

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	38	1

CONTRACT NO. 62903

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

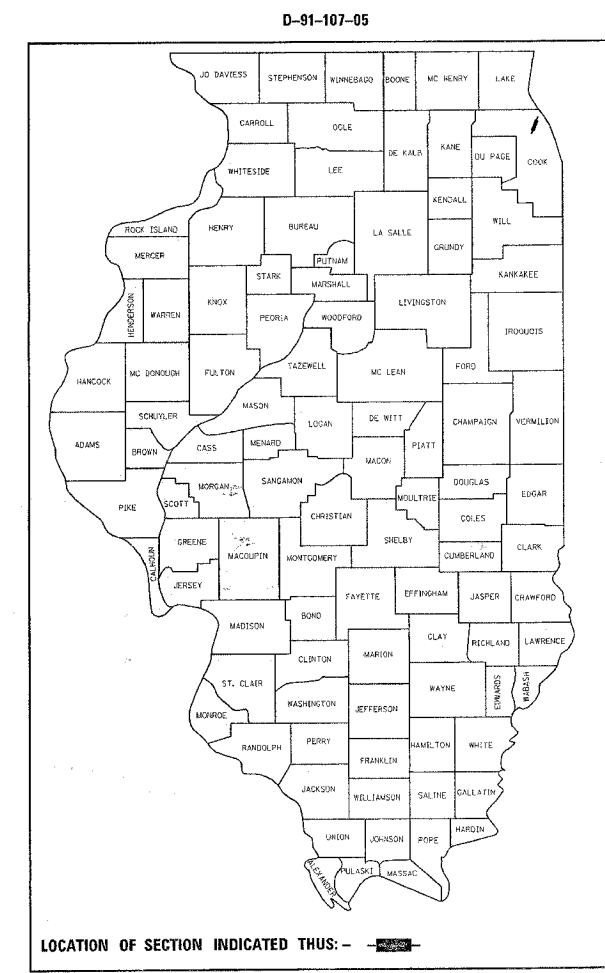
PROPOSED HIGHWAY PLANS

F.A.U. ROUTE 3520: GROSS POINT RD.
HOWARD ST. TO OAKTON ST.
STRUCTURE NO.: 016-0725

SECTION 2005-001 RS
RESURFACING (MAINTENANCE) AND BRIDGE REPAIR
COOK COUNTY
C-91-107-05

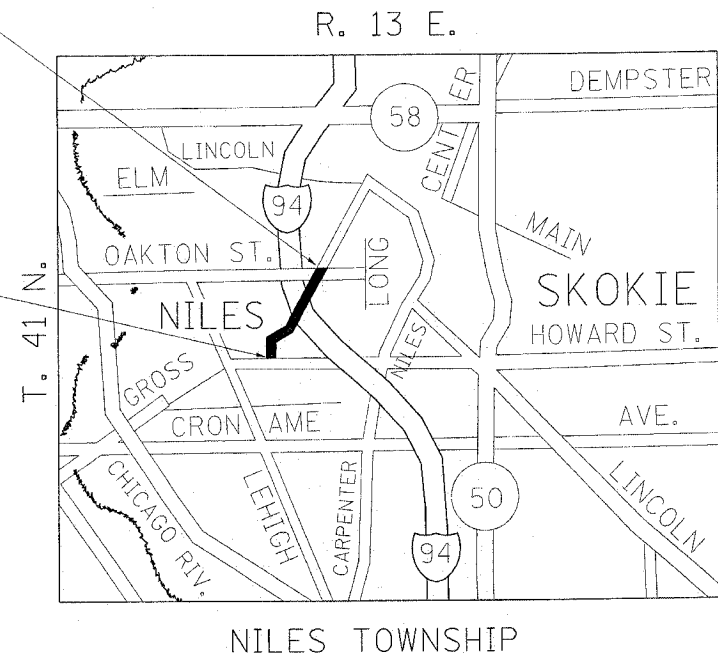
FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT LOCATED
IN THE VILLAGE OF SKOKIE



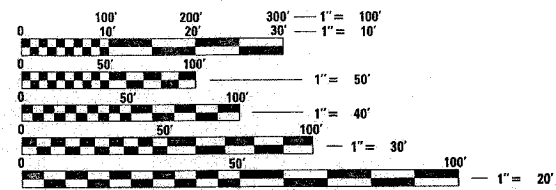
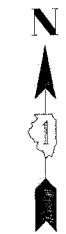
IMPROVEMENT ENDS:
STATION 82+70

IMPROVEMENT BEGINS:
STATION 51+10



TRAFFIC DATA

2002 ADT = 7800
POSTED SPEED = 35 MPH



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

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

GROSS & NET LENGTH OF IMPROVEMENT = 3160 FEET = 0.60 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED March 28, 2006

Diane M. O'Keefe / cad
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 12, 2006
Mike Hine / D
ENGINEER OF DESIGN AND ENVIRONMENT

May 12, 2006
Milton L. See, P.E. / D
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

CONTRACT NO. 62903

DISTRICT ONE - PLAN PREPARATION ENGINEER - KEN ENG/J. CHANG (847) 705-4432

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	2
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62903				

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES.
3-4	SUMMARY OF QUANTITIES
5-7	EXISTING AND PROPOSED TYPICAL SECTIONS
8-10	ROADWAY AND PAVEMENT MARKING PLANS
11-12	SUGGESTED TRAFFIC CONTROL PLAN FOR GROSS POINT RD. OVER I-94 (EDENS)
13-22	BRIDGE REPAIR PLANS
23-24	DETECTOR LOOP REPLACEMENT PLANS
25	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
26	PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT
27	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
28	BUTT JOINT AND BITUMINOUS TAPER DETAILS
29	METHOD OF FLAGGING
30	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
31	TYPICAL APPLICATIONS: RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
32	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
33	TRAFFIC CONTROL AND PROTECTION OF TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
33A	PARTIAL RAMP & SHOULDER CLOSURE DETAIL
34	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
35	TEMPORARY INFORMATION SIGNING
36	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN
37	DISTRICT 1 DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STANDARD NO.	DESCRIPTION
000001-04	TYPICAL SYMBOLS, ABBREVIATIONS AND PATTERNS
420401-05	BRIDGE APPROACH PAVEMENT
442201-01	CLASS C AND D PATCHES
604001-02	FRAME AND LIDS, TYPE 1
606001-02	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
701301-02	LANE CLOSURE, 2L, S2, SHORT TIME OPERATIONS
701400-02	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-03	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-03	MULTI-LANE, TRAFFIC CONTROL AT ENTRANCE OR EXIT RAMP
701446	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701606-04	URBAN LANE CLOSURE, MULTILANE 2W WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-03	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
702001-06	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER
886001	DETECTOR LOOP INSTALLATION
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF SKOKIE.

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

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND BITUMINOUS TAPER DETAILS" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.

THE RESIDENT ENGINEER SHALL CONTACT MR. WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER, AT (773) 685-8386 A MINIMUM OF 72 HOURS PRIOR TO PLACEMENT OF FINAL PAVEMENT MARKINGS.

3 METERS (10 FEET) TRANSITION SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER TO EXISTING CURB AND GUTTERS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS 45 MPH. WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H)

THE RESIDENT ENGINEER SHALL CONTACT MR. STEVEN HOOGHKIRK, BUREAU OF MAINTENANCE SUPPORT SECTION AT (847) 705-4177 FOR AVAILABILITY OF TEMPORARY CONCRETE BARRIER, STATE OWNED. IF TEMPORARY CONCRETE BARRIER, STATE OWNED, IS AVAILABLE, IT SHALL BE UTILIZED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL LOAD THE TEMPORARY CONCRETE BARRIER FROM THE STATE MAINTENANCE YARD, TRANSPORT, UNLOAD AND PLACE THE TEMPORARY CONCRETE BARRIER IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE DETAILS SHOWN IN THE PLANS. AT THE CONCLUSION OF WORK, REMOVE, TRANSPORT AND UNLOAD THE BARRIER UNITS AT THE SPECIFIED STATE MAINTENANCE YARD AS DIRECTED BY THE ENGINEER. IF TEMPORARY CONCRETE BARRIER, STATE OWNED, IS NOT AVAILABLE, THE CONTRACTOR SHALL PROVIDE TEMPORARY CONCRETE BARRIER.

TEMPORARY INFORMATION SIGNS SHALL NOT BE USED ON EXPRESSWAY.

PLOT DATE = 1/27/2006
FILE NAME = c:\projects\p104698\p104698a.dwg
PLOT SCALE = 50.0000 / IN.
REFERENCE = REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 3520: GROSS POINT RD.
INDEX OF SHEETS, STATE STANDARDS,
AND GENERAL NOTES
SCALE: VERT. DATE
HORIZ. DATE
DRAWN BY
CHECKED BY

SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 1000	BRIDGE SFTY-2A				
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	7	7					
40600300	AGGREGATE (PRIME COAT)	TON	35	35					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	6	6					
40600895	CONSTRUCTING TEST STRIP	EACH	1	1					
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	150	150					
40601000	BITUMINOUS REPLACEMENT OVER PATCHES	TON	270	270					
42001300	PROTECTIVE COAT	SQ YD	2405	540	1865				
44000008	BITUMINOUS SURFACE REMOVAL 2 1/2"	SQ YD	4500	4500					
44000112	BITUMINOUS REMOVAL OVER PATCHES 3"	SQ YD	1580	1580					
44000900	BITUMINOUS CONCRETE REMOVAL	SQ YD	585		585				
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	1865		1865				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	250	250					
44004610	SIDEWALK REMOVAL AND REPLACEMENT (SPECIAL)	SQ FT	700	700					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	550	550					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	175	175					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	400	400					
50300260	BRIDGE DECK GROOVING	SQ YD	1794		1794				
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24		24				
X0325303	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5")	SQ FT	970		970				
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	6990		6990				
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	24		24				
55039700	STORM SEWERS TO BE CLEANED	FOOT	456	456					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2					
60260100	INLETS TO BE ADJUSTED	EACH	6	6					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	6	6					
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	7	7					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	3	3					

SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 1000	BRIDGE SFTY-2A				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	3700	3700					
70300210	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	175	175					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	8000	8000					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1230	1230					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	70	70					
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	170	170					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	250	250					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5410	5410					
70400500	TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	715		715				
70400600	RELOCATE TEMPORARY CONCRETE BARRIER (STATE OWNED)	FOOT	715		715				
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	140	140					
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7200	7200					
*78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1120	1120					
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	70	70					
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	120	120					

* SPECIALITY ITEM

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
F.A.U. 3520: GROSS POINT ROAD
SUMMARY OF QUANTITIES

Rev.

PLOT DATE: 3/23/2006

SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN 100% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		ROADWAY 1000	BRIDGE SFTY-2A					CODE NO	ITEM		UNIT	ROADWAY 1000	BRIDGE SFTY-2A			
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	250	250					Z0037620	PAVEMENT RELIEF JOINT, REMOVE AND REPLACE	SQ FT	416		416				
*78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	800	800					Z0047300	PROTECTIVE SHIELD	SQ YD	1017		1017				
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	288	288														
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	55	55														
*88600600	DETECTOR LOOP REPLACEMENT	FOOT	683	683														
X0320887	POLYMER CONCRETE	CU FT	20		20													
X0321744	SILICONE JOINT SEALER, 2"	FOOT	185		185													
X0322066	PROTECTIVE SHIELD (PERMANENT)	SQ YD	234		234													
X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SQ YD	1865		1865													
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	154.2	154.2														
X0656100	DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	SQ YD	10	10														
X4066424	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	TON	1209	1150	59													
X4066548	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "F", N90	TON	470	470														
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	775	750	25													
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SQ YD	13000	13000														
X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1		1													
X7030125	TEMPORARY PAVEMENT MARKING, LINE 4", TYPE 3, SPECIAL	FOOT	6300	6300														
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	32		32													
Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	2450		2450													
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	2		2													
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	63		63													
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	19	19														
⊙ Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1		1													
⊙ Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1		1													

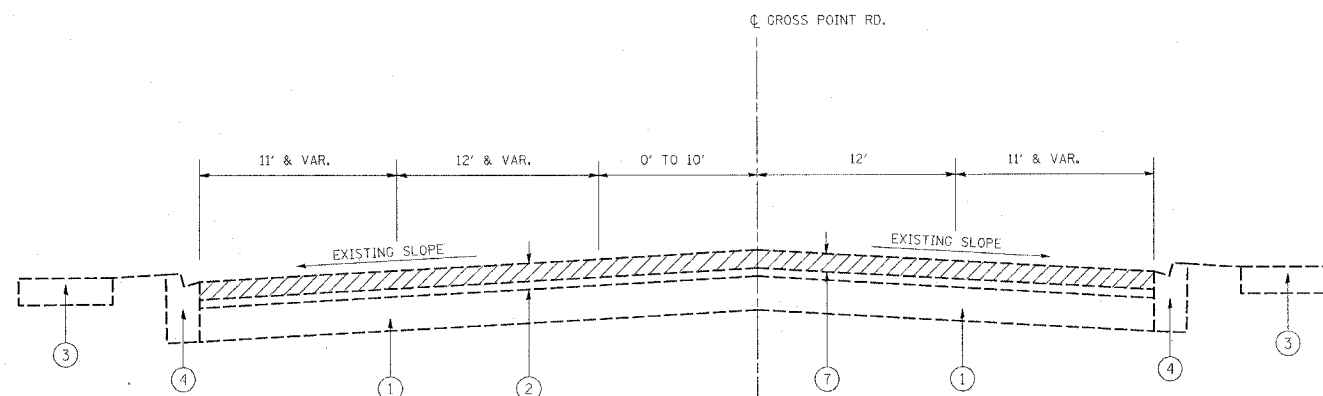
* SPECIALITY ITEM
 ⊙ SFTY-3N

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	F.A.U. 3520: GROSS POINT ROAD SUMMARY OF QUANTITIES	
		PLOT DATE: 3/24/2006	

3/24/2006

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	5
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903

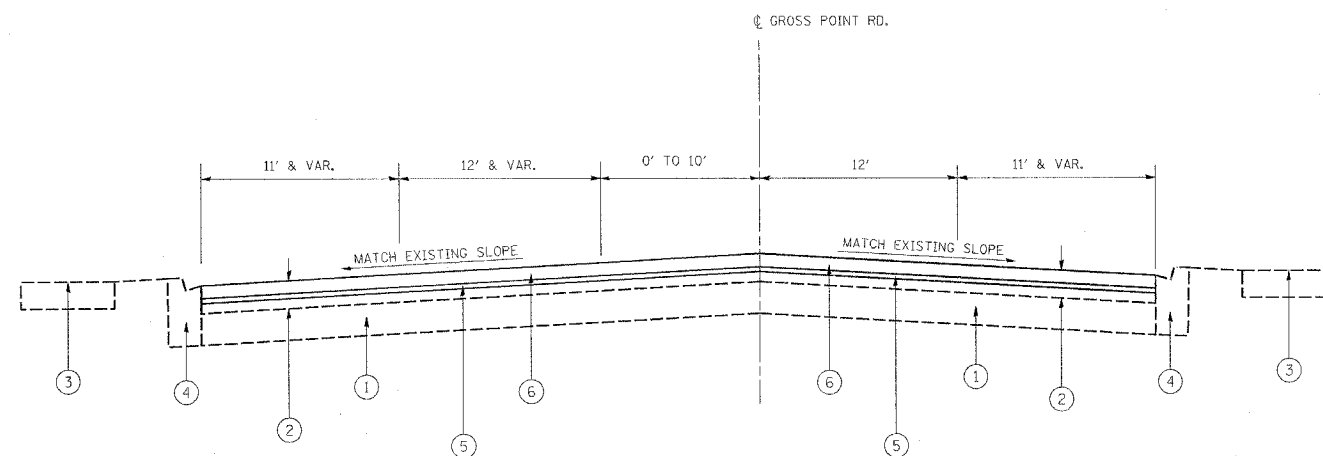


EXISTING TYPICAL SECTION
GROSS POINT ROAD

STATION
51+10 TO 68+33

LEGEND

- ① EXISTING PCC BASE COURSE, 10" (±)
- ② EXISTING BIT. CONCRETE SURFACE COURSE, 3" (±)
- ③ EXISTING PCC SIDEWALK, 5"
- ④ EXISTING TYPE B-6.12 CURB & GUTTER
- ⑤ PROPOSED POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4 "
- ⑥ PROPOSED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2 "
- ⑦ BITUMINOUS SURFACE REMOVAL - 2 1/4 "



PROPOSED TYPICAL SECTION
GROSS POINT ROAD

STATION
51+10 TO 68+33

BITUMINOUS MIXTURE REQUIREMENTS

MIXTURE USE	AC TYPE	MAX RAP. (%)	AIR VOIDS (%)
POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50	SBS/SBR 76-28	0%	2.5% @ 50 CYR
BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D" N50	PG 64-22	15%	4% @ 50 CYR
POLYMERIZED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "F" N90	SBS/SBR 70-22	15%	4% @ 90 CYR
BIT. REPLACEMENT OVER PATCHES, IL-19.0 MM	PG 64-22	15%	4% @ 70 CYR
CLASS D PATCHES, IL-19.0, 10"	PG 64-22	15%	4% @ 70 CYR

THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

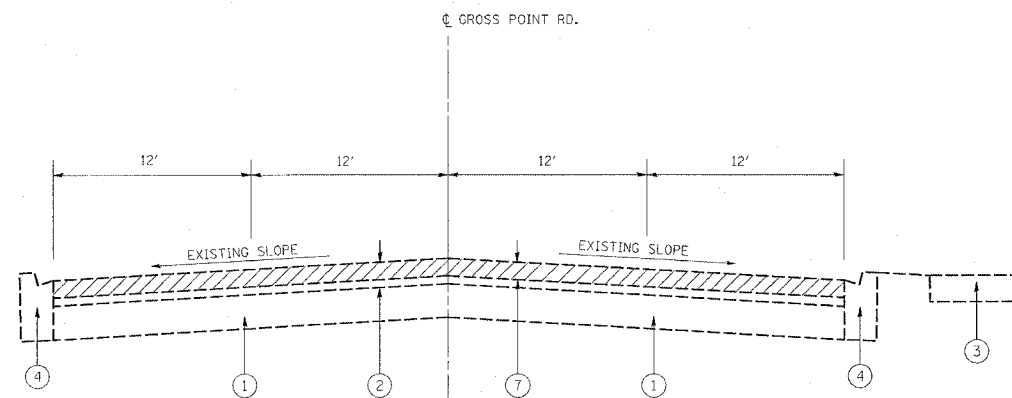
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GROSS POINT RD.
EXISTING AND PROPOSED
TYPICAL SECTIONS

SCALE: VERT. NONE
HORIZ. NONE
DATE

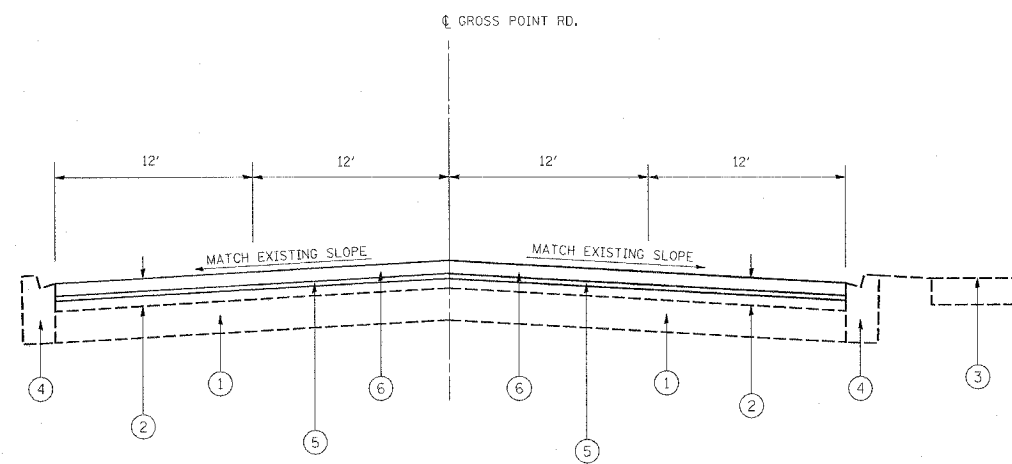
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	6
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62903				



EXISTING TYPICAL SECTION
GROSS POINT ROAD

STATION
68+33 TO 73+34
&
76+53 TO 78+86



PROPOSED TYPICAL SECTION
GROSS POINT ROAD

STATION
68+33 TO 73+34
&
76+53 TO 78+86

LEGEND

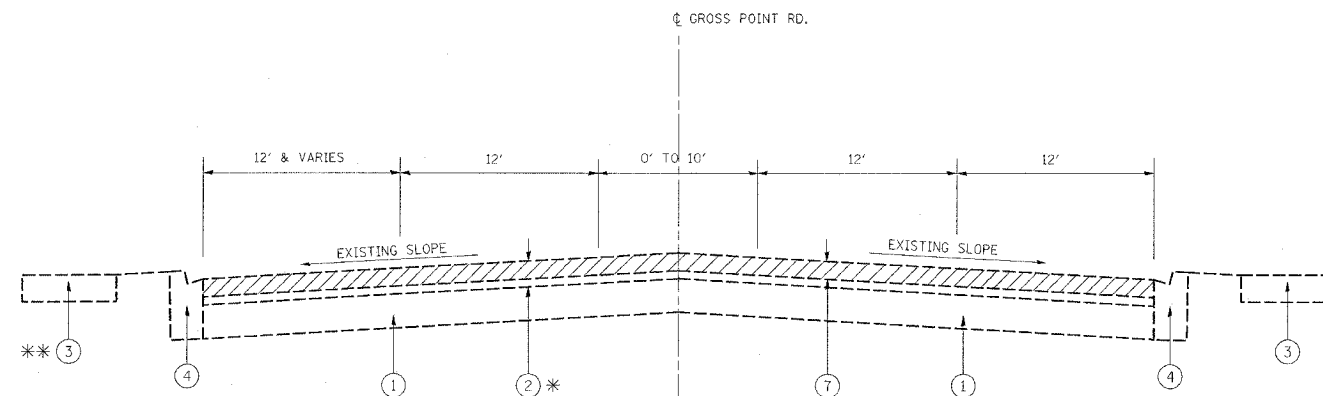
- ① EXISTING PCC BASE COURSE, 10"(±)
- ② EXISTING BIT. CONCRETE SURFACE COURSE, 3"(±)
- ③ EXISTING PCC SIDEWALK, 5"
- ④ EXISTING CURB & GUTTER
TYPE B-6.30 EXISTS FROM STATION 68+33 TO 73+34
TYPE B-6.24 EXISTS FROM STATION 76+53 TO 78+86
- ⑤ PROPOSED POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4 "
- ⑥ PROPOSED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "D", N50, 1 1/2 "
- ⑦ BITUMINOUS SURFACE REMOVAL - 2 1/4 "

PLOT DATE = 3/24/2006
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 REFERENCE = SHEET 9

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GROSS POINT RD. EXISTING AND PROPOSED TYPICAL SECTIONS
SCALE: VERT. NONE HORIZ. NONE		DRAWN BY
DATE		CHECKED BY

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	7
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903



EXISTING TYPICAL SECTION
GROSS POINT ROAD

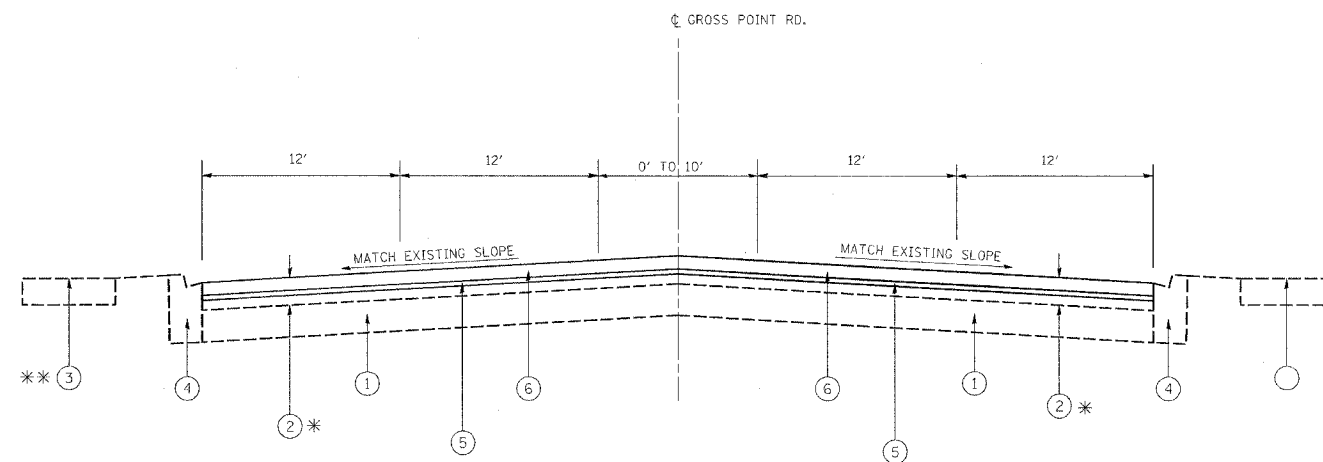
STATION
78+86 TO 82+70

LEGEND

- ① EXISTING PCC BASE COURSE, 10"(\pm)
- * ② EXISTING BIT. CONCRETE SURFACE COURSE, 3"(\pm)
- ** ③ EXISTING PCC SIDEWALK, 5"
- ④ EXISTING TYPE B-6.24 CURB & GUTTER
- ⑤ PROPOSED POLYMERIZED LEVELING BINDER (MM), SUPERPAVE, IL-4.75, N50, 3/4 "
- ⑥ PROPOSED POLYMERIZED BIT. CONC. SURFACE COURSE, SUPERPAVE, MIX "F", N90, 1 3/4"
- ⑦ BITUMINOUS SURFACE REMOVAL - 2 1/2 "

