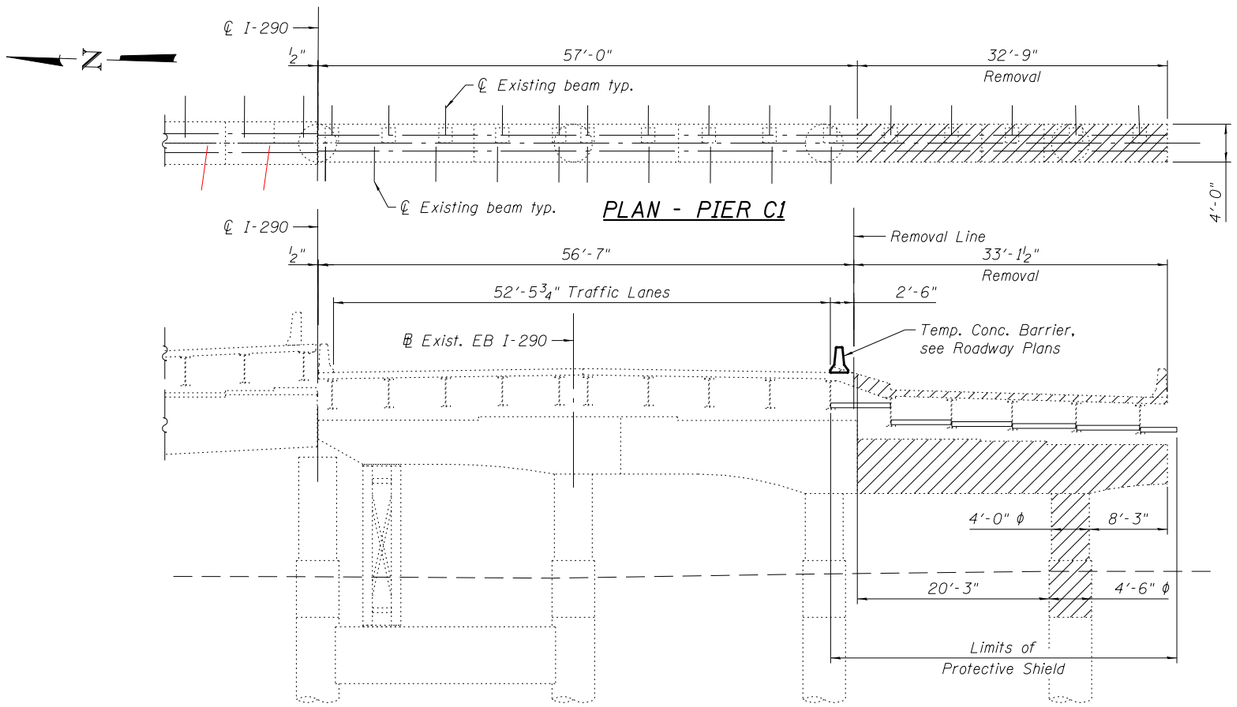
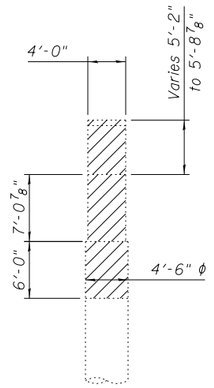
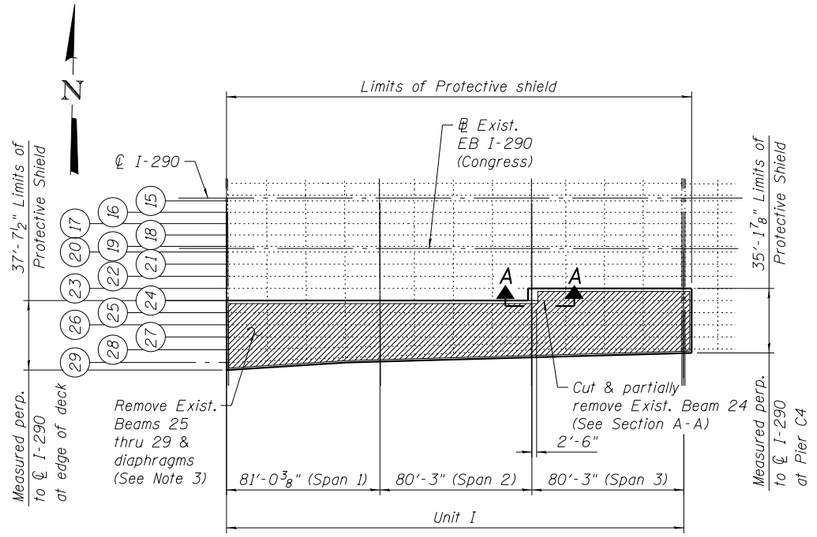


PLAN - PIER C1

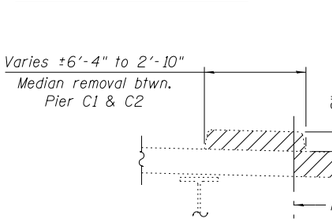
ELEVATION - PIER C1



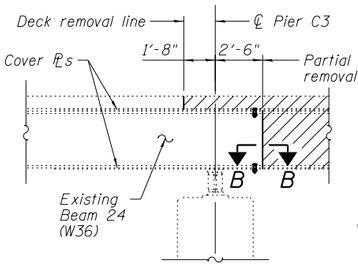
END VIEW - PIER C1



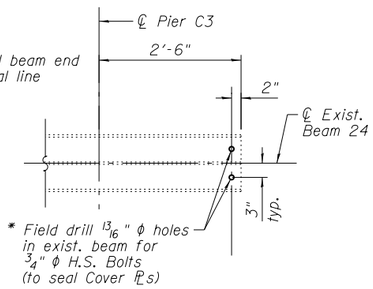
EXISTING BEAM REMOVAL PLAN



DETAIL 1



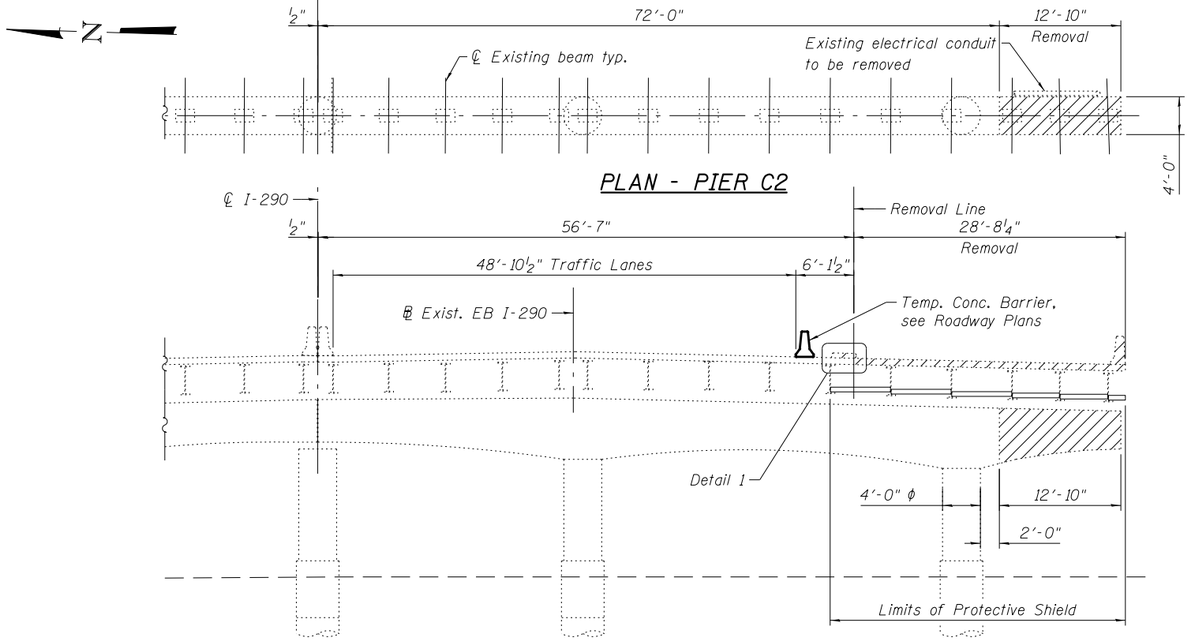
SECTION A-A



SECTION B-B

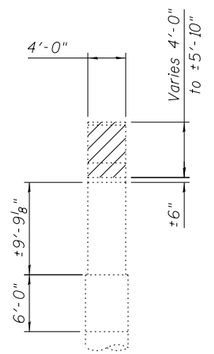
(Bottom flange shown, top flange similar)

* Field drilling and furnishing and installation of H.S. Bolts to be included in the cost of Removal of Existing Concrete Deck



PLAN - PIER C2

ELEVATION - PIER C2



END VIEW - PIER C2

Notes:

1. See sheet S2-8, for stage removal plan.
2. All elevation views are looking East. Horizontal dimensions are measured along ℄ Pier C1 or C2.
3. All superstructure removal shall be included in the cost of Removal of Existing Concrete Deck.
4. All substructure removal shall be included in the cost of Concrete Removal.
5. Removal lines are different for the superstructure and substructure.
6. Hatched areas indicates removal of existing structures.
7. Contractor shall provide support and/or Support systems for the existing pier caps. The support and/or Support systems shall be approved by the Engineer. Such approval will not relieve the Contractor of responsibility for the safety of the structure. See Special Provisions.
8. For quantity of Temporary Concrete Barrier, see Roadway Plans.
9. The removal of all cables, conduits and embedded junction boxes will not be paid for separately but shall be included in the cost of the Removal of Existing Concrete Deck.

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	41.5

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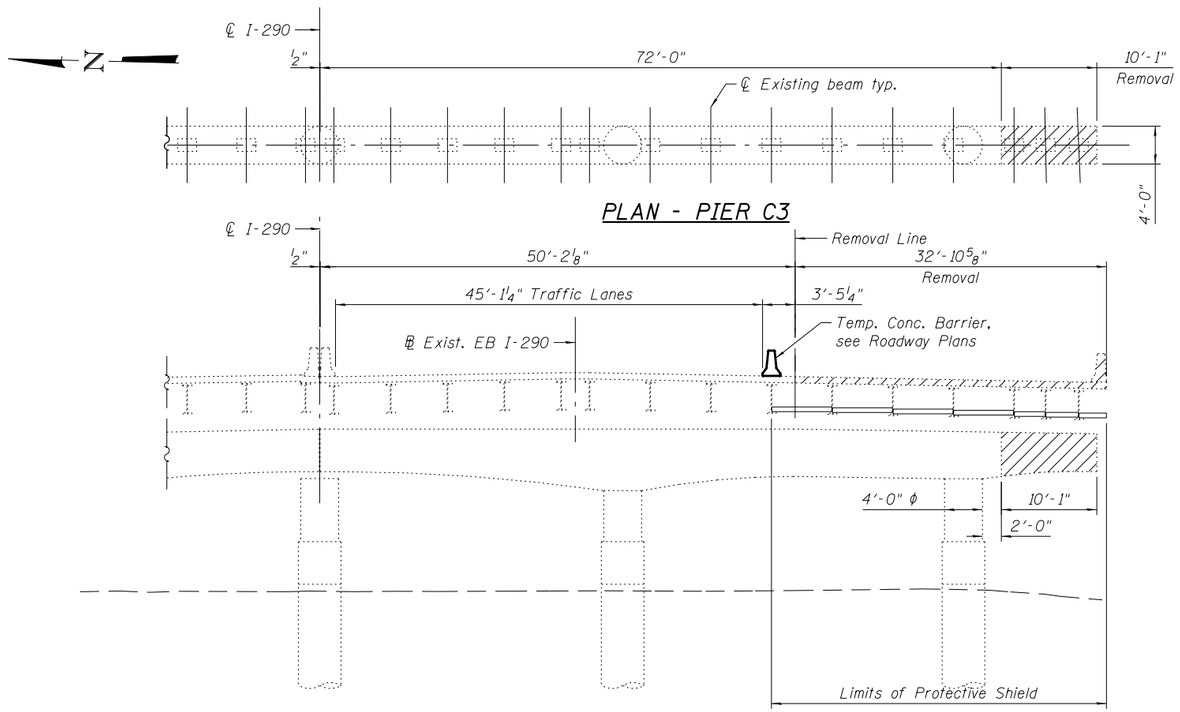
PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - PJL	REVISED -
		CHECKED - JIG	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - PJL	REVISED -
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE REMOVAL DETAILS II
STRUCTURE NO. 016-0461
SHEET NO. S2-9 OF S2-22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	201
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



Notes:

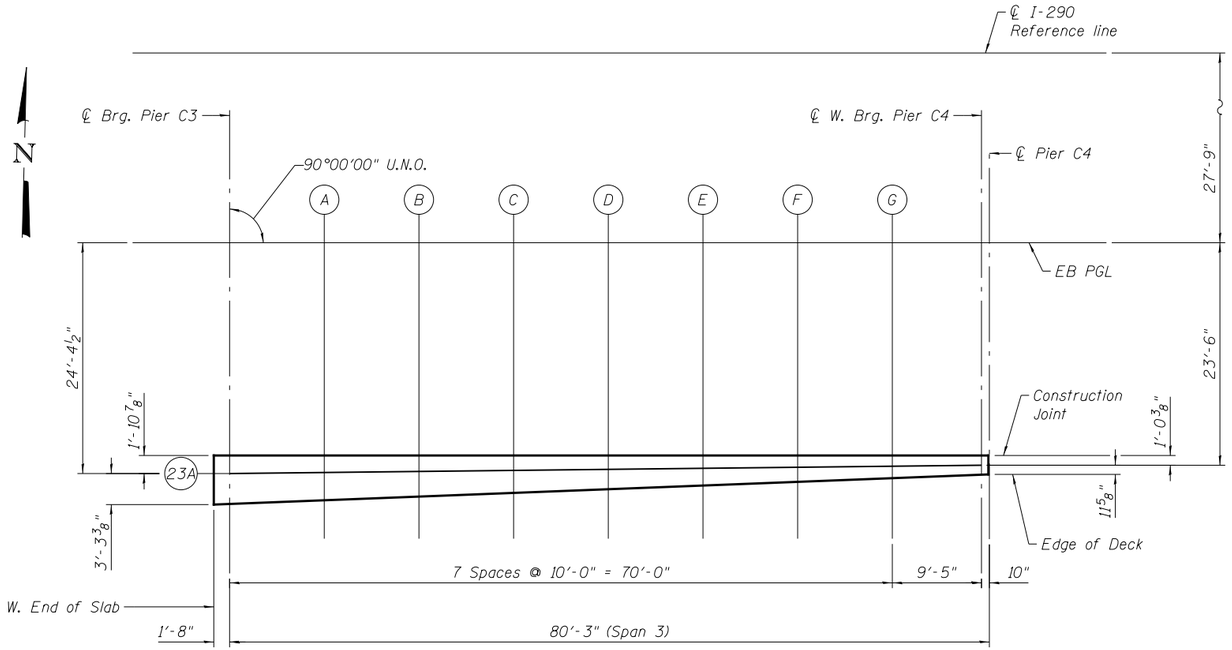
1. *See sheet S2-8, for stage removal plan.*
2. *All elevation views are looking East. Horizontal dimensions are measured along ℄ Pier C1 or C2.*
3. *All superstructure removal shall be included in the cost of Removal of Existing Concrete Deck.*
4. *All substructure removal shall be included in the cost of Concrete Removal.*
5. *Removal lines are different for the superstructure and substructure.*
6. *Hatched areas indicates removal of existing structures.*
7. *Contractor shall provide support and/or Support systems for the existing pier caps. The support and/or Support systems shall be approved by the Engineer. Such approval will not relieve the Contractor of responsibility for the safety of the structure. See Special Provisions.*
8. *For quantity of Temporary Concrete Barrier, see Roadway Plans.*
9. *Temporary Shoring is required to support existing beams affected by pier removal and reconstruction operations. See Special Provisions.*
10. *Service reactions for Temporary Shoring of existing beams, are as follows:*
    DL = 29 kips/beam
    LL = 46 kips/beam
    Imp.= 12 kips/beam
    Tot.= 87 kips/beam

BILL OF MATERIAL

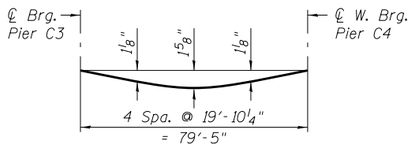
Item	Unit	Quantity
Concrete Removal	Cu. Yd.	33.2
Temporary Shoring	Each	1

0160461-62B76-S010-ESR.dgn

PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**EXISTING STRUCTURE REMOVAL DETAILS III** **STRUCTURE NO. 016-0461**	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JIG	REVISED -			90/94/290	2015-080R&B	COOK	250	202
	PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -						CONTRACT NO. 62B76	
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -		SHEET NO. S2-10 OF S2-22 SHEETS			ILLINOIS	FED. AID PROJECT	



PLAN



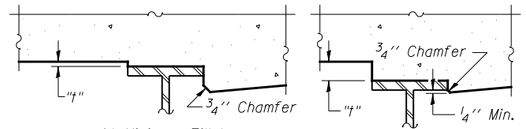
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown in tables.

Notes:

1. Theoretical Top of Grade Elevations are based on survey data. Contractor must ensure top of grade elevations along the construction joint match the existing deck elevation.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals as shown in this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

EASTBOUND PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Slab	5162+24.03	0.00	611.52	611.52
℄ Brg. Pier C3	5162+25.70	0.00	611.54	611.54
A	5162+35.70	0.00	611.68	611.68
B	5162+45.70	0.00	611.81	611.81
C	5162+55.70	0.00	611.93	611.93
D	5162+65.70	0.00	612.05	612.05
E	5162+75.70	0.00	612.13	612.13
F	5162+85.70	0.00	612.21	612.21
G	5162+95.70	0.00	612.29	612.29
℄ W. Brg. Pier C4	5163+05.11	0.00	612.37	612.37
℄ Pier C4	5163+05.95	0.00	612.38	612.38

CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Slab	5162+24.03	22.47	611.16	611.16
℄ Brg. Pier C3	5162+25.70	22.47	611.18	611.18
A	5162+35.70	22.47	611.33	611.38
B	5162+45.70	22.47	611.46	611.55
C	5162+55.70	22.47	611.57	611.69
D	5162+65.70	22.47	611.68	611.81
E	5162+75.70	22.47	611.76	611.87
F	5162+85.70	22.47	611.85	611.94
G	5162+95.70	22.47	611.93	611.97
℄ W. Brg. Pier C4	5163+05.11	22.47	611.99	611.99
℄ Pier C4	5163+05.95	22.47	611.99	611.99

BEAM 23A

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Slab	5162+24.03	24.39	611.13	611.13
℄ Brg. Pier C3	5162+25.70	24.38	611.15	611.15
A	5162+35.70	24.26	611.30	611.35
B	5162+45.70	24.15	611.43	611.52
C	5162+55.70	24.04	611.54	611.66
D	5162+65.70	23.93	611.65	611.78
E	5162+75.70	23.82	611.74	611.85
F	5162+85.70	23.71	611.83	611.92
G	5162+95.70	23.60	611.91	611.95
℄ W. Brg. Pier C4	5163+05.11	23.50	611.97	611.97
℄ Pier C4	5163+05.95	23.49	611.97	611.97

EDGE OF DECK

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Slab	5162+24.03	27.65	611.09	611.09
℄ Brg. Pier C3	5162+25.70	27.59	611.11	611.11
A	5162+35.70	27.20	611.26	611.31
B	5162+45.70	26.81	611.39	611.48
C	5162+55.70	26.42	611.51	611.63
D	5162+65.70	26.03	611.62	611.75
E	5162+75.70	25.64	611.71	611.82
F	5162+85.70	25.25	611.81	611.90
G	5162+95.70	24.86	611.89	611.93
℄ W. Brg. Pier C4	5163+05.11	24.50	611.96	611.96
℄ Pier C4	5163+05.95	24.47	611.96	611.96

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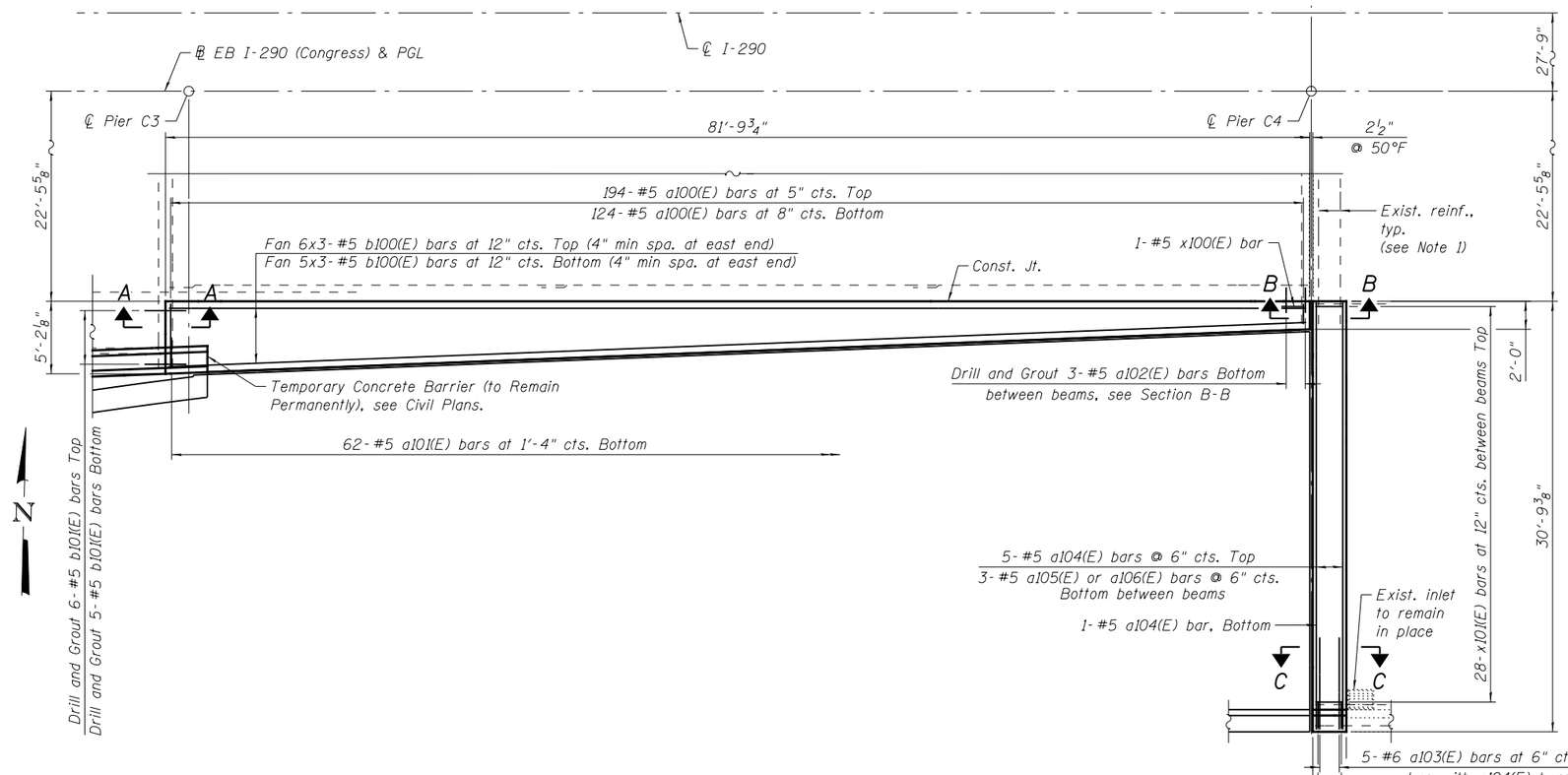
PARSONS BRINCKERHOFF

USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	
	CHECKED - PJL	REVISED -	
PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -	
PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -	

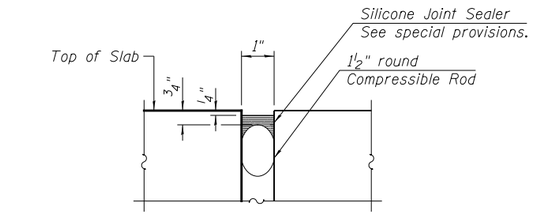
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION PLAN
STRUCTURE NO. 016-0461
SHEET NO. S2-11 OF S2-22 SHEETS

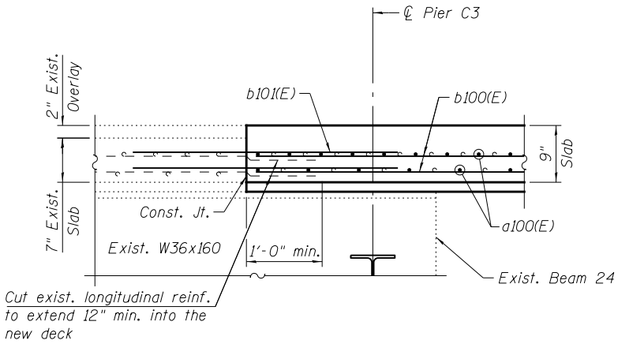
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	203
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



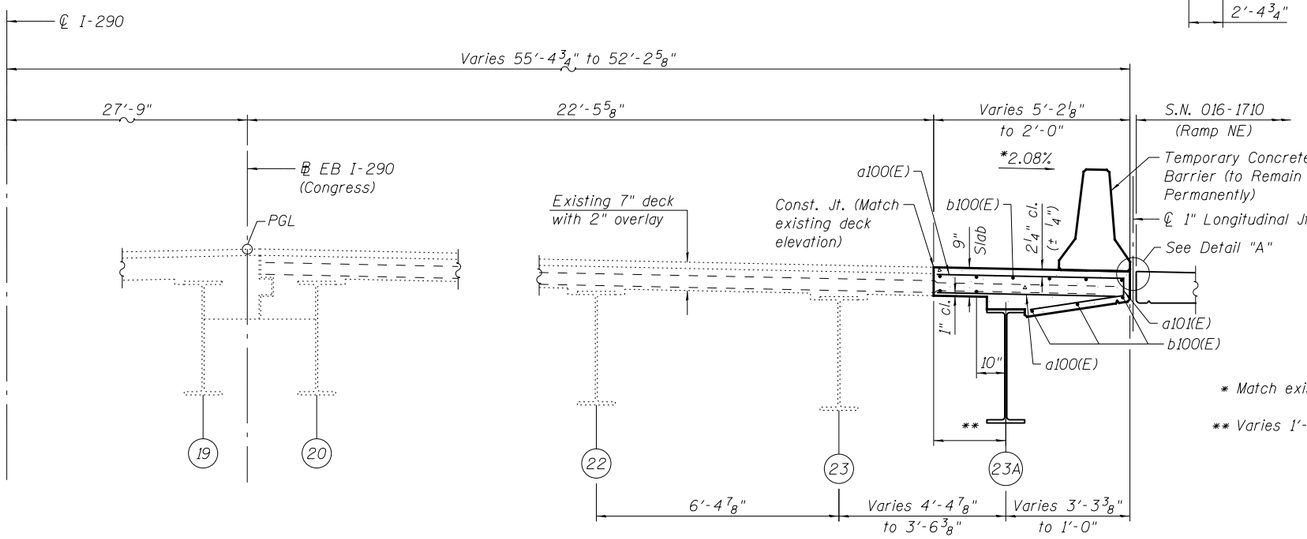
PARTIAL DECK PLAN



DETAIL "A"



SECTION A-A

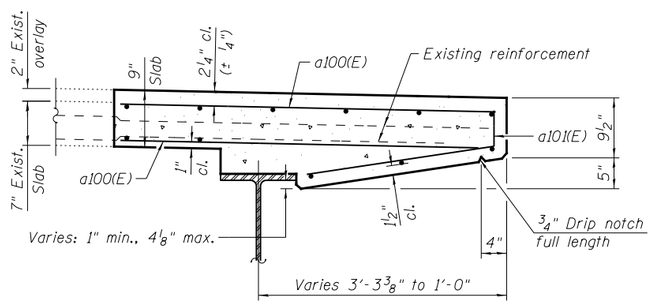


* Match existing slope.

** Varies 1'-10 7/8" to 1'-0 3/8"

CROSS SECTION

(Looking East)



SECTION THRU DECK OVERHANG

MINIMUM BAR LAP

#5 bar = 3'-3"

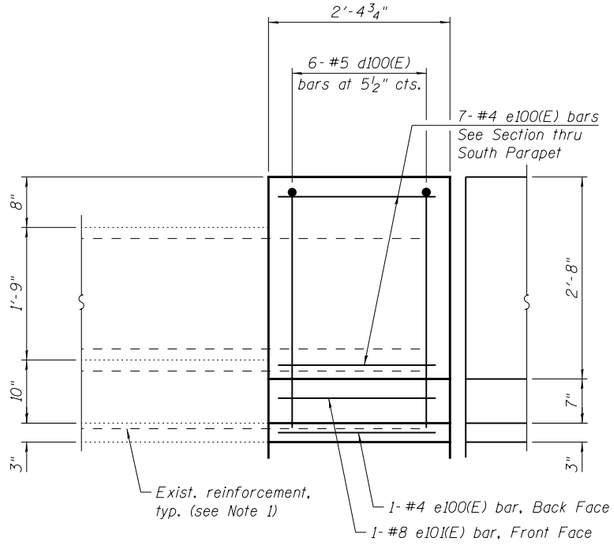
Notes:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Removal of Existing Concrete Deck.
2. Any existing reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in the cost of Removal of Existing Concrete Deck.
3. Bars indicated thus 6 x 3-#5 etc. indicates 6 lines of bars with 3 lengths per line.
4. See sheet S2-13 for Section B-B, View C-C, Superstructure Details, and Bill of Material.
5. Drilling and grouting of bars shall be done in accordance with Art. 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

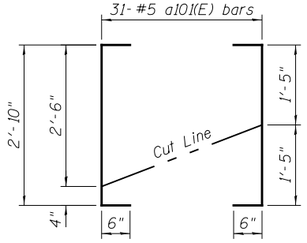
0160461-62B76-S012-DEK.dgn

PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**DECK PLAN – UNIT I**
		CHECKED - JIG	REVISED -		**STRUCTURE NO. 016–0461**
	PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -		SHEET NO. S2-12 OF S2-22 SHEETS
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	204
		CONTRACT NO. 62B76		
	ILLINOIS	FED. AID PROJECT		

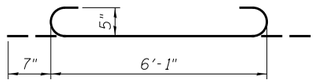


VIEW C-C
INSIDE ELEVATION OF SOUTH PARAPET

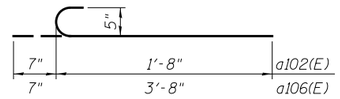


CUTTING DIAGRAM
FOR a101(E) BAR

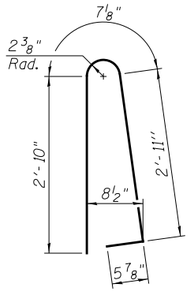
Cut as shown and use remainder in opposite end of deck.



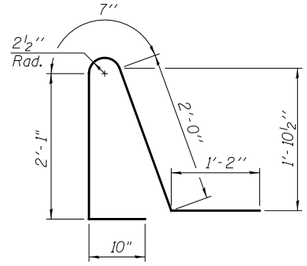
a105(E) BAR



a102(E) or a106(E) BAR



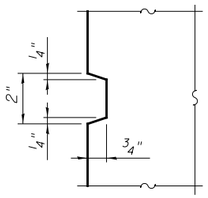
BAR d100(E)



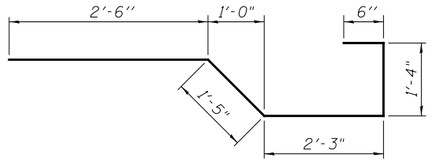
BAR d101(E)

SUPERSTRUCTURE
BILL OF MATERIAL

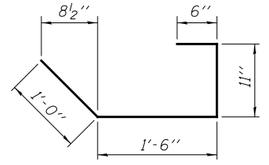
Bar	No.	Size	Length	Shape
a100(E)	159	#5	6'-6"	
a101(E)	31	#5	3'-10"	
a102(E)	3	#5	2'-3"	
a103(E)	5	#6	6'-6"	
a104(E)	6	#5	30'-5"	
a105(E)	12	#5	7'-3"	
a106(E)	3	#5	4'-3"	
b100(E)	33	#5	29'-4"	
b101(E)	11	#5	4'-3"	
d100(E)	6	#5	6'-11"	
d101(E)	6	#5	6'-4"	
e100(E)	8	#4	2'-1"	
e101(E)	1	#8	2'-1"	
x100(E)	1	#5	8'-0"	
x101(E)	28	#5	3'-11"	
Reinforcement Bars, Epoxy Coated			Pound	2,840
Concrete Superstructure			Cu. Yds.	13.3
Protective Coat			Sq. Yd.	43
Bridge Deck Grooving			Sq. Yd.	40
Silicone Joint Sealer, 1"			Foot	82



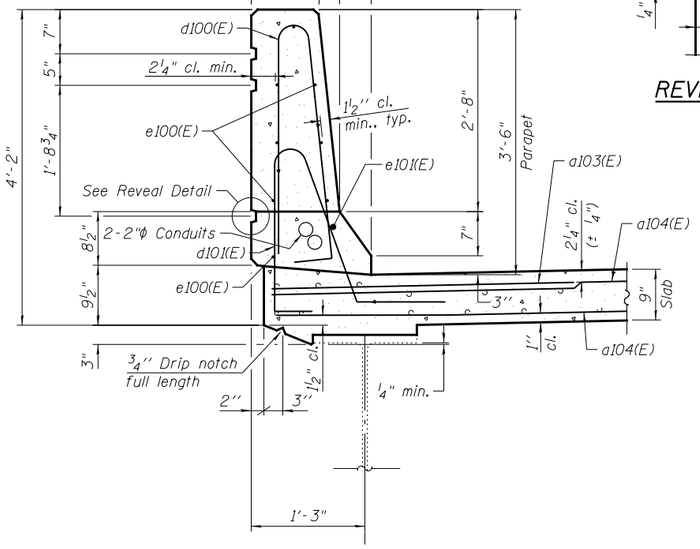
REVEAL DETAIL



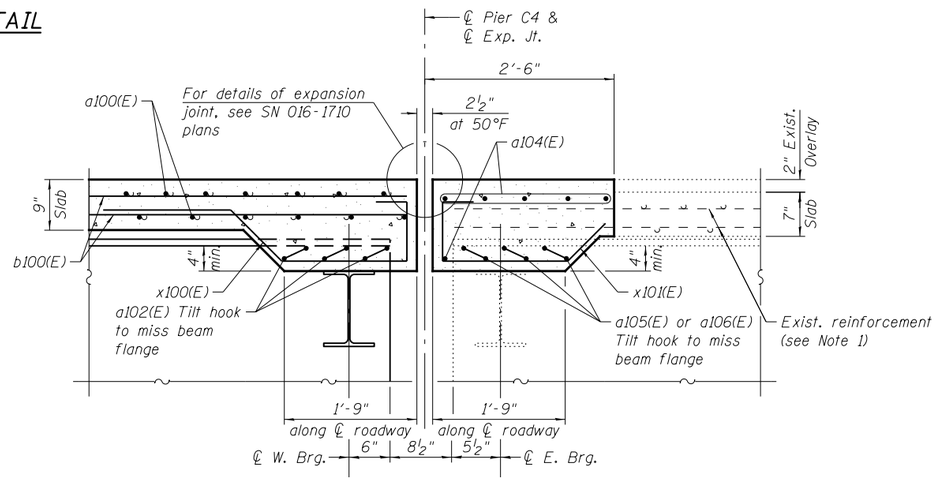
BAR x100(E)



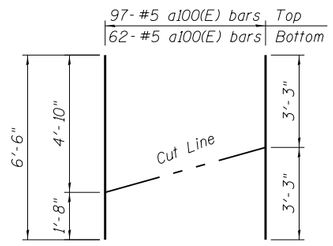
BAR x101(E)



SECTION THRU SOUTH PARAPET



SECTION B-B



CUTTING DIAGRAM
FOR a100(E) BAR

Cut as shown and use remainder in opposite end of deck.

