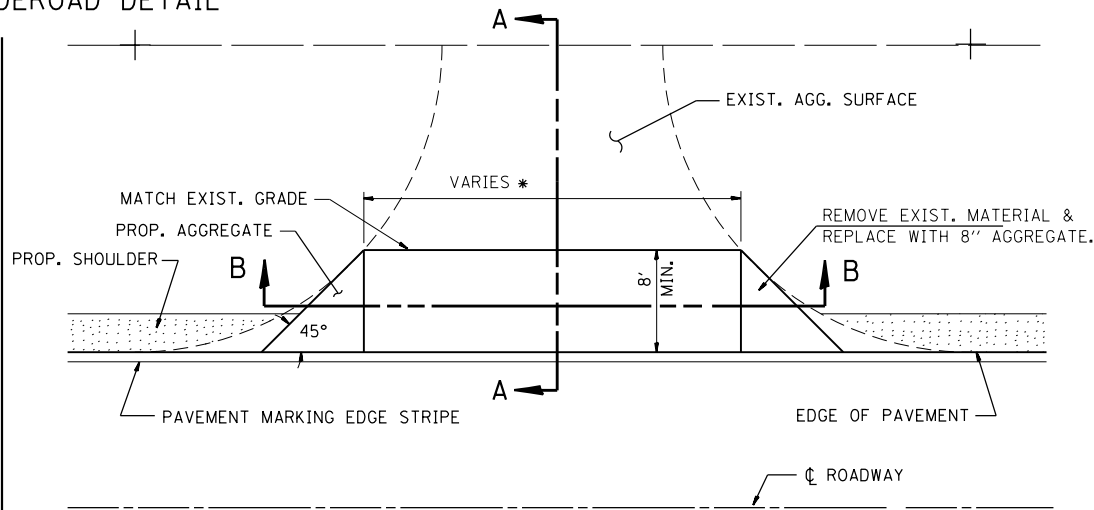
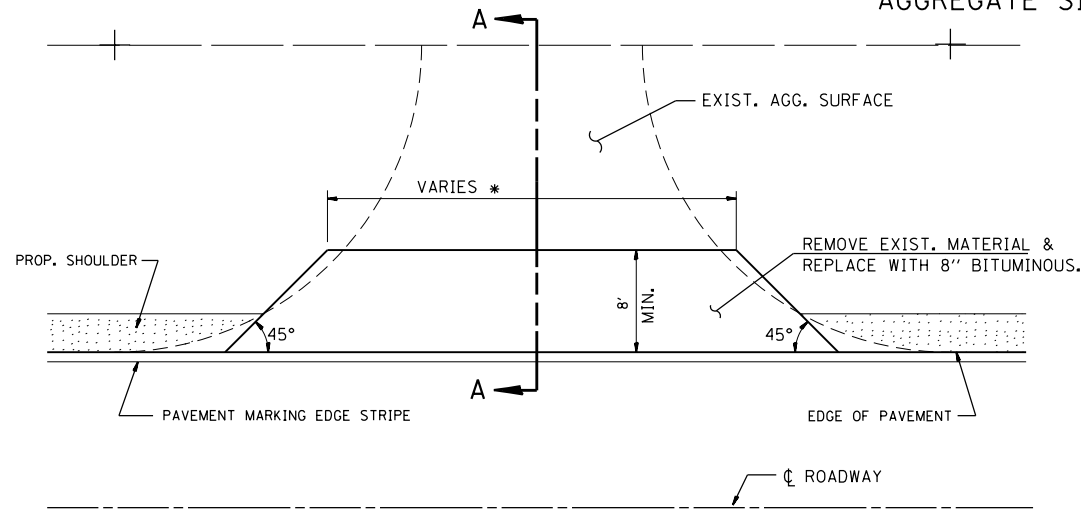
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SERVICE INSTALLATION
TYPE C (MODIFIED)**

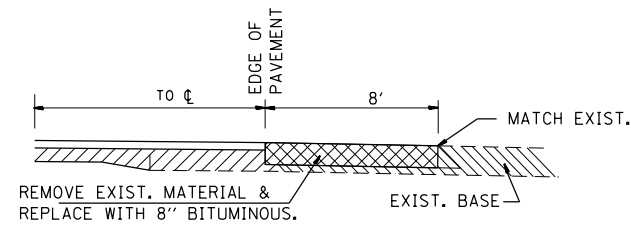
SCALE: SHEET OF SHEETS STA. TO STA.

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

AGGREGATE SIDEROAD DETAIL

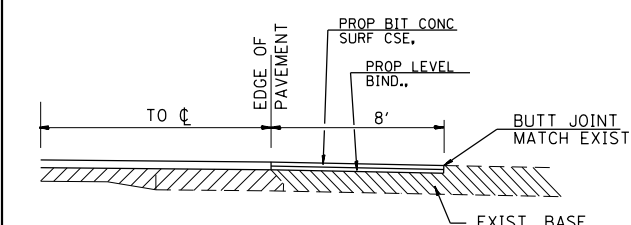


* AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.



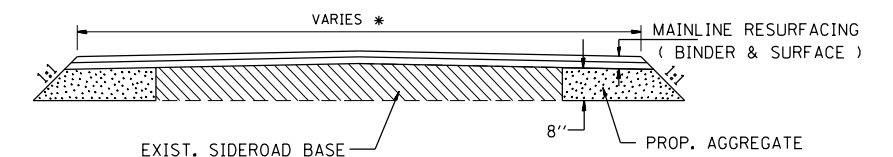
SECTION A-A

TYPE A



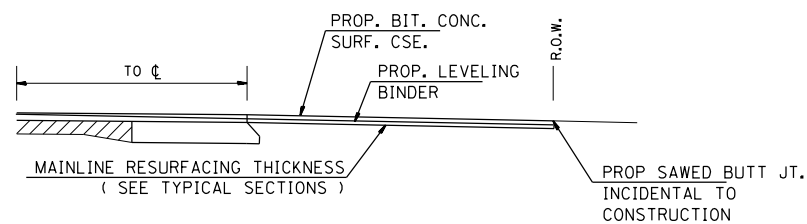
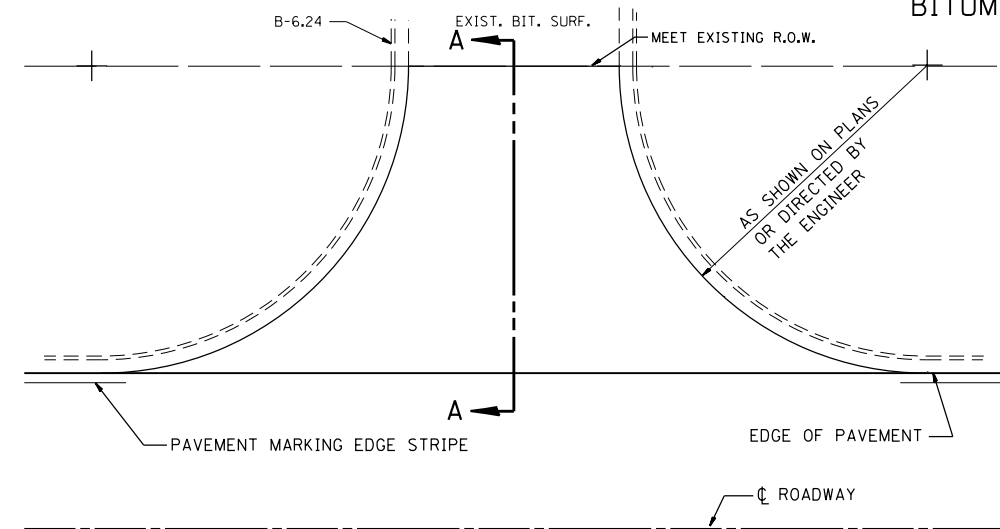
SECTION A-A

TYPE B



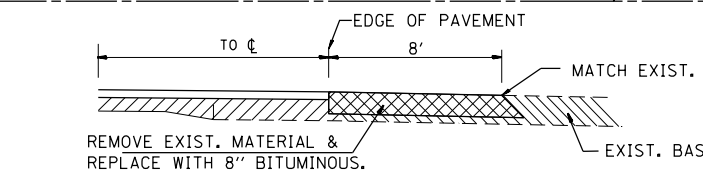
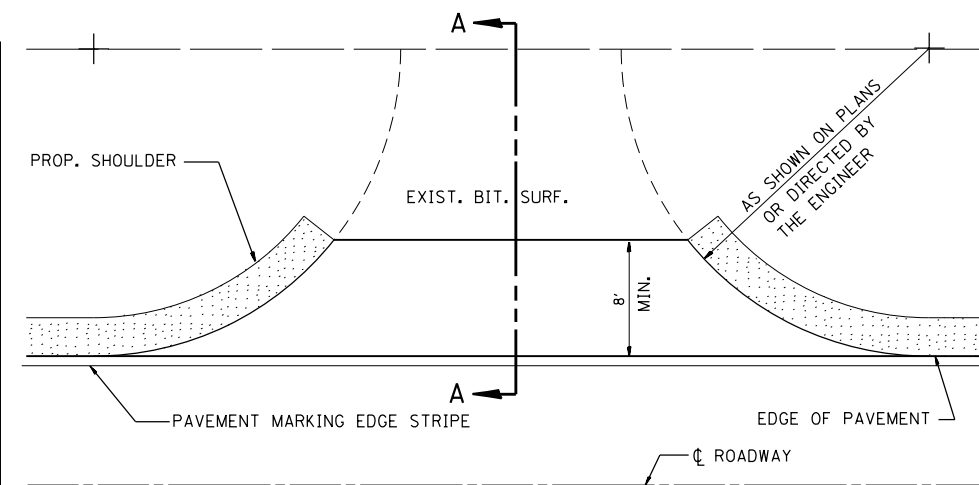
SECTION B-B

BITUMINOUS SIDEROAD DETAIL

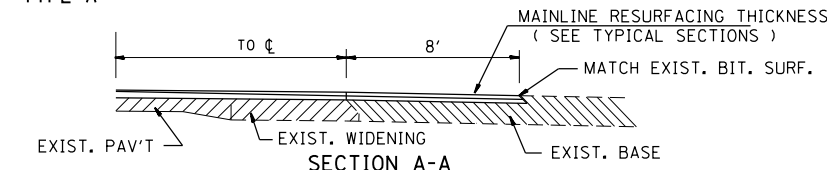


SECTION A-A

URBAN ROAD OR STREET



TYPE A



TYPE B

RURAL SIDEROADS

NOTES

1. THE SIDEROAD TREATMENT FOR RURAL BITUMINOUS SIDEROADS SHALL BE CONTINUED TO THE END OF THE RADIUS RETURN IF RADIUS IMPROVEMENT IS SHOWN ON THE PLANS.
2. IF VERTICAL GRADE CHANGE IS OCCURRING, THEN THE SIDEROAD TREATMENT SHALL CONTINUE UNTIL THE PROPOSED CHANGE MEETS THE EXISTING SIDEROAD.
3. THE ROADWAY PLANS AND SCHEDULE WILL LIST THE QUANTITIES AND LOCATIONS FOR ALL SIDEROADS.

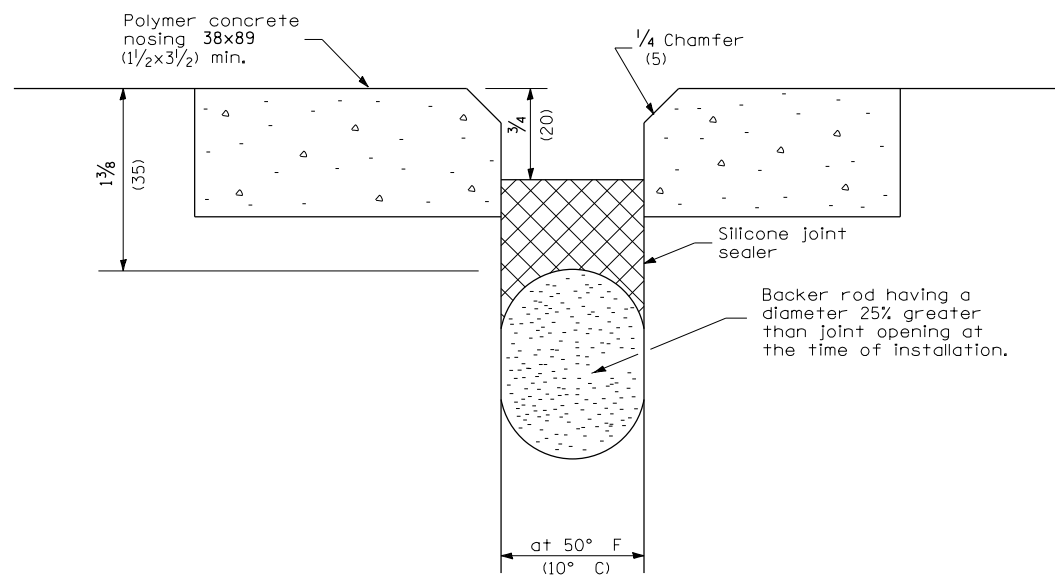
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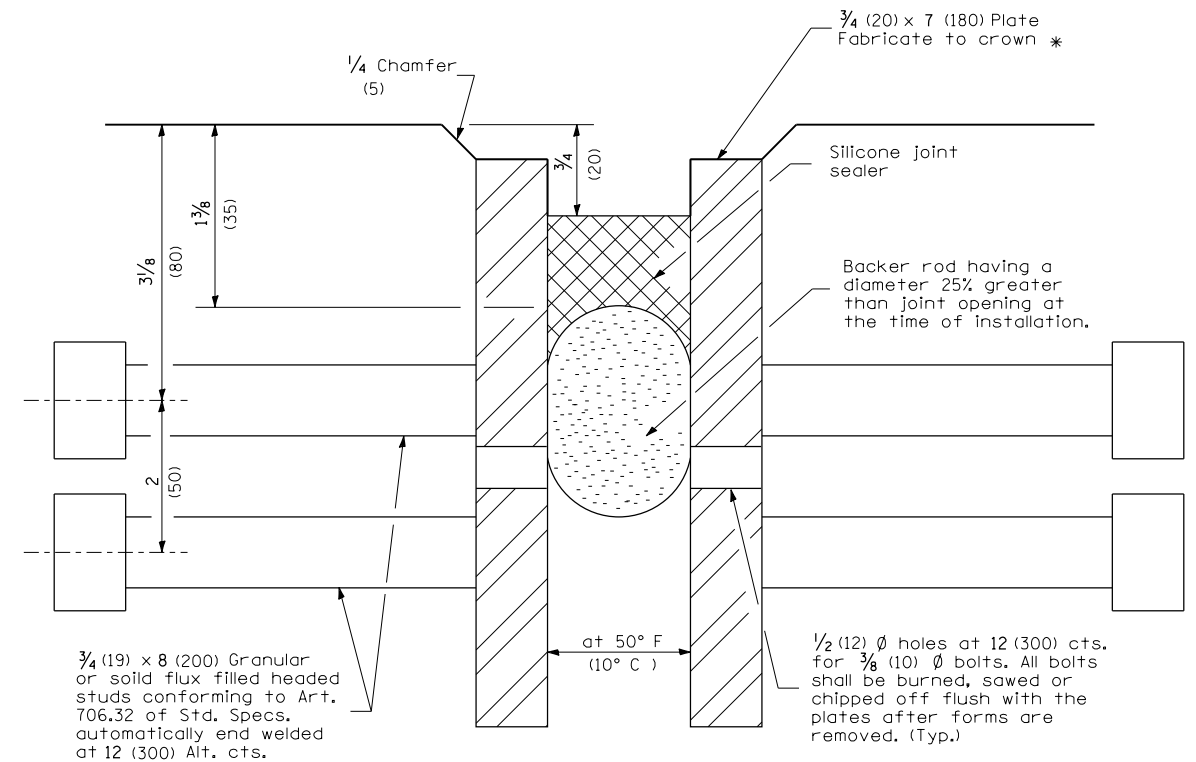
SIDEROAD DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

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



SILICONE JOINT SEAL
(CONCRETE DETAILS)



* Furnish in segments of 20 ft. (6 m) maximum length. Maximum space between installed segments shall be 1/4 (5). Seal space with Silicone Sealant suitable for Structural Steel.

SILICONE JOINT SEAL
(STEEL DETAILS)

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

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

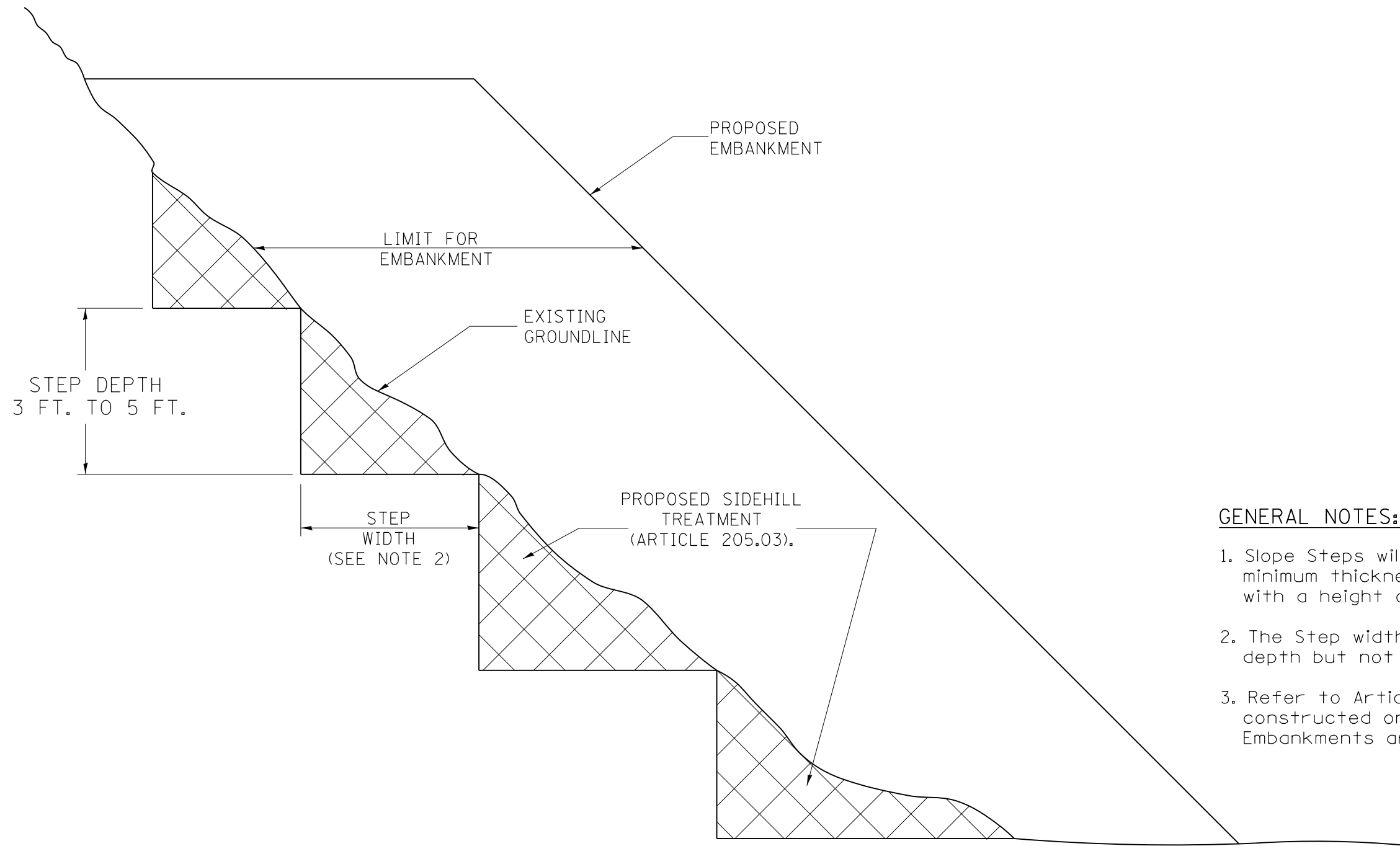
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STATE OF ILLINOIS
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SCALE: SHEET OF SHEETS STA. TO STA.

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

SLOPE STEPS DETAIL
 TYPICAL CROSS-SECTION EMBANKMENT
 CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12 (300) minimum thickness "silver fills" and on a fills with a height of 10' (3.0 m).
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT
 (IN ACCORDANCE WITH
 205 OF THE STANDARD SPECIFICATION).

