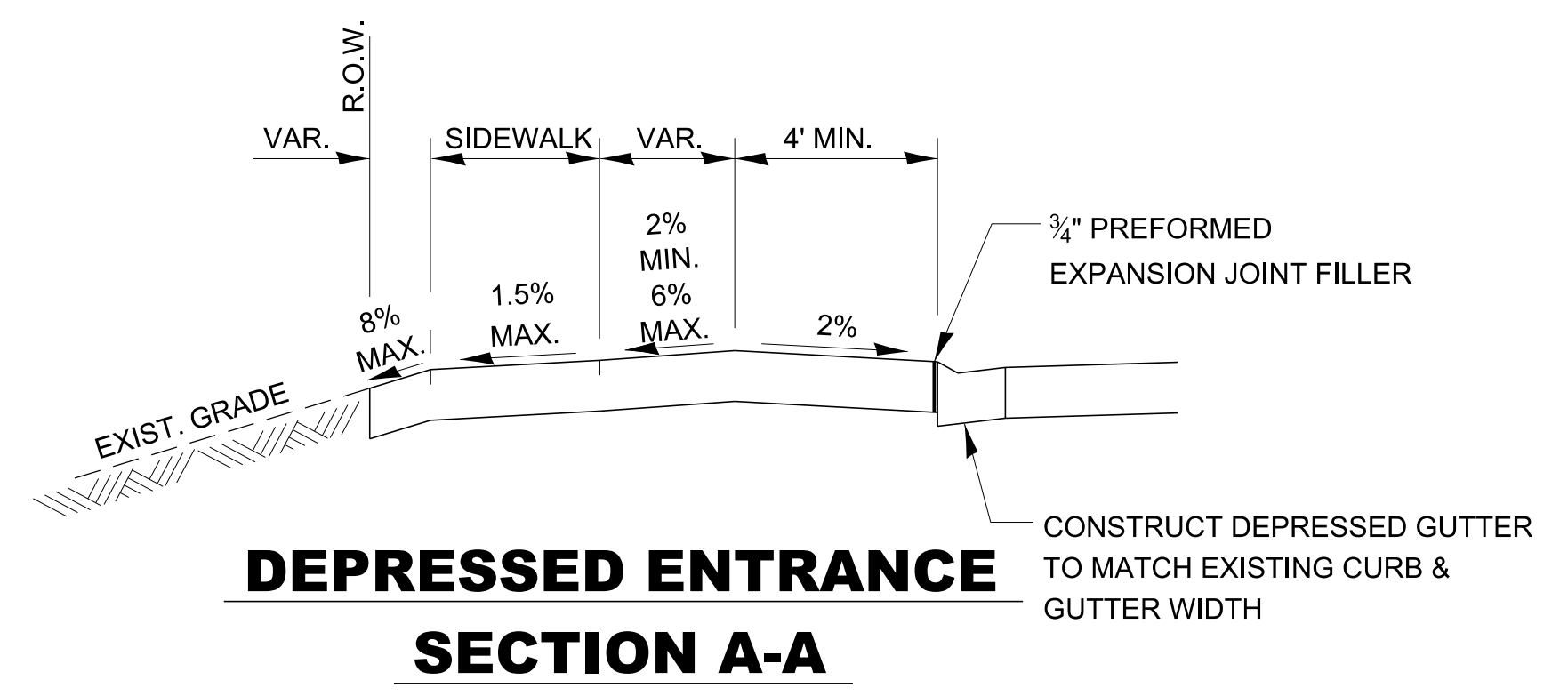
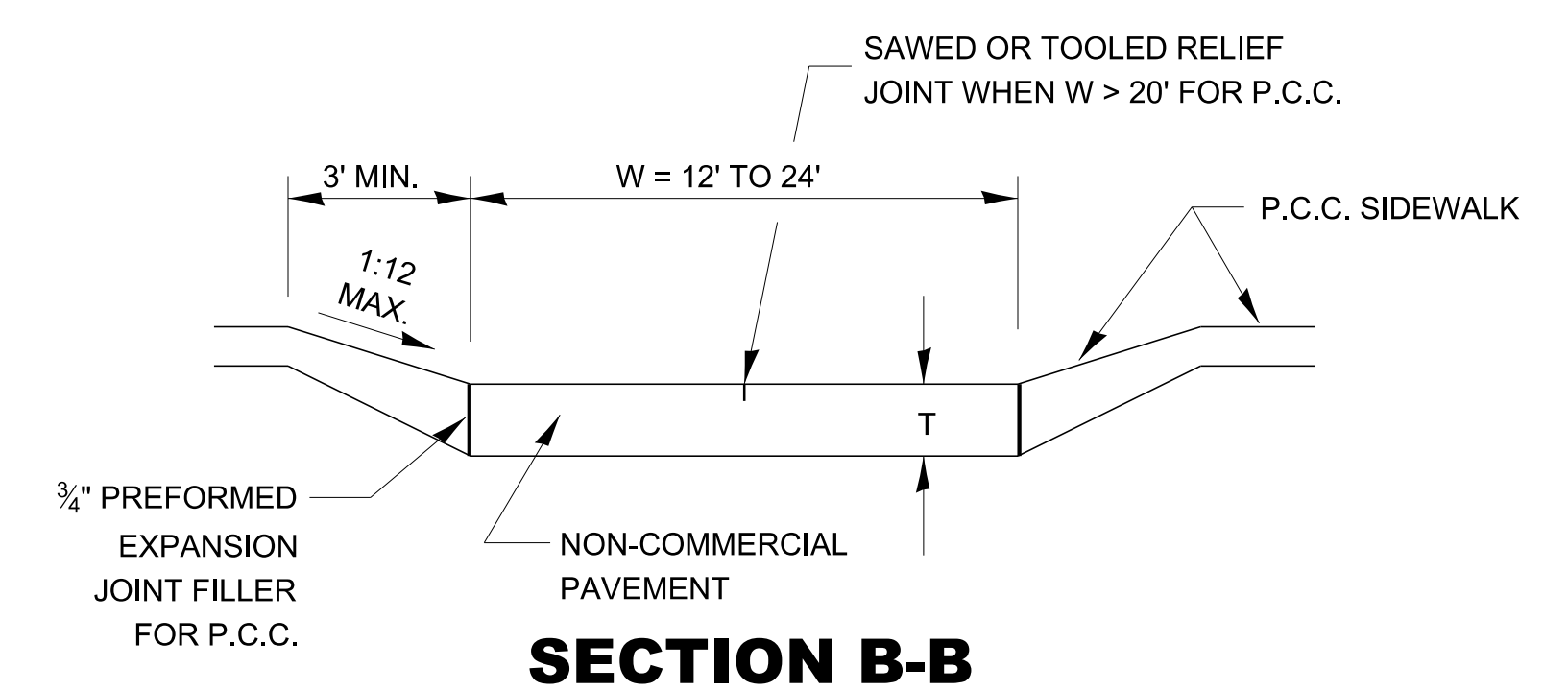


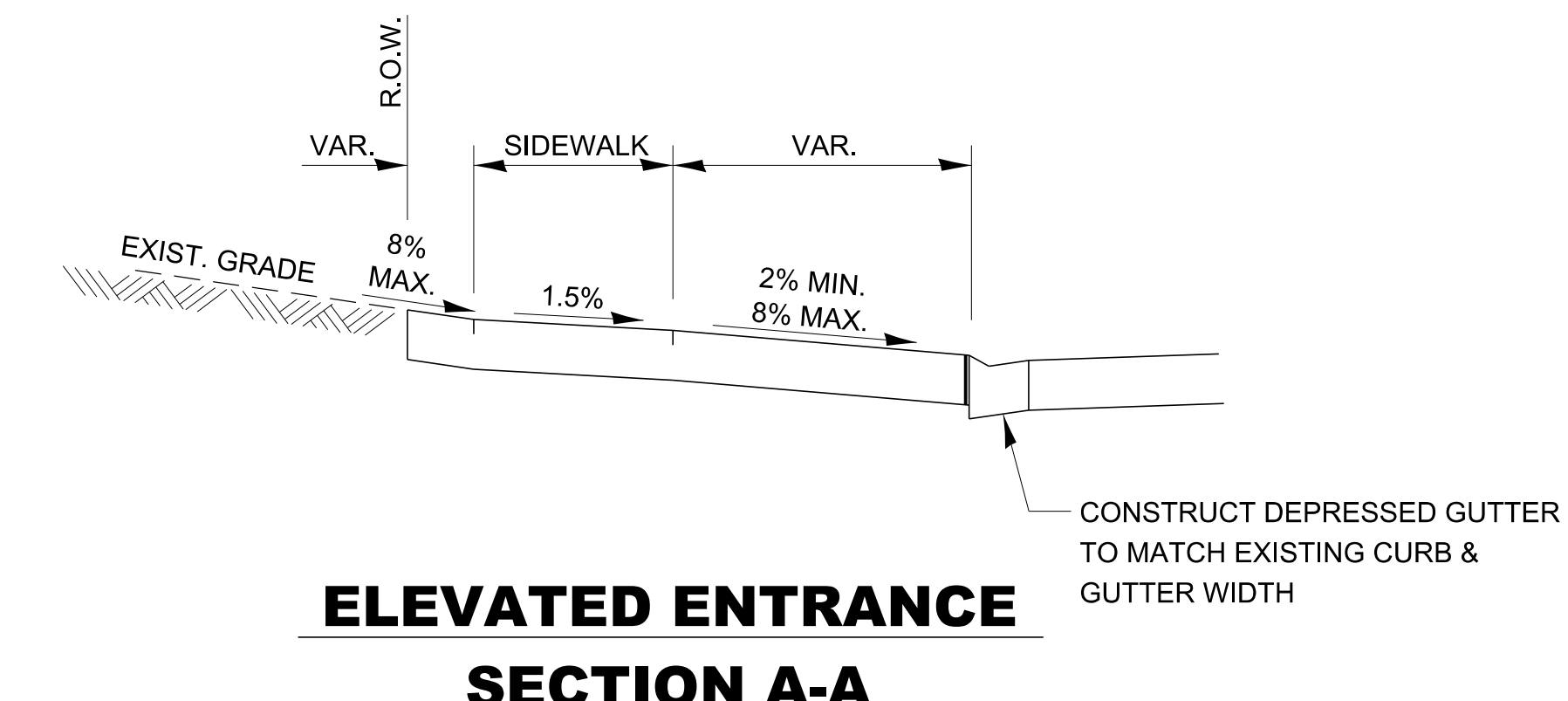
TYPICAL NON-COMMERCIAL P.C.C. ENTRANCE DETAIL - URBAN



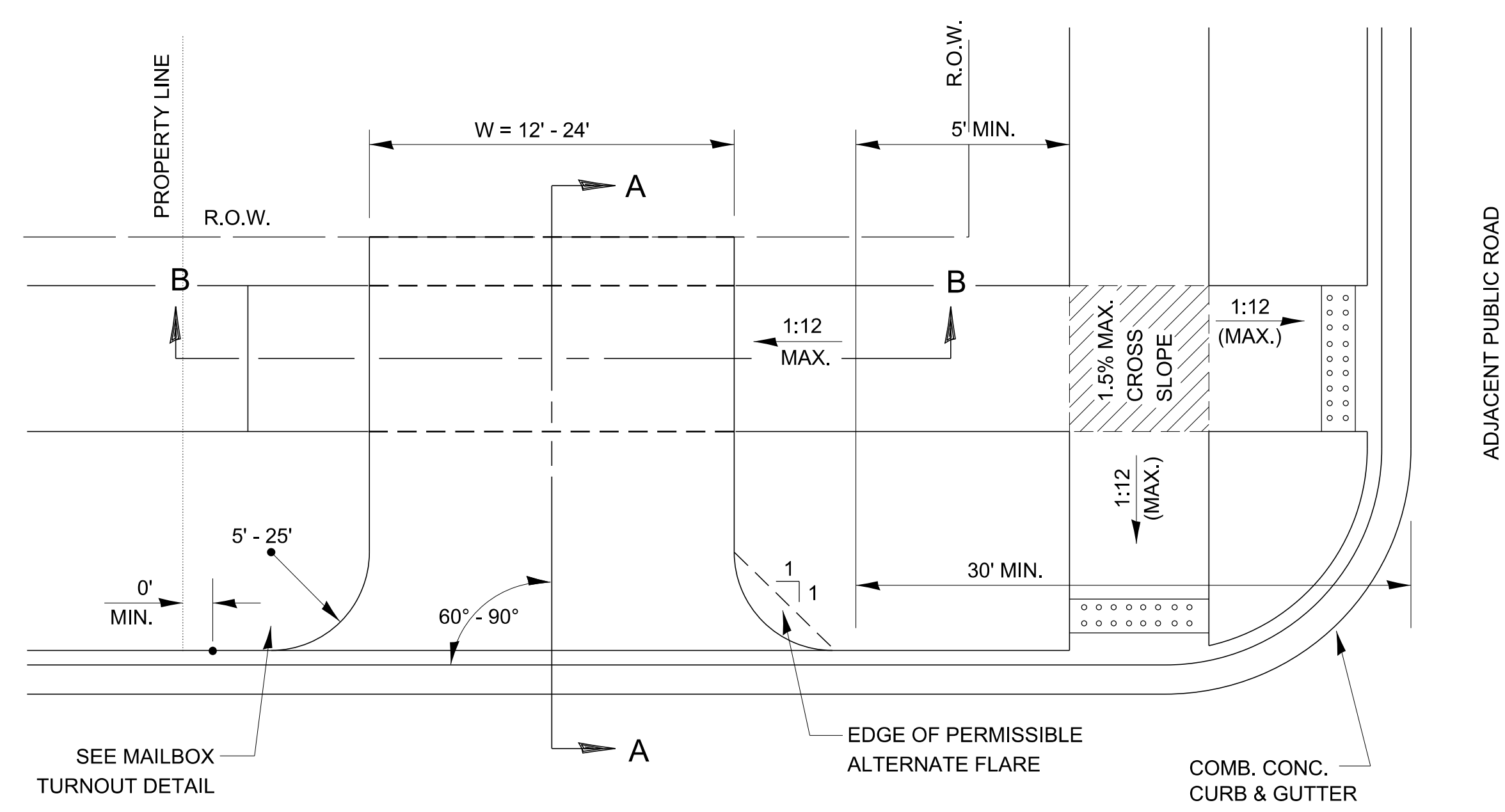
DEPRESSED ENTRANCE SECTION A-A



SECTION B-B



ELEVATED ENTRANCE SECTION A-A



TYPICAL NON-COMMERCIAL HMA ENTRANCE DETAIL - URBAN

- NOTES:
- X = 7' (NON-COMMERCIAL) (MINIMUM)
 - INCLUDE EXPANSION JOINTS AND RELIEF JOINTS IN P.C.C. DRIVEWAY PAVEMENT TO CONTROL CRACKING. COST INCLUDED IN COST OF ENTRANCE PAVEMENT.
 - AS THE DIMENSION "D" APPROACHES A MINIMUM OF 2', THE TRANSITION TO DEPRESSED CURB SHALL BE NO STEEPER THAN 1V:12H.

- DESIGNER NOTES:
- INSTALL MAILBOX TURNOUT PER DETAIL 406-14 IF DELIVERY IS ON-ROAD BY POST MASTER.

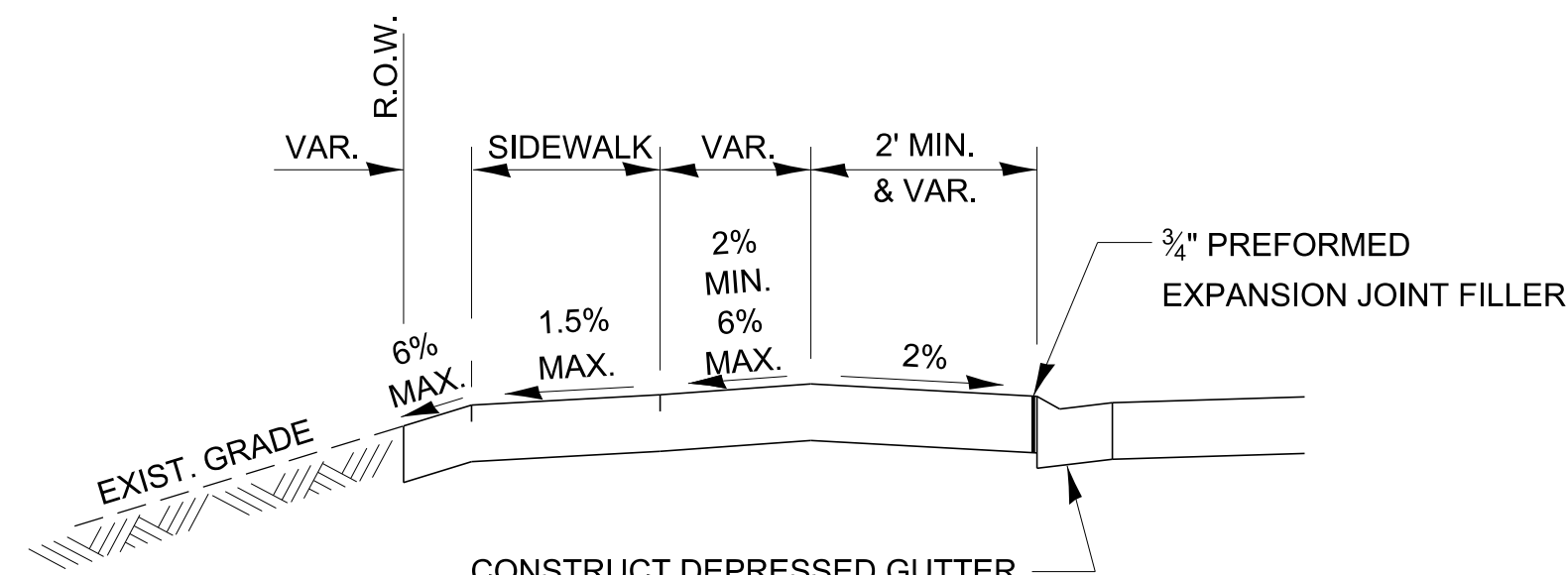
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USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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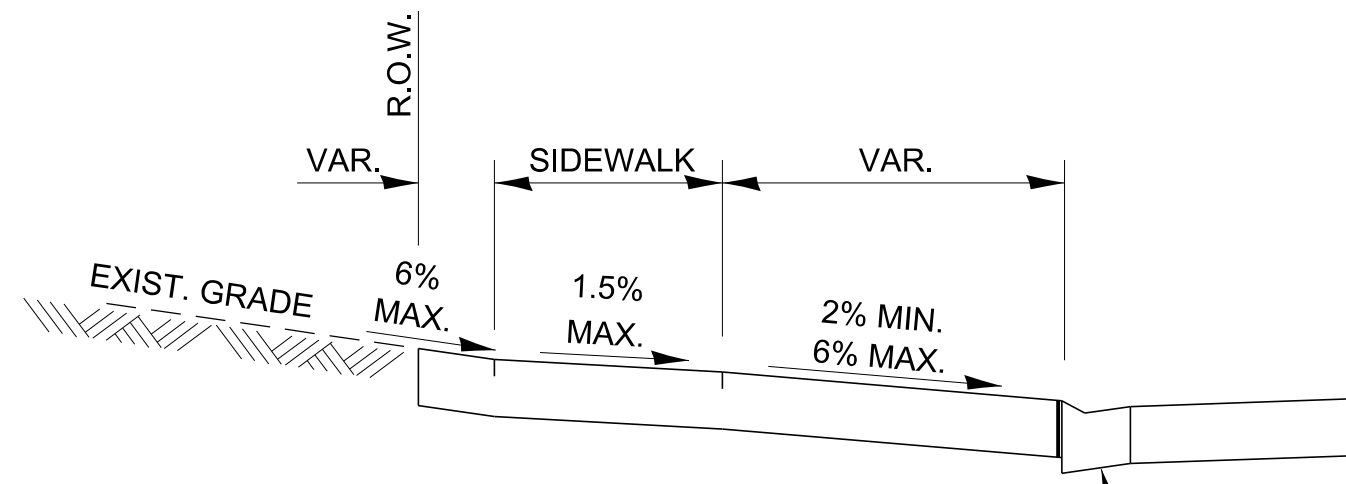
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



DEPRESSED ENTRANCE - WITH DEPRESSED CURB

SECTION A-A

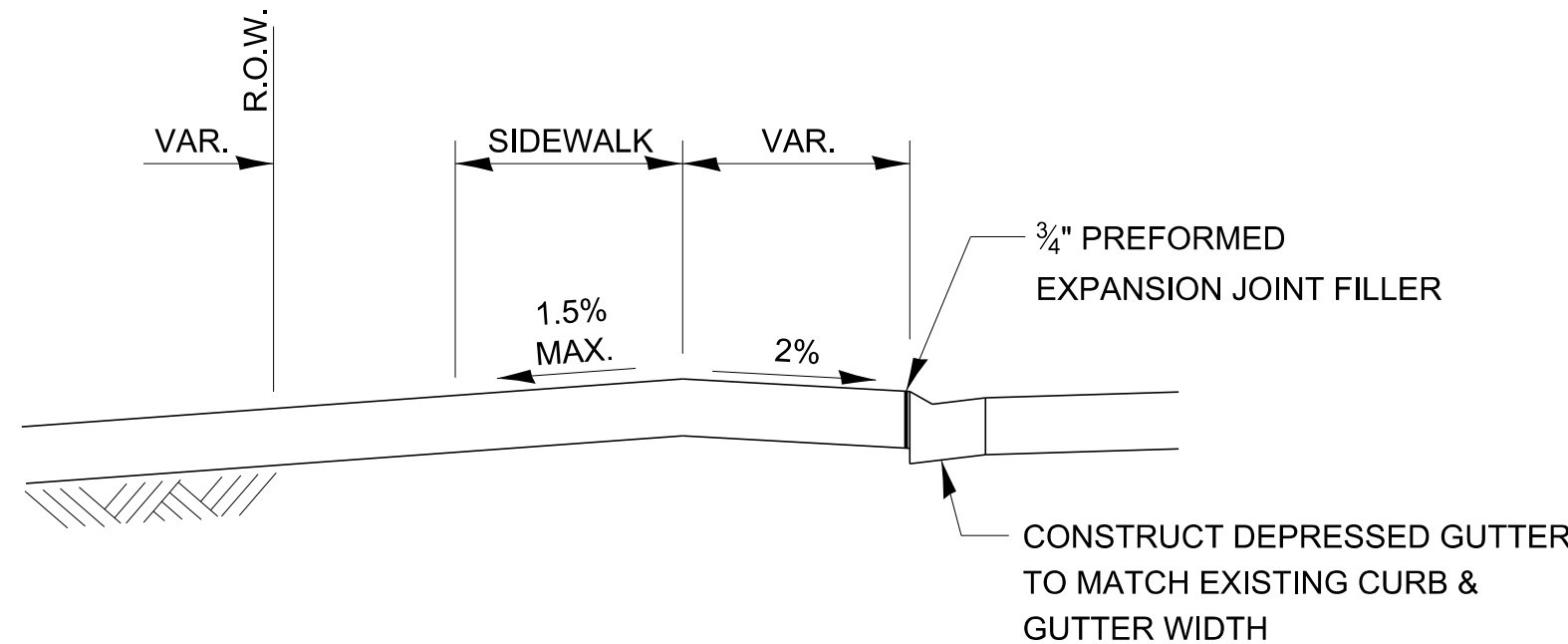
OPTION 1



ELEVATED ENTRANCE - WITH DEPRESSED CURB

SECTION A-A

OPTION 2



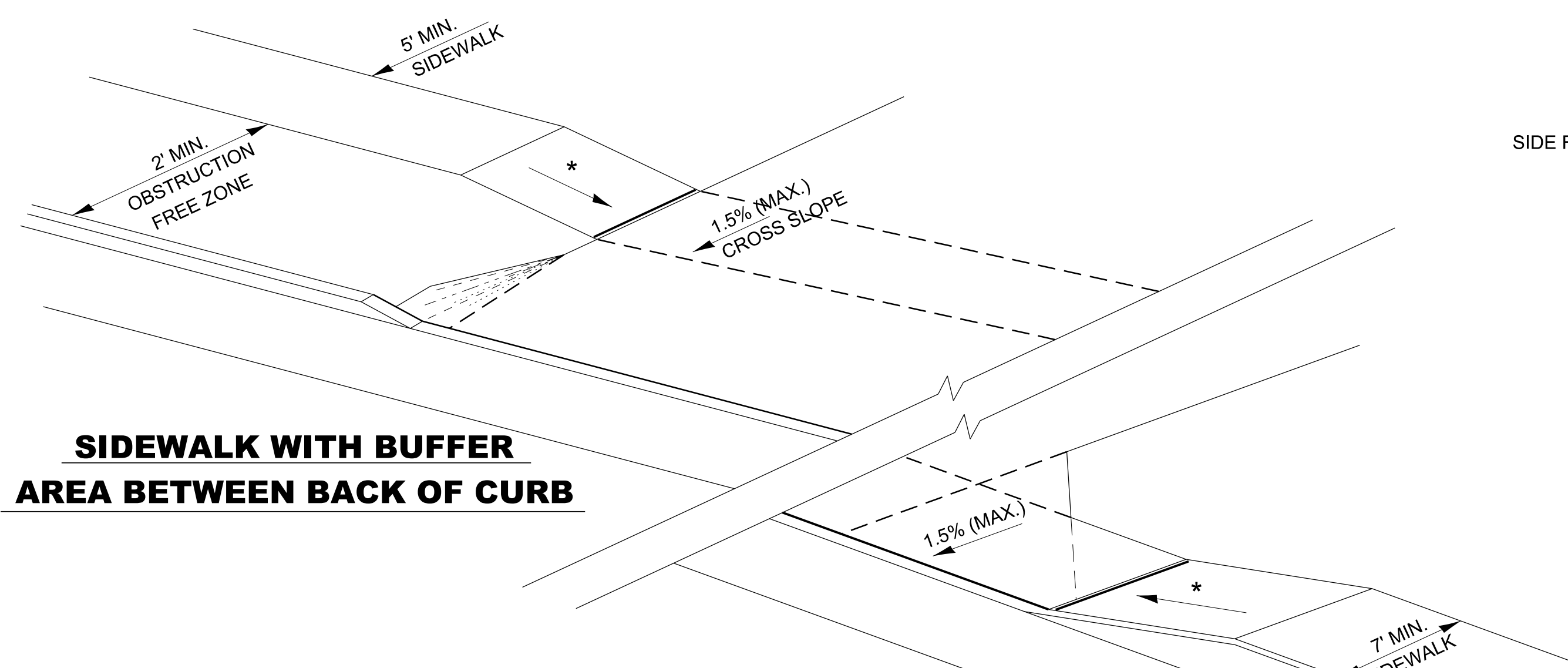
LEVEL ENTRANCE - WITH DEPRESSED CURB

SECTION A-A

OPTION 3

NOTES:

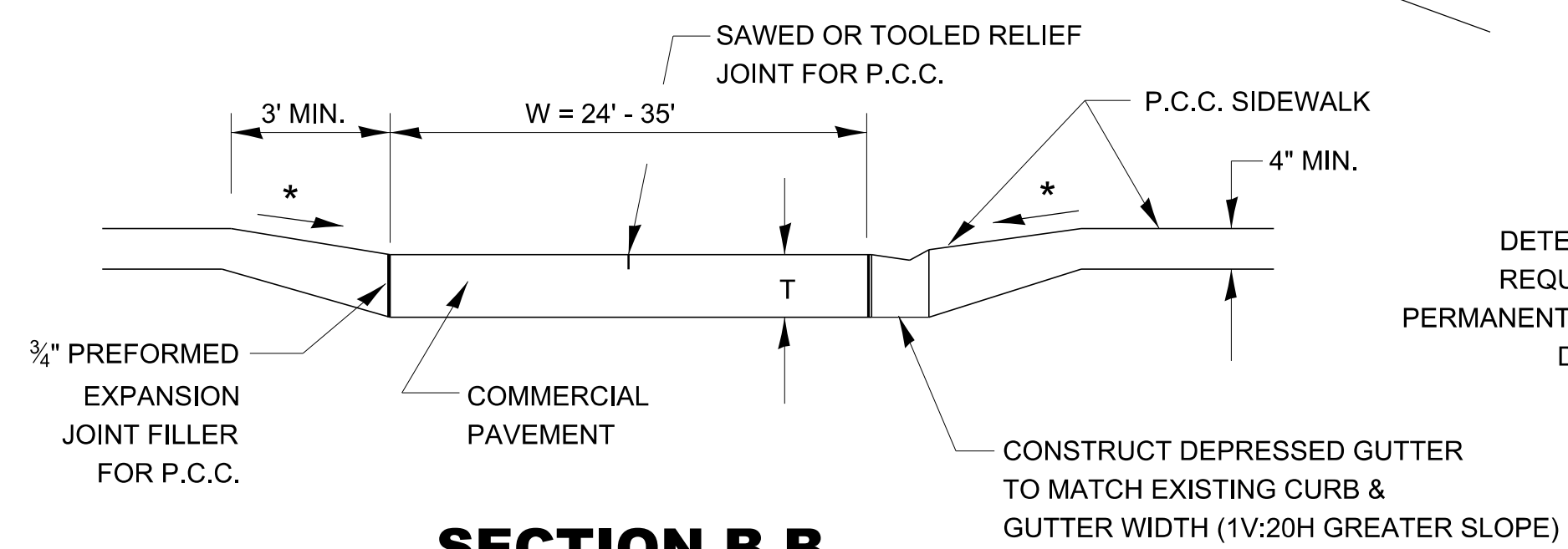
1. ALL ENTRANCES SHALL BE SURFACED FROM THE EDGE OF PAVEMENT TO THE RIGHT OF WAY.
2. COST OF EXPANSION JOINTS AND RELIEF JOINTS SHALL BE INCLUDED IN THE COST OF THE PCC DRIVEWAY PAVEMENT.



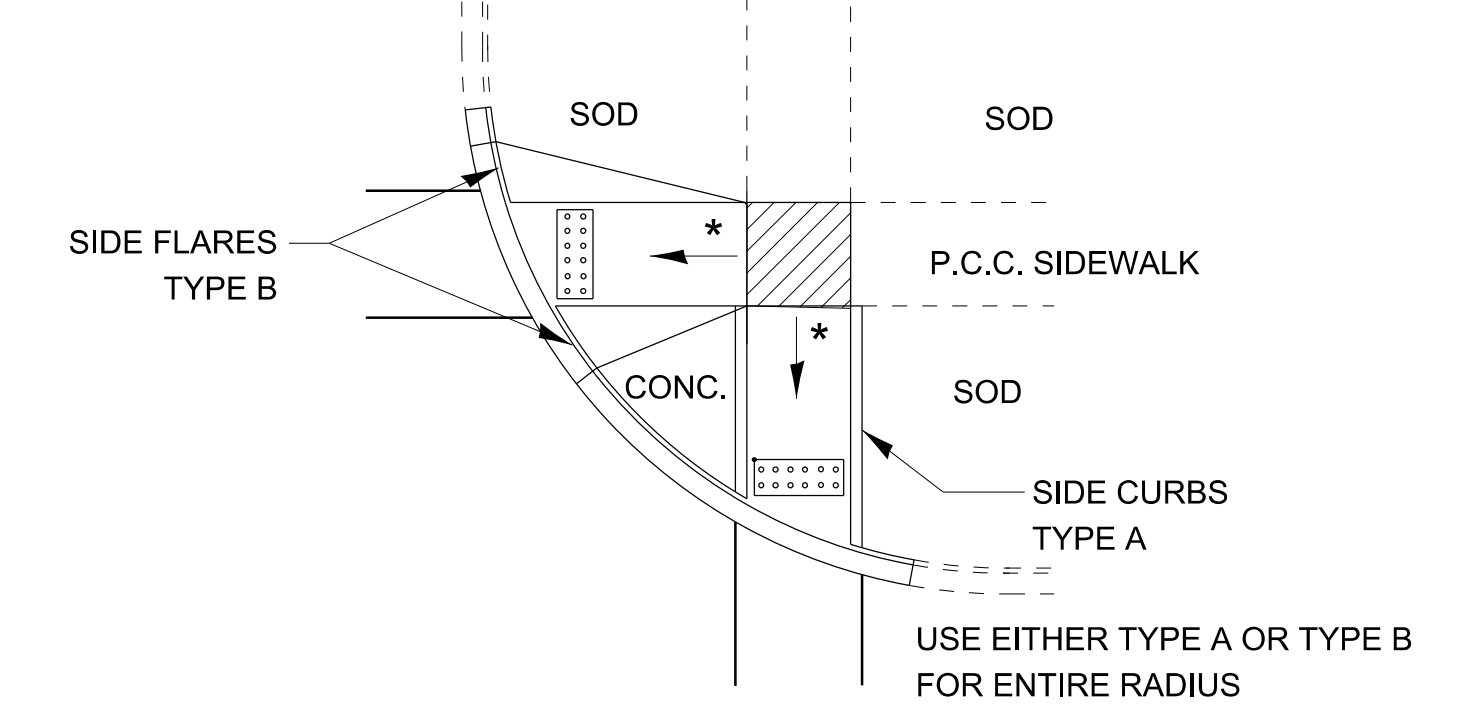
SIDEWALK WITH BUFFER AREA BETWEEN BACK OF CURB

ADA SIDEWALK DETAIL

SIDEWALK ADJACENT TO CURB & GUTTER



SECTION B-B



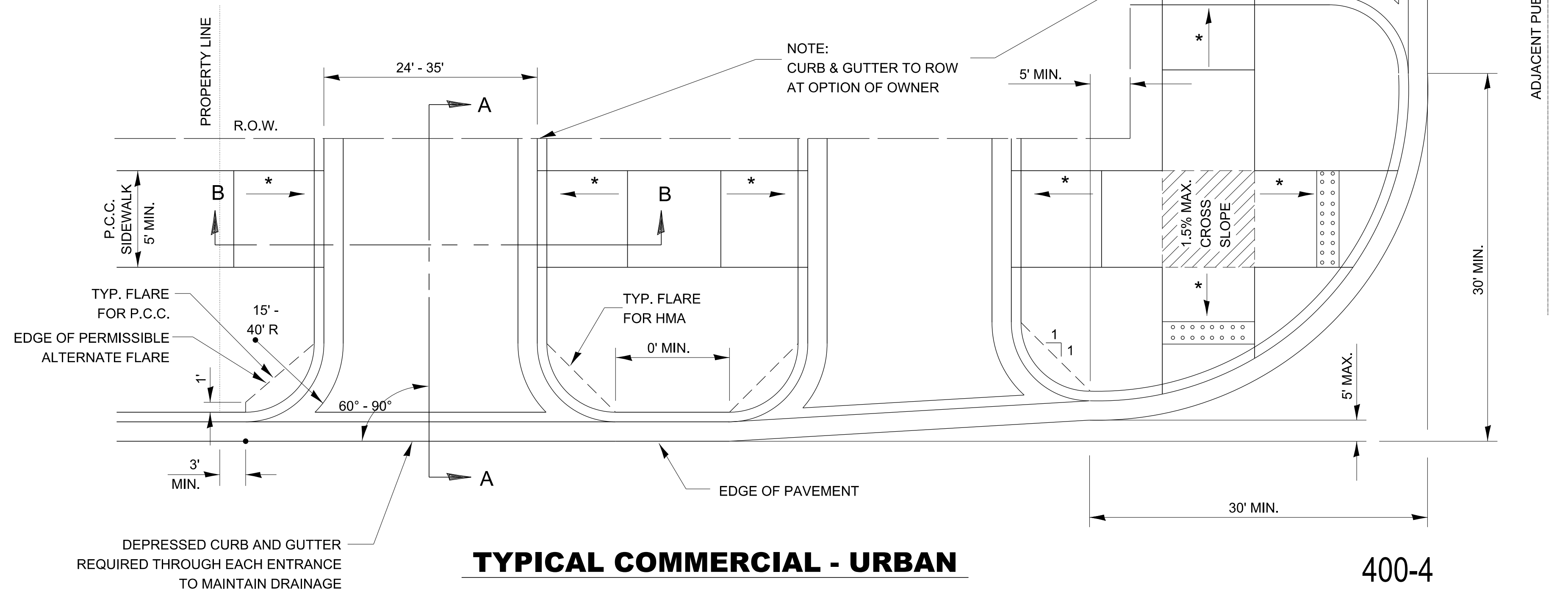
TYPICAL ADA CURB APPLICATION

LEGEND

▨ SLOPE = 1.5%

* SLOPE = 1V:12H MAX.

