4-16-25

FULL SIZE

3.1 Mailbox Turnout in Curb and Gutter Section
4.1 PC Concrete Islands and Medians Accessible to the Disabled
5.1 Standard Outlet for Curb and Gutter
6.1 Precast Reinforced Concrete Flat Slab Top Centered and Offset Manhole - 36" Opening
11.1 Concrete End Sections for Parallel Pipe Culverts 15” thru 84” Dia.
12.1 Concrete End Sections for Parallel Pipe Arch Culverts 15” thru 84” Dia.
14.1 Traversable Pipe Grate for Parallel Drainage Structure
20.1 Hot-Mix Asphalt Approaches and Mailbox Returns
25.1 Entrance Approaches – Urban Area
26.1 ADA Curb Ramp Pavement Removal And Replacement
32.1 Sewer and Water Main Crossings
33.1 Concrete Collars for Pipe or Box Culvert Extensions
34.1 Work Zone Sign Details
35.1 Urban Lane Inside Closure, Multilane, 2W, with Mountable Median
36.1 Temporary Road Closure Expressway
37.1 Traffic Control for Three Lane Section
38.1 Traffic Control for Transition Areas
39.1 Traffic Control Typical Weave
40.1 Traffic Control for Road Closure
41.1 Typical Pavement Markings
53.1 Remove and Re-erect Steel Plate Beam Guardrail
54.1 Traffic Barrier Terminal, Type 2 (27” height)
55.1 Reflectors (Special)
68.1 Slotted Drain Pipe (Variable Height)
71.1 Detail of Flood Gate
72.1 40’ Single Lane Median Crossover (45 mph Work Zone Speed Limit)
73.1 50’ Single Lane Median Crossover (45 mph Work Zone Speed Limit)
74.1 64’ Single Lane Median Crossover (45 mph Work Zone Speed Limit)
75.1 40’ Single Lane Median Crossover (55 mph Work Zone Speed Limit)
76.1 50’ Single Lane Median Crossover (55 mph Work Zone Speed Limit)
77.1 64’ Single Lane Median Crossover (55 mph Work Zone Speed Limit)
78.1 88’ Single Lane Median Crossover (55 mph Work Zone Speed Limit)
79.1 40’ Two Lane Median Crossover (45 mph Work Zone Speed Limit)
80.1 50’ Two Lane Median Crossover (45 mph Work Zone Speed Limit)
81.1 64’ Two Lane Median Crossover (45 mph Work Zone Speed Limit)
82.1 40’ Two Lane Median Crossover (55 mph Work Zone Speed Limit)
83.1 50’ Two Lane Median Crossover (55 mph Work Zone Speed Limit)
84.1 64’ Two Lane Median Crossover (55 mph Work Zone Speed Limit)
85.1 88’ Two Lane Median Crossover (55 mph Work Zone Speed Limit)
86.1 Beveled Pipe & Guard Detail for Median Crossover
90.1 Traffic Barrier Terminal, Type 6B (Special)
92.1 Details of Planting and Bracing Trees

District 2 Standards Designer Notes
Full Size District 2 Standards

3.1 Use when a mailbox turnout is needed in a curb & gutter section and there isn't a parking lane or a mail delivery lane.

4.1 Use this when there are cross walks that will go through an island or median. Specify which option the contractor is required to use when building the Concrete Median (Special).

5.1 Use this when you need an outlet for curb and gutter, other than type B-6.24

11.1 This is to be used for pipe culverts, Class D under all sideroads.

12.1 This is to be used for EQRS pipe culverts, Class D under all sideroads.

14.1 Use this whenever you use District Standards 10.1, 11.1 & 12.1 and the culvert is within the main line clear zone.

20.1 Include for rural entrances and sideroads on 3R projects, reconstruction projects, or for new entrances. Do not include on 3P or Smart resurfacing projects.

25.1 Include for urban entrances with curb & gutter on 3R projects, reconstruction projects, or for new entrances. Do not include on 3P or Smart resurfacing projects.

26.1 Use this on all projects with ADA curb ramps requiring HMA replacement in front of curb & gutter.

32.1 Include in urban projects with proposed storm sewers or water mains.

33.1 Use this for pipe or box culvert extensions. Fill in the information in the table for the Bill of Materials.

34.1 Work Zone Sign Details. Include this when you have any of the following:

- Include in projects where the clear width through a work zone with temporary concrete barrier wall will be 16.0 feet or less.
- Include when using Traffic Control and Protection Standard 701316 or 701321.
- Use this in conjunction with the special provision Traffic Control for Narrow Lanes which is under the Traffic Control Plan. Use this on one-lane stage construction jobs when the lane is less than 13'-6" measured from the toe of the barrier wall to the guardrail or bridge wall.
- Use this when using District Standard 37.1 and 38.1.
- Use this on low volume entrances that are between the traffic signals on Highway Standard 701316 or 701321.
- Include this for any milling of the mainline pavement.

35.1 Use this when it is necessary to close the inside lane on an urban project. Also include Highway Standard 701606 and the pay item for 701606.

36.1 Use this district standard for any short term closure of an expressway at a diamond interchange.

District 2 Standards Designer Notes

37.1 Use this district standard for work that will require a lane closure in a three lane section such as a truck climbing lane.

38.1 Use this district standard when there is a transition from a four lane section that transitions to a two lane section.

39.1 Include on 4 lane highways where the contractor may change a portion of the work to the opposite lane.

40.1 Include for a mainline road closure.

41.1 Include in projects with pavement marking or raised reflective pavement markers.

53.1 Use this to remove and re-erect an old type steel plate beam guardrail which has 6" block outs and a 27½" rail height.

54.1 Use this when installing a Traffic Barrier Terminal, Type 2 on the old type of steel plate beam guardrail with a 27½" rail height.

55.1 This will be used on all projects with guardrail, permanent barrier wall and bridge structures.
Use pay items:
- X7820007 Guardrail Reflectors, Type C (Special)
- X7820008 Barrier Wall Reflectors (Special)
- X6350110 Delineators (Special)
(**Do not** use the pay items Guardrail Reflectors Type A & B or Barrier Wall Reflectors Type B & C)

68.1 This can be used to increase drainage in curb & gutter with very flat grades (less than 0.3%). Also include this when constructing median crossovers.

71.1 Use if a property owner has a fenced field with livestock and a stream or river. The flood gate will be placed near the right-of-way to prevent livestock from leaving the field through the waterway. During high water, the flood gate will open to let water and debris through.

72.1, 73.1, 74.1, 75.1, 76.1, 77.1, 78.1 Use on single lane median crossovers of the median width specified and for the work zone speed limit. Include District Standard 86.1. If there are overlays on the existing PCC pavement, installing tie bars into the existing PCC pavement will not work. Talk to the Construction Field Engineer or your Project Engineer for more information.

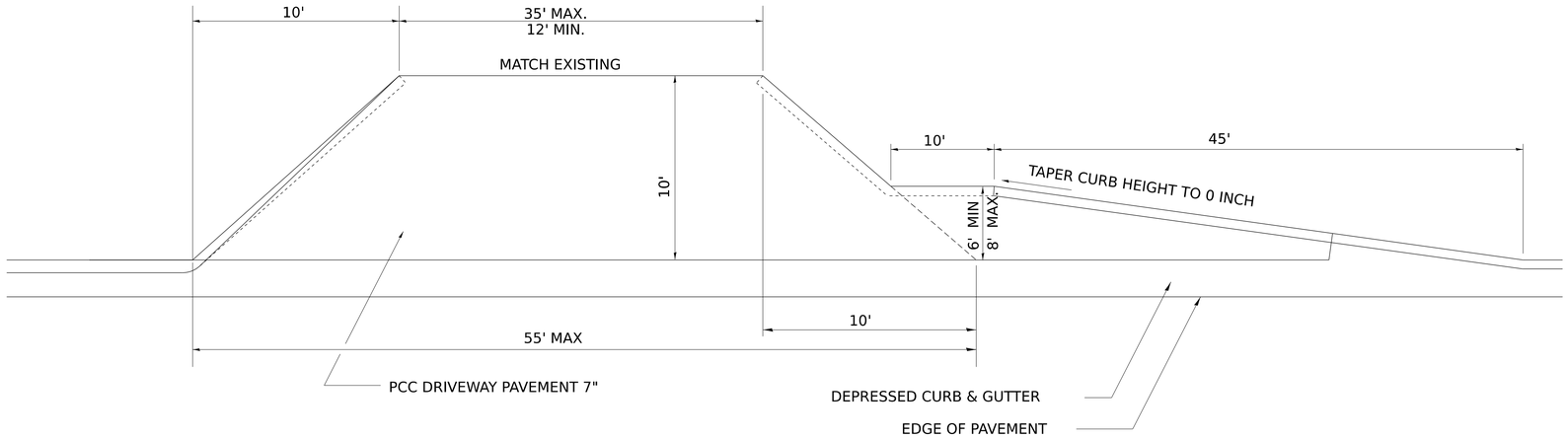
79.1, 80.1, 81.1, 82.1, 83.1, 84.1, 85.1 Use on two lane median crossovers of the median width specified and for the work zone speed limit. Include District Standard 86.1. If there are overlays on the existing PCC pavement, installing tie bars into the existing PCC pavement will not work. Talk to the Construction Field Engineer or your Project Engineer for more information.

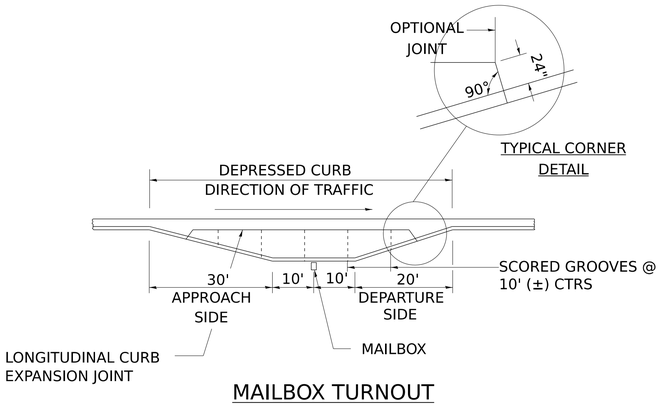
90.1 Use this on 4-lane highways that go under dual structures and the piers required shielding. The outside of the piers are shielded with impact attenuators. The gap between the piers is shielded using Traffic Barrier Terminal Type 6B (Special). The Traffic Barrier Terminal Type 6B (Special) is

required on both sides of the piers.
Design Note: The **length** of the double thrie beam between the piers **must be added on the elevation on the District Standard**.

92.1 Include when planting new ball & burlapped trees.

MAILBOX TURNOUT IN CURB AND GUTTER SECTION

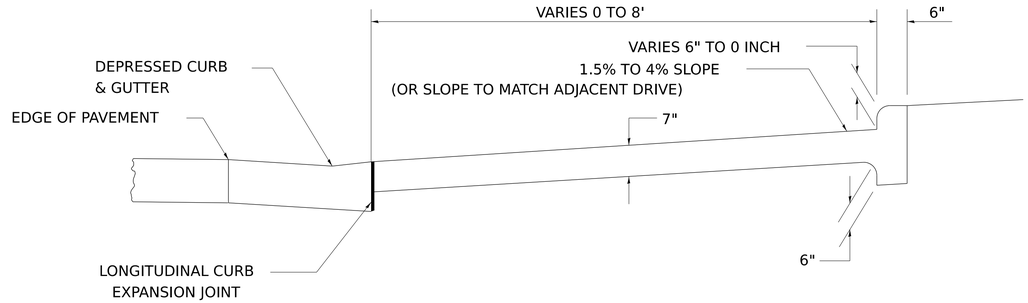




MAILBOX TURNOUT

COMMERCIAL ENTRANCE WITH MAILBOX TURNOUT

PRIVATE ENTRANCE WITH MAILBOX TURNOUT



TYPICAL CROSS SECTION

GENERAL NOTES

1.) THE LONGITUDINAL CURB EXPANSION JOINT SHALL CONFORM TO SECTION 1051 OF THE STANDARD SPECIFICATIONS.

2.) THE MAILBOX TURNOUT CROSS SLOPE WILL BE AS SHOWN ABOVE, AS SHOWN ON THE STATION CROSS SECTIONS OR AS DIRECTED BY THE ENGINEER.

3.) THE MAILBOX TURNOUT SHALL BE CONSTRUCTED WITH SCORED GROOVES, AS SPECIFIED IN ARTICLE 423.06 OF THE STANDARD SPECIFICATIONS, AT APPROXIMATELY 10 FT. CENTERS. IN THE EVENT THERE IS EXISTING OR PROPOSED SIDEWALK PRESENT, THESE SCORED GROOVES SHALL BE PLACED IN LINE WITH EVERY OTHER JOINT IN THE ADJACENT SIDEWALK.

4.) THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR P.C. CONCRETE DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED IN THE PLANS WHICH PRICE SHALL INCLUDE THE LONGITUDINAL CURB EXPANSION JOINT AND MONOLITHIC CURB AS SHOWN, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

5.) SEE THE DISTRICT STANDARD 25.1 FOR ADDTIONAL DETAILS.

6.) MAILBOXES SHALL BE INSTALLED TO CURRENT UNITED STATES POSTAL SERVICE MAILBOX GUIDELINES.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: 3pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-10-19
	DRAWN -	REVISED -	1-03-18
	CHECKED -	REVISED -	10-17-11
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

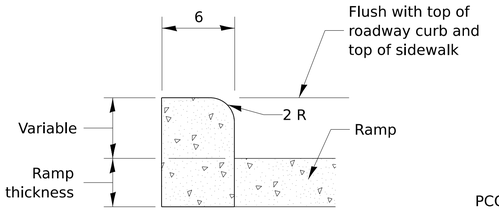
SCALE: | SHEET 1 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

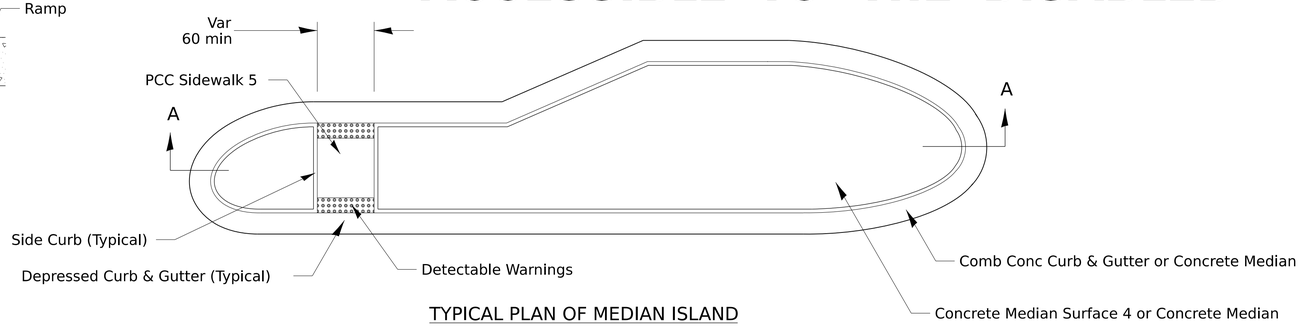
CONTRACT NO.

ILLINOIS | FED. AID PROJECT

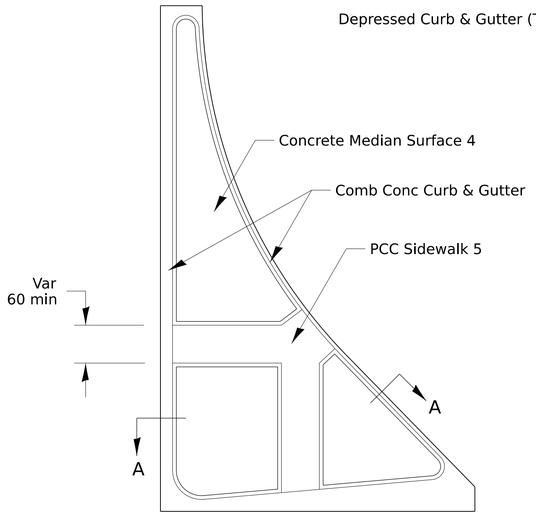
PC CONCRETE ISLANDS AND MEDIANS ACCESSIBLE TO THE DISABLED



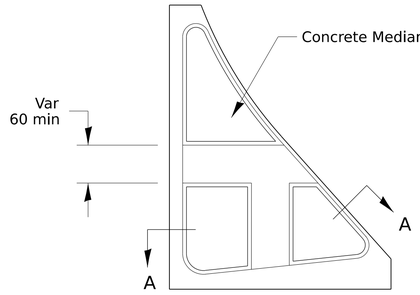
SIDE CURB DETAIL



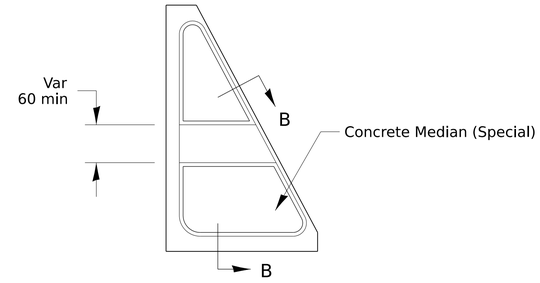
TYPICAL PLAN OF MEDIAN ISLAND



LARGE ISLAND
(Free Flow Design)

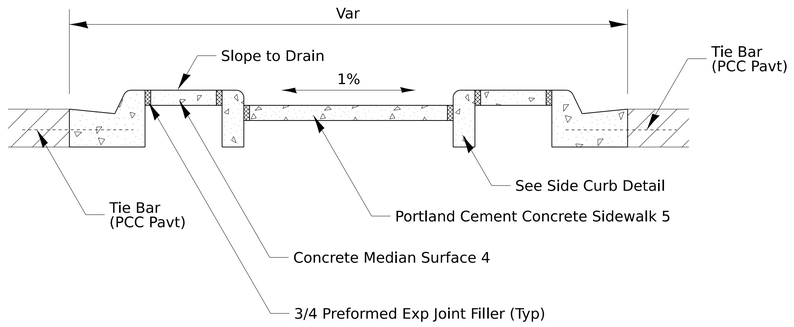


INTERMEDIATE ISLAND
(For Right Turn Lane Design)

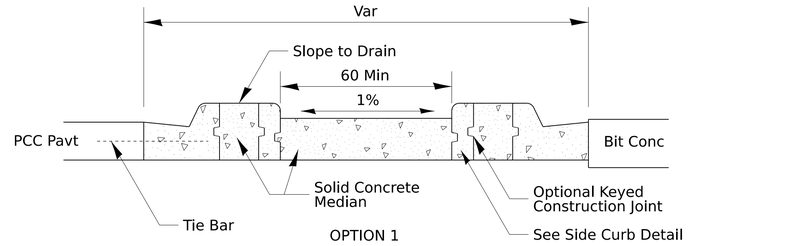


SMALL ISLAND
(For Typical Design)

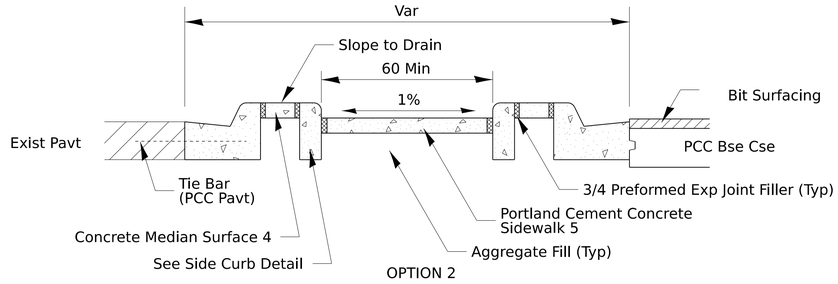
SECTION A-A



SECTION B-B



OPTION 1



OPTION 2

General Notes:
See Standard 606301 and plan sheets for station & offsets, radii, dimensions, and details not shown.

See Standard 424031 for sidewalk details not shown.

The sidewalk should drain to the low side of the island. If necessary the sidewalk shall be sloped to drain at 1%.

See the plan general notes for the type of curb & gutter to be used on islands.

The sidewalk should not be closer than 36 from the corner of the island.

Keyed longitudinal construction joints shall be constructed without tie bars.

Medians and large islands shall consist of PCC Sidewalk 5, Concrete Median Surface 4, and Combination Concrete Curb & Gutter, Type M or B of the size specified. Median island can also be solid concrete medians.

Locations, layouts, and widths of the flush sidewalk area, shall be determined by the designer and shown on the plans.

Small islands will be measured for payment from E.O.P. to E.O.P. using either option 1 or option 2, as specified in the plans, and will be paid for at the contract unit price per SQ FT for CONCRETE MEDIAN (SPECIAL) which shall include the combination curb & gutter, sidewalk, aggregate fill, concrete median surface, and solid concrete median.

Omit detectable warnings when distance between back of curbs is less than 6'.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: 4p1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-16-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

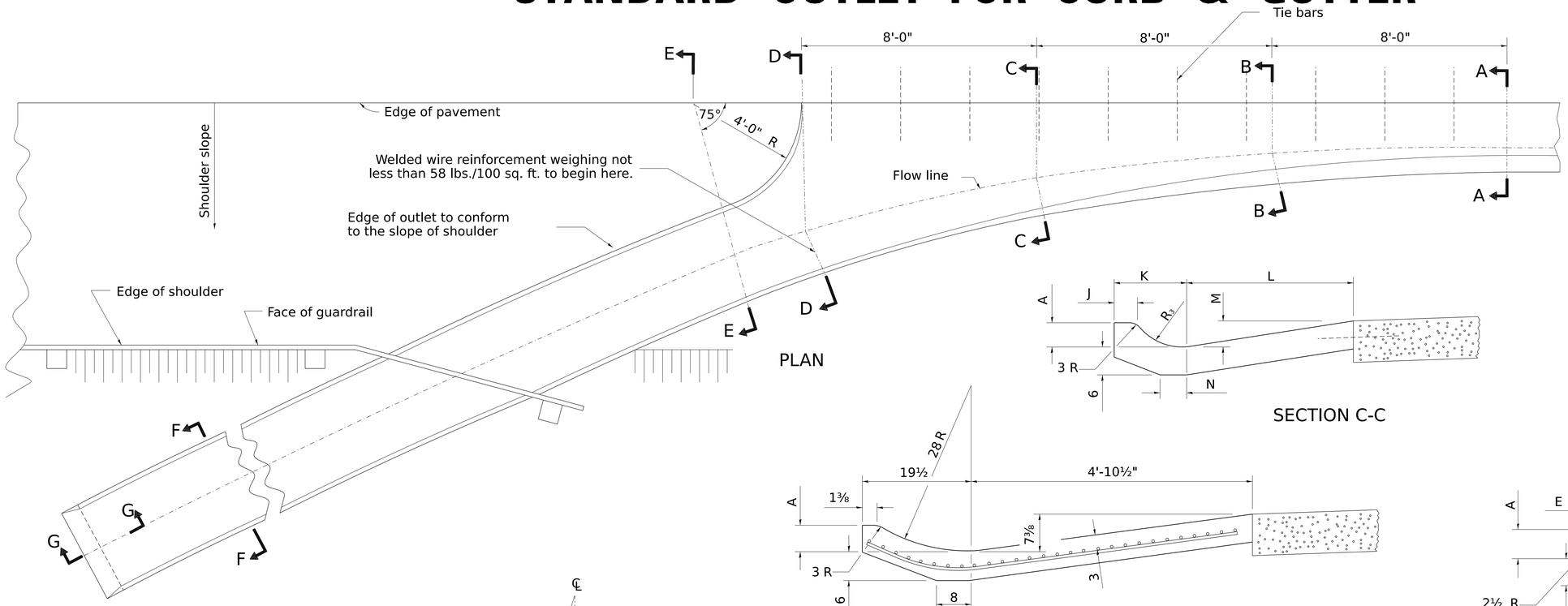
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

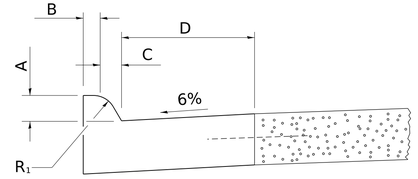
SCALE: | SHEET 2 OF SHEETS | STA. | TO STA.

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

STANDARD OUTLET FOR CURB & GUTTER

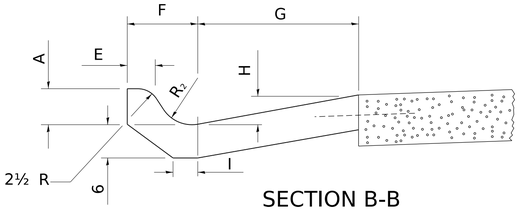


SECTION C-C

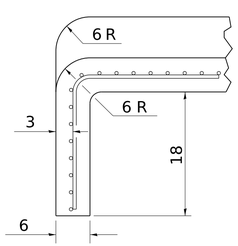


SECTION A-A

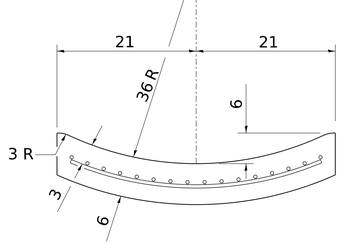
SECTION D-D



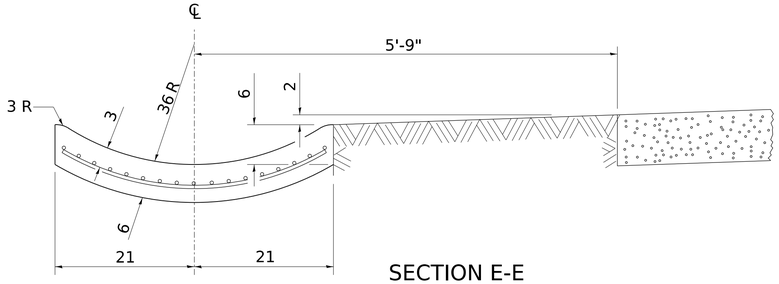
SECTION B-B



SECTION G-G



SECTION F-F



SECTION E-E

TYPE OF CURB & GUTTER	TABLE OF DIMENSIONS																	CONCRETE QUANTITY A-A TO E-E AND CURTAIN WALL FOR 9 PAV'T (CU YDS)	CONCRETE QUANTITY A-A TO E-E AND CURTAIN WALL FOR 10 PAV'T (CU YDS)
	A	SECTION A-A			SECTION B-B					SECTION C-C					R_1	R_2	R_3		
		B	C	D	E	F	G	H	I	J	K	L	M	N					
B-6.12	6	6	1	12	3	7⅞	13¾	2¾	4	3	12⅞	26½	5	6	1	2	8	1.87	1.89
B-6.18	6	6	1	18	3¾	9¼	22	3	5	3½	14¼	28¾	5⅛	5½	1	4	10	2.18	2.20
M-4.06	4	3	4	6	3	9½	10½	2	4	3	13	25	3	6	3	5	11	1.78	1.79
M-4.12	4	3	4	12	3⅛	9¾	13¾	2¾	6	3	13½	26½	5	6	3	5	9	1.89	1.91
M-4.18	4	3	4	18	3½	9¼	22	3	5	3½	14¼	28¾	5⅛	5½	3	4	10	2.11	2.13
M-4.24	4	3	4	24	5	11½	26	3⅜	4	3¾	15	38	5⅜	5	3	6	12	2.34	2.37
M-6.06	6	2	6	6	2¼	9¾	10½	2	4	2½	13	25	3	6	2	5	10	1.84	1.86
M-6.12	6	2	6	12	3½	8⅛	13¾	2¾	6	3	13½	26½	5	6	2	2	9	1.96	1.98
M-6.18	6	2	6	18	3½	9⅞	22	3	5	3½	14¼	28¾	5⅛	5½	2	4	10	2.18	2.20
M-6.24	6	2	6	24	5⅛	11	26	3⅜	4	3¾	17¾	38	5⅜	5	2	3¼	16	2.46	2.49

QUANTITY

For Section F-F = 0.069 cu. yds. concrete per ft.

NOTES

Class SI Concrete shall be used throughout.

Tie bars shall be No. 6 at 24 centers unless otherwise shown.

Gutter outlet shall be tied to the pavement in accordance with details for longitudinal construction joint shown on Standard 420001.

If the average grade of pavement for the distance from Section A-A to D-D exceeds 2%, this distance shall be increased 6' for each 1% increase in grade.

When curb and gutter is constructed adjacent to flexible pavement, a 1 expansion joint shall be installed at construction joints.

All dimensions are in inches unless otherwise shown.

MODEL: 5pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	11-12-14
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

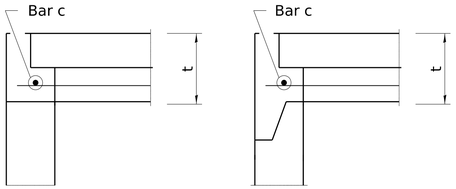
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

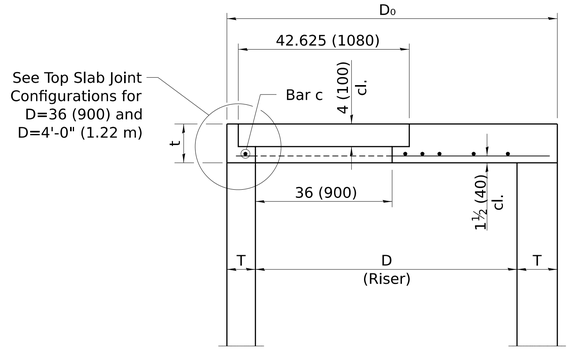
SCALE: | SHEET 3 OF SHEETS | STA. | TO STA.

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

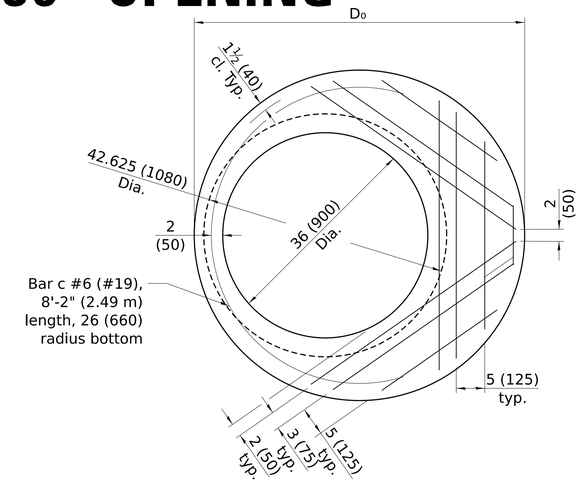
PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



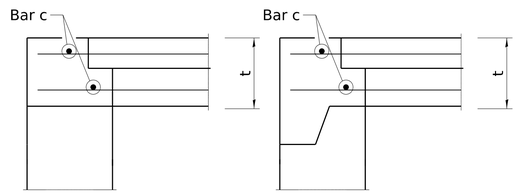
FLAT SLAB TOP JOINT CONFIGURATIONS
FOR D = 4'-0" (1.22 m) THRU D = 6'-0" (1.83 m)
(Shown at access hole)



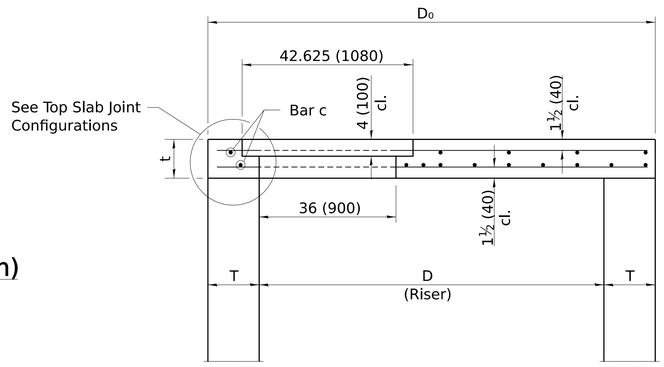
SECTION THRU FLAT SLAB TOP
FOR D = 4'-0" (1.22 m) THRU D = 6'-0" (1.83 m)



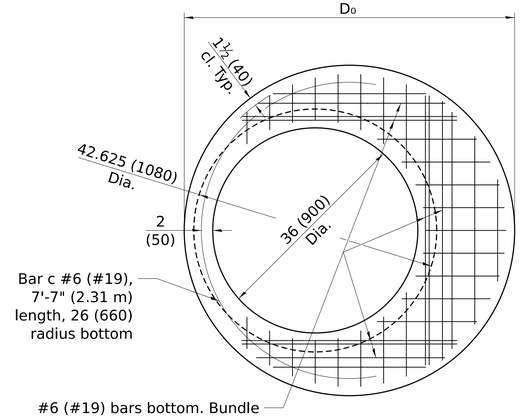
PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)
(Showing layout of bottom reinforcement bars and c bars)



FLAT SLAB TOP JOINT CONFIGURATIONS
FOR D = 7'-0" (2.13 m) THRU D = 10'-0" (3.05 m)
(Shown at access hole)



SECTION THRU FLAT SLAB TOP
FOR D = 7'-0" (2.13 m) THRU D = 10'-0" (3.05 m)



PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)
(Showing layout of welded wire reinforcement and c bars)

TABLE

D	T	D_0 (min.)	t
4'-0" (1.2 m)	See applicable Standards	D + 2T	9 (225)
5'-0" (1.5 m)			9.5 (238)
6'-0" (1.8 m)			10 (250)
7'-0" (2.1 m)			10.5 (265)
8'-0" (2.4 m)			10.5 (265)
9'-0" (2.7 m)			12 (305)
10'-0" (3.1 m)			13 (330)

FLAT SLAB TOP REINFORCEMENT FOR D = 4'-0 (1.22 m)

Location	WWR (each direction)		Rebar		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

GENERAL NOTES

The flat slab top may be used in lieu of the tapered tops shown on Standards 602001, 602016, or 602306 at the option of the Contractor or when field conditions prohibit the use of tapered tops.

Lifting holes shall be located in the sections as per the manufacturer's recommendations.

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

MODEL: 6pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 4-3-25
	DRAWN -	REVISED - 3-23-23
	CHECKED -	REVISED -
PLOT DATE = 4/17/2025	DATE -	REVISED -

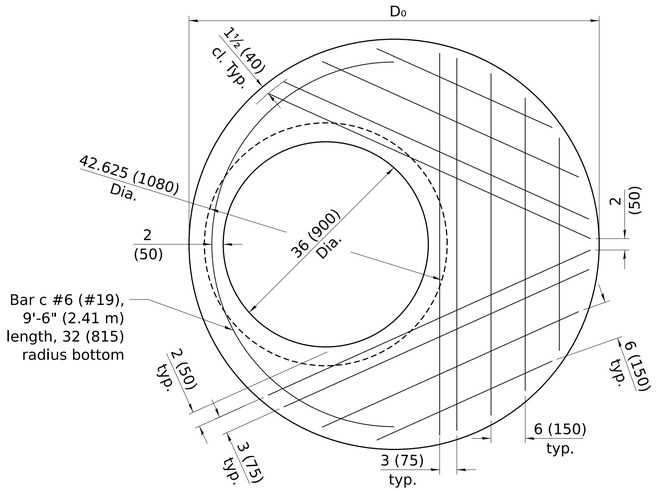
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 4 OF SHEETS | STA. | TO STA.

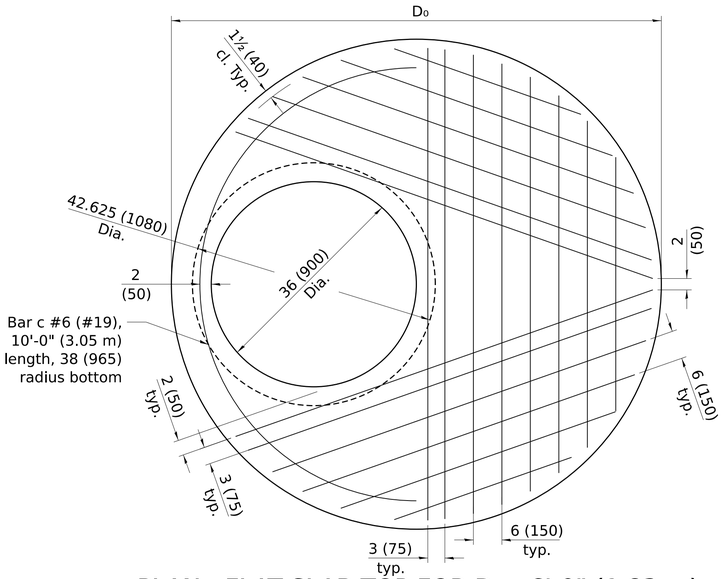
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m)

(Showing layout of bottom reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 6'-0" (1.83 m)

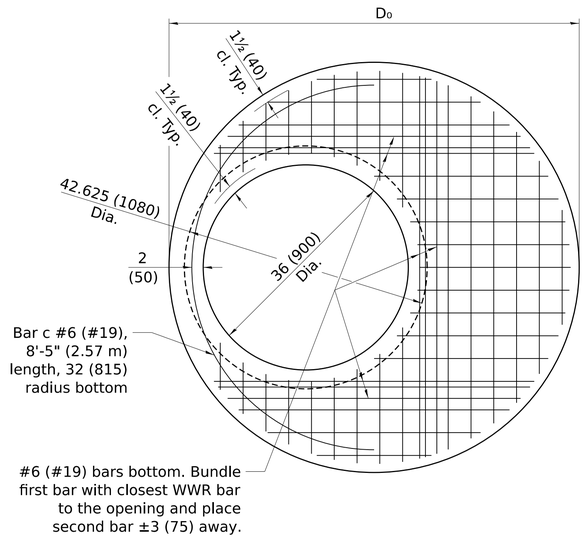
(Showing layout of bottom reinforcement bars and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 5'-0" (1.52 m)

Location	WWR (each direction)		Rebar		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

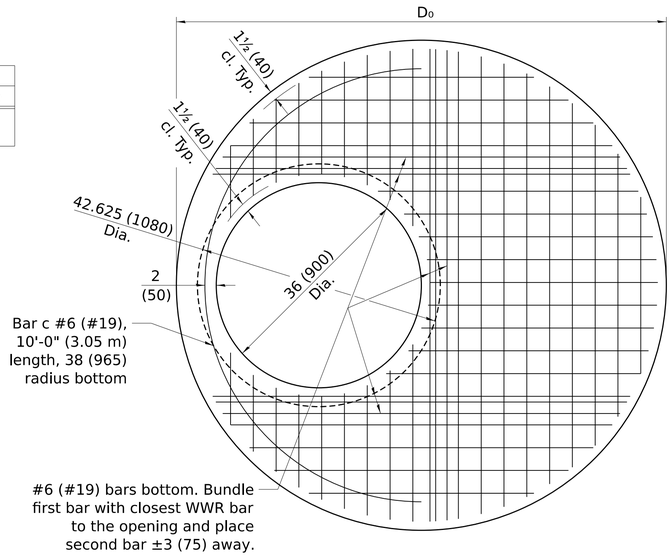
FLAT SLAB TOP REINFORCEMENT FOR D = 6'-0" (1.83 m)

Location	WWR (each direction)		Rebar		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)



PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m)

(Showing layout of welded wire bottom reinforcement and c bars)



PLAN - FLAT SLAB TOP FOR D = 6'-0" (1.83 m)

(Showing layout of welded wire bottom reinforcement and c bars)

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

MODEL: 6p1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-3-25
	DRAWN -	REVISED -	3-23-23
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

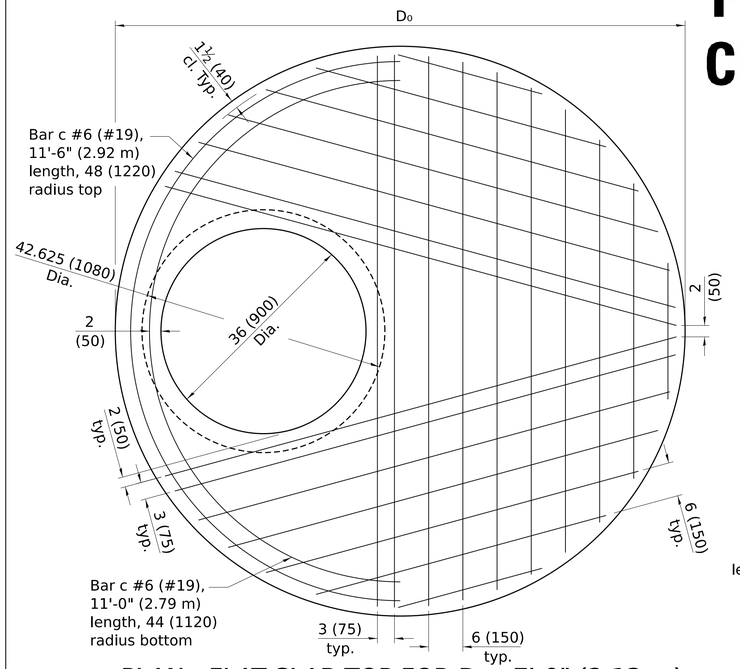
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 5 OF SHEETS | STA. | TO STA.

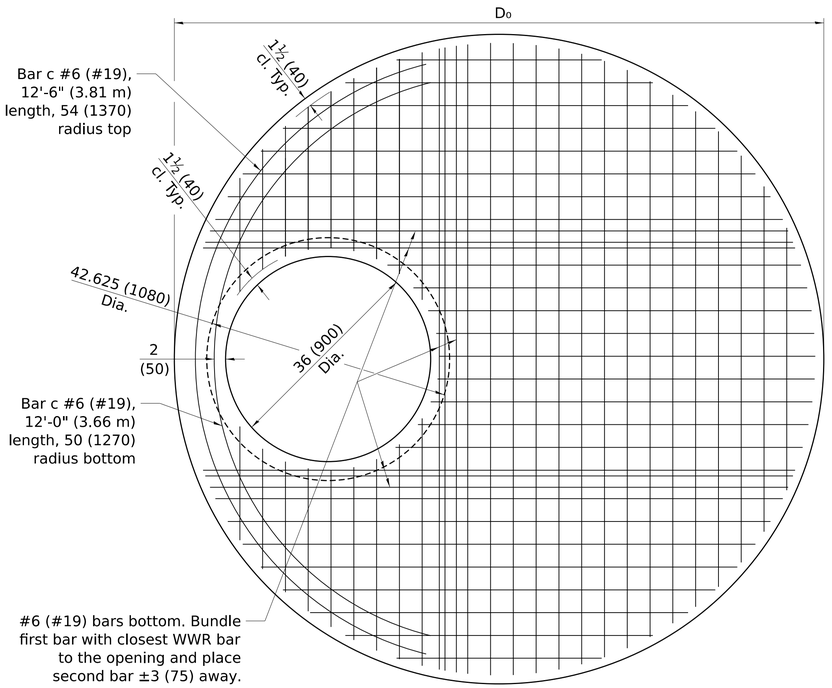
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



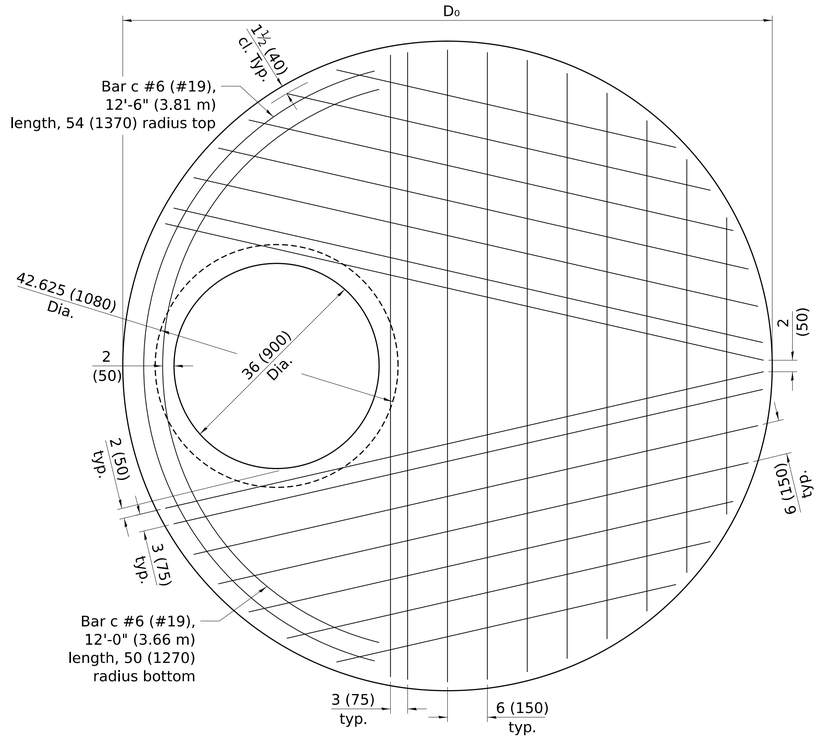
PLAN - FLAT SLAB TOP FOR D = 7'-0" (2.13 m)

(Showing layout of reinforcement bars and c bars)



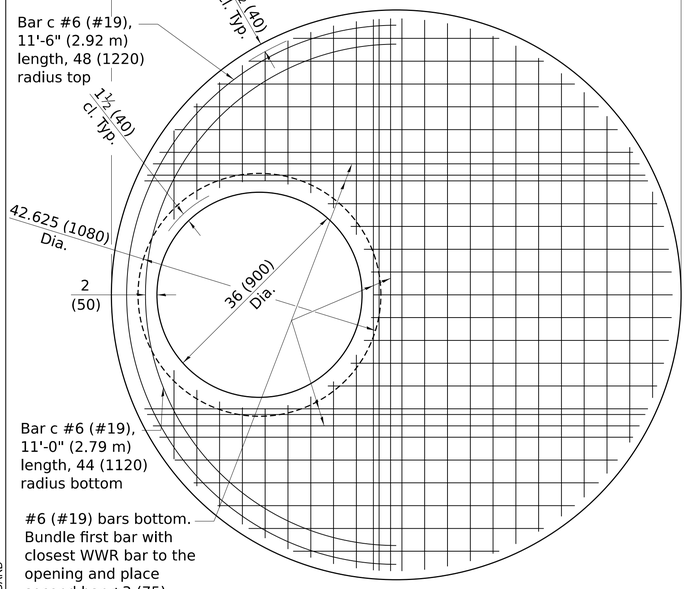
PLAN - FLAT SLAB TOP FOR D = 8'-0" (2.44 m)

(Showing layout of welded wire reinforcement and c bars)



PLAN - FLAT SLAB TOP FOR D = 8'-0" (2.44 m)

(Showing layout of reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 7'-0" (2.13 m)

(Showing layout of reinforcement bars and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 7'-0" (2.13 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

* Only one layer of WWR permitted to avoid congestion.

FLAT SLAB TOP REINFORCEMENT FOR D = 8'-0" (2.44 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

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

MODEL: 6p1t_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 4-3-25	
	DRAWN -	REVISED - 3-23-23	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

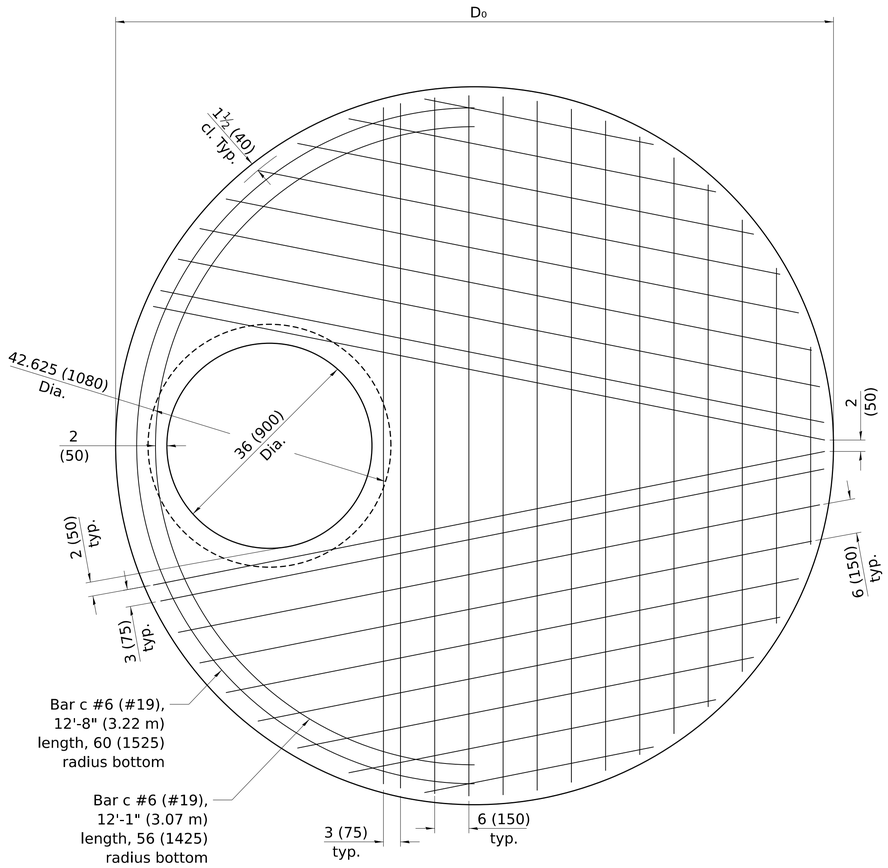
SCALE: | SHEET 6 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

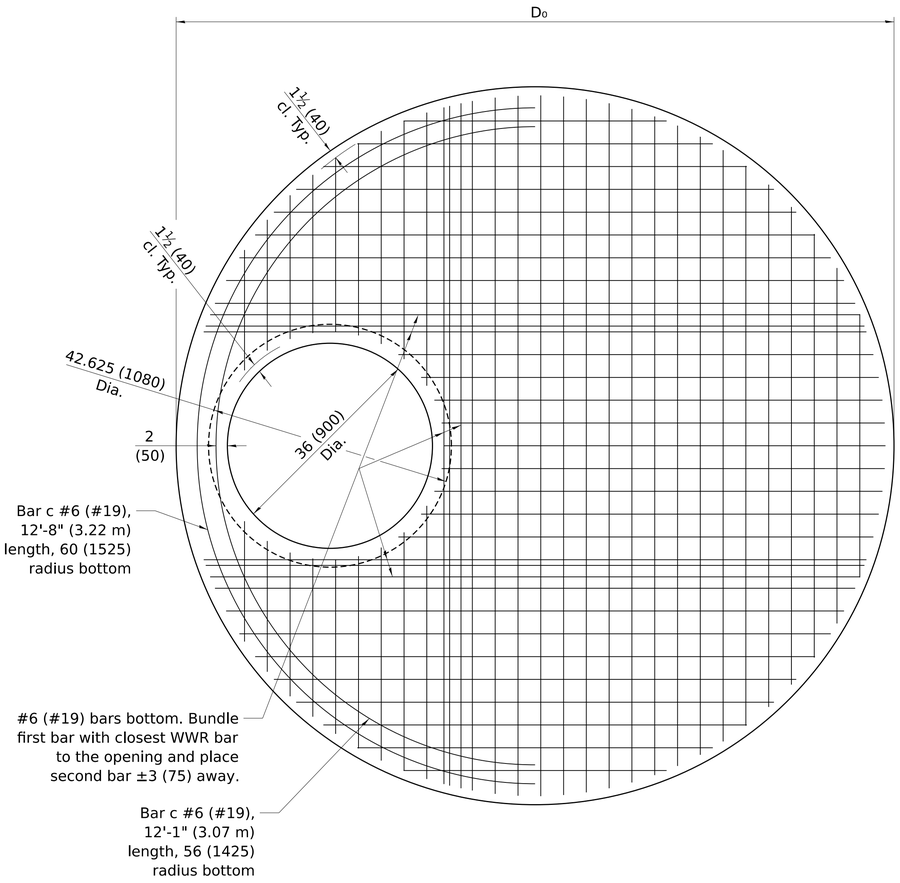
ILLINOIS | FED. AID PROJECT

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



PLAN - FLAT SLAB TOP FOR D = 9'-0" (2.74 m)

(Showing layout of reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 9'-0" (2.74 m)

(Showing layout of welded wire reinforcement and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 9'-0" (2.74 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

* Only one layer of WWR permitted to avoid congestion.