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

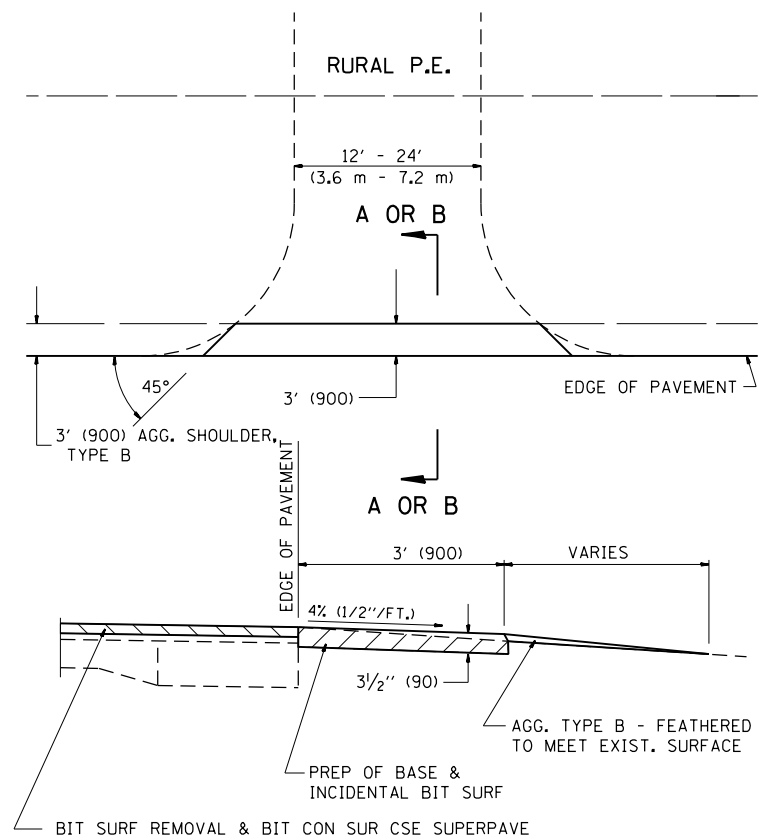
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

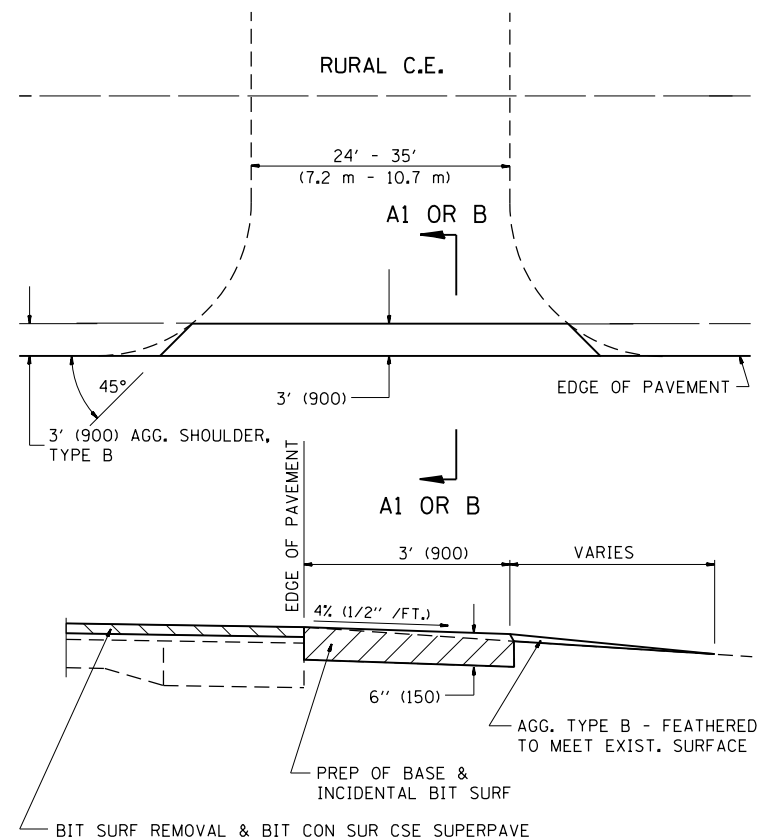
SLOPE STEPS DETAIL

SCALE: SHEET OF SHEETS STA. TO STA.

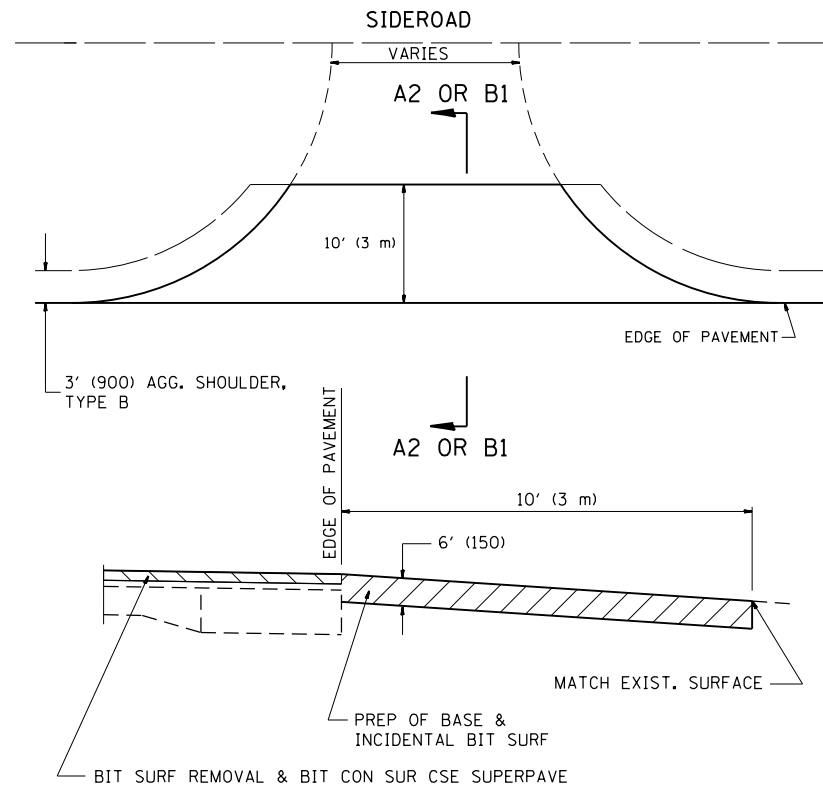
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



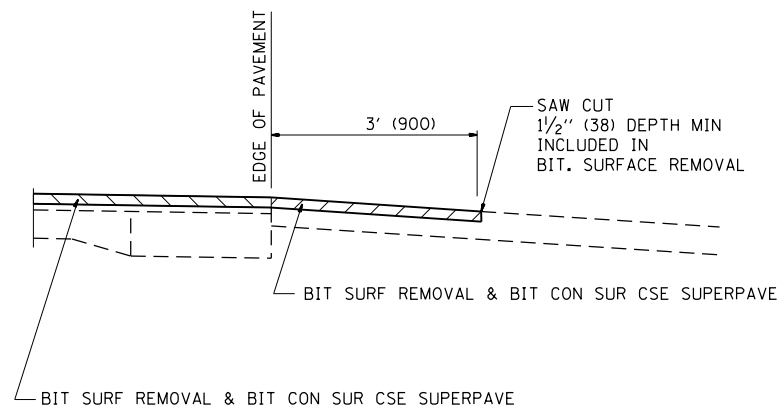
SECTION A-A FOR AGGREGATE P.E.



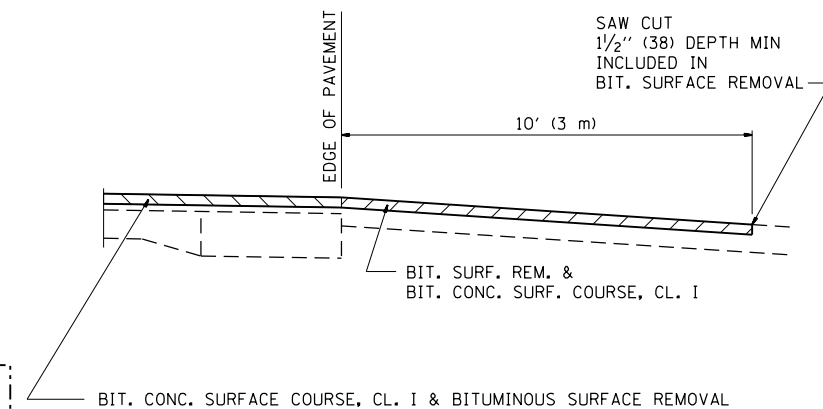
SECTION A1-A1 FOR AGGREGATE C.E.



SECTION A2-A2 FOR AGGREGATE SIDEROAD



SECTION B-B FOR BITUMINOUS P.E. & C.E.



SECTION B1-B1 FOR BITUMINOUS SIDEROAD

NOTE:
SEE SIDEROAD & ENTRANCE SCHEDULE, SHEET NO.

DESIGNER NOTES:

- 1 THIS IS A BASE SHEET WHICH CAN BE MODIFIED TO SHOW FINAL ENTRANCE TREATMENT DETAIL TO BE INCLUDED IN THE PLANS. SHOW ONLY THE PLAN AND SECTION VIEWS APPLICABLE TO THE PROJECT.
- 2 BITUMINOUS CONCRETE THICKNESS ON AGGREGATE SIDEROADS AND COMMERCIAL ENTRANCES MAY BE INCREASED WHEN WARRANTED.
- 3 IF EXISTING BITUMINOUS SURFACE IS NEW AND/OR IN VERY GOOD CONDITION - RESURFACING MAY BE OMITTED. IF EXISTING SURFACE IS SIGNIFICANTLY DEGRADED - CORE OUT AND REPLACE AS SHOWN IN SECTION A1-A1 OR A2-A2 (WHICHEVER IS APPLICABLE).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

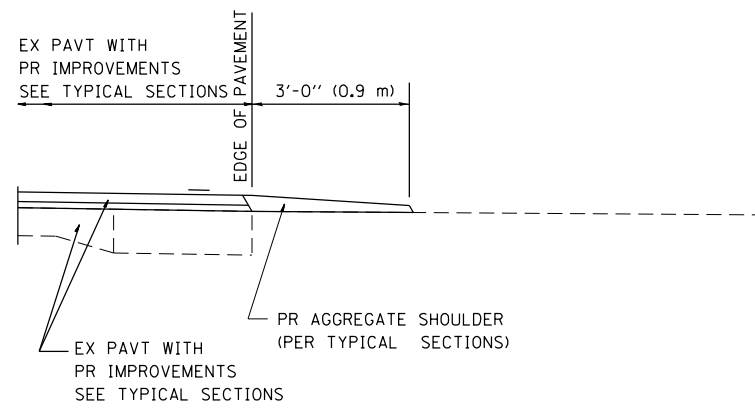
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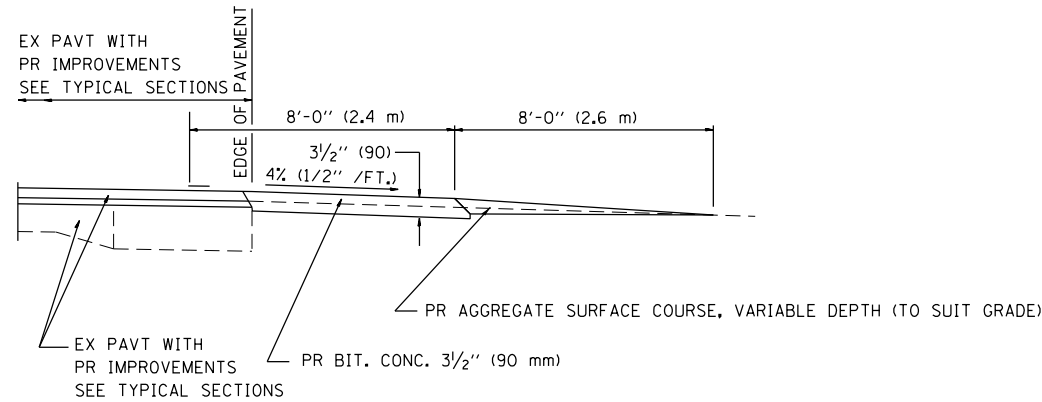
ENTRANCE AND SIDEROAD DETAILS
FOR PROJECTS WITH MILLING

SCALE: SHEET OF SHEETS STA. TO STA.

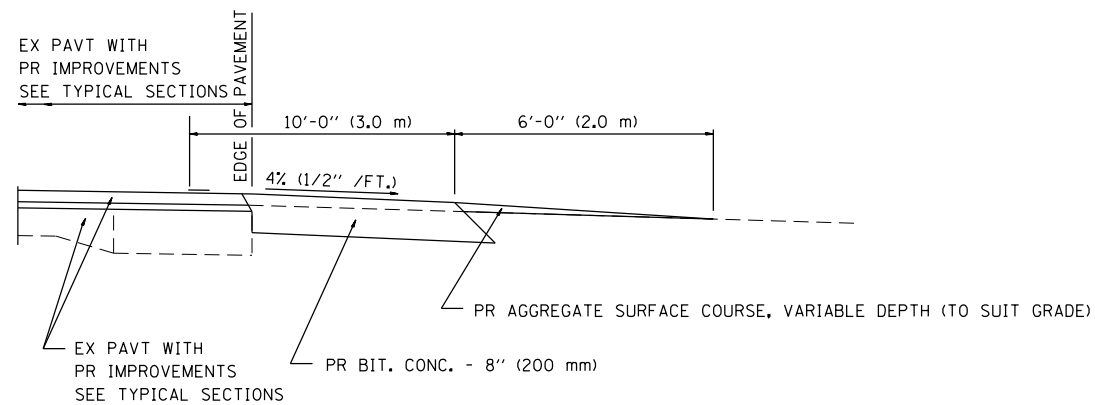
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



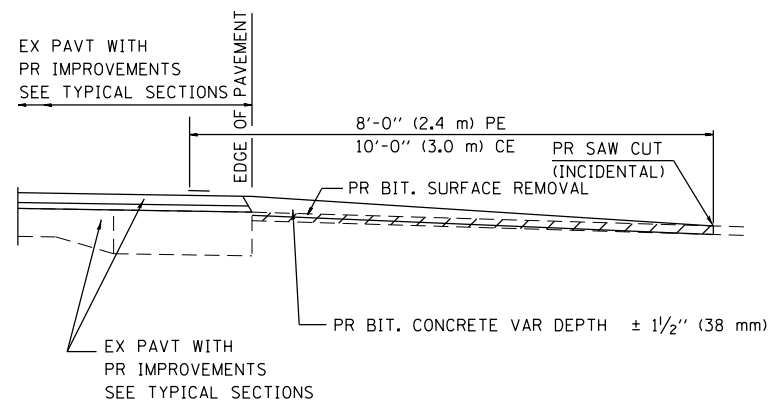
SECTION A-A FOR EX EARTH/ AGGREGATE FE



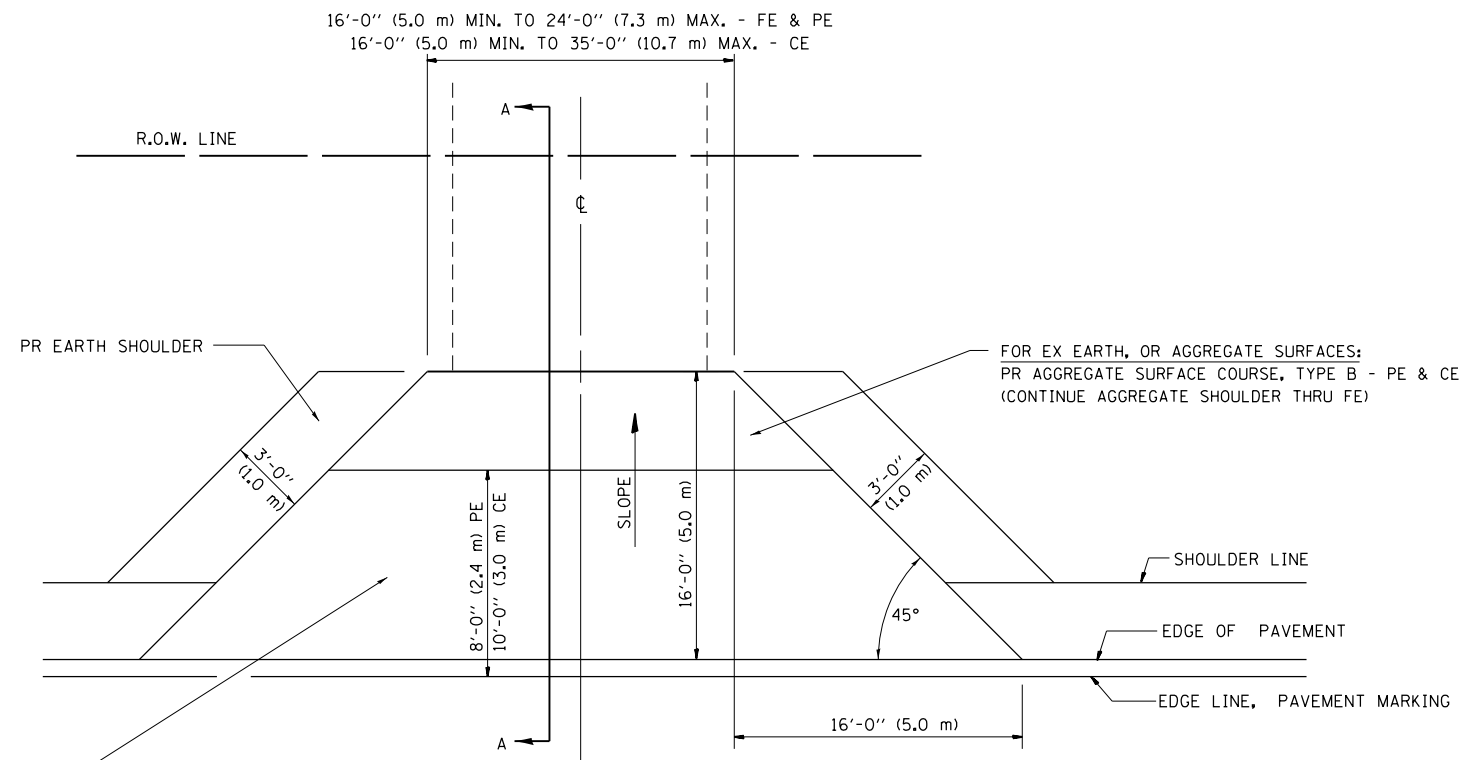
SECTION A-A FOR EX EARTH/AGGREGATE PE



SECTION A-A FOR EX EARTH/AGGREGATE CE & SIDE ROAD



SECTION A-A FOR EX BITUMINOUS/ PC CONCRETE PE, CE & SIDE ROAD



FOR EX EARTH OR AGGREGATE SURFACES:
 PR BIT SURFACE REMOVAL (IF APPLICABLE)
 PR AGGREGATE SHOULDER THRU - FE
 PR BITUMINOUS CONCRETE 3 1/2" (90 mm) - PE
 PR BITUMINOUS CONCRETE 8" (200 mm) - CE

FOR BITUMINOUS OR P.C. CONCRETE SURFACES:
 PR BITUMINOUS SURFACE REMOVAL, VARIABLE DEPTH

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

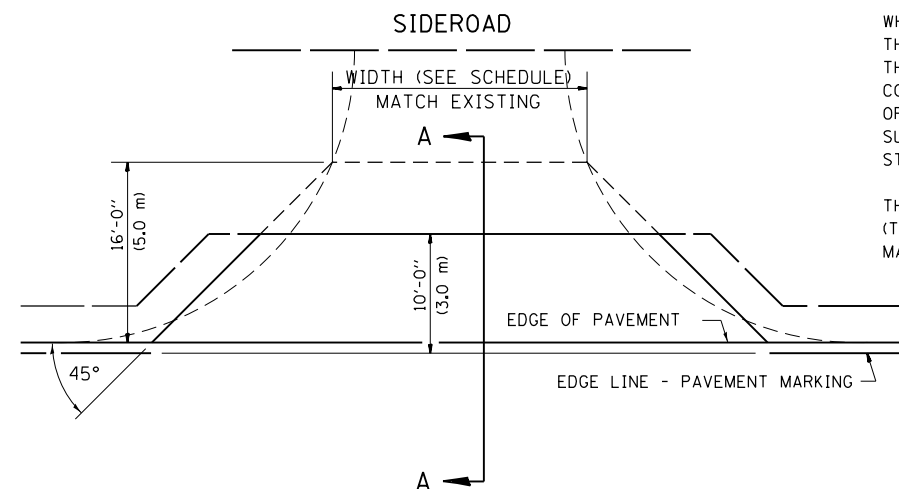
ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE BITUMINOUS CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES (75 mm) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF BITUMINOUS BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES (50 mm) SHALL MEET THE REQUIREMENTS OF BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE C, CLASS I, TYPE 2 OF SECTION 406 OF THE STANDARD SPECIFICATIONS.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METRIC TON (TON) FOR "INCIDENTAL BITUMINOUS SURFACING" WHICH SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INVOLVED.

