

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

F.A.P. ROUTE 368 – PULASKI RD.
SECTION: 1919VB-BR-1
OVER BRC RAILROAD
BRIDGE REPAIR
COOK COUNTY

C-91-051-16

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
368	1919VB-BR-1	COOK	26	1
ILLINOIS			CONTRACT NO. 62B51	

*26+1 = 27 TOTAL SHEETS

D-91-051-16

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE CITY OF CHICAGO

TRAFFIC DATA

PULASKI RD.

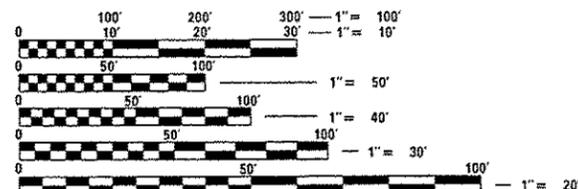
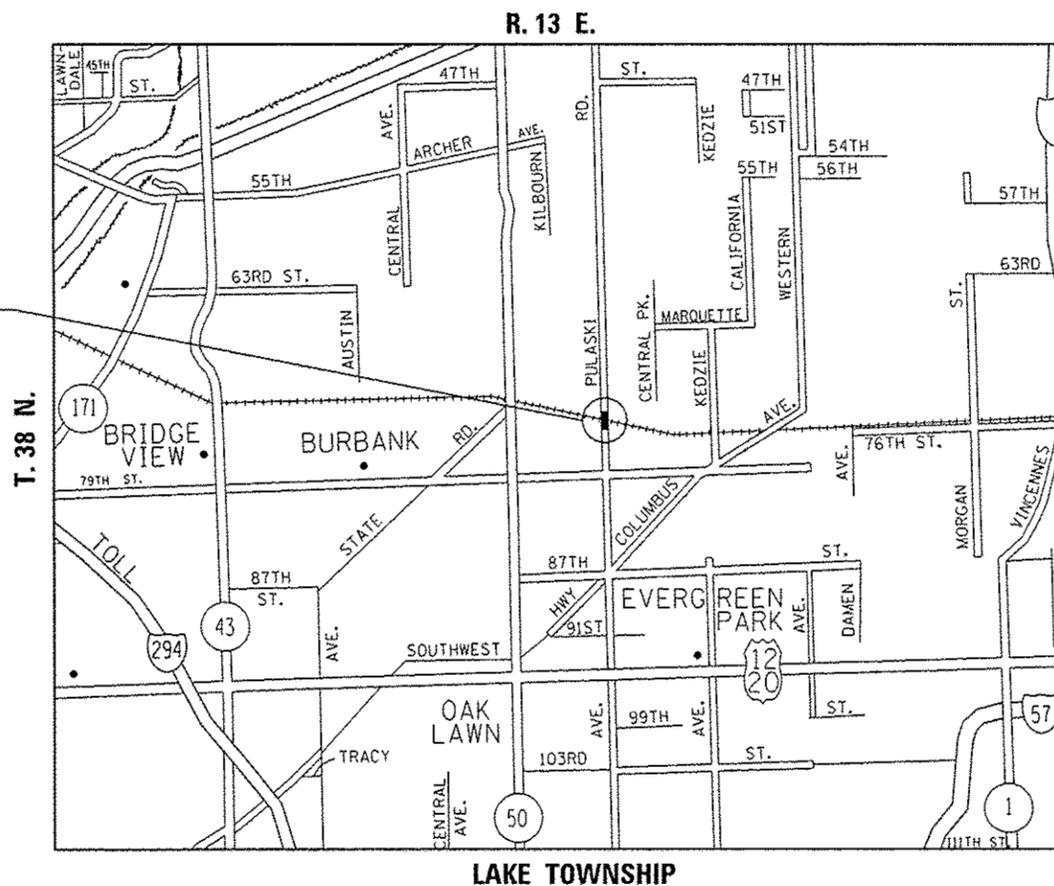
ADT (2014) = 36,900

POSTED SPEED LIMIT = 35 MPH



LOCATION OF SECTION INDICATED THUS: -

LOCATION OF IMPROVEMENT



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

C.U.A.N.
CHICAGO UTILITY ALERT NETWORK
1-312-744-7000

PROJECT ENGINEER J. ALAIN MIDY (847) 221-3056
PROJECT MANAGER ISSAM RAYYAN (847) 705-4178

CONTRACT NO. 62B51

GROSS & NET LENGTH = 365.9 FT. = 0.069 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

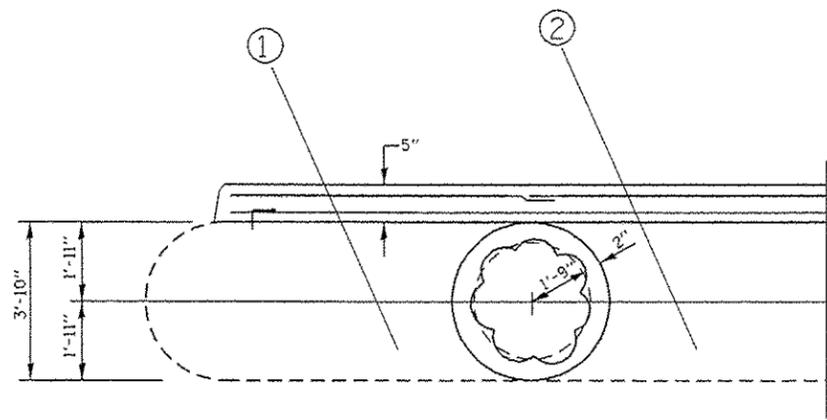
SUBMITTED December 17, 2015

Susan Fortman
DEPUTY DIRECTOR OF HIGHWAYS, REGIONAL ENGINEER

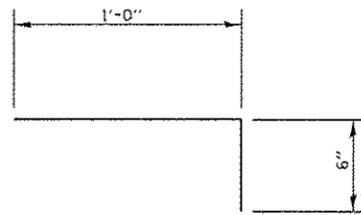
Jan 29, 2016
Maurice M. Addis, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

Jan 29, 2016
Omer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS



SECTION A-A
(TYPICAL ALL COLUMNS)



BAR L(E)

MINIMUM BAR LAP

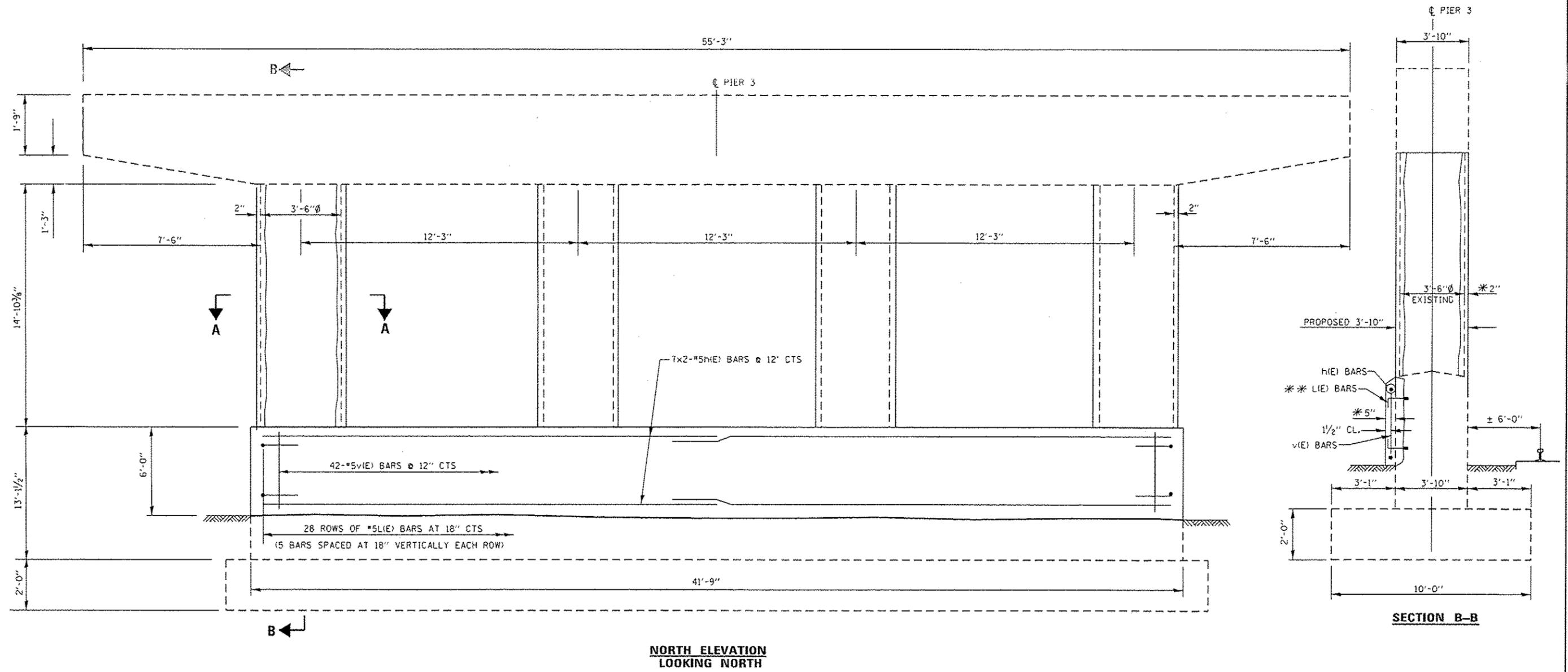
SIZE	LAP
#5	2'-2"

PIER 3
BILL OF MATERIALS

BAR	NO.	SIZE	LENGTH	SHAPE	
h(E)	14	#5	23'-0"	—	
L(E)	140	#5	1'-6"	—	
v(E)	42	#5	5'-6"	—	
REINFORCEMENT BARS (EPOXY COATED)				POUND	790
STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5')				SO.FT.	637
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5')				SO.FT.	641
TEMPORARY SHORING AND CRIBBING				EACH	14

