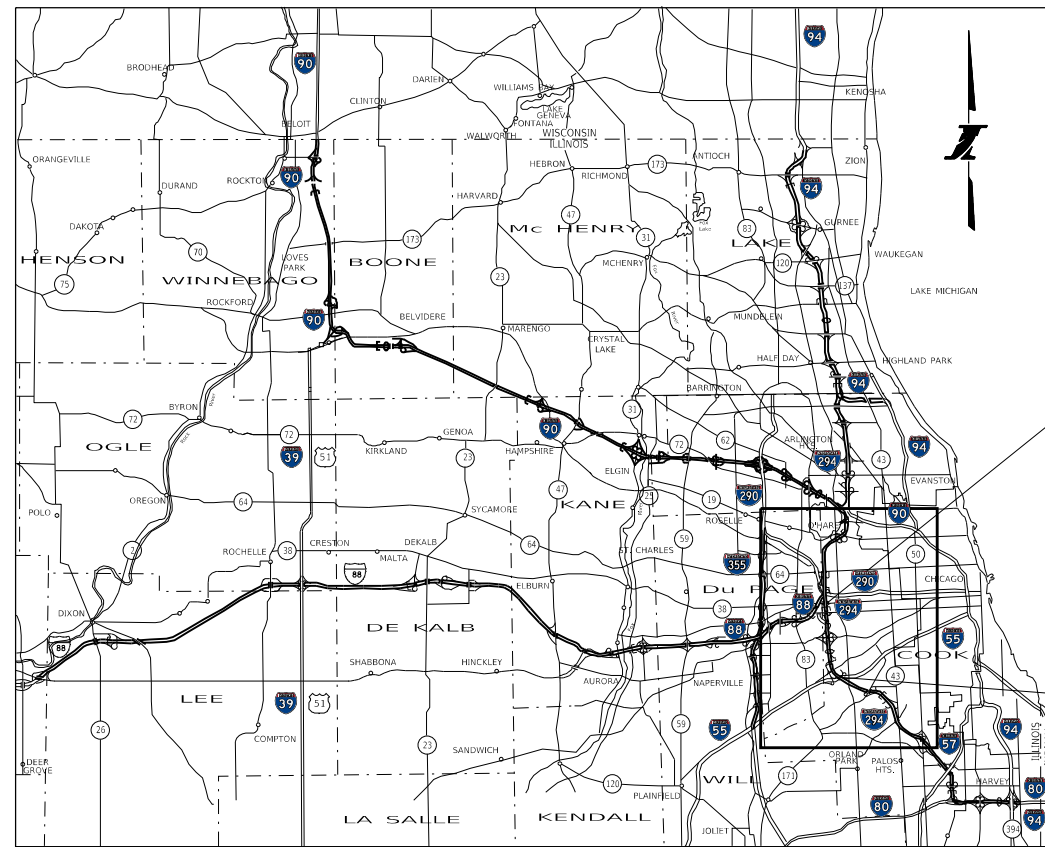


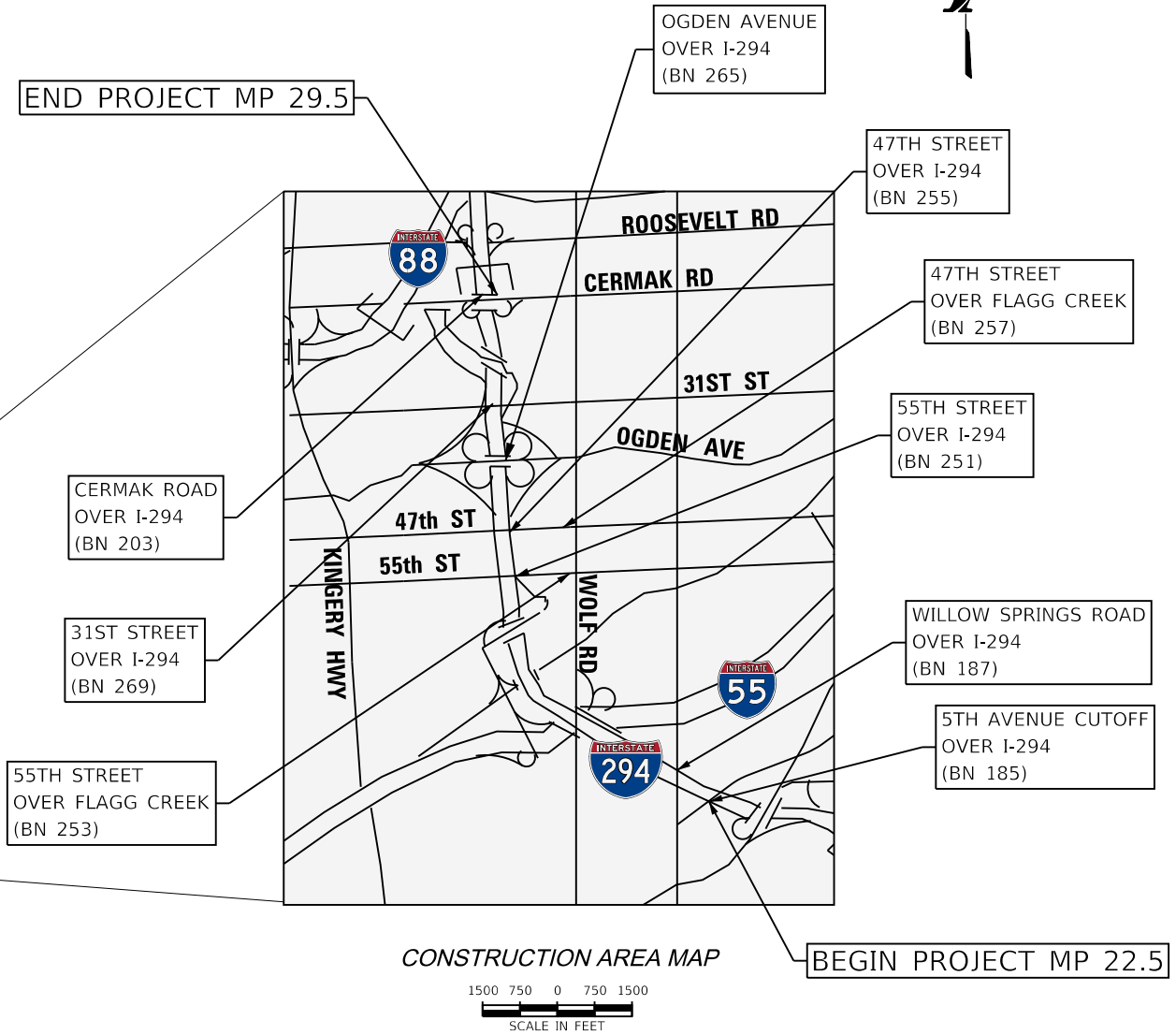


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY CONTRACT RR-18-4387

CROSSROAD BRIDGE REHABILITATION TRI-STATE TOLLWAY (I-294) M.P. 22.5 TO M.P. 29.5



LOCATION MAP



CONSTRUCTION AREA MAP

1500 750 0 750 1500
SCALE IN FEET

LOCATION

5TH AVENUE CUTOFF
WILLOW SPRINGS ROAD
55TH STREET
47TH STREET
OGDEN AVENUE
31ST STREET
CERMAK ROAD

ADT (YEAR)

1,400 (2010)
10,300 (2014)
19,000 (2014)
9,800 (2014)
32,600 (2016)
19,000 (2016)
28,500 (2016)

POSTED /DESIGN SPEED

40 /40
40 /40
35 /35
35 /35
45 /45
45 /45
40 /40




2351 SOUTH DIRKSEN PARKWAY
SPRINGFIELD, ILLINOIS 62703
217-670-0563 (P) / 217-679-2204 (F)
www.quiggengineering.com

PLOT TIME = 2:46:13 PM
 PLOT DATE = 4/13/2018
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Matthew J. Lehan


AECOM
 MATTHEW J. LEHAN, P.E.
 # 062-057159
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 1-20, 25-26, 32-37,
 45-48, 56-59,



EXPIRATION DATE: 11/30/2019

B. Robert Tessiatore


AECOM
 B. ROBERT TESSIATORE, S.E.
 # 081-004607
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 136-155



EXPIRATION DATE: 11/30/2018

John A. Clark


PERALTE-CLARK LLC
 JOHN A. CLARK, P.E.
 # 062-055684
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 24, 31, 44, 55



EXPIRATION DATE: 11/30/2019

Mohsen M. Farahany

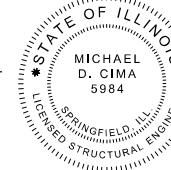
RUBINOS & MESIA ENGINEERS, INC.
 MOHSEN M. FARAHANY, S.E.
 # 81-005131
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 113-135



EXPIRATION DATE: 11/30/2018

Michael D. Cima

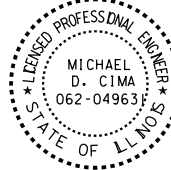
QUIGG ENGINEERING INC.
 MICHAEL D. CIMA, S.E.
 # 081-005984
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 156-167



EXPIRATION DATE: 11/30/2018

Michael D. Cima


QUIGG ENGINEERING INC.
 MICHAEL D. CIMA, P.E.
 # 062-049631
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 60-62



EXPIRATION DATE: 11/30/2019

Derek N. Mall

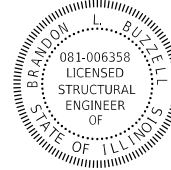
CIVILTECH ENGINEERING INC.
 DEREK N. MALL, P.E.
 # 062-051308
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 27, 38-40, 49-51



EXPIRATION DATE: 11/30/2019

Brandon L. Buzzell


BAXTER & WOODMAN
 CONSULTING ENGINEERS
 BRANDON L. BUZZELL, S.E.
 # 081-006358
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 74-112



EXPIRATION DATE: 11/30/2018

Denis T. Hogan

BAXTER & WOODMAN
 CONSULTING ENGINEERS
 DENIS T. HOGAN, P.E.
 # 62-050059
 SIGNATURE AND SEAL
 APPLY TO DRAWINGS:
 21-23, 28-30, 41-43
 52-54, 63-73



EXPIRATION DATE: 11/30/2019

DRAWN BY	OPS	DATE	02/09/2018
CHECKED BY	MJL	DATE	4/17/2018




 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO.	RR-18-4387	GEN-02
SIGNATURE SHEET		DRAWING NO.
		2 OF 175

INDEX OF DRAWINGS

DRAWING NO.	SHEET NO.	SHEET DESCRIPTION
1	COV-01	COVER SHEET
2	GEN-02	SIGNATURE SHEET
3	GEN-03	INDEX OF DRAWINGS, ILLINOIS TOLLWAY STANDARD DRAWINGS, HIGHWAY STANDARDS AND DISTRICT 1 STANDARDS
4	GEN-04	GENERAL NOTES
5-6	GEN-05 TO GEN-06	SUGGESTED PROGRESS SCHEDULE
7-9	GQ-01 TO GQ-03	SUMMARY OF QUANTITIES
10-16	GA-01 TO GA-07	ALIGNMENT AND LOCATION PLAN
17	MOT-01	SUGGESTED MAINTENANCE OF TRAFFIC - GENERAL NOTES
18	MOT-02	SUGGESTED MAINTENANCE OF TRAFFIC - SEQUENCE OF CONSTRUCTION NOTES
19-27	M294-00 TO M203-00	SUGGESTED MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS
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29	M187-01	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 187 (WILLOW SPRING RD.) STAGE 1
30	M251-01	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 251 AND B.N. 253 (55TH ST.) STAGE 1
31	M255-01	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 255 AND B.N. 257 (47TH STREET) STAGE 1
32-33	M265-01A TO M265-01B	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 265 (OGDEN AVE.) STAGE 1A
34-35	M265-01C TO M265-01D	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 265 (OGDEN AVE.) STAGE 1B
36-37	M269-01A TO M269-01B	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 269 (31ST ST.) STAGE 1
38-40	M203-01A TO M203-01C	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 203 (CERMAK RD.) STAGE 1
41	M185-02	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 185 (5TH AVE. CUTOFF) STAGE 2
42	M187-02	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 187 (WILLOW SPRING RD.) STAGE 2
43	M251-02	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 251 AND B.N. 253 (55TH ST.) STAGE 2
44	M255-02	SUGGESTED MAINTENANCE OF TRAFFIC B.N. 255 AND B.N. 257 (47TH ST.) STAGE 2
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53	BPMK-02	PAVEMENT MARKING PLANS B.N. 187 (WILLOW SPRING RD.)
54	BPMK-03	PAVEMENT MARKING PLANS B.N. 251 AND B.N. 253 (55TH ST.)
55	PPMK-01	PAVEMENT MARKING PLANS B.N. 255 AND B.N. 257 (47TH ST.)
56-57	APMK-01 TO APMK-02	PAVEMENT MARKING PLANS B.N. 265 (OGDEN AVE.)
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95-104	SD-01 TO SD-10	BRIDGE REHABILITATION - B.N. 251 (55TH STREET OVER I-294)
105-112	SE-01 TO SE-08	BRIDGE REHABILITATION - B.N. 253 (55TH STREET OVER FLAGG CREEK)
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126-135	SG-01 TO SG-10	BRIDGE REHABILITATION - B.N. 257 (47TH STREET OVER FLAGG CREEK)
136-145	SH-01 TO SH-10	BRIDGE REHABILITATION - B.N. 265 (OGDEN AVENUE)
146-155	SI-01 TO SI-10	BRIDGE REHABILITATION - B.N. 269 (31ST STREET)
156-167	SJ-01 TO SJ-12	BRIDGE REHABILITATION - B.N. 203 (CERMAK ROAD)
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171	TC-13	TC-13 TYPICAL PAVEMENT MARKINGS
172	TC-14	TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
173	TC-16	TC-16 SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
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DISTRICT 1 STANDARD DRAWINGS

- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-12 MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
- TC-13 TYPICAL PAVEMENT MARKINGS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- TC-16 SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
- TC-22 ATERIAL ROAD INFORMATION SIGN
- TC-26 DRIVEWAY ENTRANCE SIGNING
- TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

ILLINOIS TOLLWAY STANDARD DRAWINGS

- C1-10 GALVANIZED STEEL PLATE BEAM GUARDRAIL
- D2-04 SYMBOLS AND PATTERNS
- D5-06 PERMENANT PAVEMENT MARKINGS
- D6-07 PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS
- E1-06 CONSTRUCTION SIGNS
- E2-07 LANE CLOSURE DETAILS
- E3-06 SHOULDER CLOSURE DETAILS

IDOT HIGHWAY STANDARD DRAWINGS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
- 701101-05 OFF-RD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
- 701206-04 LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE 2L,2W MOVING OPERATIONS-DAY ONLY
- 701316-12 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR, FOR SPEEDS ≥ 45 MPH
- 701411-09 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45MPH
- 701427-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701601-09 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701602-09 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
- 701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701611-11 URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-10 URBAN LANE CLOSURE MULTILANE INTERSECTION
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-07 TRAFFIC CONTROL DEVICES
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

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 PLOT DATE = 4/15/2018
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DRAWN BY	ATB	DATE	02/09/2018
CHECKED BY	OPS	DATE	4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE DESCRIPTION

CONTRACT NO.	RR-18-4387	GEN-03
INDEX OF DRAWINGS AND STANDARDS		DRAWING NO. 3 OF 175

GENERAL NOTES

1. GENERAL SAFETY PROVISIONS: TO PROVIDE ILLINOIS TOLLWAY AND CROSSROAD PATRONS SAFE TRAVEL CONDITIONS DURING THIS CONSTRUCTION PROJECT, AND TO PROVIDE SAFE WORKING CONDITIONS FOR ALL EMPLOYEES, BOTH OF THE ILLINOIS TOLLWAY AND PRIVATE CONTRACTOR, THE RULES, REGULATIONS, AND CONDITIONS WILL PREVAIL FOR THE DURATION OF THIS CONTRACT.
2. THE CONTRACTOR SHALL BE MADE AWARE THAT ALL CONSTRUCTION VEHICLES SHALL BE LIMITED TO 15 FEET ABOVE EXISTING GRADE WHILE CROSSING UNDER COMMONWEALTH EDISON'S TRANSMISSION LINES.
3. DISTRIBUTORS: ALL DISTRIBUTORS FOR ASPHALT PAVING OPERATIONS SHALL BE EQUIPPED WITH SHIELDS TO PREVENT DAMAGES TO MOTORISTS' VEHICLES AND TO ADJACENT HIGHWAY APPURTENANCES.
4. FENCE: EXISTING FENCE THAT HAS TO BE DISCONNECTED AND/OR REMOVED FOR THE CONTRACTOR'S OPERATION SHALL BE RECONNECTED AND/OR REPLACED BY THE CONTRACTOR IN KIND AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY. TEMPORARY FENCE SHOULD BE INSTALLED IF EXISTING FENCE IS TO BE REMOVED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 664 OF THE STANDARD SPECIFICATIONS. ANY RIGHT-OF-WAY MARKERS DISTURBED BY THE CONTRACTOR'S OPERATION SHOULD BE REESTABLISHED BY A REGISTERED LAND SURVEYOR AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.
5. THE SCALE SHOWN ON THE DRAWINGS APPLIES ONLY TO FULL SIZE PLANS AND NOT TO THE REDUCED SIZE PLANS.
6. ALL ELEVATIONS ARE BASED ON UNITED STATES COAST AND GEODETIC SURVEY DATUM. BENCHMARKS FOR THE PROJECT ARE DESCRIBED IN THE PLANS.
7. AT THE TIME OF THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT FOR APPROVAL, THE PROPOSED CONCRETE TRUCK WASHOUT LOCATIONS, TYPE, MAINTENANCE PLAN, AND IDENTIFICATION. RUNOFF FROM WASH AREAS SHALL BE CONTAINED IN DESIGNATED AREAS SO THAT RUNOFF DOES NOT REACH THE STORM SEWER OR DITCH SYSTEMS.

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DRAWN BY	OPS	DATE	02/09/2018
CHECKED BY	MJL	DATE	4/17/2018




 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO.	RR-18-4387
GENERAL NOTES	

GEN-04
DRAWING NO.
4 OF 175

SUGGESTED PROGRESS SCHEDULES

TASK	2018				
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER
NOTICE TO PROCEED (6/30/2018)	█				
PERMITS	█				
MOBILIZATION	█				
BN 185 5TH AVENUE CUTOFF					
ORDER/FAB JOINT MATERIAL	█	█	█		
STAGE 1 - 5TH AVENUE			█	█	
STAGE 2 - 5TH AVENUE				█	
ORDER/FAB BEARINGS	█	█	█		
PIER REPAIRS - NB		█			
PIER REPAIRS - SB			█		
BEARING REPL. / ABUT REPAIRS			█	█	
SEALER, CLEANUP					█
BN 187 WILLOW SPRINGS RD					
ORDER/FAB JOINT MATERIAL	█	█	█		
STAGE 1 - WILLOW SPRINGS			█	█	
STAGE 2 - WILLOW SPRINGS				█	
SUBSTRUCTURE REPAIRS - NB		█			
SUBSTRUCTURE REPAIRS - SB			█		
SEALER, CLEANUP					█
BN 251/253 55TH STREET					
ORDER/FAB JOINT MATERIAL	█	█	█		
PROTECTIVE SHIELD (251)		█	█		
STAGE 1 - 55TH STREET			█	█	
STAGE 2 - 55TH STREET				█	
SUB REPAIRS (251) - NB		█			
SUB REPAIRS (251) - SB			█		
PROTECTIVE SHIELD REMOVAL & MOT				█	
SEALER, CLEANUP					█
BN 255 & BN 257 47TH STREET					
ORDER/FAB JOINT MATERIAL	█	█	█		
PROTECTIVE SHIELD		█	█		
STAGE 1 - 47TH STREET				█	
STAGE 2 - 47TH STREET					█
SUBSTRUCTURE REPAIRS - NB		█			
SUBSTRUCTURE REPAIRS - SB			█		
PROTECTIVE SHIELD REMOVAL & MOT					█
SEALER, CLEANUP					█

CONSTRUCTION SCHEDULE NOTES

1. THIS IS ONLY A SUGGESTED PROJECT SCHEDULE AND IS NOT TO BE CONSIDERED A PROGRESS SCHEDULE AS REQUIRED IN ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS ARTICLE 108.02. THE INTENT OF THIS PROGRESS SCHEDULE IS TO ILLUSTRATE THE WORK CAN REASONABLY BE PERFORMED WITHIN THE SUGGESTED SCHEDULE DURATION.
2. IF ANY DISCREPANCIES EXIST BETWEEN THIS SUGGESTED PROGRESS SCHEDULE, AND SPECIFICATIONS, SPECIAL PROVISIONS OR OTHER CONTRACT DRAWINGS, THE SPECIFICATIONS, SPECIAL PROVISIONS OR OTHER CONTRACT DRAWINGS SHALL GOVERN.
3. IT IS THE CONTRACTOR'S RESPONSIBILITIES TO PROVIDE MANPOWER AND EQUIPMENT TO MEET THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

HOLIDAYS

NO WORK REQUIRING MOVEMENT OF VEHICLES TO AND FROM THE WORKSITE THAT INTERFERES WITH TOLLWAY TRAFFIC WILL BE ALLOWED DURING CONSTRUCTION IN THE FOLLOWING HOLIDAY PERIODS WITHOUT SPECIFIC WRITTEN AUTHORIZATION FROM THE TOLLWAY.

- INDEPENDENCE DAY WEEKEND - 12:00 NOON, FRIDAY, JUNE 29, 2018 THROUGH 9:00 AM THURSDAY, JULY 5, 2018.
- LABOR DAY WEEKEND - 12:00 NOON, FRIDAY, AUGUST 31 2018 THROUGH 9:00 AM TUESDAY, SEPTEMBER 4, 2018.

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 PLOT SCALE = 20,00000

DRAWN BY	OPS	DATE	02/09/2018
CHECKED BY	MJL	DATE	4/17/2018




 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE DESCRIPTION

CONTRACT NO.	RR-18-4387	GEN-05
SUGGESTED PROGRESS SCHEDULE		DRAWING NO. 5 OF 175

SUGGESTED PROGRESS SCHEDULES

TASK	2018				
	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER
BN 265 OGDEN AVENUE					
<i>IDOT CONTRACT 62F56 - RESURFACING</i>	█	█	█		
PROTECTIVE SHIELD		█			
STAGE 1A -OGDEN AVE			█		
STAGE 1B -OGDEN AVE			█	█	
STAGE 2 - OGDEN AVE				█	█
SUBSTRUCTURE REPAIRS -NB		█			
SUBSTRUCTURE REPAIRS - SB		█	█		
GIRDER REPAIRS		█	█		
CLEAN, PAINT, SEALANT					█
PROTECTIVE SHIELD REMOVAL & MOT					█
BN 269 31ST STREET					
ORDER/FAB JOINT MATERIAL		█	█		
STAGE 1 -31ST STREET			█	█	
STAGE 2 - 31ST STREET			█	█	
SUBSTRUCTURE REPAIRS -NB		█			
SUBSTRUCTURE REPAIRS - SB		█	█		
GIRDER REPAIRS		█	█		
CLEAN, PAINT, SEALANT					█
BN 203 CERMAK AVE.					
ORDER/FAB MATERIAL		█	█		
PROTECTIVE SHIELD		█	█		
STAGE 1 -DECK, PARA & JT REP			█	█	
STAGE 2 - DECK, PARA & JT REP			█	█	
REPAIR PIER DRAIN PIPE-NB			█		
REPAIR PIER DRAIN PIPE-SB				█	
REPAIR GUARDRAIL			█		
PROTECTIVE SHIELD REMOVAL & MOT				█	
MISC WORK					█
PUNCH LIST					█

CONSTRUCTION SCHEDULE NOTES

1. THIS IS ONLY A SUGGESTED PROJECT SCHEDULE AND IS NOT TO BE CONSIDERED A PROGRESS SCHEDULE AS REQUIRED IN TOLLWAY SUPPLEMENTAL SPECIFICATIONS ARTICLE 108.02. THE INTENT OF THIS PROGRESS SCHEDULE IS TO ILLUSTRATE THE WORK CAN REASONABLY BE PERFORMED WITHIN THE SUGGESTED SCHEDULE DURATION.
2. IF ANY DISCREPANCIES EXIST BETWEEN THIS SUGGESTED PROGRESS SCHEDULE, AND SPECIFICATIONS, SPECIAL PROVISIONS OR OTHER CONTRACT DRAWINGS, THE SPECIFICATIONS, SPECIAL PROVISIONS OR OTHER CONTRACT DRAWINGS SHALL GOVERN.
3. IT IS THE CONTRACTOR'S RESPONSIBILITIES TO PROVIDE MANPOWER AND EQUIPMENT TO MEET THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.

HOLIDAYS

NO WORK REQUIREING MOVEMENT OF VEHICLES TO AND FROM THE WORKSITE THAT INTERFERES WITH TOLLWAY TRAFFIC WILL BE ALLOWED DURING CONSTRUCTION IN THE FOLLOWING HOLIDAY PERIODS WITHOUT SPECIFIC WRITTEN AUTHORIZATION FROM THE TOLLWAY.

- INDEPENDENCE DAY WEEKEND - 12:00 NOON, FRIDAY, JUNE 29, 2018 THROUGH 9:00 AM THURSDAY, JULY 5, 2018.
- LABOR DAY WEEKEND - 12:00 NOON, FRIDAY, AUGUST 31 2018 THROUGH 9:00 AM TUESDAY, SEPTEMBER 4, 2018.

PLOT TIME = 8/14/18 PM
 PLOT DATE = 4/15/2018
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DRAWN BY	OPS	DATE	02/09/2018
CHECKED BY	MJL	DATE	4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO.	RR-18-4387	GEN-06
SUGGESTED PROGRESS SCHEDULE		DRAWING NO.
		6 OF 175

SUMMARY OF QUANTITIES

SPECIAL PROVISION (S.P.)	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
	28100705	STONE DUMPED RIPRAP, CLASS A3	SQ YD	28	
	50102400	CONCRETE REMOVAL	CU YD	80	
	50157300	PROTECTIVE SHIELD	SQ YD	1710	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	80	
	50300300	PROTECTIVE COAT	SQ YD	279	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	7720	
	50800515	BAR SPLICERS	EACH	100	
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	968	
	52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	10	
	59000200	EPOXY CRACK INJECTION	FOOT	10	
	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50	
	63200310	GUARDRAIL REMOVAL	FOOT	50	
	70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	124	
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5448	
	70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	356	
	70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	583	
	70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	36	
BDE	70300900	PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS	SQ FT	37	
BDE	70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	138510	
BDE	70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	150	
BDE	70300908	PAVEMENT MARKING TAPE, TYPE IV 8"	FOOT	5720	
BDE	70300924	PAVEMENT MARKING TAPE, TYPE IV 24"	FOOT	400	
	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	123	
	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	19781	
	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1679	
	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	471	
	78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	41	
	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	33075	
	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	495	

LEGEND FOR S.P. COLUMN

- * INDICATES SPECIAL PROVISION
- ** INDICATES TOLLWAY SUPPLEMENTAL SPECIFICATIONS
- *** INDICATES IDOT SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS

BDE INDICATES IDOT BDE SPECIAL PROVISION
GBSP INDICATES IDOT GBSP SPECIAL PROVISION

D1 INDICATES IDOT DISTRICT 1 SPECIAL PROVISION

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DRAWN BY OPS DATE 02/09/2018 CHECKED BY MJL DATE 4/17/2018		 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>	REVISIONS		NO.	DATE							CONTRACT NO. RR-18-4387 SUMMARY OF QUANTITIES	GQ-01 DRAWING NO. 7 OF 175
REVISIONS															
NO.	DATE														

SUMMARY OF QUANTITIES

SPECIAL PROVISION (S.P.)	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
	78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	1778	
	78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	44	
	78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	62	
	78100300	REPLACEMENT REFLECTOR	EACH	185	
D1	89000075	TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1	
GBSP	X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	74	
*	X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	1745	
*	X0326331	CLEANING AND PAINTING BEARINGS	EACH	120	
BDE	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	15430	
BDE	X2700003	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	2759	
BDE	X2700004	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 7"	FOOT	3301	
*	X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	92663	
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	
BDE	X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	592	
BDE	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	53545	
*	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	185	
*	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	17	
GBSP	Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	10	
GBSP	Z0005876	BONDED PREFORMED JOINT SEALER, 4 INCH	FOOT	278	
*	Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	12458	
*	Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	12458	
GBSP	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	47	
GBSP	Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	178	
D1	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	561	
***	Z0041895	POLYMER CONCRETE	CU FT	1	
D1	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3	
*	J1505040	REPAIR BRIDGE DRAINAGE SYSTEM	EACH	1	
**	JS121101	DRILL AND GROUT DOWEL BARS AND ANCHOR RODS	EACH	20	
**	JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	881	

LEGEND FOR S.P. COLUMN

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BDE INDICATES IDOT BDE SPECIAL PROVISION
 GBSP INDICATES IDOT GBSP SPECIAL PROVISION

D1 INDICATES IDOT DISTRICT 1 SPECIAL PROVISION

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DRAWN BY OPS DATE 02/09/2018 CHECKED BY MJL DATE 4/17/2018		 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> <th rowspan="2">DESCRIPTION</th> </tr> <tr> <th>NO.</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS		DESCRIPTION	NO.	DATE							CONTRACT NO. RR-18-4387 SUMMARY OF QUANTITIES	GQ-02 DRAWING NO. 8 OF 175
REVISIONS		DESCRIPTION														
NO.	DATE															

SUMMARY OF QUANTITIES

SPECIAL PROVISION (S.P.)	ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
**	JS670C00	FIELD OFFICE, TYPE C	CAL MO	6	
**	JS671010	MOBILIZATION, TOLLWAY	L SUM	1	
*	JS701010	MAINTENANCE OF TRAFFIC	L SUM	1	
*	JT154005	EMERGENCY PAVEMENT AND SHOULDER REPAIRS	UNIT	20000	
*	JT154008	UNFORESEEN ADDITIONAL MAINTENANCE OF TRAFFIC	UNIT	20000	
*	JT155001	CONTRACTOR'S QUALITY PROGRAM	L SUM	1	
*	JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	76	
*	JT503050	SHALLOW CONCRETE REPAIR	SQ FT	109	
*	JT524010	APPLY CONCRETE SEALANT	SQ FT	25999	
*	JT525235	BONDED PREFORMED JOINT SEAL REPLACEMENT, 4 IN.	FOOT	194	
*	JT602831	CLEAN DRAINAGE SYSTEM, LOCATION NO. 1	EACH	1	
*	JT602832	CLEAN DRAINAGE SYSTEM, LOCATION NO. 2	EACH	1	
*	JT602833	CLEAN DRAINAGE SYSTEM, LOCATION NO. 3	EACH	1	
*	JT602834	CLEAN DRAINAGE SYSTEM, LOCATION NO. 4	EACH	1	
*	JT602835	CLEAN DRAINAGE SYSTEM, LOCATION NO. 5	EACH	1	
*	JT602836	CLEAN DRAINAGE SYSTEM, LOCATION NO. 6	EACH	1	
*	JT602837	CLEAN DRAINAGE SYSTEM, LOCATION NO. 7	EACH	1	
*	JT602838	CLEAN DRAINAGE SYSTEM, LOCATION NO. 8	EACH	1	
*	JT701030	SUPPLEMENTAL BARRICADE	EACH/DAY	20	
*	JT701031	SUPPLEMENTAL SIGNING	SQ FT	20	
*	JT701032	SUPPLEMENTAL FLASHING ARROW BOARD (PER DAY)	EACH/DAY	50	
*	JT701033	SUPPLEMENTAL FLASHING ARROW BOARD (PER WEEK)	EACH/WEEK	20	
*	JT701034	SUPPLEMENTAL FLASHING ARROW BOARD (PER MONTH)	EACH/MONTH	20	
*	JT701035	SUPPLEMENTAL MAINTENANCE OF TRAFFIC	DAY	5	
*	JT783005	WATERBLAST PAVEMENT MARKING REMOVAL WITH VACUUM RECOVERY	SQ FT	1037	

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BDE INDICATES IDOT BDE SPECIAL PROVISION
 GBSP INDICATES IDOT GBSP SPECIAL PROVISION

D1 INDICATES IDOT DISTRICT 1 SPECIAL PROVISION

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

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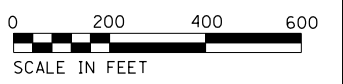
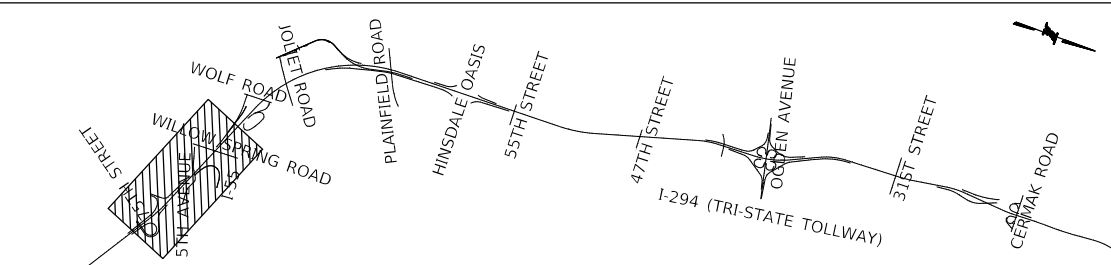
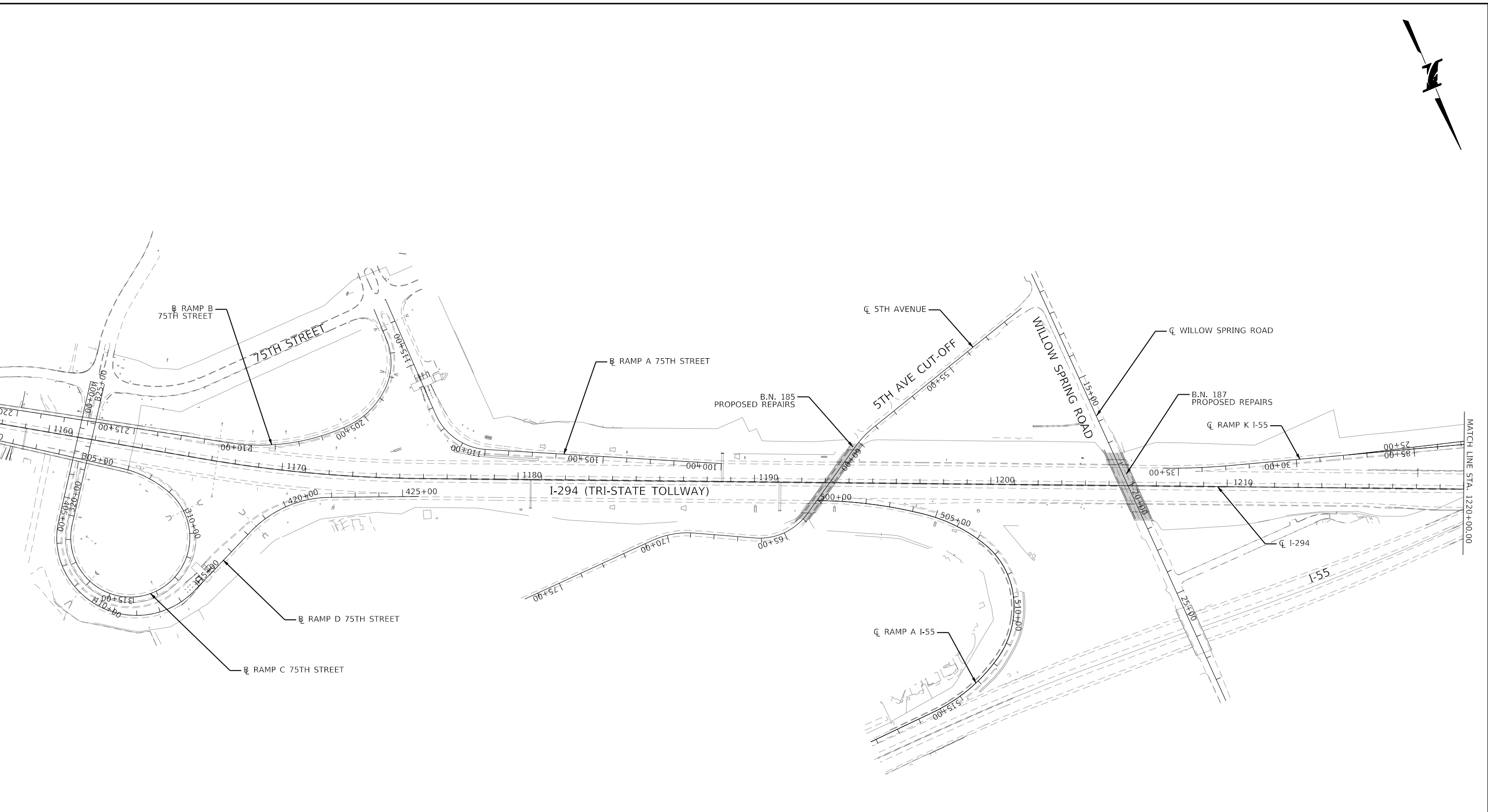
CONTRACT NO. RR-18-4387

SUMMARY OF QUANTITIES

GQ-03

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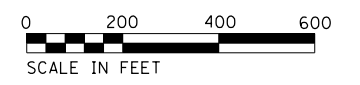
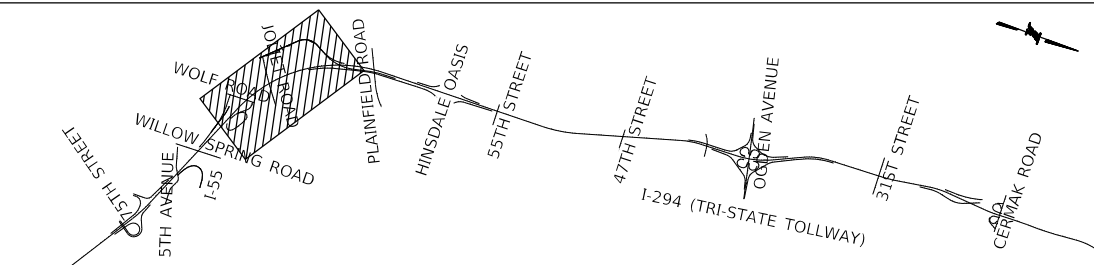
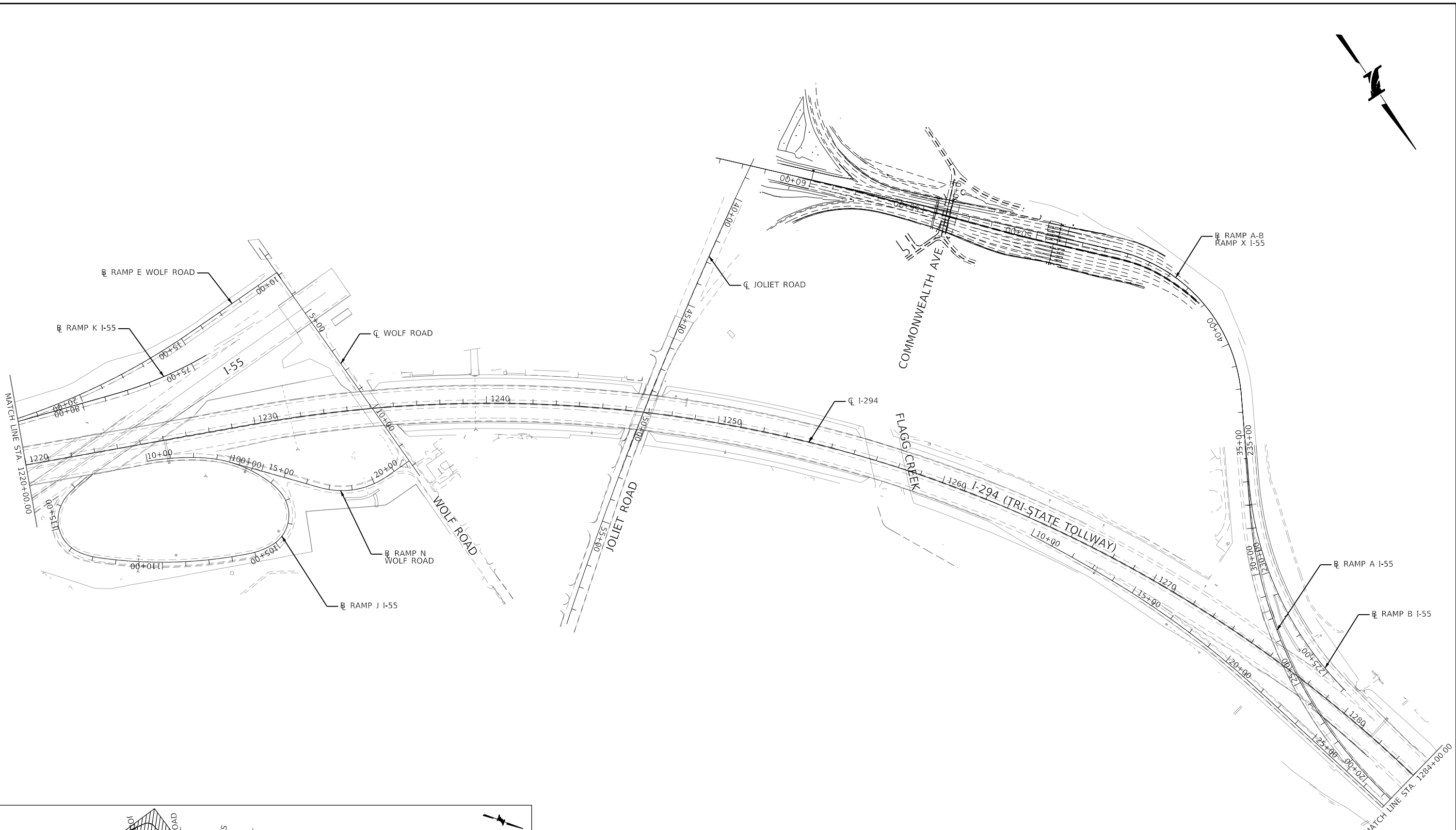
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 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

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 ALIGNMENT AND LOCATION PLAN

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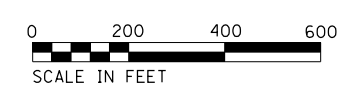
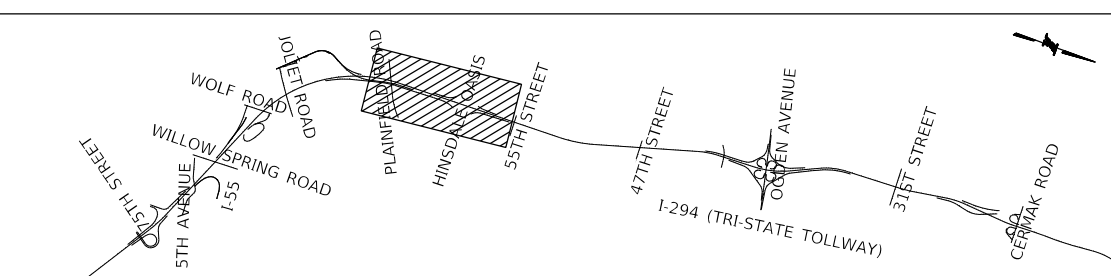
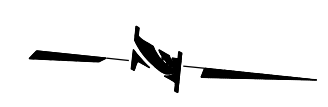
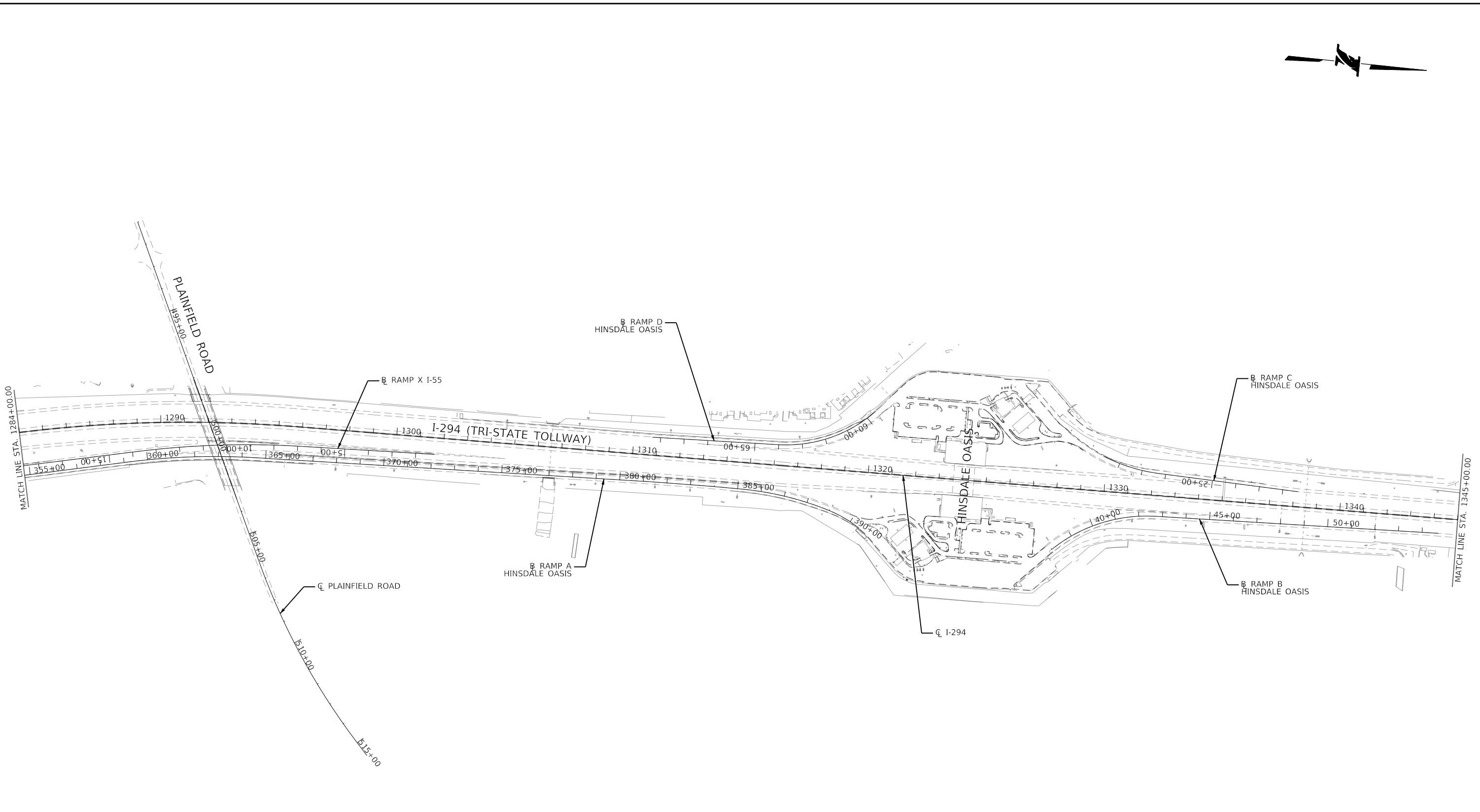
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CONTRACT NO. RR-18-4387
 ALIGNMENT AND LOCATION PLAN

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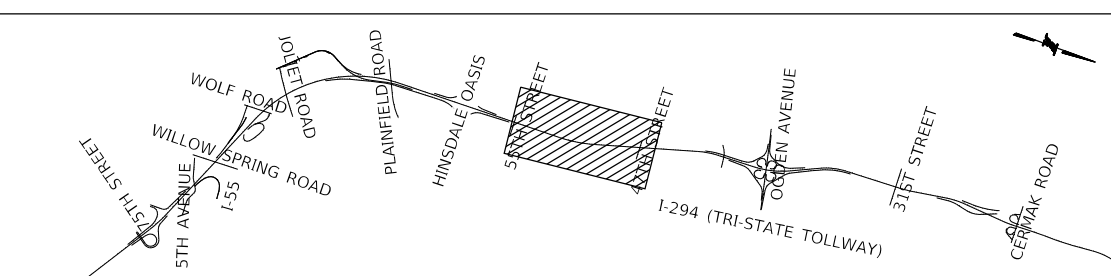
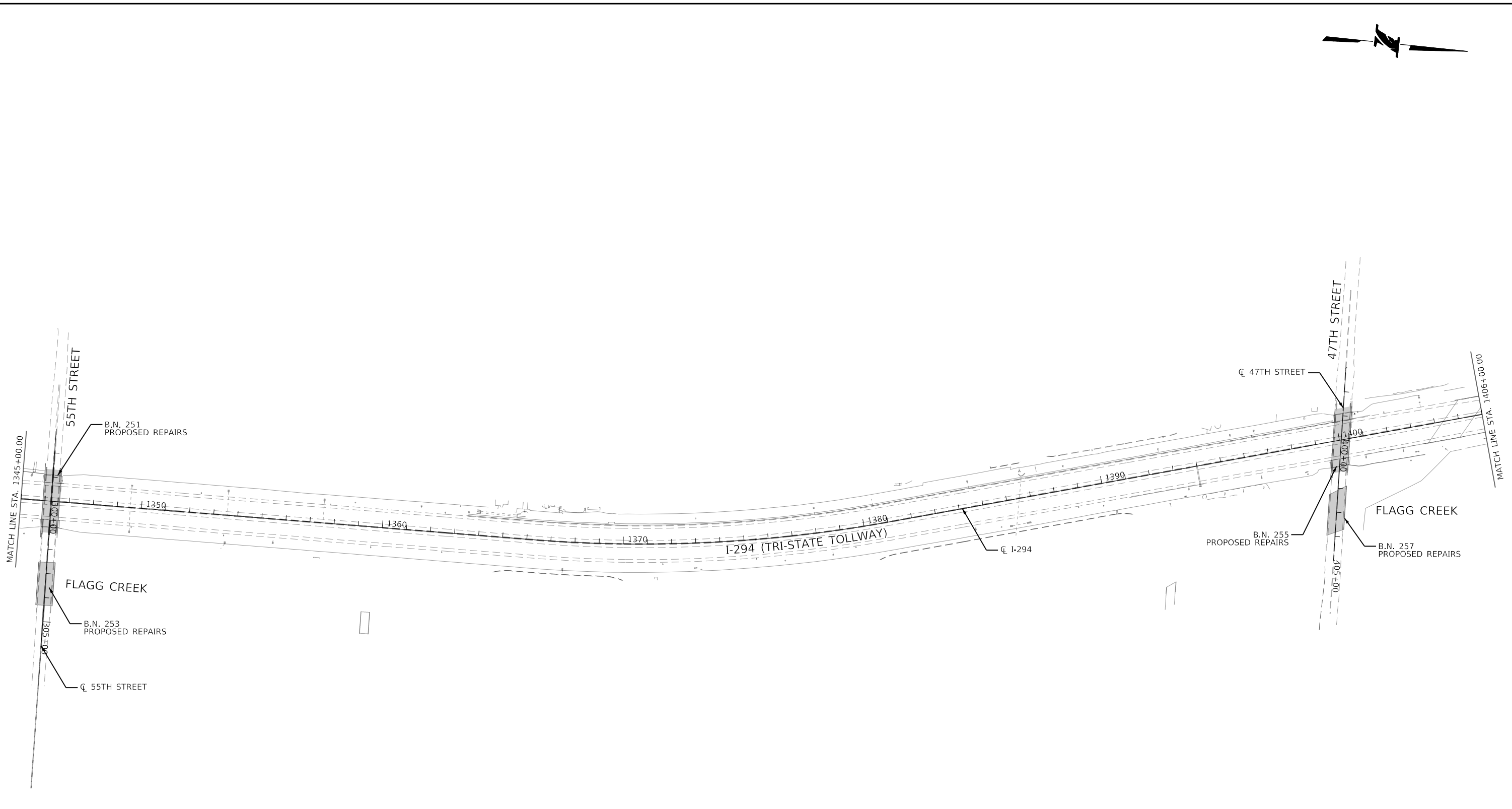
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CONTRACT NO. RR-18-4387
 ALIGNMENT AND LOCATION PLAN

GA-03
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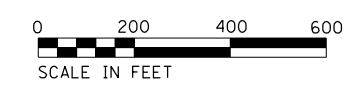
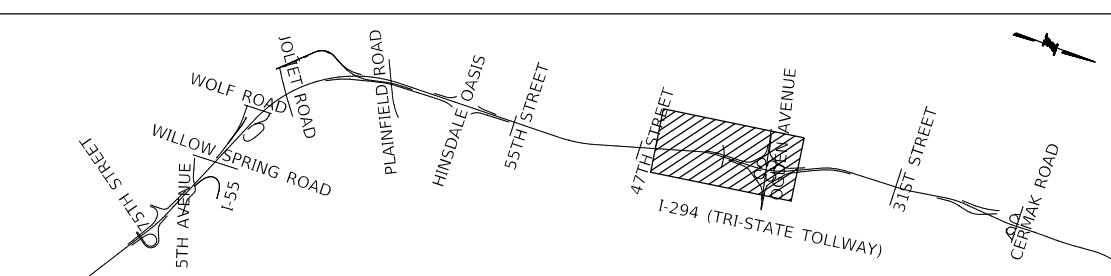
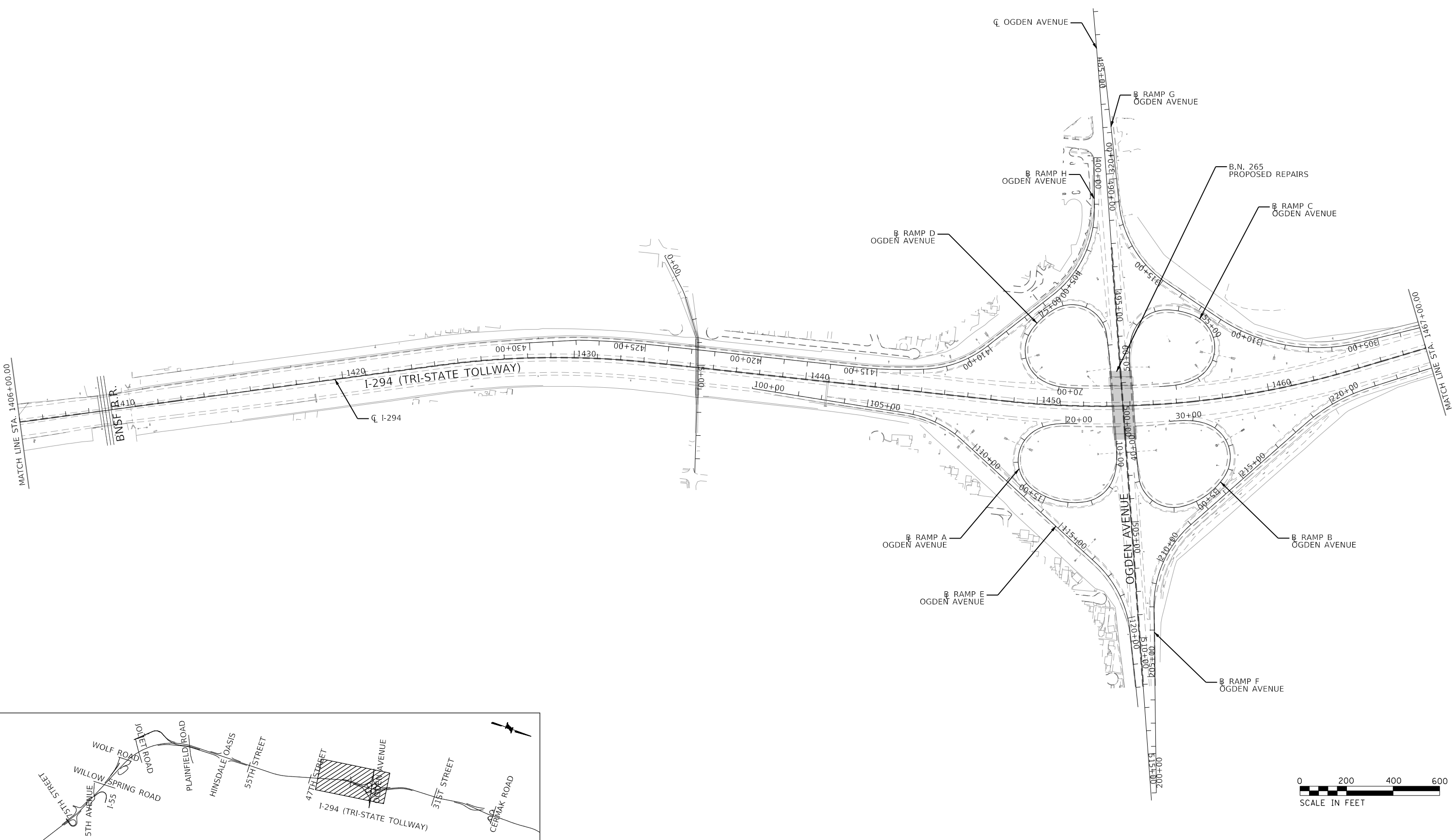
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CONTRACT NO. RR-18-4387
 ALIGNMENT AND LOCATION PLAN

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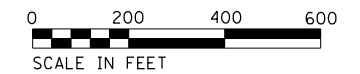
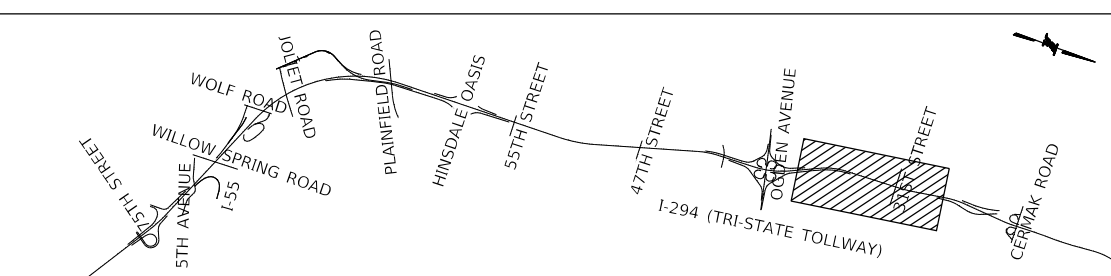
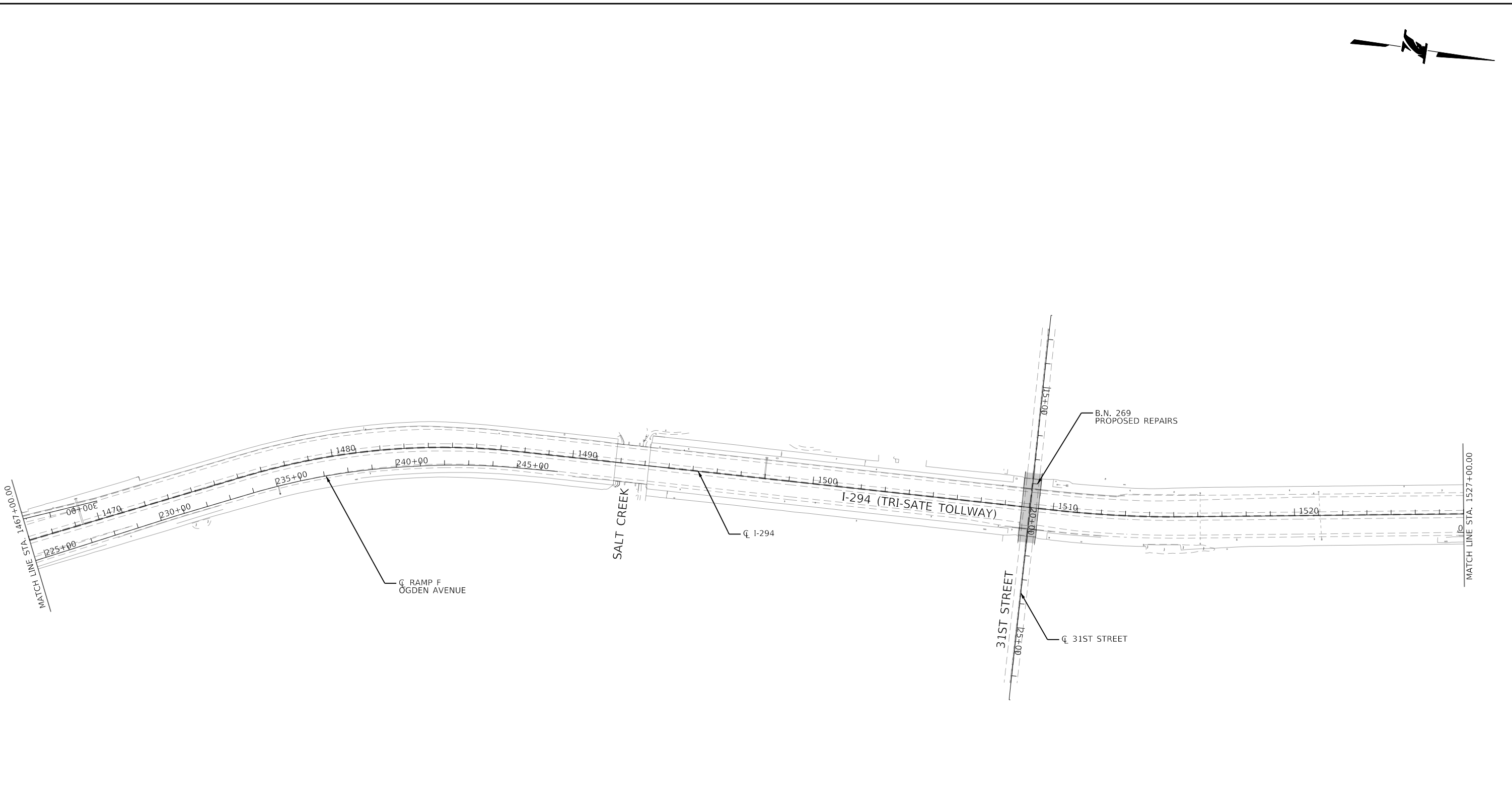
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CONTRACT NO. RR-18-4387
 ALIGNMENT AND LOCATION PLAN

GA-05
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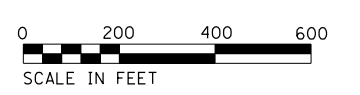
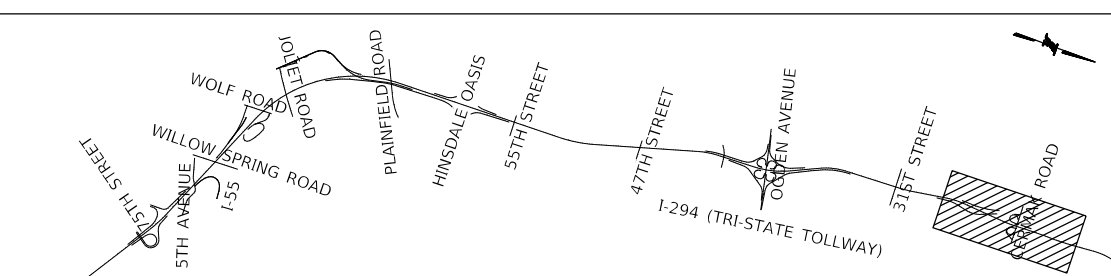
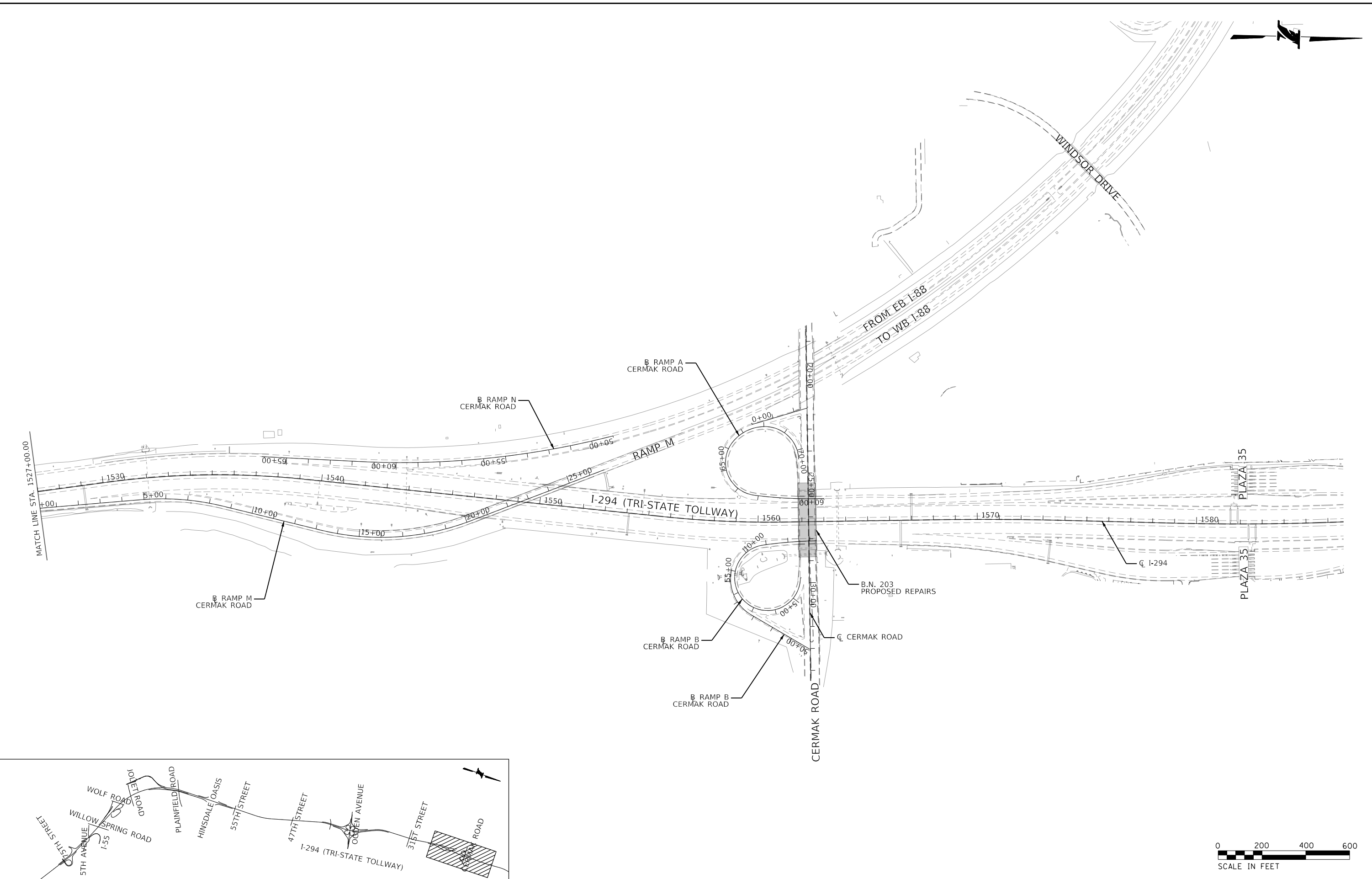
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CONTRACT NO. RR-18-4387
 ALIGNMENT AND LOCATION PLAN

GA-06
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CONTRACT NO. RR-18-4387
 ALIGNMENT AND LOCATION PLAN

GA-07
 DRAWING NO.
 16 OF 175

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 14 DAYS IN ADVANCE OF BEGINNING WORK.
2. WORK ZONE SPEED LIMIT
 WORK ZONE SPEED LIMITS WITHIN THE CONSTRUCTION LIMITS OF NORTHBOUND AND SOUTHBOUND I-294 FOR PRESTAGES A AND B SHALL BE 55 MPH.

 5TH AVENUE CUTOFF WORK ZONE SPEED LIMIT SHALL BE 30 MPH.

 WILLOW SPRINGS ROAD WORK ZONE SPEED LIMIT SHALL BE 35 MPH.

 55TH STREET WORK ZONE SPEED LIMIT SHALL BE 35 MPH.

 47TH STREET WORK ZONE SPEED LIMIT SHALL BE 35 MPH.

 OGDEN AVENUE WORK ZONE SPEED LIMIT SHALL BE 30 MPH.

 31ST STREET WORK ZONE SPEED LIMIT SHALL BE 45 MPH.

 CERMAK ROAD WORK ZONE SPEED LIMIT SHALL BE 40 MPH.
3. EXISTING RAISED PAVEMENT MARKER REFLECTORS THAT CONFLICT WITH STAGED TRAFFIC PATTERNS SHALL BE REMOVED UNDER THIS CONTRACT. THESE SHALL BE REPLACED WITHIN THE LIMITS OF THIS CONTRACT'S MAINTENANCE OF TRAFFIC, ALONG WITH ANY OTHER MARKERS THAT WERE MISSING REFLECTORS PRIOR TO REOPENING THE LANES TO TRAFFIC.

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CHECKED BY	MJL	DATE	4/17/2018




 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
 GENERAL NOTES
 SUGGESTED MAINTENANCE OF TRAFFIC

MOT-01
 DRAWING NO.
 17 OF 175

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MAINTENANCE OF TRAFFIC: STAGING DESCRIPTION

MAINTENANCE OF TRAFFIC: PRE-STAGE

5TH AVENUE, WILLOW SPRINGS ROAD, CERMAK ROAD, 55TH STREET, 47TH STREET, OGDEN AVENUE AND 31ST STREET MAINTENANCE OF TRAFFIC - PRE-STAGES A AND B

CONSTRUCTION:

1. INSTALL PROTECTIVE SHIELD AND COMPLETE SUBSTRUCTURE REPAIRS

MAINTENANCE OF TRAFFIC:

1. NIGHT TIME LANE CLOSURES PER ILLINOIS TOLLWAY STANDARD DRAWING E2-07

MAINTENANCE OF TRAFFIC: STAGE 1

5TH AVENUE CUTOFF MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION:

1. SET UP TRAFFIC CONTROL DEVICES, TRAFFIC LANE CONFIGURATIONS AND SIGNING AS SHOWN IN THE PLANS
2. PERFORM EXPANSION JOINT RECONSTRUCTION WORK AS DETAILED IN THE PLANS
3. PERFORM BRIDGE DECK AND APPROACH SLAB REPAIRS IN DESIGNATED WORK ZONE AS SHOWN ON THE PLANS AND AS DETERMINED BY THE ENGINEER

MAINTENANCE OF TRAFFIC:

1. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE SOUTH SIDE OF 5TH AVENUE CUTOFF FOR BRIDGE REPAIRS WITH TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS
2. MAINTAIN TWO-WAY TRAFFIC FLOW OF SUNSET AVENUE AND PLEASANTDALE DRIVE WITH TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS
3. CONSTRUCT BRIDGE REPAIRS ON NORTH SIDE OF BRIDGE

WILLOW SPRINGS ROAD MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION:

1. SET UP TRAFFIC CONTROL DEVICES, TRAFFIC LANE CONFIGURATIONS AND SIGNING AS SHOWN IN THE PLANS
2. PERFORM EXPANSION JOINT RECONSTRUCTION WORK AS DETAILED IN THE PLANS
3. PERFORM BRIDGE DECK AND APPROACH SLAB REPAIRS IN DESIGNATED WORK ZONE AS SHOWN ON THE PLANS AND AS DETERMINED BY THE ENGINEER
4. PERFORM BRIDGE DECK SCARIFICATION TO THE LIMITS SHOWN IN THE PLANS
5. INSTALL POLYMER CONCRETE OVERLAY TO THE LIMITS SHOWN IN THE PLANS

MAINTENANCE OF TRAFFIC:

1. ESTABLISH TWO-LANE TWO-WAY TRAFFIC FLOW ALONG THE EAST SIDE OF WILLOW SPRINGS ROAD FOR BRIDGE REPAIRS AS SHOWN IN THE PLANS
2. CONSTRUCT BRIDGE REPAIRS ON WEST SIDE OF BRIDGE

55TH STREET MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION:

1. SET UP TRAFFIC CONTROL DEVICES, TRAFFIC LANE CONFIGURATIONS AND SIGNING AS SHOWN IN THE PLANS
2. PERFORM EXPANSION JOINT RECONSTRUCTION AND REPAIR WORK AS DETAILED IN THE PLANS
3. INSTALL PROTECTIVE SHIELD IN PREPARATION FOR DECK SLAB REPAIRS IN BOTH STAGES (BN 251 ONLY)
4. PERFORM BRIDGE DECK AND APPROACH SLAB REPAIRS IN DESIGNATED WORK ZONE AS SHOWN ON THE PLANS AND AS DETERMINED BY THE ENGINEER
5. PERFORM BRIDGE DECK SCARIFICATION TO THE LIMITS SHOWN IN THE PLANS
6. INSTALL POLYMER CONCRETE OVERLAY TO THE LIMITS SHOWN IN THE PLANS

MAINTENANCE OF TRAFFIC:

1. ESTABLISH TWO-WAY TRAFFIC FLOW IN THE OUTSIDE LANES OF 55TH STREET FOR BRIDGE REPAIRS AS SHOWN IN THE PLANS
2. CONSTRUCT BRIDGE REPAIRS ON THE INSIDE LANES OF BRIDGE

47TH STREET MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION:

1. PERFORM BRIDGE DECK REPAIRS IN THE WESTBOUND LANES

MAINTENANCE OF TRAFFIC:

1. CLOSE ONE LANE OF TRAFFIC IN EACH DIRECTION, SHIFT TRAFFIC TO THE EASTBOUND LANES AND MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION

OGDEN AVENUE MAINTENANCE OF TRAFFIC - STAGE 1A

CONSTRUCTION:

1. COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY IN THE INSIDE LANE IN EACH DIRECTION

MAINTENANCE OF TRAFFIC:

1. CLOSE THE INSIDE LANE OF TRAFFIC IN BOTH DIRECTIONS AND MAINTAIN TRAFFIC IN THE OUTSIDE LANE AND AUXILIARY LANE.

OGDEN AVENUE MAINTENANCE OF TRAFFIC - STAGE 1B

CONSTRUCTION:

1. COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY IN THE MIDDLE LANES IN EACH DIRECTION

MAINTENANCE OF TRAFFIC:

1. CLOSE THE INSIDE LANE OF TRAFFIC IN BOTH DIRECTIONS AND SHIFT ONE LANE OF TRAFFIC TO THE OUTSIDE SHOULDER AND AUXILIARY LANE. ALL WORK SHALL BE PERFORMED WITHIN A WEEKEND CLOSURE

31ST STREET MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION:

1. COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY IN THE WESTBOUND LANES

MAINTENANCE OF TRAFFIC:

1. CLOSE ONE LANE OF TRAFFIC IN EACH DIRECTION, SHIFT TRAFFIC TO THE EASTBOUND LANES AND MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION

22ND STREET/CERMAK MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION:

1. COMPLETE BRIDGE DECK OVERLAY IN THE OUTSIDE LANES
2. REPLACE EXPANSION JOINTS IN THE OUTSIDE LANES

MAINTENANCE OF TRAFFIC:

1. CLOSE THE OUTSIDE LANES OF TRAFFIC IN EACH DIRECTION
2. MAINTAIN THE INSIDE LANE OF TRAFFIC IN EACH DIRECTION

MAINTENANCE OF TRAFFIC: STAGE 2

5TH AVENUE CUTOFF MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

1. ADJUST TRAFFIC CONTROL DEVICES, TRAFFIC LANE CONFIGURATIONS AND SIGNING AS SHOWN IN THE PLANS
2. PERFORM EXPANSION JOINT RECONSTRUCTION WORK AS DETAILED IN THE PLANS
3. PERFORM BRIDGE DECK AND APPROACH SLAB REPAIRS IN DESIGNATED WORK ZONE AS SHOWN ON THE PLANS AND AS DETERMINED BY THE ENGINEER

MAINTENANCE OF TRAFFIC:

1. ESTABLISH ONE-WAY TRAFFIC FLOW ALONG THE NORTH SIDE OF 5TH AVENUE CUTOFF FOR BRIDGE REPAIRS WITH TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS
2. MAINTAIN TWO-WAY TRAFFIC FLOW OF SUNSET AVENUE AND PLEASANTDALE DRIVE WITH TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS
3. CONSTRUCT BRIDGE REPAIRS ON SOUTH SIDE OF BRIDGE

WILLOW SPRINGS ROAD MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

1. ADJUST TRAFFIC CONTROL DEVICES, TRAFFIC LANE CONFIGURATIONS AND SIGNING AS SHOWN IN THE PLANS
2. PERFORM EXPANSION JOINT RECONSTRUCTION WORK AS DETAILED IN THE PLANS
3. PERFORM BRIDGE DECK AND APPROACH SLAB REPAIRS IN DESIGNATED WORK ZONE AS SHOWN ON THE PLANS AND AS DETERMINED BY THE ENGINEER
4. PERFORM BRIDGE DECK SCARIFICATION TO THE LIMITS SHOWN IN THE PLANS
5. INSTALL POLYMER CONCRETE OVERLAY TO THE LIMITS SHOWN IN THE PLANS

MAINTENANCE OF TRAFFIC:

1. ESTABLISH TWO-LANE TWO-WAY TRAFFIC FLOW ALONG THE WEST SIDE OF WILLOW SPRINGS ROAD FOR BRIDGE REPAIRS AS SHOWN IN THE PLANS
- CONSTRUCT BRIDGE REPAIRS ON EAST SIDE OF BRIDGE

55TH STREET MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

1. ADJUST TRAFFIC CONTROL DEVICES, TRAFFIC LANE CONFIGURATIONS AND SIGNING AS SHOWN IN THE PLANS
2. PERFORM EXPANSION JOINT RECONSTRUCTION AND REPAIR WORK AS DETAILED IN THE PLANS
3. PERFORM BRIDGE DECK AND APPROACH SLAB REPAIRS IN DESIGNATED WORK ZONE AS SHOWN ON THE PLANS AND AS DETERMINED BY THE ENGINEER
4. PERFORM BRIDGE DECK SCARIFICATION TO THE LIMITS SHOWN IN THE PLANS
5. INSTALL POLYMER CONCRETE OVERLAY TO THE LIMITS SHOWN IN THE PLANS

MAINTENANCE OF TRAFFIC:

1. ESTABLISH TWO-WAY TRAFFIC FLOW IN THE INSIDE LANES OF 55TH STREET FOR BRIDGE REPAIRS AS SHOWN IN THE PLANS
2. CONSTRUCT BRIDGE REPAIRS ON THE OUTSIDE LANES OF BRIDGE

47TH STREET MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

1. PERFORM BRIDGE DECK REPAIRS AND MISCELLANEOUS STRUCTURAL REPAIRS IN THE EASTBOUND LANES.

MAINTENANCE OF TRAFFIC:

1. CLOSE ONE LANE OF TRAFFIC IN EACH DIRECTION, SHIFT TRAFFIC TO THE WESTBOUND LANES AND MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION.

OGDEN AVENUE MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

1. COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY IN THE OUTSIDE LANE IN EACH DIRECTION

MAINTENANCE OF TRAFFIC:

1. CLOSE THE OUTSIDE LANE OF TRAFFIC IN BOTH DIRECTIONS AND MAINTAIN TWO LANES OF TRAFFIC IN THE INSIDE LANES.

31ST STREET MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

1. COMPLETE BRIDGE DECK AND JOINT REPAIRS AND OVERLAY IN THE EASTBOUND LANES.

MAINTENANCE OF TRAFFIC:

1. CLOSE ONE LANE OF TRAFFIC IN EACH DIRECTION, SHIFT TRAFFIC TO THE WESTBOUND LANES AND MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION.

22ND STREET/CERMAK MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

1. COMPLETE BRIDGE DECK OVERLAY IN THE INSIDE LANES.
2. REPLACE EXPANSION JOINTS IN THE INSIDE LANES.

MAINTENANCE OF TRAFFIC:

1. CLOSE THE INSIDE LANE OF TRAFFIC IN EACH DIRECTION.
2. MAINTAIN THE OUTSIDE LANES OF TRAFFIC IN EACH DIRECTION.

MAINTENANCE OF TRAFFIC: STAGE 3

ALL LOCATIONS MAINTENANCE OF TRAFFIC - STAGE 3

CONSTRUCTION:

1. REMOVE PROTECTIVE SHIELD.

MAINTENANCE OF TRAFFIC:

1. NIGHT TIME LANE CLOSURES PER ILLINOIS TOLLWAY STANDARD DRAWING E2-07.

DRAWN BY	OPS	DATE	02/09/2018
CHECKED BY	MJL	DATE	4/17/2018



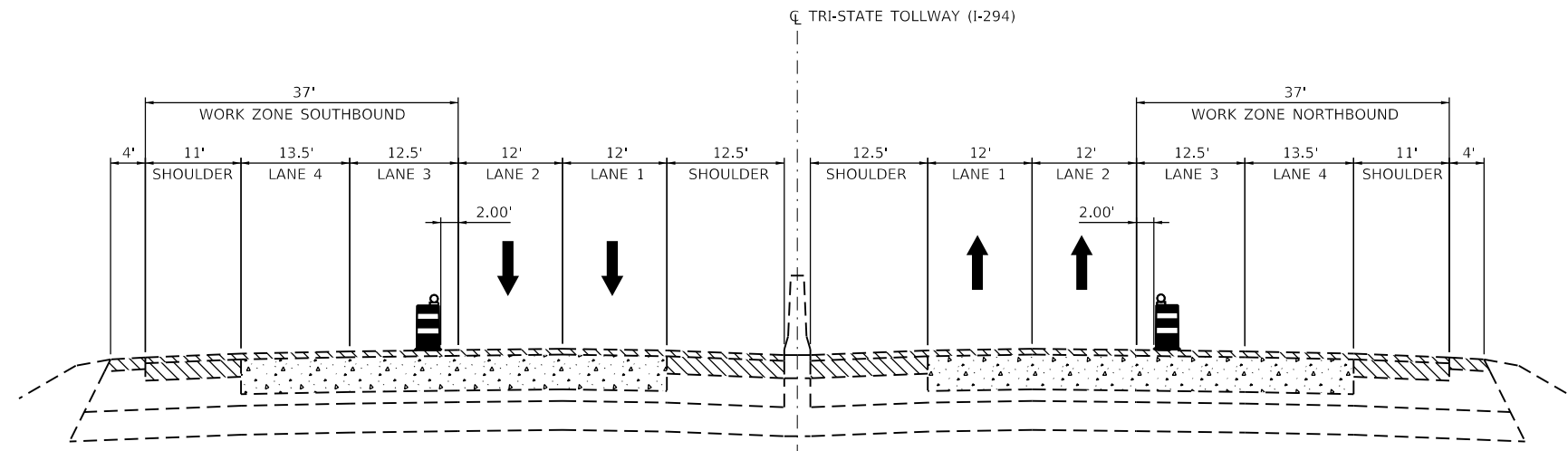
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 STAGING DESCRIPTION
 SUGGESTED MAINTENANCE OF TRAFFIC

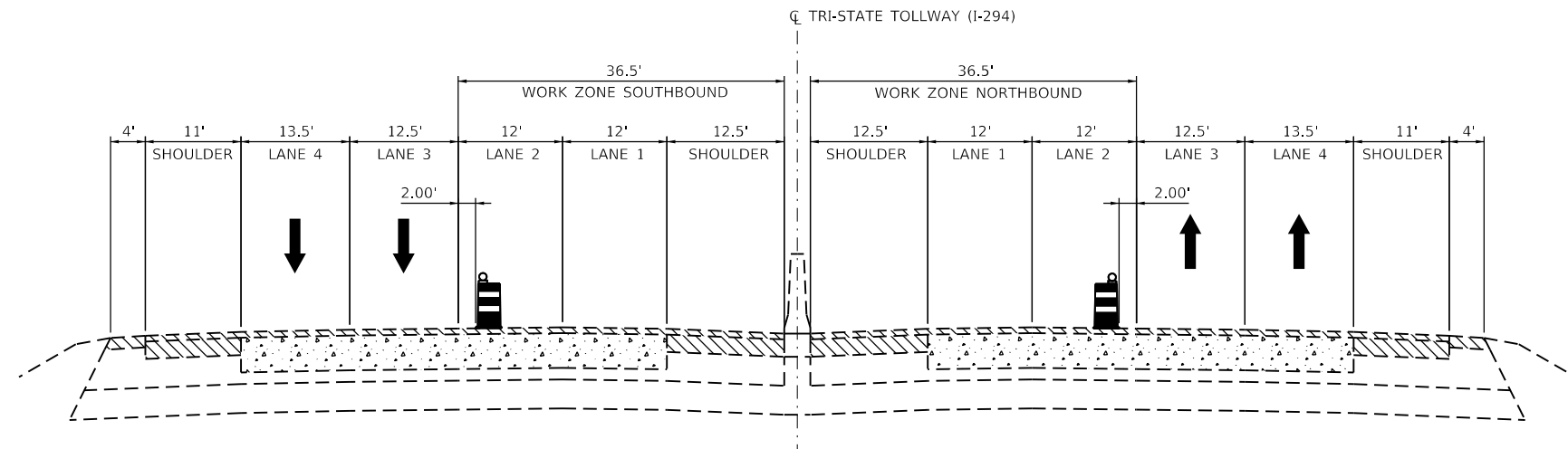
MOT-02
 DRAWING NO.
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 PLOT SCALE : 20.0000
 PLOT TIME : 8:52:26 PM



PRESTAGE A

@ 55TH STREET (B.N. 251)
 @ 47TH STREET (B.N. 255)
 @ 31ST STREET (B.N. 269)



PRESTAGE B

@ 55TH STREET (B.N. 251)
 @ 47TH STREET (B.N. 255)
 @ 31ST STREET (B.N. 269)

START DAY	ALLOWABLE 2-LANE CLOSURE TIMES	
	NORTHBOUND I-294	SOUTHBOUND I-294
MONDAY	10:00 P.M. MON. - 4:00 A.M. TUES.	10:00 P.M. MON. - 4:00 A.M. TUES.
TUESDAY	10:00 P.M. TUES. - 4:00 A.M. WED.	10:00 P.M. TUES. - 4:00 A.M. WED.
WEDNESDAY	10:00 P.M. WED. - 4:00 A.M. THUR.	10:00 P.M. WED. - 4:00 A.M. THUR.
THURSDAY	10:00 P.M. THUR. - 4:00 A.M. FRI.	10:00 P.M. THUR. - 4:00 A.M. FRI.
FRIDAY	NOT ALLOWED	NOT ALLOWED
SATURDAY	8:00 P.M. SAT. - 8:00 A.M. SUN.	8:00 P.M. SAT. - 8:00 A.M. SUN.
SUNDAY	10:00 P.M. SUN. - 4:00 A.M. MON.	10:00 P.M. SUN. - 4:00 A.M. MON.

MOT TYPICAL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT MARKINGS

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018

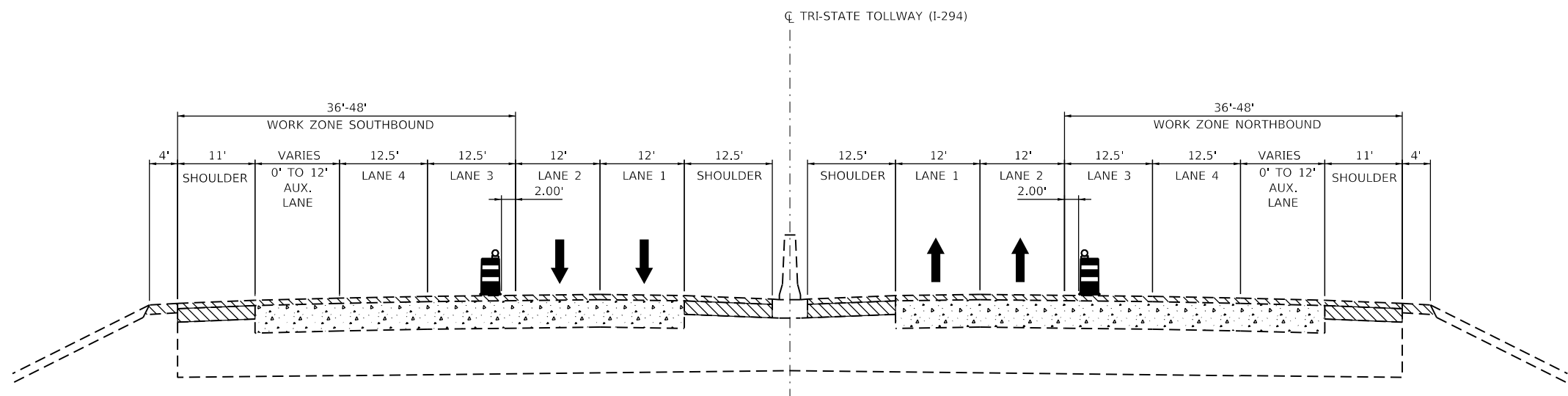


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

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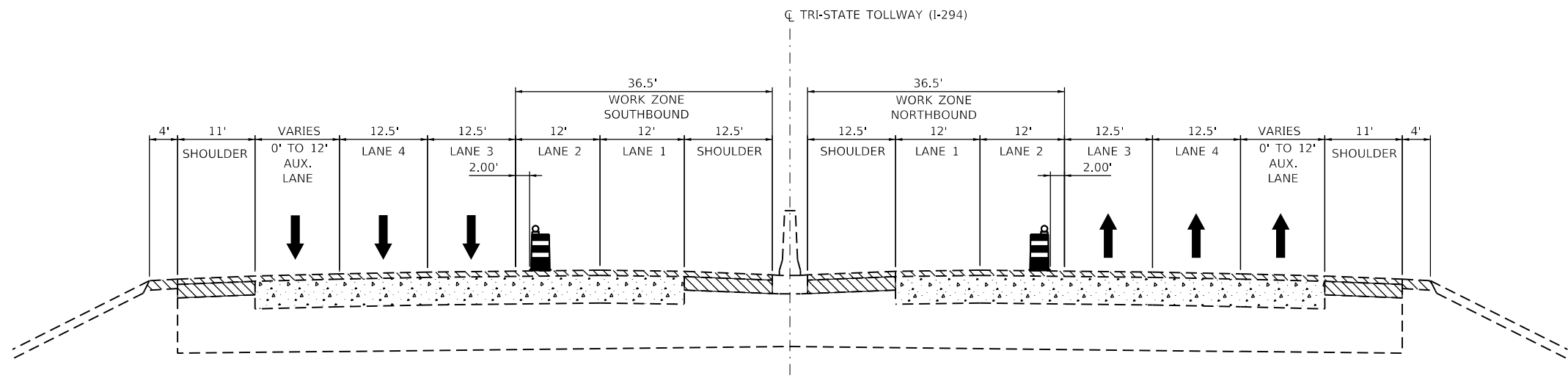
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 I-294 TYPICAL SECTIONS
 SUGGESTED MAINTENANCE OF TRAFFIC
 M294-00
 DRAWING NO. 19 OF 175

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PRESTAGE A

- @ 5TH AVE (B.N. 185)
- @ WILLOW SPRINGS ROAD (B.N. 187)
- @ OGDEN AVE (B.N. 265)
- @ CERMAK RD (B.N. 203)



PRESTAGE B

- @ 5TH AVE (B.N. 185)
- @ WILLOW SPRINGS ROAD (B.N. 187)
- @ OGDEN AVE (B.N. 265)
- @ CERMAK RD (B.N. 203)

START DAY	ALLOWABLE 2-LANE CLOSURE TIMES	
	NORTHBOUND I-294	SOUTHBOUND I-294
MONDAY	10:00 P.M. MON. - 4:00 A.M. TUES.	10:00 P.M. MON. - 4:00 A.M. TUES.
TUESDAY	10:00 P.M. TUES. - 4:00 A.M. WED.	10:00 P.M. TUES. - 4:00 A.M. WED.
WEDNESDAY	10:00 P.M. WED. - 4:00 A.M. THUR.	10:00 P.M. WED. - 4:00 A.M. THUR.
THURSDAY	10:00 P.M. THUR. - 4:00 A.M. FRI.	10:00 P.M. THUR. - 4:00 A.M. FRI.
FRIDAY	NOT ALLOWED	NOT ALLOWED
SATURDAY	8:00 P.M. SAT. - 8:00 A.M. SUN.	8:00 P.M. SAT. - 8:00 A.M. SUN.
SUNDAY	10:00 P.M. SUN. - 4:00 A.M. MON.	10:00 P.M. SUN. - 4:00 A.M. MON.

MOT TYPICAL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
- WORK AREA
- DIRECTION OF TRAFFIC
- TEMPORARY PAVEMENT MARKINGS

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018

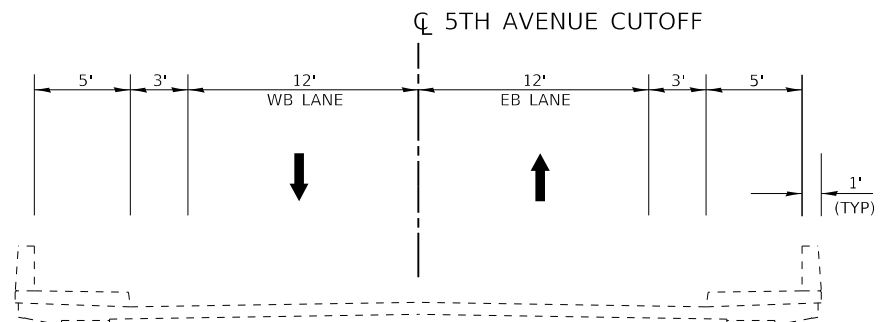


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

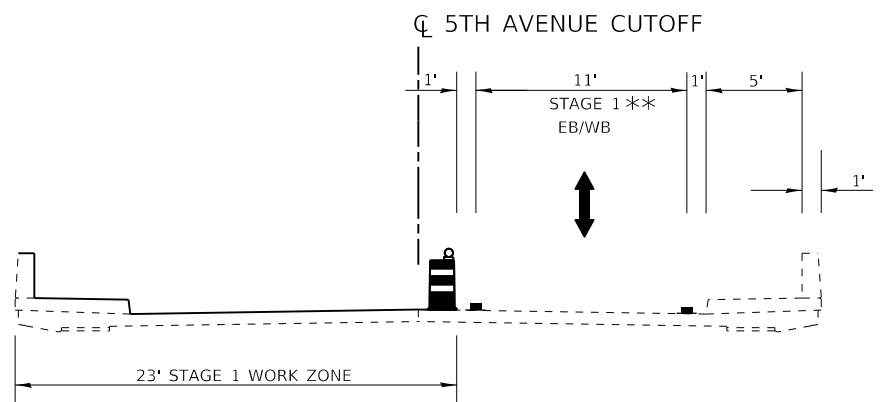
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NO.	DESCRIPTION

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 I-294 TYPICAL SECTIONS
 SUGGESTED MAINTENANCE OF TRAFFIC
 M294-01
 DRAWING NO. 20 OF 175

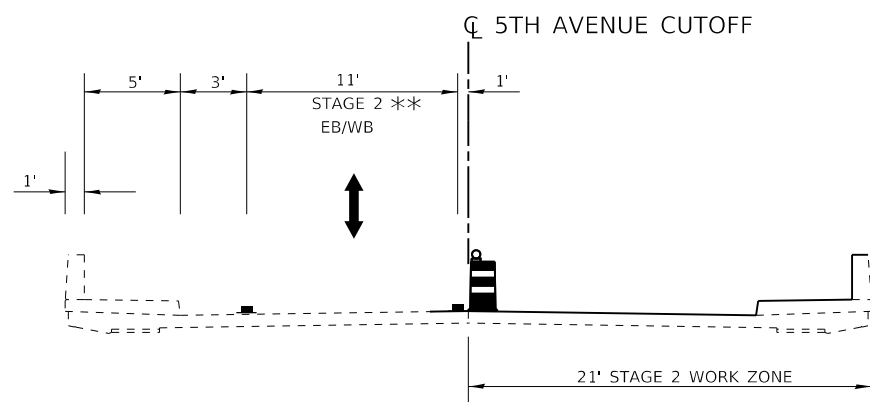
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5TH AVENUE CUTOFF
EXISTING TYPICAL SECTION
 AT I-294 (BN 185)






5TH AVENUE CUTOFF
STAGE 1 CONSTRUCTION
 AT I-294 (BN 185)



5TH AVENUE CUTOFF
STAGE 2 CONSTRUCTION
 AT I-294 (BN 185)

** ONE-WAY TRAFFIC EACH DIRECTION
 MAINTAINED WITH TEMPORARY TRAFFIC SIGNALS
 SEE IDOT STANDARD 701316-12

MOT TYPICAL LEGEND

-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
-  DIRECTION OF TRAFFIC
-  TEMPORARY PAVEMENT MARKINGS

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



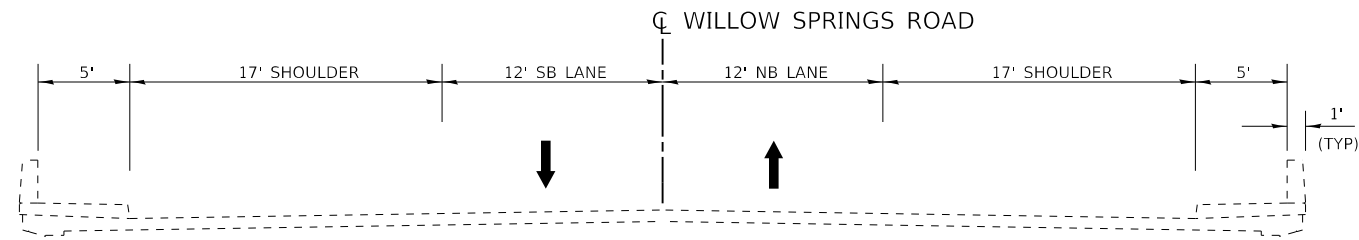
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
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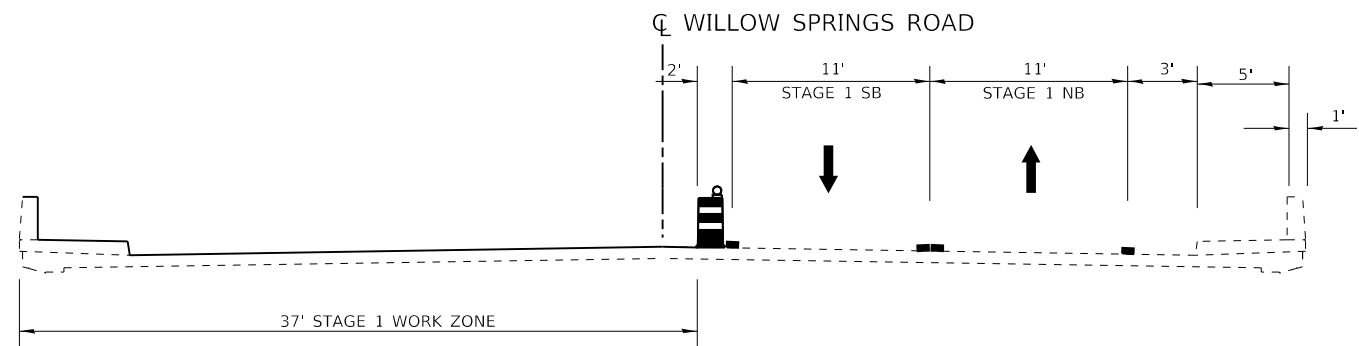
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 TYPICAL SECTIONS
 SUGGESTED MAINTENANCE OF TRAFFIC

M185-00
 DRAWING NO.
 21 OF 175

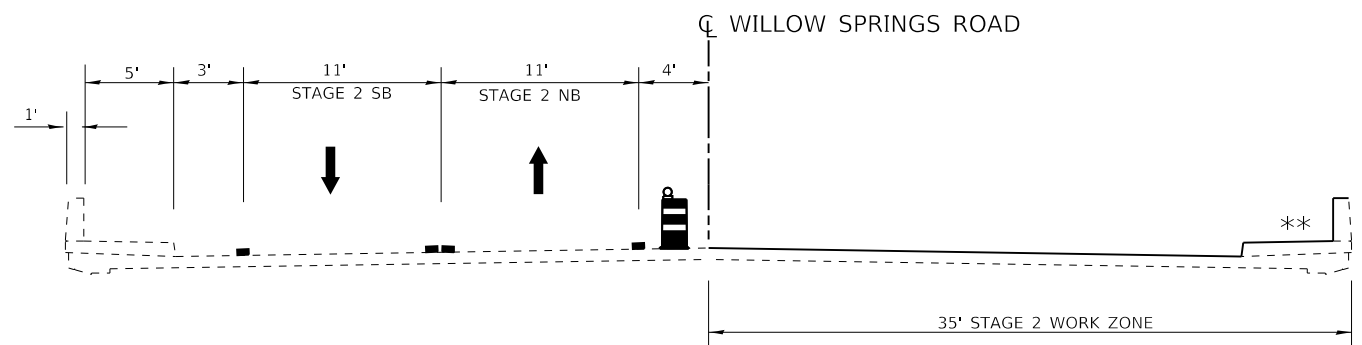
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WILLOW SPRINGS ROAD
EXISTING TYPICAL SECTION
 AT I-294 (BN 187)






WILLOW SPRINGS ROAD
STAGE 1 CONSTRUCTION
 AT I-294 (BN 187)



WILLOW SPRINGS ROAD
STAGE 2 CONSTRUCTION
 AT I-294 (BN 187)

** PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES. DURING CONSTRUCTION OF THE EXPANSION JOINTS AT THE SIDEWALK, PEDESTRIAN ACCESS SHALL BE TEMPORARILY DIVERTED PER HIGHWAY STANDARD 701801-06. BARRICADES AND/OR FENCING SHALL BE PROVIDED TO PROTECT PEDESTRIANS FROM TRAFFIC AND CONSTRUCTION OPERATIONS.

MOT TYPICAL LEGEND

-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
-  DIRECTION OF TRAFFIC
-  TEMPORARY PAVEMENT MARKINGS

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



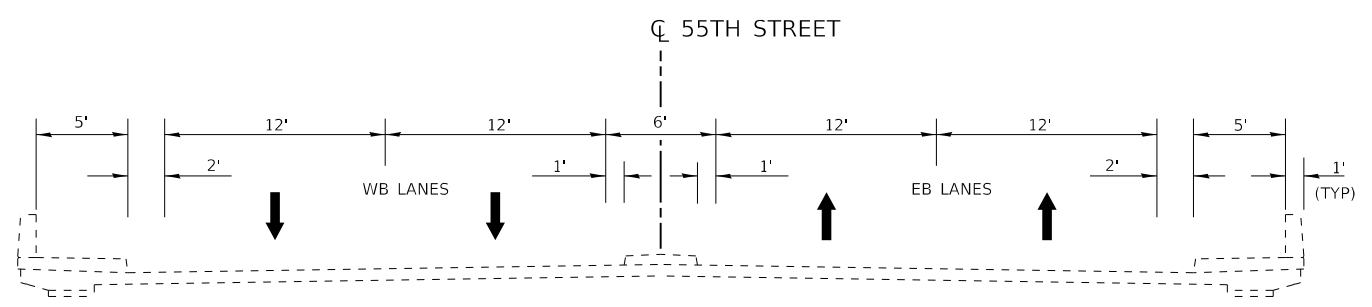
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

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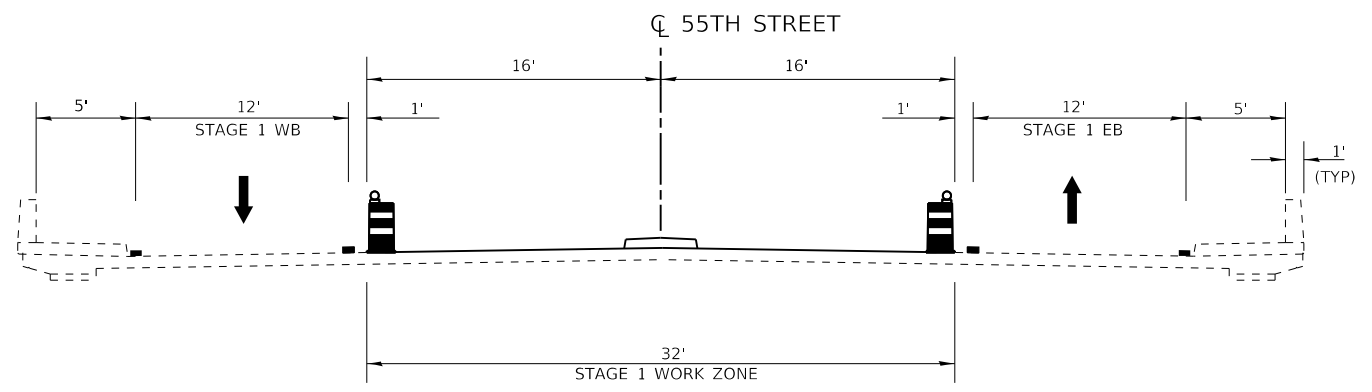
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 WILLOW SPRINGS ROAD (BN 187)
 TYPICAL SECTIONS
 SUGGESTED MAINTENANCE OF TRAFFIC

M187-00
 DRAWING NO.
 22 OF 175

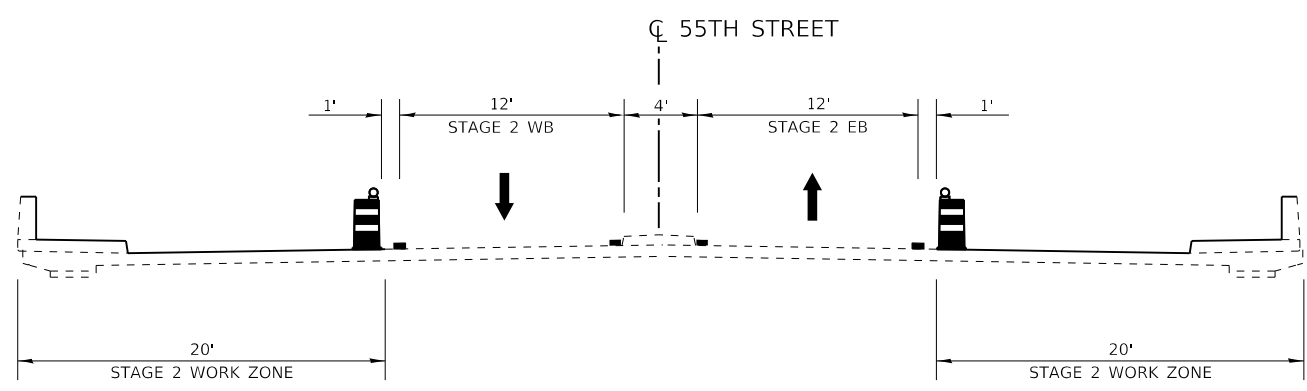
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55TH STREET
EXISTING TYPICAL SECTION
 AT I-294 (BN 251) AND FLAGG CREEK (BN 253)



55TH STREET
STAGE 1 CONSTRUCTION
 AT I-294 (BN 251) AND FLAGG CREEK (BN 253)



55TH STREET
STAGE 2 CONSTRUCTION
 AT I-294 (BN 251) AND FLAGG CREEK (BN 253)

- MOT TYPICAL LEGEND**
-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
 -  DIRECTION OF TRAFFIC
 -  TEMPORARY PAVEMENT MARKINGS

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



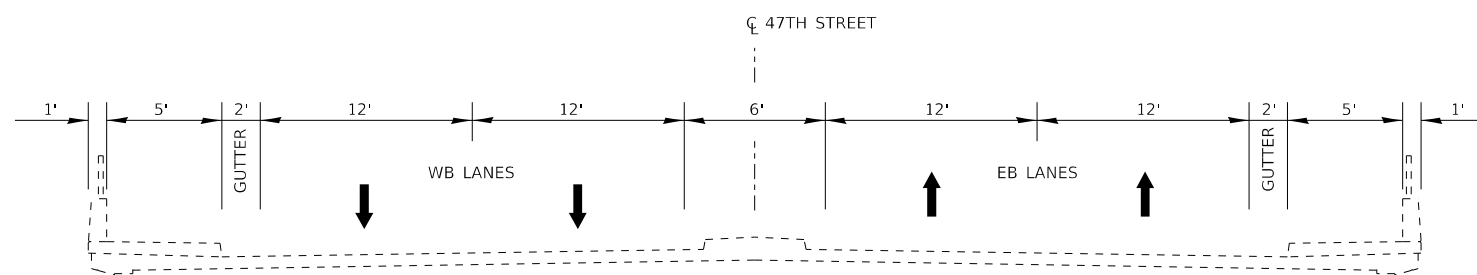
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

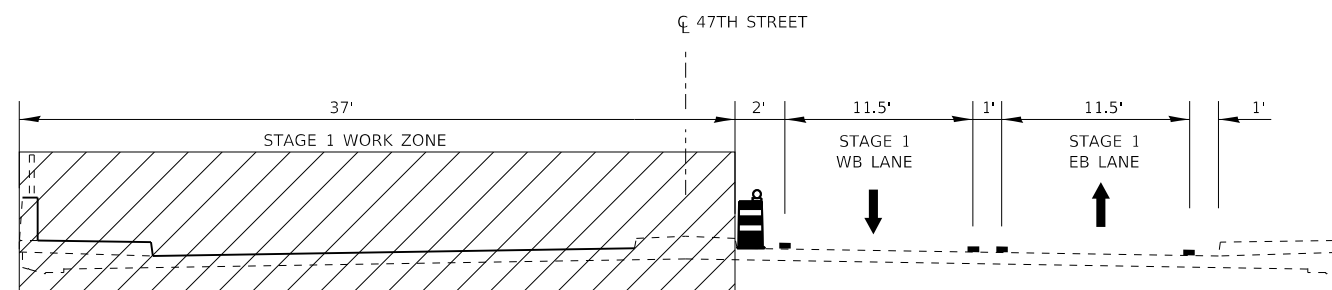
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 55TH STREET (BN 251 & BN 253)
 TYPICAL SECTIONS
 SUGGESTED MAINTENANCE OF TRAFFIC

M251-00
 DRAWING NO.
 23 OF 175

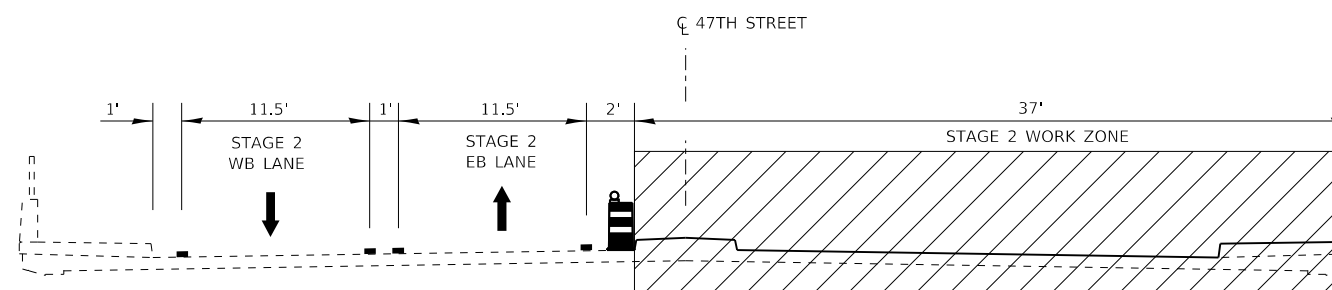
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47TH STREET OVER I-294 (BN 255)
AND FLAGG CREEK (BN 257)
EXISTING CROSS SECTION







47TH STREET OVER I-294 (BN 255)
AND FLAGG CREEK (BN 257)
STAGE 1 CONSTRUCTION



47TH STREET OVER I-294 (BN 255)
AND FLAGG CREEK (BN 257)
STAGE 2 CONSTRUCTION

NOTE: ALL SECTIONS LOOKING EAST

MOT TYPICAL LEGEND

-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
-  WORK AREA
-  DIRECTION OF TRAFFIC
-  TEMPORARY PAVEMENT MARKINGS

DRAWN BY MET DATE 4/17/2018
CHECKED BY JAC DATE 4/17/2018



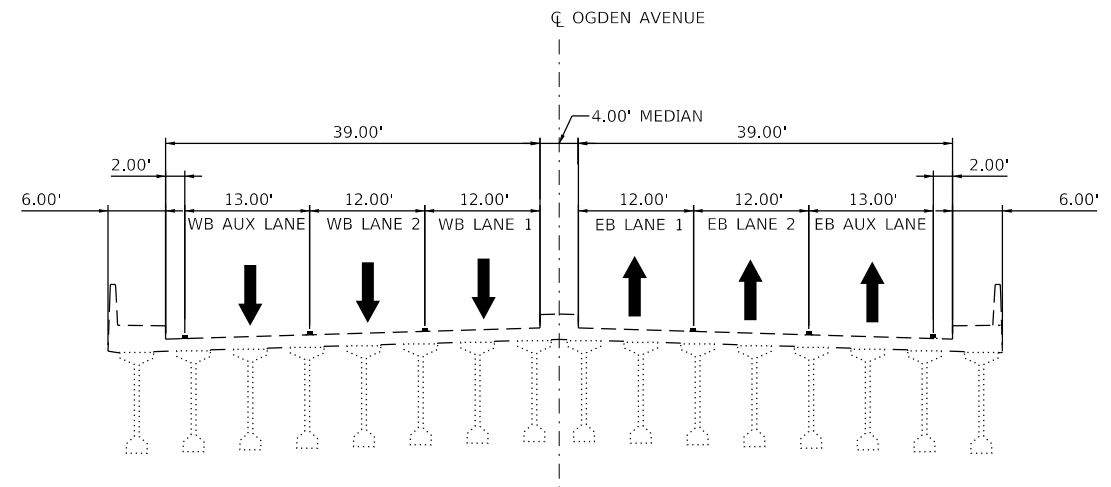
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DATE

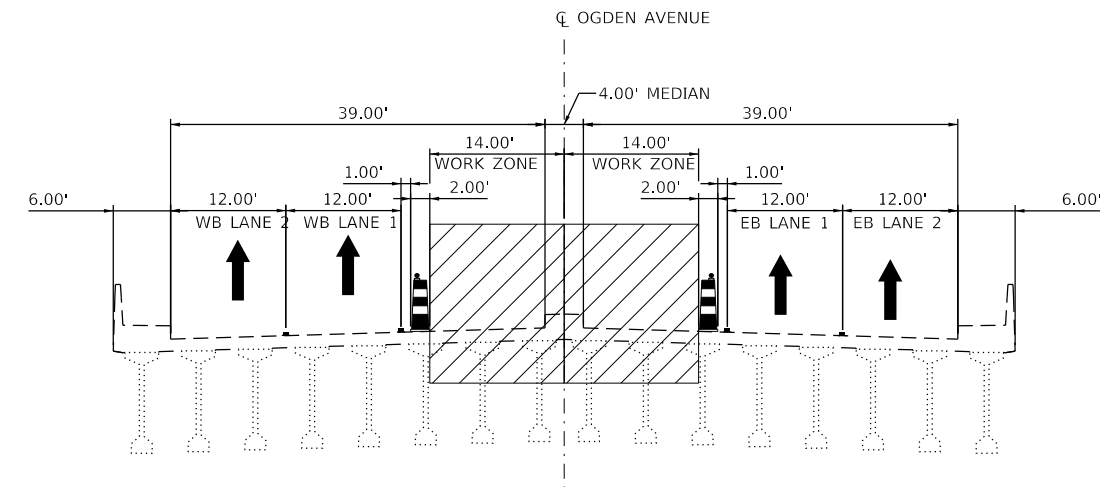
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47TH STREET TYPICAL SECTIONS
SUGGESTED MAINTENANCE OF TRAFFIC

M255-00
DRAWING NO.
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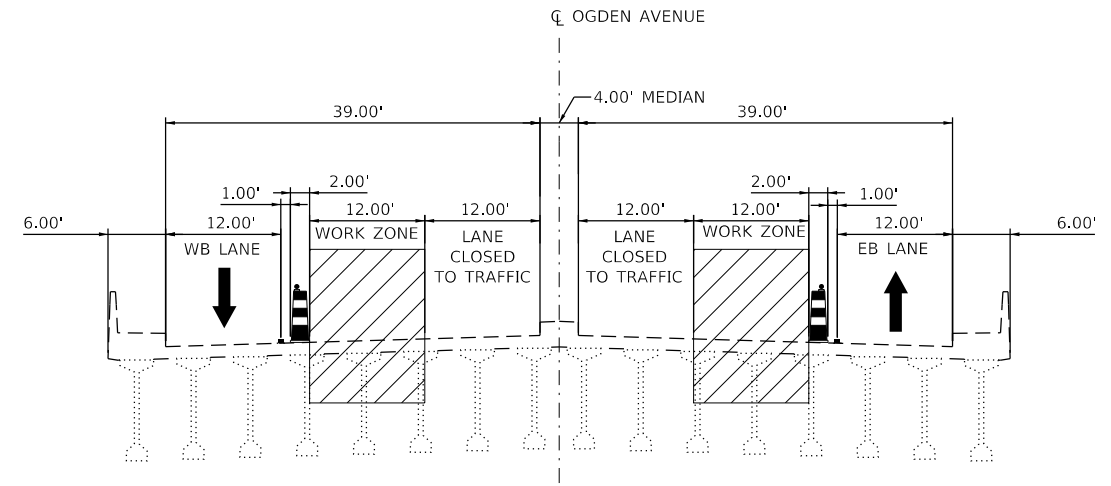
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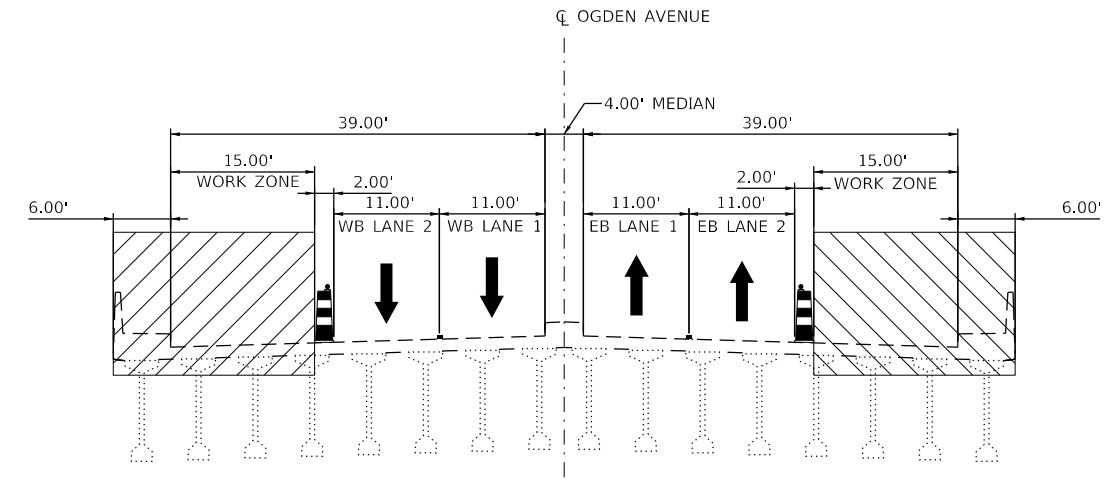
OGDEN AVENUE (BN 269) OVER I-294
EXISTING TYPICAL SECTION



OGDEN AVENUE (BN 269) OVER I-294
STAGE 1A CONSTRUCTION







OGDEN AVENUE (BN 269) OVER I-294
STAGE 1B CONSTRUCTION
(WEEKEND ONLY)



OGDEN AVENUE (BN 269) OVER I-294
STAGE 2 CONSTRUCTION

ALLOWABLE 2-LANE CLOSURE TIMES	
WESTBOUND OGDEN AVE.	EASTBOUND OGDEN AVE.
9:00 P.M. FRI. - 5:00 A.M. MON.	10:00 P.M. FRI. - 5:00 A.M. MON.

MOT TYPICAL LEGEND

-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
-  WORK AREA
-  DIRECTION OF TRAFFIC
-  TEMPORARY PAVEMENT MARKINGS

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018

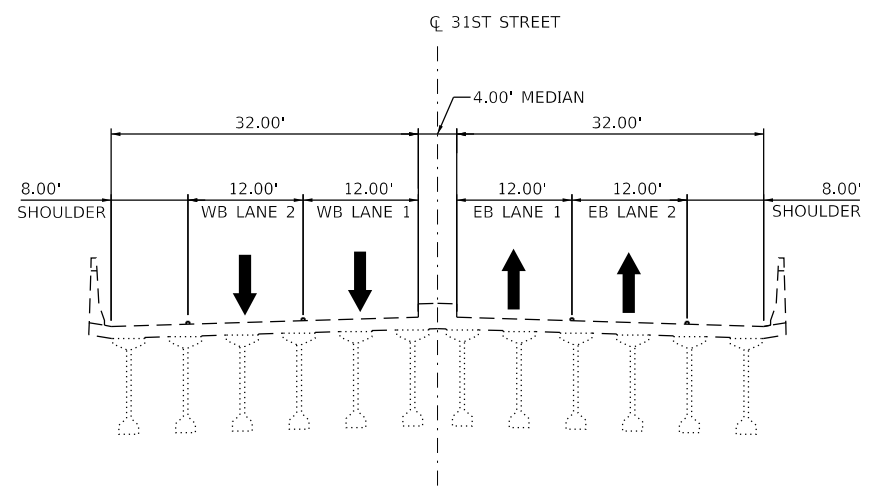


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

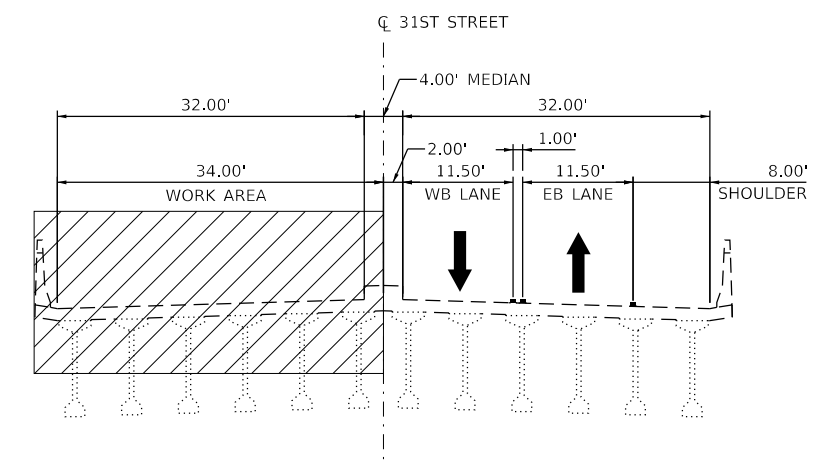
REVISIONS	
NO.	DATE
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CONTRACT NO. RR-18-4387
 OGDEN AVENUE (BN 269) TYPICAL SECTIONS
 SUGGESTED MAINTENANCE OF TRAFFIC
 M265-00
 DRAWING NO. 25 OF 175

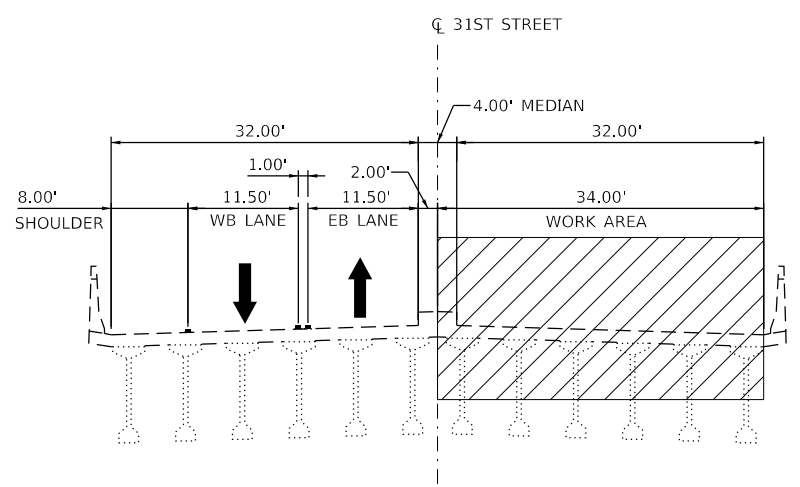
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31ST STREET (BN 265) OVER I-294
EXISTING TYPICAL SECTION







31ST STREET (BN 265) OVER I-294
STAGE 1 CONSTRUCTION



31ST STREET (BN 265) OVER I-294
STAGE 2 CONSTRUCTION

MOT TYPICAL LEGEND

-  TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE
-  WORK AREA
-  DIRECTION OF TRAFFIC
-  TEMPORARY PAVEMENT MARKINGS

DRAWN BY	ATB	DATE	02/09/2018
CHECKED BY	OPS	DATE	4/17/2018

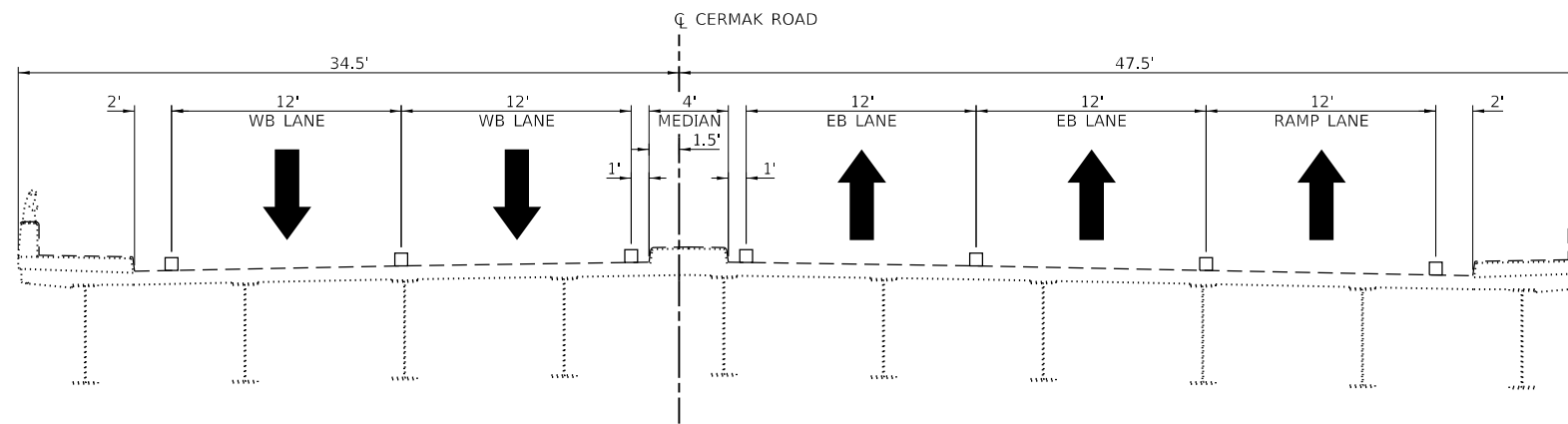


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

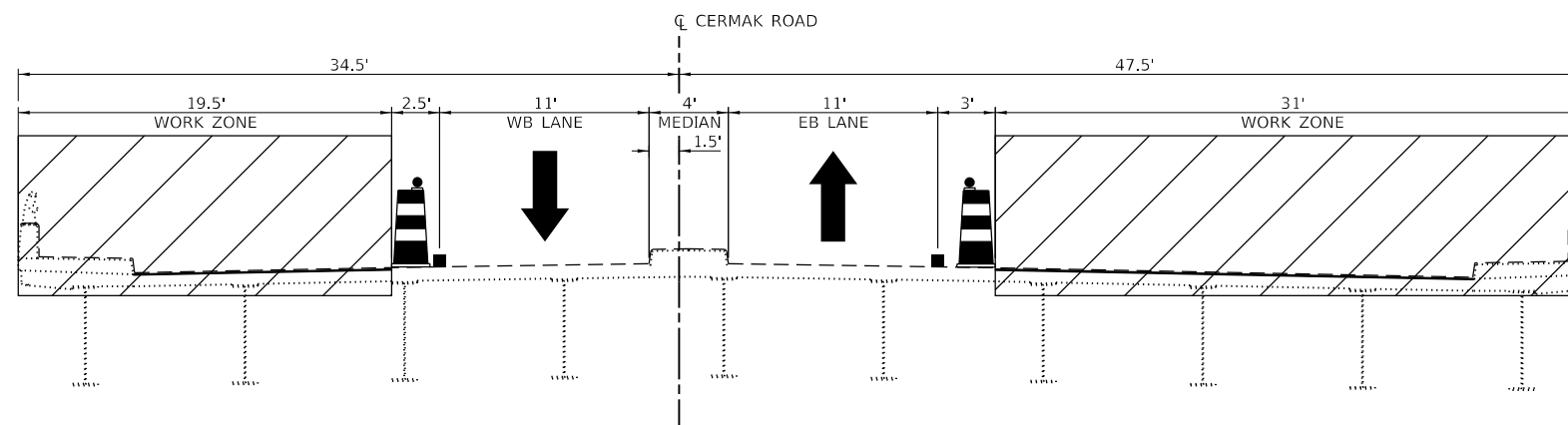
REVISIONS	
NO.	DESCRIPTION
1	
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CONTRACT NO.	RR-18-4387	M269-00
31ST STREET (BN 265) TYPICAL SECTIONS		DRAWING NO.
SUGGESTED MAINTENANCE OF TRAFFIC		26 OF 175

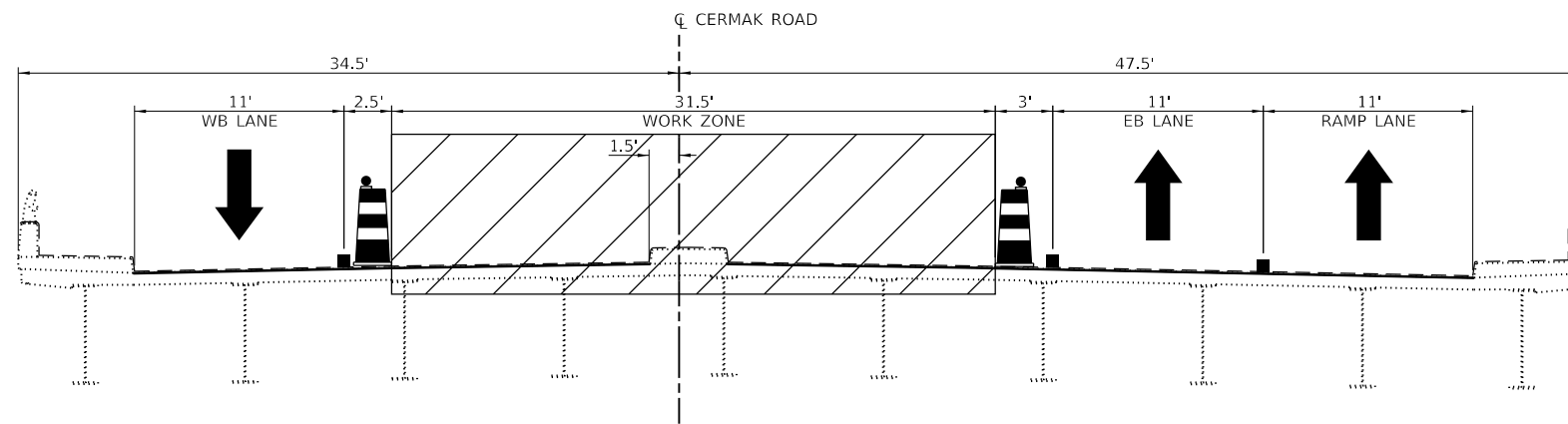
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 PLOT DATE : 4/13/2018
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**CERMAK ROAD (BN 203) OVER I-294
EXISTING TYPICAL SECTION**


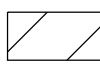





**CERMAK ROAD (BN 203) OVER I-294
STAGE 1 CONSTRUCTION**



**CERMAK ROAD (BN 203) OVER I-294
STAGE 2 CONSTRUCTION**

LEGEND

-  TYPE II BARRICADES OR DRUMS
-  WORK ZONE AREA
-  DIRECTION OF TRAFFIC
-  EXISTING PAVEMENT MARKINGS
-  TEMPORARY PAVEMENT MARKINGS

DRAWN BY MJP DATE 4/17/2018
 CHECKED BY DNM DATE 4/17/2018


Civiltech Engineering, Inc.
 www.civiltechinc.com
 Two Pierce Place, Suite 1400 | Itasca, IL 60143
 Phone: 630.773.3900 | Fax: 630.773.3975


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE
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CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203) TYPICAL SECTIONS
 SUGGESTED MAINTENANCE OF TRAFFIC

M203-00
 DRAWING NO.
 27 OF 175

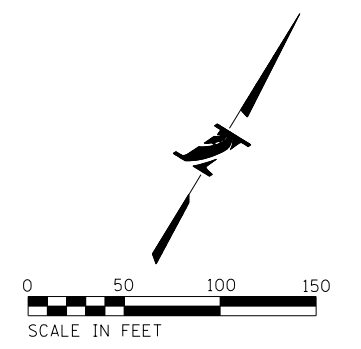
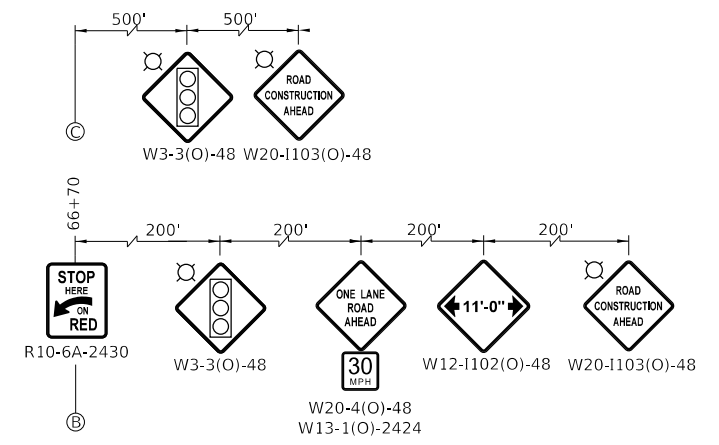
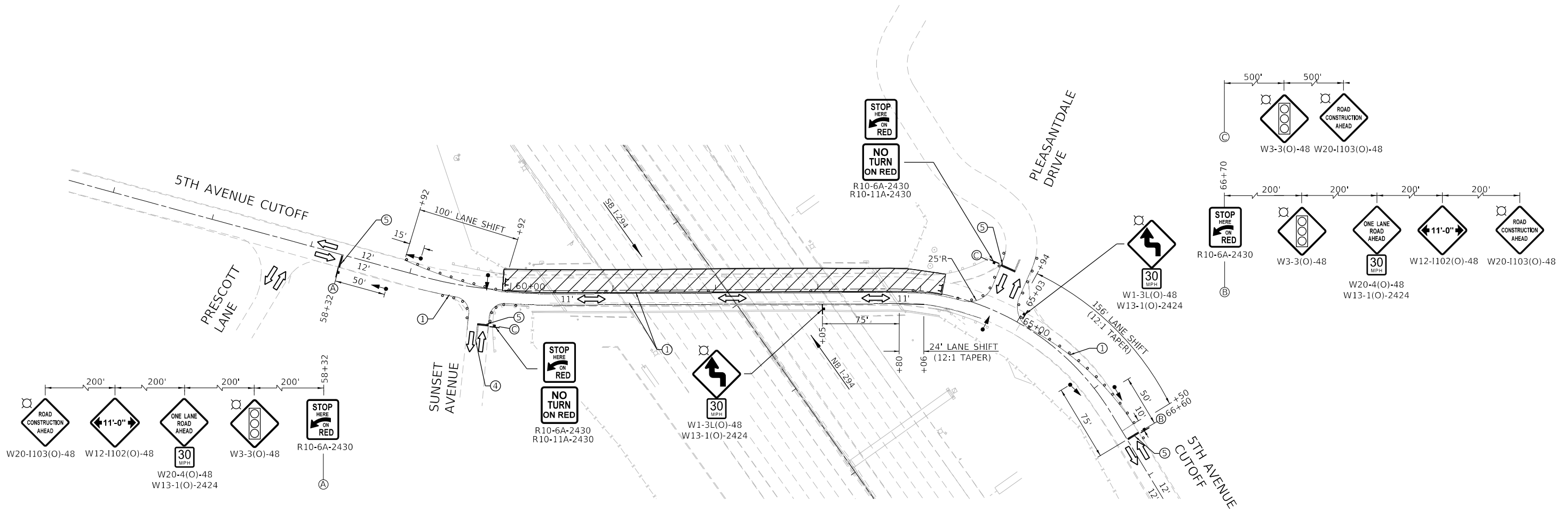
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARICADE
- ➔ DIRECTION OF TRAFFIC
- ⊕ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊙ HIGH-INTENSITY AMBER LIGHT
- ⬇ TEMPORARY TRAFFIC SIGNAL

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF (BN 185) STAGE 1
 SUGGESTED MAINTENANCE OF TRAFFIC
 M185-01
 DRAWING NO. 28 OF 175

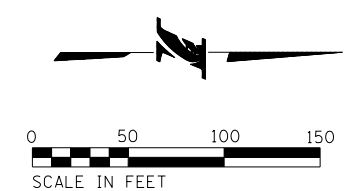
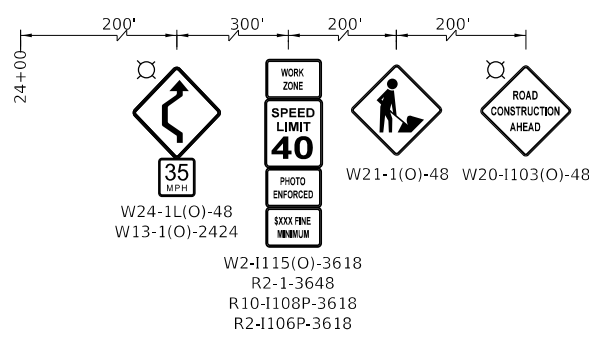
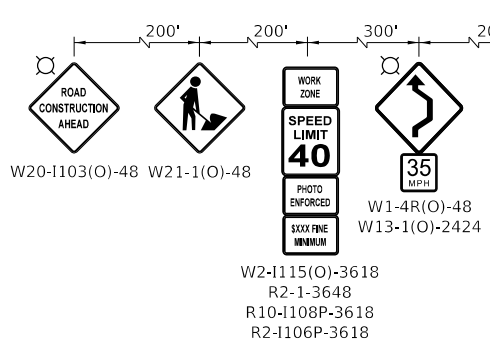
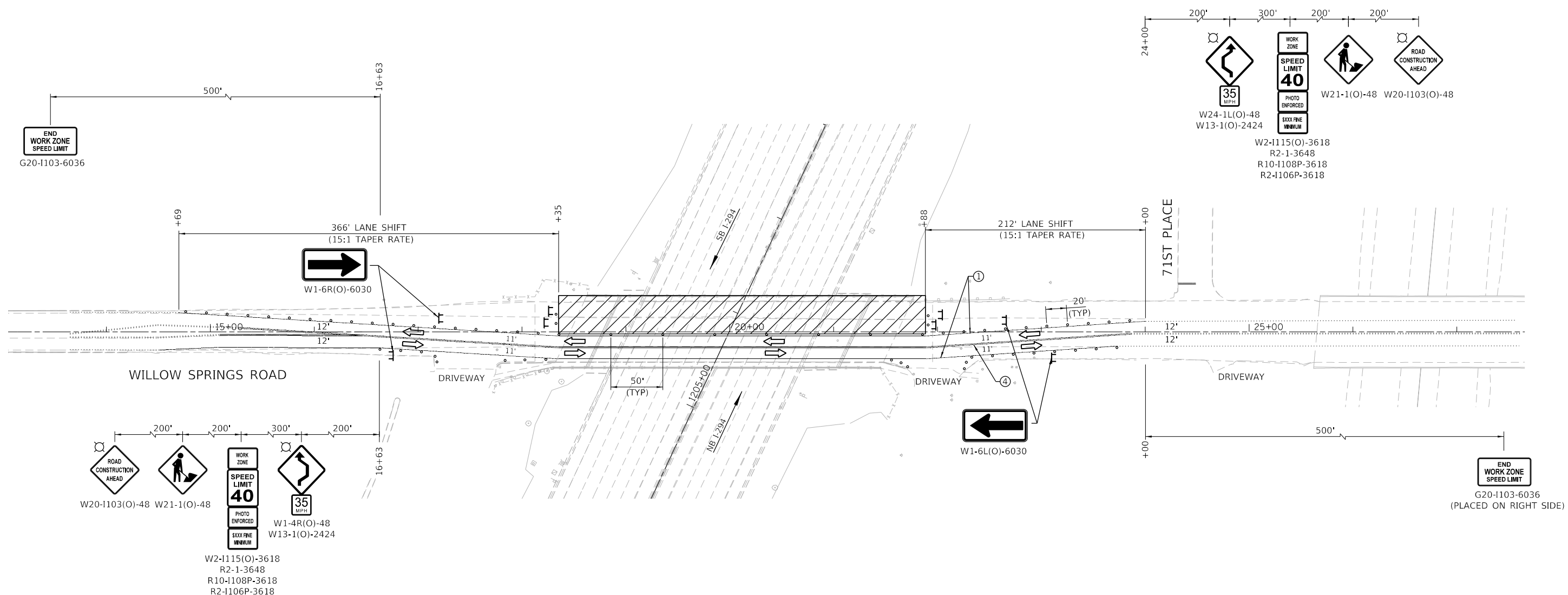
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊙ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY: CJC DATE: 4/17/2018
 CHECKED BY: JFM DATE: 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

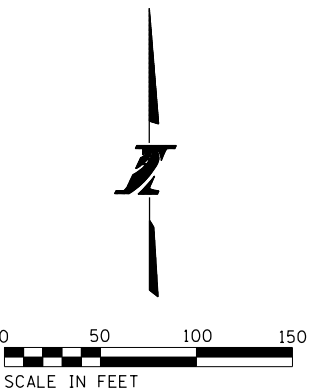
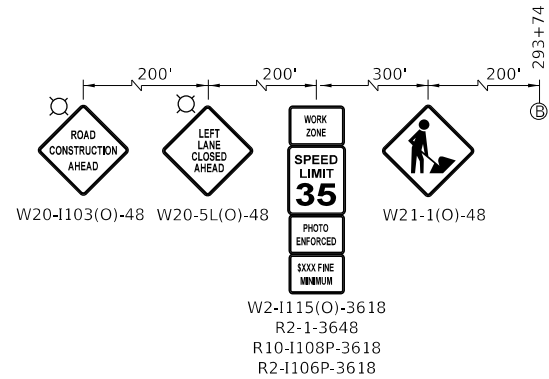
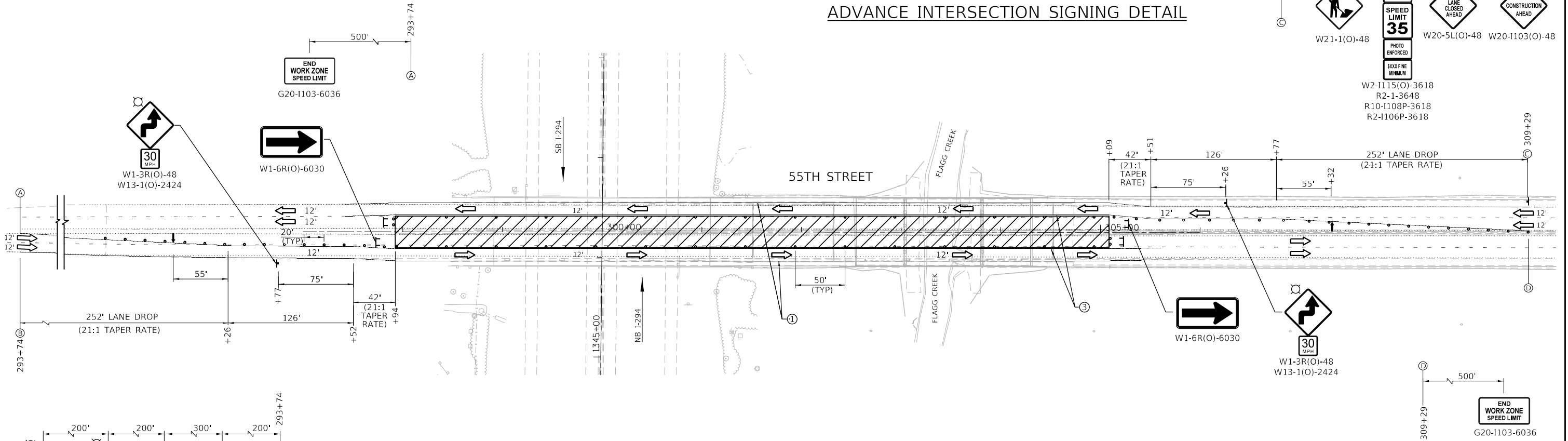
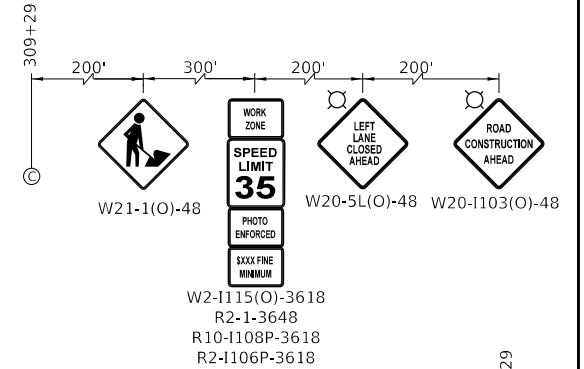
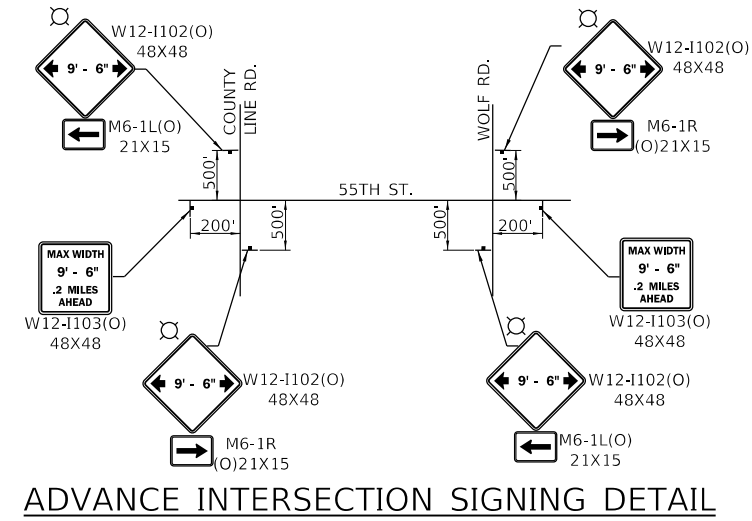
CONTRACT NO. RR-18-4387 M187-01
 WILLOW SPRINGS ROAD (BN 187) STAGE 1 DRAWING NO.
 SUGGESTED MAINTENANCE OF TRAFFIC 29 OF 175

MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



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 PLOT SCALE = 100:0000 / in.

DRAWN BY: CIC DATE: 4/17/2018
 CHECKED BY: JFM DATE: 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

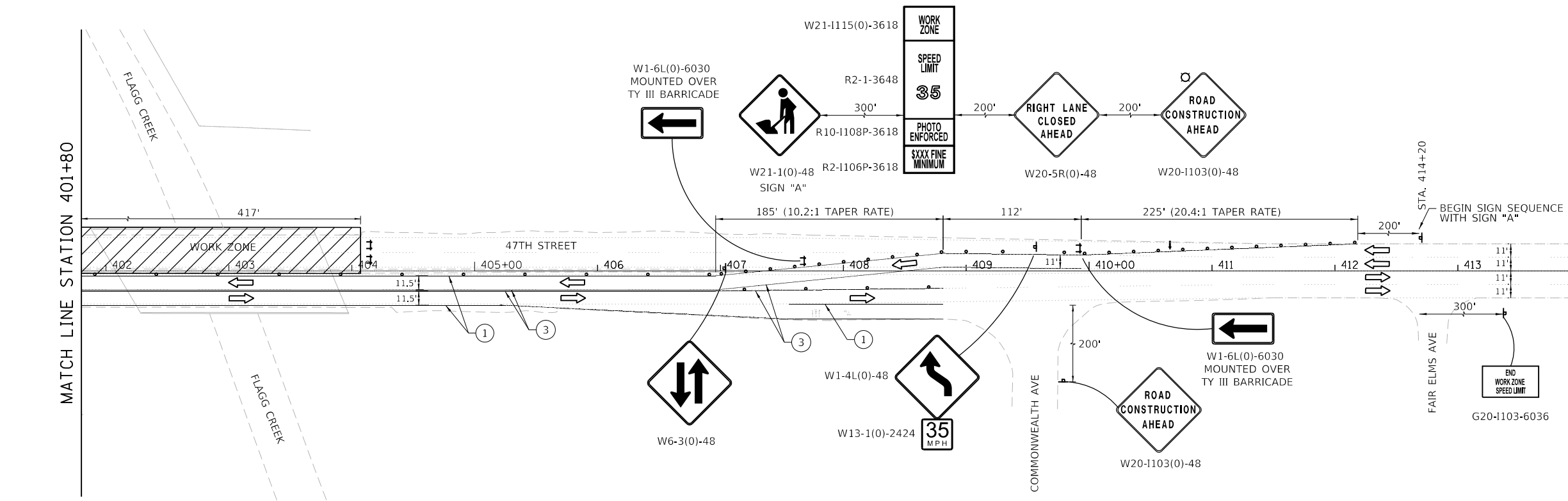
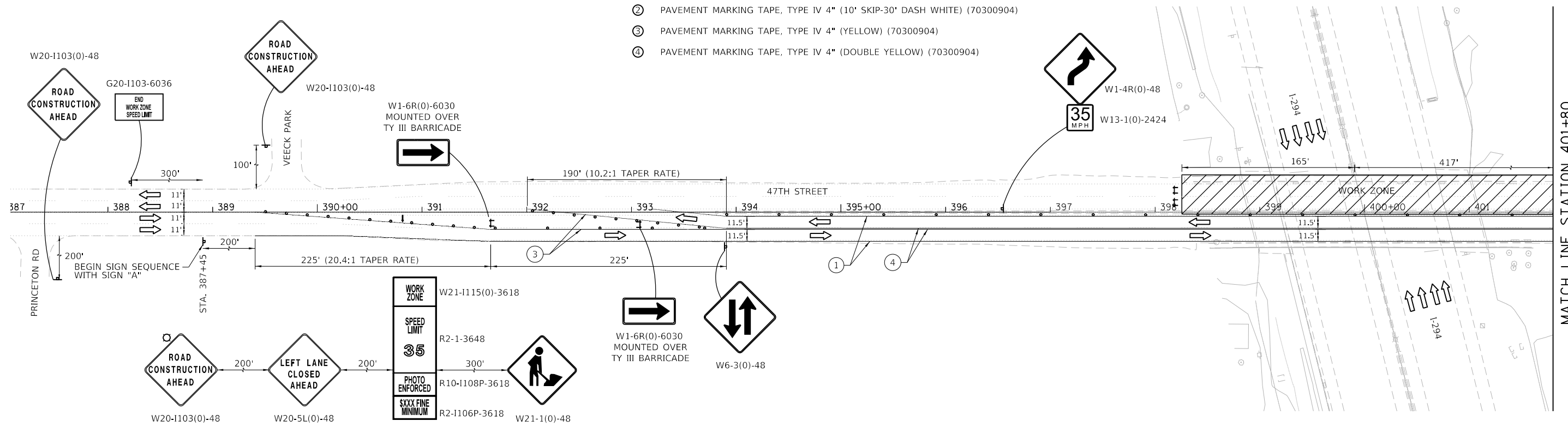
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH STREET (BN 251 & BN 253) STAGE 1
 SUGGESTED MAINTENANCE OF TRAFFIC
 M251-01
 DRAWING NO. 30 OF 175

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)

PLOT TIME = 3:24:46 PM
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➡ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT

DRAWN BY MET DATE 4/13/2018
 CHECKED BY JAC DATE 4/13/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH STREET (BN 255/257) STAGE 1
 SUGGESTED MAINTENANCE OF TRAFFIC
 M255-01
 DRAWING NO. 31 OF 175

MOT SYMBOL LEGEND

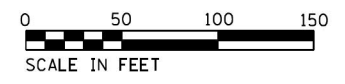
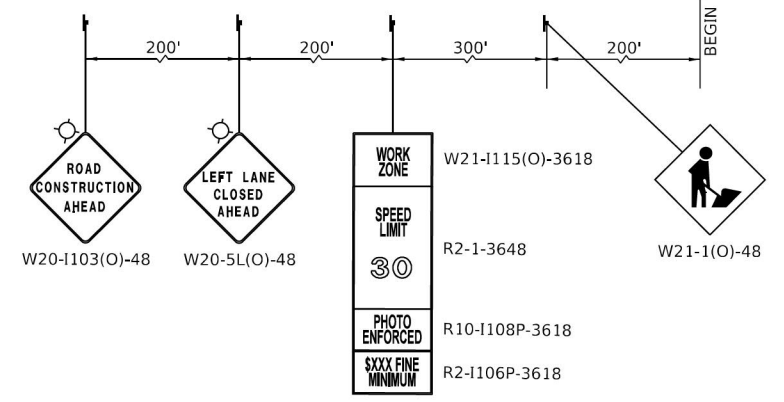
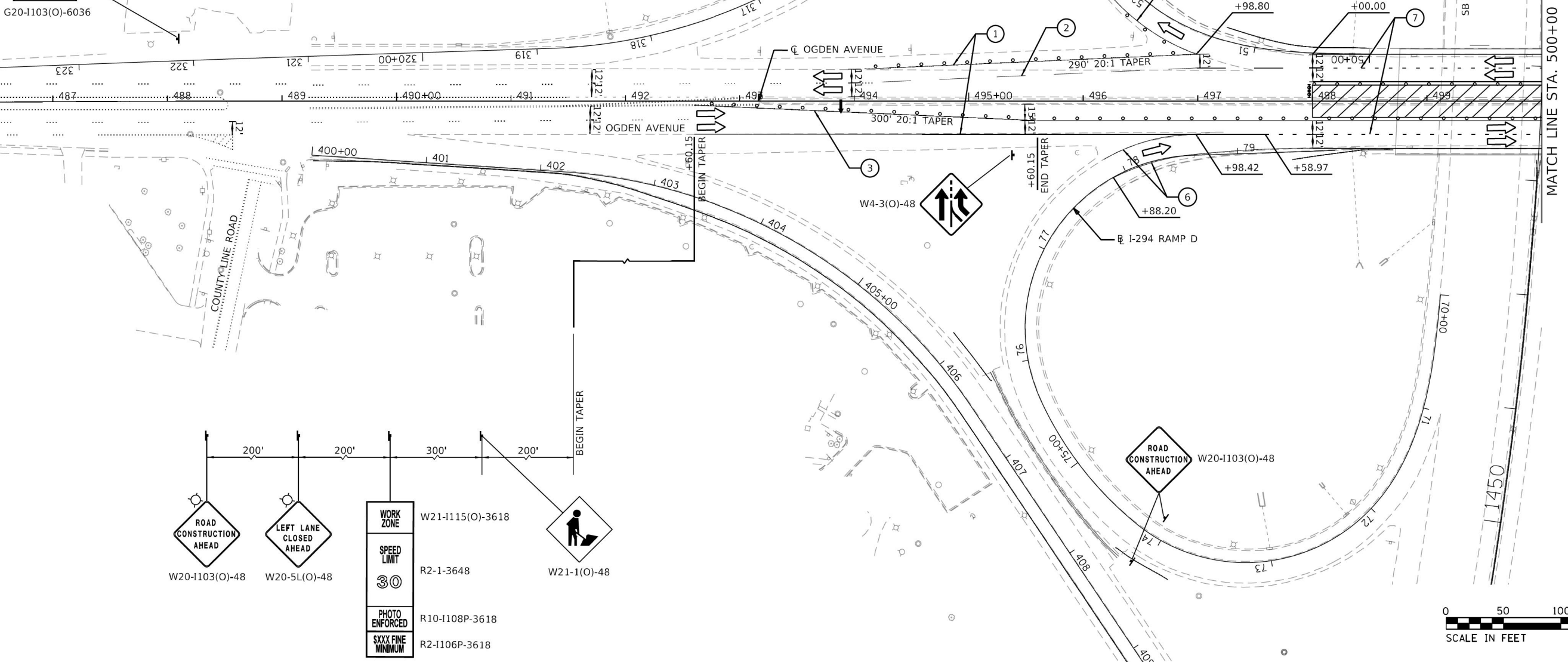
- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊗ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)

PLOT TIME = 11:04:50 AM
 PLOT DATE = 4/16/2018
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 DGN12 - DGN12 - SHT\ACM\265-08S-SHT-MOT01A-002-ACM.dgn

END WORK ZONE SPEED LIMIT
G20-1103(O)-6036



DRAWN BY ATB DATE 01/30/2018
 CHECKED BY OPS DATE 4/17/2018

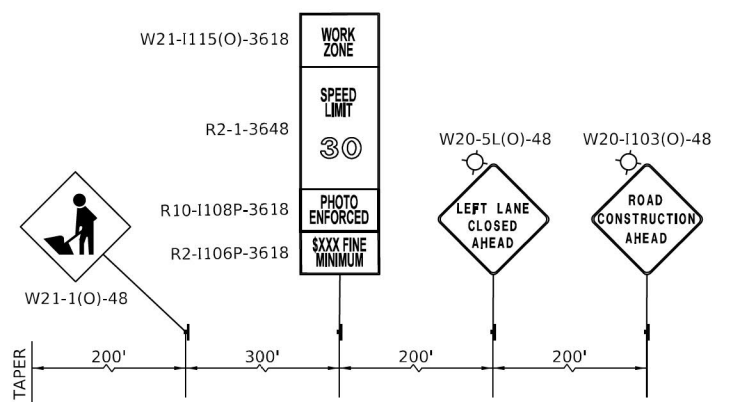
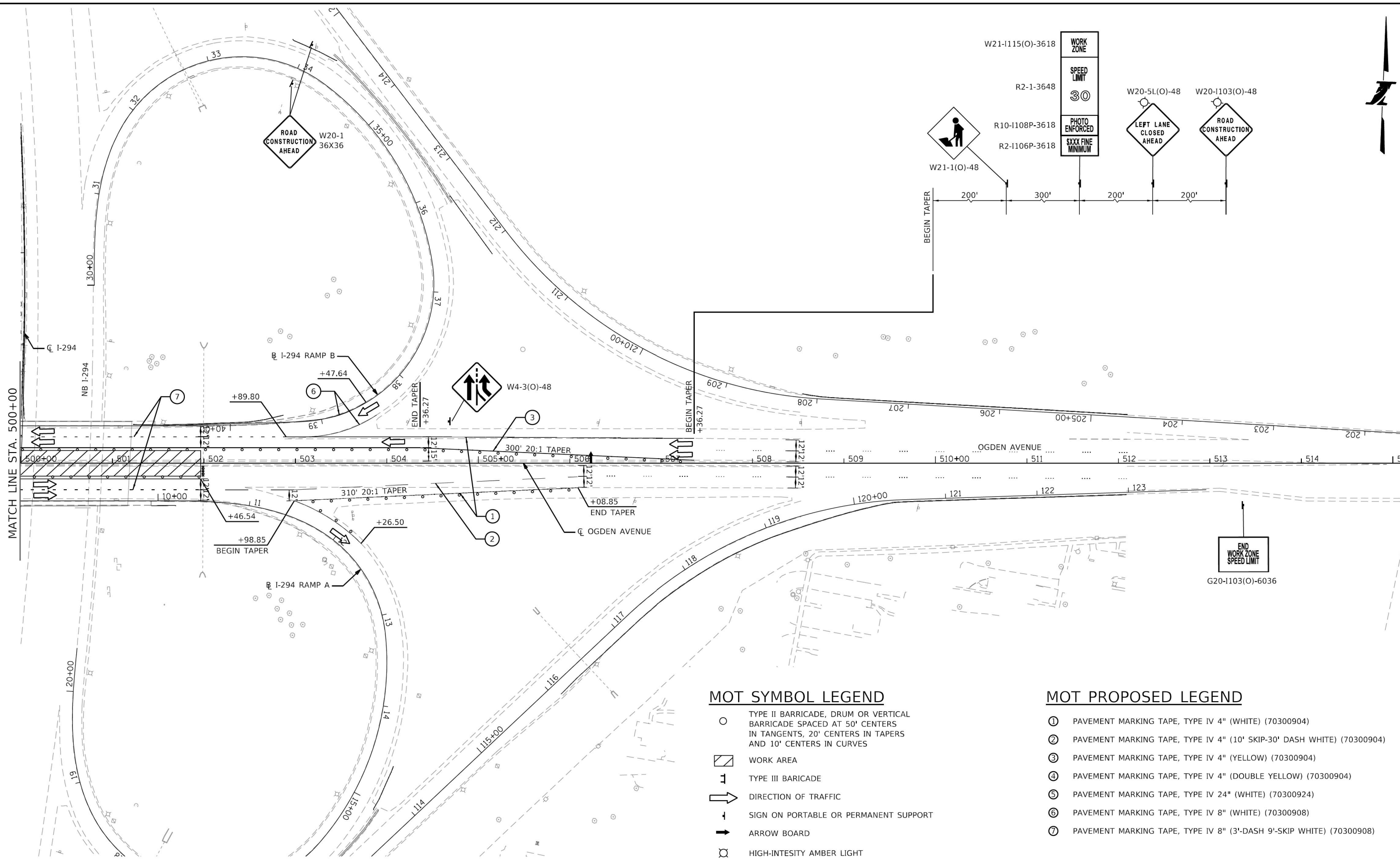


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387
 OGDEN AVENUE (BN 265) STAGE 1A
 SUGGESTED MAINTENANCE OF TRAFFIC
 M265-01A
 DRAWING NO. 32 OF 175

PLOT TIME = 11:05:07 AM
 PLOT DATE = 4/16/2018
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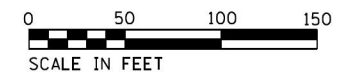


MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ↑ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊗ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY ATB DATE 01/30/2018
 CHECKED BY OPS DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387
 OGDEN AVENUE (BN 265) STAGE 1A
 SUGGESTED MAINTENANCE OF TRAFFIC
 M265-01B
 DRAWING NO. 33 OF 175

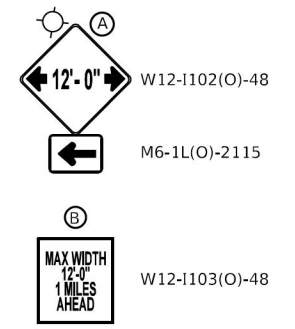
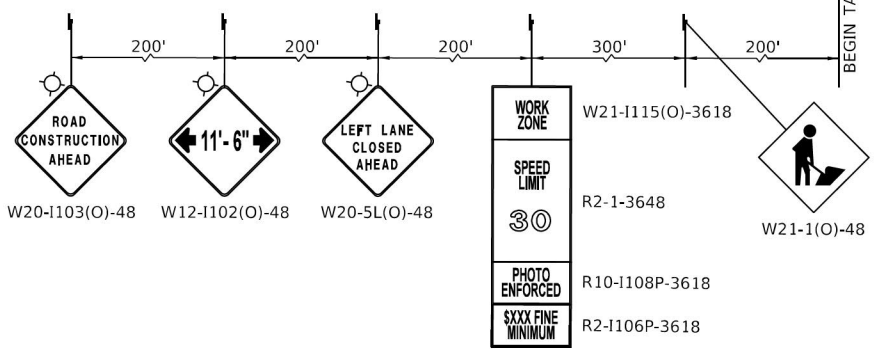
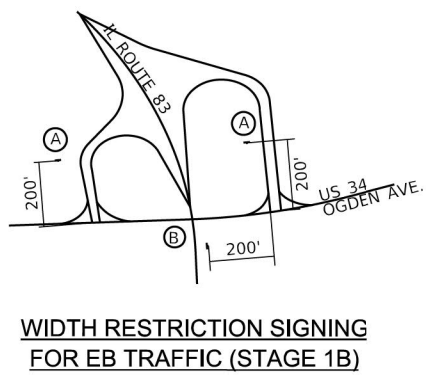
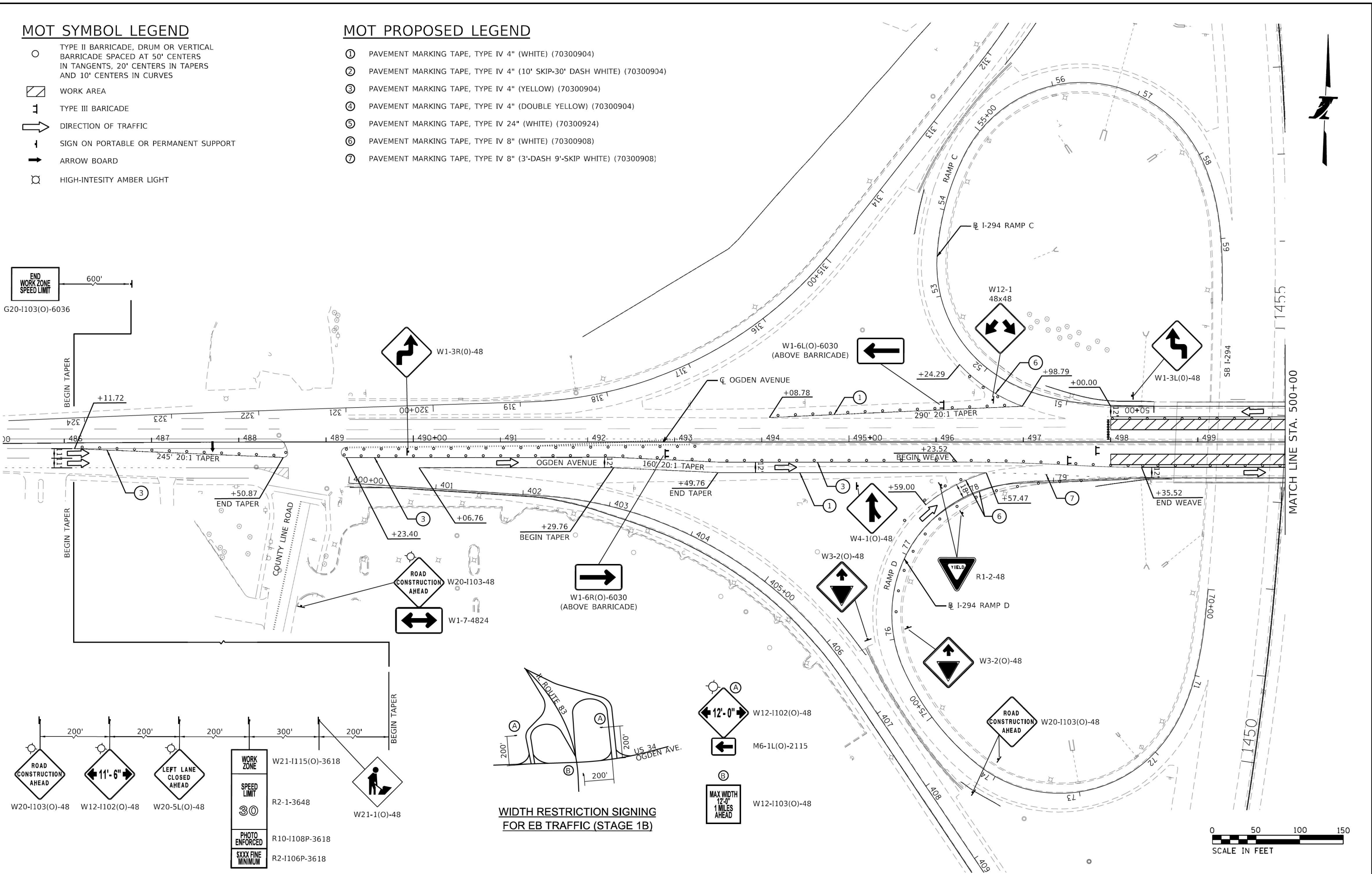
MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)

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 DRAWN BY ATB DATE 01/30/2018
 CHECKED BY OPS DATE 4/17/2018



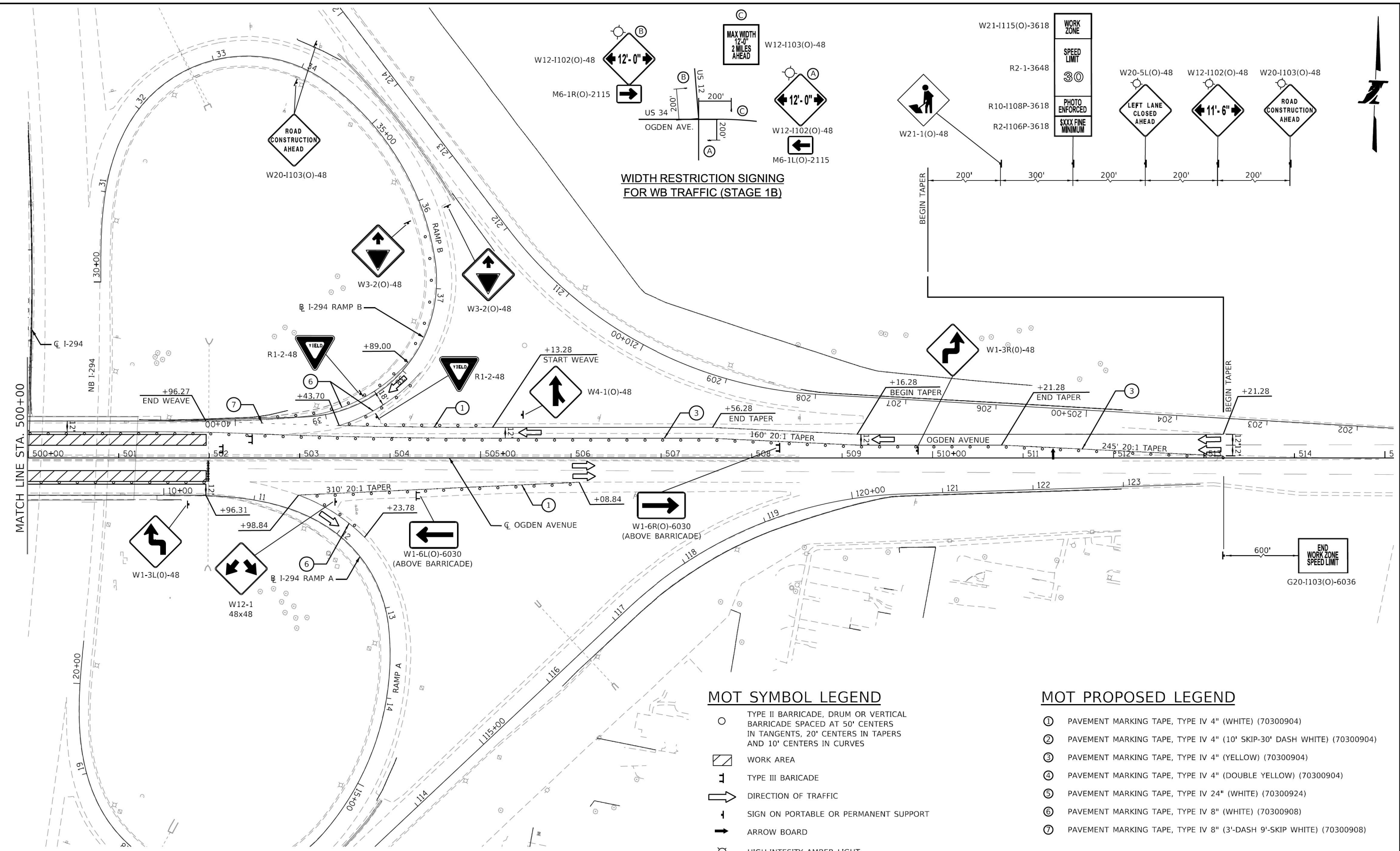
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CONTRACT NO.	RR-18-4387	M265-01C
OGDEN AVENUE (BN 265) STAGE 1B	SUGGESTED MAINTENANCE OF TRAFFIC	DRAWING NO. 34 OF 175

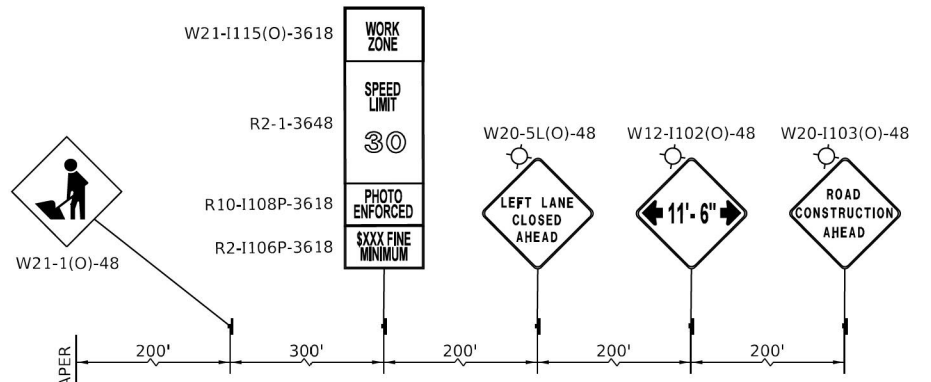
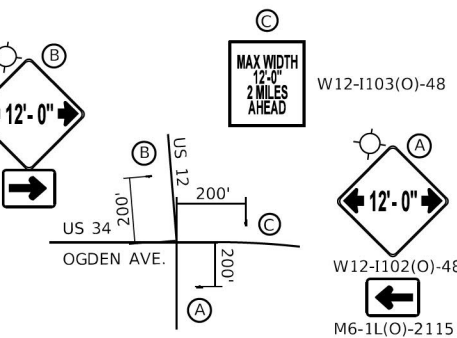


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

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 PLOT DATE = 4/16/2018
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WIDTH RESTRICTION SIGNING FOR WB TRAFFIC (STAGE 1B)



MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ⊕ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊗ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY	ATB	DATE	01/30/2018
CHECKED BY	OPS	DATE	4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

NO.		REVISIONS	
NO.	DATE	DESCRIPTION	
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CONTRACT NO.	RR-18-4387	M265-01D
OGDEN AVENUE (BN 265) STAGE 1B		DRAWING NO.
SUGGESTED MAINTENANCE OF TRAFFIC		35 OF 175

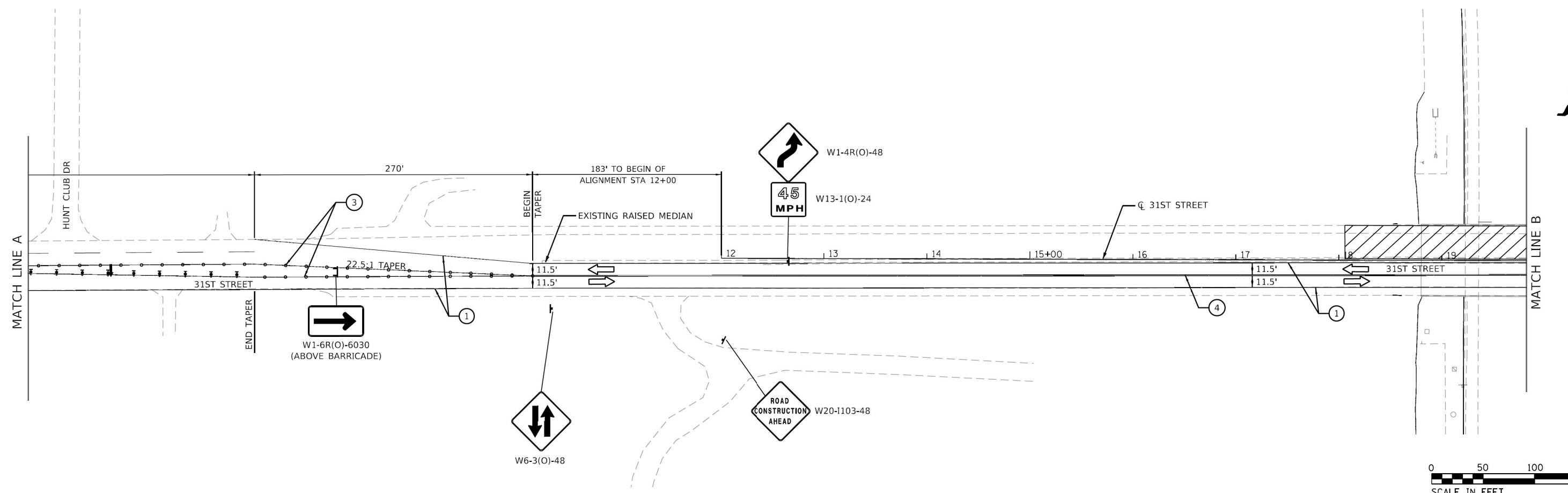
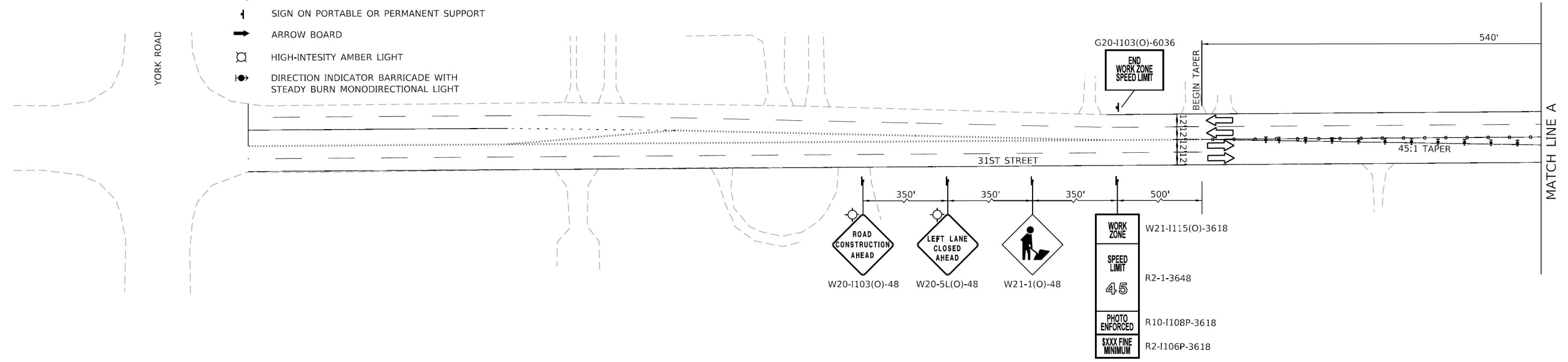
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT
- ➔ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)



DRAWN BY ATB DATE 01/30/2018
 CHECKED BY OPS DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387
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 SUGGESTED MAINTENANCE OF TRAFFIC
 M269-01A
 DRAWING NO. 36 OF 175

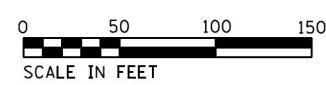
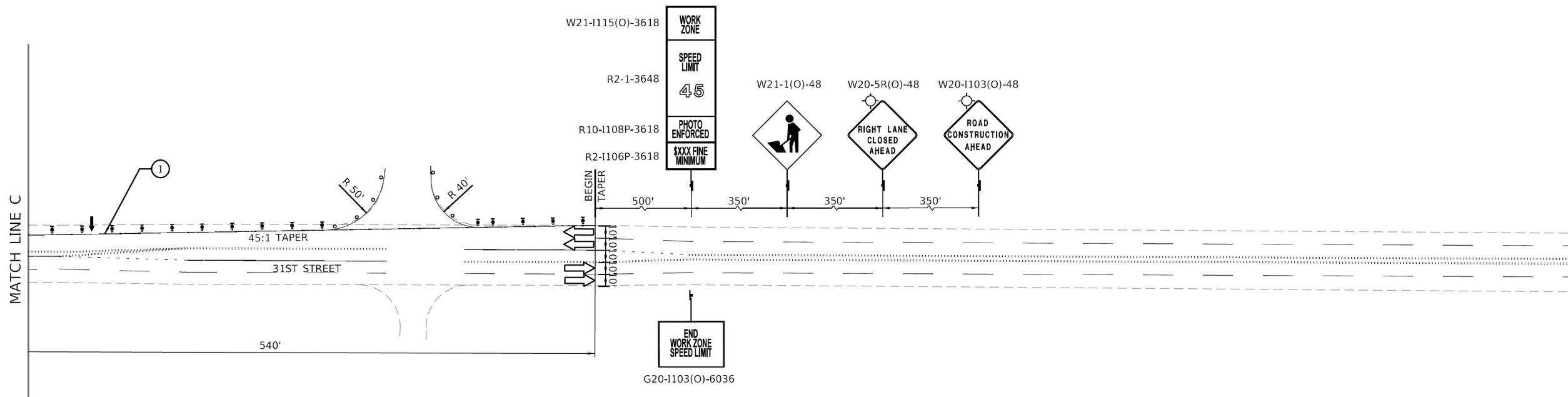
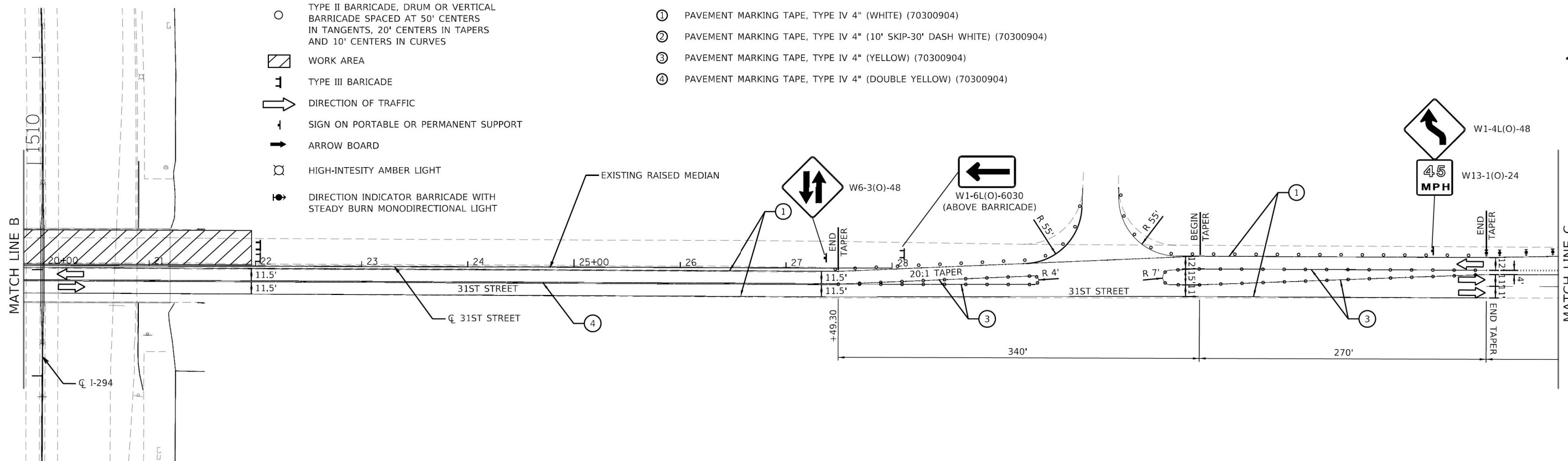
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT
- ➔ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)



DRAWN BY	ATB	DATE	01/30/2018
CHECKED BY	OPS	DATE	4/17/2018



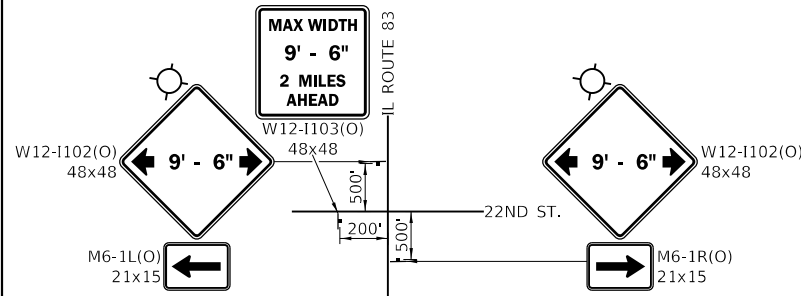
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
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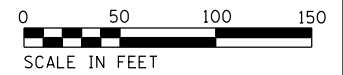
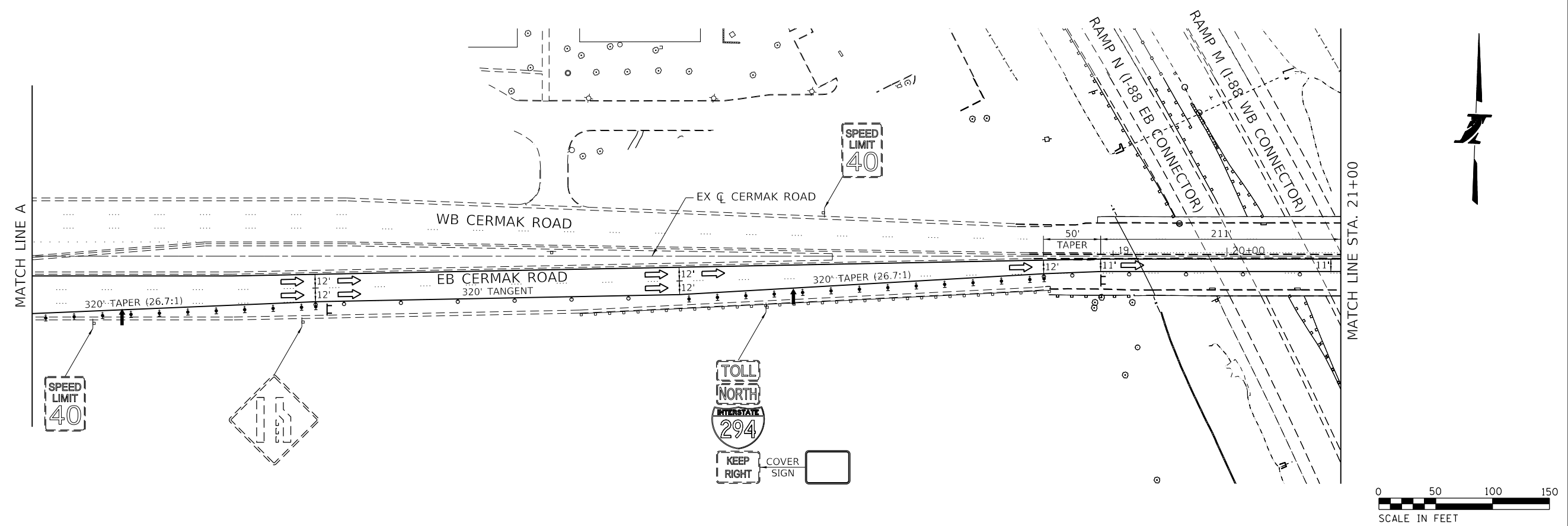
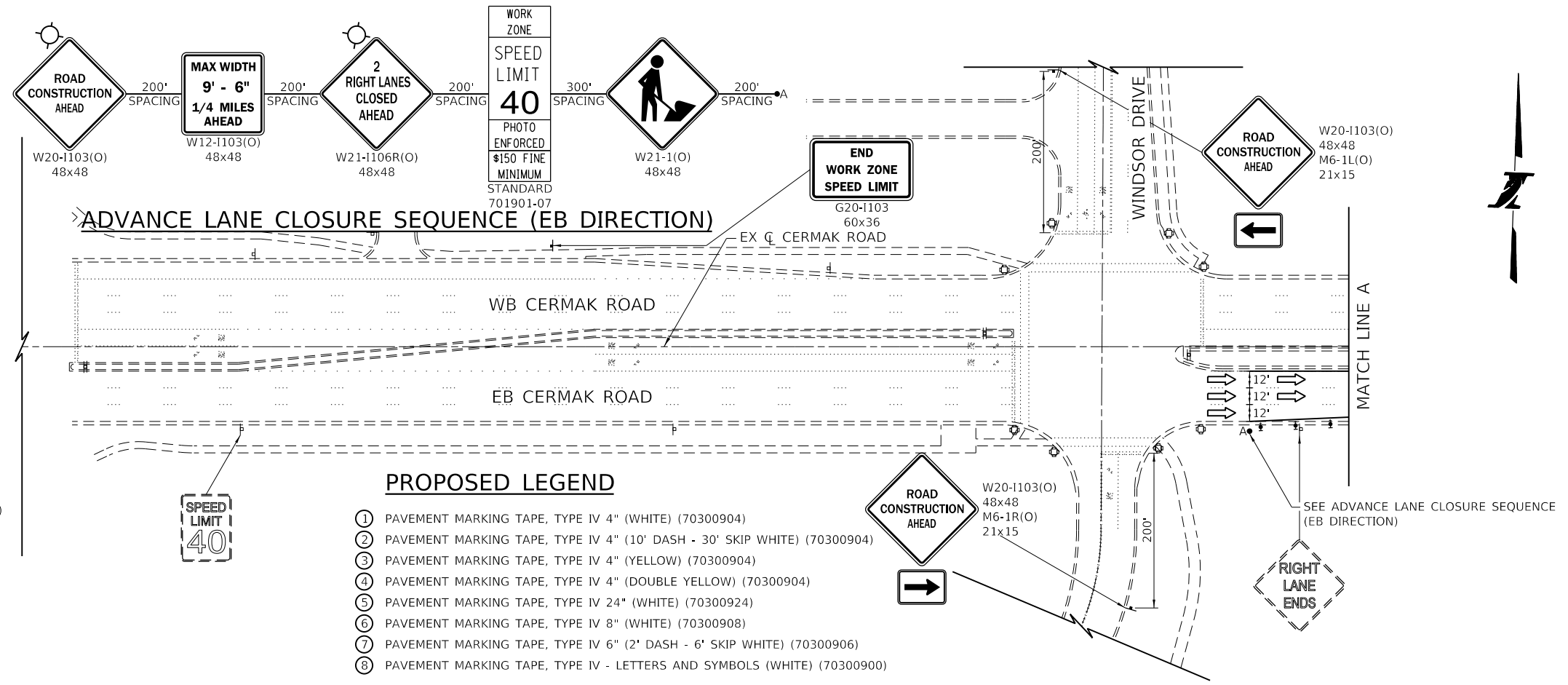
CONTRACT NO.	RR-18-4387	M269-01B
31ST STREET (BN 269) STAGE I		DRAWING NO.
SUGGESTED MAINTENANCE OF TRAFFIC		37 OF 175

SYMBOL LEGEND

- TYPE II BARRICADES WITH DIRECTIONAL INDICATOR AT 25' CENTERS
- TYPE II BARRICADES OR DRUMS SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- WORK ZONE AREA
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- EXISTING TRAFFIC SIGN
- PROPOSED TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- HIGH-INTENSITY AMBER LIGHT



ADVANCE INTERSECTION SIGNING DETAIL



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DRAWN BY MJP DATE 4/17/2018
 CHECKED BY DNM DATE 4/17/2018

CIVILTECH
 Civiltech Engineering, Inc.
 www.civiltechinc.com
 Two Pierce Place, Suite 1400 | Itasca, IL 60143
 Phone: 630.773.3900 | Fax: 630.773.3975

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
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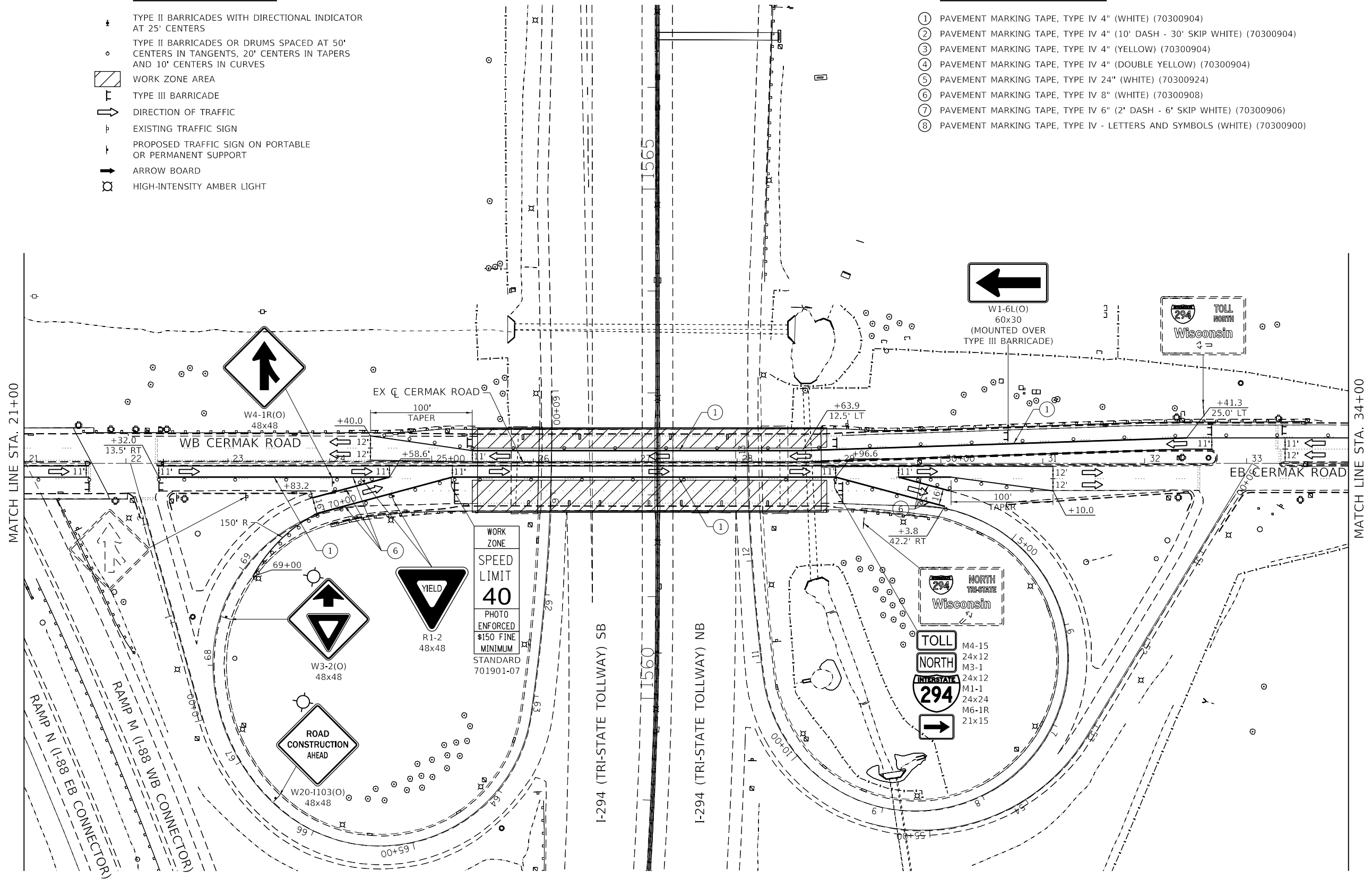
CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203) STAGE 1
 SUGGESTED MAINTENANCE OF TRAFFIC
 M203-01A
 DRAWING NO. 38 OF 175

SYMBOL LEGEND

- TYPE II BARRICADES WITH DIRECTIONAL INDICATOR AT 25' CENTERS
- TYPE II BARRICADES OR DRUMS SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- WORK ZONE AREA
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- EXISTING TRAFFIC SIGN
- PROPOSED TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- HIGH-INTENSITY AMBER LIGHT