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



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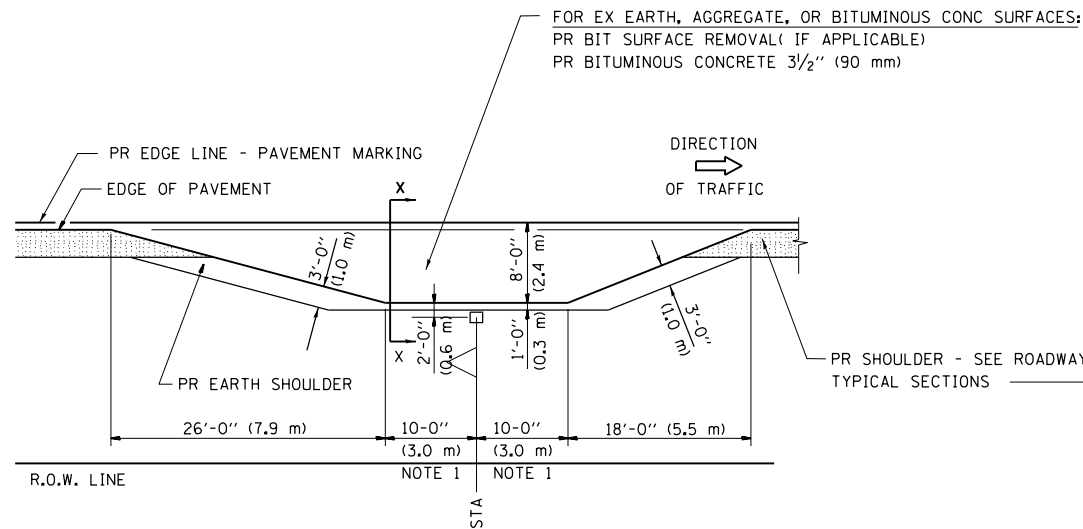
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETAILS FOR RURAL ENTRANCE,
 MAILBOX TURNOUT & SIDE ROAD

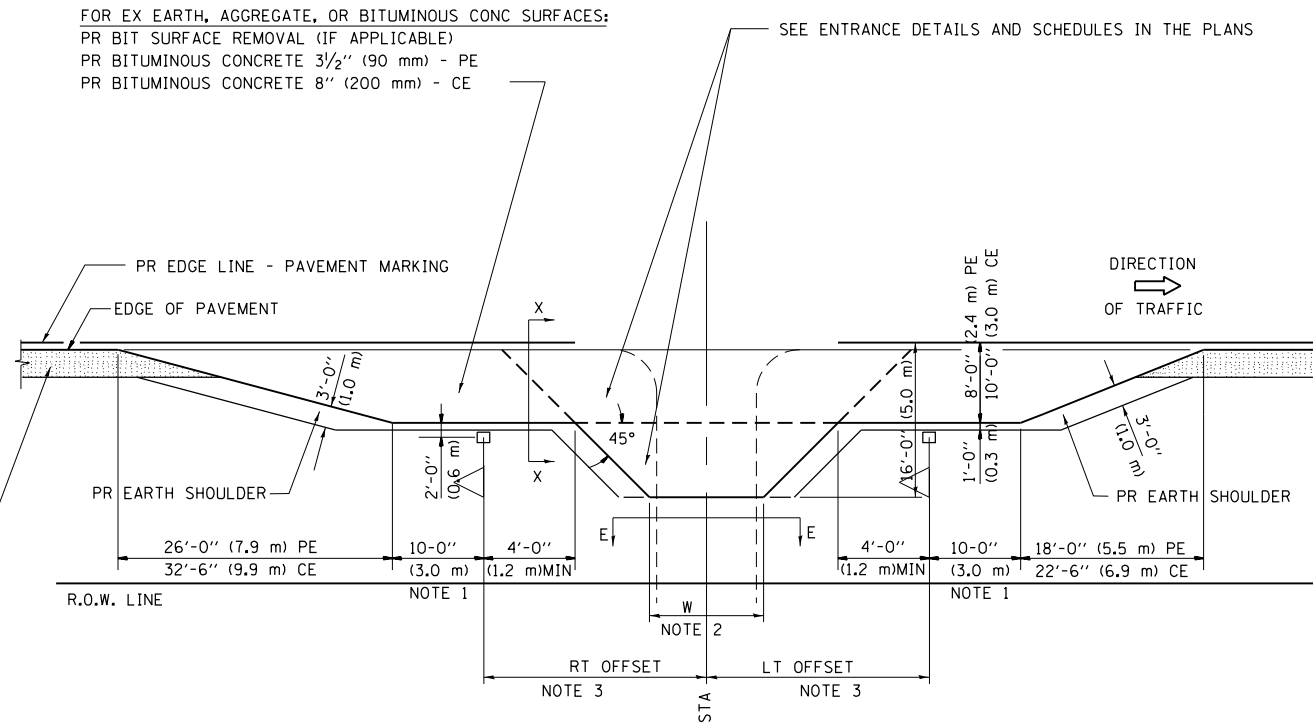
SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

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

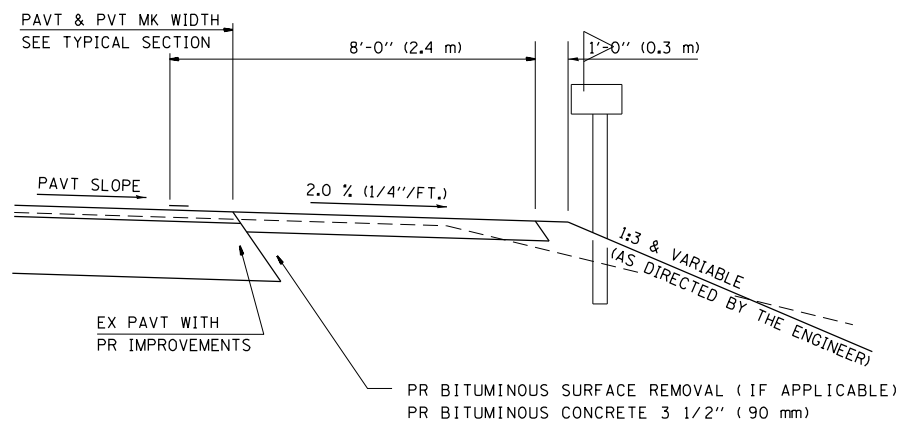
DETAILS OF MAILBOX TURNOUTS



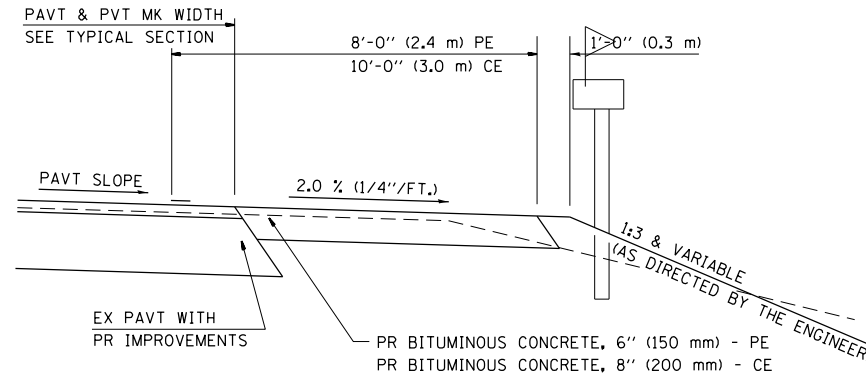
PLAN - MAILBOX TURNOUTS



PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT
 ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH
 EX EARTH, AGGREGATE, OR BITUMINOUS PE & FE



SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX BITUMINOUS CONC & PC CONC PE & CE

- NOTE 1 IF MORE THAN ONE MAILBOX IS PRESENT, DIMENSION FROM CENTER OF END MAILBOX.
- NOTE 2 FOR ENTRANCE LAYOUT DIMENSIONS AND SECTIONS A-A & E-E REFER TO THE SCHEDULES IN THE PLANS.
- NOTE 3 BOTH LT OR RT OFFSETS FOR MAILBOX SHOWN USE OFFSET DIMENSION PER SCHEDULE AND REFER TO LAYOUT SHOWN ON THE PLAN.

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

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

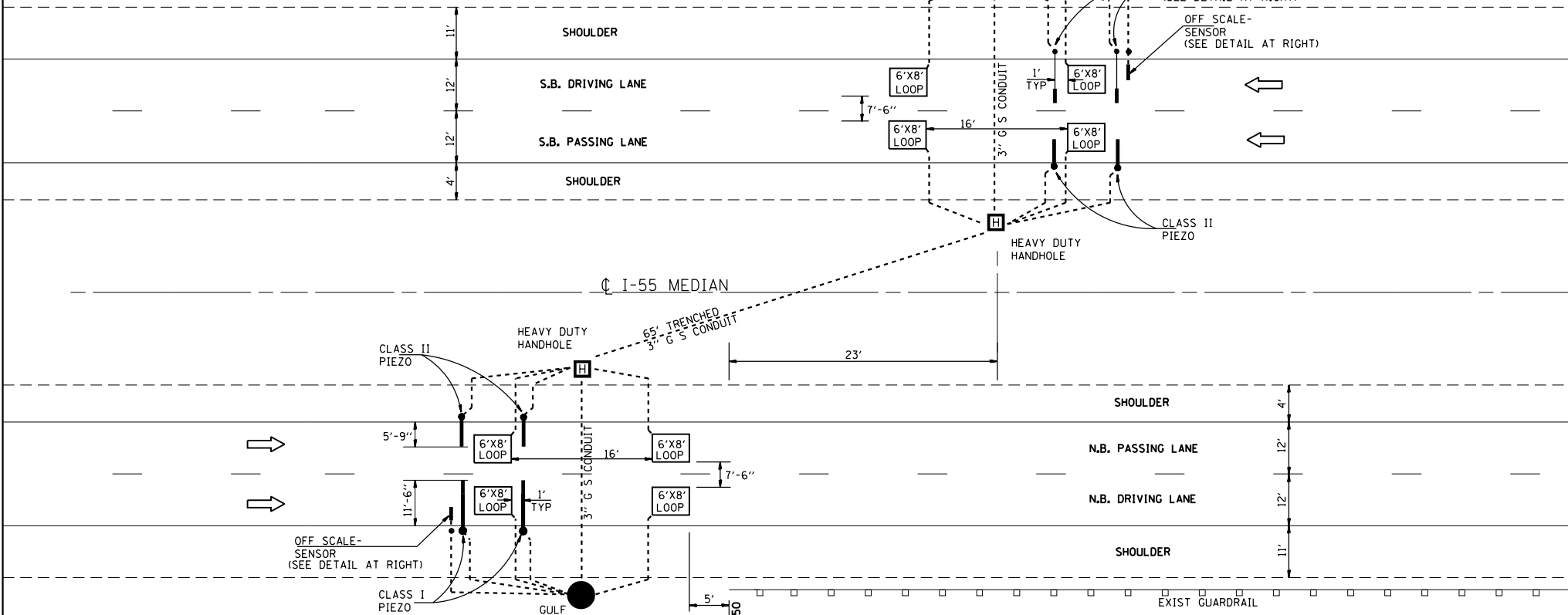
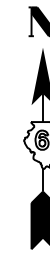
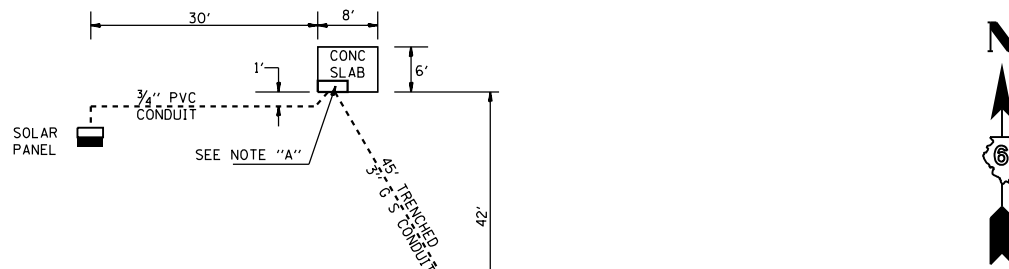
**DETAILS FOR RURAL ENTRANCE,
 MAILBOX TURNOUT & SIDE ROAD**

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

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

EQUIPMENT TEST / FOUR-WEEK COUNT STATION
 FAI 55 - SANGAMON CO CONSTRUCTION STA 302+50

NOTE "A":
 TYPE D FOUNDATION FOR THE TYPE III
 GROUND MOUNTED CONTROL CABINET
 IS LOCATED ON THE SOUTHEAST CORNER
 OF THE CONCRETE SLAB.
 THE FOUNDATION SHALL BE A MINIMUM OF 1/2"
 ABOVE THE CONCRETE SLAB SURFACE.



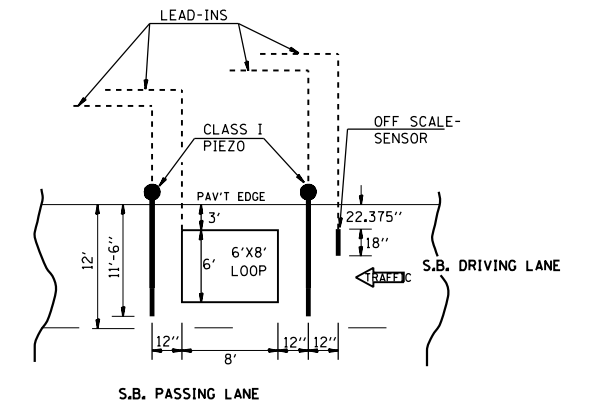
NOTE: SCALE IS DISTORTED TO CLARIFY LOCATIONS

GENERAL NOTES

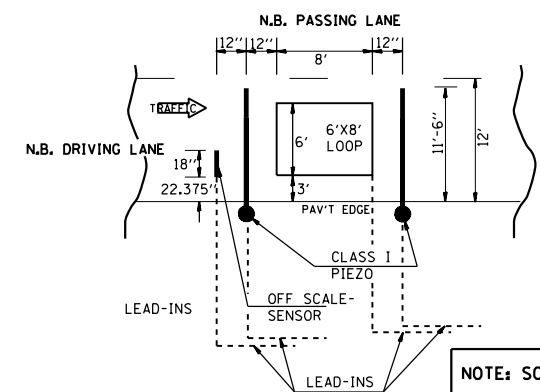
- EACH DETECTOR LOOP USED SHALL BE WIRED INDEPENDENTLY AT THE GULFBOX.
- A SINGLE MULTIPLE PAIR CABLE SHALL BE WIRED FROM THE GULFBOX TO THE CONTROL CABINET. THE NUMBER OF PAIRS IN THE CABLE SHALL BE EQUAL TO THE NUMBER OF DETECTOR LOOPS PLUS A MINIMUM OF ONE PAIR TO BE USED AS A SPARE.
- RECTANGULAR SHAPED LOOPS SHALL HAVE A MINIMUM SEPARATION 7 1/2' BETWEEN INSIDE EDGES OF THE DETECTOR LOOPS.
- EACH 6' X 8' DETECTOR LOOP SHALL HAVE A MINIMUM OF 4 TURNS OF CABLE OR AS DIRECTED BY THE ENGINEER.
- DETECTOR LOOPS SHALL BE LOCATED AS IN THE PAVEMENT AS DIRECTED BY THE ENGINEER. ALL LOOPS SHALL BE ORIENTED THE SAME DIRECTION.
- GULFBOX JUNCTIONS / HANDHOLES SHALL BE LOCATED OUTSIDE THE AGGREGATE OR STABILIZED SHOULDER LIMITS WITH THE TOP OF GULFBOX JUNCTIONS / HANDHOLES LEVEL WITH GROUNDLINE, AS DIRECTED BY THE ENGINEER.

QUANTITIES

- 8 - LOOPS (6'x8')
- 4 - CLASS I PIEZOS: (11'-6") IN DRIVING LANE
- 4 - CLASS II PIEZOS: (5'-9") IN PASSING LANE
- 2 - OFF SCALE DETECTOR
- 1 - SOLAR PANEL - 18 WATT MINIMUM
- 1 - TYPE III CABINET - GROUND MOUNT (HENNESSY NO. HP503017 OR APPROVED EQUAL)
- 3 - HEAVY-DUTY HANDHOLES



I-55 MEDIAN



NOTE: SCALE IS DISTORTED TO CLARIFY LOCATIONS

INSTALLATION NOTES:

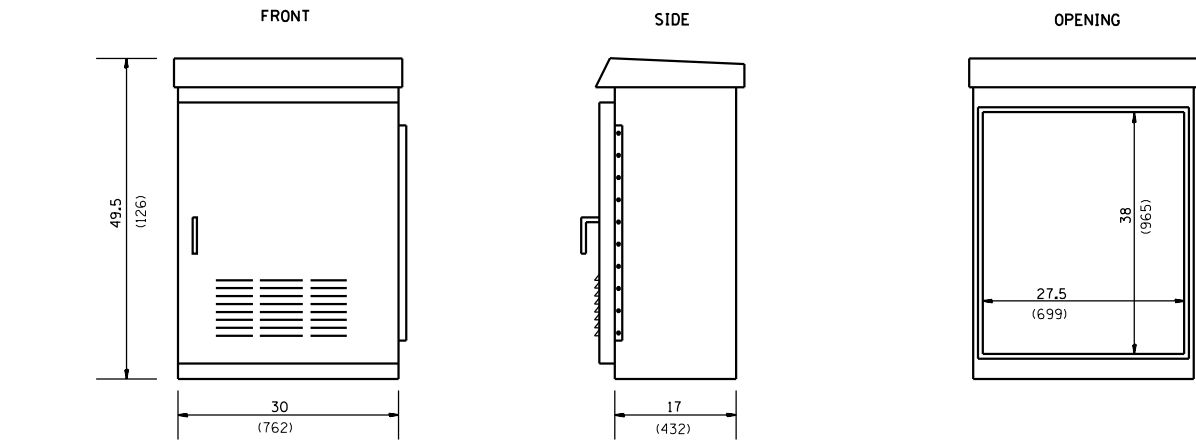
- CUT SLOTS 1/2" WIDE AND 1/4" DEEP THE FULL WIDTH OF THE TRAFFIC LANE.
- CUT A SLOT 1/2" WIDE X 1/4" DEEP X 20" LONG, 1'-8 3/4" IN FROM THE EDGE OF PAVEMENT, TO ALLOW FOR POSITIONING OF THE ON(OFF)-SCALE SENSOR TO ± 3/8" OF THE DIMENSIONS SHOWN ON THE DRAWING.
- CUT LOOP SLOTS TO THE DIMENSIONS SHOWN, 1/4" TO 1/2" DEEP. LOOPS SHALL BE POSITIONED AS SHOWN.
- LOOP LEAD-IN AND PIEZO LEAD-IN SLOTS TO BE CUT 3/8" WIDE, 1" TO 1 1/4" DEEP. CONDUIT TO BE USED FOR LEAD-IN CABLE OUTSIDE OF ROADWAY.
- ALL DIMENSIONS IN DIRECTION OF TRAFFIC ARE FROM THE LEADING EDGE OF THE PIEZO SLOTS.
- LOOPS TO BE A MINIMUM OF 4 TURNS OF #14 AWG, THWN OR THHN WIRE.
- LOOP LEAD-IN WIRE TO BE TWISTED 3 TO 5 TURNS PER FOOT.
- MARK LOOP AND PIEZO LEAD-IN CABLES WITH COLORED TAPE OR WIRE MARKERS FOR IDENTIFICATION PURPOSES.
- LOOP SLOTS AND LEAD-IN/HOME-RUN SLOTS TO BE FILLED WITH SEALER PROVIDED BY OTHERS.

LOCATION DETAIL FOR CLASS I PIEZO AND ON(OFF)-SCALE SENSORS

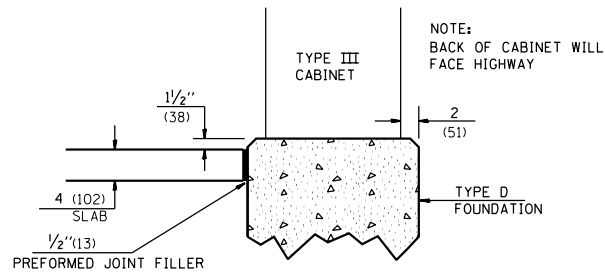
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SINGLE DOOR CABINET

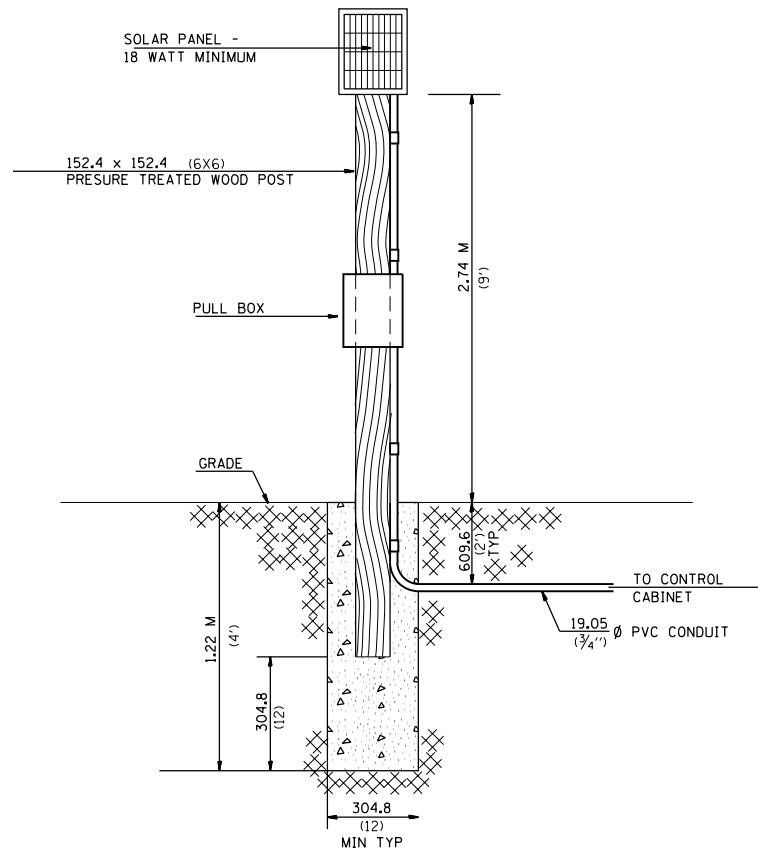


NOTE: THIS UNIT SHALL HAVE THREE ADJUSTABLE SHELVES. ALL TERMINAL STRIPS AND PIEZO CONNECTIONS WILL BE MOUNTED ON BACK INSIDE WALL.