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

MODEL: 6pt1_sheet4
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-3-25
	DRAWN -	REVISED -	3-23-23
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

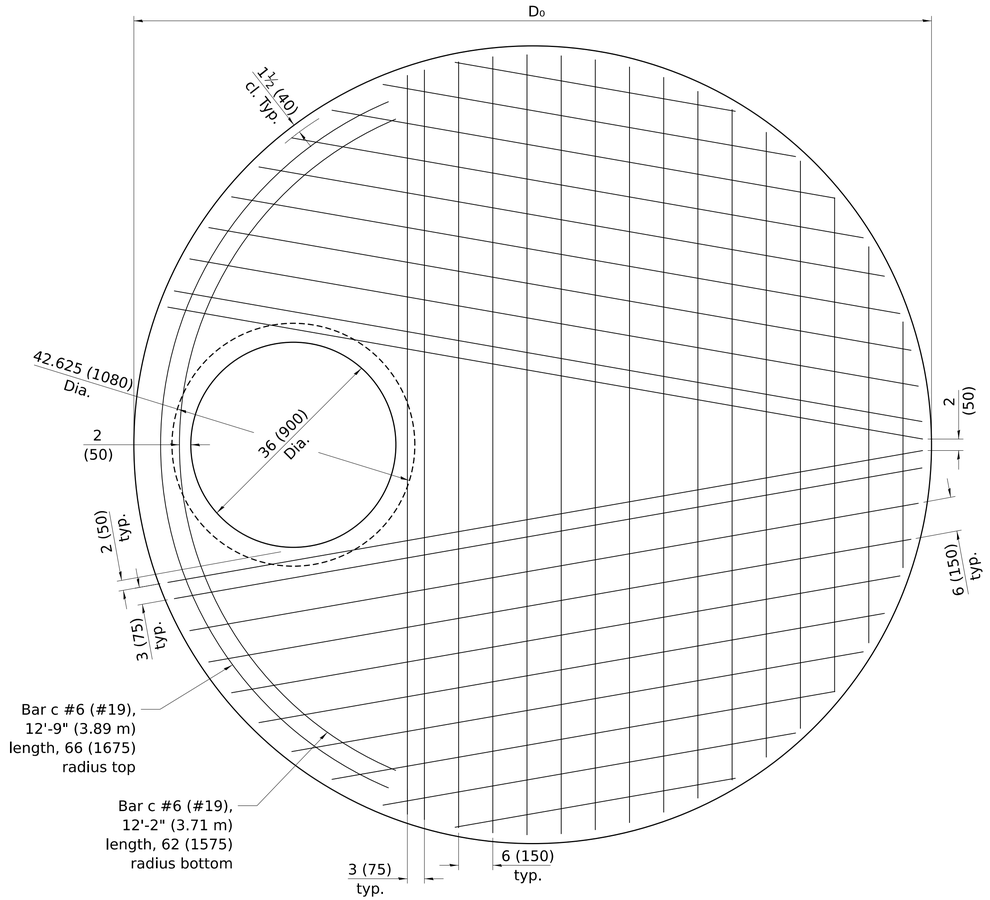
SCALE: | SHEET 7 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

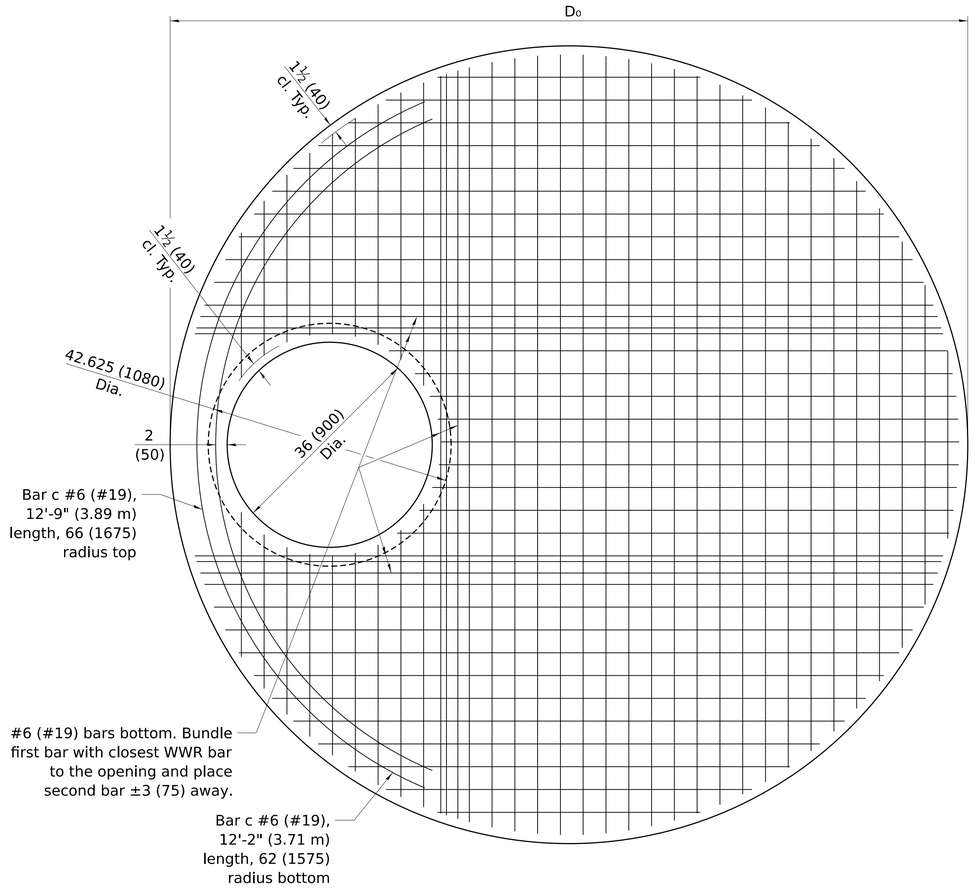
ILLINOIS | FED. AID PROJECT

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



PLAN - FLAT SLAB TOP FOR D = 10'-0" (3.05 m)

(Showing layout of reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 10'-0" (3.05 m)

(Showing layout of welded wire reinforcement and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 10'-0" (3.05 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

* Only one layer of WWR permitted to avoid congestion.

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

MODEL: 6pt1_sheet5
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 4-3-25	
	DRAWN -	REVISED - 3-23-23	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

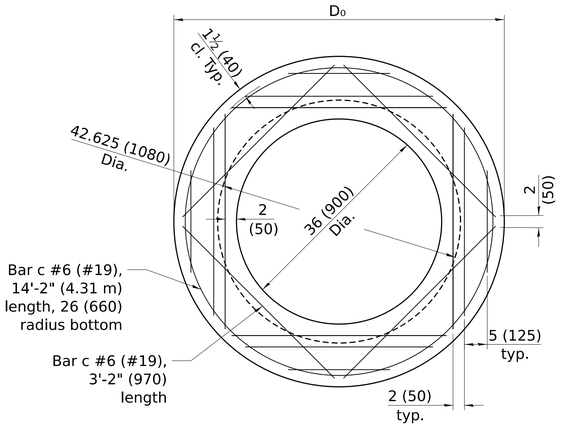
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 8 OF SHEETS | STA. | TO STA.

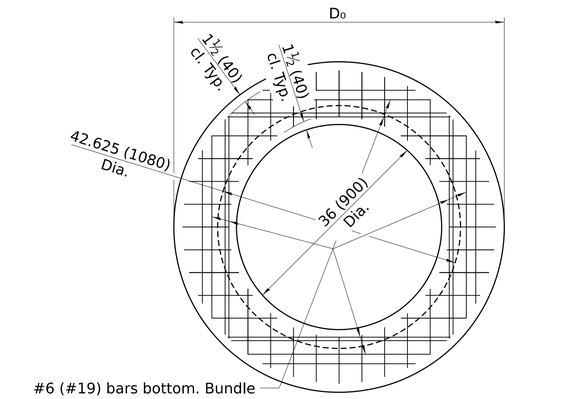
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



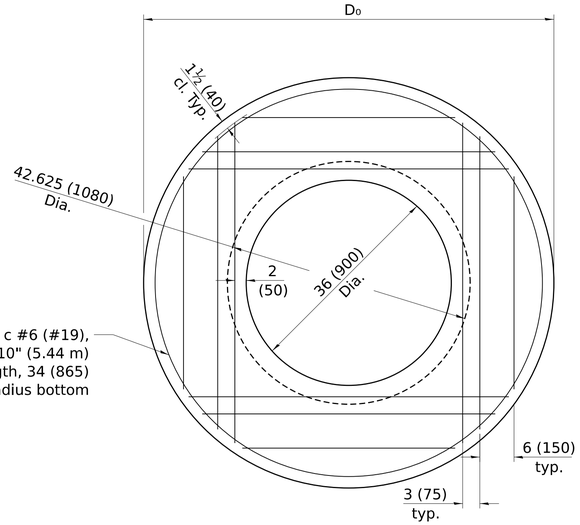
PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)

(Showing layout of bottom reinforcement bars and c bars)



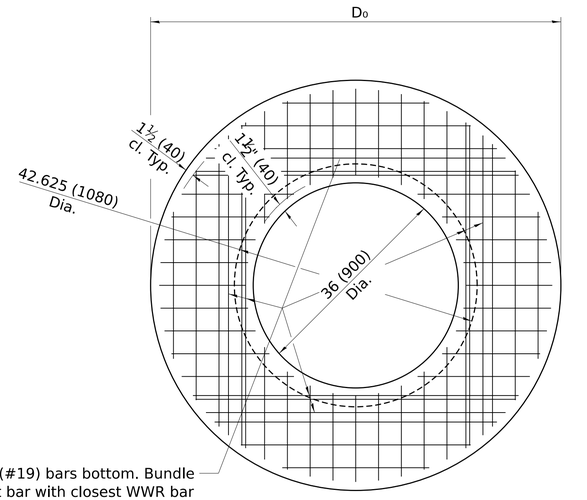
PLAN - FLAT SLAB TOP FOR D = 4'-0" (1.22 m)

(Showing layout of bottom welded wire reinforcement and c bars)



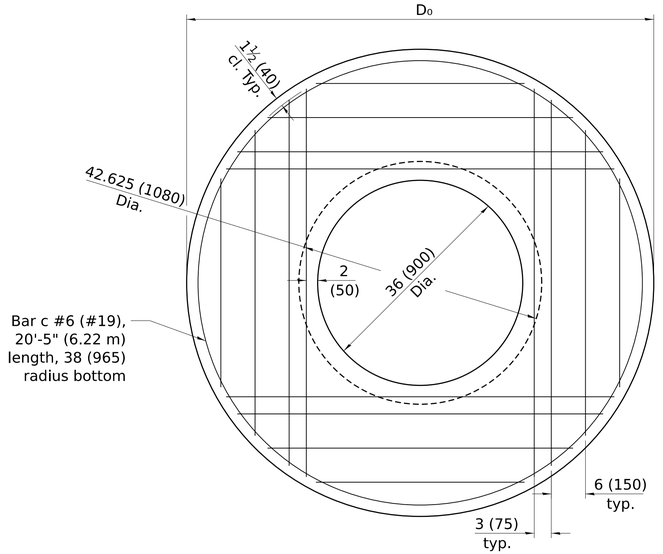
PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m)

(Showing layout of bottom reinforcement bars and c bars)



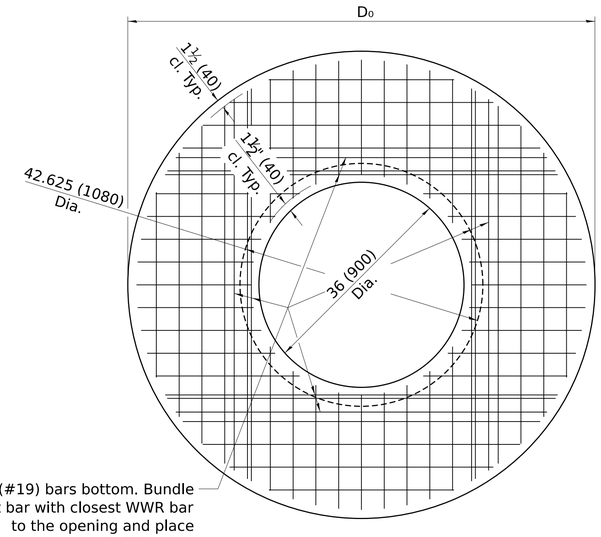
PLAN - FLAT SLAB TOP FOR D = 5'-0" (1.52 m)

(Showing layout of bottom welded wire reinforcement and c bars)



PLAN - FLAT SLAB TOP FOR D = 6'-0" (1.83 m)

(Showing layout of bottom reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 6'-0" (1.83 m)

(Showing layout of bottom welded wire reinforcement and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 4'-0 (1.22 m)

Location	WWR (each direction)		Rebar		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

FLAT SLAB TOP REINFORCEMENT FOR D = 5'-0" (1.52 m)

Location	WWR (each direction)		Rebar		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

FLAT SLAB TOP REINFORCEMENT FOR D = 6'-0" (1.83 m)

Location	WWR (each direction)		Rebar		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

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

MODEL: 6pt1_sheet6
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-3-25
	DRAWN -	REVISED -	3-23-23
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

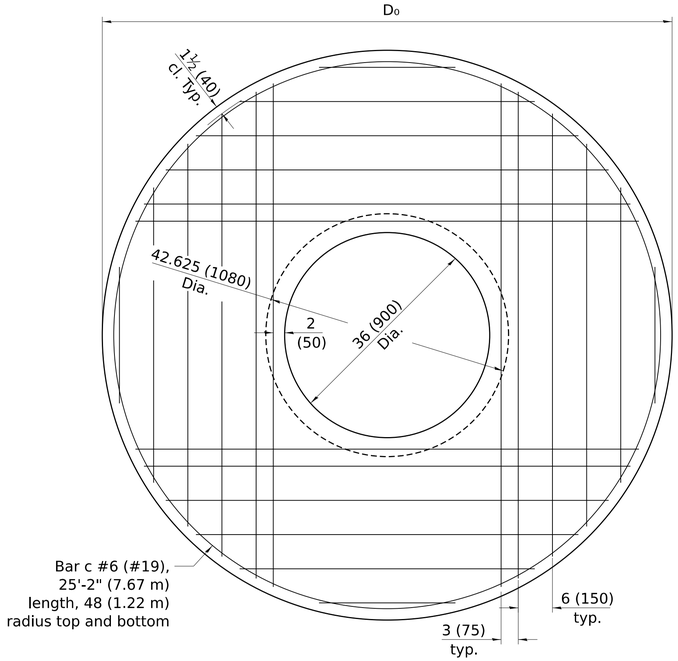
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 9 OF SHEETS | STA. | TO STA.

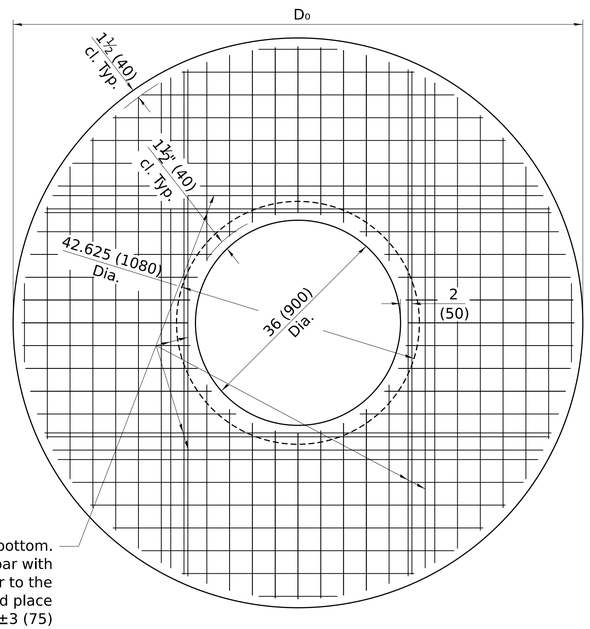
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



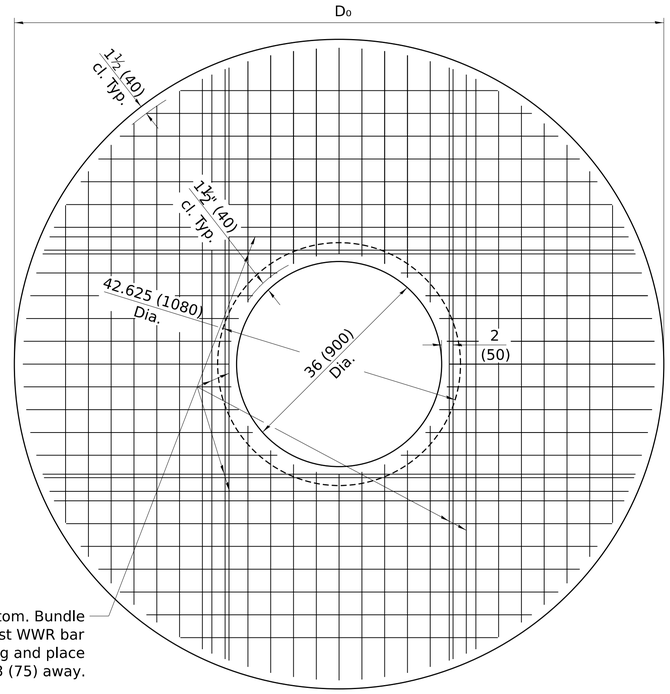
PLAN - FLAT SLAB TOP FOR D = 7'-0" (2.13 m)

(Showing layout of reinforcement bars and c bars)



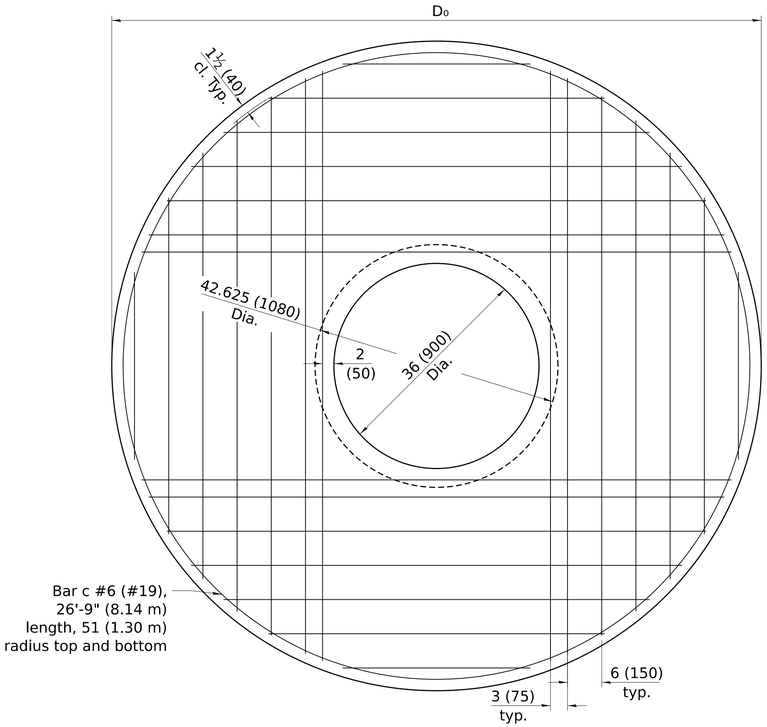
PLAN - FLAT SLAB TOP FOR D = 7'-0" (2.13 m)

(Showing layout of welded wire reinforcement and c bars)



PLAN - FLAT SLAB TOP FOR D = 8'-0" (2.44 m)

(Showing layout of welded wire reinforcement and c bars)



PLAN - FLAT SLAB TOP FOR D = 8'-0" (2.44 m)

(Showing layout of reinforcement bars and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 7'-0" (2.13 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

* Only one layer of WWR permitted to avoid congestion.

FLAT SLAB TOP REINFORCEMENT FOR D = 8'-0" (2.44 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

* Only one layer of WWR permitted to avoid congestion.

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

MODEL: 6pt1_sheet7
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-3-25
	DRAWN -	REVISED -	3-23-23
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

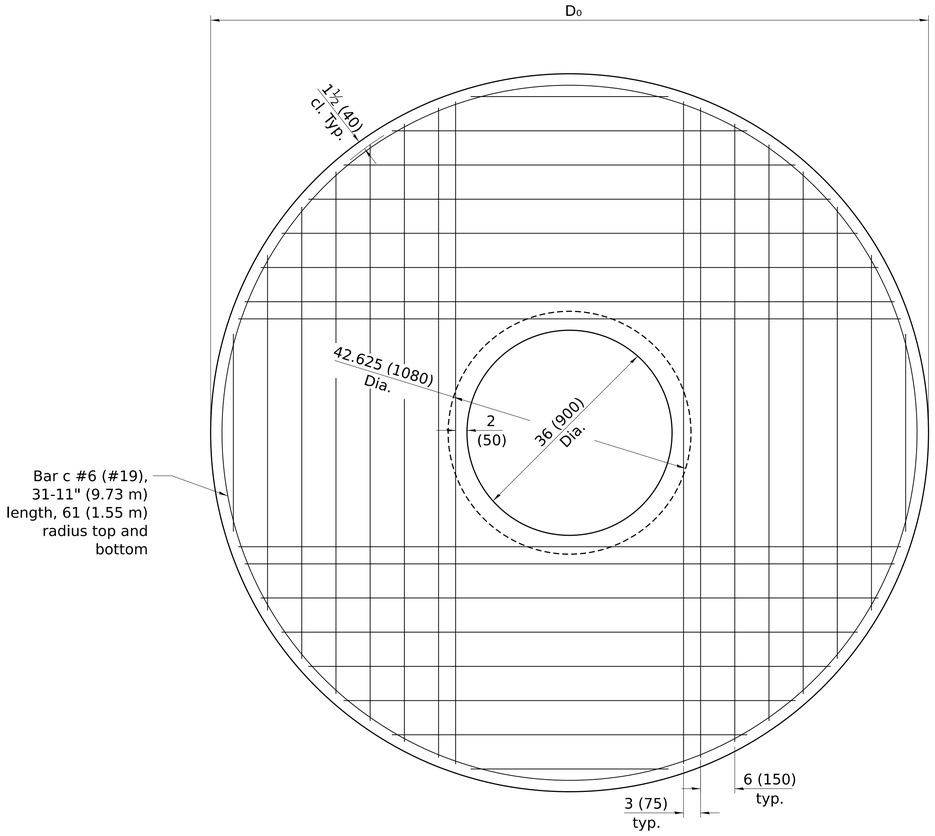
SCALE: | SHEET 10 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

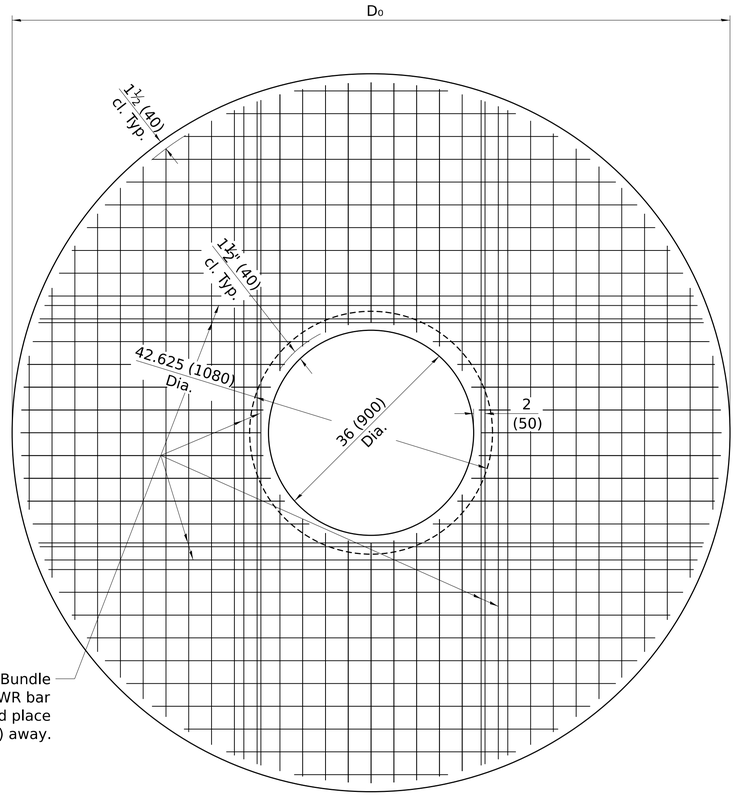
ILLINOIS | FED. AID PROJECT

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



PLAN - FLAT SLAB TOP FOR D = 9'-0" (2.74 m)

(Showing layout of reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 9'-0" (2.74 m)

(Showing layout of welded wire reinforcement and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 9'-0" (2.74 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

* Only one layer of WWR permitted to avoid congestion.

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

MODEL: 6p1_sheet8
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-3-25
	DRAWN -	REVISED -	3-23-23
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

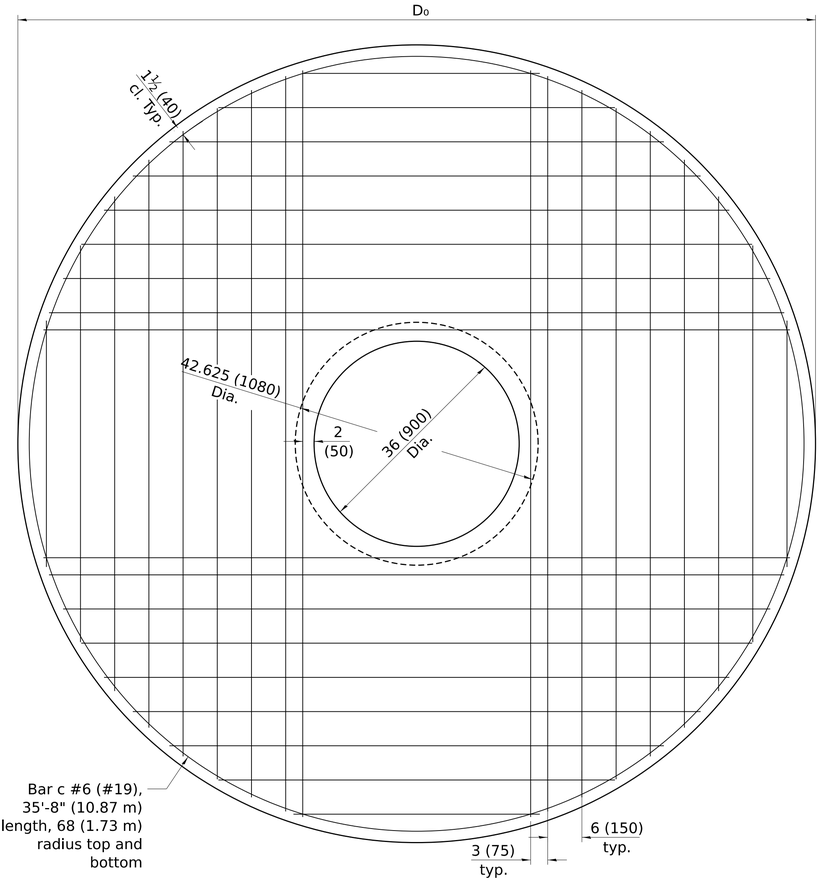
SCALE: | SHEET 11 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

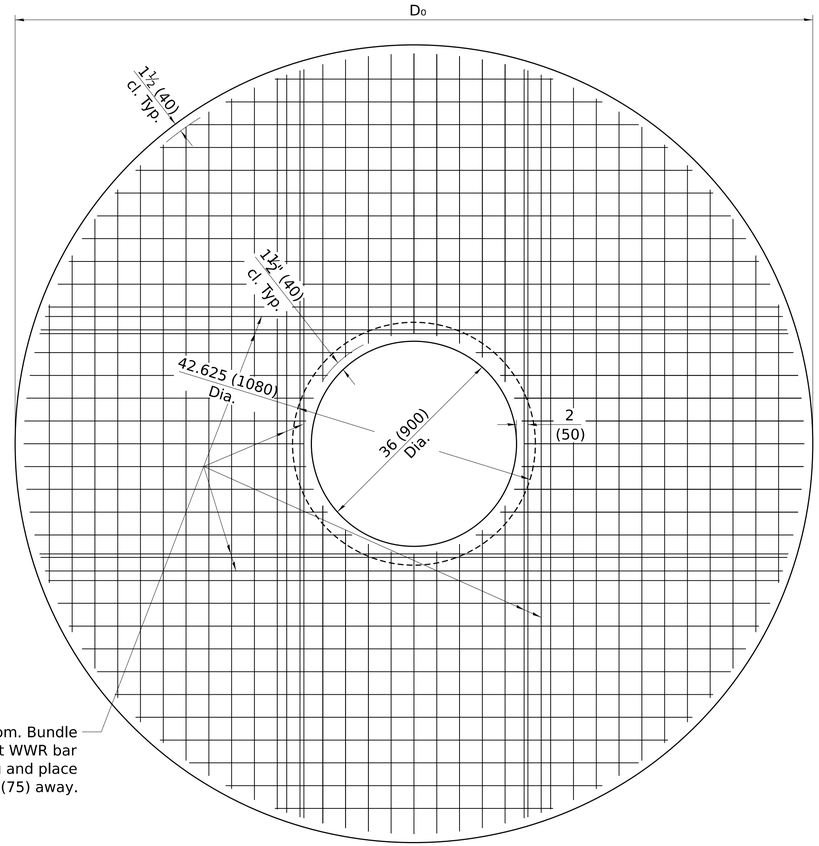
ILLINOIS | FED. AID PROJECT

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



PLAN - FLAT SLAB TOP FOR D = 10'-0" (3.05 m)

(Showing layout of reinforcement bars and c bars)



PLAN - FLAT SLAB TOP FOR D = 10'-0" (3.05 m)

(Showing layout of welded wire reinforcement and c bars)

FLAT SLAB TOP REINFORCEMENT FOR D = 10'-0" (3.05 m)

Location	WWR (each direction)		Rebar (each direction except as noted)		
	A_S (min.)	Spacing (max.)	A_S (min.)	Spacing (max.)	Bar Size
Top Mat	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#4 (#13)
Bottom Mat	* 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#6 (#19)

* Only one layer of WWR permitted to avoid congestion.

MODEL: 6pt1_sheet9
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-3-25
	DRAWN -	REVISED -	3-23-23
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

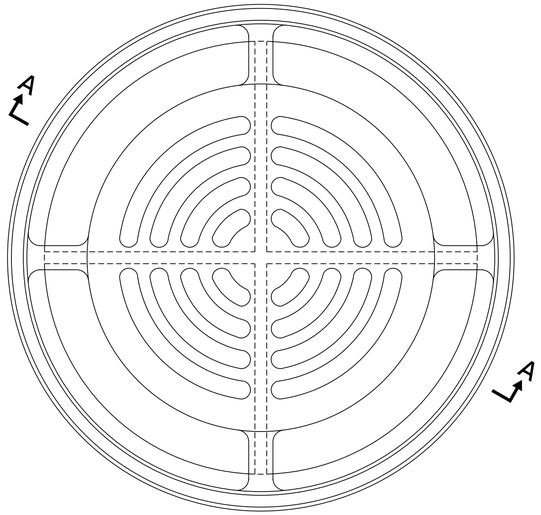
SCALE: | SHEET 12 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

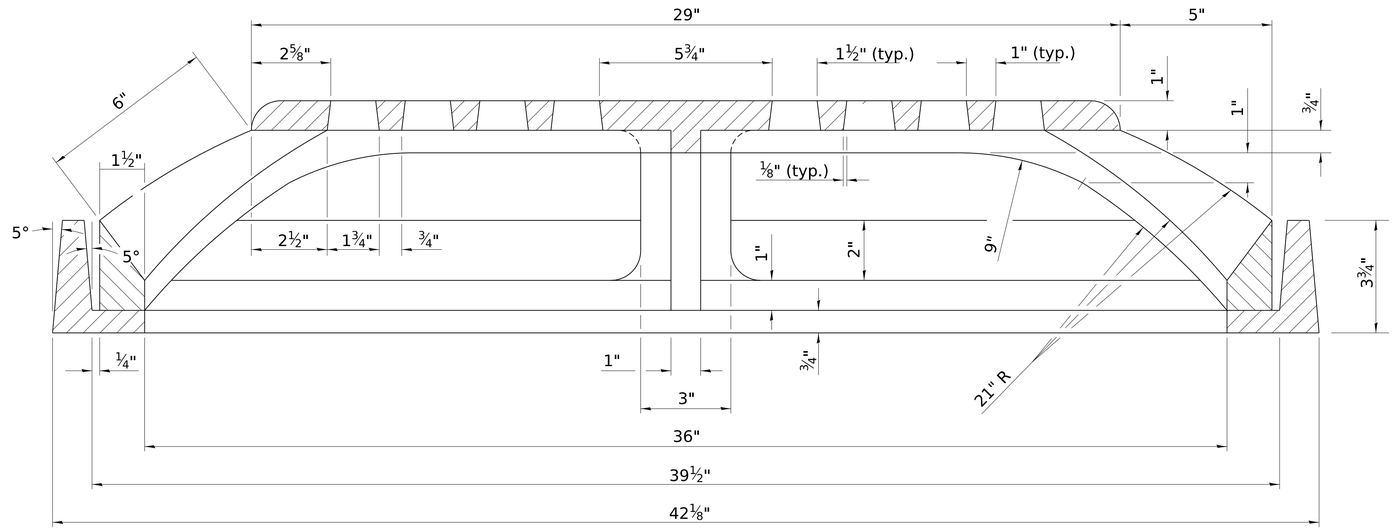
CONTRACT NO.

ILLINOIS | FED. AID PROJECT

PRECAST REINFORCED CONCRETE FLAT SLAB TOP CENTERED AND OFFSET MANHOLE – 36" OPENING



NEENAH: R-4349-D
5.4 sq. ft. Opening



SECTION A-A

MODEL: 6p1_sheet10
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-27-23
	DRAWN -	REVISED -	3-23-23
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

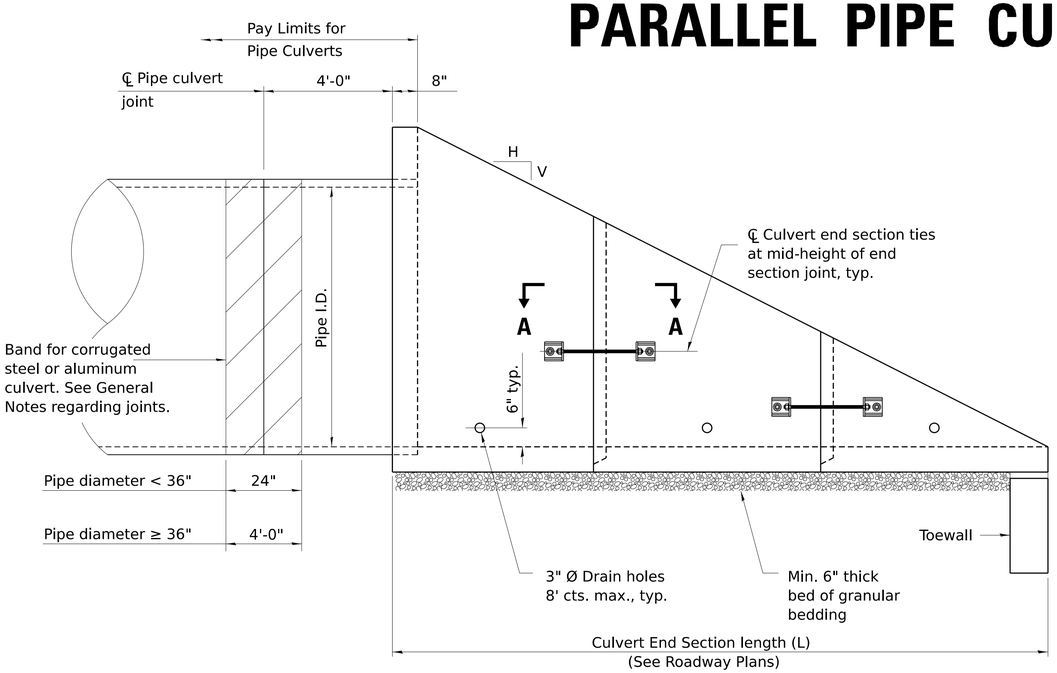
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

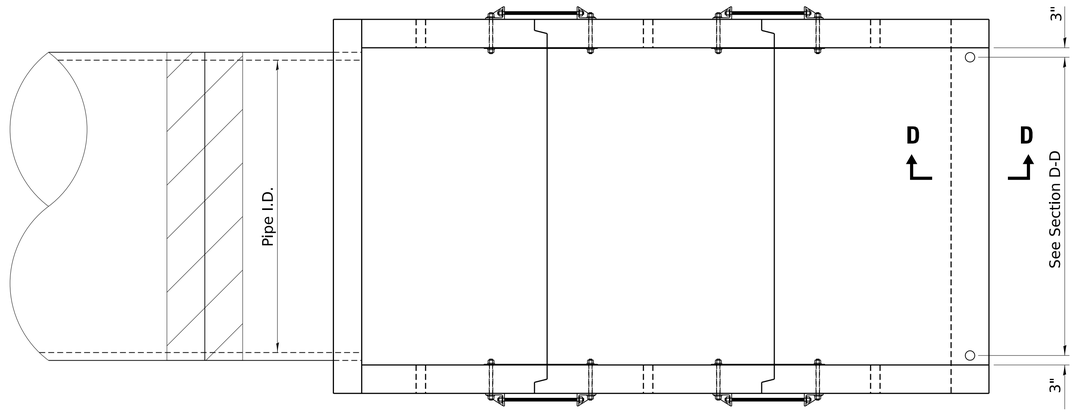
SCALE: | SHEET 13 OF SHEETS | STA. | TO STA.

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

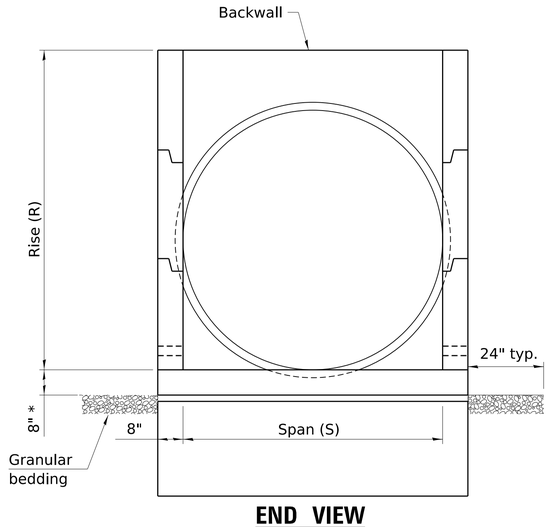
CONCRETE END SECTIONS FOR PARALLEL PIPE CULVERTS 15" THRU 84" DIA.



ELEVATION



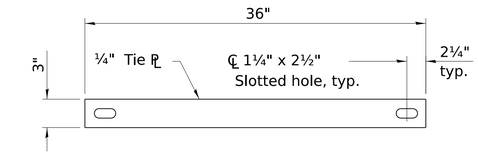
PLAN



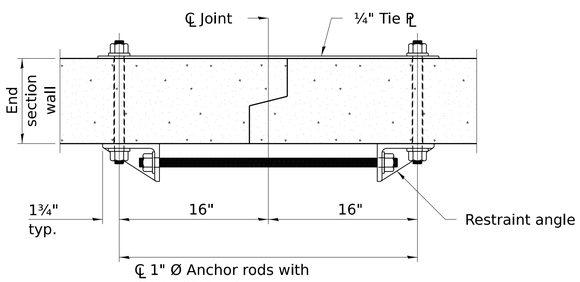
END VIEW

(Showing pipes)

* This dimension shall be increased by 1" for CIP field construction. See General Notes.

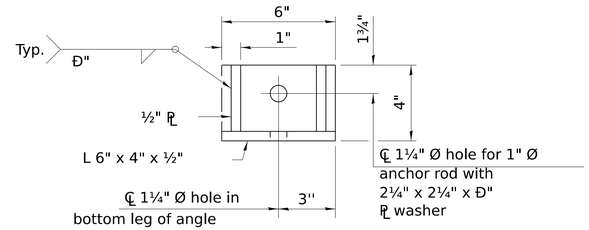


TIE PLATE DETAIL



SECTION A–A

(Showing end section tie details)



RESTRAINT ANGLE DETAIL

GENERAL NOTES

The concrete end sections detailed herein for flexible type pipe culverts are restricted to use with parallel type drainage structures only and traversable pipe grating placed perpendicular to the sidewalls. When traversable pipe grating placed parallel to the sidewalls is required, use standard 542001 or 542011.

A segment of pipe culvert shall be cast into the backwall of the concrete end section such that a minimum of 4 ft of pipe culvert extends from the back face of the end section as shown in Elevation.

Segments of pipe culvert shall be joined in accordance with Article 542 of the Standard Specifications except bands for corrugated steel or aluminum culverts shall conform to the length requirements shown in elevation and have the same corrugations as the culvert pipe. These bands will be included in cost of the pipe.

The number of segments shown in elevation is for example only. The length and number of precast sections required to construct the end section shall be determined by the Contractor.

See roadway plans for slope (V:H) and pipe inside diameter.

2¼" x 2¼" x Ð" plate washers shall be provided under each nut required for the anchor rods. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of formed holes.

All slope ratios are expressed as units of verical dispacement to units of horizontal displacement (V:H).

All dimensions are in inches unless otherwise shown.

MODEL: 11pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	5-09-14
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

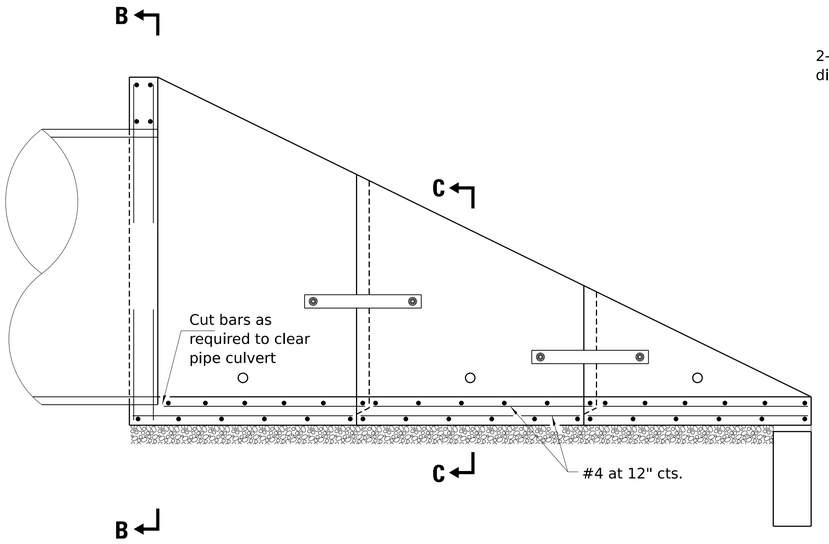
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 14 OF SHEETS | STA. | TO STA.

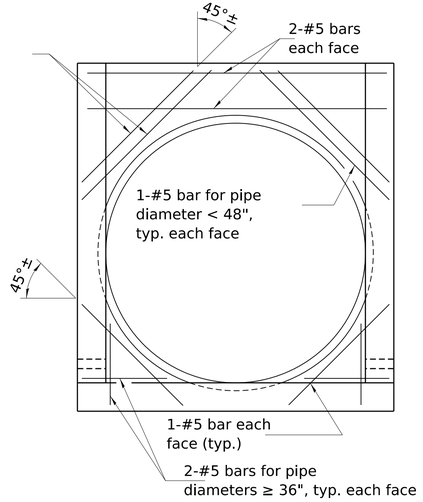
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

CONCRETE END SECTIONS FOR PARALLEL PIPE CULVERTS 15" THRU 84" DIA.



LONGITUDINAL SECTION
(Showing bottom slab and backwall reinforcement.)

2-#5 bars at 6" cts. for pipe diameter ≥ 48", typ. each face

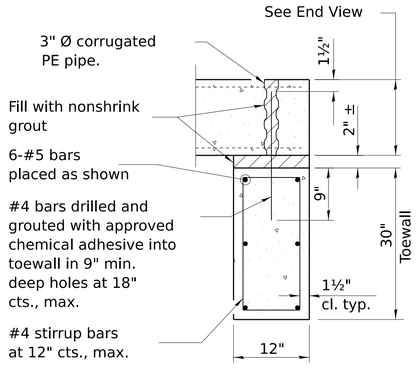


SECTION B–B
(Showing backwall reinforcement for pipes.)

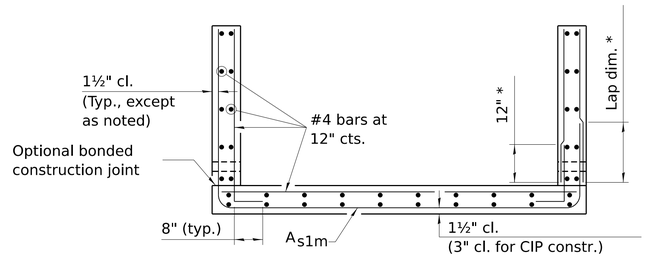
LAP DIMENSION

#4 bar = 17"
#5 bar = 21"
#6 bar = 25"

* The Contractor may use lap splices for the sidewall reinforcement at the locations shown.



SECTION D–D



SECTION C–C

PARALLEL PIPE CULVERT END SECTION DIMENSIONS

Pipe I.D.	Tables IB, IC, IIIA, AND IIIB				
			L		
			Slope of End Section		
	R	S	1:4	1:6	1:10
15"	25"	16"	9'-0"	13'-2"	21'-6"
18"	28"	18"	10'-0"	14'-8"	24'-0"
21"	31"	22"	11'-0"	16'-2"	26'-6"
24"	35"	24"	12'-4"	18'-2"	29'-10"
30"	3'-5"	30"	14'-4"	21'-2"	34'-10"
36"	3'-11"	36"	16'-4"	24'-2"	39'-10"
42"	4'-5"	3'-6"	18'-4"	27'-2"	44'-10"
48"	5'-0"	4'-0"	20'-8"	30'-8"	50'-8"
54"	5'-4"	4'-6"	22'-0"	32'-8"	54'-0"
60"	5'-10"	5'-0"	24'-0"	35'-8"	59'-0"
66"	6'-4"	5'-6"	26'-0"	38'-8"	64'-0"
72"	6'-10"	6'-0"	28'-0"	41'-8"	69'-0"
78"	7'-4"	6'-6"	30'-0"	44'-8"	74'-0"
84"	7'-10"	7'-0"	32'-0"	47'-8"	79'-0"

The above "Tables" are referenced from Article 542.03 of the Standard Specifications.

REINFORCEMENT SCHEDULE

PIPES		
Pipe I.D.	As1m	
	Bar Size	Bar Spacing
15"	#4	12"
18"	#4	12"
21"	#4	12"
24"	#4	12"
30"	#4	12"
36"	#4	12"
42"	#4	12"
48"	#4	8"
54"	#4	8"
60"	#5	8"
66"	#5	8"
72"	#5	8"
78"	#5	8"
84"	#6	8"

MODEL: 11pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	5-09-14
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 15 OF SHEETS | STA. | TO STA.

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

CONCRETE END SECTIONS FOR PARALLEL PIPE CULVERTS 15" THRU 84" DIA.

