

001

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAU R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-B-1-1	COOK	3	1
		ILLINOIS	CONTRACT NO. 60M90	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**DESIGN DESIGNATION**

MINOR ARTERIAL (URBAN)  
ADT 14,700 (2017)  
SPEED LIMIT 40 MPH

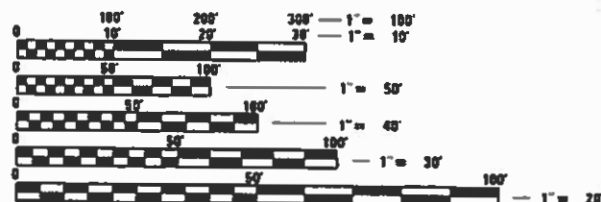
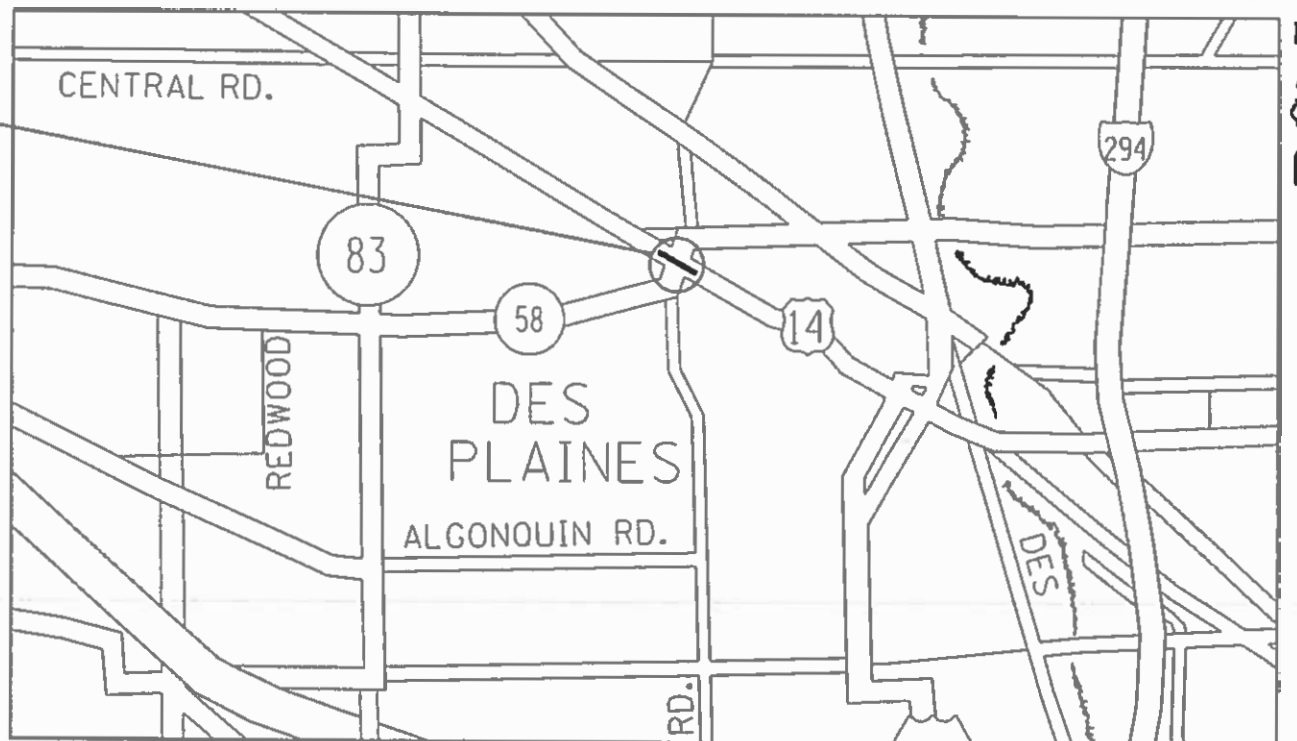
PROJECT LOCATED IN  
THE CITY OF DES PLAINES

**PROPOSED  
HIGHWAY PLANS**

FAU ROUTE 3512: US 14 (NORTHWEST HWY)  
AT IL 58 (GOLF RD.)  
SECTION: 583S-1-B-1-1  
PROJECT: STP-J8GR(100)  
BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIR  
COOK COUNTY  
C-91-196-11



PROJECT LOCATION  
US 14 OVER IL-58  
STRUCTURE NO: 016-0236



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

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

PROJECT ENGINEER: J. ALAIN MIDY (847)-221-3056  
PROJECT MANAGER: FAWAD AQUEEL (847)-705-4247

GROSS LENGTH = 259.56 FT. = 0.049 MILE  
NET LENGTH = 259.56 FT. = 0.049 MILE

CONTRACT NO. 60M90

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 20 2019

Anthony A. D'Amico REGIONAL ENGINEER

Jan 31 2020

Jampi 20 20 ENGINEER OF DESIGN AND ENVIRONMENT

Jan 13 2020 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS



SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		BRIDGE 0013 80% FED 20% STATE				
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	483	483				
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	1	1				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	361	361				
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	91	91				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	300	300				
44000600	SIDEWALK REMOVAL	SO FT	300	300				
50102400	CONCRETE REMOVAL	CU YD	9.2	9.2				
50157300	PROTECTIVE SHIELD	SO YD	422	422				
50300255	CONCRETE SUPERSTRUCTURE	CU YD	10.4	10.4				
50300260	BRIDGE DECK GROOVING	SO YD	360	360				
50300300	PROTECTIVE COAT	SO YD	782	782				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1380	1380				
50800515	BAR SPLICERS	EACH	8	8				

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		BRIDGE 0013 80% FED 20% STATE				
52000110	PREFORMED JOINT STRIP SEAL	FOOT	138	138				
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1	1				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6				
67100100	MOBILIZATION	L SUM	1	1				
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	8	8				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	279	279				
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	4225	4225				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	150	150				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	150	150				
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2				
70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3021	3021				
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	295	295				

REV. - MS

\* - SPECIALITY ITEM

FILE NAME =	USER NAME = khamms	DESIGNED -	REVISED -
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PLOT DATE = 12/13/2019	DATE -	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-1-1	COOK	31	3
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 60M90	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		BRIDGE 0013 80% FED 20% STATE				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	20	20				
* 78100300	REPLACEMENT REFLECTOR	EACH	77	77				
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	6	6				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	26	26				
X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	58.5	58.5				
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SO FT	1106	1106				
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SO FT	1409	1409				
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SO YD	19	19				
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	52	52				
Z0006012	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SO YD	336	336				
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SO YD	360	360				

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		BRIDGE 0013 80% FED 20% STATE				
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SO FT	464	464				
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SO YD	1	1				
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	102.8	102.8				
Z0041895	POLYMER CONCRETE	CU FT	3.2	3.2				

REV. - MS

\* - SPECIALITY ITEM

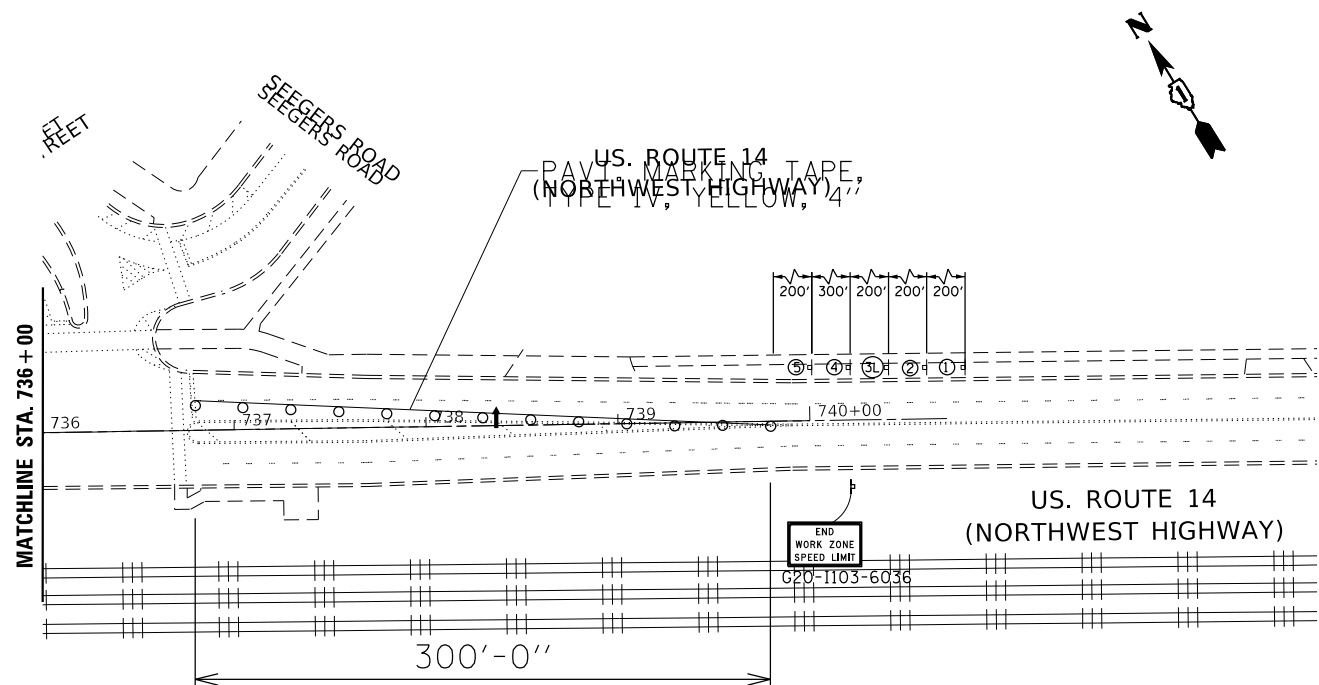
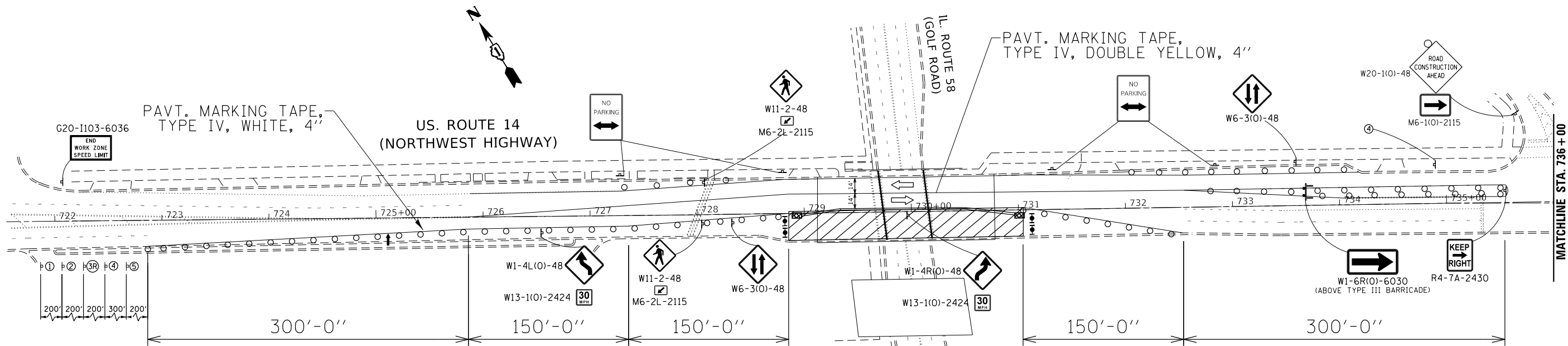
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	PLOT DATE = 12/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-1-1	COOK	31	4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M90	



**LEGEND:**

- ARROW BOARD
- TYPE III BARRICADE
- IMPACT ATTENUATORS, TEMP. (NON-REDIRECTIVE), TEST LEVEL 3
- WORK ZONE
- DRUM WITH REFLECTIVE STRIPS
- TEMPORARY IMPACT ATTENUATOR
- BARRICADE OR DRUM WITH FLASHING LIGHT
- ROAD CONSTRUCTION AHEAD (W20-1101) 48" X 48" (1)
- 12'-6" (2)
- RIGHT LANE CLOSED AHEAD (W20-510) 48" X 48" (3R)
- LEFT LANE CLOSED AHEAD (W20-510) 48" X 48" (3L)
- WORK ZONE SPEED LIMIT 40 PHOTO ENFORCED \$250 FINE MINIMUM (4)
- WORKER (W21-1115(0)-3618)
- PERSON WITH SHOVEL (W20-7(0)-48 OR W21-1A) 48" X 48" (5)

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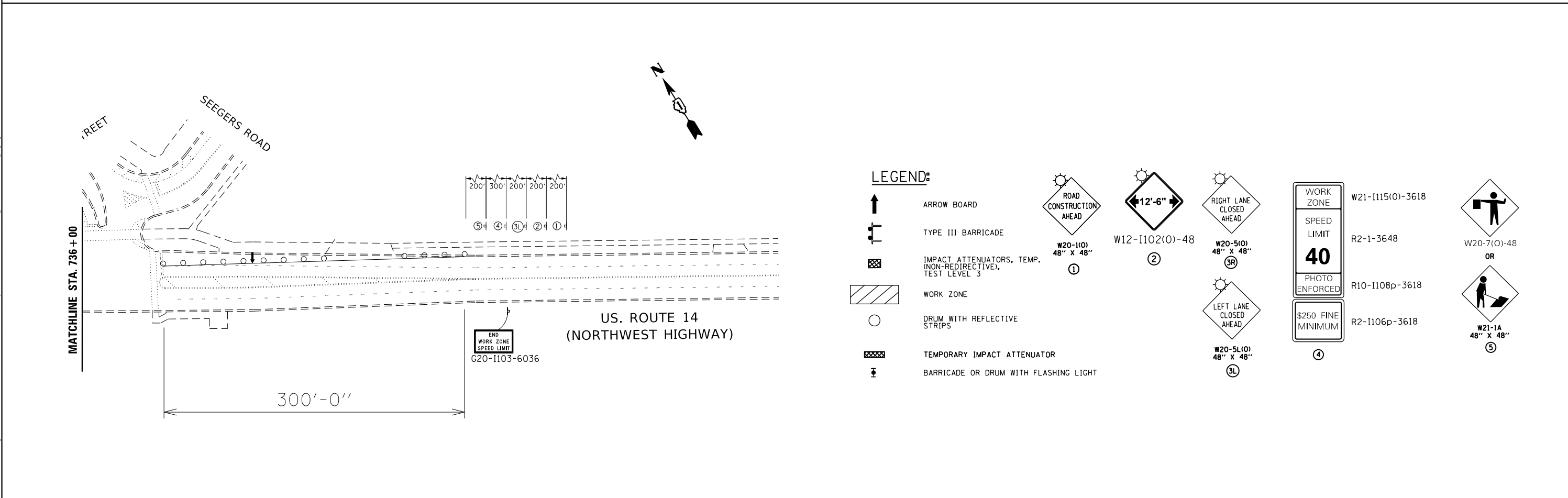
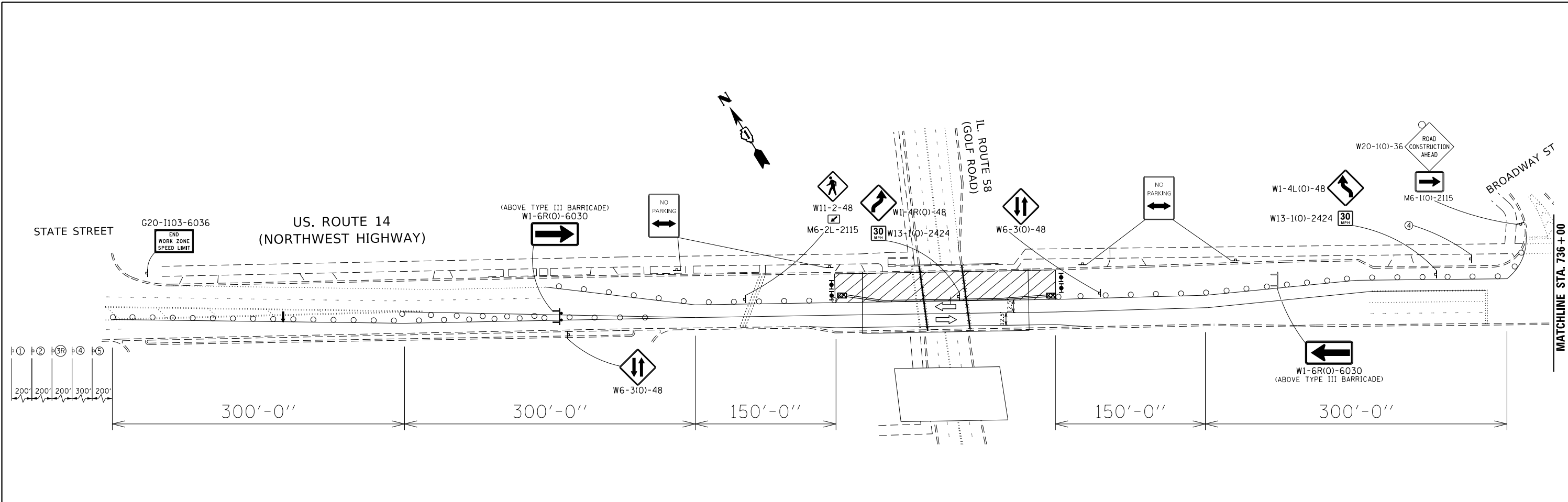
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PLOT DATE = 12/13/2019	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**US 14 (NORTHWEST HIGHWAY)  
MAINTENANCE OF TRAFFIC STAGE 1**

SCALE: SHEET OF SHEETS STA. TO STA.

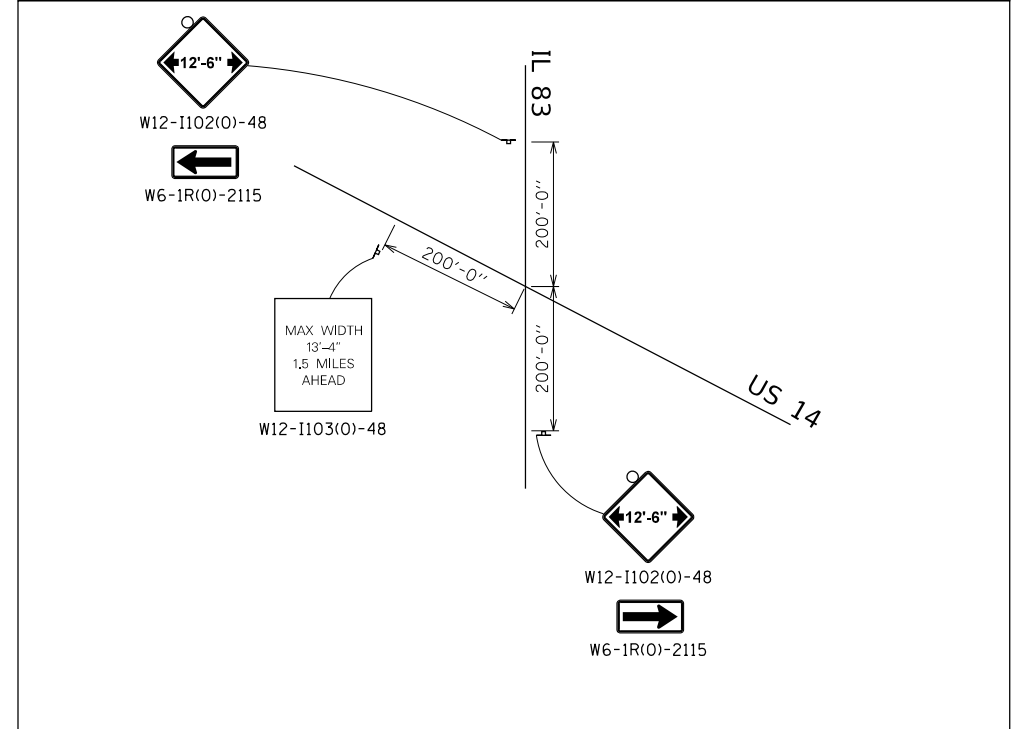
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3512	5835-1-B-1-1	COOK	31	5
CONTRACT NO. 60M90				
ILLINOIS FED. AID PROJECT				



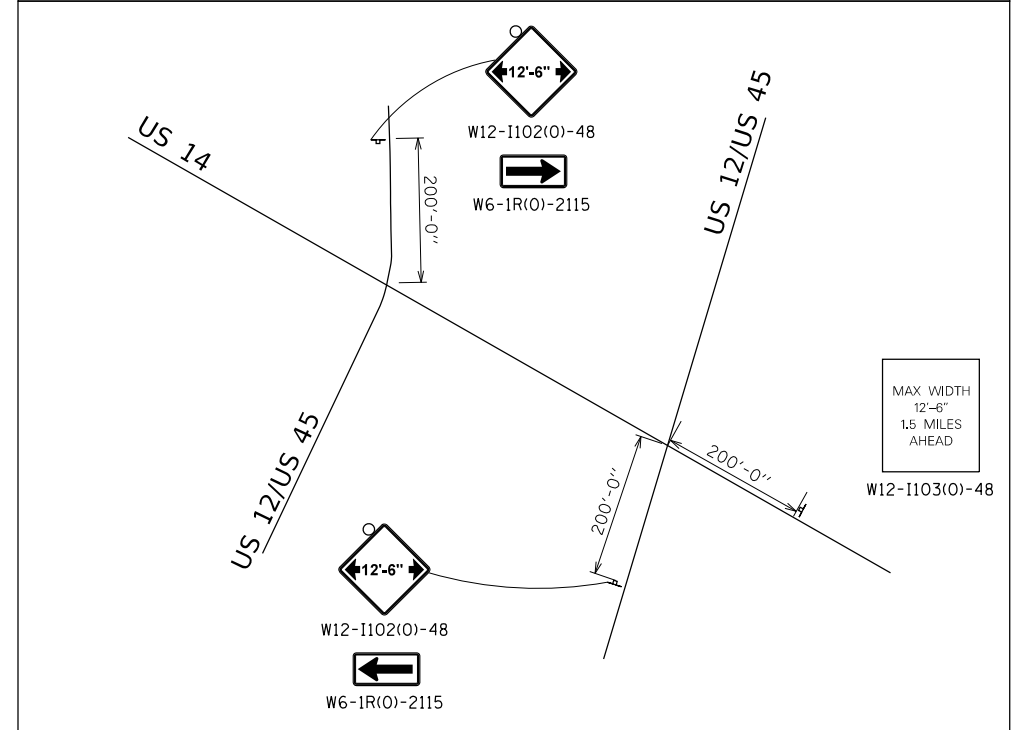
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SCALE:				SHEET OF SHEETS STA. TO STA.		