Notes:

1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Removal of Existing Concrete Deck.
2. Any existing reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in the cost of Removal of Existing Concrete Deck.
3. Bars indicated thus 6 x 3-#5 etc. indicates 6 lines of bars with 3 lengths per line.
4. See Sheet S1-12 for location of Section B-B.
5. Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail strip seal Joint, deck dimensions may require adjustments to satisfy the details.

0160461-62B76-S013-DEK.dgn

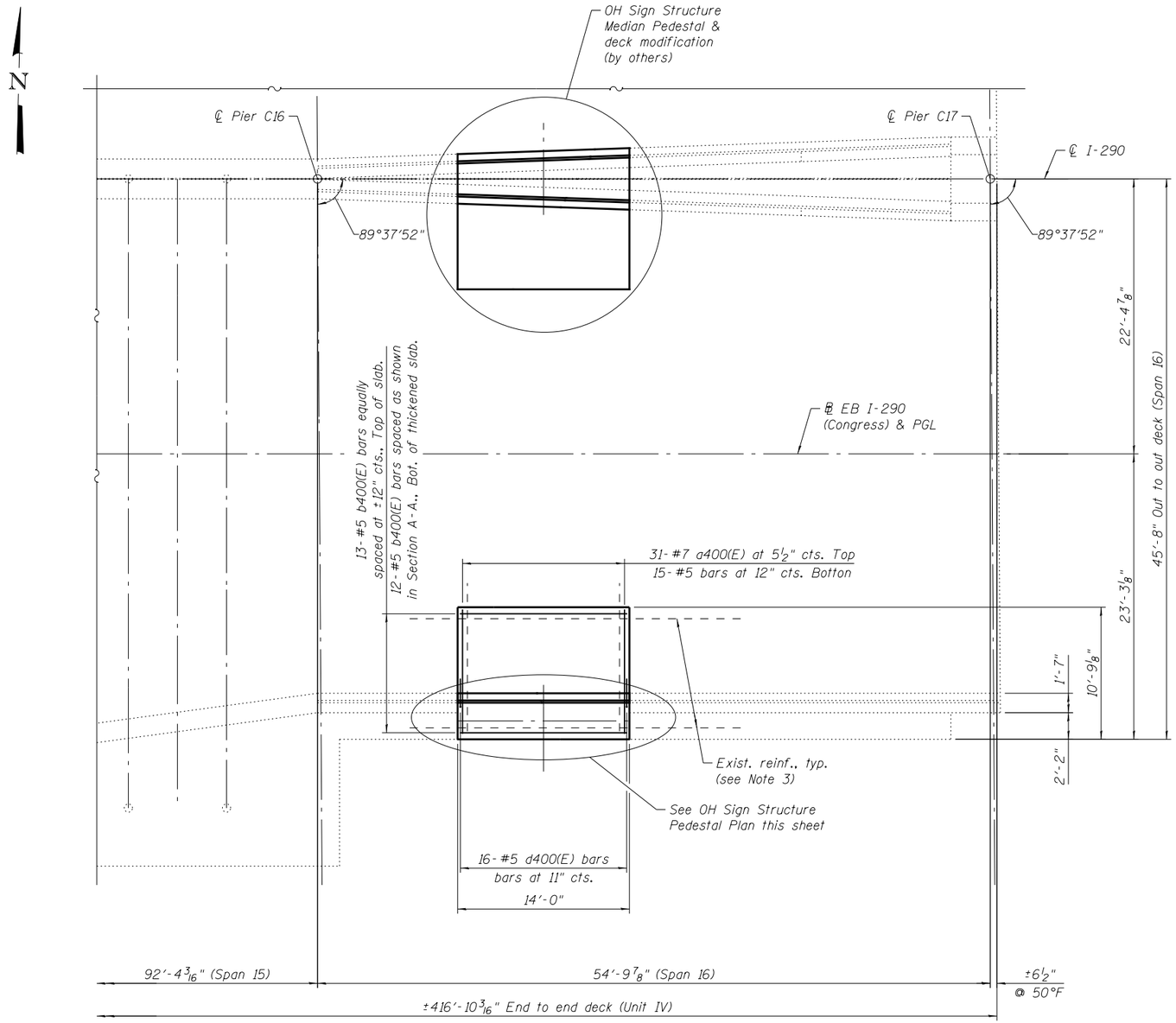
PARSONS BRINCKERHOFF

USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	
	CHECKED - JIG	REVISED -	
PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -	
PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -	

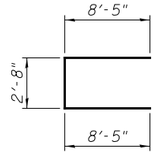
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK DETAILS – UNIT I
STRUCTURE NO. 016–0461
SHEET NO. S2-13 OF S2-22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	205
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



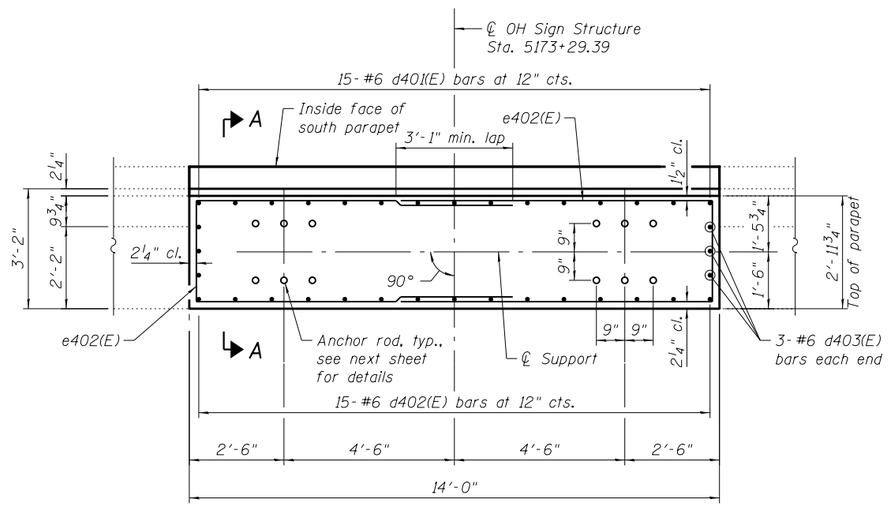
DECK PLAN



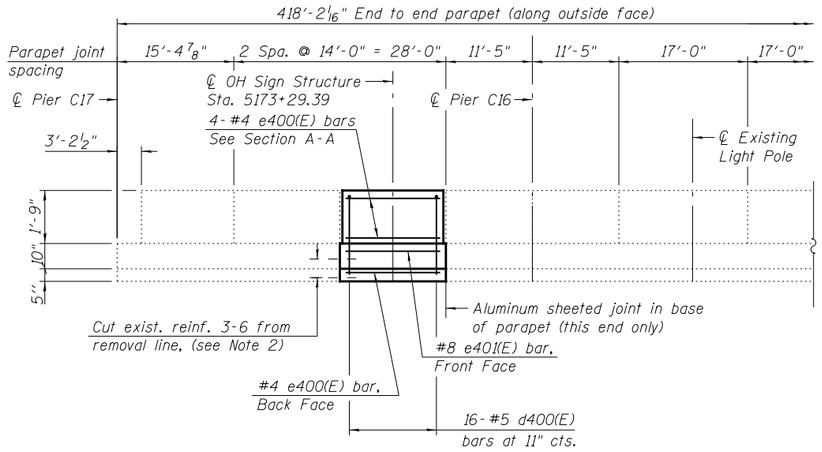
BAR e402(E)

Notes:

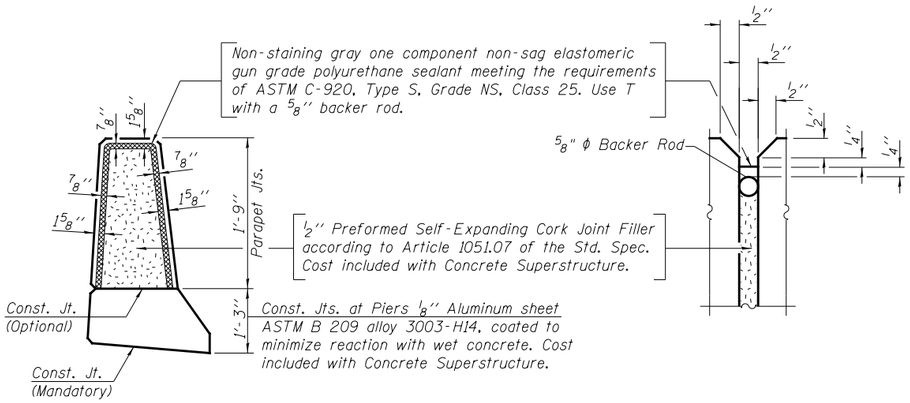
1. See sheet S2-15, for Section A-A, superstructure details and Bill of Material.
2. For sign structure, see Civil Plans.
3. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Removal of Existing Concrete Deck. Any existing reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in the cost of Removal of Existing Concrete Deck.



OH SIGN STRUCTURE PEDESTAL PLAN



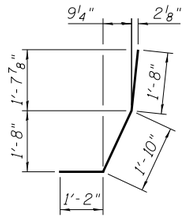
INSIDE ELEVATION OF SOUTH PARAPET



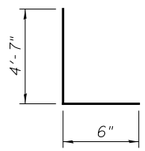
PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a400(E)	31	#7	12'-1"	
a401(E)	15	#5	6'-10"	
a402(E)	15	#5	1'-10"	
b400(E)	25	#5	13'-8"	
d400(E)	16	#5	4'-8"	
d401(E)	15	#6	5'-1"	
d402(E)	15	#6	6'-4"	
e400(E)	5	#5	13'-8"	
e401(E)	1	#8	13'-8"	
e402(E)	10	#6	19'-6"	
Reinforcement Bars, Epoxy Coated			Pound	2,000
Concrete Superstructure			Cu. Yds.	15.0
Protective Coat			Sq. Yd.	23
Bridge Deck Grooving			Sq. Yd.	12



BAR d401(E)



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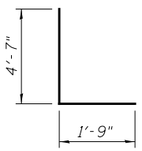
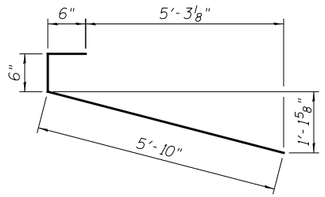
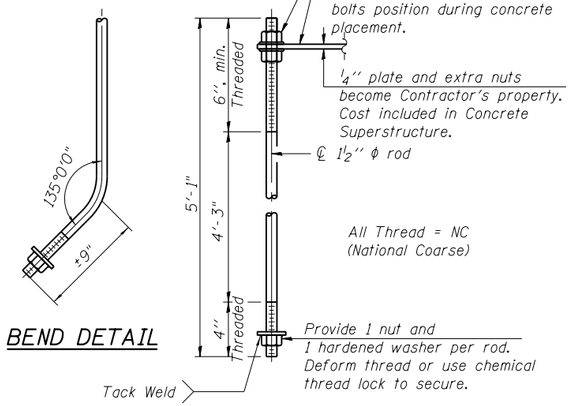


BAR d403(E)



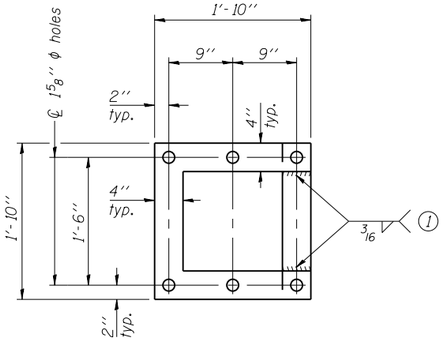
BAR d401(E)



BEND DETAIL

ANCHOR ROD DETAIL

(6 Straight Rods Req'd & 6 Bent Rods Req'd)
Anchor rods shall conform to ASTM F1554 Grade 105 Galvanize upper 12" minimum per AASHTO M232. No welding shall be permitted on rods.
Cost included with Concrete Superstructure.

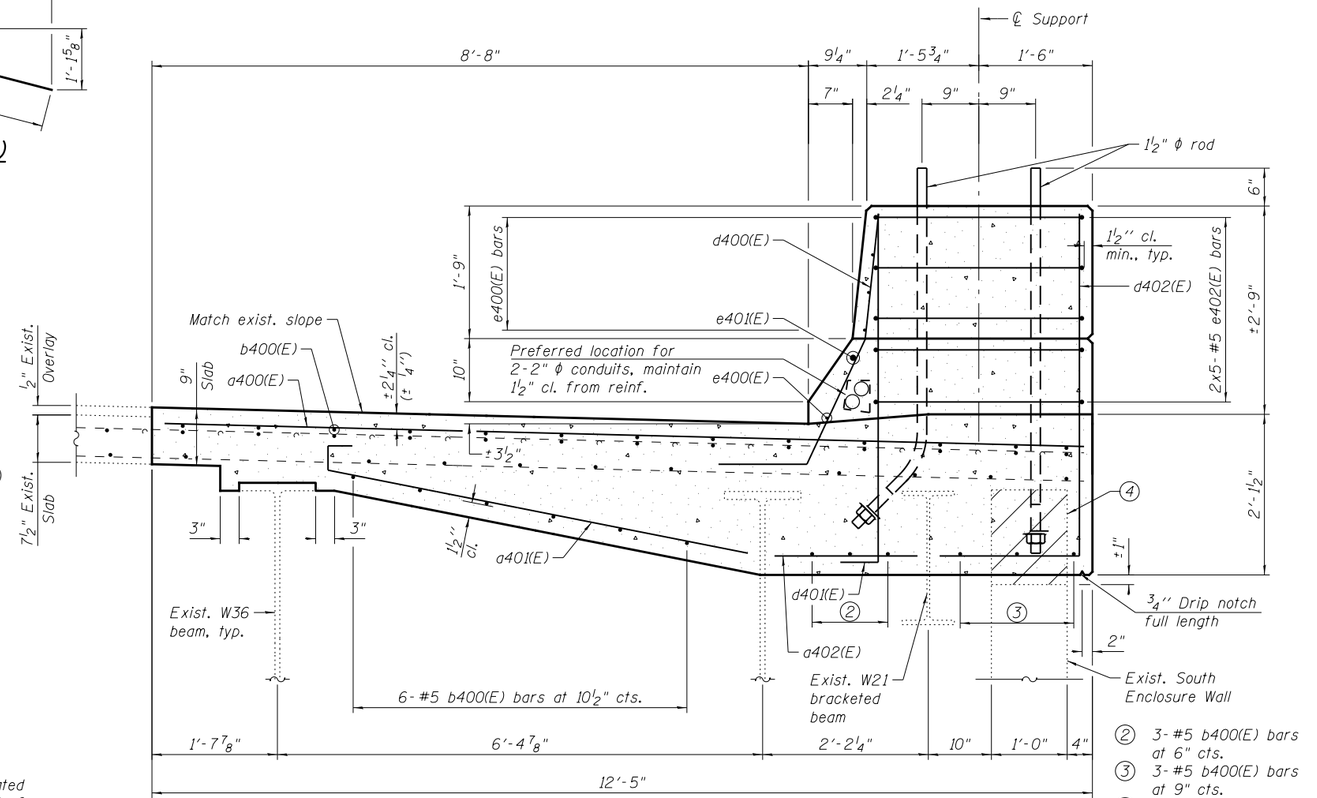


POSITIONING PLATE(S)

(1) Optionally may use four (4) separate bars. Weld to maintain perpendicularity.

Notes:

1. For sign structure, see Civil Plans.
2. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Removal of Existing Concrete Deck. Any existing reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in the cost of Removal of Existing Concrete Deck.



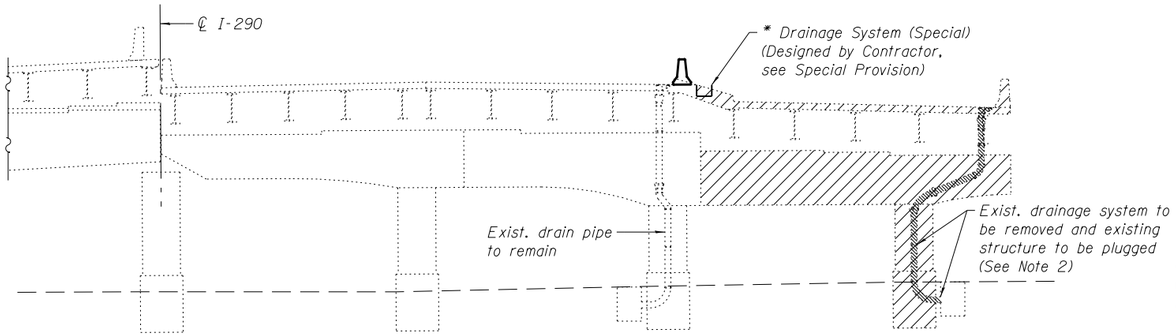
SECTION A-A

(2) 3-#5 b400(E) bars at 6" cts.
(3) 3-#5 b400(E) bars at 9" cts.
(4) Remove upper portion of wall. Cost included in Removal of Existing Concrete Deck.

0160461-62B76-S015-DEK.dgn

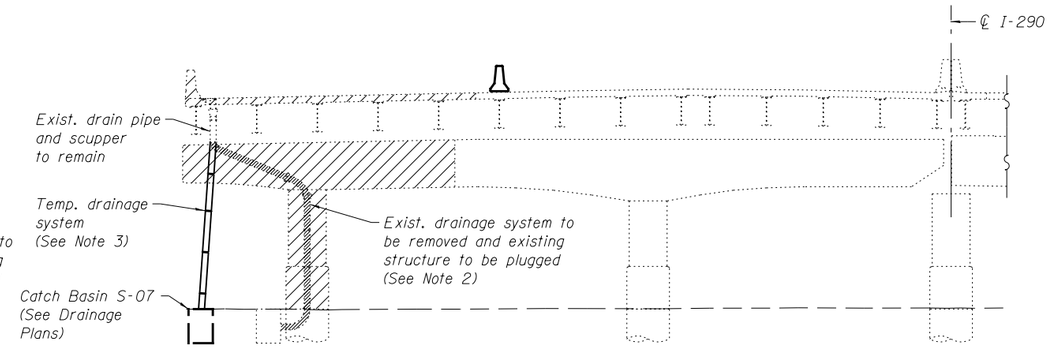
PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK DETAILS – UNIT IV STRUCTURE NO. 016–0461
		CHECKED - JIG	REVISED -		
	PLOT SCALE = N.T.S.	DRAWN - PJL	REVISED -		SHEET NO. S2-15 OF S2-22 SHEETS
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	207
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



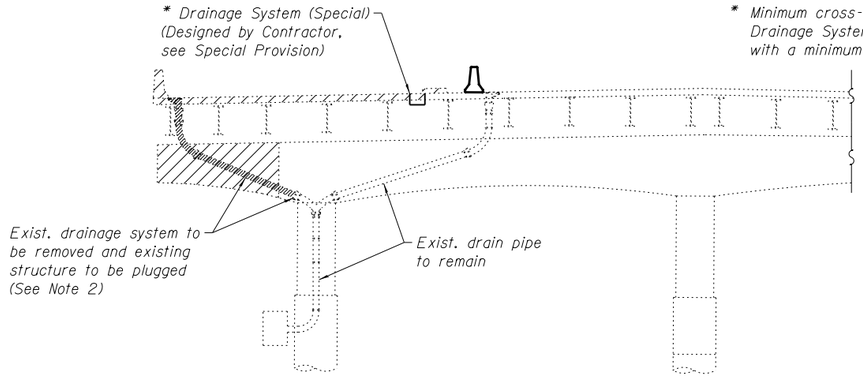
ELEVATION - PIER C1 & C3

(Pier C1 shown Looking East,
Pier C3 similar but opposite hand Looking West)



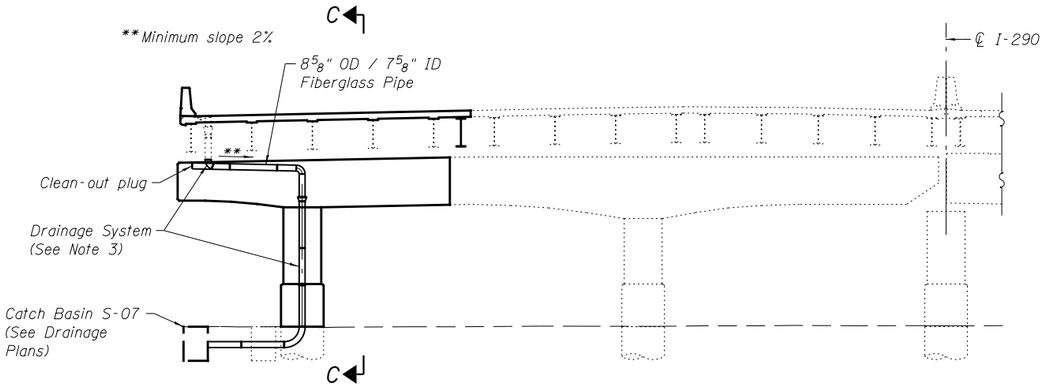
ELEVATION - PIER C4

(Looking West, showing exist. drainage
system removal and temp. drainage system)



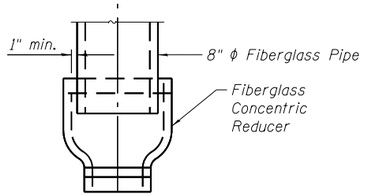
ELEVATION - PIER C2

(Looking West)

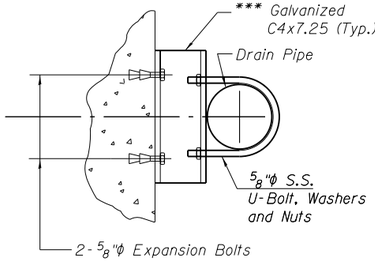


ELEVATION - PIER C4

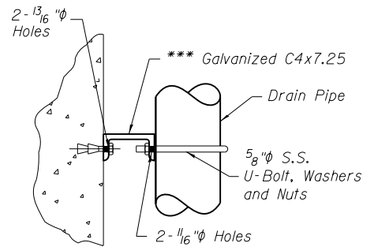
(Looking West, showing proposed
drainage system)



REDUCER DETAIL



PLAN

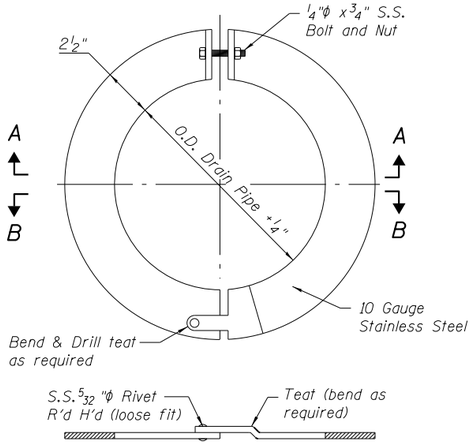


ELEVATION

PIPE SUPPORT DETAIL

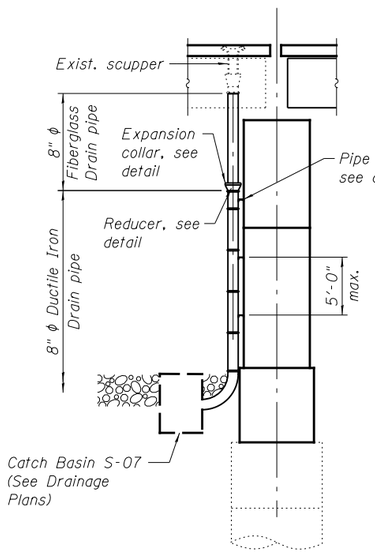
*** Provide curved C6x8.2 to fit Round
Pier Columns where needed

SECTION A-A



SECTION B-B

DETAIL OF EXPANSION COLLAR



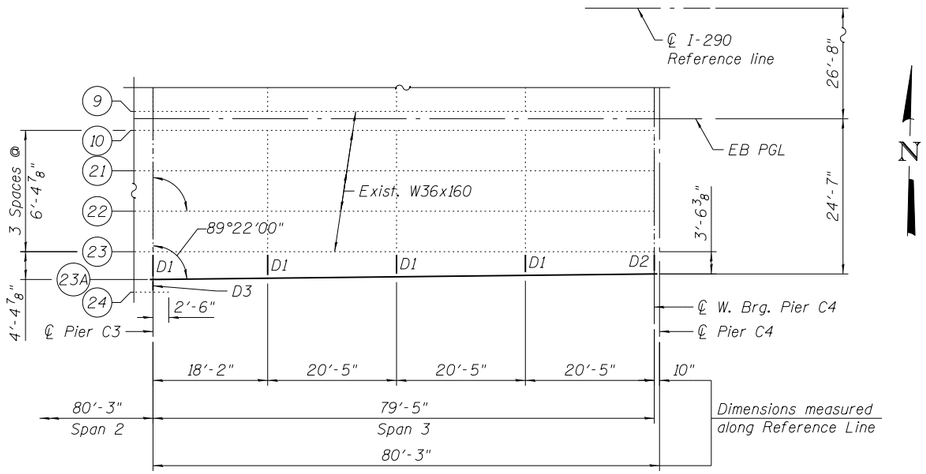
SECTION C-C

Notes:

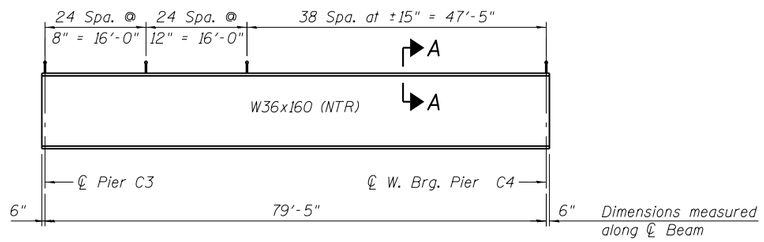
1. S.S. denotes Stainless Steel.
2. The cost of existing bridge drainage system removal and plugging of existing structure shall be included in the cost of Removal of Existing Concrete Deck.
3. During partial removal of Pier C4, the existing bridge drainage system shall be removed from the top elbow down and a temporary bridge drainage system shall be installed to permit flow from the existing scupper to Catch Basin S-07. The temporary bridge drainage system will not have any support on the column of Pier C4. Contractor shall provide means of support for temporary bridge drainage system. After construction of Pier C4, temporary drainage system shall be removed and Drainage System shall be installed and routed along the pier cap and column and underground to Catch Basin S-07. Cost of installation and removal of temporary bridge drainage system and supports for the system shall be included in the cost of Drainage System.

BILL OF MATERIAL

Item	Unit	Quantity
Drainage System	L. Sum	0.5
Drainage System (Special)	L. Sum	1



PARTIAL FRAMING PLAN



BEAM ELEVATION

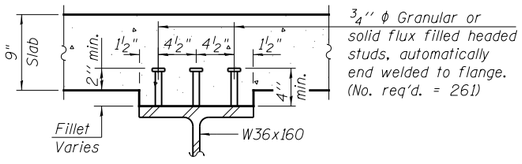
TOP OF BEAM ELEVATIONS

(For fabrication only)

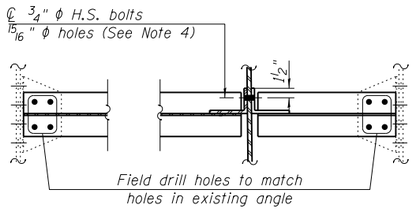
℄ Brg. Pier C3	610.33
℄ W. Brg. Pier C4	611.16

EXTERIOR BEAM MOMENT TABLE		
		0.5 Span 3
I_s	(in^4)	9,760
$I_{c(n)}$	(in^4)	21,456
$I_{c(3n)}$	(in^4)	15,379
$I_{c(cr)}$	(in^4)	
S_s	(in^3)	542
$S_{c(n)}$	(in^3)	748
$S_{c(3n)}$	(in^3)	664
$S_{c(cr)}$	(in^3)	
DC1	(k/')	0.727
M_{DC1}	('k)	498
DC2	(k/')	0.088
M_{DC2}	('k)	69
DW	(k/')	0.130
M_{DW}	('k)	102
M_{L+IM}	('k)	1,242
M_u (Strength I)	('k)	3,097
$\phi_f M_n$	('k)	3,471
f_s DC1	(ksi)	11.0
f_s DC2	(ksi)	1.2
f_s DW	(ksi)	2.6
f_s (L+IM)	(ksi)	19.9
f_s (Service II)	(ksi)	40.7
$0.95R_hF_{yf}$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	
$\phi_f F_n$	(ksi)	
V_f	(k)	21.7

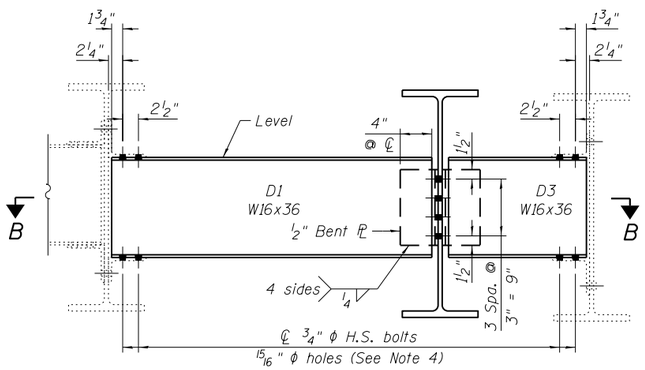
EXTERIOR BEAM REACTION TABLE			
		Pier C3	Pier C4
R_{DC1}	(k)	27.2	23.9
R_{DC2}	(k)	3.5	3.5
R_{DW}	(k)	5.2	5.2
R_{L+IM}	(k)	90.1	53.9
R_{Total}	(k)	126.0	86.5



SECTION A-A

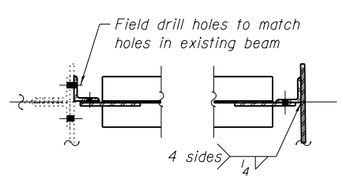


SECTION B-B

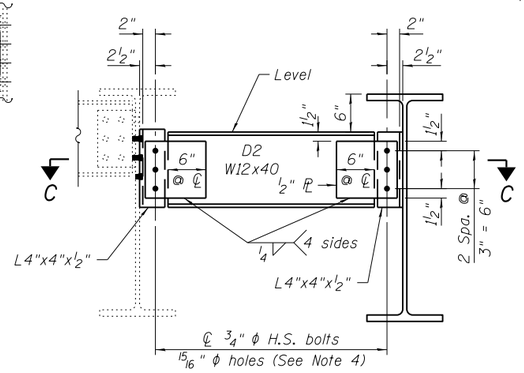


DIAPHRAGM D1 & D3

(4 D1 Required: 1 at Pier C3 and 3 within Span 3; 1 D3 Required at Pier C3)



SECTION C-C



END DIAPHRAGM D2

(1 Required at Pier C4)

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.^{4} and in.^{3}).

$I_{c(n)}$, $S_{c(n)}$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.^{4} and in.^{3}).

$I_{c(3n)}$, $S_{c(3n)}$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

$I_{c(cr)}$, $S_{c(cr)}$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.^{4} and in.^{3}).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_{c(3n)}$ or $M_{DC2} / S_{c(cr)}$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_{c(3n)}$ or $M_{DW} / S_{c(cr)}$ as applicable.

f_s (L+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
$M_{L+IM} / S_{c(n)}$ or $M_{L+IM} / {}_cS$ (cr) as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s\ (L+IM)$

$0.95R_hF_yf$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s\ (L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

Vr: Maximum factored shear range in span computed according to Article 6.10.10.

Notes:

1. All diaphragms, angles, fill plates and connecting plates shall be AASHTO M270, Grade 36.
2. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
3. Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
4. Two hardened washers required for each set of oversized holes.

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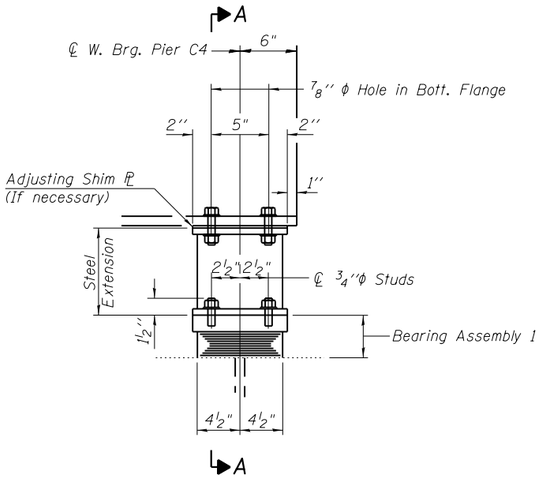
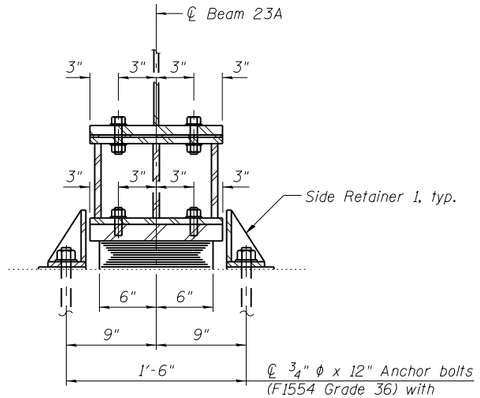
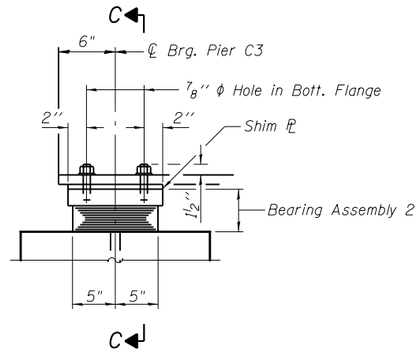
PARSONS BRINCKERHOFF				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FRAMING PLAN STRUCTURE NO. 016-0461 SHEET NO. S2-17 OF S2-22 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -				90/94/290	2015-080R&B	COOK	250	209
	CHECKED - JIG	REVISED -						CONTRACT NO. 62B76		
PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -						ILLINOIS FED. AID PROJECT		
PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -								



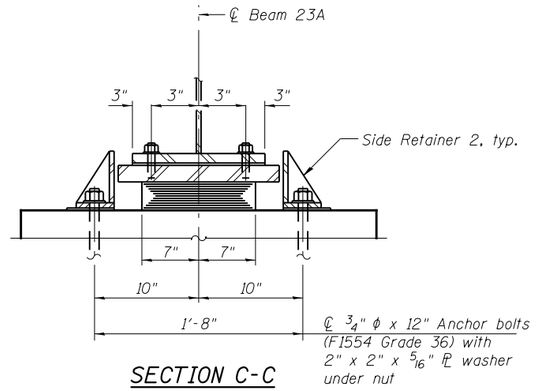
ELEVATION AT PIER C4



SECTION A-A



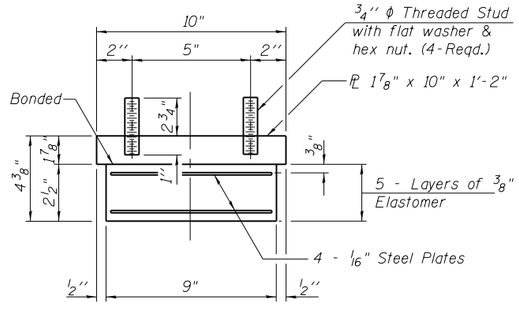
ELEVATION AT PIER C3



SECTION C-C

TYPE I ELASTOMERIC EXP. BRG.

