

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAU ROUTE 1459: 26TH ST. OVER
DES PLAINES RIVER
SECTION: FAU 1459 22 BJ
PROJECT: HBFP-LB6A(724)

BRIDGE DECK OVERLAY
COOK COUNTY
C-91-350-22

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	1
		ILLINOIS	CONTRACT NO. 62T43	

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. 2

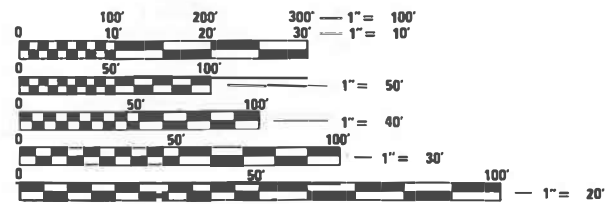
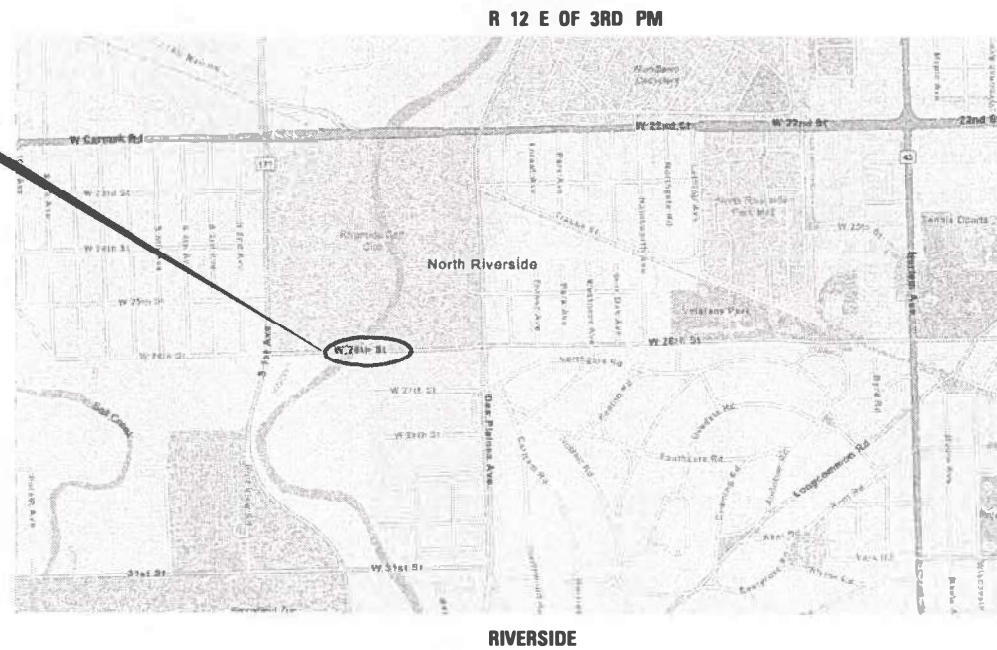
THIS PROJECT IS LOCATED IN THE VILLAGE OF NORTH RIVERSIDE

TRAFFIC DATA

2021 ADT = 13,000 VPD
POSTED SPEED LIMIT = 25 MPH
MAJOR COLLECTOR



PROJECT LOCATION
26TH ST OVER DES PLAINES RIVER
STRUCTURE NO. 016-1016



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

MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE
CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672

PROJECT ENGINEER: VESELIN VELICHKOV (847)-705-4432
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62T43

GROSS LENGTH = 998 FT. = 0.19 MILES
NET LENGTH = 442 FT. = 0.08 MILES



Alexander Carl Lane
ALEXANDER CARL LANE, P.E.
IL LIC. NO. 062-063261
EXP: 11/30/2025
DATE: 3/2/2024

THIS SEAL AND SIGNATURE PERTAINS TO SHEETS 1 TO 8

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED MARCH 12 2024

REGION 1 ENGINEER [Signature]

May 10, 2024 [Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2024 [Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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CONTACT: ALEXANDER LANE (312) 477-0620

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STATE STANDARDS

STANDARD NO.	DRAWING NAME
000001-08	STANDARD SYMBOLS ABBREVIATIONS AND PATTERNS
630001-12	STEEL PLATE BEAM GUARDRAIL
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS- DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

MIXTURE REQUIREMENTS

HOT-MIX ASPHALT MIXTURE REQUIRMENTS			QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes		
BUTT JOINT & SHOULDERS			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1-3/4"	4% @ 70 Gyr		QC/QA
DRIVEWAY			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4% @ 50 Gyr		QC/QA
HOT-MIX ASPHALT BASE COURSE, 6" (HMA BINDER IL-19.0)	4% @ 50 Gyr		QC/QA
QMP DESIGNATION: QUALITY CONTROL/ QUALITY ASSURANCE (QC/QA): QUALITY CONTROL FOR PERFORMANCE (QCP): PAY FOR PERFORMANCE (PPF)			
MIXTURE REQUIREMENT NOTES:			
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.			
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.			

GENERAL NOTES

- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
- MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES. CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE.
- IN ADDITION TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.
- THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.G.1. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A 404 PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE 404 PERMIT IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER USACE PERMITS.
- THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM I.D.O.T. FIELD MAINTENANCE ENGINEERS.
- THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLANS.
- THE CENTERLINE IS FOR INFORMATION ONLY.

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PLOT DATE = 3/19/2024	CHECKED - ACL	REVISED -
	DATE - 03/01/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, MIXTURE REQUIREMENTS, AND GENERAL NOTES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	2
CONTRACT NO.			62T43	
ILLINOIS FED. AID PROJECT				

PAY ITEM NUMBER	DESIGNATION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE	
				0059 80% FEDERAL 20% STATE	0005 100% STATE
				35501308	HOT-MIX ASPHALT BASE COURSE, 6"
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	162	162	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	325	325	
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	4	4	
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	38	38	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	278	278	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1,338	1,338	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	278	278	
44000600	SIDEWALK REMOVAL	SQ FT	1,338	1,338	
50102400	CONCRETE REMOVAL	CU YD	16.1	16.1	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	16.8	16.8	
50300260	BRIDGE DECK GROOVING	SQ YD	1,790	1,790	
50300300	PROTECTIVE COAT	SQ YD	2,133	2,133	
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	420	420	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,190	2,190	
50800515	BAR SPLICERS	EACH	12	12	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	155	155	
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2	
52100520	ANCHOR BOLTS 1"	EACH	20	20	
* 63302720	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6B	EACH	3	3	
67100100	MOBILIZATION	L SUM	1	1	
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	56.0	56.0	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	446	446	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	4,095	4,095	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	475	475	

* = SPECIALTY ITEM

PAY ITEM NUMBER	DESIGNATION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE	
				0059 80% FEDERAL 20% STATE	0005 100% STATE
				70400200	RELOCATE TEMPORARY CONCRETE BARRIER
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	70	70	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	921	921	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	258	258	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	139	139	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	279	279	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3,745	3,745	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	465	465	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	184	184	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	852	852	
X0326862	STRUCTURES TO BE ADJUSTED	EACH	4	4	
X0327638	STREAM GAUGE	EACH	1	1	
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	219	219	
X5060700	CLEANING AND PAINTING BEARINGS	EACH	12	12	
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	200		200
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	3	3	
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	43	43	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
26TH STREET OVER DES PLAINES RIVER**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 1459	SECTION FAU 1459 22 BJ	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T43	

Existing Structure: SN 016-1016 was built as SAR 210, Section 1316-15D at Sta. 10+09.00 in 1929. The superstructure was replaced in 1985. Superstructures consist of concrete deck on four simple span P.P.C. I-Beams made continuous for live load. Substructures consist of closed concrete abutments and concrete wall piers. Length is 285'-10½" back-to-back abutments. Out-to-out deck width is 60'-0".

Traffic is to be maintained using Stage Construction.

No Salvage.



Pankaj Kumar

PANKAJ KUMAR, S.E.
NO. 081-007577
EXP. DATE: 11/30/2024

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes, Scope of Work, & Bill of Materials
3. Stage Construction Details
4. Temporary Concrete Barrier For Stage Construction
5. Deck Repair Plan
6. Abutment and Deck Concrete Removal
7. Abutment and Deck Concrete Removal Sections
8. Abutment and Deck Alterations
9. Abutment and Deck Alteration Sections
10. Abutment and Deck Alteration Details
11. Deck Details at Drainage Structures
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13. Preformed Joint Strip Seal - Sidewalk (Sheet 1 of 2)
14. Preformed Joint Strip Seal - Sidewalk (Sheet 2 of 2)
15. Framing Plan
16. Abutment Repairs
17. Pier #3 Repairs
18. Pier #2 Stream Gauge
19. Bar Splicer Assembly and Mechanical Splicer Details

DESIGN STRESSES

New Construction

$f'_c = 4,000$ psi (Superstructure Concrete)
 $f_y = 60,000$ psi (Reinforcement)

Existing Construction

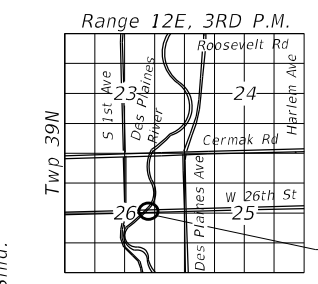
$f'_c = 3,500$ psi (Superstructure)] Field units
$f_y = 60,000$ psi (Superstructure)	
$f'_c = 6,000$ psi] Precast prestressed units
$f'_{ci} = 4,500$ psi	
$f'_s = 270,000$ psi (½" Ø Strands)	
$f'_{si} = 189,000$ psi (½" Ø Strands)	

DESIGN SPECIFICATIONS

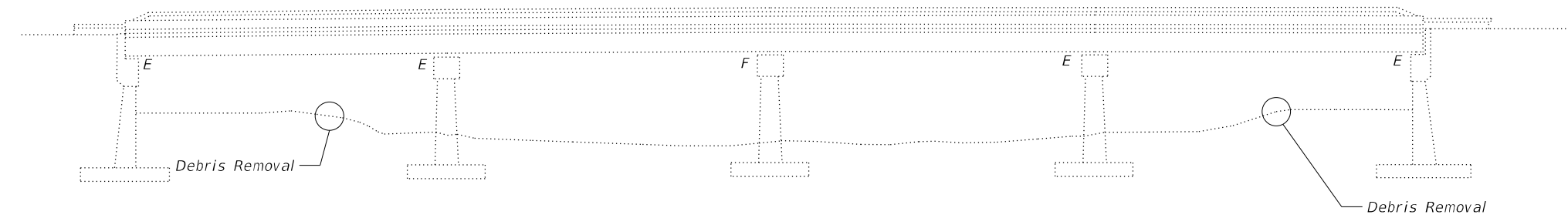
2002 AASHTO Standard Specifications for Highway Bridges (17th Edition)

LOADING HS20-44

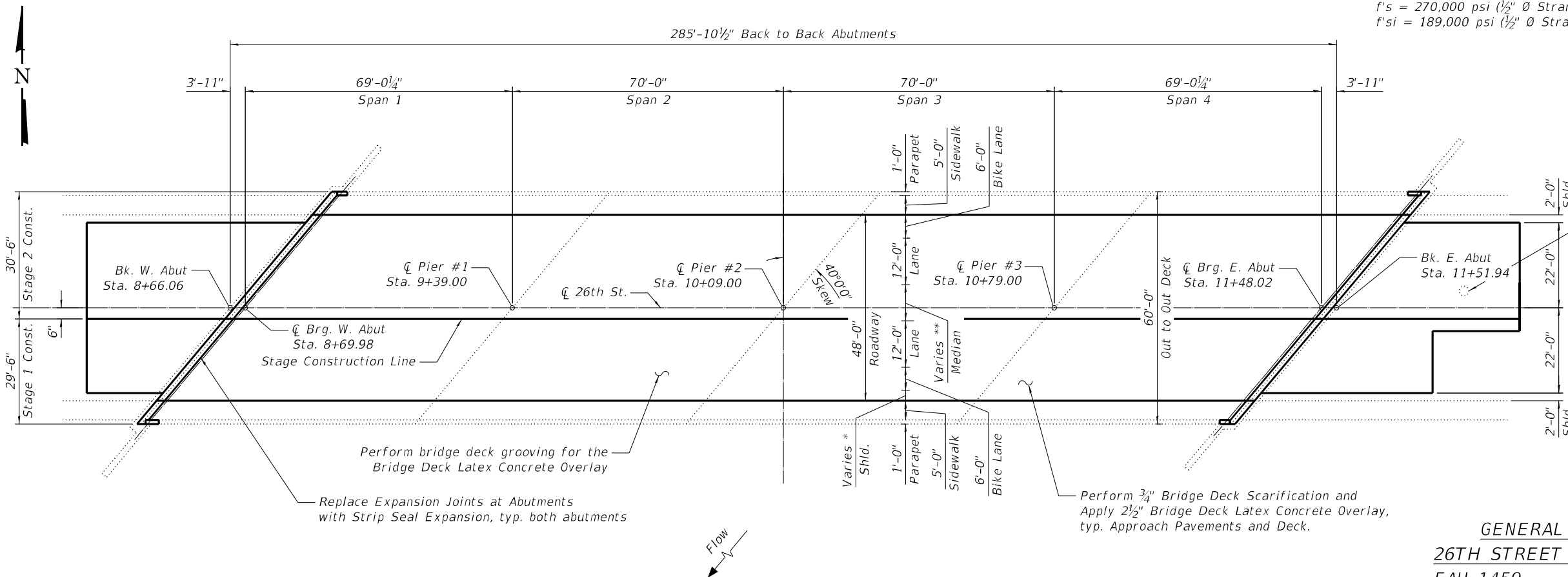
Exist. manhole to be adjusted, see Roadway Plan



LOCATION SKETCH



ELEVATION
(Looking North)



PLAN

GENERAL PLAN AND ELEVATION
26TH STREET OVER DES PLAINES RIVER
FAU 1459 SECTION FAU 1459 22 BJ
COOK COUNTY
STATION 10+09.00
STRUCTURE NO. 016-1016

* 0" from Sta. 8+10.50 to Sta. 10+04.37.
Varies from 0" at Sta. 10+04.37 to 9'-2¾" at Sta. 11+65.65.