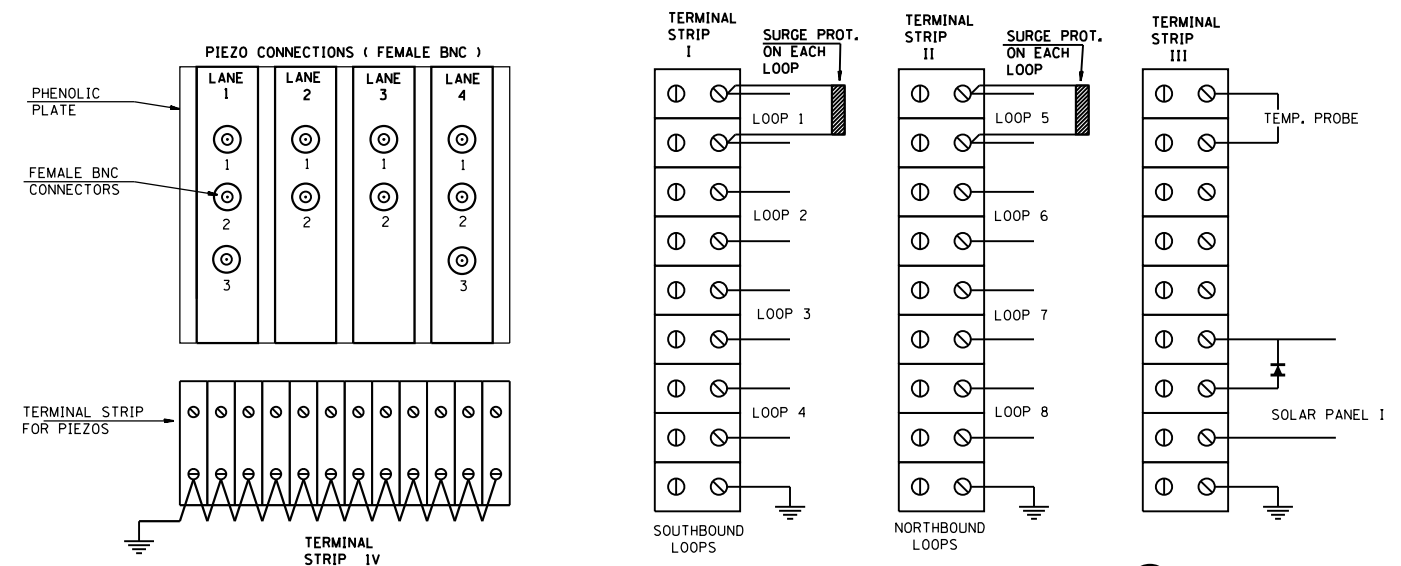


TRAFFIC DATA COLLECTION CONTROL CABINET
SOURCE: HENNESSY PRODUCTS INC. OR APPROVED EQUAL
MODEL: HP 503017
MATERIAL: ALUMINUM ALLOY - TYPE NO. 5052-H32
NEMA TYPE: 3R-12-4-4X
CABINET FINISH: NATURAL ALUMINUM

SOLAR POWER ROST DETAIL



PHENOLIC PLATE, TERMINAL STRIPS & BNC CONNECTORS IN CABINET

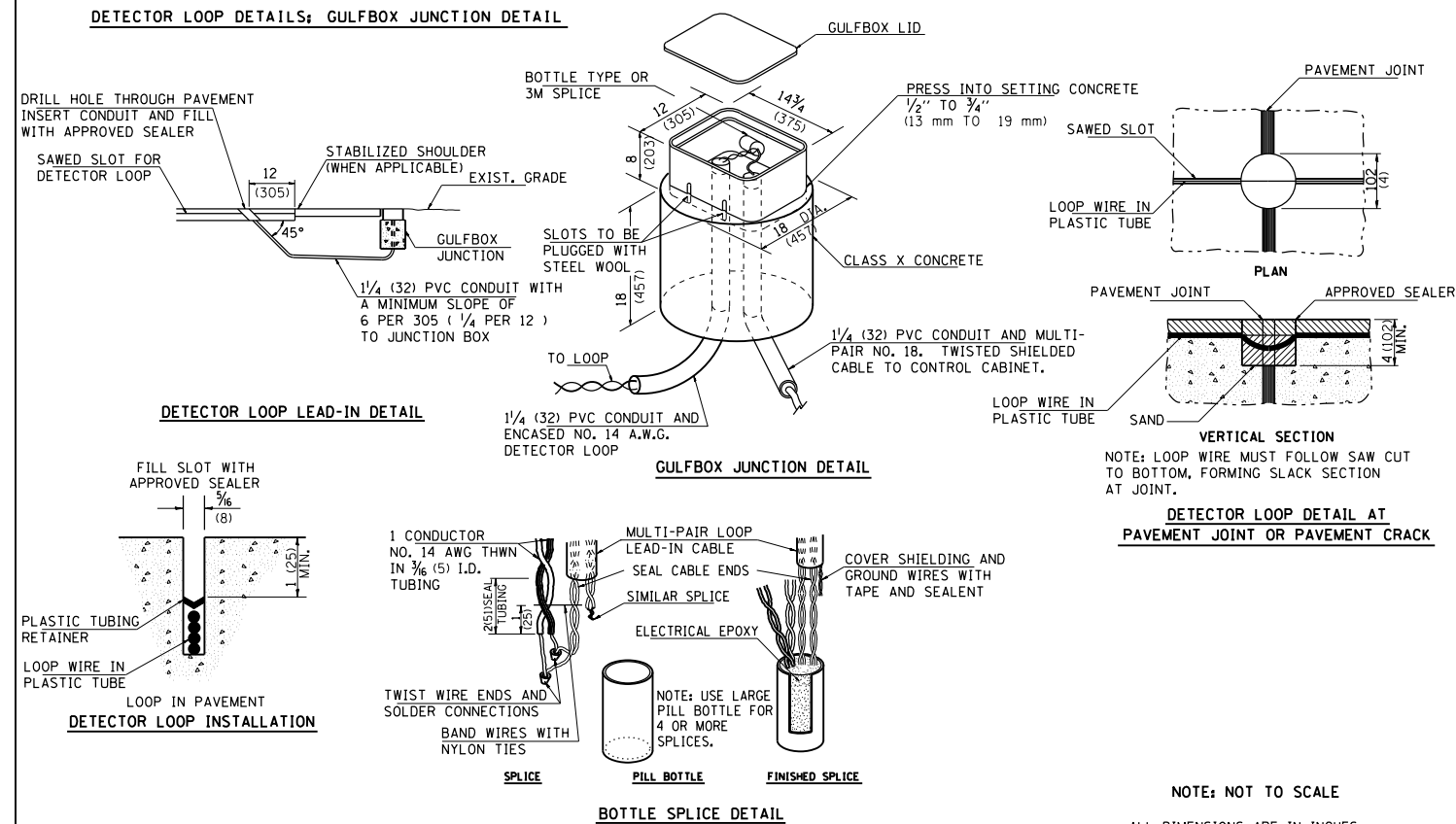


- NOTES:
- ONE SURGE PROTECTOR FOR EACH PIEZO AT CONTROLLER
SOURCE: BLACK BOX CORP. - PART NO. JL-SP350A-R2 / 10 REQUIRED
 - PHENOLIC PLATE IS MOUNTING SURFACE FOR FEMALE BNC CONNECTORS
 - ONE SURGE PROTECTOR FOR EACH LOOP
SOURCE: SURRESTOR - PART NO. SRA-16 / 8 REQUIRED
 - TERMINAL STRIPS SHALL BE MOUNTED ON ALUMINUM PLATE
 - ALL PIEZO LEADS SHALL BE TERMINATED AT BULKHEAD MOUNTED FEMALE BNC CONNECTORS
 - ALL CONNECTIONS MUST BE INSULATED FROM EACH OTHER
 - PIEZO CONNECTIONS AND TERMINAL STRIPS SHALL BE LABELED AS SHOWN

- FEMALE BNC CONNECTOR
- BLOCKING DIODE - 3 AMP MIN.
- TO GROUND

PIEZO CONNECTIONS AND TERMINAL STRIPS IN TRAFFIC CONTROL CABINET
MOUNT IN HENNESSY CABINET NO. HP503017 OR APPROVED EQUAL - ALUMINUM ALLOY

DETECTOR LOOP DETAILS; GULFBOX JUNCTION DETAIL



NOTE: NOT TO SCALE
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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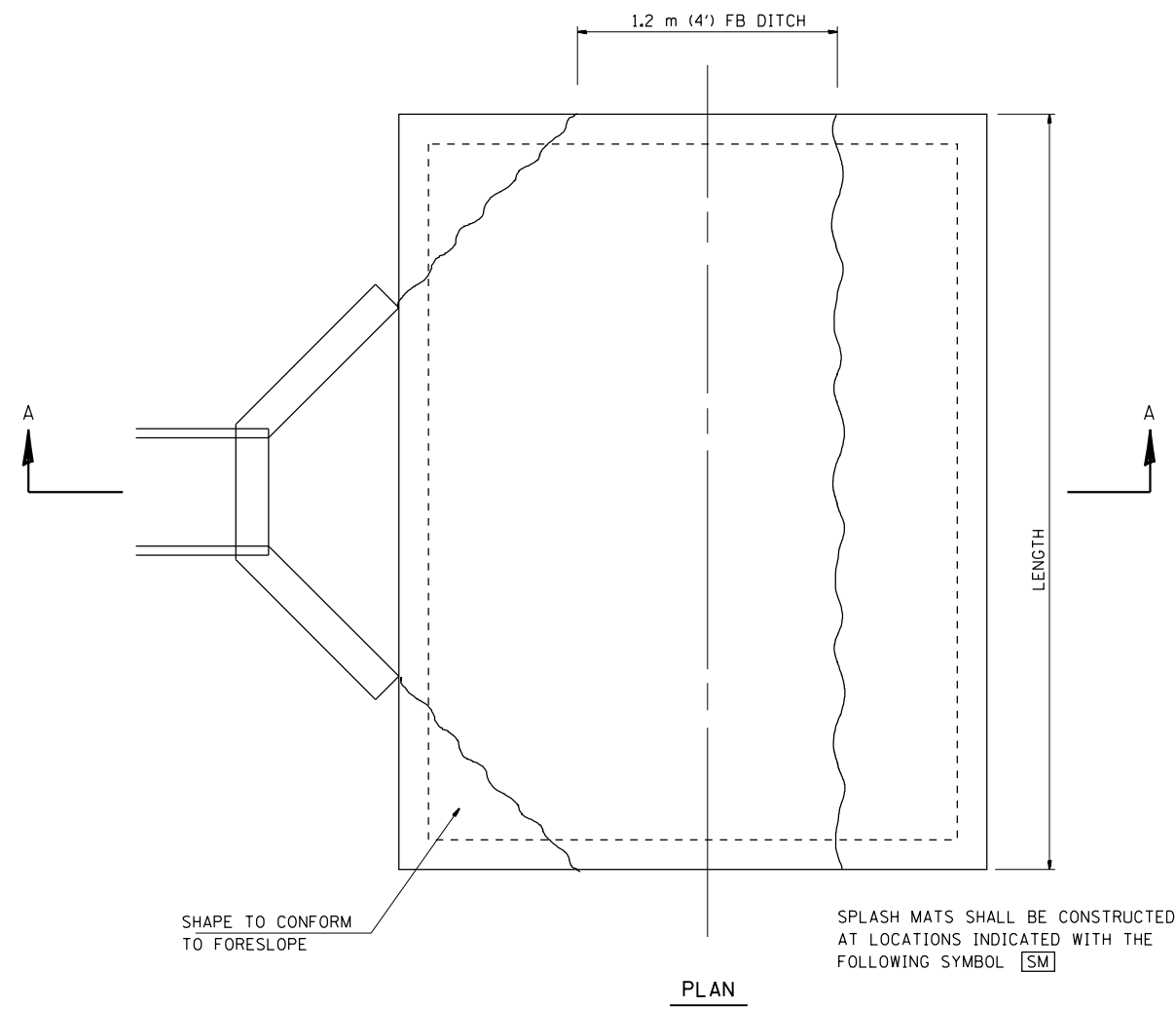
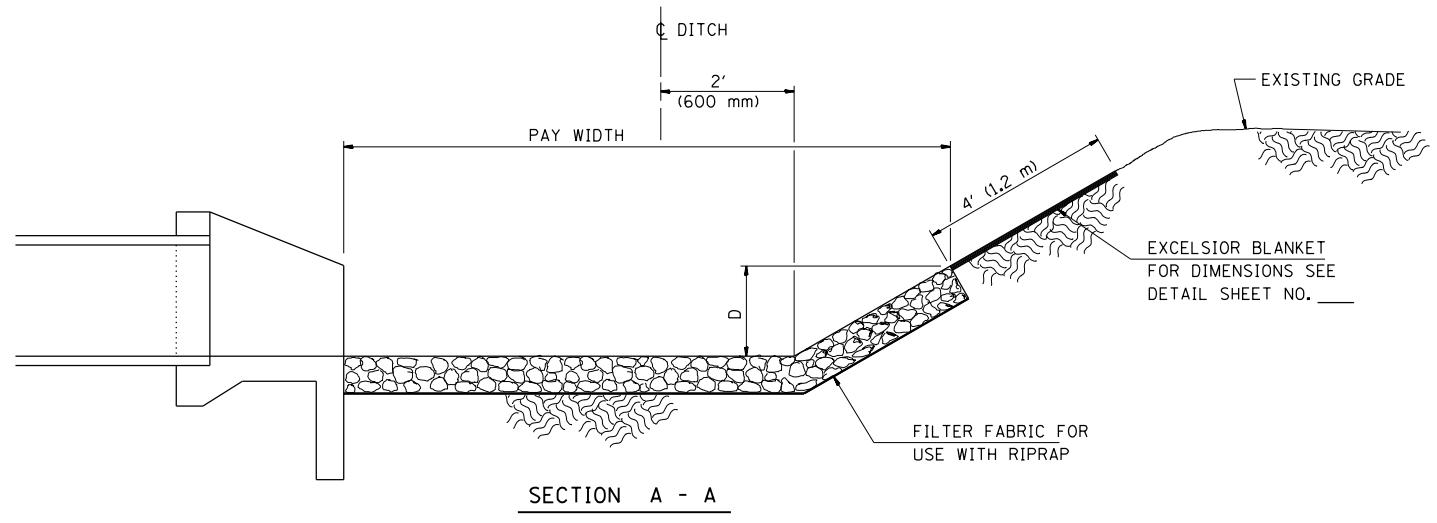
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EQUIPMENT TEST / FOUR-WEEK
COUNT STATION**

SCALE: SHEET OF SHEETS STA. TO STA.

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



SPLASH MATS SHALL BE CONSTRUCTED AT LOCATIONS INDICATED WITH THE FOLLOWING SYMBOL **SM**

**STONE DUMPED RIPRAP
SPLASH MATS**

STATION LOCATION	MAT LENGTH	MAT WIDTH	RIPRAP CLASS	RIPRAP	THICKNESS	FILTER FABRIC FOR USE WITH RIPRAP
	' (m)	' (m)		s.f. (m ²)	" (mm)	s.f. (m ²)
			TOTAL			

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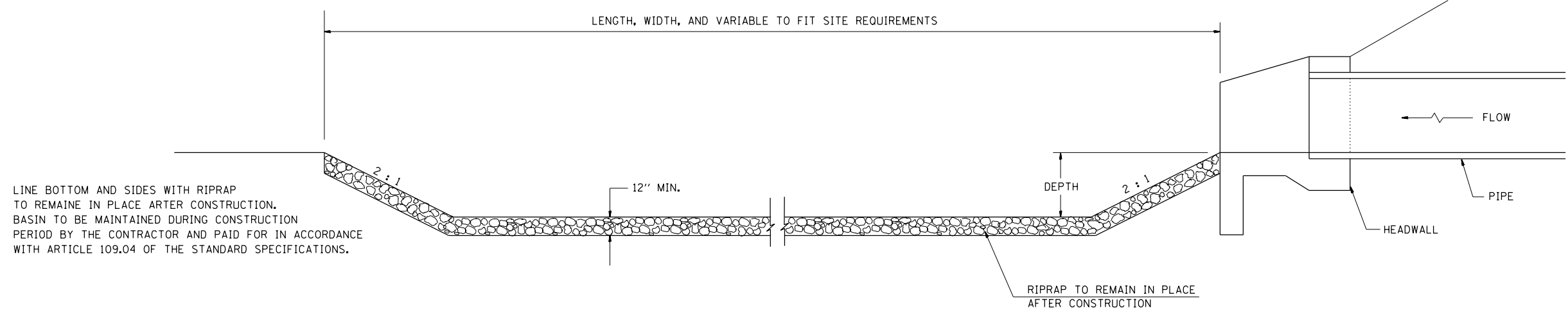
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SPLASH MAT DETAILS				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO. _____

ILLINOIS FED. AID PROJECT



LINE BOTTOM AND SIDES WITH RIPRAP TO REMAIN IN PLACE AFTER CONSTRUCTION. BASIN TO BE MAINTAINED DURING CONSTRUCTION PERIOD BY THE CONTRACTOR AND PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

EARTH EXCAVATION FOR STILLING BASINS

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH ABOVE TO THE LENGTH, WIDTH, AND DEPTH DETERMINED BY THE ENGINEER. THE EARTH EXCAVATED WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER.

THE EARTHWORK WILL BE MEASURED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR " EARTH EXCAVATION FOR STILLING BASINS. "

STILLING BASINS SHALL BE CONSTRUCTED AT THE SAME TIME AS THE CULVERT OR DITCH.

STILLING BASINS ARE TO BE CONSTRUCTED AT LOCATIONS INDICATED WITH THE FOLLOWING SYMBOL [SB]

RIPRAP FOR STILLING BASINS

RIPRAP FOR STILLING BASINS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 601 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISION FOR STONE DUMPED RIPRAP. THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT WILL BE DETERMINED BY THE ENGINEER.

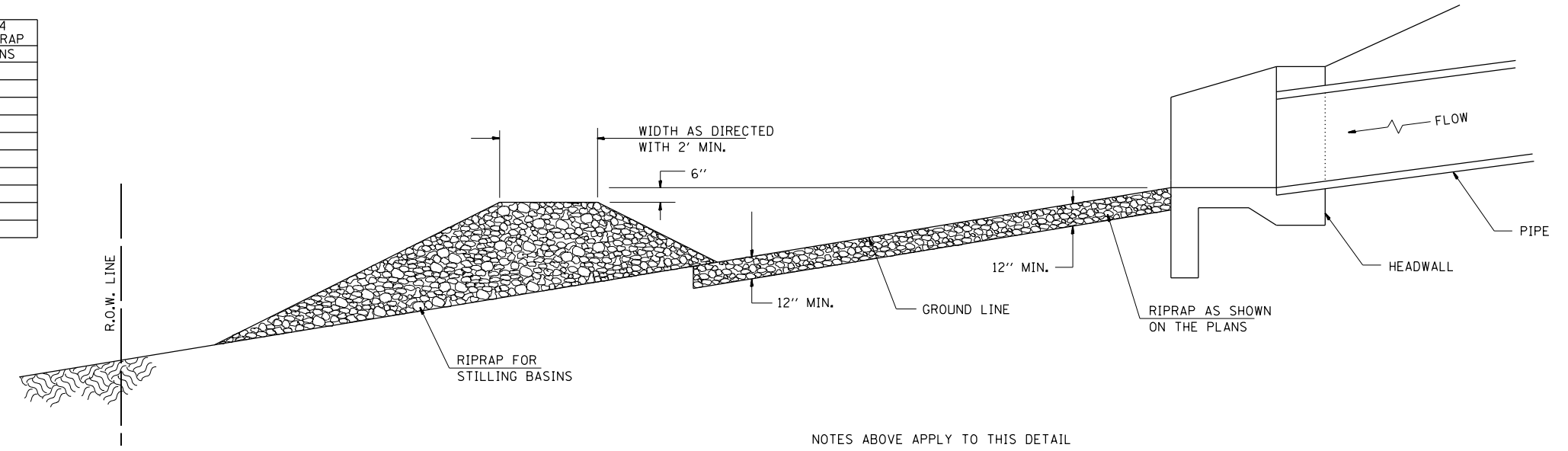
THE MATERIAL SHALL CONFORM TO CLASS C QUALITY AND GRADATION NO. 4

STILLING BASINS [SB]

STATION	LENGTH FEET	WIDTH FEET	DEPTH FEET	THICKNESS INCHES	EXCAV. C.Y.	A4 RIPRAP TONS
TOTAL						

STILLING BASINS DAMS [SBD]

STATION	LENGTH FEET	WIDTH FEET	DEPTH FEET	THICKNESS INCHES	A4 RIPRAP TONS
TOTAL					



NOTES ABOVE APPLY TO THIS DETAIL
PLAN LOCATIONS INDICATED BY THE SYMBOL [SBD]