NOTES:

- * OAKTON ST. - EXISTING BIT. CONCRETE SURFACE COURSE, 6"(\pm)
- ** NO SIDEWALK FROM 78+86 TO OAKTON ST. ON LEFT



PROPOSED TYPICAL SECTION
GROSS POINT ROAD

STATION
78+86 TO 82+70

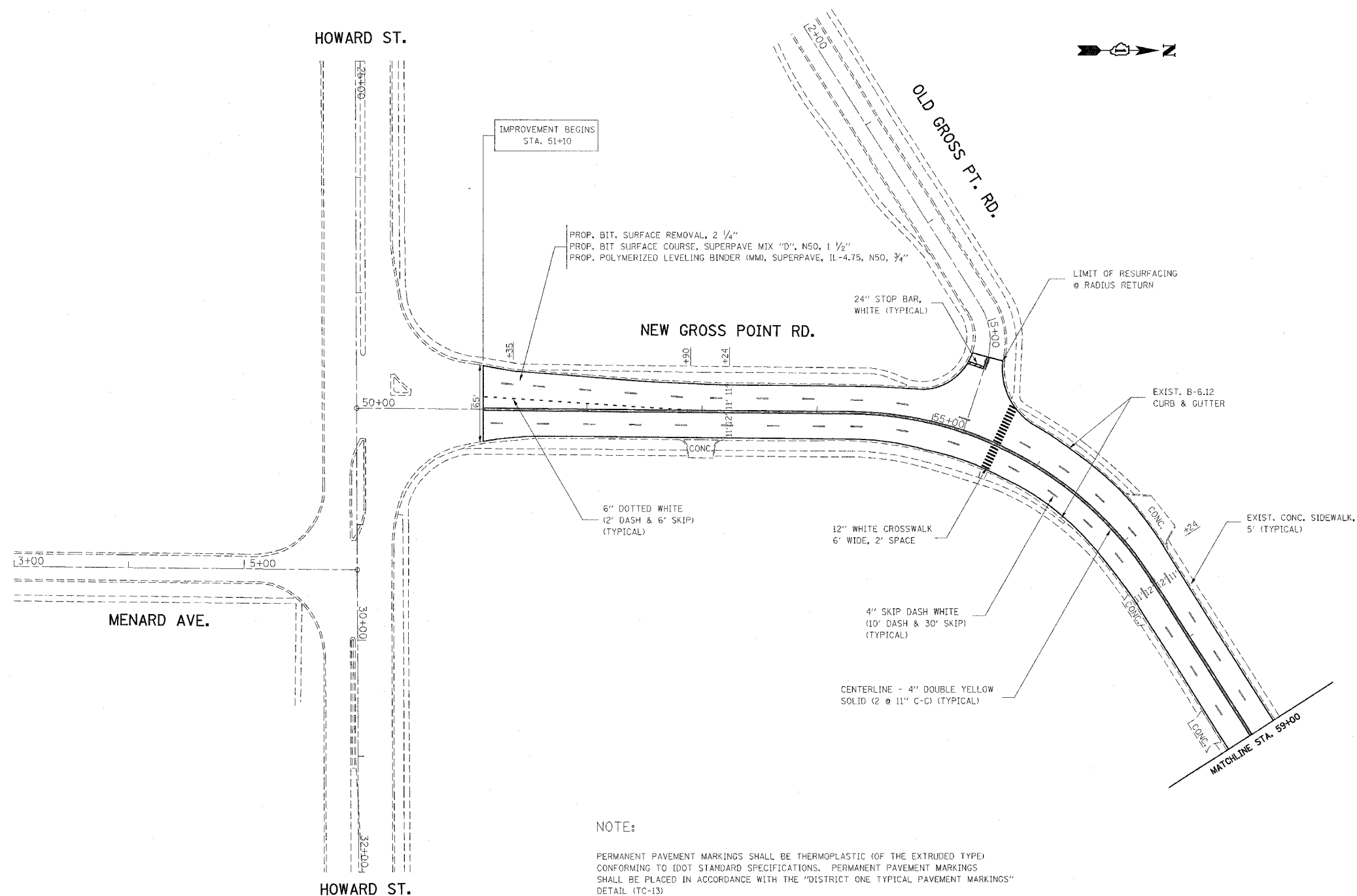
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 PLOT SCALE = 5/8" = 1' IN.
 REFERENCE = REF*

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
		SCALE: VERT. NONE	DRAWN BY
		HORIZ. NONE	CHECKED BY
		DATE	

GROSS POINT RD.
 EXISTING AND PROPOSED
 TYPICAL SECTIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	8
STA. 51+10		TO STA. 59+00		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 62903



NOTE:

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) CONFORMING TO IDOT STANDARD SPECIFICATIONS. PERMANENT PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS DETAIL"

THE RESIDENT ENGINEER SHOULD CONTACT MR. WALTER CZARNY, AREA TRAFFIC ENGINEER AT (773) 685-8386 PRIOR TO PLACING ANY PERMANENT PAVEMENT MARKINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.U. 3520; GROSS POINT RD.

ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. 1" = 50'

HORIZ. 1" = 50'

DATE

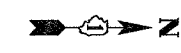
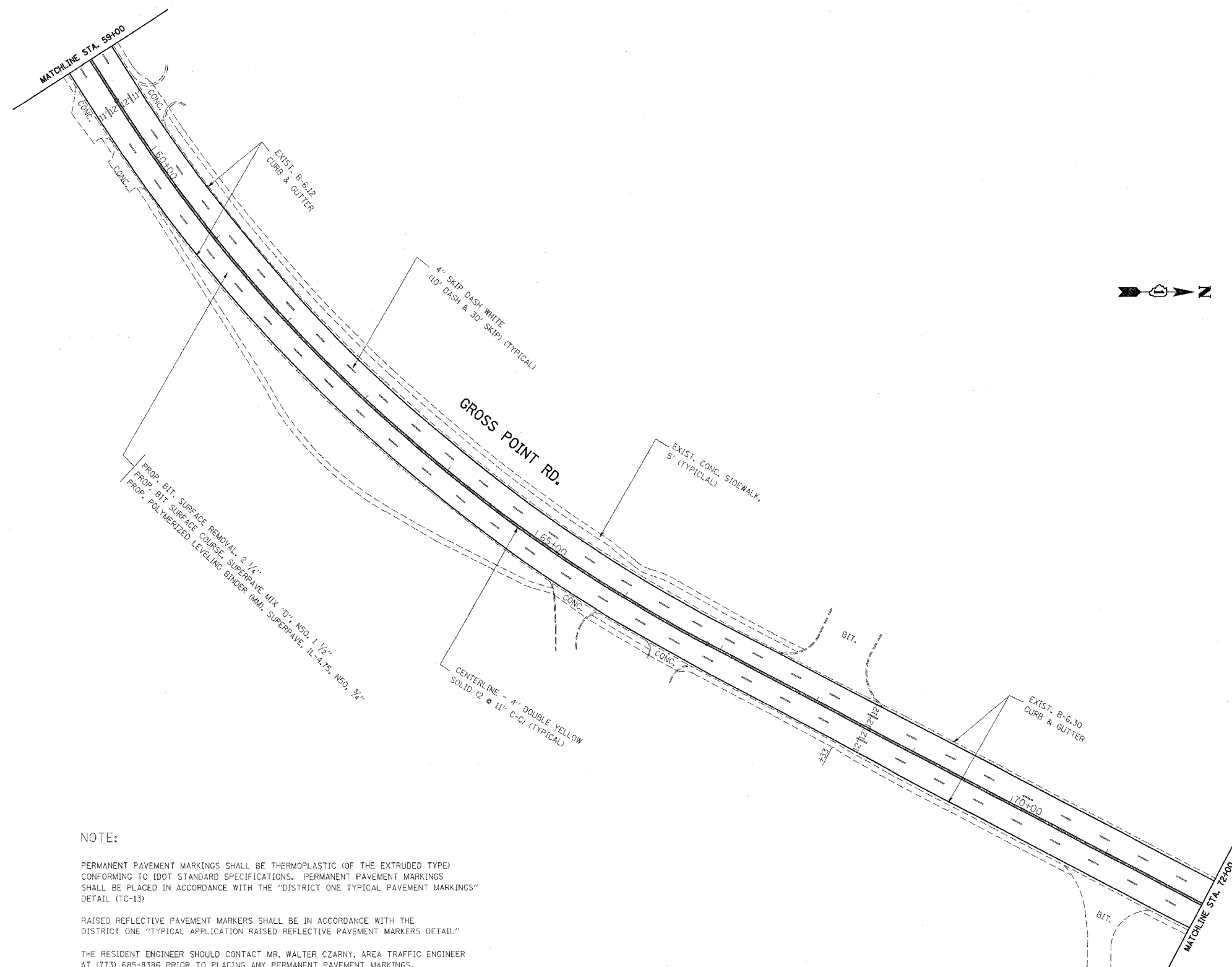
DRAWN BY

CHECKED BY

PLOT DATE = 5/24/2006
 PLOT SCALE = 50.0000' / 1" IN.
 REFERENCE = #REF#

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	9
STA. 59+00		TO STA. 72+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903



NOTE:

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) CONFORMING TO IDOT STANDARD SPECIFICATIONS. PERMANENT PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS DETAIL"

THE RESIDENT ENGINEER SHOULD CONTACT MR. WALTER CZARNY, AREA TRAFFIC ENGINEER AT (773) 685-8386 PRIOR TO PLACING ANY PERMANENT PAVEMENT MARKINGS.

PLOT DATE = 5/24/2006
 PLOT SCALE = 50/2000' = 1/40' IN.
 REFERENCE = REF#

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

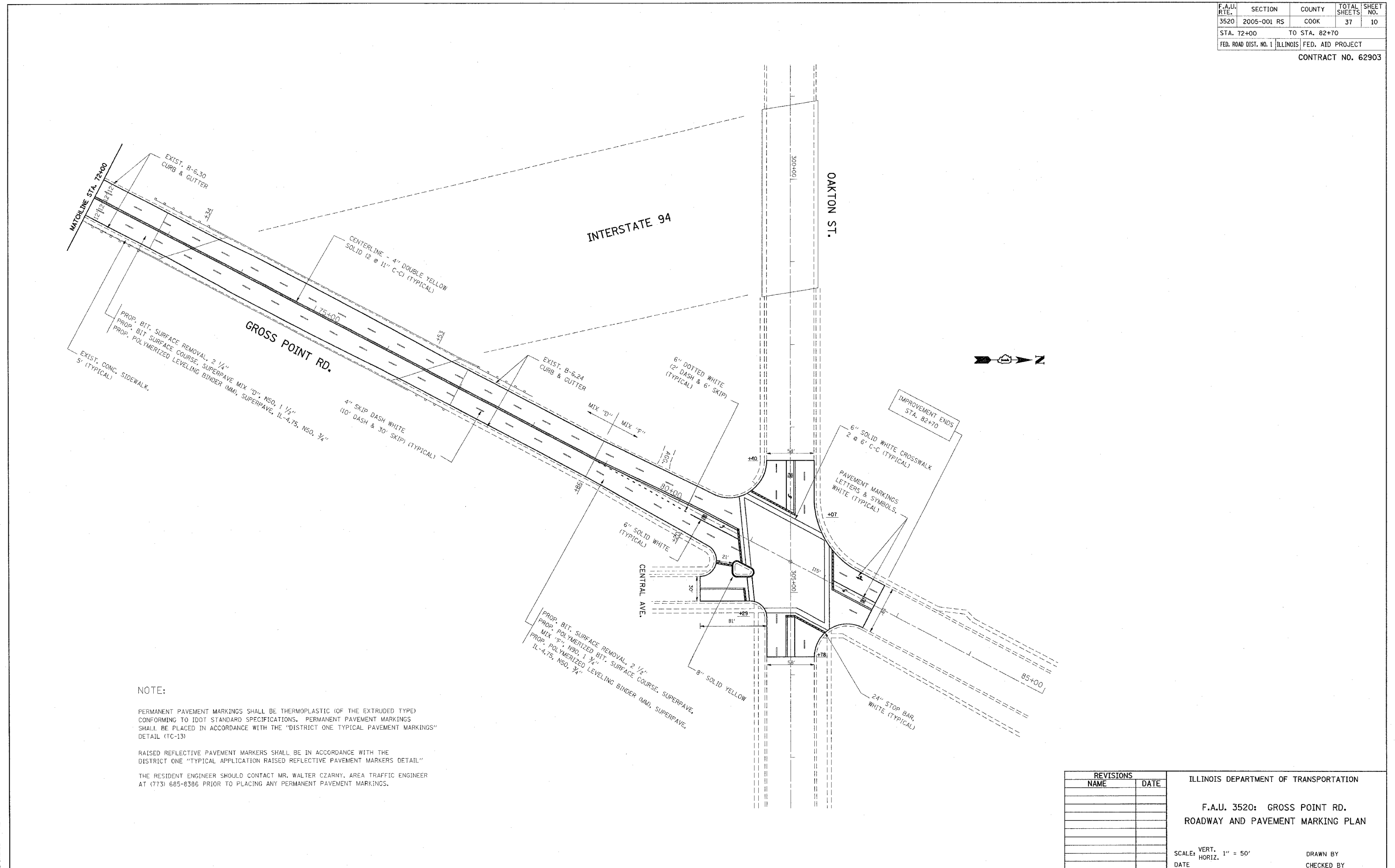
F.A.U. 3520: GROSS POINT RD.
ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. 1" = 50'
HORIZ. 1" = 50'

DATE: _____ DRAWN BY: _____
CHECKED BY: _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	10
STA. 72+00		TO STA. 82+70		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903



NOTE:

PERMANENT PAVEMENT MARKINGS SHALL BE THERMOPLASTIC (OF THE EXTRUDED TYPE) CONFORMING TO IDOT STANDARD SPECIFICATIONS. PERMANENT PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAIL (TC-13)

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE IN ACCORDANCE WITH THE DISTRICT ONE "TYPICAL APPLICATION RAISED REFLECTIVE PAVEMENT MARKERS DETAIL"

THE RESIDENT ENGINEER SHOULD CONTACT MR. WALTER CZARNY, AREA TRAFFIC ENGINEER AT (773) 685-8386 PRIOR TO PLACING ANY PERMANENT PAVEMENT MARKINGS.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

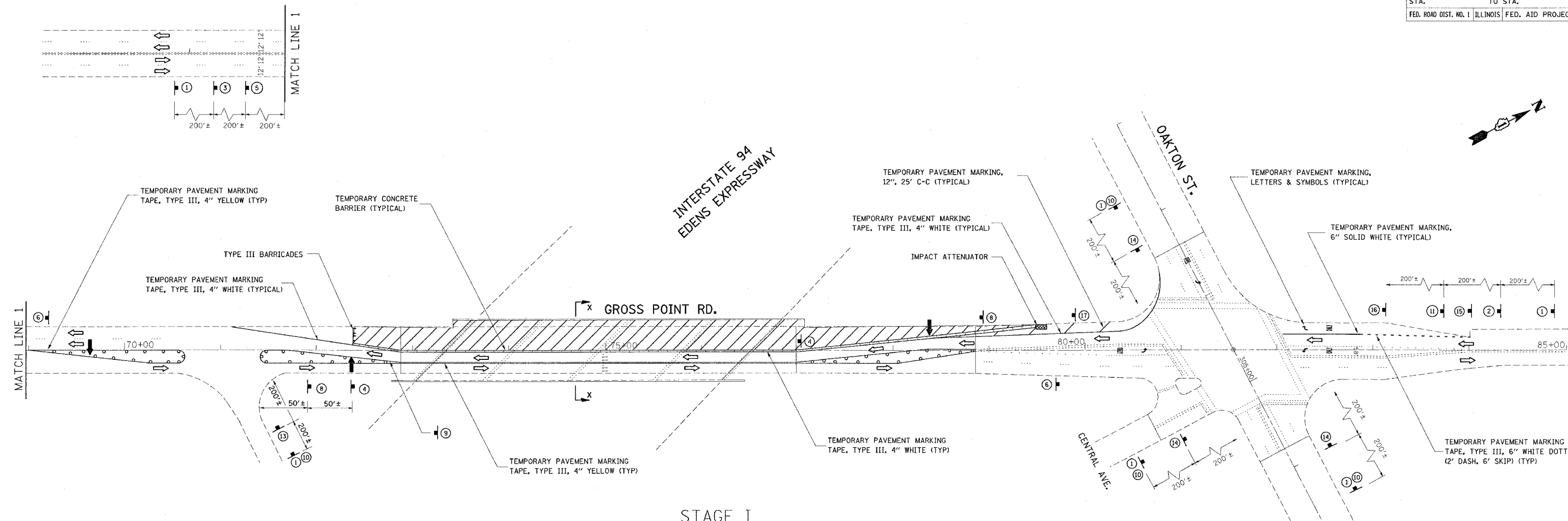
F.A.U. 3520: GROSS POINT RD.
ROADWAY AND PAVEMENT MARKING PLAN

SCALE: VERT. 1" = 50'
DATE _____

DRAWN BY _____
CHECKED BY _____

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REFERENCE = *REF*

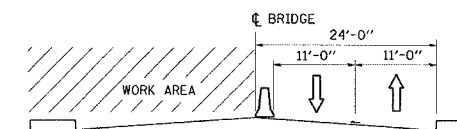
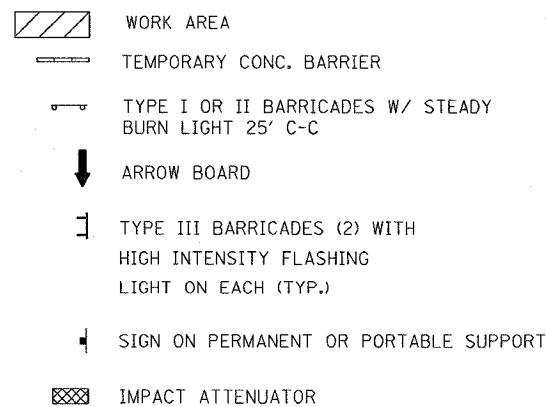
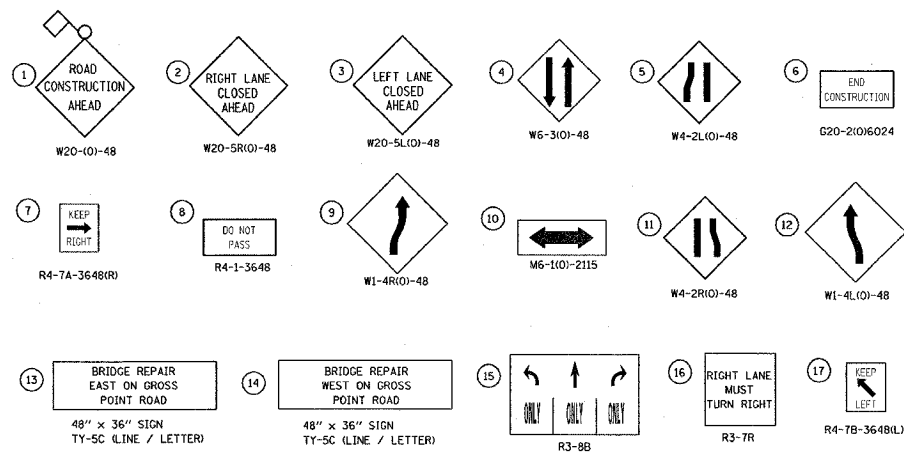
CONTRACT NO. 62903				
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	11
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



NOTES:

BARRICADES (TYPE I OR II) SHALL BE PLACED AT 50' C-C ON TANGENTS, 25' C-C ON TAPERS AND 12' C-C ON RADII
 SIGNS SHALL BE PLACED IN ACCORDANCE TO TRAFFIC CONTROL STANDARDS

LEGEND



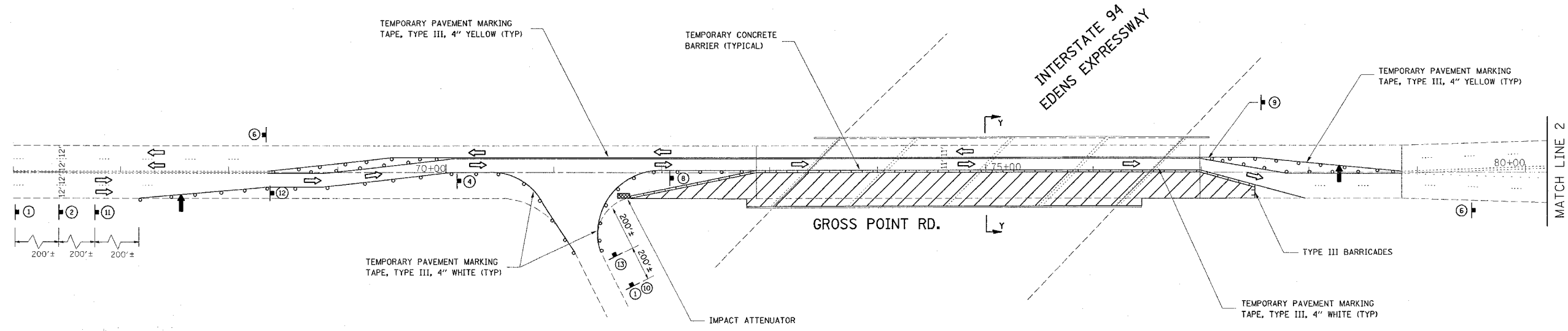
SECTION X-X
 STAGE I TYPICAL ON BRIDGE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 SUGGESTED TRAFFIC CONTROL PLAN
 GROSS POINT RD. OVER
 EDENS EXPRESSWAY
 S.N. 016-0725
 SCALE: VERT. 1"=50'
 DATE _____ DRAWN BY _____
 CHECKED BY _____

PLOT DATE = 3/23/2005
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 PLOT SCALE = 50.0000 / IN.
 USER NAME = wlgrenndp

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	12
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



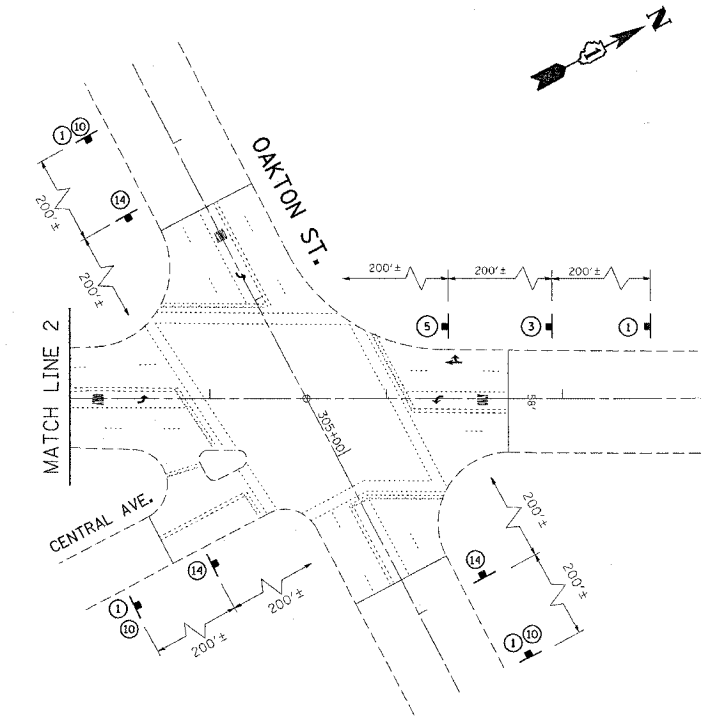
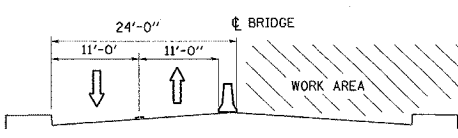
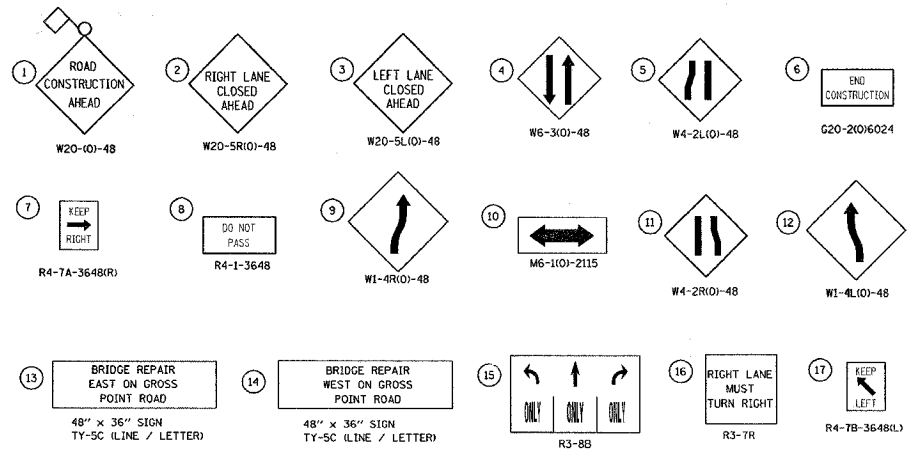
STAGE II

