

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0327	112 BR-I-1	WILL	23	1
		ILLINOIS	CONTRACT NO. 60H86	

★28+2-1=29

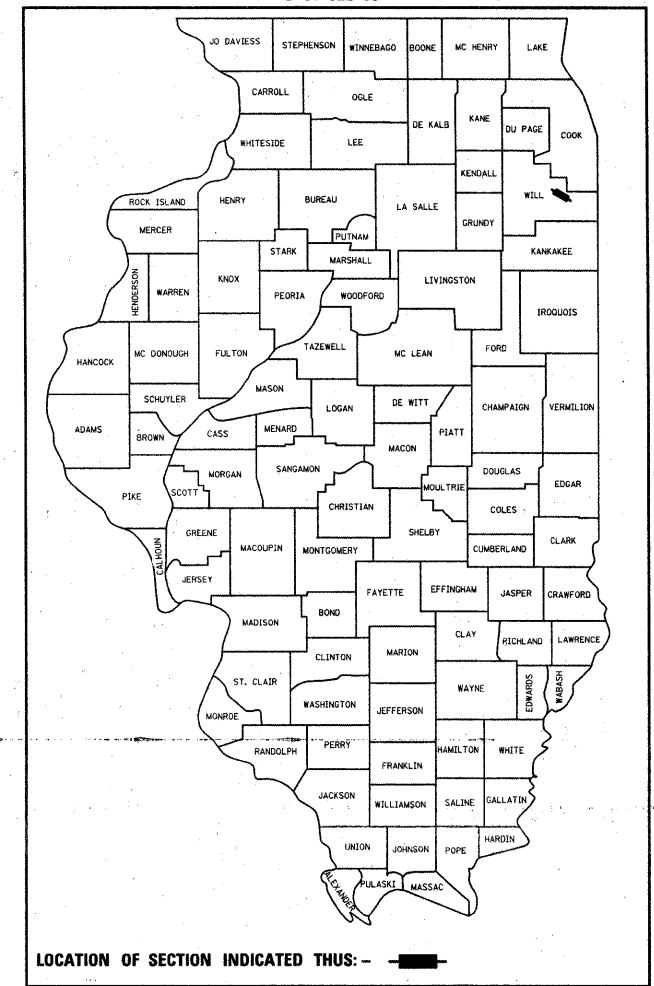
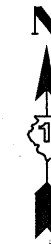
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

FAU ROUTE 0327: IL 113 (RIVER ST.)  
OVER HORSE CREEK  
SECTION: 112 BR-I-1  
CONCRETE OVERLAY AND  
BRIDGE REPAIRS  
WILL COUNTY  
C-91-822-09

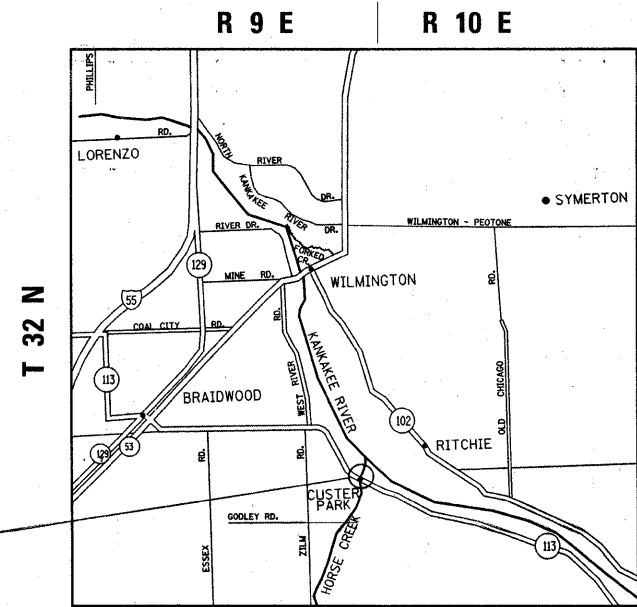
FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED IN  
THE VILLAGE OF CUSTER PARK



**TRAFFIC DATA**  
2007 ADT = 3700  
POSTED SPEED LIMIT - 35 mph

LOCATION OF IMPROVEMENT  
SN 099-0171



CUSTER TOWNSHIP

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

PROJECT ENGINEER: ROBERT BORO (847) 705-4178  
PROJECT MANAGER: KEN ENG

CONTRACT NO. 60H86

NET & GROSS LENGTH OF IMPROVEMENT = 184.5 FT.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED FEBRUARY 10, 2010

*Diane M. O'Keefe* DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER  
March 19, 2010

*Scott E. Stott P.E.* ACTING ENGINEER OF DESIGN AND ENVIRONMENT  
March 19, 2010

*Christine M. Reed* DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, & GENERAL NOTES
3	SUMMARY OF QUANTITIES
* 4-14	BRIDGE REPAIR DETAILS
15-18	TRAFFIC PLANS
19	DETOUR PLAN (GRANT AVE.)
** 20-25	TEMPORARY LIGHTING AND TRAFFIC SIGNAL PLANS
26	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
27	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
28	ARTERIAL ROAD INFORMATION SIGN

\* ADDED 7A, 8A  
 \*\* 21 DELETED

STATE STANDARDS

STANDARD NO.	DESCRIPTION
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER

GENERAL NOTES

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF CUSTER PARK.

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

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

WHEN ARTIFICIAL LIGHT IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS & CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION & ORDERING OF MATERIAL.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

ALL DAMAGE TO THE EXISTING PAVEMENT MARKINGS OUTSIDE THE CONCRETE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

THE ENGINEER SHALL CONTACT CORA MATHIS, AREA TRAFFIC FIELD TECHNICIAN AT (815) 715-8428 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF MAINTENANCE BRIDGE INSPECTORS.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

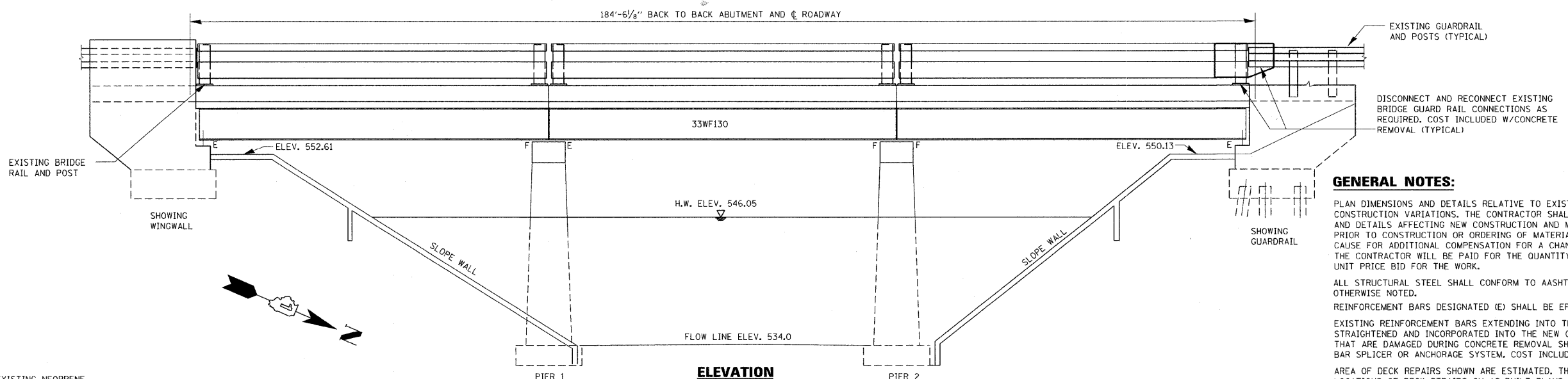
CONCRETE SUPERSTRUCTURE SHALL HAVE A SEVEN DAY MINIMUM CURE.

FILE NAME =	USER NAME = mdja	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS STATE STANDARDS, GENERAL NOTES</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
cs:\pwork\psidot\mdja\d0181851\018220	shs-plan.dgn	DRAWN -	REVISED -		SCALE: NONE	SHEET NO.	OF	SHEETS	STA.	TO STA.	0327	112 BR-I-1	WILL	28	2
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -						CONTRACT NO. 60H86						
	PLOT DATE = 2/18/2010	DATE -	REVISED -						ILLINOIS FED. AID PROJECT						

Rev.

SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN 100% STATE	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	SFTY-2A					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	SFTY-2A				
35200600	EARTH EXCAVATION	CU YD	46	46					Z0006231	BRIDGE DECK HYDRO-SCARIFICATION 3 1/2"	SQ YD	553	553				
50102400	CONCRETE REMOVAL	CU YD	73	73					Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	29	29				
50300100	FLOOR DRAINS	EACH	12	12					Z0030240	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	EACH	2	2				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	73	73					Z0030255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	1	1				
50300260	BRIDGE DECK GROOVING	SQ YD	565	565					Z0030340	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 2	EACH	1	1				
50300300	PROTECTIVE COAT	SQ YD	752	752					X0326276	TEMPORARY LIGHTING FOR SINGLE LANE STAGING	L SUM	1	1				
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	6820	6820					X0326873	BRIDGE DECK LATEX CONCRETE OVERLAY, 3 1/2 INCHES	SQ YD	553	553				
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	18	18					40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	25	25				
50501110	STRUCTURAL STEEL REMOVAL	POUND	3320	3320					44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	292	292				
50501130	STRUCTURAL STEEL REPAIR	POUND	2200	2200					78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	17	17				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3880	3880					78100300	REPLACEMENT REFLECTOR	EACH	20	20				
50800515	BAR SPLICERS	EACH	56	56					Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	3	3				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	193	193													
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18	18													
52100520	ANCHOR BOLTS, 1"	EACH	36	36													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6													
67100100	MOBILIZATION	L SUM	1	1													
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1													
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	674	674													
70400100	TEMPORARY CONCRETE BARRIER	FOOT	325	325													
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	275	275													
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	1740	1740													
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	37	37													
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	28	28													
78300100	PAVEMENT MARKING REMOVAL	SQ FT	540	540													
X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	138	138													
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	440	440													
X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	1900	1900													
X0325841	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	30	30													
X0712400	TEMPORARY PAVEMENT	SQ YD	208	208													
X8900005	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1	1													

Rev.



**GENERAL NOTES:**

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENT PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED AT THE UNIT PRICE BID FOR THE WORK.

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

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

EXISTING REINFORCEMENT BARS EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST INCLUDED WITH CONCRETE REMOVAL.

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

CONCRETE SUPERSTRUCTURE SHALL HAVE A SEVEN DAY MINIMUM CURE.

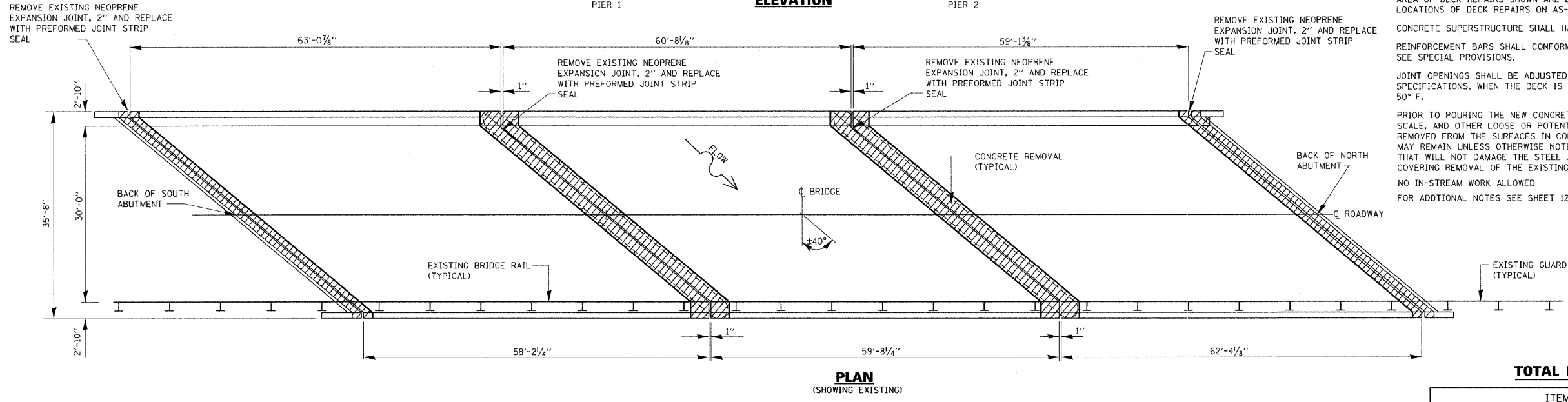
REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706 Gr 60. SEE SPECIAL PROVISIONS.

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

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

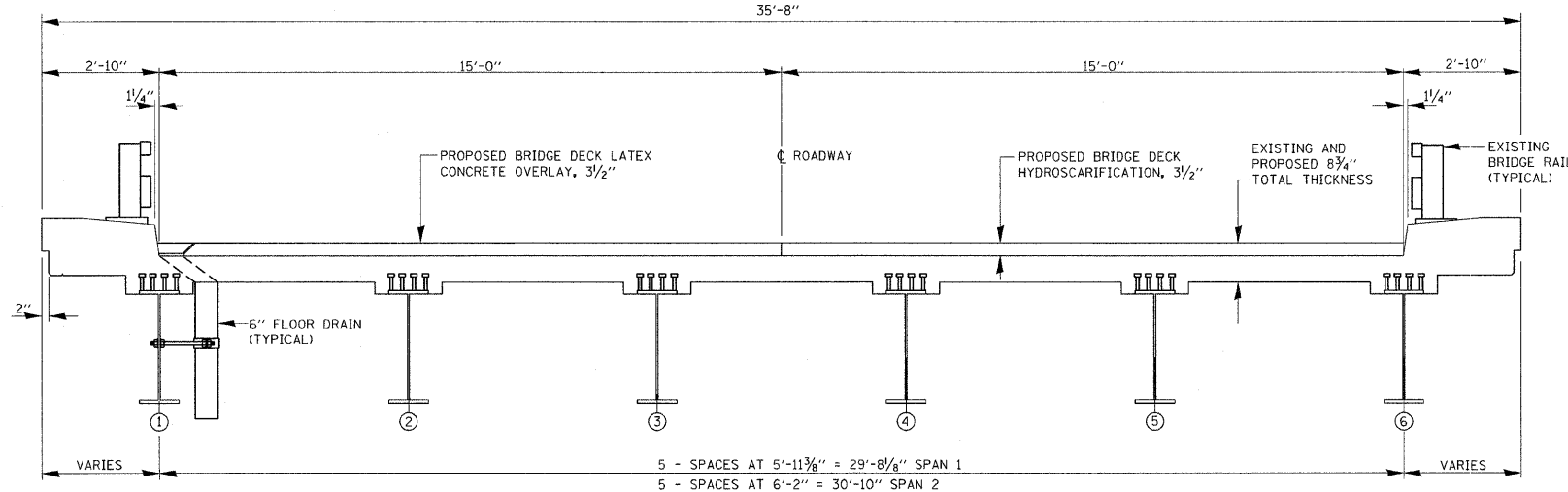
NO IN-STREAM WORK ALLOWED

FOR ADDITIONAL NOTES SEE SHEET 12 OF 28



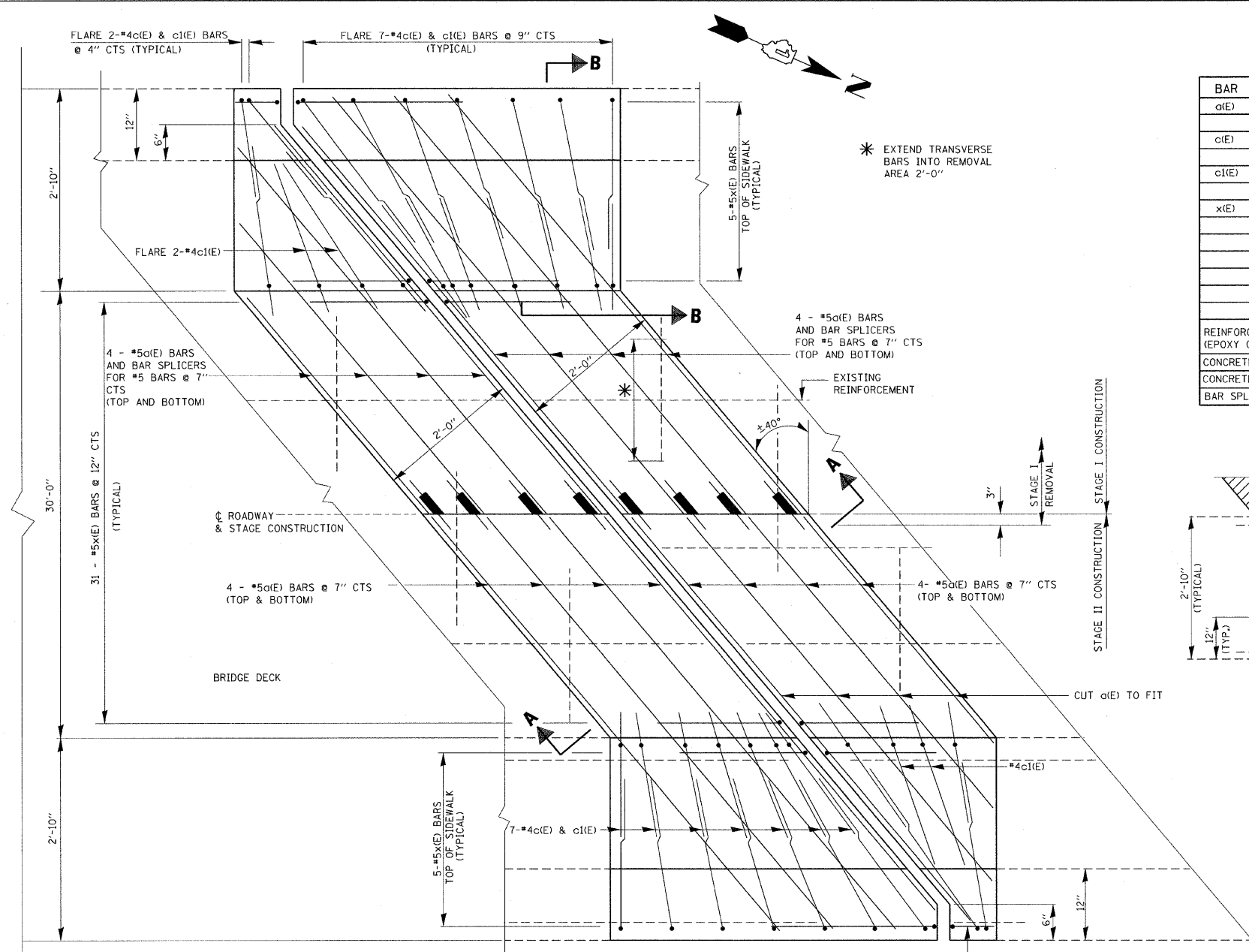
**TOTAL BILL OF MATERIALS**

ITEM	UNIT	QUANTITY
REINFORCEMENT BARS (EPOXY COATED)	POUND	3880
CONCRETE REMOVAL	CU. YD.	73.0
CONCRETE SUPERSTRUCTURE	CU. YD.	73.0
PREFORMED JOINT STRIP SEAL	FOOT	193
BRIDGE DECK LATEX CONCRETE OVERLAY, 3/2"	SQ. YD.	553
BRIDGE DECK HYDROSCARIFICATION, 3/2"	SQ. YD.	553
STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5")	SQ. FT.	440
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5")	SQ. FT.	138
PROTECTIVE COAT	SQ. YD.	752
BRIDGE DECK GROOVING	SQ. YD.	565
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18
JACK AND REMOVE EXISTING BEARING	EACH	18
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ. YD.	29
FLOOR DRAINS	EACH	12
BAR SPLICERS	EACH	56
ANCHOR BOLT 1" Ø	EACH	36
STRUCTURAL STEEL REPAIR	POUND	2200
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	6820
STRUCTURAL STEEL REMOVAL	POUND	332.0
TEMPORARY SHORING AND CRIBBING	EACH	3



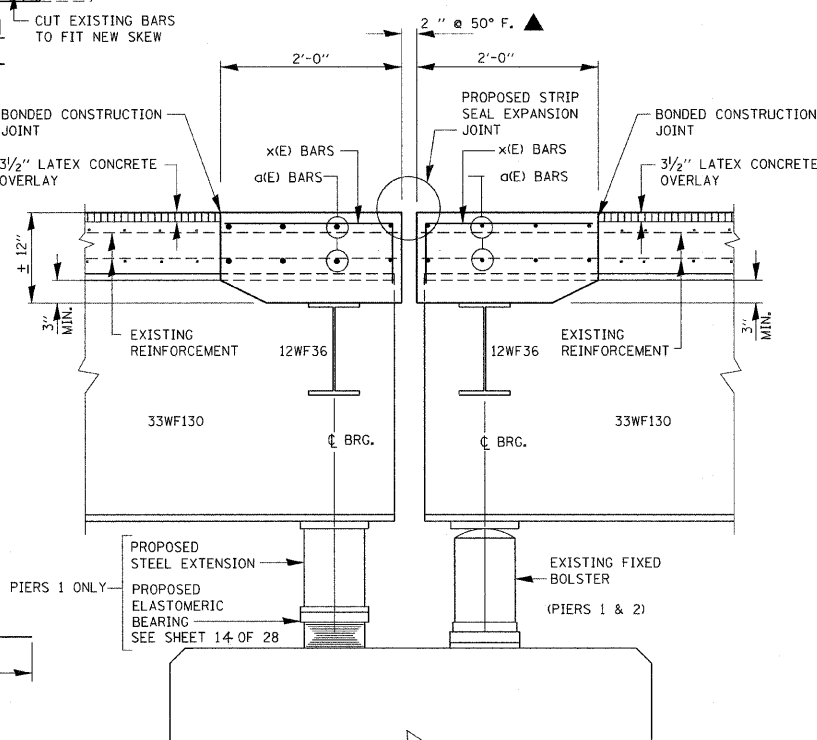
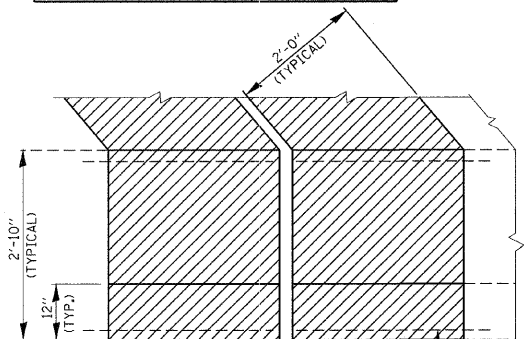
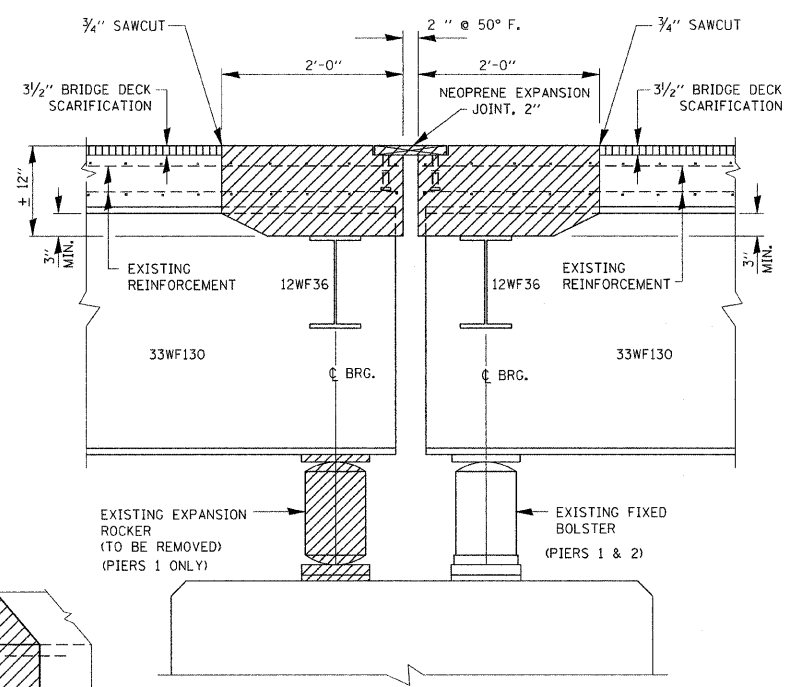
**CROSS SECTION**  
(LOOKING EAST)