### OVERSIZE LOAD SIGNAGE PLACEMENT FOR EB US 14 TRAFFIC



### OVERSIZE LOAD SIGNAGE PLACEMENT FOR WB US 14 TRAFFIC



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PLOT DATE = 12/13/2019	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
 OVERSIZE LOAD SIGN PLACEMENT

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	7
CONTRACT NO. 60M90				
ILLINOIS FED. AID PROJECT				

MODIFIED URETHANE 4" SOLID DOUBLE YELLOW

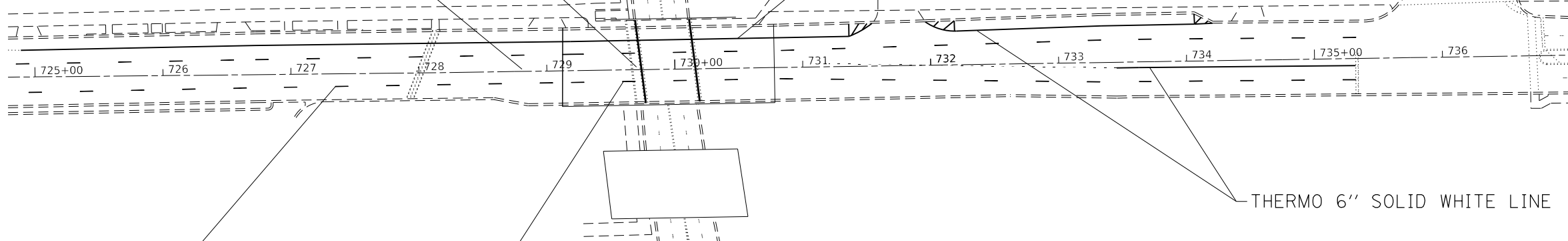
THERMO 4" SOLID DOUBLE YELLOW

US. ROUTE 14  
(NORTHWEST HIGHWAY)

IL. ROUTE 58  
(GOLF ROAD)

MODIFIED URETHANE 6: SOLID WHITE LINE

BROADWAY STREET



THERMO 4" WHITE 30' SKIP 10' DASH

MODIFIED URETHANE 4" WHITE 30' SKIP 10' DASH

THERMO 6" SOLID WHITE LINE

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	DRAWN -	REVISED -
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PLOT DATE = 12/13/2019	DATE -	REVISED -

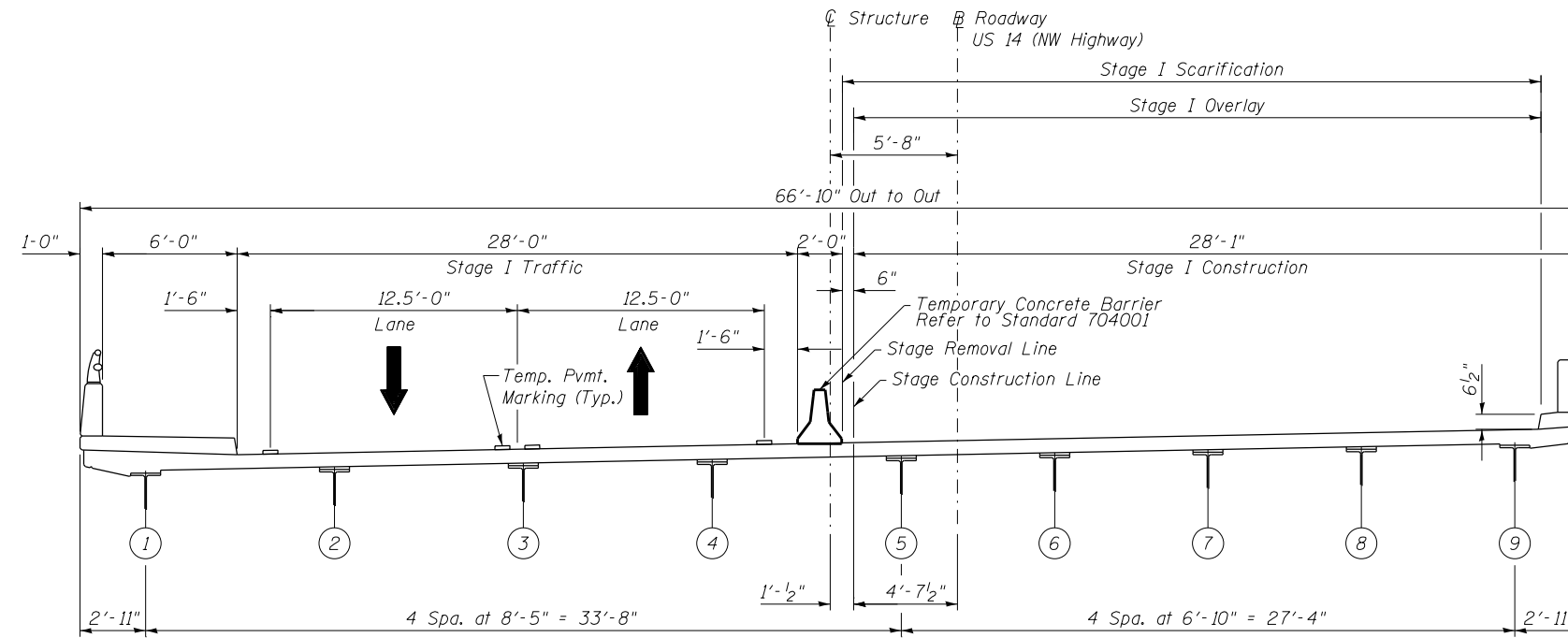
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PAVEMENT MARKING**

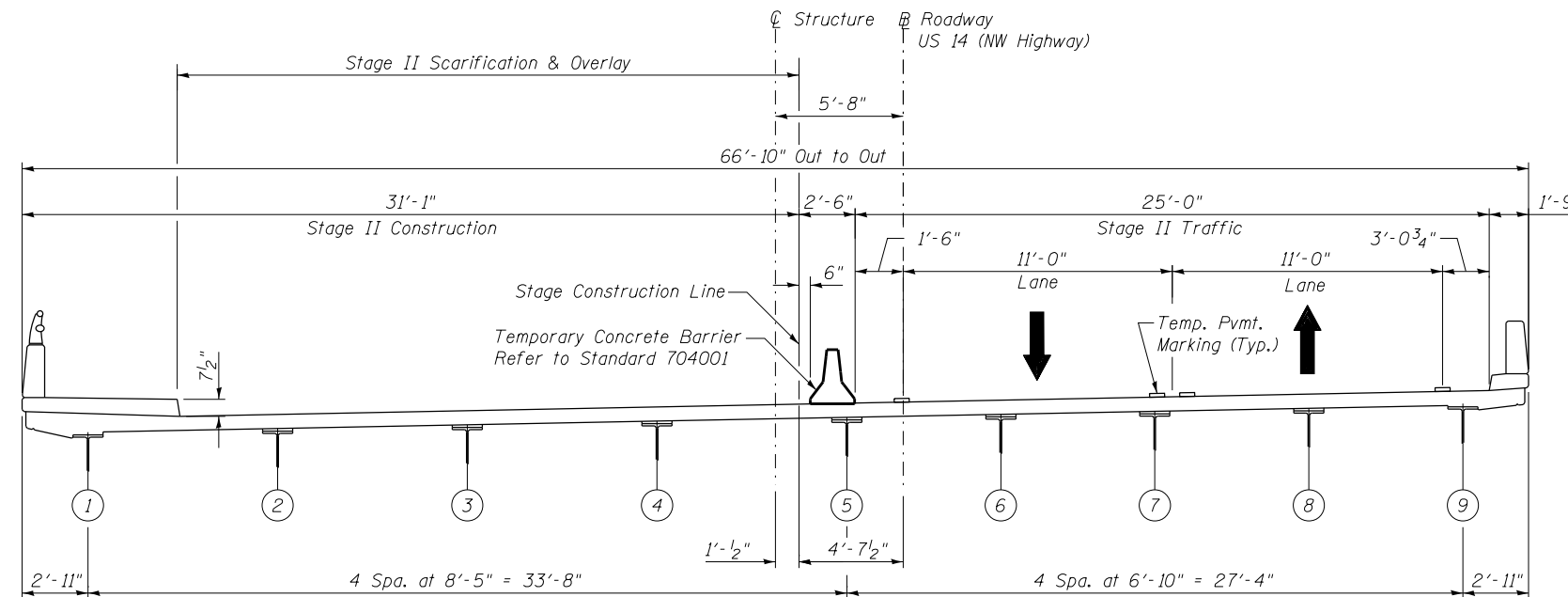
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	8
				CONTRACT NO. 60M90
		ILLINOIS	FED. AID PROJECT	





**STAGE I CROSS SECTION**  
Looking East



**STAGE II CROSS SECTION**  
Looking East

**Notes:**

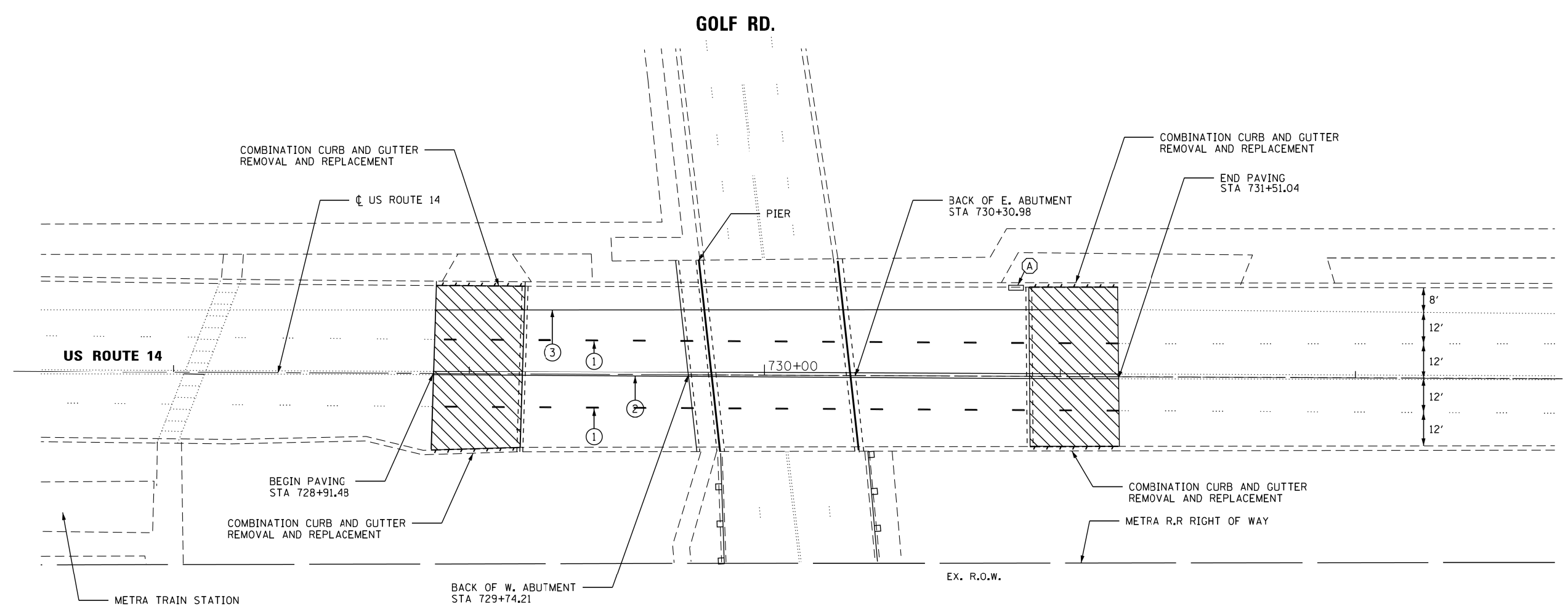
The exact number, location, and spacing of all signs and traffic control devices may be adjusted to fit field conditions as directed by the Engineer.

The Contractor will be required to provide and maintain access to all private drives and commercial property during the construction period. Signing shall be provided for all driveway entrances per District Detail TC-26.

FILE NAME =	USER NAME =	DESIGNED - JMS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MAINTENANCE OF TRAFFIC STAGE CONSTRUCTION DETAILS STRUCTURE NO. 016-0236</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - JMH	REVISED -			3512	5835-1-B-1-1	COOK	31	9	
		DRAWN - DR	REVISED -			<b>CONTRACT NO. 60M90</b>					
		CHECKED - JMH	REVISED -			ILLINOIS FED. AID PROJECT					



SCALE: 1" = 20'



NOTES:  
1. WORK THIS SHEET WITH SHEET 7 (ROADWAY DETAILS).

**LEGEND**

- (A) - ADJUST FRAME AND LID
- [Hatched Box] - HMA SURFACE REMOVAL-BUTT JOINT & PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"

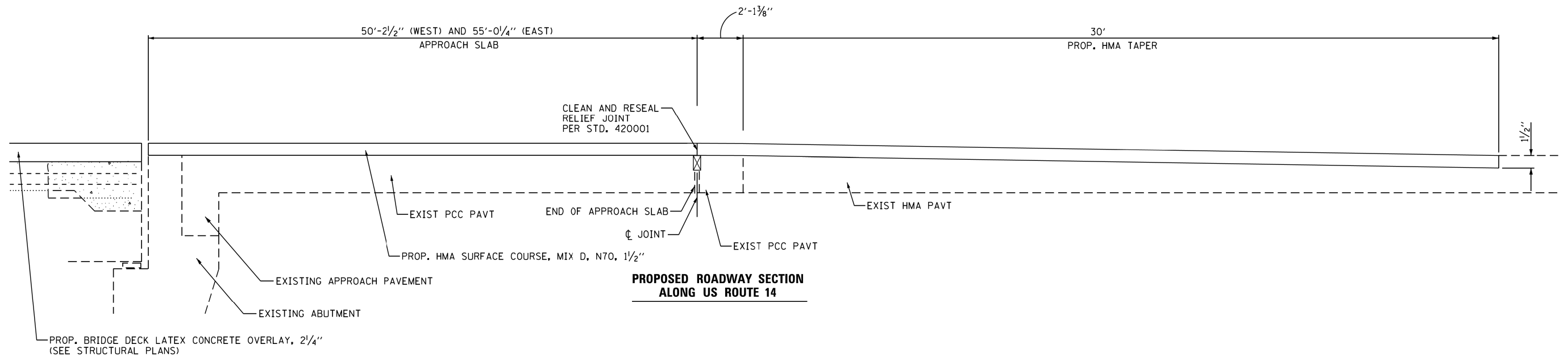
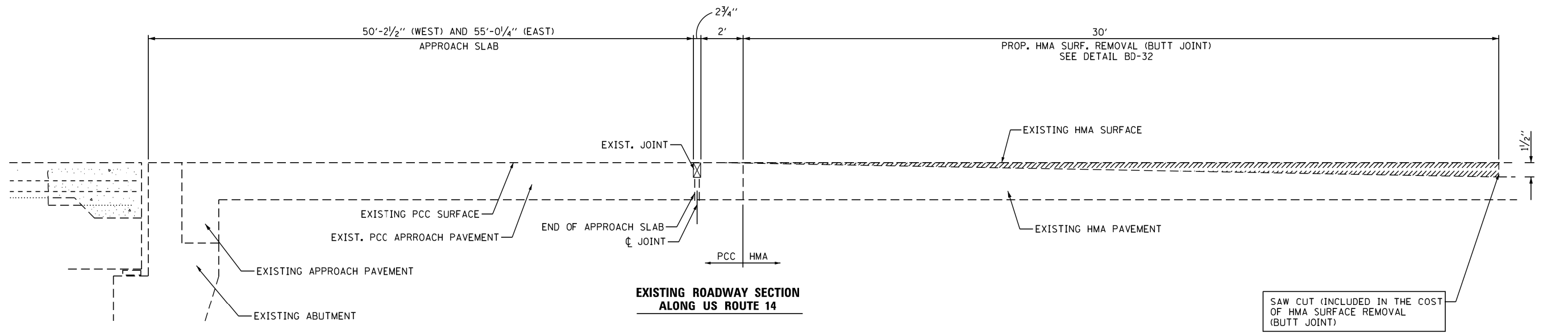
**PAVEMENT MARKING LEGEND:**

- (1) 4" WHITE LANE LINE (10' DASH, 30' SKIP)
- (2) 4" DOUBLE YELLOW CENTERLINE (11" C-C)
- (3) 4" WHITE EDGE LINE

NOTES:  
POLYUREA PAVEMENT MARKING TO BE USED ON PCC PAVEMENT SURFACES  
THERMOPLASTIC PAVEMENT MARKINGS TO BE USED ON HMA SURFACES

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FILE NAME =	USER NAME = rgo11	DESIGNED - RAG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 14 (NORTHWEST HIGHWAY) ROADWAY PLAN</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MAP	REVISED -		3512	5835-1-B-1-1	COOK	31	10			
	PLOT SCALE = 40,0000' / in.	CHECKED - MGR	REVISED -		CONTRACT NO. 60M90							
	PLOT DATE = 10/16/2014	DATE - SEPTEMBER, 2014	REVISED -		ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					



- NOTES:**
- SEE DETAIL BD-32 FOR BUTT JOINT AND HMA TAPER DETAILS.

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FILE NAME =	USER NAME = r9011	DESIGNED - MR	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>US 14 (NORTHWEST HIGHWAY) ROADWAY DETAILS</b>			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - MAP	REVISED -		3512	5835-1-B-1-1	COOK	31	11			
	PLOT SCALE = 100.0000' / 1" =	CHECKED - MGR	REVISED -		CONTRACT NO. 60M90							
	PLOT DATE = 10/16/2014	DATE - SEPTEMBER, 2014	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

Existing Structure: The existing structure is a single span steel superstructure with a 7½-inch reinforced concrete deck and a single span reinforced concrete slab approach. The original structure was built in 1933 as Section 5835-1B-R(79) and reconstructed in 1983.

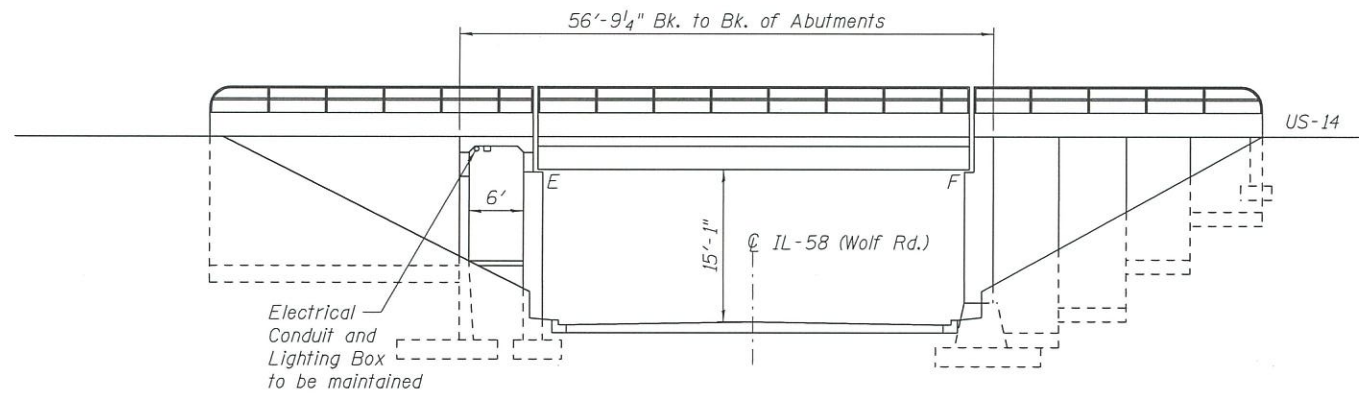
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**GENERAL NOTES:**

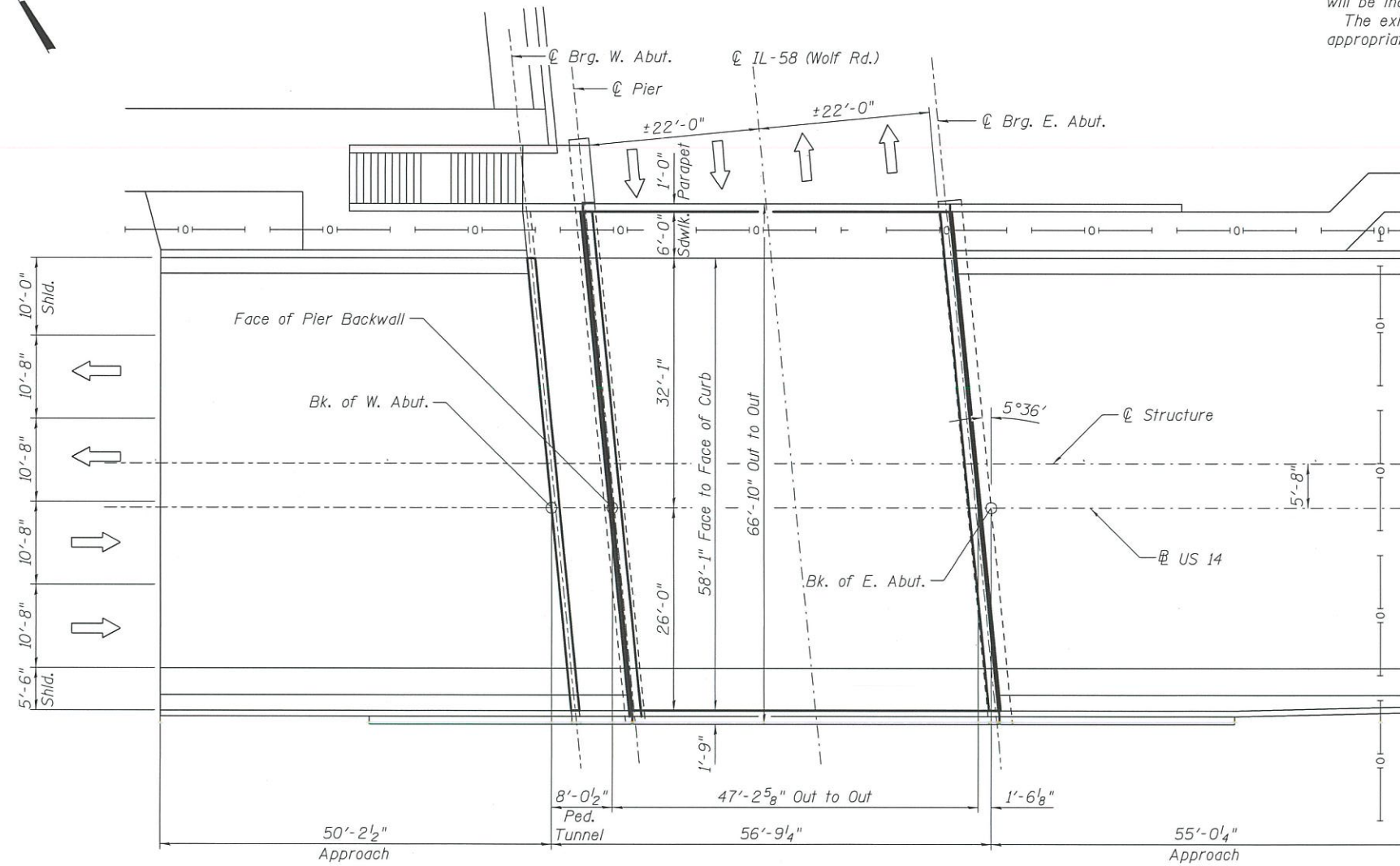
**SCOPE OF WORK**

1. Bridge deck scarification.
2. Repair bridge deck and approaches.
3. Remove and replace concrete curb and gutter.
4. Reconstruct deck joints at East Abutment and Pier.
5. Place new overlay on bridge deck and approaches.
6. Repair Substructure.
7. Beam End Repair.