(1 Required)



BEARING ASSEMBLY 1

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

Notes:

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

Side retainers, new steel extensions and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

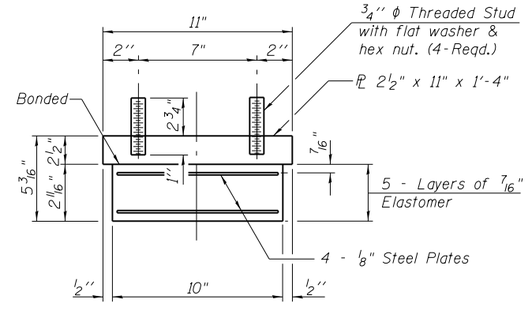
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

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

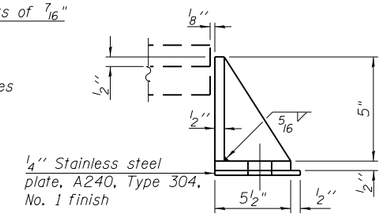
TYPE I ELASTOMERIC EXP. BRG. AT PIER C3

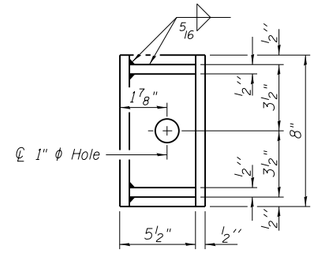
(1 Required)



BEARING ASSEMBLY 2

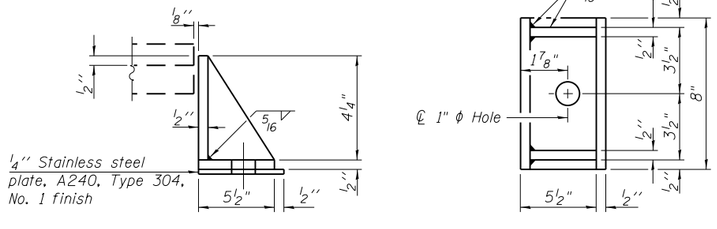
Note:
Shim plates shall not be placed under Bearing Assembly.





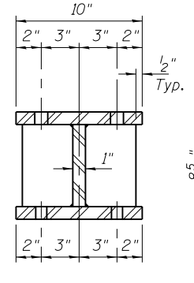
SIDE RETAINER 2

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

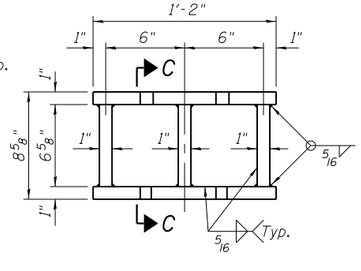


SIDE RETAINER 1

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

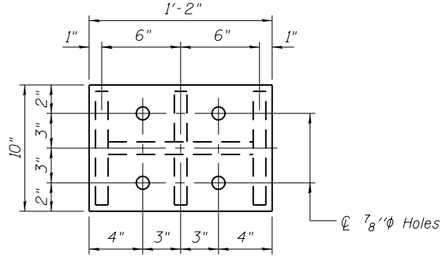


SECTION C-C



STEEL EXTENSION DETAIL

(1 Required)



PLAN TOP AND BOTTOM PLATE

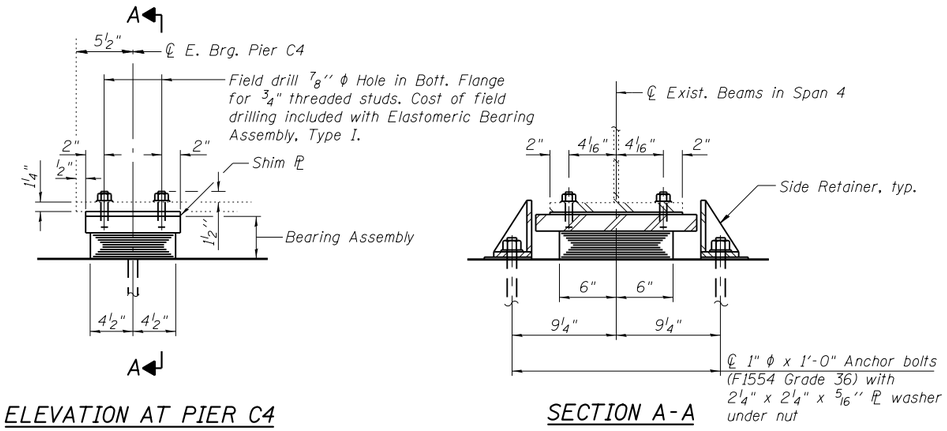
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	2
Anchor Bolts, 3/4"	Each	4

0160461-62B76-S018-BRG.dgn

PARSONS BRINCKERHOFF					
	USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS I STRUCTURE NO. 016-0461
		CHECKED - JIG	REVISED -		
	PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -		SHEET NO. S2-18 OF S2-22 SHEETS
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	210
		CONTRACT NO. 62B76		
ILLINOIS	FED. AID PROJECT			

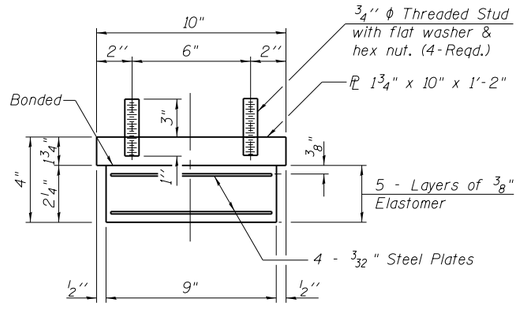


ELEVATION AT PIER C4

SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

(5 Required)



BEARING ASSEMBLY

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

Notes:

Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost included with Elastomeric Bearing Assembly, Type I.

Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.

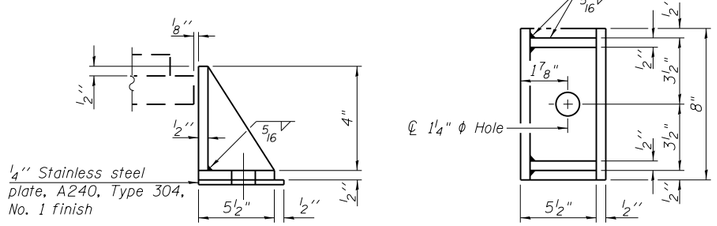
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

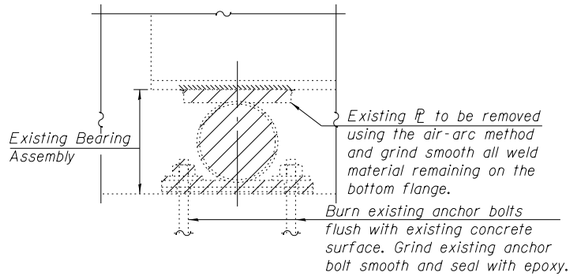
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



SIDE RETAINER

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



EXISTING BEARING REMOVAL DETAIL PIER C4

Cost included with Jack and Remove Existing Bearings. (5 Required)

JACK AND REMOVE EXISTING BEARINGS PROCEDURE

A. The Contractor shall submit for approval by the Engineer, plans for jacking existing bearings and installing new bearings prior to commencing any related work.
B. The dead load reaction per beam is 29 kips. Minimum jacking capacity 44 kips per beam.
C. Jacking and removing existing bearings shall be done after the existing deck is removed and prior to placing the new deck.
D. The new pier cap shall be poured and cured prior to the lowering and removal of the jacks.

BILL OF MATERIAL

Item	Unit	Total
Jack and Remove Existing Bearings	Each	5
Elastomeric Bearing Assembly Type I	Each	5
Anchor Bolts, 1"	Each	10

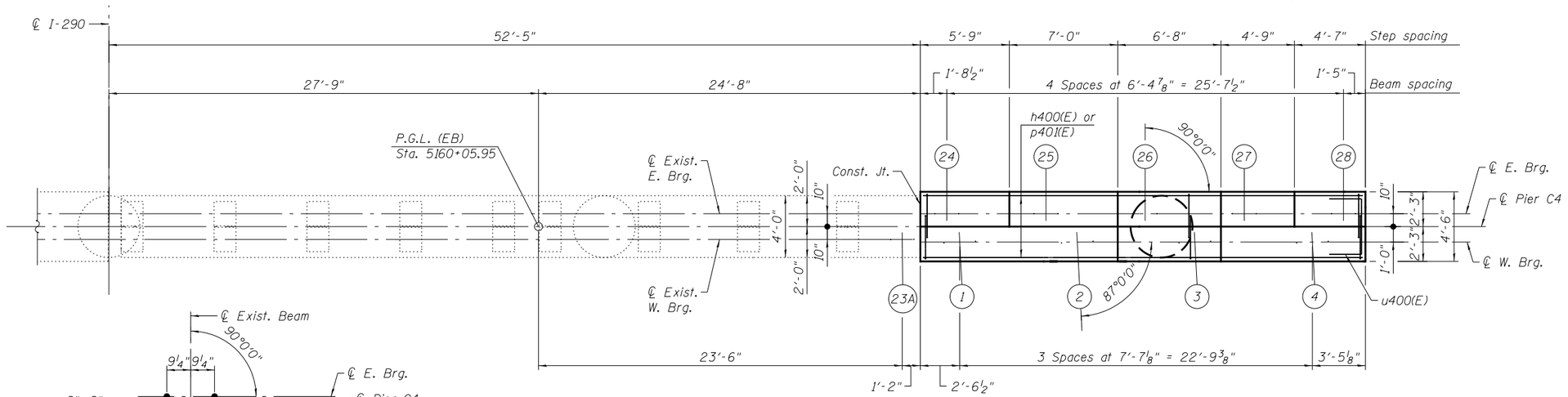
0160461-62B76-S019-BRG.dgn

PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEARING DETAILS II STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JIG	REVISED -			90/94/290	2015-080R&B	COOK	250	211
	PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -						CONTRACT NO. 62B76	
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -		SHEET NO. S2-19 OF S2-22 SHEETS			ILLINOIS	FED. AID PROJECT	

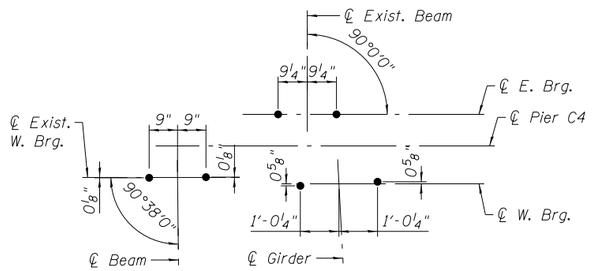
TOP OF SEAT ELEVATION

Beam No.	E. Seat Elevation	Beam No.	W. Seat Elevation
24	607.82	1	606.84
25	607.68	2	606.84
26	607.54	3	606.69
27	607.42	4	606.55
28	607.28		

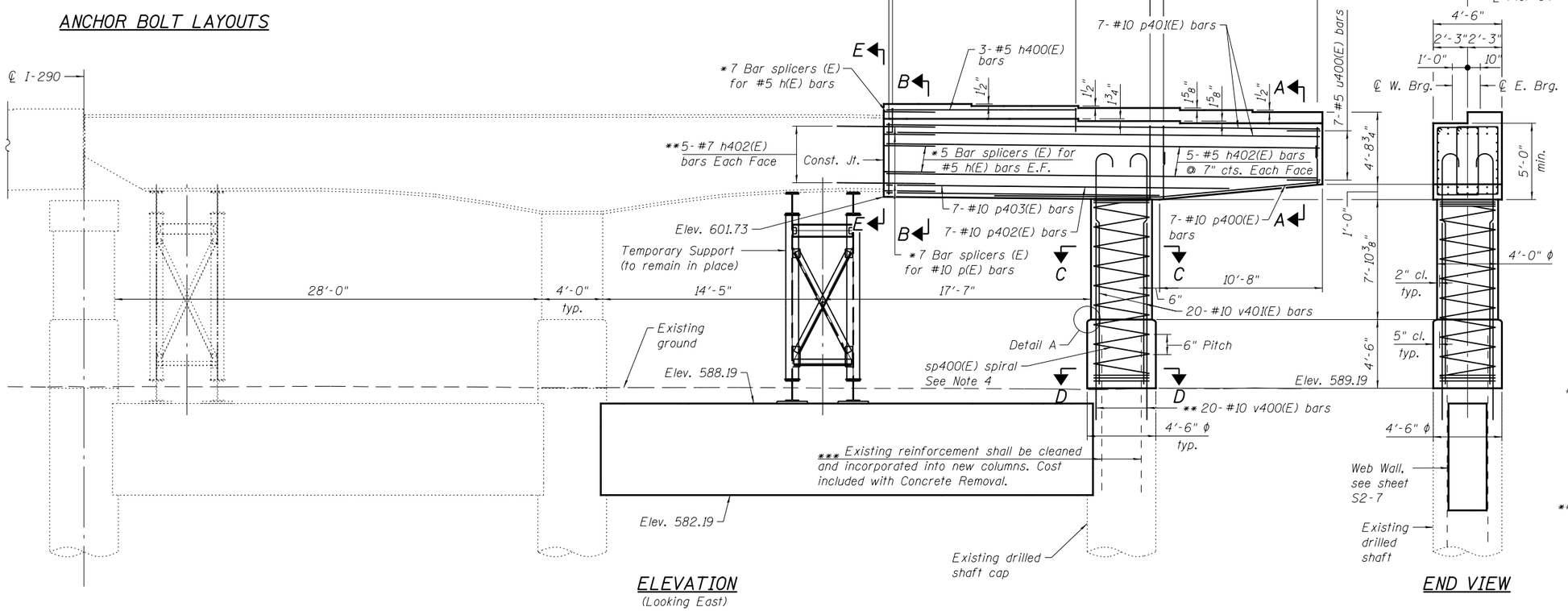
Notes:
1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For Sections A-A, B-B, C-C, D-D, E-E and Detail A, see next sheet.
4. sp400(E) spiral.
   1) Provide $1\frac{1}{2}$ extra turns, shop welded together per AWS D1.4 top and bottom. Extend spiral 2" into pier cap or column cap. Provide 4-#4 spacers or equivalent.
   2) When splicing spiral reinforcement is necessary, the spiral shall be provided with $1\frac{1}{2}$ extra turns at the ends to be spliced. These additional turns shall either be welded together according to AWS D1.4 or shall both terminate with a 135° standard hook.



TOP PLAN



ANCHOR BOLT LAYOUTS



ELEVATION
(Looking East)

MINIMUM BAR LAP

#5 bar = 3'-3"
#10 bar = 10'-10"

END VIEW

* Contractor shall only install coupler and half of the Bar Splicer Assembly.

** Drill and grout bars according to Article 584 of the Std. Specs., with a minimum embedment of of 1'-8" for #7 bars and 2'-1" for #10 bars. Cost included in the cost of Reinforcement Bars, Epoxy Coated.

*** Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost incidental to Concrete Removal.

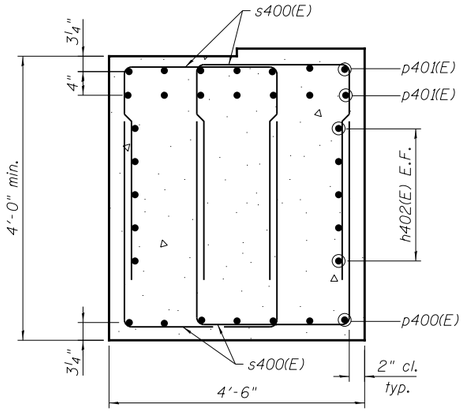
0160461-62B76-S020-PC4.dgn

PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -
		CHECKED - JIG	REVISED -
	PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -

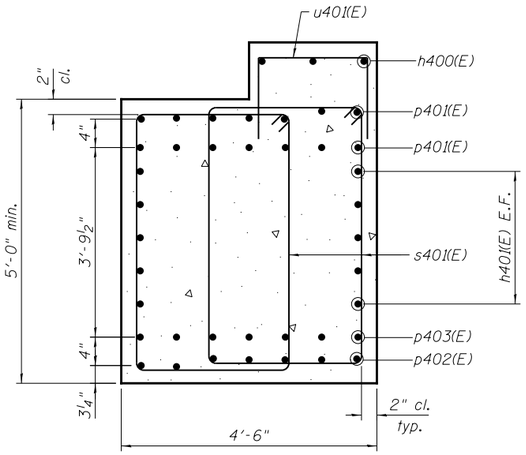
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER C4
STRUCTURE NO. 016-0461
SHEET NO. S2-20 OF S2-22 SHEETS

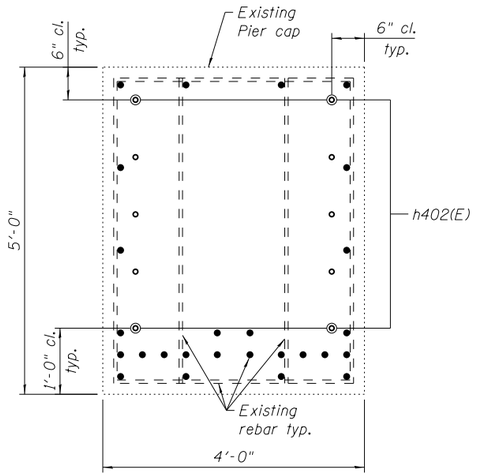
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	212
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



SECTION A-A



SECTION B-B

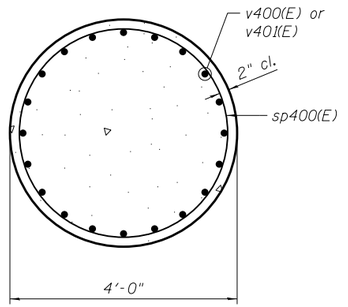


SECTION E-E

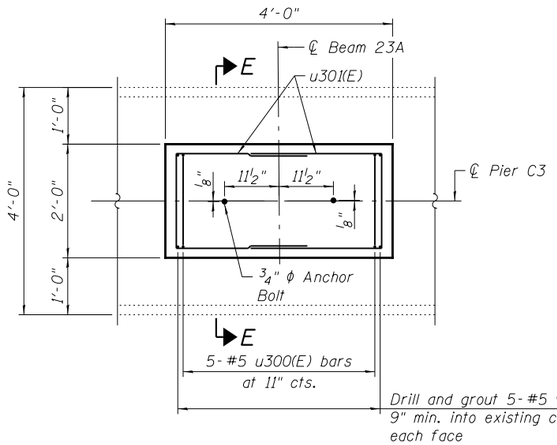
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h400(E)	3	#5	12'-5"	
h401(E)	10	#5	24'-5"	
h402(E)	10	#7	3'-4"	
p400(E)	7	#10	21'-4"	
p401(E)	28	#10	28'-5"	
p402(E)	14	#10	17'-11"	
p403(E)	14	#10	22'-5"	
s400(E)	52	#5	9'-7"	
s401(E)	42	#5	15'-9"	
sp400(E)	1	#5	12'-8"	
u300(E)	5	#5	4'-2"	
u301(E)	6	#5	7'-4"	
u400(E)	8	#5	11'-2"	
u401(E)	13	#5	10'-0"	
v300(E)	10	#5	2'-7"	
v400(E)	20	#10	13'-3"	
v401(E)	20	#10	15'-11"	
Concrete Structures			Cu. Yd.	58.4
Reinforcement Bars, Epoxy Coated			Pound	11,290
Concrete Sealer			Sq. Ft.	744

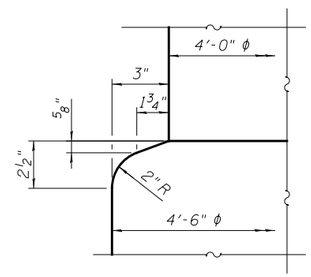
* Length is height of spiral



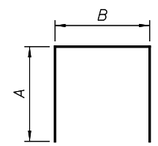
SECTION C-C



CONCRETE PEDESTAL DETAIL AT PIER C3



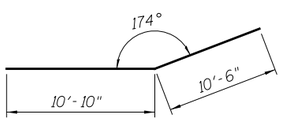
DETAIL A



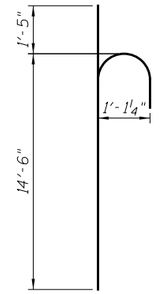
BARS

A & B DIMENSIONS

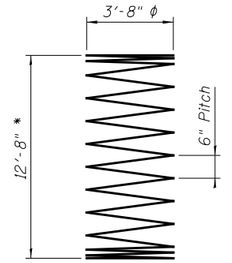
Bar	A	B
s400(E)	3'-5"	2'-9"
u300(E)	1'-3"	1'-8"
u301(E)	2'-10"	1'-8"
u400(E)	3'-6"	4'-2"
u401(E)	1'-8"	4'-2"



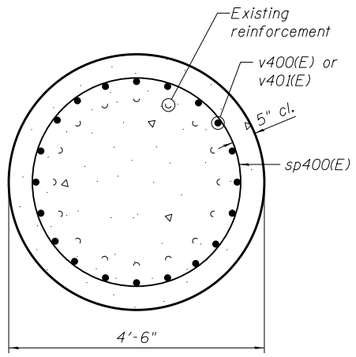
BAR p400(E)



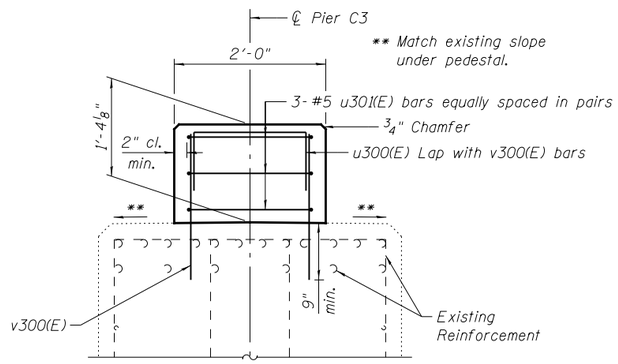
BAR v401(E)



BAR sp400(E)

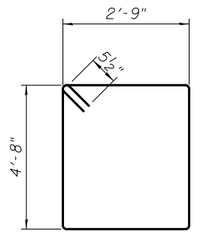


SECTION D-D



SECTION E-E

(Anchor bolts not shown for clarity)



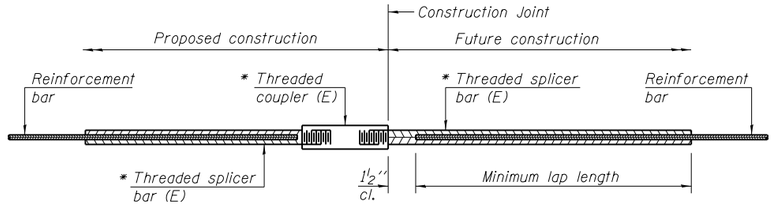
BARS s401(E)

Note:
1. Reinforcement bars designated (E) shall be epoxy coated.
2. Space reinforcement in column cap to miss anchor bolts.
3. Bars equally spaced, unless otherwise noted.
4. Apply concrete sealer to all exposed concrete surfaces of the pier.
5. All edges shall have standard ¾" chamfer, unless otherwise noted.
6. Spirals are measured vertically.
7. Drilling and grouting of bars into existing pier cap and column shall be done in accordance with Article 584 of the Standard Specifications. Drilled and grouted bars shall maintain 5" clearance from an existing face of concrete and shall be installed such that they miss existing pier cap reinforcement. Cost included with Reinforcement Bars, Epoxy Coated.

0160461-62B76-S021-PC4.dgn

PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER C4 DETAILS STRUCTURE NO. 016-0461
		CHECKED - JIG	REVISED -		
	PLOT SCALE = N.T.S.	DRAWN - IJL	REVISED -		SHEET NO. S2-21 OF S2-22 SHEETS
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	213
		CONTRACT NO. 62B76		
		ILLINOIS FED. AID PROJECT		

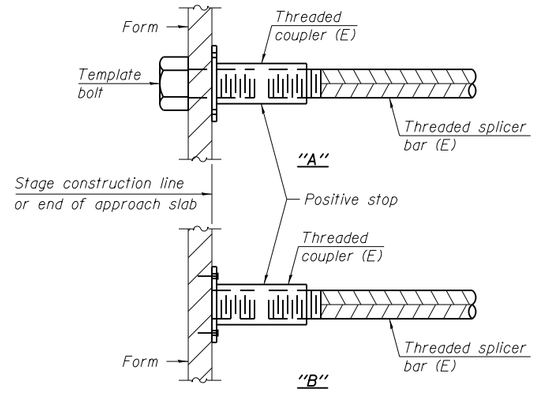


STANDARD BAR SPLICER ASSEMBLY

Threaded splicer bar length = min. lap length + $1\frac{1}{2}''$ + thread length

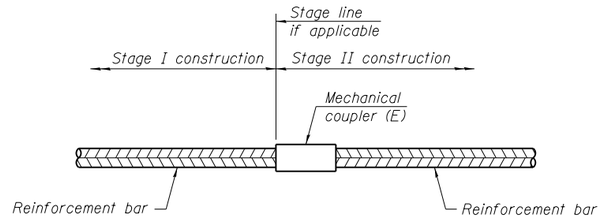
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Pier C4 (Top bar)	#5	3	3'-8"
Pier C4	#5	10	3'-3"
Pier C4 (Top bar)	#10	14	12'-4"
Pier C4	#10	14	10'-10"



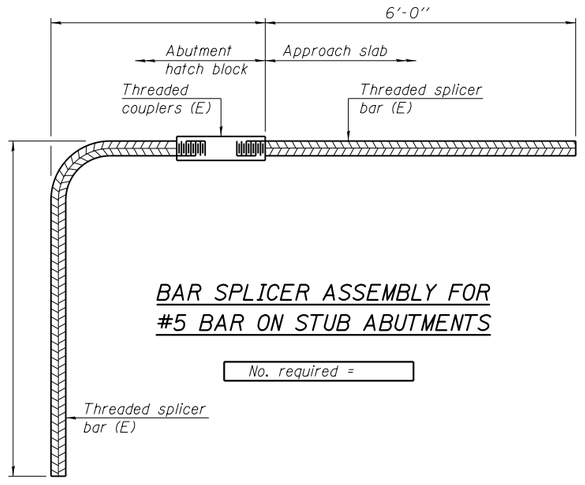
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

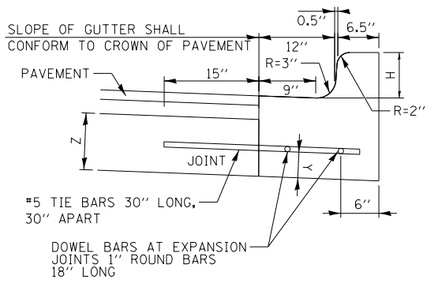
All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

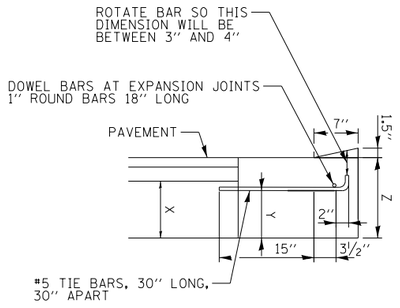
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

0160461-62B76-S022-BAR.dgn

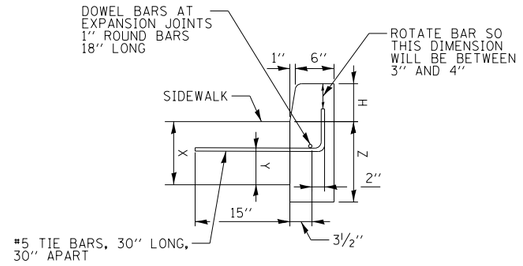
PARSONS BRINCKERHOFF	USER NAME = lopezgonzalez	DESIGNED - IJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 016-0461	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - JIG	REVISED -			90/94/290	2015-080R&B	COOK	250	214
	PLOT SCALE = N.T.S.	DRAWN - DCP	REVISED -						CONTRACT NO. 62B76	
	PLOT DATE = 5/6/2016	CHECKED - JIG	REVISED -		SHEET NO. S2-22 OF S2-22 SHEETS		ILLINOIS	FED. AID PROJECT		



COMBINATION CURB AND GUTTER
TYPE B V.12 (CDOT)



DEPRESSED CURB



BARRIER CURB

CONCRETE CURB, TYPE B (SPECIAL) (CDOT)

DEPRESSED CURB & GUTTER

DEPRESSED CURB AND GUTTER AND TRANSITIONS BETWEEN BARRIER CURB WILL BE PAID FOR UNDER THE ADJACENT CURB ITEM. DEPRESSED CURB AND MOUNTABLE GUTTER MUST MEET CDOT ADA STANDARDS.

JOINTS IN CURB, COMBINED CURB AND GUTTER

TRANSVERSE JOINTS OF A TYPE SIMILAR TO THAT USED IN THE ADJACENT PAVEMENT SHALL BE INSTALLED IN THE CURB, GUTTER AND COMBINED CURB & GUTTER IN PROLONGATION WITH THE JOINTS IN THE PAVEMENT. THE DETAILS OF THE TRANSVERSE JOINTS IN THE CURB, GUTTER AND COMBINED CURB & GUTTER SHALL BE APPROVED BY THE ENGINEER. CURB, GUTTER OR COMBINED CURB AND GUTTER IS CONSTRUCTED ADJACENT TO A FLEXIBLE BASE PAVEMENT, 1'' THICK EXPANSION JOINTS COMPOSED OF BITUMINOUS PREFORMED JOINT FILLER SHALL BE INSTALLED IN THE CURB AND/OR GUTTER AT POINTS OF CURVATURE AND AT CONSTRUCTION JOINTS. CONTRACTION JOINTS SHALL ALSO BE PLACED BETWEEN THESE EXPANSION JOINTS AT DISTANCES NOT EXCEEDING 20 FEET. ALL TIE BARS SHALL BE DEFORMED - ALL DOWEL BARS SHALL BE SMOOTH. ALL TIE BARS AND DOWEL BARS TO BE EPOXY COATED.

JOINTS IN CURB, COMBINED CURB AND GUTTER

THE COST OF ALL JOINTS, INCLUDING LABOR, FURNISH AND PLACING OF STEEL, JOINT FILLER, SEALANT, AND ALL OTHER INCIDENTALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONCRETE CURB, TYPE B (SPECIAL) (CDOT), AND COMBINATION CURB AND GUTTER TYPE B V.12 (CDOT) ITEMS. SAWCUTTING AND FURNISHING AND INSTALLING CURB ANCHORS, DOWELS, AND TIE BARS SHALL ALSO BE INCIDENTAL TO THESE ITEMS.