STILLING BASIN DAM

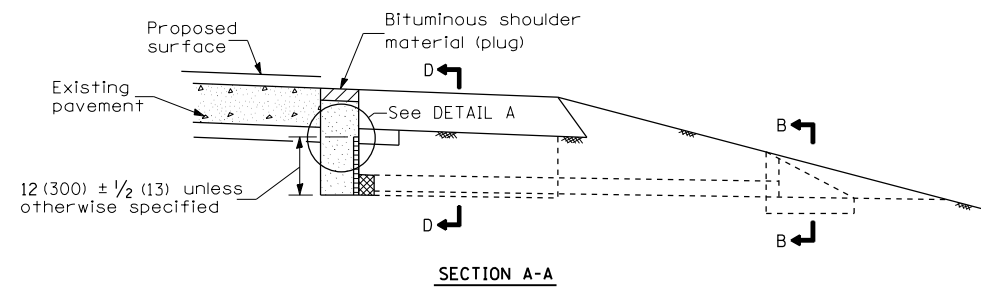
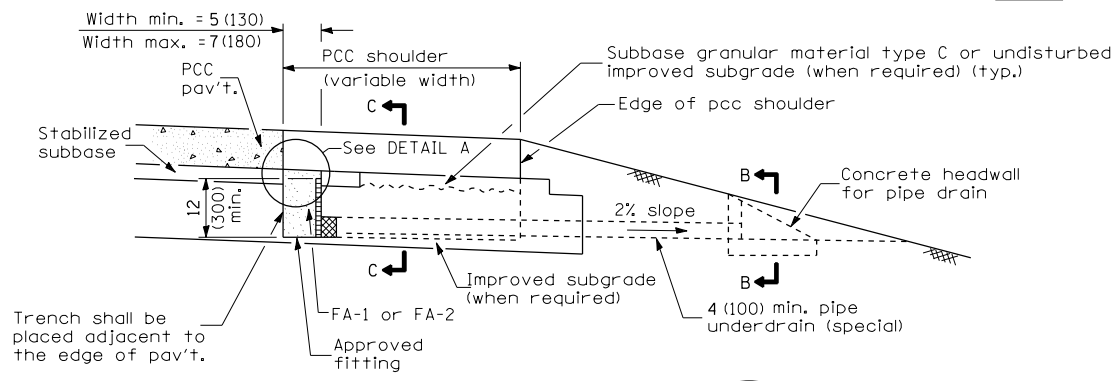
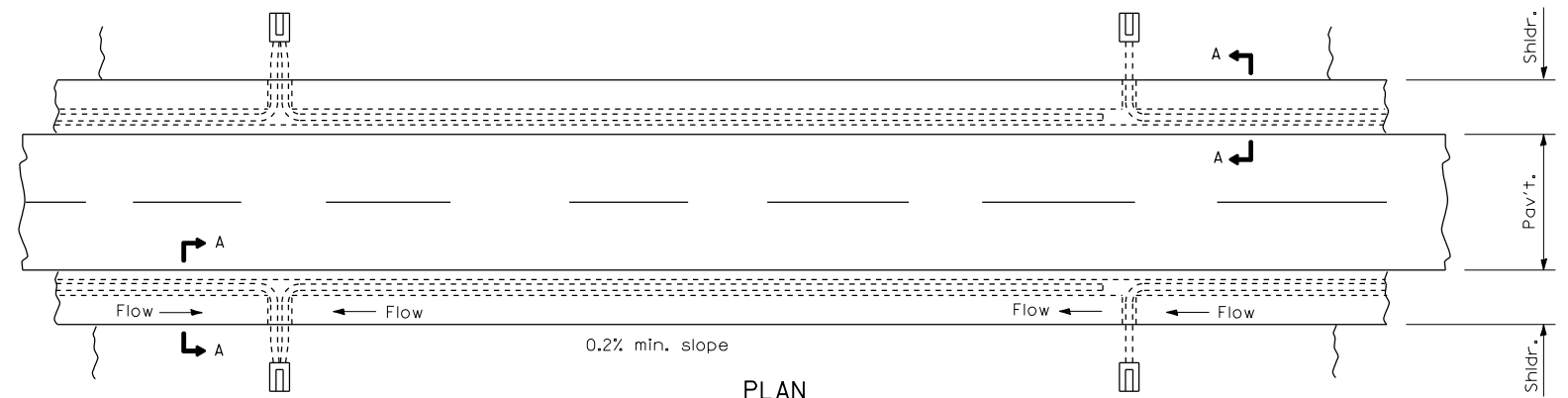
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY
STILLING BASIN DETAILS**

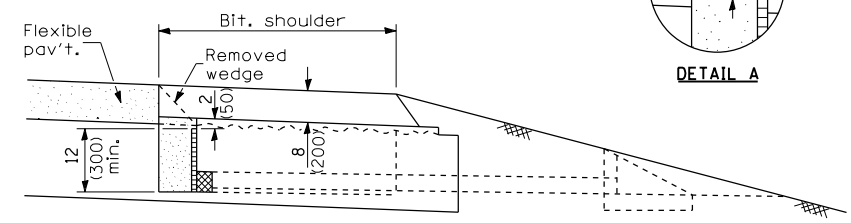
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



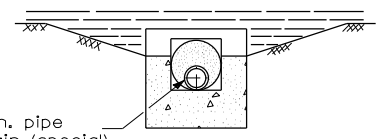
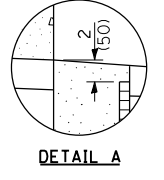
**EXISTING CONSTRUCTION
(TRENCH FOR DRAINAGE MAT UNDERDRAIN OPTION)**

(Except as noted or shown, dimensions and notes specified for Existing Construction are the same as those of New Construction)

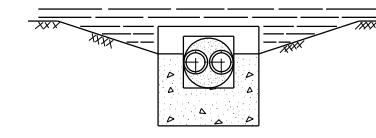


(Dimensions and notes not shown shall be as shown in the above Section A-A)

**NEW CONSTRUCTION
(TRENCH FOR DRAINAGE MAT UNDERDRAIN OPTION)**



SECTION B-B



**SECTION B-B
(Sag locations)**

GENERAL NOTES

- See Standard 2362 for details of concrete headwall.
- See Standards 2237, 2429 and 2430 for details of shoulders not shown.
- The 24" (600 mm) radius on the drainage fitting is only a minimum. Larger radii meeting the approval of the Engineer may be substituted.
- All dimensions are in inches (millimeters) unless otherwise shown.

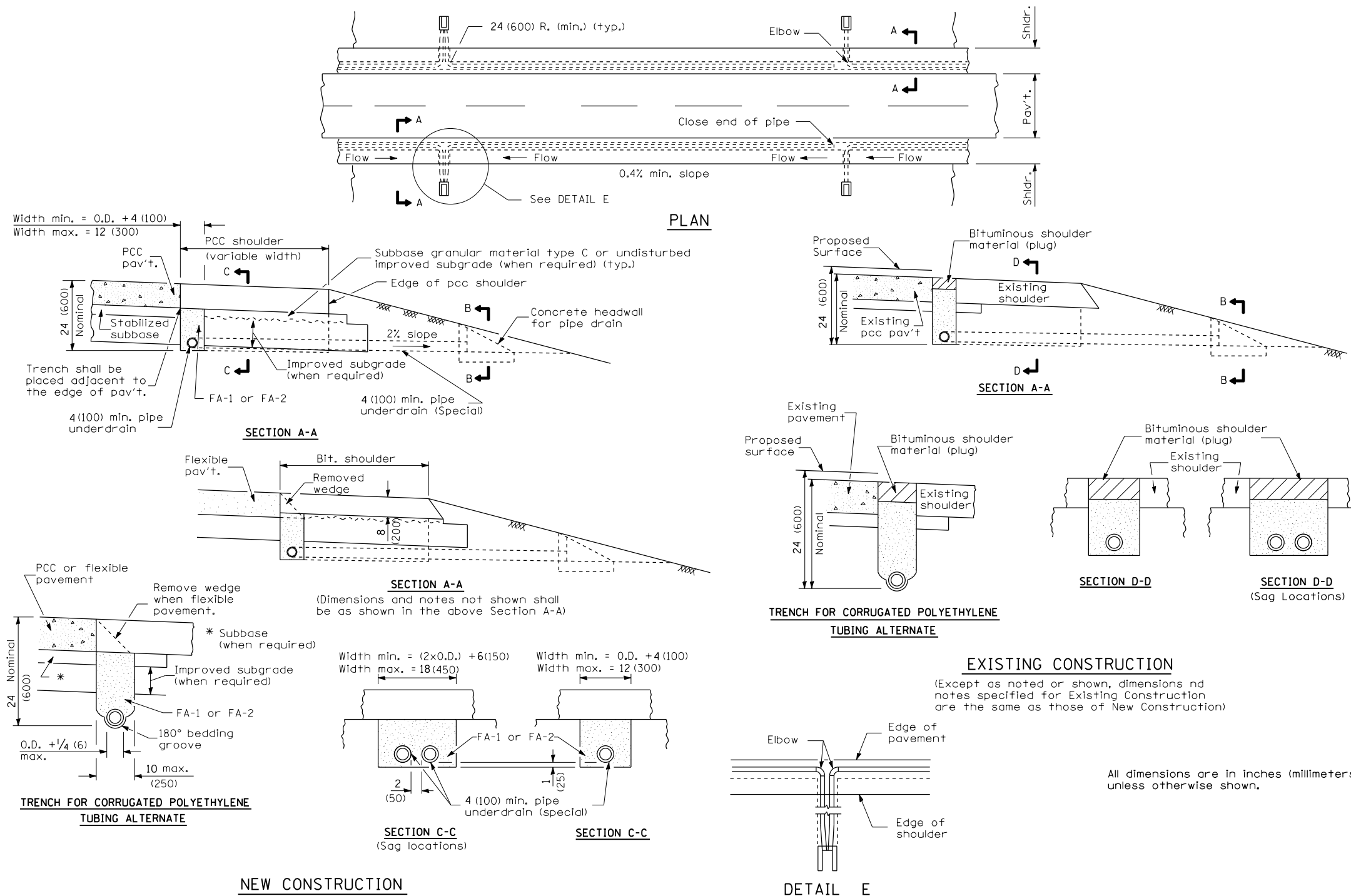
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUB-SURFACE DRAINS

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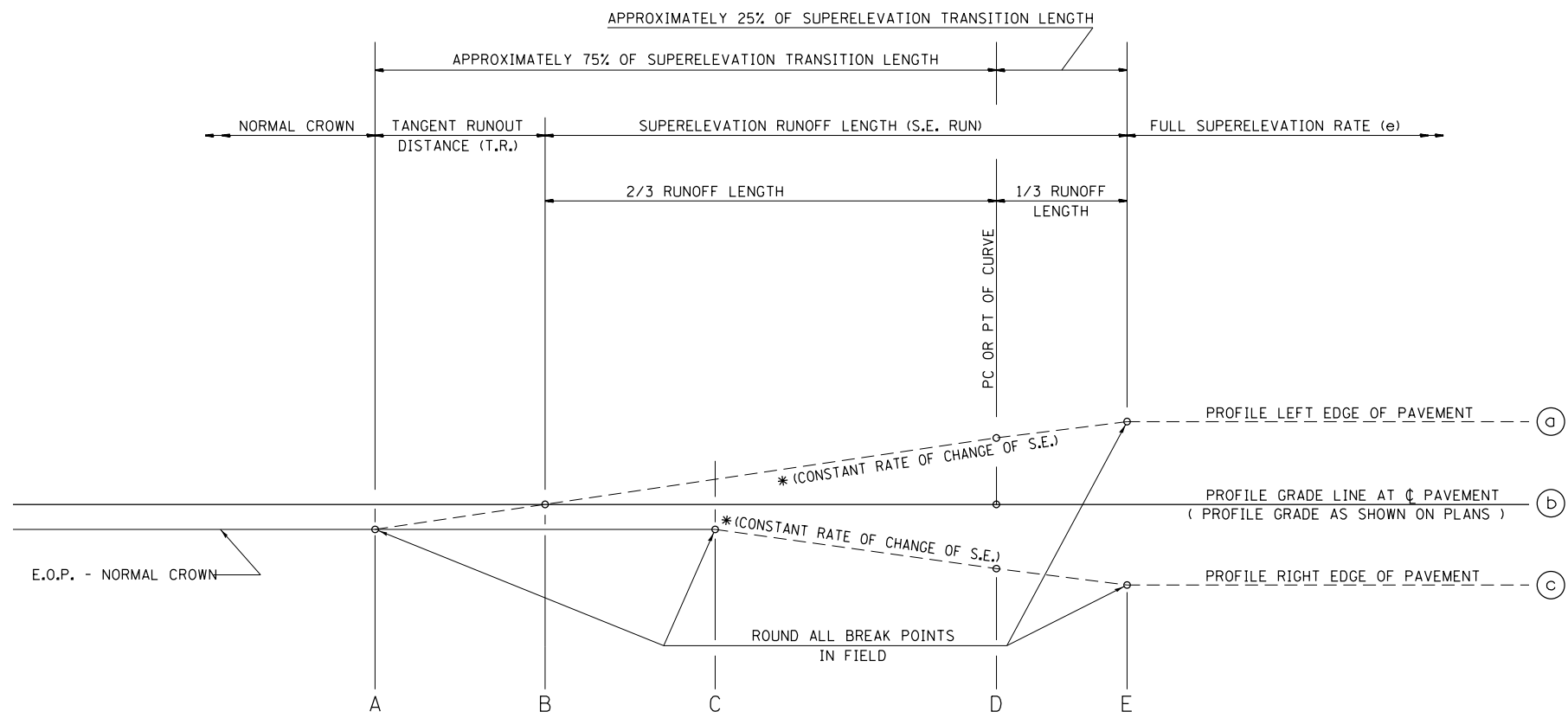
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



NEW CONSTRUCTION

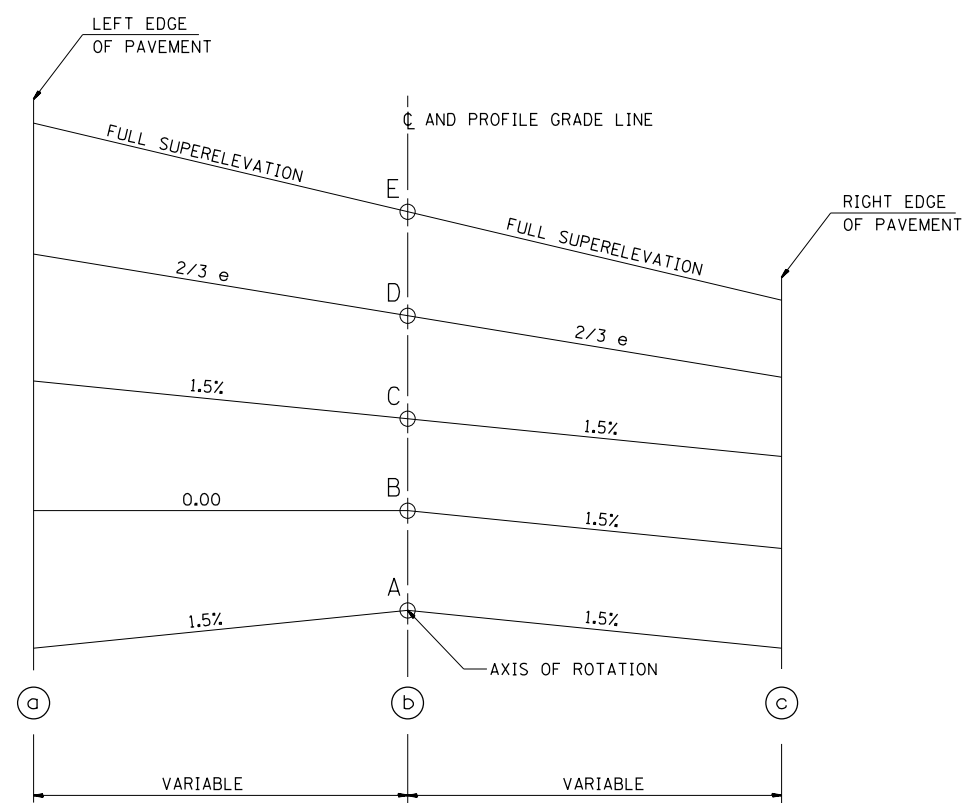
SUB-SURFACE DRAINS

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SEE PLANS FOR CURVE DATA INFORMATION
 CURVE DATA
 P.I. STA=
 Δ =
 R=
 T=
 L=
 E=
 e= SUPERELEVATION RATE IN PERCENT
 T.R.= TANGENT RUNOUT DISTANCE
 S.E. RUN= SUPERELEVATION RUNOFF LENGTH
 P.C. STA=
 P.T. STA=

TYPICAL PROFILE - S.E. TRANSITION



TYPICAL CROSS SECTION - S.E. TRANSITION

CURVE NO.	e	A	B	C	D	E	TRANSITION
12	8%	0+412.588	0+423.638	0+434.688	0+462.938	0+482.588	Trans. In
		0+659.220	0+648.170	0+637.120	0+608.870	0+589.220	Trans. Out
122	8%	3+782.663	3+793.713	3+804.763	3+833.013	3+852.663	Trans. In
		4+171.010	4+159.960	4+171.010	4+120.660	4+101.010	Trans. Out

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
 - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
 - (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
 - (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
 - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion and Sediment Control".
 - (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion and Sediment Control".
 - (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.
2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
 - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
 - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
 - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
 - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
 - ii. Temporary seed highly erodible areas outside the construction slope limits
 - iii. Construct roadside ditches and provide temporary erosion control systems
 - iv. Temporary divert water around proposed culvert locations
 - v. Build necessary embankment at culvert locations and then excavate and place culvert
 - vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
 - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
 - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion and Sediment Control".

(f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

(g) Qualified Personnel shall inspect the project at least every seven days and within 24 hours of the end of a storm that is 0.5 inch or greater as noted in BDE 2342.

(h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer.

(i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the various temporary erosion control pay items. No additional additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.
2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.
2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 2200 Churchill Road, P.O. Box 19276
 Springfield, IL 62794-9276
 Attn: Compliance Assurance Section

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - AUG 2007 (JCN)	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default	PLOT DATE = Feb-25-2013 08:56:41AM	DATE - APRIL 5, 1999	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.
						ILLINOIS FED. AID PROJECT				

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 _____, issued by the Illinois Environmental Protection Agency on _____.

Route: _____ Marked: _____

Section: _____ Project No.: _____

County: _____ Contract No.: _____

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

In addition, I have read and understand all of the information and requirements stated in the SWPPP for the above mentioned project; I have received copies of all appropriate maintenance procedures; and, I have provided all documentation required to be in compliance with the Permit ILR10 and SWPPP and will provide timely updates to these documents as necessary.

Signature _____ Date _____

Title _____

Name of Firm _____

Contractor

Street Address _____

Subcontractor

City, State, Zip _____

Phone Number _____

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

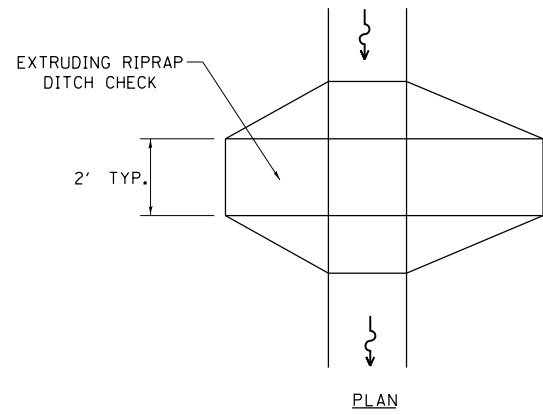
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

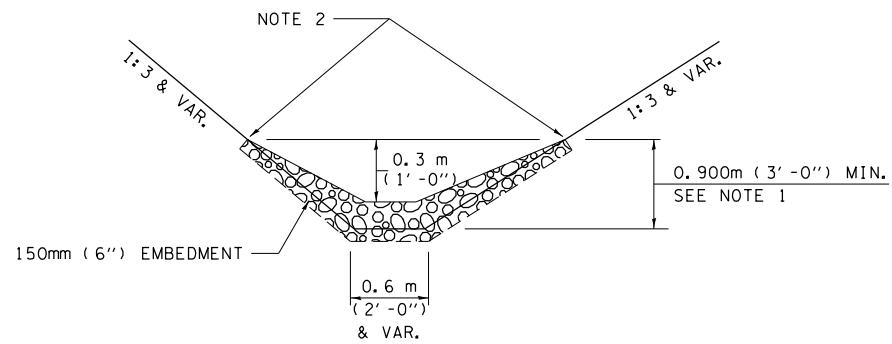
STORM WATER POLLUTION
PREVENTION PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

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



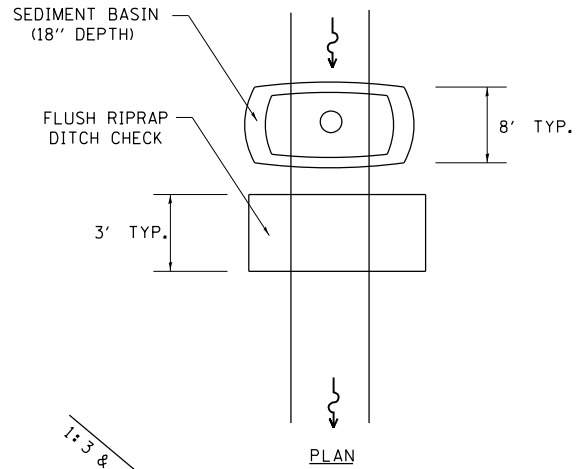
PLAN



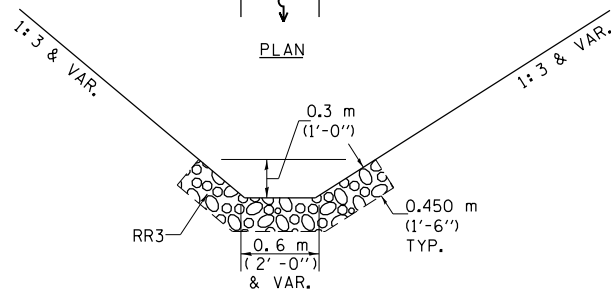
ELEVATION

OPTION 1

(EXTRUDING DITCH CHECK)
RECOMMENDED FOR AREAS
W/ RIPRAP DITCH LINING



PLAN



ELEVATION

OPTION 2

(FLUSH DITCH CHECK)
RECOMMENDED FOR AREAS
W/O RIPRAP DITCH LINING

STONE DUMPED RIPRAP DITCH CHECK

OPTIONS 1 & 2 OR
AS DIRECTED BY THE ENGINEER

NOTE 1: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

ITEM	SYMBOL
AGGREGATE DITCH CHECKS	
INLET PIPE PROTECTION	
PERIMETER EROSION BARRIER	
SEDIMENT BASINS	
EARTH EXCAVATION FOR EROSION CONTROL AGGREGATE (EROSION CONTROL)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	* *
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	
DIRECTION OF OVERLAND FLOW	

GENERAL NOTES:

All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.