** 12'-0" from Sta. 8+10.50 to Sta. 10+19.59.
Varies from 12'-0" at Sta. 10+19.59 to 0" at Sta. 11+94.04.

Perform bridge deck grooving for the Bridge Deck Latex Concrete Overlay

Replace Expansion Joints at Abutments with Strip Seal Expansion, typ. both abutments

Perform ¾" Bridge Deck Scarification and Apply 2½" Bridge Deck Latex Concrete Overlay, typ. Approach Pavements and Deck.

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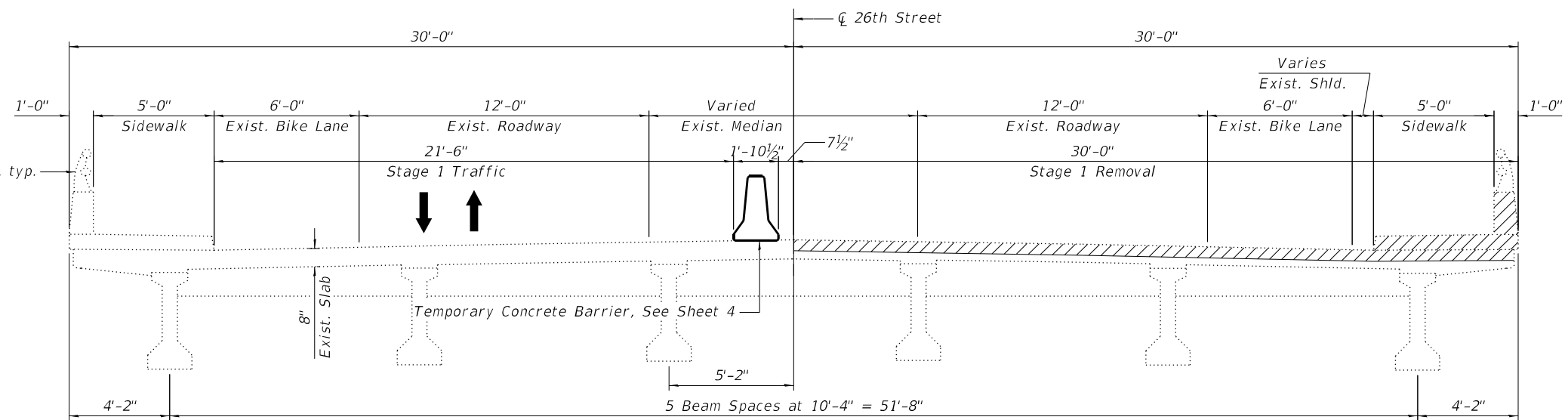
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 19 SHEETS

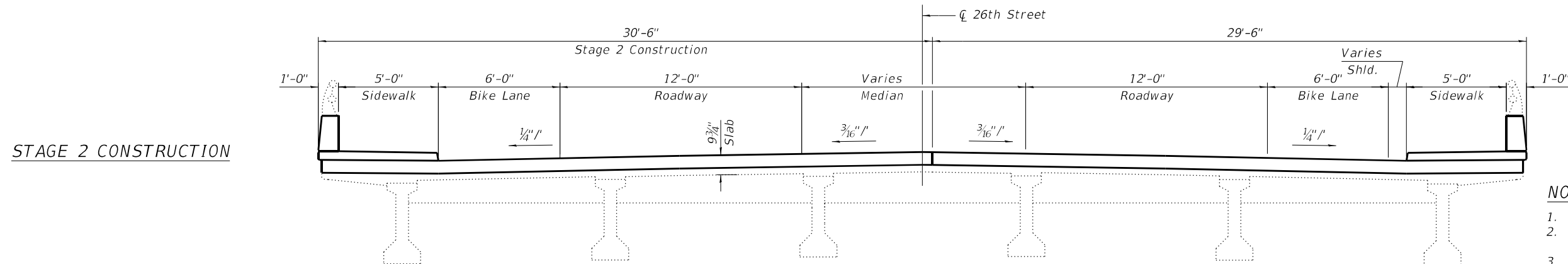
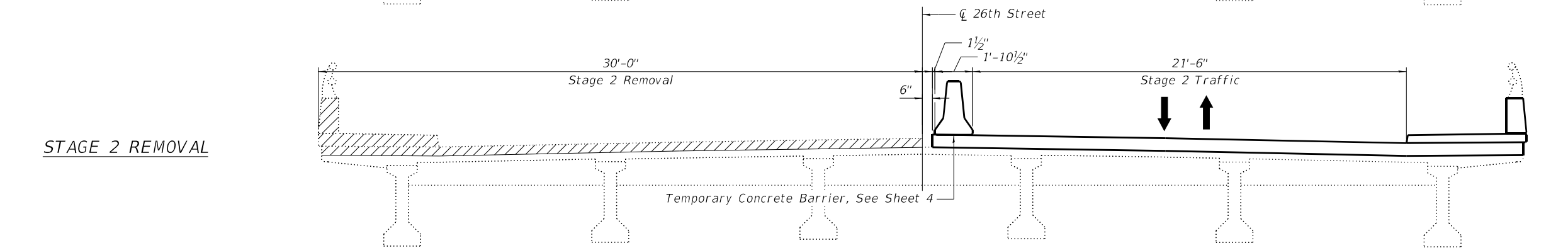
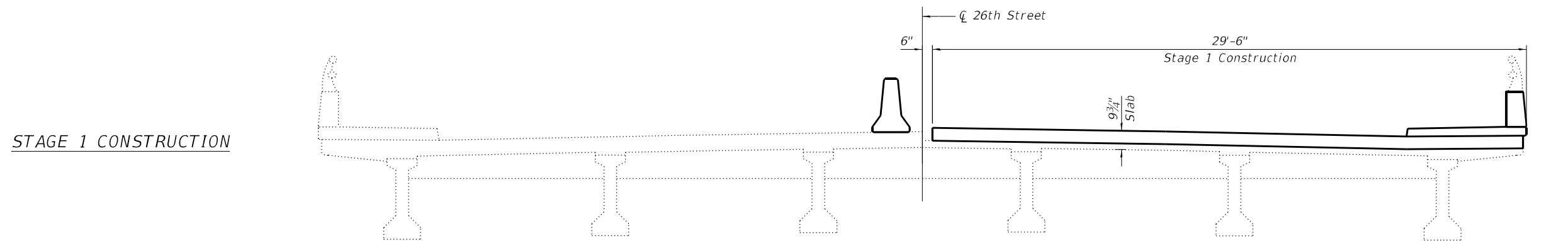
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	9
CONTRACT NO. 62T43				

ILLINOIS FED. AID PROJECT



LEGEND

Concrete Removal at Joint Reconstruction



- NOTES**
1. Looking east for all sections
 2. Sections are shown near the expansion joints showing joint construction.
 3. For quantity of Temporary Concrete Barriers, see roadway plans.

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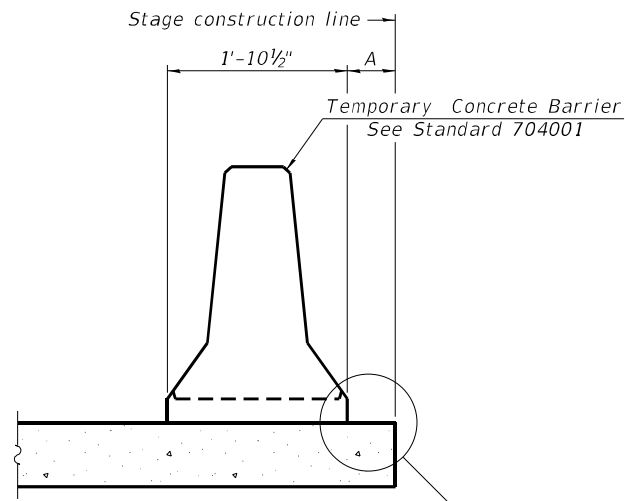
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
 STRUCTURE NO. 016-1016**

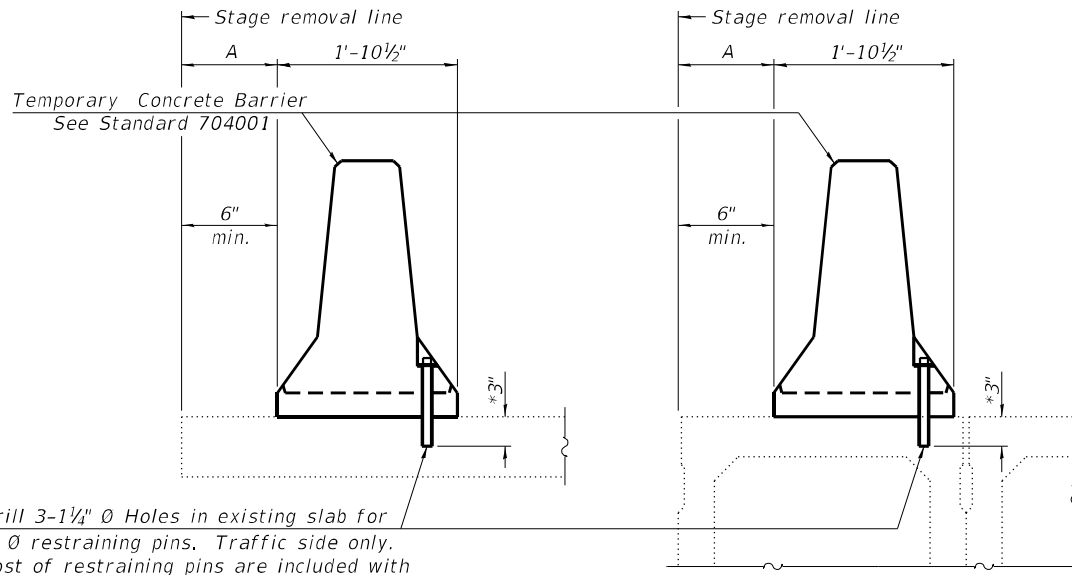
SHEET 3 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	11
CONTRACT NO. 62T43			ILLINOIS FED. AID PROJECT	



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

NEW SLAB OR NEW DECK BEAM



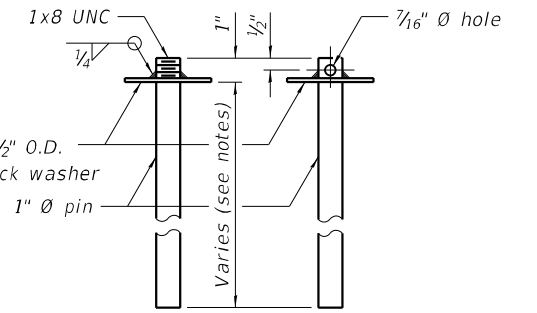
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

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

EXISTING SLAB

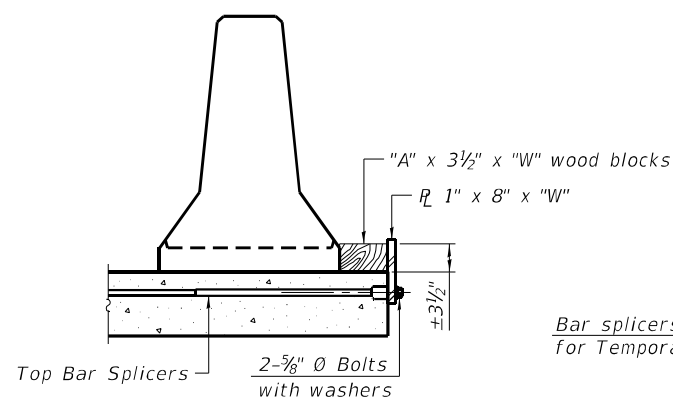
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

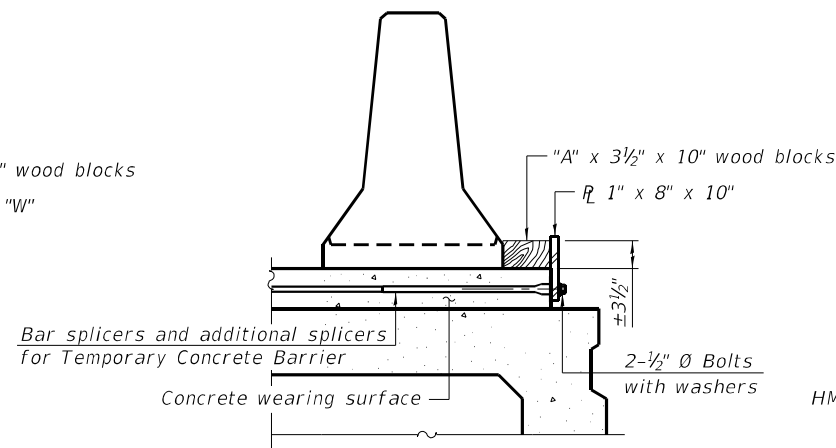


US Std. 1 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer
1" Ø pin

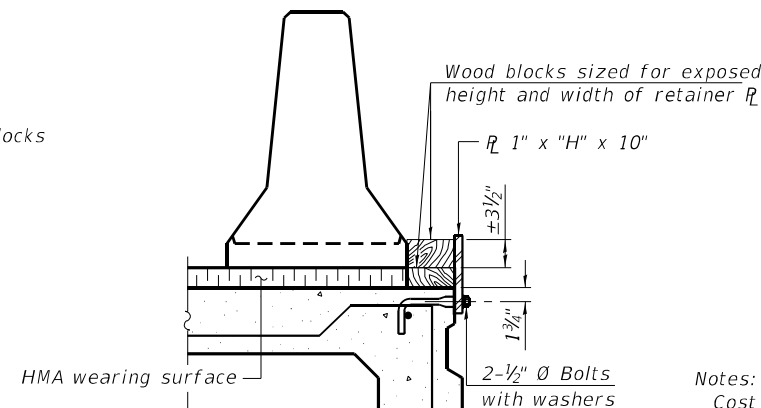
RESTRAINING PIN



DETAIL I



DETAIL II



DETAIL III

BAR SPLICER FOR #4 BAR - DETAIL III

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier. A retainer assembly shall be located at the approximate C/L of each temporary concrete barrier.