DETECTABLE WARNINGS PER STATE HIGHWAY STANDARD 424001 PER ADAAG - "SHALL CONTRAST VISUALLY" (TYPICALLY RED-BRICK COLOR)



TYPICAL COMMERCIAL - URBAN

400-4

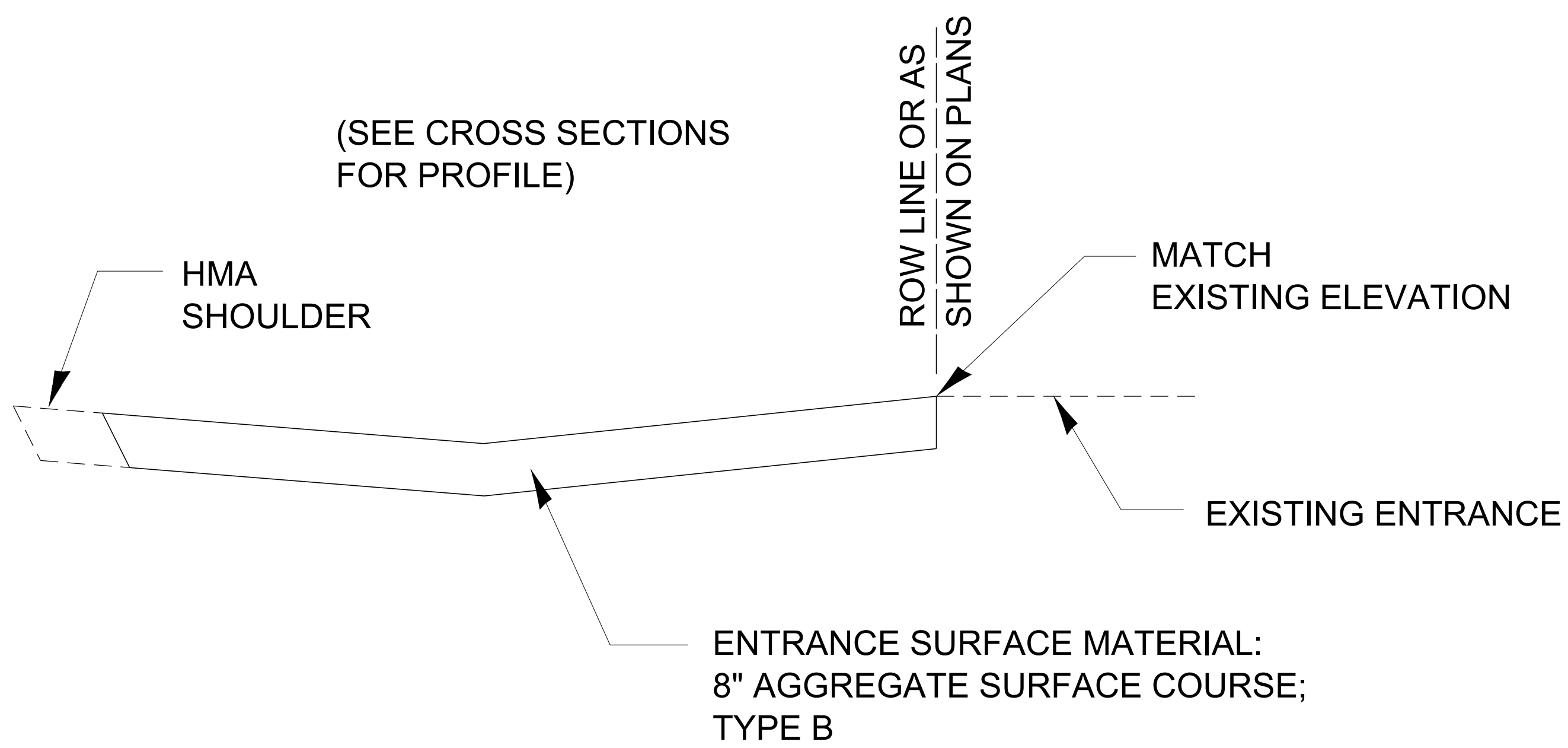
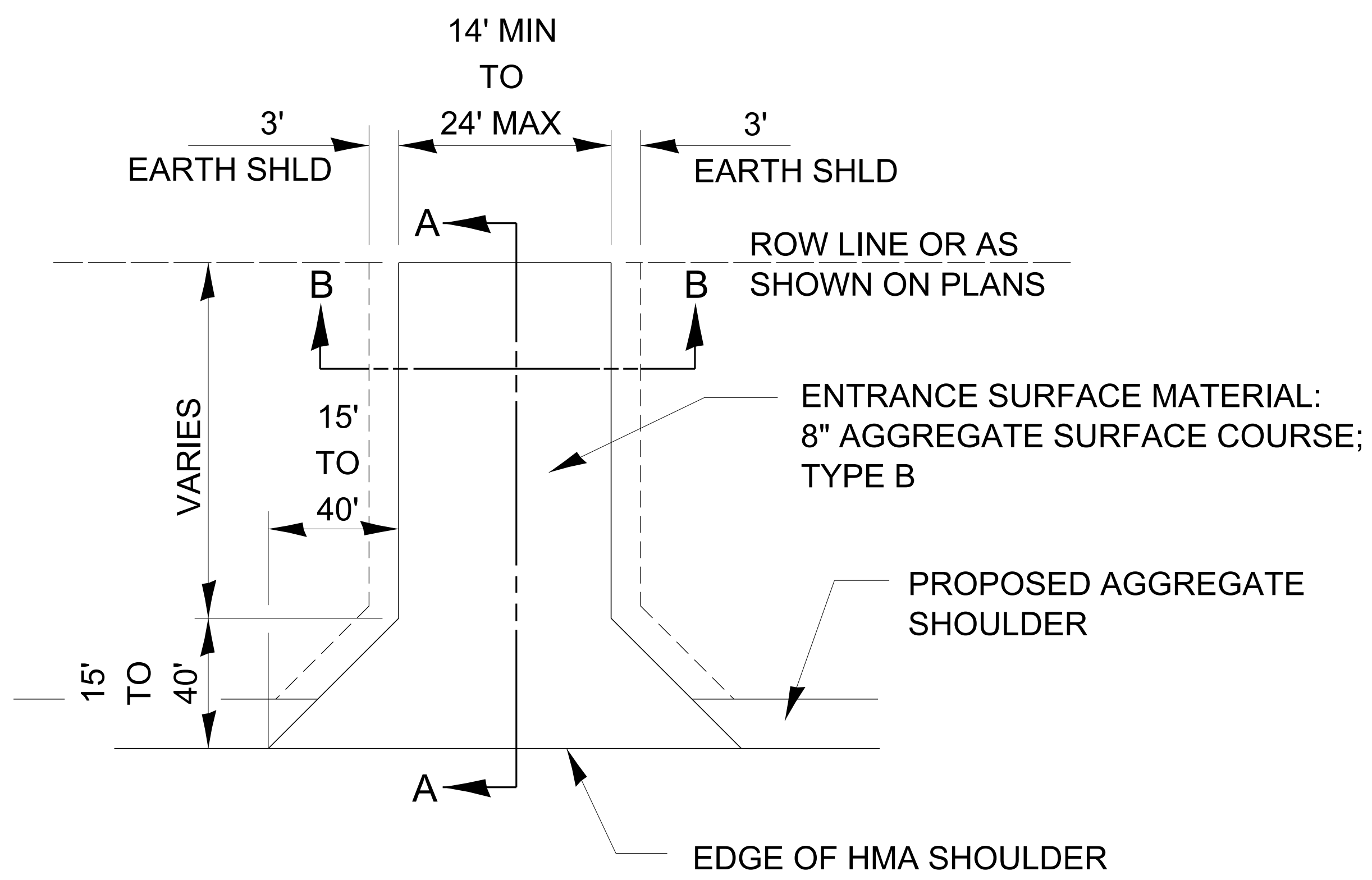
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USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
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PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

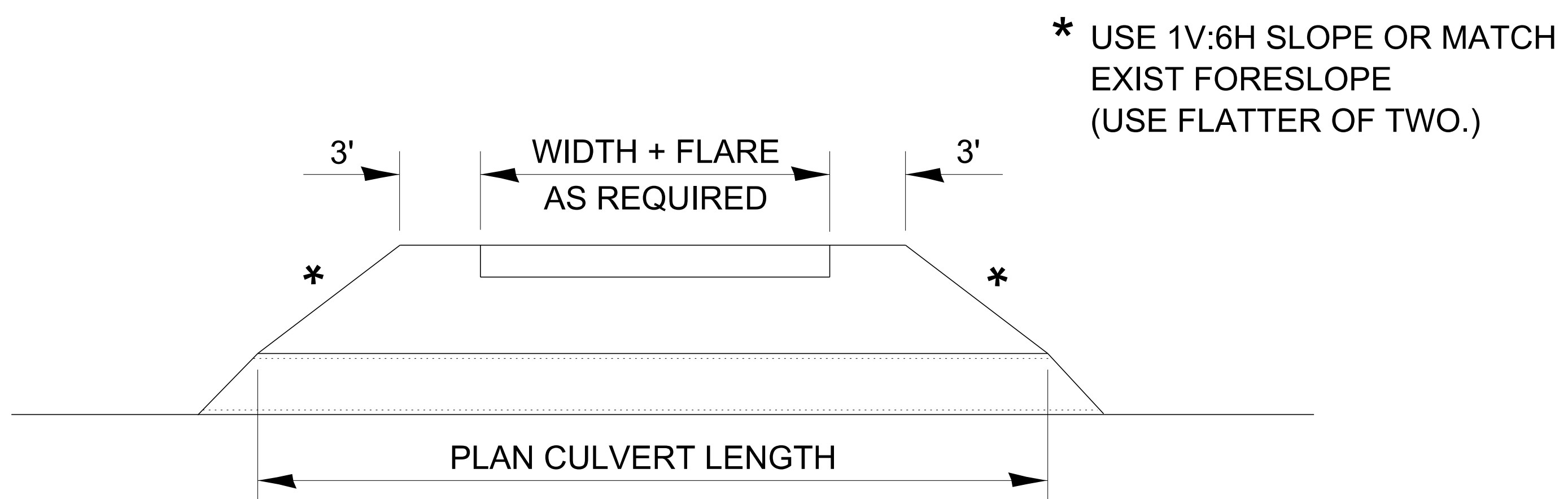
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

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



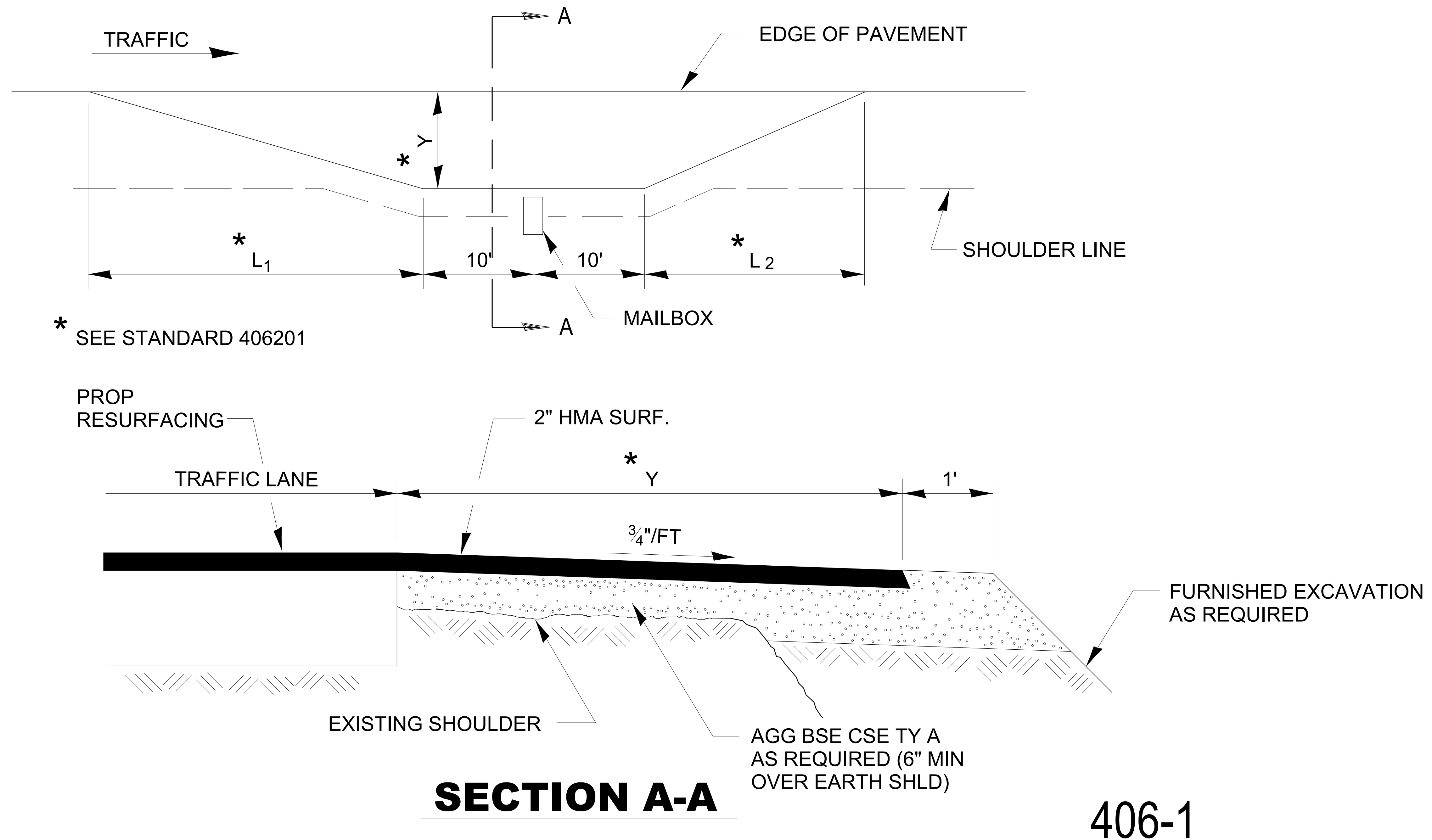
SECTION A-A



SECTION B-B

FIELD ENTRANCE DETAIL

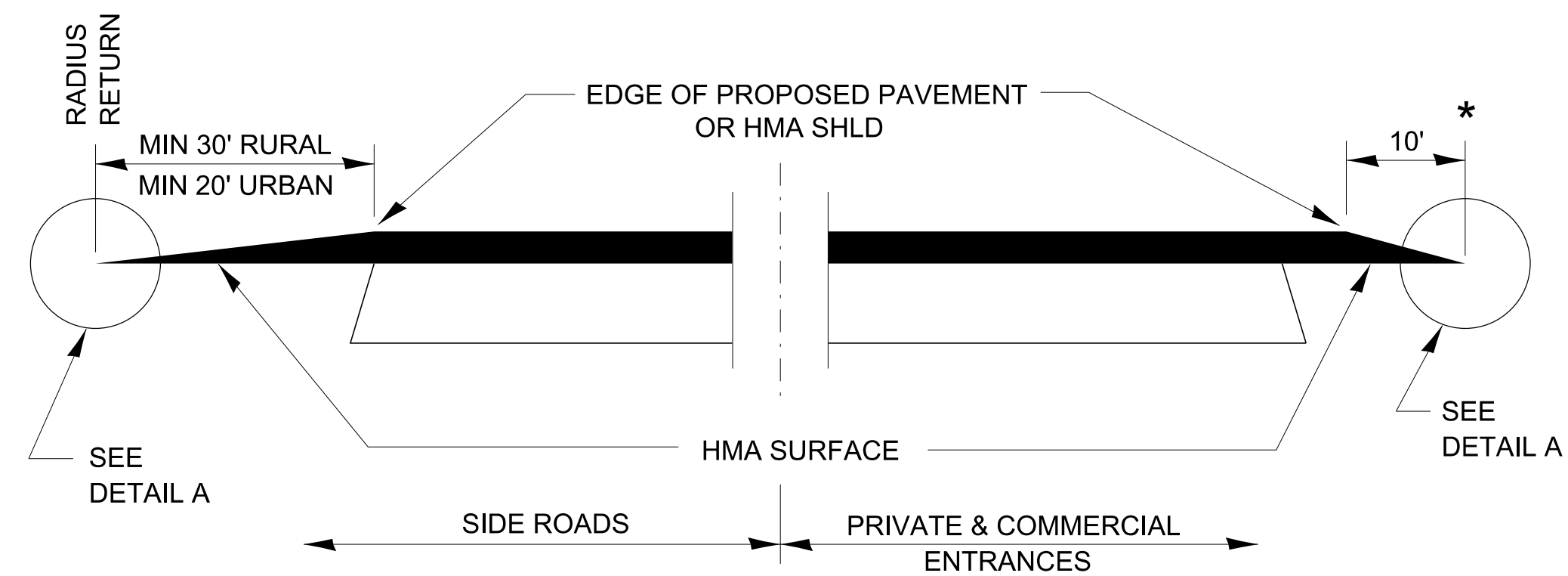
DESIGNER NOTE: TO BE USED ON 3R PROJECTS WHEN REPLACING CULVERTS AND CONSTRUCTING NEW DITCHES. WIDTH CAN BE INCREASED TO 30' FOR LARGE FARM EQUIPMENT ENTRANCES.



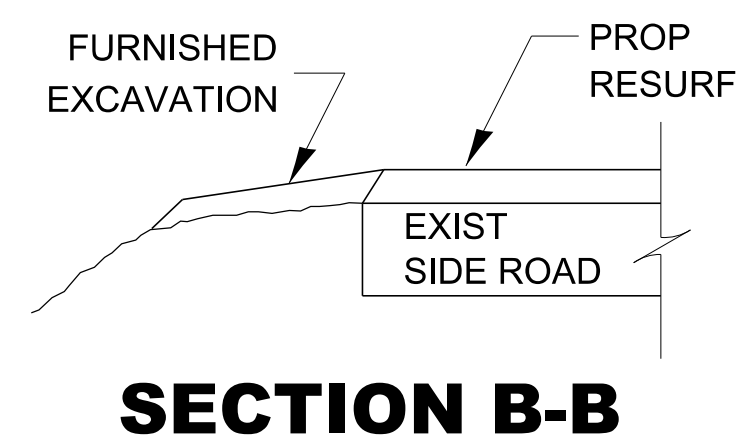
RURAL MAILBOX TURNOUT DETAILS

DESIGNER NOTES

1. INCLUDE STD. 406201
2. REVIEW BDE MANUAL 58-5

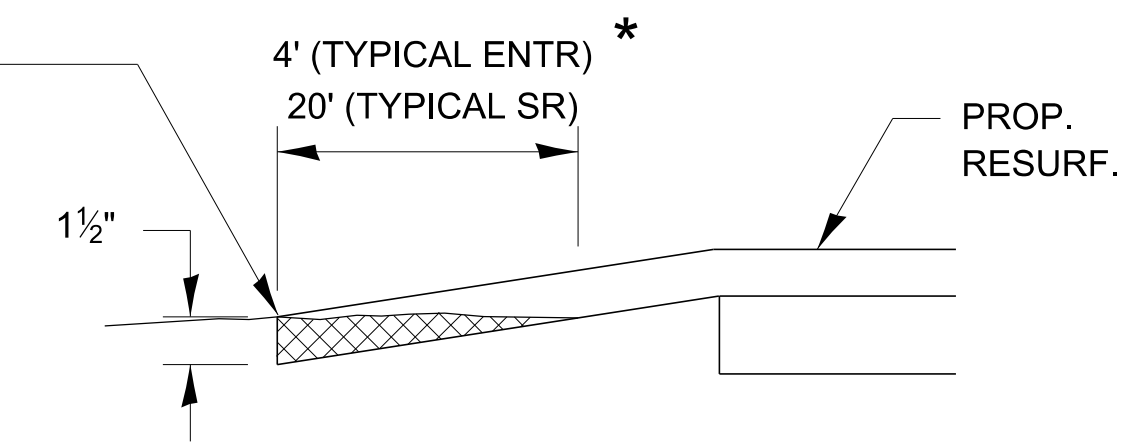


SECTION A-A
DETAILS AT ENTRANCES & SIDE ROADS

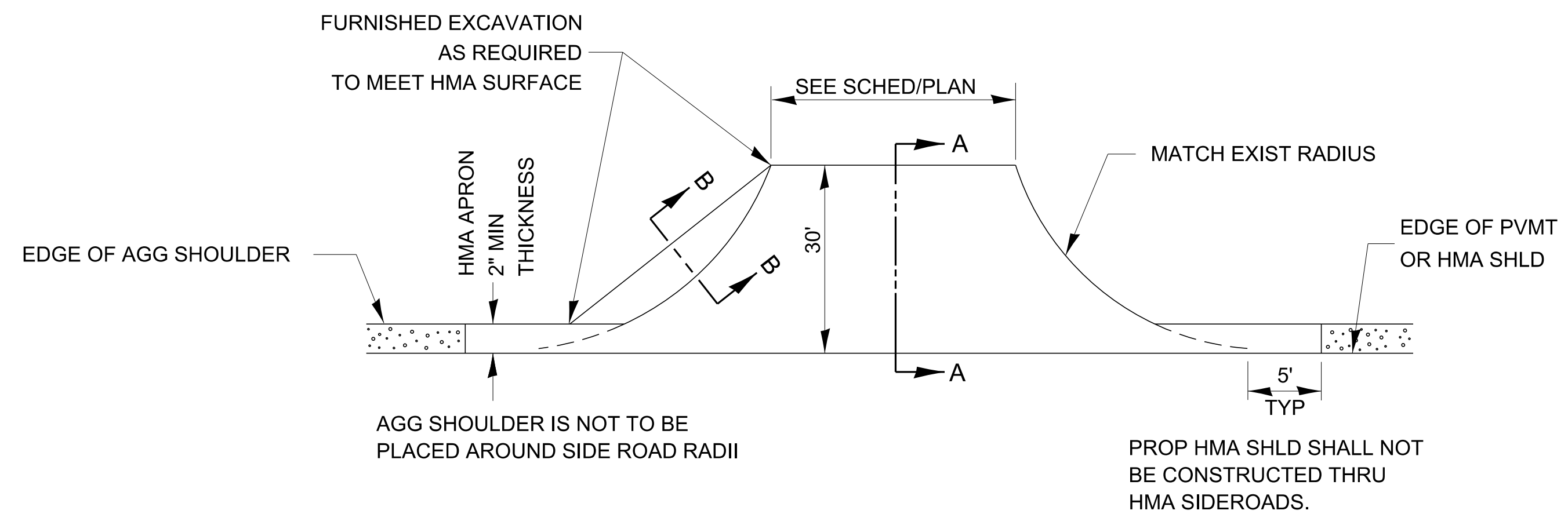


SECTION B-B

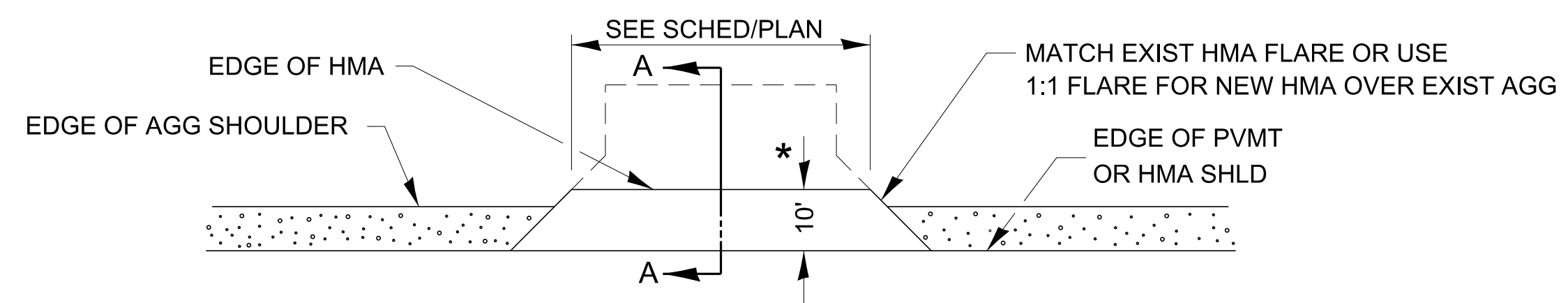
THE COST OF REMOVAL AT EXISTING HMA OR PCC LOCATIONS SHALL BE PAID FOR PER SQ YD BY THE APPROPRIATE PAY ITEM. REMOVAL AT THE EXISTING AGG LOCATIONS SHALL BE INCIDENTAL TO THE HMA. A-3 LOCATIONS SHALL BE FEATHER TAPERED.



DETAIL A



PLAN AT SIDE ROADS



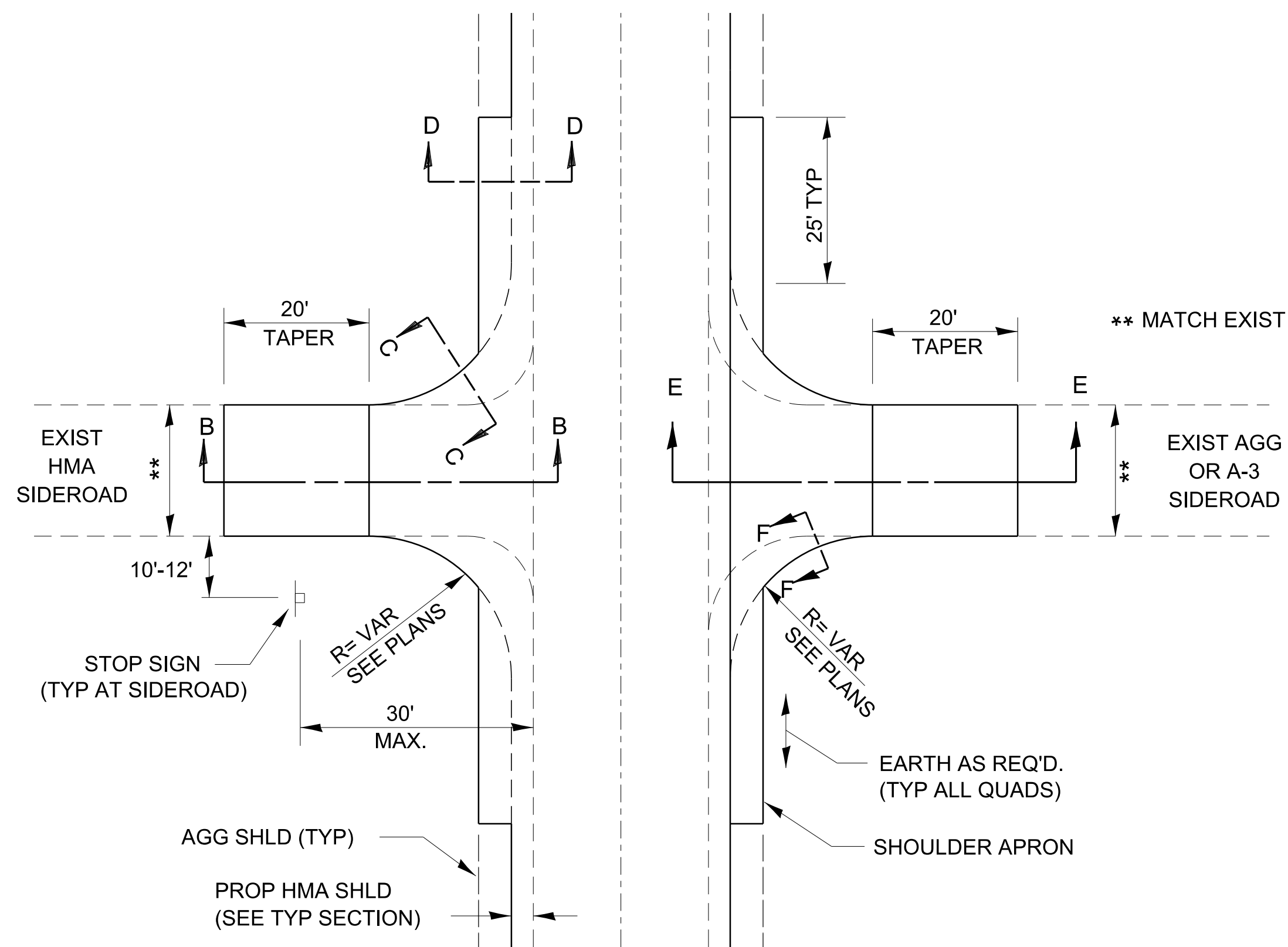
PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

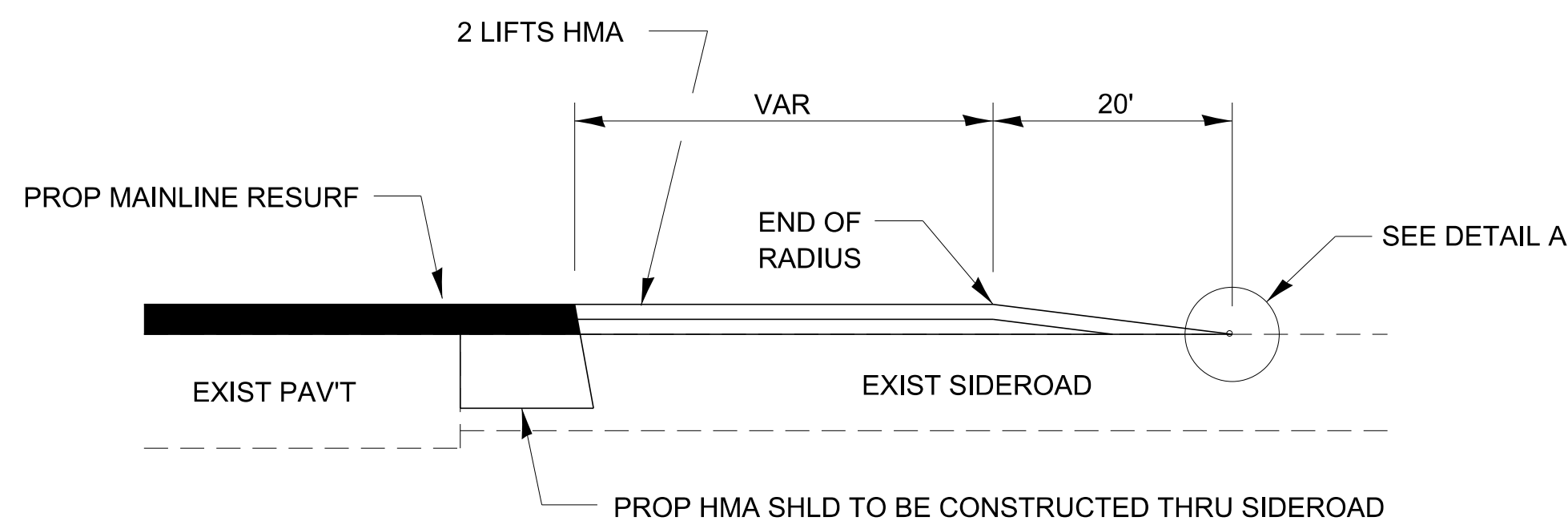
* PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.

- DESIGNER NOTES:**
1. THIS IS FOR USE ON BASIC RURAL RS AND W&RS PROJECTS.
 2. FURNISHED EXCAVATION SHALL BE INCLUDED AS A PAY ITEM.
 3. ALL ENTRANCE AND SIDEROAD WIDTHS, EXISTING MATERIAL TYPE, AND QUANTITIES MUST BE SHOWN IN THE SCHEDULE OR ON THE PLAN VIEW SHEETS.

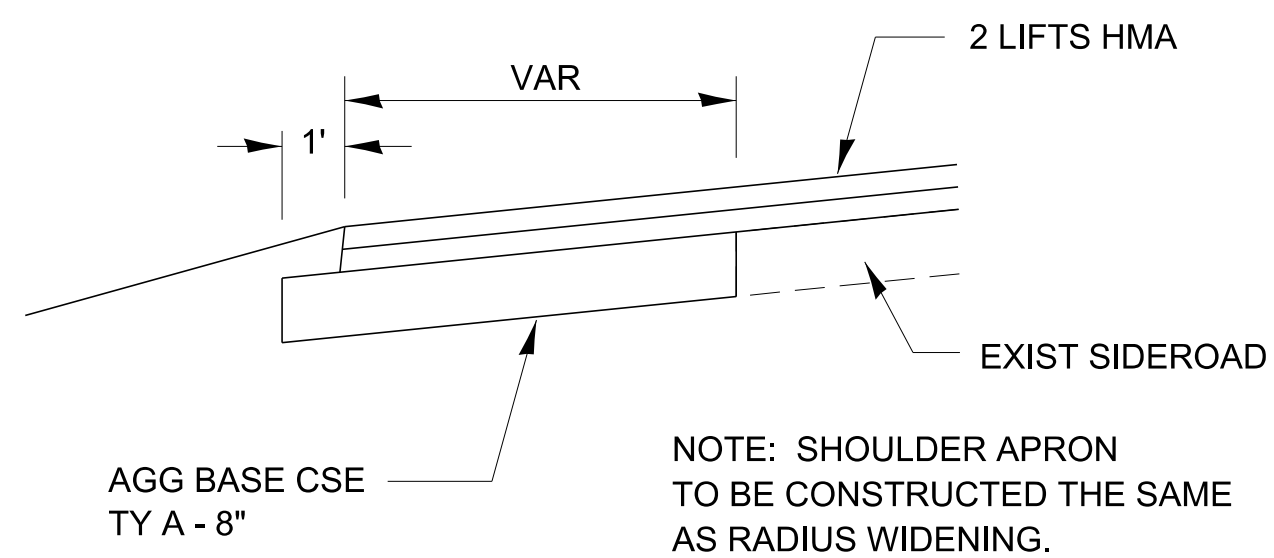
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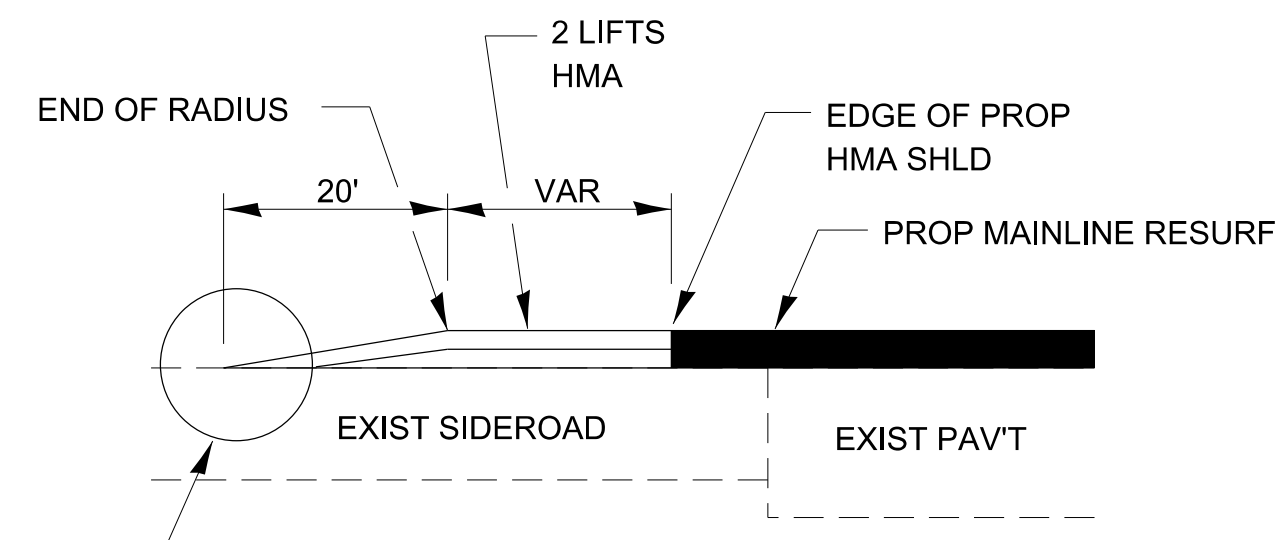
SIDEROAD DETAIL



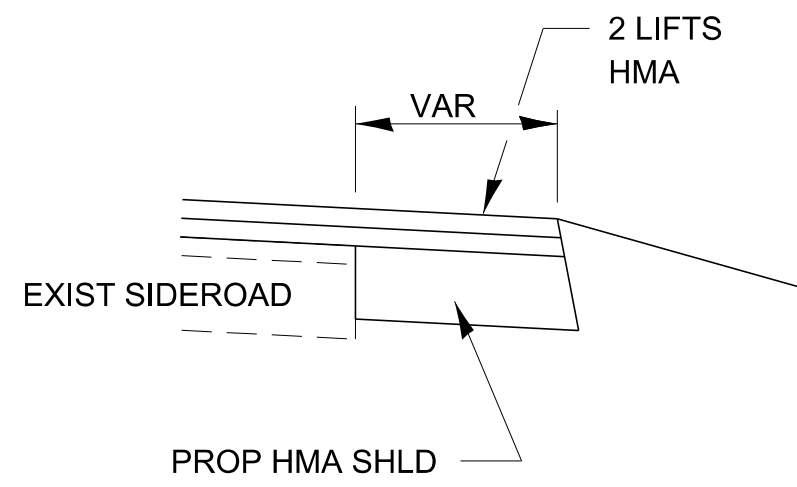
SECTION E-E



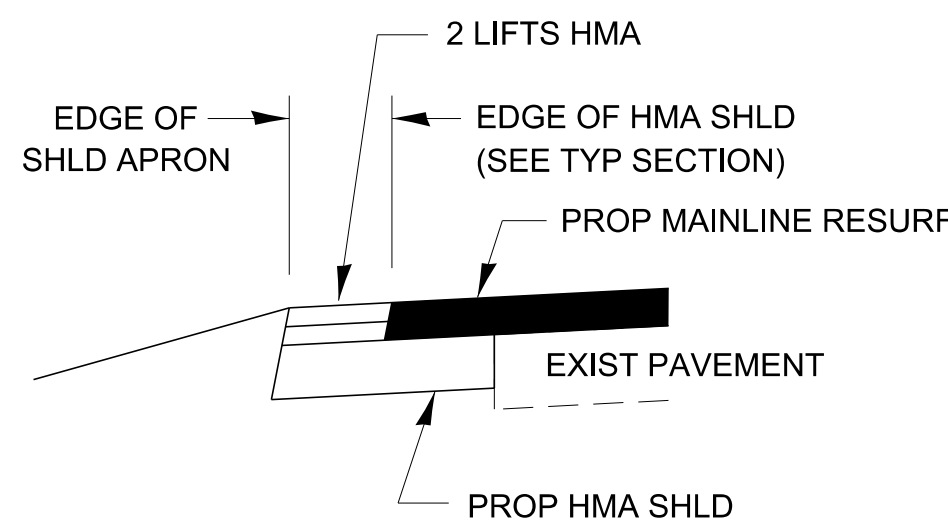
SECTION F-F



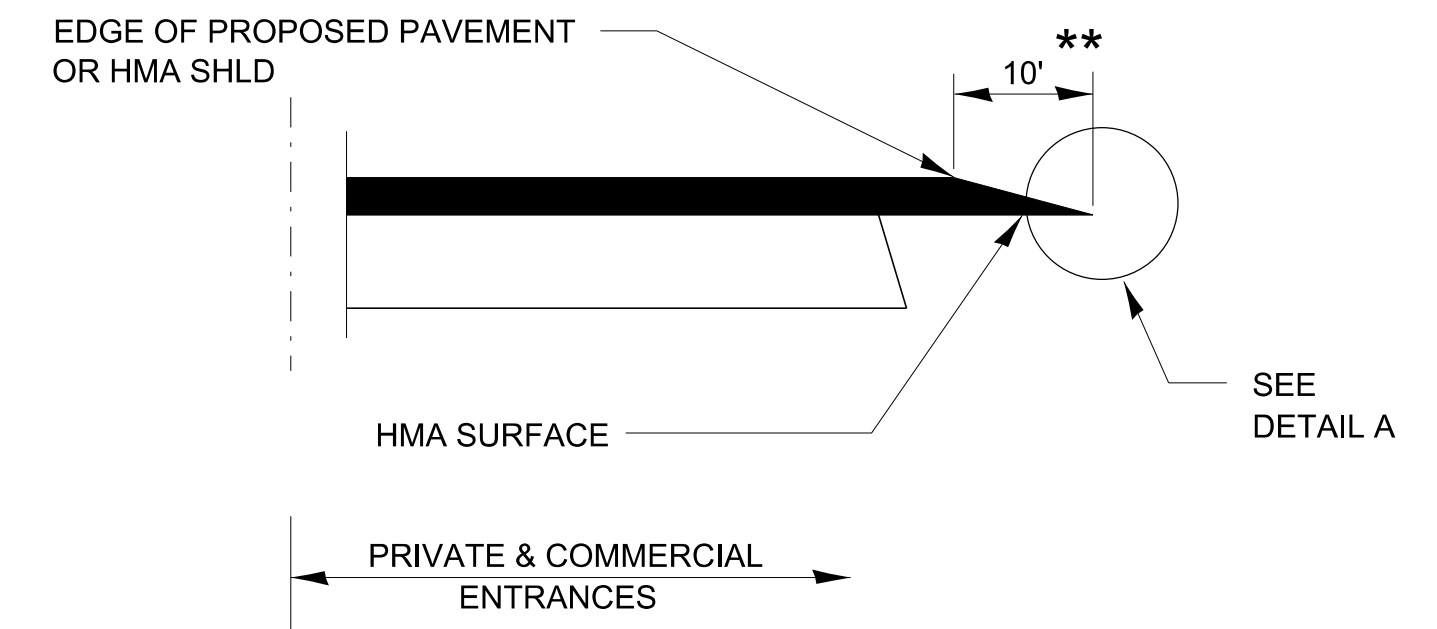
SECTION B-B



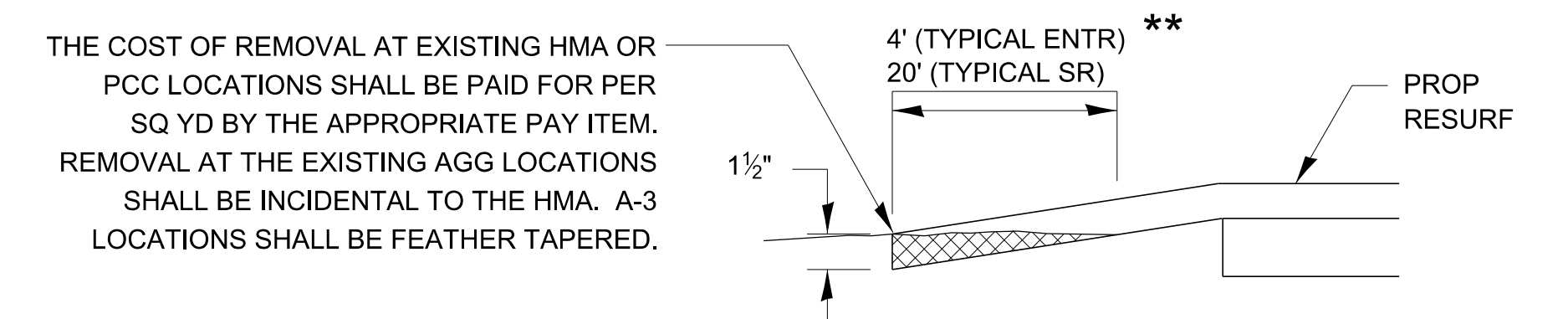
SECTION C-C



SECTION D-D



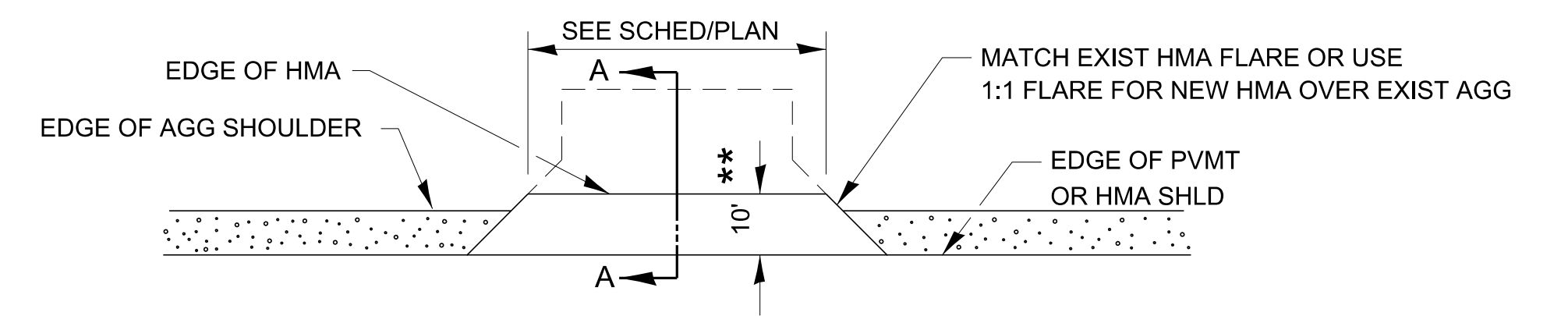
**SECTION A-A
DETAILS AT ENTRANCES**



DETAIL A

** PROPOSED HMA RESURFACING AT PUBLIC EDUCATIONAL FACILITY ENTRANCES SHALL BE EXTENDED TO THE RIGHT-OF-WAY LIMITS.

- DESIGNER NOTES:**
- THIS IS FOR USE ON RURAL RESURFACINGS WHEN SIDEROAD RADII ARE TO BE RECONSTRUCTED.
 - THE ADEQUACY OF SIDEROADS SHALL BE VERIFIED IN THE FIELD. SIDEROAD RECONSTRUCTION MAY BE REQUIRED.
 - INCREASING THE HMA SHOULDER THICKNESS MAY BE REQUIRED AT HIGH VOLUME SIDEROADS.
 - ALL ENTRANCE AND SIDEROAD WIDTHS, EXISTING MATERIAL TYPE, AND QUANTITIES MUST BE SHOWN IN THE SCHEDULE OR ON THE PLAN VIEW SHEETS.