QUANTITIES

Pipe I.D.	Tables IB, IC, IIIA, AND IIIB								
	Concrete yd ^{3}			Reinforcement without Lap lbs.			Reinforcement with Lap lbs.		
	Slope of End Section			Slope of End Section			Slope of End Section		
	1:4	1:6	1:10	1:4	1:6	1:10	1:4	1:6	1:10
15"	1.4	1.9	2.8	250	330	510	270	350	540
18"	1.6	2.2	3.4	290	400	600	310	420	640
21"	2.0	2.7	4.2	330	450	690	360	480	740
24"	2.3	3.2	5.0	370	510	790	400	550	850
30"	3.1	4.3	6.7	490	680	1060	520	720	1130
36"	3.9	5.5	8.7	580	810	1270	620	870	1360
42"	4.9	6.9	10.9	720	1020	1610	770	1080	1710
48"	6.0	8.6	13.7	940	1320	2090	1010	1420	2240
54"	6.9	9.8	15.7	1090	1540	2440	1160	1650	2610
60"	8.1	11.6	18.6	1410	2000	3190	1530	2180	3480
66"	9.5	13.6	21.8	1650	2360	3780	1780	2560	4100
72"	10.9	15.7	25.2	1840	2630	4220	1990	2850	4580
78"	12.4	17.9	28.9	2110	3040	4900	2280	3280	5290
84"	14.1	20.3	32.8	2710	3910	6320	2970	4290	6950

The above quantities are estimates and provided for information only. Actual quantities may vary depending upon the final layout of reinforcement and number of segments determined by the Contractor.

For cast-in-place construction, increase concrete volumes by approximately 12%.

MODEL: 11pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	5-09-14
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

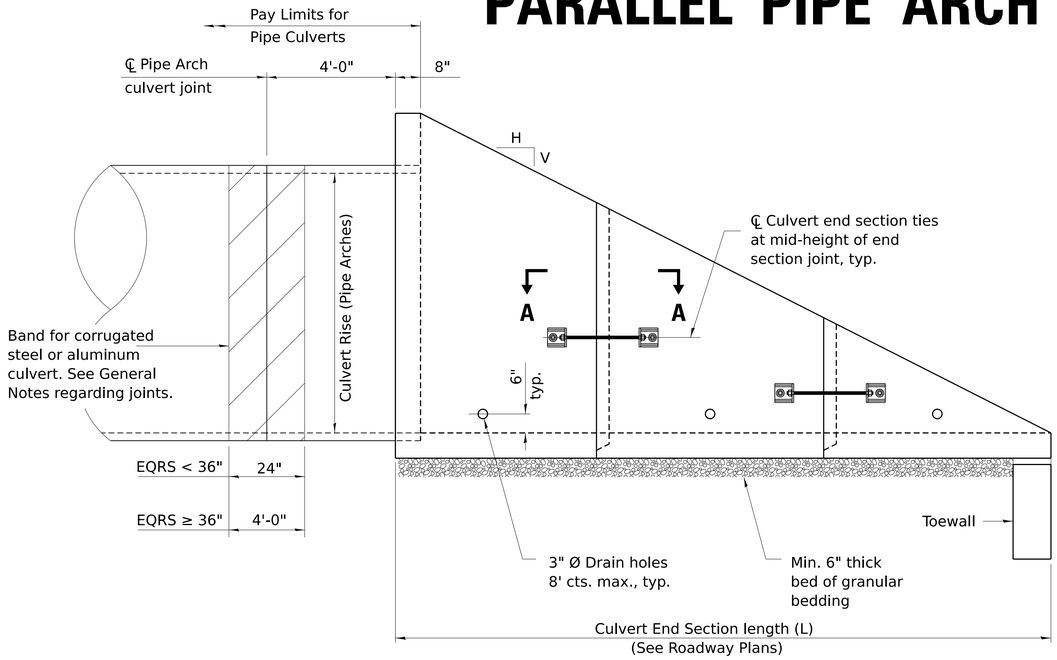
SCALE: | SHEET 16 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

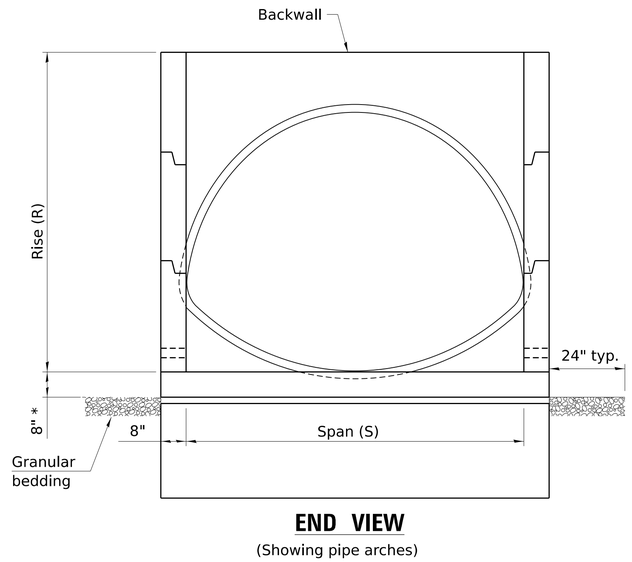
CONTRACT NO.

ILLINOIS | FED. AID PROJECT

CONCRETE END SECTIONS FOR PARALLEL PIPE ARCH CULVERTS 15" THRU 84" DIA.



ELEVATION



END VIEW

(Showing pipe arches)

* This dimension shall be increased by 1½" for CIP field construction. See General Notes.

GENERAL NOTES

The concrete end sections detailed herein for flexible type pipe culverts are restricted to use with parallel type drainage structures only and traversable pipe grating placed perpendicular to the sidewalls. When traversable pipe grating placed parallel to the sidewalls is required, use standard 542001 or 542011.

A segment of pipe culvert shall be cast into the backwall of the concrete end section such that a minimum of 4 ft of pipe culvert extends from the back face of the end section as shown in Elevation.

Segments of pipe culvert shall be joined in accordance with Article 542 of the Standard Specifications except bands for corrugated steel or aluminum culverts shall conform to the length requirements shown in elevation and have the same corrugations as the culvert pipe. These bands will be included in cost of the pipe.

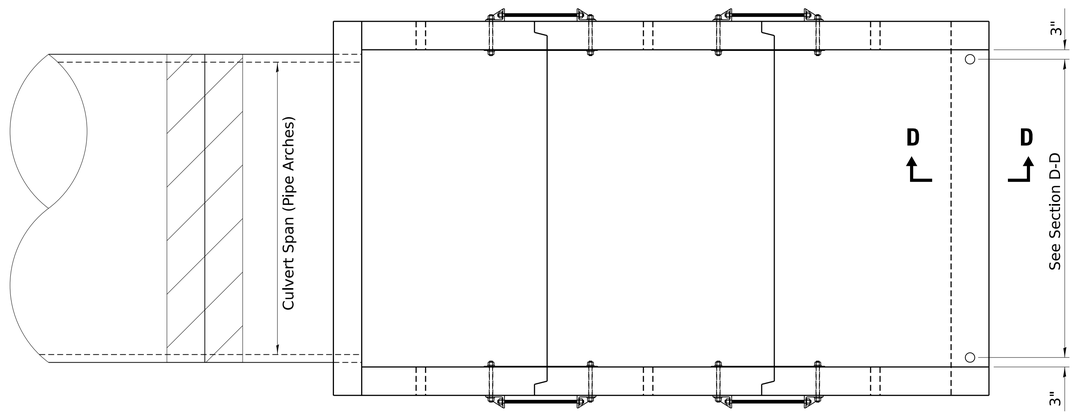
The number of segments shown in elevation is for example only. The length and number of precast sections required to construct the end section shall be determined by the Contractor.

See roadway plans for slope (V:H) and pipe inside diameter.

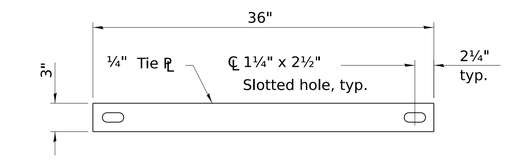
2¼" x 2¼" x Ð" plate washers shall be provided under each nut required for the anchor rods. Holes in the walls for the culvert tie assembly may be drilled using core bits in lieu of formed holes.

All slope ratios are expressed as units of verical dispacement to units of horizontal displacement (V:H).

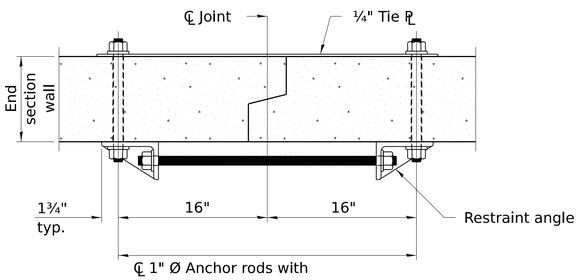
All dimensions are in inches unless otherwise shown.



PLAN

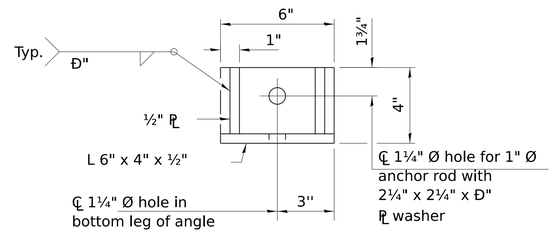


TIE PLATE DETAIL



SECTION A–A

(Showing end section tie details)



RESTRAINT ANGLE DETAIL

MODEL: 12pt_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	5-09-14
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

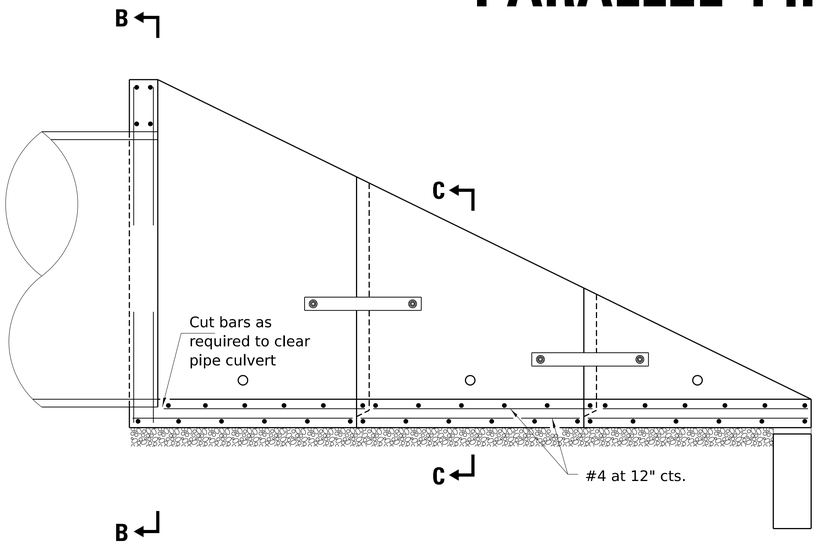
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

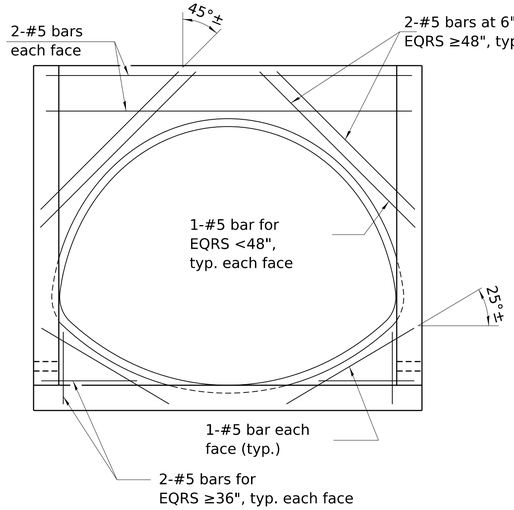
SCALE: | SHEET 17 OF SHEETS | STA. | TO STA.

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

CONCRETE END SECTIONS FOR PARALLEL PIPE ARCH CULVERTS 15" THRU 84" DIA.



LONGITUDINAL SECTION
(Showing bottom slab and backwall reinforcement.)

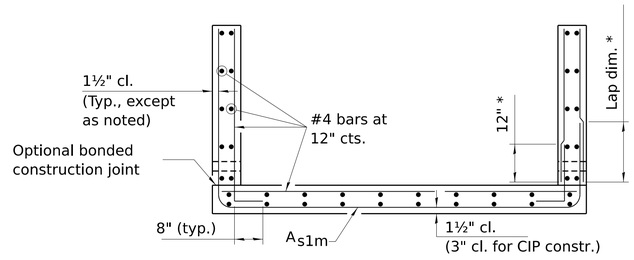


SECTION B–B
(Showing backwall reinforcement for arches.)

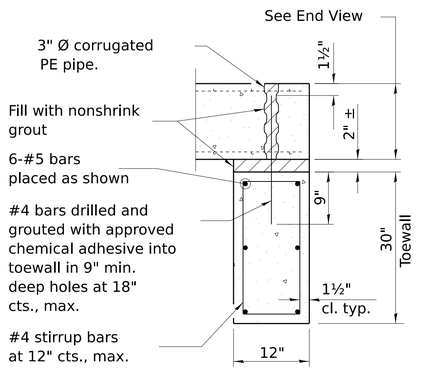
LAP DIMENSION

#4 bar	= 17"
#5 bar	= 21"
#6 bar	= 25"

* The Contractor may use lap splices for the sidewall reinforcement at the locations shown.



SECTION C–C



SECTION D–D

PARALLEL PIPE ARCH CULVERT END SECTION DIMENSIONS

Equivalent Round Size	Culvert Span	Culvert Rise	Table IIA, Corrugation : 2⅔" x ½" R	S	L Slope of End Section 1:4	1:6	1:10	Culvert Span	Culvert Rise	Table IIA, Corrugation : 3" x 1" R	S	L Slope of End Section 1:4	1:6	1:10
15"	17"	13"	23"	18"	8'-4"	12'-2"	19'-10"	-	-	-	-	-	-	-
18"	21"	15"	25"	22"	9'-0"	13'-2"	21'-6"	-	-	-	-	-	-	-
21"	24"	18"	28"	24"	10'-0"	14'-8"	24'-0"	-	-	-	-	-	-	-
24"	28"	20"	30"	28"	10'-8"	15'-8"	25'-8"	-	-	-	-	-	-	-
30"	35"	24"	34"	36"	12'-0"	17'-8"	29'-0"	-	-	-	-	-	-	-
36"	42"	29"	39"	3'-6"	13'-8"	20'-2"	33'-2"	40"	31"	3'-6"	40"	14'-8"	21'-8"	35'-8"
42"	49"	33"	3'-7"	4'-2"	15'-0"	22'-2"	36'-6"	46"	36"	3'-11"	3'-10"	16'-4"	24'-2"	39'-10"
48"	57"	38"	4'-0"	4'-10"	16'-8"	24'-8"	40'-8"	53"	41"	4'-5"	4'-6"	18'-4"	27'-2"	44'-10"
54"	64"	43"	4'-5"	5'-4"	18'-4"	27'-2"	44'-10"	60"	46"	4'-10"	5'-0"	20'-0"	29'-8"	49'-0"
60"	71"	47"	4'-9"	6'-0"	19'-8"	29'-2"	48'-2"	66"	51"	5'-3"	5'-6"	21'-8"	32'-2"	53'-2"
66"	77"	52"	5'-2"	6'-6"	21'-4"	31'-8"	52'-4"	73"	55"	5'-8"	6'-2"	23'-4"	34'-8"	57'-4"
72"	83"	57"	5'-7"	7'-0"	23'-0"	34'-2"	56'-6"	81"	59"	6'-0"	6'-10"	24'-8"	36'-8"	60'-8"
78"	-	-	-	-	-	-	-	87"	63"	6'-5"	7'-4"	26'-4"	39'-2"	64'-10"
84"	-	-	-	-	-	-	-	95"	67"	6'-9"	8'-0"	27'-8"	41'-2"	68'-2"

REINFORCEMENT SCHEDULE

PIPE ARCHES		
	As1m	
Equivalent Round Size	Bar Size	Bar Spacing
15"	#4	12"
18"	#4	12"
21"	#4	12"
24"	#4	12"
30"	#4	12"
36"	#4	12"
42"	#4	12"
48"	#4	12"
54"	#4	8"
60"	#4	8"
66"	#4	8"
72"	#5	8"
78"	#5	8"
84"	#5	8"

The above "Tables" are referenced from Article 542.03 of the Standard Specifications.

MODEL: 12pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-09-14
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 18 OF SHEETS | STA. | TO STA.

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

CONCRETE END SECTIONS FOR PARALLEL PIPE ARCH CULVERTS 15" THRU 84" DIA.

QUANTITIES

Equivalent Round Size	Table IIA, Corrugation: 2⅔" x ½"									Table IIA, Corrugation: 3" x 1"								
	Concrete yd ^{3}			Reinforcement without Lap lbs.			Reinforcement with Lap lbs.			Concrete yd ^{3}			Reinforcement without Lap lbs.			Reinforcement with Lap lbs.		
	Slope of End Section			Slope of End Section			Slope of End Section			Slope of End Section			Slope of End Section			Slope of End Section		
	1:4	1:6	1:10	1:4	1:6	1:10	1:4	1:6	1:10	1:4	1:6	1:10	1:4	1:6	1:10	1:4	1:6	1:10
15"	1.3	1.8	2.7	240	320	480	250	330	500	-	-	-	-	-	-	-	-	-
18"	1.5	2.1	3.2	270	360	540	290	370	570	-	-	-	-	-	-	-	-	-
21"	1.8	2.5	3.8	310	420	630	330	450	670	-	-	-	-	-	-	-	-	-
24"	2.1	2.8	4.4	360	480	730	380	510	780	-	-	-	-	-	-	-	-	-
30"	2.7	3.7	5.7	420	570	860	440	610	920	-	-	-	-	-	-	-	-	-
36"	3.4	4.6	7.2	520	700	1070	550	740	1140	3.6	5.0	7.8	560	770	1200	600	820	1270
42"	4.1	5.7	8.9	630	860	1340	660	910	1420	4.4	6.1	9.6	640	890	1380	680	940	1470
48"	5.0	7.0	11.0	740	1010	1560	780	1070	1650	5.5	7.7	12.2	800	1120	1750	840	1180	1860
54"	5.9	8.4	13.2	940	1320	2060	1000	1400	2190	6.4	9.1	14.4	980	1380	2170	1050	1470	2310
60"	6.9	9.7	15.4	1050	1470	2300	1110	1560	2440	7.4	10.6	16.8	1120	1580	2500	1190	1680	2670
66"	8.0	11.3	17.9	1190	1680	2630	1260	1780	2800	8.7	12.4	19.7	1320	1870	2960	1390	1980	3140
72"	9.1	12.9	20.6	1540	2190	3490	1660	2350	3770	9.9	14.1	22.4	1660	2360	3760	1790	2550	4060
78"	-	-	-	-	-	-	-	-	-	11.1	15.9	25.5	1880	2700	4320	2010	2900	4640
84"	-	-	-	-	-	-	-	-	-	12.4	17.8	28.5	2050	2940	4690	2200	3150	5040

The above quantities are estimates and provided for information only. Actual quantities may vary depending upon the final layout of reinforcement and number of segments determined by the Contractor.

For cast-in-place construction, increase concrete volumes by approximately 12%.

MODEL: 12pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

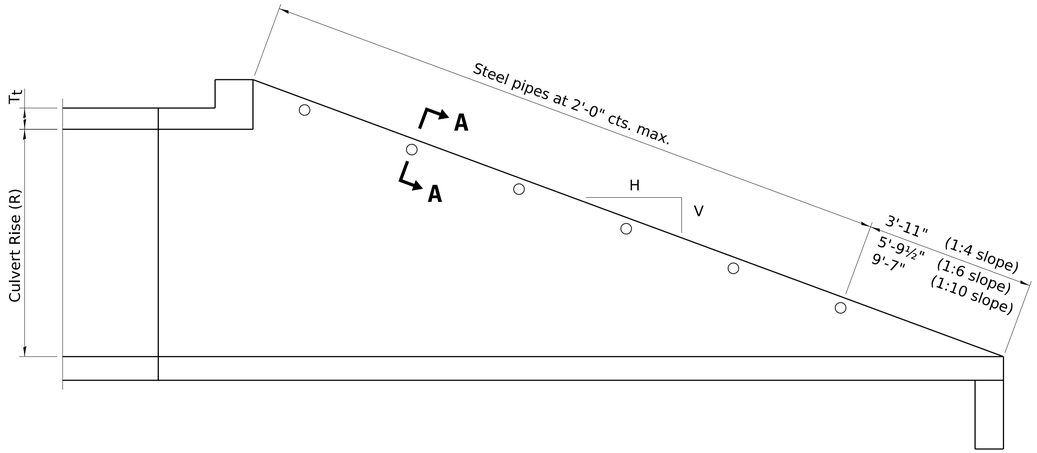
USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-09-14	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

REGION 2 / DISTRICT 2 STANDARD

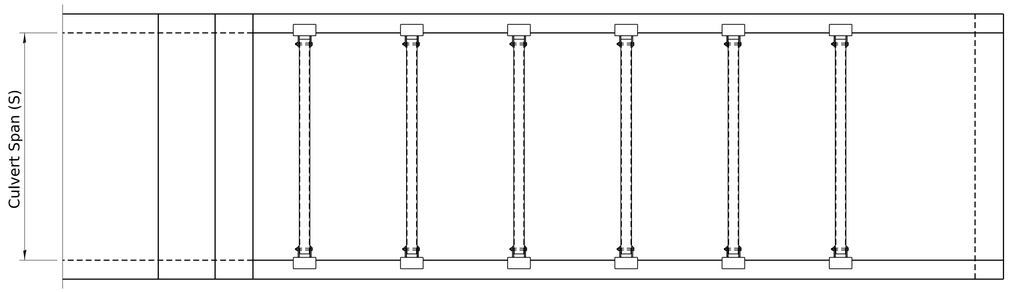
SCALE: | SHEET 19 OF SHEETS | STA. | TO STA.

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

TRAVERSABLE PIPE GRATE FOR PARALLEL DRAINAGE STRUCTURE



LONGITUDINAL SECTION



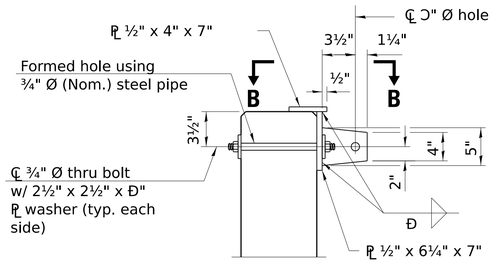
PLAN VIEW

GENERAL NOTES

The minimum edge distance from the center of a hole to the free edge of a structural shape or plate shall be 1½" unless noted otherwise.

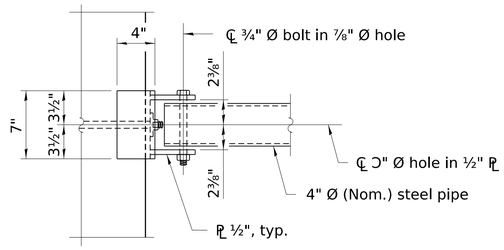
This standard shall only be used on concrete end sections for parallel drainage structures.

The Contractor may install the thru bolts using drilling and grouting in lieu of providing a formed hole using steel pipe. Installation shall be in accordance with Article 509.06 using a method that results in the annulus surrounding the bolt being completely filled with adhesive. The method of drilling shall not result in spalled concrete at the exit face. Epoxy grouted thru bolts shall be snug tightened followed by an additional 1/3 turn on the interior nut at final installation. Cost included with Traversable Pipe Grate.



SECTION A–A

(4" Ø pipe not shown for clarity.)



VIEW B–B

MODEL: 14pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-09-14	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 20 OF SHEETS | STA. | TO STA.

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

TRAVERSABLE PIPE GRATE FOR PARALLEL DRAINAGE STRUCTURE

PIPE GRATE SCHEDULE FOR PARALLEL BOX CULVERTS

(<2 FT COVER)							
BOX SIZE		SLOPE OF END SECTION					
		1:4		1:6		1:10	
SPAN (FT.)	RISE (FT.)	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe
3	2	5 @ 2'-7"	12'-11"	8 @ 2'-7"	20'-8"	12 @ 2'-7"	31'-0"
3	3	7 @ 2'-7"	18'-1"	11 @ 2'-7"	28'-5"	17 @ 2'-7"	43'-11"
4	2	5 @ 3'-7"	17'-11"	8 @ 3'-7"	28'-8"	13 @ 3'-7"	46'-7"
4	3	8 @ 3'-7"	28'-8"	11 @ 3'-7"	39'-5"	18 @ 3'-7"	64'-6"
4	4	10 @ 3'-7"	35'-10"	14 @ 3'-7"	50'-2"	23 @ 3'-7"	82'-5"
5	2	6 @ 4'-7"	27'-6"	8 @ 4'-7"	36'-8"	13 @ 4'-7"	59'-7"
5	3	8 @ 4'-7"	36'-8"	11 @ 4'-7"	50'-5"	18 @ 4'-7"	82'-6"
5	4	10 @ 4'-7"	45'-10"	14 @ 4'-7"	64'-2"	23 @ 4'-7"	105'-5"
5	5	12 @ 4'-7"	55'-0"	17 @ 4'-7"	77'-11"	28 @ 4'-7"	128'-4"
6	2	6 @ 5'-7"	33'-6"	8 @ 5'-7"	44'-8"	13 @ 5'-7"	72'-7"
6	3	8 @ 5'-7"	44'-8"	11 @ 5'-7"	61'-5"	18 @ 5'-7"	100'-6"
6	4	10 @ 5'-7"	55'-10"	14 @ 5'-7"	78'-2"	23 @ 5'-7"	128'-5"
6	5	12 @ 5'-7"	67'-0"	17 @ 5'-7"	94'-11"	28 @ 5'-7"	156'-4"
6	6	14 @ 5'-7"	78'-2"	20 @ 5'-7"	111'-8"	33 @ 5'-7"	184'-3"
7	2	6 @ 6'-7"	39'-6"	8 @ 6'-7"	52'-8"	13 @ 6'-7"	85'-7"
7	3	8 @ 6'-7"	52'-8"	11 @ 6'-7"	72'-5"	18 @ 6'-7"	118'-6"
7	4	10 @ 6'-7"	65'-10"	14 @ 6'-7"	92'-2"	23 @ 6'-7"	151'-5"
7	5	12 @ 6'-7"	79'-0"	17 @ 6'-7"	111'-11"	28 @ 6'-7"	184'-4"
7	6	14 @ 6'-7"	92'-2"	20 @ 6'-7"	131'-8"	33 @ 6'-7"	217'-3"
7	7	16 @ 6'-7"	105'-4"	23 @ 6'-7"	151'-5'	38 @ 6'-7"	250'-2"
8	2	6 @ 7'-7"	45'-6"	8 @ 7'-7"	60'-8"	13 @ 7'-7"	98'-7"
8	3	8 @ 7'-7"	60'-8"	11 @ 7'-7"	83'-5"	18 @ 7'-7"	136'-6"
8	4	10 @ 7'-7"	75'-10"	14 @ 7'-7"	106'-2"	23 @ 7'-7"	174'-5"
8	5	12 @ 7'-7"	91'-0"	17 @ 7'-7"	128'-11"	28 @ 7'-7"	212'-4"
8	6	14 @ 7'-7"	106'-2"	20 @ 7'-7"	151'-8"	33 @ 7'-7"	250'-3"
8	7	16 @ 7'-7"	121'-4"	23 @ 7'-7"	174'-5"	38 @ 7'-7"	288'-2"
8	8	18 @ 7'-7"	136'-6"	26 @ 7'-7"	197'-2"	43 @ 7'-7"	326'-1"
9	2	6 @ 8'-7"	51'-6"	8 @ 8'-7"	68'-8"	13 @ 8'-7"	111'-7"
9	3	8 @ 8'-7"	68'-8"	11 @ 8'-7"	94'-5"	18 @ 8'-7"	154'-6'
9	4	10 @ 8'-7"	85'-10"	14 @ 8'-7"	120'-2"	23 @ 8'-7"	197'-5"
9	5	12 @ 8'-7"	103'-0"	17 @ 8'-7"	145'-11"	28 @ 8'-7"	240'-4"
9	6	14 @ 8'-7"	120'-2"	20 @ 8'-7"	171'-8"	33 @ 8'-7"	283'-3"
9	7	16 @ 8'-7"	137'-4"	23 @ 8'-7"	197'-5"	38 @ 8'-7"	326'-2"
9	8	18 @ 8'-7"	154'-6"	26 @ 8'-7"	223'-2"	43 @ 8'-7"	369'-1"
9	9	20 @ 8'-7"	171'-8"	30 @ 8'-7"	257'-6"	48 @ 8'-7"	412'-0"
10	2	6 @ 9'-7"	57'-6"	9 @ 9'-7"	86'-3"	14 @ 9'-7"	134'-2"
10	3	8 @ 9'-7"	76'-8"	12 @ 9'-7"	115'-0"	19 @ 9'-7"	182'-1"
10	4	10 @ 9'-7"	95'-10"	15 @ 9'-7"	143'-9"	24 @ 9'-7"	230'-0"
10	5	12 @ 9'-7"	115'-0"	18 @ 9'-7"	172'-6"	29 @ 9'-7"	277'-11"
10	6	14 @ 9'-7"	134'-2"	21 @ 9'-7"	201'-3"	34 @ 9'-7"	325'-10"
10	7	16 @ 9'-7"	153'-4"	24 @ 9'-7"	230'-0"	39 @ 9'-7"	373'-9"
10	8	18 @ 9'-7"	172'-6"	27 @ 9'-7"	258'-9"	44 @ 9'-7"	421'-8"
10	9	20 @ 9'-7"	191'-8"	30 @ 9'-7"	287'-5"	49 @ 9'-7"	469'-7"
10	10	22 @ 9'-7"	210'-10"	33 @ 9'-7"	316'-3"	54 @ 9'-7"	517'-6"

PIPE GRATE SCHEDULE FOR PARALLEL BOX CULVERTS

(<2 FT COVER)							
BOX SIZE		SLOPE OF END SECTION					
		1:4		1:6		1:10	
SPAN (FT.)	RISE (FT.)	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe
11	2	6 @ 10'-7"	63'-6"	9 @ 10'-7"	95'-3"	14 @ 10'-7"	148'-2"
11	3	8 @ 10'-7"	84'-8"	12 @ 10'-7"	127'-0"	19 @ 10'-7"	201'-1"
11	4	10 @ 10'-7"	105'-10"	15 @ 10'-7"	158'-9"	24 @ 10'-7"	254'-0"
11	6	14 @ 10'-7"	148'-2"	21 @ 10'-7"	222'-3"	34 @ 10'-7"	359'-10"
11	8	18 @ 10'-7"	190'-6"	27 @ 10'-7"	285'-9"	44 @ 10'-7"	465'-8"
11	10	23 @ 10'-7"	243'-5"	33 @ 10'-7"	349'-3"	54 @ 10'-7"	571'-6"
11	11	25 @ 10'-7"	264'-7"	36 @ 10'-7"	381'-0"	59 @ 10'-7"	624'-5"
12	2	6 @ 11'-7"	69'-6"	9 @ 11'-7"	104'-3"	15 @ 11'-7"	173'-9"
12	3	8 @ 11'-7"	92'-8"	12 @ 11'-7"	139'-0"	20 @ 11'-7"	231'-8"
12	4	10 @ 11'-7"	115'-10"	15 @ 11'-7"	173'-9"	25 @ 11'-7"	289'-7"
12	6	15 @ 11'-7"	173'-9"	21 @ 11'-7"	243'-3"	35 @ 11'-7"	405'-5"
12	8	19 @ 11'-7"	220'-1"	27 @ 11'-7"	312'-9"	45 @ 11'-7"	521'-3"
12	10	23 @ 11'-7"	266'-5"	33 @ 11'-7"	382'-3"	55 @ 11'-7"	637'-1"
12	12	27 @ 11'-7"	312'-9"	39 @ 11'-7"	451'-9"	65 @ 11'-7"	752'-11"

PIPE GRATE SCHEDULE FOR PARALLEL BOX CULVERTS

(>2 FT COVER)							
BOX SIZE		SLOPE OF END SECTION					
		1:4		1:6		1:10	
SPAN (FT.)	RISE (FT.)	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe
3	2	5 @ 2'-7"	12'-11"	7 @ 2'-7"	18'-1"	11 @ 2'-7"	28'-5"
3	3	7 @ 2'-7"	18'-1"	10 @ 2'-7"	25'-10"	16 @ 2'-7"	41'-4"
4	2	5 @ 3'-7"	17'-11"	7 @ 3'-7"	25'-1"	12 @ 3'-7"	43'-0"
4	3	7 @ 3'-7"	25'-1"	10 @ 3'-7"	35'-10"	17 @ 3'-7"	60'-11"
4	4	9 @ 3'-7"	32'-3"	13 @ 3'-7"	46'-7"	22 @ 3'-7"	78'-10"
5	2	5 @ 4'-7"	22'-11"	7 @ 4'-7"	32'-1"	12 @ 4'-7"	55'-0"
5	3	7 @ 4'-7"	32'-1"	11 @ 4'-7"	50'-5"	17 @ 4'-7"	77'-11"
5	4	9 @ 4'-7"	41'-3"	14 @ 4'-7"	64'-2"	22 @ 4'-7"	100'-10"
5	5	11 @ 4'-7"	50'-5"	17 @ 4'-7"	77'-11"	27 @ 4'-7"	123'-9"
6	2	5 @ 5'-7"	27'-11"	8 @ 5'-7"	44'-8"	12 @ 5'-7"	67'-0"
6	3	7 @ 5'-7"	39'-1"	11 @ 5'-7"	61'-5"	17 @ 5'-7"	94'-11"
6	4	10 @ 5'-7"	55'-10"	14 @ 5'-7"	78'-2"	23 @ 5'-7"	128'-5"
6	5	12 @ 5'-7"	67'-0"	17 @ 5'-7"	94'-11"	28 @ 5'-7"	156'-4"
6	6	14 @ 5'-7"	78'-2"	20 @ 5'-7"	111'-8"	33 @ 5'-7"	184'-3"

Follow (<2 FT Cover) table for all other sizes

MODEL: 14pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-09-14	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 21 OF SHEETS | STA. | TO STA.

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

TRAVERSABLE PIPE GRATE FOR PARALLEL DRAINAGE STRUCTURE

PIPE GRATE SCHEDULE FOR PARALLEL PIPE CULVERTS 15" THRU 84" DIA.

Pipe I.D.	SLOPE OF END SECTION					
	1:4		1:6		1:10	
	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe
15"	3 @ 0'-11"	2'-9"	4 @ 0'-11"	3'-8"	6 @ 0'-11"	5'-6"
18"	3 @ 1'-1"	3'-3"	5 @ 1'-1"	5'-5"	7 @ 1'-1"	7'-7"
21"	4 @ 1'-5"	5'-8"	5 @ 1'-5"	7'-1"	9 @ 1'-5"	12'-9"
24"	5 @ 1'-7"	7'-11"	6 @ 1'-7"	9'-6"	10 @ 1'-7"	15'-10"
30"	6 @ 2'-1"	12'-6"	8 @ 2'-1"	16'-8"	13 @ 2'-1"	27'-1"
36"	7 @ 2'-7"	18'-1"	10 @ 2'-7"	25'-10"	15 @ 2'-7"	38'-9"
42"	8 @ 3'-1"	24'-8"	11 @ 3'-1"	33'-11"	18 @ 3'-1"	55'-6"
48"	9 @ 3'-7"	32'-3"	13 @ 3'-7"	46'-7"	21 @ 3'-7"	75'-3"
54"	10 @ 4'-1"	40'-10"	14 @ 4'-1"	57'-2"	23 @ 4'-1"	93'-11"
60"	11 @ 4'-7"	50'-5"	15 @ 4'-7"	68'-9"	25 @ 4'-7"	114'-7"
66"	12 @ 5'-1"	61'-0"	17 @ 5'-1"	86'-5"	28 @ 5'-1"	142'-4"
72"	13 @ 5'-7"	72'-7"	18 @ 5'-7"	100'-6"	30 @ 5'-7"	167'-6"
78"	14 @ 6'-1"	85'-2"	20 @ 6'-1"	121'-8"	33 @ 6'-1"	200'-9"
84"	15 @ 6'-7"	98'-9"	21 @ 6'-7"	138'-3"	35 @ 6'-7"	230'-5"

MODEL: 14pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-09-14	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 22 OF SHEETS | STA. | TO STA.

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

TRAVERSABLE PIPE GRATE FOR PARALLEL DRAINAGE STRUCTURE

PIPE GRATE SCHEDULE FOR PARALLEL PIPE ARCH CULVERTS 15" THRU 84" DIA.

SLOPE OF END SECTION						
Pipe I.D.	Table IIA, Corrugation : 2⅔" x ½"					
	1:4		1:6		1:10	
	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe
15"	2 @ 1'-1"	2'-2"	3 @ 1'-1"	3'-3"	5 @ 1'-1"	5'-5"
18"	3 @ 1'-5"	4'-3"	4 @ 1'-5"	5'-8"	6 @ 1-5"	8'-6"
21"	3 @ 1'-7"	4'-9"	5 @ 1'-7"	7'-11"	7 @ 1'-7"	11'-1"
24"	4 @ 1'-11"	7'-8"	5 @ 1'-11"	9'-7"	8 @ 1'-11"	15'-4"
30"	4 @ 2'-7"	10'-4"	6 @ 2'-7"	15'-6"	10 @ 2'-7"	25'-10"
36"	5 @ 3'-1"	15'-5"	7 @ 3'-1"	21'-7"	12 @ 3'-1"	37'-0"
42"	6 @ 3'-9"	22'-6"	9 @ 3'-9"	33'-9"	14 @ 3'-9"	52'-6"
48"	7 @ 4'-5"	30'-11"	10 @ 4'-5"	44'-2"	16 @ 4'-5"	70'-8"
54"	8 @ 4'-11"	39'-4"	11 @ 4'-11"	54'-1"	18 @ 4'-11"	88'-6"
60"	8 @ 5'-7"	44'-8"	12 @ 5'-7"	67'-0"	20 @ 5'-7"	111'-8"
66"	9 @ 6'-1"	54'-9"	13 @ 6'-1"	79'-1"	22 @ 6'-1"	133'-10"
72"	10 @ 6'-7"	65'-10"	15 @ 6'-7"	98'-9"	24 @ 6'-7"	158'-0"
78"	-	-	-	-	-	-
84"	-	-	-	-	-	-

PIPE GRATE SCHEDULE FOR PARALLEL PIPE ARCH CULVERTS 15" THRU 84" DIA.

SLOPE OF END SECTION						
Pipe I.D.	Table IIA, Corrugation : 3" x 1"					
	1:4		1:6		1:10	
	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe
15"	-	-	-	-	-	-
18"	-	-	-	-	-	-
21"	-	-	-	-	-	-
24"	-	-	-	-	-	-
30"	-	-	-	-	-	-
36"	6 @ 2'-11"	17'-6"	8 @ 2'-11"	23'-4"	13 @ 2'-11"	37'-11"
42"	7 @ 3'-5"	23'-11"	10 @ 3'-5"	34'-2"	15 @ 3'-5"	51'-3"
48"	8 @ 4'-1"	32'-8"	11 @ 4'-1"	44'-11"	18 @ 4'-1"	73'-6"
54"	9 @ 4'-7"	41'-3"	12 @ 4'-7"	55'-0"	20 @ 4'-7"	91'-10"
60"	9 @ 5'-1"	45'-9"	14 @ 5'-1"	71'-2"	22 @ 5'-1"	111'-10"
66"	10 @ 5'-9"	57'-6"	15 @ 5'-9"	86'-3"	24 @ 5'-9"	138'-0"
72"	11 @ 6'-5"	70'-7"	16 @ 6'-5"	102'-8"	26 @ 6'-5"	166'-10"
78"	12 @ 6'-11"	83'-0"	17 @ 6'-11"	117'-7"	28 @ 6'-11"	193'-8"
84"	12 @ 7'-7"	91'-0"	18 @ 7'-7"	136'-6"	30 @ 7'-7"	227'-6"

MODEL: 14pt1_sheet4
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-09-14	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 23 OF SHEETS | STA. | TO STA.

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

TRAVERSABLE PIPE GRATE FOR PARALLEL DRAINAGE STRUCTURE

PIPE GRATE SCHEDULE FOR PARALLEL ELLIPTICAL PIPE CULVERTS 15" THRU 72" DIA.

Pipe I.D.	SLOPE OF END SECTION					
	1:4		1:6		1:10	
	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe	Pipes No. / Length	Total Length of Pipe
15"	3 @ 2'-7"	7'-9"	5 @ 2'-7"	12'-11"	7 @ 2'-7"	18'-1"
18"	3 @ 2'-7"	7'-9"	5 @ 2'-7"	12'-11"	7 @ 2'-7"	18'-1"
21"	5 @ 3'-3"	16'-3"	7 @ 3'-3"	22'-9"	12 @ 3'-3"	39'-0"
24"	5 @ 3'-3"	16'-3"	7 @ 3'-3"	22'-9"	12 @ 3'-3"	39'-0"
27"	6 @ 3'-7"	21'-6"	8 @ 3'-7"	28'-8"	13 @ 3'-7"	46'-7"
30"	6 @ 3'-11"	23'-6"	9 @ 3'-11"	35'-3"	14 @ 3'-11"	54'-10"
36"	7 @ 4'-7"	32'-1"	10 @ 4'-7"	45'-10"	16 @ 4'-7"	73'-4"
42"	8 @ 5'-5"	43'-4"	11 @ 5'-5"	59'-7"	18 @ 5'-5"	97'-6"
48"	9 @ 6'-1"	54'-9"	13 @ 6'-1"	79'-1"	20 @ 6'-1"	121'-8"
54"	10 @ 6'-9"	67'-6"	14 @ 6'-9"	94'-6"	23 @ 6'-9"	155'-3"
60"	11 @ 7'-7"	83'-5"	15 @ 7'-7"	113'-9"	25 @ 7'-7"	189'-7"
66"	11 @ 8'-3"	90'-9"	17 @ 8'-3"	140'-3"	27 @ 8'-3"	222'-9"
72"	12 @ 8'-11"	107'-0"	18 @ 8'-11"	160'-6"	30 @ 8'-11"	267'-6"

MODEL: 14pt1_sheet5
FILE NAME: DISTRICT 2 STANDARD

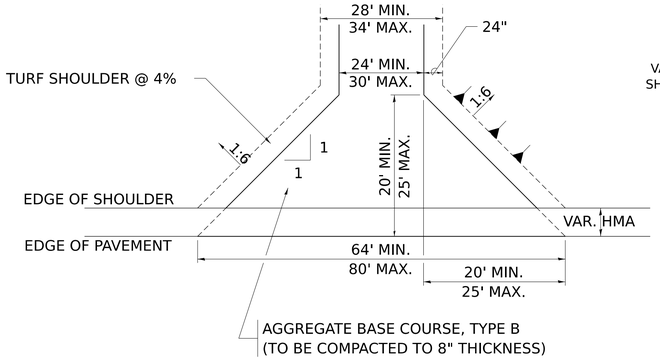
USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-09-14	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

REGION 2 / DISTRICT 2 STANDARD

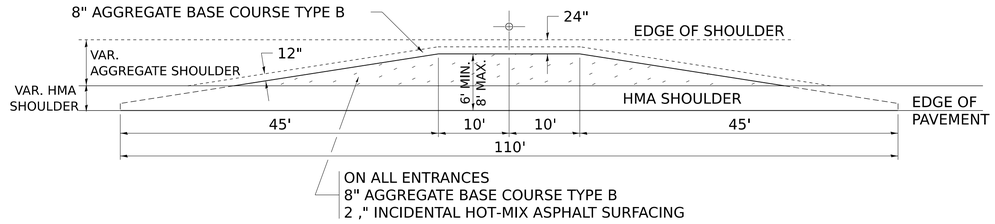
SCALE: | SHEET 24 OF SHEETS | STA. | TO STA.

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

HOT–MIX ASPHALT APPROACHES AND MAILBOX RETURNS



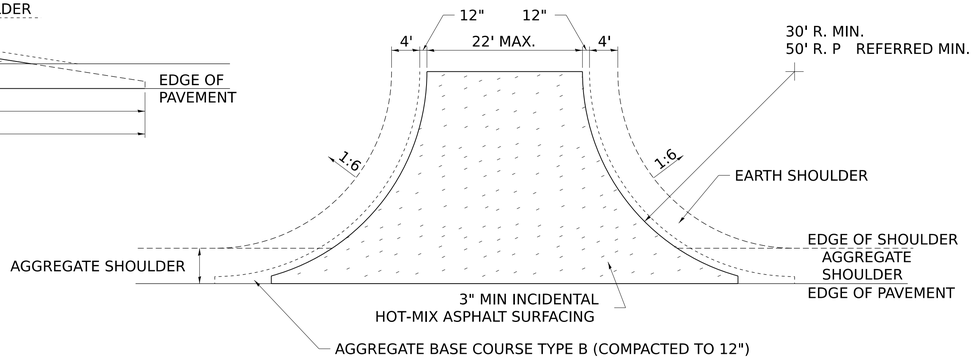
FIELD ENTRANCE



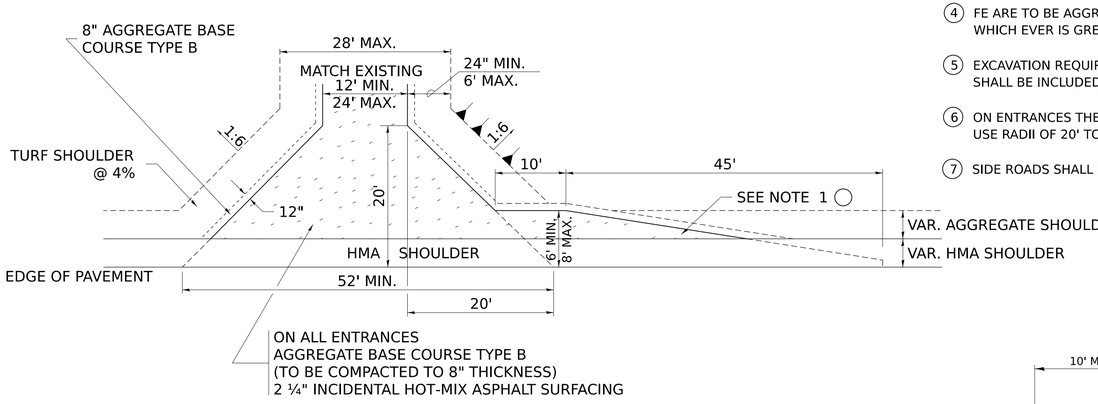
MAILBOX TURNOUT

NOTE

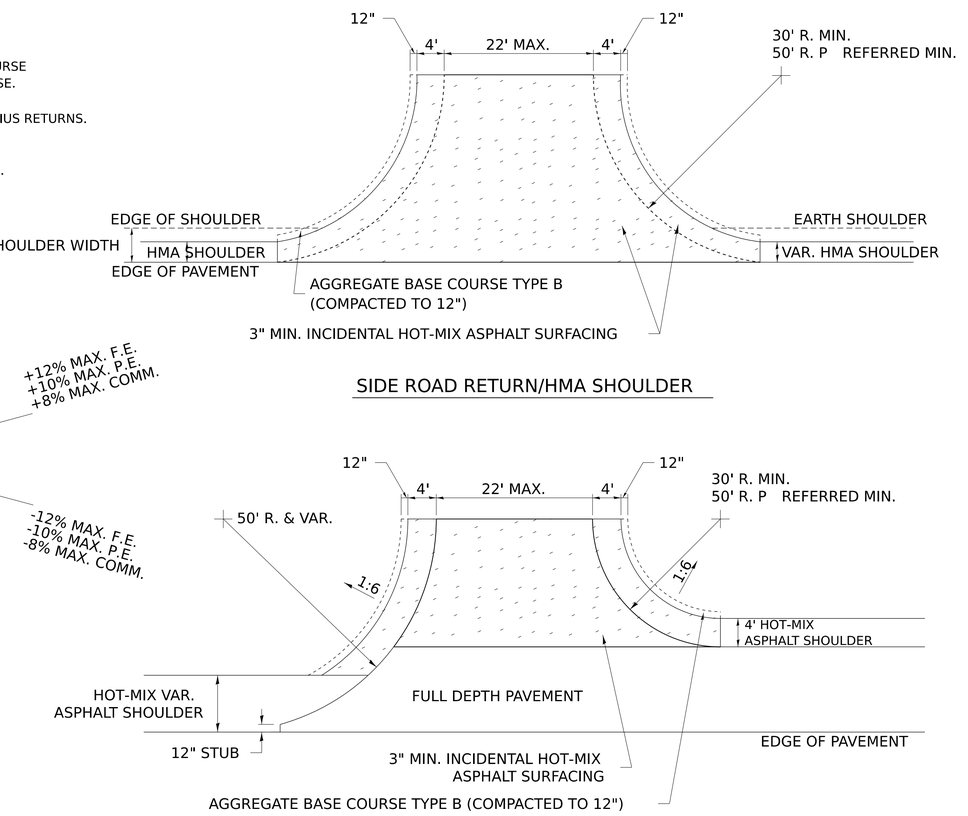
1. TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
2. ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
3. ALL PE & CE TO BE CONSTRUCTED WITH AN 8" AGGREGATE BASE COURSE, TYPE B AND WITH A 2 ¼" INCIDENTAL HOT-MIX ASPHALT SURFACING, UNLESS OTHERWISE NOTED.
4. FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN, WHICH EVER IS GREATEST.
5. EXCAVATION REQUIRED FOR PLACEMENT OF AGGREGATE BASE COURSE SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE.
6. ON ENTRANCES THE CONTRACTOR HAS THE OPTION OF USING RADIUS RETURNS. USE RADII OF 20' TO 60'.
7. SIDE ROADS SHALL HAVE 3" INCIDENTAL PLACED IN TWO 1½" LIFTS.