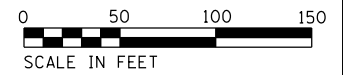
PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' DASH - 30' SKIP WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 6" (2' DASH - 6' SKIP WHITE) (70300906)
- ⑧ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (WHITE) (70300900)



MATCH LINE STA. 21+00

MATCH LINE STA. 34+00



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DRAWN BY MJP DATE 4/17/2018
 CHECKED BY DNM DATE 4/17/2018

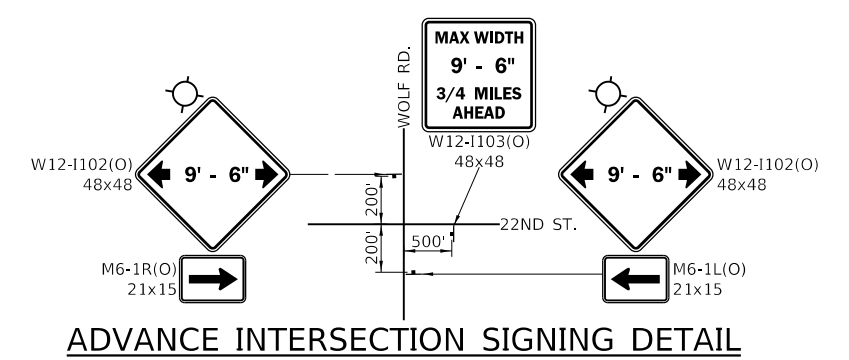
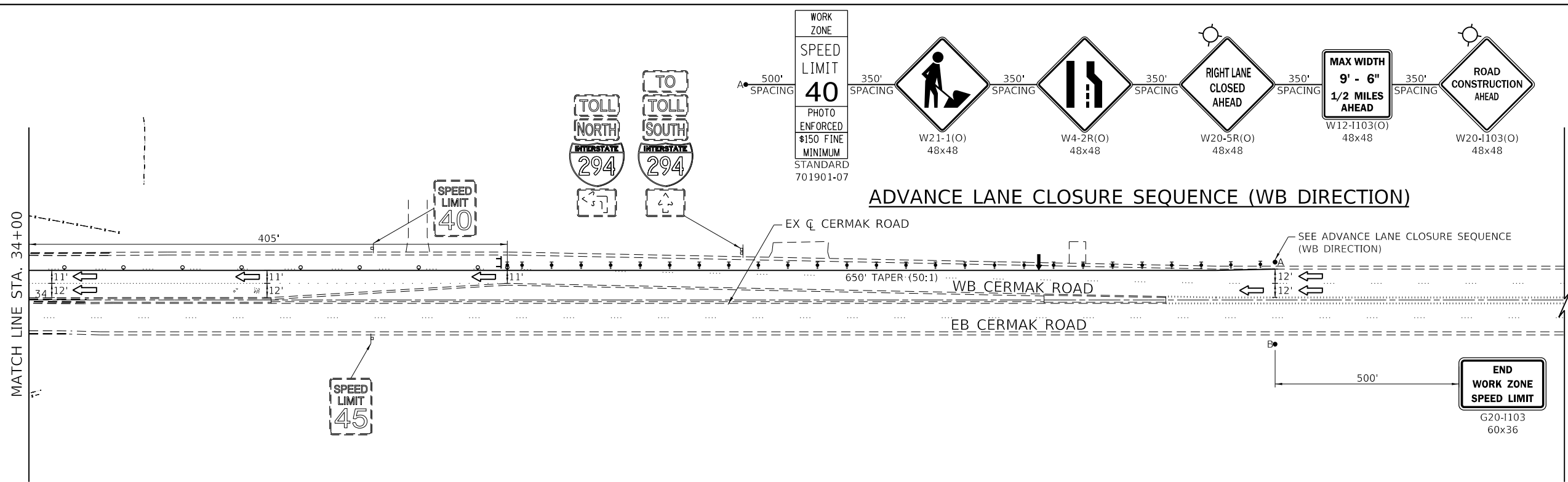
Civiltech Engineering, Inc.
 www.civiltechinc.com
 Two Pierce Place, Suite 1400 | Itasca, IL 60143
 Phone: 630.773.3900 | Fax: 630.773.3975

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387	M203-01B
CERMAK ROAD (BN 203) STAGE 1	DRAWING NO.
SUGGESTED MAINTENANCE OF TRAFFIC	39 OF 175

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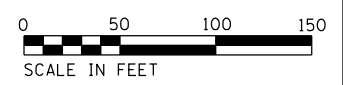


SYMBOL LEGEND

- ⚡ TYPE II BARRICADES WITH DIRECTIONAL INDICATOR AT 25' CENTERS
- TYPE II BARRICADES OR DRUMS SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK ZONE AREA
- ⌚ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ⌚ EXISTING TRAFFIC SIGN
- ⌚ PROPOSED TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➡ ARROW BOARD
- ⦿ HIGH-INTENSITY AMBER LIGHT

PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10" DASH - 30" SKIP WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 6" (2' DASH - 6' SKIP WHITE) (70300906)
- ⑧ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (WHITE) (70300900)



DRAWN BY MJP DATE 4/17/2018
 CHECKED BY DNM DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
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CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203) STAGE 1
 SUGGESTED MAINTENANCE OF TRAFFIC
 M203-01C
 DRAWING NO. 40 OF 175

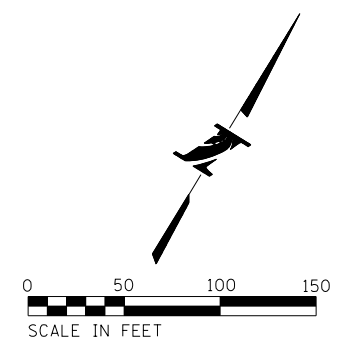
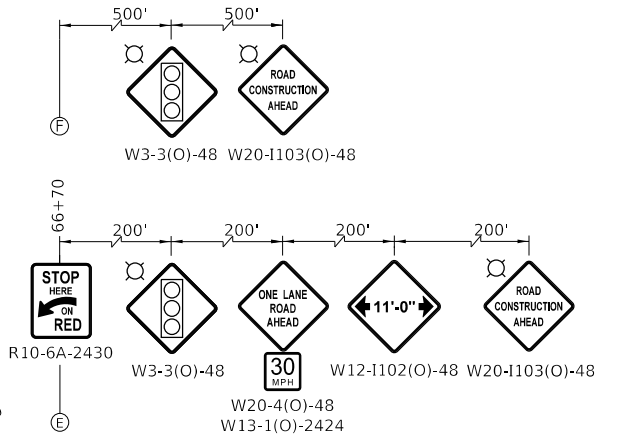
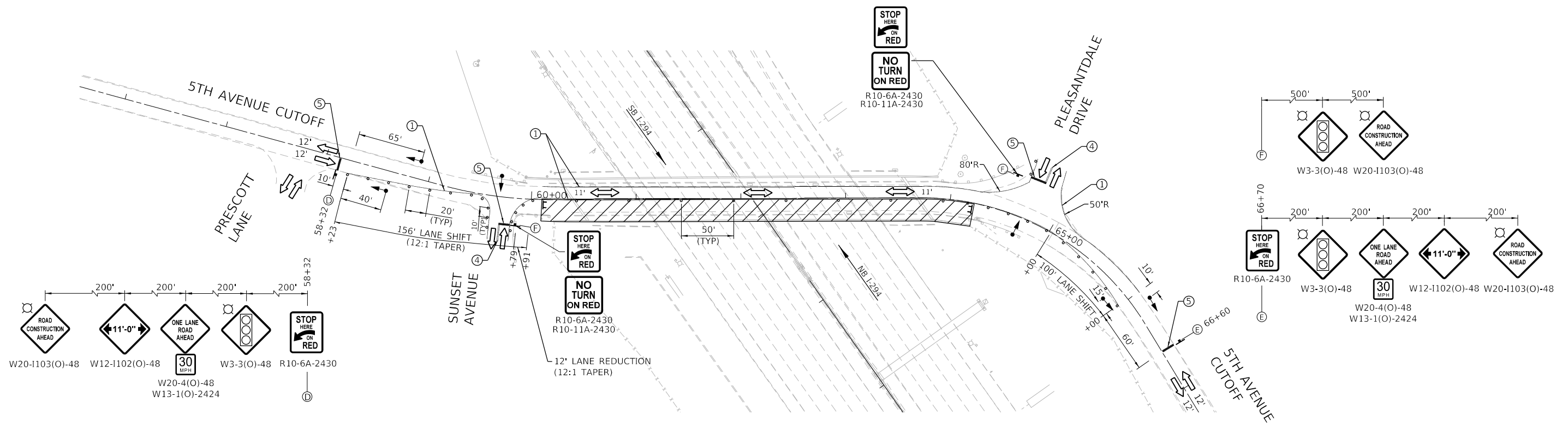
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊕ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊙ HIGH-INTENSITY AMBER LIGHT
- ⬇️ TEMPORARY TRAFFIC SIGNAL

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF (BN 185) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC
 M185-02
 DRAWING NO. 41 OF 175

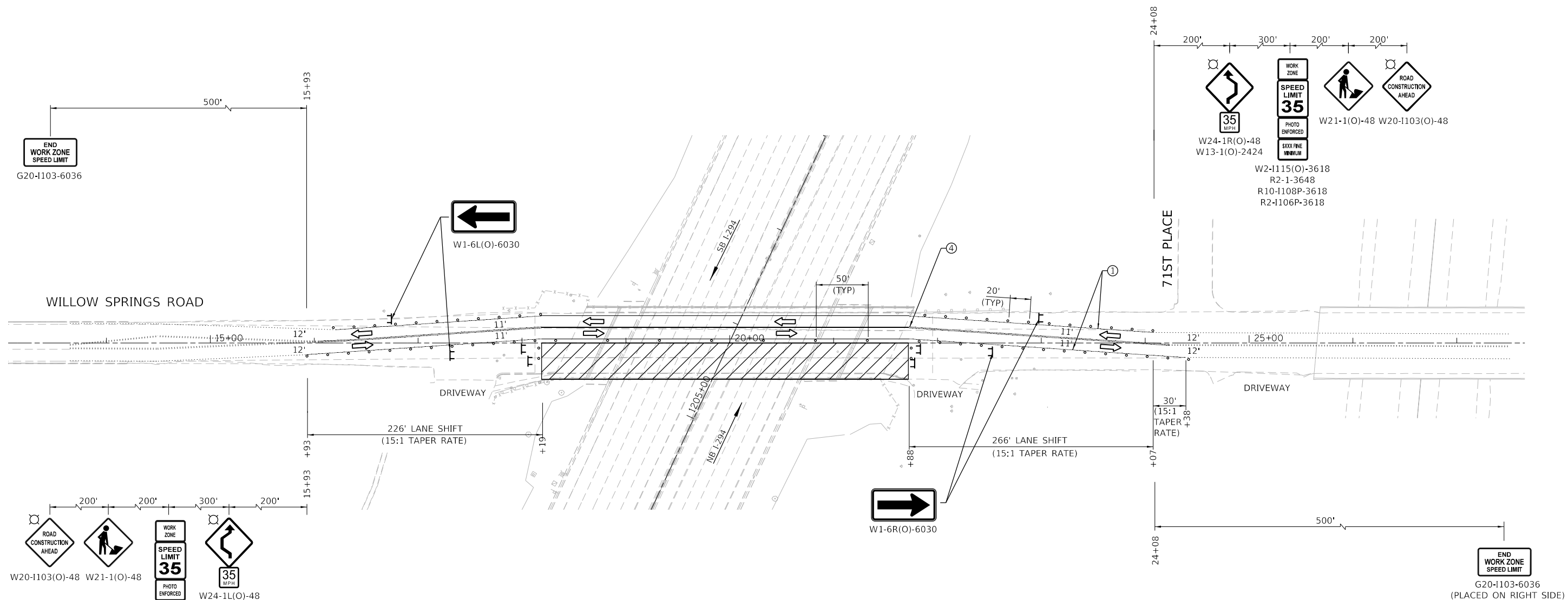
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⊙ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY: CJC
 CHECKED BY: JFM
 DATE: 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 M187-02
 WILLOW SPRINGS ROAD (BN 187) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC
 DRAWING NO. 42 OF 175

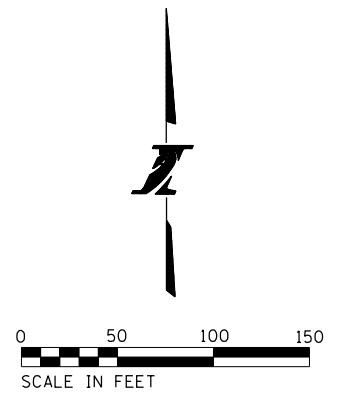
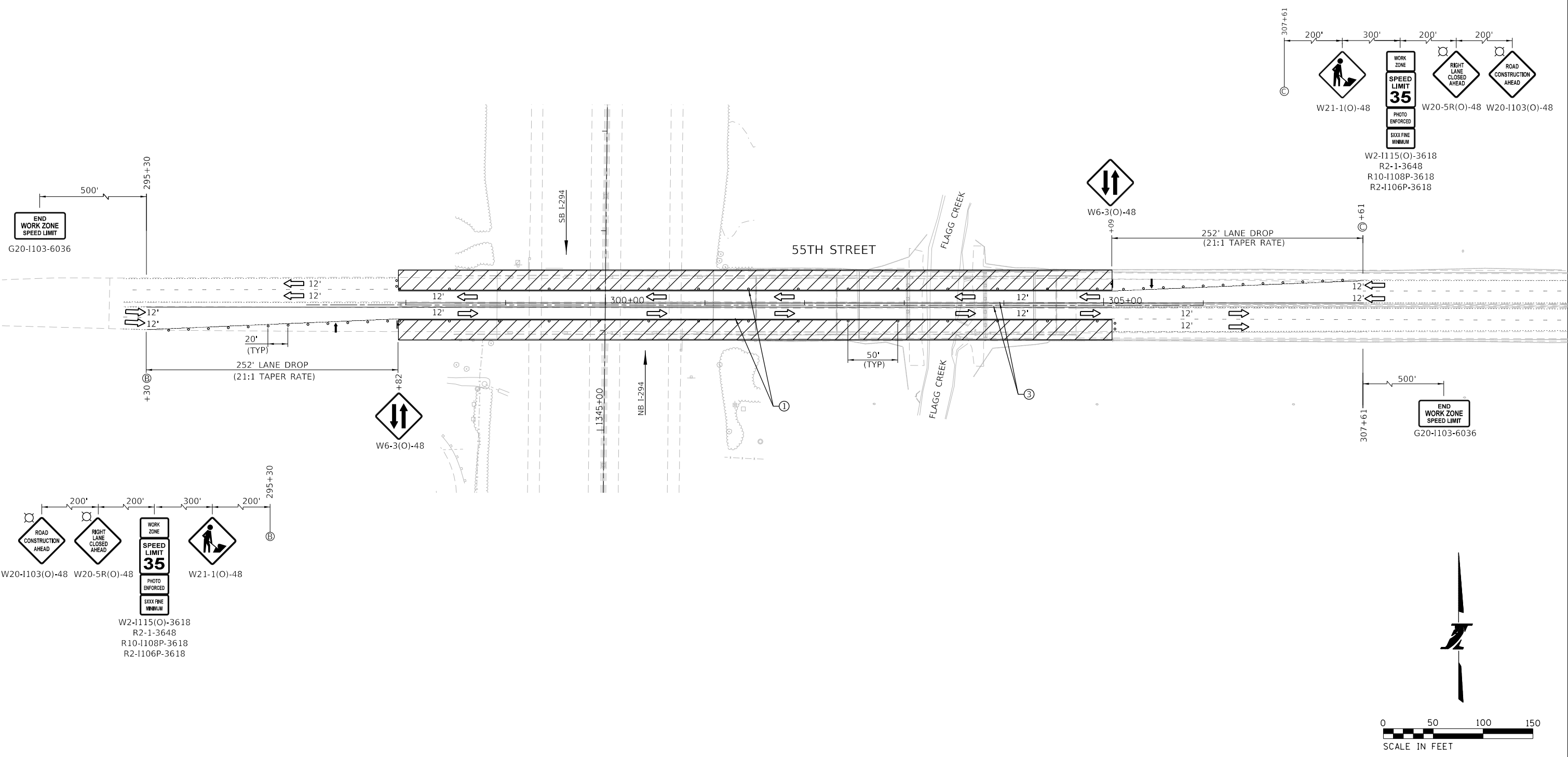
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MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ↑ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➡ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY: CIC DATE: 4/17/2018
 CHECKED BY: JFM DATE: 4/17/2018

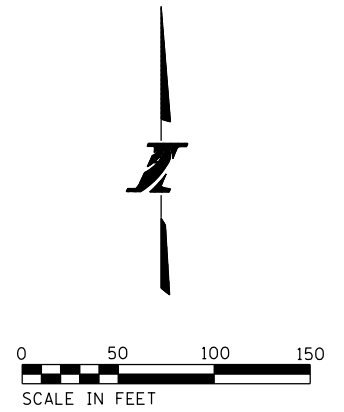
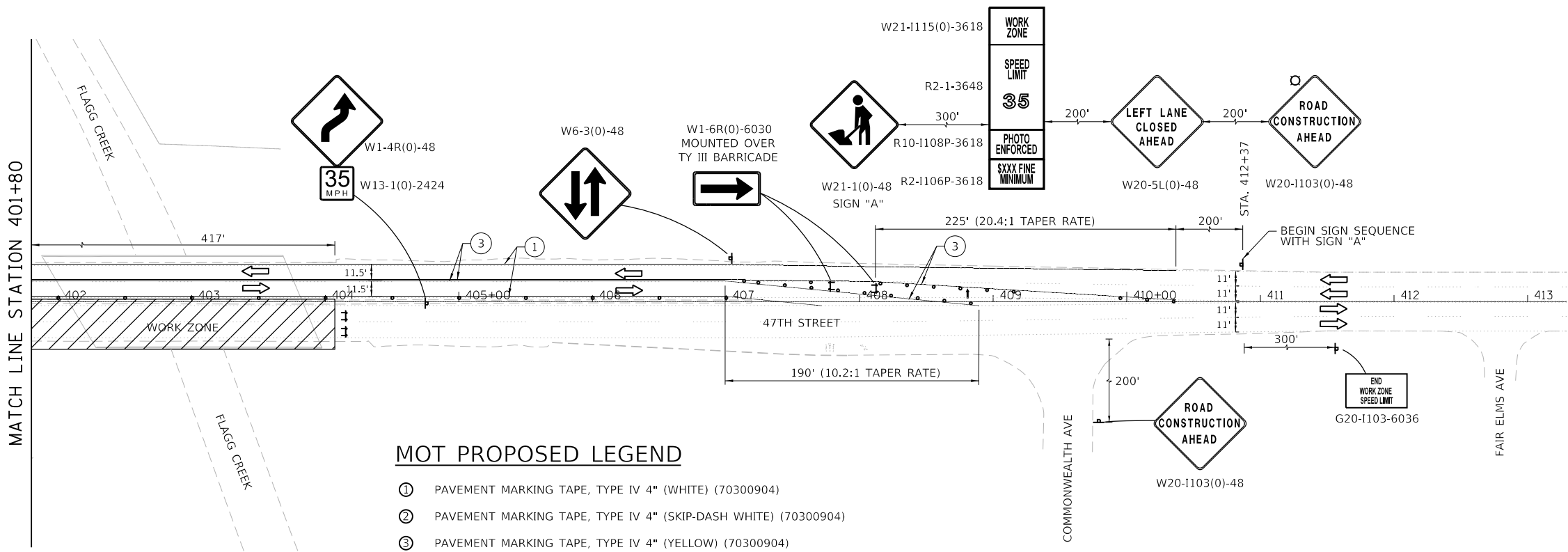
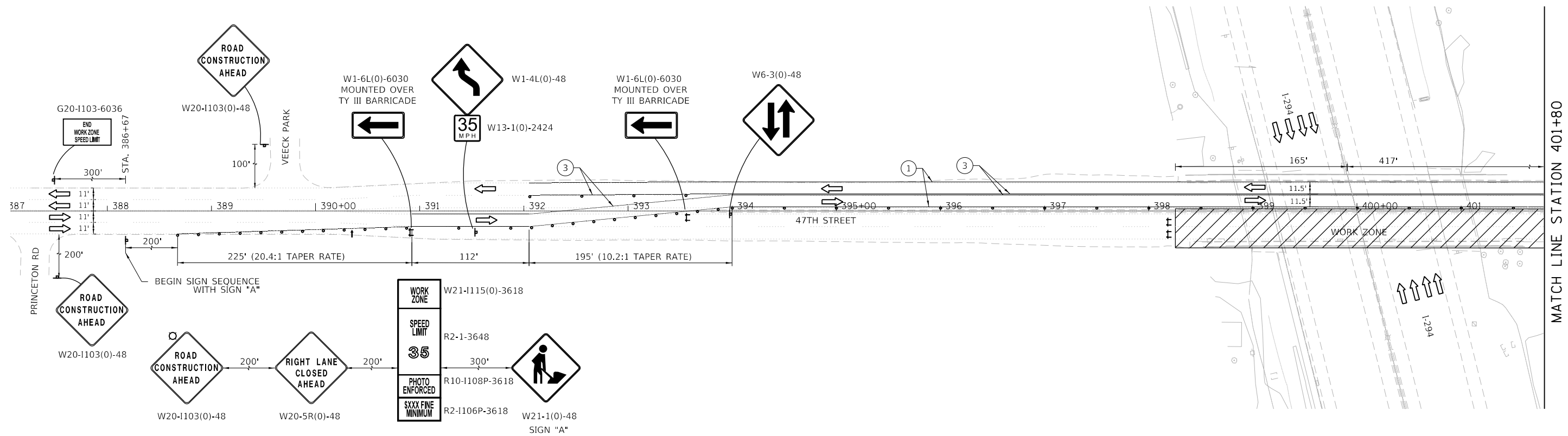


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH STREET (BN 251 & BN 253) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC
 M251-02
 DRAWING NO. 43 OF 175

PLOT TIME = 3:24:55 PM
 PLOT DATE = 4/13/2018
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MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (SKIP-DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)

MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➡ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT

DRAWN BY MET DATE 4/17/2018
 CHECKED BY JAC DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

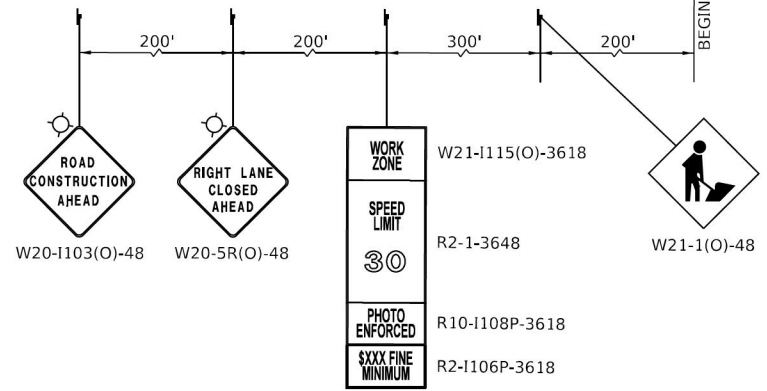
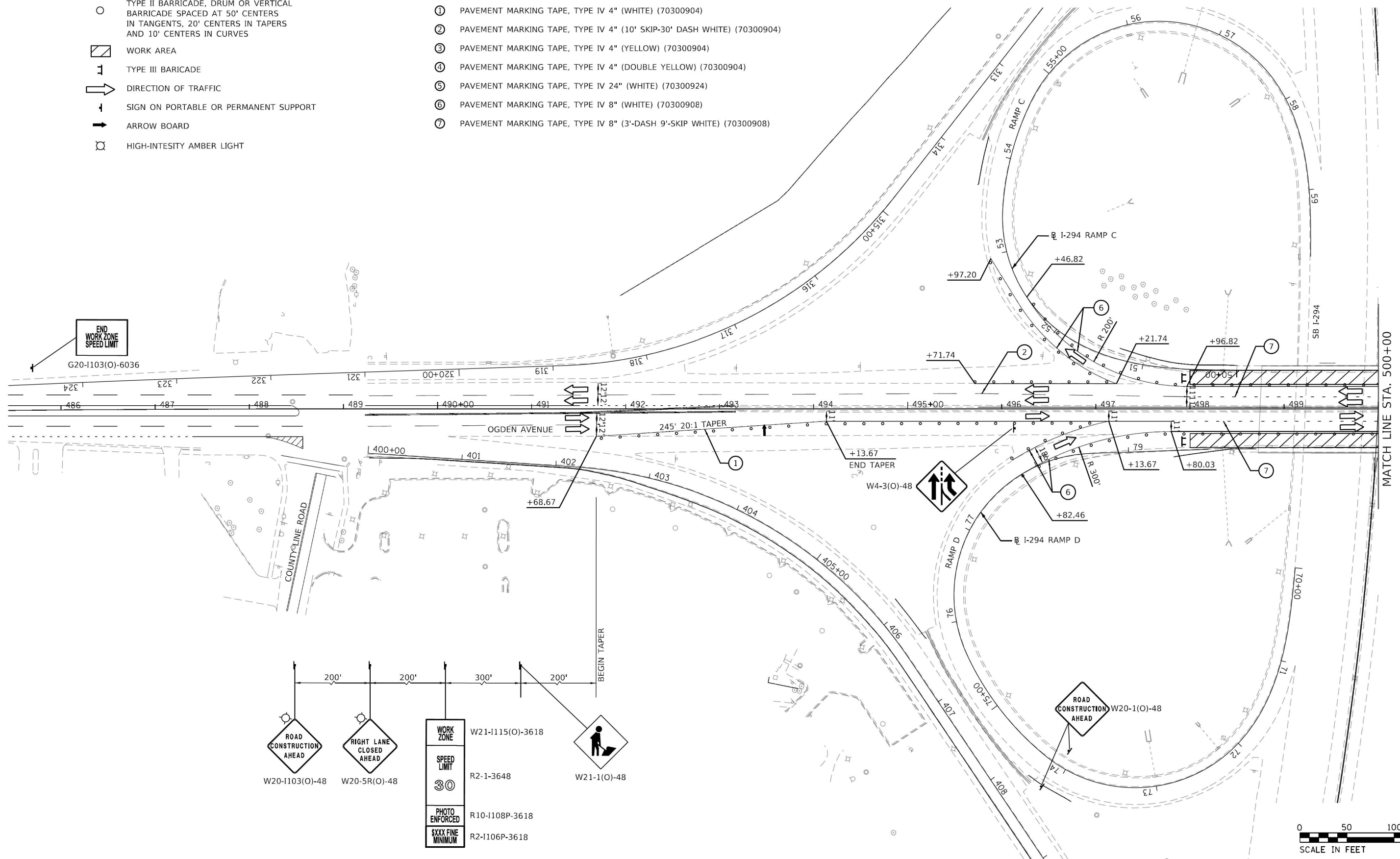
CONTRACT NO. RR-18-4387
 47TH STREET (BN 255/257) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC
 M255-02
 DRAWING NO. 44 OF 175

MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊗ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



PLOT TIME = 11:06:25 AM
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DRAWN BY ATB DATE 01/30/2018
 CHECKED BY OPS DATE 4/17/2018



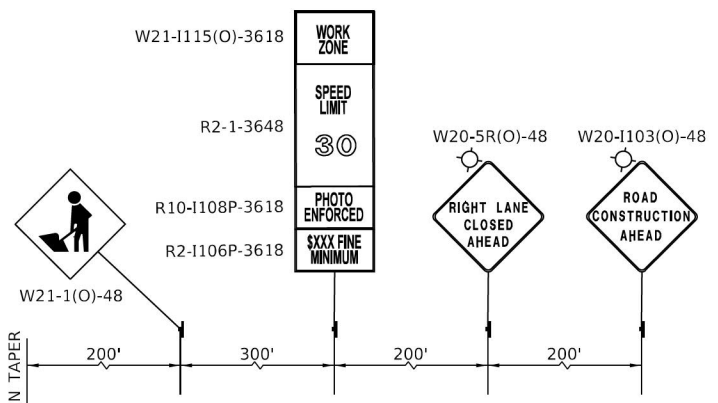
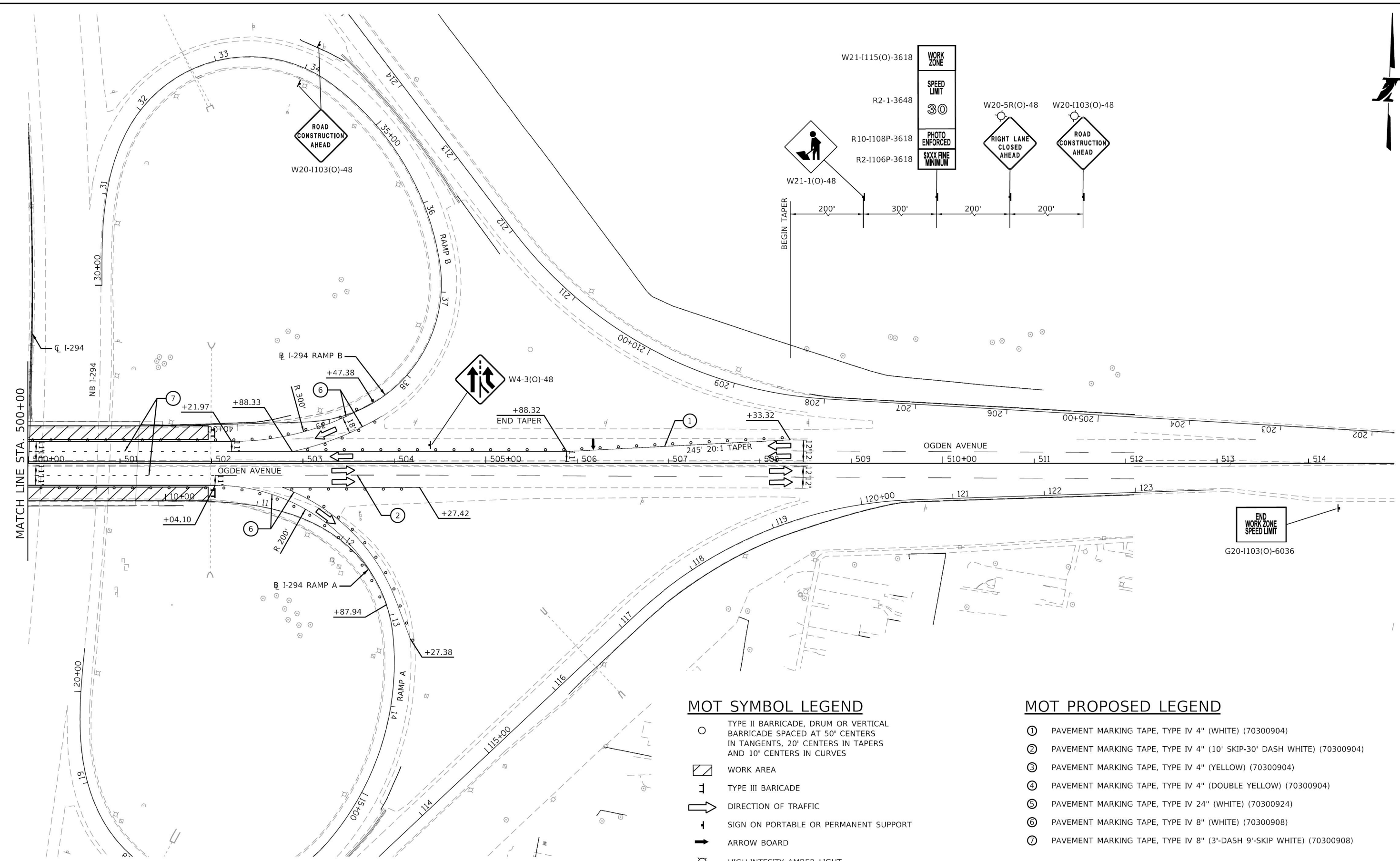
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387
 OGDEN AVENUE (BN 265) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC

M265-02A
 DRAWING NO. 45 OF 175

PLOT TIME = 11:05:48 AM
 PLOT DATE = 4/16/2018
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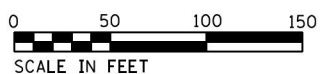


MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 8" (3'-DASH 9'-SKIP WHITE) (70300908)



DRAWN BY	ATB	DATE	01/30/2018
CHECKED BY	OPS	DATE	4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		DESCRIPTION
NO.	DATE	
1		
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CONTRACT NO.	RR-18-4387	M265-02B
OGDEN AVENUE (BN 265) STAGE 2		DRAWING NO.
SUGGESTED MAINTENANCE OF TRAFFIC		46 OF 175

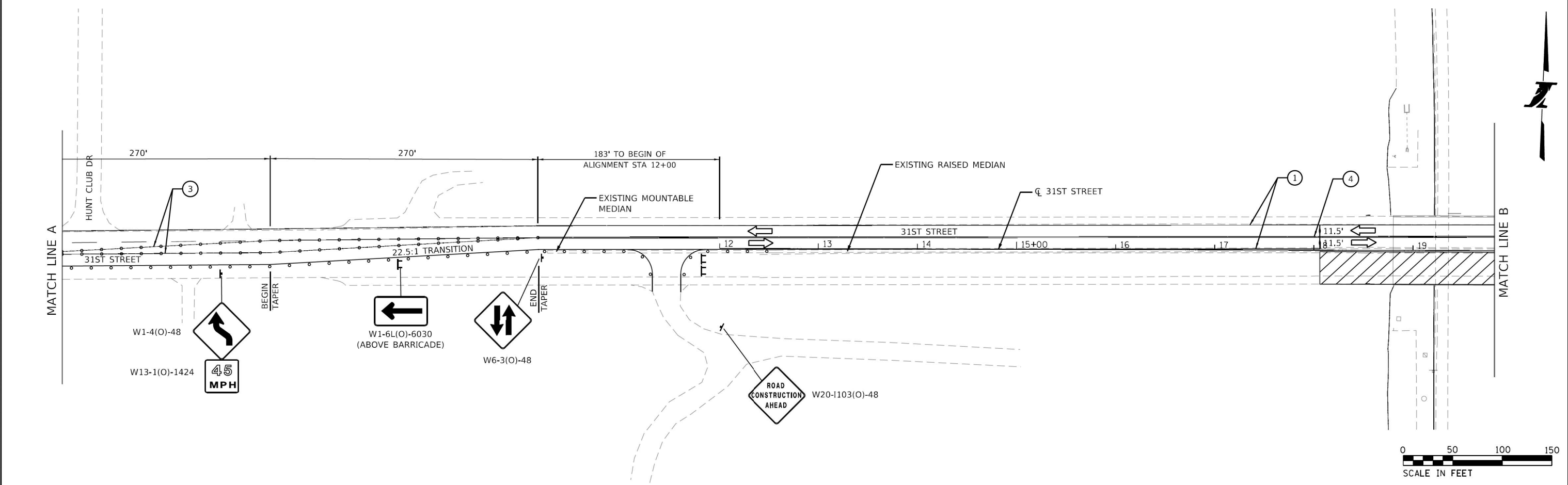
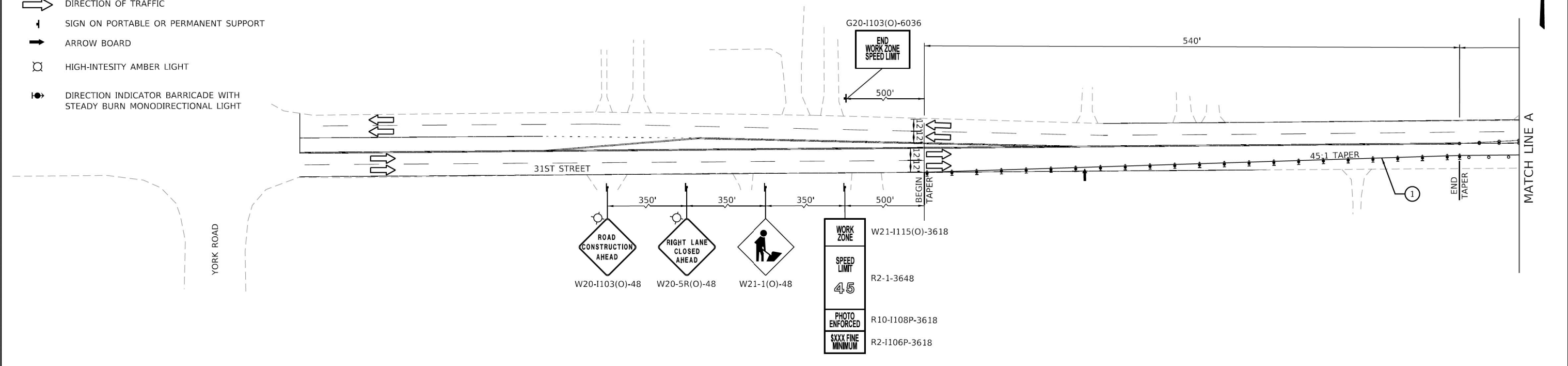
MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊙ HIGH-INTENSITY AMBER LIGHT
- ➔ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)

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DRAWN BY	ATB	DATE	01/30/2018
CHECKED BY	OPS	DATE	4/17/2018

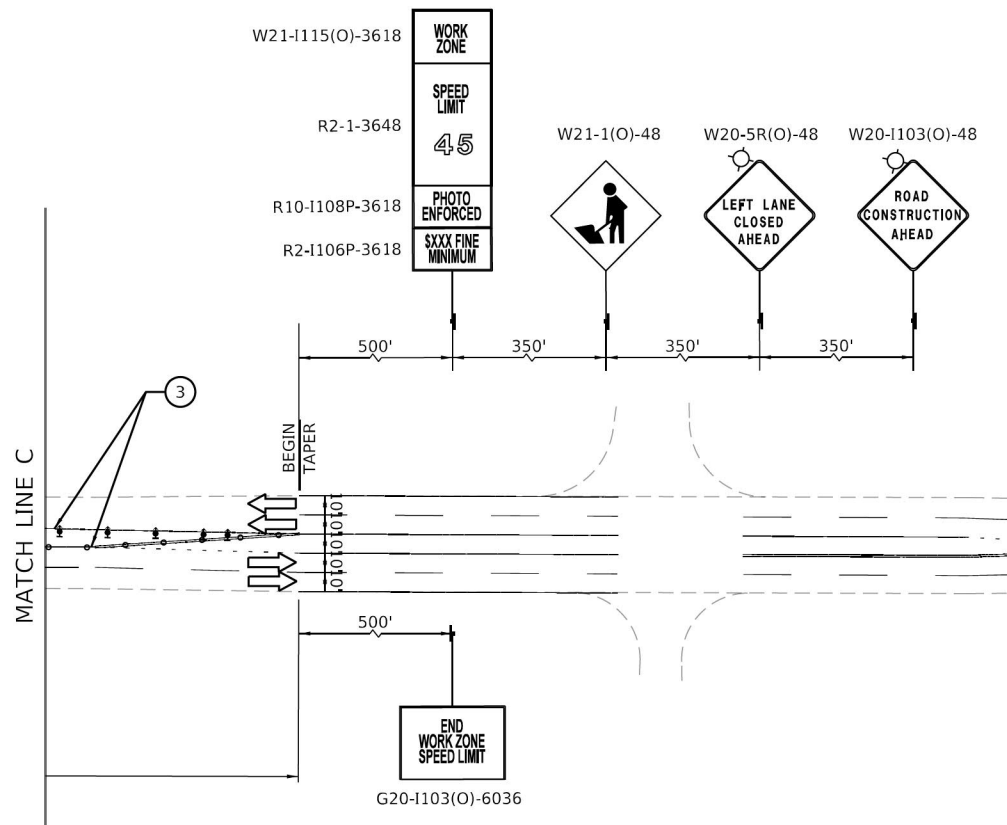
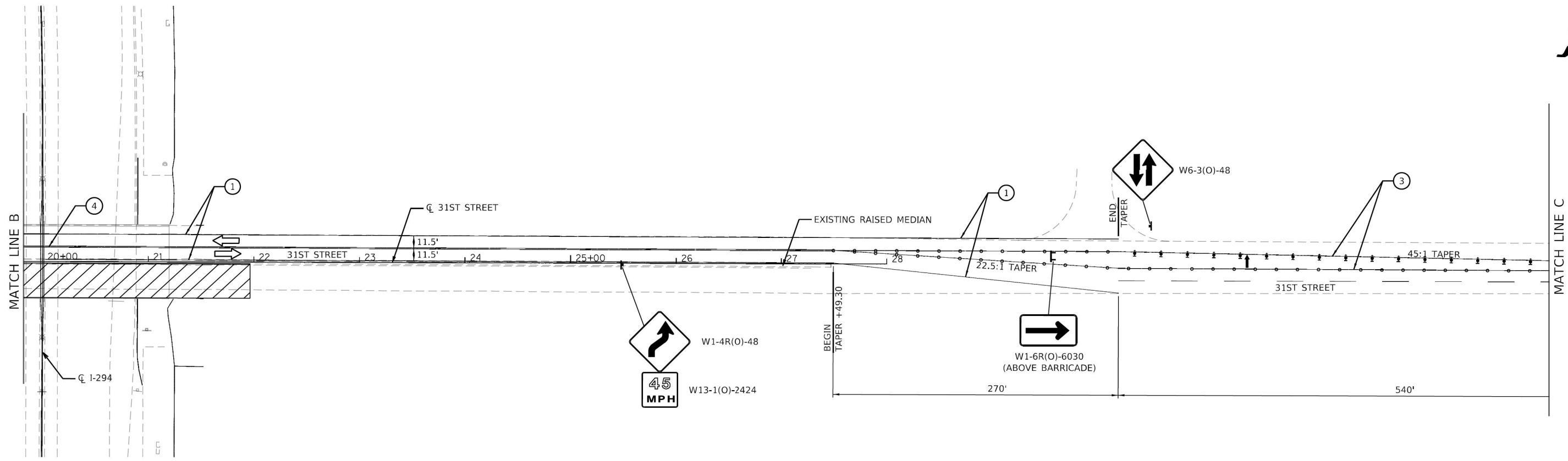


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		DESCRIPTION
NO.	DATE	
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CONTRACT NO.	RR-18-4387	M269-02A
31ST STREET (BN 269) STAGE 2		DRAWING NO.
SUGGESTED MAINTENANCE OF TRAFFIC		47 OF 175

PLOT TIME = 11:07:05 AM
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 CHECKED BY = OPS
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 DRAWING NO. = M269-02B
 SUGGESTED MAINTENANCE OF TRAFFIC = 48 OF 175

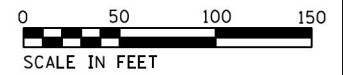


MOT SYMBOL LEGEND

- TYPE II BARRICADE, DRUM OR VERTICAL BARRICADE SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ↑ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⦿ HIGH-INTENSITY AMBER LIGHT
- ➔➔ DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

MOT PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' SKIP-30' DASH WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)



DRAWN BY ATB DATE 01/30/2018
 CHECKED BY OPS DATE 4/17/2018



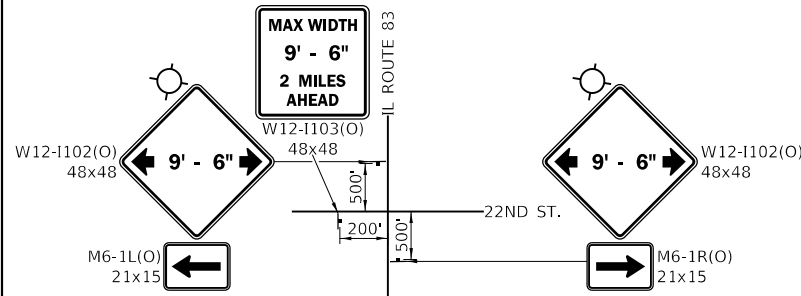
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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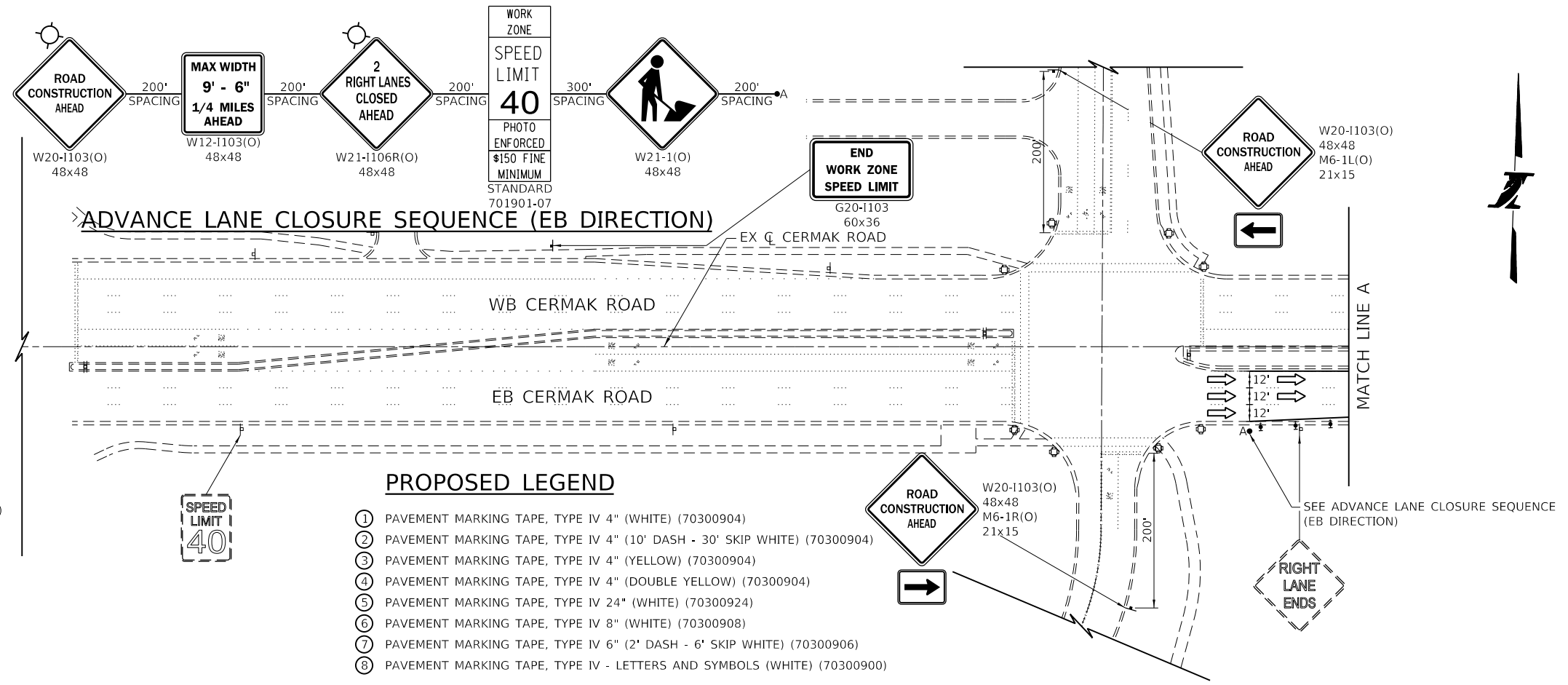
CONTRACT NO. RR-18-4387
 31ST STREET (BN 269) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC
 M269-02B
 DRAWING NO. 48 OF 175

SYMBOL LEGEND

- TYPE II BARRICADES WITH DIRECTIONAL INDICATOR AT 25' CENTERS
- TYPE II BARRICADES OR DRUMS SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- WORK ZONE AREA
- TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- EXISTING TRAFFIC SIGN
- PROPOSED TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- ARROW BOARD
- HIGH-INTENSITY AMBER LIGHT

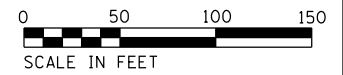
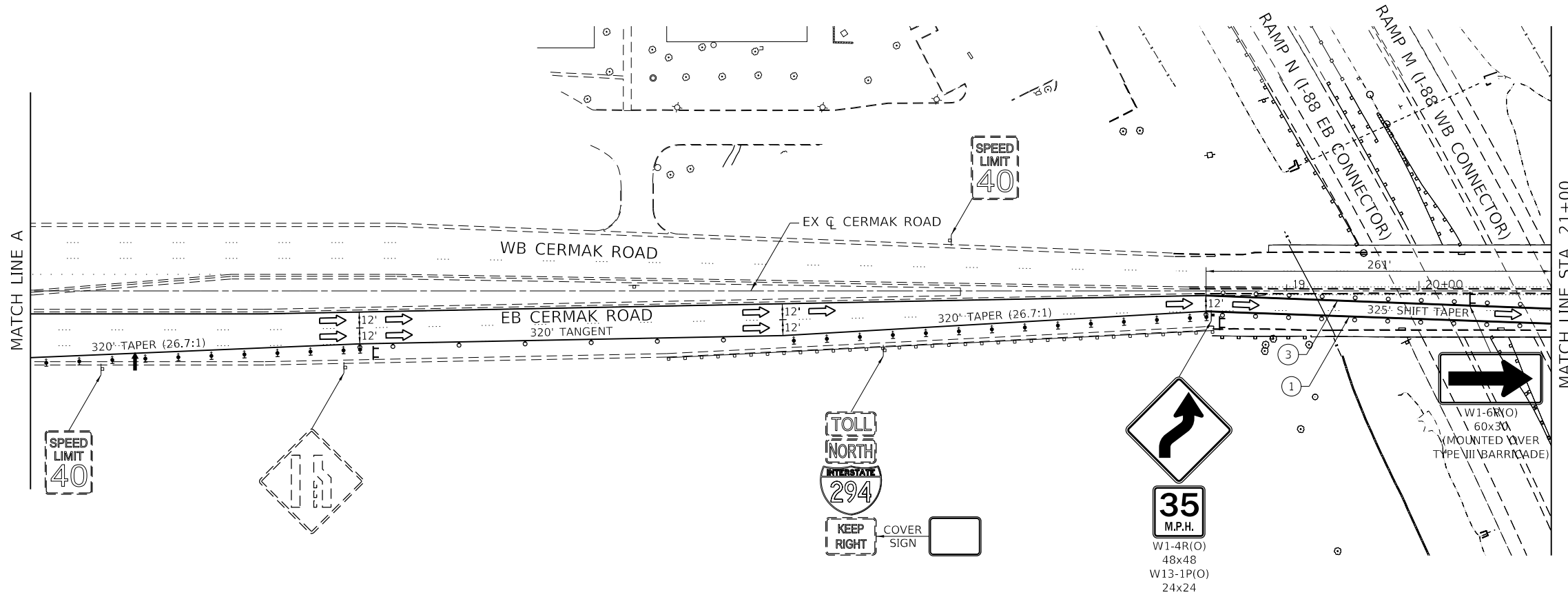


ADVANCE INTERSECTION SIGNING DETAIL



PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' DASH - 30' SKIP WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 6" (2' DASH - 6' SKIP WHITE) (70300906)
- ⑧ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (WHITE) (70300900)



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 PLOT SCALE = 100:00000 / in.

DRAWN BY MJP DATE 4/17/2018
 CHECKED BY DNM DATE 4/17/2018

CIVILTECH
 Civiltech Engineering, Inc.
 www.civiltechinc.com
 Two Pierce Place, Suite 1400 | Itasca, IL 60143
 Phone: 630.773.3900 | Fax: 630.773.3975

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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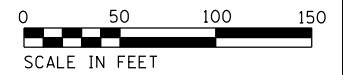
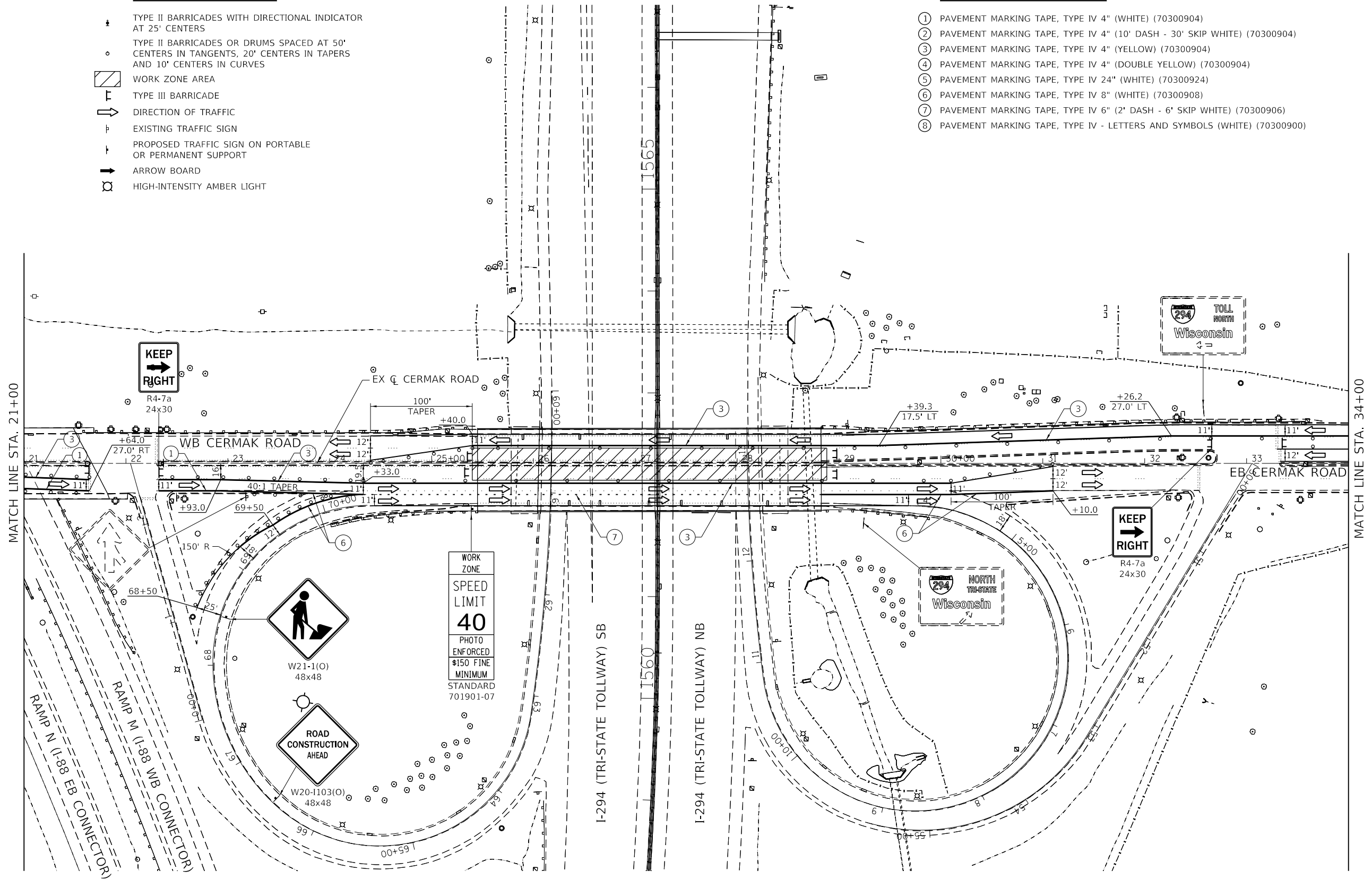
CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC
 M203-02A
 DRAWING NO. 49 OF 175

SYMBOL LEGEND

- ⚡ TYPE II BARRICADES WITH DIRECTIONAL INDICATOR AT 25' CENTERS
- TYPE II BARRICADES OR DRUMS SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK ZONE AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ EXISTING TRAFFIC SIGN
- ⊥ PROPOSED TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ⊡ HIGH-INTENSITY AMBER LIGHT

PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10' DASH - 30' SKIP WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 6" (2' DASH - 6' SKIP WHITE) (70300906)
- ⑧ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (WHITE) (70300900)



PLOT TIME = 12:13 PM
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DRAWN BY MJP DATE 4/17/2018
 CHECKED BY DNM DATE 4/17/2018

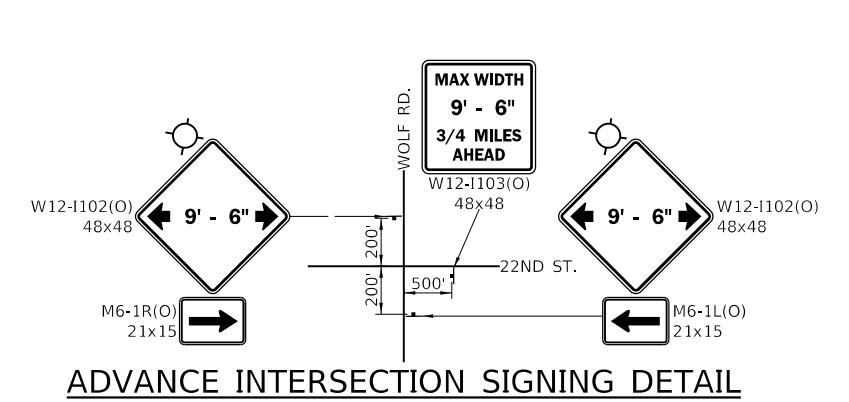
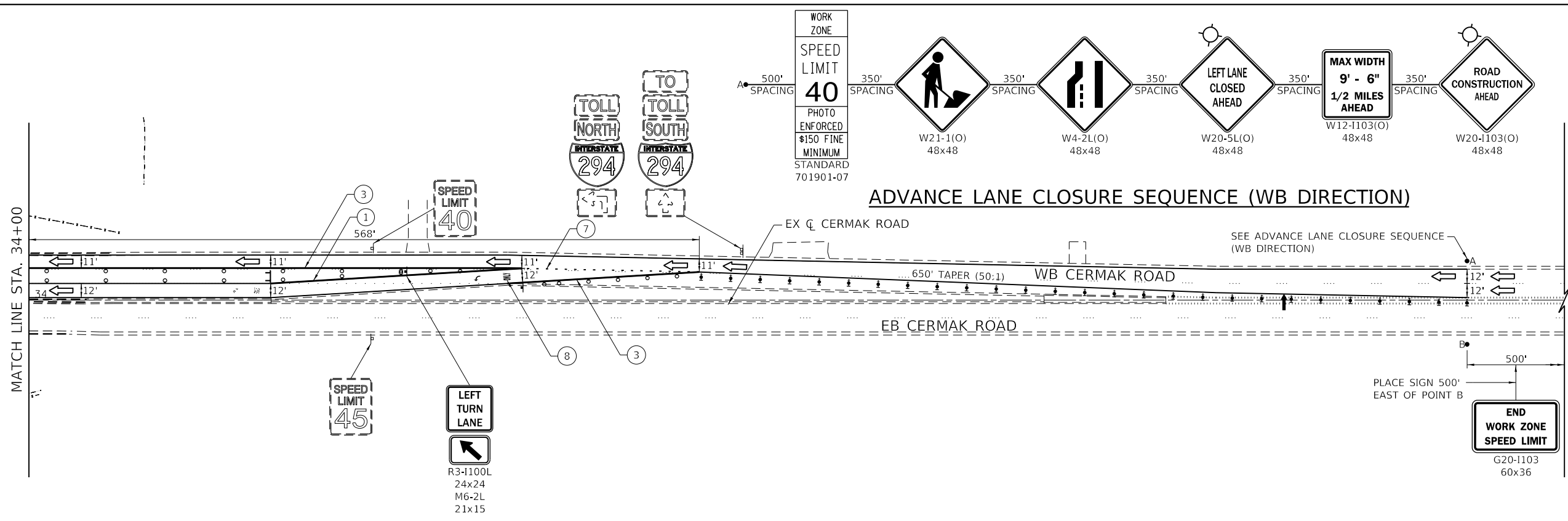

Civiltech Engineering, Inc.
 www.civiltechinc.com
 Two Pierco Place, Suite 1400 | Itasca, IL 60145
 Phone: 630.773.3900 | Fax: 630.773.3975


THE ILLINOIS STATE TOLLWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387	M203-02B
CERMAK ROAD (BN 203) STAGE 2	DRAWING NO.
SUGGESTED MAINTENANCE OF TRAFFIC	50 OF 175

FILE NAME = p:\work\rr-18-4387\m203-02c\m203-02c.dwg
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 CHECKED BY = DNM
 DATE = 4/17/2018

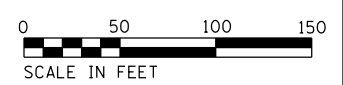


SYMBOL LEGEND

- ⚡ TYPE II BARRICADES WITH DIRECTIONAL INDICATOR AT 25' CENTERS
- TYPE II BARRICADES OR DRUMS SPACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPERS AND 10' CENTERS IN CURVES
- ▨ WORK ZONE AREA
- ⊥ TYPE III BARRICADE
- ➡ DIRECTION OF TRAFFIC
- ⊢ EXISTING TRAFFIC SIGN
- ⊢ PROPOSED TRAFFIC SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➡ ARROW BOARD
- ⦿ HIGH-INTENSITY AMBER LIGHT

PROPOSED LEGEND

- ① PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② PAVEMENT MARKING TAPE, TYPE IV 4" (10" DASH - 30" SKIP WHITE) (70300904)
- ③ PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ④ PAVEMENT MARKING TAPE, TYPE IV 4" (DOUBLE YELLOW) (70300904)
- ⑤ PAVEMENT MARKING TAPE, TYPE IV 24" (WHITE) (70300924)
- ⑥ PAVEMENT MARKING TAPE, TYPE IV 8" (WHITE) (70300908)
- ⑦ PAVEMENT MARKING TAPE, TYPE IV 6" (2' DASH - 6' SKIP WHITE) (70300906)
- ⑧ PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS (WHITE) (70300900)



DRAWN BY MJP DATE 4/17/2018
 CHECKED BY DNM DATE 4/17/2018

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 Civiltech Engineering, Inc.
 www.civiltechinc.com
 Two Pierce Place, Suite 1400 | Itasca, IL 60143
 Phone: 630.773.3900 | Fax: 630.773.3975

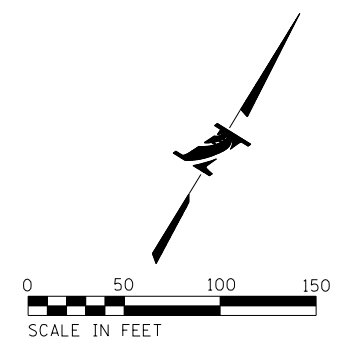
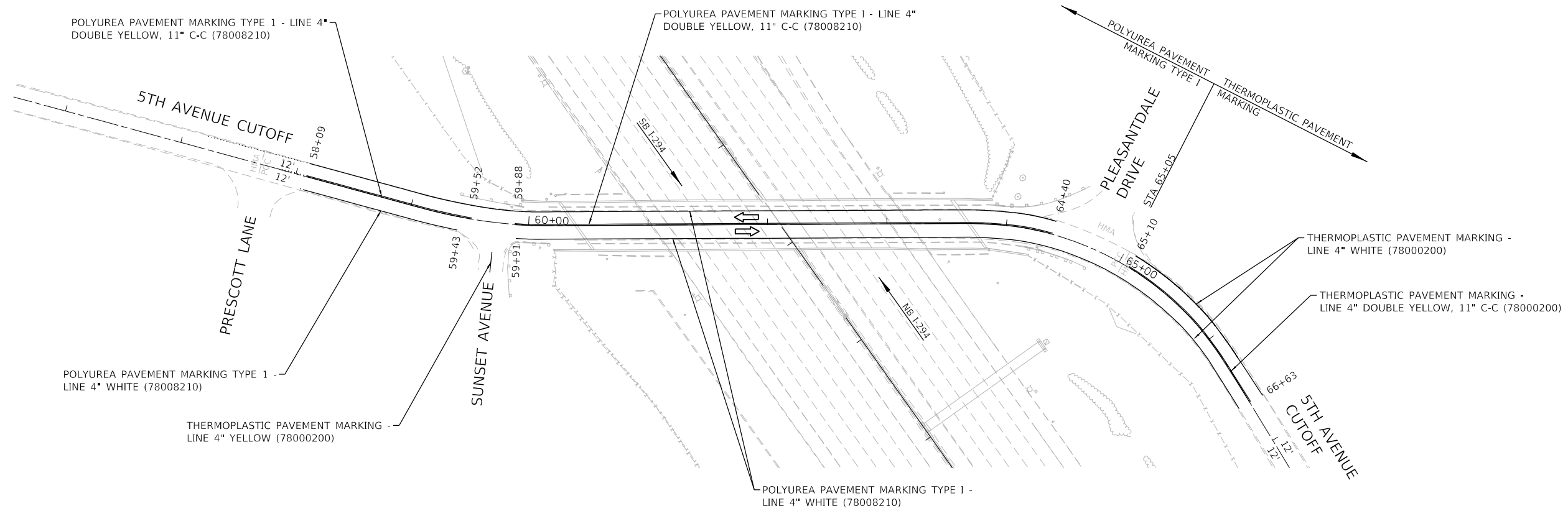
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203) STAGE 2
 SUGGESTED MAINTENANCE OF TRAFFIC
 M203-02C
 DRAWING NO. 51 OF 175

NOTE:

PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC, PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



PLOT TIME = 11:36:08 AM
 PLOT DATE = 4/13/2018
 PLOT SCALE = 100.0000 / in.
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DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

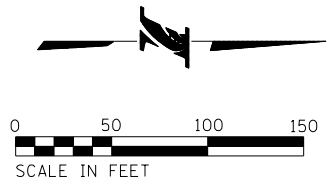
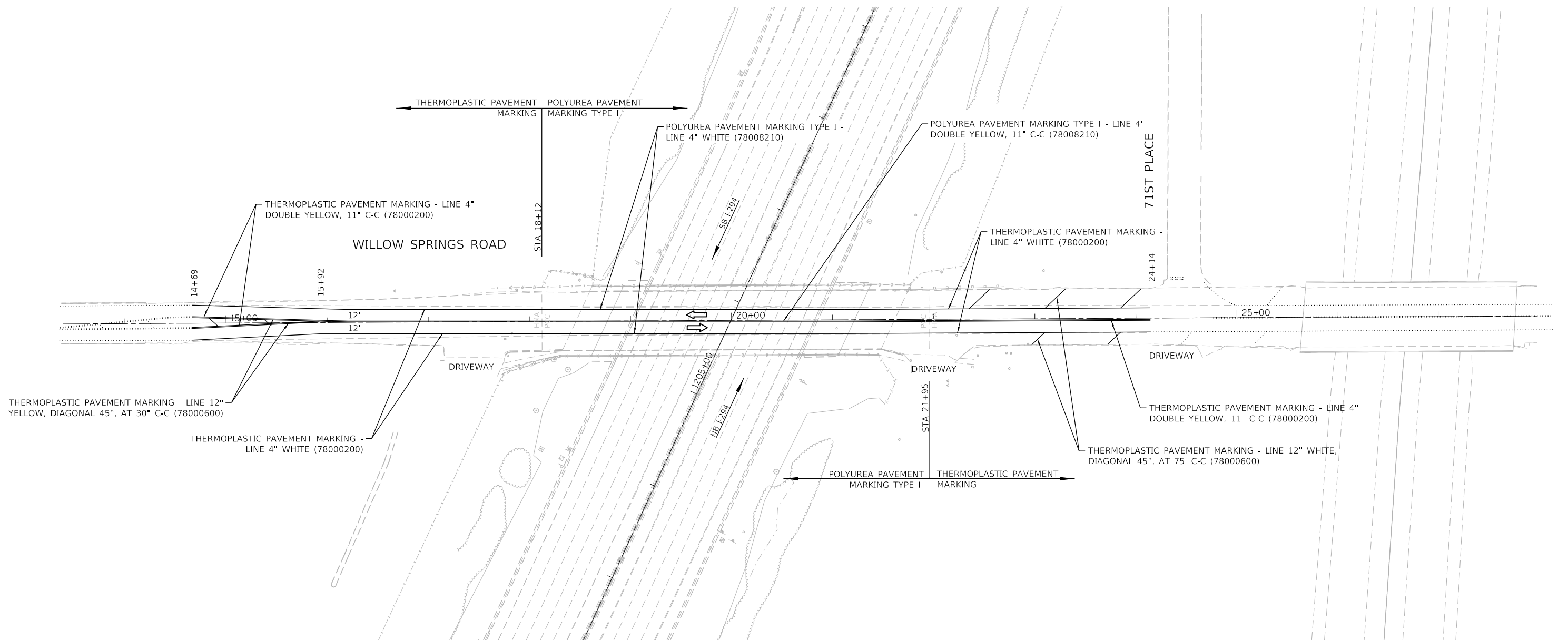
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF (BN 185)
 PAVEMENT MARKING PLANS
 BPMK-01
 DRAWING NO.
 52 OF 175

NOTE:

PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC, PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PLACEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.

PLOT TIME = 11:36:10 AM
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DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

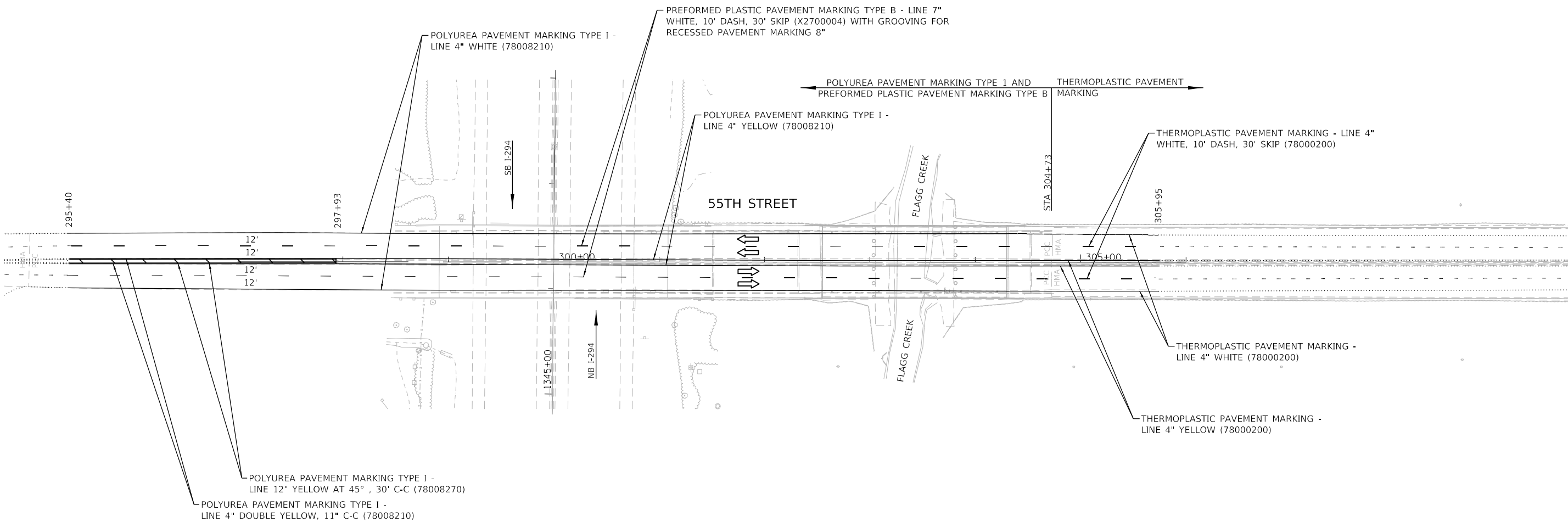
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 WILLOW SPRINGS ROAD (BN 187)
 PAVEMENT MARKING PLANS

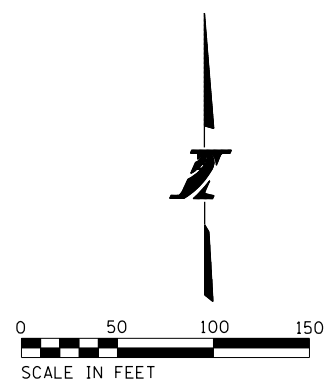
BPMK-02
 DRAWING NO.
 53 OF 175

NOTE:

PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC, PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



PLOT TIME = 11:06:28 AM
 PLOT DATE = 4/13/2018
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DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



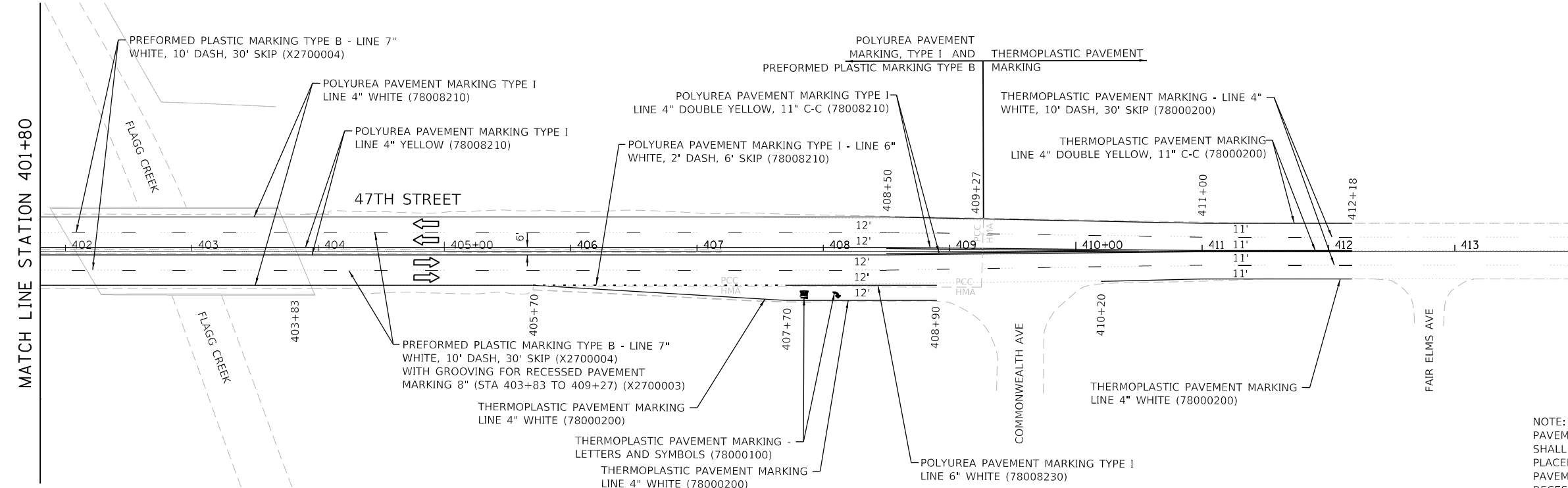
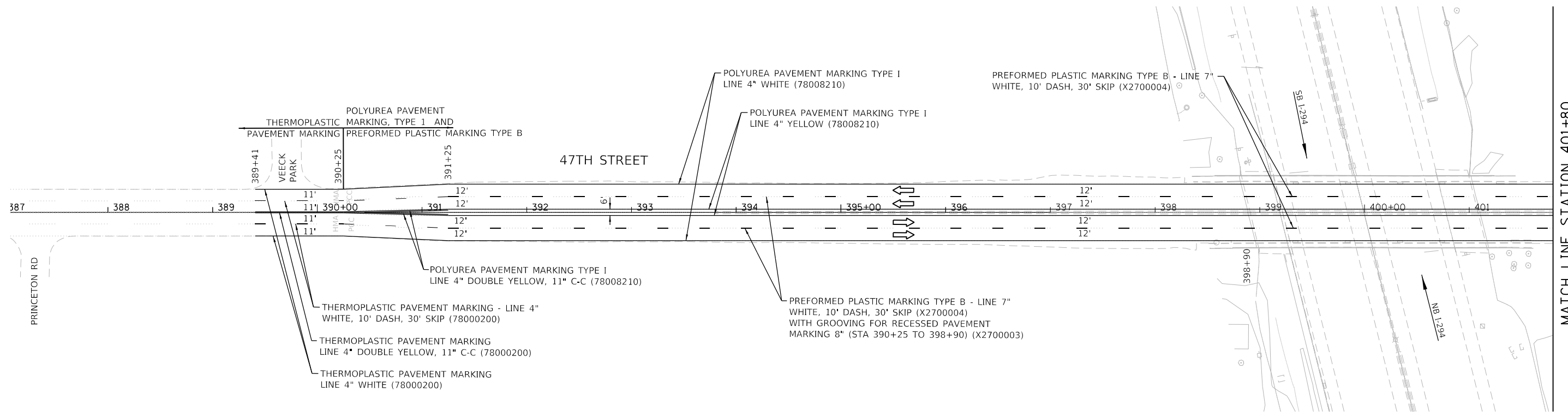
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH STREET (BN 251 & 253)
 PAVEMENT MARKING PLANS

BPMK-03
 DRAWING NO.
 54 OF 175

PLOT TIME = 3:34:21 PM
 PLOT DATE = 4/13/2018
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NOTE:
 PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC. PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.

DRAWN BY MET DATE 4/13/2018
 CHECKED BY JAC DATE 4/13/2018

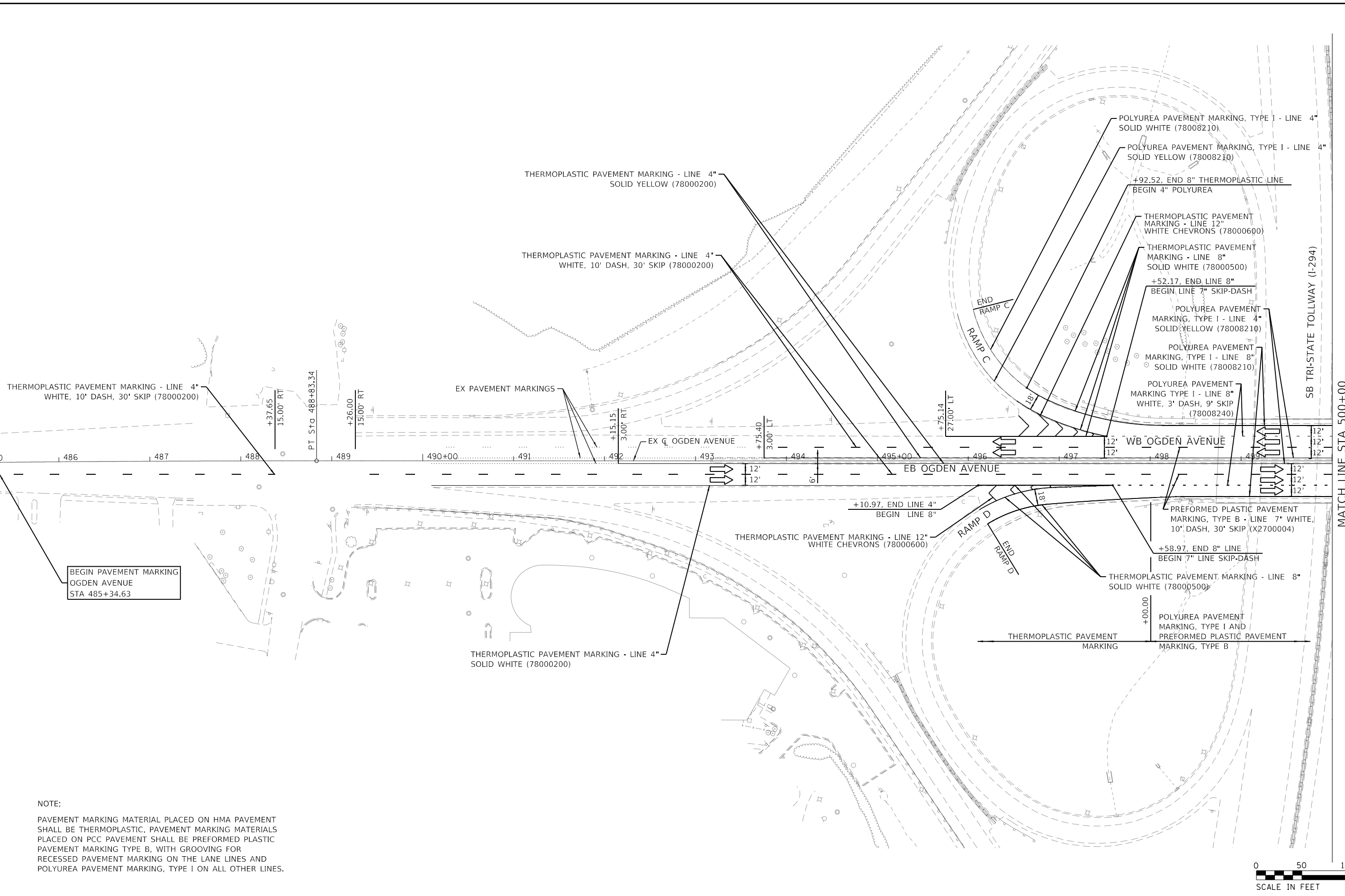


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH STREET (BN 255/257)
 PAVEMENT MARKING PLAN
 PPMK-01
 DRAWING NO. 55 OF 175

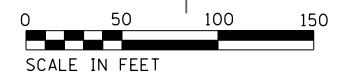
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MATCH LINE STA 500+00
 SEE SHEET 57



NOTE:
 PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC. PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



DRAWN BY	OPS	DATE	02/09/2018
CHECKED BY	MJL	DATE	4/17/2018



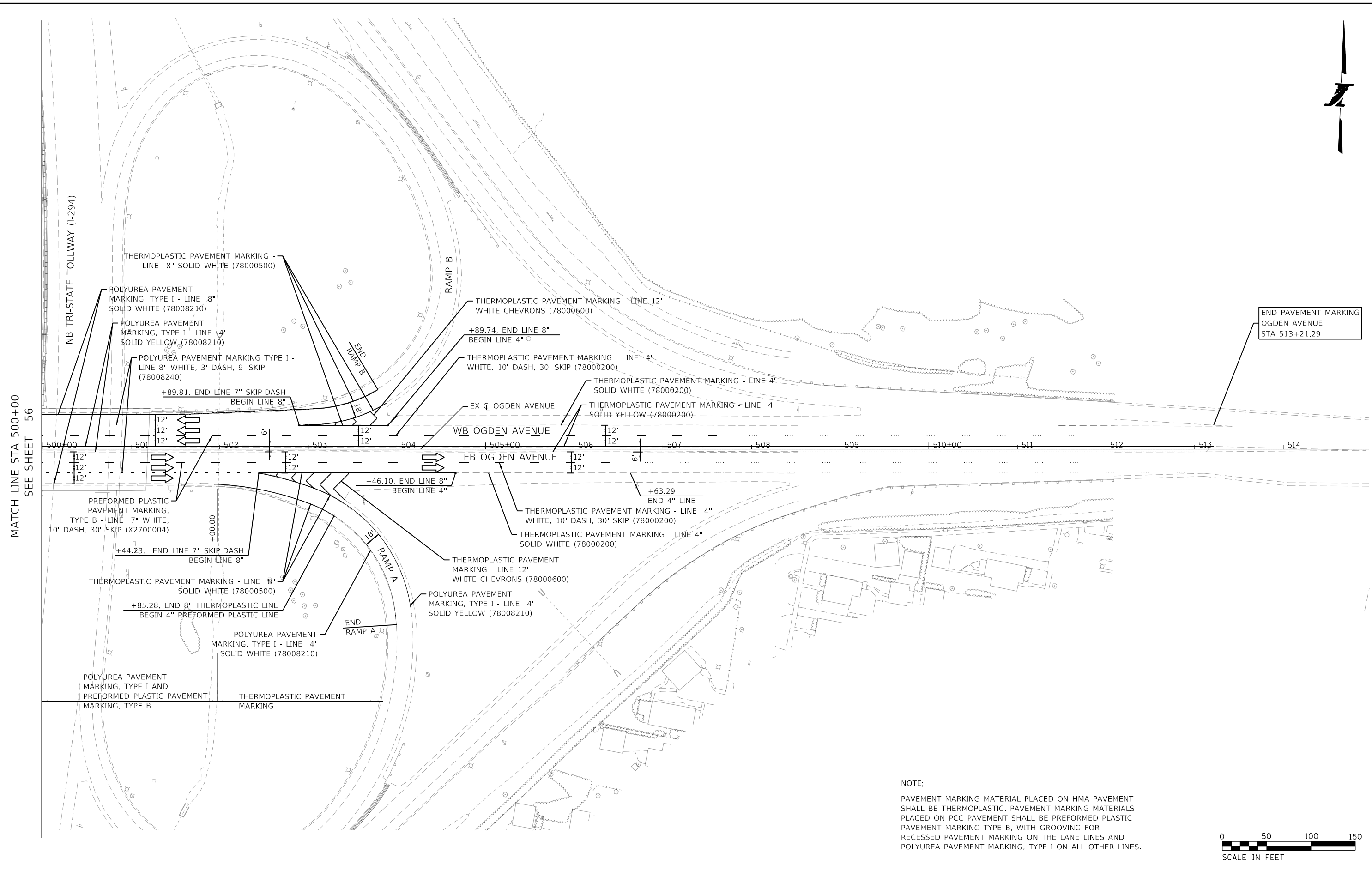
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 OGDEN AVENUE (BN 265)
 PAVEMENT MARKING PLANS

APMK-01
 DRAWING NO.
 56 OF 175

FILE NAME = p:\aecom\ra-pa-bentley\com\ECM\DS16_NA\Documents\60545817-Central_Tri-State_DCM\0400_Work_Packages\1-16-2015-504\10 - 4387\01 - DDM\12 - SHT\ACM\4265-008-SHT-PMK-004-ACM.dgn
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 PLOT DATE = 4/13/2018
 PLOT SCALE = 1/8" = 100.00000' / 1" = 1000.00000'



MATCH LINE STA 500+00
 SEE SHEET 56

END PAVEMENT MARKING
 OGDEN AVENUE
 STA 513+21.29

NOTE:
 PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC, PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



DRAWN BY OPS DATE 02/09/2018
 CHECKED BY MJL DATE 4/17/2018



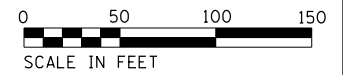
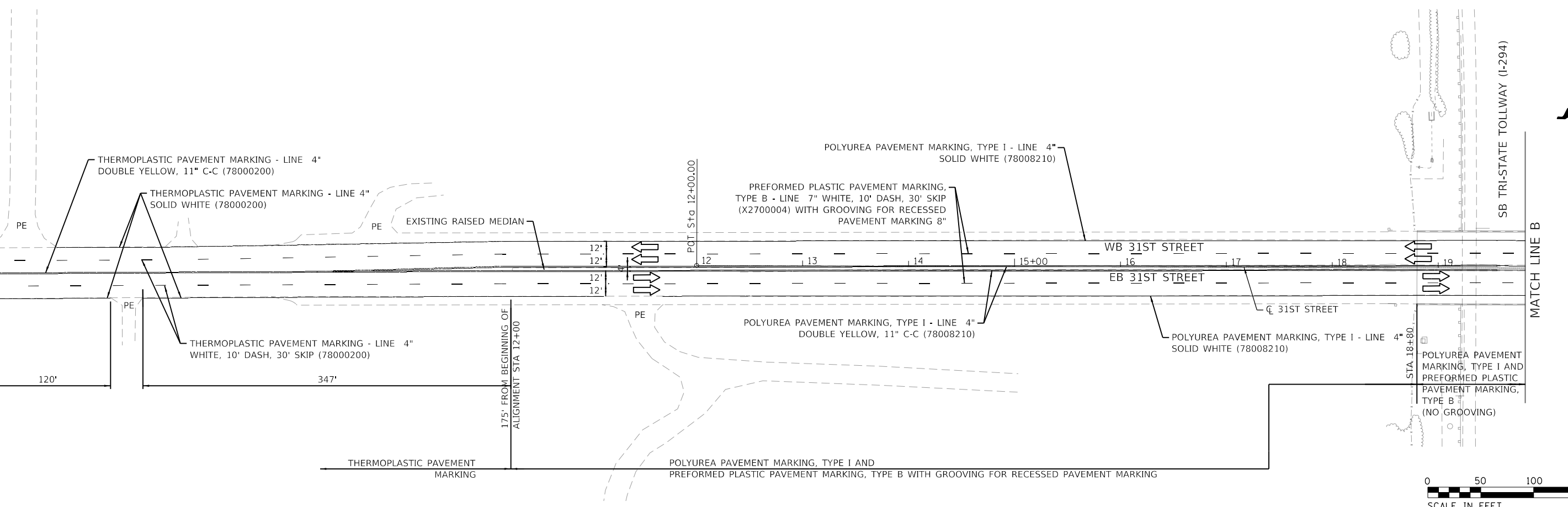
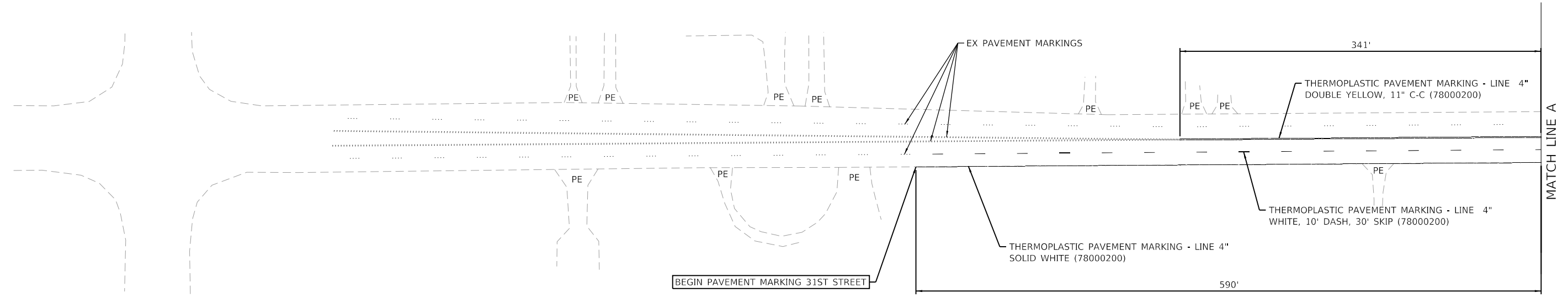
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 OGDEN AVENUE (BN 265)
 PAVEMENT MARKING PLANS
 APMK-02
 DRAWING NO.
 57 OF 175

NOTE:

PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC. PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



FILE NAME = p:\a\escom-p\ben\jay\com\ECM\DS\IS\NA\Documents\68545817-Central_Trr-State_DCA\0400_Work_Pack\pages\116-4265-564\18 - 4387\01 - DDM\12 - SHI\ACM\4265-085-C08-SHT-PWK-001-ACM.dgn
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DRAWN BY ...OPS... DATE ...02/09/2018
 CHECKED BY ...MJL... DATE ...4/17/2018



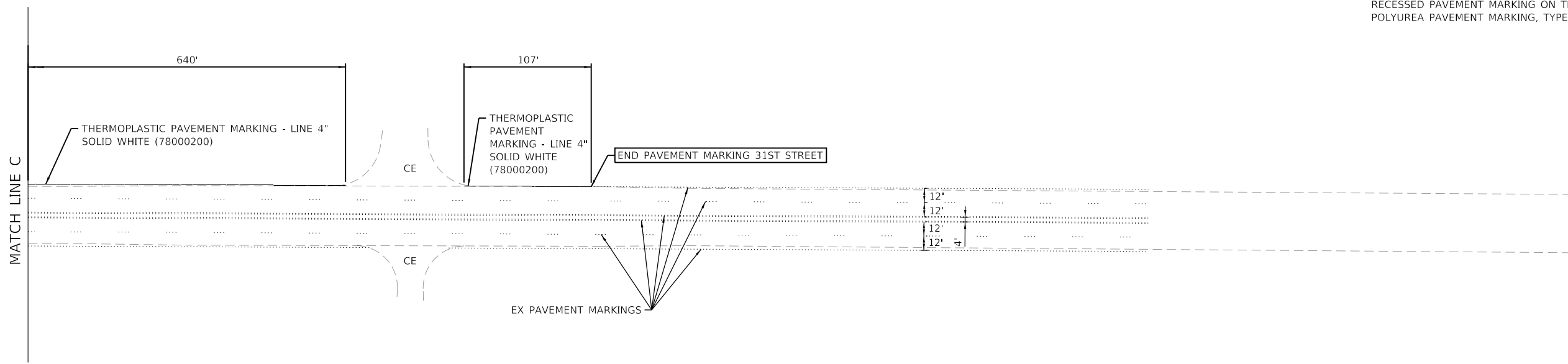
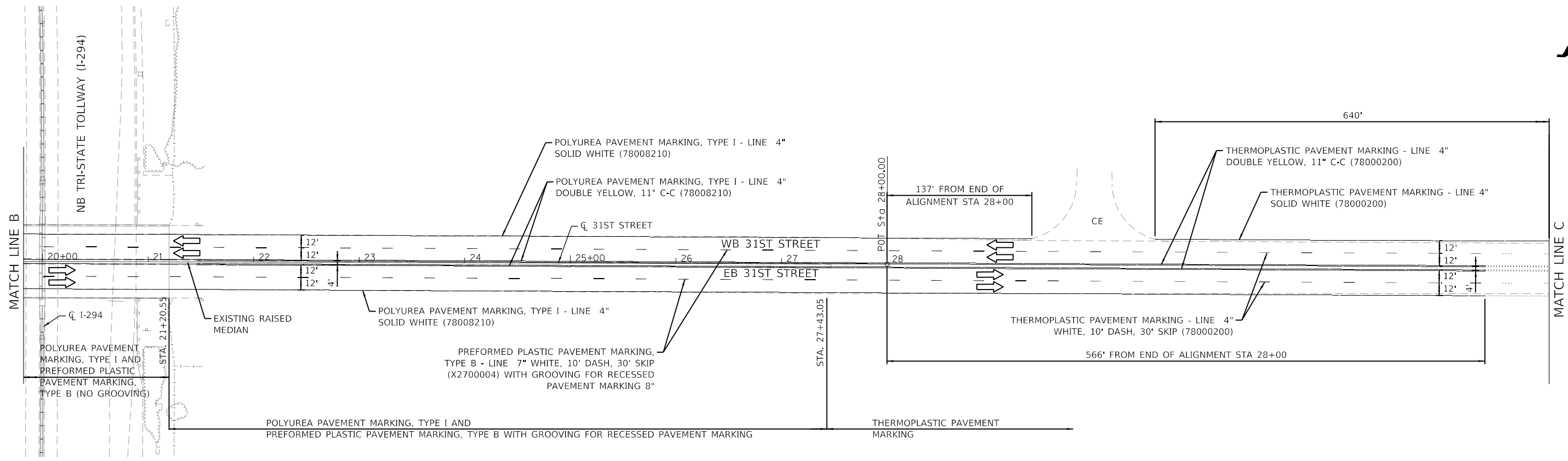
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

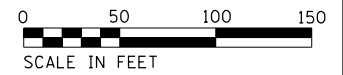
CONTRACT NO. RR-18-4387
 31ST STREET (BN 269)
 PAVEMENT MARKING PLANS

APMK-03
 DRAWING NO. 58 OF 175

PLOT TIME = 2:55:25 PM
 PLOT DATE = 4/17/2018
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 PLOT SCALE = 100:80000 / in.



NOTE:
 PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC. PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



DRAWN BY	OPS	DATE	02/09/2018
CHECKED BY	MJL	DATE	4/17/2018

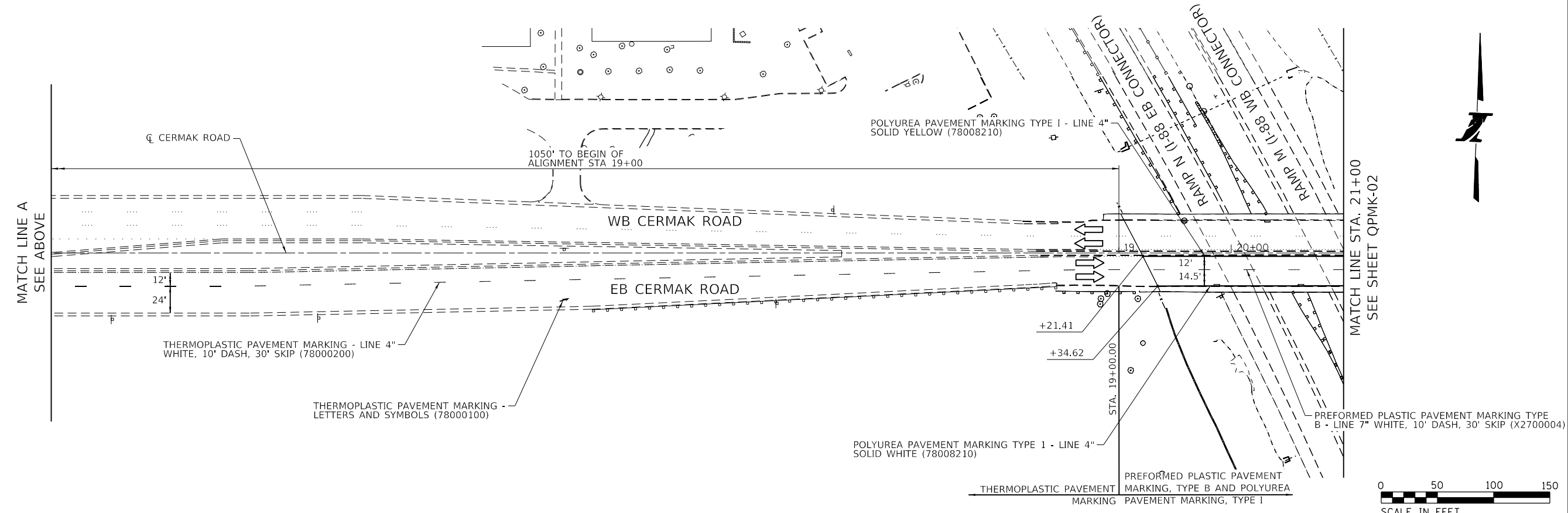
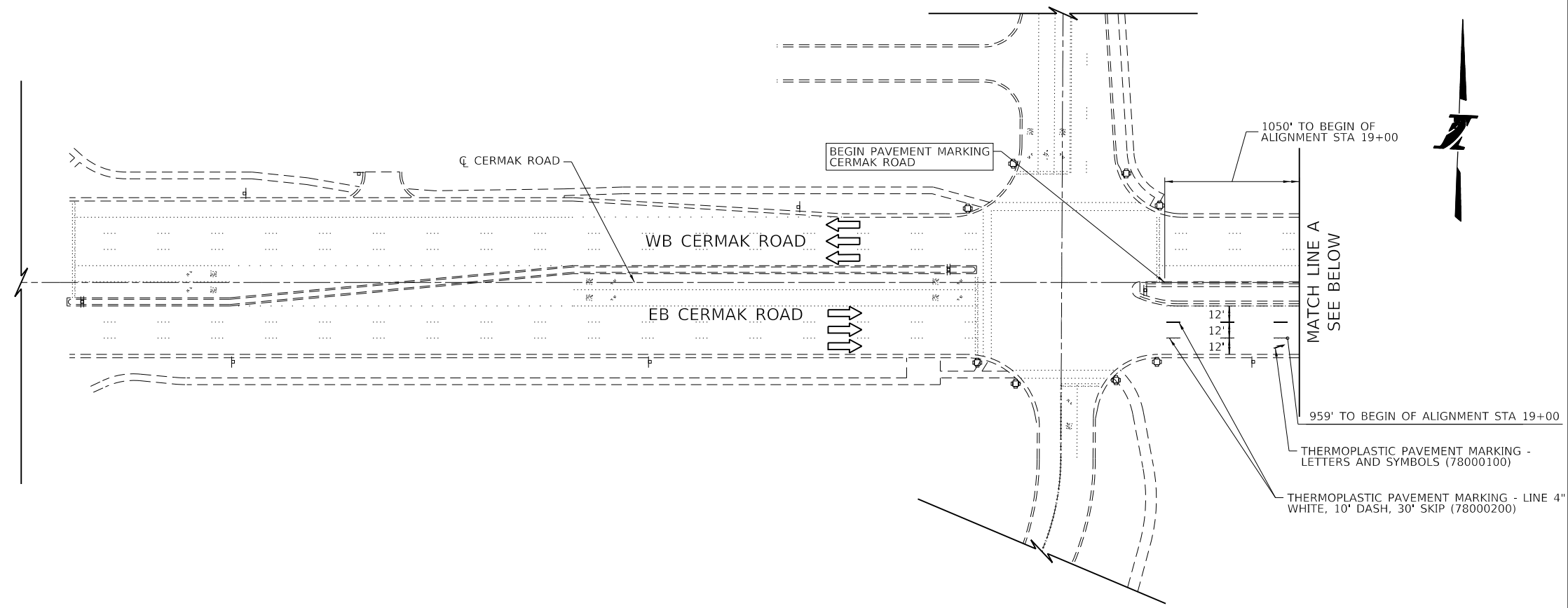


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO.	RR-18-4387	APMK-04
31ST STREET (BN 269)		DRAWING NO.
PAVEMENT MARKING PLANS		59 OF 175

NOTE:
 PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC. PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



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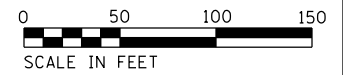
DRAWN BY NLS DATE 4/17/2018
 CHECKED BY FBN DATE 4/17/2018

QEI
 QUIGG ENGINEERING INC
 2351 SOUTH DIRKSEN PARKWAY
 SPRINGFIELD, ILLINOIS 62703
 217-670-0563 (P) / 217-679-2204 (F)
 www.quiggengineering.com

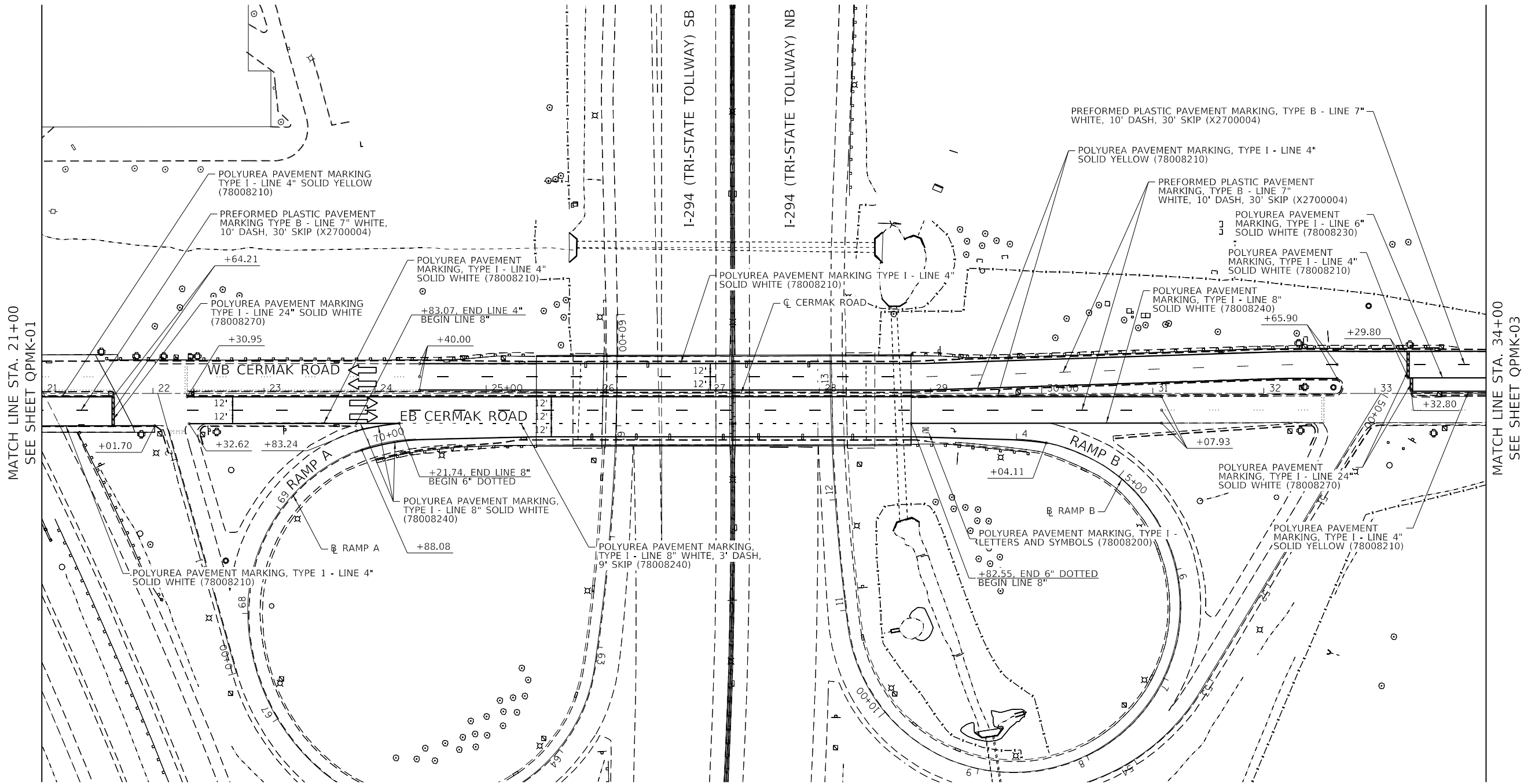
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203)
 PAVEMENT MARKING PLANS
 QPMK-01
 DRAWING NO.
 60 OF 175

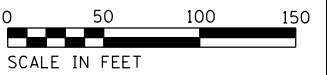


NOTE:
 PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC. PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



MATCH LINE STA. 21+00
 SEE SHEET QPMK-01

MATCH LINE STA. 34+00
 SEE SHEET QPMK-03



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 PLOT SCALE : 1/8"=1'-0"

DRAWN BY NLS DATE 4/17/2018
 CHECKED BY FBN DATE 4/17/2018

QEI
 QUIGG ENGINEERING INC
 2351 SOUTH DIRKSEN PARKWAY
 SPRINGFIELD, ILLINOIS 62703
 217-670-0563 (P) / 217-679-2204 (F)
 www.quiggengineering.com

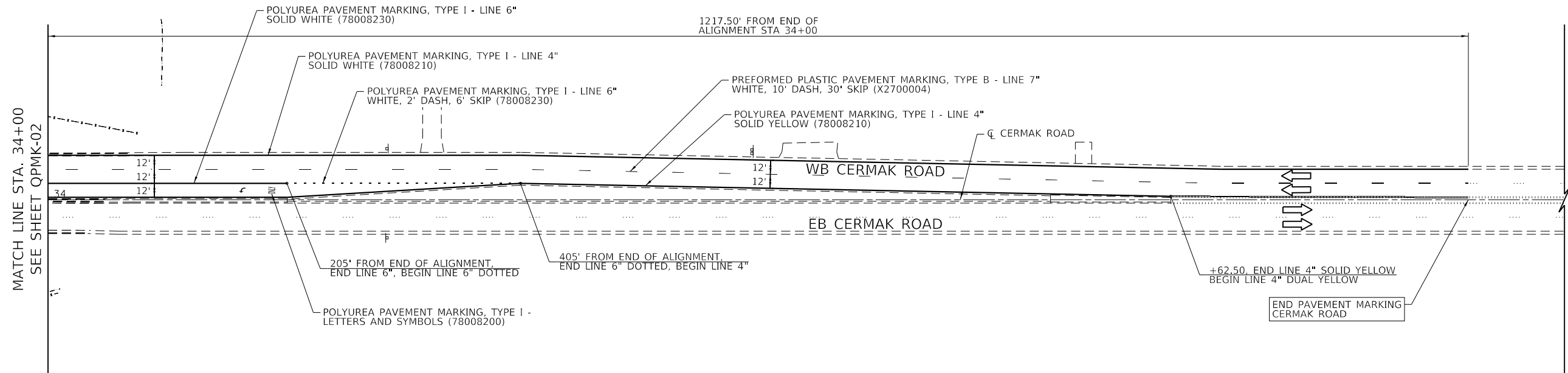
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

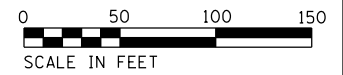
CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203)
 PAVEMENT MARKING PLANS

QPMK-02
 DRAWING NO.
 61 OF 175

FILE NAME = p:\work\rr-18-4387\rr-18-4387-03-01.dwg PLOT DATE = 4/17/2018 PLOT SCALE = 1/8" = 100.0000' / 1"



NOTE:
 PAVEMENT MARKING MATERIAL PLACED ON HMA PAVEMENT SHALL BE THERMOPLASTIC. PAVEMENT MARKING MATERIALS PLACED ON PCC PAVEMENT SHALL BE PREFORMED PLASTIC PAVEMENT MARKING TYPE B, WITH GROOVING FOR RECESSED PAVEMENT MARKING ON THE LANE LINES AND POLYUREA PAVEMENT MARKING, TYPE I ON ALL OTHER LINES.



DRAWN BY NLS DATE 4/17/2018
 CHECKED BY FBN DATE 4/17/2018

QEI
 QUIGG ENGINEERING INC
 2351 SOUTH DIRKSEN PARKWAY
 SPRINGFIELD, ILLINOIS 62703
 217-670-0563 (P) / 217-679-2204 (F)
 www.quiggengineering.com

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

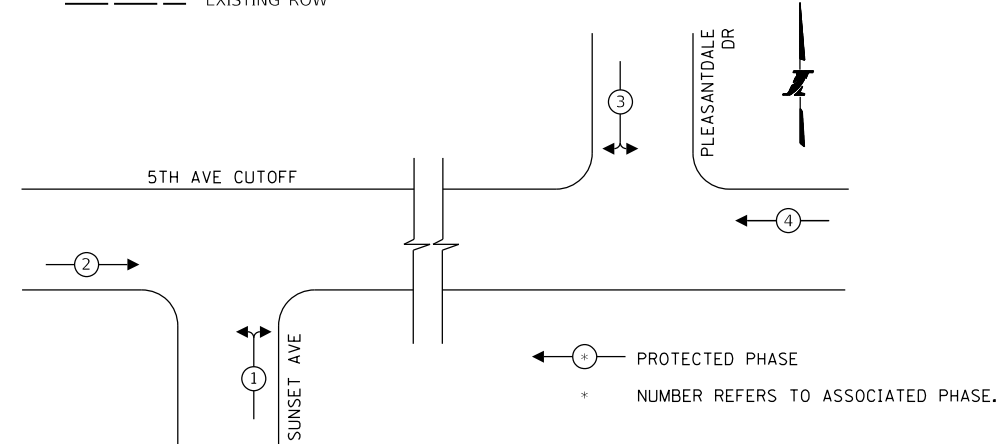
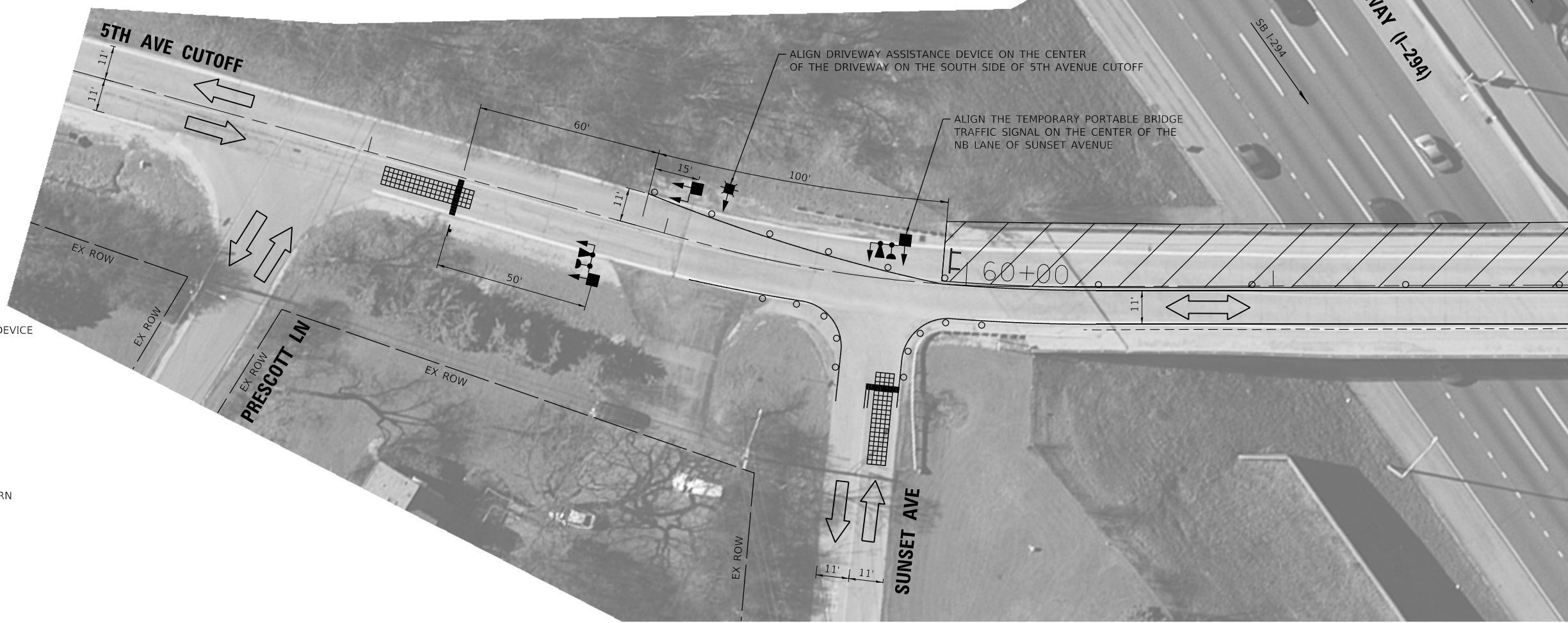
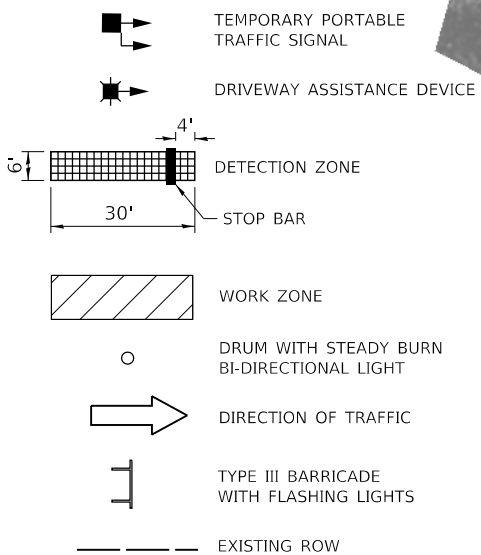
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 CERMAK ROAD (BN 203)
 PAVEMENT MARKING PLANS
 QPMK-03
 DRAWING NO. 62 OF 175

GENERAL NOTES:

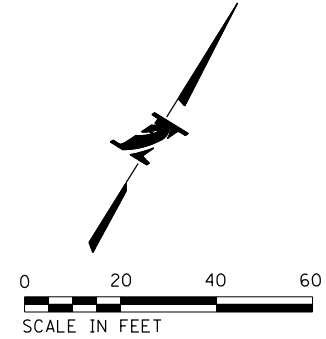
1. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL M.U.T.C.D. REQUIREMENTS AND THE IDOT DISTRICT ONE SPECIAL PROVISIONS FOR TEMPORARY TRAFFIC SIGNAL INSTALLATION.
2. FOUR PHASE OPERATION IS REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVELOPING A TIMING PLAN CONSISTENT WITH THE PHASE DIAGRAM SHOWN ON THE PLAN WITH THE APPROPRIATE AMBER AND ALL RED PHASING.
3. STOP BAR AND SIGNAL PLACEMENT SHALL BE AS SHOWN OR AS DETERMINED BY THE ENGINEER.
4. TRAFFIC SIGNAL HEADS SHALL HAVE LOUVERED BACKPLATES.
5. UNLESS OTHERWISE DETERMINED BY THE ENGINEER, SIGNAL INSTALLATION WILL CONSIST OF TRAILER MOUNTED TEMPORARY PORTABLE TRAFFIC SIGNALS. IF, IN THE OPINION OF THE ENGINEER, THE RELIABILITY AND SAFETY OF THE TEMPORARY PORTABLE TRAFFIC SIGNAL IS NOT SIMILAR TO THAT OF A TEMPORARY SPAN WIRE TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL REPLACE THE TEMPORARY PORTABLE TRAFFIC SIGNAL WITH TEMPORARY SPAN WIRE TRAFFIC SIGNALS AT NO COST TO THE CONTRACT.
6. EACH UNIT SHALL CONTAIN A SOLAR CELL SYSTEM TO FACILITATE BATTERY CHARGING. THERE SHALL BE A MINIMUM OF 12 DAYS BACKUP RESERVE BATTERY SUPPLY AND THE UNITS SHALL BE CAPABLE OF OPERATING WITH A 120 V POWER SUPPLY FROM A GENERATOR OR ELECTRICAL SERVICE.
7. VEHICLE DETECTION IS REQUIRED AND SHALL BE MICROWAVE UNLESS OTHERWISE DETERMINED BY THE ENGINEER.

LEGEND



1	2	6	3	4	7
↑	→	ALL RED	↓	←	ALL RED

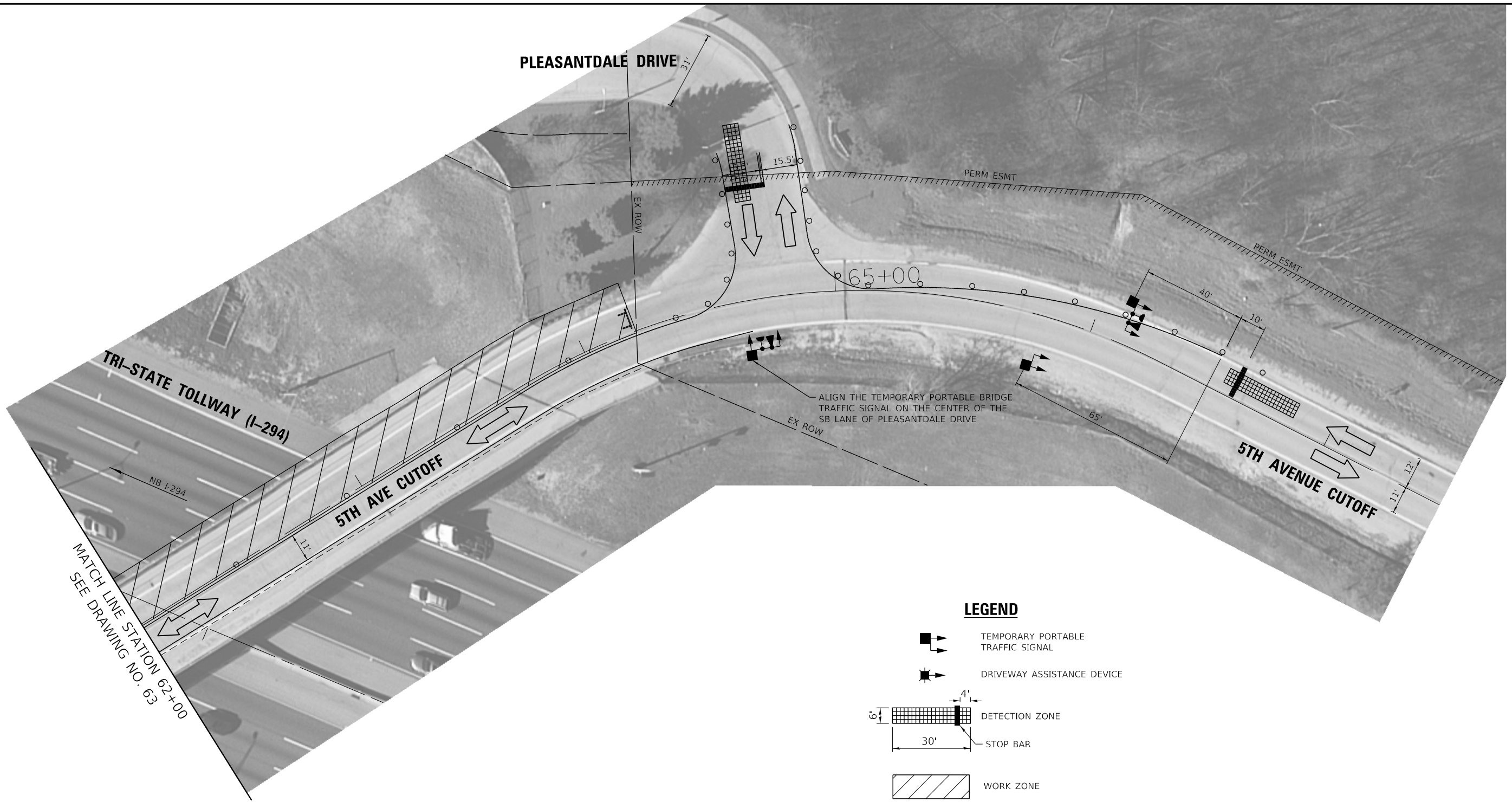
- SEQUENCE OF OPERATION**
- S-1. NEMA PHASE 2 SHALL HAVE A LONG ALL-RED CLEARANCE INTERVAL TO ALLOW PASSAGE TO PAST THE EAST STOP BAR.
 - S-2. NEMA PHASE 1 SHALL HAVE A RELATIVELY SHORT ALL-RED CLEARANCE INTERVAL TO ALLOW PASSAGE FROM SUNSET AVENUE TO PAST THE WEST STOP BAR. PASSAGE TO THE EAST STOP BAR WILL TAKE PLACE DURING NEMA PHASE 2 OR 6.
 - S-3. NEMA PHASE 6 SHALL FOLLOW NEMA PHASE 1 IF PHASE 2 IS SKIPPED. NEMA PHASE 6 SHALL ALWAYS FOLLOW NEMA PHASE 2 WHEN PHASE 2 IS CALLED.
 - S-4. NEMA PHASE 4 SHALL HAVE A LONG ALL-RED CLEARANCE INTERVAL TO ALLOW PASSAGE TO PAST THE WEST STOP BAR.
 - S-5. NEMA PHASE 3 SHALL HAVE A RELATIVELY SHORT ALL-RED CLEARANCE INTERVAL TO ALLOW PASSAGE FROM PLEASANTDALE DRIVE TO PAST THE EAST STOP BAR. PASSAGE TO THE WEST STOP BAR WILL TAKE PLACE DURING NEMA PHASE 4 OR 7.
 - S-6. NEMA PHASE 7 SHALL FOLLOW NEMA PHASE 3 IF PHASE 4 IS SKIPPED. NEMA PHASE 7 SHALL ALWAYS FOLLOW NEMA PHASE 4 WHEN PHASE 4 IS CALLED.
 - S-7. IN ABSENCE OF CALLS, THE SIGNALS SHALL DWELL IN ALL-RED, UNLESS OTHERWISE DETERMINED BY THE ENGINEER.





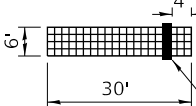
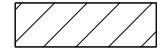

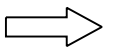


MATCH LINE STATION 62+00
SEE DRAWING NO. 64

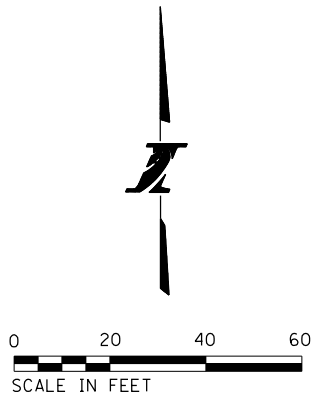
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PLOT TIME = 9/17/21 AM
 PLOT DATE = 4/13/2018
 PLOT SCALE = 40,000/800
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LEGEND

-  TEMPORARY PORTABLE TRAFFIC SIGNAL
-  DRIVEWAY ASSISTANCE DEVICE
-  DETECTION ZONE
STOP BAR
-  WORK ZONE
-  DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  EXISTING ROW



DRAWN BY UKB DATE 4/17/2018
 CHECKED BY RWL DATE 4/17/2018



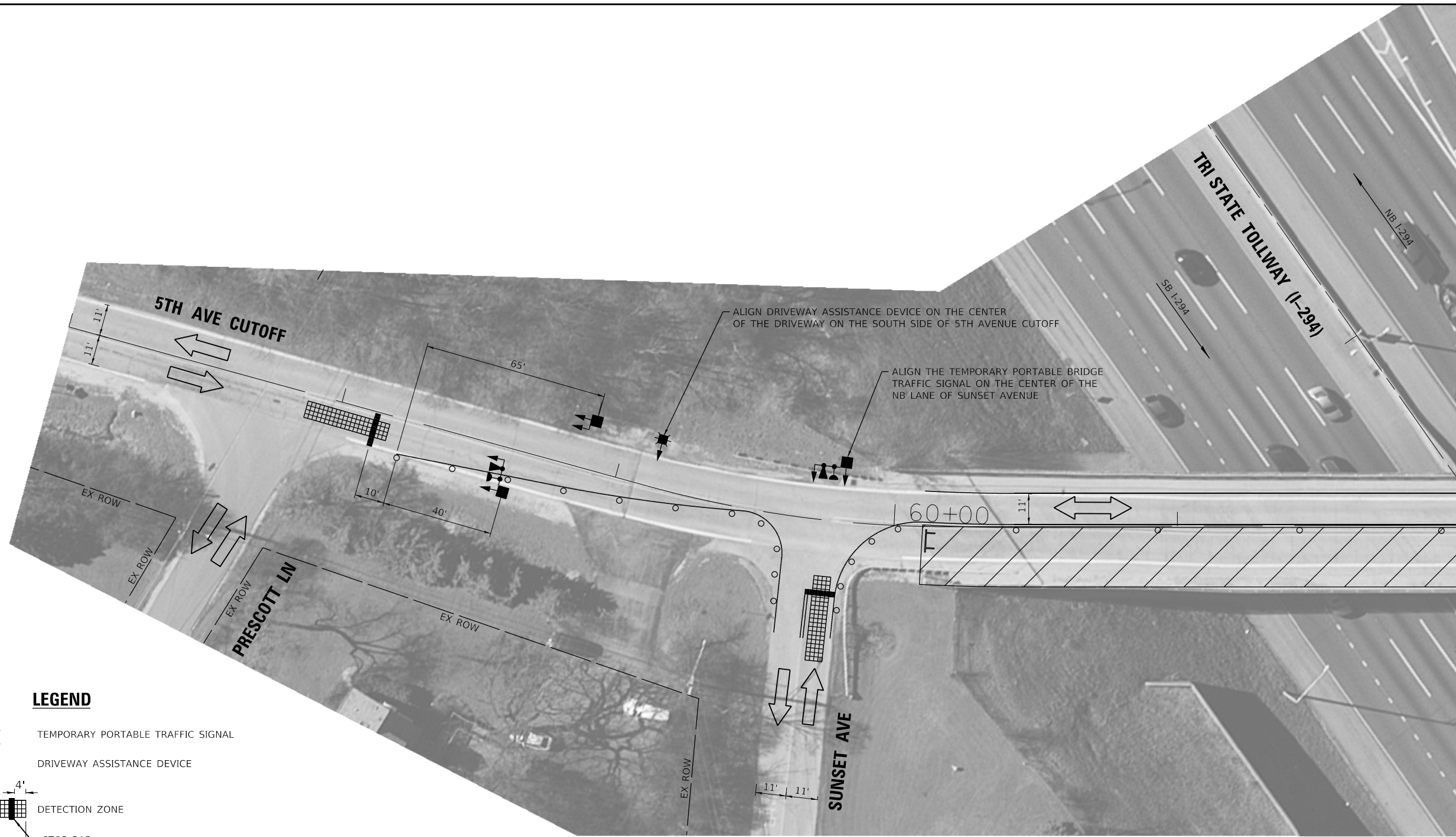
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF (BN 185) STAGE 1
 TEMPORARY TRAFFIC SIGNAL INSTALLATION



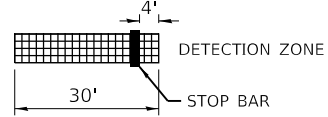
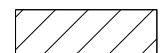

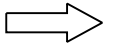


TS-02
 DRAWING NO.
 64 OF 175

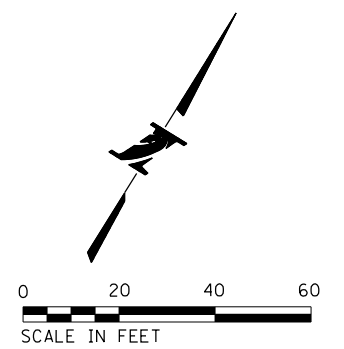
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 PLOT SCALE = 40,00008 / 1"



MATCH LINE STATION 62+00
 SEE DRAWING NO. 66

LEGEND

-  TEMPORARY PORTABLE TRAFFIC SIGNAL
-  DRIVEWAY ASSISTANCE DEVICE
-  DETECTION ZONE
STOP BAR
-  WORK ZONE
-  DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  EXISTING ROW



DRAWN BY UKB DATE 4/17/2018
 CHECKED BY RWL DATE 4/17/2018

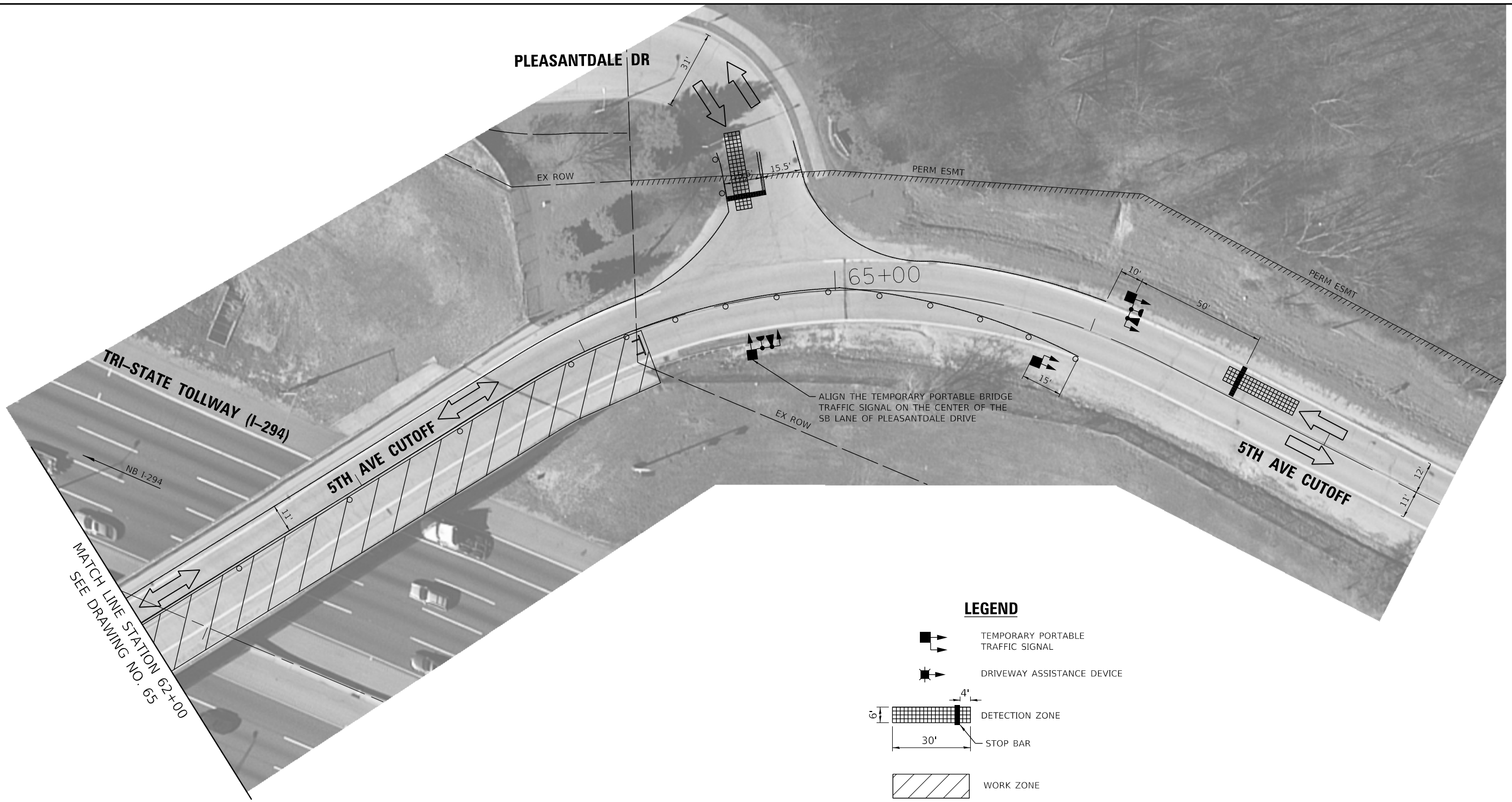


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515



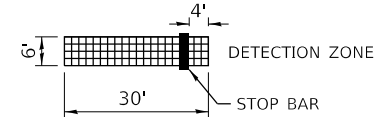
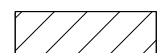

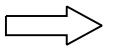

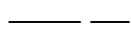
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NO.	DESCRIPTION

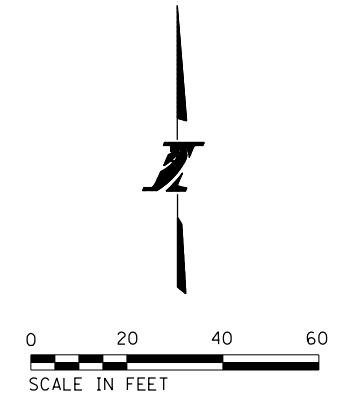
CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF (BN 185) STAGE 2
 TEMPORARY TRAFFIC SIGNAL INSTALLATION
 TS-03
 DRAWING NO. 65 OF 175

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 PLOT SCALE = 40,000000 1/1



LEGEND

-  TEMPORARY PORTABLE TRAFFIC SIGNAL
-  DRIVEWAY ASSISTANCE DEVICE
-  DETECTION ZONE
STOP BAR
-  WORK ZONE
-  DRUM WITH STEADY BURN BI-DIRECTIONAL LIGHT
-  DIRECTION OF TRAFFIC
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  EXISTING ROW



DRAWN BY UKB DATE 4/17/2018
 CHECKED BY RWL DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF (BN 185) STAGE 2
 TEMPORARY TRAFFIC SIGNAL INSTALLATION

TS-04
 DRAWING NO.
 66 OF 175

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM			GROUND ROD		
GUY WIRE			REMOVE ITEM			-(C) CONTROLLER		
SIGNAL HEAD			RELOCATE ITEM			-(M) MAST ARM		
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM			-(P) POST		
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			-(S) SERVICE		
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PERFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

FILE NAME = ts05.dgn	USER NAME = jayso	DESIGNED - JP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT SCALE = 50.0000' / 1" =	CHECKED - LP	REVISED -		SCALE: NONE		TS-05			
	PLOT DATE = 9/29/2016	DATE - 9/29/2016	REVISED -		SHEET 1 OF 7 SHEETS	STA. TO STA.	CONTRACT NO.			
							ILLINOIS FED. AID PROJECT			

PLOT TIME = 9/28/2016 4:00 AM
 PLOT DATE = 4/13/2018
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DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

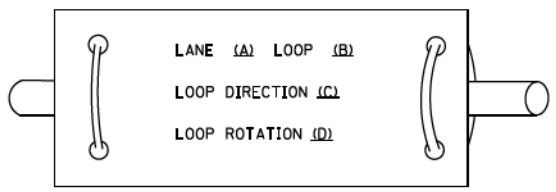
CONTRACT NO. RR-18-4387
 DISTRICT ONE DETAILS (TS-05)
 DRAWING NO. 67 OF 175

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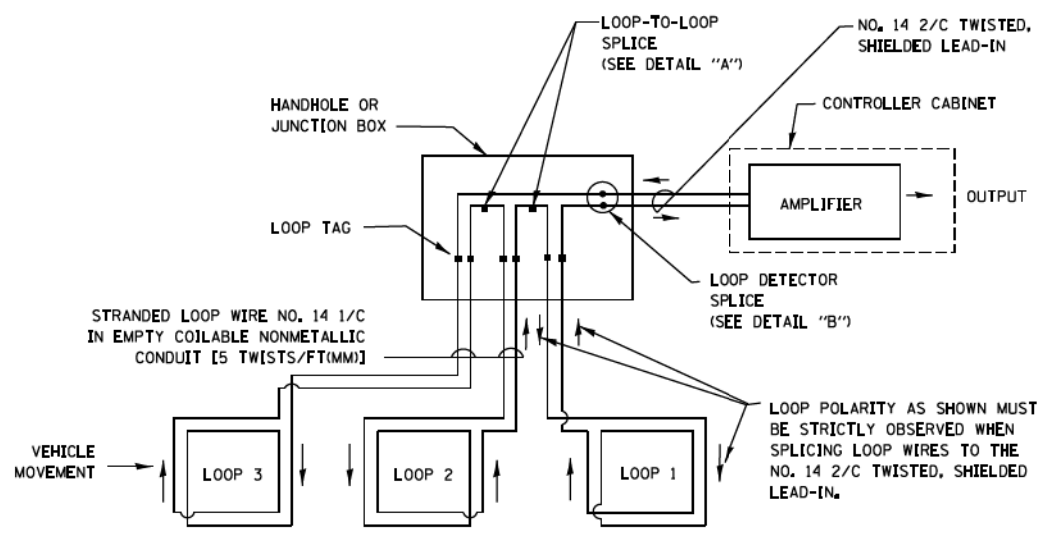
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

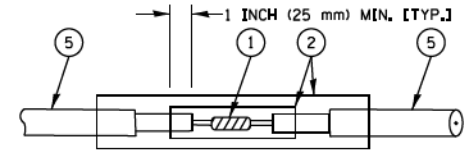


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

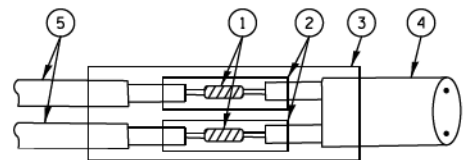


DETECTOR LOOP WIRING SCHEMATIC

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

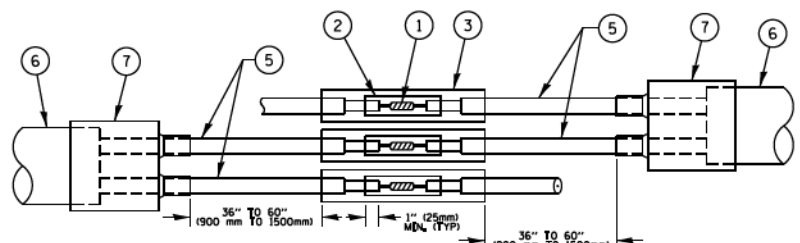


DETAIL "A"
LOOP-TO-LOOP SPLICE

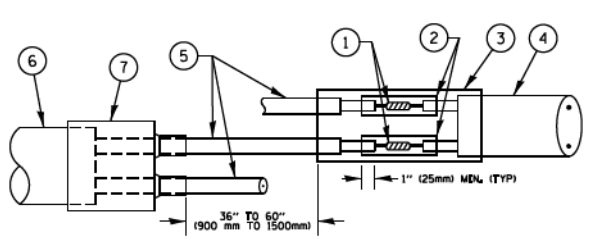


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = Footenj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
DRAWN - BCK					REVISIED -	SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	TS-05			CONTRACT NO.
PLOT SCALE = 50.0000' / 1in.					REVISIED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
CHECKED - DAD				REVISIED -									
PLOT DATE = 1/13/2014				DATE - 10-28-09									

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



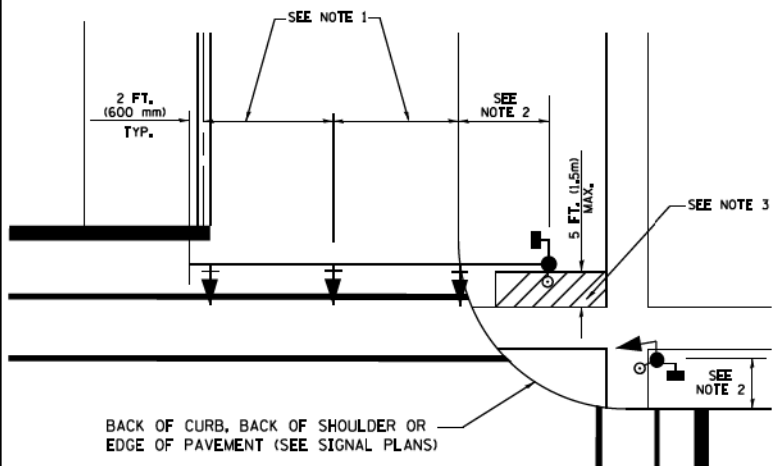
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 DISTRICT ONE DETAILS (TS-05)
 DRAWING NO. 68 OF 175

FILE NAME = p:\a\escom\ra-pa-bentley\comp\REC\DM\DS16\NA\Documents\60845817-Central_Traffic_Signals\TS-05C-Box.dgn
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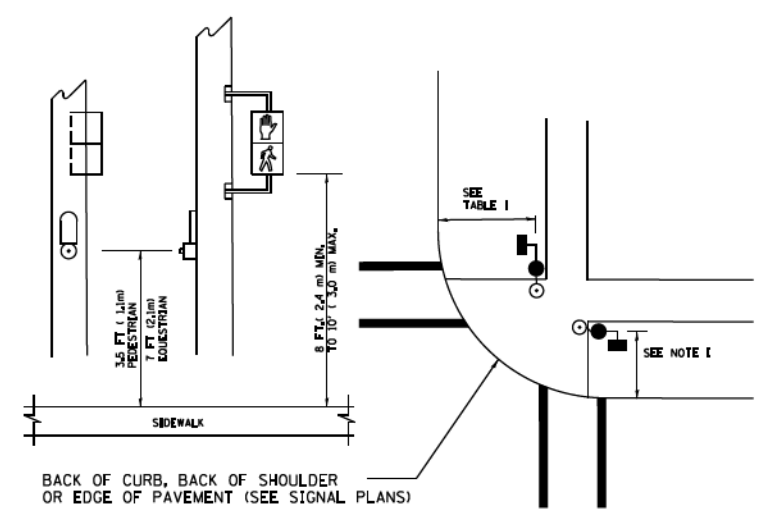
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

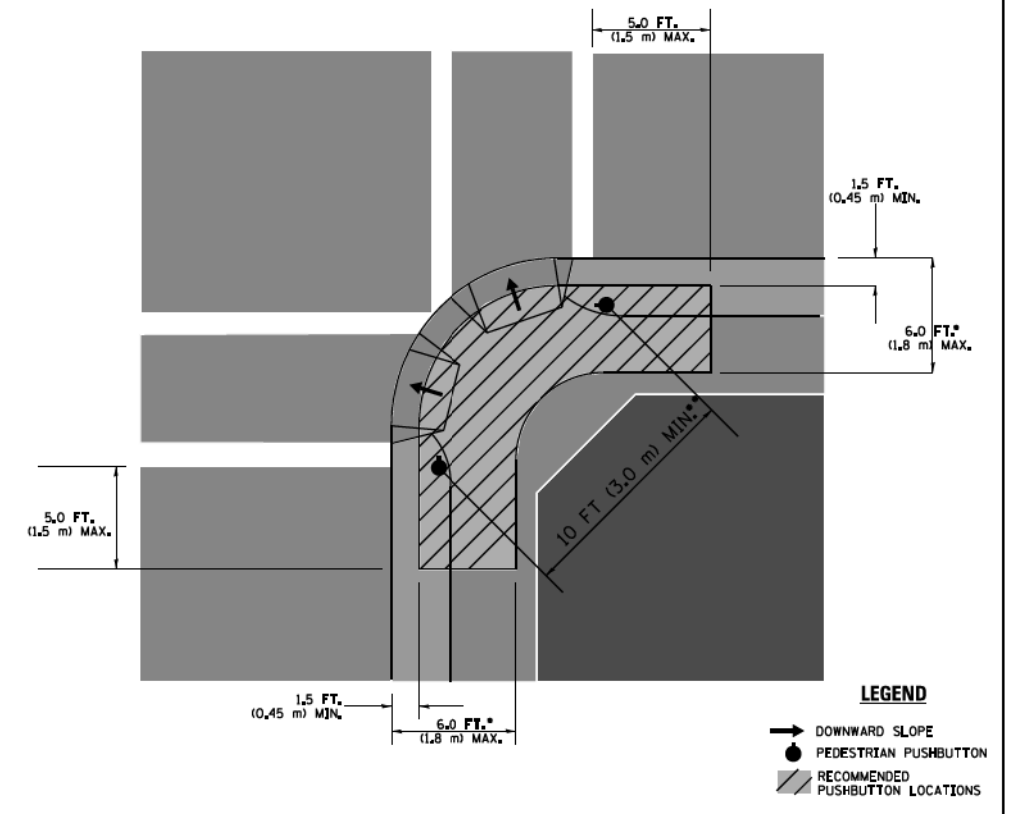
PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- ** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD AFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

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PLOT SCALE = 50.0000 / 1 in.		CHECKED - DAD	REVISED -
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. TO STA.

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018

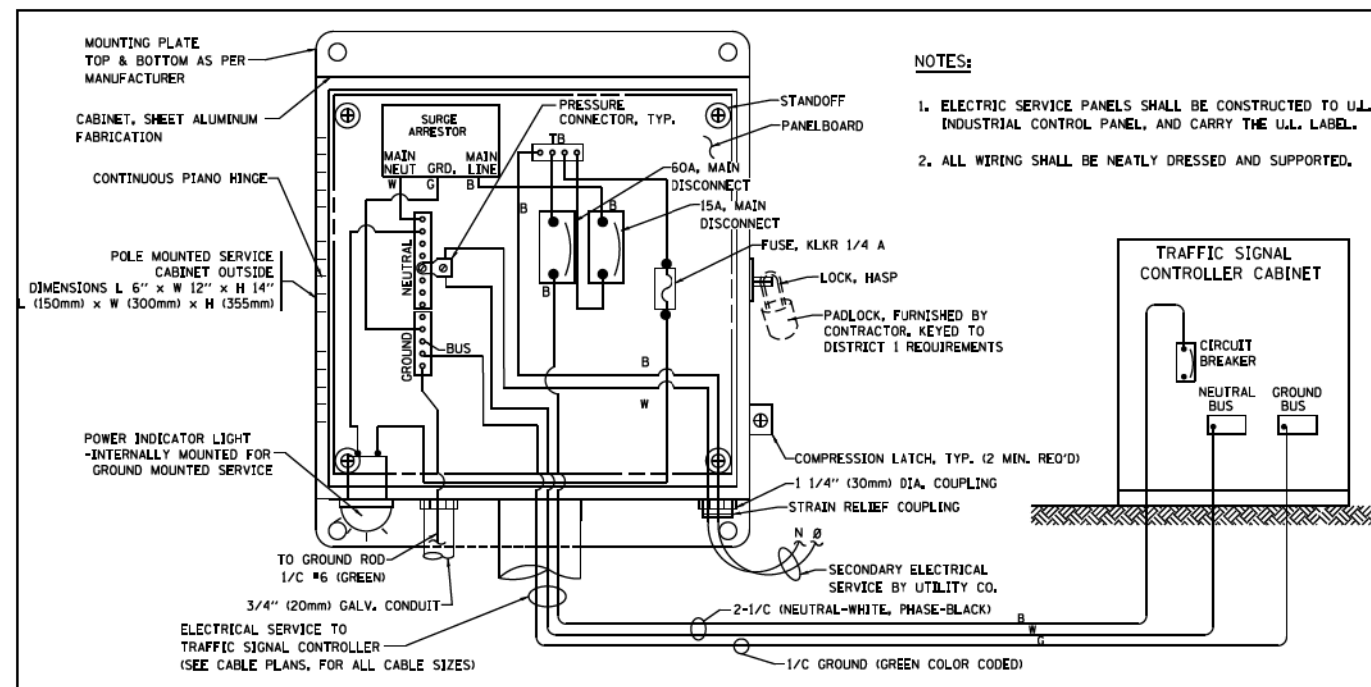
BAXTER & WOODMAN
 Consulting Engineers

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

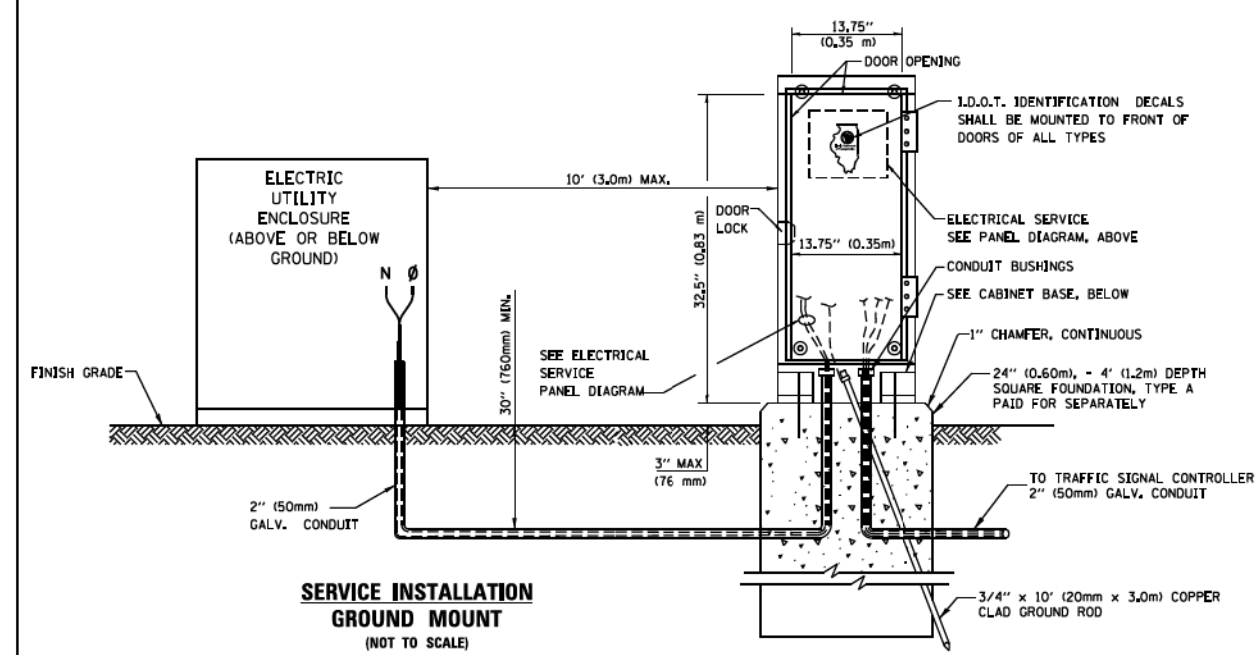
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 DISTRICT ONE DETAILS (TS-05)
 TS-07
 DRAWING NO. 69 OF 175

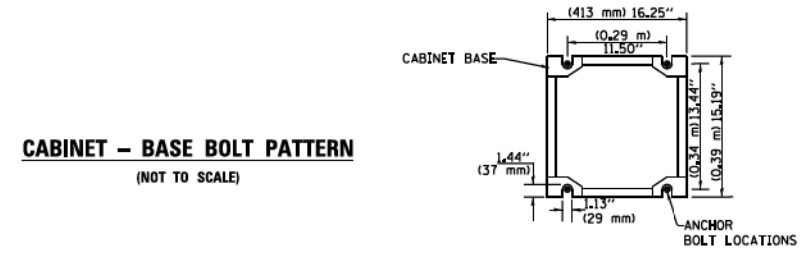
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 PLOT DATE = 4/13/2018
 PLOT SCALE = 2.00000 / 1 in.



ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)

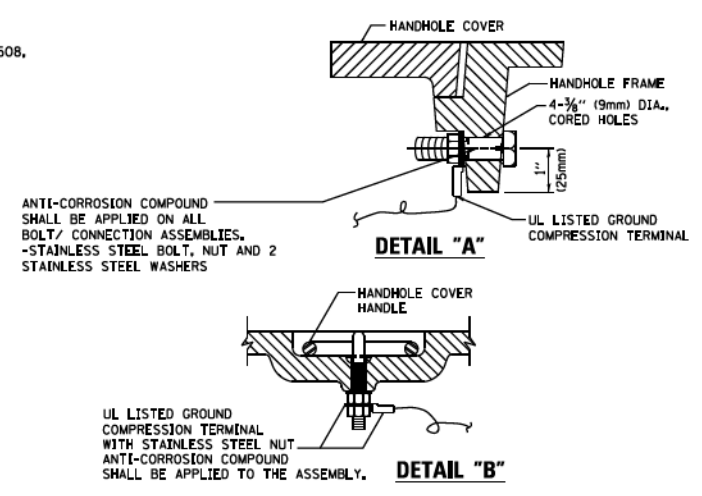


SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

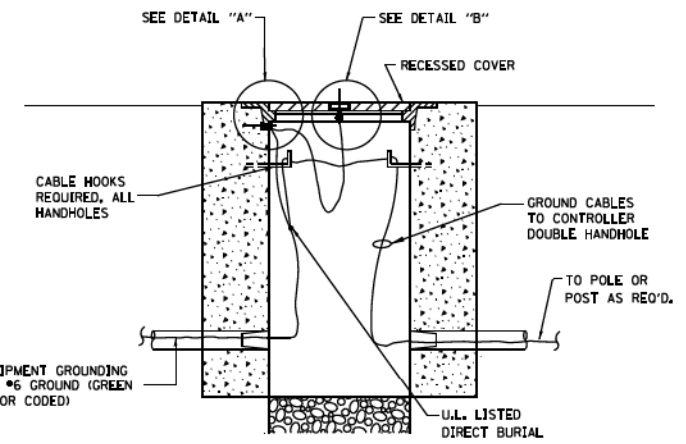


CABINET - BASE BOLT PATTERN (NOT TO SCALE)

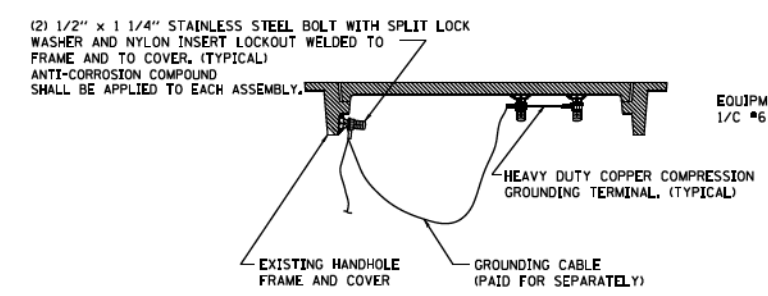
- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



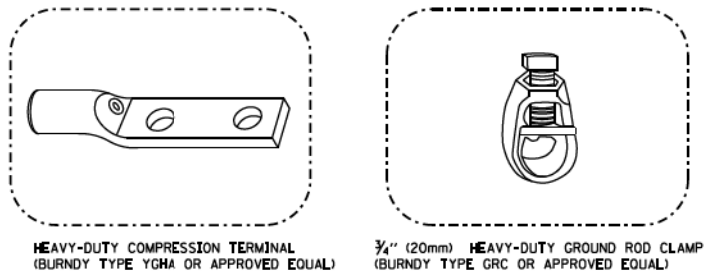
- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G. STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD, ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



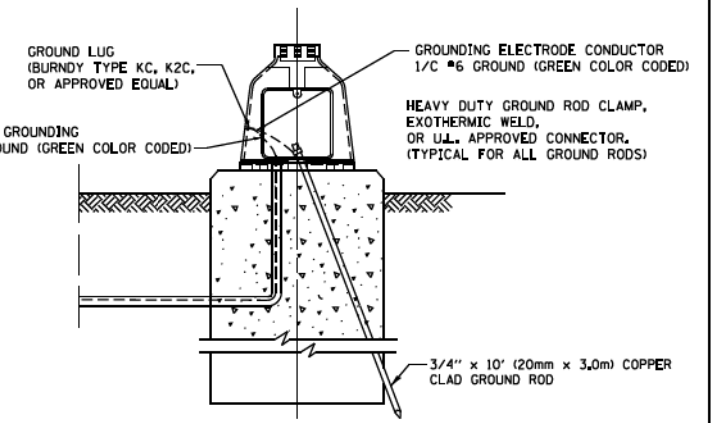
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
 - 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
 - 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
 - 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\p-work\p\dot\footemj\d0108315\ts05.dgn	PLOT SCALE = 50.0000 / 1 in.	DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 4	OF 7 SHEETS	STA.	TO STA.	TS-05	CONTRACT NO.		
PLOT DATE = 1/13/2014	DATE = 10-28-09	CHECKED - DAD	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

DRAWN BY CJC DATE 4/17/2018
CHECKED BY JFM DATE 4/17/2018

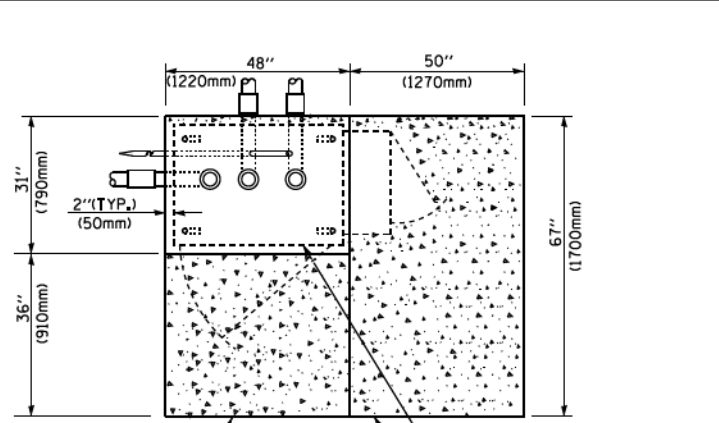
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DOWNERS GROVE,
ILLINOIS 60515

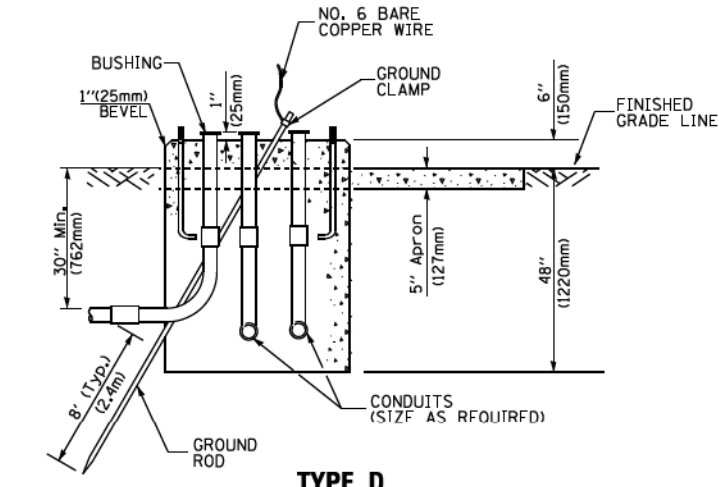
REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
DISTRICT ONE DETAILS (TS-05)
TS-08
DRAWING NO. 70 OF 175

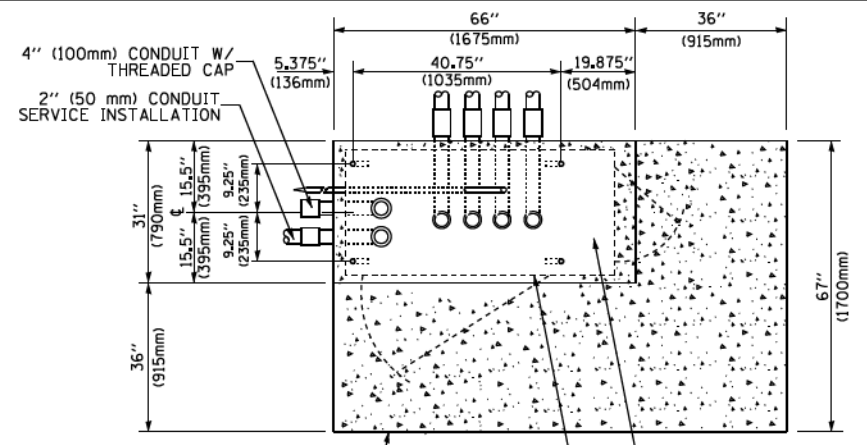
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 DRAWN BY = CJC
 CHECKED BY = JFM
 DATE = 4/17/2018



TOP VIEW

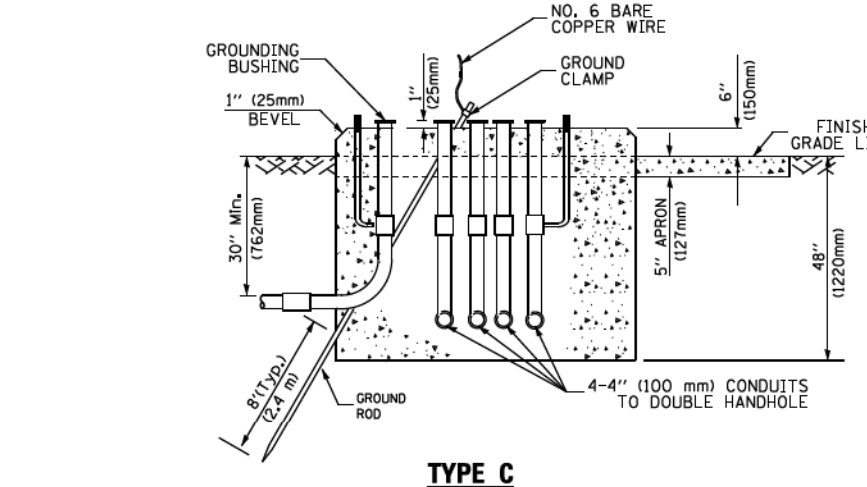


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

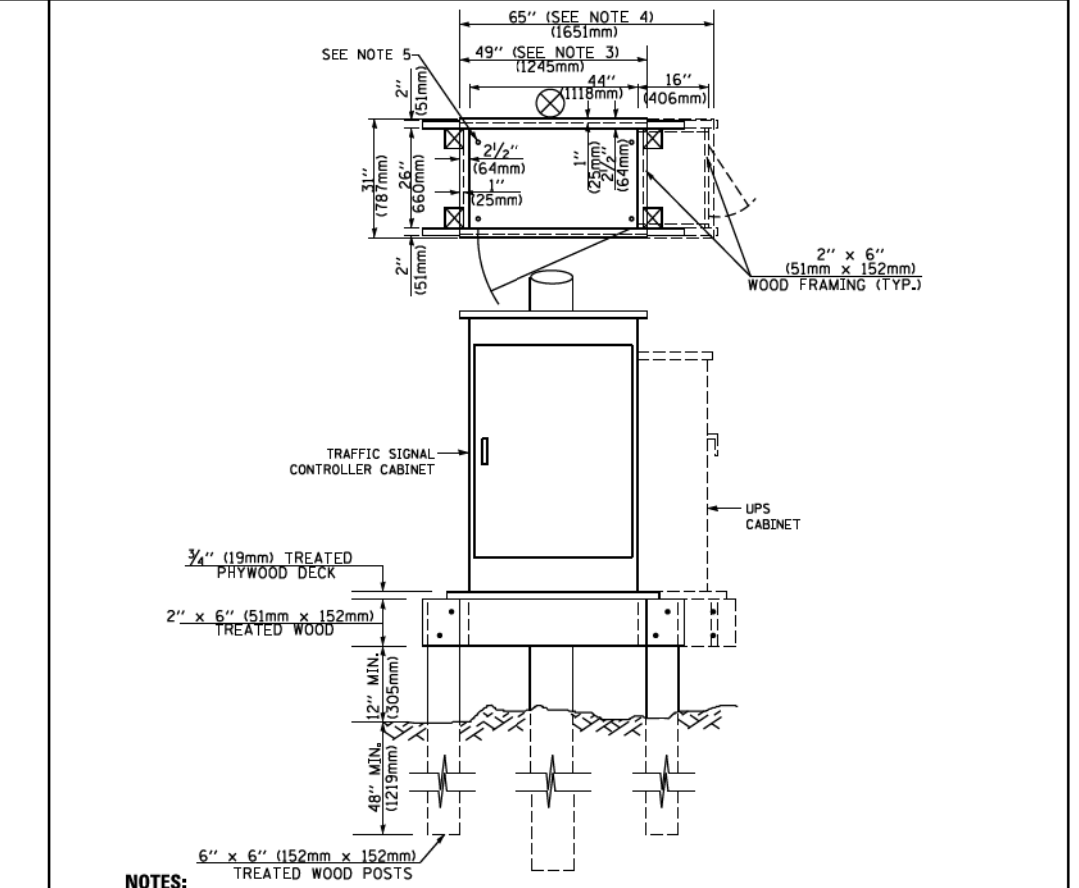


TOP VIEW

NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
- Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
- For mast arm assemblies with dual arms refer to state standard 878001.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE				F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS				TS-05		CONTRACT NO.		
SCALE: NONE	SHEET NO. 5	OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018

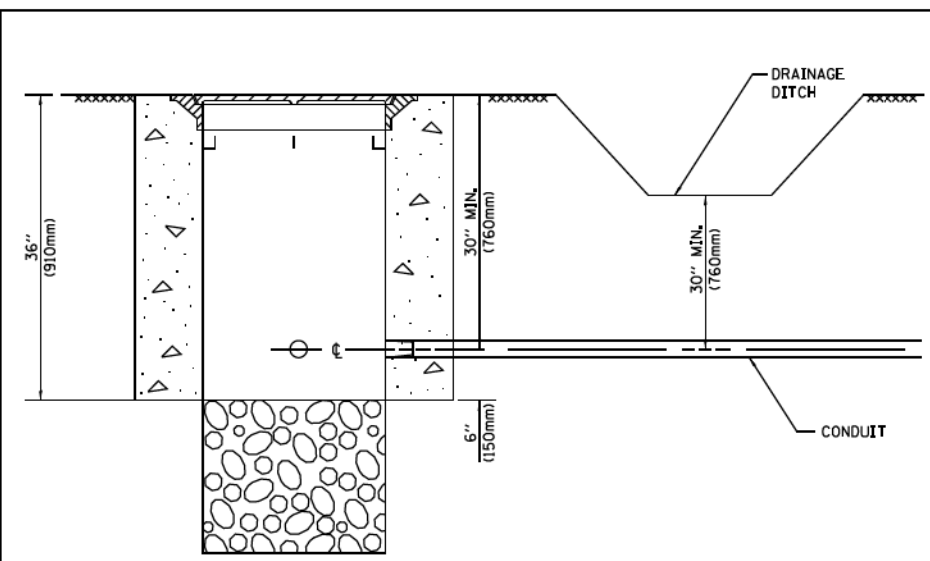
BAXTER & WOODMAN
Consulting Engineers

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
 DISTRICT ONE DETAILS (TS-05)
 DRAWING NO. 71 OF 175

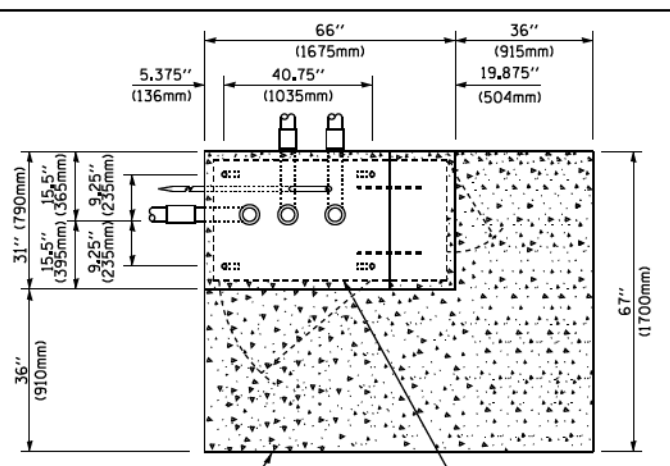
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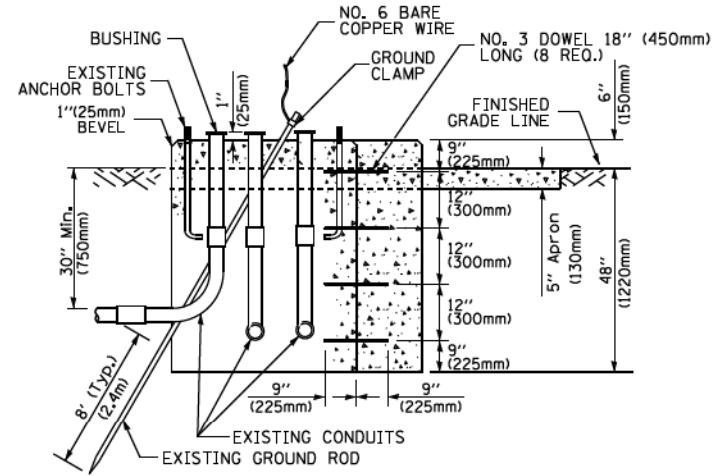
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)

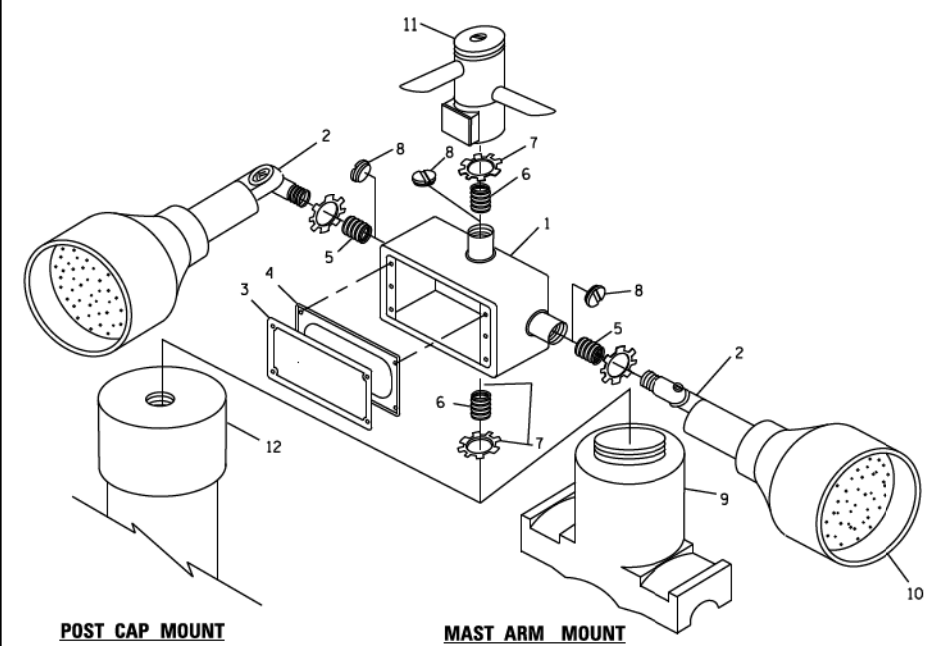


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

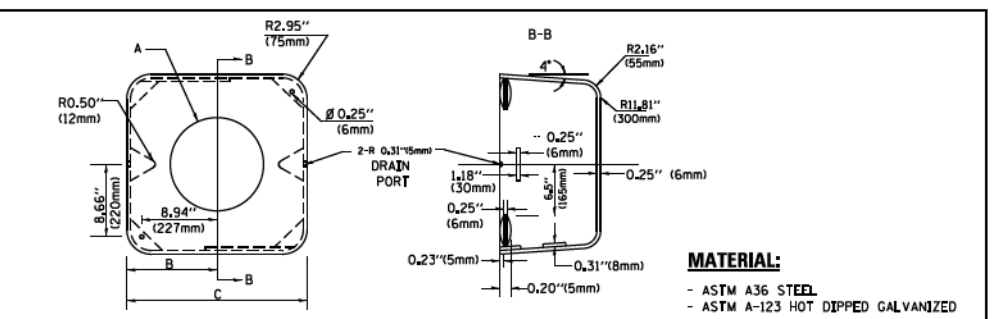
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
 ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
 ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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	PLOT SCALE = 50.0000 / 1.00	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



A	B	C	HEIGHT	WEIGHT
VARIES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

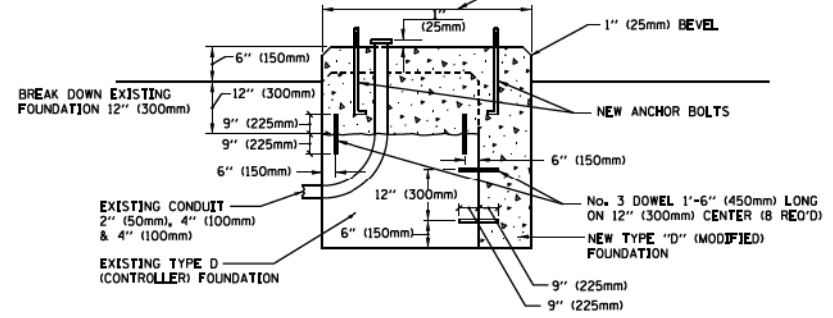
SHROUD

NOTES:

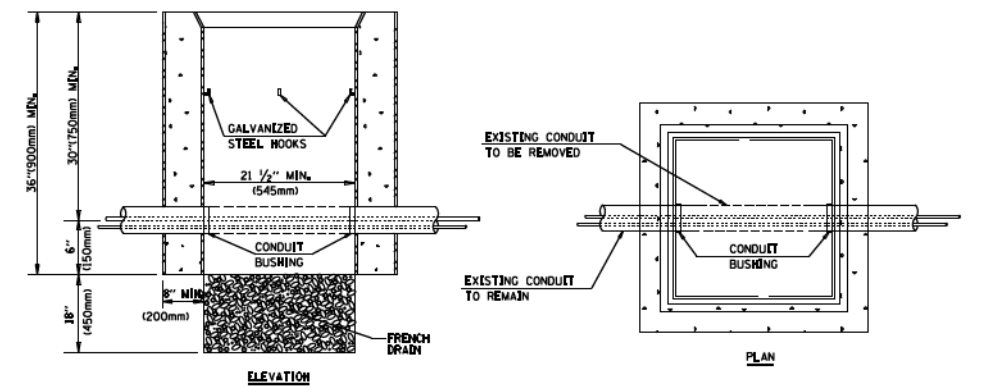
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

DISTRICT ONE		F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS		TS-05		CONTRACT NO.		
SCALE: NONE	SHEET NO. 6 OF 7 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018

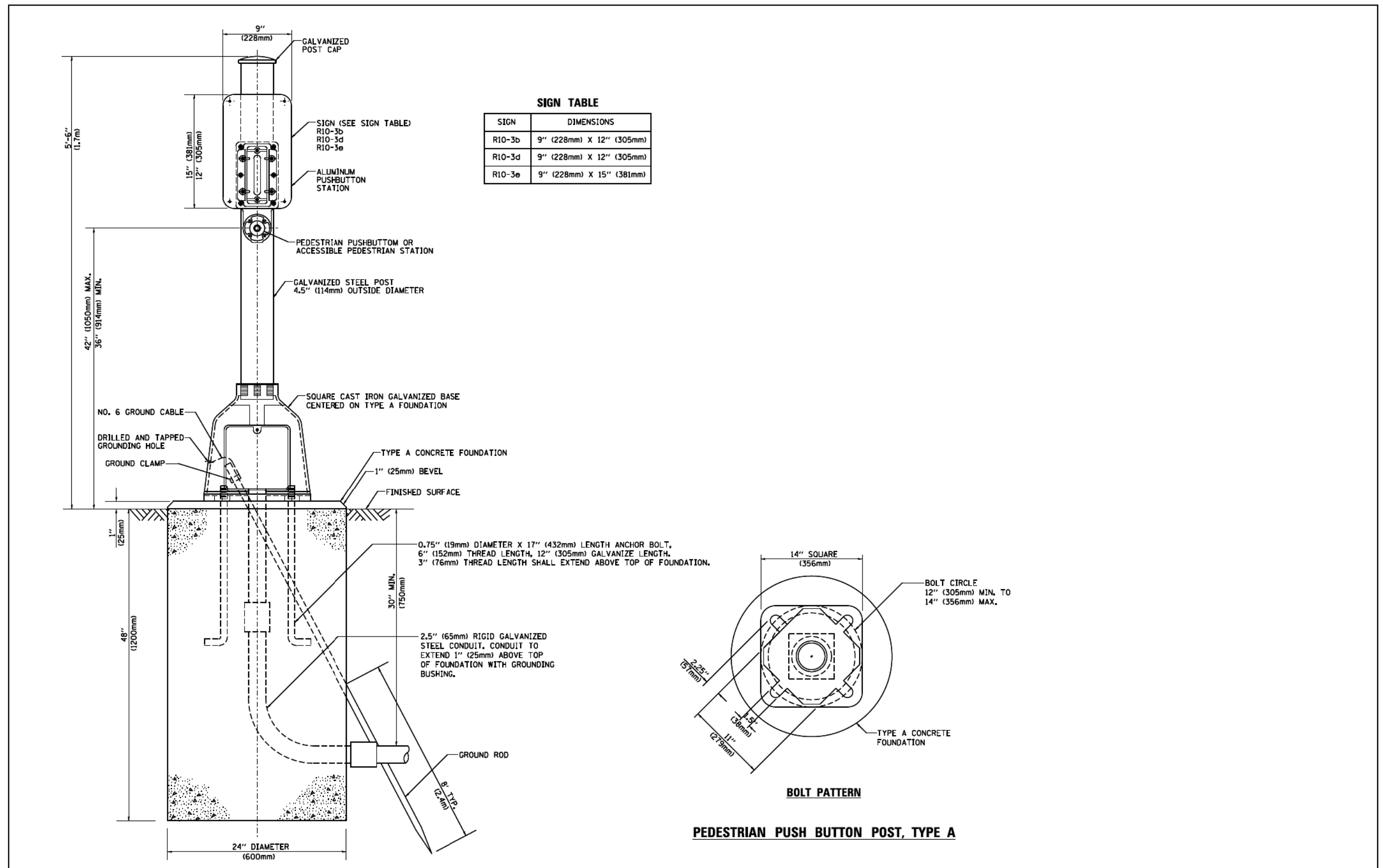
BAXTER & WOODMAN
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 DISTRICT ONE DETAILS (TS-05)
 TS-10
 DRAWING NO. 72 OF 175

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 PLOT DATE = 4/13/2018
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 PLOT TIME = 9:21:07 AM



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)

FILE NAME =	USER NAME = Footen_j	DESIGNED - DAG	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A. -	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 1/13/2014	DATE = 10/1/2012	REVISED -	REVISED -			SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

DRAWN BY CJC DATE 4/17/2018
 CHECKED BY JFM DATE 4/17/2018



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REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 DISTRICT ONE DETAILS (TS-05)
 TS-11
 DRAWING NO. 73 OF 175

BENCHMARK: NO DATA IS AVAILABLE.

EXISTING STRUCTURE: 5TH AVENUE OVER I-294, BN 185 WAS BUILT IN 1992 UNDER CONTRACT MIP-89-448 AFTER ORIGINAL BRIDGE FROM 1958 (CONTRACT T-3B) WAS REMOVED AND REPLACED. TWO-SPAN CONTINUOUS BRIDGE HAS AN OVERALL LENGTH OF 328'-0" (CL TO CL BRG.) AND AN OUT TO OUT WIDTH OF 42'-0". SUPERSTRUCTURE CONSISTS OF STEEL PLATE GIRDERS WITH 7 1/2" THICK CONCRETE DECK. THE EXISTING SUBSTRUCTURE CONSISTS OF REINFORCED CONCRETE VAULTED ABUTMENTS AND PIERS SUPPORTED ON CONCRETE FILLED METAL SHELL PILES.

STAGE CONSTRUCTION SHALL BE UTILIZED TO MAINTAIN TRAFFIC DURING CONSTRUCTION.

NO SALVAGE

DESIGN SPECIFICATIONS

2002 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY STRUCTURE DESIGN MANUAL, MARCH 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012.

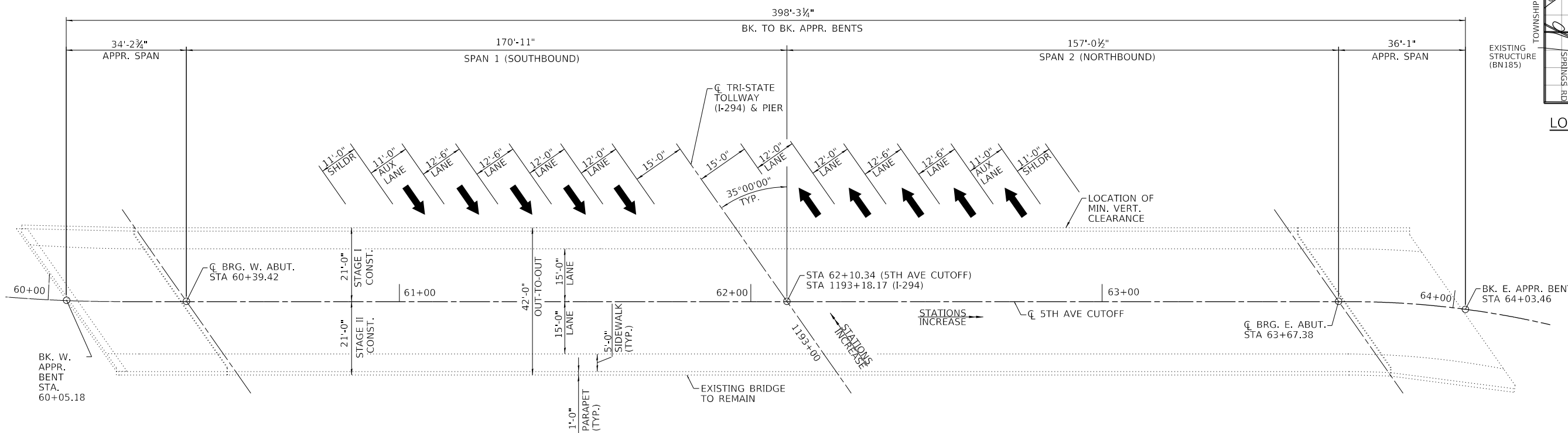
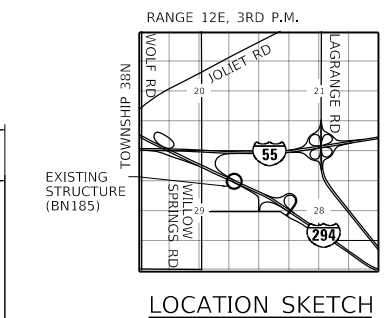
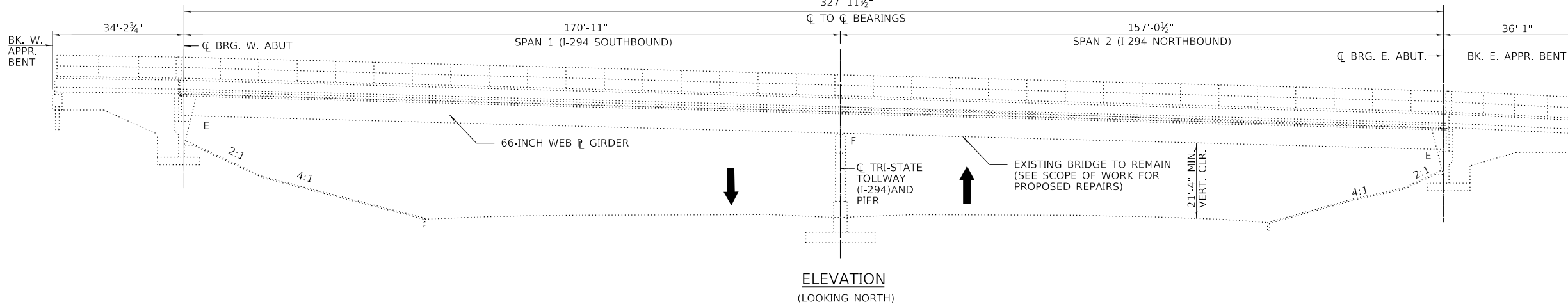
CONSTRUCTION SPECIFICATIONS

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016.

ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS.



- SCOPE OF WORK:**
1. RECONSTRUCT EXPANSION JOINTS.
 2. CLEAN DRAINAGE SYSTEM.
 3. APPLY BRIDGE DECK CONCRETE SEALER TO DESIGNATED AREAS OF THE SUPERSTRUCTURE EXCLUDING JOINT RECONSTRUCTION.
 4. EPOXY INJECT BRIDGE DECK AND APPROACH SPAN CRACKS.
 5. REPAIR SUBSTRUCTURE WITH STRUCTURAL REPAIR OF CONCRETE AND EPOXY INJECTION.
 6. REPLACE EXPANSION BEARINGS AT ABUTMENTS.
 7. APPLY CONCRETE SEALANT TO DESIGNATED AREAS OF SUBSTRUCTURE.
 8. APPLY PROTECTIVE COAT TO JOINT RECONSTRUCTION CONCRETE.

HIGHWAY CLASSIFICATION

RTE. OVER - 5TH AVENUE CUTOFF
FUNCTIONAL CLASS: LOCAL
ADT: 1,400
ADTT: 56 (4%)

RTE. UNDER - I-294
FUNCTIONAL CLASS: INTERSTATE
ADT: 148,500
ADTT: 20,790 (14%)

ORIGINAL DESIGN CRITERIA

LIVE LOAD: HS20-44
FUTURE WEARING SURFACE: 25 PSF

DESIGN STRESSES

EXISTING

f_c = 3,500 PSI (SUBSTRUCTURE)
f_c = 4,000 PSI (SUPERSTRUCTURE)
f_y = 60,000 PSI (REINFORCEMENT)
f_s = 24,000 PSI (REINFORCEMENT)
f_y = 36,000 PSI (M183)
f_y = 50,000 PSI (M223, GRADE 50)

PROPOSED

f_c = 4,000 PSI (SUPERSTRUCTURE)
f_y = 60,000 PSI (REINFORCEMENT)
f_y = 50,000 PSI (M270, GRADE 50)

GENERAL PLAN & ELEVATION
5TH AVENUE CUTOFF
OVER FAI RTE 0294 (I-294)
COOK COUNTY
MILE POST 22.5
BRIDGE NO. 185 (016-9713)

FILE NAME : p:\a\escom\ra-pa-bentley\com\ECM\DS16_NA\Documents\60545817-Central Tr-States DCM\0400 Work Packages\1-16-4265-SG4\10 - 4387\01 - DCM\12 - SHT\BAXA-1387-SHT-185-01.CPE BN185-BAX.dgn
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 PLOT DATE : 4/13/2018
 PLOT SCALE : 32:00/0000 : 1/16

DRAWN BY BAB DATE 4/17/2018
CHECKED BY BLB DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
5TH AVENUE CUTOFF OVER I-294 (BN 185)
GENERAL PLAN & ELEVATION

SA-01
DRAWING NO. 74 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING OF REINFORCED CONCRETE STRUCTURES", ACI 315.

BAR NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2 INCHES FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS WILL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING SHALL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE.