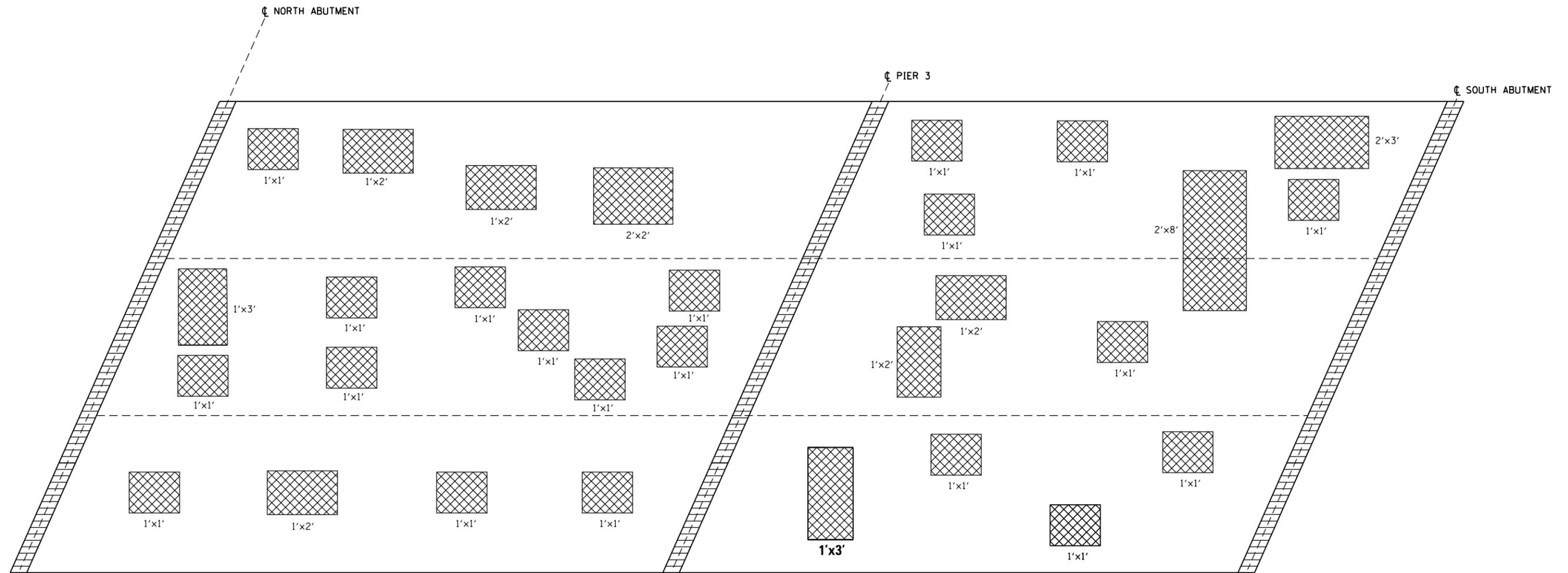
NOTES:

- * #5 L (E) BARS TO BE EPOXY COATED PER ARTICLE 504 OF STANDARD SPECIFICATIONS.
- * ADDITIONAL CONCRETE IN THESE AREAS SHALL BE IN ACCORDANCE WITH ART. 503 OF THE STANDARD SPECS AND SHALL BE POURED AT THE SAME TIME AS THE STRUCTURAL REPAIRS OF CONCRETE SHOWN ON SHEET 6.
COST INCLUDED WITH STRUCTURAL REPAIR OF CONCRETE >5"
- ** L (E) BARS TO BE EPOXY GROUTED IN ACCORDANCE WITH ART 584 OF THE STANDARD SPECIFICATION.
COST INCLUDED WITH REINFORCEMENT BARS (EPOXY COATED)



NORTH ELEVATION
LOOKING NORTH

SECTION B-B



DECK PLAN

LEGEND:

- DECK SLAB REPAIR (PARTIAL)
- CONCRETE REMOVAL AND CONCRETE SUPERSTRUCTURE

BILL OF MATERIALS

ITEM	UNIT	QUANTITY
DECK SLAB REPAIR (PARTIAL)	SO.YD.	8

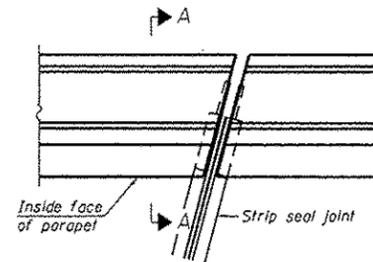
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	PLOT DATE = 12/29/2015		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

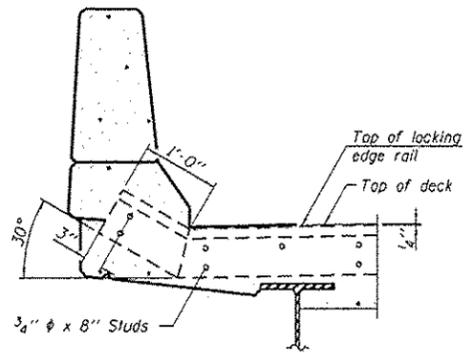
**PULASKI ROAD SB OVER BCR RR
DECK REPAIRS
SN. 016-2549**

SCALE: SHEET 5 OF 9 SHEETS STA. TO STA.

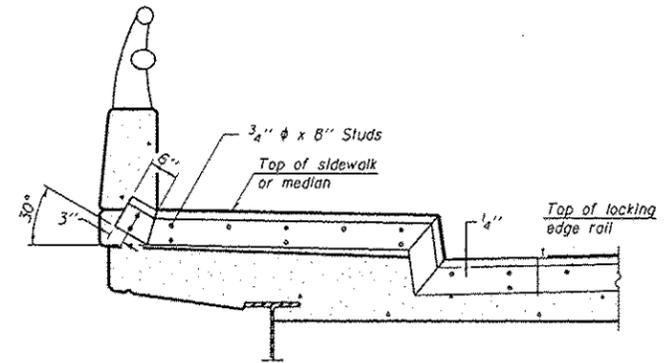
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
368	1919VB-BR-1	COOK	26	11
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62B51	



PLAN
(For skews $\leq 30^\circ$)

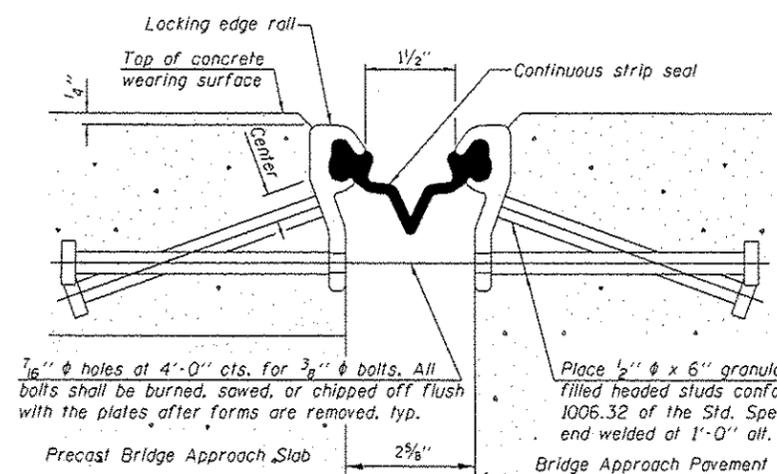


SECTION A-A



TYPICAL END TREATMENT
AT SIDEWALK OR MEDIAN

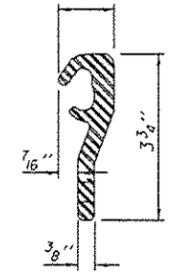
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



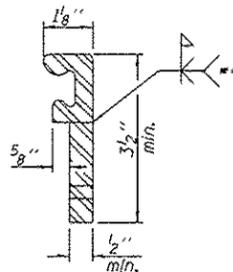
$7/16$ " ϕ holes at 4'-0" cts. for $3/8$ " ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

Place $1/2$ " ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

SECTION THRU STRIP SEAL JOINT
(at rt. angles)

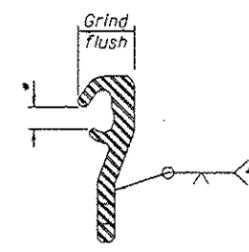


ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

Rolled rail shown, welded rail similar.

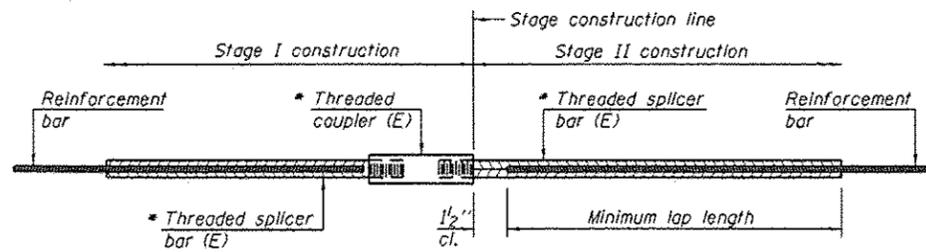
Notes:
The strip seal shall be made continuous and shall have a minimum thickness of $1/4$ ". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The Locking Edge Rails depicted are 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 joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be $3/16$ ", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.