PLAN AT PRIVATE & COMMERCIAL ENTRANCES

(DO NOT RESURFACE FIELD ENTRANCES)

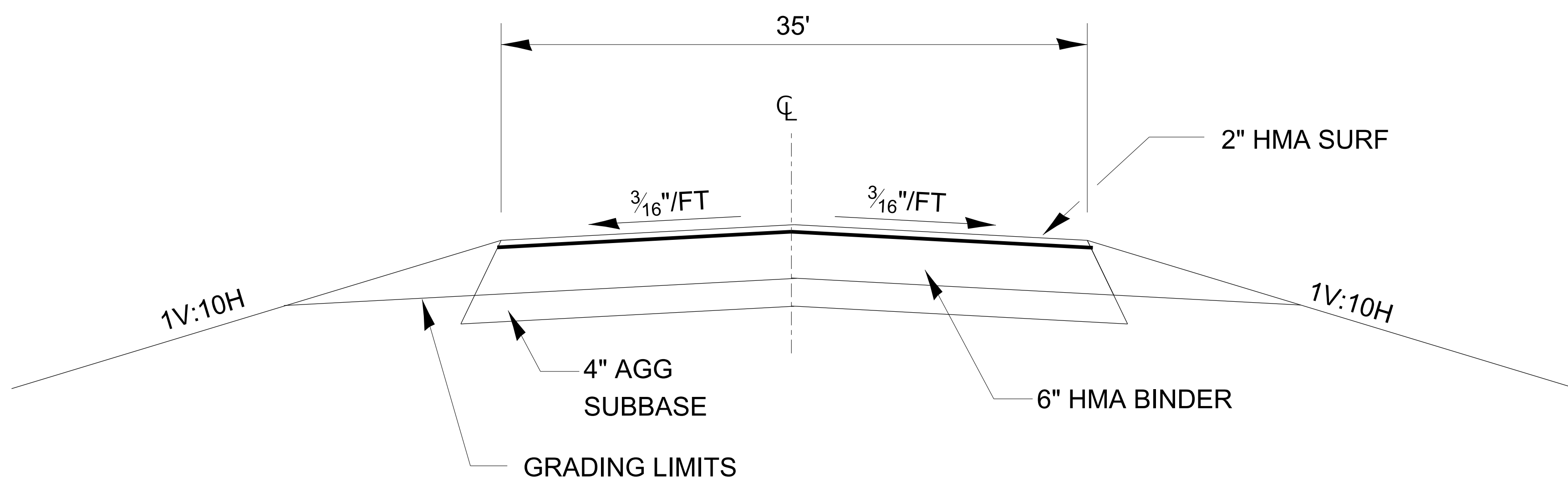
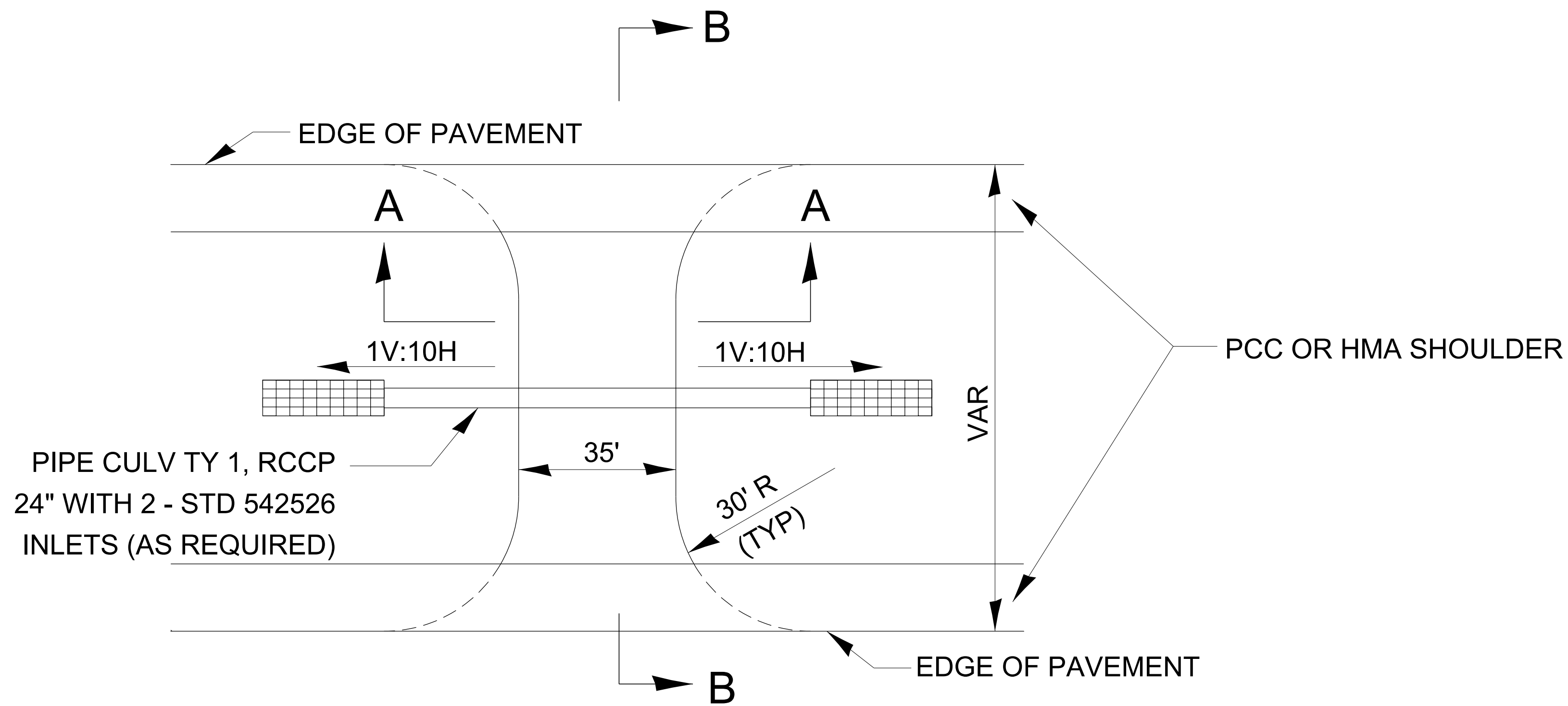
406-3

USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50,000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

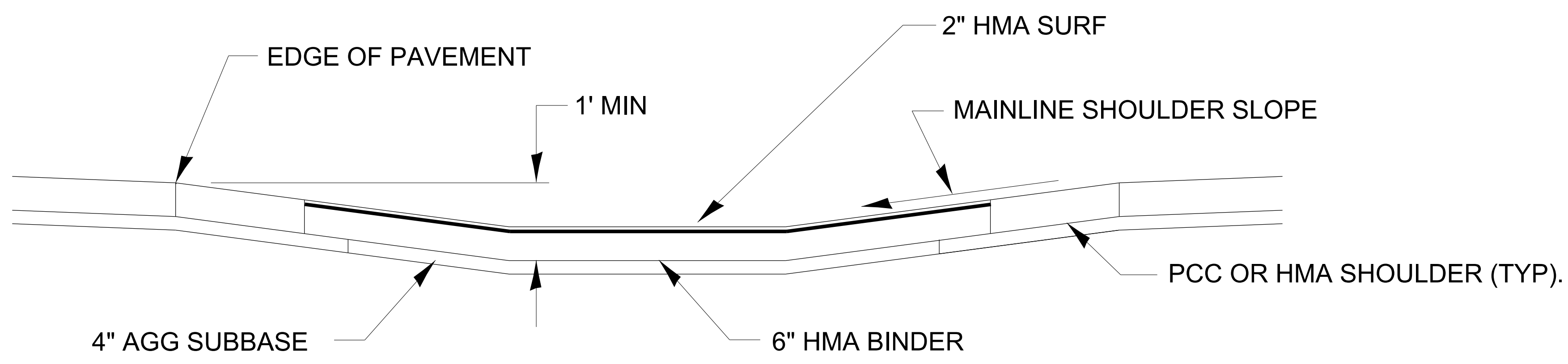
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

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

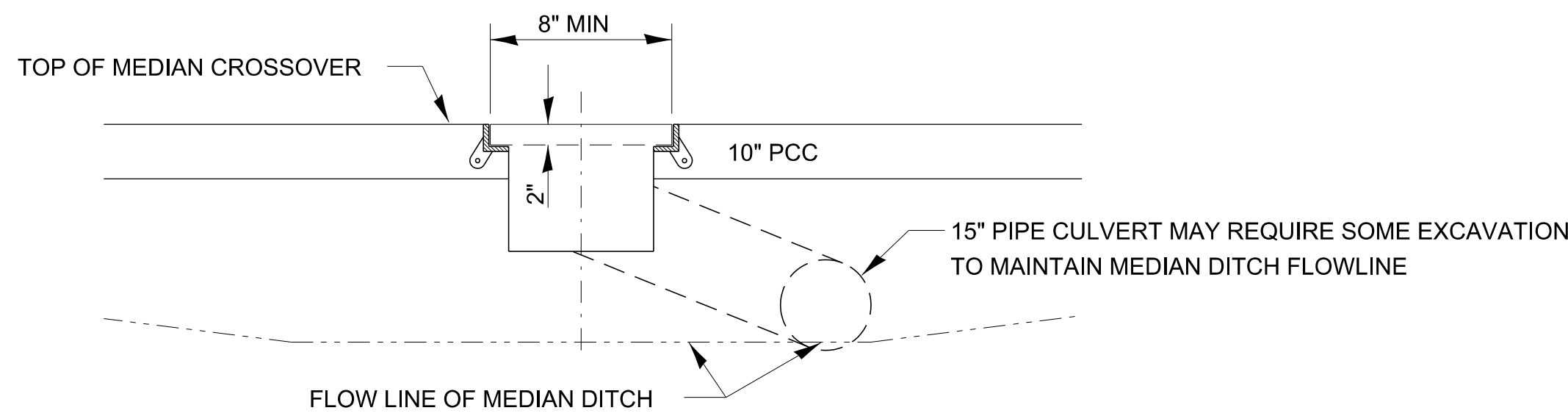


SECTION A-A

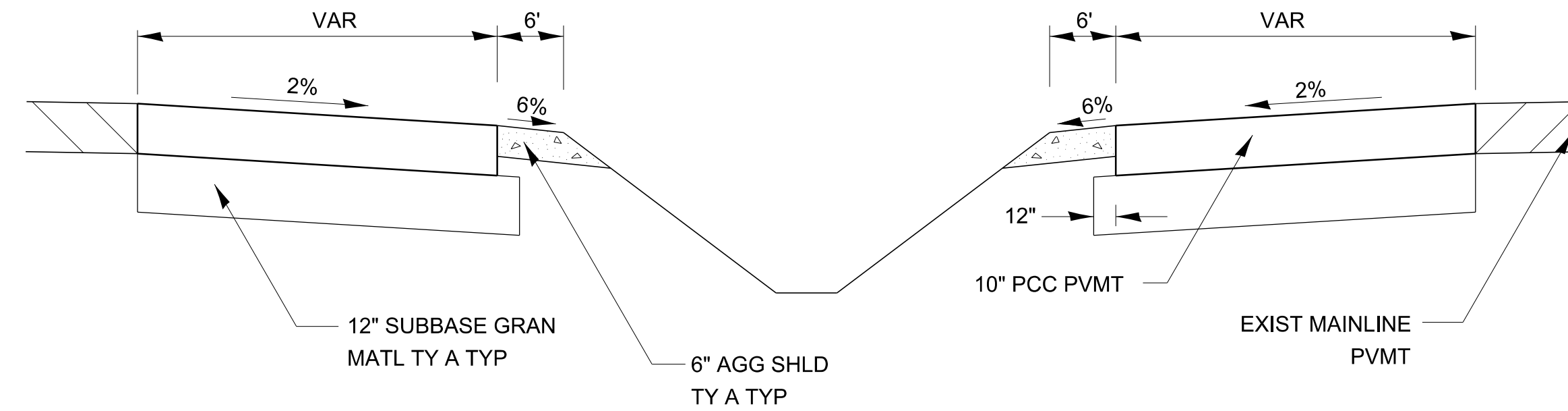
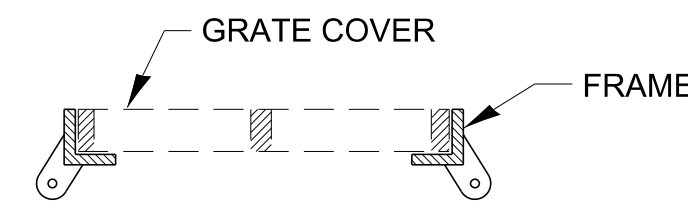


SECTION B-B

HMA MAINTENANCE CROSSOVER



SECTION A-A

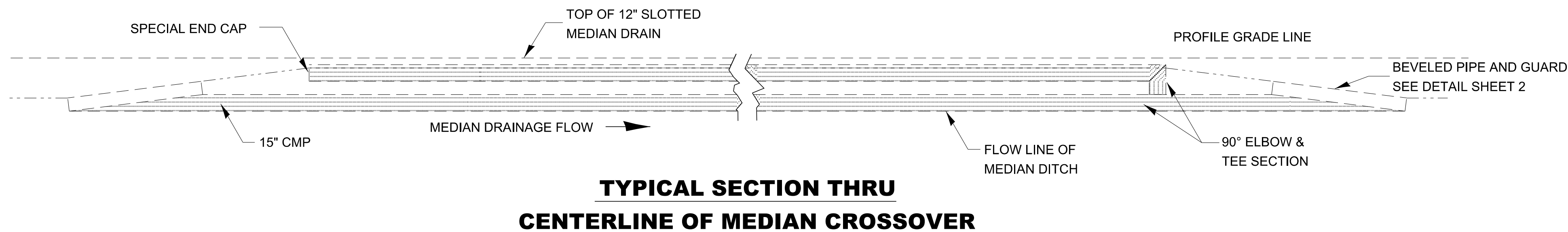


TYPICAL SECTION

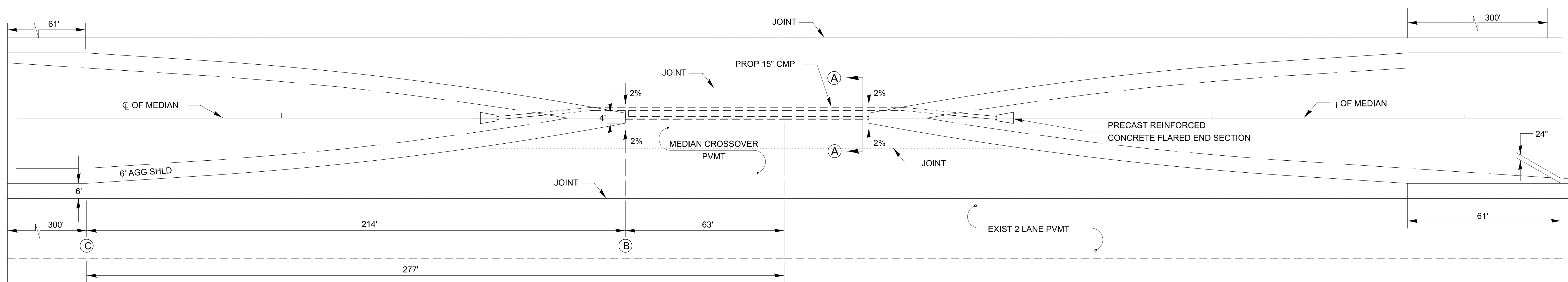
TABLE OF OFFSETS AND DROPS											
DISTANCE FROM LOCATION STATION	0	63.17'	75'	100'	125'	150'	175'	200'	225'	250'	277.49'
OFFSETS FROM INSIDE EDGE OF PAVEMENT	32'	30'	27.86'	23.67'	19.93'	16.64'	13.80'	11.40'	9.44'	7'	6'
DROP FROM INSIDE EDGE OF PAVEMENT	.64'	.60'	.56'	.47'	.40'	.33'	.28'	.23'	.19'	.16'	.24'

(B)

(C)



TYPICAL SECTION THRU CENTERLINE OF MEDIAN CROSSOVER



TYPICAL PLAN

1" = 20'

GENERAL NOTES:

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 THE 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.

JOINTS SHALL BE SAWS AT A MAXIMUM OF 14' SPACING ACROSS THE MEDIAN WIDTH. ALL JOINTS SHALL BE SEALED.

TRAFFIC CONTROL STANDARD 701416 IS TO BE USED WITH THIS DETAIL.

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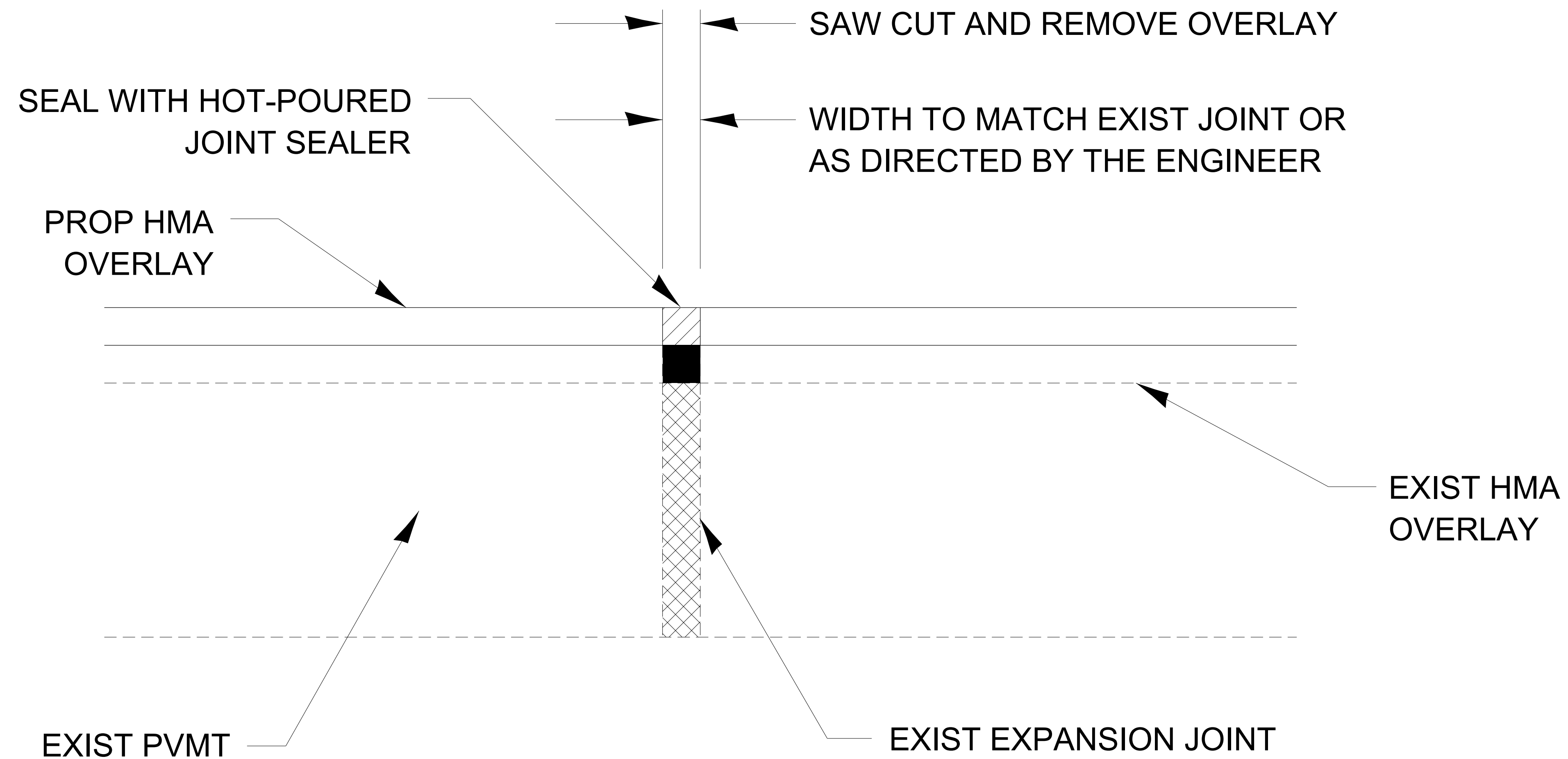
USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: SHEET OF SHEETS STA. TO STA.

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

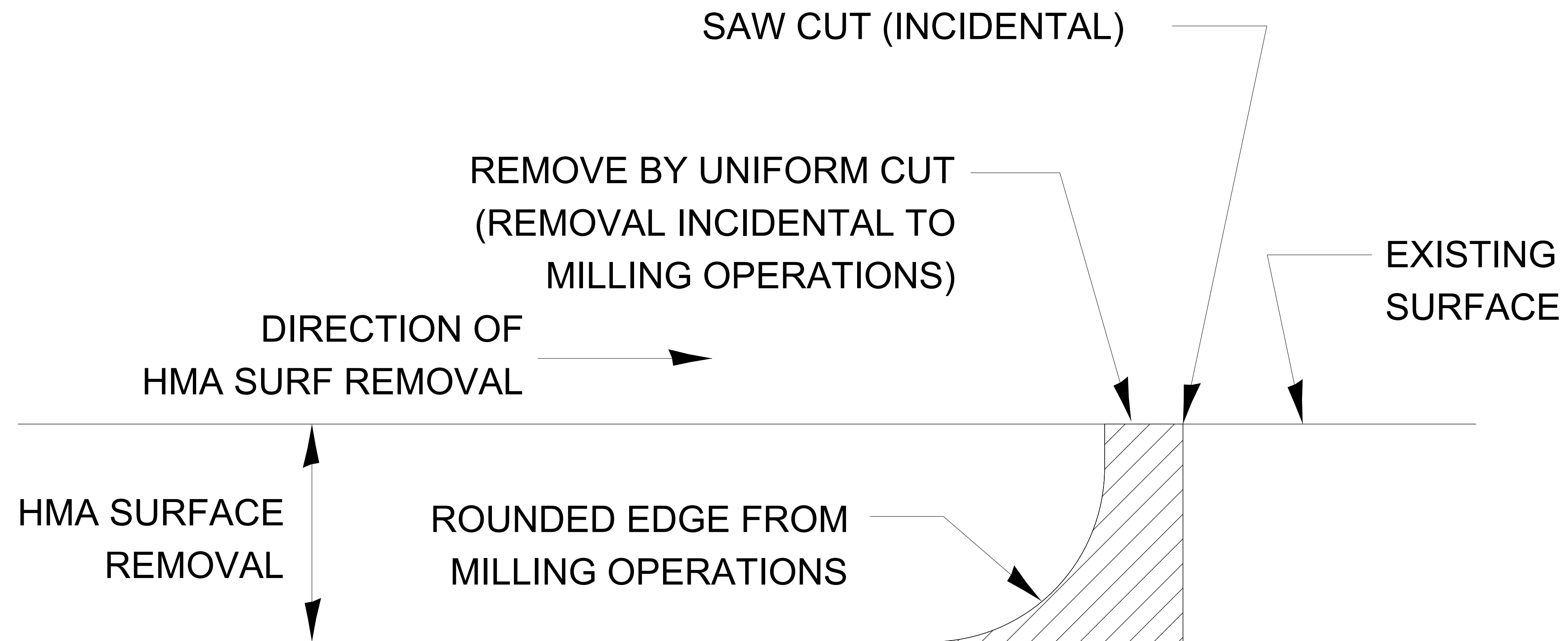
406-5



EXPANSION JOINT REHABILITATION DETAIL

GENERAL NOTES:

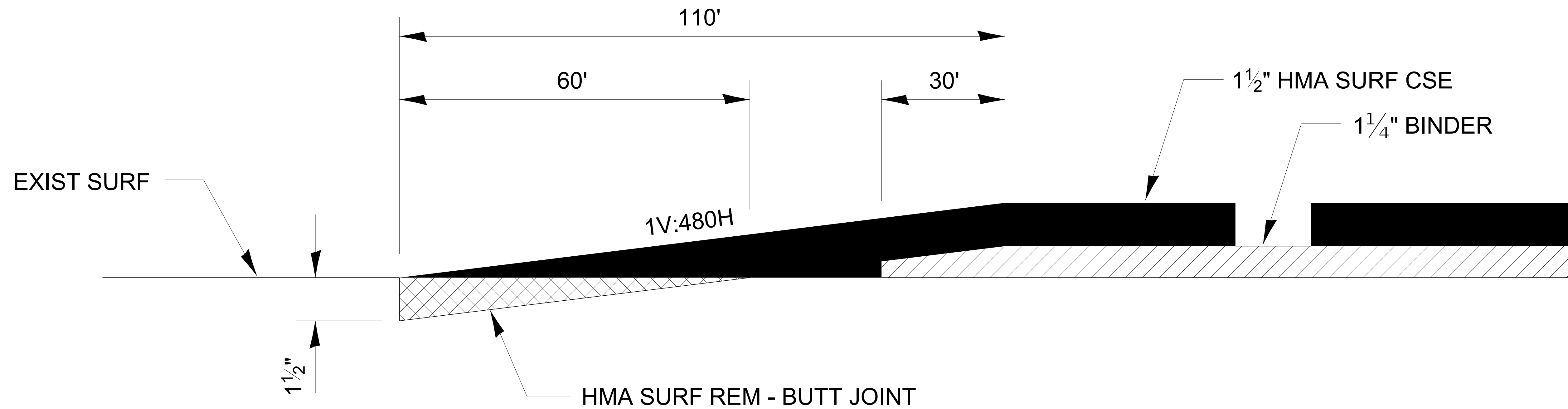
1. THE NEW HMA OVERLAY SHALL BE SAWED, REMOVED AND THE JOINT AREA CLEANED. PRIOR TO PLACING THE HOT-POURED JOINT SEALER, THE JOINT SHALL BE BLOWN OUT WITH COMPRESSED AIR.
2. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR EXPANSION JOINT REHABILITATION.



NOTE:

WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,
 THEN A SAW CUT SHALL BE USED TO MANUFACTURE
 A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.
 THE ENGINEER SHALL BE THE SOLE JUDGE
 CONCERNING THE USE OF THIS DETAIL

HMA BUTT JOINT SAW CUTS

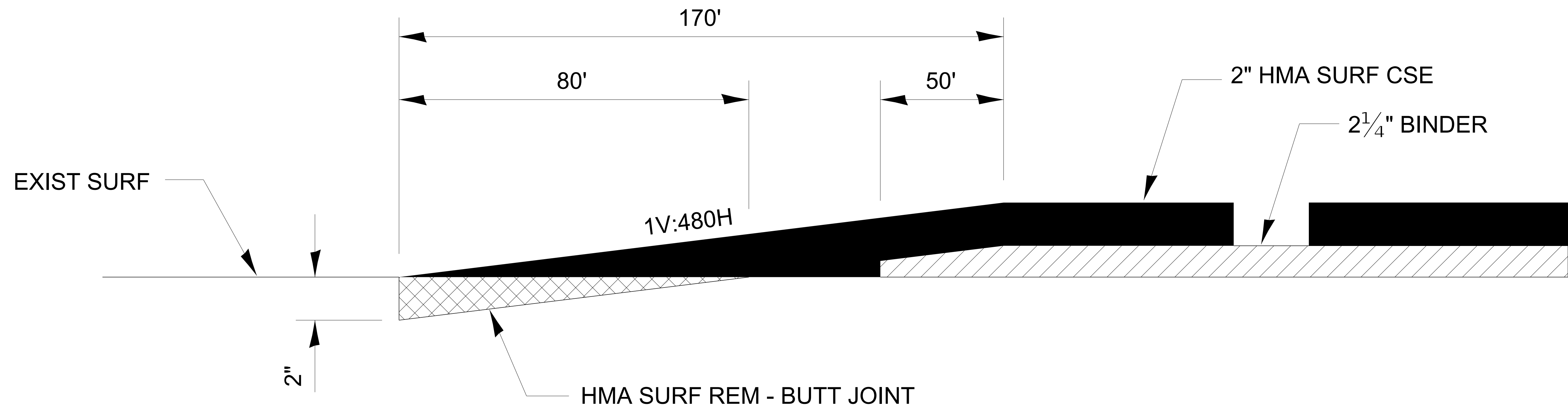


DESIGNER NOTES:

MODIFY TO MEET PROJECT SPECIFIC THICKNESS AND DIMENSIONS IF NEEDED

406-9

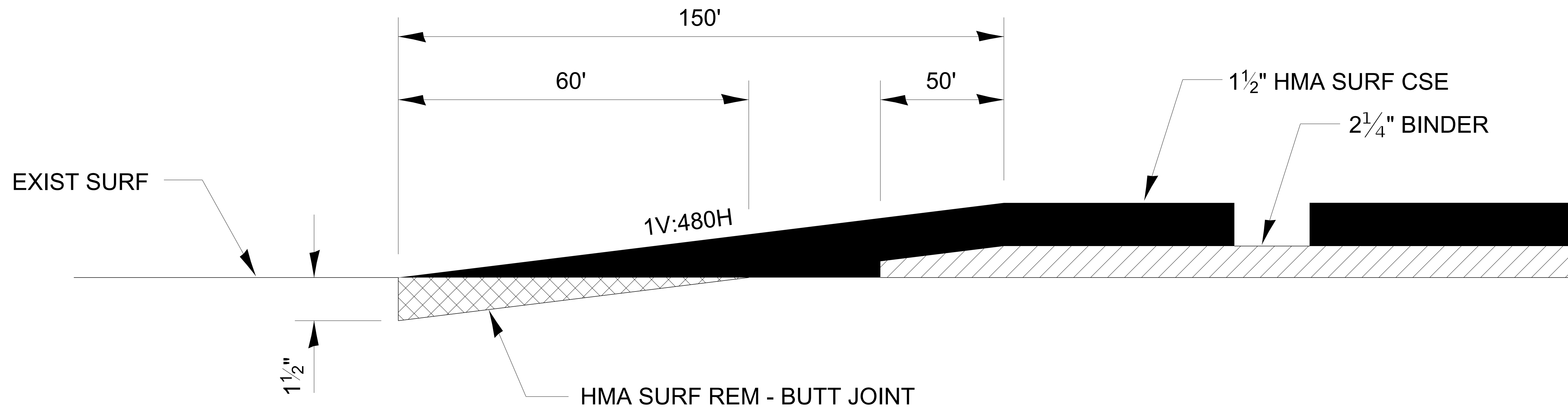
BUTT JOINT - NON INTERSTATE STANDARD OVERLAY



DESIGNER NOTE:
 MODIFY TO MEET PROJECT SPECIFIC THICKNESS AND DIMENSIONS IF NEEDED

406-10

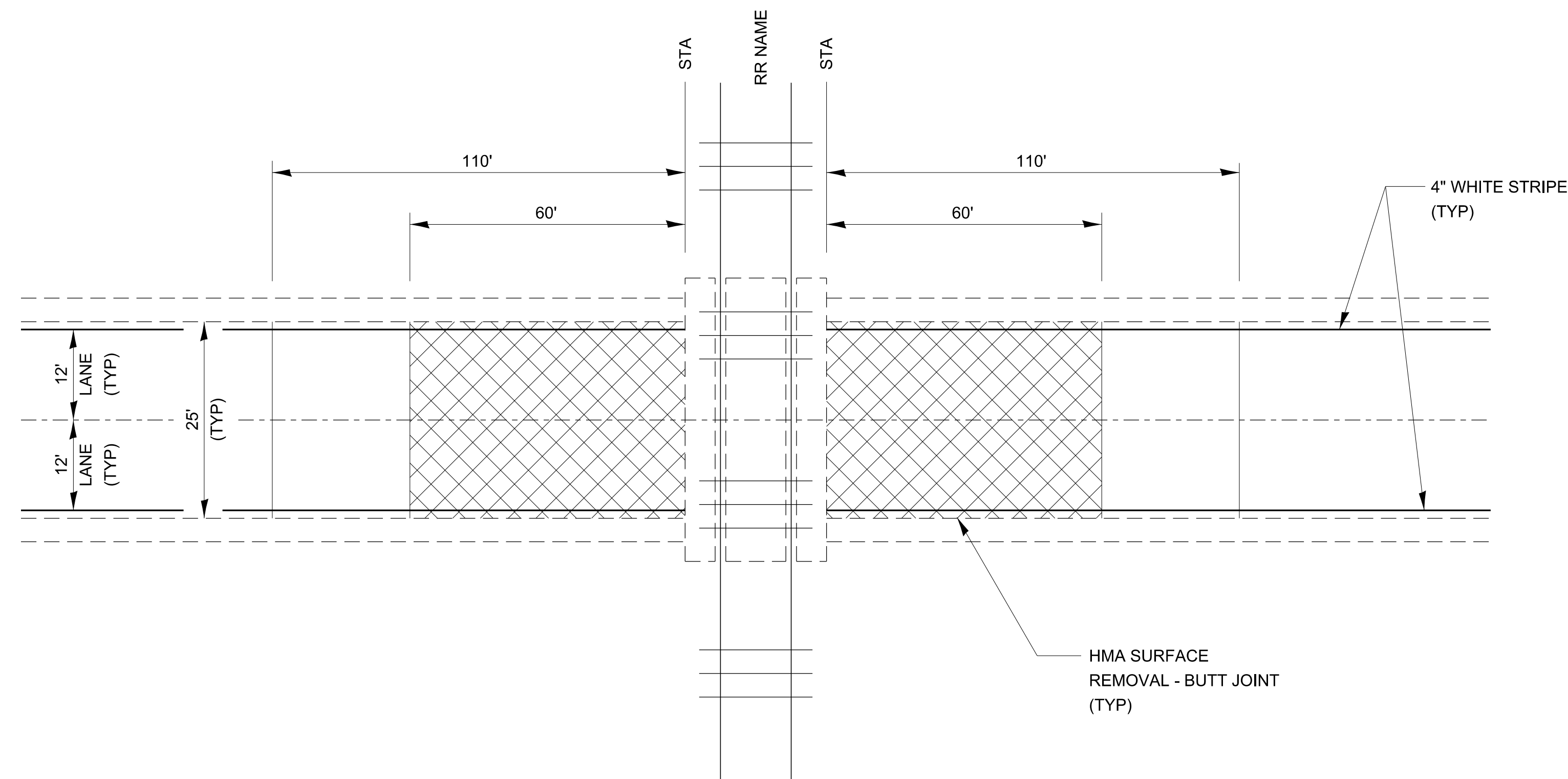
BUTT JOINT - INTERSTATE STANDARD OVERLAY