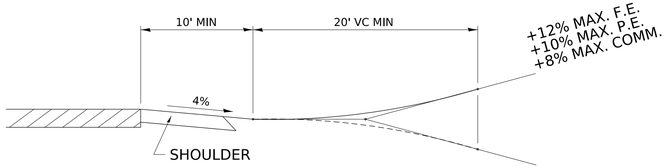
SIDE ROAD RETURN/EARTH SHOULDER



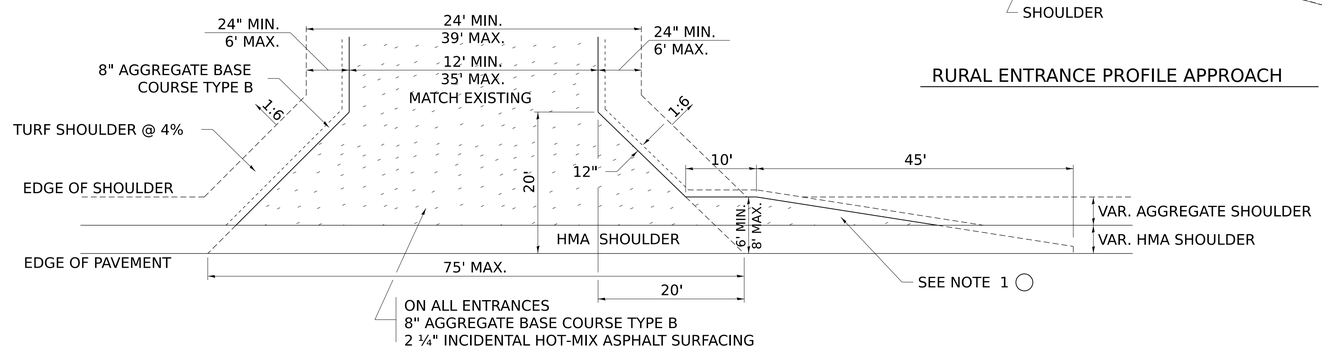
PRIVATE ENTRANCE



SIDE ROAD RETURN/HMA SHOULDER



RURAL ENTRANCE PROFILE APPROACH



COMMERCIAL ENTRANCE

SIDE ROAD RETURN WITH RIGHT TURN LANE

MODEL: 20pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	8-03-17
	DRAWN -	REVISED -	1-13-17
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 25 OF SHEETS | STA. | TO STA.

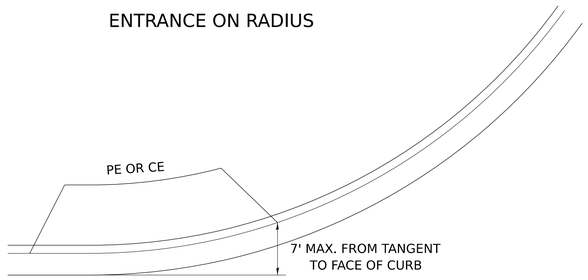
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

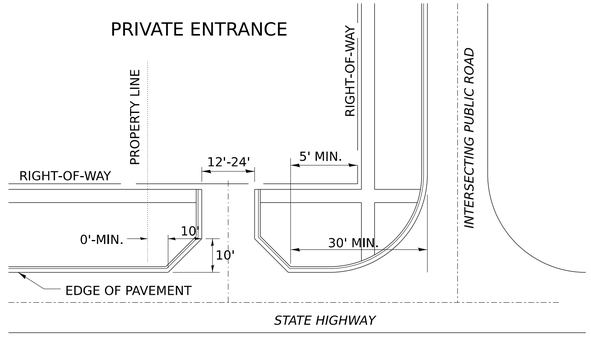
ILLINOIS | FED. AID PROJECT

ENTRANCE APPROACHES – URBAN AREA

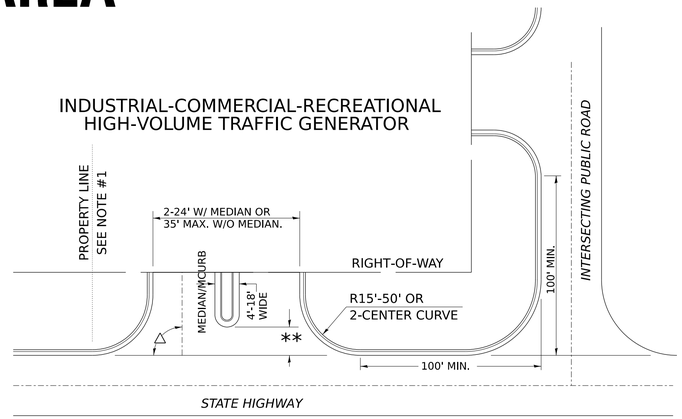
ENTRANCE ON RADIUS



PRIVATE ENTRANCE



INDUSTRIAL-COMMERCIAL-RECREATIONAL HIGH-VOLUME TRAFFIC GENERATOR

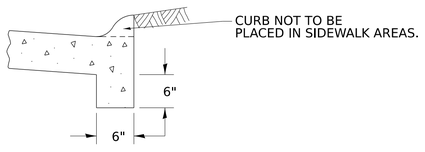


A MINIMUM OF 440 FEET SHALL BE MAINTAINED BETWEEN CENTER LINES OF ADJACENT DRIVEWAYS.

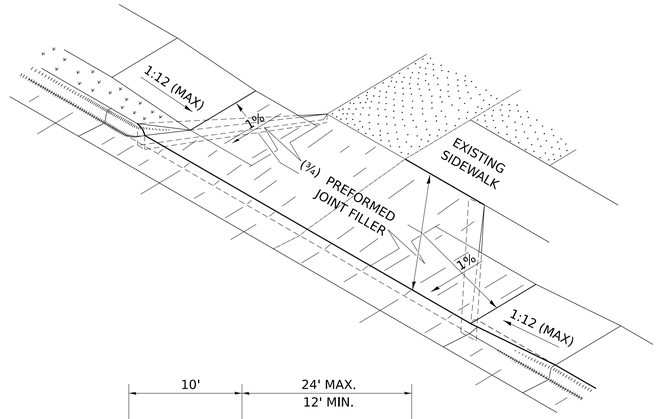
△90° DESIRABLE, 45° MIN. ANGLE PERMITTED ONLY FOR ONE-WAY DRIVEWAYS.
60° MIN. ANGLE FOR TWO-WAY DRIVEWAYS.

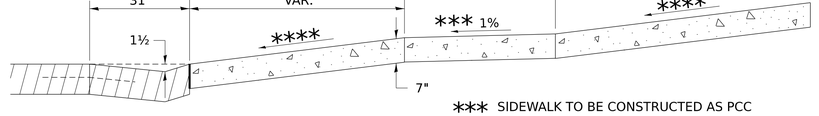
NOTE: #1 ENCROACHMENT ON THE ADJACENT PROPERTY OWNER LAND REQUIRES HIS OR HER WRITTEN APPROVAL.

** 4'-10' IF HIGHWAY CURBED.
AT EDGE OF SHOULDER IF HIGHWAY UNCURBED.



SEC B-B

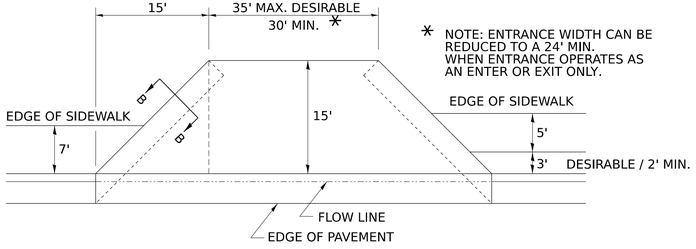




ASCENDING APPROACH

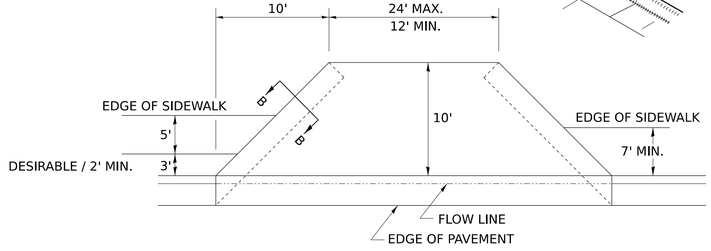
*** SIDEWALK TO BE CONSTRUCTED AS PCC DRIVEWAY PAVEMENT 7" THROUGH THE WIDTH OF THE DRIVEWAY. SEE DIST. STD. 35.4

**** 4.0% DESIRABLE
6.0% MAX. COMMERCIAL
8.0% MAX. NON-COMMERCIAL

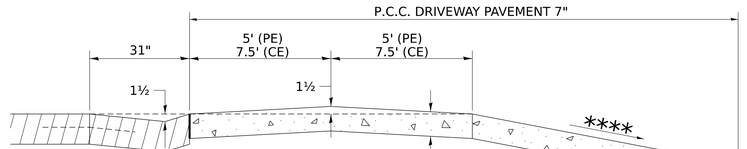


* NOTE: ENTRANCE WIDTH CAN BE REDUCED TO A 24' MIN. WHEN ENTRANCE OPERATES AS AN ENTER OR EXIT ONLY.

LOW TO MODERATE VOLUME COMMERCIAL ENTRANCE

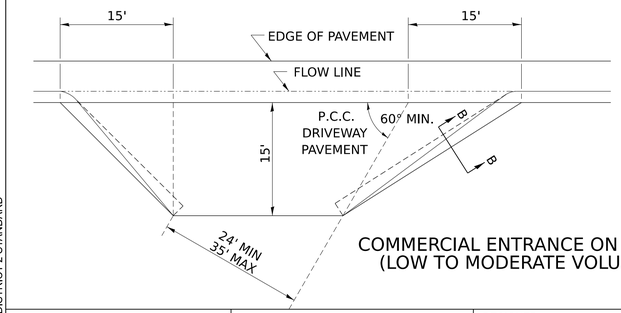


PRIVATE ENTRANCE

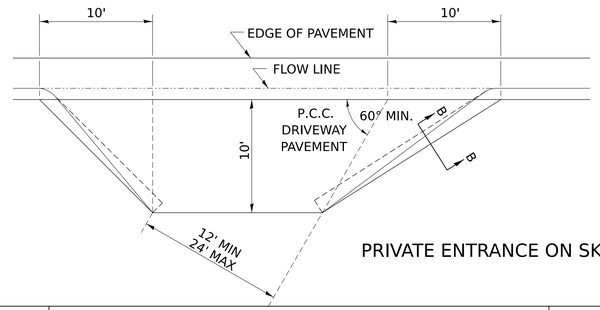


DESCENDING APPROACH
(NO SIDEWALK)

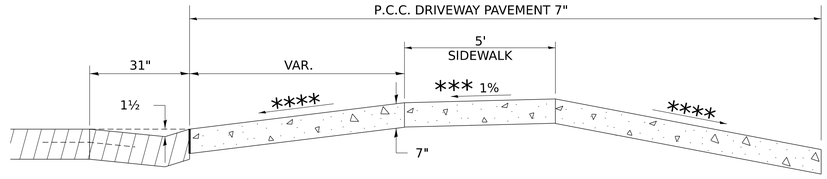
NOTE: CURVED ENTRANCE RETURNS MAY BE USED FOR LOW TO MODERATE VOLUME LOCATIONS WITH REVIEW ON A CASE-BY-CASE BASIS.



COMMERCIAL ENTRANCE ON SKEW
(LOW TO MODERATE VOLUME)



PRIVATE ENTRANCE ON SKEW



DESCENDING APPROACH
(WITH SIDEWALK)

MODEL: 25pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	7-19-18
	DRAWN -	REVISED -	1-03-18
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	12-07-10

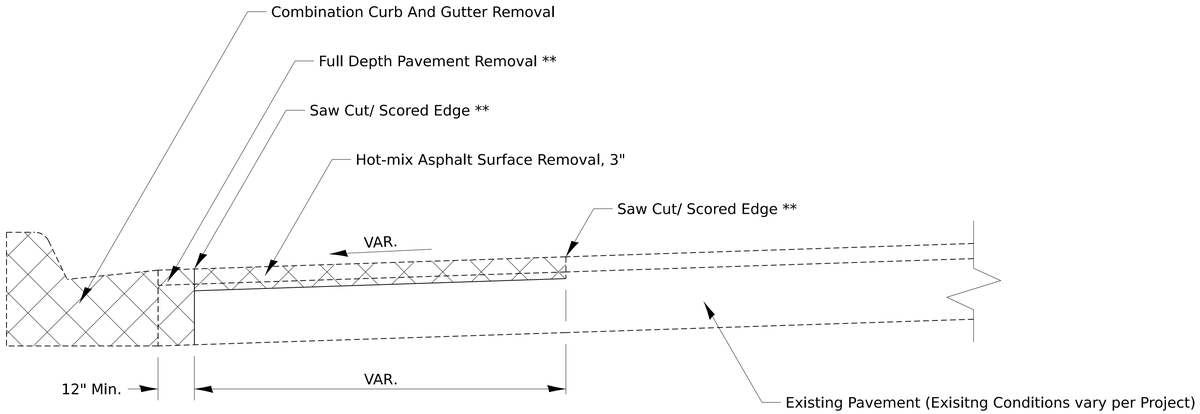
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

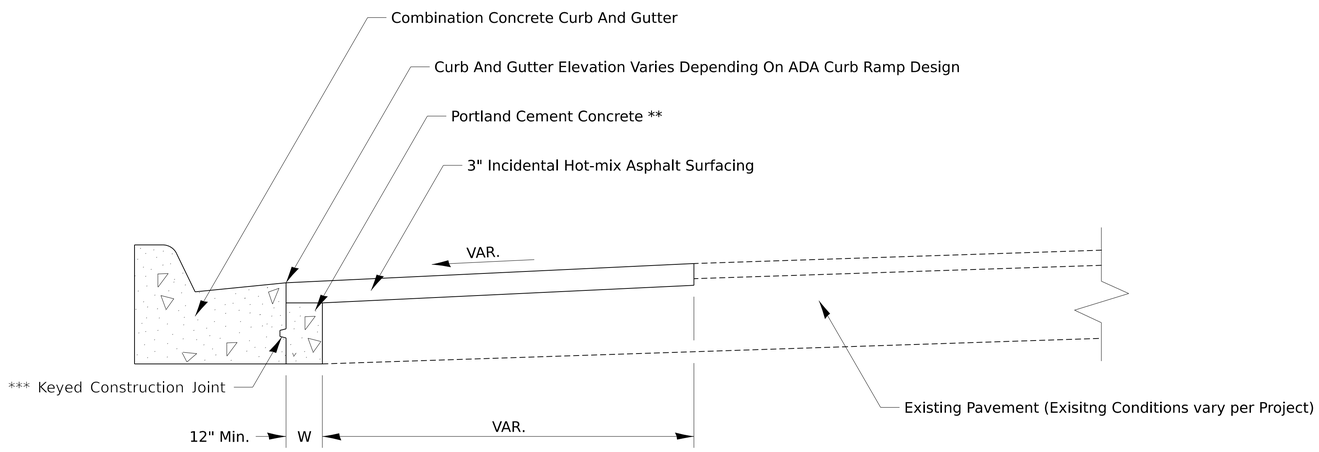
SCALE: | SHEET 26 OF SHEETS | STA. | TO STA.

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

ADA CURB RAMP PAVEMENT REMOVAL AND REPLACEMENT



PAVEMENT REMOVAL



PAVEMENT REPLACEMENT

GENERAL NOTES:

SEE STANDARD 606001 FOR CONCRETE CURB AND COMBINATION CURB AND GUTTER DETAILS NOT SHOWN.

SEE STANDARD 420001 FOR KEYED CONSTRUCTION JOINT DETAILS

SAW CUTTING/ SCORING SHALL BE INCLUDED IN THE UNIT COST OF HOT-MIX ASPHALT SURFACE REMOVAL.

FULL DEPTH PAVEMENT REMOVAL SHALL BE INCLUDED IN THE UNIT COST OF COMBINATION CURB AND GUTTER REMOVAL.

PORTLAND CEMENT CONCRETE NEEDED TO FILL IN THE FORMWORK AREA IN FRONT OF THE COMBINATION CURB AND GUTTER SHALL BE INCLUDED IN THE UNIT COST OF COMBINATION CONCRETE CURB AND GUTTER.

IF THERE IS A CHANGE IN RADIUS AND THE DISTANCE BETWEEN THE NEW COMBINATION CURB AND GUTTER AND THE EXISTING PAVEMENT IS 4FT OF GREATER, THE PCC IN FRONT OF THE CURB AND GUTTER SHALL BE TIED TO THE NEW COMBINATION CURB AND GUTTER AND THE EXISTING PAVEMENT WITH TIE BARS. TIE BARS SHALL BE INCLUDED IN THE UNIT COST OF COMBINATION CONCRETE CURB AND GUTTER.

CONSTRUCTION SEQUENCE

1. REMOVE EXISTING FULL DEPTH PAVEMENT AND CURB AND GUTTER
2. FORM AND POUR COMBINATION CONCRETE CURB AND GUTTER
3. REPLACE FULL DEPTH PAVEMENT WITH PORTLAND CEMENT CONCRETE
   (UP TO 3" FROM FINISHED SURFACE ELVATION TO ALLOW FOR HMA OVERLAY)
4. HOT-MIX ASPHALT REMOVAL AND REPLACEMENT.

NOTES:

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED
** COST INCLUDED IN OTHER PAY ITEMS PER GENERAL NOTES
*** IF W > 24" TIE BARS SHALL BE USED INSTEAD OF A KEYED CONSTRUCTION JOINT

MODEL: 26p1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-10-22
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

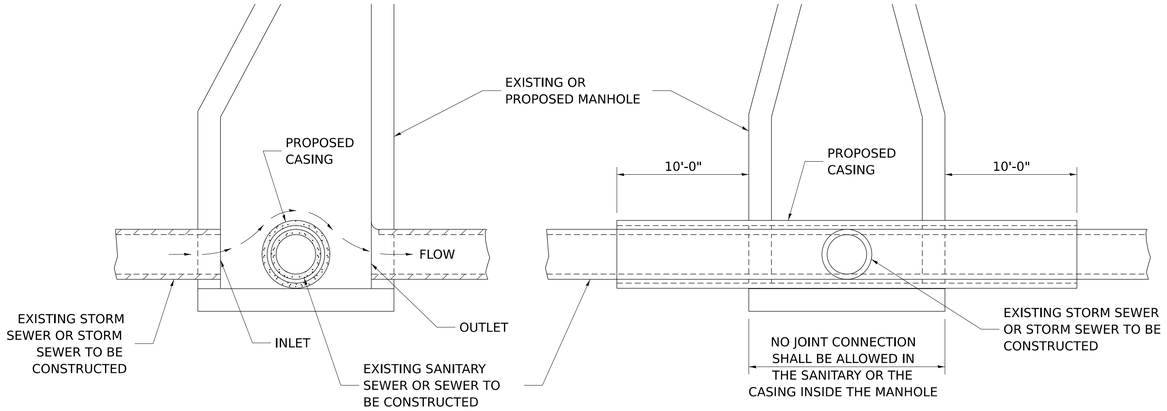
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 27 OF SHEETS | STA. | TO STA.

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

SEWER AND WATER MAIN CROSSINGS



ELEVATION - ECCENTRIC

ELEVATION - CONCENTRIC

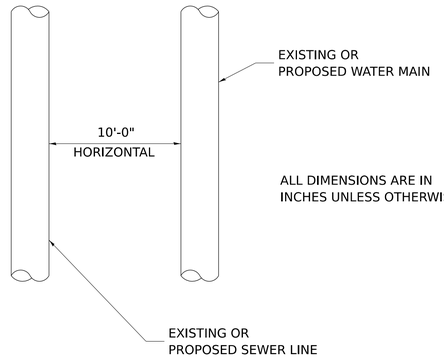
CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

AT GRADE CROSSING OF SANITARY AND STORM SEWER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

THIS DETAIL IS FOR UNKNOWN UTILITIES UNLESS QUANTITIES ARE INCLUDED IN THE PLANS THE EXTRA WORK WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04.

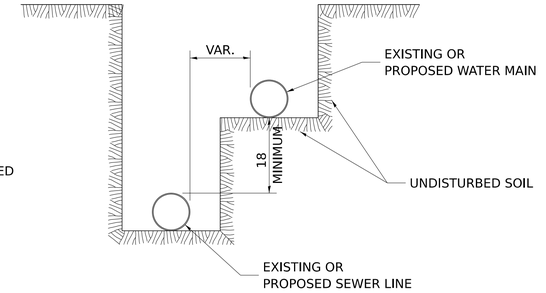
WHEN PROPOSED SEWER (OR WATER) IS LOCATED 10'-0" OR MORE FROM EXISTING WATER (OR SEWER) NO SPECIAL CONSTRUCTION REQUIRED.



PLAN VIEW

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

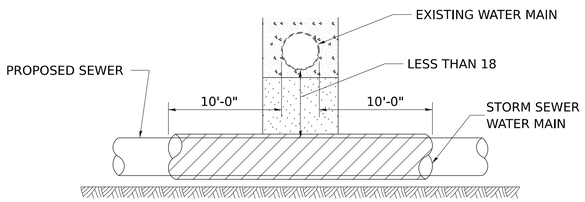
WHEN PROPOSED SEWER (OR WATER) IS LOCATED LESS THAN 10'-0" FROM EXISTING WATER (OR SEWER) DETAILS BELOW SHALL APPLY.



WATER AND SEWER HORIZONTAL SEPARATION REQUIREMENTS

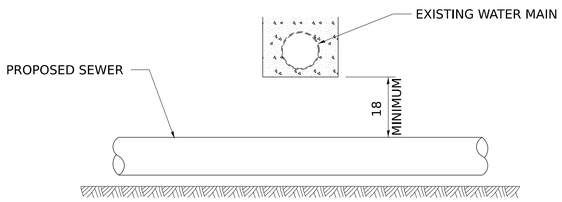
POINT LOADS SHALL NOT BE ALLOWED BETWEEN SEWER OR SEWER CASING AND WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH



PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY

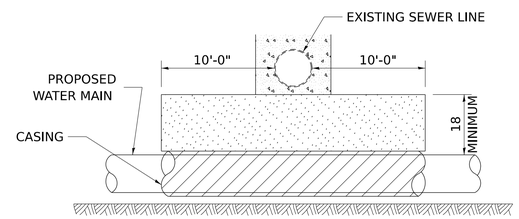


ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED SEWER LINE BELOW EXISTING WATER MAIN

PROVIDE ADEQUATE SUPPORT FOR EXISTING SEWER LINE TO PREVENT DAMAGE DUE TO SETTLEMENT

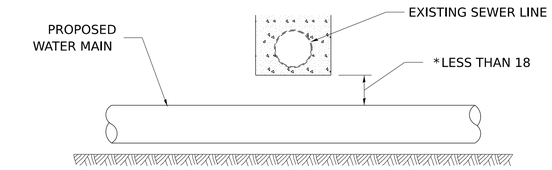
PLACE TRENCH BACKFILL FOR 10 FT. ON EITHER SIDE OF SEWER LINE



CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

PROVIDE ADEQUATE SUPPORT FOR EXISTING WATER MAIN TO PREVENT DAMAGE DUE TO SETTLEMENT OF SEWER TRENCH

MAINTAIN 18 MINIMUM VERTICAL SEPARATION FOR 10 FT. HORIZONTALLY

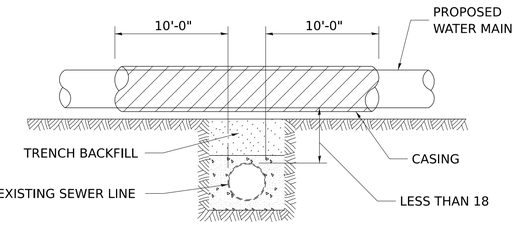


* NOT ALLOWED
MUST MAINTAIN 18 VERTICAL SEPARATION

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN BELOW EXISTING SEWER LINE

POINT LOADS SHALL NOT BE ALLOWED BETWEEN WATER MAIN OR WATER MAIN CASING AND SEWER

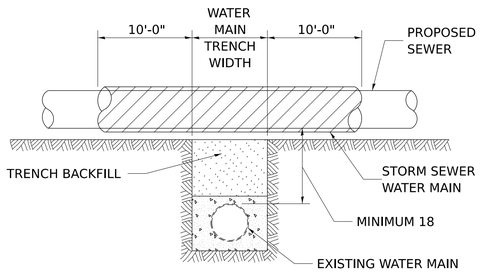


CASING SHALL BE CAST IRON WITH AN INSIDE DIAMETER 2" LARGER IN DIAMETER THAN ENCASED PIPE OUTSIDE DIAMETER WITH BOTH ENDS OF CASING SEALED

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

PROPOSED WATER MAIN ABOVE EXISTING SEWER LINE

PROVIDE ADEQUATE SUPPORT FOR SEWER TO PREVENT SETTLING AND BREAKING THE WATER MAIN.



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED

EXISTING WATER MAIN BELOW PROPOSED SEWER LINE WITH MINIMUM 18 VERTICAL SEPARATION

MODEL: 32pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	10-17-11
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

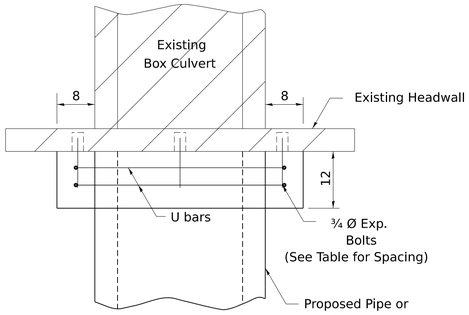
SCALE: | SHEET 28 OF SHEETS | STA. | TO STA.

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

CONCRETE COLLARS FOR PIPE OR BOX CULVERT EXTENSIONS

Bill of Materials

h bar	U bar dimensions				U_1 bar dimensions				REINF. BARS	EXPANSION BOLTS ¾"	CONCRETE COLLAR
Quantity	X	Y	Length	Quantity	X	Z	Length	Quantity	LBS	EACH	Cu. Yds.
All h bars 18 Long								Total			



PLAN OF CULVERT WITH STRAIGHT HEADWALL

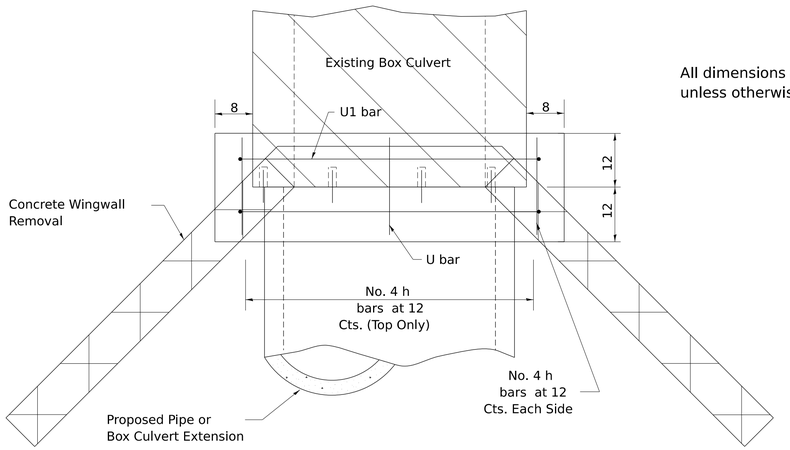
General Notes

Concrete Collars shall be constructed of Class SI Concrete in accordance with Section 503 of the Standard Specifications

Reinforcement bars shall conform to Section 508 of the Standard Specifications.

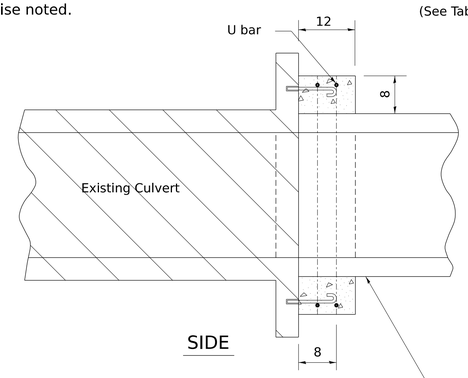
Expansion bolts shall be 3/4 Ø hooked bolts and shall conform to Section 540 of the Standard Specifications.

The concrete will be paid for at the contract unit price per cubic yard for CONCRETE COLLAR. Reinforcement will be paid for at the contract unit price per pound for REINFORCEMENT BARS. Expansion Bolts, when required, will be paid for at the contract unit price each for EXPANSION BOLTS ¾ inch, which price shall include furnishing, drilling holes, and installing the expansion bolts complete in place. These bolts shall extend at least 9 inches into the new concrete.

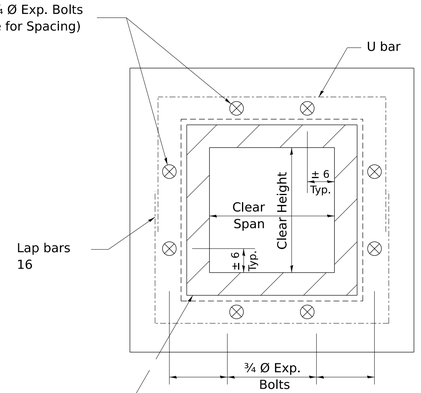


PLAN OF CULVERT WITH ANGLED WING WALLS

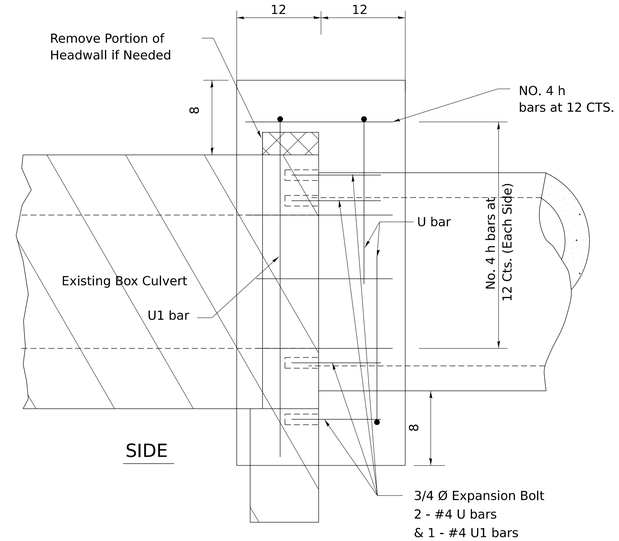
All dimensions are in inches unless otherwise noted.



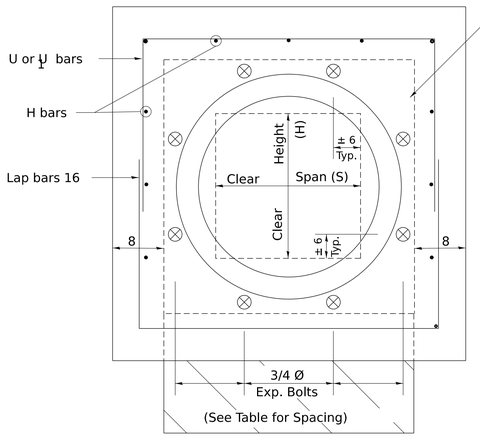
SIDE



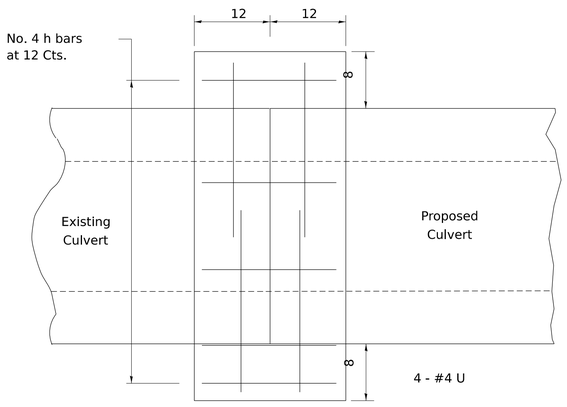
FRONT



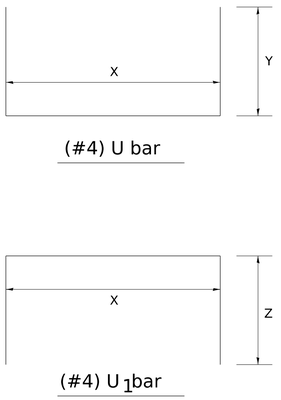
SIDE



FRONT



CULVERT CONNECTION WITHOUT EXISTING HEADWALL



PLACEMENT DETAILS FOR EXPANSION BOLTS

H or S	NUMBER OF EXPANSION BOLTS REQUIRED PER SIDE			
	EXTENSIONS ≤ 15'		EXTENSIONS > 15'	
	NUMBER *	SPACING	NUMBER *	SPACING
24	**	**	**	**
30	2	18	2	18
36	2	24	2	24
48	3	18	3	18
60	4	16	3	24
72	5	15	4	20
84	5	18	4	24
96	6	17	5	21
108	6	19	5	24
120	7	18	6	21
132	8	17	6	24
144	8	19	7	22

* Expansion bolts based on non-skewed culverts
** Minimum one expansion bolt at each corner

Example:
6' x 4' box culvert to be extended 18' at one end only.

From table find
6' side requires 4 - ¾" Ø expansion bolts at 20" cts.
4' side requires 3 - ¾" Ø expansion bolts at 18" cts.

Total Number required
(4+3)2 = 14 - ¾" Ø expansion bolts.

MODEL: 33pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-18-17
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	10-17-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 29 OF SHEETS | STA. | TO STA.

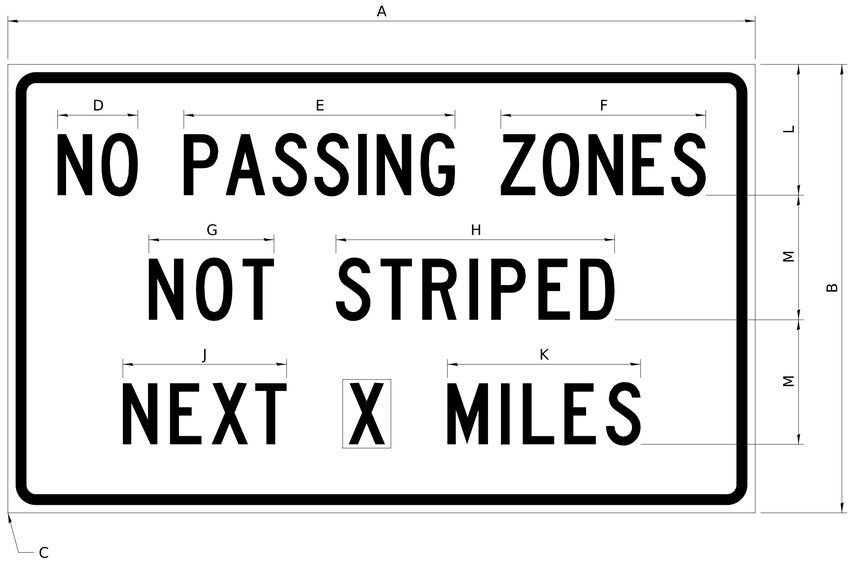
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD G20–I100



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
60 x 36	60.00	36.00	2.25	6.4	21.80	16.40	10.00	22.40	13.20	15.50	10.50	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
60 x 36	5C	5C	5C	0.625	0.875

Sign not to scale

GENERAL NOTES

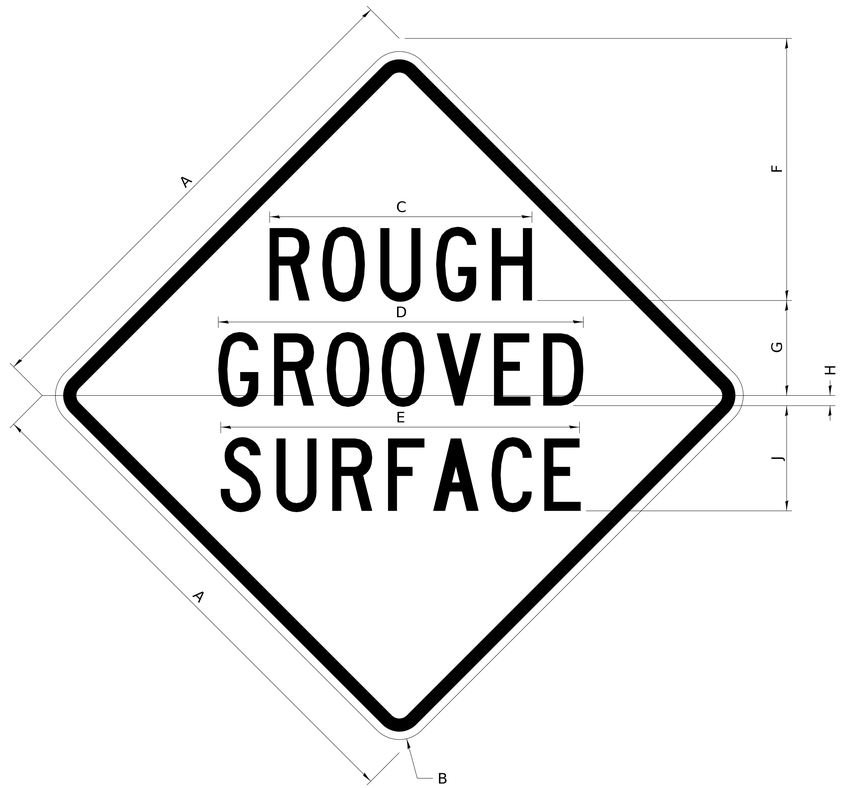
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

ILLINOIS STANDARD W8–I107



COLOR	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS								
	A	B	C	D	E	F	G	H	J
48 x 48	48.00	3.00	25.00	34.80	34.20	24.94	9.00	1.00	10.00

SIGN SIZE	SERIES BY LINE			MARGIN	BORDER
	1	2	3		
48 x 48	7C	7C	7C	1.250	0.750

Sign not to scale

MODEL: 34pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	3-02-16
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

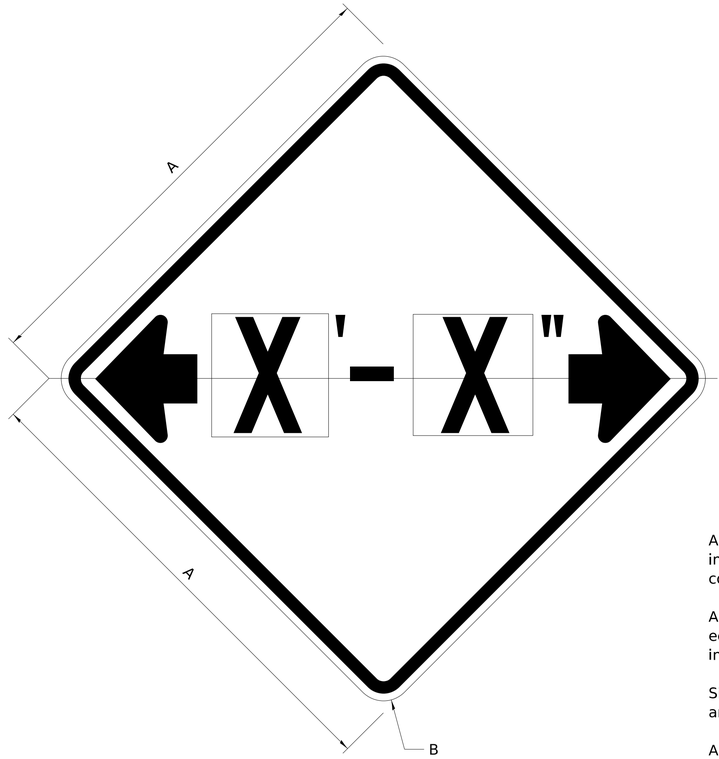
SCALE: | SHEET 30 OF SHEETS | STA. | TO STA.

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

WORK ZONE SIGN DETAILS

ILLINOIS STANDARD W12–I102

(1)



GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	FL ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS	
	A	B
48 x 48	48.00	3.00

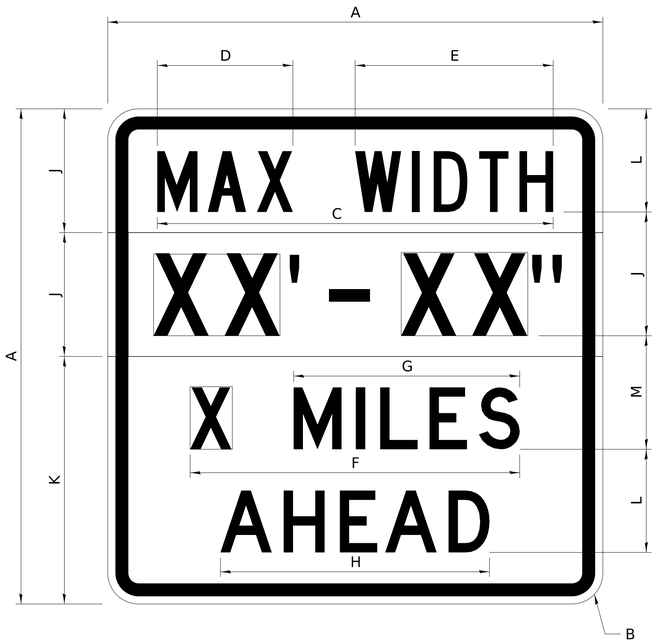
(1) Illinois Standard signs W12-I102 and W12-I103 shall be used as described in the special provisions.

SIGN SIZE	SERIES BY LINE	MARGIN	BORDER
	1		
48 x 48	12C	0.750	1.250

Sign not to scale

ILLINOIS STANDARD W12–I103

(1)



COLOR			
	LEGEND AND BORDER	BLACK	NON-REFLECTORIZED
	BACKGROUND	WHITE	REFLECTORIZED
	BACKGROUND (WIDTH)	FL ORANGE	REFLECTORIZED

SIGN SIZE	DIMENSIONS											
	A	B	C	D	E	F	G	H	J	K	L	M
48 x 48	48.00	3.00	38.40	13.20	19.20	32.00	22.00	26.20	12.00	24.00	10.00	11.00

SIGN SIZE	SERIES BY LINE				MARGIN	BORDER
	1	2	3	4		
48 x 48	6C	8D	6D	6D	0.750	1.250

Sign not to scale

XX'-XX" WIDTH AND X MILES ARE VARIABLE
TOP AND BOTTOM OF BACKGROUND WHITE

MODEL: 34pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 31 OF SHEETS | STA. | TO STA.

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

WORK ZONE SIGN DETAILS

ROAD CLOSED TO OVERSIZED LOADS

COLOR LEGEND AND BORDER BLACK NON-REFLECTORIZED
BACKGROUND ORANGE REFLECTORIZED

Permit Loads - Loads Over 13 Feet; 3.0" Radius, 1.3" Border;
[NO OVERSIZE -] D; [OVERWEIGHT LOADS] D 85% spacing; [XX MILES AHEAD] D;
Table of letter and object lefts.

N	O	O	V	E	R	S	I	Z	E	-
11.7	18.1	30.0	36.2	42.8	48.4	54.4	60.7	63.5	69.5	80.8

O	V	E	R	W	E	I	G	H	T	L	O	A	D	S
2.6	8.6	15.0	20.4	26.2	33.4	38.8	41.3	47.4	53.2	64.5	69.9	75.9	82.9	88.7

X	X	M	I	L	E	S	A	H	E	A	D
7.6	13.6	25.3	32.3	35.1	40.6	46.2	57.9	65.1	71.4	76.6	83.7

Sign not to scale

STOP LINE SIGN FOR TEMPORARY SIGNALS

COLOR LEGEND AND BORDER BLACK NON-REFLECTORIZED
BACKGROUND WHITE REFLECTORIZED

SIGN SIZE	SERIES BY LINE		
	1	2	3
24 x 24	4C	4C	4C

Sign not to scale

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

MODEL: 34pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 3-02-16
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 32 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

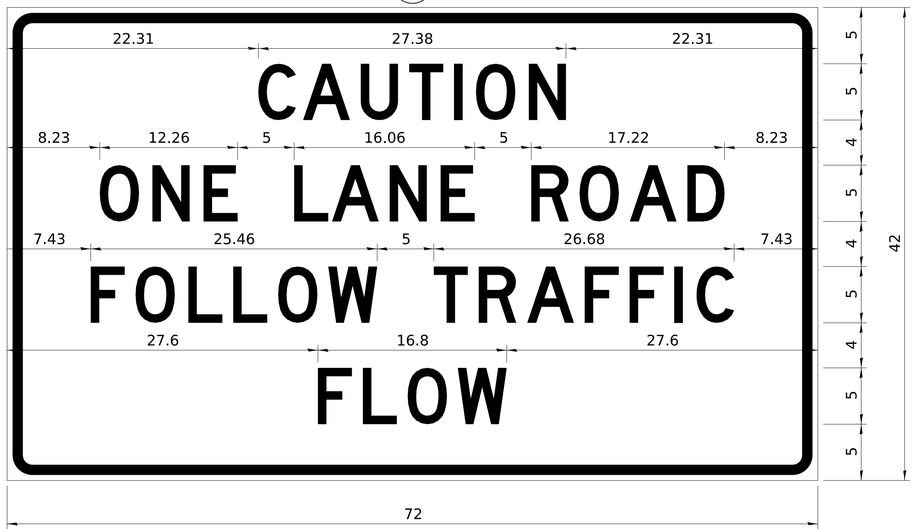
CONTRACT NO.

ILLINOIS | FED. AID PROJECT

WORK ZONE SIGN DETAILS

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS

(2)



COLOR	LEGEND AND BORDER	BLACK
	BACKGROUND	ORANGE

NON-REFLECTORIZED
REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" IndenT;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

(2) This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31

8.23	O 3.51	1.17	N 3.36	1.18	E 3.04	

5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05

5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23

7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37

5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43

27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60

Sign not to scale

GENERAL NOTES

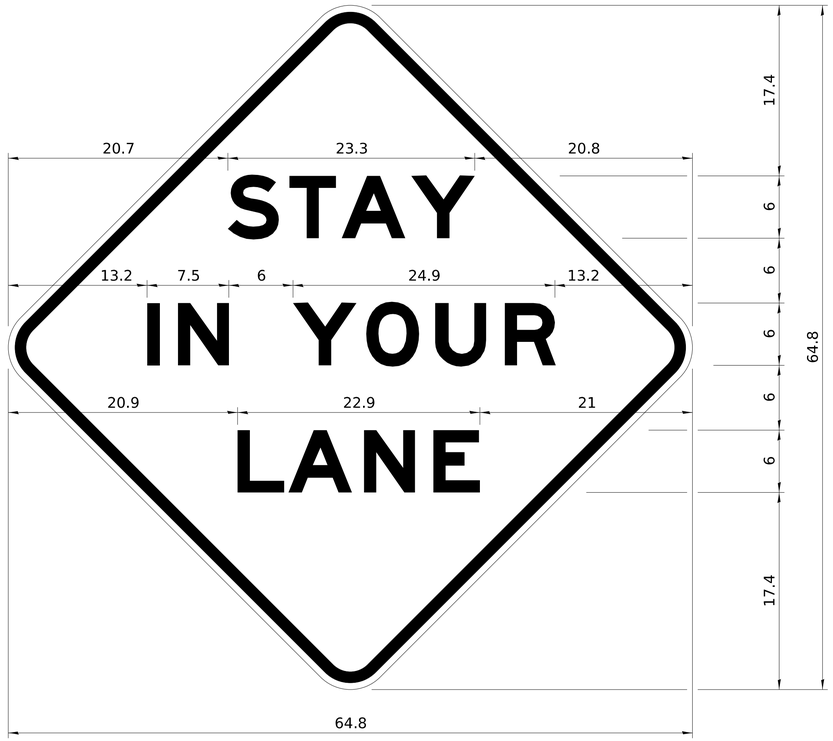
All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

STAY IN YOUR LANE



COLOR	LEGEND AND BORDER	BLACK
	BACKGROUND	ORANGE

NON-REFLECTORIZED
REFLECTORIZED

48.0" across sides 3.8" Radius, 1.0" Border, 0.6" Indent;
"STAY" E Mod; "IN YOUR" E Mod; "LANE" E Mod;

Table of Letter and Object Lefts

S	T	A	Y
20.7	26.8	31.6	38.0

I	N	Y	O	U	R
13.2	15.9	26.7	33.9	40.5	46.8

L	A	N	E
20.9	25.8	33.1	39.4

Sign not to scale

MODEL: 34pt1_sheet4
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 3-02-16	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

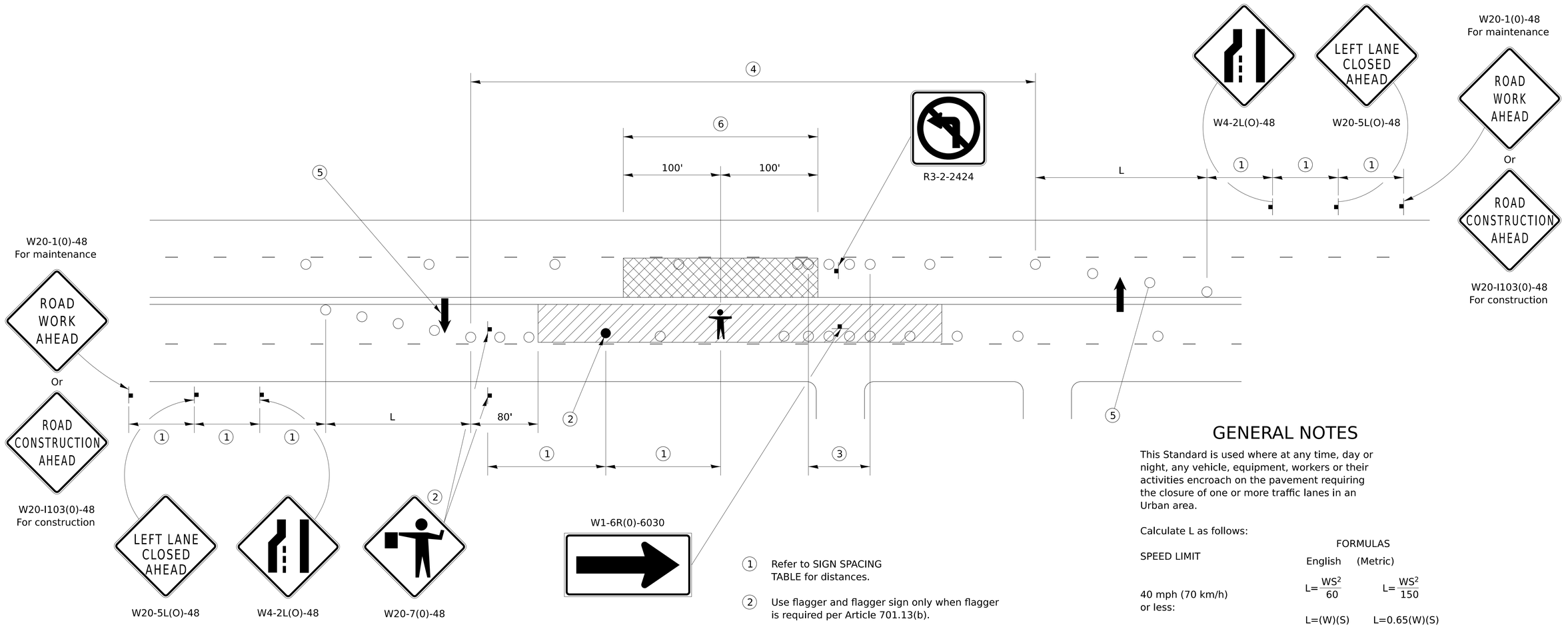
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 33 OF SHEETS | STA. | TO STA.