- * Omit weld at seal opening.
- ** Back gouge not required if complete joint penetration is verified by mock-up.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	181

EJ-SSJ 1-27-12

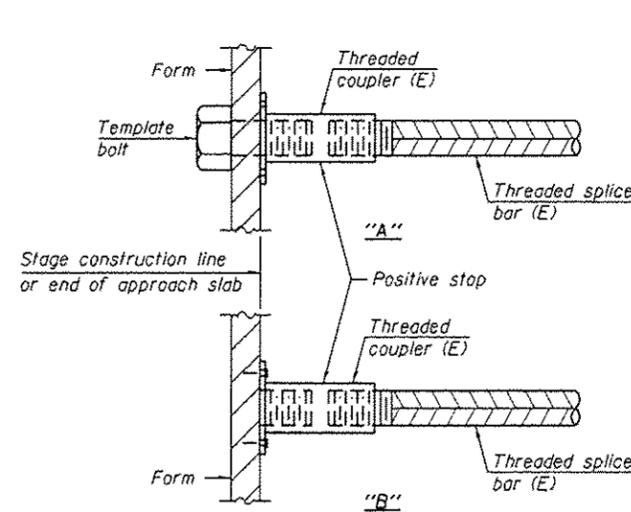


STANDARD BAR SPLICER ASSEMBLY

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

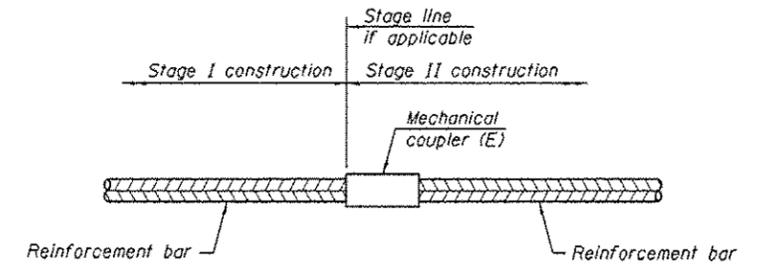
Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
N and S Abutment	#5	8	2'-7"
Pier No. 3	#5	4	2'-7"



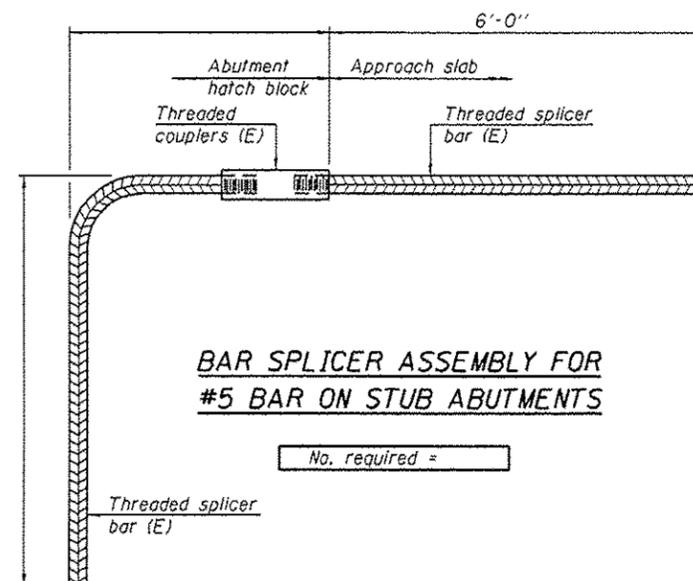
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



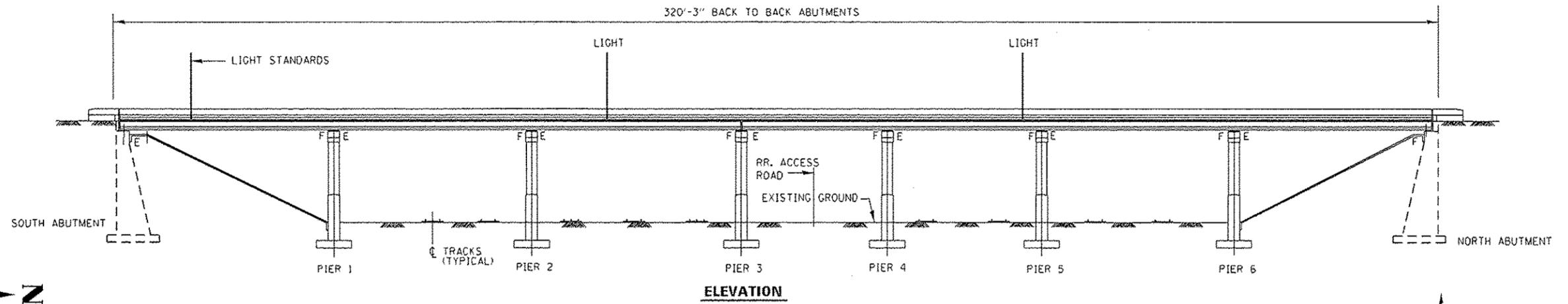
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

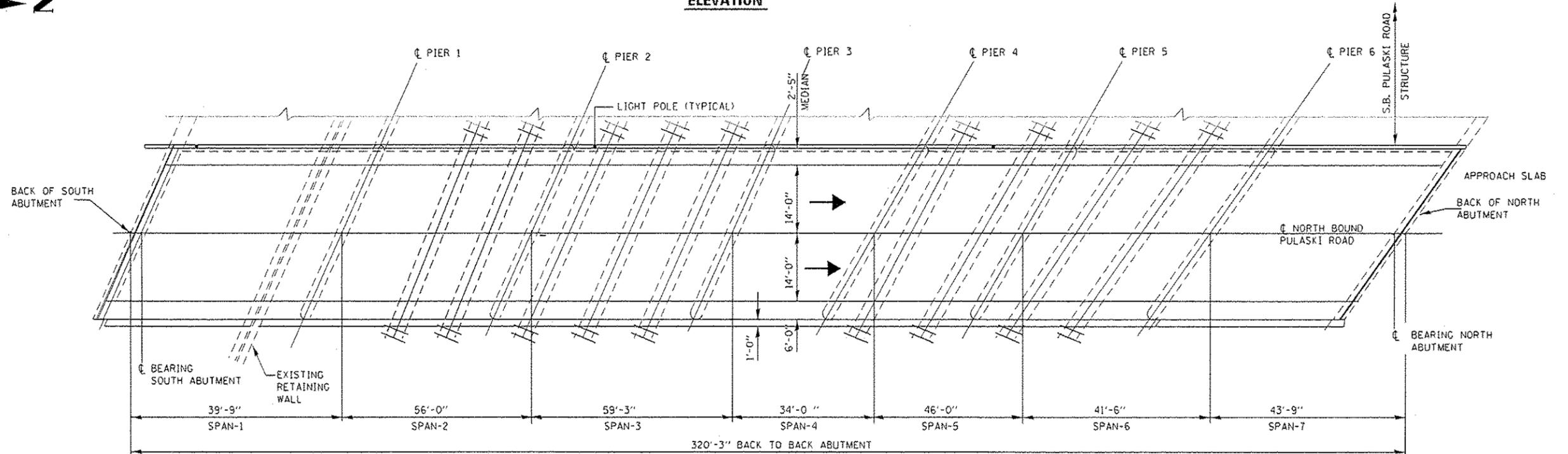
NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 6-8-15



ELEVATION



GENERAL PLAN

GENERAL NOTES:

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENT PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED AT THE UNIT PRICE BID FOR THE WORK.

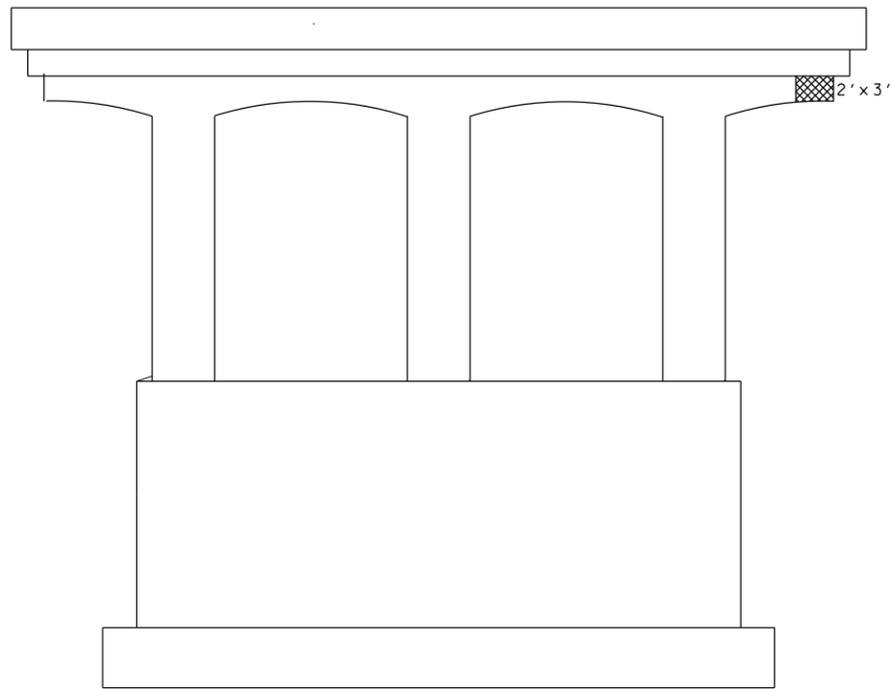
TOTAL BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH < 5")	SO.FT.	18
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5")	SO.FT.	96