CONCRETE SEALANT SHALL BE APPLIED TO THE SURFACES OF ALL PIER AND ABUTMENT SEATS, INCLUDING BACKWALLS LOCATED BELOW ROADWAY EXPANSION JOINTS. SEALANT SHALL ALSO BE APPLIED TO ALL EXPOSED SURFACES OF PIERS IN THE MEDIAN OR PIERS AND ABUTMENTS THAT ARE ADJACENT TO THE ROADWAY. EXISTING SURFACES SHALL BE POWER WASHED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 592 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

COST OF SAWCUTTING IS INCLUDED WITH CONCRETE REMOVAL.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARS WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

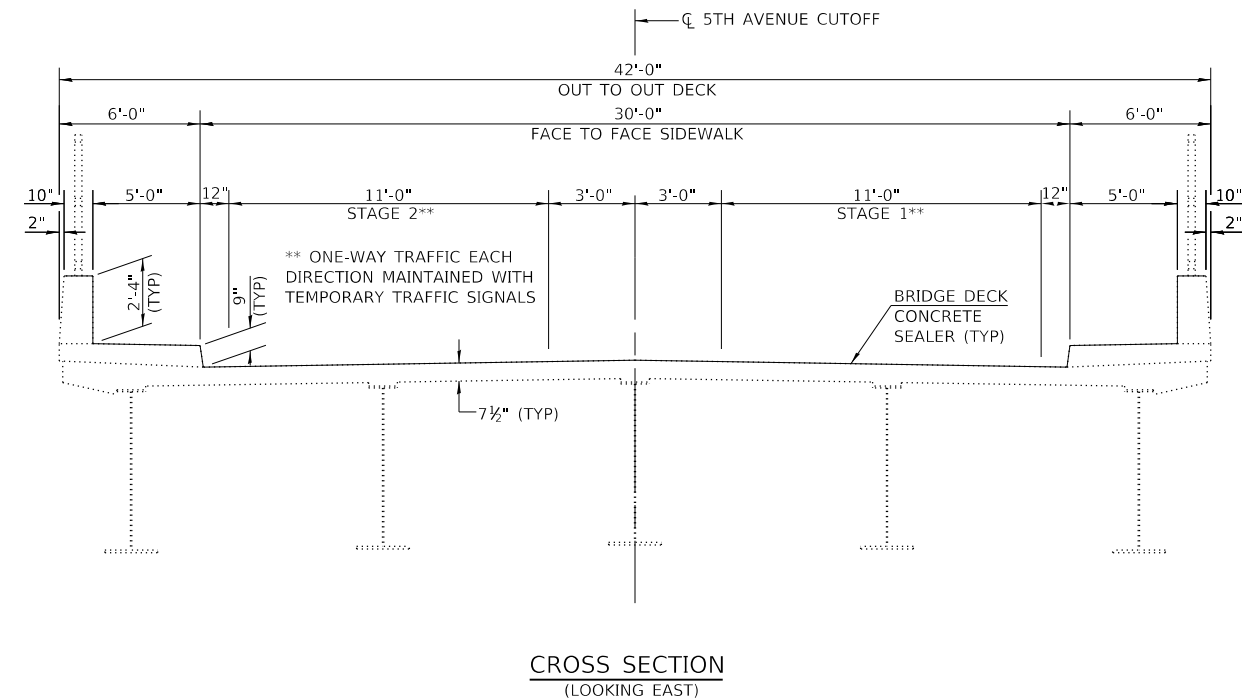
TOTAL BILL OF MATERIAL				
PAY ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
50102400	CONCRETE REMOVAL	CU YD	14.4	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	14.6	
50300300	PROTECTIVE COAT	SQ YD	39	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,650	
50800515	BAR SPLICERS	EACH	14	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	102	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	10	
JS121101	DRILL AND GROUT DOWEL BARS AND ANCHOR RODS	EACH	20	
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	714	
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	9	
JT524010	APPLY CONCRETE SEALANT	SQ FT	2,987	
JT602831	CLEAN DRAINAGE SYSTEM, LOCATION NO. 1	EACH	1	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	22,046	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	10	

ABBREVIATIONS

ABUT.	ABUTMENT	EX.	EXISTING
APPR.	APPROACH	IN.	INCH
AVE.	AVENUE	MIN.	MINIMUM
BK	BACK	N	NORTH
BN	BRIDGE NUMBER	NB	NORTHBOUND
BRG.	BEARING	NO.	NUMBER
C&G	CURB AND GUTTER	RD.	ROAD
CLR.	CLEAR	S	SOUTH
CONST.	CONSTRUCTION	SB	SOUTHBOUND
CTS.	CENTERS	SHLDR.	SHOULDER
DIA.	DIAMETER	SQ.	SQUARE
E	EAST	STA.	STATION
EB	EASTBOUND	TYP.	TYPICAL
EST.	ESTIMATED	VERT.	VERTICAL
EX.	EXISTING	W	WEST
		WB	WESTBOUND

INDEX OF SHEETS

SA-01.	GENERAL PLAN & ELEVATION
SA-02.	GENERAL NOTES & BILL OF MATERIAL
SA-03.	ABUTMENT REPAIR DETAILS
SA-04.	PIER REPAIR DETAILS
SA-05.	BEARING REPLACEMENT DETAILS
SA-06.	EXISTING BEARING DETAILS
SA-07.	DECK REPAIR DETAILS
SA-08.	EXPANSION JOINT REPAIRS I
SA-09.	EXPANSION JOINT REPAIRS II
SA-10.	PREFORMED JOINT STRIP SEAL
SA-11.	BAR SPLICER DETAILS



CROSS SECTION
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CHECKED BY	BLB	DATE	4/17/2018



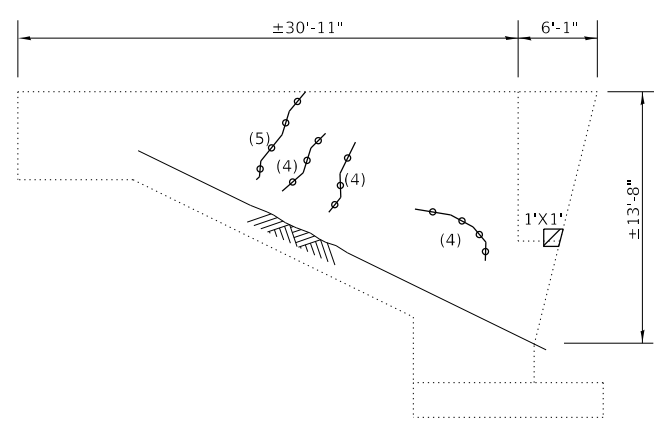
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

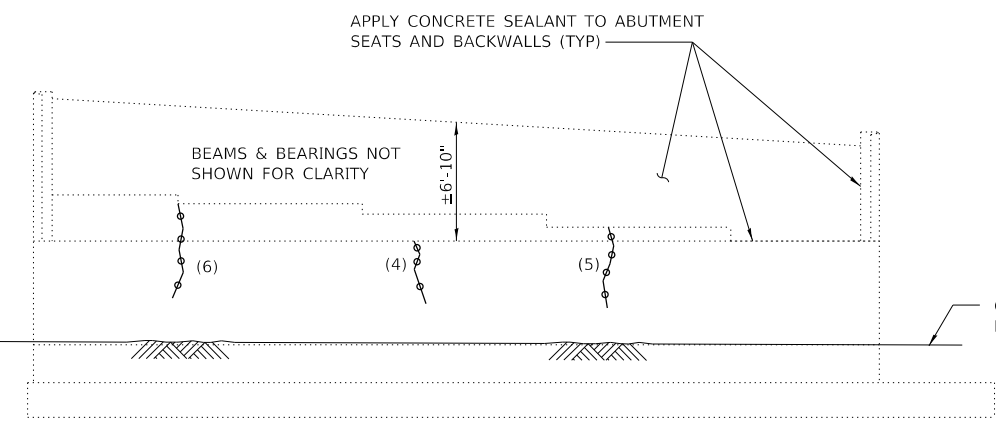
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5TH AVENUE CUTOFF OVER I-294 (BN185) GENERAL NOTES & BILL OF MATERIAL	

SA-02
DRAWING NO.
75 OF 175

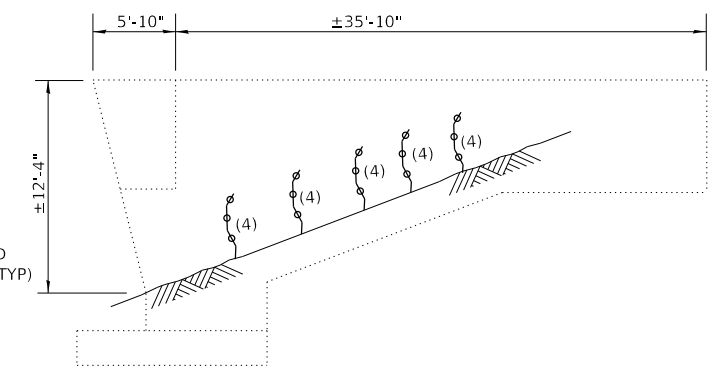
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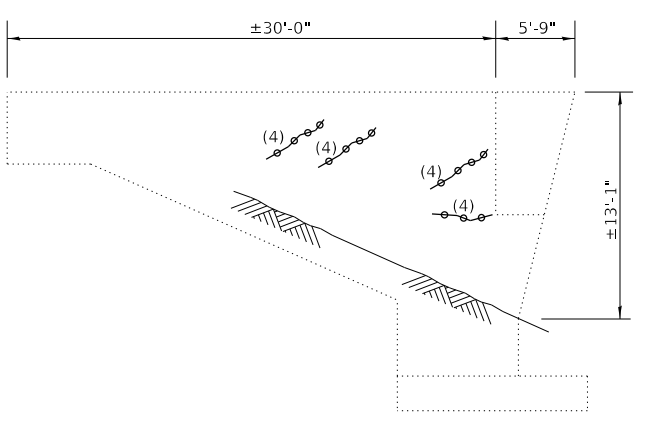
NORTH ELEVATION



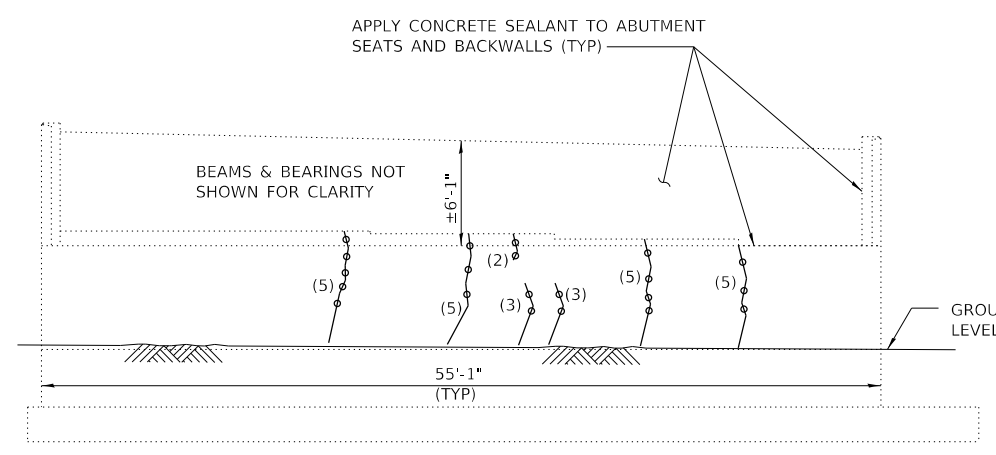
EAST ABUTMENT



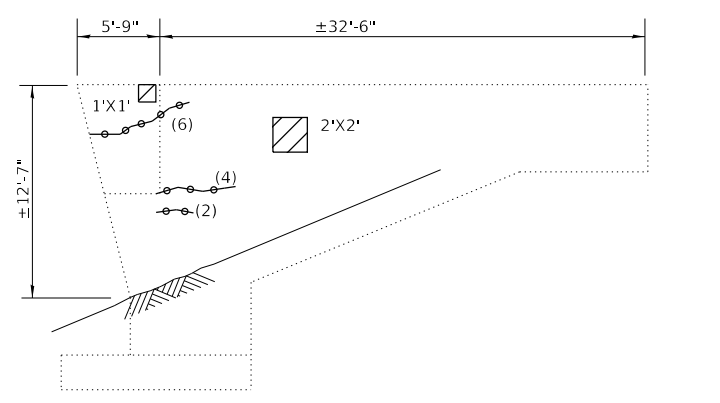
SOUTH ELEVATION



SOUTH ELEVATION



WEST ABUTMENT



NORTH ELEVATION

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

LEGEND

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)
- LOW PRESSURE EPOXY INJECTION (EST. LENGTH IN FEET)

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	9
LOW PRESSURE EPOXY INJECTION	FOOT	135
APPLY CONCRETE SEALANT	SQ FT	1,072

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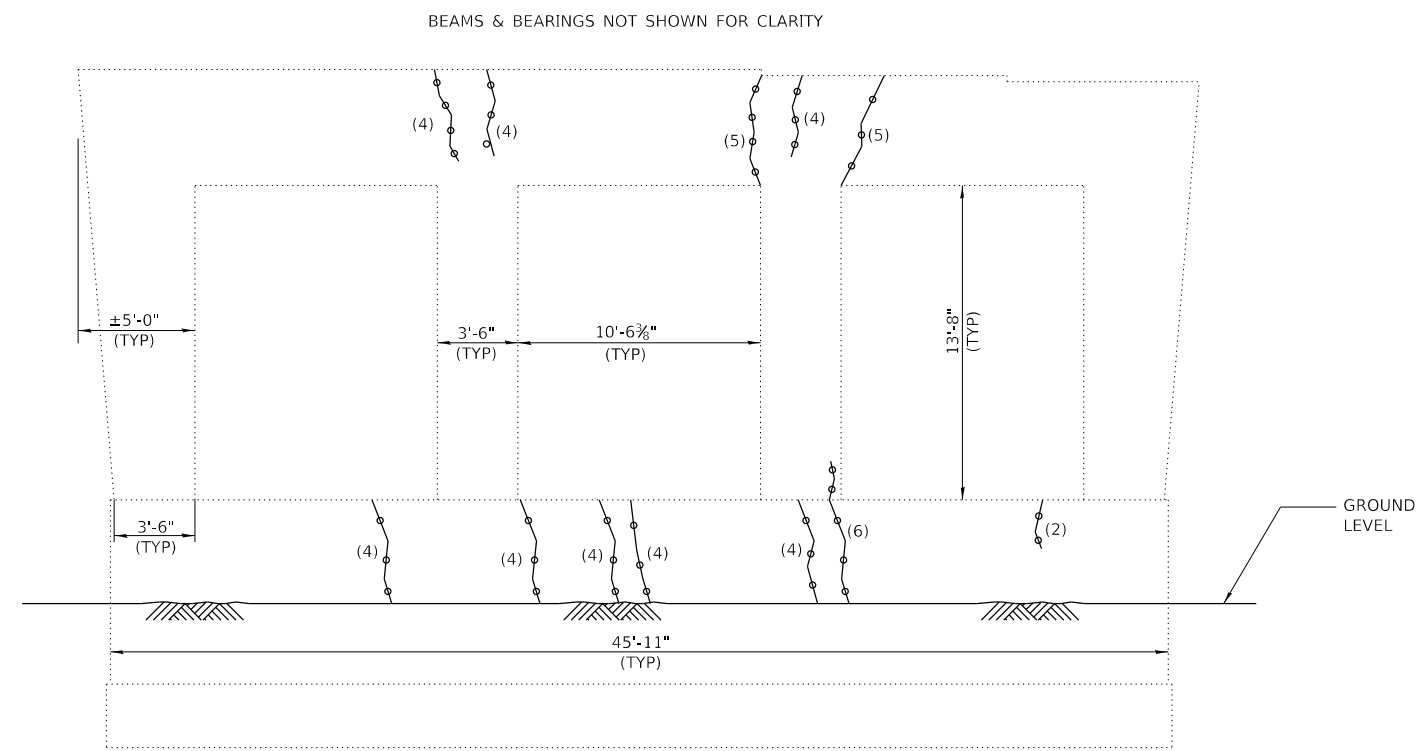
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

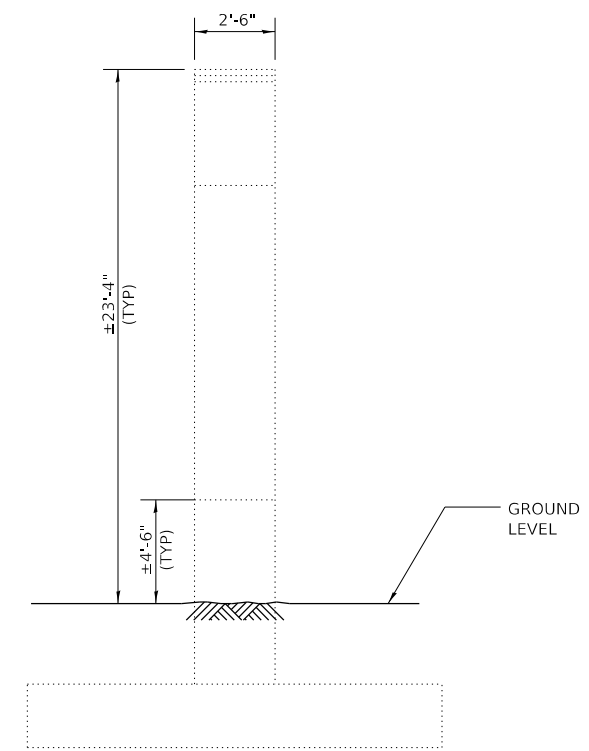
CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185)
 ABUTMENT REPAIR DETAILS

SA-03
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ELEVATION PIER 1
(LOOKING EAST)



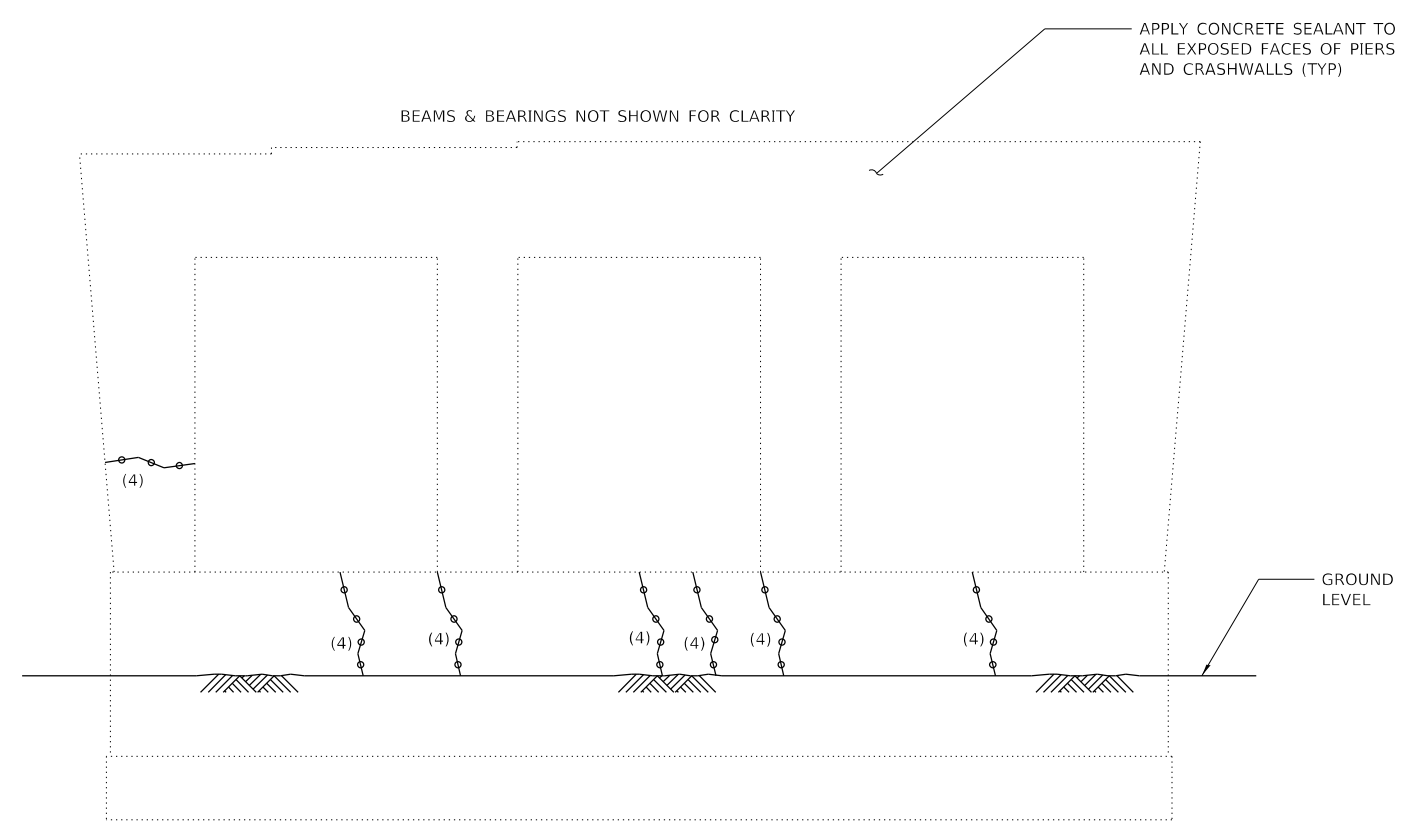
END VIEW
(LOOKING NORTH)

LEGEND

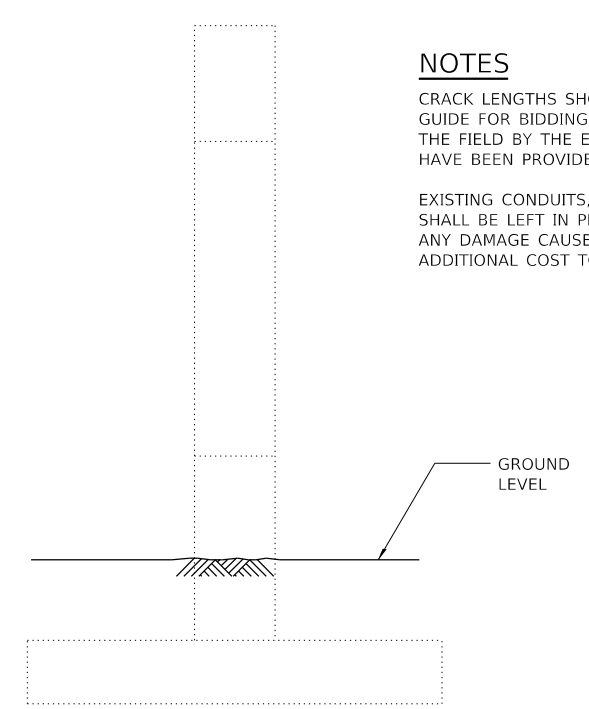
LOW PRESSURE EPOXY INJECTION
(6) (EST. LENGTH IN FEET)

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
LOW PRESSURE EPOXY INJECTION	FOOT	98
APPLY CONCRETE SEALANT	SQ FT	1,915



ELEVATION PIER 1
(LOOKING WEST)



END VIEW
(LOOKING SOUTH)

NOTES

CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

EXISTING CONDUITS, UNDERPASS LIGHTING, AND DOWNSPOUTS ATTACHED TO PIER SHALL BE LEFT IN PLACE AND PROTECTED DURING CONCRETE REPAIR OPERATIONS. ANY DAMAGE CAUSED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



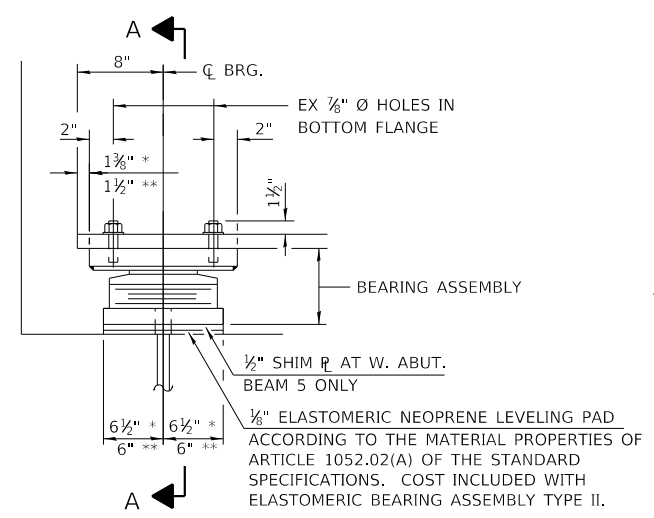
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

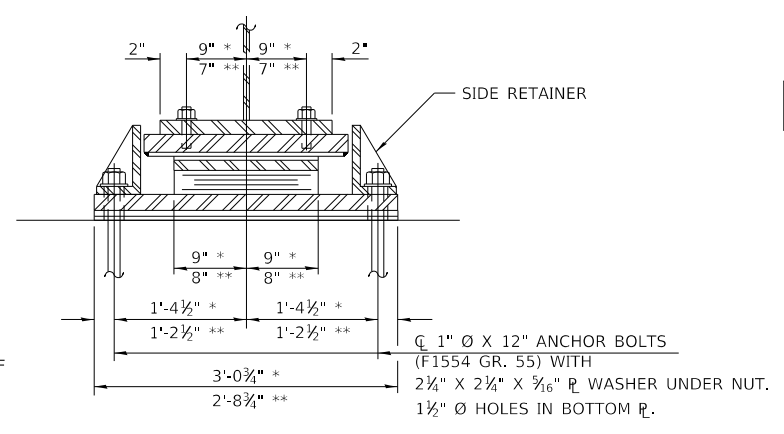
CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185)
 PIER REPAIR DETAILS

SA-04
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ELEVATION AT ABUT.

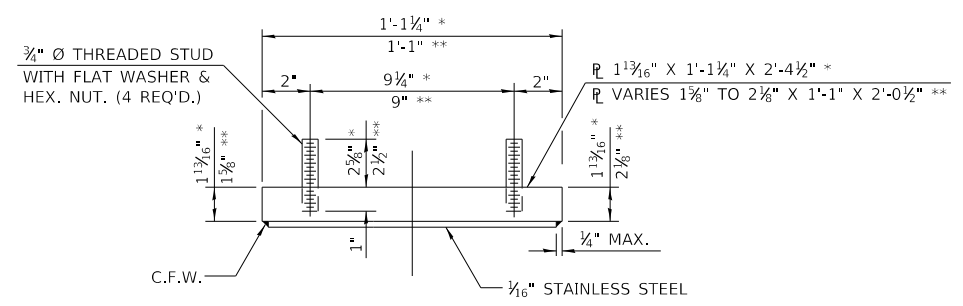


SECTION A-A

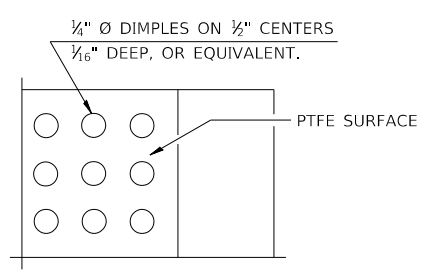
* WEST ABUTMENT BEARINGS
 ** EAST ABUTMENT BEARINGS

SEE SHEET SA-06 FOR EXISTING ANCHOR BOLT LOCATIONS

TYPE II ELASTOMERIC EXP. BRG.



TOP BEARING ASSEMBLY

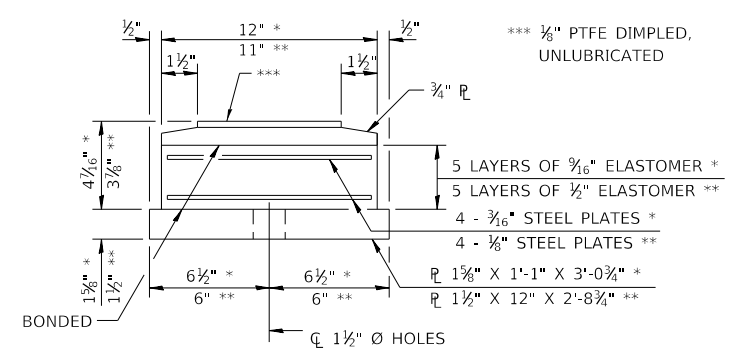


PLAN-PTFE SURFACE

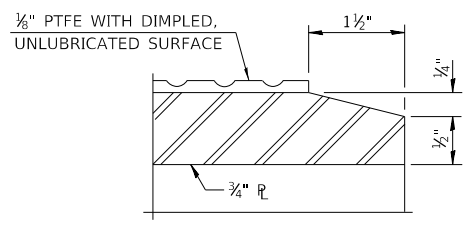
BEAM REACTIONS

		W. ABUT.	E. ABUT.
R \bar{D}	(K)	95.8	79.9
R \bar{L}	(K)	59.1	55.6
IMP.	(K)	10.0	9.8
R TOTAL	(K)	164.9	145.3

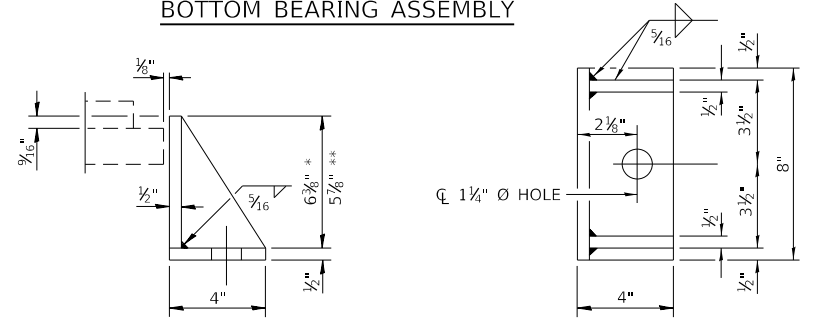
NOTES:
 DIAPHRAGM REMOVAL AND REINSTALLATION MAY BE REQUIRED TO FACILITATE DRILLING HOLES. COST INCLUDED WITH ELASTOMERIC BEARING ASSEMBLY, TYPE II.
 PRIOR TO ORDERING ANY MATERIAL, THE CONTRACTOR SHALL VERIFY IN THE FIELD ALL BEARING HEIGHT AND SHIM THICKNESS DIMENSIONS. ADJUSTMENT MUST ACCOUNT FOR DECK HEAVE DUE TO PACK RUST (IF PRESENT).
 MIN. JACK CAPACITY = 125 TONS.
 ANCHOR BOLTS SHALL BE ASTM F1554 ALL-THREAD (OR AN ENGINEER-APPROVED ALTERNATE MATERIAL) OF THE GRADE(S) AND DIAMETER(S) SPECIFIED. THE CORRESPONDING SPECIFIED GRADE OF AASHTO M314 ANCHOR BOLTS MAY BE USED IN LIEU OF ASTM F1554.
 SIDE RETAINERS AND OTHER STEEL MEMBERS REQUIRED FOR THE ELASTOMERIC BEARING ASSEMBLY SHALL BE INCLUDED IN THE COST OF ELASTOMERIC BEARING ASSEMBLY, TYPE II.
 THE STRUCTURAL STEEL PLATES OF THE BEARING ASSEMBLY SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 270 GRADE 50.
 THE 1/8" PTFE SHEET SHALL BE BONDED DIRECTLY TO THE TOP STEEL PLATE WITH A TWO-COMPONENT, MEDIUM VISCOSITY EPOXY RESIN, CONFORMING TO THE REQUIREMENTS OF THE FEDERAL SPECIFICATION MMM-A-134, TYPE I. THE BOND AGENT SHALL BE APPLIED ON THE FULL AREA OF THE CONTACT SURFACES. COST INCLUDED WITH ELASTOMERIC BEARING ASSEMBLY.
 BONDING OF 1/8" PTFE SHEET DURING VULCANIZING PROCESS WILL BE PERMITTED PROVIDED THE PROCESS AND METHOD OF ADJUSTING ASSEMBLY HEIGHT IS APPROVED BY THE ENGINEER. COST INCLUDED WITH ELASTOMERIC BEARING ASSEMBLY.



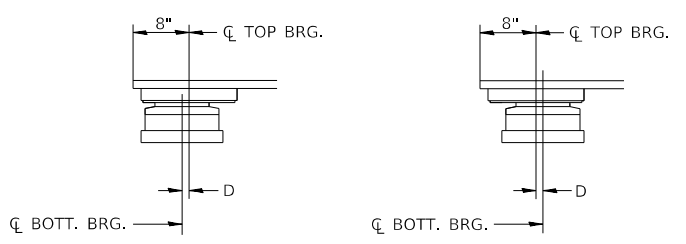
BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE



SIDE RETAINER
 EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.



BELOW 50°F.
 ABOVE 50°F.
 D = 1/8" PER EACH 100' OF EXPANSION FOR EVERY 15° TEMP. CHANGE FROM THE NORMAL TEMP. OF 50°F.

EXPANSION BEARING ORIENTATION

THE ABOVE DIAGRAMS ARE FOR INFORMATIONAL PURPOSES ONLY TO SHOW THE AMOUNT OF EXPECTED OFFSET "D" FOR THE CURRENT TEMPERATURE IN THE FIELD.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
JACK AND REMOVE EXISTING BEARINGS	EACH	10
ELASTOMERIC BEARING ASSEMBLY TYPE II	EACH	10
DRILL AND GROUT DOWEL BARS AND ANCHOR RODS	EACH	20

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

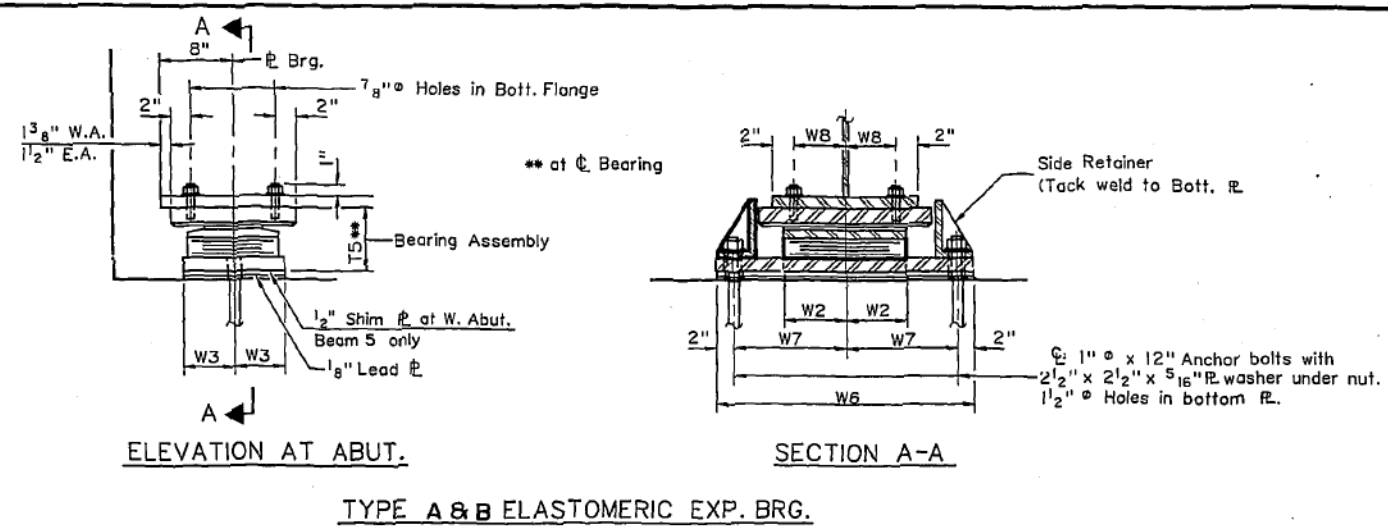


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185)
 BEARING REPLACEMENT DETAILS
 SA-05
 DRAWING NO. 78 OF 175

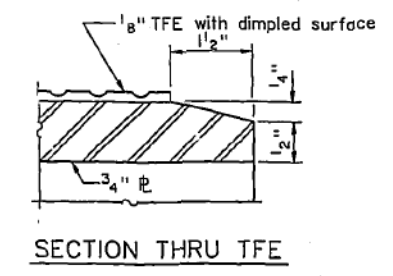
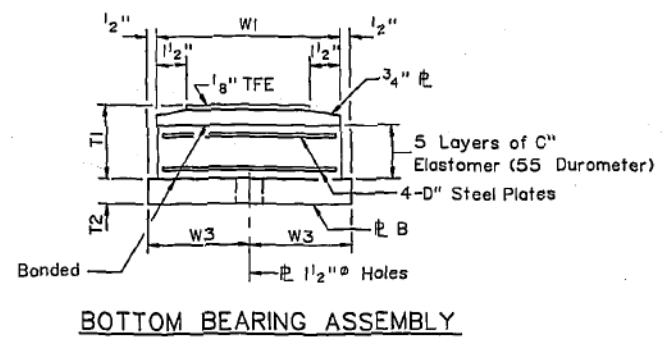
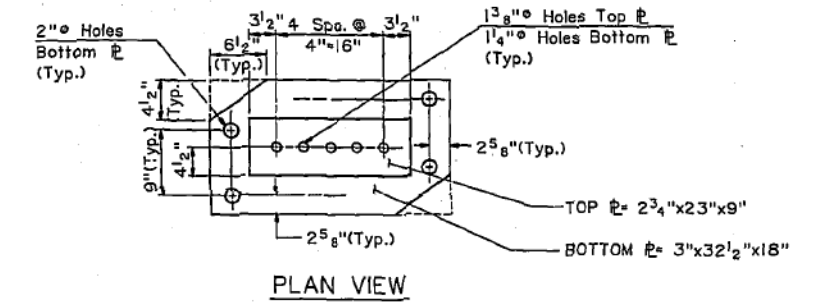
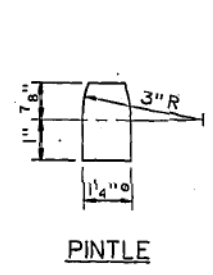
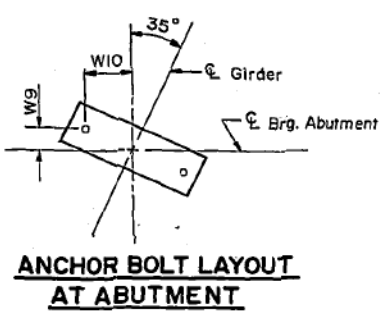
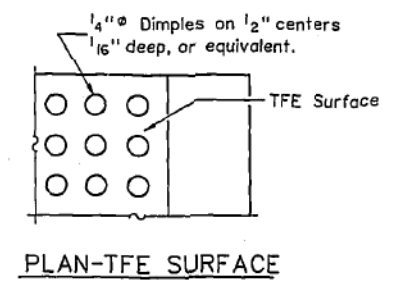
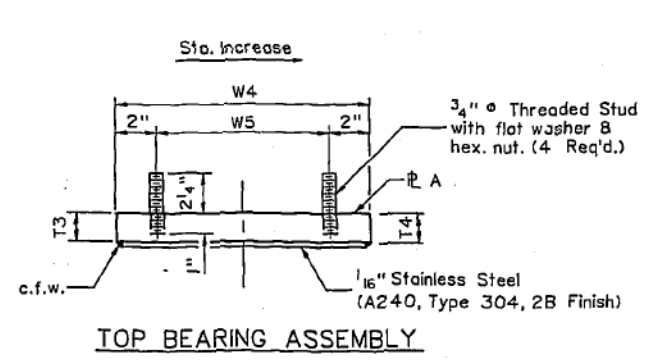
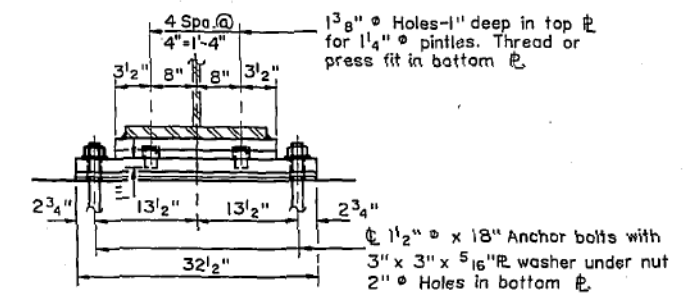
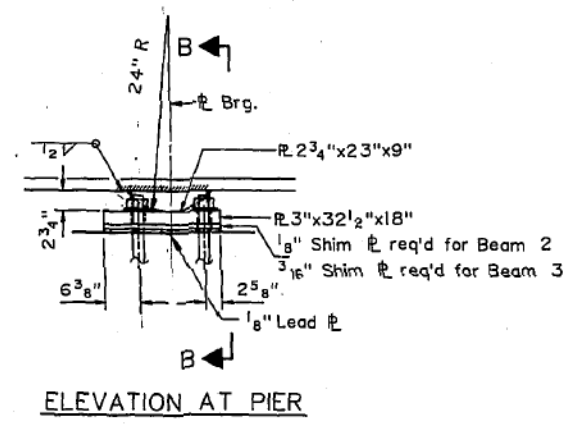
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TYPE A & B ELASTOMERIC EXP. BRG.

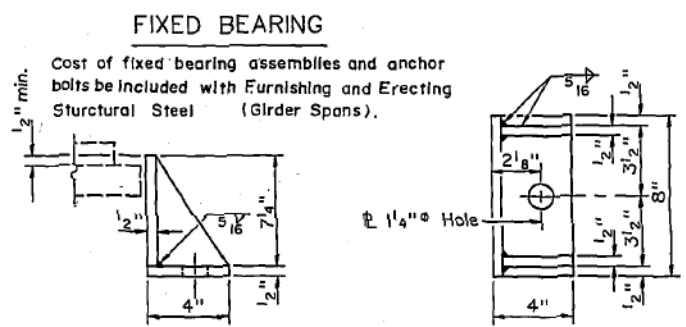
ALL STEEL PLATES USED AS COMPONENTS OF FIXED BEARINGS, AND ELASTOMERIC BEARINGS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M223 EXCEPT THE INTERNAL STEEL LAMINATES OF THE ELASTOMERIC BEARINGS WHICH SHALL CONFORM TO THE REQUIREMENTS OF SECTION 1115.2 (D) (2) OF THE STANDARD SPECIFICATIONS.

Notes: Anchor bolts at fixed bearings may be built into the masonry.
 See sheet # 8 for Anchor Bolt Installation.



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

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



Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.
 Total number required = 20

SCHEDULE OF BEARING DIMENSIONS

TYPE	LOCATION	No. REQ'D	W1	W2	W3	W4	W5	W6	W7	W8	W9	W10
A	W. ABUT.	5	12"	9"	6 1/2"	13 1/4"	9 1/4"	32 1/2"	14 1/4"	9"	8 1/8"	11 5/8"
B	E. ABUT.	5	11"	8"	6"	13"	9"	28 1/2"	12 1/4"	7"	7"	10"

TYPE	T1	T2	T3	T4	T5	P A	P B	C-ELASTOMERIC	D-STEEL P's
A	4 7/16"	1 1/2"	2"	1 7/8"	7 5/16"	Varies 2" to 1 7/8" x 13 1/4" x 24"	1 1/2" x 32 1/2" x 13"	9/16"	3/16"
B	3 7/8"	1 3/8"	2 1/4"	1 3/4"	7 5/16"	Varies 2 1/4" to 1 3/4" x 13" x 20"	1 3/8" x 28 1/2" x 12"	1/2"	1/8"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearings Type A	Each	5
Elastomeric Bearings Type B	Each	5

ISSUED FOR CONSTRUCTION

1 1992

11 OF 23

DRAWN... THW
 CHECKED... BQH
 DATE APRIL 1992
 SCALE NO. SCALE

MTA INCORPORATED
 CONSULTING ENGINEERS
 CHICAGO - SPRINGFIELD - INDIANAPOLIS

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 EAST - WEST TOLLWAY AND MIDWEST ROAD
 OAK BROOK, ILLINOIS 60521

REVISIONS		
NO.	DATE	DESCRIPTION
1	9-6-94	RECORD DRAWING

CONTRACT MIP-89-448
 5-TH AVENUE OVER
 TRI-STATE TOLLWAY
 BEARING DETAILS

DRAWING NO. 155 OF 274

FOR INFORMATION ONLY

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

BAXTER & WOODMAN
 Consulting Engineers

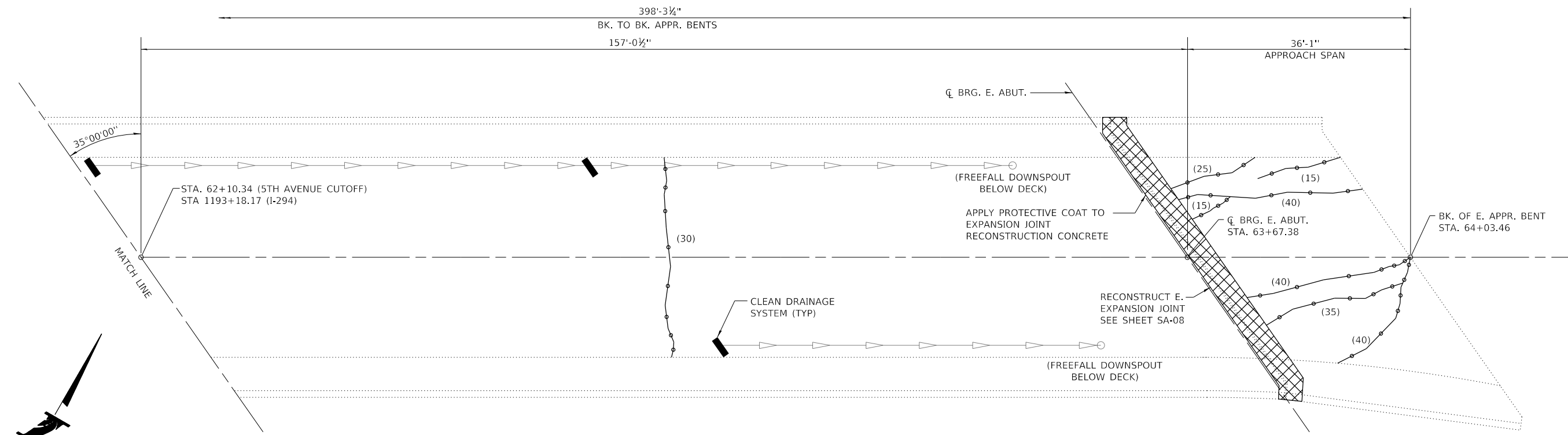
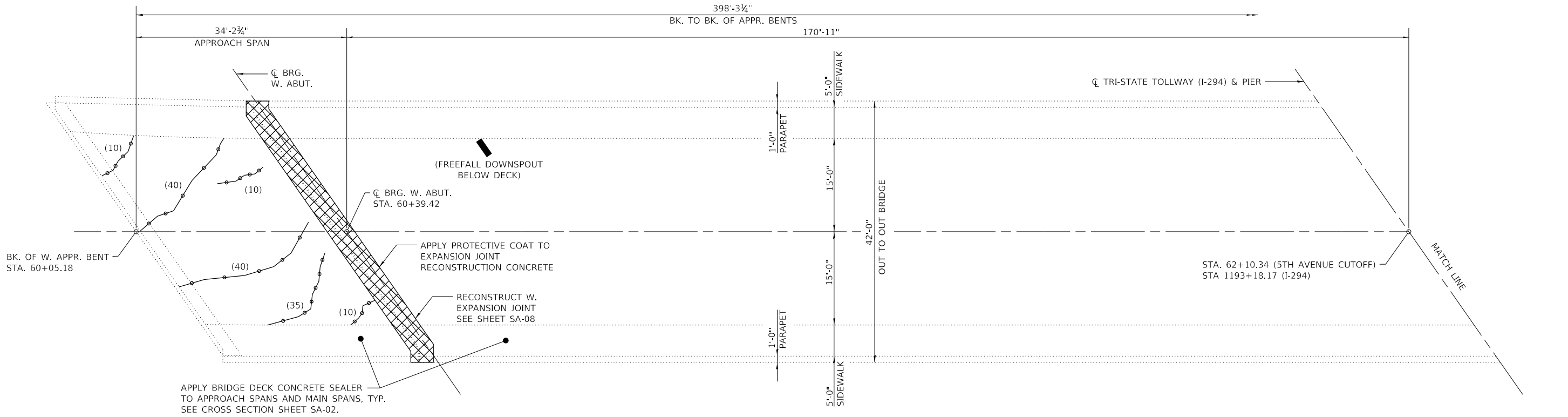
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185)
 EXISTING BEARING DETAILS

SA-06
 DRAWING NO. 79 OF 175

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PLAN

NOTES

CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

LEGEND

- (6) LOW PRESSURE EPOXY INJECTION (EST. LENGTH IN FEET)
- JOINT RECONSTRUCTION
- EXISTING SCUPPER

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
BRIDGE DECK CONCRETE SEALER	SQ FT	22,046
LOW PRESSURE EPOXY INJECTION	FOOT	481
CLEAN DRAINAGE SYSTEM, LOCATION NO. 1	EACH	1
PROTECTIVE COAT	SQ YD	39

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

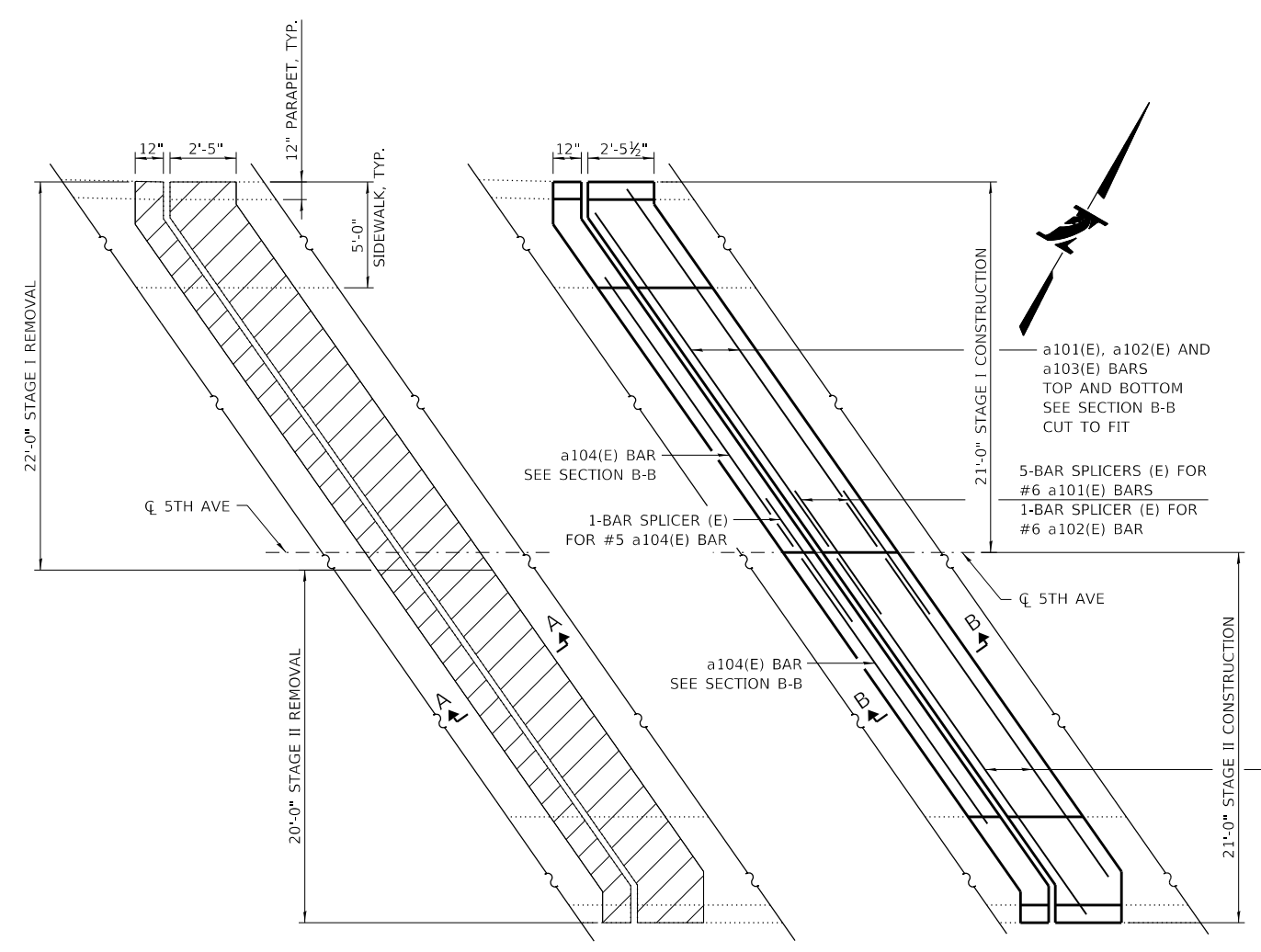


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

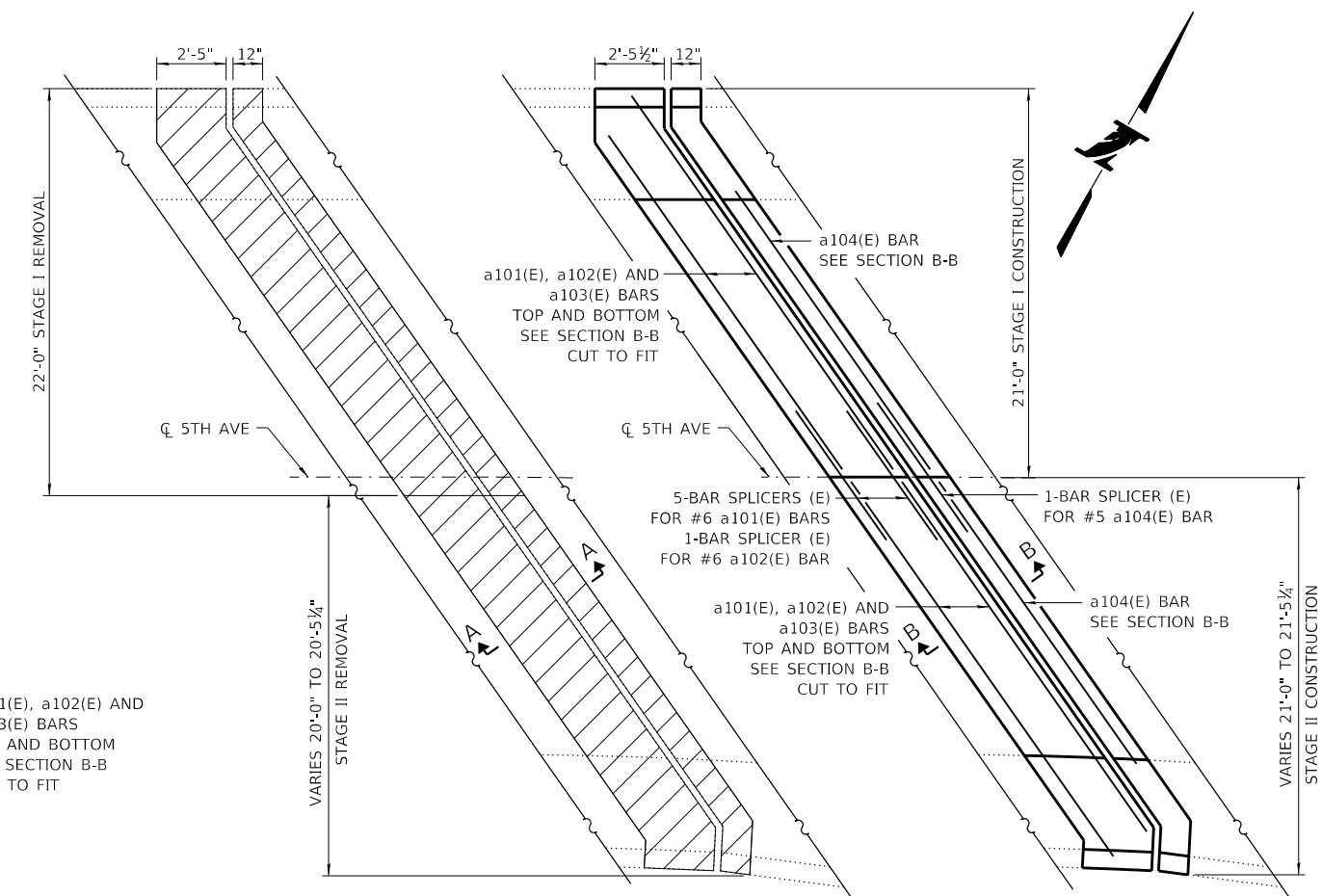
REVISIONS	
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CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185) DECK REPAIR DETAILS
 SA-07
 DRAWING NO. 80 OF 175

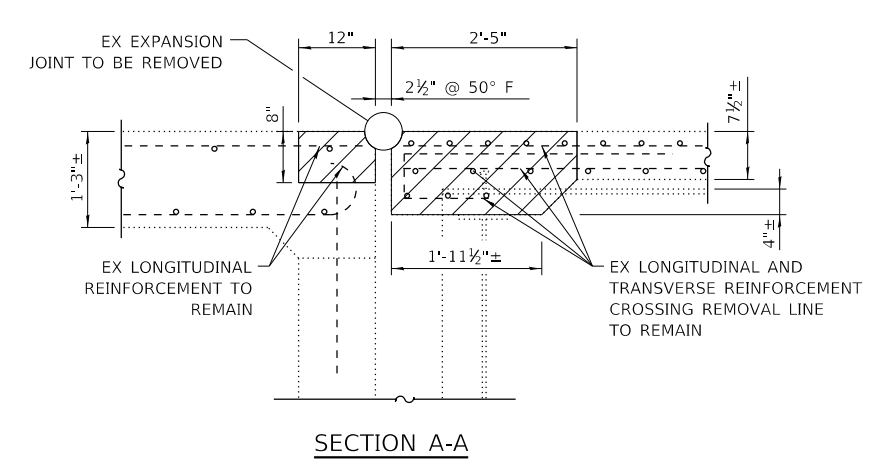
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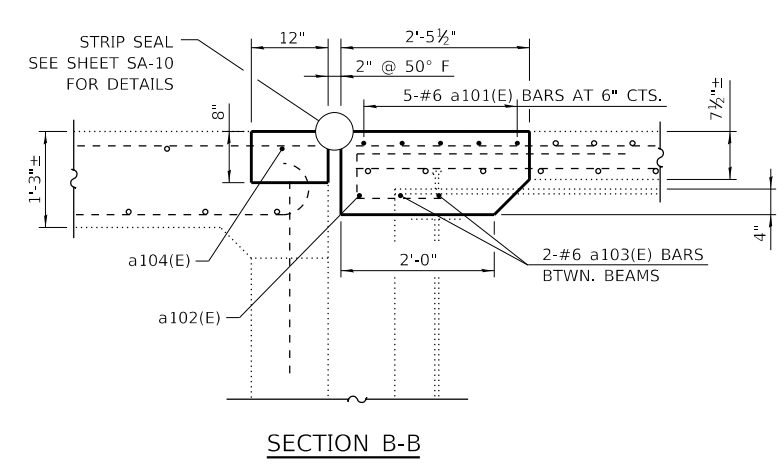
REMOVAL RECONSTRUCTION
WEST ABUTMENT PLAN



REMOVAL RECONSTRUCTION
EAST ABUTMENT PLAN



SECTION A-A



SECTION B-B

INDICATES CONCRETE REMOVAL

NOTES
 CONTRACTOR SHALL EXERCISE CARE DURING JOINT REMOVAL TO PREVENT DAMAGE TO EXISTING STRUCTURAL ELEMENTS TO REMAIN IN PLACE, INCLUDING BEAM SHEAR STUDS.
 EXISTING REINFORCEMENT WHICH IS TO BE INCORPORATED INTO THE NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GRAY METAL, STRAIGHTENED (WITHOUT HEATING), AND CUT TO FIT. COST OF WHICH SHALL BE INCLUDED WITH "CONCRETE REMOVAL".

DRAWN BY	AS	DATE	4/17/2018
CHECKED BY	BLB	DATE	4/17/2018



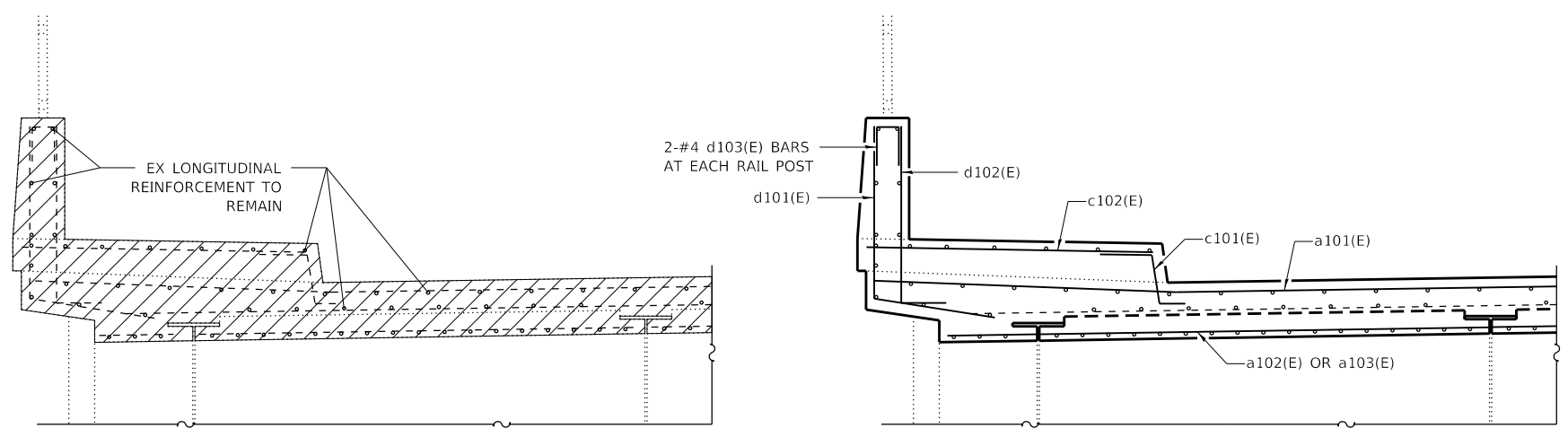
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		DESCRIPTION
NO.	DATE	

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185)
 EXPANSION JOINT REPAIRS I

SA-08
 DRAWING NO.
 81 OF 175

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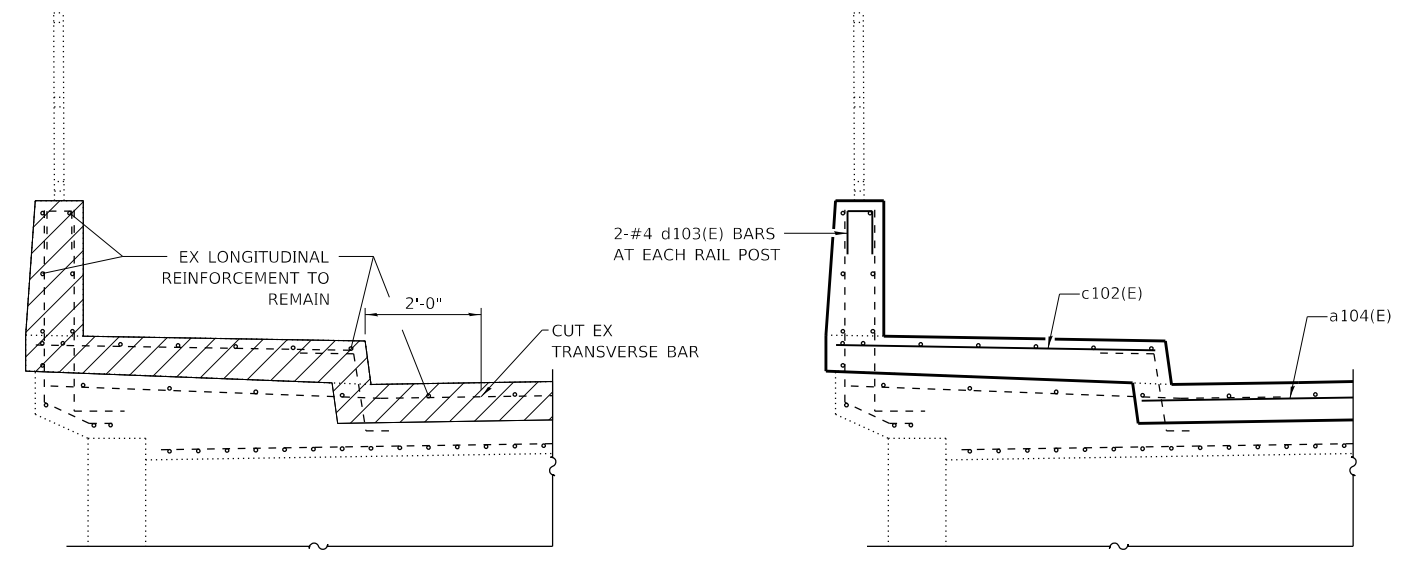
REMOVAL

RECONSTRUCTION

SECTION THRU SIDEWALK, PARAPET & SOFFIT AT BRIDGE DECK

NOTE

EXISTING FENCE POSTS AND ANCHORAGE DEVICES ADJACENT TO EXPANSION JOINTS SHALL BE MAINTAINED IN PLACE, CLEANED AND INCORPORATED INTO NEW CONSTRUCTION, TYP. 2 POSTS EACH CORNER. COST INCLUDED WITH CONCRETE REMOVAL.

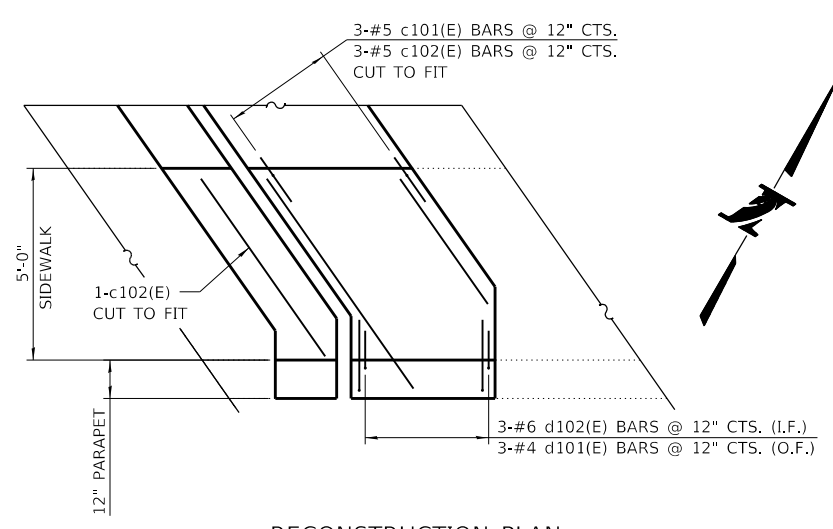


REMOVAL

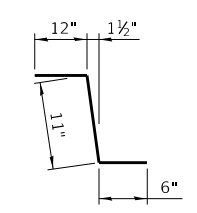
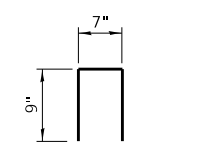
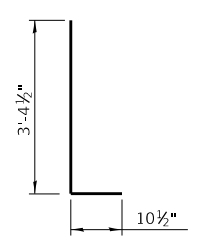
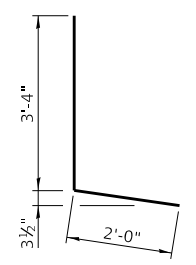
RECONSTRUCTION

SECTION THRU SIDEWALK, PARAPET & SOFFIT AT APPROACH SPAN

INDICATES CONCRETE REMOVAL



RECONSTRUCTION PLAN
 SOUTH END OF JOINT AT WEST ABUTMENT SHOWN;
 OTHERS SIMILAR



EXPANSION JOINT REPAIRS BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a101(E)	20	#6	25'-0"	—
a102(E)	8	#6	23'-7"	—
a103(E)	16	#6	10'-2"	—
a104(E)	4	#5	18'-8"	—
c101(E)	12	#5	2'-5"	∟
c102(E)	16	#5	6'-11"	—
d101(E)	12	#4	5'-4"	L
d102(E)	12	#6	4'-3"	L
d103(E)	16	#4	2'-1"	Π
CONCRETE REMOVAL			CU. YD.	14.4
REINFORCEMENT BARS, EPOXY COATED			POUND	1,650
BAR SPLICERS			EACH	14
CONCRETE SUPERSTRUCTURE			CU. YD.	14.6

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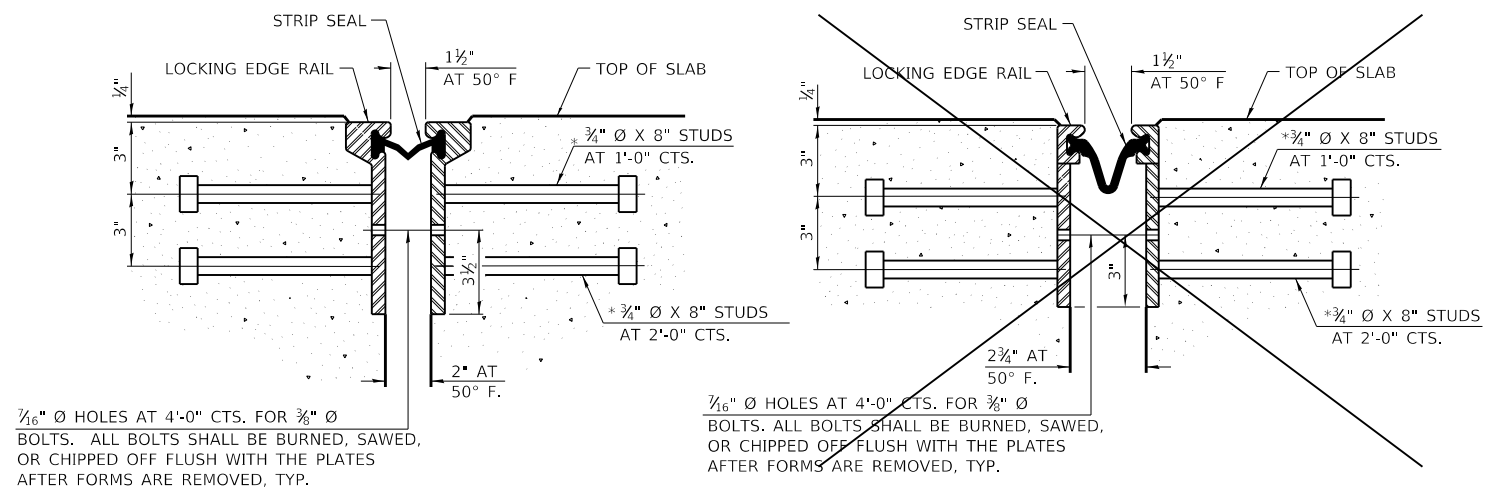
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		DESCRIPTION
NO.	DATE	

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185)
 EXPANSION JOINT REPAIRS II

SA-09
 DRAWING NO. 82 OF 175

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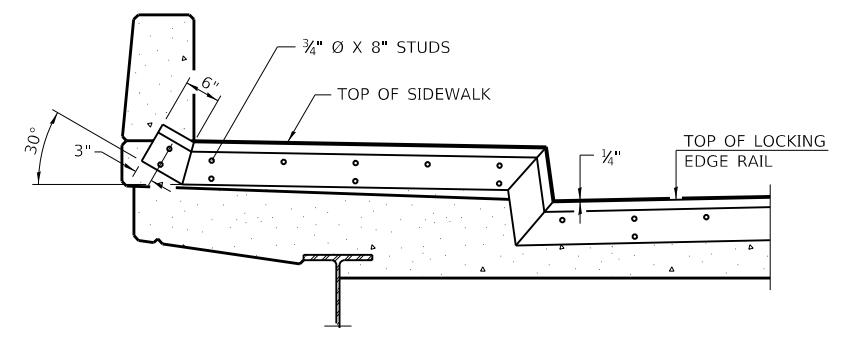
$\frac{1}{16}$ " \varnothing HOLES AT 4'-0" CTS. FOR $\frac{3}{8}$ " \varnothing BOLTS. ALL BOLTS SHALL BE BURNED, SAWED, OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED, TYP.

$\frac{1}{16}$ " \varnothing HOLES AT 4'-0" CTS. FOR $\frac{3}{8}$ " \varnothing BOLTS. ALL BOLTS SHALL BE BURNED, SAWED, OR CHIPPED OFF FLUSH WITH THE PLATES AFTER FORMS ARE REMOVED, TYP.

SECTION THRU ROLLED RAIL JOINT

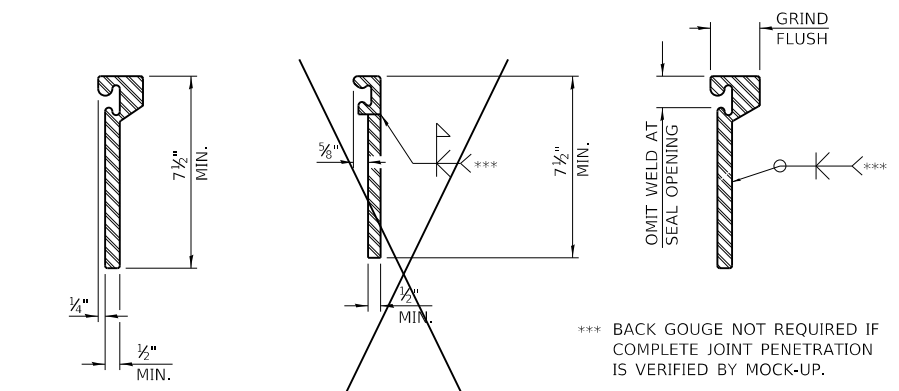
SECTION THRU WELDED RAIL JOINT

* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



TYPICAL END TREATMENT AT SIDEWALK

NOTES:
 THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF $\frac{1}{4}$ ". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.
 THE LOCKING EDGE RAILS DEPICTED ARE CONCEPTUAL ONLY, EXCEPT FOR THE MINIMUM DIMENSIONS SHOWN. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER. FLANGED EDGE RAILS WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY BE SPLICED AT SLOPE DISCONTINUITIES.
 THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.
 THE WELDED RAIL EXPANSION JOINT ALTERNATE IS NOT ALLOWED FOR BRIDGE NUMBER 185.
 ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.
 MAXIMUM SPACE BETWEEN RAIL SEGMENTS SHALL BE $\frac{3}{16}$ ", SEALED WITH A SUITABLE SEALANT. JOINTS IN RAILS WITHIN 10 FT. OF CURBS SHALL BE WELDED.
 SHOP DRAWINGS FOR THE STRIP SEAL EXPANSION JOINTS SHALL BE SUBMITTED TO THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS FOR REVIEW AND APPROVAL PRIOR TO JOINT FABRICATION.



ROLED EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE RAIL SPLICE

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

LOCKING EDGE RAILS

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT STRIP SEAL	FOOT	102

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

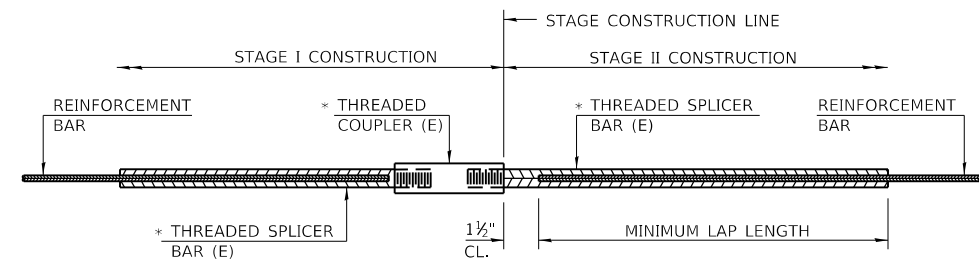


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387 SA-10
 5TH AVENUE CUTOFF OVER I-294 (BN 185) DRAWING NO. 83 OF 175
 PREFORMED JOINT STRIP SEAL

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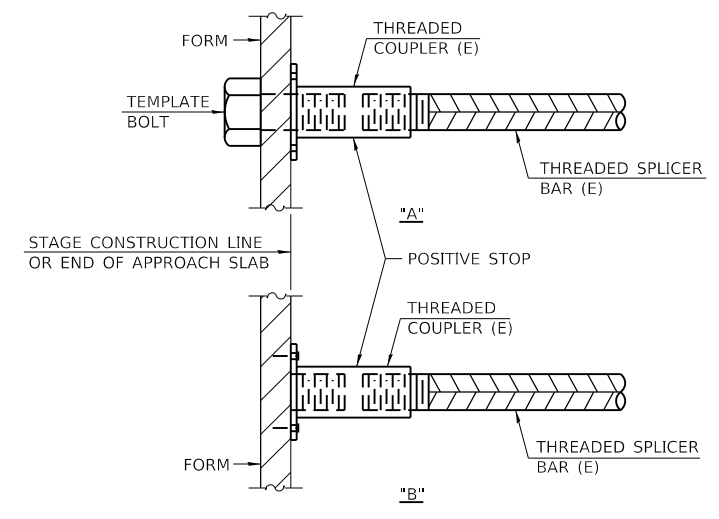


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
JOINT RECONSTRUCTION	#5	2	3'-3"
JOINT RECONSTRUCTION	#6	12	3'-10"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.

NOTES

SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
 ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
 BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
 SEE IDOT "QUALIFIED PRODUCTS LIST" OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 5TH AVENUE CUTOFF OVER I-294 (BN 185)
 BAR SPLICER DETAILS

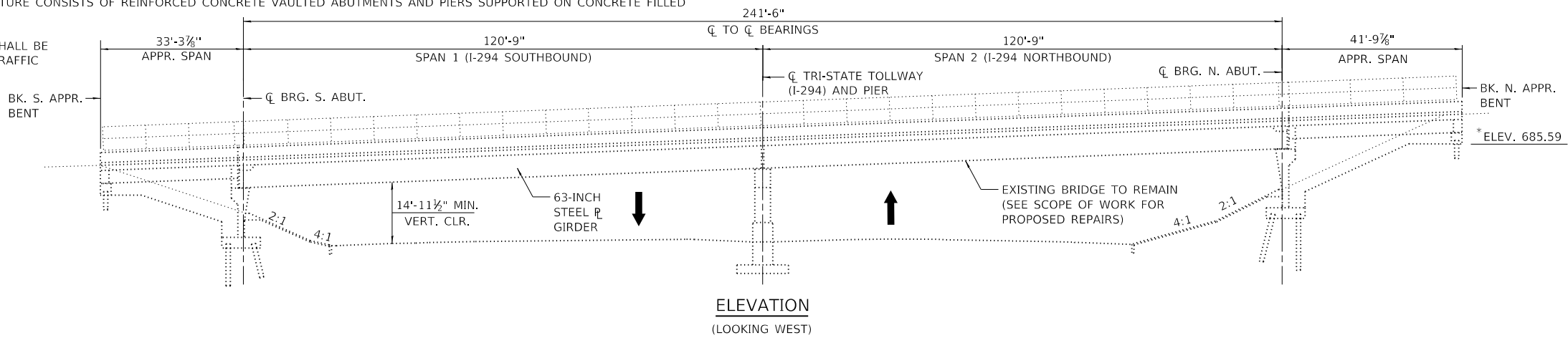
SA-11
 DRAWING NO.
 84 OF 175

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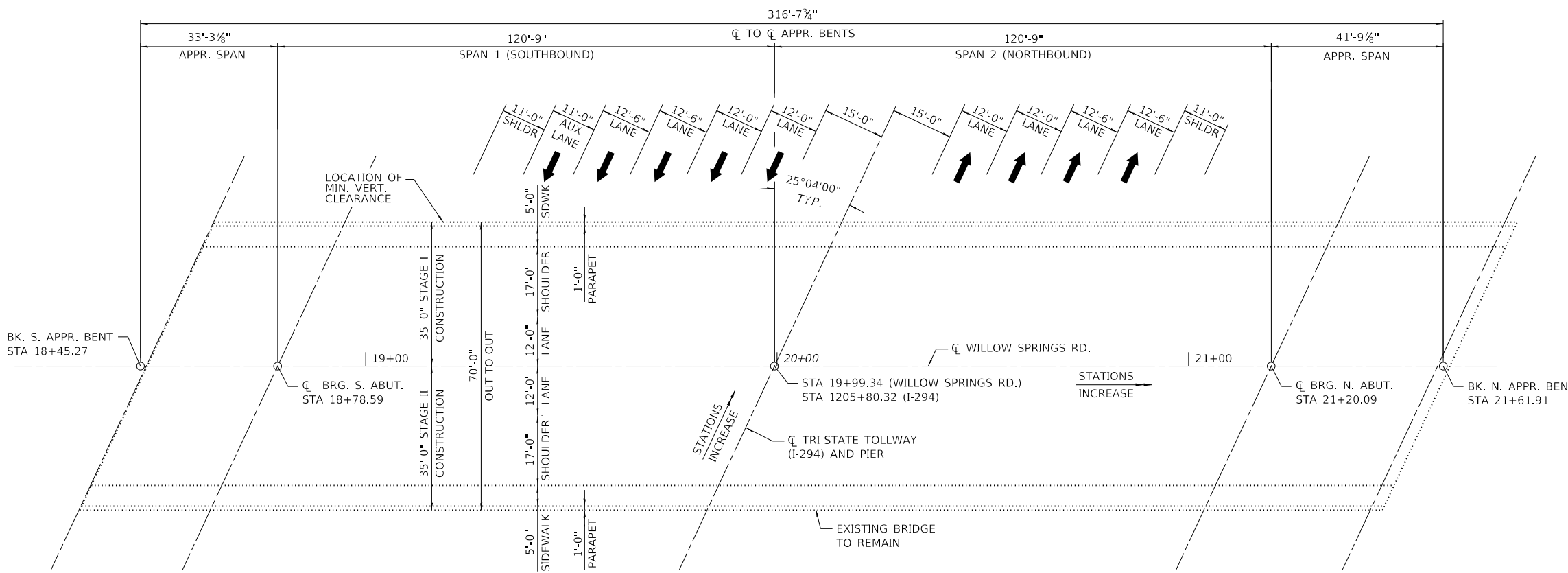
EXISTING STRUCTURE: WILLOW SPRINGS ROAD OVER I-294. BN 187 WAS BUILT IN 1992 UNDER CONTRACT MIP-90-456 AFTER ORIGINAL BRIDGE FROM 1958 (CONTRACT T-3B) WAS REMOVED AND REPLACED. TWO-SPAN BRIDGE HAS OVERALL LENGTH OF 241'-6" (CL TO CL BRG.) AND AN OUT TO OUT WIDTH OF 70'-0". SUPERSTRUCTURE CONSISTS PRECAST CONCRETE GIRDERS WITH 7 1/2" THICK CONCRETE DECK. THE EXISTING SUBSTRUCTURE CONSISTS OF REINFORCED CONCRETE VAULTED ABUTMENTS AND PIERS SUPPORTED ON CONCRETE FILLED METAL SHELL PILES.

STAGE CONSTRUCTION SHALL BE UTILIZED TO MAINTAIN TRAFFIC DURING CONSTRUCTION.

NO SALVAGE.



ELEVATION
(LOOKING WEST)



PLAN

SCOPE OF WORK:

1. RECONSTRUCT EXPANSION JOINTS.
2. CLEAN DRAINAGE SYSTEM.
3. APPLY BRIDGE DECK CONCRETE CRACK SEALER TO APPROACH SLABS.
4. APPLY BRIDGE DECK CONCRETE SEALER TO DESIGNATED AREAS OF THE SUPERSTRUCTURE EXCLUDING JOINT RECONSTRUCTION.
5. APPLY CONCRETE SEALANT TO DESIGNATED AREAS OF SUBSTRUCTURE.
6. REPAIR CONCRETE CURB.
7. REPAIR SUBSTRUCTURE WITH STRUCTURAL REPAIR OF CONCRETE AND EPOXY INJECTION.
8. CLEAN & PAINT EXPANSION BEARINGS.
9. SCARIFY BRIDGE DECK.
10. APPLY THIN POLYMER BRIDGE DECK OVERLAY.
11. APPLY PROTECTIVE COAT TO JOINT RECONSTRUCTION CONCRETE.

HIGHWAY CLASSIFICATION

RTE. OVER - WILLOW SPRINGS ROAD
FUNCTIONAL CLASS: MINOR ARTERIAL
ADT: 10,300
ADTT: 206 (2%)

RTE. UNDER - I-294
FUNCTIONAL CLASS: INTERSTATE
ADT: 137,000
ADTT: 19,180 (14%)

DESIGN SPECIFICATIONS

2002 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY STRUCTURE DESIGN MANUAL, MARCH 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012.

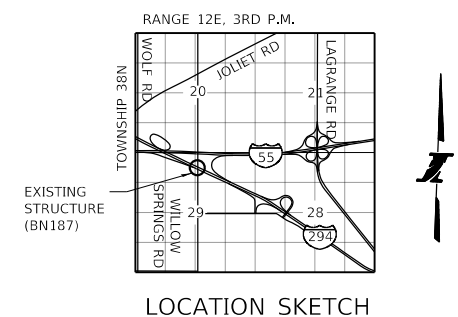
CONSTRUCTION SPECIFICATIONS

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016.

ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS.



ORIGINAL DESIGN CRITERIA

LIVE LOAD: HS20-44
FUTURE WEARING SURFACE: 25 PSF

DESIGN STRESSES

EXISTING

f'c = 3,500 PSI (SUBSTRUCTURE)
f'c = 3,500 PSI (SUPERSTRUCTURE)
f'c = 5,000 PSI (36" PPC BEAMS)
f'ci = 4,000 PSI (36" PPC BEAMS)
f'c = 6,000 PSI (63" PPC BEAMS)
f'ci = 5,000 PSI (63" PPC BEAMS)
fy = 60,000 PSI (REINFORCEMENT)
fy = 36,000 PSI (M183)
fs = 270,000 PSI (0.5" O STRESS RELIEVED)
fsi = 189,000 PSI (0.5" O STRESS RELIEVED)

PROPOSED

f'c = 4,000 PSI (SUPERSTRUCTURE)
fy = 60,000 PSI (REINFORCEMENT)

GENERAL PLAN & ELEVATION
WILLOW SPRINGS ROAD
OVER FAI RTE 0294 (I-294)
COOK COUNTY
MILE POST 22.8
BRIDGE NO. 187 (016-0538)

PLOT TIME = 3:00:27 PM
PLOT DATE = 4/13/2018
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DRAWN BY BAB DATE 4/17/2018
CHECKED BY BLB DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387 SB-01
WILLOW SPRINGS RD OVER I-294 (BN 187) DRAWING NO.
GENERAL PLAN & ELEVATION 85 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING OF REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BAR NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2 INCHES FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS WILL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING WILL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE.

CONCRETE SEALANT SHALL BE APPLIED TO THE SURFACES OF ALL PIER AND ABUTMENT SEATS, INCLUDING BACKWALLS LOCATED BELOW ROADWAY EXPANSION JOINTS. SEALANT SHALL ALSO BE APPLIED TO ALL EXPOSED SURFACES OF PIERS (INCLUDING DIAPHRAGMS) IN THE MEDIAN OR PIERS AND ABUTMENTS THAT ARE ADJACENT TO THE ROADWAY. EXISTING SURFACES SHALL BE POWER WASHED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 592 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

COST OF SAWCUTTING IS INCLUDED WITH CONCRETE REMOVAL.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARs WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

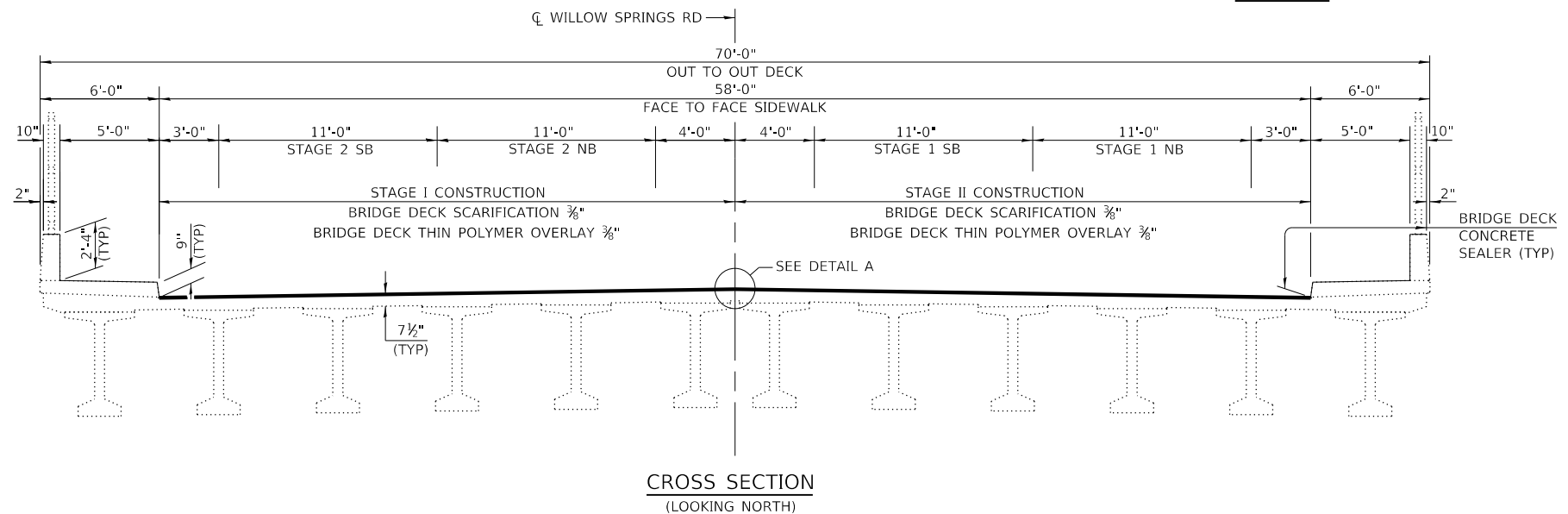
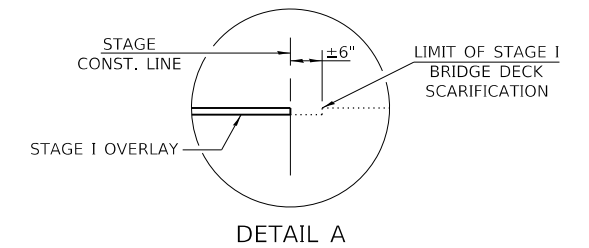
TOTAL BILL OF MATERIAL				
PAY ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
50102400	CONCRETE REMOVAL	CU YD	8.3	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	8.3	
50300300	PROTECTIVE COAT	SQ YD	30	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,080	
50800515	BAR SPLICERS	EACH	8	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	151	
J5121200	LOW PRESSURE EPOXY INJECTION	FOOT	130	
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	10	
JT503050	SHALLOW CONCRETE REPAIR	SQ FT	3	
JT524010	APPLY CONCRETE SEALANT	SQ FT	4,610	
JT602832	CLEAN DRAINAGE SYSTEM, LOCATION NO. 2	EACH	1	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	44	
X0326331	CLEANING AND PAINTING BEARINGS	EACH	24	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	9,374	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	2,017	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	2,017	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	30	

ABBREVIATIONS

ABUT.	ABUTMENT	EX.	EXISTING
APPR.	APPROACH	IN.	INCH
AVE.	AVENUE	MIN.	MINIMUM
BK	BACK	N	NORTH
BN	BRIDGE NUMBER	NB	NORTHBOUND
BRG.	BEARING	NO.	NUMBER
C&G	CURB AND GUTTER	RD.	ROAD
CLR.	CLEAR	S	SOUTH
CONST.	CONSTRUCTION	SB	SOUTHBOUND
CTS.	CENTERS	SHLDR.	SHOULDER
DIA.	DIAMETER	SQ.	SQUARE
E	EAST	STA.	STATION
EB	EASTBOUND	TYP.	TYPICAL
EST.	ESTIMATED	VERT.	VERTICAL
EX.	EXISTING	W	WEST
		WB	WESTBOUND

INDEX OF SHEETS

- SB-01. GENERAL PLAN & ELEVATION
- SB-02. GENERAL NOTES & BILL OF MATERIAL
- SB-03. ABUTMENT REPAIR DETAILS
- SB-04. PIER REPAIR DETAILS
- SB-05. DECK REPAIR DETAILS
- SB-06. EXPANSION JOINT REPAIRS I
- SB-07. EXPANSION JOINT REPAIRS II
- SB-08. PREFORMED JOINT STRIP SEAL
- SB-09. BAR SPLICER DETAILS
- SB-10. EXISTING BEARING DETAILS



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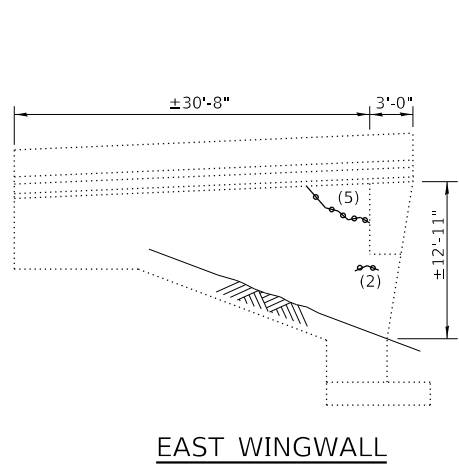


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

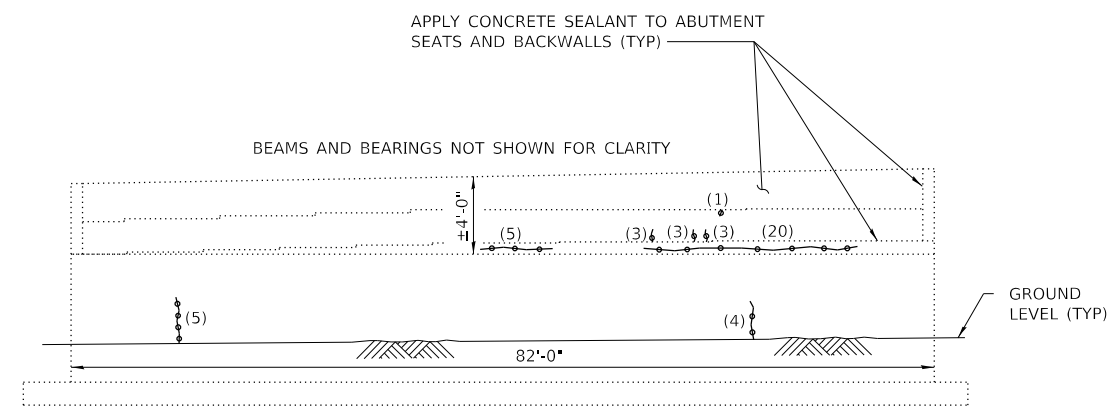
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 SB-02
 WILLow SPRINGS RD OVER I-294 (BN 187)
 GENERAL NOTES & BILL OF MATERIAL
 DRAWING NO. 86 OF 175

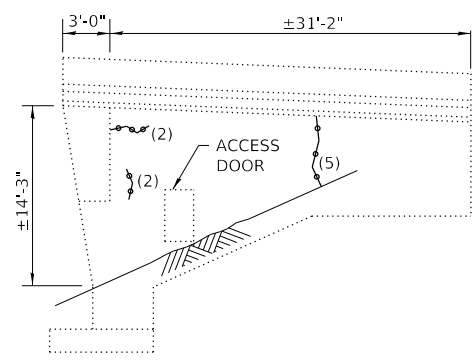
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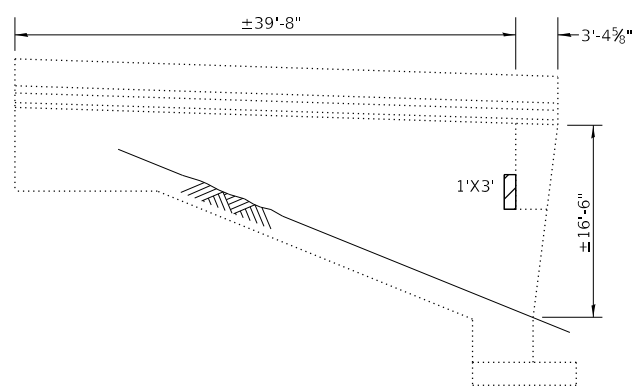
EAST WINGWALL



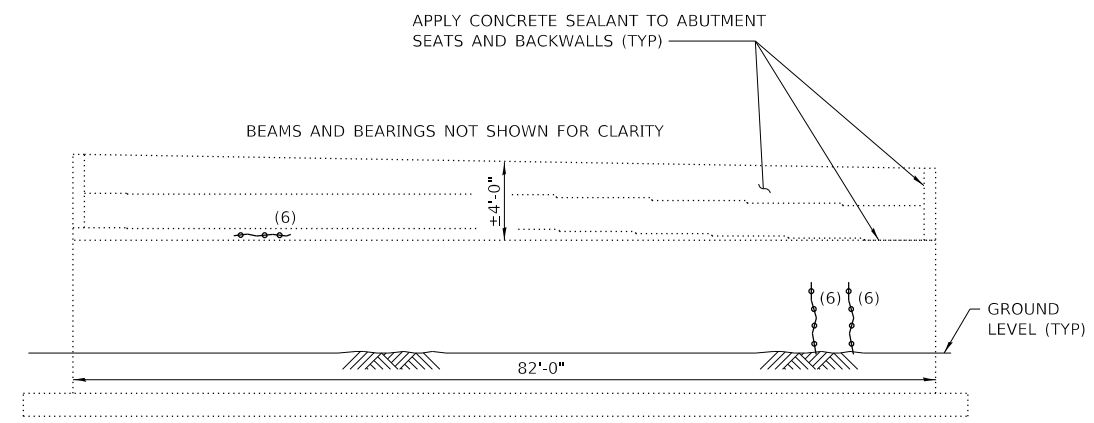
SOUTH ABUTMENT ELEVATION



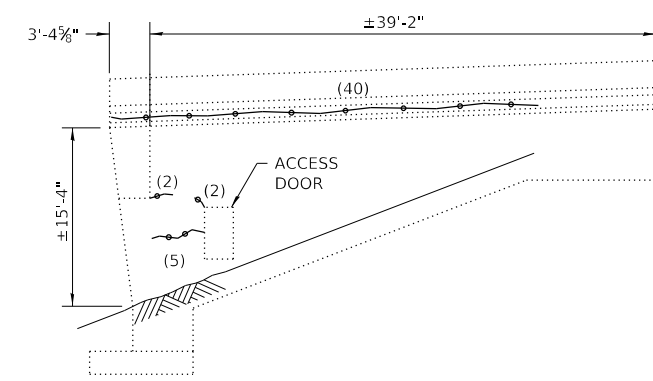
WEST WINGWALL



WEST WINGWALL



NORTH ABUTMENT ELEVATION



EAST ABUTMENT

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

LEGEND

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- LOW PRESSURE EPOXY INJECTION (EST. LENGTH IN FEET)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
* STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	5
LOW PRESSURE EPOXY INJECTION	FOOT	109
APPLY CONCRETE SEALANT	SQ FT	1,103

* TOLLWAY ITEM JTS03040

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



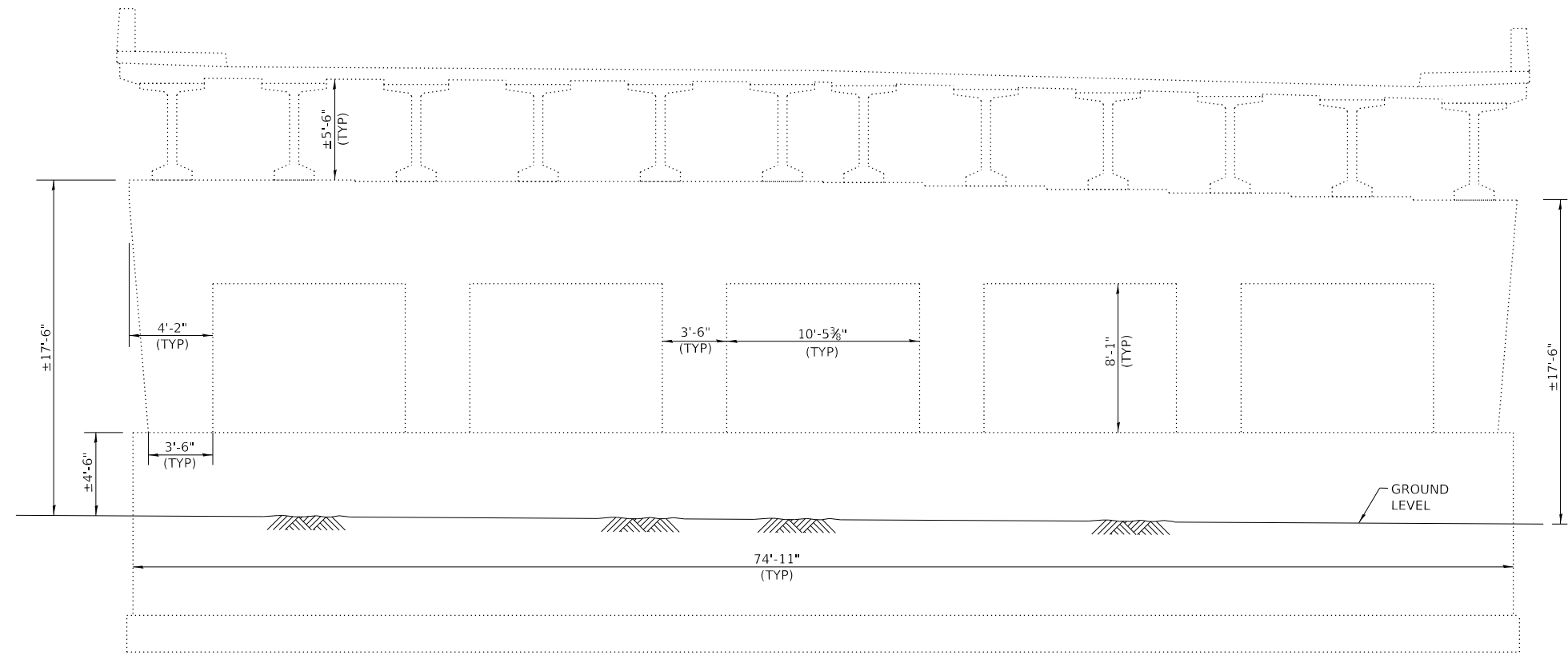
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

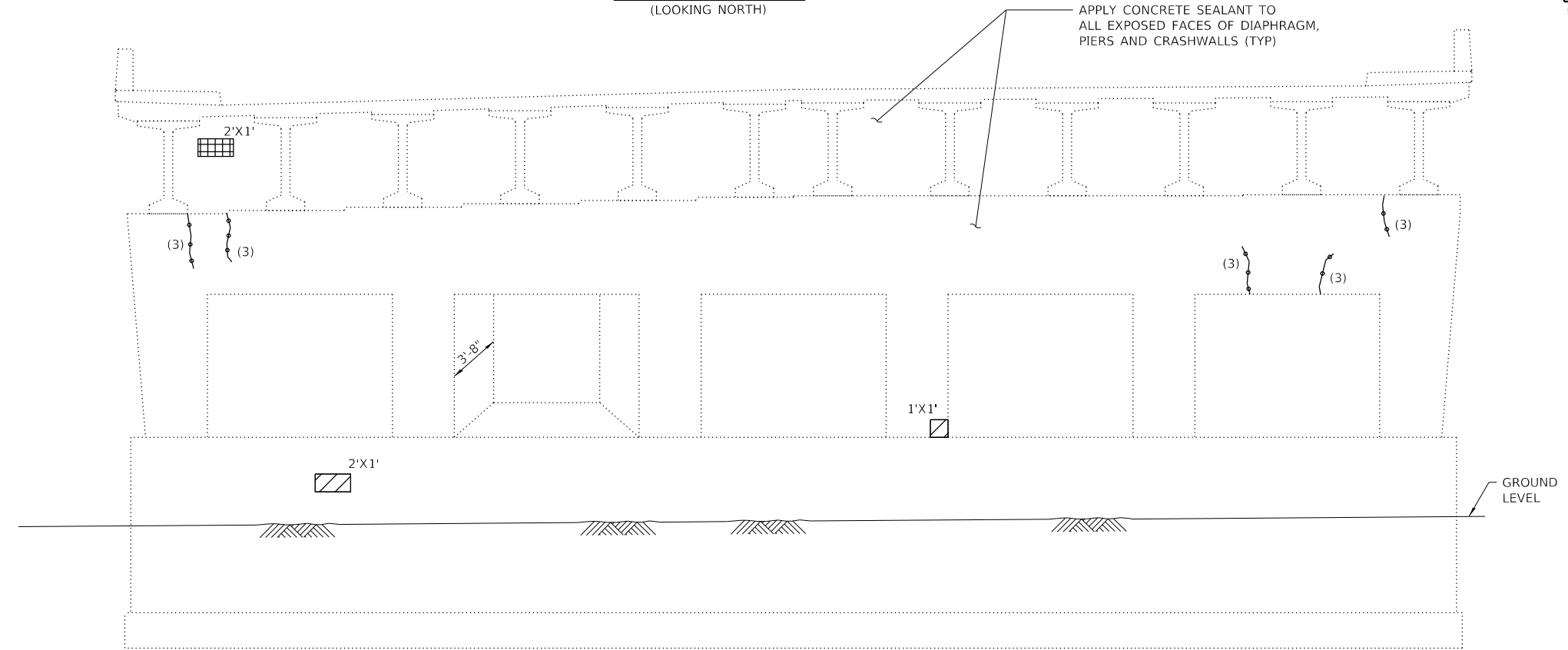
CONTRACT NO. RR-18-4387
 WILLOW SPRINGS RD OVER I-294 (BN 187)
 ABUTMENT REPAIR DETAILS

SB-03
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 87 OF 175

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ELEVATION PIER 1
(LOOKING NORTH)



ELEVATION PIER 1
(LOOKING SOUTH)




APPLY CONCRETE SEALANT TO ALL EXPOSED FACES OF DIAPHRAGM, PIERS AND CRASHWALLS (TYP)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
* STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	5
SHALLOW CONCRETE REPAIR	SQ FT	3
LOW PRESSURE EPOXY INJECTION	FOOT	21
APPLY CONCRETE SEALANT	SQ FT	3,507

* TOLLWAY ITEM JT503040

LEGEND

-  SHALLOW CONCRETE REPAIR
-  STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
-  LOW PRESSURE EPOXY INJECTION (EST. LENGTH IN FEET)

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

EXISTING CONDUITS, UNDERPASS LIGHTING, AND DOWNSPOUTS ATTACHED TO PIER SHALL BE LEFT IN PLACE AND PROTECTED DURING CONCRETE REPAIR OPERATIONS. ANY DAMAGE CAUSED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



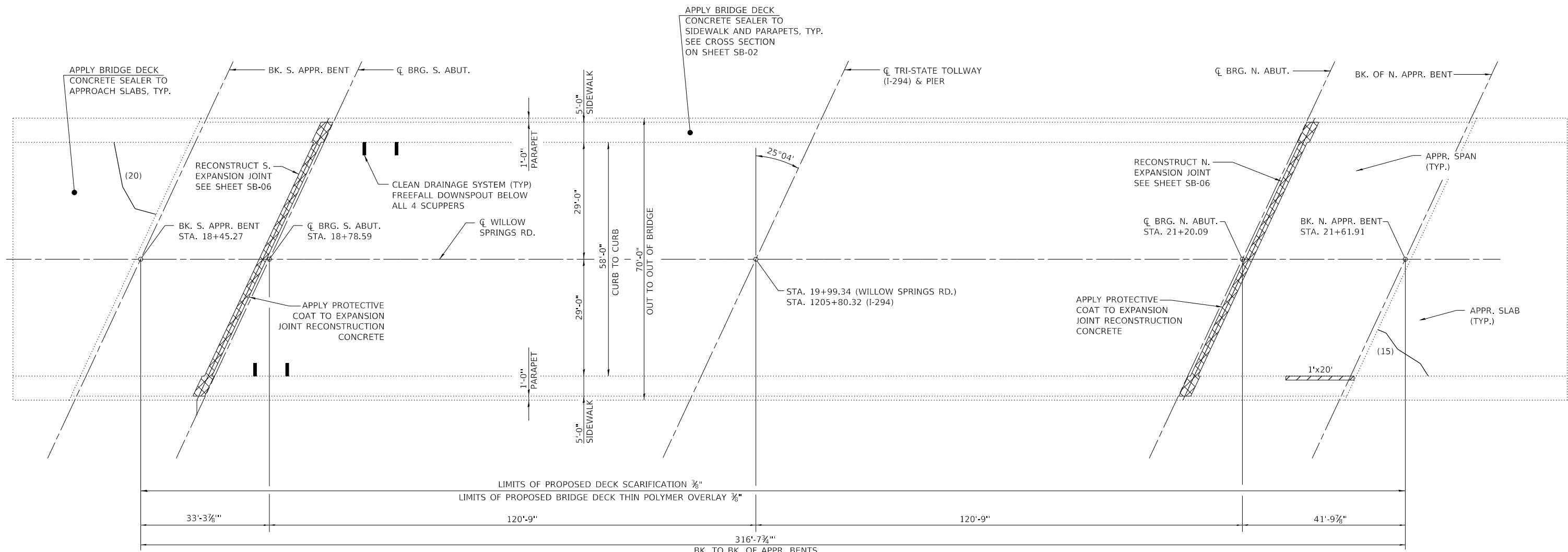
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 WILLOW SPINGS RD OVER I-294 (BN 187)
 PIER REPAIR DETAILS

SB-04
 DRAWING NO. 88 OF 175

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PLAN

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

LEGEND



- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- JOINT RECONSTRUCTION
- BRIDGE DECK CONCRETE CRACK SEALER (EST. LENGTH IN FEET)
- EXISTING SCUPPER

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
* STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	30
BRIDGE DECK CONCRETE CRACK SEALER	FOOT	44
CLEAN DRAINAGE SYSTEM, LOCATION NO. 2	EACH	1
CONCRETE BRIDGE DECK SCARIFICATION 3/8"	SQ YD	2,017
BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	2,017
BRIDGE DECK CONCRETE SEALER	SQ FT	9,374
PROTECTIVE COAT	SQ YD	30

* TOLLWAY ITEM Z0012754

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

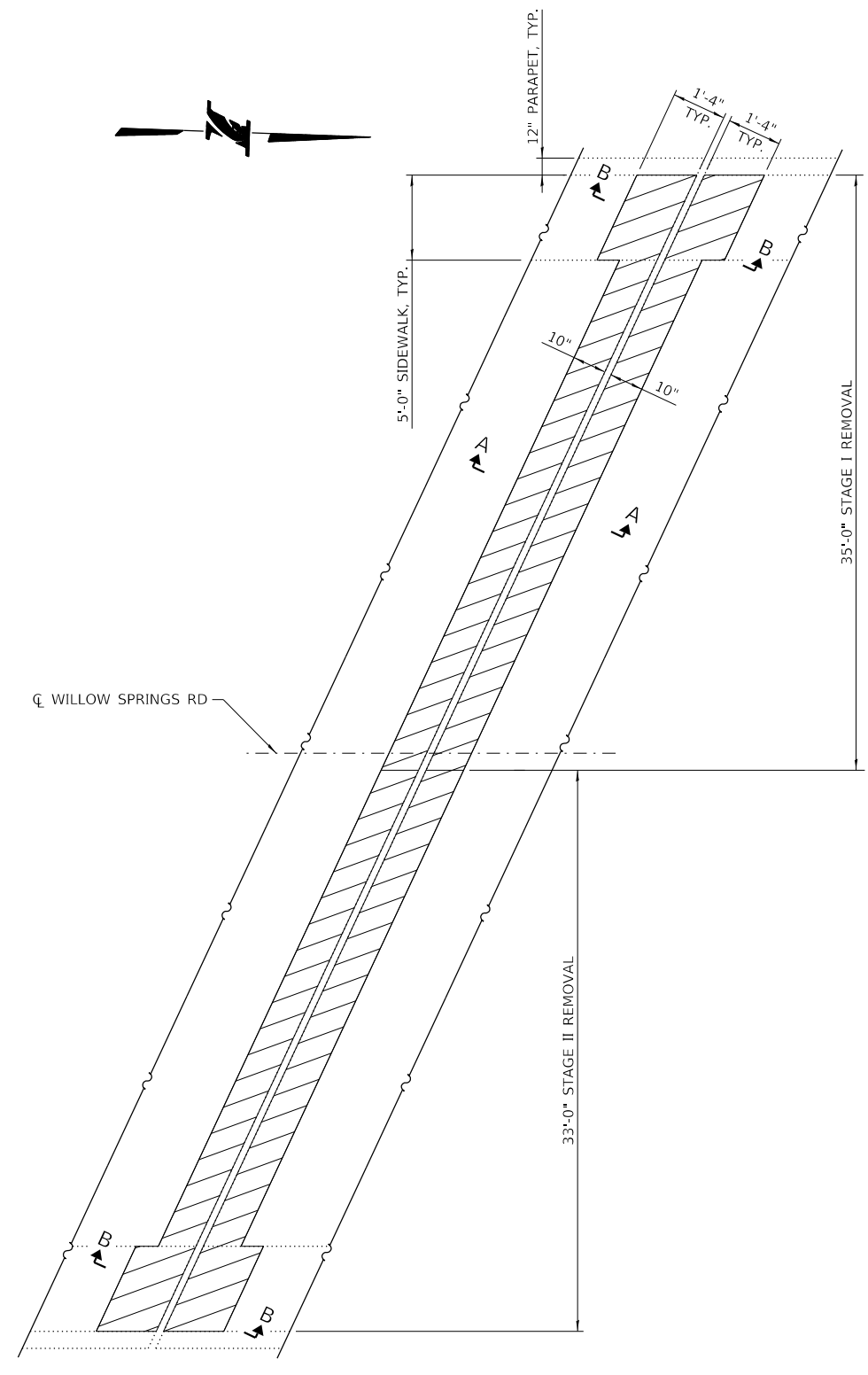


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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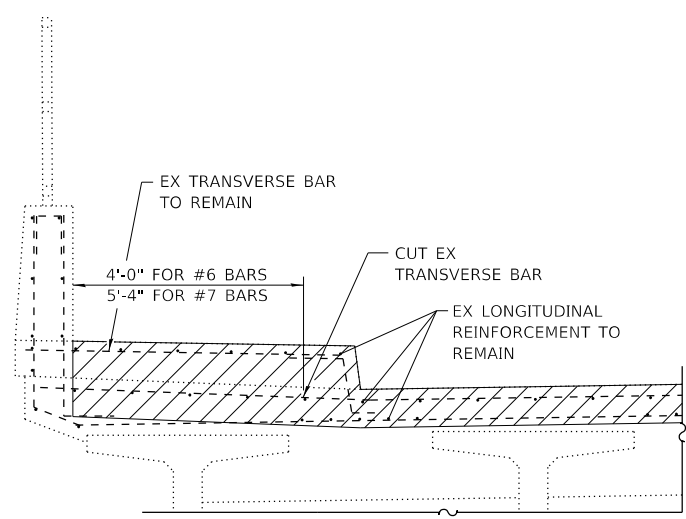
REVISIONS	
NO.	DESCRIPTION

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 WILLOW SPRINGS RD OVER I-294 (BN 187)
 DECK REPAIR DETAILS
 SB-05
 DRAWING NO. 89 OF 175

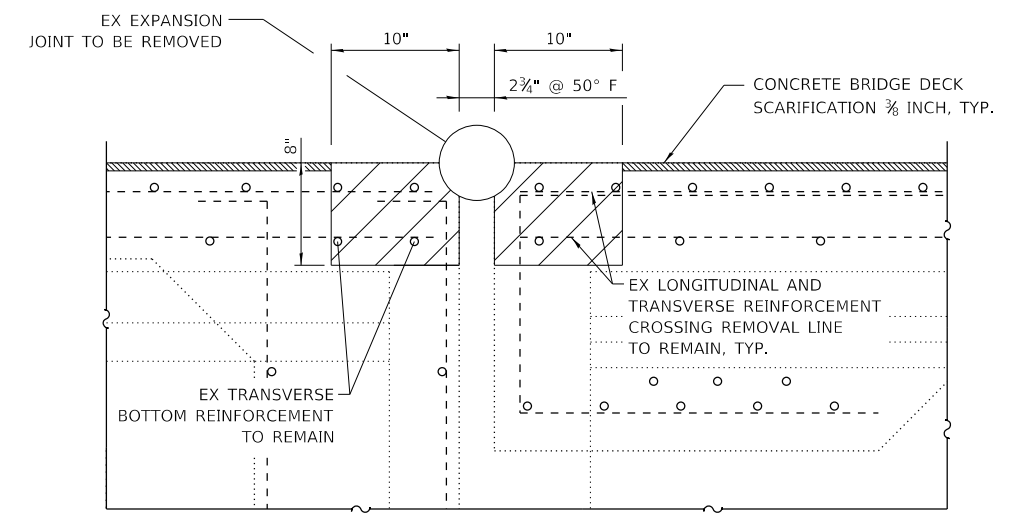
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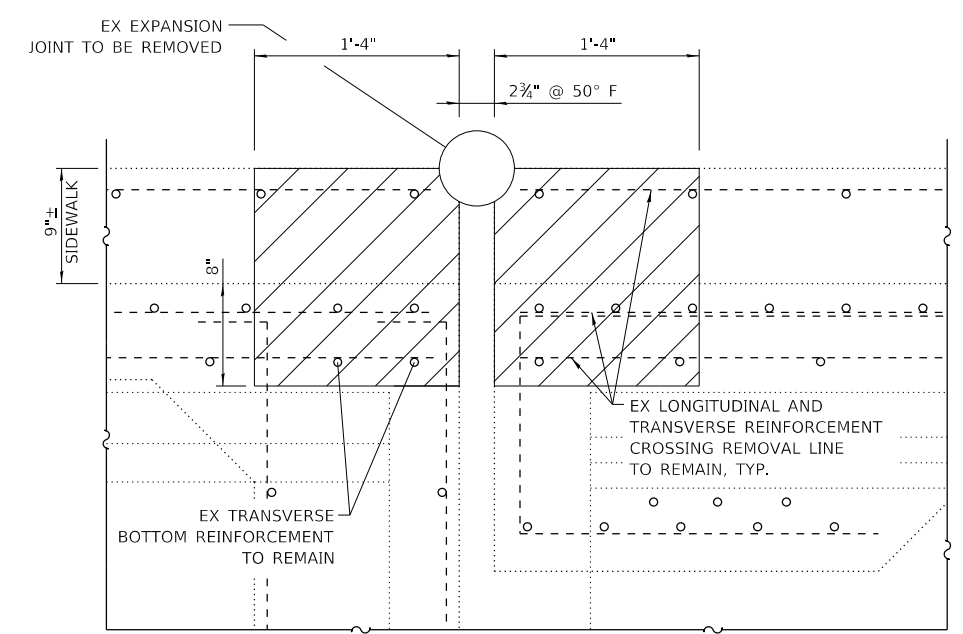
REMOVAL PLAN
 SOUTH ABUTMENT SHOWN;
 NORTH ABUTMENT SIMILAR BY ROTATION



TYPICAL REMOVAL SECTION THRU SIDEWALK & PARAPET



SECTION A-A



SECTION B-B

INDICATES CONCRETE REMOVAL

- NOTES**
- CONTRACTOR SHALL EXERCISE CARE DURING JOINT REMOVAL TO PREVENT DAMAGE TO EXISTING STRUCTURAL ELEMENTS TO REMAIN IN PLACE, INCLUDING BEAM SHEAR REINFORCEMENT.
 - EXISTING REINFORCEMENT WHICH IS TO BE INCORPORATED INTO THE NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GRAY METAL, STRAIGHTENED (WITHOUT HEATING), AND CUT TO FIT. COST OF WHICH SHALL BE INCLUDED WITH "CONCRETE REMOVAL".

DRAWN BY	AS	DATE	4/17/2018
CHECKED BY	BLB	DATE	4/17/2018

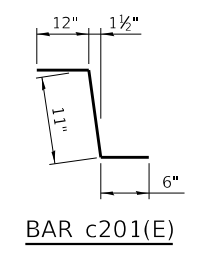
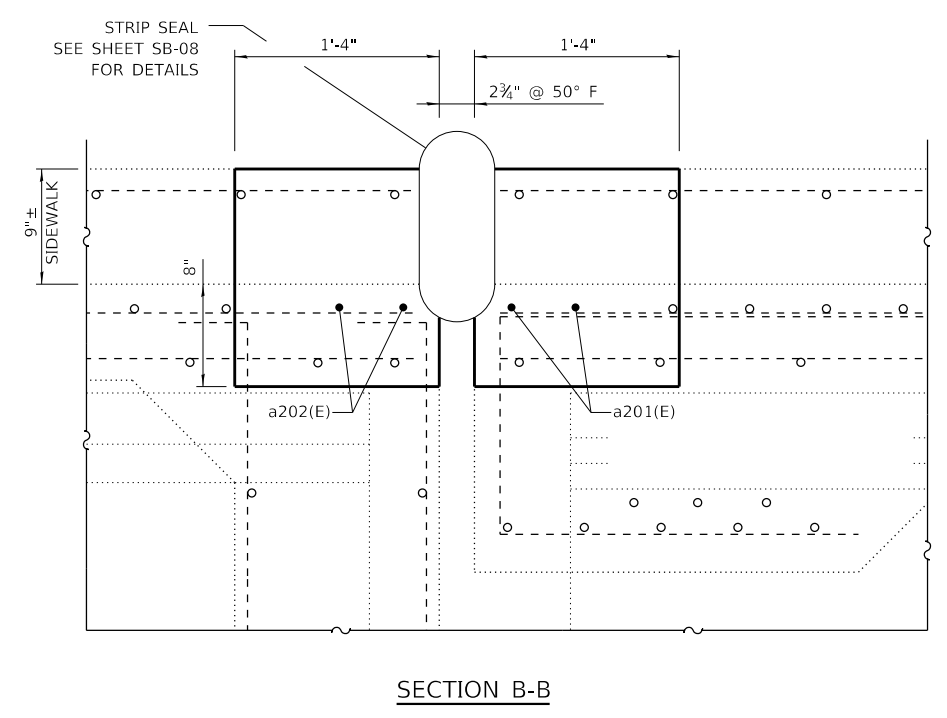
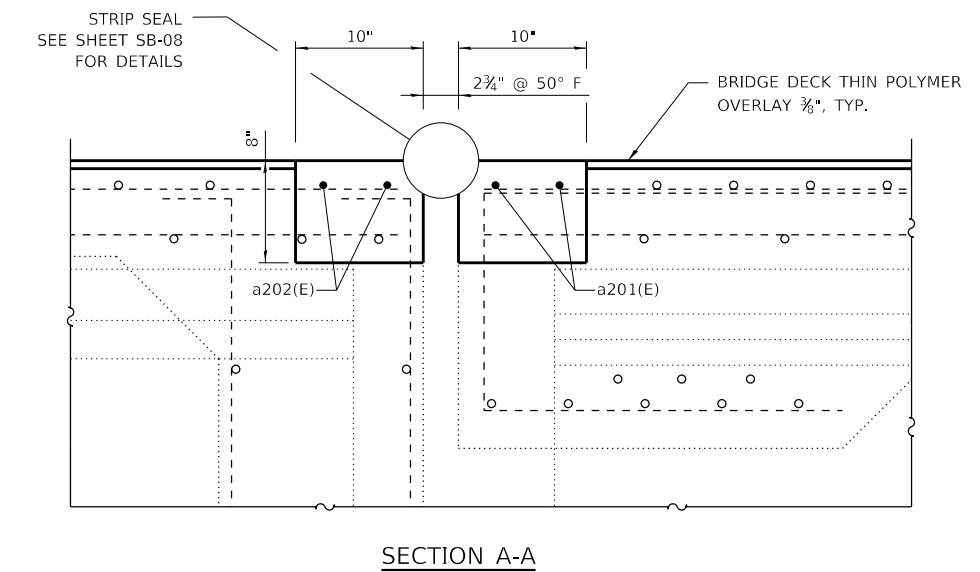
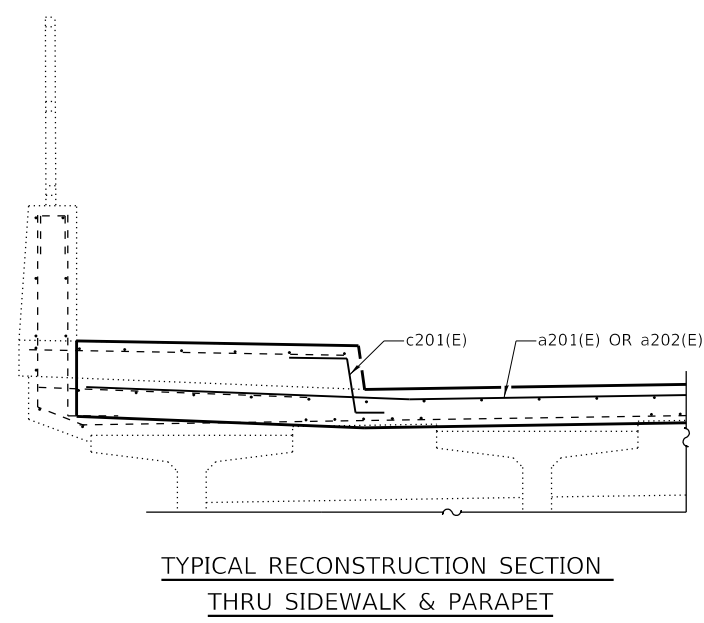
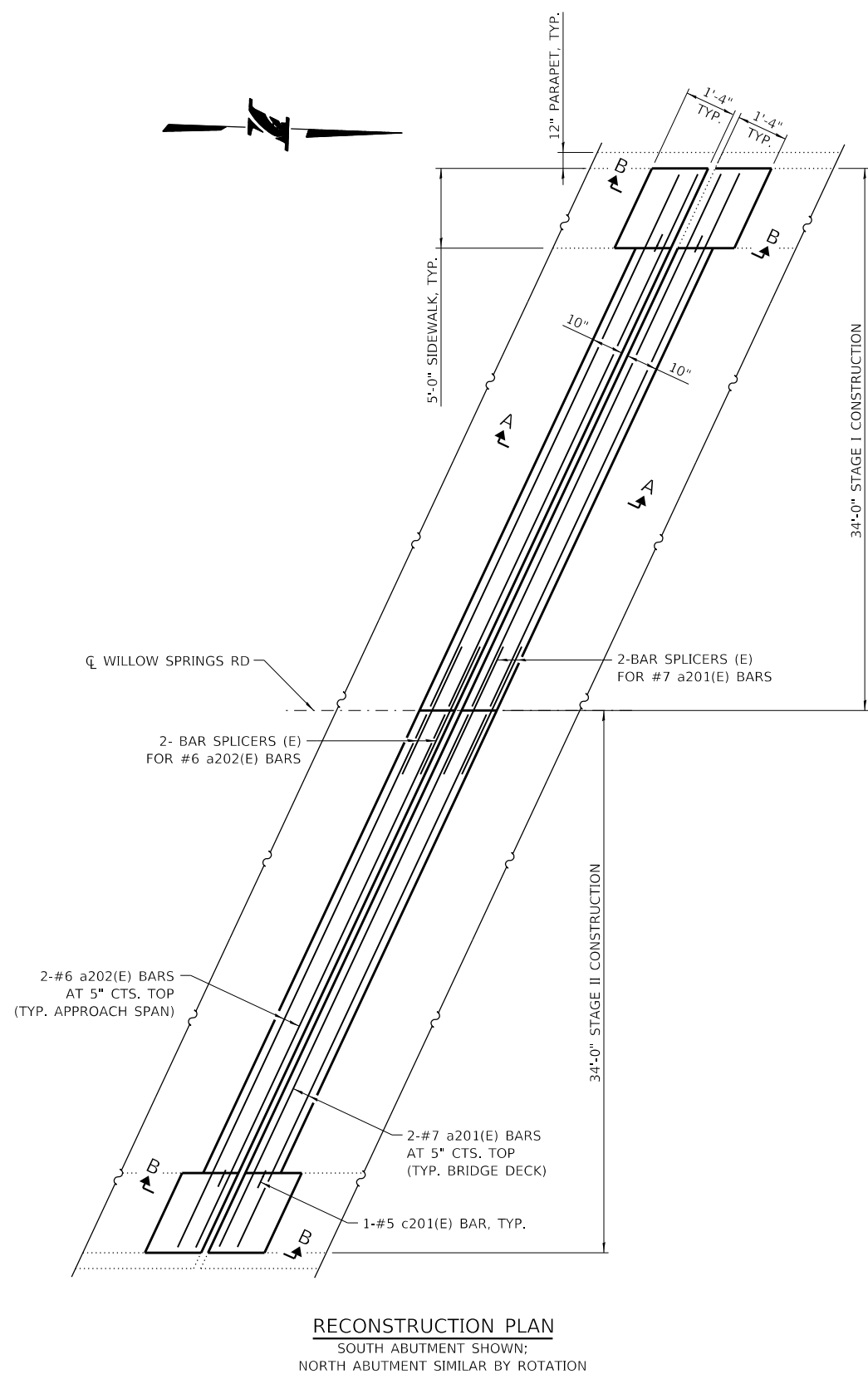


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		DESCRIPTION
NO.	DATE	

CONTRACT NO.	RR-18-4387	SB-06
WILLOW SPRINGS RD OVER I-294 (BN 187) EXPANSION JOINT REPAIRS I		DRAWING NO. 90 OF 175

FILE NAME = p:\a\escom\ra-pa-bentley\com\ECOM\DS16_NA\Documents\69545817-Central Tr-States DCM\0400-Work Packages\116-4265-SG4\10 - 4387\01 - DCM\12 - SHT\BAXA\4387-SHT-187-07_EXP\JOINT_BN187-BAX.dgn
 PLOT TIME = 3:01:15 PM
 PLOT DATE = 4/13/2018
 PLOT SCALE = 10.00000' / 1"



**EXPANSION JOINT REPAIRS
 BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
a201(E)	8	#7	37'-2"	—
a202(E)	8	#6	37'-2"	—
c201(E)	8	#5	2'-5"	∩
CONCRETE REMOVAL			CU. YD.	8.3
REINFORCEMENT BARS, EPOXY COATED			POUND	1,080
BAR SPLICERS			EACH	8
CONCRETE SUPERSTRUCTURE			CU. YD.	8.3

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



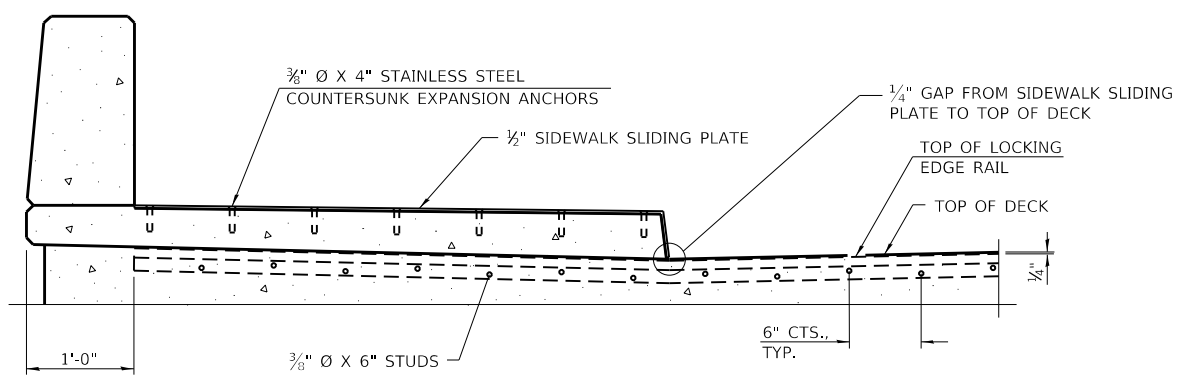
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

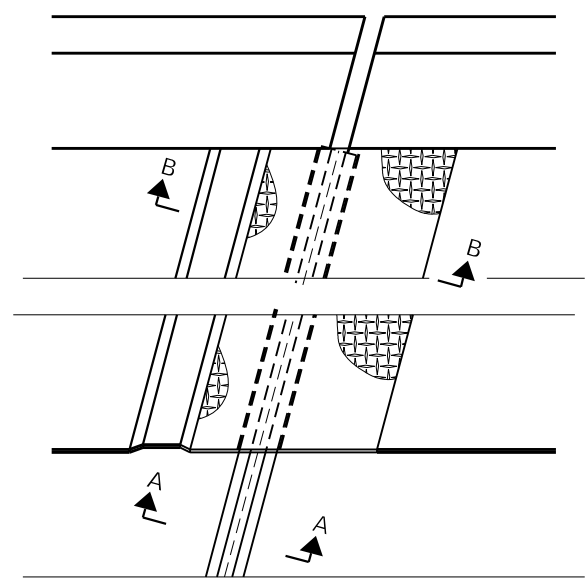
CONTRACT NO. RR-18-4387
 SB-07
 WILLOW SPRINGS RD OVER I-294 (BN 187)
 EXPANSION JOINT REPAIRS II
 DRAWING NO. 91 OF 175

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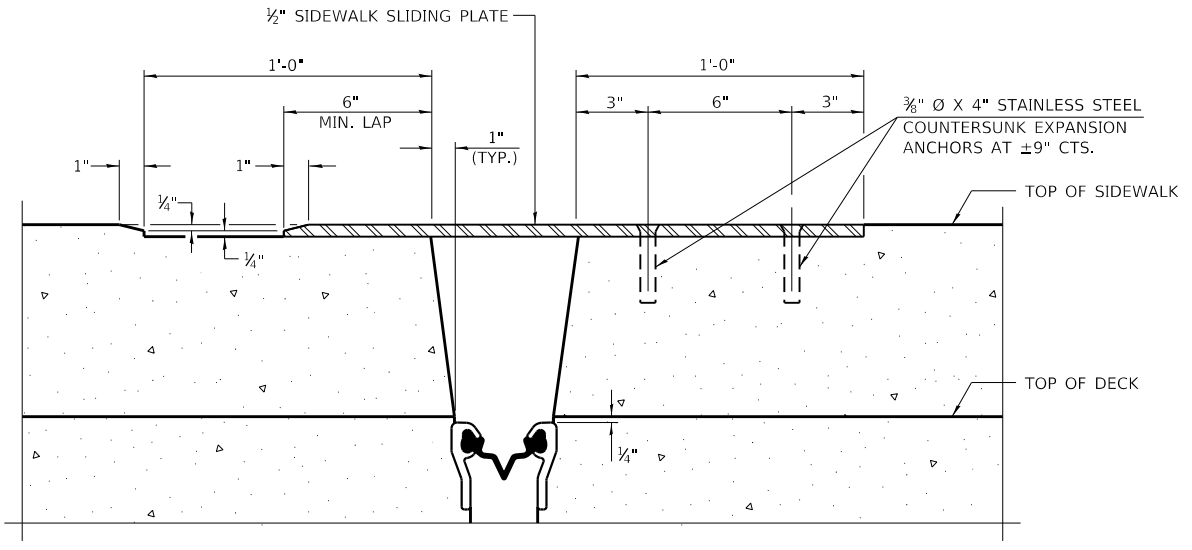
BRIDGE FENCE RAILING NOT SHOWN



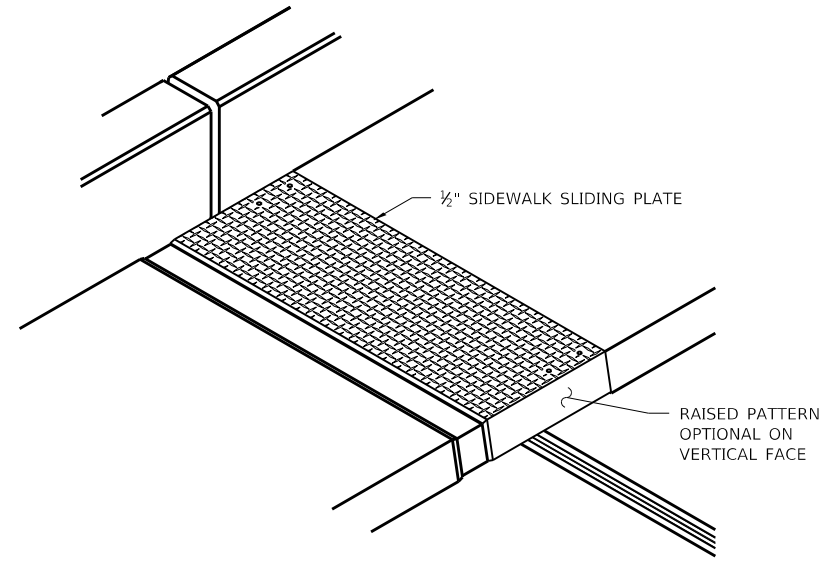
ELEVATION AT RAISED SIDEWALK



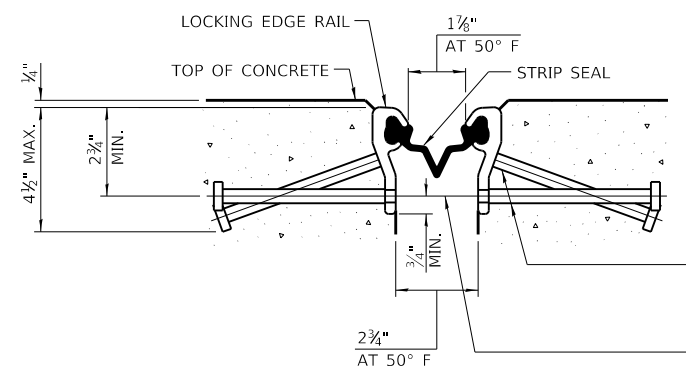
PLAN AT RAISED SIDEWALK



SECTION B-B



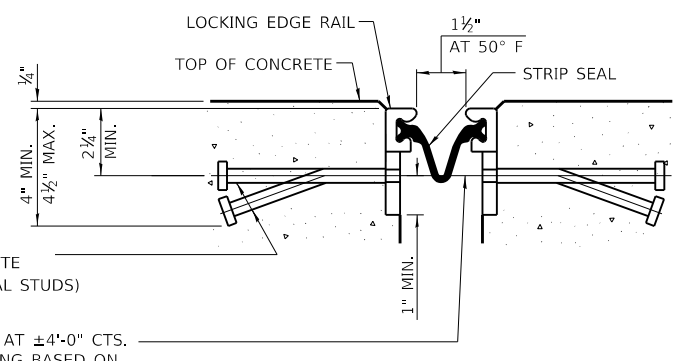
TRIMETRIC VIEW



SHOWING ROLLED RAIL JOINT

* $\frac{3}{8}$ " ϕ X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)

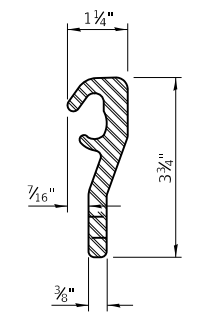
$\frac{3}{8}$ " ϕ THREADED RODS IN $\frac{7}{16}$ " ϕ HOLES AT $\pm 4'-0"$ CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.



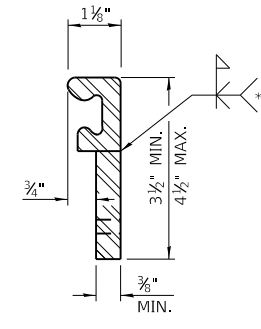
SHOWING WELDED RAIL JOINT

SECTION A-A

* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



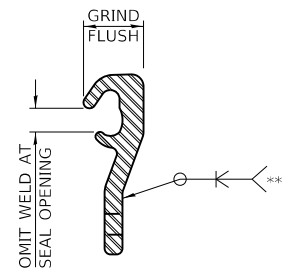
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



LOCKING EDGE RAIL SPLICE
 THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT STRIP SEAL	FOOT	151

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

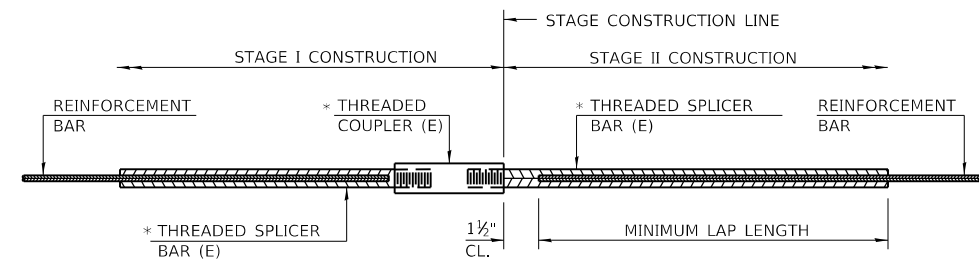
BAXTER & WOODMAN
 Consulting Engineers

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387 SB-08
 WILLOW SPRINGS RD OVER I-294 (BN 187) DRAWING NO.
 PREFORMED JOINT STRIP SEAL 92 OF 175

PLOT TIME = 3:01:32 PM
 PLOT DATE = 4/13/2018
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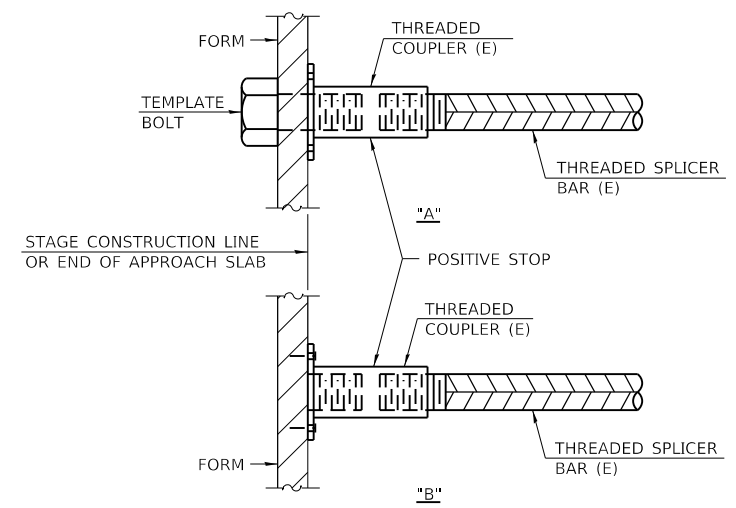


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
JOINT RECONSTRUCTION	#6	4	3'-10"
JOINT RECONSTRUCTION	#7	4	5'-2"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.

NOTES

SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
 ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
 BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
 SEE IDOT "QUALIFIED PRODUCTS LIST" OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



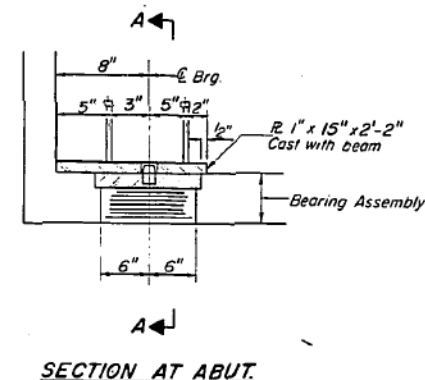
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

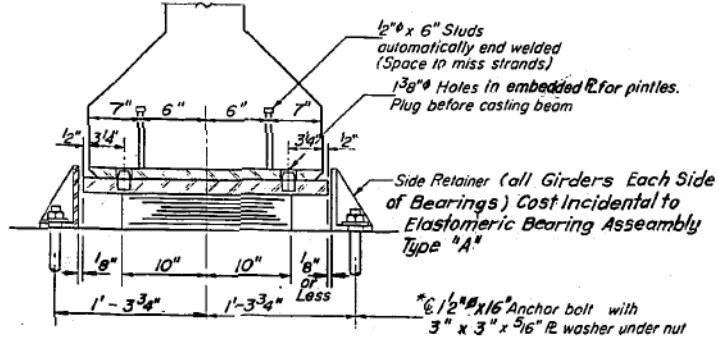
CONTRACT NO. RR-18-4387
 WILLOW SPRINGS RD OVER I-294 (BN 187)
 BAR SPLICER DETAILS

SB-09
 DRAWING NO.
 93 OF 175

PLOT TIME = 3:01:53 PM
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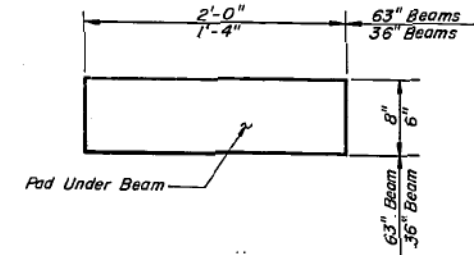
SECTION AT ABUT.



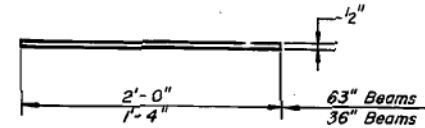
SECTION A-A

TYPE "A" ELASTOMERIC EXP. BRG. AT ABUTMENTS

Note: After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. For Anchor bolts Details for Bearings See Dwg. No. S-27.



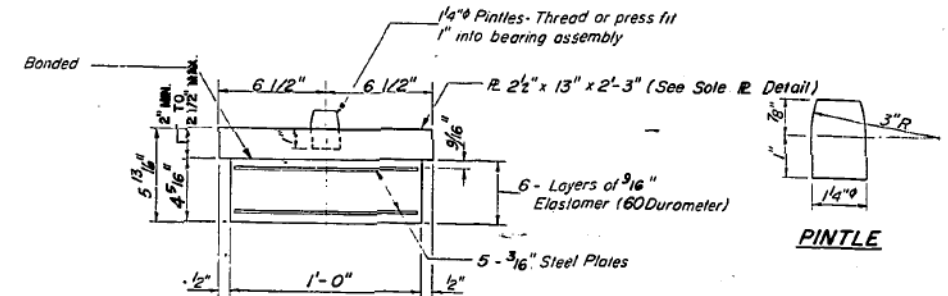
PLAN



ELEVATION

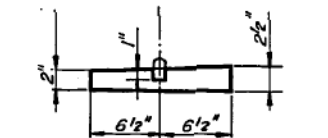
DETAIL OF ELASTOMERIC BEARING PAD

(Total No. Req'd 64)
COST INCIDENTAL TO PPC BEAMS

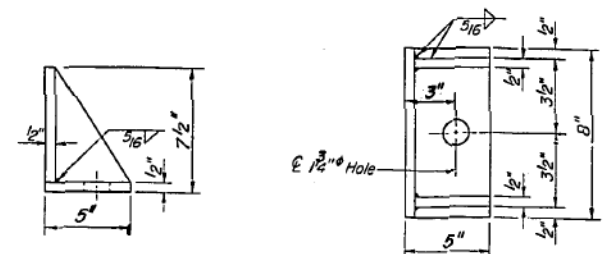


BEARING ASSEMBLY

Note: Shim plates shall not be placed under bearing assembly.

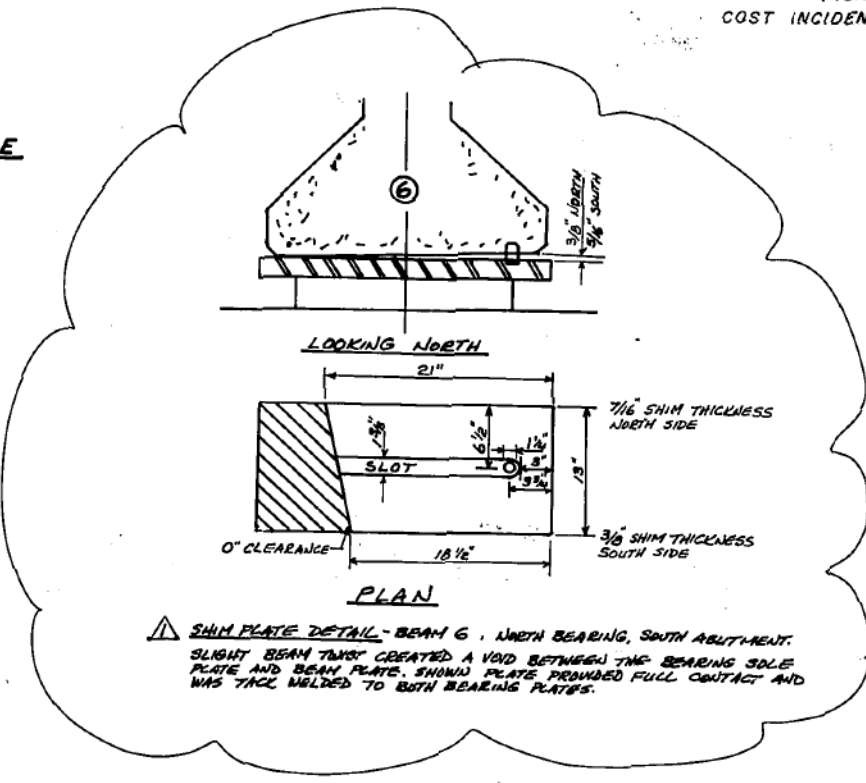


BEVELED SOLE PLATE



SIDE RETAINER

(Total No. Req'd 48)
Equivalent Rolled Angle With Stiffeners Will Be Allowed in Lieu of Welded Plates.



PLAN

SHIM PLATE DETAIL - BEAM 6, NORTH BEARING, SOUTH ABUTMENT. SLIGHT BEAM TORSION CREATED A VOID BETWEEN THE BEARING SOLE PLATE AND BEAM PLATE. SHOWN PLATE PROVIDED FULL CONTACT AND WAS TACK WELDED TO BOTH BEARING PLATES.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
ELASTOMERIC BEARINGS, TYPE A	EACH	24

ISSUED FOR CONSTRUCTION

DEC 17 1991

S-18 OF S-35

DRAWN A.S.	DATE... 10/16/91	 BOWMAN, BARRETT & ASSOCIATES, INC. CONSULTING ENGINEERS 282 NORTH MICHIGAN AVENUE SUITE 8000 CHICAGO, ILLINOIS 60611	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY EAST-WEST TOLLWAY AND MIDWEST ROAD OAK BROOK, ILLINOIS 60521	REVISIONS NO. DATE DESCRIPTION 1-11-94 RECORD PLAN DRAWING	CONTRACT MIP-90-456 WILLOW SPRINGS ROAD OVER I-294 (TRI-STATE TOLLWAY) TYPE "A" BEARING DETAILS	DRAWING NO. 137 OF 250
CHECKED S.F.	SCALE... NTS					

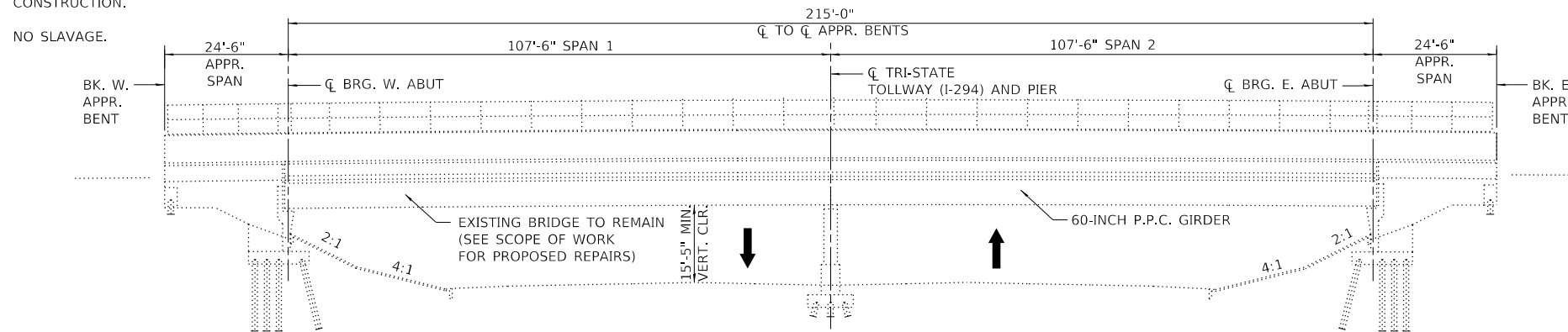
FOR INFORMATION ONLY

DRAWN BY AS	DATE 4/17/2018	 BAXTER & WOODMAN Consulting Engineers	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	CONTRACT NO. RR-18-4387	SB-10
CHECKED BY BLB	DATE 4/17/2018					WILLOW SPRINGS RD OVER I-294 (BN 187) EXISTING BEARING DETAILS

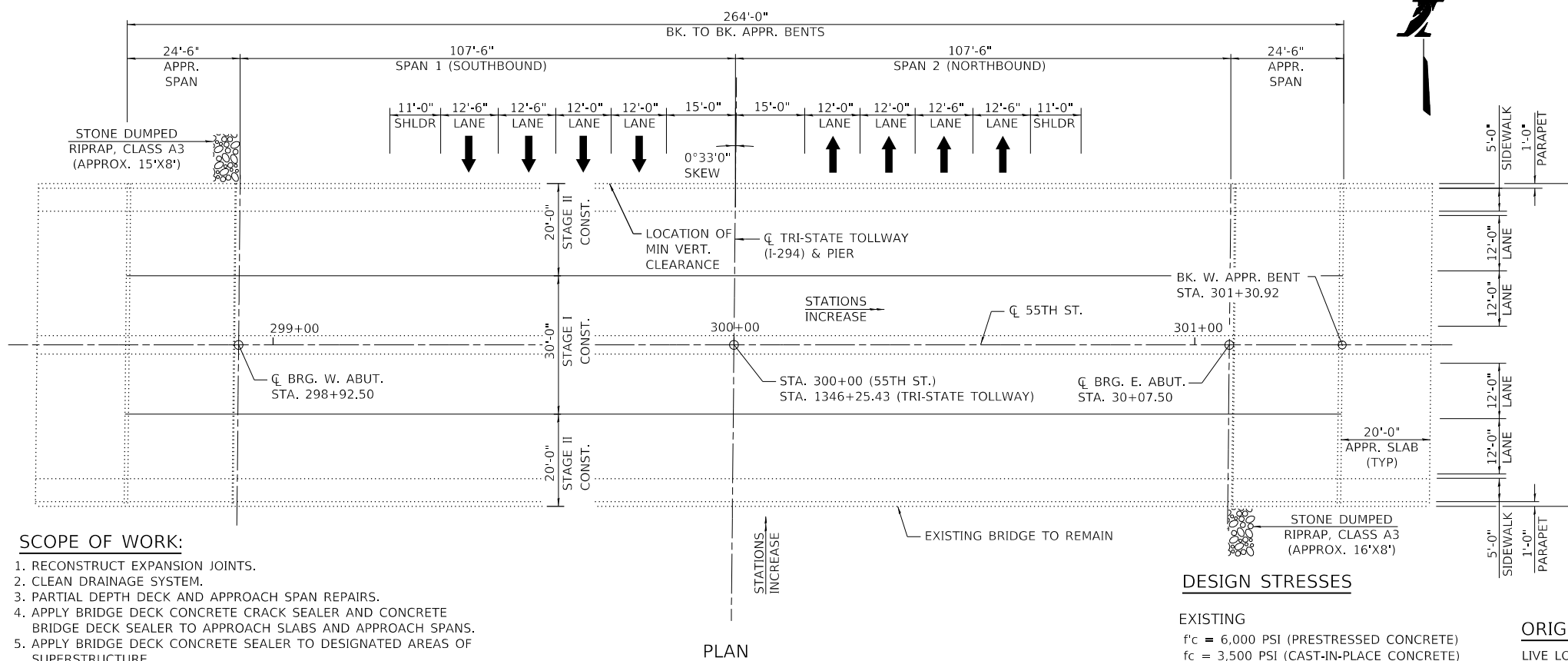
BENCHMARK: NO DATA IS AVAILABLE.

EXISTING STRUCTURE: 55TH STREET OVER I-294, BN 251 WAS BUILT UNDER CIP-660 AFTER ORIGINAL BRIDGE FROM 1958 (CONTRACT T-5A) WAS REMOVED AND REPLACED. TWO-SPAN BRIDGE HAS OVERALL LENGTH OF THE BRIDGE IS 264'-0" BACK TO BACK APPROACH BENTS AND OUT TO OUT WIDTH OF 70'-0". SUPERSTRUCTURE CONSISTS OF 60" DEEP PRECAST PRESTRESSED CONCRETE GIRDERS WITH 7 1/2" CONCRETE DECK. THE EXISTING SUBSTRUCTURE CONSISTS OF REINFORCED CONCRETE VAULTED ABUTMENT AND PIERS SUPPORTED ON STEEL H-PILES.

STAGE CONSTRUCTION SHALL BE UTILIZED TO MAINTAIN TRAFFIC DURING CONSTRUCTION.



ELEVATION



PLAN

SCOPE OF WORK:

1. RECONSTRUCT EXPANSION JOINTS.
2. CLEAN DRAINAGE SYSTEM.
3. PARTIAL DEPTH DECK AND APPROACH SPAN REPAIRS.
4. APPLY BRIDGE DECK CONCRETE CRACK SEALER AND CONCRETE BRIDGE DECK SEALER TO APPROACH SLABS AND APPROACH SPANS.
5. APPLY BRIDGE DECK CONCRETE SEALER TO DESIGNATED AREAS OF SUPERSTRUCTURE.
6. REPAIR DESIGNATED AREAS OF SUBSTRUCTURE.
7. CLEAN & PAINT EXPANSION BEARINGS.
8. APPLY CONCRETE SEALANT TO DESIGNATED AREAS OF SUBSTRUCTURE.
9. SCARIFY BRIDGE DECK.
10. APPLY THIN POLYMER BRIDGE DECK OVERLAY.
11. STONE DUMPED RIPRAP AT LOCATIONS SHOWN ABOVE.

DESIGN STRESSES

EXISTING
 $f'_c = 6,000$ PSI (PRESTRESSED CONCRETE)
 $f_c = 3,500$ PSI (CAST-IN-PLACE CONCRETE)
 $f_y = 60,000$ PSI (REINFORCEMENT)

PROPOSED
 $f'_c = 4,000$ PSI
 $f_y = 60,000$ PSI

ORIGINAL DESIGN CRITERIA

LIVE LOAD: HS20-44
 FUTURE WEARING SURFACE: 25 PSF

DESIGN SPECIFICATIONS

2002 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY STRUCTURE DESIGN MANUAL, MARCH 2017.

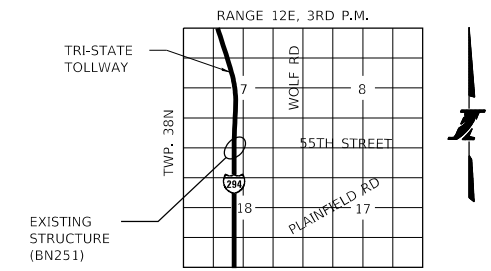
ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012.

CONSTRUCTION SPECIFICATIONS

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016.
 ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS.



LOCATION SKETCH

HIGHWAY CLASSIFICATION

RTE. OVER - 55TH STREET
 FUNCTIONAL CLASS: MINOR ARTERIAL
 ADT: 19,000
 ADTT: 380 (2%)

RTE. UNDER - I-294
 FUNCTIONAL CLASS: INTERSTATE
 ADT: 184,500
 ADTT: 25,830 (14%)

GENERAL PLAN & ELEVATION

55TH STREET
OVER FAI RTE 0294 (I-294)
COOK COUNTY
MILE POST 25.4
BRIDGE NO. 251 (016-2610)

PLOT TIME = 3:21:11 PM
 PLOT DATE = 4/13/2018

FILE NAME = p:\a\com-na-pa-bentley\com\CDM\DS16_NA\Documents\60545817-Central Tr-States DCM\0400-Work Packages\116-4265-SG4\10 - 4387\01 - DDN\12 - SHI\BAX\4387-SHT-251-01 (PE BN251)-BAX.dgn

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH ST OVER I-294 (BN 251)
 GENERAL PLAN & ELEVATION

SD-01
 DRAWING NO.
 95 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING OF REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BAR NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2 INCHES FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS WILL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING WILL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE.

CONCRETE SEALANT SHALL BE APPLIED TO THE SURFACES OF ALL PIER AND ABUTMENT SEATS, INCLUDING BACKWALLS LOCATED BELOW ROADWAY EXPANSION JOINTS. SEALANT SHALL ALSO BE APPLIED TO ALL EXPOSED SURFACES OF PIERS (INCLUDING DIAPHRAGMS) IN THE MEDIAN OR PIERS AND ABUTMENTS THAT ARE ADJACENT TO THE ROADWAY. EXISTING SURFACES SHALL BE POWER WASHED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 592 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

COST OF SAWCUTTING IS INCLUDED WITH CONCRETE REMOVAL.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

THE PROTECTIVE SHIELD SYSTEM SHALL EXTEND A MINIMUM OF 10' BEYOND THE INDICATED, LIMITS OF REPAIR SHOWN IN THE PLANS OR 5' BEYOND THE ACTUAL LIMITS OF PARTIAL OR FULL DEPTH REPAIR AS INDICATED IN THE FIELD, WHICHEVER IS GREATER.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARS WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

ABBREVIATIONS

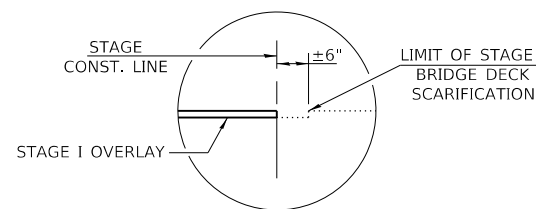
ABUT.	ABUTMENT	EX.	EXISTING
APPR.	APPROACH	IN.	INCH
AVE.	AVENUE	MIN.	MINIMUM
BK	BACK	N	NORTH
BN	BRIDGE NUMBER	NB	NORTHBOUND
BRG.	BEARING	NO.	NUMBER
C&G	CURB AND GUTTER	RD.	ROAD
CLR.	CLEAR	S	SOUTH
CONST.	CONSTRUCTION	SB	SOUTHBOUND
CTS.	CENTERS	SHLDR.	SHOULDER
DIA.	DIAMETER	SQ.	SQUARE
E	EAST	STA.	STATION
EB	EASTBOUND	TYP.	TYPICAL
EST.	ESTIMATED	VERT.	VERTICAL
EX.	EXISTING	W	WEST
		WB	WESTBOUND

TOTAL BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
28100805	STONE DUMPED RIPRAP, CLASS A3	SQ YD	28	
50102400	CONCRETE REMOVAL	CU YD	7.5	
50157300	PROTECTIVE SHIELD	SQ YD	164	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	7.5	
50300300	PROTECTIVE COAT	SQ YD	27	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	740	
50800515	BAR SPLICERS	EACH	12	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	136	
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	5	
JT503050	SHALLOW CONCRETE REPAIR	SQ FT	28	
JT524010	APPLY CONCRETE SEALANT	SQ FT	3,843	
JT602833	CLEAN DRAINAGE SYSTEM, LOCATION NO. 3	EACH	1	
X0326331	CLEANING AND PAINTING BEARINGS	EACH	20	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	598	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	10,492	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	1,149	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8 INCH	SQ YD	1,149	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	5	

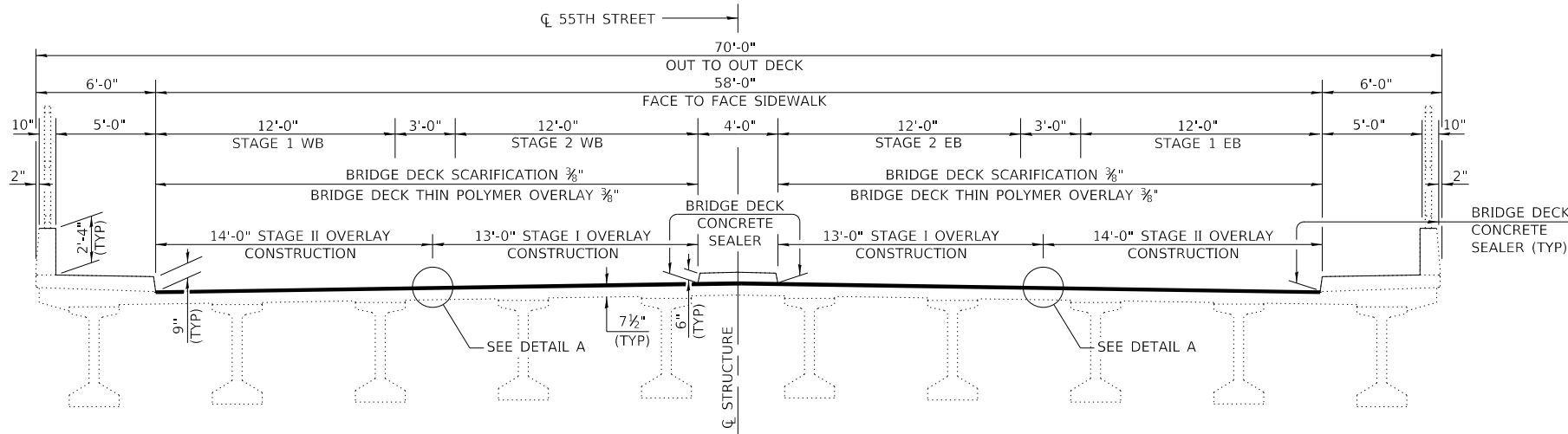
INDEX OF SHEETS

- SD-01. GENERAL PLAN & ELEVATION
- SD-02. GENERAL NOTES & BILL OF MATERIAL
- SD-03. ABUTMENT REPAIR DETAILS
- SD-04. PIER REPAIR DETAILS
- SD-05. DECK REPAIR DETAILS
- SD-06. EXPANSION JOINT REPAIRS I
- SD-07. EXPANSION JOINT REPAIRS II
- SD-08. PREFORMED JOINT STRIP SEAL
- SD-09. BAR SPLICER DETAILS
- SD-10. EXISTING BEARING DETAILS



DETAIL A

EASTBOUND SIDE SHOWN
WESTBOUND SIMILAR BUT MIRRORRED



CROSS SECTION
(LOOKING EAST)

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 PLOT DATE = 4/13/2018
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DRAWN BY	BAB	DATE	4/17/2018
CHECKED BY	BLB	DATE	4/17/2018



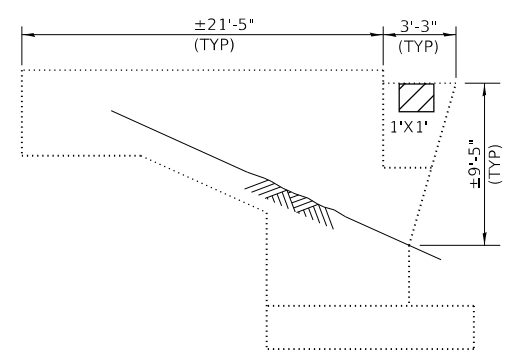
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

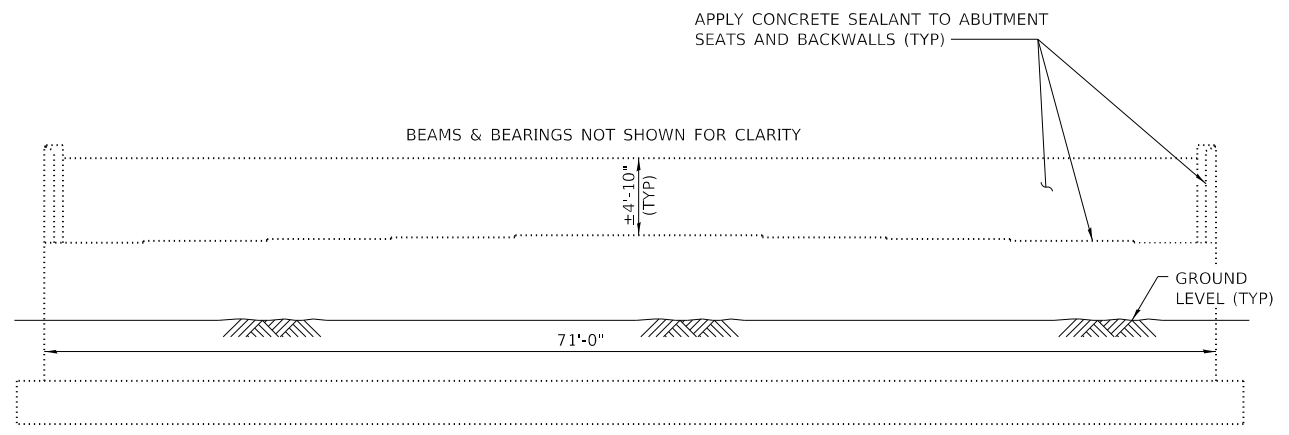
CONTRACT NO. RR-18-4387
 55TH ST OVER I-294 (BN 251)
 GENERAL NOTES & BILL OF MATERIAL

SD-02
 DRAWING NO.
 96 OF 175

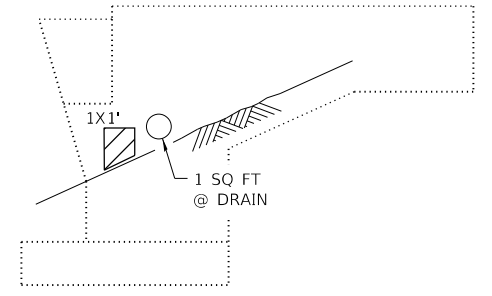
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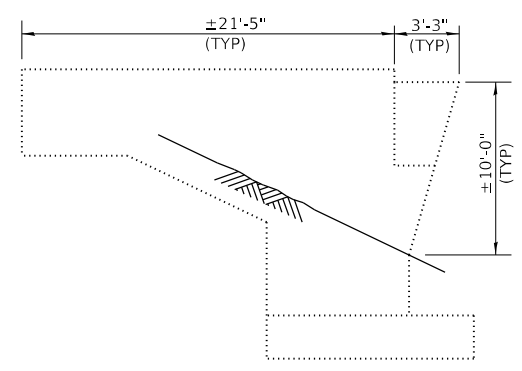
SOUTH ELEVATION



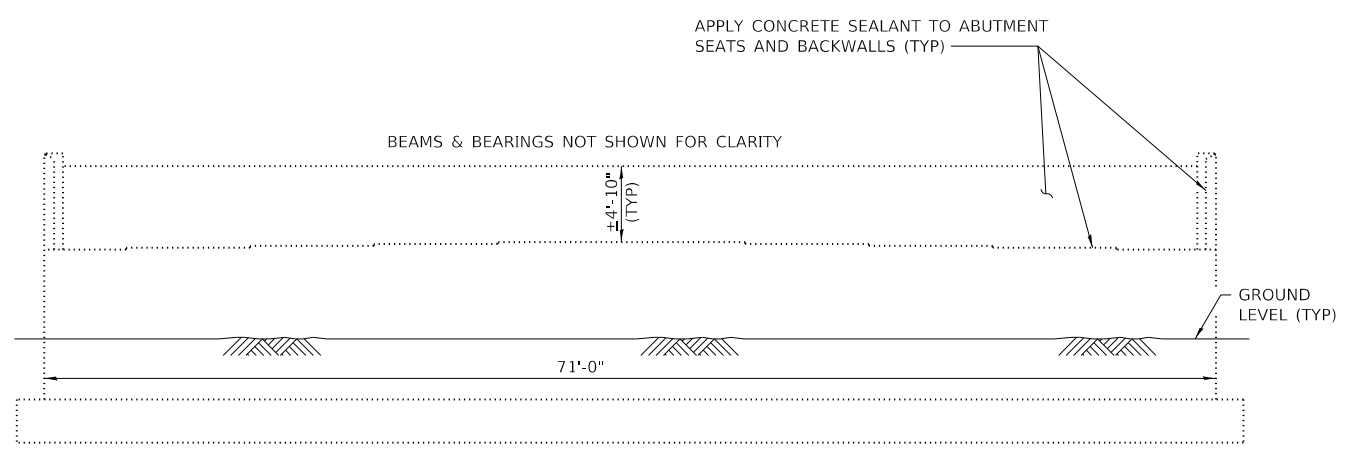
WEST ABUTMENT



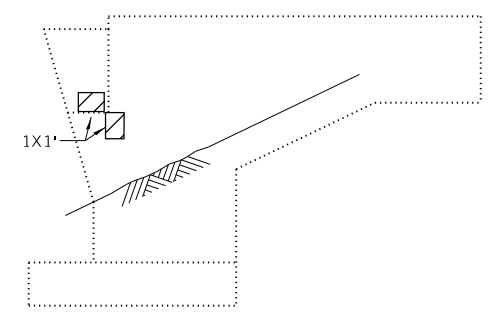
NORTH ELEVATION



NORTH ELEVATION



EAST ABUTMENT



SOUTH ELEVATION

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

LEGEND

STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
* STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	5
APPLY CONCRETE SEALANT	SQ FT	1,030

* TOLLWAY ITEM JT503040

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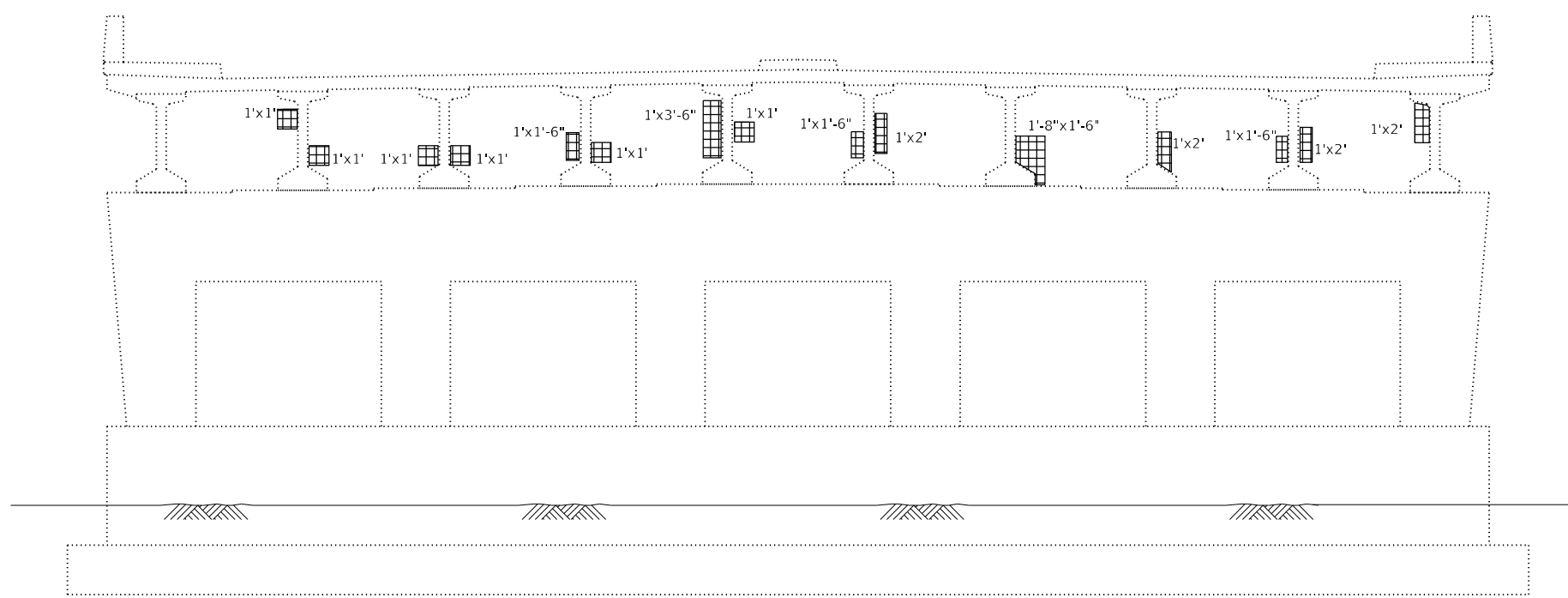
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

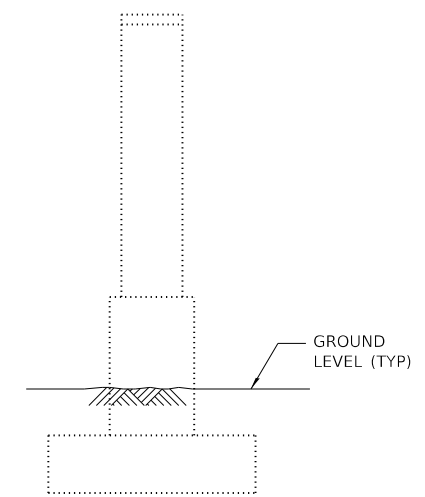
CONTRACT NO. RR-18-4387
 55TH ST OVER I-294 (BN 251)
 ABUTMENT REPAIR DETAILS

SD-03
 DRAWING NO.
 97 OF 175

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 PLOT TIME = 8:37:39 AM



ELEVATION PIER 1
(LOOKING WEST)



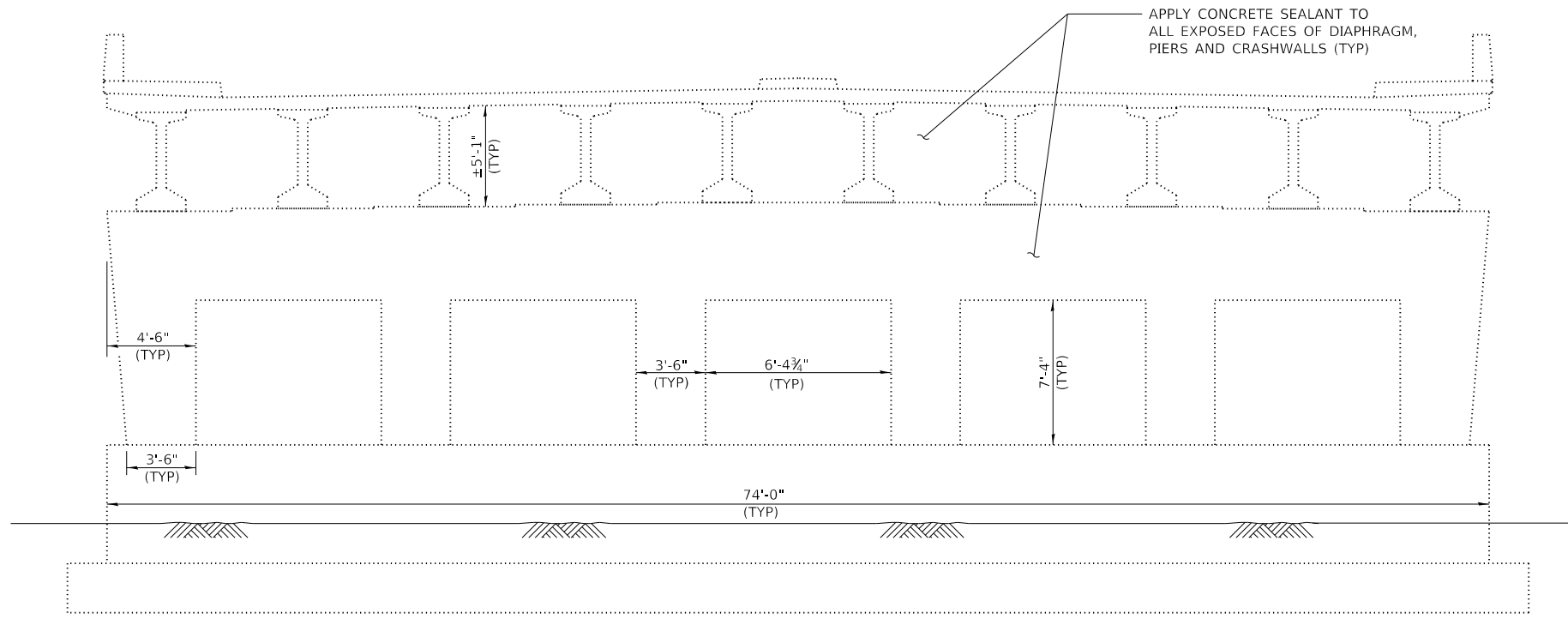
END VIEW
(LOOKING SOUTH)

LEGEND

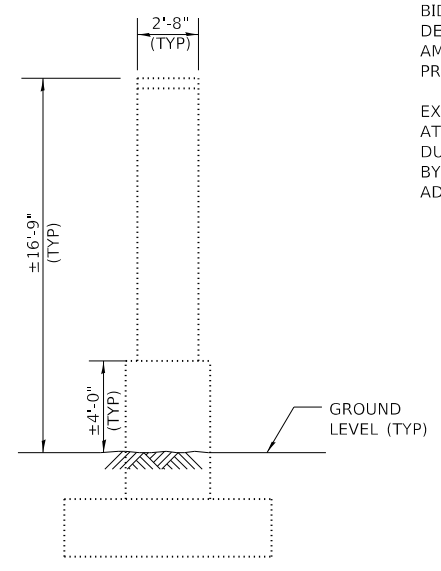
GROUND LEVEL (TYP)
 SHALLOW CONCRETE REPAIR

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
SHALLOW CONCRETE REPAIR	SQ FT	28
APPLY CONCRETE SEALANT	SQ FT	2,813



ELEVATION PIER 1
(LOOKING EAST)



END VIEW
(LOOKING NORTH)

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

EXISTING CONDUITS, UNDERPASS LIGHTING, AND DOWNSPOUTS ATTACHED TO PIER SHALL BE LEFT IN PLACE AND PROTECTED DURING CONCRETE REPAIR OPERATIONS. ANY DAMAGE CAUSED BY CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

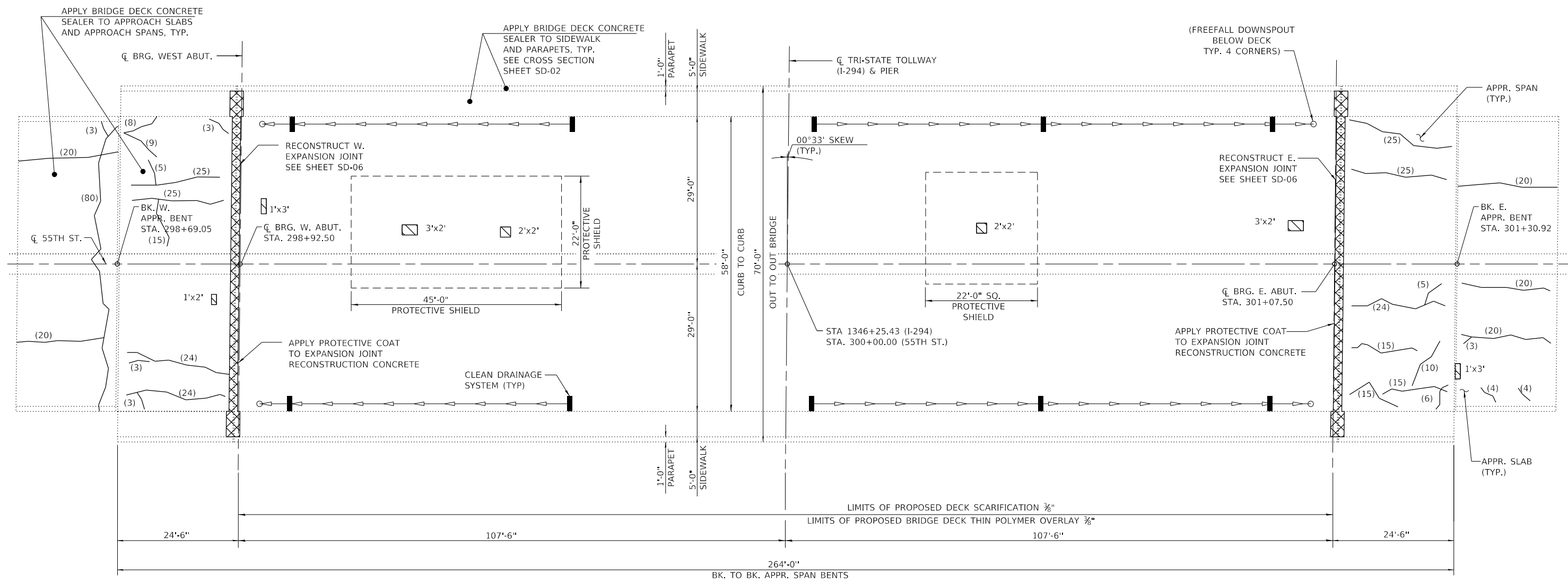


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH ST OVER I-294 (BN 251)
 PIER REPAIR DETAILS
 SD-04
 DRAWING NO. 98 OF 175

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PLAN

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.

LEGEND

- JOINT RECONSTRUCTION
- DECK SLAB REPAIR (PARTIAL)
- BRIDGE DECK CONCRETE CRACK SEALER (EST. LENGTH IN FEET)
- EXISTING SCUPPER

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
BRIDGE DECK CONCRETE CRACK SEALER	FOOT	598
DECK SLAB REPAIR (PARTIAL)	SQ YD	5
CLEAN DRAINAGE SYSTEM, LOCATION NO. 3	EACH	1
PROTECTIVE SHIELD	SQ YD	164
CONCRETE BRIDGE DECK SCARIFICATION 3/8"	SQ YD	1,149
BRIDGE DECK THIN POLYMER OVERLY 3/8"	SQ YD	1,149
BRIDGE DECK CONCRETE SEALER	SQ FT	10,492
PROTECTIVE COAT	SQ YD	27

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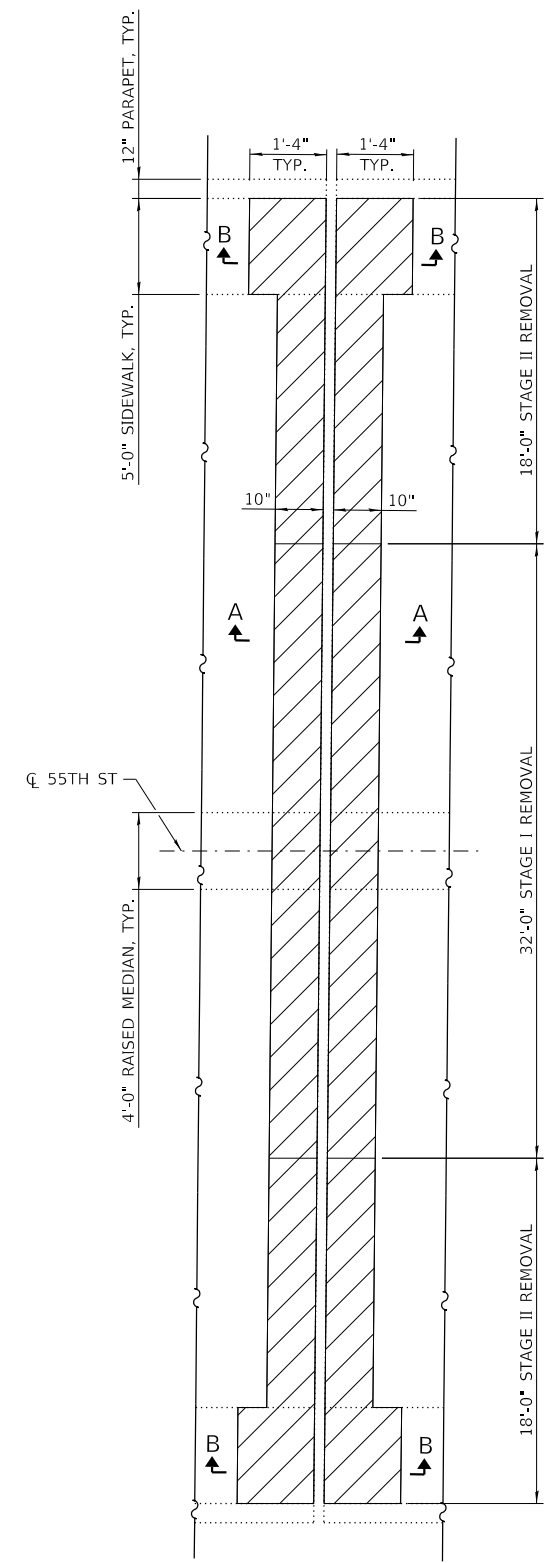
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NO.	DATE

CONTRACT NO. RR-18-4387
 55TH ST OVER I-294 (BN 251)
 DECK REPAIR DETAILS
 SD-05
 DRAWING NO.
 99 OF 175

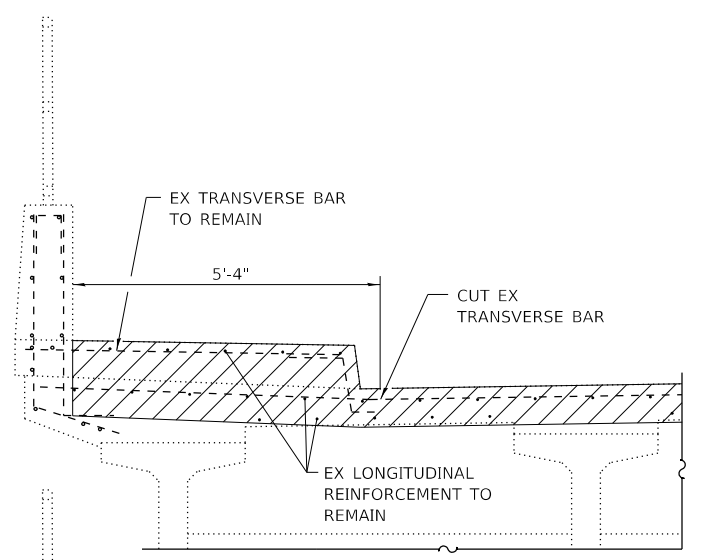
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 CHECKED BY BLB DATE 4/17/2018

BAXTER & WOODMAN
 Consulting Engineers

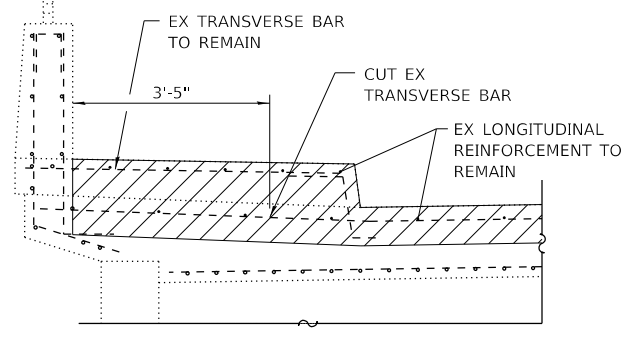
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REMOVAL PLAN
 WEST ABUTMENT SHOWN;
 EAST ABUTMENT SIMILAR BY ROTATION

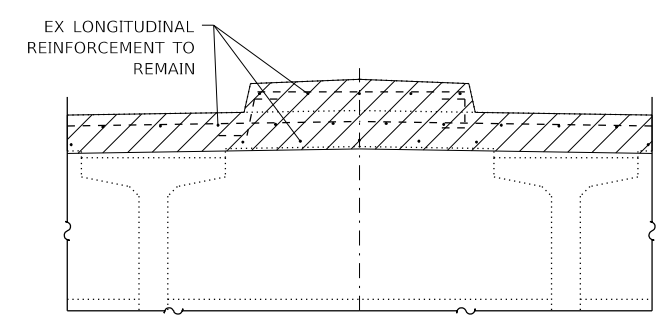


AT BRIDGE DECK

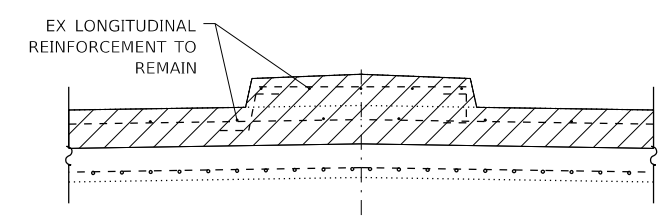


AT APPROACH SPAN

TYPICAL REMOVAL SECTION THRU SIDEWALK & PARAPET

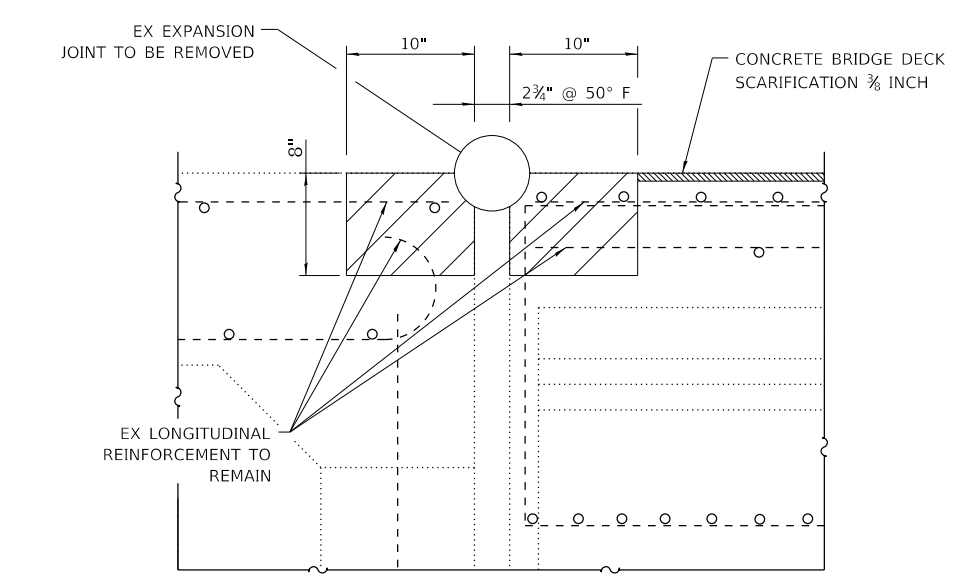


AT BRIDGE DECK

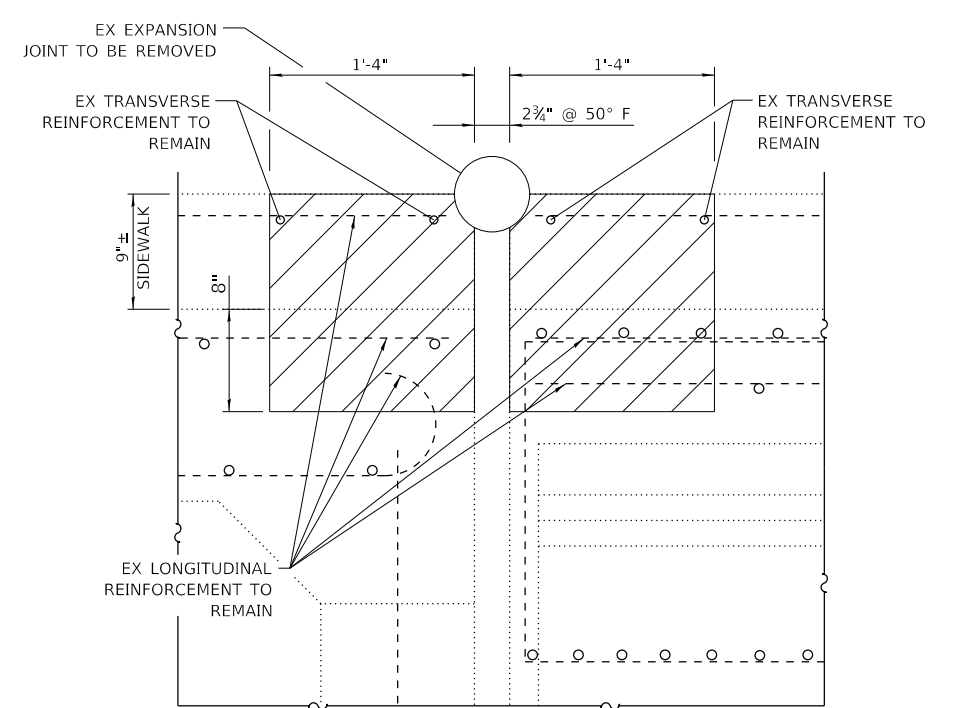


AT APPROACH SPAN

TYPICAL REMOVAL SECTION THRU MEDIAN



SECTION A-A



SECTION B-B

INDICATES CONCRETE REMOVAL

NOTES

CONTRACTOR SHALL EXERCISE CARE DURING JOINT REMOVAL TO PREVENT DAMAGE TO EXISTING STRUCTURAL ELEMENTS TO REMAIN IN PLACE, INCLUDING BEAM SHEAR REINFORCEMENT.

EXISTING REINFORCEMENT WHICH IS TO BE INCORPORATED INTO THE NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GRAY METAL, STRAIGHTENED (WITHOUT HEATING), AND CUT TO FIT. COST OF WHICH SHALL BE INCLUDED WITH "CONCRETE REMOVAL".