DETAILS OF CONCRETE CURB, TYPE B (SPECIAL) (CDOT) AND COMBINATION CURB AND GUTTER TYPE B V.12 (CDOT)

NOTE:

H = VARIABLE, MINIMUM 3'' AND NOT TO EXCEED 9'' (SEE PLANS)
X = THICKNESS OF PAVEMENT
Y = ONE HALF THE THICKNESS OF CONCRETE PAVEMENT OR CONCRETE BASE
Z = 10'' OR THICKNESS OF PAVEMENT - WHICHEVER IS GREATER

TranSystems

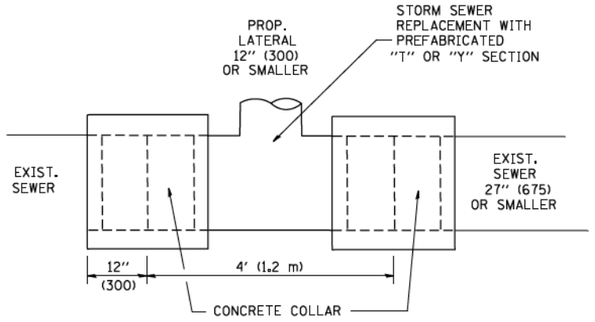
D162B76-SHT-DETAIL-01.dgn	DESIGNED - MKW	REVISED -	
USER NAME = BAWitort	DRAWN - BAW	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - JMG	REVISED -	
PLOT DATE = 5/6/2016	DATE - 5/6/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY DETAILS
BARRIER WALL

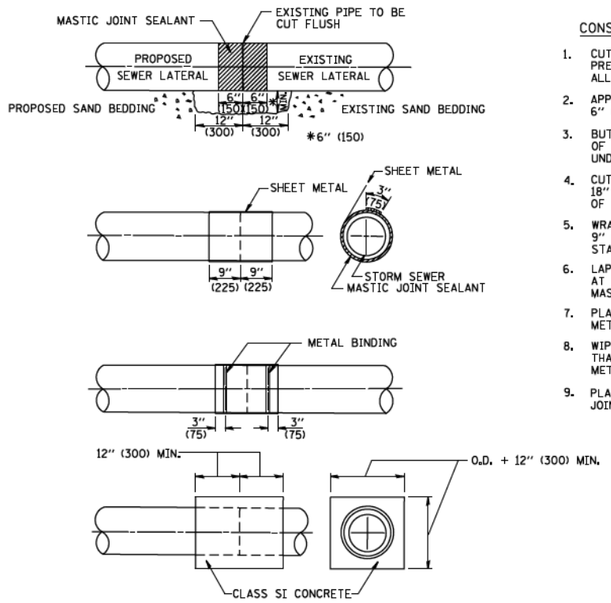
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	215
		CONTRACT NO. 62B76		
	ILLINOIS	FED. AID PROJECT		



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER

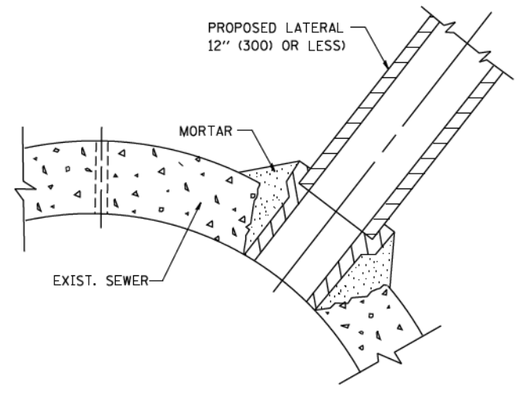


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERANCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

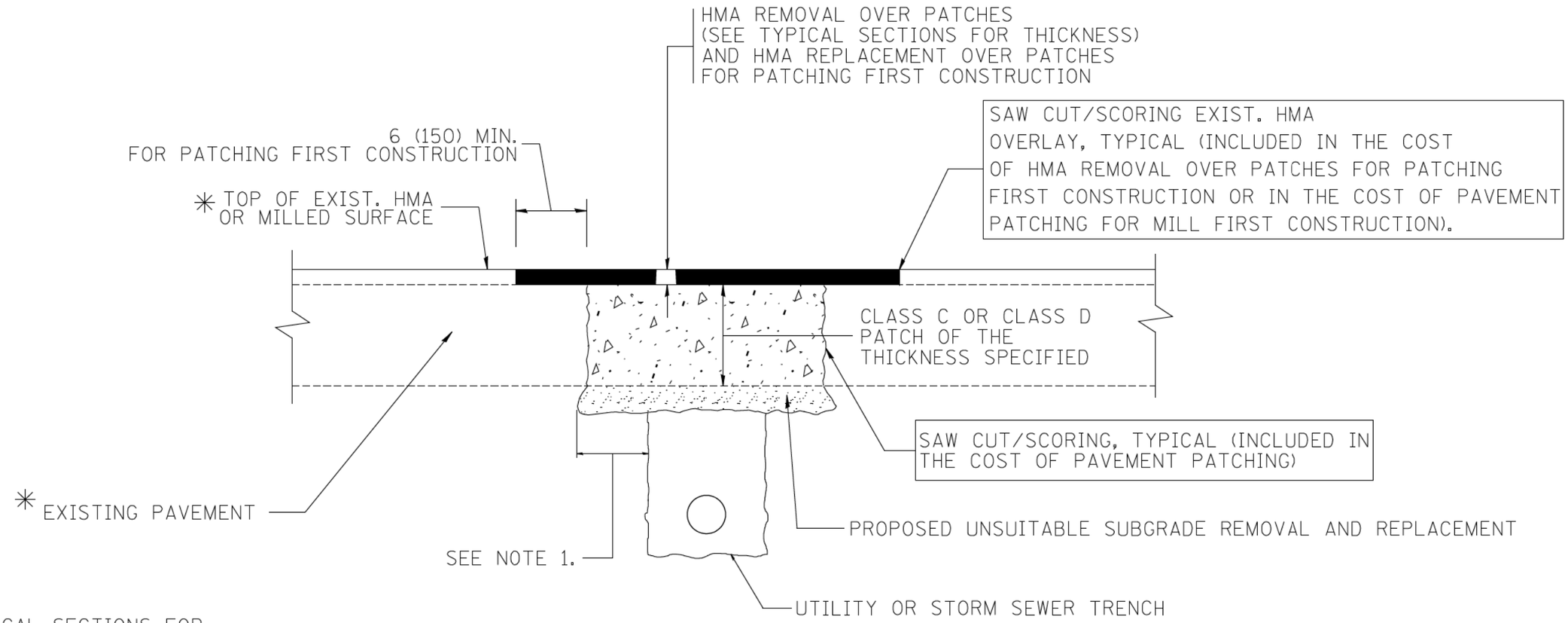
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94					90/94/290	2015-080R&B	COOK	250	216
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)		CONTRACT NO. 62B76	
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

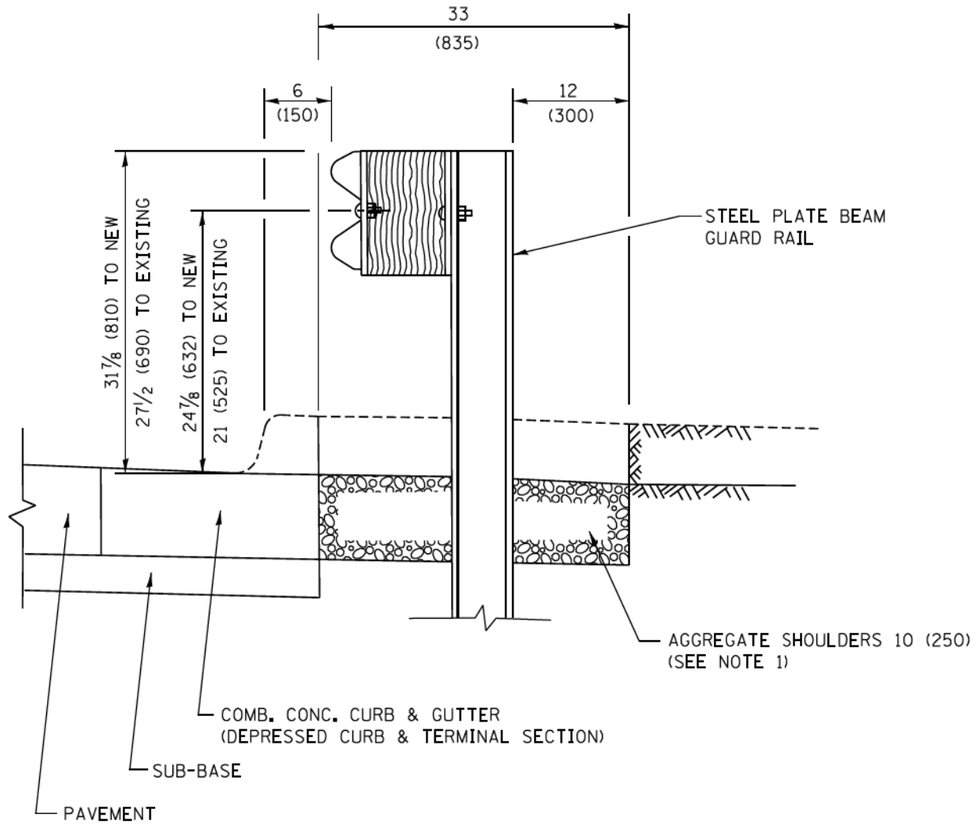
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 01-01-07					90/94/290	2015-080R&B	COOK	250	217
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07						BD400-04 (BD-22)		CONTRACT NO. 62B76	
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



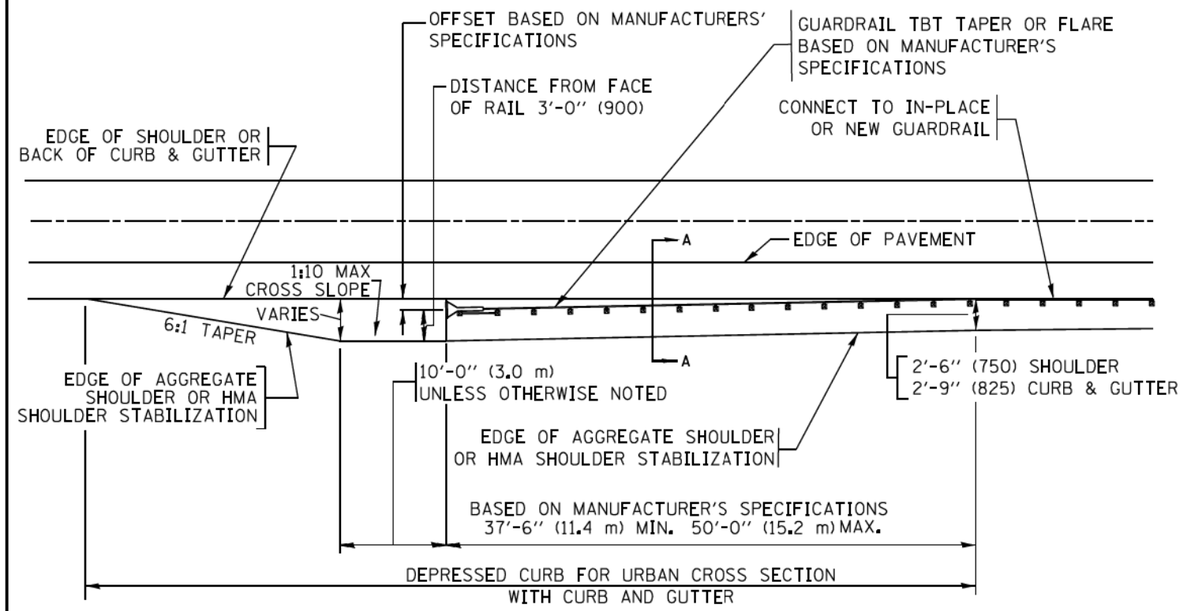
SECTION A-A

NOTES:

1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT TO CURB AND GUTTER

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPL.

AGGREGATE SHOULDER, 10 (250) WILL BE PAID ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL

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

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov#PWIDOT\Documents\IDOT Offices\District 1\Projects\DistStds\BD2WIN\CADData\CADsheets\bd34.dgn	USER NAME = dravakosgn	DESIGNED - M. DE YONG	REVISED - R. BORO 12-08-2008	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY.1 SPL.
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 08-06-2012		
Default	PLOT DATE = 12/21/2015	DATE - 09-22-90	REVISED - R. BORO 05-08-2015		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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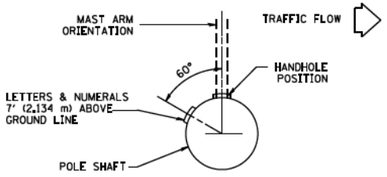
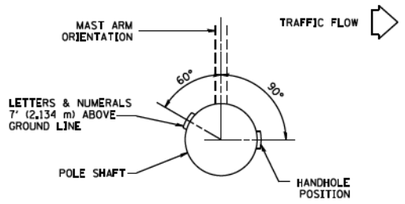
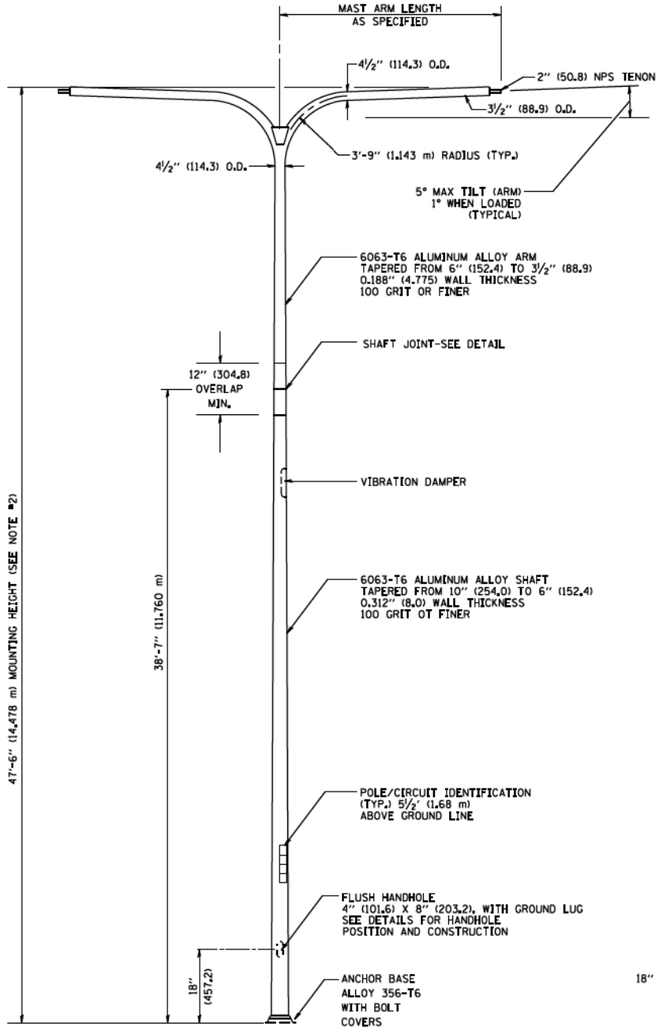
	BD600-10 (BD 34)	CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



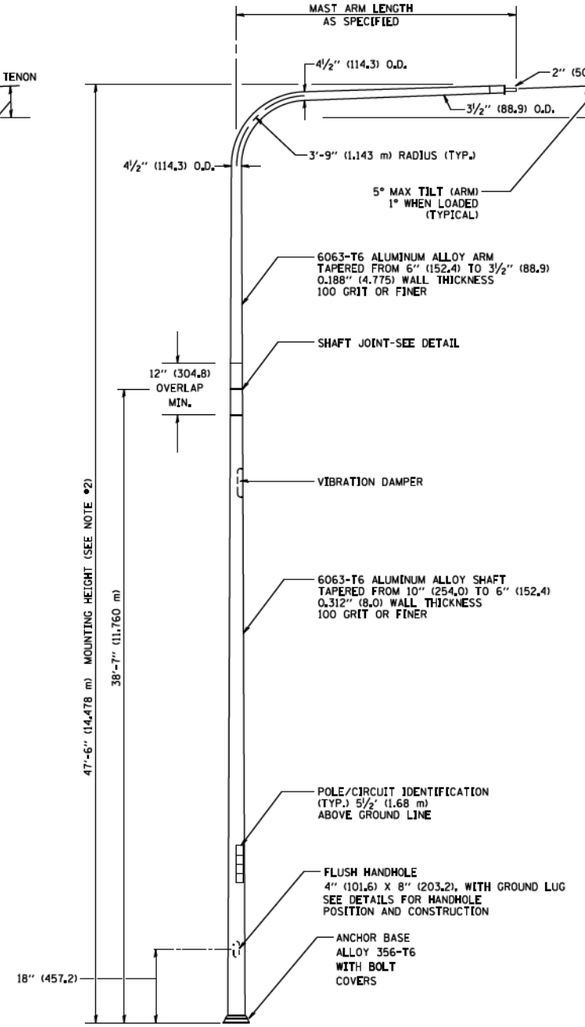
POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES MOUNTED ON BRIDGE PARAPET OR BARRIER WALL



POSITION OF HANDHOLE AND POLE NUMBER FOR SINGLE MAST ARM POLES



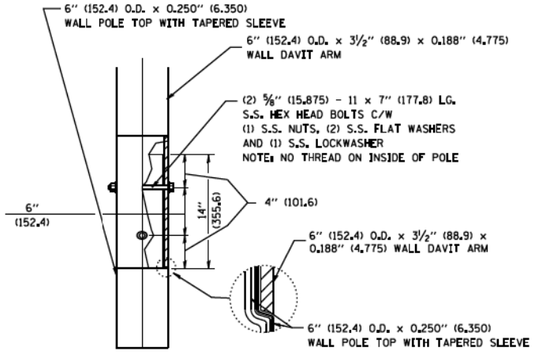
TWIN ARM POLE



SINGLE ARM POLE

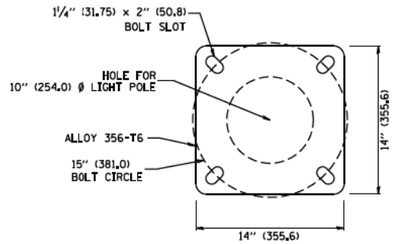
NOTES:

1. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
2. MOUNTING HEIGHT IS DEFINED AS THE DISTANCE FROM THE CENTERLINE OF THE TENON TO THE BOTTOM OF THE ANCHOR BASE.
3. TWO PIECE SHAFT WILL BE MATCHED MARKED AND INTERCHANGEABLE BETWEEN DIFFERENT UNITS. FIELD DRILLING OF THE HOLES WILL NOT BE ALLOWED.
4. THE LIGHT POLE WILL MEET AASHTO DESIGN CRITERIA AS SPECIFIED.
5. THE INSTALLING CONTRACTOR WILL PROVIDE A UL LISTED GROUNDING CONNECTOR. BURNDY K2C23, T&B SP4DL OR APPROVED EQUAL.
6. LIGHT POLES WILL NOT BE INSTALLED WITHOUT MAST ARMS AND LUMINAIRES.
7. LIGHT POLES WILL BE SET PLUMB ON THE FOUNDATION WITHOUT THE USE OF LEVELING NUTS, WASHERS OR SHIMS.
8. LIGHTING UNIT IDENTIFICATION NUMBERS SHALL BE INSTALLED BEFORE THE LIGHTING UNIT IS ENERGIZED.



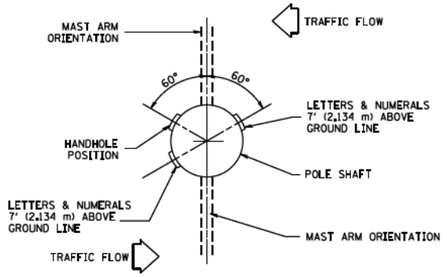
DAVIT ARM CONNECTION

[14" (355.6) OVERLAP SHOWN]

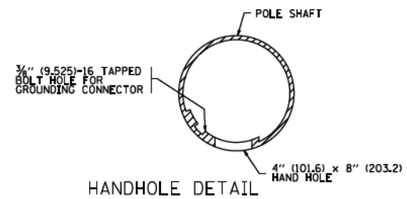


LIGHT POLE BASE PLATE DETAIL

(FOR POLE MOUNTED ON 15 INCH (381.0) BOLT CIRCLE FOUNDATION)



POSITION OF HANDHOLE AND POLE NUMBER FOR TWIN MAST ARM POLES



HANDHOLE DETAIL

(N.T.S.)

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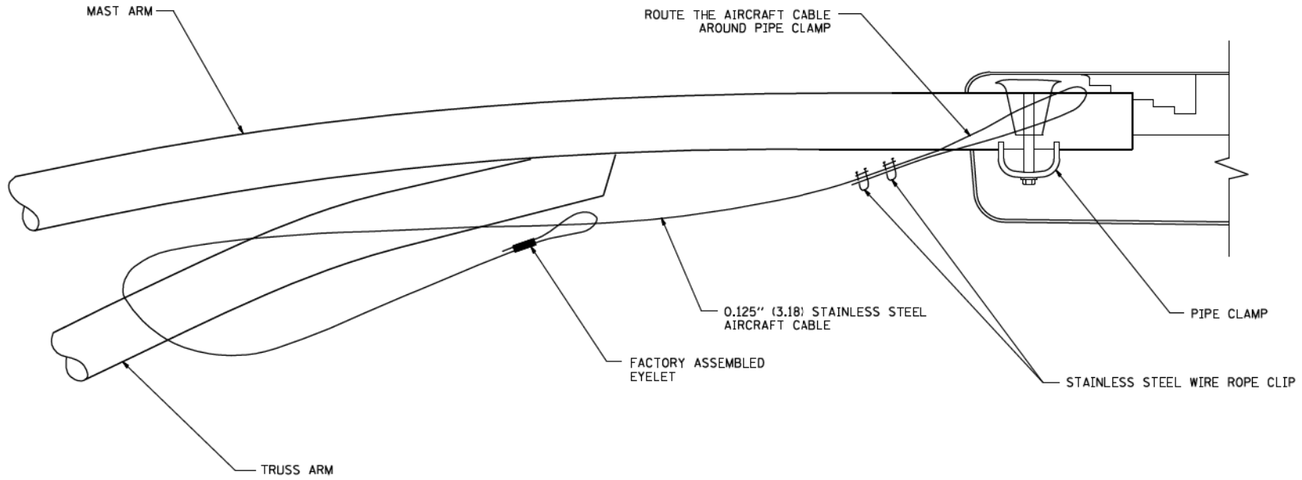
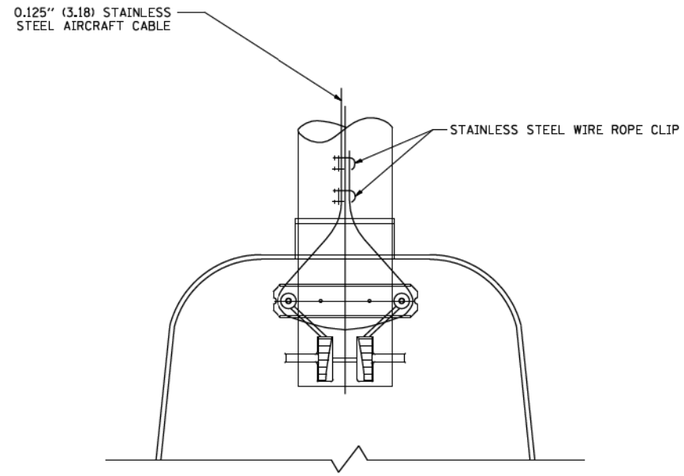
		DRAWN - LEY	REVISED - R. TOMSONS 09-06-00					
	PLOT SCALE = 50.0000 '/ in.	CHECKED -	REVISED - R. TOMSONS 09-02-03					
	PLOT DATE = 4/4/2013	DATE -	REVISED - R. TOMSONS 01-18-13		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	219
	BE-410	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



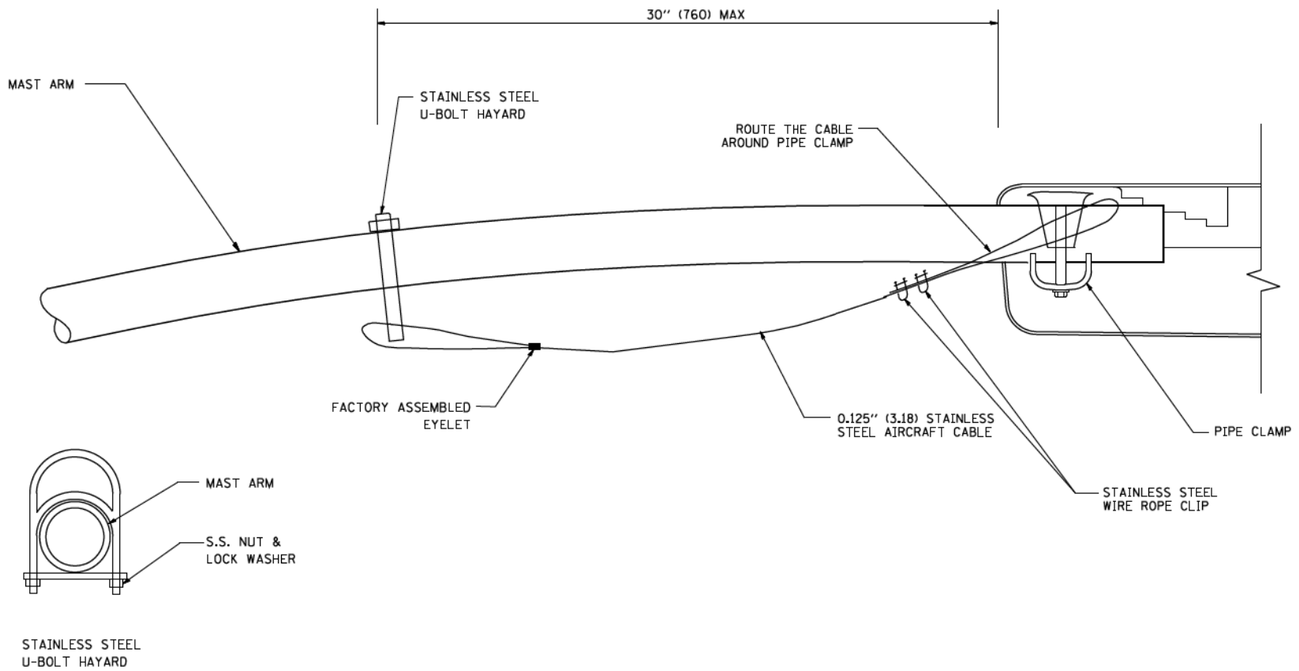
SIDE VIEW (TRUSS ARM)

N.T.S.



BOTTOM VIEW

N.T.S.



SIDE VIEW (SINGLE MEMBER OR DAVIT ARM)

N.T.S.

NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
2. CONTRACTOR SHALL ADJUST THE WIRE CLIP TO ELIMINATE ANY SLACK FROM THE WIRE ROPE.
3. THE 0.125" (3.18) STAINLESS STEEL AIRCRAFT CABLE SHALL REMAIN VISIBLE FROM THE GROUND LEVEL.
4. THE BREAKING STRENGTH OF THE CABLE SHALL BE 1700 LBS. MIN.

FILE NAME = W:\diststd\22x34\be701.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LUMINAIRE SAFETY CABLE ASSEMBLY

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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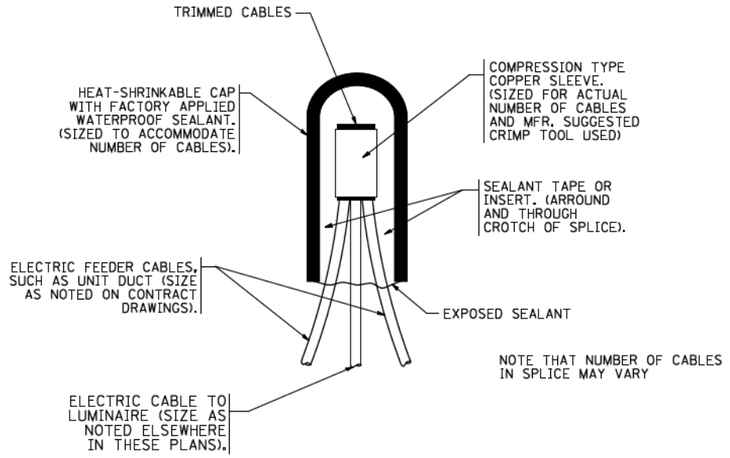
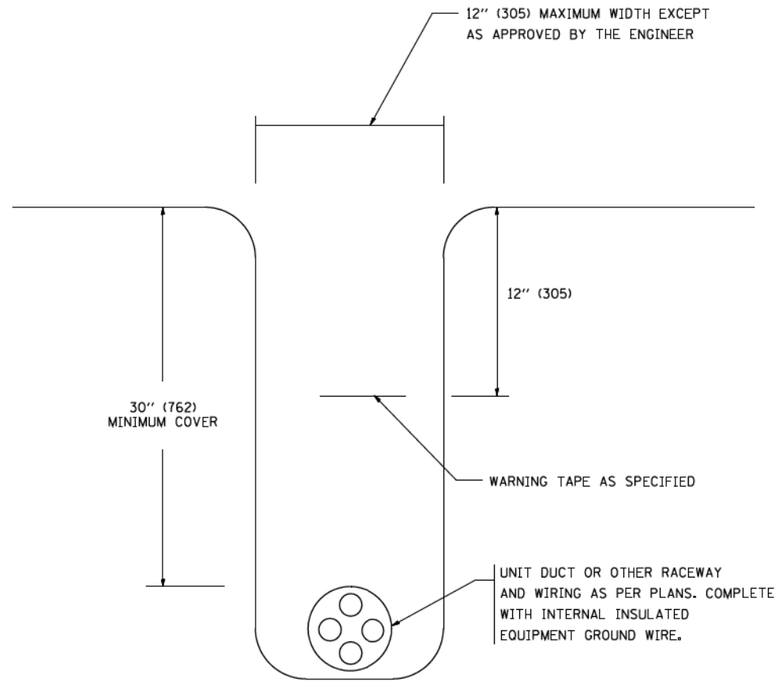
	BE-701	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TYPICAL SPLICE DETAIL

N.T.S.



TYPICAL WIRING IN TRENCH DETAIL

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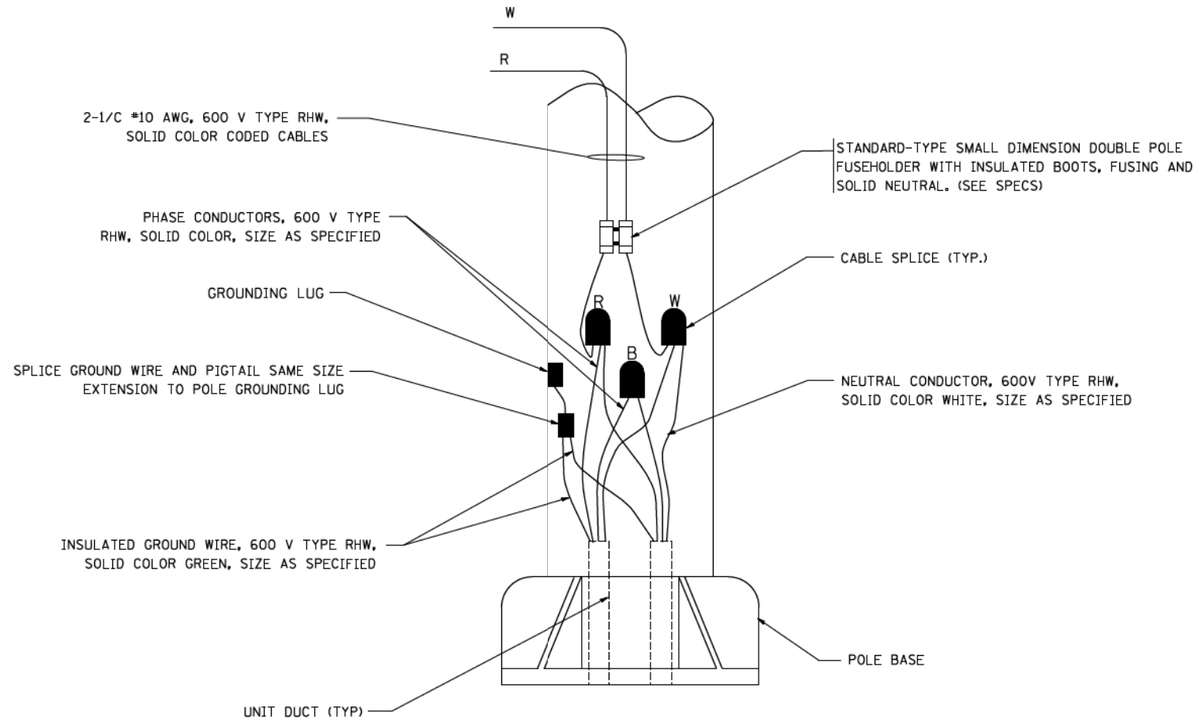

POLE WIRING DETAIL

N.T.S.

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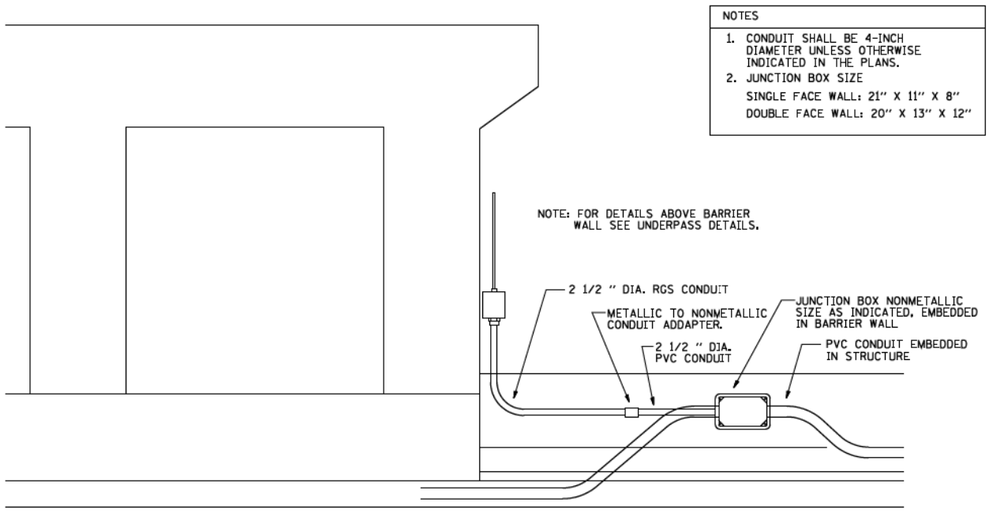
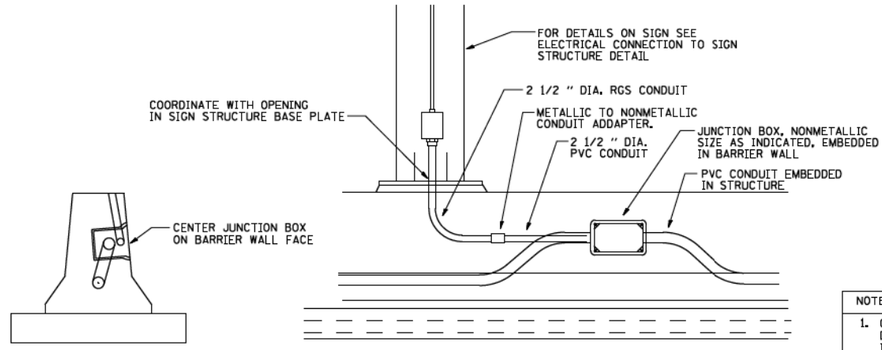


NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - BWD

ELECTRIC CONNECTION TO UNDERPASS LIGHTING

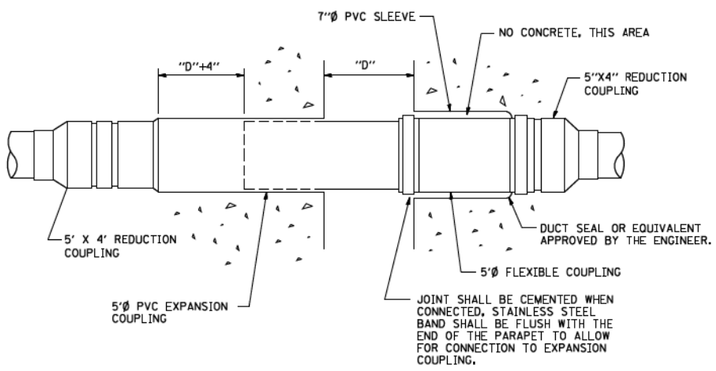


NOTES

1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - SGN

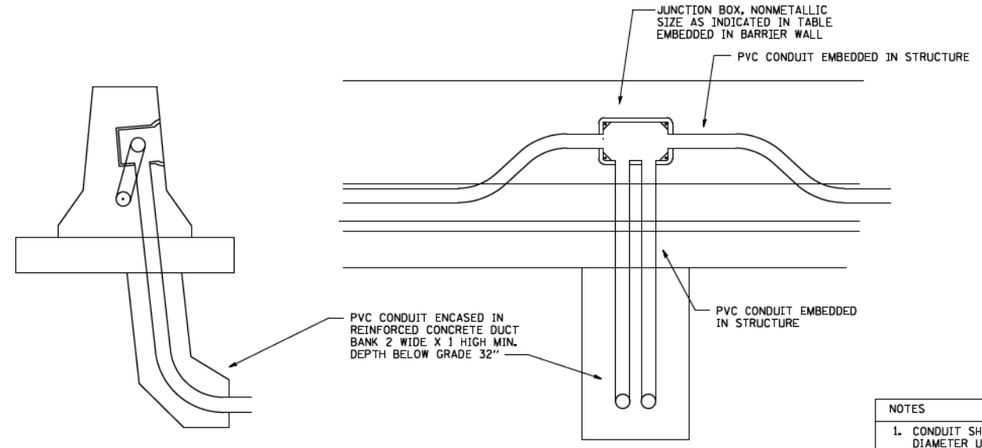
JUNCTION BOX EMBEDDED IN BARRIER WALL FOR SIGN LIGHTING



INSTALLATION OF CONDUIT

IN BRIDGE PARAPET EXPANSION JOINT

(N.T.S.)