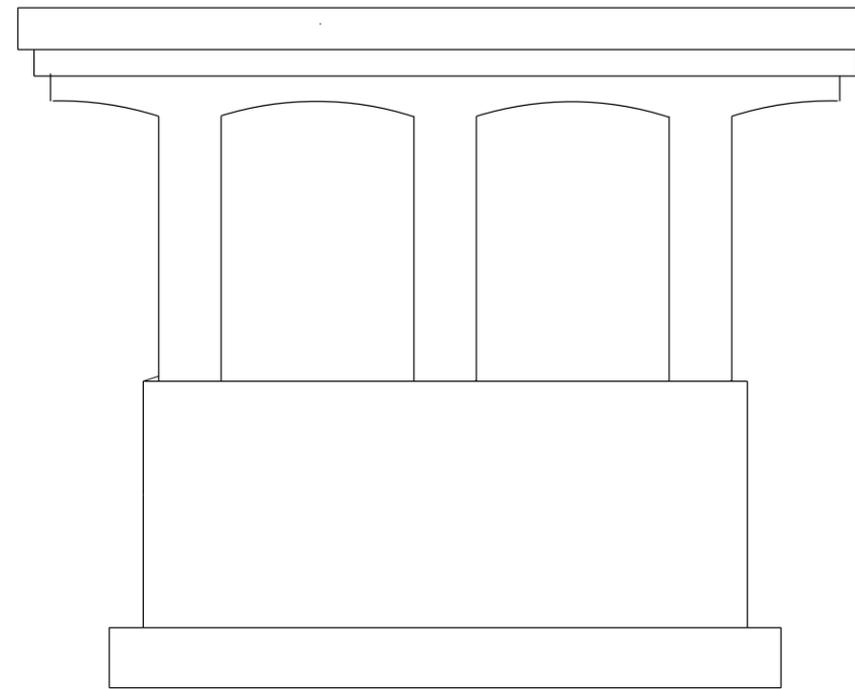
David Carl Puzey 2/1/16
Expires 11/30/16

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Default	PLOT DATE: 1/15/2016	DATE: -	REVISED: -									
CONTRACT NO. 62B51												



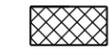
**NORTH FACE
PIER 1**

NORTBOUND



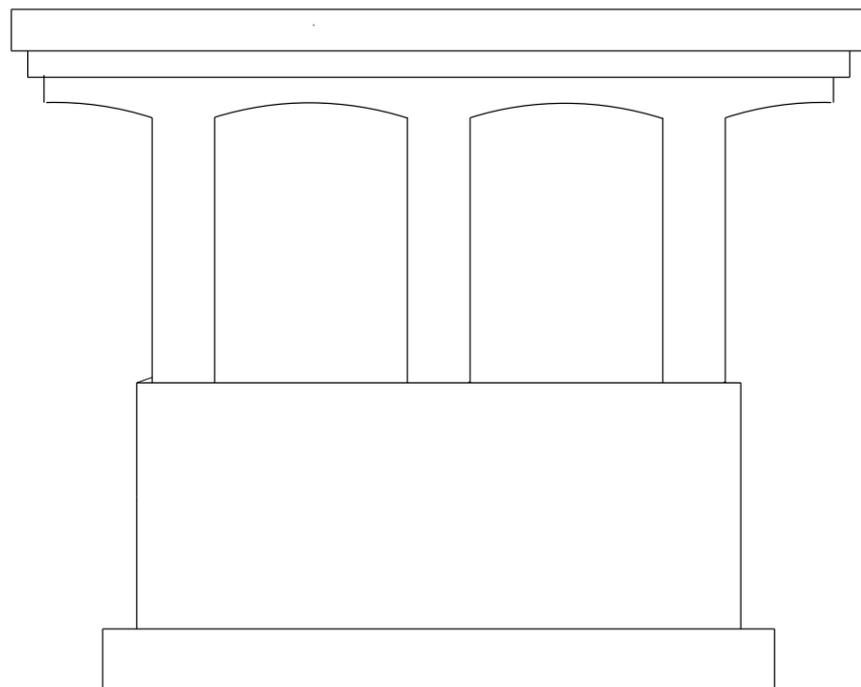
**SOUTH FACE
PIER 1**

LEGEND:

 STRUCTURAL REPAIR OF CONCRETE
(DEPTH > 5 INCHES)

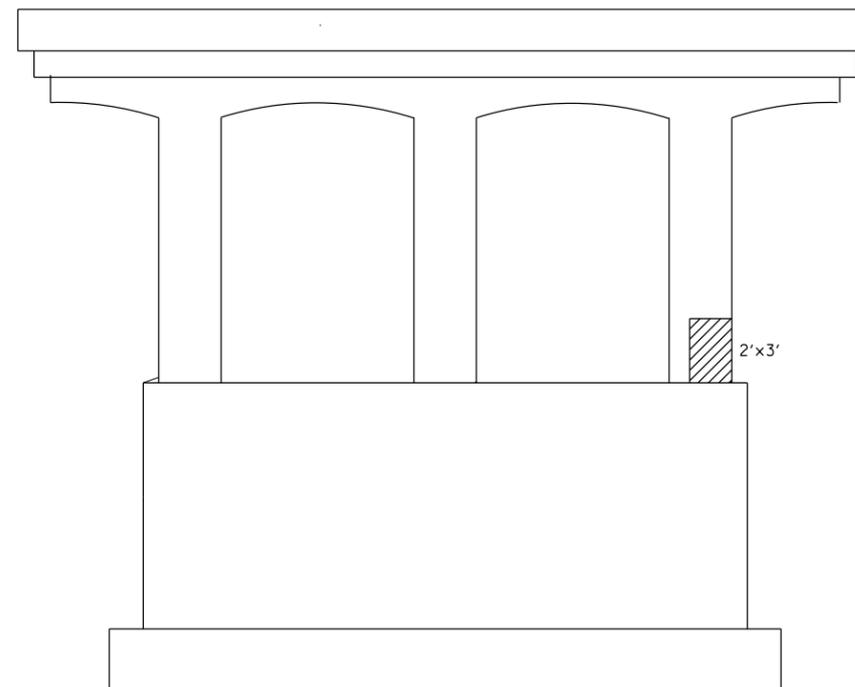
PIER 1 BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)	SQ.FT.	6



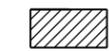
**NORTH FACE
PIER 2**

NORTBOUND



**SOUTH FACE
PIER 2**

LEGEND:

 STRUCTURAL REPAIR OF CONCRETE
(DEPTH ≤ 5 INCHES)

PIER 2 BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5 INCHES)	SQ.FT.	6

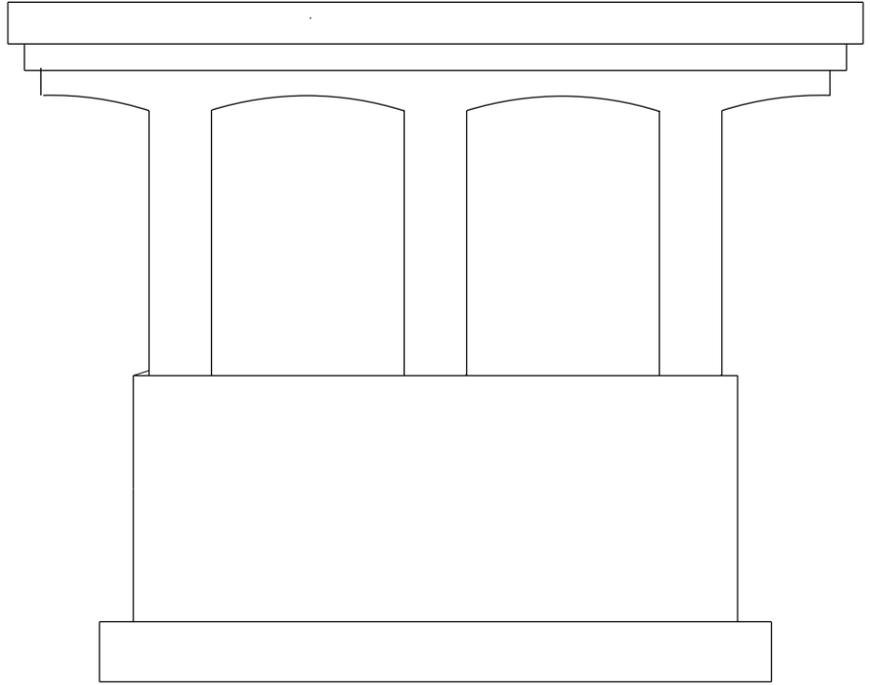
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	PLOT DATE = 12/17/2015		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PULASKI ROAD NB OVER BCR RR
PIER 1 AND 2 REPAIRS
SN. 016-1020**

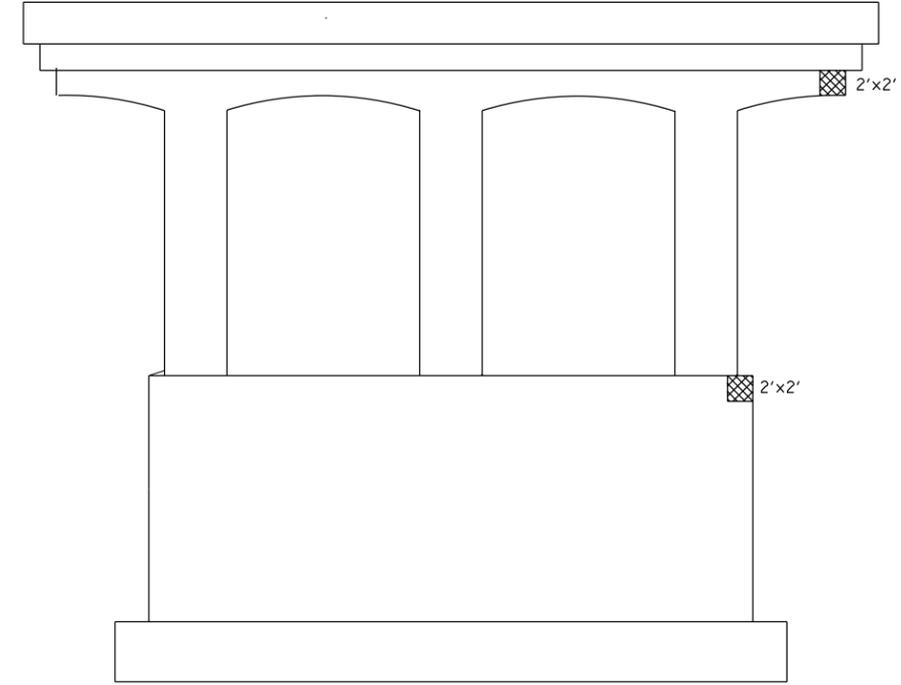
SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
368	1919VB-BR-1	COOK	26	14
CONTRACT NO. 62B51			ILLINOIS FED. AID PROJECT	