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		CHECKED - JCN	REVISED - MAY 2012 (JPM)
		DATE - APRIL 5, 1999	REVISED -

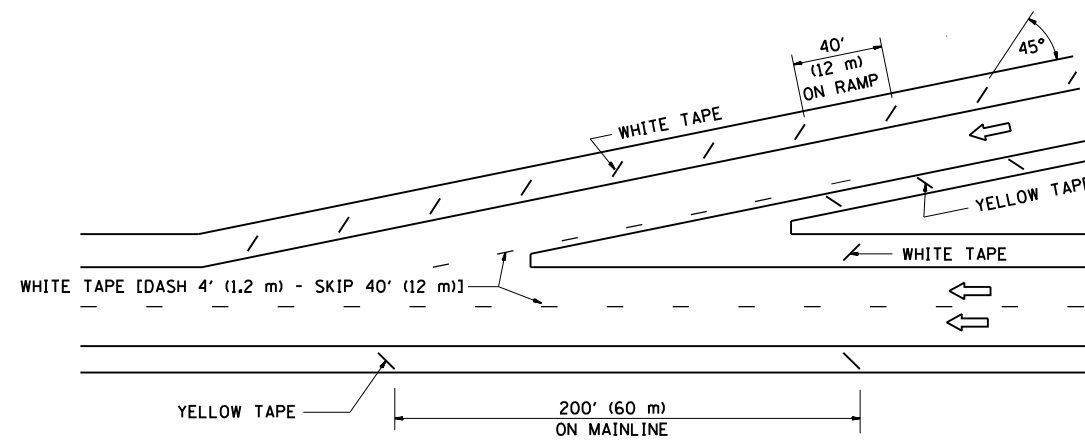
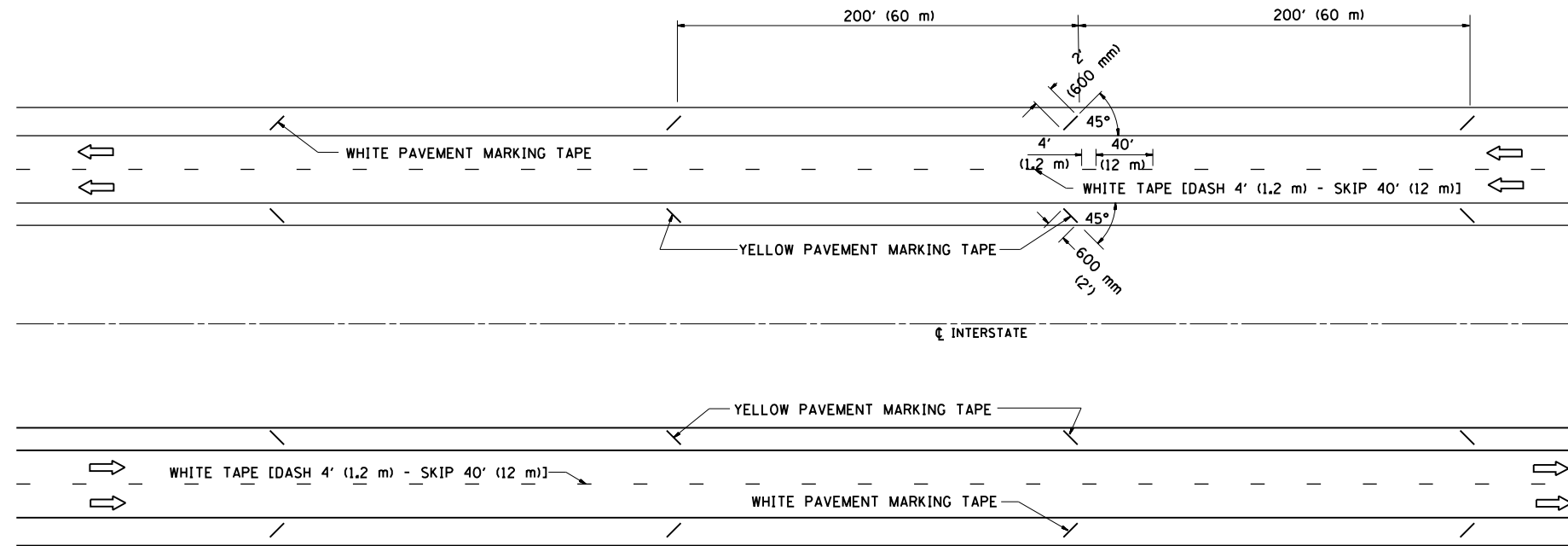
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION
PREVENTION PLAN**

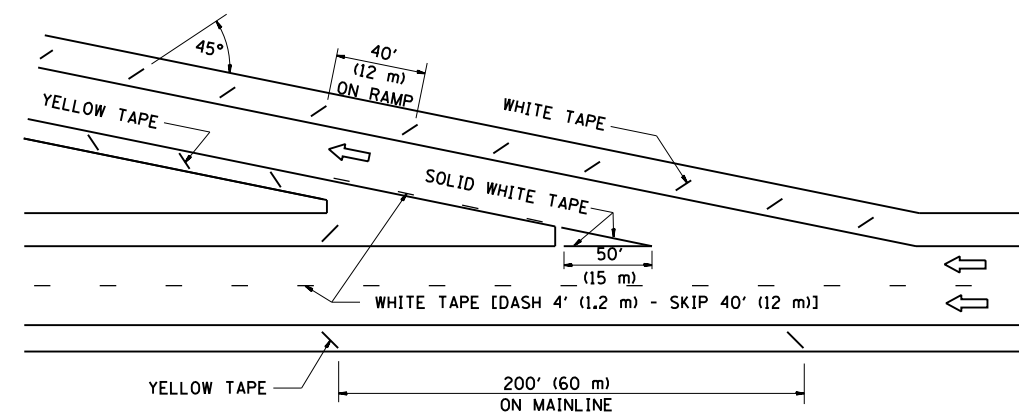
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

TYPICAL SHORT TERM PAVEMENT MARKING FOR INTERSTATE ROUTES



TYPICAL ENTRANCE TERMINAL



TYPICAL EXIT TERMINAL

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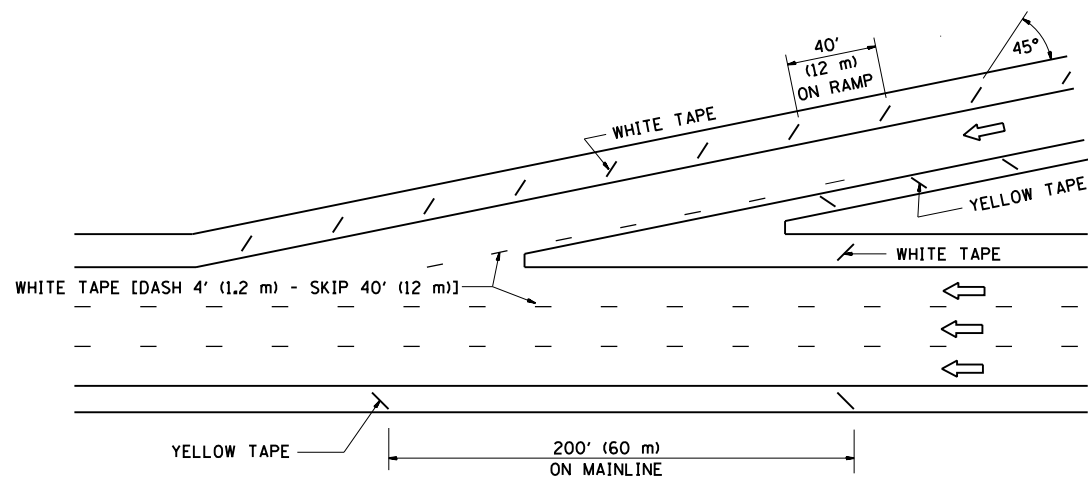
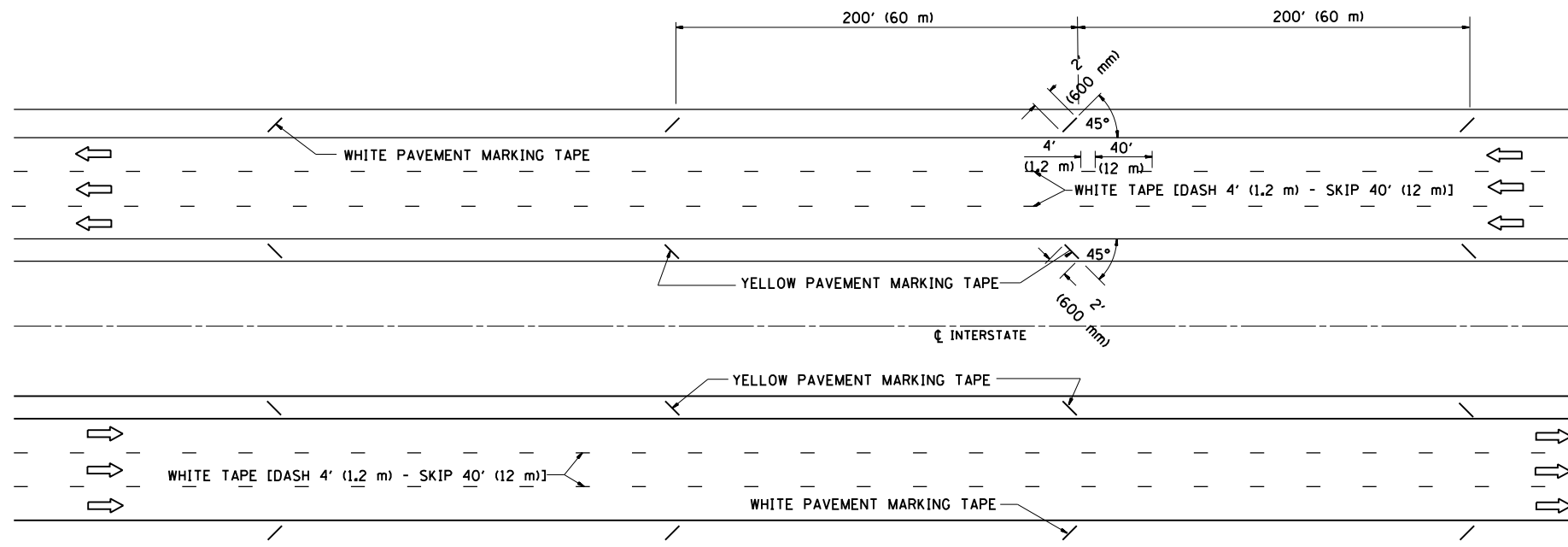
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING
FOR INTERSTATE ROUTES

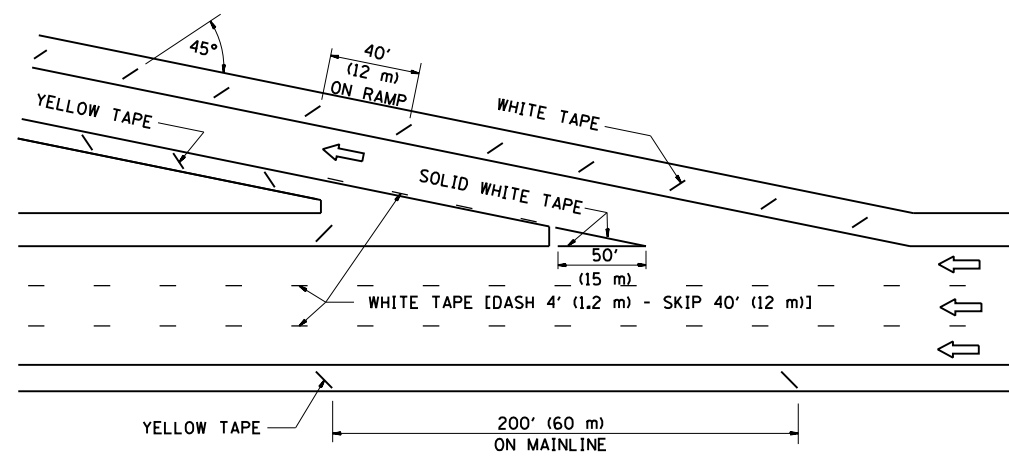
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CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

TYPICAL SHORT TERM PAVEMENT MARKING FOR INTERSTATE ROUTES



TYPICAL ENTRANCE TERMINAL



TYPICAL EXIT TERMINAL

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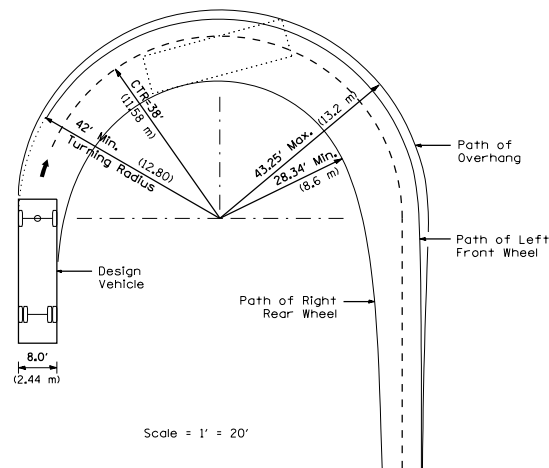
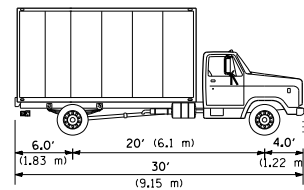
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING
FOR INTERSTATE ROUTES

SCALE: SHEET OF SHEETS STA. TO STA.

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				CONTRACT NO.
ILLINOIS FED. AID PROJECT				

Scale = 1' = 50'

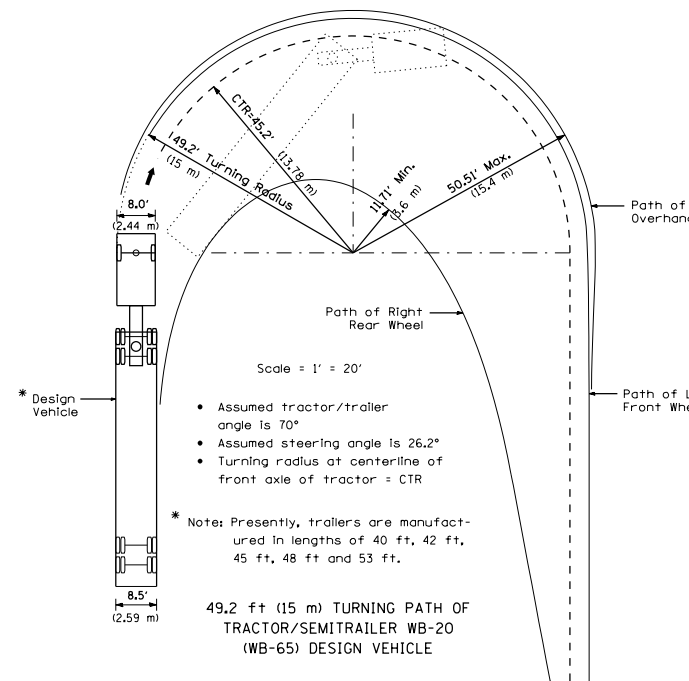
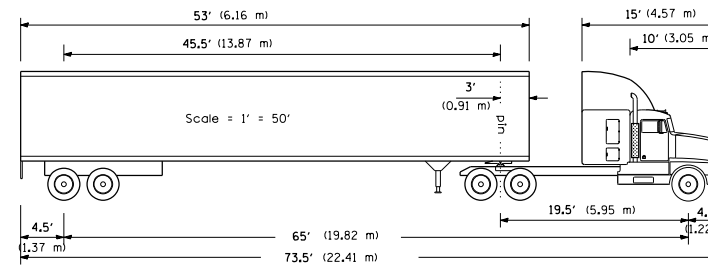


- Assumed steering angle is 31.9°
- Turning radius at centerline of front axle = CTR

MINIMUM TURNING PATH OF TRUCK (SU) DESIGN VEHICLE

Figure 3-221 (c)

Revised Dec. 1995



- Assumed tractor/trailer angle is 70°
- Assumed steering angle is 26.2°
- Turning radius at centerline of front axle of tractor = CTR

* Note: Presently, trailers are manufactured in lengths of 40 ft, 42 ft, 45 ft, 48 ft and 53 ft.

49.2 ft (15 m) TURNING PATH OF TRACTOR/SEMITRAILER WB-20 (WB-65) DESIGN VEHICLE

Figure 3-221 (g)

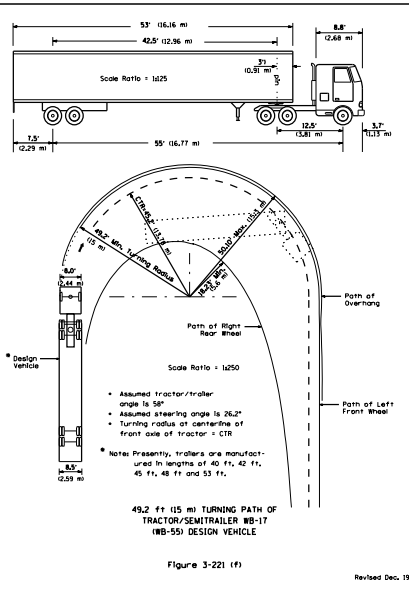
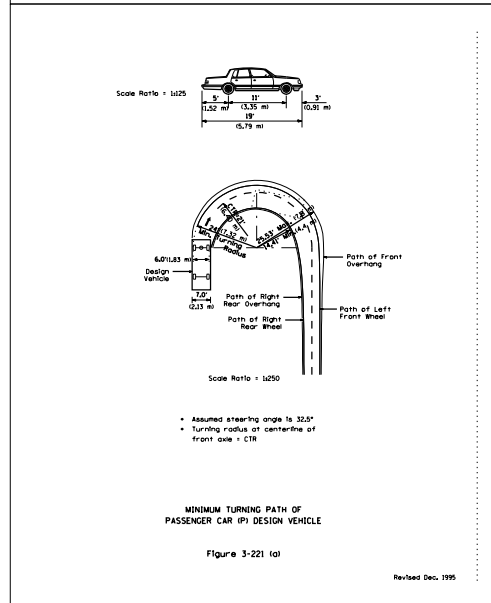
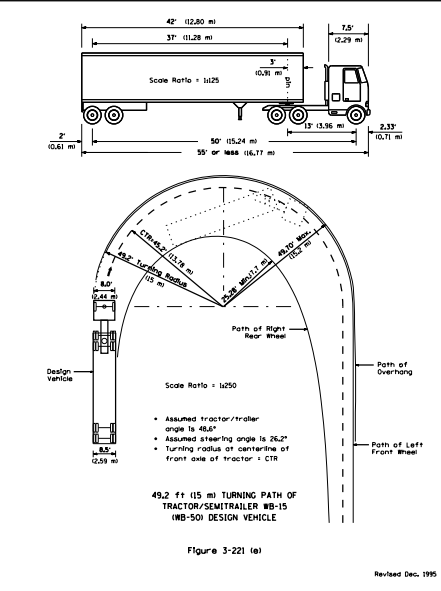
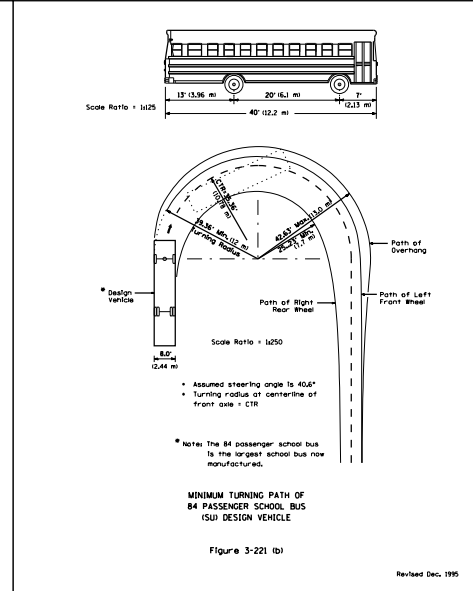
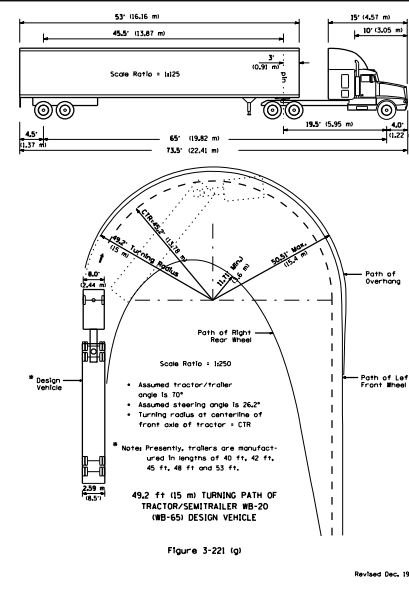
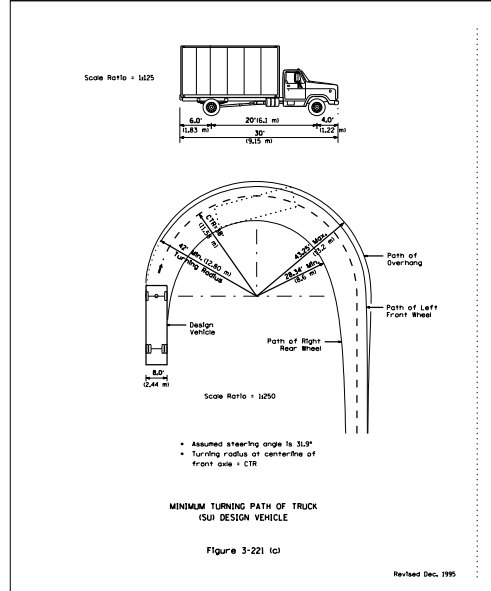
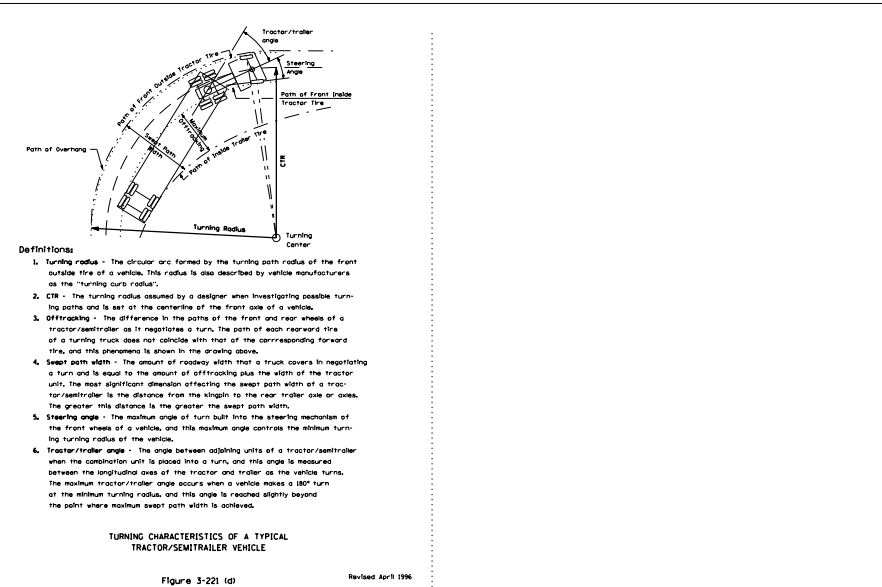
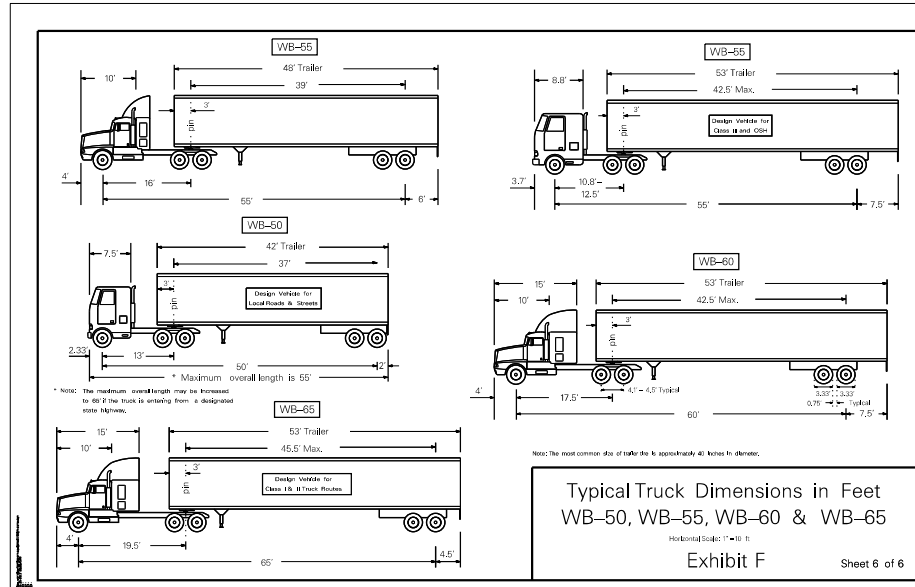
Revised Dec. 1995