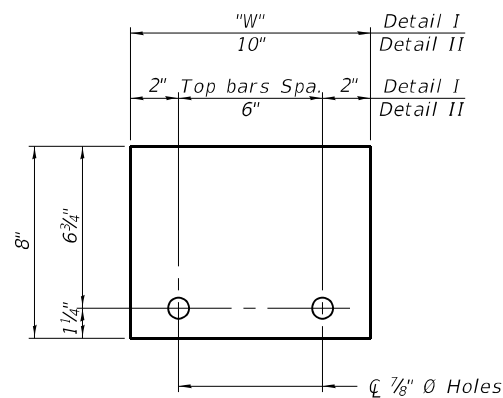
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

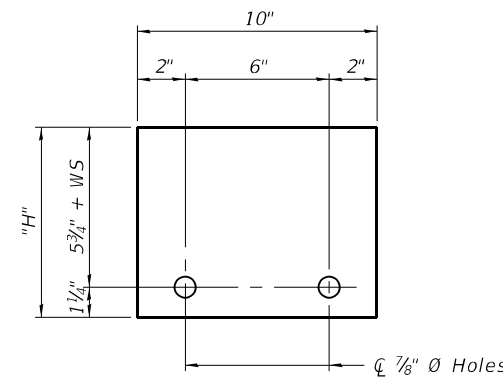
Detail I - Installation for a new bridge deck or bridge slab.

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

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



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



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

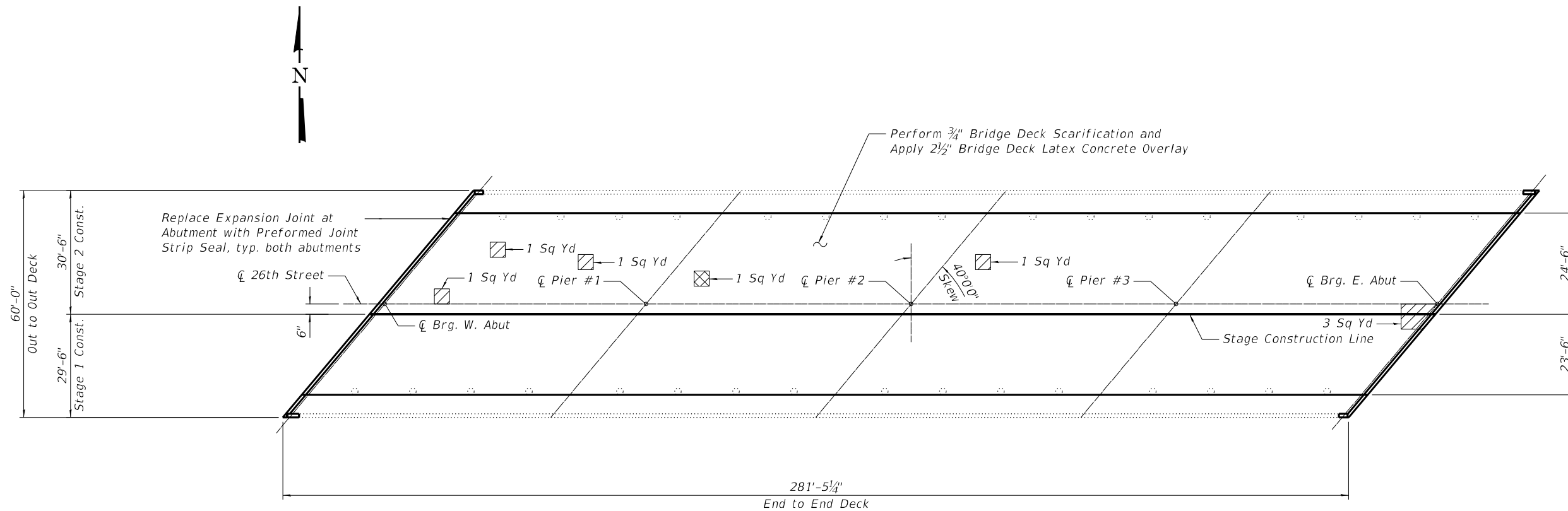
RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

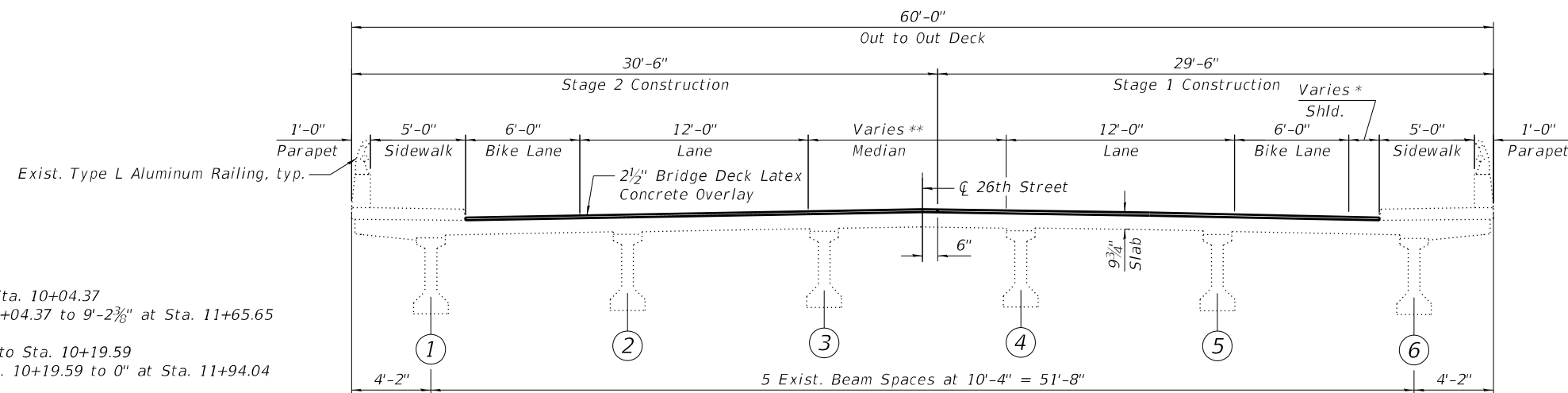
R-27

5-15-2023

MODEL: P:\646\1... FILE NAME: P:\22\222\4675-00_IDOT_Vrhdos Phase 2 (RFB_206-002)\WO 04_637E13IDON\CADD_Sheets\637E13-rlt-STR-04_TCB.dgn



PLAN



CROSS SECTION

(Looking East)

* 0" from Sta. 8+10.50 to Sta. 10+04.37
Varies from 0" at Sta. 10+04.37 to 9'-2 3/8" at Sta. 11+65.65

** 12'-0" from Sta. 8+10.50 to Sta. 10+19.59
Varies from 12'-0" at Sta. 10+19.59 to 0" at Sta. 11+94.04

LEGEND

- Deck Slab Repair (Partial Depth)
- Deck Slab Repair (Full Depth)

NOTES

1. Quantity and limits of Deck Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
2. Areas of Deck Slab Repair (Partial Depth) are provide for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 1/2".
3. Protective Coat shall be applied to the new concrete overlay areas
4. For Floor Drain Adjustment Details, see Sheet 11 of 19.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Grooving	Sq Yd	1,439
Protective Coat	Sq Yd	1,508
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq Yd	1,488
Bridge Deck Scarification, 3/4"	Sq Yd	1,488
Deck Slab Repair (Full Depth, Type II)	Sq Yd	1

MODEL Path: \\... INFRASTRUCTURE Phase 2 (ITB 206-002) \WO 04 637131\DC\NCADD_Sheets\62743-21\STB-06_DeckRep.dgn

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PLOT DATE = 4/19/2024

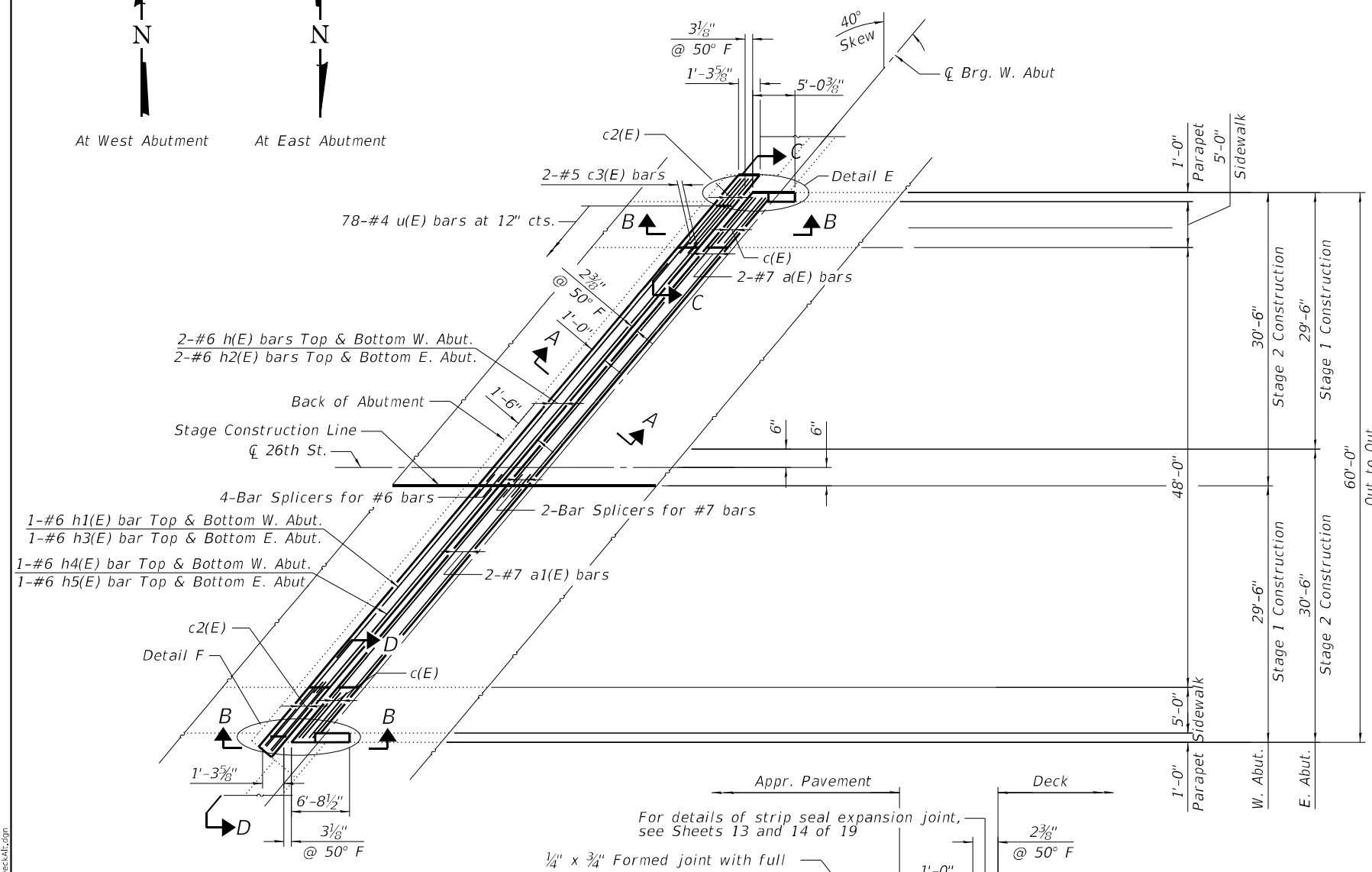
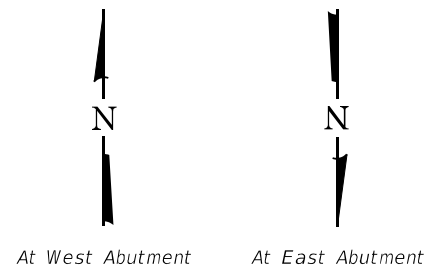
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DEPARTMENT OF TRANSPORTATION**