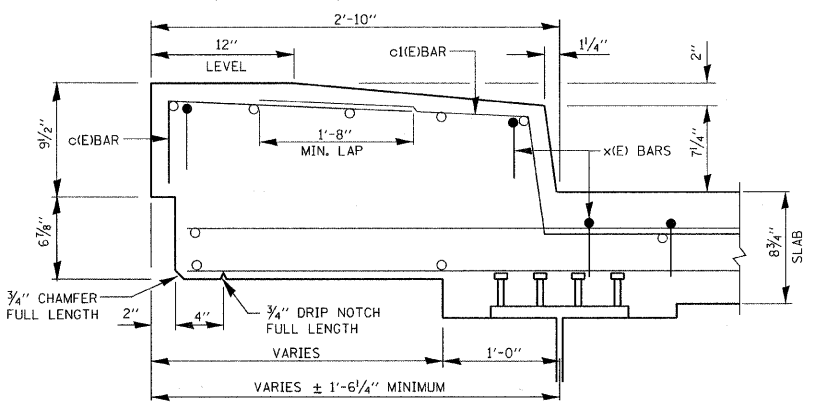
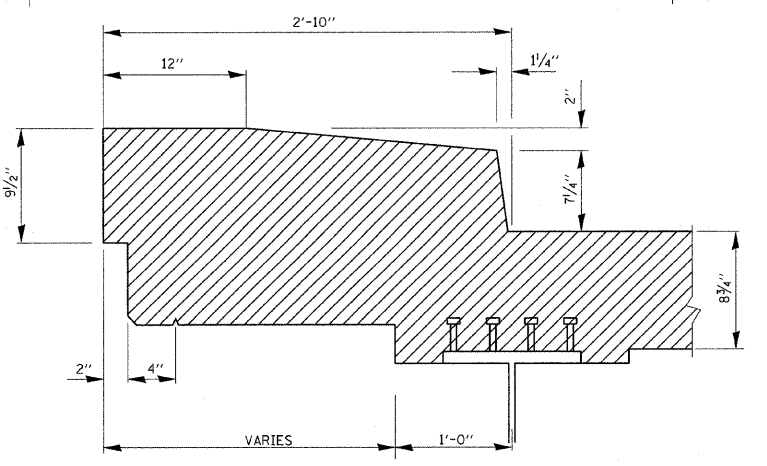


**2 PIERS  
BILL OF MATERIALS**

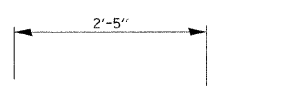
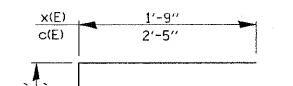
BAR	NO.	SIZE	LENGTH	SHARE	
c(E)	64	#5	22'-9"		
c(E)	36	#4	3'-0"		
c(E)	44	#4	4'-8"		
x(E)	164	#5	2'-6"		
REINFORCEMENT BARS (EPOXY COATED)				POUND	2160
CONCRETE REMOVAL				CU.YD.	43.1
CONCRETE SUPERSTRUCTURE				CU.YD.	43.1
BAR SPLICERS				EACH	32



**EXPANSION JOINT PLAN AT PIERS 1 AND 2 (PROPOSED)**

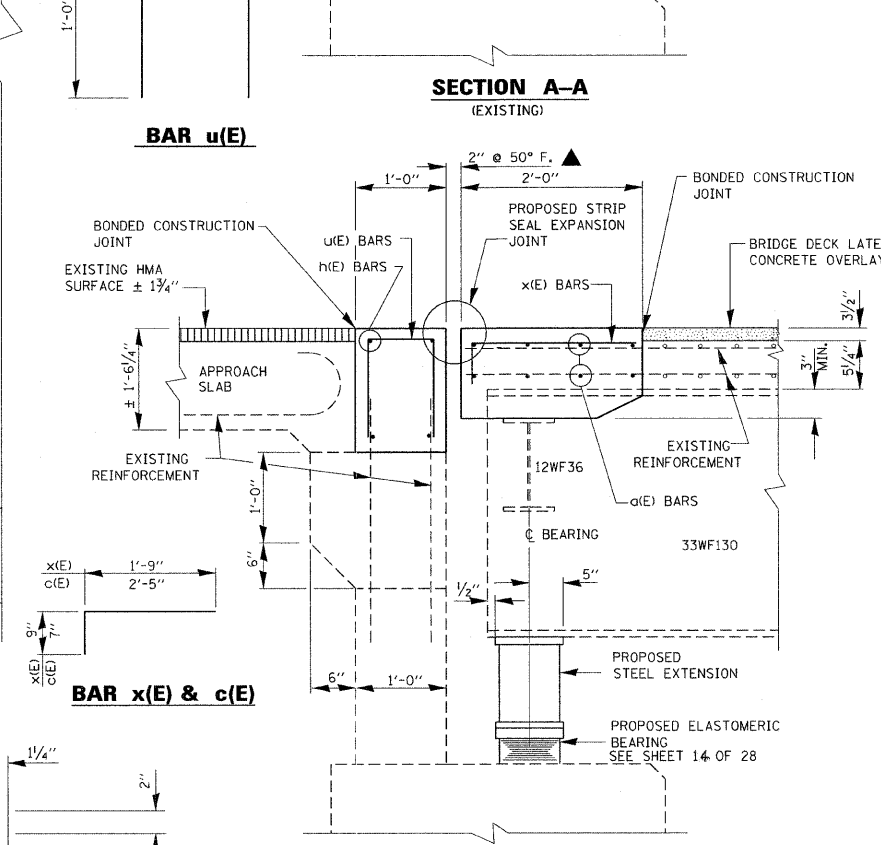
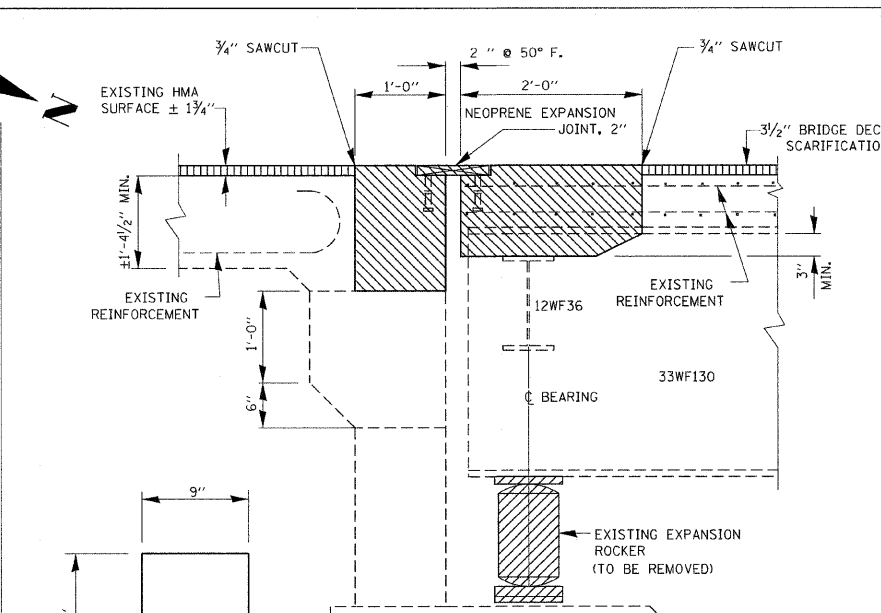
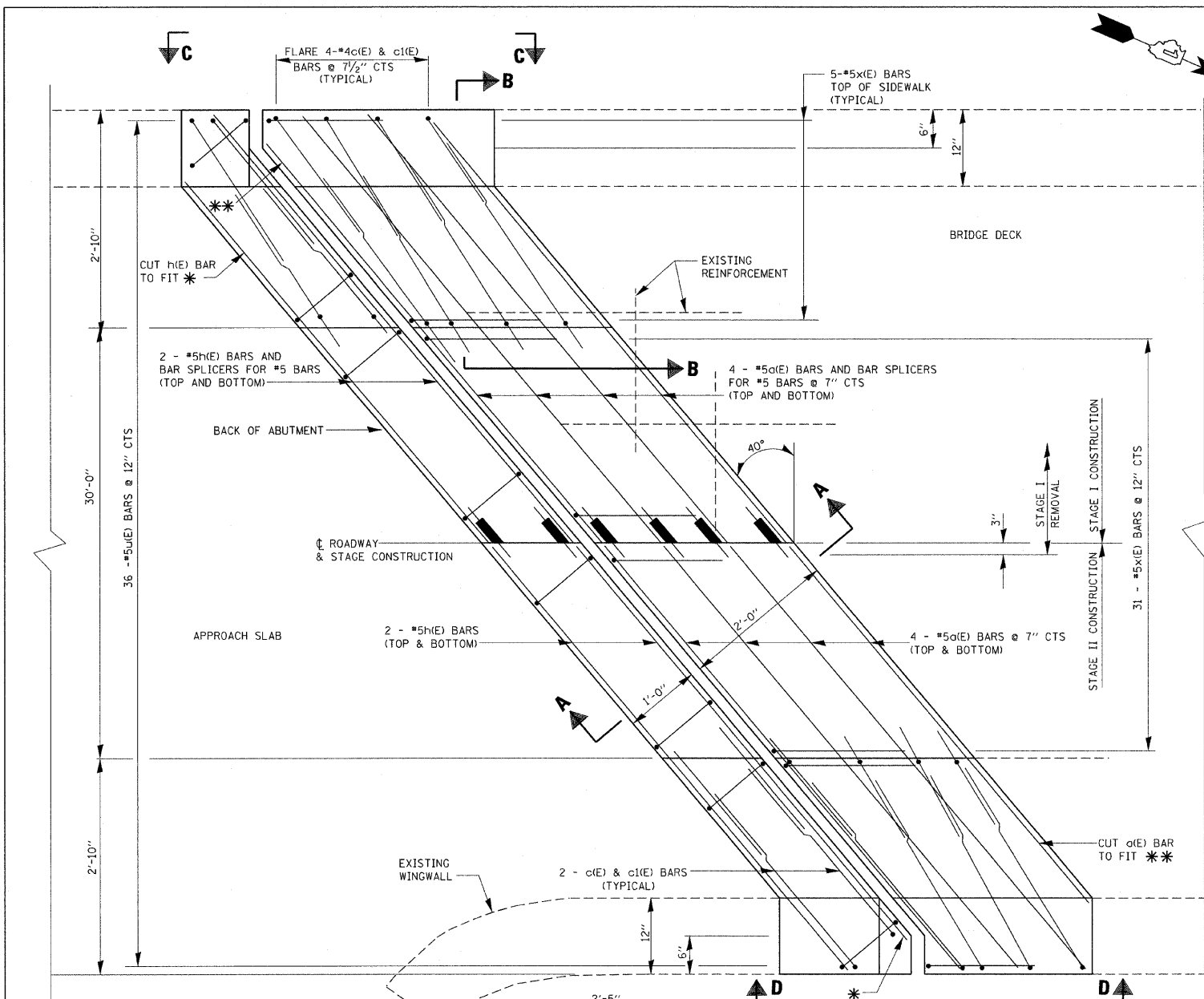


**EXPANSION JOINT PLAN PIERS 1 & 2 (EXISTING)**



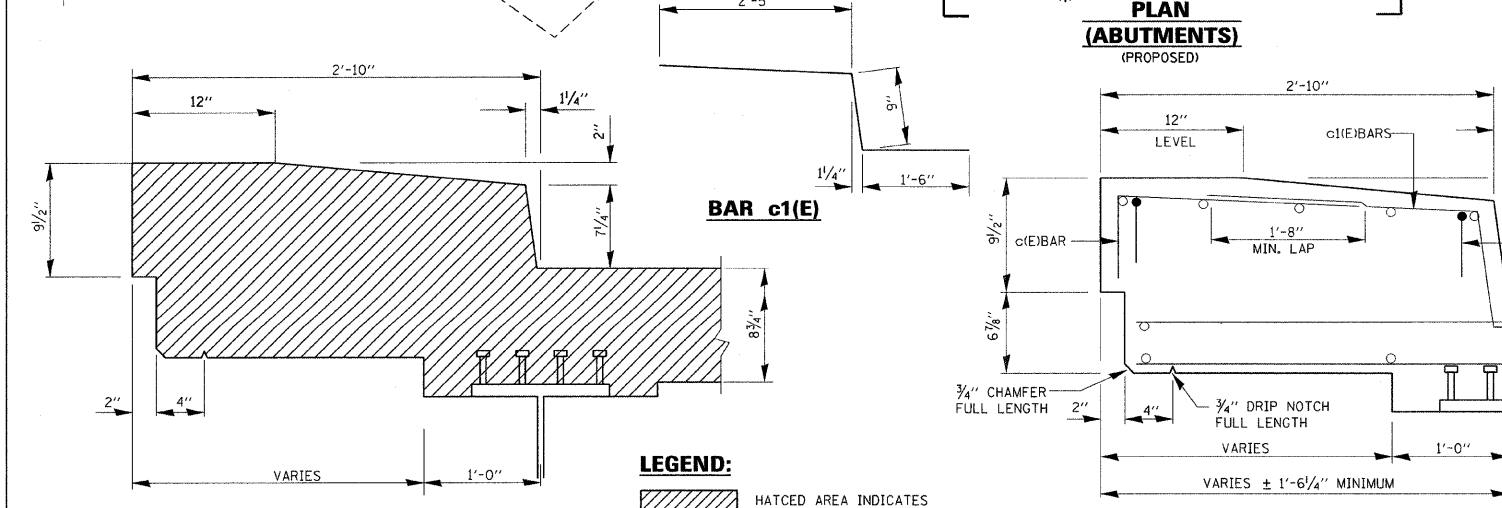
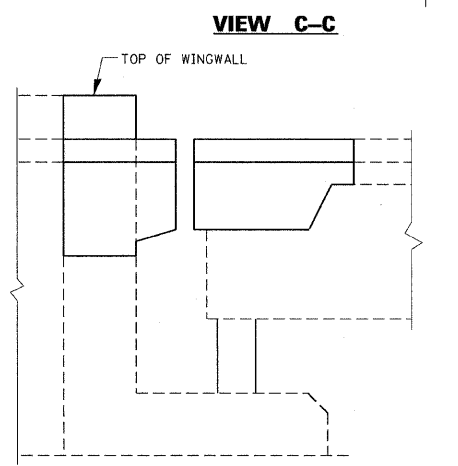
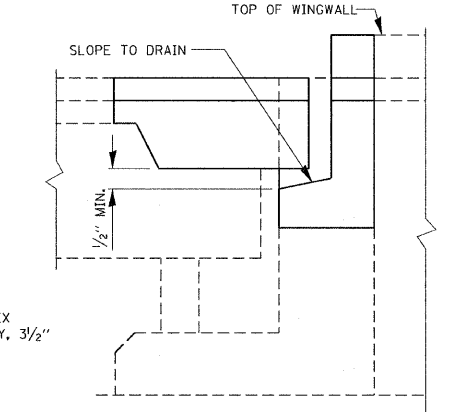
▲ DIMENSIONS ARE BASED ON A ROLLED RAIL STRIP SEAL JOINT. IF THE CONTRACTOR ELECTS TO USE THE WELDED RAIL STRIP SEAL JOINT, DECK DIMENSIONS MAY REQUIRE ADJUSTMENTS TO SATISFY THE DETAILS ON BASE SHEET EJ-SSJ.

**LEGEND:**  
 HATCHED AREA INDICATES CONCRETE REMOVAL



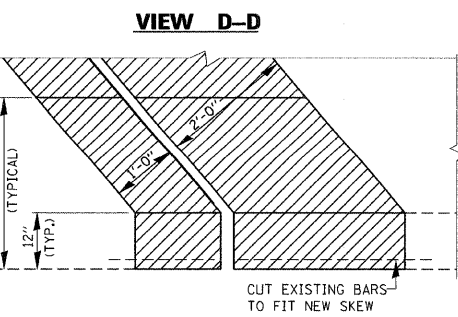
### 2 ABUTMENTS BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHARE
a(E)	32	#5	22'-9"	
c(E)	24	#4	5'-3"	
c1(E)	24	#4	4'-8"	
h(E)	16	#5	23'-1"	
u(E)	72	#5	2'-9"	
x(E)	82	#5	2'-6"	
REINFORCEMENT BARS (EPOXY COATED)			POUND	1720
CONCRETE REMOVAL			CU.YD.	29.9
CONCRETE SUPERSTRUCTURE			CU.YD.	29.9
BAR SPLICER			EACH	24



**LEGEND:**  
 HATCHED AREA INDICATES CONCRETE REMOVAL

▲ DIMENSIONS ARE BASED ON A ROLLED RAIL STRIP SEAL JOINT. IF THE CONTRACTOR ELECTS TO USE THE WELDED RAIL STRIP SEAL JOINT, DECK DIMENSIONS MAY REQUIRE ADJUSTMENTS TO SATISFY THE DETAILS ON BASE SHEET EJ-SSJ.



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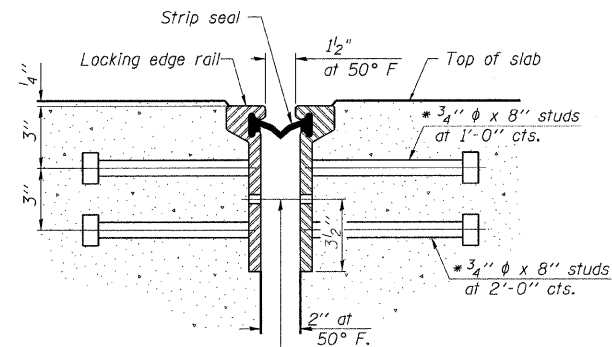
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL 113 (RIVER STREET) OVER HORSE CREEK  
TRANSVERSE EXPANSION JOINT DETAILS  
S.N. 099-0171**

SCALE: SHEET NO. 3 OF 8 SHEETS STA. TO STA.

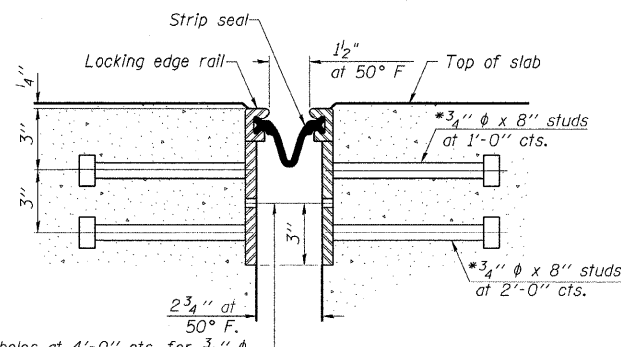
F.A.U. RTE. 0327	SECTION 112 BR-1-1	COUNTY WILL	TOTAL SHEETS 28	SHEET NO. 6
			CONTRACT NO. 60H86	
ILLINOIS FED. AID PROJECT				

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



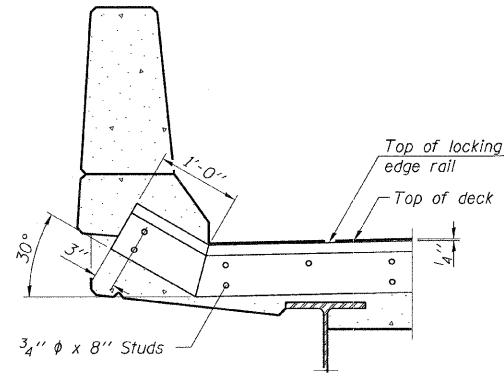
7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

SECTION THRU ROLLED RAIL JOINT

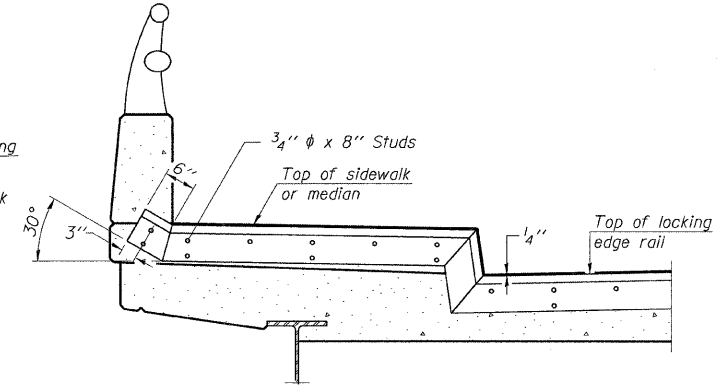


7/16"  $\phi$  holes at 4'-0" cts. for 3/8"  $\phi$  bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

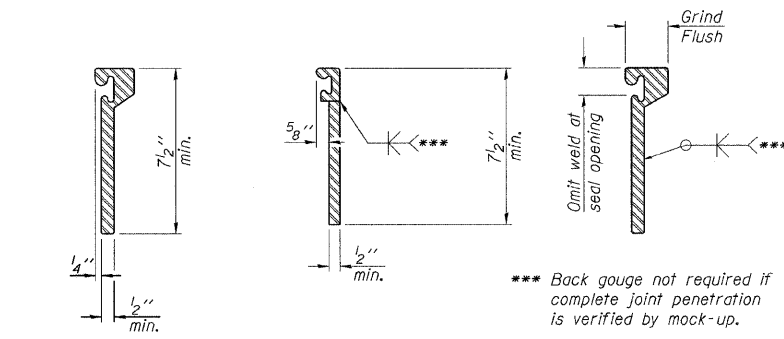
SECTION THRU WELDED RAIL JOINT



AT PARAPET  
See Section A-A for end treatment of skews > 30°.



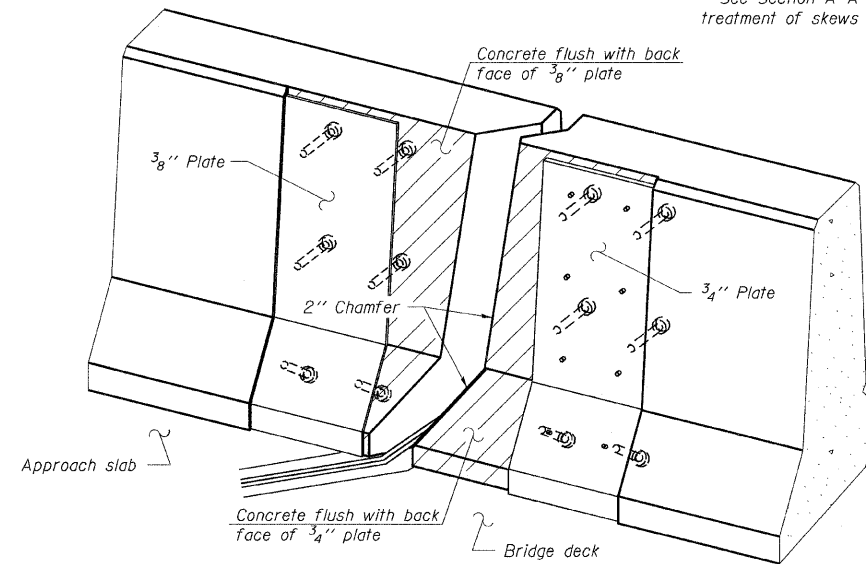
AT SIDEWALK OR MEDIAN  
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



ROLLED EXTRUDED RAIL

WELDED RAIL

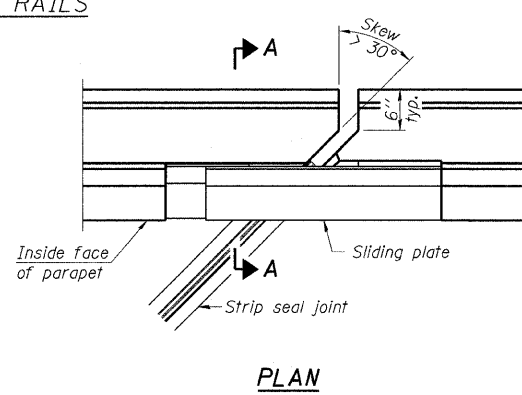
LOCKING EDGE RAIL SPLICE  
The inside of the locking edge rail groove shall be free of weld residue.  
Rolled rail shown, welded rail similar.