NOTES

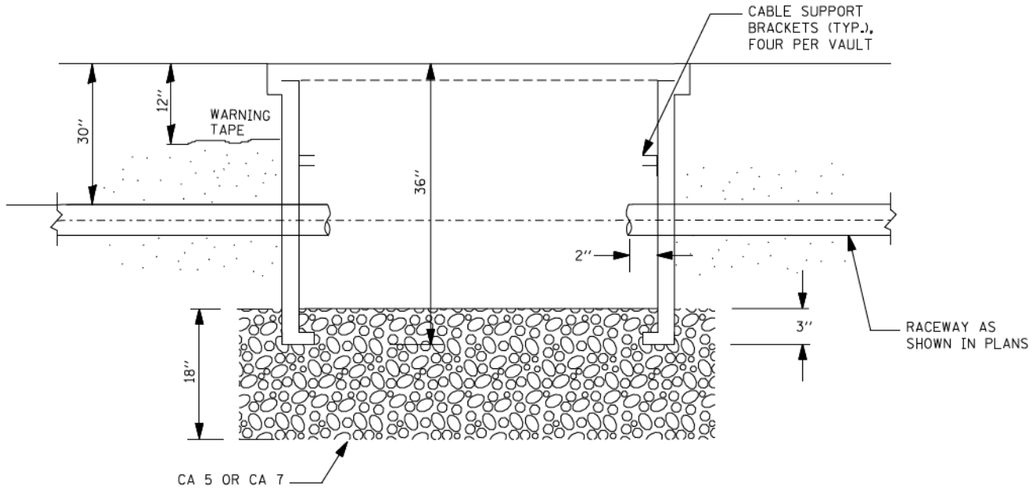
1. CONDUIT SHALL BE 4-INCH DIAMETER UNLESS OTHERWISE INDICATED IN THE PLANS.
2. JUNCTION BOX SIZE
   SINGLE FACE WALL: 21" X 11" X 8"
   DOUBLE FACE WALL: 20" X 13" X 12"

ED - BW

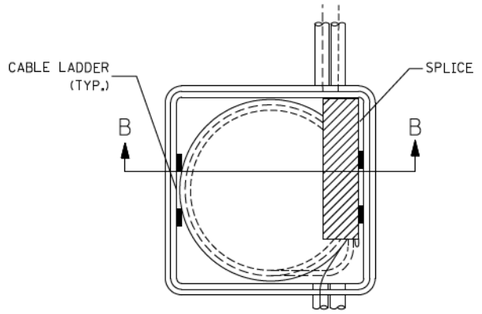
JUNCTION BOX EMBEDDED IN BARRIER WALL

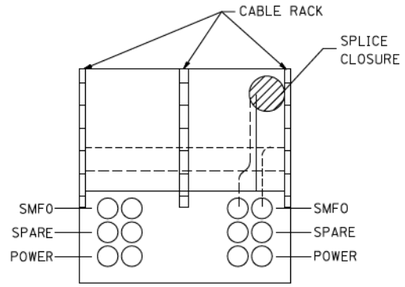
FILE NAME = be703.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MISCELLANEOUS ELECTRICAL DETAILS, SHEET B J BOX EMBEDDED IN BARRIER WALL – INSTALLATION OF CONDUIT IN BRIDGE PARAPET EXPANSION JOINT – ELECTRIC CONNECTION TO UNDERPASS LIGHTING
		DRAWN -	REVISED -		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.
	PLOT DATE = 2/5/2009	DATE - 01-20-2009	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	222
	BE-703	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

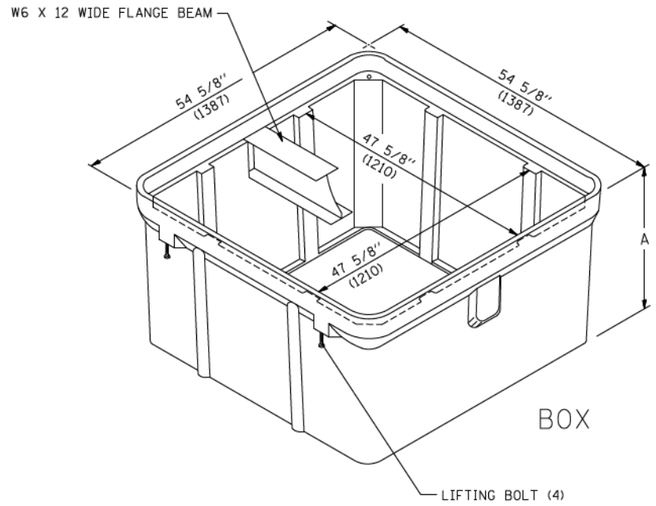


SECTION A-A



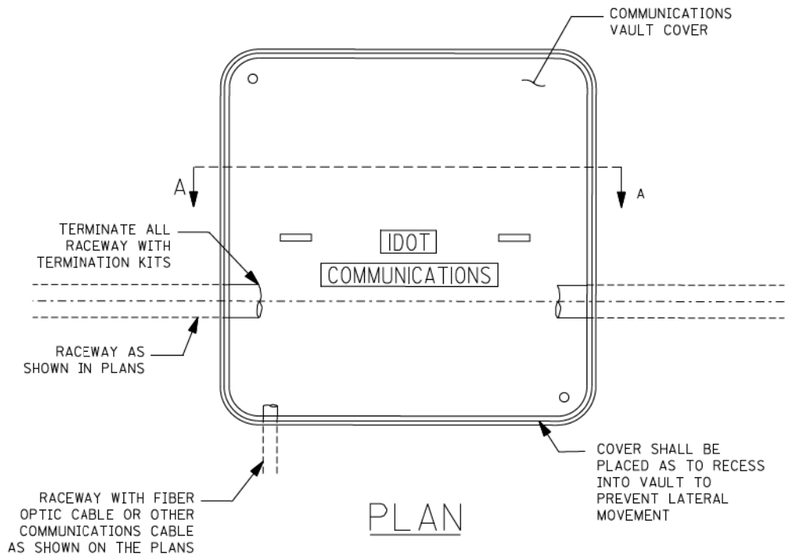


SECTION B-B



BOX

ISOMETRIC

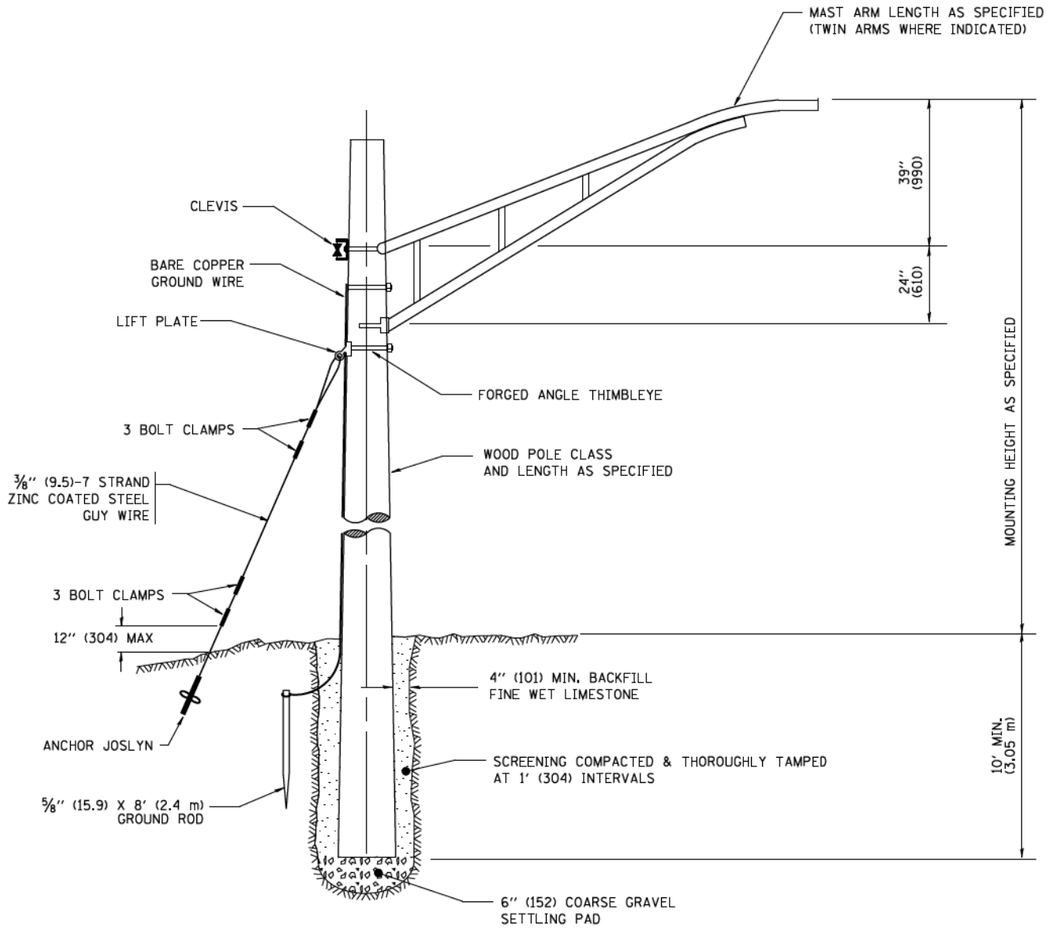


PLAN

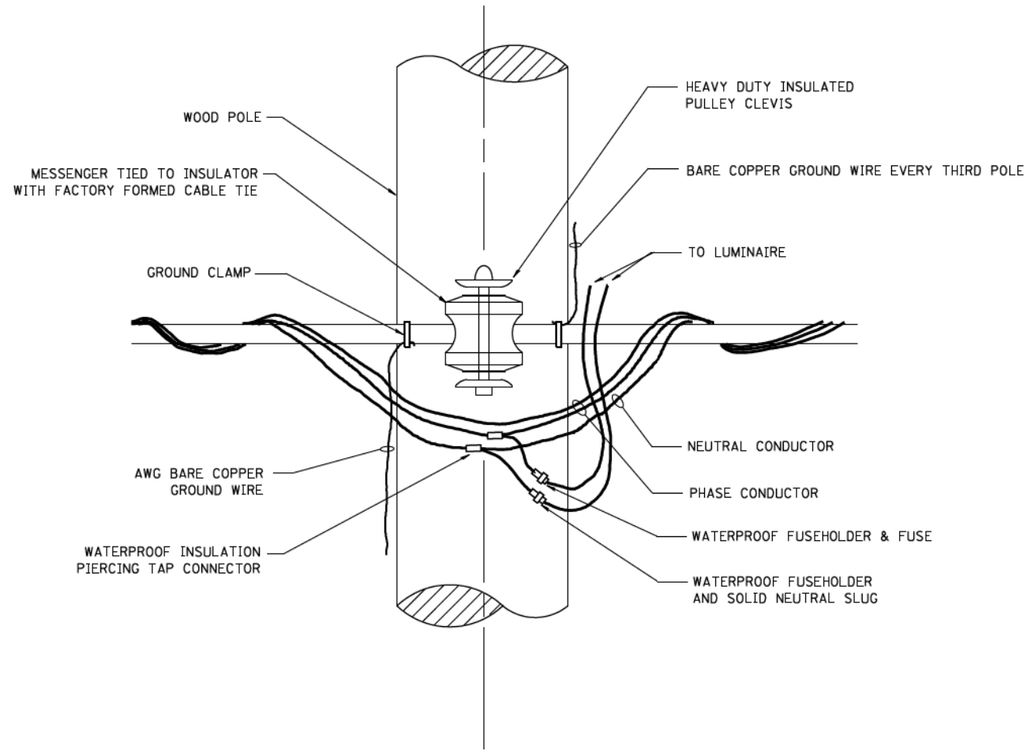
NOTES:

1. BOX SHALL HAVE AN OPEN BASE.
2. COVER SHALL WITHSTAND A 22,500/33,750 DESIGN/TEST LOADING AND SHALL LOCK.
3. ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION OR PUNCH DRIVEN AT TIME OF PLACEMENT. IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.
4. FIELD PLACEMENT OF COMMUNICATIONS VAULT SHALL BE AS DIRECTED BY THE ENGINEER.
5. ALL DIMENSIONS ARE MINIMUM AND A LARGER SIZE HANDHOLE MAY BE USED, WITH THE APPROVAL OF THE ENGINEER, TO FACILITATE USING A MANUFACTURER'S STANDARD PRODUCT.

FILE NAME = c:\pw_work\PWIDOT\LEYSA\d0108315\be705.dgn	USER NAME = leyse	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	COMMUNICATIONS VAULT, COMPOSITE CONCRETE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			90/94/290	2015-080R&B	COOK	250	223
	PLOT SCALE = 50.0000 '/ IN.	CHECKED -	REVISED -				BE-705	CONTRACT NO. 62876		
	PLOT DATE = 3/29/2010	DATE - 03-22-10	REVISED -		SCALE: NONE SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL

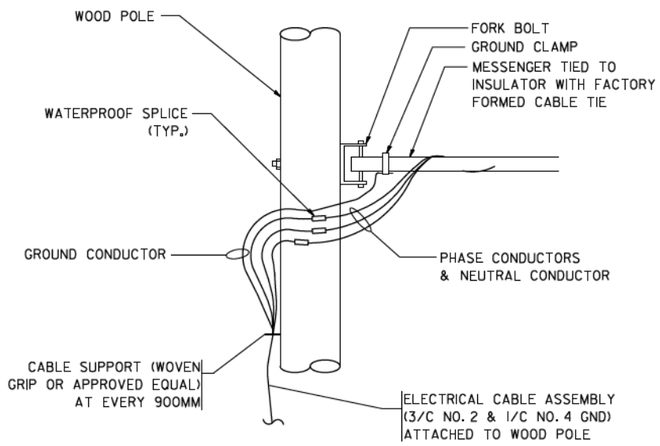


TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

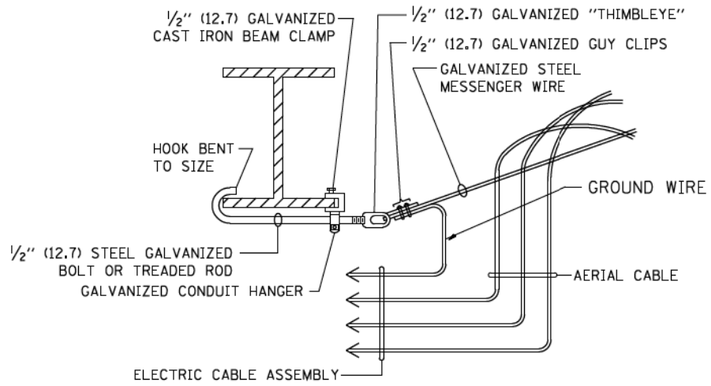
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME = W:\diststd\22x34\be800.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY LIGHT POLE DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			90/94/290	2015-080R&B	COOK	250	224
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -				BE-800		CONTRACT NO. 62B76	
	PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



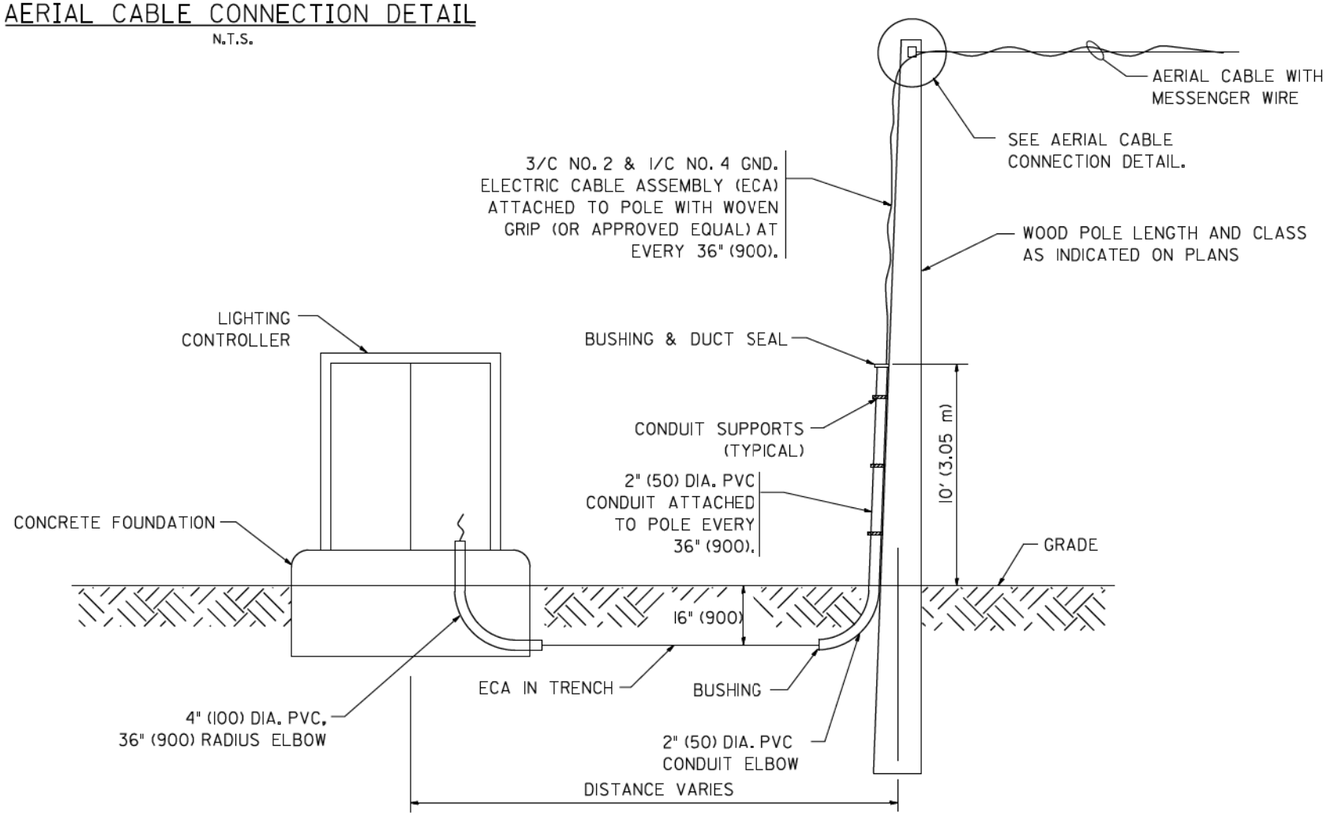
AERIAL CABLE CONNECTION DETAIL

N.T.S.



AERIAL CABLE ATTACHED TO STRUCTURE

NOT TO SCALE



WOOD POLE TO LIGHTING CONTROLLER WIRING CONNECTION DETAIL

N.T.S.

NOTES:

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

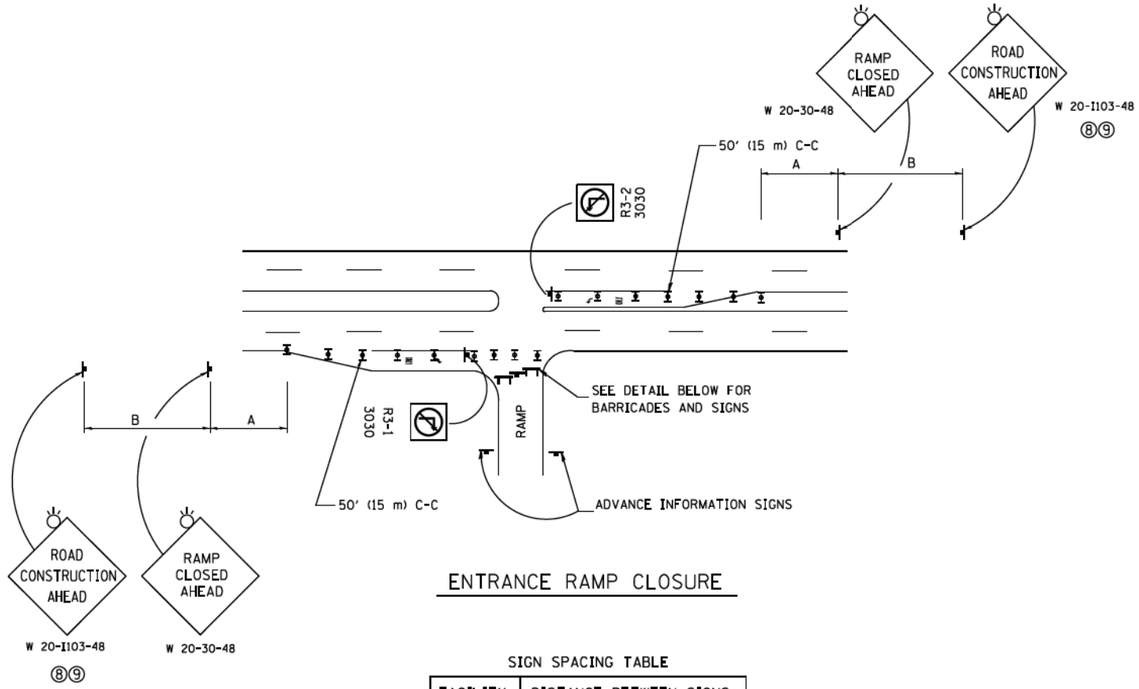
FILE NAME = W:\diststd\22x34\be801.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - 08-08-03
		DRAWN -	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY AERIAL CABLE INSTALLATION

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	225
	BE-801	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

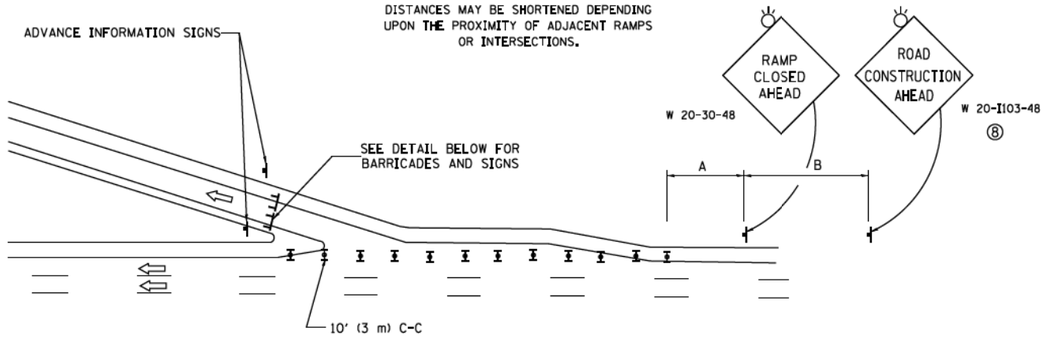


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS A	DISTANCE BETWEEN SIGNS B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY ≤24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

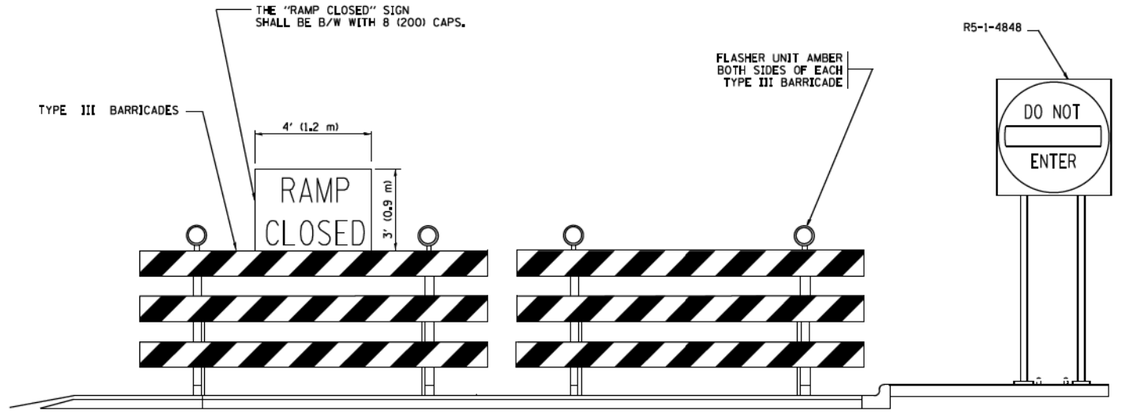


EXIT RAMP CLOSURE

SYMBOLS

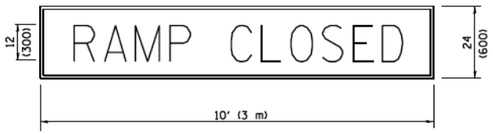
TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

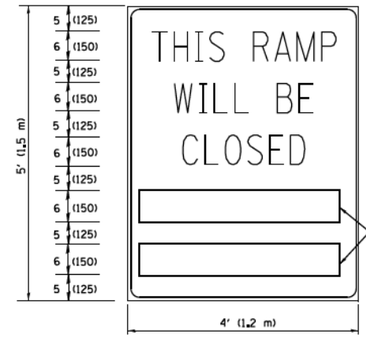
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

½ (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

1. CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
2. STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
3. A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED BY A W20-7 FLAGGER WARNING SIGN.
4. ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
5. THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
7. THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
8. ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
9. ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\tc08.dgn	USER NAME = footemj	DESIGNED - DWS	REVISED - JAF 02-06
		DRAWN -	REVISED - SPB 01-07
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - SPB 12-09
	PLOT DATE = 7/8/2013	DATE - 02-83	REVISED - MD 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

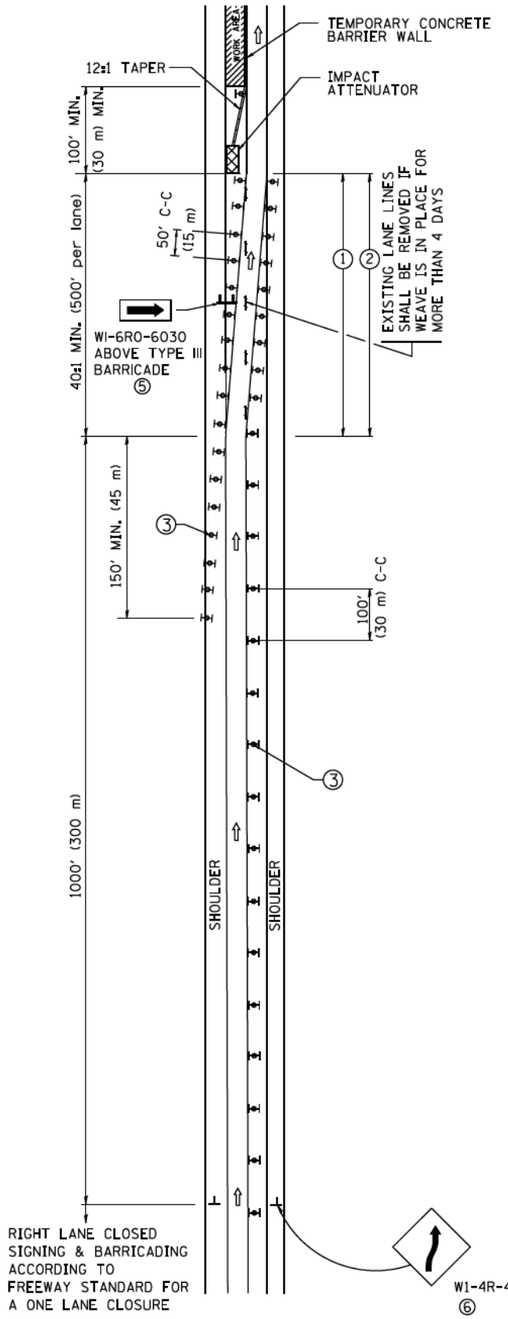
ENTRANCE AND EXIT RAMP CLOSURE DETAILS

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

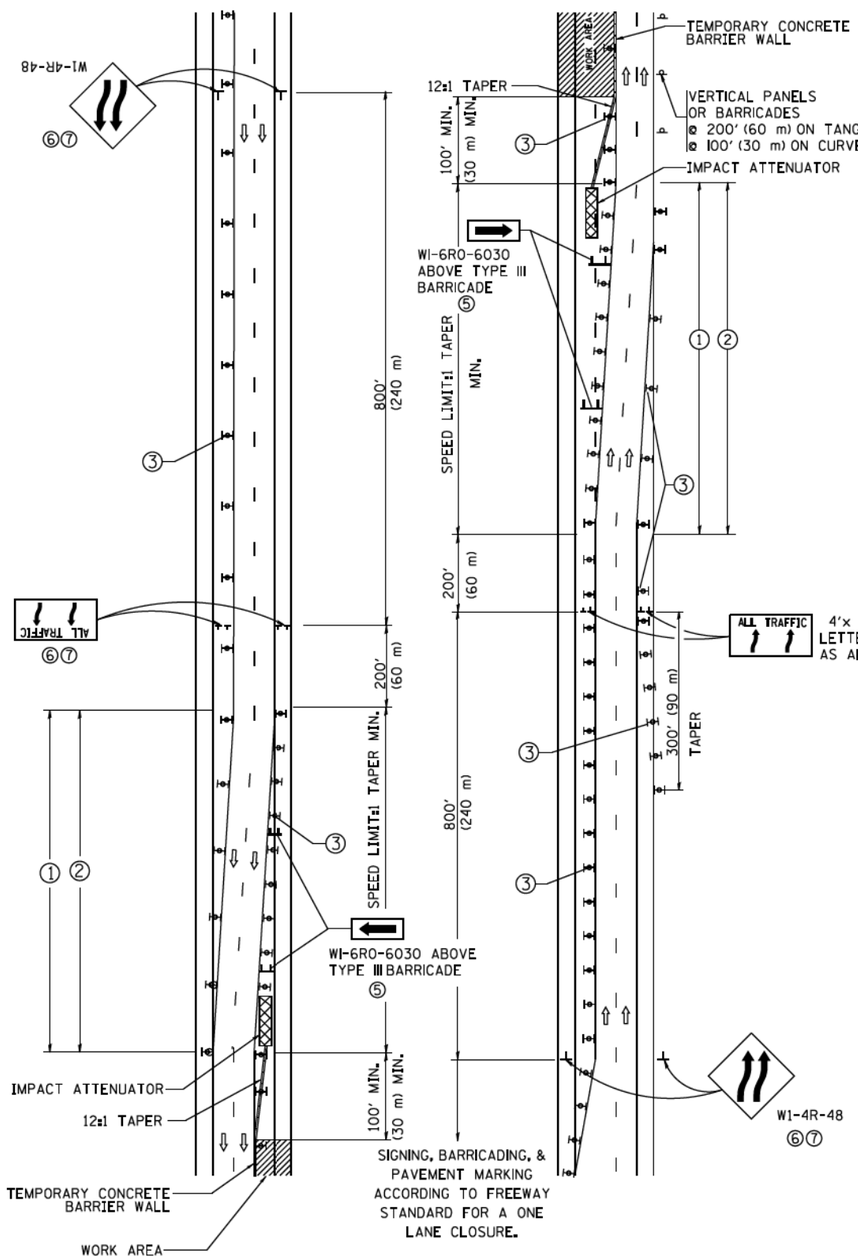
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	226
	TC-08	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

tc08.dgn 7/8/2013 7:18:05 AM User:footemj

SINGLE LANE WEAVE



MULTI-LANE WEAVE



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

GENERAL NOTES

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.

② CONTINOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ TYPE III BARRICADES MAY BE OMMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.

⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR

W24-1-48 ⑦

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

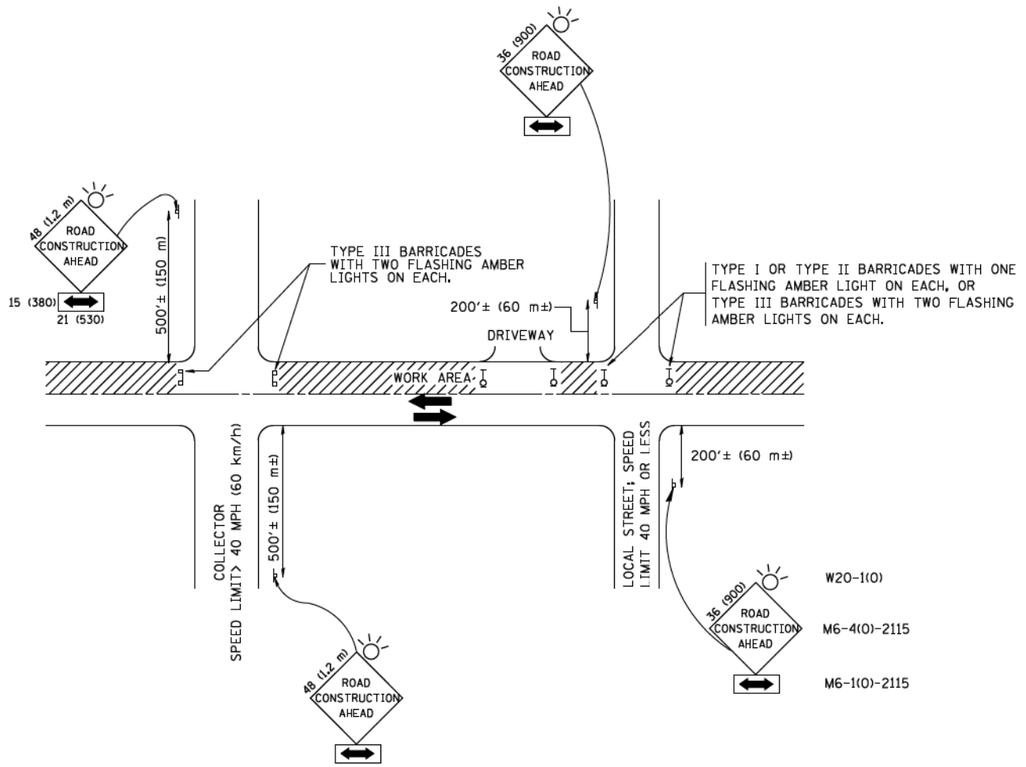
FILE NAME = c:\pw_work\pwidot\footemj\d0108315\tc09.dgn	USER NAME = footemj	DESIGNED - DWS	REVISED - JAF 02-06
		DRAWN -	REVISED - SPB 01-07
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - SPB 12-09
	PLOT DATE = 7/1/2013	DATE - 02-87	REVISED - MD 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	227
	TC-09	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) 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 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   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 (M6-1) 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.