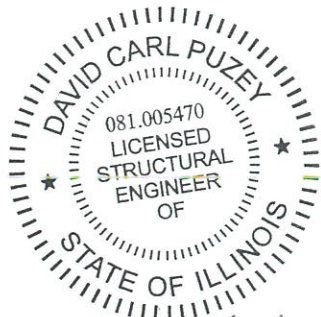
Reinforcement bars designated (E) shall be epoxy coated.  
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
 The Contractor shall exercise care during removal of existing joints to ensure that the slab, and beams, diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams, diaphragms caused by his operation as directed by the Engineer at no additional cost to the Department.  
 Cost for removal and disposal of existing expansion joints is included in the pay item "Concrete Removal."  
 The removal and reattachment of guardrail, hand rail, steel railings, traffic barrier terminal, and etcetera required for repair work (e.g. transverse joint replacement) shall be included in the contract unit price of the work item being performed.  
 Staged construction shall be utilized to maintain traffic during construction.  
 Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.  
 Protective Coat shall be applied to the new concrete adjacent to transverse joint reconstruction and concrete overlay areas.  
 Lighting for the pedestrian tunnel must be maintained throughout the duration of the contract. Cost included in the pay item for "Protective Shield."  
 All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.  
 Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item "Concrete Removal."  
 The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on the project.



**ELEVATION**



**PLAN**



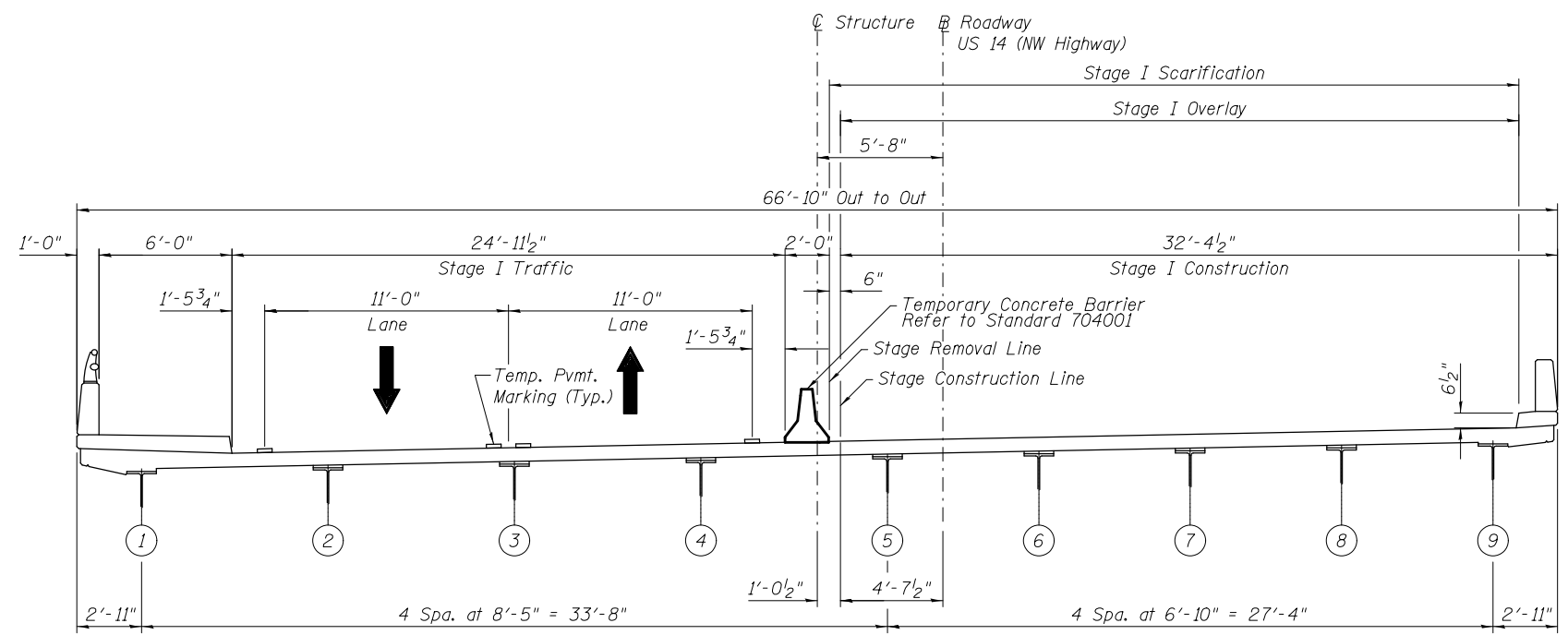
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DESIGNED - <i>[Signature]</i>	EXAMINED - <i>[Signature]</i>	DATE - January 31, 2020
CHECKED - <i>[Signature]</i>	PASSED - <i>[Signature]</i>	REVISD -
DRAWN - Venkat Reddy	ENGINEER OF BRIDGES AND STRUCTURES	REVISD -
CHECKED - CCC ATH		

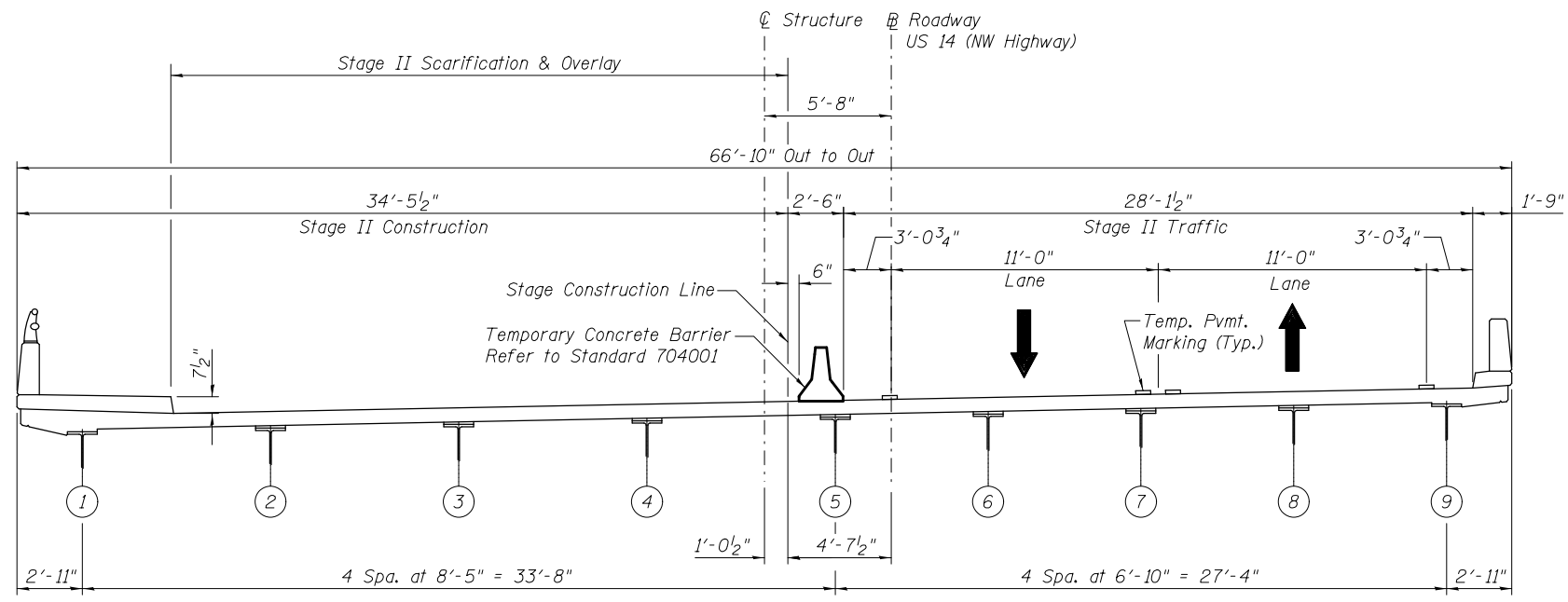
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
 FAU 3512 OVER IL 58 (WOLF RD)  
 SN 016 - 0236  
 SHEET NO. 1 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-1-1	COOK	31	12
CONTRACT NO. 60M90				
ILLINOIS FED. AID PROJECT				



**STAGE I CROSS SECTION**  
Looking East



**STAGE II CROSS SECTION**  
Looking East

**TOTAL BILL OF MATERIAL**

ITEM DESCRIPTION	UNIT	QUANTITY
Bituminous Materials (Prime Coat)	Pound	308
Hot-Mix Asphalt Surface Course Mix "D", N70	Ton	58
Portland Cement Concrete Sidewalk, 5"	Sq. Ft.	300
Sidewalk Removal	Sq. Ft.	300
Concrete Removal	Cu. Yd.	9.2
Concrete Superstructure	Cu. Yd.	10.4
Bridge Deck Grooving	Sq. Yd.	360
Protective Shield	Sq. Yd.	422
Protective Coat	Sq. Yd.	782
Reinforcement Bars, Epoxy Coated	Pound	1,380
Bar Splicers	Each	8
Preformed Joint Strip Seal	Foot	138
Clean and Reseal Relief Joint	Foot	58.5
Approach Slab Repairs (Partial Depth)	Sq. Yd.	19
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1
Bridge Deck Latex Concrete Overlay 2 1/4"	Sq. Yd.	366
Bridge Deck Scarification 3/4"	Sq. Yd.	366
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	464
Combination Curb and Gutter Removal and Replacement	Foot	52
Polymer Concrete	Cu. Ft.	3.2
Structural Steel Repairs	Pound	42.5

**Notes:**

The exact number, location, and spacing of all signs and traffic control devices may be adjusted to fit field conditions as directed by the Engineer.  
The Contractor will be required to provide and maintain access to all private drives and commercial property during the construction period.  
Signing shall be provided for all driveway entrances per District Detail TC-26.

DESIGNED - CCC	EXAMINED - <i>Timothy A. Daulton</i> ENGINEER OF STRUCTURAL SERVICES	DATE - January 31, 2020
CHECKED - ATH	PASSED - <i>Carl Ringer</i> ENGINEER OF BRIDGES AND STRUCTURES	REVISED -
DRAWN - Venkat Reddy		REVISED -
CHECKED - CCC ATH		

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS**  
**SN 016 - 0236**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-BJ-1	COOK	31	13
CONTRACT NO. 60M90				
ILLINOIS FED. AID PROJECT				

**BILL OF MATERIAL**

SYMBOL	ITEM	UNIT	QUANTITY
	Deck Slab Repair (Full Depth - Type II)	Sq. Yd.	1
	Approach Slab Repair (Partial Depth)	Sq. Yd.	19
	Sidewalk Removal	Sq. Ft.	300
	Portland Cement Concrete Sidewalk, 5"	Sq. Ft.	300
	Protective Coat	Sq. Yd.	374.1
	Combination Curb and Gutter Removal and Replacement	Foot	52
	Bridge Deck Grooving	Sq. Yd.	360
	Bridge Deck Latex Concrete Overlay, 2 1/4"	Sq. Yd.	366
	Bridge Deck Scarification, 3/4"	Sq. Yd.	366
	Clean and Reseal Relief Joint	Foot	58.5
	Bituminous Materials (Prime Coat)	Pound	308
	Hot-Mix Asphalt Surface Course "D", N70	Ton	58
	Protective Shield	Sq. Yd.	422

\*\* Deck Slab Repair (Partial Depth) Sq. Yd. 8

\*\* For information only to assist the Contractor in bidding. See Special Provision for "Bridge Deck Latex Overlay."

**Notes:**

Deck and approach slab repair areas are estimated based on visual inspection. Actual repair areas and locations shall be determined by the Engineer and shown on As-Built plans.

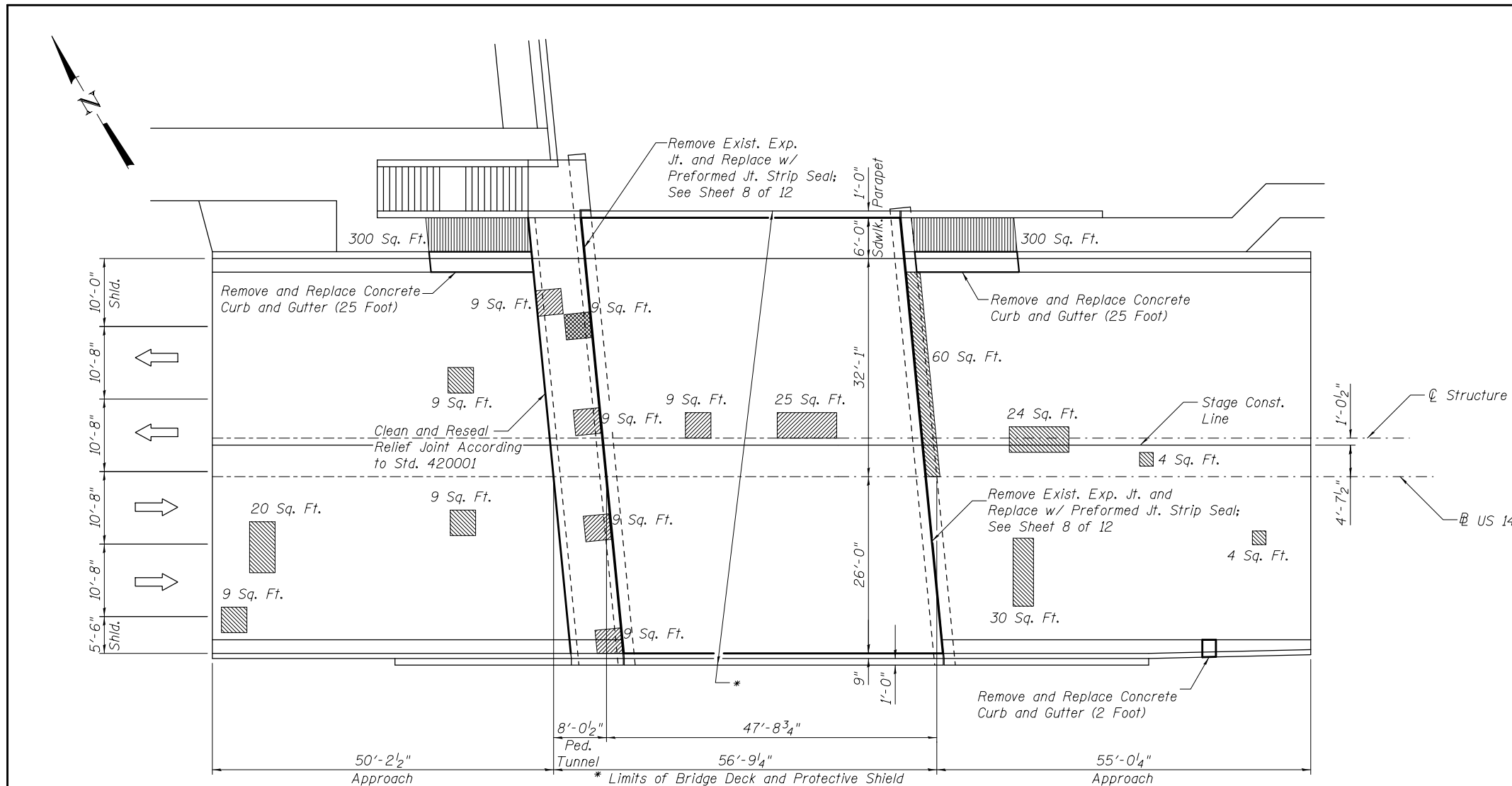
Bridge Deck Scarification, 3/4" and Bridge Deck Latex Concrete Overlay, 2 1/4" shall be performed over the limits of the bridge deck, excluding transverse joint reconstruction areas.

Protective Coat shall be applied to the bridge deck sidewalks inside and top faces of parapets, and transverse joint reconstruction areas.

Protective Shield shall be installed over the entire width of IL 58 (Wolf Road) and Pedestrian Tunnel.

The following items apply to the extents of the Approaches:  
 - Hot-Mix Asphalt Surface Course, Mix D, N70 (1 1/2")  
 - Bituminous Material (Prime Coat)

Installation of Protective Shield in pedestrian tunnel shall not interfere with pedestrian traffic through tunnel. Pedestrian tunnel shall remain open to traffic at all times.



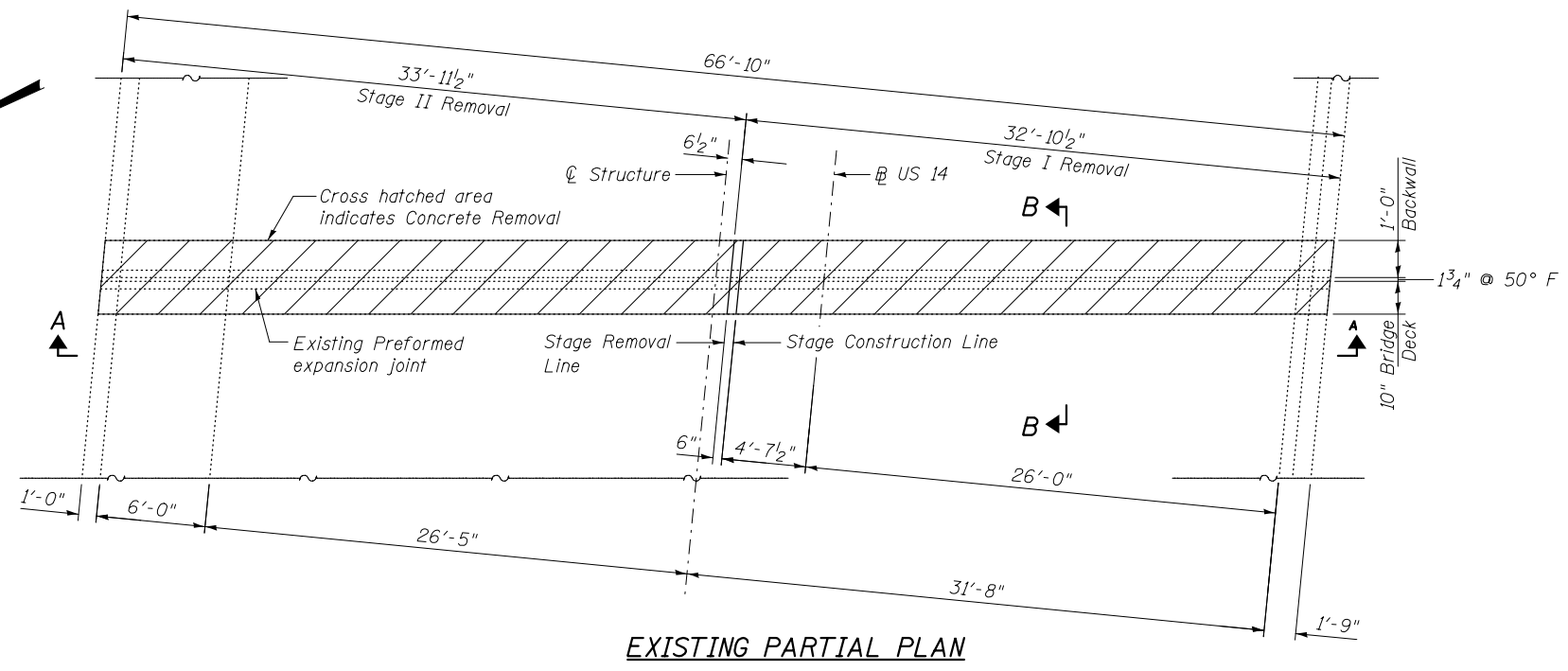
**PLAN**

DESIGNED - CCC	EXAMINED - <i>Timothy A. [Signature]</i>	DATE - January 31, 2020
CHECKED - ATH	ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Venkat Reddy	PASSED - <i>Carl [Signature]</i>	REVISED -
CHECKED - CCC ATH	ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BRIDGE DECK AND APPROACH SLAB REPAIRS  
SN 016 - 0236**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-BI-1	COOK	31	14
CONTRACT NO. 60M90				
ILLINOIS		FED. AID PROJECT		

