

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP 349 /US ROUTE 30
OVER RIVER STREET
SECTION 11 HB-I
BRIDGE DECK OVERLAY
PROJECT: *ESP-0349(013)*
KENDALL COUNTY
C-91-117-08

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	11 HB-I	KENDALL	26	1
FED. ROAD DIST. NO.	ILLINOIS CONTRACT NO.		60D83	

FOR INDEX OF SHEETS SEE SHEET NUMBER 2

THIS IMPROVEMENT IS LOCATED IN
THE VILLAGE OF MONTGOMERY

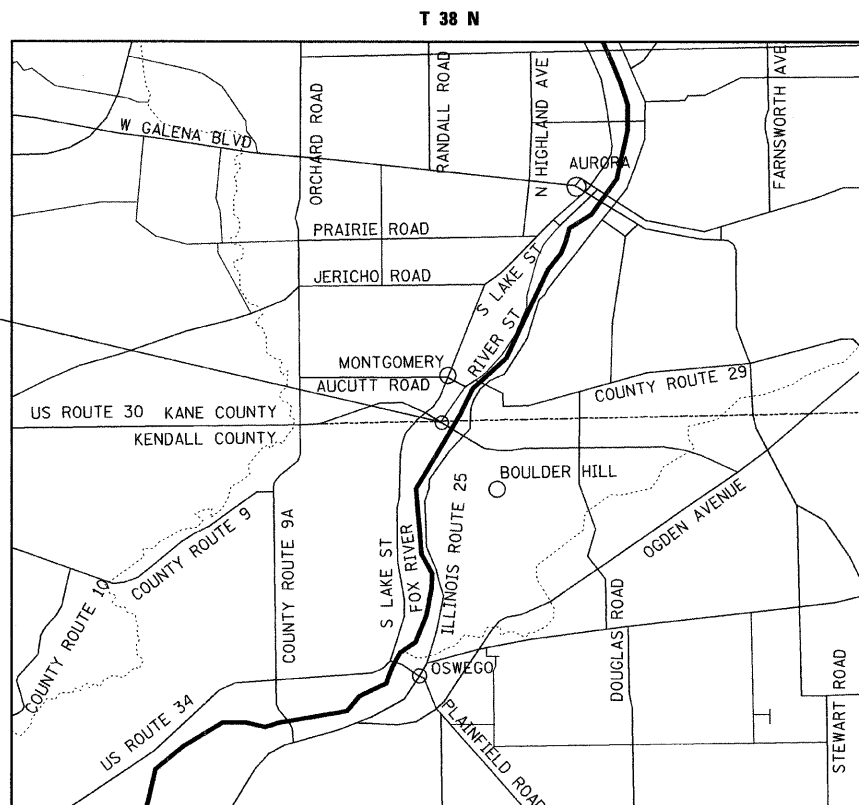
TRAFFIC DATA

2005 ADT - 28600
POSTED SPEED LIMIT - 45 MPH

US 30 OVER RIVER STREET

SN:047-0030(STA. 280+57.00)
3-SPAN PPC DECK BEAM BRIDGE
ON PIERS AND CLOSED ABUTMENTS

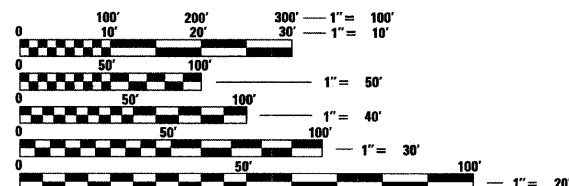
IMPROVEMENT LOCATION
SN: 047-0030



OSWEGO TOWNSHIP

LOCATION MAP
5000' = 1"

GROSS AND NET LENGTH OF PROJECT = 1856 FT = 0.35 MI



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

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

Ciorba Group, Inc.

DESIGN FIRM
REGISTRATION NUMBER

184-001016

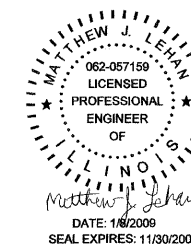
CONSULTING ENGINEERS
SUITE 402, 5507 NORTH CUMBERLAND AVE
CHICAGO, ILLINOIS 60656 ☎ (773) 775-4009

CONTRACT NO. 60D83

D-91-117-08



LOCATION OF SECTION INDICATED THIS: - [black rectangle]



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 8, 2009

Diana M. O'Hara
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

March 13, 2009
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

March 13, 2009
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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DISTRICT 1 DESIGN PLAN PREPARATION ENGINEER: K. ENG (847) 705-4247

INDEX OF SHEETS

SHEET NO	DESCRIPTION
1	TITLE
2	INDEX OF SHEETS, GENERAL NOTES AND STATE STANDARDS
3	SUMMARY OF QUANTITIES
4	ALIGNMENT & CONTROL POINTS
5	EXISTING CONDITIONS AND REMOVAL PLAN
6	PROPOSED ROADWAY PLAN
7-8	TRAFFIC CONTROL AND PROTECTION - STAGE 1
9-10	TRAFFIC CONTROL AND PROTECTION - STAGE 2
11-12	PAVEMENT MARKING PLAN
13	GENERAL PLAN AND ELEVATION
14	STAGE CONSTRUCTION DETAILS
15	TEMPORARY CONCRETE BARRIER
16	CONCRETE REMOVAL
17	ABUTMENT DETAILS
18	PARAPET REMOVAL AND REPLACEMENT
19	SUPERSTRUCTURE DETAILS
20	BAR SPLICER DETAILS
21	JOINT SYSTEM DETAILS
22	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
23	TRAFFIC CONTROL AND PROTECTION AT SIDE ROADS, DRIVEWAYS, & ENTRANCES (TC-10)
24	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
25	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
26	ARTERIAL ROAD INFORMATION SIGN (TC-22)

STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701421-02	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY FOR SPEEDS ≥ 45 MPH TO 55 MPH
701431-05	LANE CLOSURE, MULTILANE, UNDIV. WITH CROSSOVER, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
- ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE PAVEMENT MARKING LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TRAFFIC CONTROL DEVICES.
- TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT MS. CORA MATHIS, AREA TRAFFIC FIELD ENGINEER AT (815) 485-6475.
- CHANGEABLE MESSAGE SIGNS SHALL BE PLACED IN ADVANCE OF THE PROJECT LIMITS AT LEAST ONE WEEK PRIOR TO LANE CLOSURE AND TEMPORARY TRAFFIC SIGNAL OPERATIONS.

COMMITMENTS

NONE

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATIONS	MIXTURE TYPE	AC TYPE	PERCENT AIR VOIDS
ROADWAY RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 1 1/2"	PG 64-22	4% @ 70 GYR
	LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5 mm), 3/4" MINIMUM	PG 64-22*	4% @ 70 GYR
TEMPORARY PAVEMENT, 10"	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 1 1/2"	PG 64-22	4% @ 50 GYR
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm, N50, 8 1/2"	PG 64-22*	4% @ 50 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

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5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014

USER NAME = wjencaster	DESIGNED - JCC	REVISED -
	DRAWN - JCC	REVISED -
PLOT SCALE = 1/8" = 1" / IN.	CHECKED - MJL	REVISED -
PLOT DATE = 1/13/2009	DATE - 01/30/08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


**FAP 349 / US ROUTE 30
OVER RIVER STREET
INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	11 HB-I	KENDALL	26	2
CONTRACT NO. 60D83				
SCALE: SHEET NO. OF SHEETS STA. TO STA. FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES			URBAN 100% FED. TOTAL QUANTITY	CONSTRUCTION CODE	
CODE NO.	DESCRIPTION	UNIT		ROADWAY 1000	BRIDGE X281-2A
20200100	EARTH EXCAVATION	CU YD	175	175	
31101600	SUB-BASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	500	500	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	45	45	
40600300	AGGREGATE (PRIME COAT)	TON	1	1	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	30	30	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	230	230	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	45	45	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	730	730	
44003100	MEDIAN REMOVAL	SQ FT	2,540	2,540	
50102400	CONCRETE REMOVAL	CU YD	18.5		18.5
50157300	PROTECTIVE SHIELD	SQ YD	187		187
50300255	CONCRETE SUPERSTRUCTURE	CU YD	20.1		20.1
50300260	BRIDGE DECK GROOVING	SQ YD	405		405
50300300	PROTECTIVE COAT	SQ YD	1,020		1,020
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	2,770		2,770
50800515	BAR SPLICERS	EACH	34		34
52000110	PREFORMED JOINT STRIP SEAL	FOOT	142		142
60620000	CONCRETE MEDIAN, TYPE SB-6.24	SQ FT	4,325	4,325	
67000400	ENGINEER FIELD OFFICE, TYPE A	CAL MO	4	1	3
67100100	MOBILIZATION	L SUM	1	0.2	0.8
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	0.2	0.8
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	8	8	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,800	5,800	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	725	725	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	725	725	
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	75	75	
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	17,500	17,500	
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	410	410	
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	250	250	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	30	30	
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	10	10	
78100300	REPLACEMENT REFLECTOR	EACH	270	270	
78200530	BARRIER WALL MARKERS, TYPE C	EACH	60	60	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	6,400	6,400	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	30	30	
X0322050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	270	270	
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	78	78	
X0325239	TEMPORARY PAVEMENT 10"	SQ YD	485	485	
X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	17,300	17,300	
X0322185	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/4 INCHES	SQ YD	390		390
Z0006201	BRIDGE DECK HYDRO-SCARIFICATION 1"	SQ YD	390		390
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.2	0.8
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	1.1		1.1
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	36.7		36.7
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	