NOTES:

BARRICADES (TYPE I OR II) SHALL BE PLACED AT 50' C-C ON TANGENTS, 25' C-C ON TAPERS AND 12' C-C ON RADII
 SIGNS SHALL BE PLACED IN ACCORDANCE TO TRAFFIC CONTROL STANDARDS

LEGEND

- WORK AREA
- TEMPORARY CONC. BARRIER
- TYPE I OR II BARRICADES W/ STEADY BURN LIGHT 25' C-C
- ARROW BOARD
- TYPE III BARRICADES (2) WITH HIGH INTENSITY FLASHING LIGHT ON EACH (TYP.)
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- IMPACT ATTENUATOR



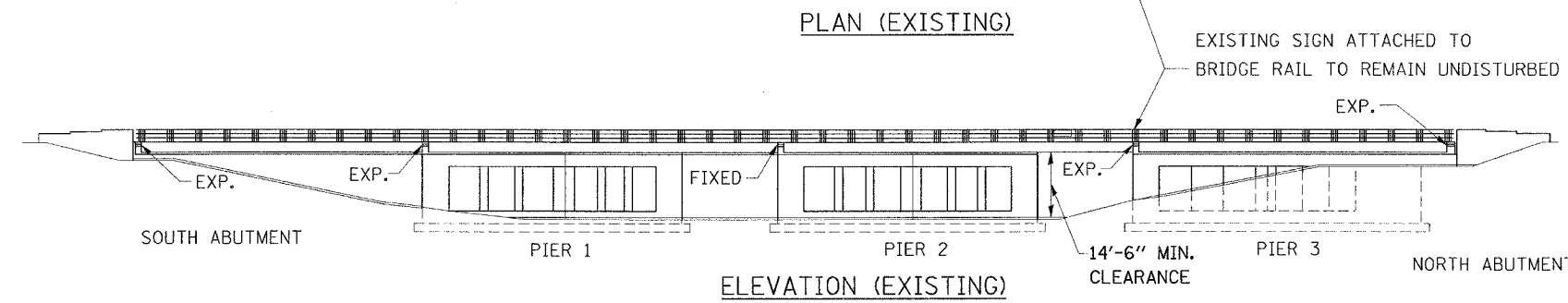
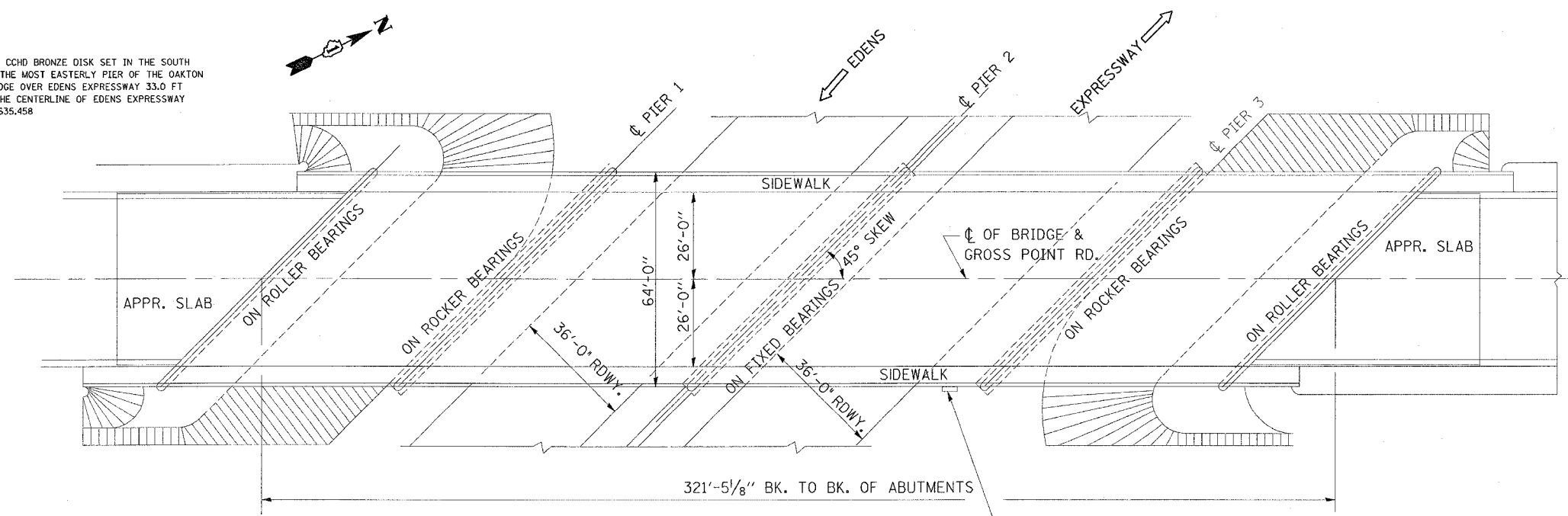
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION SUGGESTED TRAFFIC CONTROL PLAN GROSS POINT RD. OVER EDENS EXPRESSWAY S.N. 016-0725
NAME	DATE	

SCALE: VERT. 1"=50'
 HORIZ. 1"=50'
 DATE: _____ DRAWN BY: _____
 CHECKED BY: _____

PLOT DATE = 3/23/2006
 FILE NAME = c:\p\proj\2005\001\rs\016\0725\016-0725.dwg
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 USER NAME = w11gremdp

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	13
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62903				

BENCHMARK:
A STANDARD CCHD BRONZE DISK SET IN THE SOUTH CORNER OF THE MOST EASTERLY PIER OF THE OAKTON STREET BRIDGE OVER EDENS EXPRESSWAY 33.0 FT SOUTH OF THE CENTERLINE OF EDENS EXPRESSWAY ELEVATION 635.458



DESCRIPTION:

GROSS POINT ROAD BRIDGE OVER EDENS EXPRESSWAY (I-94) WAS BUILT IN 1954. IT HAS FOUR SPANS. ITS REINFORCED CONCRETE DECK RESTS OVER TWELVE 36WF170 STEEL BEAMS. IT HAS TWO ABUTMENTS AND THREE PIERS AND ALL OF THEM ARE SUPPORTED ON SPREAD FOOTINGS. IN 1982 THE BRIDGE WAS REHABILITATED. INFRARED THERMOGRAPHIC AND GROUND PENETRATING SURVEYS WERE CONDUCTED IN YEAR 1999 THAT IDENTIFIED AREAS THAT NEEDED PARTIAL DEPTH PATCHING, AND FULL DEPTH PATCHING. AND HAD DELAMINATION AND OTHER ANOMALIES.

DESIGN LOADING: HS 20-44

BRIDGE DATA:

DECK SLAB THICKNESS = ±7"
THICKNESS OF EXISTING OVERLAY = ±1 1/4"
BRIDGE LENGTH = 318.25'
OUT TO OUT WIDTH = 64.0'
SKEW ANGLE = 45°

TRAFFIC DATA:

FOR GROSS POINT BRIDGE
ADT = 7,800 (YEAR 2003)
PROJECTED ADT = 10,125 (YEAR 2021)
SPEED LIMIT = 35 MPH
FOR EDENS EXPRESSWAY (I-94)
ADT = 174,600 (YEAR 2003)
PROJECTED ADT = 236,115 (YEAR 2021)
SPEED LIMIT = 55 MPH

GENERAL NOTES:

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD 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 THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

PARTIAL DEPTH PATCHING SHALL BE INCLUDED WITH HYDRO-SCARIFYING.

THE SIZES AND LOCATIONS OF PATCHING AREAS AS SHOWN ON THE DRAWINGS ARE APPROXIMATE ONLY AND ARE SUBJECT TO THE ENGINEER'S FIELD VERIFICATION. THE ENGINEER SHALL SHOW ACTUAL LOCATIONS OF DECK REPAIRS ON AS-BUILT PLANS. HYDRO-SCARIFICATION OF APPROACH SLAB SHALL BE PAID AS BRIDGE DECK HYDRO-SCARIFICATION. BRIDGE DECK GROOVING SHALL CONFORM TO ARTICLE 503.17 (4)B OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. DO NOT SCALE DIMENSIONS.

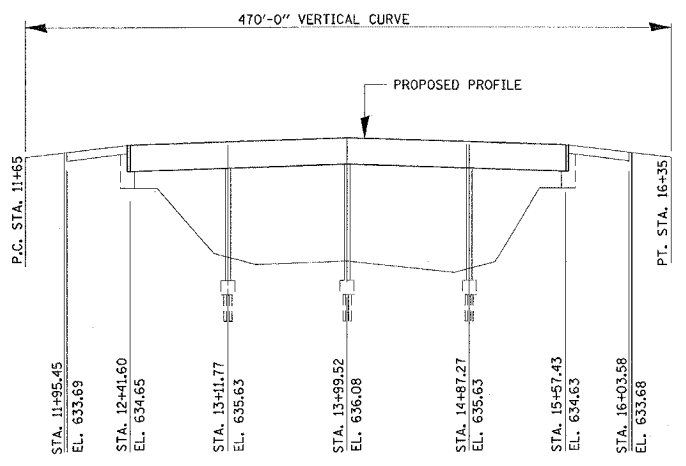
TOTAL BILL OF MATERIALS

DESCRIPTION	UNIT	QUANTITY
PROTECTIVE SHIELD	SQ. YDS.	1017
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ. YDS.	1865
BRIDGE DECK HYDRO-SCARIFICATION 1/2" (*)	SQ. YDS.	2450
DECK SLAB REPAIR FULL DEPTH (TYPE I)	SQ. YDS.	2
DECK SLAB REPAIR FULL DEPTH (TYPE II)	SQ. YDS.	63
BRIDGE DECK LATEX CONCRETE OVERLAY	SQ. YDS.	1865
SILICONE JOINT SEALER, 2"	FOOT	185
JACK AND REMOVE EXISTING BEARING	EACH	24
FURNISHING AND ERECTING STRUCTURAL STEEL	POUNDS	6990
ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24
BITUMINOUS CONCRETE REMOVAL (**)	SQ. YDS.	585
POLYMER CONCRETE	CU. FT.	20
PROTECTIVE COAT	SQ. YDS.	1865
APPROACH SLAB REPAIR FULL DEPTH	SQ. YDS.	32
POLYMERIZED LEVELING BINDER, SUPERPAVE, IL 4.75, N-50, 3/4"	TONS	25
BITUMINOUS SURFACE COURSE, SUPERPAVE MIX D, N-50	TONS	59
PAVEMENT RELIEF JOINT, REMOVE AND REPLACE	SQ. FT.	416
PROTECTIVE SHIELD (PERMANENT)	SQ. YDS.	234
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5')	SQ. FT.	970
BRIDGE DECK GROOVING	SQ. YDS.	1794

(*) INCLUDES APPROACH SLAB HYDRO-SCARIFICATION QUANTITIES
(**) FOR APPROACH SLAB AND FOR INFORMATION ONLY

SCOPE OF WORK (NOT IN SEQUENCE):

- INSTALL TEMPORARY PROTECTIVE SHIELD SYSTEM
- INSTALL PERMANENT PROTECTIVE SHIELD SYSTEM
- REMOVE EXISTING 1 3/4" THICK BITUMINOUS CONCRETE OVERLAY FROM THE BRIDGE DECK AND ALSO FROM THE TWO APPROACH SLABS
- HYDRO-SCARIFY 1/2" OF CONCRETE DECK AND THE TWO APPROACH SLABS SURFACES
- PERFORM STRUCTURAL REPAIR OF CONCRETE ALONG THE EDGES OF THE SIDEWALK AS SHOWN.
- PERFORM FULL DEPTH AND PARTIAL DEPTH PATCHING ON THE BRIDGE DECK AND THE TWO APPROACH SLABS AT AREAS SHOWN AND AS DIRECTED BY THE ENGINEER. INSTALL 2 1/4" OF LATEX CONCRETE OVERLAY ON THE BRIDGE DECK
- REMOVE THE NEOPRENE EXPANSION JOINT FILLERS ON THE TWO ABUTMENTS AND INSTALL SILICON JOINT SEALER WITH POLYMER CONCRETE NOSING
- REMOVE THE FILLERS IN THE TWO RELIEF JOINTS AT THE ENDS OF THE TWO APPROACH SLABS AND INSTALL SILICON JOINT SEALER WITH POLYMER CONCRETE NOSING.
- ON APPROACH SLABS INSTALL POLYMERIZED LEVELING BINDER SUPERPAVE, IL-4.75, N50, 3/4"
- ON APPROACH SLABS INSTALL SURFACE COURSE, SUPERPAVE, MIX. D, N-50, 1 1/2"
- REMOVE CONSTRUCTION DEBRIS AND TEMPORARY PROTECTIVE SHIELD SYSTEM AND RESTORE THE SITE TO ITS ORIGINAL CONDITION AS FAR AS PRACTICAL.



PROFILE ALONG C OF ROAD AND BRIDGE

DISTRICT ONE - DESIGN PLAN PREPARATION ENGINEER JOHN FORTMANN / RUSS SINHA (847) 705-4209 / ATTENTION MARK V. TINAKOS (847) 705-4266

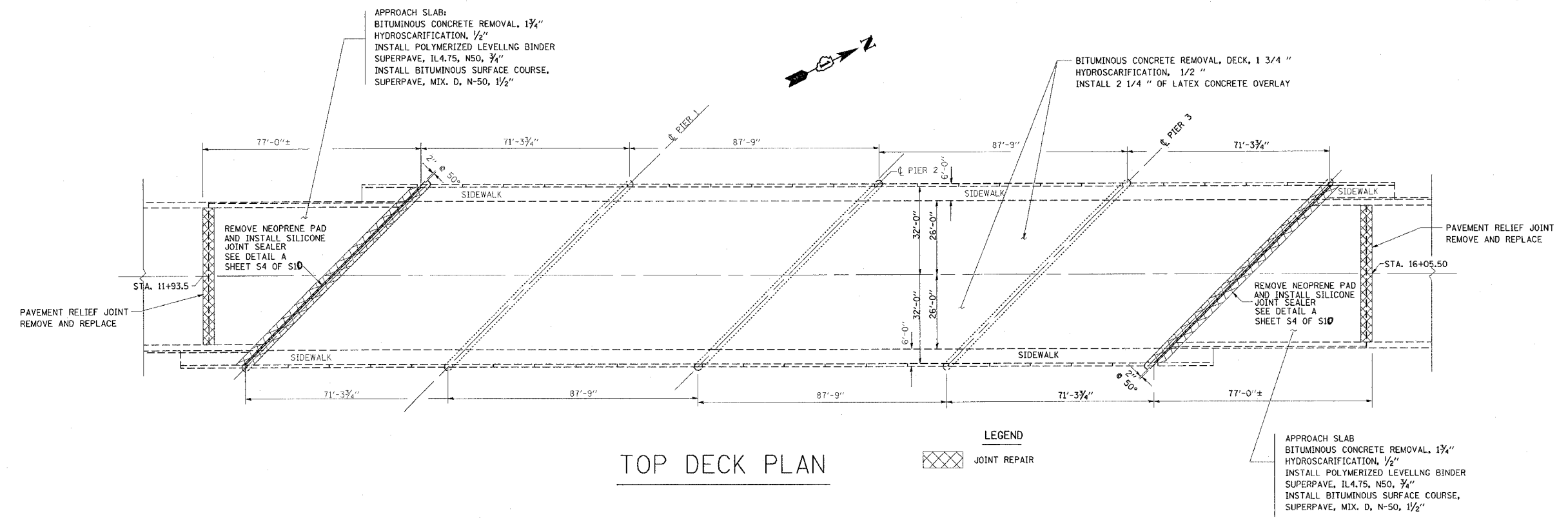
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GROSS POINT ROAD OVER I-94
PLAN, ELEVATION AND
GENERAL INFORMATION
S.N. 016-0725

SCALE: VERT. 1" = 20'
HORIZ. 1" = 20'
DATE: MAY, 2005

DRAWN BY: RFL/MVT
CHECKED BY: RSS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	14
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62903				

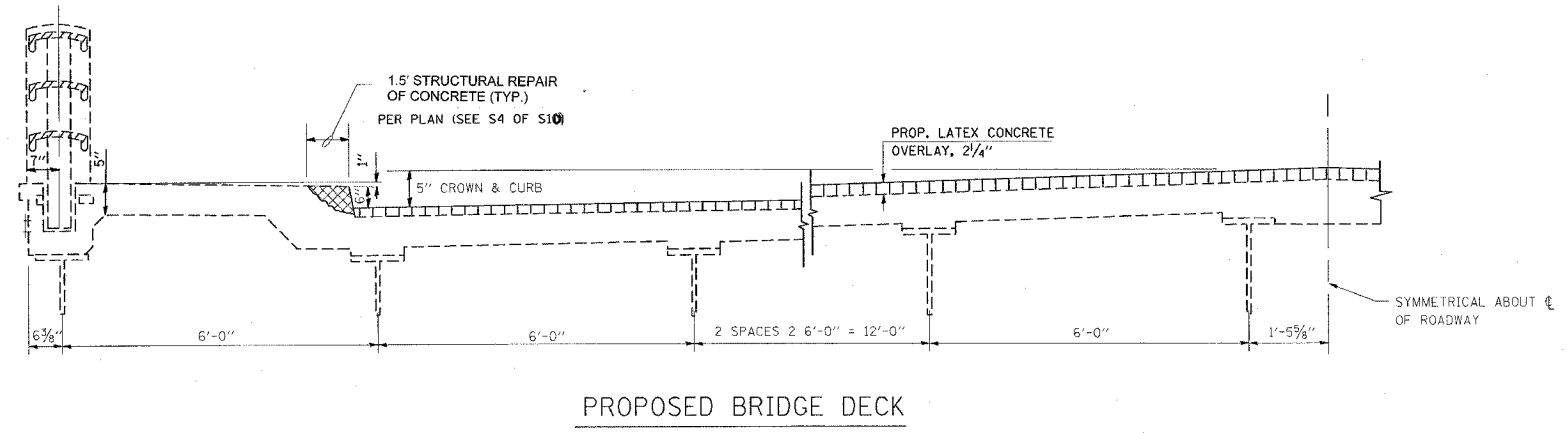


TOP DECK PLAN

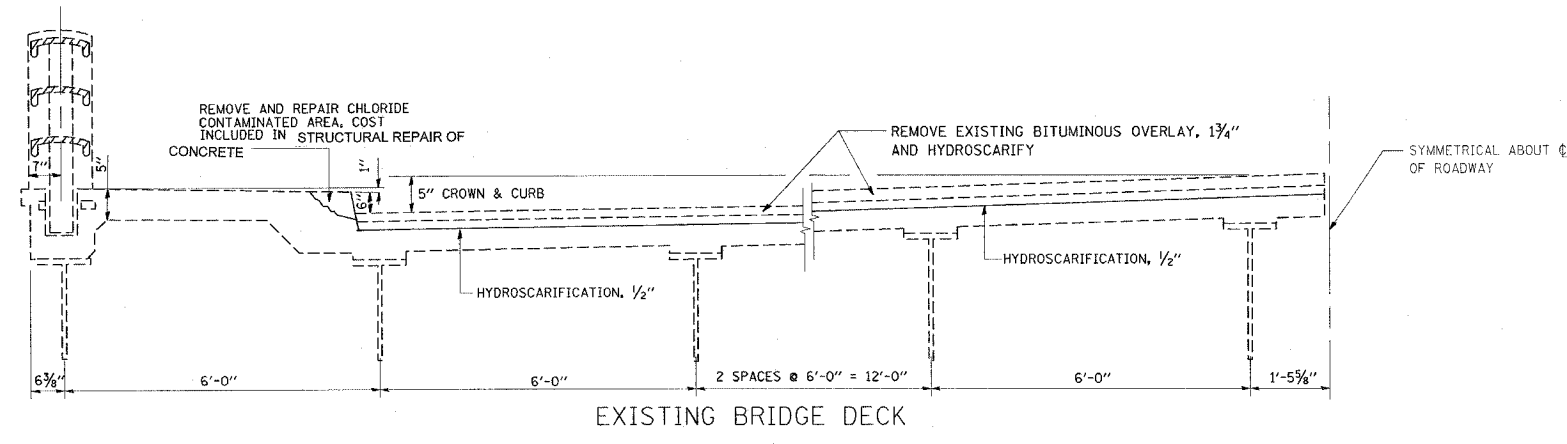
SUMMARY OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ. YDS.	1865
BRIDGE DECK HYDRO-SCARIFICATION 1/2" *	SQ. YDS.	2450
BRIDGE DECK LATEX CONCRETE OVERLAY	SQ. YDS.	1865
SILICONE JOINT SEALER, 2"	FOOT	185
BITUMINOUS CONCRETE REMOVAL (**)	SQ. YDS	585
POLYMERIZED LEVELLING BINDER, SUPERPAVE, IL 4.75, N-50, 3/4"	TONS	25
BITUMINOUS SURFACE COURSE, SUPERPAVE MIX D, N-50, 1 1/2"	TONS	59
PAVEMENT RELIEF JOINT REMOVE AND REPLACE	SQ. YDS	416

* INCLUDES APPROACH SLAB SCARIFICATION QUANTITIES
 ** FOR APPROACH SLABS



PROPOSED BRIDGE DECK



EXISTING BRIDGE DECK

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
 GROSS POINT ROAD OVER I-94
 JOINT REPAIRS, DECK AND
 APPROACH SLABS
 OVERLAY PLAN
 S.N. 016-0725

SCALE: VERT. 1" = 20'
 HORIZ. 1" = 20'
 DATE: MAY, 2005

DRAWN BY: RFL/MVT
 CHECKED BY: RSS

DISTRICT ONE - DESIGN
 PLAN PREPARATION ENGINEER JOHN FORTMANN / RUSS SINHA (847) 705-4209 / ATTENTION MARK V. TINAKOS (847) 705-4266

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	15
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62903				

SHEET S3 OF S10

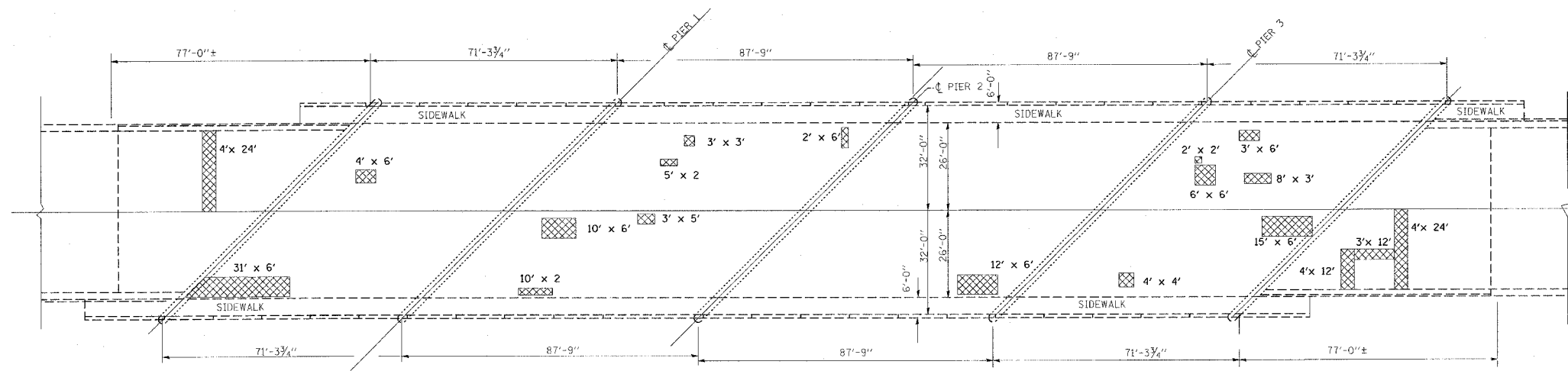
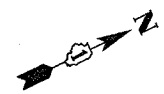
SUMMARY OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
DECK SLAB REPAIR, FULL DEPTH (TYPE I)	SO. YDS.	2
DECK SLAB REPAIR, FULL DEPTH (TYPE-II)	SO. YDS.	63
APPROACH SLAB REPAIR, FULL DEPTH	SO. YDS.	32