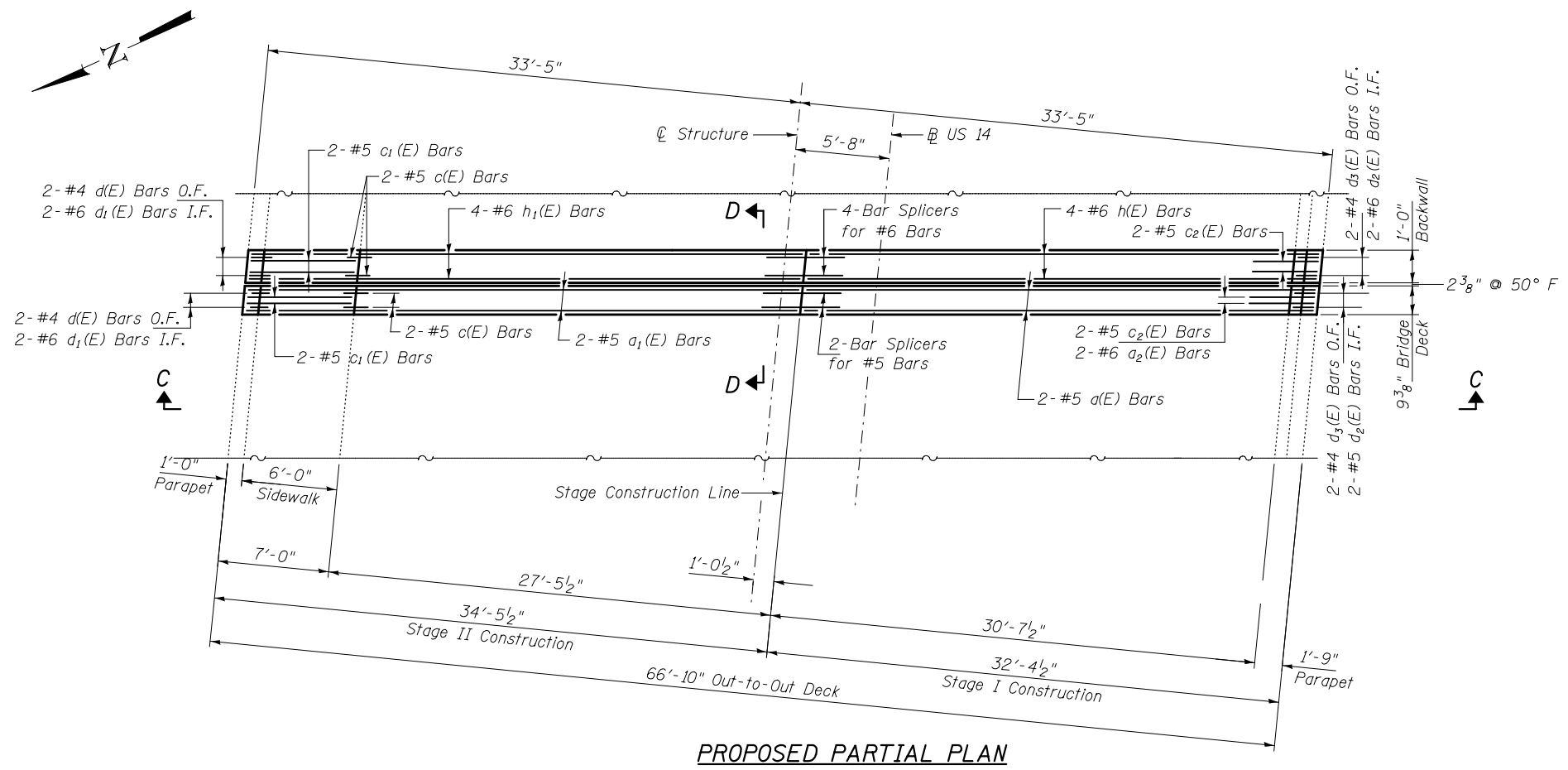


**EXISTING PARTIAL PLAN**

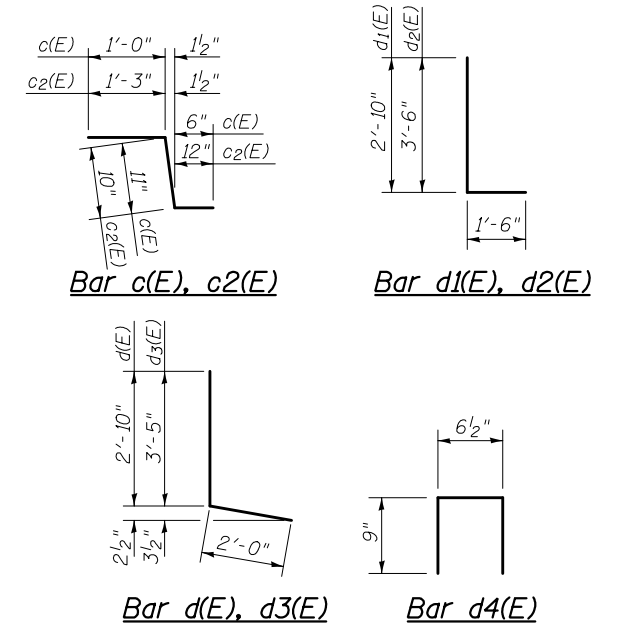
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	2	#5	32'-1"	—
a <sub>1</sub> (E)	2	#5	34'-1"	—
a <sub>2</sub> (E)	2	#6	4'-0"	—
h(E)	4	#6	32'-1"	—
h <sub>1</sub> (E)	4	#6	34'-1"	—
c(E)	4	#5	2'-5"	┌
c <sub>1</sub> (E)	4	#5	6'-8"	┌
c <sub>2</sub> (E)	4	#5	3'-1"	┌
d(E)	4	#4	4'-10"	┌
d <sub>1</sub> (E)	4	#6	4'-4"	┌
d <sub>2</sub> (E)	4	#6	5'-0"	┌
d <sub>3</sub> (E)	4	#4	5'-5"	┌
d <sub>4</sub> (E)	4	#4	2'-1"	┌
x(E)	66	#5	2'-8"	┌
Concrete Removal			Cu. Yd.	6.3
Concrete Superstructure			Cu. Yd.	7.0
Reinforcement Bars, Epoxy Coated			Pound	690

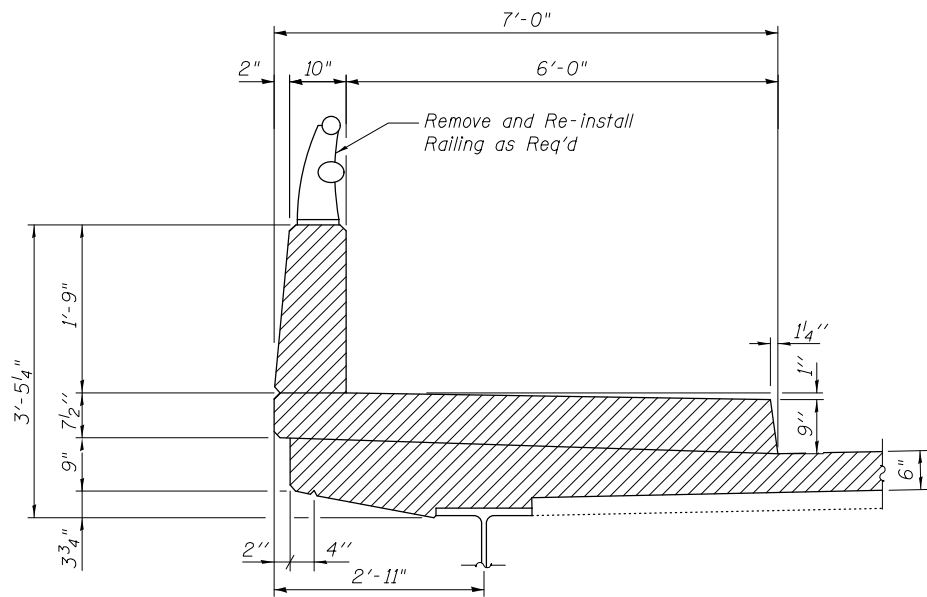
Notes:  
I.F. denotes Inside Face. O.F. denotes Outside Face.



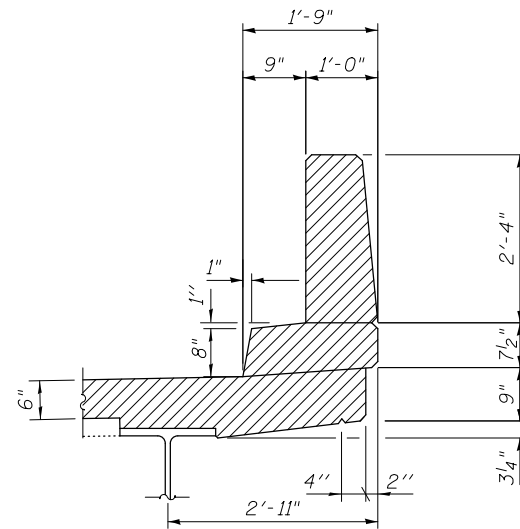
**PROPOSED PARTIAL PLAN**



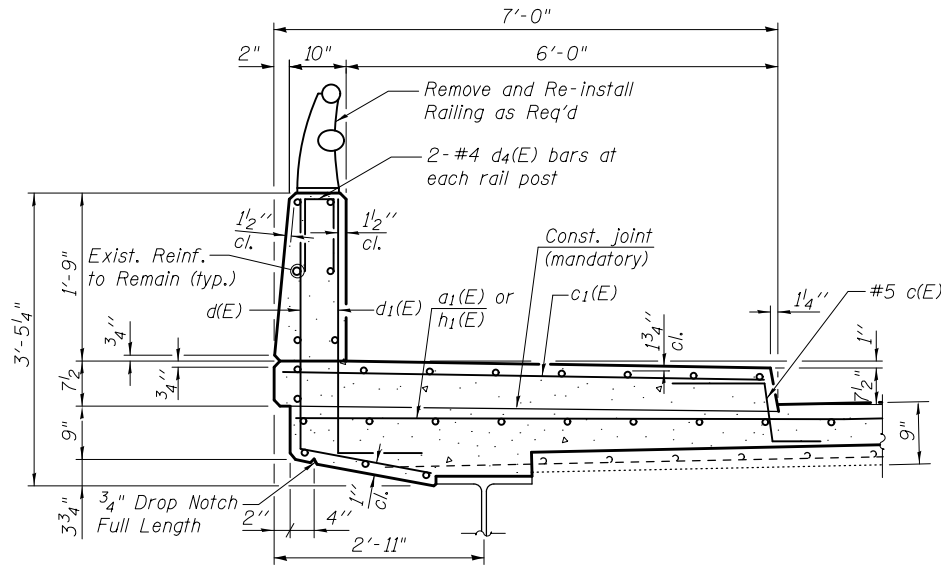




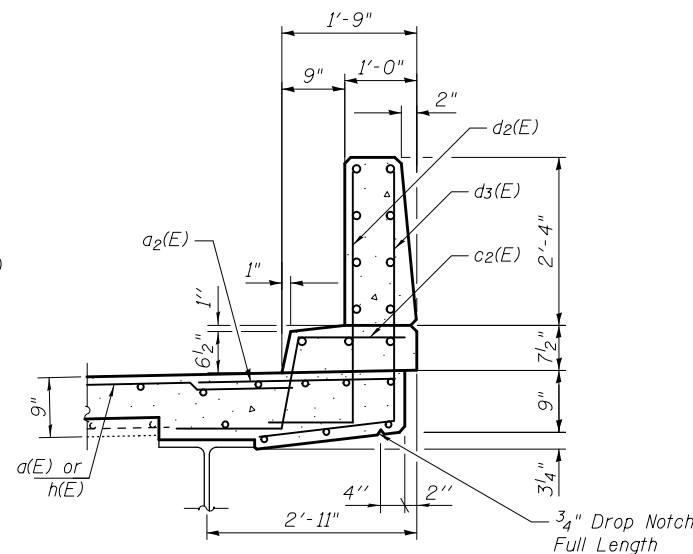
**SECTION A-A**  
**EXISTING NORTH FASCIA PARAPET**



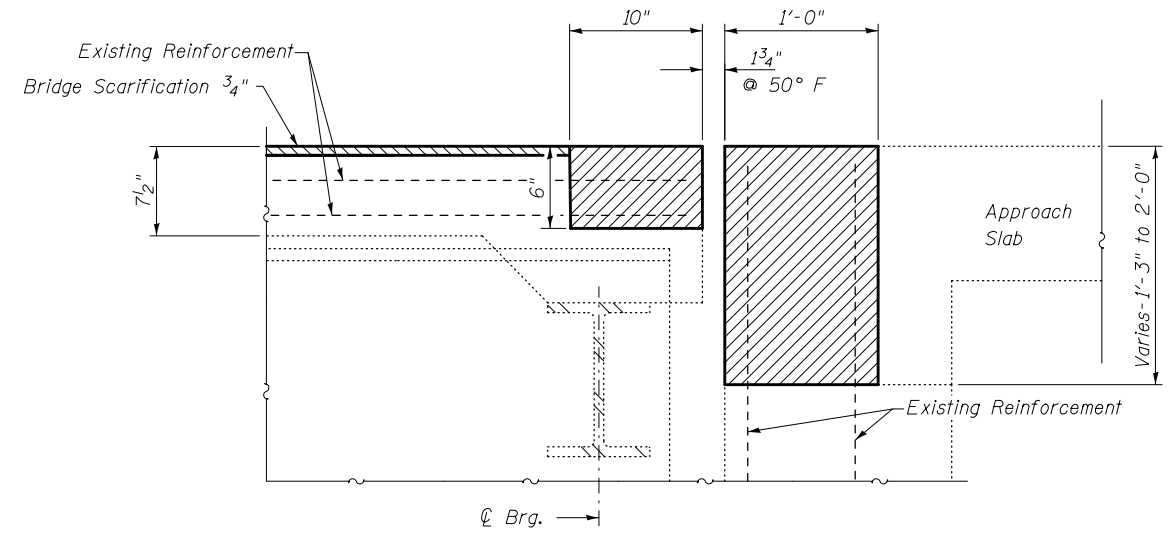
**SECTION A-A**  
**EXISTING SOUTH FASCIA PARAPET**



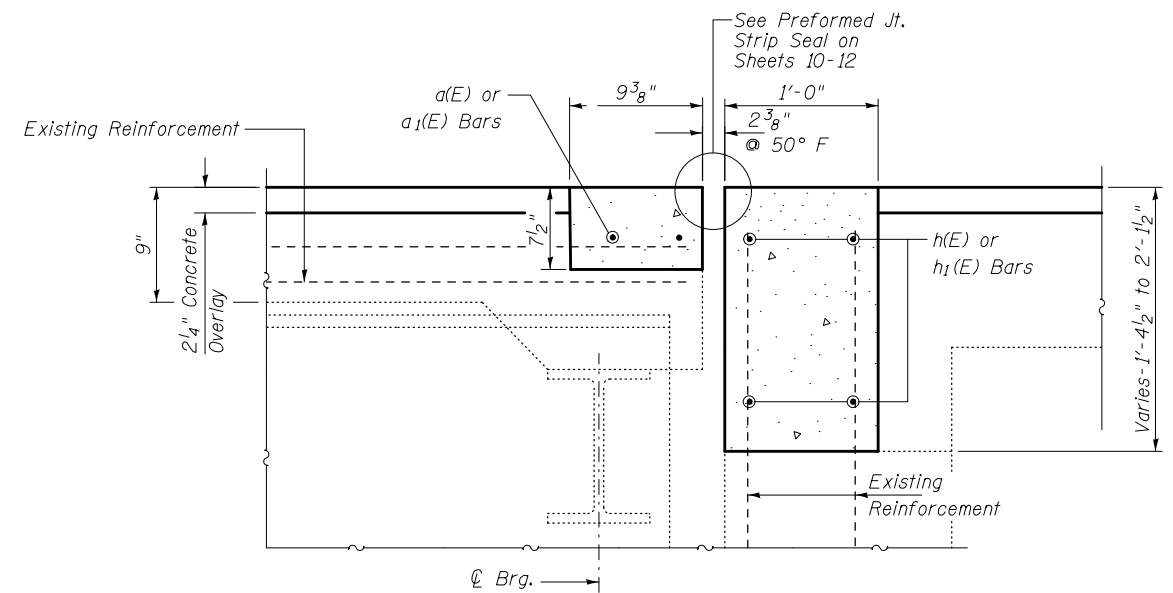
**SECTION C-C**  
**PROPOSED NORTH FASCIA PARAPET**



**SECTION C-C**  
**PROPOSED SOUTH FASCIA PARAPET**




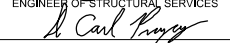
**SECTION B-B**



**SECTION D-D**

**Notes:**  
 Existing reinforcement bars extending into the concrete removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.  
 Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed.  
 Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.

DESIGNED - CCC	EXAMINED
CHECKED - ATH	PASSED
DRAWN - Venkat Reddy	
CHECKED - CCC ATH	

  
 ENGINEER OF STRUCTURAL SERVICES  
  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - January 31, 2020
REVISED -
REVISED -

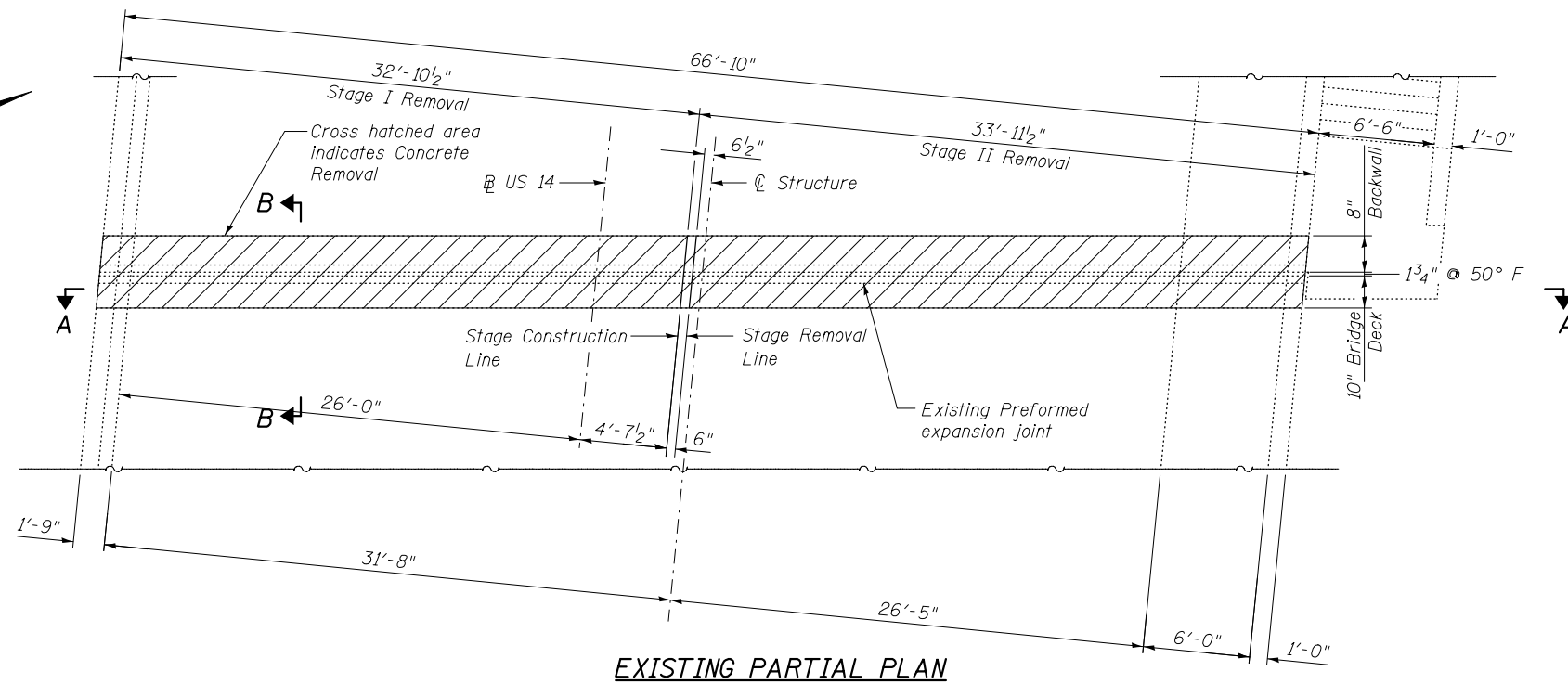
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT EXPANSION JOINT DETAILS**  
**SN 016 - 0236**

SHEET NO. 5 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-BJ-1	COOK	31	16
CONTRACT NO. 60M90				
ILLINOIS FED. AID PROJECT				