* SPECIALTY ITEM

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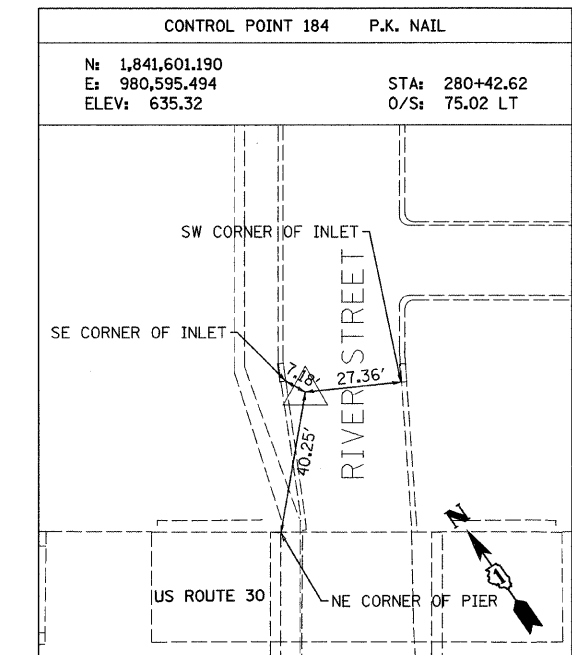
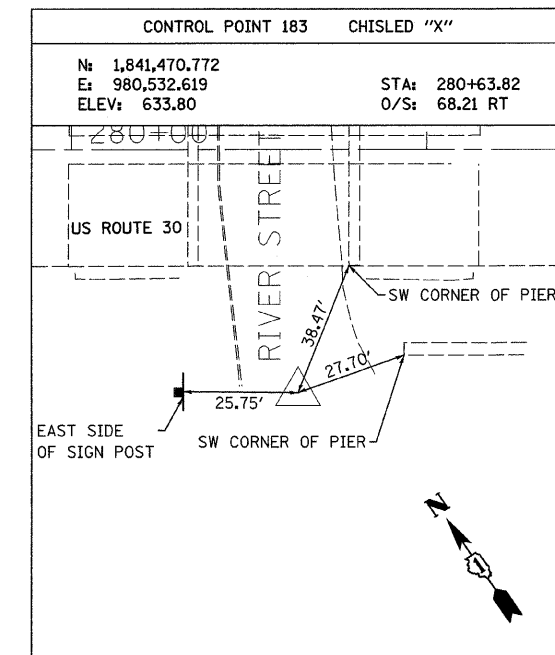
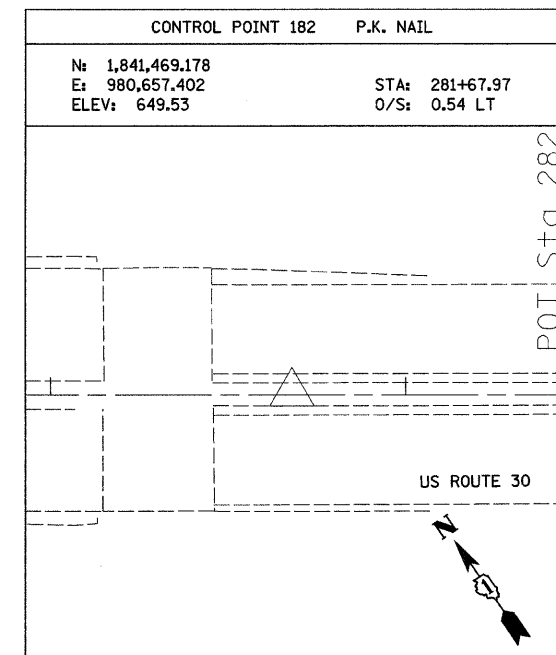
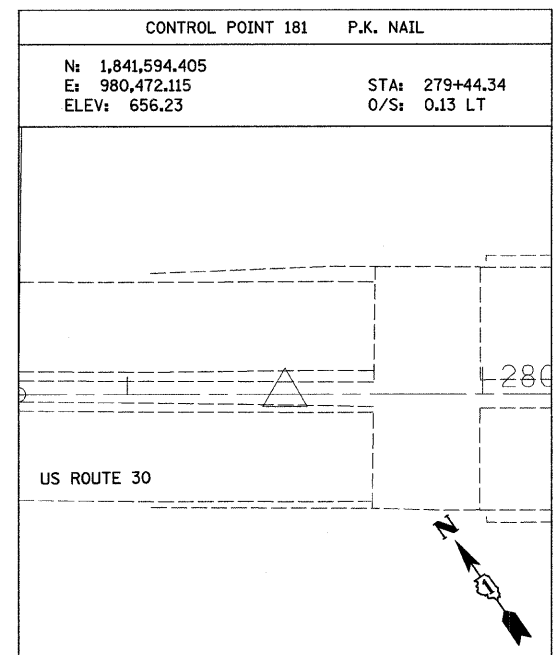
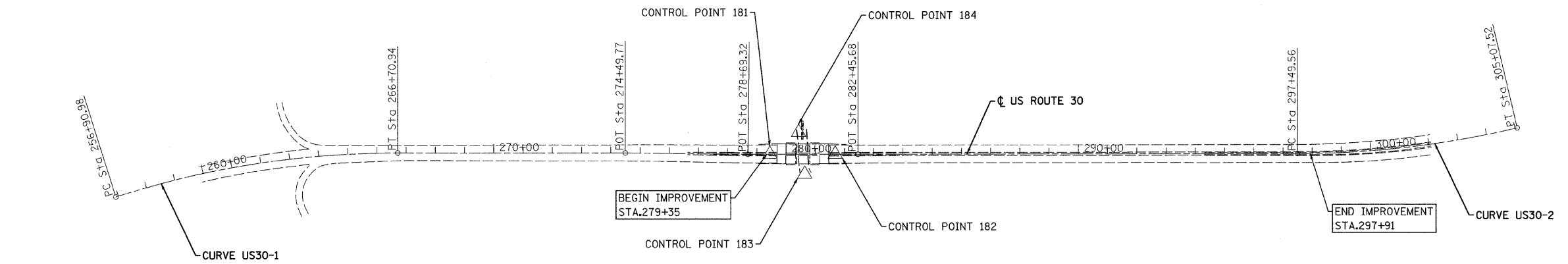
 Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4009 Fax 773.775.4014	USER NAME = wlancaster	DESIGNED - JCC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 349 / US ROUTE 30 OVER RIVER STREET SUMMARY OF QUANTITIES	F.A.P. RTE. 349	SECTION 11 HB-I	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 3
	PLOT SCALE = 1/8" = 1' IN.	CHECKED - MJL	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT	CONTRACT NO. 60D83
	PLOT DATE = 1/13/2009	DATE - 01/30/08	REVISED -							

EXIST. CURVE US30-1
 PI STA. = 261+84.82
 $\Delta = 17^\circ 32' 46''$ (RT)
 D = 1° 47' 26"
 R = 3,200.00'
 T = 493.84'
 L = 979.96'
 E = 37.88'
 P.C. STA. = 256+90.98
 P.T. STA. = 266+70.94
 DESIGN SPEED = 45 MPH

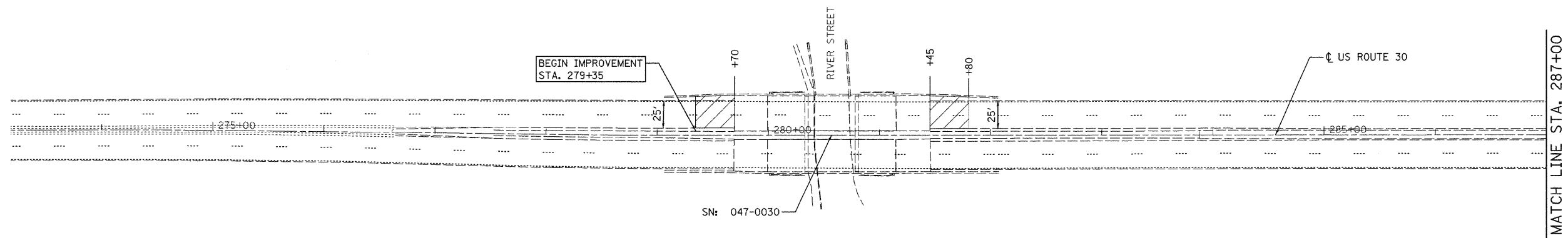
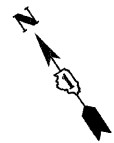
EXIST. CURVE US30-2
 PI STA. = 301+30.22
 $\Delta = 13^\circ 09' 36''$ (LT)
 D = 1° 44' 10"
 R = 3,300.00'
 T = 380.65'
 L = 757.96'
 E = 21.88'
 P.C. STA. = 297+49.56
 P.T. STA. = 305+07.52
 DESIGN SPEED = 45 MPH

US ROUTE 30 CENTERLINE		
DESCRIPTION	NORTHING	EASTING
P.C.	256+90.98	1,842,731.694
P.T.	266+70.94	1,842,313.239
P.O.T.	274+49.77	1,841,875.950
P.O.T.	278+69.32	1,841,636.420
P.O.T.	282+45.68	1,841,425.102
P.C.	297+49.56	1,840,581.732
P.T.	305+07.52	1,840,232.154