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

URBAN LANE INSIDE CLOSURE, MULTILANE, 2–WAY, WITH MOUNTABLE MEDIAN



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- WORK AREA
- CLOSED LANE
- ARROW BOARD
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- CONE, DRUM OR BARRICADE
- FLAGGER WITH TRAFFIC CONTROL SIGN.
- WORKER ON FOOT

(1) Refer to SIGN SPACING TABLE for distances.

(2) Use flagger and flagger sign only when flagger is required per Article 701.13(b).

(3) Devices at 10' centers from edge of radius return to edge of radius return when left turns are prohibited due to actively working in the intersection.

(4) Cones at 20' (6 m) centers for 250' (75 m). Additional cones may be placed at 40' (12 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled (excluding devices in intersections).

(5) Cones, drums or barricades at 20' (6 m) centers in taper.

(6) No equipment, materials, vehicles, or other hazards are allowed in the closed lane in the opposite direction within 100' of a worker on foot.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one or more traffic lanes in an Urban area.

Calculate L as follows:

FORMULAS

SPEED LIMIT	English	(Metric)
40 mph (70 km/h) or less:	$L=\frac{WS^2}{60}$	$L=\frac{WS^2}{150}$
45 mph (80 km/h) or greater:	L=(W)(S)	L=0.65(W)(S)

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

Lane closures in the opposite direction shall be removed when no workers are present.

Cones or reflectorized cones shall not be used during hours of darkness.

This Traffic Control detail shall be included in the cost of Traffic Control and Protection Standard 701606.

MODEL: 35pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	7-22-14
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

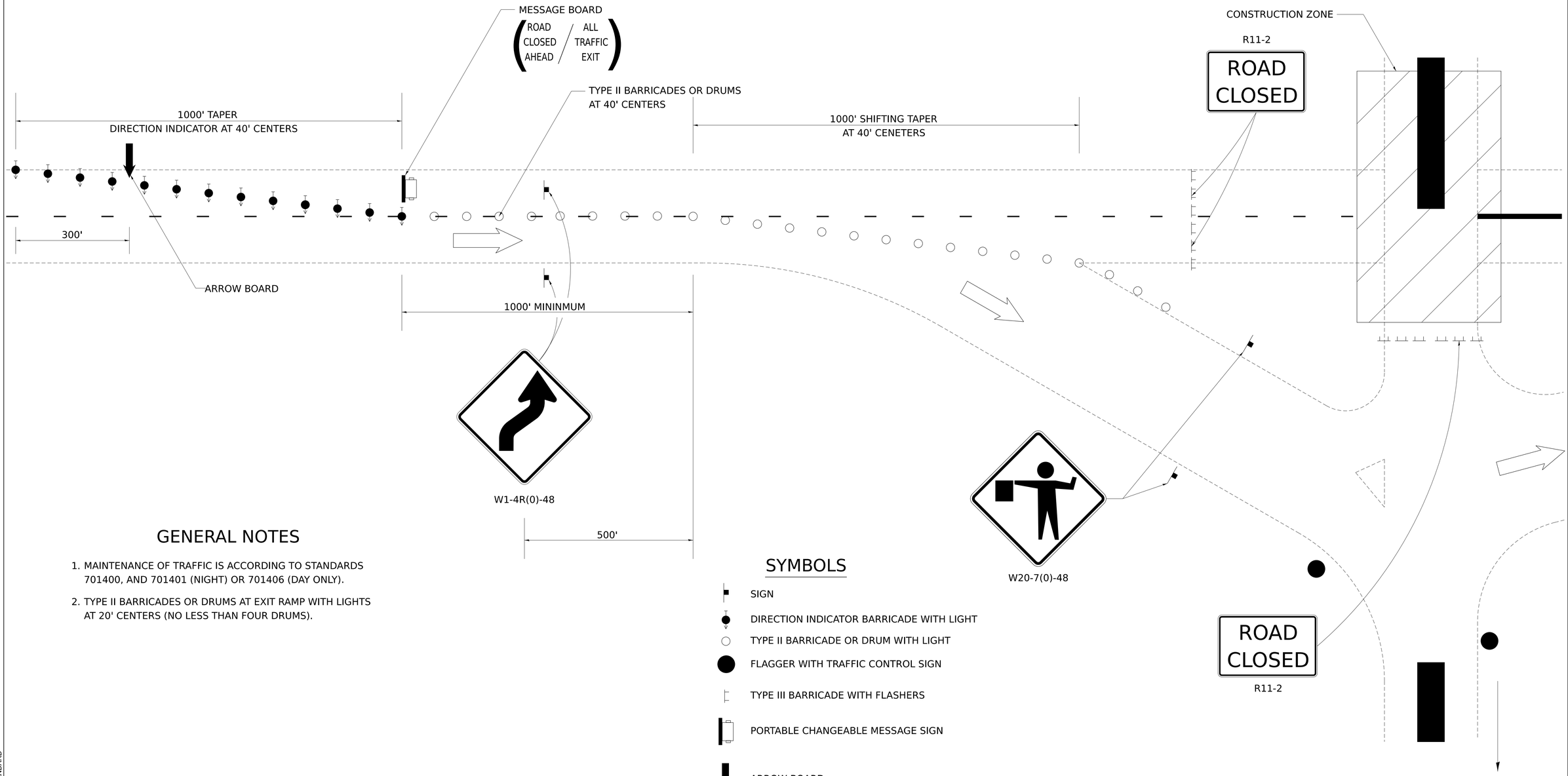
SCALE: | SHEET 34 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

TEMPORARY ROAD CLOSURE EXPRESSWAY



GENERAL NOTES

1. MAINTENANCE OF TRAFFIC IS ACCORDING TO STANDARDS 701400, AND 701401 (NIGHT) OR 701406 (DAY ONLY).
2. TYPE II BARRICADES OR DRUMS AT EXIT RAMP WITH LIGHTS AT 20' CENTERS (NO LESS THAN FOUR DRUMS).

SYMBOLS

- SIGN
- DIRECTION INDICATOR BARRICADE WITH LIGHT
- TYPE II BARRICADE OR DRUM WITH LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- TYPE III BARRICADE WITH FLASHERS
- PORTABLE CHANGEABLE MESSAGE SIGN
- ARROW BOARD

SIGNING ACCORDING TO SPECIFIED STANDARDS

MODEL: 36pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-20-17
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	4-04-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 35 OF SHEETS | STA. | TO STA.

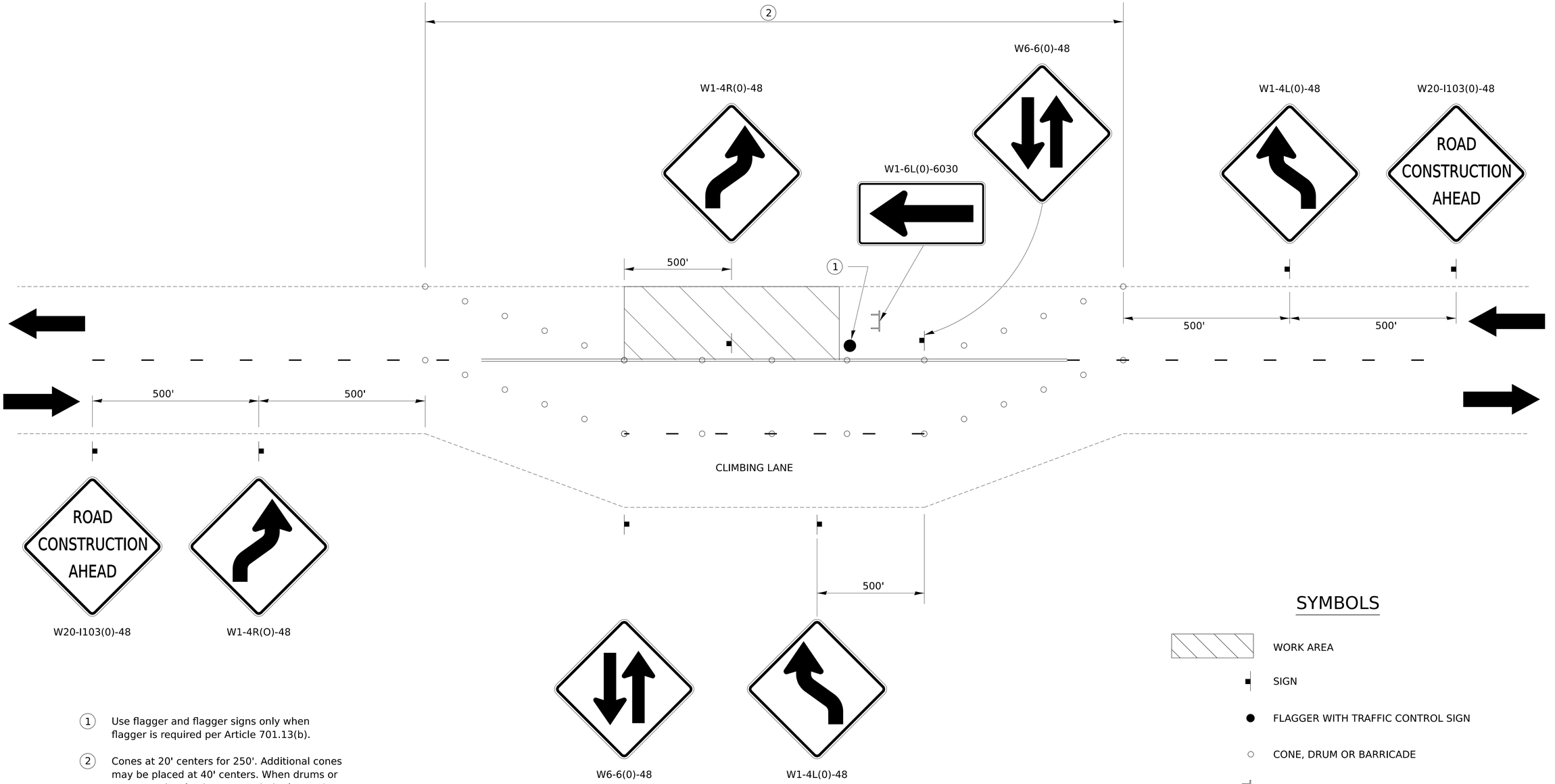
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL FOR THREE LANE SECTION

CASE 1



1. Use flagger and flagger signs only when flagger is required per Article 701.13(b).
2. Cones at 20' centers for 250'. Additional cones may be placed at 40' centers. When drums or type I or II barricades are used, the interval between devices may be doubled.

SYMBOLS

- WORK AREA
- SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- CONE, DRUM OR BARRICADE
- TYPE III BARRICADE

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

MODEL: 37pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	8-27-13
	CHECKED -	REVISED -	7-30-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

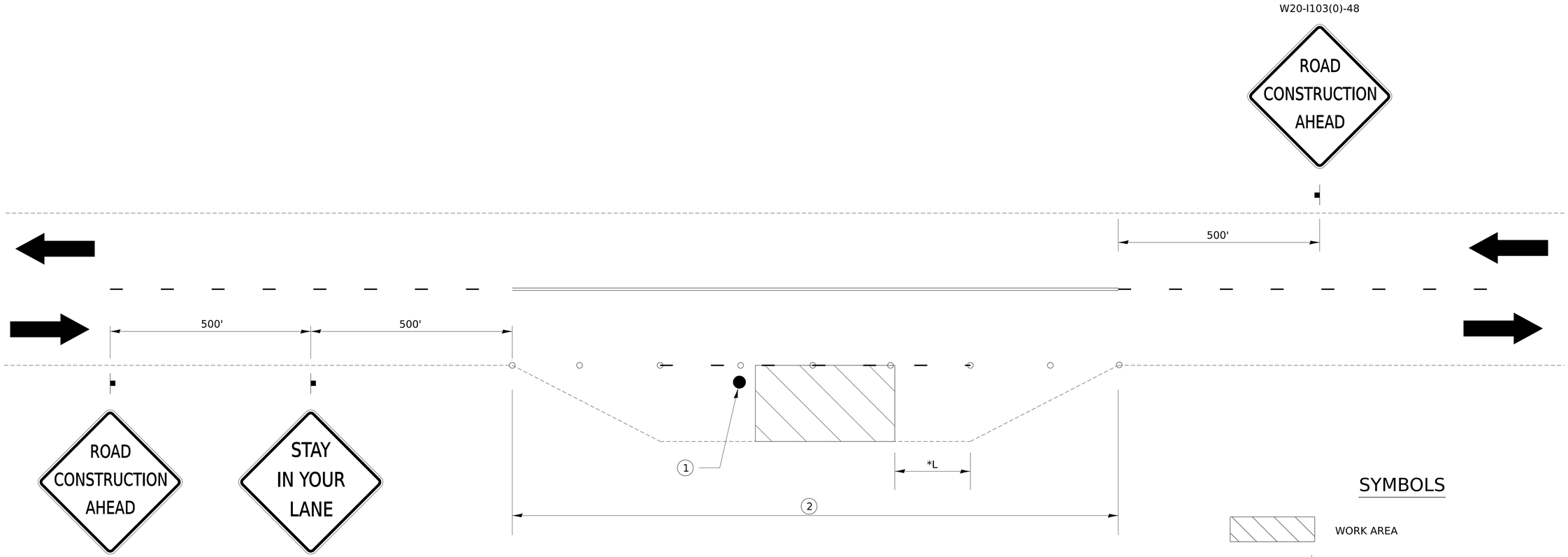
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 36 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL FOR THREE LANE SECTION

CASE 2



SYMBOLS

- WORK AREA
- SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- CONE, DRUM OR BARRICADE

(1) Use flagger and flagger signs only when flagger is required per Article 701.13(b).

(2) Cones at 20' centers for 250'. Additional cones may be placed at 40' centers. When drums or type I or II barricades are used, the interval between devices may be doubled.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

*IF THE WORK ENDS WITHIN 2500 FEET OF THE TRANSITION WHEN THE SPEED IS > 40 MPH OR 1500 FEET FOR ALL OTHER SPEEDS, THE CLIMBING LANE SHALL REMAIN CLOSED AS SHOWN.

MODEL: 37pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 1-05-16
	DRAWN -	REVISED - 8-27-13
	CHECKED -	REVISED - 7-30-13
PLOT DATE = 4/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

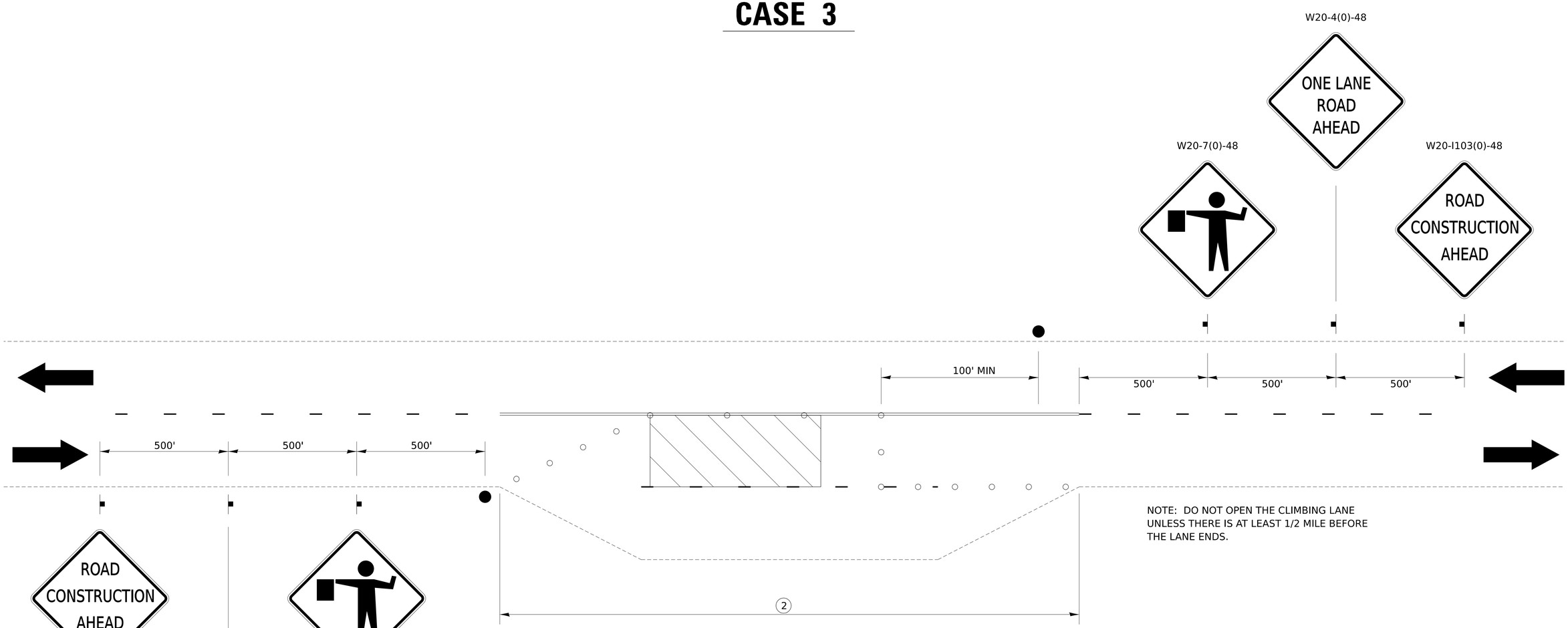
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 37 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL FOR THREE LANE SECTION

CASE 3



NOTE: DO NOT OPEN THE CLIMBING LANE UNLESS THERE IS AT LEAST 1/2 MILE BEFORE THE LANE ENDS.

(2) Cones at 20' centers for 250'. Additional cones may be placed at 40' centers. When drums or type I or II barricades are used, the interval between devices may be doubled.

SYMBOLS

- WORK AREA
- SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- CONE, DRUM OR BARRICADE

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

MODEL: 37pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	8-27-13
	CHECKED -	REVISED -	7-30-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

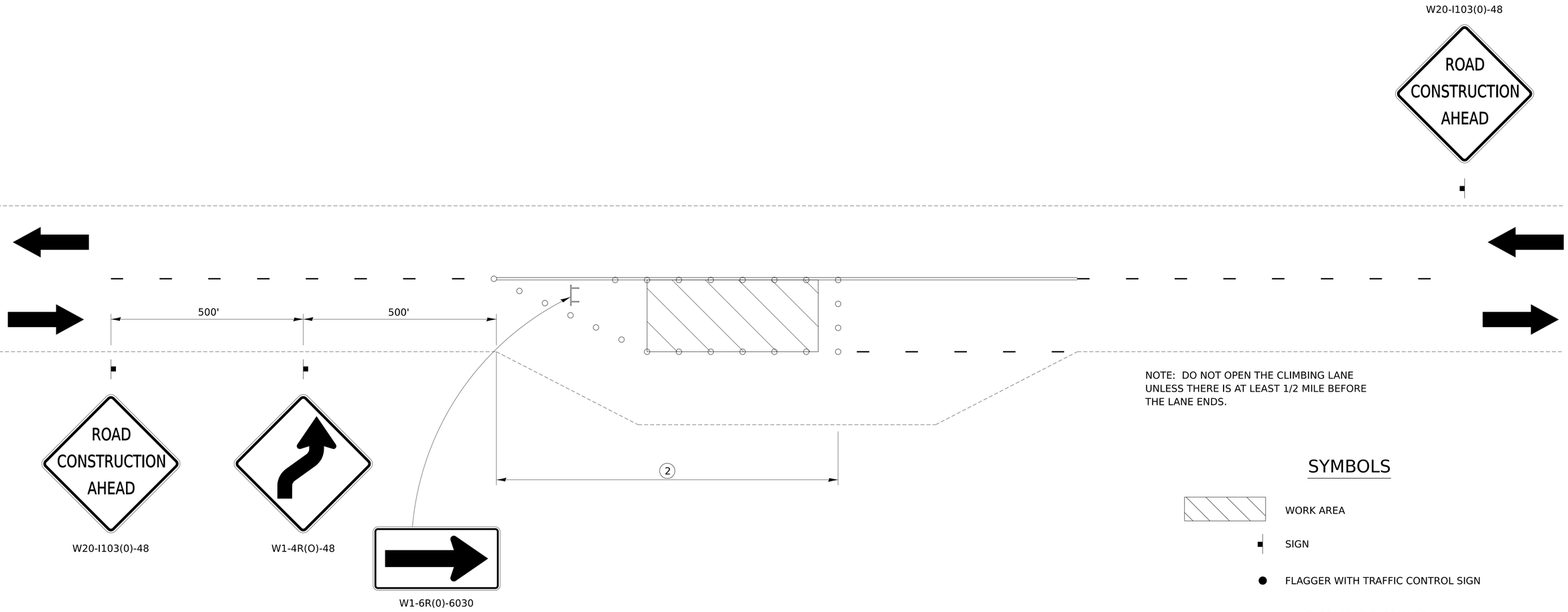
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 38 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL FOR THREE LANE SECTION

CASE 4



NOTE: DO NOT OPEN THE CLIMBING LANE UNLESS THERE IS AT LEAST 1/2 MILE BEFORE THE LANE ENDS.

SYMBOLS

- WORK AREA
- SIGN
- FLAGGER WITH TRAFFIC CONTROL SIGN
- CONE, DRUM OR BARRICADE
- TYPE III BARRICADE

(2) Cones at 20' centers for 250'. Additional cones may be placed at 40' centers. When drums or type I or II barricades are used, the interval between devices may be doubled.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

CASE 4 APPLIES WHEN NO WORKERS ARE PRESENT. WHEN WORKERS ARE PRESENT, TWO LANES SHALL BE CLOSED AND TRAFFIC CONTROL SHALL BE ACCORDING TO CASE 3.

MODEL: 37pt1_sheet4
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	8-27-13
	CHECKED -	REVISED -	7-30-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

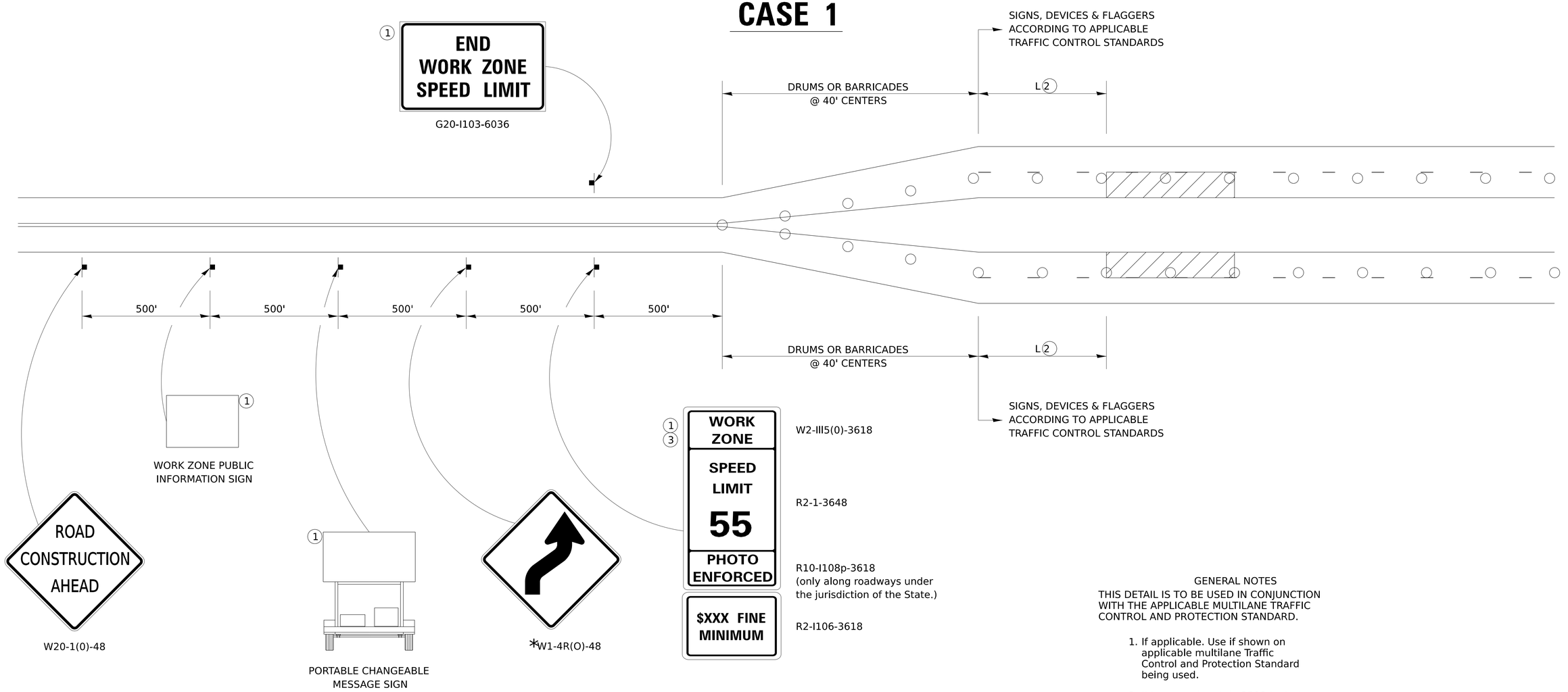
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 39 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 1



DRUMS OR BARRICADES WITH LIGHTS

WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

*DEPENDS ON GEOMETRICS OF THE TRANSITION. MAY SWITCH THE "STAY IN YOUR LANE" AND "WEAVE SIGNS"

GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable. Use if shown on applicable multilane Traffic Control and Protection Standard being used.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 SIGN ASSEMBLY shall be replaced with WORK ZONE SPEED LIMIT 45 SIGN ASSEMBLY where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

MODEL: 38pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-20-17
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	1-16-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

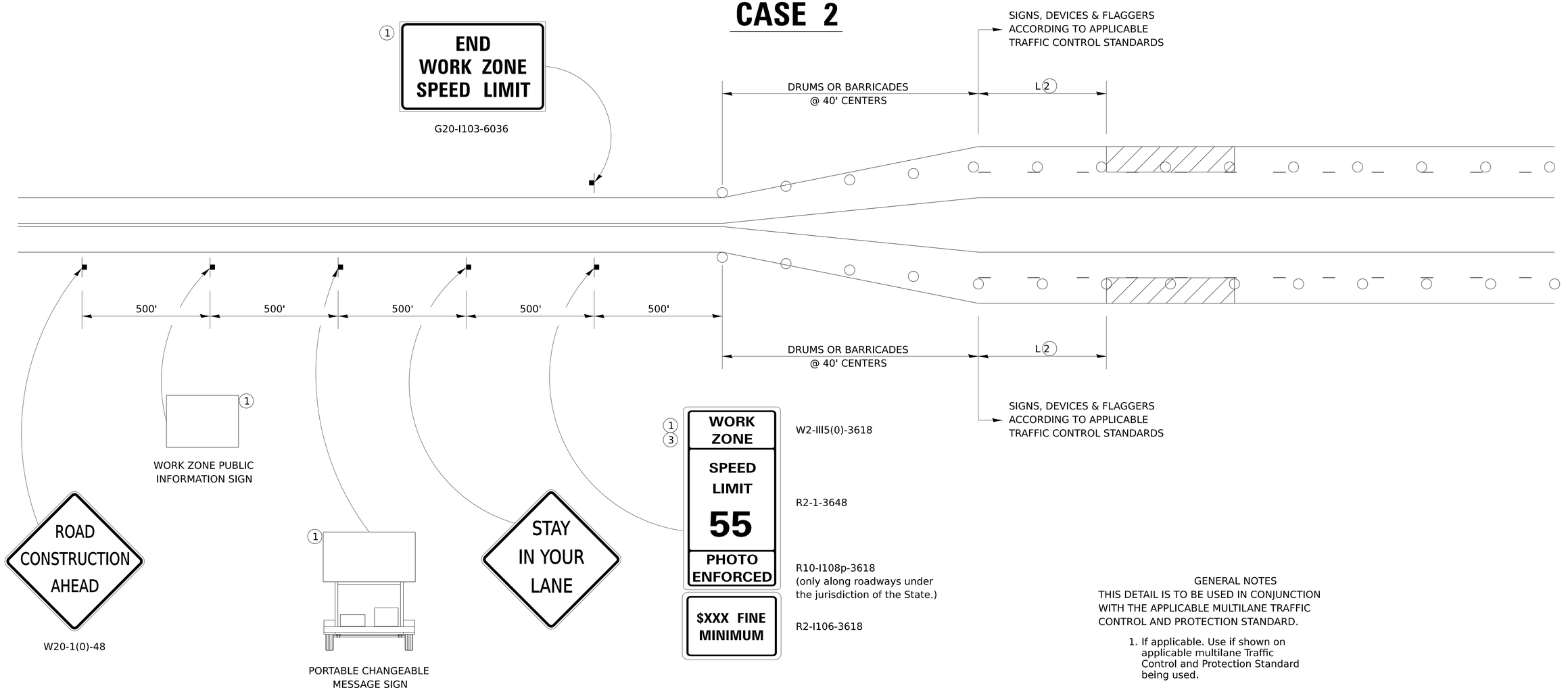
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 40 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 2



DRUMS OR BARRICADES WITH LIGHTS

WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable. Use if shown on applicable multilane Traffic Control and Protection Standard being used.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 SIGN ASSEMBLY shall be replaced with WORK ZONE SPEED LIMIT 45 SIGN ASSEMBLY where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

MODEL: 38pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-20-17
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	1-16-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 41 OF SHEETS | STA. | TO STA.

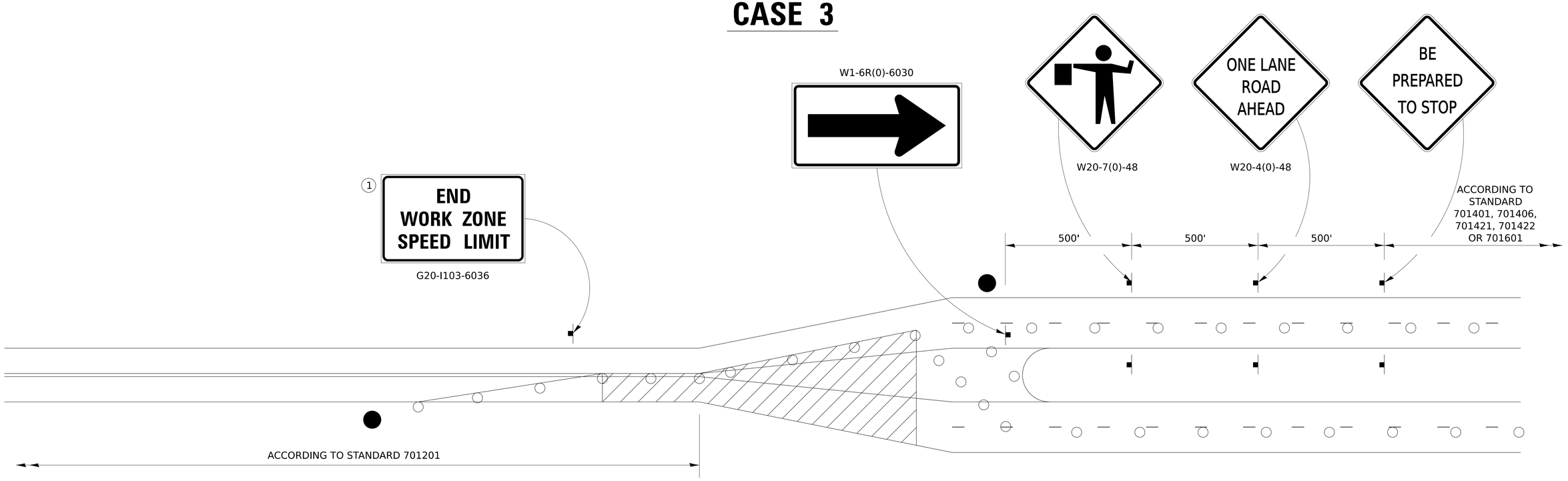
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 3



FLAGGER WITH TRAFFIC CONTROL SIGN

DRUMS OR BARRICADES WITH LIGHTS

WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable. Use if shown on applicable multilane Traffic Control and Protection Standard being used.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 SIGN ASSEMBLY shall be replaced with WORK ZONE SPEED LIMIT 45 SIGN ASSEMBLY where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

MODEL: 38pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-20-17
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	3-05-12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

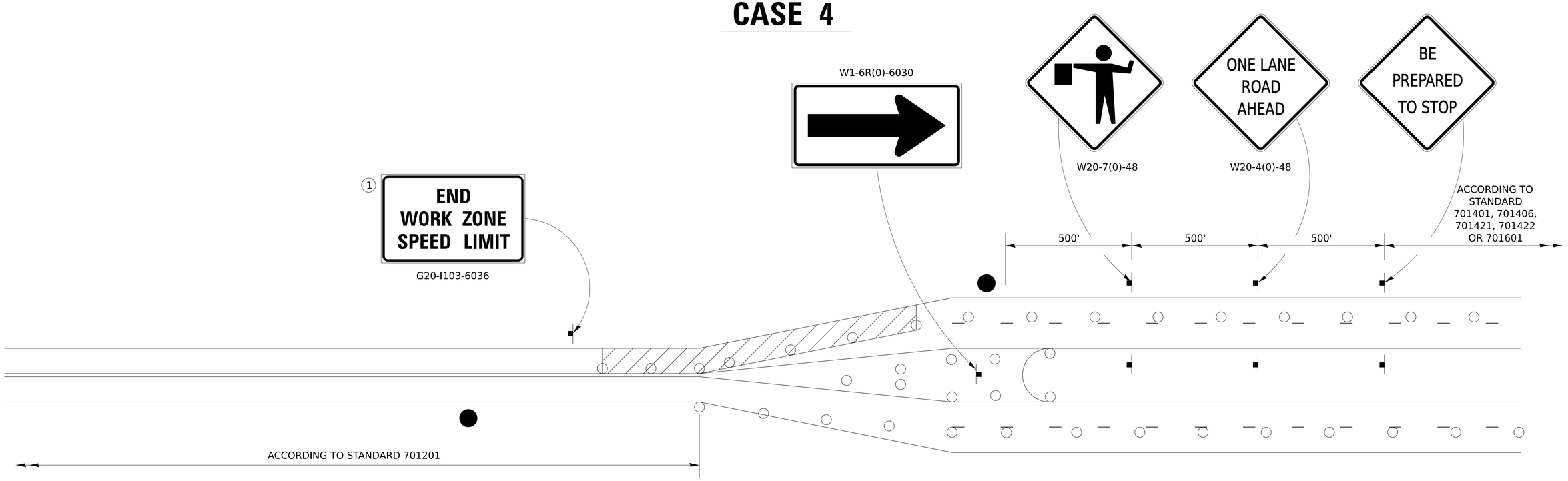
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 42 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL FOR TRANSITION AREAS

CASE 4



FLAGGER WITH TRAFFIC CONTROL SIGN

DRUMS OR BARRICADES WITH LIGHTS

WORK AREA

NOTE: STANDARDS 701301 AND 701306 SHALL NOT BE USED WITHIN 500 FEET OF THE TRANSITION.

GENERAL NOTES

THIS DETAIL IS TO BE USED IN CONJUNCTION WITH THE APPLICABLE MULTILANE TRAFFIC CONTROL AND PROTECTION STANDARD.

1. If applicable. Use if shown on applicable multilane Traffic Control and Protection Standard being used.
2. If the work is within 2500 feet of the transition when the speed is > 40 mph, or 1500 feet for all other speeds, the detail shall be used.
3. WORK ZONE SPEED LIMIT 55 SIGN ASSEMBLY shall be replaced with WORK ZONE SPEED LIMIT 45 SIGN ASSEMBLY where the workers are within 500 feet of the transition.

THIS TRAFFIC CONTROL DETAIL SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

MODEL: 38pt1_sheet4
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	4-20-17
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	3-05-12

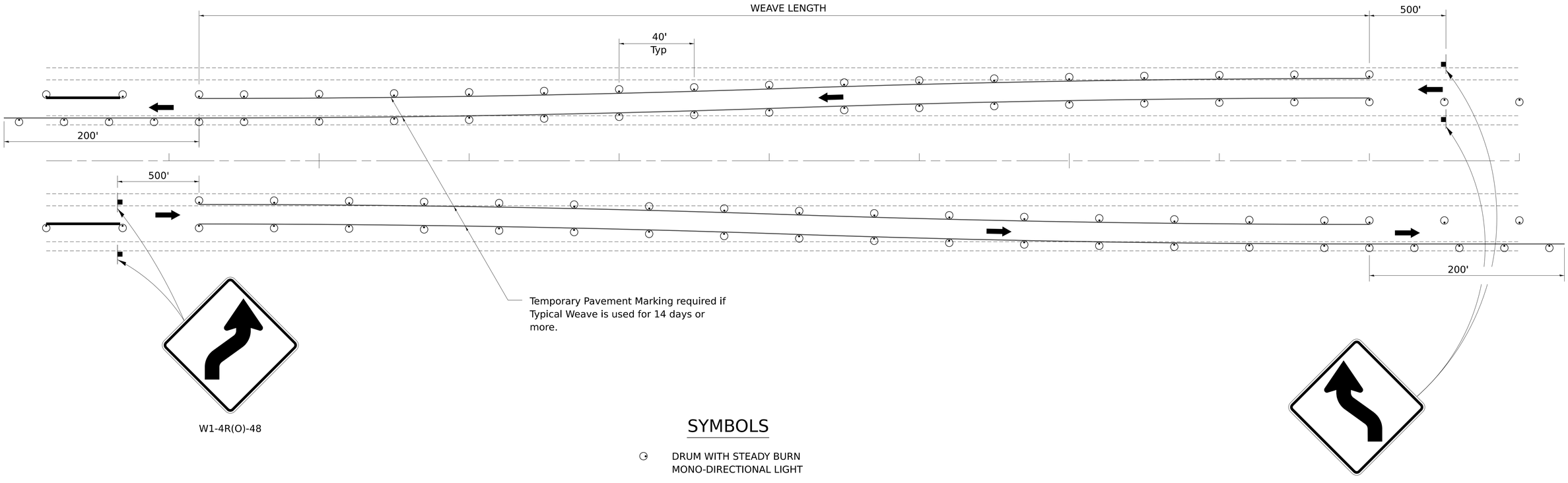
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 43 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL TYPICAL WEAVE



W1-4R(O)-48

W1-4L(0)-48

SYMBOLS

DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT

SIGN

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	WEAVE LENGTH
65 MPH OR HIGHER	780 FT.
55 MPH	660 FT.
45 MPH	540 FT.

GENERAL NOTES:

USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.

USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.

TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.

TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: 39pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	6-27-14
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	10-17-11

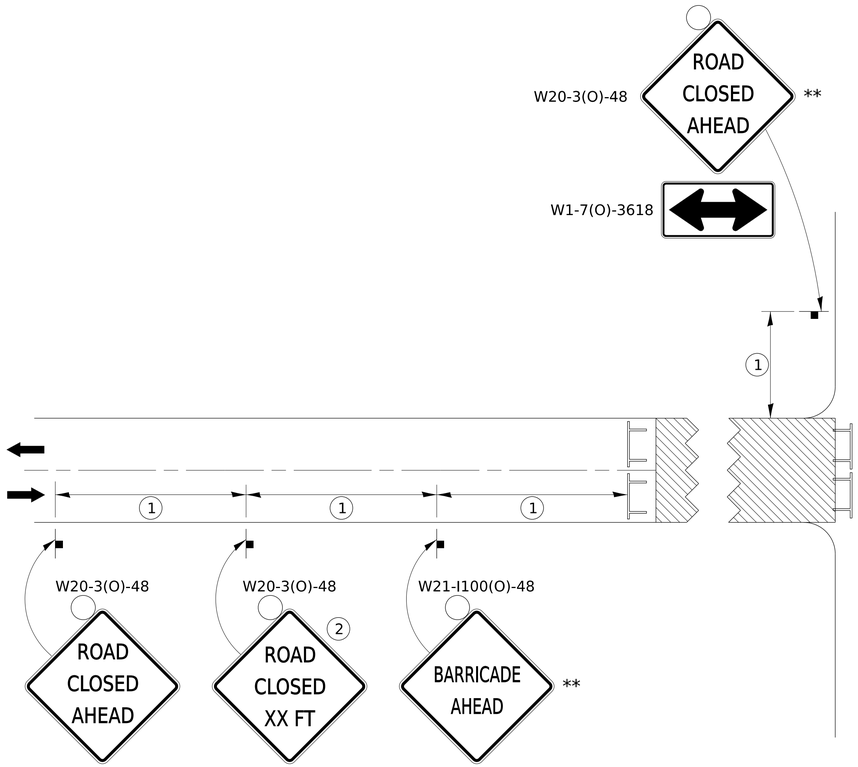
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

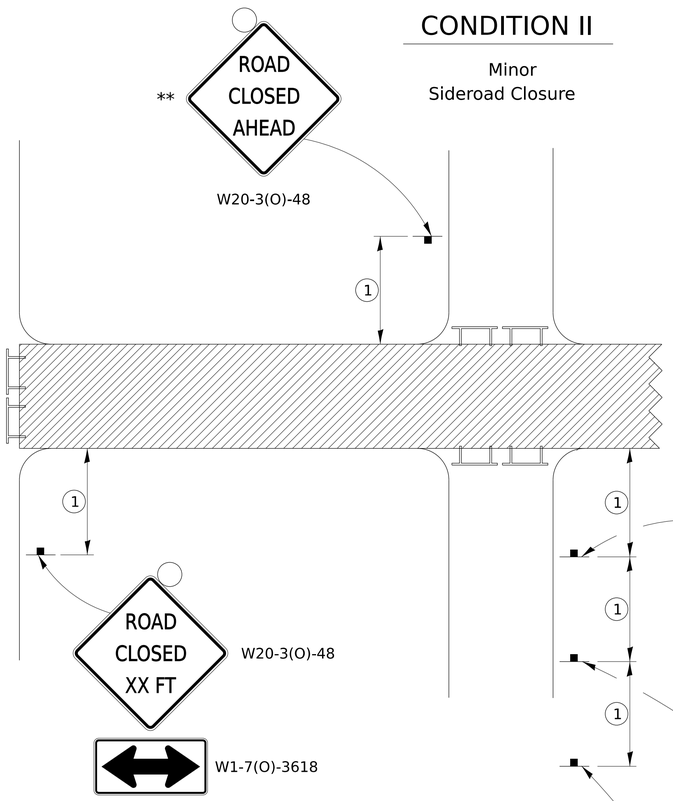
REGION 2 / DISTRICT 2 STANDARD

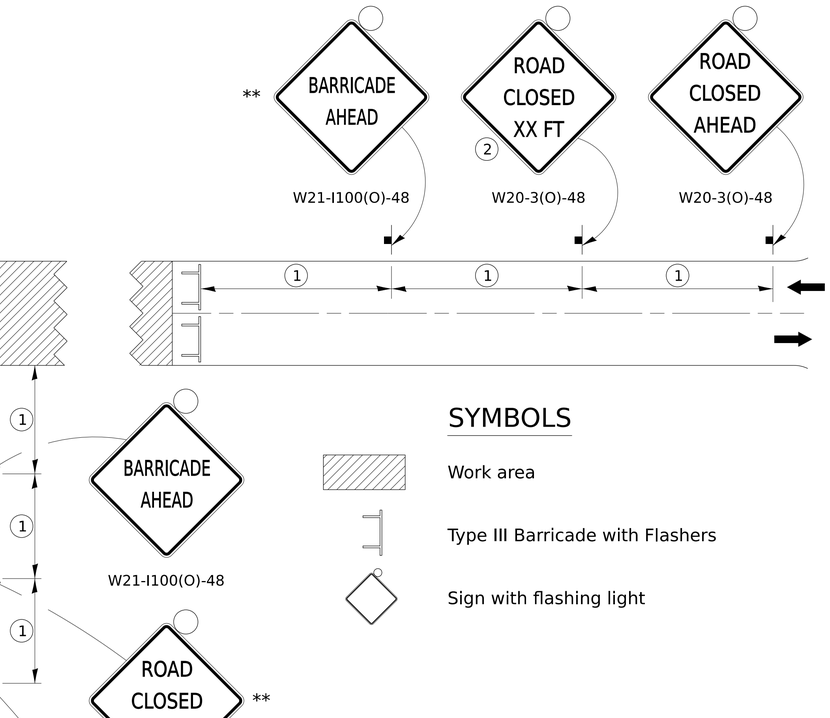
SCALE: | SHEET 44 OF SHEETS | STA. | TO STA.

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

TRAFFIC CONTROL FOR ROAD CLOSURE







SYMBOLS

- Work area
- Type III Barricade with Flashers
- Sign with flashing light

GENERAL NOTES

Longitudinal dimensions may be adjusted to fit field conditions.

Side roads requiring all three signs as shown in CONDITION I (Major Sideroad Closure), shall be listed in the special provision.

** Where local access is to be maintained, barricades are to be set up as shown in "Road Closed To Thru Traffic". Type III Barricades and R11-2-4830 signs shall be as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

All dimensions are in inches unless otherwise shown.

CONDITION I

Major
Sideroad Closure

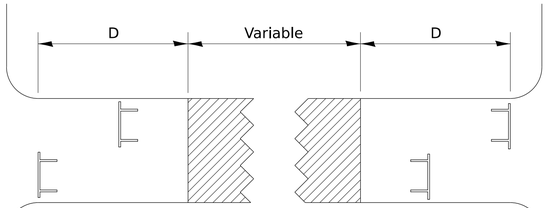
(1)

SIGN SPACING TABLE	
Posted Speed	Sign Spacing
45 MPH and above	500'
Below 45 MPH	250'

(2)

SIGN LEGEND	
Posted Speed Limit	Distance
45 MPH and above	1000'
Below 45 MPH	500'

ROAD CLOSED TO THRU TRAFFIC BARRICADE SET UP



Type III Barricades and R11-4-4830 signs shall be as shown in "Road Closed To Thru Traffic" detail on Highway Standard 701901. If the distance "D" exceeds 2000' an additional set of barricades and R11-4-4830 shall be placed at each end of the work area.

TYPICAL APPLICATION FOR ROAD CLOSURE

MODEL: 40p11
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	8-03-17
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	10-17-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 45 OF SHEETS | STA. | TO STA.

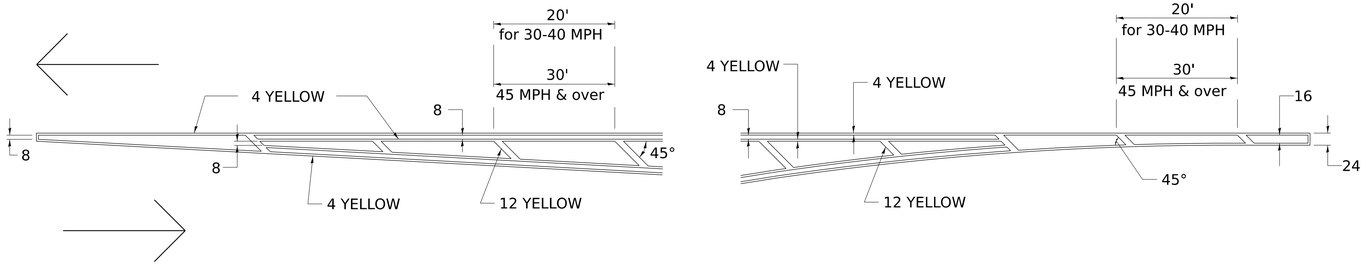
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

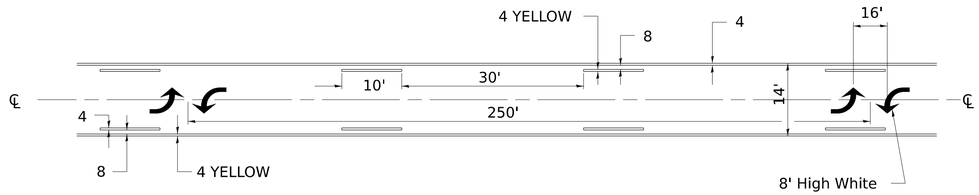
ILLINOIS | FED. AID PROJECT

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

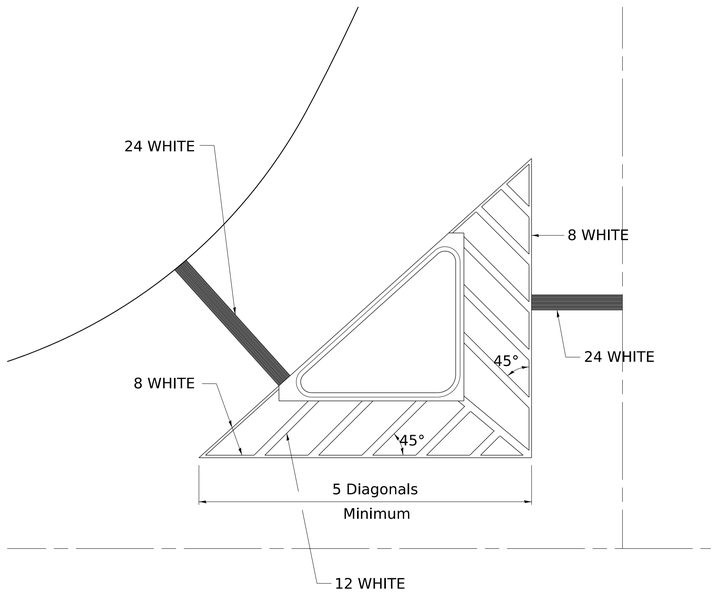


MEDIAN PAVEMENT MARKING



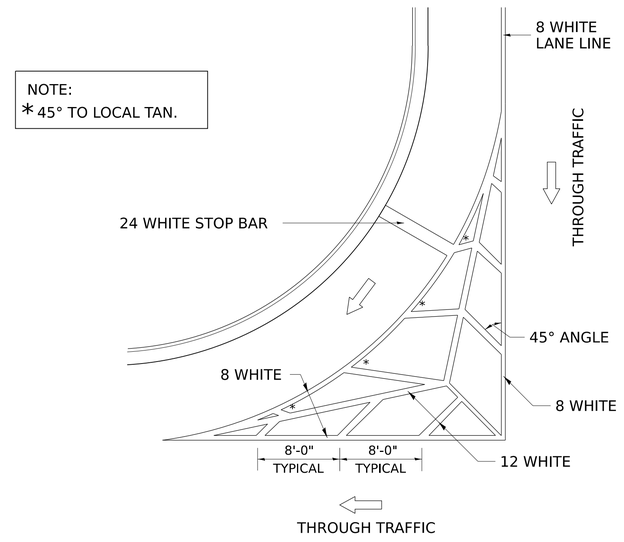
** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



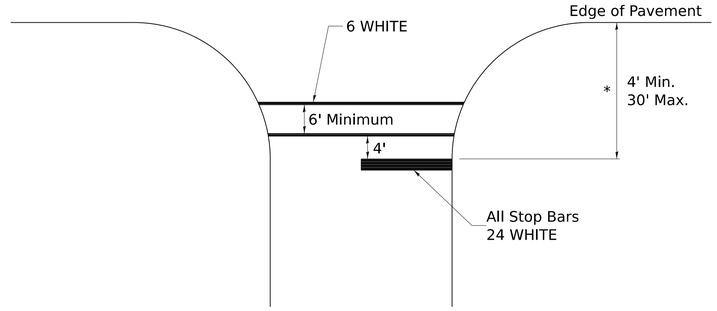
TYPICAL MARKING FOR PAINTED ISLANDS

NOTE:
* 45° TO LOCAL TAN.