SUMMARY OF QUANTITIES

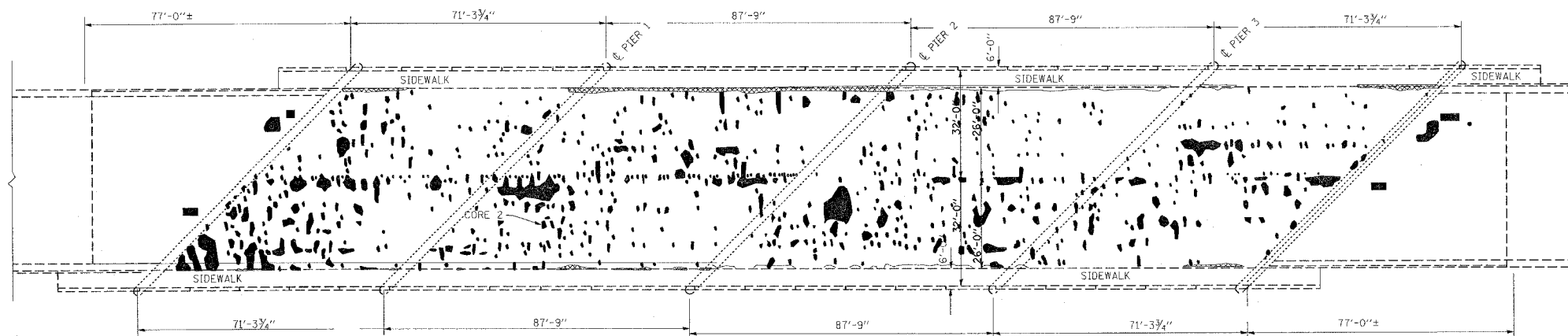
DESCRIPTION	UNIT	QUANTITY
PARTIAL DEPTH PATCHING *	SO. YDS.	153

* AREAS SHOWN FOR INFORMATION ONLY
COST INCLUDED IN HYDRO SCARIFICATION



PLAN SHOWING FULL DEPTH PATCHING

LEGEND
 FULL DEPTH PATCH



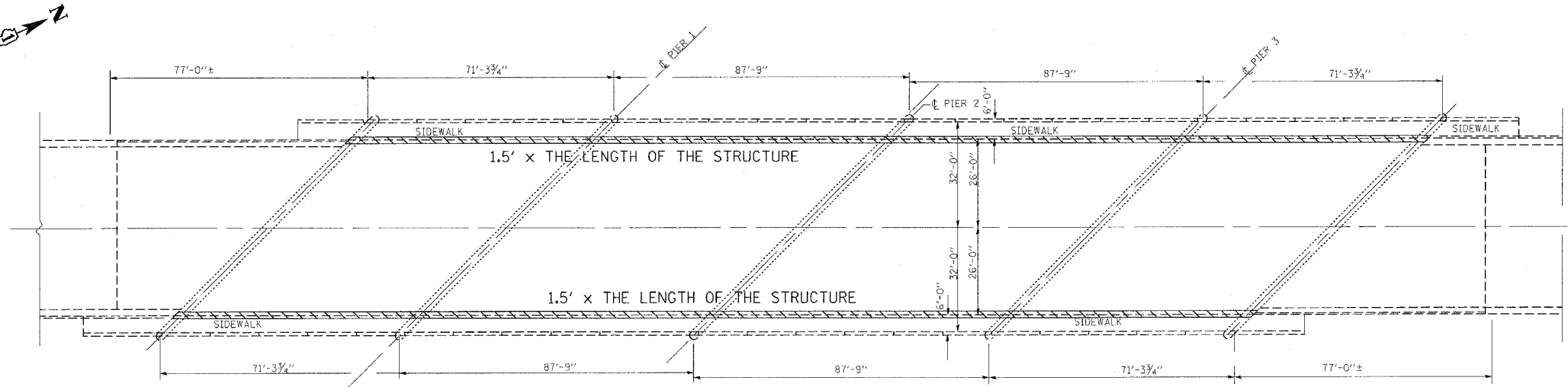
PLAN SHOWING PARTIAL DEPTH PATCHING

LEGEND
 PARTIAL DEPTH PATCHING

DISTRICT ONE DESIGN
 PLAN PREPARATION ENGINEER JOHN FORTMANN / RUSS SINHA (847) 705-4209 / ATTENTION MARK V. TINJAKOS (847) 705-4266

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION GROSS POINT ROAD OVER I-94 PATCHING REPAIR DETAILS S.N 016-0725
NAME	DATE	
		SCALE: VERT. 1" = 20' HORIZ. DATE: MAY, 2005
DRAWN BY		CHECKED BY: RSS

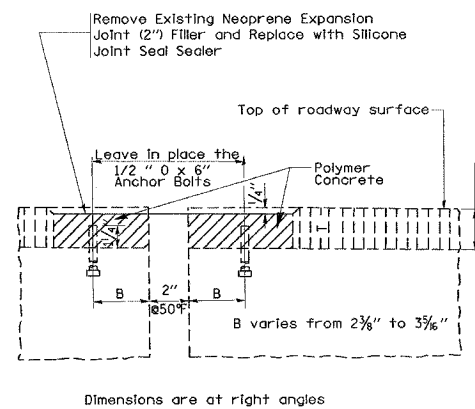
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	16
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62903				



DECK PLAN FOR STRUCTURAL REPAIR OF CONCRETE

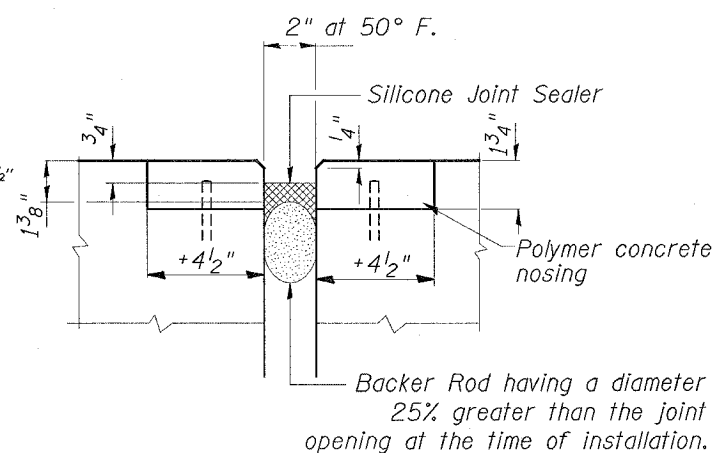
LEGEND

STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5')

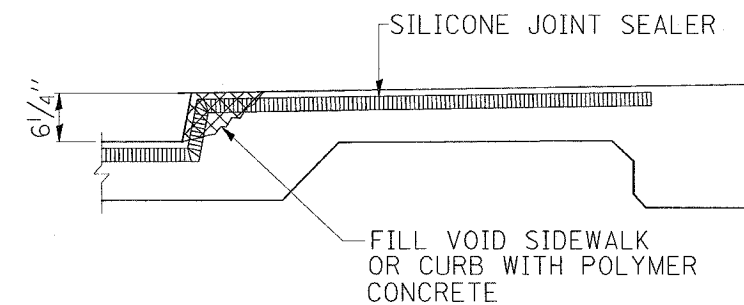


Dimensions are at right angles

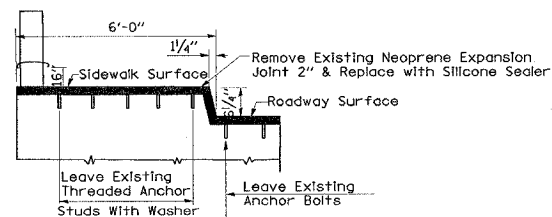
EXISTING NEOPRENE EXPANSION JOINT (2'') FILLER (TYPICAL)



**DETAIL A
SILICONE JOINT SEALER DETAIL**



**TYPICAL END OF SEAL TREATMENT
WHEN REPLACING NEOPRENE JOINT**



**EXISTING NEOPRENE EXPANSION JOINT (2'') FILLER
AT SIDEWALK (TYPICAL)**

SUMMARY OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5')	SQ.FT.	970
POLYMER CONCRETE	CU. FT.	20

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GROSS POINT ROAD OVER I-94
FORMED CONCRETE REPAIR
AND JOINT REPAIR DETAILS
S.N 016-0725

SCALE: VERT. 1" = 20'
HORIZ. 1" = 20'
DATE: MAY, 2005

DRAWN BY
CHECKED BY: RSS

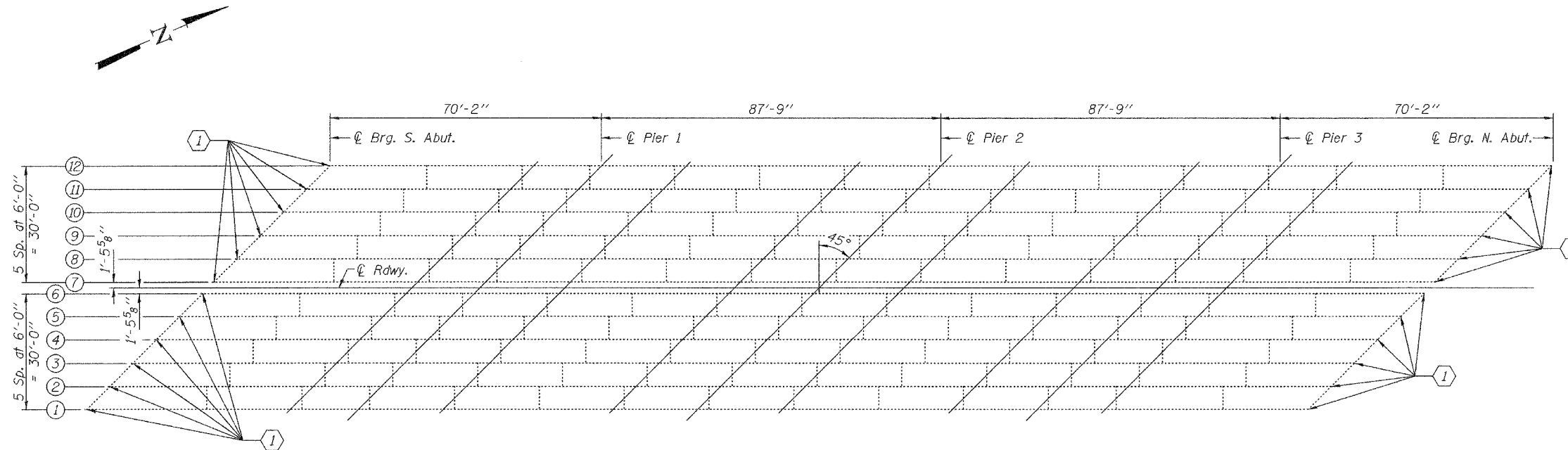
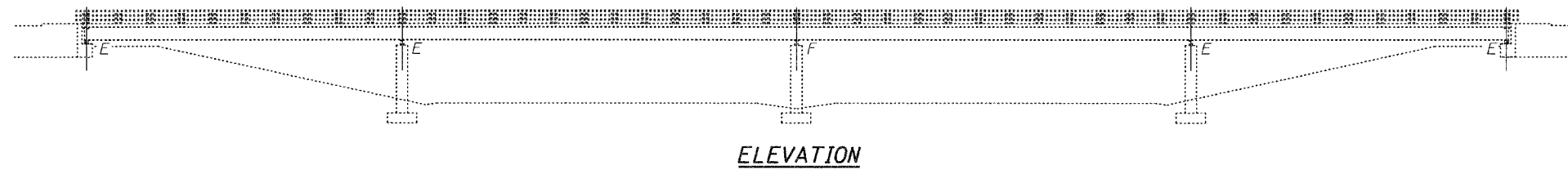
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
		COOK	37	17	3 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract No. 62903

NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
The existing structural steel coating contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
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.
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".
Cost of field drilling required for installation of the steel members is included in the cost of Furnishing and Erecting Structural Steel.



FRAMING PLAN

① Existing bearing to be removed & replaced.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Elastomeric Bearing Assembly Type II	Each	24
Jack and Remove Existing Bearings	Each	24
Furnishing and Erecting Structural Steel	Pound	6990

DESIGNED	<i>Paul J. Hoff</i>
CHECKED	<i>Victor H. Keltz</i>
DRAWN	<i>balva</i>
CHECKED	<i>S.J.B. / VHV</i>

MAY 5, 2006
EXAMINED *John A. Manis*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



EXPIRES 11-30-2006

PLAN AND ELEVATION
GROSS POINT RD. OVER I-94
COOK COUNTY
SN 016-0725

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	37	10
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

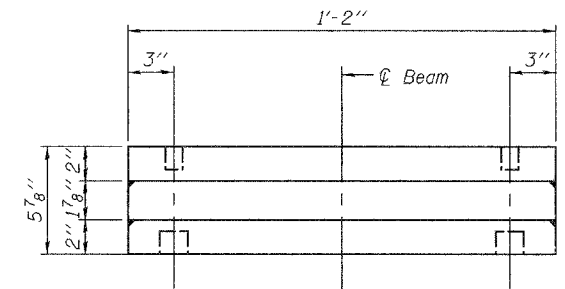
SHEET NO. 2
3 SHEETS

Contract No. 62903

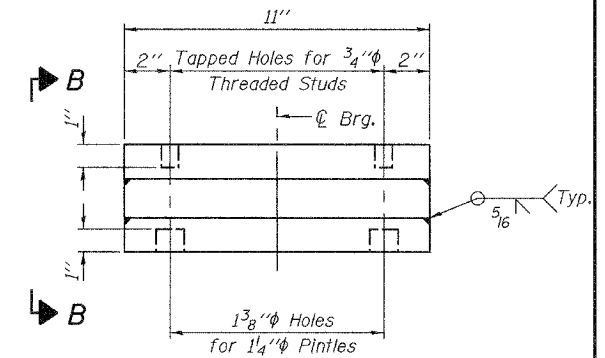
BEAM REACTIONS

R _l	(K)	27.2
R _t	(K)	32.9
Imp.	(K)	8.6
R (Total)	(K)	68.7

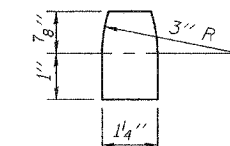
Notes:
Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim plates, connection bolts, and anchor bolts are included with Furnishing and Erecting Structural Steel.
See Sheet 3 of 3 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 30 Tons.



VIEW B-B

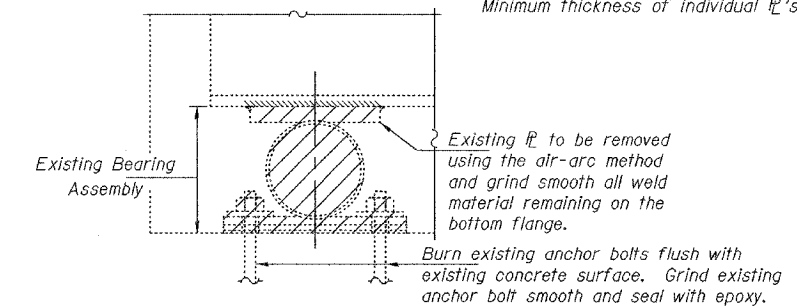


PINTLE



STEEL EXTENSION DETAIL

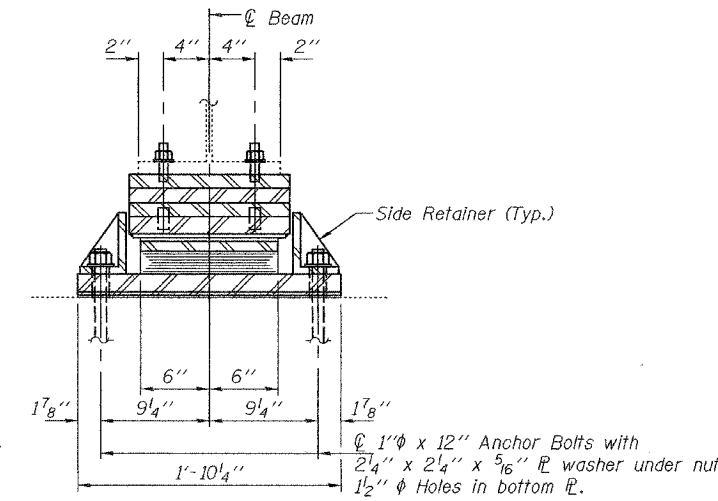
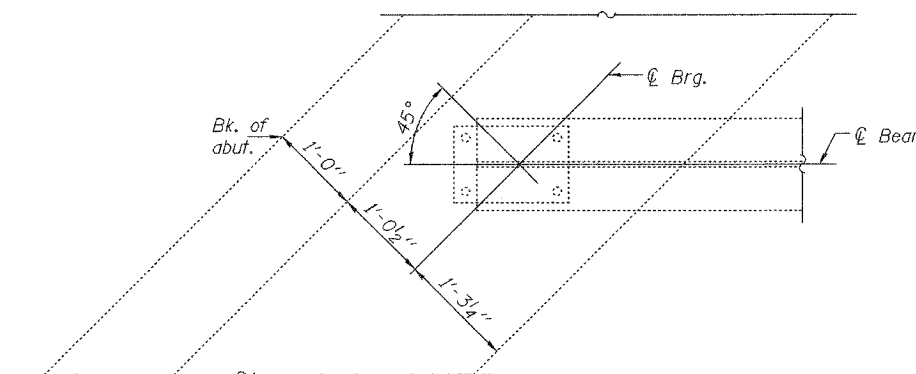
One or more R's may be used. Number of individual R's to be determined by fabricator. Minimum thickness of individual R's shall be 1".



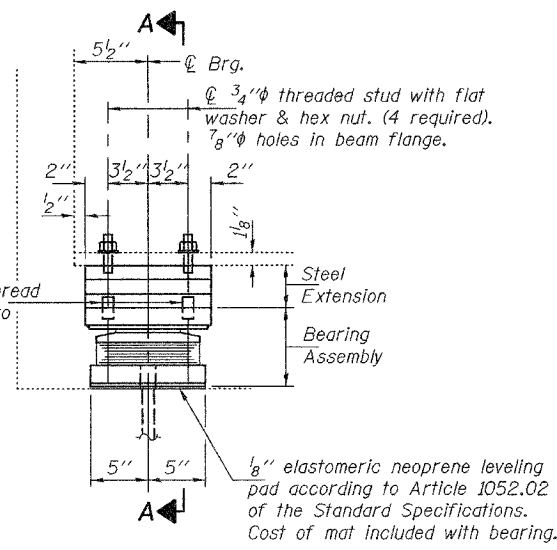
EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

EXISTING PLAN

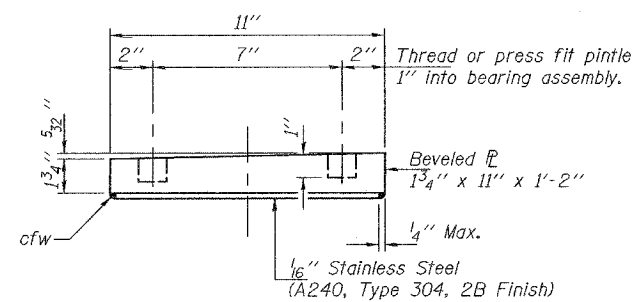


SECTION A-A

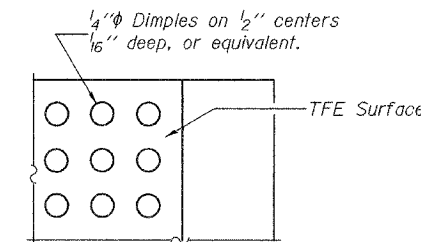


ELEVATION AT ABUTMENTS

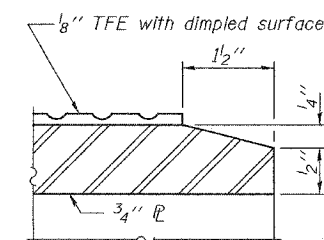
TYPE II TFE ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY



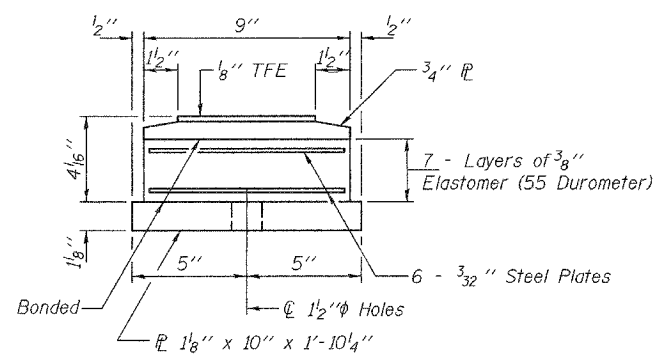
PLAN-TFE SURFACE



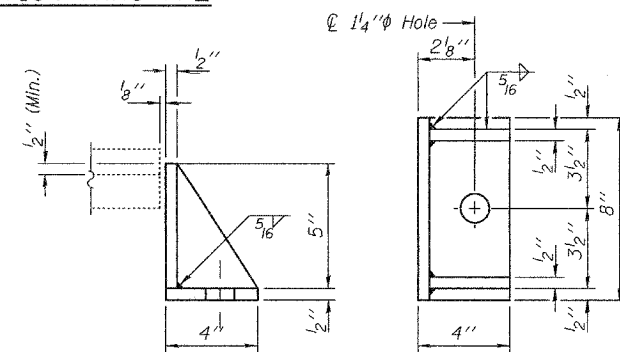
SECTION THRU TFE

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

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

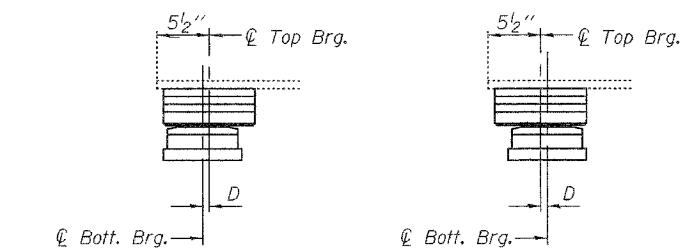


BOTTOM BEARING ASSEMBLY



SIDE RETAINER

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



BELOW 50° F. (Move bott. brg. away from fixed brg.)
ABOVE 50° F. (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.

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

REPAIR DETAILS
GROSS POINT RD. OVER I-94
COOK COUNTY
SN 016-0725

DESIGNED	SJB
CHECKED	VHV
DRAWN	baliva
CHECKED	SJB VHV

MAY 5, 2006
EXAMINED *John A. Morris*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

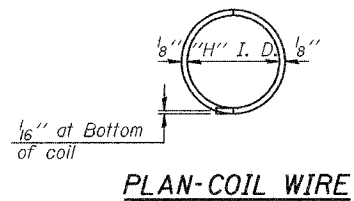
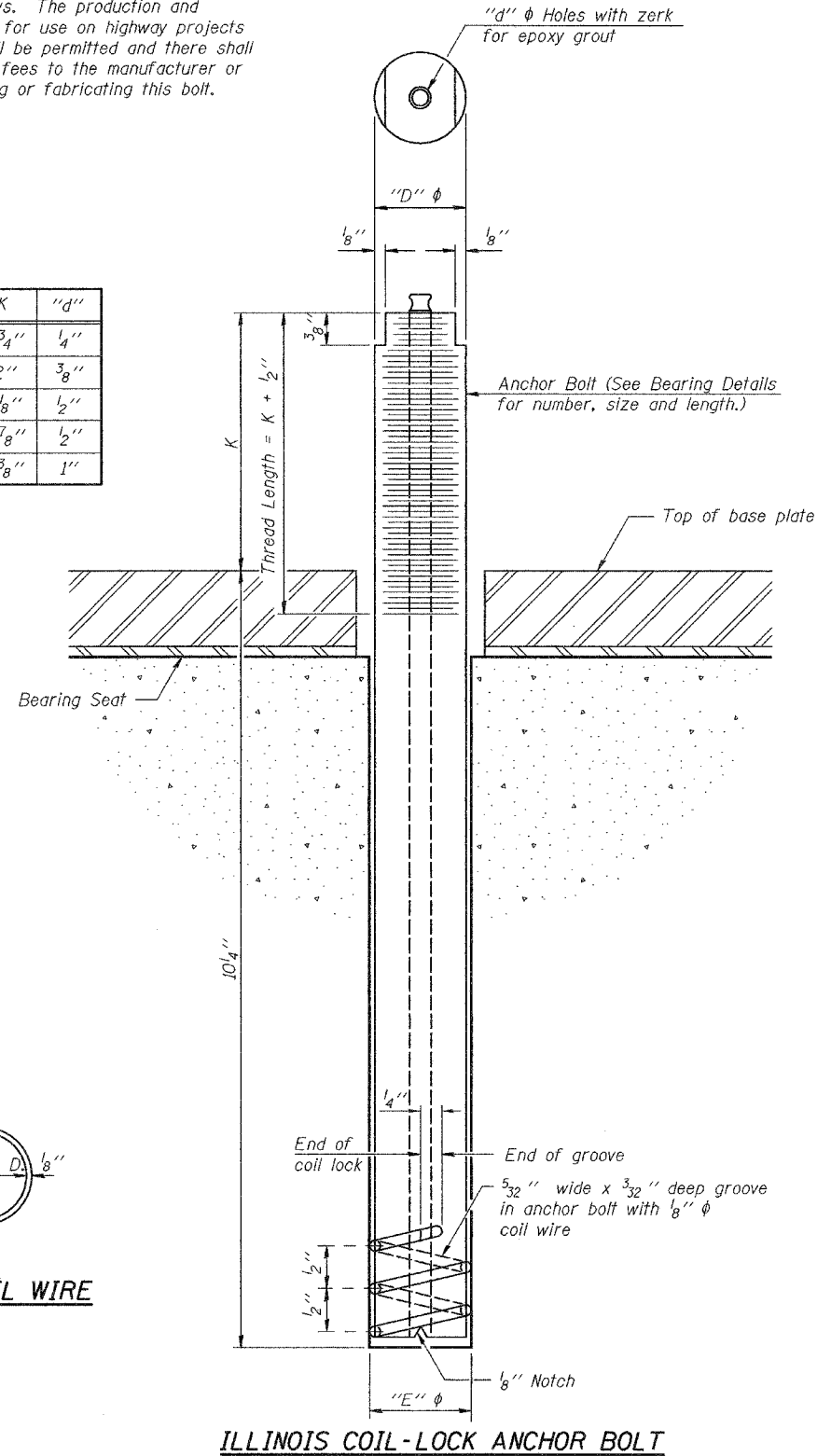
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 3 SHEETS
		COOK	37	19	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract No. 62903

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this bolt.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 3/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
The coil wire shall be made of any suitable soft steel wire.
The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Furnishing and Erecting Structural Steel.