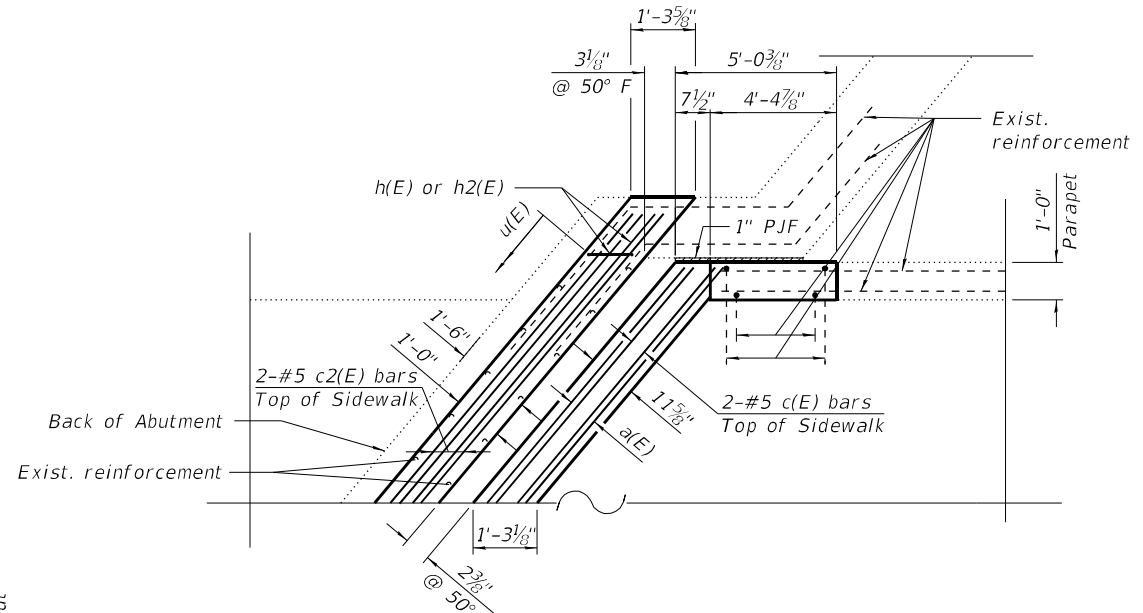
**DECK REPAIR PLAN
STRUCTURE NO. 016-1016**

SHEET 5 OF 19 SHEETS

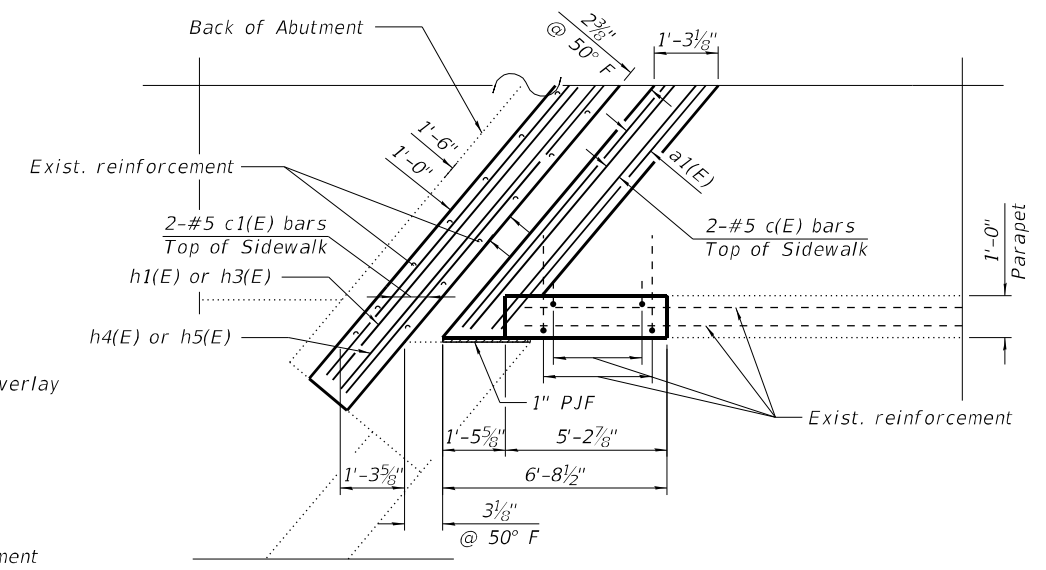
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	13
CONTRACT NO. 62T43			ILLINOIS FED. AID PROJECT	



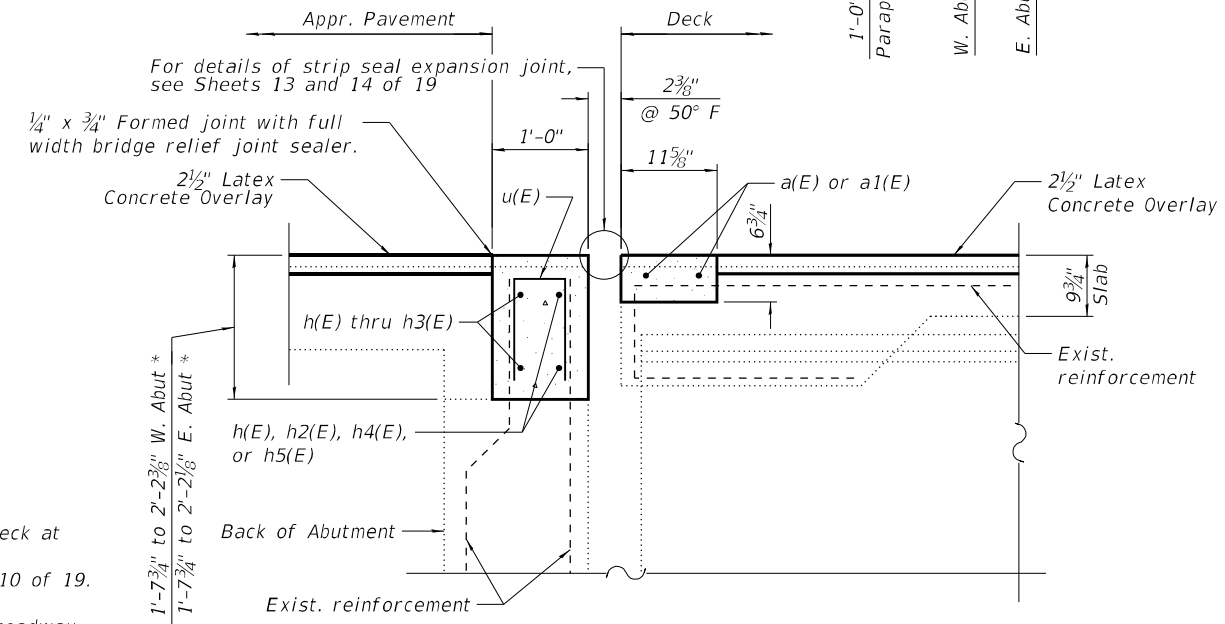
PLAN
(Stage Construction Line shown for West Abutment.)



DETAIL E



DETAIL F



SECTION A-A

* Measured along front face

NOTES

1. For Sections B-B, C-C, D-D, and Partial Section Thru Deck at Abutments, see Sheet 9 of 19.
2. For bar bending details and Bill of Material see Sheet 10 of 19.
3. Space u(E) bars to miss expansion joint suprts.
4. The u(E) bars shall be placed parallel to centerline of roadway.
5. Concrete for abutment to be poured separately after superstructure falsework has been removed.

Varies 1'-7 3/4" to 2'-2 3/8" W. Abut *
Varies 1'-7 3/4" to 2'-2 1/8" E. Abut *

MODEL: P:\d4\11... FILE NAME: P:\22\2222\2222\DOT_Various Phase 2 (ITB)_206-002\1\WO 04_63\13\CONC\CADD_Sheets\62T43-Str-08_Deck&E.dgn

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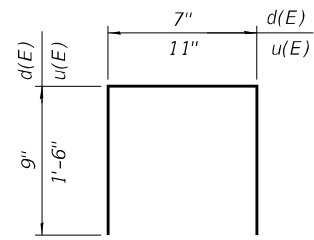
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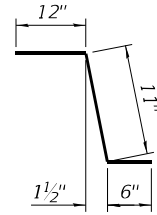
ABUTMENT AND DECK ALTERATIONS STRUCTURE NO. 016-1016

SHEET 8 OF 19 SHEETS

F.A.U. RTE. 1459	SECTION FAU 1459 22 BJ	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 16
CONTRACT NO. 62T43			ILLINOIS FED. AID PROJECT	



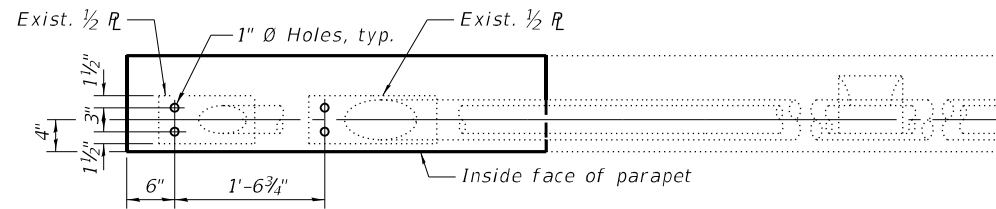
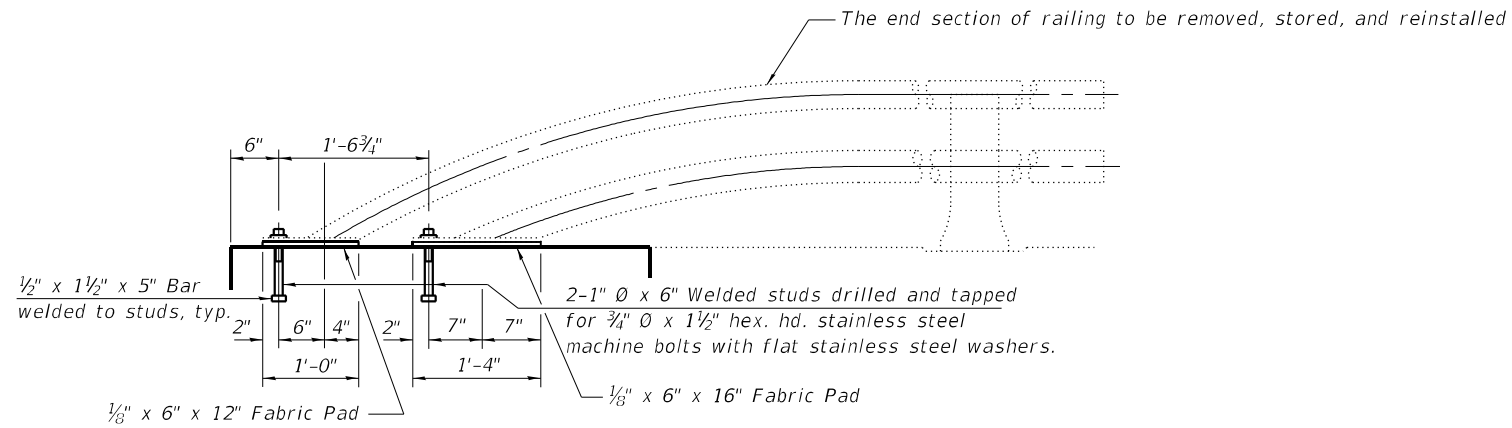
BARS d(E) & u(E)



BAR c3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	4	#7	39'-6"	—
a1(E)	4	#7	38'-2"	—
c(E)	8	#5	7'-3"	—
c1(E)	4	#5	8'-11"	—
c2(E)	4	#5	9'-4"	—
c3(E)	8	#5	2'-5"	⌒
d(E)	8	#4	2'-1"	⌒
h(E)	4	#6	41'-6"	—
h1(E)	2	#6	39'-3"	—
h2(E)	4	#6	40'-2"	—
h3(E)	2	#6	40'-7"	—
h4(E)	2	#6	40'-1"	—
h5(E)	2	#6	41'-5"	—
u(E)	156	#4	3'-11"	⌒
Concrete Superstructure			Cu Yd	16.8
Reinforcement Bars, Epoxy Coated			Pound	2,190

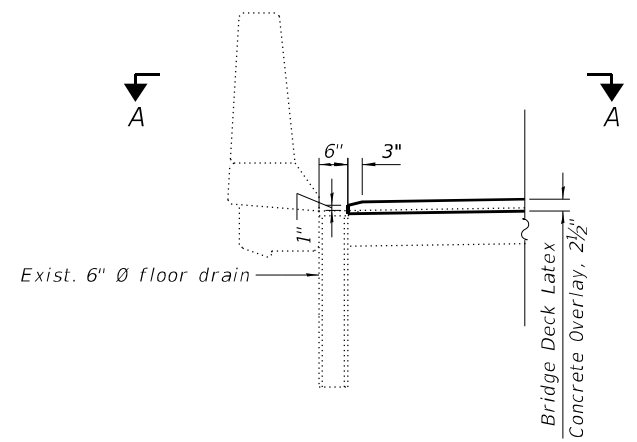


ALUMINUM RAIL TERMINAL SECTION

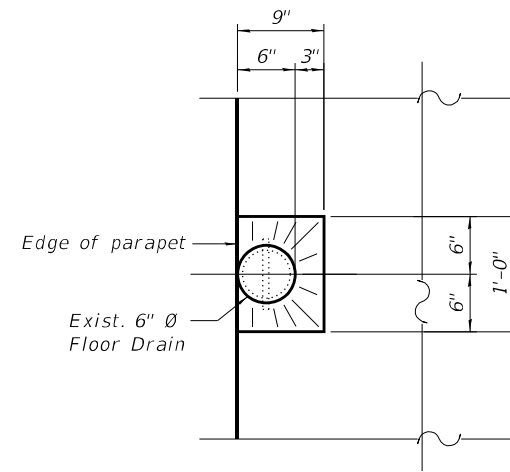
Cost of furnishing and installing the studs, bars, bolts, and fabric bearing pads is included with Concrete Superstructure.