STANDARD CROSSWALK MARKING

See Schedules for Locations



* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

MODEL: 41pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	6-27-14
	DRAWN -	REVISED -	3-05-12
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

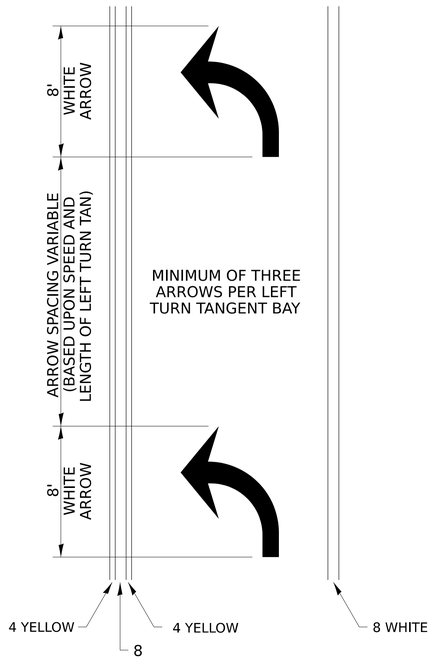
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 46 OF SHEETS | STA. | TO STA.

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

TYPICAL PAVEMENT MARKINGS

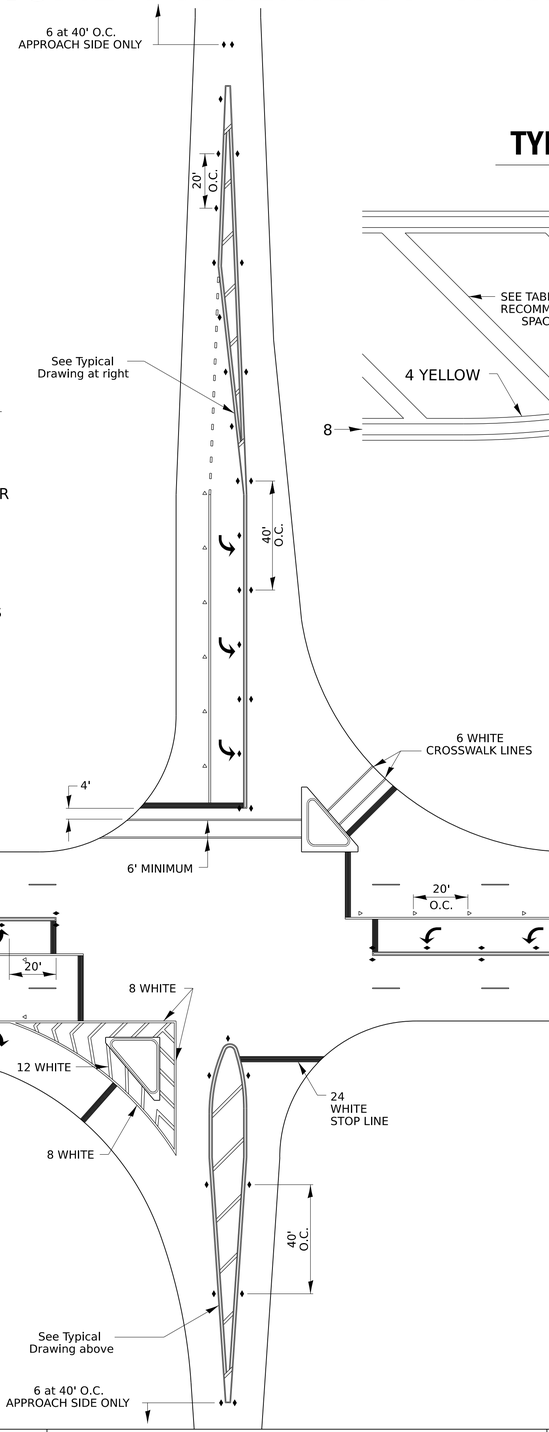
ARROW LAYOUT



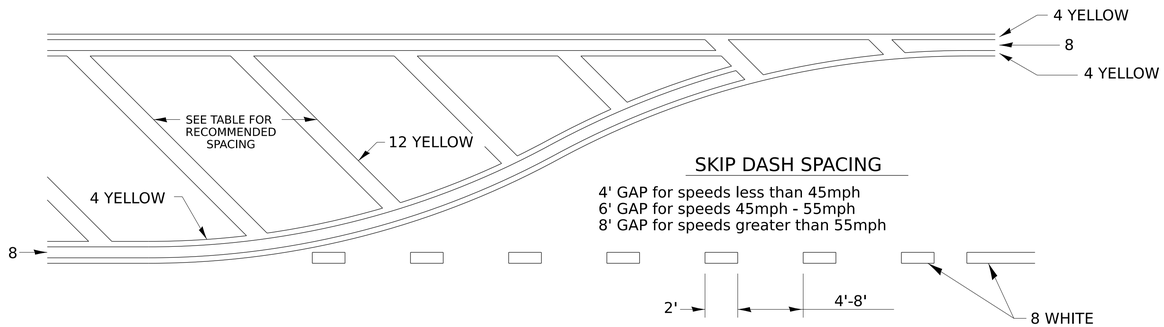
SYMBOLS

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER
- TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.



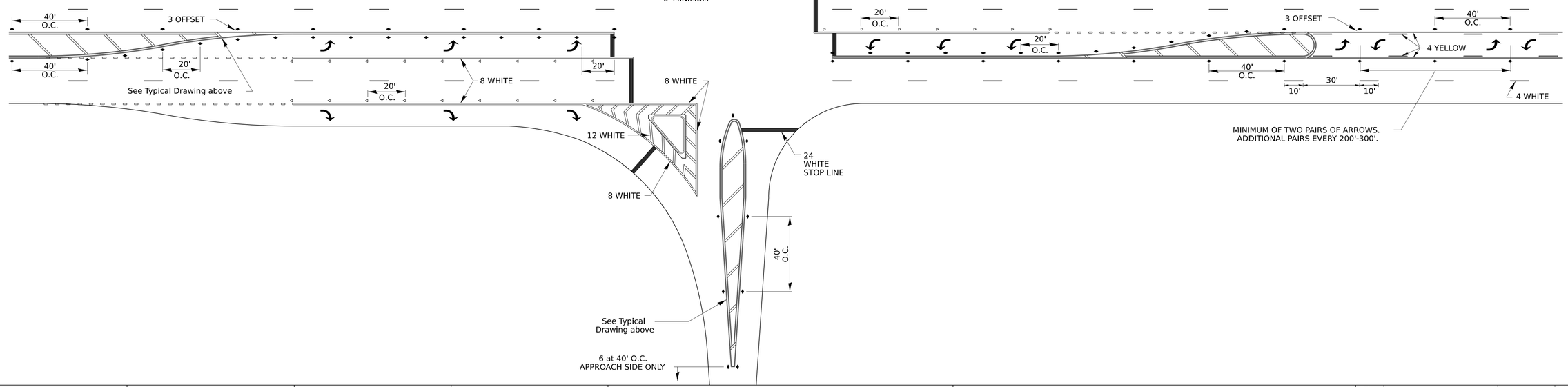
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

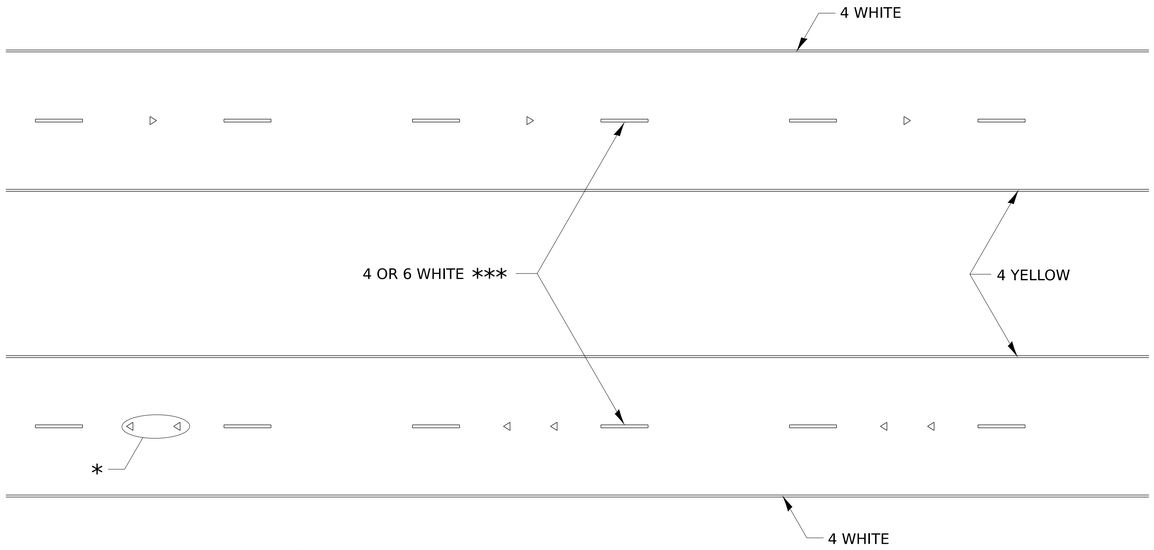
NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 6-27-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - 3-05-12								
	CHECKED -	REVISED -						CONTRACT NO.		
PLOT DATE = 4/17/2025	DATE -	REVISED -		SCALE:	SHEET 47 OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

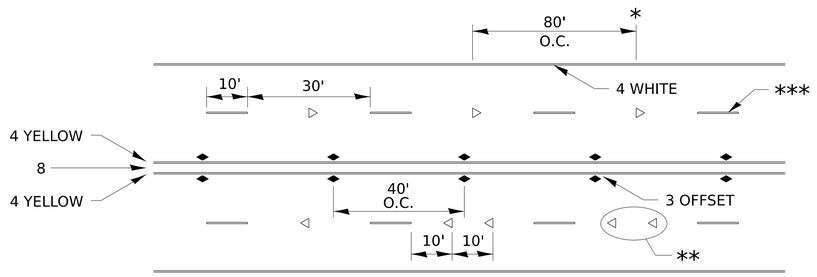
MODEL: 41pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 20,000.

MULTI–LANE / DIVIDED



* REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.

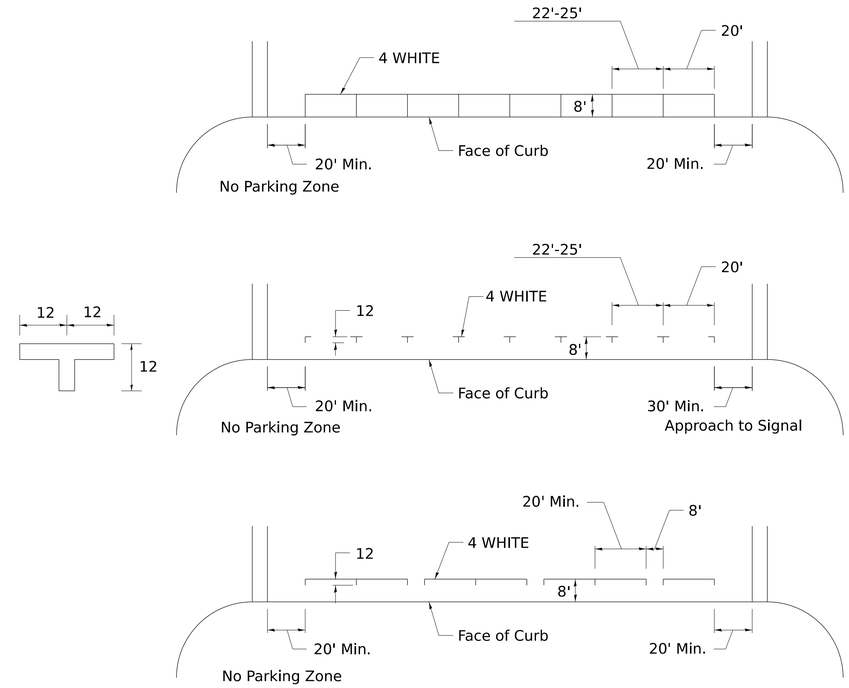
** USE DOUBLE MARKERS WHEN ADT ≥ 20,000

*** CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE. SPEED LIMIT 40 MPH AND OVER USE 6" LINE.

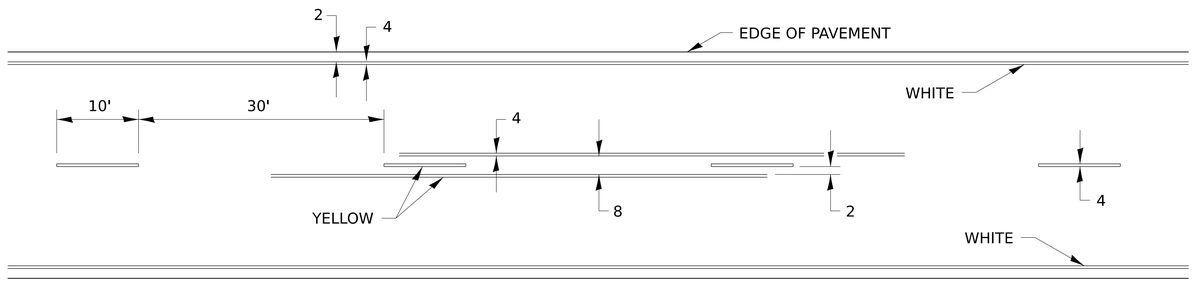
MULTI–LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PARKING SPACING



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



MODEL: 41pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	6-27-14
	DRAWN -	REVISED -	8-27-13
	CHECKED -	REVISED -	11-28-12
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 48 OF SHEETS | STA. | TO STA.

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

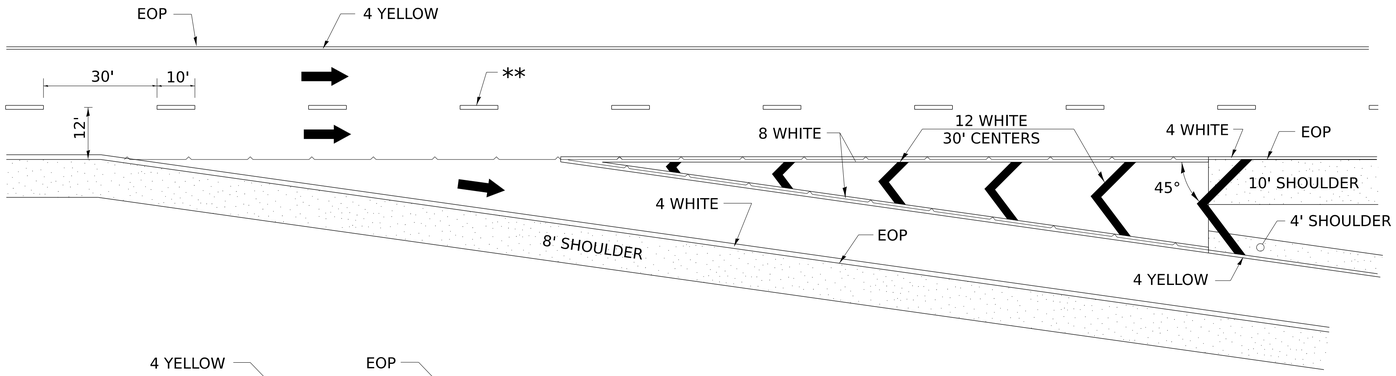
TYPICAL PAVEMENT MARKINGS

** 6" WHITE ON INTERSTATES, WHERE THE SPPED LIMIT IS 65 MPH, OR WHEN DIRECTED BY THE ENGINEER.

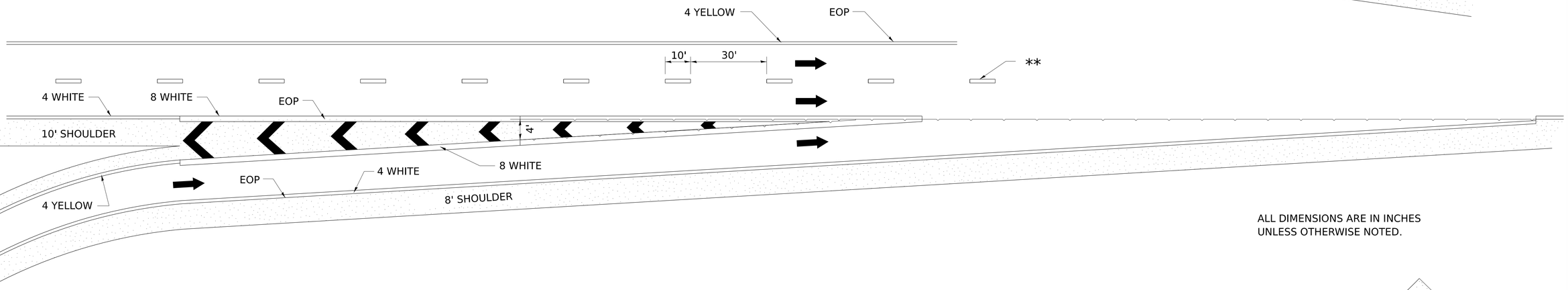
4" WIDE AT ALL OTHER LOCATIONS.

NOTE: GORE HATCHING PLACED ONLY WHEN SCHEDULED IN THE PLANS

EXIT RAMP

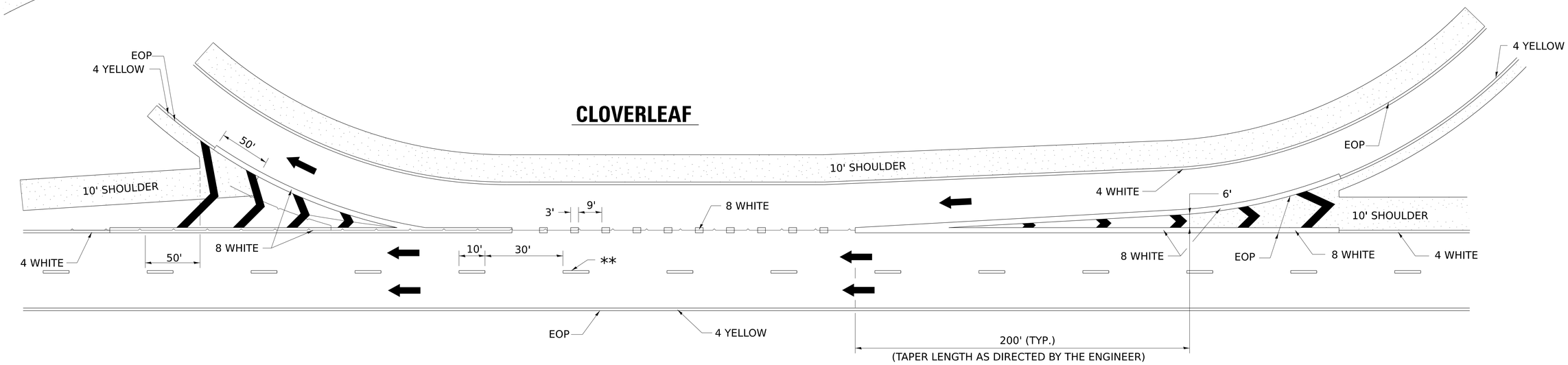


ENTRANCE RAMP



ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

CLOVERLEAF



MODEL: 41pt1_sheet4
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	9-15-23
	DRAWN -	REVISED -	8-27-13
	CHECKED -	REVISED -	10-18-11
PLOT DATE = 4/17/2025	DATE -	REVISED -	

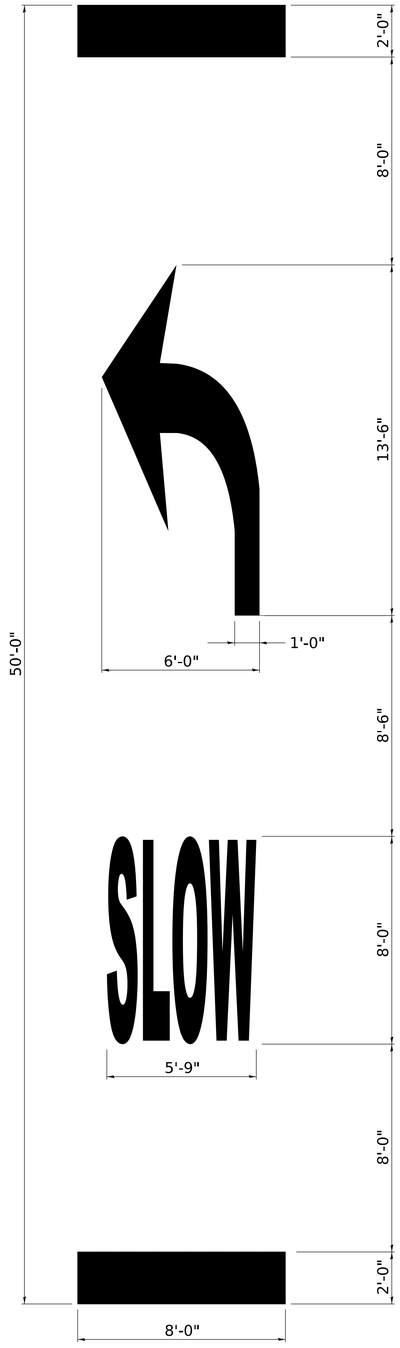
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 49 OF SHEETS | STA. | TO STA.

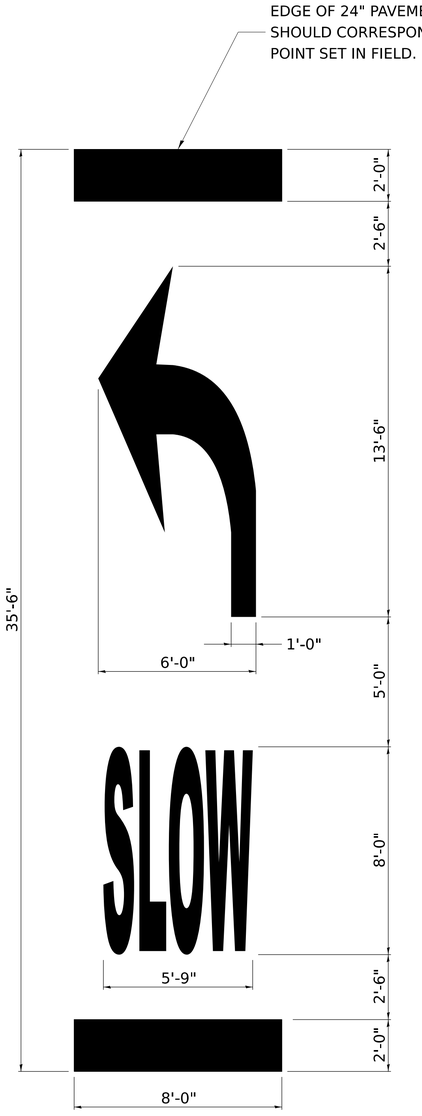
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

TYPICAL PAVEMENT MARKINGS



SLOW CURVE ARROW
HIGH–SPEED STANDARD MARKING

(POSTED SPEED LIMIT 40 MPH OR GREATER)



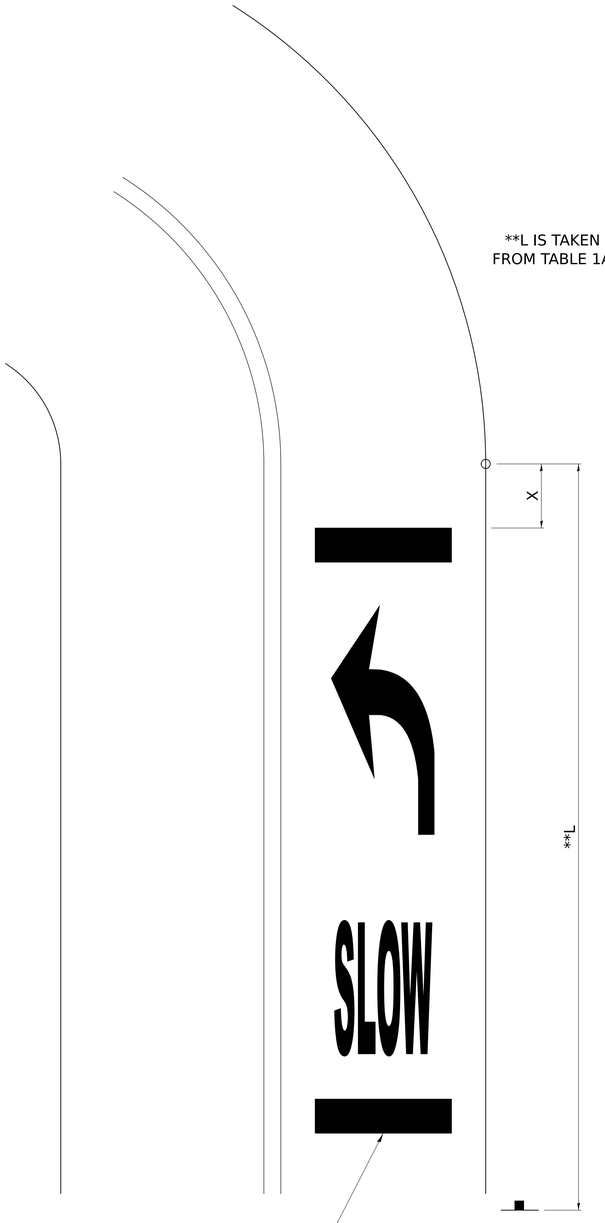
SLOW CURVE ARROW
LOW–SPEED STANDARD MARKING

(POSTED SPEED LIMIT 35 MPH OR LESS)

TABLE 1A

POSTED SPEED	WARNING SPEED							
	20	25	30	35	40	45	50	55
	VALUE OF X (FT.)							
20 *	100							
25 *	100	100						
30 *	100	100	100					
35 *	100	100	100	100				
40 *	100	100	100	100	100			
45 *	125	110	100	100	100	100		
50 *	225	200	175	135	100	100	100	
55 *	300	275	250	200	175	135	100	100

* NOTE: ON ROADWAYS WITH A POSTED SPEED LIMIT OF 35 MPH OR LESS, USE THE 35'-6" PAVEMENT MARKING LEGEND AS SHOWN IN THE SLOW CURVE ARROW, LOW-SPEED STANDARD MARKING. ON ALL OTHER ROADWAYS, USE THE 50'-0" PAVEMENT MARKING LEGEND AS SHOWN ON THE SLOW CURVE ARROW, HIGH-SPEED STANDARD MARKING.



TYPICAL LAYOUT AND PLACEMENT OF
SUPPLEMENTAL CURVE PLACEMENT MARKING

MODEL: 41pt1_sheet5
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 4-17-25	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

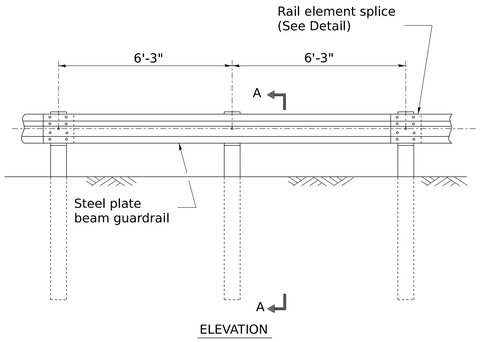
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 50 OF SHEETS | STA. | TO STA.

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

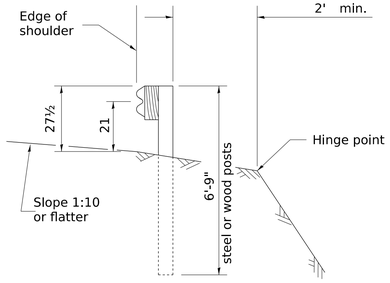
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



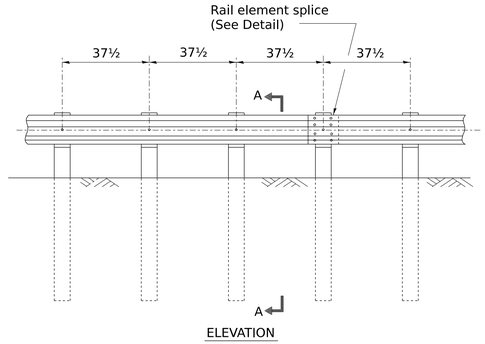
ELEVATION

TYPE A

6'-3" Typical post spacing



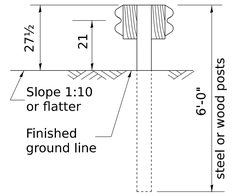
SECTION A-A



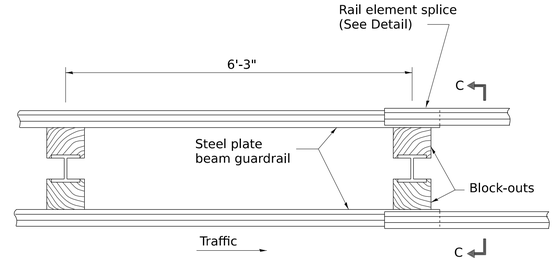
ELEVATION

TYPE B

37½ Closed post spacing



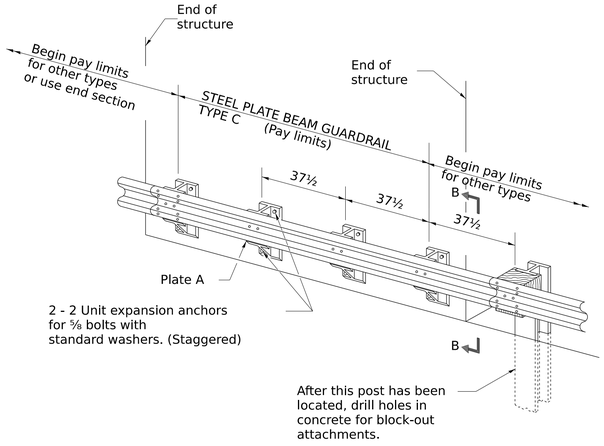
SECTION C-C



PLAN

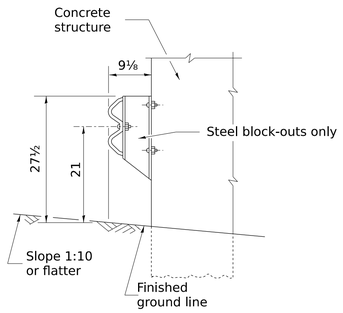
TYPE D

Double steel plate beam guardrail
6'-3" typical post spacing



TYPE C

37½ Block-out spacing



SECTION B-B

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches unless otherwise shown.

The existing steel posts may be drilled to match the bolt pattern shown herein for the wood block-out, or a new steel post shall be provided.

This detail is applicable to the guardrail system used prior to January 1, 2007. For details on the Midwest Guardrail System, see Standard 630001.

MODEL: 53pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	10-18-11
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

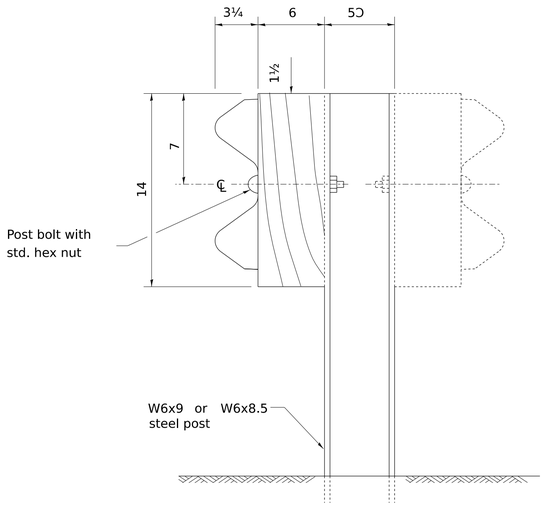
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

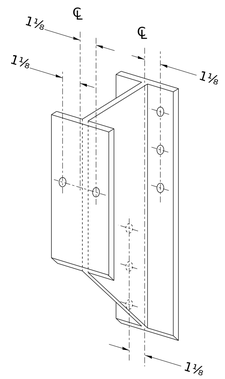
SCALE: | SHEET 50 OF SHEETS | STA. | TO STA.

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

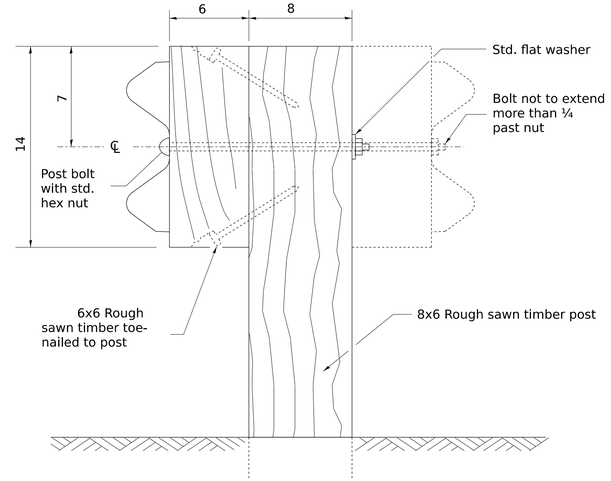
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



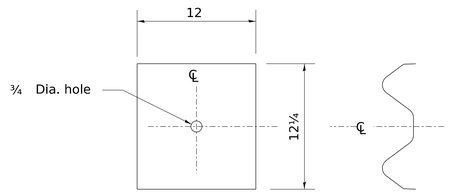
STEEL POST CONSTRUCTION



STEEL BLOCK-OUT DETAIL



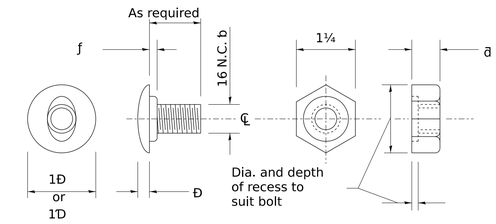
WOOD POST CONSTRUCTION



NOTE

Plate A shall be placed between rail element and block-out at non-splice mounting points only when steel block-outs are used.

PLATE A



POST OR SPLICE BOLT & NUT

MODEL: 53pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	10-18-11
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

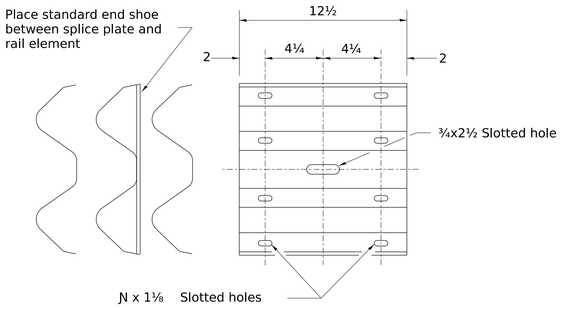
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

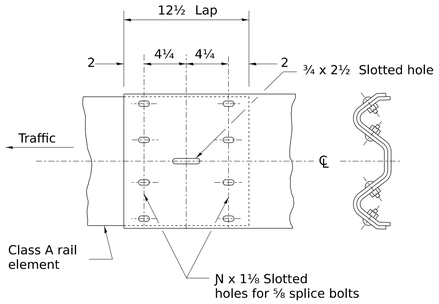
SCALE: | SHEET 51 OF SHEETS | STA. | TO STA.

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

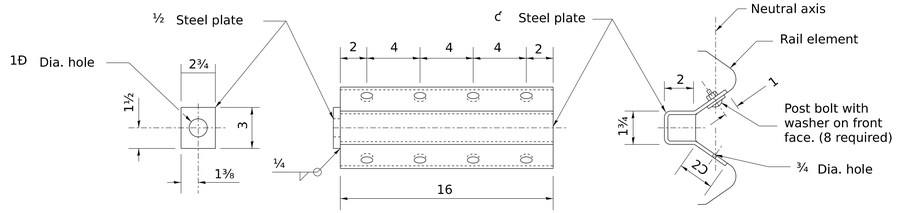
REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



SPLICE PLATE



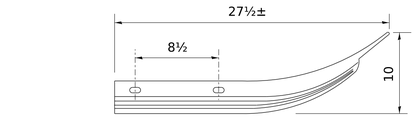
RAIL ELEMENT SPLICE

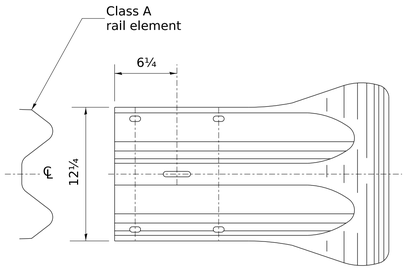


NOTE

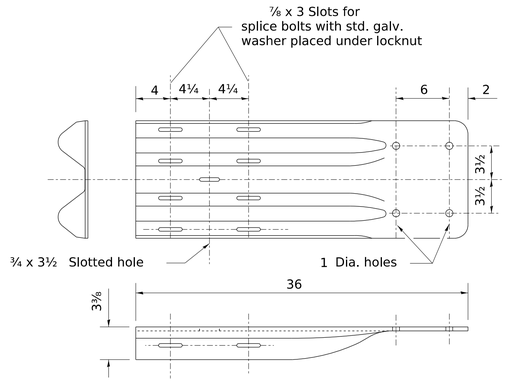
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS





END SECTION



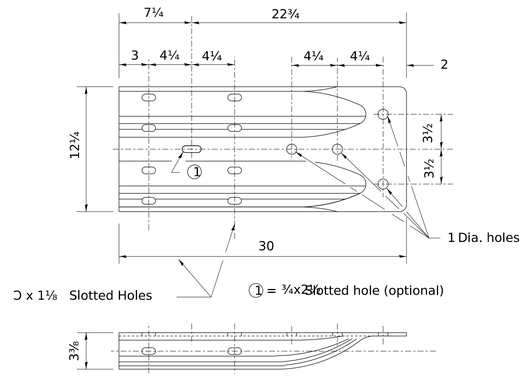
NOTE

When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE

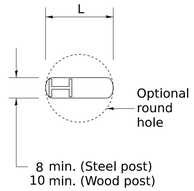


ALTERNATE END SHOE

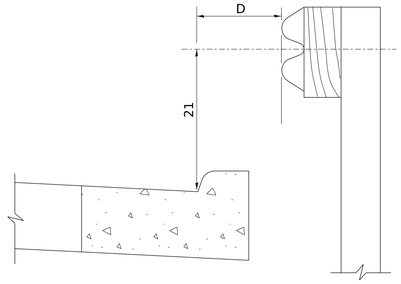
MODEL: 53pt1_sheet3
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 1-05-16	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**REGION 2 / DISTRICT 2 STANDARD**	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED - 10-18-11			CONTRACT NO.
	CHECKED -	REVISED -		SCALE: / SHEET 52 OF SHEETS / STA. / TO STA.	ILLINOIS / FED. AID PROJECT
PLOT DATE = 4/17/2025	DATE -	REVISED -			

REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL



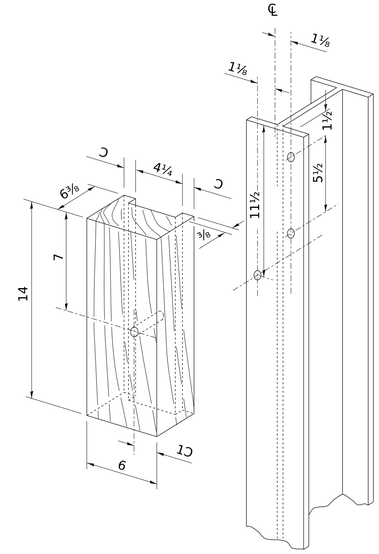
PLAN



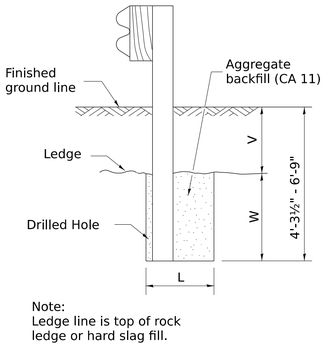
Note:
If it is necessary for D to be more than 12 and less than 10'-0", Type M-2 curb and gutter (Std. 606001) shall be used in front of and in advance of the guardrail.

GUARDRAIL PLACED BEHIND CURB

(D = 0 desirable to 12 maximum)



WOOD BLOCK-OUT AND STEEL POST DETAILS

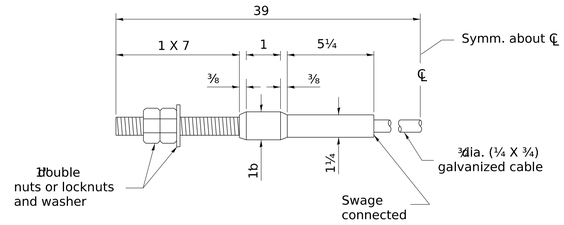


Note:
Ledge line is top of rock ledge or hard slag fill.

ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

V	W	L	
		Steel Post	Wood Post
0 - 18	24	21	23
>18 - 41.5	12	8	10
>41.5 - 53.5	12 - 0	8	10



CABLE ASSEMBLY

(40,000 lbs. min. breaking strength)
Tighten to taut tension.

MODEL: 53pt1_sheet4
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16
	DRAWN -	REVISED -	10-18-11
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

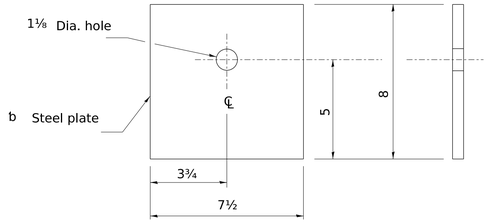
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

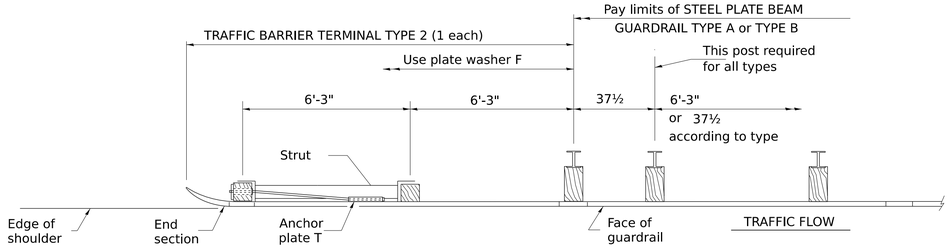
SCALE: | SHEET 53 OF SHEETS | STA. | TO STA.

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

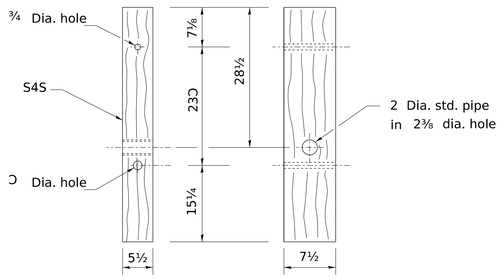
TRAFFIC BARRIER TERMINAL, TYPE 2 (27" HEIGHT)



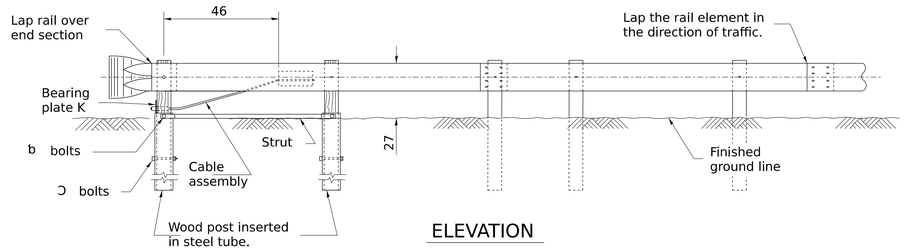
BEARING PLATE K



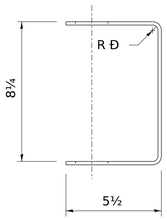
PLAN



WOOD POST

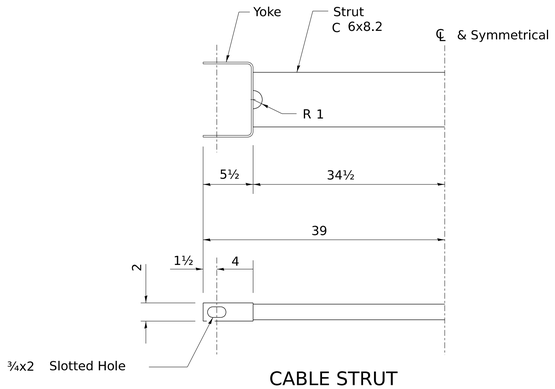


ELEVATION

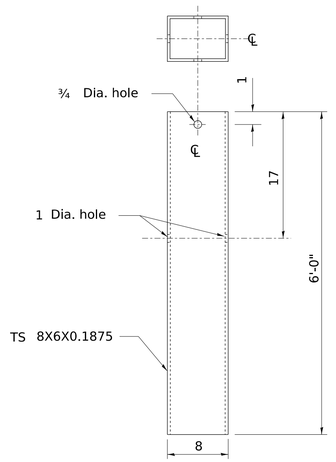


YOKE

Ć thick steel



CABLE STRUT



STEEL TUBE

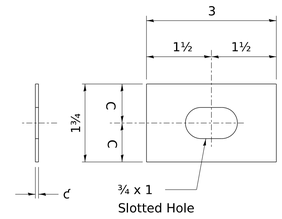


PLATE WASHER F

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.

The bearing plate K shall be held in position by (2) two eight penny nails driven into the post and bent over the top of the plate.

All dimensions are in inches unless otherwise shown.

MODEL: 54pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 10-18-11	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 54 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

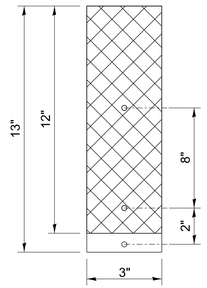
CONTRACT NO.

ILLINOIS | FED. AID PROJECT

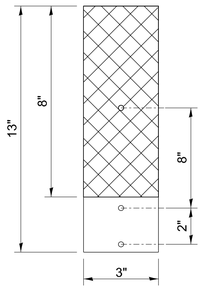
REFLECTORS (SPECIAL)

DELINEATOR REPLACEMENT

③ REPLACING 3 BUTTON DELINEATOR

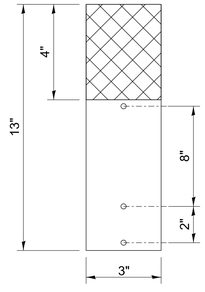


② REPLACING 2 BUTTON DELINEATOR

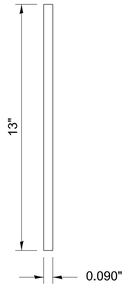


REFLECTORS FOR GUARDRAIL BLOCK OUT OR DELINEATOR POST

① STRAIGHT REFLECTOR / DELINEATOR



SIDE VIEW



NOTE:

REFLECTOR REPLACEMENT SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR GUARDRAIL REFLECTORS, TYPE C (SPECIAL), WHICH INCLUDES ALL MOUNTING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

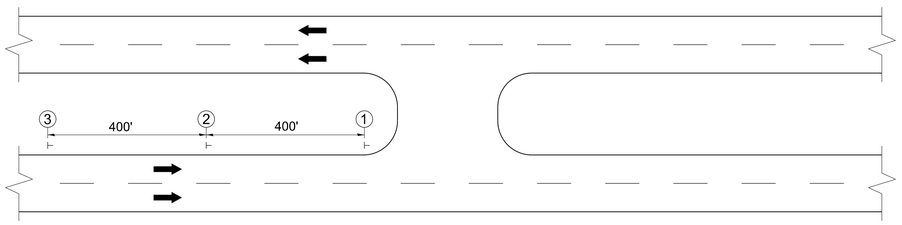
DELINEATOR INSTALLATION (REFLECTOR AND POST) SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR DELINEATORS (SPECIAL), WHICH INCLUDES ALL MOUTNING HARDWARE OUTLINED IN SECTION 635 OF THE SPEC BOOK.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER OR IN THE MEDIAN SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE YELLOW.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ON THE OUTSIDE OF THE ROADWAY SHALL BE DOUBLE SIDED CRYSTAL.