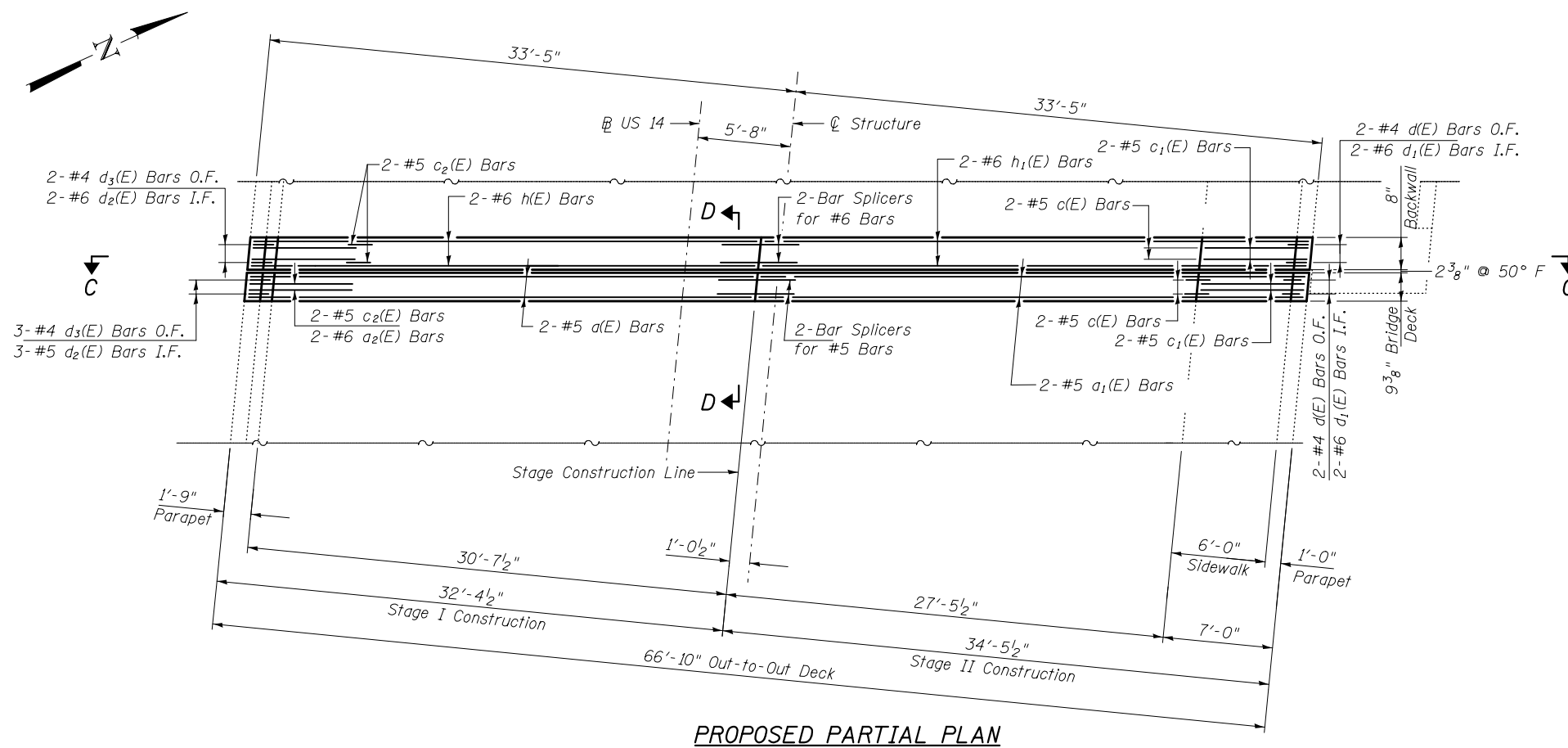


**EXISTING PARTIAL PLAN**

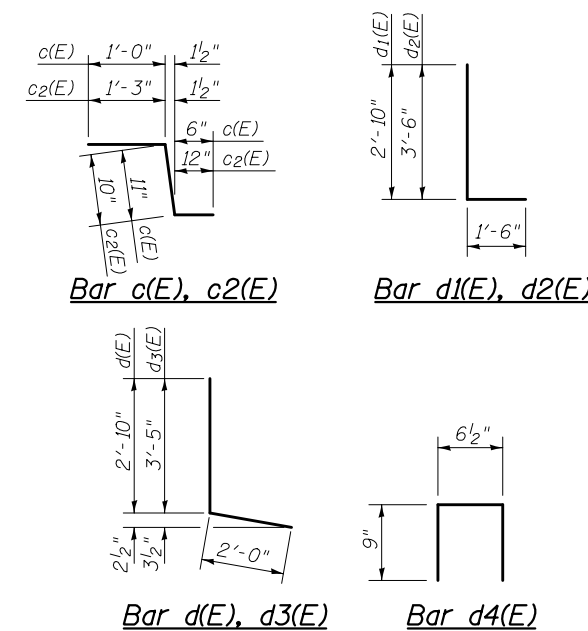
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	2	#5	32'-1"	—
a <sub>1</sub> (E)	2	#5	34'-1"	—
a <sub>2</sub> (E)	2	#6	4'-0"	—
h(E)	2	#6	32'-1"	—
h <sub>1</sub> (E)	2	#6	34'-1"	—
c(E)	4	#5	2'-5"	┌
c <sub>1</sub> (E)	4	#5	6'-8"	—
c <sub>2</sub> (E)	4	#5	3'-1"	┌
d(E)	4	#4	4'-10"	┌
d <sub>1</sub> (E)	4	#6	4'-4"	┌
d <sub>2</sub> (E)	4	#6	5'-0"	┌
d <sub>3</sub> (E)	4	#4	5'-5"	┌
d <sub>4</sub> (E)	4	#4	2'-1"	┌
Concrete Removal			Cu. Yd.	2.9
Concrete Superstructure			Cu. Yd.	3.4
Reinforcement Bars, Epoxy Coated			Pound	690

Notes:  
 Work this sheet with Sheets 9-15.  
 I.F. denotes Inside Face. O.F. denotes Outside Face.



**PROPOSED PARTIAL PLAN**



DESIGNED - CCC	EXAMINED - <i>Timothy A. ...</i>	DATE - January 31, 2020
CHECKED - ATH	PASSED - <i>Carl ...</i>	REVISIONS -
DRAWN - Venkat Reddy		
CHECKED - CCC ATH		

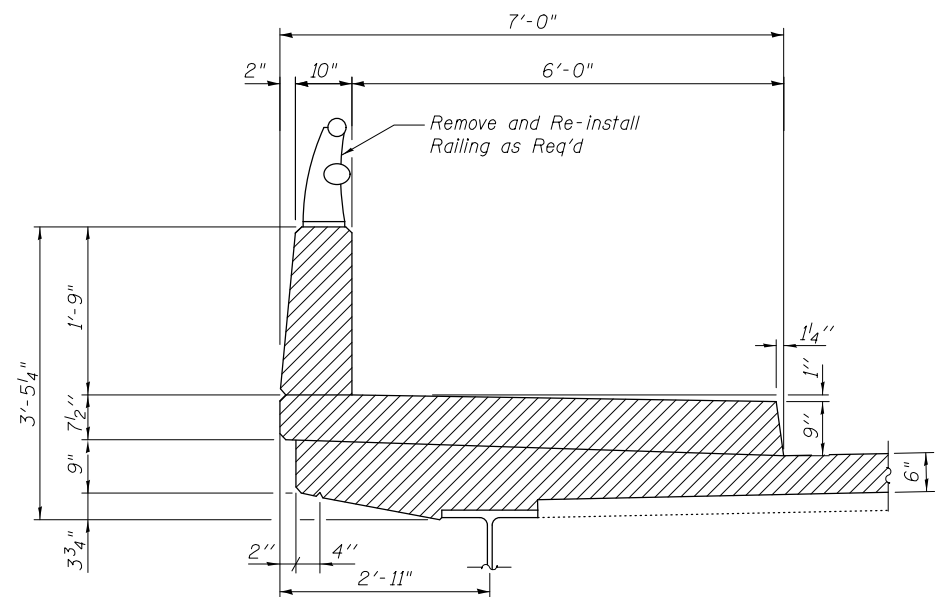
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PIER EXPANSION JOINT REPAIRS  
 SN 016 - 0236**

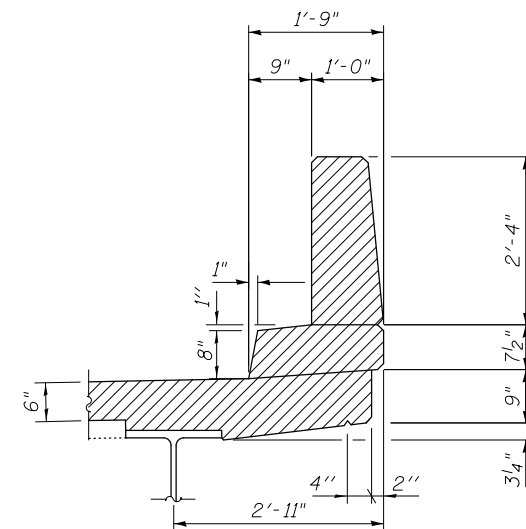
SHEET NO. 6 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-B1-1	COOK	31	17
CONTRACT NO. 60M90				

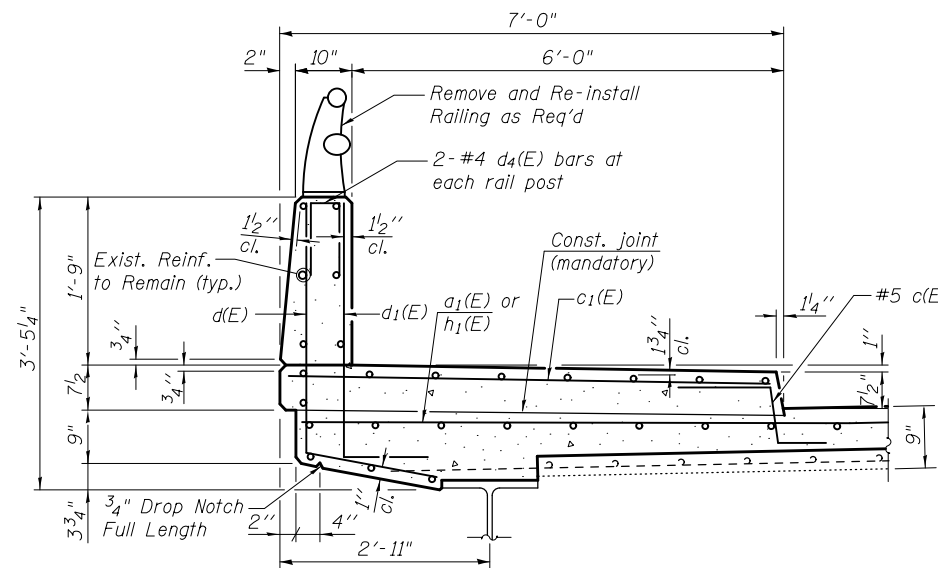
ILLINOIS FED. AID PROJECT



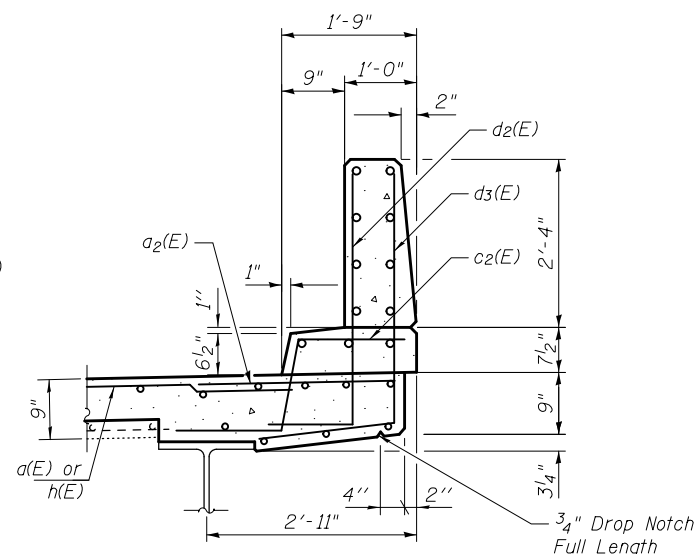
**SECTION A-A**  
**EXISTING NORTH FASCIA PARAPET**



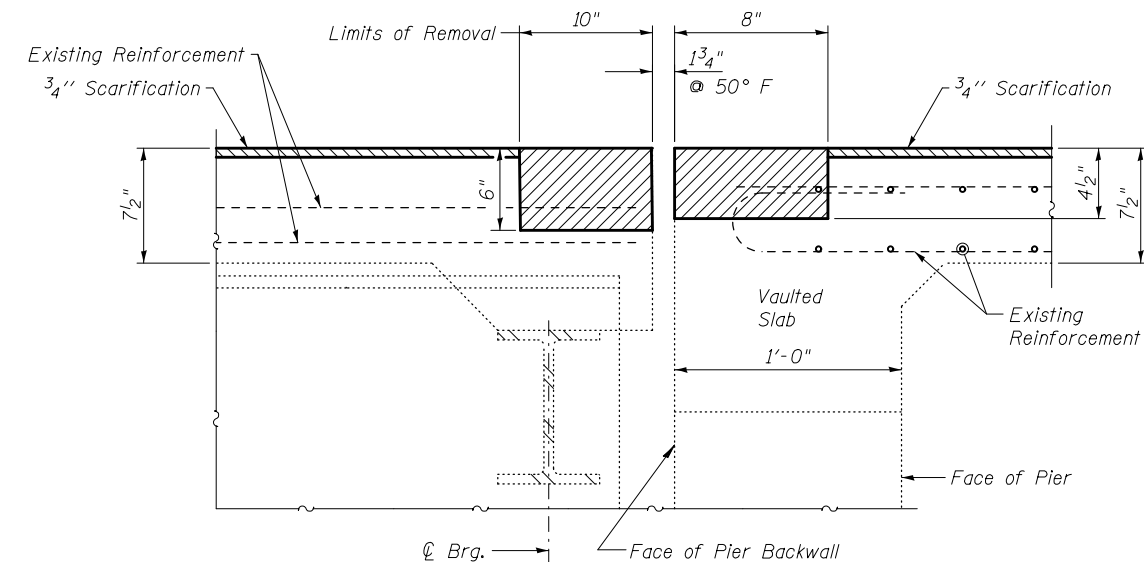
**SECTION A-A**  
**EXISTING SOUTH FASCIA PARAPET**



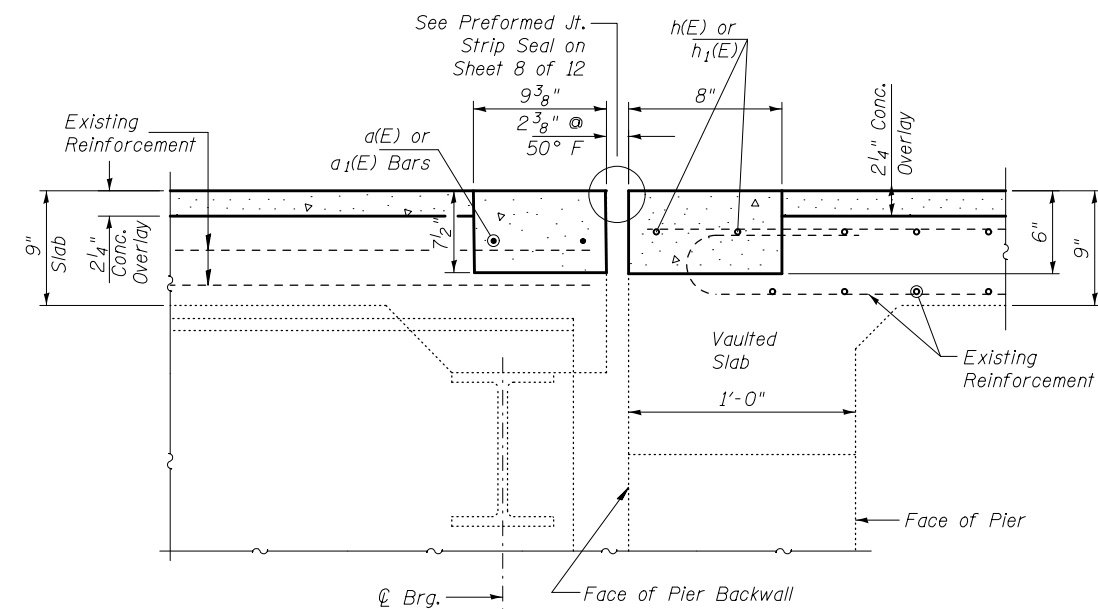
**SECTION C-C**  
**PROPOSED NORTH FASCIA PARAPET**



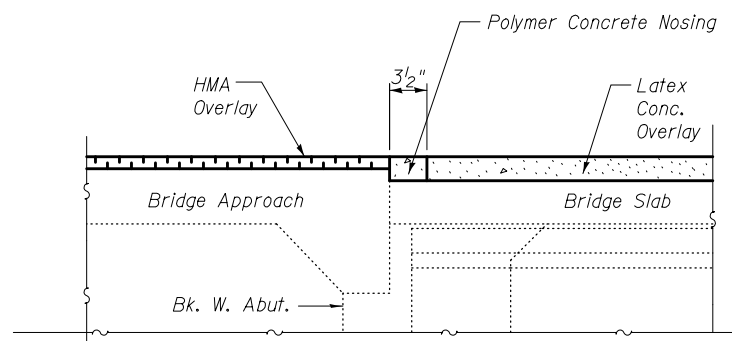
**SECTION C-C**  
**PROPOSED SOUTH FASCIA PARAPET**



**SECTION B-B**



**SECTION D-D**



**SECTION AT W. ABUT.**

Notes:  
Existing reinforcement bars extending into the concrete removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.  
Existing reinforcement bars in the concrete removal area parallel to the expansion joints shall be removed in the deck only.  
Removal and disposal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.

DESIGNED - CCC  
CHECKED - ATH  
DRAWN - Venkat Reddy  
CHECKED - CCC ATH

EXAMINED  
PASSED  
Timothy A. [Signature]  
ENGINEER OF STRUCTURAL SERVICES  
[Signature]  
ENGINEER OF BRIDGES AND STRUCTURES

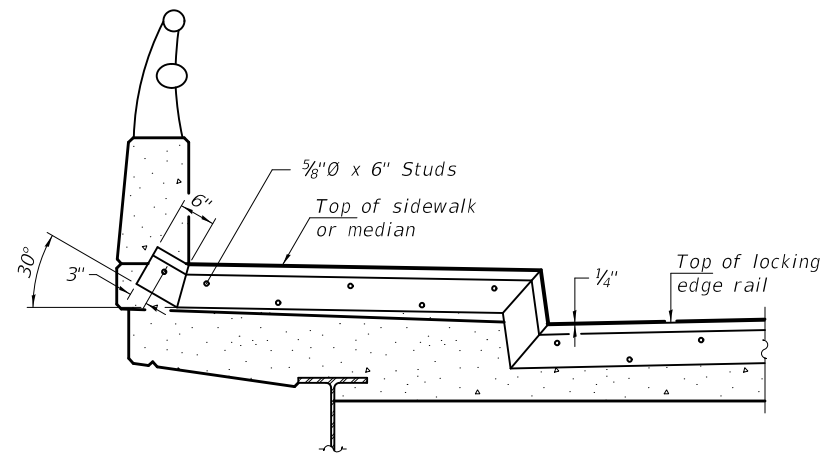
DATE - January 31, 2020  
REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER EXPANSION JOINT DETAILS  
SN 016 - 0236

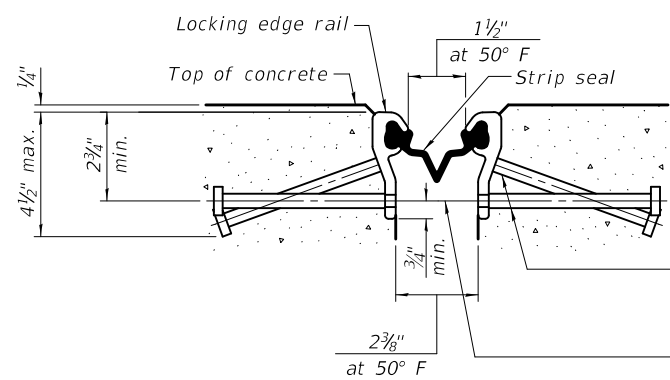
SHEET NO. 7 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-BJ-1	COOK	31	18
CONTRACT NO. 60M90				
ILLINOIS FED. AID PROJECT				



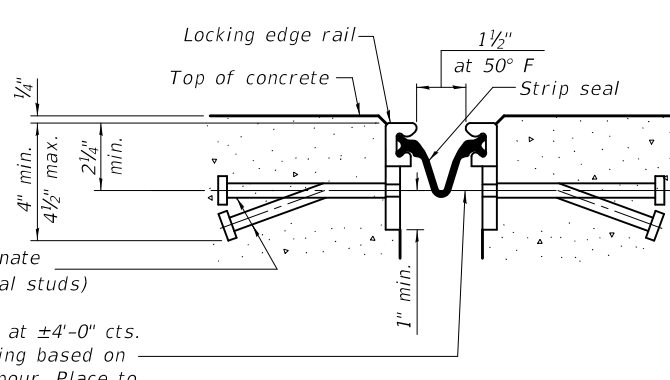
ELEVATION AT SIDEWALK

Notes:  
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.  
 The manufacturer's recommended installation methods shall be followed.  
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.  
 The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.  
 Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.  
 34" F-shape barrier shown, 42" F-shape similar as noted.  
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



SHOWING ROLLED RAIL JOINT

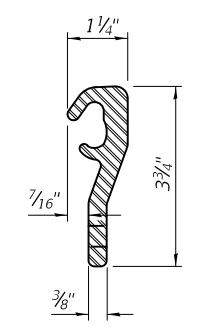
\* 3/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)  
 3/8" Ø threaded rods in 7/16" Ø holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



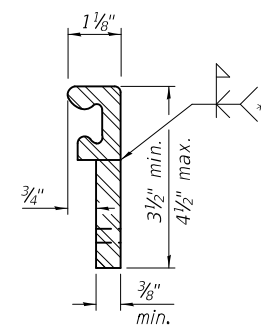
SHOWING WELDED RAIL JOINT

SECTION A-A

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



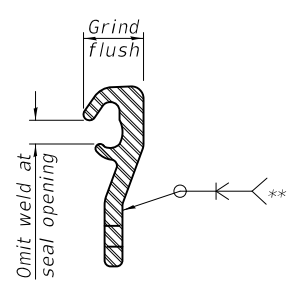
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	138