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

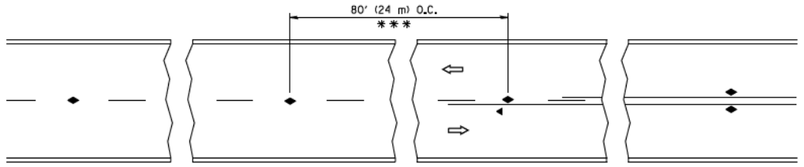
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gegliarobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

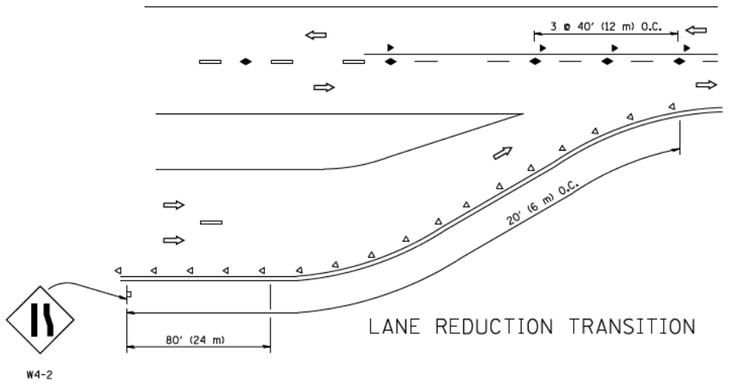
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	228
	TC-10	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

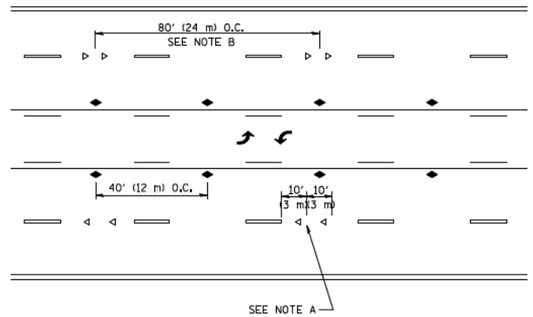


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

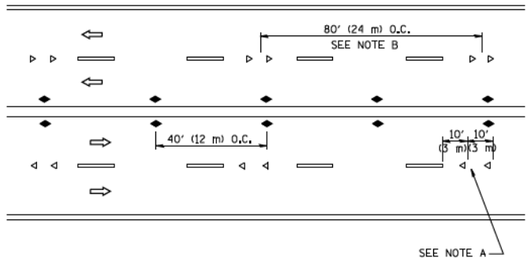
TWO-LANE/TWO-WAY



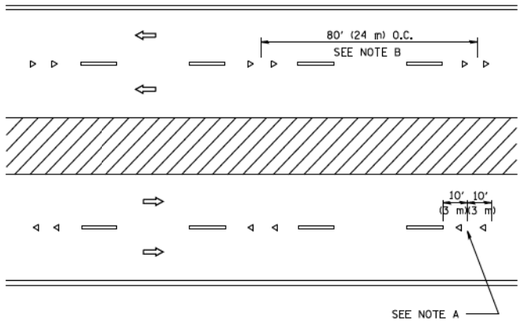
LANE REDUCTION TRANSITION



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 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) 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

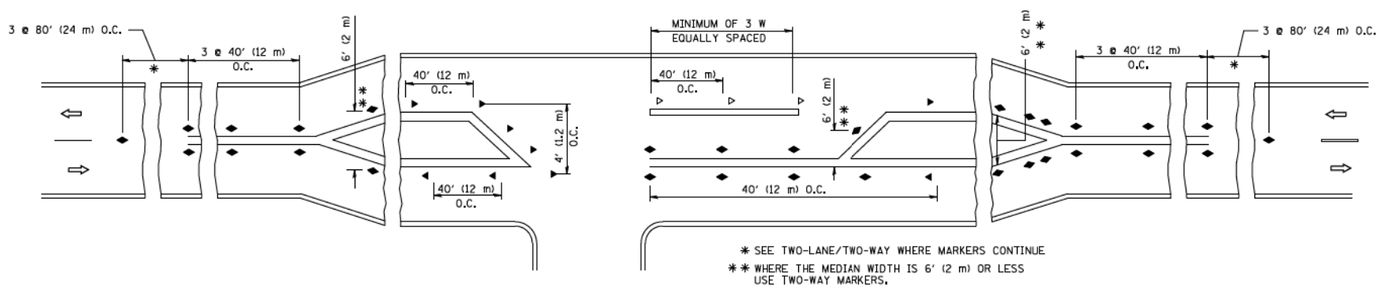
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



LEFT TURN

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

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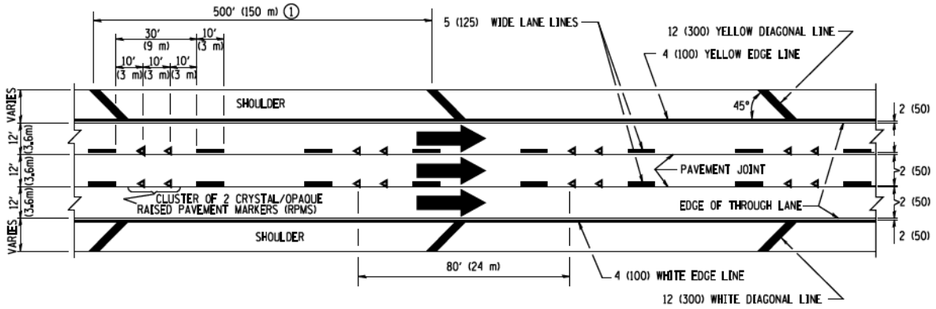
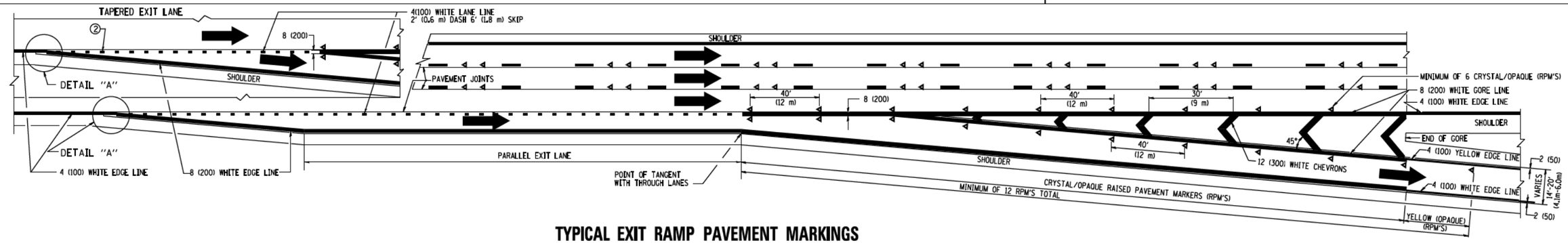
		DRAWN -	REVISED -T. RAMMACHER 03-12-99			90/94/290	2015-080R&B	COOK	250	229
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 01-06-00				TC-11	CONTRACT NO. 62B76		
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



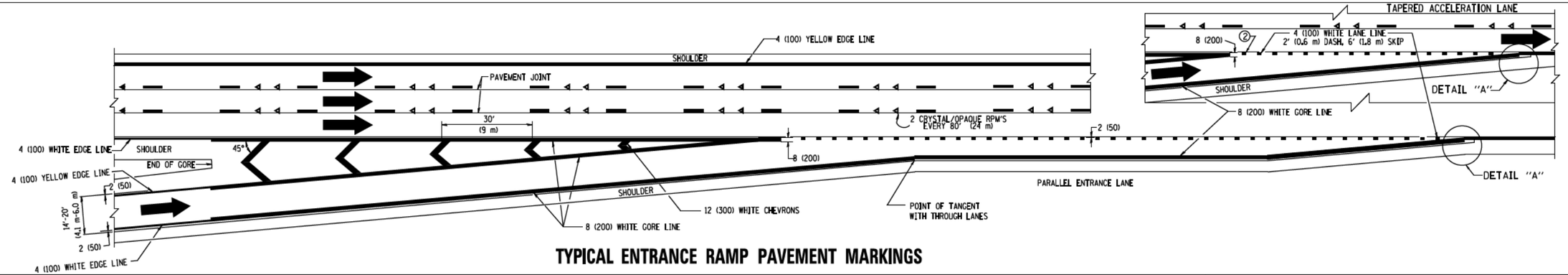
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

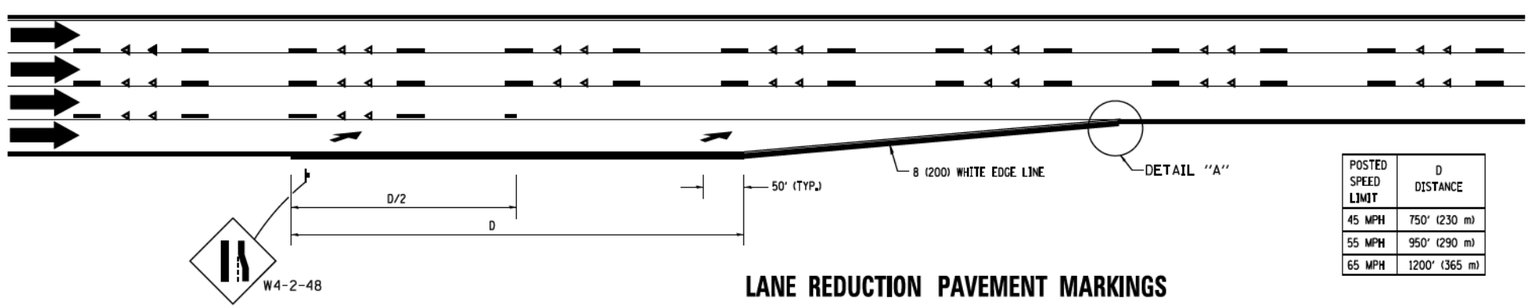
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE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



TYPICAL EXIT RAMP PAVEMENT MARKINGS

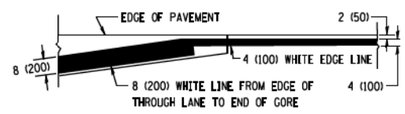


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



NOTES:

① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.

② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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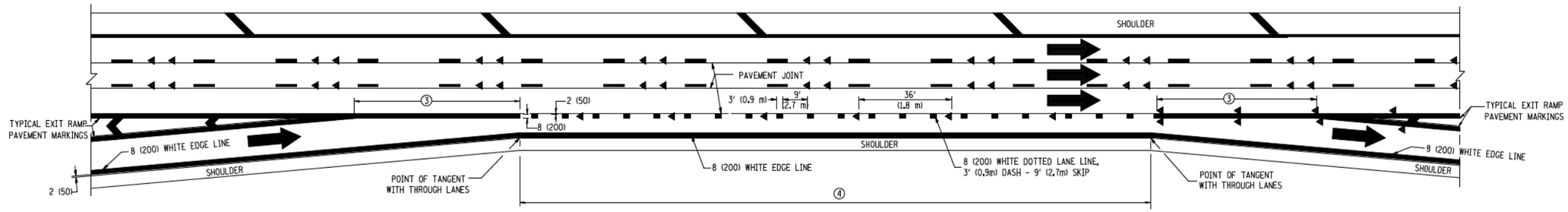
		DRAWN -	REVISED - S.P.B. 01-07
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - S.P.B. 01-10
	PLOT DATE = 7/8/2013	DATE - 01-90	REVISED - M.D. 05-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

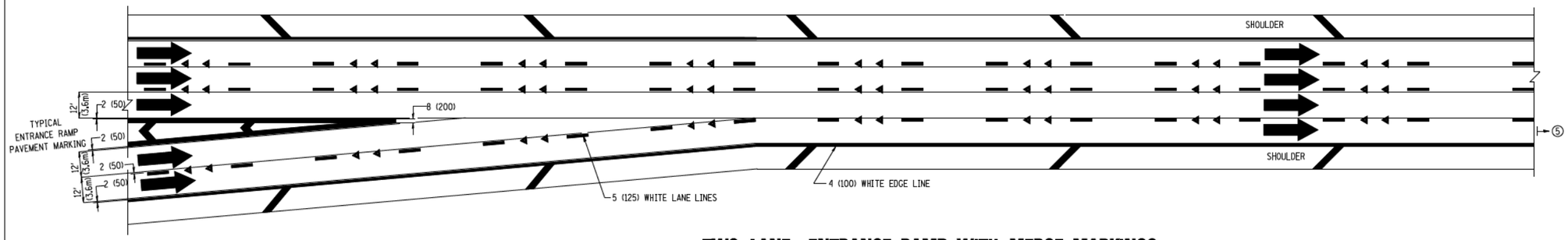
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

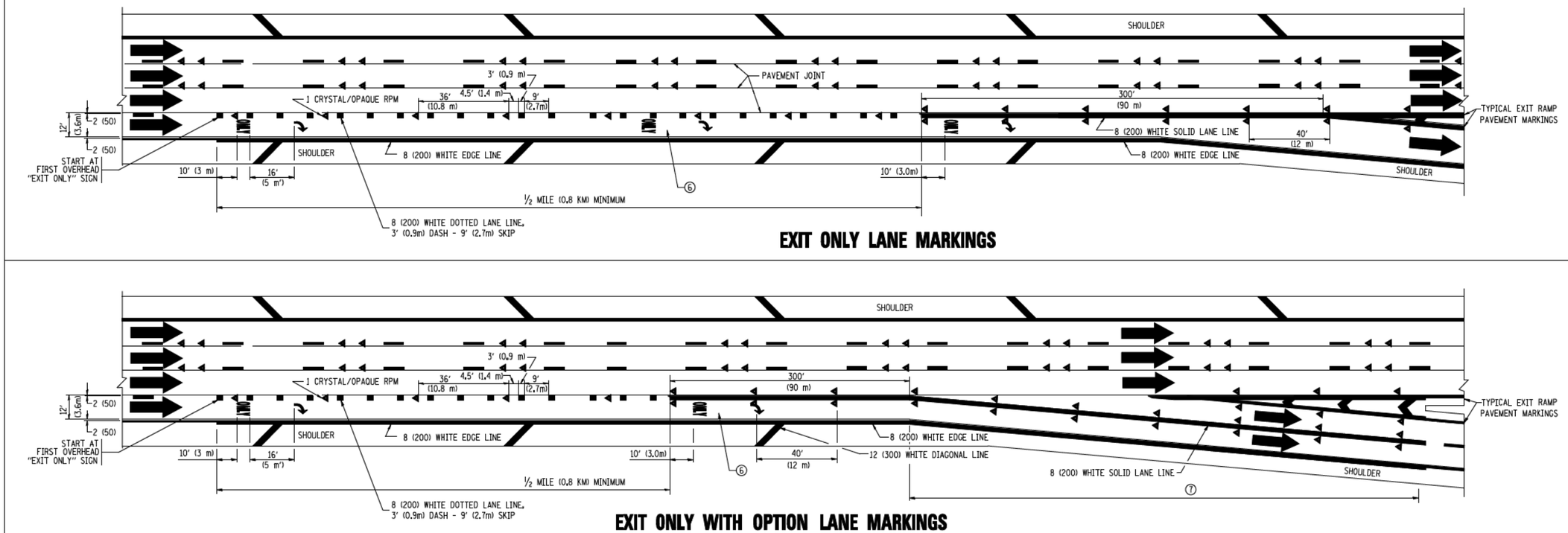
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	230
	TC-12	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS

EXIT ONLY WITH OPTION LANE MARKINGS

NOTES

③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).

④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.

⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.

⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.

⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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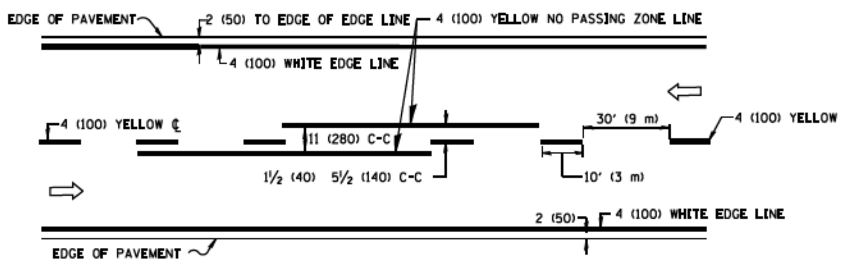
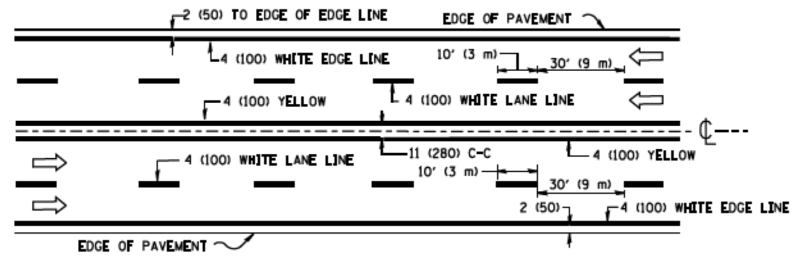
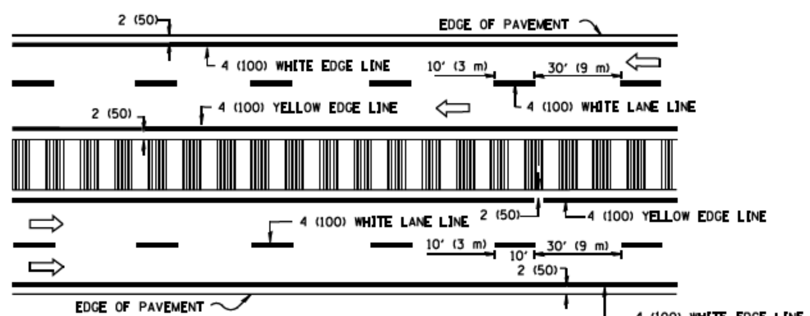
		DRAWN -	REVISED - J.A.F. 02-06			90/94/290	2015-080R&B	COOK	250	231
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - S.P.B. 01-07				TC-12	CONTRACT NO. 62B76		
	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10		SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

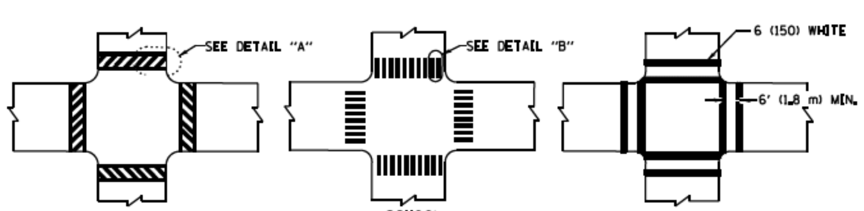


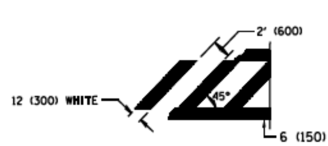
MULTI–LANE UNDIVIDED



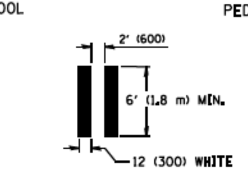
MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING





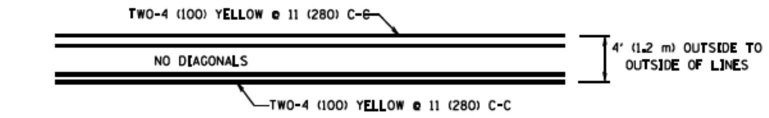
DETAIL "A"



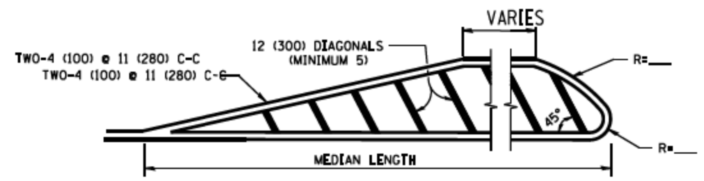
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



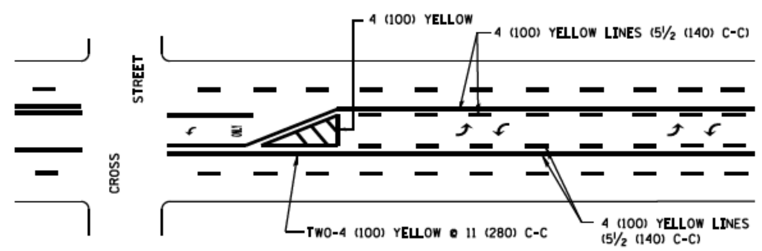
4' (1.2 m) WIDE MEDIANS ONLY



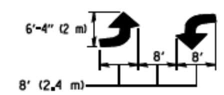
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

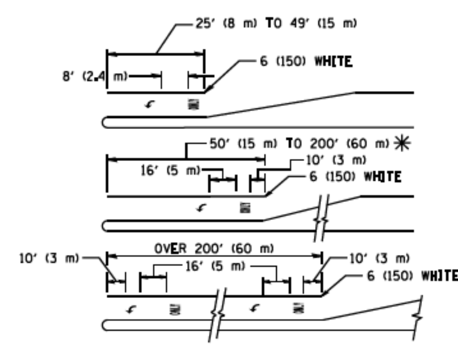


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

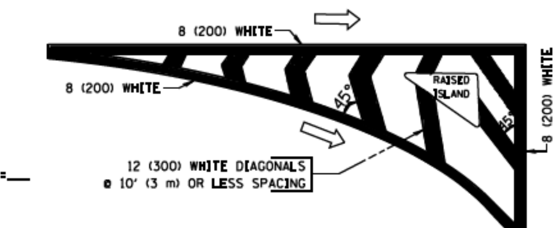


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

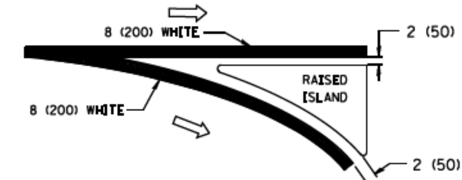
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

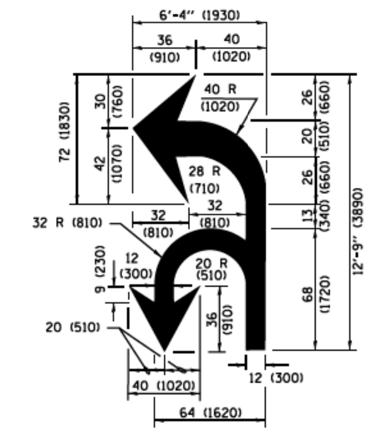


ISLAND OFFSET FROM PAVEMENT EDGE

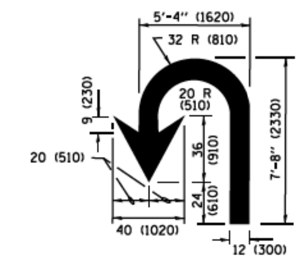


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

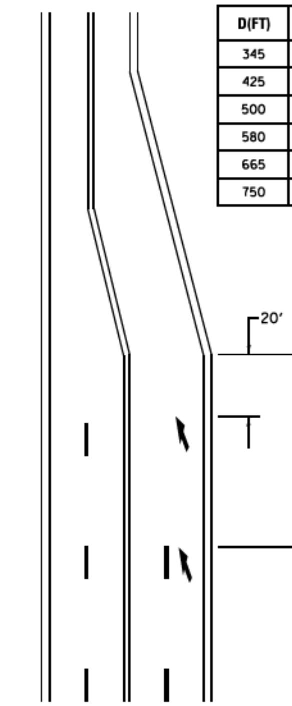


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

FILE NAME =	USER NAME = liszekrf	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
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	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT DATE = 12/21/2015	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15

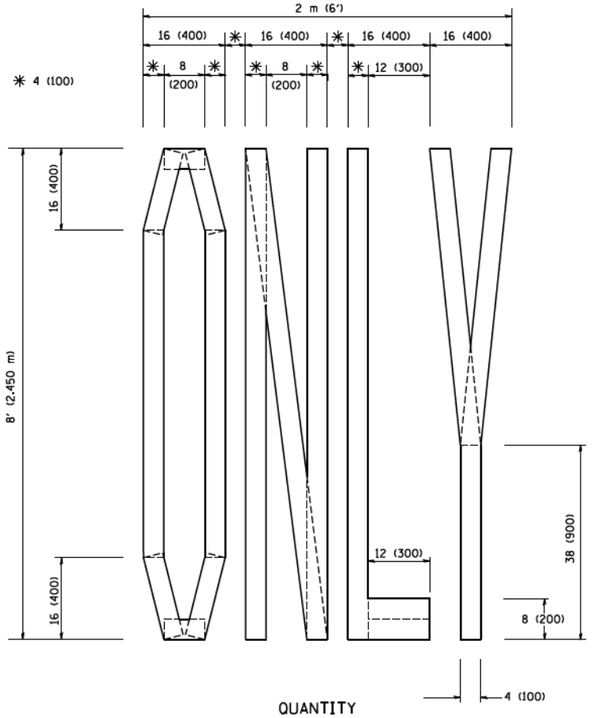
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

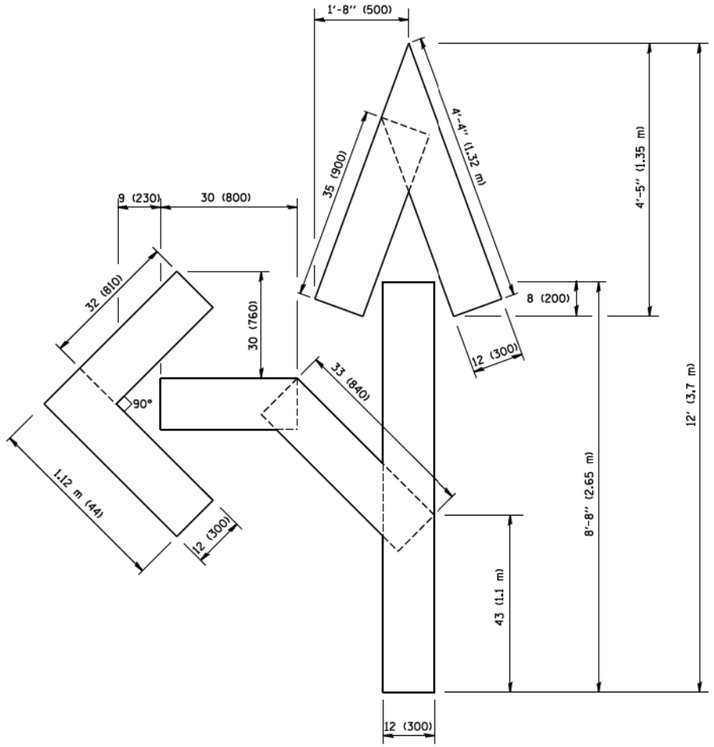
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	232
TC–13		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			

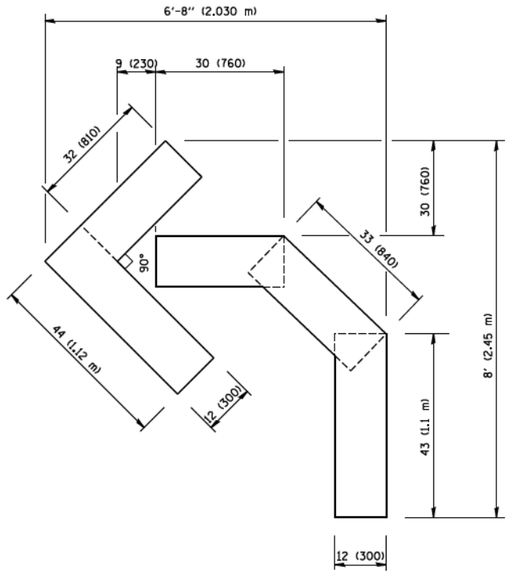
tc13.dgn 12/21/2015 10:07:02 AM User=liszekrf



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



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



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

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

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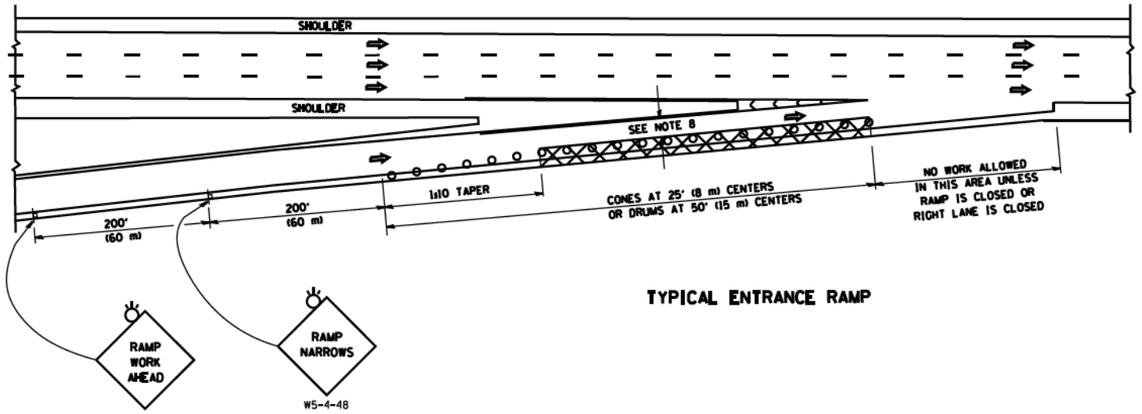
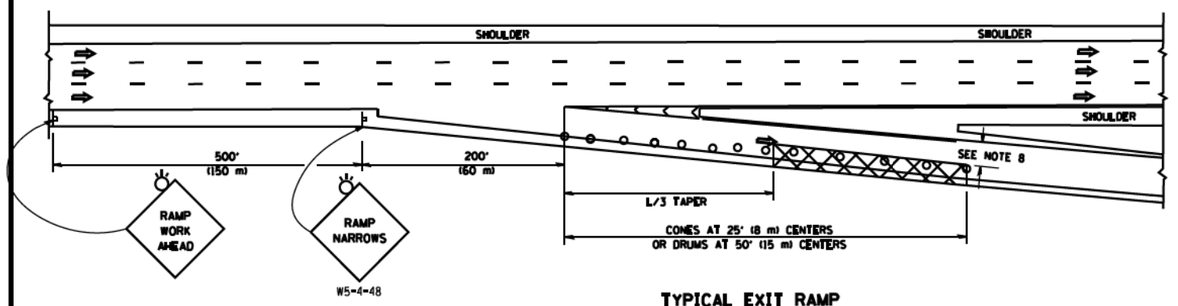
		DRAWN -	REVISED -T. RAMMACHER 11-04-97			90/94/290	2015-080R&B	COOK	250	233
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98				TC-16		CONTRACT NO. 62B76	
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

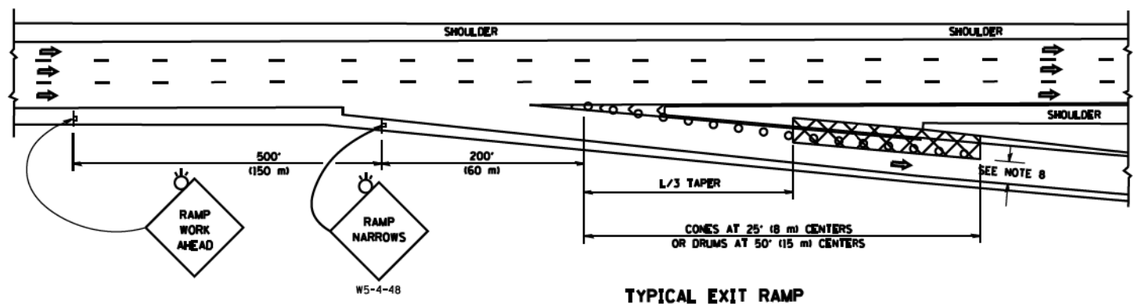
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

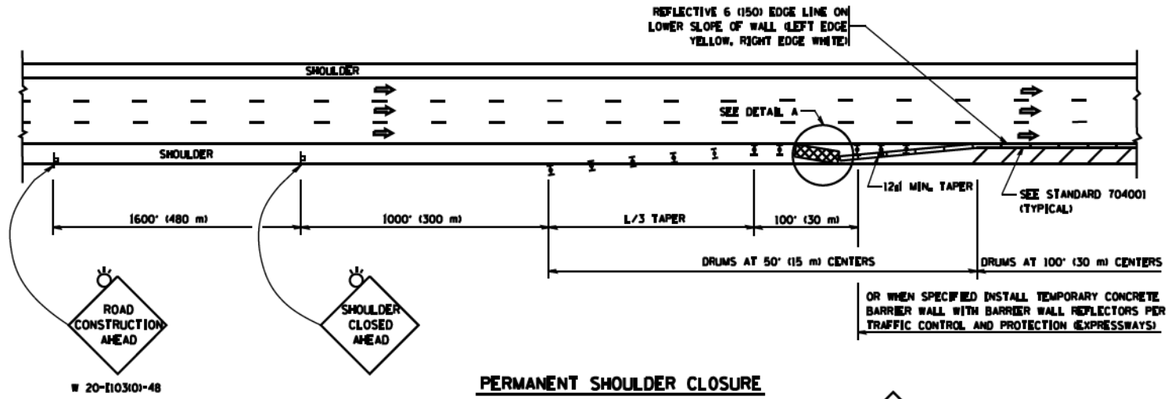


TYPICAL EXIT RAMP

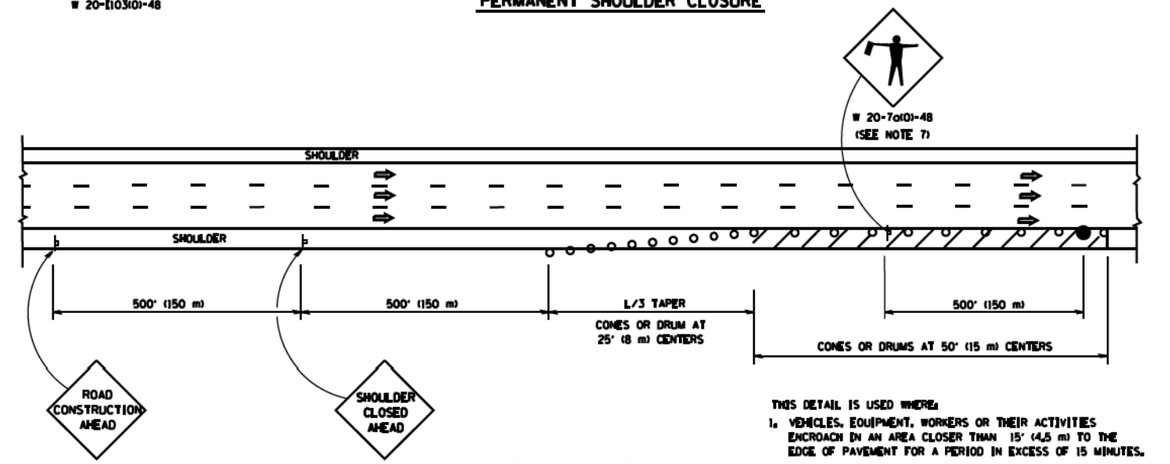


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



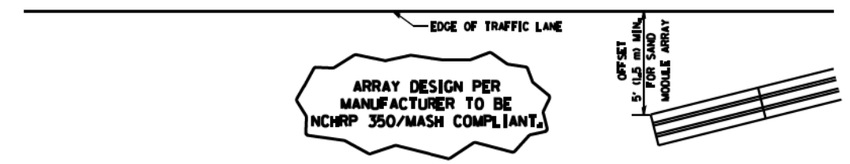
PERMANENT SHOULDER CLOSURE



THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

DAYTIME SHOULDER CLOSURE



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

SYMBOLS

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

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
	METRIC	ENGLISH
45 mph (80 km/h) OR GREATER:	L=0.65(W)(S)	L=(W)(S)

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL 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.
5. THE IMPACT ATTENTUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