BENCHMARK
 TOP NUT OF FIRST FIRE HYDRANT NORTH OF BRIDGE
 ON THE WEST SIDE OF RIVER STREET ELEV. 639.79

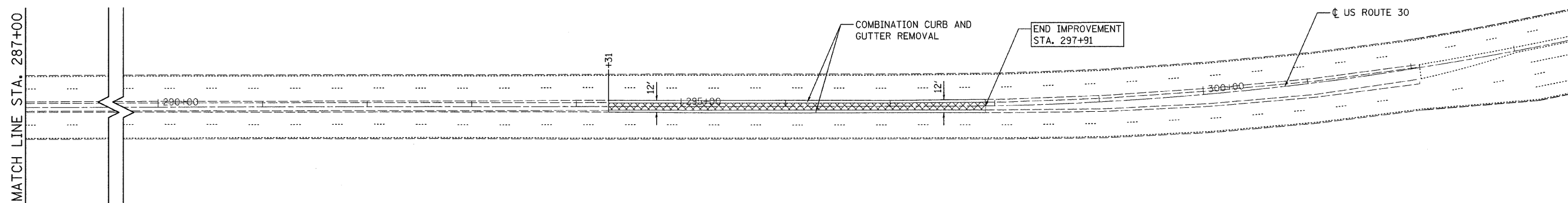


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LEGEND

-  MEDIAN REMOVAL
-  P.C.C. SURFACE REMOVAL - BUTT JOINT
(SEE BUTT JOINT AND HMA TAPER DETAIL)



NOTE: EXISTING PAVEMENT CONSISTS OF 12" OF PORTLAND CEMENT CONCRETE PAVEMENT.

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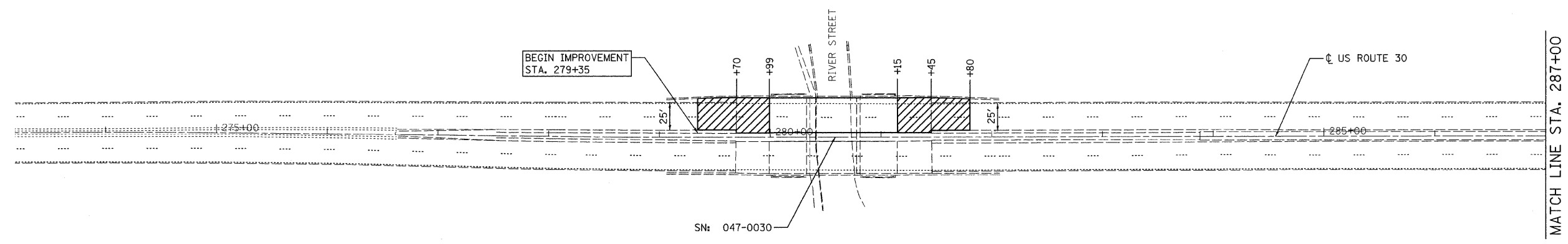
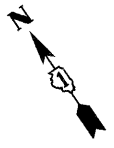
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	DATE - 01/30/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 349 / US ROUTE 30
OVER RIVER STREET
EXISTING CONDITIONS & REMOVAL PLAN

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

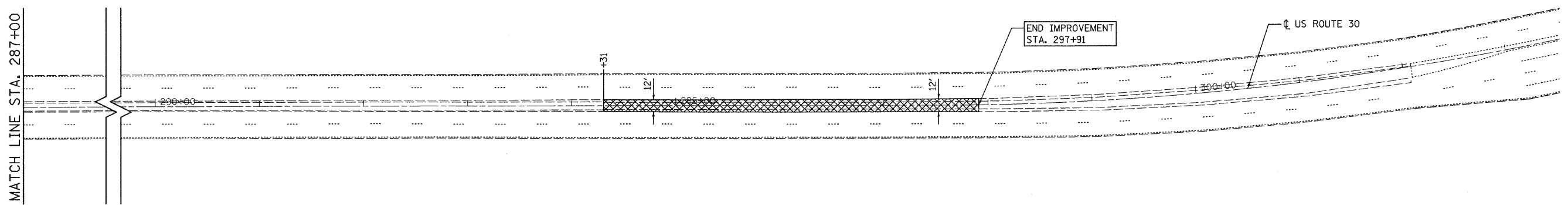
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	11 HB-1	KENDALL	26	5
CONTRACT NO. 60D83				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



LEGEND

- CONCRETE MEDIAN, TYPE SB-6.24
- HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2" LEVELING BINDER (MACHINE METHOD), N70 (IL-9.5mm), 3/4"

NOTE: SEE PROFILE GRADE ON SHEET 13



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USER NAME = wjencaster	DESIGNED - JCC	REVISED -
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PLOT DATE = 1/13/2009	DATE - 01/30/08	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 349 / US ROUTE 30
 OVER RIVER STREET
 PROPOSED ROADWAY PLAN**

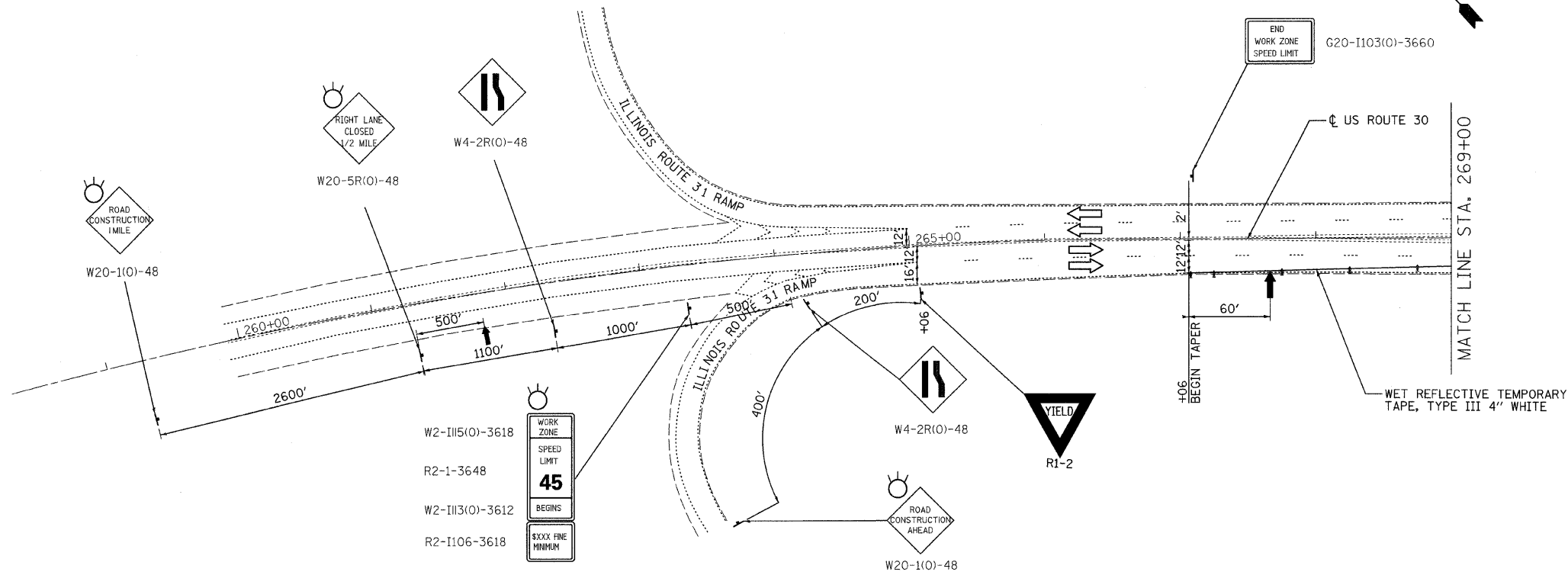
SCALE 4"=50'

SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	11 HB-1	KENDALL	26	6
CONTRACT NO. 60D83				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

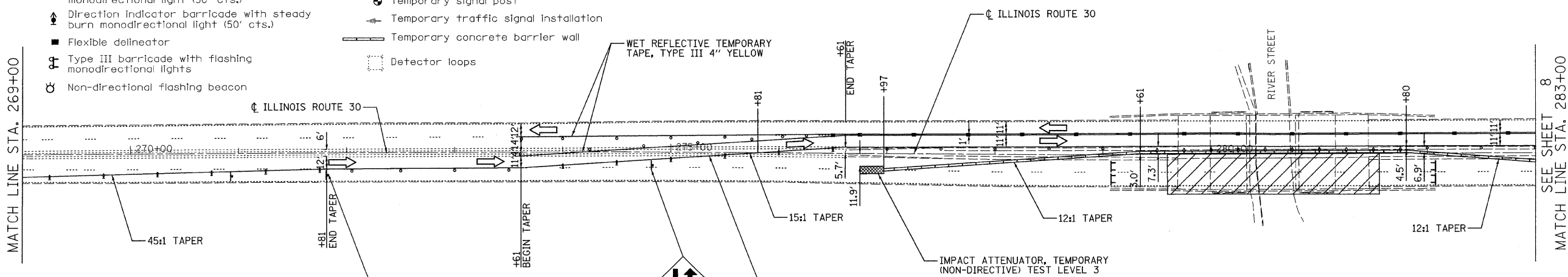
CONSTRUCTION SEQUENCE

PRESTAGE	
CONSTRUCTION	TRAFFIC CONTROL
MEDIAN REMOVAL AND TEMPORARY PAVEMENT CONSTRUCTION	UTILIZE STANDARD 701421
STAGE 1	
CONSTRUCTION	TRAFFIC CONTROL
EASTBOUND DECK SEALING AND BRIDGE JOINT RECONSTRUCTION	TWO-WAY TRAFFIC ON WESTBOUND LANES FROM STA. 276+61 TO STA. 294+31 UTILIZING STANDARD 701431
STAGE 2	
CONSTRUCTION	TRAFFIC CONTROL
WESTBOUND DECK BEAM OVERLAY, BRIDGE JOINT RECONSTRUCTION AND APPROACH OVERLAY	TWO-WAY TRAFFIC ON EASTBOUND LANES FROM STA. 276+61 TO STA. 294+31 UTILIZING STANDARD 701431
STAGE 3	
CONSTRUCTION	TRAFFIC CONTROL
TEMPORARY PAVEMENT REMOVAL AND CONCRETE MEDIAN CONSTRUCTION	UTILIZE STANDARD 701421