EJ-SS

8-11-17

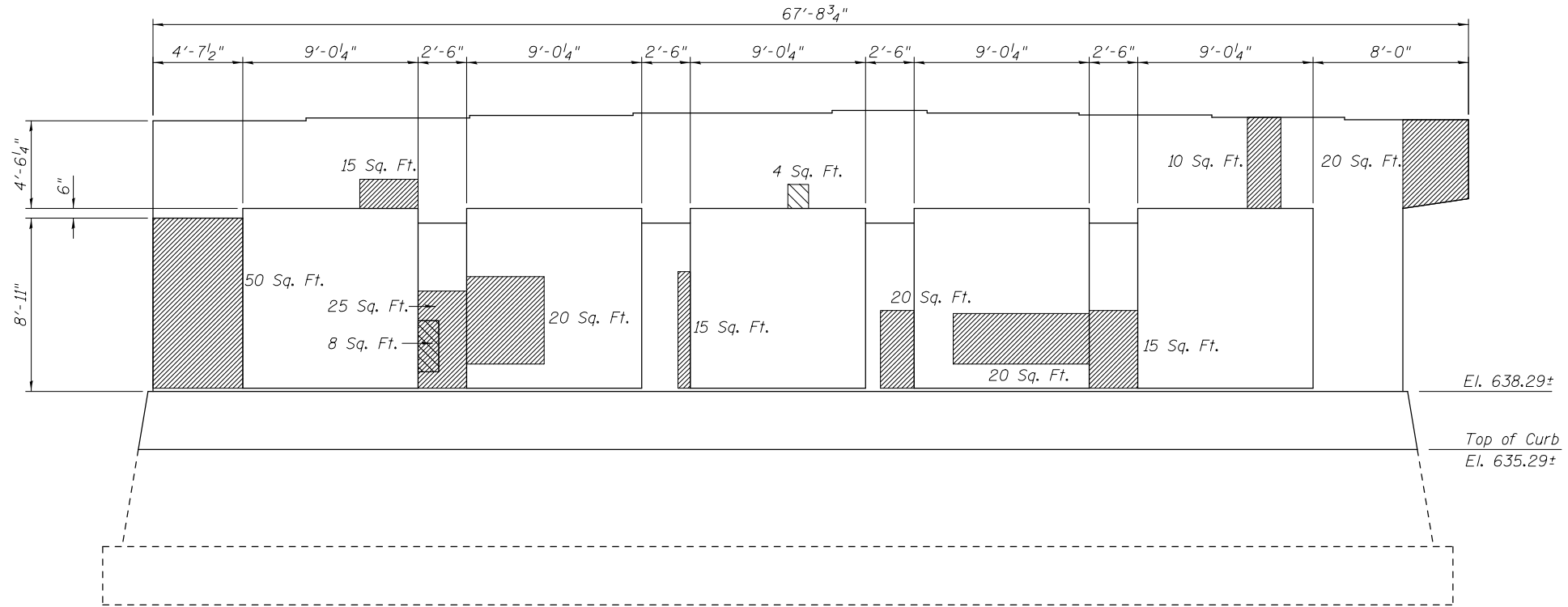
DESIGNED - CCC	EXAMINED	DATE - January 31, 2020
CHECKED - ATH	PASSED	REVISED -
DRAWN - Venkat Reddy		REVISED -
CHECKED - CCC ATH		

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL  
 SN 016 - 0236



SHEET NO. 8 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-BI-1	COOK	31	19
			CONTRACT NO. 60M90	
ILLINOIS FED. AID PROJECT				


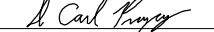


**EAST ABUTMENT ELEVATION**  
Looking East

**BILL OF MATERIAL**

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal or Less Than 5")	Sq. Ft.	214
	Protective Coat	Sq. Yd.	219
	Structural Repair of Concrete (Depth Greater Than 5")	Sq. Ft.	8

Note:  
Protective Coat to be applied to the north,  
west, and east faces of the East Abutment.

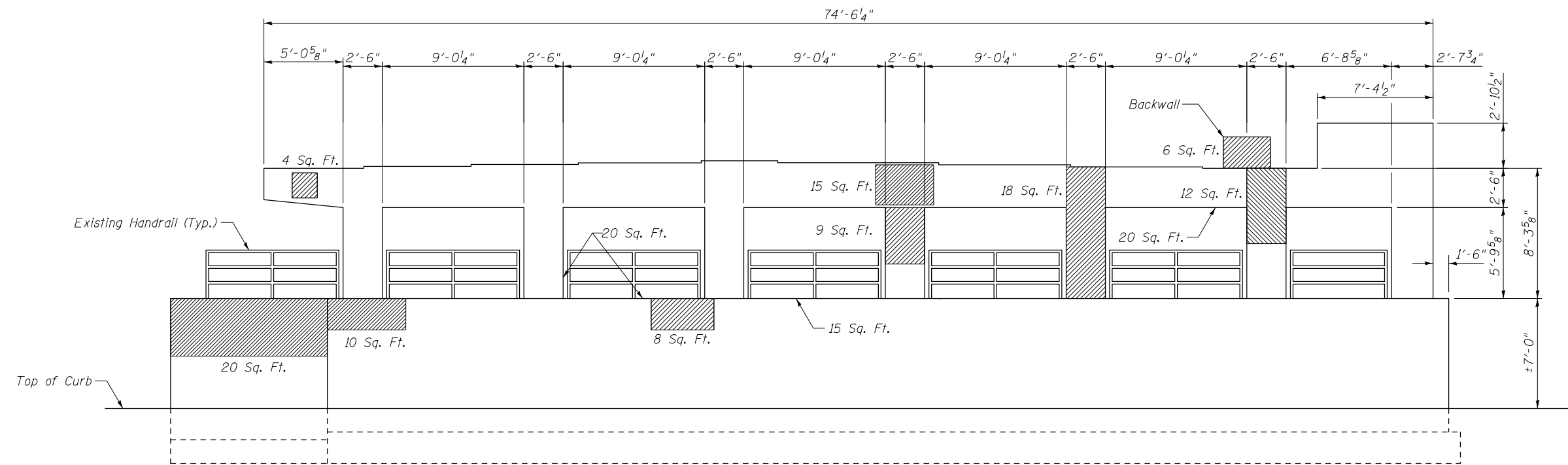
DESIGNED - CCC	EXAMINED	DATE - January 31, 2020
CHECKED - ATH	 ENGINEER OF STRUCTURAL SERVICES	
DRAWN - Venkat Reddy	PASSED	REVISED -
CHECKED - CCC ATH	 ENGINEER OF BRIDGES AND STRUCTURES	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EAST ABUTMENT REPAIRS**  
**SN 016 - 0236**

SHEET NO. 9 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-B4-1	COOK	31	20
CONTRACT NO. 60M90				
ILLINOIS		FED. AID PROJECT		

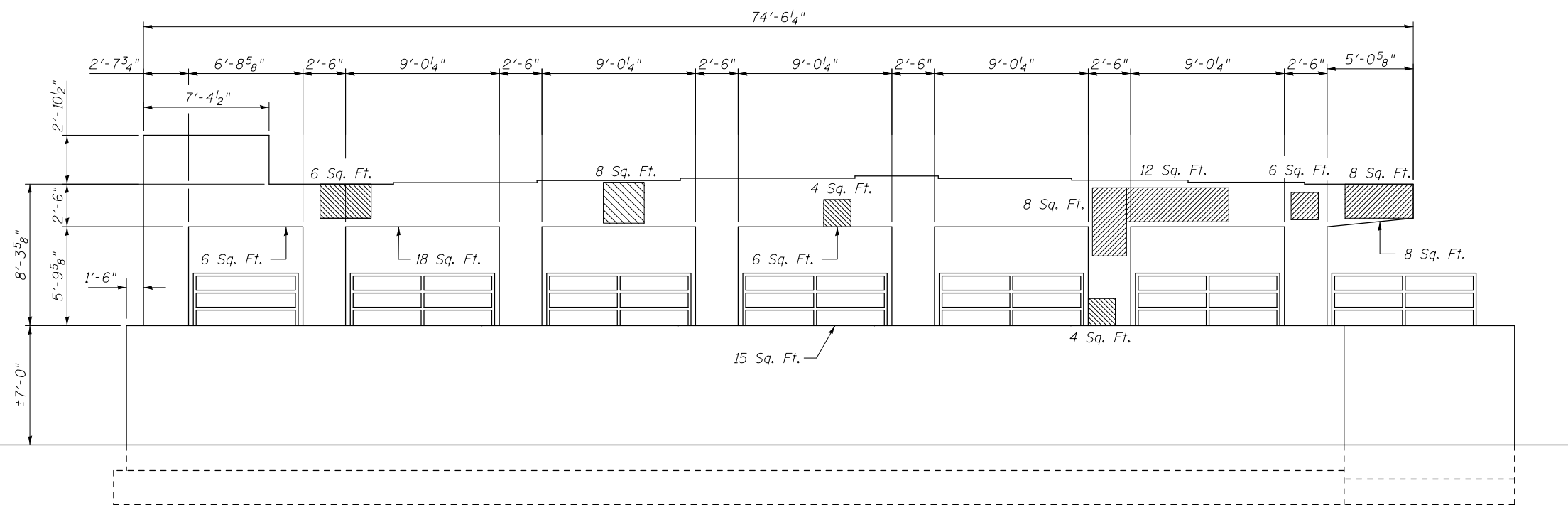


**PIER ELEVATION**

Looking West

Notes:

1. The removal and reattachment of pipe handrail required for Structural Repair of Concrete shall be included in the cost of Structural Repair of Concrete (Depth Equal to or Less Than 5").
2. Protective Coat to be applied to the north and east faces of the pier, north, and south faces of the columns, and underside of the pier cap between columns.



**PIER ELEVATION**

Looking East

**BILL OF MATERIAL**

SYMBOL	ITEM	UNIT	QUANTITY
	Structural Repair of Concrete (Depth Equal or Less Than 5")	Sq. Ft.	250
	Protective Coat	Sq. Yd.	189

DESIGNED - CCC  
 CHECKED - ATH  
 DRAWN - Venkat Reddy  
 CHECKED - CCC ATH

EXAMINED  
 PASSED  
*Timothy A. Daulton*  
 ENGINEER OF STRUCTURAL SERVICES  
*Carl Pinner*  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - January 31, 2020

REVISED -  
 REVISED -

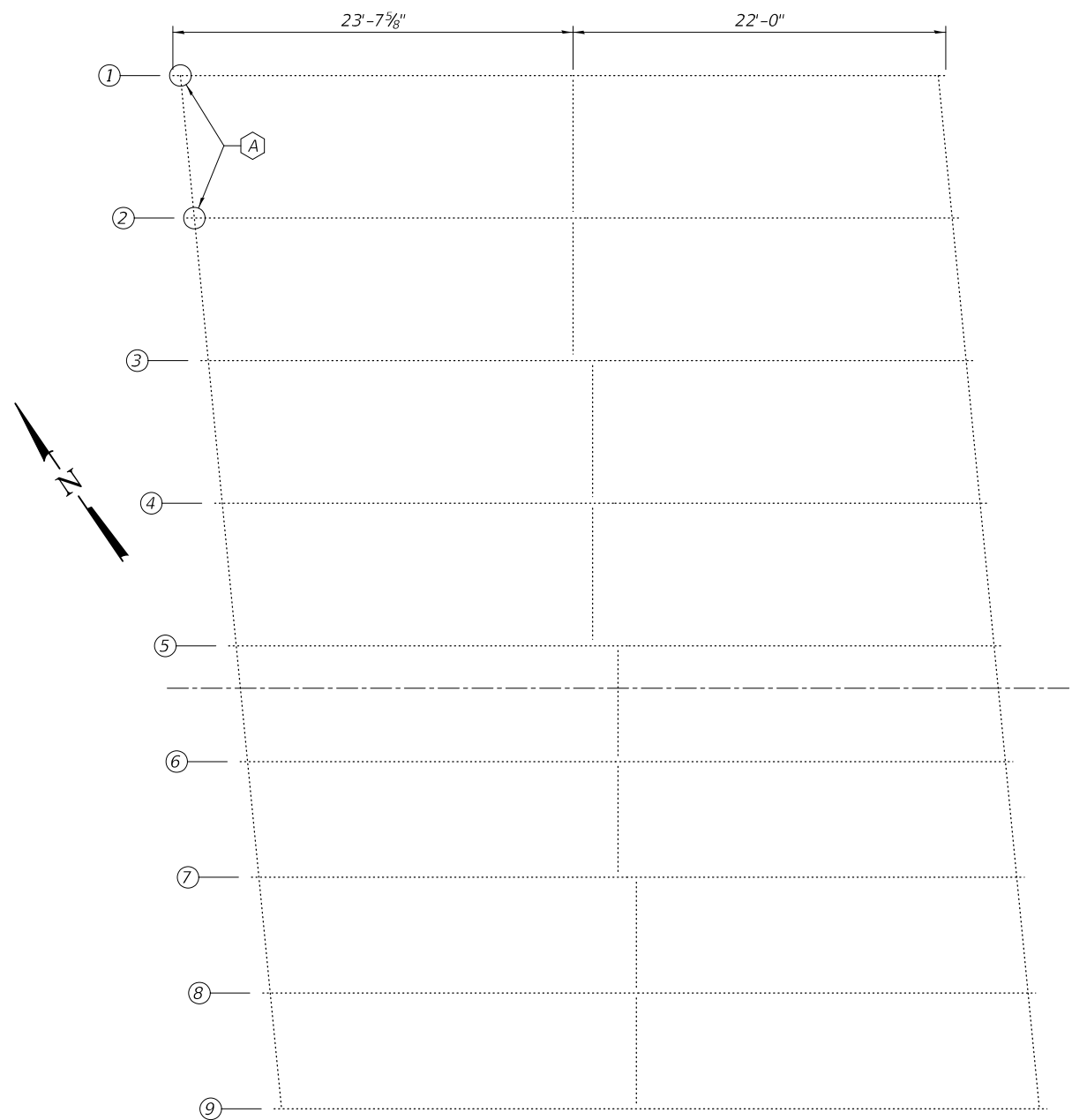
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

PIER REPAIRS  
 SN 016 - 0236

SHEET NO. 10 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-BJ-1	COOK	31	21
CONTRACT NO. 60M90				

ILLINOIS FED. AID PROJECT



**PARTIAL PLAN**

A - Beam End Repair

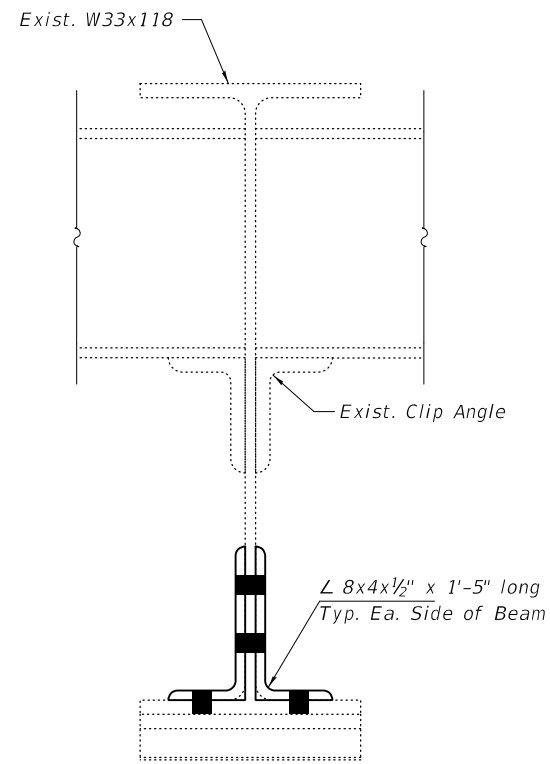
**GENERAL NOTES**

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

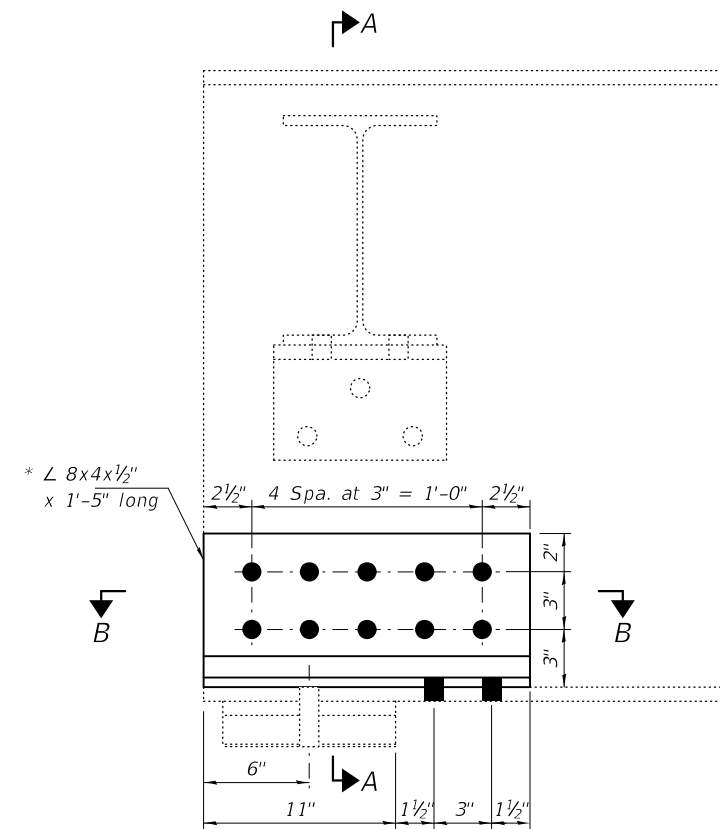
Fasteners shall be high strength bolts. Bolts  $\frac{3}{4}''\text{Ø}$ , open holes  $1\frac{1}{16}''\text{Ø}$ , unless otherwise noted.

Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the special provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".

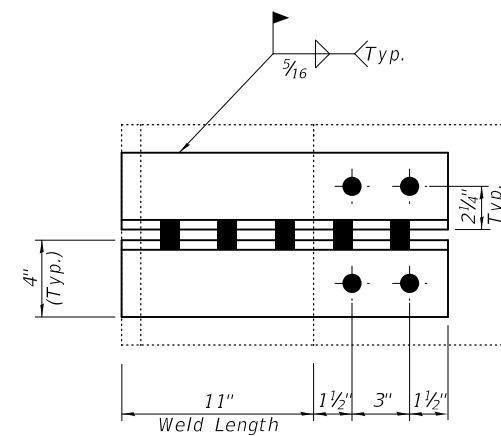


**SECTION A-A**

\* Clip Angle not required on outside face of exterior beams.



**REPAIR A**  
(Span 1)



**SECTION B-B**

**BOLT HOLE LEGEND**

- - Field drill using new steel as template.
- - Shop drill holes in new steel.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
Structural Steel Repair	Pound	42.5

DESIGNED - CCC  
 CHECKED - ATH  
 DRAWN - Venkat Reddy  
 CHECKED - CCC ATH

EXAMINED  
 PASSED  
 ENGINEER OF STRUCTURAL SERVICES  
 ENGINEER OF BRIDGES AND STRUCTURES

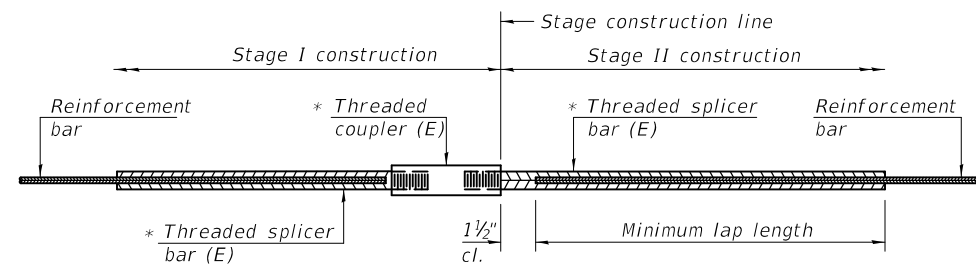
DATE - January 31, 2020  
 REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BEAM END REPAIR DETAILS  
 SN 016 - 0236

SHEET NO. 11 OF 12 SHEETS

F.A.U. RTE. 3512  
 SECTION 583S-1-BJ-1  
 COUNTY COOK  
 TOTAL SHEETS 31  
 SHEET NO. 22  
 CONTRACT NO. 60M90  
 ILLINOIS FED. AID PROJECT

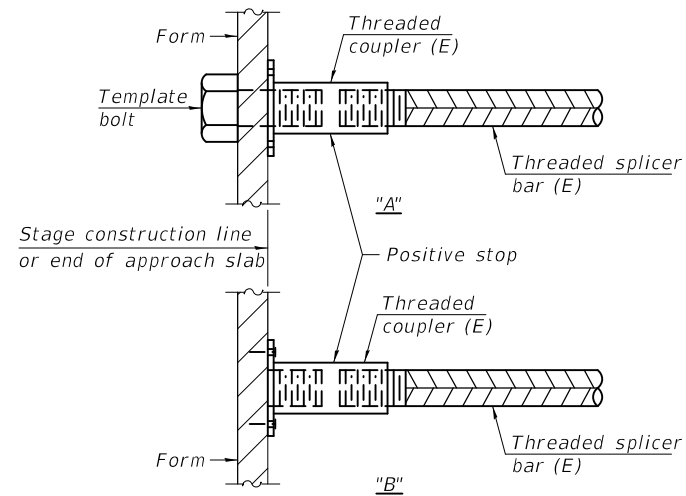


**STANDARD BAR SPLICER ASSEMBLY**

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

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

Location	Bar size	No. assemblies required	Minimum lap length
E. Abut. (Deck Side)	#5	2	3'-6"
E. Abut. (Approach Side)	#6	2	4'-0"
Pier (Deck Side)	#5	2	3'-6"
Pier (Approach Side)	#6	2	4'-0"

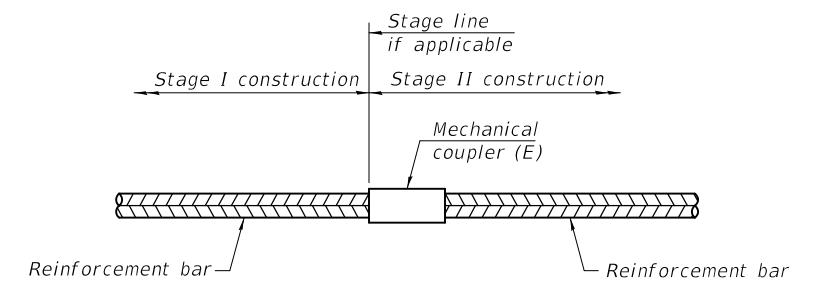


**INSTALLATION AND SETTING METHODS**

"A" : Set bar splicer assembly by means of a template bolt.