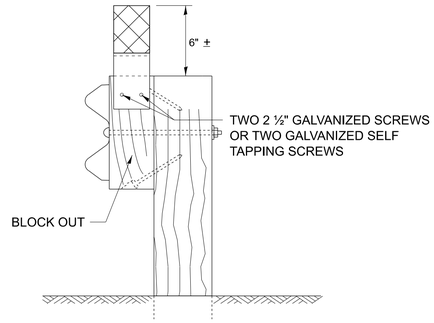
SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.



LEGEND

OR = DELINEATOR

= REFLECTIVE AREA

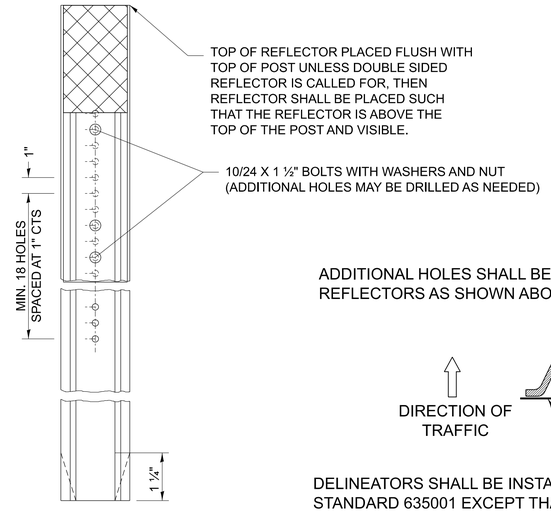


MOUNTED ON A GUARDRAIL BLOCK OUT

REFLECTORS SHALL BE MOUNTED DIRECTLY TO BLOCK OUTS.

REFLECTORS MOUNTED ON WOODEN OR PLASTIC OR METAL BLOCK OUT SHALL BE MOUNTED USING TWO 2 ½" GALVANIZED SCREWS WITH WASHERS OR TWO SELF TAPPING GALVANIZED SCREWS WITH WASHERS.

ADDITIONAL SHEETING MAY BE ADDED AS NEEDED FOR TURN AROUNDS AS SHOWN IN THE PLANS



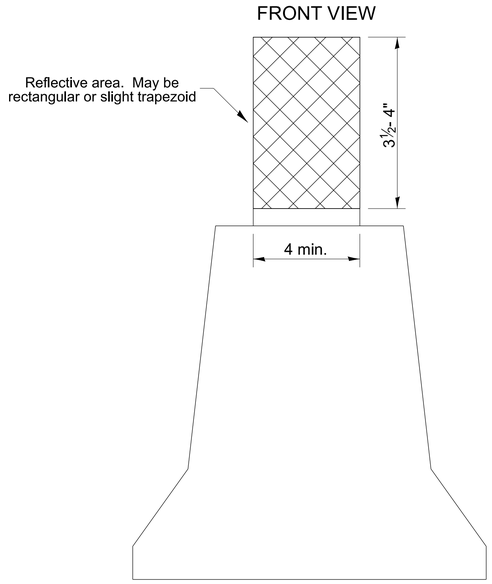
MOUNTED ON A DELINEATOR POST

ADDITIONAL HOLES SHALL BE DRILLED IN THE REFLECTORS AS SHOWN ABOVE.

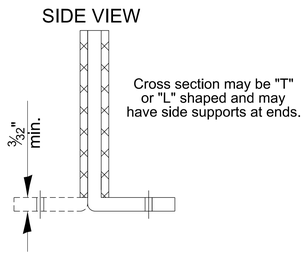
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE REFLECTOR ATTACHECD AS SHOWN ABOVE.

REFLECTORS MOUNTED ON BARRIER WALL

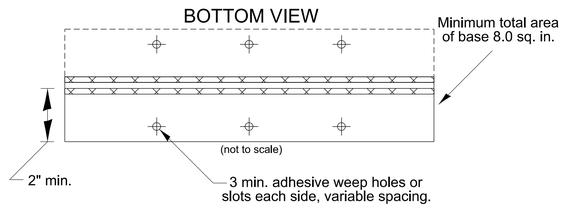
FRONT VIEW



SIDE VIEW



BOTTOM VIEW



NOTE:

REFLECTORS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR BARRIER WALL REFLECTORS (SPECIAL), WHICH PRICE SHALL ALSO INCLUDE SCREWS, WASHERS OR AN APPROVED BONDING AGENT.

REFLECTORS INSTALLED ON TWO LANE ROADS SHALL BE DOUBLE SIDED AND BOTH SIDES SHALL BE CRYSTAL.

REFLECTORS INSTALLED ON CENTER BARRIER SHALL BE DOUBLE SIDE AND BOTH SIDES SHALL BE AMBER.

REFLECTORS INSTALLED ON DIVIDED HIGHWAYS ALONG THE OUSTIDE OF THE HIGHWAY SHALL BE DOUBLE SIDED CRYSTAL.

SPACING FOR REFLECTORS SHALL BE ACCORDING TO STANDARD 782006 UNLESS OTHERWISE NOTED IN THE PLANS.

MODEL: 55pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	3-07-25
	DRAWN -	REVISED -	3-07-24
	CHECKED -	REVISED -	4-27-23
PLOT DATE = 4/17/2025	DATE -	REVISED -	6-21-21

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

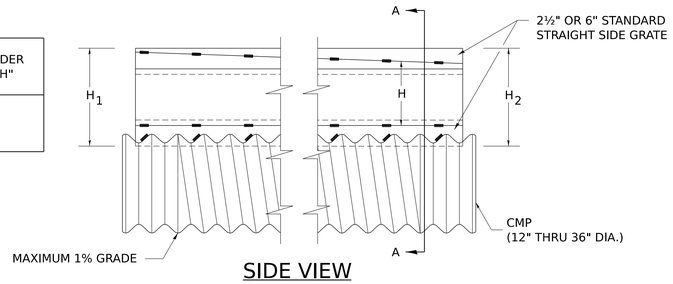
SCALE: | SHEET 55 OF SHEETS | STA. | TO STA.

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

SLOTTED DRAIN PIPE

LOADING CONDITION	MAX. EXTENDER HEIGHT - "H"
H20/H25 * 750 PSI CONCRETE	19"

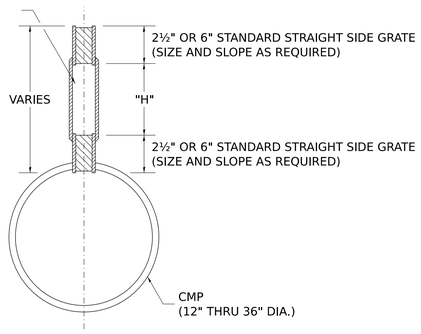
* 125 PSI TIRE PRESSURE



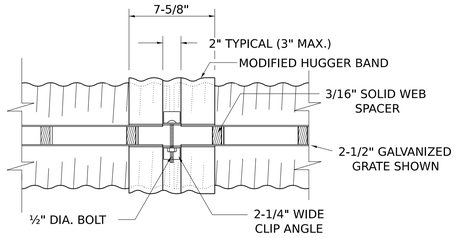
SIDE VIEW

DETAIL WITH VARIABLE HEIGHT GRATE

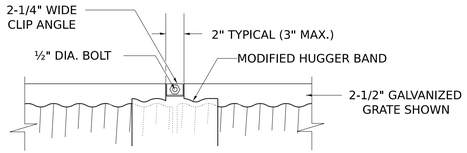
PLATE EXTENDERS
7 GA. GALVANIZED PLATE PER ASTM A761
SLOPE AS REQUIRED.



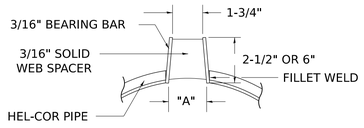
SECTION A-A



TOP VIEW

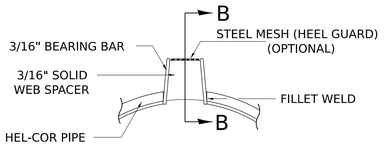


SIDE VIEW



SECTION A-A

STANDARD DETAIL



SECTION A-A

DETAIL WITH MESH

(TRAPEZOIDAL GALVANIZED GRATE SHOWN)

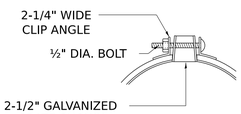
STANDARD SIZES						
GAGE OF PIPE	DIAMETER OF PIPE					
	12"	15"	18"	24"	30"	36"
16	X	X	X	X	X	X
14	X	X	X	X	X	X
12	N.A.	N.A.	N.A.	N.A.	X	X

GRATE TYPE		"A"
VERT	2-1/2"	1-3/4"
VERT	6"	1-3/4"
TRAP	2-1/2"	2-1/4"
TRAP	6"	3"

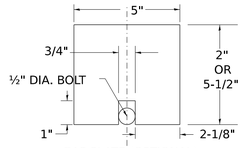
VERT = VERTICAL
TRAP = TRAPIZOIDAL

SLOTTED DRAIN NOTES

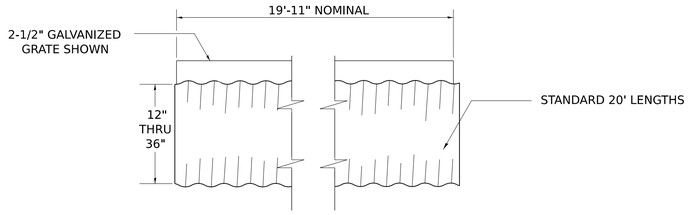
1. GRATING IS AVAILABLE IN DEPTHS OF 2-1/2" AND 6".
2. VERTICAL GRATING (STRAIGHT SIDES) WITH VERTICAL SPACERS IS ALSO AVAILABLE.
3. FOR 6" VERTICAL & TRAPIZOIDAL REQUIREMENTS, THE SLOTTED DRAIN BAND MAY BE FURNISHED WITH THE 4" TECHCO BAND ANGLE.
4. DIMENSIONS ARE SUBJECT TO MANUFACTURING TOLERANCES.
5. DIMENSIONS FOR H_1 AND H_2 AS REQUIRED.
6. H_1 AND H_2 MEASURED FROM TOP OF GRATE TO BOTTOM OF GRATE.



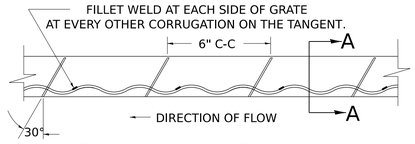
END VIEW



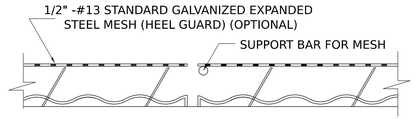
GAP PLATE (OPTIONAL)
MAY BE PLACED DIRECTLY OVER BAND BOLT TO PROVIDE CONTINUOUS FORM FOR GROUTING.



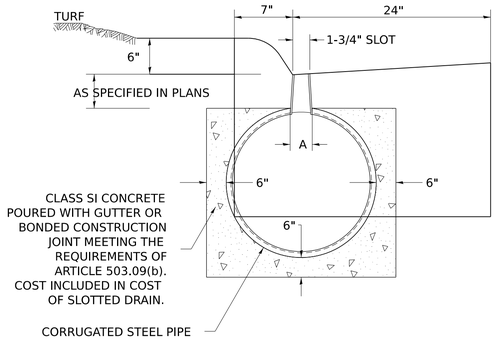
TYPICAL PIPE SECTION



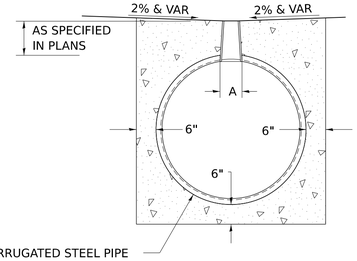
GRATE WELDING DETAIL



SECTION B-B



DETAIL FOR CURB & GUTTER



DETAIL FOR CROSSOVERS, DRIVEWAYS, OR PARKING LOTS

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

GENERAL

Class SI Concrete shall be used throughout.
This specification covers Slottted Drain used for the removal of water as shown on the plans.
The Slotted Drain shall be Corrugated Pipe Culvert with Integral Slotted Drains.
Before placing the concrete adjacent to the pipe, the slot shall be covered by either thin, flat metal sheeting or by a board notched to fit over the grate bars. This covering must fit closely in the slot to prevent entry of concrete into the pipe. Paving over the slotted drain will then be one continuous operation over the protected drain. The protection for the drain slot shall then be removed. The pipe shall drain into the side of the inlet. The opening where the slot is removed shall be covered to prevent concrete from entering the pipe.
The Corrugated Steel Pipe used in the Slotted Drain shall meet the requirements of AASHTO M36/ASTM A760.
The CMP shall be ALUMINIZED STEEL Type 2.
The diameter shall be as shown on the plans.
Steel grating shall meet the galvanizing requirements of AASHTO M111.
This work will be paid for at the contract unit price per foot for SLOTTED DRAIN of the pipe diameter specified WITH VARIABLE SLOT,or SLOTTED DRAIN, of the pipe diameter specified, WITH 6" SLOT, and shall include concrete and grating for depth specified on plans.
Use approved end cap to prevent concrete entry into the pipe during gutter construction on the upstream end of the pipe.

CONNECTIONS

The Corrugated Steel Pipe shall have a minimum of two rerolled annular ends.
The Slotted Drain bands shall be modified HUGGER Bands to secure the pipe and prevent infiltration of the backfill.
When the Slotted Drain is banded together, the adjacent grates shall have a maximum 3" gap.

GRATES

The grates shall be manufactured from ASTM A670, Grade 36 steel. The spacers and bearing bars (sides) shall be 3/16 " material ±0.008".
The spacers shall be on 6" centers and welded on both sides to each bearing bar (sides) with four (4) 1- 1/4 " long 3/16 " fillet welds on each side of the bearing bar.
The plate extender shall be 7 gage steel meeting ASTM A761.
The engineer may call for tensile strength tests on the grate if the grate is not in compliance with the above spacer specifications. If tensile strength tests are called for, minimum results for an in-place spacer pulled perpendicular to the bearing bar shall be:
T= 12,000 pounds for 2- 1/2 " grate
T= 15,000 pounds for 6" grate

GALVANIZING

The grate and plate extenders shall be galvanized in accordance with ASTM A123 except with a 2 oz. galvanized coating.

GRATE ATTACHED TO CSP

The grate shall be fillet welded with a minimum weld 1" long to the CSP on each side of the grate at every other corrugation.

TOLERANCES - FINISHED SLOTTED DRAIN - 20' LENGTHS

Vertical Bow= ± 3/8 "
Horizontal Bow= ± 5/8 "
Twist= ± 1/2 "

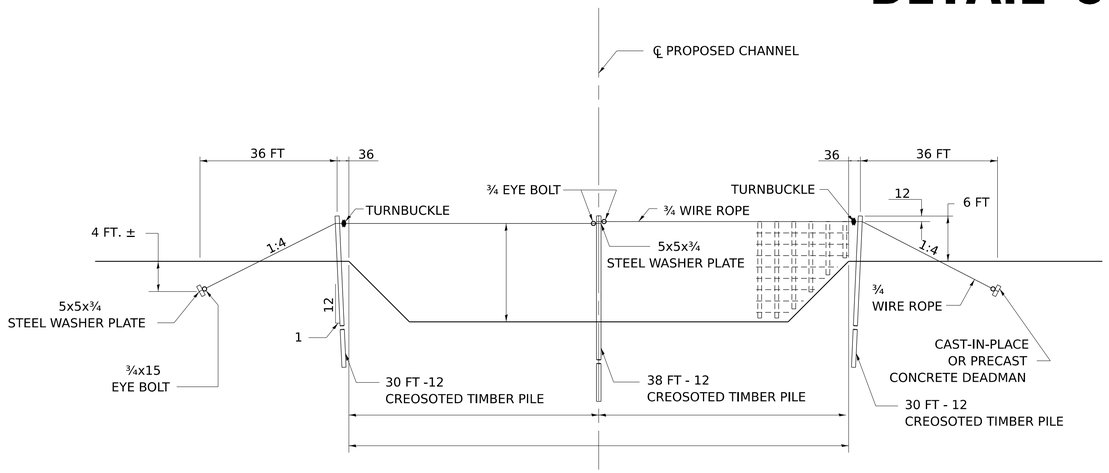
MODEL: 68p11
FILE NAME: DISTRICT 2 STANDARD

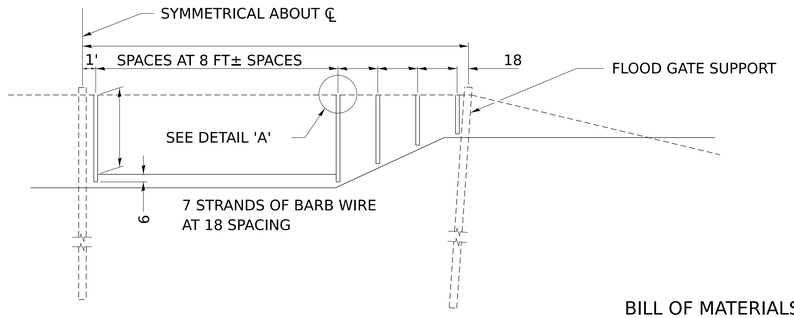
USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	1-05-16	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD
	DRAWN -	REVISED -	6-27-14		
	CHECKED -	REVISED -	10-18-11		
PLOT DATE = 4/17/2025	DATE -	REVISED -			

SCALE: | SHEET 56 OF SHEETS | STA. | TO STA.

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

DETAIL OF FLOOD GATE

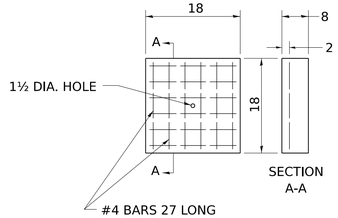




NOTE:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR

BILL OF MATERIALS

QUANTITY	UNIT	ITEM
	FT	2 x 4 TREATED LUMBER
	FT	GALVANIZED BARBED WIRE
	FT	SPECIAL STEEL CHANNEL SC 25, 2½ x 2½
	EACH	⅜ x 3 GALVANIZED STEEL BOLTS AND WASHERS
	EACH	⅜ x 2 GALVANIZED STEEL U-BOLTS
	EACH	GALVANIZED CABLE CLAMPS
	LBS	GALVANIZED FENCE STAPLES



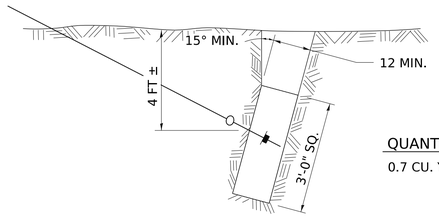
QUANTITIES FOR 2 DEADMEN

0.3 CU.YD CLASS SI CONCRETE
36 LBS REINFORCEMENT BARS

DETAIL OF PRECAST CONCRETE DEADMAN

BILL OF MATERIALS

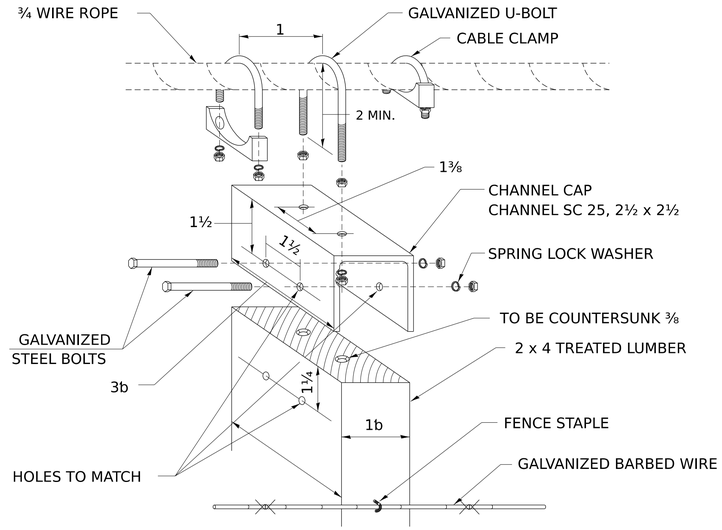
QUAN.	UNIT	ITEM
	FT	¾ DIA. GALVANIZED WIRE ROPE
	EACH	¾ DIA. x 15 GALVANIZED EYE BOLTS WITH NUTS AND WASHERS
	EACH	¾ DIA. GALVANIZED TURNBUCKLES
	EACH	¾ DIA. GALVANIZED CABLE CLAMPS
	EACH	5x5x¾ STEEL WASHER PLATES
	EACH	PRECAST CONCRETE DEADMEN OR CAST-IN-PLACE CONCRETE DEADMEN
	FT	12 CREOSOTED TIMBER PILE (INCLUDES FURNISHING AND DRIVING TIMBER PILE)



QUANTITIES FOR 2 DEADMEN

0.7 CU. YD. CLASS SI CONCRETE

DETAIL OF CAST-IN-PLACE CONCRETE DEADMAN



DETIAL 'A'

EXPLODED VIEW OF FLOOD GATE TO CABLE

NOTE:
PRECAST CONCRETE DEADMEN AND CAST-IN-PLACE CONCRETE DEADMEN SHALL BE CONSTRUCTED OF CLASS SI CONCRETE

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

MODEL: 71pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	8-09-12
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 57 OF SHEETS | STA. | TO STA.

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

40' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 55 MPH, WORK ZONE SPEED LIMIT 45 MPH)

TYPICAL SECTION

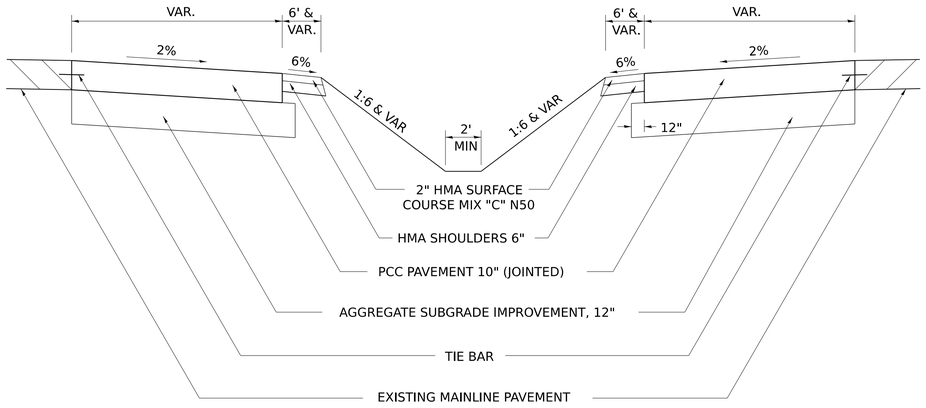
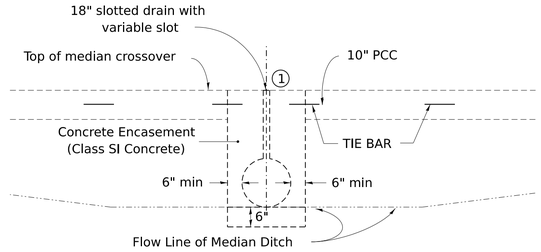
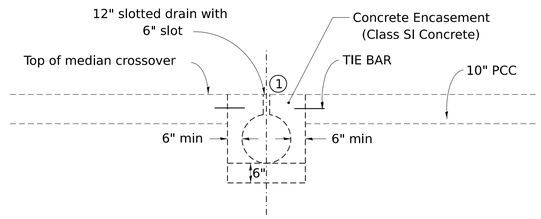


TABLE OF OFFSETS AND DROPS						
Distance feet from location station	0	60' (B)	75'	100'	125'	143.73' (C)
Offsets feet from inside edge of pavement	20' (℄)	18'	15.32'	11.37'	8.06'	6.00'
Drop feet from inside edge of pavement	0.0'	0.0'	0.0'	0.0'	0.0'	0.0'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(1340.88 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(1250.80 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(45.1 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(402.52 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

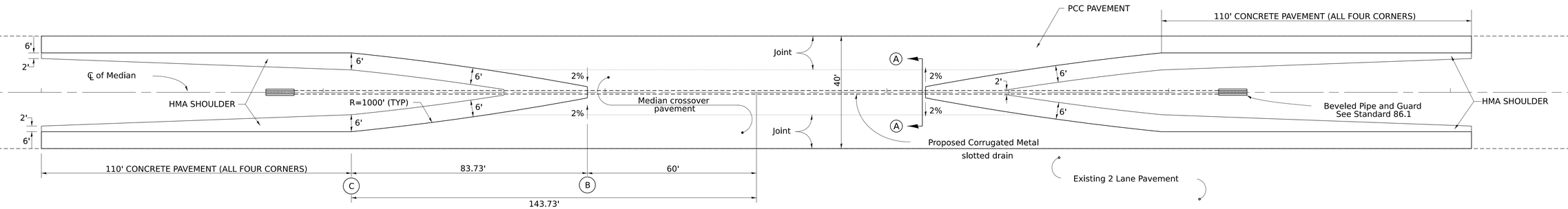
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 45mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (Jointed) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (Jointed).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 72pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	12-07-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 58 OF SHEETS | STA. | TO STA.

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

50' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 55 MPH, WORK ZONE SPEED LIMIT 45 MPH)

TYPICAL SECTION

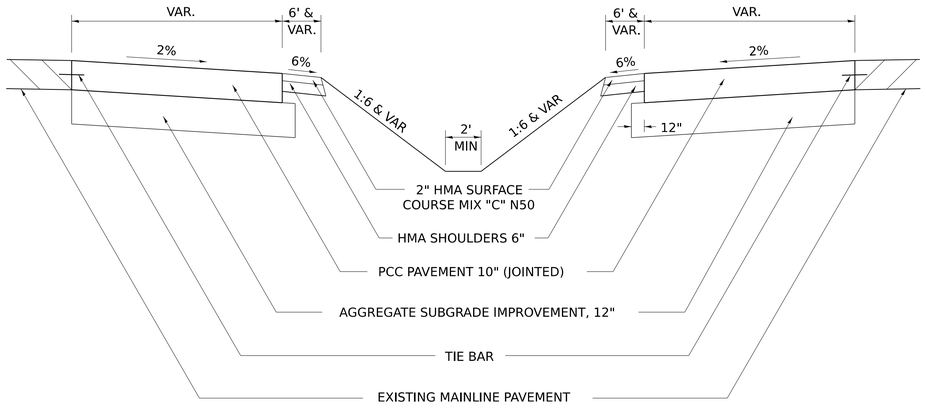
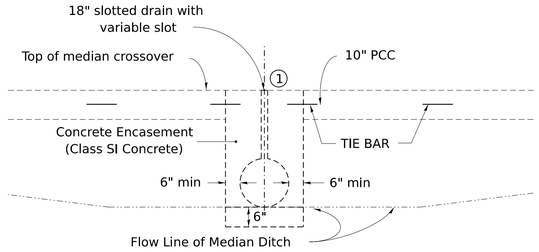
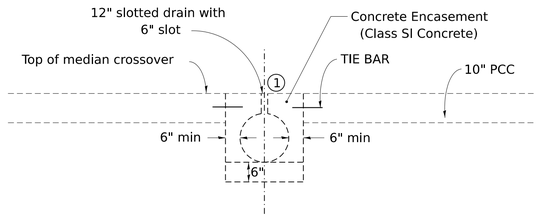


TABLE OF OFFSETS AND DROPS							
Distance feet from location station	0'	53' (B)	75'	100'	125'	150.00'	161.73' (C)
Offsets feet from inside edge of pavement	25' (℄)	23'	18.57'	14.14'	10.37'	7.25'	6.00'
Drop feet from inside edge of pavement	0.5'	0.46'	0.37'	0.28'	0.021'	0.15'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(1634.94 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(1533.52 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(52.9 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(472.79 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

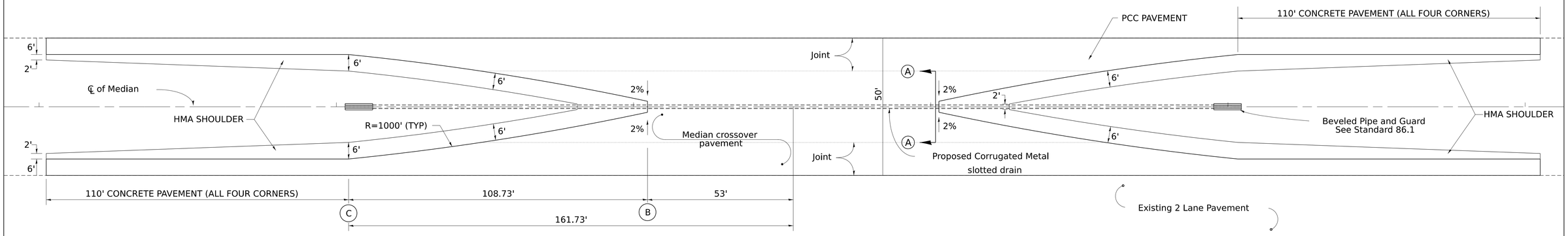
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 45mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (Jointed) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (Jointed).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 73pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	12-07-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 59 OF SHEETS | STA. | TO STA.

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

64' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 55 MPH, WORK ZONE SPEED LIMIT 45 MPH)

TYPICAL SECTION

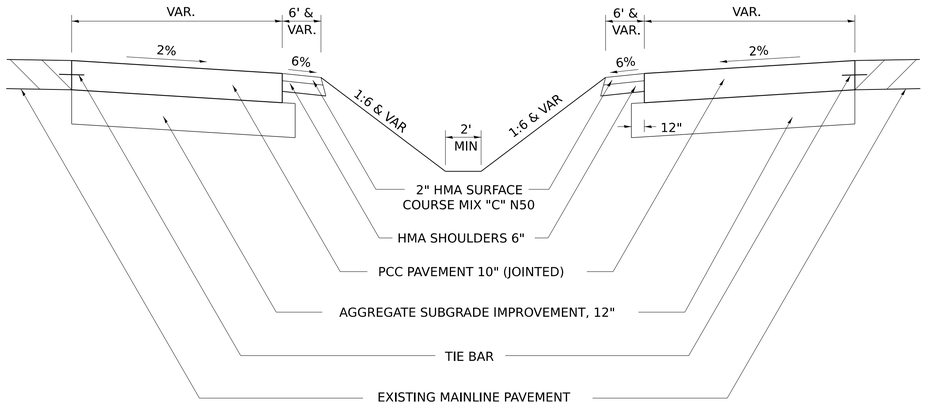
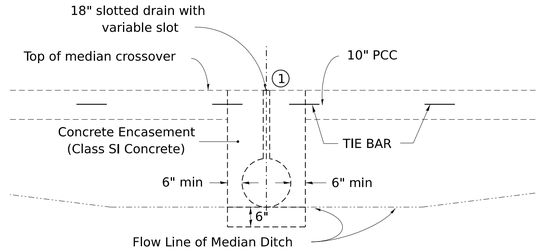
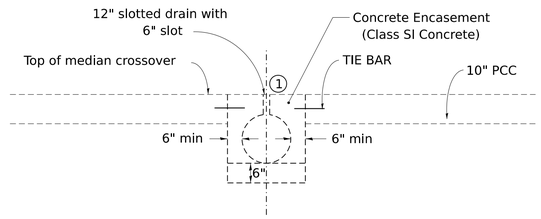


TABLE OF OFFSETS AND DROPS									
Distance feet from location station	0	46' (B)	50'	75'	100'	125'	150'	175'	185.20' (C)
Offsets feet from inside edge of pavement	32' (℄)	30'	29.02'	23.32'	18.28'	13.90'	10.17'	7.08'	6'
Drop feet from inside edge of pavement	0.64'	0.6'	0.58'	0.47'	0.37'	0.28'	0.20'	0.14'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



1 Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(2071.96 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(1956.64 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(62.5 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(558.24 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

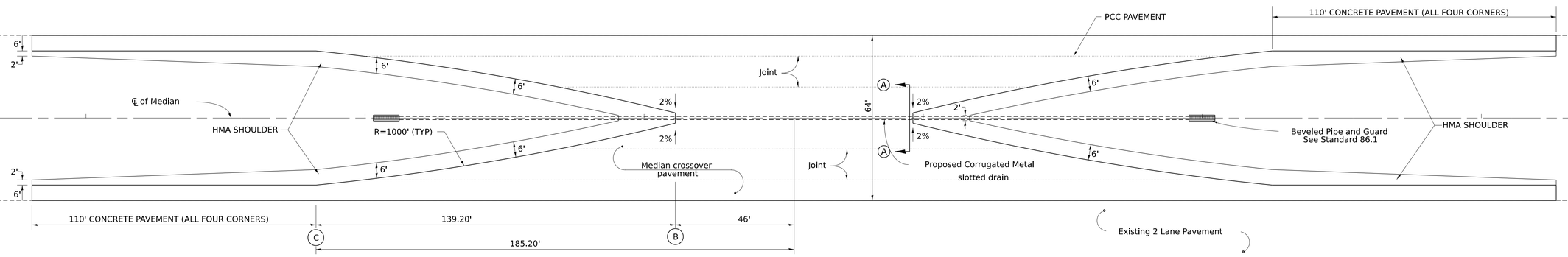
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 45mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 74pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	12-07-10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 60 OF SHEETS | STA. | TO STA.

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

40' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

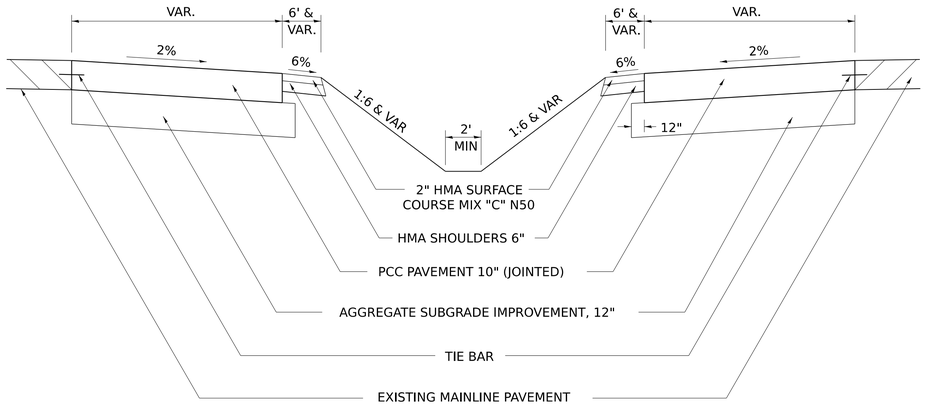
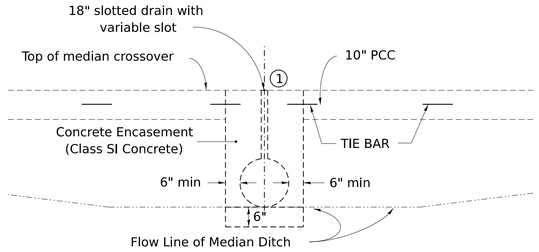
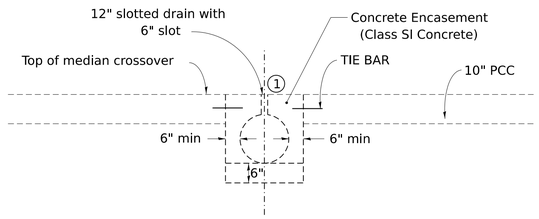


TABLE OF OFFSETS AND DROPS							
Distance feet from location station	0	77' (B)	100'	125'	150'	175'	183.23 (C)
Offsets feet from inside edge of pavement	20' (℄)	18'	14.79'	11.69'	8.98'	6.67'	6'
Drop feet from inside edge of pavement	0.4'	0.36'	0.3'	0.23'	0.18'	0.13'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(1709.35 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(1596.03 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(57.1 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(509.64 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

See District Standard 86.1 for details for the beveled pipe & guard.

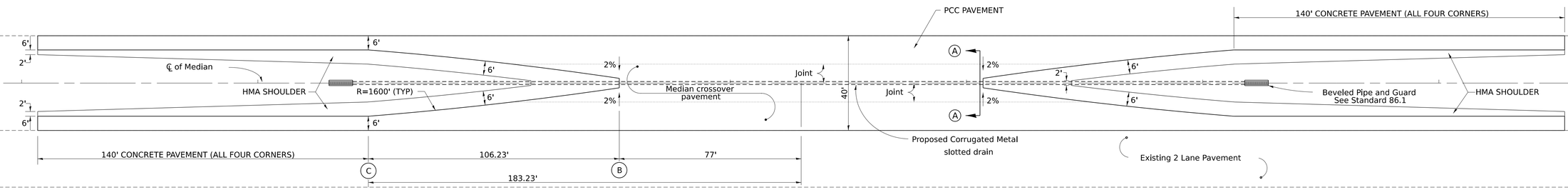
The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).

TYPICAL PLAN



Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 75pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 61 OF SHEETS | STA. | TO STA.

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

50' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

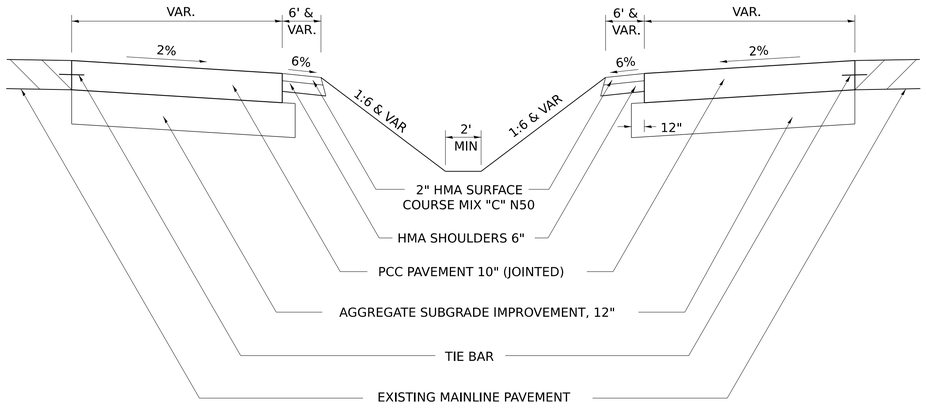
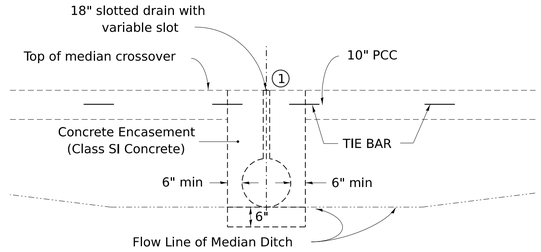
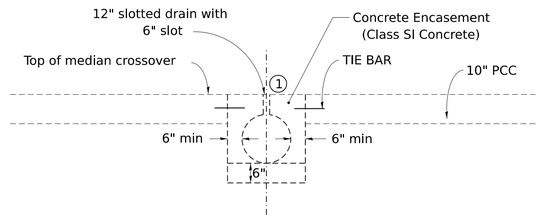


TABLE OF OFFSETS AND DROPS									
Distance feet from location station	0'	68' (B)	75'	100'	125'	150'	175'	200'	206.02' (C)
Offsets feet from inside edge of pavement	25' (℄)	23'	21.84'	17.97'	14.50'	11.43'	8.76'	6.49'	6'
Drop feet from inside edge of pavement	0.5'	0.46'	0.44'	0.36'	0.29'	0.23'	0.175'	0.13'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(2084.0 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(1956.55 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(67.1 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(598.67 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

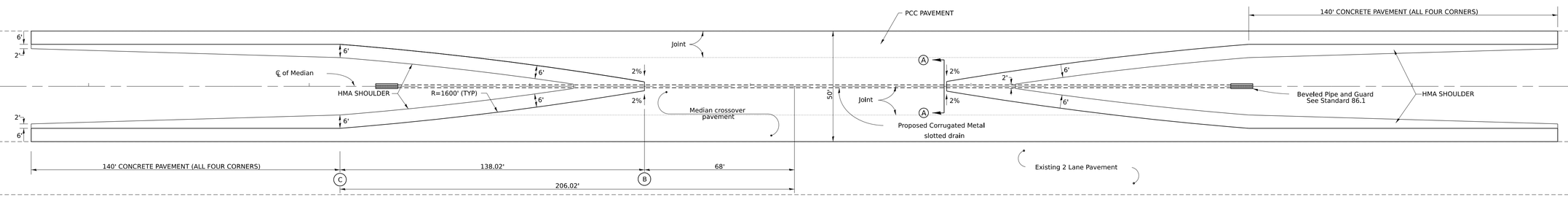
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 76pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 62 OF SHEETS | STA. | TO STA.

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

64' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

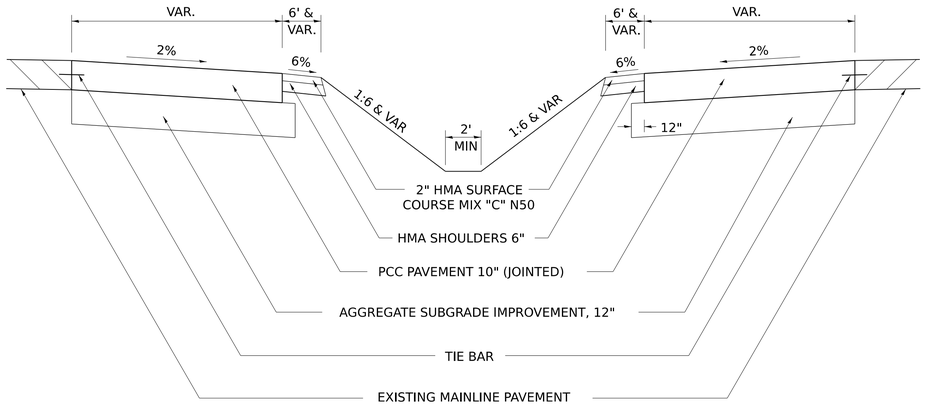
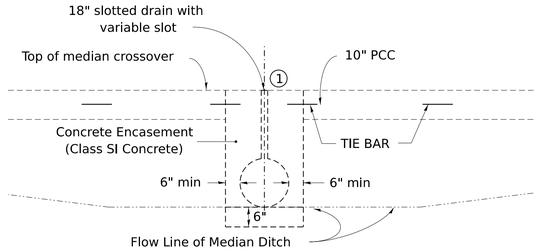
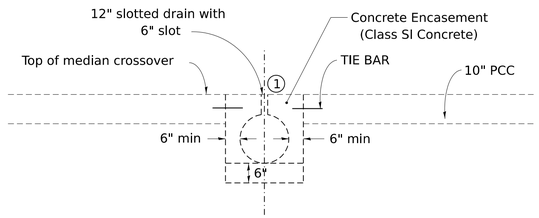


TABLE OF OFFSETS AND DROPS										
Distance feet from location station	0	60' (B)	75'	100'	125'	150'	175'	200'	225'	236.83' (C)
Offsets feet from inside edge of pavement	32' (℄)	30'	27.18'	22.80'	18.84'	15.27'	12.11	9.35'	6.98	6'
Drop feet from inside edge of pavement	0.64'	0.6'	0.54'	0.456'	0.377'	0.31'	0.24'	0.187'	0.139'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(2651.79 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(2509.74 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(79.2 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(707.03 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

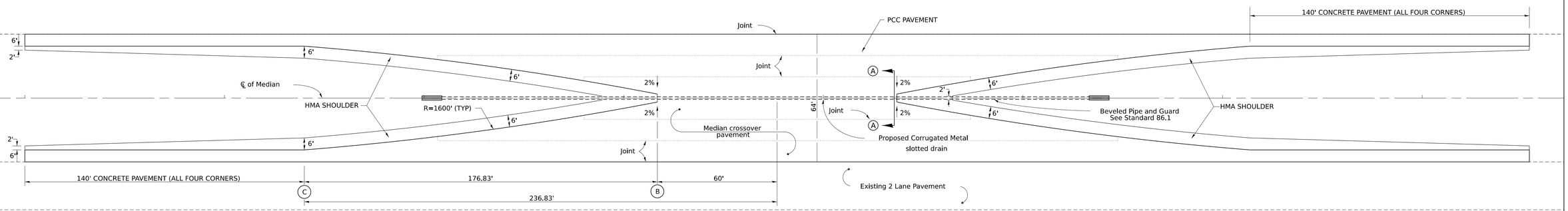
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 77pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 63 OF SHEETS | STA. | TO STA.

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

88' SINGLE LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

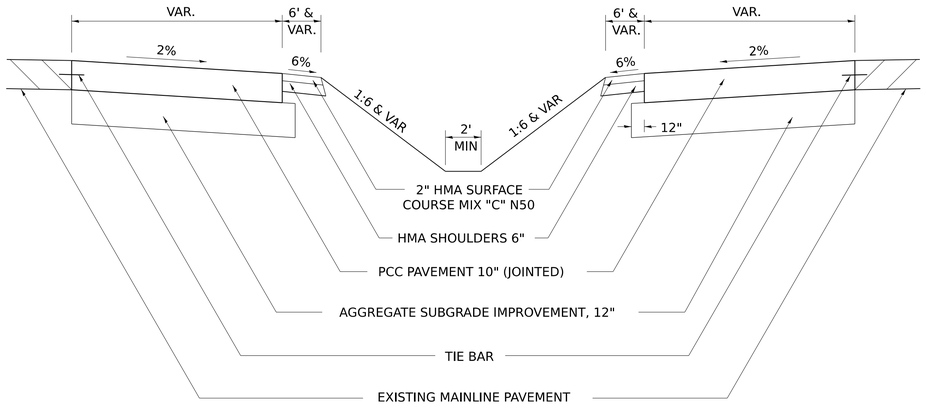
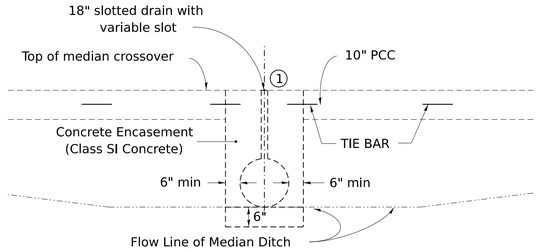
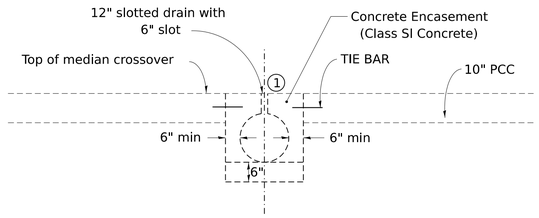


TABLE OF OFFSETS AND DROPS												
Distance feet from location station	0	50' (B)	75'	100'	125'	150'	175'	200'	225'	250'	275'	283.50' (C)
Offsets feet from inside edge of pavement	44' (℄)	42'	36.44'	31.30'	26.57'	22.25'	18.34'	14.83'	11.72'	9.01'	6.70'	6'
Drop feet from inside edge of pavement	0.88'	0.84'	0.73'	0.63'	0.53'	0.43'	0.37'	0.30'	0.23'	0.18'	0.13'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(3704.06 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(3535.98 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(96.79 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(864.23 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

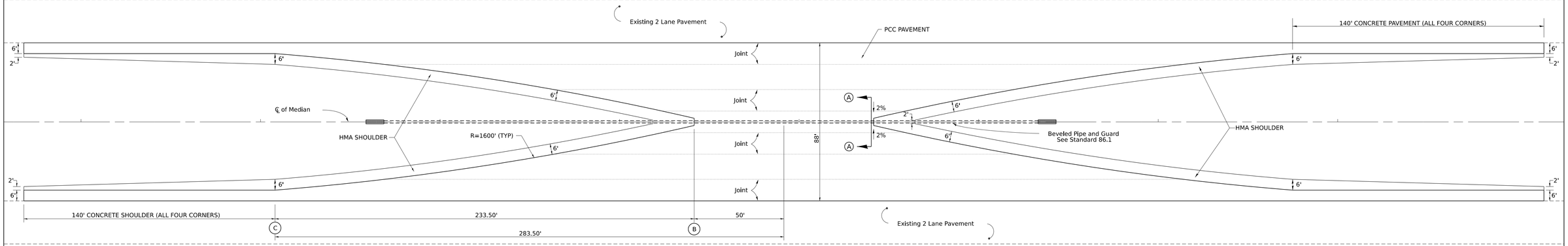
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 78pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 64 OF SHEETS | STA. | TO STA.

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

40' TWO LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 55 MPH, WORK ZONE SPEED LIMIT 45 MPH)

TYPICAL SECTION

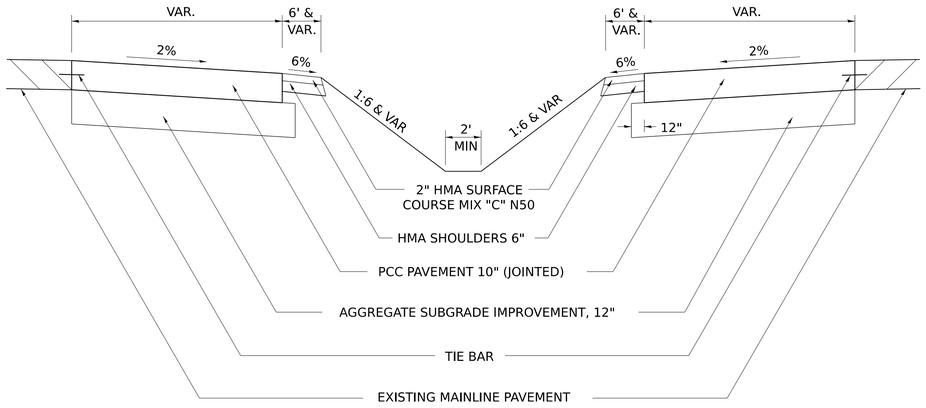
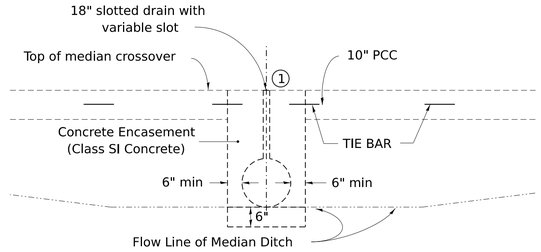
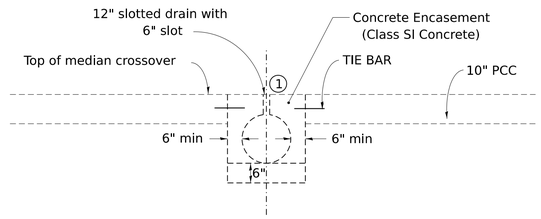


TABLE OF OFFSETS AND DROPS						
Distance feet from location station	0	76.95' (B)	100'	125'	150'	168.69' (C)
Offsets feet from inside edge of pavement	20' (℄)	18'	14.22'	10.70'	7.79'	6.00'
Drop feet from inside edge of pavement	0.4'	0.36'	0.28'	0.21'	0.16'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(1685.28 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(1572.43 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(57.28 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(511.45 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

See District Standard 86.1 for details for the beveled pipe & guard.