DRAWN BY	AS	DATE	4/17/2018
CHECKED BY	BLB	DATE	4/17/2018

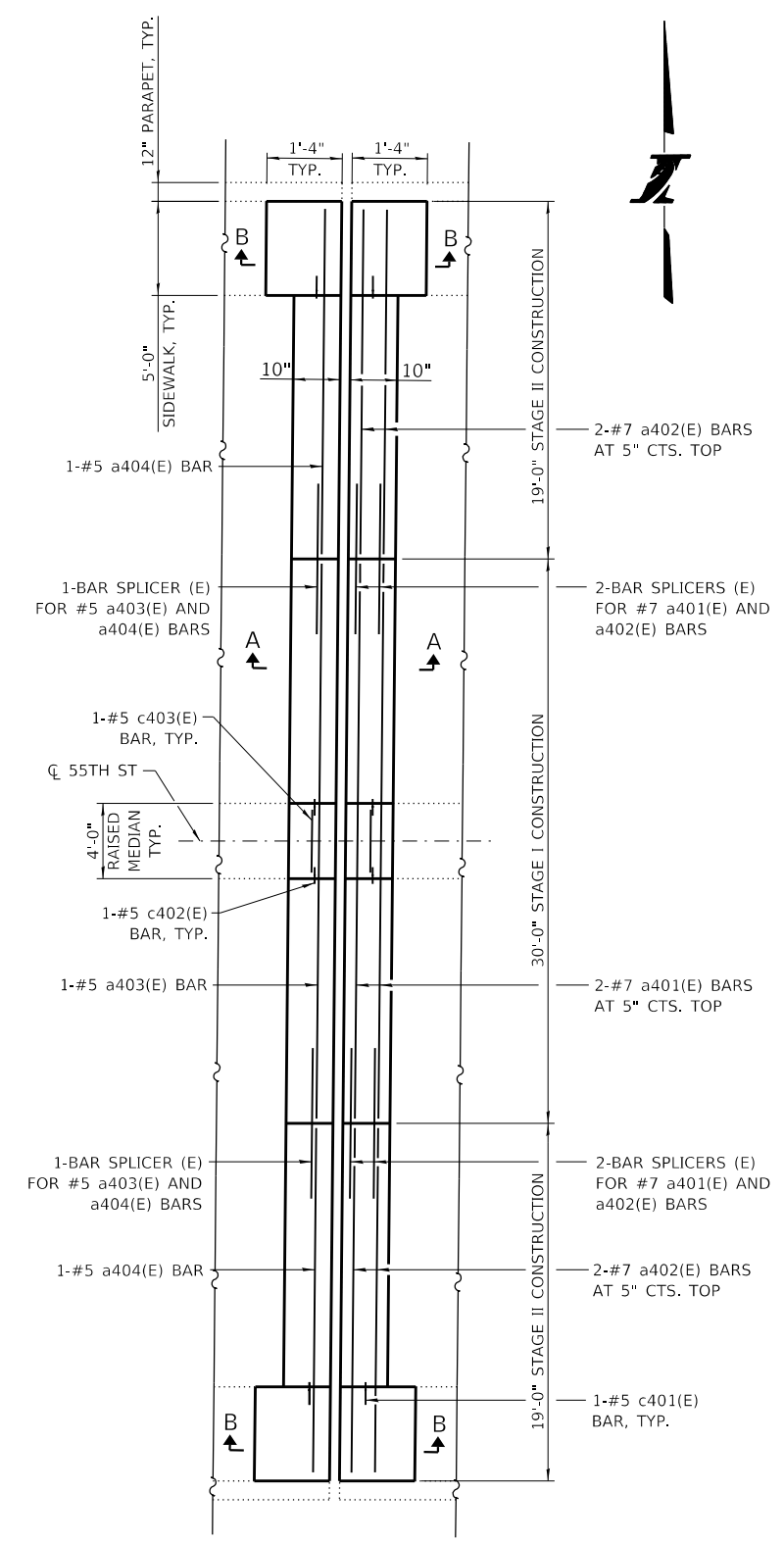


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

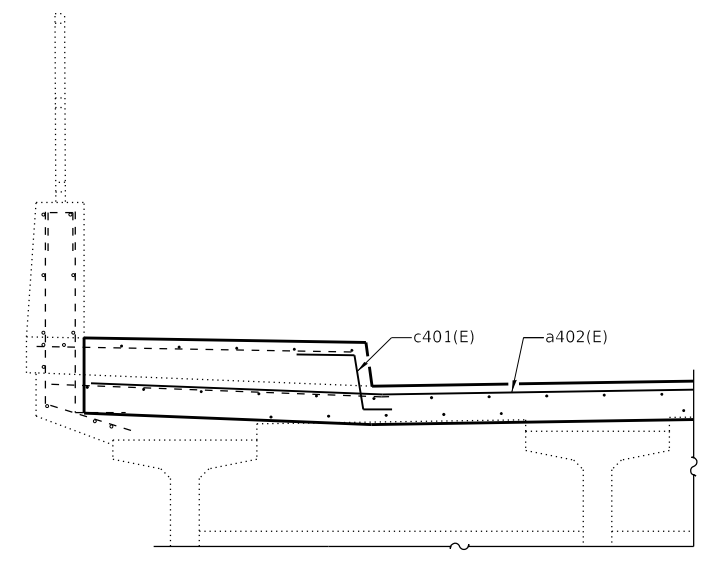
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO.	RR-18-4387	SD-06
55TH ST OVER I-294 (BN 251) EXPANSION JOINT REPAIRS I		DRAWING NO. 100 OF 175

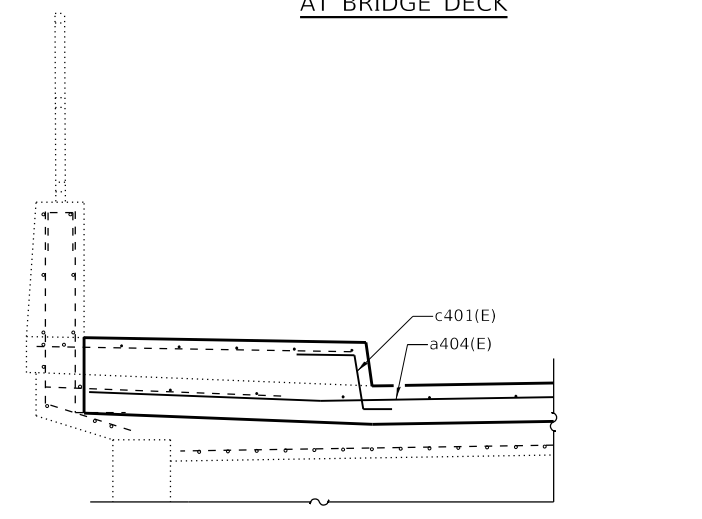
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RECONSTRUCTION PLAN
WEST ABUTMENT SHOWN;
EAST ABUTMENT SIMILAR BY ROTATION

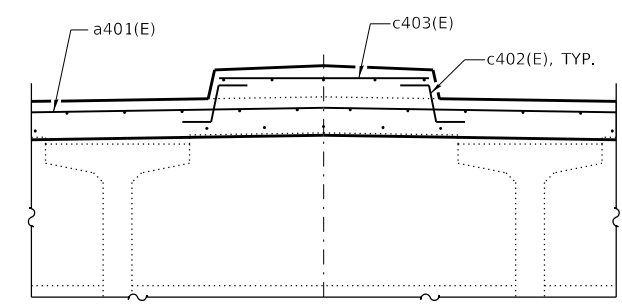


AT BRIDGE DECK

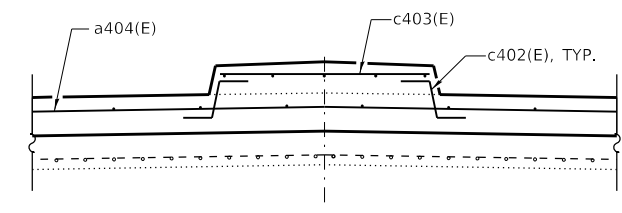


AT APPROACH SPAN

TYPICAL RECONSTRUCTION SECTION THRU SIDEWALK & PARAPET

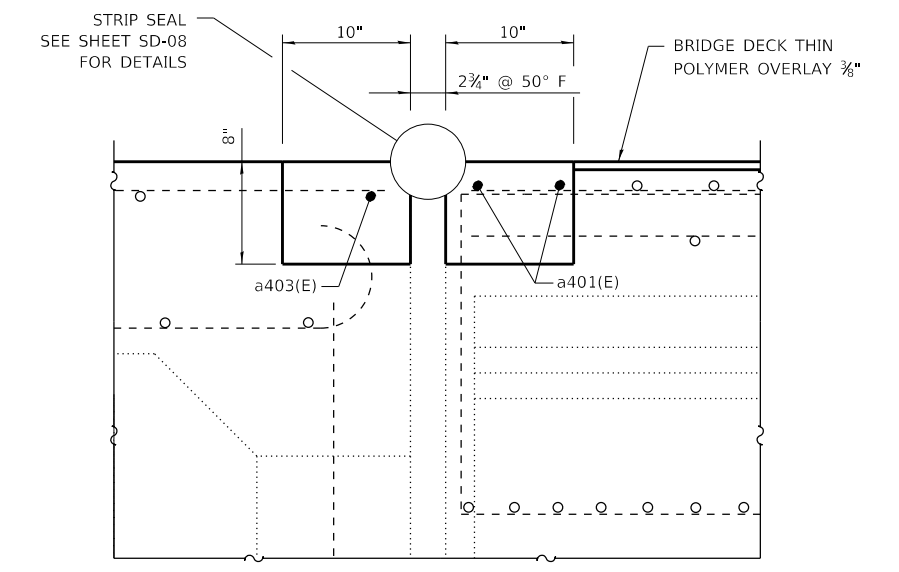


AT BRIDGE DECK

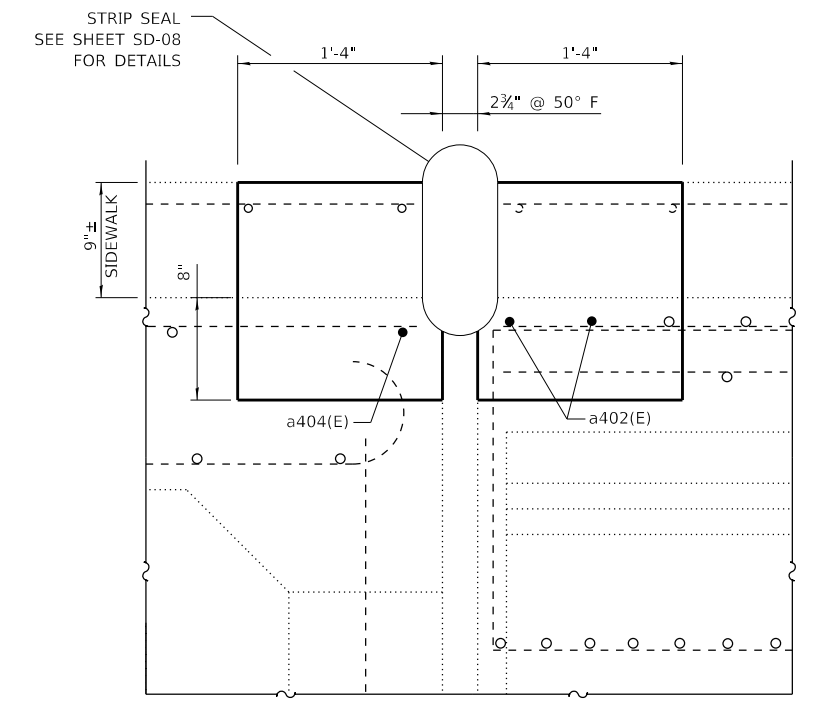


AT APPROACH SPAN

TYPICAL RECONSTRUCTION SECTION THRU MEDIAN



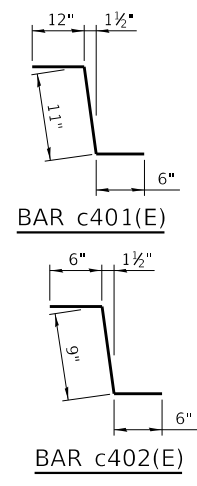
SECTION A-A



SECTION B-B

EXPANSION JOINT REPAIRS BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a401(E)	4	#7	29'-8"	—
a402(E)	8	#7	18'-8"	—
a403(E)	2	#5	29'-8"	—
a404(E)	4	#5	18'-8"	—
c401(E)	8	#5	2'-5"	~
c402(E)	8	#5	1'-9"	~
c403(E)	4	#5	3'-6"	—
CONCRETE REMOVAL			CU. YD.	7.5
REINFORCEMENT BARS, EPOXY COATED			POUND	740
BAR SPlicERS			EACH	12
CONCRETE SUPERSTRUCTURE			CU. YD.	7.5



DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

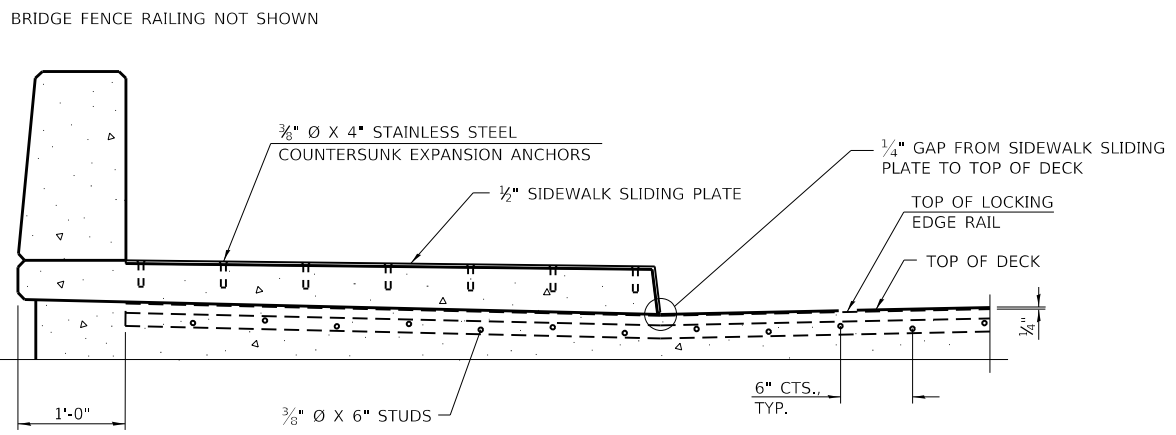


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

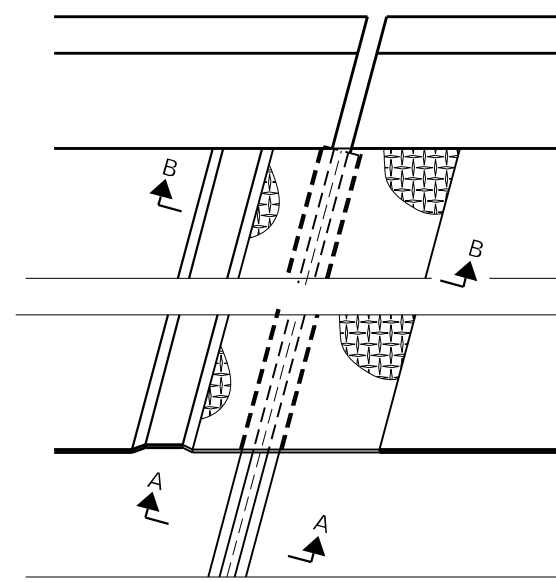
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH ST OVER I-294 (BN 251)
 EXPANSION JOINT REPAIRS II
 SD-07
 DRAWING NO. 101 OF 175

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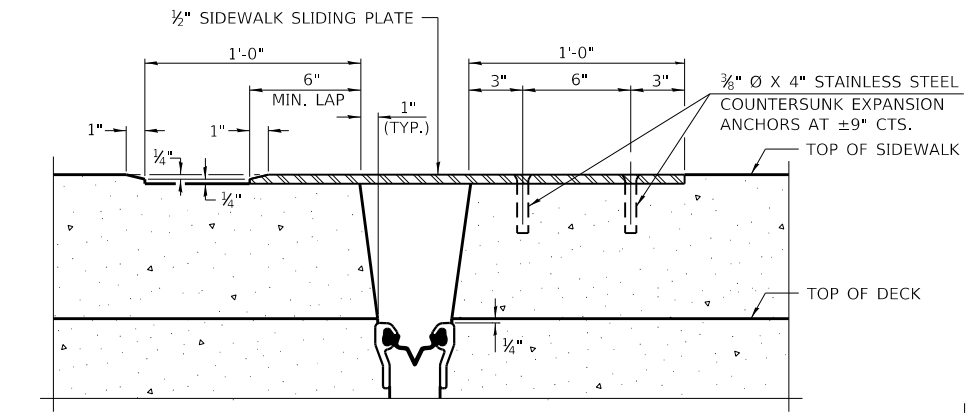


ELEVATION AT RAISED SIDEWALK

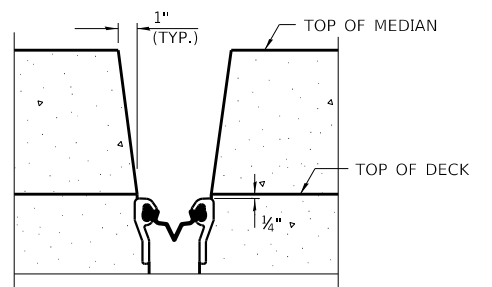


PLAN AT RAISED SIDEWALK

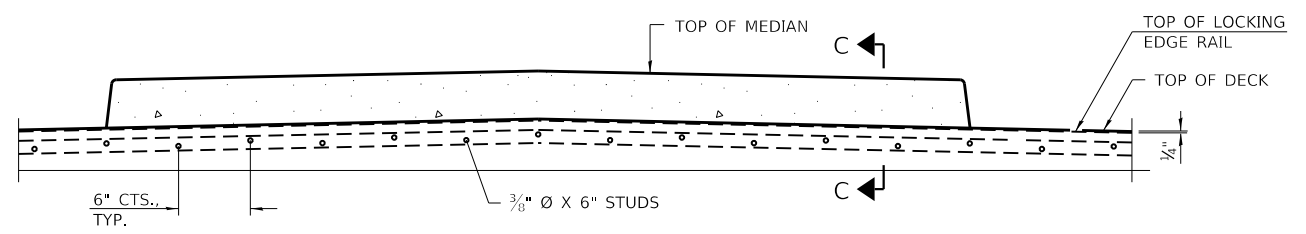
NOTES:
 THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF 1/4". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.
 THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE 4 1/2" MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.
 THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.
 ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.
 THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE 1/8" AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.
 THE TOP SURFACE OF SIDEWALK SLIDING PLATES SHALL HAVE A RAISED PATTERN ACCORDING TO ASTM A786.
 COST OF PARAPET SLIDING PLATES, SIDEWALK SLIDING PLATES, EMBEDDED PLATES, ANCHORAGE STUDS, AND EXPANSION ANCHORS INCLUDED WITH PREFORMED JOINT STRIP SEAL.
 THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED. ONE EXCEPTION TO THIS WOULD BE THE STRIP SEAL JOINT AT THE END OF THE PRECAST BRIDGE APPROACH SLAB. FOR THESE CASES THE PAVEMENT CONNECTOR LENGTH SHALL BE ADJUSTED, NOT THE LENGTH OF THE BRIDGE APPROACH SLAB.



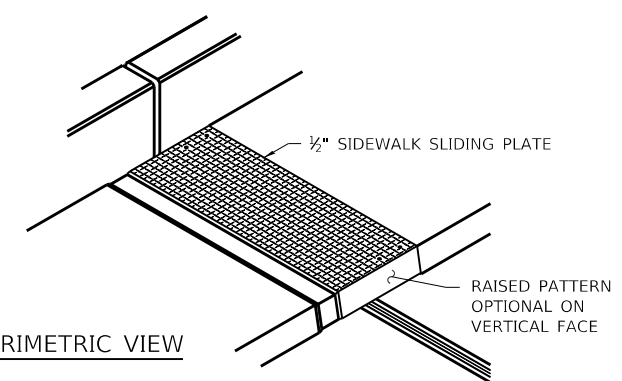
SECTION B-B



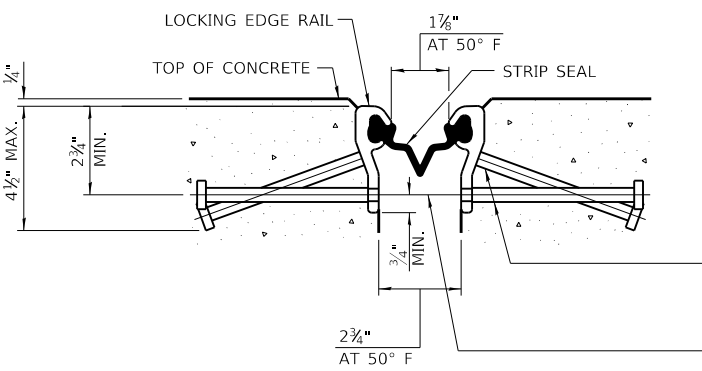
SECTION C-C
(AT RT. Z'S)



ELEVATION AT MEDIAN



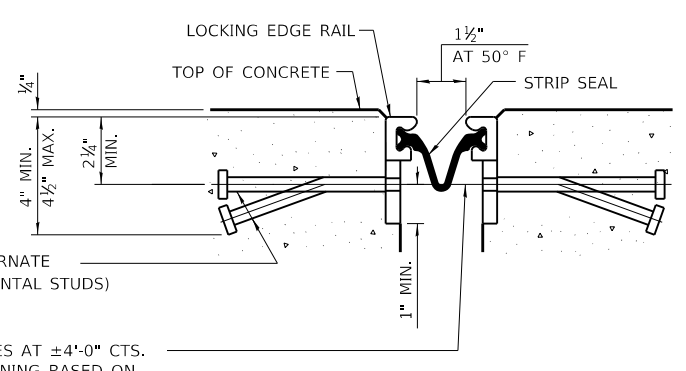
TRIMETRIC VIEW



SHOWING ROLLED RAIL JOINT

* 3/8" Ø X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)

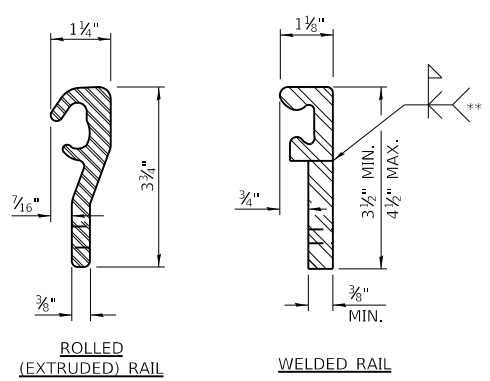
3/8" Ø THREADED RODS IN 7/16" Ø HOLES AT ±4'-0" CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.



SHOWING WELDED RAIL JOINT

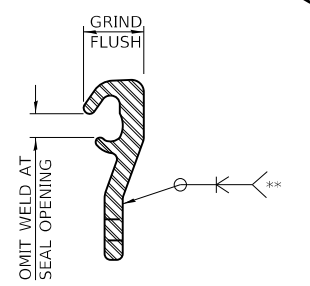
* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.

SECTION A-A



LOCKING EDGE RAILS
 ROLLED (EXTRUDED) RAIL WELDED RAIL

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



LOCKING EDGE RAIL SPLICE
 THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT STRIP SEAL	FOOT	136

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

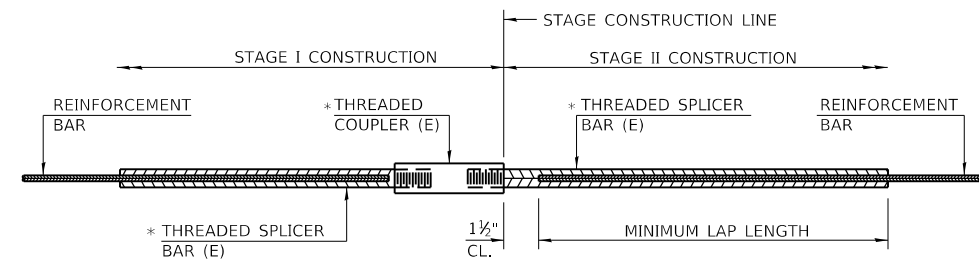
BAXTER & WOODMAN
 Consulting Engineers

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387 SD-08
 55TH ST OVER I-294 (BN 251)
 PREFORMED JOINT STRIP SEAL DRAWING NO. 102 OF 175

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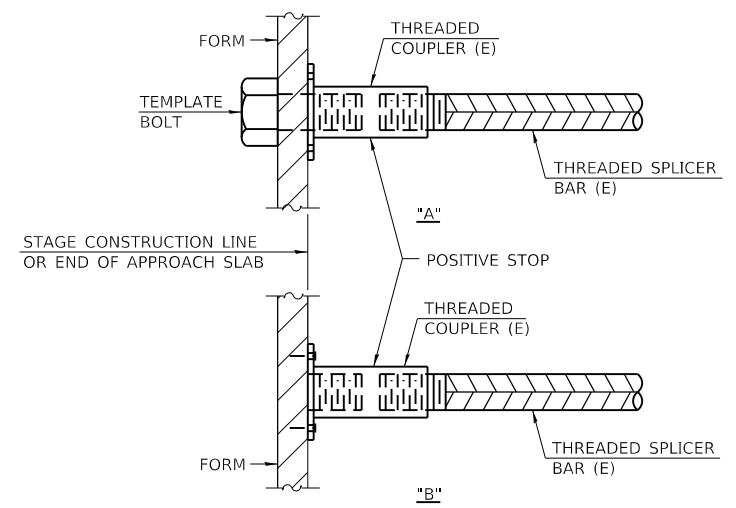


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
JOINT RECONSTRUCTION	#5	4	3'-3"
JOINT RECONSTRUCTION	#7	8	5'-2"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.

NOTES

SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
 ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
 BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
 SEE IDOT "QUALIFIED PRODUCTS LIST" OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



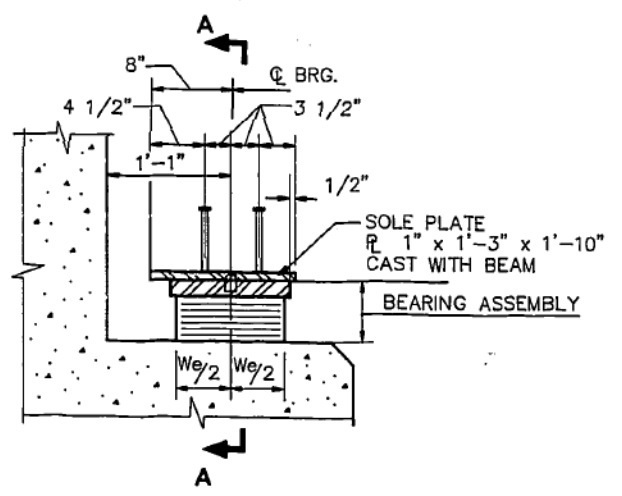
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
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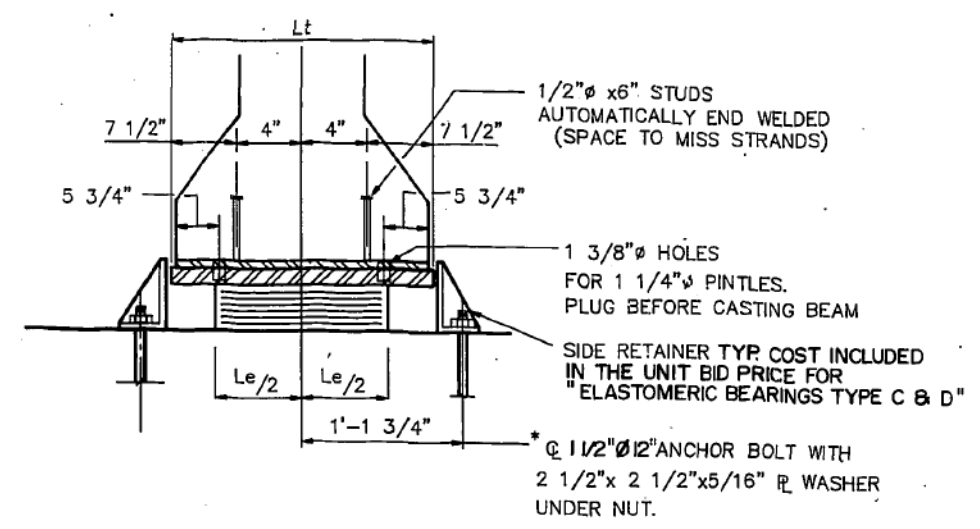
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 55TH ST OVER I-294 (BN 251)
 BAR SPLICER DETAILS

SD-09
 DRAWING NO.
 103 OF 175

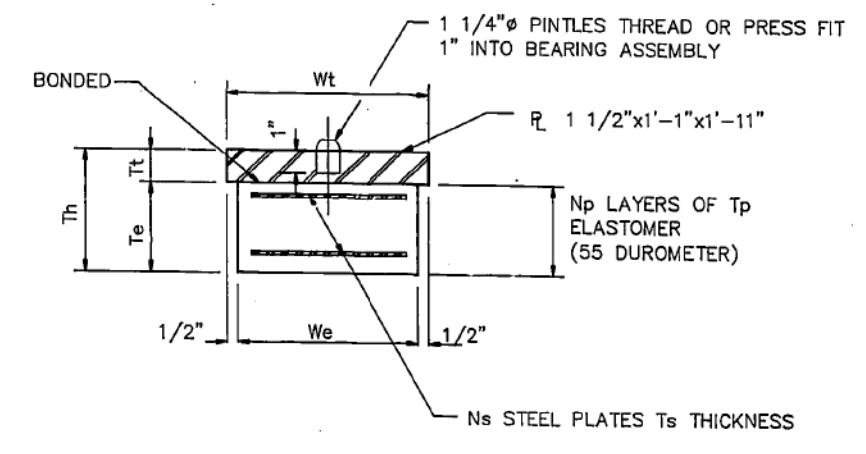
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SECTION AT ABUT.

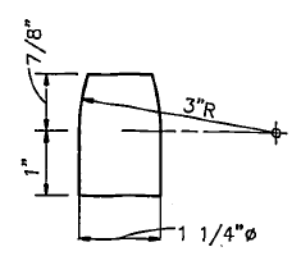


SECTION A-A

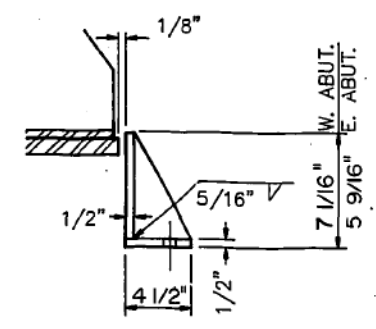


BEARING ASSEMBLY
SHIM PLATES SHALL NOT BE PLACED UNDER BEARING ASSEMBLY

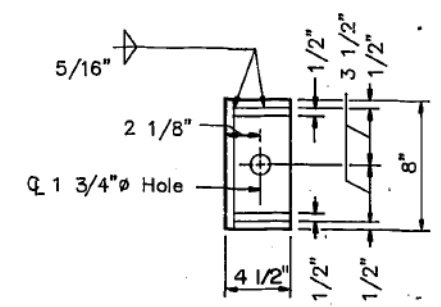
TYPE C or D ELASTOMERIC EXP. BRG.



PINTLE



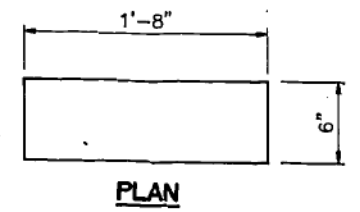
END VIEW



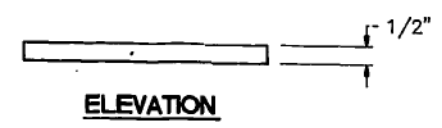
PLAN

SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.
 NO. OF SIDE RETAINERS AT EACH ABUT. = 20
 TOTAL = 40



PLAN



ELEVATION

DETAIL OF FABRIC PAD

AT PIER
 COST INCIDENTAL TO ITEM 502 A-5
 TOTAL NO. REQ'D: 20

	TYPE C E.ABUT.	TYPE D W.ABUT.
W _e	12"	12"
L _e	18"	18"
T _p	9/16"	9/16"
N _p	5	7
T _s	3/16"	3/16"
N _s	4	6
T _e	3 9/16"	5 1/16"
W _t	13"	13"
L _t	1'-11"	1'-11"
T _t	1 1/2"	1 1/2"
T _h	5 1/16"	6 9/16"

NOTES: AFTER BEAMS HAVE BEEN ERECTED, HOLES AT EXPANSION BEARING SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE. SEE SHT. S3-22 FOR ANCHOR BOLT DETAILS.

BILL OF MATERIAL		
DESCRIPTION	UNIT	QTY.
ELASTOMERIC BEARINGS TYPE C	EACH	10
ELASTOMERIC BEARINGS TYPE D	EACH	10

ISSUED FOR CONSTRUCTION

DRAWN.....J.H.B./H.A.S.	DATE...1-22-92	MIDWEST CONSULTING ENGINEERS, INC. 5151 NORTH HARLEM AVENUE CHICAGO, ILLINOIS 60656	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY EAST-WEST TOLLWAY AND MIDWEST ROAD OAK BROOK, ILLINOIS 60521	REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DATE	DESCRIPTION										SHEET S3-12 OF S3-24 CONTRACT CIP-660 55TH STREET OVER TRI-STATE TOLLWAY STRUCTURE NOS. 251-EW BEARING DETAILS	DRAWING NO. 338 OF 431
NO.	DATE	DESCRIPTION																

FOR INFORMATION ONLY

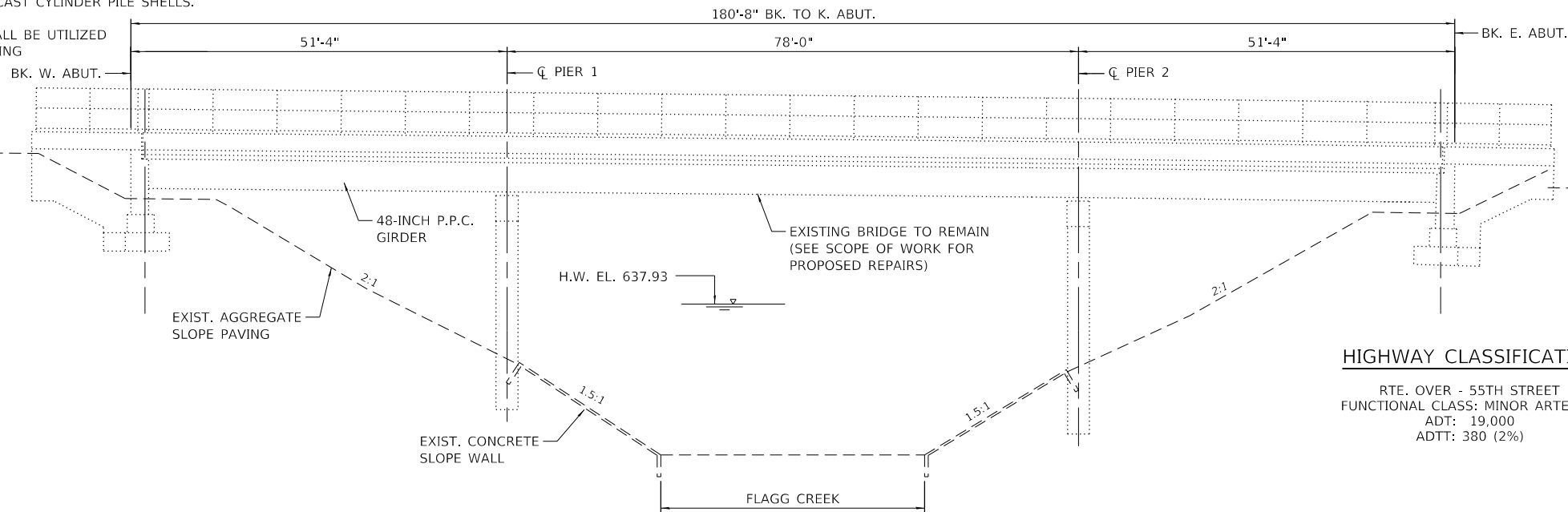
DRAWN BY AS DATE 4/17/2018	CHECKED BY BLB DATE 4/17/2018	BAXTER & WOODMAN Consulting Engineers	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DATE	DESCRIPTION										CONTRACT NO. RR-18-4387 55TH ST OVER I-294 (BN 251) EXISTING BEARING DETAILS	SD-10 DRAWING NO. 104 OF 175
NO.	DATE	DESCRIPTION																

BENCHMARK: NO DATA IS AVAILABLE.

EXISTING STRUCTURE: 55TH STREET OVER FLAGG CREEK. BN253 WAS CONSTRUCTED IN 1958 UNDER CONTRACT T-5A AND REHABILITATED IN 1972 (CONTRACT GRRS-72-152) AND IN 1992 (CONTRACT CIP-660). THREE-SPAN BRIDGE HAS AN OVERALL LENGTH OF 180'-8" BACK TO BACK ABUTMENTS AND AN OUT TO OUT WIDTH OF 70'-0". SUPERSTRUCTURE CONSISTS OF BRIDGE SUPERSTRUCTURE CONSISTS OF 48" PRECAST PRESTRESSED CONCRETE GIRDERS WITH 7 1/2" CONCRETE DECK. SUBSTRUCTURE CONSISTS OF REINFORCED CONCRETE VAULTED ABUTMENTS ON CONCRETE FILLED METAL SHELL PILES AND PIERS SUPPORTED ON PRECAST CYLINDER PILE SHELLS.

STAGE CONSTRUCTION SHALL BE UTILIZED TO MAINTAIN TRAFFIC DURING CONSTRUCTION.

NO SALVAGE.



HIGHWAY CLASSIFICATION

ROUTE OVER - 55TH STREET
 FUNCTIONAL CLASS: MINOR ARTERIAL
 ADT: 19,000
 ADTT: 380 (2%)

DESIGN SPECIFICATIONS

2002 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. 17TH EDITION.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY STRUCTURE DESIGN MANUAL, MARCH 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012.

CONSTRUCTION SPECIFICATIONS

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016.
 ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS.

SCOPE OF WORK:

1. RECONSTRUCT EXPANSION JOINTS.
2. PARTIAL DEPTH DECK SLAB REPAIRS.
3. CLEAN DRAINAGE SYSTEM.
4. REPAIR AREAS OF MEDIAN.
5. SCARIFY BRIDGE DECK.
6. APPLY THIN POLYMER BRIDGE DECK OVERLAY.
7. APPLY CONCRETE BRIDGE DECK SEALER TO DESIGNATED AREAS OF SUPERSTRUCTURE.

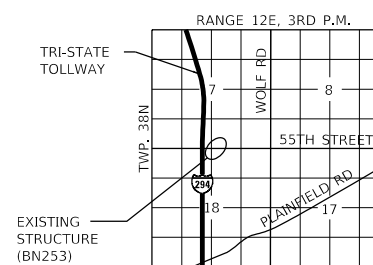
ORIGINAL DESIGN CRITERIA

LIVE LOAD: HS20-44
 NO ALLOWANCE FOR FUTURE WEARING SURFACE

DESIGN STRESSES

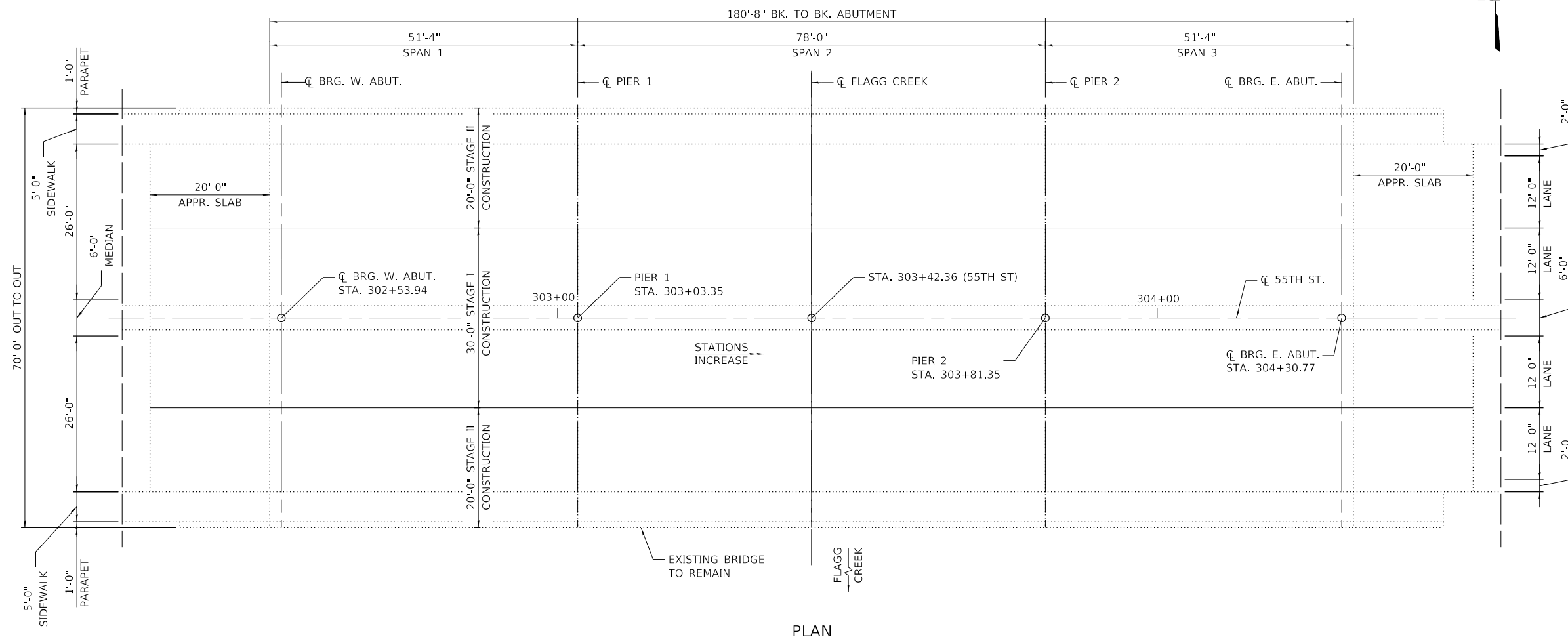
EXISTING:
 $f'_c = 6,000$ PSI (PRESTRESSED CONCRETE)
 $f_c = 3,500$ PSI (CAST-IN-PLACE CONC)
 $f_y = 60,000$ PSI (REINFORCEMENT)

NEW:
 $f'_c = 4,000$ PSI
 $f_y = 60,000$ PSI



LOCATION SKETCH

**GENERAL PLAN & ELEVATION
 55TH STREET OVER FLAGG CREEK
 OVER FAI RTE 0294 (I-294)
 COOK COUNTY
 MILE POST 25.4
 BRIDGE NO. 253 (016-1032)**



PLAN

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DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH ST OVER FLAGG CREEK (BN 253)
 GENERAL PLAN & ELEVATION

SE-01
 DRAWING NO.
 105 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING OF REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

BARS NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2 INCHES FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS WILL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING WILL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE.

COST OF SAWCUTTING IS INCLUDED WITH CONCRETE REMOVAL.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

NO WORK WILL BE ALLOWED WITHIN FLAGG CREEK.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARS WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

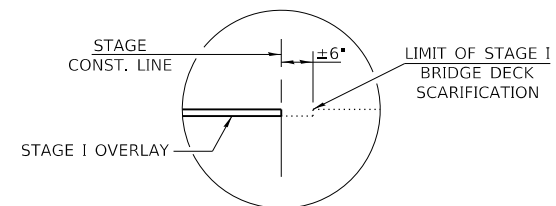
TOTAL BILL OF MATERIAL				
PAY ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
50102400	CONCRETE REMOVAL	CU YD	7.5	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	7.4	
50300300	PROTECTIVE COAT	SQ YD	27	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	610	
50800515	BAR SPLICERS	EACH	16	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	136	
JT602834	CLEAN DRAINAGE SYSTEM, LOCATION NO. 4	EACH	1	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	70	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	6,352	
Z0005876	BONDED PREFORMED JOINT SEALER, 4 INCH	FOOT	132	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	1,025	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8 INCH	SQ YD	1,025	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	10	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	3	
Z0041895	POLYMER CONCRETE	CU FT	0.5	

ABBREVIATIONS

ABUT.	ABUTMENT	EX.	EXISTING
APPR.	APPROACH	IN.	INCH
AVE.	AVENUE	MIN.	MINIMUM
BK	BACK	N	NORTH
BN	BRIDGE NUMBER	NB	NORTHBOUND
BRG.	BEARING	NO.	NUMBER
C&G	CURB AND GUTTER	RD.	ROAD
CLR.	CLEAR	S	SOUTH
CONST.	CONSTRUCTION	SB	SOUTHBOUND
CTS.	CENTERS	SHLDR.	SHOULDER
DIA.	DIAMETER	SQ.	SQUARE
E	EAST	STA.	STATION
EB	EASTBOUND	TYP.	TYPICAL
EST.	ESTIMATED	VERT.	VERTICAL
EX.	EXISTING	W	WEST
		WB	WESTBOUND

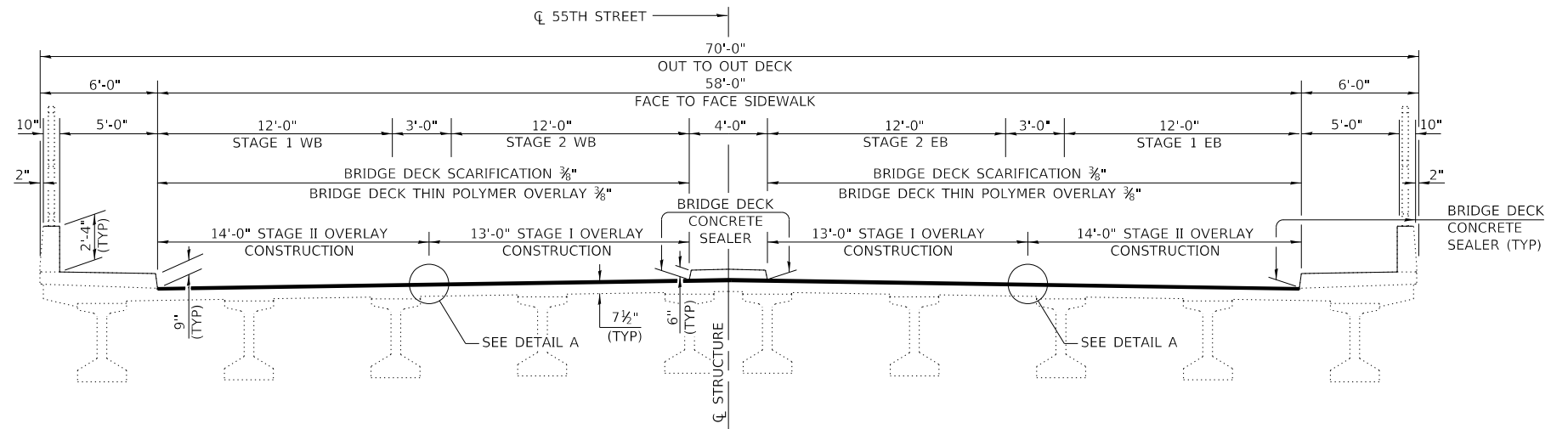
INDEX OF SHEETS

SE-01.	GENERAL PLAN & ELEVATION
SE-02.	GENERAL NOTES & BILL OF MATERIAL
SE-03.	DECK REPAIR DETAILS
SE-04.	EXPANSION JOINT REPAIRS I
SE-05.	EXPANSION JOINT REPAIRS II
SE-06.	PREFORMED JOINT STRIP SEAL
SE-07.	BAR SPLICER DETAILS
SE-08.	BRIDGE DRAINAGE DETAILS



DETAIL A

EASTBOUND SIDE SHOWN
WESTBOUND SIMILAR BUT MIRRORED



CROSS SECTION

(LOOKING EAST)

PLOT TIME = 3:29:51 PM FILE NAME = p:\a\escom\ra-pa-bentley\comf\ECM\DS16_NA\Documents\60545817-Central_Tri-State_DCM\0400_Work_Packages\116-4265-SG4\10 - 4387\01 - DGN\12 - SH1\BAK-1387-SHT-253-BAX.dgn PLOT DATE = 4/13/2018 PLOT SCALE = 0:2.0000 1' = 10' CONTRACT NO. RR-18-4387

DRAWN BY BAB DATE 4/17/2018
CHECKED BY BLB DATE 4/17/2018



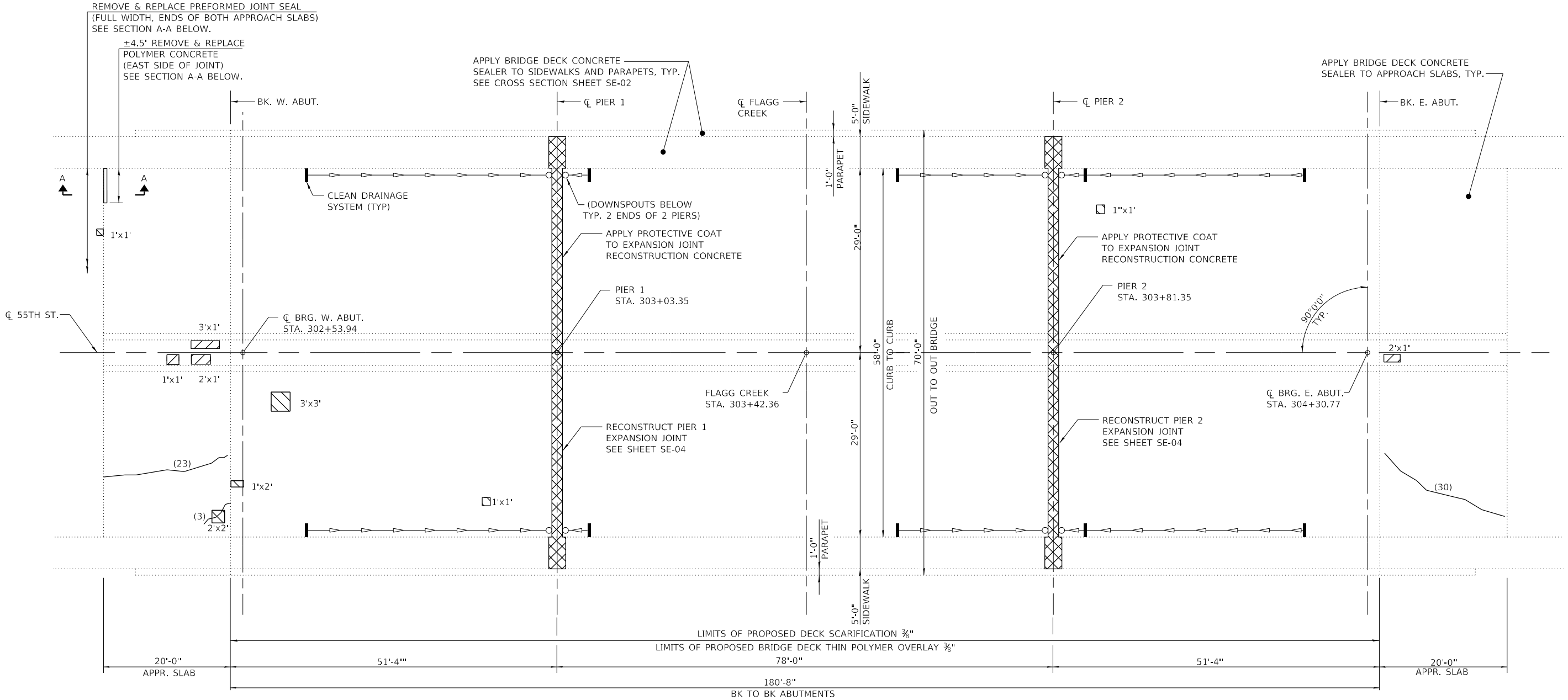
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
55TH AVE OVER FLAGG CREEK (BN 253)
GENERAL NOTES & BILL OF MATERIAL

SE-02
DRAWING NO.
106 OF 175

FILE NAME = p:\a\escom-na-pa-bentley\com\ECMD\DS16\NA\Documents\60545817-Central Tr - State DCM\0400-Work Packages\116-4265-SG4\10 - 4387\01 - SHT\BAXA-4387-SHT-253-03 DECK BN253-BAX.dgn
 PLOT TIME = 3:29:59 PM
 PLOT DATE = 4/13/2018
 PLOT SCALE = 0:2:0000 1' = 1"



PLAN



LEGEND

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")
- DECK SLAB REPAIR (PARTIAL)
- BRIDGE DECK CONCRETE CRACK SEALER (EST. LENGTH IN FEET)
- EXISTING SCUPPER

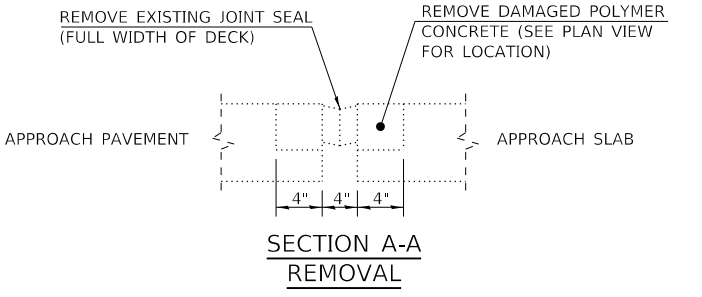
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
DECK SLAB REPAIR (PARTIAL)	SQ YD	3
BRIDGE DECK CONCRETE SEALER	SQ FT	6,352
CLEAN DRAINAGE SYSTEM, LOCATION NO. 4	EACH	1
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	10
CONCRETE BRIDGE DECK SCARIFICATION 3/8"	SQ YD	1,025
BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	1,025
BRIDGE DECK CONCRETE CRACK SEALER	FOOT	70
BONDED PREFORMED JOINT SEALER, 4 INCH	FOOT	132
POLYMER CONCRETE	CU FT	0.5
PROTECTIVE COAT	SQ YD	27

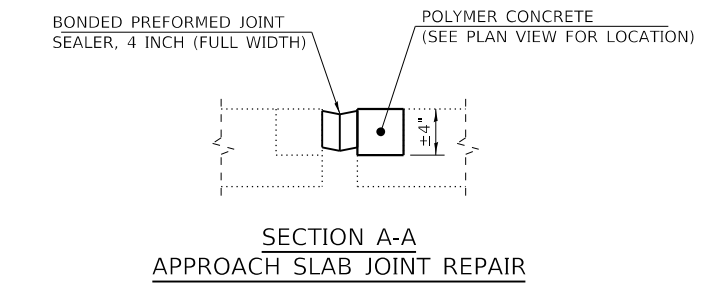
* IDOT ITEM Z0012754

NOTES

REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.
 REMOVAL OF EXISTING DAMAGED POLYMER CONCRETE NOSING SHALL BE INCLUDED IN THE COST OF "POLYMER CONCRETE", AND SHALL BE PERFORMED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 501.05.
 REMOVAL OF EXISTING JOINT SEAL AT WEST APPROACH SLAB SHALL BE INCLUDED IN THE COST OF "BONDED PREFORMED JOINT SEALER, 4 INCH".



**SECTION A-A
REMOVAL**



**SECTION A-A
APPROACH SLAB JOINT REPAIR**

DRAWN BY BAB DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



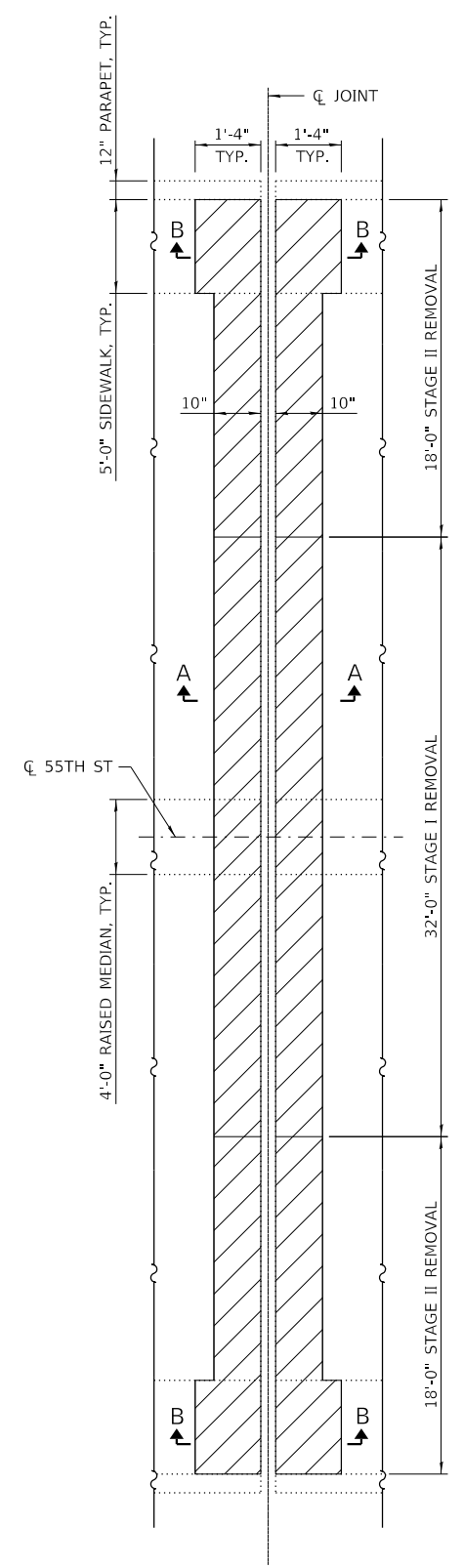
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

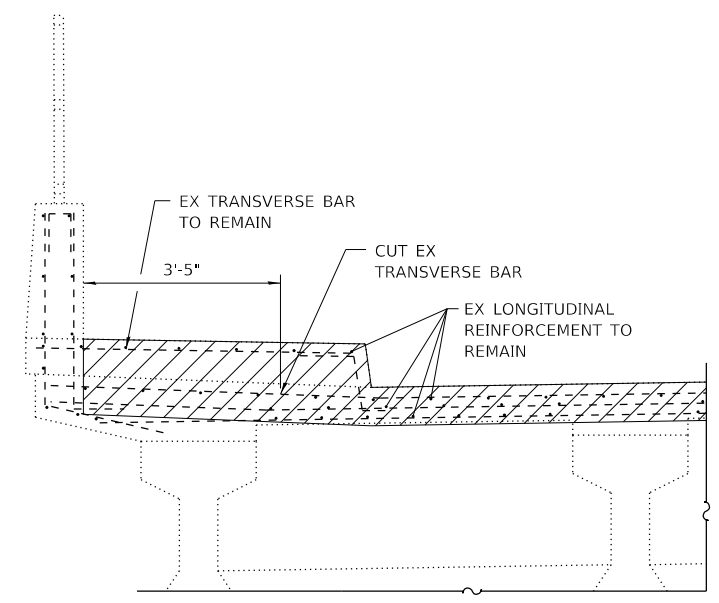
CONTRACT NO. RR-18-4387
 55TH ST OVER FLAGG CREEK (BN 253)
 DECK REPAIR DETAILS

SE-03
 DRAWING NO.
 107 OF 175

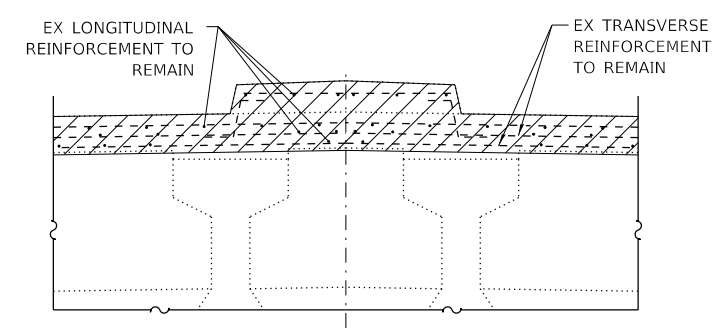
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 PLOT TIME = 3:30:06 PM
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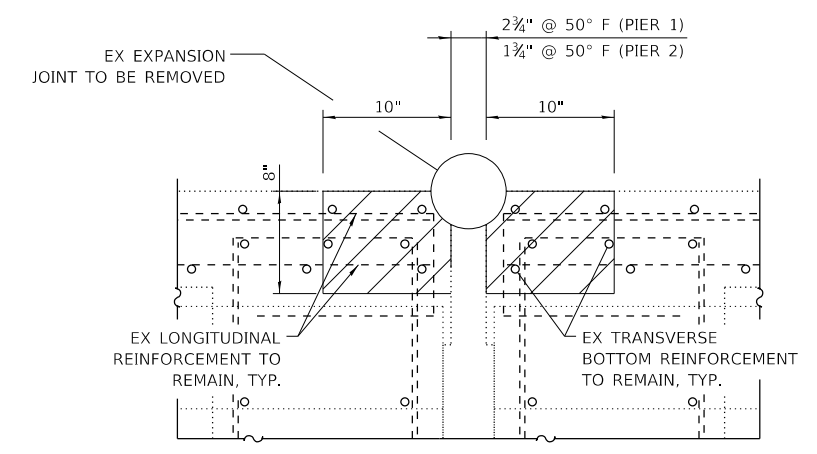
REMOVAL PLAN
 PIER 1 SHOWN;
 PIER 2 SIMILAR



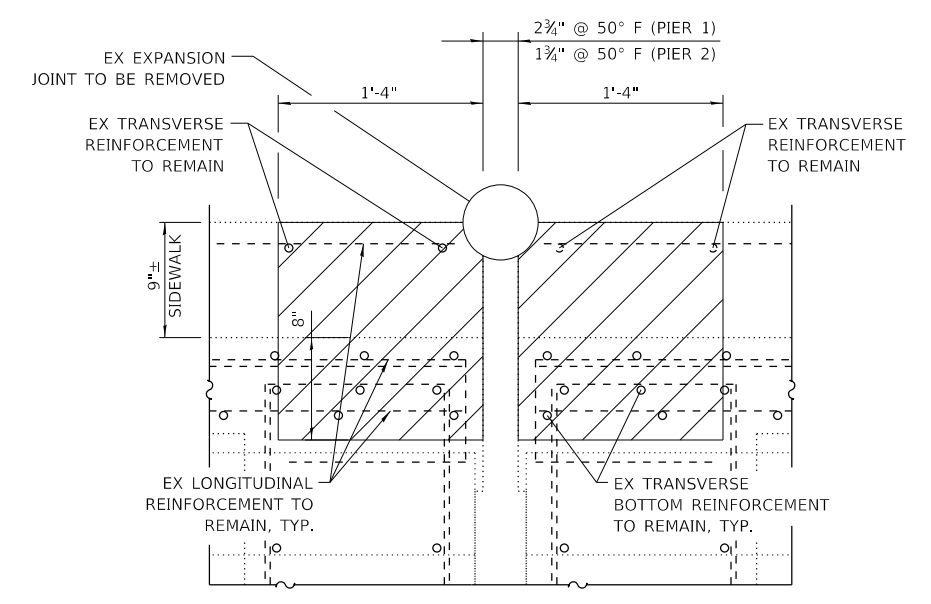
TYPICAL REMOVAL SECTION THRU SIDEWALK & PARAPET



TYPICAL REMOVAL SECTION THRU MEDIAN



SECTION A-A



SECTION B-B

INDICATES CONCRETE REMOVAL

- NOTES**
- CONTRACTOR SHALL EXERCISE CARE DURING JOINT REMOVAL TO PREVENT DAMAGE TO EXISTING STRUCTURAL ELEMENTS TO REMAIN IN PLACE, INCLUDING BEAM SHEAR REINFORCEMENT.
 - EXISTING REINFORCEMENT WHICH IS TO BE INCORPORATED INTO THE NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GRAY METAL, STRAIGHTENED (WITHOUT HEATING), AND CUT TO FIT. COST OF WHICH SHALL BE INCLUDED WITH "CONCRETE REMOVAL".

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



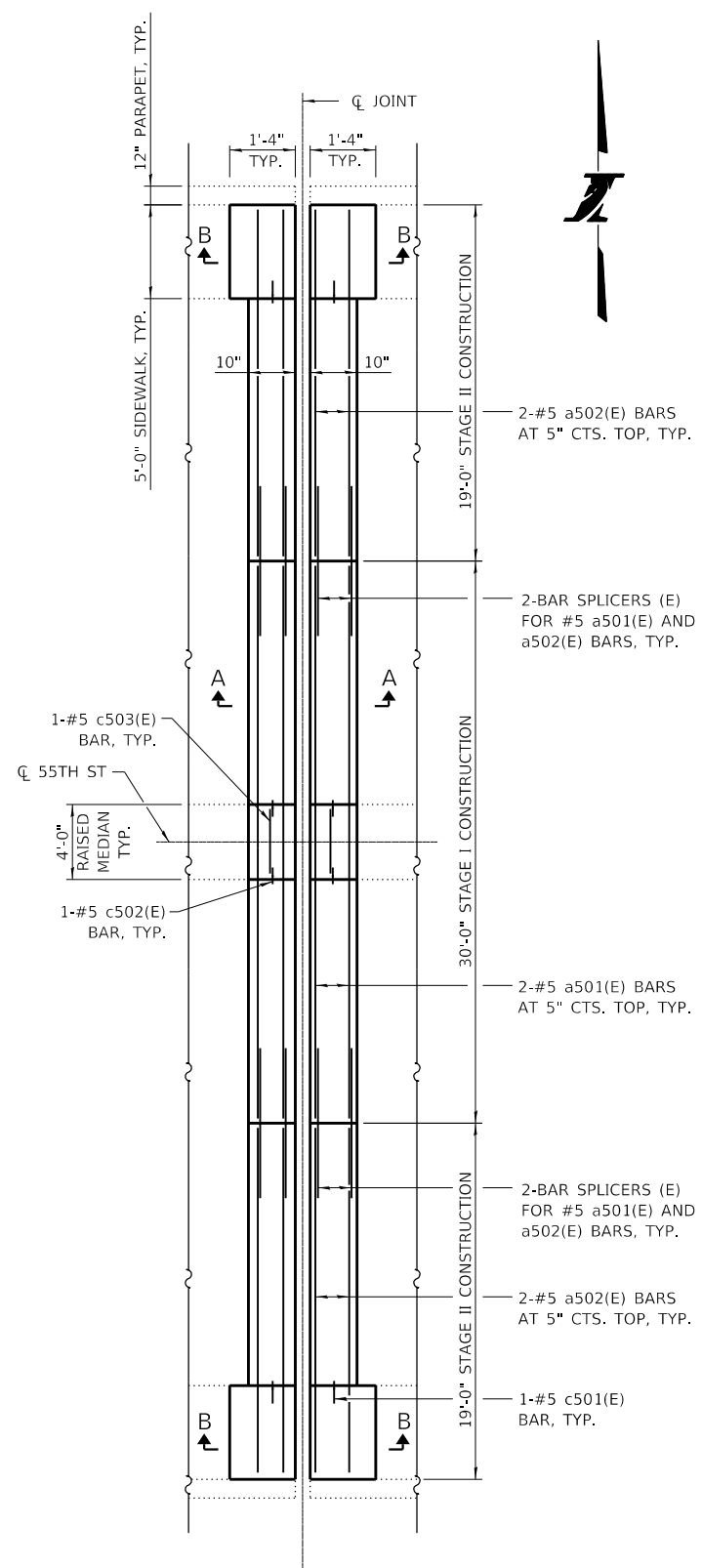
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

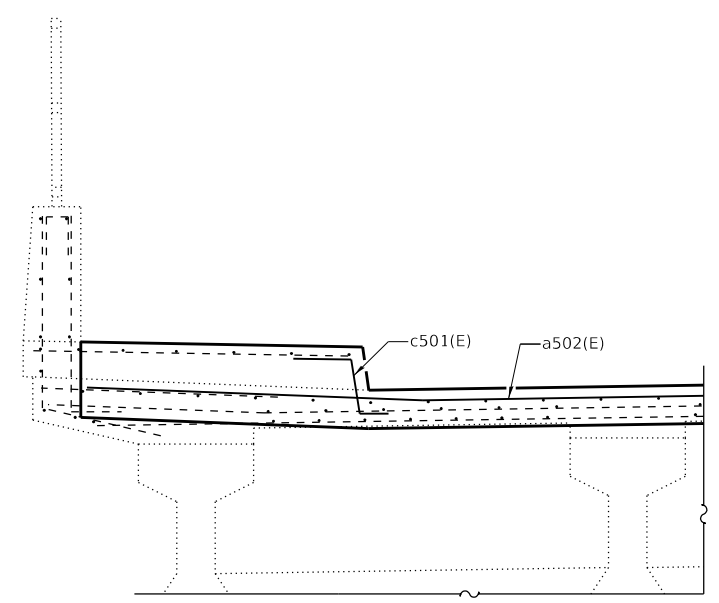
CONTRACT NO. RR-18-4387
 55TH ST OVER FLAGG CREEK (BN 253)
 EXPANSION JOINT REPAIRS I

SE-04
 DRAWING NO.
 108 OF 175

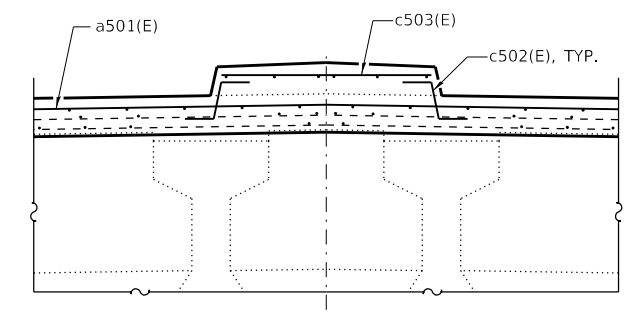
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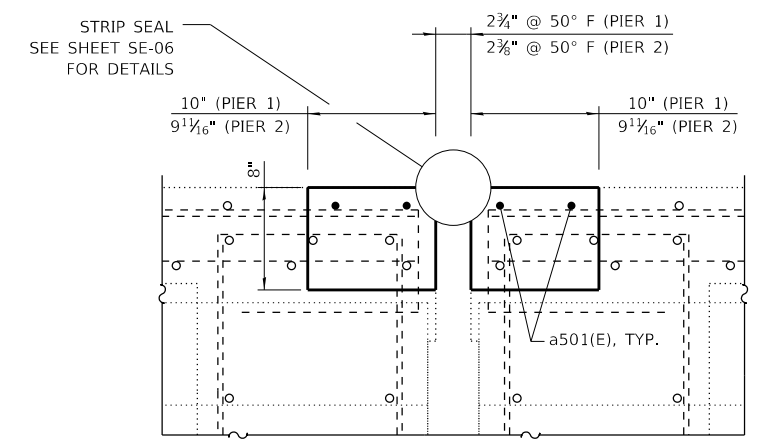
RECONSTRUCTION PLAN
 PIER 1 SHOWN;
 PIER 2 SIMILAR



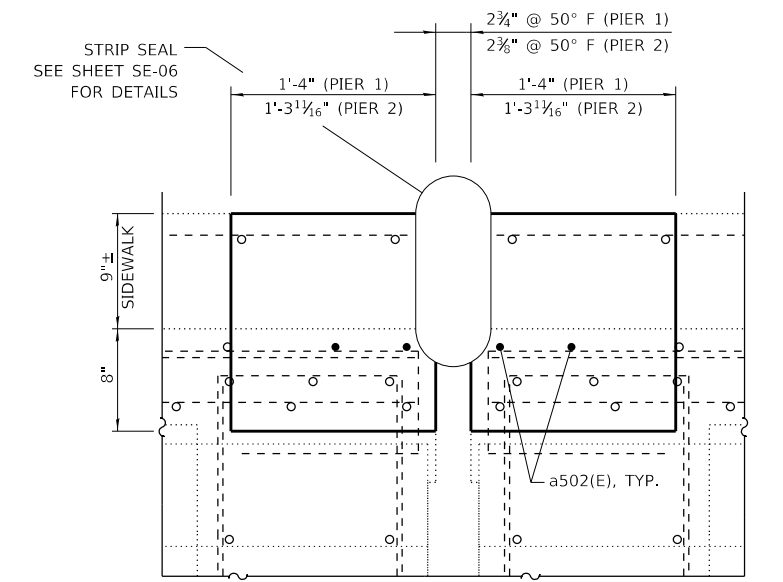
**TYPICAL RECONSTRUCTION SECTION
 THRU SIDEWALK & PARAPET**



**TYPICAL RECONSTRUCTION SECTION
 THRU MEDIAN**



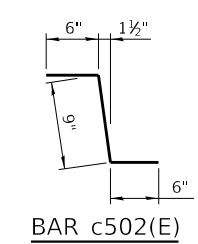
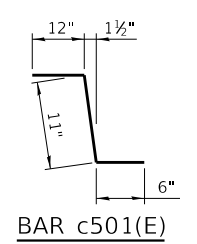
SECTION A-A



SECTION B-B

**EXPANSION JOINT REPAIRS
 BILL OF MATERIAL**

BAR	NO.	SIZE	LENGTH	SHAPE
a501(E)	8	#5	29'-8"	—
a502(E)	16	#5	18'-8"	—
c501(E)	8	#5	2'-5"	∩
c502(E)	8	#5	1'-9"	∩
c503(E)	4	#5	3'-6"	—
CONCRETE REMOVAL		CU. YD.	7.5	
REINFORCEMENT BARS, EPOXY COATED		POUND	610	
BAR SPLICERS		EACH	16	
CONCRETE SUPERSTRUCTURE		CU. YD.	7.4	



DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



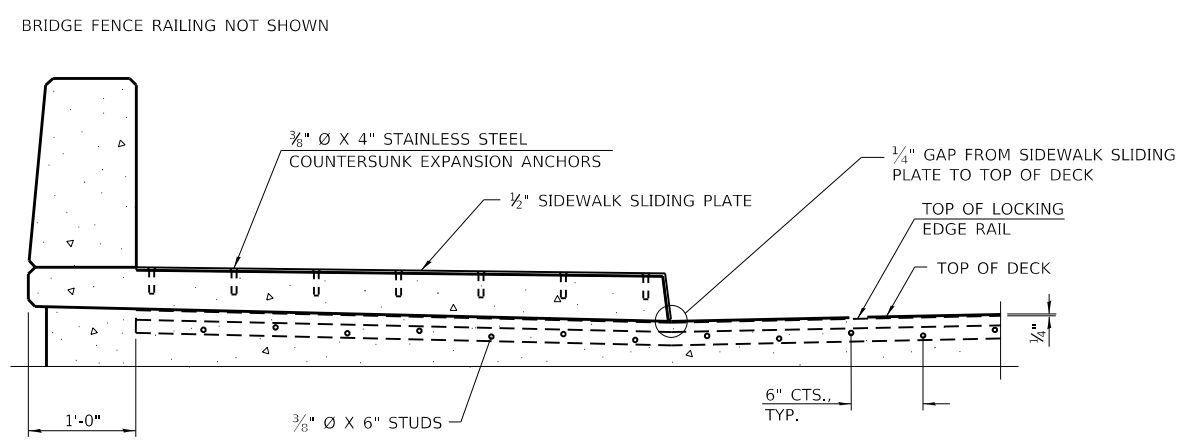
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

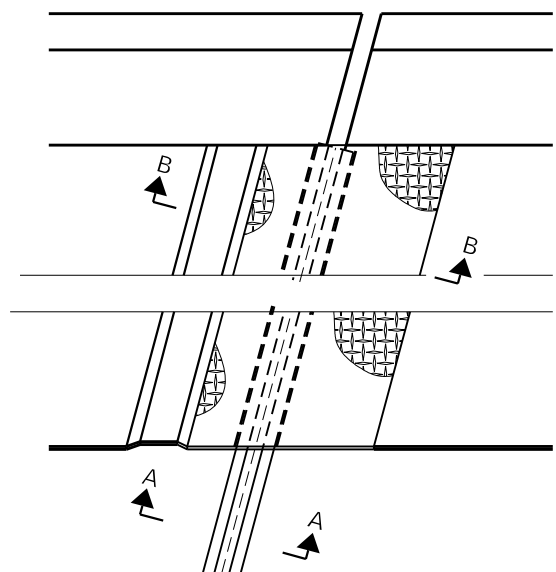
CONTRACT NO. RR-18-4387
 55TH ST OVER FLAGG CREEK (BN 253)
 EXPANSION JOINT REPAIRS II

SE-05
 DRAWING NO.
 109 OF 175

FILE NAME = p:\a\concom-pa-bentley\combed\CDM\DS16_NA\Documents\60545817-Central Tr. State DCM\0400-Work Packages\1-16-4265-SC4\10 - 4387\01 - DGN\12 - SHT\BAXX4387-SHT-253-06 EXP\JOINT_BN253-BAX.dgn
 PLOT DATE = 4/13/2018
 PLOT SCALE = 0.1667 / in.
 PLOT TIME = 3:30:27 PM



ELEVATION AT RAISED SIDEWALK



PLAN AT RAISED SIDEWALK

NOTES:

THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF $\frac{1}{4}$ ". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.

THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE $4\frac{1}{2}$ " MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.

THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.

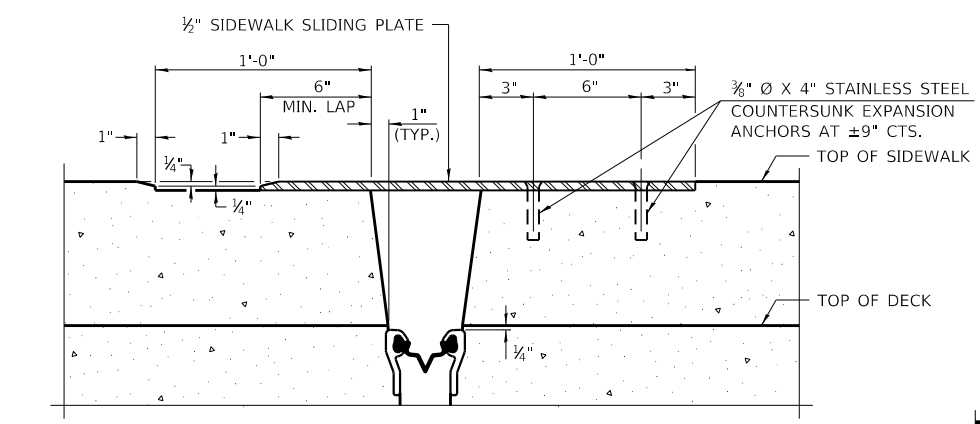
ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.

THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE $\frac{1}{16}$ " AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.

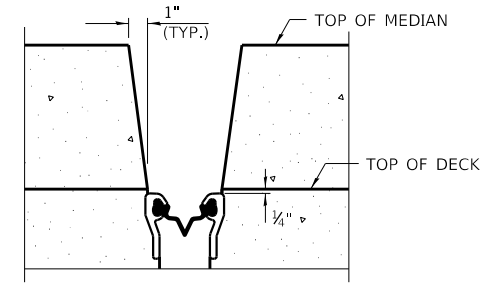
THE TOP SURFACE OF SIDEWALK SLIDING PLATES SHALL HAVE A RAISED PATTERN ACCORDING TO ASTM A786.

COST OF PARAPET SLIDING PLATES, SIDEWALK SLIDING PLATES, EMBEDDED PLATES, ANCHORAGE STUDS, AND EXPANSION ANCHORS INCLUDED WITH PREFORMED JOINT STRIP SEAL.

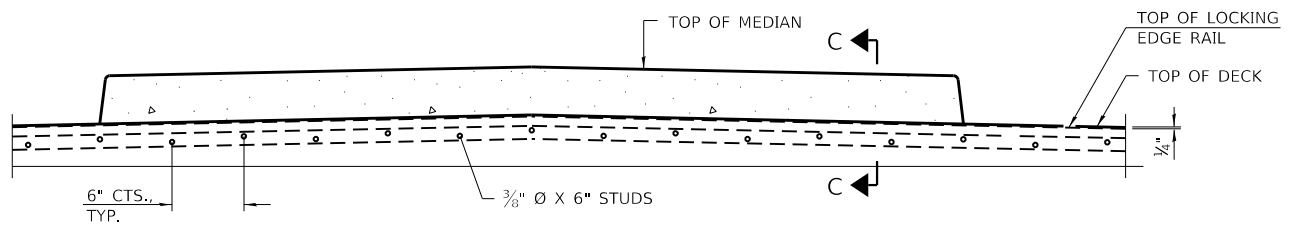
THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED. ONE EXCEPTION TO THIS WOULD BE THE STRIP SEAL JOINT AT THE END OF THE PRECAST BRIDGE APPROACH SLAB. FOR THESE CASES THE PAVEMENT CONNECTOR LENGTH SHALL BE ADJUSTED, NOT THE LENGTH OF THE BRIDGE APPROACH SLAB.



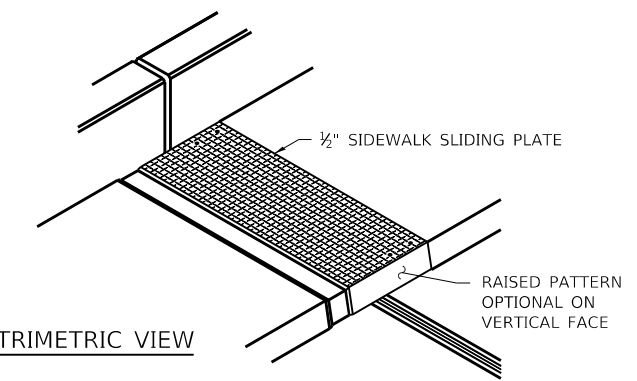
SECTION B-B



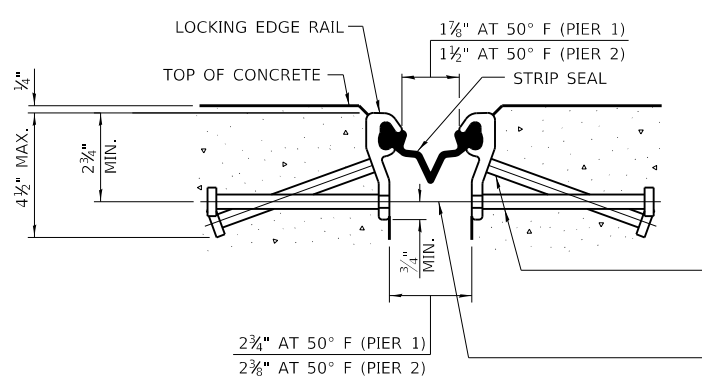
SECTION C-C
(AT RT. L'S)



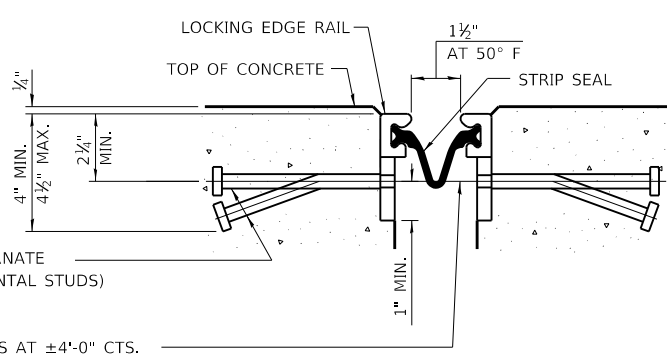
ELEVATION AT MEDIAN



TRIMETRIC VIEW



SHOWING ROLLED RAIL JOINT



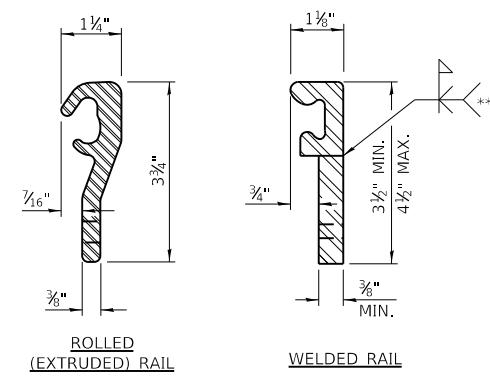
SHOWING WELDED RAIL JOINT

* $\frac{5}{8}$ " ϕ X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)

$\frac{3}{8}$ " ϕ THREADED RODS IN $\frac{3}{8}$ " ϕ HOLES AT $\pm 4'-0"$ CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.

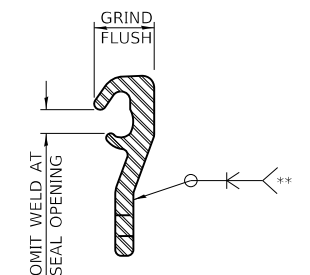
SECTION A-A

* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



LOCKING EDGE RAIL SPLICE

THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
PREFORMED JOINT STRIP SEAL	FOOT	136

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018

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 Consulting Engineers

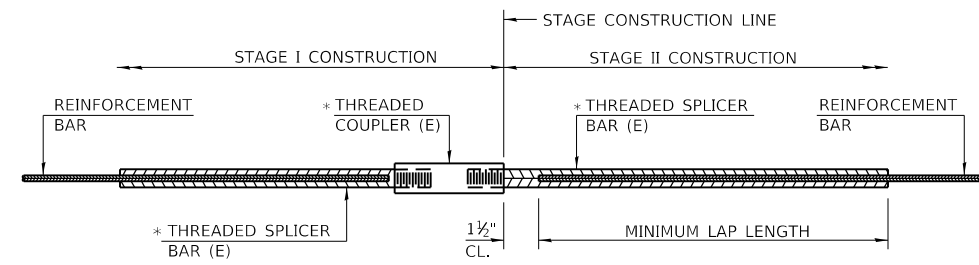
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 55TH ST OVER FLAGG CREEK (BN 253)
 PREFORMED JOINT STRIP SEAL

SE-06
 DRAWING NO.
 110 OF 175

FILE NAME = px\aescom\ra-pa-bentley\com\ECOM\DS\IS_NA\Documents\69545817-Central Tr- State DCM\0400 Work Packages\16-4265-SC4\10 - 4387\01 - DGN\12 - SHT\BAX\4387-SHT-253-07_SPLICER BN253-Bax.dgn
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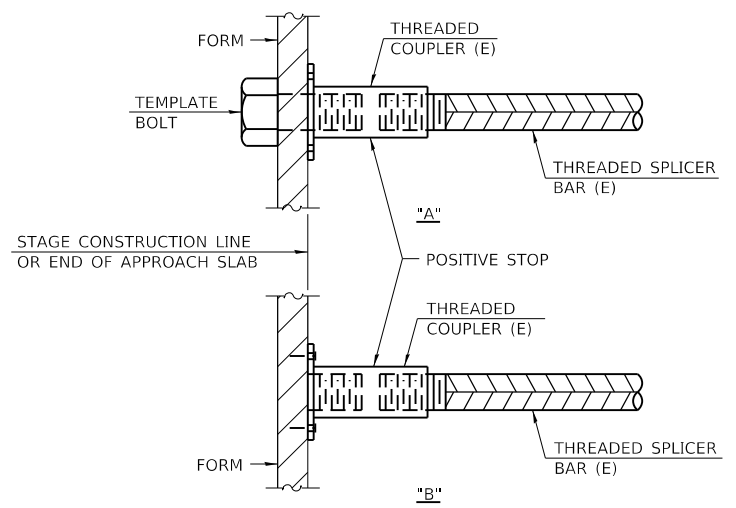


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
JOINT RECONSTRUCTION	#5	16	3'-3"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.

NOTES

SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
 ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
 BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
 SEE IDOT "QUALIFIED PRODUCTS LIST" OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

DRAWN BY AS DATE 4/17/2018
 CHECKED BY BLB DATE 4/17/2018



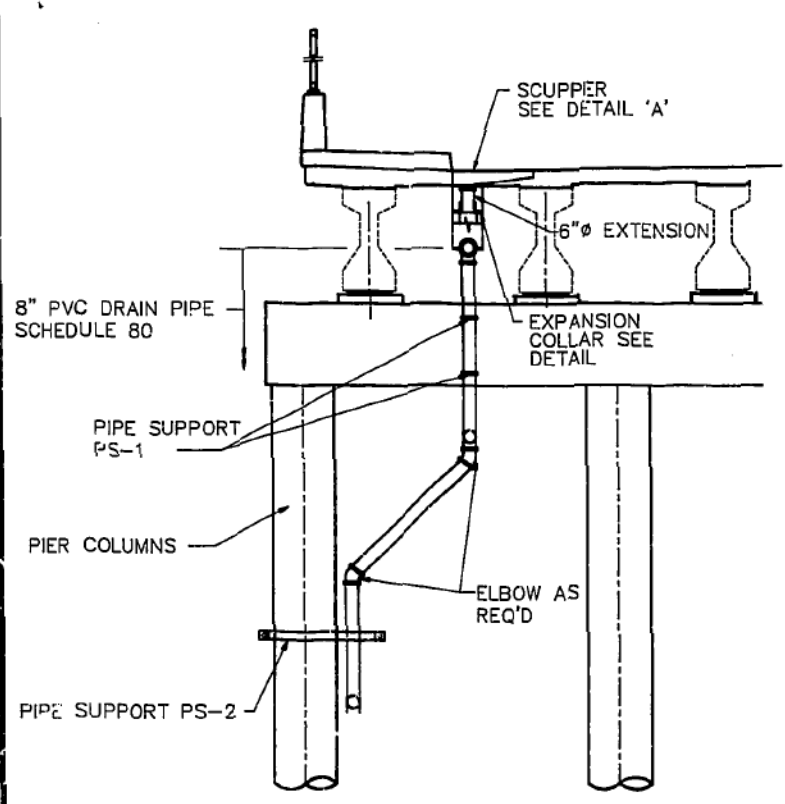
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
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REVISIONS	
NO.	DESCRIPTION

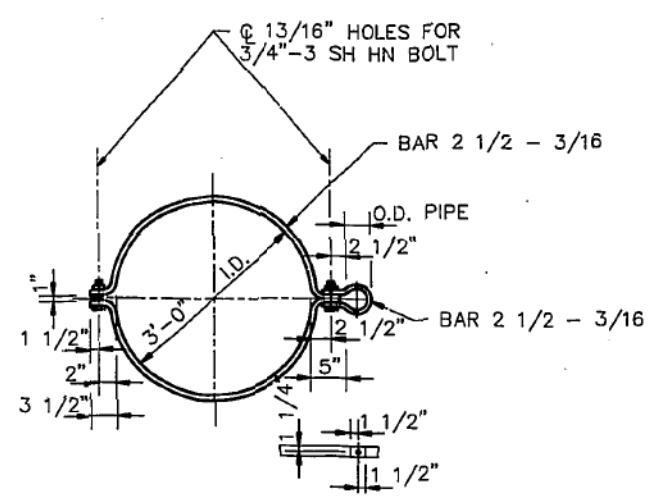
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 55TH ST OVER FLAGG CREEK (BN 253)
 BAR SPLICER DETAILS

SE-07
 DRAWING NO.
 111 OF 175

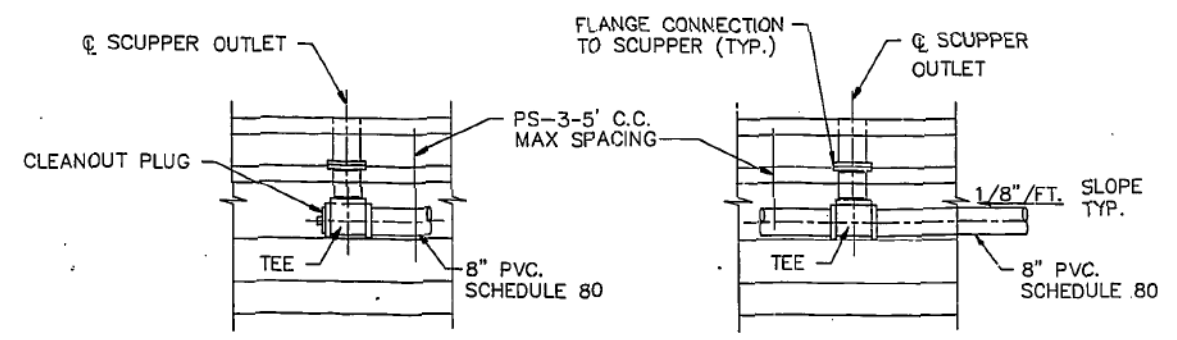
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SECTION X-X

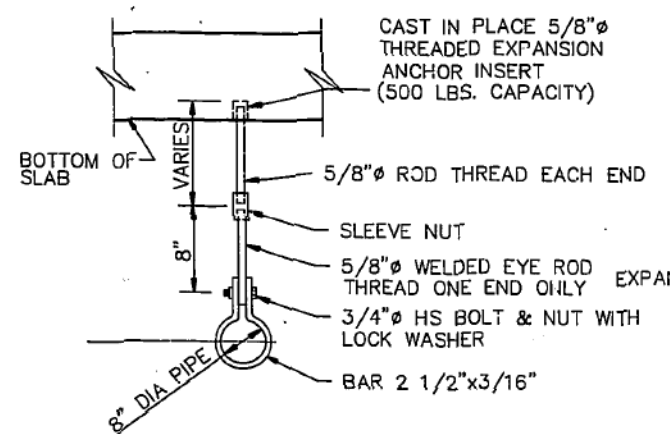


PIPE SUPPORT - PS-2
ALL MAT'L CARBON STEEL

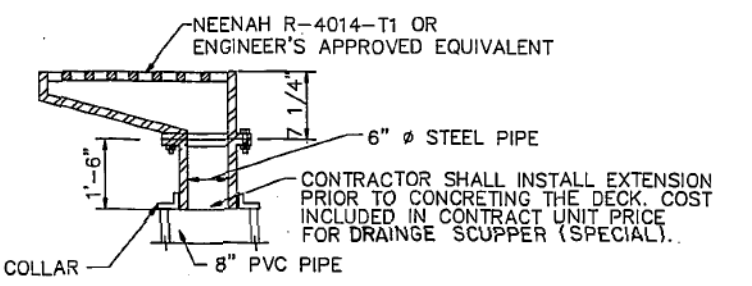


TYPICAL DETAIL AT THE END OF COLLECTOR PIPE

TYPICAL DETAIL ALONG COLLECTOR PIPE



PIPE SUPPORT PS-3
ALL MAT'L CARBON STEEL EXCEPT AS NOTED



DETAIL 'A'

NOTES:
ALL DRAINAGE SCUPPERS SHALL BE NEENAH R-4014-T1 OR APPROVED EQUAL.

ALL PROPOSED DRAIN PIPE SHALL BE P.V.C. SCHEDULE 80 IN ACCORDANCE WITH SECTION 1137.

COST OF FURNISHING AND INSTALLING DRAIN PIPE, REDUCER, FITTINGS, ELBOWS, AND MOUNTING HARDWARE NECESSARY TO INSTALL THE DRAINAGE SYSTEM SHALL BE PAID FOR AS P.V.C. DRAIN PIPE (8")

SCUPPER GRATES THAT ARE IN GOOD CONDITION SHALL BE SALVAGED AND DELIVERED TO THE AUTHORITY'S M-1 MAINTENANCE YARD.

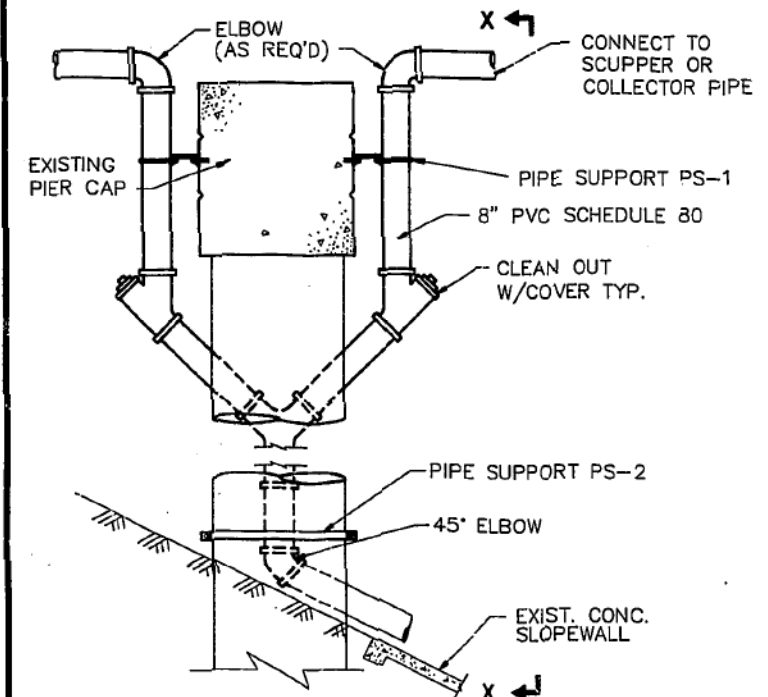
ALL DRAIN PIPES AND FITTING SHALL BE SCHEDULE 80, P.V.C. CONFORMING TO ASTM STANDARDS D1785, D2464, OR D2467.

ALL PIPE HANGERS, SUPPORTS AND HARDWARE SHALL BE GALVANIZED BY THE HOT-DIP PROCESS. THE ZINC COATING SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M232.

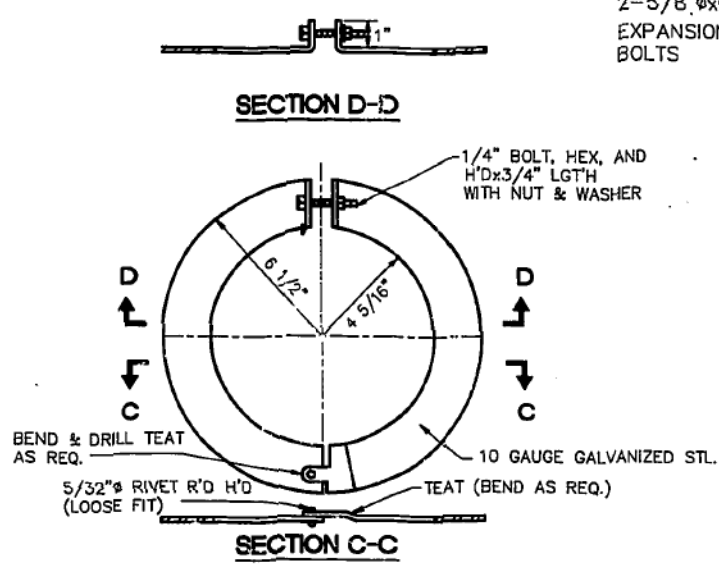
ALL EXTERIOR SURFACES OF THE P.V.C. PIPE AND FITTING SHALL BE PAINTED WITH THE INTERMEDIATE COAT AND TOP COAT SPECIFIED FOR STRUCTURAL STEEL IN SECTION 1119 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE COLOR SHALL BE MUNSEL 7.5G 4/8 INTERSTATE GREEN.

PIPE HANGERS SHALL BE PROVIDED ON ALL HORIZONTAL PIPES AT EACH TEE, ELBOW, OR CHANGE IN DIRECTION AND AT INTERMEDIATE POINTS NOT MORE THAN 5'-0" ON CENTERS.

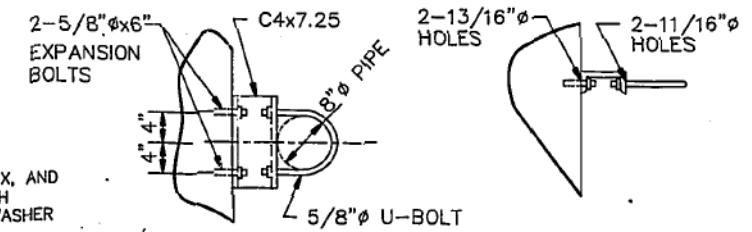
THE CONTRACTOR MAY USE ALTERNATE PIPE HANGERS. THE PIPE HANGERS SHALL HAVE A LOAD CAPACITY OF NOT LESS THAN 500 LBS. AND SHALL BE DESIGNED SO AS NOT TO APPLY EXCESSIVE COMPRESSIVE STRESS TO THE PIPE. ALTERNATE PIPE HANGERS MUST BE APPROVED BY THE ENGINEER PRIOR TO THE USE.



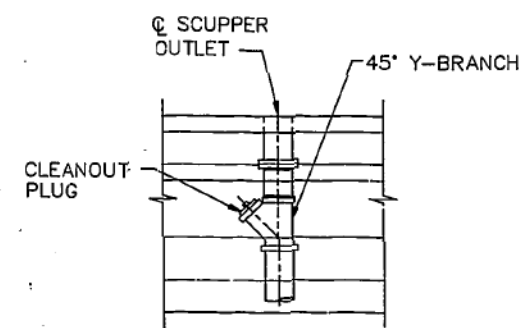
TYPICAL DETAIL OF DOWNSPOUT



DETAIL OF EXPANSION COLLAR



PIPE SUPPORT PS-1
ALL MAT'L CARBON STEEL



TYPICAL DETAIL AT DOWNSPOUT

SHEET 58-16 OF 58-16

DRAWN.....G.J.V./H.A.S.
CHECKED.....M.S.H.
DATE...1-22-92
SCALE...NONE

MIDWEST CONSULTING ENGINEERS, INC.
5151 NORTH HARLEM AVENUE
CHICAGO, ILLINOIS 60656

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
EAST-WEST TOLLWAY AND MIDWEST ROAD
OAK BROOK, ILLINOIS 60521

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT CIP-660
55TH STREET OVER FLAGG CREEK
STRUCTURE NO. 253- EW
BRIDGE DRAINAGE DETAILS

DRAWING NO.
431 OF **431**

FOR INFORMATION ONLY

DRAWN BY AS DATE 4/17/2018
CHECKED BY BLB DATE 4/17/2018

BAXTER & WOODMAN
Consulting Engineers

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387
55TH AVENUE OVER FLAGG CREEK (BN 253)
BRIDGE DRAINAGE DETAILS

SE-08
DRAWING NO.
112 OF 175

BENCHMARK: NO BENCHMARK DATA IS AVAILABLE.

EXISTING STRUCTURE: BRIDGE NO. 255 (IDOT S.N. 016-2609) WAS BUILT IN 1992. THE EXISTING STRUCTURE IS A TWO-SPAN BRIDGE WITH AN OUT-TO-OUT DECK WIDTH OF 70'-0" MEASURING 269'-4" FROM BACK-TO-BACK OF APPROACH BENTS. EACH APPROACH SPAN MEASURES 25'-3" FROM CENTERLINE OF APPROACH BENT TO CENTERLINE OF BEARING, AND EACH SPAN MEASURES 109'-5" CENTERLINE TO CENTERLINE OF BEARINGS. THE SUPERSTRUCTURE CONSISTS OF TEN(10) 60" DEEP PRECAST PRESTRESSED CONCRETE I-BEAMS WITH A REINFORCED CONCRETE DECK, AND IS SUPPORTED BY VAULTED ABUTMENTS AND A MULTI-COLUMN PIER ALL FOUNDED ON STEEL H-PILES. THE BRIDGE CARRIES TWO LANES OF TRAFFIC IN EACH DIRECTION.

STAGE CONSTRUCTION SHALL BE UTILIZED TO MAINTAIN TRAFFIC DURING CONSTRUCTION.

NO SALVAGE

SCOPE OF WORK

1. REPAIR ALL OPEN CRACKS 1/16" WIDE OR WIDER.
2. REPAIR ALL CONCRETE SPALLS IN THE SUPERSTRUCTURE AND SUBSTRUCTURE.
3. CLEAN AND PAINT THE BEARING PLATES AND SIDE RETAINERS AT BOTH ABUTMENTS.
4. APPLY CONCRETE SEALANT TO BOTH ABUTMENT SEATS AND BACKWALL AND ALL THE EXPOSED SURFACE AREAS OF THE PIER.
5. REPLACE THE BRIDGE DECK EXPANSION JOINT AT EACH ABUTMENT.
6. SCARIFY THE EXISTING BRIDGE DECK.
7. REPAIR DECK SLAB.
8. APPLY A THIN POLYMER OVERLAY TO THE DECK SURFACE.
9. APPLY BRIDGE DECK CONCRETE SEALER TO THE SURFACES OF THE APPROACH SPANS, MEDIAN, SIDEWALKS AND THE TOP AND INSIDE VERTICAL FACE OF THE PARAPETS.
10. CLEAN ALL THE DRAINAGE SCUPPERS AND DOWNSPOUTS.

HIGHWAY CLASSIFICATION

RTE. OVER - 47TH STREET
 FUNCTIONAL CLASS: MINOR ARTERIAL
 ADT: 9,800 (2014); 8,755 (2032)
 ADTT: 392 (2014); 350 (2032)

RTE. UNDER - I-294
 FUNCTIONAL CLASS: INTERSTATE
 ADT: 191,800 (2016); 153,985 (2032)
 ADTT: 24,934 (2016); 20,018 (2032)

DESIGN SPECIFICATIONS

AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION.

STRUCTURE DESIGN MANUAL, ILLINOIS TOLLWAY, MARCH 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL DATED JANUARY 2012.

CONSTRUCTION SPECIFICATIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS.

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2018.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016.

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

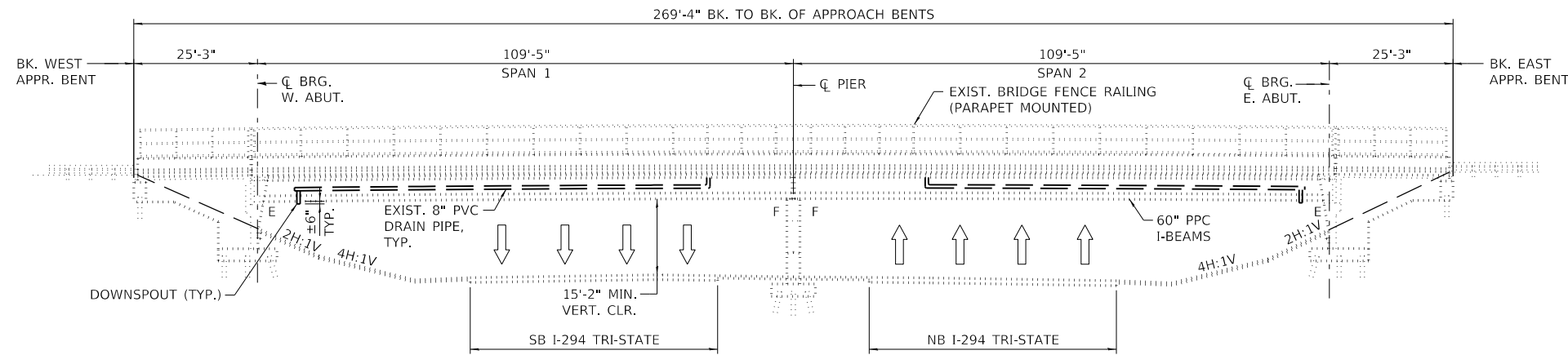
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 fy = 60,000 PSI (REINFORCEMENT)

FIELD UNITS (EXISTING CONSTRUCTION)

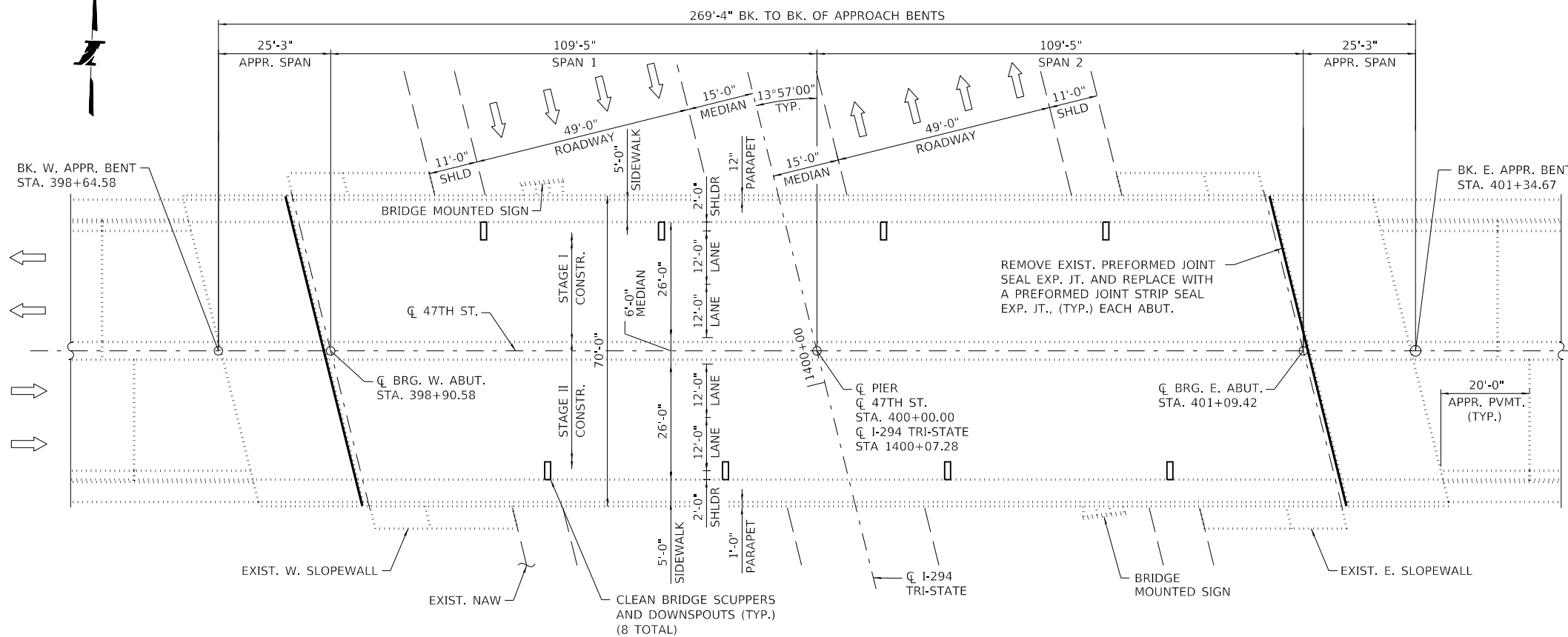
CAST-IN-PLACE CONCRETE
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 fy = 60,000 PSI (REINFORCEMENT)

PRECAST PRESTRESSED CONCRETE
 f'c = 6,000 PSI

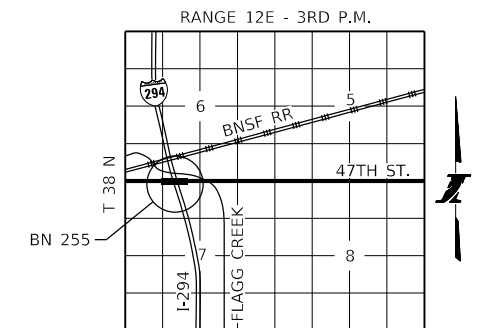
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ELEVATION



PLAN



LOCATION MAP

**GENERAL PLAN AND ELEVATION
 47TH STREET OVER
 TRI-STATE TOLLWAY (I-294)
 COOK COUNTY
 MILE POST 26.5
 BRIDGE NO. 255 (016-2609)**

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DRAWN BY AMV DATE 4/17/2018
 CHECKED BY MR DATE 4/17/2018

RME Rubinos & Mesa Engineers, Inc.
 200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH ST OVER I-294 (BN 255)
 GENERAL PLAN AND ELEVATION
 SF-1
 DRAWING NO. 113 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

BAR NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING SHALL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE."

EXISTING REINFORCEMENT WHICH IS TO BE INCORPORATED INTO THE NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GREY METAL, STRAIGHTENED (WITHOUT HEATING), AND CUT TO FIT. COST OF WHICH SHALL BE INCLUDED WITH "CONCRETE REMOVAL."

THE PROTECTIVE SHIELD SYSTEM SHALL EXTEND A MINIMUM OF 10' BEYOND THE INDICATED LIMITS OF REPAIR SHOWN IN THE PLANS OR 5' BEYOND THE ACTUAL LIMITS OF PARTIAL OR FULL DEPTH REPAIR AS IDENTIFIED IN THE FIELD, WHICHEVER IS GREATER.

CONCRETE SEALER SHALL BE APPLIED TO THE SURFACES OF ALL PIER AND ABUTMENT SEATS, INCLUDING BACKWALLS LOCATED BELOW ROADWAY EXPANSION JOINTS. SEALER SHALL ALSO BE APPLIED TO ALL EXPOSED SURFACES OF PIERS IN THE MEDIAN OR PIERS, ABUTMENTS AND WINGWALLS THAT ARE ADJACENT TO THE ROADWAY. EXISTING SURFACES SHALL BE POWER WASHED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 592 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARs WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

TOTAL BILL OF MATERIAL				
PAY ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
50102400	CONCRETE REMOVAL	CU. YD.	9.2	
50157300	PROTECTIVE SHIELD	SQ. YD.	49	
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	9.2	
50300300	PROTECTIVE COAT	SQ. YD.	42	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	820	
50800515	BAR SPLICERS	EACH	6	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	141	
59000200	EPOXY CRACK INJECTION	FOOT	3	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	1	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ. YD.	1,315	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ. YD.	1,315	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	4	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ. YD.	1	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	153	
X0326331	CLEANING AND PAINTING BEARINGS	EACH	20	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ.FT.	8,299	
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	20	
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ. FT.	23	
JT524010	APPLY CONCRETE SEALANT	SQ. FT.	3,493	
JT602835	CLEAN DRAINAGE SYSTEM, LOCATION NO. 5	EACH	1	

INDEX OF SHEETS


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SF-2	GENERAL NOTES AND BILL OF MATERIAL
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SF-6	PIER REPAIRS
SF-7	DECK REPAIRS
SF-8	PARAPET REPAIRS
SF-9	EXPANSION JOINT REPAIRS
SF-10	EXPANSION JOINT REPAIRS
SF-11	PREFORMED JOINT STRIP SEAL DETAILS
SF-12	BAR SPLICER DETAILS
SF-13	EXISTING BEARING DETAILS

ABBREVIATIONS

ABUT.	ABUTMENT	NAW	NOISE ABATEMENT WALL
APPR.	APPROACH	N.B.L.	NORTH BOUND LANES
B/	BOTTOM OF	O.F.	OUTSIDE FACE
B.F.	BACK FACE	PVMT.	PAVEMENT
BK	BACK	P.G.L.	PROFILE GRADE LINE
BRG.	BEARING	P.J.F.	PREFORMED JOINT FILLER
CLR.	CLEARANCE	P.J.S.	PREFORMED JOINT SEALER
CONC.	CONCRETE	PPC	PRECAST PRESTRESSED CONCRETE
CONSTR.	CONSTRUCTION	PROP.	PROPOSED
DIA.	DIAMETER	REINF.	REINFORCEMENT
E.F.	EACH FACE	RT.	RIGHT
E.	EAST	SHLDR.	SHOULDER
EB	EAST BOUND	S. ABUT.	SOUTH ABUTMENT
EXIST.	EXISTING	S.B.L.	SOUTH BOUND LANES
EXP.	EXPANSION	STA.	STATION
F.F.	FRONT FACE	T/	TOP OF
HORIZ.	HORIZONTAL	TYP.	TYPICAL
I.F.	INSIDE FACE	V.I.F.	VERIFY IN FIELD
JT.	JOINT	VERT.	VERTICAL
MIN.	MINIMUM	W.	WEST
N. ABUT.	NORTH ABUTMENT	WB	WEST BOUND

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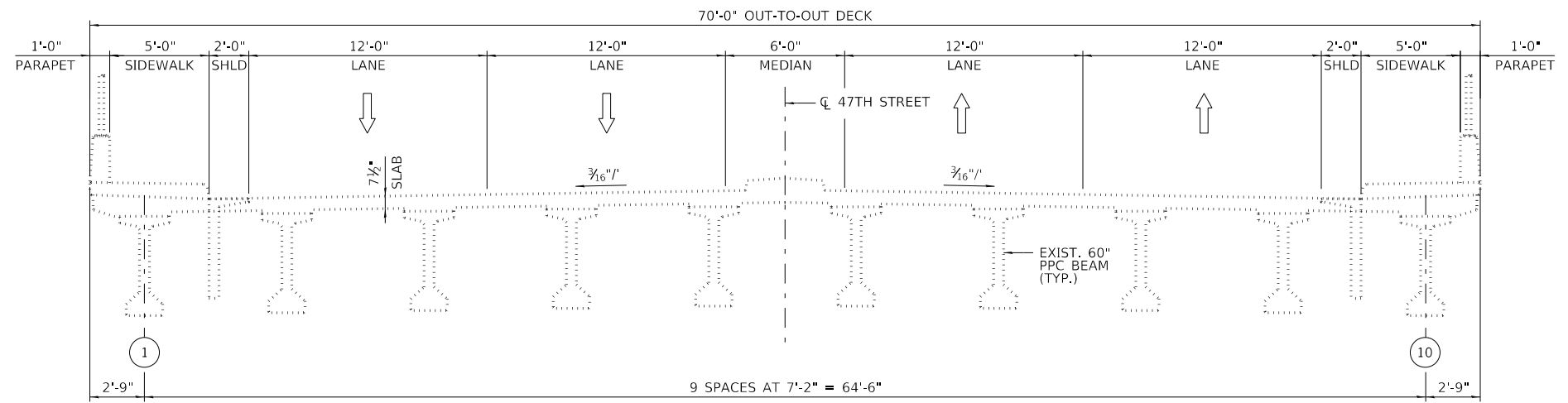


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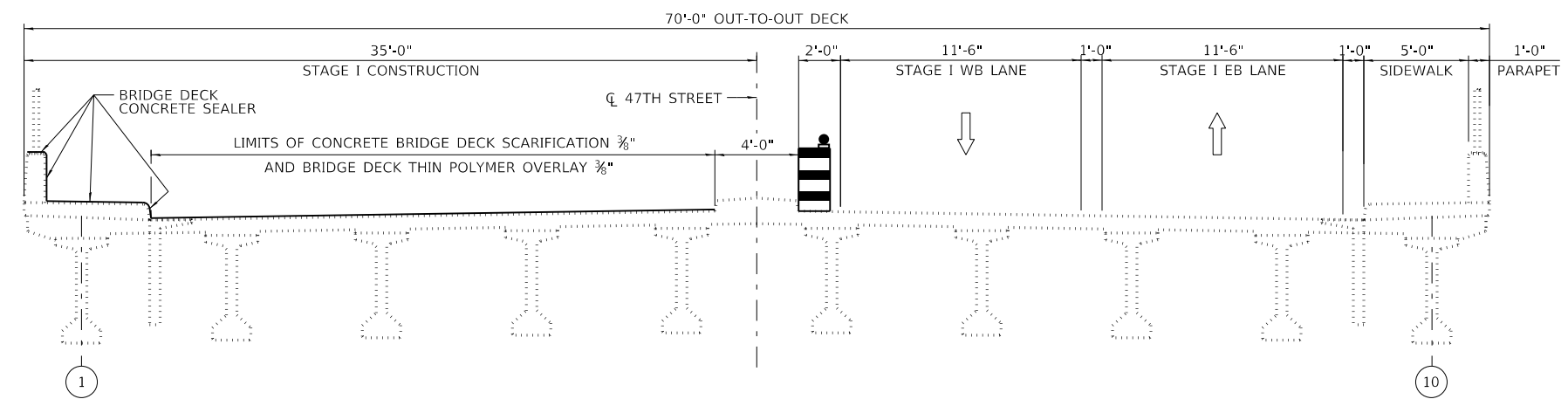
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CONTRACT NO. **RR-18-4387**
47TH STREET OVER I-294 (BN 255)
GENERAL NOTES AND BILL OF MATERIAL

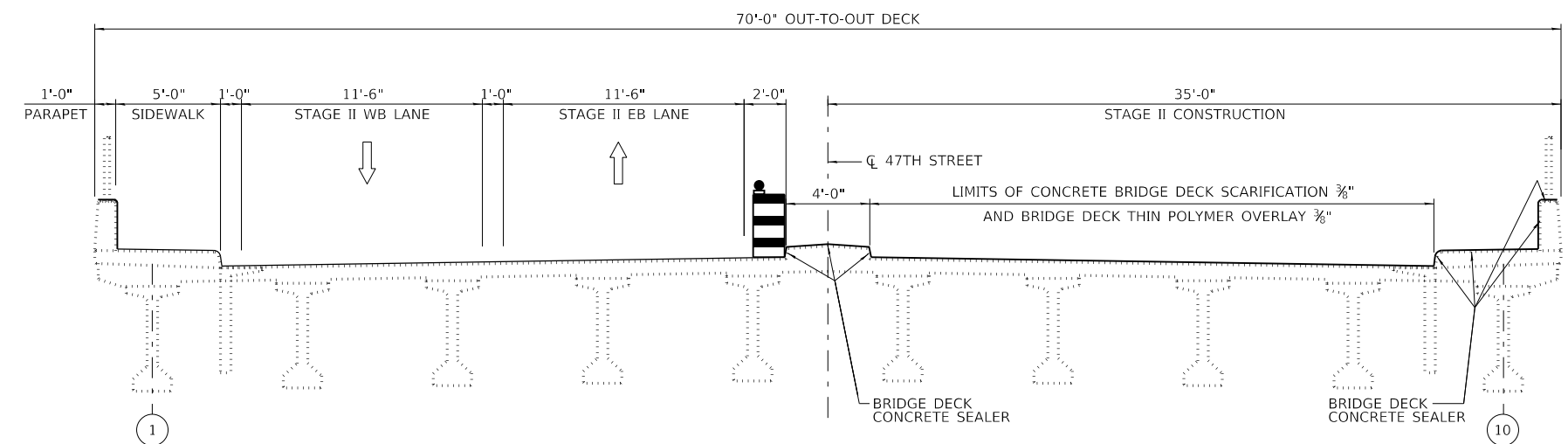
SF-2
 DRAWING NO. **114 OF 175**



EXISTING CROSS SECTION
(LOOKING EAST)



STAGE I CONSTRUCTION
(LOOKING EAST)



STAGE II CONSTRUCTION
(LOOKING EAST)

NOTES

- SEE ROADWAY DRAWINGS FOR MAINLINE MAINTENANCE OF TRAFFIC DETAILS.
- FOR MAINTENANCE OF TRAFFIC DETAILS AND DEVICES REQUIRED FOR 47TH STREET, SEE ROADWAY PLAN DRAWINGS 24,31 & 44.
- BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO THE SIDEWALKS, MEDIAN, FACE OF CURBS, AND THE TOP AND TRAFFIC FACE OF PARAPETS. ALL SURFACES TO BE SEALED SHALL BE THOROUGHLY CLEANED PRIOR TO SEALER APPLICATION ACCORDING TO MANUFACTURER'S RECOMMENDATION.

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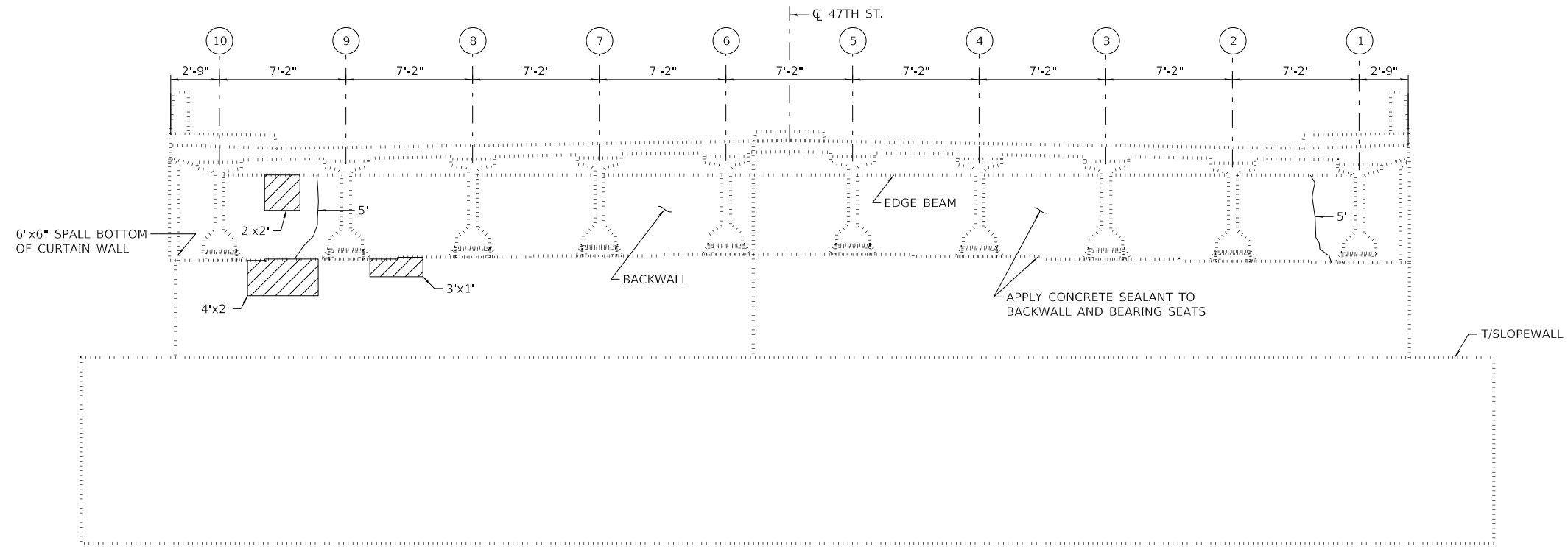
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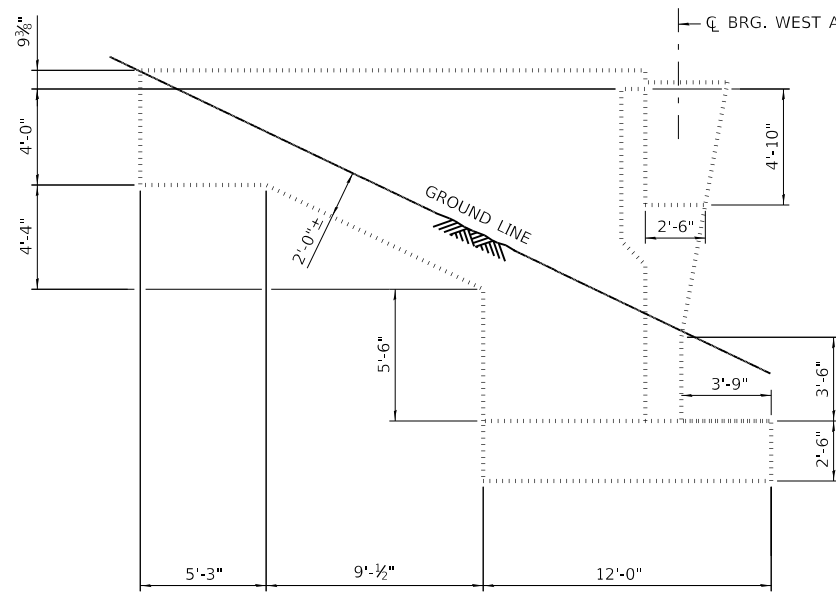
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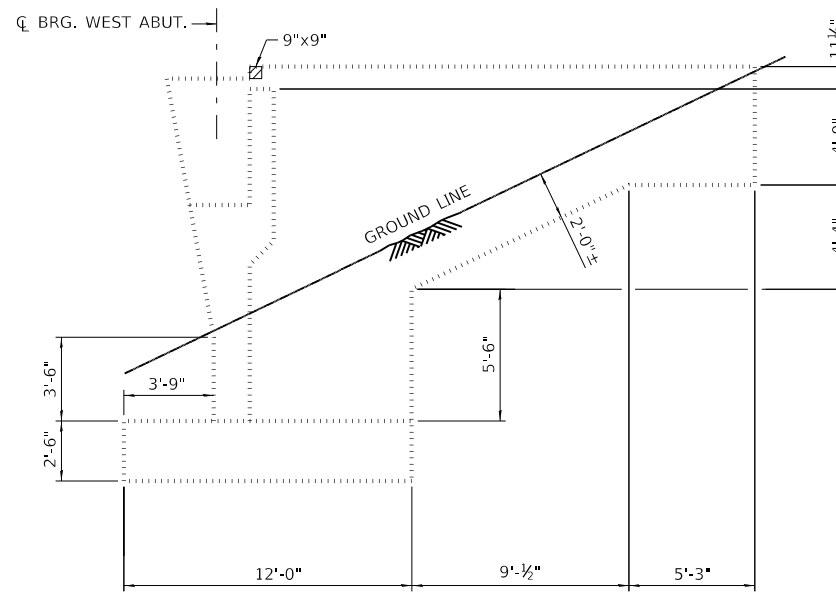
SF-3
 DRAWING NO.
 115 OF 175



ELEVATION - WEST ABUTMENT
(LOOKING WEST)



ELEVATION - SOUTH CURTAIN WALL
(LOOKING NORTH)



ELEVATION - NORTH CURTAIN WALL
(LOOKING SOUTH)

LEGEND

- 6' LOW PRESSURE EPOXY INJECTION
- SPALL (DEPTH EQUAL TO OR LESS THAN 5 IN.)

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	10
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ. FT.	16
JT524010	APPLY CONCRETE SEALANT	SQ. FT.	530

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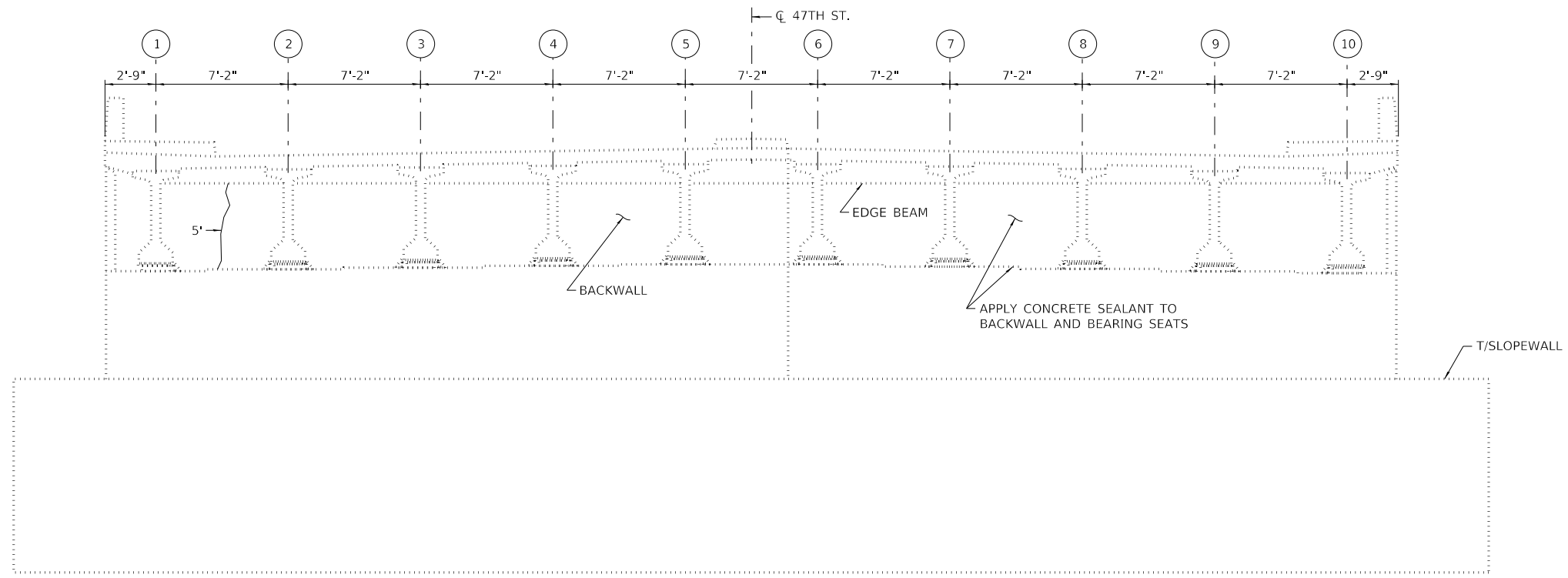


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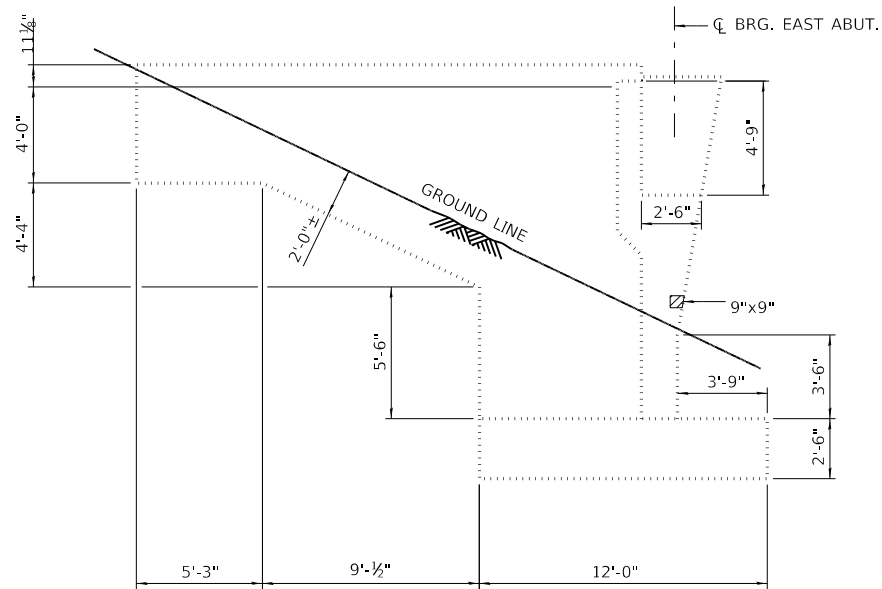
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CONTRACT NO. RR-18-4387
 47TH STREET OVER I-294 (BN 255)
 WEST ABUTMENT REPAIRS

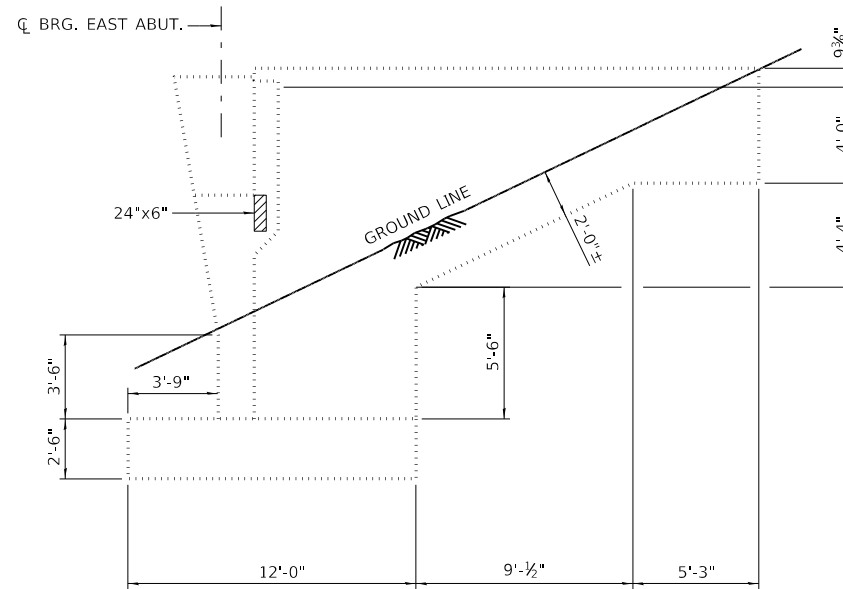
SF-4
 DRAWING NO.
 116 OF 175



ELEVATION - EAST ABUTMENT
(LOOKING EAST)



ELEVATION - NORTH CURTAIN WALL
(LOOKING SOUTH)



ELEVATION - SOUTH CURTAIN WALL
(LOOKING NORTH)

LEGEND

- 6' LOW PRESSURE EPOXY INJECTION
- SPALL (DEPTH EQUAL TO OR LESS THAN 5 IN.)

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	5
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ. FT.	2
JT524010	APPLY CONCRETE SEALANT	SQ. FT.	523

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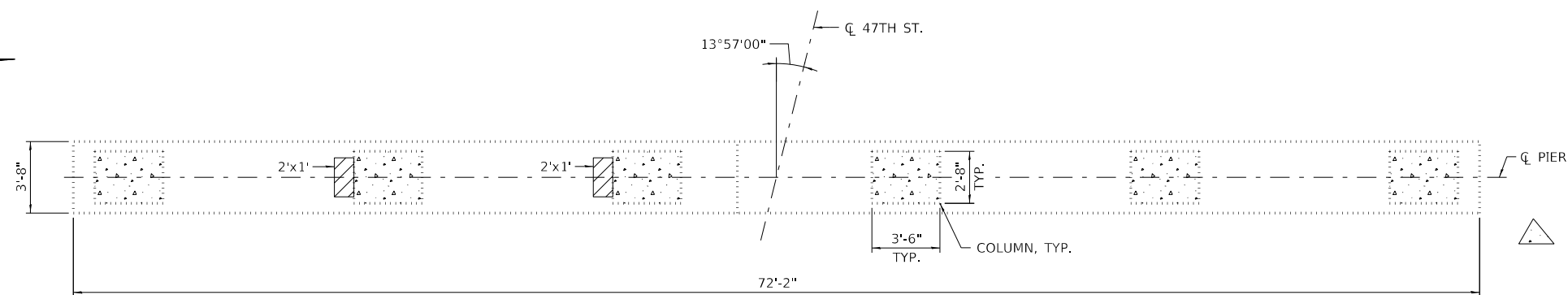


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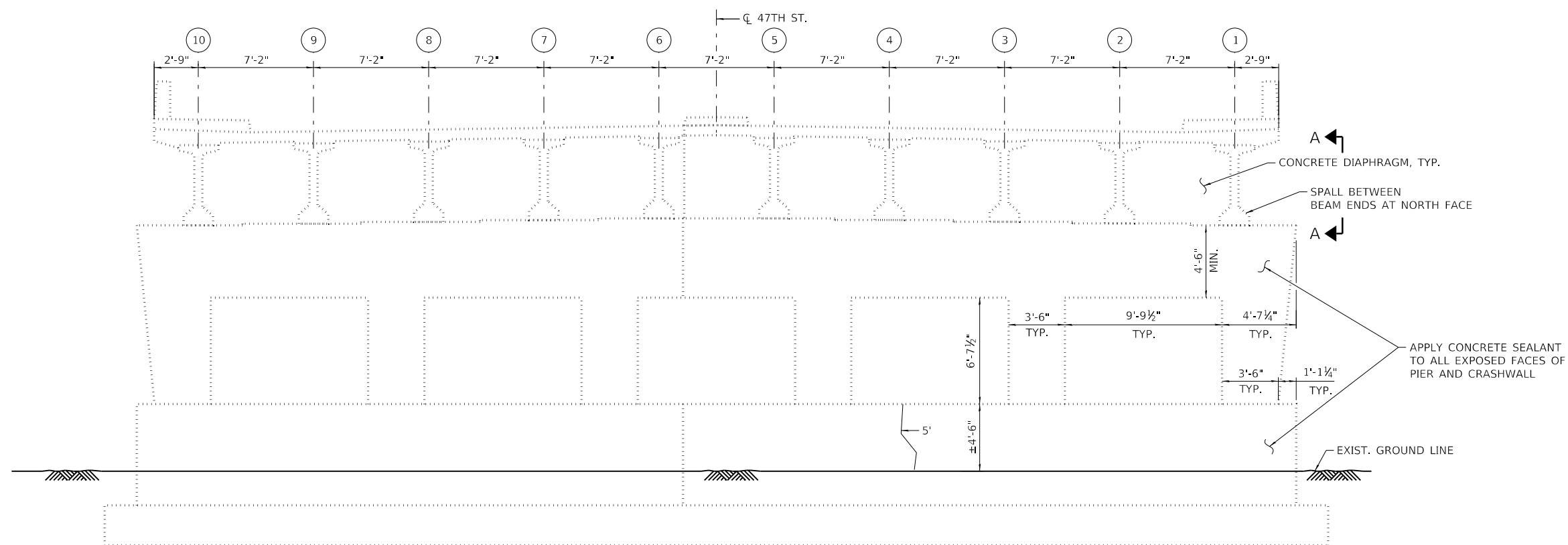
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 EAST ABUTMENT REPAIRS

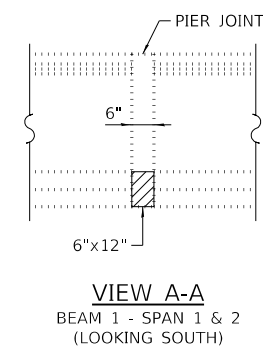
SF-5
 DRAWING NO.
 117 OF 175



PLAN - CRASHWALL



ELEVATION - PIER
(LOOKING WEST)



VIEW A-A
BEAM 1 - SPAN 1 & 2
(LOOKING SOUTH)

LEGEND

- 6" LOW PRESSURE EPOXY INJECTION
- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	5
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ. FT.	5
JT524010	APPLY CONCRETE SEALANT	SQ. FT.	2,440

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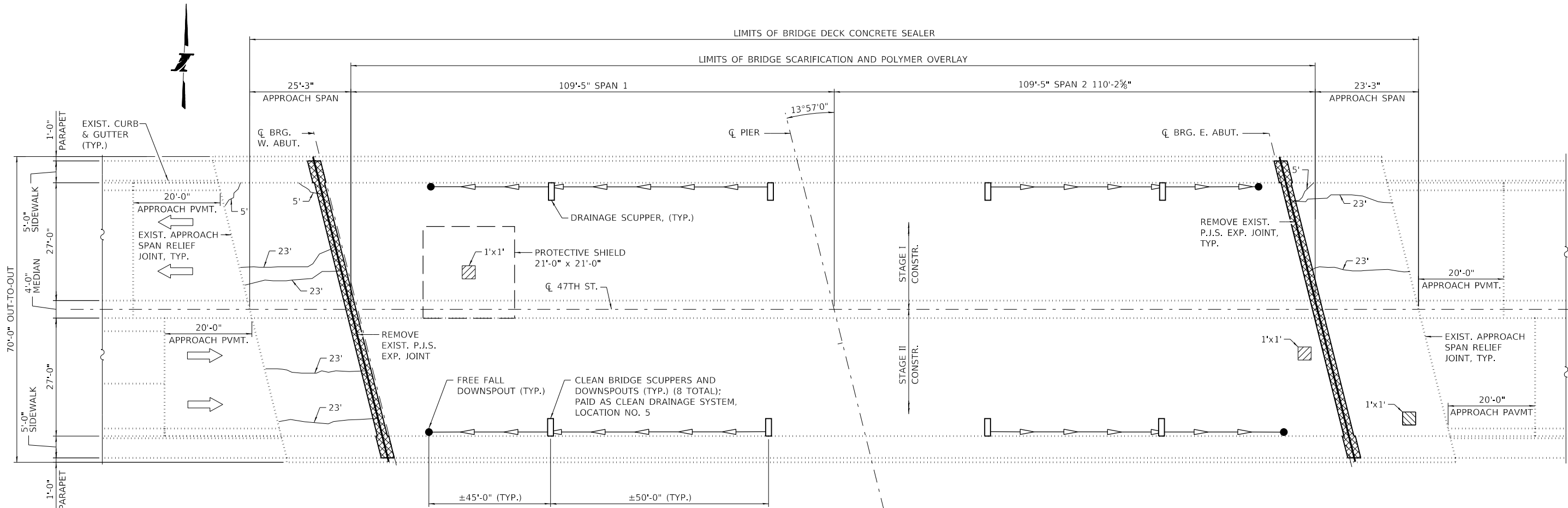
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 47TH STREET OVER I-294 (BN 255)
 PIER REPAIRS

SF-6
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PLAN - DECK REPAIR

LEGEND

- DECK SLAB REPAIR (PARTIAL)
- EXPANSION JOINT REMOVAL AND REPLACEMENT
- APPROACH SLAB REPAIR (PARTIAL DEPTH)
- BRIDGE DECK CONCRETE CRACK SEALER

NOTES

- DECK REPAIR QUANTITY IS ESTIMATED, ACTUAL REPAIR AREAS AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER AND SHOWN ON AS-BUILT PLANS.
- CONCRETE BRIDGE DECK SCARIFICATION 3/8" AND BRIDGE DECK THIN POLYMER OVERLAY, 3/8" SHALL BE PERFORMED OVER THE LIMITS OF THE BRIDGE DECK, EXCLUDING THE TRANSVERSE JOINT RECONSTRUCTION AREAS AND MEDIAN.
- SEE DRAWING NO. 55 FOR PAVEMENT MARKING PLANS.
- BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO THE FOLLOWING SURFACES: SIDEWALKS, MEDIAN AND TOP AND INSIDE VERTICAL FACE OF THE PARAPETS. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO THE TRAFFIC SURFACE OF EACH APPROACH SPAN. BRIDGE DECK CONCRETE SEALER SHALL NOT BE APPLIED TO NEW BRIDGE DECK OVERLAY AND NEW CONCRETE IN RECONSTRUCTED EXPANSION JOINTS. SEE SHEET SF-3.

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
50157300	PROTECTIVE SHIELD	SQ. YD.	49
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	1
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ. YD.	1,315
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ. YD.	1,315
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ. YD.	1
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	153
X5870015	BRIDGE DECK CONCRETE SEALER	SQ. FT.	8,299
JT602835	CLEAN DRAINAGE SYSTEM, LOCATION NO. 5	EACH	1

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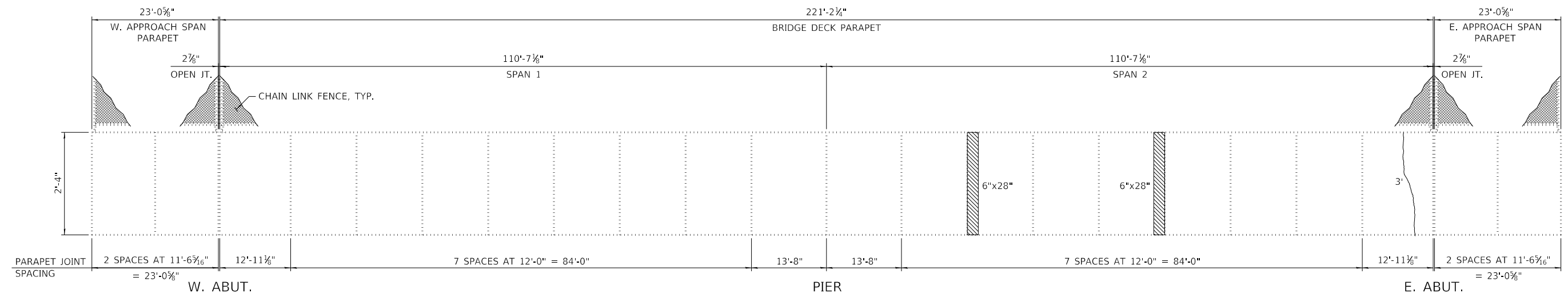
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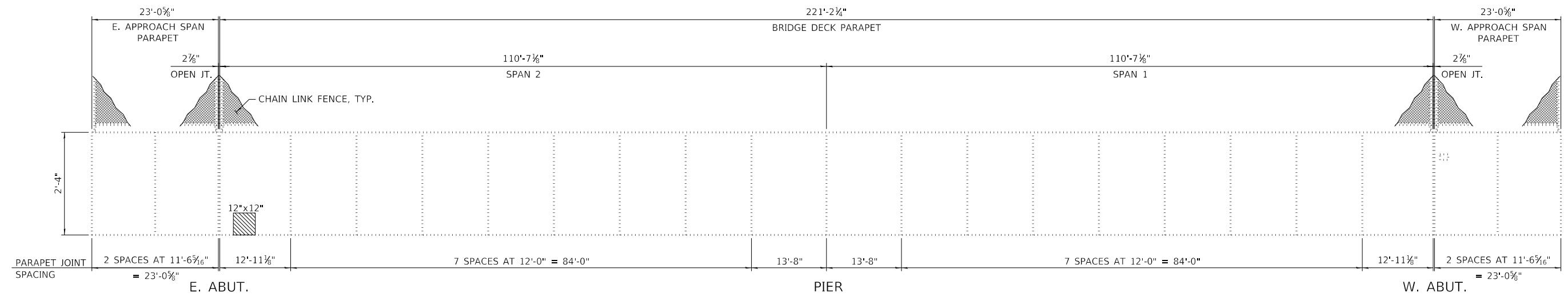
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SF-7
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 PLOT DATE = 4/13/2018
 PLOT SCALE = 2000 : 1
 PLOT TIME = 4:23:50 PM



ELEVATION - INSIDE FACE OF NORTH PARAPET
 (LOOKING NORTH)
 (STAGE I CONSTRUCTION)



ELEVATION - INSIDE FACE OF SOUTH PARAPET
 (LOOKING SOUTH)
 (STAGE II CONSTRUCTION)

LEGEND
 STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)
 EPOXY CRACK INJECTION

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
59000200	EPOXY CRACK INJECTION	FOOT	3
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	4

DRAWN BY AMV DATE 4/17/2018
 CHECKED BY MR DATE 4/17/2018



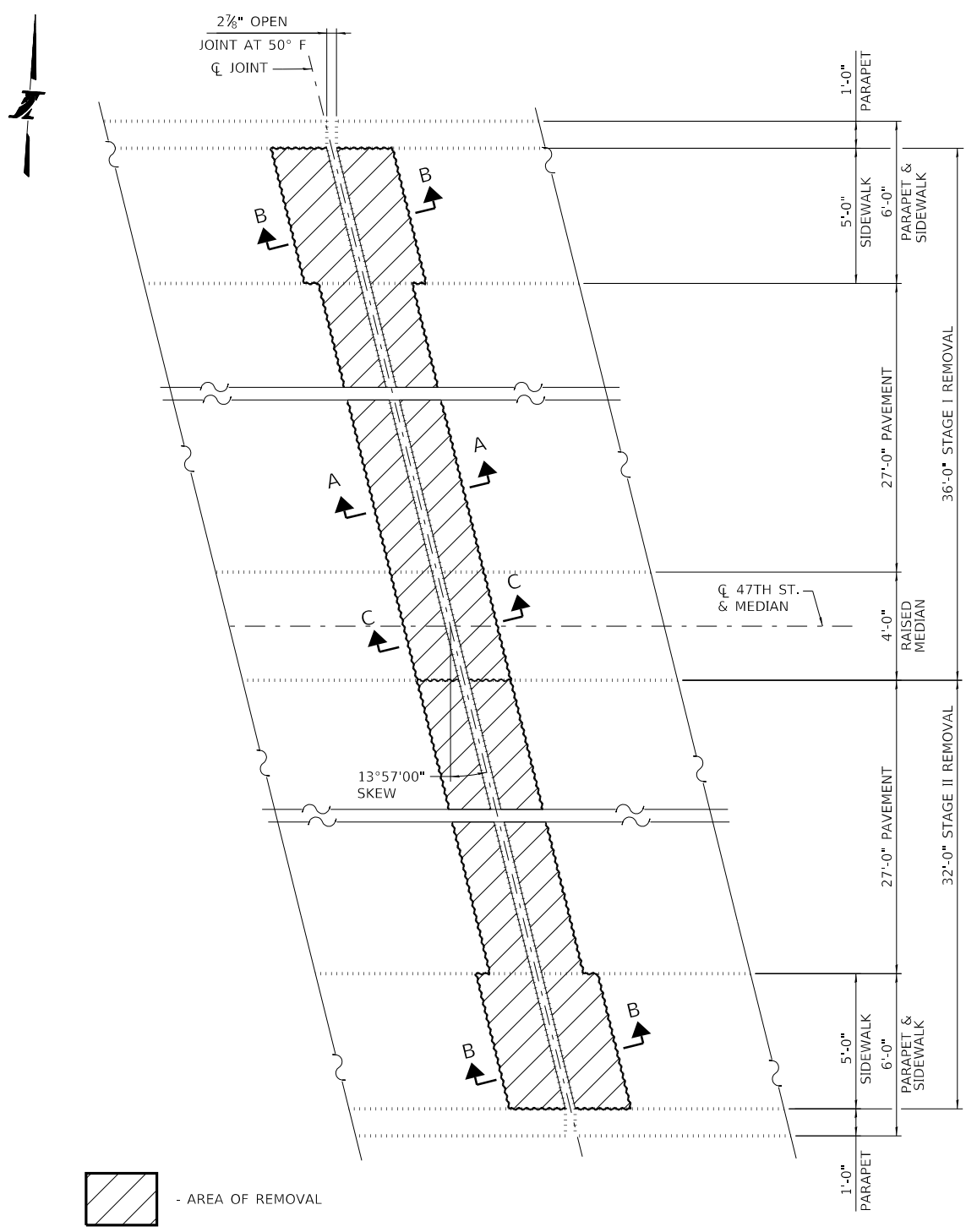
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH STREET OVER I-294 (BN 255)
 PARAPET REPAIRS

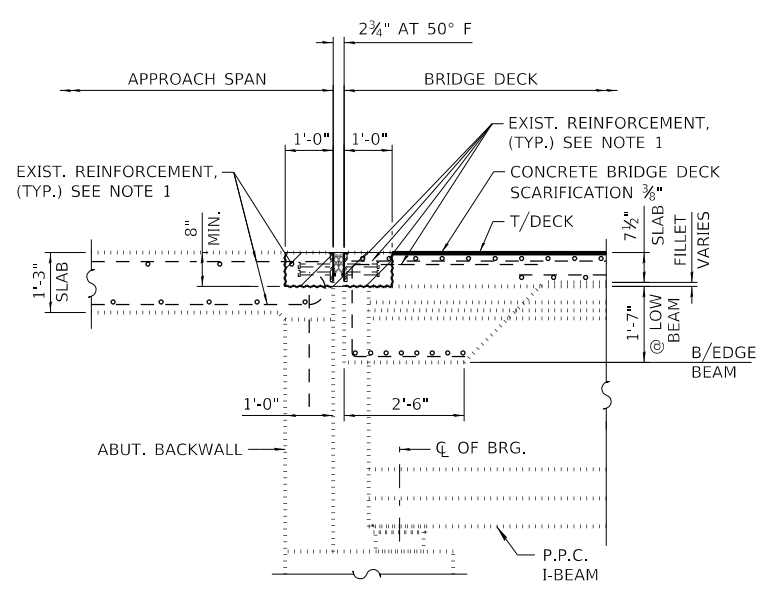
SF-8
 DRAWING NO.
 120 OF 175

FILE NAME = \\rmp\proj\projects\m83877\Design\Drawings\Structural\CADD_Sheets\TD4306-1.47\4387-C08-SHT-BN255-09-Exp-Jt-01-RME.dgn
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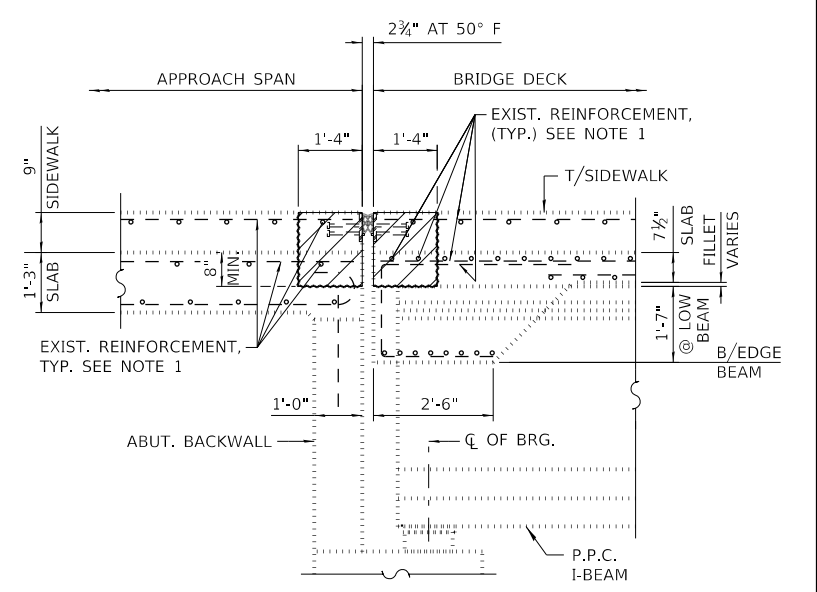


REMOVAL PLAN - EXISTING EXPANSION JOINT AT WEST ABUTMENT
 (EXPANSION JOINT AT EAST ABUTMENT - OPPOSITE HAND)

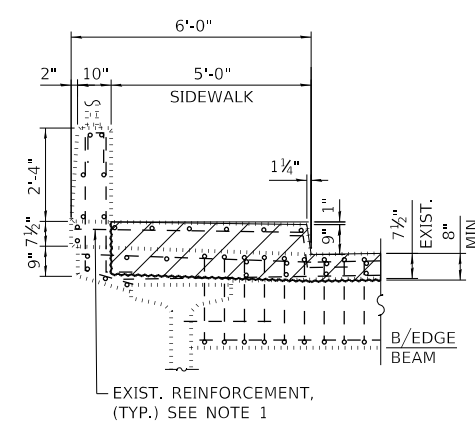
- AREA OF REMOVAL



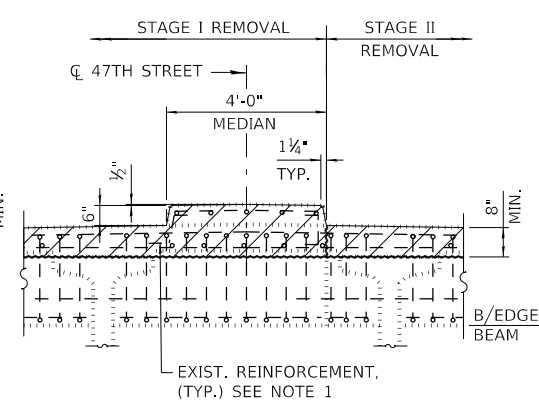
SECTION A-A
 (HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)



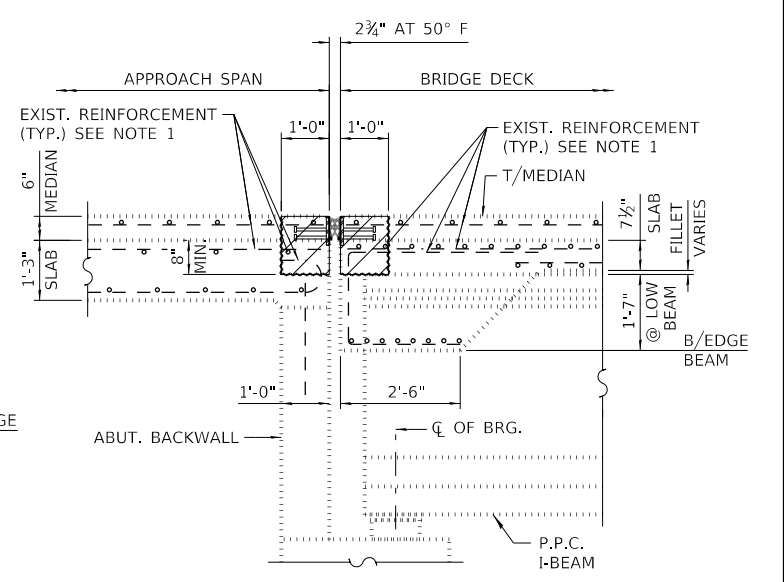
SECTION B-B
 (HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)



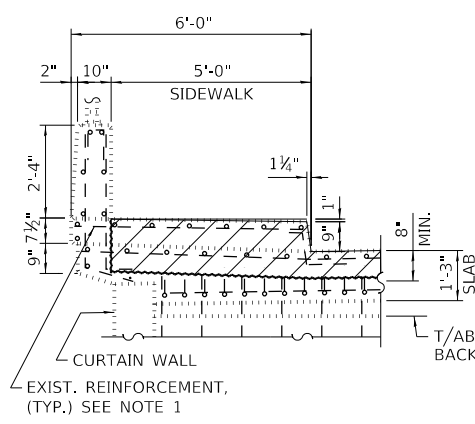
SECTION - SIDEWALK AT BRIDGE DECK
 (LOOKING EAST)



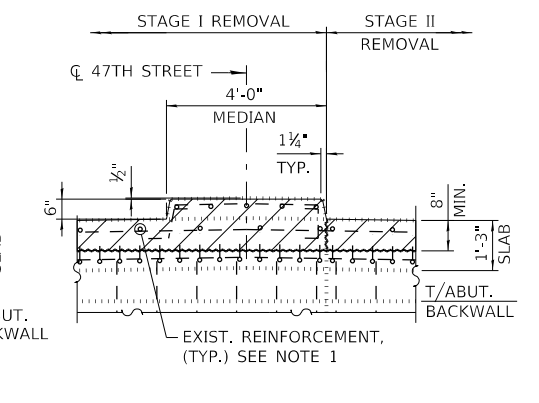
SECTION - MEDIAN AT BRIDGE DECK
 (LOOKING EAST)



SECTION C-C



SECTION - SIDEWALK AT APPROACH SPAN
 (LOOKING EAST)



SECTION - MEDIAN AT APPROACH SPAN
 (LOOKING EAST)

NOTES

- EXISTING TRANSVERSE AND LONGITUDINAL REINFORCEMENT BARS CROSSING THE REMOVAL LINE AND EXTENDING INTO THE CONCRETE REMOVAL AREA SHALL REMAIN AND BE INCORPORATED INTO THE NEW CONSTRUCTION.
- CONTRACTOR MUST EXERCISE EXTREME CAUTION WHILE REMOVING CONCRETE OVER PPC I-BEAMS. ANY DAMAGE DONE TO THE PPC I-BEAM FLANGE DURING CONCRETE REMOVAL OPERATIONS MUST BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- HATCHED AREA INDICATES CONCRETE REMOVAL. PERIMETERS OF CONCRETE REMOVAL AREA SHALL BE SAW CUT 3/4" PRIOR TO THE REMOVAL OF THE CONCRETE. CARE SHALL BE EXERCISED BY THE CONTRACTOR DURING AND FOLLOWING CONCRETE REMOVAL TO ENSURE THE EXISTING REINFORCEMENT REMAINING IN PLACE IS NOT DAMAGED.
- REMOVAL AND DISPOSAL OF THE EXISTING EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED WITH THE COST OF CONCRETE REMOVAL.

DRAWN BY AMV DATE 4/17/2018
 CHECKED BY MR DATE 4/17/2018

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 200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482

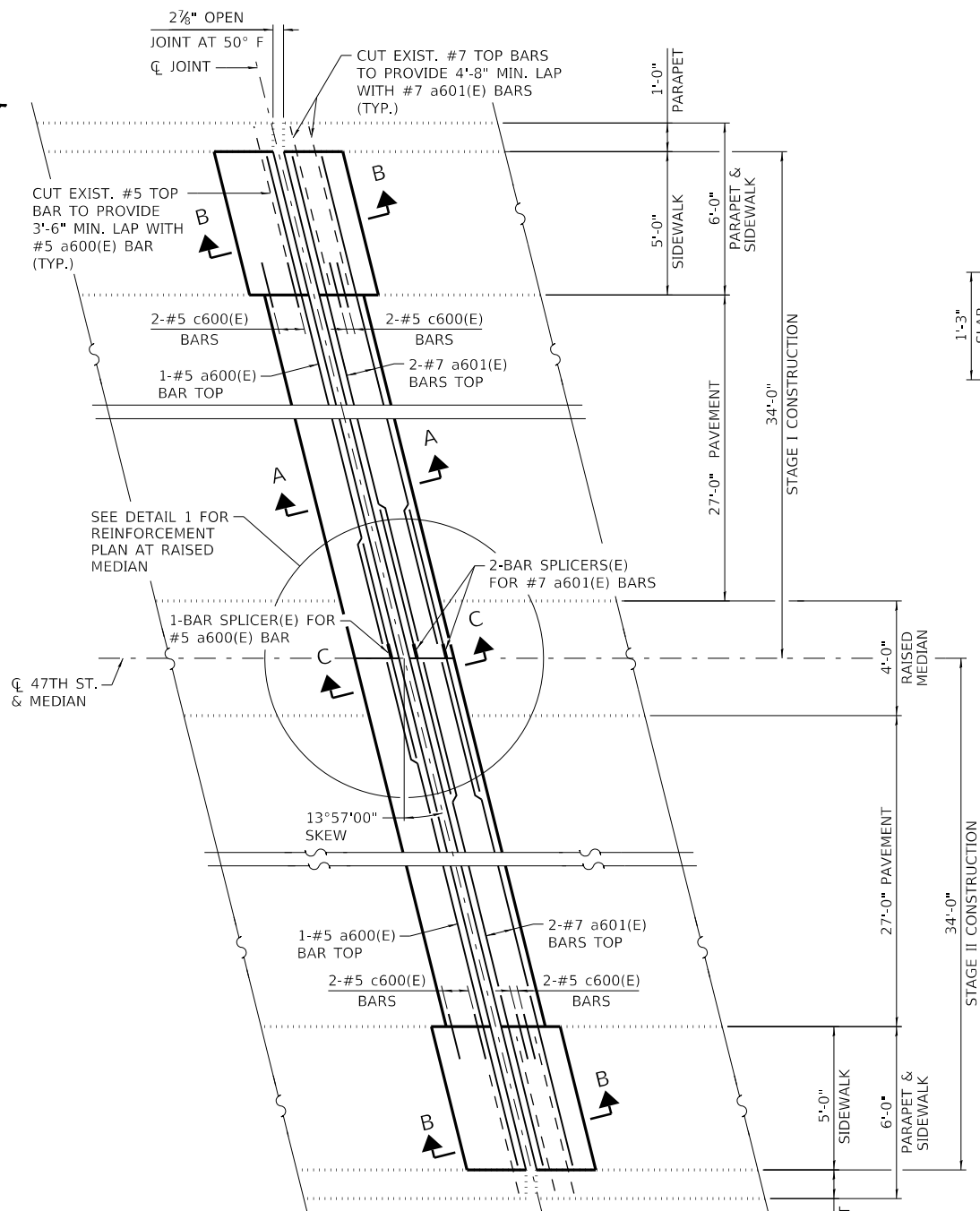
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

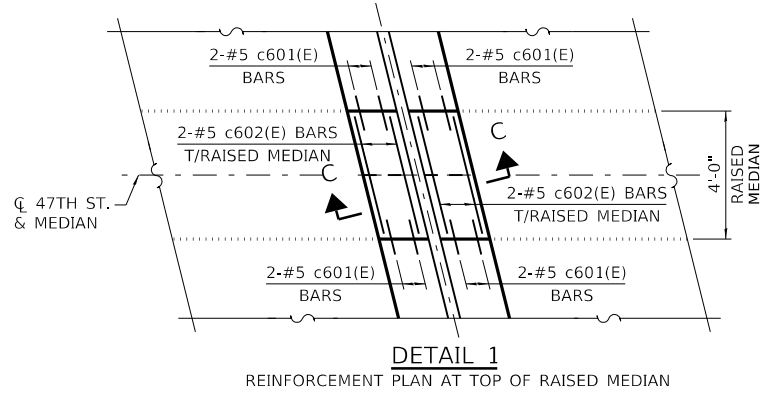
CONTRACT NO. RR-18-4387
 47TH STREET OVER I-294 (BN 255)
 EXPANSION JOINT REPAIRS

SF-9
 DRAWING NO. 121 OF 175

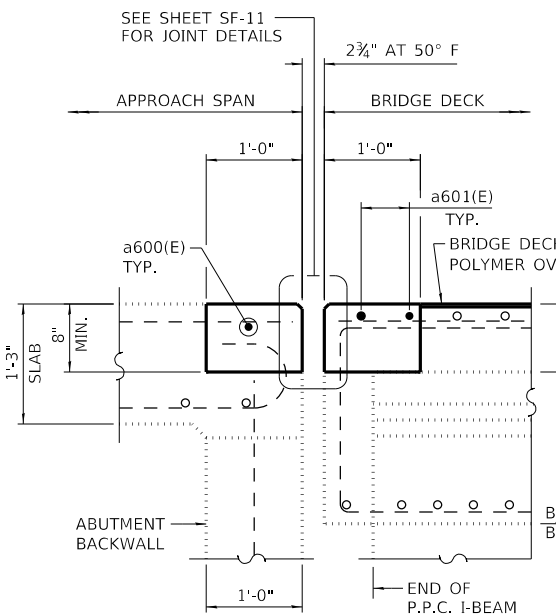
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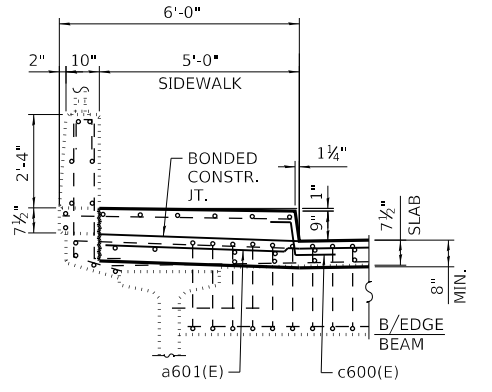
RECONSTRUCTION PLAN - EXPANSION JOINT AT WEST ABUTMENT
(EXPANSION JOINT AT EAST ABUTMENT - OPPOSITE HAND)



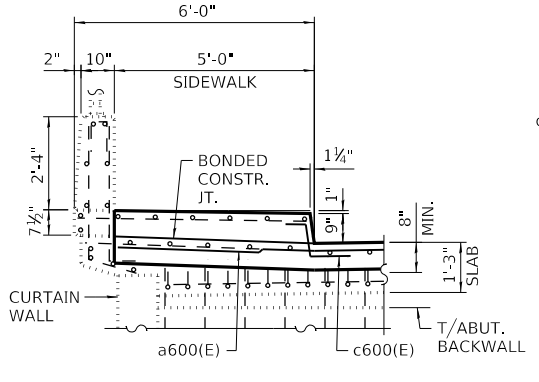
DETAIL 1
REINFORCEMENT PLAN AT TOP OF RAISED MEDIAN



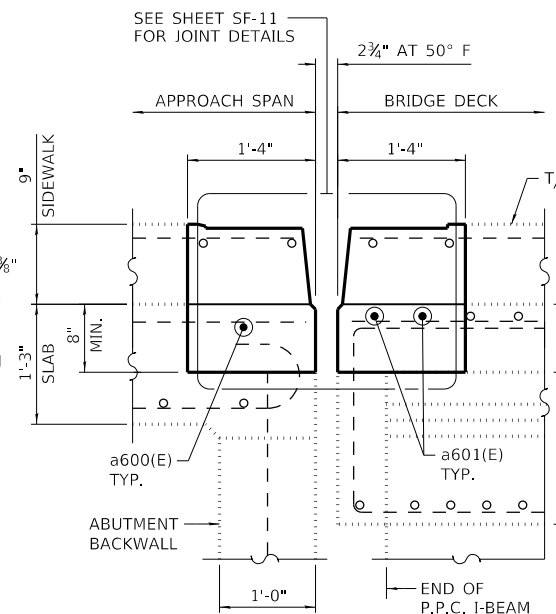
SECTION A-A
(HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)



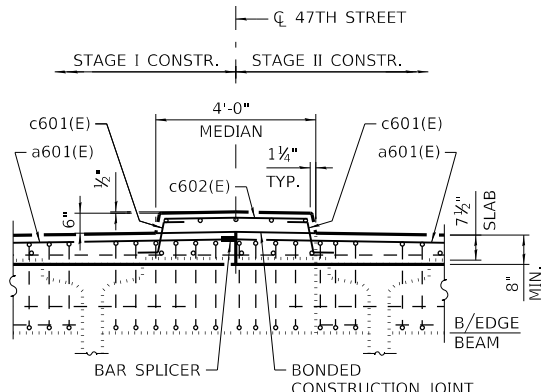
SECTION - SIDEWALK AT BRIDGE DECK
(LOOKING EAST)



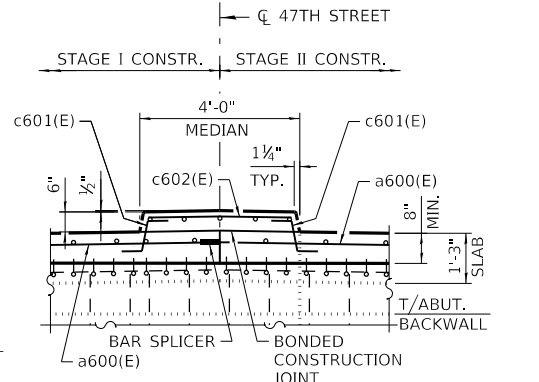
SECTION - SIDEWALK AT APPROACH SPAN
(LOOKING EAST)



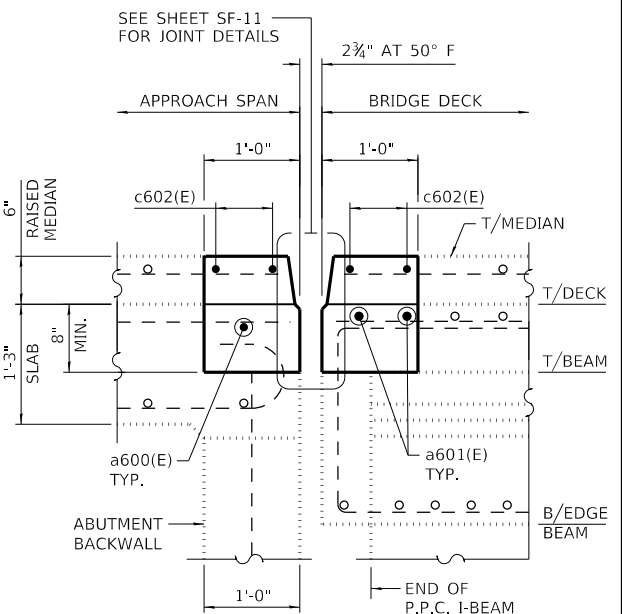
SECTION B-B
(HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)



SECTION - MEDIAN AT BRIDGE DECK
(LOOKING EAST)

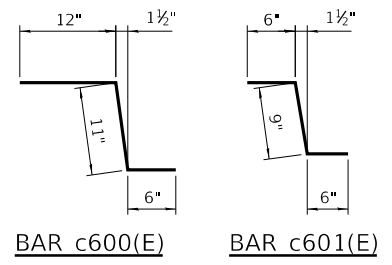


SECTION - MEDIAN AT APPROACH SPAN
(LOOKING EAST)



SECTION C-C
(HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)

BILL OF MATERIAL				
BAR	NO.	SIZE	LENGTH	SHAPE
a600(E)	4	#5	34'-8"	
a601(E)	8	#7	34'-8"	
c600(E)	16	#5	2'-5"	
c601(E)	16	#5	1'-9"	
c602(E)	8	#5	3'-6"	
CONCRETE REMOVAL			CU. YD.	9.2
CONCRETE SUPERSTRUCTURE			CU. YD.	9.2
PROTECTIVE COAT			SQ. YD.	42
REINFORCEMENT BARS, EPOXY COATED			POUND	820
BAR SPLICERS			EACH	6



BAR c600(E) **BAR c601(E)**

- NOTES**
1. PROTECTIVE COAT SHALL BE APPLIED TO THE TRANSVERSE JOINT RECONSTRUCTION AREAS.
 2. SEE SHEET SF-12 FOR BAR SPLICER DETAILS.

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387 SF-10
 47TH STREET OVER I-294 (BN 255) DRAWING NO.
 EXPANSION JOINT REPAIRS 122 OF 175

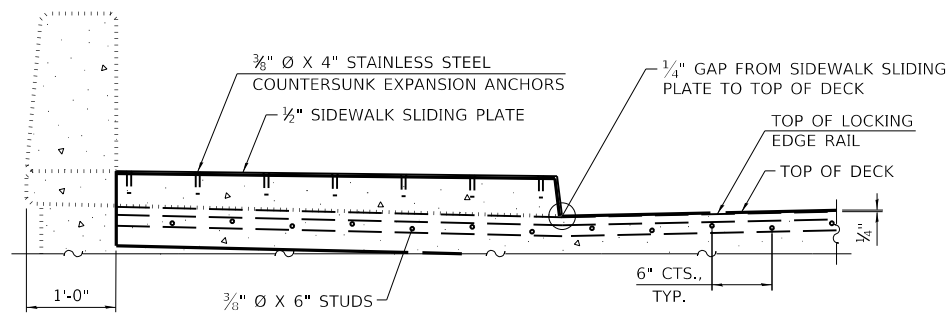
DRAWN BY: AMV DATE: 4/17/2018
 CHECKED BY: MR DATE: 4/17/2018

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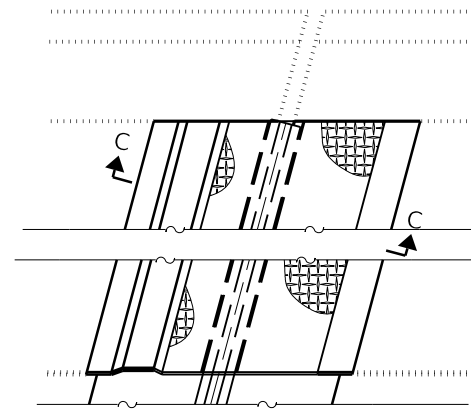
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE, ILLINOIS 60515

NOTES

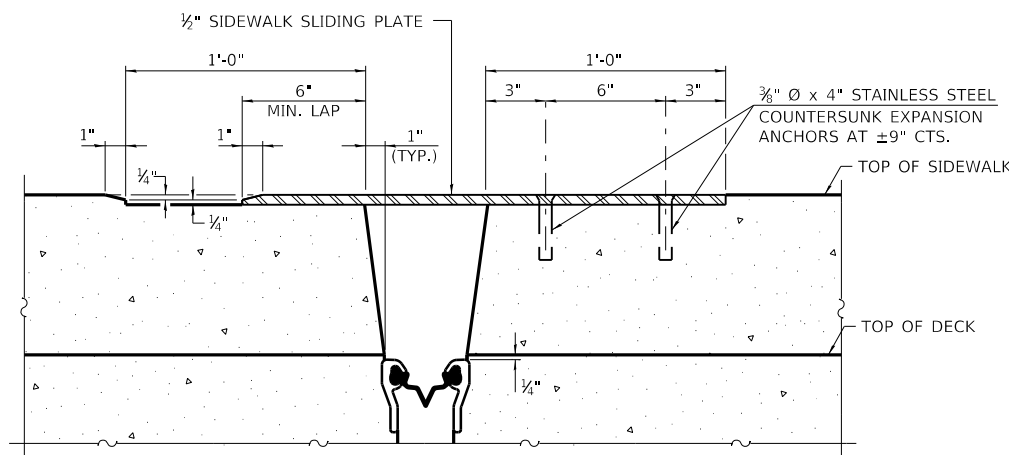
1. THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF 1/4". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE SEAL. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.
2. THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE 4 1/2" MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.
3. THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.
4. ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.
5. THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE 3/8" AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.
6. THE TOP SURFACE OF SIDEWALK SLIDING PLATES SHALL HAVE A RAISED PATTERN ACCORDING TO ASTM A786.
7. COST OF SIDEWALK SLIDING PLATES, ANCHORAGE STUDS, AND EXPANSION ANCHORS INCLUDED WITH PREFORMED JOINT STRIP SEAL.
8. THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED.



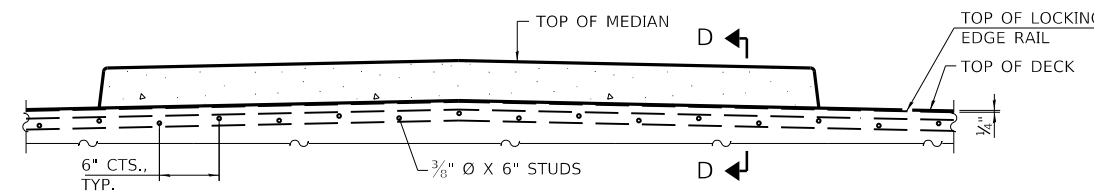
ELEVATION AT RAISED SIDEWALK



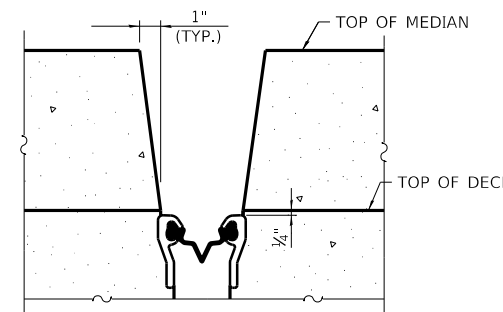
PLAN AT RAISED SIDEWALK



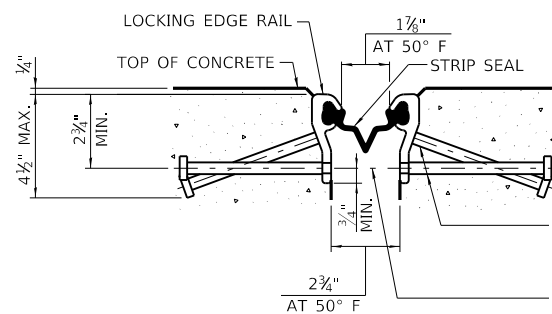
SECTION C-C



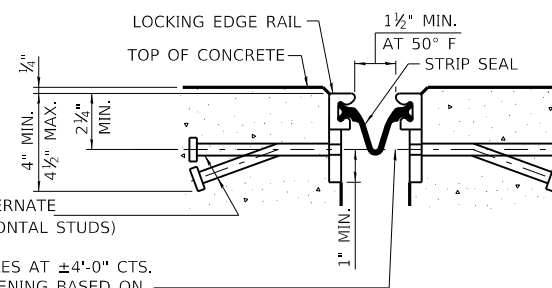
ELEVATION AT MEDIAN



**SECTION D-D
(AT RT. Z'S)**



SHOWING ROLLED RAIL JOINT

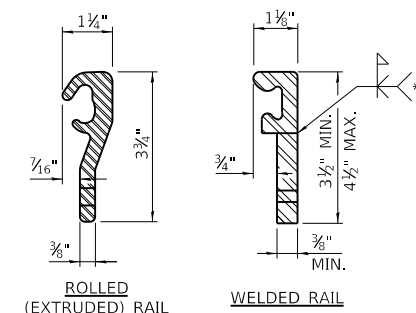


SHOWING WELDED RAIL JOINT

* 3/8" Ø X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)
 3/8" Ø THREADED RODS IN 7/16" Ø HOLES AT ±4'-0" CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.

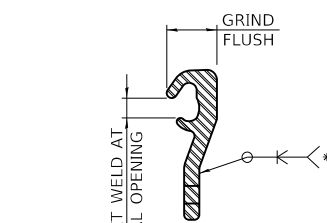
SECTION A-A

* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



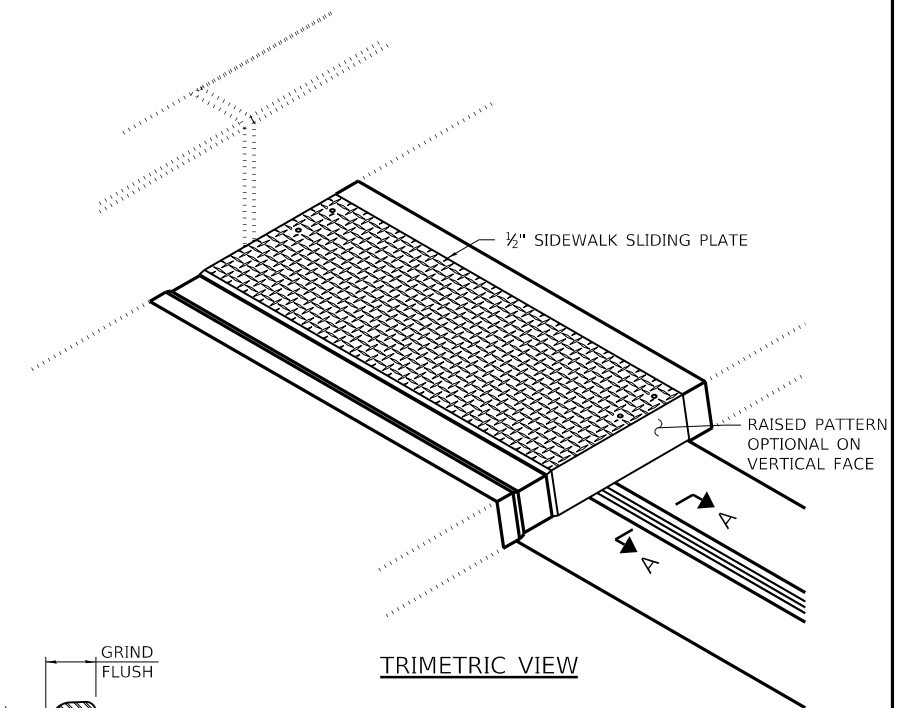
LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



LOCKING EDGE RAIL SPLICE

THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.



TRIMETRIC VIEW

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
52000110	PREFORMED JOINT STRIP SEAL	FOOT	141

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DRAWN BY EV DATE 4/17/2018
 CHECKED BY MR DATE 4/17/2018

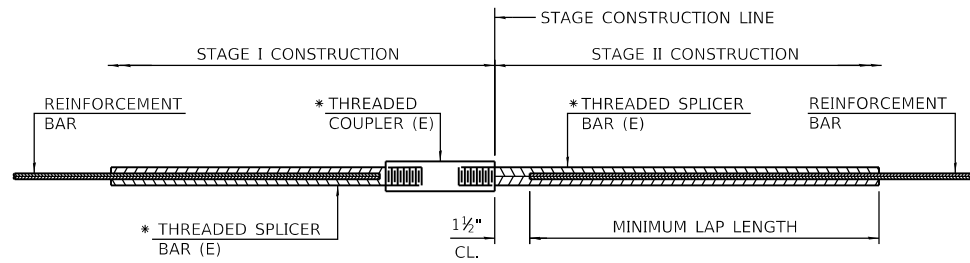
RME Rubinos & Mesa Engineers, Inc.
 200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482



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 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387 SF-11
 47TH STREET OVER I-294 (BN 255) DRAWING NO.
 PREFORMED JOINT STRIP SEAL DETAILS 123 OF 175

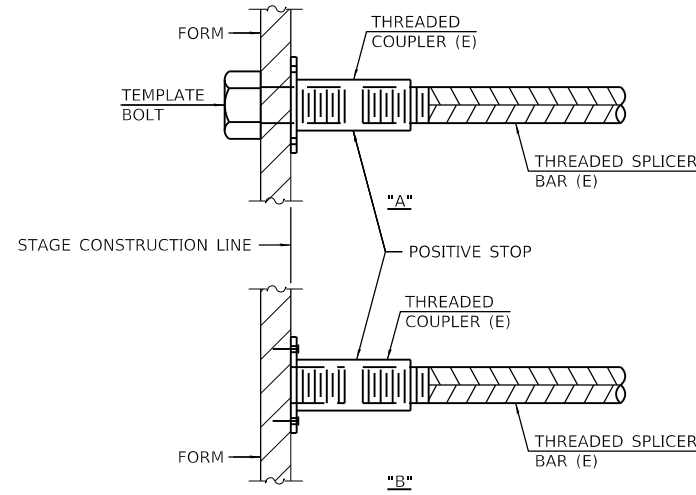


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
W. ABUT. EXP. JT.	#7	2	4'-8"
W. ABUT. EXP. JT.	#5	1	3'-6"
E. ABUT. EXP. JT.	#7	2	4'-8"
E. ABUT. EXP. JT.	#5	1	3'-6"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.

NOTES

- SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
- ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
- BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
- SEE APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

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DRAWN BY AMV DATE 4/17/2018
 CHECKED BY MR DATE 4/17/2018

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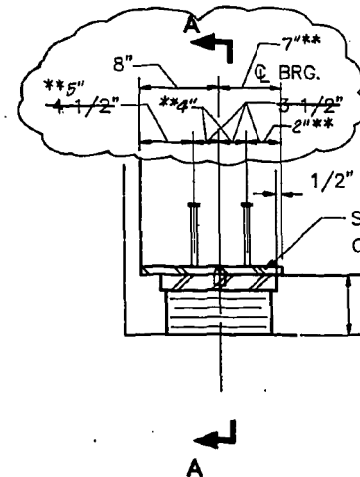
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 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

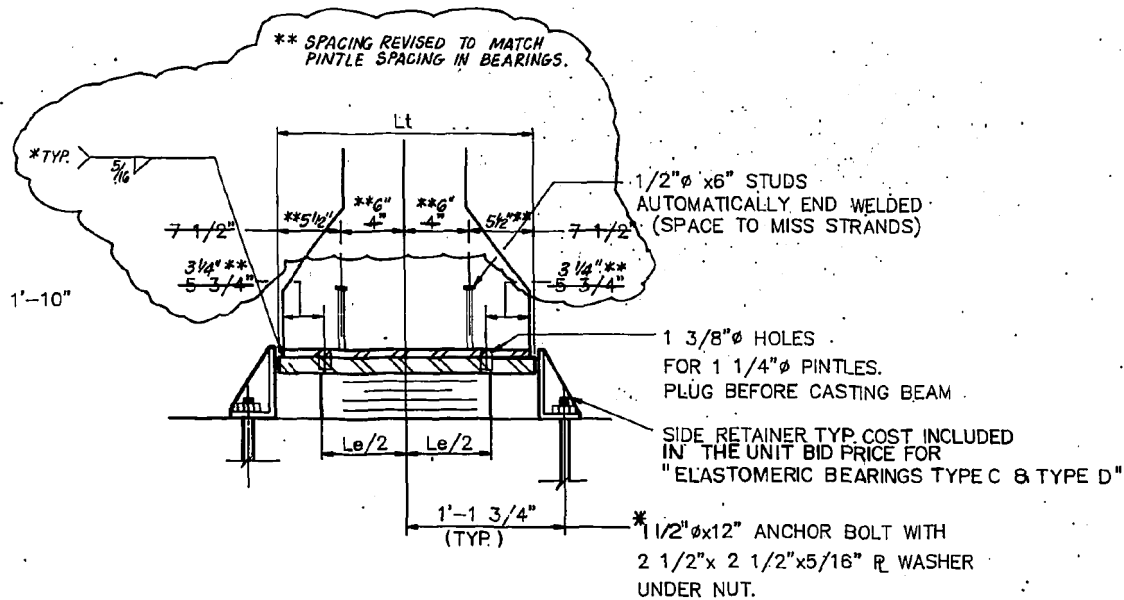
CONTRACT NO. RR-18-4387
 47TH STREET OVER I-294 (BN 255)
 BAR SPICER DETAILS

SF-12
 DRAWING NO.
 124 OF 175

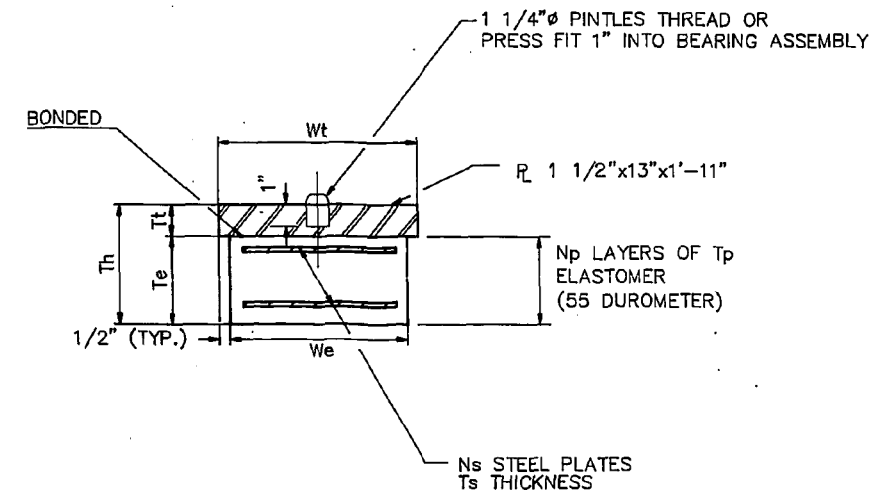
FOR INFORMATION ONLY



SECTION AT ABUT.



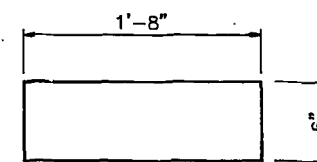
SECTION A-A



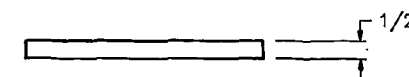
BEARING ASSEMBLY
SHIM PLATES SHALL NOT BE PLACED UNDER BEARING ASSEMBLY

TYPE C or D ELASTOMERIC EXP. BRG.

* DUE TO A DISCREPANCY BETWEEN THE PRESTRESSED BEAMS AND THE ELASTOMERIC BEARING SHOP DRAWINGS, THE PINTLE SPACING DID NOT ALIGN WITH THE SOLE PLATE OF THE BEAM. THIS DETAIL WAS USED AS AN ALTERNATIVE. THE PINTLES WERE REMOVED & THE BEARING R WAS WELDED TO THE BEAM SOLE R. SEE DRAWING S4-10 FOR LOCATIONS. THE REMAINING BEAM SOLE R'S WERE REVISED AS SHOWN.



PLAN

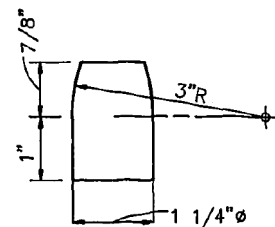


ELEVATION

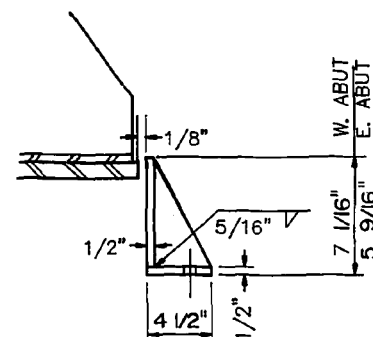
DETAIL OF FABRIC PAD

AT PIER
COST INCIDENTAL TO ITEM 502C5
TOTAL NO. REQ'D: 20

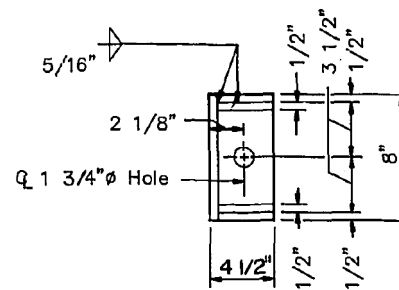
	TYPE C E.ABUT.	TYPE D W.ABUT
We	12"	12"
Le	18"	18"
Tp	9/16"	9/16"
Np	5	7
Ts	3/16"	3/16"
Ns	4	6
Te	3 9/16"	5 1/16"
Wt	13"	13"
Lt	1'-11"	1'-11"
Tt	1 1/2"	1 1/2"
Th	5 1/16"	6 9/16"



PINTLE



END VIEW



PLAN

SIDE RETAINER

EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.
NO. OF SIDE RETAINER AT EACH ABUT. = 20
TOTAL = 40

NOTES: AFTER BEAMS HAVE BEEN ERECTED, HOLES AT EXPANSION BEARING SHALL BE DRILLED AND ANCHOR BOLTS GROUTED IN PLACE. SEE SHEET S4-22 FOR ANCHOR BOLT DETAILS.

BILL OF MATERIAL

DESCRIPTION	UNIT	QTY.
ELASTOMERIC BEARINGS TYPE C	EACH	10
ELASTOMERIC BEARINGS TYPE D	EACH	10

ISSUED FOR CONSTRUCTION

SHEET S4-12 OF S4-24

DRAWN..... J.H.B.
CHECKED..... M.S.H.

DATE..... 1-22-92
SCALE..... NONE

MIDWEST CONSULTING ENGINEERS, INC.
5151 NORTH HARLEM AVENUE
CHICAGO, ILLINOIS 60656

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
EAST-WEST TOLLWAY AND MIDWEST ROAD
OAK BROOK, ILLINOIS 60521

REVISIONS		
NO.	DATE	DESCRIPTION
1	3-3-94	RECORD DRAWING

CONTRACT CIP-660
47TH STREET OVER TRI-STATE TOLLWAY
STRUCTURE NO. 255-EW
BEARING DETAILS

DRAWING NO.
362 OF 431

FILE NAME: \\mpro\pro\projects\m8387\Design\Drawings\Structural\CADD_Sheets\TD4306-1.47\h\4387-C08-SHT-BN255-13-XBearing-RME.dgn
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CHECKED BY MR DATE 4/17/2018

RME Rubinos & Mesa Engineers, Inc.
200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387
47TH STREET OVER I-294 (BN 255)
EXISTING BEARING DETAILS

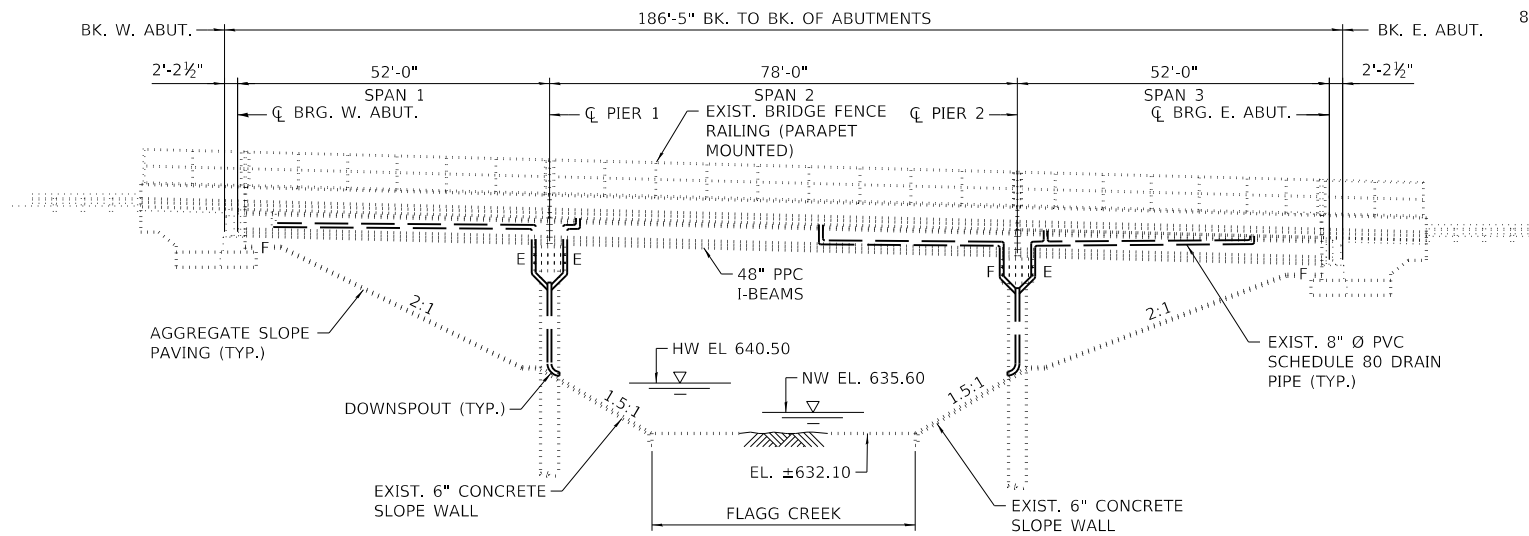
SF-13
DRAWING NO.
125 OF 175

BENCHMARK: NO BENCHMARK DATA IS AVAILABLE.

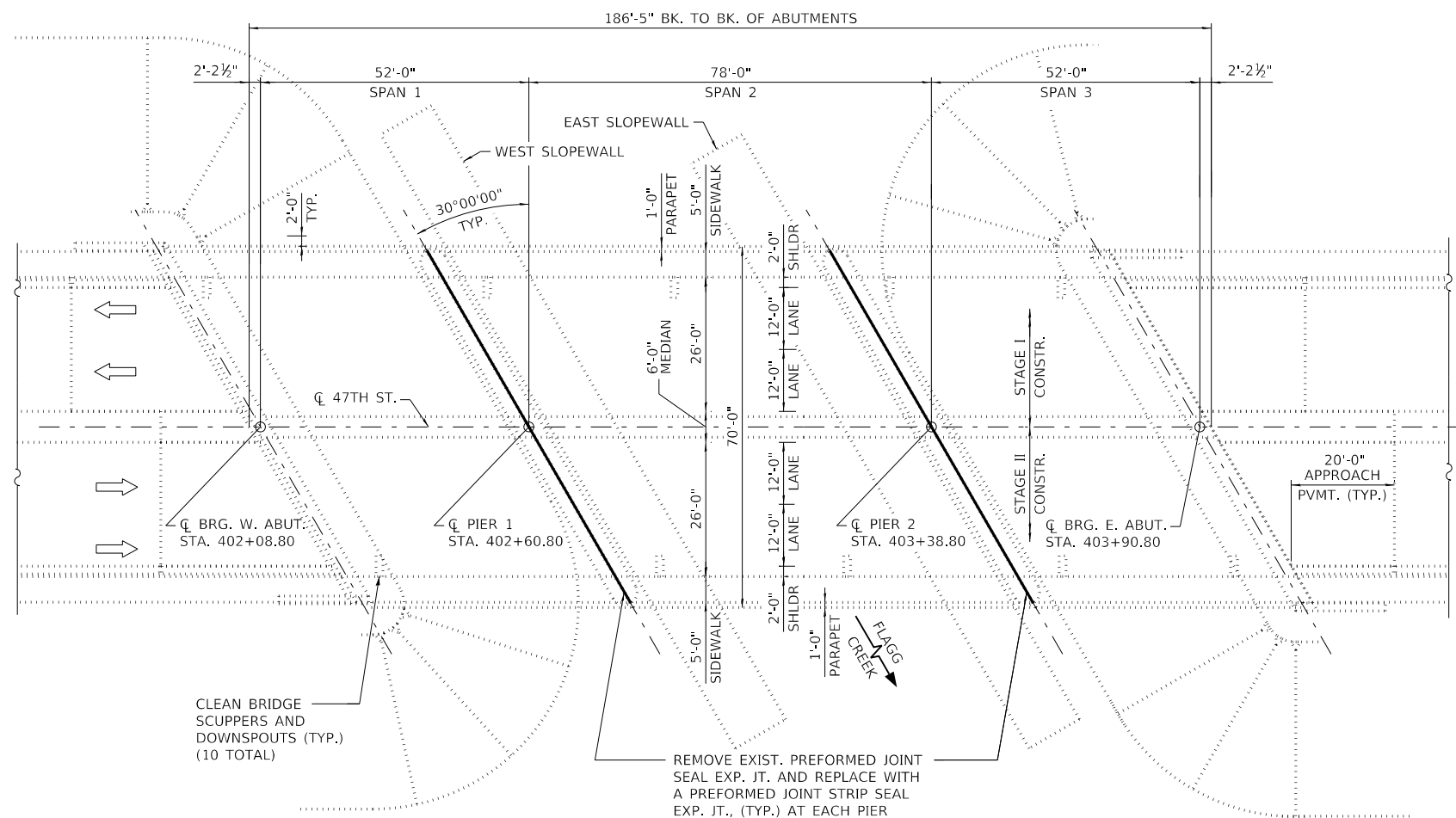
EXISTING STRUCTURE: BRIDGE NO 257 (IDOT S.N. 016-0883) WAS ORIGINALLY BUILT IN 1958. THE CONCRETE DECK, EXPANSION BEARINGS AND APPROACH PAVEMENT WERE REPLACED IN 1992. THE EXISTING STRUCTURE IS A THREE-SPAN, SIMPLY SUPPORTED BRIDGE. THE SUPERSTRUCTURE CONSISTS OF TEN(10) 48" DEEP PRECAST PRESTRESSED CONCRETE I-BEAMS WITH A REINFORCED CONCRETE DECK, AND IS SUPPORTED BY PILE BENT ABUTMENTS ON CONCRETE-FILLED METAL SHELL PILES AND TWO PILE BENT PIERS. FROM WEST TO EAST, THE SPAN LENGTHS ARE 52'-0", 78'-0", AND 52'-0" MEASURED CENTERLINE TO CENTERLINE OF BEARINGS. THE BRIDGE DECK WIDTH IS 70'-0" OUT TO OUT. THE BRIDGE CARRIES TWO LANES OF TRAFFIC IN EACH DIRECTION.