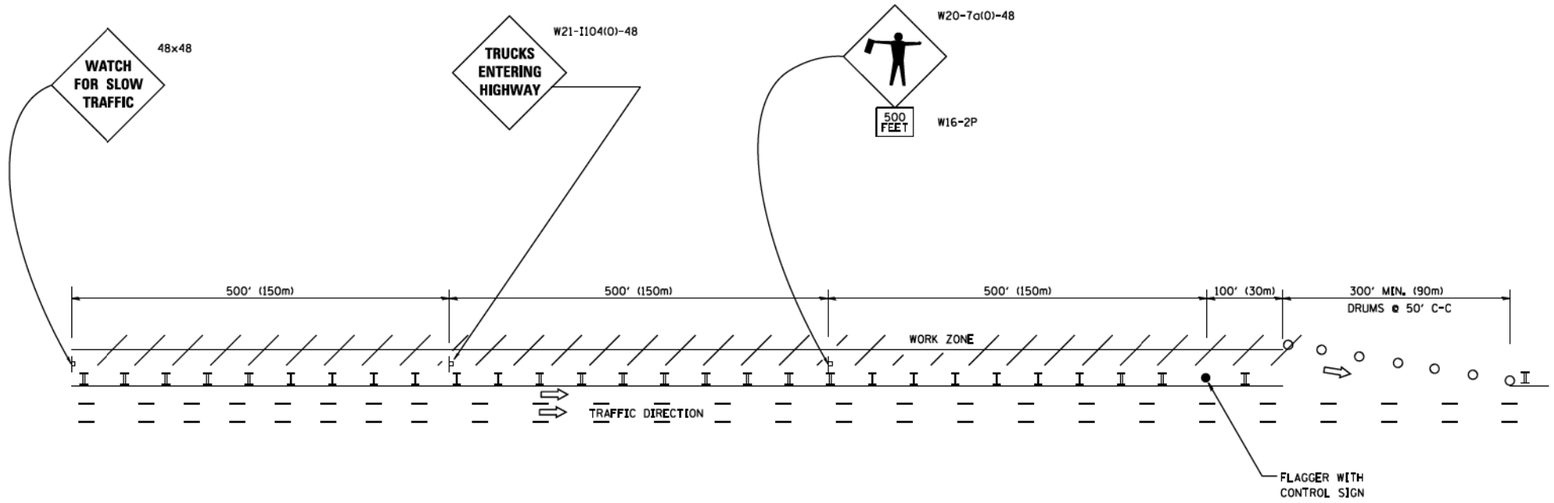
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = c:\pw_work\pwidot\leysa\d0108315\tc17.dgn	USER NAME = leysa	DESIGNED -	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - D.W.S.	REVISED - S.P.B. 01-07			90/94/290	2015-080R&B	COOK	250	234
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09				TC-17	CONTRACT NO. 62B76		
	PLOT DATE = 4/17/2014	DATE - 11-96	REVISED - M.D. 06-13		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

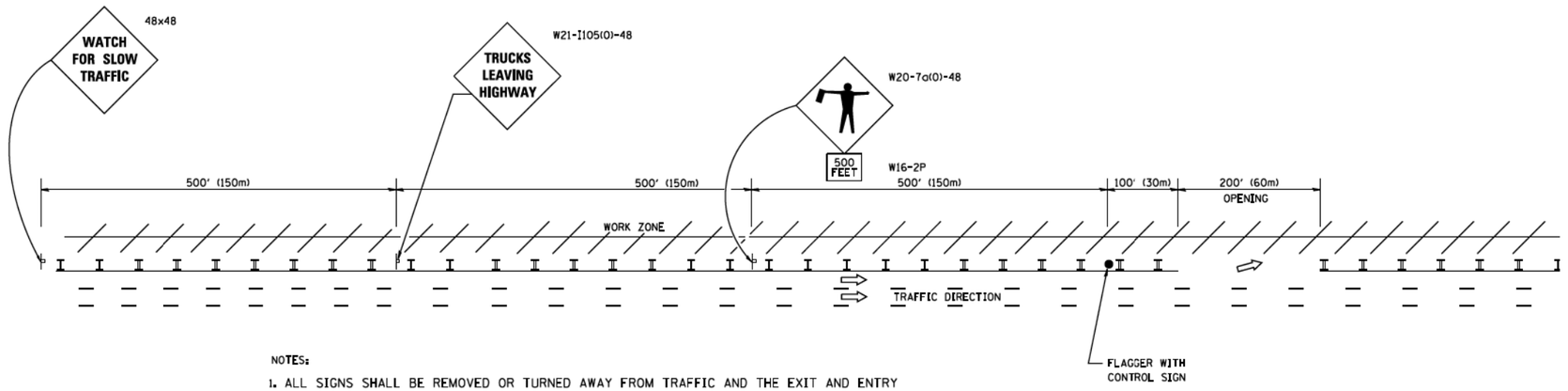
tc17.dgn 4/17/2014 8:48:55 AM User=leysa

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

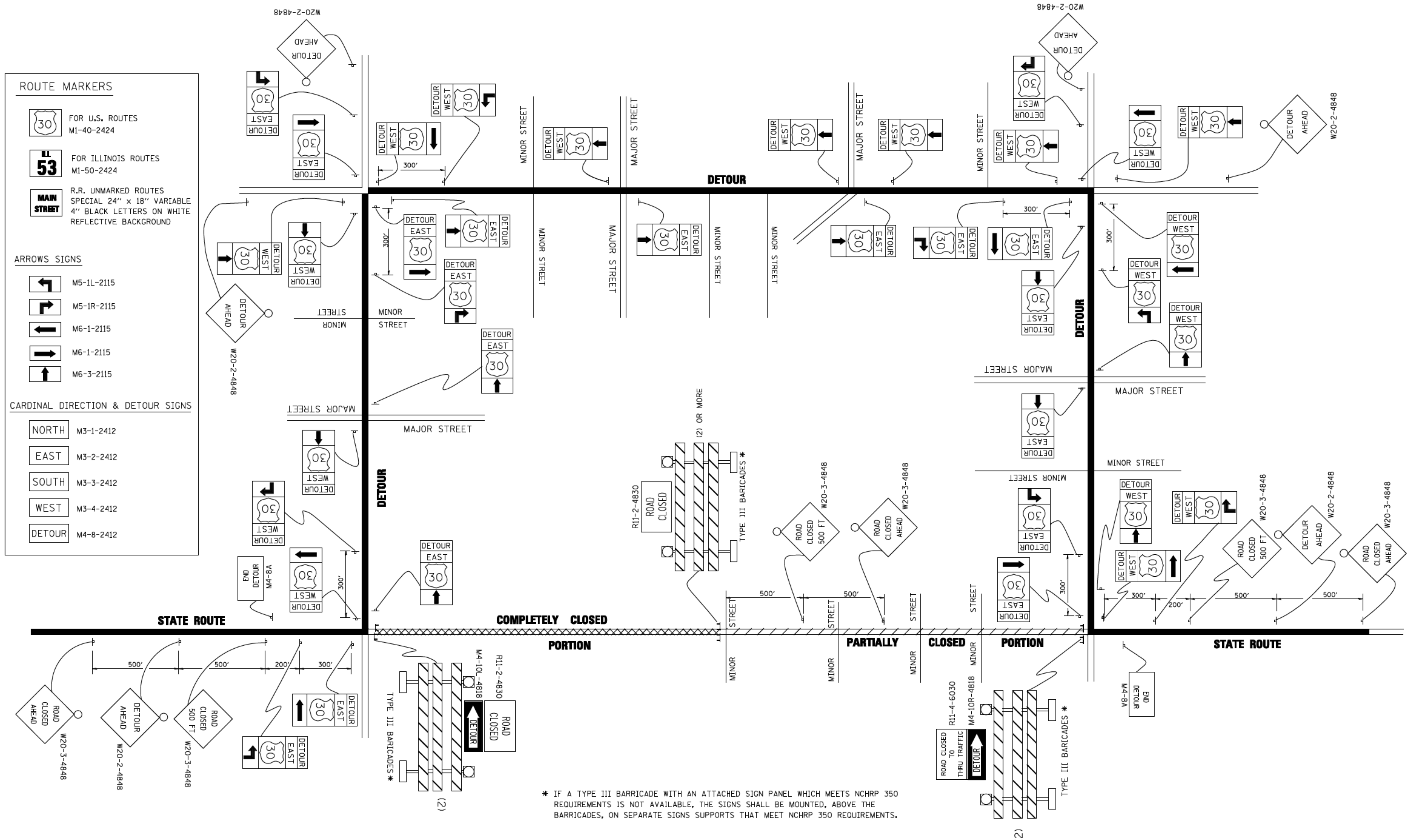
1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pw:dot\footemj\d0108315\tc18.dgn	USER NAME = footemj	DESIGNED -	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS
		DRAWN -	REVISED - S.P.B. 01-07		
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09		
	PLOT DATE = 7/8/2013	DATE -	REVISED - M.D. 06-13		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	235
	TC-18	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

tc18.dgn 7/8/2013 7:27:10 AM User=footemj



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

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	PLOT DATE = 9/14/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING
FOR CLOSING STATE HIGHWAYS

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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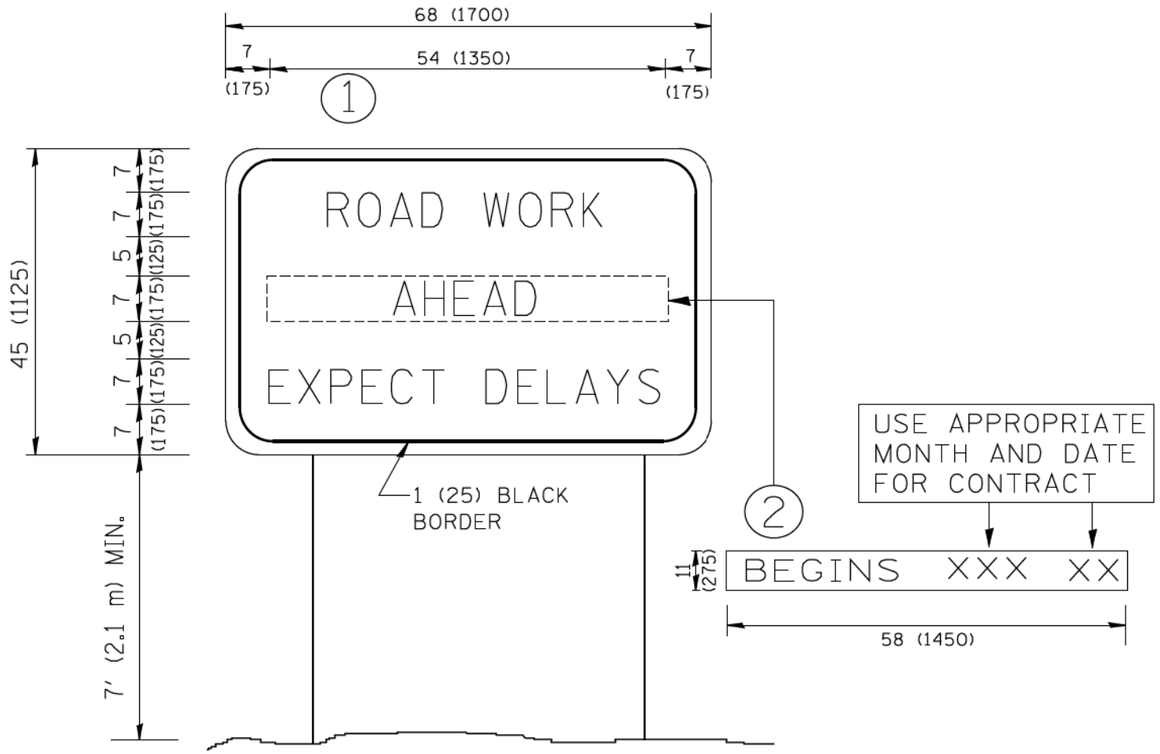
	TC-21	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
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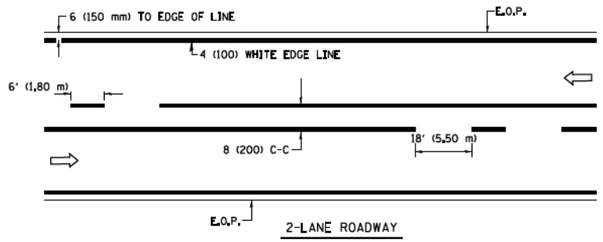
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

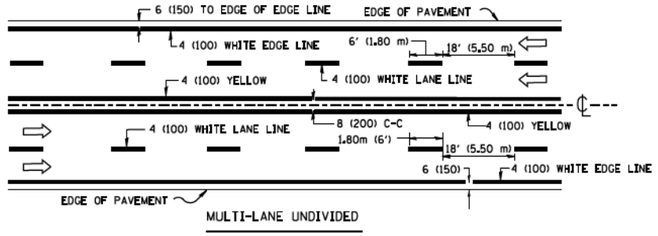
ARTERIAL ROAD INFORMATION SIGN

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

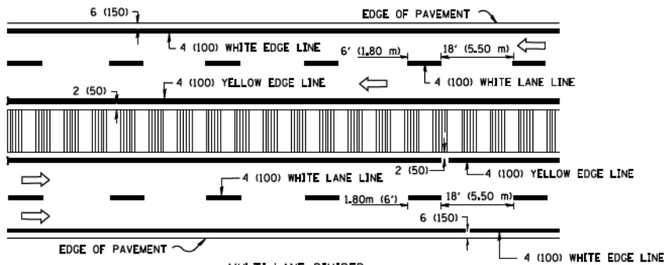
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	237
	TC-22	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY



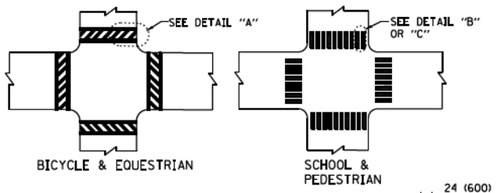
MULTI-LANE UNDIVIDED



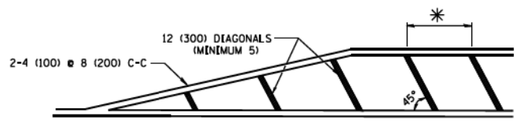
MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

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

TYPICAL LANE AND EDGE LINE MARKING



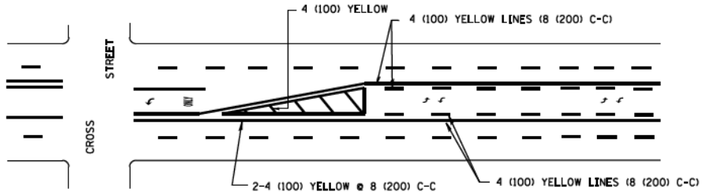
TYPICAL CROSSWALK MARKING



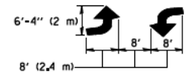
*FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

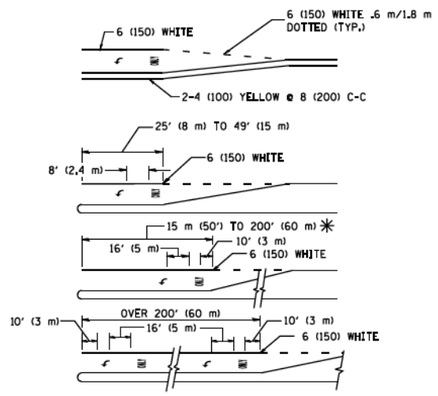


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

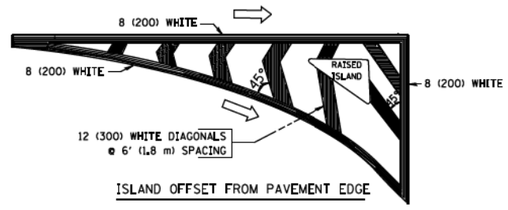


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.8 SQ. FT. (1.47 m²) ONLY AREA = 22.9 SQ. FT. (2.13 m²)

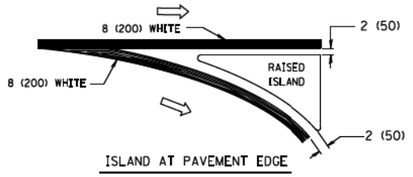
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4 m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) @ 45° 24 (600) @ 90°	SOLID SOLID	WHITE WHITE	2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33m²) EACH "X"=54.0 SQ. FT. (5.0 m²)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

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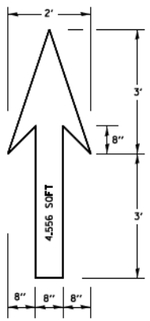
		DRAWN -	REVISED - K. ENG 02-28-12	
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -	
	PLOT DATE = 3/1/2012	DATE -	REVISED -	

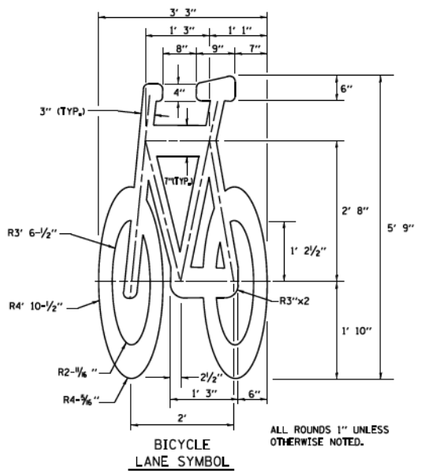
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CITY OF CHICAGO
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	238
	TC-24	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		





BICYCLE
LANE SYMBOL

ALL ROUNDS 1" UNLESS OTHERWISE NOTED.

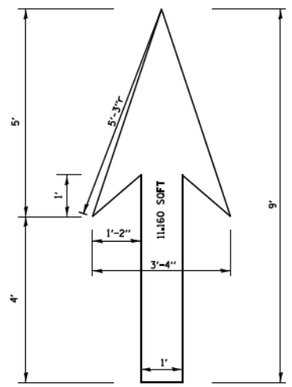
NOTE:

1.) FOR BIKE LANE SYMBOLS ONLY, USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN, & A MINIMUM INDEX OF REFRACTION OF 1.50.

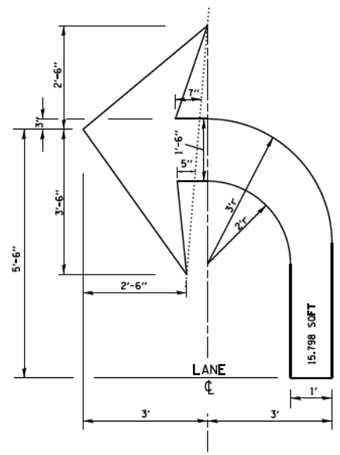
2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS
DRAWING *28

DRAWING *29



DRAWING *30



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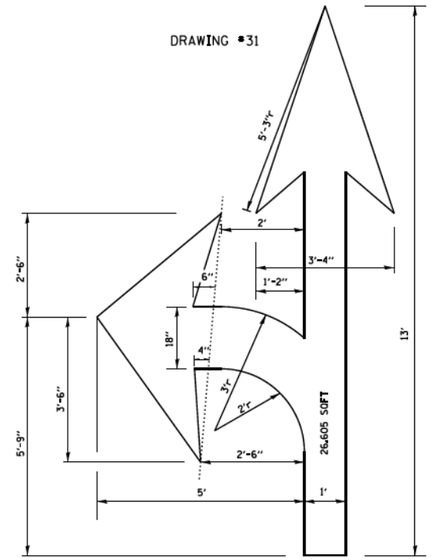

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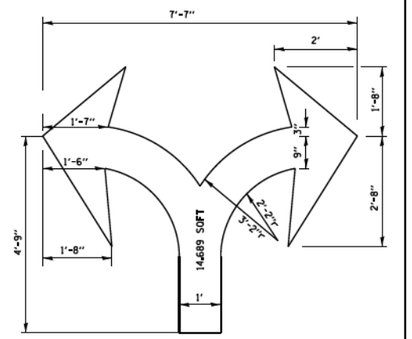

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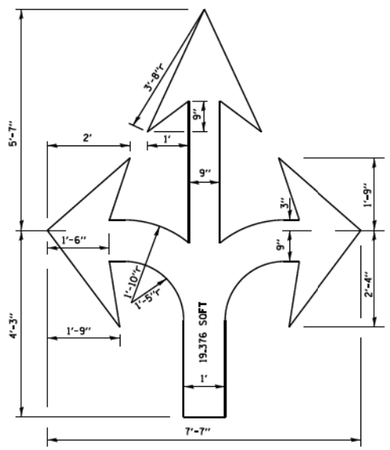
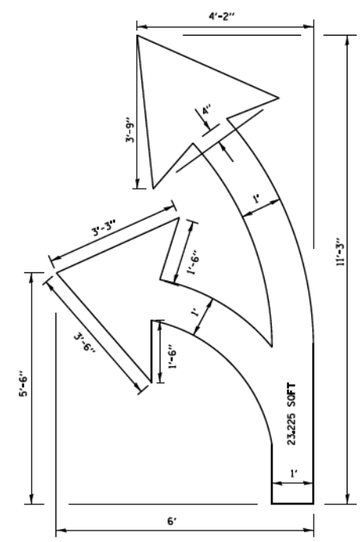


DRAWING *34



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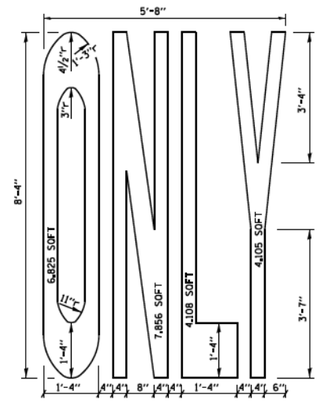

NOTE:
ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS

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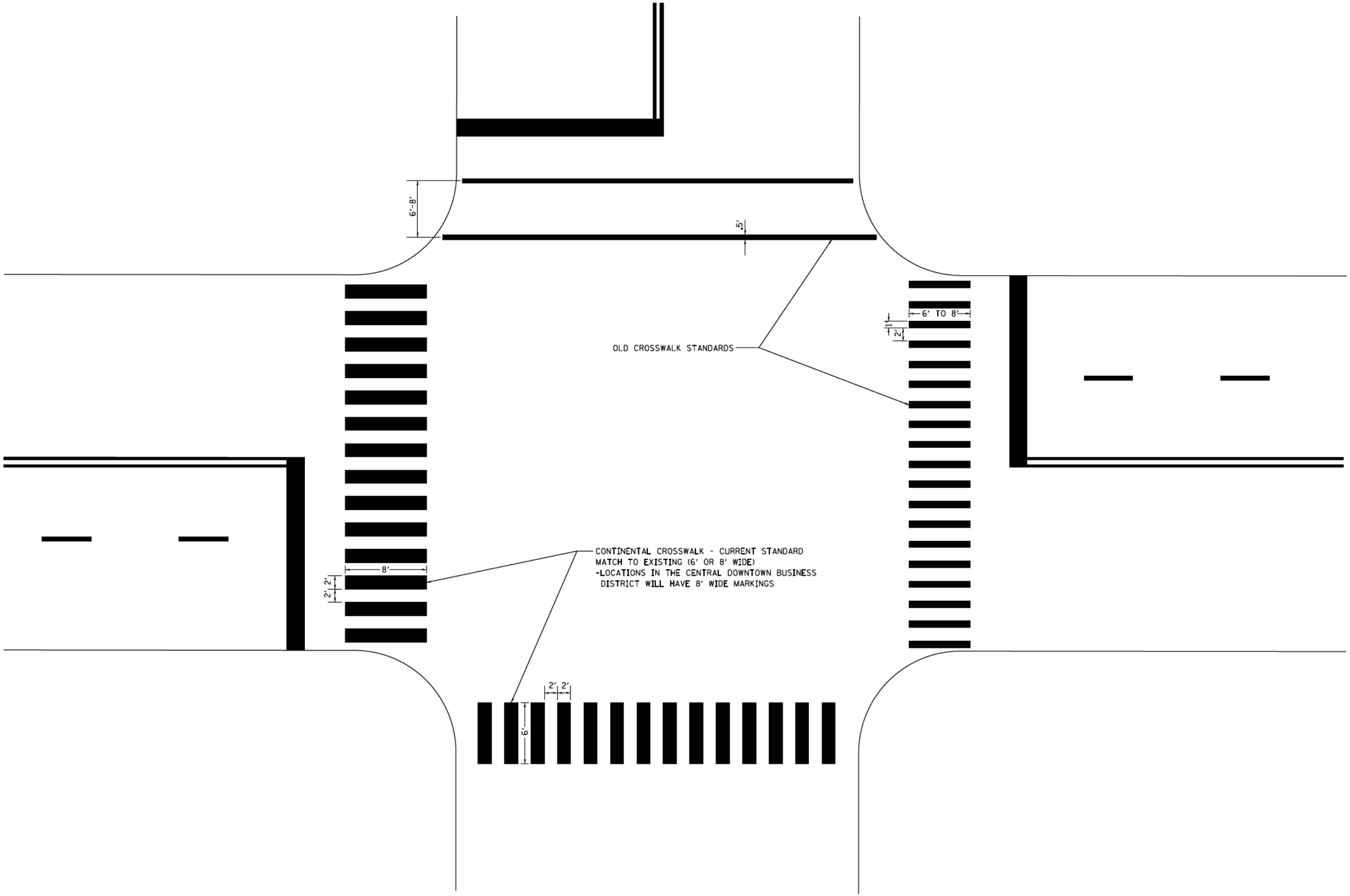
		DRAWN -	REVISED - K. ENG 02-28-12		
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -		SCALE: NONE / SHEET NO. 2 OF 3 SHEETS / STA. / TO STA.
	PLOT DATE = 3/29/2012	DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	239
	TC-24	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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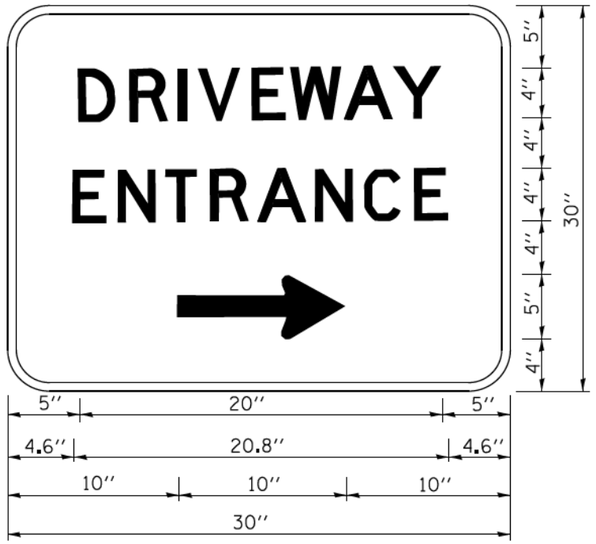
	PLOT DATE = 3/29/2012	DATE -	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	240
	TC-24	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



3.0'' RADIUS, 0.5'' BORDER, WHITE ON GREEN; REFLECTORIZED
''DRIVEWAY'' D; ''ENTRANCE'' D; STANDARD ARROW CUSTOM 12.0'' x 5.0''

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM ''TEMPORARY INFORMATION SIGNING''.

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		DRAWN -	REVISED -
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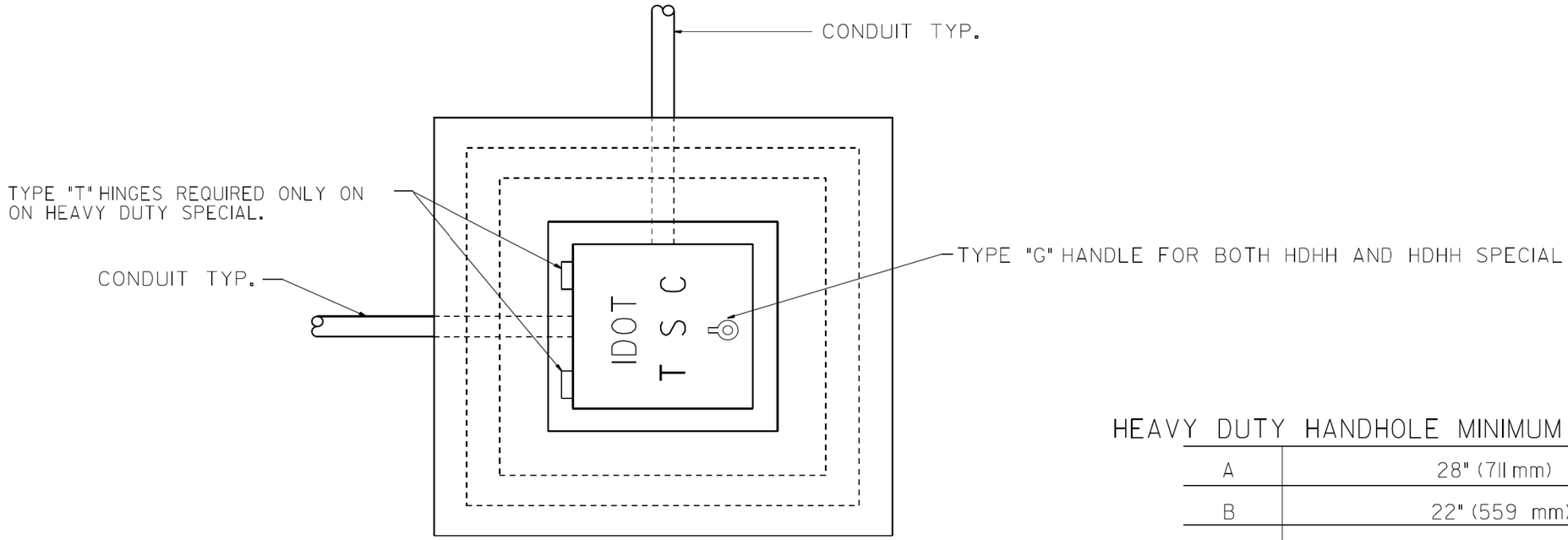
	PLOT DATE = 12/13/2012	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

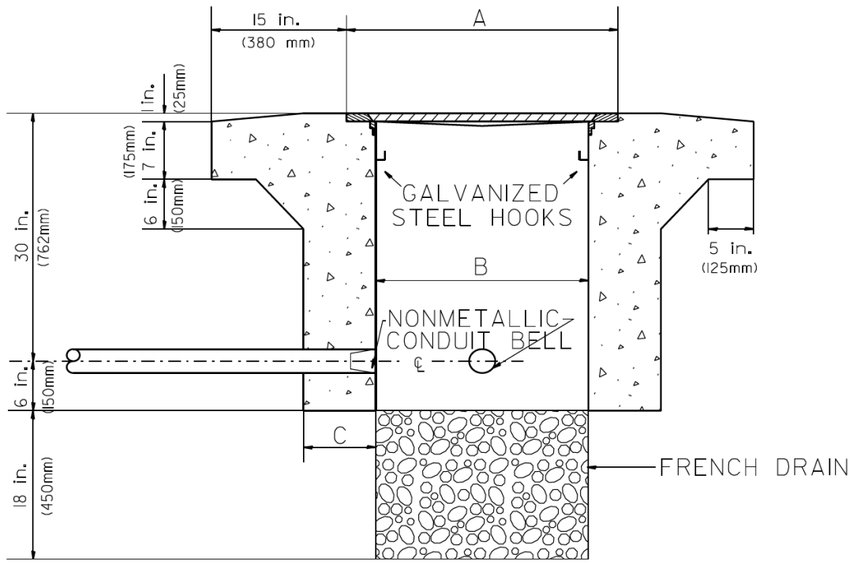
DRIVEWAY ENTRANCE SIGNING

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	241
	TC-26	CONTRACT NO. 62B76		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PLAN



ELEVATION

HEAVY DUTY HANDHOLE MINIMUM DIMENSIONS (UNHINGED)

A	28" (711 mm)
B	22" (559 mm)
C	8" (200 mm)

(FRAME AND COVER 260 LBS. (118 Kg.) MIN.)

HEAVY DUTY HANDHOLE SPECIAL MINIMUM DIMENSIONS

A	31.5" (800 mm)
B	30.0" (762 mm)
C	10.0" (250 mm)

(FRAME AND COVER 405 LBS. (184 Kg. (405))

PC CONCRETE - HEAVY DUTY HAND HOLE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - R.L.	REVISED - 04/97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION TRAFFIC SYSTEMS CENTER	PC CONCRETE - HEAVY DUTY HAND HOLE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - G.M.	REVISED -						250	242
	PLOT SCALE = $SCALE$	CHECKED - R.L.	REVISED -					CONTRACT NO.		
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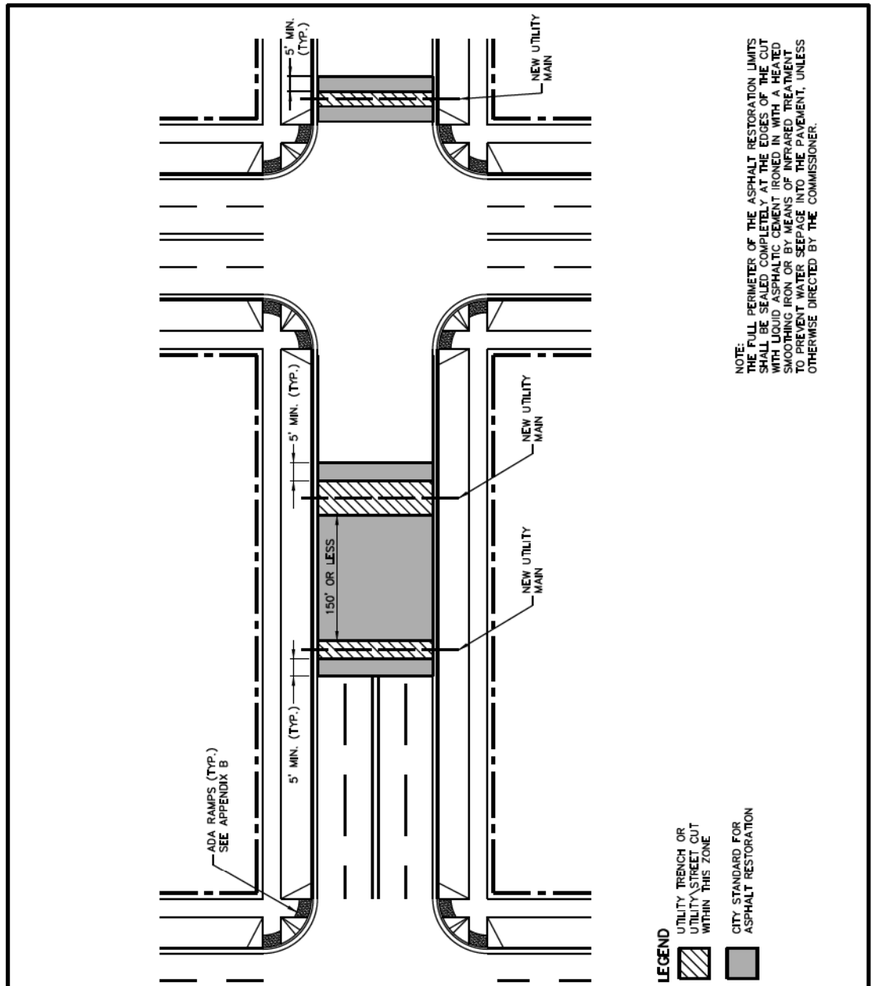
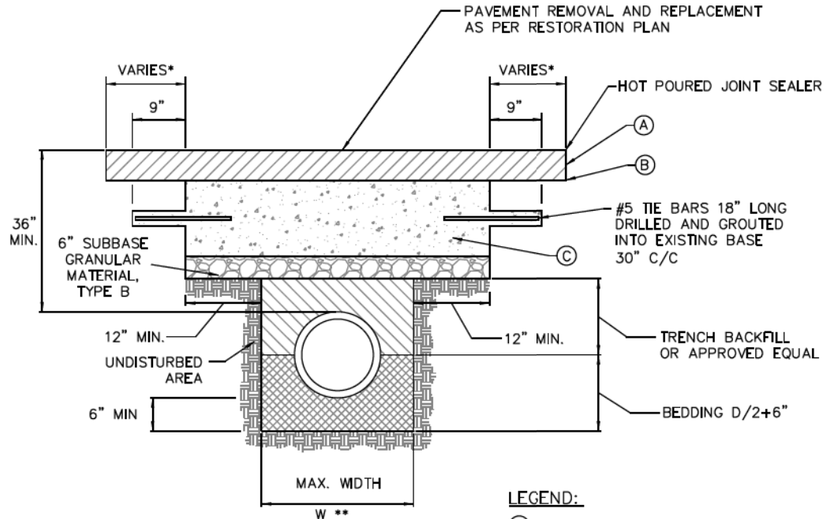
TRAFFIC SYSTEMS CENTER (TY-ITSC-400#15)



NOTE:
THE FULL PERIMETER OF THE ASPHALT RESTORATION LIMITS SHALL BE SEALED COMPLETELY AT THE EDGES OF THE CUT WITH LIQUID ASPHALTIC CEMENT IRONED IN WITH A HEATED SMOOTHING IRON OR BY MEANS OF INFRARED TREATMENT TO PREVENT WATER SEEPAGE INTO THE PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE COMMISSIONER.