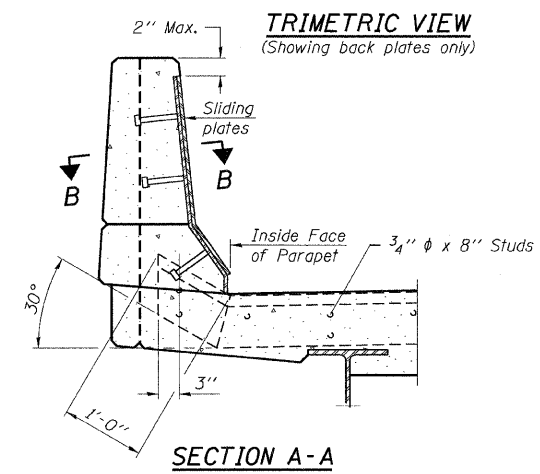
TYPICAL END TREATMENTS

Notes:  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.  
The manufacturer's recommended installation methods shall be followed.  
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.  
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

LOCKING EDGE RAILS

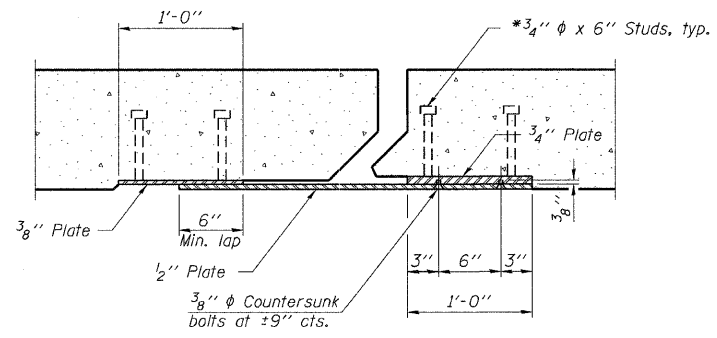


PLAN



SECTION A-A

POINT BLOCK DETAILS  
(for skews > 30°)



SECTION B-B

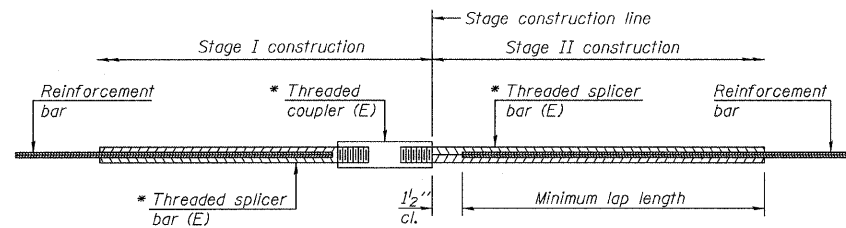
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	193

PREFORMED JOINT STRIP SEAL  
STRUCTURE NO. 099-0171

EJ-SSJ 11-1-09

FILE NAME =	USER NAME = tznjakosmv	DESIGNED - MVT	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 113 (RIVER STREET) OVER HORSE CREEK PREFORMED JOINT STRIP SEAL S.N. 099-0171</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwid001\TJNIAKOSMV\d8101671\893-0171.dgn	DRAWN -	REVISED -	0327			112 BR-1-1	WILL	28	7	
PLOT SCALE = 50.0000' / IN.	CHECKED - RB	REVISED -	CONTRACT NO. 60H86							
PLOT DATE = 3/16/2010	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:		SHEET NO. 4 OF 8 SHEETS		STA. TO STA.						



STANDARD BAR SPLICER ASSEMBLY

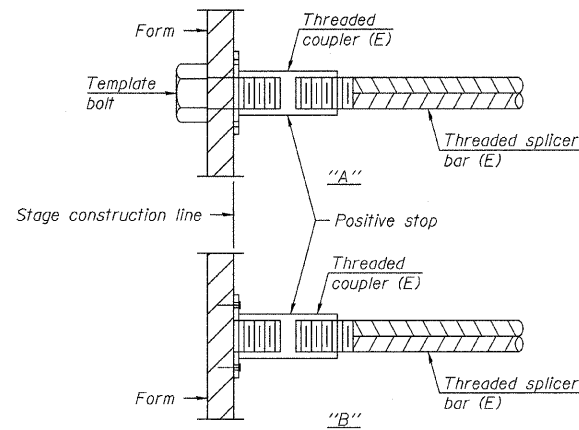
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C  
 Table 2: Black bar, Top bar lap, 0.8 Class C  
 Table 3: Epoxy bar, 0.8 Class C  
 Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

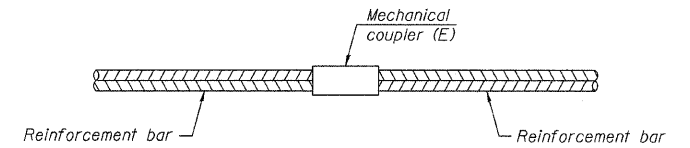
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Abutment	#5	8	3
Deck	#5	48	3



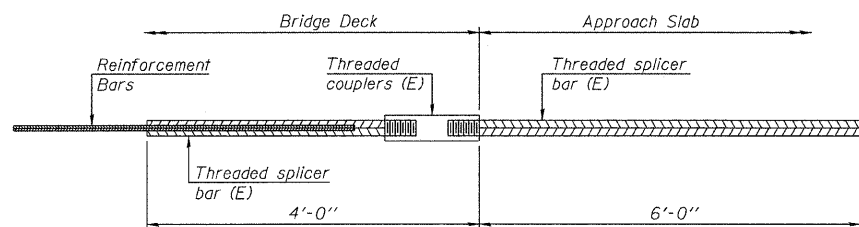
INSTALLATION AND SETTING METHODS

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



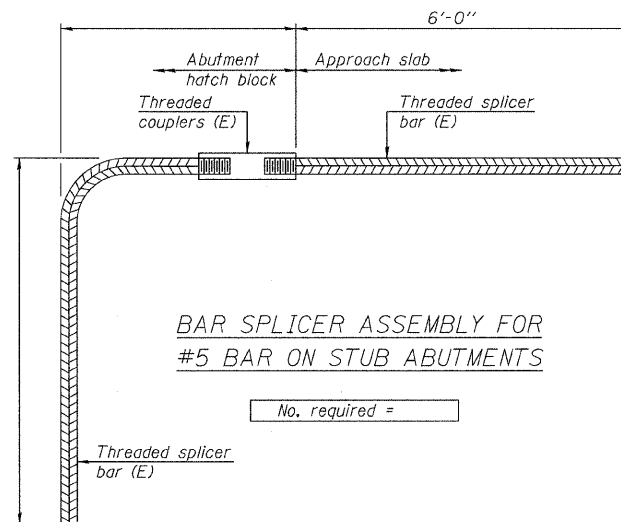
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

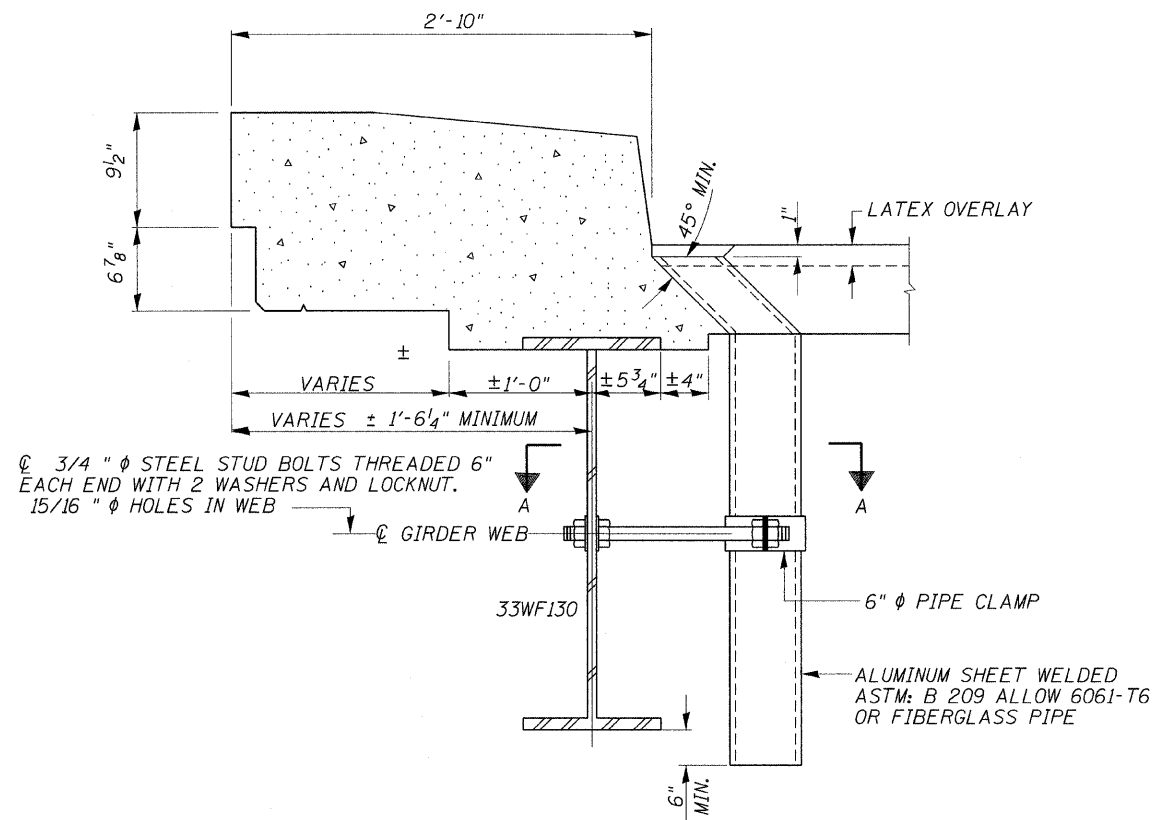
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.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

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 099-0171

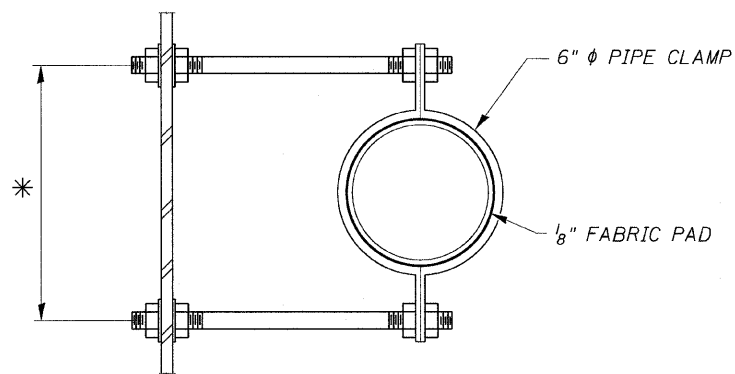
BSD-1 11-1-09

FILE NAME =	USER NAME = tuziakosmv	DESIGNED - MVT	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 113 (RIVER STREET) OVER HORSE CREEK BAR SPLICER ASSEMBLY S.N. 099-0171	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwidott\TINIAKOSMV\d0101671\8	11-0171.dgn	DRAWN -	REVISD -			0327	112 BR-1-1	WILL	28	7A
PLOT SCALE = 50.0000' / IN.		CHECKED - RB	REVISD -			CONTRACT NO. 60H86				
PLOT DATE = 3/16/2010		DATE -	REVISD -			ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. 4A OF 8 SHEETS	STA.	TO STA.			



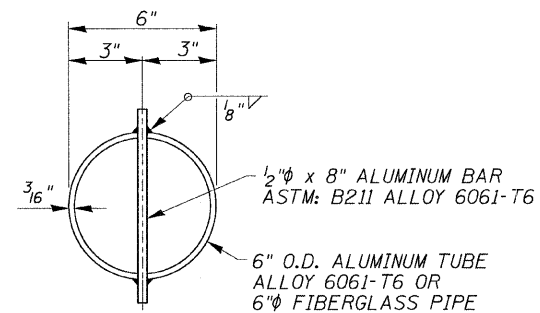


SECTION AT PARAPET  
(TYPICAL)



SECTION A-A

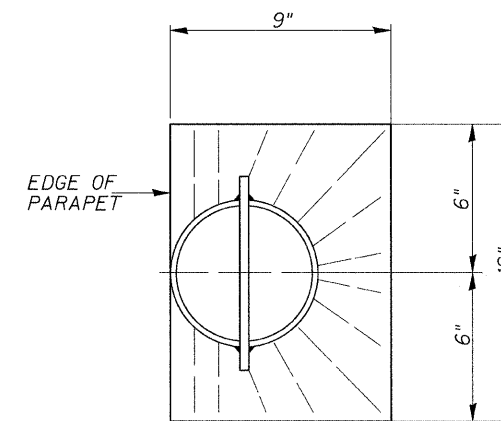
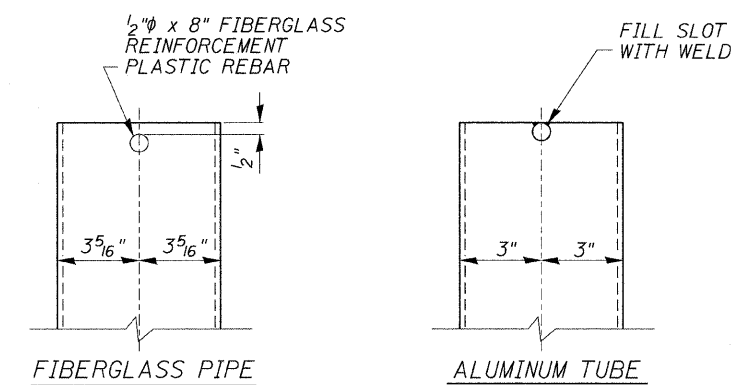
\* DIMENSIONS AS REQUIRED  
BY PIPE CLAMP



TOP PLAN  
(SHOWING ALUMINUM TUBE)

NOTES:

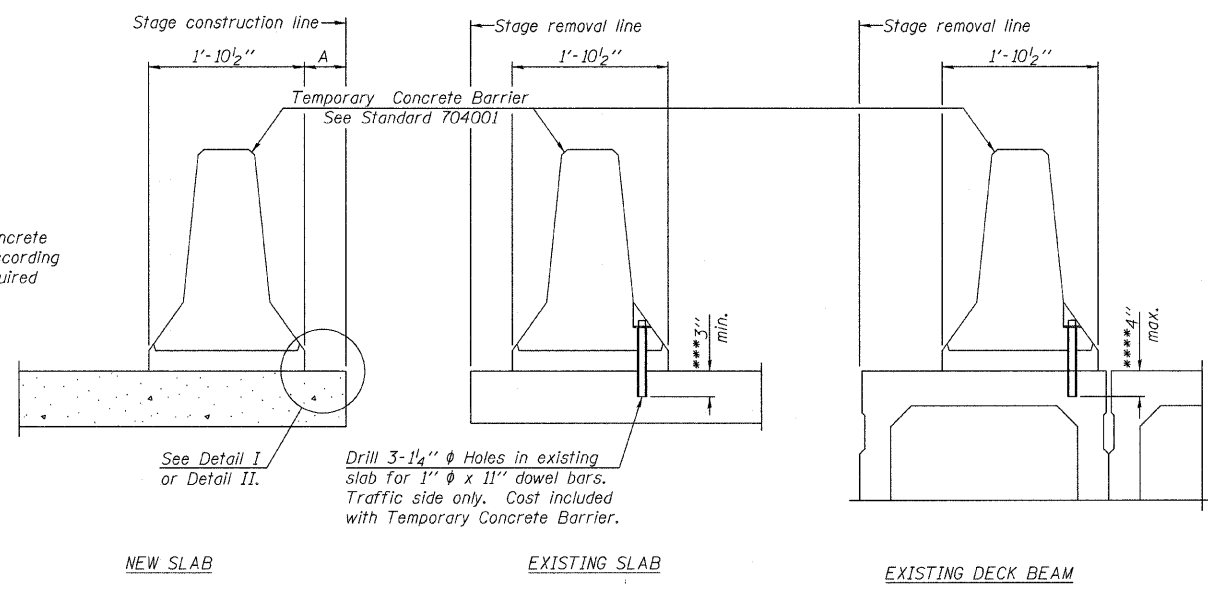
THE EXTERIOR SURFACES OF THE FLOOR DRAINS SHALL BE PAINTED WITH THE FINISH COAT AS SPECIFIED IN THE SPECIAL PROVISIONS FOR CLEANING AND PAINTING NEW METAL STRUCTURES. THE EXTERIOR SURFACES OF THE DRAINS SHALL BE CLEANED ACCORDING TO STEEL STRUCTURES PAINTING COUNCIL'S SPECIFICATIONS SSPC-SP PRIOR TOP PAINTING. FIBERGLASS PIPE SHALL CONFORM TO ASTM D 2996, WITH SHORT-TIME RUPTURE STRENGTH HOOP TENSILE STRESS OF 30,000 P.S.I. MINIMUM.



TOP PLAN

FILE NAME =	USER NAME = tujakosmv	DESIGNED - MVT	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DECK DRAIN DETAILS S.N. 099-0171</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PWID001\TINIAKOSMV\d0101671\09-0171.dgn		DRAWN - MVT	REVISED -		0327	112 BR-I-1	WILL	28	8			
PLOT SCALE = 50.0000' / IN.		CHECKED - RB	REVISED -		CONTRACT NO. 60H86							
PLOT DATE = 3/16/2018		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 5 OF 8 SHEETS	STA.	TO STA.					

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

**NOTES**

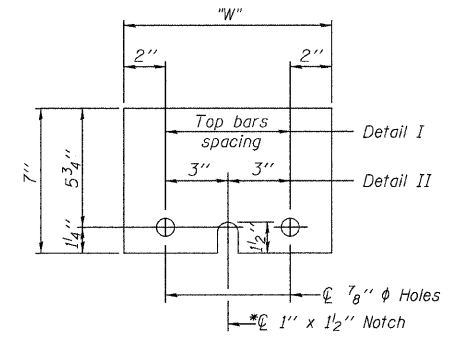
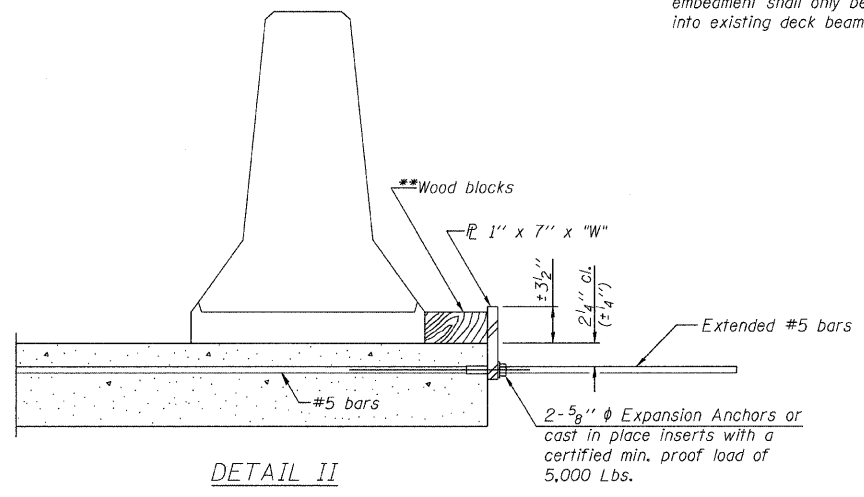
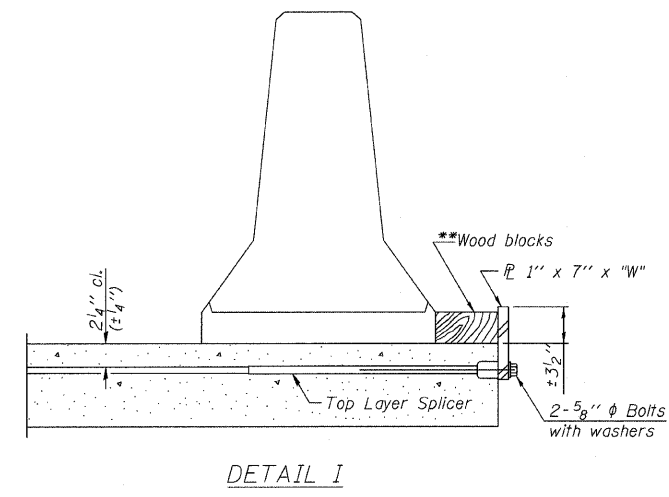
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



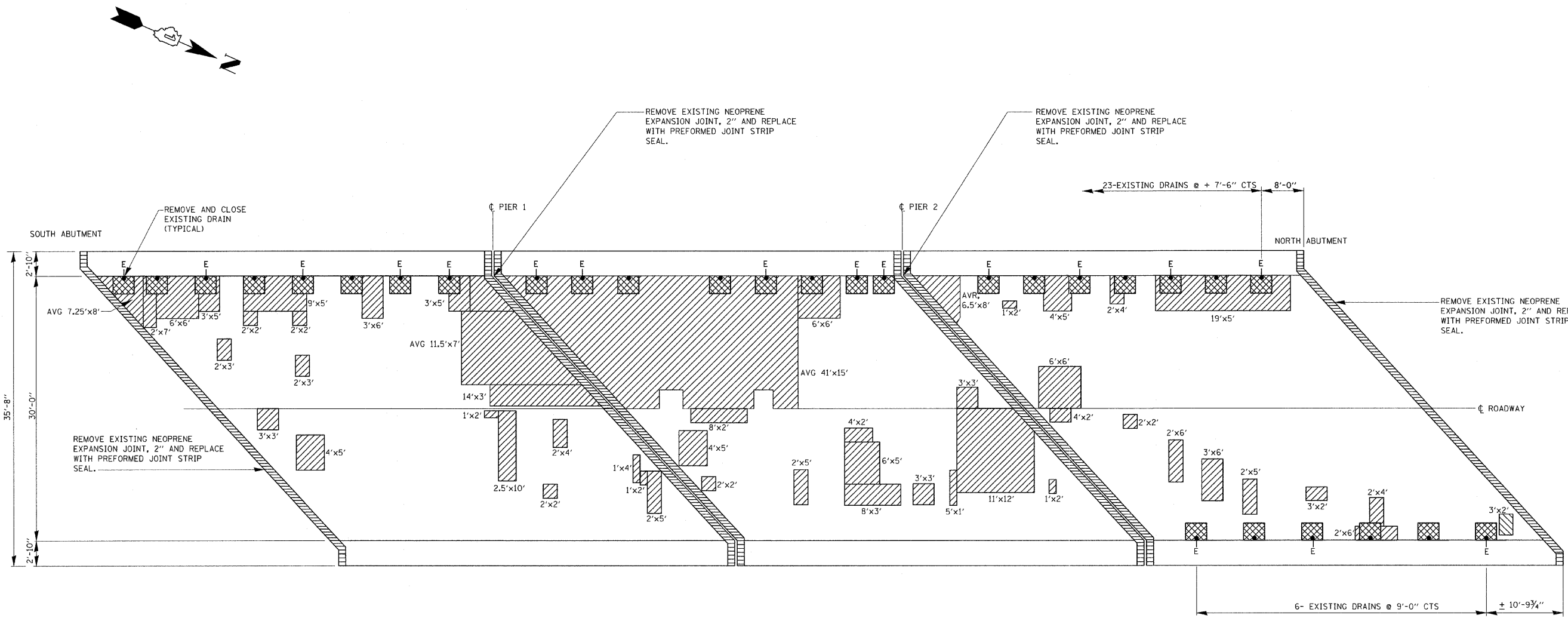
\*\* Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

R-27 11-1-09

FILE NAME =	USER NAME = tznjakosmv	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 113 (RIVER STREET) OVER HORSE CREEK TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION S.N. 099-0171</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwid00\tjnjakosmv\d0101671\099-0171.dgn	DRAWN -	REVISED -	0327			112 BR-1-1	WILL	28	8A	
PLOT SCALE = 5/8"=1'-0" IN.	CHECKED -	REVISED -	CONTRACT NO. 60H86							
PLOT DATE = 3/16/2010	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
						SCALE:	SHEET NO. 5A OF 8 SHEETS	STA.	TO STA.	

TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
STRUCTURE NO. 099-0171



**LEGEND:**

- DECK SLAB REPAIR (PARTIAL) (FOR INFORMATION ONLY)
- DECK SLAB REPAIR (FULL DEPTH)
- CONCRETE REMOVAL AND CONCRETE SUPERSTRUCTURE
- LOCATIONS WHERE EXISTING 4" x 8" DRAINS TO BE REPLACED WITH 6" Ø FLOOR DRAINS = 12
- LOCATIONS WHERE EXISTING 4" x 8" DRAIN ARE TO BE ELIMINATED = 17

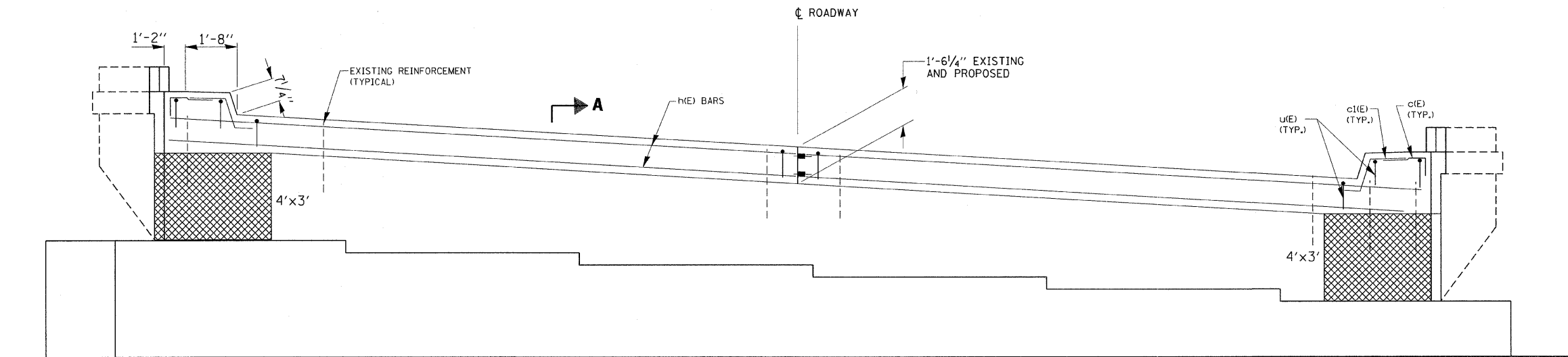
**DECK SLAB**

**NOTES:**

AT ALL EXISTING DRAINS, A 3'x3' DECK SLAB REPAIR (FULL DEPTH) IS REQUIRED 30 SQ.YD.

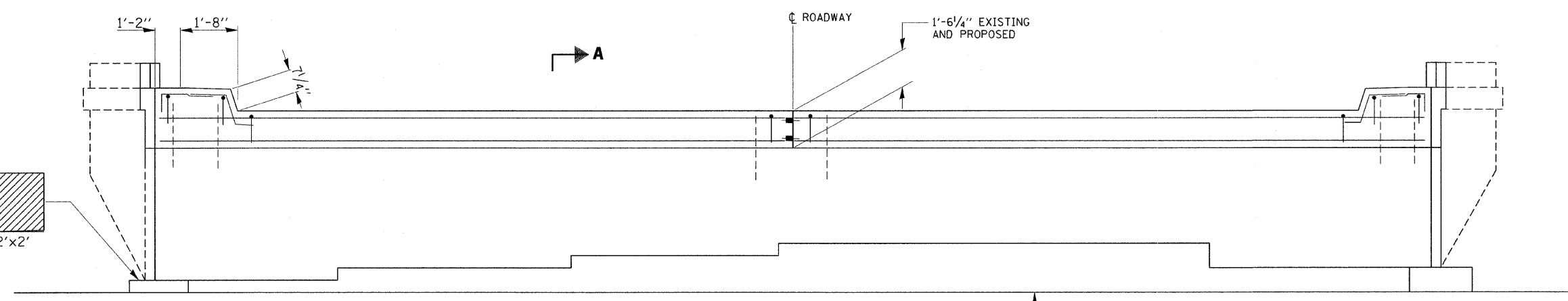
**BILL OF MATERIALS**

ITEM	UNIT	QUANTITY
FLOOR DRAINS	EACH	12
DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ. YD.	29



**SOUTH ABUTMENT**  
(LOOKING SOUTH)

CONCRETE SLOPE WALL



**NORTH ABUTMENT**  
(LOOKING NORTH)

CONCRETE SLOPE WALL

**BILL OF MATERIALS**

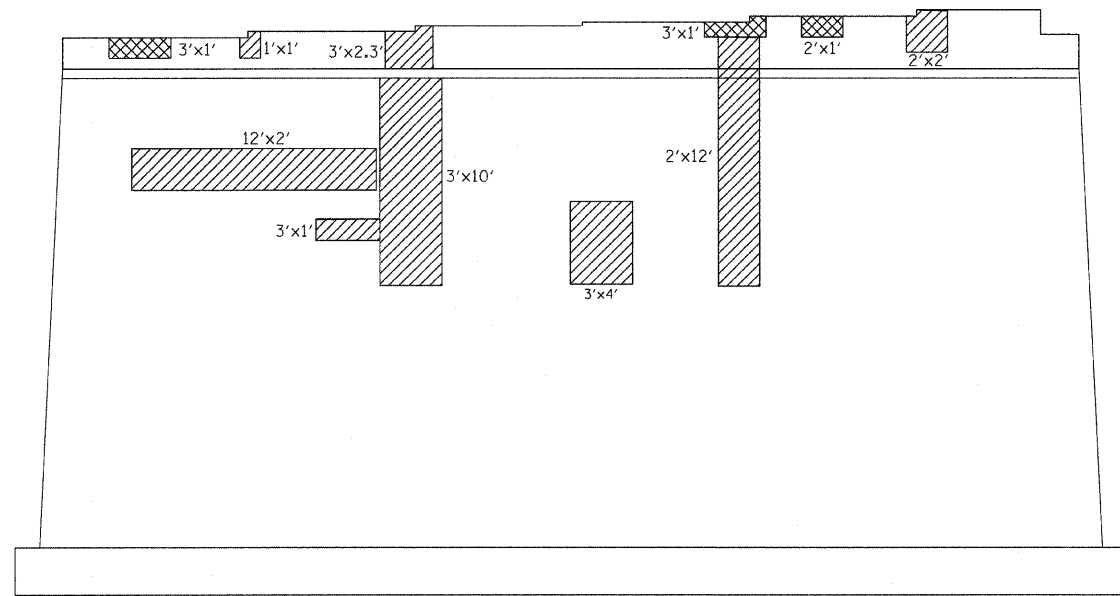
ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE ≤ 5"	SQ. FT.	4
STRUCTURAL REPAIR OF CONCRETE > 5"	SQ. FT.	24

**NOTES:**

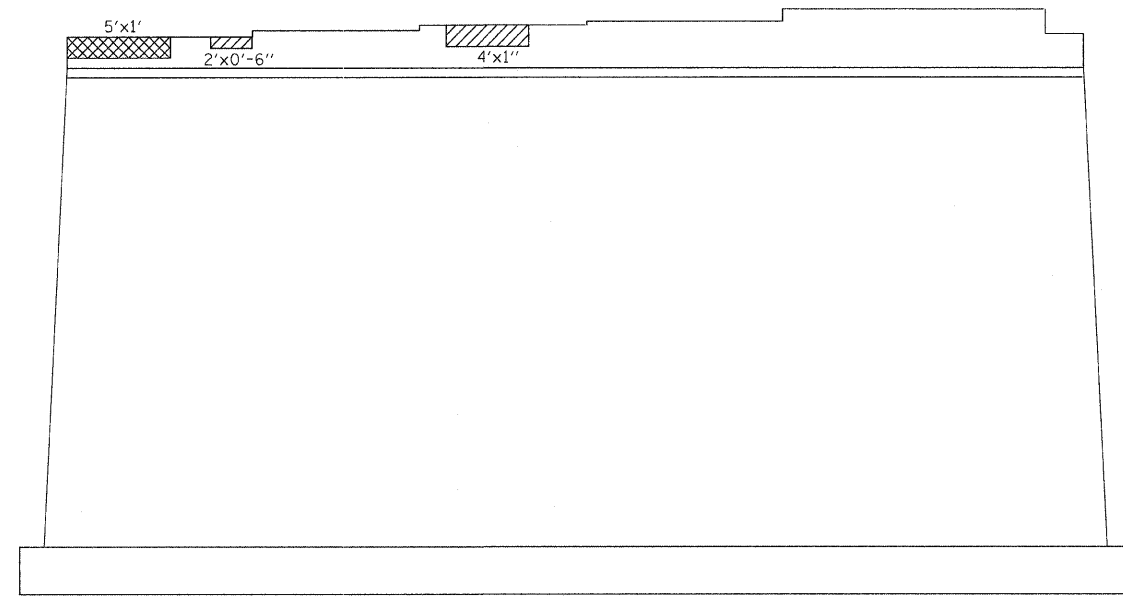
FOR QUANTITIES OF CONCRETE REMOVAL CONCRETE SUPERSTRUCTURE, REINFORCEMENT BARS (EPOXY COATED) AND SECTION A-A SEE SHEET 3 OF 8

**LEGEND:**

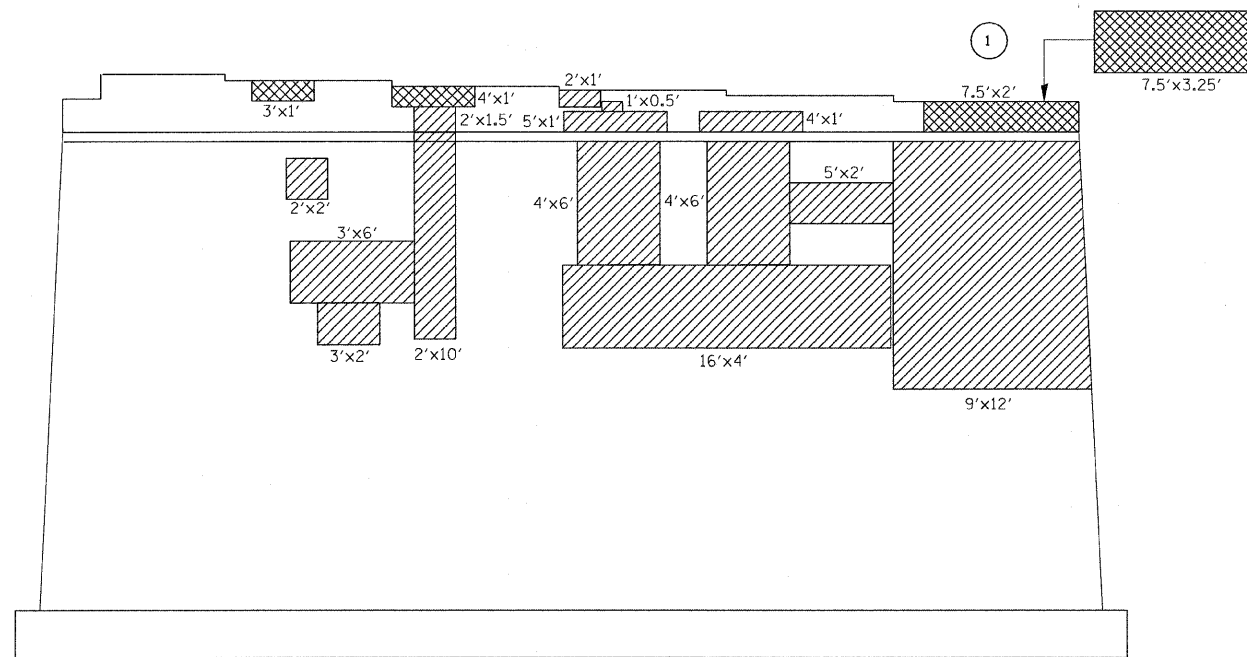
- STRUCTURAL REPAIR OF CONCRETE ≤ 5"
- STRUCTURAL REPAIR OF CONCRETE > 5"



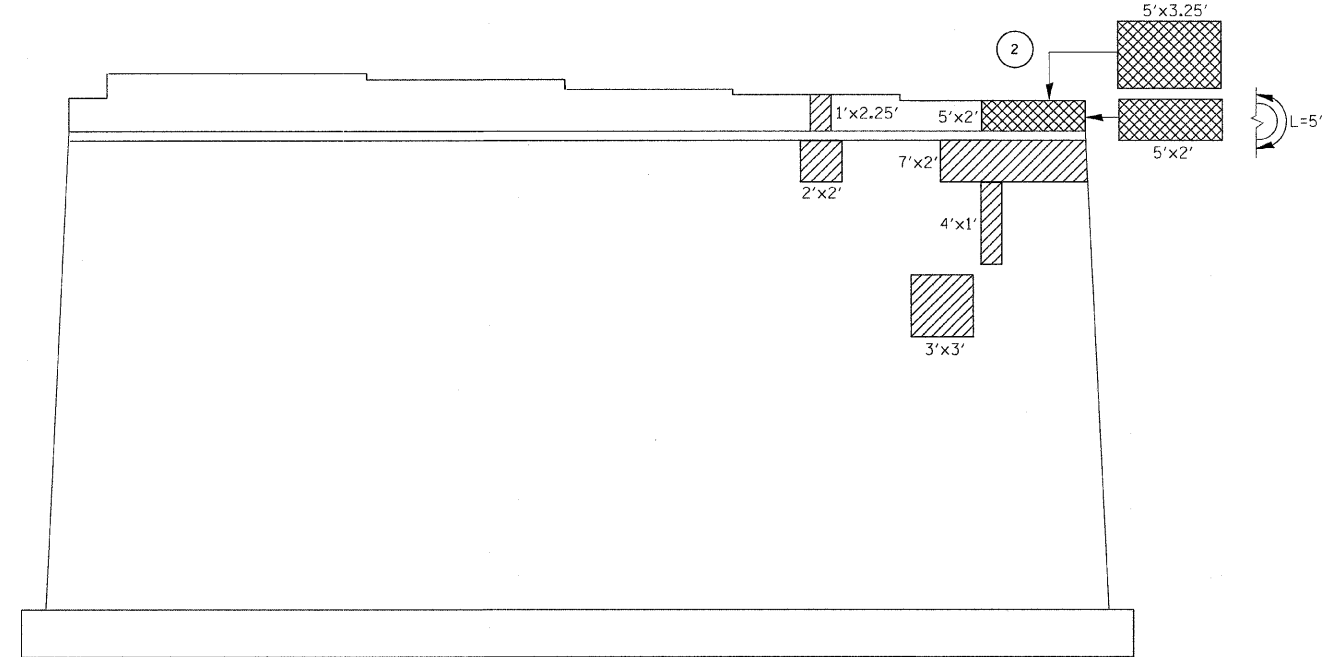
**SOUTH ELEVATION (PIER 1)**



**SOUTH ELEVATION (PIER 2)**



**NORTH ELEVATION (PIER 1)**



**NORTH ELEVATION (PIER 2)**

① INDICATES # OF BEAMS TO BE SUPPORTED DURING SUBSTRUCTURE REPAIRS. COST INCLUDED IN "TEMPORARY SHORING AND CRIBBING."

**BEAM REACTIONS**

R	(K)	34.0
R	(K)	35.1
Imp.	(K)	9.5
R (TOTAL)	(K)	78.6

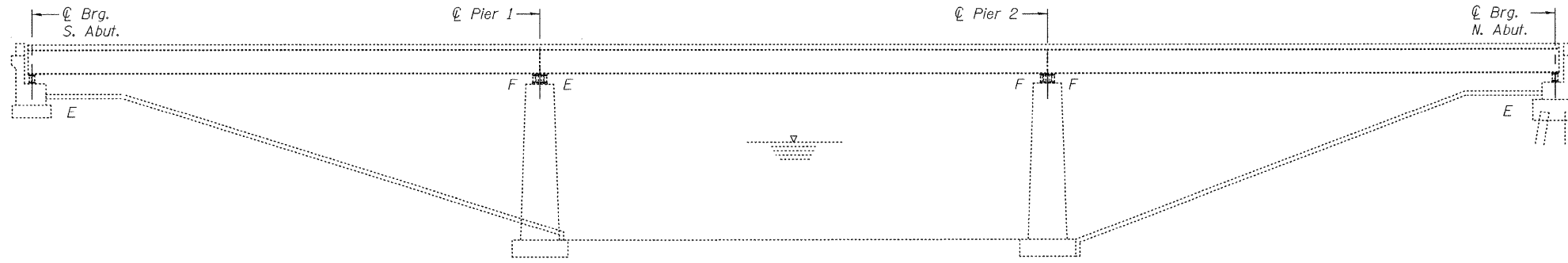
**LEGEND:**

- STRUCTURAL REPAIR OF CONCRETE < 5"
- STRUCTURAL REPAIR OF CONCRETE > 5"

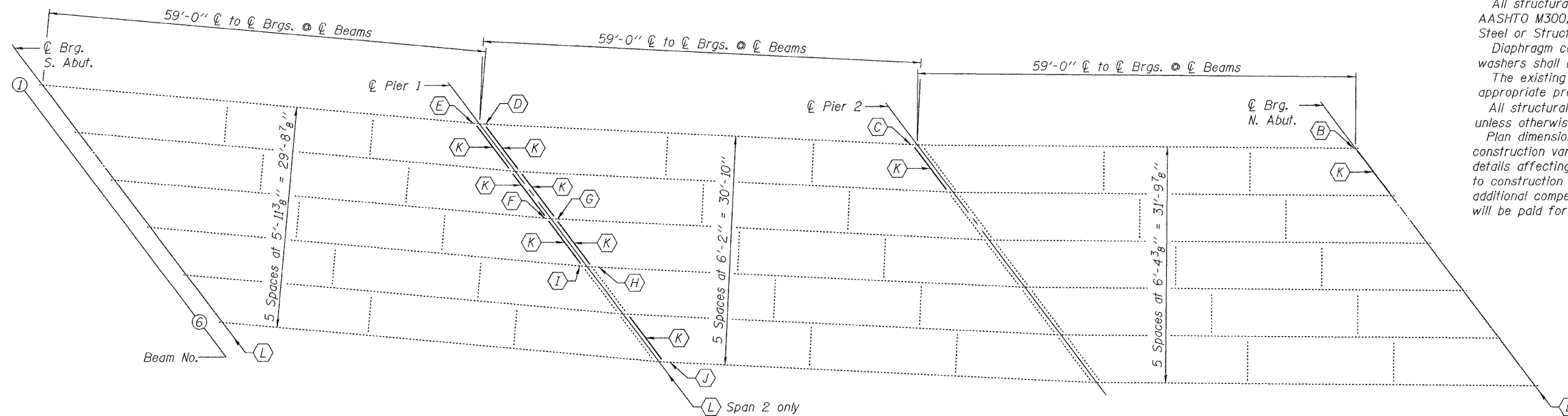
**BILL OF MATERIALS**

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE < 5"	SQ. FT.	413
STRUCTURAL REPAIR OF CONCRETE > 5"	SQ. FT.	96
TEMPORARY SHORING AND CRIBBING	EACH	3

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION**



**PLAN**

- (B) thru (J) - Repair Beam Ends (See sheet 2 of 3 for additional details)
- (K) - Remove & Replace Existing Diaphragm & Clip Angles
- (L) - Remove & Replace Existing Bearings

**NOTES**

Fasteners shall be high strength bolts. Flange splice holes shall be  $\frac{15}{16}$ "  $\phi$  for  $\frac{7}{8}$ "  $\phi$  bolts. Web splice holes shall be  $\frac{13}{16}$ "  $\phi$  for  $\frac{3}{4}$ "  $\phi$  bolts.  
 Cost of removal and re-installation of all members necessary to complete the work as detailed on the plans and as specified in the Special Provisions shall be included with Structural Steel Repair.  
 Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".  
 All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel or Structural Steel Repair as appropriate.  
 Diaphragm connection holes shall be  $\frac{15}{16}$ "  $\phi$  for  $\frac{3}{4}$ "  $\phi$  bolts. Two hardened washers shall be required at diaphragm connections.  
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.  
 All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.  
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

\* Includes quantities on sheets 2 & 3 of 3.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	2200
Jack and Remove Existing Bearings	Each	18
Elastomeric Bearing Assembly, Type I	Each	18
Anchor Bolts, 1" $\phi$	Each	36
* Furnishing and Erecting Structural Steel	Pound	6820
Structural Steel Removal	Pound	3320

DESIGNED *Jim J. J...*  
 CHECKED *Victor K. Veliz*  
 DRAWN *Kyle M. Steffen*  
 CHECKED *VW IJL*

MARCH 11, 2010  
 EXAMINED *Carl...*  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES



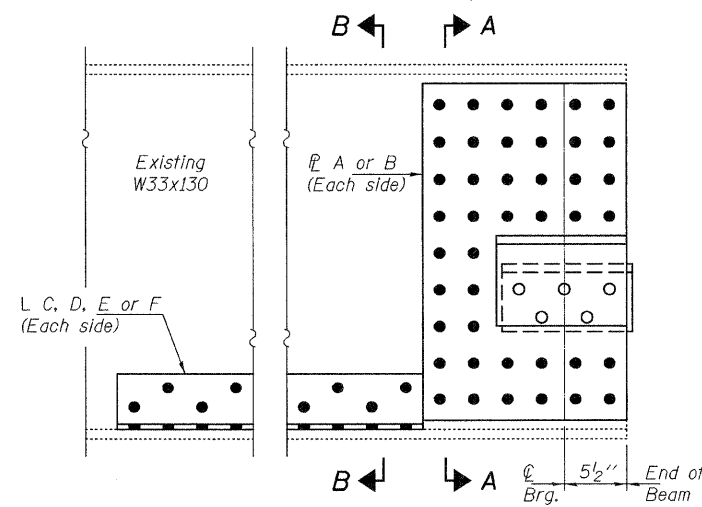
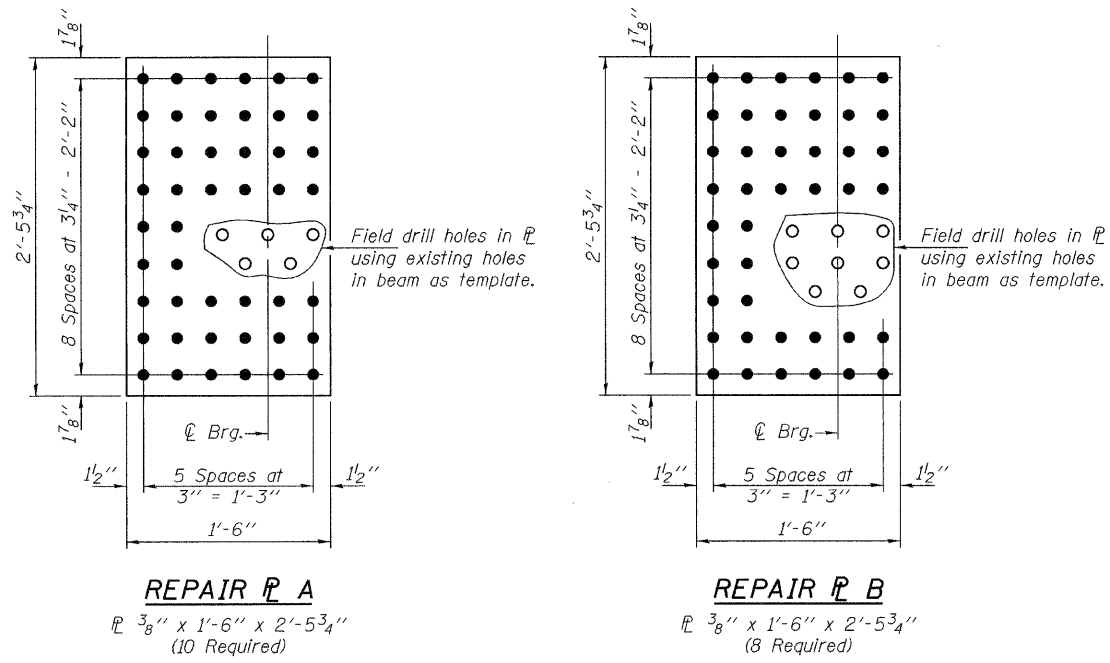
Expires: November 30, 2010

**PLAN AND ELEVATION**

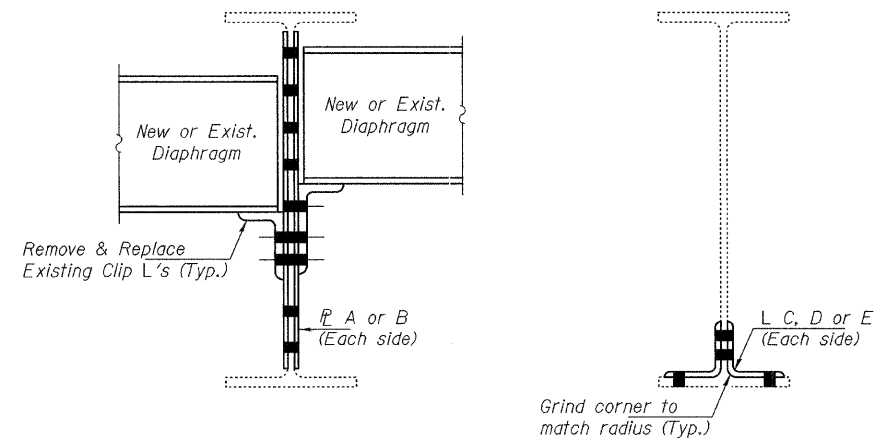
SN 099-0171

SHEET NO. 1 3 SHEETS	F.A.U. RTE. 0327	SECTION 112 BR-I-1	COUNTY WILL	TOTAL SHEETS 28	SHEET NO. 12
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H86	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

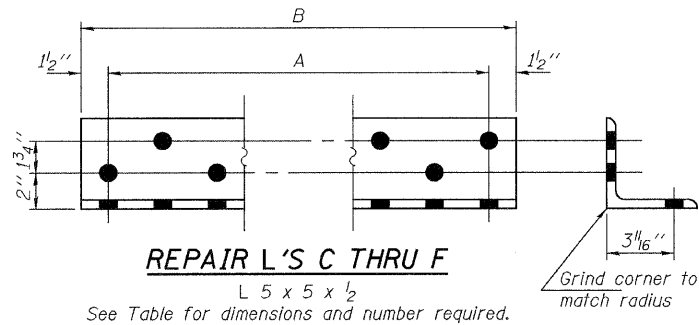


**TYPICAL BEAM END REPAIR DETAIL**  
New or Existing Diaphragms not shown for clarity.



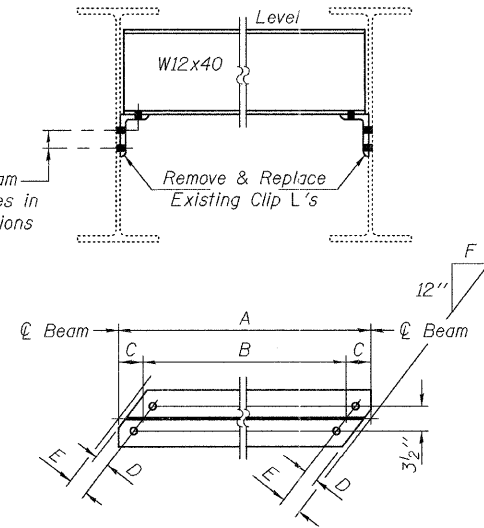
**SECTION A-A**

**SECTION B-B**



Repair	Plates	Angles	Looking
(B)	A	none	West
(C)	A	C	West
(D)	A	F	East
(E)	A	C	West
(F)	B	none	West
(G)	B	E	East
(H)	B	C	East
(I)	B	D	West
(J)	A	D	East

Using existing holes in beam as template, field drill holes in strengthening  $\bar{P}$ 's at locations with strengthening  $\bar{P}$ 's.