DESIGNED	SJB
CHECKED	VHV
DRAWN	balva
CHECKED	SJB VHV

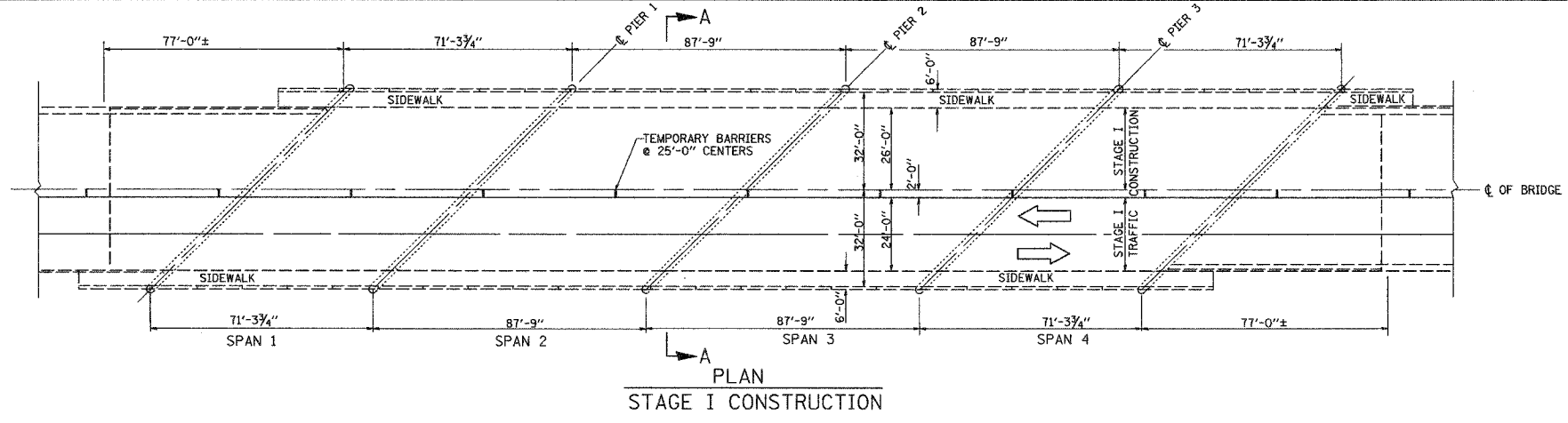
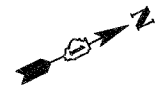
EXAMINED *John A. Morris*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

ABB-1 10-22-04

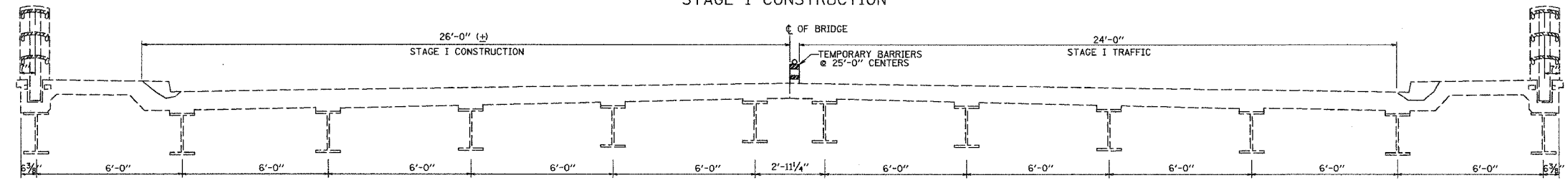
**ANCHOR BOLT DETAILS
FOR BEARINGS
REPAIR DETAILS
GROSS POINT RD. OVER I-94
COOK COUNTY
SN 016-0725**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	20
STA.	TO STA.			
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT
CONTRACT NO. 62903				

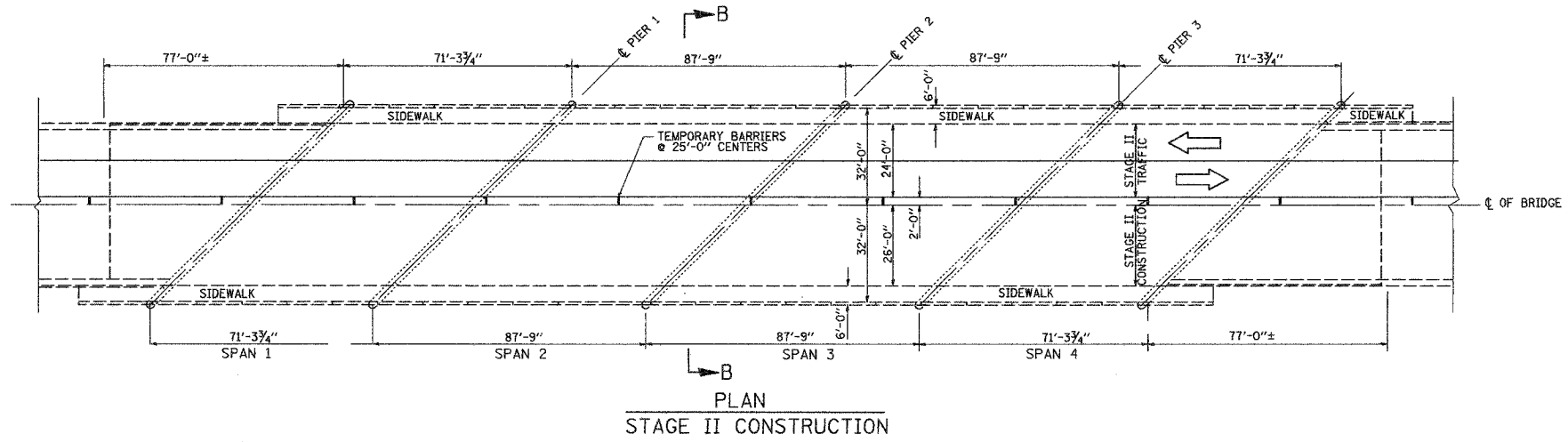
SHEET 58 OF 510



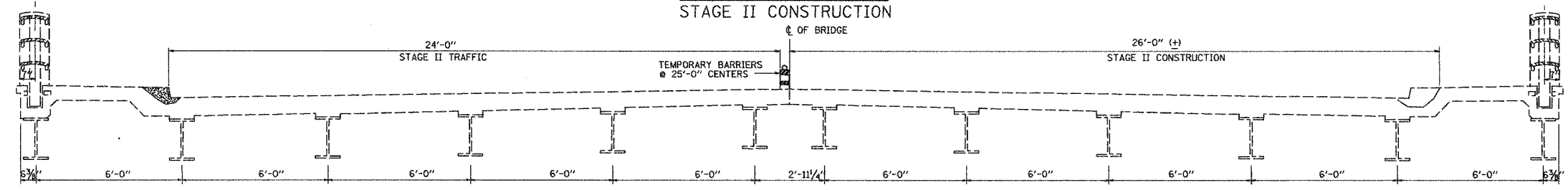
PLAN
STAGE I CONSTRUCTION



BRIDGE CROSS SECTION (ON A-A)
STAGE I CONSTRUCTION



PLAN
STAGE II CONSTRUCTION



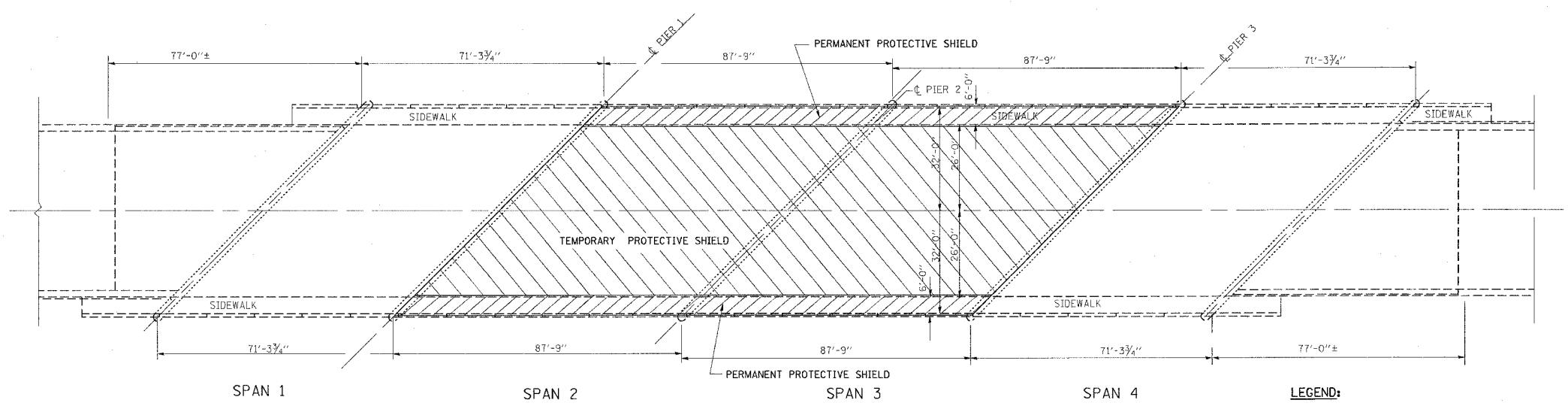
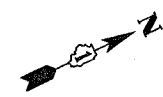
BRIDGE CROSS SECTION (ON B-B)
STAGE II CONSTRUCTION

DISTRICT ONE - DESIGN
PLAN PREPARATION ENGINEER JOHN FORTMANN / RUSS SINHA (847) 705-4209 / ATTENTION MARK V. TINAKOS (847) 705-4266

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GROSS POINT ROAD OVER I-94
SUGGESTED STAGE
CONSTRUCTION
S.N 016-0725
SCALE: VERT. 1" = 20'
HORIZ.
DATE: MAY, 2005
DRAWN BY
CHECKED BY: RSS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	21
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	
CONTRACT NO. 62903				



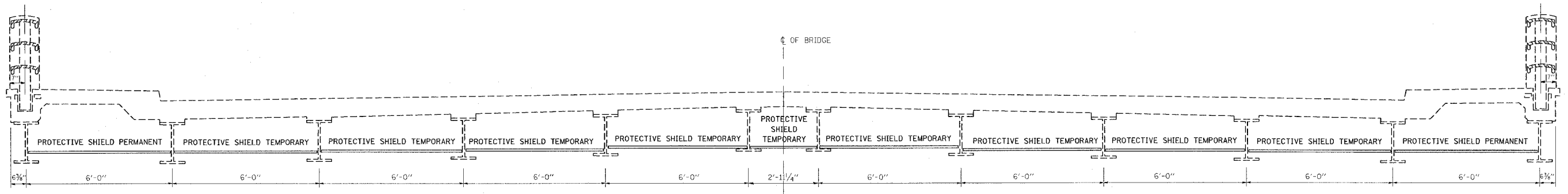
LEGEND:

	TEMPORARY PROTECTIVE SHIELD
	PERMANENT PROTECTIVE SHIELD

SUMMARY OF QUANTITIES

DESCRIPTION	UNIT	QUANTITY
PROTECTIVE SHIELD (PERMANENT)	SO. YDS.	234
PROTECTIVE SHIELD	SO. YDS.	1017

FOR PROTECTIVE SHIELD DETAILS, SEE SHEET S10 OF 10.



DISTRICT ONE - DESIGN PLAN PREPARATION ENGINEER JOHN FORTMANN / RUSS SINHA (847) 705-4209 / ATTENTION MARK V. TINJAKOS (847) 705-4286

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GROSS POINT ROAD OVER I-94
PROTECTIVE SHIELD PLAN
S.N 016-0725

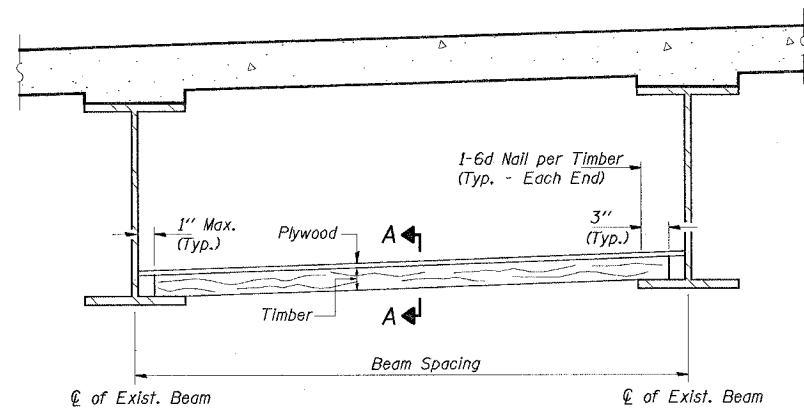
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HORIZ. DATE: MAY, 2005

DRAWN BY
CHECKED BY

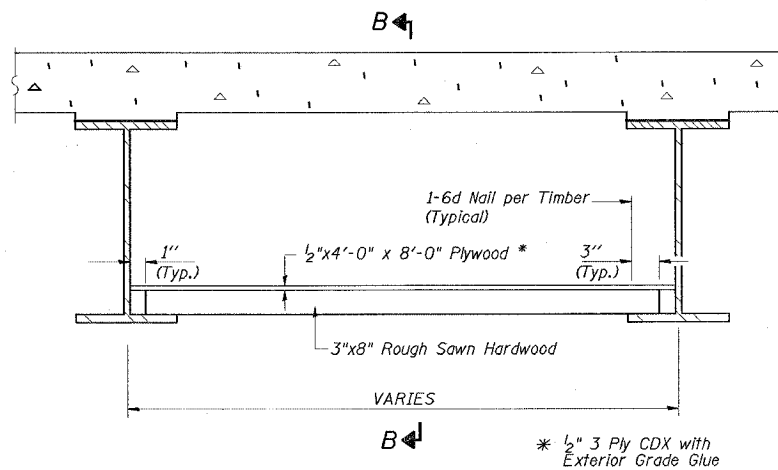
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET S10 OF S10

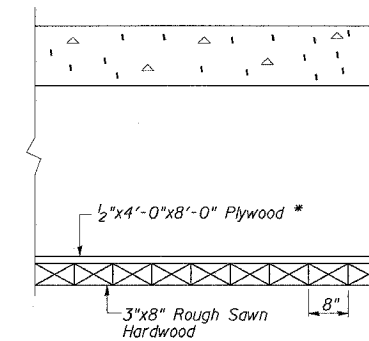
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001RS	COOK	37	22
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		
CONTRACT NO. 62903				



TEMPORARY PROTECTIVE SHIELD



PERMANENT PROTECTIVE SHIELD



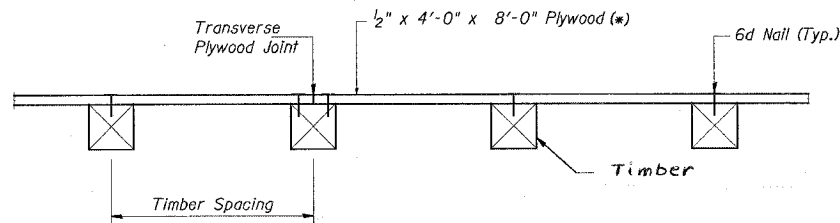
SECTION B-B

* 5/8" 3 Ply CDX with Exterior Grade Glue

TEMPORARY
PROTECTIVE SHIELD REQUIREMENTS

TIMBER SPACING

Beam Spacing (ft.)	Timber Sizes (in.)		
	4" x 4" with min. Fb=775 psi Fv=135 psi	4" x 6" with min. Fb=775 psi Fv=135 psi	6" x 6" with min. Fb=575 psi Fv=125 psi
Maximum Timber Spacing (in.)			
4.5	16	16	16
4.75	16	16	16
5.0	16	16	16
5.25	16	16	16
5.5	16	16	16
5.75	16	16	16
6.0	16	16	16
6.25	12	16	16
6.5	12	16	16
6.75	12	16	16
7.0	8	16	16
7.25	8	16	16
7.5	8	16	16
7.75	8	16	16
8.0	8	12	16
8.25	8	12	16
8.5	6	12	12
8.75	6	12	12
9.0	6	8	12



SECTION A-A

(* 5/8" 3 PLY CDX WITH EXTERIOR GRADE GLUE

TEMPORARY PROTECTIVE SHIELD NOTES

If the contractor chooses to use different details than the ones shown, details and calculations should be submitted for review in accordance with check sheet #22 for Protective Shield System.

Timber sizes shown are nominal sizes. Rough sawn timbers of the dimensions shown will also be considered acceptable.

The minimum Fb and Fv values shown are the tabulated values given in the National Design Specification for Wood Construction for No. 2 Spruce-Pine-Fir without adjustment factors applied. Better grades or other species with equal or higher allowable stresses will also be considered acceptable.

The timber spacing shown has been determined using allowable stresses with all adjustment factors necessary for the anticipated service conditions.

All timber shall be treated.

Plywood shall be 5/8" standard C-D Group 1 Exterior (CDX) plywood.

Plywood shall be placed such that the face grain is perpendicular to the timber supports.

When less than a full sheet (4' width) of plywood is used, the width of the strip used shall not be less than 2'.

Transverse plywood joints shall be supported by timbers.

When 4" x 6" timbers are used, they should be placed such that the wide face is horizontal and the narrow face is vertical.

Design load = 200 psf.

PERMANENT PROTECTIVE SHIELD NOTES

See special provision Permanent Protective Shield System (District One).

Plywood shall be 1/2" standard C-D Group 1 Exterior (CDX) plywood.

PPC I-BEAM AND BULB-T

BEAM	"A"
36" I-Beam	1 1/2"
42" I-Beam	1 1/2"
48" I-Beam	1 1/2"
54" I-Beam	1 5/8"
63" Bulb-T	3 3/8"
72" Bulb-T	3 3/8"

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
GROSS POINT ROAD OVER I-94
PROTECTIVE SHIELD AND
SILICONE JOINT SEALER DETAILS
S.N. 016-0725

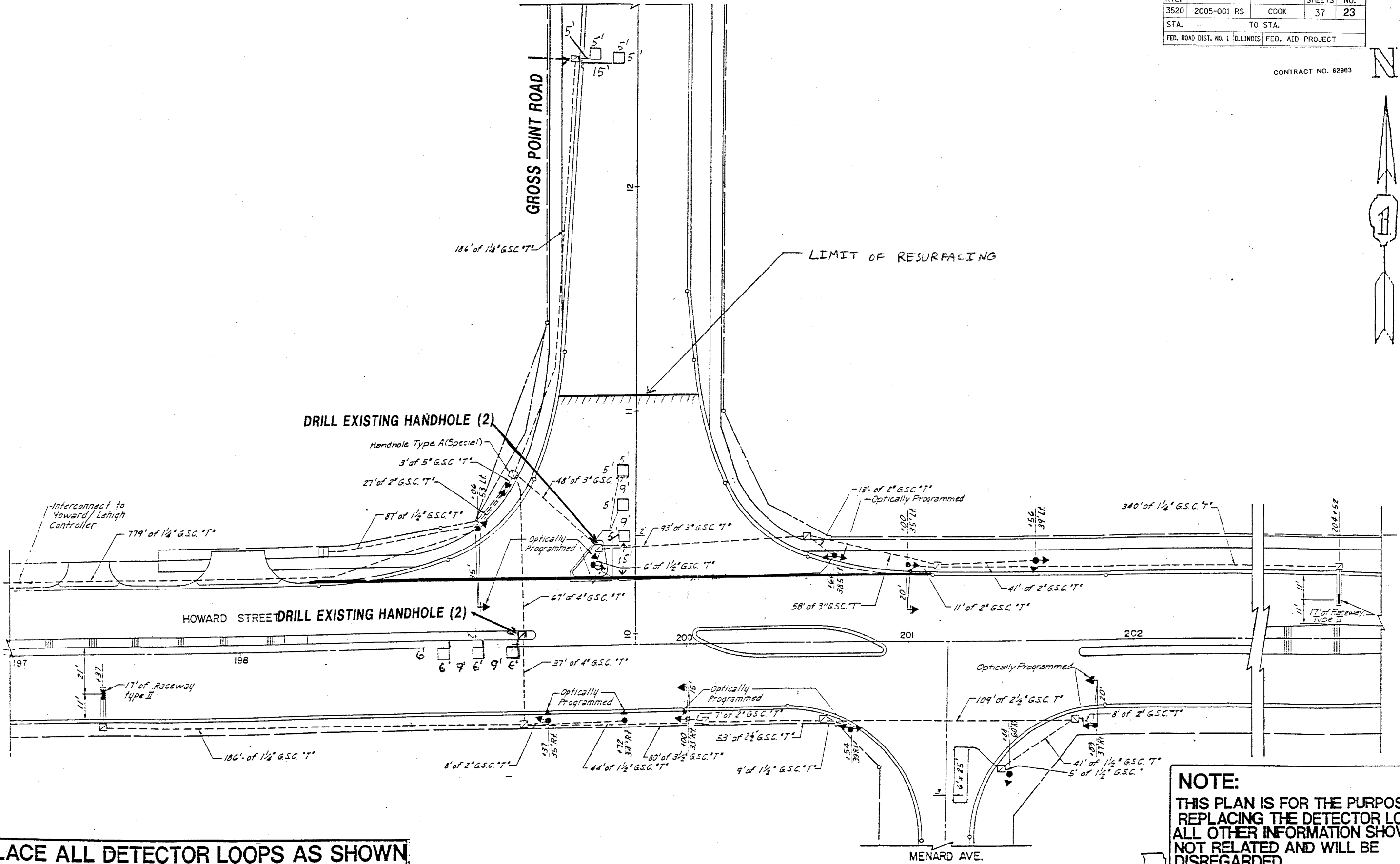
SCALE: VERT. HORIZ. DATE: MAY, 2005 DRAWN BY: MVT CHECKED BY: RSS

PLOT DATE = 3/23/2005
 FILE NAME = c:\p\projects\1016-0725.m32
 PLOT SCALE = 5/8"=1'-0"
 PLOT BY = J. S. BROWN
 PLOT DATE = 3/23/2005 11:00:38 AM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	23
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903

N



REPLACE ALL DETECTOR LOOPS AS SHOWN

(WITHIN THE RESURFACING LIMITS)

CODE NO.	QUANTITY	UNIT	ITEM
88600600	60'	FOOT	DETECTOR LOOP REPLACEMENT

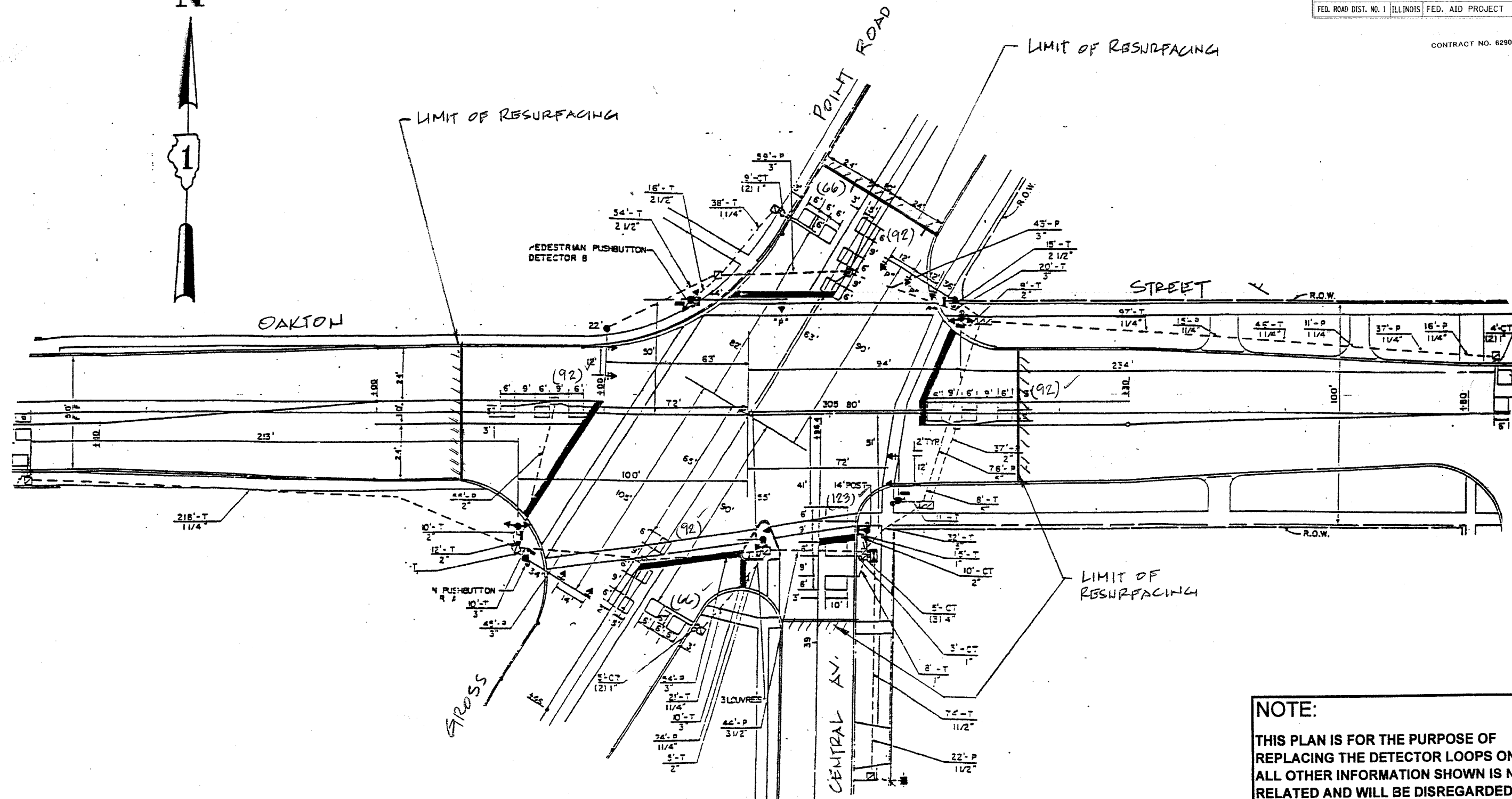
NOTE:
THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOPS AT:
HOWARD ST. & GROSS POINT RD.