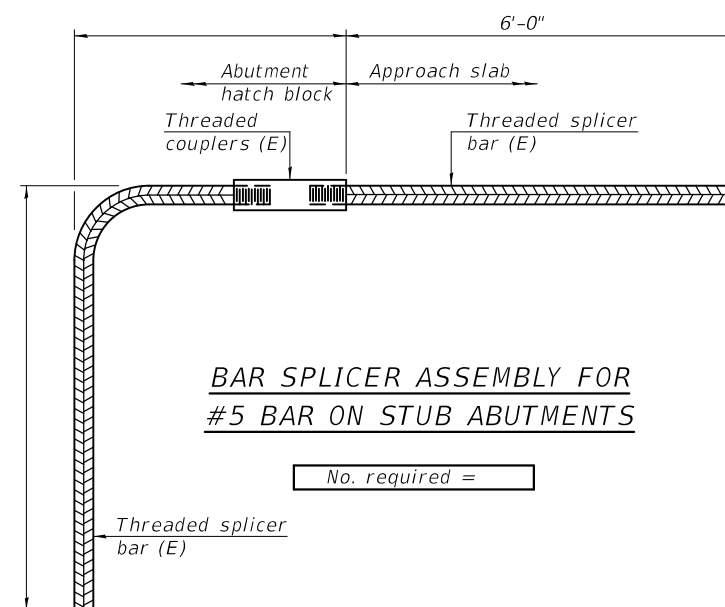
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



**NOTES**

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

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

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

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

BSD-1

2-17-2017

DESIGNED - CCC  
 CHECKED - ATH  
 DRAWN - Venkat Reddy  
 CHECKED - CCC ATH

EXAMINED  
 PASSED

Timothy A. [Signature]  
 ENGINEER OF STRUCTURAL SERVICES  
 [Signature]  
 ENGINEER OF BRIDGES AND STRUCTURES

DATE - January 31, 2020

REVISED -  
 REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 SN 016 - 0236

SHEET NO. 12 OF 12 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	583S-1-B1-1	COOK	31	23
CONTRACT NO. 60M90				
ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE 2)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE 2)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001

18" (450) MAX.

EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

¼" (5) \*\*

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE 1).

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

3" (75) MIN.

PROPOSED ¾" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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

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

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

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE 3).

**NOTE:**

- SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.  
SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED.
- CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

**BASIS OF PAYMENT**

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

**CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT**

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

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	DRAWN -	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = 12/13/2019	DATE - 03-11-94	REVISED - R. BORO 12-15-09

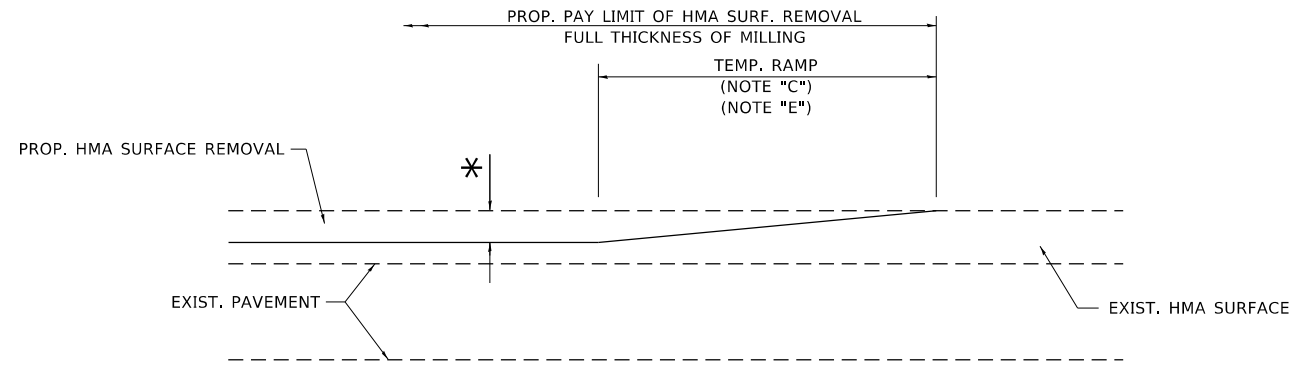
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER  
REMOVAL AND REPLACEMENT

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

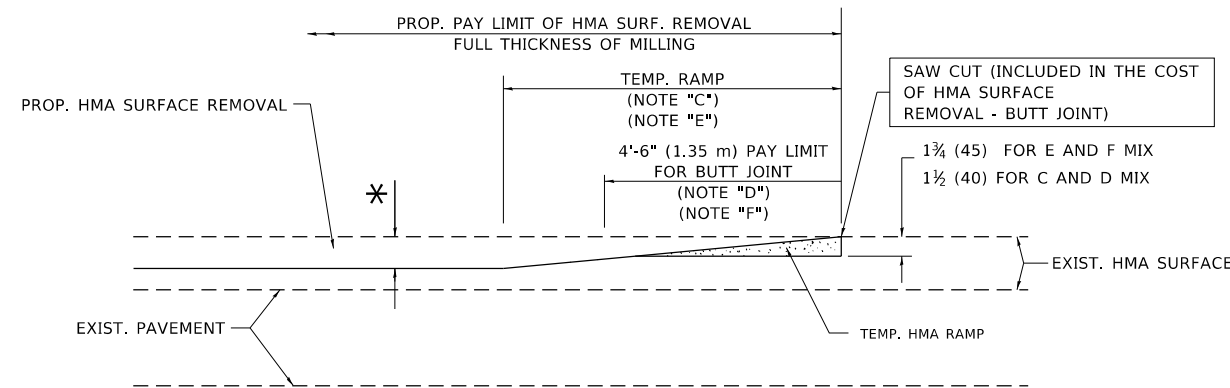
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	24
BD600-06 (BD-24)			CONTRACT NO. 60M90	
ILLINOIS FED. AID PROJECT				





**MILLED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

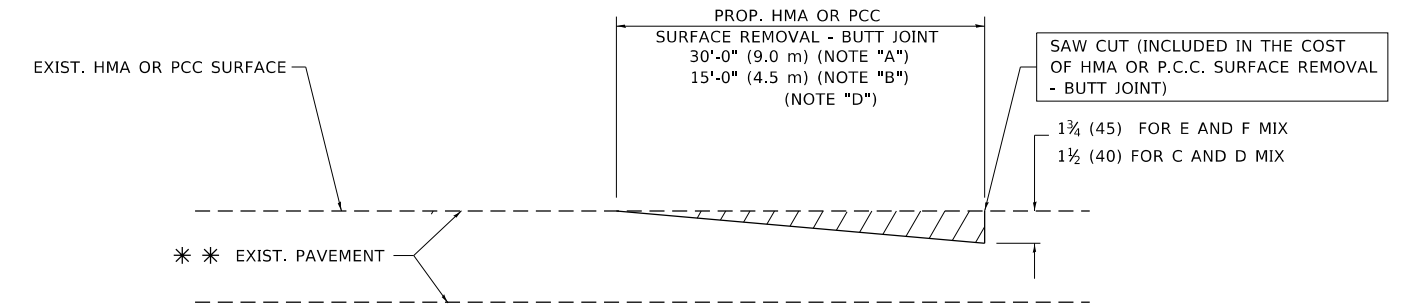
**OPTION 1**



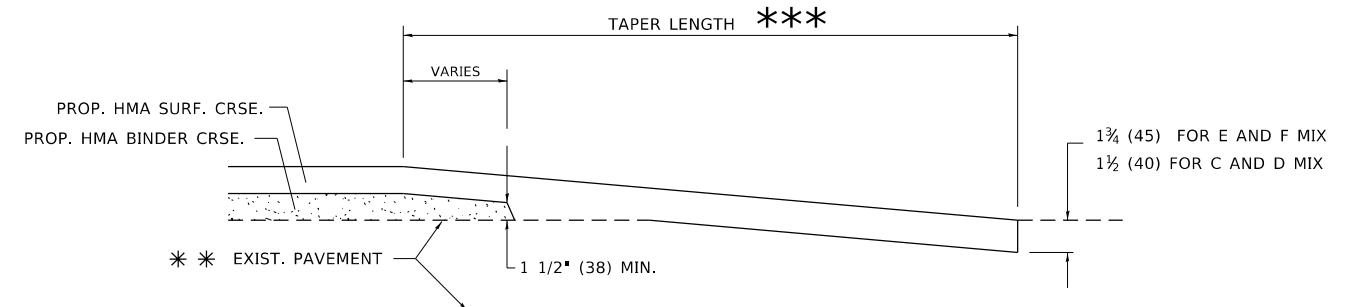
**HMA CONSTRUCTED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

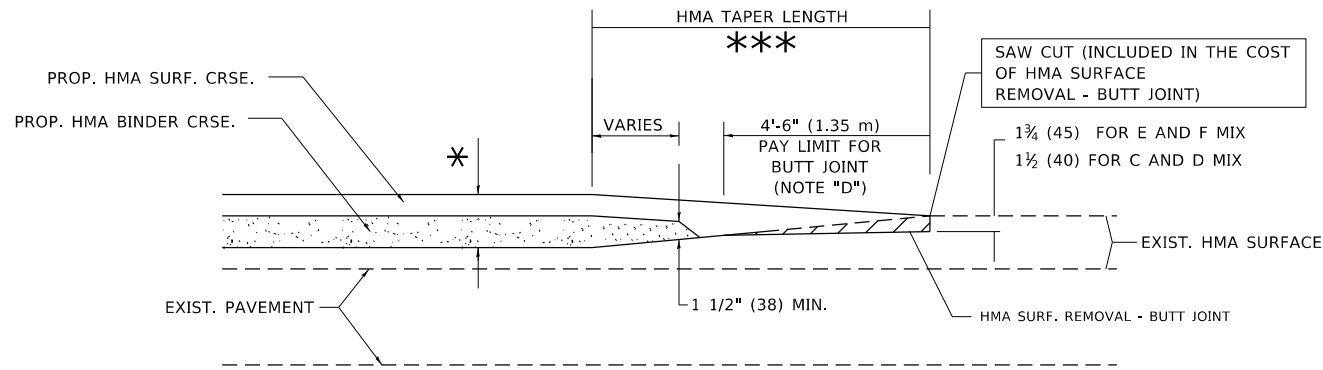
**NOTES**

- A. MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
- F. INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT.  
\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- G. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".  
\*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT**

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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



**BUTT JOINT AND HMA TAPER**

**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

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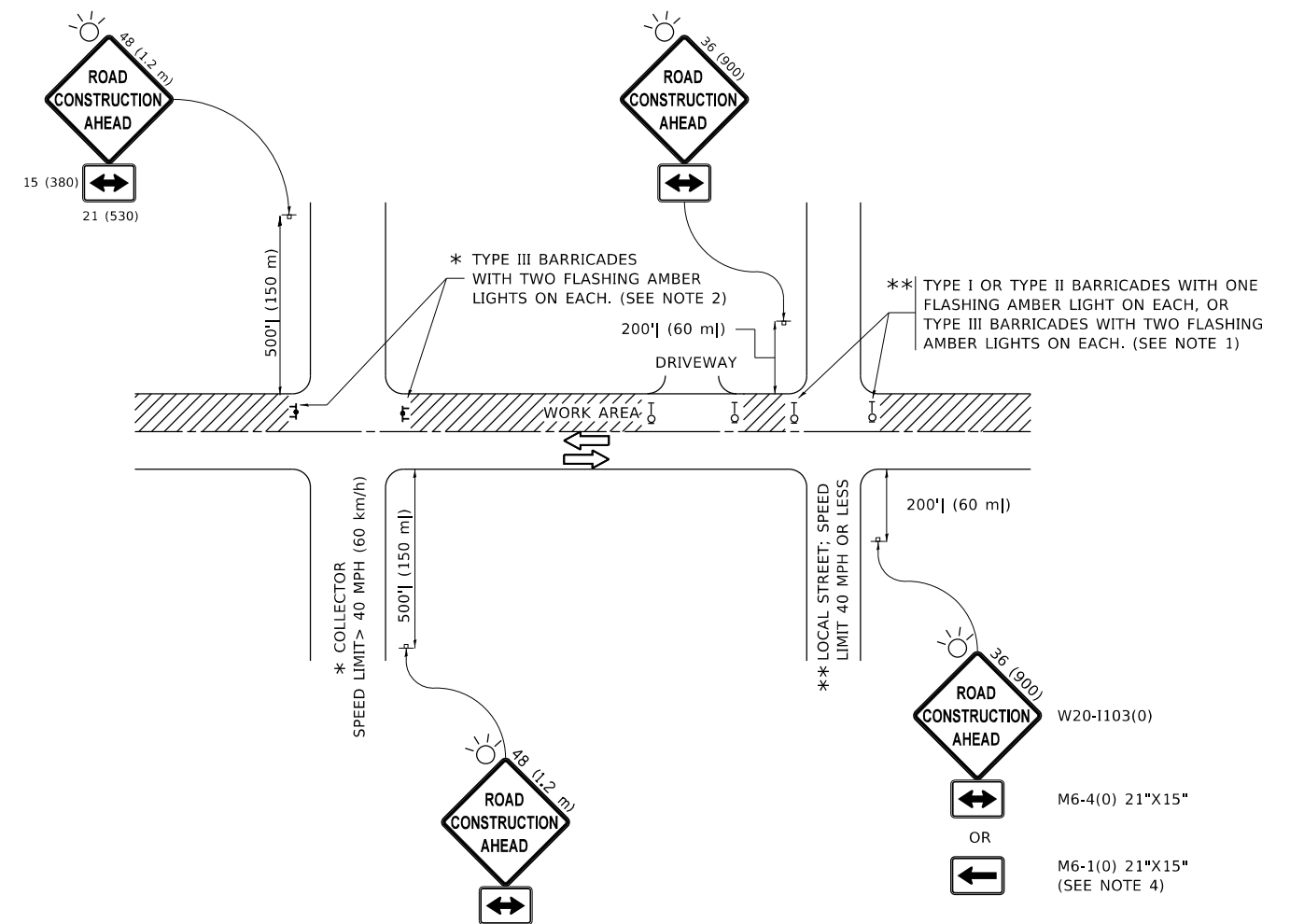
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	DRAWN -	REVISED - A. ABBAS 03-21-97
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PLOT DATE = 12/13/2019	DATE - 06-13-90	REVISED - R.BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND  
HMA TAPER DETAILS**

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	25
<b>BD400-05 BD32</b>		CONTRACT NO. 60M90		
ILLINOIS FED. AID PROJECT				



**NOTES:**

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 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) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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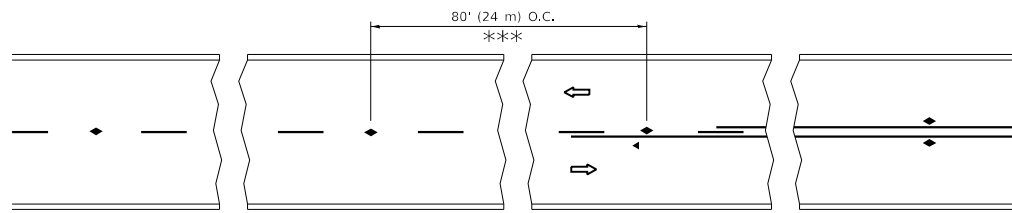
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PLOT DATE = 12/13/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

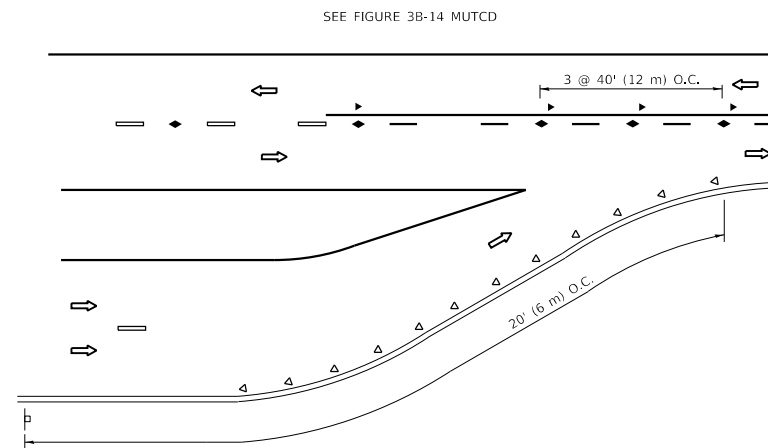
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>		CONTRACT NO. 60M90		
ILLINOIS FED. AID PROJECT				

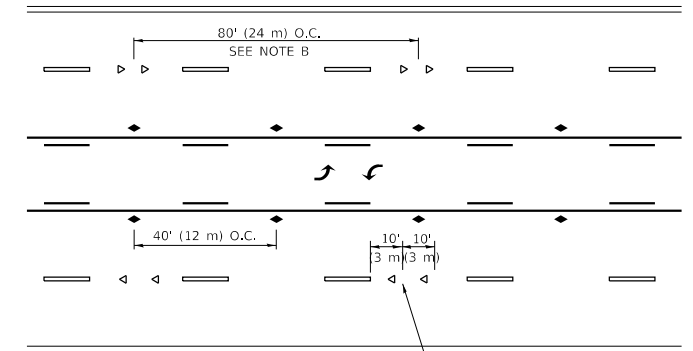


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

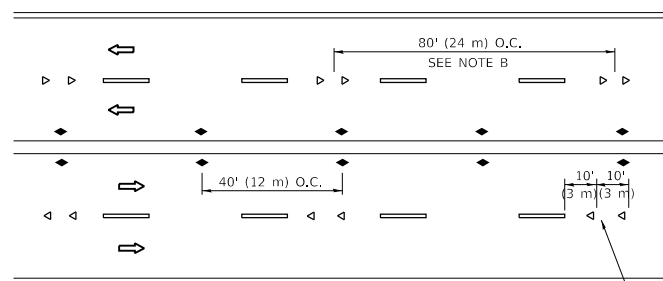
**TWO-LANE/TWO-WAY**



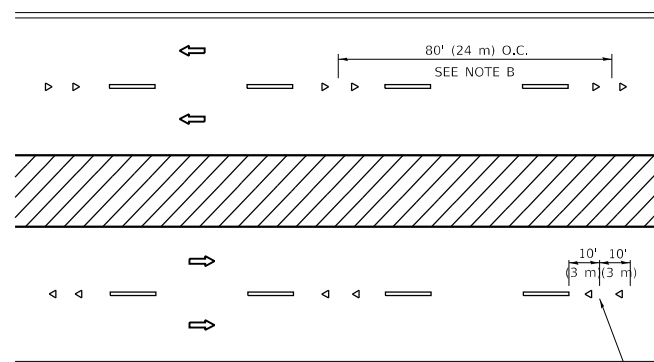
**LANE REDUCTION TRANSITION**



**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.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

**SYMBOLS**

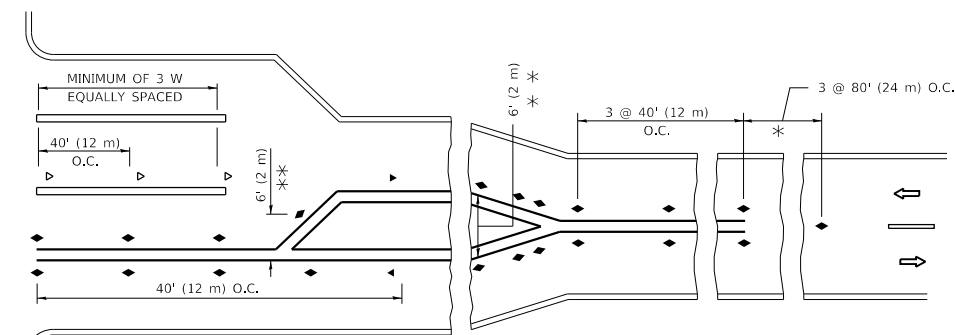
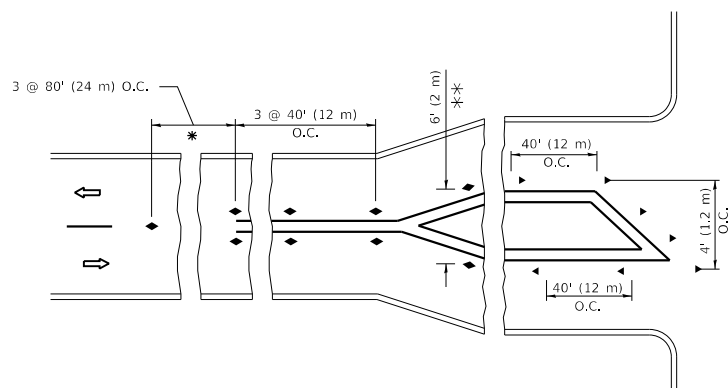
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

**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.



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

**TURN LANES**

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

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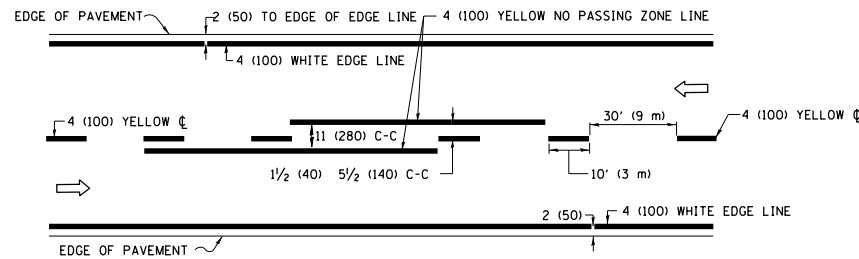
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PLOT DATE = 12/13/2019	DATE -	REVISED - C. JUCIUS 07-01-13