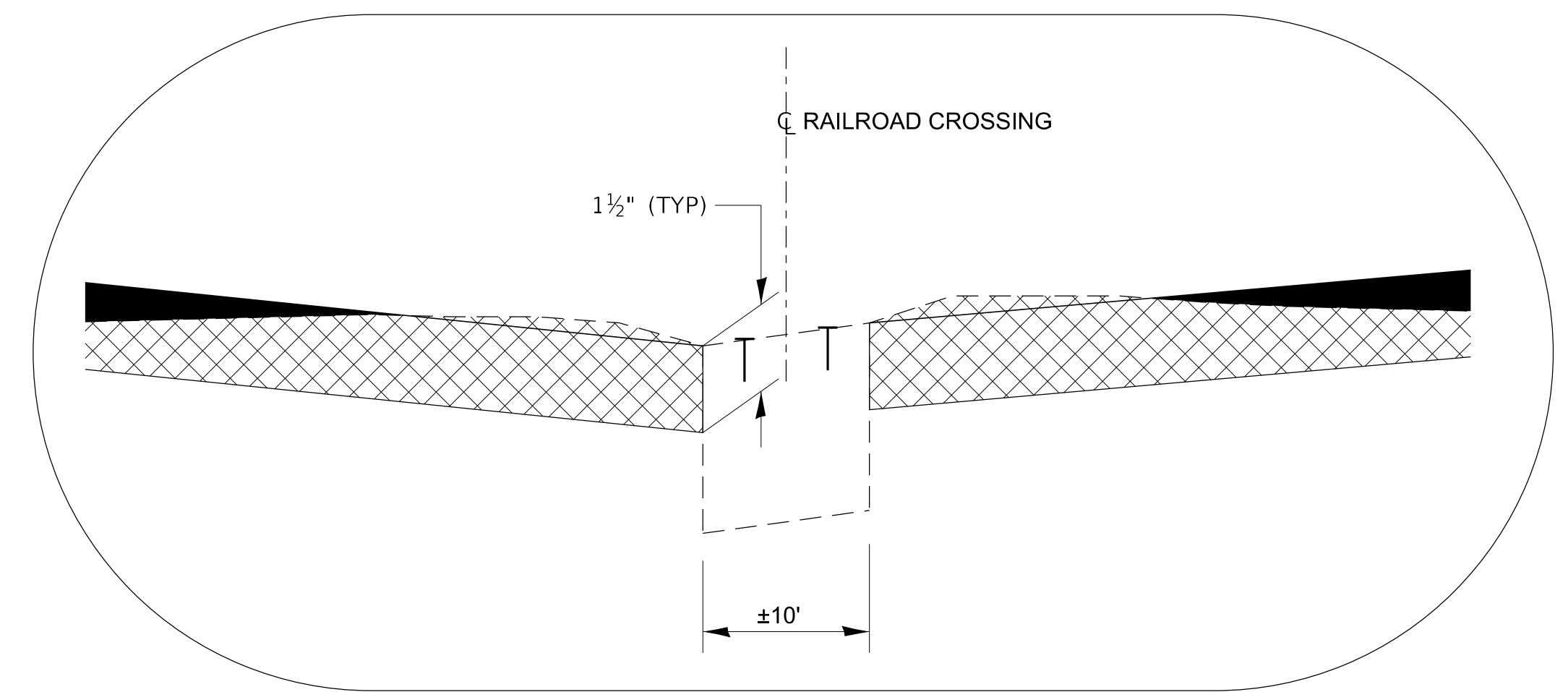
DESIGNER NOTE:
 MODIFY TO MEET PROJECT SPECIFIC THICKNESS AND DIMENSIONS IF NEEDED

406-11

BUTT JOINT - NON INTERSTATE DESIGNED OVERLAY

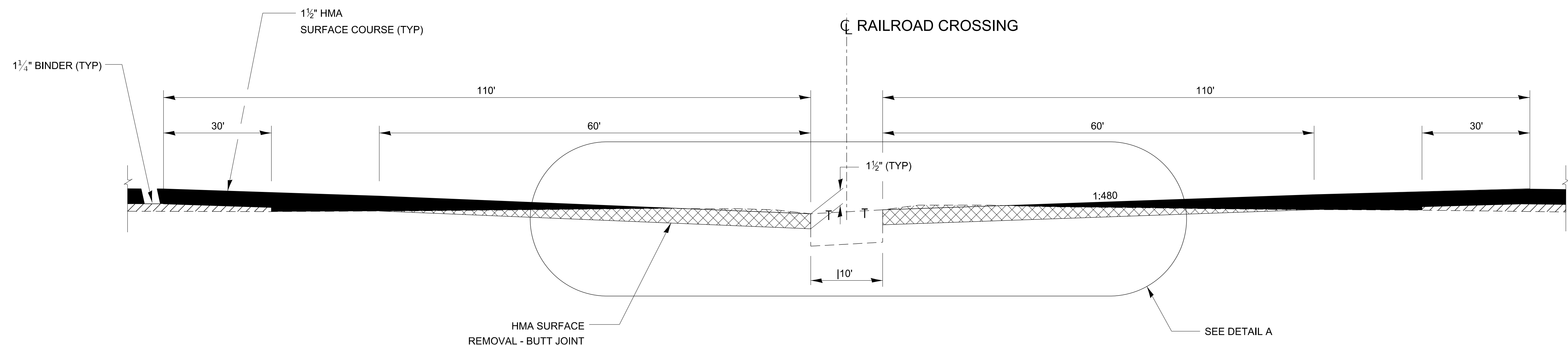


PLAN AT RAILROAD CROSSING



DETAIL A

DESIGNER NOTE:
 ADD STATIONING, RAILROAD NAME
 AND ADDITIONAL RAILROAD TRACKS (IF REQUIRED)



BUTT JOINT AT RAILROAD CROSSING

406-12

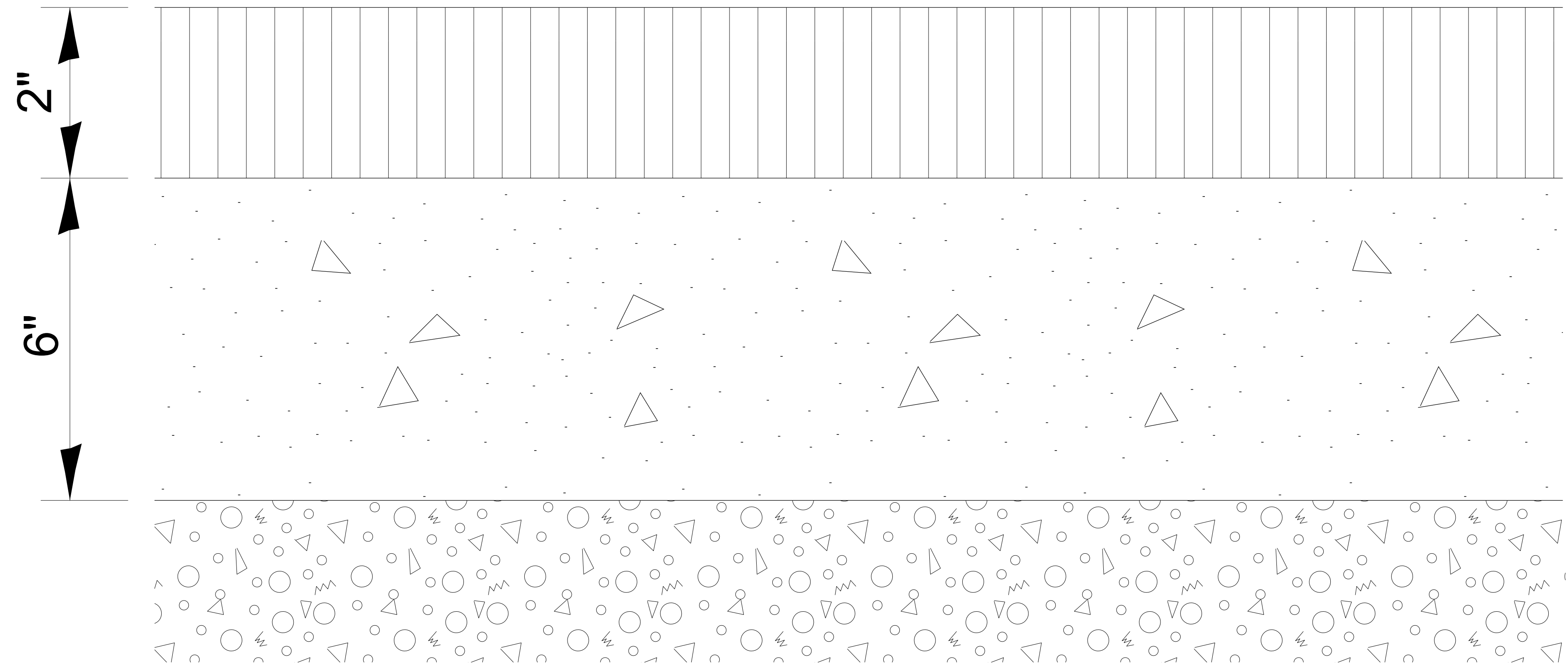
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USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

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



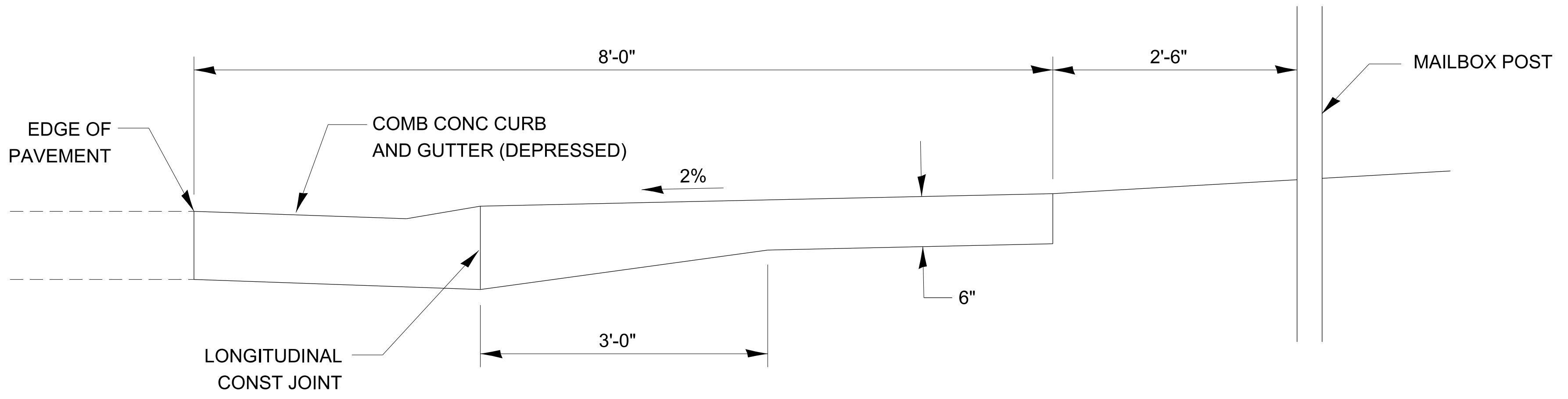
INCIDENTAL
HMA
SURFACING

AGGREGATE
BASE COURSE TY B

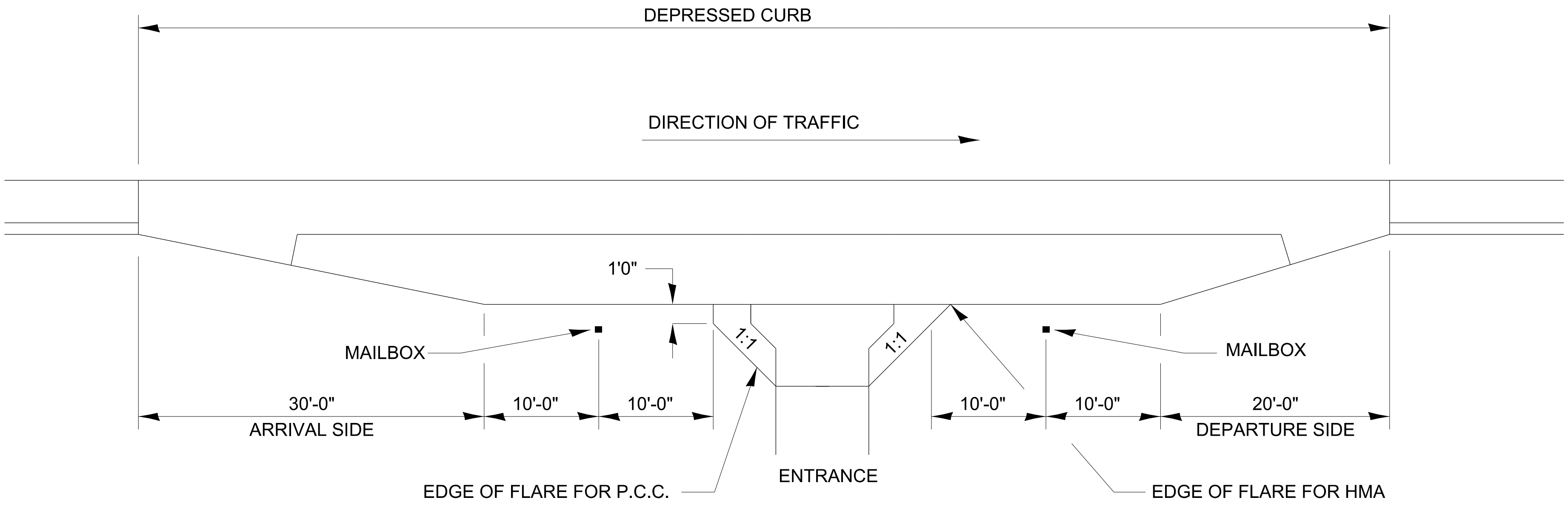
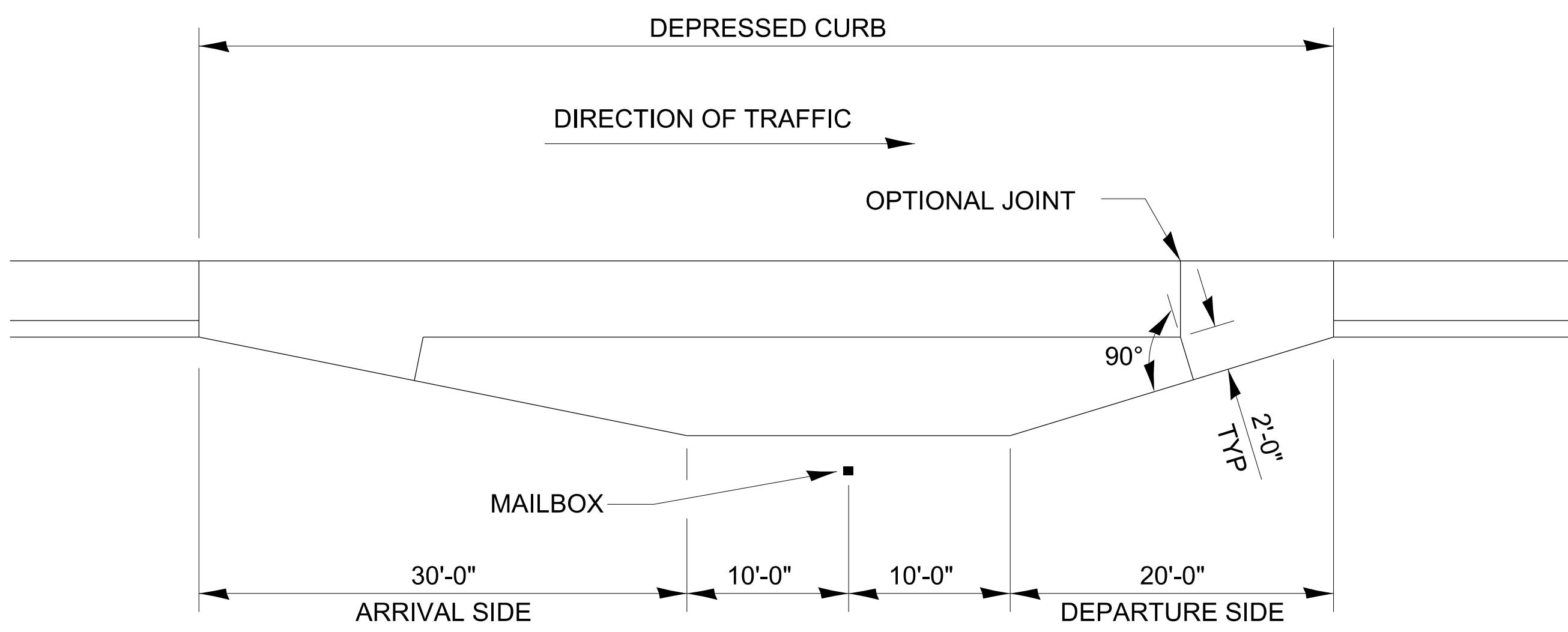
COMPACTED
SUBGRADE

BICYCLE OR SHARED-USE PATH CROSS SECTION

406-13



TYPICAL CROSS SECTION



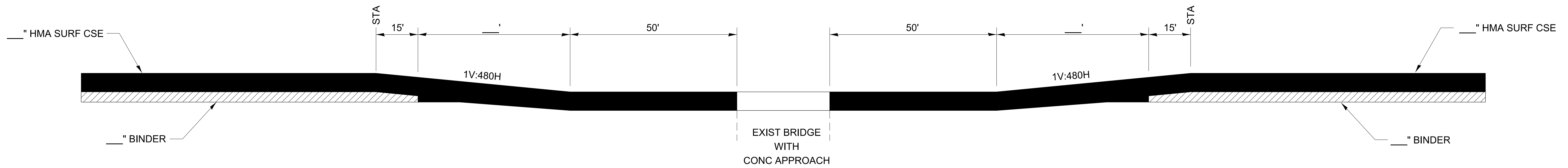
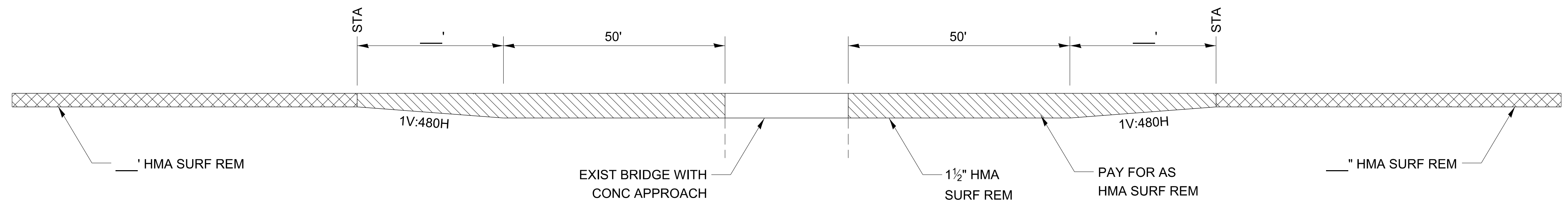
DETAIL OF MAILBOX TURNOUT IN CURB AND GUTTER SECTION TYPICAL INSTALLATION

GENERAL NOTES

1. THE LONGITUDINAL CONSTRUCTION JOINT SHALL CONFORM TO SECTION 420.05 OF THE STANDARD SPECIFICATIONS.
2. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PC CONCRETE DRIVEWAY PAVEMENT OF THE THICKNESS SPECIFIED ON THE PLANS WHICH PRICE SHALL INCLUDE THE LONGITUDINAL CONSTRUCTION JOINT, AND THE ADDITIONAL THICKNESS REQUIRED TO TRANSITION TO THE DEPRESSED COMBINATION CONCRETE CURB AND GUTTER.
3. MAINTAIN A MINIMUM 10' TANGENT SECTION FROM EACH SIDE OF MAILBOX.

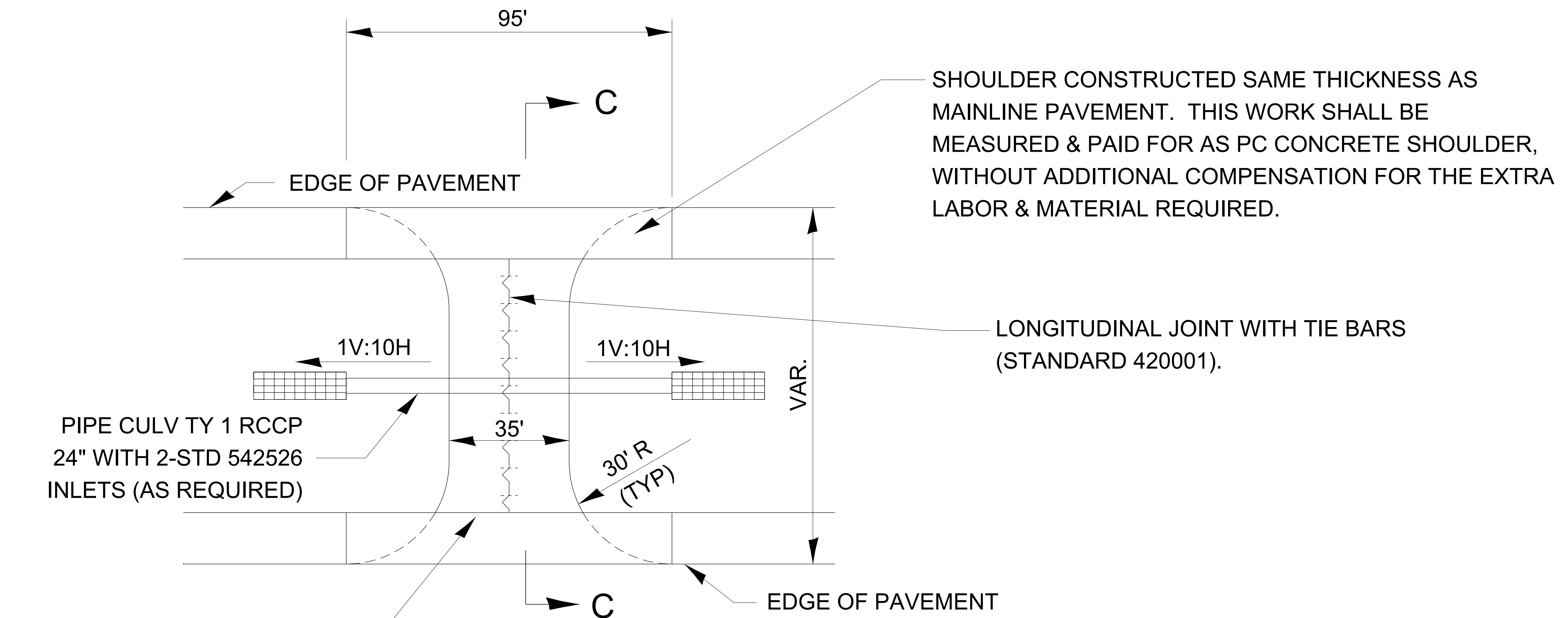
406-14

MAILBOX TURNOUT WITH URBAN TYPICAL

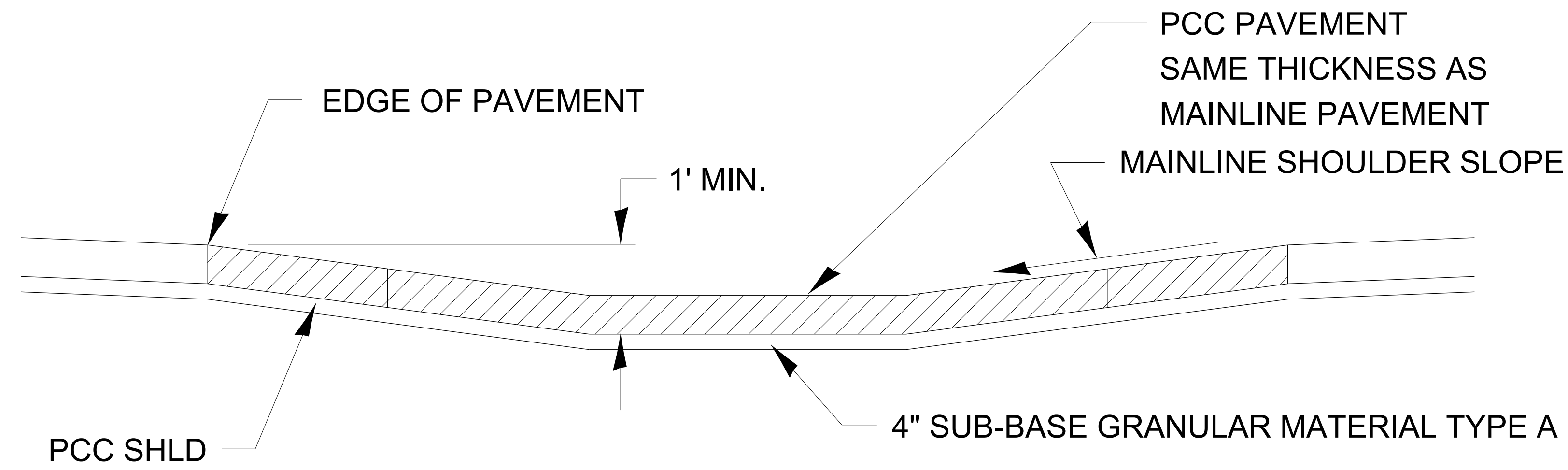


DESIGNER NOTE:
 BUTT JOINT DETAIL TO BE USED TO PREVENT DYNAMIC LOADING ON RESURFACING PROJECTS WHEN BRIDGE IS TO BE GAPPED AND WHEN RESURFACING PROFILE IS HIGHER THAN STRUCTURE PROFILE.
 ADJUST THICKNESS AND DISTANCES TO PROJECT SPECIFIC DETAILS.

STRUCTURE BUTT JOINT
MILLING AND RESURFACING AT BRIDGE



KEYED LONGITUDINAL CONSTRUCTION JOINT (STD 542526)



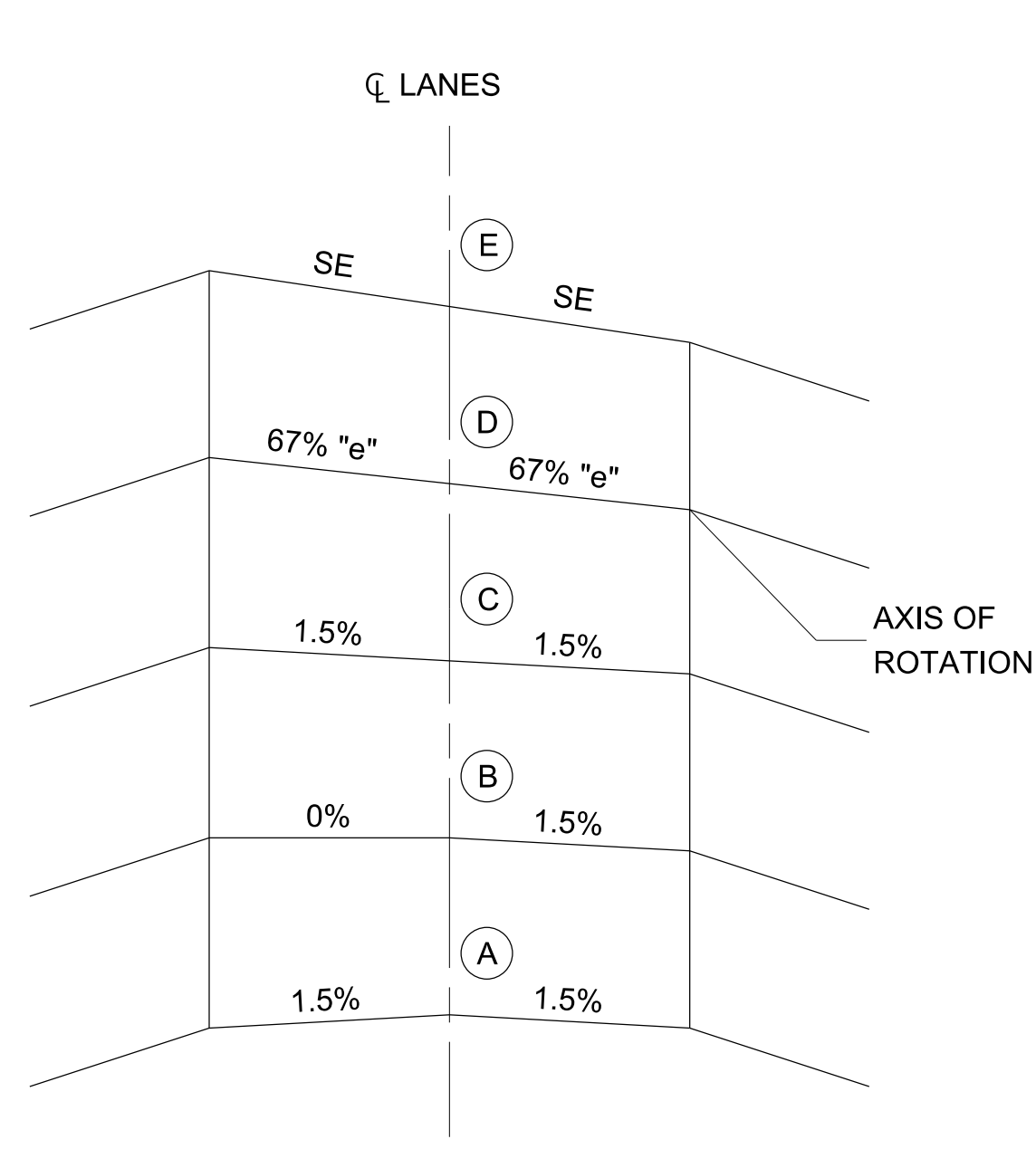
SECTION C-C

420-1

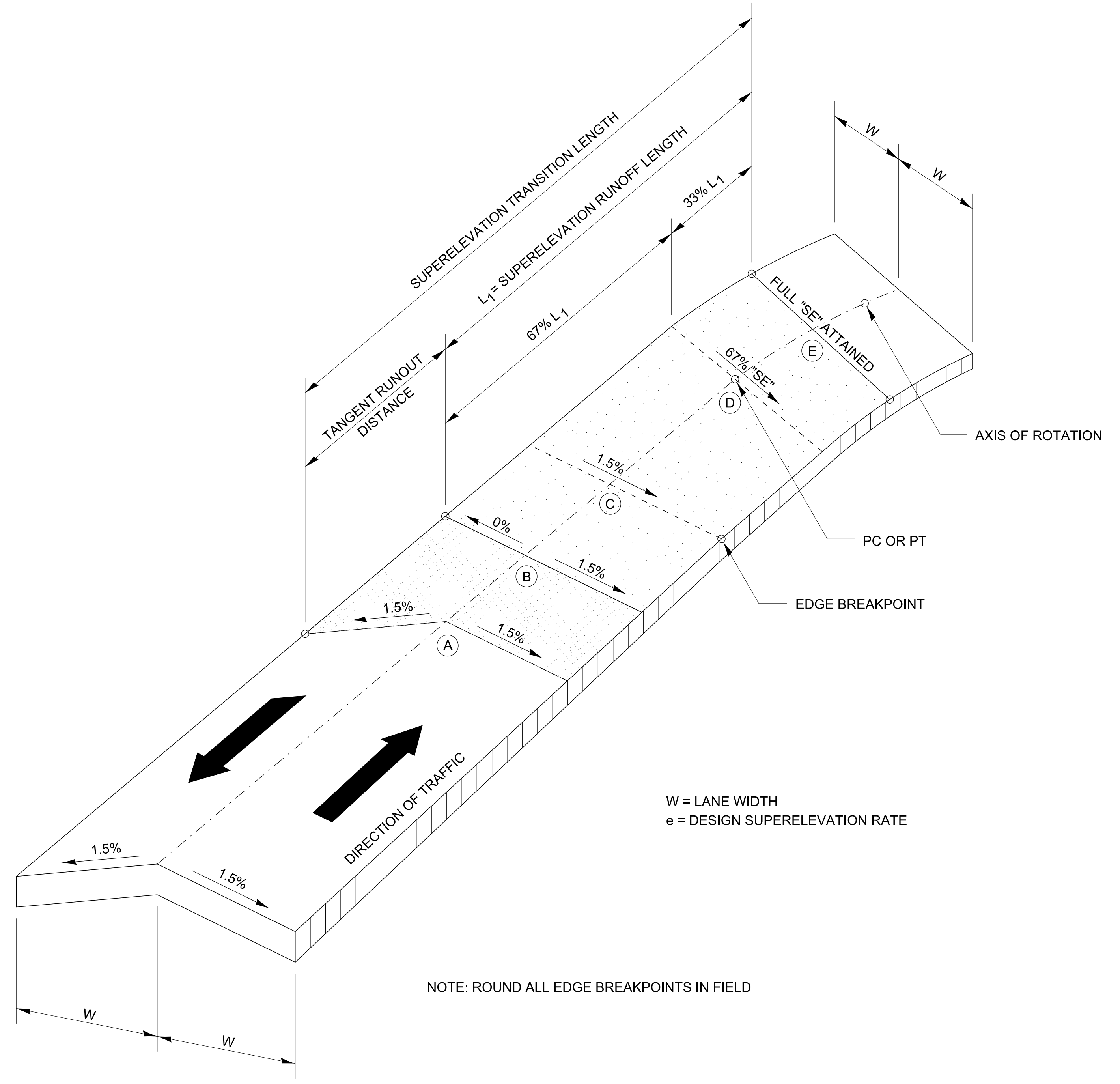
CONCRETE MAINTENANCE CROSSOVER

EX. CURVE A
P.I. STA=
 Δ =
D=
R=
T=
L=
E=
e=
T.R.=
S.E. RUN=
P.C. STA=
P.T. STA=

EX. CURVE B
P.I. STA=
 Δ =
D=
R=
T=
L=
E=
e=
T.R.=
S.E. RUN=
P.C. STA=
P.T. STA=



**CROSS SECTIONS
SUPERELEVATION DEVELOPMENT
FOR CURVE AT STA**



W = LANE WIDTH
e = DESIGN SUPERELEVATION RATE

NOTE: ROUND ALL EDGE BREAKPOINTS IN FIELD

DESIGNER NOTE:
CURVE DATA TABLE PLACED ON ALIGNMENT SHEET IF THERE IS ONE.