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting stainless steel anchor rods of the same diameter and grade as the specified cap screws according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

MODEL Path: \\... INFRASTRUCTURE Phase 2 (ITB_206-002) \WO 04 637131\CON\CADD_Sheets\62743-2\1459-22-09A_ReinSections.dgn



SECTION THRU FLOOR DRAINS
(32 Locations)



SECTION A-A

MODEL Sheet
 FILE NAME: P:\22222-4675-00_IDOT_Verbor Phase 2 (ITB_206-002)\WO 04_63T131DCN\CADD_Sheets\63T131-214-510-11_DrainageDetails.dgn

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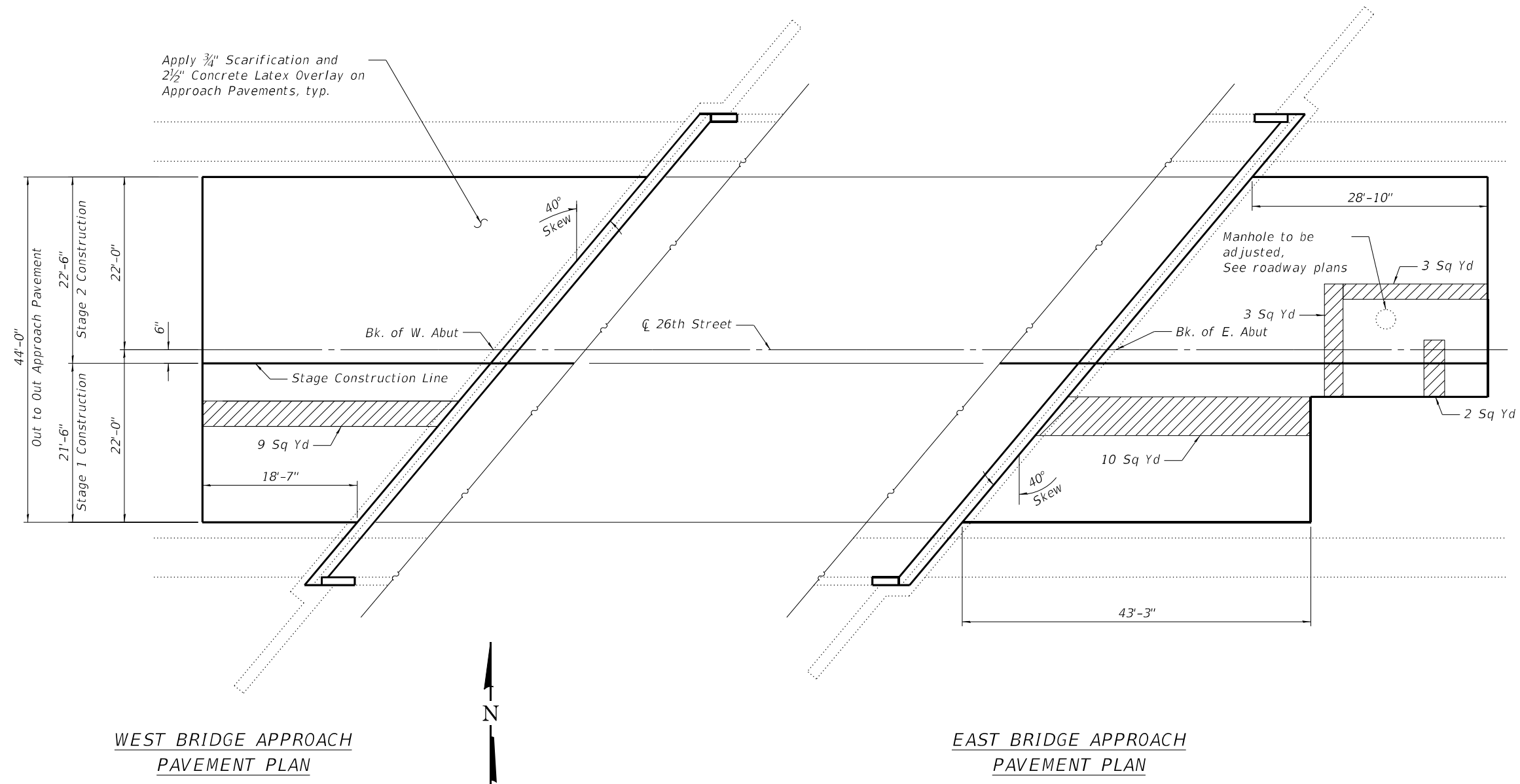
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STATE OF ILLINOIS
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DECK DETAILS AT DRAINAGE STRUCTURES
STRUCTURE NO. 016-1016

SHEET 11 OF 19 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	19
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T43	



NOTES

- Quantity and limits of Approach Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
- Areas of Approach Slab Repair (Partial Depth) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 1/2".
- Protective Coat shall be applied to the new concrete overlay areas.

LEGEND

Approach Slab Repair (Partial Depth)

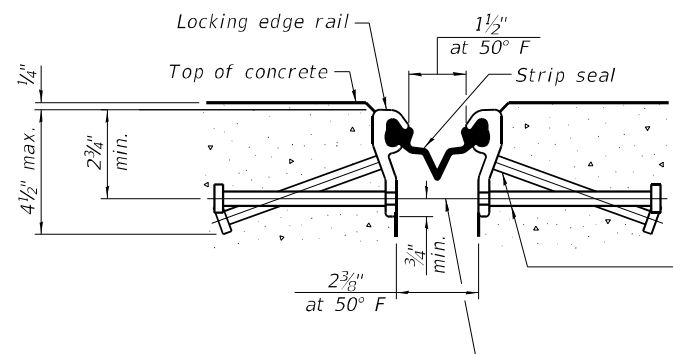
BILL OF MATERIAL *

ITEM	UNIT	TOTAL
Bridge Deck Grooving	Sq Yd	351
Protective Coat	Sq Yd	373
** Approach Slab Repair (Full Depth)	Sq Yd	1
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq Yd	359
Bridge Deck Scarification, 3/4"	Sq Yd	359

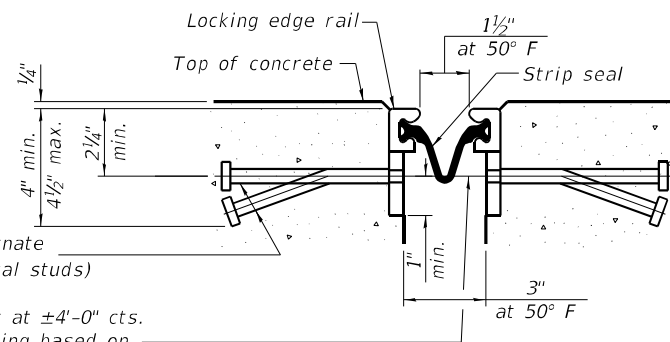
* Includes both approach pavements

** A nominal amount of additional full depth repair quantities have been provided to account for repairs not shown. Actual repair areas shall be determined in the field by the Engineer at the time of construction.

MODEL Path: \\... \PLOT DATE = 4/19/2024



SHOWING ROLLED RAIL JOINT



SHOWING WELDED RAIL JOINT

* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

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

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 configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

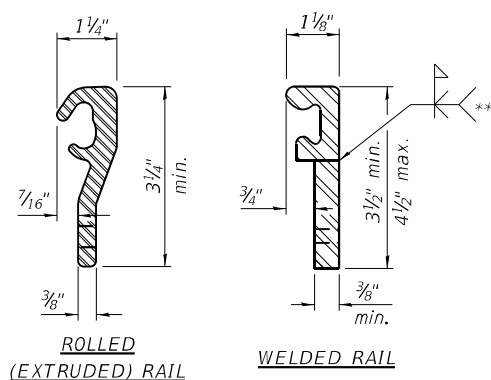
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

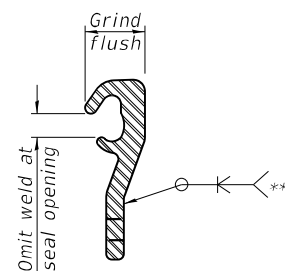
Cost of sidewalk sliding plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



LOCKING EDGE RAILS

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



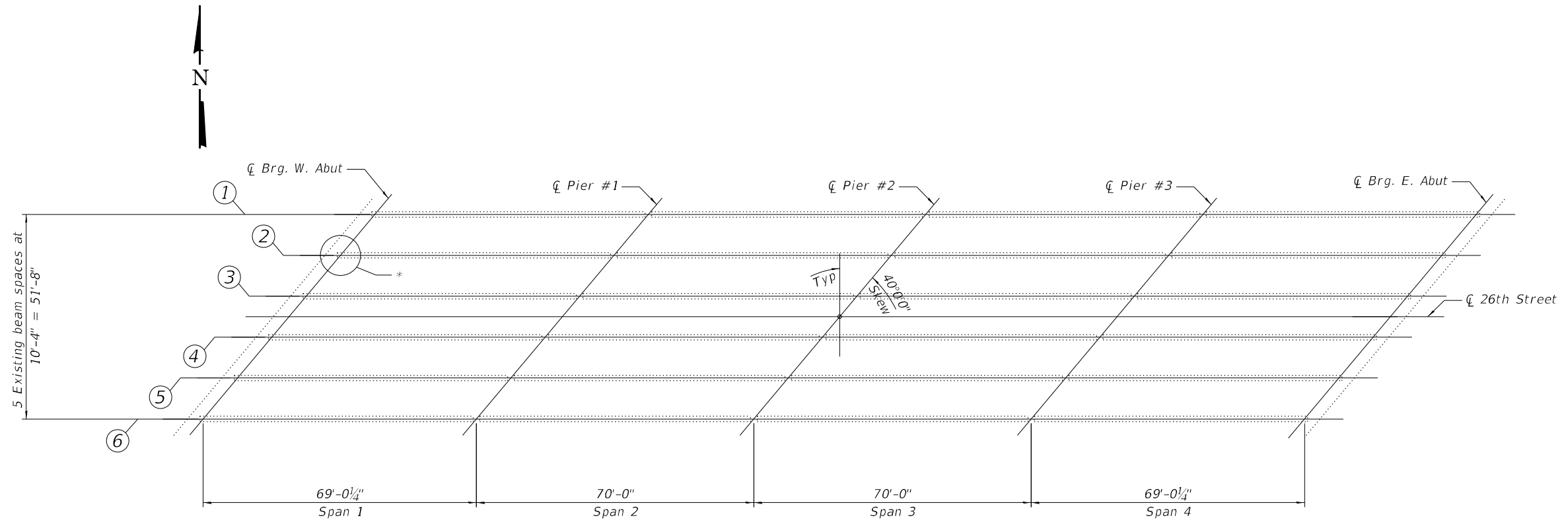
LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

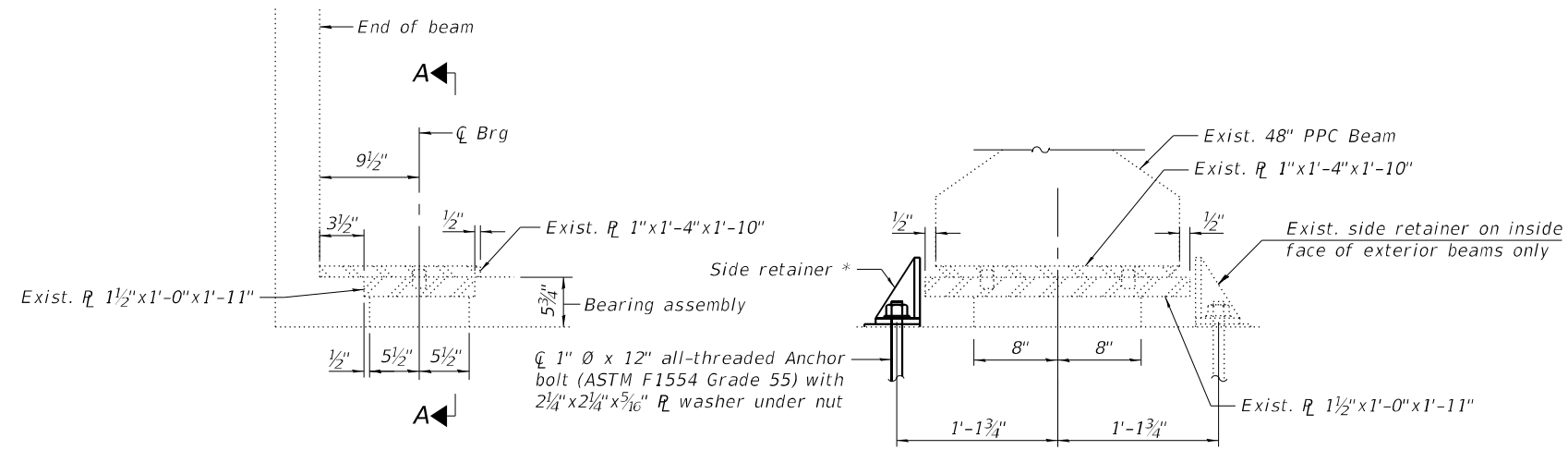
Item	Unit	Total
Preformed Joint Strip Seal	Foot	155

MODEL Pathfull
FILE NAME: P:\22222222\DOT_Verbois Phase 2 (ITB)_206-002\1\WO 04_63T131DCN\CADD_Sheets\62T43-SIF-STR-14_PSS_11.dgn



PLAN

* See Type I Elastomeric Exp. Brg.