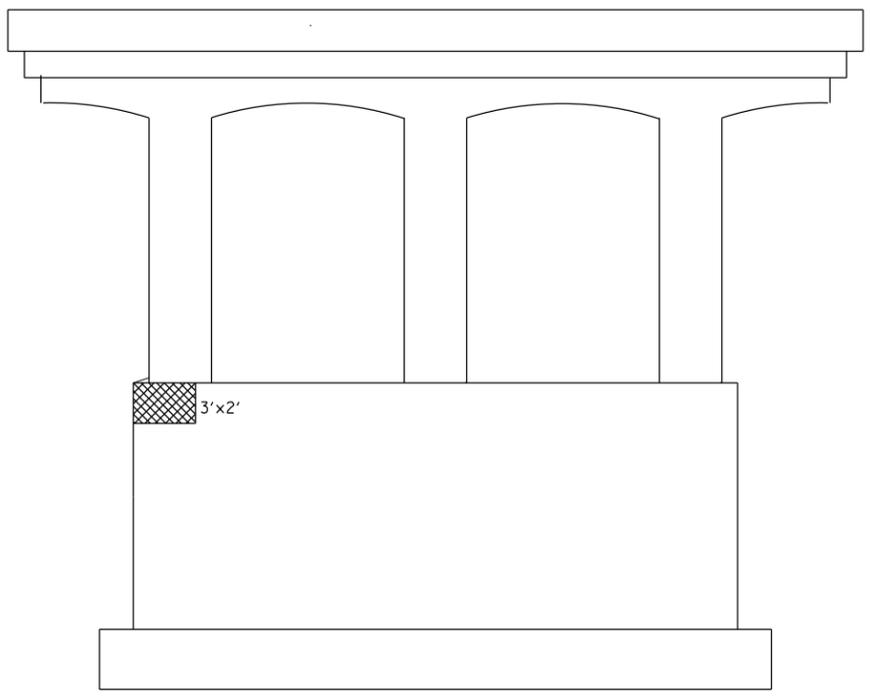


**NORTH FACE
PIER 3**

NORTBOUND

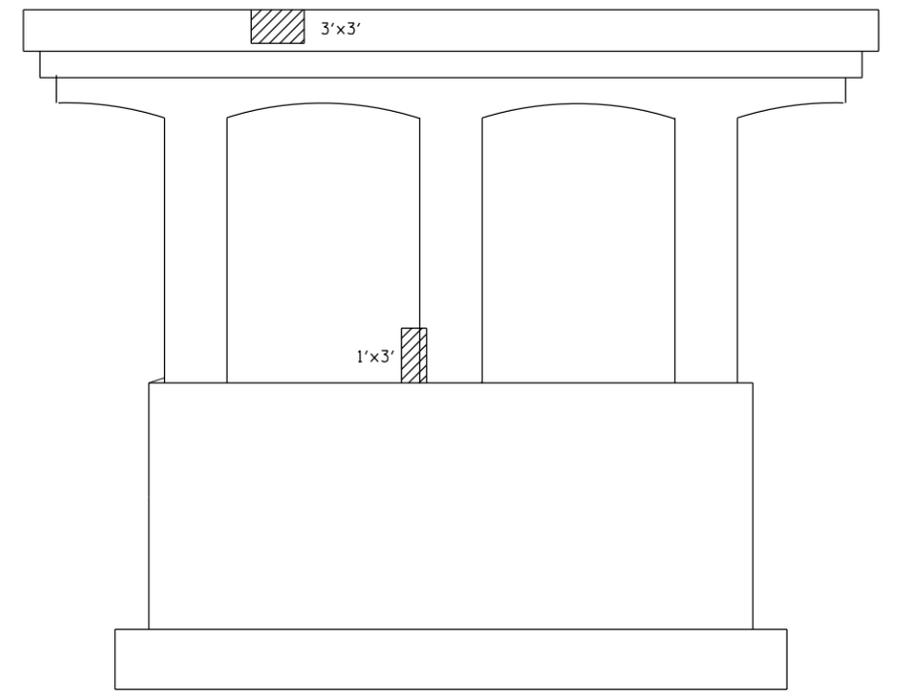


**SOUTH FACE
PIER 3**



**NORTH FACE
PIER 4**

NORTBOUND



**SOUTH FACE
PIER 4**

LEGEND:

STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)

PIER 3 BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)	SO.FT.	8

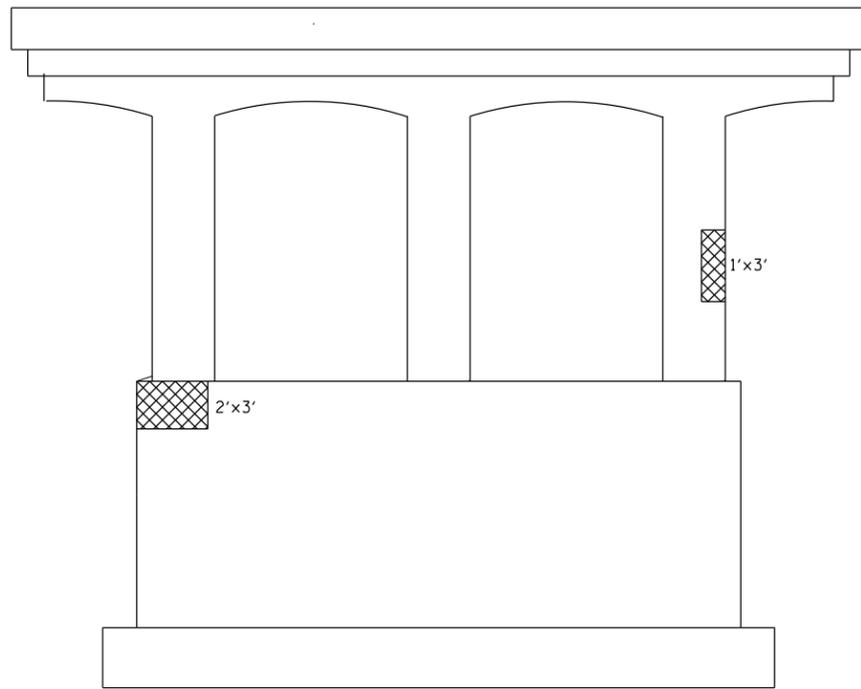
LEGEND:

STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)

STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5 INCHES)

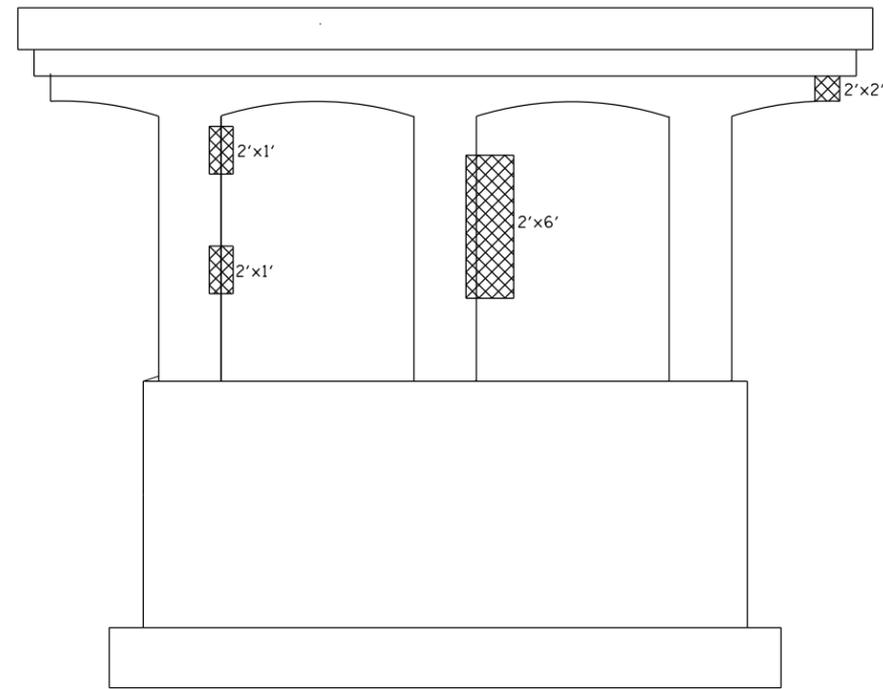
PIER 4 BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)	SO.FT.	6
STRUCTURAL REPAIR OF CONCRETE (DEPTH ≤ 5 INCHES)	SO.FT.	12