SYMBOLS

- ↑ Arrow board
- ▨ Work area
- ♠ Sign
- ⊙ Drum with steady burn monodirectional light (50' cts.)
- ⬆ Direction Indicator barricade with steady burn monodirectional light (50' cts.)
- Flexible delineator
- ⚡ Type III barricade with flashing monodirectional lights
- ⊕ Non-directional flashing beacon
- ◇ Crystal, bidirectional barrier wall / guardrail marker (25' cts.)
- ▨ Temporary Pavement: Hot-mix asphalt surface course, mix "D", N50 (IL-9.5mm), 1 1/2" Hot-mix asphalt binder course, IL-19.0, N50, 8 1/2" (in 4 lifts)
- ▨ Temporary impact attenuator
- ⊙ Temporary signal post
- ⬆ Temporary traffic signal installation
- ▬ Temporary concrete barrier wall
- Detector loops



NOTE:
WHEN EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS ARE IN CONFLICT WITH THE TRAFFIC CONTROL AND PROTECTION PLAN, EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED AND PAID FOR AS PAVEMENT MARKING REMOVAL OR AS RAISED REFLECTIVE PAVEMENT MARKING REMOVAL.

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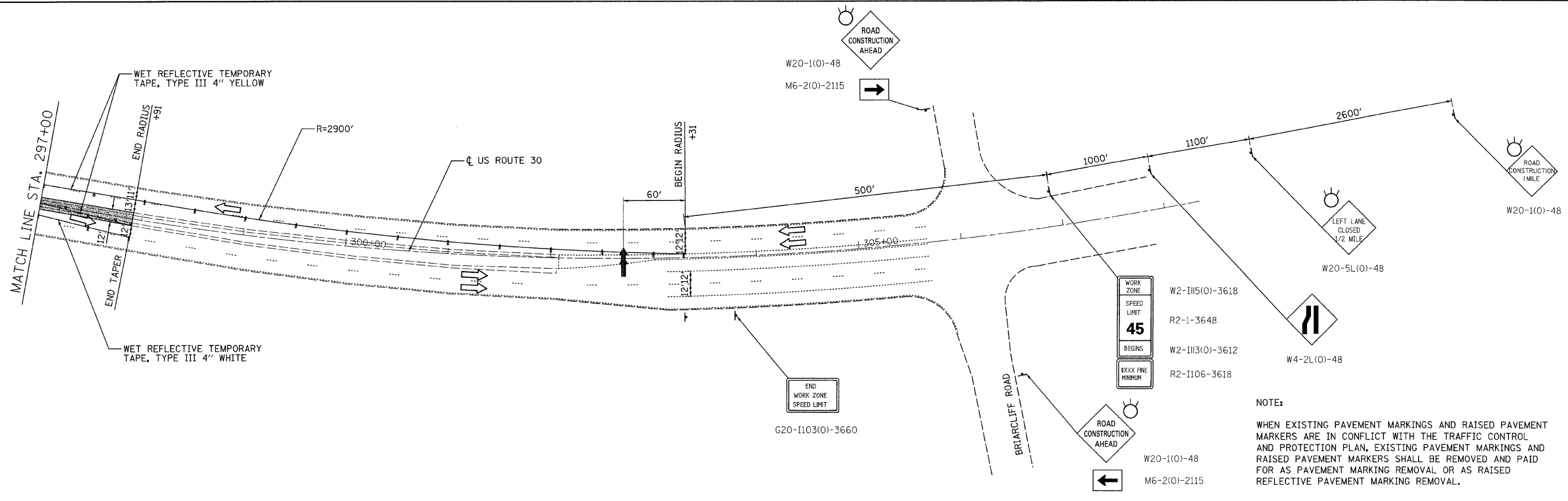
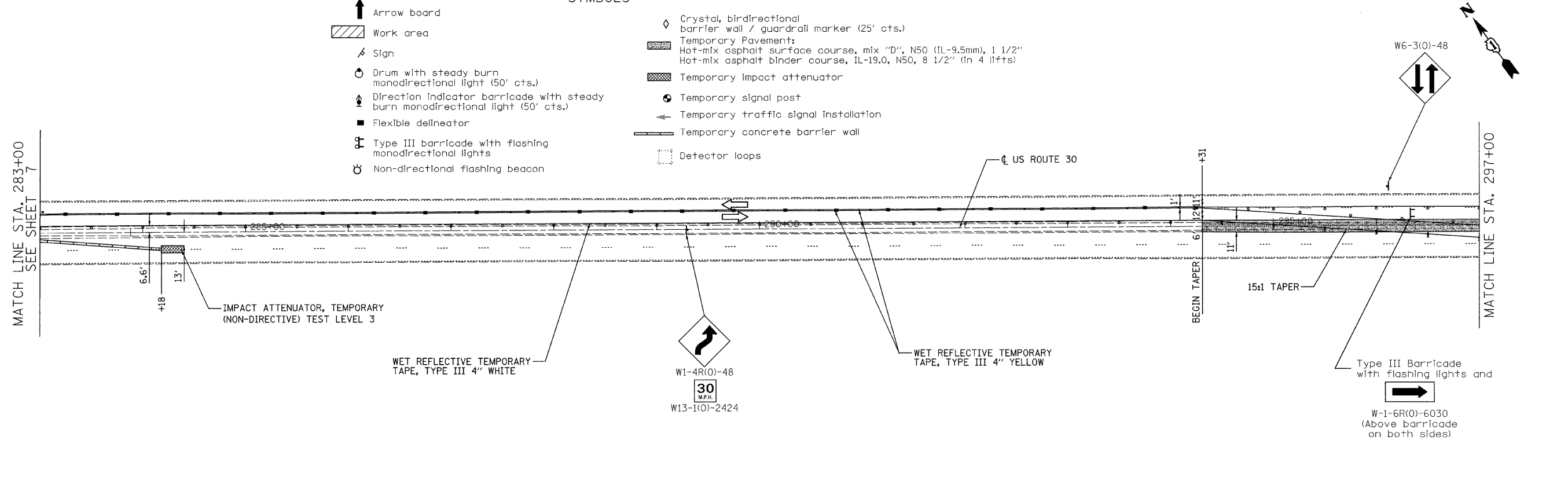
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PLOT SCALE = 51.8058' / 1"	DRAWN - JCC	REVISED -
PLOT DATE = 1/13/2009	CHECKED - MJL	REVISED -
	DATE - 01/30/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 349 / US ROUTE 30
OVER RIVER STREET
TRAFFIC CONTROL AND PROTECTION - STAGE 1
SCALE: 1"=50'
SHEET NO.1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 349	SECTION 11 HB-1	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 7
CONTRACT NO. 60D83				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

- SYMBOLS**
- ↑ Arrow board
 - ▨ Work area
 - ⚡ Sign
 - ⊙ Drum with steady burn monodirectional light (50' cts.)
 - ⬆ Direction indicator barricade with steady burn monodirectional light (50' cts.)
 - Flexible delineator
 - ⚡ Type III barricade with flashing monodirectional lights
 - ⊙ Non-directional flashing beacon
 - ◇ Crystal, bidirectional barrier wall / guardrail marker (25' cts.)
 - ▨ Temporary Pavement: Hot-mix asphalt surface course, mix "D", N50 (IL-9.5mm), 1 1/2" Hot-mix asphalt binder course, IL-19.0, N50, 8 1/2" (in 4 lifts)
 - ▨ Temporary impact attenuator
 - ⊙ Temporary signal post
 - ⬆ Temporary traffic signal installation
 - ▨ Temporary concrete barrier wall
 - ⊙ Detector loops



NOTE:
WHEN EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS ARE IN CONFLICT WITH THE TRAFFIC CONTROL AND PROTECTION PLAN, EXISTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS SHALL BE REMOVED AND PAID FOR AS PAVEMENT MARKING REMOVAL OR AS RAISED REFLECTIVE PAVEMENT MARKING REMOVAL.