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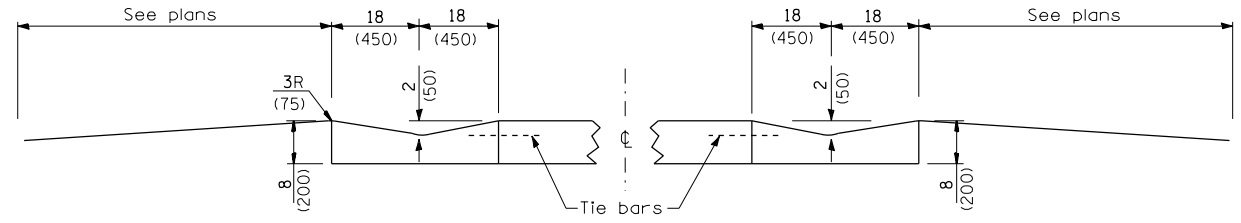
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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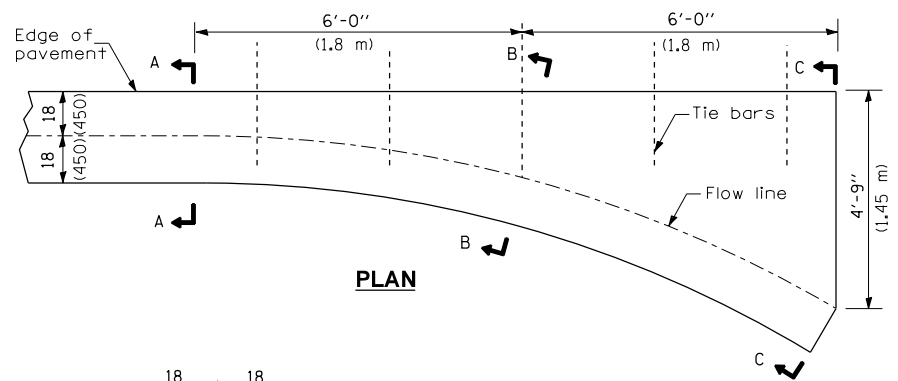
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				CONTRACT NO.
ILLINOIS FED. AID PROJECT				



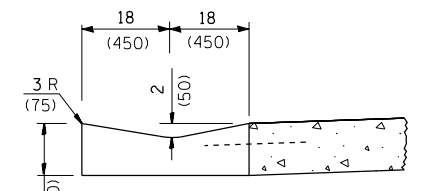
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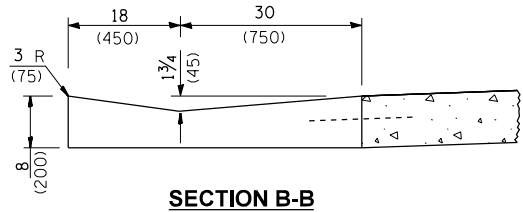
CONCRETE GUTTER, TYPE A (MODIFIED)



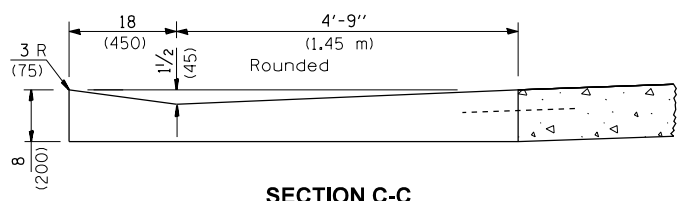
SECTION A-A



QUANTITY
Section C-C to A-A
1.18 cu. yd. (0.90 m³)
concrete.

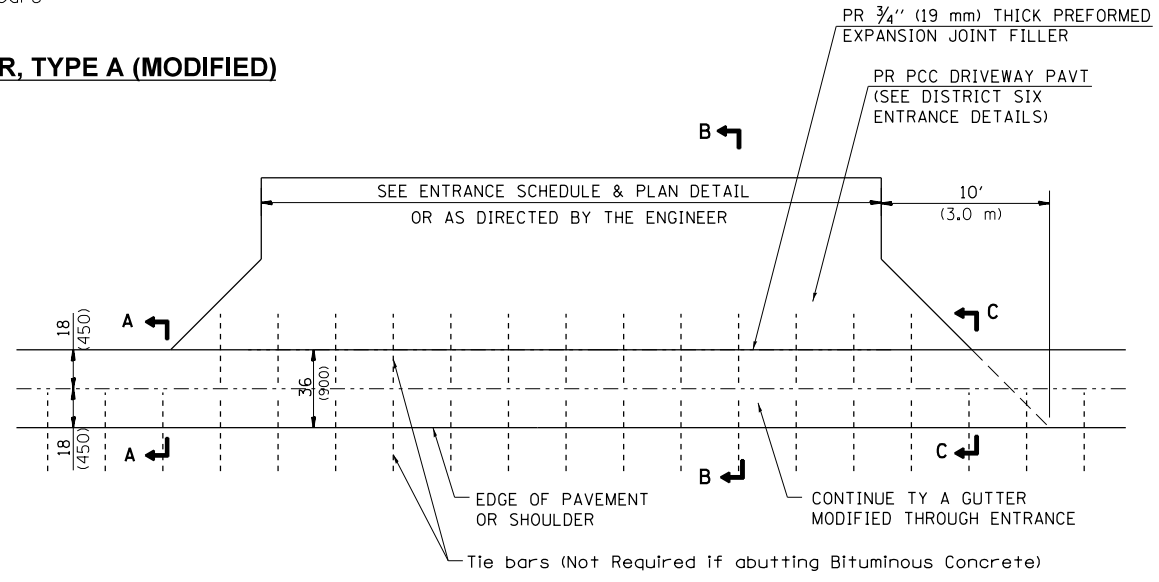


SECTION B-B

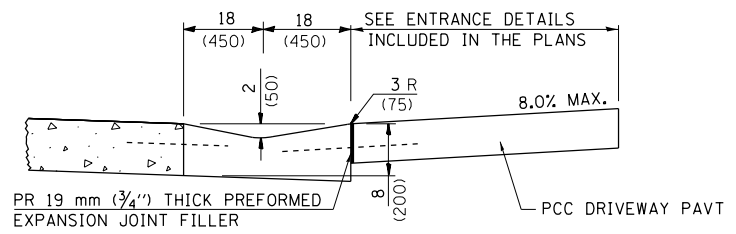
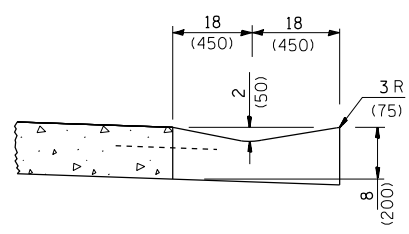


SECTION C-C

INLET



SECTION A-A & C-C



SECTION B-B

ENTRANCE

GENERAL NOTES

Tie bars shall be No. 20 (No. 6) at 24" (600 mm) centers unless otherwise shown.
Gutter, gutter inlet, gutter outlet and gutter entrance shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.
Two 1-1/4" x 18" (32 mm x 450 mm) dowel bars shall be installed in all joints when the gutter is constructed adjacent to flexible pavement.

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

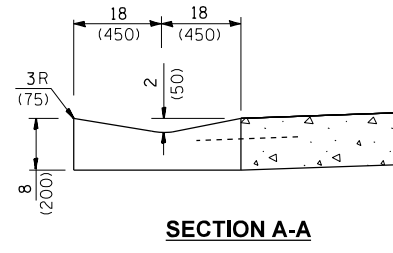
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**STATE OF ILLINOIS
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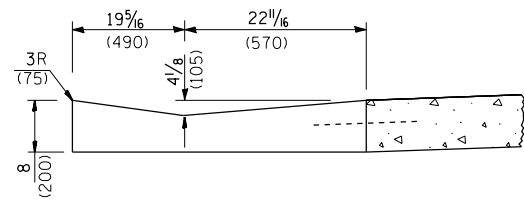
**DISTRICT SIX DETAILS FOR GUTTER, TYPE A (MODIFIED)
(INLET, OUTLET & ENTRANCE)**

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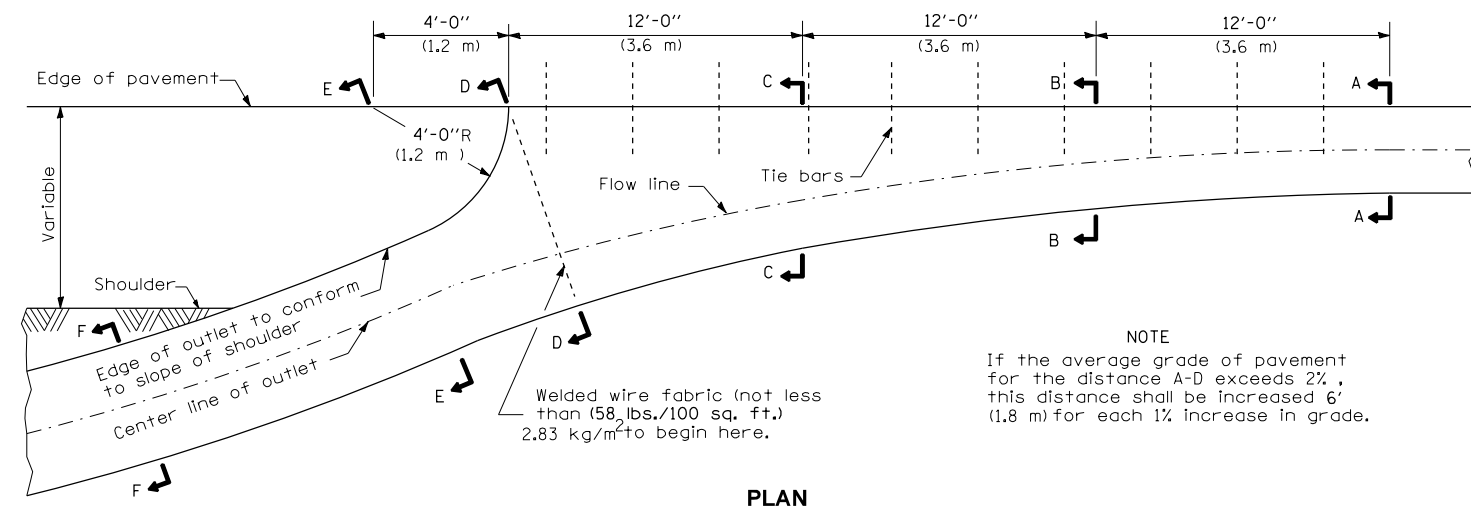
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				CONTRACT NO.
ILLINOIS FED. AID PROJECT				



SECTION A-A

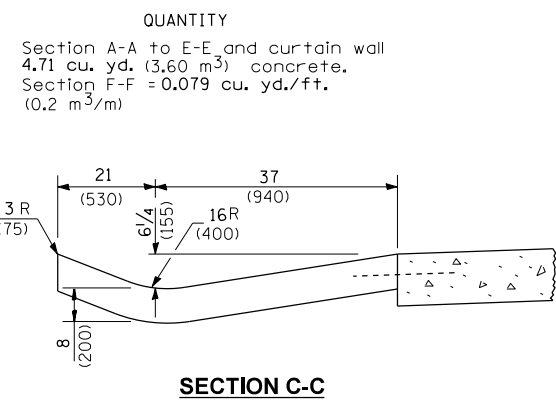


SECTION B-B

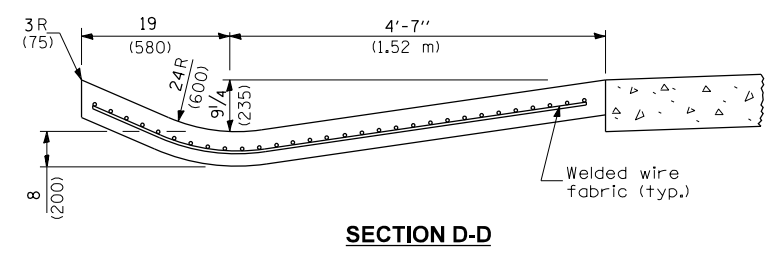


PLAN

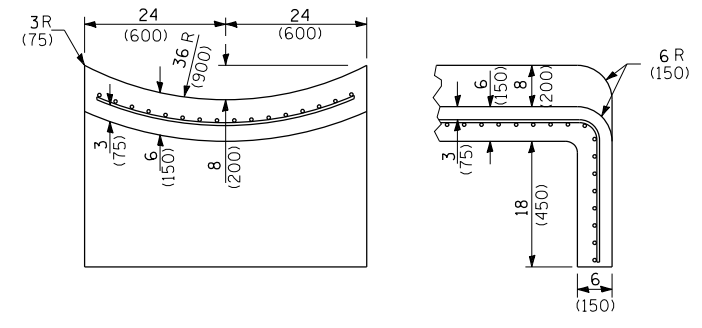
NOTE
If the average grade of pavement for the distance A-D exceeds 2%, this distance shall be increased 6' (1.8 m) for each 1% increase in grade.



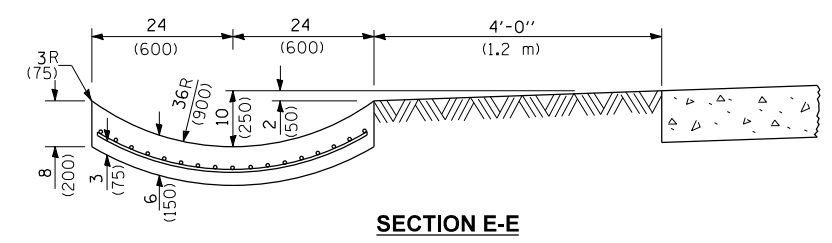
SECTION C-C



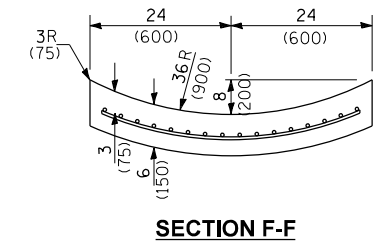
SECTION D-D



SECTIONS AT END OF OUTLET



SECTION E-E



SECTION F-F

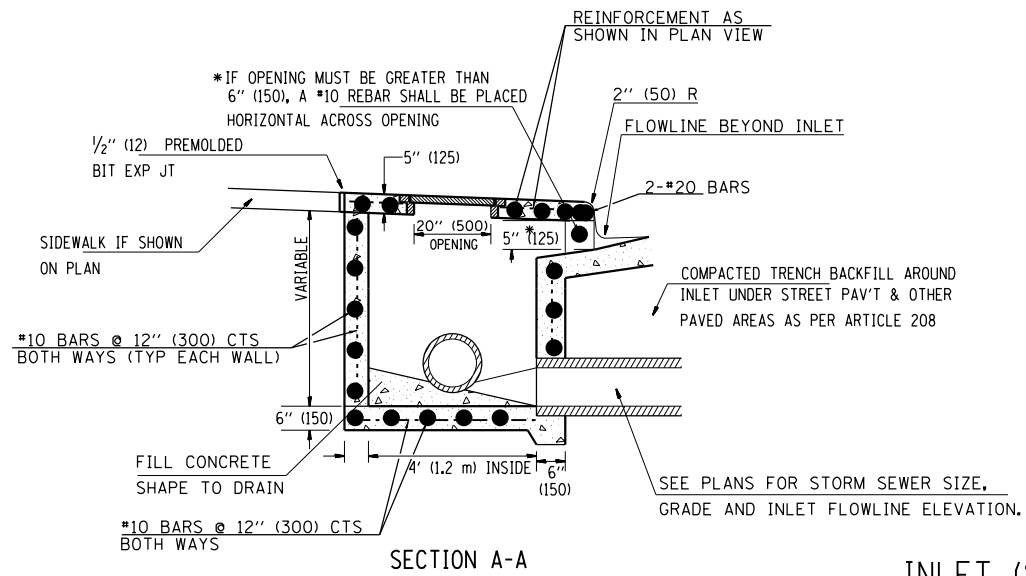
OUTLET

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

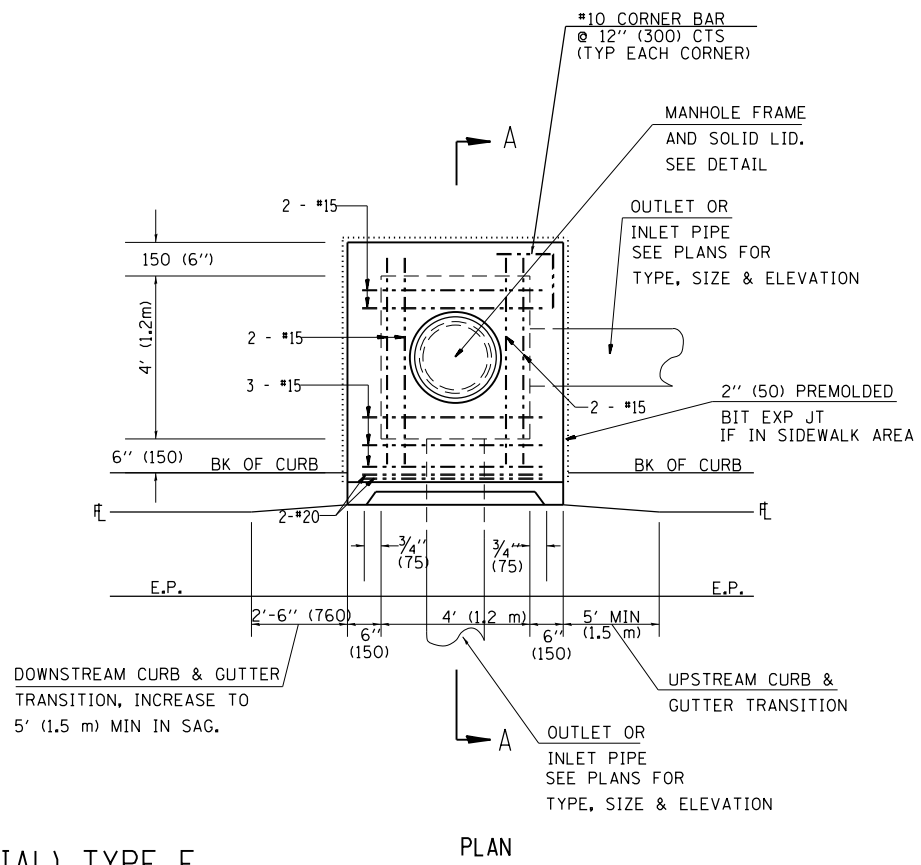
FILE NAME = c:\pwwork\pwwid\sparksgw\dms21196\type_a_gutter_modified.dgn	USER NAME = sparksgw	DESIGNED - JCN	REVISED - JCN 2/19/03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT SIX DETAILS FOR GUTTER, TYPE A (MODIFIED) (INLET, OUTLET & ENTRANCE)		F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TYPE_A_GUTTER_MODIFIED.DGN	PLOT SCALE = 48.000' / in.	CHECKED - JCN	REVISED -				SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.		CONTRACT NO.			
	PLOT DATE = Feb-25-2013 08:56:47AM	DATE - 3/11/98	REVISED -		ILLINOIS FED. AID PROJECT							

NOTES:

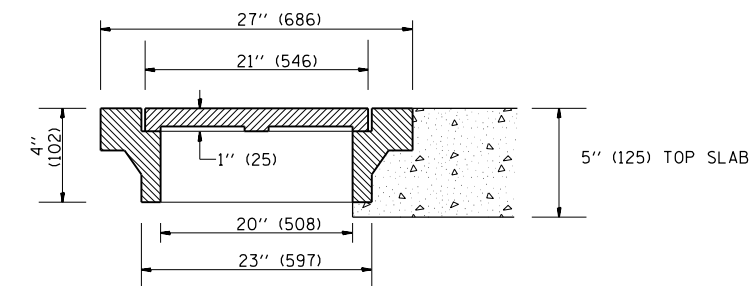
1. THE CONTRACT UNIT PRICE OF EACH FOR INLET, (SPECIAL) TYPE E SHALL INCLUDE ALL LABOR AND MATERIALS NECESSARY TO CONSTRUCT THE INLET IN ACCORDANCE WITH ARTICLE 602 OF THE STANDARD SPECIFICATIONS AND AS SHOWN HEREIN.
2. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
3. THE FRONT EDGE OF THE TOP SLAB SHALL BE EITHER STRAIGHT OR RADIUSSED AS NEEDED TO CONFORM WITH THE SHAPE OF THE ADJACENT CURB AND GUTTER.