**NORTH FACE
PIER 5**

NORTBOUND



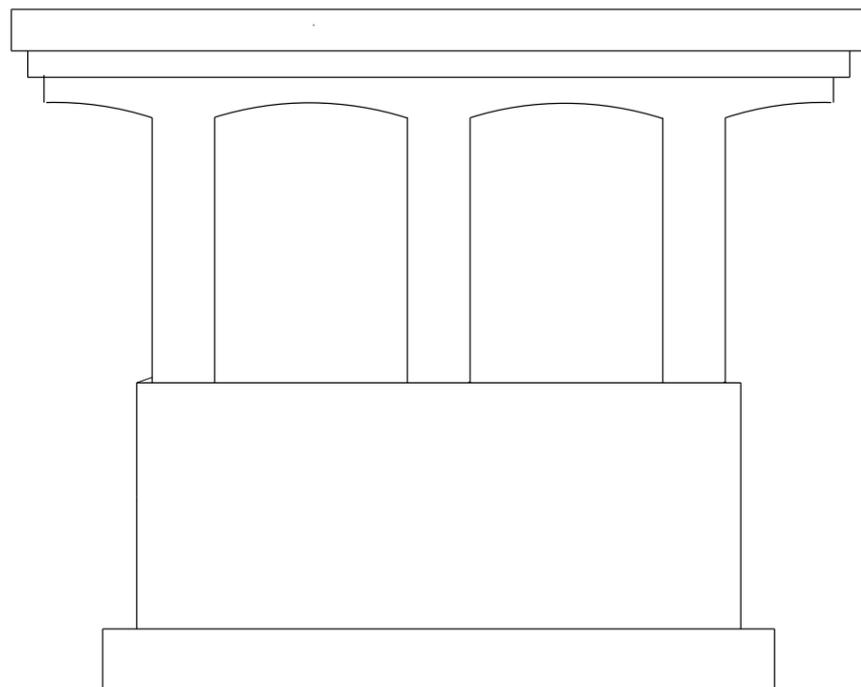
**SOUTH FACE
PIER 5**

LEGEND:

 STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)

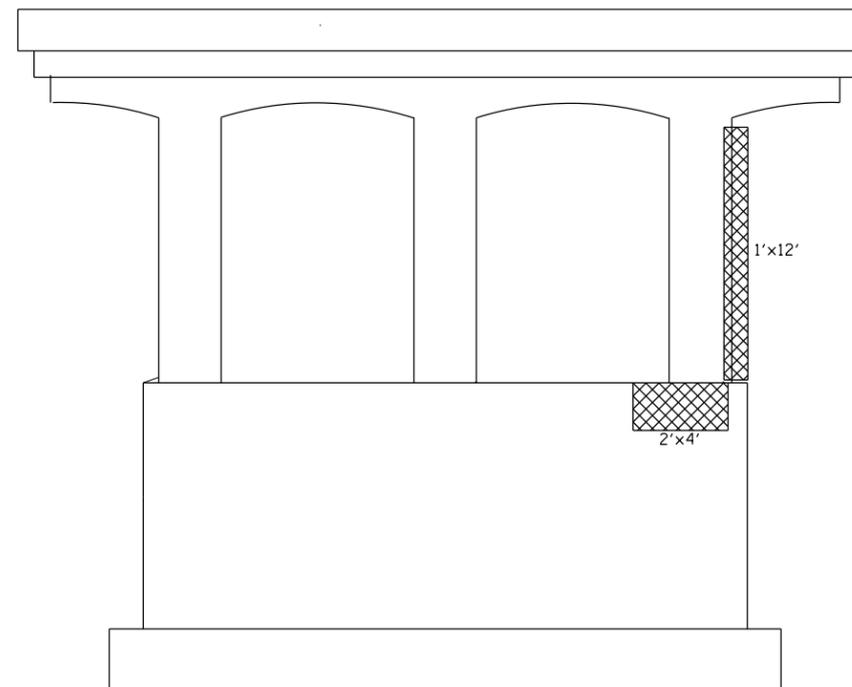
PIER 5 BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)	SQ.FT.	29



**NORTH FACE
PIER 6**

NORTBOUND



**SOUTH FACE
PIER 6**

LEGEND:

 STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)

PIER 6 BILL OF MATERIALS

ITEM	UNIT	QUANTITY
STRUCTURAL REPAIR OF CONCRETE (DEPTH > 5 INCHES)	SQ.FT.	20

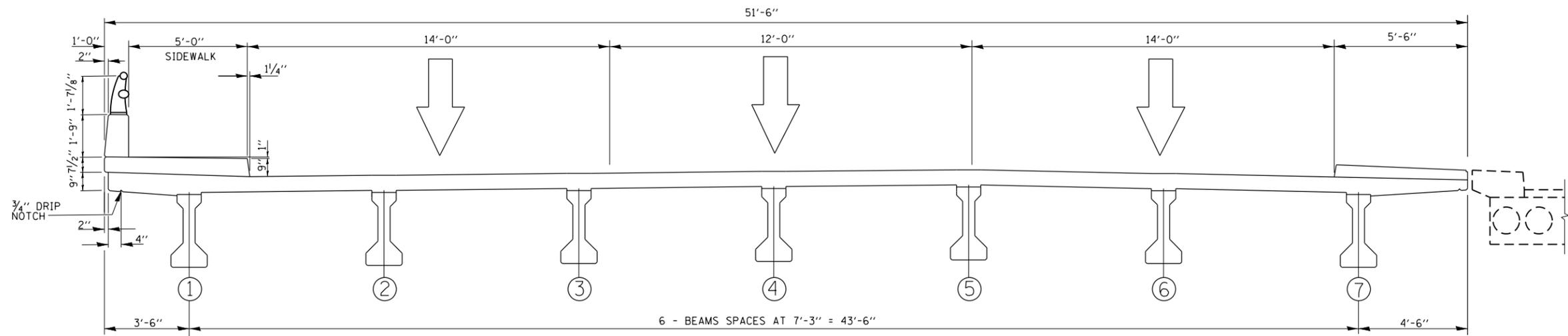
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

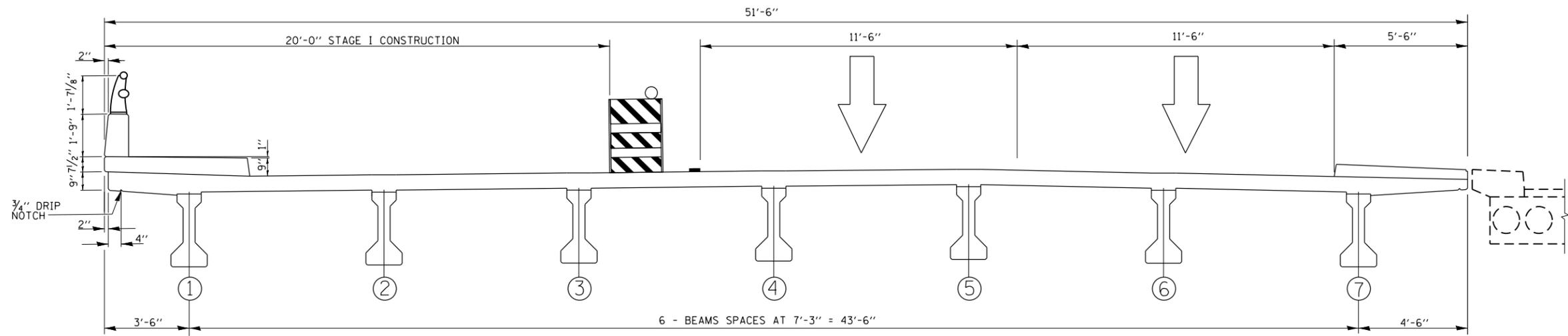
**PULASKI ROAD NB OVER BCR RR
PIER 5 AND 6 REPAIRS
SN. 016-1020**

SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

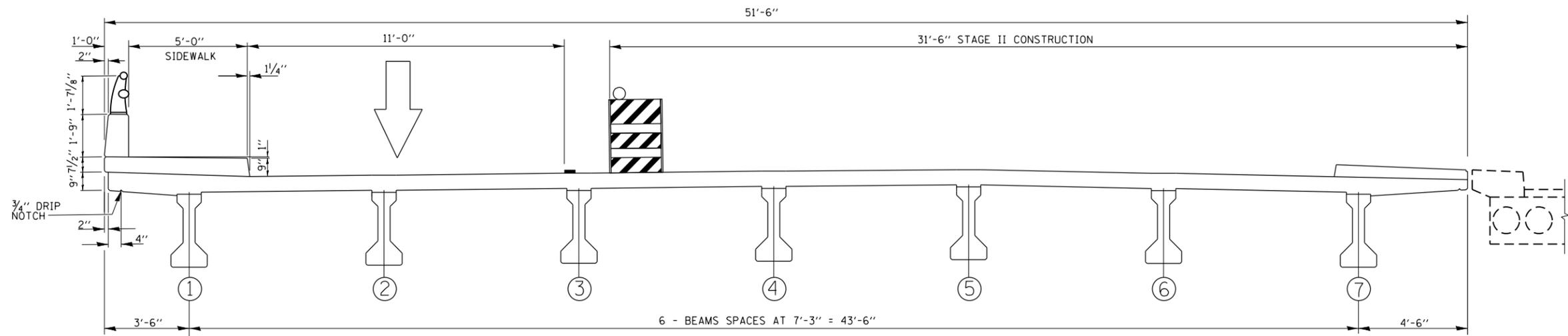
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
368	1919VB-BR-1	COOK	26	16
				CONTRACT NO. 62B51
ILLINOIS FED. AID PROJECT				



DECK CROSS SECTION
(LOOKING NORTH)