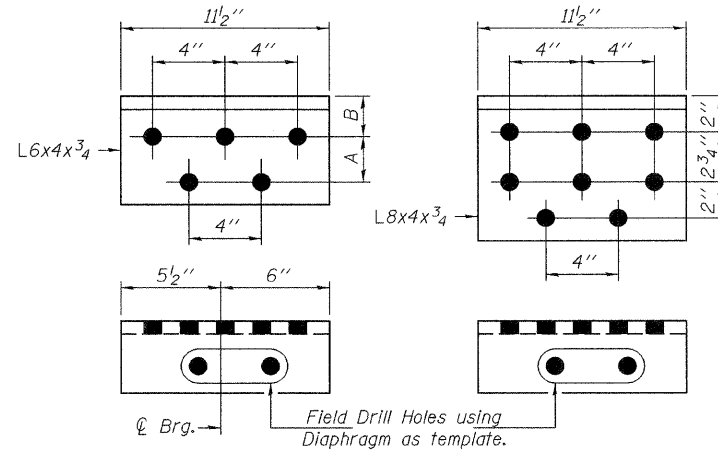
**DIAPHRAGM REPLACEMENT DETAIL**

Angle	A	B	# Req'd
C	3 Spa. at 3" = 9"	1'-0"	6
D	7 Spa. at 3" = 1'-9"	2'-0"	4
E	9 Spa. at 3" = 2'-3"	2'-6"	2
F	27 Spa. at 3" = 6'-9"	7'-0"	2

Notes:  
Strengthening & Repair  $\bar{P}$ 's & L's not shown for clarity.  
Natural camber of new beam shall be placed upward for fabrication.  
Cost of furnishing and installing  $\bar{P}$ 's & L's included with Structural Steel Repair.  
New diaphragms & clip angles are included with Furnishing & Erecting Structural Steel.

**CLIP ANGLE DIMENSIONS**

Location	A	B	# Req'd
Beam 1 at Pier 1, Pier 2 & N. Abut. Beam 2 at N. Abut. Beam 6 at Pier 1	2 1/2"	2 1/4"	6
Beam 2 at Pier 1	2"	2"	2
Beam 3 at Pier 1	2"	2 1/4"	2
Beam 4 at Pier 1	2"	2 3/8"	2
Beam 2 at Pier 2	2"	2 9/16"	1



**CLIP ANGLE DETAILS**

L 6 x 4 x 3/4 x 11 1/2" (13 Req'd)  
L 8 x 4 x 3/4 x 11 1/2" (5 Req'd)  
(See Table for Dimensions)

**DIAPHRAGM DIMENSIONS**

Span	A	B	C	D	E	F	# Req'd
1	8'-0 5/16"	7'-5 7/16"	3 7/16"	1 3/4"	2 11/32"	10 7/8"	3
2	8'-0 1/4"	7'-5"	3 5/8"	2"	2 25/32"	10"	5
N. Abut.	8'-0 1/4"	7'-5 1/4"	3 1/2"	2"	2 25/32"	9 3/16"	1

**REPAIR DETAILS**  
SN 099-0171

DESIGNED	IJL
CHECKED	VHV
DRAWN	Kyle M. Steffen
CHECKED	IJL VHV

MARCH 11, 2010  
EXAMINED *Carl Hoover*  
ENGINEER OF STRUCTURAL SERVICES  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 2 3 SHEETS	F.A.U. RTE. 0327	SECTION 112 BR-I-1	COUNTY WILL	TOTAL SHEETS 28	SHEET NO. 13
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H86	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**BEAM REACTIONS**

R <sub>l</sub>	(K)	34.0
R <sub>r</sub>	(K)	35.1
Imp.	(K)	9.5
R (Total)	(K)	78.6

**Notes:**

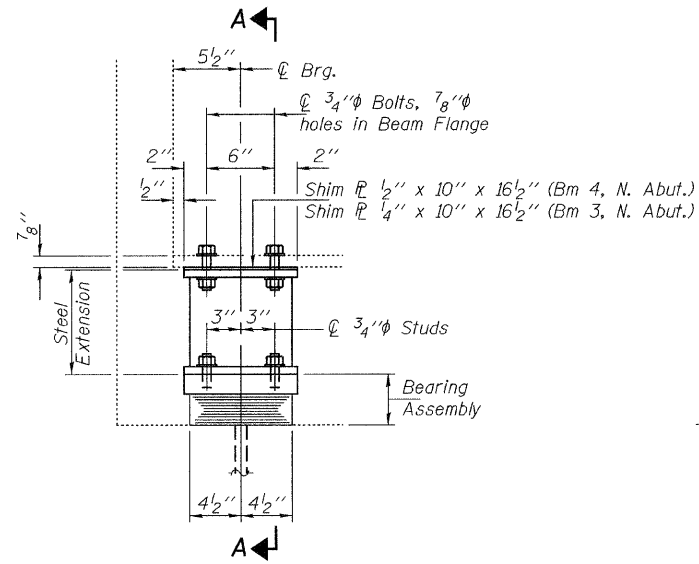
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.

New steel extensions, shim plates and connection bolts are included with Furnishing and Erecting Structural Steel. Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. Jack capacity = 45 Tons.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

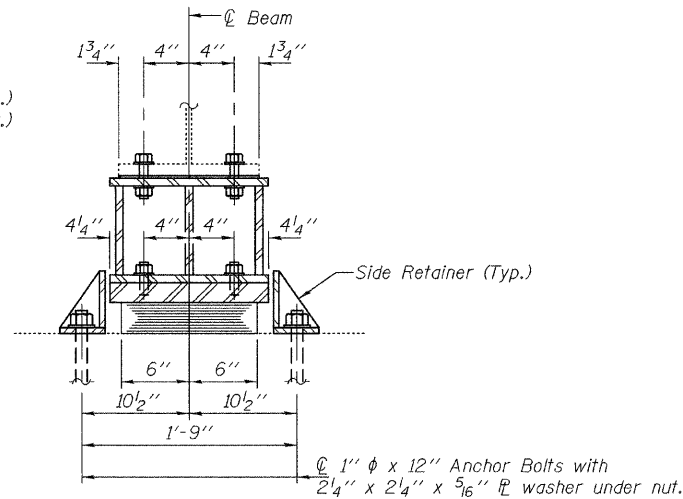
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.



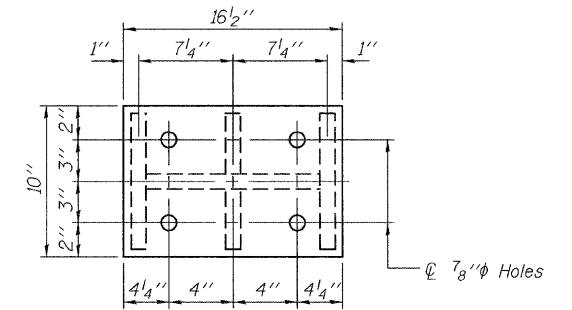
**ELEVATION**

**TYPE I ELASTOMERIC EXP. BRG.**

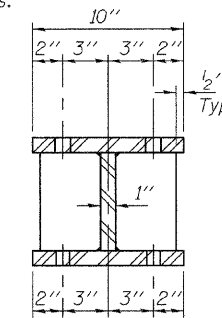


**SECTION A-A**

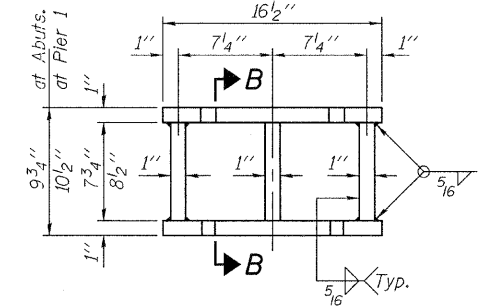
1"  $\phi$  x 12" Anchor Bolts with  
2 1/4" x 2 1/4" x 5/16"  $\phi$  washer under nut.



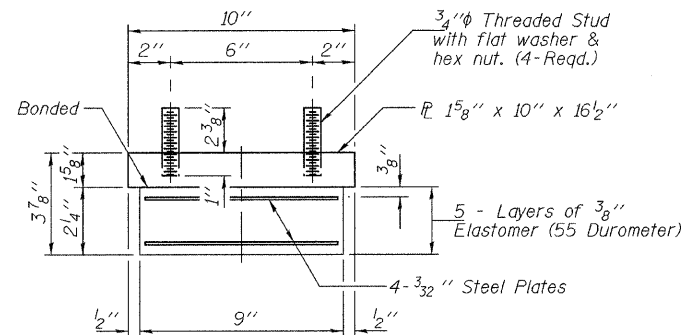
**PLAN TOP AND BOTTOM PLATE**



**SECTION B-B**

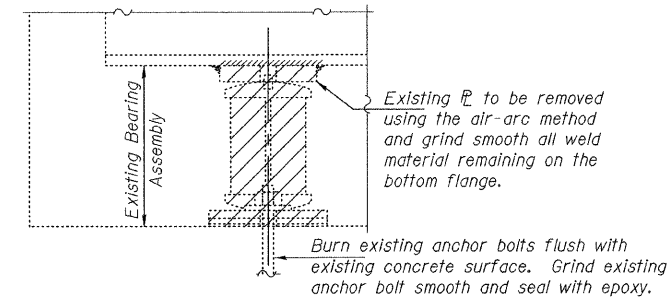


**STEEL EXTENSION DETAIL**



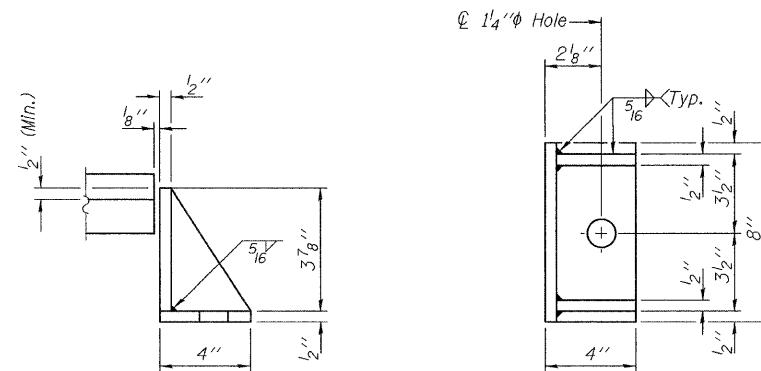
**BEARING ASSEMBLY**

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



**EXISTING BEARING REMOVAL DETAIL**

Cost included with Jack and Remove Existing Bearings.



**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	18
Jack and Remove Existing Bearings	Each	18
Furnishing and Erecting Structural Steel	Pound	3500
Anchor Bolts 1" $\phi$	Each	36

**BEARING REPLACEMENT DETAILS**

SN 099-0171

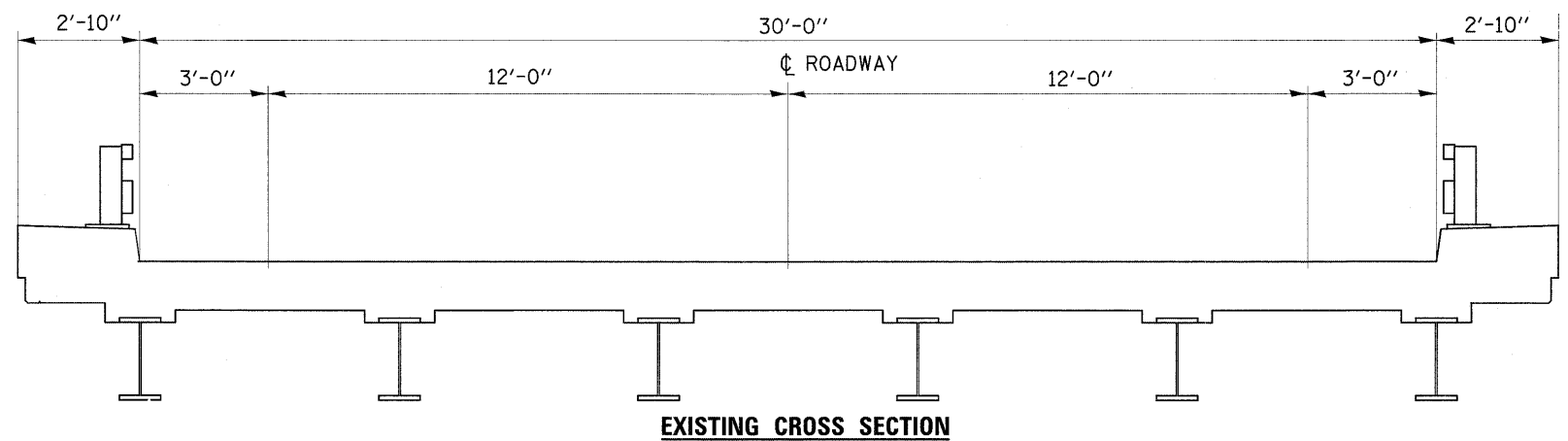
DESIGNED	IJL
CHECKED	VHV
DRAWN	Kyle M. Steffen
CHECKED	IJL VHV

EXAMINED	MARCH 11, 2010
PASSED	Ralph E. Anderson

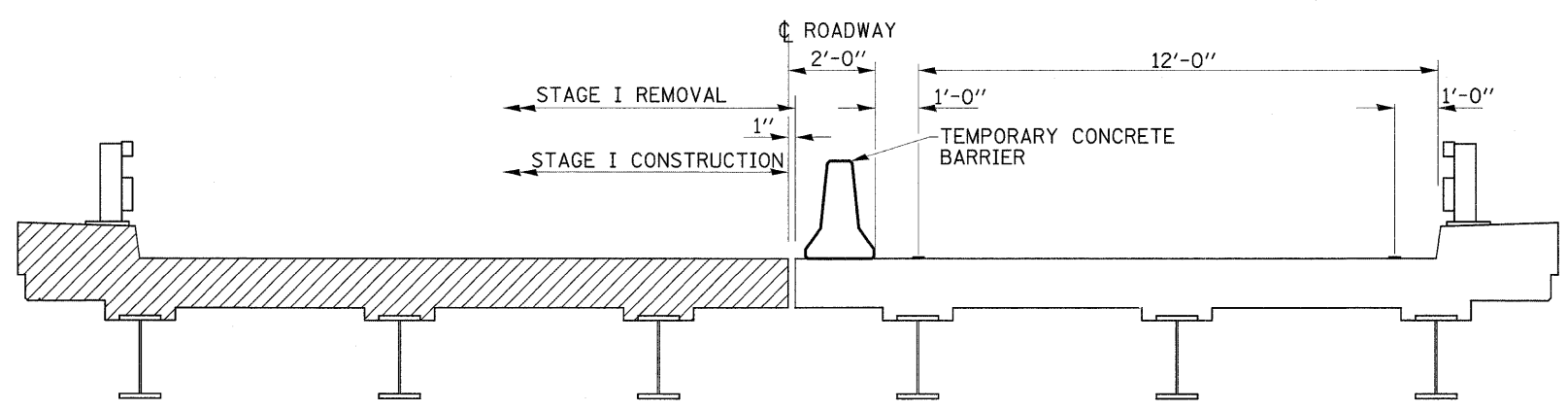
TYI/REPS 12-03-2008

SHEET NO. 3 3 SHEETS	F.A.U. RTE. 0327	SECTION 112 BR-I-1	COUNTY WILL	TOTAL SHEETS 28	SHEET NO. 14
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60H86	

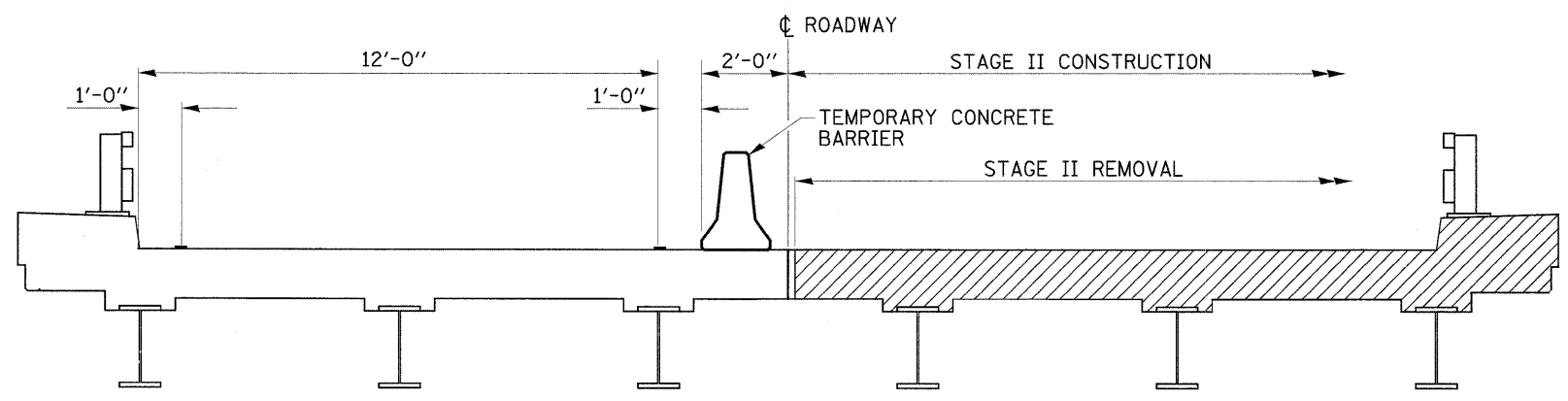




**EXISTING CROSS SECTION**



**STAGE I**



**STAGE II**

**ALL VIEWS LOOKING EAST**

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PLOT DATE = 2/18/2010	

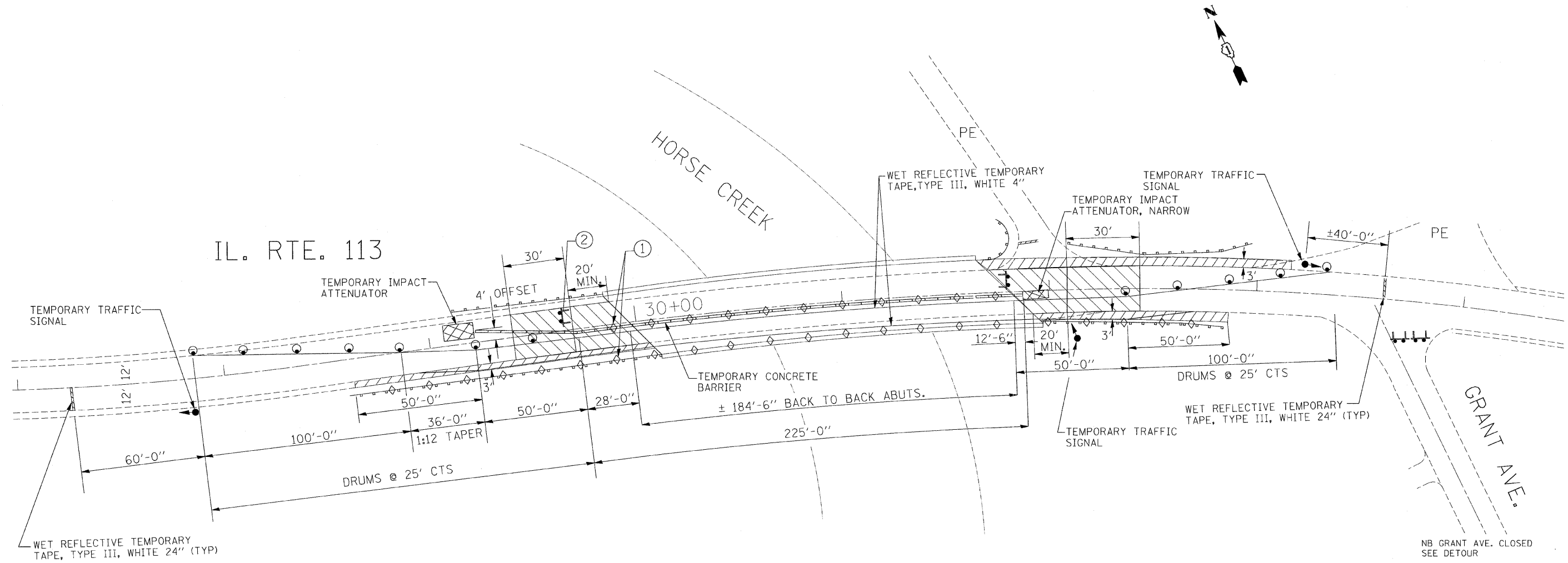
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 113 (RIVER STREET) OVER HORSE CREEK  
 SUGGESTED STAGES OF CONSTRUCTION  
 S.N. 099-0171**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0327	112 BR-I-1	WILL	28	15
CONTRACT NO. 60H86				
ILLINOIS FED. AID PROJECT				



HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ Ndes
<b>RESURFACING APPROACH PAVEMENT</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 mm)	4% @ 50 GYR.
<b>TEMPORARY PAVEMENT</b>	
<b>TOP 2"</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5 mm)	4% @ 50 GYR.
<b>BOTTOM 6"</b>	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 (2 LIFTS)	4% @ 50 GYR.

- THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ.YD./IN
- THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE SBS/SBR PG 70 -22 AND FOR NON-POLYMERIZED HMA THE AC TYPE SHALL BE PG 64 -22 UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

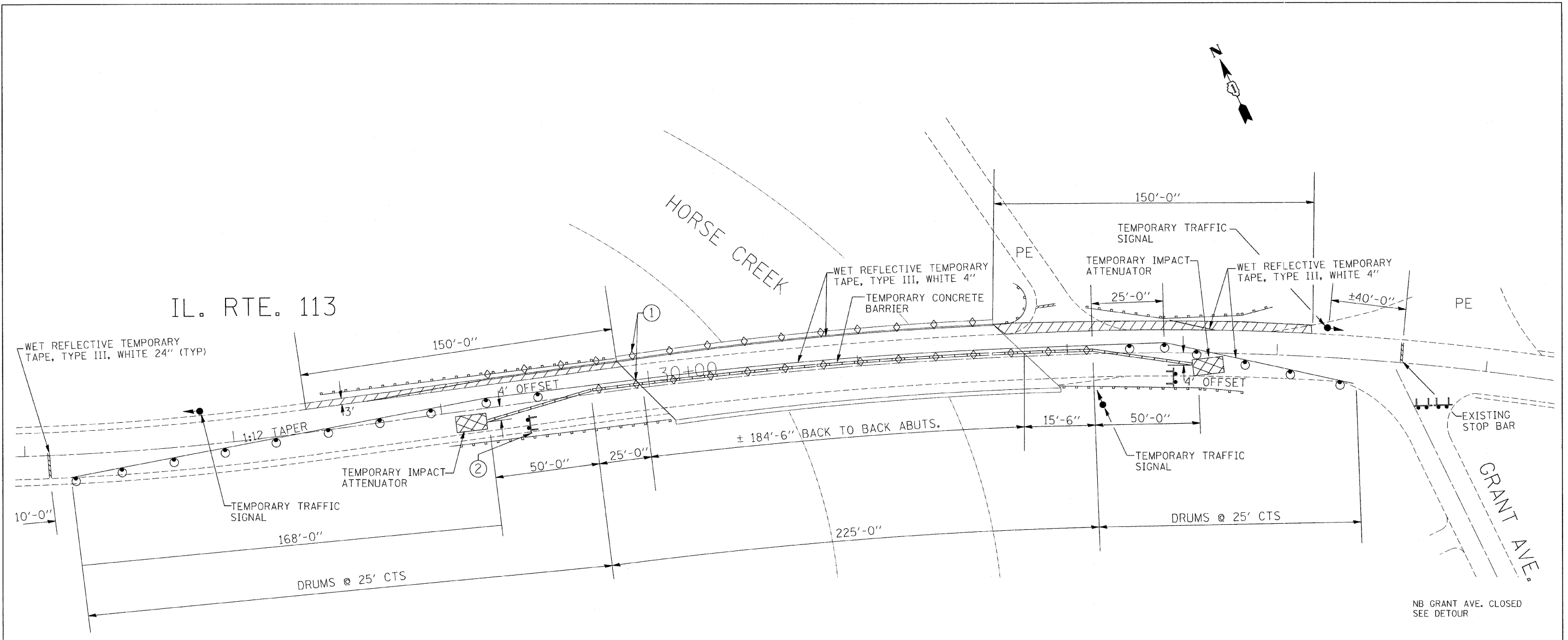
**LEGEND**

- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- 8" EARTH EXCAVATION & 8" TEMPORARY PAVEMENT
- HMA SURFACE REMOVAL, 1 1/2" HMA SURFACE COURSE, MIX "D", N70, 1 1/2"




**NOTE:**

- ① BARRIER WALL/ GUARDRAIL MARKERS AT 25' CTS SEE STANDARDS 704001 & 635011
- ② TYPE III BARRICADES TO BE PLACED WHEN NO WORK IS BEING PERFORMED
- FOR TEMPORARY TRAFFIC SIGNALS AND TEMPORARY LIGHTING SEE SHEET 20 OF 28
- ADVANCE WARNING SIGNS & TRAFFIC CONTROL ON IL 113 SHALL BE ACCORDING TO STANDARD 701321 EXCEPT AS SHOWN. COST INCLUDED WITH "TRAFFIC CONTROL AND PROTECTION 701321 (SPECIAL)".

FILE NAME =	USER NAME = midyja	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE I TRAFFIC CONTROL AND RESURFACING</b>		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 3/16/2010	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



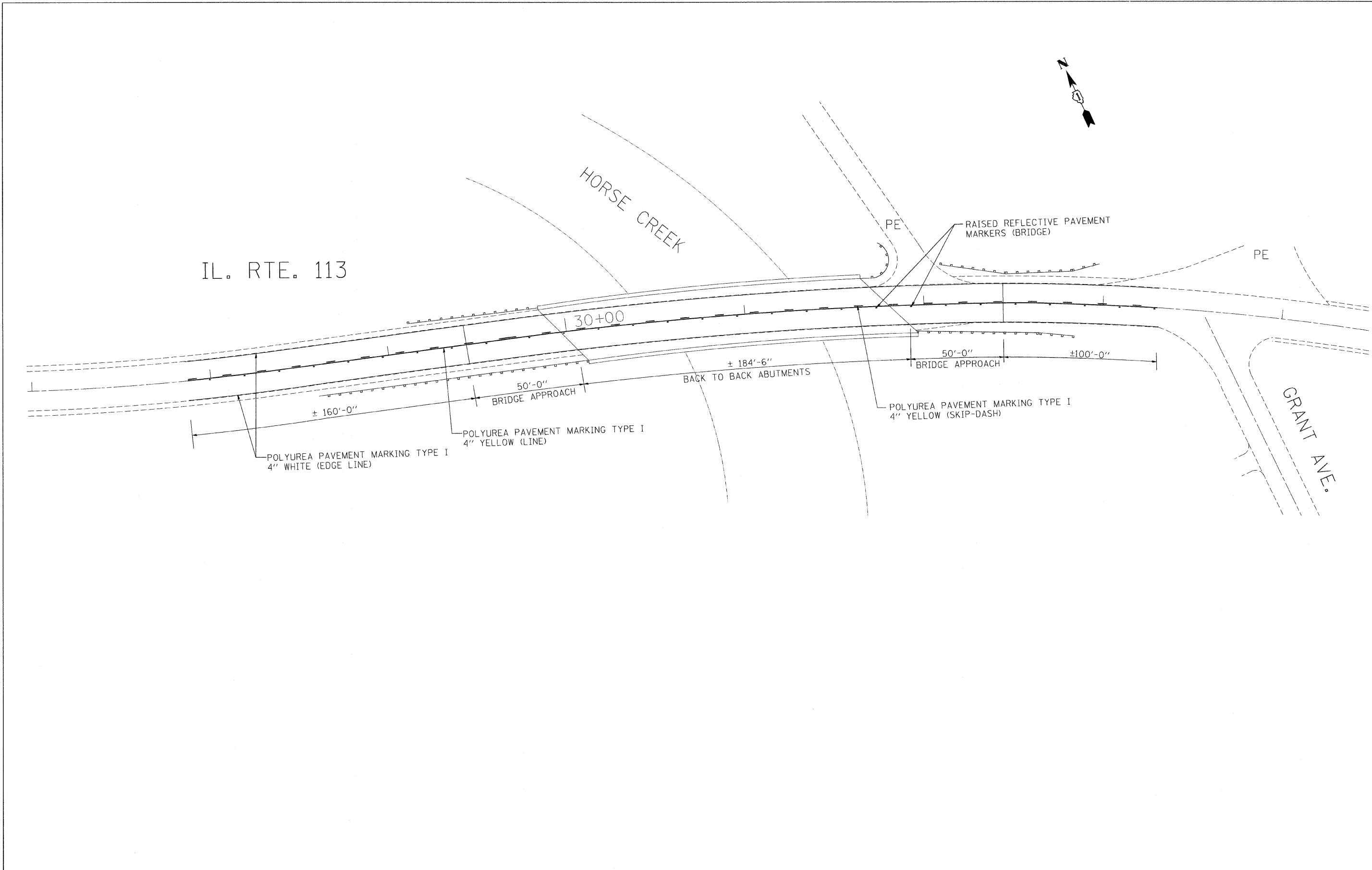
**LEGEND**

-  TYPE III BARRICADE
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- 8" EARTH EXCAVATION & 8" TEMPORARY PAVEMENT

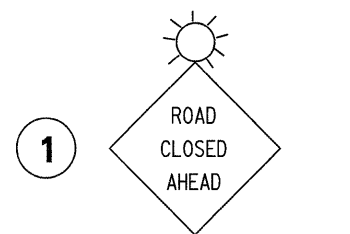
**NOTE:**

- ① BARRIER WALL/ GUARDRAIL MARKERS AT 25' CTS SEE STANDARDS 704001 & 635011
- ② TYPE III BARRICADES TO BE PLACED WHEN NO WORK IS BEING PERFORMED
- FOR TEMPORARY TRAFFIC SIGNALS AND TEMPORARY LIGHTING SEE SHEET 20 OF 28
- ADVANCE WARNING SIGNS & TRAFFIC CONTROL ON IL 113 SHALL BE ACCORDING TO STANDARD 701321 EXCEPT AS SHOWN. COST INCLUDED WITH "TRAFFIC CONTROL AND PROTECTION 701321 (SPECIAL)".

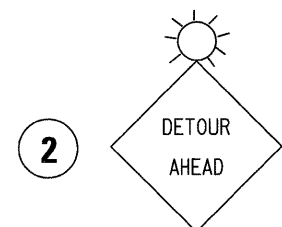
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PLT DATE = 3/15/2018	DATE -	CHECKED -	REVISED -			CONTRACT NO. 60H86					
						ILLINOIS FED. AID PROJECT					



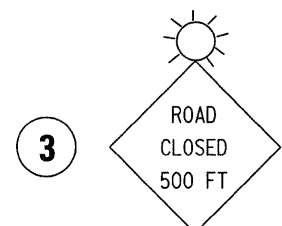
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		DATE -	REVISED -		SCALE:	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.			



W20-3(O)-48  
W/ TYPE 2 FLASHING LIGHT



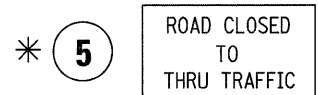
W20-2(O)-48  
W/ TYPE 2 FLASHING LIGHT



W20-3(O)-48  
W/ TYPE 2 FLASHING LIGHT



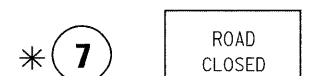
M4-8a 2418



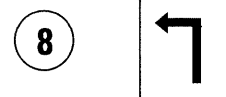
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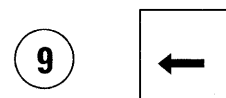
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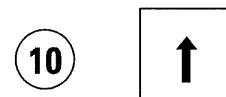
R11-2B 4830



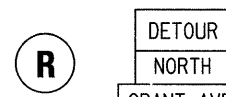
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M6-1(O) 2115



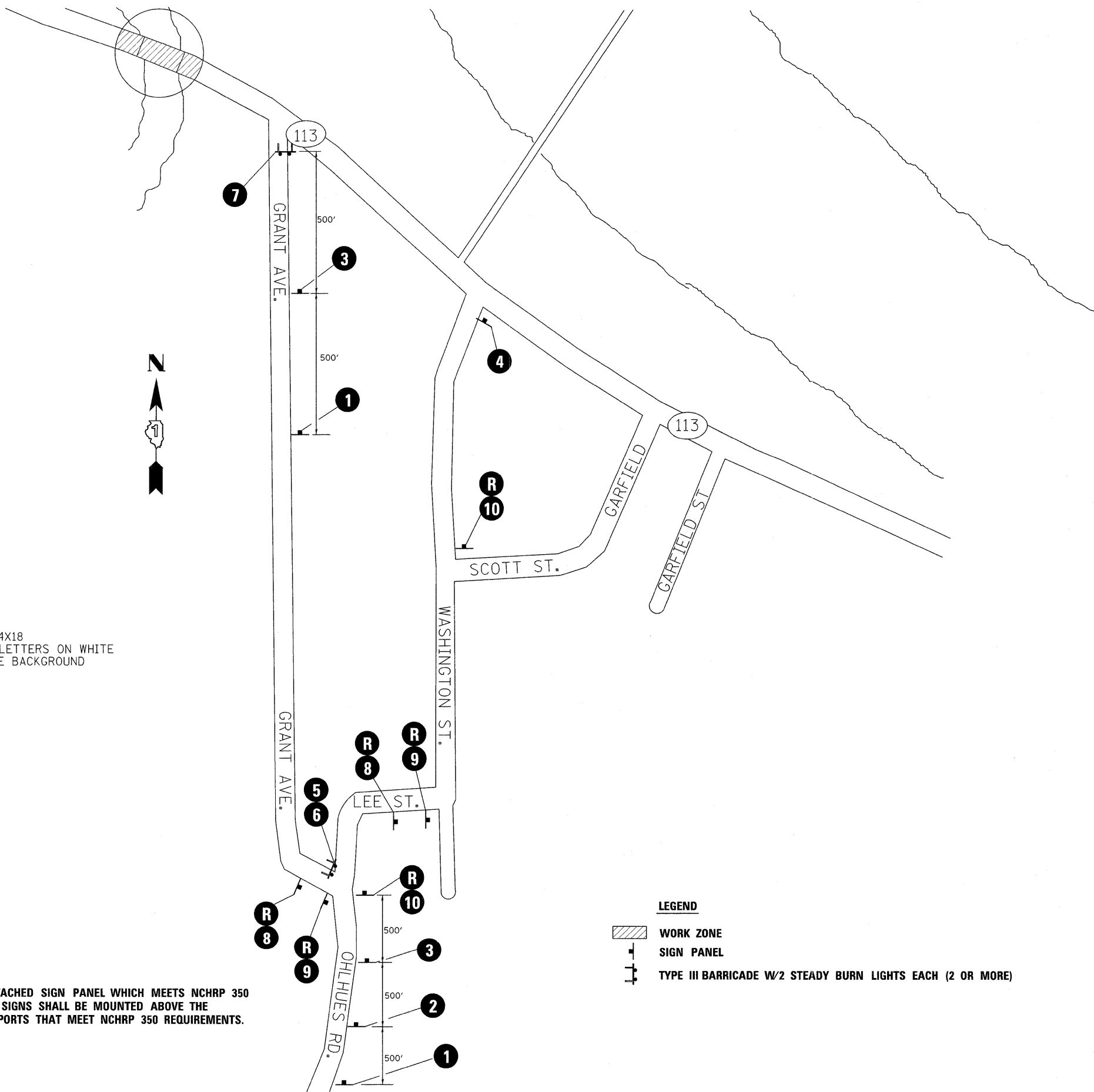
M6-3(O) 2115



M4-8(O) 2412  
M3-1 2412

SPECIAL 24X18  
4" BLACK LETTERS ON WHITE  
REFLECTIVE BACKGROUND

\* MOUNTED ABOVE TYPE III BARRICADES  
IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350  
REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED ABOVE THE  
BARRICADES ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.



**LEGEND**

- WORK ZONE
- SIGN PANEL
- TYPE III BARRICADE W/2 STEADY BURN LIGHTS EACH (2 OR MORE)

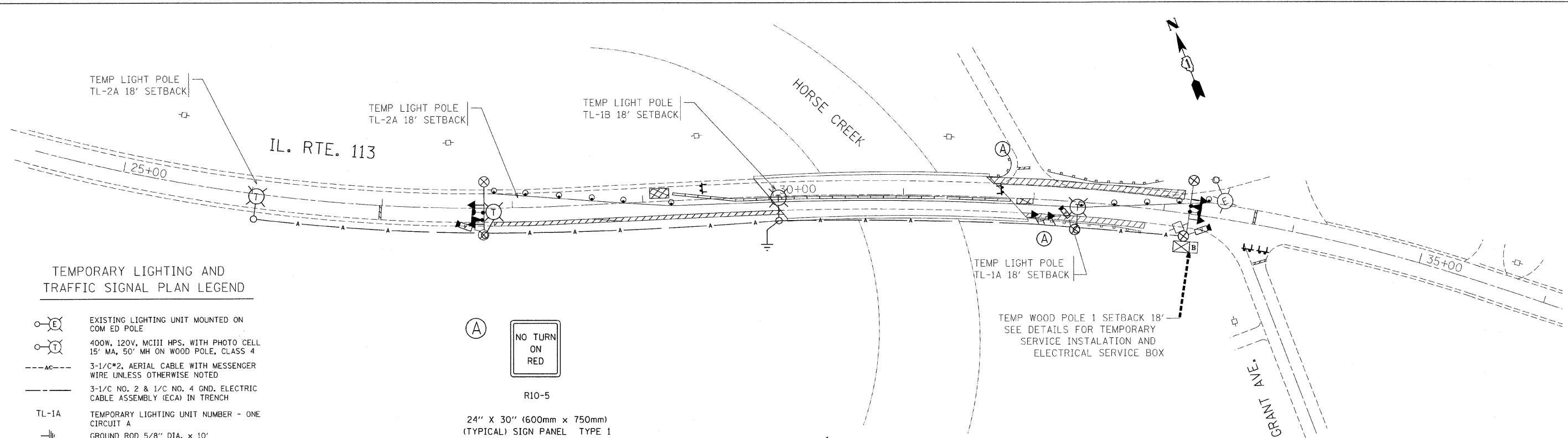
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC DETOUR  
GRANT AVE.**

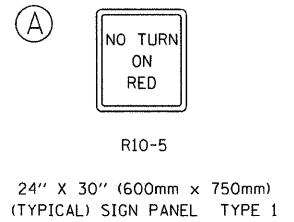
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0327	112 BR-I-1	WILL	28	19
CONTRACT NO. 60H86				
ILLINOIS FED. AID PROJECT				



**TEMPORARY LIGHTING AND TRAFFIC SIGNAL PLAN LEGEND**

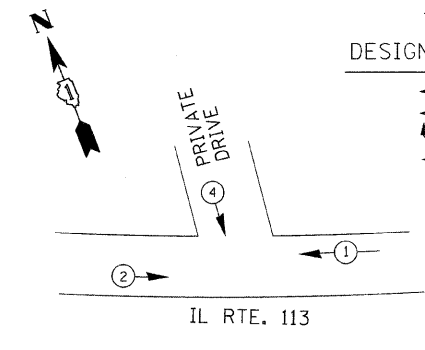
- EXISTING LIGHTING UNIT MOUNTED ON COM ED POLE
- 400W, 120V, MCIII HPS. WITH PHOTO CELL 15' MA, 50' MH ON WOOD POLE, CLASS 4
- 3-1/C\*2, AERIAL CABLE WITH MESSENGER WIRE UNLESS OTHERWISE NOTED
- 3-1/C NO. 2 & 1/C NO. 4 GND. ELECTRIC CABLE ASSEMBLY (ECA) IN TRENCH
- TL-1A TEMPORARY LIGHTING UNIT NUMBER - ONE CIRCUIT A
- GROUND ROD 5/8" DIA. x 10'
- COMBINATION LIGHTING AND TRAFFIC POLE MOUNTED ELECTRICAL SERVICE BOX
- TEMPORARY WOOD POLE - NOMINAL 60 FT., CLASS 4
- TEMPORARY TRAFFIC CONTROLLER WITH UPS AND BOTTOM PLATE MOUNTED TO WOOD POLE
- EMERGENCY VEHICLE LIGHT DETECTOR CONFIRMATION BEACON



TEMP WOOD POLE 1 SETBACK 18'  
SEE DETAILS FOR TEMPORARY SERVICE INSTALLATION AND ELECTRICAL SERVICE BOX

**TEMPORARY PHASE DESIGNATION DIAGRAM LEGEND**

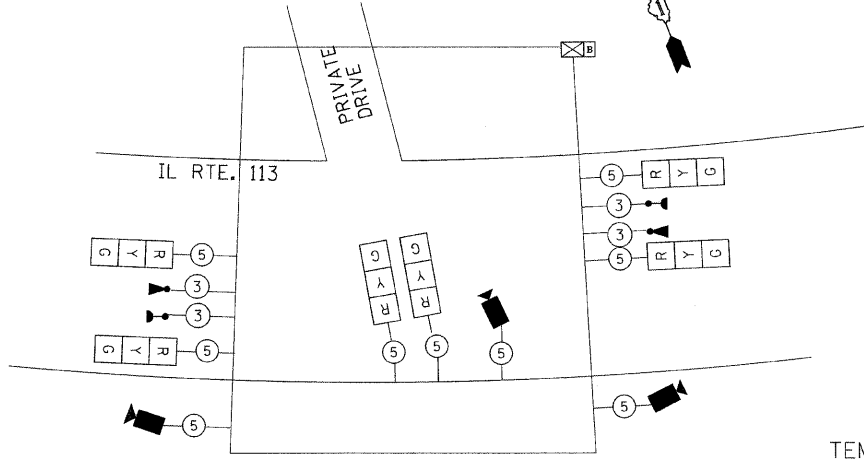
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OVERLAP
- PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE



TEMPORARY PHASE DESIGNATION DIAGRAM (TYPICAL)  
NOT TO SCALE

**GENERAL NOTES:**

1. CONTACT TO THE ELECTRIC UTILITY SHALL BE INITIATED BEFORE THE PRECONSTRUCTION MEETING, AND DOCUMENTATION OF CONTACT SHALL BE PRESENTED AT THAT MEETING. NO PLACEMENT OF POLES WILL BE ALLOWED WITHOUT EVIDENCE OF A SIGNED AGREEMENT WITH THE ELECTRIC UTILITY, FURNISHED TO THE ENGINEER.
2. THE LAYOUT OF THE TEMPORARY EQUIPMENT WILL VARY BASED ON FIELD CONDITIONS, STAGING, UTILITY IMPACTS, AND THE ELECTRIC SERVICE LOCATION AS COORDINATED WITH THE ELECTRIC UTILITY. THE CONTRACTOR SHALL SUBMIT A PLAN INDICATING THE SETTING OF POLES, TRAFFIC SIGNALS, AND COMBINED SERVICE. THIS PLAN MUST BE APPROVED BY THE ENGINEER BEFORE ANY POLES ARE PLACED
3. THE ELECTRIC SERVICE SHALL BE 240/120V. WHERE 240V SERVICE IS NOT AVAILABLE, THE CONTRACTOR MAY SUBMIT A PROPOSAL FOR 120V SERVICE, DROP CABLE, MAIN BREAKER, AND ALL OTHER SERVICE APPURTENANCES SHALL BE APPROPRIATELY RATED AND INCLUDED REGARDLESS OF THE SERVICE VOLTAGE APPLIED
4. THE TEMPORARY LIGHTING AND TRAFFIC SIGNAL INSTALLATION SHALL SHARE ANY COMMON ELEMENTS SUCH AS WOOD POLES, ELECTRICAL SERVICE, ELECTRIC SERVICE BOX, CABLE, ETC. THE CONTRACTOR SHALL COORDINATE TEMPORARY LIGHTING AND TRAFFIC SIGNAL INSTALLATIONS.
5. THE LIGHT POLE SETBACK FROM THE EDGE OF TRAVEL PAVEMENT SHALL BE 18 FT. UNLESS THE LIGHT POLE IS BEHIND GUARDRAIL. THE LIGHT POLES INSTALLED BEHIND THE GUARDRAIL OR BARRIER WALL SHOULD HAVE AT LEAST 8 FT. SETBACK FROM THE BACK OF THE SHOULDER AND OR AS DIRECTED BY THE ENGINEER.
6. ELECTRIC CABLE ASSEMBLY IN TRENCH TO BE INSTALLED BETWEEN TEMP WOOD POLES 1 AND 2. TO AVOID CONFLICT WITH EXISTING AERIAL CABLE. SEE TEMPORARY AERIAL CABLE INSTALLATION DETAIL (BE 801)
7. EACH LIGHTING UNIT SHALL BE CONTROLLED BY A PHOTO CELL MOUNTED ON EACH LUMINAIRE WITH THE LIGHTING CIRCUIT FED FROM THE TEMPORARY SERVICE DISCONNECT BOX. OTHER MEANS OF LUMINAIRE CONTROL CAN BE CONSIDERED IF APPROVED BY THE ENGINEER.
8. THE CONTRACTOR SHALL SPLICE AERIAL CABLE AT THE LIGHT POLE USING HEAT SHRINKABLE CAPS WITH THE FACTORY APPLIED WATERPROOF SEALANT OR AN APPROVED UL LISTED AERIAL TAP DEVICE.
9. ALL AREAS DISTURBED UNDER THIS CONTRACT SHALL BE RESTORED TO THE ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE ENGINEER.