TRANSITION CURVE TABLE

CURVE PI STA.	W	A	B	C	D	E	SUPERELEVATION "SE"	TANGENT RUNOUT DISTANCE (TR)	SUPERELEVATION TRANSITION LENGTH (L)	SUPERELEVATION RUNOFF LENGTH (LI)
A										
B										

SUPERELEVATION TRANSITION ON TWO-LANE HIGHWAY

420-4

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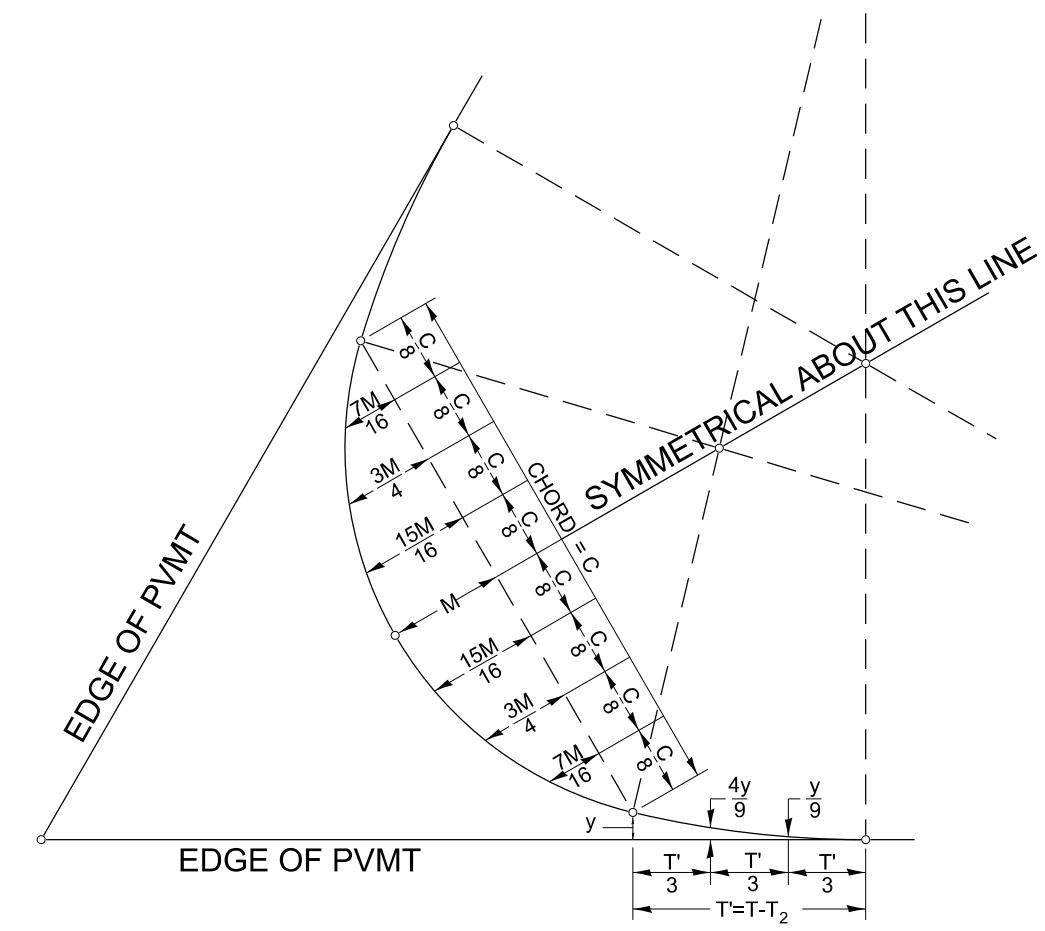
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	DRAWN -	REVISED -
PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

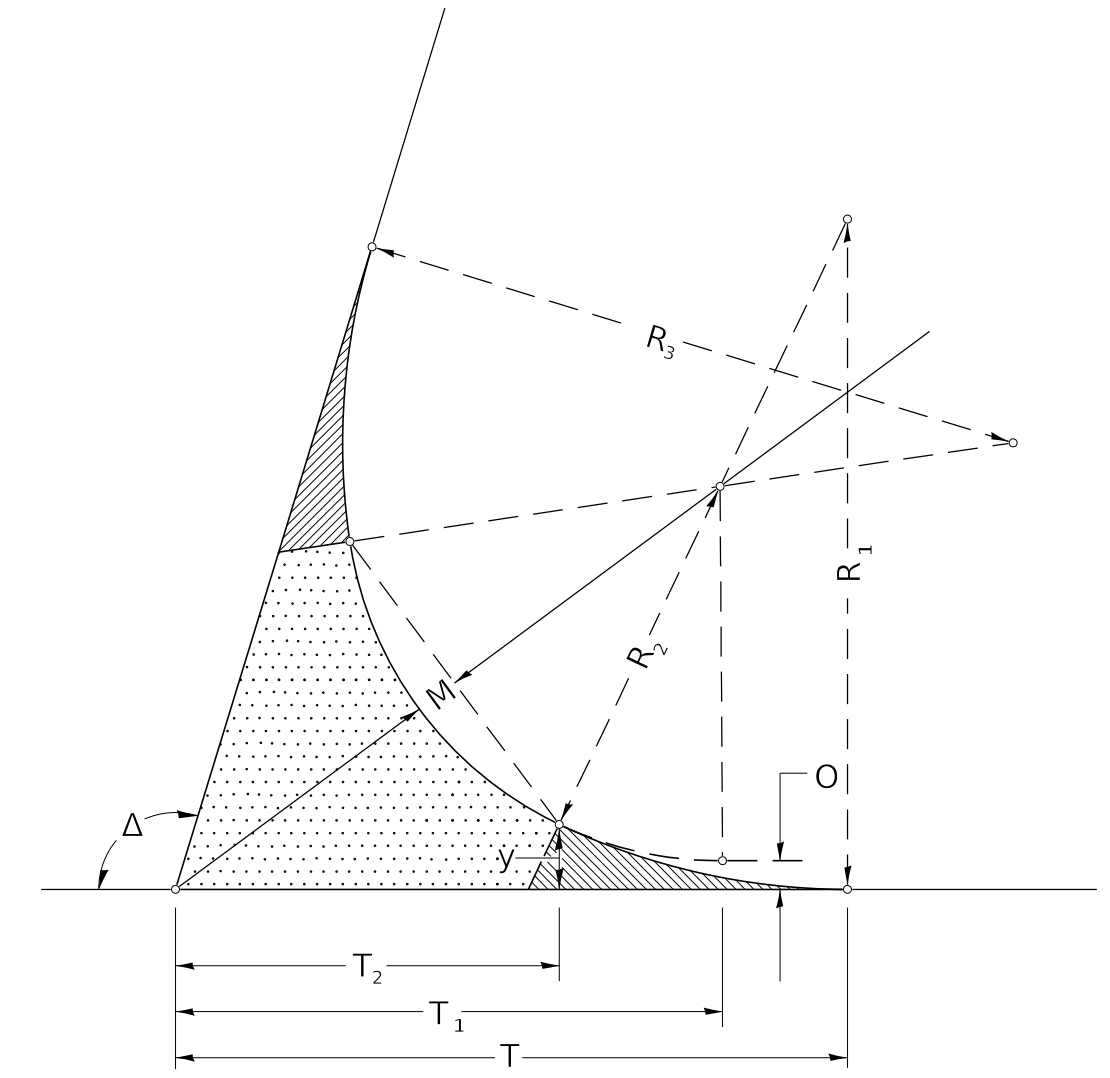
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

SYMMETRICAL CURVES

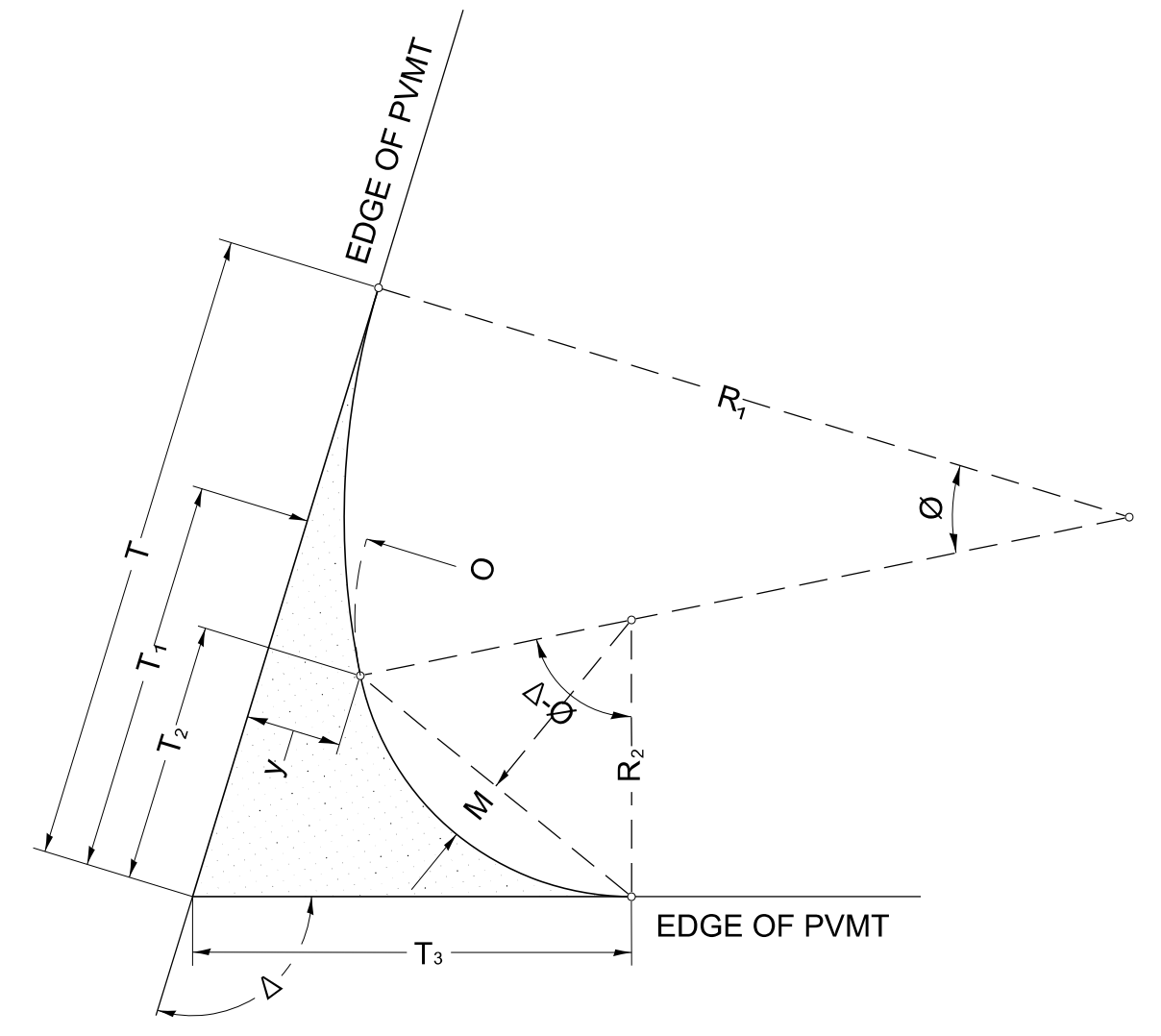


FIELD LAYOUT METHOD



FOR SYMMETRICAL CURVES

CURVE #						
R ₁						
R ₂						
R ₃						
O						
Δ						
T						
T ₁						
T ₂						
T ₃						
y						
$\frac{4y}{9}$						
$\frac{y}{9}$						
M						
$\frac{15M}{16}$						
$\frac{3M}{4}$						
$\frac{7M}{16}$						
C						

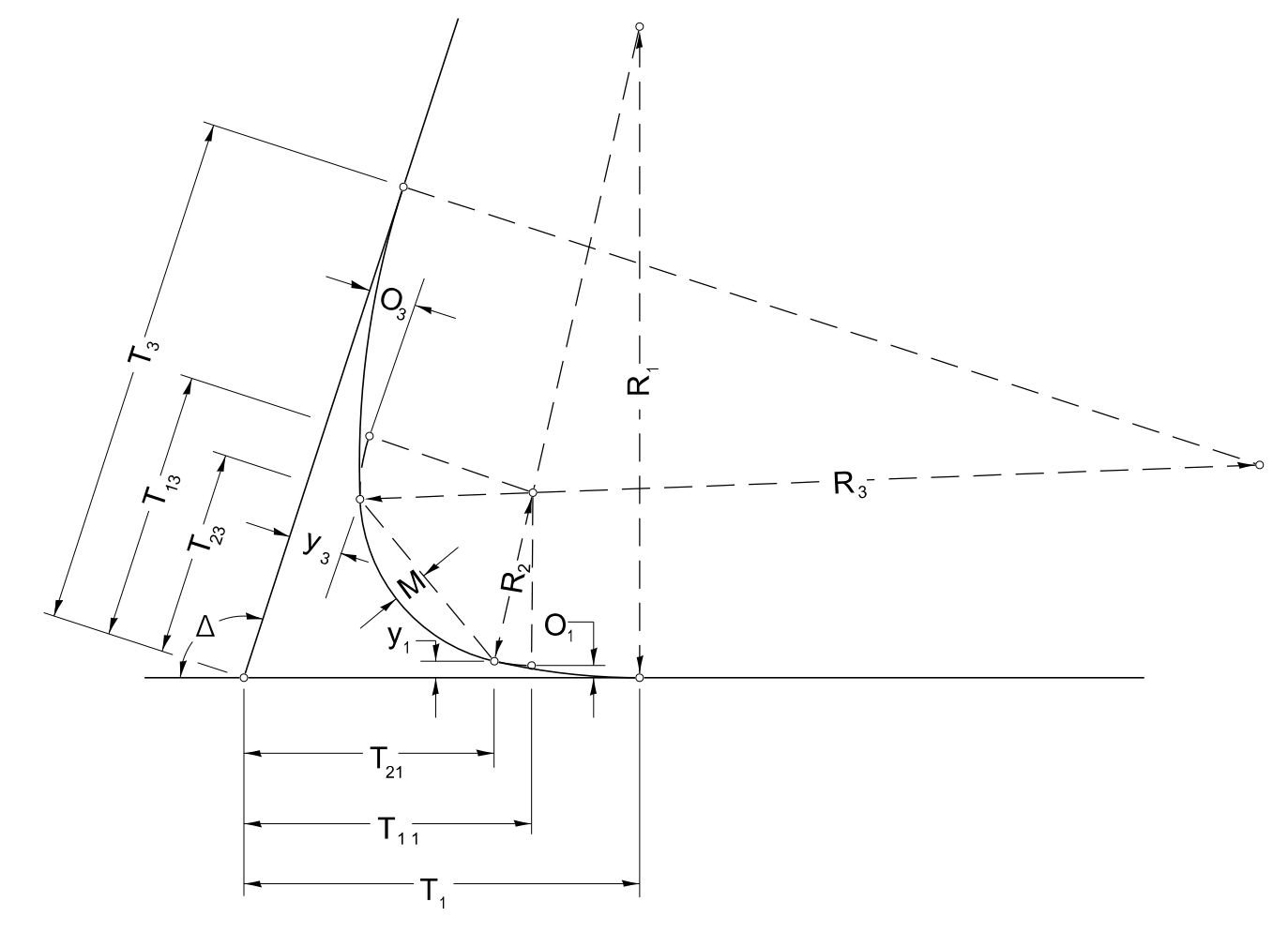


TWO CENTER CURVES

CURVE #						
R ₁						
R ₂						
O						
Δ						
T						
T ₁						
T ₂						
T ₃						
y						
$\frac{4y}{9}$						
$\frac{y}{9}$						
M						
$\frac{15M}{16}$						
$\frac{3M}{4}$						
$\frac{7M}{16}$						
C						

TWO AND THREE CENTER CURVE DATA

ASYMMETRICAL CURVES



FOR ASYMMETRICAL CURVES

CURVE #						
R ₁						
R ₂						
R ₃						
O ₁						
O ₂						
Δ						
T ₁						
T ₁₁						
T ₂₁						
T ₃₁						
y ₁						
$\frac{4y_1}{9}$						
$\frac{y_1}{9}$						
T ₂						
T ₁₂						
T ₂₂						
T ₃						
y ₂						
$\frac{4y_2}{9}$						
$\frac{y_2}{9}$						
M						
$\frac{15M}{16}$						
$\frac{3M}{4}$						
$\frac{7M}{16}$						
C						

ASYMMETRICAL THREE CENTER CURVES

420-5

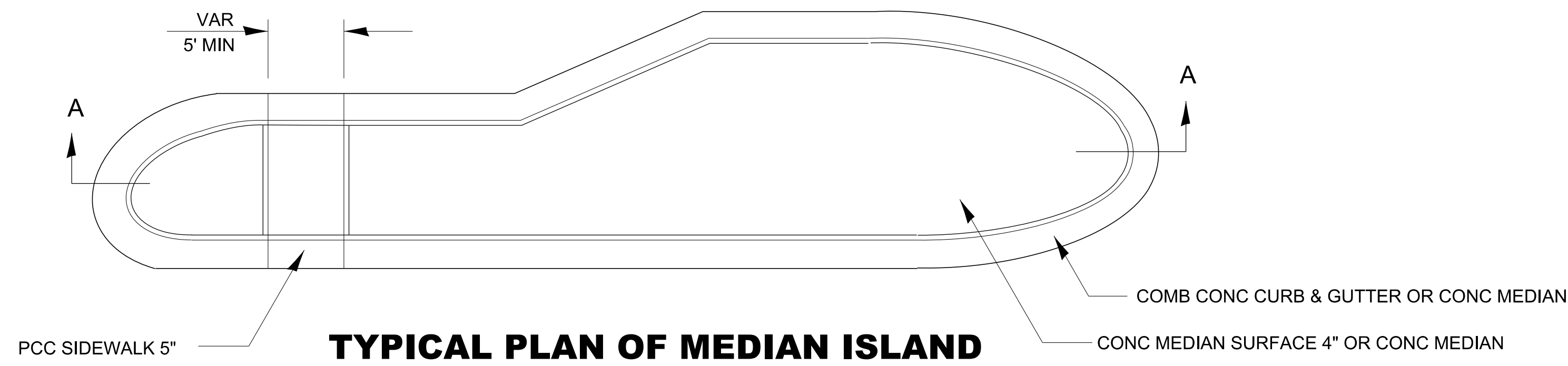
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USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



GENERAL NOTES

SEE STANDARDS 606001, 606301, 424031, AND PLAN SHEETS FOR STATION, OFFSETS, RADII, DIMENSIONS, AND DETAILS NOT SHOWN.

THE SIDEWALK SHOULD DRAIN TO THE LOW SIDE OF THE ISLAND. IF NECESSARY THE SIDEWALK SHALL BE SLOPED TO DRAIN AT A MAXIMUM 1.5% GRADE.

SEE THE PLAN SHEETS FOR THE TYPE OF CURB & GUTTER TO BE USED ON ISLANDS.

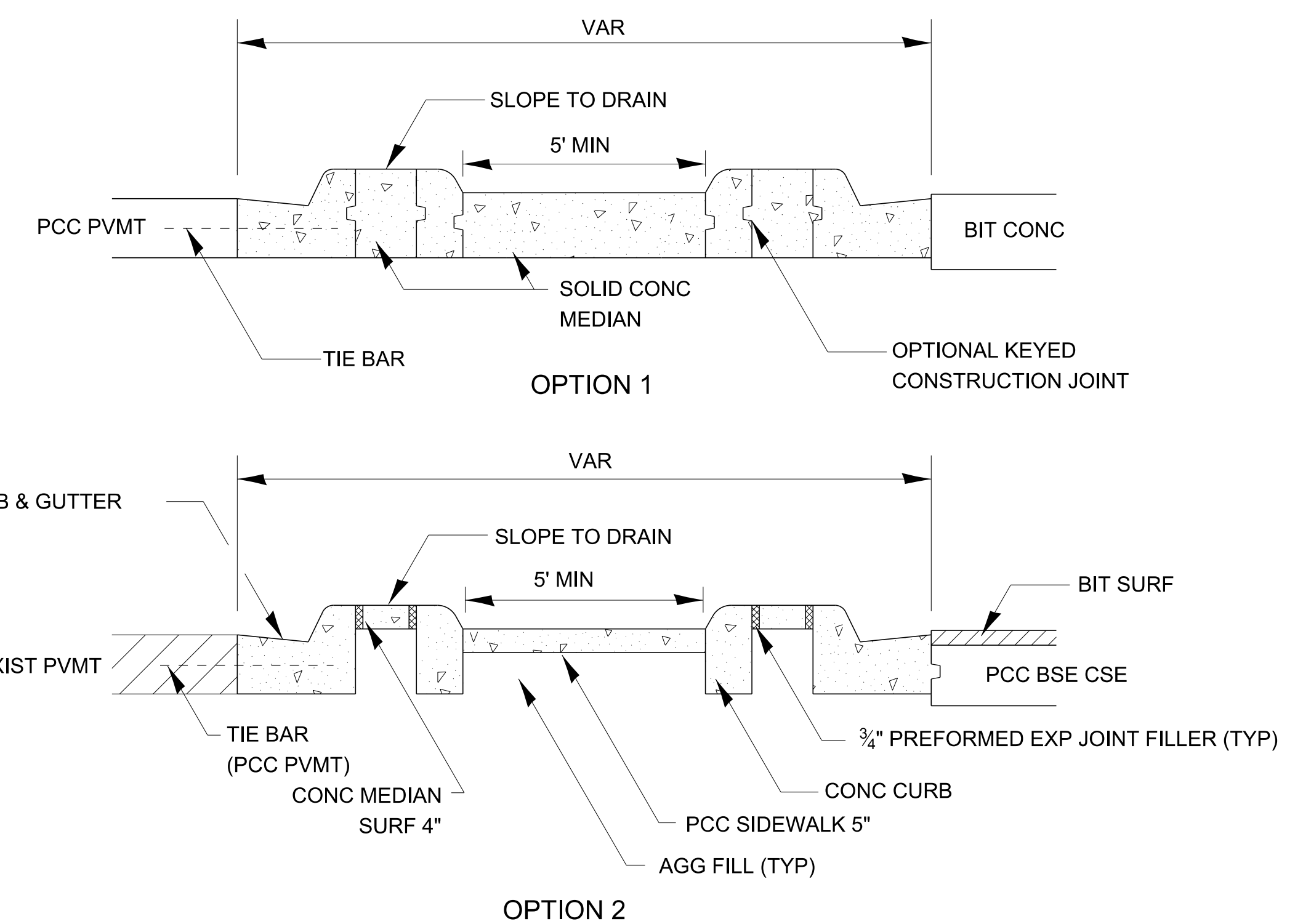
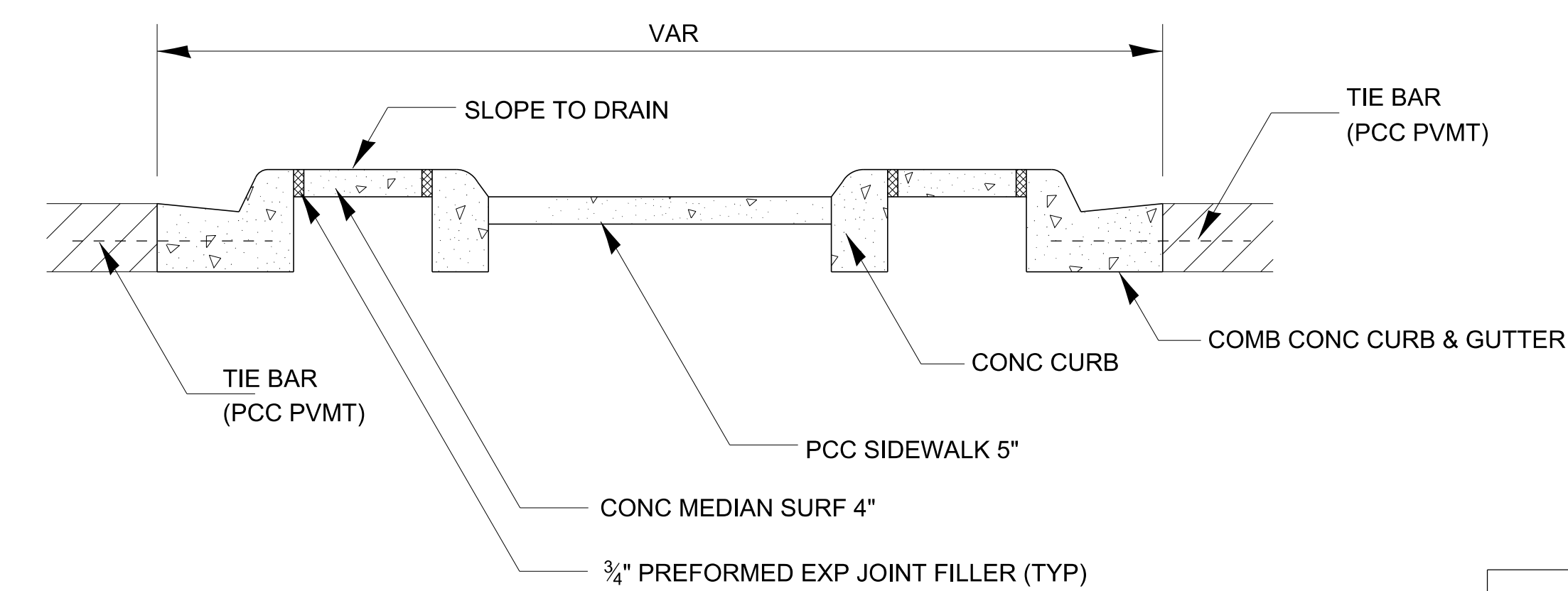
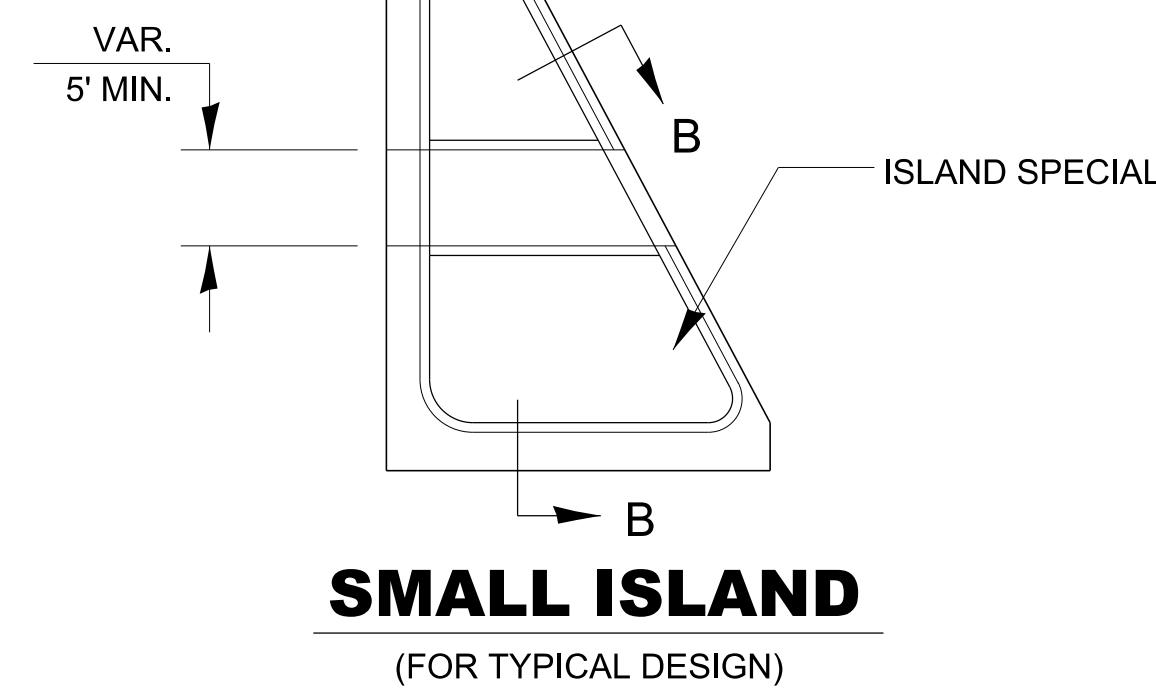
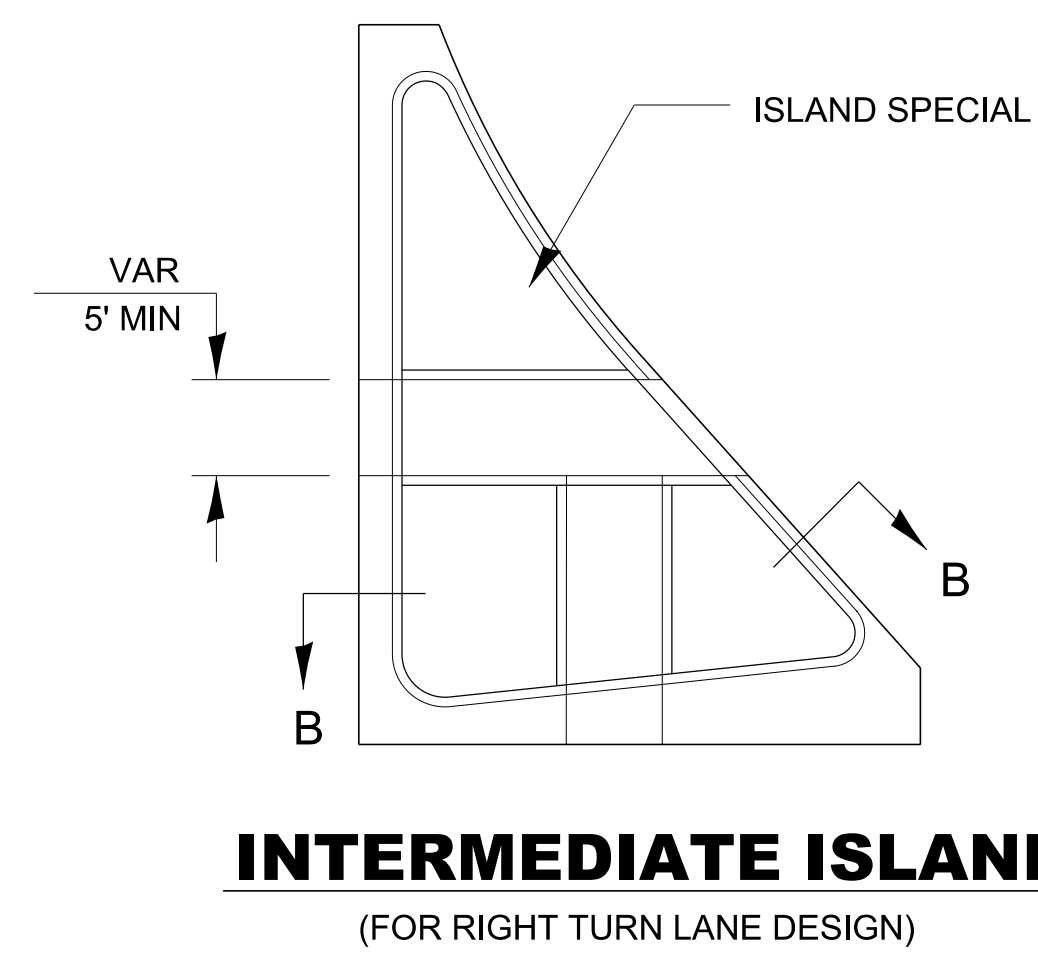
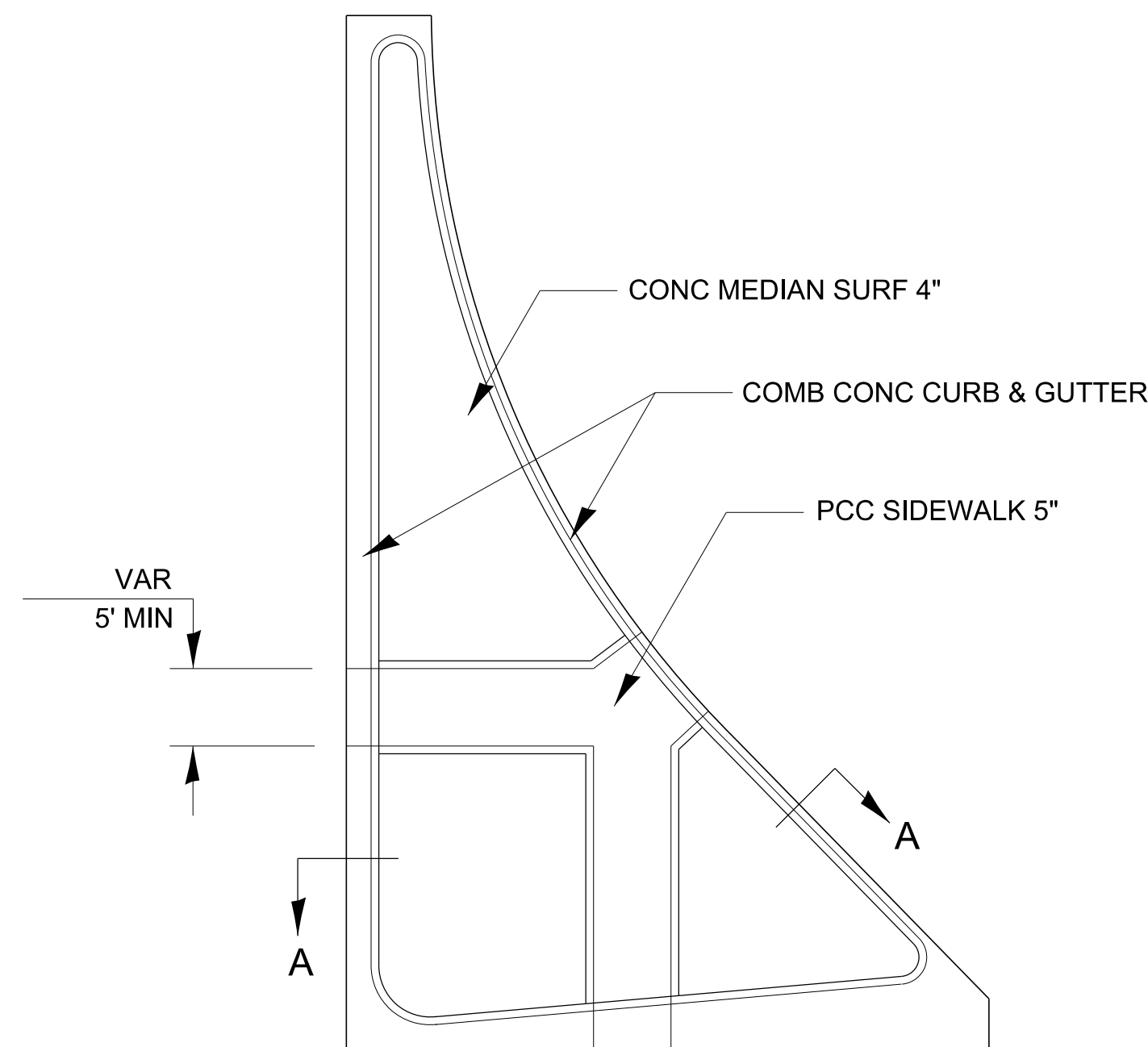
THE SIDEWALK SHOULD NOT BE CLOSER THAN 3' FROM THE CORNER OF THE ISLAND.

KEYED LONGITUDINAL CONSTRUCTION JOINTS SHALL BE CONSTRUCTED WITHOUT TIE BARS.

MEDIANS AND LARGE ISLANDS SHALL CONSIST OF PCC SIDEWALK 5", CONCRETE MEDIANS SURFACE 4", CONCRETE CURB, AND COMBINATION CONCRETE CURB & GUTTER, TYPE M OR B OR 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.

THE INTERMEDIATE AND SMALL ISLANDS WILL BE MEASURED FOR PAYMENT FROM EOP TO EOP USING EITHER OPTION 1 OR OPTION 2, AS DIRECTED BY THE ENGINEER, AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ FT FOR CONCRETE MEDIAN (SPECIAL), WHICH SHALL INCLUDE THE CURB, COMBINATION CURB & GUTTER, SIDEWALK, AGGREGATE FILL, CONCRETE MEDIAN SURFACE, AND SOLID CONCRETE MEDIAN.



DESIGNER NOTE:
DESIGNER SHOULD SPECIFY ISLAND TYPE IN THE PLANS BASED ON BDE FIG. 36-2.G

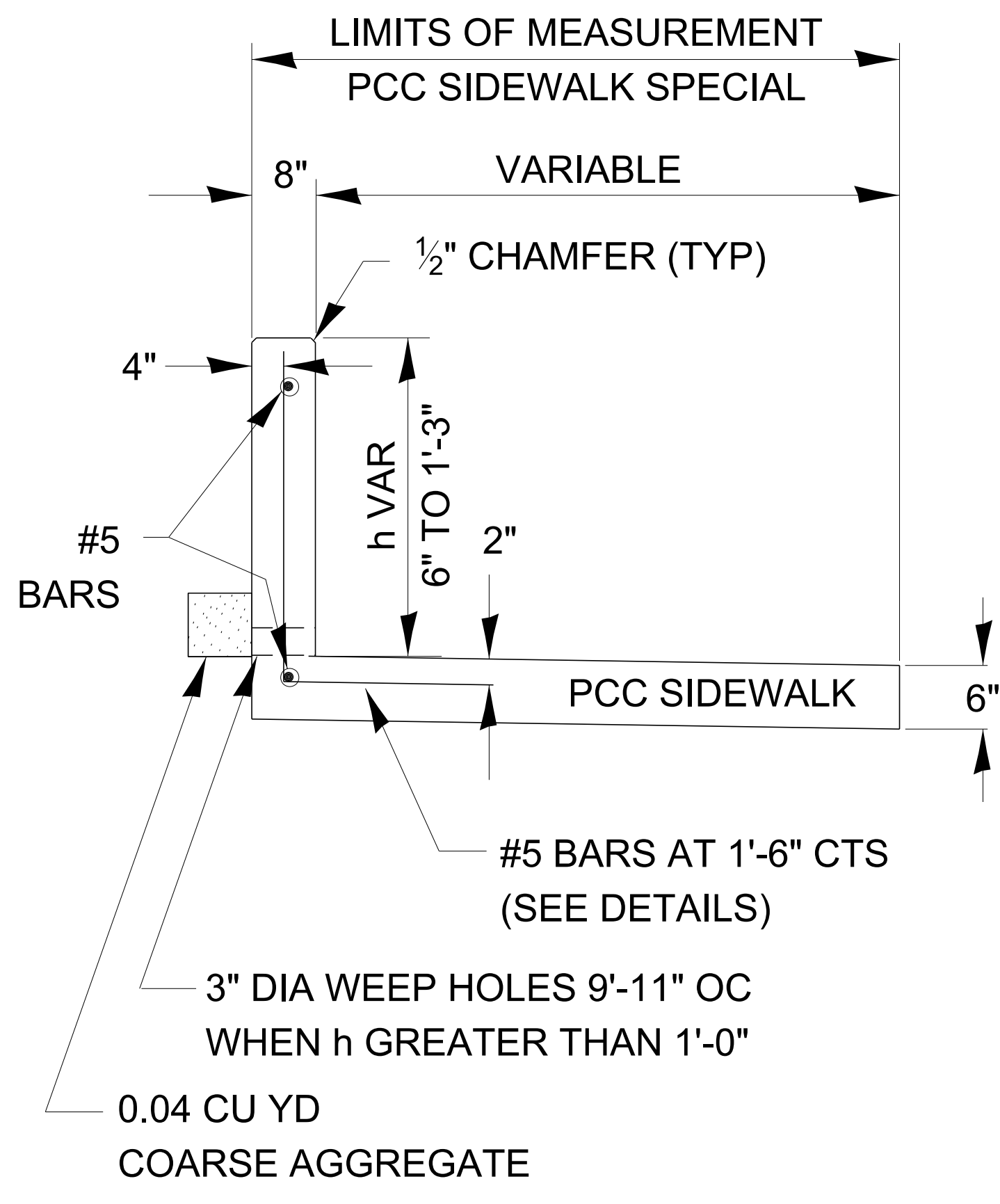
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USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
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PLOT DATE = 11/9/2023	DATE -	REVISED -