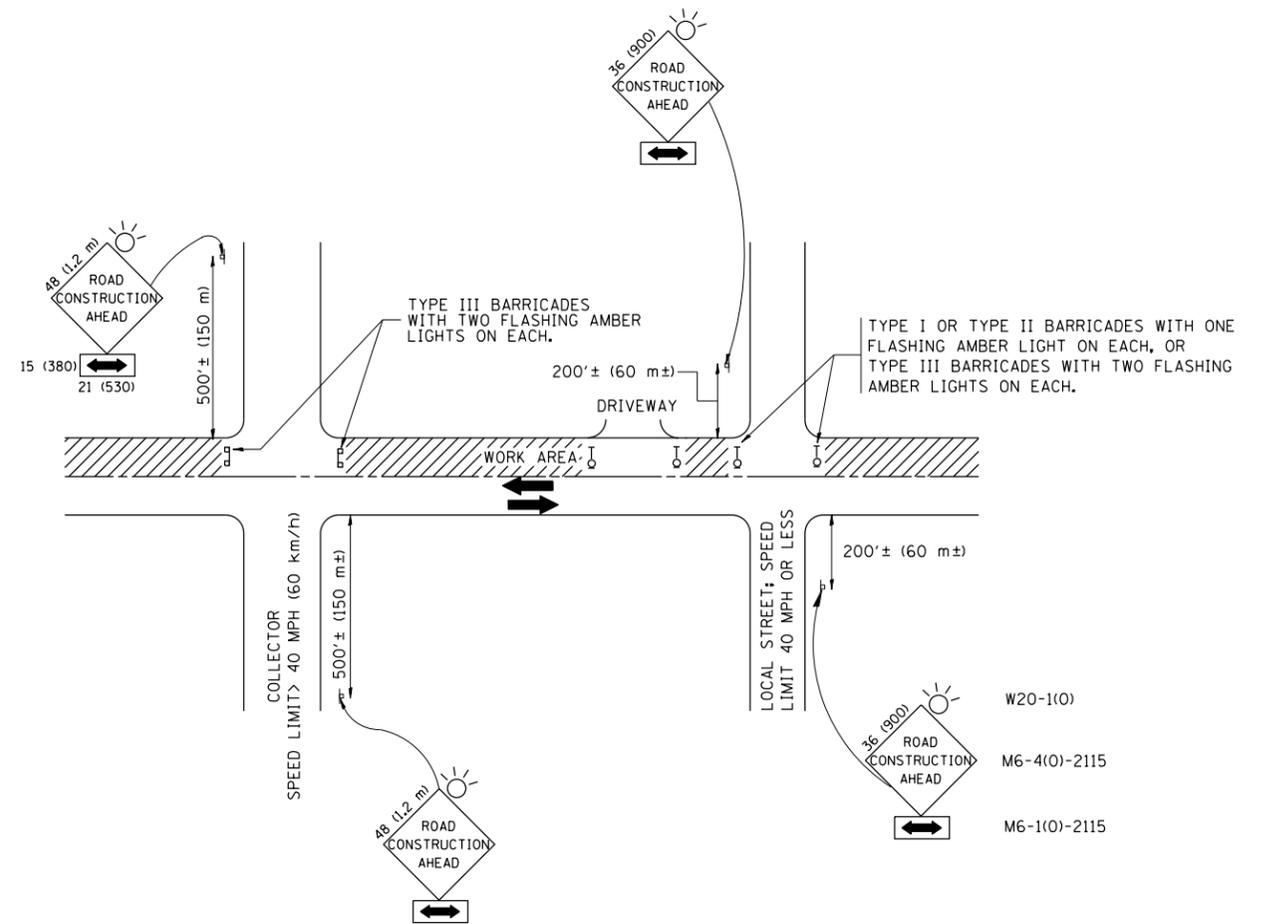


STAGE I CROSS SECTION
(LOOKING NORTH)



STAGE II CROSS SECTION
(LOOKING NORTH)

FILE NAME =	USER NAME = pyrzezowski	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL STAGING CROSS-SECTIONS (SN 016-2549)				F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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Default		CHECKED -	REVISED -		CONTRACT NO. 62B51								
		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

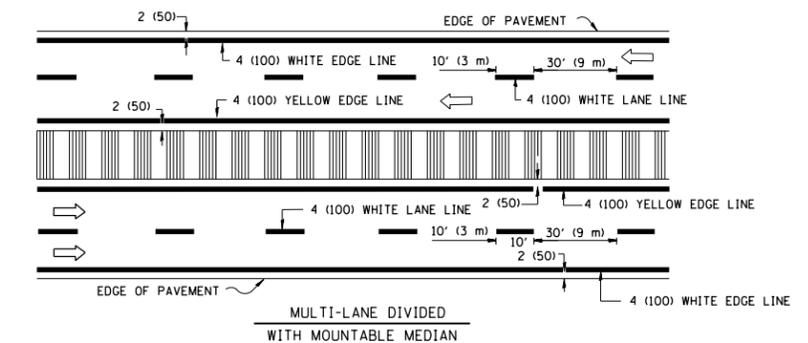
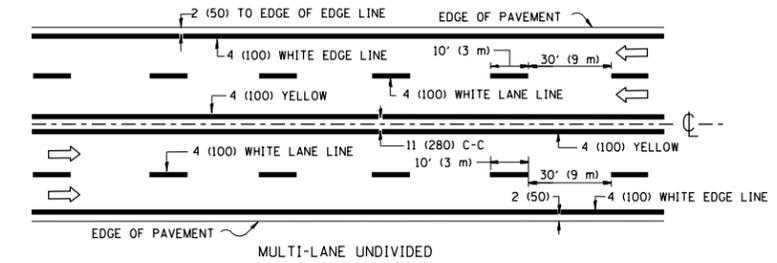
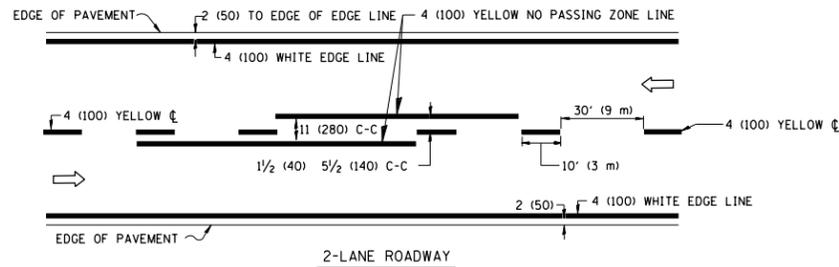
FILE NAME =	USER NAME = pyrzenowski	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
p:\11\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI05116\Drawings\Design\DI05116-shr-plan.dgn			REVISED - A. HOUSEH 03-06-96
		CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACH 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

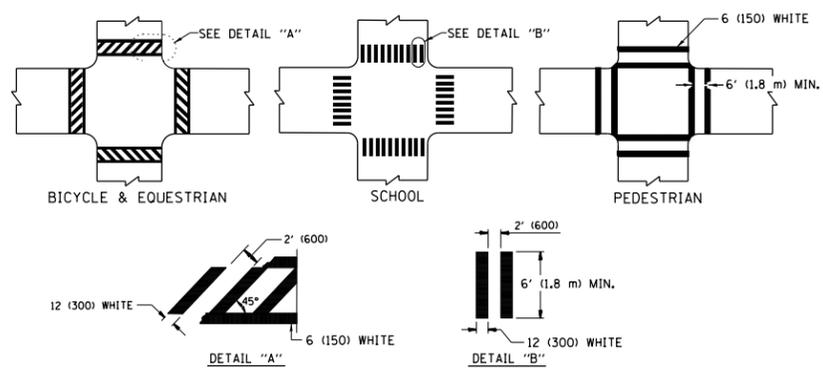
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 62B51		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

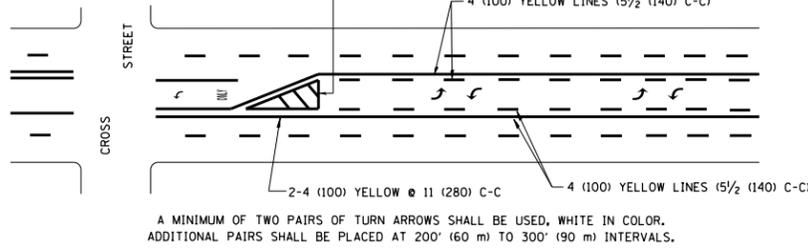
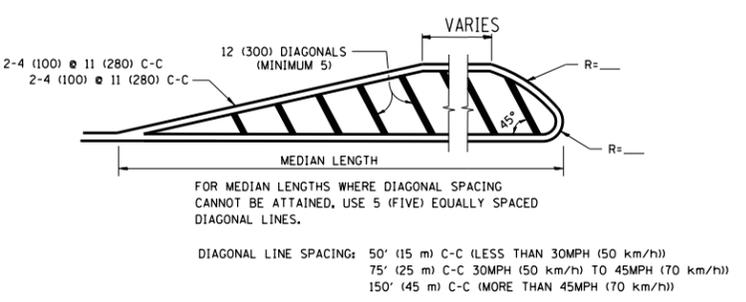
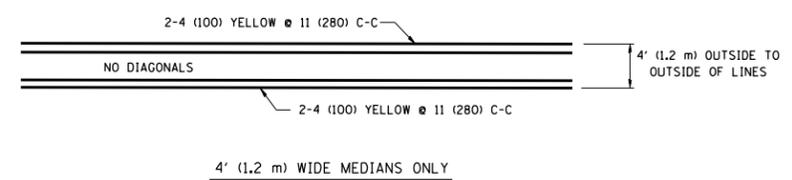