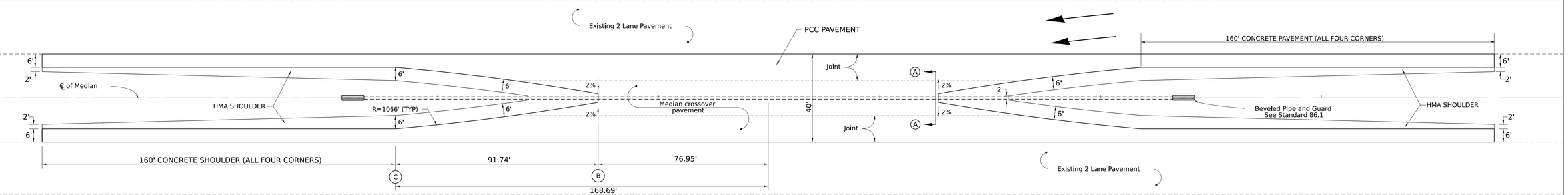
The crossover is designed using a 45mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).

TYPICAL PLAN



Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 79pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	4-04-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 65 OF SHEETS | STA. | TO STA.

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

50' TWO LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 55 MPH, WORK ZONE SPEED LIMIT 45 MPH)

TYPICAL SECTION

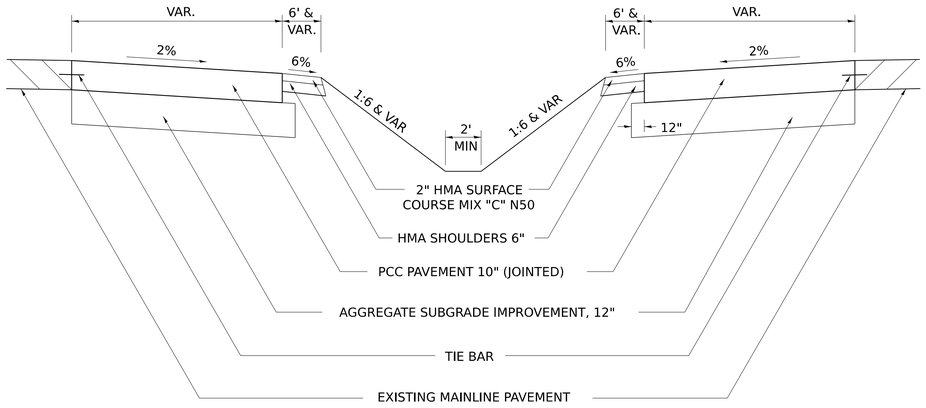
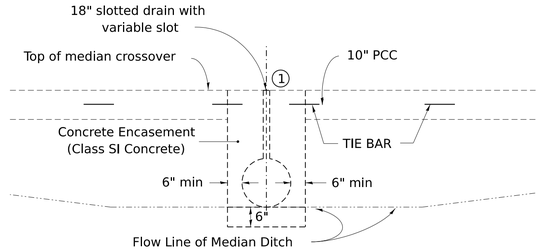
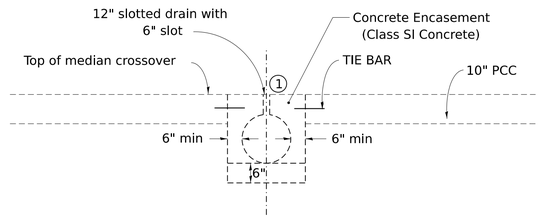


TABLE OF OFFSETS AND DROPS								
Distance feet from location station	0	69.72' (B)	75'	100'	125'	150'	175'	188.01' (C)
Offsets feet from inside edge of pavement	25' (℄)	23'	21.95'	17.35'	13.37'	9.99'	7.21'	6.00'
Drop feet from inside edge of pavement	0.5'	0.46'	0.44'	0.35'	0.27'	0.20'	0.14'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(2029.23 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(1904.29 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(65.64 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(586.07 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

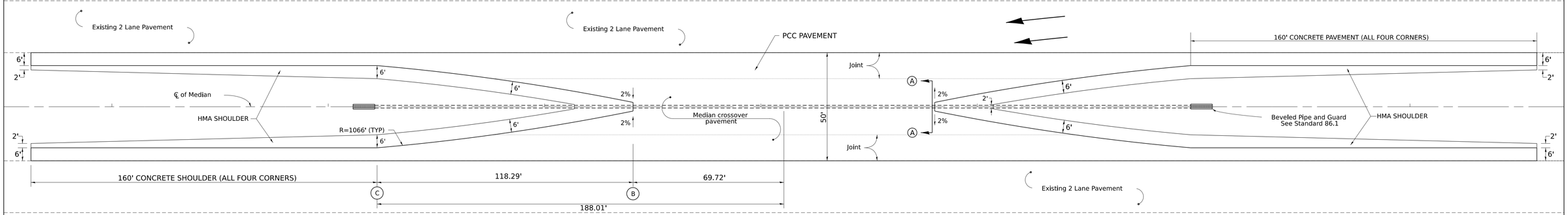
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 45mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 80pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	4-04-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 66 OF SHEETS | STA. | TO STA.

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

64' TWO LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 55 MPH, WORK ZONE SPEED LIMIT 45 MPH)

TYPICAL SECTION

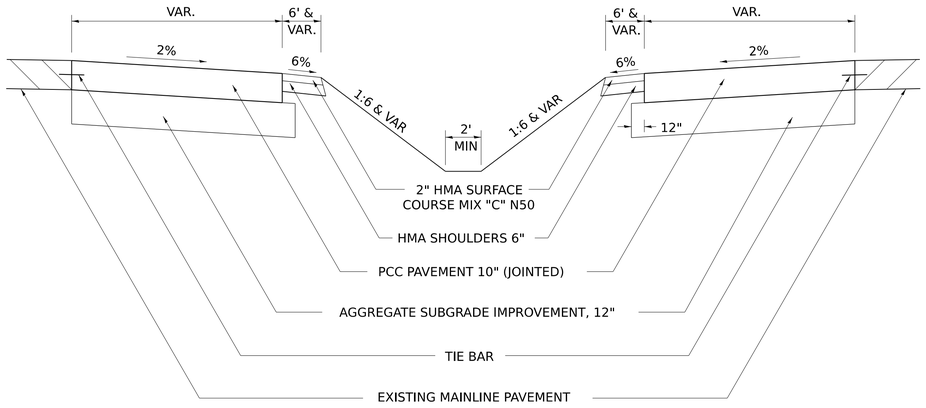
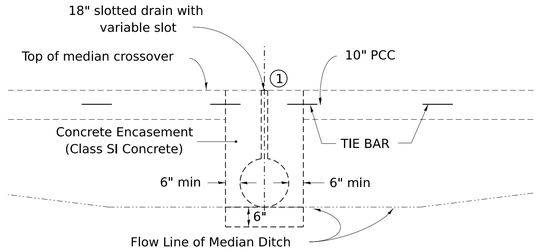
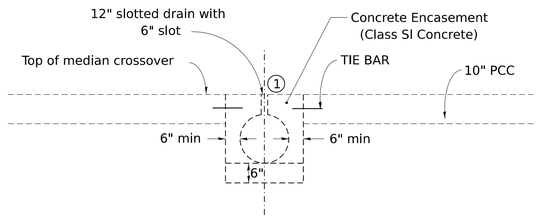


TABLE OF OFFSETS AND DROPS									
Distance feet from location station	0	62.41' (B)	75'	100'	125'	150'	175'	200'	212.87' (C)
Offsets feet from inside edge of pavement	32' (℄)	30'	27.14'	21.92'	17.33'	13.35'	9.97'	7.20'	6.00'
Drop feet from inside edge of pavement	0.64'	0.60'	0.54'	0.44'	0.35'	0.27'	0.20'	0.14'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



1 Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(2534.76 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(2394.89 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(75.73 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(676.15 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

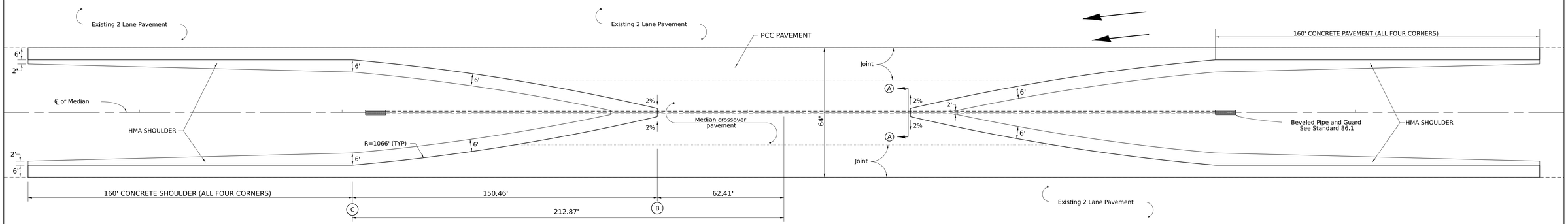
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 45mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 81pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	8-27-13
PLOT DATE = 4/17/2025	DATE -	REVISED -	4-04-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 67 OF SHEETS | STA. | TO STA.

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

40' TWO LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

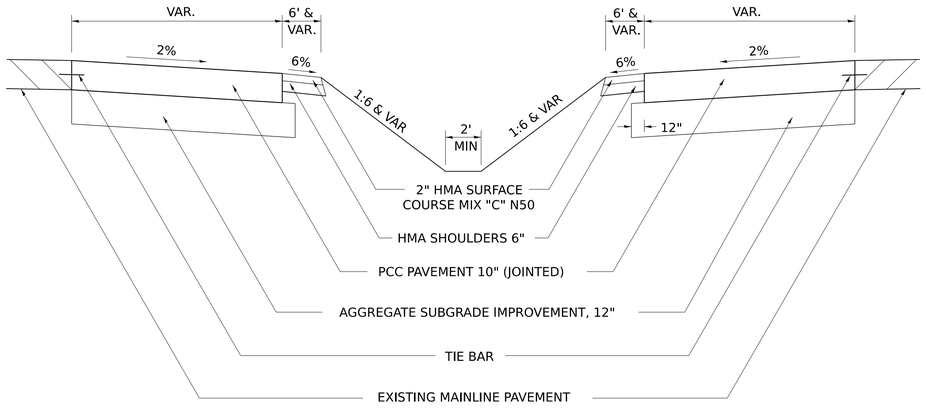
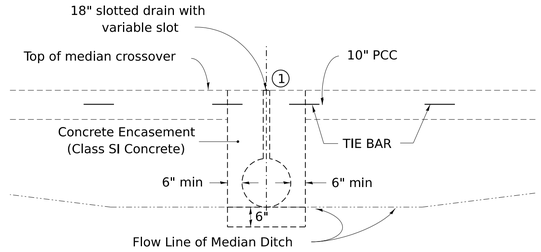
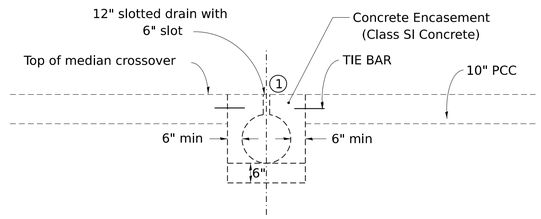


TABLE OF OFFSETS AND DROPS							
Distance feet from location station	0	100.33' (B)	125'	150'	175'	200'	220.57' (C)
Offsets feet from inside edge of pavement	20' (℄)	18'	14.88'	12.07'	9.60'	7.48'	6.00'
Drop feet from inside edge of pavement	0.40'	0.36'	0.30'	0.24'	0.19'	0.15'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(2142.56 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(2003.87 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(71.01 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(634.04 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

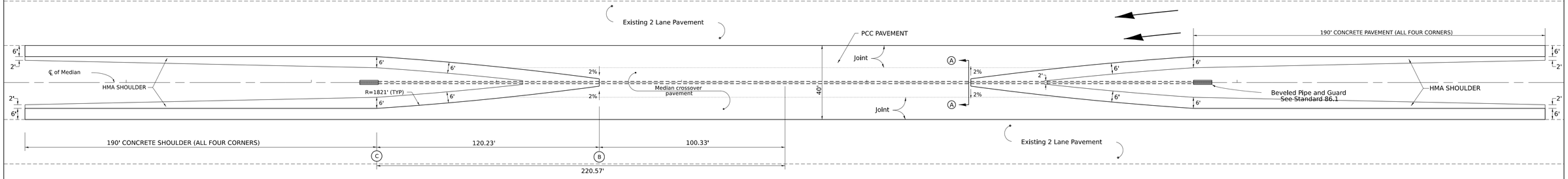
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 82pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 68 OF SHEETS | STA. | TO STA.

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

50' TWO LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

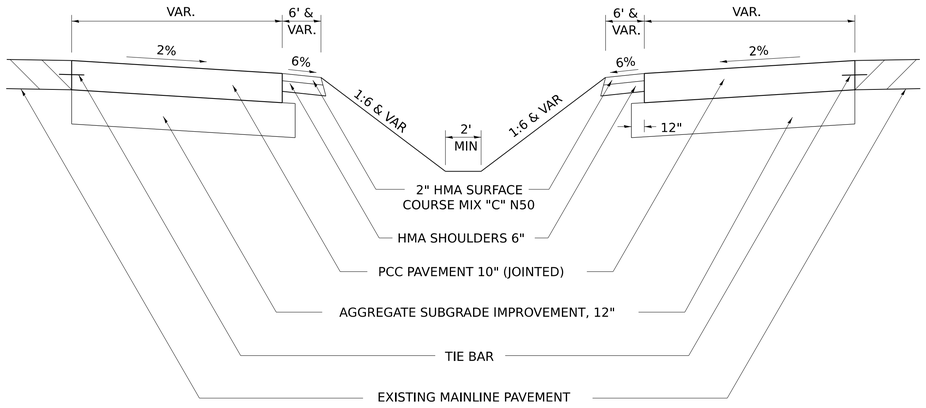
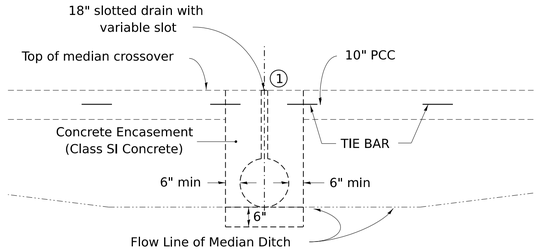
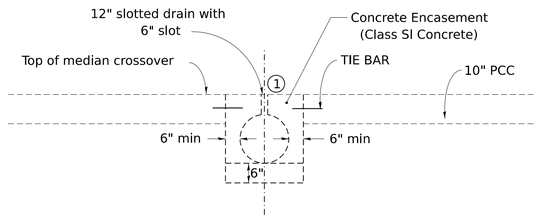


TABLE OF OFFSETS AND DROPS									
Distance feet from location station	0	90.88' (B)	100'	125'	150'	175'	200'	225'	246' (C)
Offsets feet from inside edge of pavement	25' (℄)	23'	21.63'	18.10'	14.93'	12.11'	9.64'	7.52'	6.00'
Drop feet from inside edge of pavement	0.50'	0.46'	0.43'	0.36'	0.30'	0.24'	0.19'	0.15'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(2593.23 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(2438.79 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(81.92 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(731.46 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

See District Standard 86.1 for details for the beveled pipe & guard.

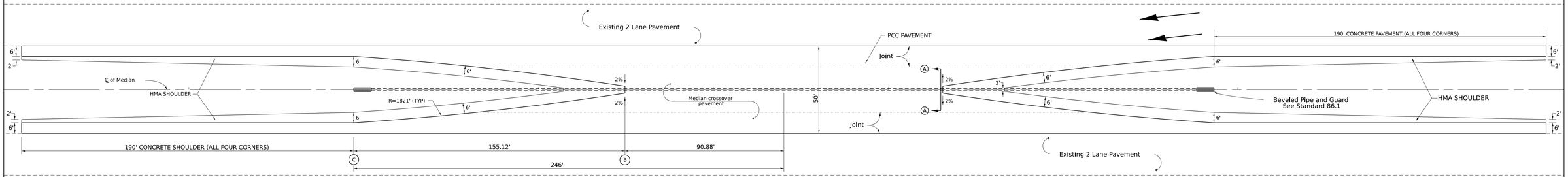
The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).

TYPICAL PLAN



Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 83pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 69 OF SHEETS | STA. | TO STA.

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

64' TWO LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

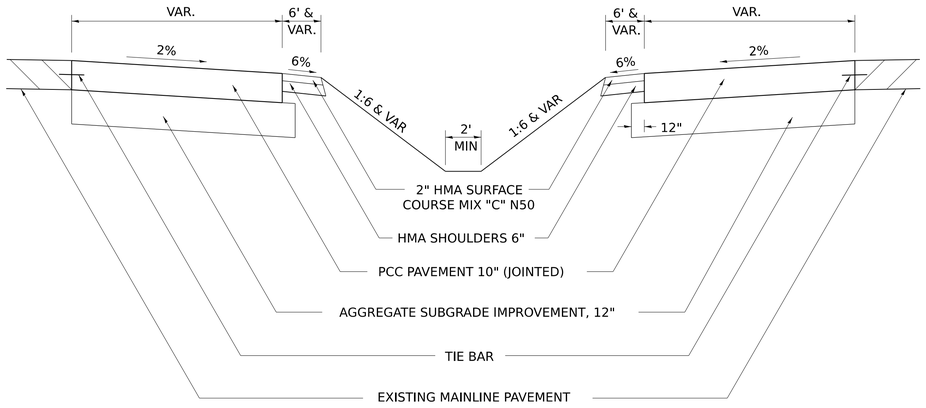
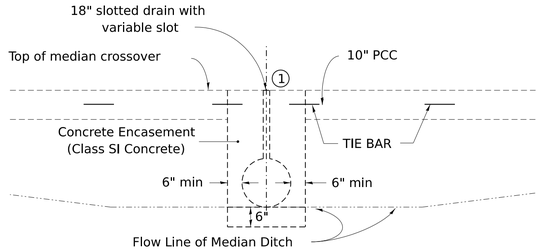
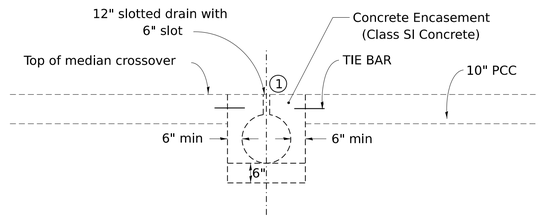


TABLE OF OFFSETS AND DROPS											
Distance feet from location station	0	81.32' (B)	100'	125'	150'	175'	200'	225'	250'	275'	278.80' (C)
Offsets feet from inside edge of pavement	32' (℄)	30'	26.79'	22.80'	19.16'	15.88'	12.95'	10.37'	8.14'	6.26'	6.00'
Drop feet from inside edge of pavement	0.64'	0.60'	0.54'	0.46'	0.38'	0.32'	0.26'	0.21'	0.16'	0.13'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



(1) Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(3256.59 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(3082.80 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(95.09 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(848.99 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

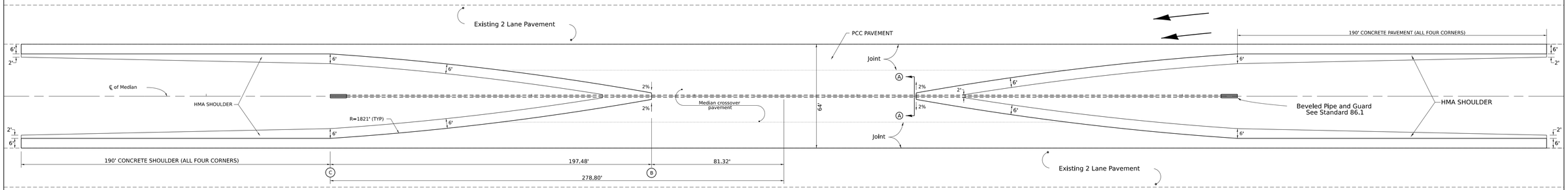
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (JOINTED) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (JOINTED).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 84pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 70 OF SHEETS | STA. | TO STA.

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

88' TWO LANE MEDIAN CROSSOVER

(POSTED SPEED LIMIT 65 MPH OR HIGHER, WORK ZONE SPEED LIMIT 55 MPH)

TYPICAL SECTION

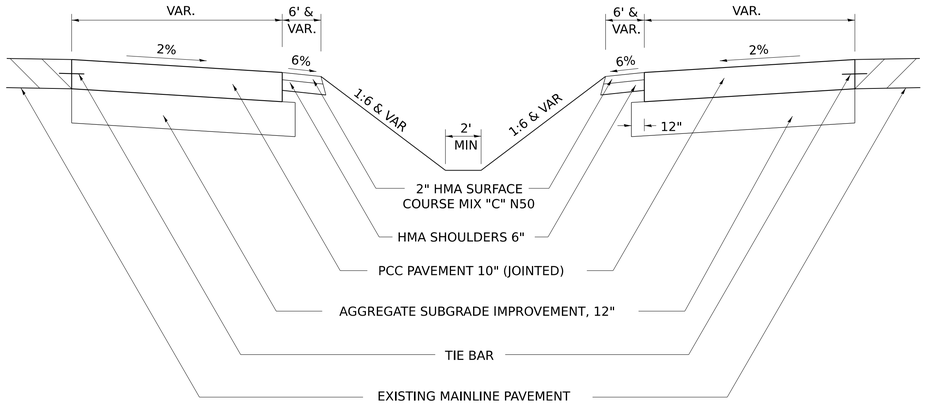
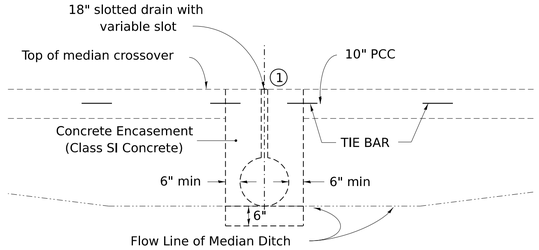
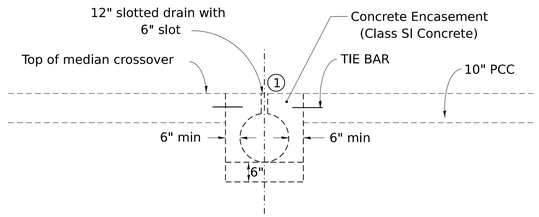


TABLE OF OFFSETS AND DROPS														
Distance feet from location station	0	70.29' (B)	75'	100'	125'	150'	175'	200'	225'	250'	275'	300'	325'	329.24' (C)
Offsets feet from inside edge of pavement	44' (℄)	42'	41.00'	35.93'	31.23'	26.86'	22.86'	19.22'	15.94'	13.00'	10.42'	8.18'	6.29'	6.00'
Drop feet from inside edge of pavement	0.88'	0.84'	0.82'	0.72'	0.62'	0.54'	0.46'	0.38'	0.32'	0.26'	0.21'	0.16'	0.13'	0.12'



SECTION A–A

(USE TO MAINTAIN MEDIAN DRAINAGE THROUGH THE CROSSOVER)



① Duct tape or wood blocks shall be used to cover slotted drain during construction of crossover paving

SECTION A–A

(WHEN CROSSOVER IS AT MEDIAN HIGH POINT)

GENERAL NOTES

Construction of median crossover shall conform to the requirement of current Standard Specifications.

Slotted drain shall be constructed of 14 or 16 gauge corrugated metal roadway pipe modified to accommodate slotted drain as shown.

Pavement, subbase, & shoulder quantities are:

(4481.22 Sq. Yds.)	AGGREGATE SUBGRADE IMPROVEMENT, 12"
(4279.37 Sq. Yds.)	P.C.C. PAVEMENT 10" (JOINTED)
(114.14 Tons)	2" HMA SURFACE COURSE, MIX "C", N50
(1019.14 Sq. Yds.)	HMA SHOULDERS 6"

Elbows and Caps shall be considered included to the SLOTTED DRAIN 12" WITH 6" SLOT.

See District Standard 61.2 or 68.1 for details for the slotted drain.

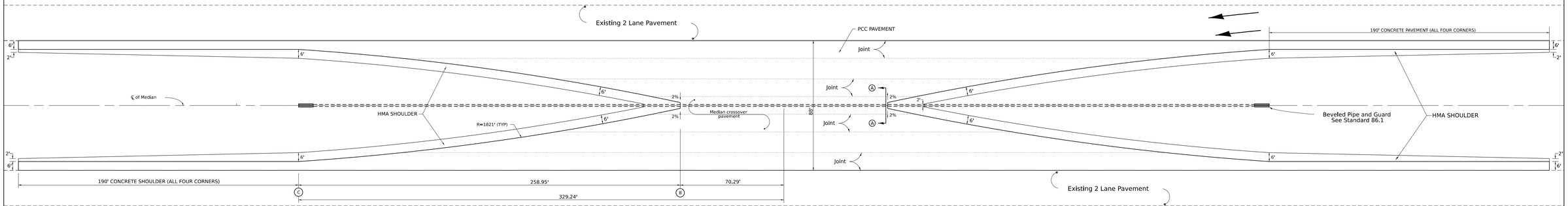
See District Standard 86.1 for details for the beveled pipe & guard.

The crossover is designed using a 55mph design speed.

The end of the pipe guard shall be set where a minimum 1:4 front slope can be constructed from each side of pipe guard to the HMA shoulder.

The PCC Pavement 10" (Jointed) shall be constructed according to Section 420 of the Standard Specifications and Highway Standards 420001, 420101, & 420106

The PCC Pavement 10" (Jointed) shall be tied to adjacent existing concrete pavement and the concrete encasement for the slotted drain. The tie bars shall be No.6 bars 24" long @ 30" cts, and installed according to the applicable portions of Article 420.05(b) of the Standard Specifications. The cost of the bars to be included in the cost of the PCC Pavement 10" (Jointed).



TYPICAL PLAN

Unless otherwise specified, when the median crossover is to be removed, the Contractor shall be required to saw full-depth along the shoulder line 6'from edge of pavement. The 6' adjacent to the edge of pavement shall remain in place and be used as shoulders. The cost of Sawing shall be included in the Pavement Removal.

Longitudinaljoints shall be sawed at a max 12' width. All joints shall be sealed.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL

MODEL: 85pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED -	2-26-19
	DRAWN -	REVISED -	1-05-16
	CHECKED -	REVISED -	6-27-14
PLOT DATE = 4/17/2025	DATE -	REVISED -	8-27-13

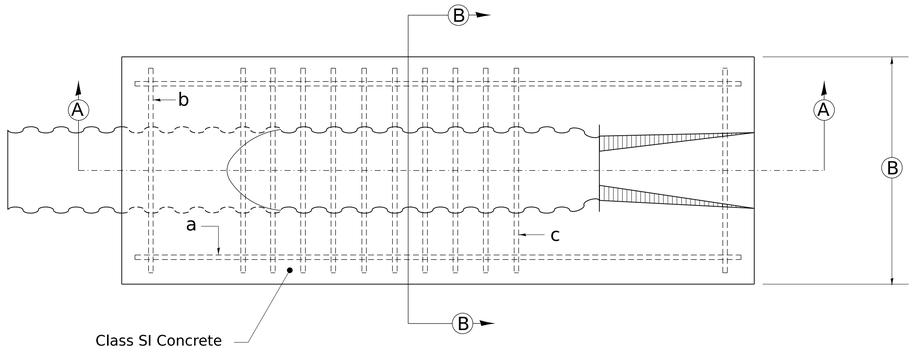
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 71 OF SHEETS | STA. | TO STA.

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

BEVELED PIPE & GUARD DETAIL FOR MEDIAN CROSSOVER



PLAN VIEW

12 PIPE REINFORCING SCHEDULE			
Mark Req'd	Bar Size	Length	No.
a	5	110	2
b	5	32	2
c	8	34	10

18 PIPE REINFORCING SCHEDULE			
Mark Req'd	Bar Size	Length	No.
a	5	162	2
b	5	38	2
c	8	40	18

GENERAL NOTES:

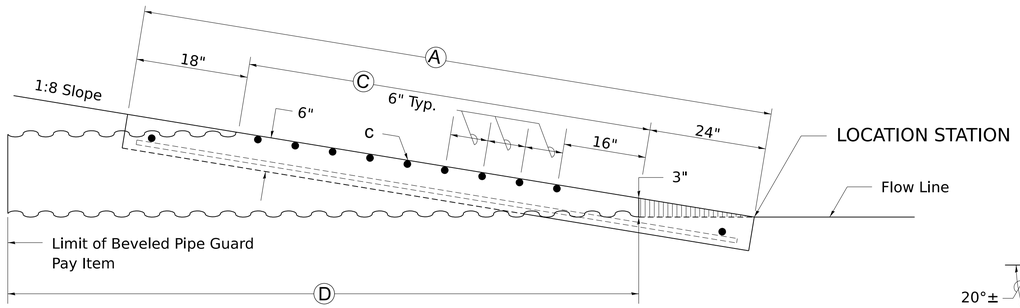
Details shown hereon are for the construction of beveled pipe and guard. Alternate designs, methods of construction or materials may be submitted to the Engineer for approval. All methods of construction and materials involved shall conform to current Standard Specifications.

Reinforcing steel used in construction of "Beveled Pipe and Guard" shall be deformed bars meeting the requirements of Article 1006.10 of the Standard Specifications. All steel bars shall be hot-dip galvanized in accordance with ASTM A 123 specifications.

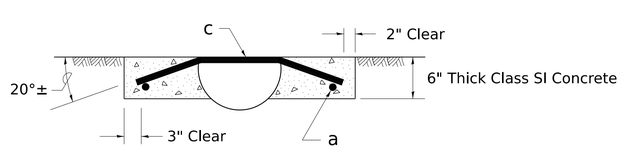
Concrete used in construction of the beveled pipe and guard shall be Class "SI" Concrete.

The corrugated metal pipe shall be cut to fit the 1:8 foreslope. Slots shall be cut into the C.M.P. for placement of the 'b' and 'c' bars. After the foreslope has been placed, the 'b' and 'c' bars shall be fitted into the slots cut in the C.M.P. so they will be in proper position when the concrete collar is poured.

This work shall be paid for at the contract unit price per Each for "Beveled Pipe and Guard", as shown hereon and as directed by the Engineer.



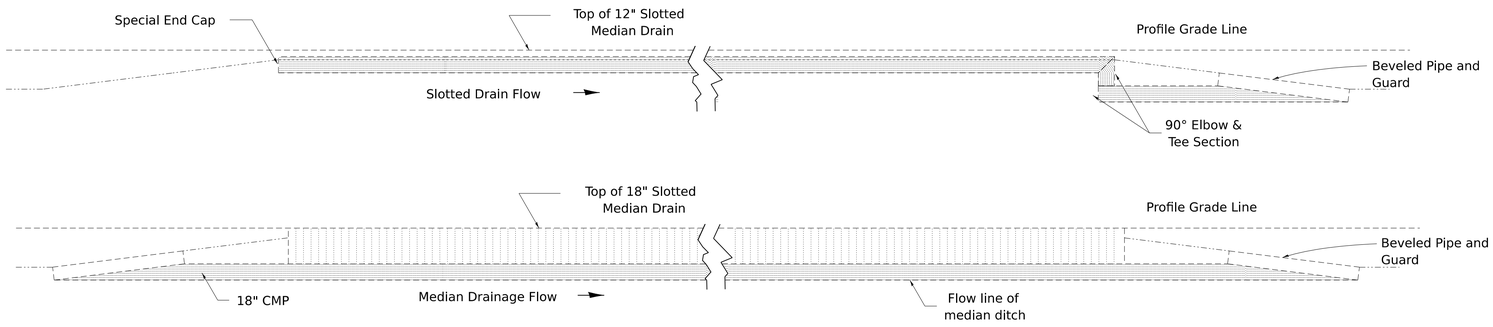
SECTION A-A



SECTION B-B

TABLE OF DIMENSIONS				
PIPE SIZE	A	B	C	D
12	9'-6'	36	6'	10'
18	13'-10"	42	10'-4"	14'-10"

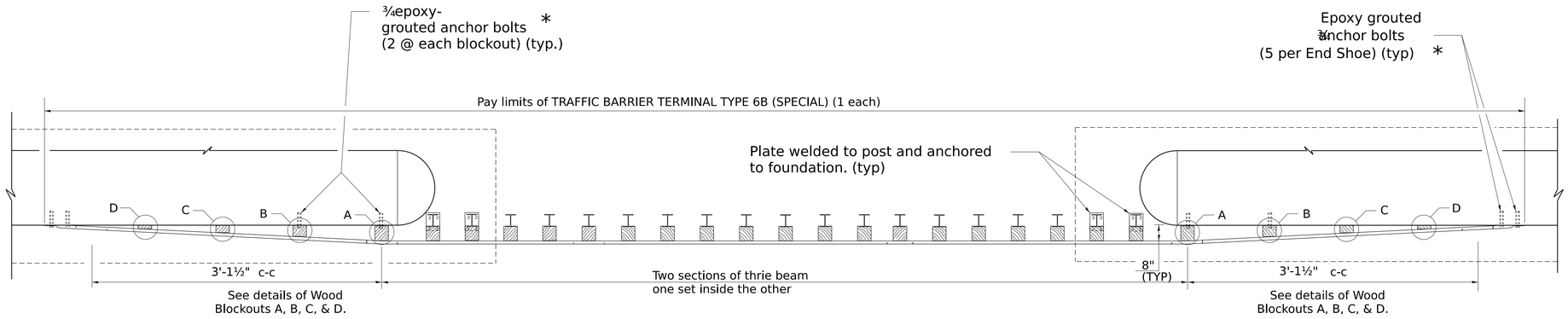
TYPICAL SECTION THRU CENTERLINE OF MEDIAN CROSSOVER



ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

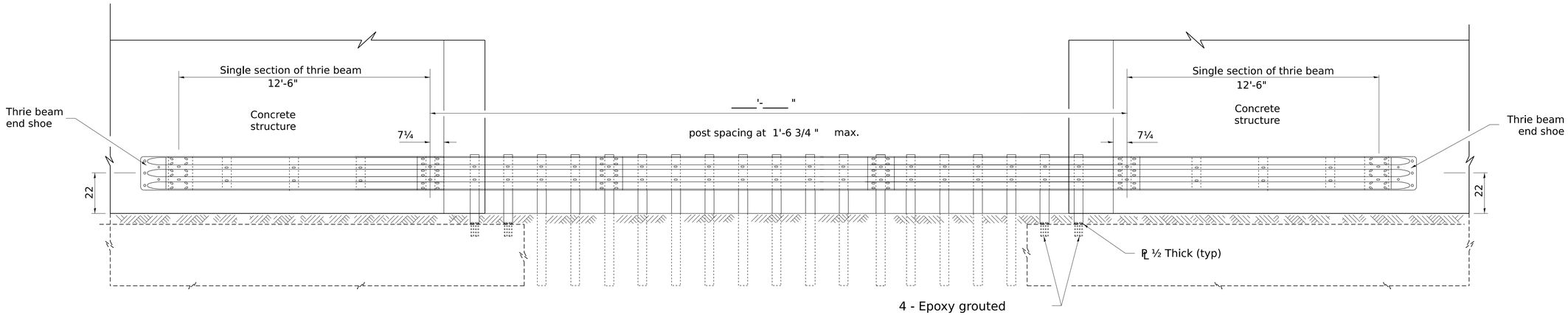
MODEL: 86pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 5-27-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED -			
	CHECKED -	REVISED -		SCALE: SHEET 72 OF SHEETS STA. TO STA.	CONTRACT NO.
PLOT DATE = 4/17/2025	DATE -	REVISED -			ILLINOIS / FED. AID PROJECT



PLAN

* With standard washers. After tightening, cut the anchor bolts flush with the nuts and damage the nuts to prevent them from loosing.



ELEVATION

GENERAL NOTES

This work shall be done according to Section 631 of the Standard Specifications and this detail.

See Standard 630001 for details of guardrail not shown.

Thrie beam rail shall be bolted to block-out at all posts.

Posts located above pier foundation shall have plate attached to post and anchored to foundaton.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

All dimensions are in inches unless otherwise shown.

The Traffic barrier Terminal, Type 6B (Special) will be measured for payment, complete in place, in units of each.

This work shall be paid for at the contract unit price per each for TRAFFIC BARRIER TERMINAL, TYPE 6B (SPECIAL).

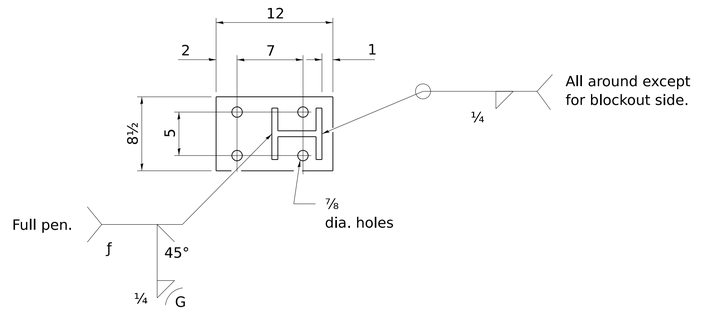


PLATE DETAIL

MODEL: 90pt1_sheet1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 10-18-11	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

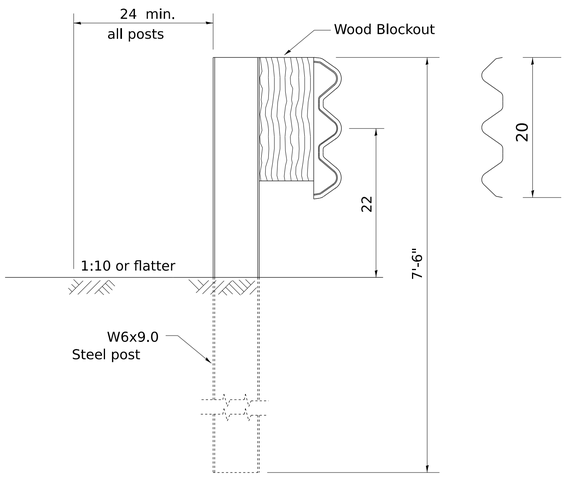
REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 73 OF SHEETS | STA. | TO STA.

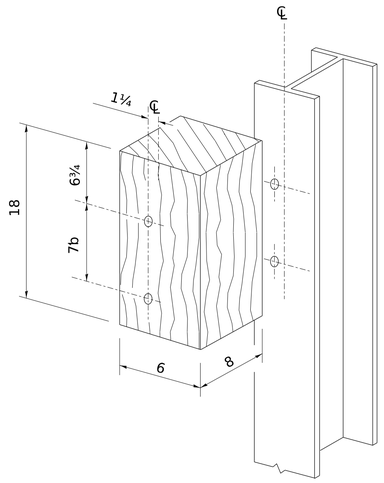
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC BARRIER TERMINAL, TYPE 6B (SPECIAL) SHEET 1 OF 2 **90.1**

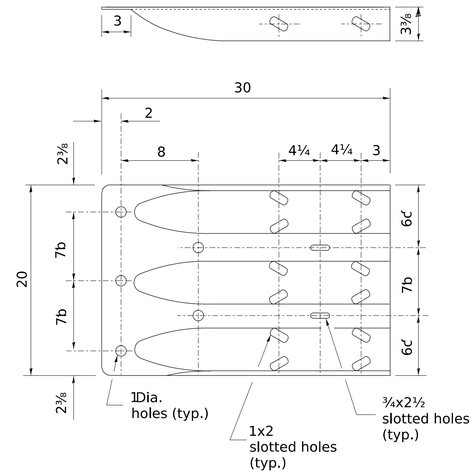
TRAFFIC BARRIER TERMINAL, TYPE 6B (SPECIAL)



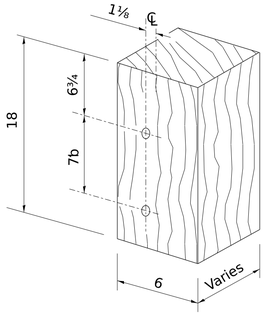
SECTION A-A



WOOD BLOCKOUT DETAIL

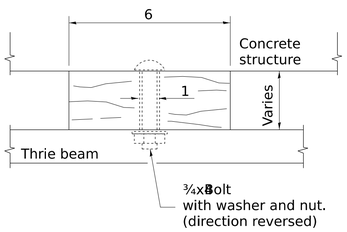


THRIE BEAM END SHOE DETAIL

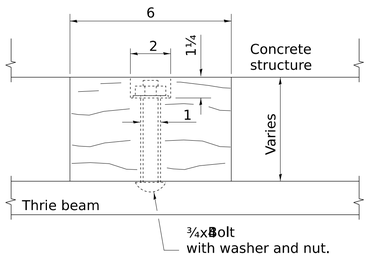


MODIFIED THICKNESS DETAIL

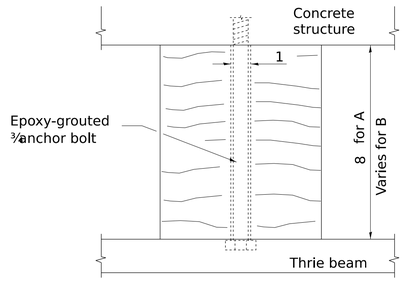
WOOD BLOCKOUTS A, B, C, & D



WOOD BLOCKOUT D



WOOD BLOCKOUT C



WOOD BLOCKOUT A & B

MODEL: 90pt1_sheet2
FILE NAME: DISTRICT 2 STANDARD

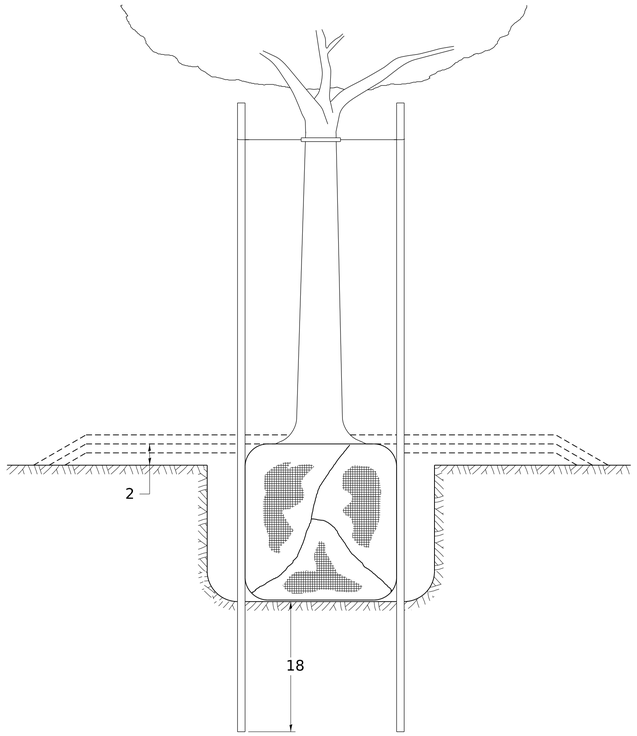
USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 10-18-11	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 74 OF SHEETS | STA. | TO STA.

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

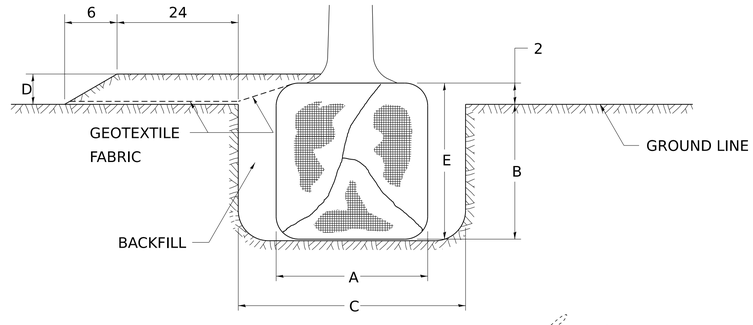
DETAILS OF PLANTING AND BRACING TREES

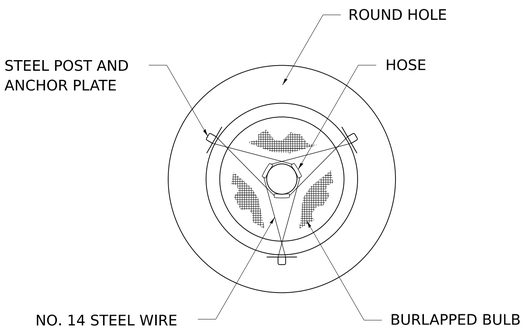


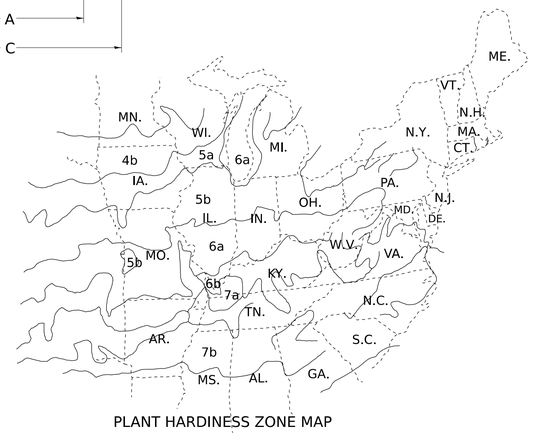
TREES SMALLER THAN 4½ IN DIAMETER

SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
5'-6'	16	10	30	4	12	0.54
5'-6' BB	16	10	30	4	12	0.54
6'-7' BB	18	12	30	4	14	0.54
7'-8' BB	20	11	30	4	13	0.54
8'-10' BB	24	14	36	4	16	0.61
10'-12' BB	26	15	36	4	17	0.61

LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER CU. YDS.
0-2	20	11	36	4	13	0.61
2-2½ BB	24	14	48	4	16	0.78
2½-3 BB	28	17	48	4	19	0.78
3-3½ BB	32	17	60	4	19	0.96
3½-4 BB	36	20	60	4	22	0.96
4-4½ BB	40	22	72	4	24	1.16
4½-5 BB	44	24	72	4	26	1.16
5-5½ BB	48	27	84	4	29	1.38

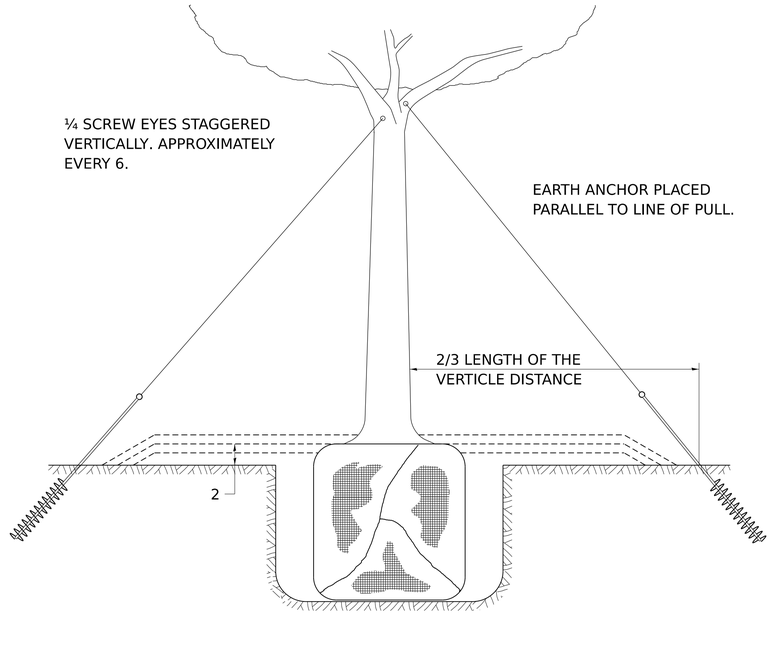




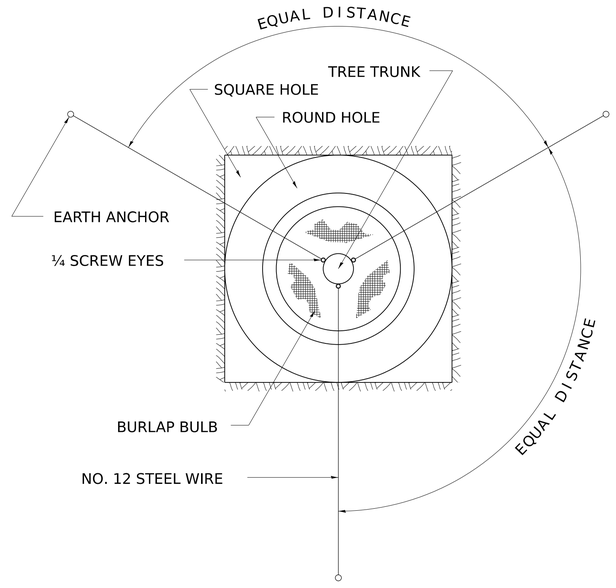


PLANT HARDINESS ZONE MAP

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



TREES OVER 4½ IN DIAMETER



ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

MODEL: 92pt1
FILE NAME: DISTRICT 2 STANDARD

USER NAME = IDOT / DISTRICT 2	DESIGNED -	REVISED - 10-18-11	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 4/17/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

SCALE: | SHEET 75 OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.

CONTRACT NO.

ILLINOIS | FED. AID PROJECT