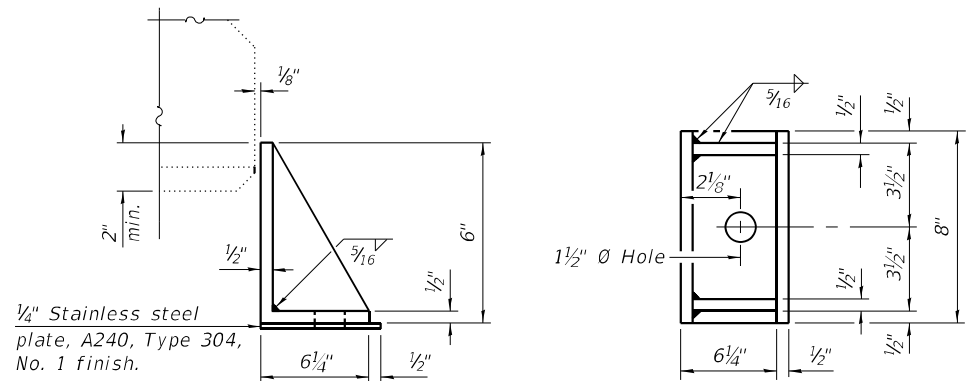


ELEVATION AT ABUT.

SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

* At both faces at interior girders and outside face only at exterior girders, 20 Thus



SIDE RETAINER

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

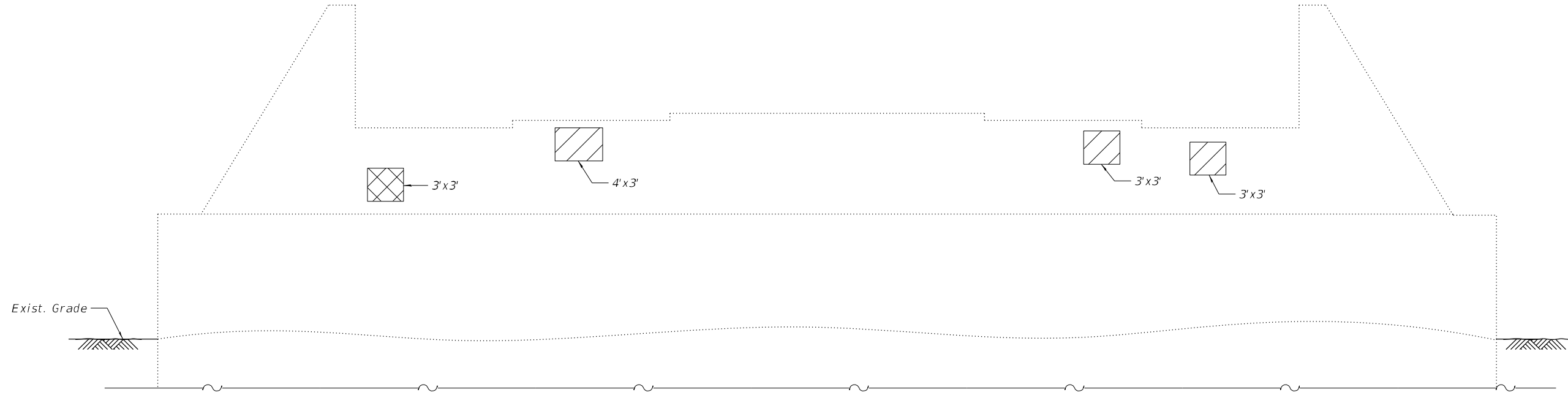
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	Pound	420
Anchor Bolts, 1"	Each	20
Cleaning and Painting Bearings	Each	12
Containment and Disposal of Lead Paint Cleaning Residues No.1	L Sum	1

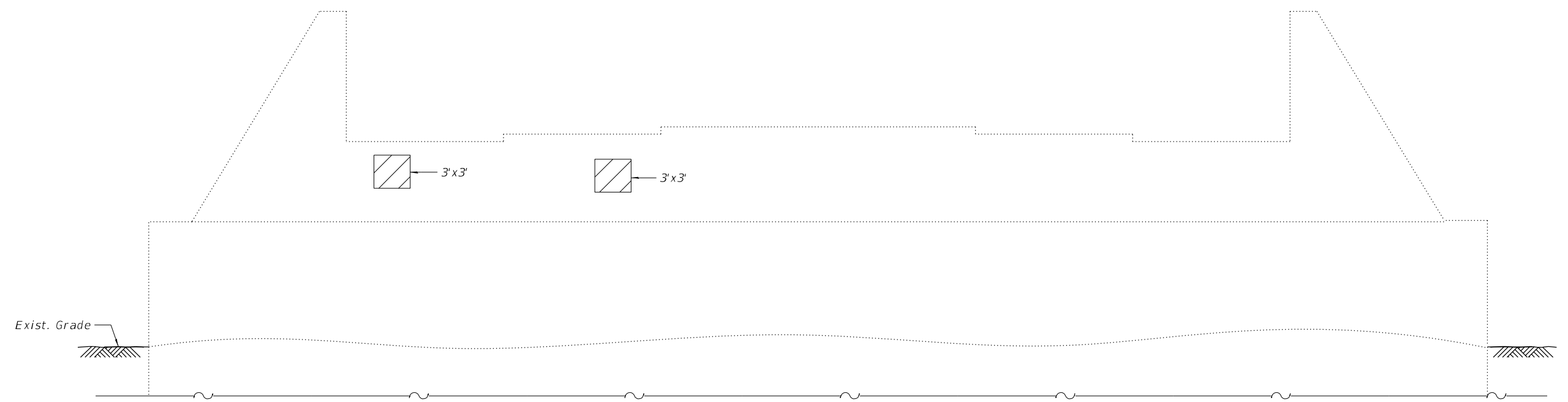
NOTE

- Clean and paint the visible steel pieces of the expansion bearings at the abutments.
- Side retainers and stainless steel plates shall be included in the cost of Furnishing and Erecting Structural Steel.
- The side retainers shall be galvanized after shop fabrication according to AASHTO M111 and ASTM 385.
- Anchor bolts shall be drilled to avoid reinforcement bars.

MODEL: P:\646\11... FILE NAME: P:\646\11... INFRASTRUCTURE ENGINEERING INCORPORATED



ELEVATION - WEST ABUTMENT
(Looking West)

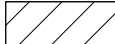



ELEVATION - EAST ABUTMENT
(Looking East)

NOTE

- Quantities and limits of Structural Repair of Concrete shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.

LEGEND

-  Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)
-  Structural Repair Of Concrete (Depth Greater Than 5 Inches)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	48
Structural Repair Of Concrete (Depth Greater Than 5 Inches)	Sq Ft	9

MODEL: D:\p4\h... FILE NAME: P:\22\222222\DOT_Vuln\Phase 2 (ITB_206-002)\WO 04_637131\DC\NCADD_Sheets\62T43-2\62T43-12_AbntRepair.dgn

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PLOT DATE = 3/1/2024	DRAWN - TY	REVISED -
	CHECKED - PK	REVISED -

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DEPARTMENT OF TRANSPORTATION**

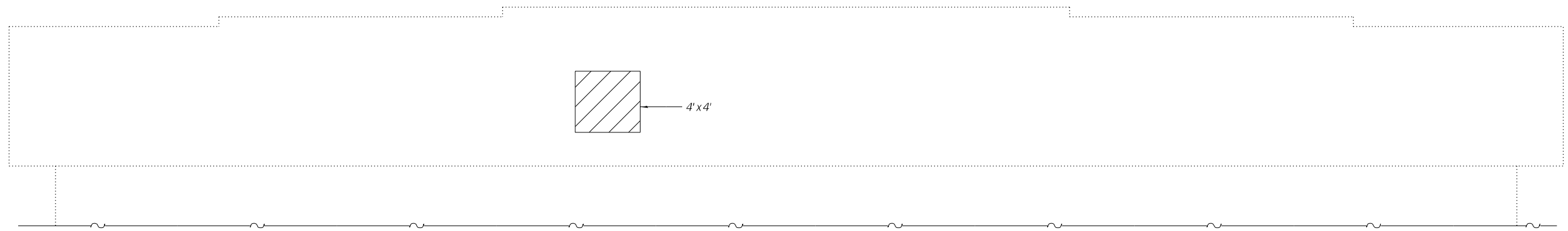
**ABUTMENT REPAIRS
STRUCTURE NO. 016-1016**

SHEET 16 OF 19 SHEETS

F.A.U. RTE. 1459	SECTION FAU 1459 22 BJ	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 24
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T43	



WEST ELEVATION - PIER #3
(Looking East)




EAST ELEVATION - PIER #3
(Looking West)

NOTE

- Quantities and limits of Structural Repair of Concrete shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.

LEGEND

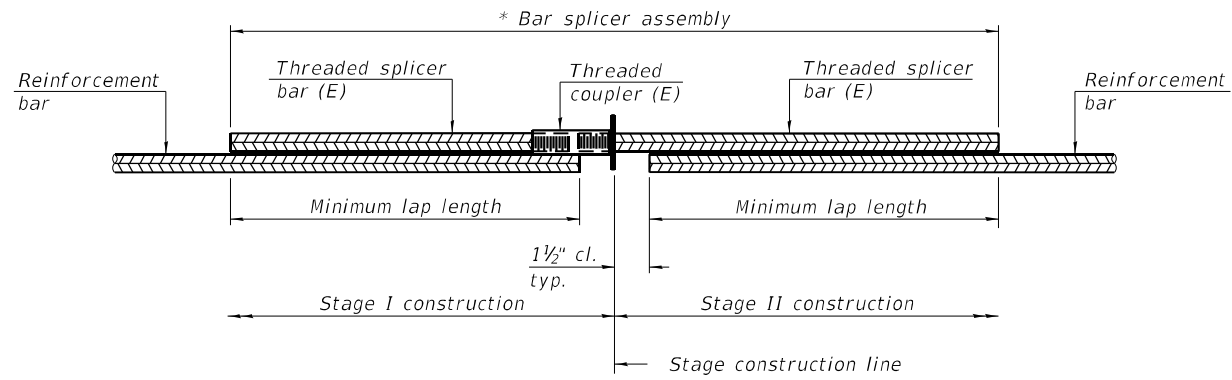
 Structural Repair Of Concrete
(Depth Equal To Or Less Than 5 Inches)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft	41

MODEL Path: \\... \PLOT\206-002\1\WO 04 62T43\CON\CADD_Sheets\62T43-216-517-13_PierRepair.dgn

 <p>INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane	DESIGNED - TY	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER #3 REPAIRS STRUCTURE NO. 016-1016	F.A.U. RTE. 1459	SECTION FAU 1459 22 BJ	COUNTY COOK	TOTAL SHEETS 33	SHEET NO. 25
	PLOT SCALE =	DRAWN - TY	REVISED -			ILLINOIS FED. AID PROJECT			CONTRACT NO. 62T43	
PLOT DATE = 3/1/2024				SHEET 17 OF 19 SHEETS						



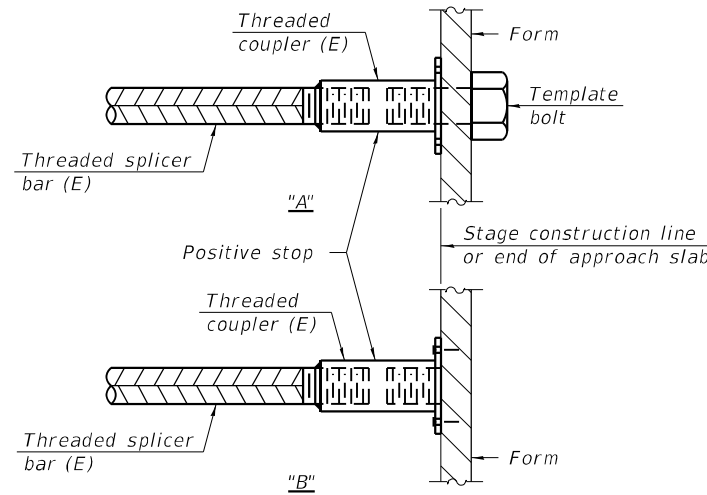
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
W. End Deck	#7	2	4'-2"
W. Abutment	#6	4	4'-0"
E. End Deck	#7	2	4'-2"
E. Abutment	#6	4	4'-0"