SCALE: 1" =
DATE

DESIGNED BY:
DRAWN BY:
CHECKED BY:

1



NOTE:
 THIS PLAN IS FOR THE PURPOSE OF REPLACING THE DETECTOR LOOPS ONLY. ALL OTHER INFORMATION SHOWN IS NOT RELATED AND WILL BE DISREGARDED.

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

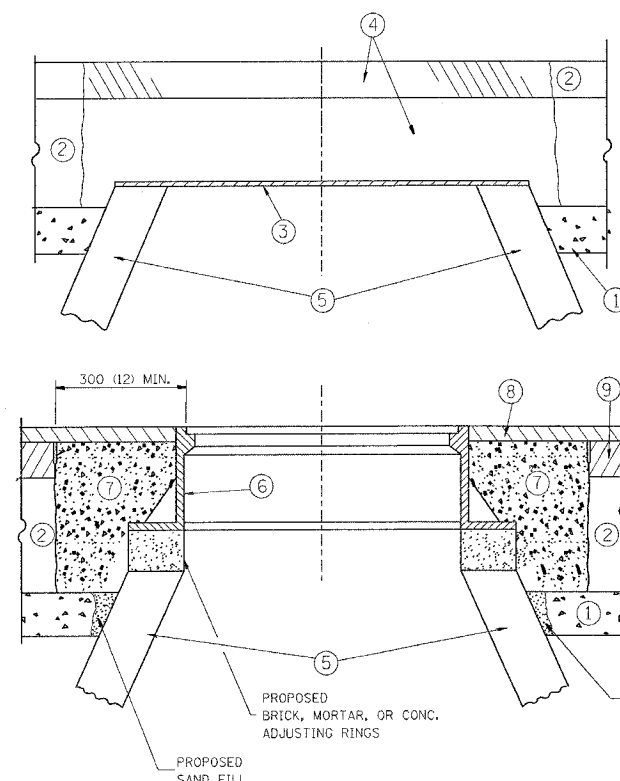
CODE NO.	QUANTITY	UNIT	ITEM
86600600	623	Foot	Detector Loop Replacement

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DETECTOR LOOP REPLACEMENT
 OAKTON ST. @ GROSS POINT
 SCALE: T = 20'
 DATE: AUG 05
 DRAWN BY: JAE
 DESIGNED BY: JAE
 CHECKED BY: J.E.

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	25
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62903



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 300 (12) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 900 (36) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 40 (1 1/2) THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE BITUMINOUS MATERIAL AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

- ① SUB-BASE GRANULAR MATERIAL
- ② EXISTING PAVEMENT
- ③ 900 (36) DIAMETER METAL PLATE
- ④ PROPOSED CRUSHED STONE AND BITUMINOUS MATERIAL
- ⑤ EXISTING STRUCTURE
- ⑥ FRAME AND LID (SEE NOTES)
- ⑦ CLASS SI CONCRETE, BITUMINOUS CONCRETE SURFACE OR BINDER COURSE MATERIAL
- ⑧ PROPOSED BITUMINOUS CONCRETE SURFACE COURSE
- ⑨ PROPOSED BITUMINOUS CONCRETE BINDER COURSE

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

LOCATION OF STRUCTURES:

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT: FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN

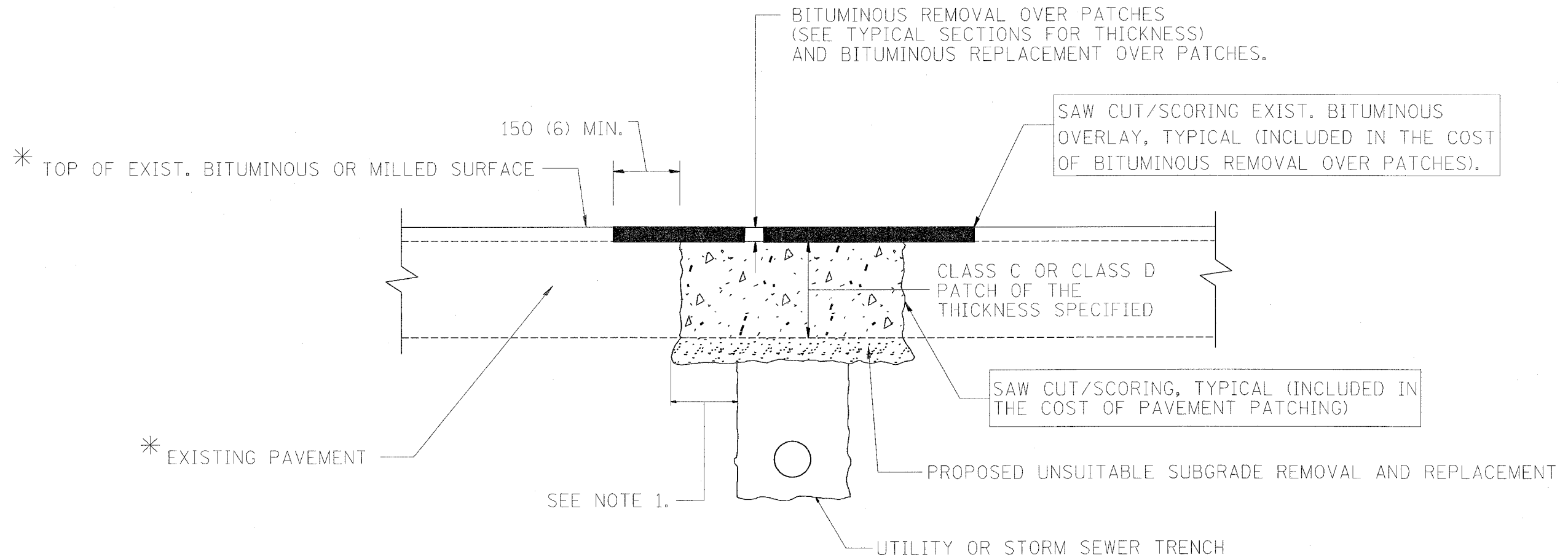
REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04

ILLINOIS DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE
DATE: 10/3/2005

DRAWN BY
CHECKED BY
BD600-03 (BD-8)
REVISION DATE: 05/17/04



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE SPECIAL PROVISION "PATCHING WITH BITUMINOUS OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION

1. REMOVE THE EXISTING BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE BITUMINOUS MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART ABBAS	04/27/98

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR BITUMINOUS SURFACED PAVEMENT

SCALE: VERT. HORIZ. DATE 10/3/2005

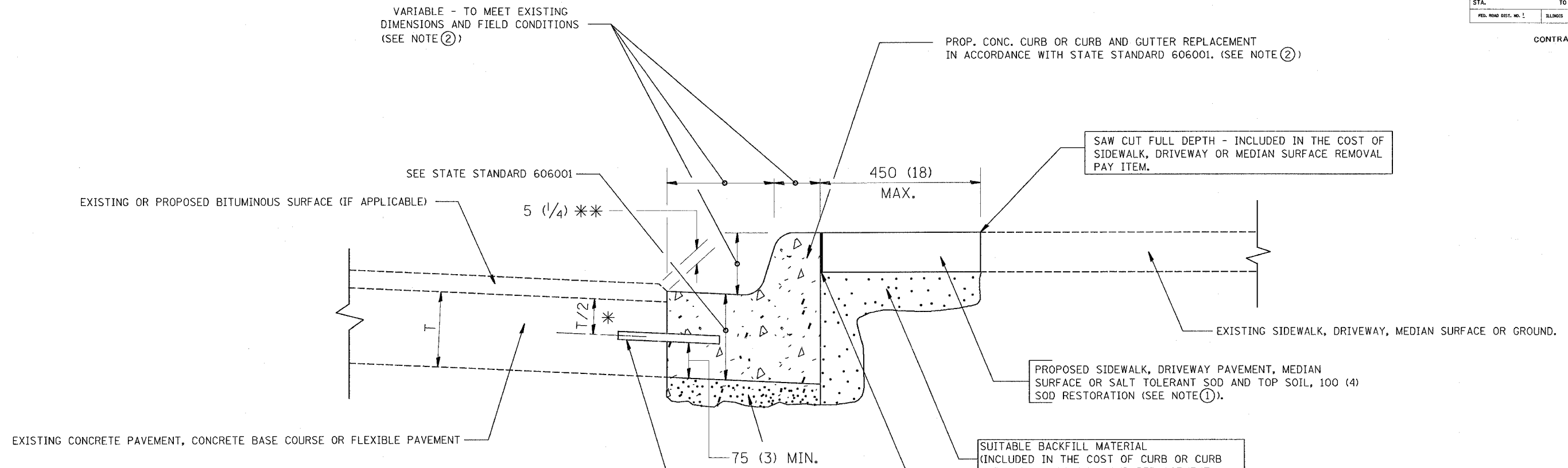
DRAWN BY CHECKED BY

BD400-04 (BD-22)

REVISION DATE: 04/27/98

F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	27
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 62903



* 75 (3) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
 ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
 SALT TOLERANT SOD AND TOP SOIL, 100 (4) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF BITUMINOUS SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 100 (4) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 100 (4) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED NO. 20 (NO. 6) EPOXY COATED TIE BARS 600 (24) LONG AT 600 (24) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (FOOT) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

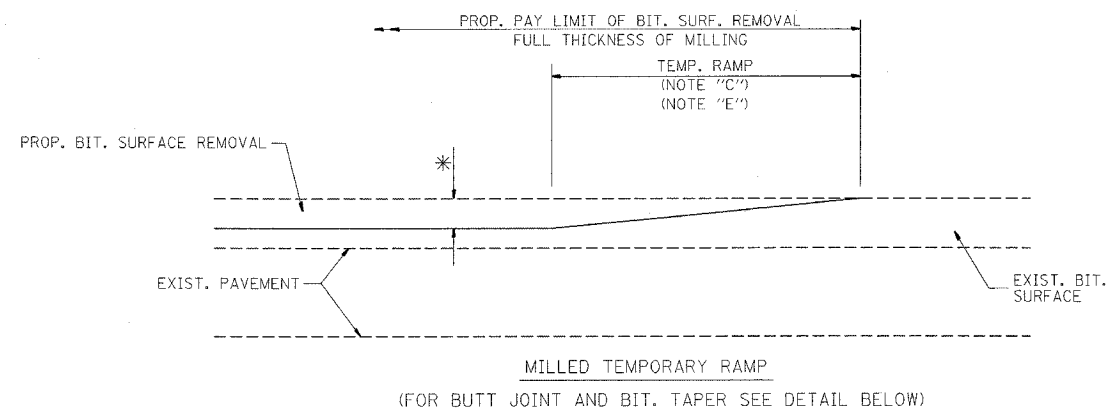
REVISIONS	
NAME	DATE
M. DE YONG	05/28/91
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01

ILLINOIS DEPARTMENT OF TRANSPORTATION
**CURB OR
 CURB AND GUTTER
 REMOVAL AND REPLACEMENT**

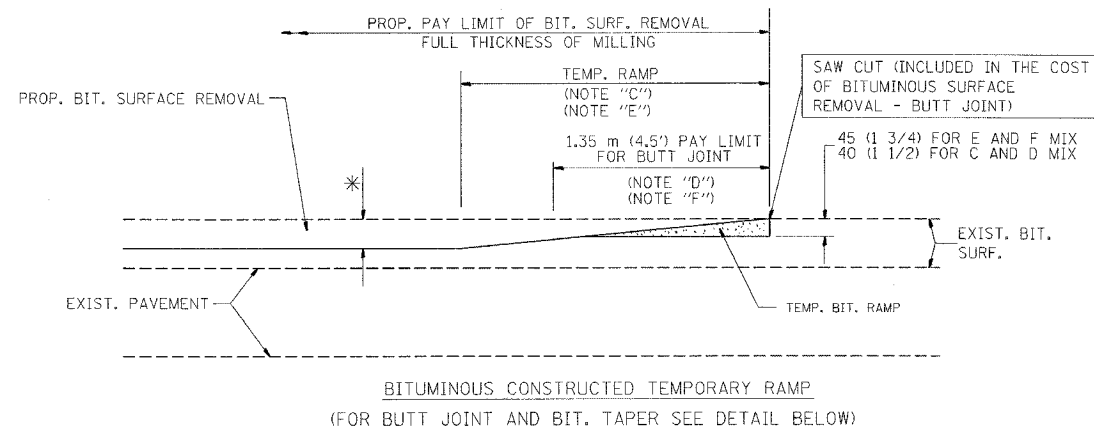
SCALE: NONE
 DATE 10/3/2005
 DRAWN BY
 CHECKED BY
 BD600-06 (80-24)

F. A. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	28
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

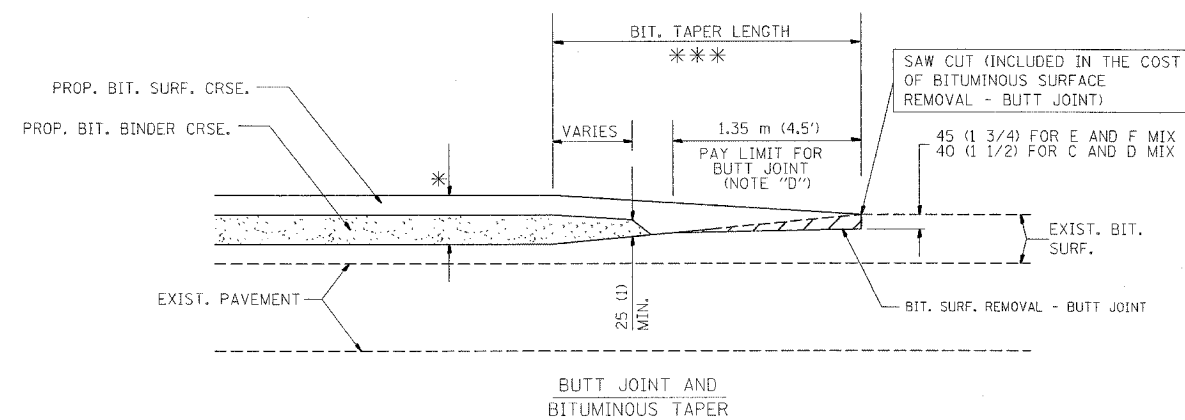
CONTRACT NO. 62903



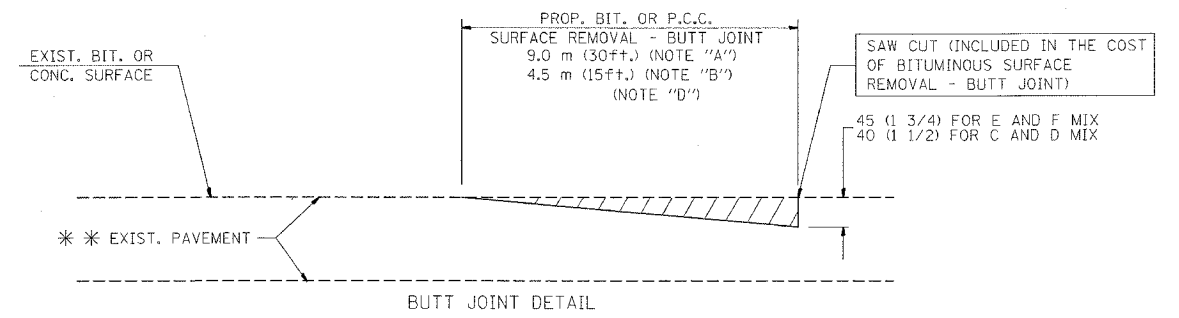
OPTION 1



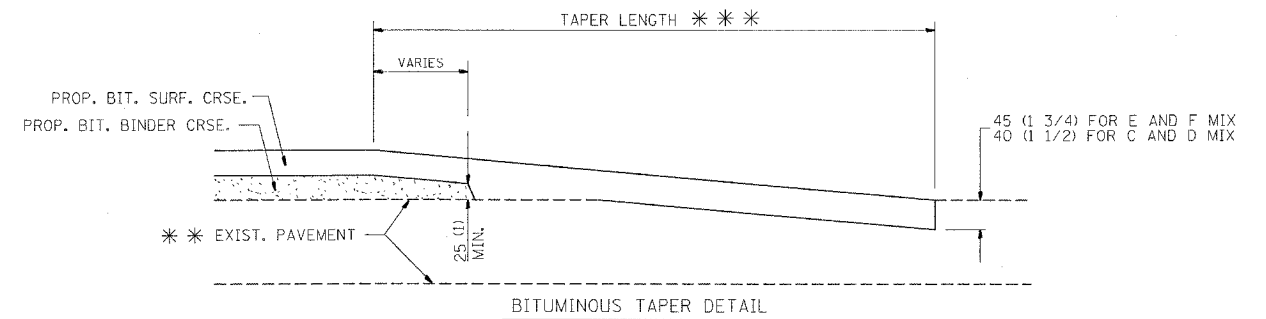
OPTION 2
TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR RESURFACING ONLY

*** PC CONCRETE, BITUMINOUS OR BITUMINOUS RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
 - G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 6.1 m (20') PER 25 (1) RESURFACING (NOTE "A")
3.0 m (10') PER 25 (1) RESURFACING (NOTE "B")

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

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
BITUMINOUS TAPER
DETAILS

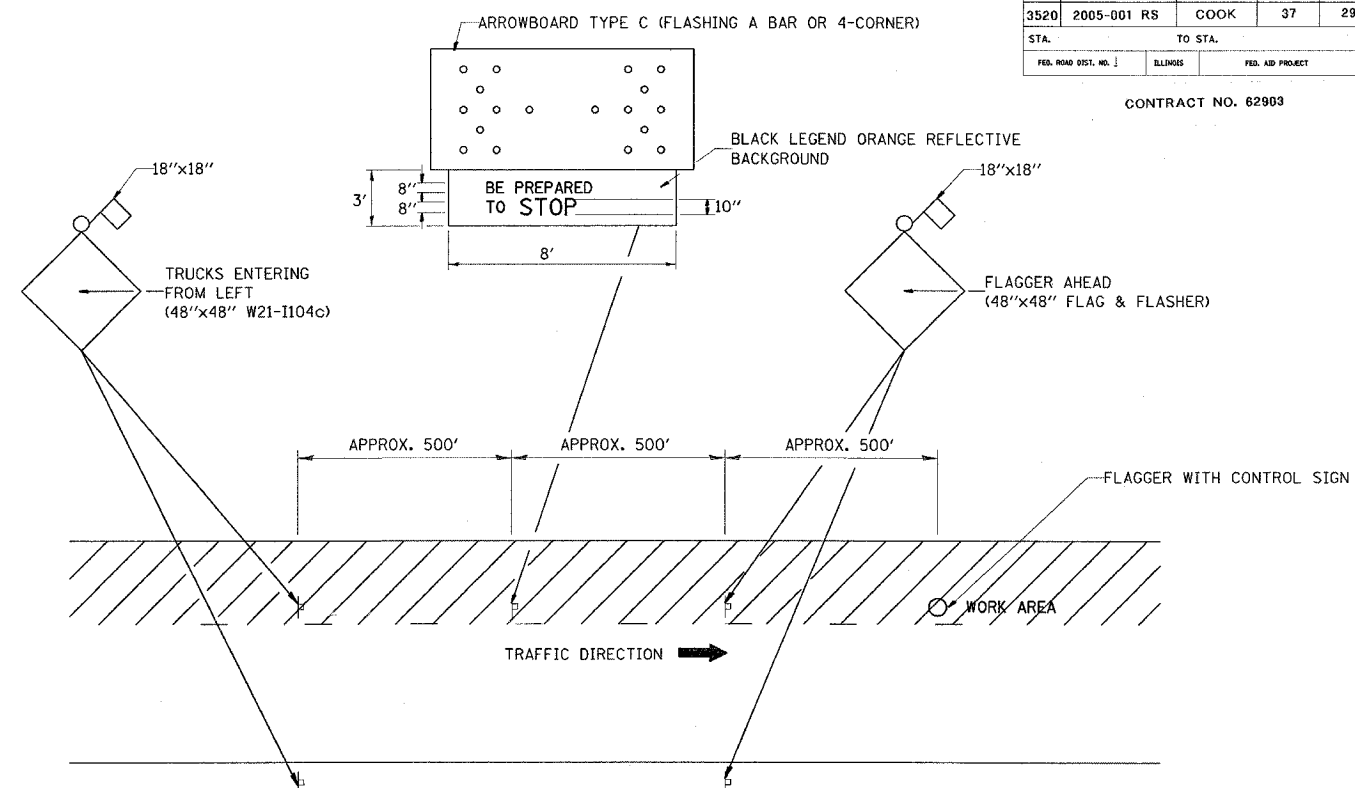
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DATE PLOTTED: 10/3/2005

DRAWN BY
CHECKED BY
BD400-05 (VI-BD32)

REVISION DATE: 04/06/01

F. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	29
STA.		TO STA.		
FED. ROAD DIST. NO. 1	BLENDS	FED. AID PROJECT		

CONTRACT NO. 62903



METHOD OF FLAGGING

NOTE:

1. SIGNS SHALL BE MOUNTED AT A MINIMUM CLEARANCE HEIGHT OF 5 FEET
2. ALL SIGNS SHALL BE REMOVED WHEN THE FLAGGING OPERATION CEASES.
3. THIS CASE ALSO APPLIES WHEN THE WORK ZONE IS ON THE RIGHT. UNDER THESE CONDITIONS "TRUCKS ENTERING FROM RIGHT" SIGNS SHALL BE SUBSTITUTED FOR "TRUCKS ENTERING FROM LEFT" SIGNS. ALSO THE ARROWBOARD AND "BE PREPARED TO STOP" SIGNS SHALL BE RELOCATED TO THE RIGHT SIDE OF THE ROAD.
4. WORK ZONE ACCESS POINTS SHOULD BE A MINIMUM OF ONE HALF MILE APART. MEDIAN WORK ZONE ACCESS POINTS SHOULD NOT BE LOCATED OPPOSITE OF EACH OTHER.
5. NIGHTTIME FLAGGING OPERATIONS: THE FLAG STATION SHALL BE LIGHTED WITH ADDITIONAL LIGHTS OTHER THAN STREET LIGHTS. THE FLAGGER CONTROL SIGN AND THE FLAGGER'S VEST SHALL BE REFLECTORIZED. IN ADDITION, THE FLAGGER SHALL HAVE A FLASHLIGHT OR LIGHTED WAND.