STAGE CONSTRUCTION SHALL BE UTILIZED TO MAINTAIN TRAFFIC DURING CONSTRUCTION.

NO SALVAGE



ELEVATION



PLAN

SCOPE OF WORK

1. REPAIR ALL OPEN CRACKS 1/16" WIDE OR WIDER IN THE SUPERSTRUCTURE.
2. REPAIR ALL CONCRETE SPALLS IN THE SUPERSTRUCTURE.
3. REPLACE THE BRIDGE DECK EXPANSION JOINT AT EACH PIER.
4. SCARIFY THE EXISTING BRIDGE DECK.
5. REPAIR DECK SLAB.
6. APPLY A THIN POLYMER OVERLAY TO THE DECK SURFACE.
7. APPLY BRIDGE DECK CONCRETE SEALER TO THE SURFACES OF THE APPROACH PAVEMENTS, MEDIAN, SIDEWALKS AND THE TOP AND INSIDE VERTICAL FACE OF THE PARAPETS.
8. CLEAN ALL THE DRAINAGE SCUPPERS AND DOWNSPOUTS.

HIGHWAY CLASSIFICATION

FUNCTIONAL CLASS: MINOR ARTERIAL
ADT: 9,800 (2014); 8,755 (2032)
ADTT: 392 (2014); 350 (2032)

DESIGN SPECIFICATIONS

AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION.

STRUCTURE DESIGN MANUAL, ILLINOIS TOLLWAY, MARCH 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL DATED JANUARY 2012.

CONSTRUCTION SPECIFICATIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS.

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED JANUARY 1, 2018.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016.

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

f'c = 4,000 PSI
fy = 60,000 PSI (REINFORCEMENT)

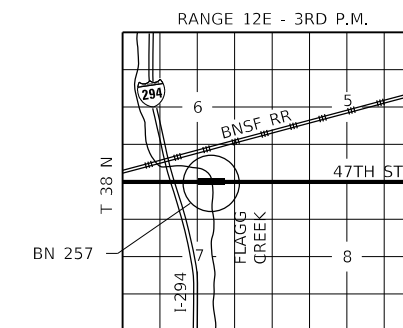
FIELD UNITS (EXISTING CONSTRUCTION)

CAST-IN-PLACE CONCRETE SUBSTRUCTURE
f'c = 3,000 PSI
fs = 20,000 PSI (REINFORCEMENT)

SUPERSTRUCTURE
f'c = 3,500 PSI
fy = 60,000 PSI (REINFORCEMENT)

PRECAST PRESTRESSED CONCRETE
f'c = 5,000 PSI

LOADING HS 20-44



LOCATION MAP

GENERAL PLAN AND ELEVATION

47TH STREET OVER

FLAGG CREEK

COOK COUNTY

MILE POST 26.5

BRIDGE NO. 257 (016-0883)

FILE NAME = \\mpro-proj\projects\m83877\Design\Deg\Structural\CADD_Sheets\T04306-4_Flags\4387-C08-SHT-BN257-01-CPE-RME.dgn
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DRAWN BY AMV DATE 4/17/2018
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
47TH STREET OVER FLAGG CREEK (BN 257)
GENERAL PLAN AND ELEVATION
SG-1
DRAWING NO. 126 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

BARS NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING SHALL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE."

EXISTING REINFORCEMENT WHICH IS TO BE INCORPORATED INTO THE NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GREY METAL, STRAIGHTENED (WITHOUT HEATING), AND CUT TO FIT. COST OF WHICH SHALL BE INCLUDED WITH "CONCRETE REMOVAL."

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

NO WORK WILL BE ALLOWED WITHIN FLAGG CREEK.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARs WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

TOTAL BILL OF MATERIAL				
PAY ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
50102400	CONCRETE REMOVAL	CU. YD.	10.3	
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	10.3	
50300300	PROTECTIVE COAT	SQ. YD.	47	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	750	
50800515	BAR SPLICERS	EACH	8	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	158	
59000200	EPOXY CRACK INJECTION	FOOT	2	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	1	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ. YD.	1,081	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ. YD.	1,081	
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	3	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ. YD.	1	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ. FT.	8,145	
JT602836	CLEAN DRAINAGE SYSTEM, LOCATION NO. 6	EACH	1	

INDEX OF SHEETS

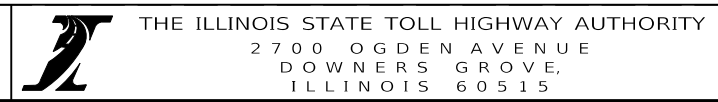
- SG-1 GENERAL PLAN AND ELEVATION
- SG-2 GENERAL NOTES & BILL OF MATERIAL
- SG-3 CONSTRUCTION STAGING
- SG-4 DECK REPAIRS
- SG-5 PARAPET REPAIRS
- SG-6 EXPANSION JOINT REPAIRS
- SG-7 EXPANSION JOINT REPAIRS
- SG-8 PREFORMED JOINT STRIP SEAL DETAILS
- SG-9 BAR SLICER DETAILS
- SG-10 EXISTING BRIDGE DRAINAGE DETAILS

ABBREVIATIONS

ABUT.	ABUTMENT	NAW	NOISE ABATEMENT WALL
APPR.	APPROACH	N.B.L.	NORTH BOUND LANES
B/	BOTTOM OF	O.F.	OUTSIDE FACE
B.F.	BACK FACE	PVMT.	PAVEMENT
BK	BACK	P.G.L.	PROFILE GRADE LINE
BRG.	BEARING	P.J.F.	PREFORMED JOINT FILLER
CLR.	CLEARANCE	P.J.S.	PREFORMED JOINT SEALER
CONC.	CONCRETE	PPC	PRECAST PRESTRESSED CONCRETE
CONSTR.	CONSTRUCTION	PROP.	PROPOSED
DIA.	DIAMETER	REINF.	REINFORCEMENT
E.F.	EACH FACE	RT.	RIGHT
E.	EAST	SHLDR.	SHOULDER
EB	EAST BOUND	S. ABUT.	SOUTH ABUTMENT
EXIST.	EXISTING	S.B.L.	SOUTH BOUND LANES
EXP.	EXPANSION	STA.	STATION
F.F.	FRONT FACE	T/	TOP OF
HORIZ.	HORIZONTAL	TYP.	TYPICAL
I.F.	INSIDE FACE	V.I.F.	VERIFY IN FIELD
JT.	JOINT	VERT.	VERTICAL
MIN.	MINIMUM	W.	WEST
N. ABUT.	NORTH ABUTMENT	WB	WEST BOUND

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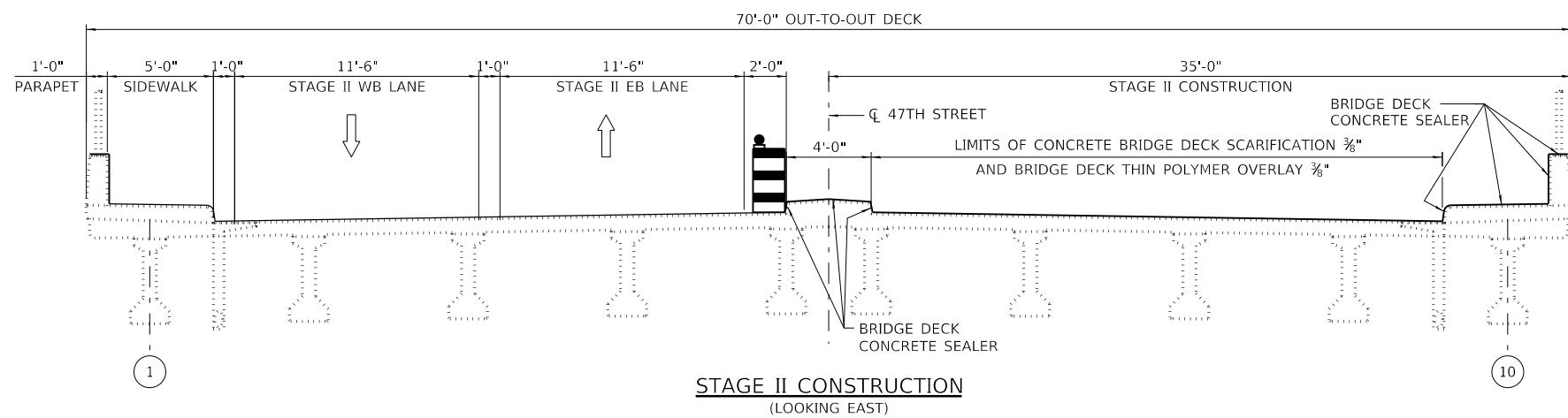
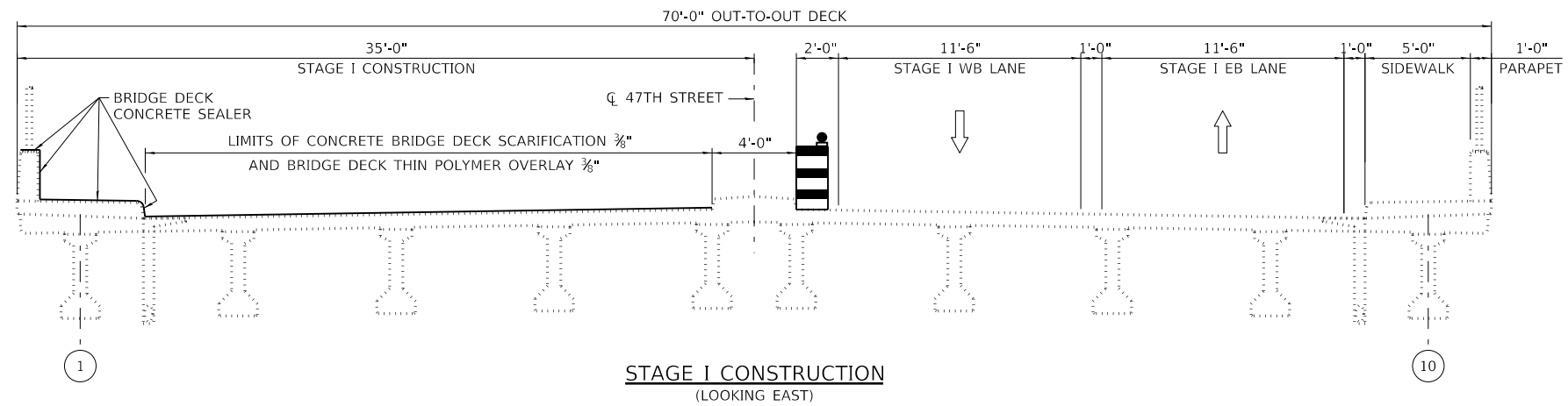
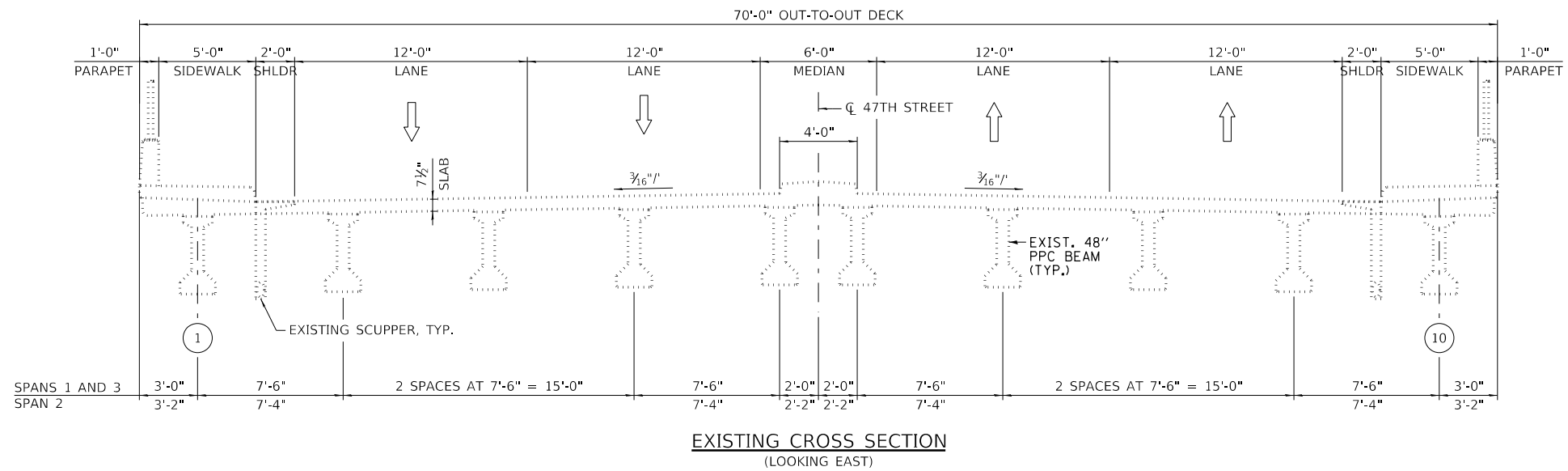
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 CHECKED BY: MR DATE: 4/17/2018



REVISIONS	
NO.	DATE DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH STREET OVER FLAGG CREEK (BN257)
 GENERAL NOTES AND BILL OF MATERIAL

SG-2
 DRAWING NO. 127 OF 175



NOTES

1. SEE ROADWAY DRAWINGS FOR MAINLINE MAINTENANCE OF TRAFFIC DETAILS.
2. FOR MAINTENANCE OF TRAFFIC DETAILS AND DEVICES REQUIRED FOR 47TH STREET, SEE DRAWING NOS. 24, 31 & 44.
3. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO THE SIDEWALKS, MEDIAN, FACE OF CURBS, AND THE TOP AND TRAFFIC FACE OF PARAPETS. ALL SURFACES TO BE SEALED SHALL BE THOROUGHLY CLEANED PRIOR TO SEALER APPLICATION ACCORDING TO MANUFACTURER'S RECOMMENDATION.

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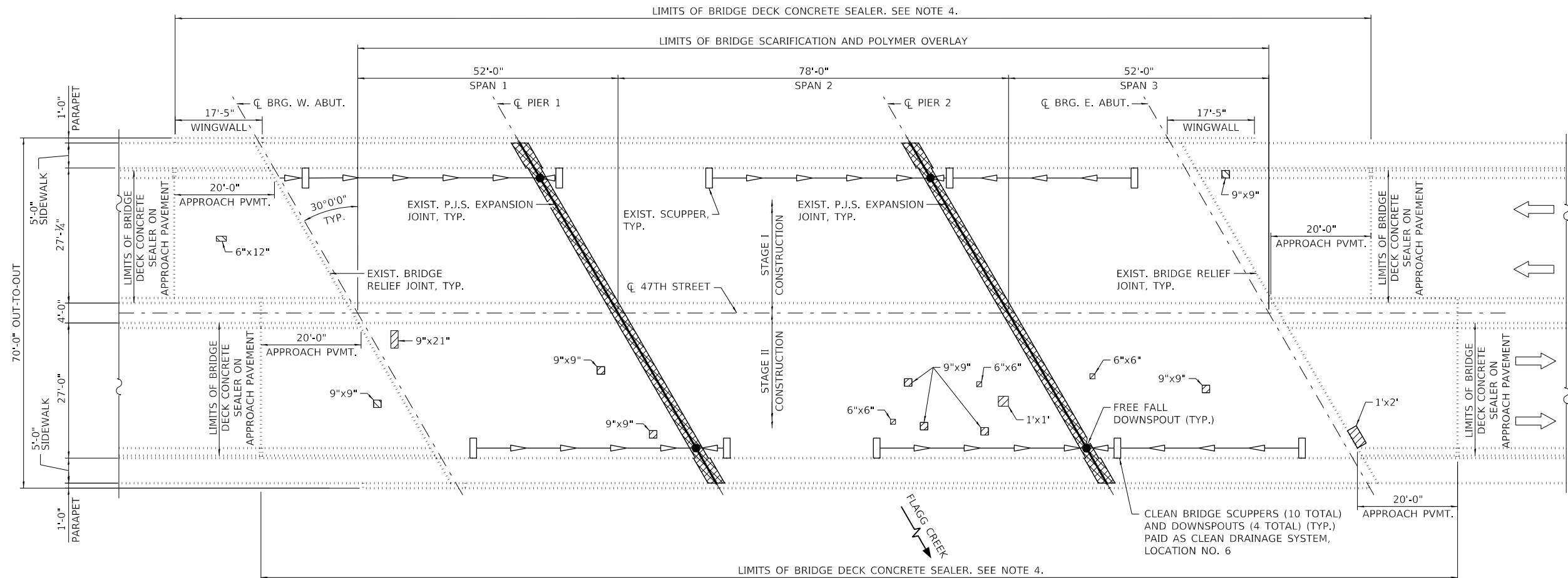
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
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 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH STREET OVER FLAGG CREEK (BN 257)
 CONSTRUCTION STAGING

SG-3
 DRAWING NO.
 128 OF 175

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PLAN - DECK REPAIR

NOTES

- DECK REPAIR QUANTITY IS ESTIMATED, ACTUAL REPAIR AREAS AND LOCATIONS SHALL BE DETERMINED BY THE ENGINEER AND SHOWN ON AS-BUILT PLANS.
- CONCRETE BRIDGE DECK SCARIFICATION 3/8" AND BRIDGE DECK THIN POLYMER OVERLAY, 3/8" SHALL BE PERFORMED OVER THE LIMITS OF THE BRIDGE DECK, EXCLUDING THE TRANSVERSE JOINT RECONSTRUCTION AREAS AND MEDIAN.
- SEE DRAWING NO. 55 FOR PAVEMENT MARKING PLANS.
- BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO THE FOLLOWING SURFACES: SIDEWALKS, MEDIAN AND TOP AND INSIDE VERTICAL FACE OF THE PARAPETS. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO THE TRAFFIC SURFACE OF EACH APPROACH PAVEMENT. BRIDGE DECK CONCRETE SEALER SHALL NOT BE APPLIED TO NEW BRIDGE DECK OVERLAY AND NEW CONCRETE IN RECONSTRUCTED EXPANSION JOINTS. SEE SHEET SG-3.

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ. YD.	1
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ. YD.	1,081
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ. YD.	1,081
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ. YD.	1
X5870015	BRIDGE DECK CONCRETE SEALER	SQ. FT.	8,145
JT602836	CLEAN DRAINAGE SYSTEM, LOCATION NO. 6	EACH	1

LEGEND

- DECK SLAB REPAIR (PARTIAL)
- EXPANSION JOINT REMOVAL AND REPLACEMENT
- APPROACH SLAB REPAIR (PARTIAL DEPTH)

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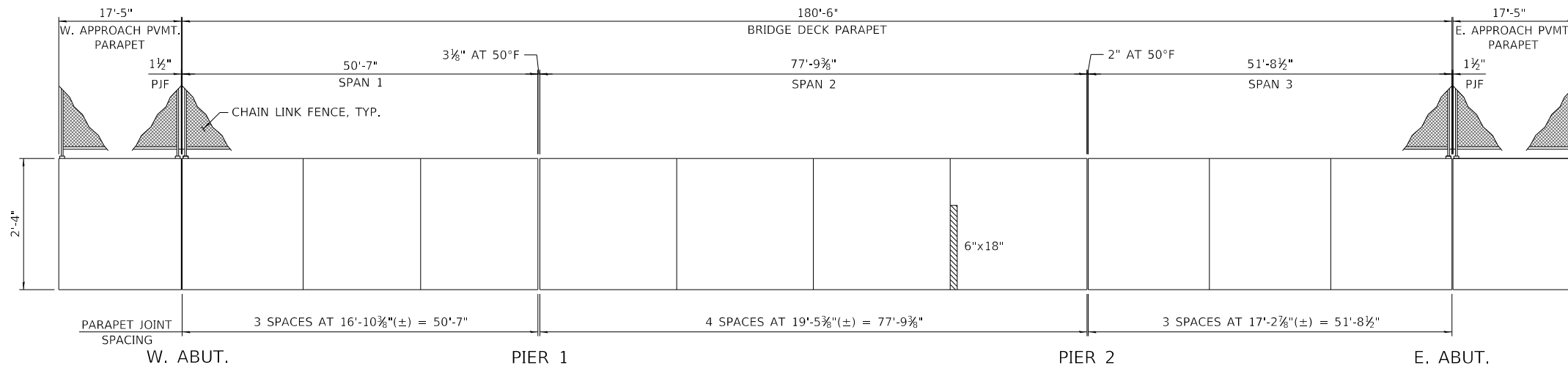
RME Rubinos & Mesa
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 ILLINOIS 60515

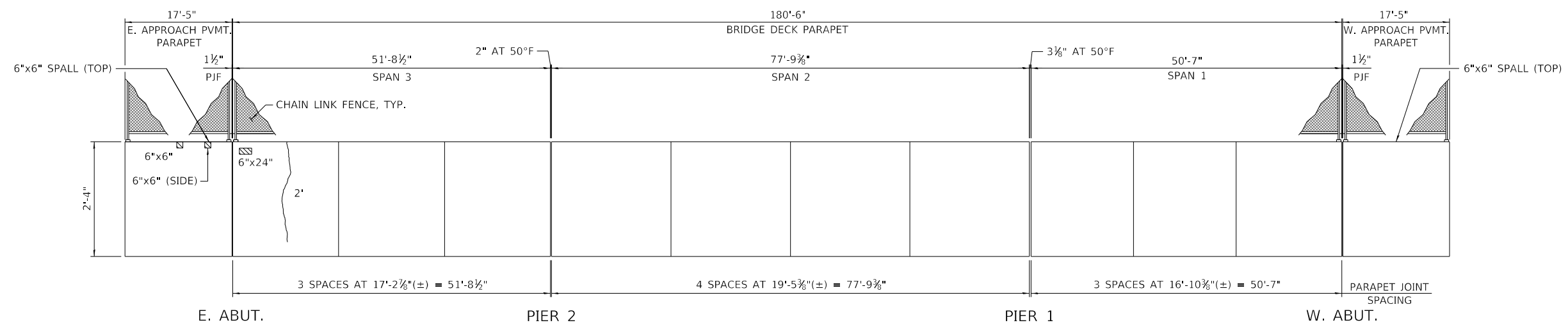
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NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH STREET OVER FLAGG CREEK (BN 257)
 DECK REPAIRS

SG-4
 DRAWING NO. 129 OF 175



ELEVATION - INSIDE FACE OF NORTH PARAPET
(LOOKING NORTH)
(STAGE I CONSTRUCTION)



ELEVATION - INSIDE FACE OF SOUTH PARAPET
(LOOKING SOUTH)
(STAGE II CONSTRUCTION)

LEGEND

STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)

EPOXY CRACK INJECTION

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
59000200	EPOXY CRACK INJECTION	FOOT	2
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ. FT.	3

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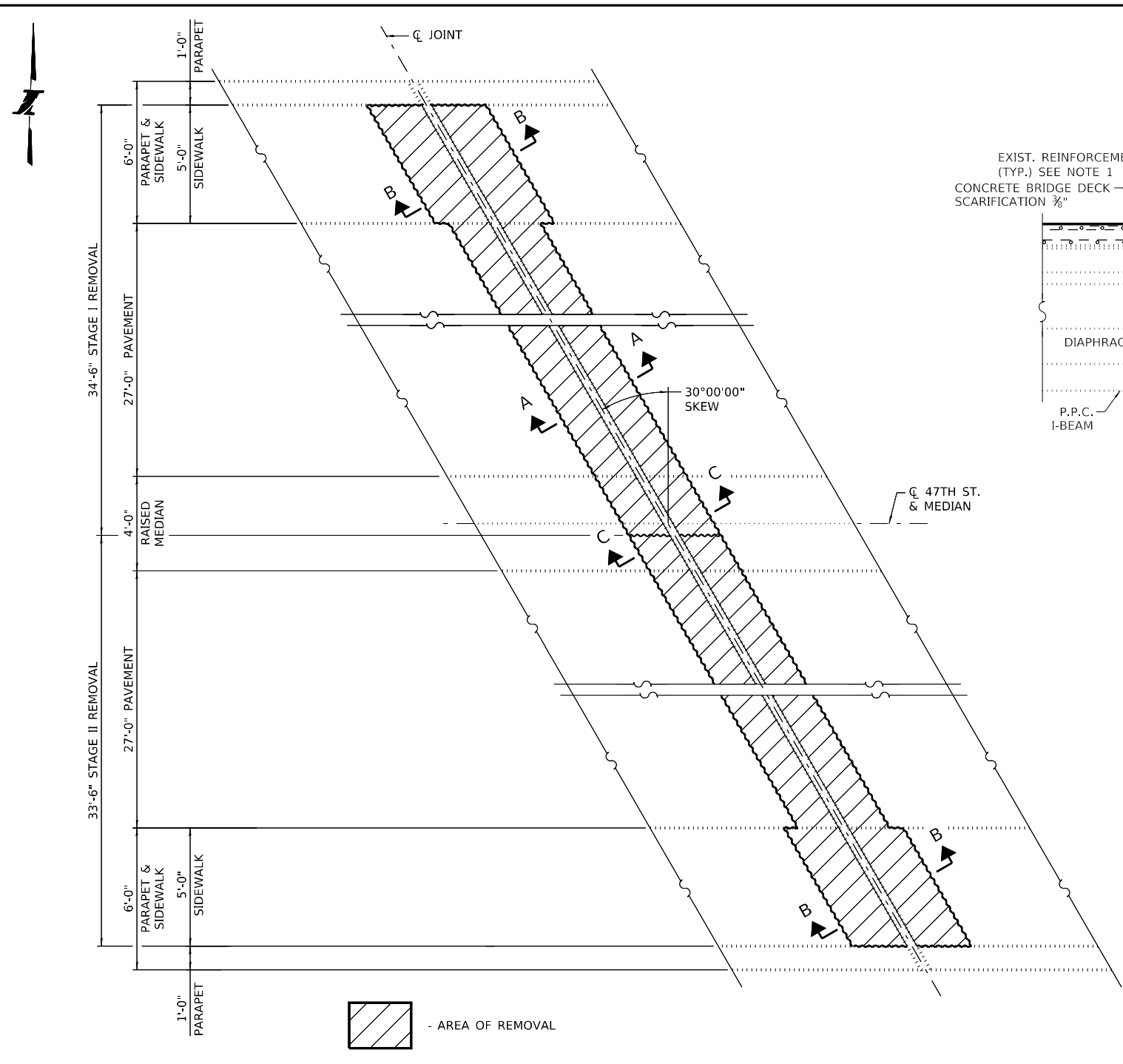


REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
 47TH STREET OVER FLAGG CREEK (BN 257)
 PARAPET REPAIRS

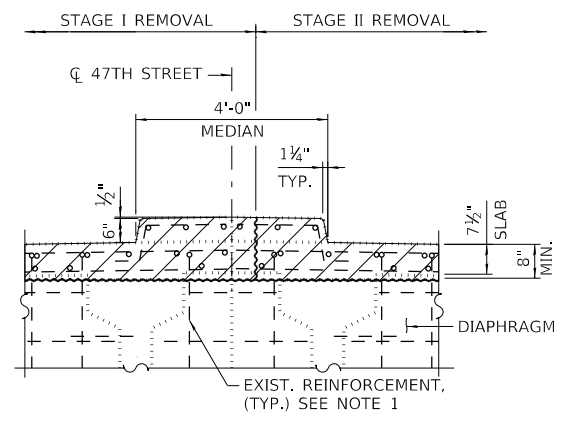
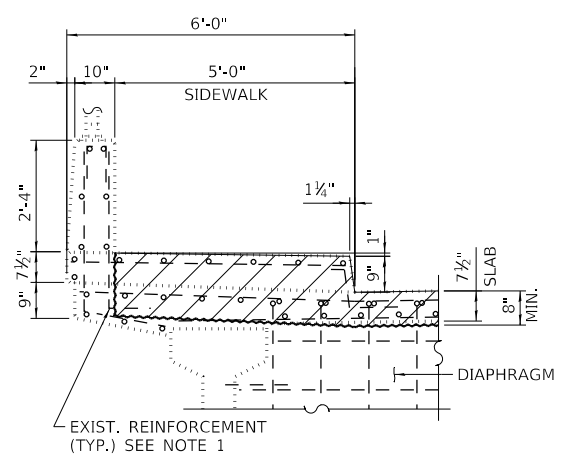
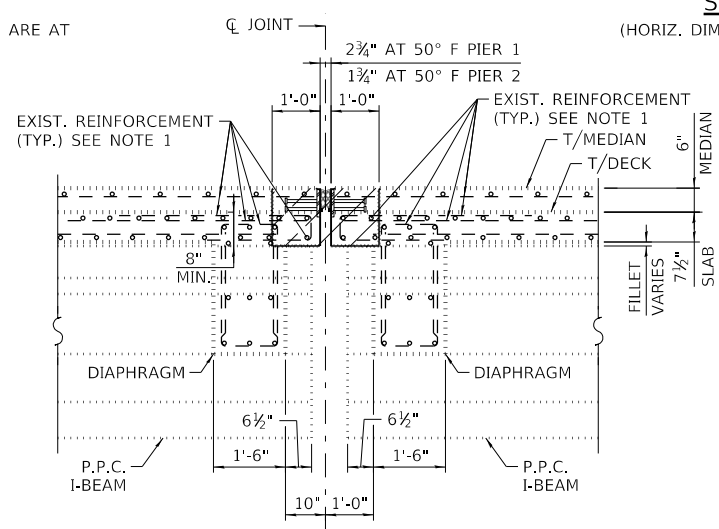
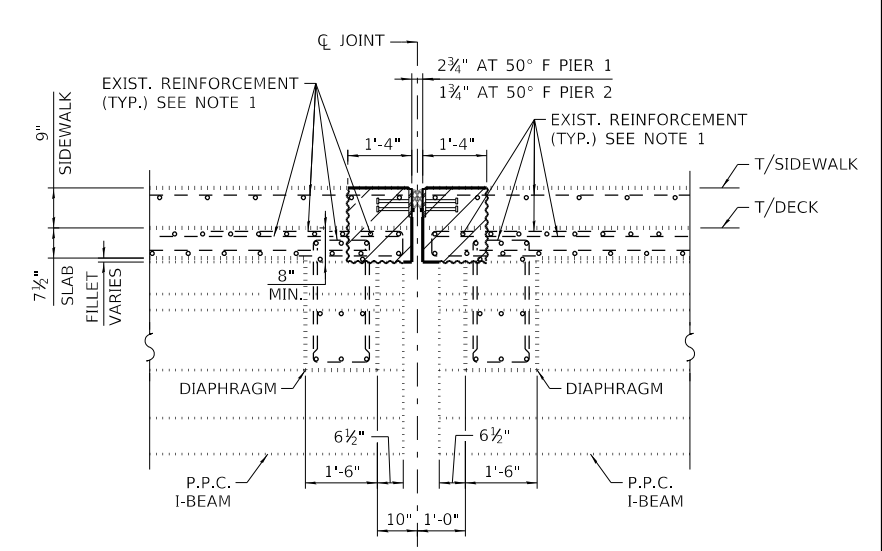
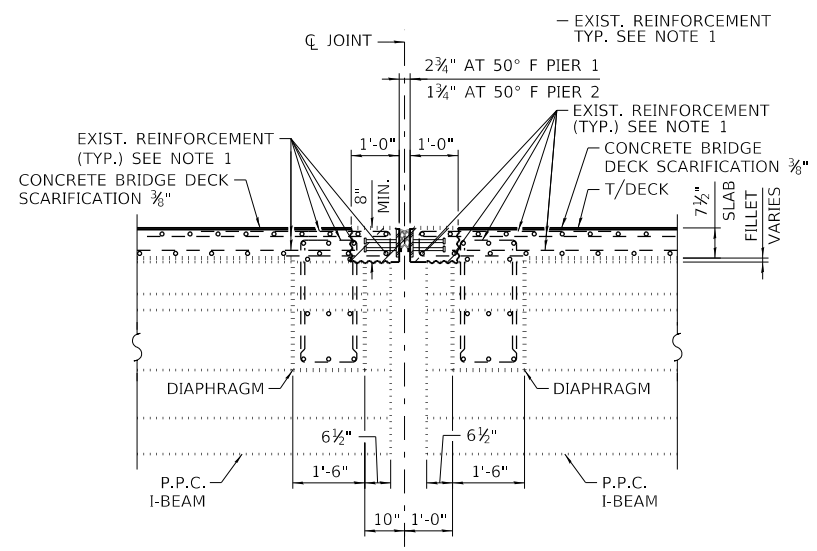
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NOTES

1. EXISTING TRANSVERSE AND LONGITUDINAL REINFORCEMENT BARS CROSSING THE REMOVAL LINE AND EXTENDING INTO THE CONCRETE REMOVAL AREA SHALL REMAIN AND BE INCORPORATED INTO THE NEW CONSTRUCTION.
2. CONTRACTOR MUST EXERCISE EXTREME CAUTION WHILE REMOVING CONCRETE OVER PPC I-BEAMS. ANY DAMAGE DONE TO THE PPC I-BEAM FLANGE DURING CONCRETE REMOVAL OPERATIONS MUST BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. HATCHED AREA INDICATES CONCRETE REMOVAL. PERIMETERS OF CONCRETE REMOVAL AREA SHALL BE SAW CUT $\frac{3}{4}$ " PRIOR TO THE REMOVAL OF THE CONCRETE. CARE SHALL BE EXERCISED BY THE CONTRACTOR DURING AND FOLLOWING CONCRETE REMOVAL TO ENSURE THE EXISTING REINFORCEMENT REMAINING IN PLACE IS NOT DAMAGED.
4. REMOVAL AND DISPOSAL OF THE EXISTING EXPANSION JOINTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED WITH THE COST OF CONCRETE REMOVAL.



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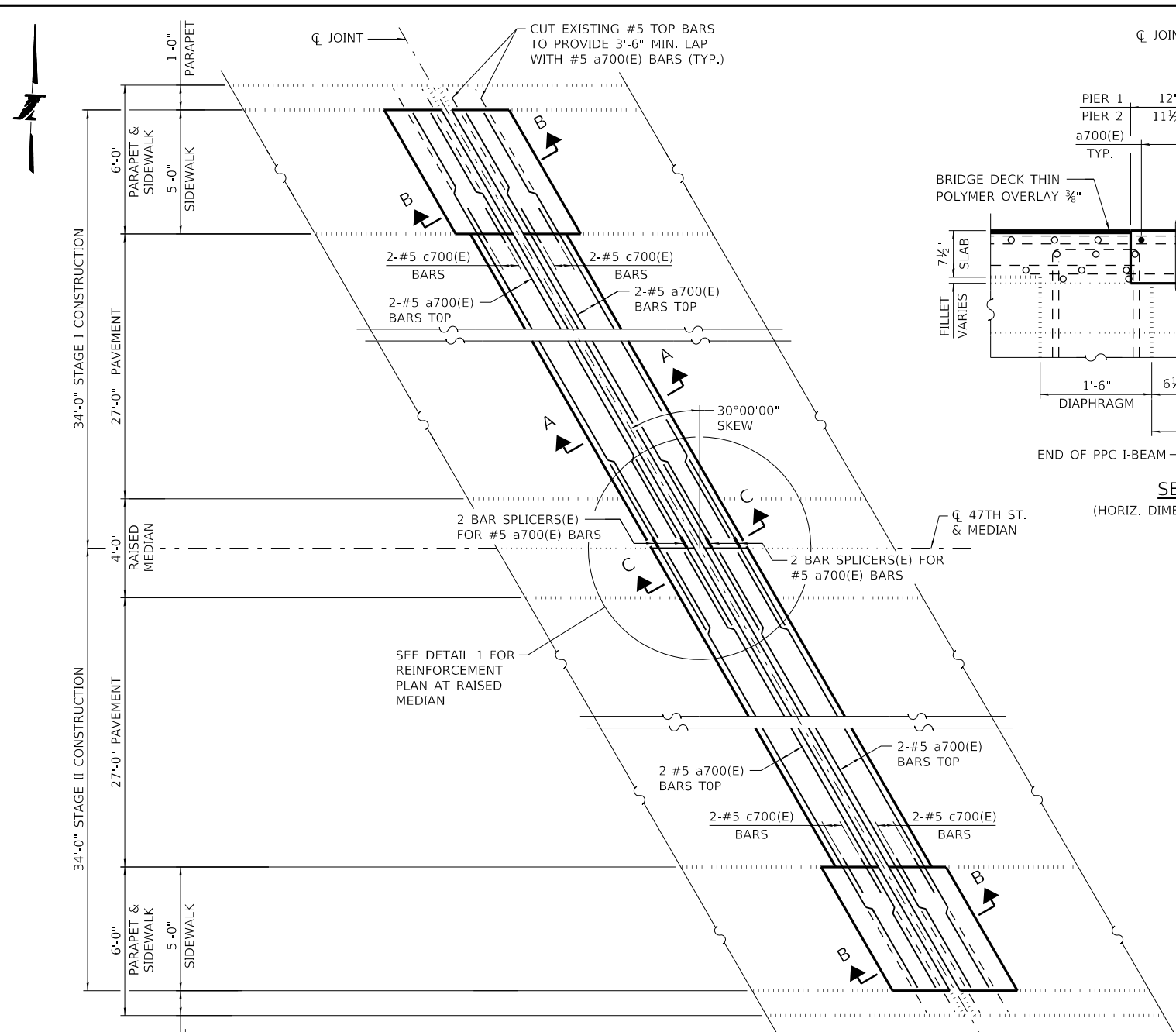
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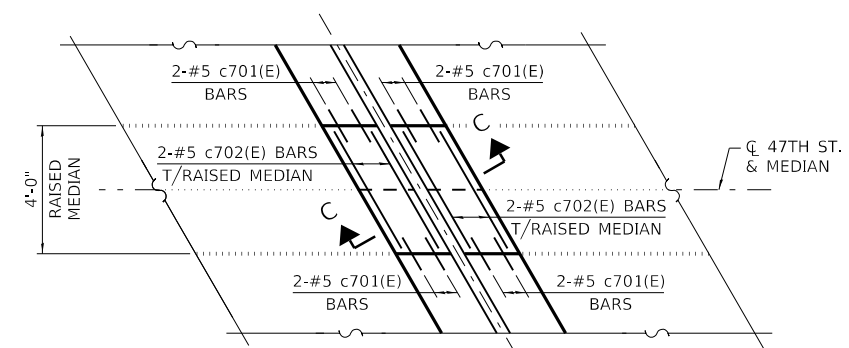
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 47TH STREET OVER FLAGG CREEK (BN 257)
 EXPANSION JOINT REPAIRS

SG-6
 DRAWING NO. 131 OF 175

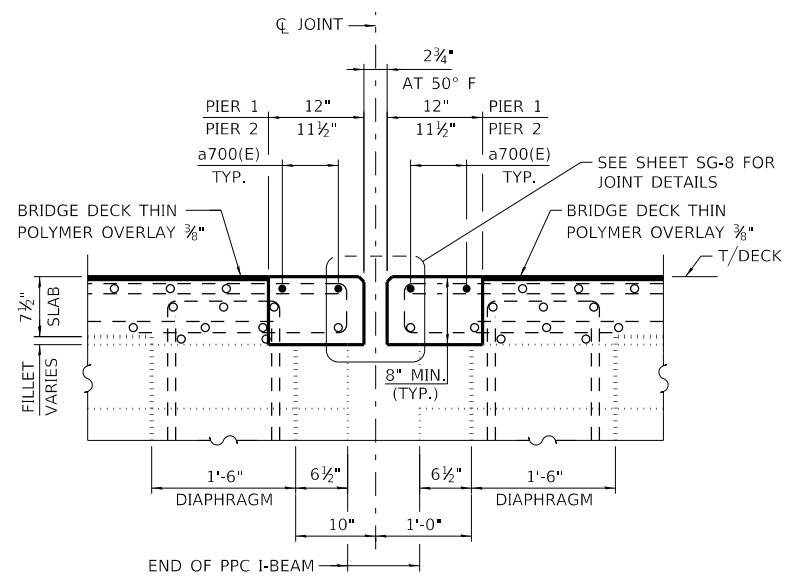
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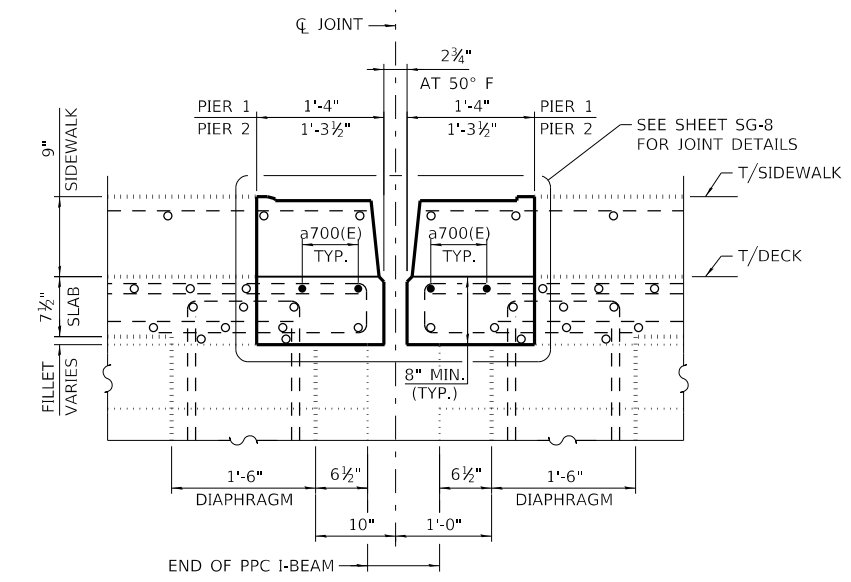
RECONSTRUCTION PLAN - EXPANSION JOINT AT PIER 1
 (EXPANSION JOINT AT PIER 2 - SIMILAR)



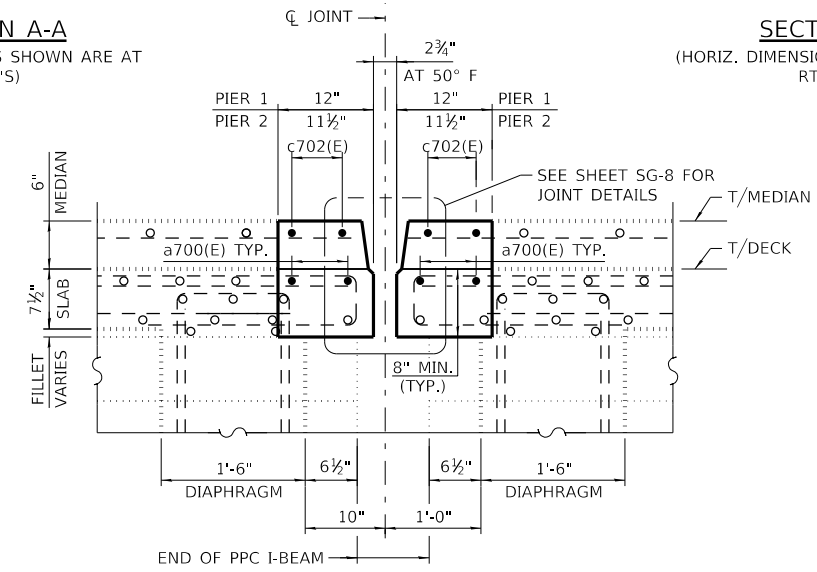
DETAIL 1
 (REINFORCEMENT PLAN AT TOP OF RAISED MEDIAN)



SECTION A-A
 (HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)



SECTION B-B
 (HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)



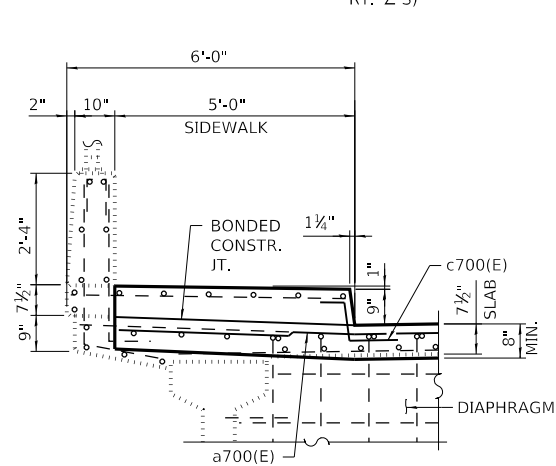
SECTION C-C
 (HORIZ. DIMENSIONS SHOWN ARE AT RT. Z'S)

BILL OF MATERIAL

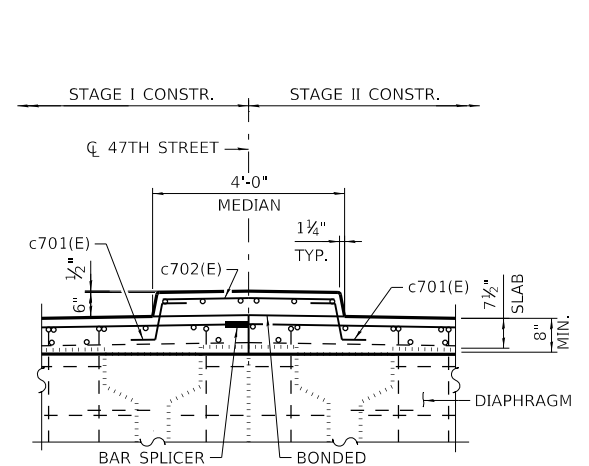
BAR	NO.	SIZE	LENGTH	SHAPE
a700(E)	16	#5	38'-11"	—
c700(E)	16	#5	2'-5"	⌒
c701(E)	16	#5	1'-9"	⌒
c702(E)	8	#5	3'-6"	—
CONCRETE REMOVAL			CU. YD.	10.3
CONCRETE SUPERSTRUCTURE			CU. YD.	10.3
PROTECTIVE COAT			SQ. YD.	47
REINFORCEMENT BARS, EPOXY COATED			POUND	750
BAR SPlicERS			EACH	8

NOTES

1. PROTECTIVE COAT SHALL BE APPLIED TO THE TRANSVERSE JOINT RECONSTRUCTION AREAS.
2. SEE SHEET SG-9 FOR BAR SPlicER DETAILS.

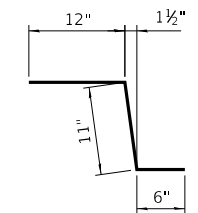


SECTION - SIDEWALK
 (LOOKING EAST)

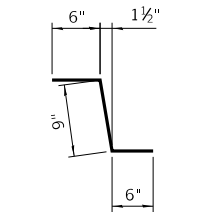


SECTION - MEDIAN
 (LOOKING EAST)

NOTE: 4'-0" MEDIAN TO BE POURED WITH STAGE II CONSTRUCTION



BAR c700(E)



BAR c701(E)

DRAWN BY EV DATE 4/17/2018
 CHECKED BY MR DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

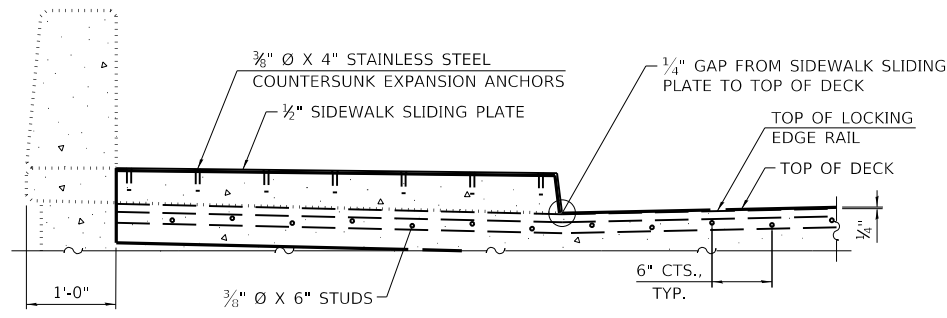
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 47TH STREET OVER FLAGG CREEK (BN 257)
 EXPANSION JOINT REPAIRS

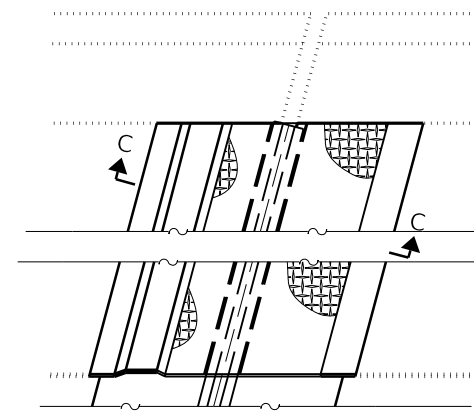
SG-7
 DRAWING NO.
 132 OF 175

NOTES

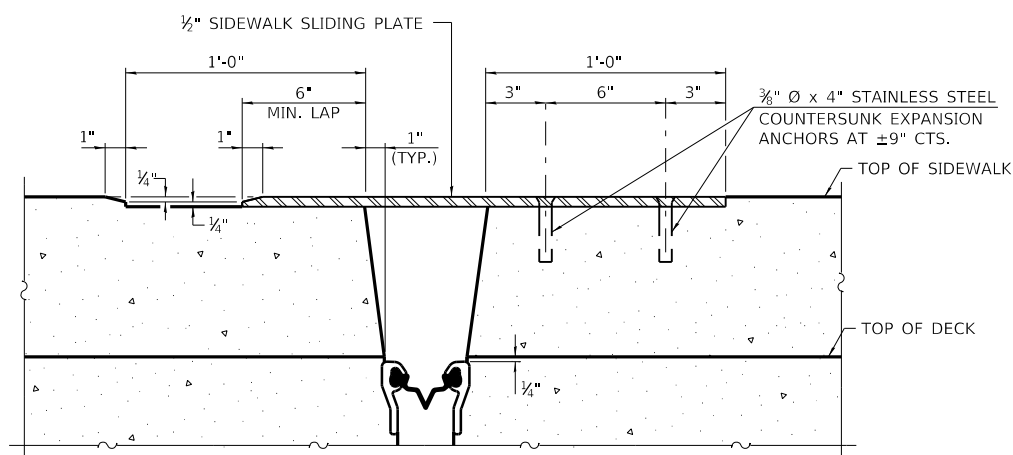
1. THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF 1/4". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS. OPEN OR "WEBBED" STRIP SEAL GLAND CONFIGURATIONS ARE NOT PERMITTED. THE GLAND SHALL BE SIZED FOR A MAXIMUM RATED MOVEMENT OF 4 INCHES.
2. THE LOCKING EDGE RAILS DEPICTED ARE CONFIGURED FOR TYPICAL APPLICATIONS AND ARE CONCEPTUAL ONLY. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER PROVIDED THEY FIT THE APPLICATION AND MEET THE MINIMUM ANCHORAGE SHOWN. FLANGED EDGE RAILS, HOWEVER, WILL NOT BE ALLOWED. LOCKING EDGE RAILS MAY EXCEED THE 4 1/2" MAXIMUM DEPTH PROVIDED THE ANCHORAGE SYSTEM IS REVISED ACCORDING TO THE MANUFACTURER'S RECOMMENDATION.
3. THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.
4. ALL STEEL COMPONENTS SHALL BE GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.
5. THE MAXIMUM SPACE BETWEEN LOCKING EDGE RAIL SEGMENTS SHALL BE 3/8" AND SEALED WITH A SUITABLE SEALANT; HOWEVER, ANY RAIL JOINT WITHIN 10' MEASURED PERPENDICULAR TO THE FACE OF THE CURB OR PARAPET SHALL BE WELDED AS SHOWN IN THE LOCKING EDGE RAIL SPLICE DETAIL.
6. THE TOP SURFACE OF SIDEWALK SLIDING PLATES SHALL HAVE A RAISED PATTERN ACCORDING TO ASTM A786.
7. COST OF SIDEWALK SLIDING PLATES, ANCHORAGE STUDS, AND EXPANSION ANCHORS INCLUDED WITH PREFORMED JOINT STRIP SEAL.
8. THE CONCRETE OPENING BELOW THE STRIP SEAL WILL VARY BASED ON THE LOCKING EDGE RAIL CHOSEN BY THE CONTRACTOR. DECK AND PARAPET LENGTHS SHOWN ELSEWHERE IN THE PLANS ARE DIMENSIONED TO THE CONCRETE OPENING, NOT THE JOINT OPENING, AND ARE BASED ON THE ROLLED LOCKING EDGE RAIL. IF THE CONTRACTOR ELECTS TO USE A DIFFERENT LOCKING EDGE RAIL, DIMENSIONAL ADJUSTMENTS MAY BE REQUIRED.



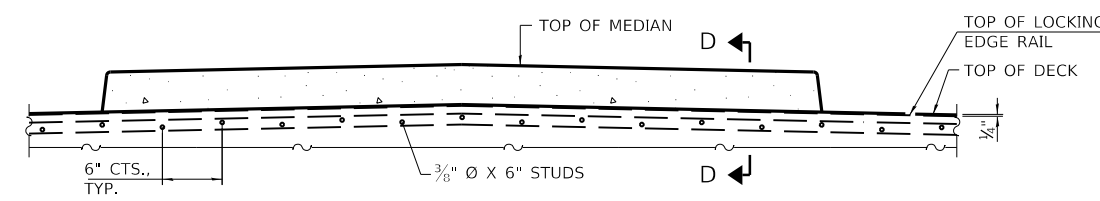
ELEVATION AT RAISED SIDEWALK



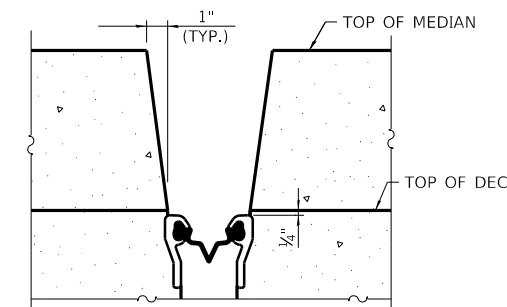
PLAN AT RAISED SIDEWALK



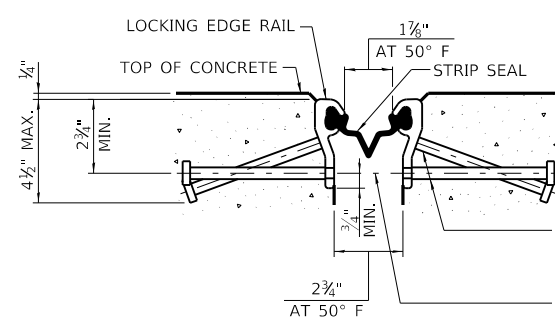
SECTION C-C



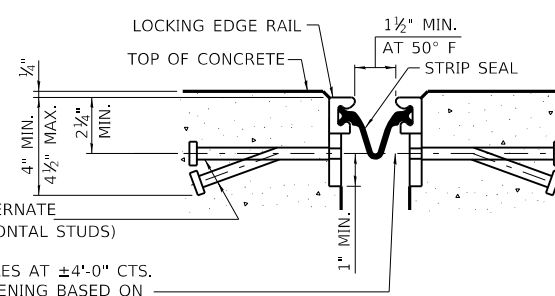
ELEVATION AT MEDIAN



**SECTION D-D
(AT RT. Z'S)**



SHOWING ROLLED RAIL JOINT

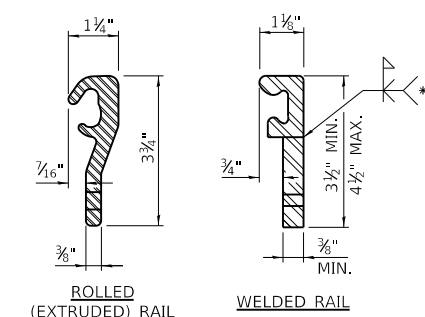


SHOWING WELDED RAIL JOINT

* 3/8" Ø X 6" STUDS @ 6" CTS. (ALTERNATE ANGLED/BENT STUDS WITH HORIZONTAL STUDS)
 3/8" Ø THREADED RODS IN 7/16" Ø HOLES AT ±4'-0" CTS. FOR HOLDING THE PROPER JOINT OPENING BASED ON THE TEMPERATURE DURING THE DECK POUR. PLACE TO MISS STUDS. ALL RODS SHALL BE BURNED, OR SAWED OFF FLUSH WITH THE PLATES AFTER CONCRETE IS SET.

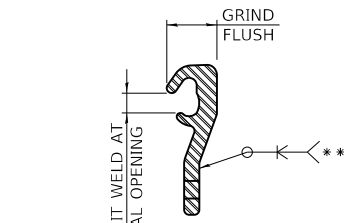
SECTION A-A

* GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STD. SPECS., AUTOMATICALLY END WELDED.



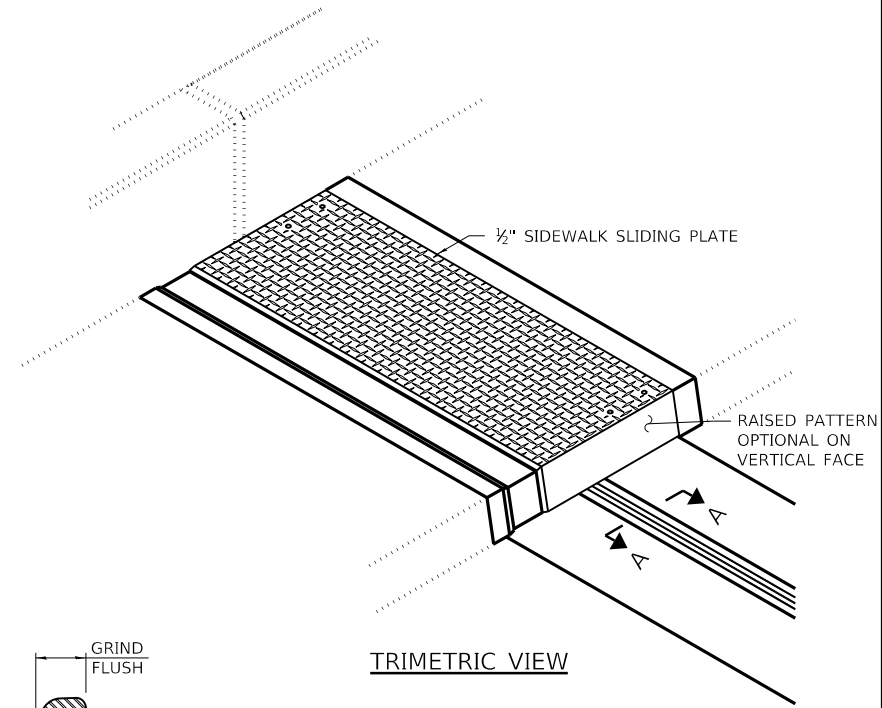
LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



LOCKING EDGE RAIL SPLICE

THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE. ROLLED RAIL SHOWN, WELDED RAIL SIMILAR.



TRIMETRIC VIEW

BILL OF MATERIAL

PAY ITEM NO.	DESCRIPTION	UNIT	QUANTITY
52000110	PREFORMED JOINT STRIP SEAL	FOOT	158

FILE NAME = \\mep-pro-projects\m83877\Design\Deg\Structural\CADD\Sheets\TD4306-4_F\eggs\4387-C08-SHT-BN257-08-JointDetails-RME.dgn
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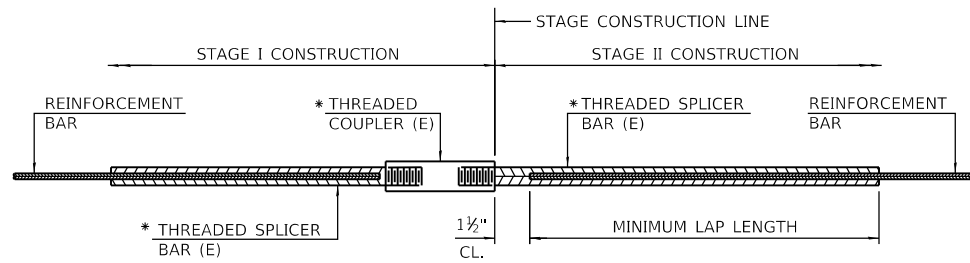
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CHECKED BY	MR	DATE	4/17/2018

RME Rubinos & Mesa Engineers, Inc.
 200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO.	RR-18-4387	SG-8
47TH STREET OVER FLAGG CREEK (BN 257)	PREFORMED JOINT STRIP SEAL DETAILS	DRAWING NO. 133 OF 175

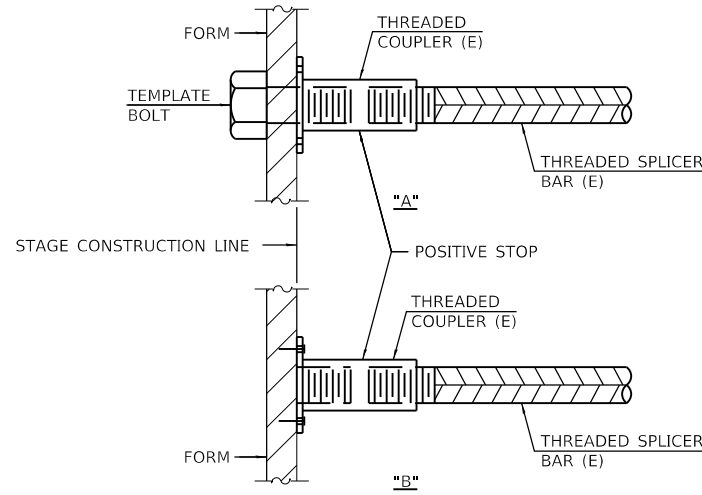


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
PIER 1 EXP. JT.	#5	4	3'-6"
PIER 2 EXP. JT.	#5	4	3'-6"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.

NOTES

- SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
- ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
- BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
- SEE APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

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 CHECKED BY MR DATE 4/17/2018

RME Rubinos & Mesa Engineers, Inc.
 200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482



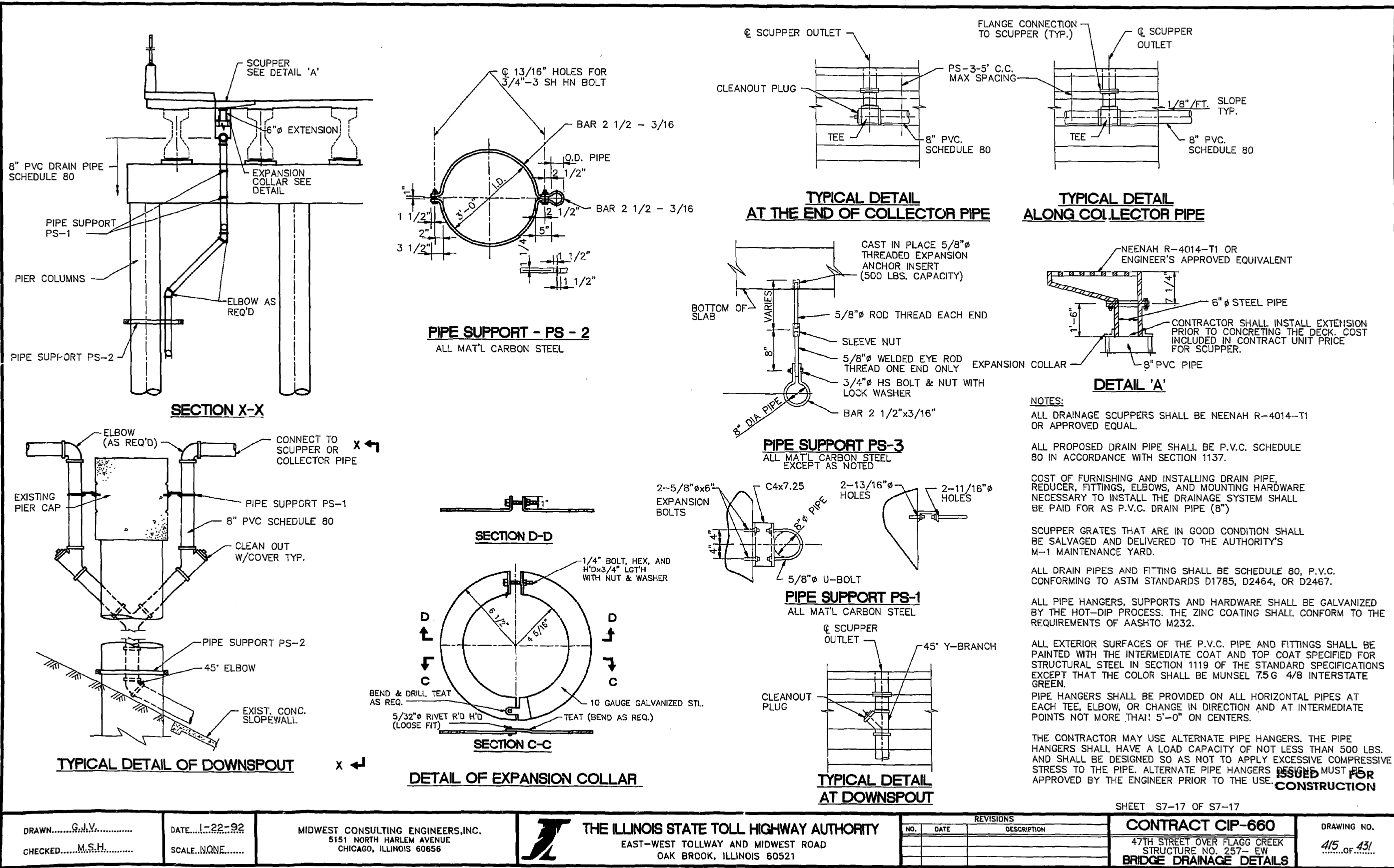
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
 47TH STREET OVER FLAGG CREEK (BN 257)
 BAR SPICER DETAILS

SG-9
 DRAWING NO. 134 OF 175

FOR INFORMATION ONLY



NOTES:

ALL DRAINAGE SCUPPERS SHALL BE NEENAH R-4014-T1 OR APPROVED EQUAL.

ALL PROPOSED DRAIN PIPE SHALL BE P.V.C. SCHEDULE 80 IN ACCORDANCE WITH SECTION 1137.

COST OF FURNISHING AND INSTALLING DRAIN PIPE, REDUCER, FITTINGS, ELBOWS, AND MOUNTING HARDWARE NECESSARY TO INSTALL THE DRAINAGE SYSTEM SHALL BE PAID FOR AS P.V.C. DRAIN PIPE (8")

SCUPPER GRATES THAT ARE IN GOOD CONDITION SHALL BE SALVAGED AND DELIVERED TO THE AUTHORITY'S M-1 MAINTENANCE YARD.

ALL DRAIN PIPES AND FITTING SHALL BE SCHEDULE 80, P.V.C. CONFORMING TO ASTM STANDARDS D1785, D2464, OR D2467.

ALL PIPE HANGERS, SUPPORTS AND HARDWARE SHALL BE GALVANIZED BY THE HOT-DIP PROCESS. THE ZINC COATING SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M232.

ALL EXTERIOR SURFACES OF THE P.V.C. PIPE AND FITTINGS SHALL BE PAINTED WITH THE INTERMEDIATE COAT AND TOP COAT SPECIFIED FOR STRUCTURAL STEEL IN SECTION 1119 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE COLOR SHALL BE MUNSEL 7.5G 4/8 INTERSTATE GREEN.

PIPE HANGERS SHALL BE PROVIDED ON ALL HORIZONTAL PIPES AT EACH TEE, ELBOW, OR CHANGE IN DIRECTION AND AT INTERMEDIATE POINTS NOT MORE THAN 5'-0" ON CENTERS.

THE CONTRACTOR MAY USE ALTERNATE PIPE HANGERS. THE PIPE HANGERS SHALL HAVE A LOAD CAPACITY OF NOT LESS THAN 500 LBS. AND SHALL BE DESIGNED SO AS NOT TO APPLY EXCESSIVE COMPRESSIVE STRESS TO THE PIPE. ALTERNATE PIPE HANGERS DESIGN MUST BE APPROVED BY THE ENGINEER PRIOR TO USE.

ISSUED FOR CONSTRUCTION

SHEET S7-17 OF S7-17

DRAWN.....G.J.V.....	DATE.....1-22-92.....	MIDWEST CONSULTING ENGINEERS, INC. 5151 NORTH HARLEM AVENUE CHICAGO, ILLINOIS 60656	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY EAST-WEST TOLLWAY AND MIDWEST ROAD OAK BROOK, ILLINOIS 60521	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS			NO.	DATE	DESCRIPTION				CONTRACT CIP-660 47TH STREET OVER FLAGG CREEK STRUCTURE NO. 257- EW BRIDGE DRAINAGE DETAILS	DRAWING NO. 415 OF 431
REVISIONS															
NO.	DATE	DESCRIPTION													
CHECKED.....M.S.H.....	SCALE.....NONE.....														

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DRAWN BY AMV DATE 4/17/2018	 RME Rubinos & Mesa Engineers, Inc. 200 S. Michigan Avenue, Suite 1500, Chicago, IL 60604-2482	 THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">REVISIONS</th> </tr> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS			NO.	DATE	DESCRIPTION				CONTRACT NO. RR-18-4387	SG-10
REVISIONS														
NO.	DATE	DESCRIPTION												
CHECKED BY MR DATE 4/17/2018				47TH STREET OVER FLAGG CREEK (BN 257) EXISTING BRIDGE DRAINAGE DETAILS	DRAWING NO. 135 OF 175									

BENCHMARK: CHISELED "+" IN SIDEWALK N.W. CORNER OF BRIDGE (SEE PLAN FOR LOCATION).

EXISTING STRUCTURE: OGDEN AVENUE OVER I-294, B.N. 265 WAS BUILT IN 1992 UNDER CONTRACT CIP-661 AFTER ORIGINAL BRIDGE FROM 1958 (CONTRACT T-5A) WAS REMOVED AND REPLACED. TWO-SPAN CONTINUOUS BRIDGE HAS ON OVERALL LENGTH OF 246'-4" (BACK TO BACK OF ABUT.). THE EXISTING SUPERSTRUCTURE CONSISTS OF PRESTRESSED CONCRETE BULB-TEE GIRDERS WITH 7½" THICK CONCRETE DECK. THE EXISTING SUBSTRUCTURE CONSISTS OF REINFORCED CONCRETE VAULTED ABUTMENTS AND PIER SUPPORTED ON STEEL PILE FOUNDATION.

TRAFFIC CONTROL: TRAFFIC TO BE MAINTAINED UTILIZING STAGE CONSTRUCTION.

NO SALVAGE

SCOPE OF WORK

1. INSTALL PROTECTIVE SHIELD.
2. REPLACE DECK EXPANSION JOINT SEALS.
3. CLEAN AND PAINT EXISTING BEARINGS.
4. SURFACE REPAIR OF SELECT BEAMS.
5. CONCRETE SURFACE REPAIR AND CRACK SEALING OF PIER COLUMNS, CAP, DIAPHRAGMS, ABUTMENTS AND WINGWALLS.
6. CLEAN DRAINAGE SYSTEM.
7. SCARIFY AND APPLY THIN POLYMER OVERALL TO DECK SURFACE.
8. CLEAN AND SEAL CURB, SIDEWALK AND PARAPET.
9. APPLY CONCRETE SEALANT TO SUBSTRUCTURE AND APPROACH SLAB.
10. PERFORM PARTIAL DEPTH DECK REPAIRS.

CONSTRUCTION SPECIFICATIONS

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JANUARY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.

ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS (GBSP).

DESIGN SPECIFICATIONS

AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. 17TH EDITION.

STRUCTURE DESIGN MANUAL, ILLINOIS TOLLWAY, MARCH 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012.

DESIGN STRESSES

EXISTING:
 f'c = 6,500 PSI (PRESTRESSED CONCRETE)
 f'c = 3,500 PSI (CAST-IN-PLACE CONC.)
 fy = 60,000 PSI (REINFORCEMENT)

NEW:
 f'c = 4,000 PSI (CAST-IN-PLACE CONCRETE)

ORIGINAL DESIGN CRITERIA

LIVE LOAD: HS20-44
 FUTURE WEARING SURFACE: 25 PSF

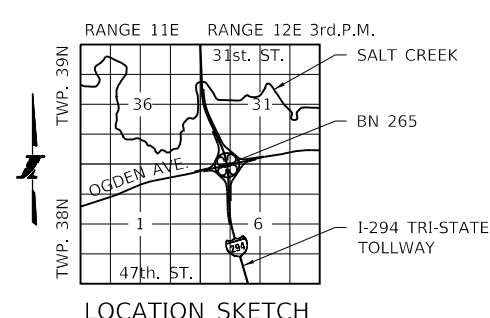
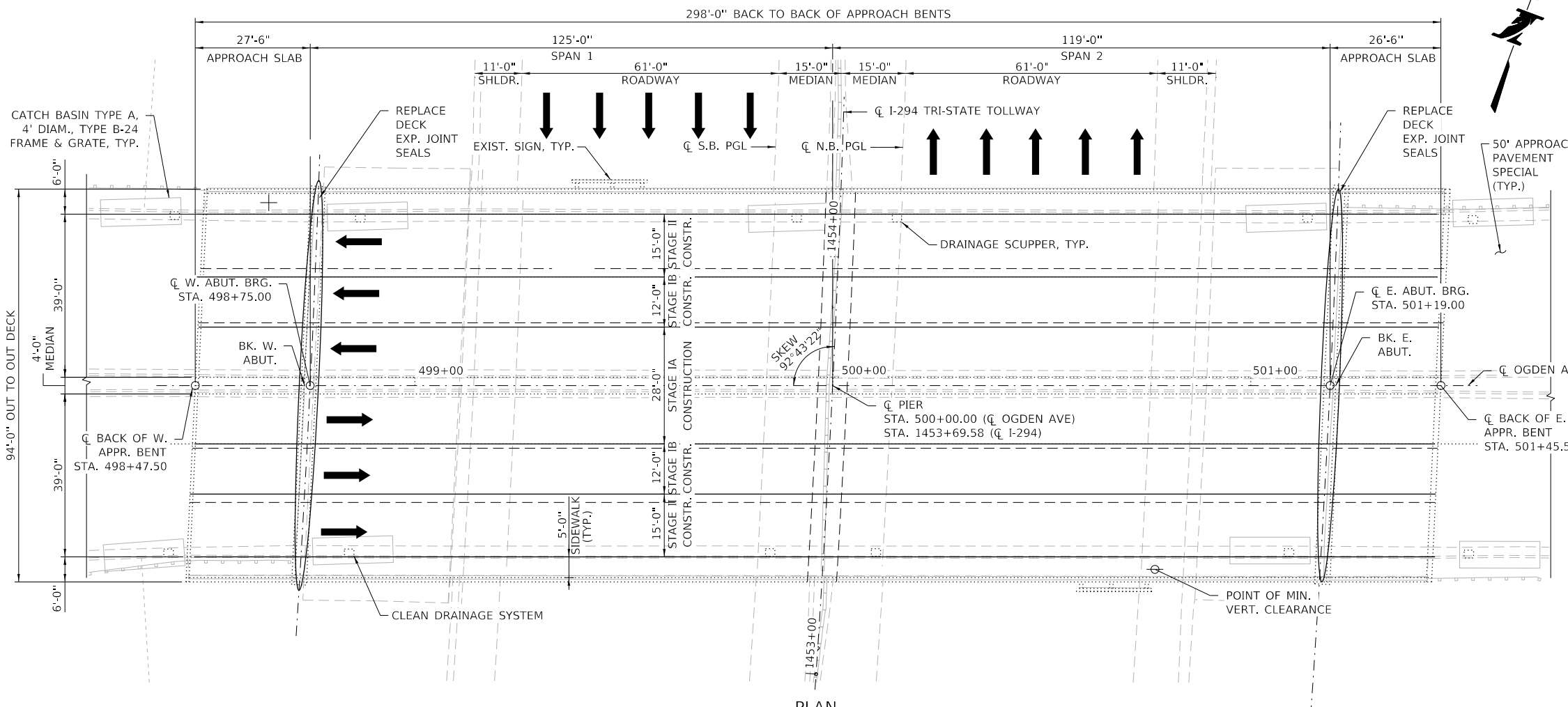
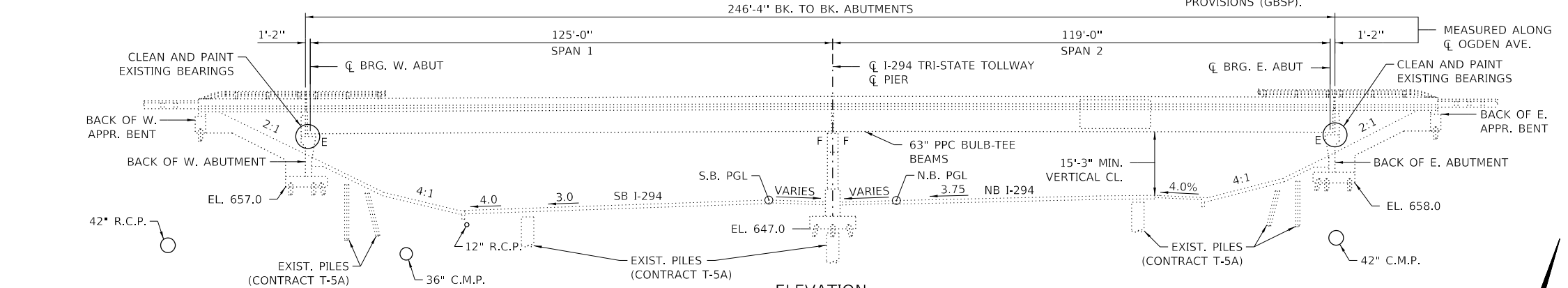
HIGHWAY CLASSIFICATION

ROUTE: OGDEN AVENUE
 FUNCTIONAL CLASS: OTHER PRINCIPAL ARTERIAL
 ADT: 32,600 (2015)
 ADTT: NA

ROUTE: TRI-STATE TOLLWAY (I-294)
 ADT: 182,609 (2015)
 ADTT: NA

LEGEND

- EXISTING FENCE
- EXISTING GUARDRAIL



**GENERAL PLAN & ELEVATION
 OGDEN AVENUE
 OVER FAI RTE 0294 (I-294)
 COOK COUNTY
 MILE POST 22.4
 BRIDGE NO. 265 (SN 016-0223)**

NOTE: DIMENSIONS AND DATA TAKEN FROM EXISTING PLANS.

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DRAWN BY	GF	DATE	01/24/2018
CHECKED BY	MK	DATE	4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO.	RR-18-4387	SH-01
OGDEN AVE. OVER I-294 (BN 265)	GENERAL PLAN & ELEVATION	DRAWING NO. 136 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

BAR NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING SHALL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE."

THE PROTECTIVE SHIELD SYSTEM SHALL EXTEND A MINIMUM OF 10' BEYOND THE INDICATED LIMITS OF REPAIR SHOWN IN THE PLANS OR 5' BEYOND THE ACTUAL LIMITS OF PARTIAL OR FULL DEPTH REPAIR AS IDENTIFIED IN THE FIELD, WHICHEVER IS GREATER.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARS WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

ABBREVIATIONS

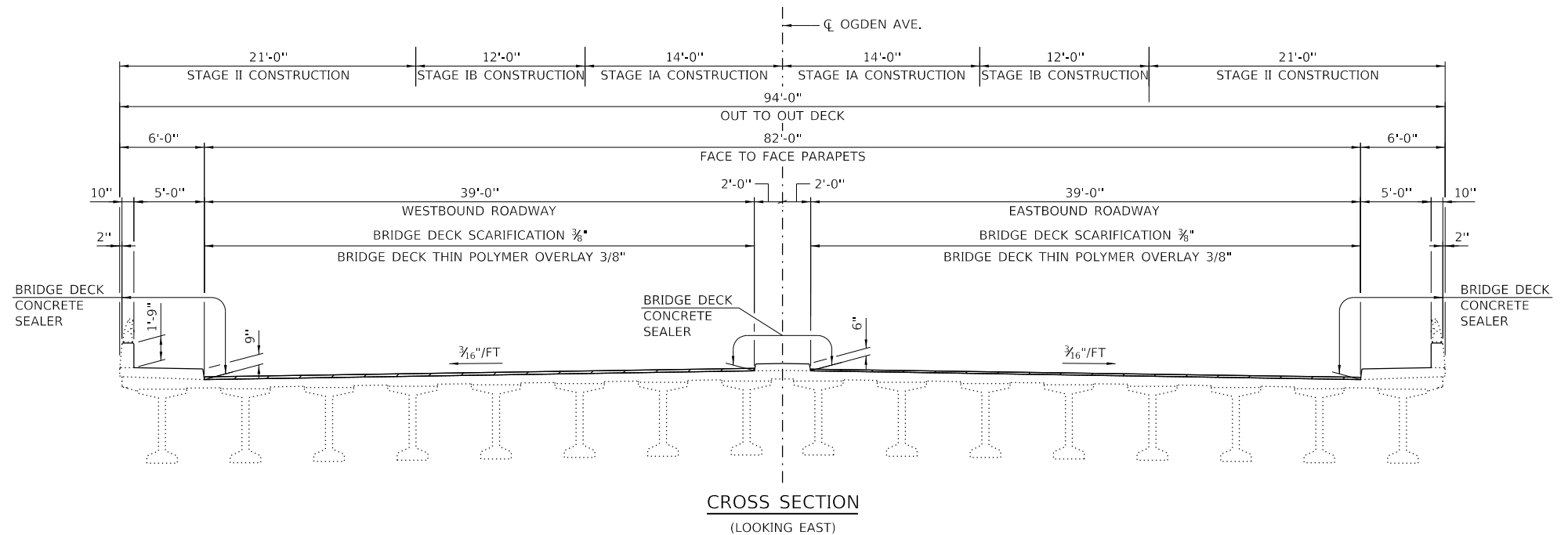
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	MIN.	MINIMUM
ABUT.	ABUTMENT	N.	NORTH
APPR.	APPROACH	N.B.	NORTHBOUND
BK.	BACK	NO.	NUMBER
⊕	BASELINE	PAR.	PARAPET
BOTT.	BOTTOM	PGL	PROFILE GRADE LINE
BRG.	BEARING	P.P.C.	PRECAST PRESTRESSED CONCRETE
⊕	CENTERLINE	PVMT.	PAVEMENT
CTS.	CENTERS	REM.	REMOVAL
CL.	CLEARANCE	RD.	ROAD
CONC.	CONCRETE	S.	SOUTH
CONST.	CONSTRUCTION	S.P.	SPECIAL PROVISION
CU. FT.	CUBIC FOOT	S.B.	SOUTHBOUND
⊙	DIAMETER	SDWK.	SIDEWALK
E.	EAST	SF	SQUARE FOOT
EA.	EACH	SHLDR.	SHOULDER
E.B.	EASTBOUND	SPECS.	SPECIFICATIONS
ELEV.	ELEVATION	STD.	STANDARD
EXIST.	EXISTING	STA.	STATION
EXP.	EXPANSION	STG.	STAGE
EXP. JT.	EXPANSION JOINT	STR.	STRUCTURE
F	FAHRENHEIT	SUB.	SUBSTRUCTURE
FT.	FOOT	SUPER.	SUPERSTRUCTURE
L SUM	LUMP SUM	SY	SQUARE YARD
LBS.	POUNDS	TYP.	TYPICAL
LF	LINEAR FOOT	W.	WEST
MED.	MEDIAN	W.B.	WESTBOUND

TOTAL BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY	
			BN 265	RECORD
50157300	PROTECTIVE SHIELD	SQ YD	584	
X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	45	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	568	
X0326331	CLEANING AND PAINTING BEARINGS	EACH	32	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	10263	
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	4	
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	2	
JT503050	SHALLOW CONCRETE REPAIR	SQ FT	40	
JT524010	APPLY CONCRETE SEALANT	SQ FT	4926	
JT525235	BONDED PREFORMED JOINT SEAL REPLACEMENT, 4 IN.	FOOT	194	
JT602837	CLEAN DRAINAGE SYSTEM, LOCATION NO. 7	EACH	1	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	1	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8"	SQ YD	2131	
Z0012193	CONCRETE BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	2131	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	86	

INDEX OF SHEETS

- SH-01 GENERAL PLAN AND ELEVATION
- SH-02 GENERAL NOTES, TOTAL BOM
- SH-03 WEST ABUTMENT REPAIRS
- SH-04 EAST ABUTMENT REPAIRS
- SH-05 PIER REPAIRS
- SH-06 BEAM REPAIRS
- SH-07 DECK REPAIRS
- SH-08 EXISTING JOINT DETAILS
- SH-09 EXISTING DRAINAGE SYSTEM 1 OF 2
- SH-10 EXISTING DRAINAGE SYSTEM 2 OF 2



FILE NAME = p:\aecom\ra-pa-bentley\com\BECOM\DS16_NA\Documents\60545817-Central_Tri-State_DCM\0400_Mark_Packages\116-4265-SG4\10 - 4387\01 - DGN\12 - SHI\ACMA_4265-C08-SHT-265-02_GENNOTE_BN265-ACM.dgn
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 PLOT SCALE = 200' = 1"

DRAWN BY	GF	DATE	01/24/2018
CHECKED BY	MK	DATE	4/17/2018



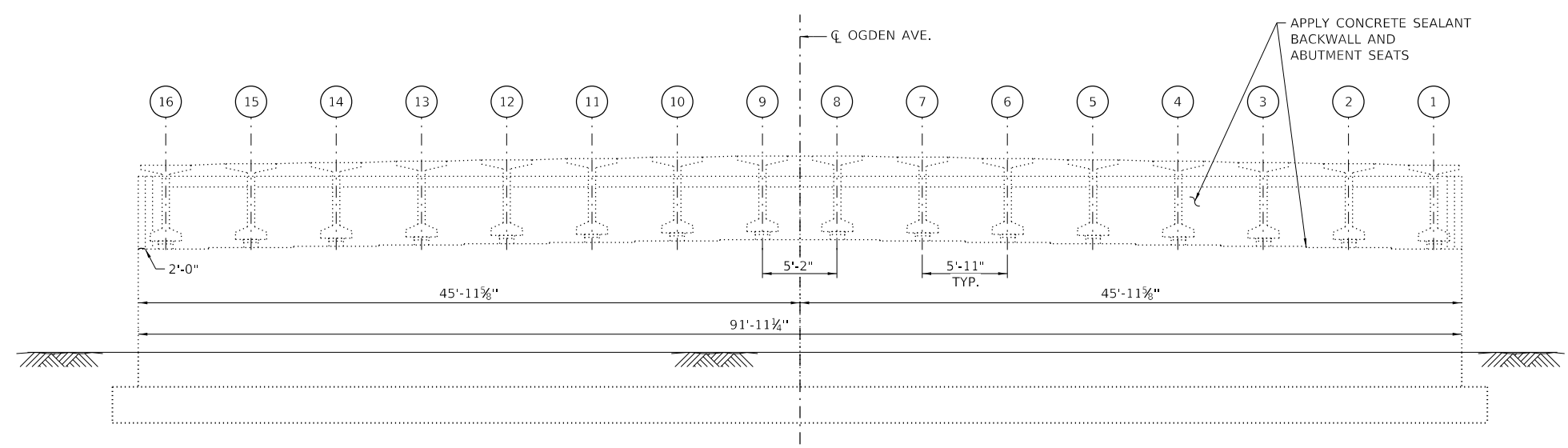
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

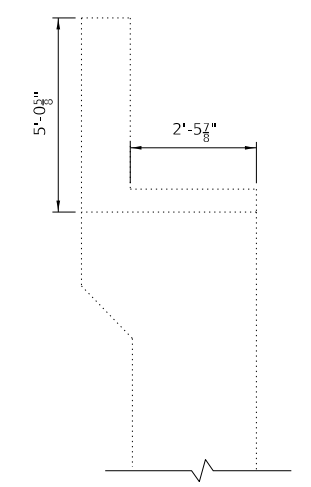
CONTRACT NO. **RR-18-4387**
OGDEN AVE. OVER I-294 (BN 265)
GENERAL NOTES, TOTAL BOM

SH-02
 DRAWING NO.
137 OF 175

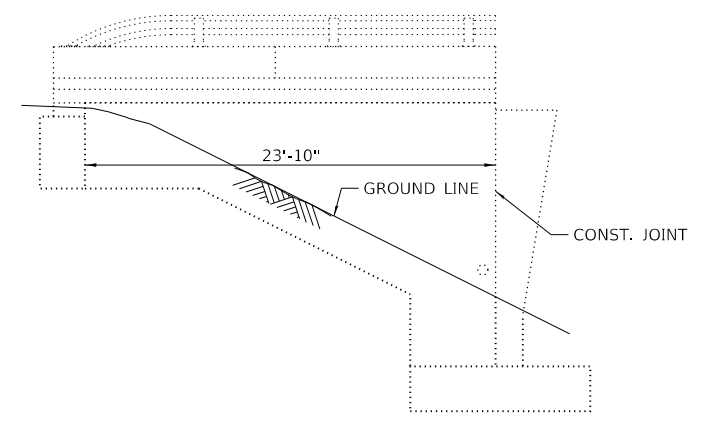
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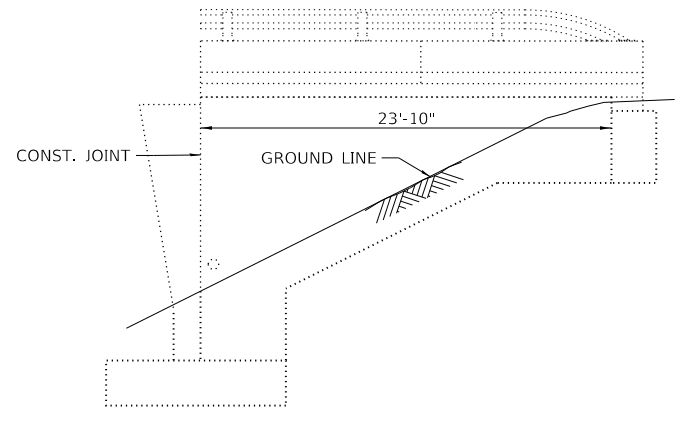
WEST ABUTMENT ELEVATION
(LOOKING WEST)



TYPICAL SECTION



SOUTH CURTAIN WALL ELEVATION
(LOOKING NORTH)



NORTH CURTAIN WALL ELEVATION
(LOOKING SOUTH)

NOTES:

- REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.
- DIMENSIONS TAKEN FROM EXISTING PLANS.

LEGEND

LOW PRESSURE EPOXY INJECTION

BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	2
JT524010	APPLY CONCRETE SEALANT	SQ FT	647

DRAWN BY GF DATE 01/24/2018
 CHECKED BY MK DATE 4/17/2018



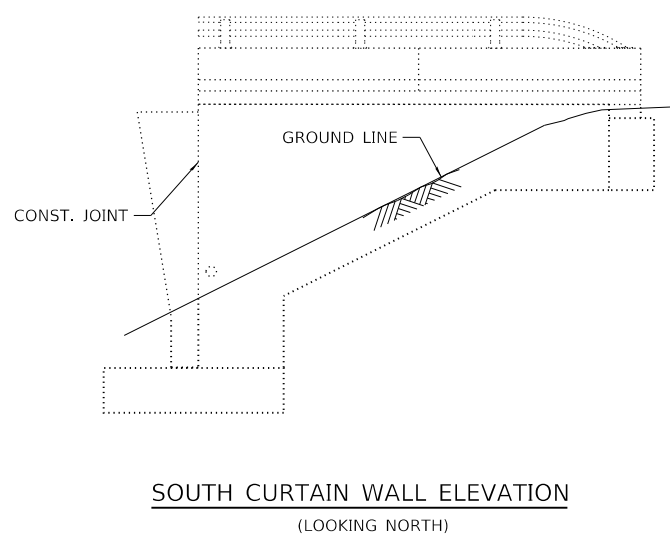
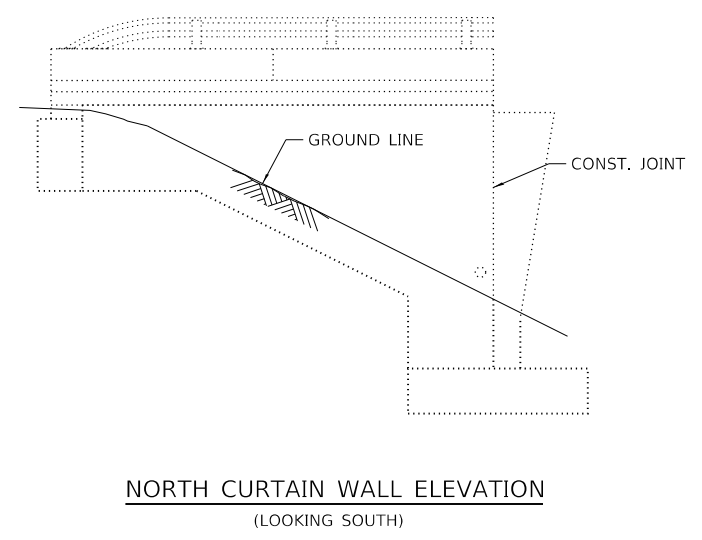
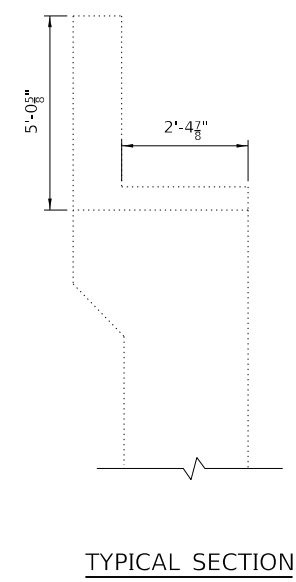
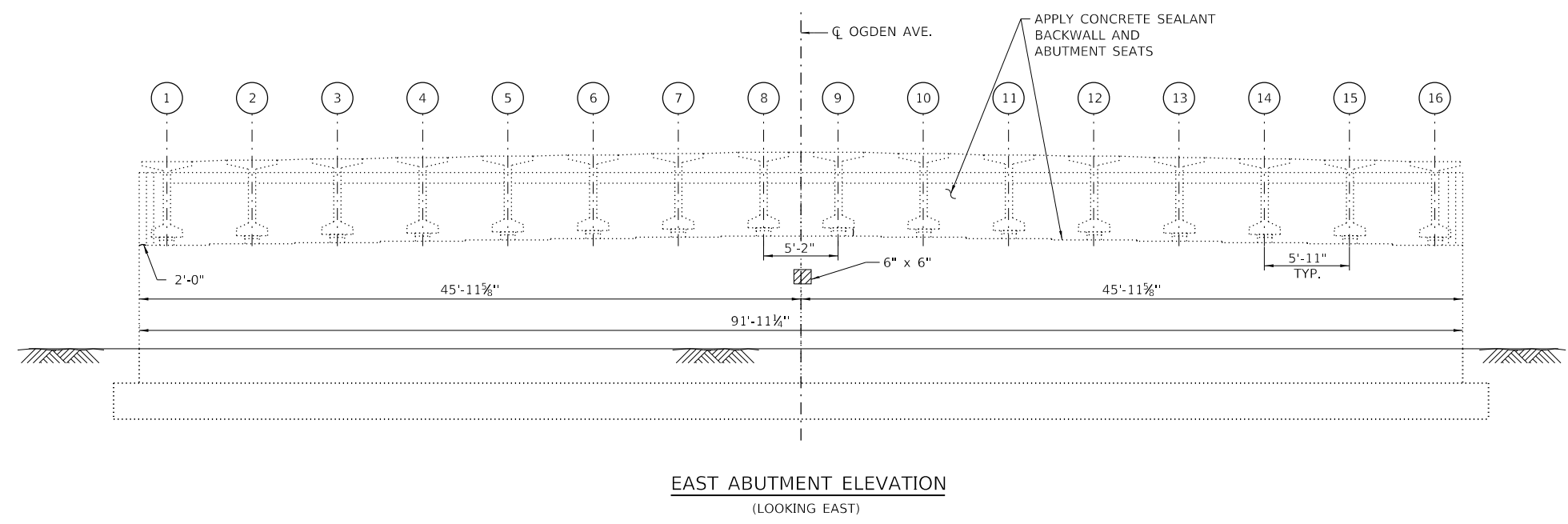
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 OGDEN AVE. OVER I-294 (BN 265)
 WEST ABUTMENT REPAIRS

SH-03
 DRAWING NO.
 138 OF 175

FILE NAME = p:\aecom\ra-pa-bentley\com\ECOM\DS\IS_NA\Documents\69545817-Central_Tri-State_DCM\0400_Work_Packages\16-4265-SC4\10 - 4387\01 - DCM\12 - SHT\ACM\4265-C08-SHT-265-04-ABUT_BN265-ACM.dgn
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 PLOT SCALE = 200' = 1"



NOTES:

- REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.
- DIMENSIONS TAKEN FROM EXISTING PLANS.

LEGEND

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)
- LOW PRESSURE EPOXY INJECTION

BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	2
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	2
JT524010	APPLY CONCRETE SEALANT	SQ FT	639

DRAWN BY	GF	DATE	01/25/2018
CHECKED BY	MK	DATE	4/17/2018

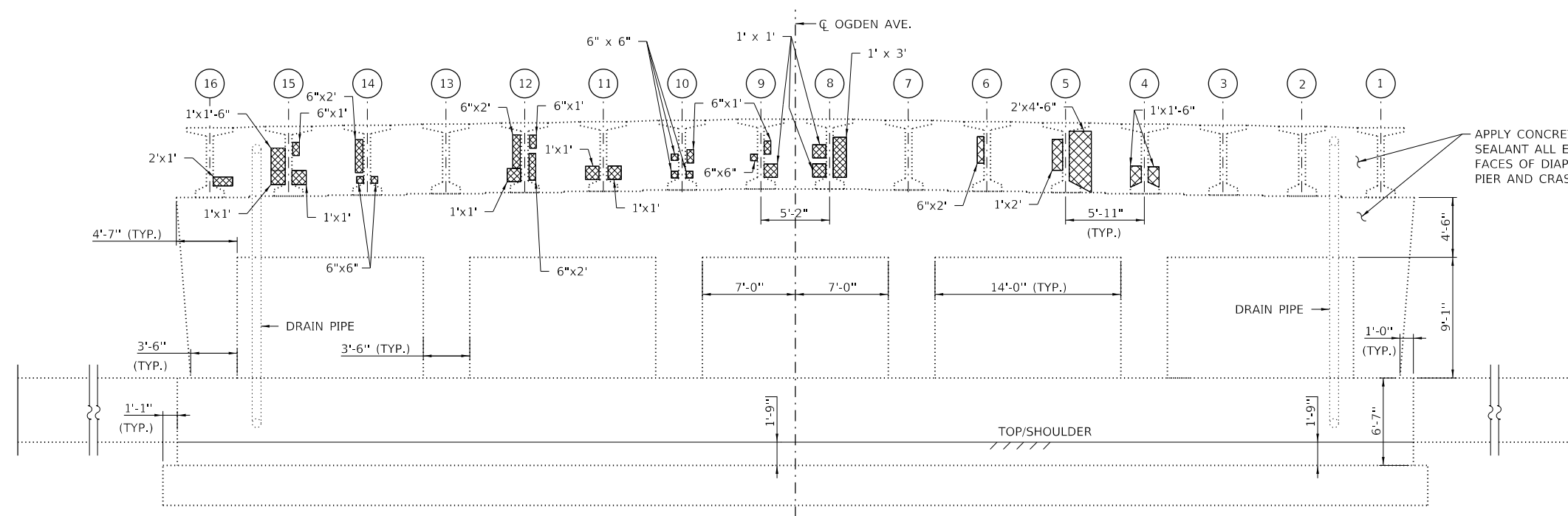
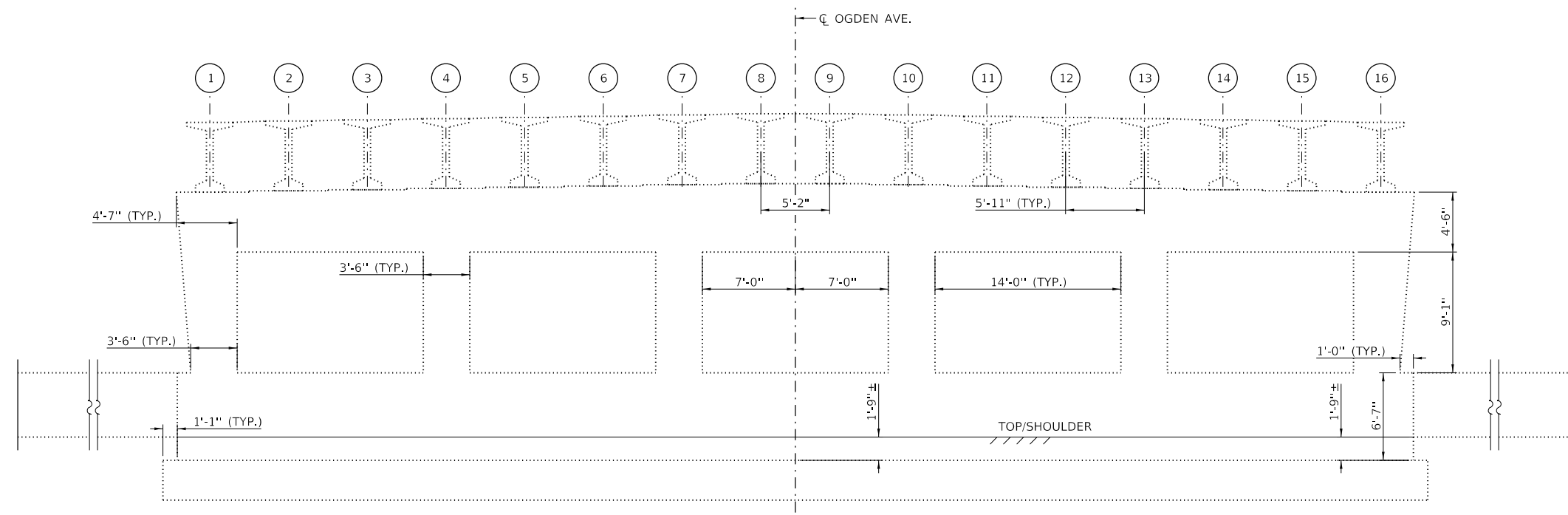


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO.	RR-18-4387	SH-04
OGDEN AVE. OVER I-294 (BN 265)		DRAWING NO.
EAST ABUTMENT REPAIRS		139 OF 175

FILE NAME = p:\aecom\ra-pa-bentley\com\BOM\DS16\NA\Documents\69545817-Central Tr- State DCM\0400 Work Packages\16-4265-SG4\10 - 4387\01 - DGN\12 - SHT\ACMA\265-08-SHT-265-95 PIER BN265-ACM.dgn
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 PLOT DATE = 4/13/2018
 PLOT SCALE = 20' 1" / 1"



APPLY CONCRETE SEALANT ALL EXPOSED FACES OF DIAPHRAGM PIER AND CRASHWALL, TYP.

- NOTE**
- REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.
 - DIMENSIONS TAKEN FROM EXISTING PLANS.

LEGEND

SHALLOW CONCRETE REPAIR

BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY
JT503050	SHALLOW CONCRETE REPAIR	SQ FT	40
JT524010	APPLY CONCRETE SEALANT	SQ FT	3,640

DRAWN BY GF DATE 01/25/2018
 CHECKED BY MK DATE 4/17/2018

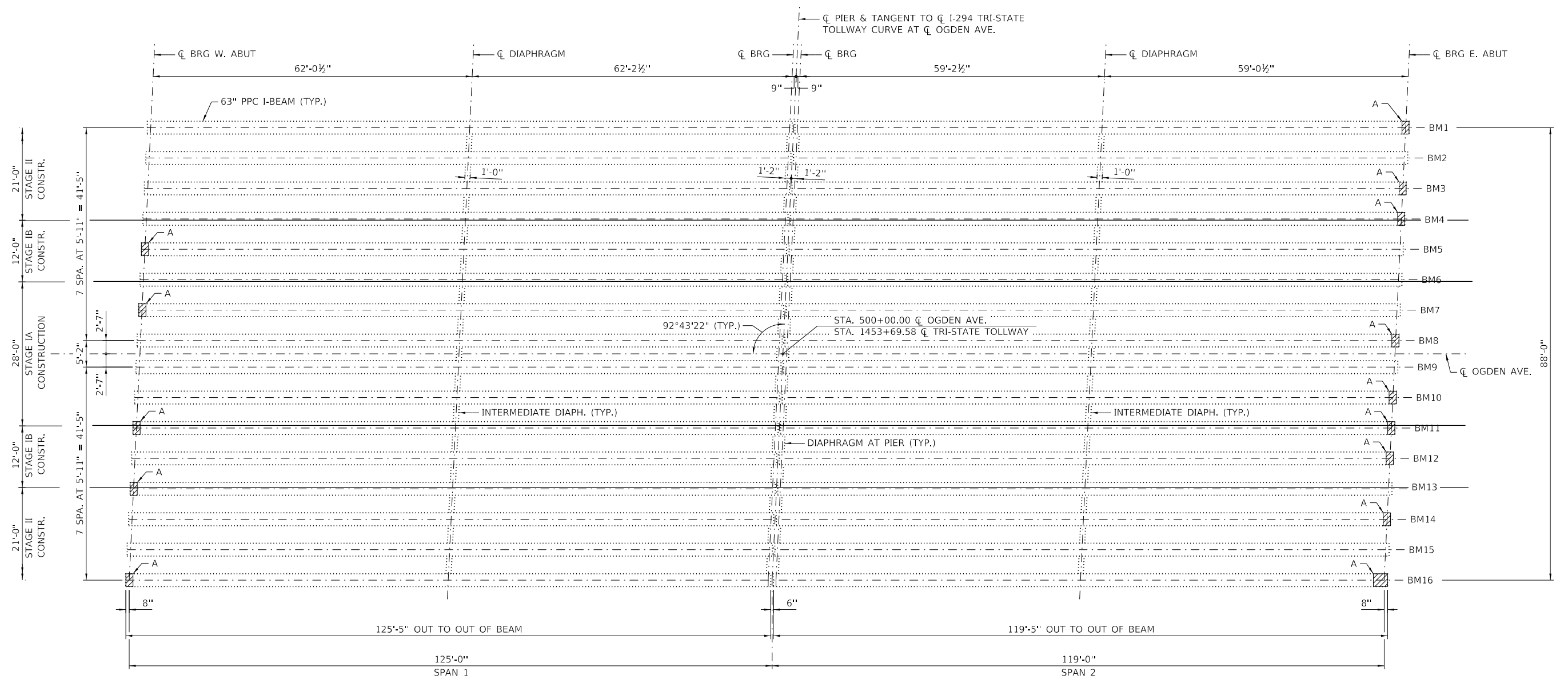


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

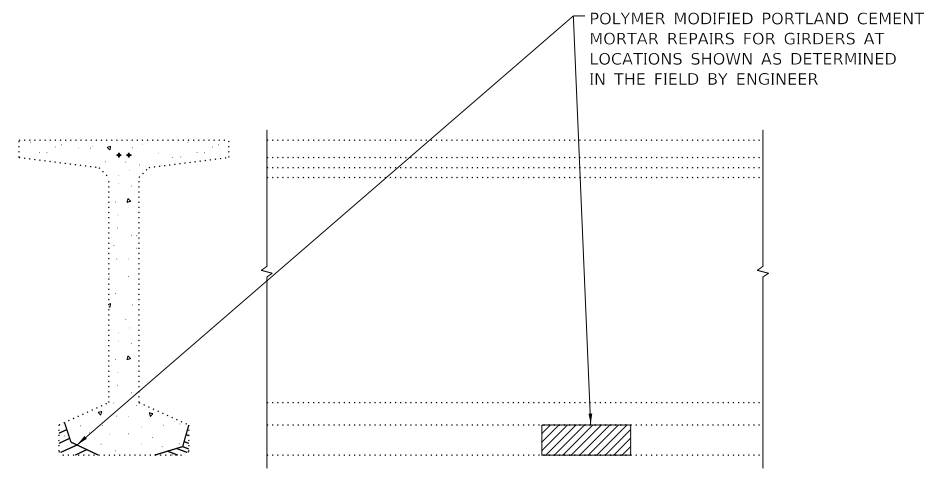
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NO.	DATE	DESCRIPTION

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 OGDEN AVE. OVER I-294 (BN 265) DRAWING NO.
 PIER REPAIRS 140 OF 175

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 PLOT SCALE : 2:0" = 1' / in.



FRAMING PLAN



TYPICAL BEAM REPAIR DETAILS

LEGEND

- POLYMER MODIFIED PORTLAND CEMENT MORTAR
- A = REPAIR BOTTOM FLANGE

BILL OF MATERIAL

PAY ITEM NUMBER	ITEM	UNIT	QUANTITY
X0326331	CLEANING AND PAINTING BEARINGS	EACH	32
X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQFT	45

DRAWN BY GF DATE 02/01/2018
 CHECKED BY MK DATE 4/17/2018



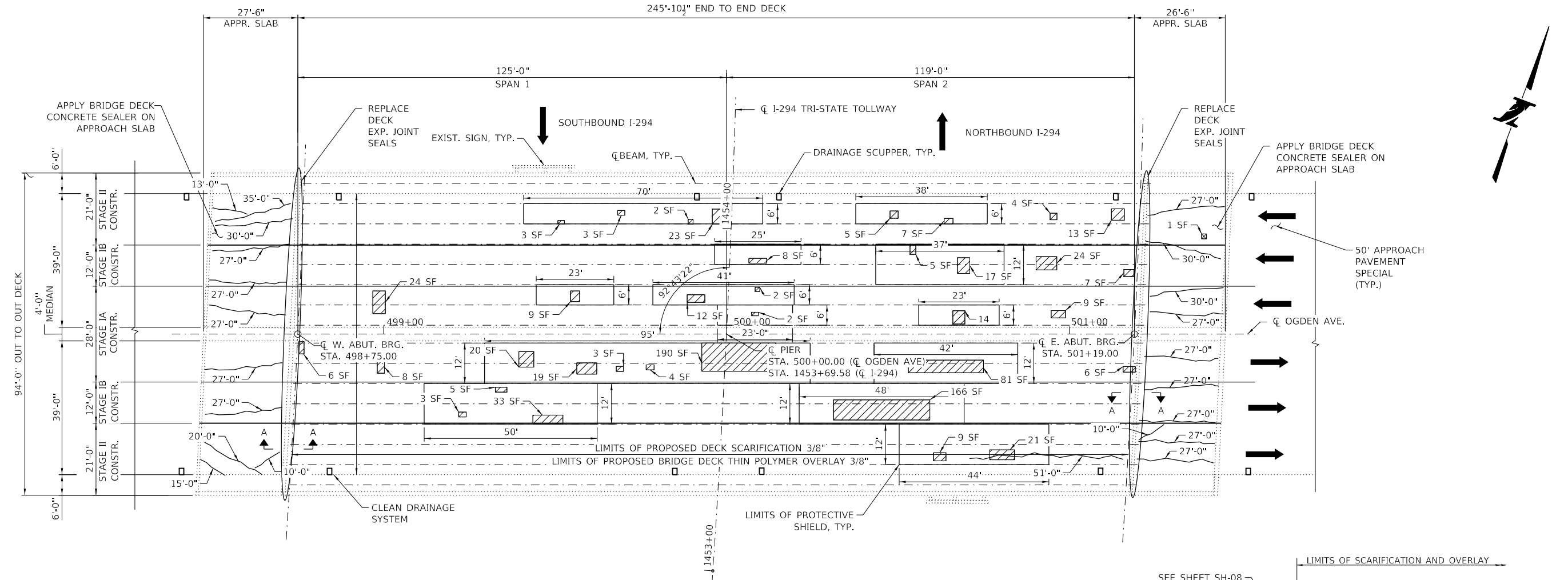
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 OGDEN AVE. OVER I-294 (BN 265)
 BEAM REPAIRS

SH-06
 DRAWING NO.
 141 OF 175

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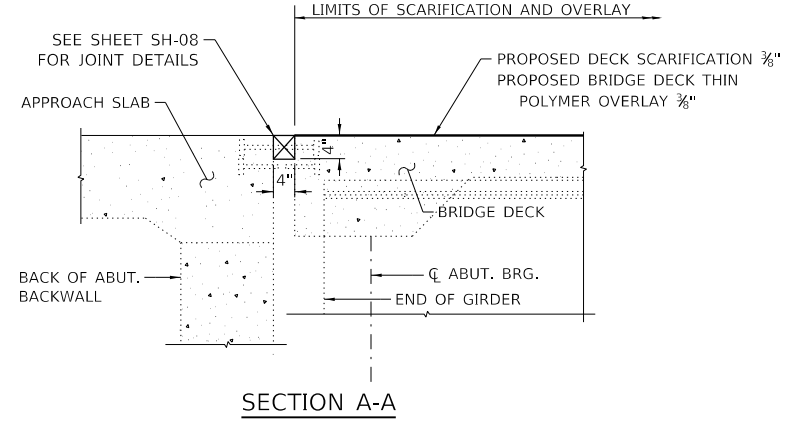


NOTES

- REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL LOCATION AND QUANTITY OF REPAIRS MAY VARY AND SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL CAREFULLY REMOVE CONCRETE AS TO NOT DAMAGE EXISTING REINFORCEMENT OR ADJACENT ELEMENTS TO REMAIN. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST TO THE TOLLWAY.
- REPAIR AREAS ARE NOT DRAWN TO SCALE.
- BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO MEDIAN AND SIDEWALK FOR THE FULL LENGTH OF THE BRIDGE AND APPROACH SLABS. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO TRAFFIC LANES ON THE APPROACH SLABS ONLY. BRIDGE DECK CONCRETE SEALER SHALL NOT BE APPLIED TO NEW BRIDGE DECK OVERLAY. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED AFTER BRIDGE DECK CONCRETE CRACK SEALER HAS BEEN APPLIED AND HAS SUFFICIENTLY CURED.
- CRACK WIDTHS ARE 1/8" (±1/16") UNLESS OTHERWISE NOTED.
- HAIRLINE CRACKS LESS THAN 1/16" (NOT SHOWN) SHALL NOT BE REPAIRED.

LEGEND

- DECK SLAB REPAIR (PARTIAL)
- APPROACH SLAB REPAIR (PARTIAL)
- BRIDGE DECK CONCRETE CRACK SEALER



BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	TOTAL
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8"	SQ YD	2131
Z0012193	CONCRETE BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	2131
50157300	PROTECTIVE SHIELD	SQ YD	584
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	10263
JT602837	CLEAN DRAINAGE SYSTEM, LOCATION NO. 7	EACH	1
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	86
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	1
JT525235	BONDED PREFORMED JOINT SEAL REPLACEMENT, 4 IN	FOOT	194
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	568

(FOR ILLUSTRATION ONLY)

DRAWN BY GF DATE 02/06/2018
 CHECKED BY MK DATE 4/17/2018



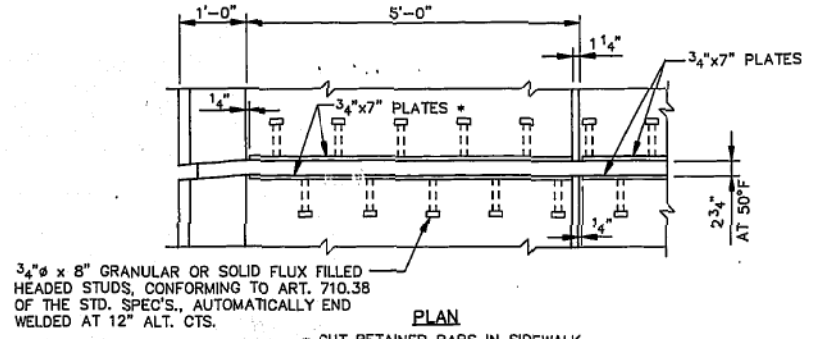
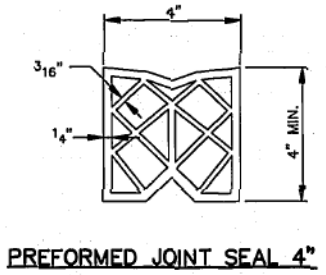
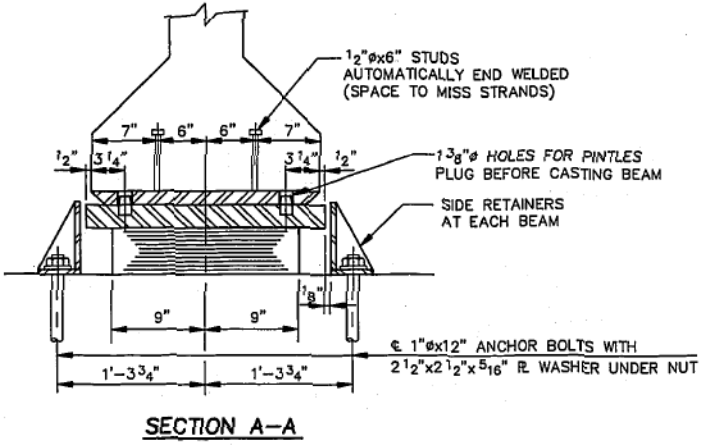
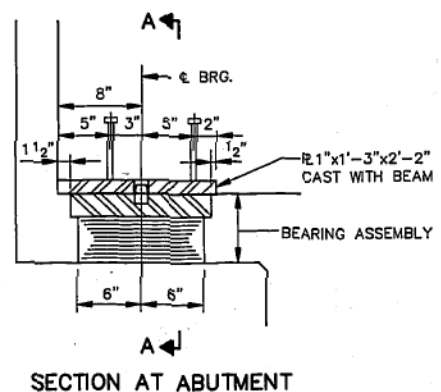
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
 OGDEN AVE. OVER I-294 (BN 265)
 DECK REPAIR

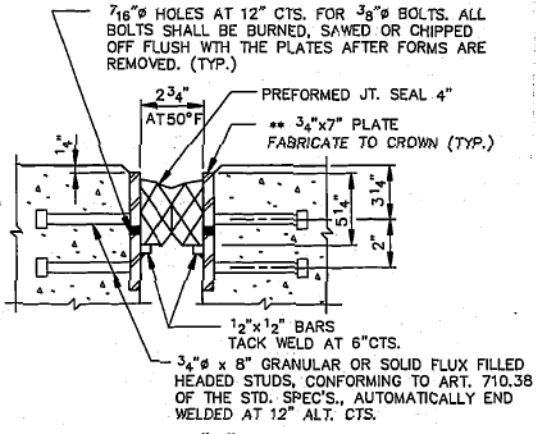
SH-07
 DRAWING NO.
 142 OF 175

FOR INFORMATION ONLY

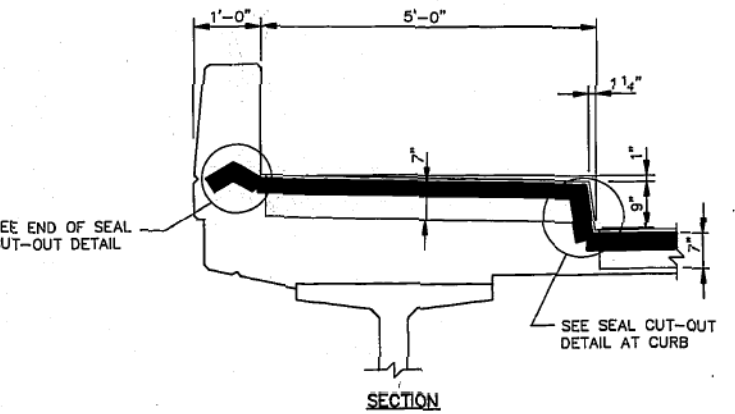


TYPE A ELASTOMERIC EXP. BRG.
32 REQUIRED

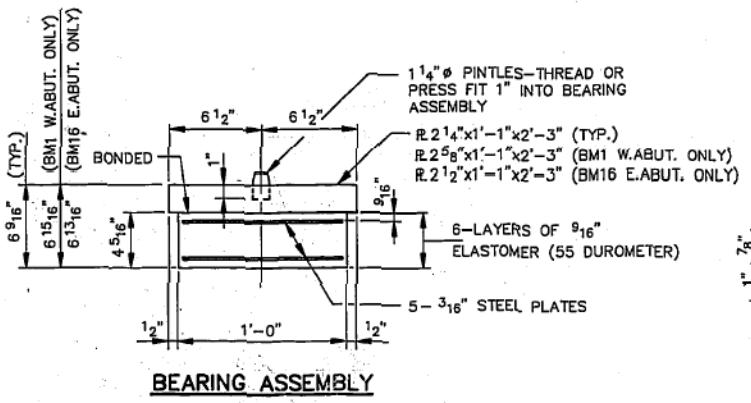
NOTE: AFTER BEAMS HAVE BEEN ERECTED, HOLES AT EXPANSION BEARINGS SHALL BE DRILLED AND ANCHOR BOLTS GROUDED IN PLACE. SEE SHEET S15 FOR ANCHOR BOLT INSTALLATION.



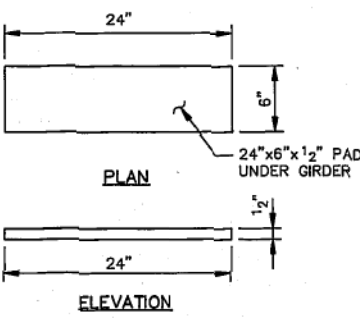
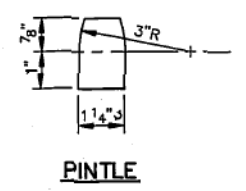
NOTE: SEE SHEET S19 FOR LOCATION OF DETAIL "A"



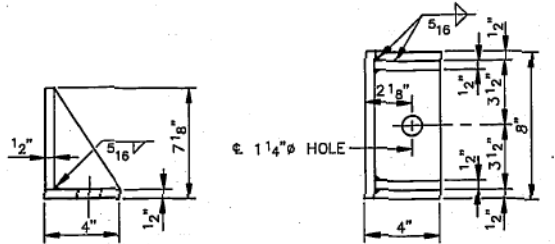
NOTE: AFTER FABRICATION ALL SURFACES OF THE STEEL PLATES SHALL BE GIVEN ONE SHOP COAT OF PAINT SPECIFIED FOR STRUCTURAL STEEL.



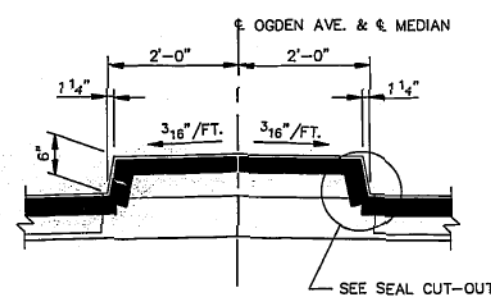
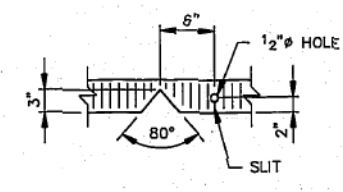
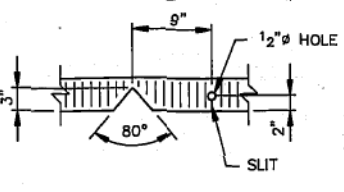
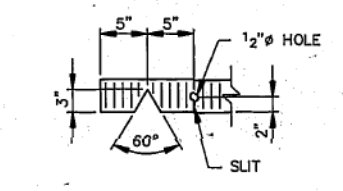
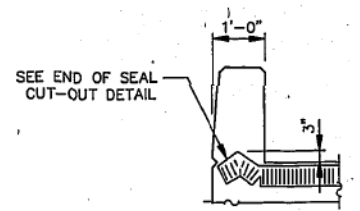
NOTE: SHIM PLATES SHALL NOT BE PLACED UNDER BEARING ASSEMBLY.



THE COST OF THE 6"x12" PADS SHALL BE INCIDENTAL TO PRESTRESSED CONCRETE BEAMS AND GIRDERS, MANUFACTURED, DELIVERED AND ERECTED (63 IN.)



EQUIVALENT ROLLED ANGLE WITH STIFFENERS WILL BE ALLOWED IN LIEU OF WELDED PLATES.



ISSUED FOR CONSTRUCTION
JAN 14 1992

BILL OF MATERIALS		
ITEM	UNIT	TOTAL
ELASTOMERIC BEARINGS, TYPE A	EACH	32
PREFORMED JOINT SEAL 4"	L. F.	194
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	7,380

SHEET S14 OF S35

DRAWN OS
CHECKED RWC

DATE 10/31/91
SCALE N.T.S.

H.W. LOCHNER, INC.
CONSULTING ENGINEERS
CHICAGO - WASHINGTON - BOSTON - FLORIDA

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
EAST-WEST TOLLWAY AND MIDWEST ROAD
OAK BROOK, ILLINOIS 60521

REVISIONS	
NO.	DATE
1	11-25-91
2	12-07-93

CONTRACT CIP-661
BEARING AND EXPANSION JOINT DETAILS
OGDEN AVE. OVER TRI-STATE TOLLWAY

DRAWING NO.
22... OF 449

FILE NAME: p:\aecom\ra-pa-bentley\com\BECOM\DS16\NA\Documents\60543817-Central.Tri-State.DCM\0400-Mo-K-Packages\1-16-4265-SCA\10-4387\01-DCN\12-SHT\ACMA-265-C08-SHT-265-08-EXP\JOINT_BN265-ACMA.dgn
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CHECKED BY MK DATE 4/17/2018

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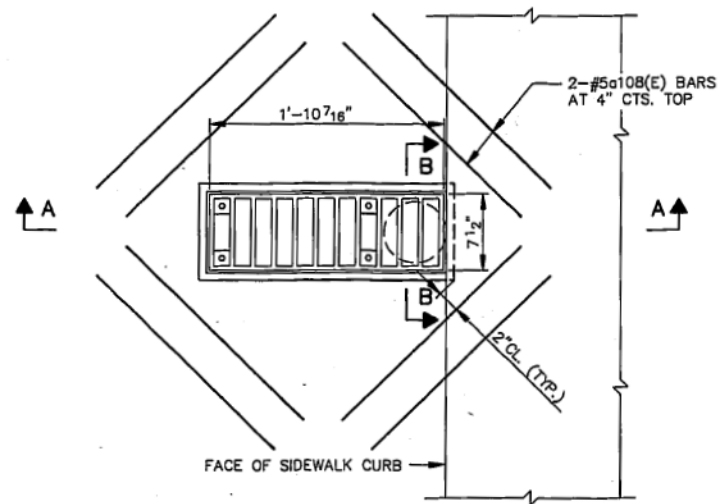
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DATE

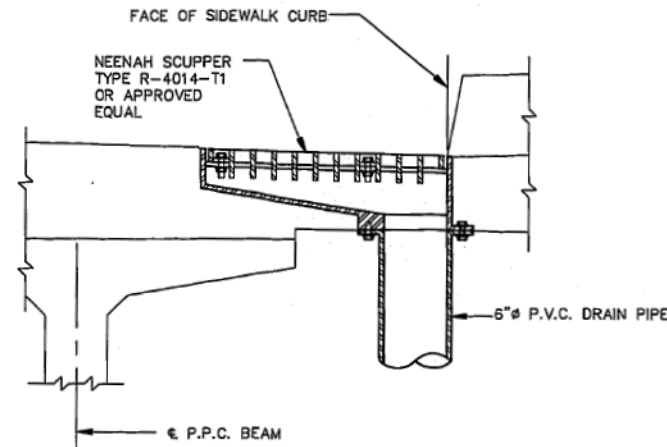
CONTRACT NO. RR-18-4387
OGDEN AVE. OVER I-294 (BN 265)
EXISTING JOINT DETAILS

SH-08
DRAWING NO.
143 OF 175

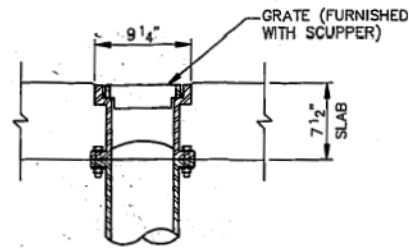
FOR INFORMATION ONLY



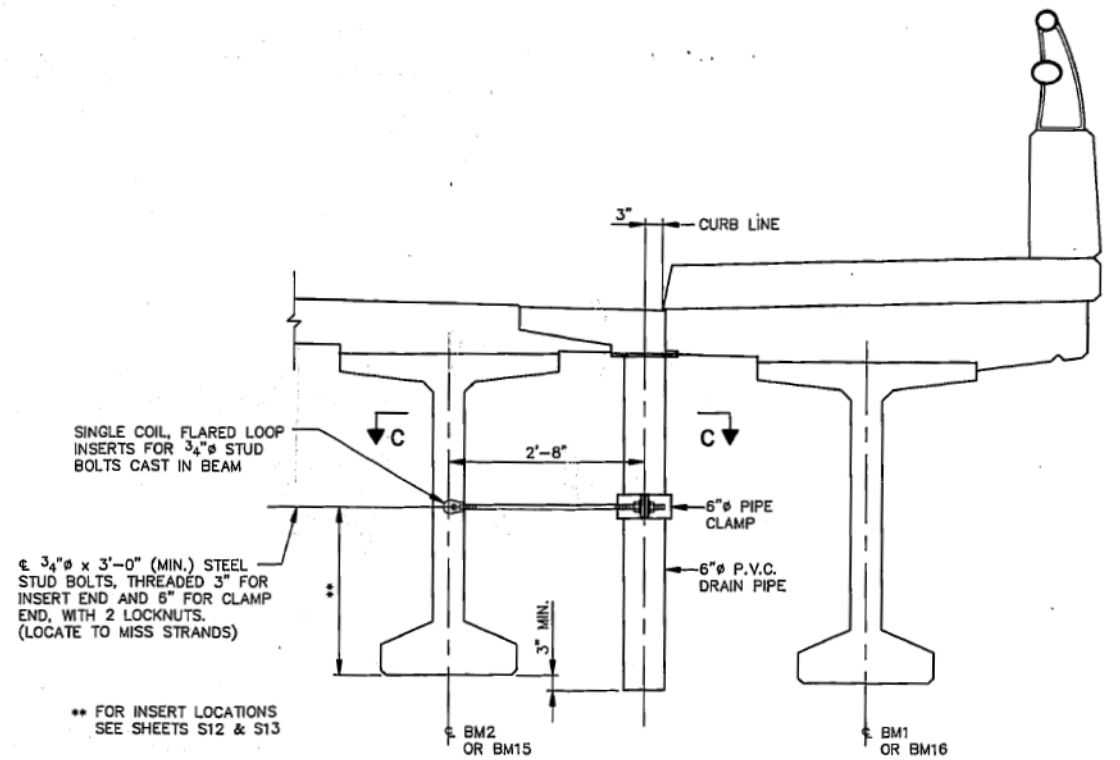
DRAINAGE SCUPPER PLAN



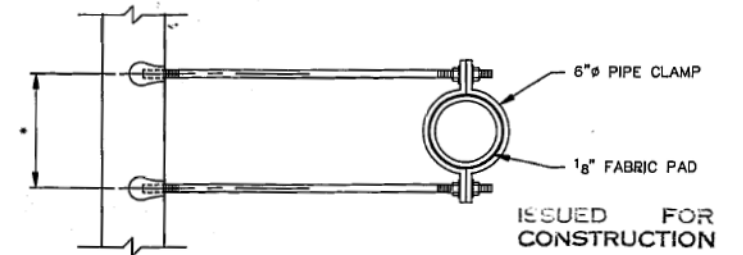
SECTION A-A



SECTION B-B



ELEVATION AT SCUPPER



SECTION C-C

** FOR INSERT LOCATIONS SEE SHEETS S12 & S13

ε 3/4" x 3'-0" (MIN.) STEEL STUD BOLTS, THREADED 3" FOR INSERT END AND 6" FOR CLAMP END, WITH 2 LOCKNUTS. (LOCATE TO MISS STRANDS)

* DIMENSION AS REQUIRED BY PIPE CLAMP

NOTES

1. THE CLAMPING DEVICE AND INSERTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-232.
2. REINFORCEMENT BARS BILLED WITH DECK PLAN. SEE SHEET S16
3. FOR SCUPPER LOCATIONS SEE DECK PLAN SHEET S16
4. THE COST OF THE 3/4" STUD BOLTS AND PIPE CLAMPS IS INCIDENTAL TO PVC DRAIN PIPE (6 IN.)
5. ALL EXTERIOR SURFACES OF THE PVC PIPE AND FITTINGS SHALL BE PAINTED WITH THE INTERMEDIATE COAT AND TOP COAT SPECIFIED FOR STRUCTURAL STEEL IN SECTION 1119 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE COLOR SHALL BE MUNSELL 10Y 7/1 LIGHT GREY.

BILL OF MATERIALS

ITEM	UNIT	TOTAL
DRAINAGE SCUPPERS (SPECIAL)	EACH	8
PVC DRAIN PIPE (6 IN.)	L.F.	148

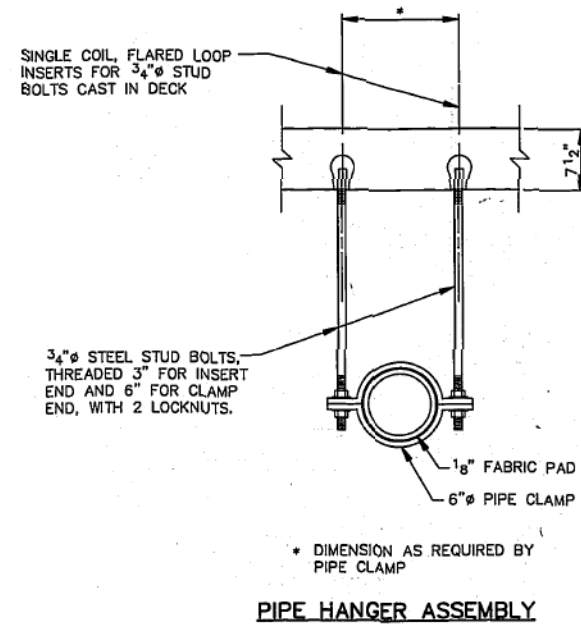
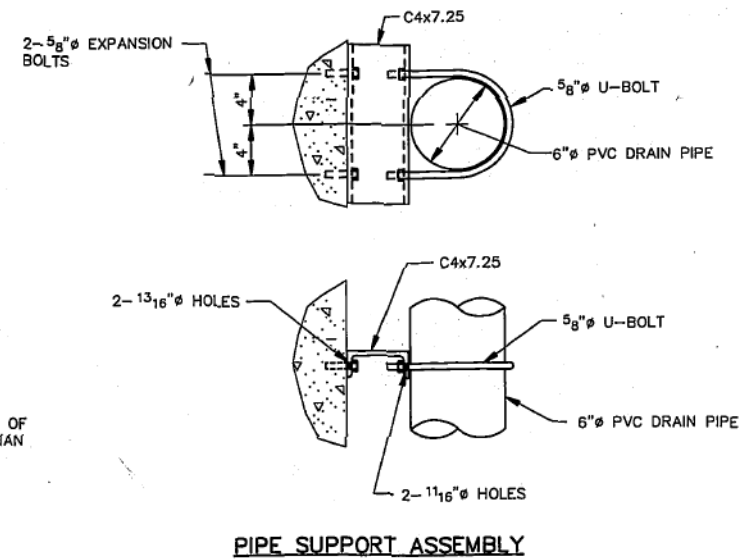
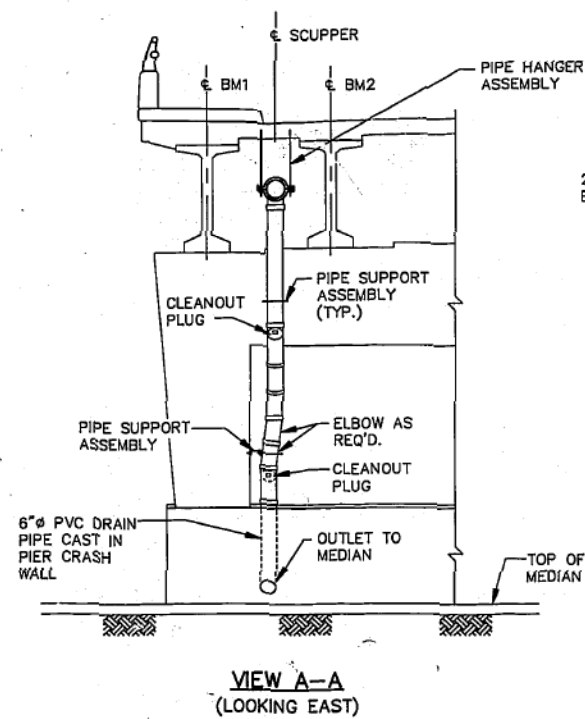
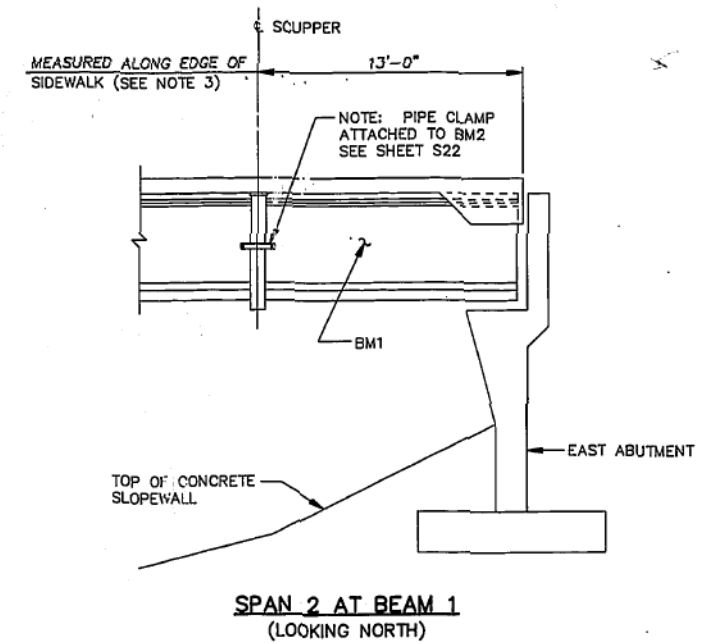
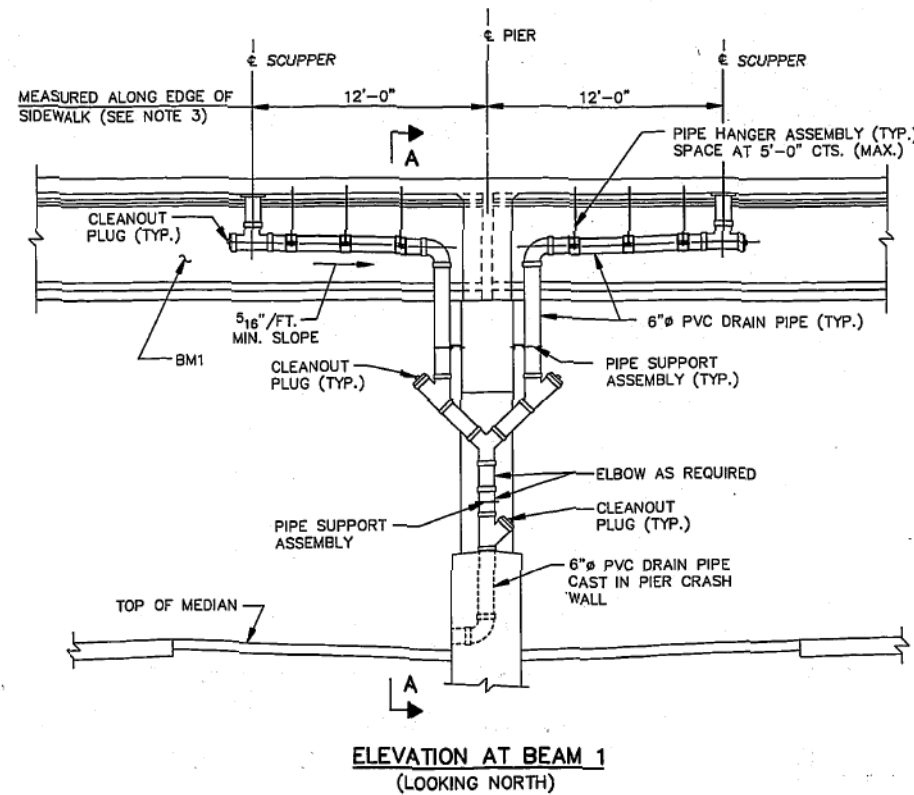
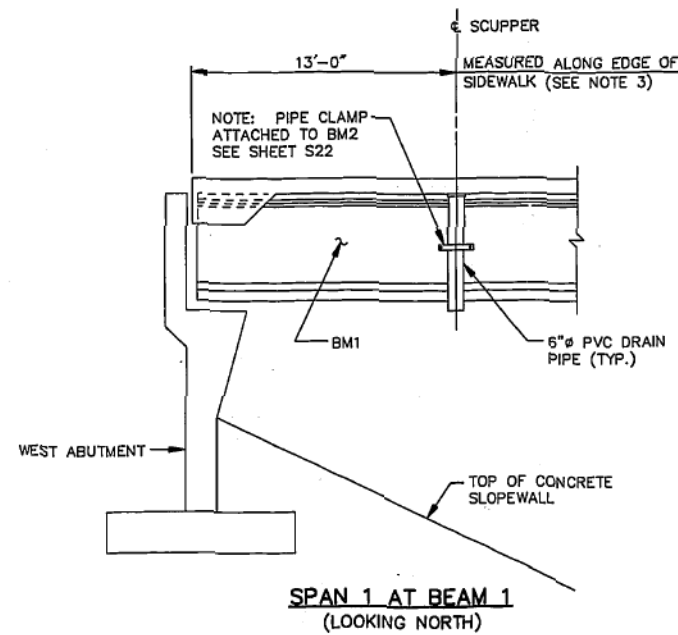
SHEET S22 OF S35

DRAWN.....GS	DATE...10/31/91	H.W. LOCHNER, INC. CONSULTING ENGINEERS CHICAGO - WASHINGTON - BOSTON - FLORIDA	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY EAST-WEST TOLLWAY AND MIDWEST ROAD OAK BROOK, ILLINOIS 60521	REVISIONS NO. DATE DESCRIPTION 1 12-07-93 RECORD DRAWING	CONTRACT CIP-661 SCUPPER DETAILS OGDEN AVE. OVER TRI-STATE TOLLWAY	DRAWING NO. 801 OF 119
CHECKED.....RWC	SCALE...N.T.S.					

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 PLOT TIME : 10:44 PM
 PLOT DATE : 4/13/2018
 PLOT SCALE : 20' = 1"

DRAWN BY GF	DATE 01/26/2018	AECOM	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS NO. DATE DESCRIPTION	CONTRACT NO. RR-18-4387 OGDEN AVE. OVER I-294 (BN 265) EXISTING DRAINAGE SYSTEM I	SH-09 DRAWING NO. 144 OF 175
CHECKED BY MK	DATE 4/17/2018					

FOR INFORMATION ONLY



ISSUED FOR CONSTRUCTION
JAN 14 1992

NOTES

1. THE CLAMPING DEVICES AND INSERTS SHALL BE GALVANIZED IN ACCORDANCE WITH AASHTO M-232
2. FOR SCUPPER DETAILS AND BILL OF MATERIALS SEE SHEET S22
3. FOR SCUPPER LOCATIONS SEE DECK PLAN SHEET S16
4. DETAILS SHOWN ARE SIMILAR FOR SCUPPERS AND DRAIN PIPES ALONG SOUTH SIDEWALK
5. THE COST OF THE 3/4" STUD BOLTS, U-BOLTS, INSERTS, EXPANSION BOLTS, NUTS, CHANNELS, PIPE CLAMPS AND FABRIC PADS IS INCIDENTAL TO PVC DRAIN PIPE (6 IN.)
6. ALL EXTERIOR SURFACES OF THE PVC PIPE AND FITTING SHALL BE PAINTED WITH THE INTERMEDIATE COAT AND TOP COAT SPECIFIED FOR STRUCTURAL STEEL IN SECTION III.9 OF THE STD. SPECS. EXCEPT THE COLOR SHALL BE MUNSELL 10Y 7/1 LT. GREY. SHEET S23 OF S35

DRAWN... GJS	DATE... 10/31/91	H.W. LOCHNER, INC. CONSULTING ENGINEERS CHICAGO - WASHINGTON - BOSTON - FLORIDA	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY EAST-WEST TOLLWAY AND MIDWEST ROAD OAK BROOK, ILLINOIS 60521	REVISIONS NO. DATE DESCRIPTION 1 12-07-93 RECORD DRAWING	CONTRACT CIP-661	DRAWING NO. 880 OF 449
CHECKED... RWC	SCALE... N.T.S.				DRAINAGE DETAILS OGDEN AVE. OVER TRI-STATE TOLLWAY	

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PLOT DATE = 4/13/2018
PLOT SCALE = 20' 3" / 1" = 1/4" = 1/4" = 1/4"

DRAWN BY GF DATE 01/25/2018
CHECKED BY MK DATE 4/17/2018

AECOM

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DATE DESCRIPTION

CONTRACT NO. RR-18-4387
OGDEN AVE. OVER I-294 (BN 265)
EXISTING DRAINAGE SYSTEM II

SH-10
DRAWING NO.
145 OF 175

BENCHMARK: R.R. SPIKE IN S. SIDE P.P. N. SIDE OF 31ST STREET. E. END OF BRIDGE. ELEV. 668.99

EXISTING STRUCTURE: 31ST STREET OVER I-294 WAS BUILT IN 1992 UNDER CONTRACT CIP-661, AFTER ORIGINAL BRIDGE FROM 1958 (CONTRACT T-5A) WAS REMOVED AND REPLACED. TWO-SPAN STRUCTURE HAS AN OVERALL LENGTH OF 240'-4" (BK. TO BK. OF ABUTMENTS). EXISTING SUPERSTRUCTURE CONSISTS OF PRESTRESSED CONCRETE GIRDERS WITH 7 1/2" THICK CONCRETE DECK. THE EXIST. SUBSTRUCTURE CONSISTS OF VAULTED ABUTMENTS AND PIER SUPPORTED ON METAL SHELL PILES.

TRAFFIC CONTROL: TRAFFIC TO BE MAINTAINED UTILIZING STAGE CONSTRUCTION.

NO SALVAGE.

SCOPE OF WORK

1. RECONSTRUCT DECK EXPANSION JOINT SEALS WITH SHALLOW DEPTH STRIP SEAL.
2. CLEAN AND PAINT EXISTING BEARINGS.
3. SURFACE REPAIR OF SELECT BEAMS.
4. CONCRETE SURFACE REPAIR AND CRACK SEALING OF PIER COLUMNS, CAP, DIAPHRAGMS, ABUTMENTS AND WINGWALLS.
5. SCARIFY AND APPLY THIN POLYMER OVERLAY ON DECK.
6. APPLY CONCRETE SEALANT TO SUBSTRUCTURE AND APPROACH SLAB.
7. CLEAN AND SEAL PARAPET.

CONSTRUCTION SPECIFICATIONS

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED MAY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JANUARY 1, 2017.

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.

ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS (GBSP).

DESIGN SPECIFICATIONS

AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES. 17TH EDITION.

STRUCTURE DESIGN MANUAL, ILLINOIS TOLLWAY, MARCH 2017

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL, JANUARY 2012.

DESIGN STRESSES

EXISTING:
 $f'_c = 6,500$ PSI (PRESTRESSED CONCRETE)
 $f_c = 3,500$ PSI (CAST-IN-PLACE CONC.)
 $f_y = 60,000$ PSI (REINFORCEMENT)

NEW:
 $f'_c = 4,000$ PSI (CAST-IN-PLACE CONCRETE)
 $f_y = 60,000$ PSI (REINFORCEMENT)

ORIGINAL DESIGN CRITERIA

LIVE LOAD: HS20-44
 FUTURE WEARING SURFACE: 25 PSF

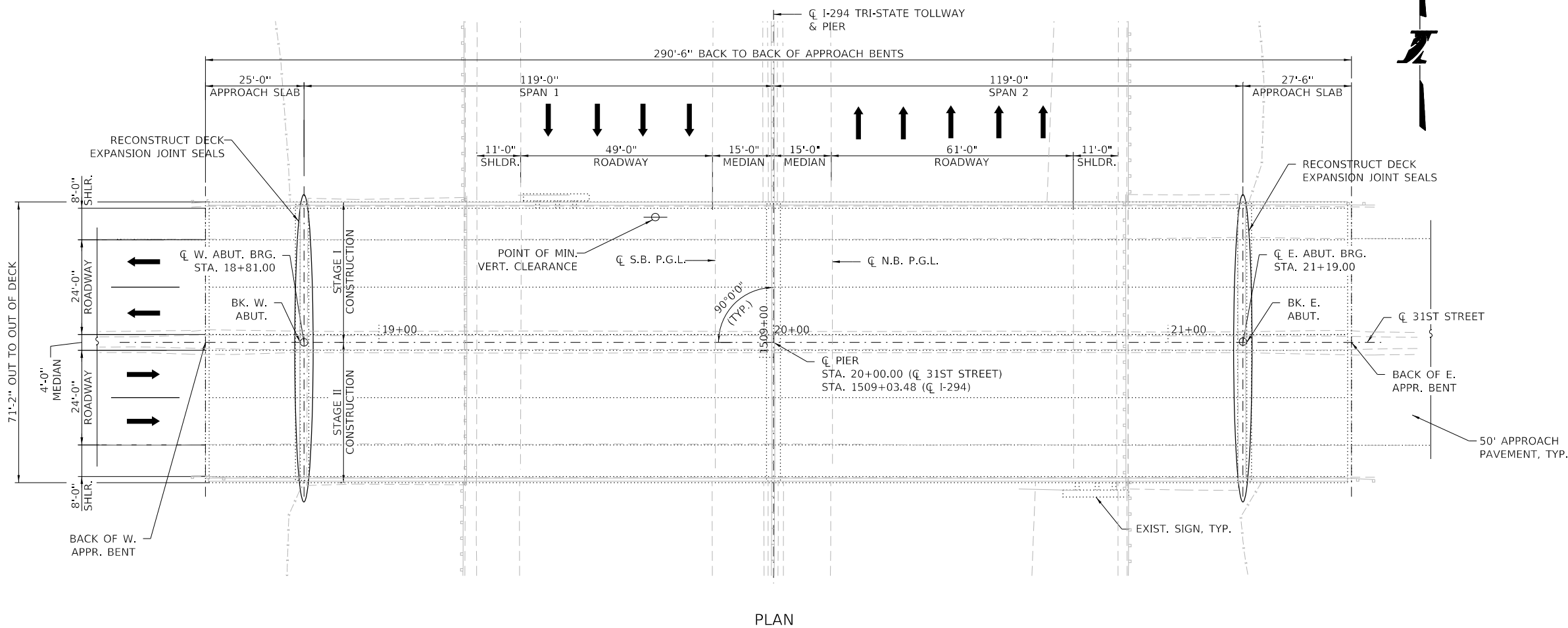
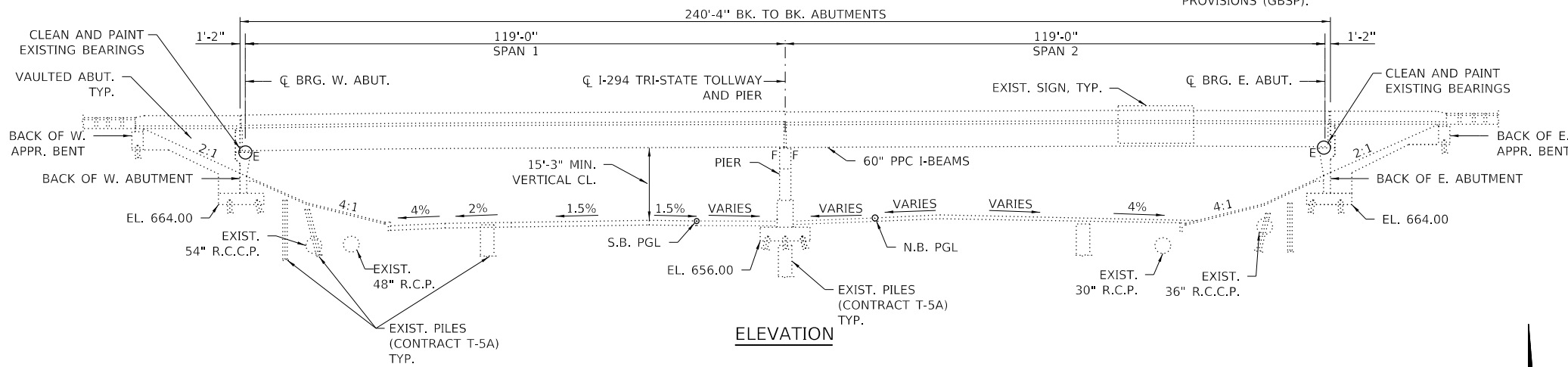
HIGHWAY CLASSIFICATION

ROUTE: 31ST STREET
 FUNCTIONAL CLASS: MINOR ARTERIAL
 ADT: 15,900 (2014)
 ADTT: NA

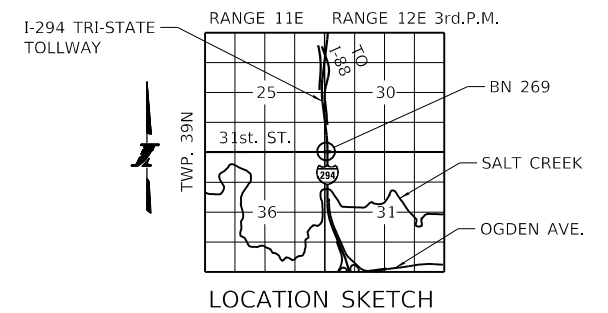
ROUTE: TRI-STATE TOLLWAY (I-294)
 ADT: 182,609 (2015)
 ADTT: NA

LEGEND

- EXISTING FENCE
- EXISTING GUARDRAIL



NOTE:
 DIMENSIONS AND DATA TAKEN FROM EXISTING AS-BUILT PLANS.



**GENERAL PLAN & ELEVATION
 31ST STREET
 OVER FAI RTE 0294 (I-294)
 COOK COUNTY
 MILE POST 28.50
 BRIDGE NO. 269 (SN 016-0867)**

PLOT TIME = 1:09:44 PM
 PLOT DATE = 4/13/2018
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 PLOT SCALE = 32x0.0000 : / in.

DRAWN BY GF DATE 01/29/2018
 CHECKED BY MK DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO.	RR-18-4387	SI-01
31ST STREET OVER I-294 (BN 269) GENERAL PLAN & ELEVATION		DRAWING NO. 146 OF 175

GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL.

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

BARS NOTED THUS, 3X2-#5 INDICATES 3 LINES OF BARS WITH 2 LENGTHS OF BARS PER LINE.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING SHALL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE."

THE PROTECTIVE SHIELD SYSTEM SHALL EXTEND A MINIMUM OF 10' BEYOND THE INDICATED LIMITS OF REPAIR SHOWN IN THE PLANS OR 5' BEYOND THE ACTUAL LIMITS OF PARTIAL OR FULL DEPTH REPAIR AS IDENTIFIED IN THE FIELD, WHICHEVER IS GREATER.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARS WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

ABBREVIATIONS

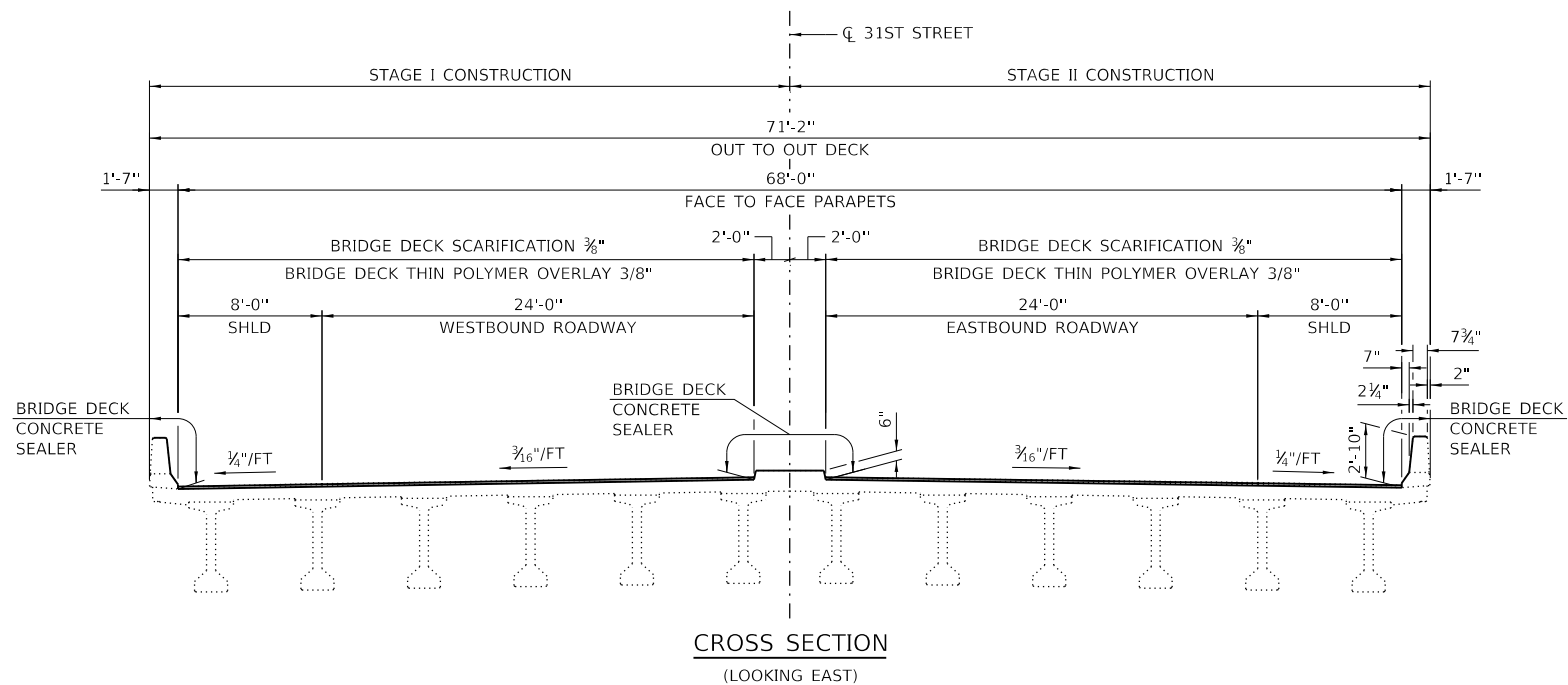
AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	MIN.	MINIMUM
ABUT.	ABUTMENT	N.	NORTH
APPR.	APPROACH	N.B.	NORTHBOUND
BK.	BACK	NO.	NUMBER
℄	BASELINE	PAR.	PARAPET
BOTT.	BOTTOM	PGL	PROFILE GRADE LINE
BRG.	BEARING	P.P.C.	PRECAST PRESTRESSED CONCRETE
℄	CENTERLINE	PVMT.	PAVEMENT
CTS.	CENTERS	REM.	REMOVAL
CL	CLEARANCE	RD.	ROAD
CONC.	CONCRETE	S.	SOUTH
CONST.	CONSTRUCTION	S.P.	SPECIAL PROVISION
CU. FT.	CUBIC FOOT	S.B.	SOUTHBOUND
∅	DIAMETER	SDWK.	SIDEWALK
E.	EAST	SF	SQUARE FOOT
EA.	EACH	SHLDR.	SHOULDER
E.B.	EASTBOUND	SPECS.	SPECIFICATIONS
ELEV.	ELEVATION	STD.	STANDARD
EXIST.	EXISTING	STA.	STATION
EXP.	EXPANSION	STG.	STAGE
EXP. JT.	EXPANSION JOINT	STR.	STRUCTURE
F	FAHRENHEIT	SUB.	SUBSTRUCTURE
FT.	FOOT	SUPER.	SUPERSTRUCTURE
L SUM	LUMP SUM	SY	SQUARE YARD
LBS.	POUNDS	TYP.	TYPICAL
LF	LINEAR FOOT	W.	WEST
MED.	MEDIAN	W.B.	WESTBOUND

TOTAL BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY	
			BN 269	RECORD
50102400	CONCRETE REMOVAL	CU YD	7.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	7.2	
50300300	PROTECTIVE COAT	SQ YD	29	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	920	
50800515	BAR SPLICERS	EACH	8	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	144	
X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	29	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	283	
X0326331	CLEANING AND PAINTING BEARINGS	EACH	24	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	6517	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	1	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8"	SQ YD	1706	
Z0012193	CONCRETE BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	1706	
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	27	
JT503050	SHALLOW CONCRETE REPAIR	SQ FT	38	
JT524010	APPLY CONCRETE SEALANT	SQ FT	3568	
J5121200	LOW PRESSURE EPOXY INJECTION	FOOT	13	

INDEX OF SHEETS

- SI-01 GENERAL PLAN AND ELEVATION
- SI-02 GENERAL NOTES, TOTAL BOM
- SI-03 WEST ABUTMENT REPAIRS
- SI-04 EAST ABUTMENT REPAIRS
- SI-05 PIER REPAIRS
- SI-06 BEAM REPAIRS
- SI-07 DECK REPAIRS
- SI-08 JOINT PLAN
- SI-09 JOINT DETAILS
- SI-10 BAR SPLICER DETAILS



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PLOT DATE = 4/13/2018

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DRAWN BY	GF	DATE	01/24/2018
CHECKED BY	MK	DATE	4/17/2018



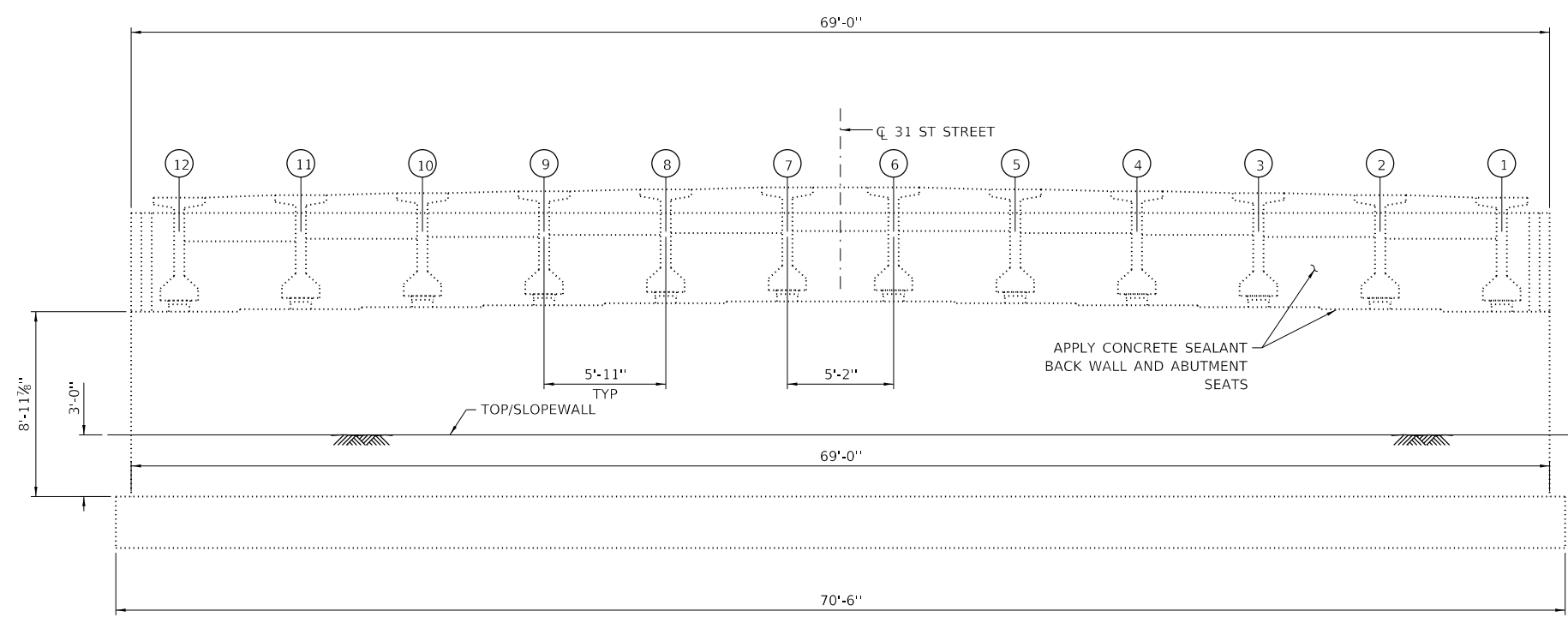
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

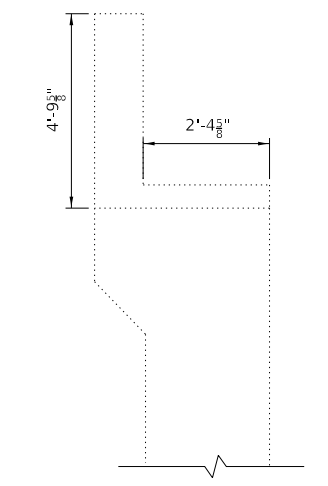
CONTRACT NO. RR-18-4387
31ST STREET OVER I-294 (BN 269)
GENERAL NOTES, TOTAL BOM

SI-02
DRAWING NO.
147 OF 175

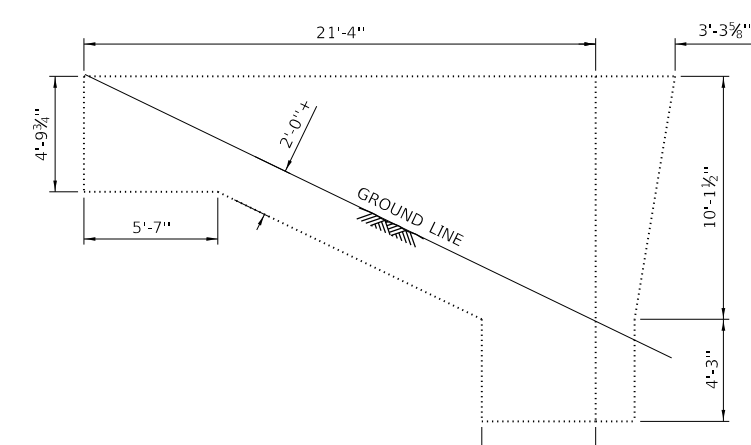
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 PLOT SCALE = 200 : 1 / 1"



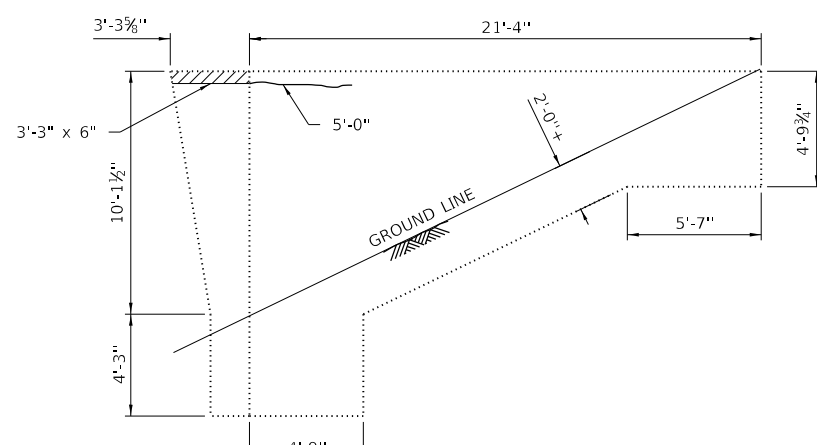
ELEVATION - WEST ABUTMENT
(LOOKING WEST)



TYPICAL SECTION



SOUTH WINGWALL
(LOOKING NORTH)



NORTH WINGWALL
(LOOKING SOUTH)

NOTES:

- REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.
- DIMENSIONS TAKEN FROM EXISTING PLANS.

LEGEND

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)
- LOW PRESSURE EPOXY INJECTION

BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	5
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	2
JT524010	APPLY CONCRETE SEALANT	SQ FT	469

DRAWN BY GF DATE 01/25/2018
 CHECKED BY MK DATE 4/17/2018



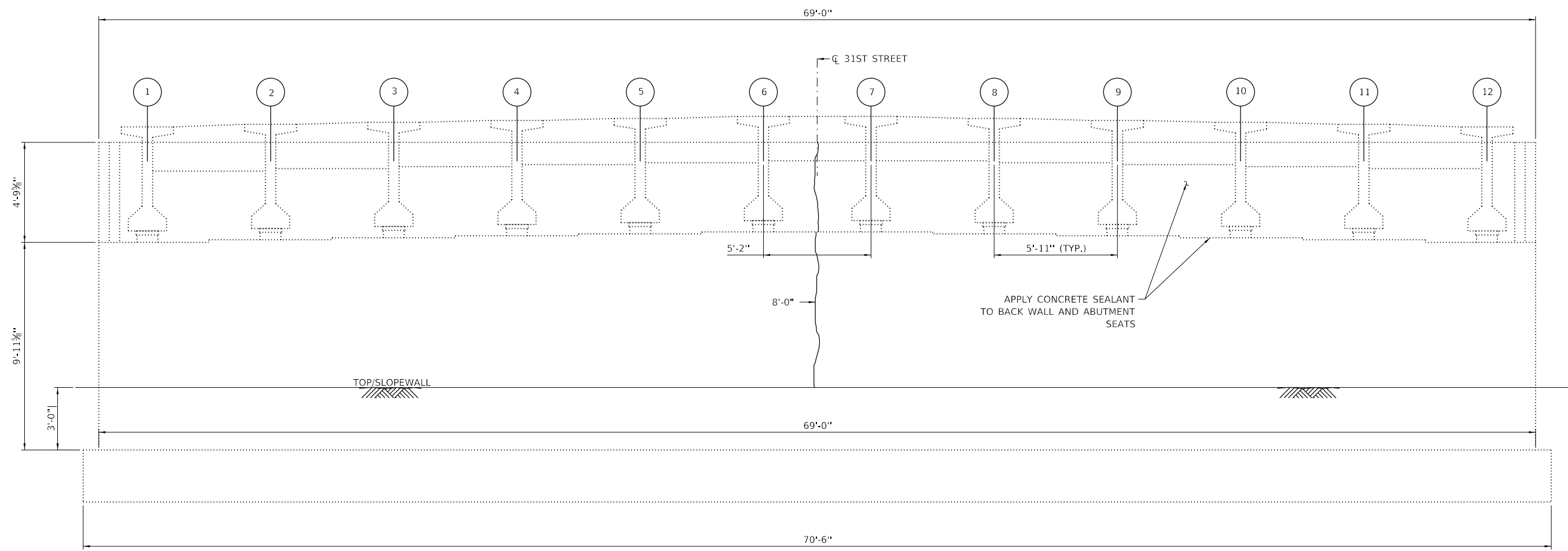
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE

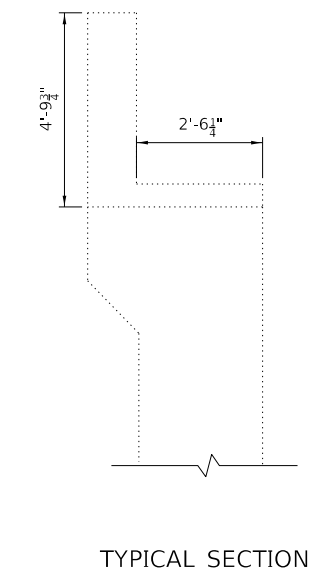
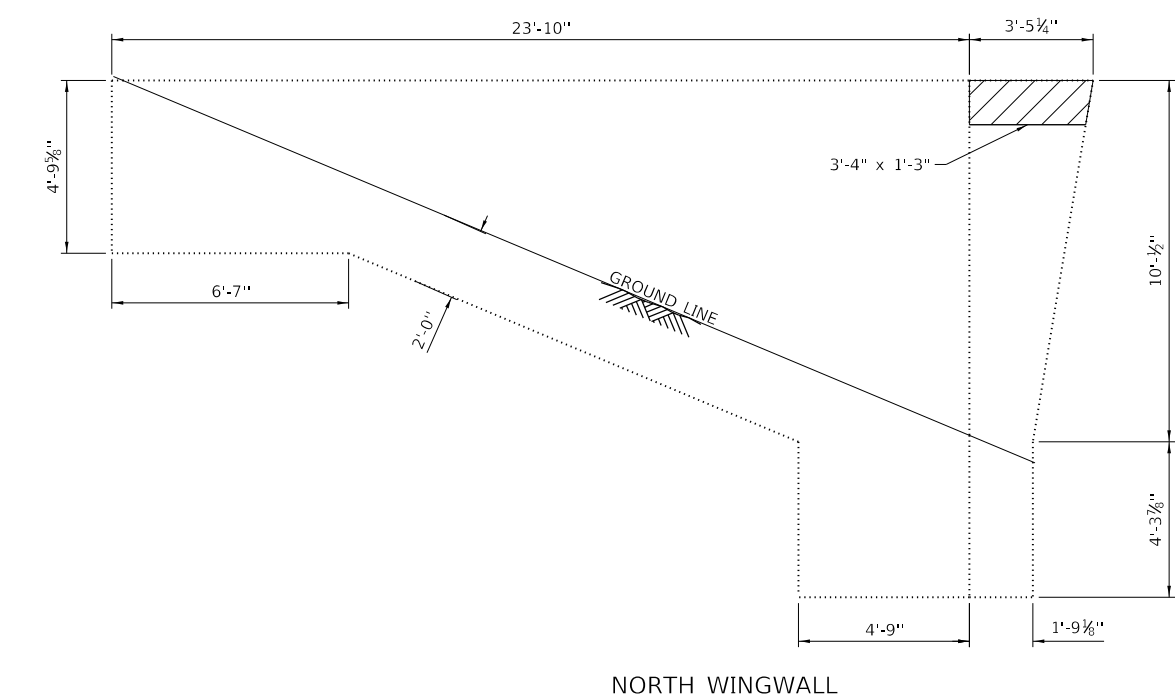
CONTRACT NO. RR-18-4387
 31ST STREET OVER I-294 (BN 269)
 WEST ABUTMENT REPAIRS

SI-03
 DRAWING NO.
 148 OF 175

PLOT TIME = 11:10:44 PM
 PLOT DATE = 4/13/2018
 PLOT SCALE = 200' = 1" / 10'
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ELEVATION - EAST ABUTMENT
(LOOKING EAST)



- NOTES:**
- REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.
 - DIMENSIONS TAKEN FROM EXISTING PLANS.

LEGEND

	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)
	LOW PRESSURE EPOXY INJECTION

BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY
JS121200	LOW PRESSURE EPOXY INJECTION	FOOT	8
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	5
JT524010	APPLY CONCRETE SEALANT	SQ FT	479

DRAWN BY GF DATE 01/25/2018
 CHECKED BY MK DATE 4/17/2018

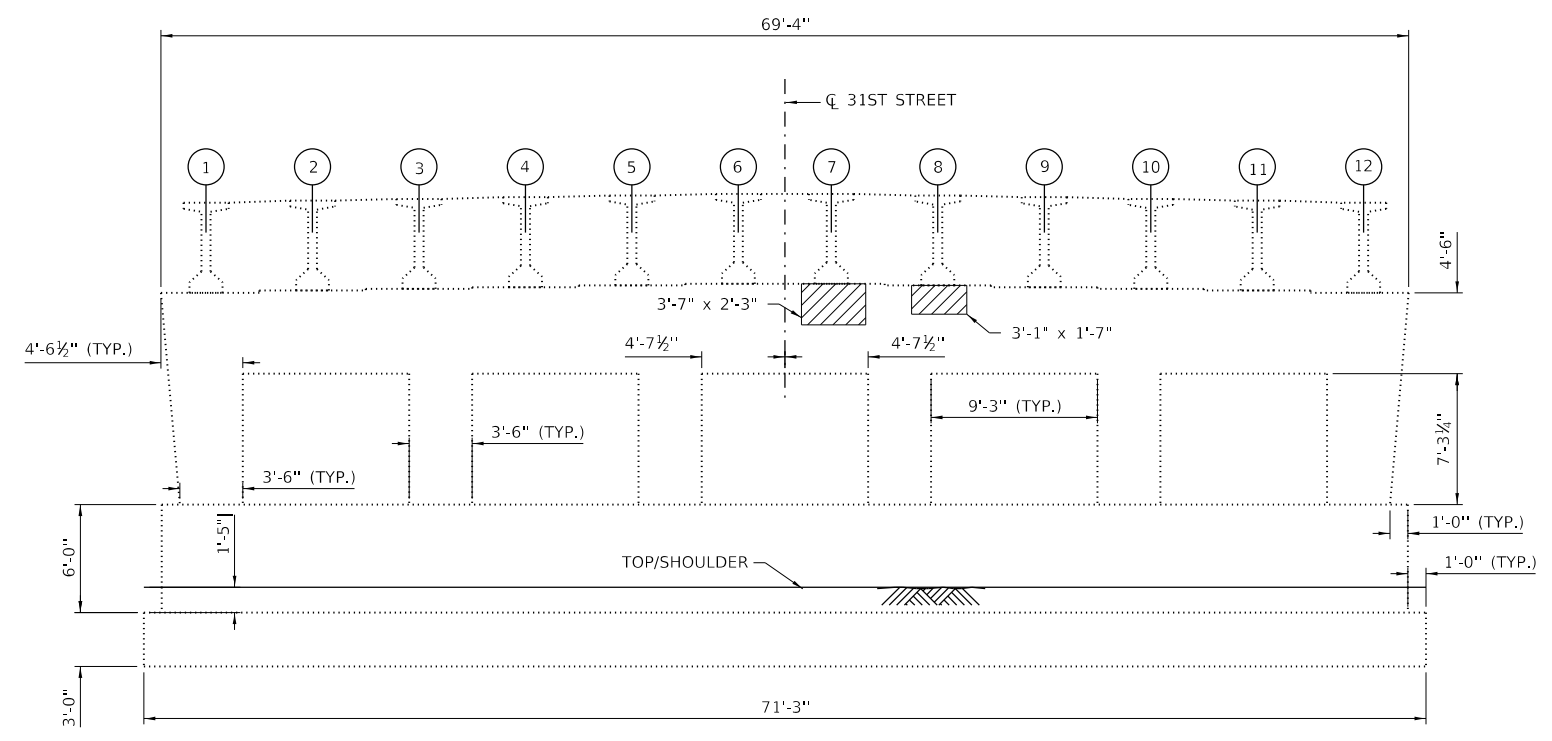


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

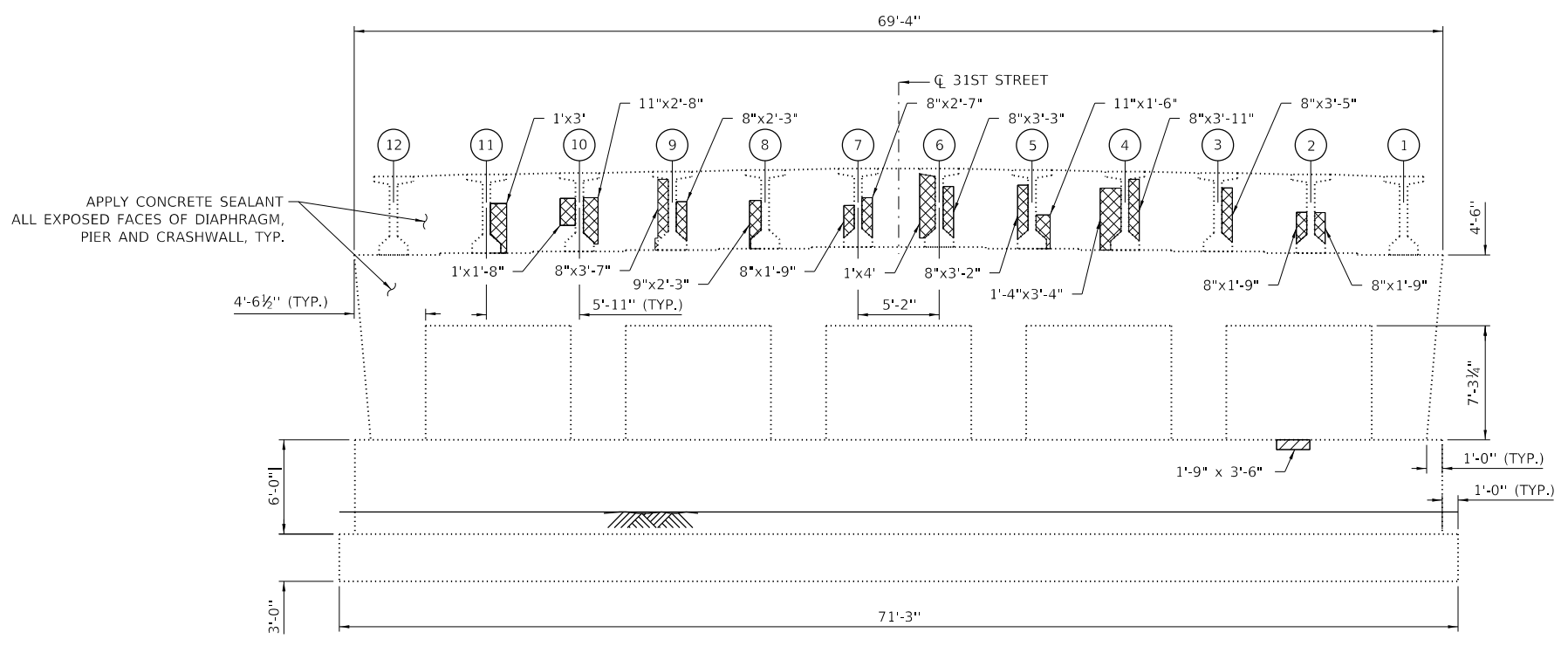
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. **RR-18-4387**
31ST STREET OVER I-294 (BN 269)
EAST ABUTMENT REPAIRS
 SI-04
 DRAWING NO. 149 OF 175

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ELEVATION - MEDIAN PIER
(LOOKING EAST)



ELEVATION - MEDIAN PIER
(LOOKING WEST)

NOTES:

- REPAIR AREAS AND CRACK LENGTHS SHOWN ARE FROM A 2017 INSPECTION AND ARE INTENDED AS A GUIDE FOR BIDDING PURPOSES. ACTUAL REPAIR AREAS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. A NOMINAL AMOUNT OF ADDITIONAL REPAIR QUANTITIES HAVE BEEN PROVIDED TO ACCOUNT FOR REPAIRS NOT SHOWN.
- DIMENSIONS TAKEN FROM EXISTING PLANS.

LEGEND

- STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)
- SHALLOW CONCRETE REPAIR

BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	QUANTITY
JT503040	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 IN.)	SQ FT	20
JT524010	APPLY CONCRETE SEALANT	SQ FT	2620
JT503050	SHALLOW CONCRETE REPAIR	SQ FT	38

DRAWN BY GF DATE 01/25/2018
 CHECKED BY MK DATE 4/17/2018

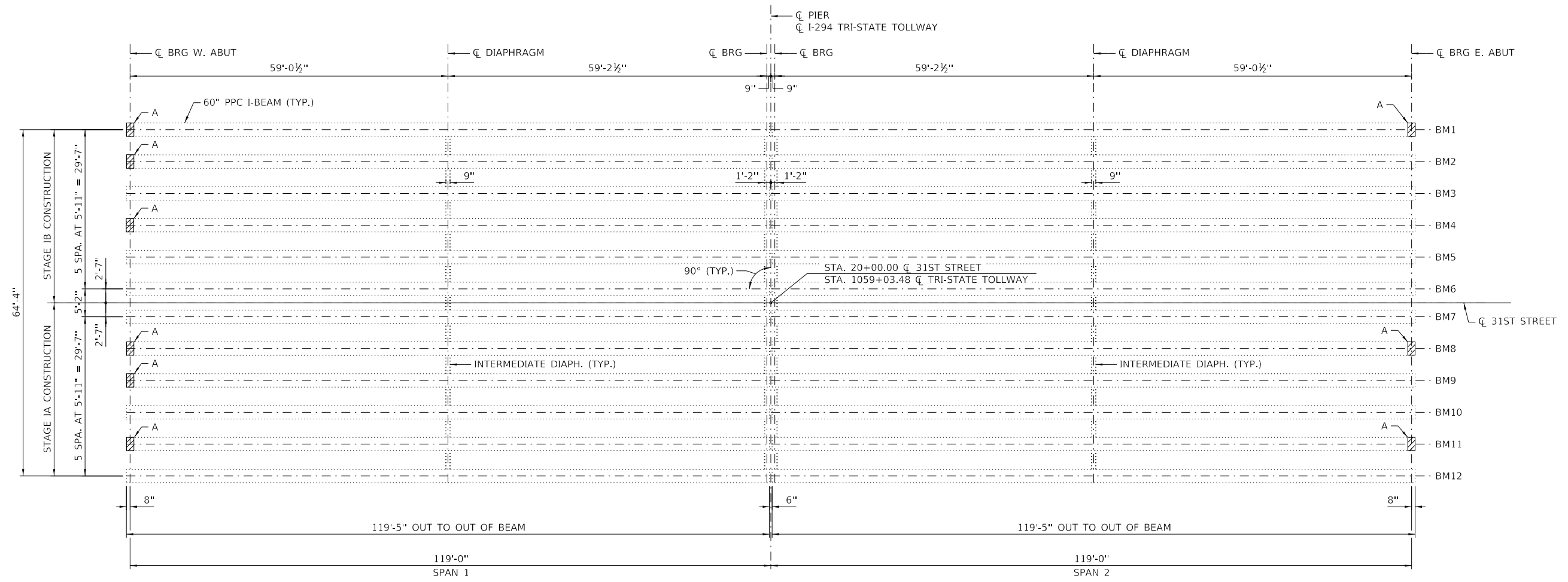


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

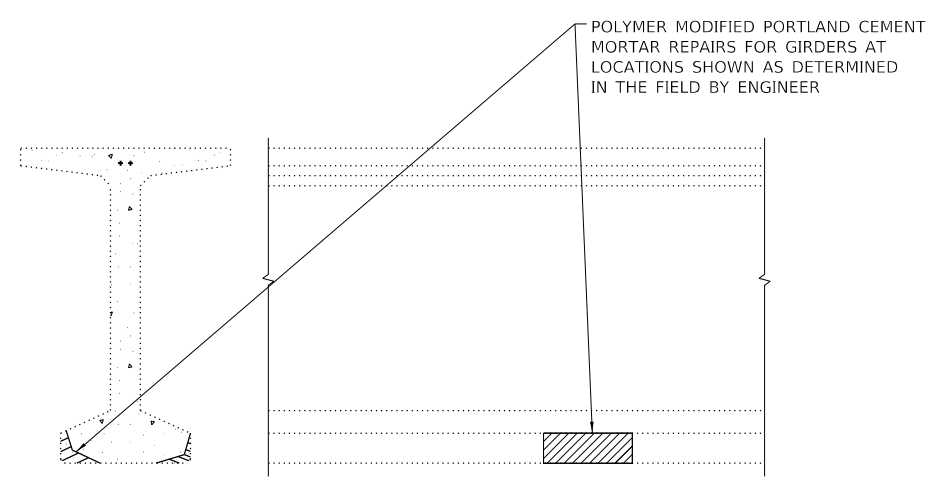
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 31ST STREET OVER I-294 (BN 269)
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 SI-05
 DRAWING NO. 150 OF 175

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 PLOT DATE : 4/13/2018
 PLOT SCALE : 200 : 1 / in.
 PLOT TIME : 1:11:47 PM



FRAMING PLAN



TYPICAL BEAM REPAIR DETAILS

LEGEND

- POLYMER MODIFIED PORTLAND CEMENT MORTAR
- A = REPAIR BOTTOM FLANGE

BILL OF MATERIAL

PAY ITEM NUMBER	ITEM	UNIT	QUANTITY
X0326331	CLEANING AND PAINTING BEARINGS	EACH	24
X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQFT	29

DRAWN BY	GF	DATE	01/31/2018
CHECKED BY	MK	DATE	4/17/2018



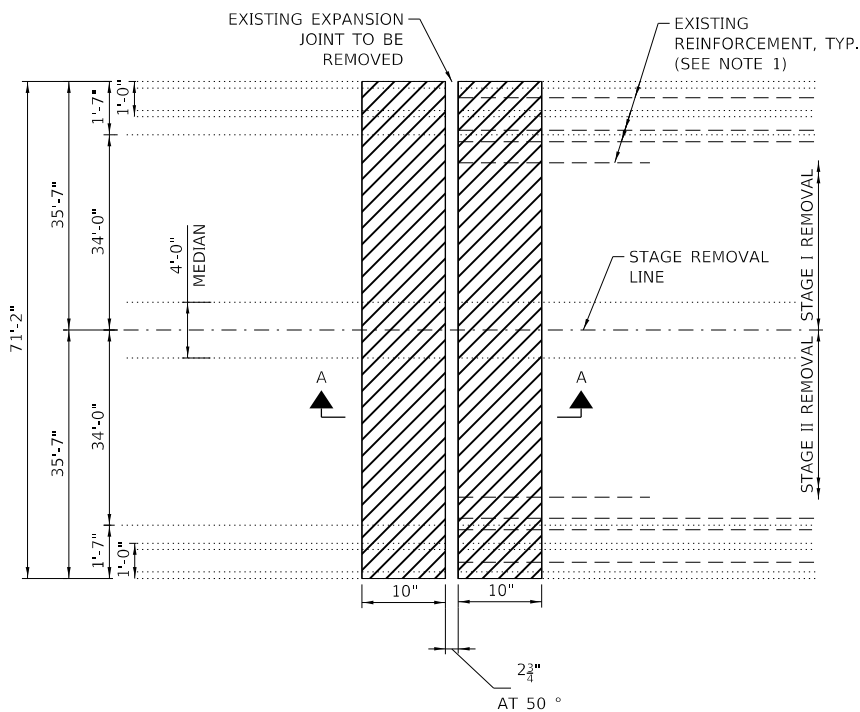
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DATE DESCRIPTION

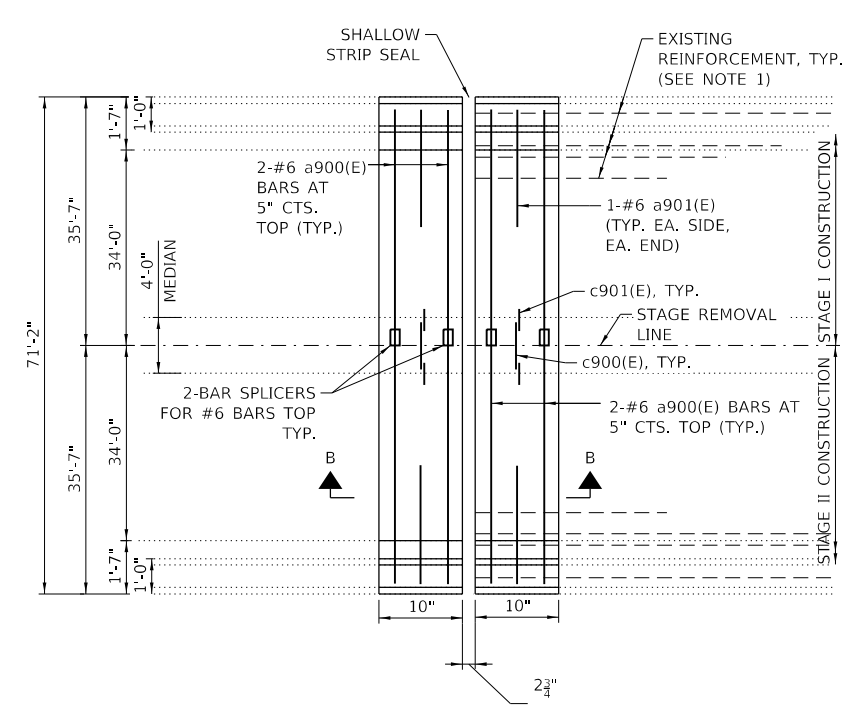
CONTRACT NO. **RR-18-4387**
31ST STREET OVER I-294 (BN 269)
BEAM REPAIRS

SI-06
 DRAWING NO.
 151 OF 175

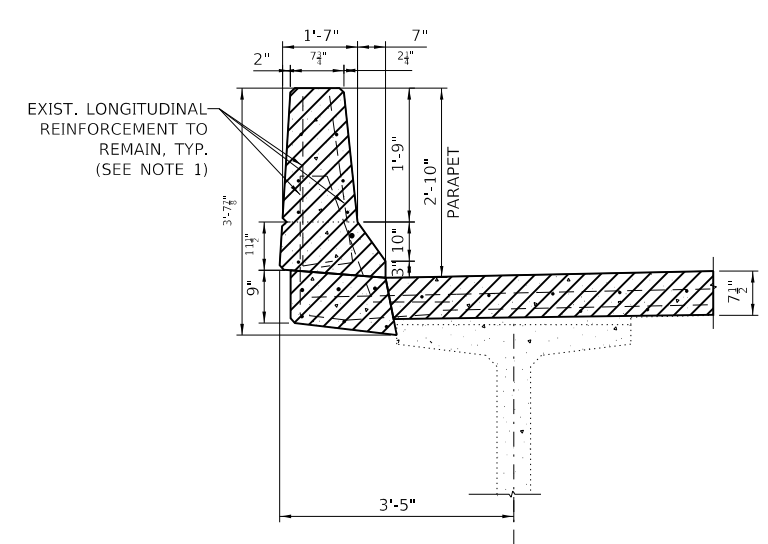
FILE NAME = p:\aecom\ra-pa-bentley\com\CDM\DS16_NA\Documents\60545817-Central_Tra-State_DCM\0400_Mo-K_Packages\1-16-4265-SG4\10 - 4387\01 - DGN\12 - SHT\ACMA-4265-008-SHT-269-08_EXP\JOINT_BN269-ACM.dgn
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 PLOT DATE = 4/13/2018
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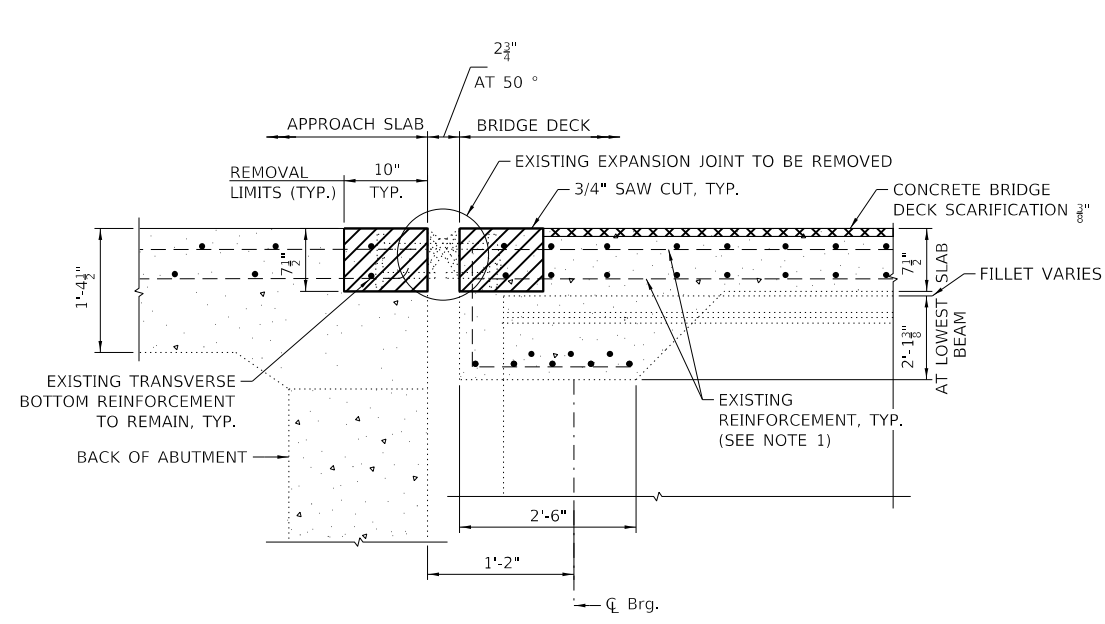
PARTIAL PLAN SHOWING CONCRETE REMOVAL
(WEST ABUTMENT SHOWN, EAST ABUTMENT SIMILAR)



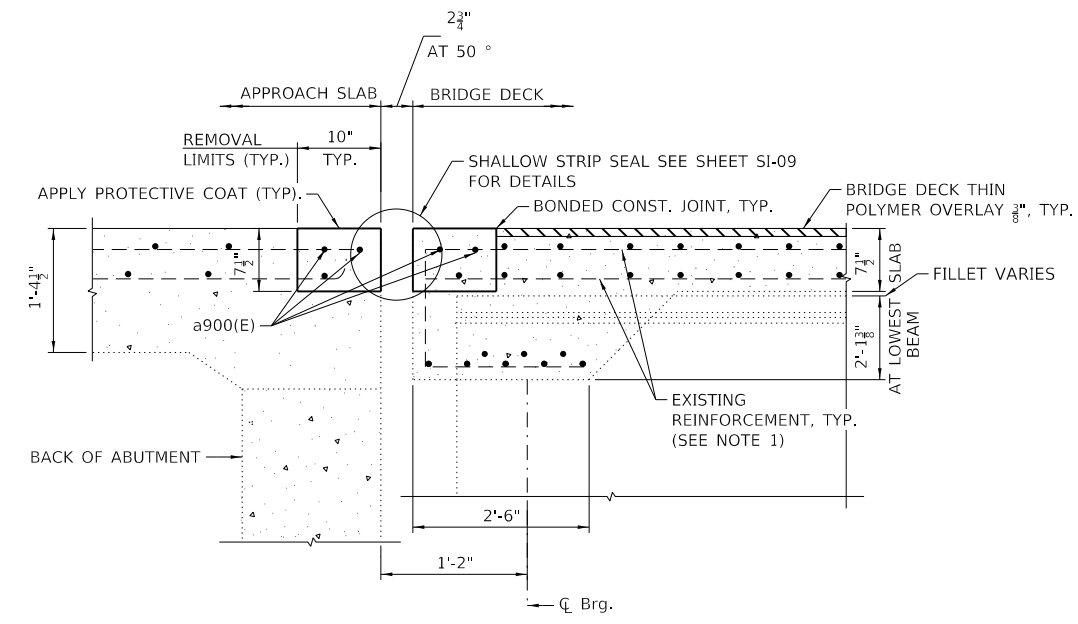
PARTIAL PLAN SHOWING CONCRETE REPLACEMENT
(WEST ABUTMENT SHOWN, EAST ABUTMENT SIMILAR)



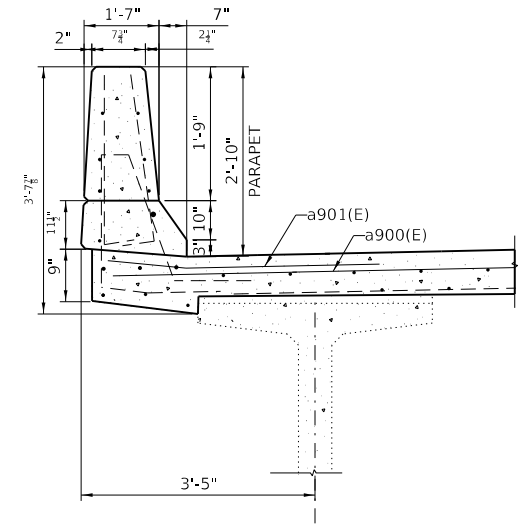
TYPICAL SECTION AT PARAPET - REMOVAL



SECTION A-A



SECTION B-B



TYPICAL SECTION AT PARAPET - REPLACEMENT

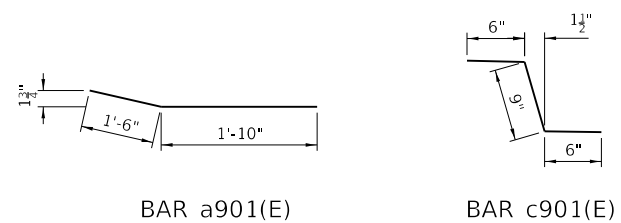
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a900(E)	16	#6	35'-0"	—
a901(E)	8	#6	3'-4"	—
c900(E)	4	#5	3'-6"	—
c901(E)	8	#5	1'-9"	—
50102400	CONCRETE REMOVAL		CU YD	7.2
50300255	CONCRETE SUPERSTRUCTURE		CU YD	7.2
50300300	PROTECTIVE COAT		SQ YD	29
50800515	BAR SPLICERS		EACH	8
50800205	REINFORCEMENT BARS, EPOXY COATED		POUNDS	920

NOTES

- EXISTING REINFORCMENT EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM. COST SHALL BE INCLUDED WITH CONCRETE REMOVAL.
- SEE SHEET SI-09 FOR MEDIAN REMOVAL AND REPLACEMENT DETAILS.
- SEE SHEET SI-09 FOR SECTION THRU STRIP SEAL JOINT AND TYPICAL END TREATMENTS.
- SEE SHEET SI-10 FOR BAR SPLICER DETAILS.