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
		STREET CUTS AND ASPHALT RESTORATION REQUIREMENTS		
		DATE	SHEET	DRAWN BY
		1/1/14	A-2-1G	CDOT



LEGEND:

(A) HOT MIX ASPHALT SURFACE COURSE

(B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)

(C) PCC BASE COURSE

* PAVEMENT SHALL BE REMOVED & REPAVED TO NEAREST CONSTRUCTION JOINT IF TRENCH EDGE IS 5' OR LESS FROM JOINT. (OR AS REQUIRED BY THE COMMISSIONER)

** W = 9" + O.D. +9", WHEN TRENCH DEPTH ≤ 5 FT.
W = 18" + O.D. + 18", WHEN TRENCH DEPTH > 5 FT.

NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE TABLE 4.2-2 FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	STREET PAVEMENT RESTORATION DETAIL WITH TRENCH BACKFILL		
		DATE	SHEET	DRAWN BY
		12/12/06	A-2-2A	CDOT

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TranSystems

D162B76-Sht-CDOT-DETAIL-01.dgn	DESIGNED - CDOT	REVISED -	
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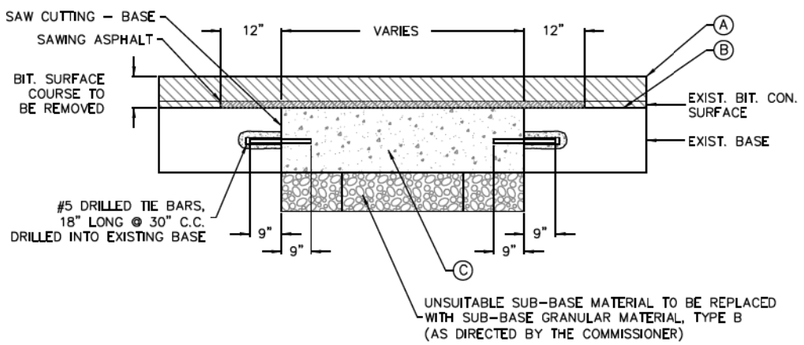
PLOT DATE = 5/6/2016	DATE - 5/6/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 1 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	243
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



LEGEND:

- (A) HOT MIX ASPHALT SURFACE COURSE
- (B) BITUMINOUS MATERIAL & AGGREGATE (PRIME COAT)
- (C) P.C. CONCRETE BASE COURSE*

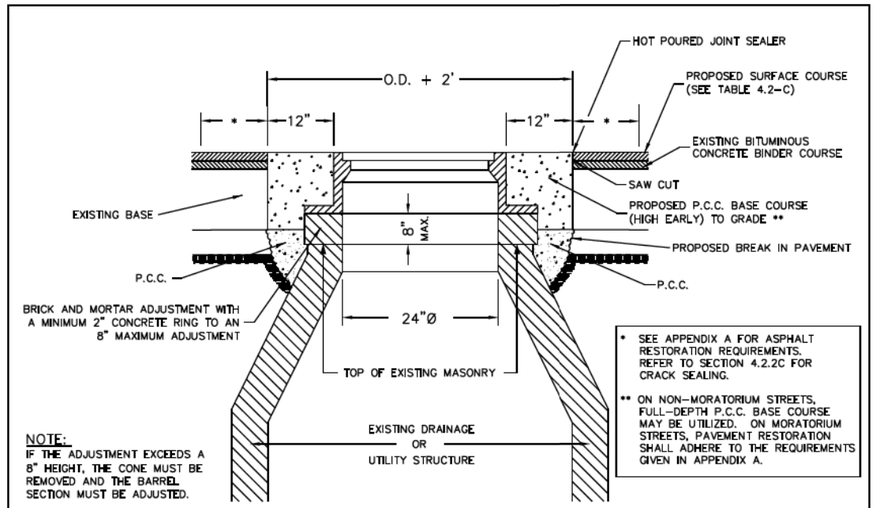
* SEE TABLE 4.2-2 FOR REQUIRED THICKNESS OF P.C.C. BASE COURSE

NOTES:

1. THE PORTLAND CEMENT CONCRETE BASE SHALL BE 8" OR MORE (SEE TABLE 4.2-2 FOR REQUIRED THICKNESS). FOR CONCRETE STREETS THE CONCRETE SHALL BE BROUGHT TO GRADE (INCLUDING 1'-0" OVERLAP) AND FINISHED AS REQUIRED IN THE IDOT SSRBC.
2. ALL EXISTING PAVEMENTS SHALL BE SAW CUT 1'-0" ON BOTH SIDES OF THE TRENCH OR PAVEMENT OPENING. UNDER NO CIRCUMSTANCES SHOULD EXISTING PAVEMENT, WHICH HAS BEEN UNDERMINED OR OTHERWISE DISTURBED, BE LEFT IN PLACE AND NOT RESTORED.
3. ALL STREET PAVEMENT WILL REQUIRE PLACEMENT OF #5 TIE BARS, 18 INCHES LONG DRILLED AND GROUTED (NON SHRINK) AT 30" CENTERS ON ALL SIDES. A MINIMUM OF TWO TIE BARS WILL BE REQUIRED ON EACH SIDE OF SAW CUT BOUNDARIES.
4. ALL TIE BARS AND DOWEL BARS ARE TO BE EPOXY COATED (INCIDENTAL).

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	PAVEMENT PATCHING AND PORTLAND CEMENT CONCRETE REPLACEMENT		
		DATE	SHEET	DRAWN BY
		01/11/07	A-2-2C	CDOT

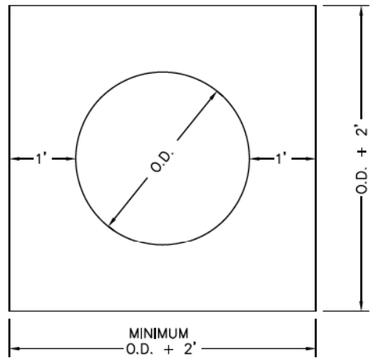


NOTE:
IF THE ADJUSTMENT EXCEEDS A 8" HEIGHT, THE CONE MUST BE REMOVED AND THE BARREL SECTION MUST BE ADJUSTED.

* SEE APPENDIX A FOR ASPHALT RESTORATION REQUIREMENTS. REFER TO SECTION 4.2.2C FOR CRACK SEALING.

** ON NON-MORATORIUM STREETS, FULL-DEPTH P.C.C. BASE COURSE MAY BE UTILIZED. ON MORATORIUM STREETS, PAVEMENT RESTORATION SHALL ADHERE TO THE REQUIREMENTS GIVEN IN APPENDIX A.

PLAN VIEW (BASE TO GRADE)



MANHOLE COVER
FRONT VIEW

CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	FRAME ADJUSTMENT IN PAVEMENT		
		DATE	SHEET	DRAWN BY
		12/22/06	A-2-12	CDOT

TranSystems

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PLOT DATE = 5/6/2016	DATE - 5/6/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 2 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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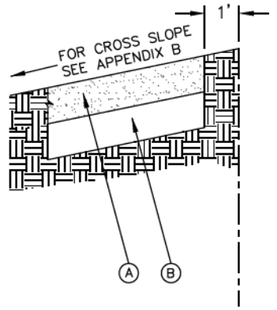
		CONTRACT NO. 62B76		
	ILLINOIS	FED. AID PROJECT		



LEGEND:

(A) PROPOSED 5" P.C.C. SIDEWALK *

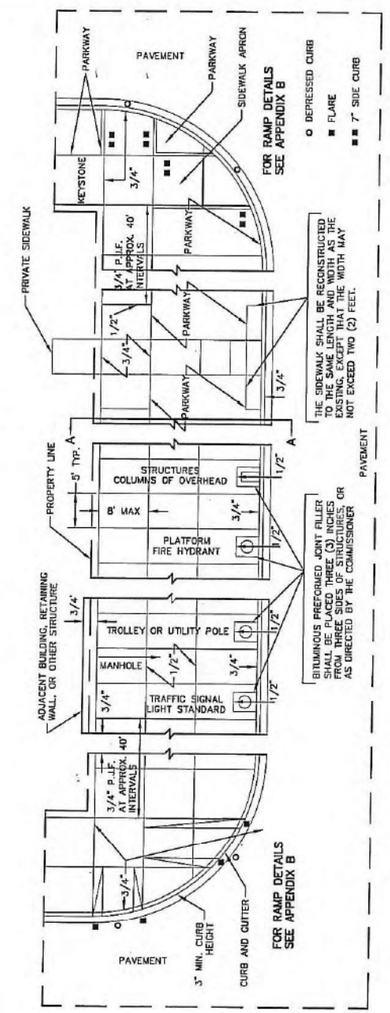
(B) SUBBASE GRANULAR MATERIAL, TYPE B OR C, 4"

* CURB RAMP & KEYSTONE 8" P.C.C. AT SIGNALIZED AND INDUSTRIAL STREET INTERSECTIONS

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
1/1/2014	REVISION 1	ADA COMPLIANT SIDEWALK CONSTRUCTION DETAILS		
		DATE	SHEET	DRAWN BY
		12/20/06	A-3-1	CDOT

DETAILS OF PORTLAND CEMENT CONCRETE SIDEWALK CONSTRUCTION



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION

DATE	REVISION	CITY OF CHICAGO		
—	—	P.C. CONCRETE SIDEWALK JOINT DETAILS		
		DATE	SHEET	DRAWN BY
		12/22/06	A-3-2	CDOT

TranSystems

D162B76-Sht-CDOT-DETAIL-03.dgn	DESIGNED - CDOT	REVISED -	
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PLOT SCALE = 2.0000 ' / in.	CHECKED - CDOT	REVISED -	
PLOT DATE = 5/6/2016	DATE - 5/6/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

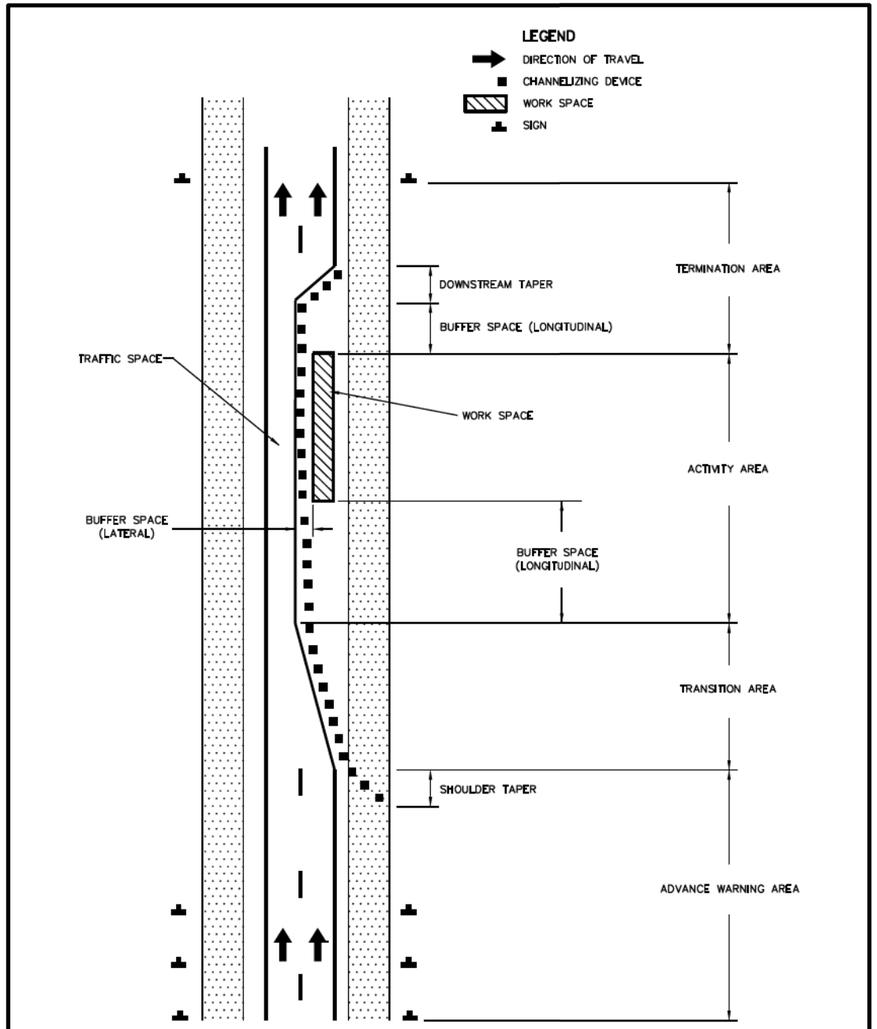
CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	245
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			

For standard details see Regulations of Sewer Construction and Stormwater Management:
http://www.cityofchicago.org/city/en/depts/water/provdrs/engineer/svcs/2009_sewer_constructionandstormwatermanagementrequirements.html

CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	SEWER CONSTRUCTION AND STORMWATER MANAGEMENT REQUIREMENTS		
			DATE	SHEET	DRAWN BY
			12/28/06	A-4-1	CDOT



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
			COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL ZONE		
			DATE	SHEET	DRAWN BY
			1/1/14	A-6-1A	CDOT

TranSystems

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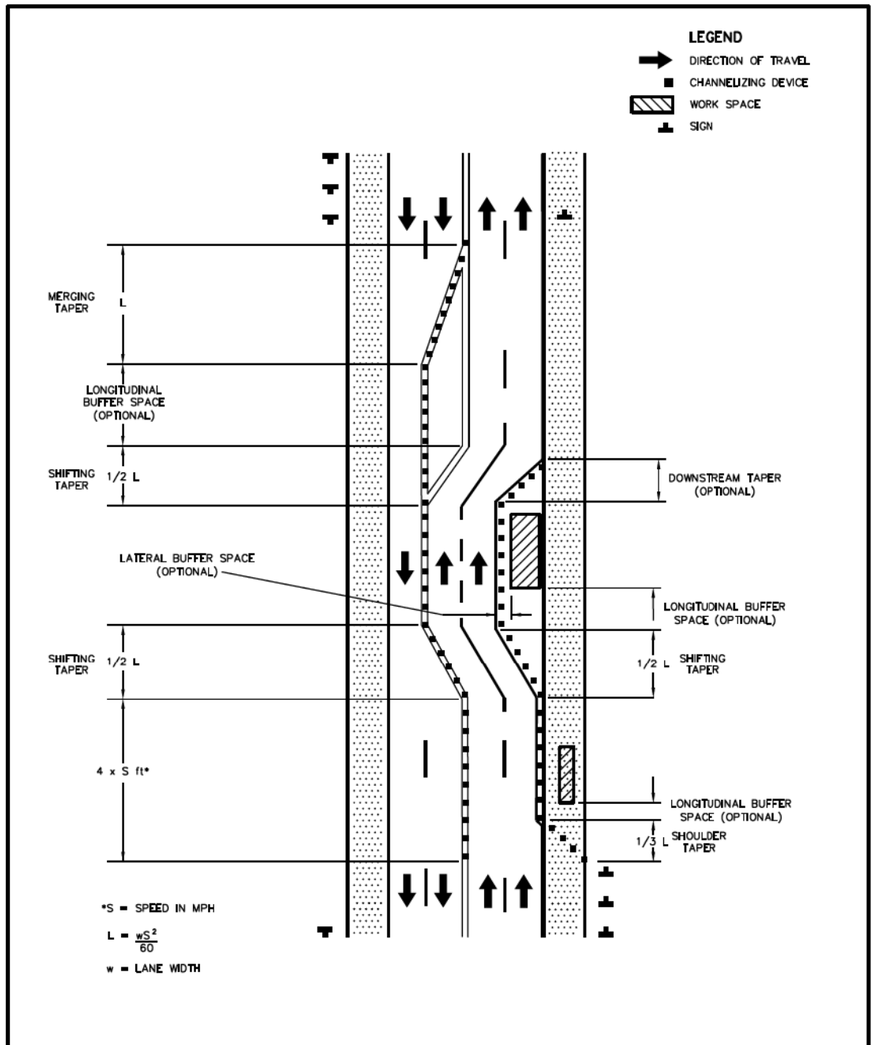
PLOT DATE = 5/6/2016	DATE - 5/6/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

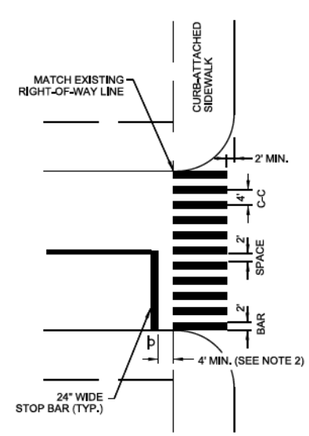
CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 4 OF 8 SHEETS | STA. | TO STA.

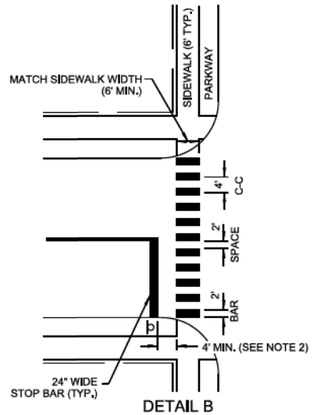
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	246
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



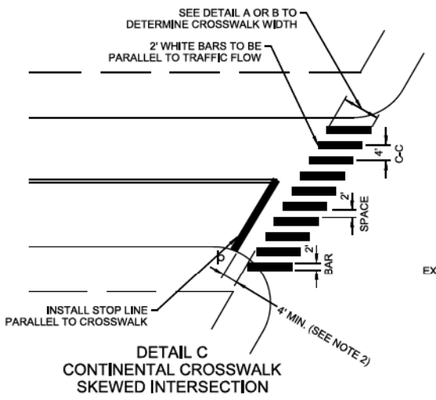
	DATE	REVISION	CITY OF CHICAGO		
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION			COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL ZONE		
			DATE	SHEET	DRAWN BY
			1/1/14	A-6-1B	CDOT



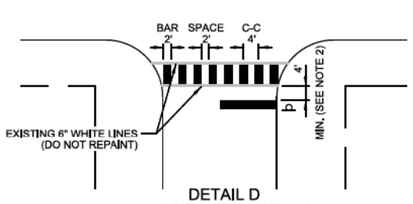
DETAIL A
CONTINENTAL CROSSWALK
CURB-ATTACHED SIDEWALK



DETAIL B
CONTINENTAL CROSSWALK
SIDEWALK AND PARKWAY



DETAIL C
CONTINENTAL CROSSWALK
SKEWED INTERSECTION



DETAIL D
LADDER CROSSWALK

PAGE 1 OF 2

	DATE	REVISION	CITY OF CHICAGO		
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	1/1/2014	REVISION 1	CROSSWALK MARKING DETAIL		
			DATE	SHEET	DRAWN BY
			06/25/12	A-7-1A	CDOT

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TranSystems

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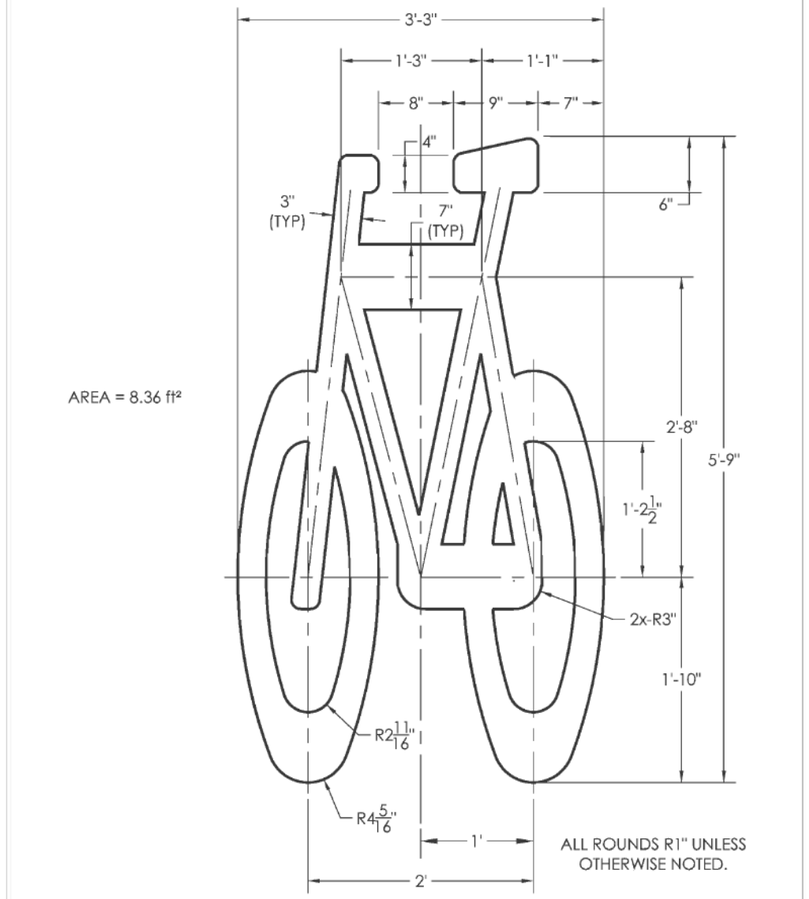
PLOT DATE = 5/6/2016	DATE - 5/6/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

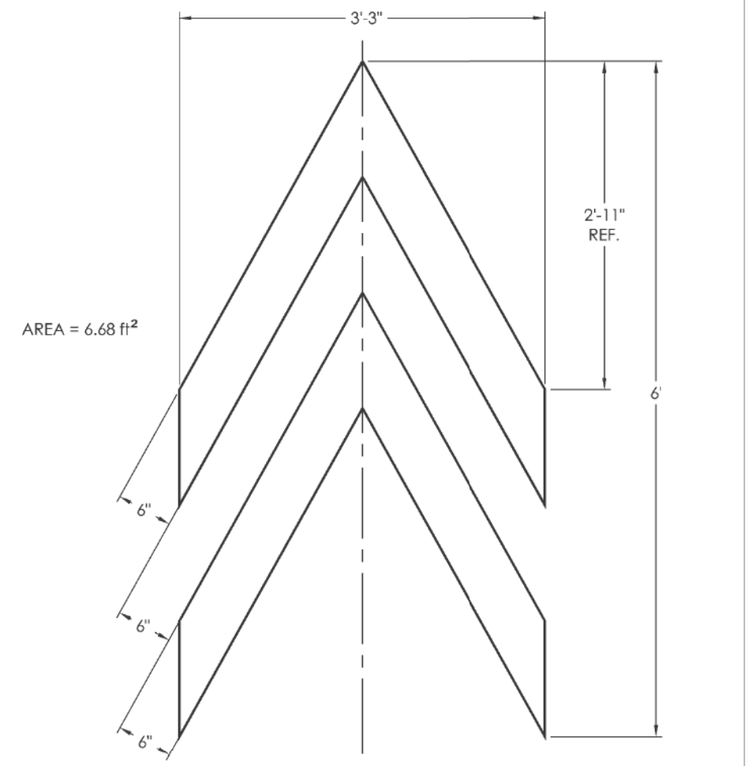
CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	247
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
			6' BIKE SYMBOL
	DATE	SHEET A-7-2	DRAWN BY
	06/25/12		CDOT



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO
			BIKE CHEVRON
	DATE	SHEET A-7-6	DRAWN BY
	06/25/12		CDOT

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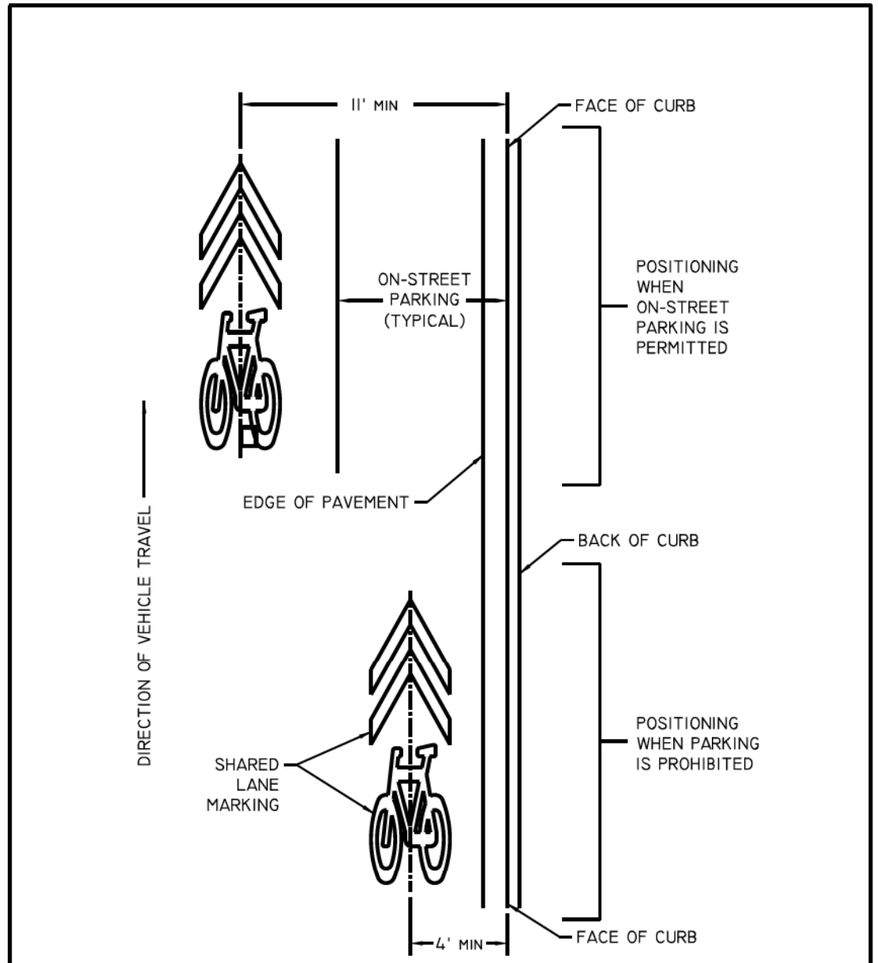
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

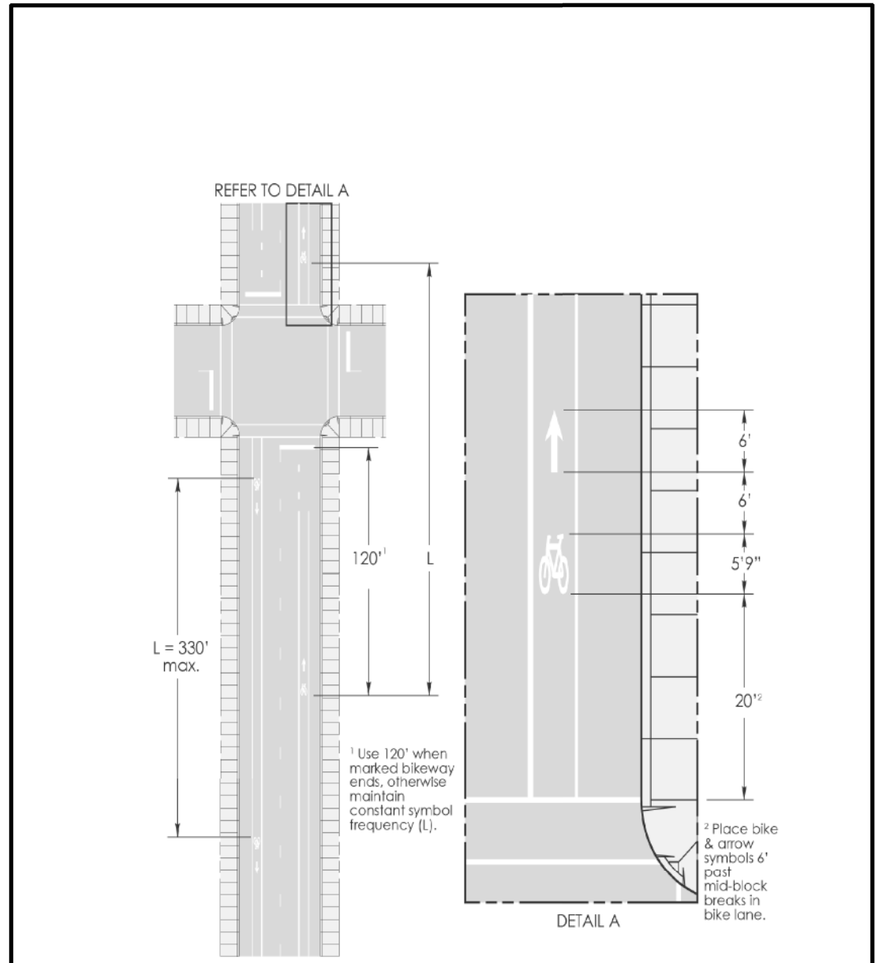
CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	248
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	SHARED LANE MARKING LATERAL POSITIONING		
			DATE	SHEET	DRAWN BY
			09/15/05	A-7-8	CDOT



CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	DATE	REVISION	CITY OF CHICAGO		
	1/1/2014	REVISION 1	BIKE AND ARROW SYMBOL SPACING		
			DATE	SHEET	DRAWN BY
			09/02/05	A-7-10	CDOT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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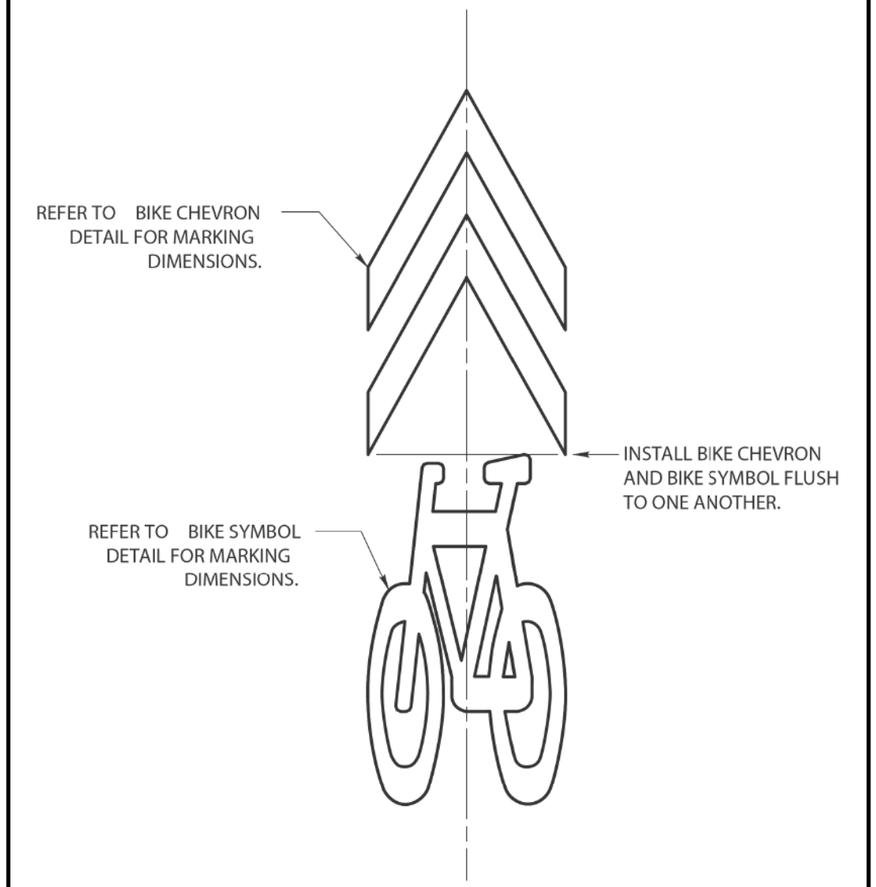
		CONTRACT NO. 62B76		
	ILLINOIS FED. AID PROJECT			



	DATE	REVISION	CITY OF CHICAGO		
CDOT CHICAGO DEPARTMENT OF TRANSPORTATION	1/1/2014	REVISION 1	SHARED LANE MARKING		
			DATE	SHEET	DRAWN BY
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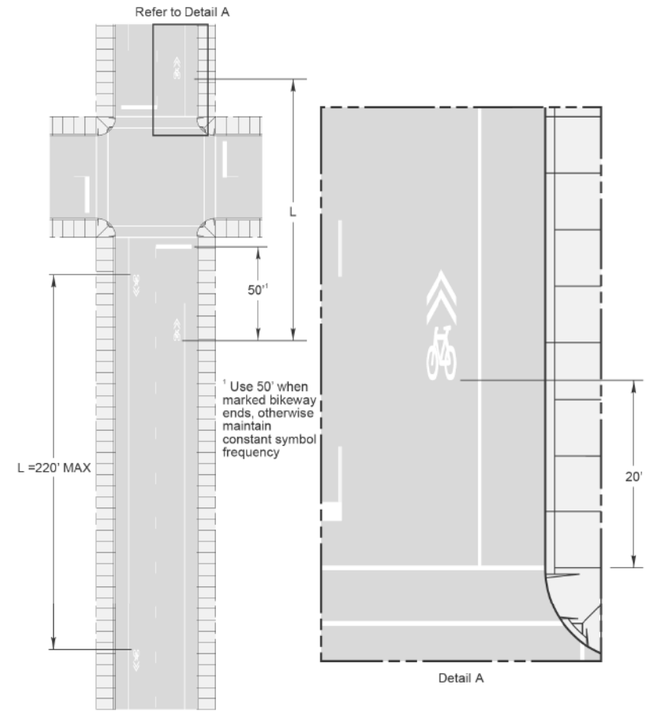

	DATE	REVISION	CITY OF CHICAGO		
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			DATE	SHEET	DRAWN BY
			12/12/07	A-7-12	CDOT

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PLOT DATE = 5/6/2016	DATE - 5/6/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CHICAGO DEPARTMENT OF TRANSPORTATION
STANDARDS

SCALE: N.T.S. | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90/94/290	2015-080R&B	COOK	250	250
		CONTRACT NO. 62B76		
	ILLINOIS	FED. AID PROJECT		