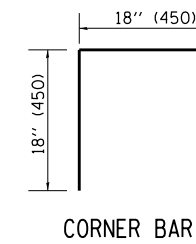
INLET (SPECIAL) TYPE E



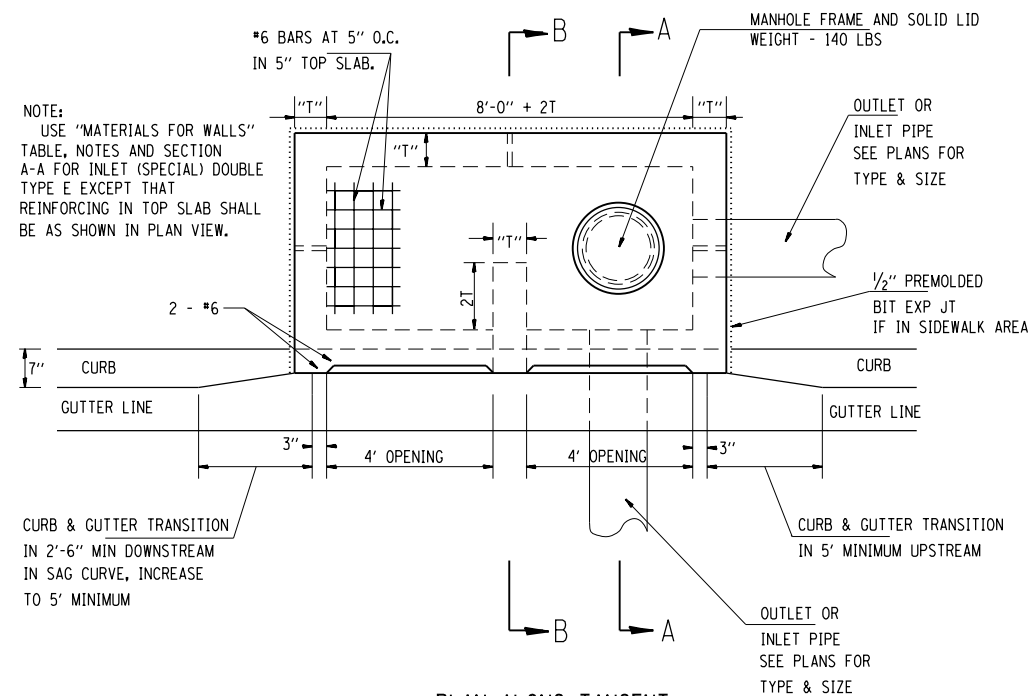
PLAN



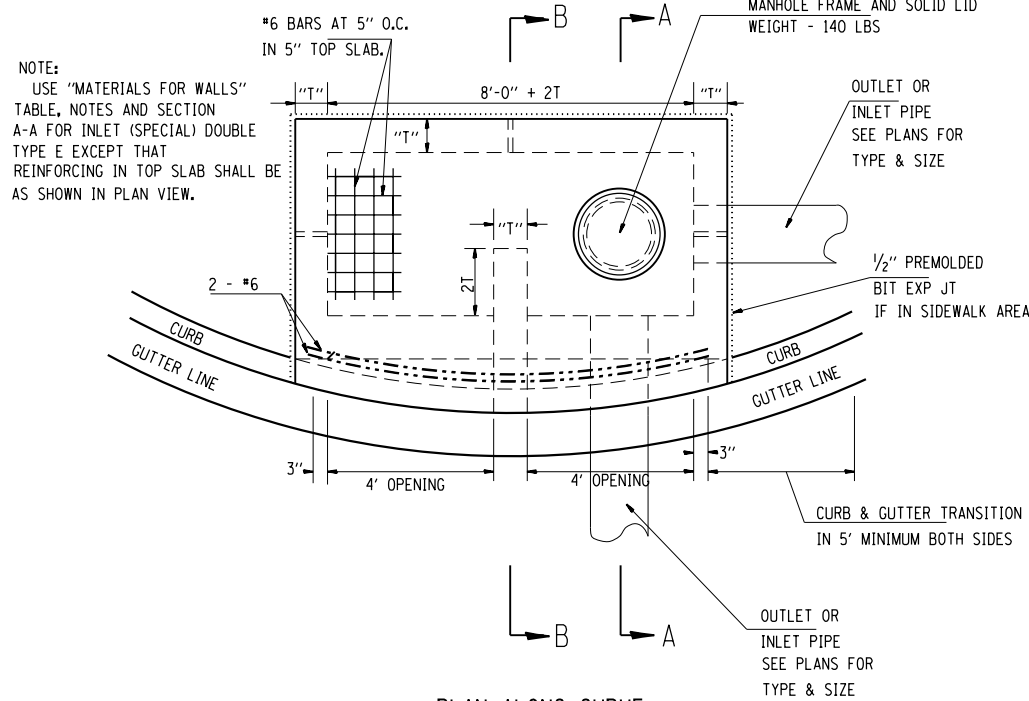
**TYPICAL DETAIL OF
MANHOLE FRAME AND SOLID LID
NEENAH R-6020 OR APPROVED EQUAL**



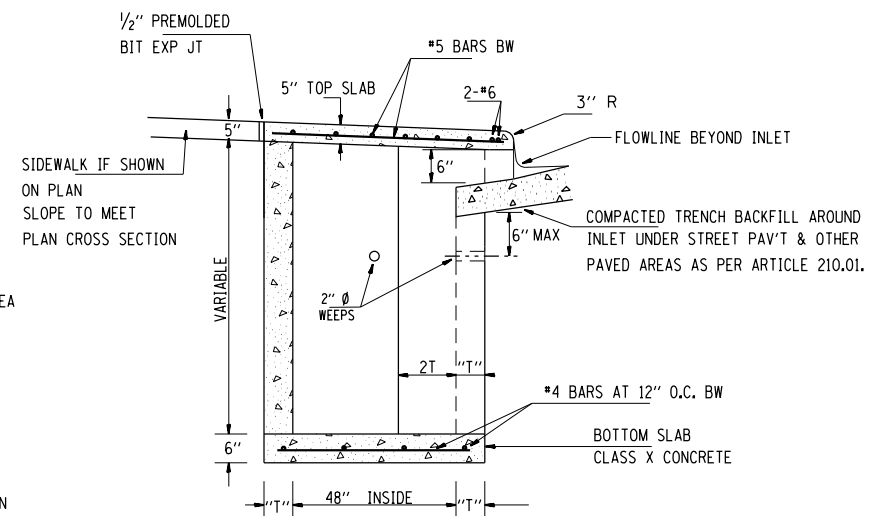
CORNER BAR



PLAN ALONG TANGENT



PLAN ALONG CURVE



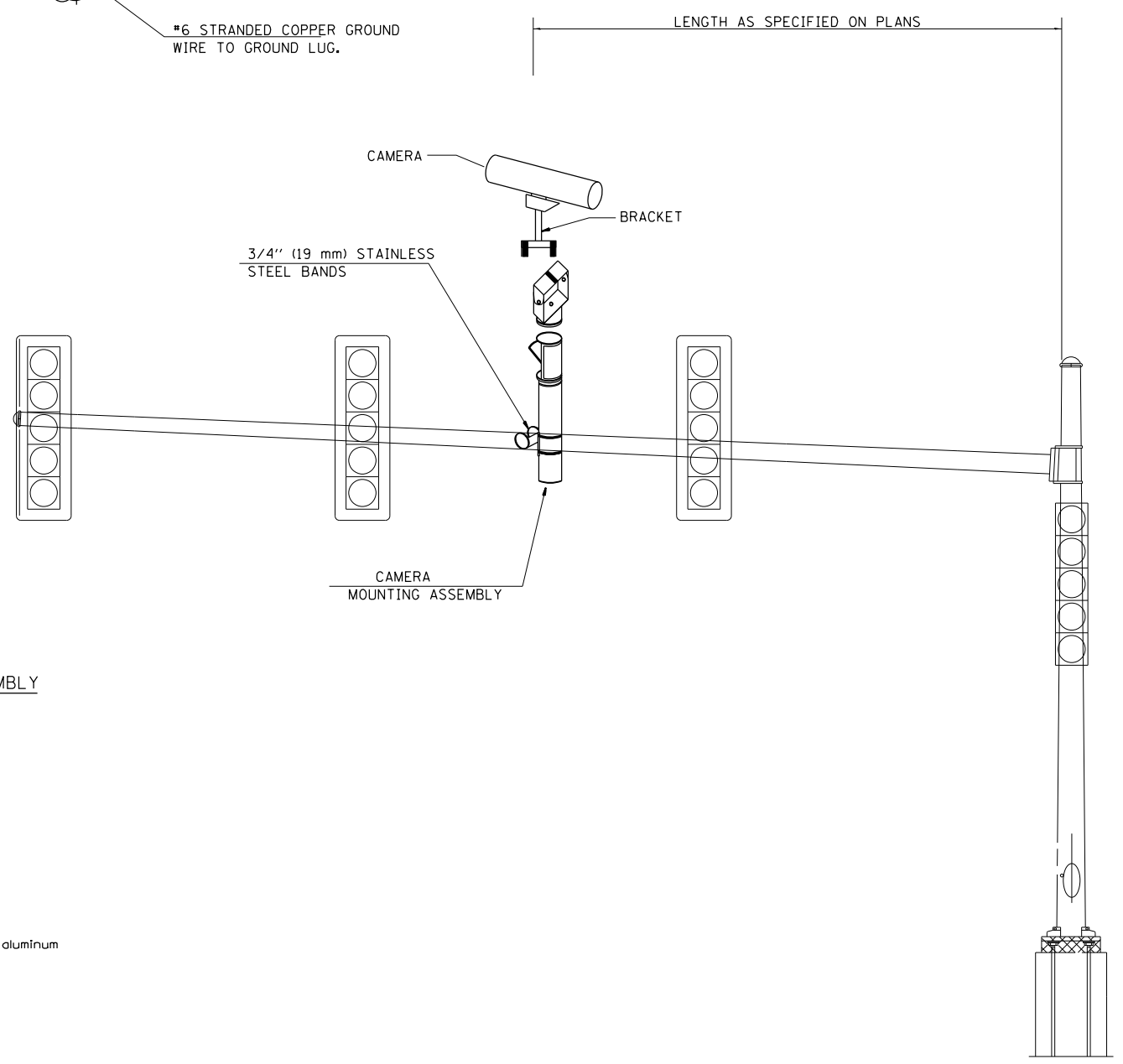
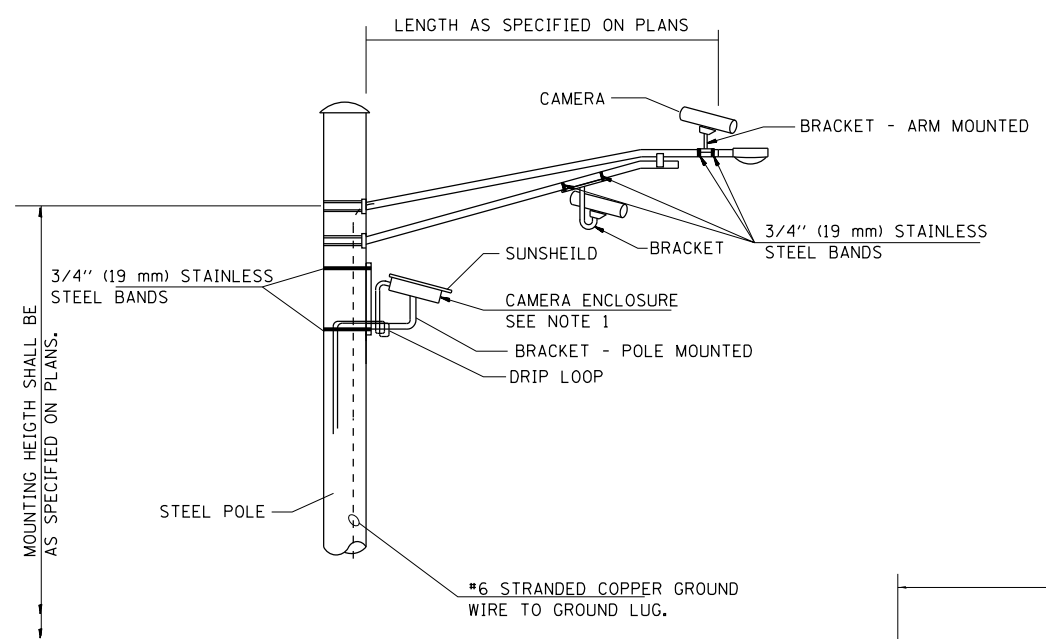
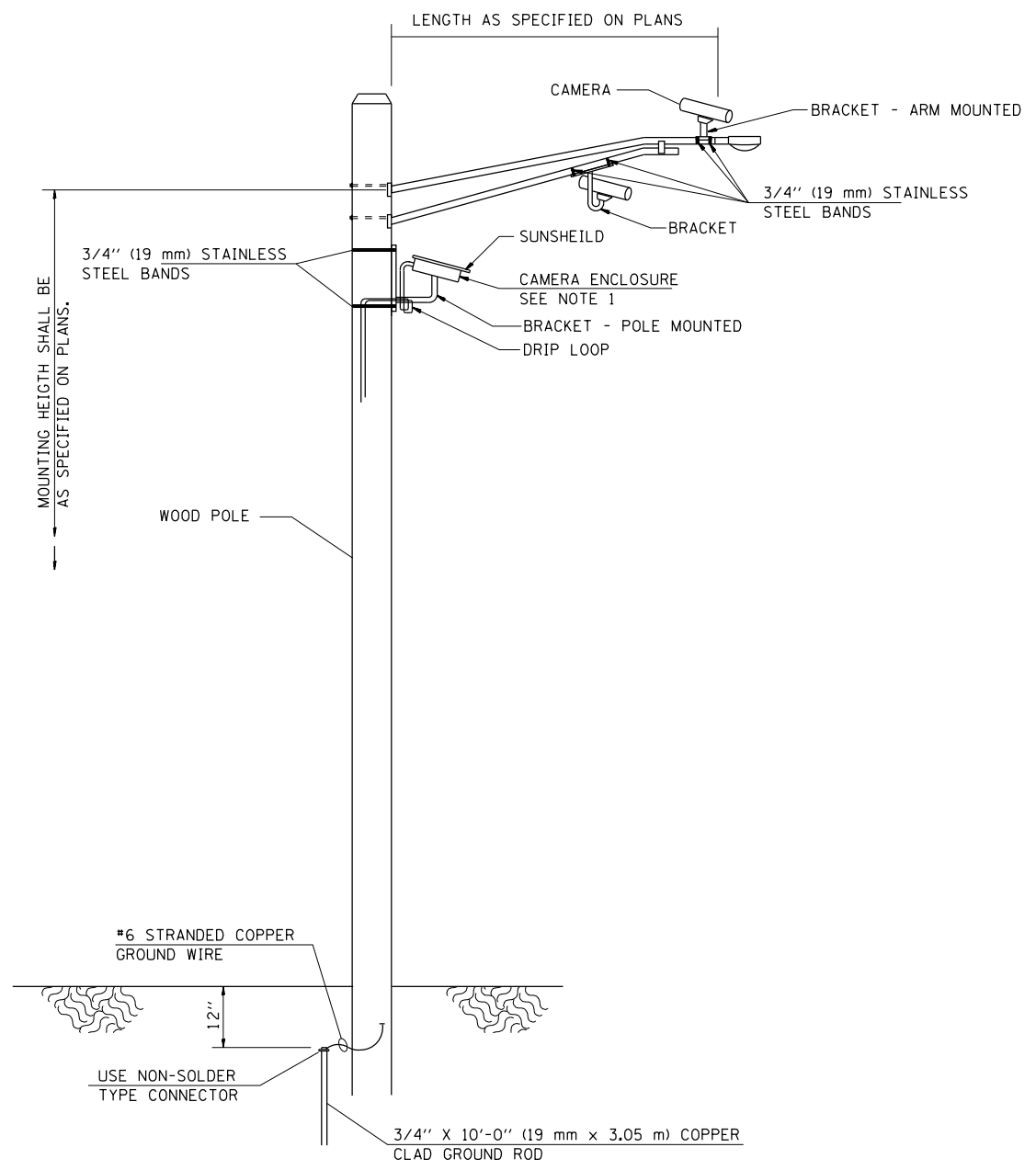
SECTION B-B

FOR 1, 2 & 3, SEE ABOVE

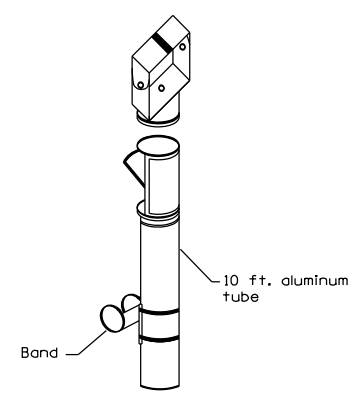
4. BRICKS, CONCRETE BLOCKS AND REINFORCED CONCRETE BLOCKS TO BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
5. WHEN CONSTRUCTED OF MONOLITHIC CONCRETE, USE #4 REINFORCING BARS SPACED AT 12" CENTERS BOTH WAYS IN FLOOR SLAB AND WALLS.
6. FOR SECTION A-A, SEE ABOVE

INLET (SPECIAL) DOUBLE TYPE E

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED - CAD 10/20/97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE DETAILS INLET (SPECIAL) TYPE E			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\sparksgw\dms21196\type_e.dgn	PLOT SCALE = 48.000' / in.	DRAWN - CAD	REVISED -					SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. ILLINOIS FED. AID PROJECT	
Default	PLOT DATE = Feb-25-2013 08:56:48AM	CHECKED -	REVISED -									
TYPE E.DGN		DATE - 4/18/91	REVISED -									



CAMERA MOUNTING ASSEMBLY



**VIDEO DETECTION SYSTEM INSTALLATION
ARM MOUNTED OR POLE MOUNTED CAMERA**

NOTE 1: CAMERA CAN BE ROTATED INSIDE THE ENCLOSURE AFTER INSTALLATION, TO ALIGN HORIZON AT HORIZONTAL PLANE.

FILE NAME =	USER NAME = sparksgw	DESIGNED - WCD	REVISED - WCD31OCT97
ei:\pwork\pwork\sparksgw\dms21196\vcamera.dgn		DRAWN - CAD	REVISED - SEC 2011-01-11
VCAMERA.DGN	PLOT SCALE = 40.000' / in.	CHECKED - WCD	REVISED -
	PLOT DATE = Feb-25-2013 08:56:49AM	DATE - 3/12/96	REVISED -

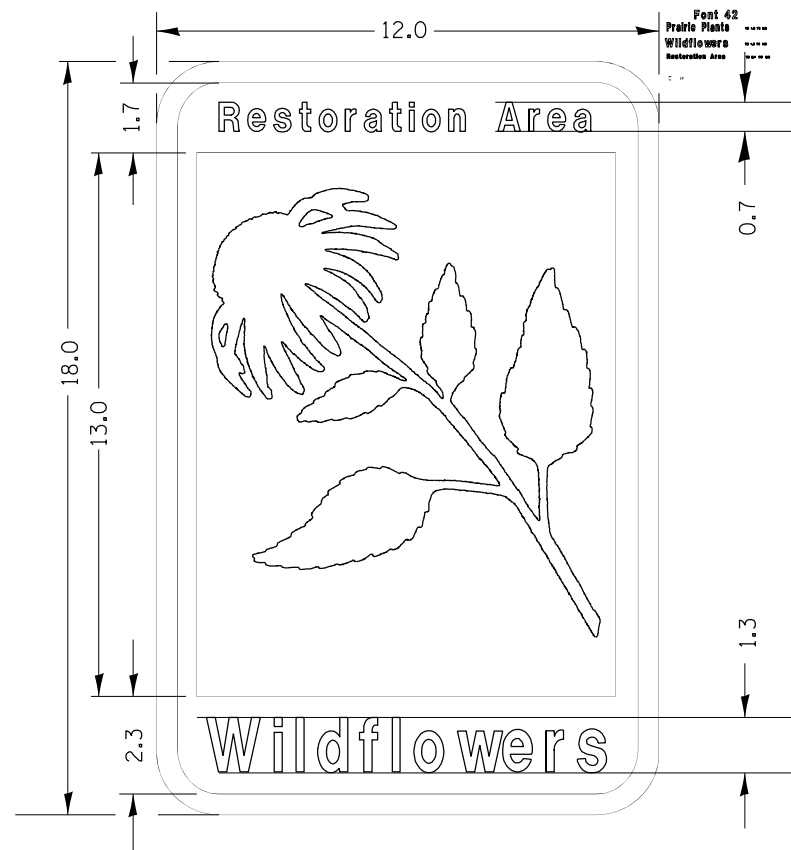
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**VIDEO DETECTION SYSTEM
INSTALLATION DETAIL**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

CELL LIBRARY: GUID4.CEL
 CELL: WLDFLR



CELL LIBRARY: GUID4.CEL
 CELL: PRPLNT



FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -
ct:\pw\work\p\dot\sparksgw\dms21196\wildflower\prairieplant.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = Feb-25-2013 08:56:50AM	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				