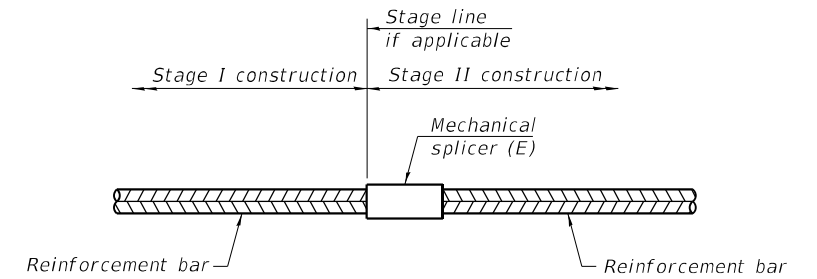


INSTALLATION AND SETTING METHODS

"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

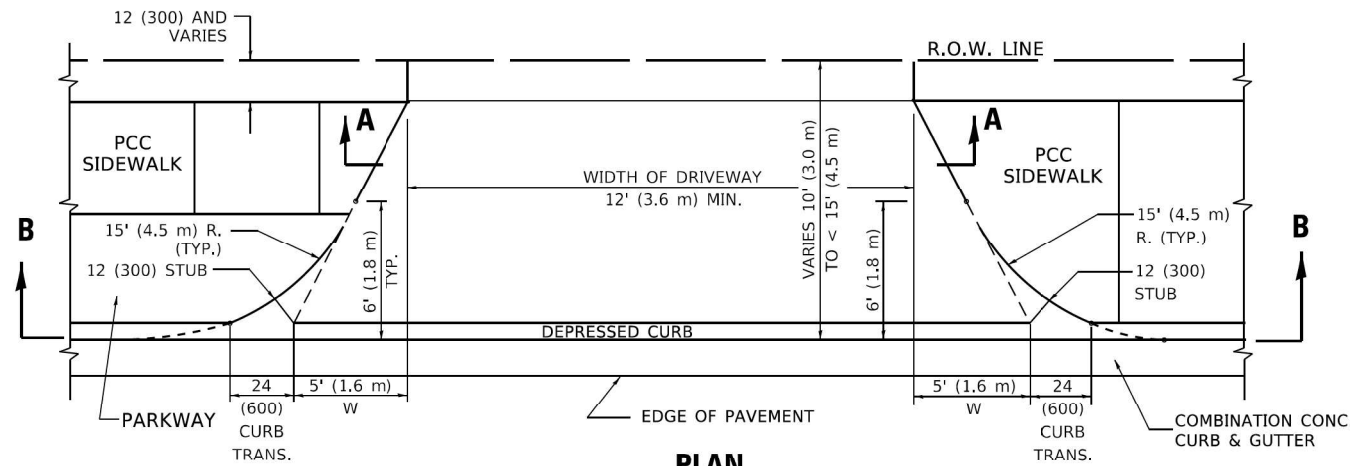
Location	Bar size	No. assemblies required

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

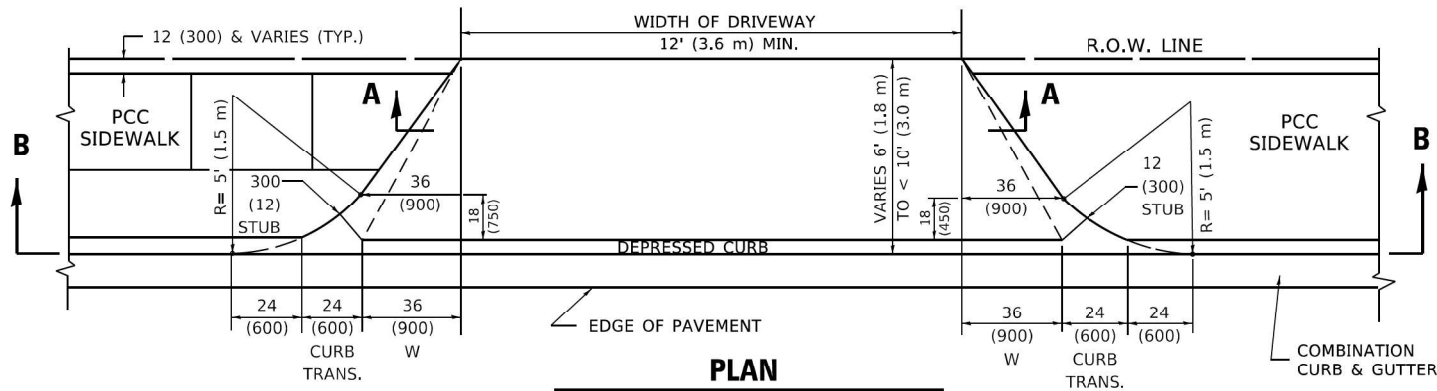
BSD-1 5-15-2023

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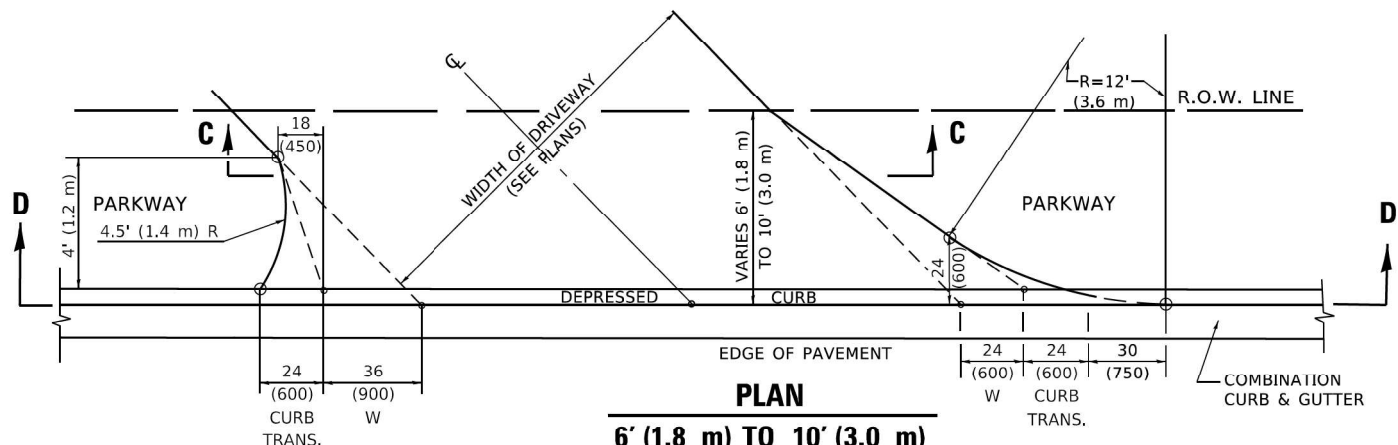
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1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com	PLOT DATE = 4/19/2024	CHECKED - PK	REVISED -	SHEET 19 OF 19 SHEETS						



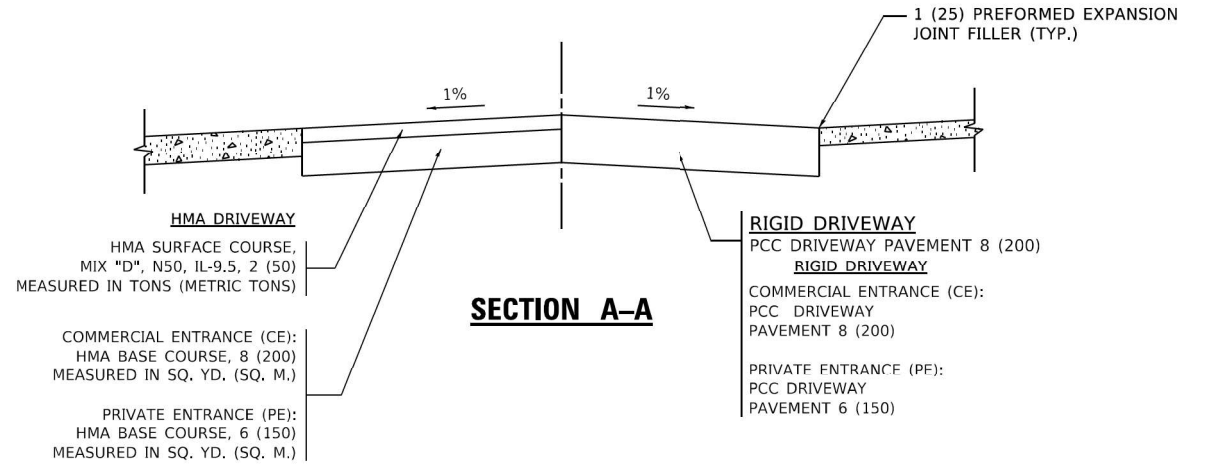
PLAN
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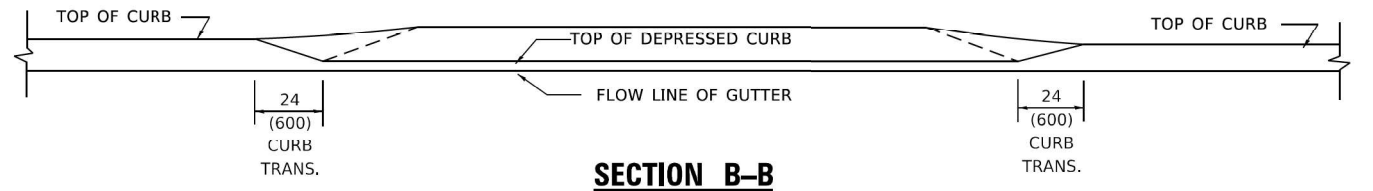
PLAN
6' (1.8 m) TO < 10' (3.0 m)



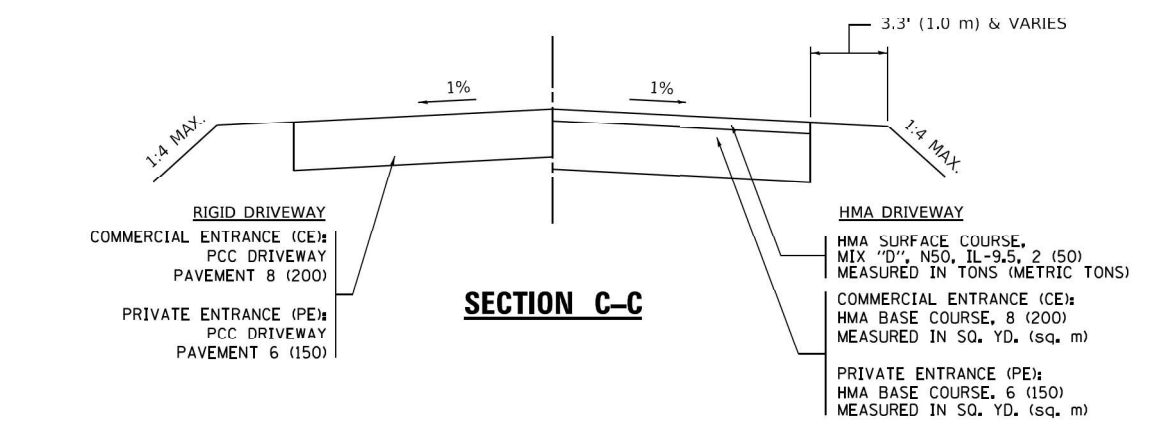
PLAN
6' (1.8 m) TO 10' (3.0 m)



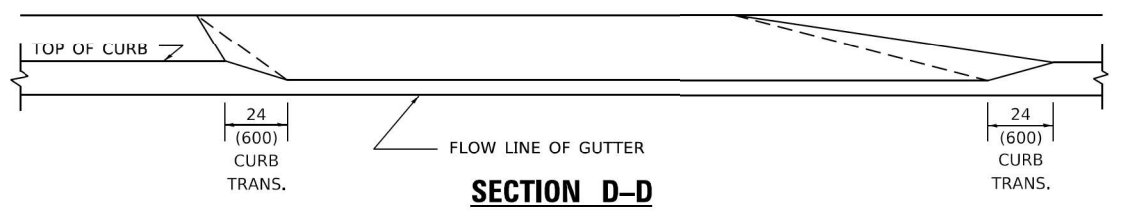
SECTION A-A



SECTION B-B



SECTION C-C



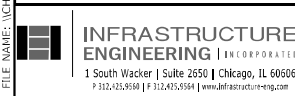
SECTION D-D

GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
- WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
- "W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

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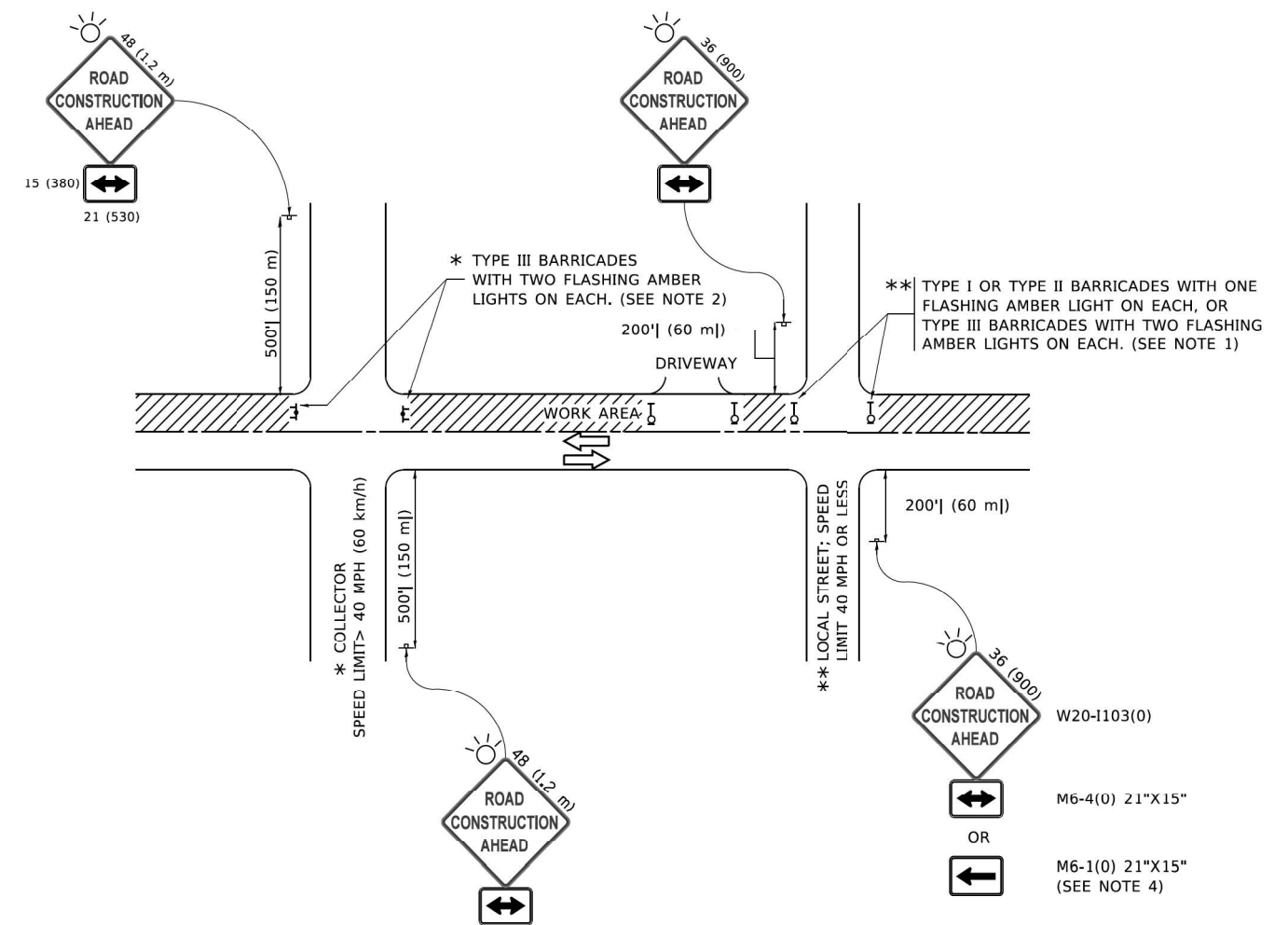
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	DATE - 03/01/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE - DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m) (BD-02)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	28
CONTRACT NO. 62T43			ILLINOIS FED. AID PROJECT	