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

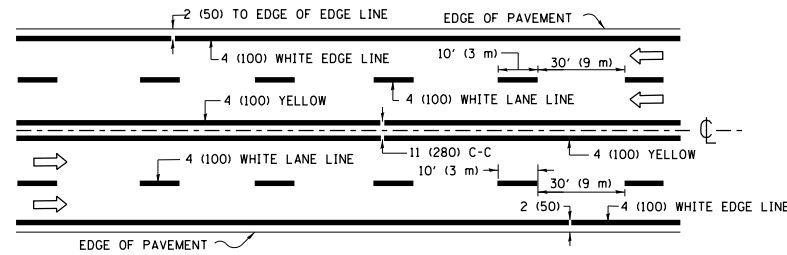
**TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)**

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

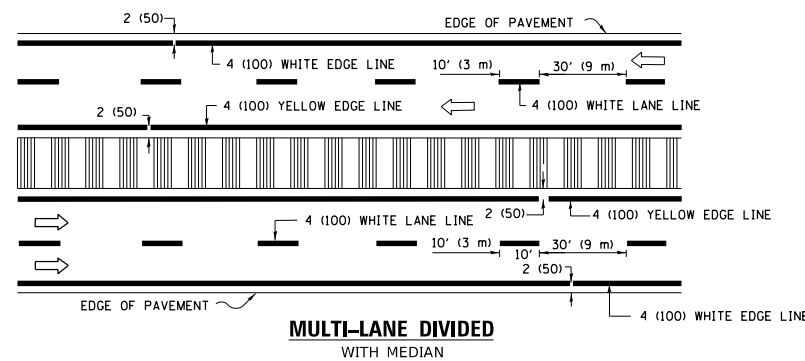
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	27
TC-11		CONTRACT NO. 60M90		
		ILLINOIS FED. AID PROJECT		



**2-LANE ROADWAY**

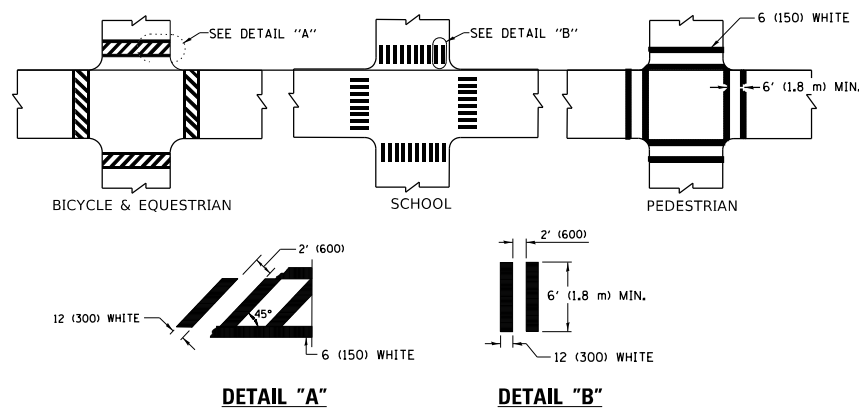


**MULTI-LANE UNDIVIDED**



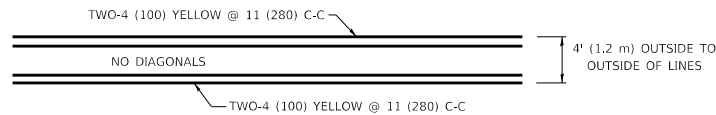
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

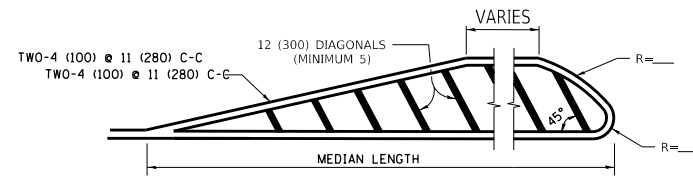


**TYPICAL CROSSWALK MARKING**

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

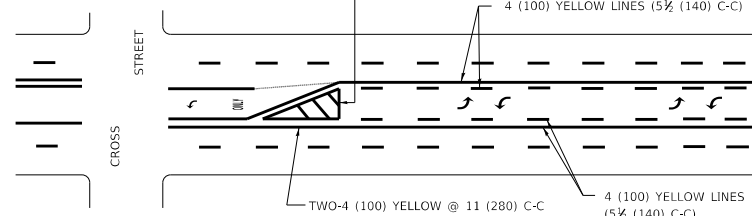


**4' (1.2 m) WIDE MEDIANS ONLY**

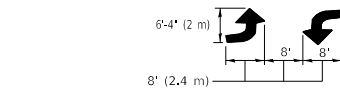


**MEDIANS OVER 4' (1.2 m) WIDE**

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))

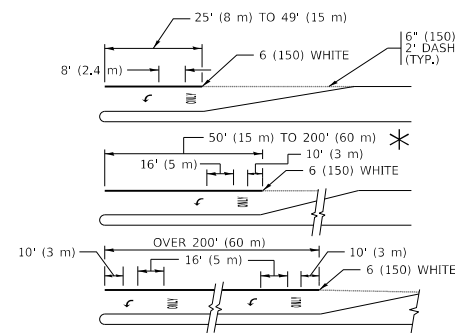


**TYPICAL PAINTED MEDIAN MARKING**



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

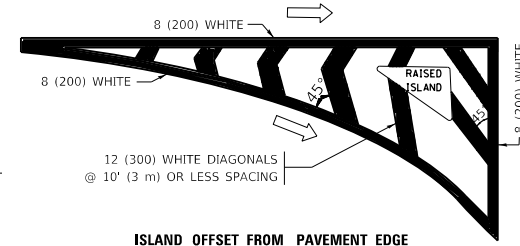
**TYPICAL PAINTED MEDIAN MARKING**



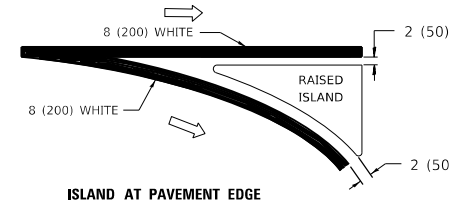
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

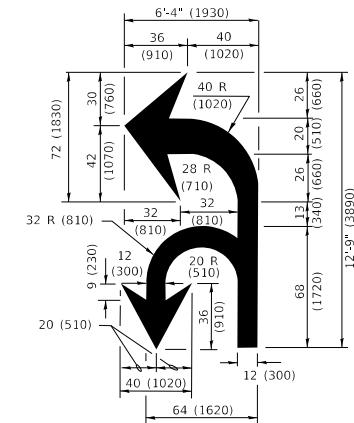


**ISLAND OFFSET FROM PAVEMENT EDGE**

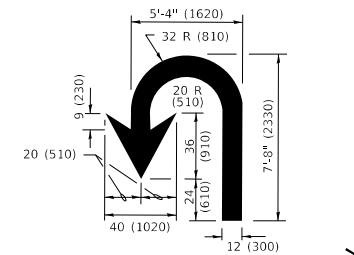


**ISLAND AT PAVEMENT EDGE**

**TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES *RR* IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR *X*	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH *X*=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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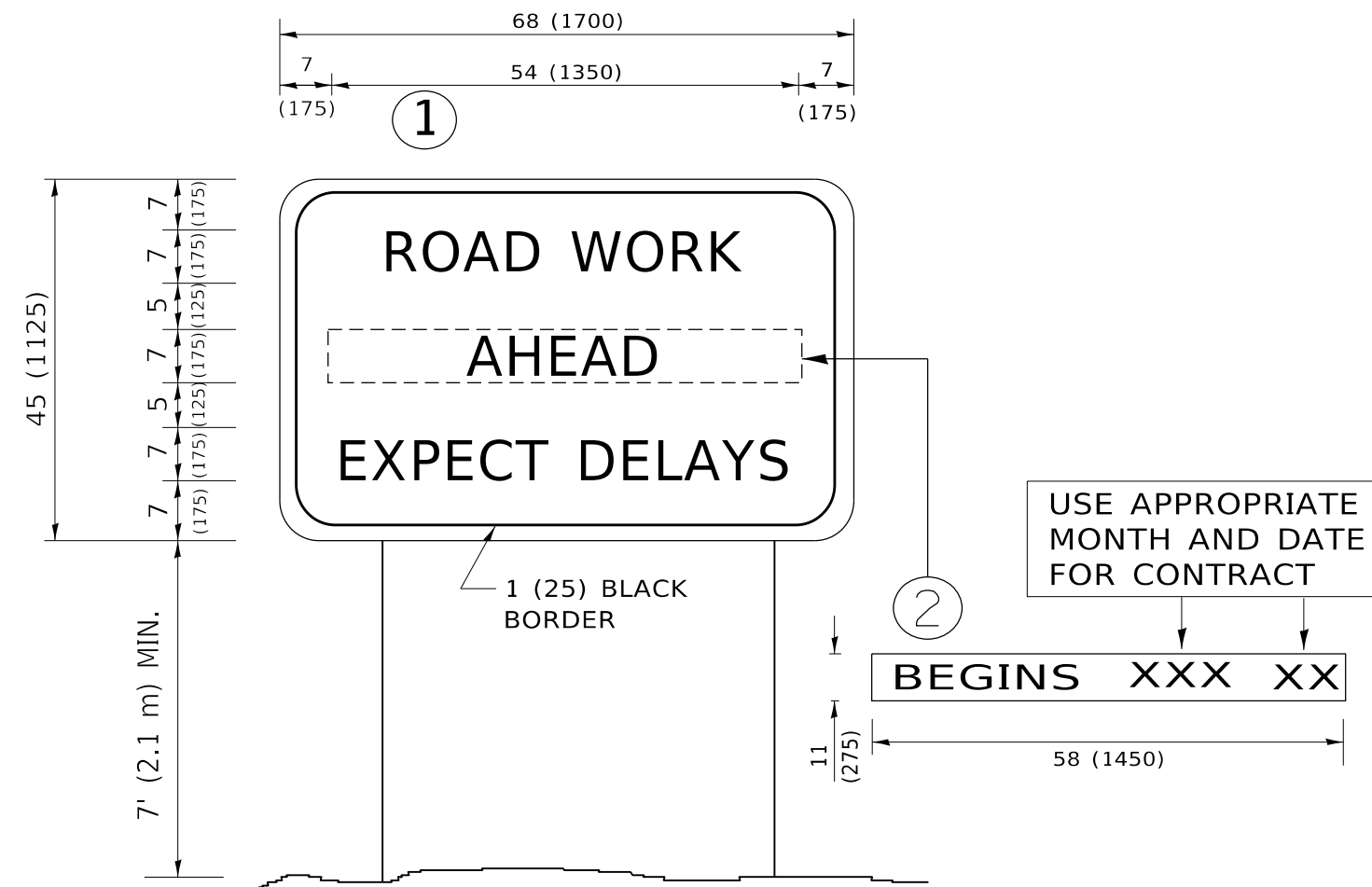
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PLOT DATE = 12/13/2019	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
		REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-1-1	COOK	31	28
<b>TC-13</b>		CONTRACT NO. 60M90		
		ILLINOIS	FED. AID PROJECT	



**NOTES:**

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

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

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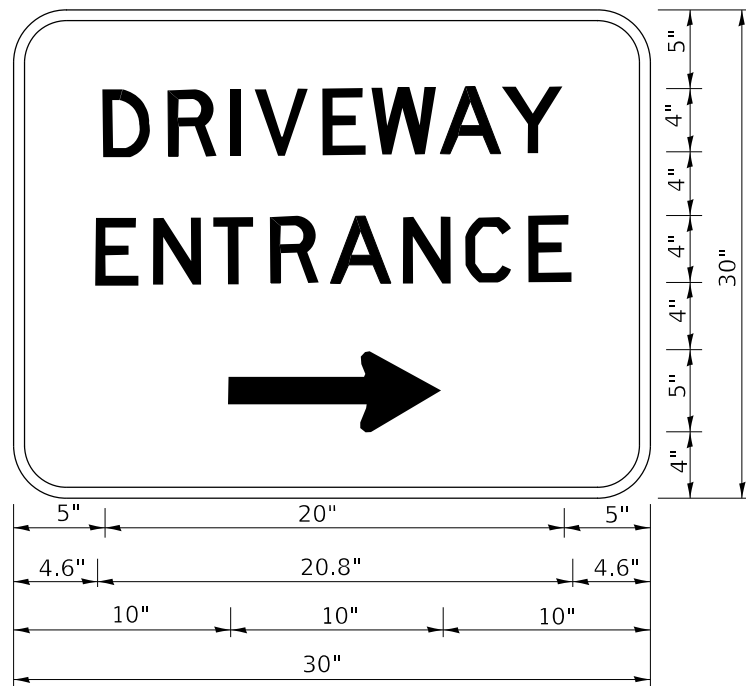
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PLOT DATE = 12/13/2019	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	29
<b>TC-22</b>			CONTRACT NO. 60M90	
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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PLOT DATE = 12/13/2019	DATE -	REVISED -

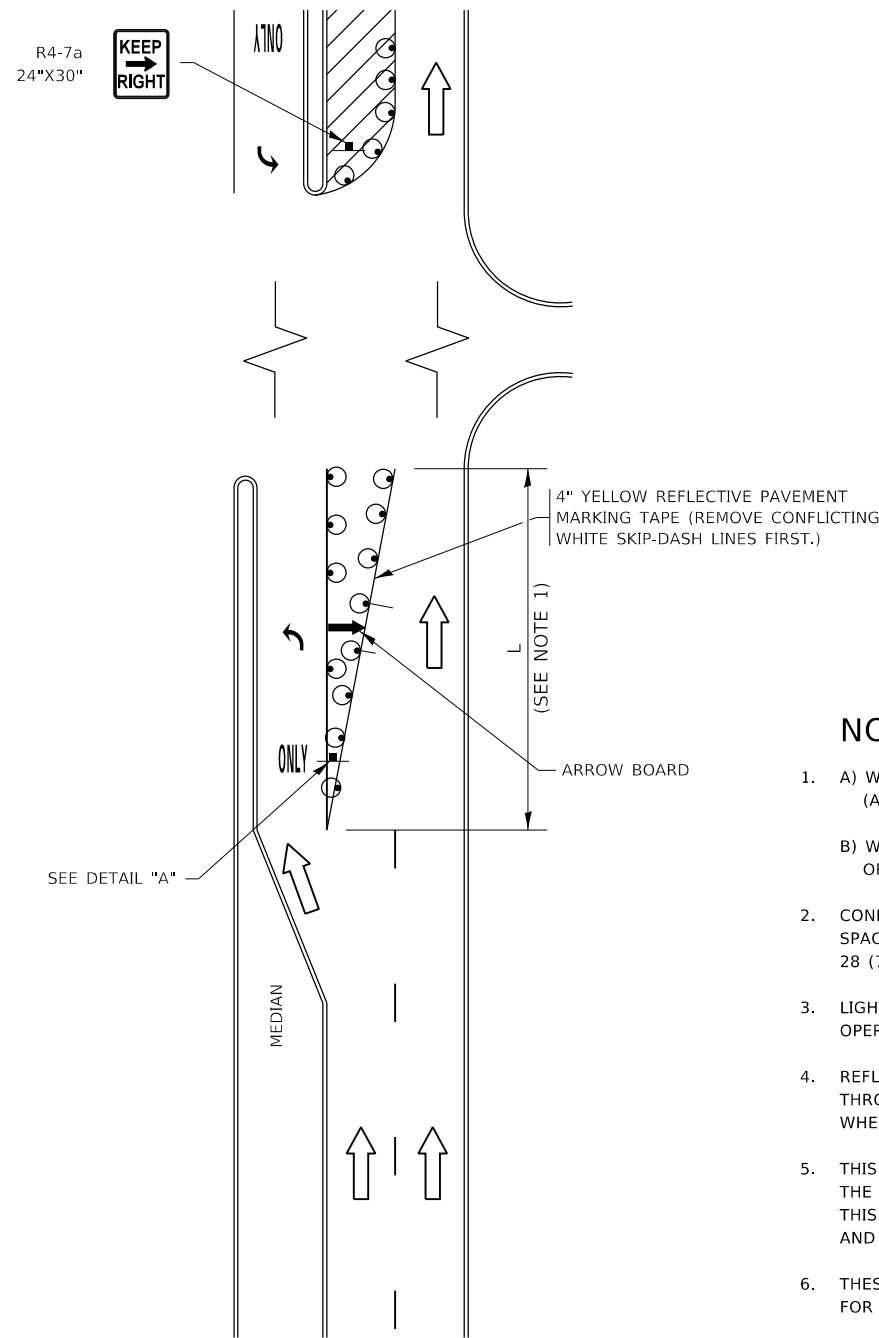
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

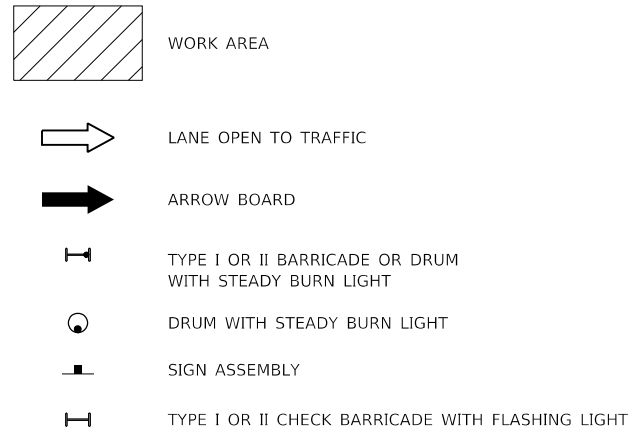
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	30
<b>TC-26</b>			<b>CONTRACT NO. 60M90</b>	
ILLINOIS FED. AID PROJECT				

## TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

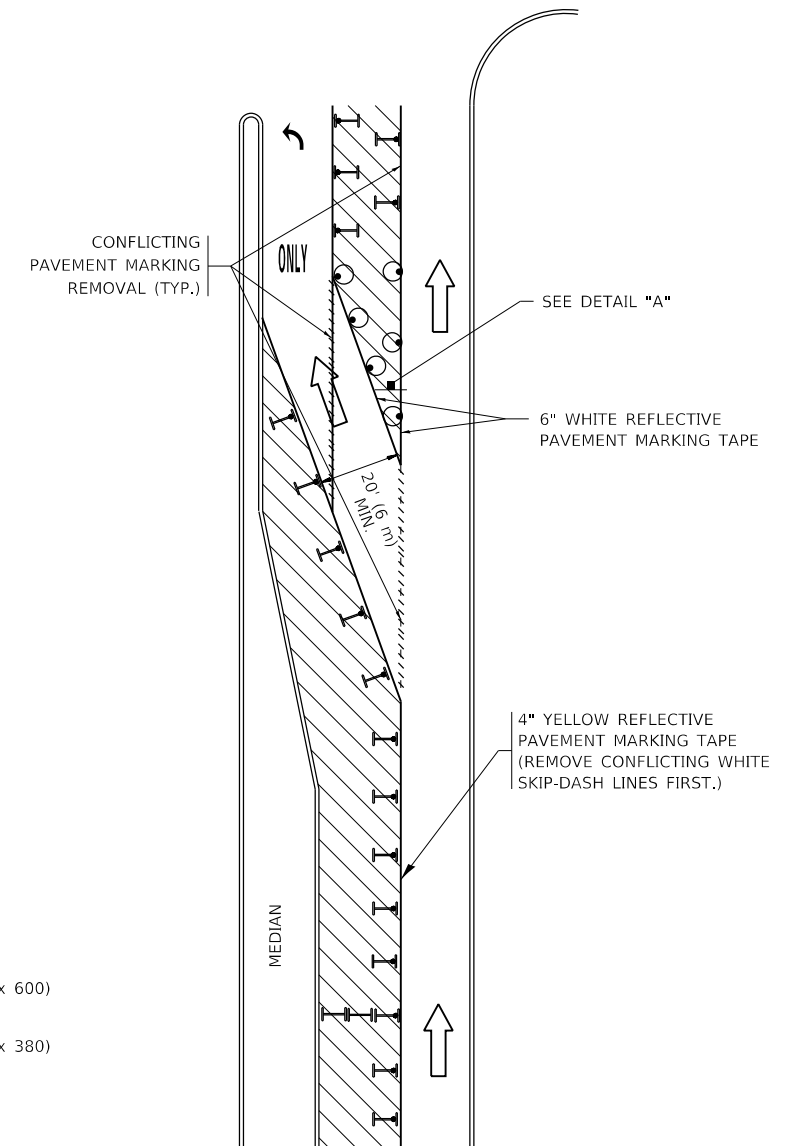
### LEGEND



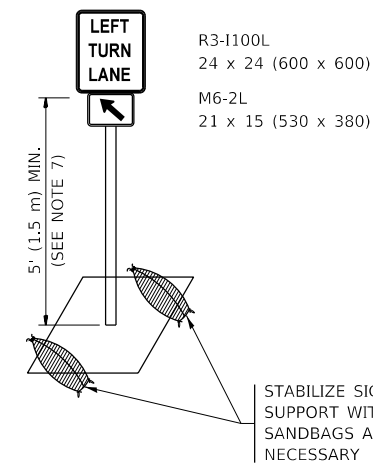
### NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.  
B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

## TURN BAY ENTRANCE WITHIN A LANE CLOSURE



**FIGURE 2**



**DETAIL A**

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

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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 12/13/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION AT TURN BAYS  
(TO REMAIN OPEN TO TRAFFIC)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	5835-1-B-I-1	COOK	31	31
TC-14		CONTRACT NO. 60M90		
ILLINOIS FED. AID PROJECT				