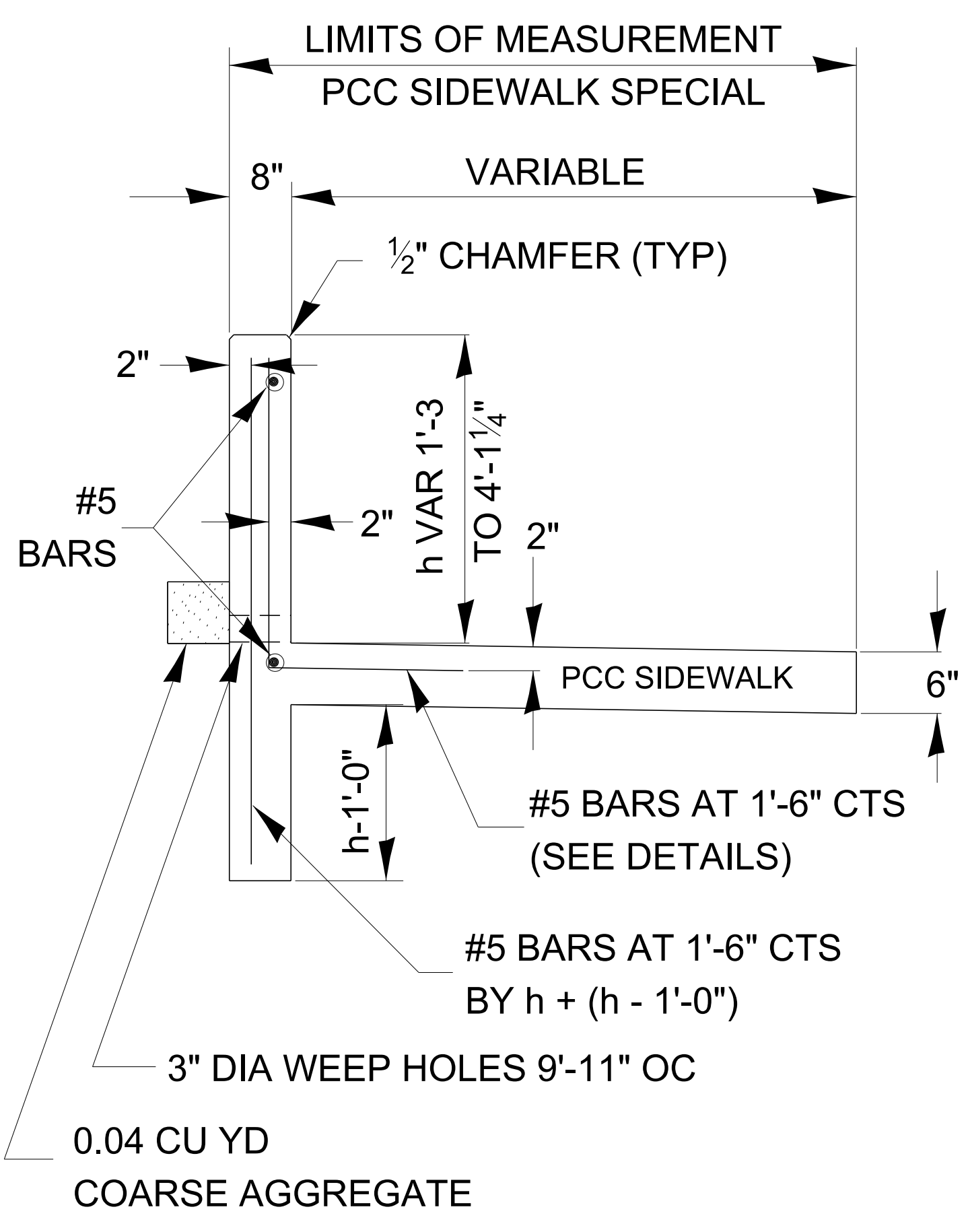
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ISLANDS AND MEDIANS WITH PEDESTRIAN ACCOMODATIONS			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

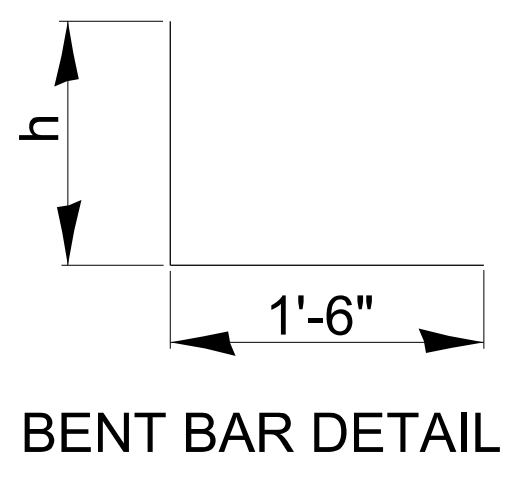
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



TYPE 1

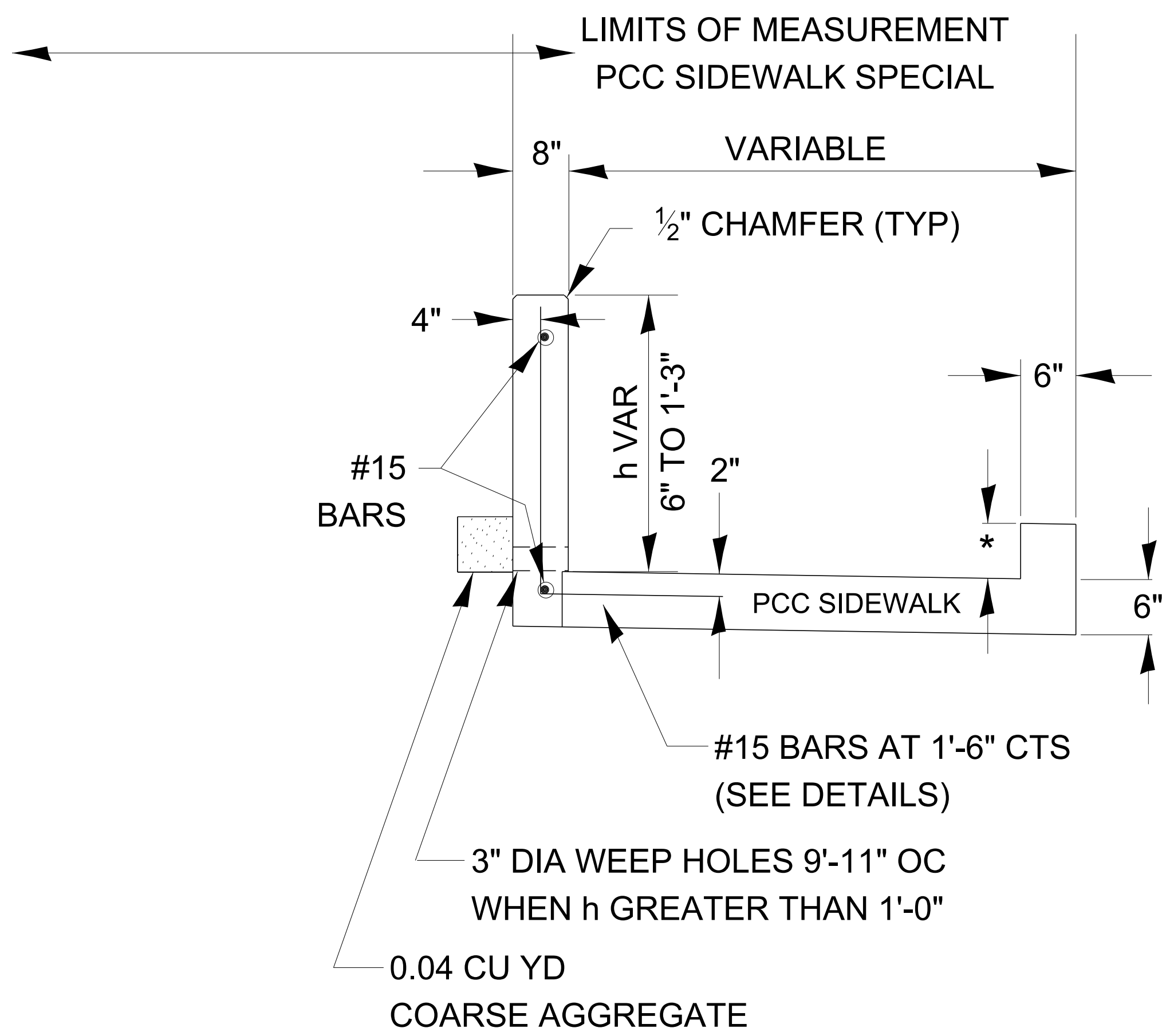


TYPE 2



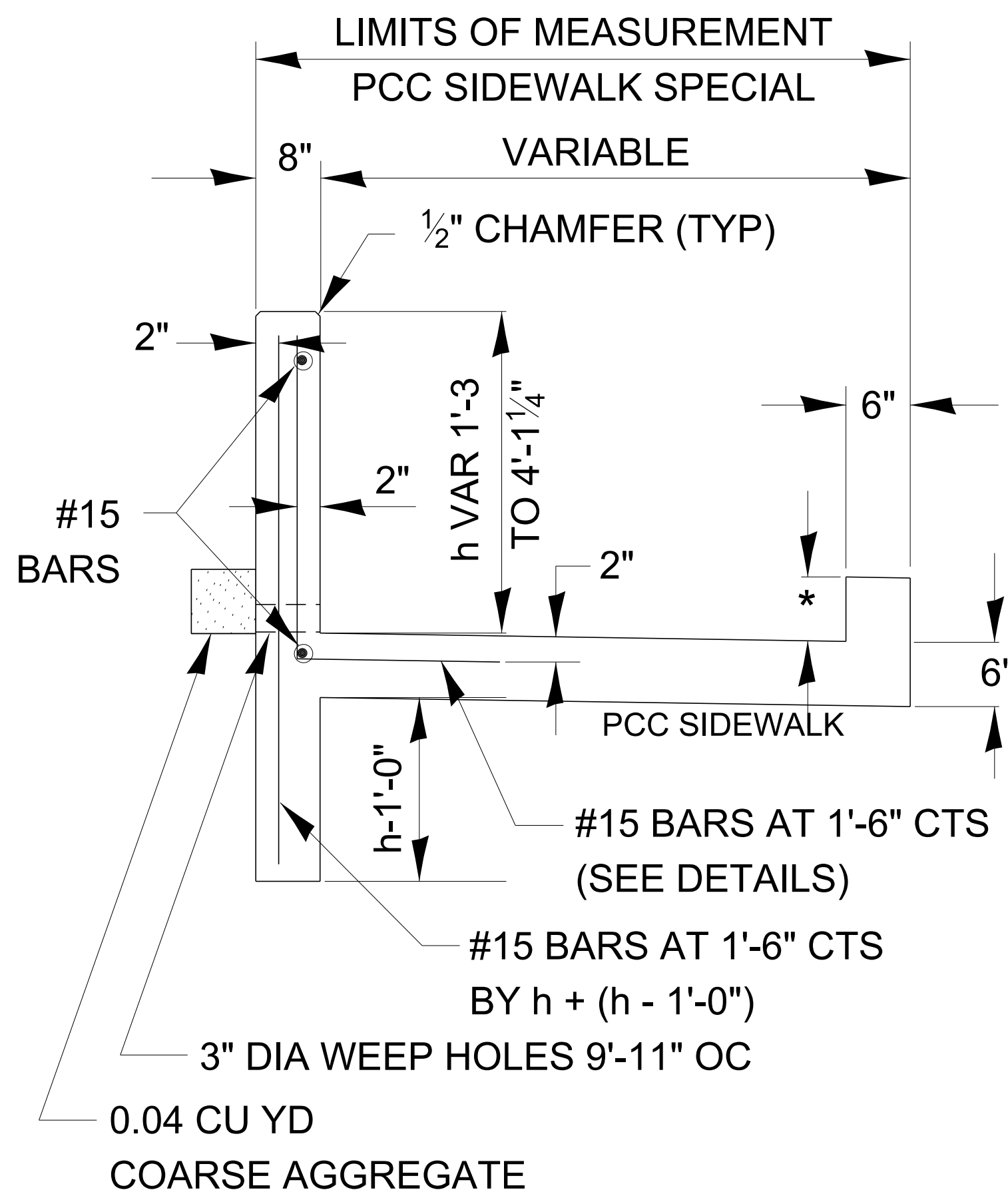
PCC SIDEWALK SPECIAL WITH RETAINING WALL

424-30



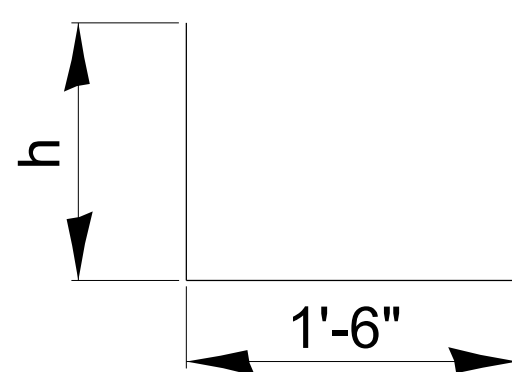
TYPE 1

APPLIED AT LOCATIONS WHERE WALL
HEIGHT VARIES FROM 6" TO 1'-3"



TYPE 2

APPLIED AT LOCATIONS WHERE WALL
HEIGHT VARIES FROM 1'-3" TO 4'-1 1/4"



BENT BAR DETAIL

* HEIGHT VARIES AS PER STANDARD 424001.

NOTE: PREFORMED EXPANSION JOINT FILLER SHALL BE PLACED ALONG THE ENTIRE JOINT AT LOCATIONS WHERE THE PCC SIDEWALK SPECIAL CHANGES FROM TYPE 1 TO TYPE 2. PREFORMED EXPANSION JOINT FILLER SHALL COMPLY WITH SECTION 1051 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO PCC SIDEWALK 6" SPECIAL.

PCC SIDEWALK SPECIAL WITH RETAINING WALL

424-31

TABLE OF TREADS & RISERS

SLOPE TREAD RISER

1:2	12"	6"
1:3	15"	5"
1:4	17"	4 1/4"

WHERE SLOPES FALL BETWEEN THOSE SHOWN IN THE TABLE ABOVE, THE STAIR RAIL SHOULD FIT THE SLOPE AND THE TREAD IN INCHES x THE RISER IN INCHES SHOULD BE BETWEEN 72 AND 78.

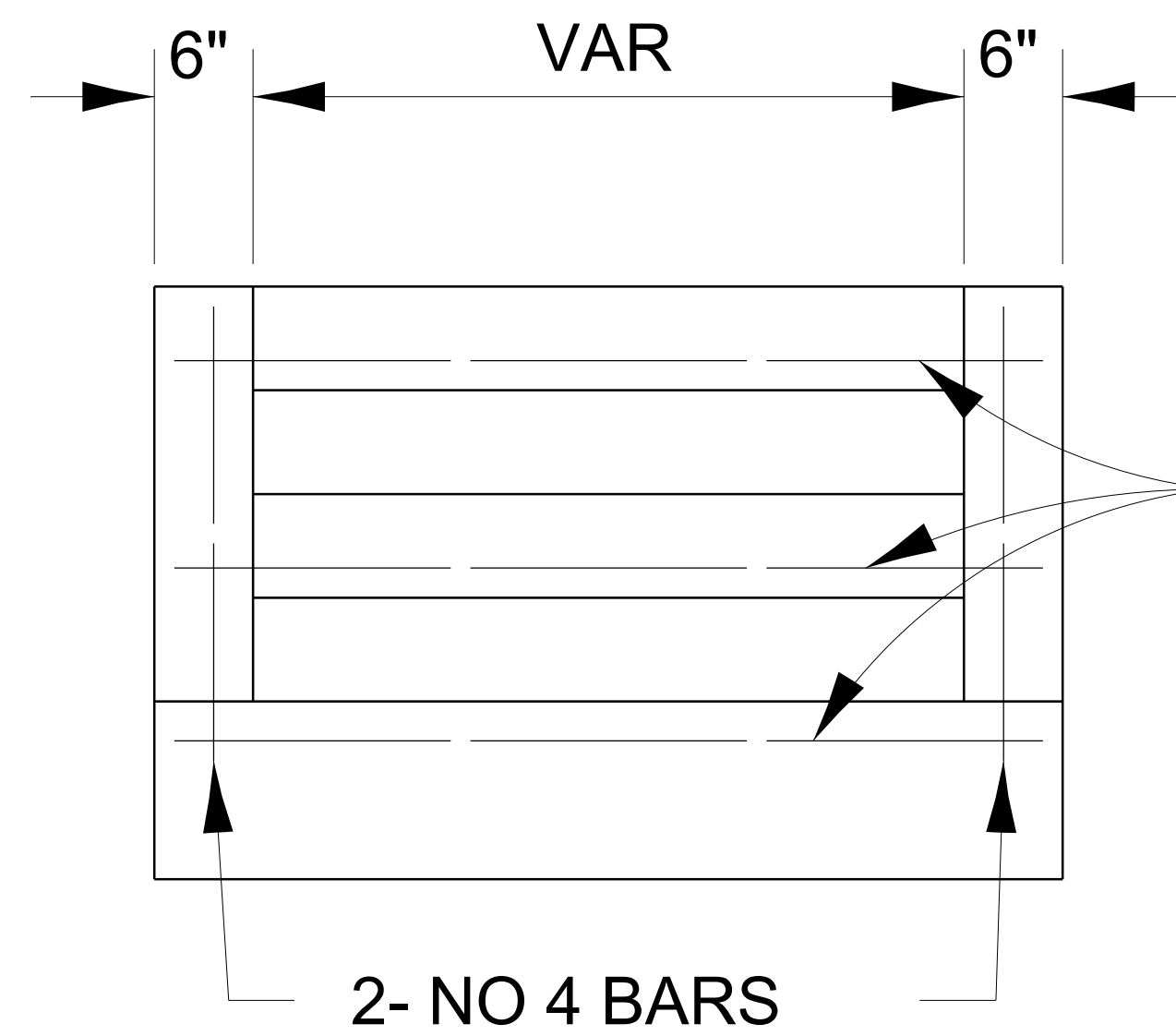
EXAMPLE:

FOR A 1:4 SLOPE USE $y = \text{RISER HEIGHT}$ $4y = \sqrt{75}$.
 SOLVING $y^2 = \frac{75}{4}$, $y = 4.3$ " (USE 4 1/4" FOR CONVENIENCE.)

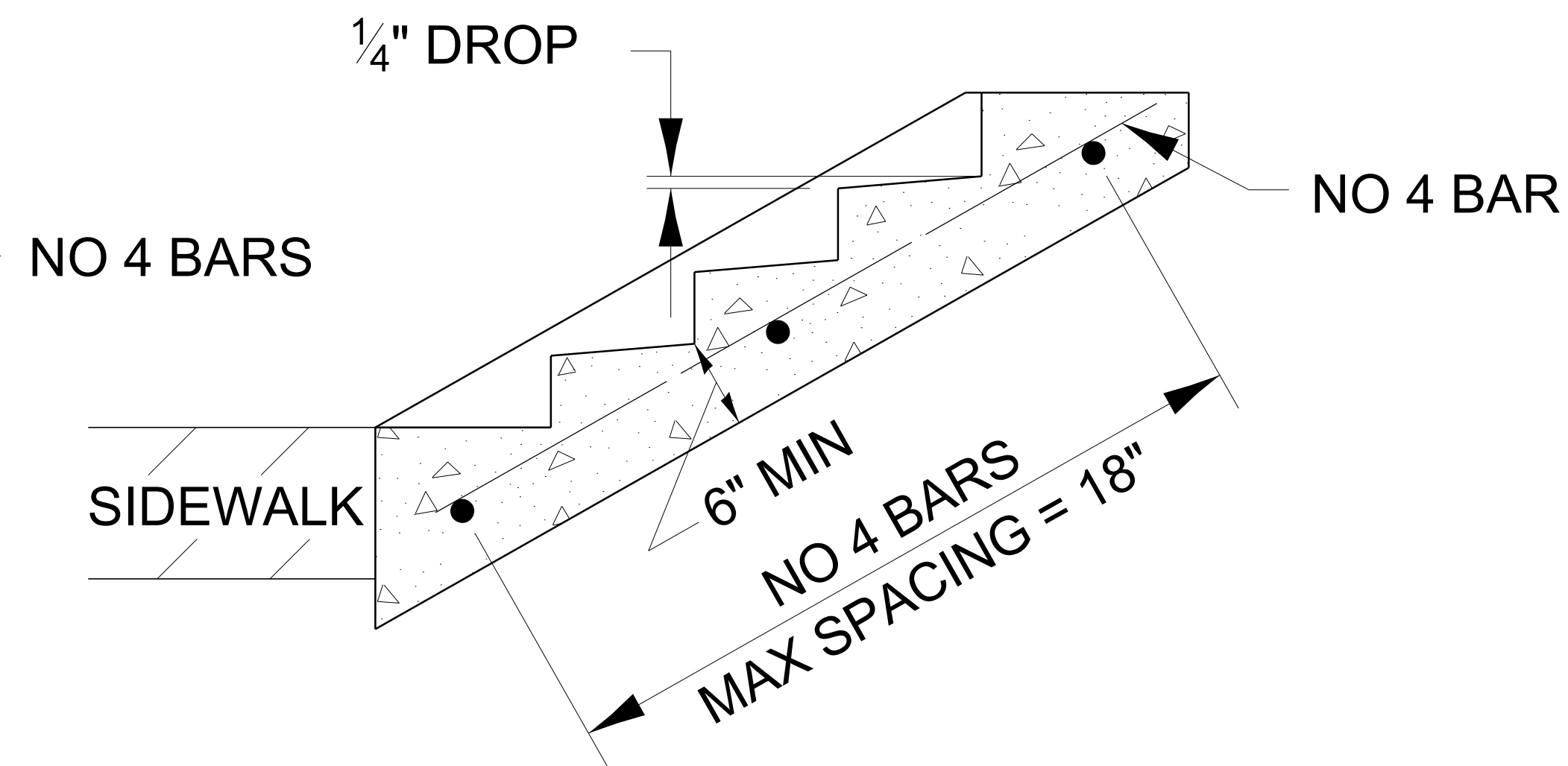
TREAD WOULD THEN BE $4 \frac{1}{4} \times 4 = 17$ "

COST OF REINFORCEMENT BARS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LBS REINFORCEMENT BARS.

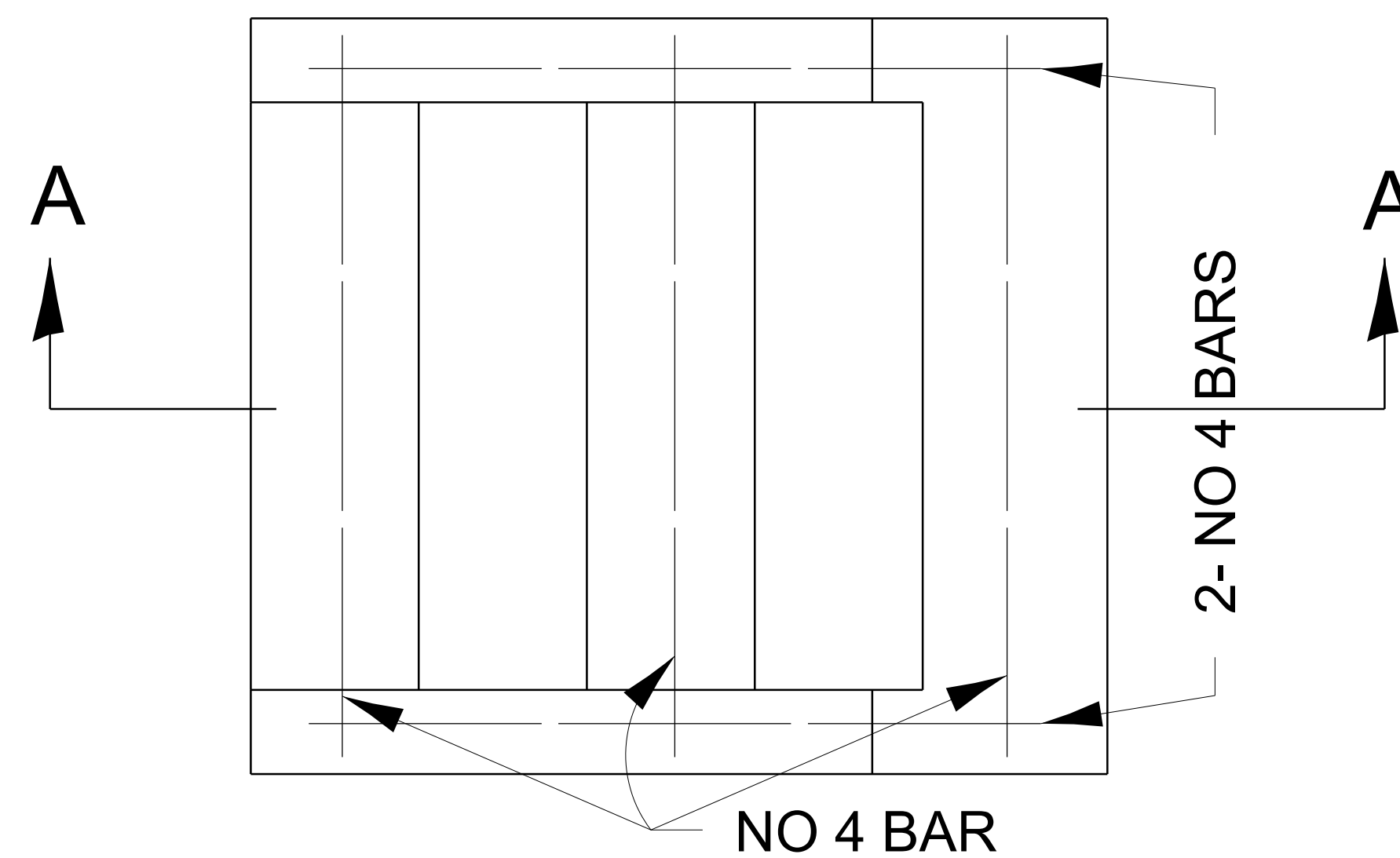
CLASS SI CONCRETE SHALL BE USED THROUGHOUT, WHICH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CLASS SI CONCRETE STEPS.



END ELEVATION

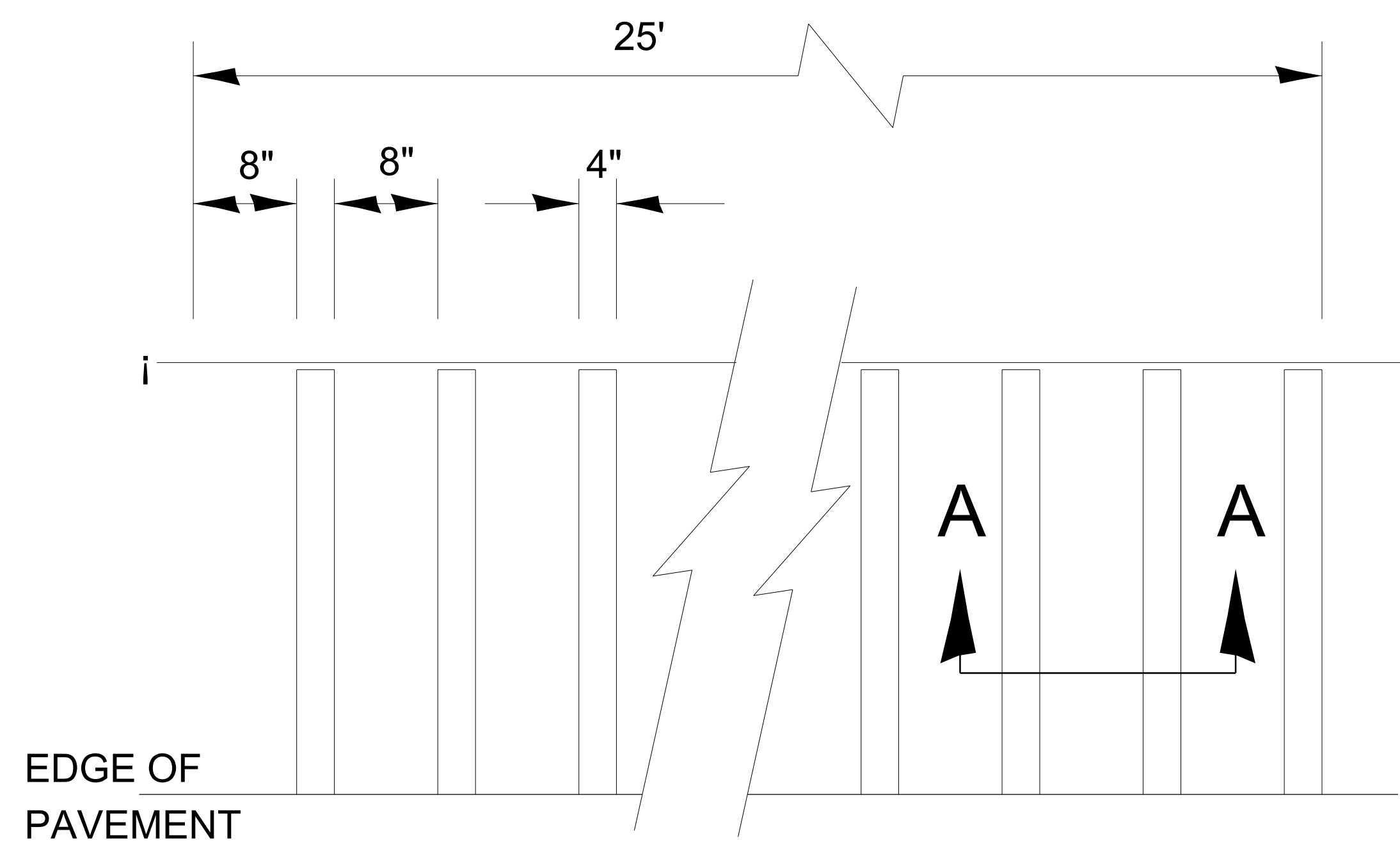
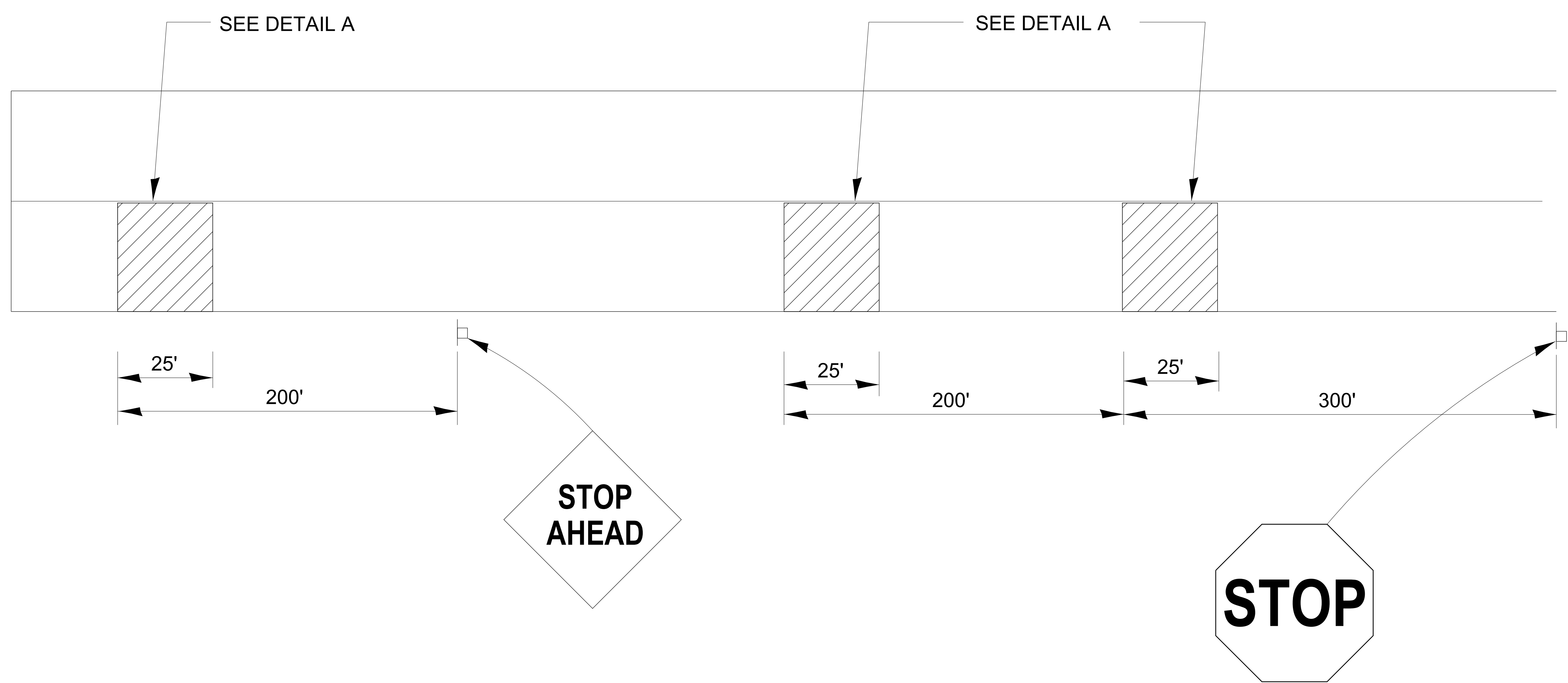