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Ciorba Group, Inc.
CONSULTING ENGINEERS
5507 North Cumberland Avenue, Suite 402
Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014

USER NAME = wlancaester	DESIGNED - JCC	REVISED -
DRAWN - JCC	REVISIONS -	
CHECKED - MJL	REVISIONS -	
DATE = 01/30/08	REVISIONS -	
PLOT SCALE = 5/16" = 1' / IN.		
PLOT DATE = 1/13/2009		

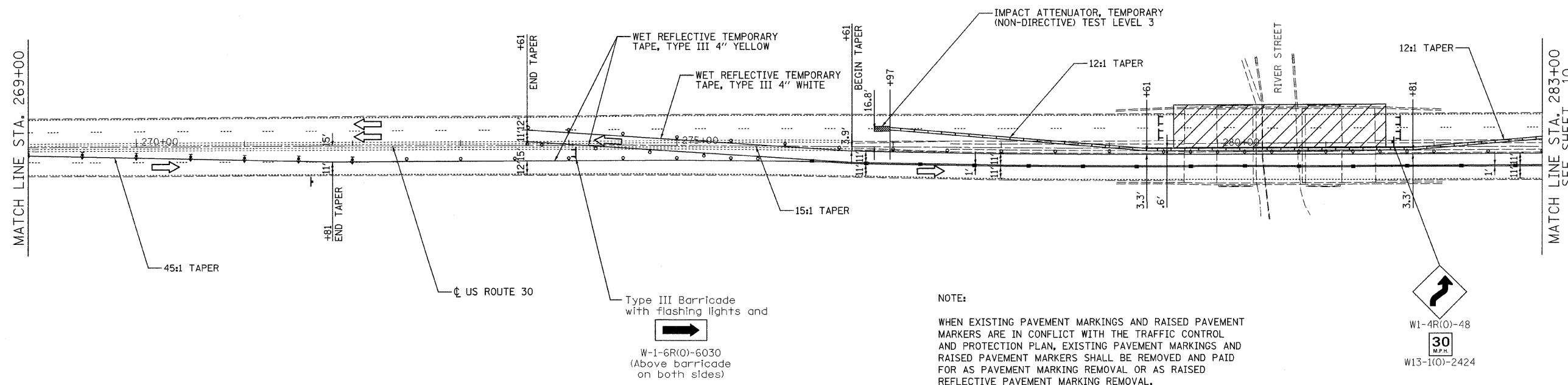
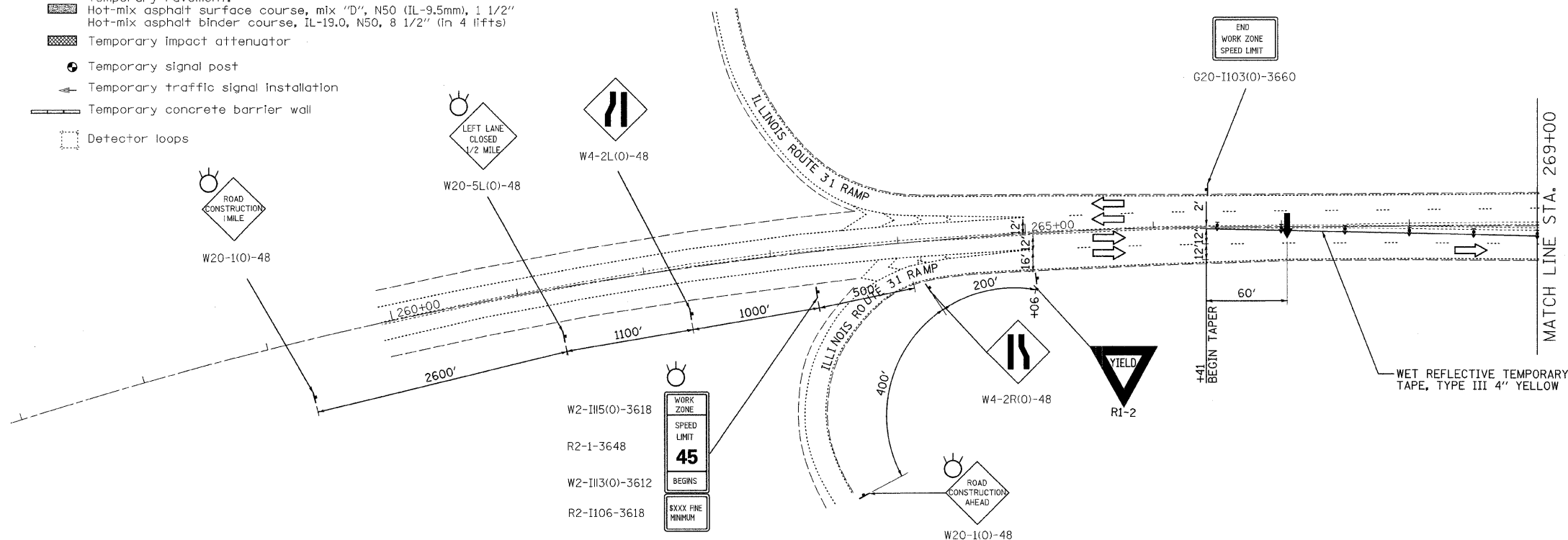
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 349 / US ROUTE 30
OVER RIVER STREET
TRAFFIC CONTROL AND PROTECTION - STAGE 1
SCALE 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 349	SECTION 11 HB-1	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 8
CONTRACT NO. 60DB3				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

SYMBOLS

- Arrow board
- Work area
- Sign
- Drum with steady burn monodirectional light (50' cts.)
- Direction indicator barricade with steady burn monodirectional light (50' cts.)
- Flexible delineator
- Type III barricade with flashing monodirectional lights
- Non-directional flashing beacon
- Crystal, bidirectional barrier wall / guardrail marker (25' cts.)
- Temporary Pavement:
Hot-mix asphalt surface course, mix "D", N50 (IL-9.5mm), 1 1/2"
Hot-mix asphalt binder course, IL-19.0, N50, 8 1/2" (in 4 lifts)
- Temporary impact attenuator
- Temporary signal post
- Temporary traffic signal installation
- Temporary concrete barrier wall
- Detector loops



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Tel: 773-775-4009 Fax: 773-775-4014

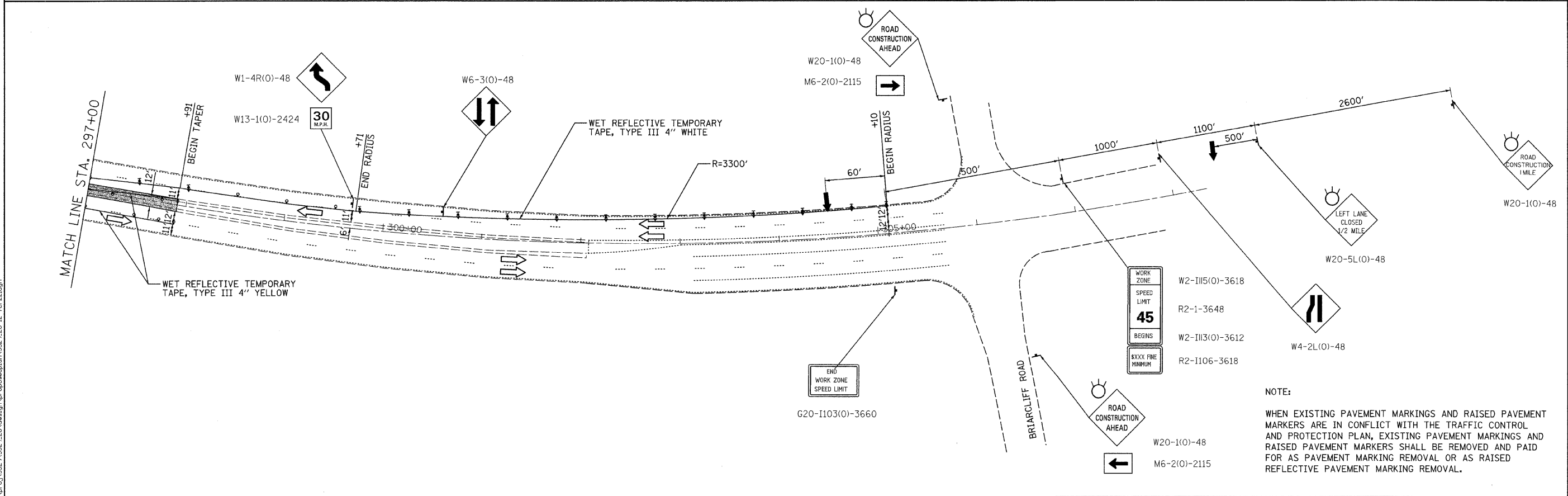
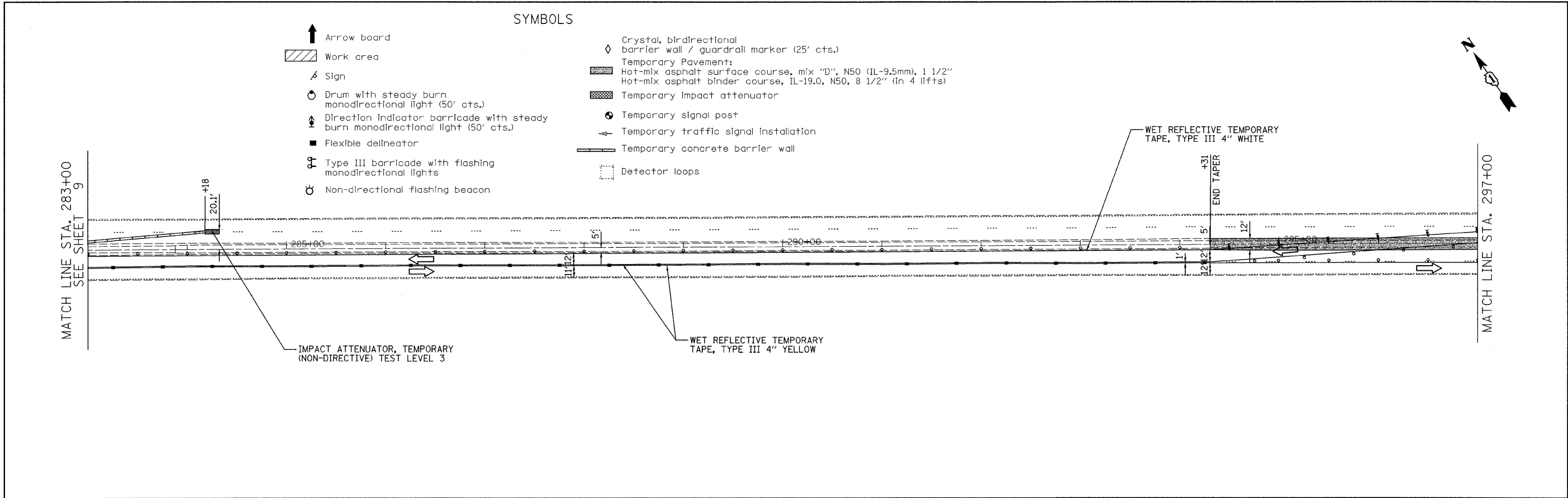
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	DATE - 01/30/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 349 / US ROUTE 30
OVER RIVER STREET
TRAFFIC CONTROL AND PROTECTION - STAGE 2