LEGEND



DRAWN BY GF DATE 01/31/2018
 CHECKED BY MK DATE 4/17/2018

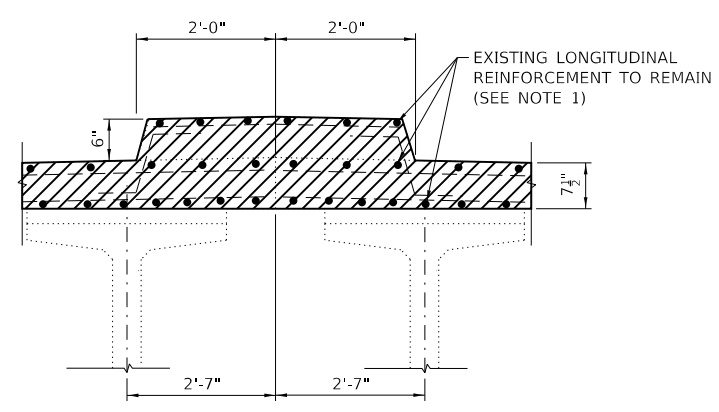


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

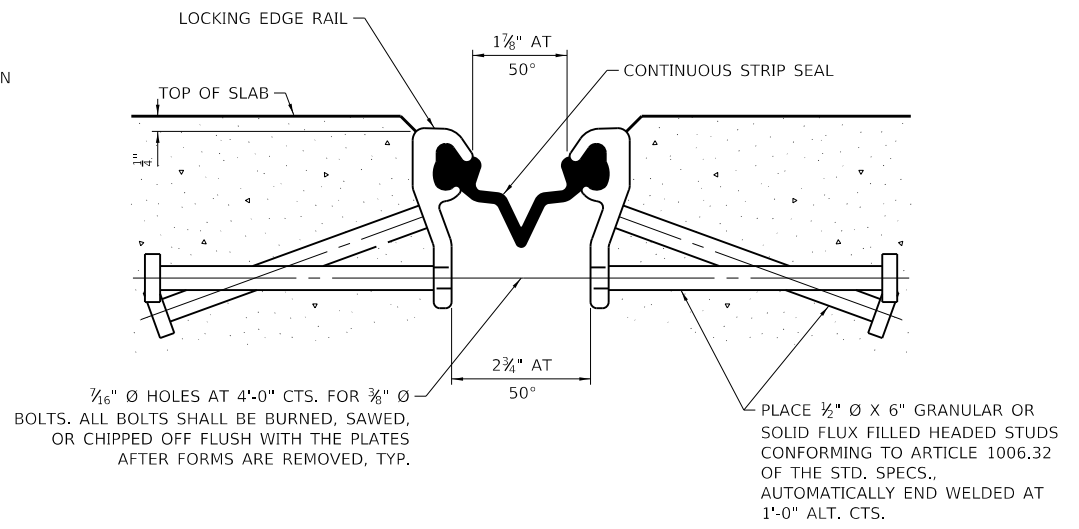
REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 31ST STREET OVER I-294 (BN 269)
 JOINT PLAN
 SI-08
 DRAWING NO. 153 OF 175

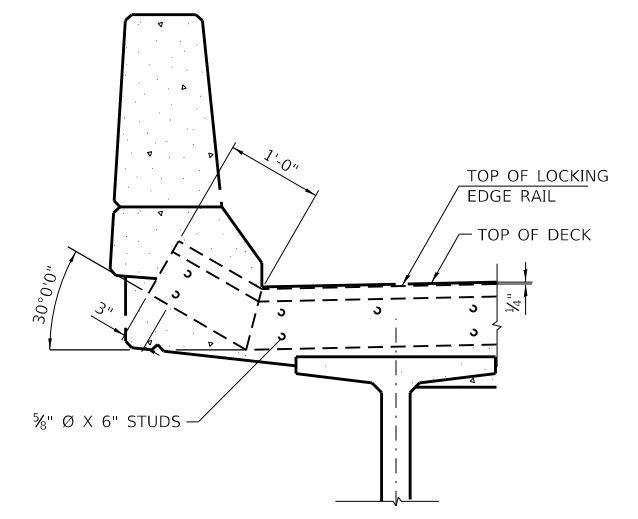
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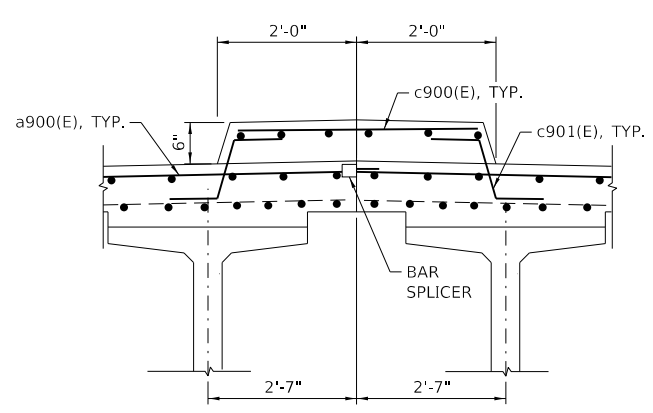
TYPICAL SECTION AT MEDIAN - REMOVAL



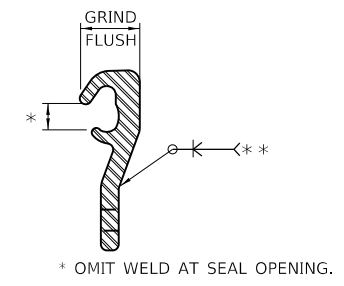
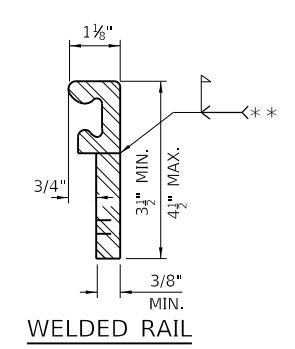
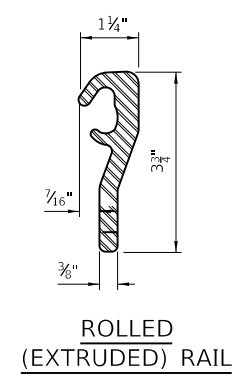
SECTION THRU SHALLOW STRIP SEAL JOINT



ELEVATION AT PARAPET
TYPICAL END TREATMENTS

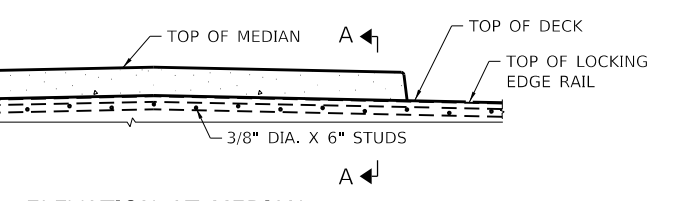


TYPICAL SECTION AT MEDIAN - REPLACEMENT

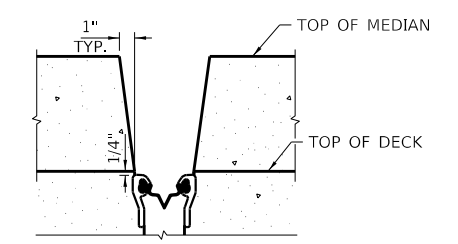


LOCKING EDGE RAILS

** BACK GOUGE NOT REQUIRED IF COMPLETE JOINT PENETRATION IS VERIFIED BY MOCK-UP.



ELEVATION AT MEDIAN



SECTION A-A

NOTES

- EXISTING REINFORCMENT EXTENDING INTO THE REMOVAL AREA SHALL BE CLEANED, STRAIGHTENED AND INCORPORATED INTO THE NEW CONSTRUCTION. ANY REINFORCEMENT BARS THAT ARE DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH AN APPROVED BAR SPLICER OR ANCHORAGE SYSTEM.
- SEE SHEET SI-08 FOR BILL OF MATERIAL.

NOTES

- THE STRIP SEAL SHALL BE MADE CONTINUOUS AND SHALL HAVE A MINIMUM THICKNESS OF 1/4". THE CONFIGURATION OF THE STRIP SEAL SHALL MATCH THE CONFIGURATION OF THE LOCKING EDGE RAILS.
- THE HEIGHT AND THICKNESS OF THE LOCKING EDGE RAILS SHOWN ARE MINIMUM DIMENSIONS. THE ACTUAL CONFIGURATION OF THE LOCKING EDGE RAILS AND MATCHING STRIP SEAL MAY VARY FROM MANUFACTURER TO MANUFACTURER. FLANGED EDGE RAILS WILL NOT BE ALLOWED.
- THE INSIDE OF THE LOCKING EDGE RAIL GROOVE SHALL BE FREE OF WELD RESIDUE.
- LOCKING EDGE RAILS MAY BE SPLICED AT SLOPE DISCONTINUITIES AND STAGE CONSTRUCTION JOINTS.
- THE MANUFACTURER'S RECOMMENDED INSTALLATION METHODS SHALL BE FOLLOWED.
- ALL STEEL COMPONENTS SHALL BE HOT DIP GALVANIZED AFTER FABRICATION ACCORDING TO ARTICLE 520.03 OF THE STANDARD SPECIFICATIONS.
- MAXIMUM SPACE BETWEEN RAIL SEGMENTS AT STAGE LINES SHALL BE 3/16", SEALED WITH A SUITABLE SEALANT.

BILL OF MATERIAL

ITEM	DESCRIPTION	UNIT	TOTAL
52000110	PREFORMED JOINT STRIP SEAL	FOOT	144

DRAWN BY	GF	DATE	01/31/2018
CHECKED BY	MK	DATE	4/17/2018



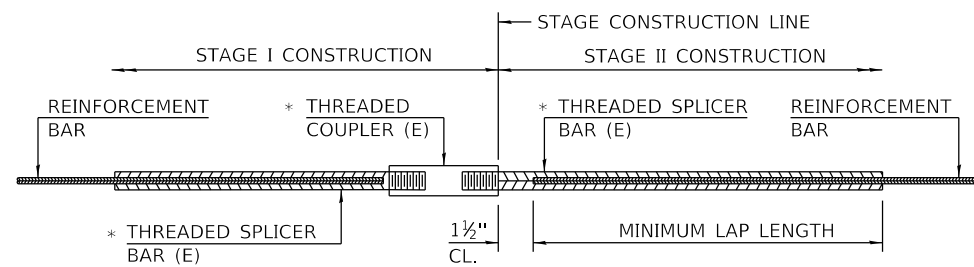
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 31ST STREET OVER I-294 (BN 269)
 JOINT DETAILS

SI-09
 DRAWING NO.
 154 OF 175

PLOT TIME = 11:34:5 PM
 PLOT DATE = 4/13/2018
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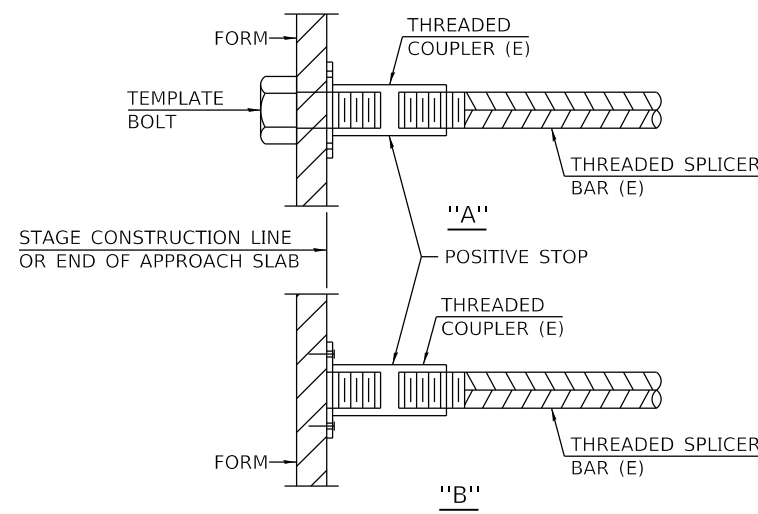


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
JOINT RECONSTRUCTION	#6	8	3'-10"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.

"B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL BARS.

(E) : INDICATES EPOXY COATING.

NOTES

- SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
- ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
- BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
- SEE APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

DRAWN BY GF DATE 2/26/2018
 CHECKED BY MK DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 31ST STREET OVER I-294 (BN 269)
 BAR SPLICER DETAILS

SI-10
 DRAWING NO.
 155 OF 175

BENCHMARK

NO BENCHMARK DATA IS AVAILABLE

EXISTING STRUCTURE

BRIDGE NO 203 WAS ORIGINALLY BUILT IN 2006. THE EXISTING STRUCTURE IS A TWO SPAN BRIDGE WITH AN OUT-TO-OUT WIDTH OF 82'-0" AND MEASURES 279'-6" FROM BACK TO BACK ABUTMENTS. THE COMPOSITE SUPERSTRUCTURE CONSISTS OF A REINFORCED CONCRETE DECK AND 10 LINES OF GIRDERS. BEAMS ARE 60" WEB WELDED PLATE GIRDERS. THE SEMI-INTEGRAL ABUTMENTS AND MULTI-COLUMN PIERS ARE FOUNDED ON FOOTINGS SUPPORTED BY PILES. THE BRIDGE CARRIES TWO LANES OF WESTBOUND TRAFFIC AND THREE LANES OF EASTBOUND TRAFFIC. TRAFFIC TO BE MAINTAINED USING STAGE CONSTRUCTION.

NO SALVAGE

SCOPE OF WORK

1. REPLACE APPROACH SLAB TRANSVERSE EXPANSION JOINTS
2. APPLY CONCRETE SEALERS
3. REBUILD WEST APPROACH PARAPET
4. SCARIFY DECK AND APPLY POLYMER CONCRETE OVERLAY
5. PARTIAL DEPTH REPAIR TO BRIDGE DECK AND APPROACH SLAB
6. CLEAN AND REPAIR DRAINAGE SYSTEM
7. REPAIR GUARDRAIL AND GUARDRAIL ATTACHMENTS AT NORTHWEST APPROACH

DESIGN SPECIFICATIONS

2002 AASHTO STD. SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION

ILLINOIS TOLLWAY STRUCTURE DESIGN MANUAL DATED MARCH 2017

ILLINOIS DEPARTMENT OF TRANSPORTATION BRIDGE MANUAL DATED JANUARY 2012

CONSTRUCTION SPECIFICATIONS

ILLINOIS DEPARTMENT OF TRANSPORTATION GUIDE BRIDGE SPECIAL PROVISIONS

ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED MAY 1, 2017

ILLINOIS DEPARTMENT OF TRANSPORTATION SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ISSUED JANUARY 1, 2018

ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ISSUED APRIL 1, 2016

DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

f_c = 4,000 psi
f_y = 60,000 psi (Reinforcement)

FIELD UNITS (EXISTING CONSTRUCTION)

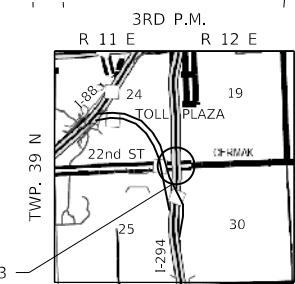
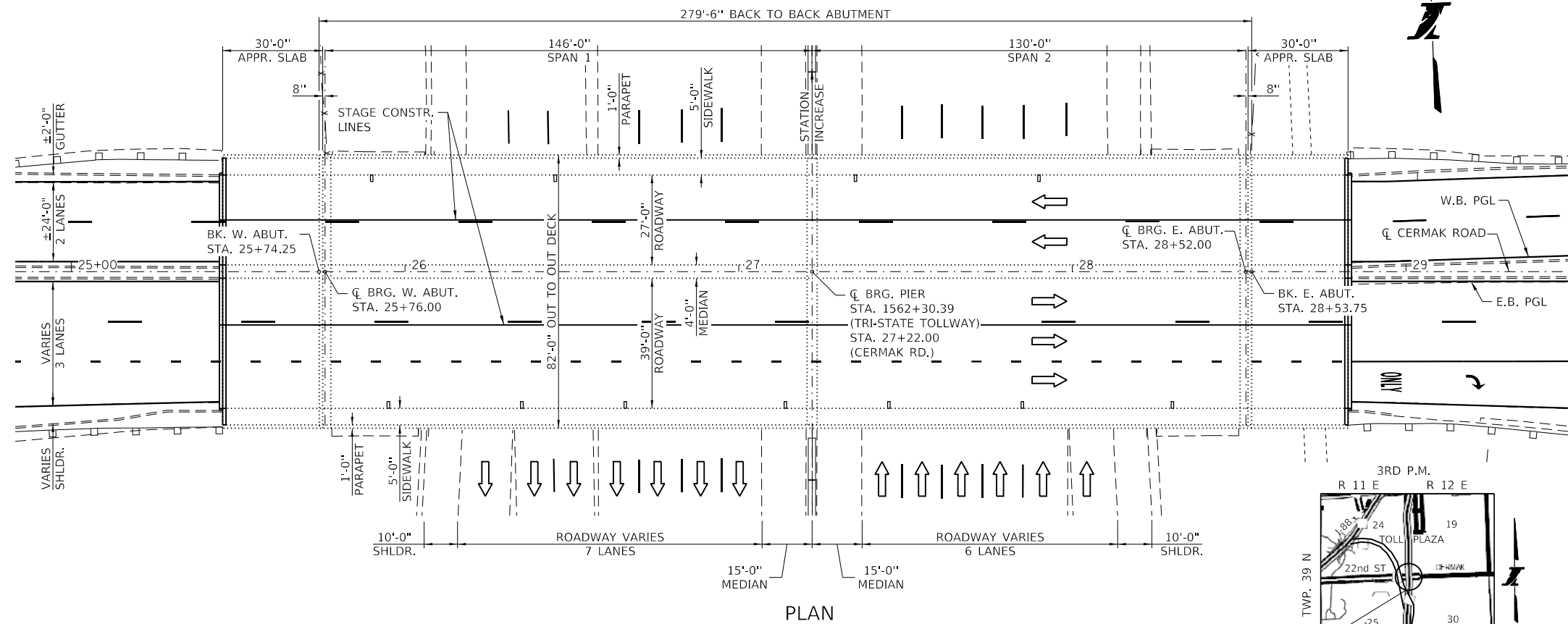
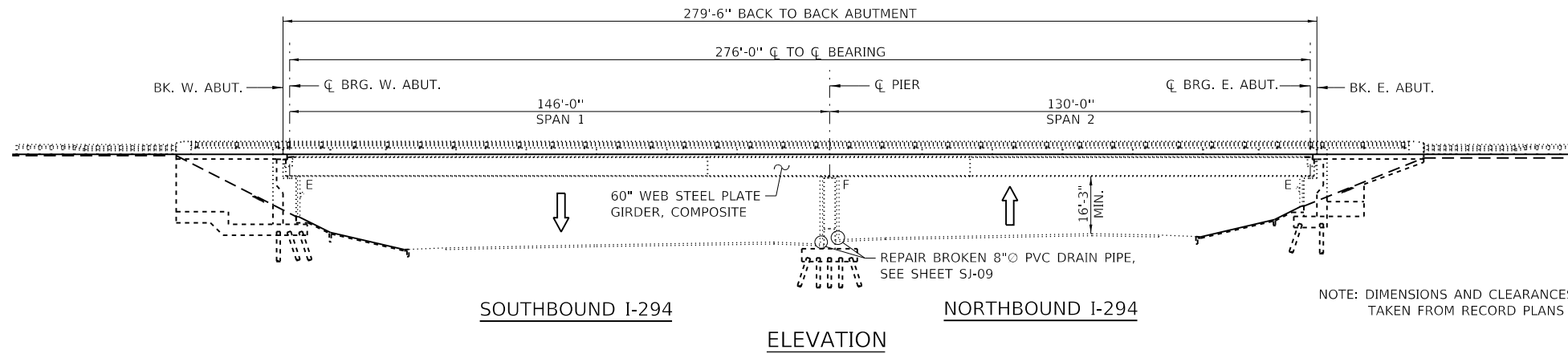
f_c = 3,500 psi
f_y = 60,000 psi (Reinforcement)

LOADING HS20-44

HIGHWAY CLASSIFICATION

RTE. OVER: CERMAK ROAD
FUNCTIONAL CLASS: MINOR ARTERIAL
ADT: 12,550 (2014) 29,973 (2032)
ADTT: 251 (2014) 600 (2032)

RTE. UNDER: F.A.I. 294
FUNCTIONAL CLASS: INTERSTATE
ADT: 144,300 (2016) 131,634 (2032)
ADTT: 20,202 (2016) 18,429 (2032)



GENERAL PLAN AND ELEVATION
CERMAK ROAD OVER
TRI-STATE TOLLWAY (I-294)
COOK COUNTY
mile post 29.52
BRIDGE NO. 203 (016-2854)

PLOT TIME = 1:22:03 PM FILE NAME = p:\a\com\ra-pa-bentley\com\BENTLEY\Documents\60545817-Central Tr-States DCM\0400 Work Packages\1-16-4265-SG4\10 - 4387\01 - DCM\12 - SHT\01\4387-SHT-BN203 (PFE-SJ01-0E1) PLOT SCALE = 0:2:0000 1' / ft. PLOT DATE = 4/13/2018

DRAWN BY CFS DATE 4/17/2018
CHECKED BY SCD DATE 4/17/2018

QEI
QUIGG ENGINEERING INC
2351 SOUTH DIRKSEN PARKWAY
SPRINGFIELD, ILLINOIS 62703
217-670-0563 (P) / 217-679-2204 (F)
www.quiggengineering.com

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
2700 OGDEN AVENUE
DOWNERS GROVE,
ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
CERMAK ROAD OVER I-294 (BN 203)
GENERAL PLAN AND ELEVATION
SJ-01
DRAWING NO. 156 OF 175

STRUCTURAL GENERAL NOTES

CAST-IN-PLACE CONCRETE

ALL EXPOSED CONCRETE EDGES SHALL HAVE A 3/4" X 45° CHAMFER, EXCEPT WHERE SHOWN OTHERWISE. CHAMFER ON VERTICAL EDGES SHALL BE CONTINUED A MINIMUM OF ONE FOOT BELOW FINISHED GROUND LEVEL

REINFORCEMENT BARS

REINFORCEMENT BARS, INCLUDING EPOXY-COATED REINFORCEMENT BARS, SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M-31 (ASTM A706), GRADE 60, DEFORMED BARS.

REINFORCEMENT BARS DESIGNATED "(E)" SHALL BE EPOXY COATED.

REINFORCEMENT BAR BENDING DETAILS SHALL BE IN ACCORDANCE WITH THE LATEST "MANUAL OF STANDARD PRACTICE FOR DETAILING REINFORCED CONCRETE STRUCTURES", ACI 315.

REINFORCEMENT BAR BENDING DIMENSIONS ARE OUT TO OUT.

COVER FROM THE FACE OF CONCRETE TO FACE OF REINFORCEMENT BARS SHALL BE 3" FOR SURFACES FORMED AGAINST EARTH AND 2" FOR ALL OTHER SURFACES UNLESS OTHERWISE SHOWN.

CONSTRUCTION

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK; HOWEVER, THE CONTRACTOR SHALL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE FOR THE WORK.

CONTRACTOR SHALL NOT SCALE DIMENSIONS FROM THE CONTRACT PLANS FOR CONSTRUCTION PURPOSES. SCALES SHOWN ARE FOR INFORMATION ONLY.

NO CONSTRUCTION JOINTS EXCEPT THOSE SHOWN ON THE PLANS SHALL BE ALLOWED UNLESS APPROVED BY THE ENGINEER.

THE CONTRACTOR MAY REQUEST COPIES OF EXISTING CONSTRUCTION PLANS THAT ARE CURRENTLY ON FILE WITH THE ILLINOIS TOLLWAY. THE REQUEST SHALL BE IN WRITING WITH THE UNDERSTANDING THAT ANY REPRODUCTION COST WILL BE AT THE CONTRACTOR'S EXPENSE AT NO ADDITIONAL COST TO THE ILLINOIS TOLLWAY.

NO CONCRETE CUTTING SHALL BE PERMITTED UNTIL THE CUTTING LIMITS HAVE BEEN OUTLINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO STARTING CONSTRUCTION. CONTACT J.U.L.I.E., 800-892-0123.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION OF ALL FIBER OPTIC UTILITIES PRIOR TO STARTING CONSTRUCTION. THE CONTRACTOR SHALL INITIATE THE LOCATION PROCESS FOR THE FIBER OPTIC CABLE BY COMPLETING A "REQUEST ILLINOIS TOLLWAY UTILITIES LOCATE" FORM FILLED IN ONLINE AT THE ILLINOIS TOLLWAY WEBSITE UNDER "DOING BUSINESS" AT LEAST FOUR (4) BUSINESS DAYS PRIOR TO STARTING ANY UNDERGROUND OPERATIONS, EXCAVATIONS OR DIGGING OF ANY TYPE IN THE GENERAL AREA OF THE FIBER OPTIC CABLE."

EXISTING REINFORCEMENT WHICH IS TO BE INCORPORATED INTO THE NEW CONSTRUCTION SHALL BE BLAST CLEANED TO GRAY METAL, STRAIGHTENED (WITHOUT HEATING), AND CUT TO FIT. COST OF WHICH SHALL BE INCLUDED WITH "CONCRETE REMOVAL" UNLESS OTHERWISE NOTED.

WHENEVER ANY MATERIAL IS DEPOSITED INTO A DRAINAGE SYSTEM OR DRAINAGE STRUCTURES, THE DEPOSITED MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL DRAINAGE SYSTEMS AND STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS DEPOSITED DURING THE VARIOUS CONSTRUCTION OPERATIONS.

THE PROTECTIVE SHIELD SYSTEM SHALL EXTEND A MINIMUM OF 10' BEYOND THE INDICATED LIMITS OF REPAIR SHOWN IN THE PLANS OR 5' BEYOND THE ACTUAL LIMITS OF PARTIAL OR FULL DEPTH REPAIR AS IDENTIFIED IN THE FIELD, WHICHEVER IS GREATER.

CONCRETE SEALER SHALL BE APPLIED TO THE SURFACES OF ALL PIER AND ABUTMENT SEATS, INCLUDING BACKWALLS LOCATED BELOW ROADWAY EXPANSION JOINTS. SEALER SHALL ALSO BE APPLIED TO ALL EXPOSED SURFACES OF PIERS IN THE MEDIAN OR PIERS, ABUTMENTS AND WINGWALLS THAT ARE ADJACENT TO THE ROADWAY. EXISTING SURFACES SHALL BE POWER WASHED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 592 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

SUPPLEMENTAL GENERAL NOTES

STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS

A STRUCTURAL ENGINEER, LICENSED IN THE STATE OF ILLINOIS, SHALL PREPARE AND SUBMIT STRUCTURE ASSESSMENT REPORTS (SARS) FOR THE PROPOSED WORK ASSOCIATED WITH REMOVING, MODIFYING OR RECONSTRUCTING EXISTING STRUCTURES OR PORTIONS THEREOF. UNLESS NOTED OTHERWISE, A SAR SHALL BE REQUIRED WHEN THE CONTRACTOR'S MEANS AND METHODS APPLY LOADS TO THE STRUCTURE OR CHANGE ITS STRUCTURAL BEHAVIOR. A SAR SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND ACCEPTANCE PRIOR TO STARTING THE WORK, IN ACCORDANCE WITH THE LATEST IDOT GUIDE BRIDGE SPECIAL PROVISION, "STRUCTURAL ASSESSMENT REPORTS FOR CONTRACTOR'S MEANS AND METHODS" PRIOR TO BEGINNING THE WORK COVERED BY THAT SAR. SEPARATE PORTIONS OF THE WORK MAY BE COVERED BY SEPARATE SARS WHICH MAY BE SUBMITTED AT DIFFERENT TIMES OR AS DICTATED BY THE CONTRACTOR'S SCHEDULE.

AN EXISTING STRUCTURE INFORMATION PACKAGE (ESIP) WILL BE PROVIDED BY THE ILLINOIS TOLLWAY TO THE CONTRACTOR UPON REQUEST. THIS PACKAGE WILL TYPICALLY INCLUDE EXISTING OR "AS BUILT" PLANS, AND THE LATEST NATIONAL BRIDGE INSPECTION STANDARDS (NBIS) INSPECTION REPORT. THE AVAILABILITY OF STRUCTURAL INFORMATION FROM THE ILLINOIS TOLLWAY IS SOLELY FOR THE CONVENIENCE AND INFORMATION OF THE CONTRACTOR AND SHALL NOT RELIEVE THE CONTRACTOR OF THE DUTY TO MAKE, AND THE RISK OF MAKING, EXAMINATIONS AND INVESTIGATIONS AS REQUIRED TO ASSESS CONDITIONS AFFECTING THE WORK. ANY DATA FURNISHED IN THE ESIP IS FOR INFORMATION ONLY AND DOES NOT CONSTITUTE A PART OF THE CONTRACT. THE ILLINOIS TOLLWAY MAKES NO REPRESENTATION OR WARRANTY, EXPRESS OR IMPLIED, AS TO THE INFORMATION CONVEYED OR AS TO ANY INTERPRETATIONS MADE FROM THE DATA.

TOTAL BILL OF MATERIAL

PAY ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
50102400	CONCRETE REMOVAL	CU YD	15.5	
50157300	PROTECTIVE SHIELD	SQ YD	913	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	15.5	
50300300	PROTECTIVE COAT	SQ YD	38	
50800205	REINFORCEMENT BARS, EPOXY COATED	LB	1,150	
50800515	BAR SPLICERS	EACH	28	
59000200	EPOXY CRACK INJECTION	FOOT	5	
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50	
63200310	GUARDRAIL REMOVAL	FOOT	50	
X0325747	BRIDGE DECK CONCRETE CRACK SEALER	FOOT	29	
X5870015	BRIDGE DECK CONCRETE SEALER	SQ FT	11,175	
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	13	
Z0005876	BONDED PREFORMED JOINT SEALER, 4 INCH	FOOT	146	
Z0012102	CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH	SQ YD	2,034	
Z0012193	BRIDGE DECK THIN POLYMER OVERLAY 3/8"	SQ YD	2,034	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	82	
J1505040	REPAIR BRIDGE DRAINAGE SYSTEM	EACH	1	
JT524010	APPLY CONCRETE SEALANT	SQ FT	2,572	
JT602838	CLEAN DRAINAGE SYSTEM, LOCATION NO. 8	EACH	1	

INDEX OF SHEETS

SHEET NO.	TITLE
SJ-01	GENERAL PLAN AND ELEVATION
SJ-02	GENERAL NOTES & BILL OF MATERIAL
SJ-03	CONSTRUCTION STAGING
SJ-04	DECK AND APPROACH PAVEMENT REPAIRS
SJ-05	EXPANSION JOINT REPLACEMENT
SJ-06	DECK AND EXPANSION JOINT DETAILS
SJ-07	PARAPET REPAIRS
SJ-08	GUARDRAIL REPAIRS
SJ-09	DRAINAGE SYSTEM REPAIRS
SJ-10	BAR SPLICER DETAILS
SJ-11	EXISTING DRAINAGE SYSTEM DETAILS
SJ-12	EXISTING PIER DETAILS

ABBREVIATIONS

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS	MIN.	MINIMUM
ABUT.	ABUTMENT	N.	NORTH
APPR.	APPROACH	N.B.	NORTHBOUND
BK.	BACK	NO.	NUMBER
B	BASELINE	PAR.	PARAPET
BOTT.	BOTTOM	PGL	PROFILE GRADE LINE
BRG.	BEARING	P.P.C.	PRECAST PRESTRESSED CONCRETE
CL	CENTERLINE	PVMT.	PAVEMENT
CTS.	CENTERS	REM.	REMOVAL
CL.	CLEARANCE	RD.	ROAD
CONC.	CONCRETE	S.	SOUTH
CONST.	CONSTRUCTION	S.P.	SPECIAL PROVISION
CU. FT.	CUBIC FOOT	S.B.	SOUTHBOUND
Ø	DIAMETER	SDWK.	SIDEWALK
E.	EAST	SF	SQUARE FOOT
EA.	EACH	SHLDR.	SHOULDER
E.B.	EASTBOUND	SPECS.	SPECIFICATIONS
ELEV.	ELEVATION	STD.	STANDARD
EXIST.	EXISTING	STA.	STATION
EXP.	EXPANSION	STG.	STAGE
EXP. JT.	EXPANSION JOINT	STR.	STRUCTURE
F	FAHRENHEIT	SUB.	SUBSTRUCTURE
FT.	FOOT	SUPER.	SUPERSTRUCTURE
L SUM	LUMP SUM	SY	SQUARE YARD
LBS.	POUNDS	TYP.	TYPICAL
LF	LINEAR FOOT	W.	WEST
MED.	MEDIAN	W.B.	WESTBOUND

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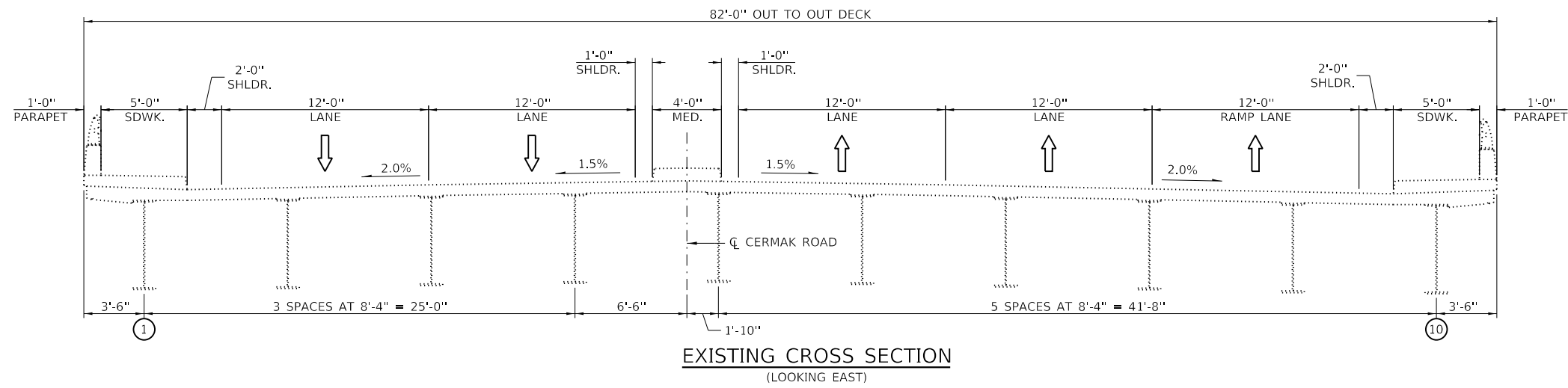
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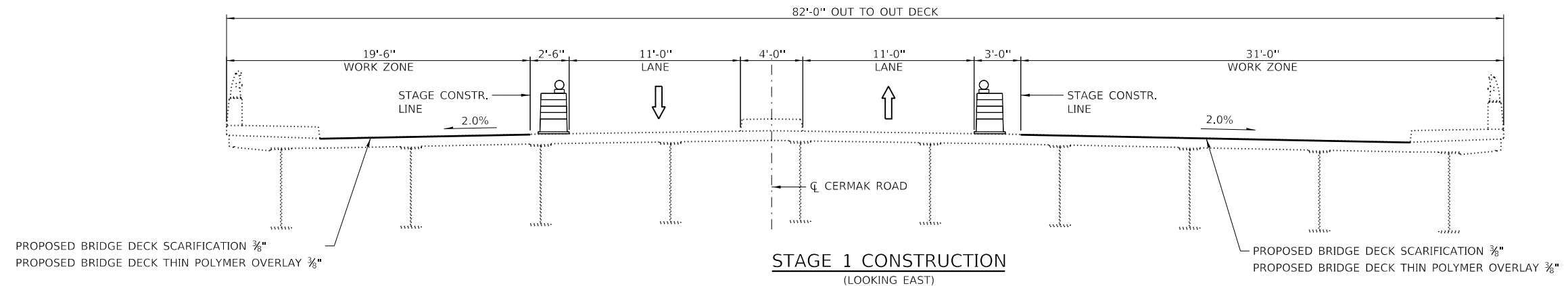
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CERMAK ROAD OVER I-294 (BN 203)	GENERAL NOTES & BILL OF MATERIAL

SJ-02	DRAWING NO.
157 OF 175	

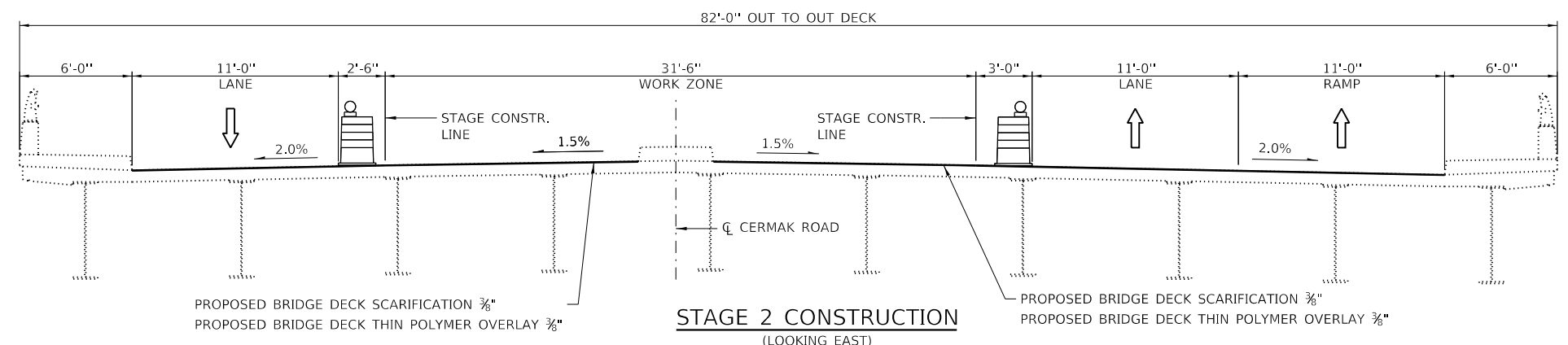
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EXISTING CROSS SECTION
(LOOKING EAST)



STAGE 1 CONSTRUCTION
(LOOKING EAST)



STAGE 2 CONSTRUCTION
(LOOKING EAST)

NOTES

- 1. SEE MOT DRAWINGS FOR MAINLINE MAINTENANCE OF TRAFFIC.

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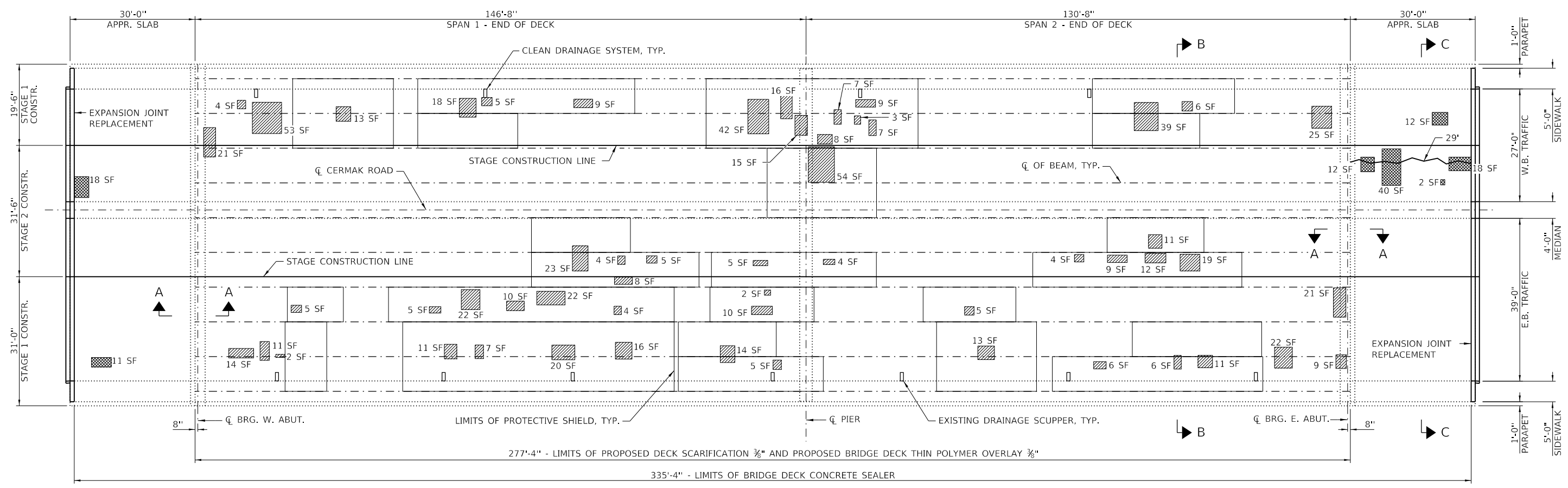

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REVISIONS		DESCRIPTION
NO.	DATE	

CONTRACT NO. RR-18-4387
 CERMAK ROAD OVER I-294 (BN 203)
 CONSTRUCTION STAGING

SJ-03
 DRAWING NO.
 158 OF 175

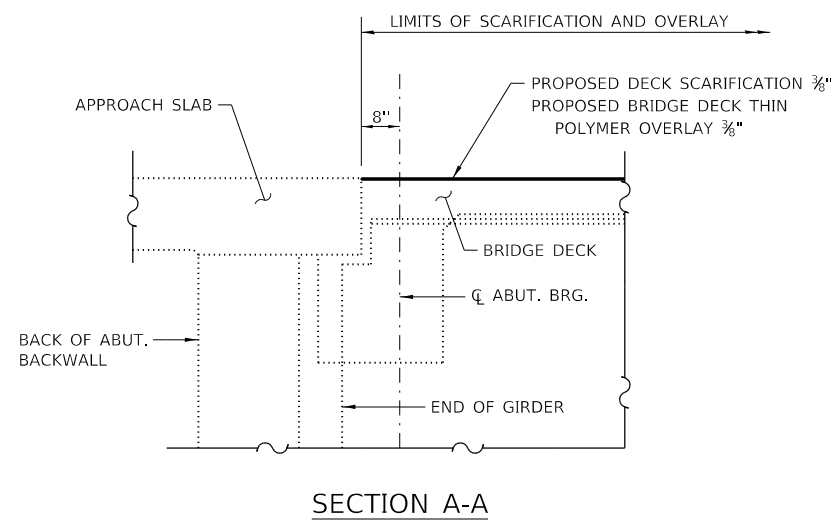
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DECK AND SLAB REPAIR PLAN

LEGEND

- BRIDGE DECK CONCRETE CRACK SEALER
- DECK SLAB REPAIR (PARTIAL)
- APPROACH SLAB REPAIR (PARTIAL DEPTH)



SECTION A-A

NOTES

1. AREAS OF DECK REPAIR ARE ESTIMATED. ACTUAL TYPE, LOCATION AND DIMENSIONS OF DECK REPAIRS ARE TO BE DETERMINED DURING CONSTRUCTION.
2. CRACK WIDTHS ARE 1/8" (±1/16") UNLESS OTHERWISE NOTED.
3. HAIRLINE CRACKS LESS THAN 1/16" (NOT SHOWN) SHALL NOT BE REPAIRED.
4. FOR SECTION B-B, SECTION C-C AND BILL OF MATERIAL SEE SHEET SJ-06.
5. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO MEDIAN AND SIDEWALK FOR THE FULL LENGTH OF THE BRIDGE AND APPROACH SLABS. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO TRAFFIC LANES ON THE APPROACH SLABS ONLY. BRIDGE DECK CONCRETE SEALER SHALL NOT BE APPLIED TO NEW BRIDGE DECK OVERLAY, NEW CONCRETE IN PARAPET SECTIONS AND NEW CONCRETE AT JOINT SECTIONS.

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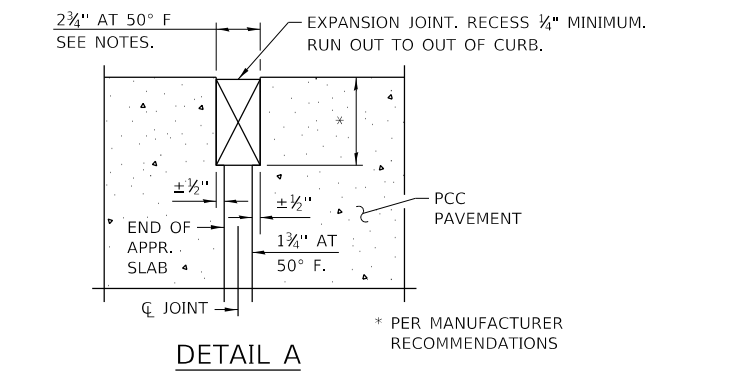
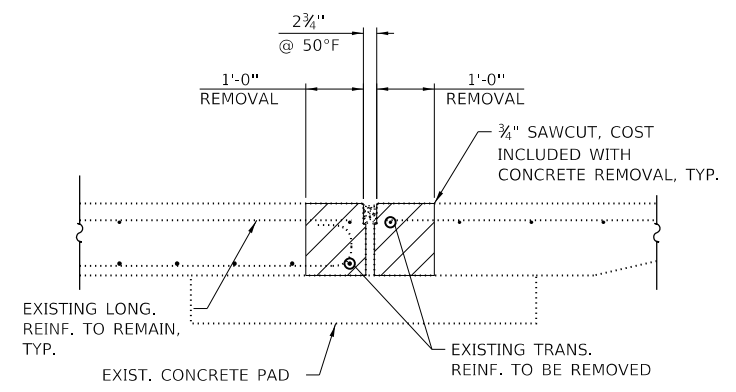
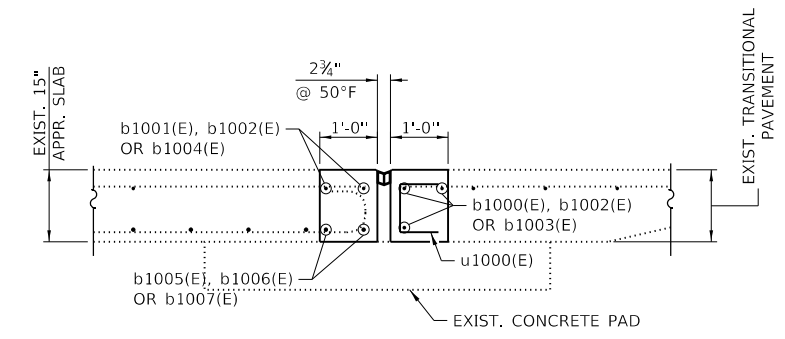
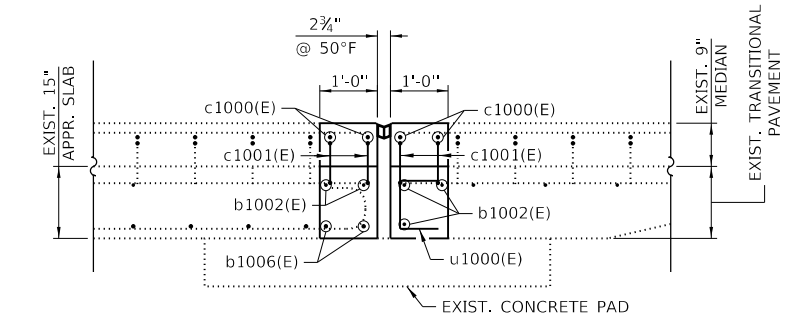
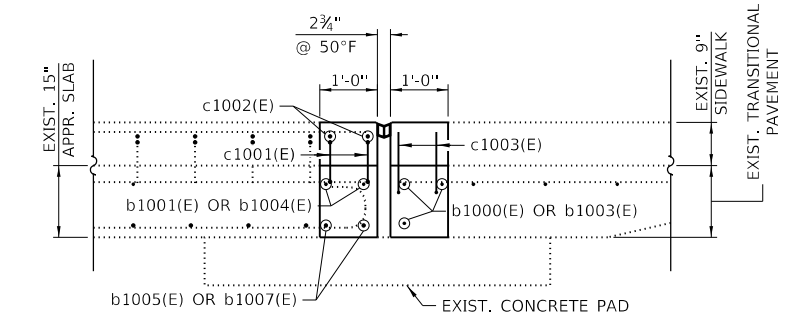
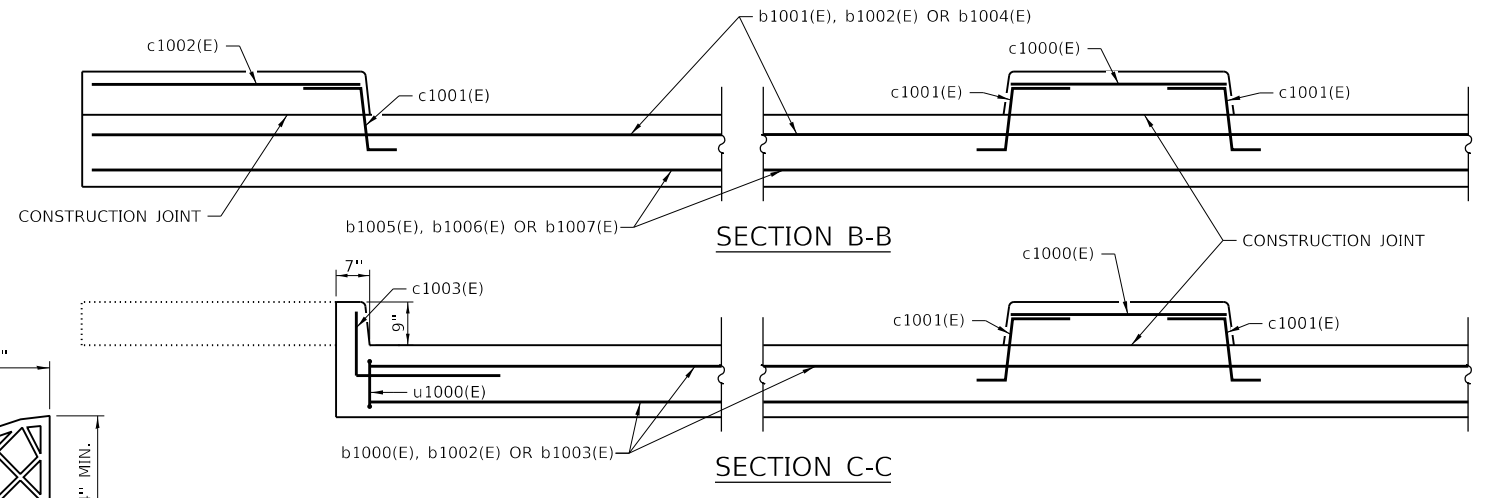
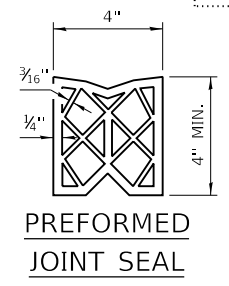
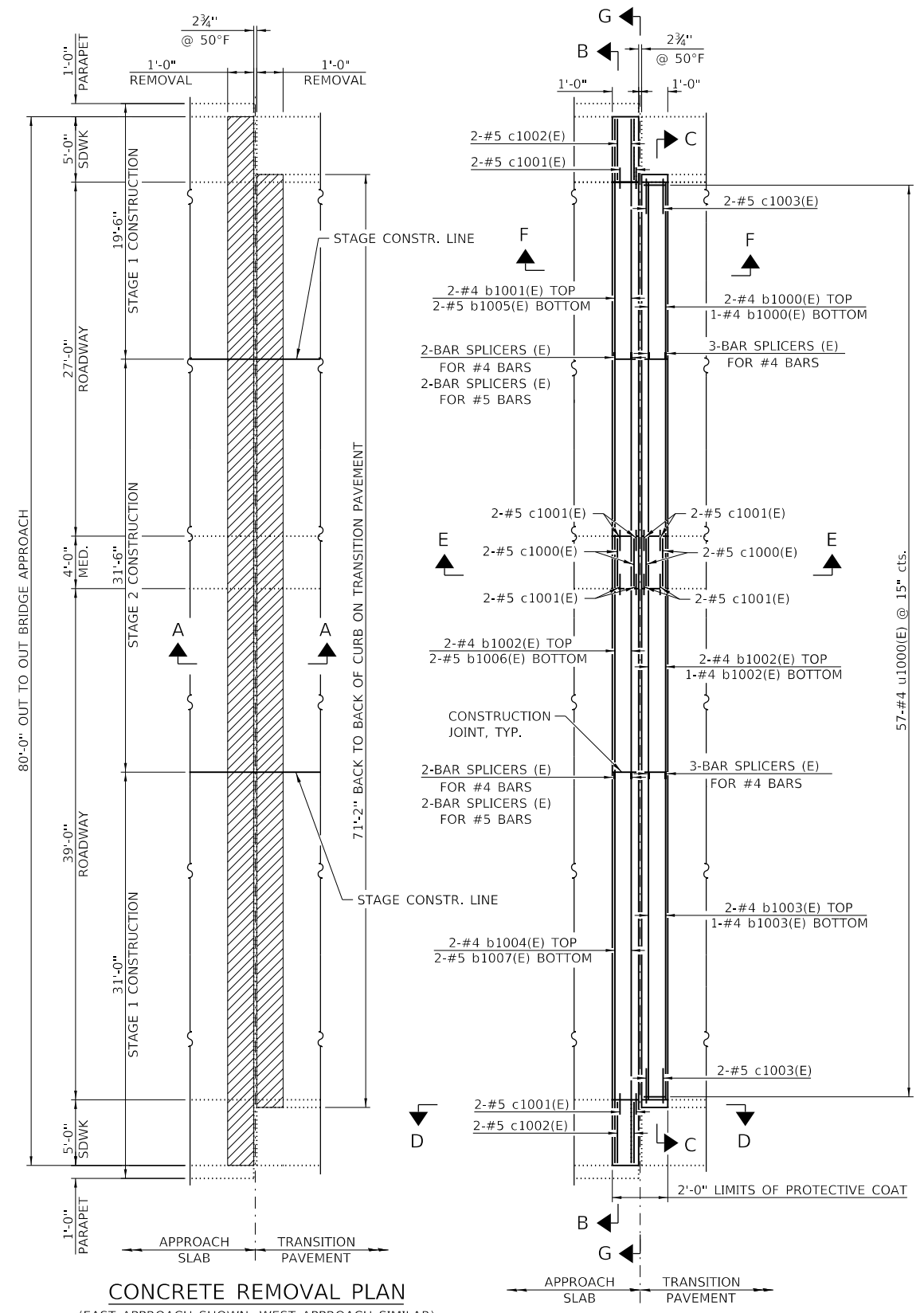
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NO.	DATE

CONTRACT NO. RR-18-4387
 CERMAK ROAD OVER I-294 (BN 203)
 DECK AND APPROACH PAVEMENT REPAIRS
 DRAWING NO. SJ-04
 159 OF 175

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NOTES

1. THE CONTRACTOR SHALL CAREFULLY REMOVE CONCRETE AS TO NOT DAMAGE EXISTING REINFORCEMENT TO REMAIN. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST.
2. THE CONTRACTOR SHALL VERIFY JOINT LENGTH, PROFILE AND DECK CROSS SLOPES PRIOR TO ORDERING MATERIALS.
3. CLEAN AND INCORPORATE EXISTING REINFORCEMENT INTO NEW CONSTRUCTION. COST INCLUDED WITH CONCRETE REMOVAL.
4. FOR SECTION G-G, BILL OF MATERIAL AND BAR DETAILS SEE SHEET SJ-06.
5. PROTECTIVE COAT SHALL BE APPLIED TO NEWLY CONSTRUCTED CONCRETE AT JOINT SECTIONS.

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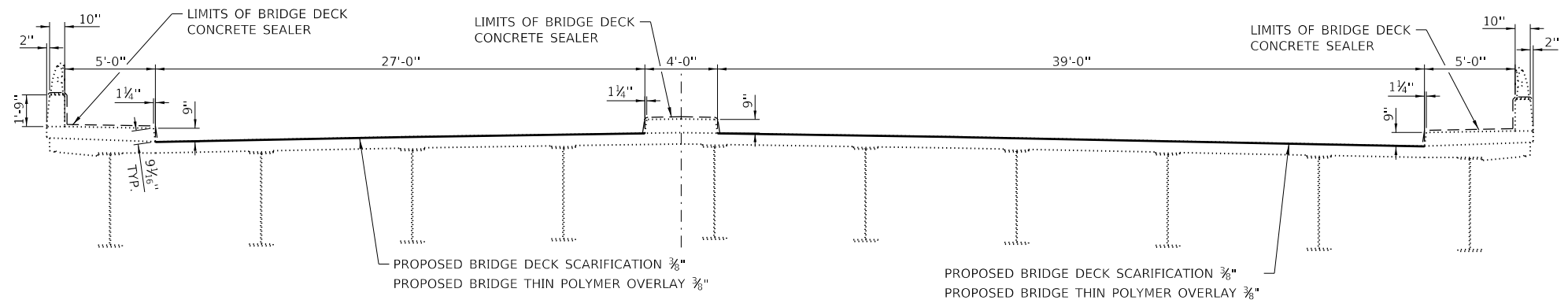
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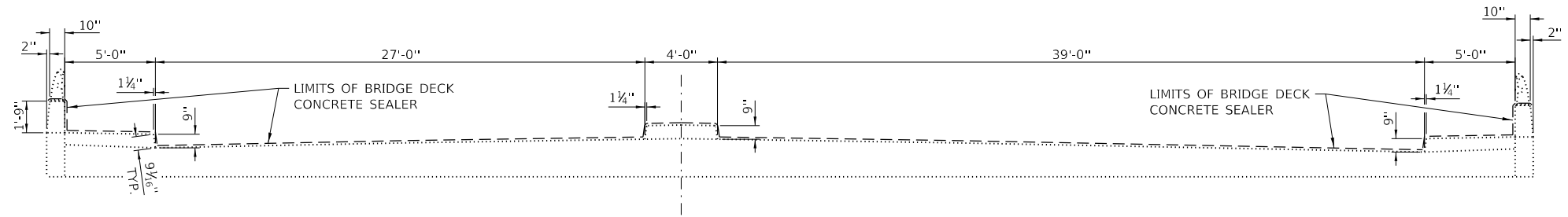
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 EXPANSION JOINT REPLACEMENT
 SJ-05
 DRAWING NO. 160 OF 175

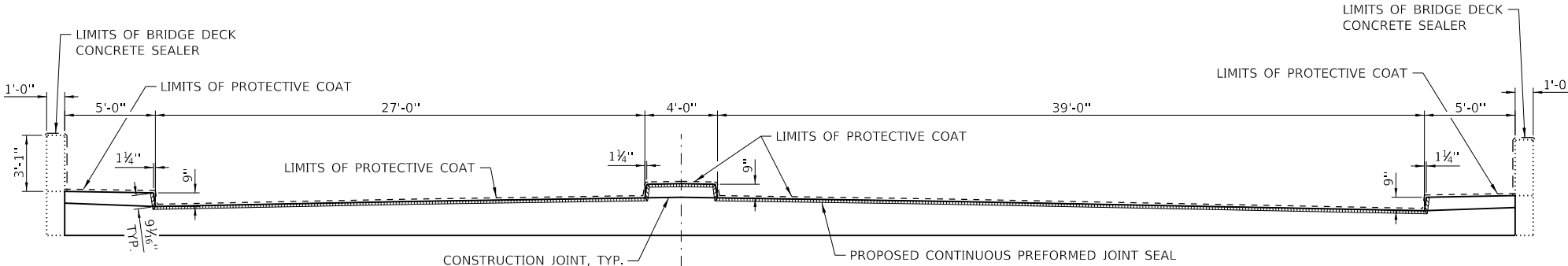
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SECTION B-B
(DECK)



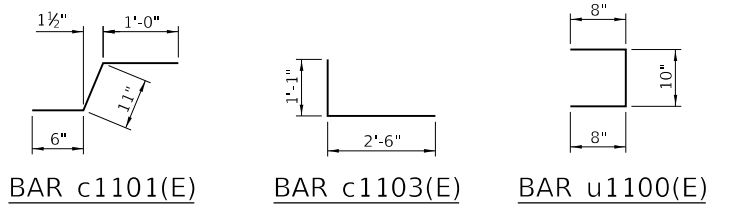
SECTION C-C
(APPROACH SLAB)



SECTION G-G
(APPROACH JOINT RECONSTRUCTION)

NOTES

1. THE JOINT OPENING SHALL BE ADJUSTED FOR TEMPERATURE PER ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS. HOWEVER, SINCE THIS DETAIL IS FOR JOINTLESS STRUCTURES, THE LENGTH OF BRIDGE USED TO CALCULATE THE ADJUSTMENT SHALL BE EQUAL TO HALF THE TOTAL BRIDGE LENGTH PLUS THE LENGTH OF THE BRIDGE APPROACH SLAB.
2. BRIDGE DECK CONCRETE SEALER SHALL BE APPLIED TO MEDIAN AND SIDEWALK FOR THE FULL LENGTH OF THE BRIDGE AND APPROACH SLABS. BRIDGE DECK CONCRETE SEALERS SHALL BE APPLIED TO TRAFFIC LANES ON THE APPROACH SLABS ONLY. BRIDGE DECK CONCRETE SEALER SHALL NOT BE APPLIED TO NEW BRIDGE DECK OVERLAY, NEW CONCRETE IN PARAPET SECTIONS AND NEW CONCRETE AT JOINT SECTIONS.



BILL OF MATERIAL - DECK & JOINT REPAIR

BAR	NO.	SIZE	LENGTH	SHAPE	
b1000(E)	6	#4	13'-6"	—	
b1001(E)	4	#4	18'-4"	—	
b1002(E)	10	#4	31'-3"	—	
b1003(E)	6	#4	25'-0"	—	
b1004(E)	4	#4	29'-10"	—	
b1005(E)	4	#5	18'-4"	—	
b1006(E)	4	#5	31'-3"	—	
b1007(E)	4	#5	29'-10"	—	
c1000(E)	8	#5	3'-9"	—	
c1001(E)	24	#5	2'-5"	┌	
c1002(E)	8	#5	4'-9"	—	
c1003(E)	8	#5	3'-7"	└	
u1000(E)	114	#4	2'-2"	U	
ITEM				UNIT	QUANTITY
CONCRETE REMOVAL				CU YD	14.8
PROTECTIVE SHIELD				SQ YD	913
CONCRETE SUPERSTRUCTURE				CU YD	14.8
PROTECTIVE COAT				SQ YD	35
REINFORCEMENT BARS, EPOXY COATED				LB	1,150
BAR SPLICERS				EACH	28
BRIDGE DECK CONCRETE CRACK SEALER				FOOT	29
BRIDGE DECK CONCRETE SEALER				SQ FT	11,175
APPROACH SLAB REPAIR (PARTIAL DEPTH)				SQ YD	13
BONDED PREFORMED JOINT SEALER, 4 INCH				FOOT	146
CONCRETE BRIDGE DECK SCARIFICATION 3/8 INCH				SQ YD	2,034
BRIDGE DECK THIN POLYMER OVERLAY 3/8"				SQ YD	2,034
DECK SLAB REPAIR (PARTIAL)				SQ YD	82

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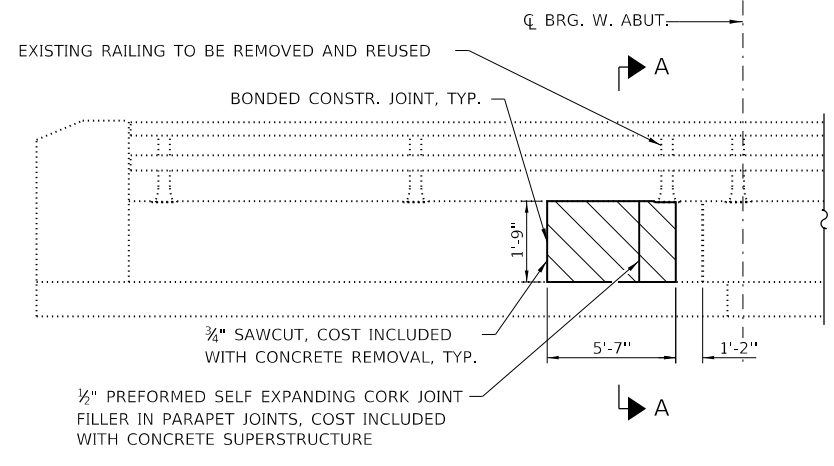
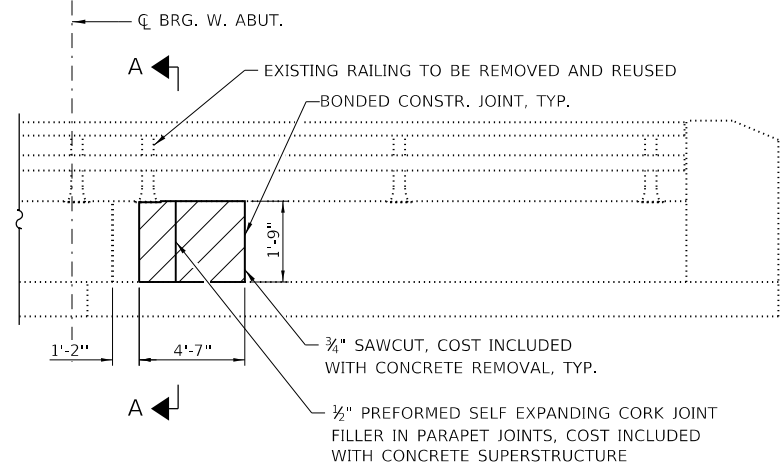
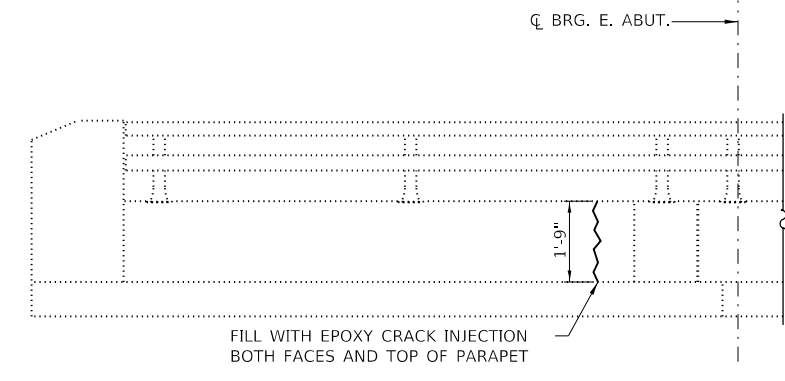
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REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387
 CERMAK ROAD OVER I-294 (BN 203)
 DECK AND EXPANSION JOINT DETAILS
 SJ-06
 DRAWING NO. 161 OF 175

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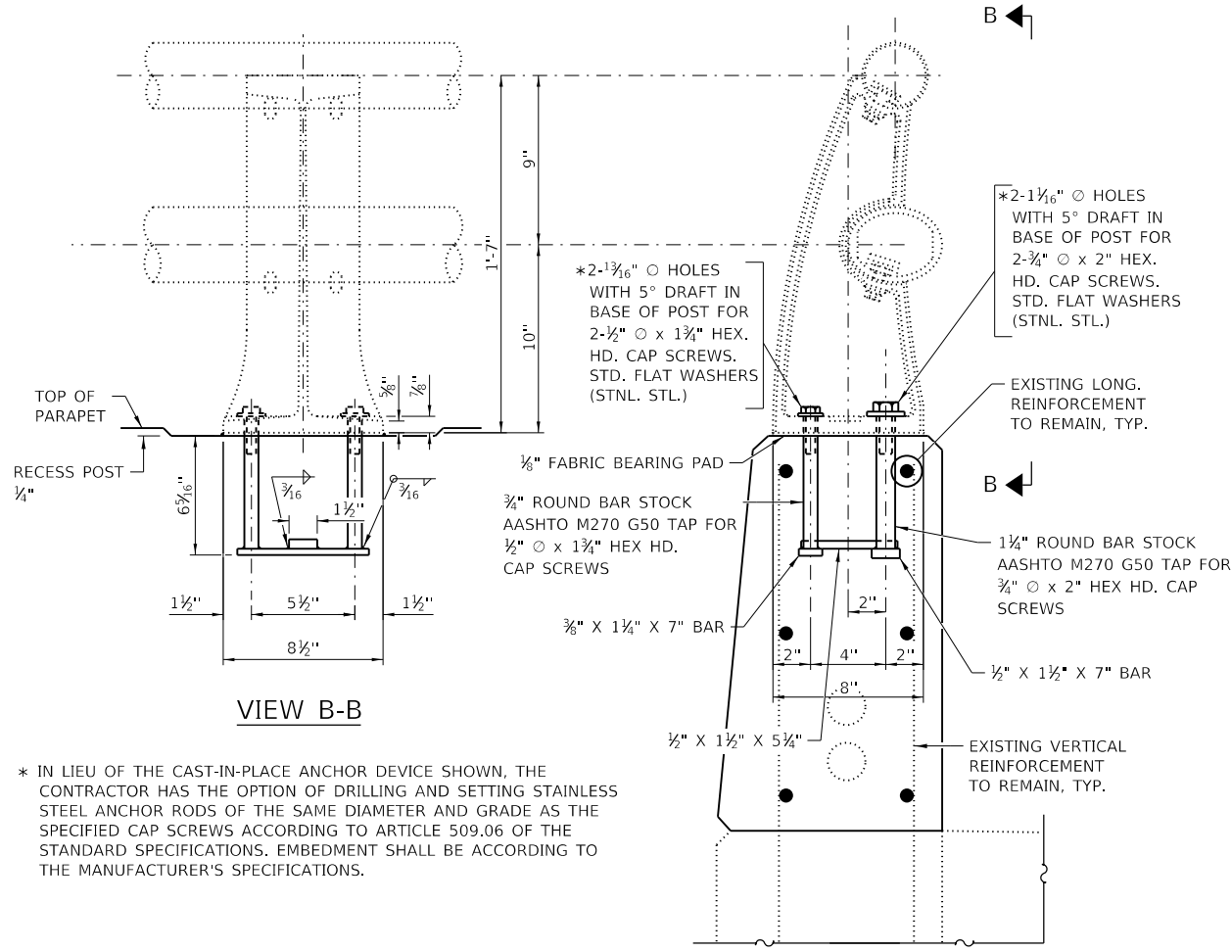


LEGEND

DENOTES LIMITS OF CONCRETE REMOVAL AND REPLACEMENT

SOUTH PARAPET REPAIRS

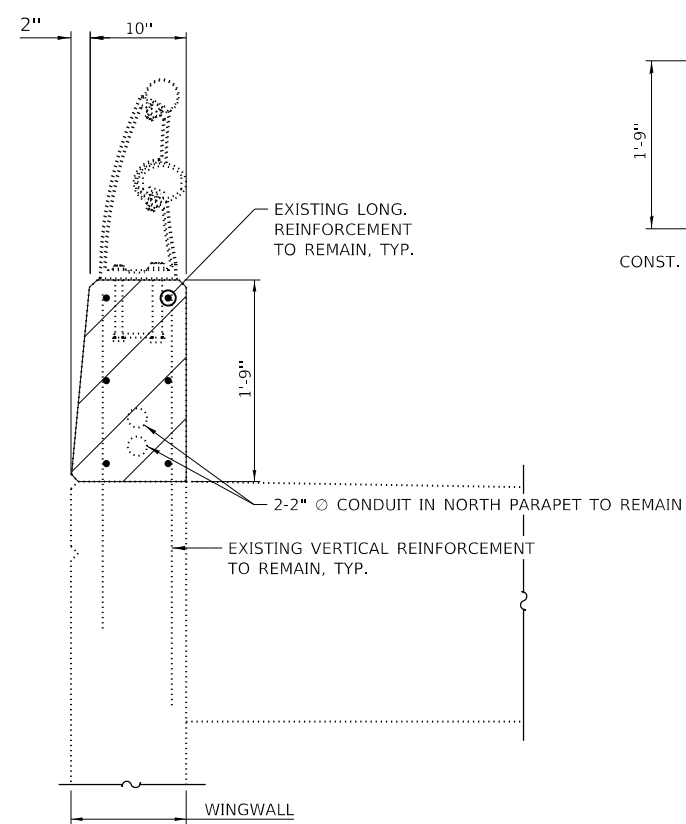
NORTH PARAPET REPAIRS



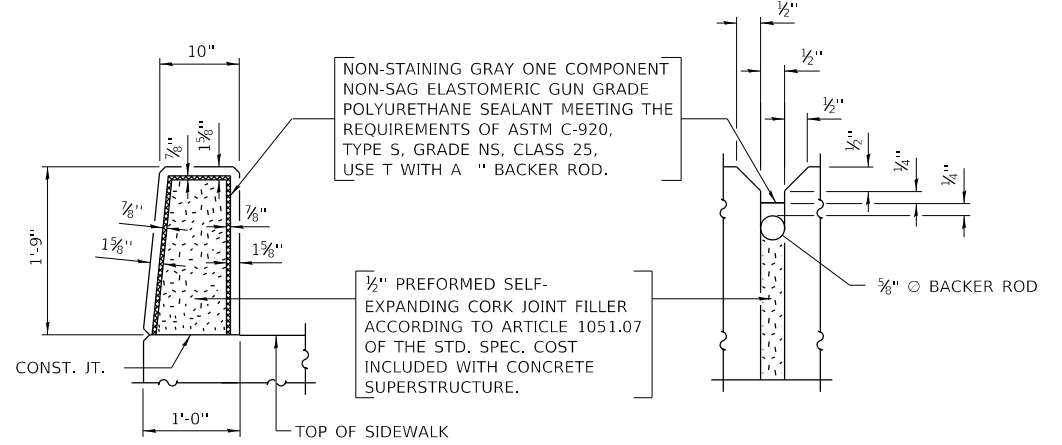
VIEW B-B

SECTION A-A

* IN LIEU OF THE CAST-IN-PLACE ANCHOR DEVICE SHOWN, THE CONTRACTOR HAS THE OPTION OF DRILLING AND SETTING STAINLESS STEEL ANCHOR RODS OF THE SAME DIAMETER AND GRADE AS THE SPECIFIED CAP SCREWS ACCORDING TO ARTICLE 509.06 OF THE STANDARD SPECIFICATIONS. EMBEDMENT SHALL BE ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.



REMOVAL SECTION



PARAPET JOINT DETAILS

NOTES

- HAIRLINE CRACKS LESS THAN 1/16" (NOT SHOWN) SHALL NOT BE REPAIRED.
- THE CONTRACTOR SHALL REMOVE AND REUSE EXISTING BRIDGE RAILING AS NEEDED, COST INCLUDED WITH CONCRETE REMOVAL.
- THE CONTRACTOR SHALL REPLACE BRIDGE RAILING ANCHORS IF THEY ARE REMOVED, COST INCLUDED WITH CONCRETE SUPERSTRUCTURE.
- THE CONTRACTOR SHALL CAREFULLY REMOVE CONCRETE AS TO NOT DAMAGE EXISTING REINFORCEMENT AND EXISTING CONDUITS OR ADJACENT ELEMENTS TO REMAIN. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST.
- THE CONTRACTOR SHALL VERIFY LIMITS OF PARAPET REPAIR BEFORE ORDERING MATERIAL.
- CLEAN AND INCORPORATE EXISTING REINFORCEMENT INTO NEW CONSTRUCTION. COST INCLUDED WITH CONCRETE REMOVAL.
- PROTECTIVE COAT SHALL BE APPLIED TO INSIDE FACE AND TOP OF NEWLY CONSTRUCTED CONCRETE IN PARAPET SECTIONS.

BILL OF MATERIAL - PARAPET REPAIR

ITEM	UNIT	QUANTITY
CONCRETE REMOVAL	CU YD	0.7
CONCRETE SUPERSTRUCTURE	CU YD	0.7
PROTECTIVE COAT	SQ YD	3
EPOXY CRACK INJECTION	FOOT	5

DRAWN BY CFS DATE 4/17/2018
 CHECKED BY SCD DATE 4/17/2018

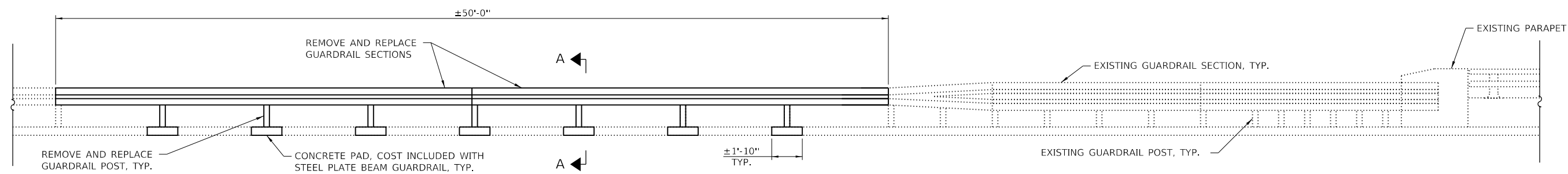
QEI
 QUIGG ENGINEERING INC
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 217-670-0563 (P) / 217-679-2204 (F)
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

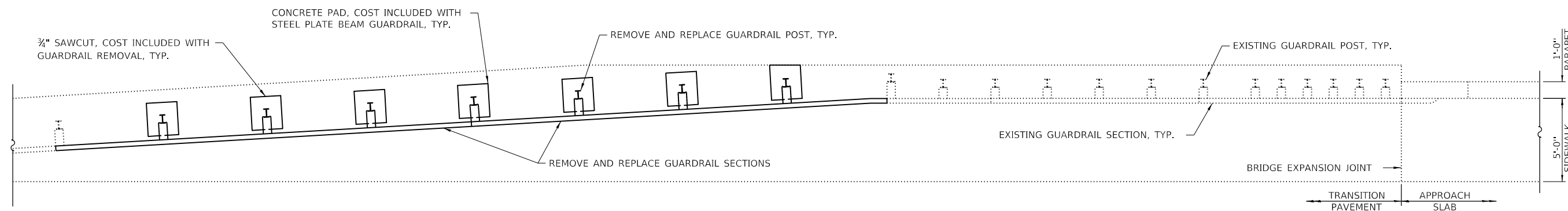
REVISIONS		
NO.	DATE	DESCRIPTION

CONTRACT NO. RR-18-4387
 CERMAK ROAD OVER I-294 (BN 203)
 PARAPET REPAIRS
 SJ-07
 DRAWING NO. 162 OF 175

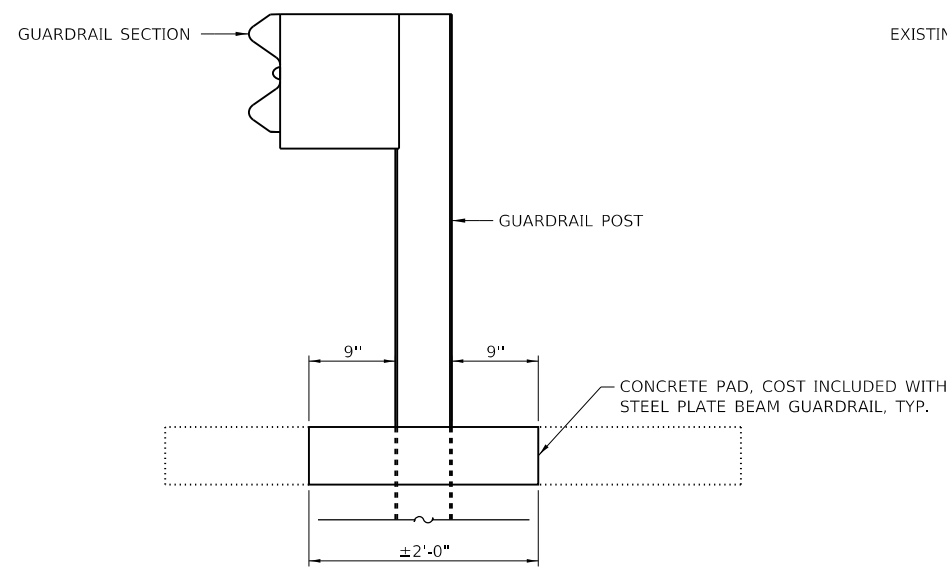
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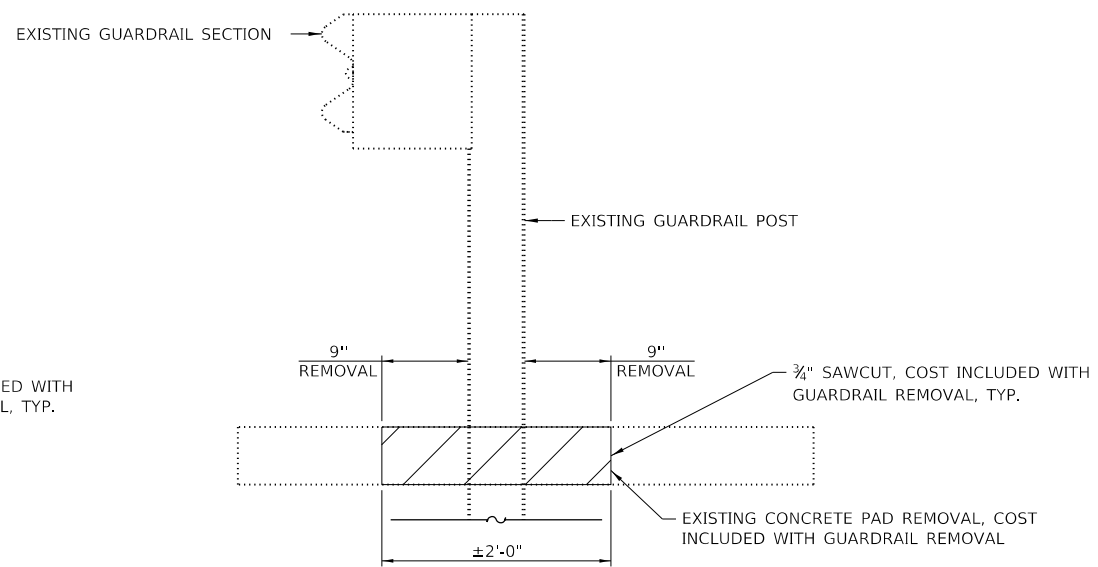
ELEVATION OF NORTHWEST GUARDRAIL



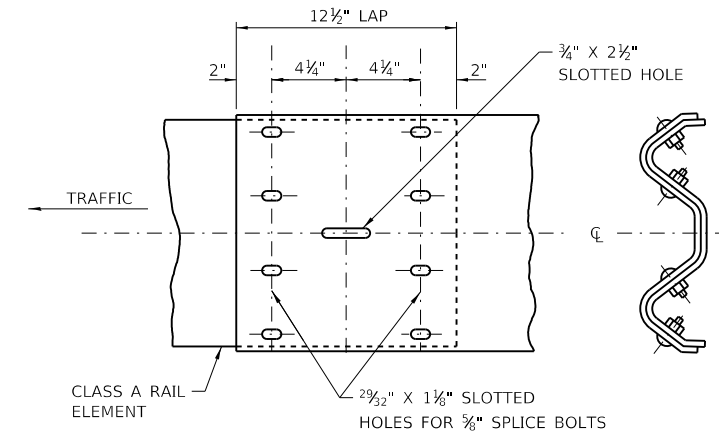
PLAN OF NORTHWEST GUARDRAIL



SECTION A-A



REMOVAL SECTION



EXISTING RAIL ELEMENT SPLICE

NOTES

1. THE CONTRACTOR SHALL CAREFULLY REMOVE CONCRETE AS TO NOT DAMAGE EXISTING REINFORCEMENT OR ADJACENT ELEMENTS TO REMAIN. DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AT NO ADDITIONAL COST.
2. THE CONTRACTOR SHALL VERIFY LENGTH OF GUARDRAIL BEFORE ORDERING MATERIALS.
3. CLEAN AND INCORPORATE EXISTING REINFORCEMENT INTO NEW CONSTRUCTION. COST INCLUDED WITH STEEL PLATE BEAM GUARDRAIL.
4. HARDWARE REQUIRED FOR SPLICING NEW GUARDRAIL SECTIONS TO EXISTING SHALL BE INCLUDED IN THE COST OF STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS.

BILL OF MATERIAL - GUARDRAIL REPAIR

ITEM	UNIT	QUANTITY
STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	50
GUARDRAIL REMOVAL	FOOT	50

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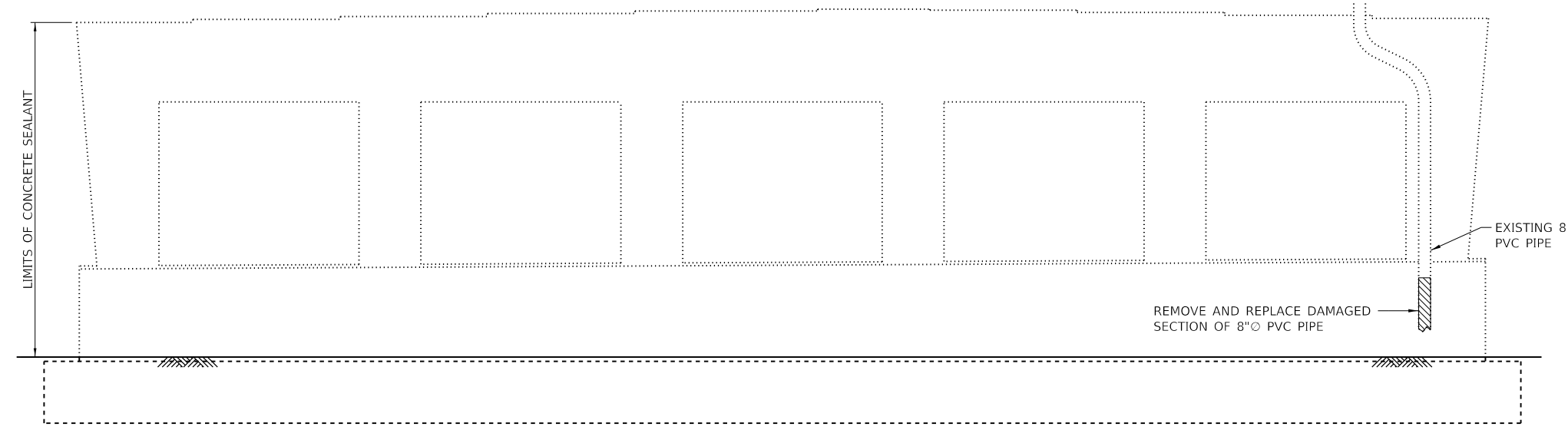
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 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION

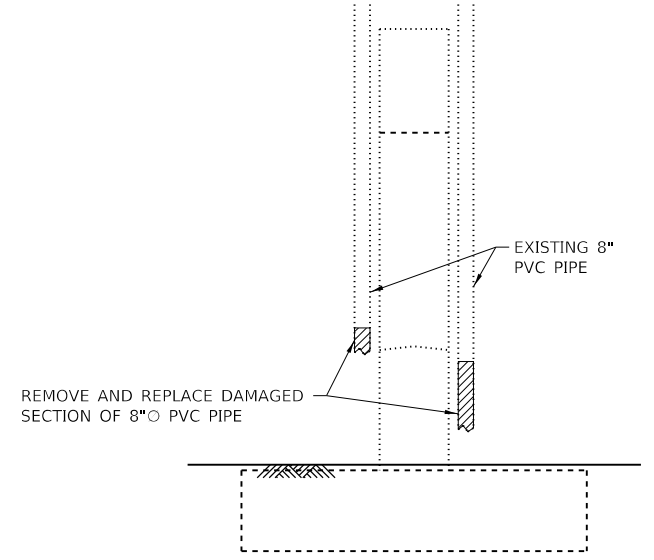
CONTRACT NO. RR-18-4387
 CERMAK ROAD OVER I-294 (BN 203)
 GUARDRAIL REPAIRS

SJ-08
 DRAWING NO.
 163 OF 175

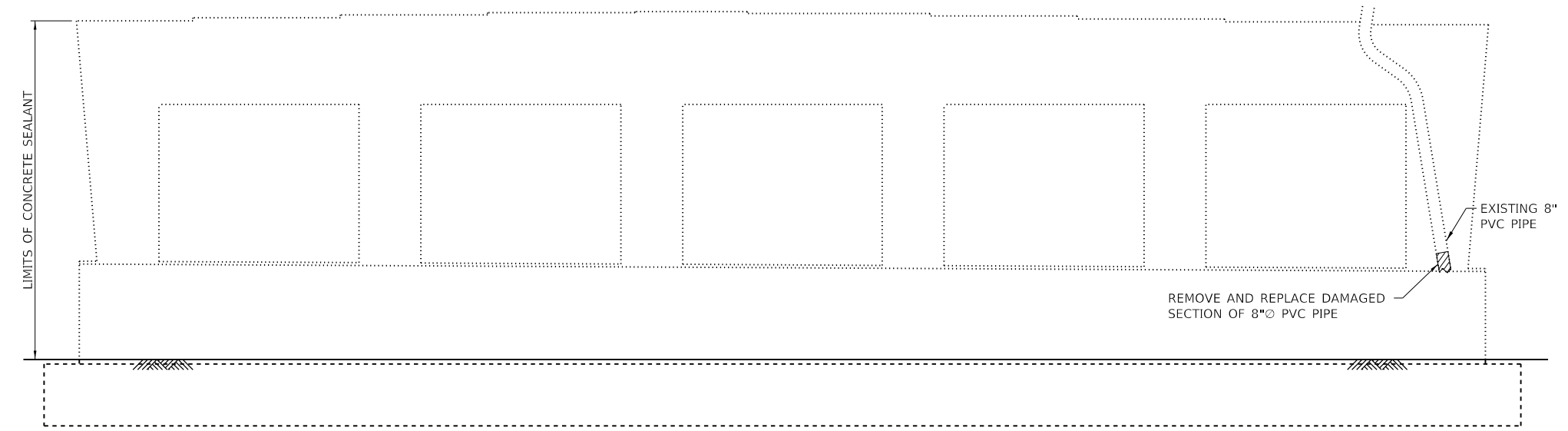
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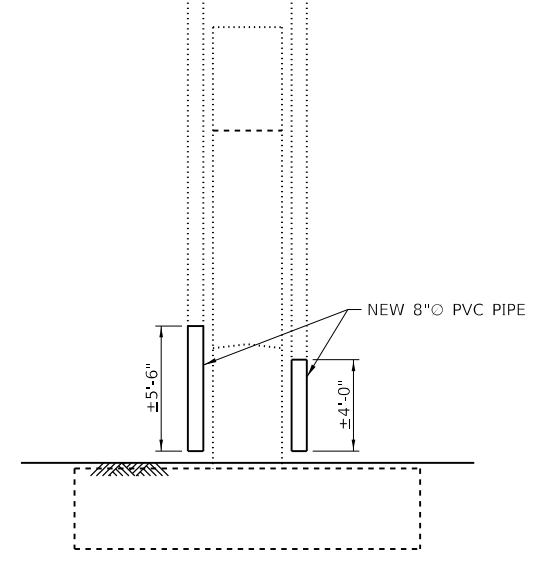
PIER ELEVATION
(LOOKING EAST)



PIER ELEVATION
(LOOKING SOUTH)



PIER ELEVATION
(LOOKING WEST)



PIER ELEVATION
(LOOKING SOUTH)

NOTES

1. ALL STAINLESS STEEL HARDWARE FOR DRAINAGE SYSTEMS SHALL BE COATED WITH ANTISEIZE COMPOUND.
2. DRAIN PIPE FOR BRIDGE DRAINAGE SYSTEM, INCLUDING ALL PIPING, FITTINGS, SUPPORT BRACKETS, INSERTS, BOLTS, AND SPLASH BLOCKS SHOWN, SHALL BE AS SPECIFIED IN THE LATEST IDOT GBSF FOR DRAINAGE SYSTEM, EXCEPT AS MODIFIED HEREIN.
3. POLYVINYL CHLORIDE (PVC) PIPE AND FITTINGS SHALL BE 8" DIAMETER SCHEDULE 80 MEETING THE REQUIREMENTS OF ASTM D1785 (F441), D2464 AND D2467 COLORED TO MATCH THE ADJACENT BEAM AND/OR COLUMN AS APPROVED BY THE ENGINEER.
4. REPAIR OF THE EXISTING DRAINAGE SYSTEM SHALL INCLUDE BUT MAY NOT BE LIMITED TO THE LOCATIONS SHOWN. THE FINAL REPAIR LIMITS WILL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO REPAIR.
5. ALL WORK SHOWN ON THIS SHEET SHALL BE INCLUDED WITH REPAIR BRIDGE DRAINAGE SYSTEM.
6. IN ADDITION TO THE REPAIRS SHOWN ON THIS SHEET, THE DRAINAGE SYSTEM SHALL BE CLEANED. COST INCLUDED WITH CLEAN DRAINAGE SYSTEM, LOCATION NO. 8.
7. APPLY CONCRETE SEALANT TO ALL EXPOSED SURFACES OF PIER BELOW THE BEARING SEATS.

BILL OF MATERIAL-DRAINAGE REPAIR

ITEM	UNIT	QUANTITY
REPAIR BRIDGE DRAINAGE SYSTEM	EACH	1
APPLY CONCRETE SEALANT	SQ FT	2,572
CLEAN DRAINAGE SYSTEM, LOCATION NO. 8	EACH	1

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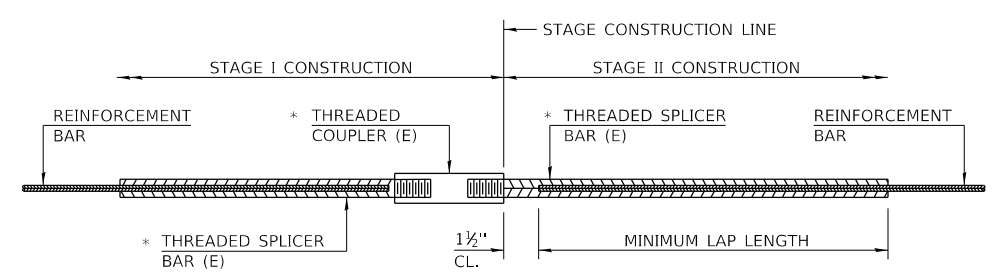
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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REVISIONS	
NO.	DATE

CONTRACT NO. RR-18-4387
 CERMAK ROAD OVER I-294 (BN 203)
 DRAINAGE SYSTEM REPAIRS

SJ-09
 DRAWING NO.
 164 OF 175

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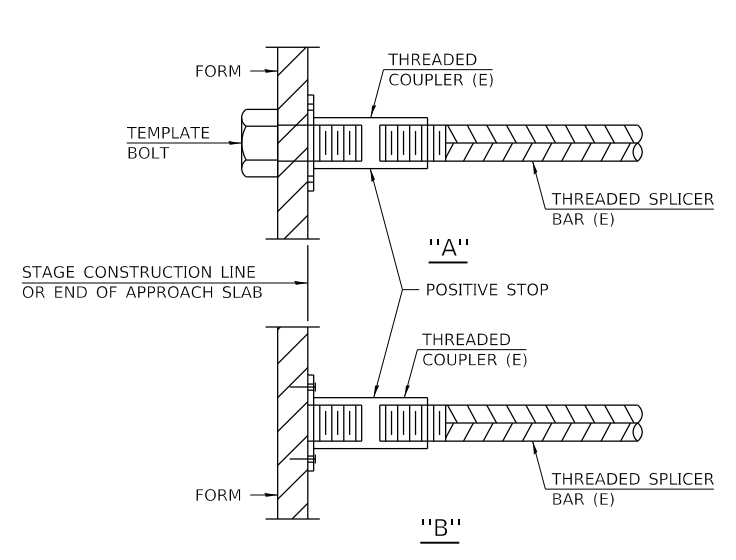


STANDARD BAR SPLICER ASSEMBLY

THREADED SPLICER BAR LENGTH = MIN. LAP LENGTH + 1 1/2" + THREAD LENGTH

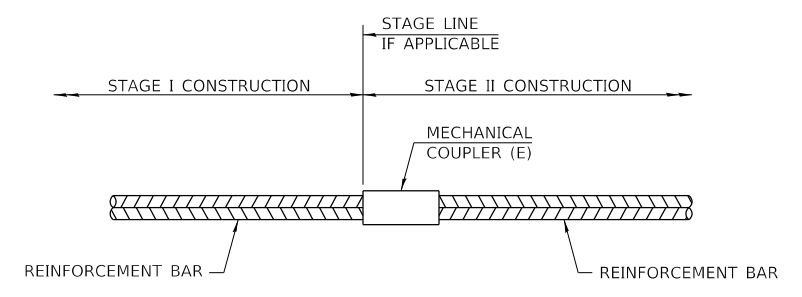
* EPOXY NOT REQUIRED ON BAR SPLICER ASSEMBLY COMPONENTS USED IN CONJUNCTION WITH BLACK BARS.

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED	MINIMUM LAP LENGTH
EB TRAFFIC	#4	10	2'-5"
WB TRAFFIC	#4	10	2'-5"
EB TRAFFIC	#5	4	3'-6"
WB TRAFFIC	#5	4	3'-6"



INSTALLATION AND SETTING METHODS

"A" : SET BAR SPLICER ASSEMBLY BY MEANS OF A TEMPLATE BOLT.
 "B" : SET BAR SPLICER ASSEMBLY BY NAILING TO WOOD FORMS OR CEMENTING TO STEEL FORMS.
 (E) : INDICATES EPOXY COATING.



STANDARD MECHANICAL SPLICER

LOCATION	BAR SIZE	NO. ASSEMBLIES REQUIRED

NOTES

- SPLICER BARS SHALL BE DEFORMED WITH THREADED ENDS AND HAVE A MINIMUM 60 KSI YIELD STRENGTH.
- ALL REINFORCEMENT SHALL BE LAPPED AND TIED TO THE SPLICER BARS.
- BAR SPLICER ASSEMBLIES SHALL BE EPOXY COATED ACCORDING TO THE REQUIREMENTS FOR REINFORCEMENT BARS. SEE SECTION 508 OF THE STANDARD SPECIFICATIONS.
- SEE APPROVED LIST OF BAR SPLICER ASSEMBLIES AND MECHANICAL SPLICERS FOR ALTERNATIVES.

DRAWN BY CFS DATE 4/17/2018
 CHECKED BY SCD DATE 4/17/2018

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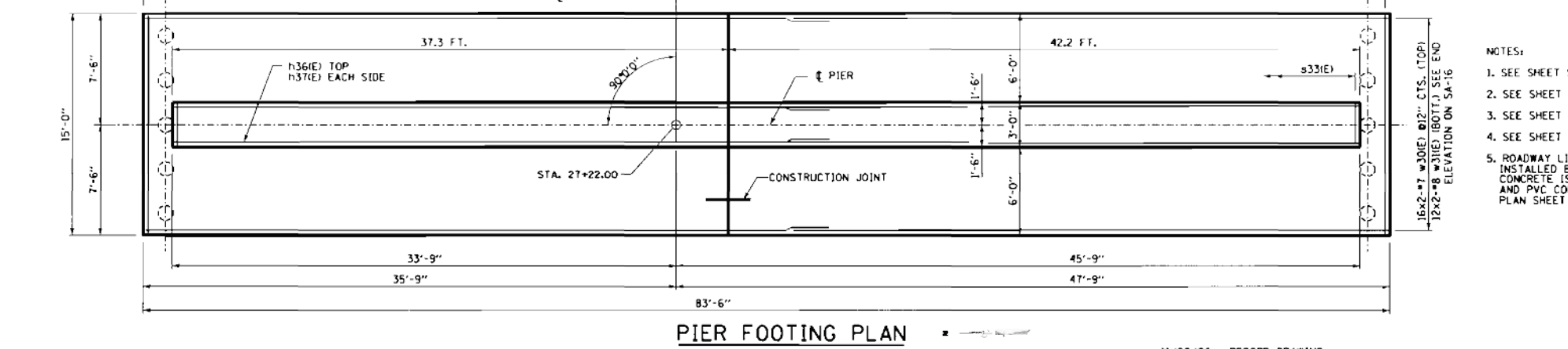
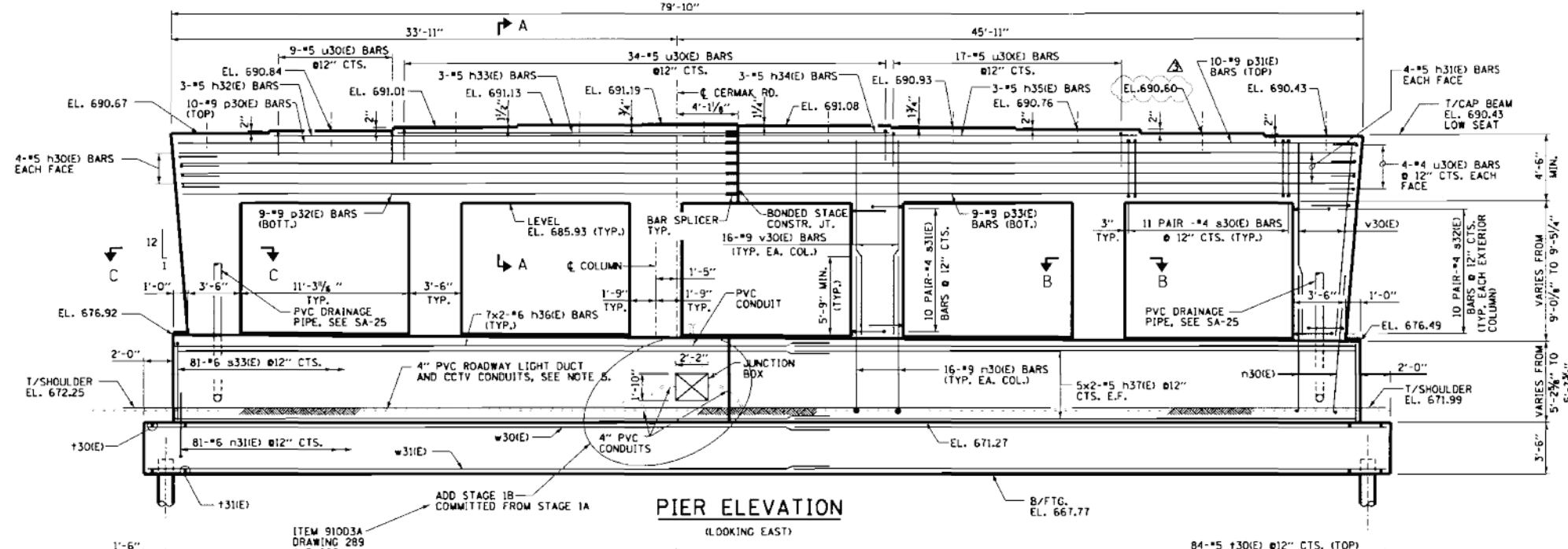
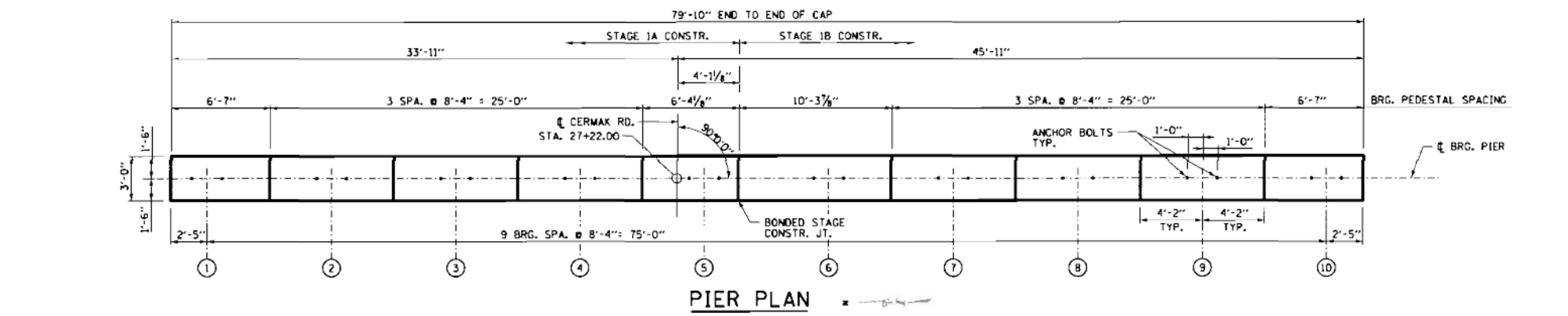
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NO.	DESCRIPTION

CONTRACT NO. RR-18-4387
 CERMAK ROAD OVER I-294 (BN 203)
 BAR SPLICER DETAILS

SJ-10
 DRAWING NO.
 165 OF 175

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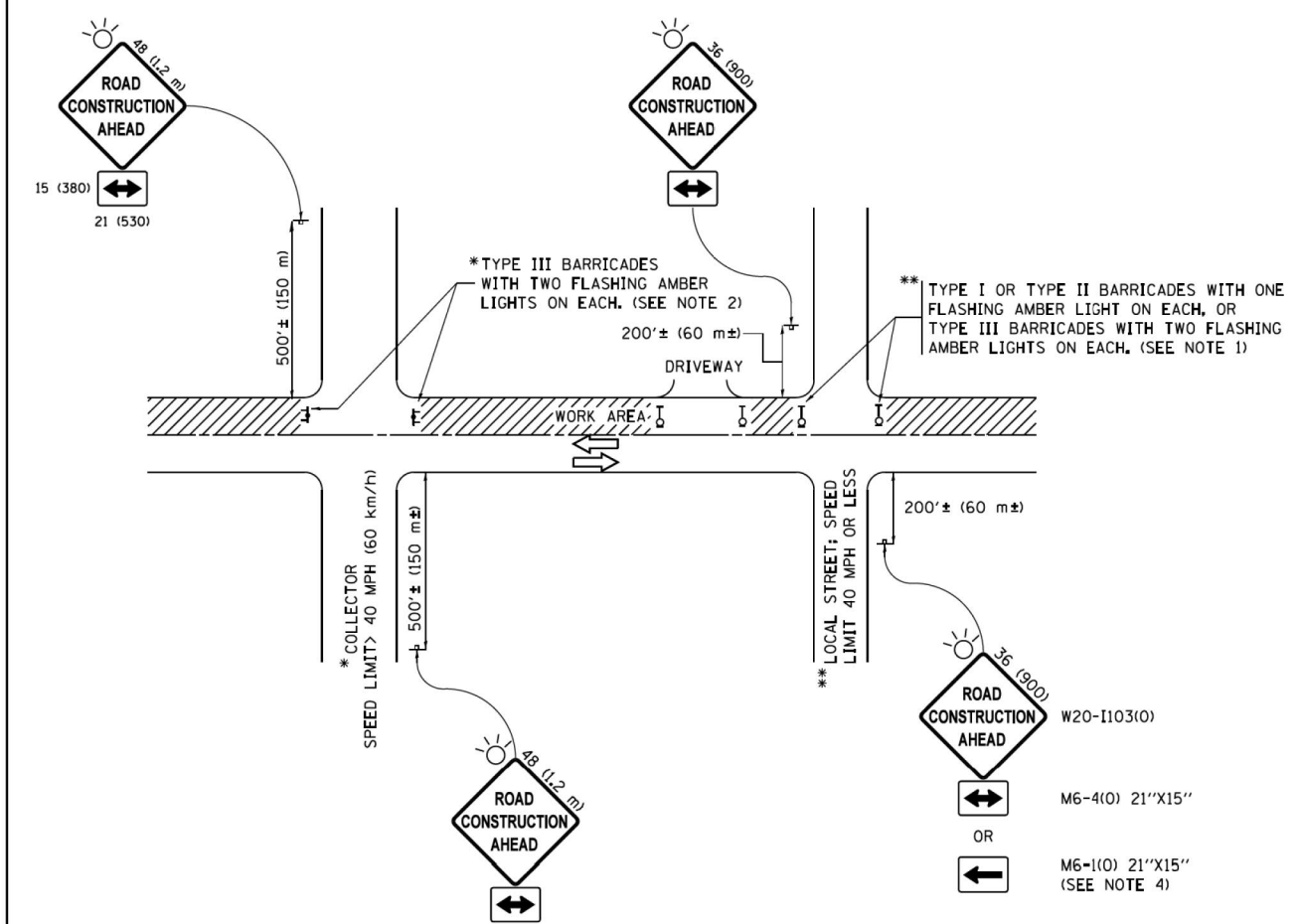
- NOTES:
1. SEE SHEET SA-16 FOR SECTIONS.
 2. SEE SHEET SA-10 FOR CONSTRUCTION JOINT DETAILS.
 3. SEE SHEET SA-6 FOR PILE LAYOUT.
 4. SEE SHEET SA-16 FOR REINFORCING BAR SCHEDULE.
 5. ROADWAY LIGHT & CCTV CONDUITS SUPPLIED AND INSTALLED BY LIGHTING CONTRACTOR BEFORE CONCRETE IS PLACED. QUANTITY OF JUNCTION BOX AND PVC CONDUITS WILL BE INCLUDED IN LIGHTING PLAN SHEET RLP-10.

DRAWN BY EB	DATE 06/16/05	GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC. ENGINEERS & SCIENTISTS 8501 W. Higgins Road Suite 280 Chicago, Illinois 60631 (773) 399-0112	THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY 2700 OGDEN AVENUE DOWNERS GROVE, ILLINOIS 60515	REVISIONS		CONTRACT NO. I-05-5335	DRAWING NO. 384 OF 555
				CHECKED BY JZ	SCALE		
				11/20/06 RECORD DRAWING		SHEET SA-15	
						REVISIONS NO. DATE DESCRIPTION 7/26/05 CONSTRUCTION REVISION NO. 1 8/23/05 CONSTRUCTION REVISION NO. 2	

FOR INFORMATION ONLY

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CHECKED BY SCD	DATE 4/17/2018			NO.	DATE		

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NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

FILE NAME =	USER NAME = footeuj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
p:\a\11084EB\IDINTEG\11\inois.gov\PI\DOT\Documents\IDOT\Offices\District 1\Projects\Dist		DRAWN - CADData\CADsheets\1018.dgn	REVISED - T. RAMMACHER 01-06-00
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	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10			
CONTRACT NO.			ILLINOIS FED. AID PROJECT	

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018



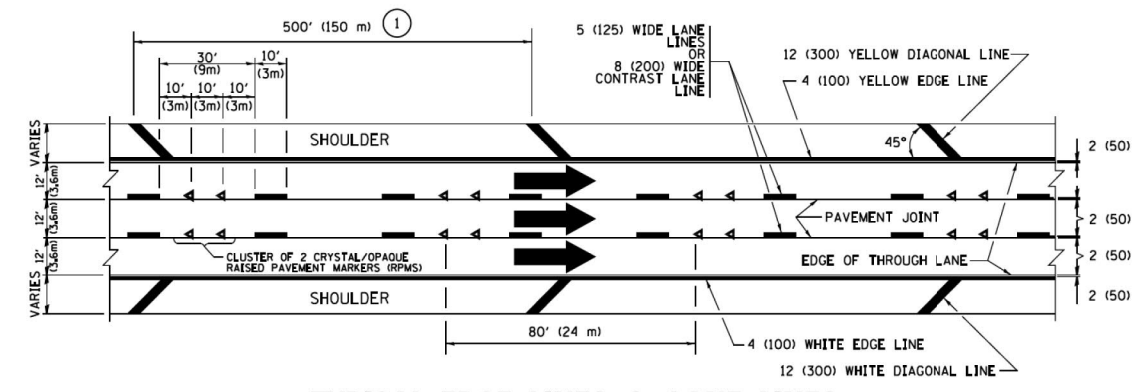
THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
1	
2	
3	

CONTRACT NO. RR-18-4387
 IDOT DISTRICT 1 STANDARDS
 TC-10

TC-10
 DRAWING NO.
 168 OF 175

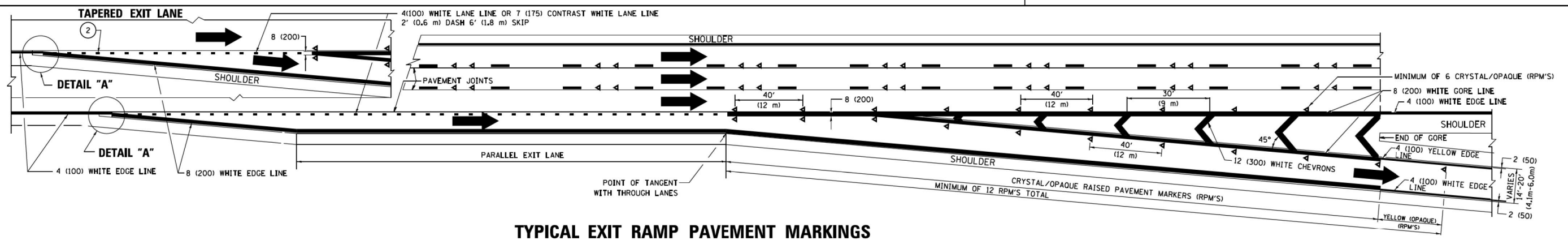
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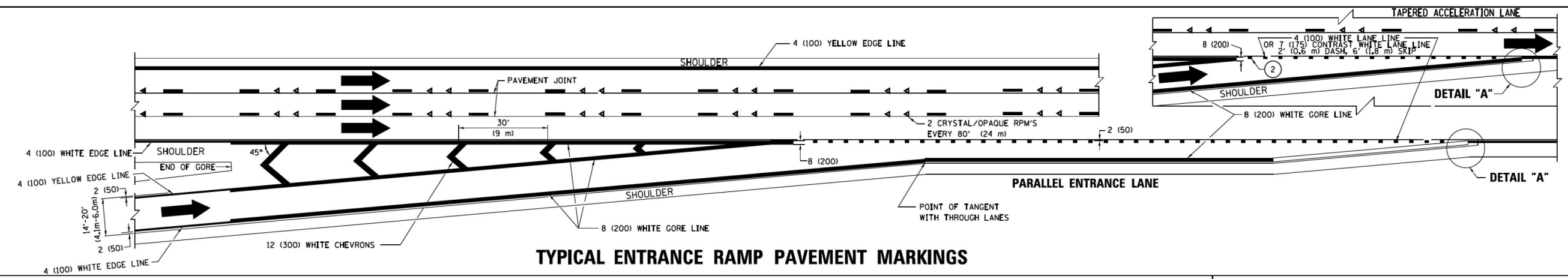
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

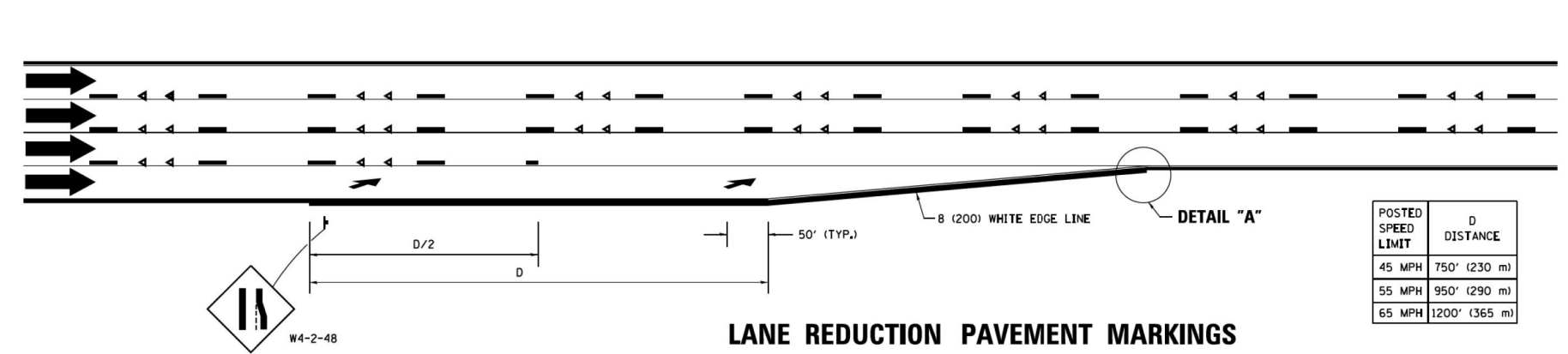
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



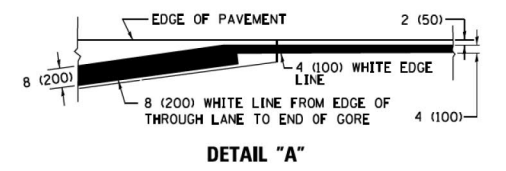
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS



- NOTES:**
1. THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
 2. 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

FILE NAME =	USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 50,000 ' / 1"	DATE - 01-90	REVISED - M.D. 09-17							ILLINOIS FED. AID PROJECT			
	PLOT DATE = 9/6/2017												

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018

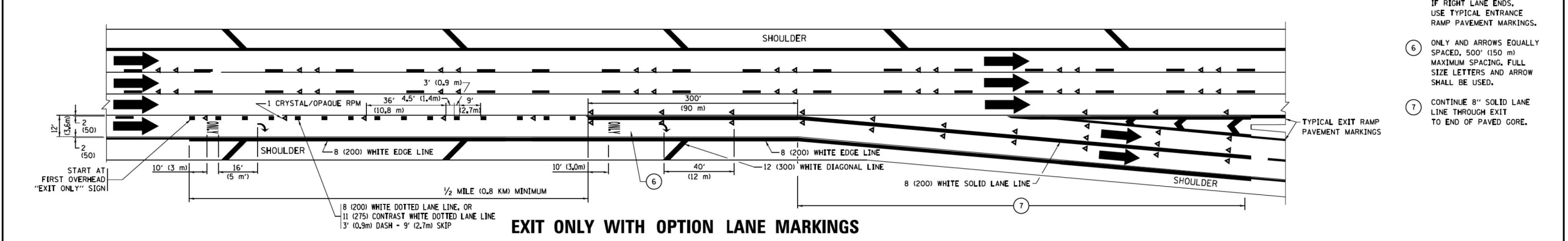
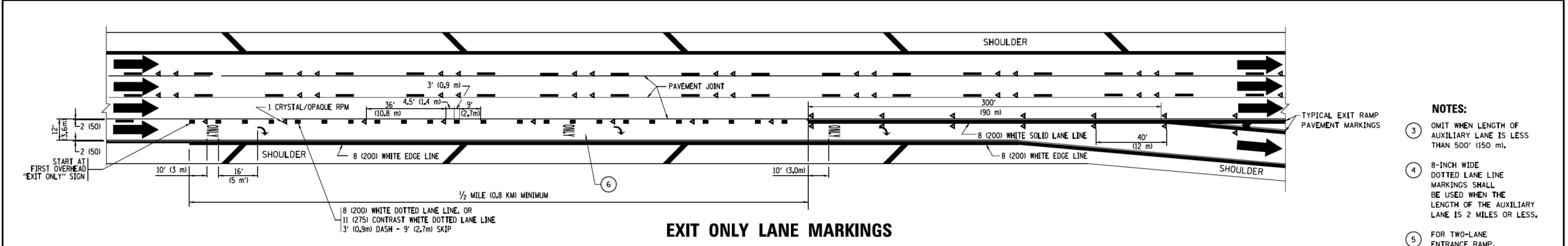
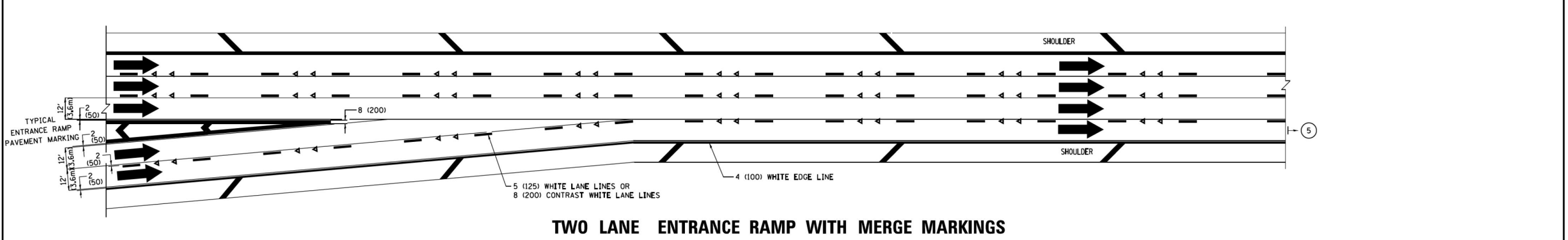
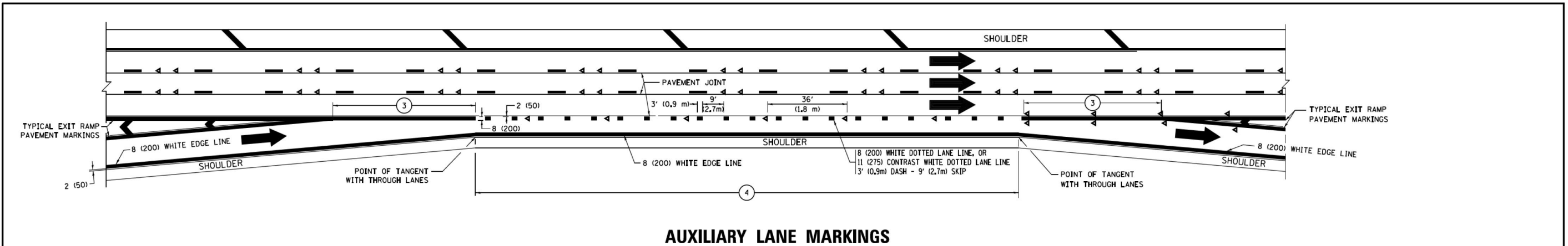


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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 ILLINOIS 60515

REVISIONS	
NO.	DESCRIPTION
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CONTRACT NO. RR-18-4387
 IDOT DISTRICT 1 STANDARDS
 TC-12A
 DRAWING NO. 169 OF 175

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 PLOT DATE = 4/13/2018
 PLOT SCALE = 20,00000 ' / in.



- NOTES:**
- 3 OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - 4 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - 5 FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - 6 ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - 7 CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

FILE NAME =	USER NAME = Footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 9/6/2017		REVISED - M.D. 09-17										

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018

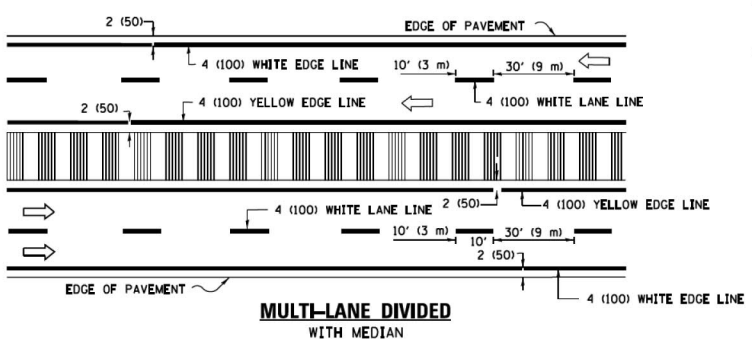
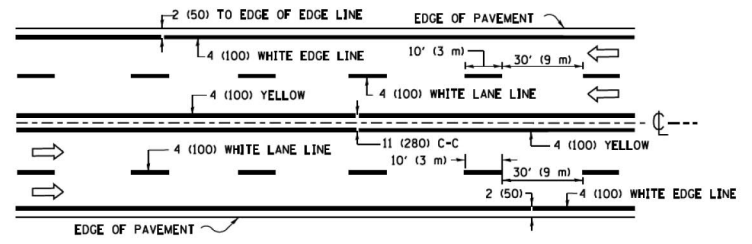
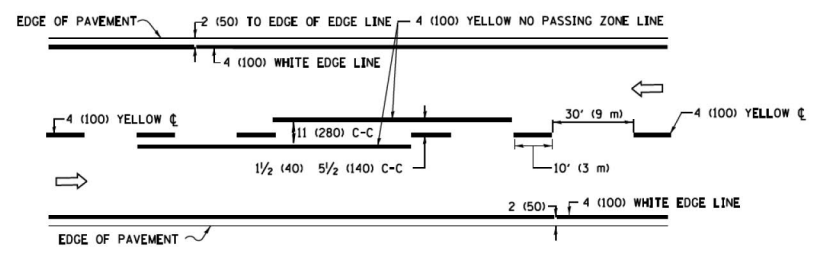


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
 ILLINOIS 60515

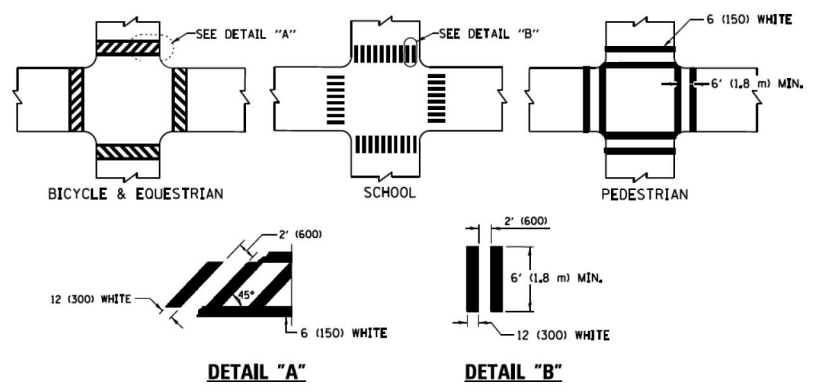
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CONTRACT NO. RR-18-4387
 IDOT DISTRICT 1 STANDARDS
 TC-12
 TC-12B
 DRAWING NO.
 170 OF 175

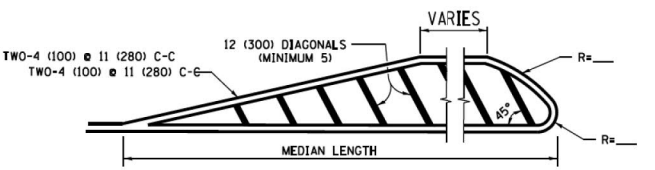
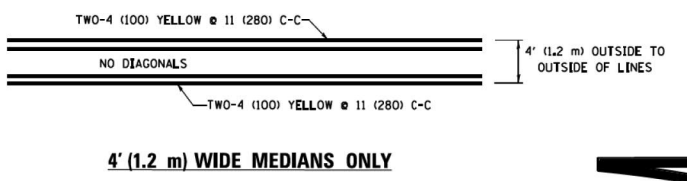
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 PLOT TIME = 265646 PM
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 DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018



TYPICAL LANE AND EDGE LINE MARKING

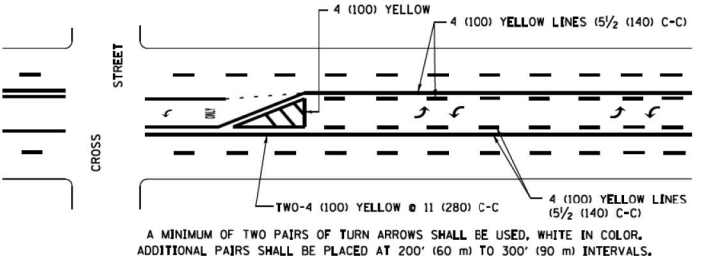


* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

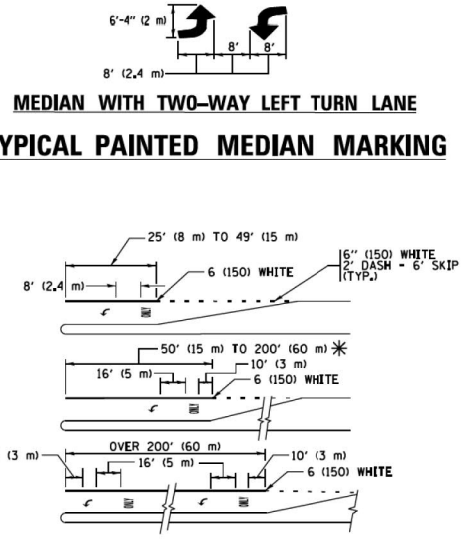


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h))
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

TYPICAL PAINTED MEDIAN MARKING

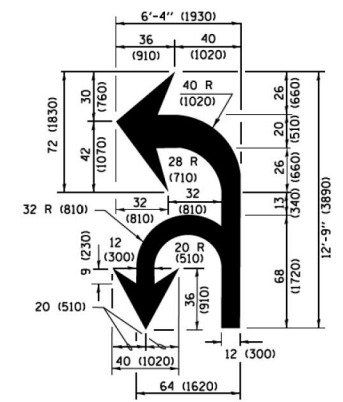
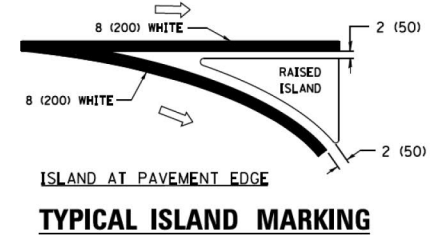
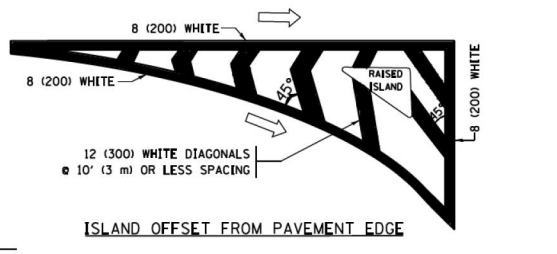


TYPICAL TURN LANE MARKING

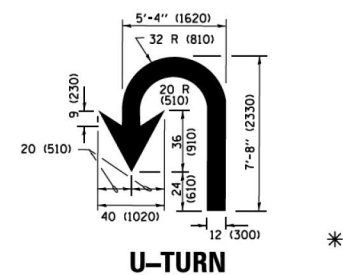


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²)
 AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL ISLAND MARKING



TYPICAL ISLAND MARKING



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

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

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

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

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

FILE NAME =	USER NAME = lejaa	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
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Default	PLOT SCALE = 50,000 / 1.00	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 6/23/2017	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.	TC-13		CONTRACT NO.		
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NO.	DATE	DESCRIPTION
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CONTRACT NO. RR-18-4387	TC-13
IDOT DISTRICT 1 STANDARDS	DRAWING NO. 171 OF 175
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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
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 ILLINOIS 60515

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

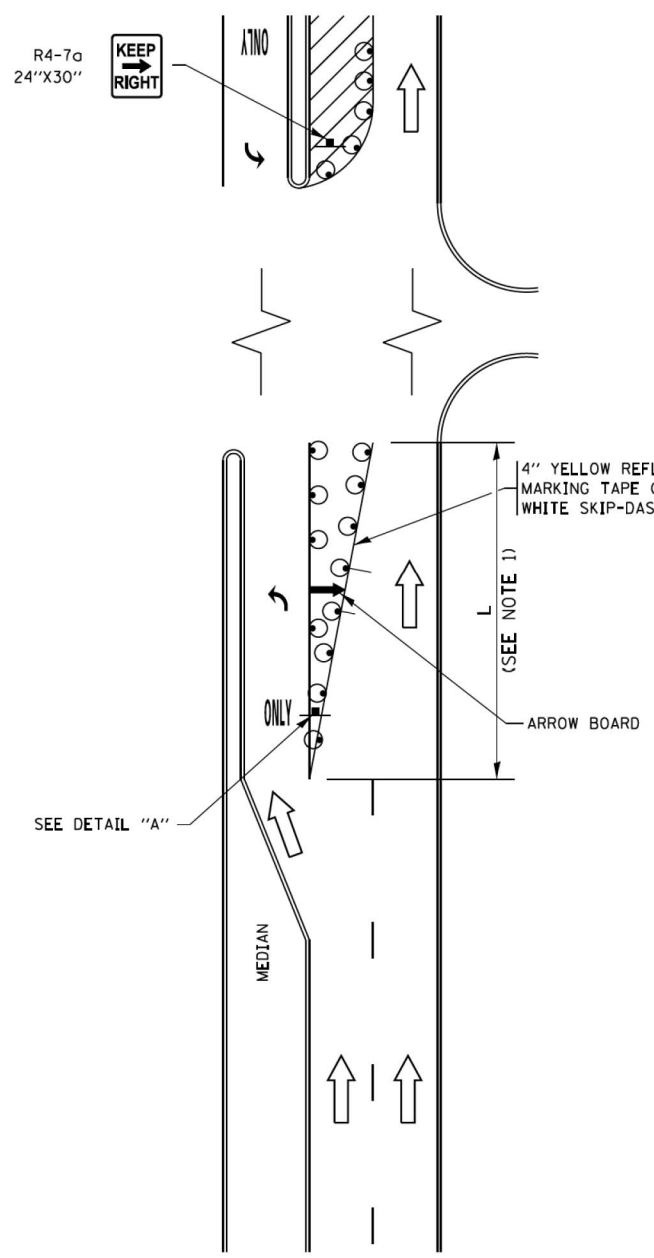


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

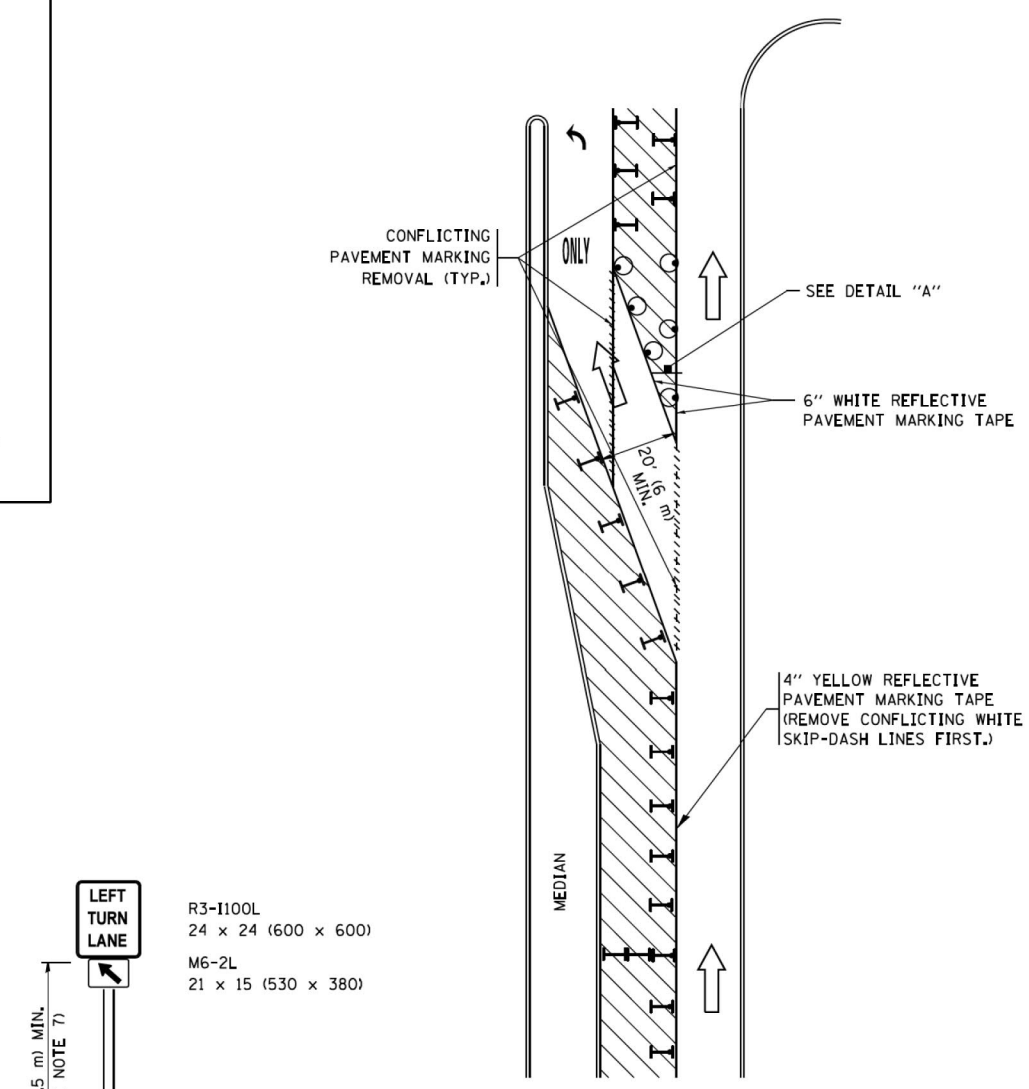


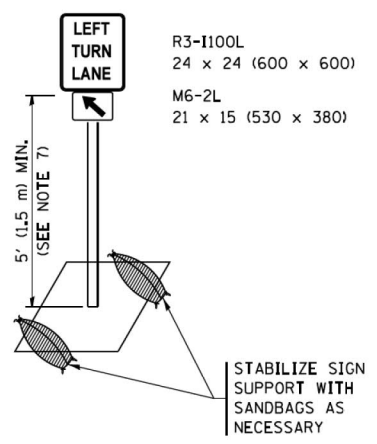
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

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



DETAIL A

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

FILE NAME = p:\aecom\re-pa\bentleycom\ECM\DSIS_NA\Documents\69545817-Central_Traffic_States_DCM\0400_Work_Packages\1-16-4265-5G4\10 - 4387\01 - SHT\ACMA\265-C08-SHT-R0\DET\TL-05-ACM.dgn
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FILE NAME =	USER NAME = Footemj	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			FILE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		REVISED - T. RAMMACHER 01-06-00	REVISED -									ILLINOIS FED. AID PROJECT	

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018

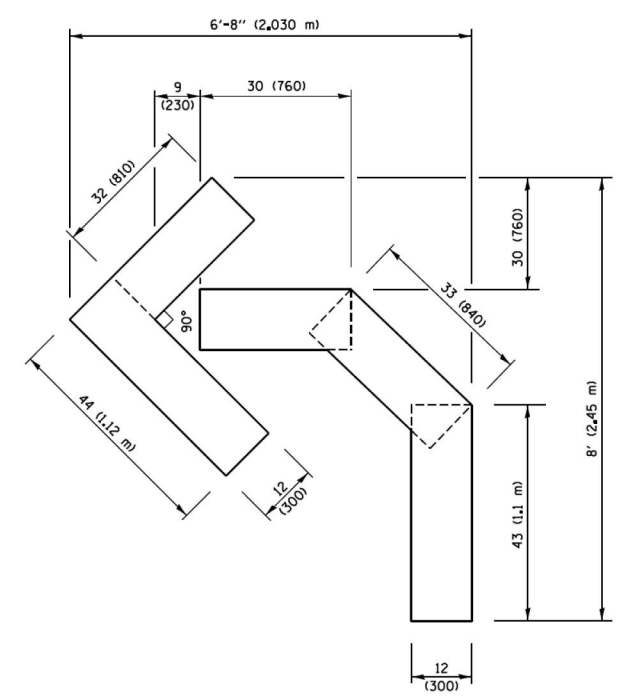


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 ILLINOIS 60515

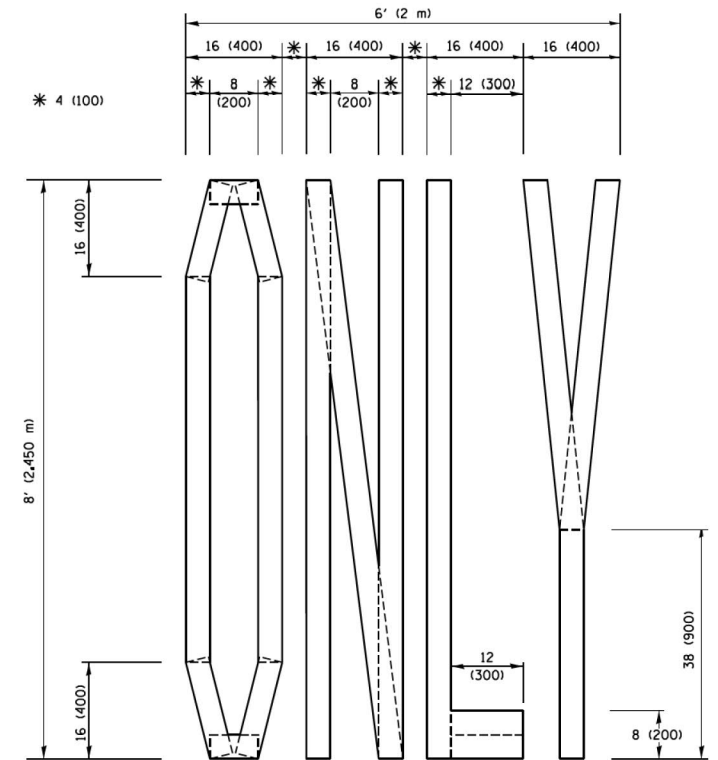
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CONTRACT NO. RR-18-4387
 IDOT DISTRICT 1 STANDARDS
 TC-14
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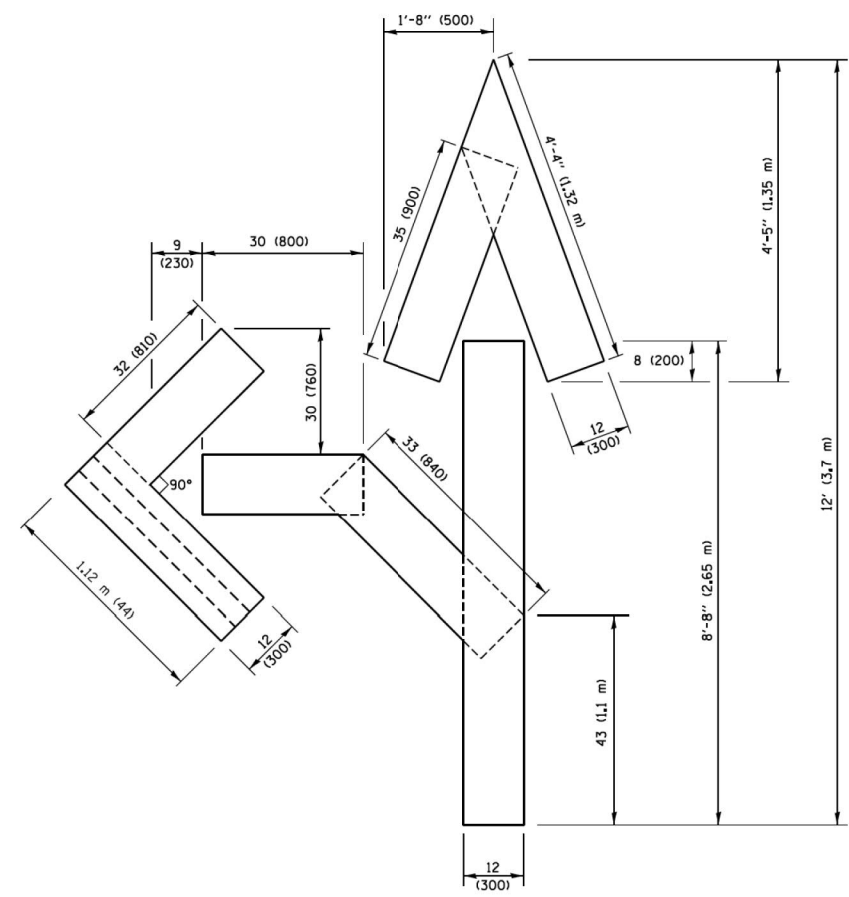
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 PLOT TIME = 2:57:22 PM
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QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

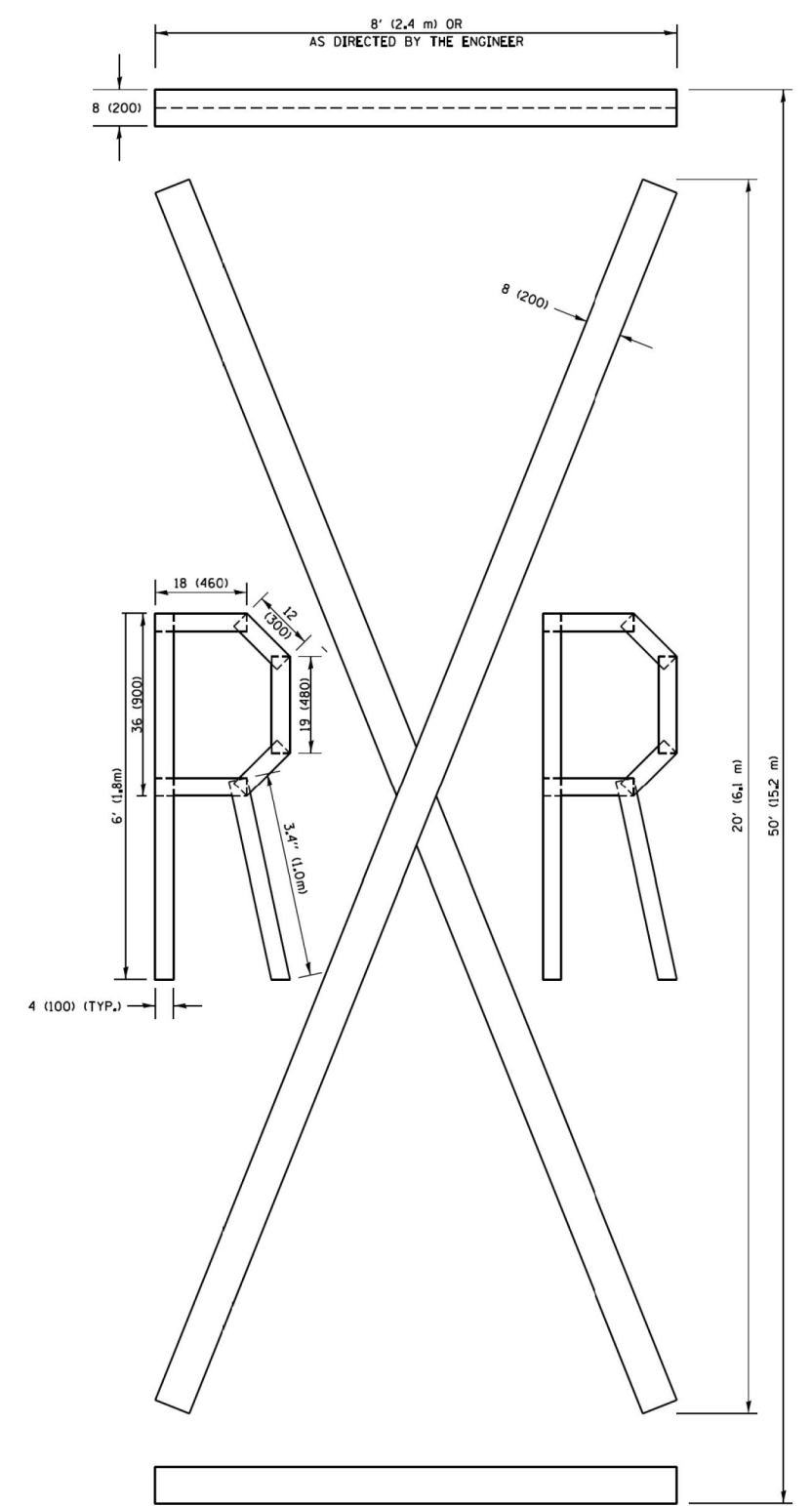


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

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

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		DATE -	REVISED -E. GOMEZ 08-28-00		SHEET NO. 1 OF 1 SHEETS						
		DATE -	REVISED -A. SCHUETZE 09-15-16		STA. TO STA.						
				CONTRACT NO. RR-18-4387			ILLINOIS FED. AID PROJECT		CONTRACT NO.		

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018



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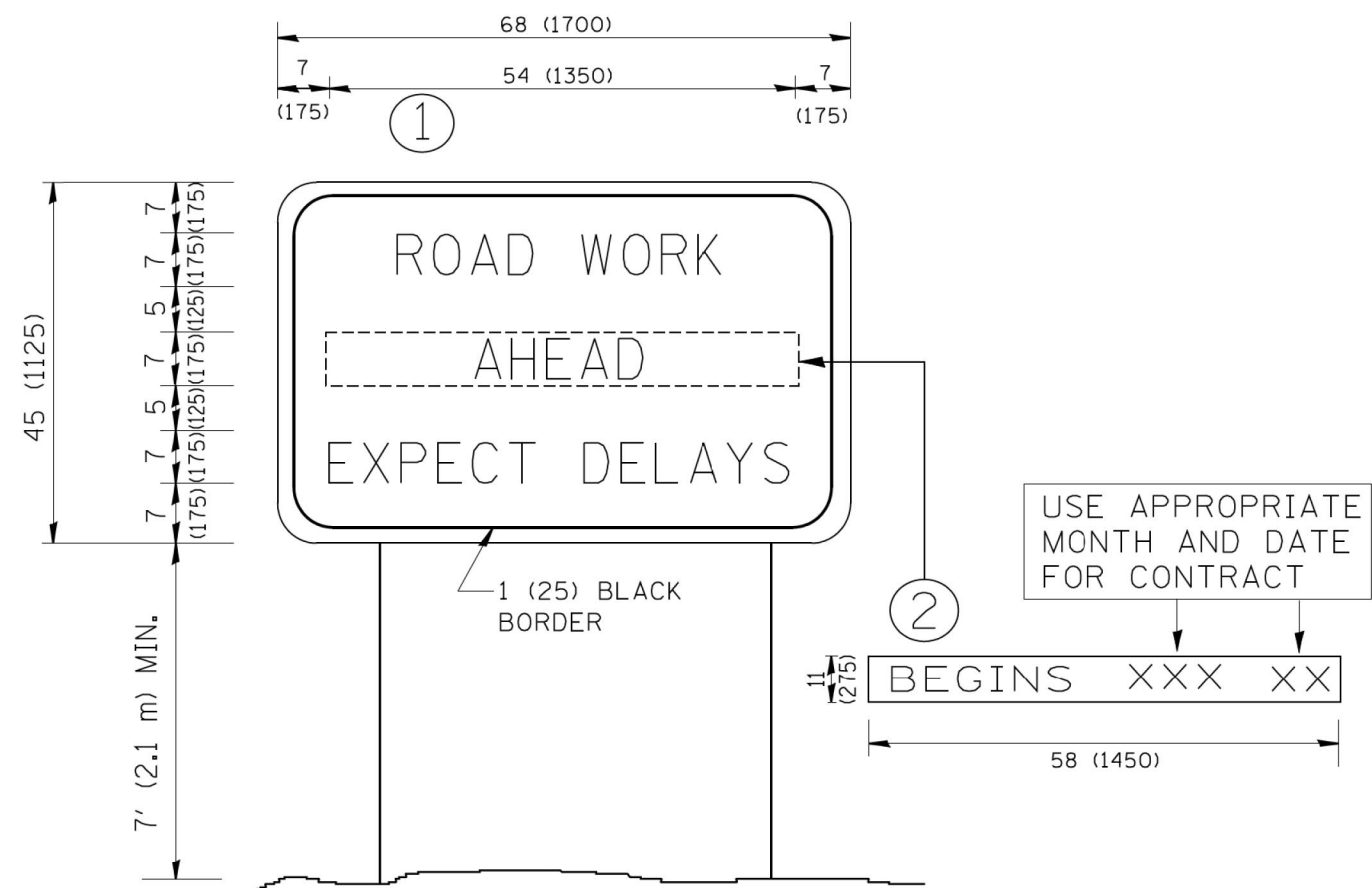
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CONTRACT NO. RR-18-4387
 IDOT DISTRICT 1 STANDARDS
 TC-16

TC-16
 DRAWING NO.
 173 OF 175

PLOT TIME = 2:58:00 PM
 PLOT DATE = 4/13/2018
 PLOT SCALE = 20,000 / 1"

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NOTES:

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

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

FILE NAME = W:\dsistad\22x34\to22.dgn	USER NAME = gajlianobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	REVISED - C. JUCIUS 01-31-07	SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		
PLOT DATE = 1/4/2008	DATE -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.		

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
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CONTRACT NO. RR-18-4387
 IDOT DISTRICT 1 STANDARDS
 TC-22

TC-22
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3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

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

FILE NAME = ca\pw_work\p\dot\gaglianob\108315\to	USER NAME = gaglianob	DESIGNED - DRAWN -	REVISED - REVISED -	C. JUCIUS 02-15-07
PLOT SCALE = 50.000 / 1"	CHECKED -	REVISIED -		
PLOT DATE = 12/13/2012	DATE -	REVISIED -		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A. - RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			TC-26		CONTRACT NO.		
			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

DRAWN BY ATB DATE 02/09/2018
 CHECKED BY OPS DATE 4/17/2018

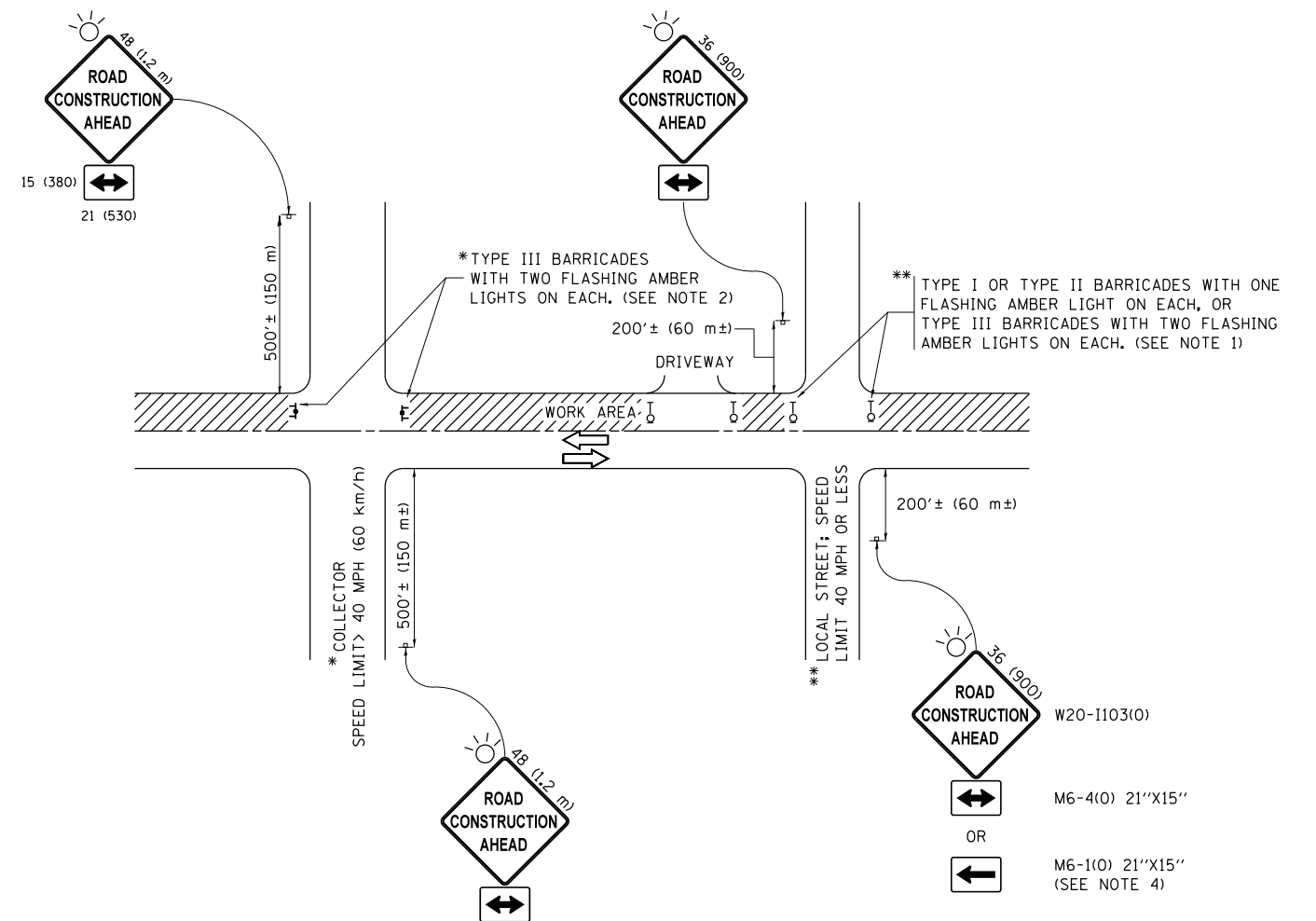


THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
 2700 OGDEN AVENUE
 DOWNERS GROVE,
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REVISIONS	
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CONTRACT NO. RR-18-4387
 IDOT DISTRICT 1 STANDARDS
 TC-26

TC-26
 DRAWING NO.
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NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

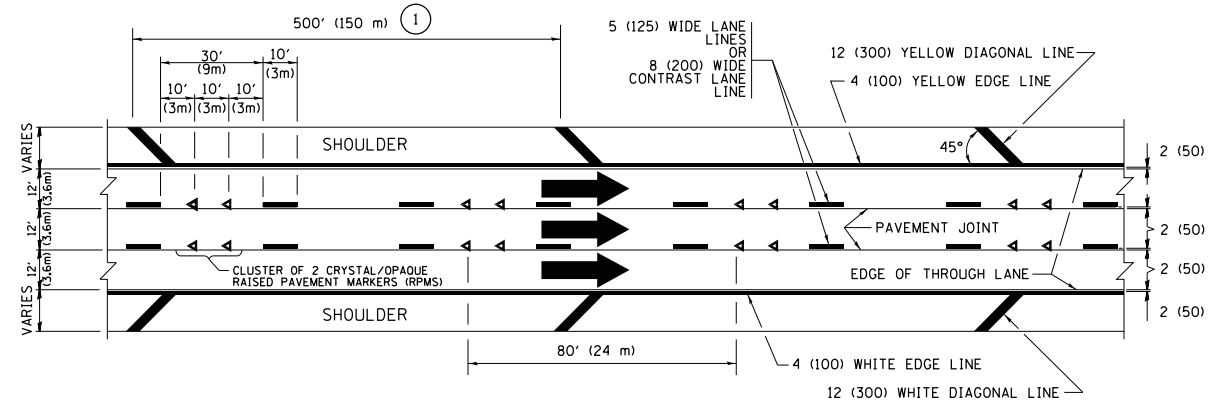
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Default	PLOT SCALE = 50.000' / in.	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

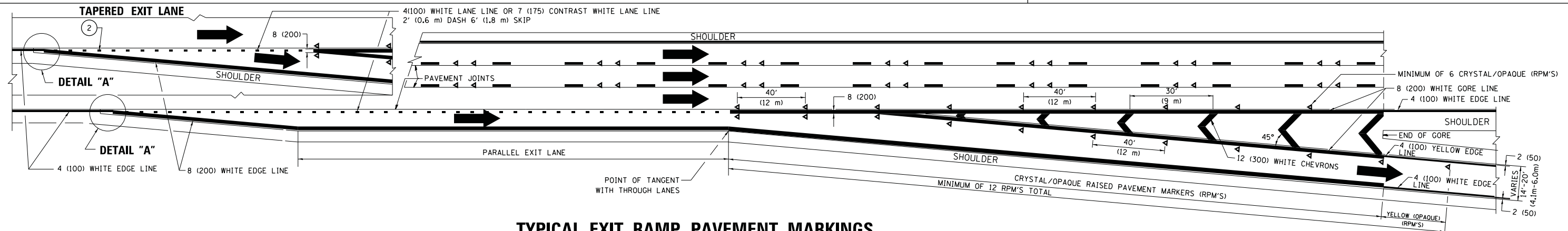
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-10			
ILLINOIS FED. AID PROJECT			CONTRACT NO.	



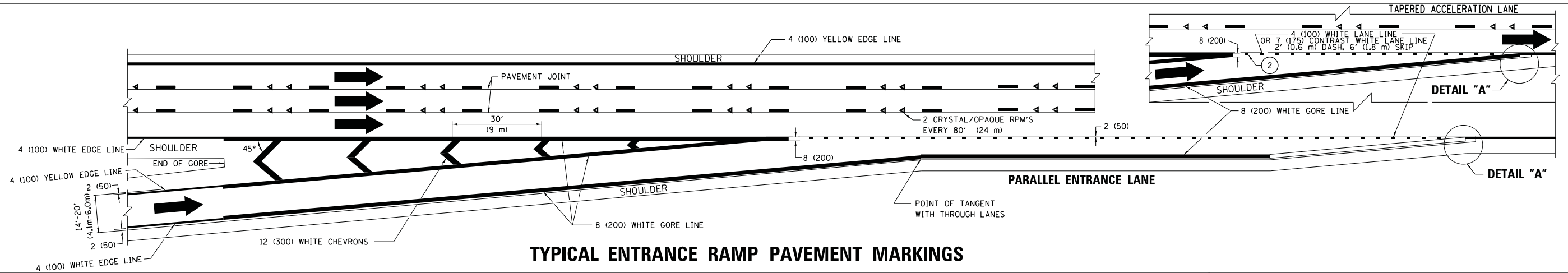
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

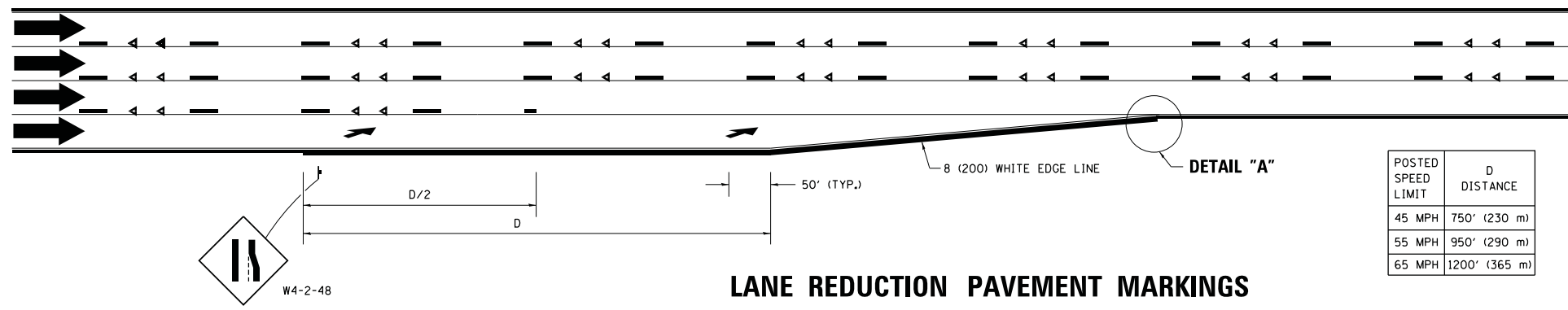
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



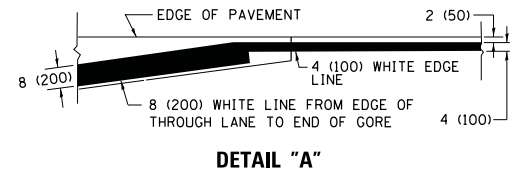
TYPICAL EXIT RAMP PAVEMENT MARKINGS



TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS

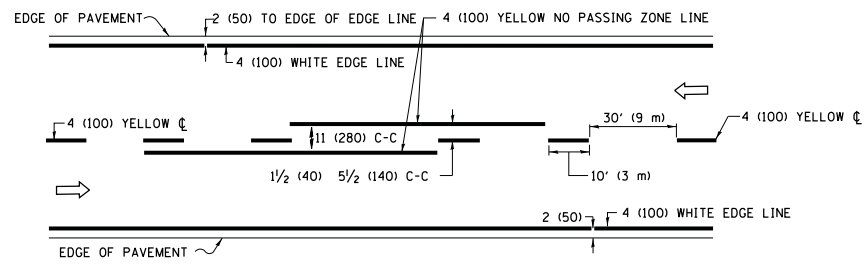


LANE REDUCTION PAVEMENT MARKINGS

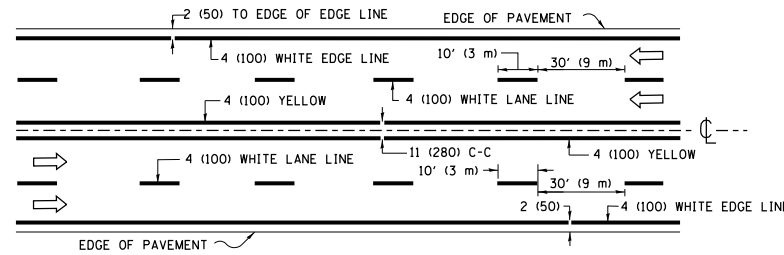


- NOTES:**
- 1 THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
 - 2 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

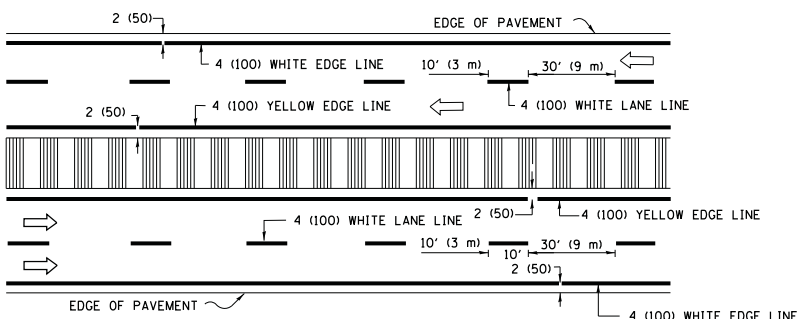
POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



2-LANE ROADWAY

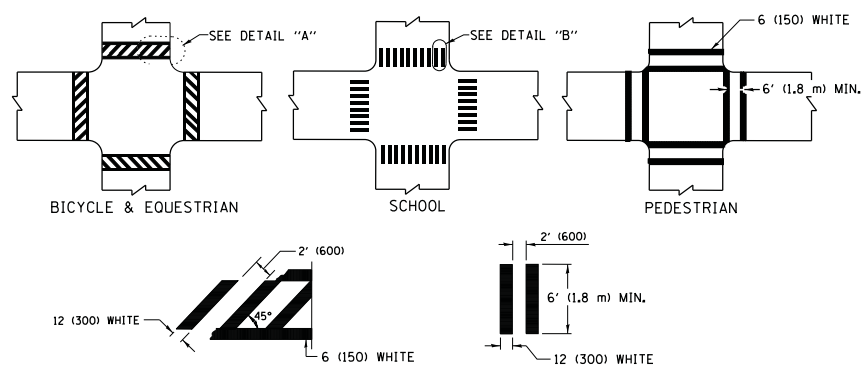


MULTI-LANE UNDIVIDED



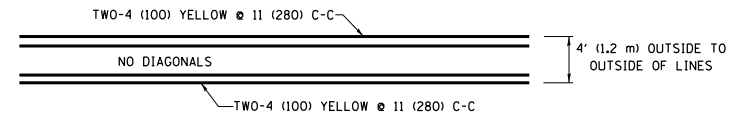
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

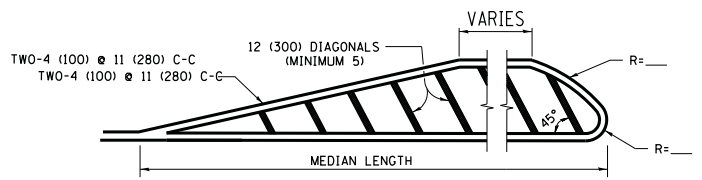


TYPICAL CROSSWALK MARKING

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

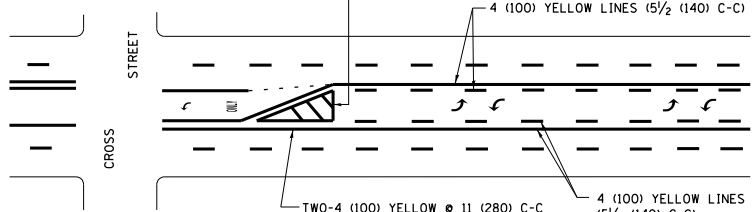


4' (1.2 m) WIDE MEDIANS ONLY



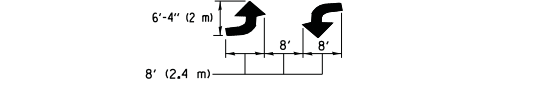
MEDIANS OVER 4' (1.2 m) WIDE

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



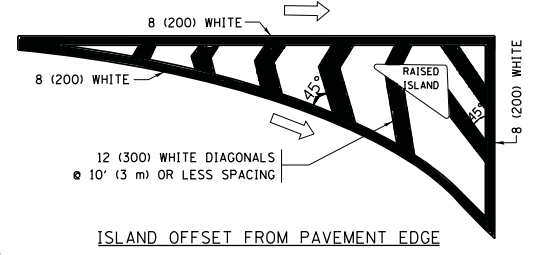
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

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

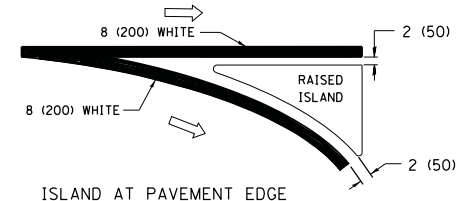


TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

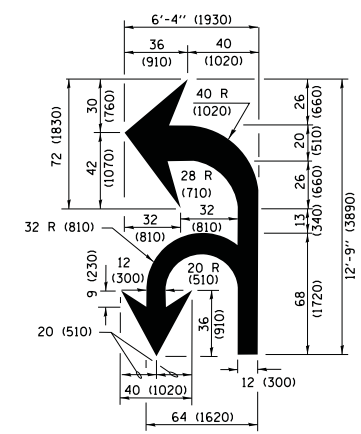
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



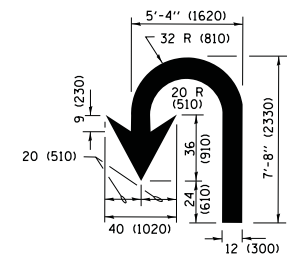
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

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

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

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

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Default	PLOT SCALE = 50.000' / in.	DRAWN -	REVISED - C. JUCIUS 07-01-13
	PLOT DATE = 6/23/2017	CHECKED -	REVISED - C. JUCIUS 12-21-15
		DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13			
ILLINOIS		CONTRACT NO.		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

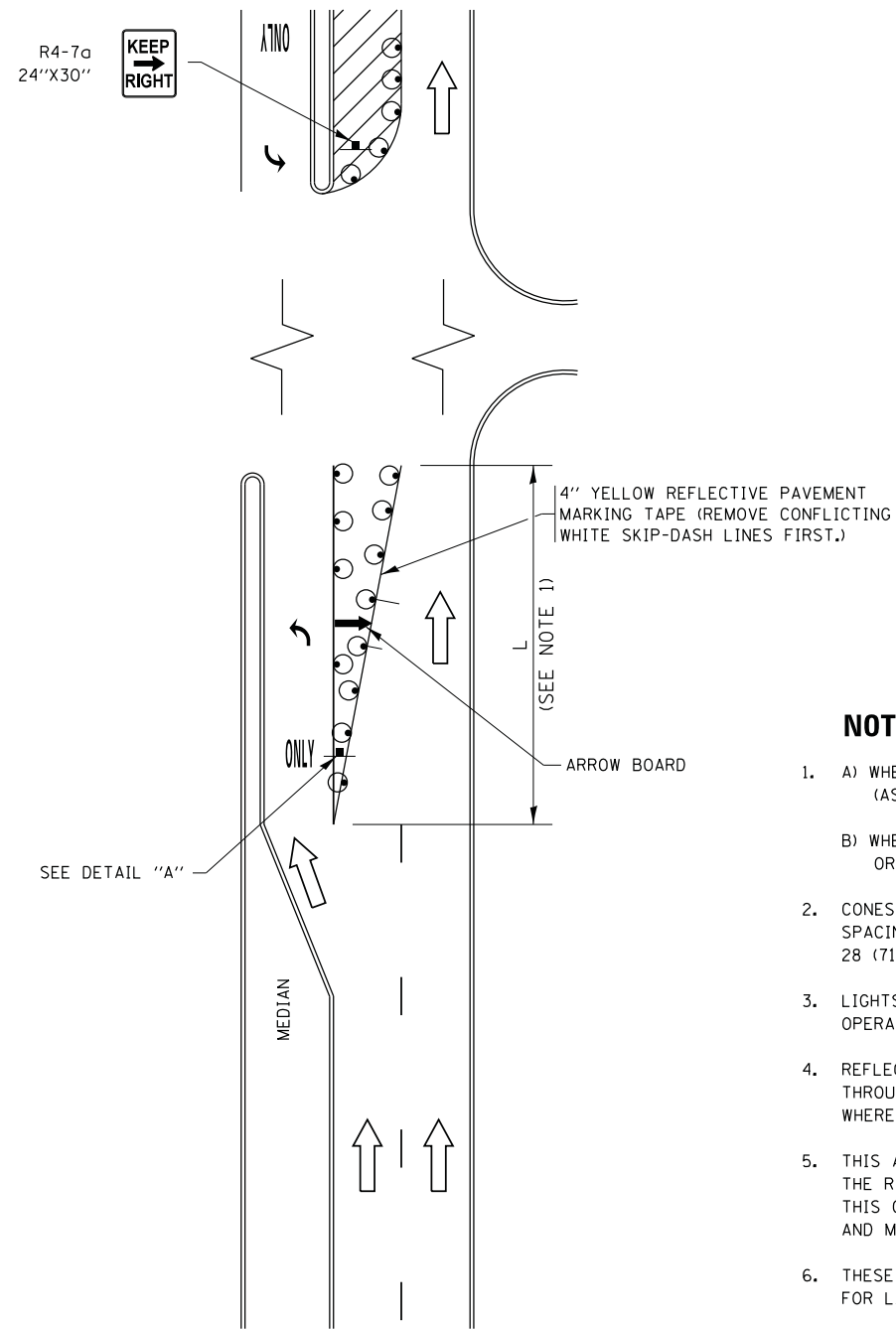


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

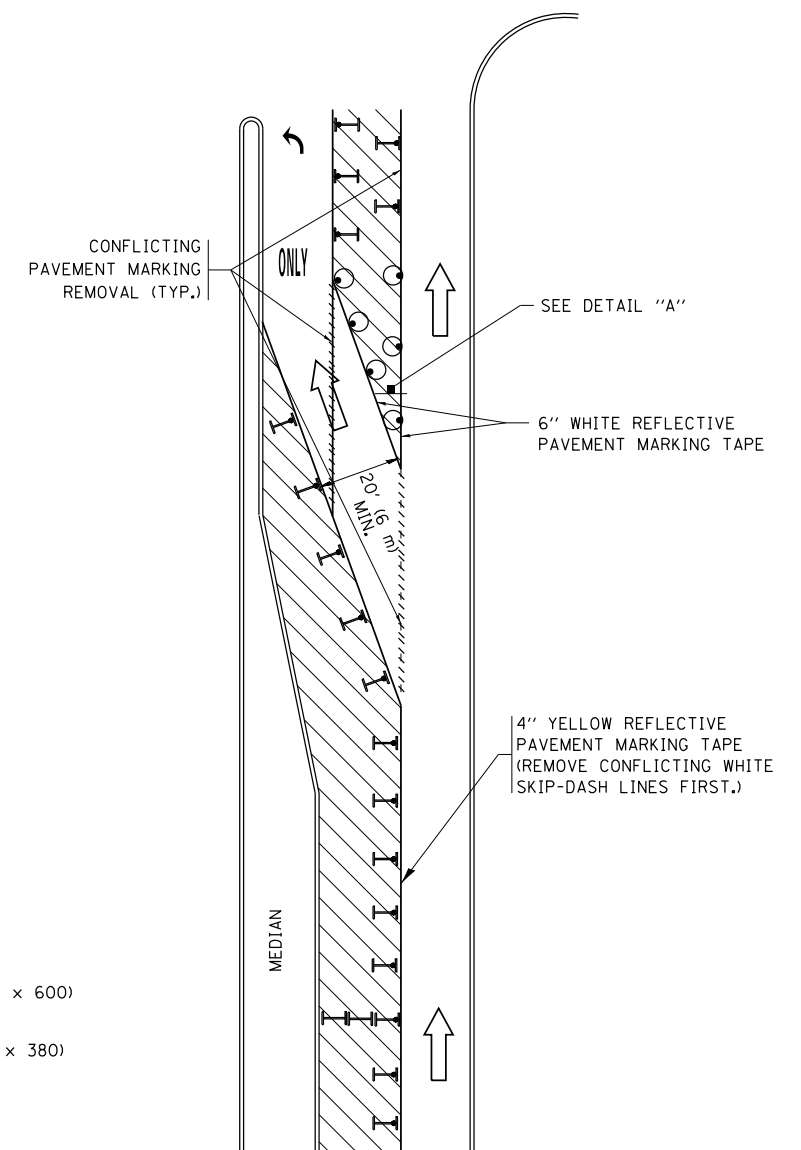


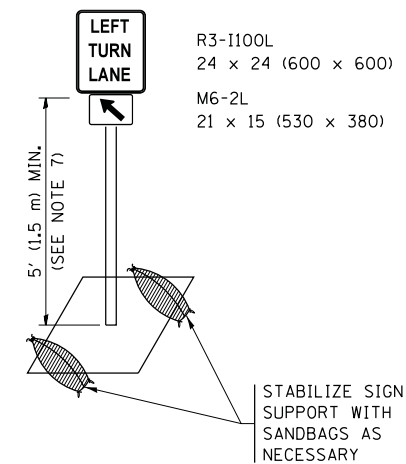
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

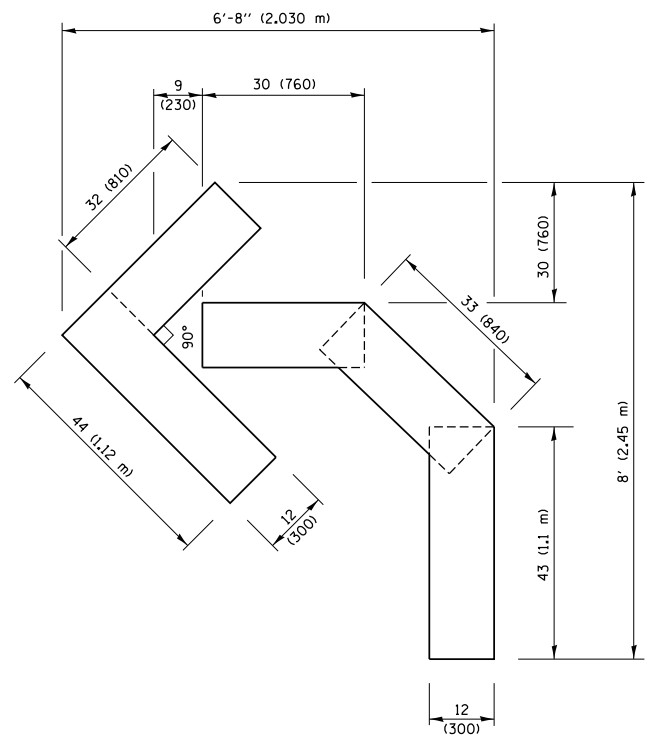
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS.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



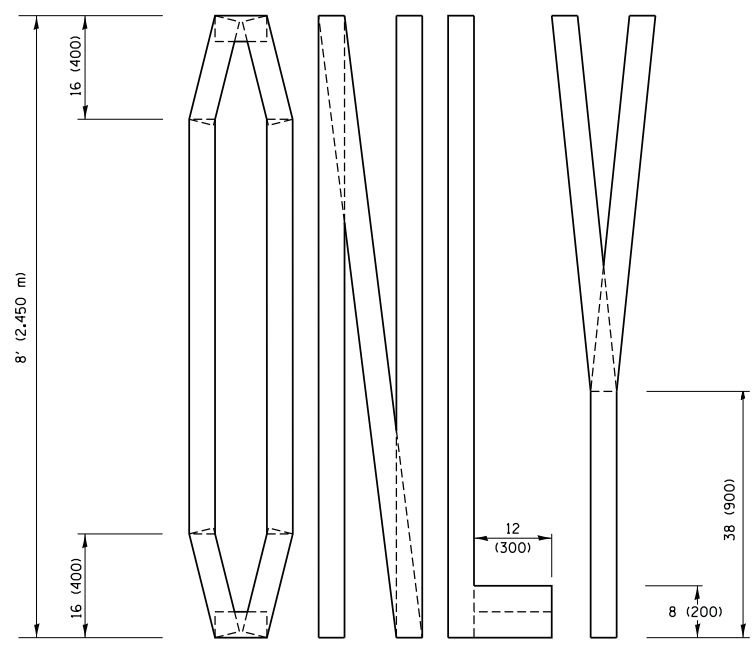
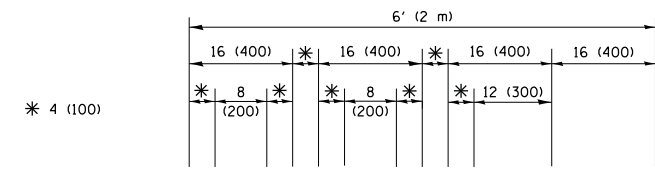
DETAIL A

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

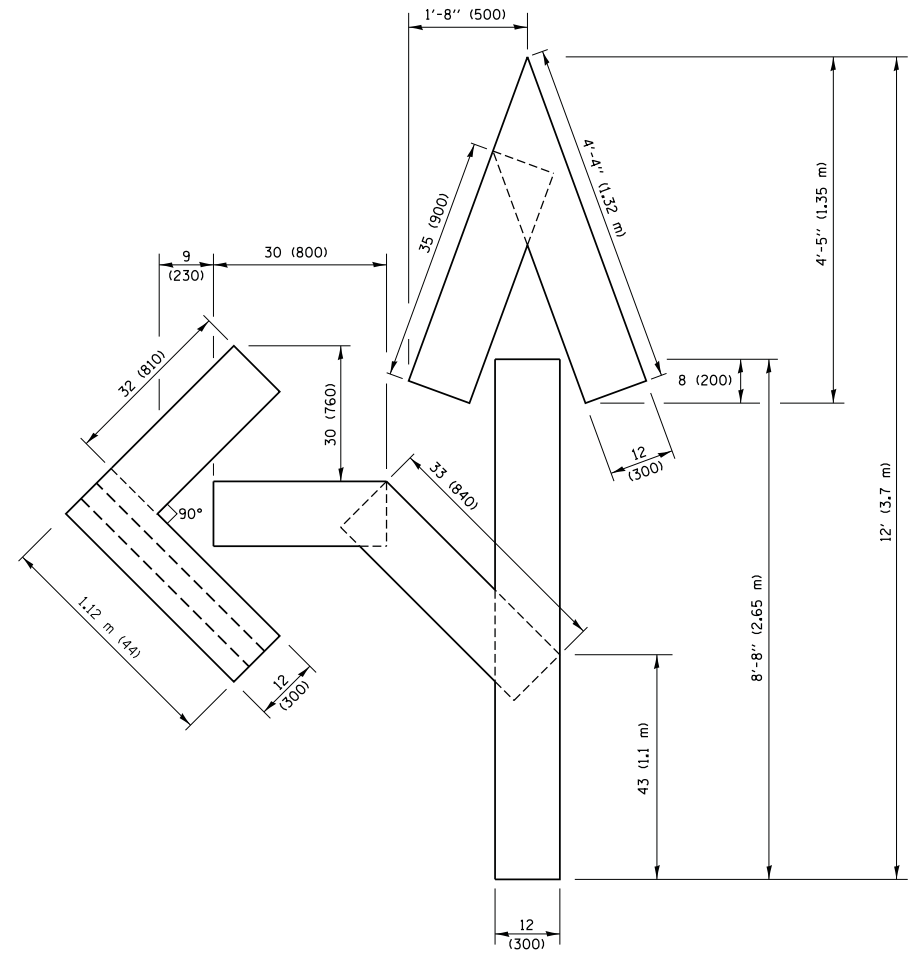
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Default	PLOT SCALE = 50.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16					TC-14		CONTRACT NO.		
	PLOT DATE = 9/15/2016	REVISED - T. RAMMACHER 01-06-00	REVISED -					ILLINOIS FED. AID PROJECT				



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

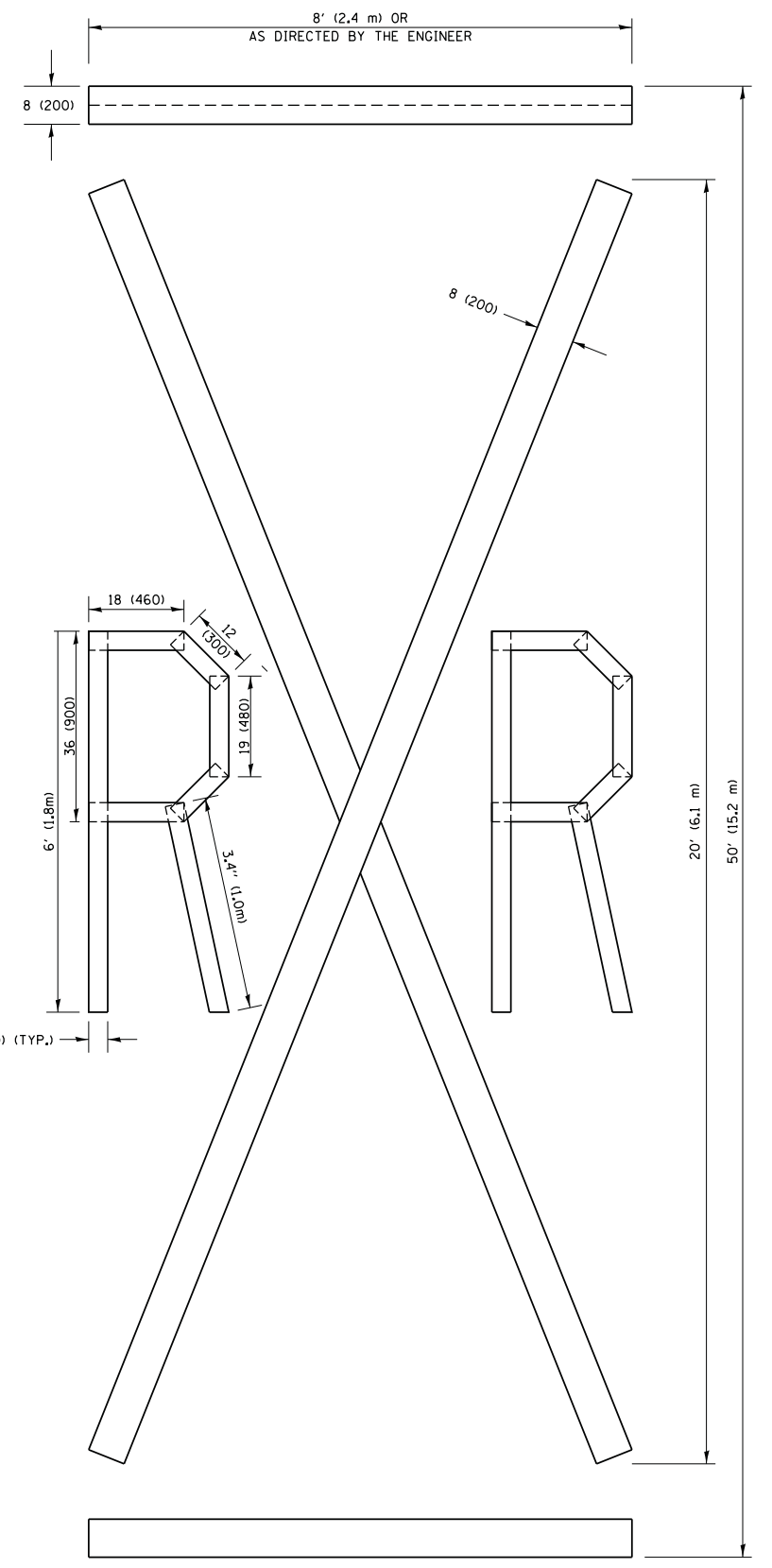


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

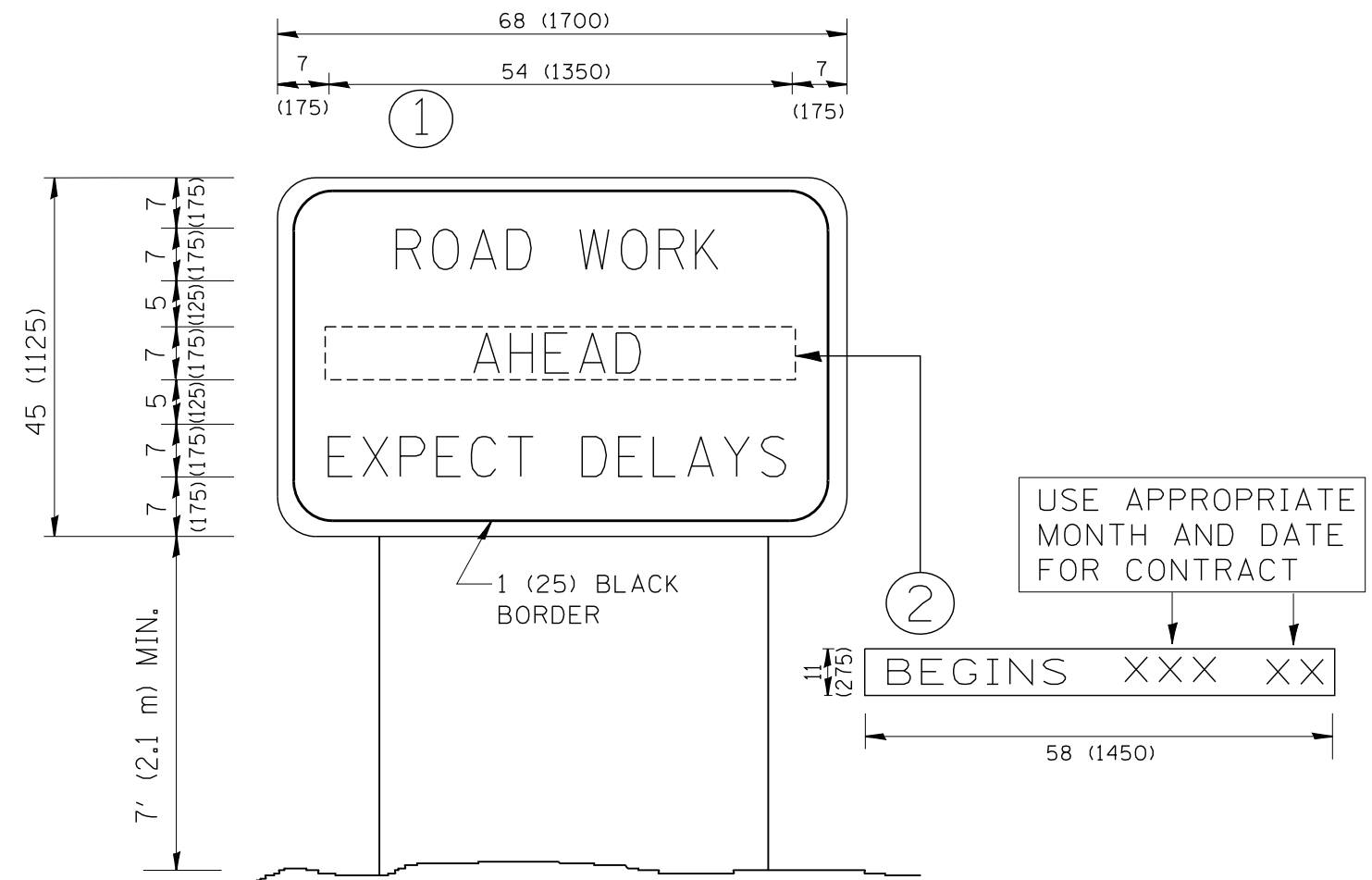
All dimensions are in inches (millimeters) unless otherwise shown.