NOTES:

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

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

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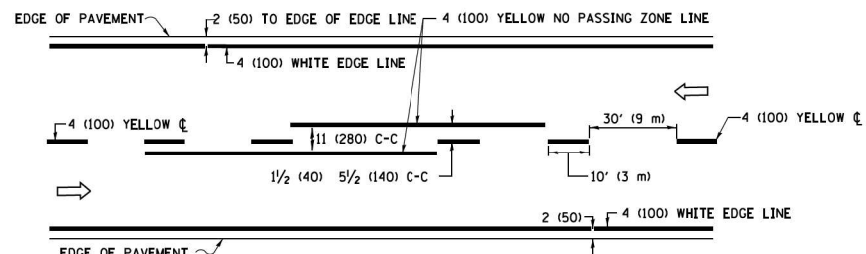
<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane	DESIGNED - IU	REVISED -
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	PLOT DATE = 3/1/2024	CHECKED - ACL	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

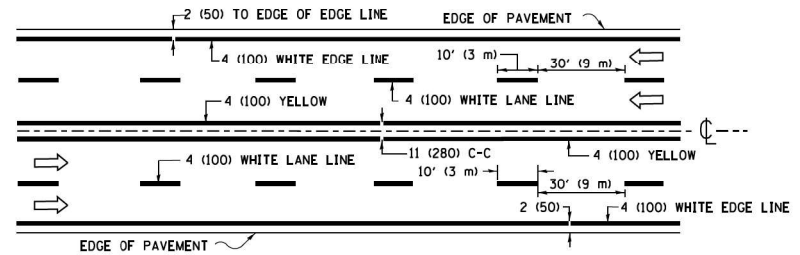
**DISTRICT ONE – TRAFFIC CONTROL AND PROTECTION FOR SIDE
ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)**

SCALE: SHEET OF SHEETS STA. TO STA.

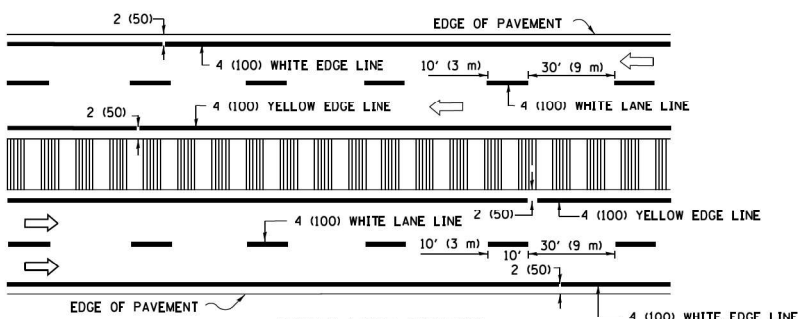
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CONTRACT NO. 62T43			ILLINOIS FED. AID PROJECT	



2-LANE ROADWAY

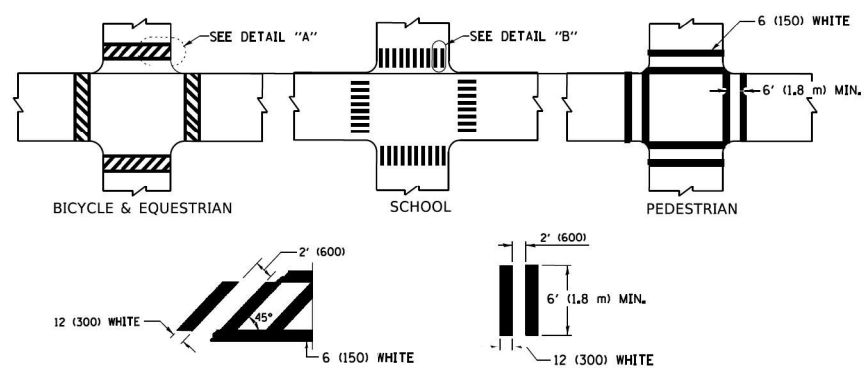


MULTI-LANE UNDIVIDED



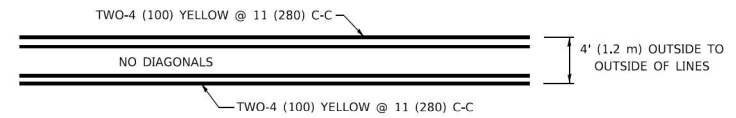
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

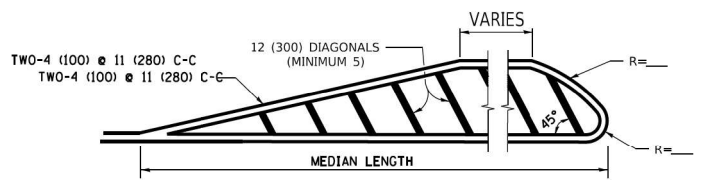


TYPICAL CROSSWALK MARKING

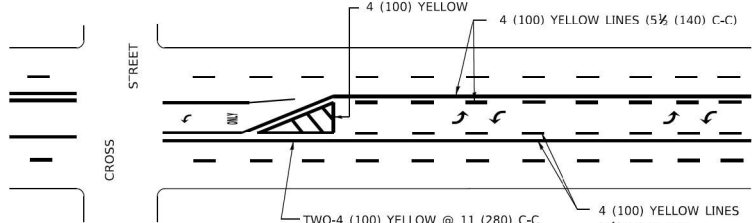
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



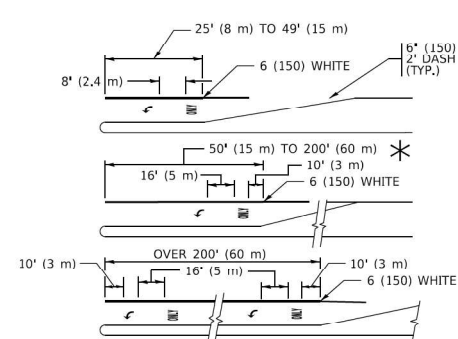
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



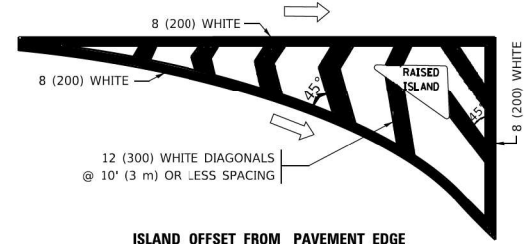
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



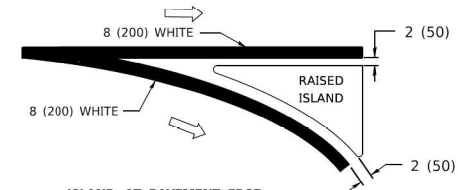
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
 * 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*.

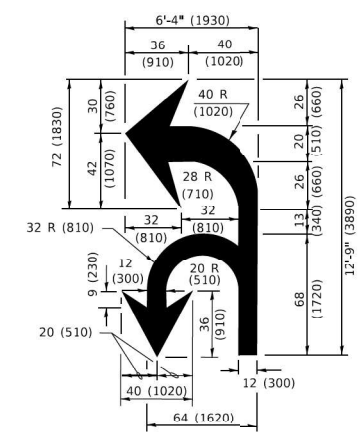


ISLAND OFFSET FROM PAVEMENT EDGE

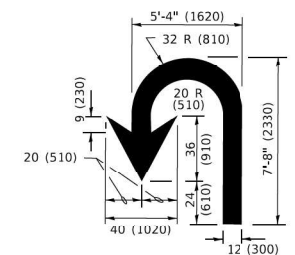


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

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 MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	7 @ 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) 2' (600) APART 2' (600) APART 2' (600) APART	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) 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 (30 MPH (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 ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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 DATE - 03/01/2024

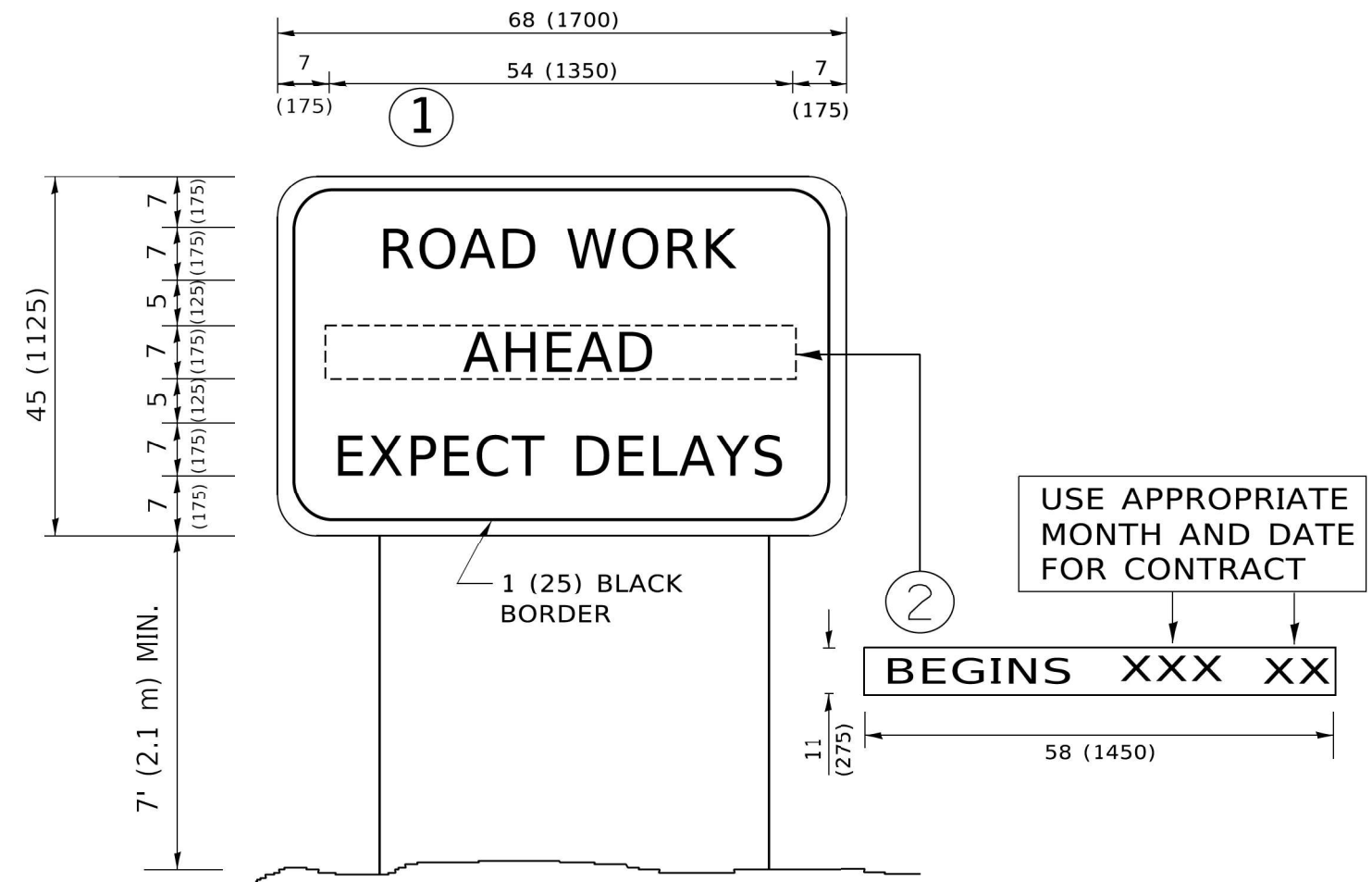
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE - TYPICAL PAVEMENT MARKINGS (TC-13)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. R.T.E. SECTION COUNTY TOTAL SHEETS SHEET NO.
 1459 FAU 1459 22 BJ COOK 33 32
 CONTRACT NO. 62T43
 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.

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INFRASTRUCTURE ENGINEERING <small>1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</small>	USER NAME = Alane	DESIGNED - IU	REVISED -
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	PLOT DATE = 3/1/2024	CHECKED - ACL	REVISED -
		DATE - 03/01/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE – ARTERIAL ROAD INFORMATION SIGN (TC-22)
 SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1459	FAU 1459 22 BJ	COOK	33	33
CONTRACT NO. 62T43			ILLINOIS FED. AID PROJECT	