SCALE 4"=50' SHEET NO.1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 349	SECTION 11 HB-I	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 9
CONTRACT NO. 60D83				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

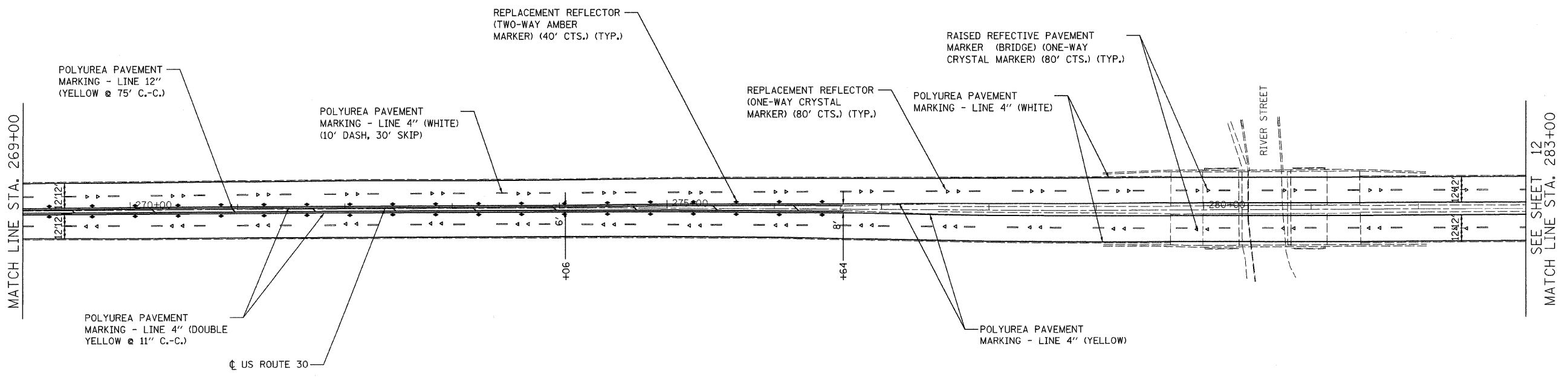
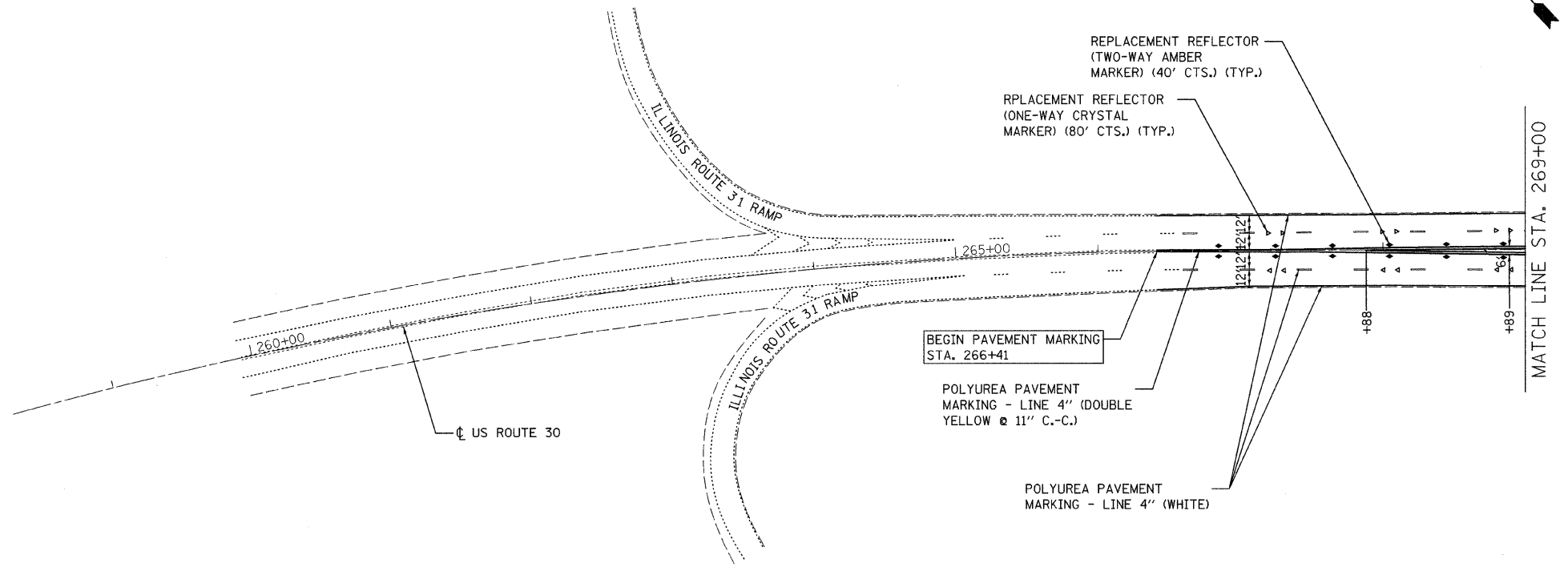
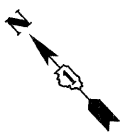


NOTE:
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USER NAME = wlancaaster	DESIGNED - JCC	REVISED -
DRAWN - JCC	REVISIONS	
CHECKED - MJL	REVISIONS	
DATE = 01/30/08	REVISIONS	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	11 HB-I	KENDALL	26	10
CONTRACT NO. 60D83				
FED. ROAD DIST. NO. - [ILLINOIS] FED. AID PROJECT				

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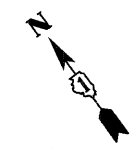
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	DATE - 01/30/08	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

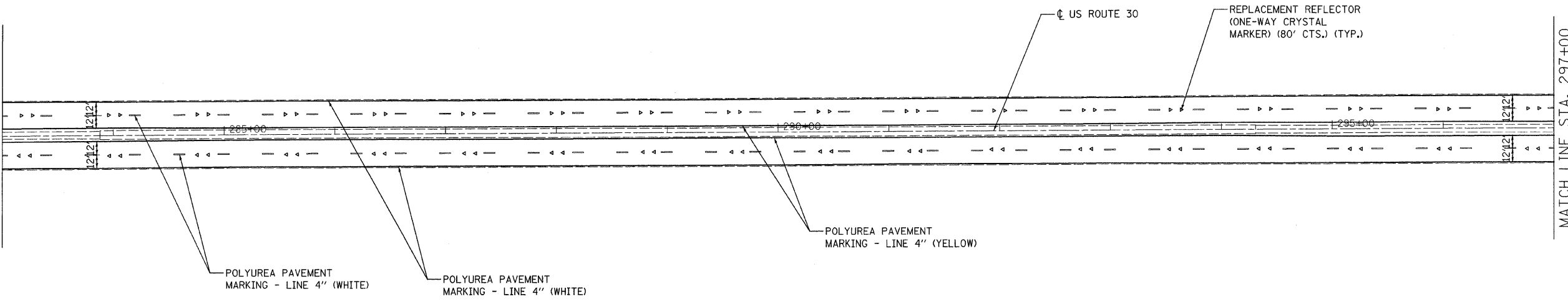
**FAP 349 / US ROUTE 30
 OVER RIVER STREET
 PAVEMENT MARKING PLAN**

SCALE 1"=50' SHEET NO.1 OF2 SHEETS STA. TO STA.