REVISIONS	
NAME	DATE
RAY RITCHIE	5/10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

METHOD OF FLAGGING

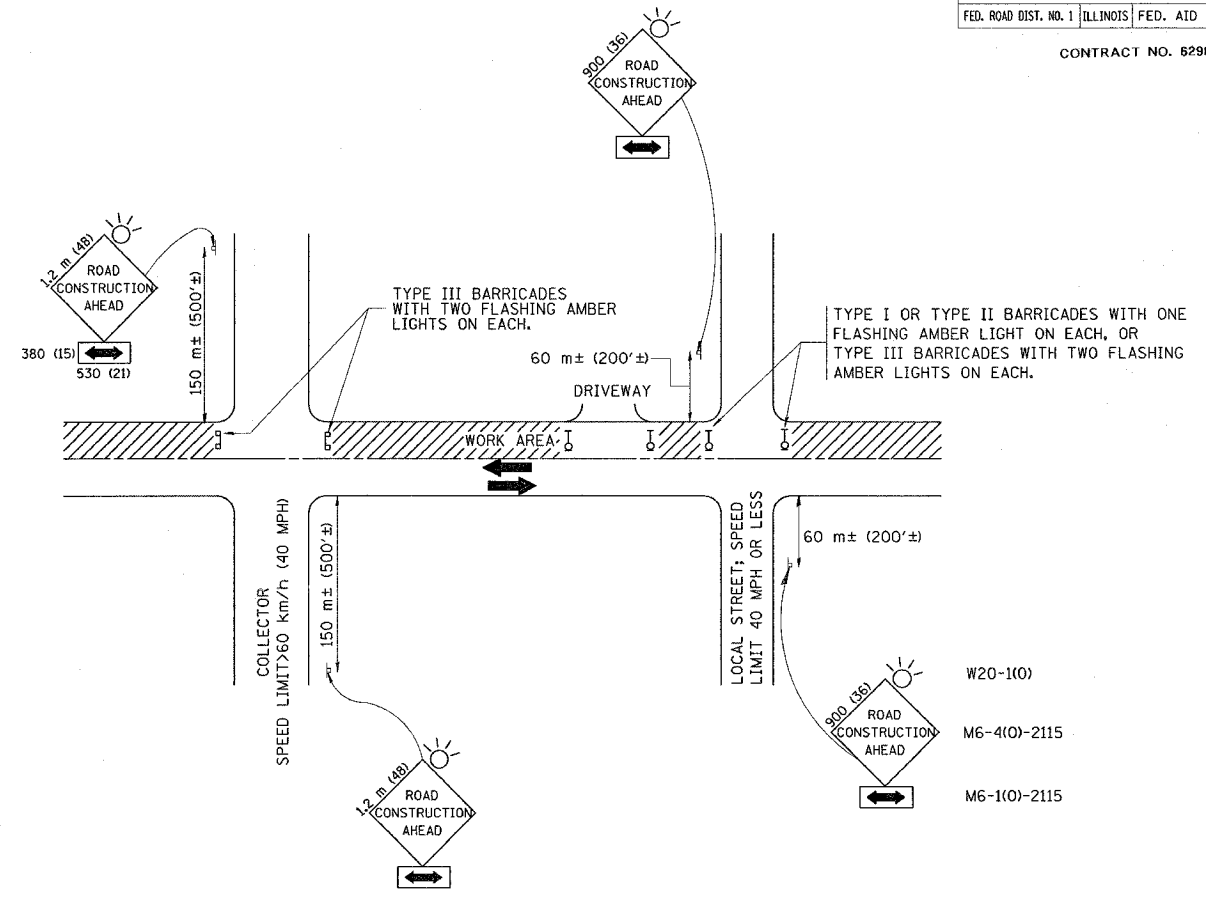
SCALE: NOT TO SCALE
DATE 10/3/2005

DRAWN BY C.A.D.
CHECKED BY
BM-14

REVISION DATE: 05/10/00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	30
STA.		TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

CONTRACT NO. 62903



TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS**
 1. SIDE ROAD WITH A SPEED LIMIT OF 60 km/h (40 MPH) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 900x360 (36x36) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 60 m (200') IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 60 km/h (40 MPH) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 1.2 m x 1.2 m (48x48) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 150 m (500') IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-4) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:**

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.**
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.**

REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

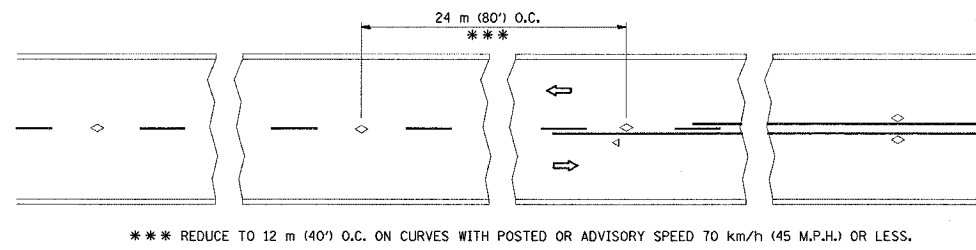
ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: VERT. _____
HORIZ. _____
DATE 10/3/2005

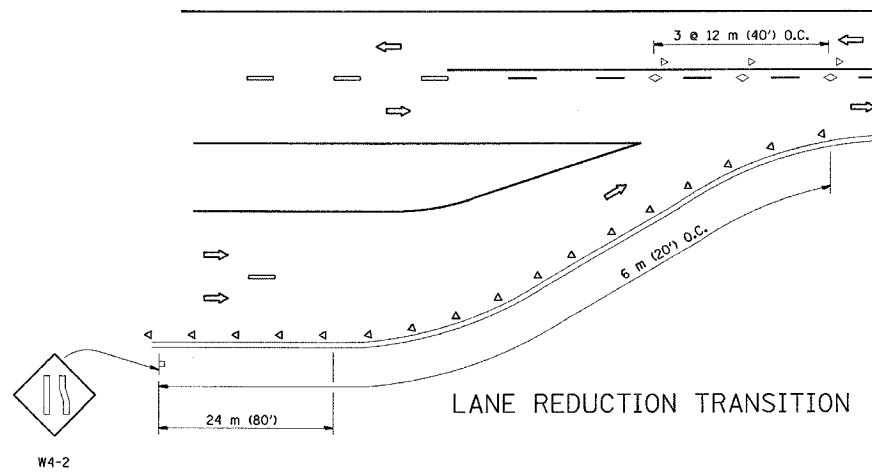
DRAWN BY _____
CHECKED BY _____
TC-10

REVISION DATE: 01/06/00

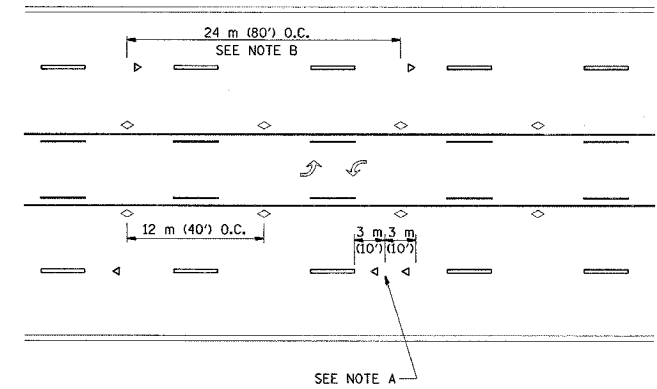
CONTRACT NO. 62903



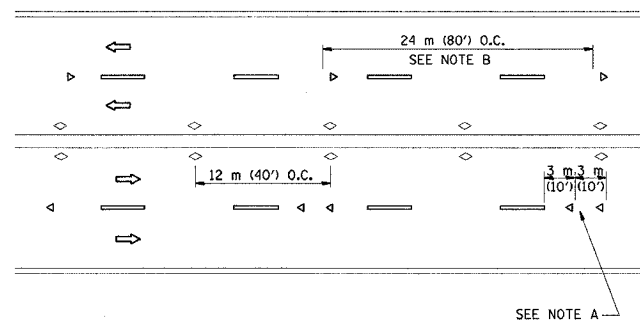
TWO-LANE/TWO-WAY



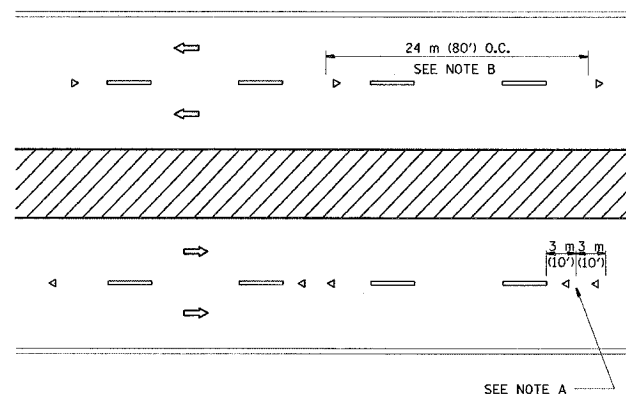
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

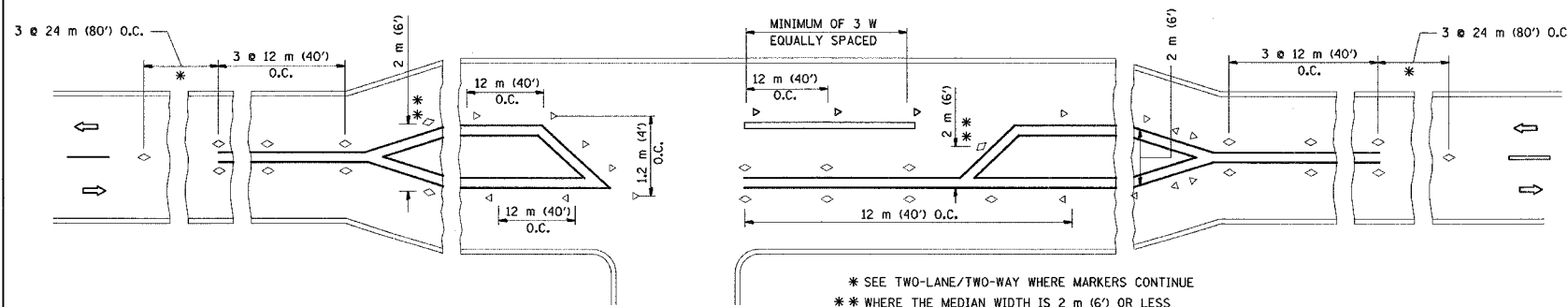
1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE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

SYMBOLS

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

LANE MARKER NOTES

- B. REDUCE TO 12 m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 20 km/h (10 M.P.H.) LOWER THAN POSTED SPEEDS.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.



LEFT TURN

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS
 (SNOW-PLOW RESISTANT)

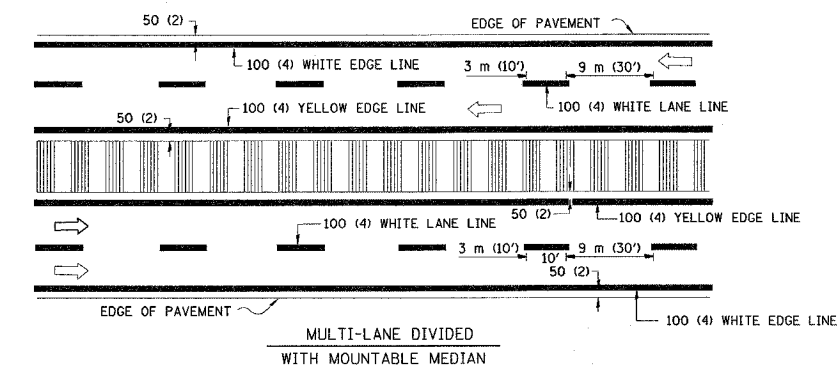
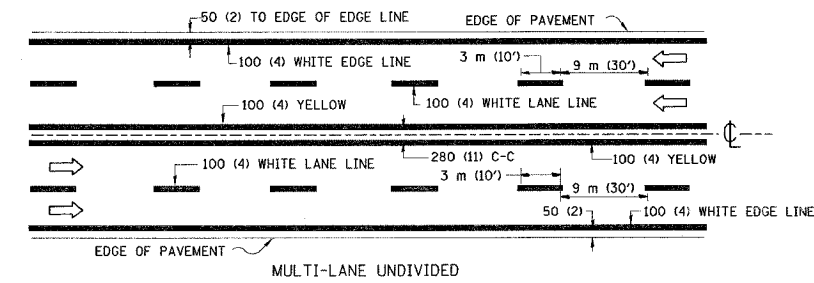
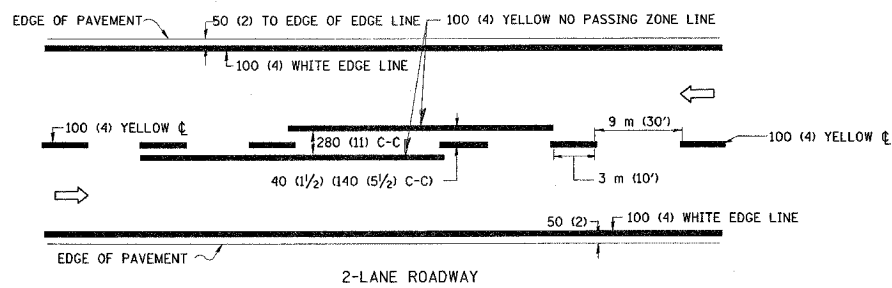
REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

SCALE: NONE
 DATE: 10/3/2005

DRAWN BY CADD
 CHECKED BY TC-11

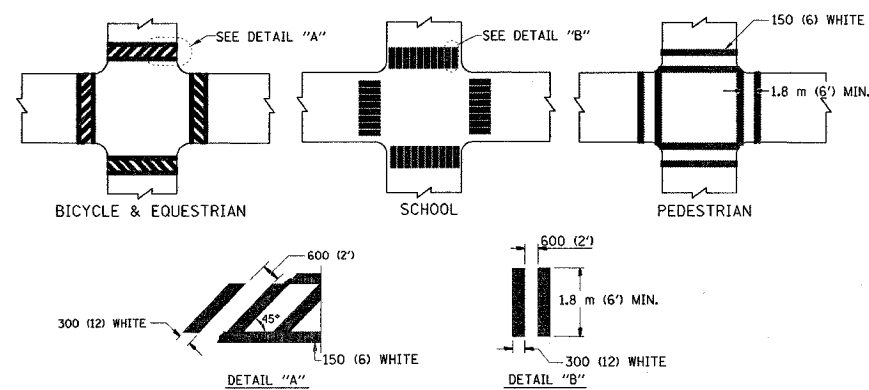
REVISION DATE: 01/06/00

CONTRACT NO. 62903

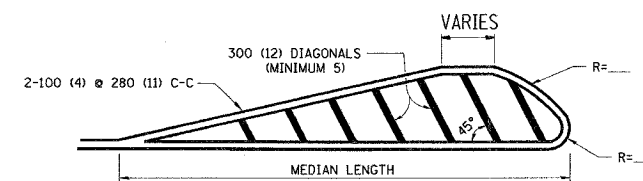
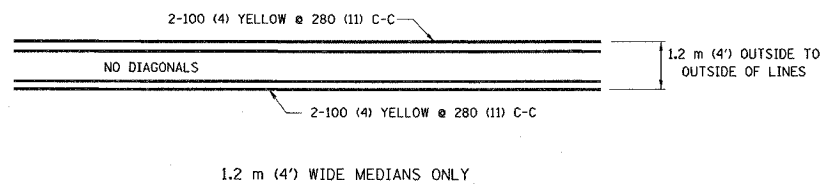


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING



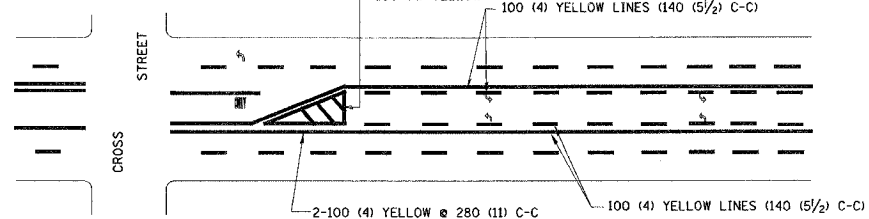
TYPICAL CROSSWALK MARKING



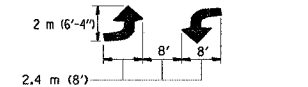
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 1.2 m (4') WIDE

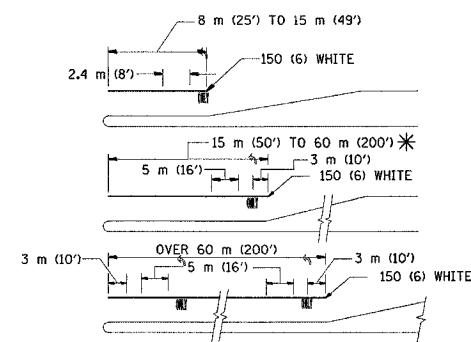


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 60 m (200') TO 90 m (300') INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

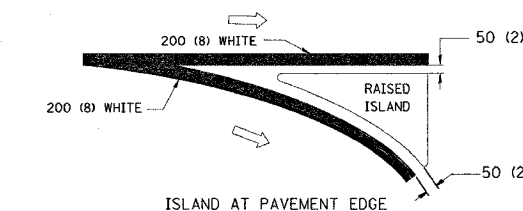
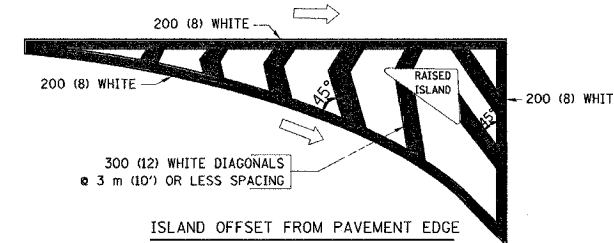


FULL SIZE LETTERS 2.4 m (8') AND ARROWS SHALL BE USED.
AREA = 1.5 m² (15.6 SQ. FT.) ONLY AREA = 1.9 m² (20.8 SQ. FT.)

* TURN LANES IN EXCESS OF 120 m (400') 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



TYPICAL ISLAND MARKING

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE TYPICAL PAVEMENT MARKINGS

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

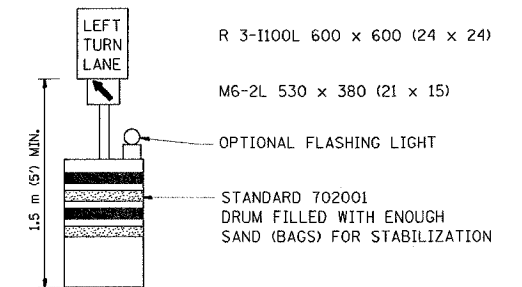
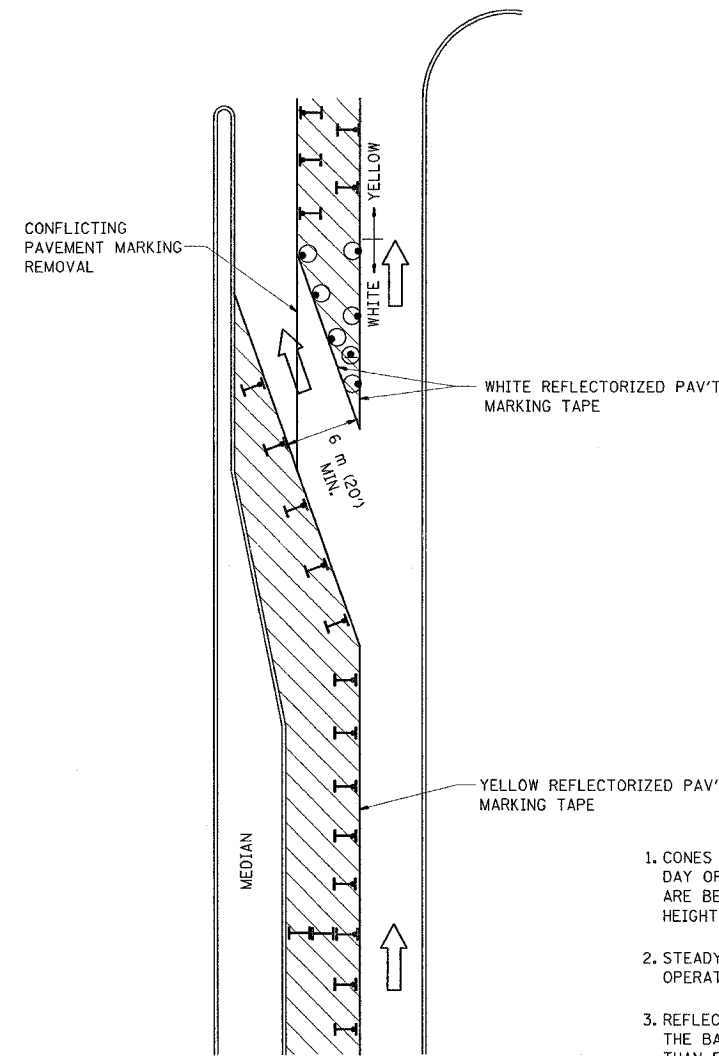
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DATE 10/3/2005

DRAWN BY CADD
CHECKED BY TC-13

REVISION DATE: 01/06/00

F. A. DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	33
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

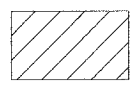





CONTRACT NO. 62903



GENERAL NOTES

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 1.5 m (5').
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 x 24) AND M6-2R 530 x 380 (21 x 15) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

LEGEND

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

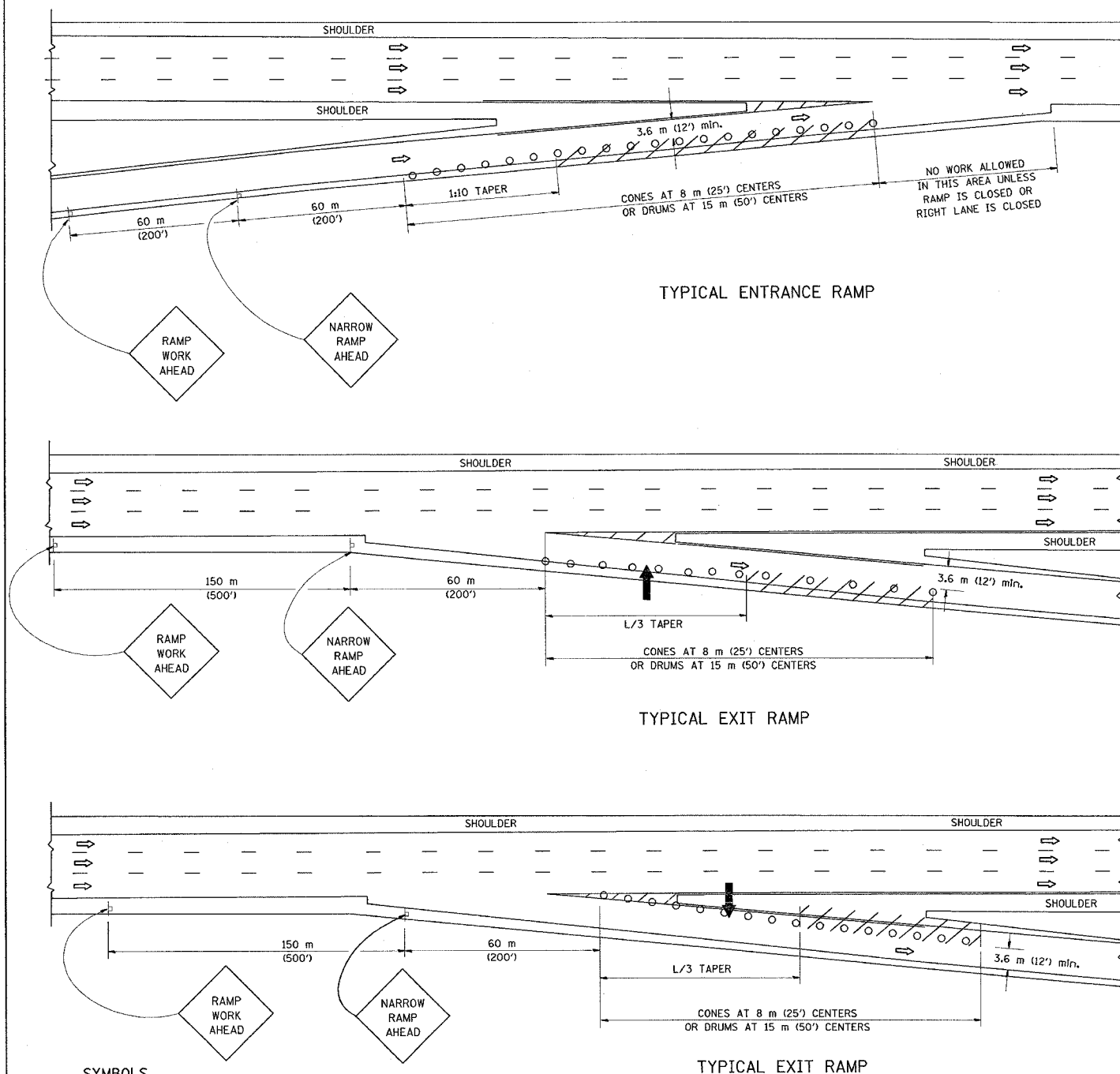
ILLINOIS DEPARTMENT OF TRANSPORTATION
**TRAFFIC CONTROL AND PROTECTION
 AT TURN BAYS
 (TO REMAIN OPEN TO TRAFFIC)**

REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

SCALE: NONE
 DATE: 10/3/2005
 DRAWN BY
 CHECKED BY LHA
 TC-14

10/3/2005
 wdlststd\tdl4.dgn
 VI-TC14
 wlgreendp

PARTIAL RAMP CLOSURE DETAILS



SYMBOLS

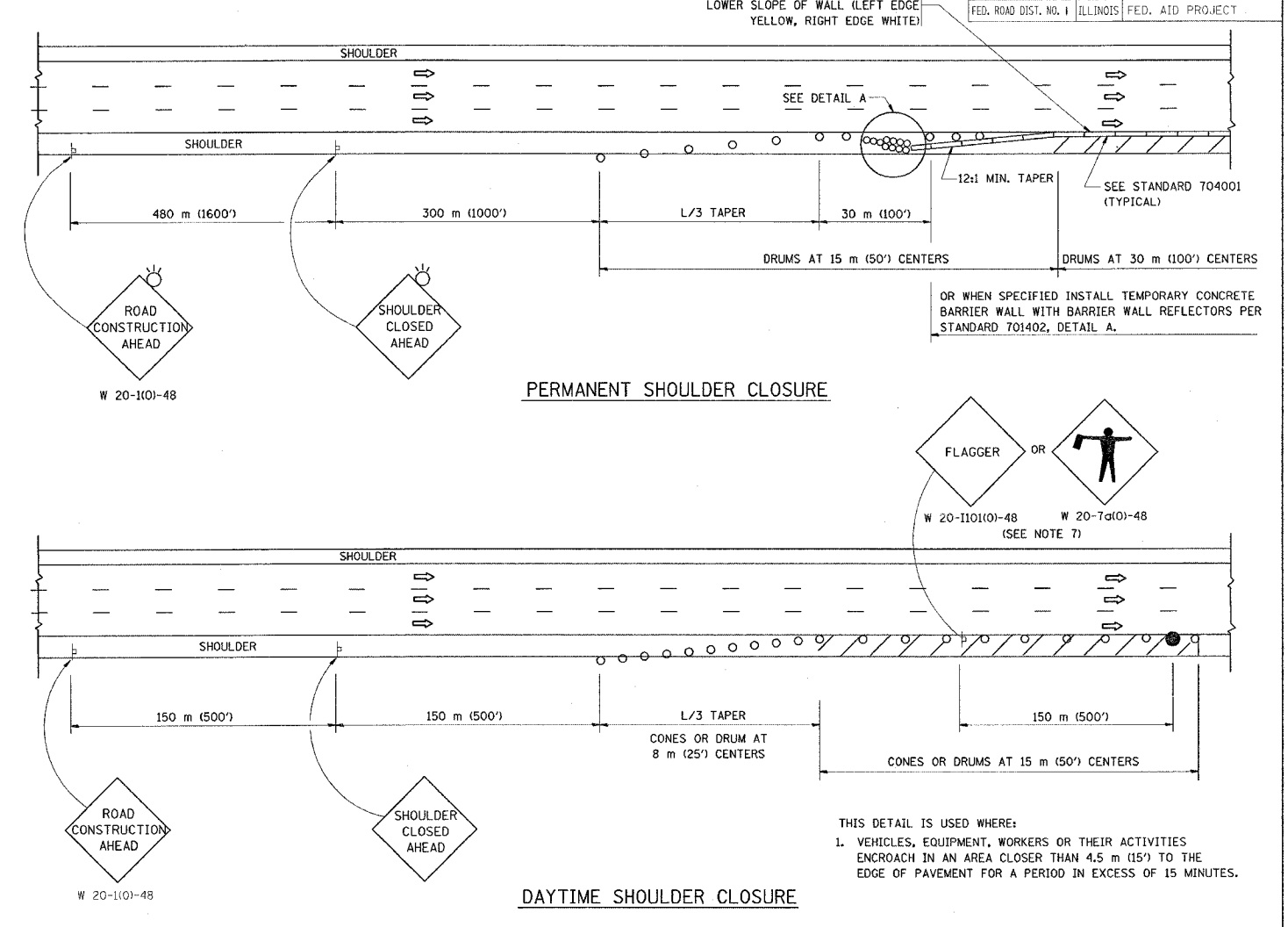
- ARROWBOARD
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- CONES - 700 (28) IN HEIGHT

GENERAL NOTES

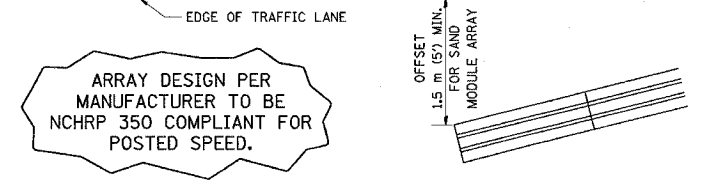
1. THE "L" DISTANCE EQUALS:

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

SHOULDER CLOSURE DETAILS



CONTRACT NO. 62903				
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	33A
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS OUTSIDE THE CLEAR ZONE OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE "TRAFFIC BARRIER TERMINAL, TYPE III, TEMPORARY" DEVICE TO MEET NCHRP350 FOR POSTED SPEED.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 30 m (100') TO 60 m (200') IN ADVANCE OF THE WORKERS.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
ILLINOIS DEPARTMENT OF TRANSPORTATION

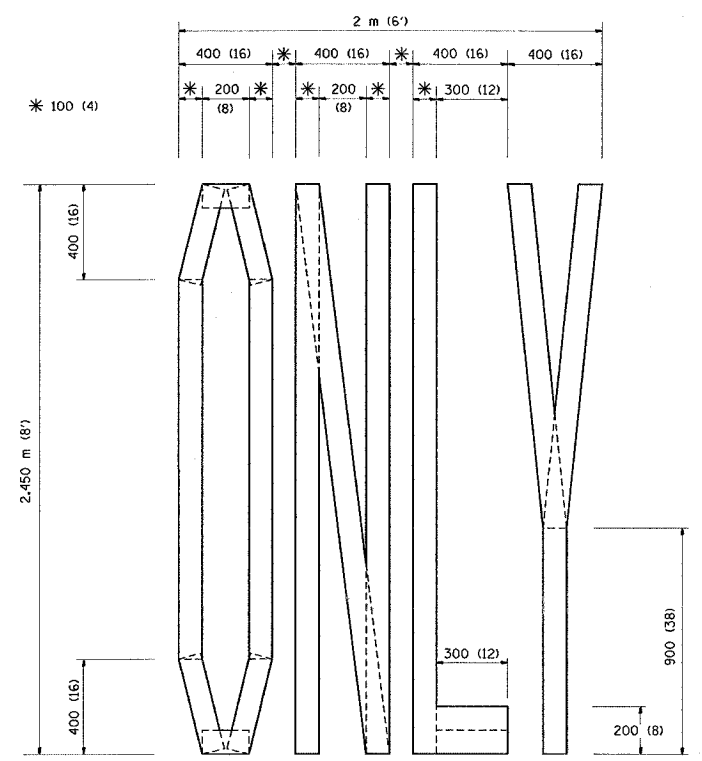
REVISIONS	
NAME	DATE
DWS	11/96
JAF	12/02
NCHRP 350	04/03

**TRAFFIC CONTROL DETAILS
FOR FREEWAY
SHOULDER CLOSURES
PARTIAL RAMP CLOSURES**

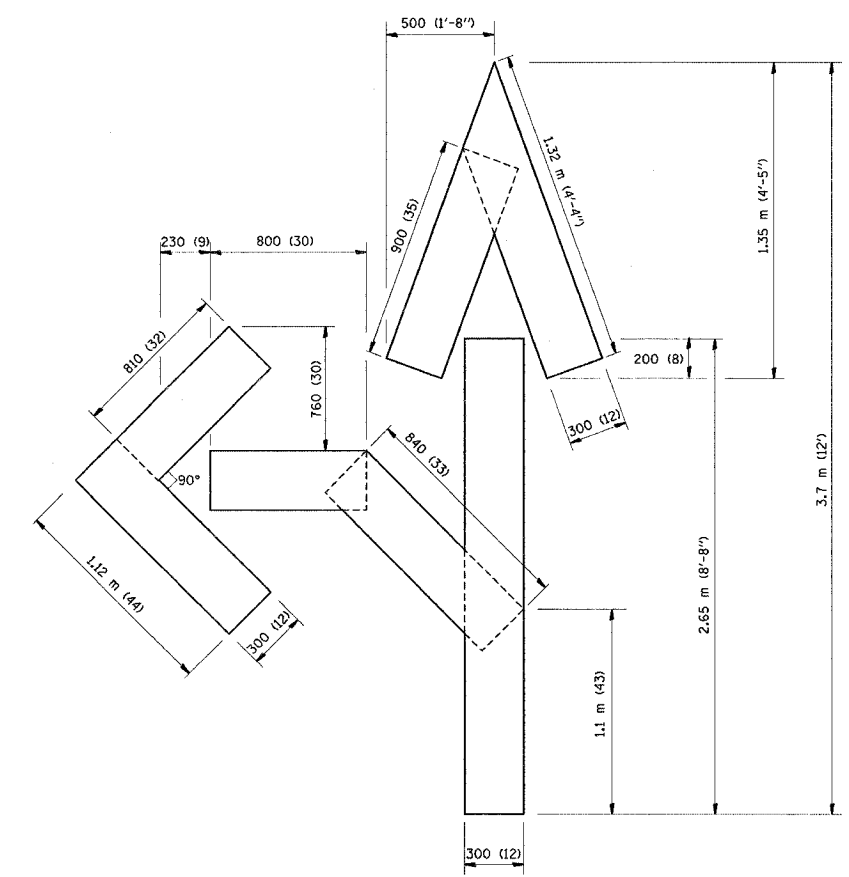
SCALE: NONE
DATE: 10/28/2005

DRAWN BY
DESIGNED BY: DWS
CHECKED BY
TC-17

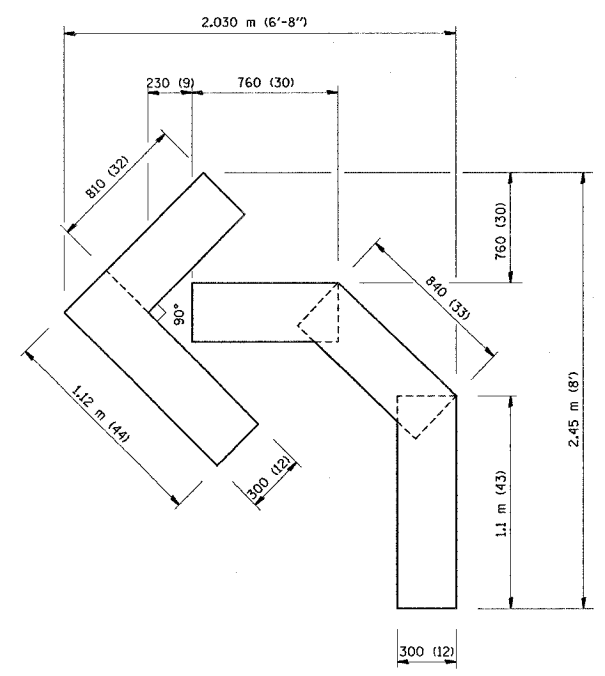
CONTRACT NO. 62903



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



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



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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING
LETTERS AND SYMBOLS
FOR TRAFFIC STAGING

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/96
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

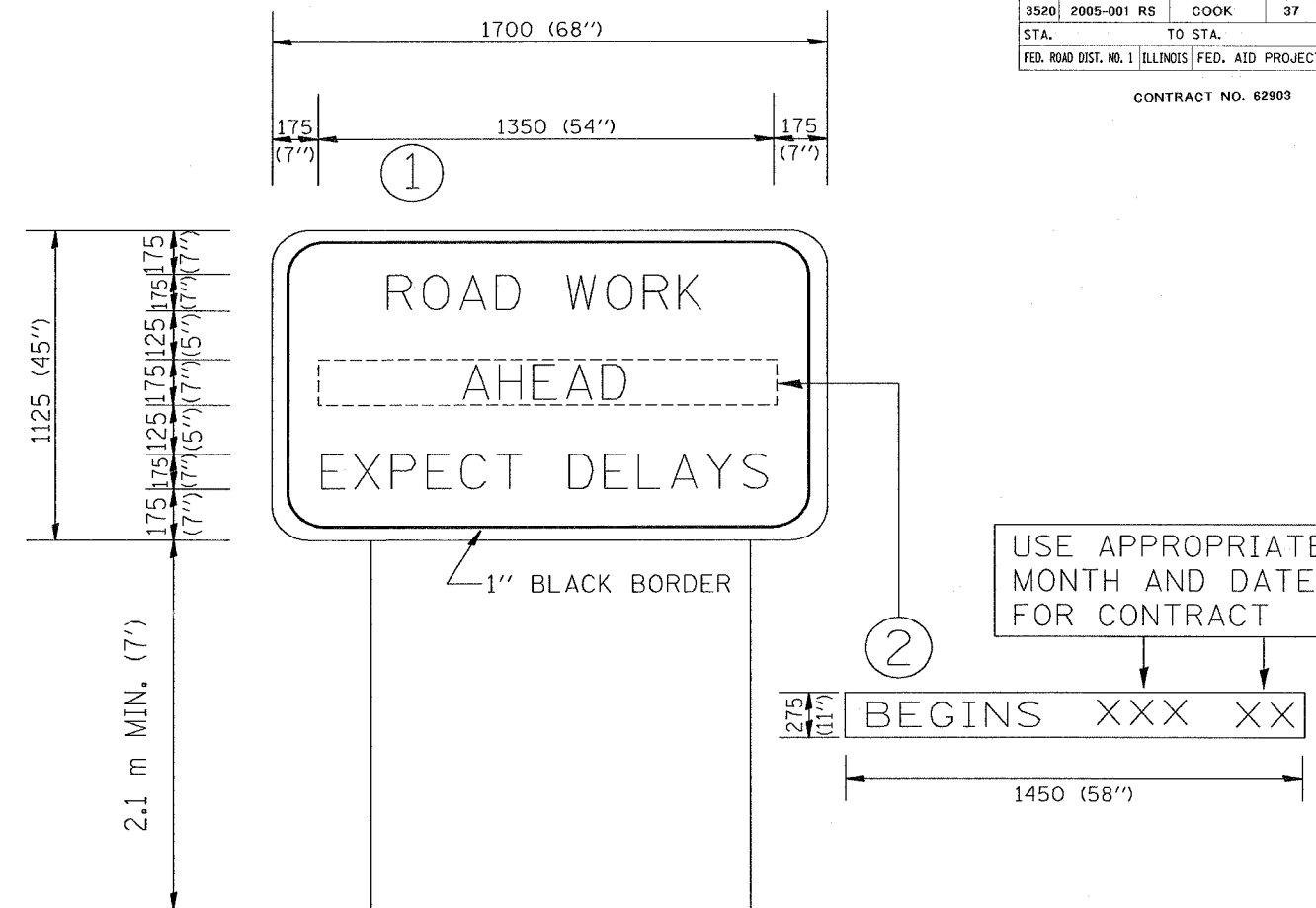
SCALE: NONE
DATE 10/3/2005

DRAWN BY CADD
CHECKED BY TC-16

REVISION DATE: 08/28/00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	35
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903



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 2.3 SQ. M. (25.70 SQ. FT.)

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

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION TEMPORARY INFORMATION SIGNING
NAME	DATE	
R. MIRS	9-15-97	
R. MIRS	12-11-97	
T. RAMMACHER	2-2-99	

SCALE: DATE 10/3/2005
DRAWN BY: BUR. OF DESIGN
CHECKED BY:

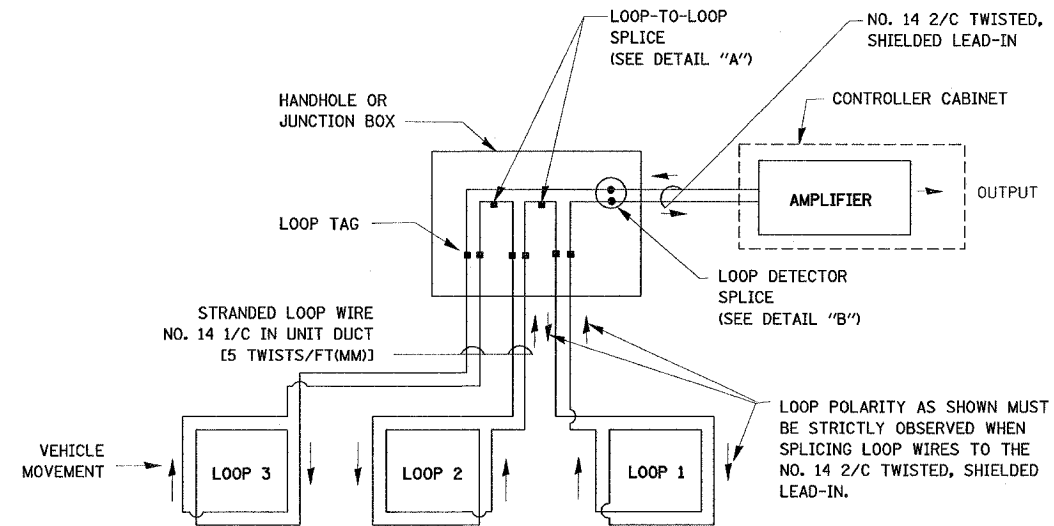
TC22
REVISION DATE: 02/02/99

F.A.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	36
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903

LOOP DETECTOR NOTES

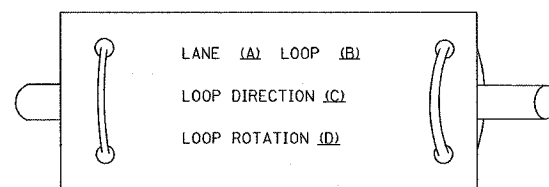
- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



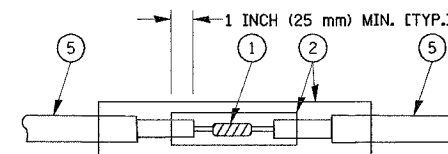
DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
- SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

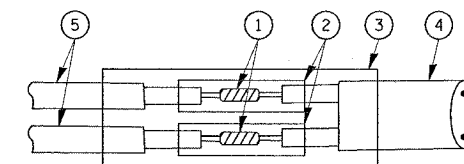
LOOP LEAD-IN CABLE TAG



- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ.
DATE 10/25/2005

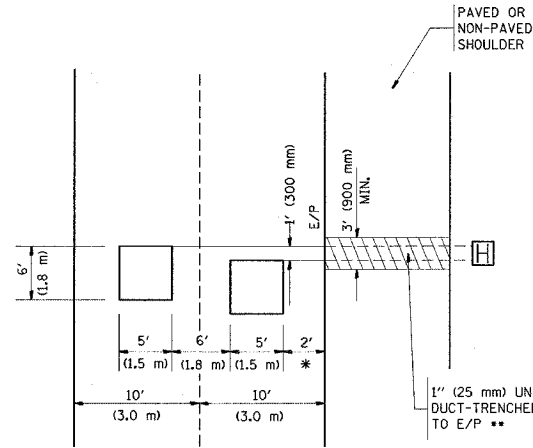
DRAWN BY: RWP
DESIGNED BY: DAZ
CHECKED BY: DAZ
SHEET 1 OF 4

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3520	2005-001 RS	COOK	37	37
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 62903

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

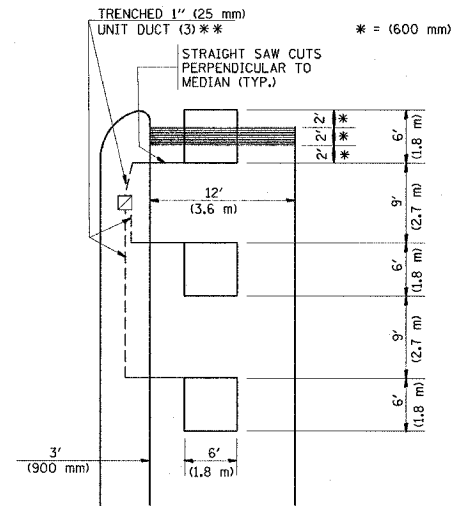


* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)

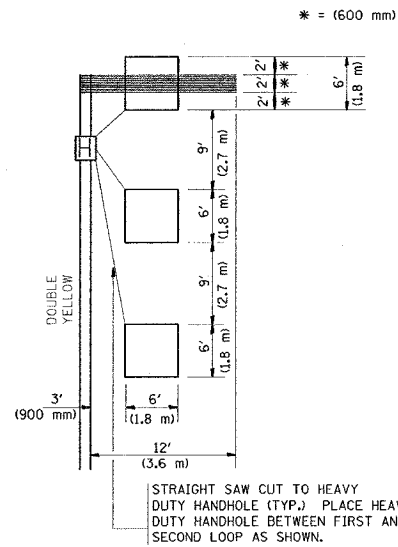
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

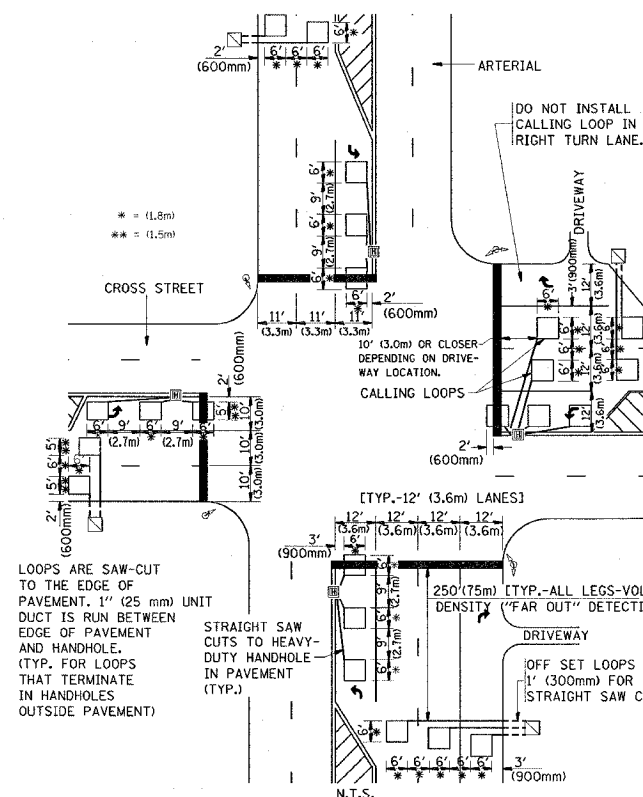
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING
DESIGNED BY
DRAWN BY CADD
CHECKED BY R.K.F.
TS07
REVISION DATE:

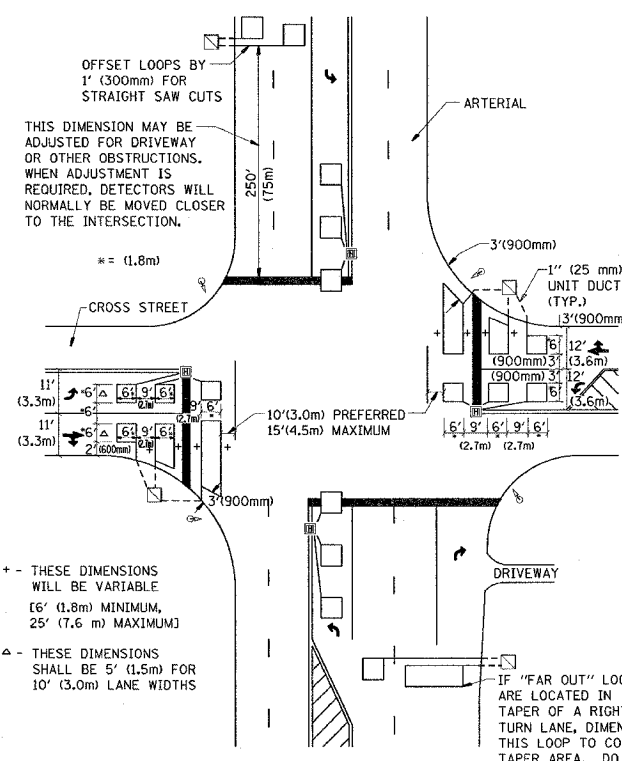
SCALE: NONE
DATE: 3/24/2006

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

PLOT DATE = 3/24/2006
FILE NAME = m:\asst\m\1307.dgn
USER NAME = jrg
USER PWD = jrg