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		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-16			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



NOTES:

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

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

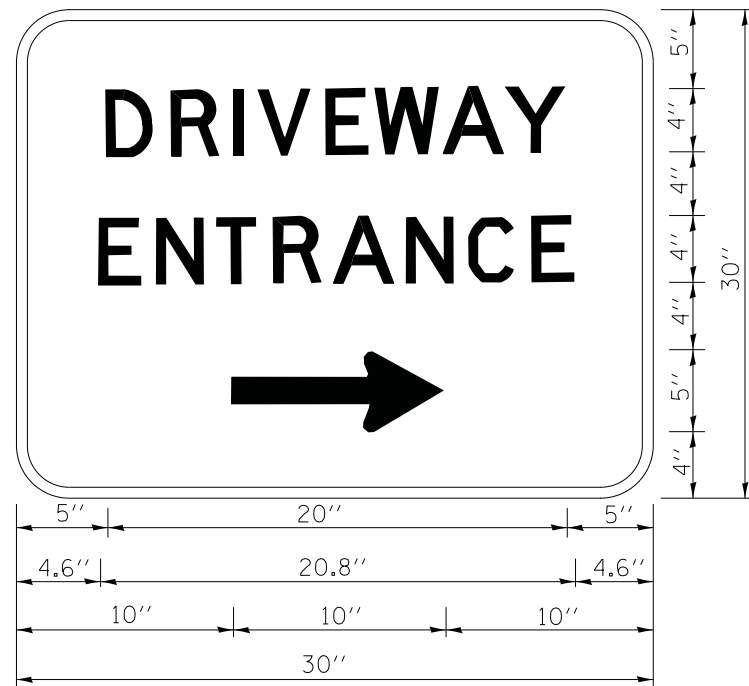
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-22		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

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

FILE NAME =	USER NAME = gegl1enobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
ct:\pwork\pwork\gagl1enobt\d0108315\to26.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-26			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	

TRAFFIC SIGNAL LEGEND

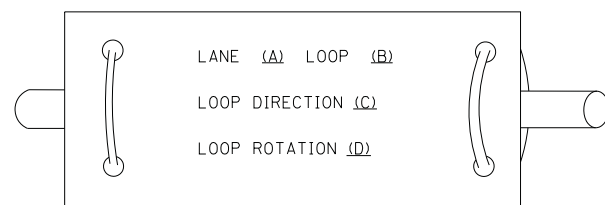
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 	 	DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

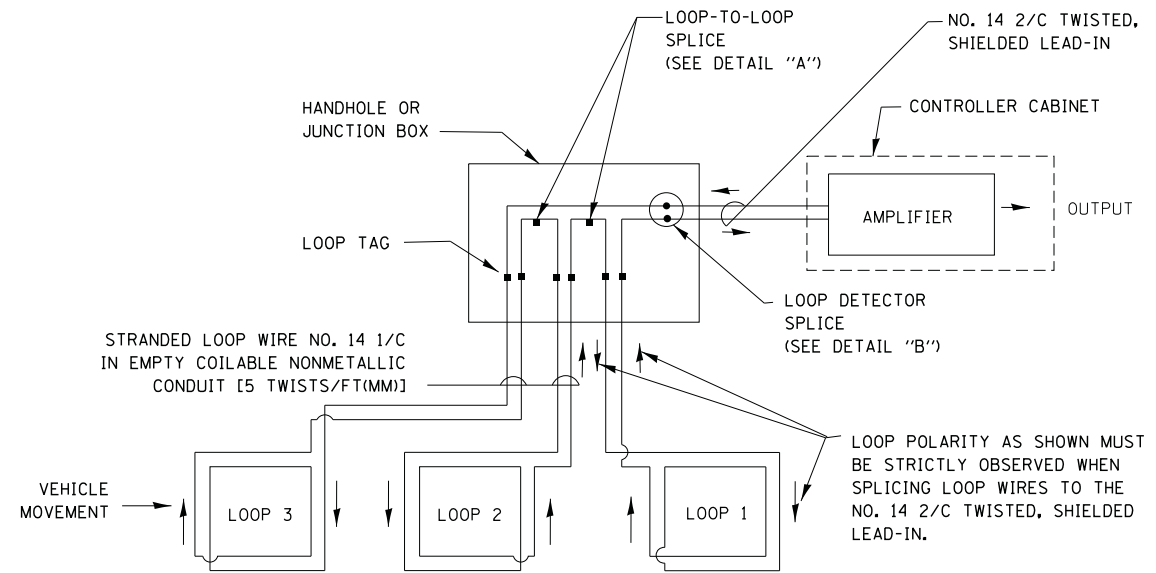
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

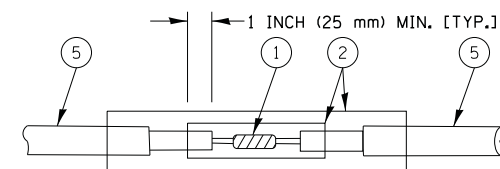


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

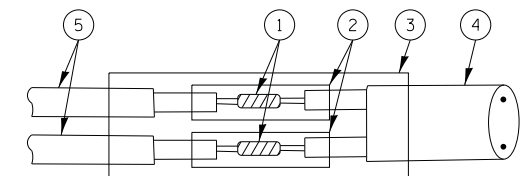


DETECTOR LOOP WIRING SCHEMATIC

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

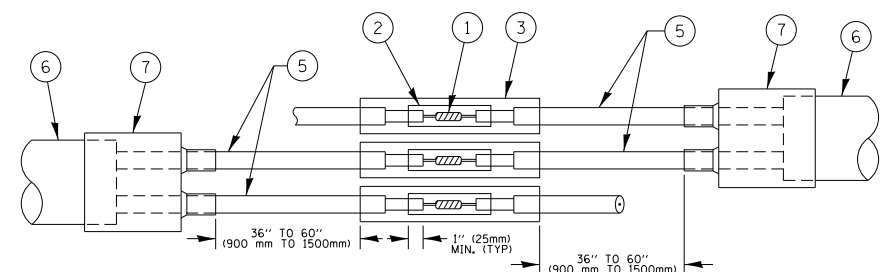


DETAIL "A"
LOOP-TO-LOOP SPLICE

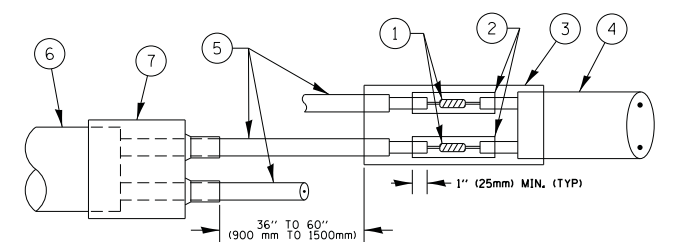


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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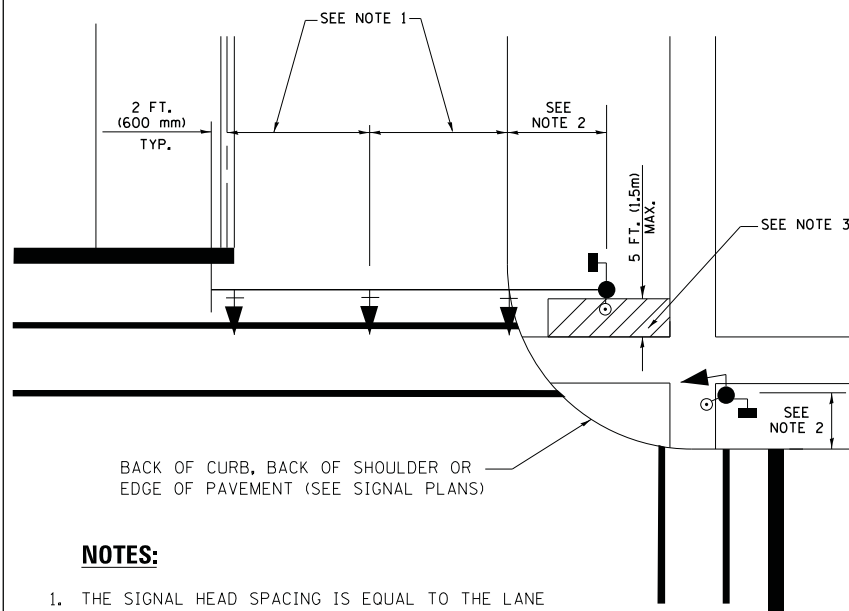
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
FED. ROAD DIST. NO. 1 ILLINOIS		FED. AID PROJECT		

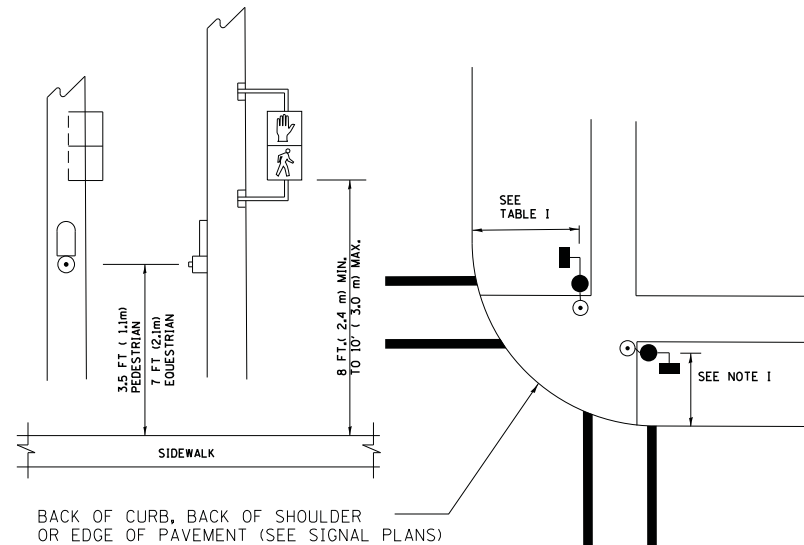
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

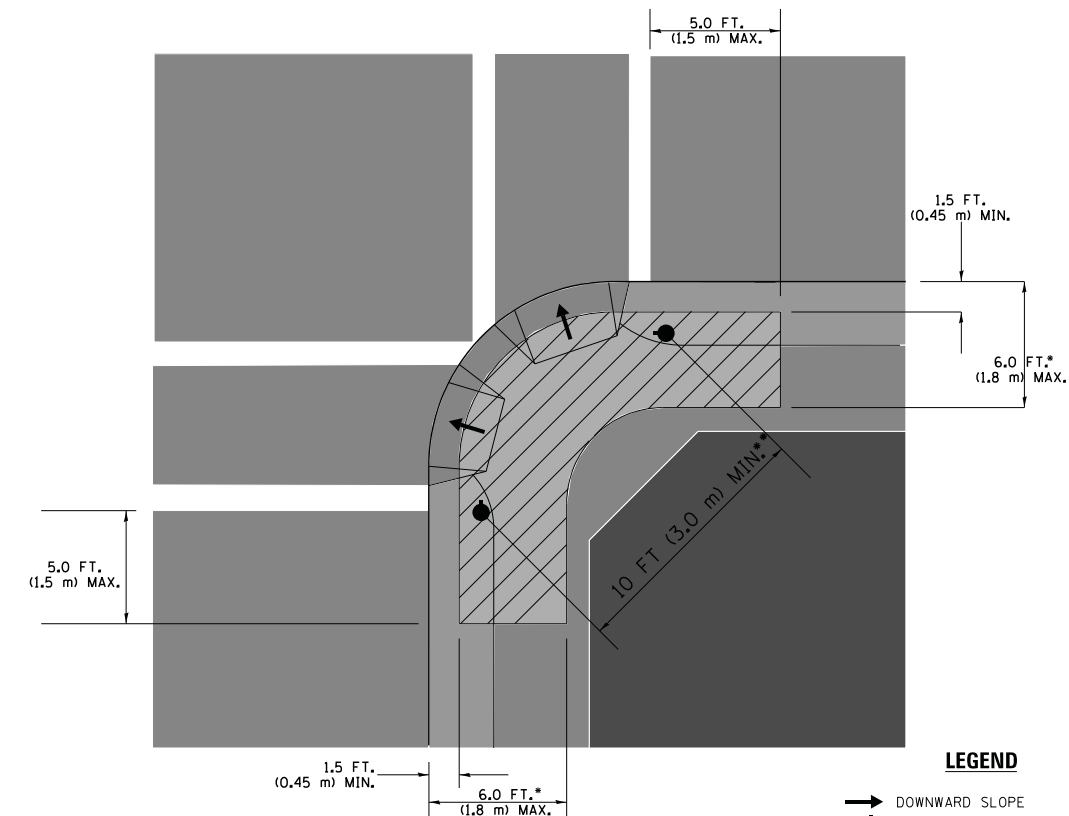
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

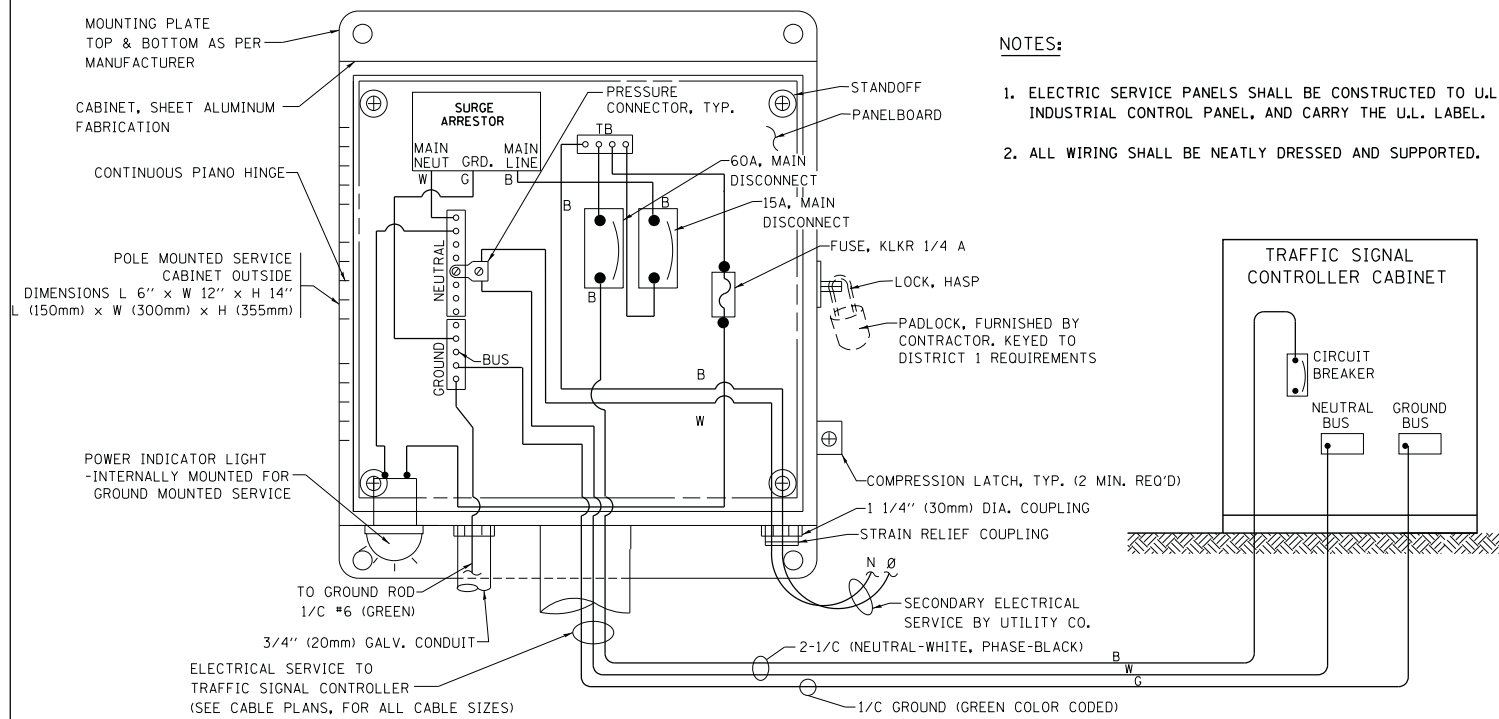
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

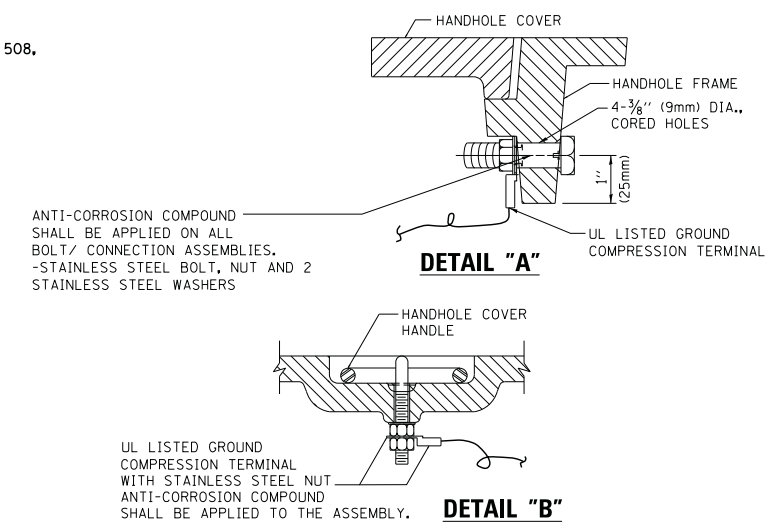
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

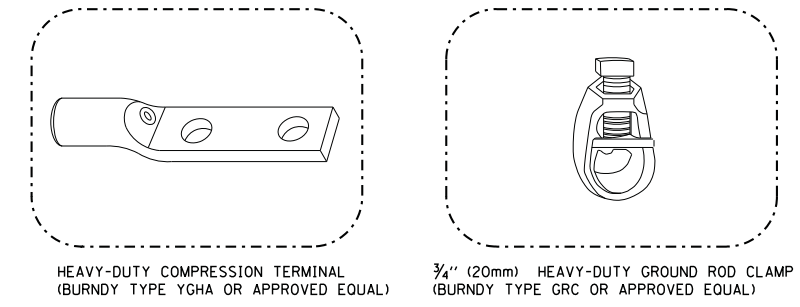
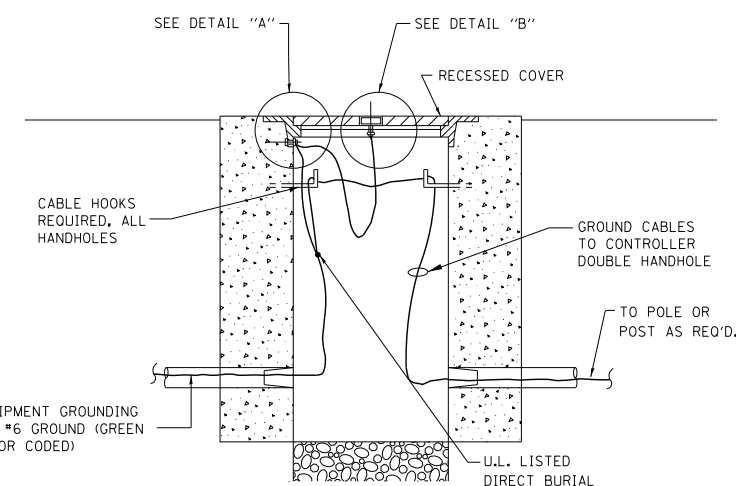


ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE) SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



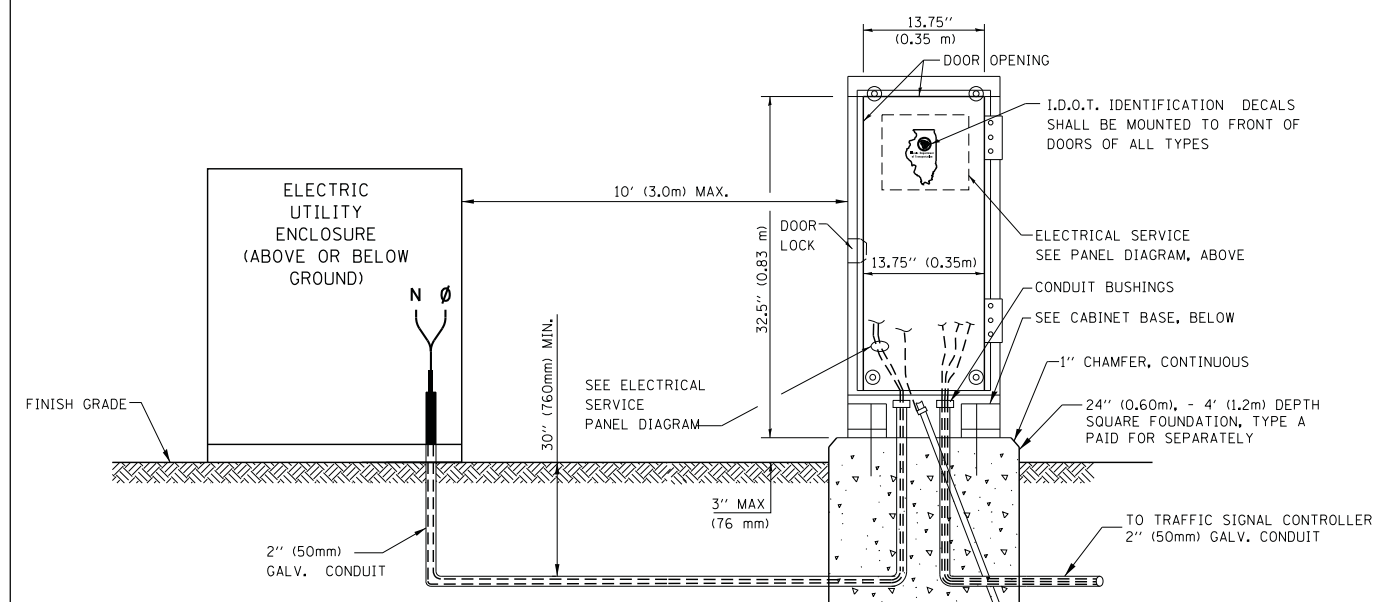
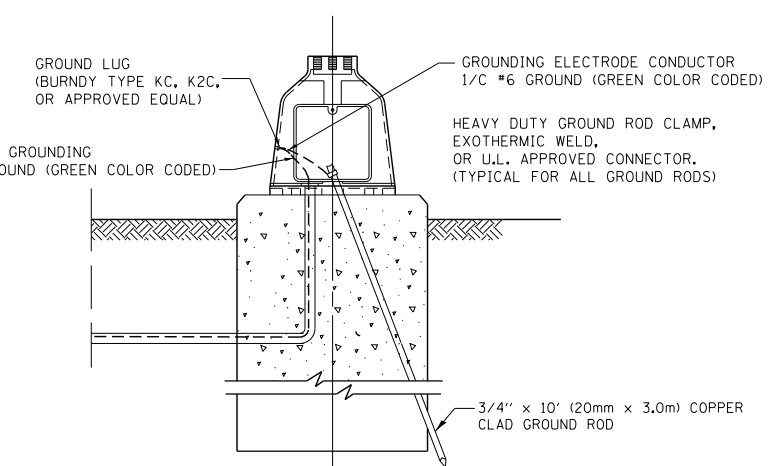
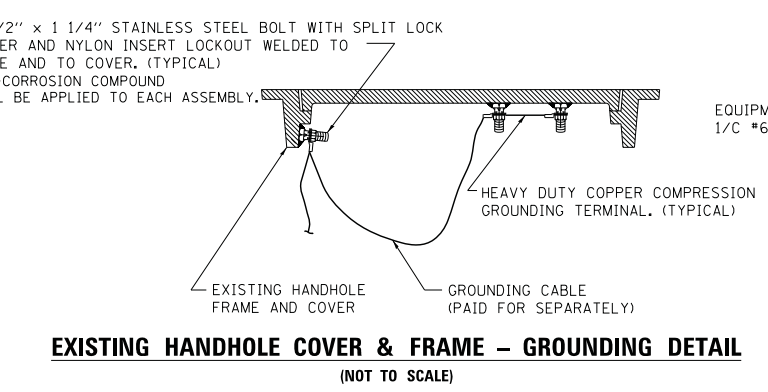
NOTES:
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



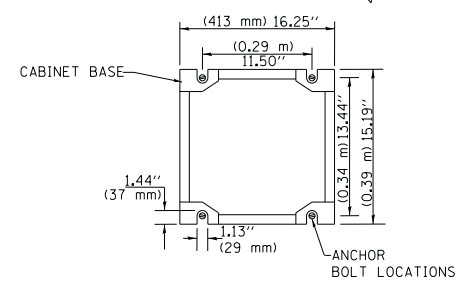
NOTES:

- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

CABINET - BASE BOLT PATTERN (NOT TO SCALE)

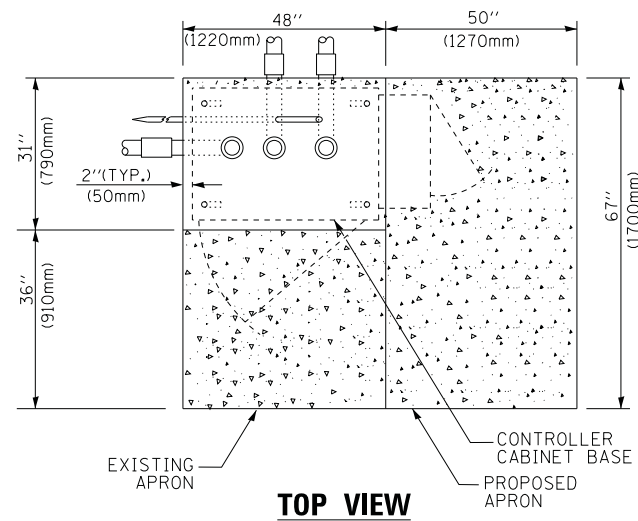


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		DATE - 10-28-09	REVISED -

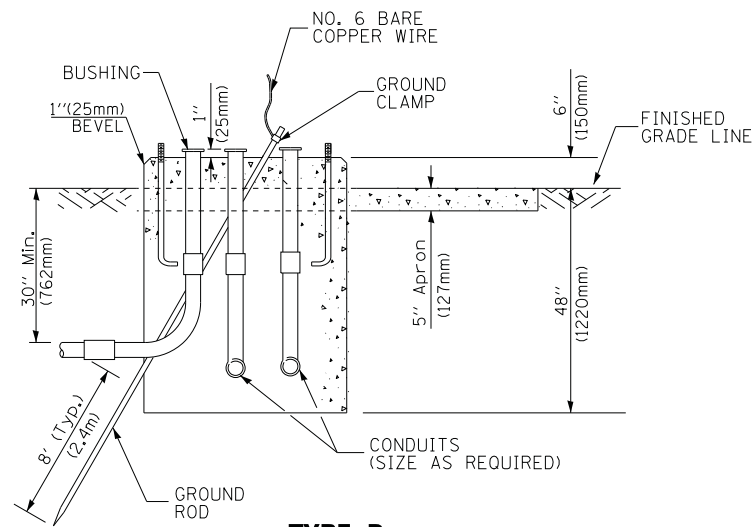
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA.	TO STA.

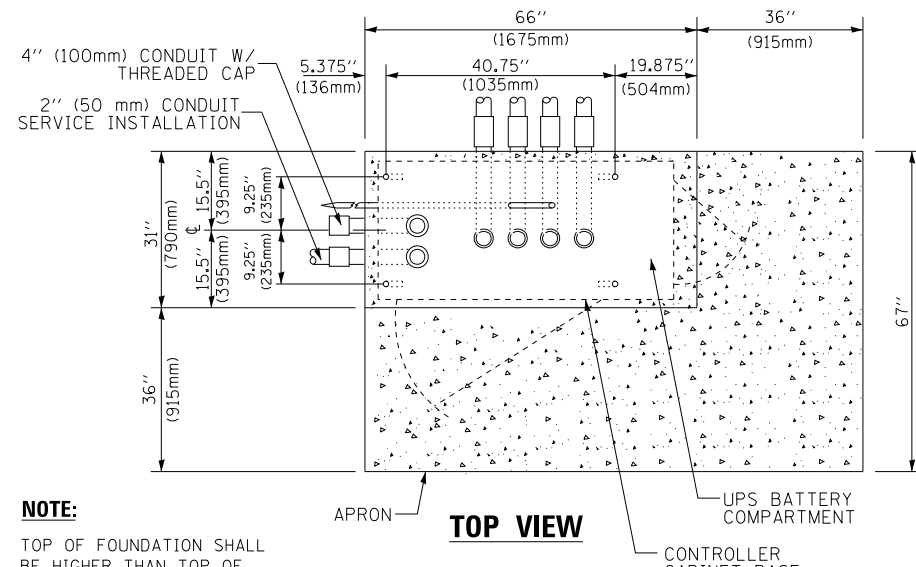
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO.		
FED. AID PROJECT				



TOP VIEW



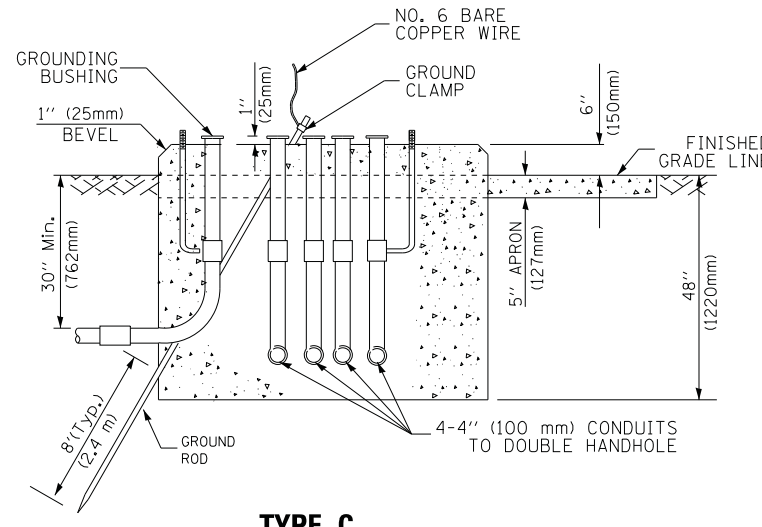
**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



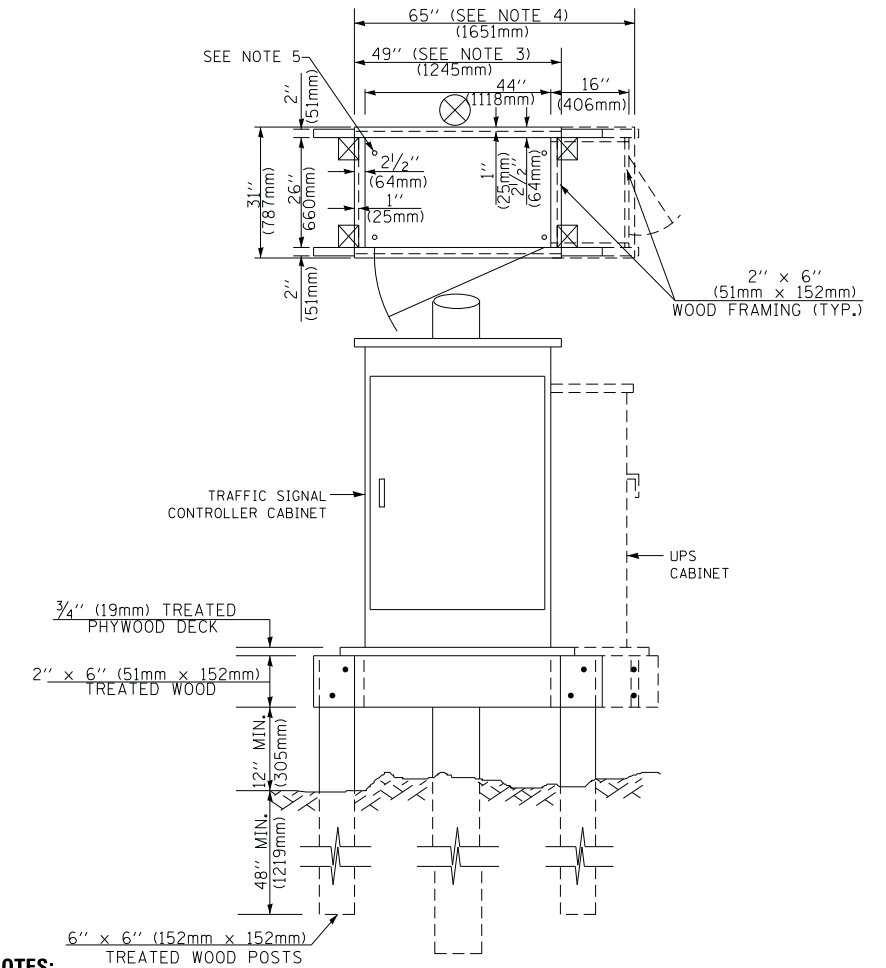
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

CABLE SLACK

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

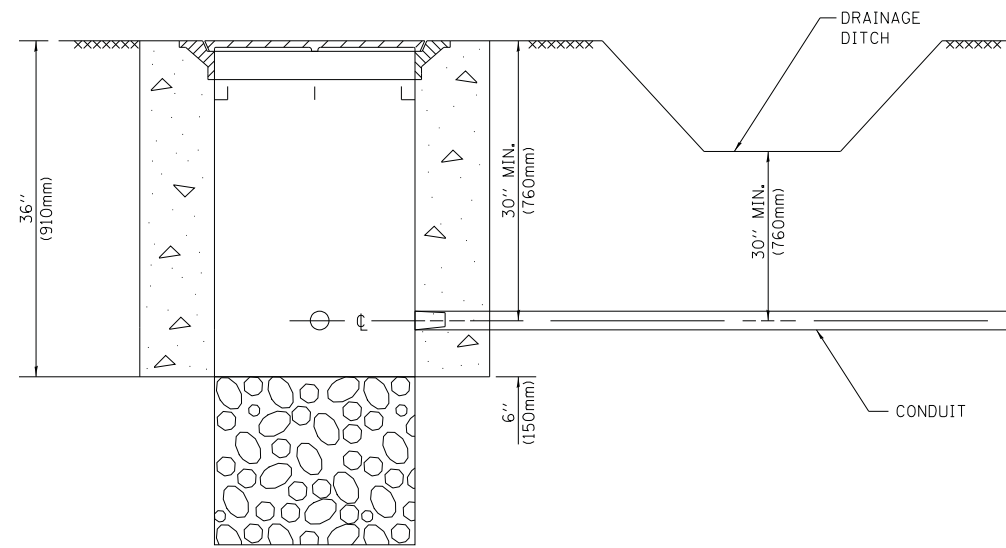
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
ca:\pwork\p\dot\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

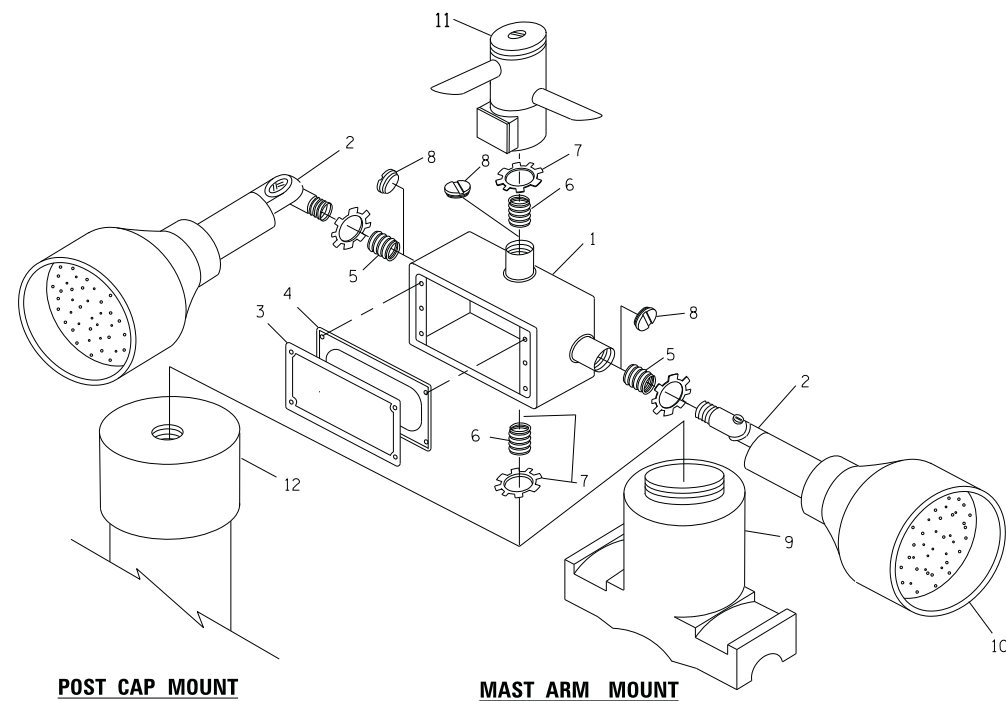
DISTRICT ONE		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STANDARD TRAFFIC SIGNAL DESIGN DETAILS		TS-05		CONTRACT NO.		
SCALE: NONE	SHEET NO. 5 OF 7 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



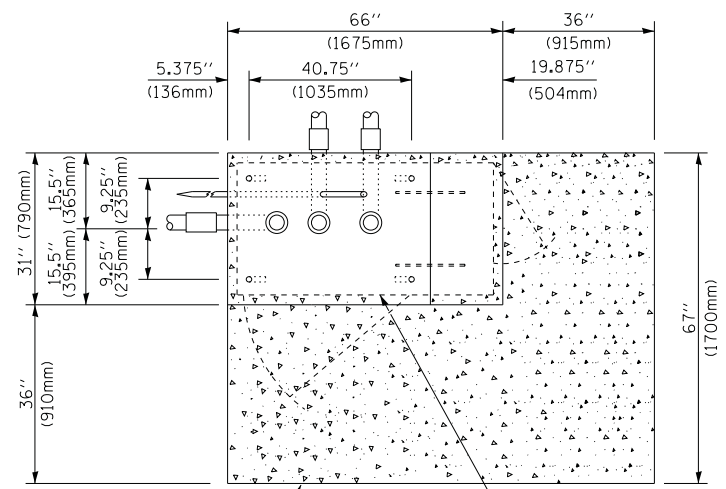
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

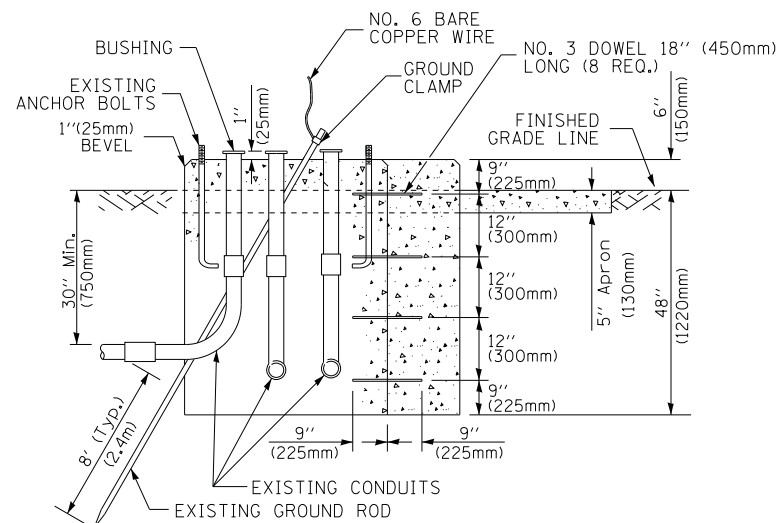
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

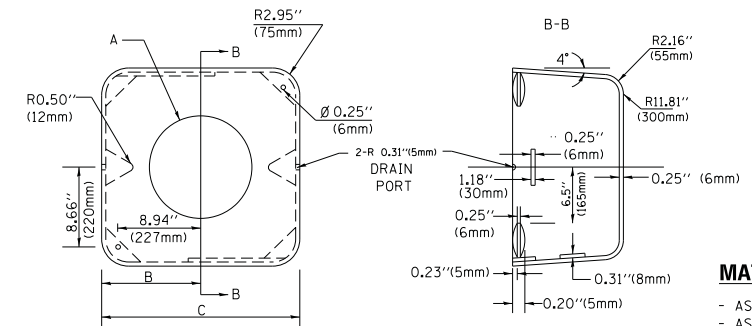


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0,000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

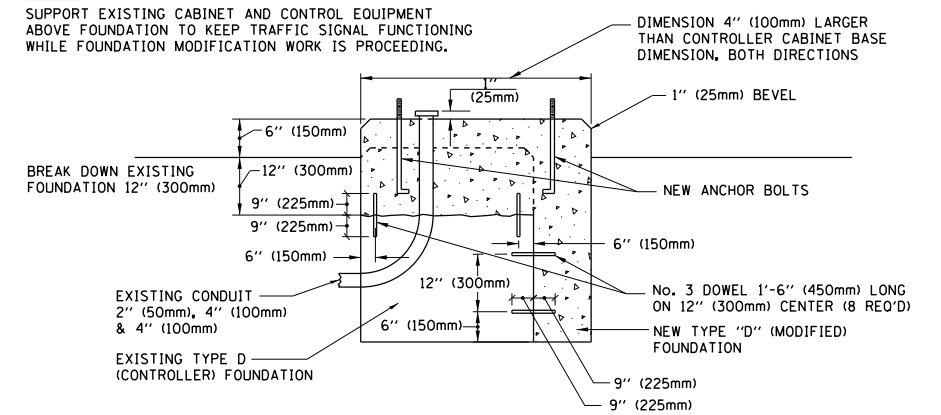
SHROUD

NOTES:

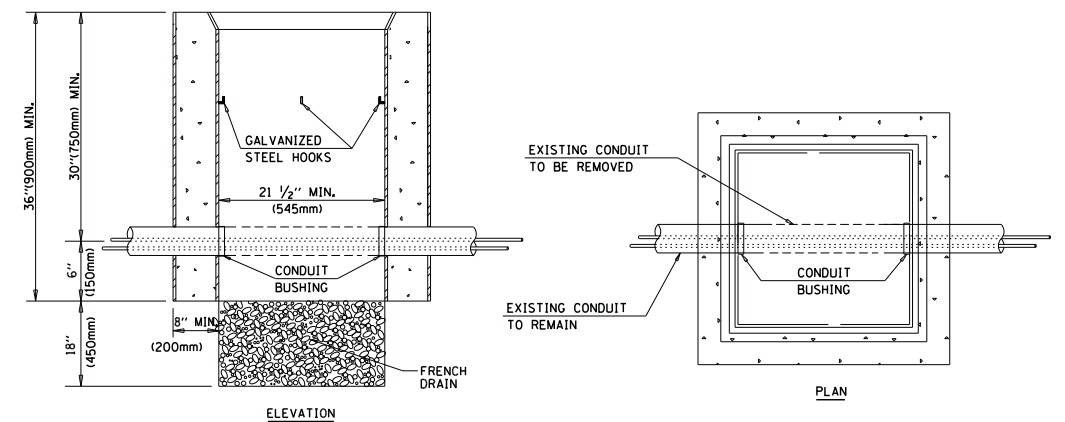
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

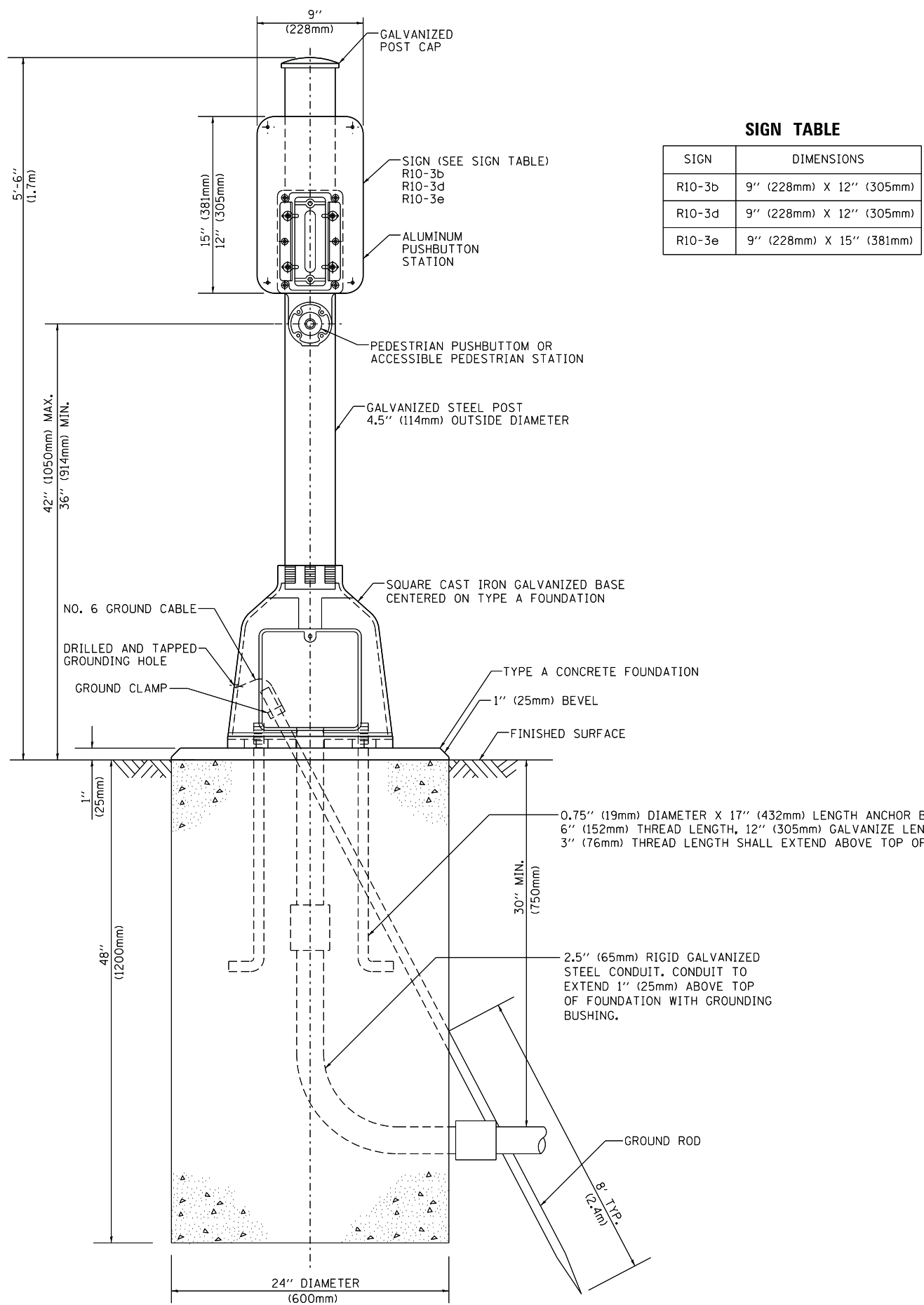
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	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

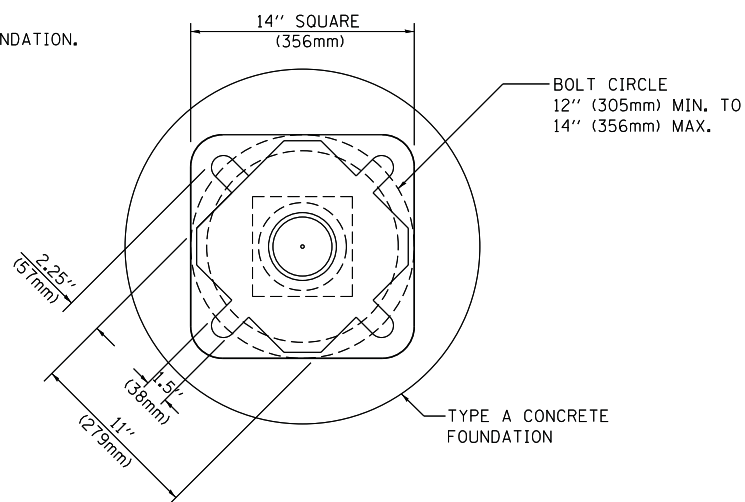
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



SIGN TABLE

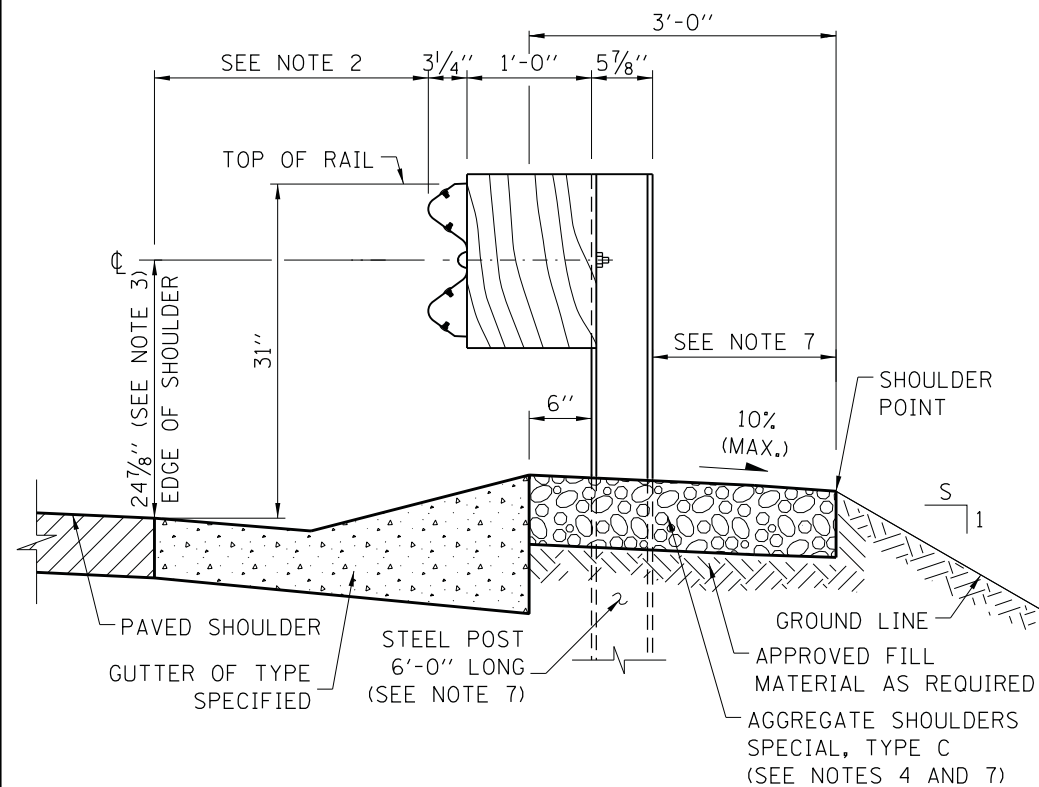
SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



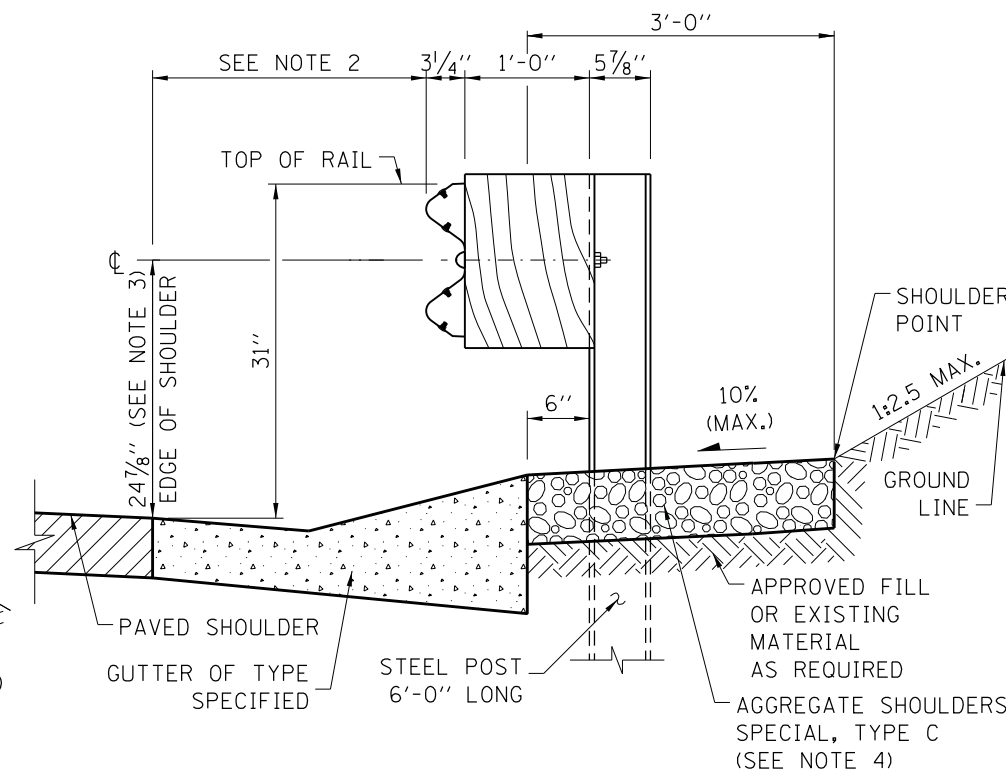
BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

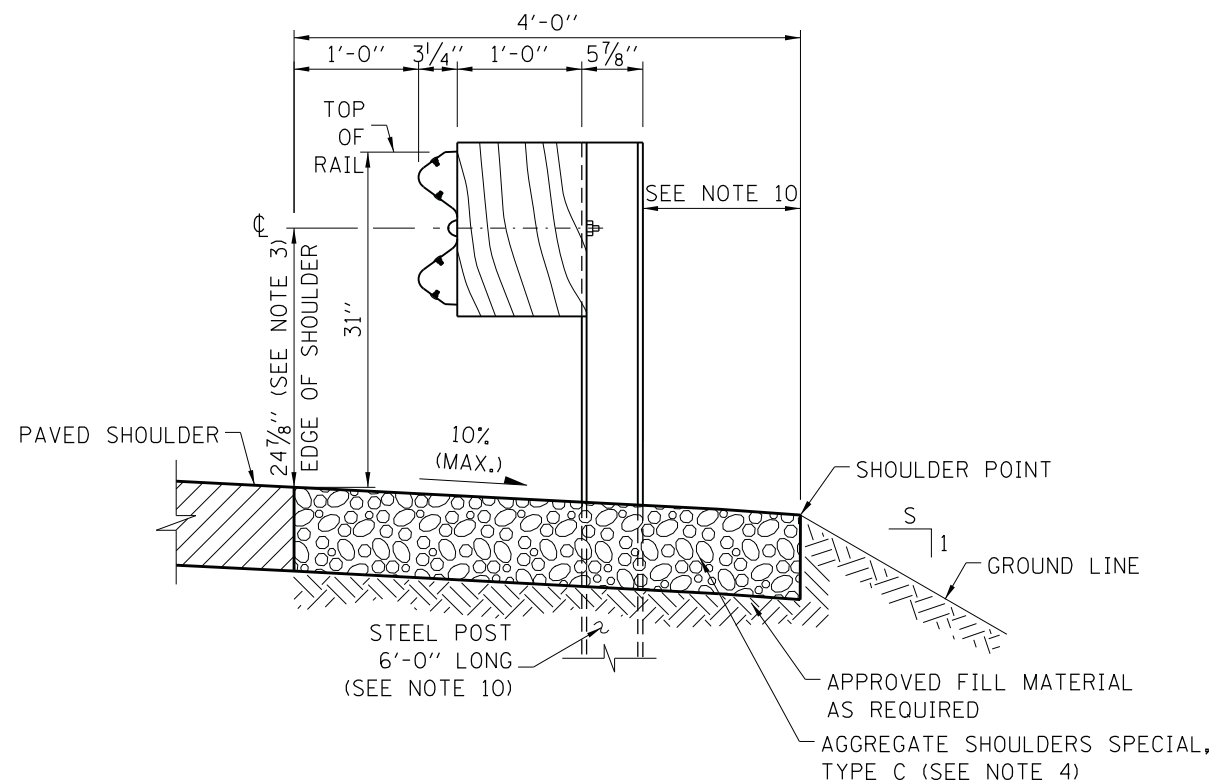
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PLOT DATE = 1/13/2014		DATE - 10/1/2012	REVISED -										



FILL SECTION WITH GUTTER



CUT SECTION WITH GUTTER



SECTION WITHOUT GUTTER

GUARDRAIL INSTALLATION DETAILS

NOTES:

1. 1'-0" OFFSET FROM EDGE OF PAVED SHOULDER TO FACE OF RAIL IS TYPICAL FOR ALL INSTALLATIONS WITHOUT GUTTER EXCEPT AS OTHERWISE DETAILED IN THE PLAN DRAWINGS.
2. WHERE GUTTERS SUCH AS TYPE G-2, G-3 ARE REQUIRED IN FRONT OF THE GUARDRAIL, THE POSTS SHALL BE LOCATED 6" BEHIND THE GUTTER, OR AS OTHERWISE DETAILED IN THE PLANS. THE OFFSET FROM THE EDGE OF SHOULDER TO THE FACE OF THE GUARDRAIL SHALL BE AS SHOWN ON STANDARD B28.
3. THE 24 7/8" TYPICAL RAIL HEIGHT IS MEASURED FROM EXISTING SURFACE 1'-0" IN FRONT OF RAIL, OR FROM EDGE OF SHOULDER/EDGE OF GUTTER WHEN EDGE IS MORE THAN 1'-0" IN FRONT OF RAIL TO CENTER OF RAIL.
4. WHERE GUTTER IS PROPOSED WITH GUARDRAIL, A 6" MINIMUM THICKNESS OF AGGREGATE SHOULDERS SPECIAL, TYPE C SHALL BE PLACED BEHIND GUTTER. FOR GUARDRAIL WITHOUT GUTTER, AGGREGATE SHOULDER, TYPE C, OF THE SAME THICKNESS AS PAVED SHOULDER SLOPING AWAY TO A 6" MIN. THICKNESS.
5. GUARDRAIL POSTS SHALL NOT BE ATTACHED TO ANY STRUCTURE.
6. PLASTIC BLOCK-OUTS SHALL NOT BE ALLOWED AS A SUBSTITUTE FOR WOOD BLOCK-OUTS ON NEW INSTALLATIONS.
7. WHEN S IS LESS THAN OR EQUAL TO 3 AND 3'-0" AGGREGATE SHOULDER WIDTH CANNOT BE MET, THE POST LENGTH SHALL BE 9'-0" AND THE AGGREGATE SHOULDER WIDTH SHALL BE 1'-0" MIN. BEHIND THE POST TO THE SHOULDER POINT.
8. ALL SLOPES ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENTS (V:H).
9. UNDER NO CIRCUMSTANCES SHALL AN EXISTING GUARDRAIL, THAT WAS DESIGNED USING A PREVIOUS STANDARD, BE EXTENDED, ATTACHED TO OR MODIFIED IN ANYWAY FROM ITS ORIGINAL DESIGN. IF ANY MODIFICATION IS REQUIRED AND A PROPER BARRIER WARRANT HAS BEEN COMPLETED, THE ENTIRE BARRIER INSTALLATION SHALL BE COMPLETELY REMOVED AND REPLACED WITH A NEW SYSTEM THAT CONFORMS TO THE CURRENT STANDARD.
10. WHEN S IS LESS THAN OR EQUAL TO 3, THE POST LENGTH SHALL BE 9'-0" AND 4'-0" AGGREGATE SHOULDER WIDTH MAINTAINED.
11. THE GUARDRAIL SYSTEM HAS BEEN PERFORMANCE-TESTED FOR CRASHWORTHINESS UNDER PROCEDURES DEFINED IN THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350. NO MODIFICATION TO THIS STANDARD DRAWING SHALL BE PERMITTED.
12. GUARDRAIL POSTS SHALL NOT BE INSTALLED IN CONCRETE OR ASPHALT PAVEMENT. WHEN NECESSARY USE LEAVE-OUT DETAIL ON SHEET 3 OF 4 OF THIS SERIES.

APPROVED: *Paul Kovacs* DATE 5-1-2009
CHIEF ENGINEERING OFFICER

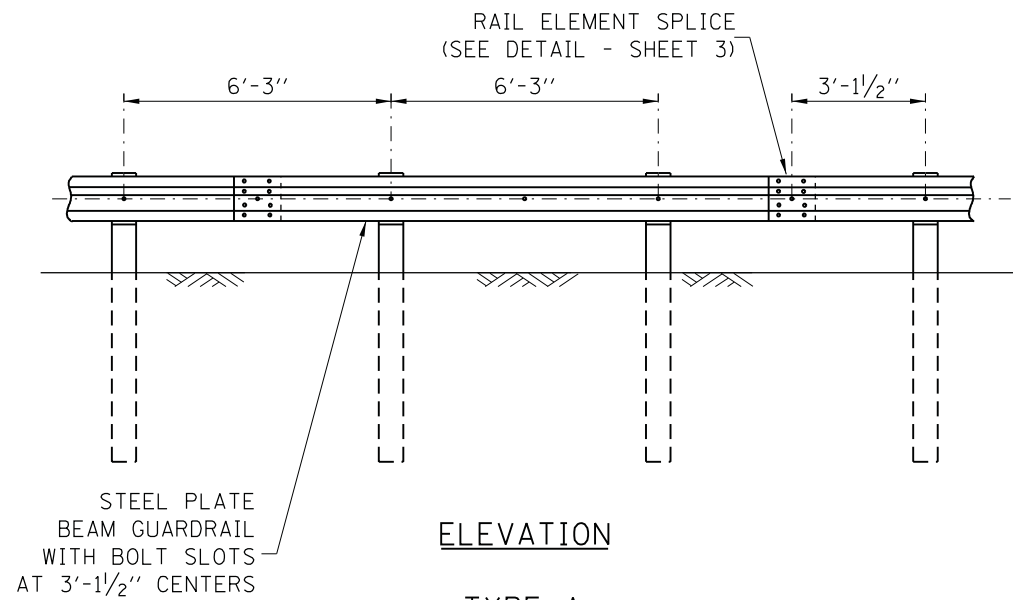
DATE	REVISIONS
11-01-12	MODIFIED AGGREGATE SHOULDERS
03-31-14	REMOVED SECONDARY HOLE FROM POST AND UPDATED NOTES.
03-31-16	ADDED SECTION, REV'D SHLDR
03-31-17	REVISED NOTES
03-01-18	CORRECTED NOTES, ADDED TABLES 2A AND 2B.

SHEET 1 OF 4



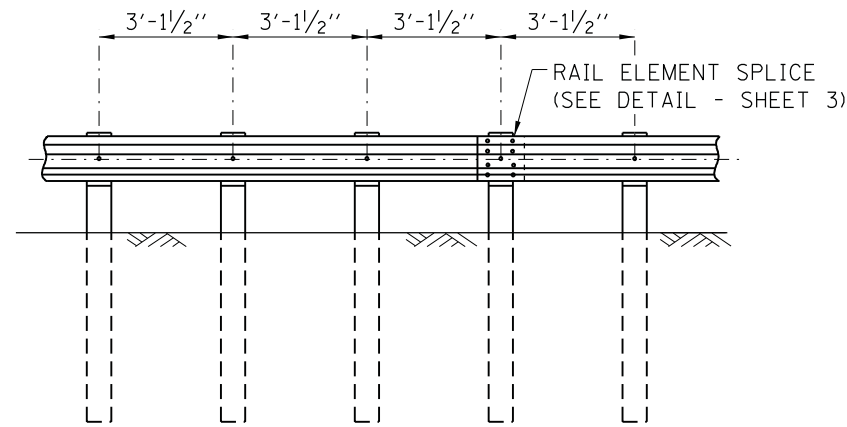
**GALVANIZED STEEL PLATE
BEAM GUARDRAIL**

STANDARD C1-10



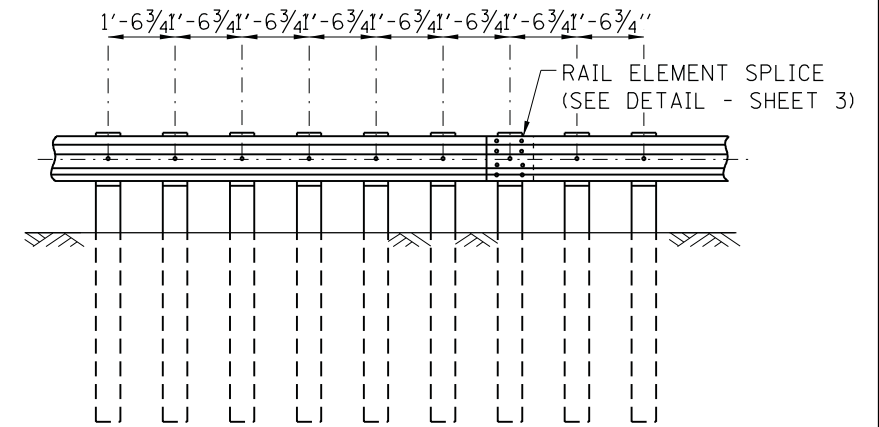
ELEVATION

TYPE A
6'-3" TYPICAL POST SPACING



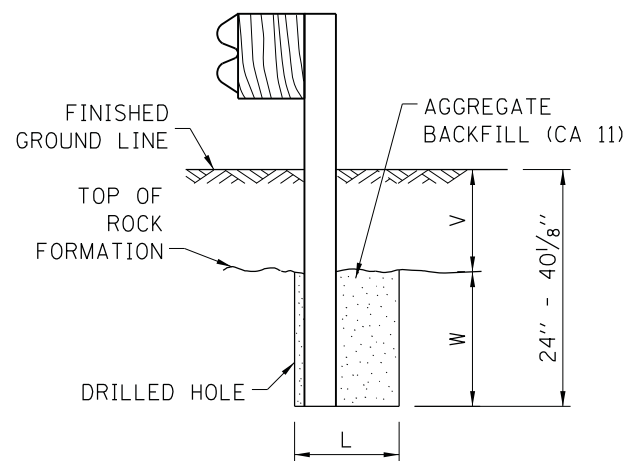
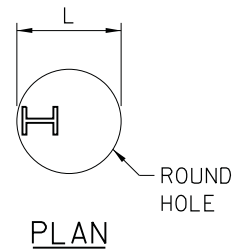
ELEVATION

TYPE B
3'-1/2" 1/2 POST SPACING



ELEVATION

TYPE C
1'-6 3/4" 1/4 POST SPACING



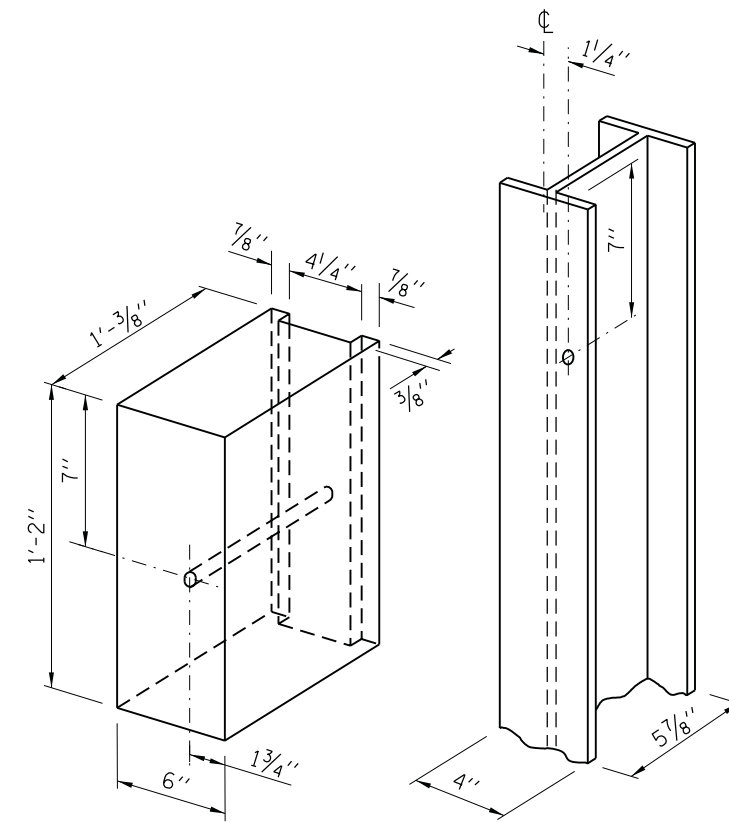
ELEVATION

FOOTING FOR POST WHEN ROCK FORMATION IS ENCOUNTERED

TABLE 1

V	W	L
0 - 16 1/8"	24"	21"
> 16 1/8" - 28 1/8"	12"	8"
> 28 1/8" - 40 1/8"	12" - 0 (*)	8"

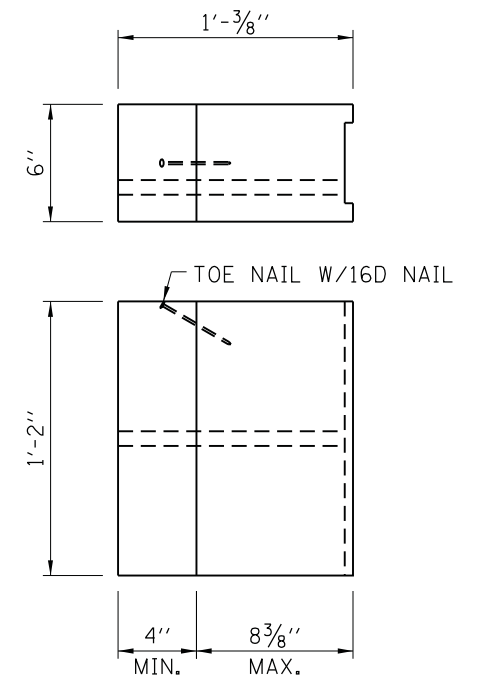
* V + W = 40 1/8"



NOTES:

ALL HOLES 3/4" DIA.

WOOD BLOCK-OUT AND STEEL POST DETAILS



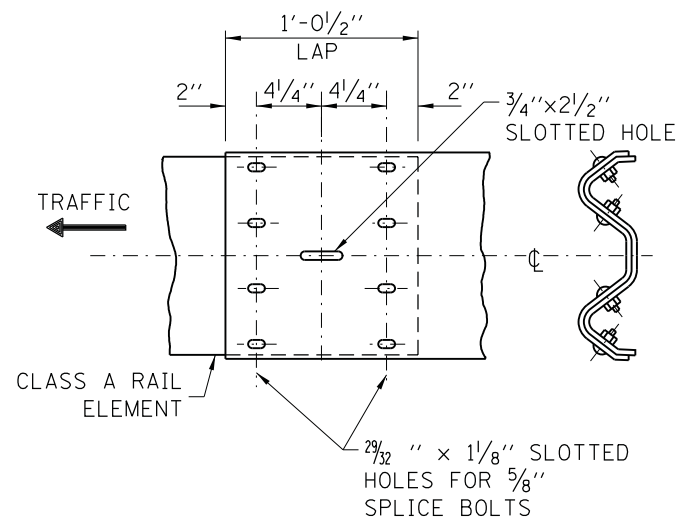
TWO-PIECE WOOD BLOCK-OUT OPTION



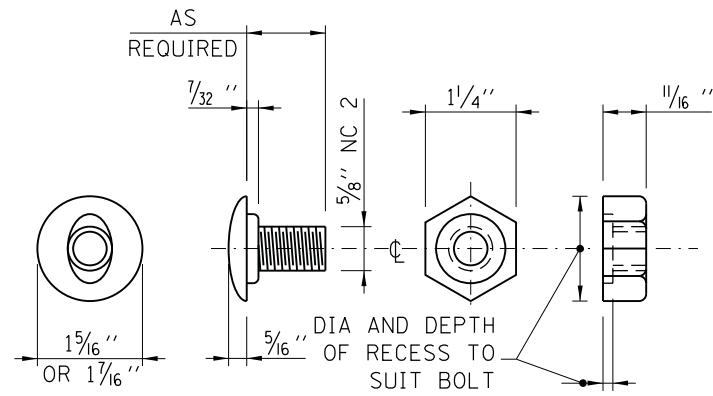
GALVANIZED STEEL PLATE BEAM GUARDRAIL

STANDARD C1-10

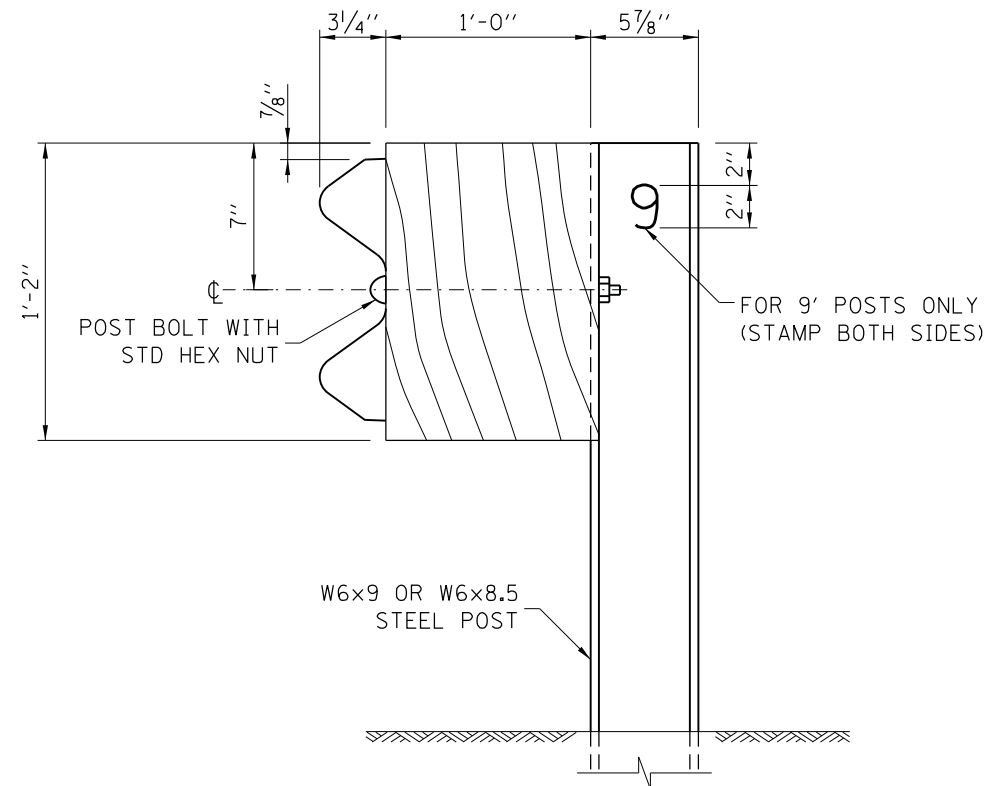
APPROVED: *Paul Kovacs* DATE 5-1-2009
CHIEF ENGINEERING OFFICER



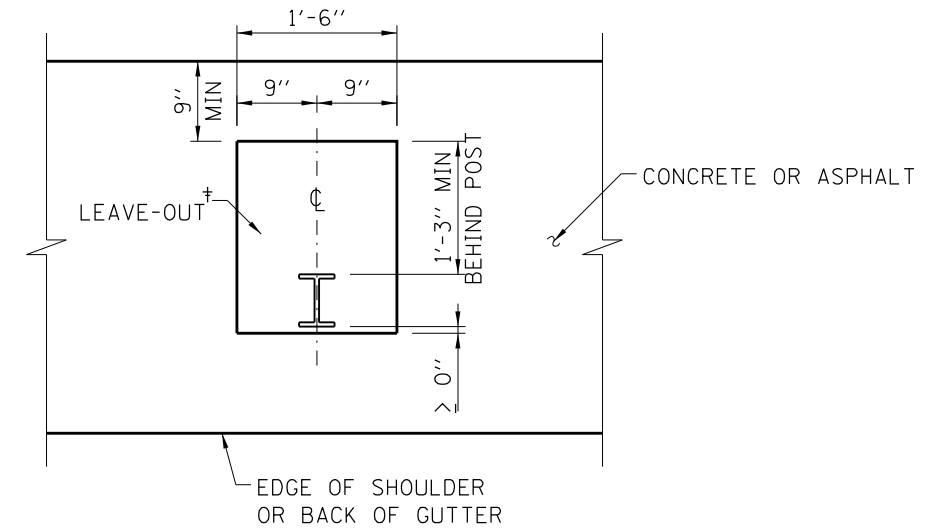
RAIL ELEMENT SPLICE



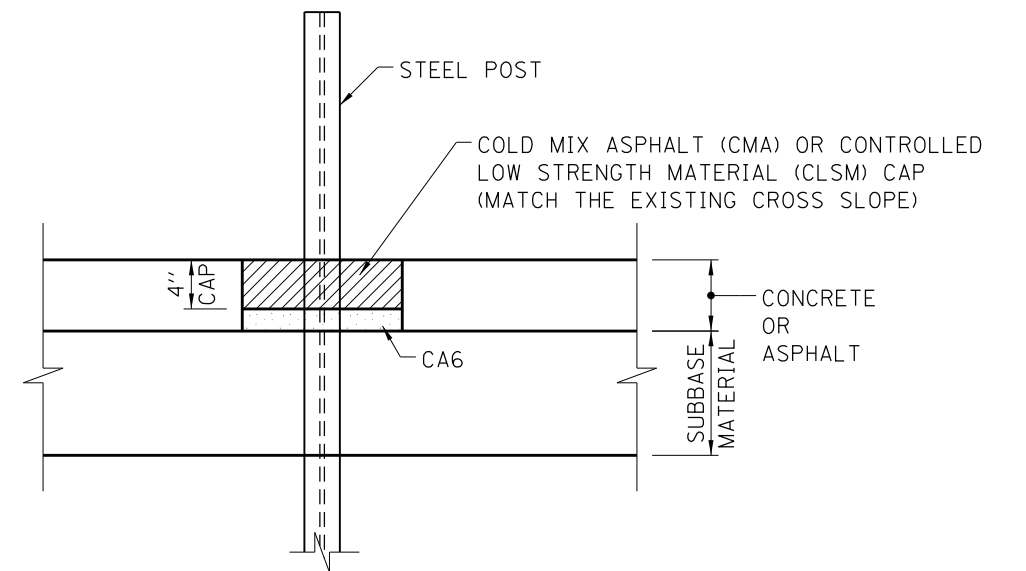
POST OR SPLICE BOLT & NUT



STEEL POST CONSTRUCTION



PLAN



ELEVATION

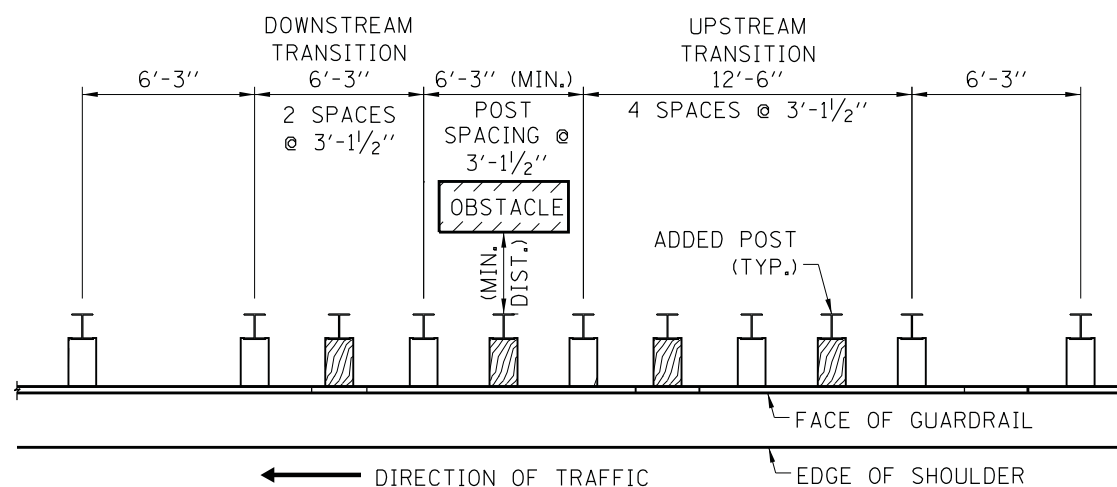
LEAVE-OUTS

† THE AREA AROUND THE POST THAT IS EITHER OMITTED FROM THE NEW CONSTRUCTION OR REMOVED FROM THE EXISTING CONCRETE OR ASPHALT.

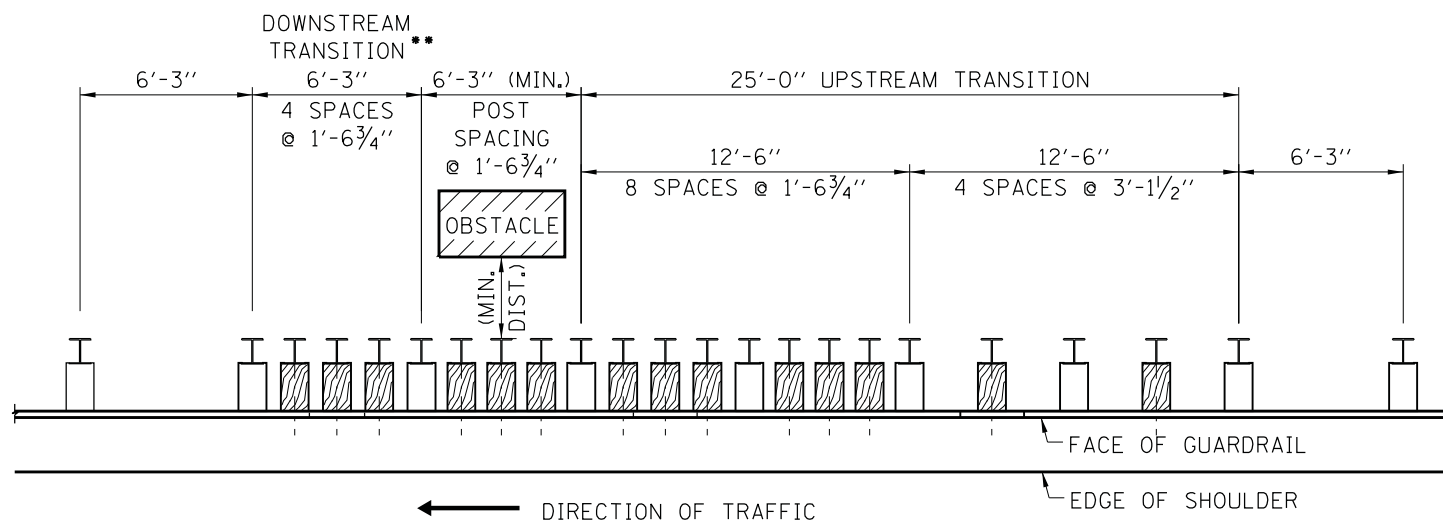


TABLE 2A BARRIER CLEARANCE DISTANCE (MGS) NEW CONSTRUCTION/RECONSTRUCTION		
GUARDRAIL SYSTEM	POST SPACING	MINIMUM DISTANCE
TYPE A	6'-3"	39"
TYPE B 1/2 POST SPACING	3'-1 1/2"	34"
TYPE C 1/4 POST SPACING	1'-6 3/4"	26"

TABLE 2B BARRIER CLEARANCE DISTANCE (MGS) REHABILITATION				
GUARDRAIL SYSTEM	POST SPACING	MINIMUM DISTANCE		
		EXISTING BREAKAWAY LIGHT POLES	ALL OTHER OBSTACLES	
			NCHRP 350	MASH
TYPE A	6'-3"	20"	28"	39"
TYPE B 1/2 POST SPACING	3'-1 1/2"	N/A	23"	34"
TYPE C 1/4 POST SPACING	1'-6 3/4"	N/A	14"	26"



TRANSITION TO 1/2-POST SPACING



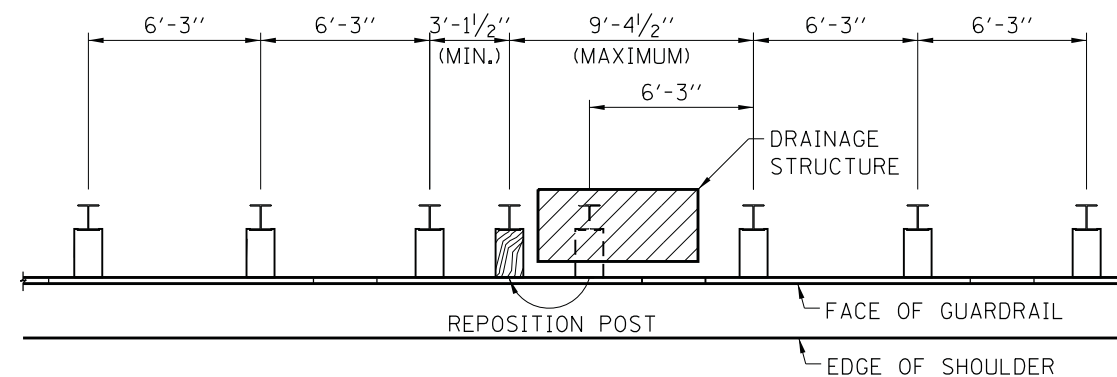
TRANSITION TO 1/4-POST SPACING

** WHEN LENGTH OF OBSTACLES IS 1'-3" OR LESS, THE DOWNSTREAM TRANSITION SHALL BE OMITTED.

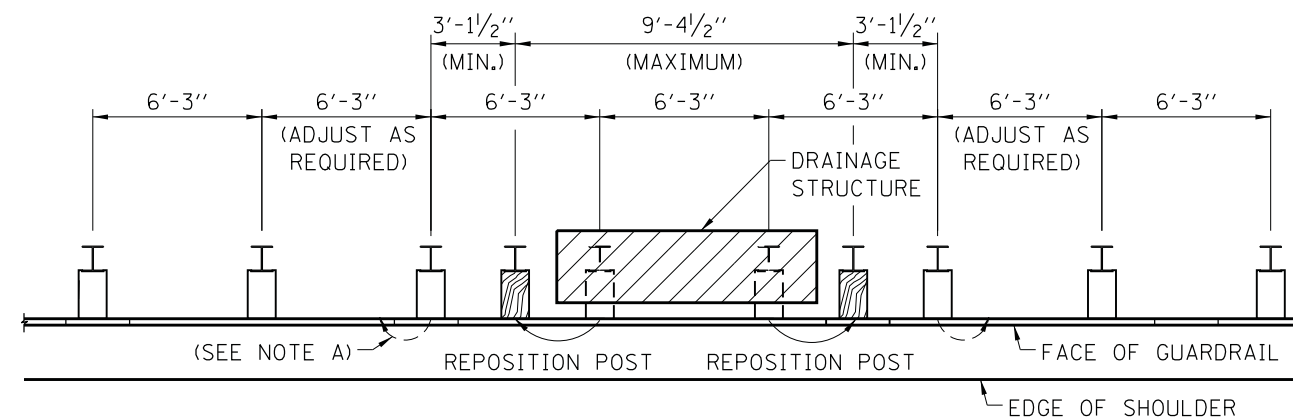
POST SPACING TRANSITIONS

NOTE: NO MODIFICATIONS OF ANY KIND TO THE TRANSITION POST SPACING ARE ALLOWED.

APPROVED: *Paul Kovacs* DATE 5-1-2009
CHIEF ENGINEERING OFFICER



TYPE A GUARDRAIL- DRAINAGE STRUCTURE CONFLICT
ONE POST



TYPE A GUARDRAIL - DRAINAGE STRUCTURE CONFLICT
TWO POSTS

DRAINAGE STRUCTURE CONFLICTS

NOTES:

- A. GUARDRAIL POSTS SHALL NOT BE ELIMINATED; ALL POSTS MUST BE USED. POSTS ADJACENT TO REPOSITIONED POSTS MAY NEED TO BE MOVED TO KEEP 3'-1 1/2" MINIMUM SPACING.
- B. GUARDRAIL POSTS SHALL NOT BE SET BACK TO AVOID CONFLICTS WITH A DRAINAGE STRUCTURE.
- C. THIS DETAIL ALSO APPLIES TO OTHER UNDERGROUND CONFLICTS.



SURVEY AND ROADWAY ITEMS

EXISTING	PROPOSED	
		CONSTRUCTION JOINT W/DOWEL BARS
		BENCHMARK
		CANTILEVER SIGN STRUCTURE
		BUTTERFLY SIGN STRUCTURE
		DOUBLE COLUMN GROUND MOUNTED SIGN
		SINGLE COLUMN GROUND MOUNTED SIGN
		SPAN TYPE SIGN STRUCTURE
		TRIPLE COLUMN GROUND MOUNTED SIGN
		RUMBLE STRIP

EROSION & SEDIMENT CONTROL, LANDSCAPING ITEMS

EXISTING	PROPOSED		EXISTING	PROPOSED	
		CLEARING & GRADING LIMITS (LIMITS OF CONSTRUCTION)			EROSION CONTROL BLANKET
		DIVERSION DIKE			OVER SEEDING CLASS B1
		DRAINAGE DIVIDE			OVER SEEDING CLASS B2
		DRAINAGE PATH			SEEDING CLASS A1
		SEDIMENT BASIN AGGREGATE BERM			SEEDING CLASS A2
		CULVERT INLET PROTECTION-STONE			SEEDING CLASS A3
		CULVERT INLET PROTECTION-FENCE			SEEDING CLASS A4
		DEWATERING BASIN			SEEDING CLASS A5
		FILTER FABRIC INLET PROTECTION, BASKET TYPE			SEEDING CLASS A6
		FILTER FABRIC INLET PROTECTION, COVER TYPE			SEEDING CLASS D1
		FLOTATION BOOM			SODDING (SALT TOLERANT)
		INITIAL CONSTRUCTION ITEM			TEMPORARY GROUND COVER
		RECTANGULAR INLET PROTECTION			TURF REINFORCEMENT MAT
		TEMPORARY ROCK CHECK DAM			
		TEMPORARY DITCH CHECK			
		SEDIMENT BASIN			
		SILT FENCE			
		SUPER SILT FENCE			
		STABILIZED CONSTRUCTION ENTRANCE			
		STONE OUTLET STRUCTURE			
		SEDIMENT TRAP			
		STREAM DIVERSION			
		TEMPORARY PIPE SLOPE DRAIN			
		TEMPORARY RIPRAP			
		TEMPORARY SWALE			
		TREES AND STUMP			
		TREE PROTECTION			
		TEMPORARY STREAM CROSSING			

DRAINAGE AND UTILITY ITEMS; ROADWAY LIGHTING AND SIGNS

EXISTING	PROPOSED	
		BOX CULVERT WITH HEADWALL
		CABLE IN DUCT W/O GROUND
		LOW POINT
		OVERHEAD ELECTRICAL
		OVERHEAD TELEPHONE
		PIPE CULVERT
		LAKE OR POND
		QUARRY
		STREAM
		SWAMP
		CABLE OR CONDUIT TAG
		ELECTRICAL MANHOLE
		LIGHT-DUTY BOX
		ROADWAY LUMINAIRE
		STEEL TOWER
		TELEPHONE MANHOLE
		UNDERPASS LUMINAIRE
		WATER POINT
		WATERMAIN VALVE VAULT
		WATER WELL
		WOOD POLE

APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 7-1-2009



DATE	REVISIONS
7-01-2009	REVISED SYMBOL & PATTERNS
11-01-2012	ADDED NEW SYMBOLS
3-11-2015	ADDED NEW SYMBOL
3-31-2016	UPDATED DITCH CHECK SYMBOL

SYMBOLS AND PATTERNS

STANDARD D2-04

ELECTRICAL AND MECHANICAL ITEMS

		<u>EXISTING</u>	<u>PROPOSED</u>	
	HOME RUN TO PANEL AS NOTED			
	INDICATES CIRCUIT TURNING DOWN			
	INDICATES CIRCUIT TURNING UP			
	GROUND ROD			
	GROUNDING TRIAD			
	TRANSFORMER			
	MOTOR			
	AUTOMATIC TRANSFER SWITCH (ATS)			
	JUNCTION BOX			
	DISCONNECT SWITCH			
	CIRCUIT BREAKER			
	MANUAL TRANSFER SWITCH			
	SELF CONTAINED UTILITY METERING			
	STANDBY GENERATOR	_____ A _____	_____ A _____	COMPRESSED AIR (A)
	PANEL CIRCUIT BREAKER	_____ AR _____	_____ AR _____	ACID RESISTANT WASTE OR DRAIN
	MECHANICALLY HELD LIGHTING COIL	_____ ARV _____	_____ ARV _____	ACID RESISTANT VENT
	CONTROL RELAY COIL	_____ DS _____	_____ DS _____	STORM SEWER (DOWNSPOUT)
	SINGLE-POLE SWITCH	_____ G _____	_____ G _____	GAS LINE
	DUPLEX RECEPTACLE	_____ HG _____	_____ HG _____	HOT GAS BYPASS LINE (HG)
	4P, 4W, WEATHERPROOF RECEPTACLE WITH SPRING DOOR, BACK BOX, & ANGLE ADAPTER	_____ HHWR _____	_____ HHWR _____	HEATING HOT WATER RETURN (HHWR)
	4P, 4W, WEATHERPROOF RECEPTACLE WITH SPRING DOOR & BACK BOX	_____ HHWS _____	_____ HHWS _____	HEATING HOT WATER SUPPLY (HHWS)
	DUPLEX RECEPTACLE WITH GROUND FAULT PROTECTION	_____ IA _____	_____ IA _____	DRY COMPRESSED AIR (IA-INSTRUMENT AIR)
	CONTROL BUILDING LIGHTING 1' X 4' INDUSTRIAL FLUORESCENT FIXTURE, PORCELAIN REFLECTOR, ELECTRONIC BALLAST.	_____ P _____	_____ P _____	PROCESS WATER ("P" WATER) LINE
	COMPACT WALL-MOUNTED LOW WATTAGE HPS FIXTURE WITH WIRE GUARD & SINGLE FACTORY INSTALLED FUSE	_____ PW _____	_____ PW _____	PROTECTED WATER OR PLANT WATER (PW)
	EMERGENCY LIGHT UNIT WITH 2-6 VOLT, 12 WATT SEALED BEAM HALOGEN LAMPS WITH WALL MOUNTING BRACKET	_____ RD _____	_____ RD _____	REFRIGERANT DISCHARGE LINE (RD)
	LANE LIGHTING - HEAVY DUTY ALUMINUM HOUSING WITH ENCLOSED REFLECTOR & TEMPERED GLASS LENS W/AUTO REGULATOR BALLAST. ASYMMETRIC PATTERN	_____ RS _____	_____ RS _____	REFRIGERANT SUCTION LINE (RS)
	WIRE	_____ V _____	_____ V _____	VENT LINE (V)
	CONDUIT			



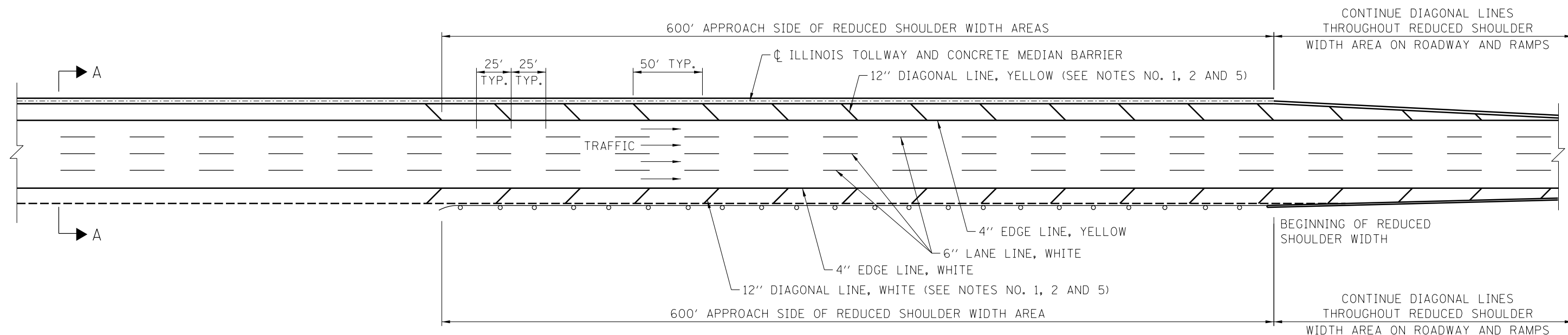
SYMBOLS AND PATTERNS

STANDARD D2-04

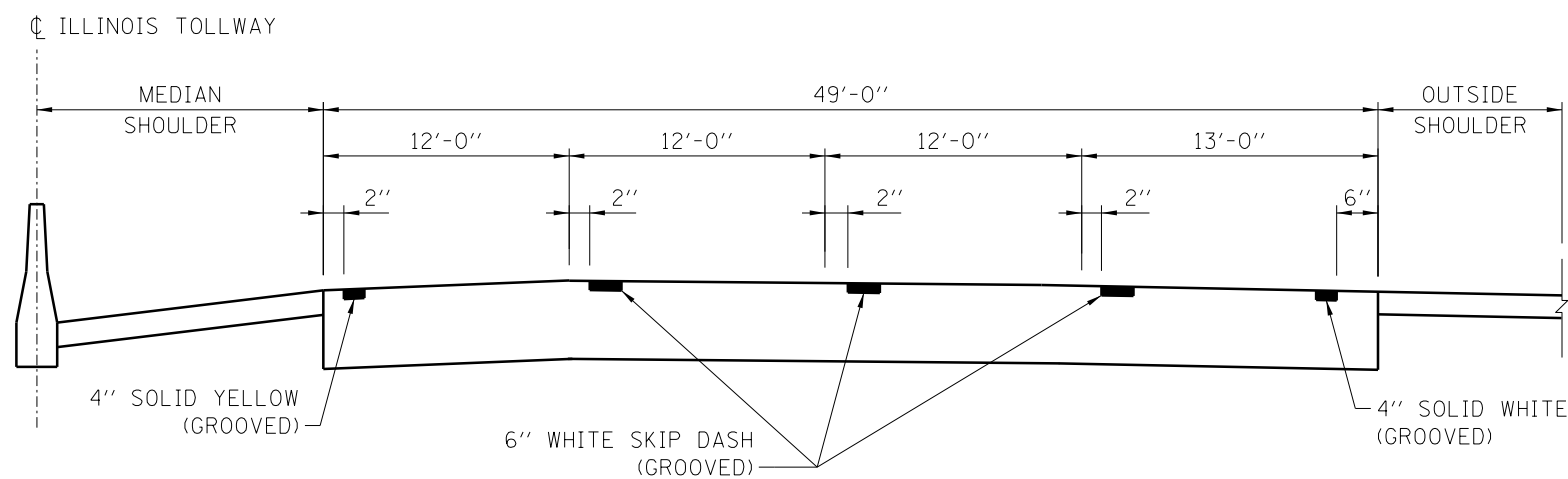
NOTE:

ALL SYMBOLS AND PATTERNS ON THIS DRAWING ARE PROPOSED UNLESS OTHERWISE NOTED.

Paul Kovacs
 APPROVED CHIEF ENGINEER DATE 7-1-2009



PLAN



SECTION A-A

ROADWAY AND SHOULDER STRIPING - NEW CONSTRUCTION

GENERAL NOTES:

1. DIAGONAL SHOULDER STRIPING REQUIRED WHERE THE SHOULDER WIDTH IS LESS THAN STANDARD.
2. ROADWAY MARKING MATERIALS TO BE USED ON FINISHED CONCRETE SURFACE AND ASPHALT SURFACE SHALL BE AS SHOWN ON THE PLANS.
3. WHERE THE GUARDRAIL ENCROACHES ON THE SHOULDER THE DIAGONAL MARKINGS SHALL EXTEND AS CLOSE TO THE FACE OF THE RAIL AS POSSIBLE.
4. ALL PERMANENT LANE LINES AND EDGE LINES SHALL BE GROOVED, ON ROADWAY SURFACES, UNLESS OTHERWISE NOTED.
5. DIAGONAL STRIPING SHALL BE SURFACE APPLIED.
6. GORE STRIPING (CHEVRON) SHALL BE SURFACE APPLIED.
7. ALL LANE LINES AND EDGE LINES SHALL BE SURFACE APPLIED ON BRIDGES.
8. PAVEMENT MARKINGS SHALL NOT BE GROOVED AT THE CASH SIDE OF MAINLINE TOLL PLAZAS OR THE OPEN ROAD TOLLING (ORT), 100' CONTINUOUSLY REINFORCED CONCRETE (CRC) PAVEMENT SECTION OF MAINLINE UNDER MONOTUBES.

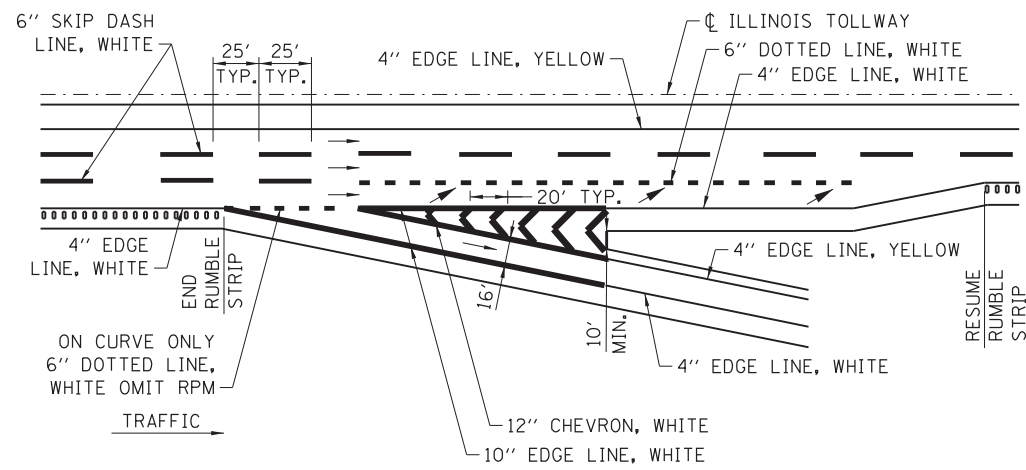
APPROVED: *Paul Kovacs* CHIEF ENGINEER DATE 7-1-2009

DATE	REVISIONS
7-01-09	ADDED LINE GROOVING NOTES
2-07-12	REVISED NOTES
11-01-12	REVISED EDGELINE OFFSET, REVISED NOTES
3-31-14	REVISED NOTES
3-31-16	REVISED NOTES

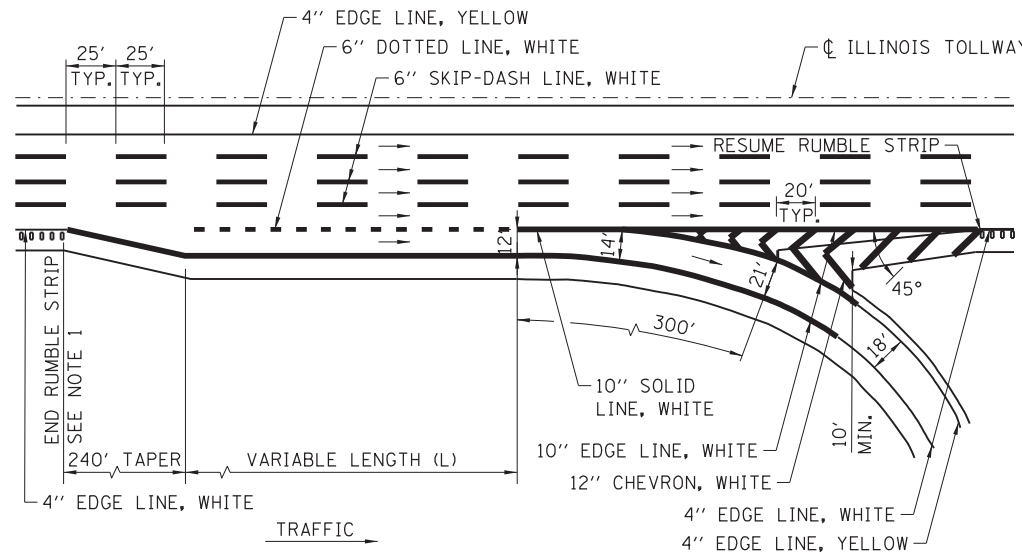


PERMANENT PAVEMENT MARKINGS

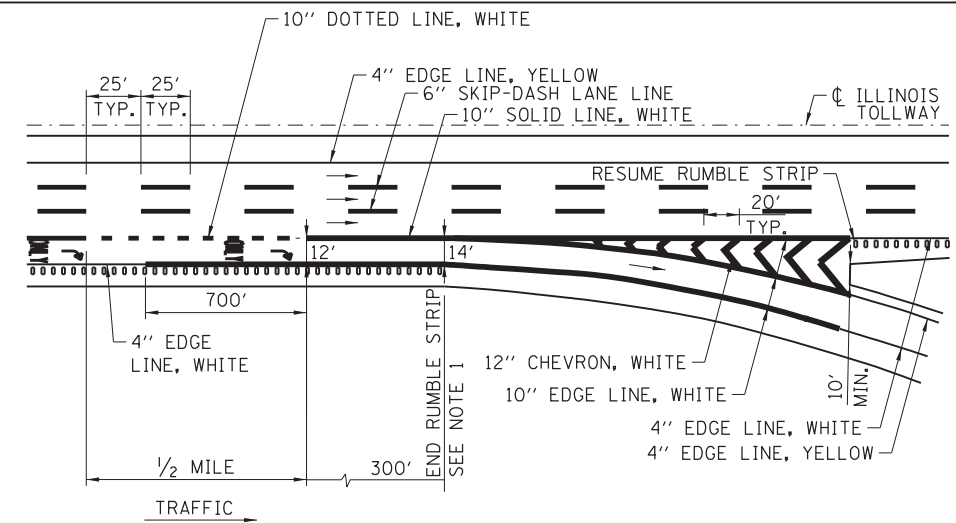
STANDARD D5-06



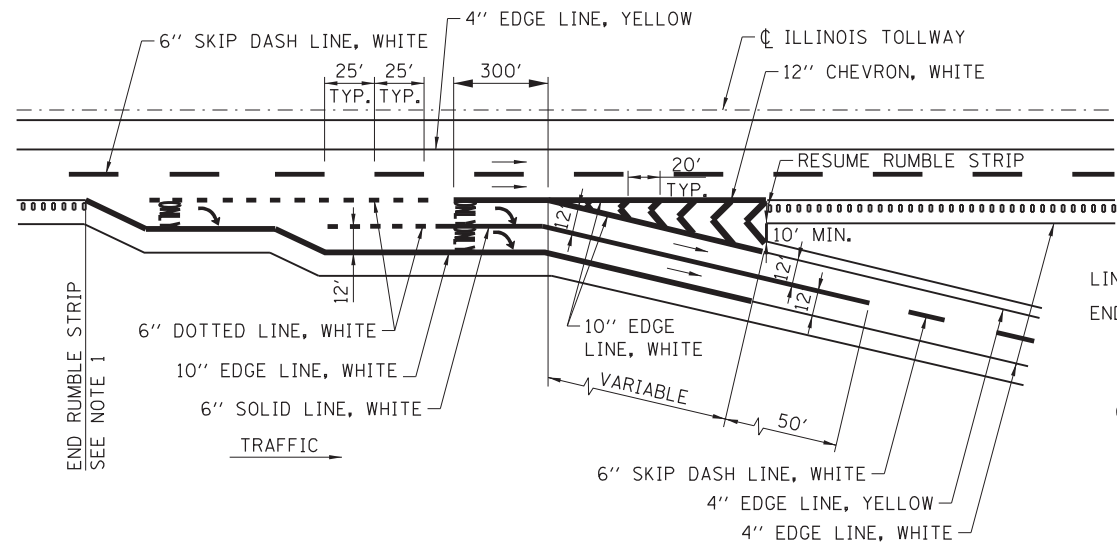
EXIT - SINGLE LANE RAMP
LANE THREE TERMINATION



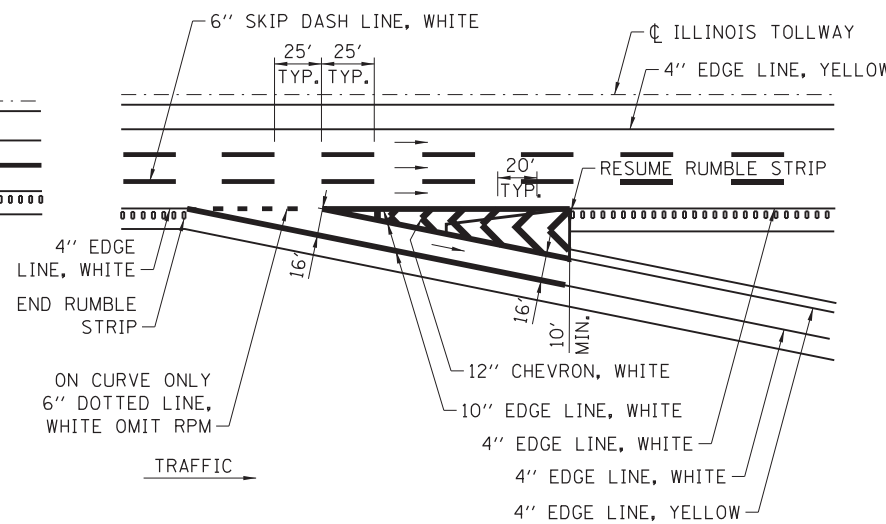
EXIT - SINGLE LANE LOOP RAMP - PARALLEL TYPE



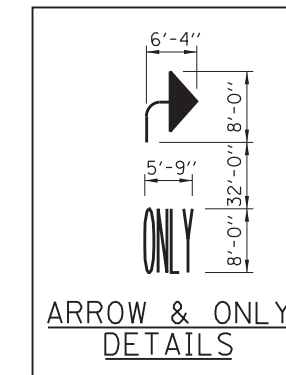
EXIT - SINGLE LANE RAMP - LANE DROP



EXIT - TWO LANE PARALLEL RAMP



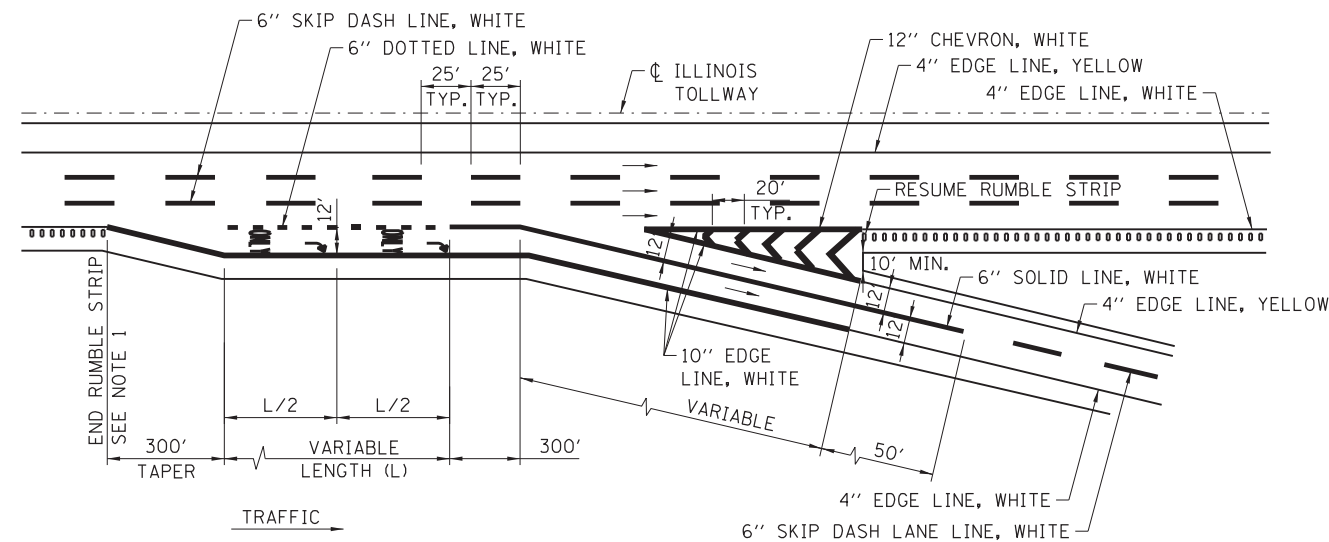
EXIT - SINGLE LANE RAMP - TAPER TYPE



NOTE:
PAVEMENT MARKING LETTERS AND SYMBOLS-ONLY AND ARROW ARE TO BE TYPICALLY PLACED AT 1/2 MILE EXIT ONLY GUIDE SIGN, AT GORE EXIT GUIDE SIGN AND APPROXIMATELY HALFWAY BETWEEN THE TWO.

GENERAL NOTES:

1. RUMBLE STRIPS SHALL BE INSTALLED BETWEEN THE THEORETICAL GORE AND TAPER WHEN LENGTHS (L) OF AUXILIARY LANES, ACCELERATION LANES OR DECELERATION LANES, ARE GREATER THAN 1000'.
2. ROADWAY MARKING MATERIALS TO BE USED ON FINISHED CONCRETE SURFACE AND ASPHALT SURFACE SHALL BE AS SHOWN ON THE PLANS.
3. ALL LANE LINES AND EDGE LINES SHALL BE GROOVED.
4. GORE STRIPING (CHEVRON) SHALL BE SURFACE APPLIED.
5. LETTERS AND SYMBOL MARKING SHALL BE SURFACE APPLIED.
6. DOTTED LINES SHALL CONSIST OF 3' LINE AND 9' GAPS.



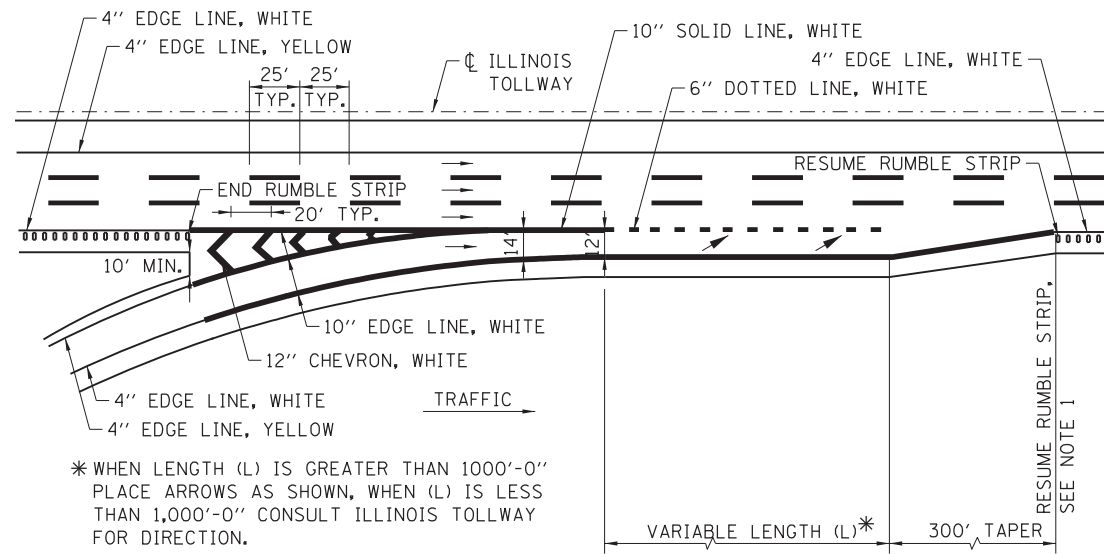
EXIT - TWO LANE RAMP

APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 7-1-2009

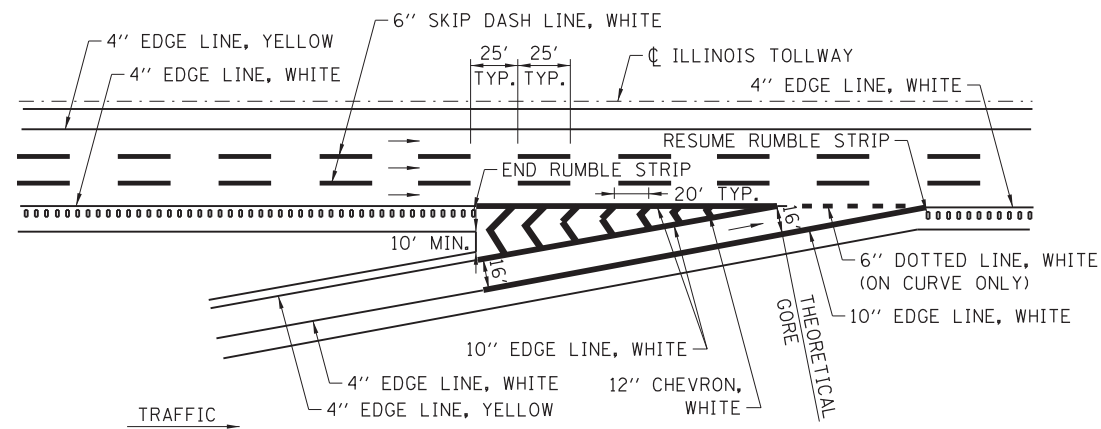


DATE	REVISIONS
11-01-12	REVISED NOTES AND ADDED DOTTED LINE
03-01-13	REVISED SINGLE LANE LOOP RAMP DETAILS
03-31-14	ADDED LANE REDUCTION MARKINGS
3-11-2015	REVISED DETAILS, ADDED LANE-REDUCTION ARROWS AND SHEET 3
3-31-2016	REVISED NOTES, ADDED IPO PAVEMENT MARKING DETAIL.
3-31-2017	REVISED NOTES

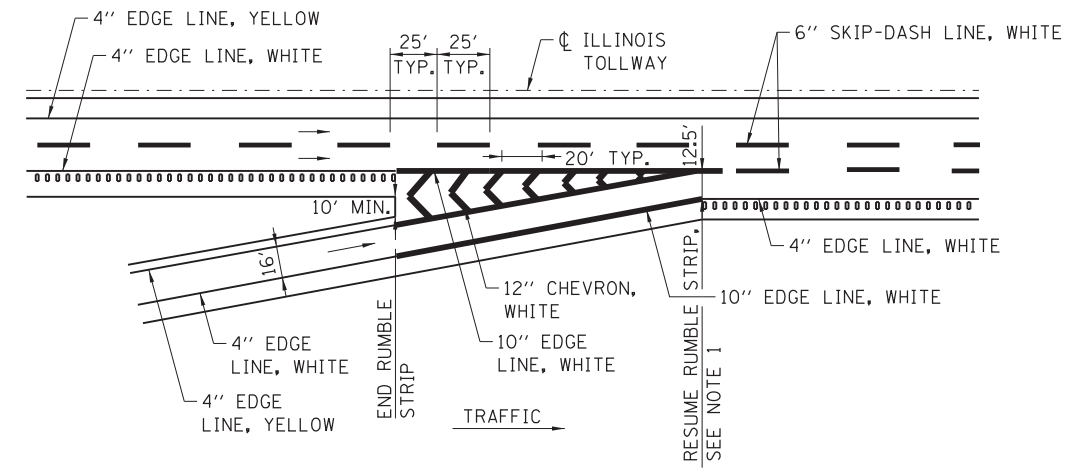
PAVEMENT MARKING AND SHOULDER RUMBLE STRIP DETAILS
STANDARD D6-07



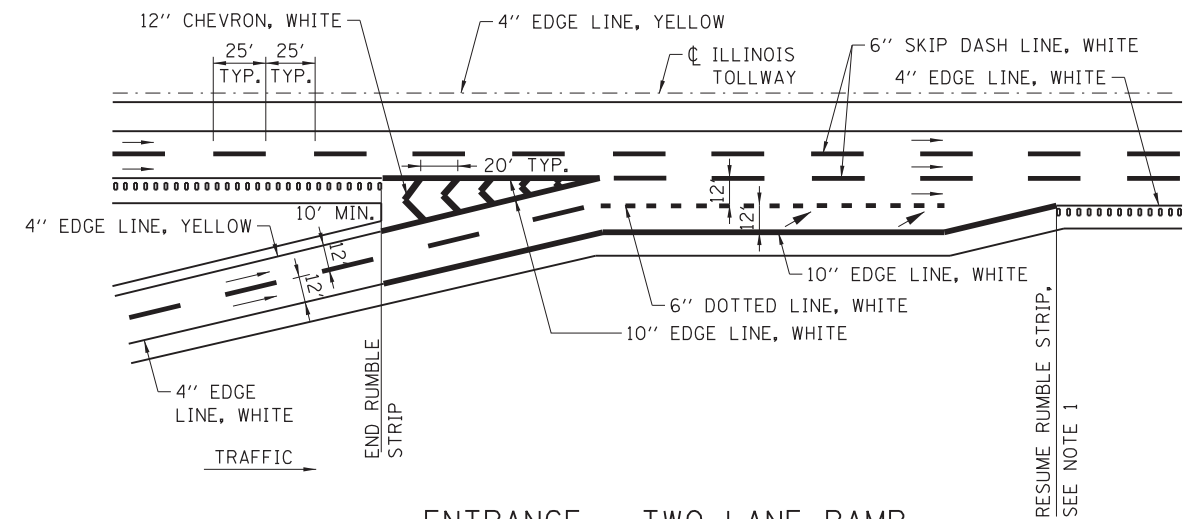
ENTRANCE - SINGLE LANE RAMP - PARALLEL TYPE



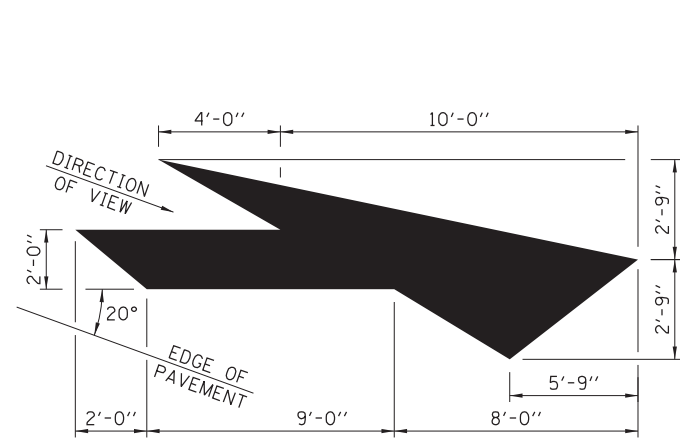
ENTRANCE - SINGLE LANE RAMP - TAPER TYPE



ENTRANCE - SINGLE LANE RAMP WITH ADDED MAINLINE LANE

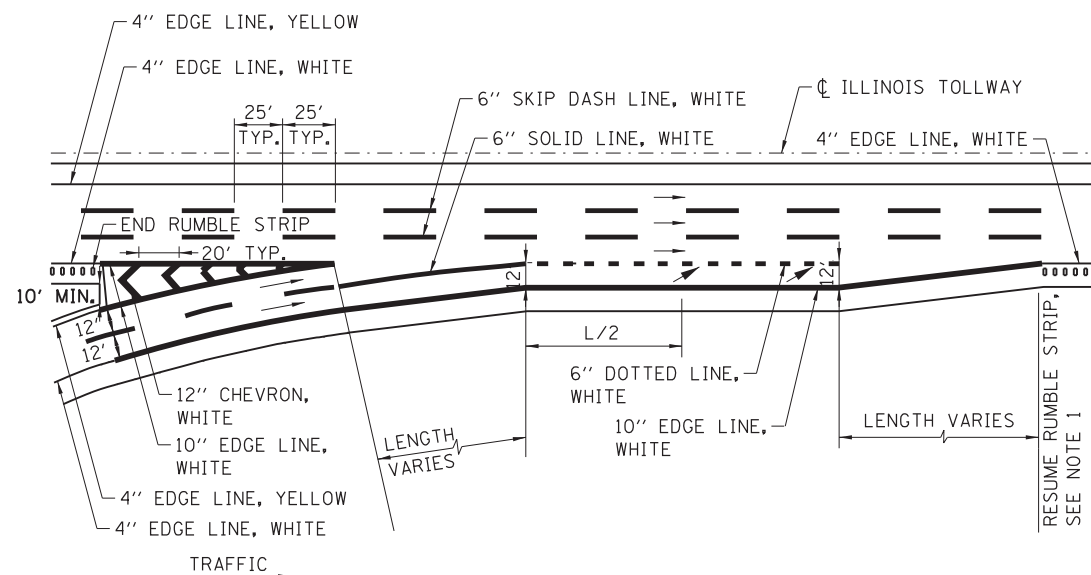


ENTRANCE - TWO LANE RAMP WITH ADDED MAINLINE LANE

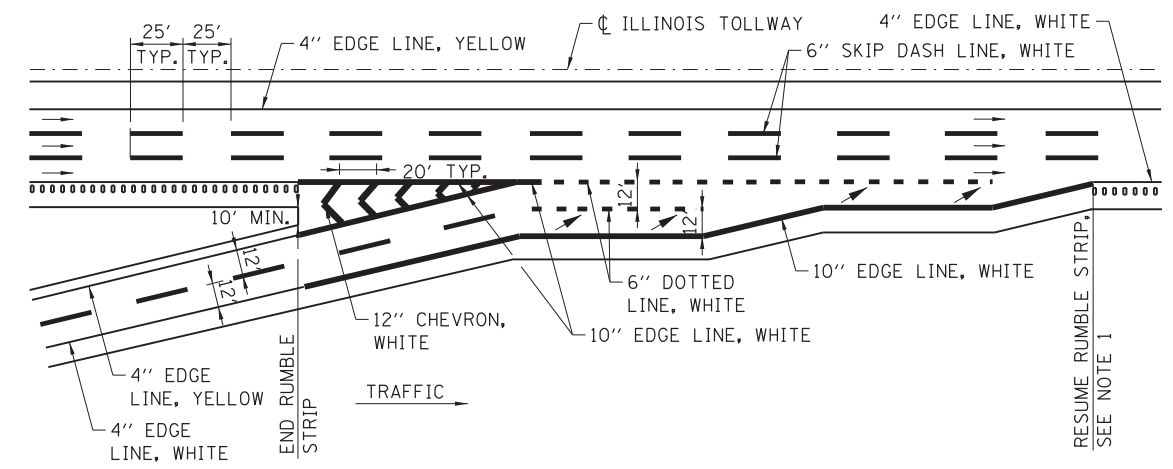


LANE-REDUCTION ARROW

RIGHT LANE-REDUCTION ARROW SHOWN.
USE MIRROR IMAGE FOR LEFT LANE.

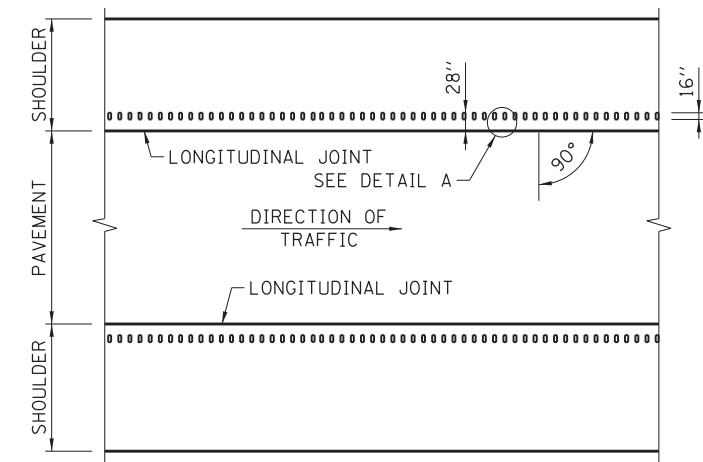
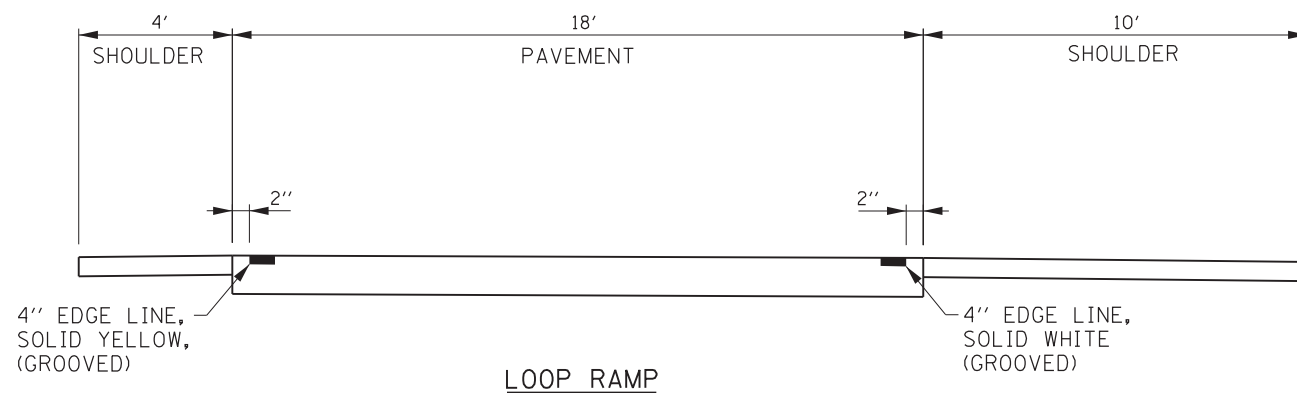
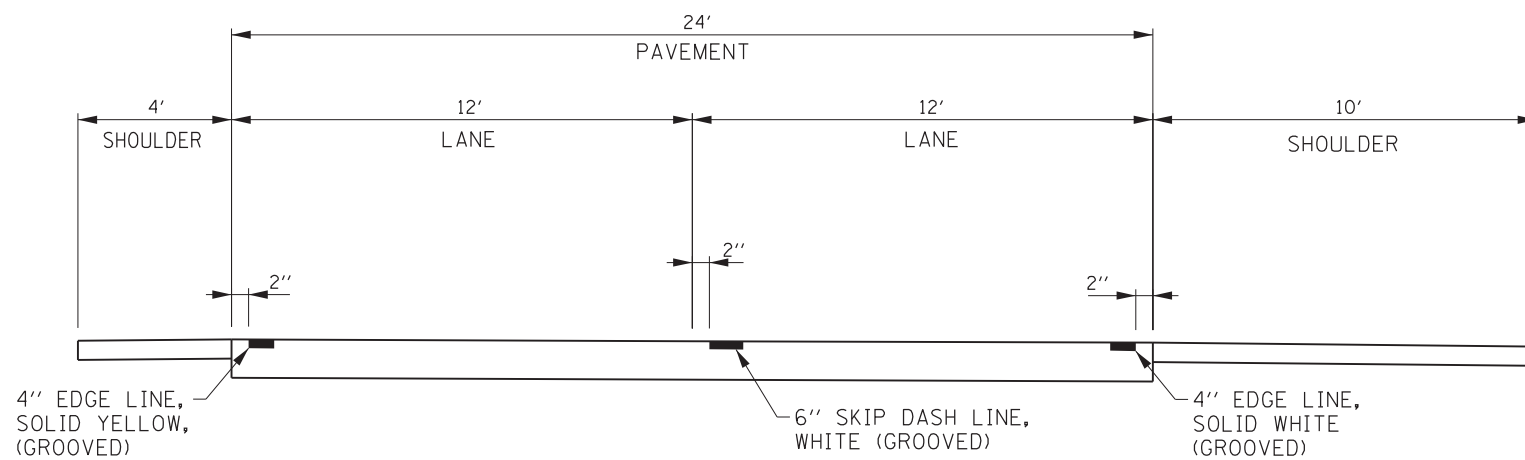
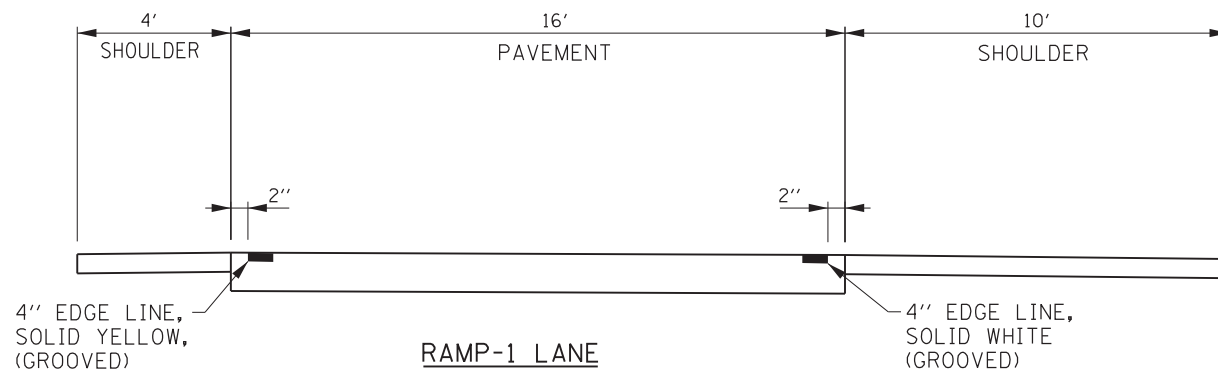


ENTRANCE - TWO LANE RAMP

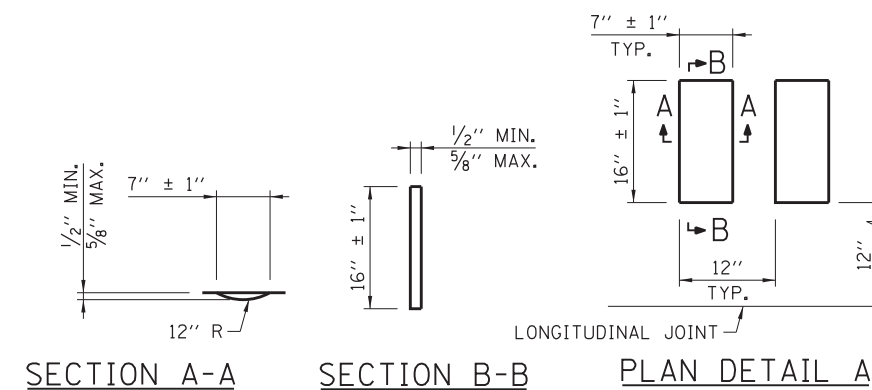


ENTRANCE - TWO LANE PARALLEL RAMP

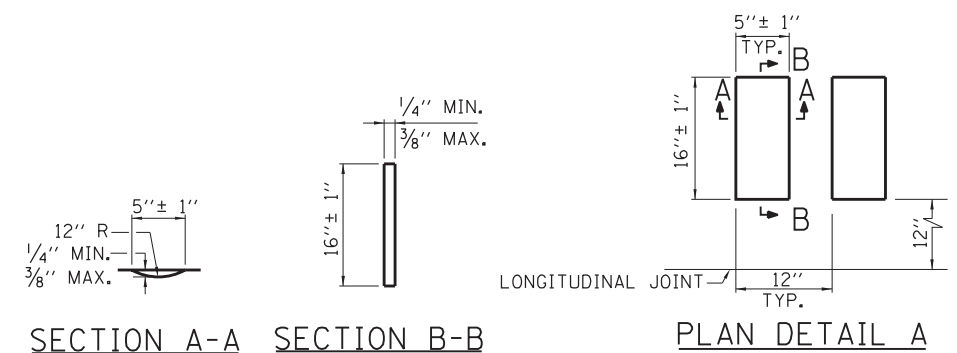




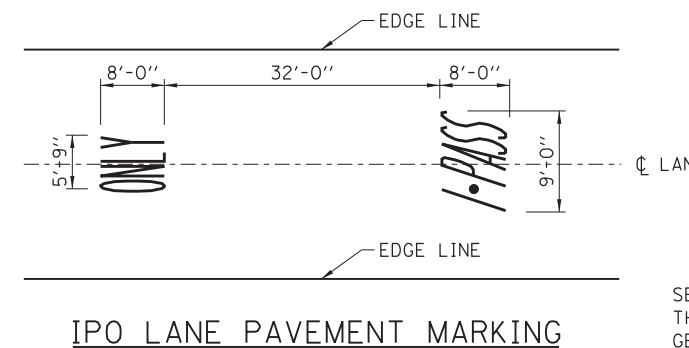
TYPICAL PLAN VIEW
MAINLINE



ASPHALT SHOULDER
RUMBLE STRIP DETAILS

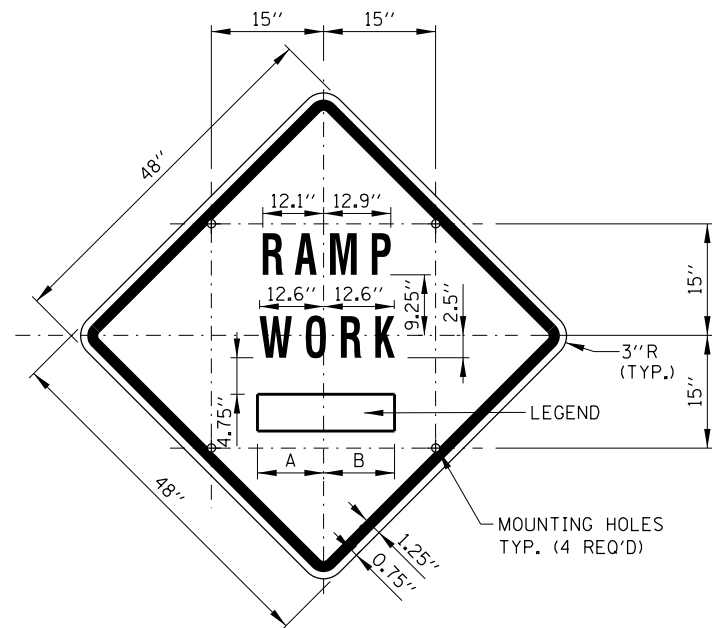


CONCRETE SHOULDER
RUMBLE STRIP DETAILS



SEE SHEET 1 IN
THIS SERIES FOR
GENERAL NOTES.

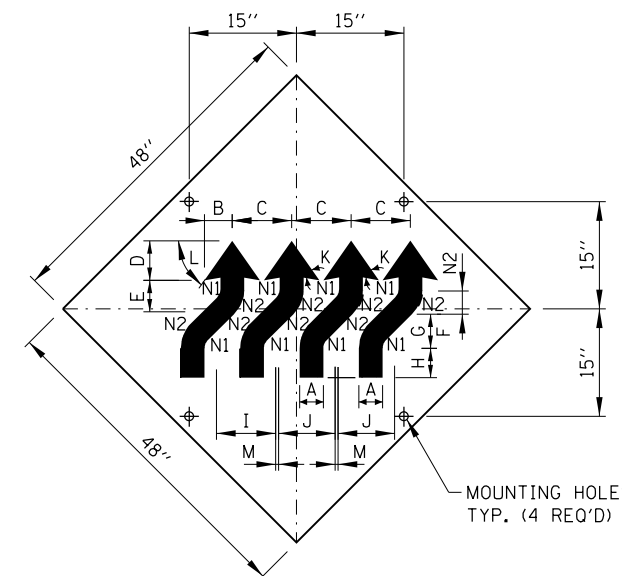




SIGN TS-2 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND SYMBOL - BLACK
 SIZE: 48"x48"
 LETTERING: 7" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

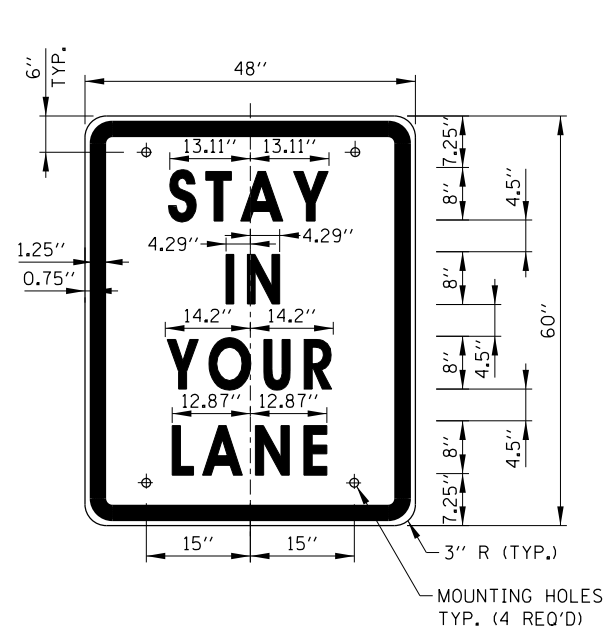
SIGN NO.	LEGEND	A	B
TS-2A	AHEAD	15.50"	15.50"
TS-2B	500 FT	14.25"	15.13"
TS-2C	1000 FT	14.88" L2	15.75" L2
TS-2D	1500 FT	14.88" L2	15.75" L2
TS-2E	1/2 MILE	15.75" L3	15.75" L3
TS-2F	1 MILE	13.06"	13.06"



SIGN W1-4dR (O)

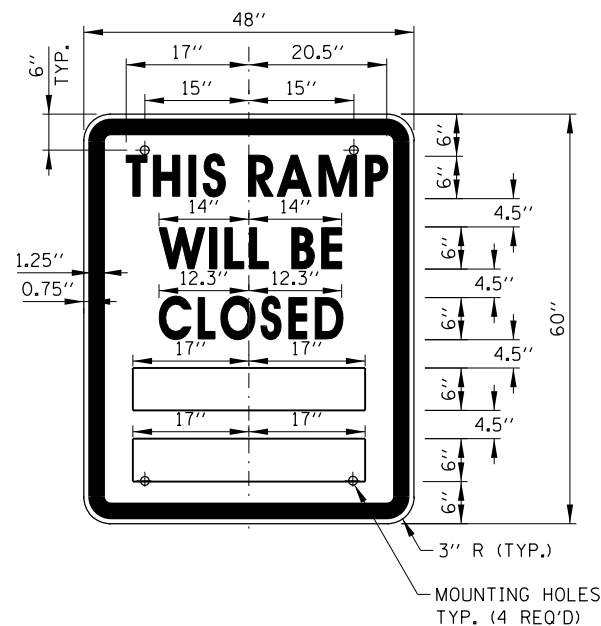
COLOR: BACKGROUND-FLUORESCENT ORANGE (O)
 TYPE A REFLECTIVE SHEETING PER STANDARD SPECIFICATIONS (*A)
 BORDER AND LETTERS-BLACK
 SIZE: 48"x48"
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN.

A	4 1/2"
B	5 3/4"
C	12 1/2"
D	7 3/4"
E	6 1/2"
F	4 1/2"
G	6 1/2"
H	6"
I	12 3/4"
J	12"
K	45°
L	55°
M	3/4"
N1	2"
N2	6 1/2"



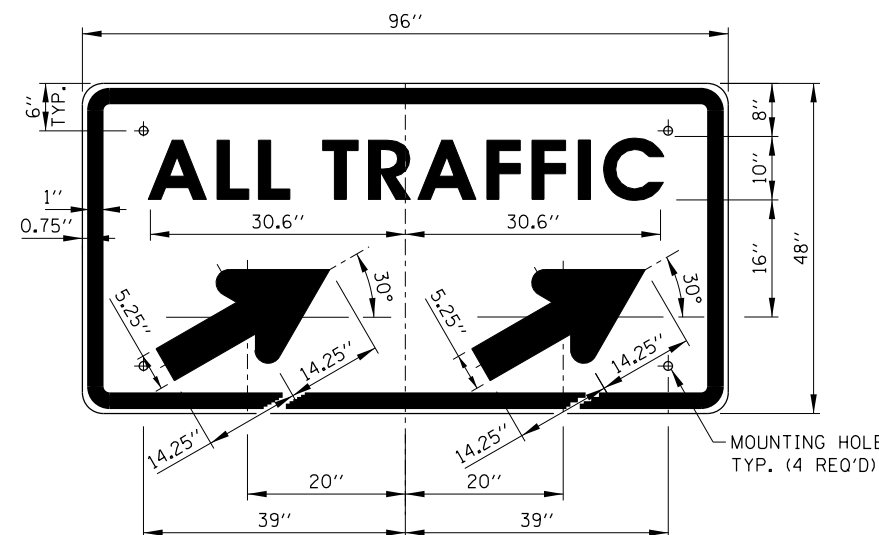
SIGN TS-3

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 8" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-4

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: LEGEND - 6" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN



SIGN TS-5a & TS-5b

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 ARROW - BLACK
 SIZE: 96"x48"
 LETTERING: 10" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 4 HOLES, SPACED AS SHOWN
 NOTE: SIGN TS-5a IS SHOWN, SUBSTITUTE LEGEND "▲" FOR "▲" FOR SIGN TS-5b

NOTES:

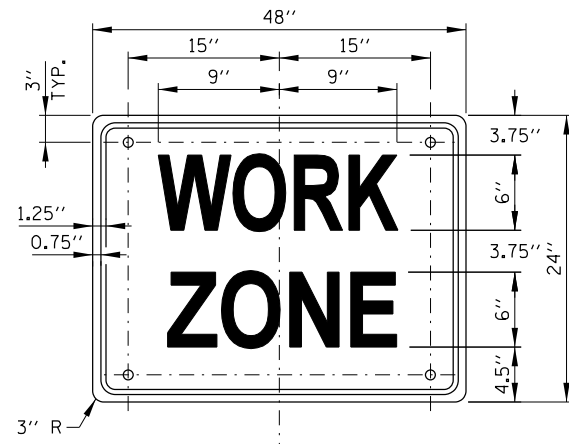
- ALL LETTERING IS DESIGNATED BY SIZE AND SERIES IN ACCORDANCE WITH THE LATEST EDITION OF "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION. LETTERING SPACING SHALL BE IN ACCORDANCE WITH THIS GUIDE EXCEPT WHERE NOTED.
- SYMBOLS AND ARROWS SHALL CONFORM TO THE DETAILS SHOWN IN THE LATEST EDITION OF "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE U.S. DEPARTMENT OF TRANSPORTATION.
- SEE THE CONTRACT REQUIREMENTS FOR ADDITIONAL NOTES AND SPECIFICATIONS.
 (O) FLUORESCENT ORANGE REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
 (*A) - REFLECTIVE SHEETING PER THE STANDARD SPECIFICATIONS.
- DIMENSIONS INDICATED THUS L ARE BASED ON A REDUCTION IN STANDARD LETTERING SPACING AS SHOWN BELOW:
 L1 SPACING REDUCED BY 25%
 L2 SPACING REDUCED BY 40%
 L3 SPACING REDUCED BY 50%

RAMP CLOSURE ADVANCE INFORMATION SIGN

THE VARIABLE MESSAGE WITH DATES FOR THE BOTTOM TWO LINES SHALL BE DETERMINED BY THE ENGINEER AND GIVEN TO THE CONTRACTOR BEFORE THE REQUIRED FIELD ERECTION DATE.

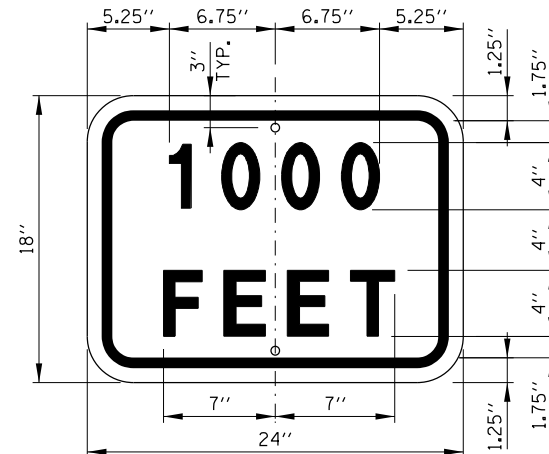


DATE	REVISIONS
05-01-09	DELETED FLASHING ARROW BOARDS
01-01-11	ADDED SIGN COLOR DESIGNATION
11-01-12	DELETED SIGN TS-1
03-31-14	REVISED FINE SIGN NUMBER AND ADDED LED SPEED LIMIT DISPLAY
3-11-2015	REVISED NOTES
3-31-2017	REVISED END WZSL SIGN COLOR



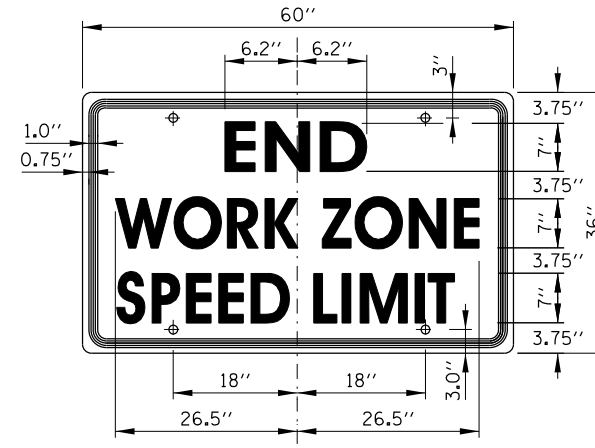
SIGN G20-I102 (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x24"
 LETTERING: 6" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



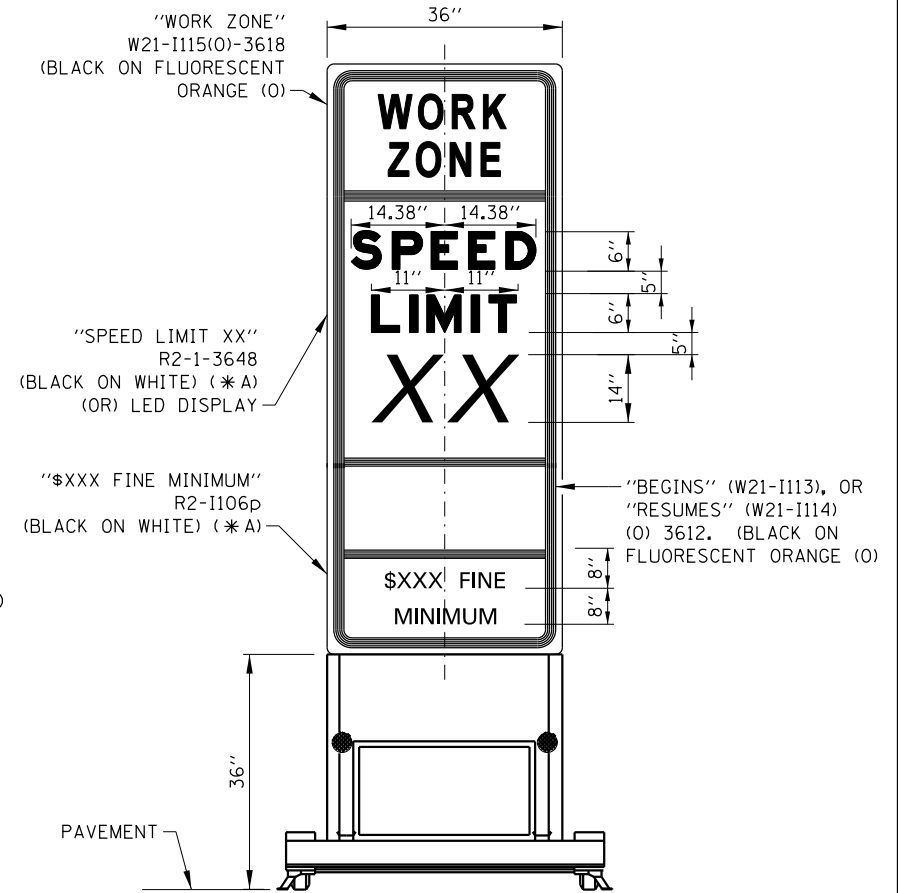
SUPPLEMENTAL PLATE (O)

COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 24"x18"
 LETTERING: 4" FEDERAL SERIES D
 MOUNTING HOLES: 7/16" DIA., 2 HOLES SPACED AS SHOWN

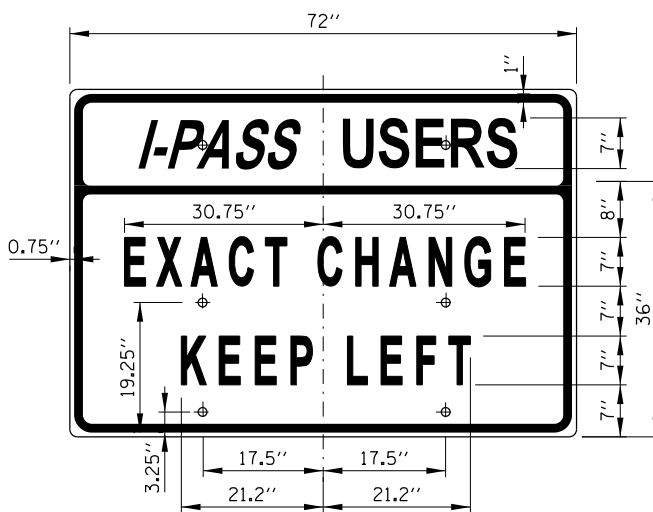


SIGN G20-I103

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x36"
 LETTERING: 6" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN

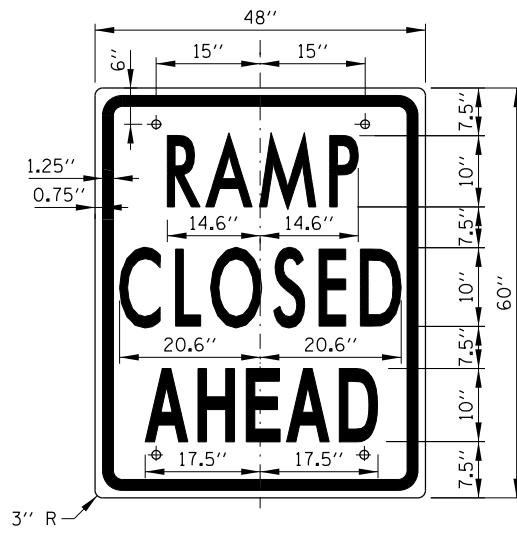


WORK ZONE SPEED LIMIT SIGN ASSEMBLY



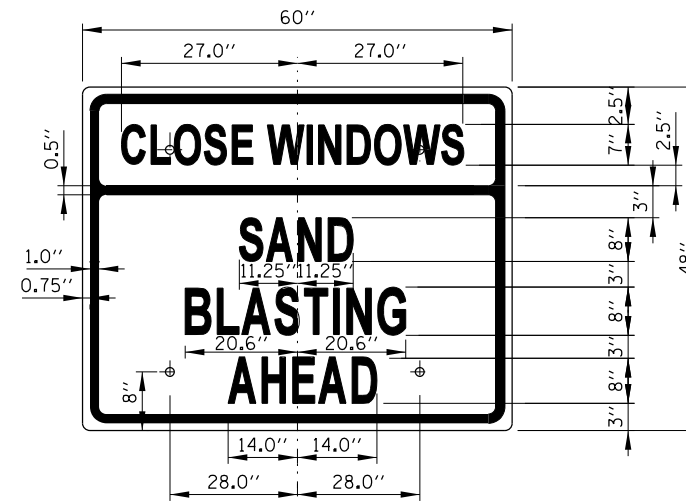
SIGN TS-7

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 72"x36"
 LETTERING: 7" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



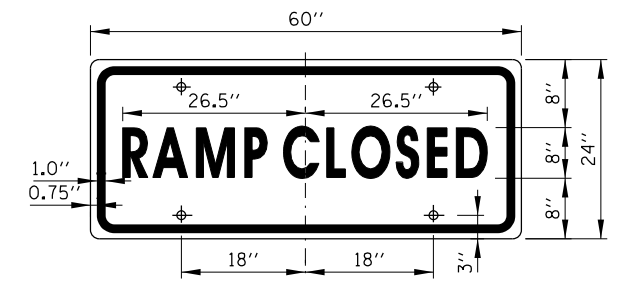
SIGN TS-9

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 48"x60"
 LETTERING: 10" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-10 (O)

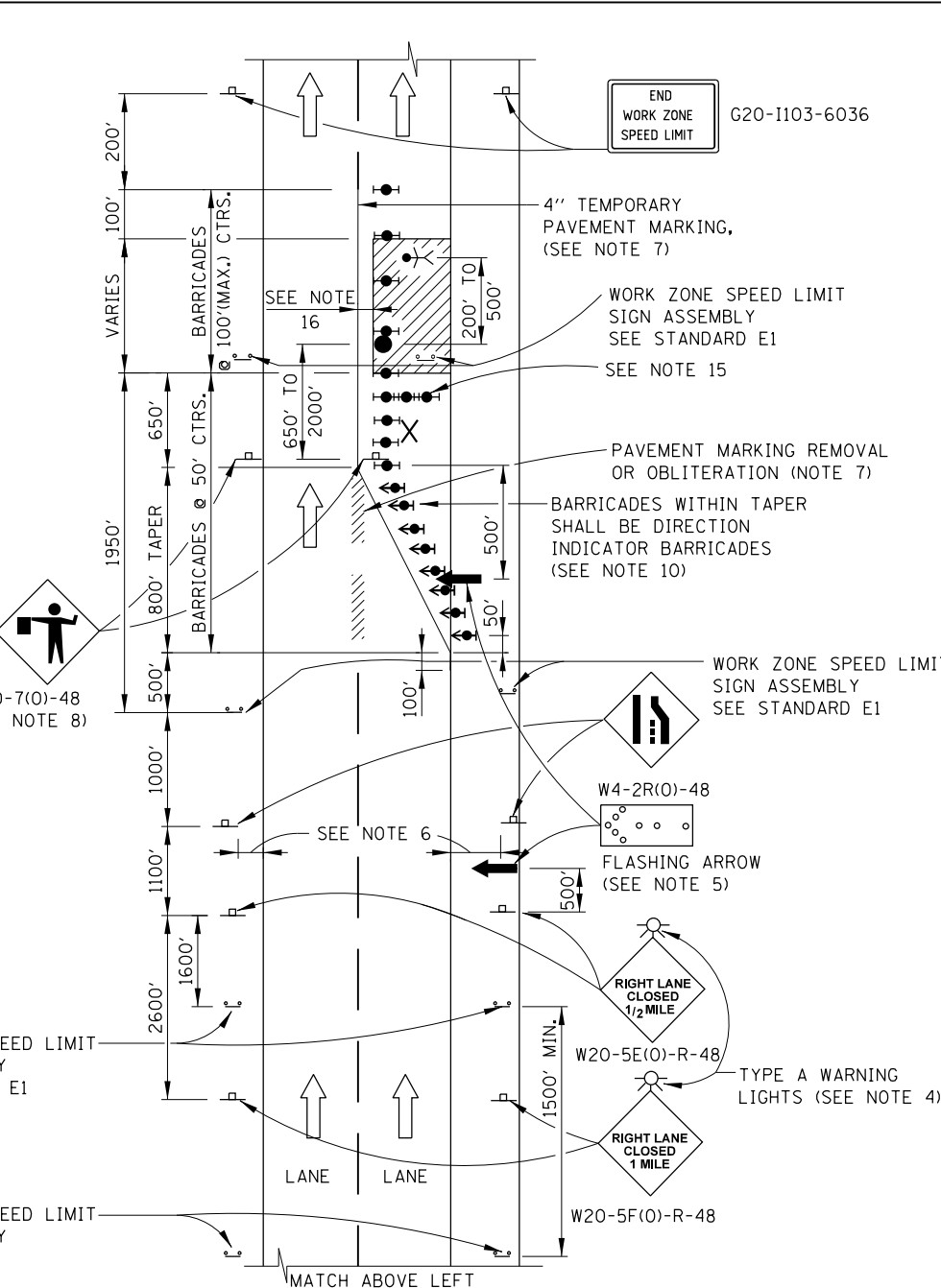
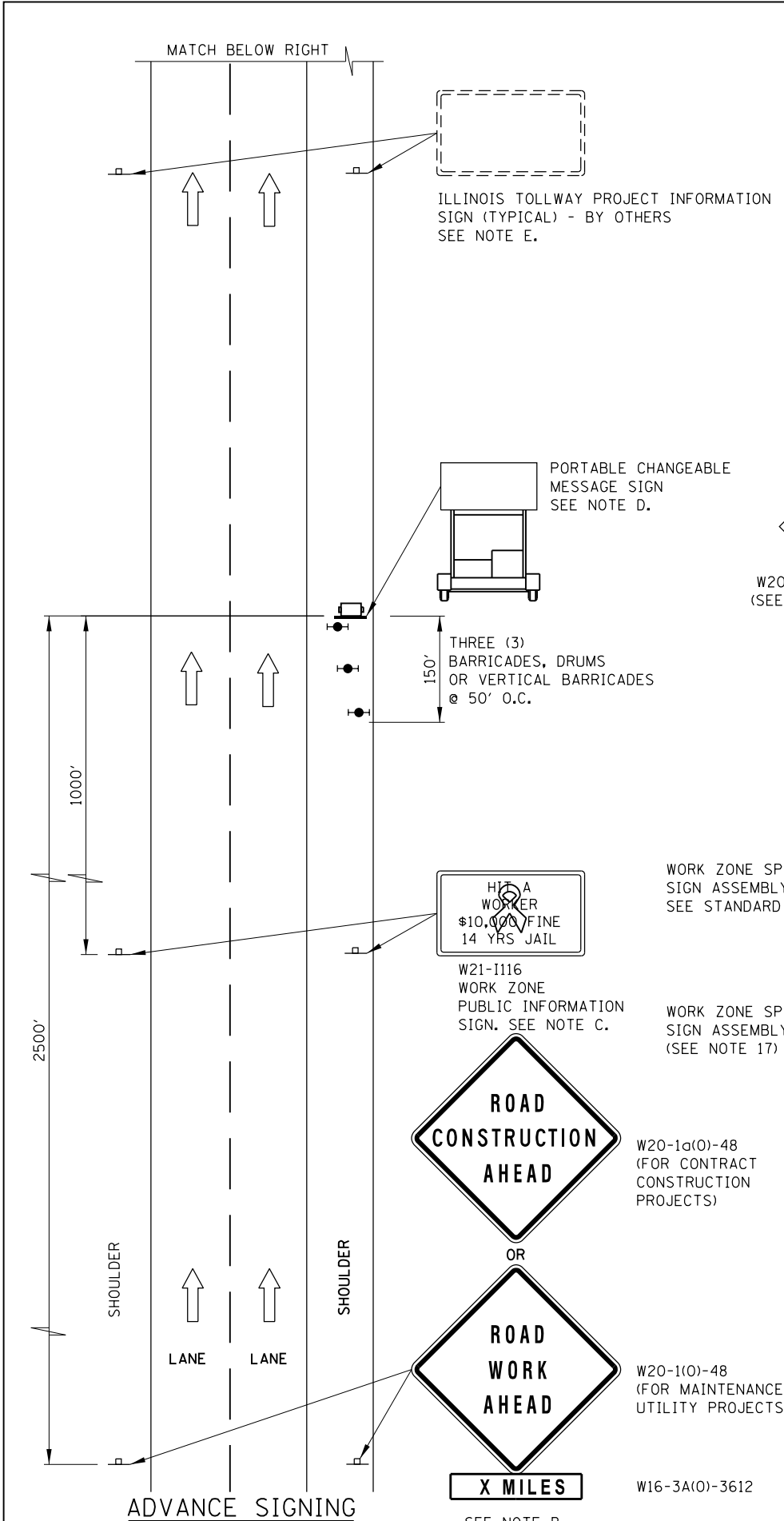
COLOR: BACKGROUND - FLUORESCENT ORANGE (O)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x48"
 LETTERING: 8" FEDERAL SERIES C, 7" FEDERAL SERIES B
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN



SIGN TS-6

COLOR: BACKGROUND - WHITE (REFLECTORIZED) (*A)
 BORDER AND LETTERS - BLACK
 SIZE: 60"x24"
 LETTERING: 8" FEDERAL SERIES C
 MOUNTING HOLES: 7/16" DIA., 4 HOLES SPACED AS SHOWN





ADVANCE SIGNING NOTES:

- THE ADVANCE SIGNING SHOWN ON THIS STANDARD SHALL APPLY ANY TIME THE CONTRACTOR CLOSES ONE OR MORE LANES, OR IS REQUIRED TO SHIFT THE LANE ALIGNMENT. THE "ROAD WORK AHEAD" OR "ROAD CONSTRUCTION AHEAD" SIGNS, WORK ZONE PUBLIC INFORMATION SIGNS AND PORTABLE CHANGEABLE MESSAGE ARE STATIONARY.
- THE ROAD CONSTRUCTION AHEAD SIGN (W20-1A, WITH W16-3a SUPPLEMENTAL PLATE) OR ROAD WORK AHEAD SIGN (W20-1, WITH W16-3A SUPPLEMENTAL PLATE) SHALL BE LOCATED UP TO 5 MILES IN ADVANCE OF THE PROJECT LIMITS, WITH THE LOCATION BEING DETERMINED BY THE ENGINEER.
- THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
- THE PORTABLE CHANGEABLE MESSAGE SIGN SHALL BE USED TO DISPLAY THE STATUS OF LANE WITHIN THE CONTRACT LIMITS. THE PRIMARY MESSAGES SHALL BE: "RIGHT LANE(S) CLOSED" / "X MILES AHEAD", "LEFT LANE(S) CLOSED" / "X MILES AHEAD", "LANE(S) SHIFT" / "X MILES AHEAD", "ALL LANES OPEN". THE PORTABLE CHANGEABLE MESSAGE SIGN MAY BE MOVED TO THE MEDIAN SHOULDER WHEN THE LANE CLOSURES ARE ON THE LEFT, PROVIDED THE EXISTING SHOULDER WIDTH IS ADEQUATE.
- THE ILLINOIS TOLLWAY WILL FURNISH AND INSTALL STATIC PROJECT INFORMATION SIGNS IN ADVANCE, THROUGH AND AT THE END OF THE WORK ZONE. THESE SIGNS WILL BE INSTALLED ALONG THE OUTSIDE SHOULDER WITH THE ADVANCE SIGNS LOCATED BEYOND THE PORTABLE CHANGEABLE MESSAGE SIGN. THE ENGINEER AND CONTRACTOR SHALL COORDINATE WITH THE ILLINOIS TOLLWAY REGARDING THE LOCATION OF THESE SIGNS AND NOTIFY THE ILLINOIS TOLLWAY OF ANY DAMAGE TO THE SIGNS OR SUPPORTS.

LANE CLOSURE NOTES:

- IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
- LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
- THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
- FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED.
- FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
- CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8' TO 12' FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE. IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
- PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
- WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. FLAGGER SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN THE SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY, PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- WORK ZONE SPEED LIMIT SIGN ASSEMBLIES, SHALL BE PLACED ADJACENT TO THE OPEN TRAFFIC LANE(S). WORK ZONE SPEED SIGNS SHALL BE MOVED AS NECESSARY TO MAINTAIN THE REQUIRED SPACING BETWEEN SIGNS AND THE WORKERS IN EACH SEPARATE WORK ACTIVITY PER THE ILLINOIS TOLLWAY SUPPLEMENTAL SPECIFICATIONS.
- DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
- FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
- CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.
- CHECK BARRICADES SHALL BE PLACED IN THE MIDDLE OF THE CLOSED LANE AND AT THE SHOULDER AT 1000 FOOT CENTERS.
- A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.
- ADDITIONAL WORK ZONE SPEED LIMIT SIGNS SHALL BE PLACED WHEN DIFFERENCE BETWEEN POSTED TO WORK ZONE SPEED LIMIT IS > 20 M.P.H.

LEGEND

- ↑ ARROW BOARD
- ▨ WORK AREA
- | SIGN
- ⬇️ DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- ⬇️ TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- ⚠️ WORKER
- ✕ LANE CLOSED

SHEET 1 OF 4

APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 5-1-2009

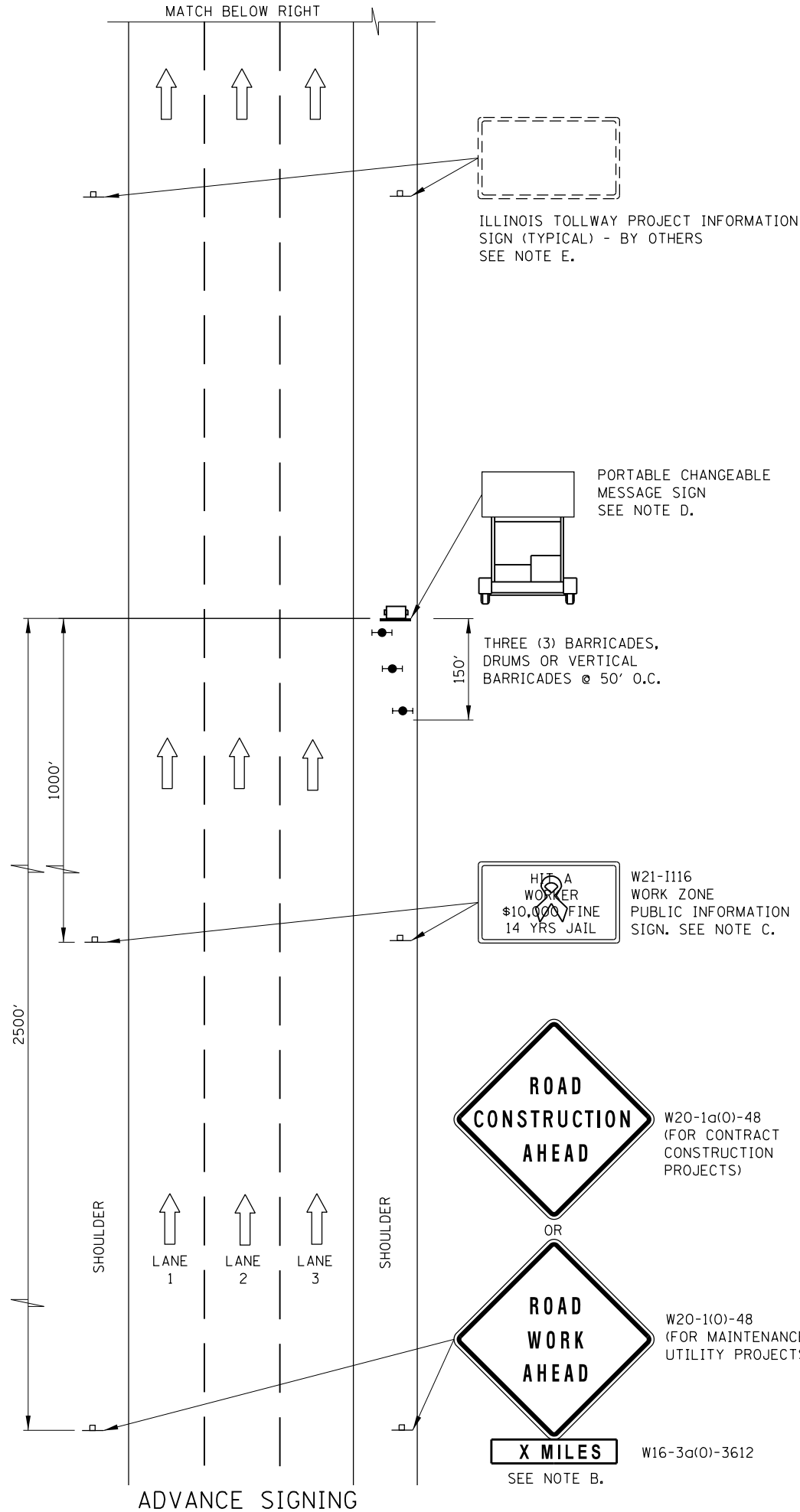
DATE	REVISIONS
11-01-12	ADDED THREE LANE CLOSURE
03-31-14	REVISED BUFFER SPACE, TAPER DIMENSIONS AND REVISED NOTES.
3-11-2015	REVISED NOTES.
3-31-2016	ADDED LANE CLOSURE WITH BARRIER AND ADDED SEQUENTIAL FLASHING WARNING LIGHT.
3-31-2017	ADDED TAPER RATE TABLE

Illinois Tollway

LANE CLOSURE DETAILS

STANDARD E2-07

MATCH BELOW RIGHT



ILLINOIS TOLLWAY PROJECT INFORMATION SIGN (TYPICAL) - BY OTHERS SEE NOTE E.

PORTABLE CHANGEABLE MESSAGE SIGN SEE NOTE D.

THREE (3) BARRICADES, DRUMS OR VERTICAL BARRICADES @ 50' O.C.

W21-I116 WORK ZONE PUBLIC INFORMATION SIGN. SEE NOTE C.

ROAD CONSTRUCTION AHEAD
OR
ROAD WORK AHEAD

W20-1a(0)-48 (FOR CONTRACT CONSTRUCTION PROJECTS)

W20-1(0)-48 (FOR MAINTENANCE AND UTILITY PROJECTS)

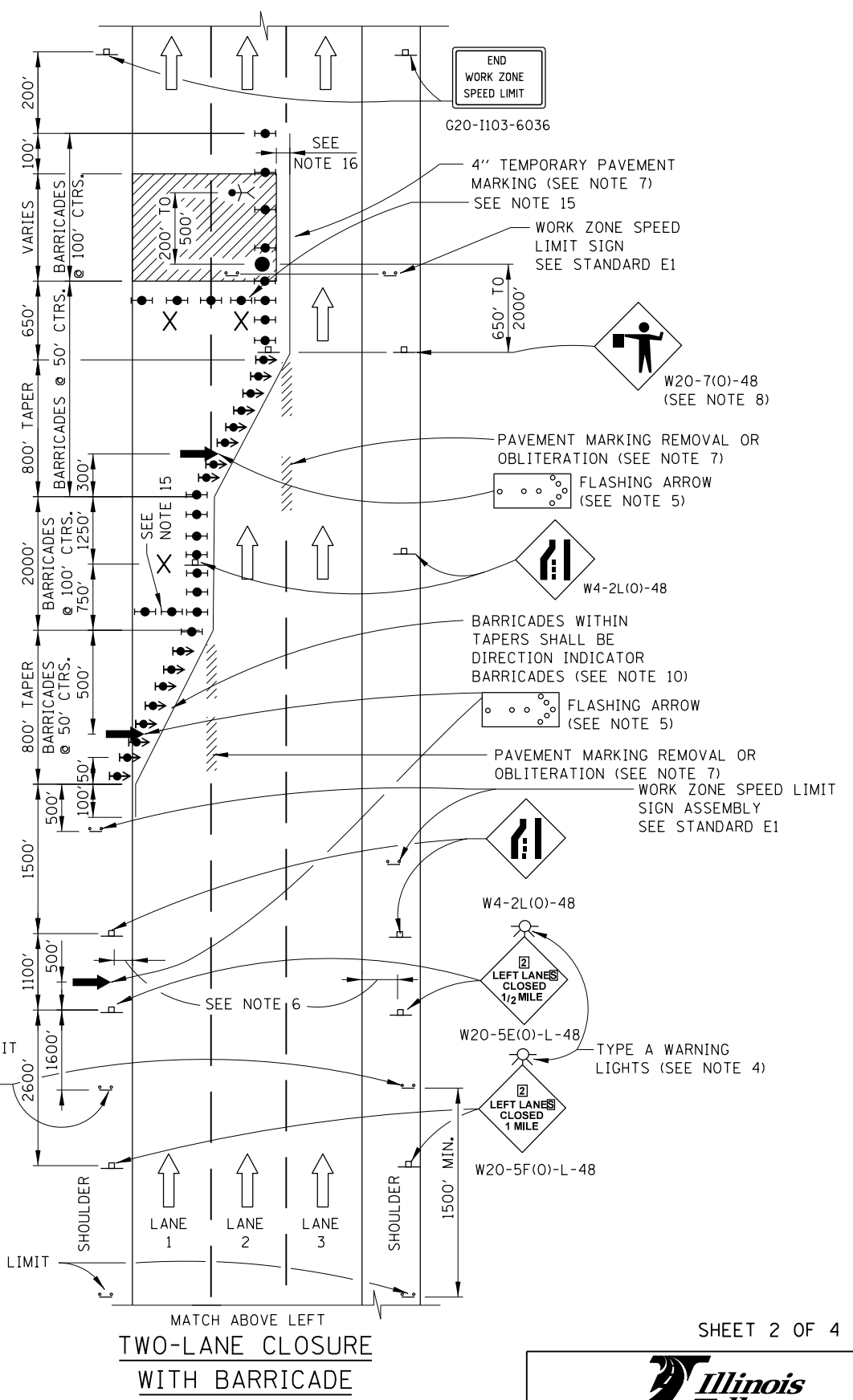
X MILES SEE NOTE B.

ADVANCE SIGNING

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED

Paul Kovacs
APPROVED CHIEF ENGINEER DATE 5-1-2009



G20-1103-6036

4" TEMPORARY PAVEMENT MARKING (SEE NOTE 7) SEE NOTE 15

WORK ZONE SPEED LIMIT SIGN SEE STANDARD E1

650' TO 2000'

W20-7(0)-48 (SEE NOTE 8)

PAVEMENT MARKING REMOVAL OR OBLITERATION (SEE NOTE 7)

FLASHING ARROW (SEE NOTE 5)

W4-2L(0)-48

BARRICADES WITHIN TAPERS SHALL BE DIRECTION INDICATOR BARRICADES (SEE NOTE 10)

FLASHING ARROW (SEE NOTE 5)

PAVEMENT MARKING REMOVAL OR OBLITERATION (SEE NOTE 7)

WORK ZONE SPEED LIMIT SIGN ASSEMBLY SEE STANDARD E1

W4-2L(0)-48

LEFT LANES CLOSED 1/2 MILE

W20-5E(0)-L-48 TYPE A WARNING LIGHTS (SEE NOTE 4)

LEFT LANES CLOSED 1 MILE

W20-5F(0)-L-48

1500' MIN.

MATCH ABOVE LEFT
TWO-LANE CLOSURE WITH BARRICADE

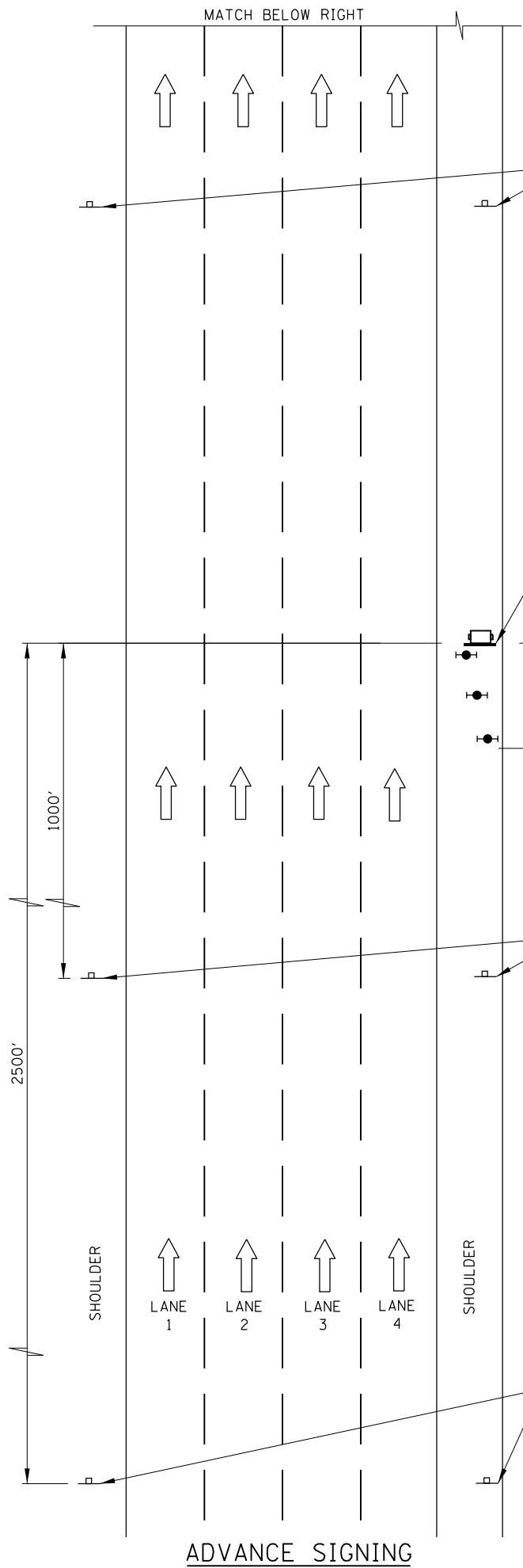
SHEET 2 OF 4



LANE CLOSURE DETAILS

STANDARD E2-07

SEE SHEET 1 IN THIS SERIES FOR NOTES



ILLINOIS TOLLWAY PROJECT INFORMATION SIGN (TYPICAL) - BY OTHERS SEE NOTE E.

PORTABLE CHANGEABLE MESSAGE SIGN SEE NOTE D.

THREE (3) BARRICADES, DRUMS OR VERTICAL BARRICADES @ 50' O.C.

W21-1116 WORK ZONE PUBLIC INFORMATION SIGN, SEE NOTE C.

W20-1a(0)-48 (FOR CONTRACT CONSTRUCTION PROJECTS)

ROAD CONSTRUCTION AHEAD

OR

W20-1(0)-48 (FOR MAINTENANCE AND UTILITY PROJECTS)

ROAD WORK AHEAD

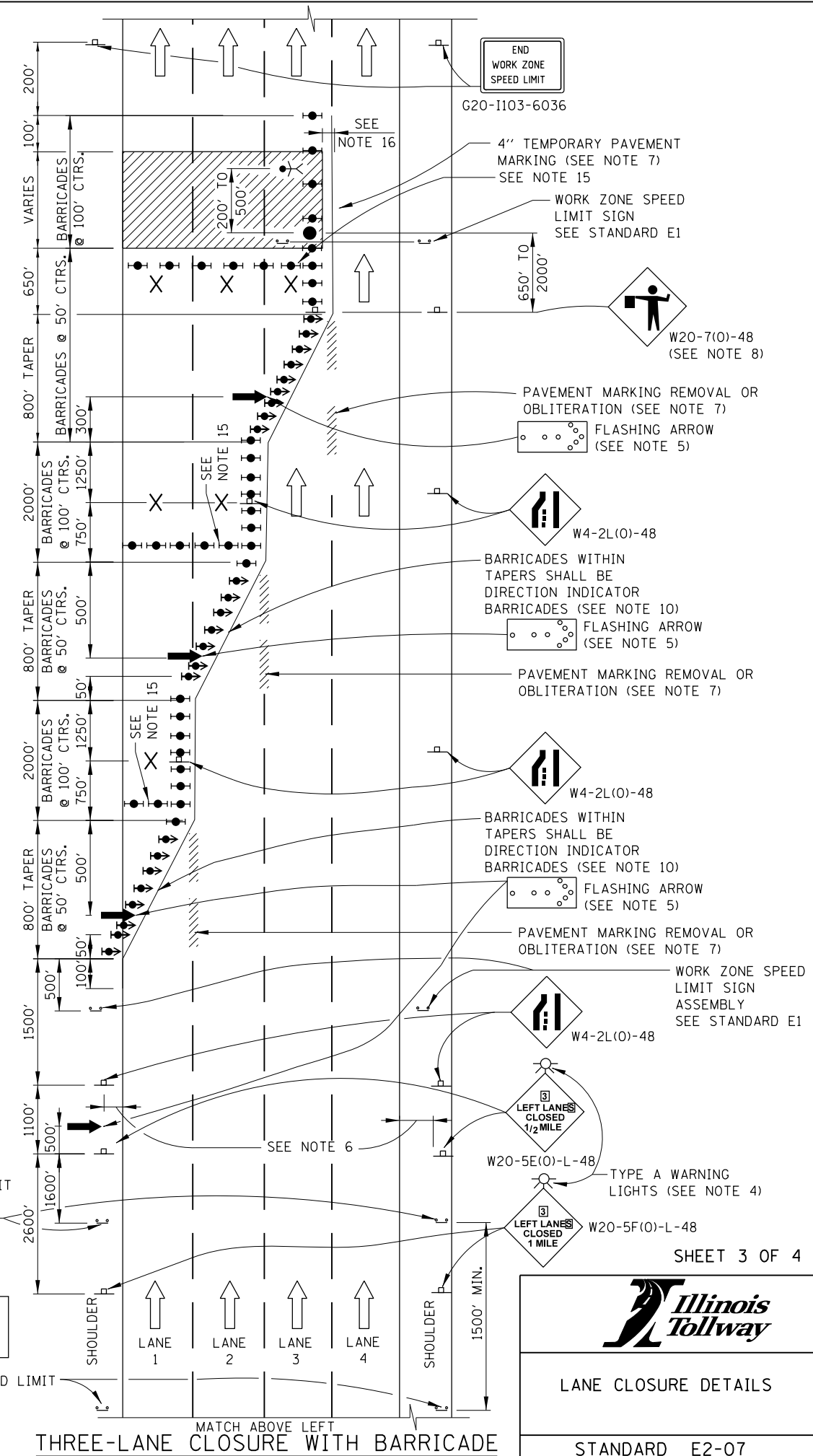
W16-3a(0)-3612

X MILES

SEE NOTE B.

LEGEND

- ARROW BOARD
- WORK AREA
- SIGN
- DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- WORKER
- LANE CLOSED



WORK ZONE SPEED LIMIT SIGN ASSEMBLY SEE STANDARD E1

SEE SHEET 1 IN THIS SERIES FOR NOTES

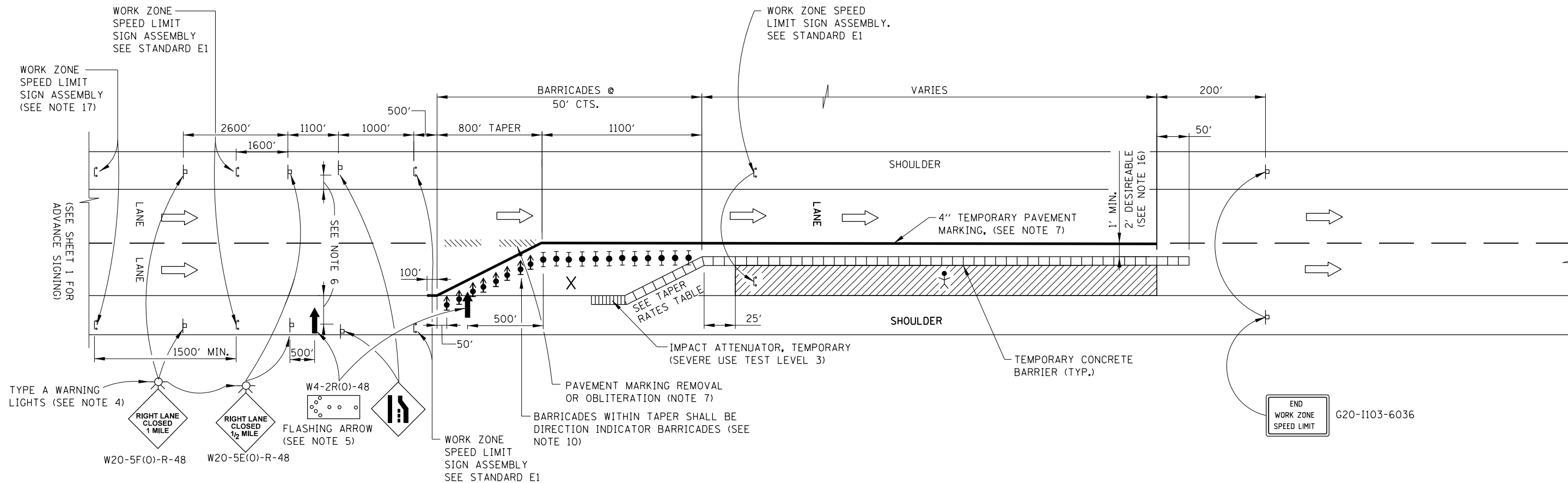
WORK ZONE SPEED LIMIT SIGN ASSEMBLY (SEE NOTE 17)

APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 5-1-2009

SHEET 3 OF 4

LANE CLOSURE DETAILS

STANDARD E2-07



ONE-LANE CLOSURE WITH BARRIER

TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
65	8.5	28:1	19:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
35	4.5	15:1	9:1
30	4	13:1	8:1

- LEGEND**
- ARROW BOARD
 - WORK AREA
 - SIGN
 - PORTABLE CHANGEABLE MESSAGE SIGN
 - DIRECTION INDICATOR BARRICADE WITH SEQUENTIAL FLASHING WARNING LIGHT
 - TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
 - WORKER
 - LANE CLOSED

NOTE:
SEE SHEET 1 OF THIS SERIES FOR NOTES.