F.A.P. RTE. 349	SECTION 11 HB-1	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 11
CONTRACT NO. 60D83				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

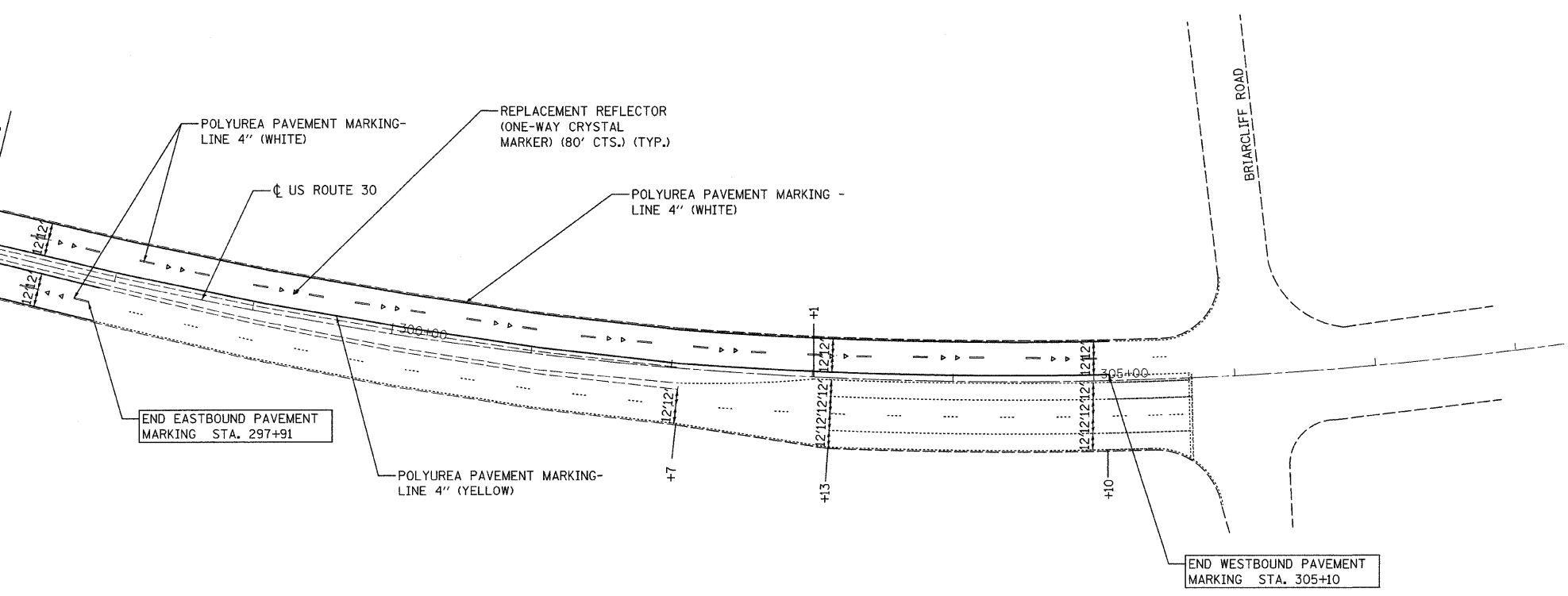


MATCH LINE STA. 283+00
SEE SHEET 11



MATCH LINE STA. 297+00

MATCH LINE STA. 297+00



END WESTBOUND PAVEMENT MARKING STA. 305+10

END EASTBOUND PAVEMENT MARKING STA. 297+91

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USER NAME = wloncaster	DESIGNED - JCC	REVISED -
PLOT SCALE = 51.0058' / IN.	DRAWN - JCC	REVISED -
PLOT DATE = 1/13/2009	CHECKED - MJL	REVISED -
	DATE - 01/30/08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

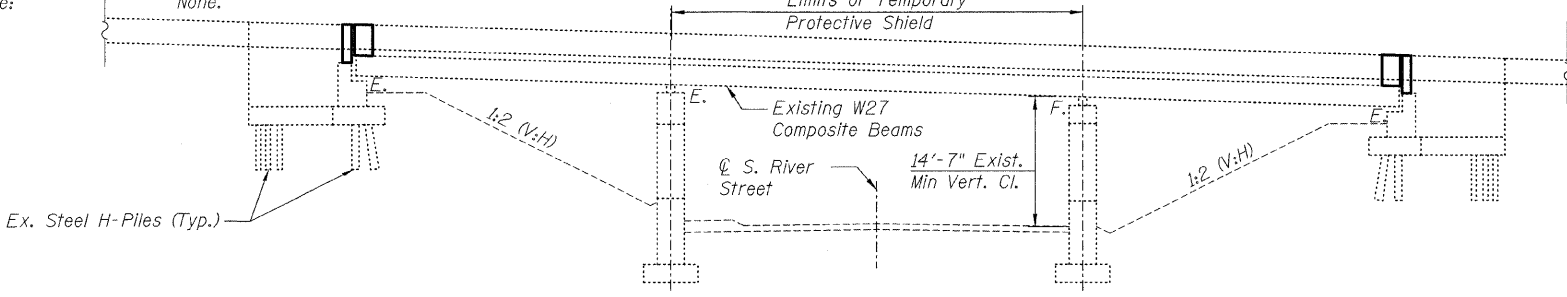
**FAP 349 / US ROUTE 30
OVER RIVER STREET
PAVEMENT MARKING PLAN**

SCALE: 1"=50'
SHEET NO. 2 OF 2 SHEETS
STA. TO STA.

F.A.P. RTE. 349	SECTION 11 HB-1	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 12
CONTRACT NO. 60D83				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Benchmark: Top nut of the first fire hydrant north of bridge on the west side of River Street. Elev. 639.79
Existing Structure: SN 047-0030 built in 1958 as FAP 349 Section 11-HB and widened in 1999. Total length = 119'-0 1/4" Back to Back of Abutments. Width = 71'-5 5/8" Out to Out of deck. Superstructure consists of 3 span reinforced concrete deck on composite W27 Beams. The abutments are reinforced concrete on steel H piles and the piers are multi-column on spread footings. One lane of traffic in each direction shall be maintained during stage construction. Limits of Temporary Protective Shield
Salvage: None.



ELEVATION

DESIGN STRESSES

FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi

GENERAL NOTES

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

Reinforcement Bars designated (E) shall be epoxy coated.

Reinforcement bars shall conform to the requirements of ASTM A706 Grade 60 See special provisions.

INDEX OF SHEETS

- S1. General Plan & Elevation
- S2. Stage Construction Details
- S3. Temp. Concrete Barrier
- S4. Concrete Removal
- S5. Abutment Details
- S6. Parapet Removal & Replacement
- S7. Superstructure Details
- S8. Bar Splicer Details
- S9. Joint System Details

SCOPE OF WORK

- 1. Install Protective Shield
- 2. Hydroscore deck surface (WB Lanes only)
- 3. Full depth repairs (WB Lanes only)
- 4. Reconstruct Transverse Joints
- 5. Place Latex Concrete Overlay (WB Lanes only)
- 6. Sawcut Groove Deck Surface (WB Lanes only)
- 7. Protective Coat on WB & EB lanes
- 8. Bituminous Overlay both Approaches (WB Lanes only)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications

LAST DELAMINATION SURVEY

November 8, 2007

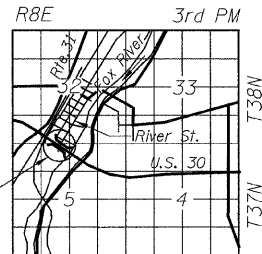
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	18.5
Protective Shield	Sq. Yd.	187
Concrete Superstructure	Cu.Yd.	20.1
Bridge Deck Grooving	Sq.Yd.	405
Protective Coat	Sq.Yd.	1,020
Reinforcement Bars, Epoxy Coated	Pound	2,770
Bar Splicers	Each	34
Preformed Joint Strip Seal	Foot	142
* Bridge Deck Latex Concrete Overlay, 2 1/2 inches	Sq.Yd.	390
* Bridge Deck Hydro-Scarification 1"	Sq.Yd.	390
* Deck Slab Repair (Full Depth, Type I)	Sq.Yd.	1.1
* Deck Slab Repair (Full Depth, Type II)	Sq.Yd.	36.7

* Special Provision



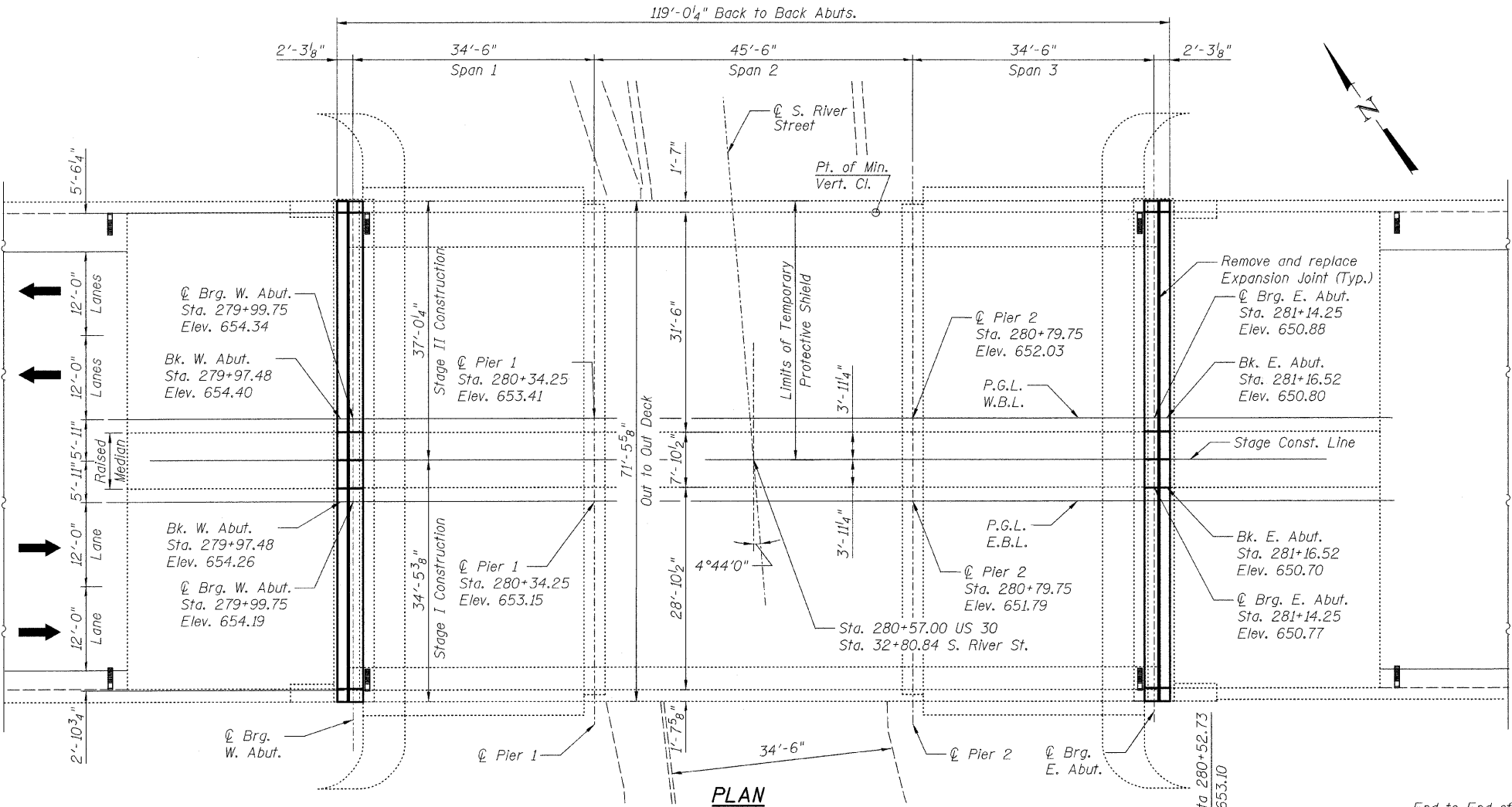
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SEAL EXPIRES: 11/30/2010