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

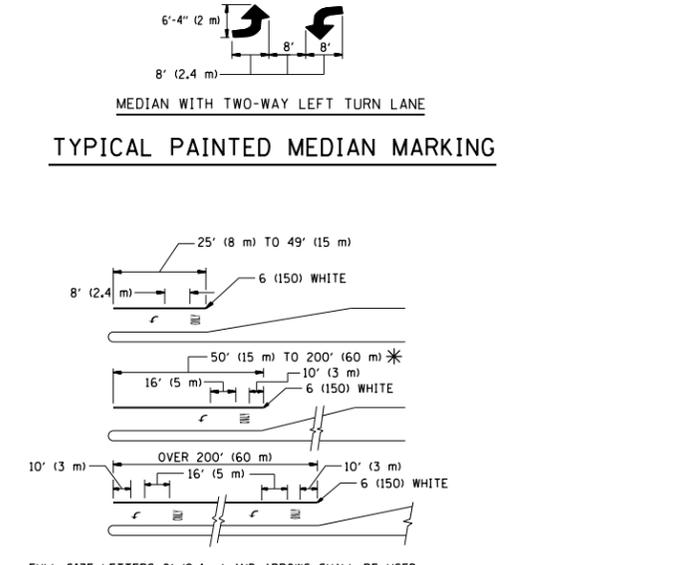
TYPICAL LANE AND EDGE LINE MARKING



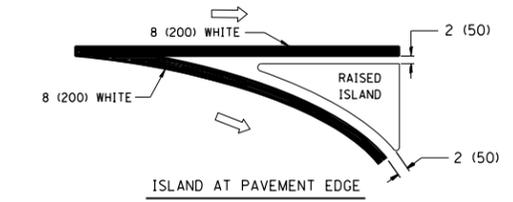
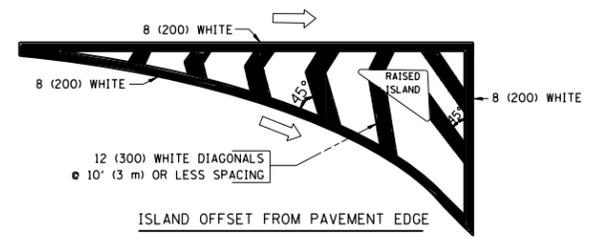
TYPICAL CROSSWALK MARKING



TYPICAL PAINTED MEDIAN MARKING



TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	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; 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" 15' (4.5 m) AREA OF LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001
SHOULDER DIAGONALS	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))

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

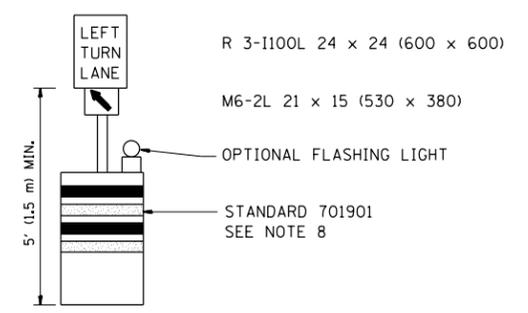
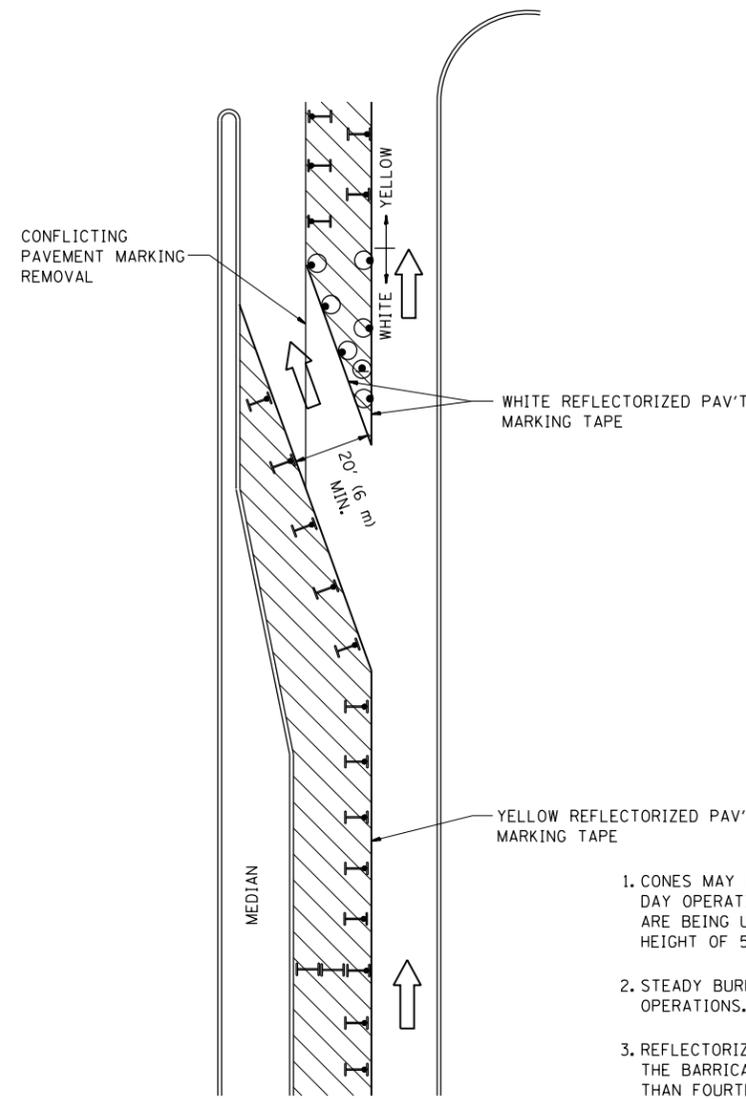
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = pyznowskirb	DESIGNED - EVERS	REVISED -T. RAMMACHER 10-27-94
pw\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI05116\Design\DI05116-shr-plan.dgn		CHECKED -	REVISED -C. JUCIUS 09-09-09
PLOT SCALE = 100.0000' / in.		DATE - 03-19-90	REVISED -
PLOT DATE = 12/17/2015			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
368	1919VB-BR-1	COOK	26	24
TC-13		CONTRACT NO. 62B51		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

1. 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 CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. 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" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

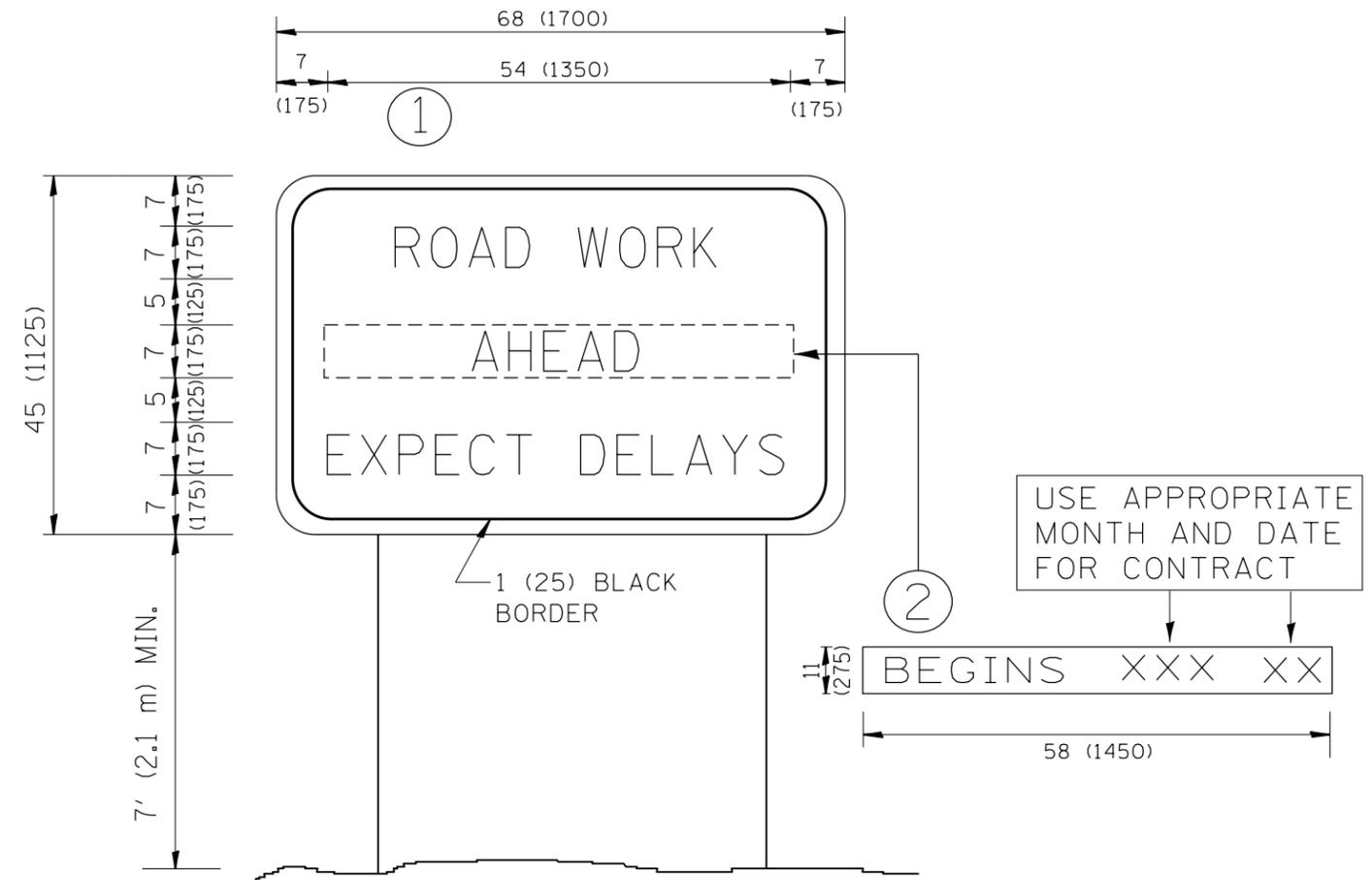
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = pyrzenowski	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
pw:\IL\084EBIDINTEG\illinois.gov\PIDOT\Documents\DOT Offices\District 1\Projects\DI084EBIDINTEG\Design\HOUSEH\11-07-05		REVISED - A. HOUSEH 10-12-96	REVISED -
PLOT SCALE = 100.0000' / in.		REVISED - T. RAMMACHER 01-06-00	REVISED -
PLOT DATE = 12/17/2015			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
368	1919VB-BR-1	COOK	26	25
TC-14		CONTRACT NO. 62B51		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME =	USER NAME = pyrzenowski	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI05116\Drawings\Design\DI05116-shr-plan.dgn		DRAWN -	REVISED - R. MIRS 12-11-97		368	1919VB-BR-1	COOK	26	26			
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 62B51					
PLOT DATE = 12/17/2015	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				