SECTION A-A

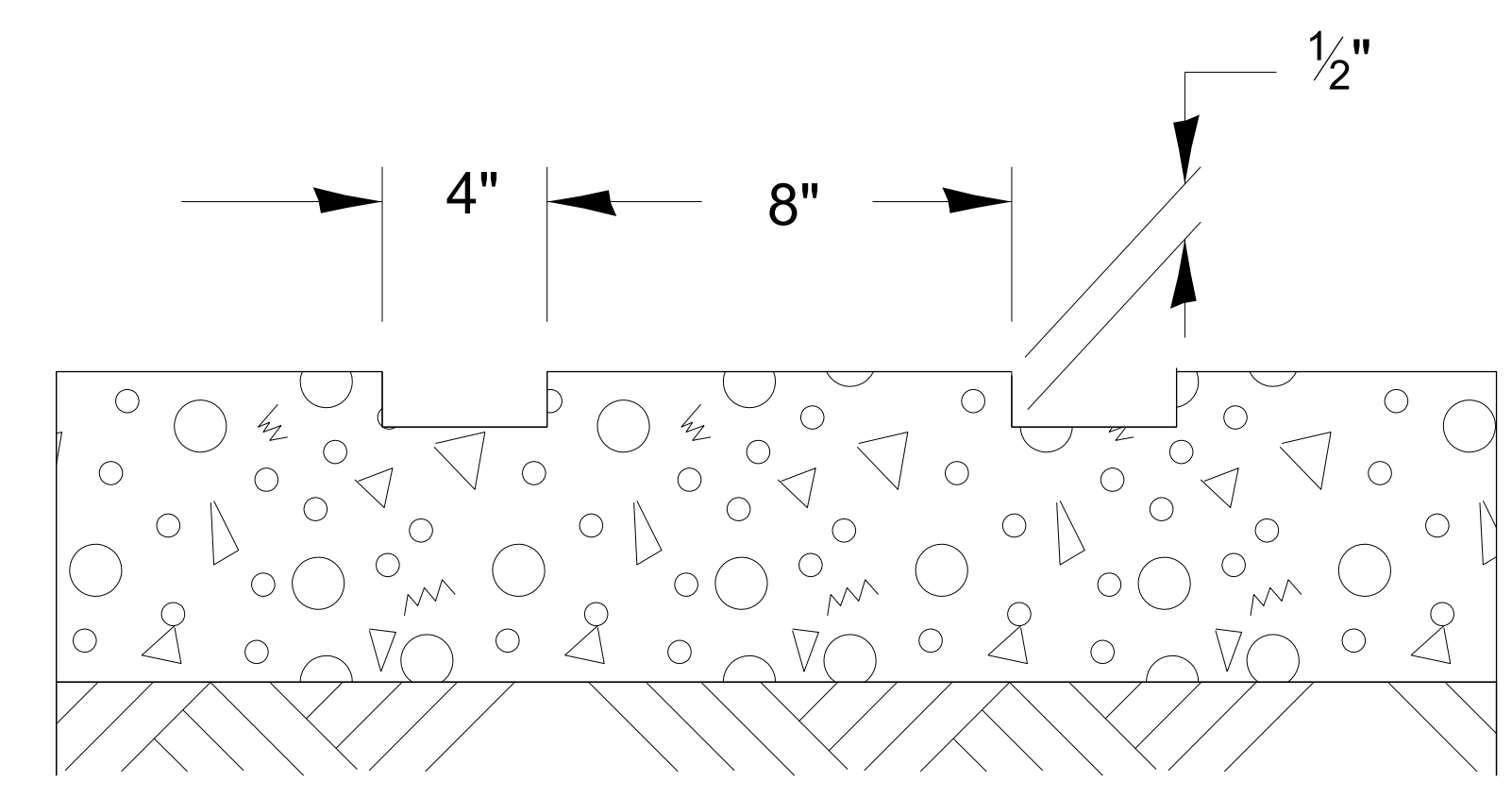


PLAN

DETAIL OF CONCRETE STEPS



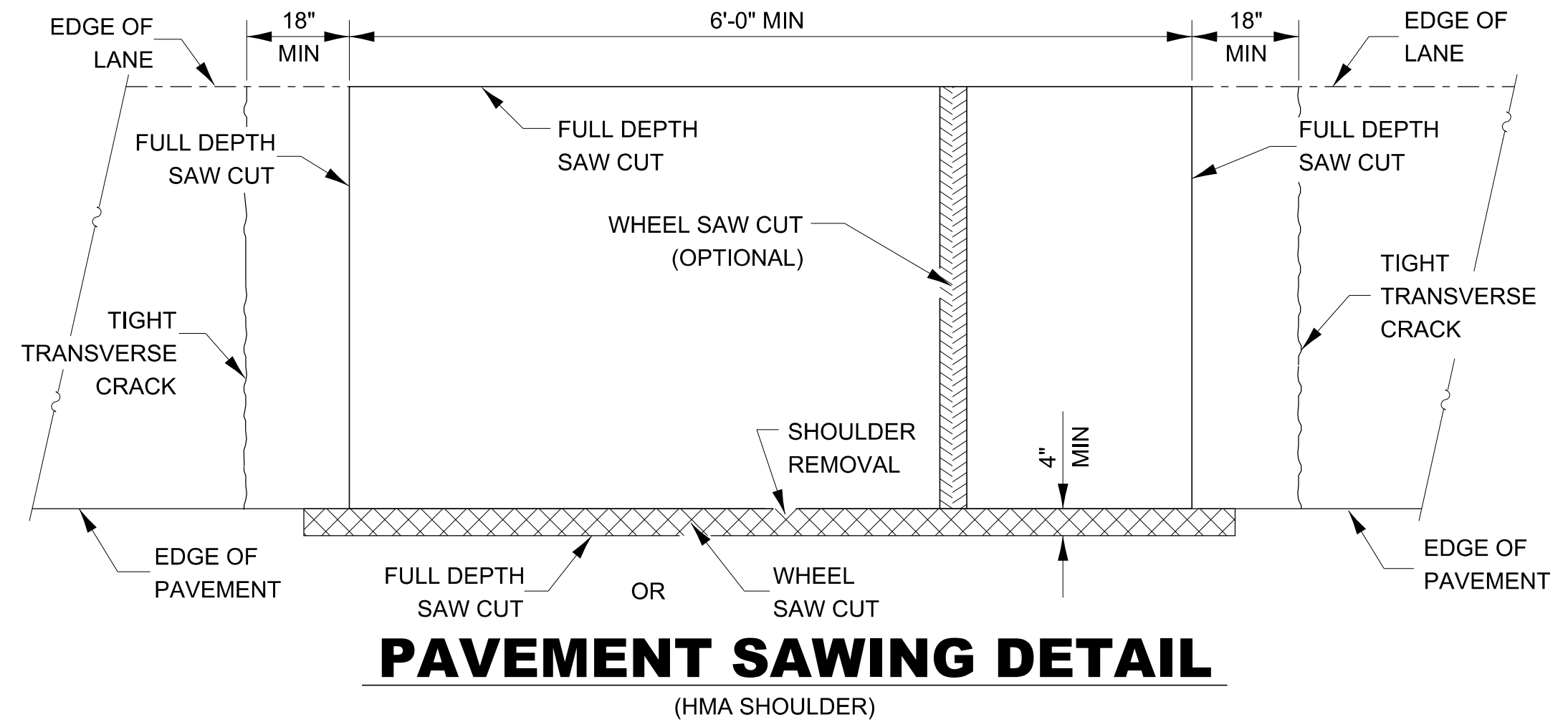
DETAIL A



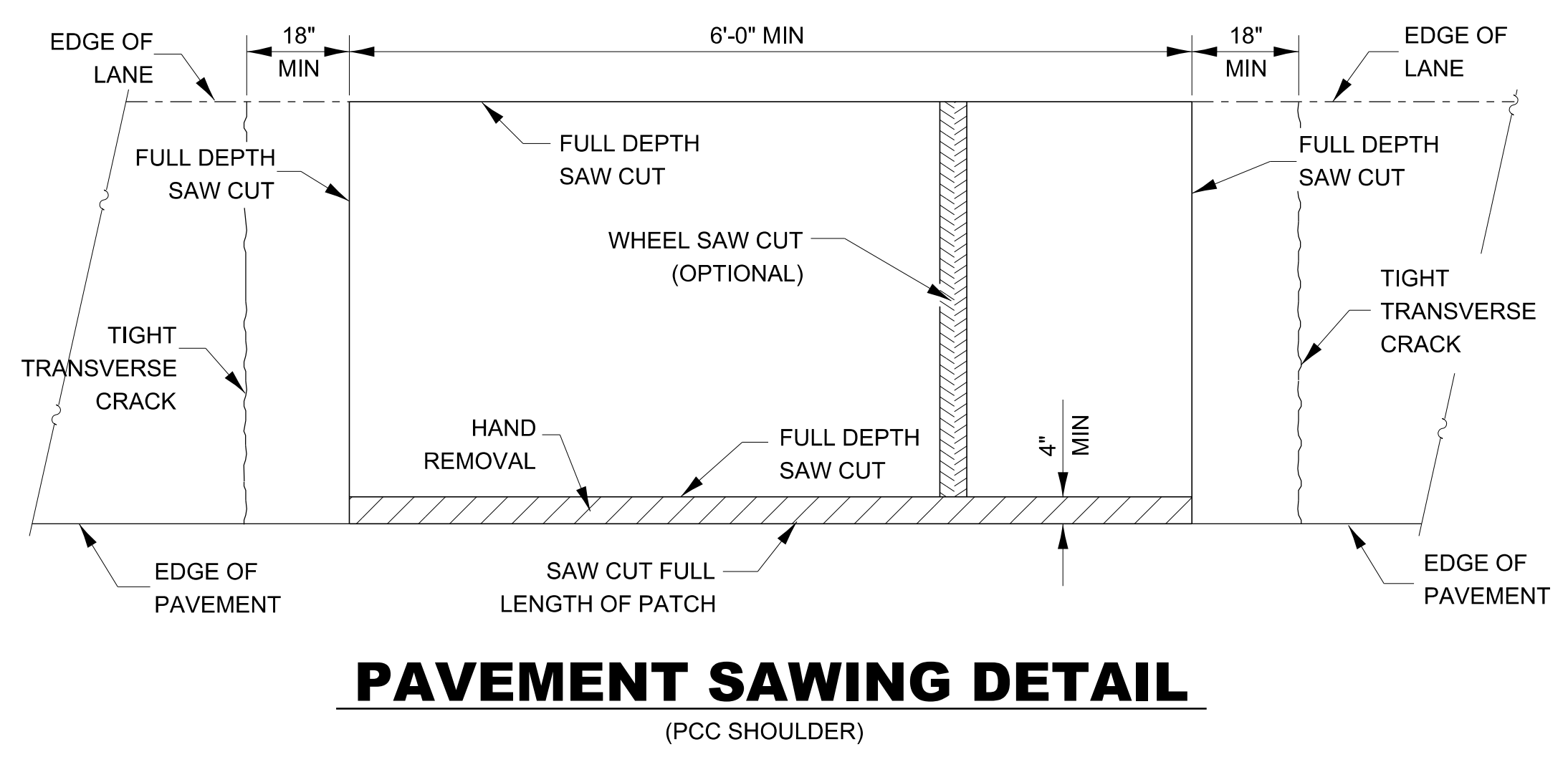
SECTION A-A

440-3

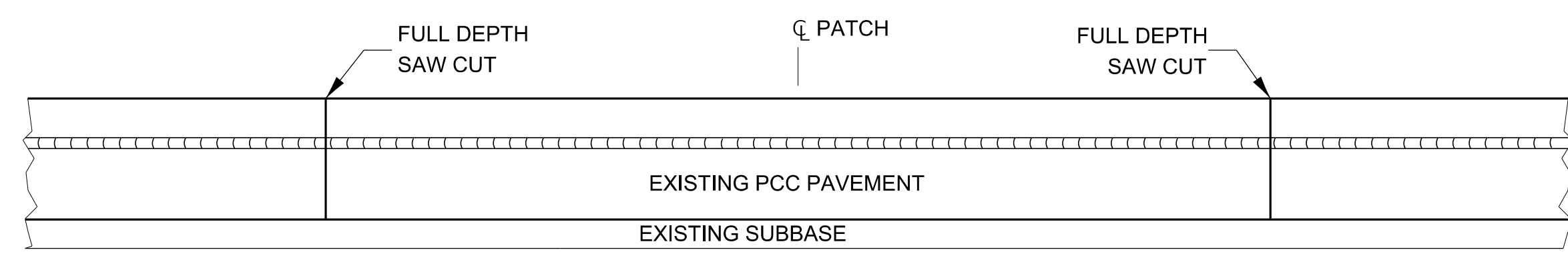
**TYPICAL GROOVED RUMBLE STRIP
APPLICATION IN ADVANCE OF AN INTERSECTION**



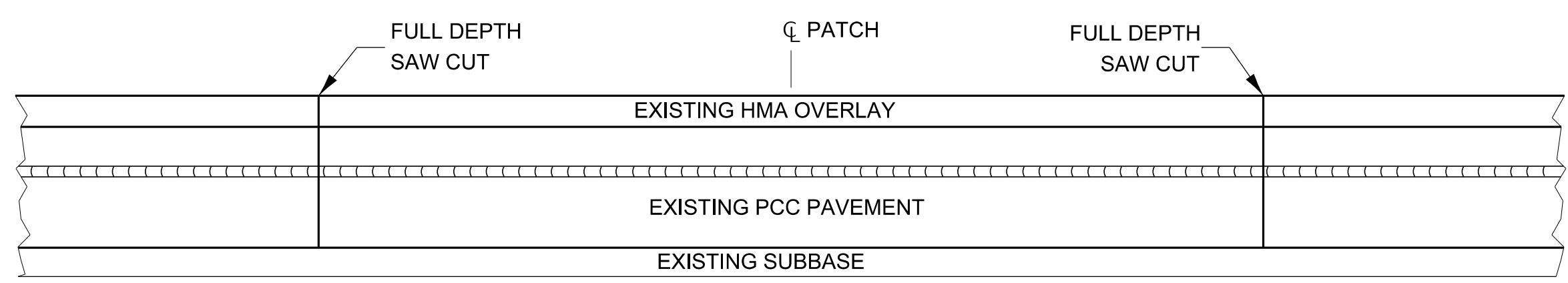
PAVEMENT SAWING DETAIL
(HMA SHOULDER)



PAVEMENT SAWING DETAIL
(PCC SHOULDER)

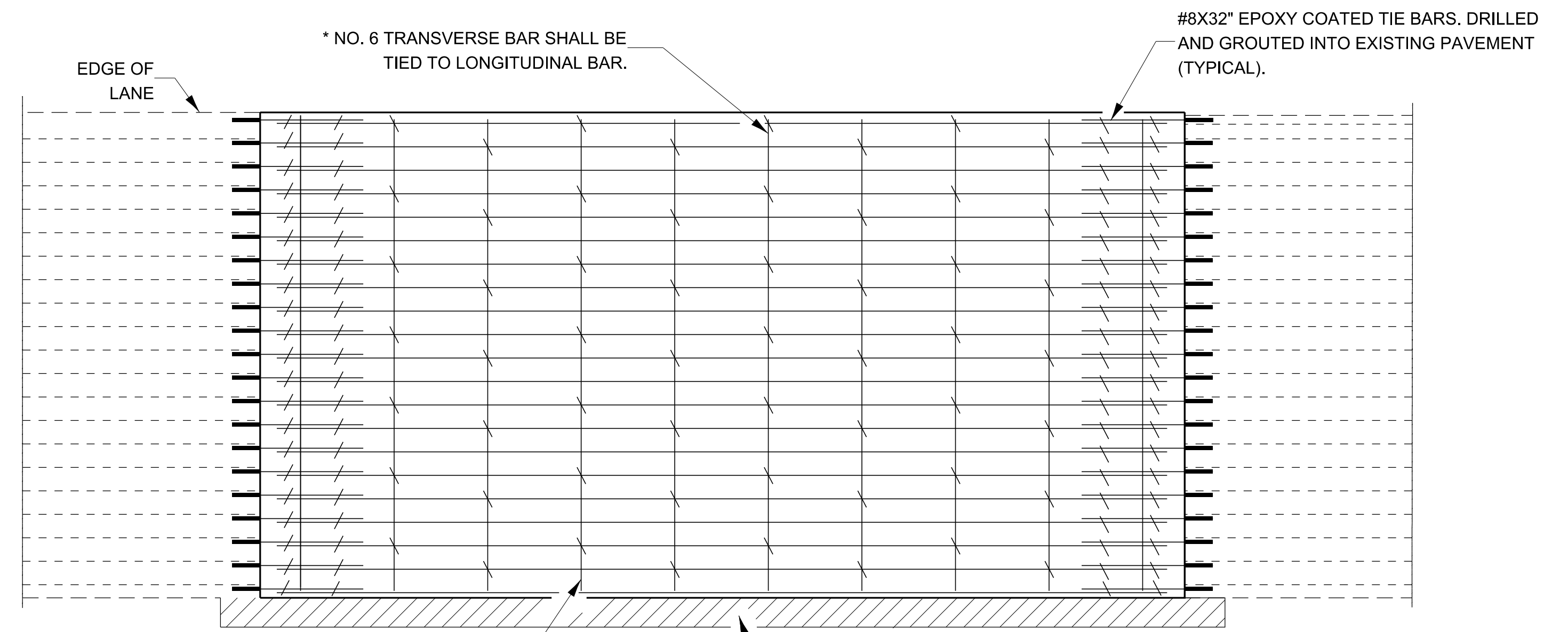


EXISTING PAVEMENT WITHOUT HMA SURFACE

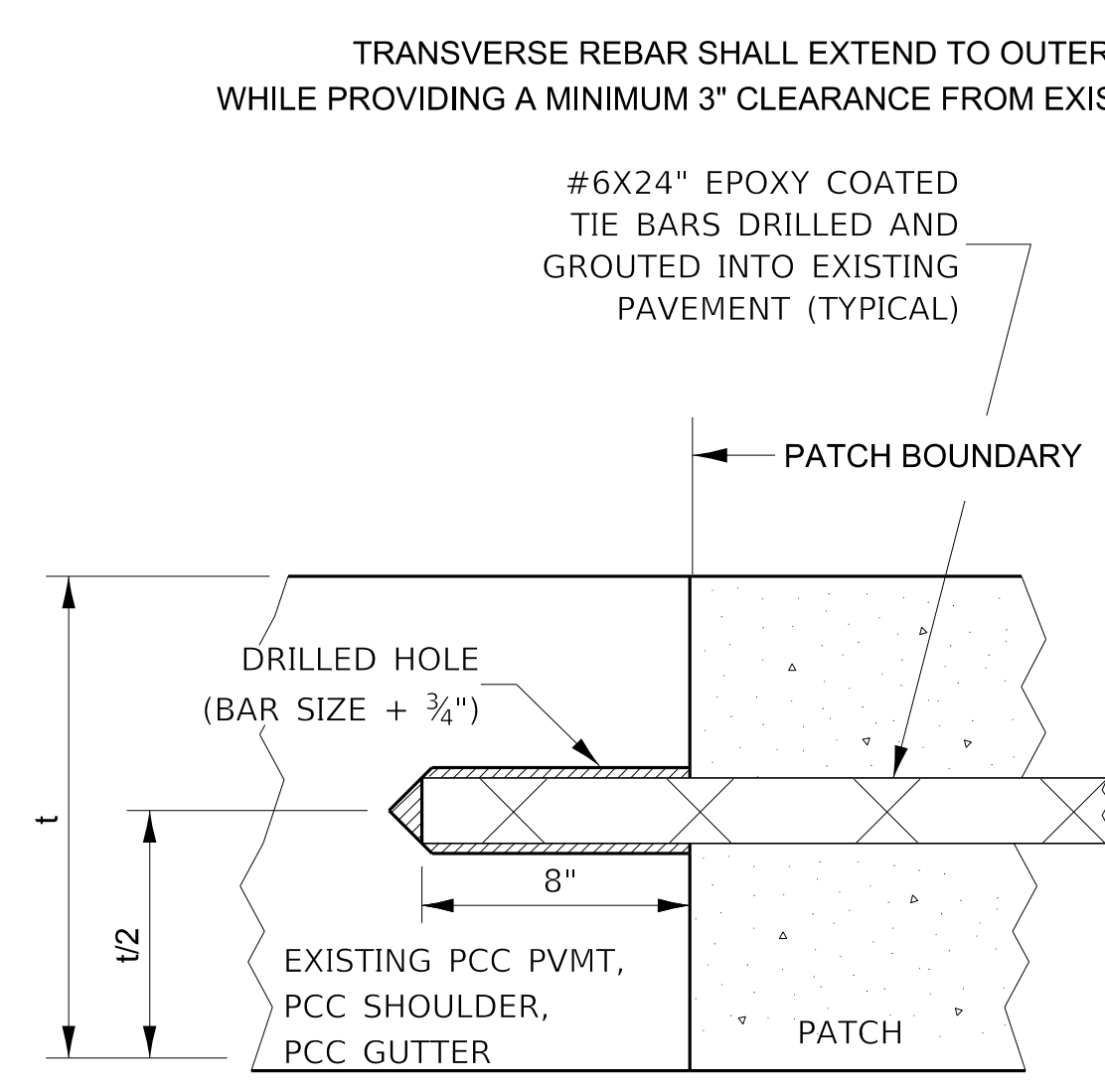


EXISTING PAVEMENT WITH HMA SURFACE

**PAVEMENT SAWING DETAIL FOR CLASS A PATCHING
(CRC PAVEMENT)**



PAVEMENT REINFORCEMENT DETAIL



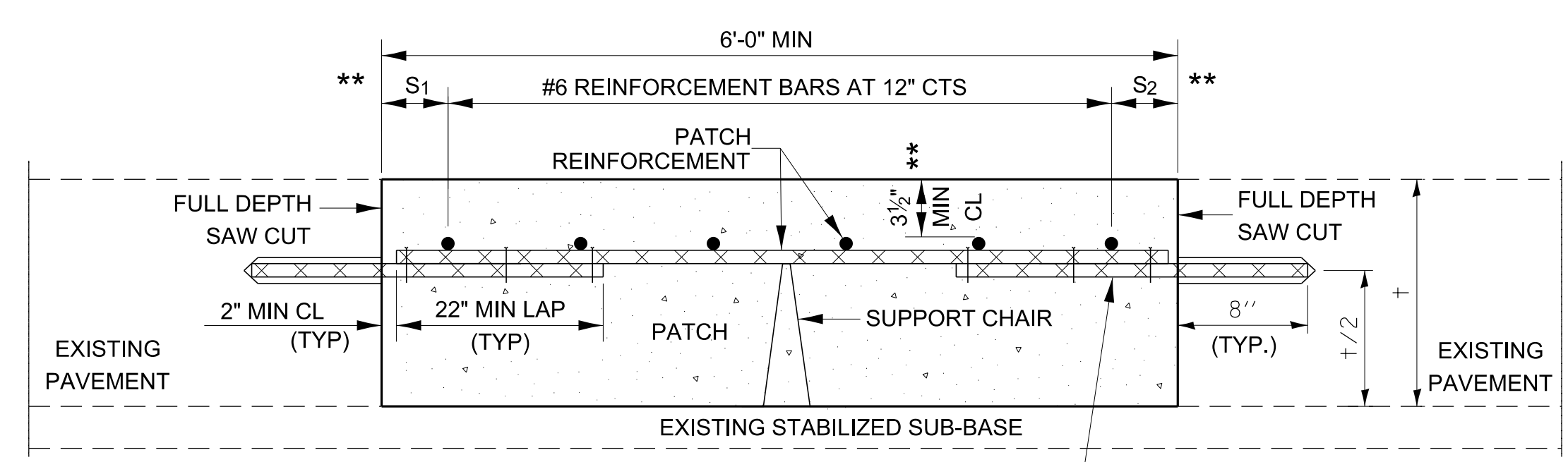
LONGITUDINAL CONSTRUCTION JOINT

PATCHES MORE THAN 20' IN LENGTH SHALL BE TIED TO ADJACENT PAVEMENT, PCC SHOULDERS OR PCC CURB AND GUTTER WITH #6x24" EPOXY COATED TIE BARS AT 36" CENTERS.

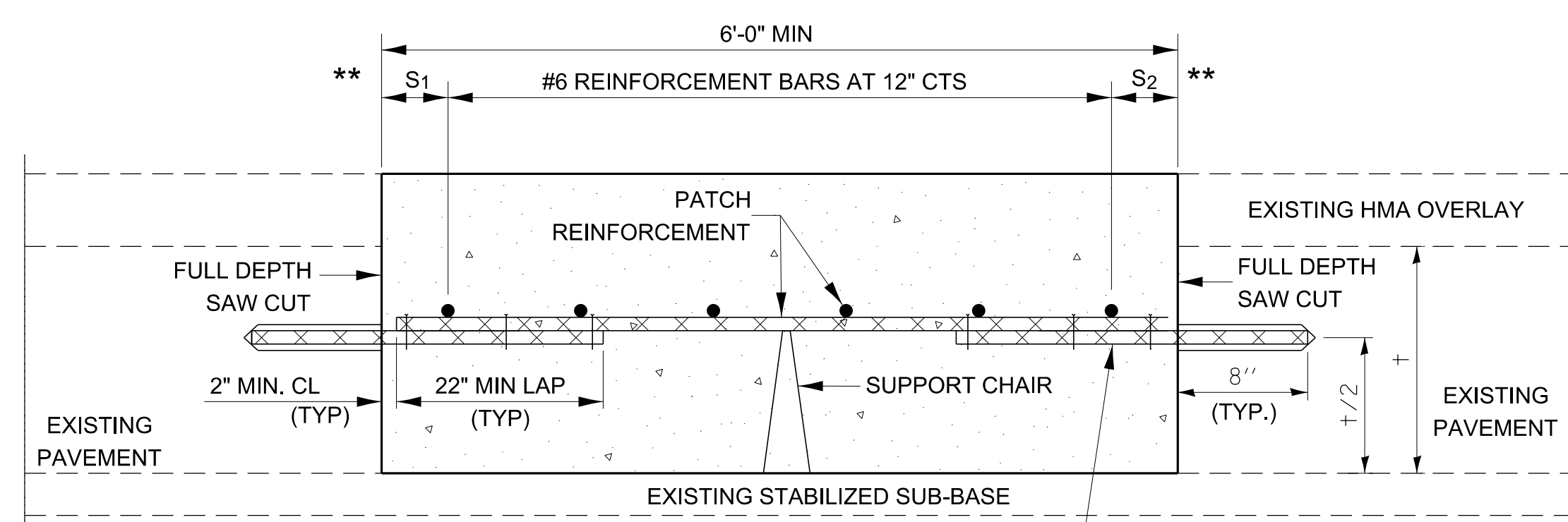
NOTES:
EXISTING LONGITUDINAL REINFORCEMENT SPACING; ±6".
SPACING OF NEW LONGITUDINAL REINFORCEMENT AND NEW LONGITUDINAL TIE BARS SHALL MATCH SPACING OF EXISTING REINFORCEMENT AND SHALL BE TIED TOGETHER WITH A MINIMUM OF TWO TIES PER BAR.

* EVERY THIRD INTERSECTION MUST BE TIED. WHEN THE MINIMUM CLEARANCE CANNOT BE OBTAINED WITH THE TRANSVERSE REBAR ON TOP, THEN THE TRANSVERSE REBAR SHALL BE TIED TO THE BOTTOM OF THE LONGITUDINAL REBAR.

** VARIABLE: WHERE S₁ AND S₂ ARE 2 1/2" MIN. AND 12" MAX.



WITHOUT HMA OVERLAY



WITH HMA OVERLAY

**PATCHING DETAIL FOR CLASS A PATCHING
(CRC PAVEMENT)**

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USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
PLOT SCALE = 50,000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/9/2023	CHECKED -	REVISED -
	DATE -	REVISED -

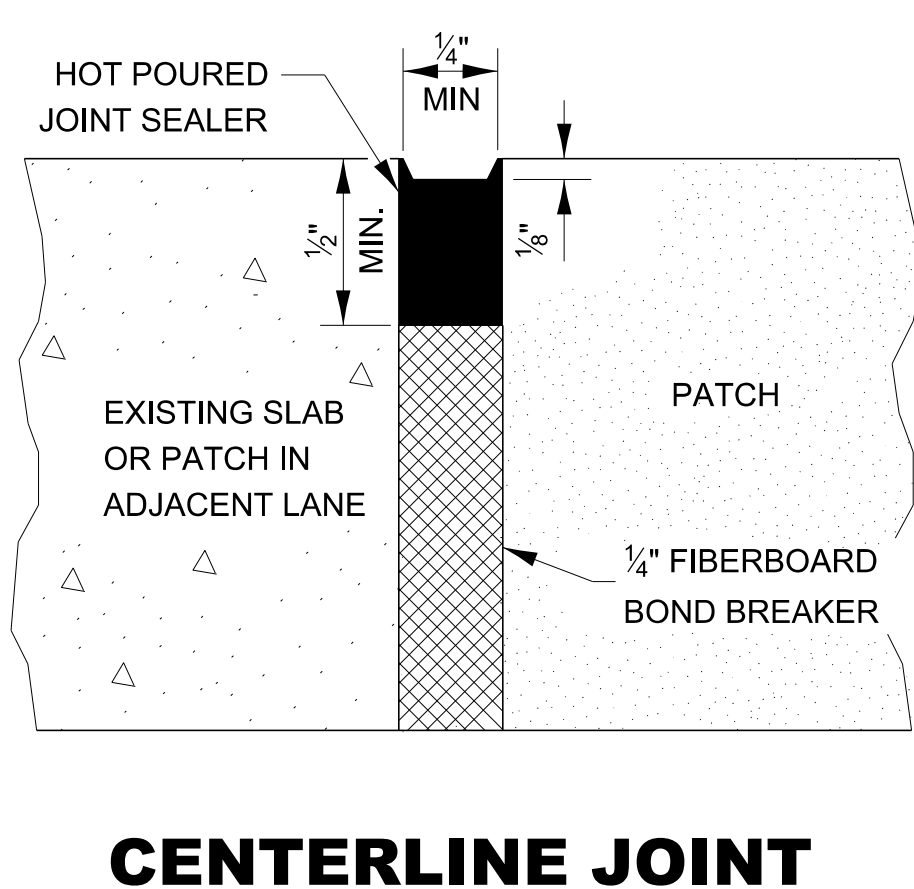
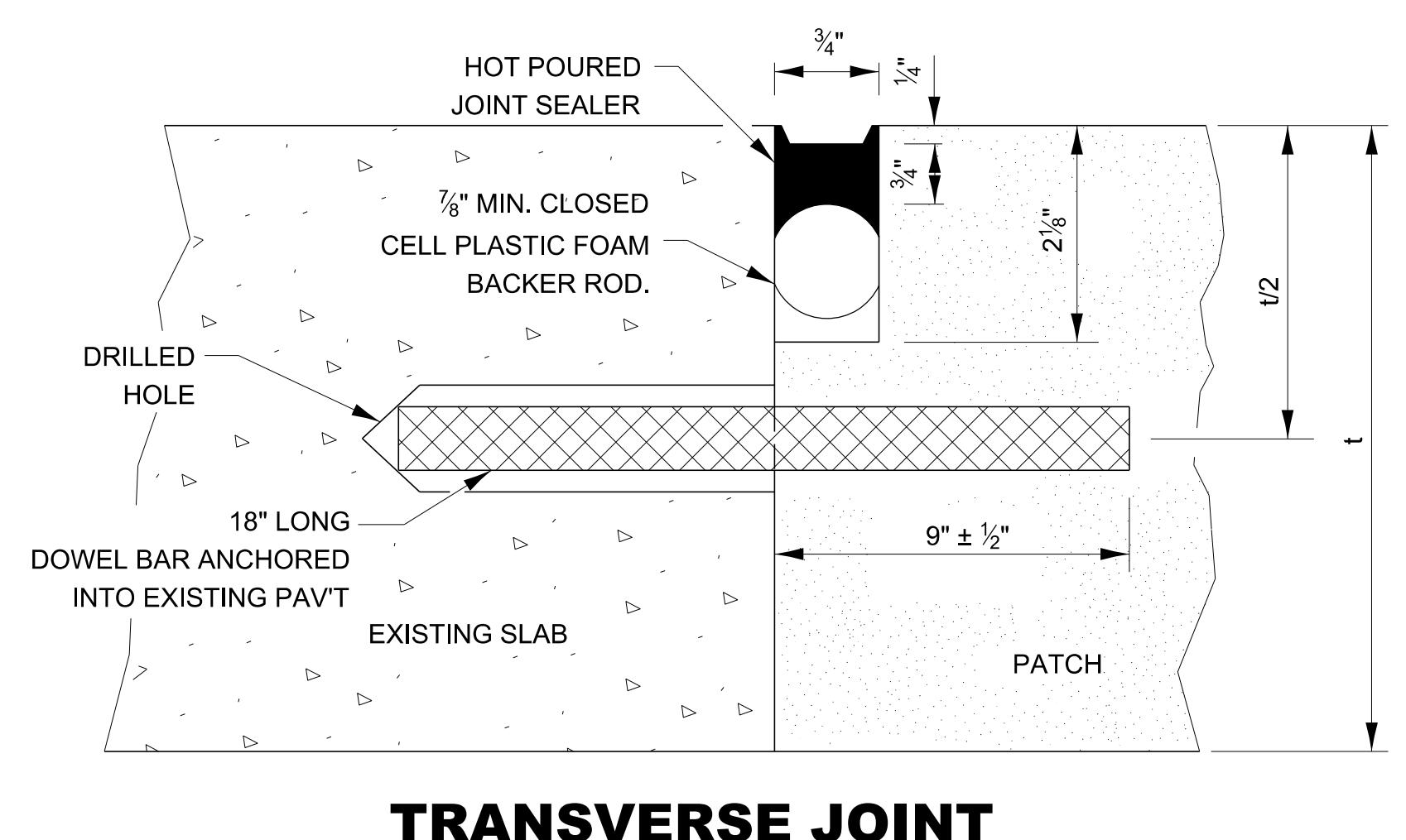
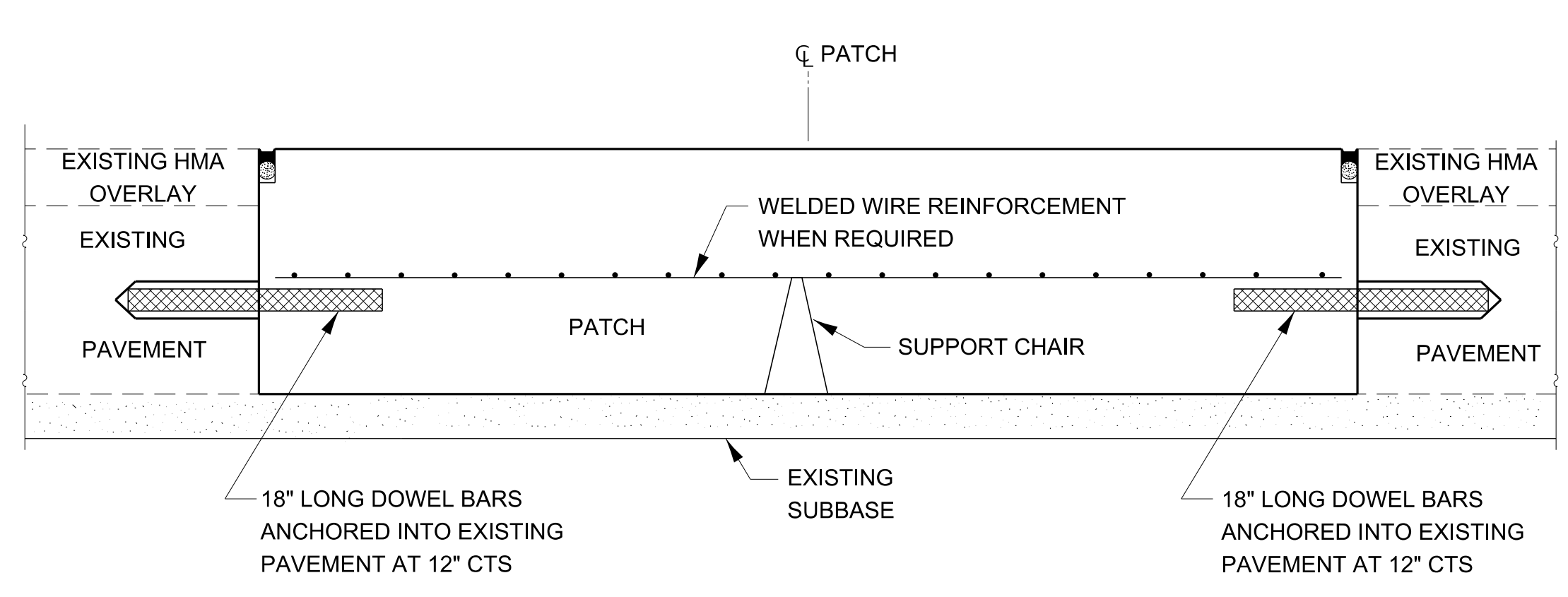
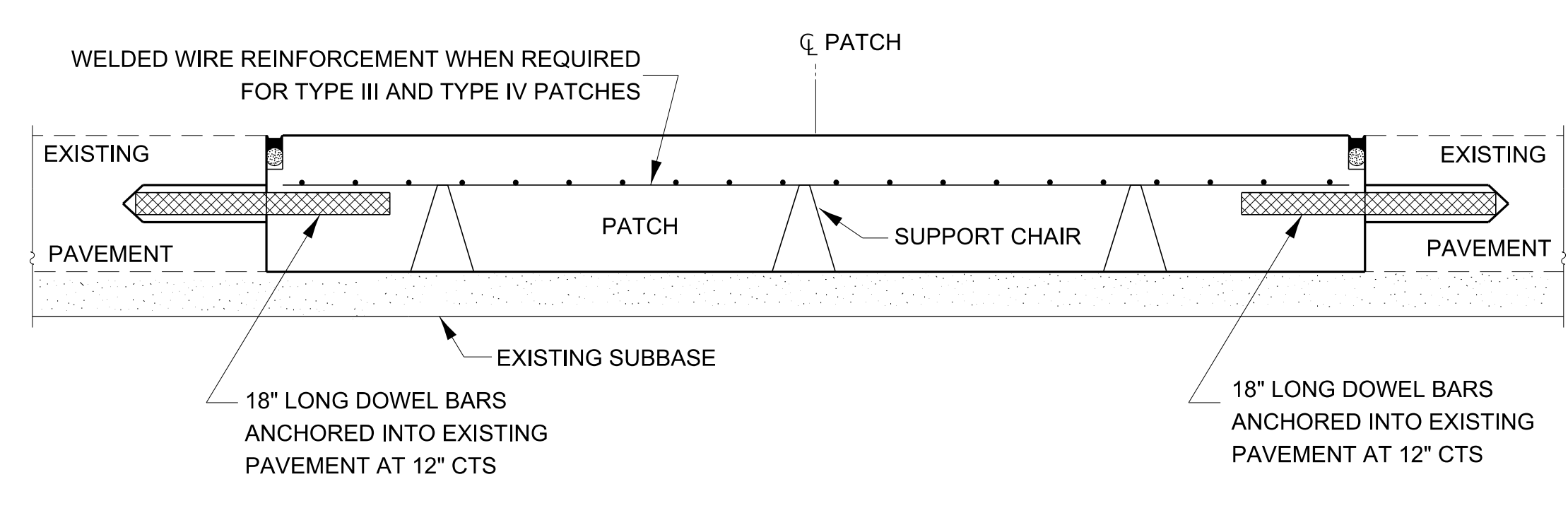
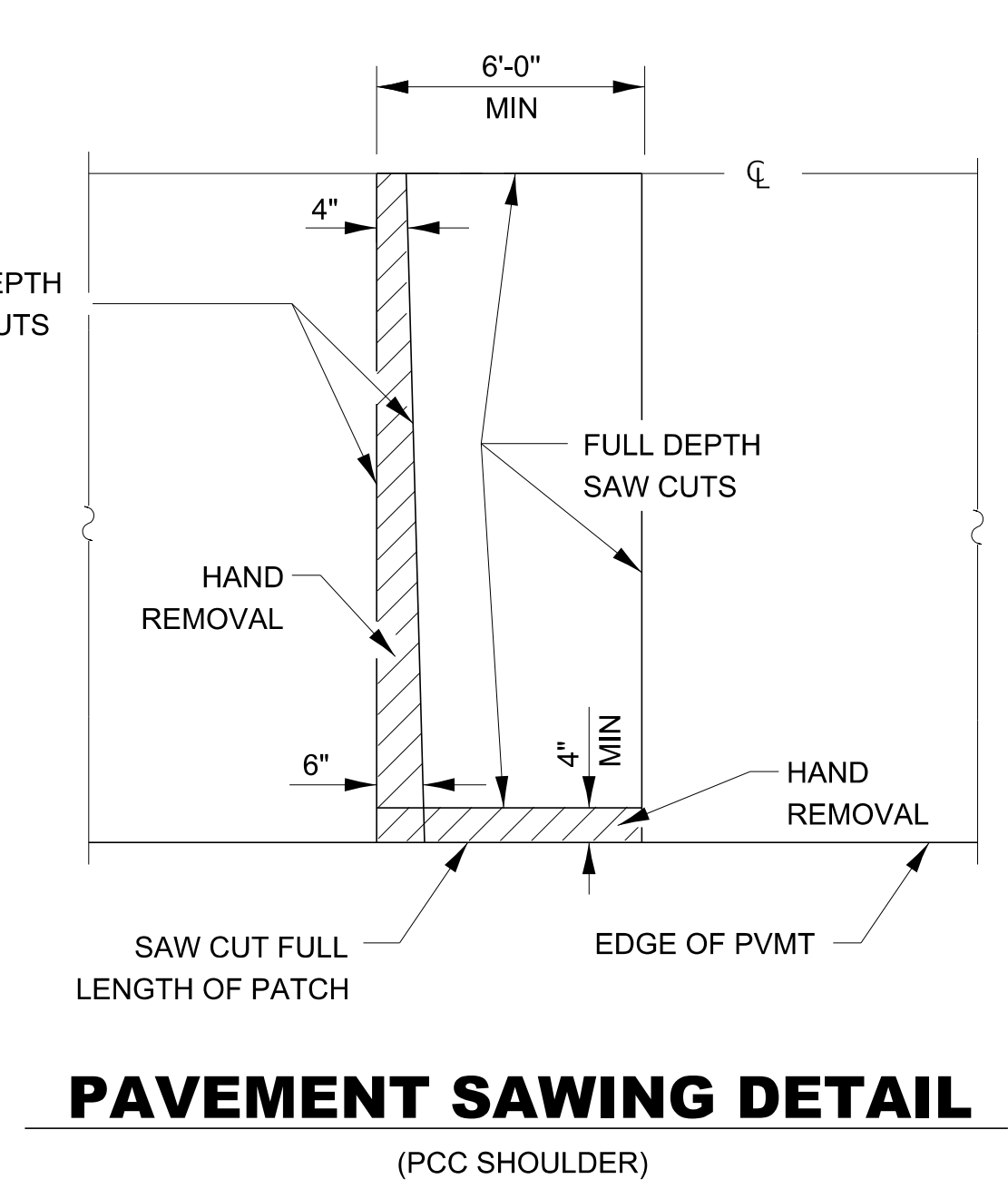
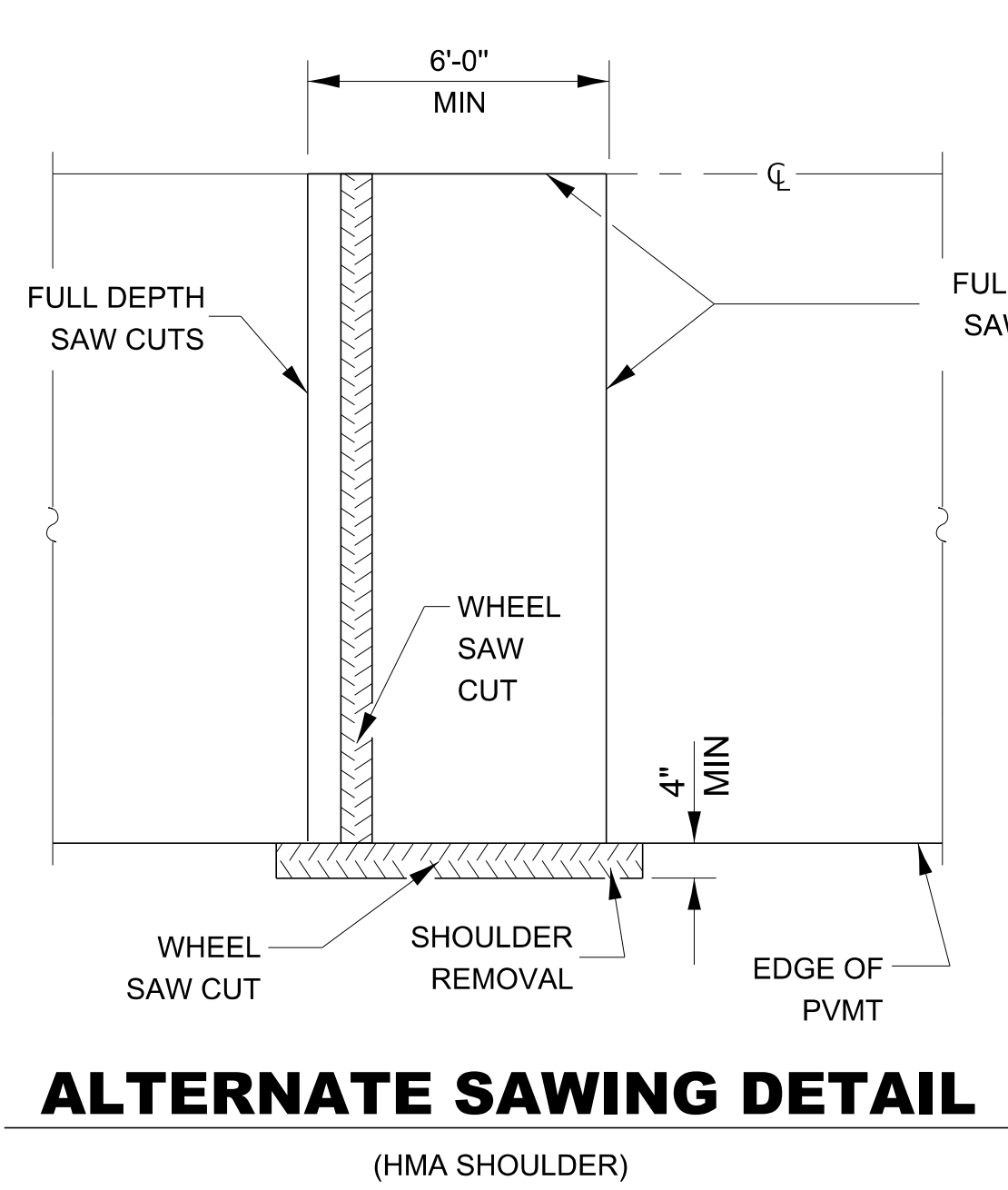
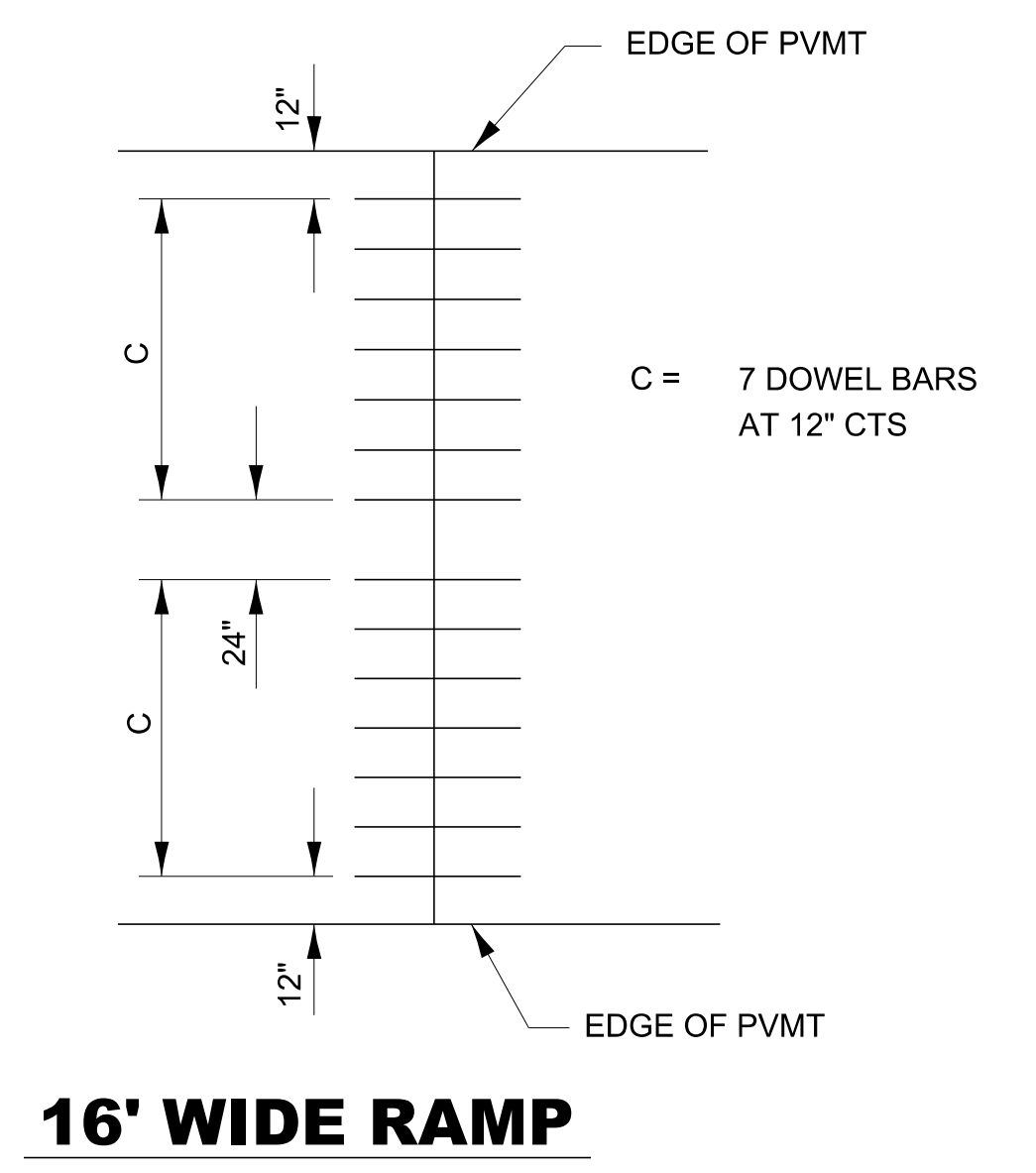
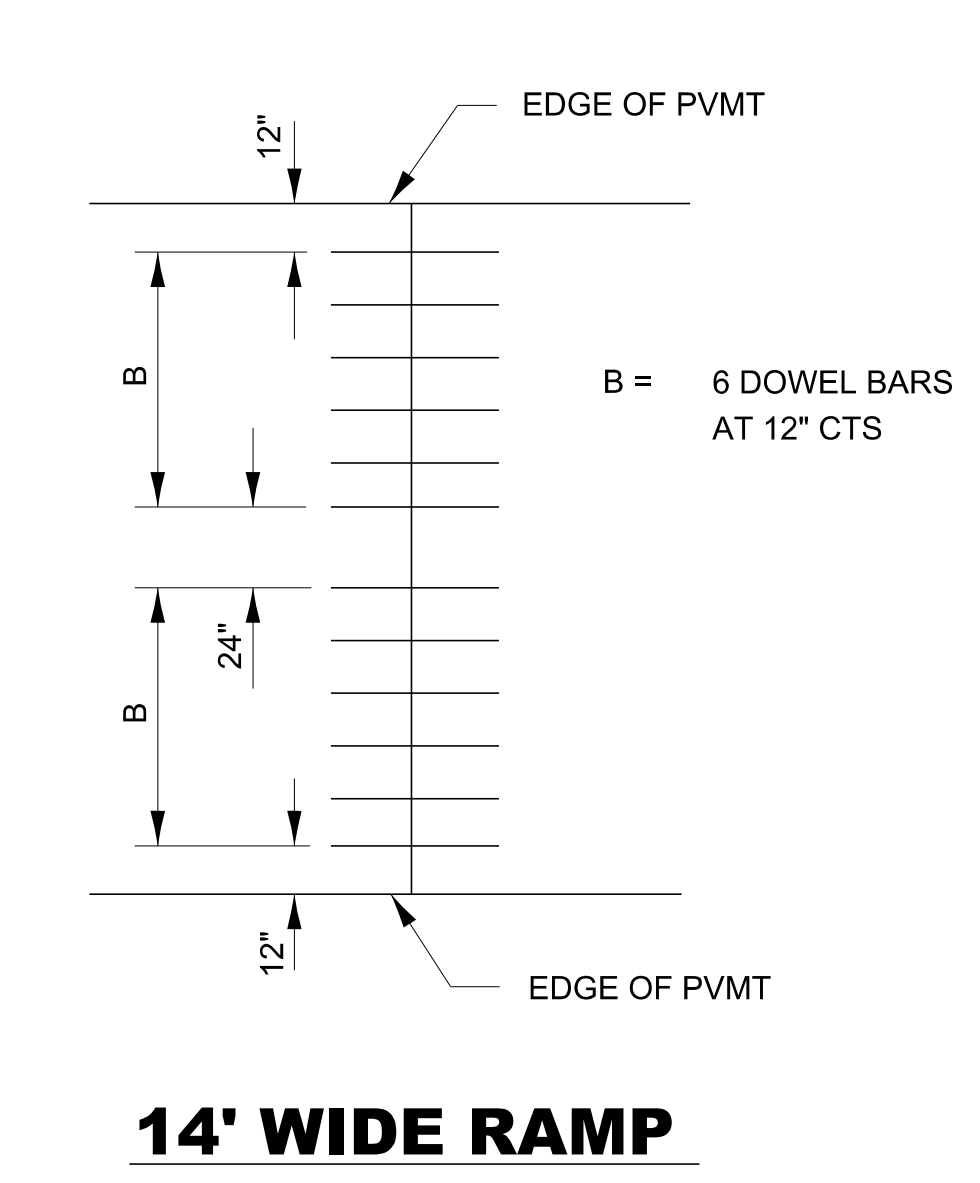
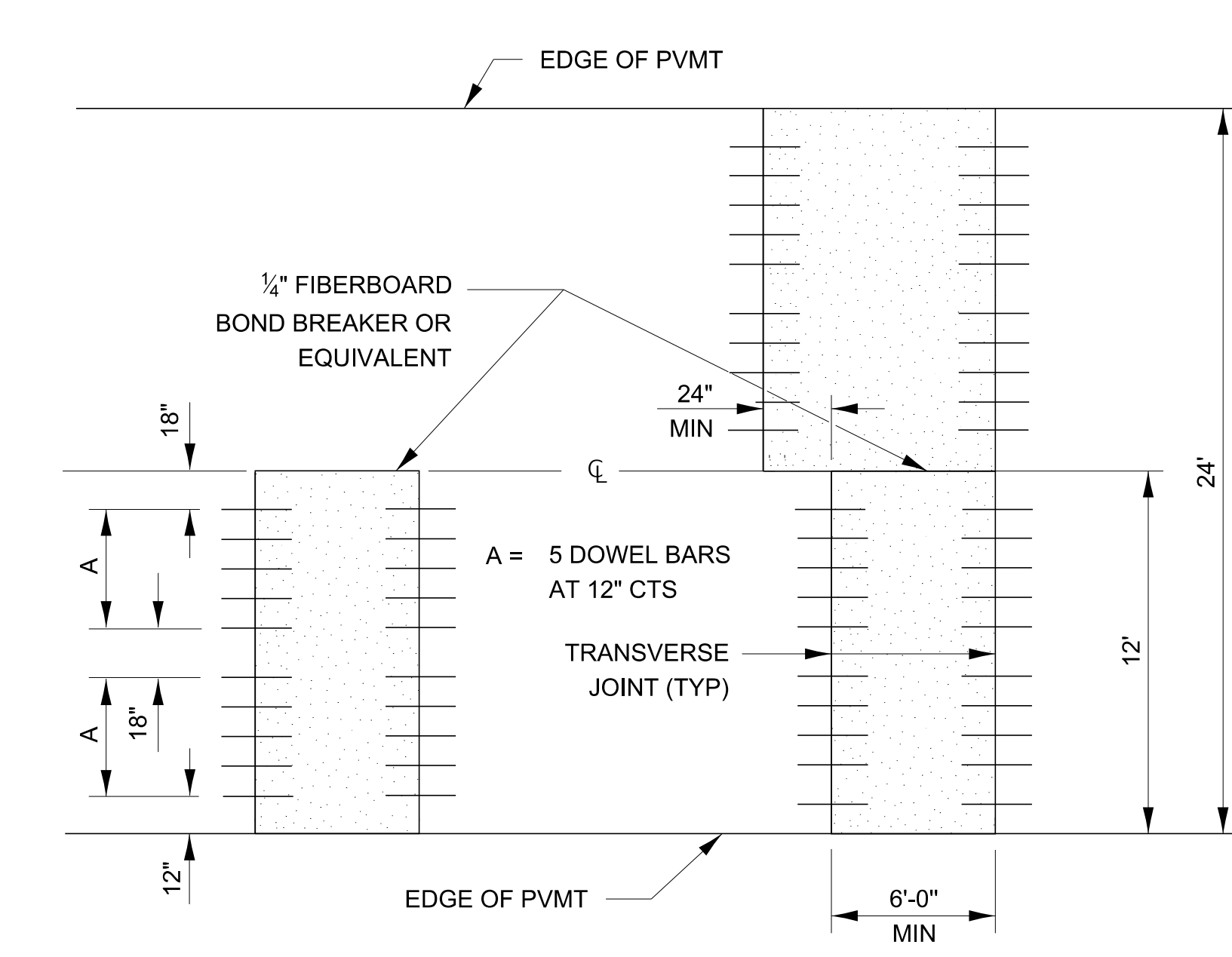
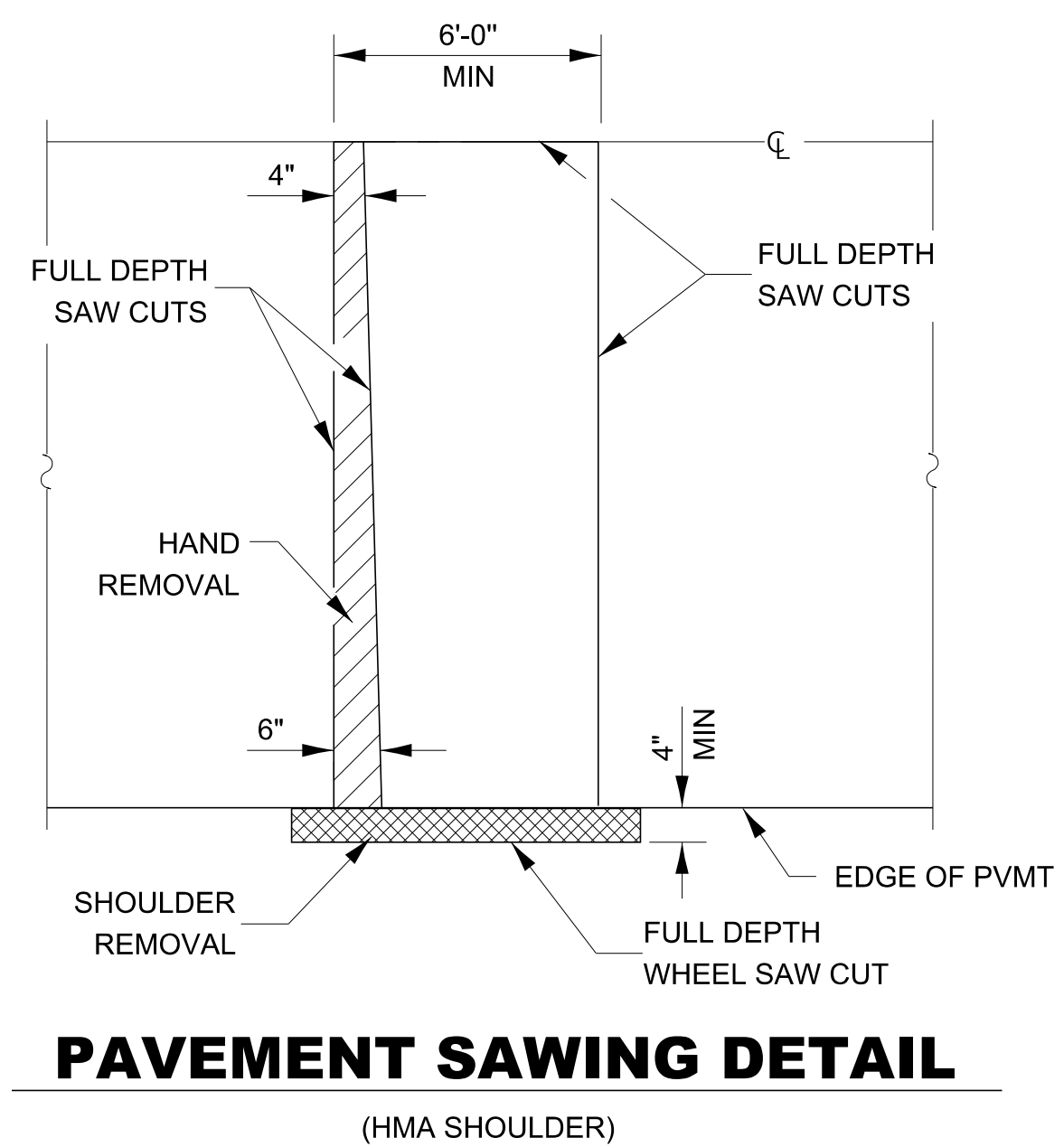
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLASS A PATCHING DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