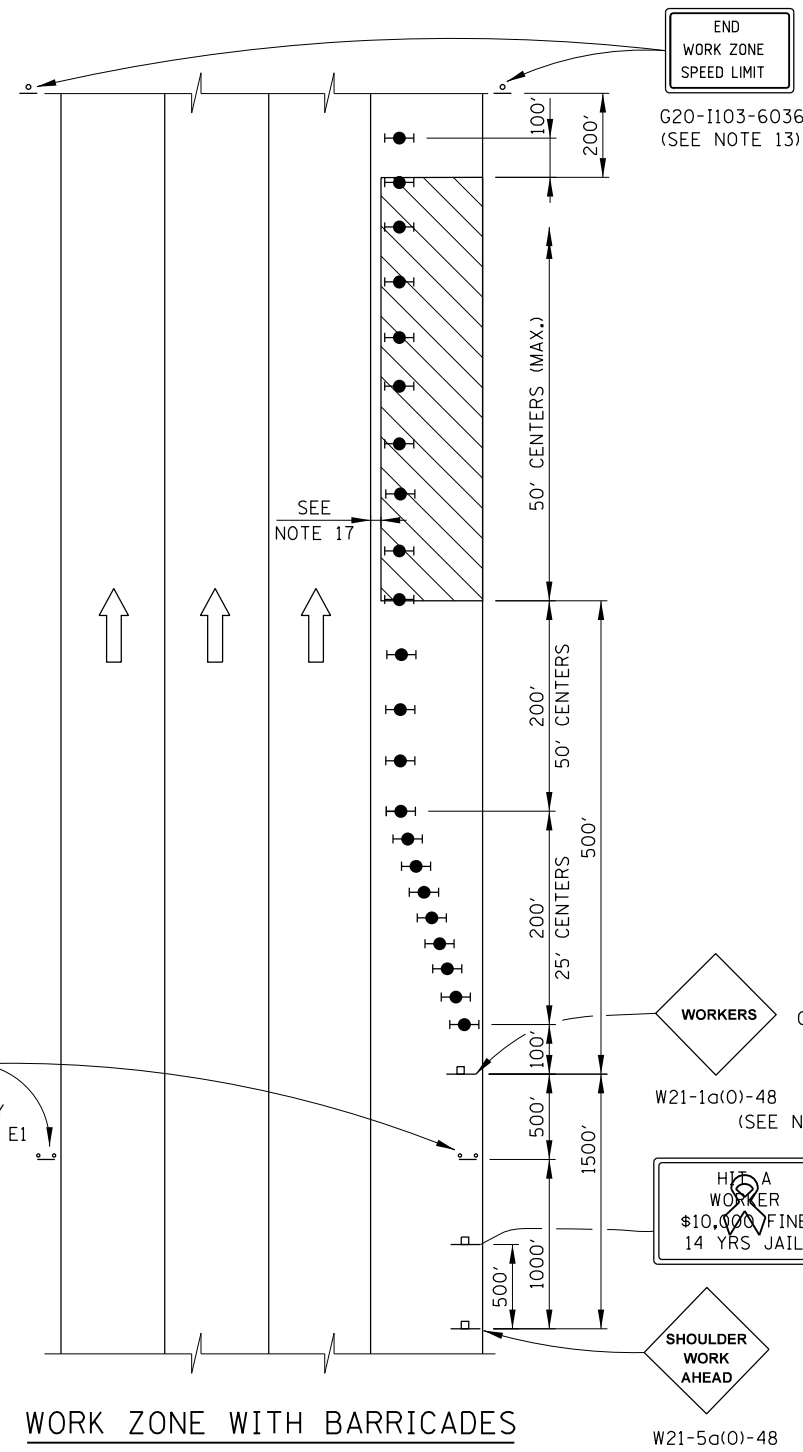


APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 3-31-2016

END WORK ZONE SPEED LIMIT G20-I103-6036

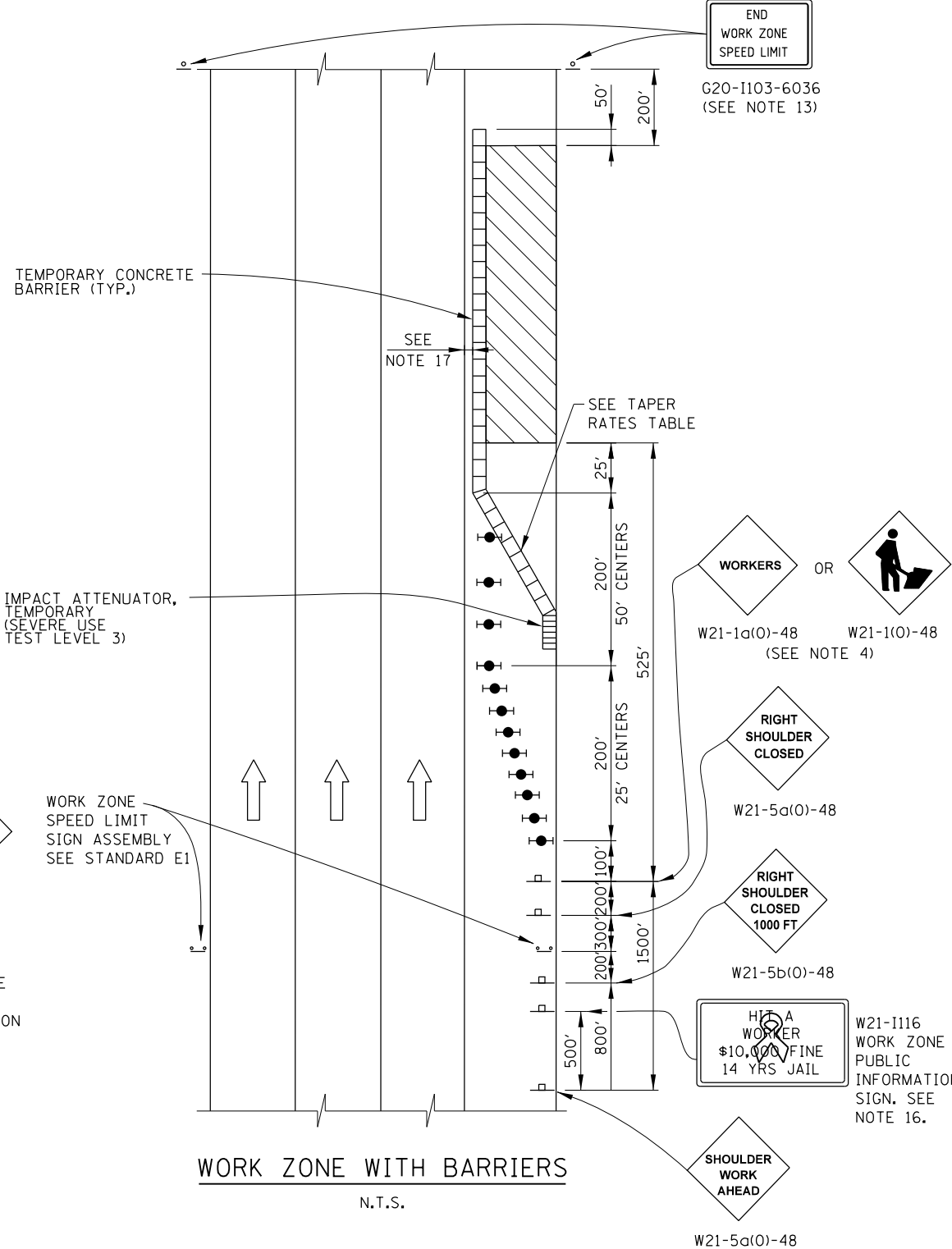
GENERAL NOTES:

1. THE SHOULDER SHALL BE CLOSED WHEN A WORK ACTIVITY REQUIRING 15 OR MORE MINUTES IS PERFORMED AT A DISTANCE WHICH IS LESS THAN 15 FEET BUT NO CLOSER THAN 2 FEET FROM THE EDGE OF PAVEMENT.
2. THE ADJACENT EXTERIOR LANE SHALL BE CLOSED WHEN WORK IS PERFORMED WITHIN 2 FEET FROM THE EDGE OF PAVEMENT.
3. THE CHANNELIZING DEVICES WHICH SEPARATE THE WORK SPACE FROM THE ADJACENT TRAVEL LANE SHALL BE SPACED AT 25' FOR (200 FEET) AND AT A MAXIMUM OF 50' FOR ALL ADDITIONAL DEVICES.
4. WHEN THE WORKSITE IS UNATTENDED, SUBSTITUTE - "SHOULDER WORK AHEAD" SIGN.
5. WORKER SIGNS OR SHOULDER WORK SIGNS AND CHANNELIZATION DEVICES ARE PLACED ONLY ON THE SIDE OF THE ROADWAY ON WHICH THE ACTIVITY IS PERFORMED.
6. FOR SHOULDER CLOSURE EXTENDING OVERNIGHT, BARRICADE TYPE II WITH STEADY BURNING LIGHT, TYPE C SHALL BE USED.
7. FOR SHORT TERM CLOSURE (SUNRISE TO ONE HOUR BEFORE SUNSET) NOT EXTENDING INTO DARKNESS, CONES MAY BE USED.
8. ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY SHALL BE PLACED AT A DISTANCE OF 500' TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE SHOULDER CLOSURE. MOVING OPERATIONS MAY REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
9. AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
10. THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
11. THE WORK ZONE SPEED LIMIT SIGNS AND SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN SHOULDER CLOSURE IS NOT IN USE.
12. ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
13. "END WORK ZONE SPEED LIMIT" SIGNS SHALL BE IN PLACE ONLY WHEN THE EXISTING POSTED SPEED > 55MPH.
14. FOR SHOULDER REPAIRS OR REPLACEMENT THE CHANNELIZING DEVICES SHALL BE PLACED AT THE EDGE OF PAVEMENT WHENEVER THE WORK ACTIVITIES RESULT IN A DROPOFF AT THE EDGE OF PAVEMENT.
15. ANY UNATTENDED OBSTACLE OR EXCAVATION LEFT ON THE SHOULDER OVERNIGHT SHALL BE IN COMPLIANCE WITH THE ROADWAY TRAFFIC CONTROL AND COMMUNICATIONS MANUAL.
16. THE WORK ZONE PUBLIC INFORMATION SIGN IS 60" WIDE BY 48" HIGH. THE CONTRACTOR SHALL OBTAIN THE CAMERA-READY ARTWORK REQUIRED FOR THE SIGN MESSAGE BY CONTACTING IDOT'S CENTRAL BUREAU OF OPERATIONS.
17. A 1'-0" MINIMUM/2'-0" DESIRABLE SHY DISTANCE SHALL BE PROVIDED, MEASURED BETWEEN EDGE OF PAVEMENT LANE MARKING TO THE EDGE OF THE TRAFFIC CONTROL DEVICE.



WORK ZONE WITH BARRICADES

N.T.S.



WORK ZONE WITH BARRIERS

N.T.S.

TAPER RATES

WORK ZONE SPEED (mph)	SHY LINE (ft.)	BARRIER INSIDE SHY LINE	BARRIER AT OR BEYOND SHY LINE
65	8.5	28:1	19:1
60	8	26:1	18:1
55	7	24:1	16:1
50	6.5	21:1	14:1
45	6	18:1	12:1
40	5	16:1	10:1
35	4.5	15:1	9:1
30	4	13:1	8:1

LEGEND

- WORK AREA
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

WORK ZONE SPEED LIMIT SIGN ASSEMBLY SEE STANDARD E1

WORK ZONE SPEED LIMIT SIGN ASSEMBLY SEE STANDARD E1

APPROVED *Paul Kovacs* CHIEF ENGINEER DATE 5-1-2009


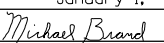
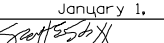
DATE	REVISIONS
1-01-11	CHANGED SYMBOL DESIGNATION
	REVISED NOTES
3-31-14	REVISED WORKER SIGN NUMBERS PER "MUTCD" AND REVISED NOTES.
3-11-2015	REVISED NOTES
3-31-2016	ADD WORK ZONE WITH BARRIERS.
3-31-2017	ADDED TAPER RATE TABLE.

Illinois Tollway

SHOULDER CLOSURE DETAILS

STANDARD E3-06

ABV	ABOVE	CU YD	CUBIC YARD	HD	HEAD	PED	PEDESTAL	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HDW	HEADWALL	PNT	POINT	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	HMA	HOT MIX ASPHALT			SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HSE	HOUSE	POT	POINT ON TANGENT	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	IL	ILLINOIS	POLYETH	POLYETHYLENE	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IN DIA	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	INL	INLET	PRM	PRIME	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INST	INSTALLATION	PE	PRIVATE ENTRANCE	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	INV	INVERT	PGL	PROFILE GRADELINE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	IP	IRON PIPE	PROJ	PROJECT	TEL	TELEPHONE
B	BARN	EA	EACH	IR	IRON ROD	P.C.	PROPERTY CORNER	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	JT	JOINT	PL	PROPERTY LINE	TP	TELEPHONE POLE
BGN	BEGIN	EOP	EDGE OF PAVEMENT	kg	KILOGRAM	PR	PROPOSED	TEMP	TEMPORARY
BM	BENCHMARK	E-CL	EDGE TO CENTERLINE	km	KILOMETER	R	RADIUS	TBM	TEMPORARY BENCH MARK
BIND	BINDER	E-E	EDGE TO EDGE	LS	LANDSCAPING	RR	RAILROAD	TD	TILE DRAIN
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBE	TO BE EXTENDED
BTM	BOTTOM	ENTR	ENTRANCE	LT	LEFT	RPS	REFERENCE POINT STAKE	TBR	TO BE REMOVED
BLVD	BOULEVARD	EXC	EXCAVATION	LP	LIGHT POLE	REF	REFLECTIVE	TBS	TO BE SAVED
BRK	BRICK	EX	EXISTING	LGT	LIGHTING	RCCP	REINFORCED CONCRETE CULVERT PIPE	TWP	TOWNSHIP
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LF	LINEAL FEET OR LINEAR FEET	REINF	REINFORCEMENT	TR	TOWNSHIP ROAD
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	L	LITER OR CURVE LENGTH	REM	REMOVAL	TS	TRAFFIC SIGNAL
CIP	CAST IRON PIPE	E	OFFSET DISTANCE TO VERTICAL CURVE	LC	LONG CHORD	RC	REMOVE CROWN	TSCB	TRAFFIC SIGNAL CONTROL BOX
CB	CATCH BASIN	F-F	FACE TO FACE	LNG	LONGITUDINAL	REP	REPLACEMENT	TSC	TRAFFIC SYSTEMS CENTER
C-C	CENTER TO CENTER	FA	FEDERAL AID	L SUM	LUMP SUM	REST	RESTAURANT	TRVS	TRANSVERSE
CL	CENTERLINE OR CLEARANCE	FAI	FEDERAL AID INTERSTATE	MACH	MACHINE	RESURF	RESURFACING	TRVL	TRAVEL
CL-E	CENTERLINE TO EDGE	FAP	FEDERAL AID PRIMARY	MB	MAIL BOX	RET	RETAINING	TRN	TURN
CL-F	CENTERLINE TO FACE	FAS	FEDERAL AID SECONDARY	MH	MANHOLE	RT	RIGHT	TY	TYPE
CTS	CENTERS	FAUS	FEDERAL AID URBAN SECONDARY	MATL	MATERIAL	ROW	RIGHT-OF-WAY	T-A	TYPE A
CERT	CERTIFIED	FP	FENCE POST	MED	MATERIAL	RD	ROAD	TYP	TYPICAL
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RDWY	ROADWAY	UNDGND	UNDERGROUND
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	RTE	ROUTE	USGS	U.S. GEOLOGICAL SURVEY
CP	CLAY PIPE	FL	FLOW LINE	M	MID-ORDINATE	SAN	SANITARY	USEL	UPSTREAM ELEVATION
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SANS	SANITARY SEWER	USFL	UPSTREAM FLOWLINE
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEC	SECTION	UTIL	UTILITY
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SEED	SEEDING	VBOX	VALVE BOX
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	SHAP	SHAPING	VV	VALVE VAULT
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	S	SHED	VLV	VAULT
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SH	SHEET	VEH	VEHICLE
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	SHLD	SHOULDER	VP	VENT PIPE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	SW	SIDEWALK OR SOUTHWEST	VERT	VERTICAL
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	SIG	SIGNAL	VC	VERTICAL CURVE
CONT	CONTINUOUS	GV	GAS VALVE	NOAA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION	SOD	SODDING	VPC	VERTICAL POINT OF CURVATURE
COR	CORNER	GRAN	GRANULAR	NC	NORMAL CROWN	SM	SOLID MEDIUM	VPI	VERTICAL POINT OF INTERSECTION
CORR	CORRUGATED	GR	GRATE	NB	NORTHBOUND	SB	SOUTHBOUND	VPT	VERTICAL POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	GRVL	GRAVEL	NE	NORTHEAST	SE	SOUTHEAST	WM	WATER METER
CNTY	COUNTY	GND	GROUND	NW	NORTHWEST	SPL	SPECIAL	WV	WATER VALVE
CH	COUNTY HIGHWAY	GUT	GUTTER	OLID	OPEN LID	SD	SPECIAL DITCH	WMAIN	WATER MAIN
CSE	COURSE	GP	GUY POLE	PAT	PATTERN	SQ FT	SQUARE FEET	WB	WESTBOUND
XSECT	CROSS SECTION	GW	GUY WIRE	PVD	PAVED	m ²	SQUARE METER	WILDFL	WILDFLOWERS
m ³	CUBIC METER	HH	HANDHOLE	PVMT	PAVEMENT	mm ²	SQUARE MILLIMETER	W	WITH
mm ³	CUBIC MILLIMETER	HATCH	HATCHING	PM	PAVEMENT MARKING	SQ YD	SQUARE YARD	WO	WITHOUT

 Illinois Department of Transportation	
PASSED	January 1, 2011
 ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2011
 ENGINEER OF DESIGN AND ENVIRONMENT	

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Updated abbreviations and symbols.
1-1-08	Updated abbreviations and symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 8)

STANDARD 000001-06

<u>ADJUSTMENT ITEMS</u>			<u>ALIGNMENT ITEMS</u>			<u>CONTOUR ITEMS</u>		
	<u>EX</u>	<u>PR</u>		<u>EX</u>	<u>PR</u>		<u>EX</u>	<u>PR</u>
Structure To Be Adjusted		ADJ	Baseline			Approx. Index Line		
Structure To Be Cleaned		C	Centerline			Approx. Intermediate Line		
Main Structure To Be Filled		FM	Centerline Break Circle			Index Contour		
Structure To Be Filled		F	Baseline Symbol			Intermediate Contour		
Structure To Be Filled Special		FSP	Centerline Symbol			<u>DRAINAGE ITEMS</u>		
Structure To Be Removed		R	PI Indicator			Channel or Stream Line		
Structure To Be Reconstructed		REC	Point Indicator			Culvert Line		
Structure To Be Reconstructed Special		RSP	Horizontal Curve Data (Half Size)	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	Grading & Shaping Ditches		
Frame and Grate To Be Adjusted		A	<u>BOUNDARIES ITEMS</u>					
Frame and Lid To Be Adjusted		A	Dashed Property Line			Drainage Boundary Line		
Domestic Service Box To Be Adjusted		A	Solid Property/Lot Line			Paved Ditch		
Valve Vault To Be Adjusted		A	Section/Grant Line			Aggregate Ditch		
Special Adjustment		SP	Quarter Section Line			Pipe Underdrain		
Item To Be Abandoned		AB	Quarter/Quarter Section Line			Storm Sewer		
Item To Be Moved		M	County/Township Line			Flowline		
Item To Be Relocated		REL	State Line			Ditch Check		
Pavement Removal and Replacement			Iron Pipe Found			Headwall		
			Iron Pipe Set			Inlet		
			Survey Marker			Manhole		
			Property Line Symbol			Summit		
			Same Ownership Symbol (Half Size)			Roadway Ditch Flow		
			Northwest Quarter Corner (Half Size)			Swale		
			Section Corner (Half Size)			Catch Basin		
			Southeast Quarter Corner (Half Size)			Culvert End Section		
						Water Surface Indicator		
						Riprap		

Illinois Department of Transportation
 PASSED January 1, 2011
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2011
Scott Schick
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

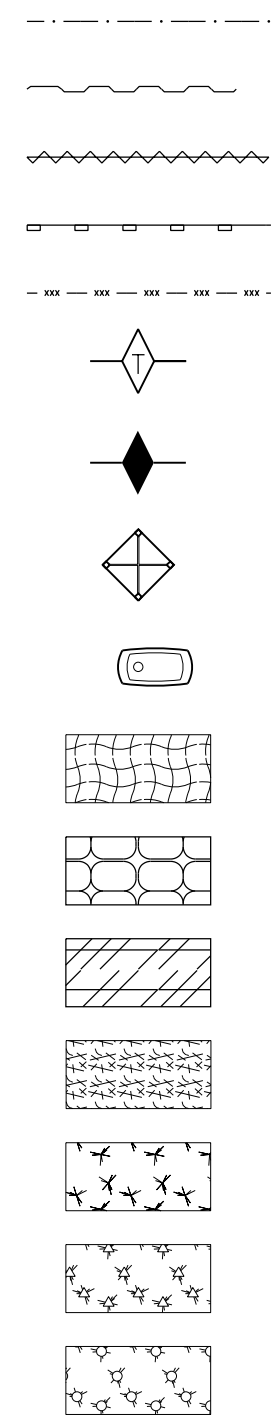
**STANDARD SYMBOLS,
 ABBREVIATIONS
 AND PATTERNS**
 (Sheet 2 of 8)
STANDARD 000001-06

EROSION & SEDIMENT CONTROL ITEMS

EX

PR

- Cleaning & Grading Limits
- Dike
- Erosion Control Fence
- Perimeter Erosion Barrier
- Temporary Fence
- Ditch Check Temporary
- Ditch Check Permanent
- Inlet & Pipe Protection
- Sediment Basin
- Erosion Control Blanket
- Fabric Formed Concrete Revetment Mat
- Turf Reinforcement Mat
- Mulch Temporary
- Mulch Method 1
- Mulch Method 2 Stabilized
- Mulch Method 3 Hydraulic

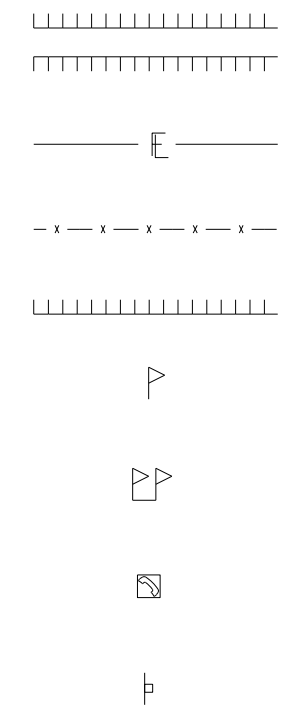


NON-HIGHWAY IMPROVEMENT ITEMS

EX

PR

- Noise Attn./Levee
- Field Line
- Fence
- Base of Levee
- Mailbox
- Multiple Mailboxes
- Pay Telephone
- Advertising Sign

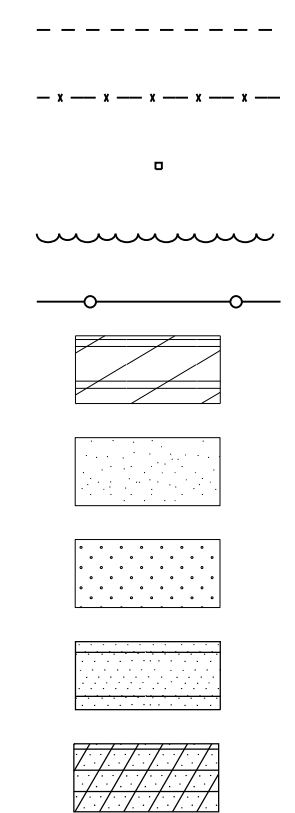


LANDSCAPING ITEMS

EX

PR

- Contour Mounding Line
- Fence
- Fence Post
- Shrubs
- Mowline
- Perennial Plants
- Seeding Class 2
- Seeding Class 2A
- Seeding Class 4
- Seeding Class 4 & 5 Combined

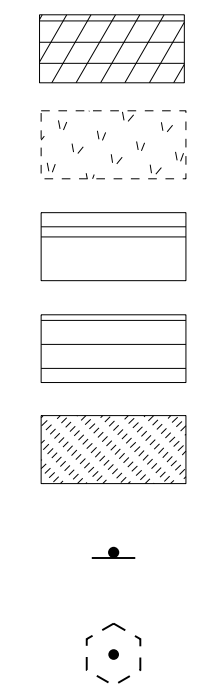


EXISTING LANDSCAPING ITEMS (contd.)

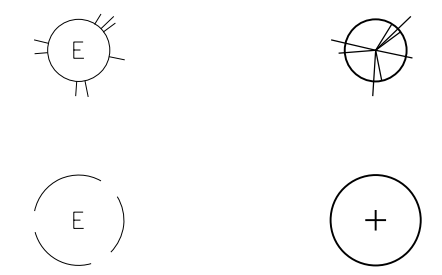
EX

PR

- Seeding Class 5
- Seeding Class 7
- Seedlings Type 1
- Seedlings Type 2
- Sodding
- Mowstake w/Sign
- Tree Trunk Protection



- Evergreen Tree
- Shade Tree

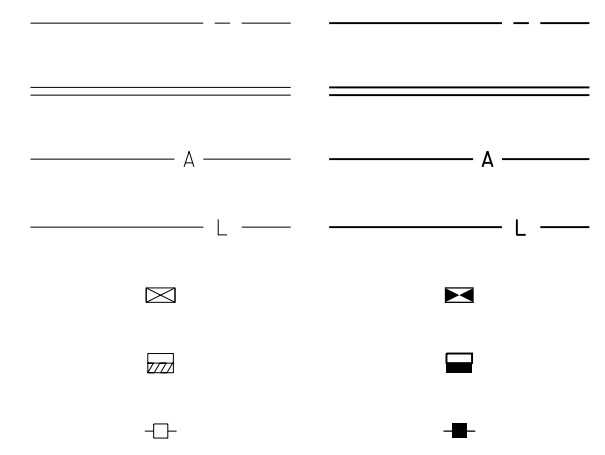


LIGHTING

EX

PR

- Duct
- Conduit
- Electrical Aerial Cable
- Electrical Buried Cable
- Controller
- Underpass Luminaire
- Power Pole



STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 3 of 8)

STANDARD 000001-06

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**LIGHTING
(contd.)**

EX

PR

Pull Point



Handhole



Heavy Duty Handhole



Junction Box



Light Unit Comb.



Electrical Ground



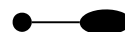
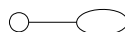
Traffic Flow Arrow



High Mast Pole
(Half Size)



Light Unit-1

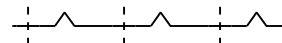
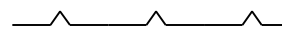


PAVEMENT (MISC.)

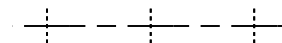
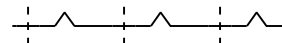
EX

PR

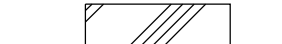
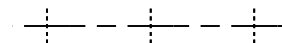
Keyed Long. Joint



Keyed Long. Joint w/Tie Bars



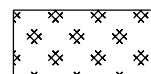
Sawed Long. Joint w/Tie Bars



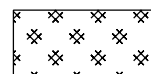
Bituminous Shoulder



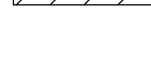
Bituminous Taper



Stabilized Driveway



Widening



PAVEMENT MARKINGS

EX

PR

Bike Lane Symbol



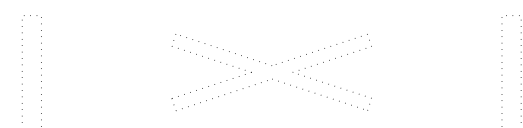
Bike Lane Text



Handicap Symbol



RR Crossing



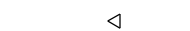
Raised Marker Amber 1 Way



Raised Marker Amber 2 Way



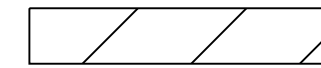
Raised Marker Crystal 1 Way



Two Way Turn Left



Shoulder Diag. Pattern



Skip-Dash White



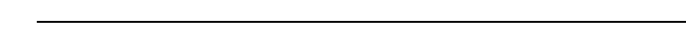
Skip-Dash Yellow



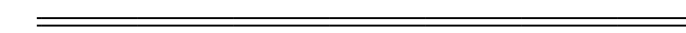
Stop Line



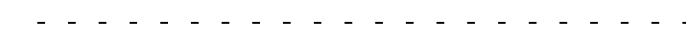
Solid Line



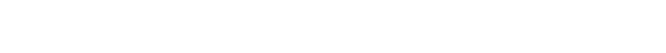
Double Centerline



Dotted Lines



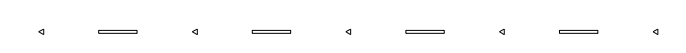
CL 2Ln 2Way
RRPM 12.2 m (40') o.c.



CL 2Ln 2Way
RRPM 80' (24.4 m) o.c.



CL Multilane Div.
RRPM 40' (12.2 m) o.c.



CL Multilane Div.
RRPM 80' (24.4 m) o.c.



CL Multilane Div. Dbl.
RRPM 80' (24.4 m) o.c.



CL Multilane Undiv.



Two Way Turn Left Line



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**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**

(Sheet 4 of 8)

STANDARD 000001-06

PAVEMENT MARKINGS

(contd.)

Urban Combination Left

EX



PR



Urban Combination Right



Urban Left Turn Arrow



Urban Right Turn Arrow



Urban Left Turn Only



ONLY ONLY ONLY



Urban Right Turn Only



Urban Thru Only



Urban U-Turn



Urban Combined U-Turn



Rural Combination Left



Rural Combination Right



Rural Left Turn Arrow



Rural Right Turn Arrow



Rural Left Turn Only



ONLY ONLY ONLY



Rural Right Turn Only



ONLY ONLY ONLY



Rural Thru Only



ONLY ONLY ONLY

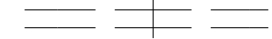


RAILROAD ITEMS

EX

PR

Abandoned Railroad



Railroad



Railroad Point



Control Box



Crossing Gate



Flashing Signal



Railroad Cant. Mast Arm



Crossbuck

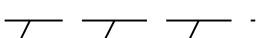


REMOVAL ITEMS

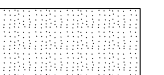
EX

PR

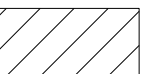
Removal Tic



Bituminous Removal



Hatch Pattern



Tree Removal Single



RIGHT OF WAY ITEMS

EX

PR

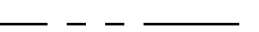
Future ROW Corner Monument



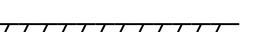
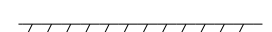
ROW Marker



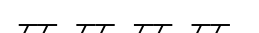
ROW Line



Easement



Temporary Easement



**STANDARD SYMBOLS,
ABBREVIATIONS
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(Sheet 5 of 8)

STANDARD 000001-06

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RIGHT OF WAY ITEMS
(contd.)

	EX	PR
Access Control Line	— AC —————	— AC —————
Access Control Line & ROW	— AC —————	— AC —————
Access Control Line & ROW with Fence	— x ————— AR —	— x — AC — x —
Excess ROW Line		— XS —————

ROADWAY PLAN
ITEMS

	EX	PR
Cable Barrier		
Concrete Barrier		
Edge of Pavement	-----	-----
Bit Shoulders, Medians and C&G Line	-----	-----
Aggregate Shoulder	-----	-----
Sidewalks, Driveways	-----	-----
Guardrail		
Guardrail Post	□	
Traffic Sign		
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line	-----	
Typical Cross-Section Line	-----	-----

ROADWAY PROFILES

	EX	PR
P.I. Indicator	△	△
Point Indicator	○	○
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV = L = E =	VPI = ELEV = L = E =
Ditch Profile Left Side	-----	-----
Ditch Profile Right Side	-----	-----
Roadway Profile Line	-----	-----
Storm Sewer Profile Left Side	-----	-----
Storm Sewer Profile Right Side	-----	-----

SIGNING ITEMS

	EX	PR
Cone, Drum or Barricade		○
Barricade Type II		
Barricade Type III		
Barricade With Edge Line		
Flashing Light Sign		○
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

SIGNING ITEMS
(contd.)

	EX	PR
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(0) (Half Size)		
Left Lane Closed Ahead W20-5L(0) (Half Size)		
Right Lane Closed Ahead W20-5R(0) (Half Size)		
Road Closed Ahead W20-3(0) (Half Size)		
Road Construction Ahead W20-1(0) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

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**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**

(Sheet 6 of 8)

STANDARD 000001-06

SIGNING ITEMS
(contd.)

EX

PR

One Way Arrow Lrg. W1-6-(0)
(Half Size)



Two Way Arrow Large W1-7-(0)
(Half Size)



Detour M4-10L-(0)
(Half Size)



Detour M4-10R-(0)
(Half Size)



One Way Left R6-1L
(Half Size)



One Way Right R6-1R
(Half Size)



Left Turn Lane R3-I100L
(Half Size)



Keep Left R4-7AL
(Half Size)



Keep Left R4-7BL
(Half Size)



Keep Right R4-7AR
(Half Size)



Keep Right R4-7BR
(Half Size)



Stop Here On Red R10-6-AL
(Half Size)



Stop Here On Red R10-6-AR
(Half Size)



No Left Turn R3-2
(Half Size)



No Right Turn R3-1
(Half Size)



Road Closed R11-2
(Half Size)



Road Closed Thru Traffic R11-2
(Half Size)

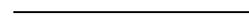


STRUCTURES ITEMS

EX

PR

Box Culvert Barrel



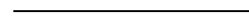
Box Culvert Headwall



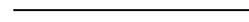
Bridge Pier



Bridge



Retaining Wall



Temporary Sheet Piling



TRAFFIC SHEET
ITEMS

EX

PR

Cable Number



Left Turn Green



Left Turn Yellow



Signal Backplate



Signal Section 8" (200 mm)



Signal Section 12" (300 mm)



Walk/Don't Walk Letters



Walk/Don't Walk Symbols



TRAFFIC SIGNAL
ITEMS

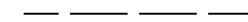
EX

PR

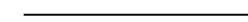
Galv. Steel Conduit



Underground Cable



Detector Loop Line



Detector Loop Large



Detector Loop Small



Detector Loop Quadrapole



STANDARD SYMBOLS,
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AND PATTERNS

(Sheet 7 of 8)

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**TRAFFIC SIGNAL
ITEMS (contd.)**

EX

PR

Detector Raceway		
Aluminum Mast Arm		
Steel Mast Arm		
Veh. Detector Magnetic		
Conduit Splice		
Controller		
Gulfbox Junction		
Wood Pole		
Temp. Signal Head		
Handhole		
Double Handhole		
Heavy Duty Handhole		
Junction Box		
Ped. Pushbutton Detector		
Ped. Signal Head		
Power Pole Service		
Priority Veh. Detector		
Signal Head		
Signal Head w/Backplate		
Signal Post		
Closed Circuit TV		
Video Detector System		

**UNDERGROUND
UTILITY ITEMS**

EX

PR

ABANDONED

Cable TV			
Electric Cable			
Fiber Optic			
Gas Pipe			
Oil Pipe			
Sanitary Sewer			
Telephone Cable			
Water Pipe			

UTILITIES ITEMS

EX

PR

Controller		
Double Handhole		
Fire Hydrant		
GuyWire or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Pipeline Warning Sign		
Power Pole		
Power Pole with Light		
Sanitary Sewer Cleanout		
Splice Box Above Ground		
Telephone Splice Box Above Ground		
Telephone Pole		

**UTILITY ITEMS
(contd.)**

EX

PR

Traffic Signal		
Traffic Signal Control Box		
Water Meter		
Water Meter Valve Box		
Profile Line		
Aerial Power Line		

VEGETATION ITEMS

EX

PR

Deciduous Tree		
Bush or Shrub		
Evergreen Tree		
Stump		
Orchard/Nursery Line		
Vegetation Line		
Woods & Bush Line		

**WATER FEATURE
ITEMS**

EX

PR

Stream or Drainage Ditch		
Waters Edge		
Water Surface Indicator		
Water Point		
Disappearing Ditch		
Marsh		
Marsh/Swamp Boundary		

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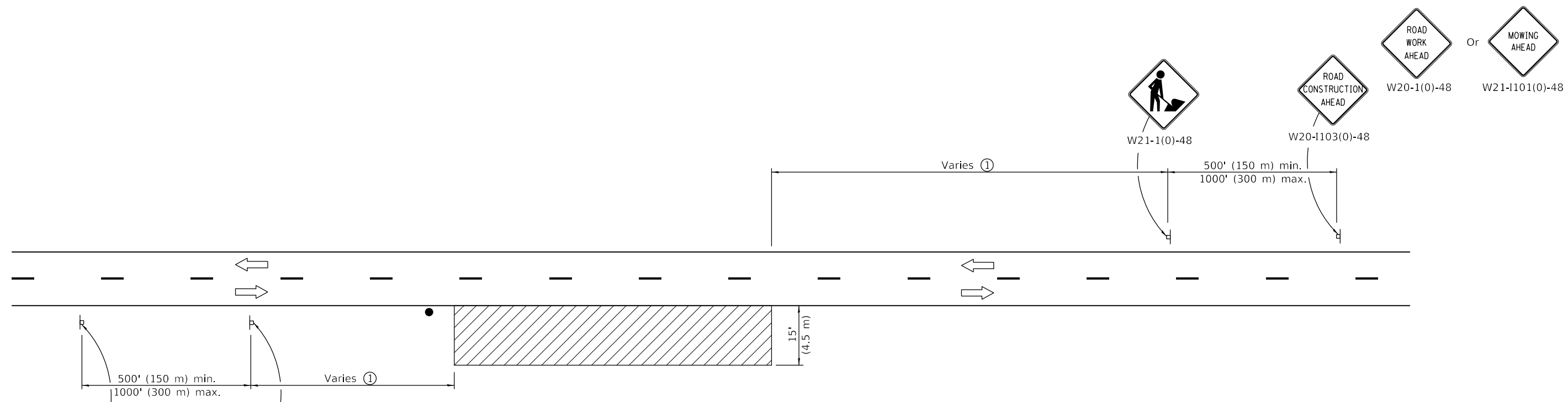
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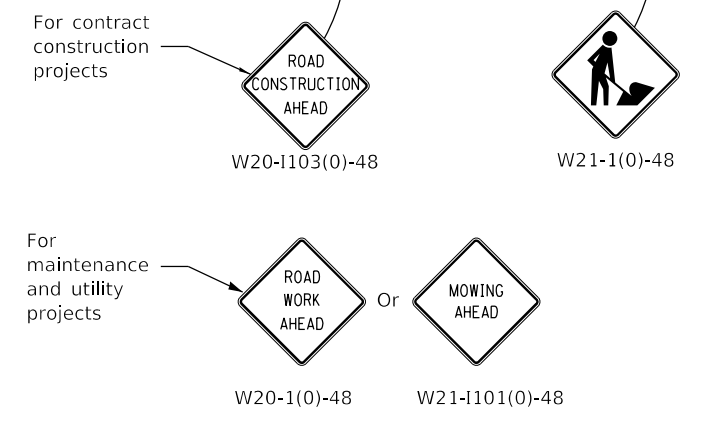
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**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**
(Sheet 8 of 8)

STANDARD 000001-06



TYPICAL APPLICATIONS
Shoulder work
Utility operations



SYMBOLS

- Work area
- Sign
- Flagger with traffic control sign when required

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed 1/2 the length required for one normal working day's operation, or 4 miles (6.4 km) whichever is less.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 1 mph (2 km/h) or less.

When the work operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

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

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

**OFF-RD MOVING OPERATIONS,
2L, 2W, DAY ONLY**

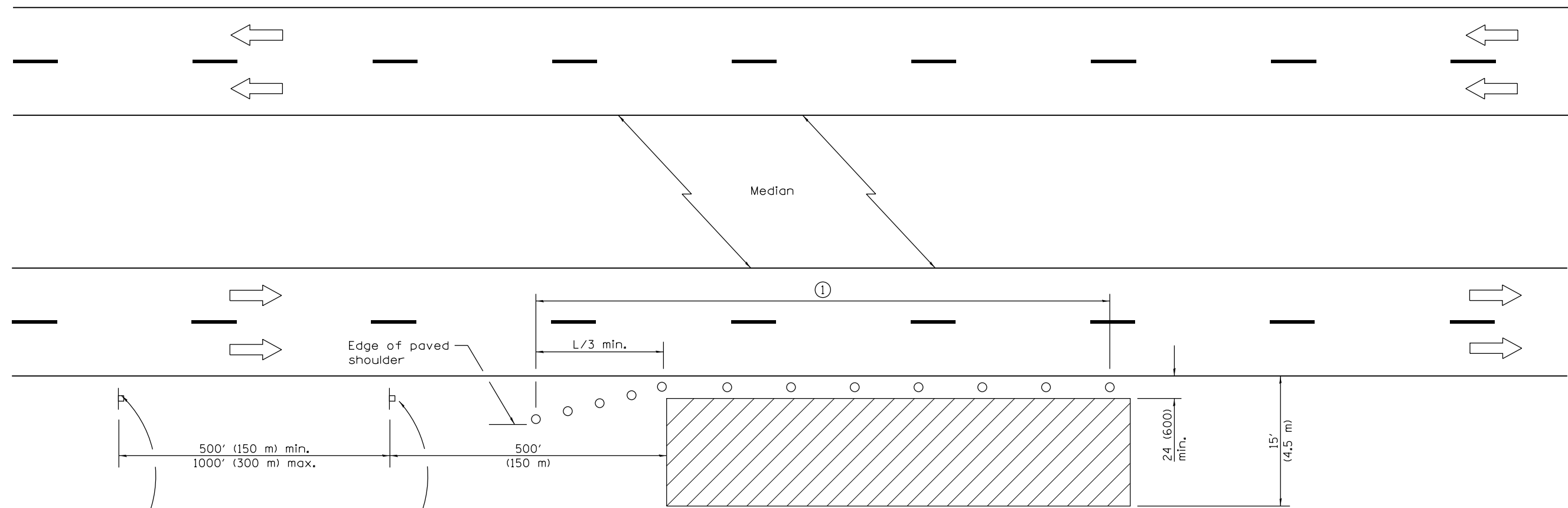
STANDARD 701011-04

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PASSED January 1, 2014
[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

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For contract construction projects



W20-1103(O)-48



W21-1(O)-48

For maintenance and utility projects



W20-1(O)-48

TYPICAL APPLICATIONS

- Utility operations
- Culvert extensions
- Side slope changes
- Guardrail installation and maintenance
- Delineator installation
- Landscaping operations
- Shoulder repair
- Sign installation and maintenance

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

SYMBOLS

- Work area
- Sign
- Cone, drum or barricade

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24' (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	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.

DATE	REVISIONS
4-1-16	Corrected typo in title.
1-1-14	Revised workers sign number to agree with current MUTCD.

**OFF-RD OPERATIONS, MULTILANE,
15' (4.5 m) TO 24" (600 mm)
FROM PAVEMENT EDGE**

STANDARD 701101-05

Illinois Department of Transportation

APPROVED April 1, 2016

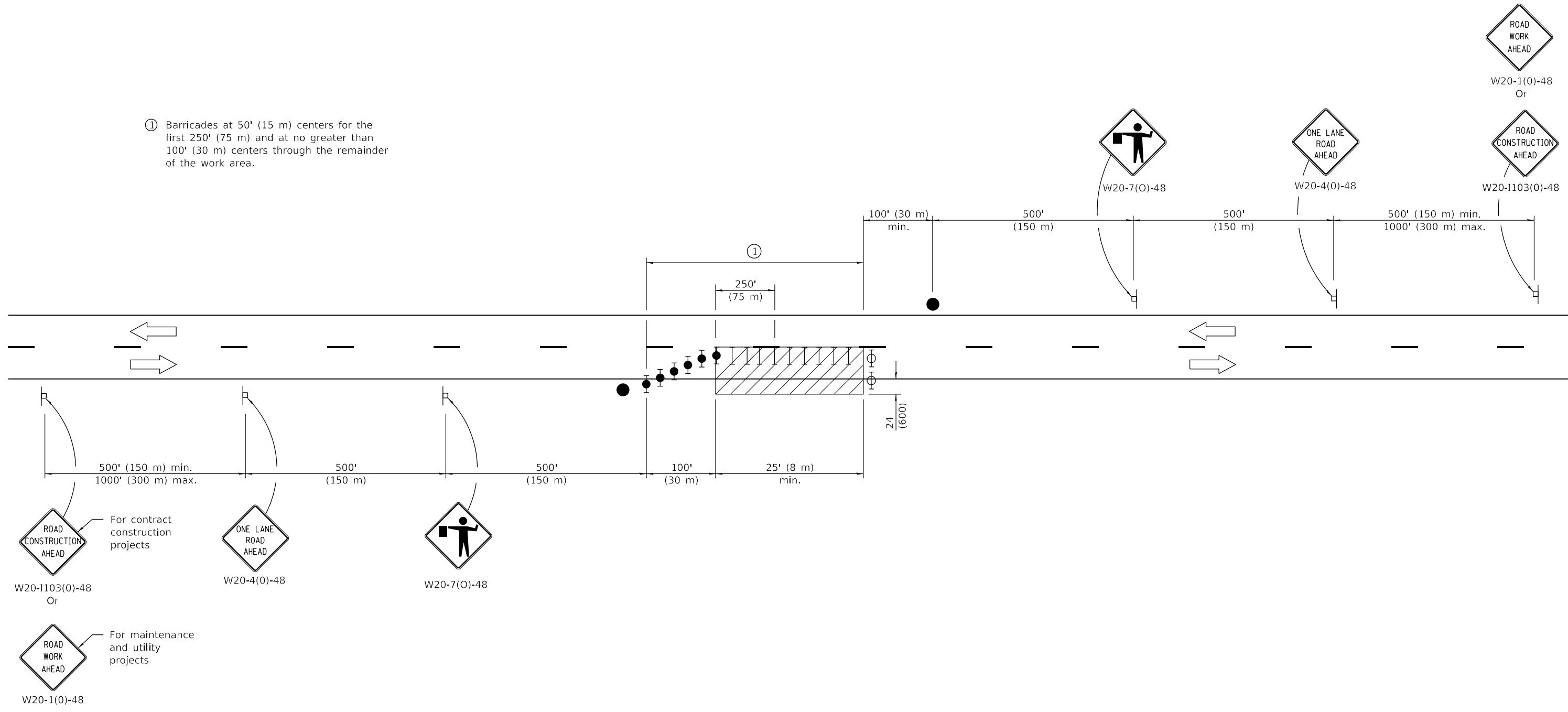
 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

① Barricades at 50' (15 m) centers for the first 250' (75 m) and at no greater than 100' (30 m) centers through the remainder of the work area.



TYPICAL APPLICATIONS

Isolated patch
Installation of drainage structure
Utility operations

SYMBOLS

- Work area
- Sign
- Flagger with traffic control sign
- Barricade or drum
- Barricade or drum with flashing light
- Barricade or drum with steady burning light

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities will encroach in the area between the center line and a line 24 (600) from the edge of pavement for nighttime operation.

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

DATE	REVISIONS
1-1-18	Omitted steady burning lights in tangent.
1-1-11	Revised flagger sign.

**LANE CLOSURE, 2L, 2W,
NIGHT ONLY,
FOR SPEEDS ≥ 45 MPH**

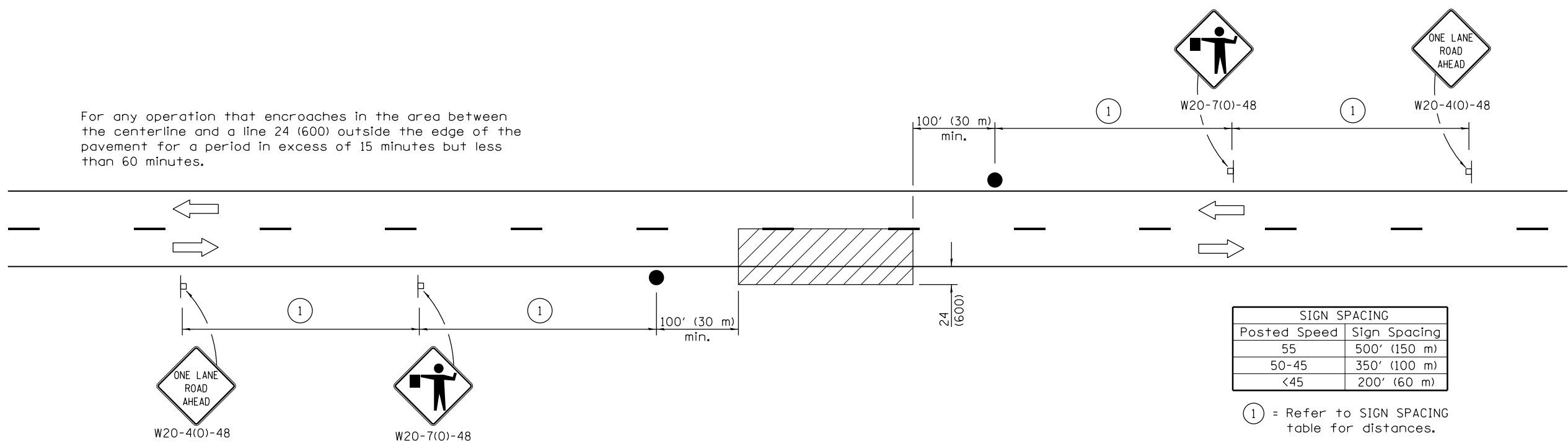
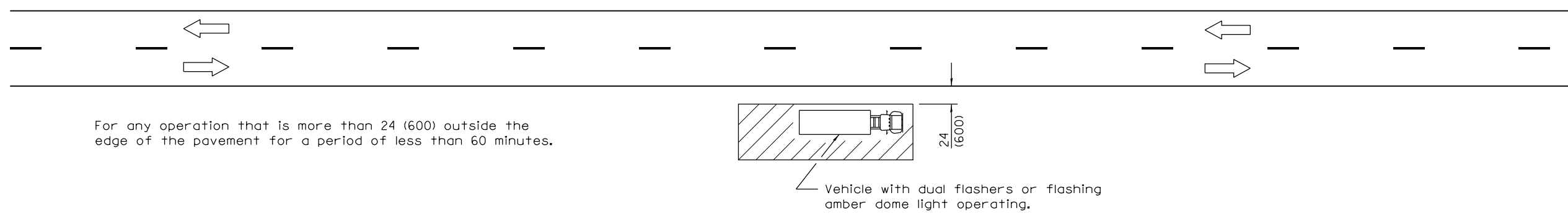
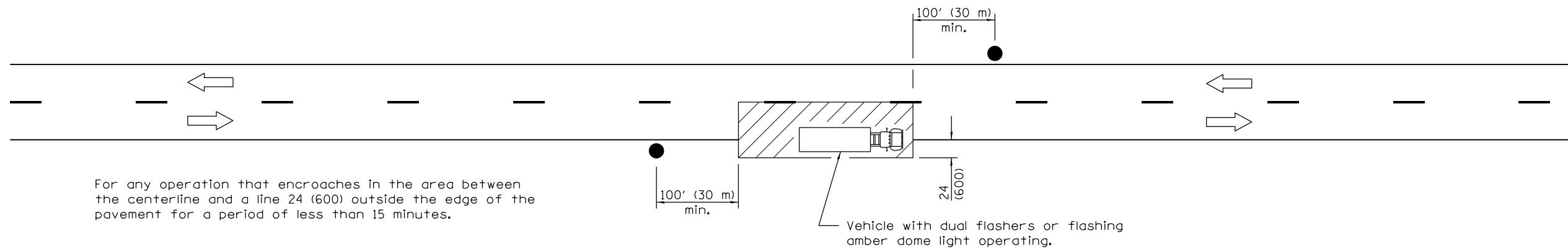
STANDARD 701206-04

Illinois Department of Transportation

PASSED January 1, 2018
Paul L. ...
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018
Maureen M. ...
ENGINEER OF DESIGN AND ENVIRONMENT

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TYPICAL APPLICATIONS

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

SYMBOLS

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

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

Illinois Department of Transportation

APPROVED January 1, 2011
Amelia A. Davis
 ENGINEER OF SAFETY ENGINEERING

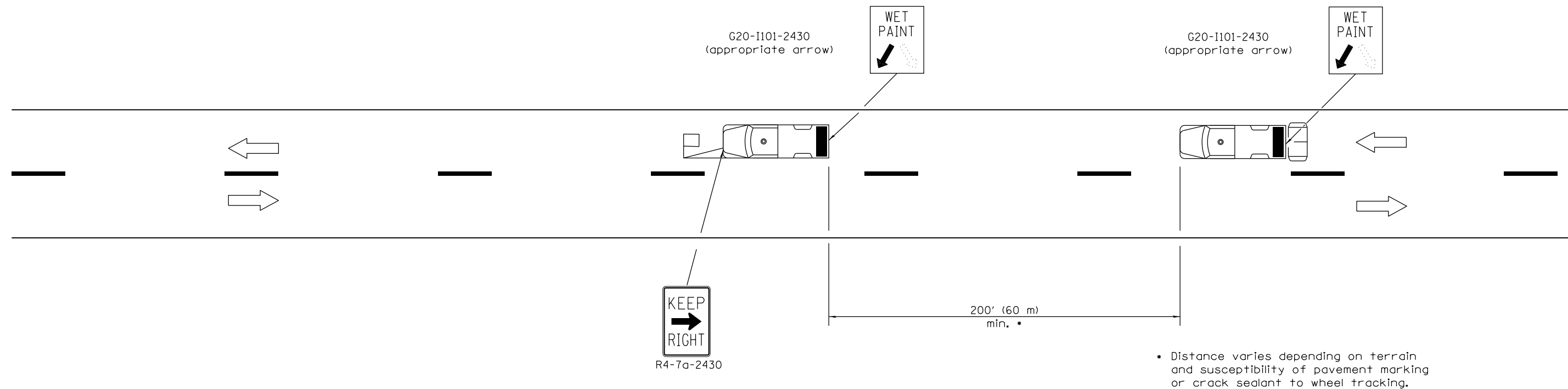
APPROVED January 1, 2011
Scott Schickel
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).

**LANE CLOSURE, 2L, 2W,
SHORT TIME OPERATIONS**


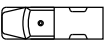


STANDARD 701301-04



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

SYMBOLS

-  Arrow board (Hazard Mode only)
-  Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
-  18x18 (450x450) min. orange flag (use when guide wheel is used)
-  Truck mounted attenuator

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

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

DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted Pass With Care sign.
1-1-00	Elim. speed restrictions in Standard title.

**LANE CLOSURE 2L, 2W
MOVING OPERATIONS—
DAY ONLY**

STANDARD 701311-03

Illinois Department of Transportation

APPROVED January 1, 2009

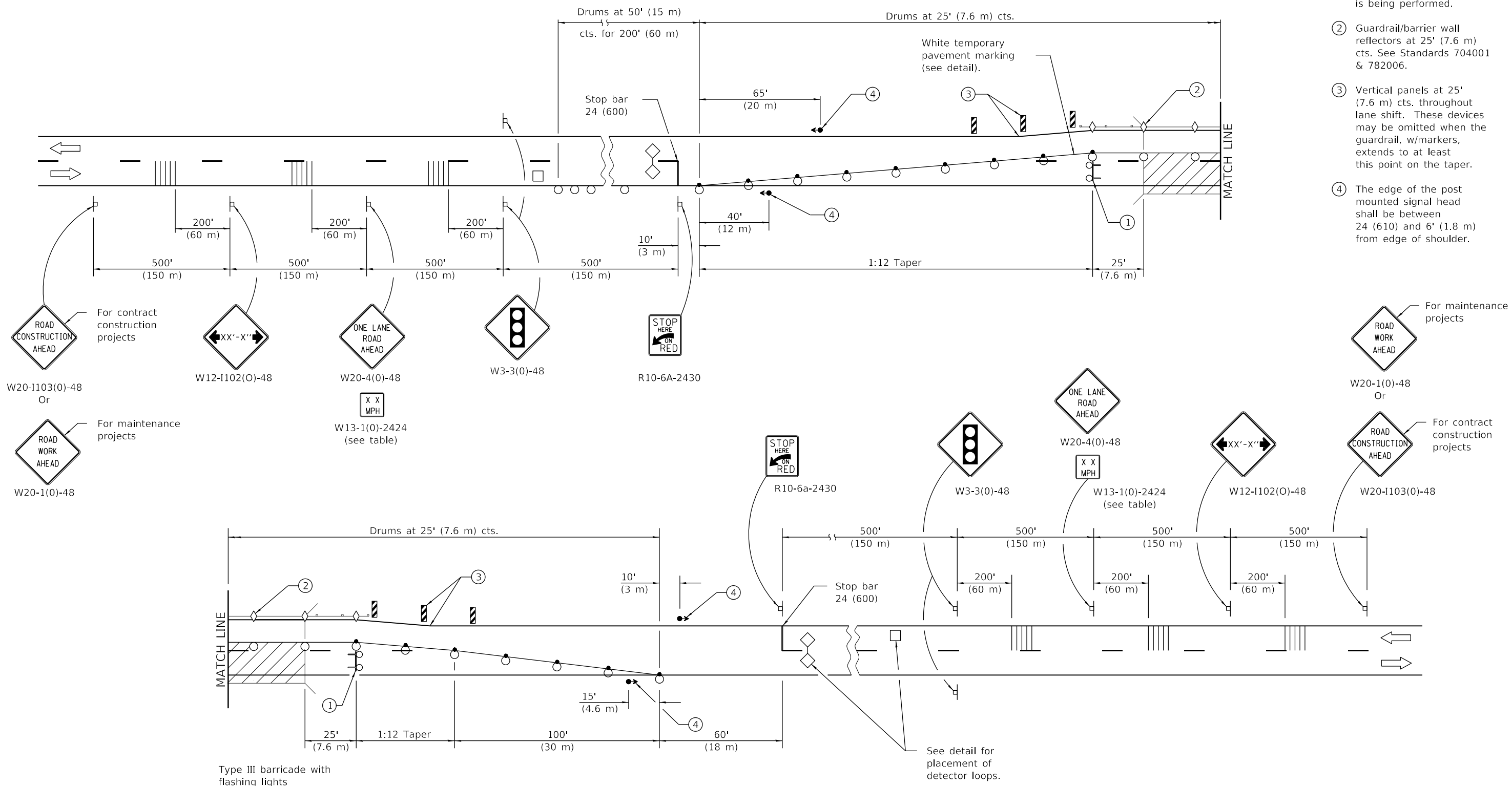
ENGINEER OF OPERATIONS *[Signature]*

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT *[Signature]*

ISSUED 1-1-97

- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ③ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/markers, extends to at least this point on the taper.
- ④ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8 m) from edge of shoulder.



Type III barricade with flashing lights

SYMBOLS

- | | |
|---|---|
| Work area | Drum with steady burn bi-directional light |
| Sign | Temporary rumble strip (when specified) |
| Traffic signal | Crystal, bidirectional guardrail/barrier wall reflector |
| Detector loops | Double vertical panel (see detail) |
| Type III barricade with flashing lights | Drum |

See detail for placement of detector loops.

See Sheet 2 for GENERAL NOTES.

Illinois Department of Transportation

PASSED January 1, 2018

ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018

ENGINEER OF DESIGN AND ENVIRONMENT

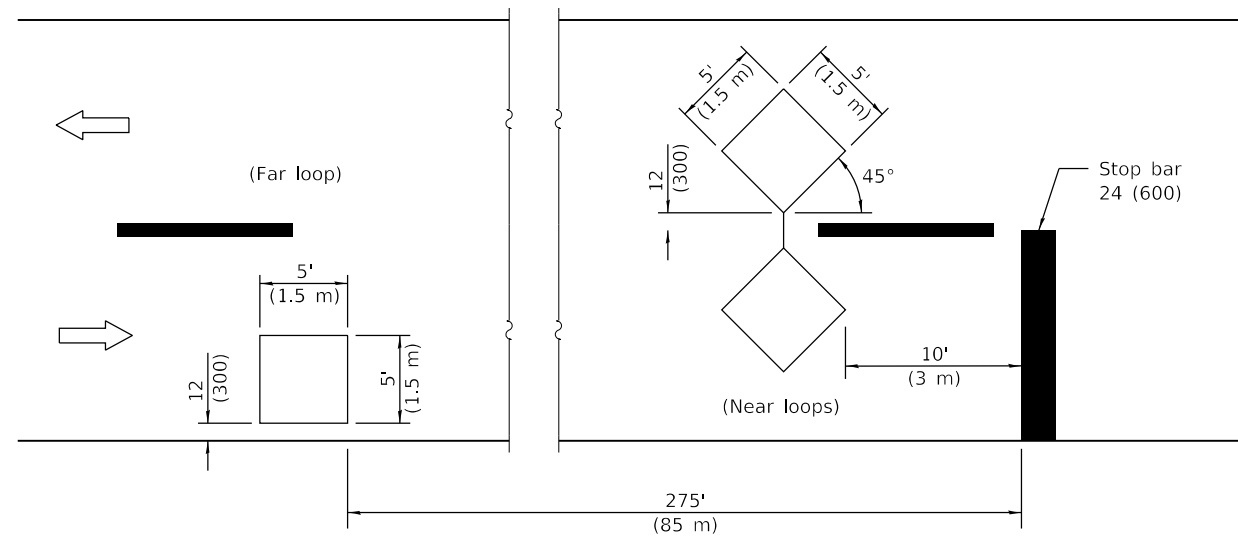
ISSUED 1-1-97

DATE	REVISIONS
1-1-18	Omitted lights in tangents.
	Changed lights in tapers to steady burn bi-dir.
1-1-17	Revised note ③.

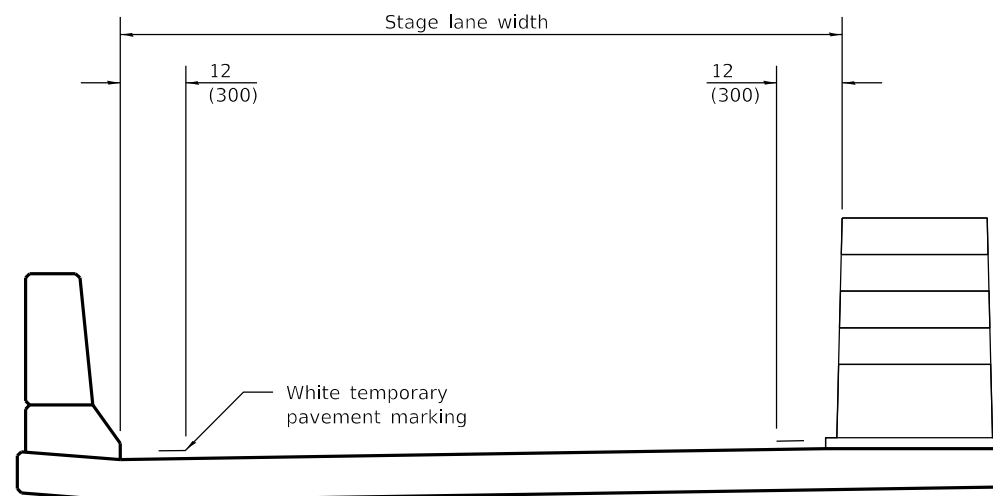
**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR,
FOR SPEEDS ≥ 45 MPH**

(Sheet 1 of 2)

STANDARD 701316-12



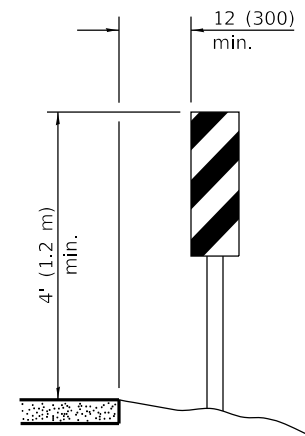
DETECTOR LOOPS



TEMPORARY PAVEMENT MARKING

TRAFFIC SIGNAL SEQUENCE						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R

ADVISORY SPEED LIMIT	
NORMAL POSTED SPEED	ADVISORY SPEED
55 - 45 mph	40 mph
40 mph	35 mph
35 - 30 mph	30 mph



VERTICAL PANELS
(Post mounted, one each side)

GENERAL NOTES

This Standard is used where, at any time any vehicle, equipment, workers or their activities will encroach on one lane of a bridge and traffic signals are required.

When traffic signals are not in operation, flaggers shall be used and traffic control devices shall conform to Standard 701201 or 701206.

Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

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

**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR,
FOR SPEEDS ≥ 45 MPH**

(Sheet 2 of 2)

STANDARD 701316-12

Illinois Department of Transportation

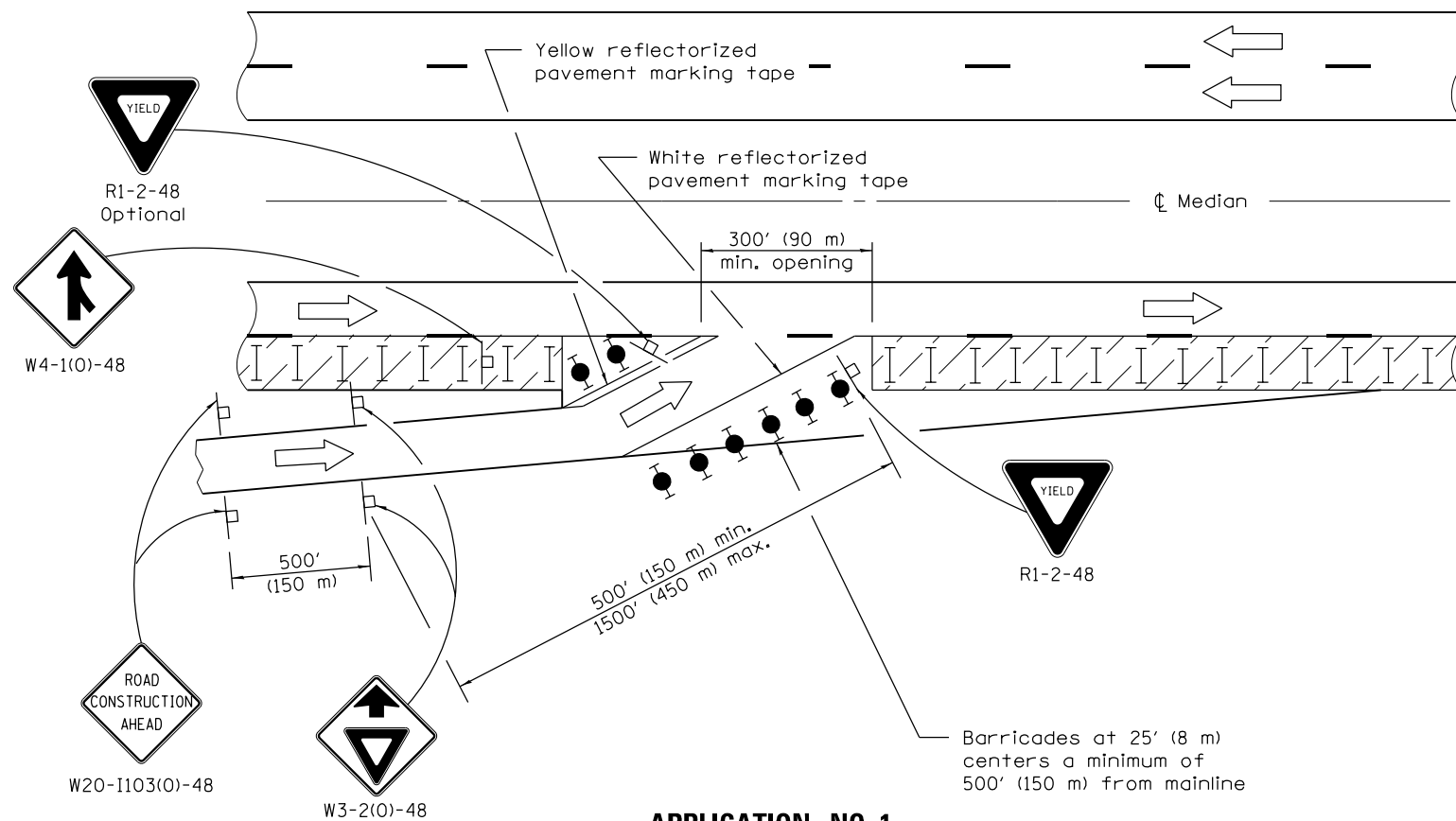
PASSED January 1, 2018

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018

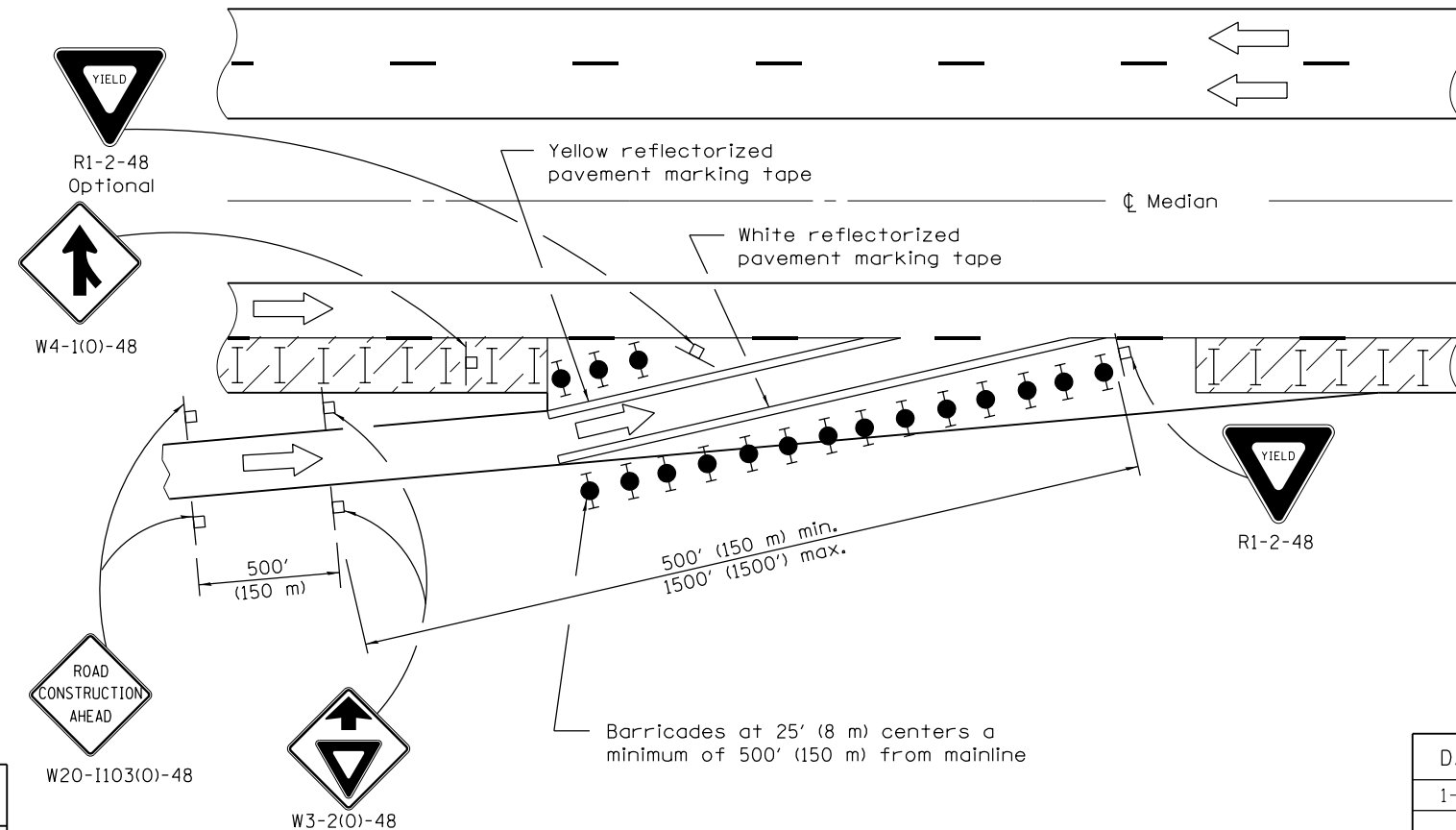
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



APPLICATION NO. 1

Application No. 1 depicts a modified entrance ramp. This method shall be utilized whenever existing entrance tapers cannot be retained due to the close proximity of the work zone. The entrance location may be shifted, with the approval of the Engineer, to perform work in the entrance area. Application No. 2 shall be put into effect as soon as possible.



APPLICATION NO. 2

Application No. 2 depicts a shortening of the normal entrance ramp. This method shall be used whenever the existing geometrics can be retained. Consideration should be given to the entering motorists' line of sight, through, between, or over the delineation devices.

- SYMBOLS**
- Work area
 - Sign
 - Type II barricades or drums with steady burning monodirectional light
 - Type II barricades or drums
 - Drums with steady burning monodirectional light

- GENERAL NOTES**
- This Standard is used where, at any time any vehicle, equipment, workers or their activities require a lane closure in close proximity of an exit or entrance ramp and supplements other traffic control Standards for lane closures.
- These applications also apply when work is being performed in the left lanes and the ramps enter and exit on the left. Under these conditions, the Exit sign arrow and the Side road symbol sign shall be changed.
- Cones may be utilized during daylight operations, at one half the spacing of drums/barricades.
- Use of these APPLICATION NO. 1 and APPLICATION NO. 3 shall be limited to five days per location.
- When work does not exceed five days, pavement marking tape may be omitted.
- All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-15	Revised gen. notes to limit App's 1 and 3 to five days, omit pvt. tape for ≤ 5 days.
1-1-12	Revised merge sign to agree with MUTCD. Dimensioned EXIT OPEN AHEAD sign.

**LANE CLOSURE, MULTILANE,
AT ENTRANCE OR EXIT RAMP,
FOR SPEEDS \geq 45 MPH**
(Sheet 1 of 2)

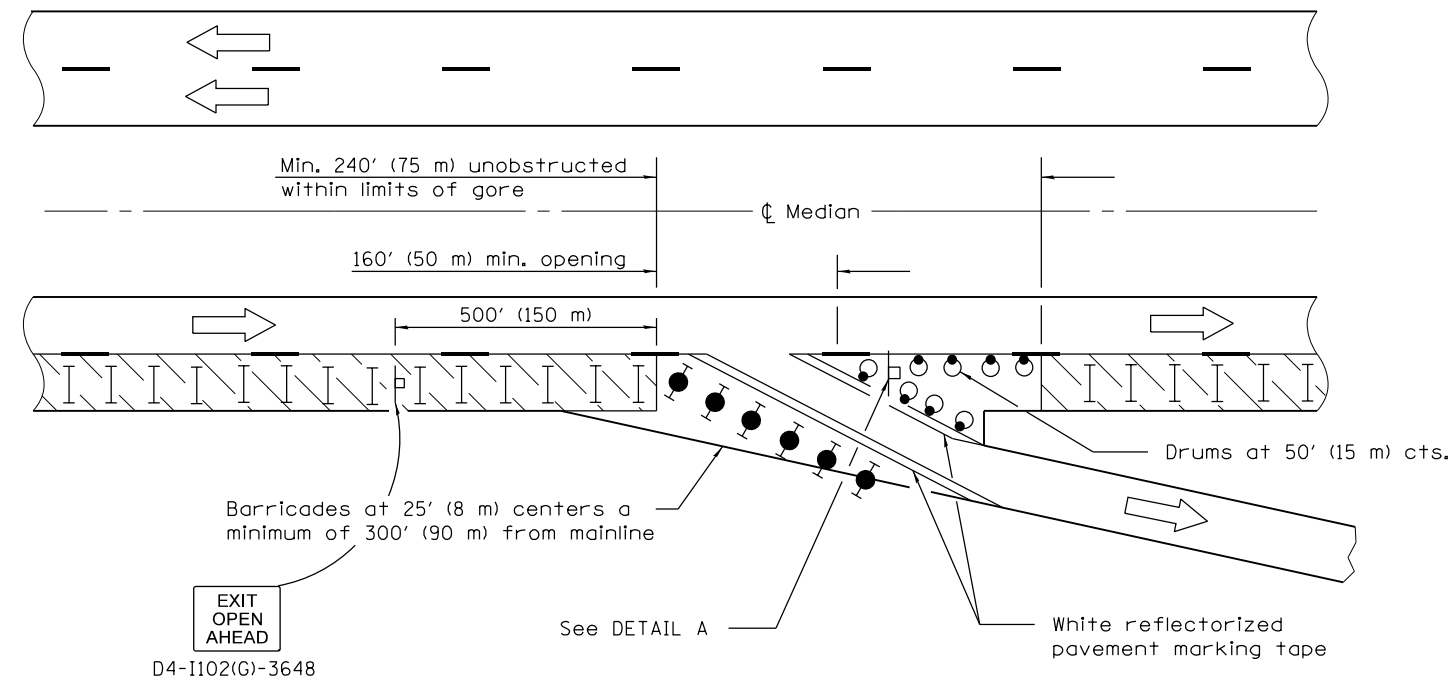
STANDARD 701411-09

Illinois Department of Transportation

APPROVED January 1, 2015
[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2015
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

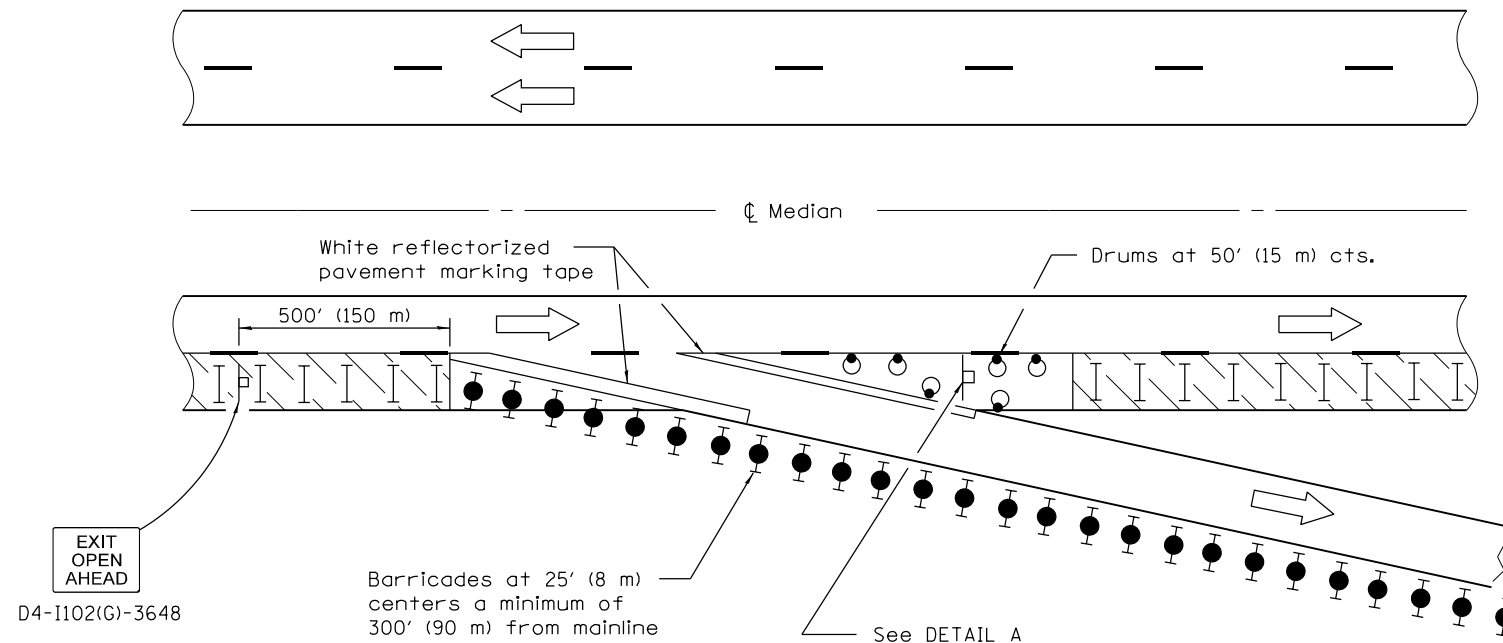
ISSUED 1-1-97



D4-I102(G)-3648

APPLICATION NO. 3

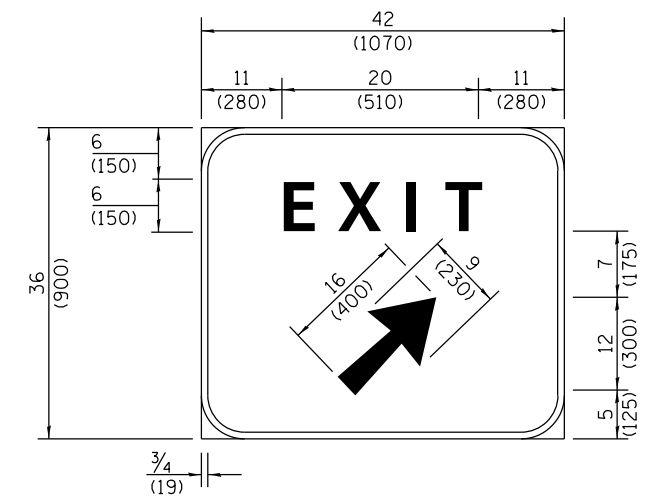
Application No. 3 depicts a modified exit ramp. The channelizing devices shall provide a clearly defined path for the exiting motorists. The minimum dimensions shown shall be increased as soon as the progress of the work will permit. The open portion of the ramp may be shifted, with the approval of the Engineer, to perform work in stages on the area adjacent to the ramp exit. Application No. 4 shall be put into effect as soon as possible.



D4-I102(G)-3648

APPLICATION NO. 4

Application No. 4 depicts an extension of the normal exit ramp. This method shall be used whenever existing geometrics can be retained. Consideration should be given to the exiting motorist's line of sight through, between or over the delineation devices.



Background - Green
Border and legend - White
"D" size letters

EXIT SIGN - SPECIAL

DETAIL A

(To be utilized where distance between the two rows of channelizing devices is 6' (1.8 m) in width.)

Illinois Department of Transportation

APPROVED January 1, 2015

ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2015

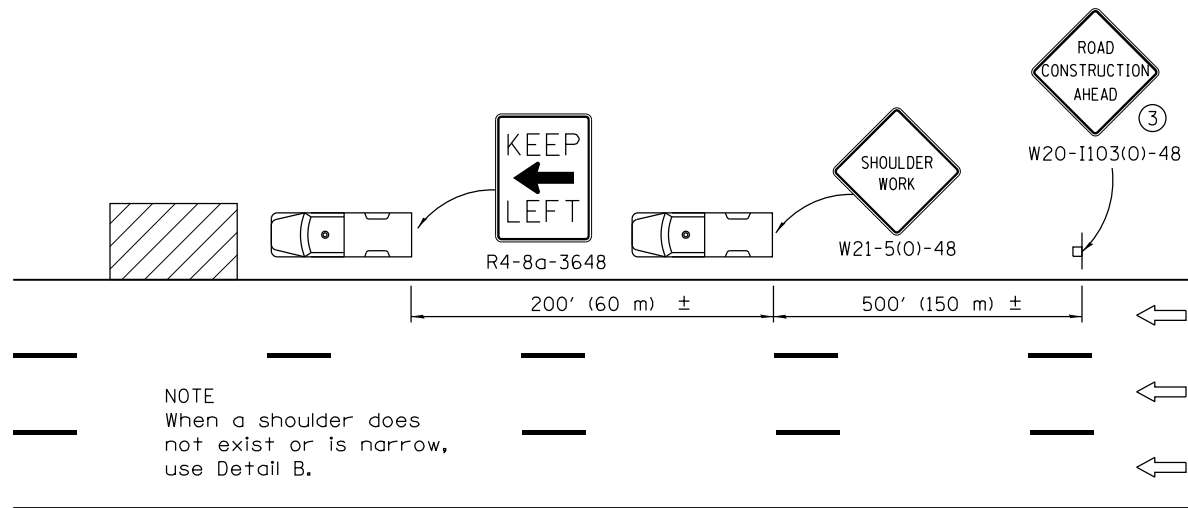
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**LANE CLOSURE, MULTILANE,
AT ENTRANCE OR EXIT RAMP,
FOR SPEEDS ≥ 45 MPH**

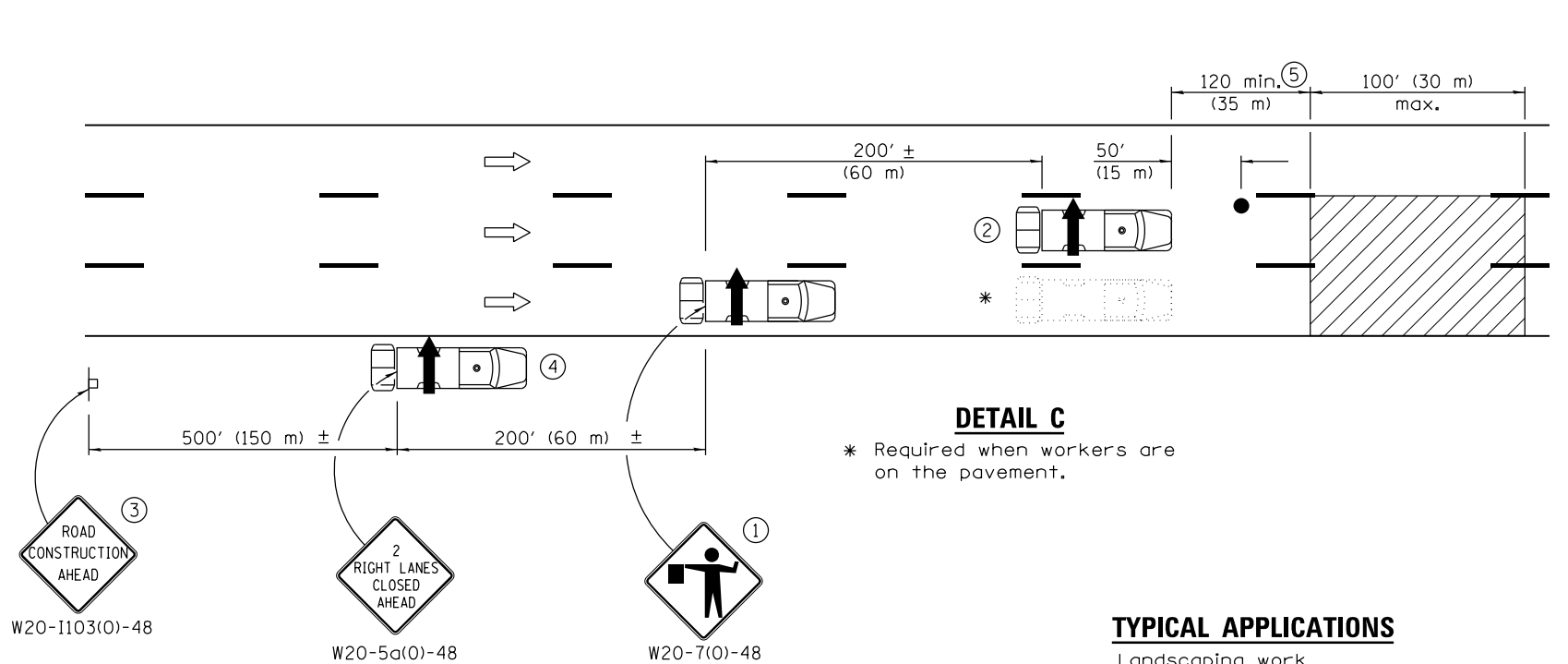
(Sheet 2 of 2)

STANDARD 701411-09



NOTE
When a shoulder does not exist or is narrow, use Detail B.

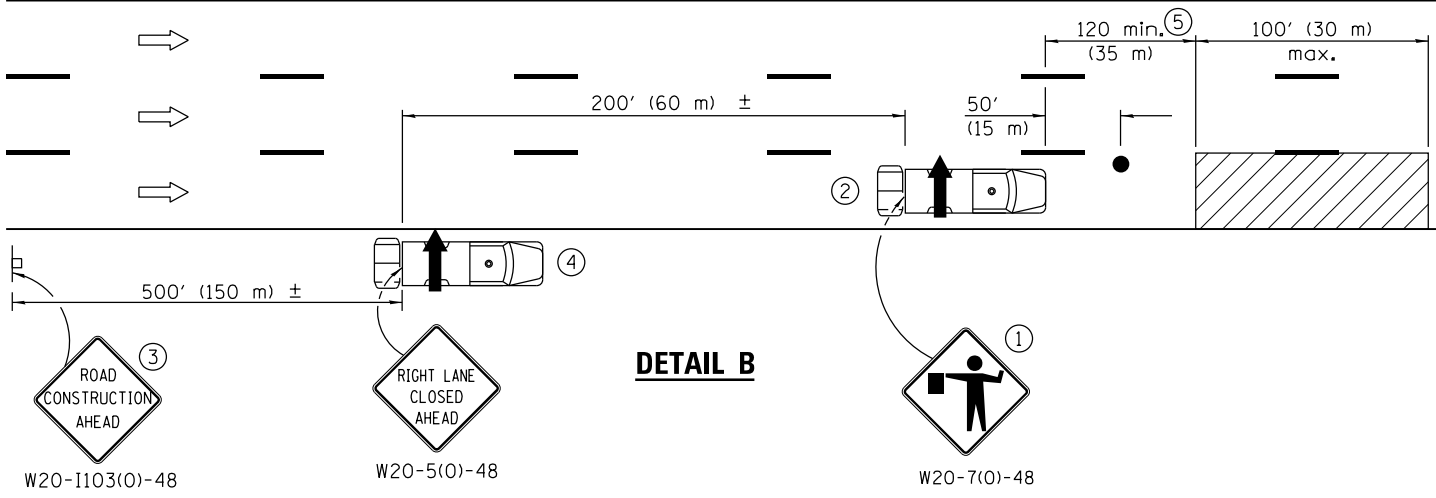
DETAIL A



DETAIL C
* Required when workers are on the pavement.

TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring



DETAIL B

- ① Flaggers are required when workers are on the pavement.
- ② For striping operations only. See sign arrow detail on this standard.
- ③ For stationary operations which are on the roadway or shoulder, greater than 15 minutes and up to 1 hour.
- ④ Omit truck, attenuator and arrow board when no shoulder exists due to curb and gutter.
- ⑤ The distance between the work and the lead truck may vary according to terrain or paint/crack sealing time.



G20-1101-2430
(appropriate arrow)
② (when striping only)

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require: 1) stationary operations up to 1 hour, or 2) a continuous or intermittent moving operation where the average speed of movement is greater than 1 mph (2 km/h).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

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

SYMBOLS

- ↑ Arrow board
- ▨ Work area
- Truck with flashing amber light
- Truck/Trailer mounted attenuator
- Flagger with traffic control sign
- Sign

DATE	REVISIONS
1-1-17	Revised 'NOTE' on DETAIL A to use DETAIL B in lieu of DETAIL C.
4-1-16	Rev. gen. notes. Added note ⑤. Rev. dist. between work and lead truck.

LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH

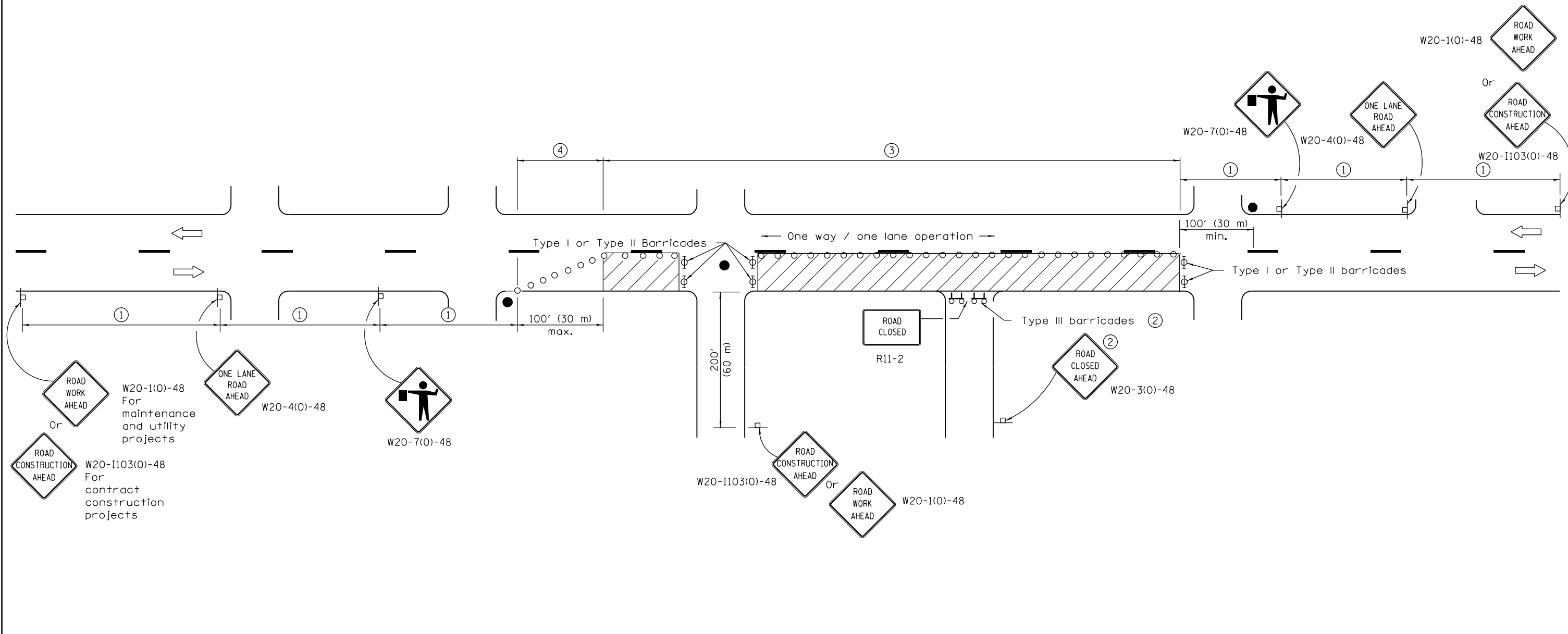
STANDARD 701427-05

Illinois Department of Transportation

APPROVED January 1, 2017
Bruce L. ...
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2017
Maureen M. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-11



ROAD WORK AHEAD W20-1(0)-48
 For maintenance and utility projects
 Or
 ROAD CONSTRUCTION AHEAD W20-1103(0)-48
 For contract construction projects

ONE LANE ROAD AHEAD W20-4(0)-48

W20-7(0)-48

ROAD CLOSED R11-2

ROAD CLOSED AHEAD W20-3(0)-48

ROAD CONSTRUCTION AHEAD W20-1103(0)-48
 Or
 ROAD WORK AHEAD W20-1(0)-48

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

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

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 traffic lane in an urban area.

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

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).
	Corrected sign No.'s.

**URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED**

STANDARD 701501-06

Illinois Department of Transportation

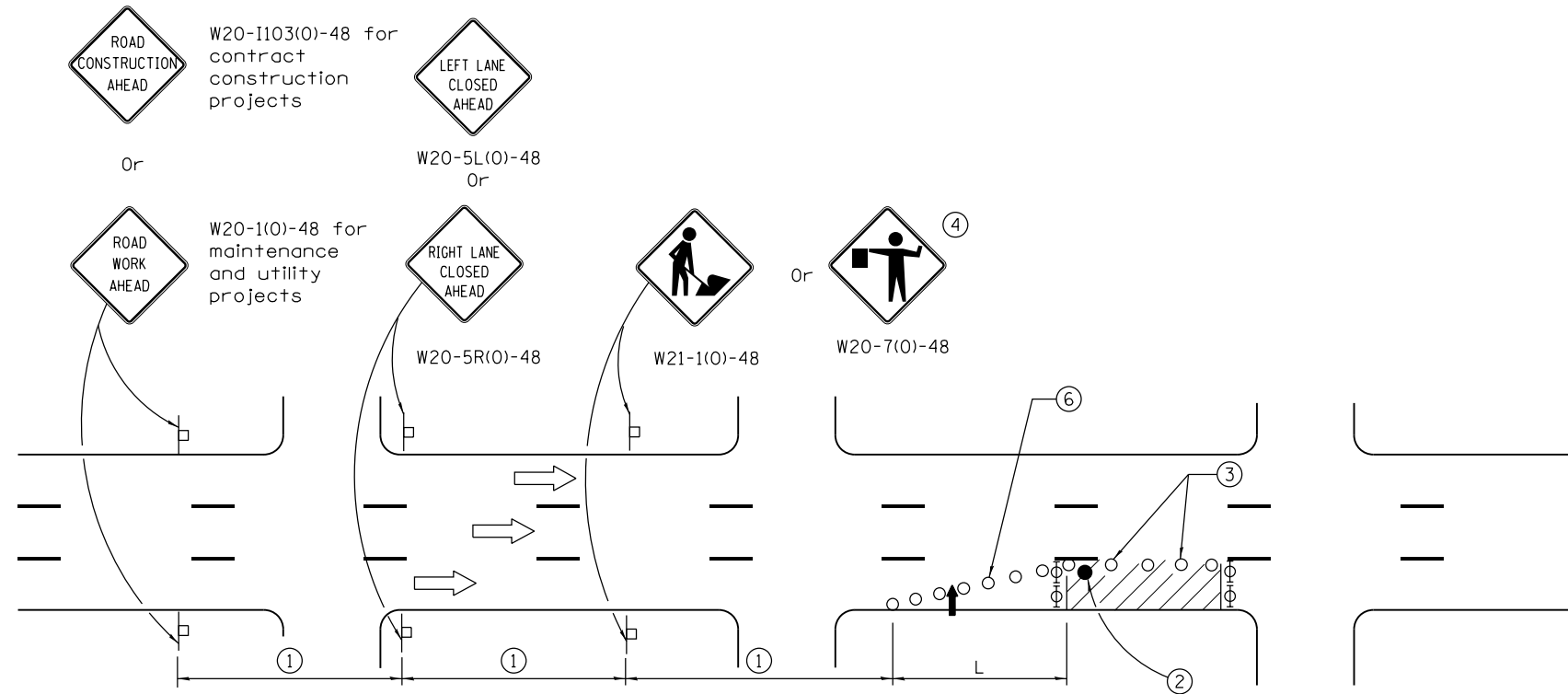
APPROVED January 1, 2011

ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



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

SYMBOLS

- Arrow board
- Cone, drum or barricade
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- Flagger with traffic control sign.

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 MPH
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Use flagger sign only when flagger is present.
- ⑤ For approved sidersoad closures.
- ⑥ Cones, drums or barricades at 20' (6 m) in taper.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in urban areas.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	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.

Illinois Department of Transportation

APPROVED January 1, 2014
[Signature]
ENGINEER OF SAFETY ENGINEERING

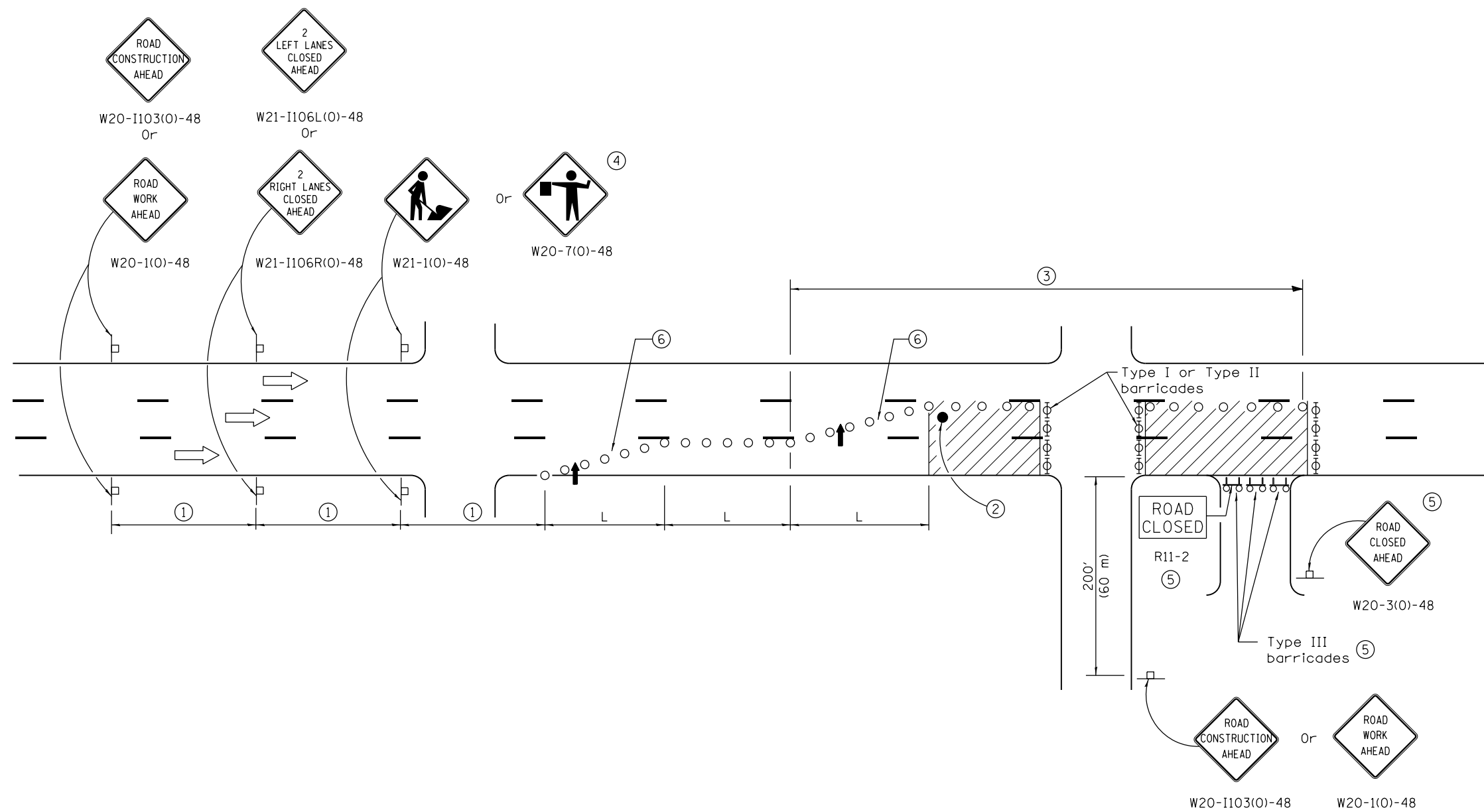
APPROVED January 1, 2014
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

**URBAN LANE CLOSURE,
MULTILANE, 1W OR 2W WITH
NONTRAVERSABLE MEDIAN**
(Sheet 1 of 2)

STANDARD 701601-09



Illinois Department of Transportation

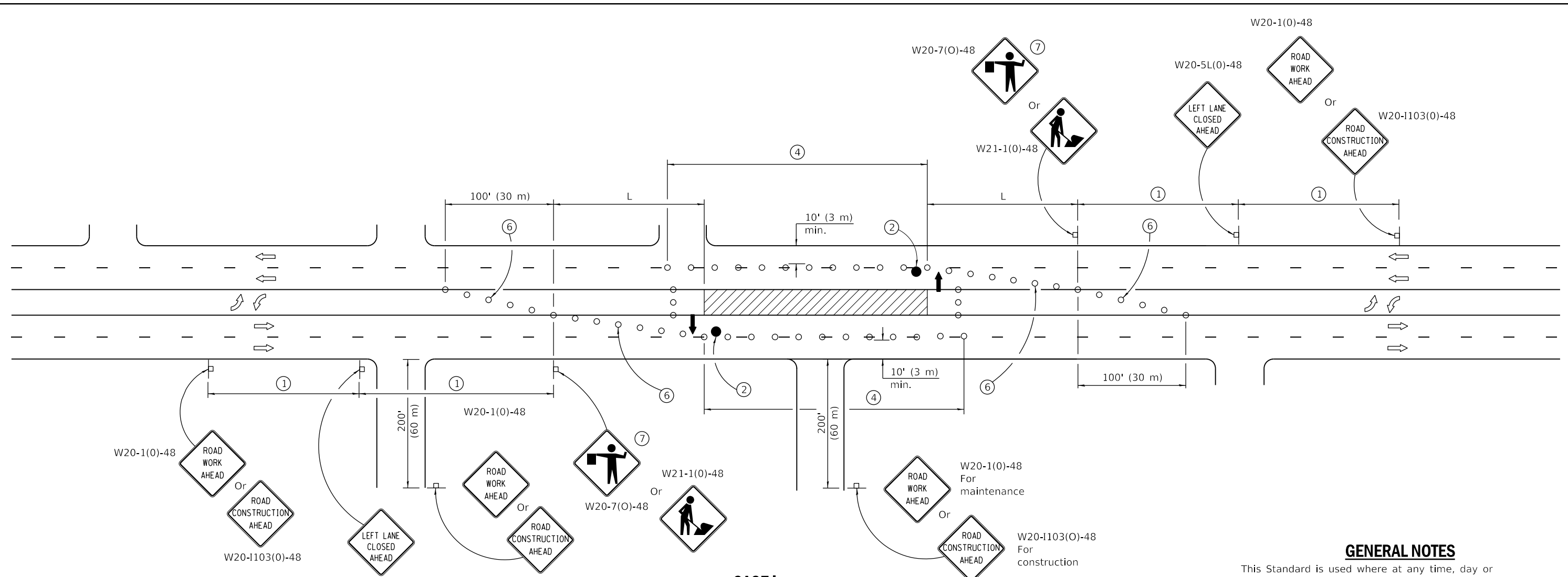
APPROVED January 1, 2014
[Signature]
 ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**URBAN LANE CLOSURE,
 MULTILANE, 1W OR 2W WITH
 NONTRAVERSABLE MEDIAN**
 (Sheet 2 of 2)

STANDARD 701601-09



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

- SYMBOLS**
- Arrow board
 - Work area
 - Barricade or drum with steady burning monidirectional light
 - Flagger with traffic control sign
 - Cone, drum or barricade (Cones for daytime use only)
 - Sign on portable or permanent support
 - Type III barricade with flashing lights

CASE I

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph (70 km/h).
- ③ Required if work exceeds 500' (164 m) or 1 block, repeat every 1 mile (1.6 km).
- ④ Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
- ⑤ For approved sideroad closures.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Use flagger sign only when flagger is present.

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 traffic lane in an Urban area.

If the work operation is performed between 9:00 a.m. and 3:00 p.m. and does not exceed 15 min. Traffic protection shall be as shown for Standard 701426.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	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.

DATE	REVISIONS
1-1-18	Moved arrow boards into closed lanes for CASE I.
1-1-17	Added flashing lights to Type III barr. Revised dev. & sign spacing, TWLTL taper length.

URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
(Sheet 1 of 4)

STANDARD 701602-09

Illinois Department of Transportation

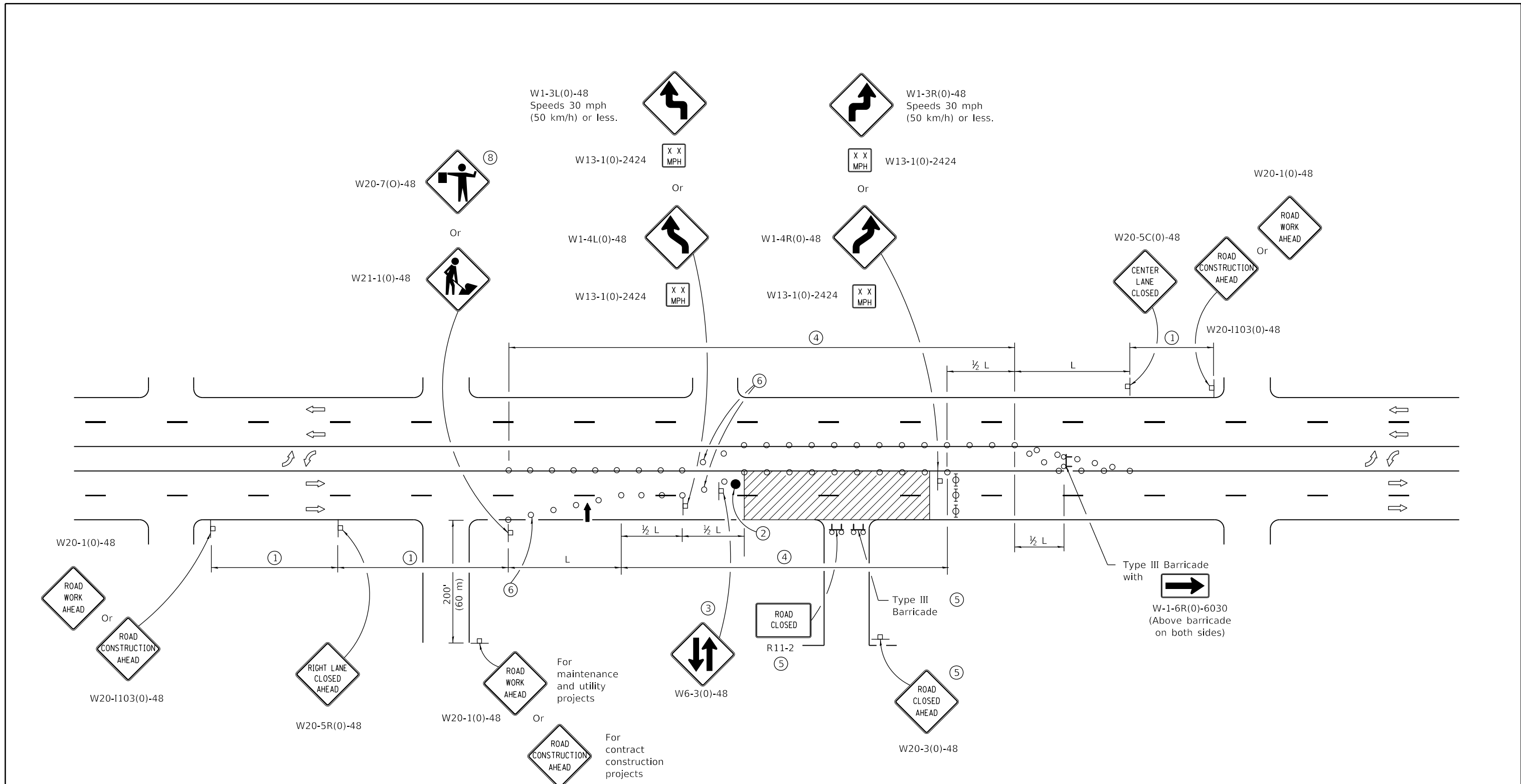
PASSED January 1, 2018

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2018

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01



CASE II

Illinois Department of Transportation

PASSED January 1, 2018
Paul L. ...
 ENGINEER OF SAFETY PROG. AND ENGINEERING

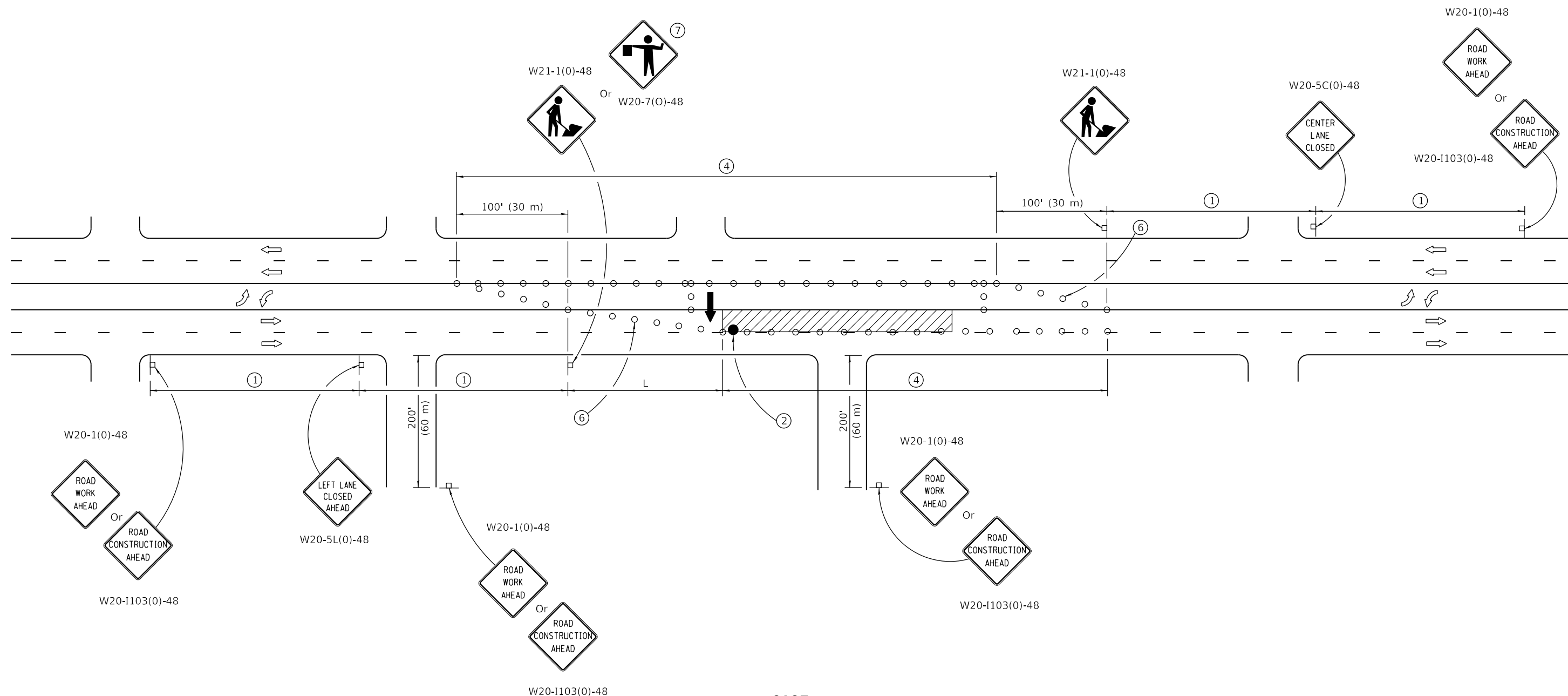
APPROVED January 1, 2018
Maureen M. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01


**URBAN LANE CLOSURE,
 MULTILANE, 2W WITH
 BIDIRECTIONAL LEFT TURN LANE**

(Sheet 2 of 4)

STANDARD 701602-09

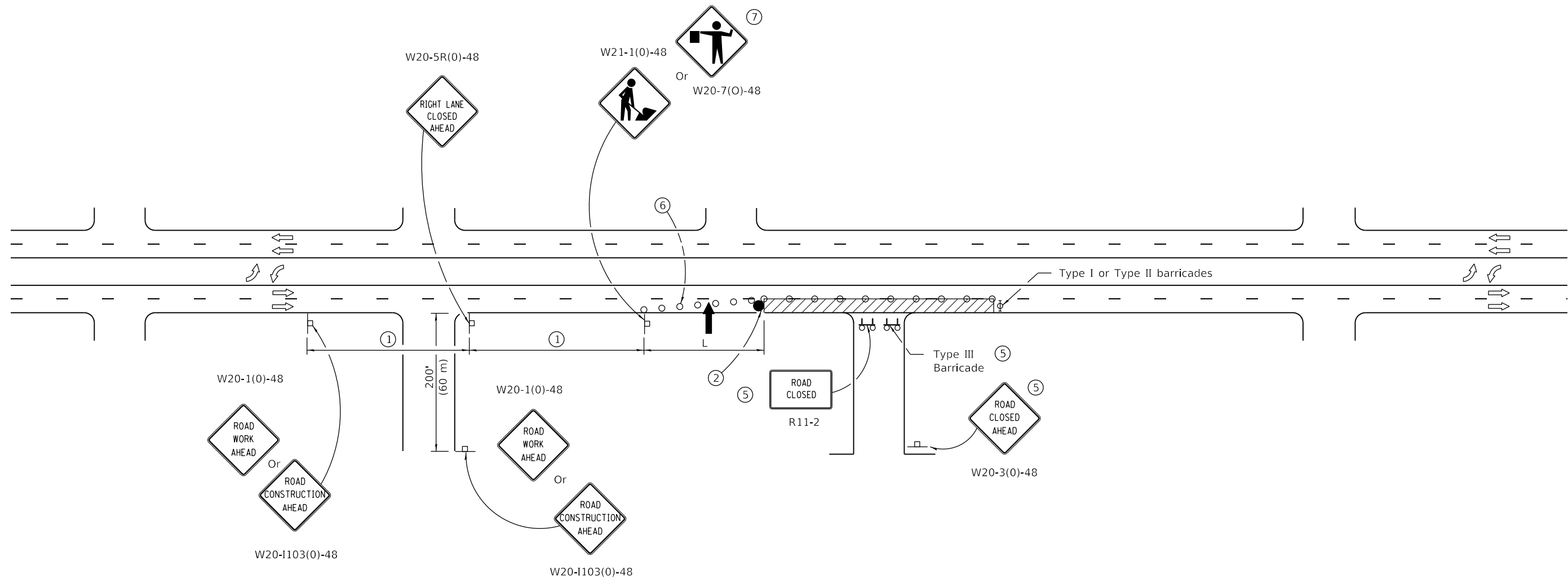


CASE III


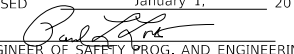
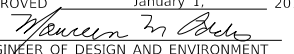
 Illinois Department of Transportation
 PASSED January 1, 2018
Paul L. ...
 ENGINEER OF SAFETY PROG. AND ENGINEERING
 APPROVED January 1, 2018
Maureen M. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-01

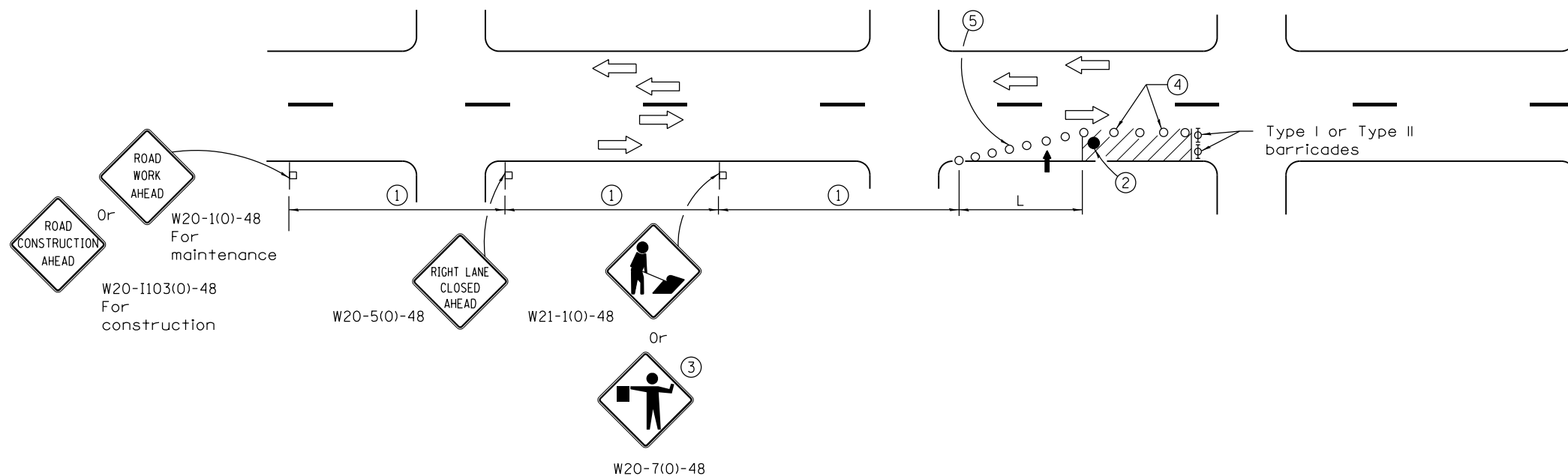
**URBAN LANE CLOSURE,
 MULTILANE, 2W WITH
 BIDIRECTIONAL LEFT TURN LANE**
(Sheet 3 of 4)
STANDARD 701602-09



CASE IV







 Illinois Department of Transportation
 PASSED January 1, 2018

 ENGINEER OF SAFETY PROG. AND ENGINEERING
 APPROVED January 1, 2018

 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-01

**URBAN LANE CLOSURE,
 MULTILANE, 2W WITH
 BIDIRECTIONAL LEFT TURN LANE**
(Sheet 4 of 4)
STANDARD 701602-09



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

SYMBOLS

-  Arrow board
-  Cone, drum or barricade
-  Sign on portable or permanent support
-  Work area
-  Barricade or drum with flashing light
-  Flagger with traffic control sign.

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph.
- ③ Use flagger sign only when flagger is present.
- ④ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ⑤ Cones, drums or barricades at 20' (6 m) centers in taper.

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 traffic lane in an Urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$

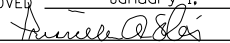
45 mph (80 km/h) or greater:	$L=(W)(S)$	$L=0.65(W)(S)$
------------------------------	------------	----------------

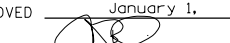
W = Width of offset in feet (meters).

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

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

Illinois Department of Transportation

APPROVED January 1, 2015

 ENGINEER OF SAFETY ENGINEERING

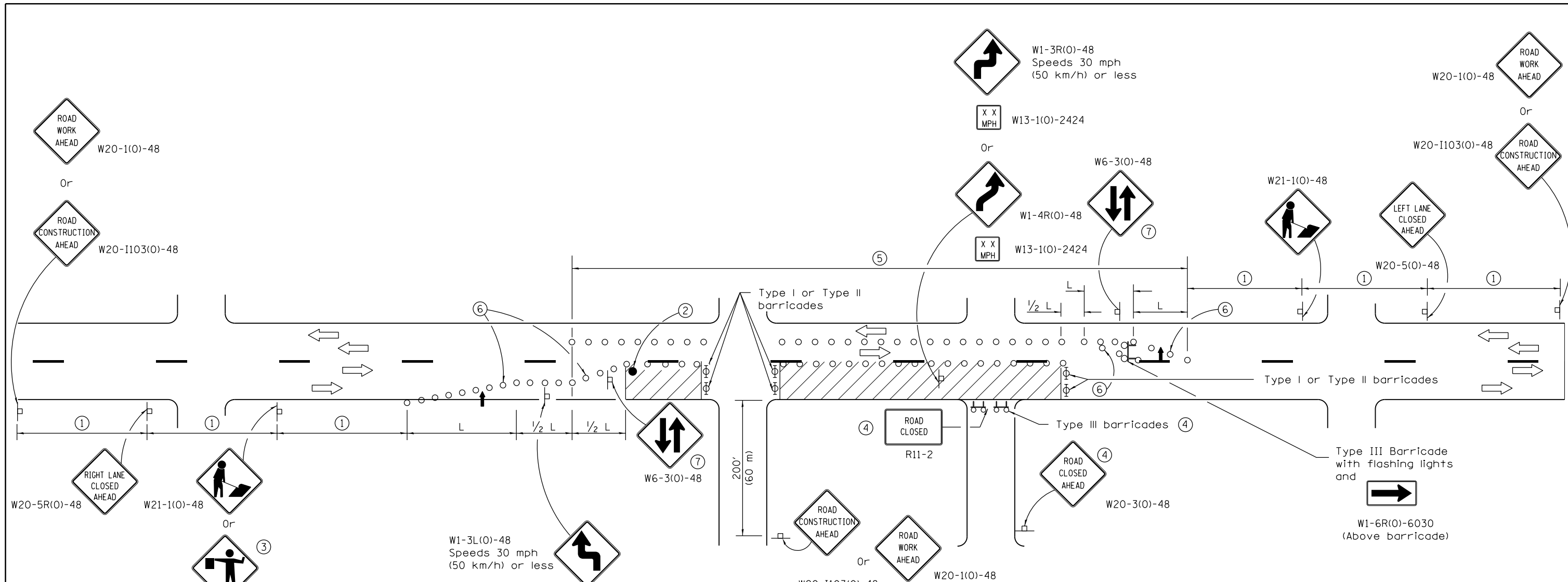
APPROVED January 1, 2015

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-15	Renamed standard. Moved case on Sheet 2 to new Highway Standard.
1-1-14	Revised workers sign number to agree with current MUTCD.

URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701606-10



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

- W1-3L(O)-48
Speeds 30 mph
(50 km/h) or less
- W13-1(O)-2424
- Or
- W1-4L(O)-48
- W13-1(O)-2424

- SYMBOLS**
- Arrow board
 - Cone, drum or barricade
 - Sign on portable or permanent support
 - Work area
 - Barricade or drum with flashing light
 - Type III barricade with flashing lights
 - Flagger with traffic control sign.

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph.
- ③ Use flagger sign only when flagger is present.
- ④ For approved sideroad closures.
- ⑤ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Repeat every 1 mile (1.6 km).

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 more than one traffic lane in an Urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	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.

Illinois Department of Transportation

APPROVED April 1, 2016
[Signature]
 ENGINEER OF SAFETY ENGINEERING

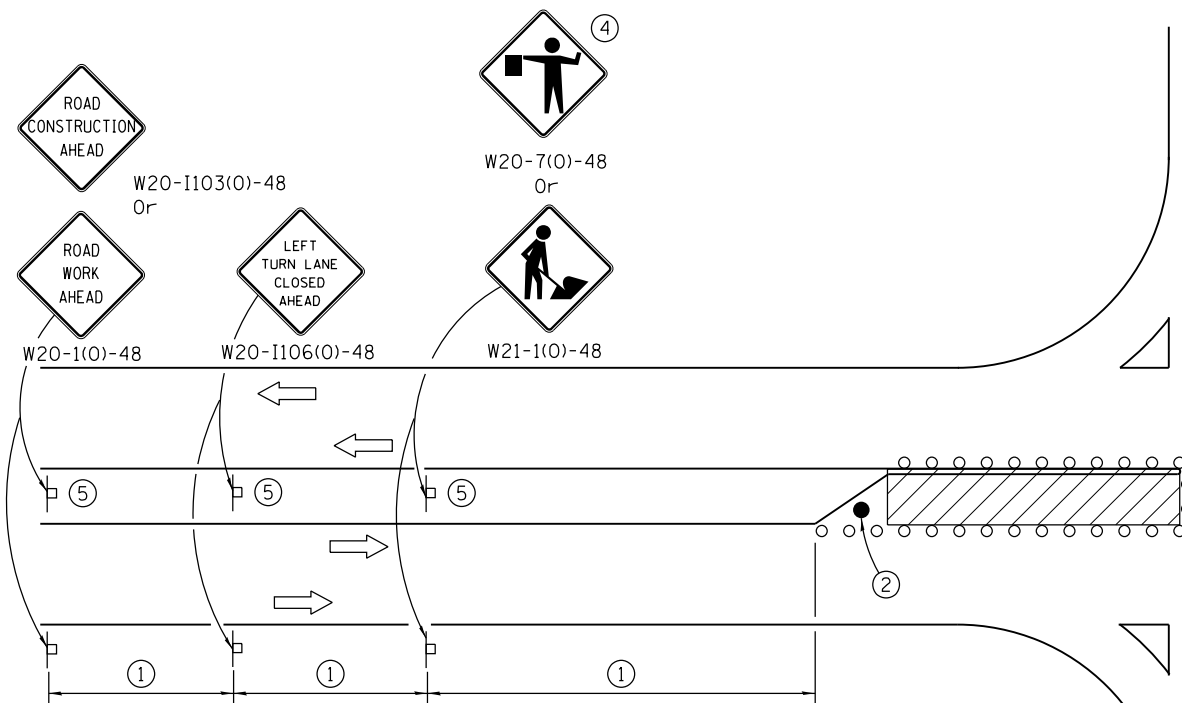
APPROVED April 1, 2016
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15

DATE	REVISIONS
4-1-16	Moved first reverse curve/turn sign to middle of tangent.
1-1-15	New Standard.

URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

STANDARD 701611-01



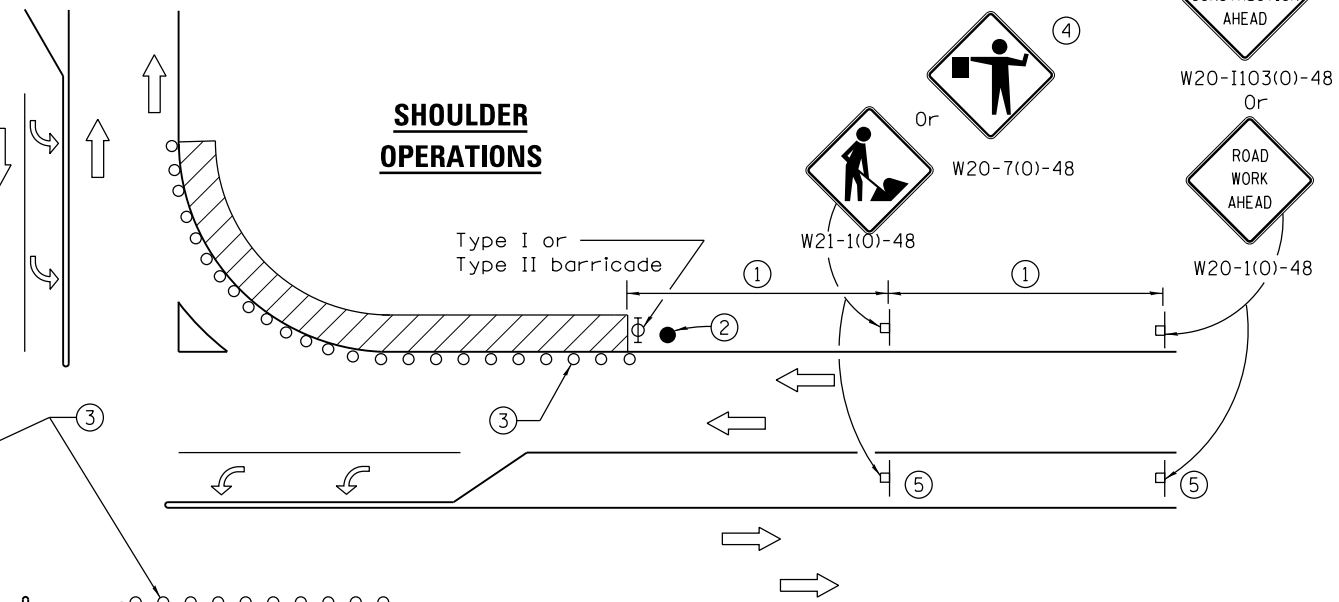
LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

- ① Refer to SIGN SPACING TABLE for distance.
- ② Required for speed > 40 mph.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Use flagger sign only when flagger is present.
- ⑤ Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Advanced arrow board required for speeds > 45 mph.
- ⑧ Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

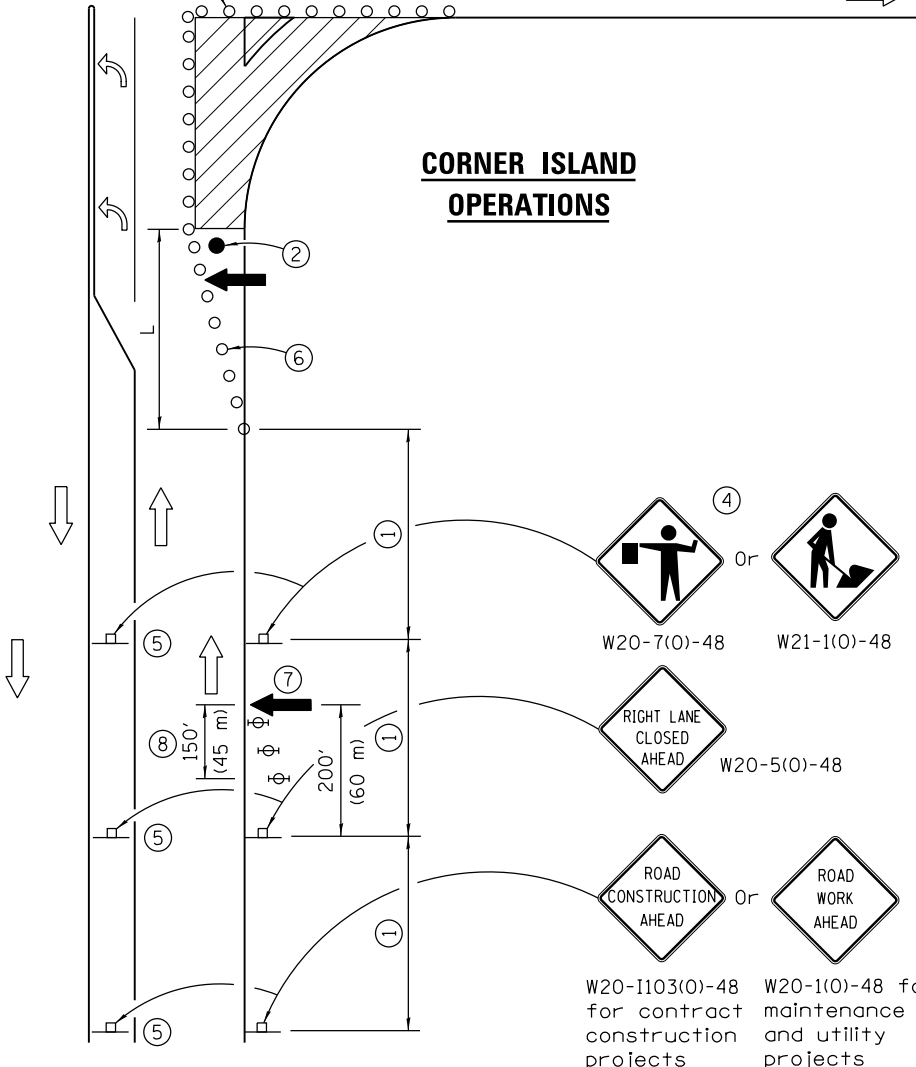
SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

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



CORNER ISLAND OPERATIONS



GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	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.

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT TURN LANE CLOSED AHEAD.
1-1-14	Added devices at arrow board upstream from taper.
	Rev. workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10

Illinois Department of Transportation

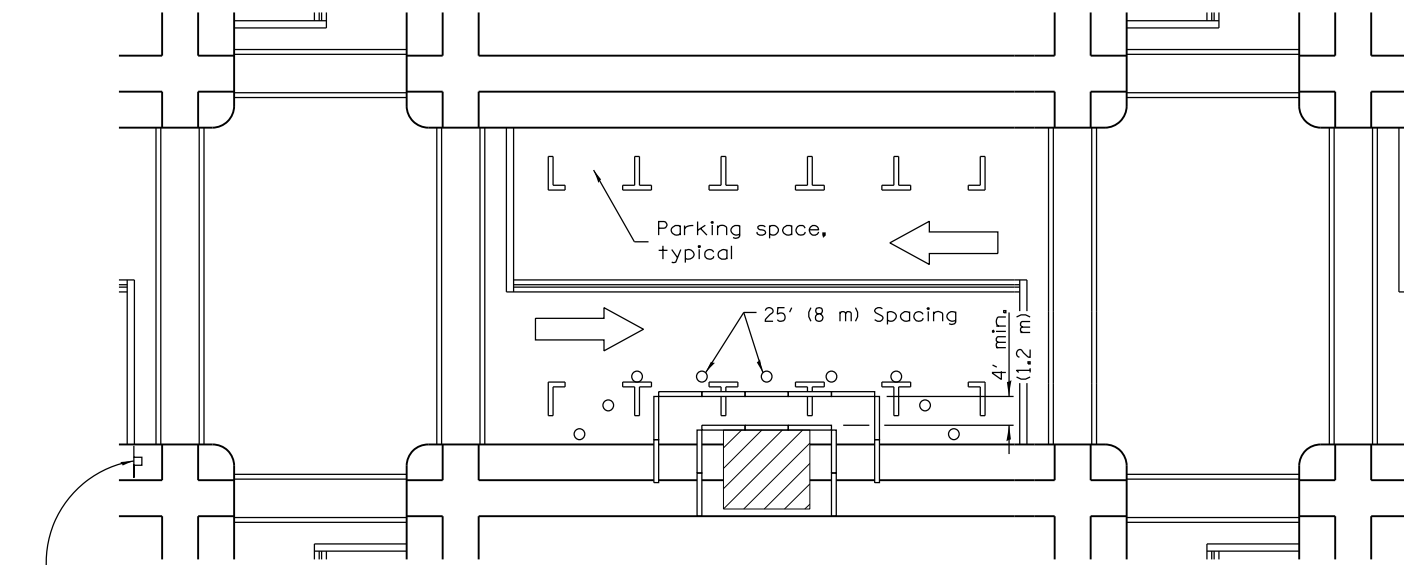
APPROVED April 1, 2016

 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

 ENGINEER OF DESIGN AND ENVIRONMENT

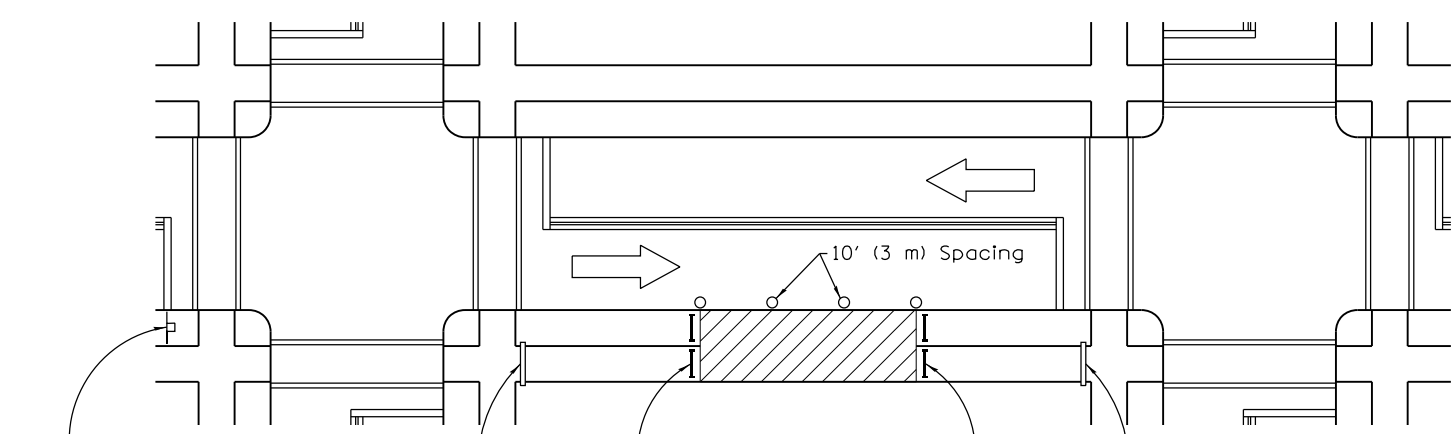
ISSUED 1-1-97



① ROAD CONSTRUCTION AHEAD
W20-I103(O)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(O)-48 for maintenance and utility projects

SIDEWALK DIVERSION



① ROAD CONSTRUCTION AHEAD
W20-I103(O)-48 for contract construction projects

Or
① ROAD WORK AHEAD
W20-1(O)-48 for maintenance and utility projects

SIDEWALK CLOSED
←
USE OTHER SIDE
R11-I102-2430

SIDEWALK CLOSED
R11-I101-2418

SIDEWALK CLOSED
→
USE OTHER SIDE
R11-I102-2430

SIDEWALK CLOSURE

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.







The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

SYMBOLS

-  Work area
-  Sign on portable or permanent support
-  Barricade or drum
-  Cone, drum or barricade
-  Type III barricade
-  Detectable pedestrian channelizing barricade

Illinois Department of Transportation

APPROVED April 1, 2016
[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

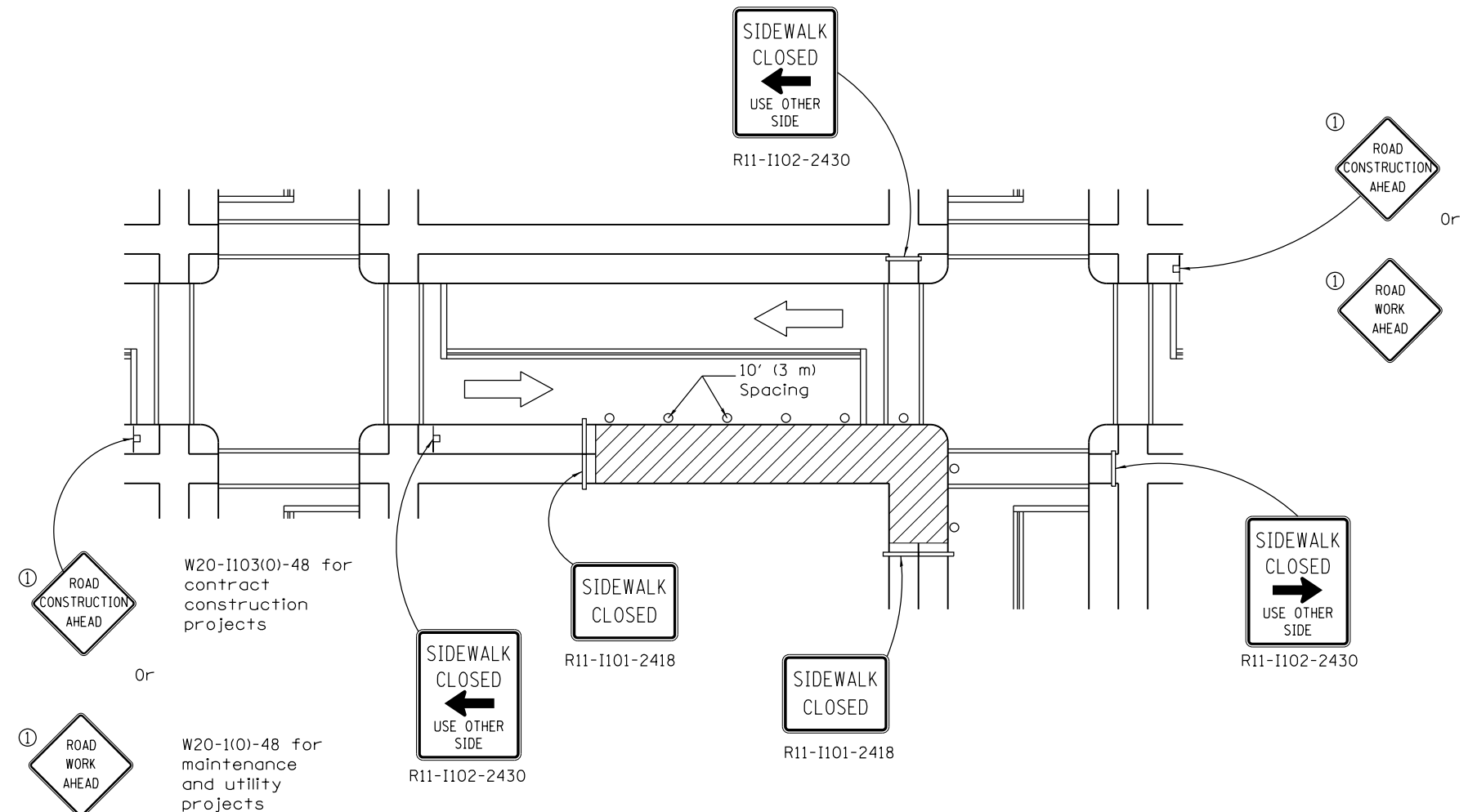
ISSUED 1-1-97

DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION. Modified appearance of plan views. Renamed Std.

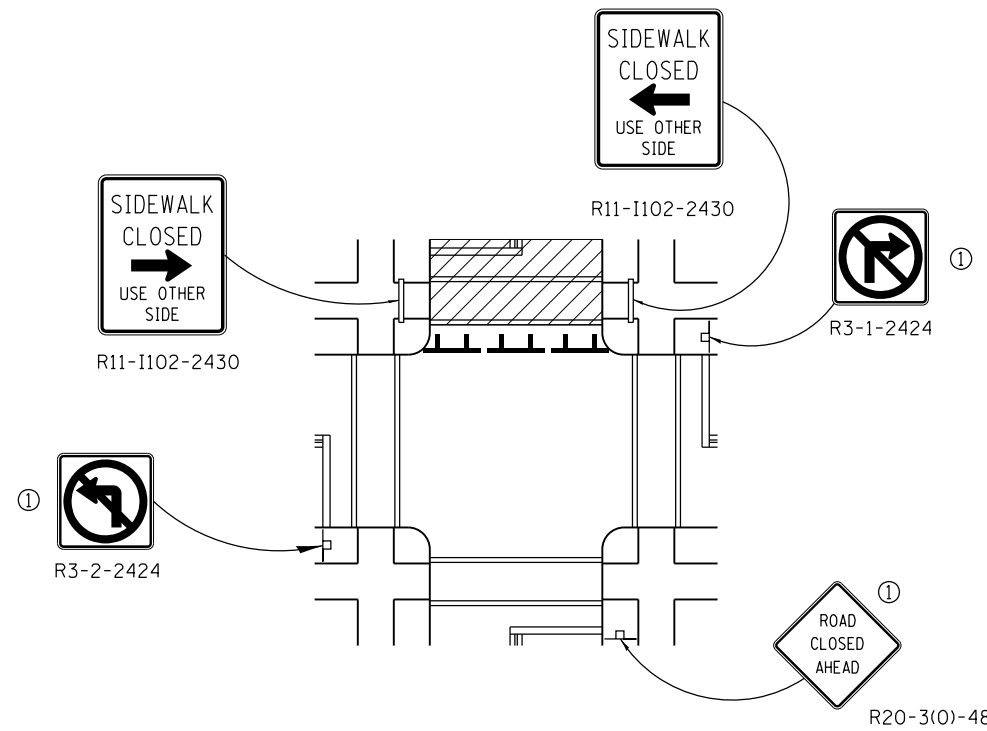
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06



CORNER CLOSURE



CROSSWALK CLOSURE

W20-I103(0)-48 for contract construction projects

W20-1(0)-48 for maintenance and utility projects

W20-I103(0)-48 for contract construction projects

W20-1(0)-48 for maintenance and utility projects

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

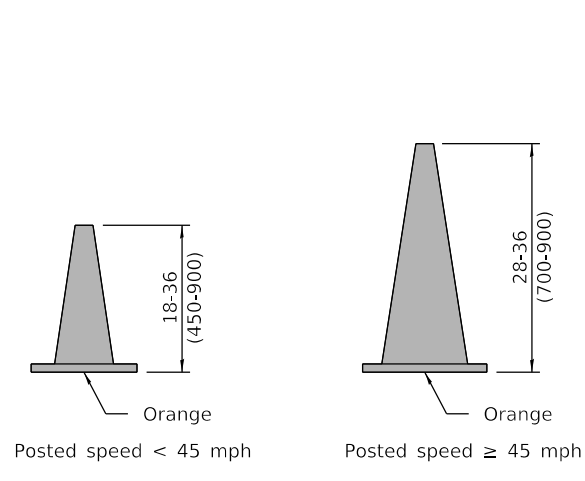
STANDARD 701801-06

Illinois Department of Transportation

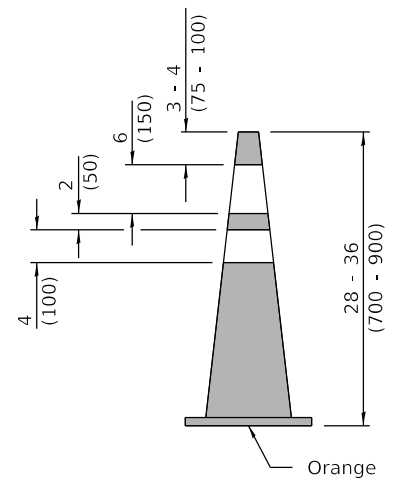
APPROVED April 1, 2016
[Signature]
 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

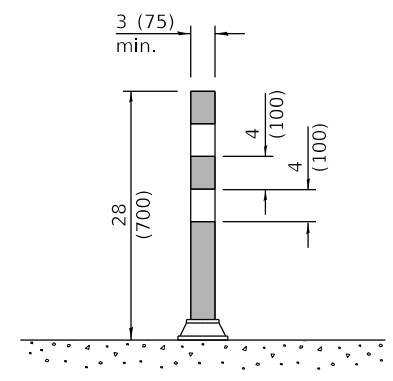
ISSUED 1-1-97



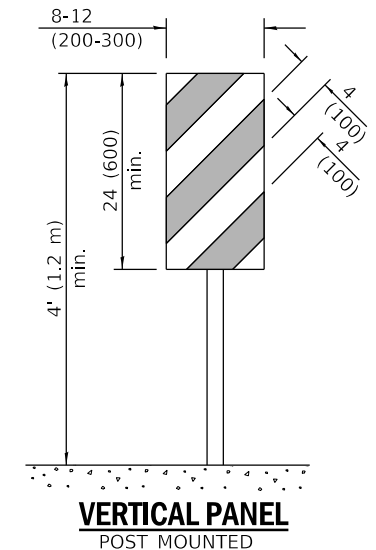
CONE FOR DAYTIME



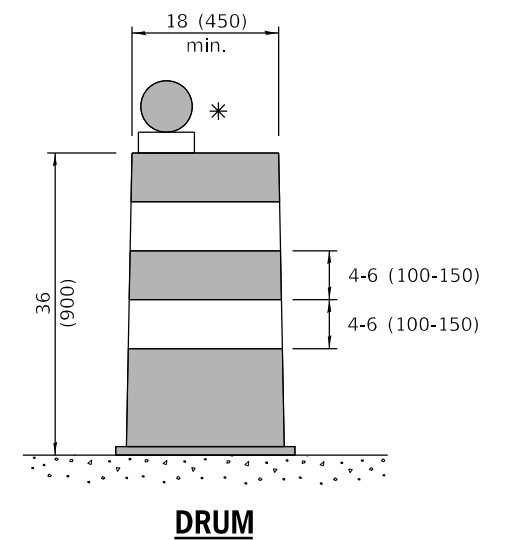
REFLECTORIZED CONE FOR NIGHTTIME



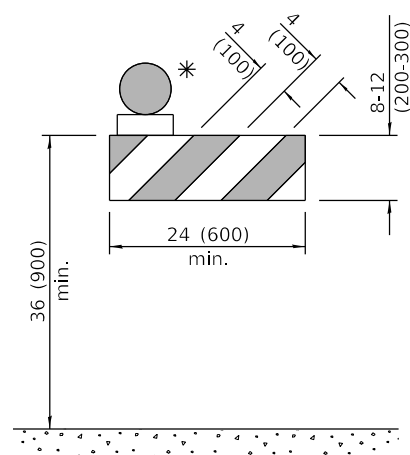
TUBULAR MARKER



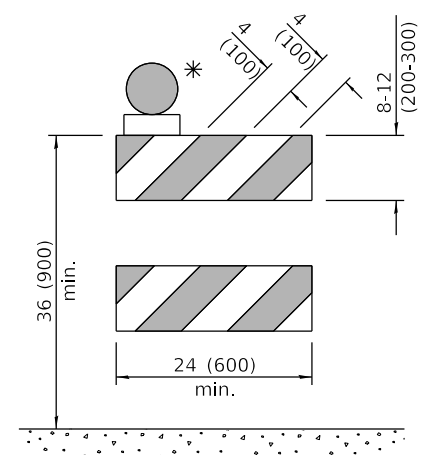
VERTICAL PANEL POST MOUNTED



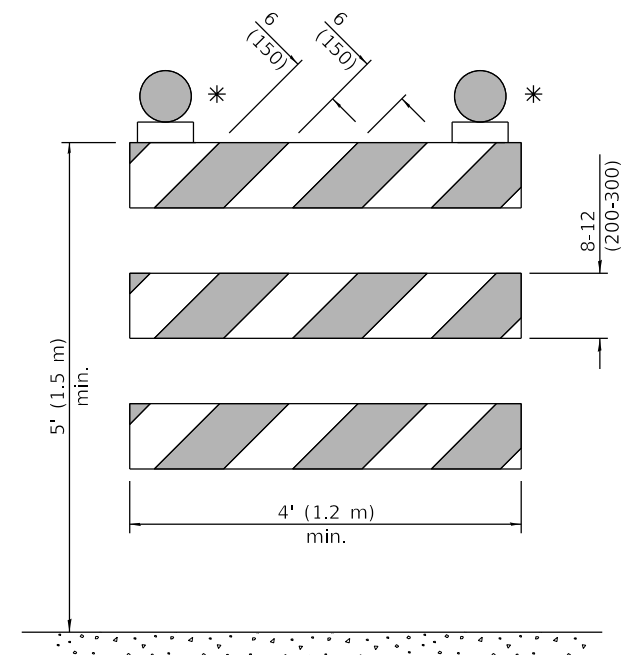
DRUM



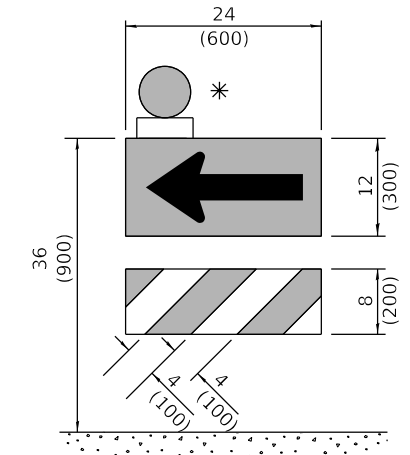
TYPE I BARRICADE



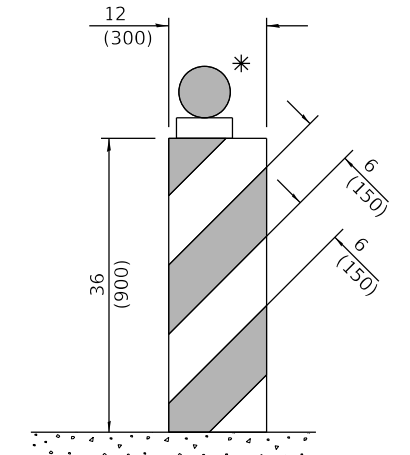
TYPE II BARRICADE



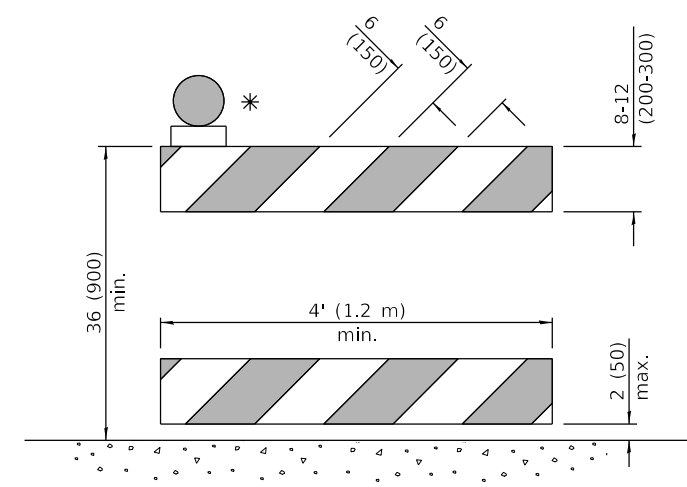
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES
 All heights shown shall be measured above the pavement surface.
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from orange to white background.
1-1-17	Changed FLEXIBLE DELINEATOR to TUBULAR MARKER.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

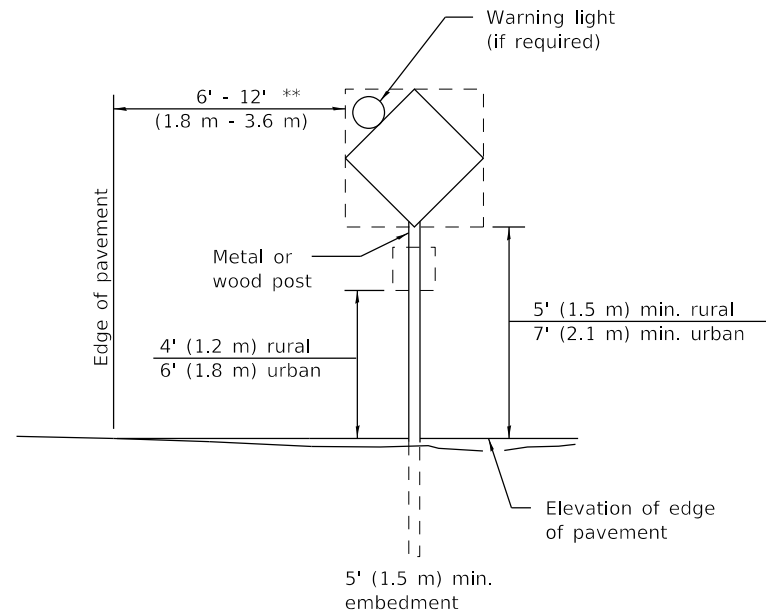
STANDARD 701901-07

Illinois Department of Transportation

PASSED January 1, 2018
Amy Allen
 ENGINEER OF OPERATIONS

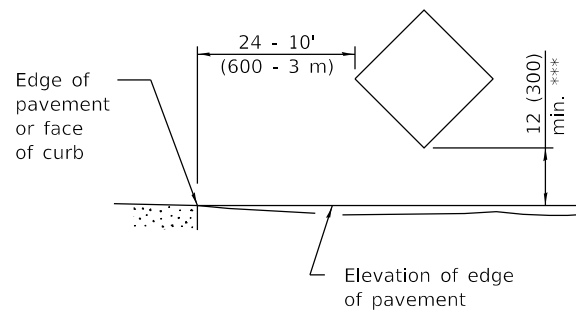
APPROVED January 1, 2018
Marcus M. Beck
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-18



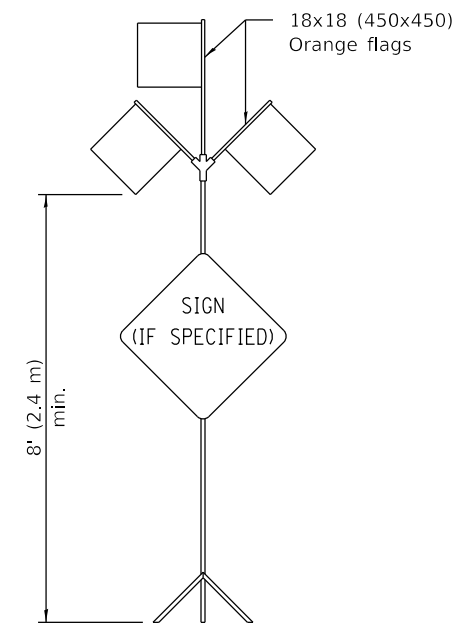
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES

END CONSTRUCTION

G20-1104(0)-6036

G20-1105(0)-6024

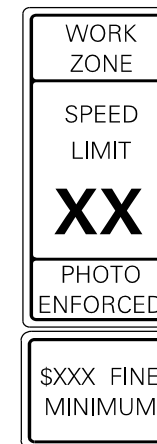
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



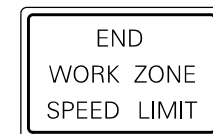
W21-III5(0)-3618

R2-1-3648

R10-1108p-3618 ****

R2-1106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

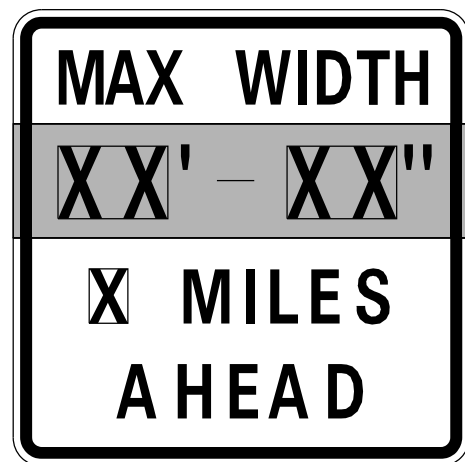


G20-1103-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

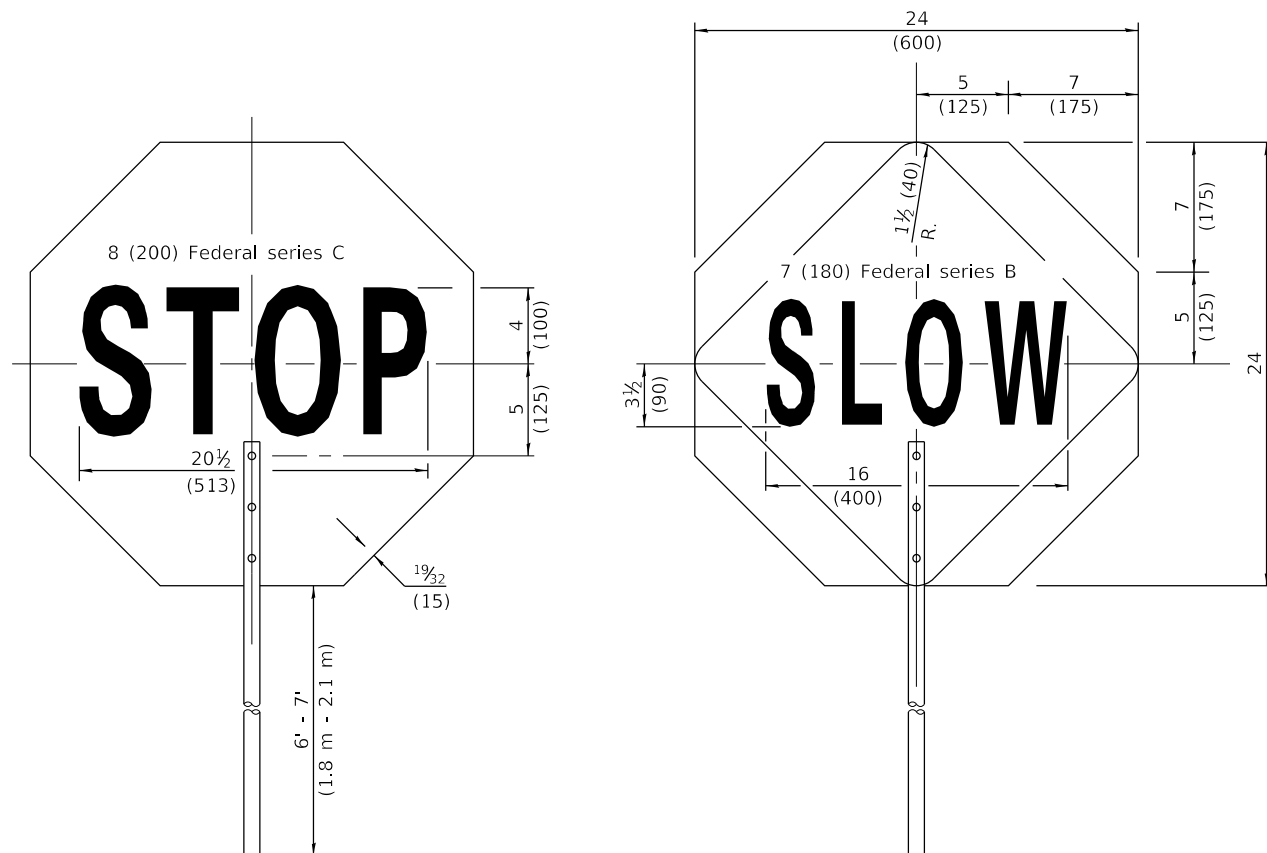
**** R10-1108p shall only be used along roadways under the jurisdiction of the State.



W12-1103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

PASSED January 1, 2018
Amy Allen
 ENGINEER OF OPERATIONS

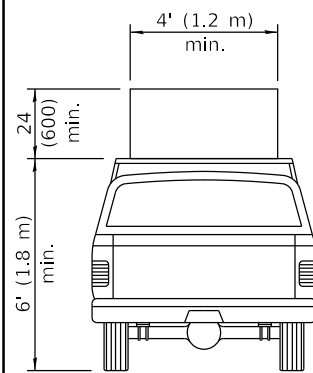
APPROVED January 1, 2018
Maureen M. Adams
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

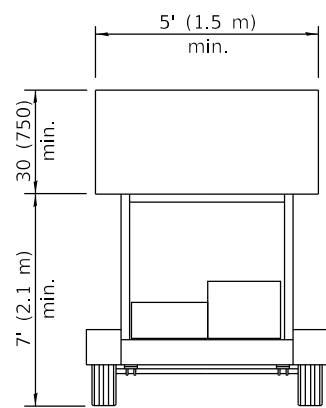
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

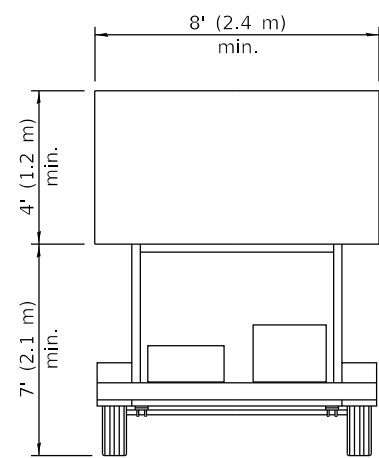
STANDARD 701901-07



**TYPE A
ROOF
MOUNTED**

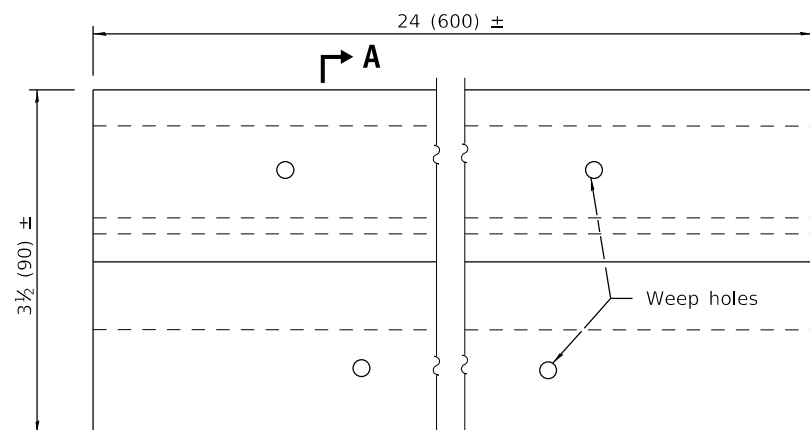


**TYPE B
ROOF OR TRAILER
MOUNTED**

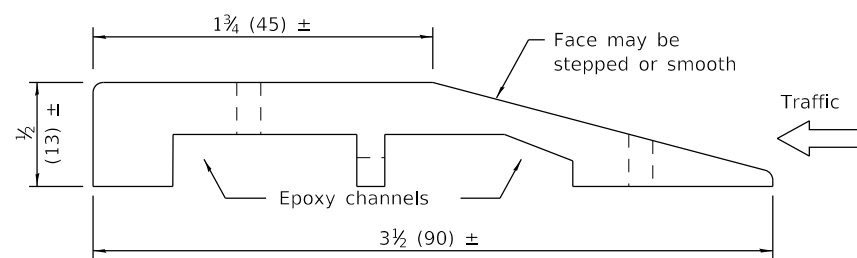


**TYPE C
TRAILER
MOUNTED**

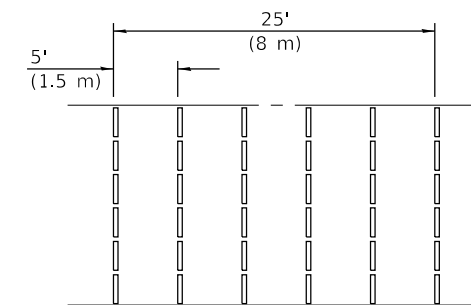
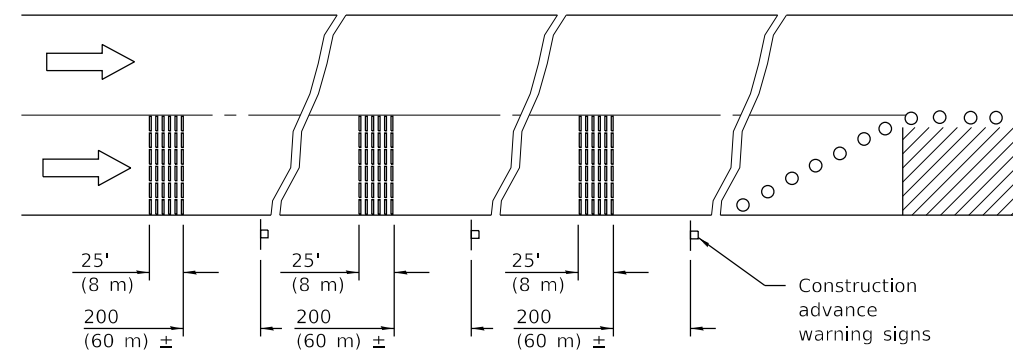
ARROW BOARDS



PLAN

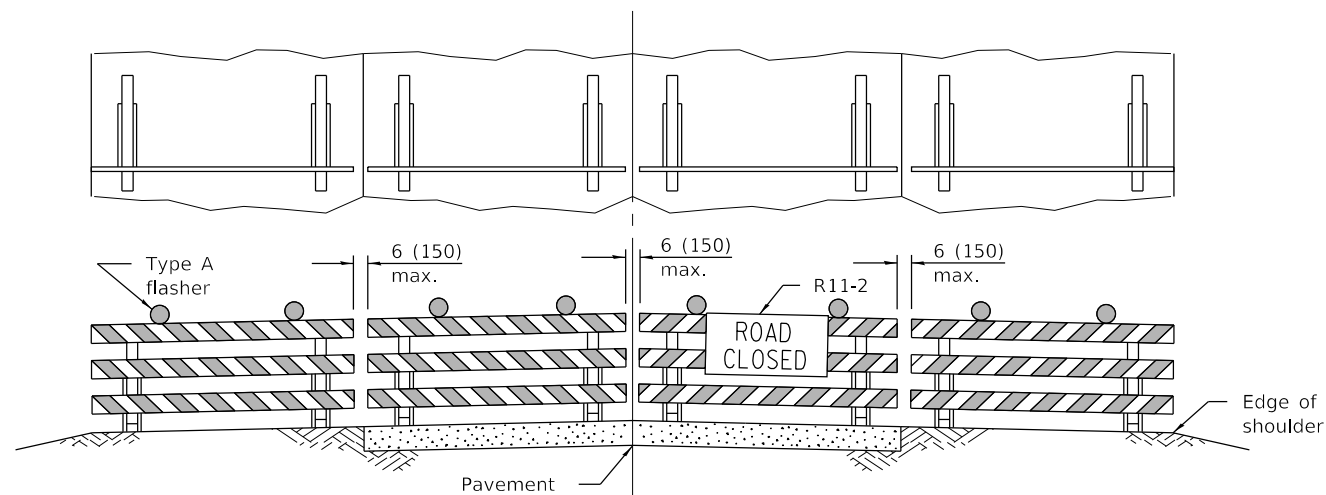


SECTION A-A



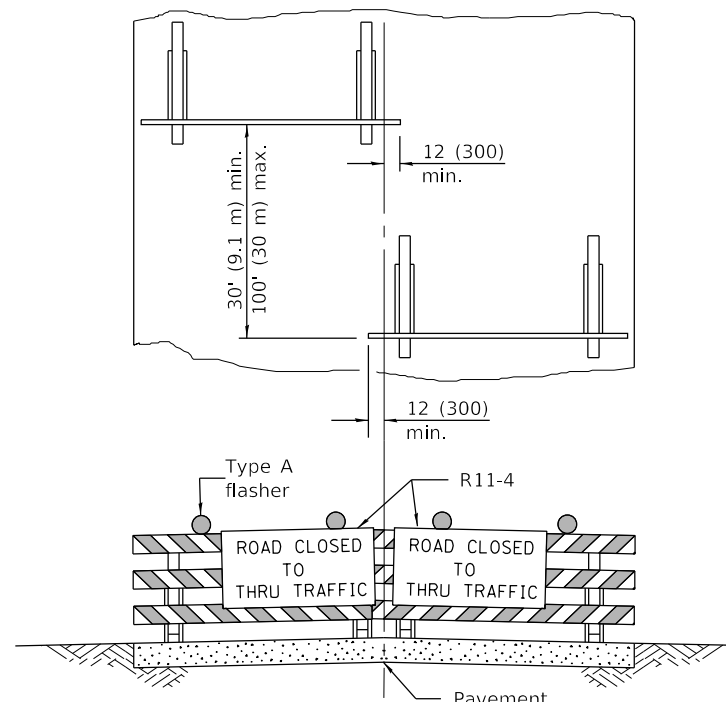
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**

Illinois Department of Transportation

PASSED January 1, 2018
Amy Allen
ENGINEER OF OPERATIONS

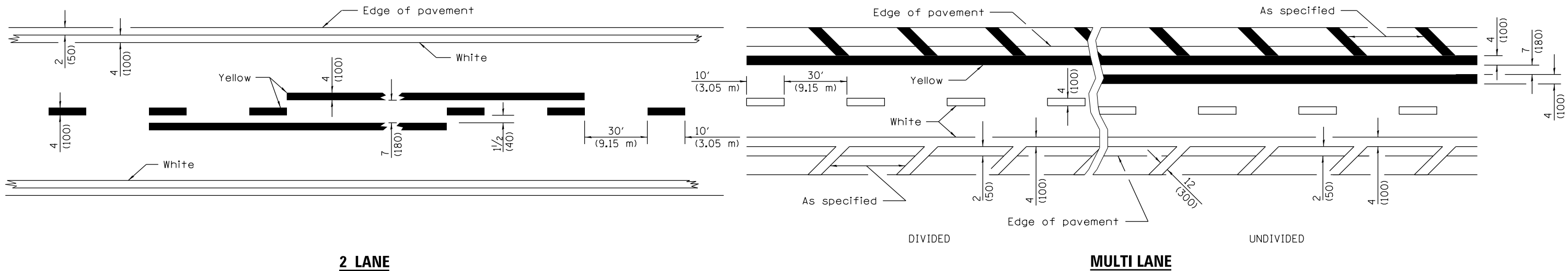
APPROVED January 1, 2018
Maureen M. Beck
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

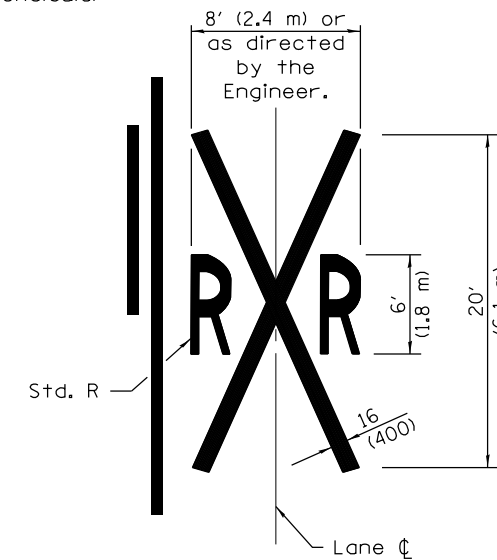
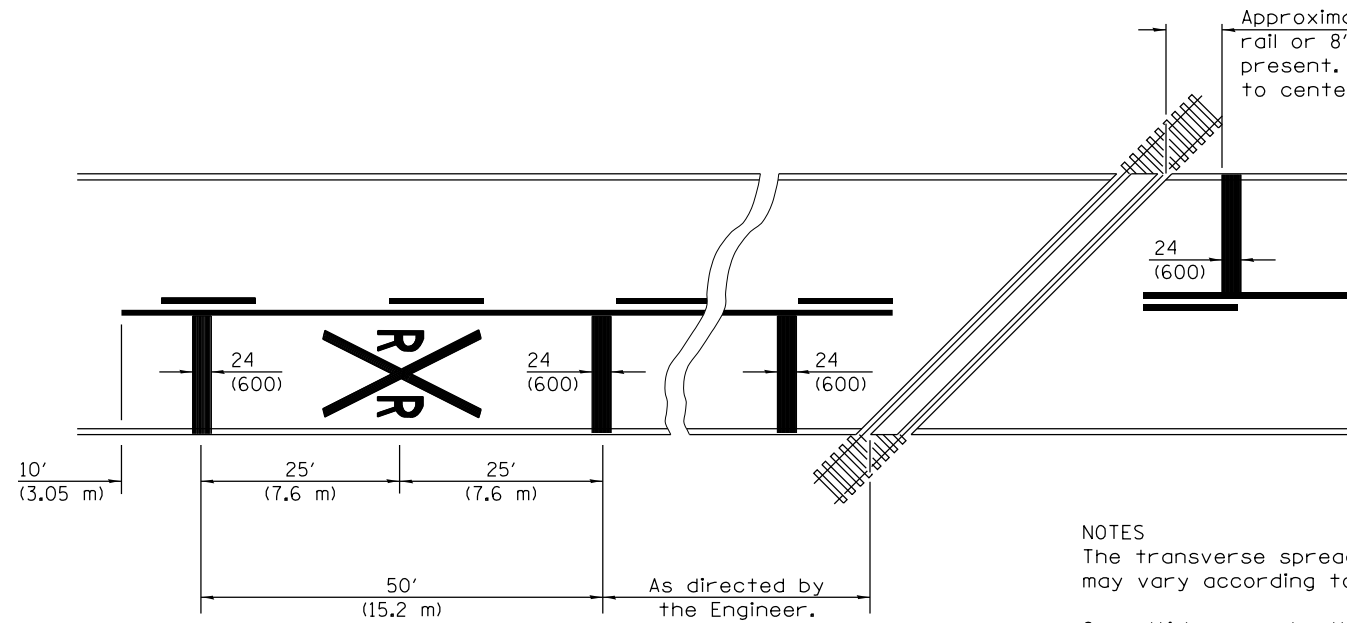
**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 701901-07



LANE AND EDGE LINES



NOTES

The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

DATE	REVISIONS
1-1-15	Added symbols. Revised bike symbol. Revised note for stop line at RR crossing.
1-1-14	Added bike symbol. Renamed 'LANE DROP ARROW' detail to 'LANE-REDUCTION ARROW'.

TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

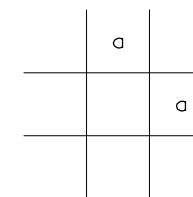
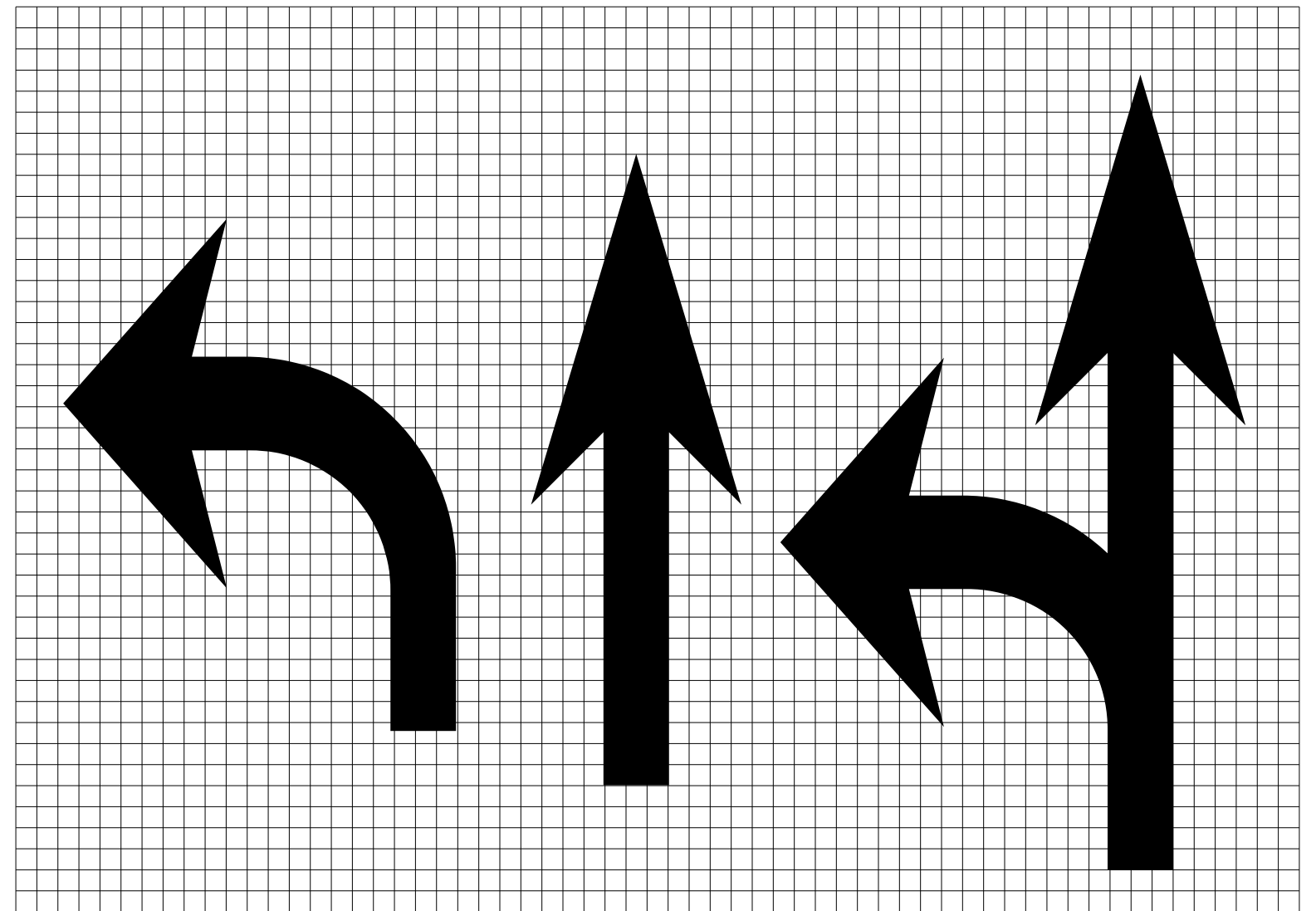
STANDARD 780001-05

Illinois Department of Transportation

APPROVED January 1, 2015
Amy Allen
 ENGINEER OF OPERATIONS

APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT


ISSUED 1-1-97



Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

LETTER AND ARROW GRID SCALE

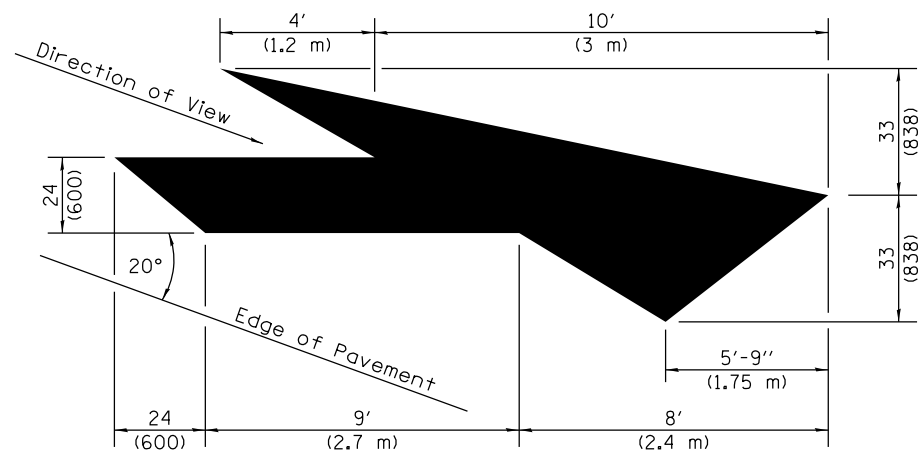
 Illinois Department of Transportation
 APPROVED January 1, 2015
Amy Allen
 ENGINEER OF OPERATIONS
 APPROVED January 1, 2015
DR
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

TYPICAL PAVEMENT MARKINGS

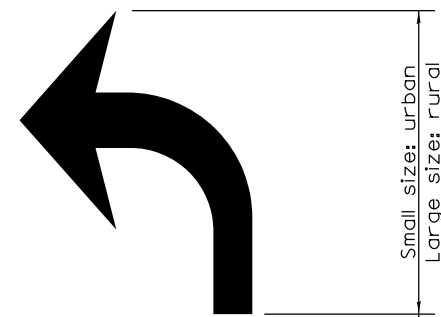
(Sheet 2 of 3)

STANDARD 780001-05



LANE-REDUCTION ARROW

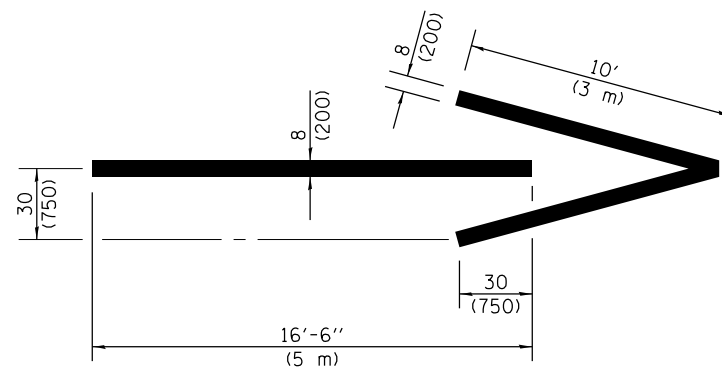
Right lane-reduction arrow shown.
Use mirror image for left lane.



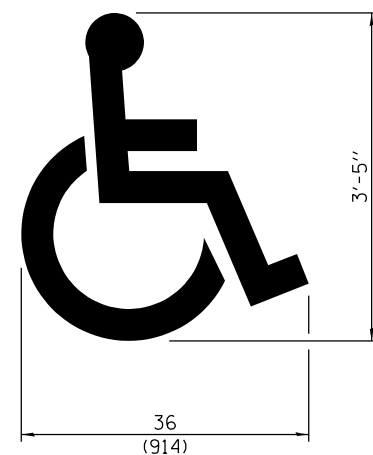
20' (6 m): urban
50' (15 m): rural
(Between arrow
and word or
between words)



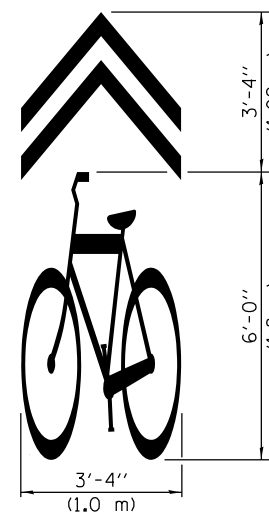
WORD AND ARROW LAYOUT



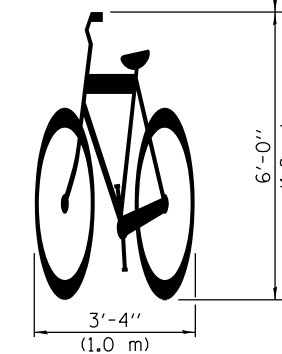
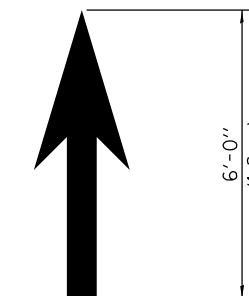
WRONG WAY ARROW



**INTERNATIONAL
SYMBOL OF
ACCESSILITY**



**SHARED LANE
SYMBOL**



BIKE SYMBOL
(Arrow is optional.)

**TYPICAL PAVEMENT
MARKINGS**

(Sheet 3 of 3)

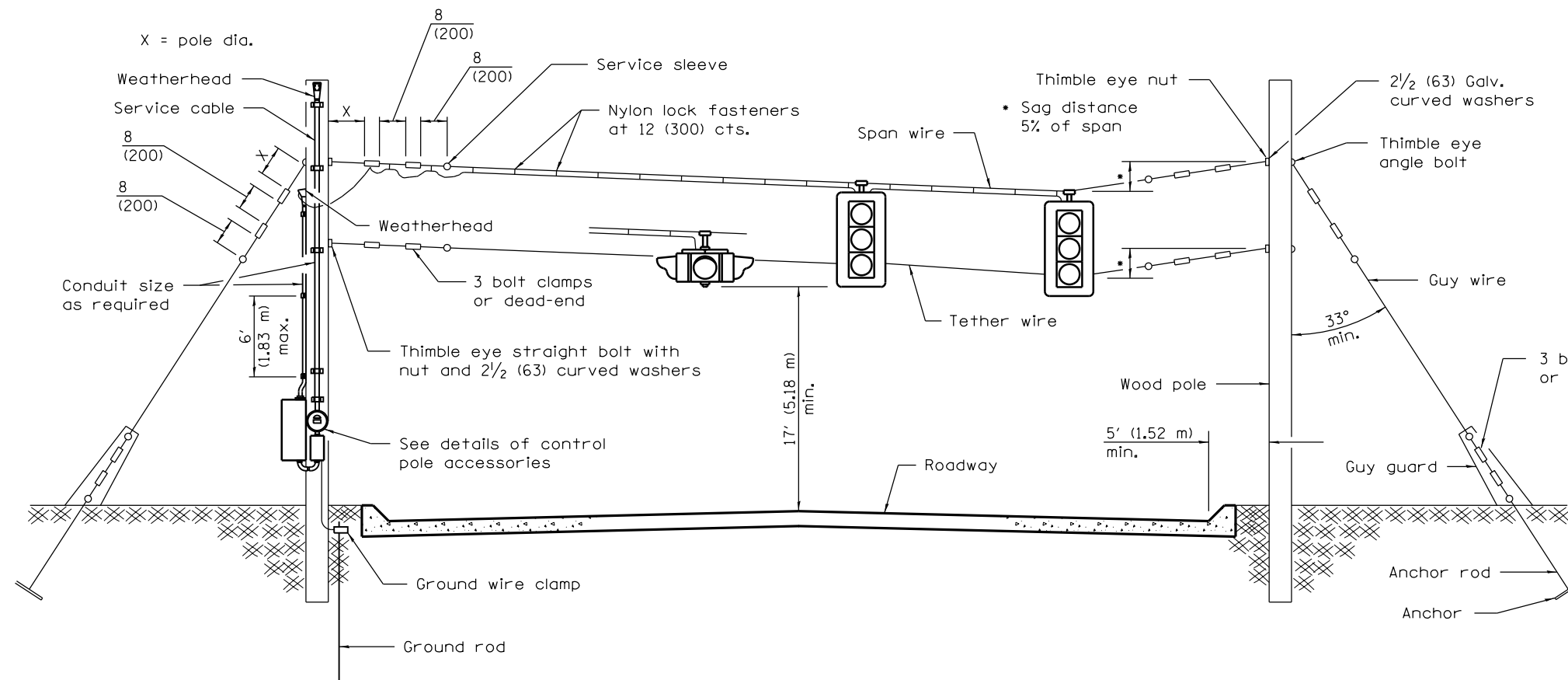
STANDARD 780001-05

Illinois Department of Transportation

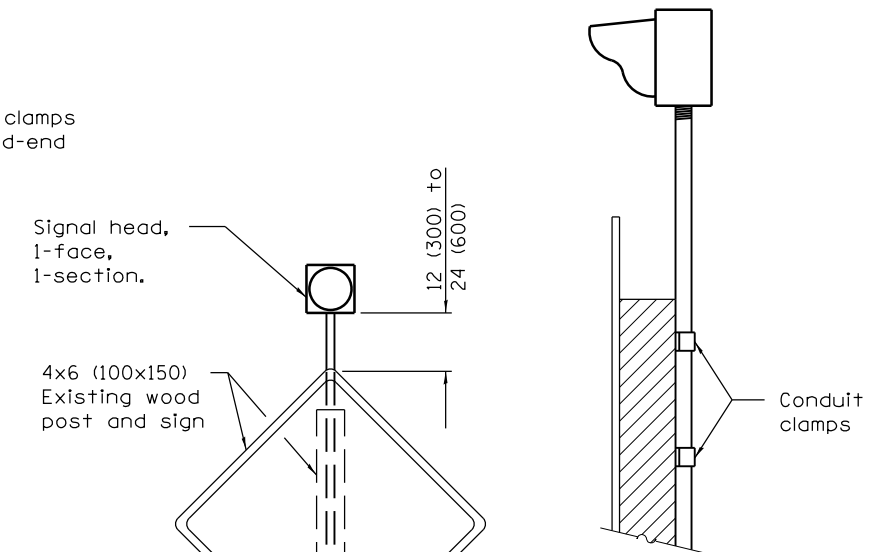
APPROVED January 1, 2015
Amy Allen
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

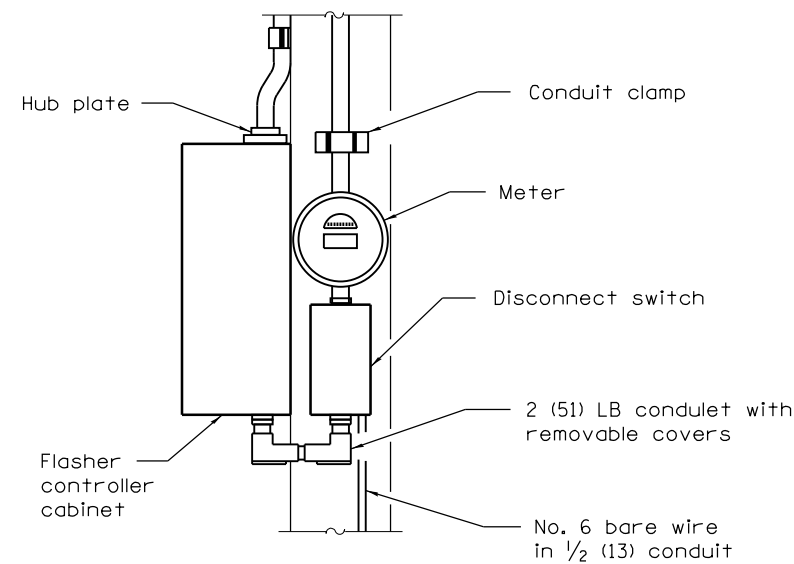
ISSUED 1-1-97



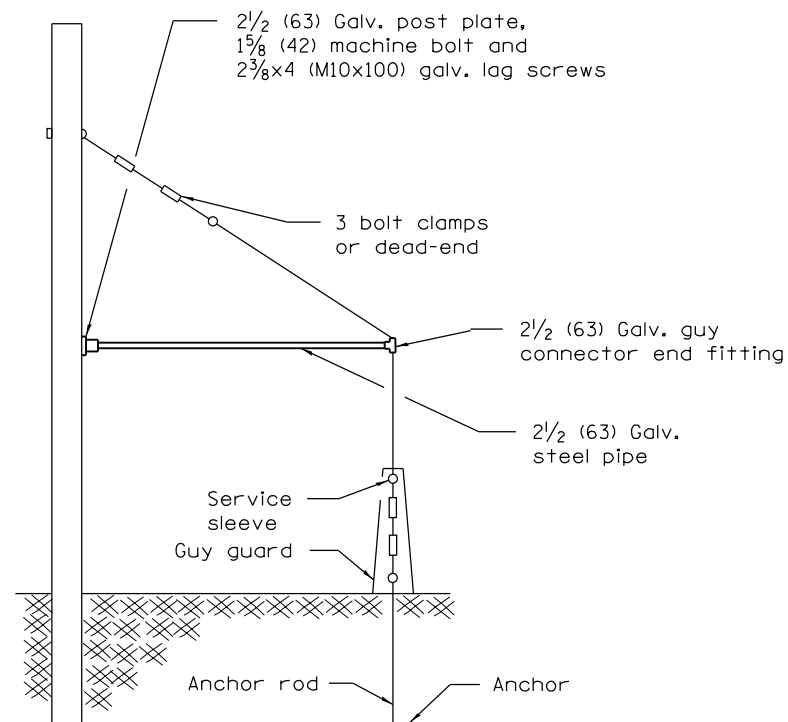
SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON



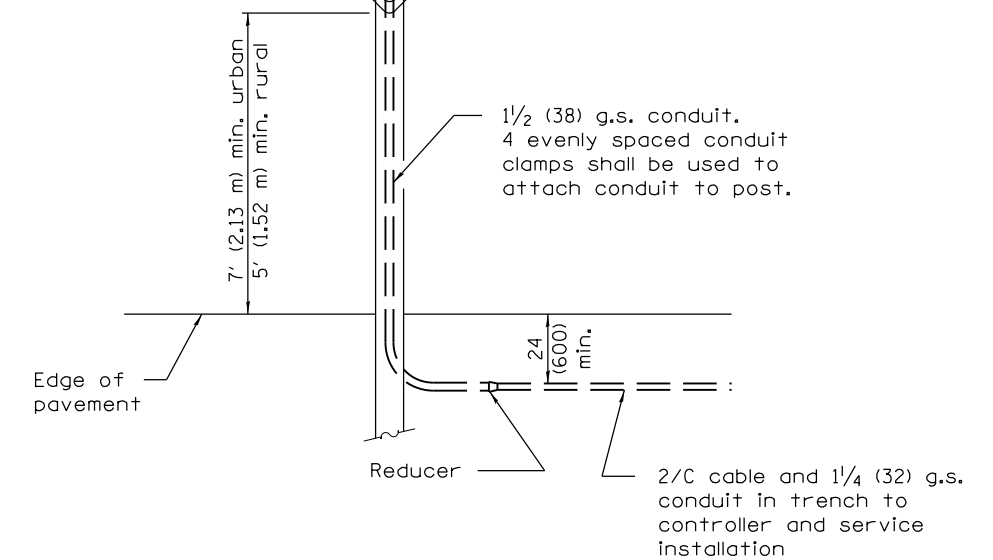
MOUNTING DETAIL



CONTROL POLE DETAIL



SIDEWALK GUY DETAIL



POST MOUNTED FLASHING BEACON

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

Illinois Department of Transportation

APPROVED January 1, 2009

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-02

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-02	Renum. Standard 840001.

SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

STANDARD 880001-01