TEMPORARY CABLE PLAN (TYPICAL)  
NOT TO SCALE

**TEMPORARY CABLE PLAN LEGEND**

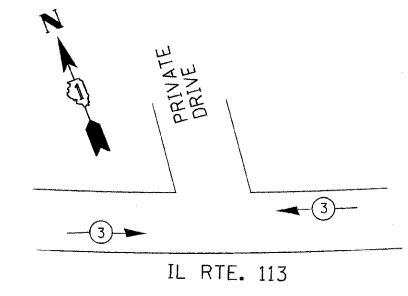
- TEMPORARY VIDEO DETECTOR
- INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION, 12" (300 mm)

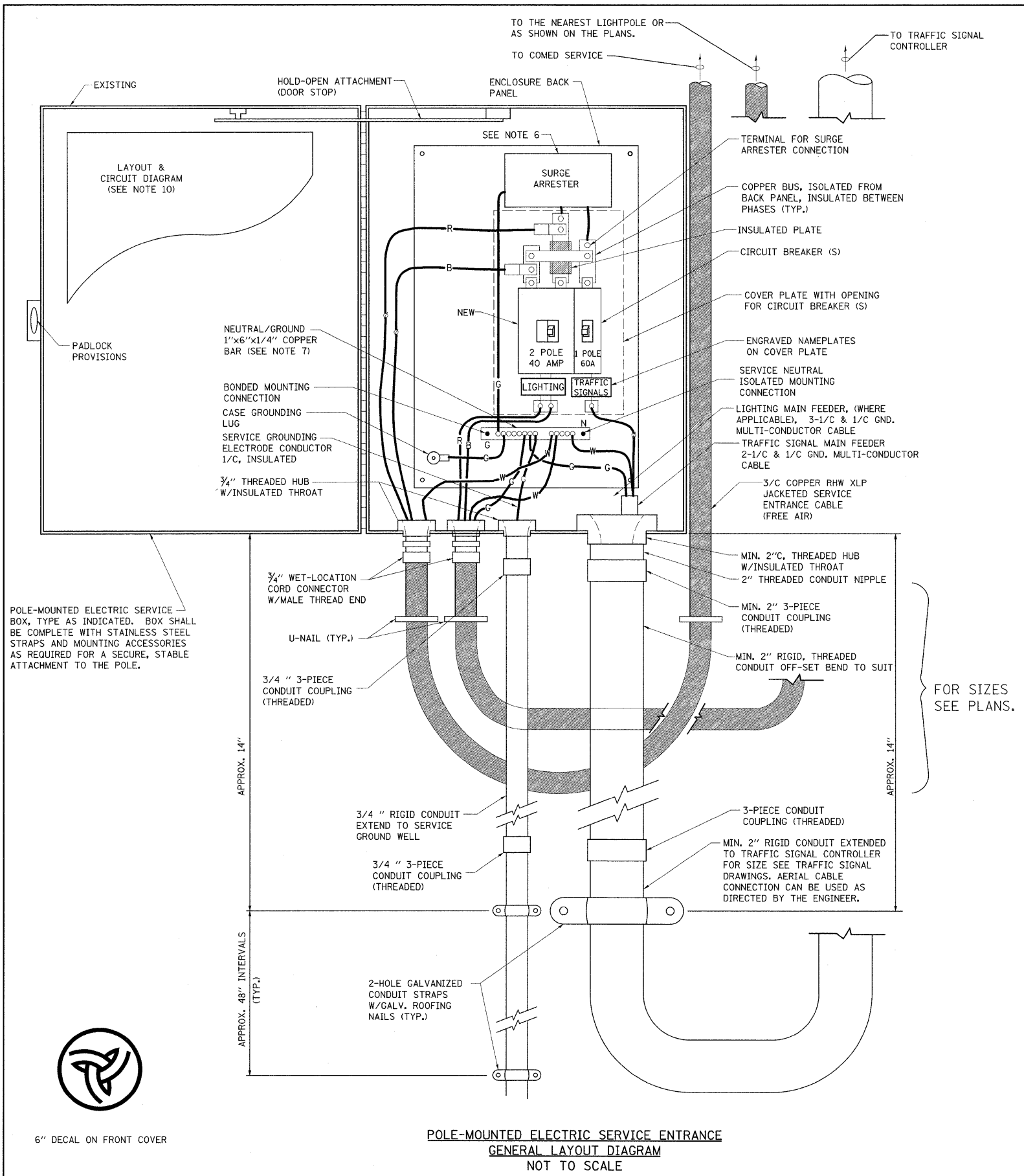
**SCHEDULE OF QUANTITIES**

ITEM	UNIT	QUANTITY
TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1

PROPOSED PRIORITY LANES	
PRIORITY LANE INTERVAL	3
MOVEMENT	

**TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE**

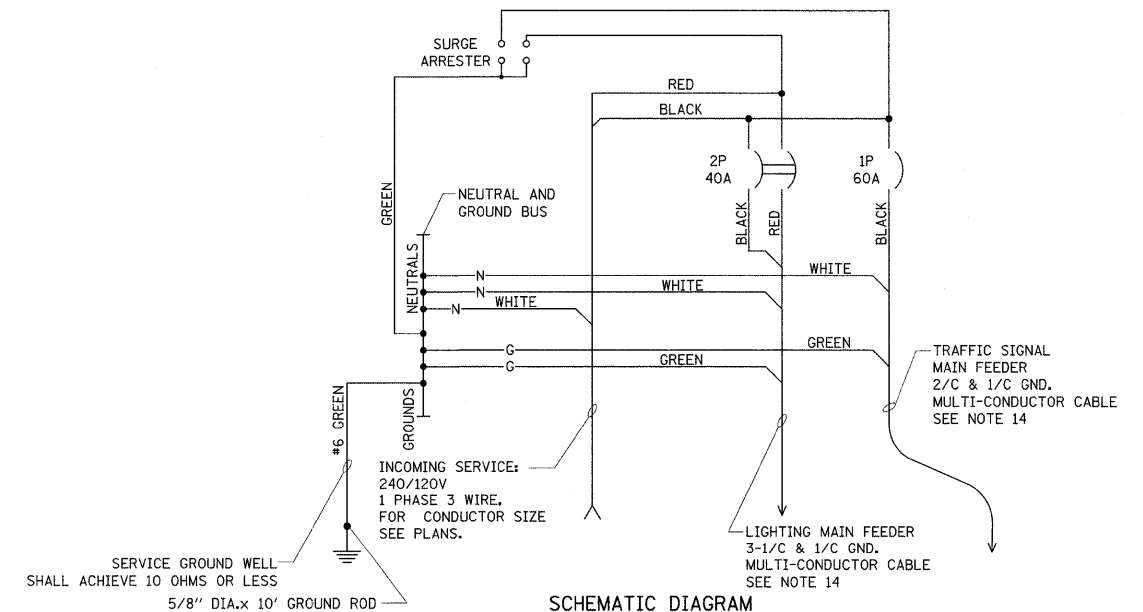




POLE-MOUNTED ELECTRIC SERVICE ENTRANCE  
GENERAL LAYOUT DIAGRAM  
NOT TO SCALE

NOTES:

- ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
- THE POLE-MOUNTED ELECTRIC SERVICE BOX SHALL BE CONFIGURED AND FULLY EQUIPPED FOR 240/120V 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER AND TRAFFIC SIGNALS MAIN BREAKER AS REQUIRED.
- THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
- THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"H X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H1208SS6LP/A-16 P12/A-DSTOPK/C-PMK12, OR APPROVED EQUAL.
- CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
- THE SURGE PROTECTOR SHALL BE SUITABLE FOR THE SERVICE VOLTAGE SINGLE PHASE 60HZ AC, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C., WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L065XST OR APPROVED EQUAL.
- BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
- THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
- THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
- A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
- A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
- LUGS AND CONNECTORS SHALL BE RATED FOR 75 C CONDUCTOR.
- THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.

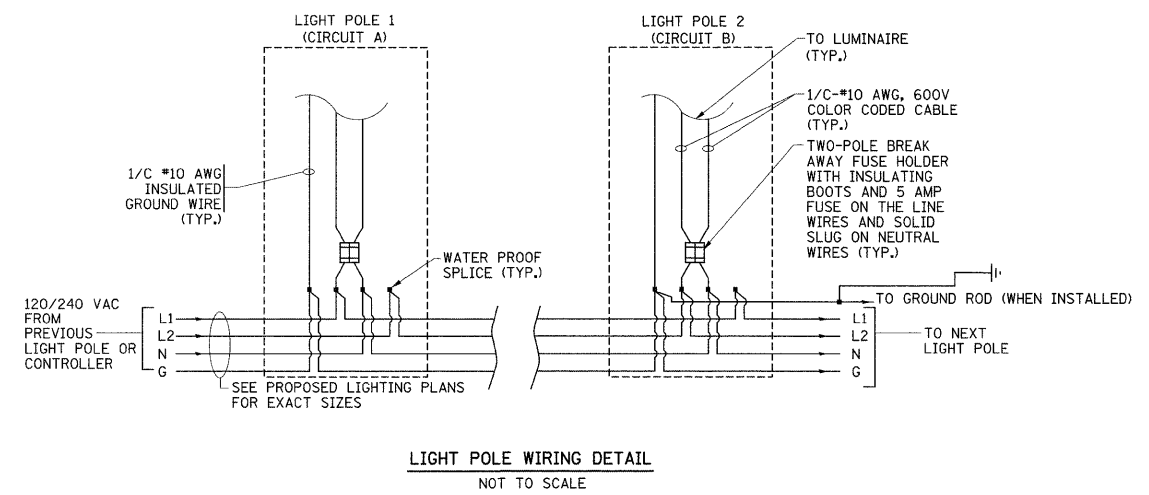
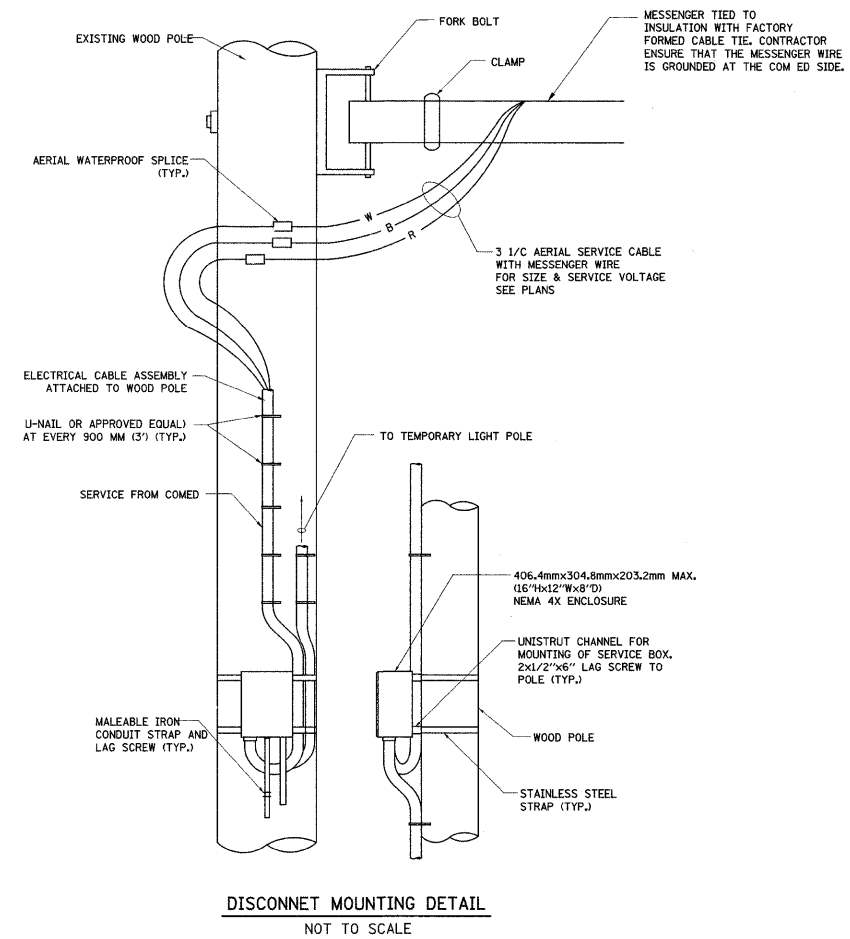
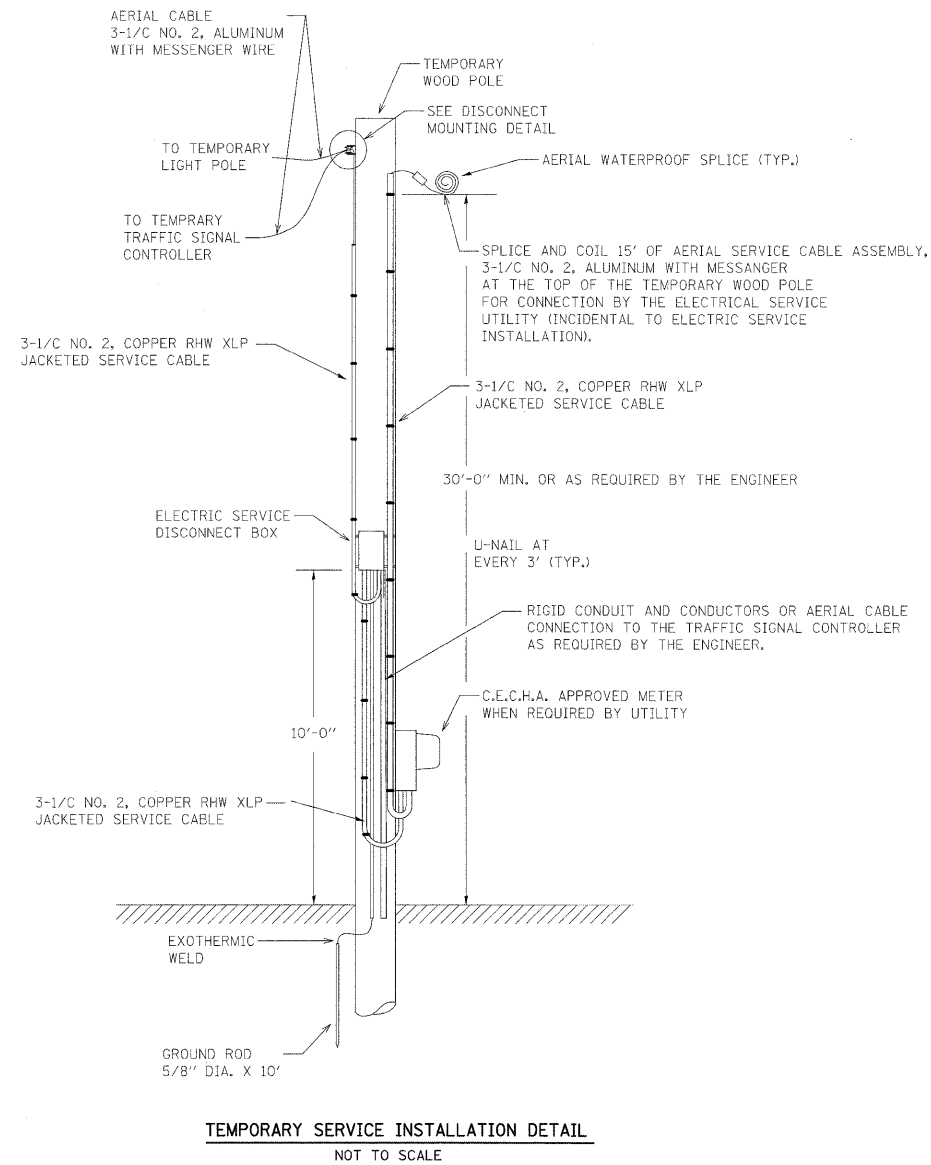


SCHEMATIC DIAGRAM

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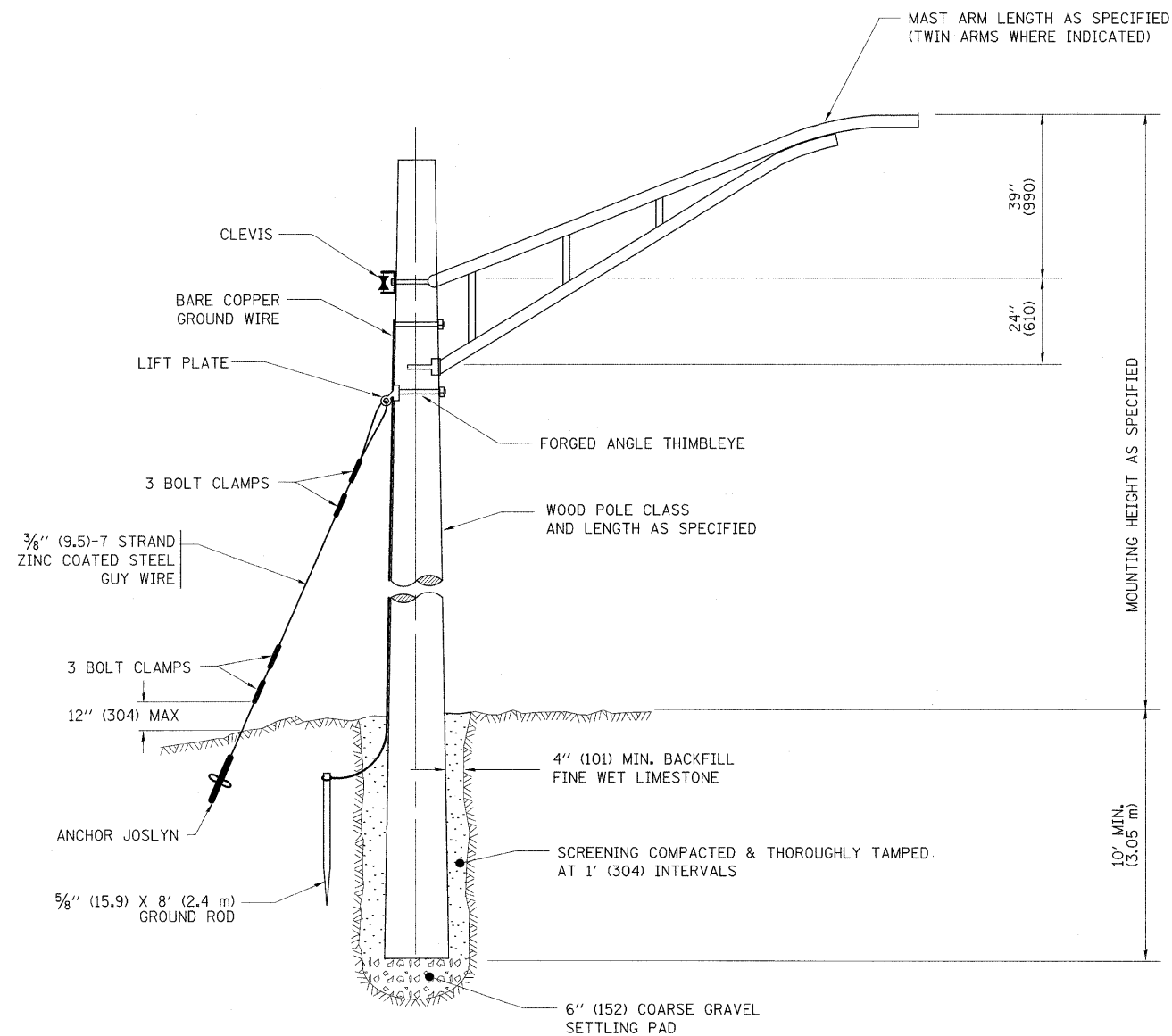
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

COMBINATION LIGHTING & TRAFFIC POLE MOUNTED ELECTRIC SERVICE BOX DETAIL		F.A.U. RTE. 0327	SECTION 112 BR-1-1	COUNTY WILL	TOTAL SHEETS 28	SHEET NO. 22
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60H86			
ILLINOIS FED. AID PROJECT						

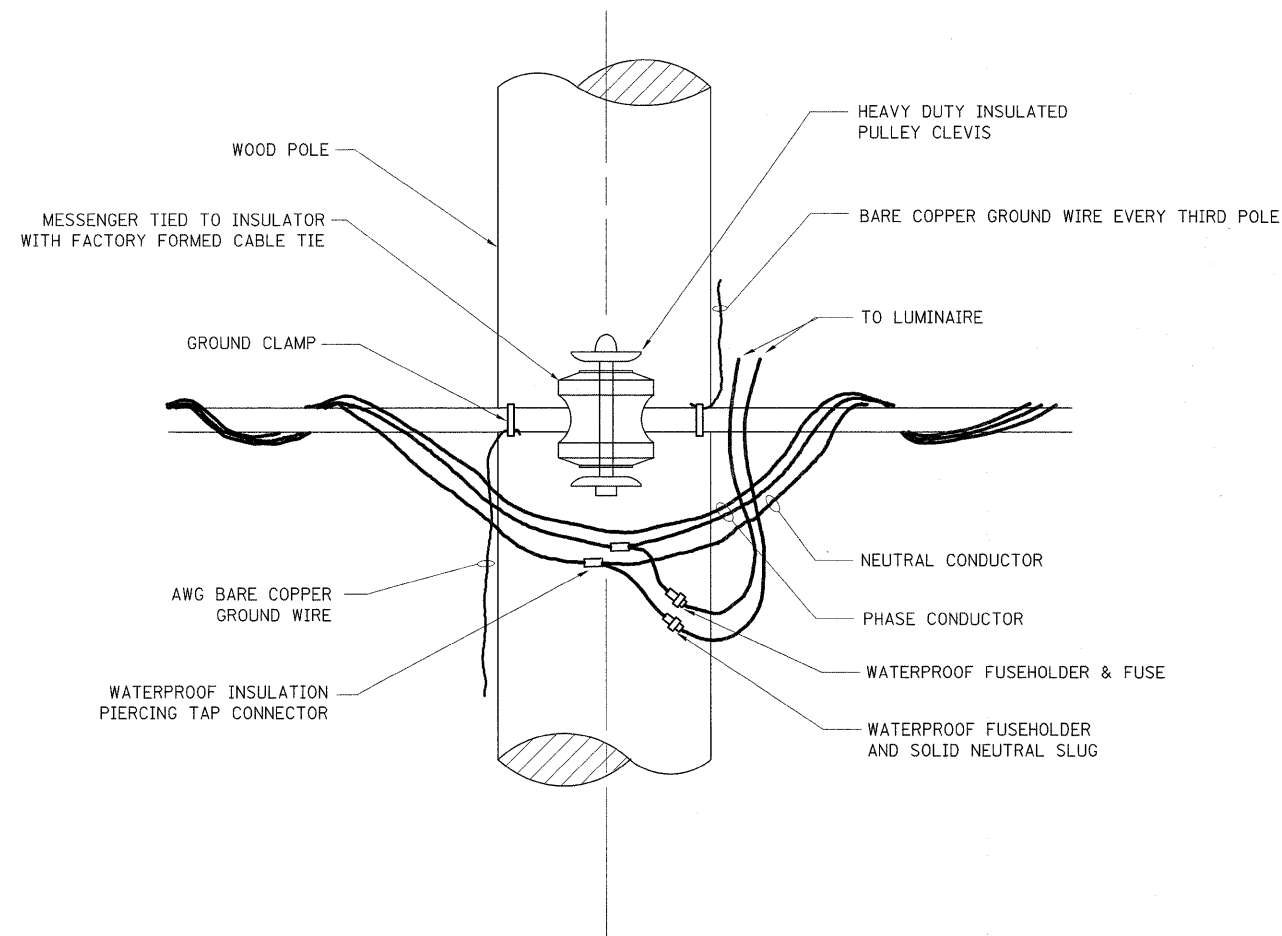


FILE NAME =	USER NAME = poultarma	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY SERVICE INSTALLATION AND LIGHT POLE WIRING DETAIL</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at\p\work\FWIDOT\POULTARMA\08181966\0182209-11ght.dgn	DRAWN -	REVISED -	0327			112 BR-I-1	WILL	28	23	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 60H86							
PLOT DATE = 2/18/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS STA. TO STA.					