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

442-2
SHEET 1 OF 2



DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	HOLE DIAMETER
8" OR GREATER	1 1/2"	1 5/8"
7" THRU 7.99"	1 1/4"	1 3/8"
LESS THAN 7"	1"	1 1/8"

GENERAL NOTES

THE TRANSVERSE JOINTS FOR CLASS B PATCHES SHALL ALIGN WITH JOINTS OR CRACKS IN THE ADJACENT LANE WHENEVER POSSIBLE.

SEE STANDARD 420701 FOR DETAILS OF PAVEMENT WELDED WIRE REINFORCEMENT.

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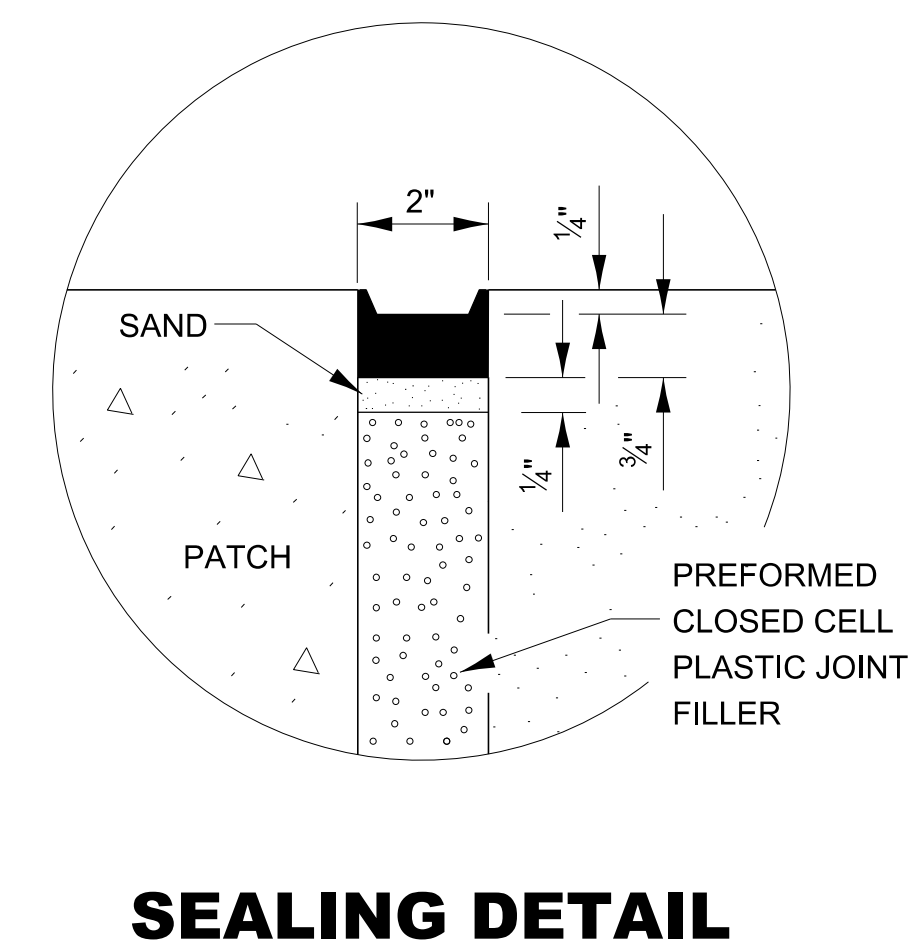
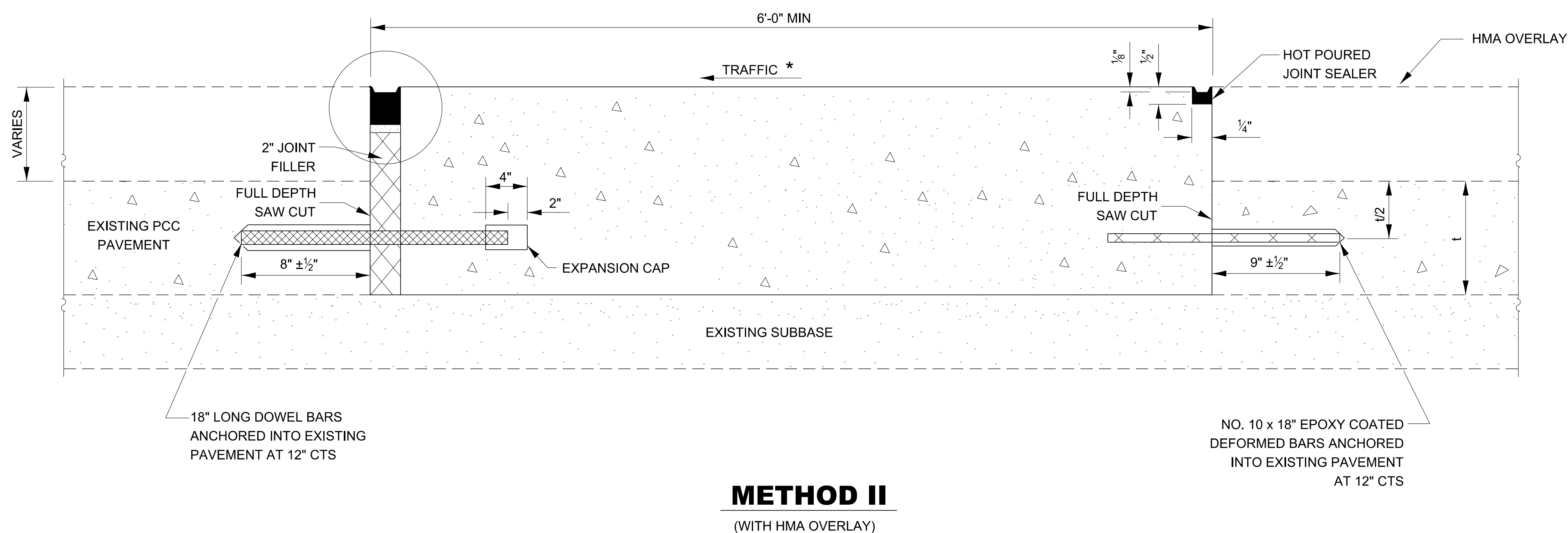
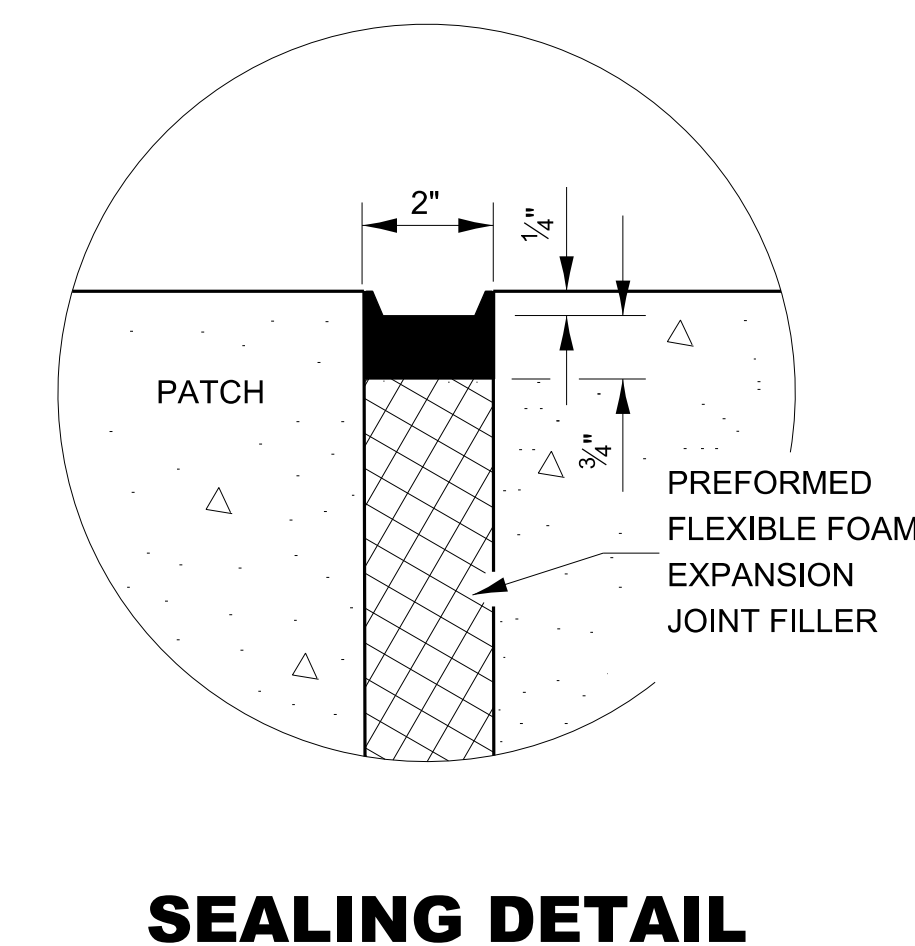
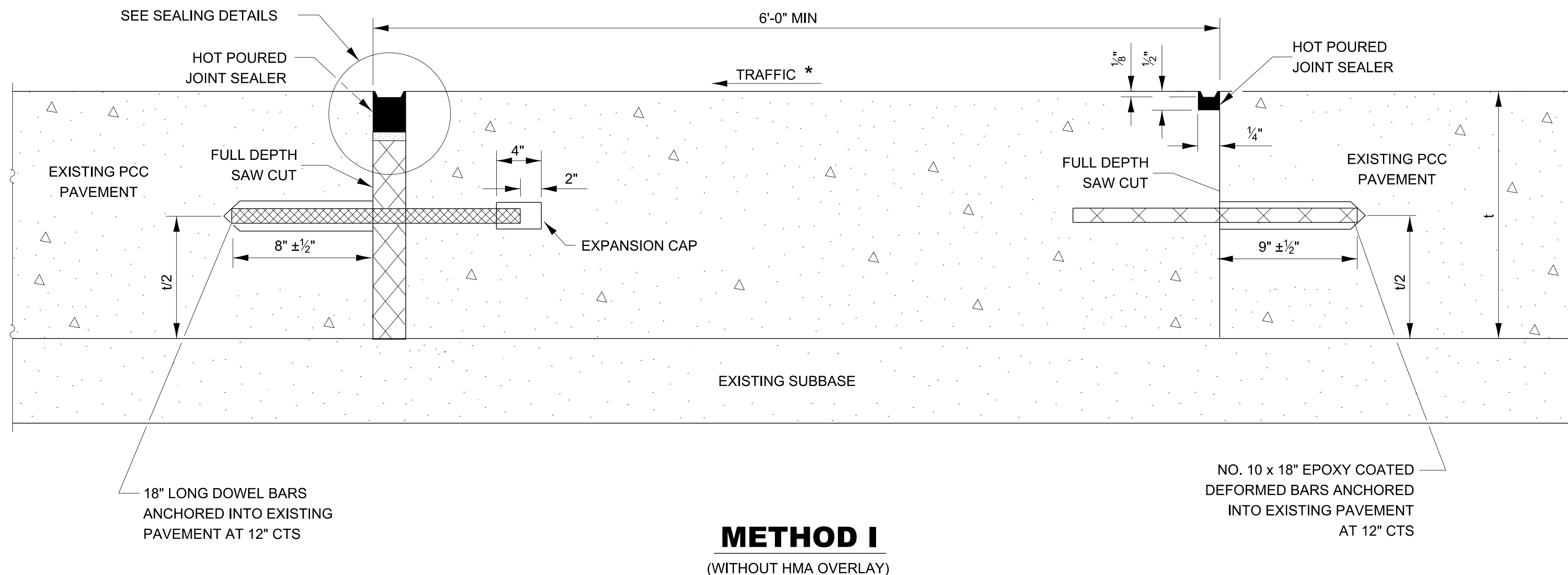
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PLOT SCALE = 50.000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/9/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CLASS B PATCHING DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

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



NOTE

* WHEN RE-ESTABLISHING A TRANSVERSE EXPANSION JOINT ON A TWO-WAY ROAD, REVERSE THE ORIENTATION OF THE DOWEL BARS WITH RESPECT TO TRAFFIC FOR ONE OF THE PATCHES SUCH THAT THE JOINT WILL BE CONTINUOUS ACROSS BOTH LANES.

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USER NAME = Ronald.Pohar	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/9/2023	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

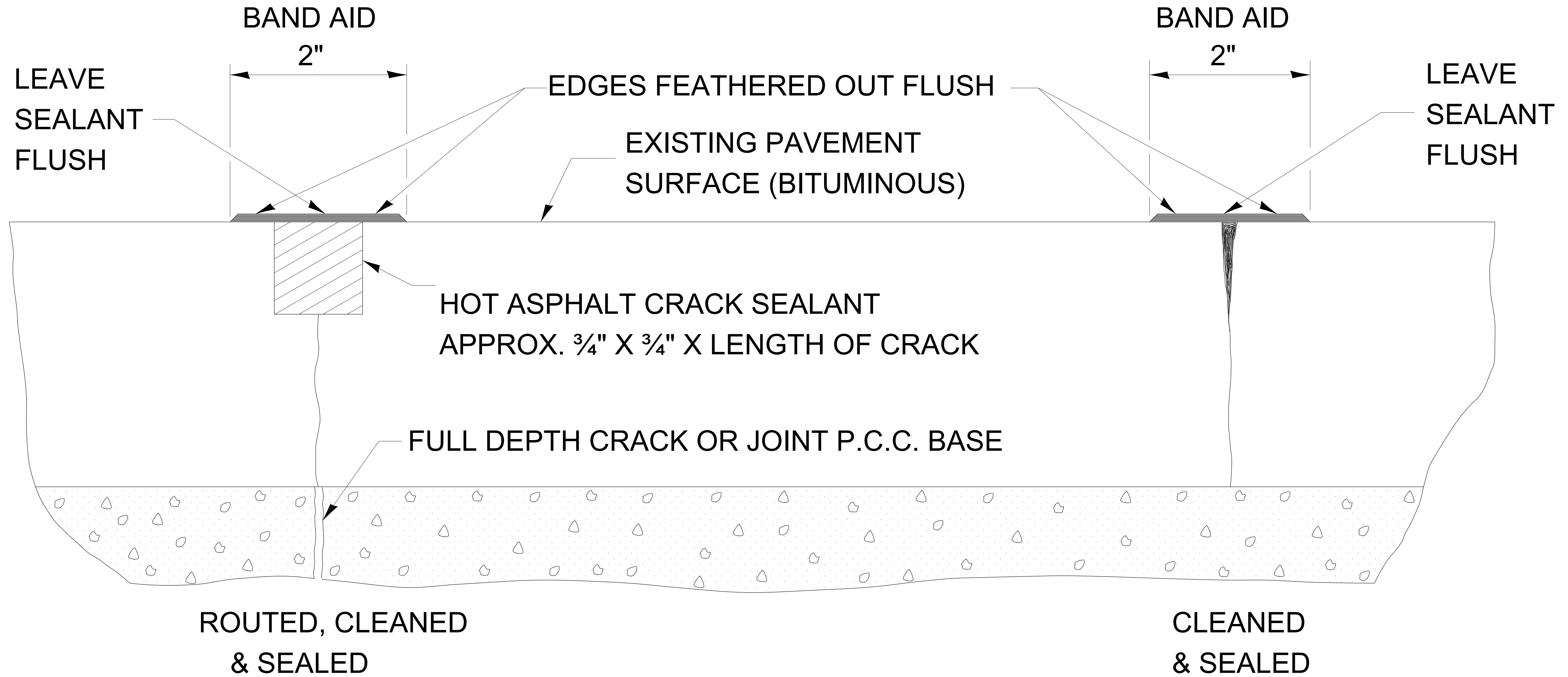
CLASS B PATCHING DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

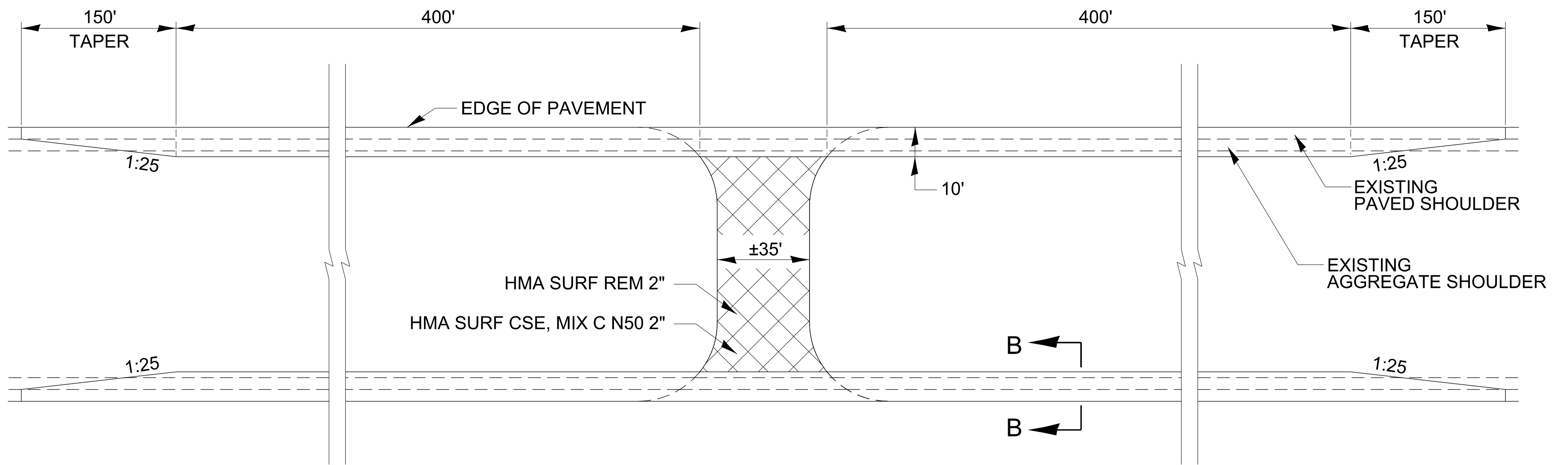
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

PRIMARY TRANSVERSE
AND LONGITUDINAL
CRACKS

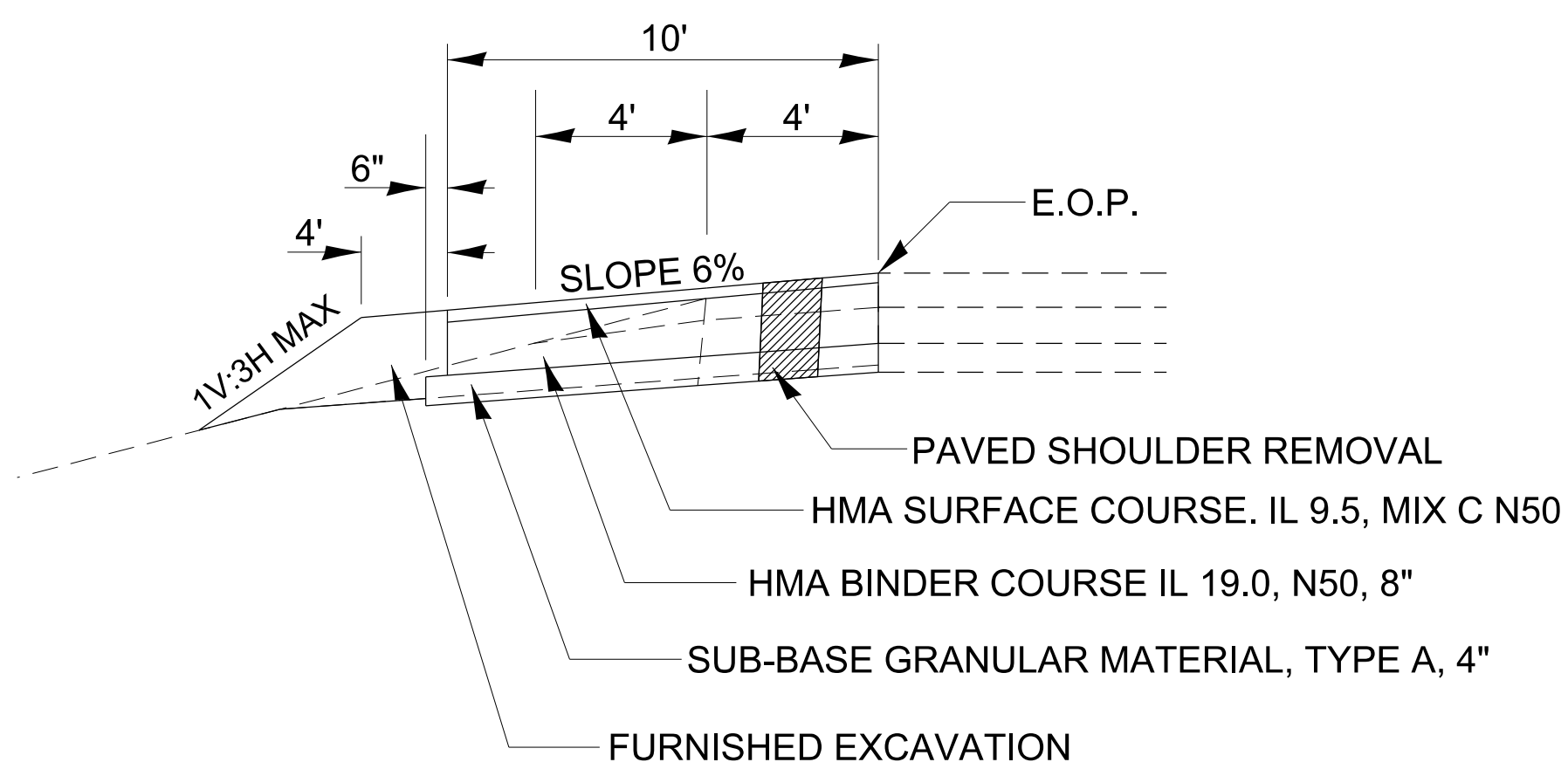
SECONDARY
CRACKS



CRACK SEALING HMA PAVEMENT



SHOULDER WIDENING AT MAINTENANCE CROSSOVERS



NOTES

- 1.) OMIT RUMBLE STRIPS ON SHOULDERS WITHIN THESE LIMITS.
- 2.) REMOVAL OF EXISTING AGGREGATE SHOULDERS IS INCIDENTAL TO THE COST OF THE PROPOSED 8" HMA BINDER COURSE.

SECTION B-B