TEMPORARY LIGHT POLE DETAIL

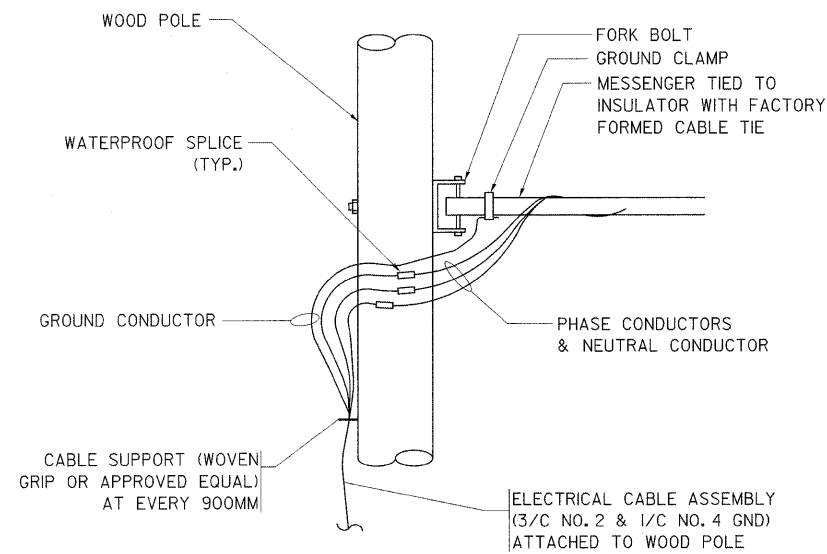


TEMPORARY LIGHT POLE ATTACHMENT DETAIL

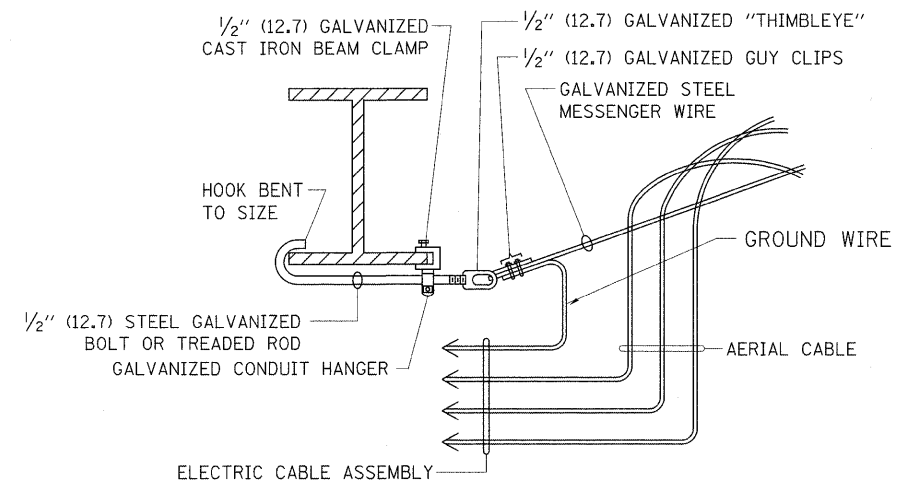
NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME =	USER NAME = midjje	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHT POLE DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw_work\PW100T\MIDY JA\d0181051\N1st5	dgn	DRAWN -	REVISED -		0327	112 BR-I-1	WILL	28	24			
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -		<b>BE-800</b>			<b>CONTRACT NO. 60H86</b>				
	PLOT DATE = 2/18/2010	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



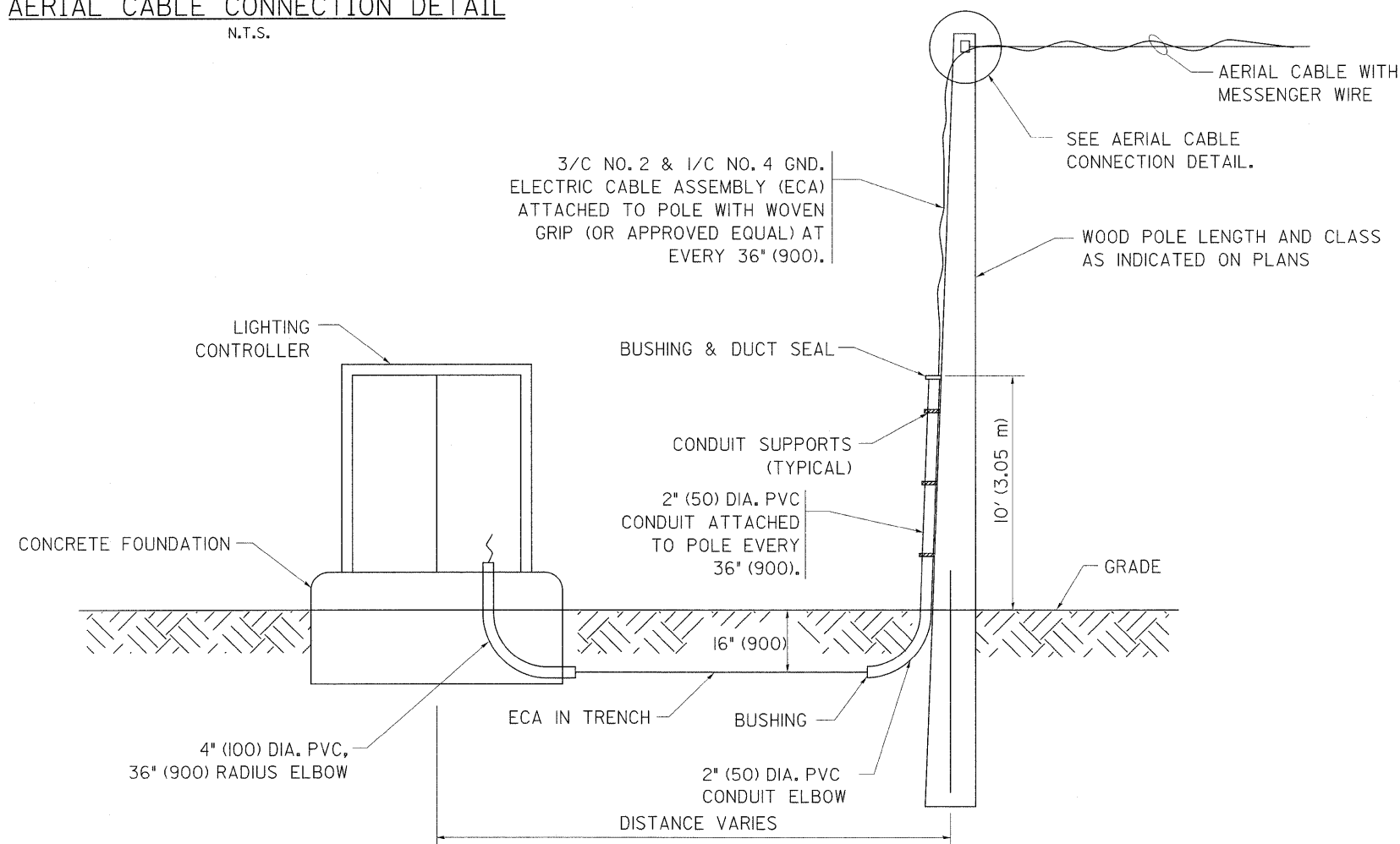
**AERIAL CABLE CONNECTION DETAIL**  
N.T.S.



**AERIAL CABLE ATTACHED TO STRUCTURE**  
NOT TO SCALE

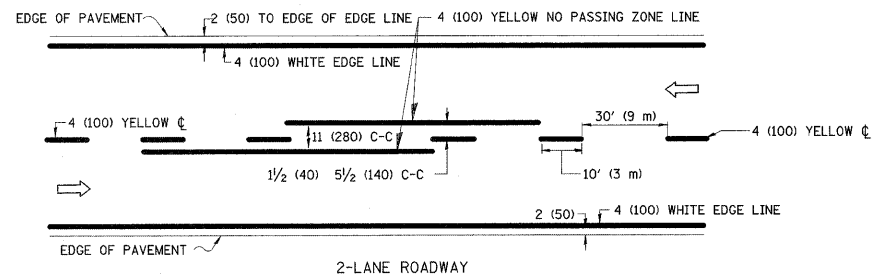
**NOTES:**

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED.
2. SEE PROPOSED LIGHTING PLAN FOR CONDUIT, CABLE AND ROUTING.
3. THE CONTRACTOR SHALL PROVIDE INTERMEDIATE SUPPORTS TO MAINTAIN MINIMUM CLEARANCES. REFER TO AERIAL AERIAL CABLE ATTACHED TO STRUCTURE DETAIL.
4. COST OF SPLICES AND MOUNTING HARDWARE SHALL BE INCLUDED IN THE UNIT PRICE FOR AERIAL CABLE.

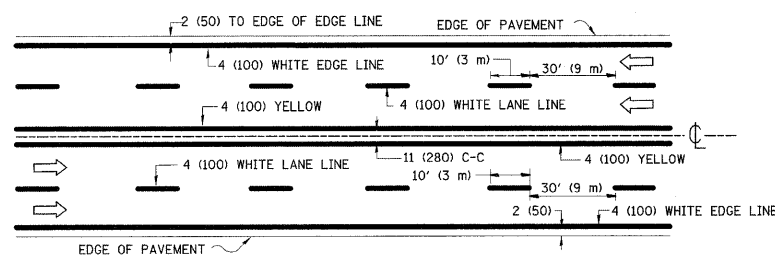


**WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL**  
N.T.S.

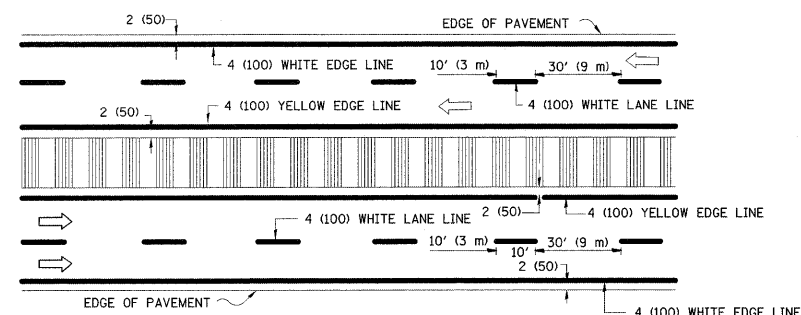
FILE NAME =	USER NAME = mdyje	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY AERIAL CABLE INSTALLATION</b>			F.A.I.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw_work\PW\DOT\MIDYJA\d0181051\DistS.dgn		DRAWN -	REVISED -		0327	112 BR-I-1	WILL	28	25			
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -		<b>BE-801</b>			<b>CONTRACT NO. 60H86</b>				
PLOT DATE = 2/18/2010		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



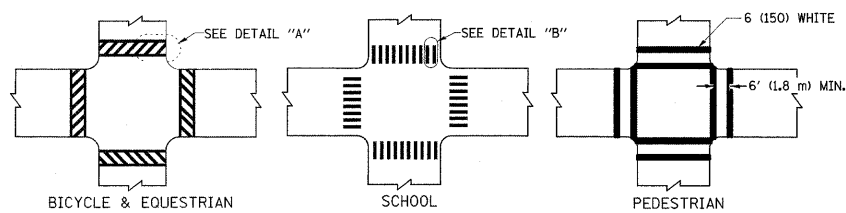
MULTI-LANE UNDIVIDED



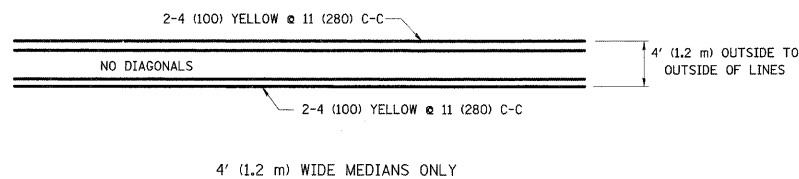
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

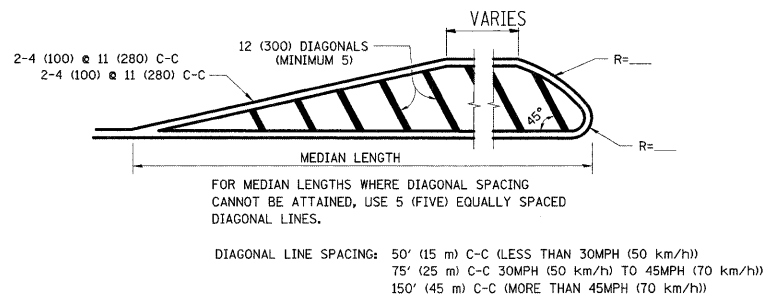
TYPICAL LANE AND EDGE LINE MARKING



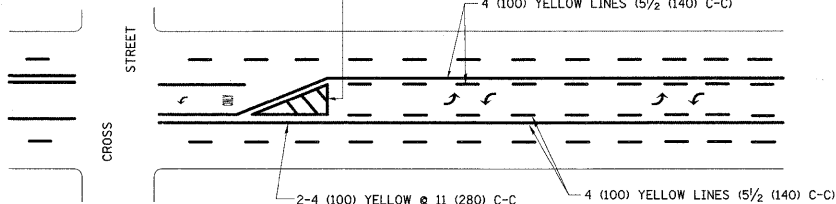
TYPICAL CROSSWALK MARKING



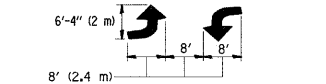
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

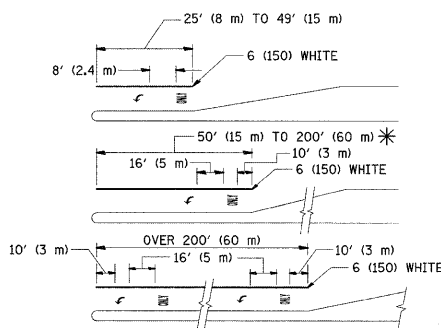


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



TYPICAL TURN LANE MARKING

TYPICAL PAINTED MEDIAN MARKING

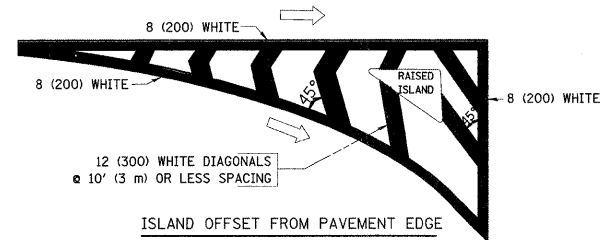


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>); ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

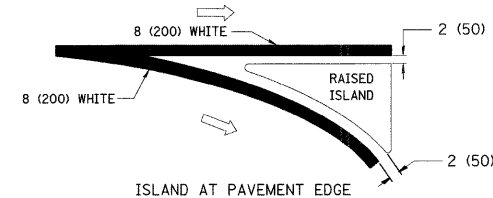
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

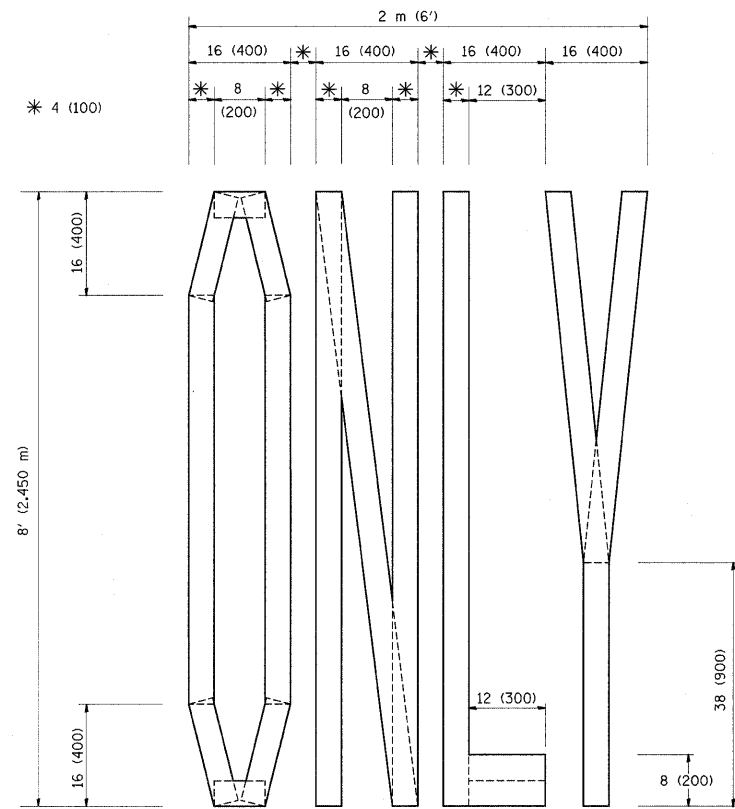
All dimensions are in Inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = midyjo	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
c:\pwork\PWIDOT\MIDYJA\018105\1\DistSt.dgn		DRAWN -	REVISED -C. JUCIUS 09-09-09
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 2/18/2010		DATE - 03-19-90	REVISED -

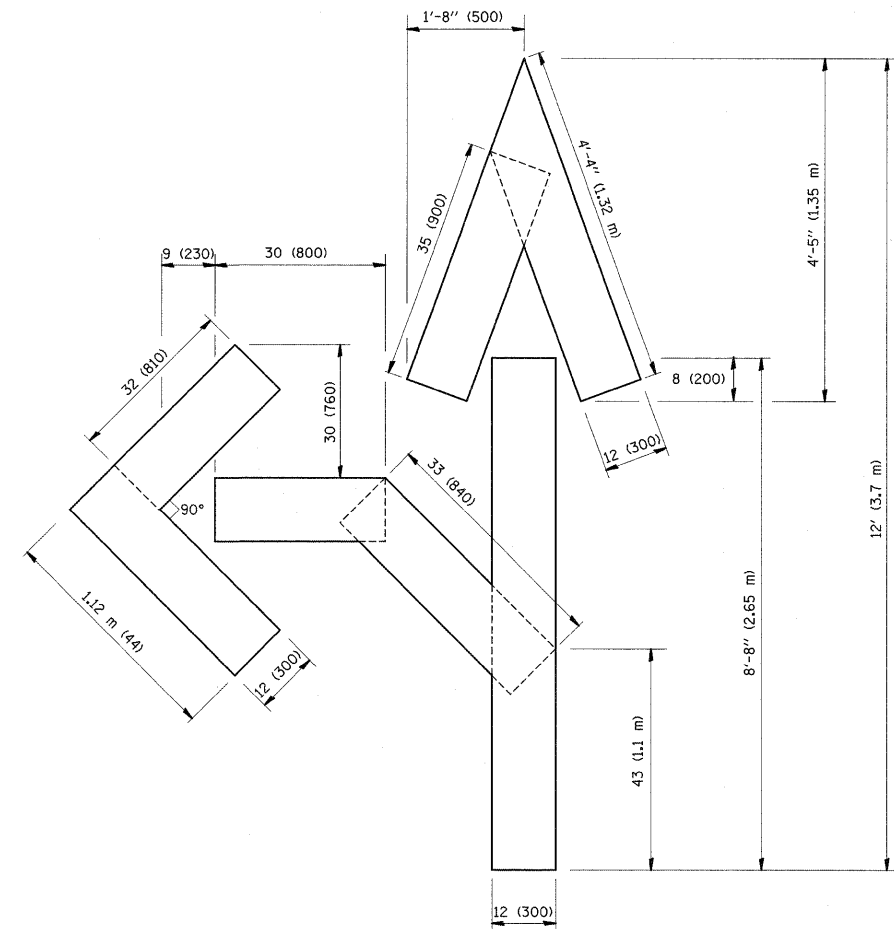
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		0327	112 BR-1-1	WILL	28	26
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	CONTRACT NO. 60H86	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

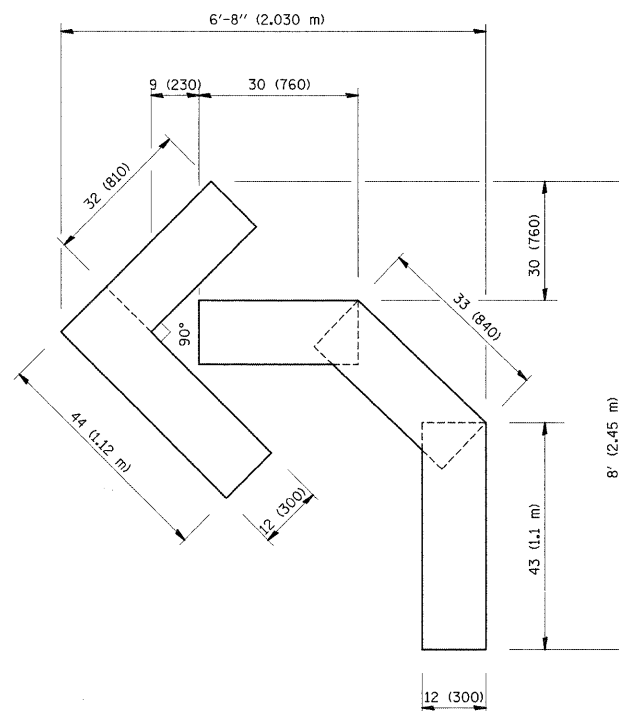
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0327	112 BR-1-1	WILL	28	26
TC-13		CONTRACT NO. 60H86		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

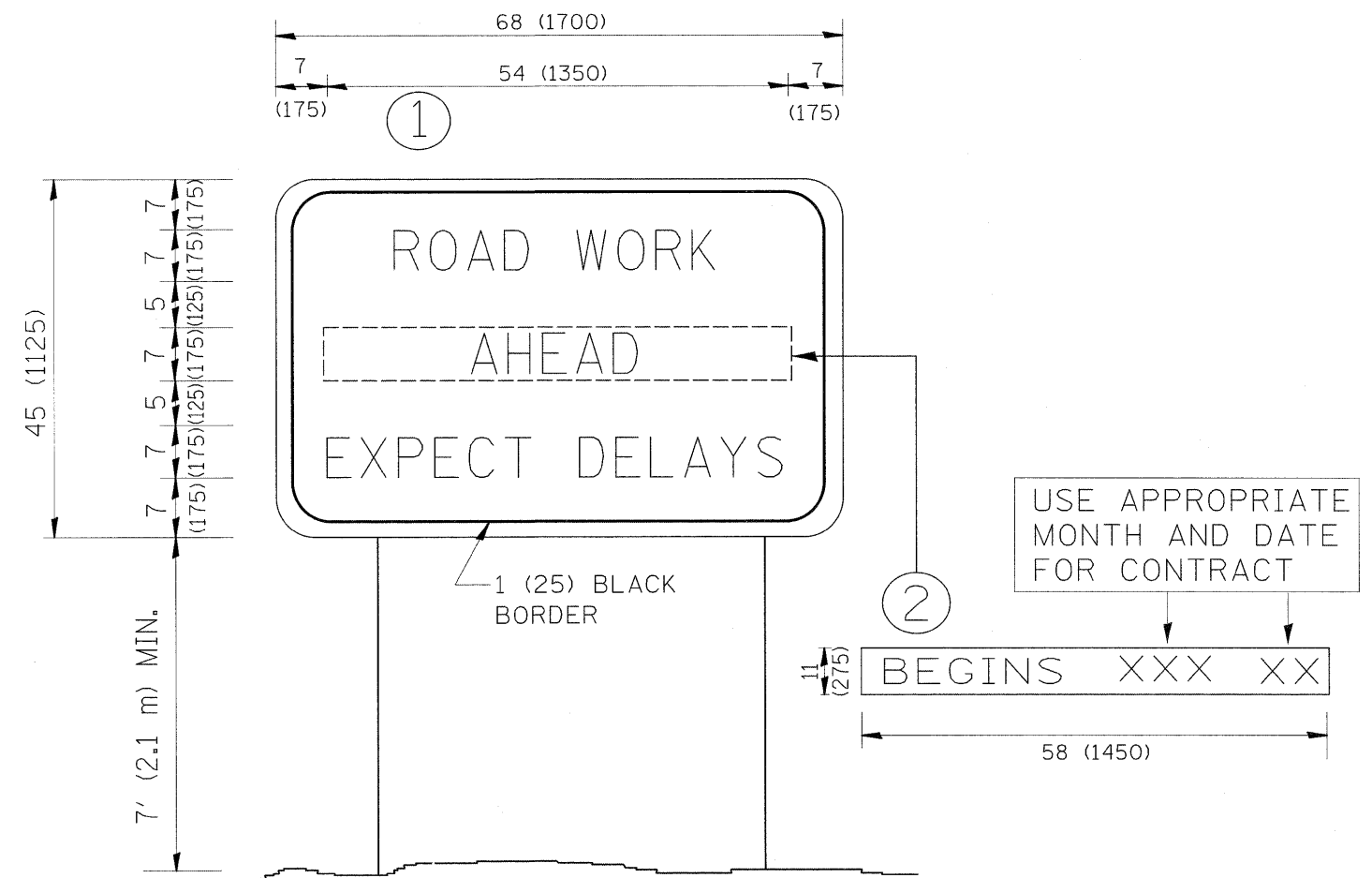
FILE NAME =	USER NAME = midaja	DESIGNED -	REVISED - T. RAMMACHER 06-05-96
c:\pwork\FWIDOT\MIDYJA\0101051\DistS	edgn	DRAWN -	REVISED - T. RAMMACHER 11-04-97
PLT SCALE = 50.0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 03-02-98	
PLT DATE = 2/18/2010	DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00	

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0327	112 BR-1-1	WILL	28	27
TC-16			CONTRACT NO. 60H86	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME -	USER NAME - mdyja	DESIGNED -	REVISED - R. MIRS 09-15-97	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ARTERIAL ROAD INFORMATION SIGN</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pwwork\FWIDOT\MIDYJA\d0181051\DistStEdgn	DRAWN -	REVISED - R. MIRS 12-11-97	0327			112 BR-1-1	WILL	28	28	
PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	<b>TC-22</b>			<b>CONTRACT NO. 60H86</b>				
PLOT DATE = 2/19/2010	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE			SHEET NO. 1 OF 1 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		