LOCATION SKETCH

GENERAL PLAN AND ELEVATION

US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

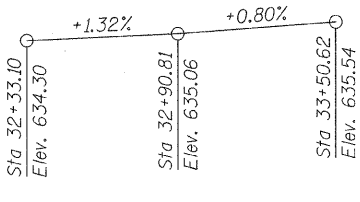


PLAN

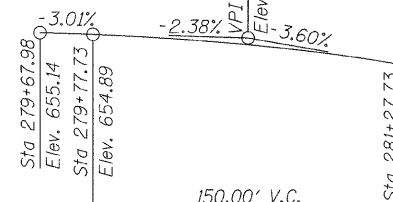
DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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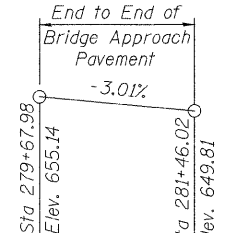
EX. PROFILE GRADE



PROFILE GRADE



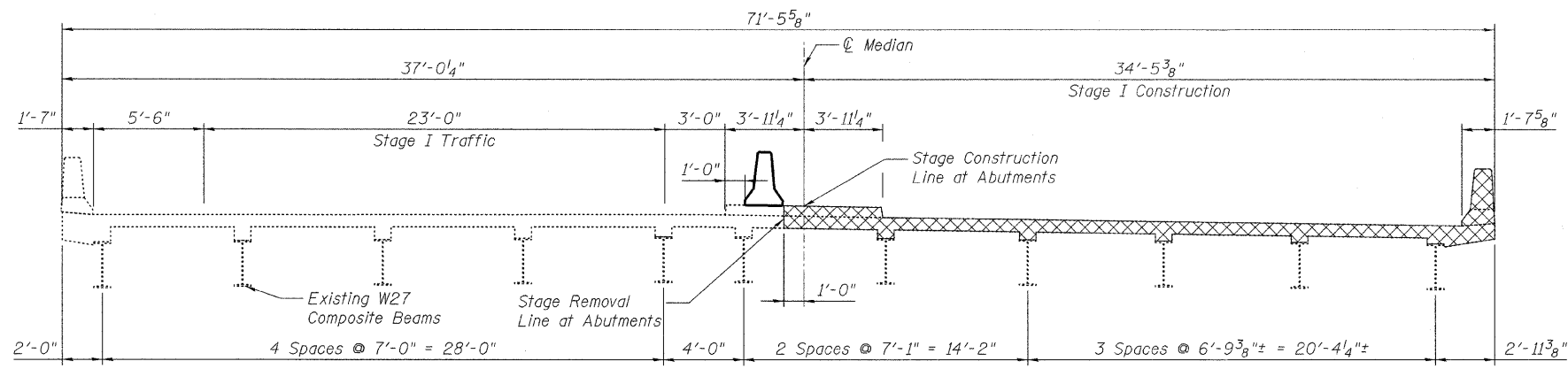
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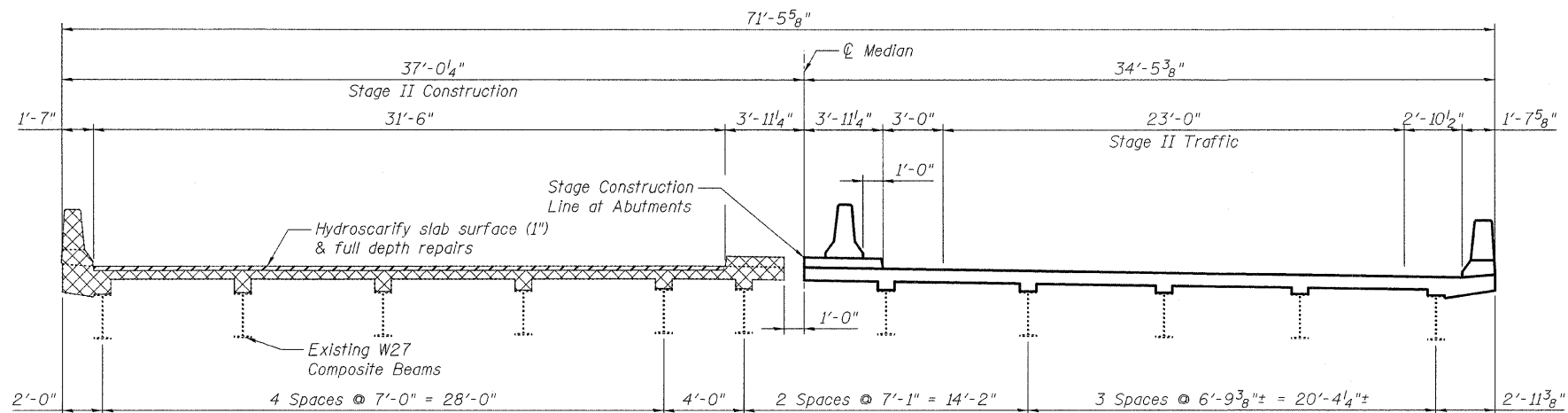
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S9 SHEETS			CONTRACT NO. 60D83		
FED. ROAD DIST. NO.		ILLINOIS		FED. AID PROJECT	

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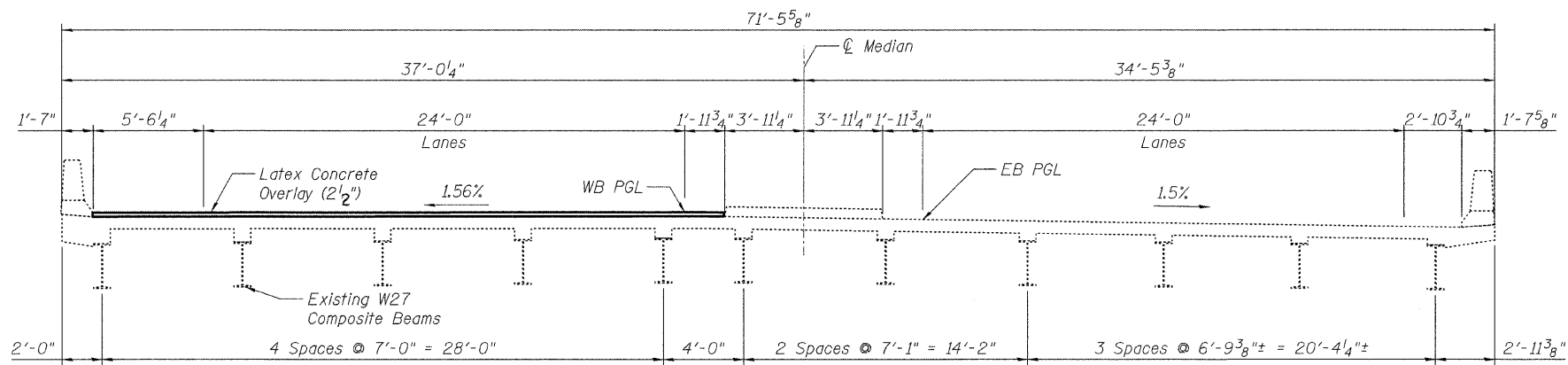
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE 1 CONSTRUCTION
At expansion joint looking East



STAGE 2 CONSTRUCTION
At expansion joint looking East



STAGE 2 CONSTRUCTION
Typical deck section looking East

LEGEND:

Concrete Removal See note 3

NOTES:

1. Stage I Construction work includes removal and replacement of expansion joints on EB Lanes at both abutments, Stage II Construction includes removal of expansion joint on WB lanes at both abutments.
2. See Sheet S3 for Temporary Concrete Barrier Details.
3. Concrete deck and parapet removal limited to 2'-0" from the ends of deck see Sheet S4.

STAGE CONSTRUCTION DETAILS
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

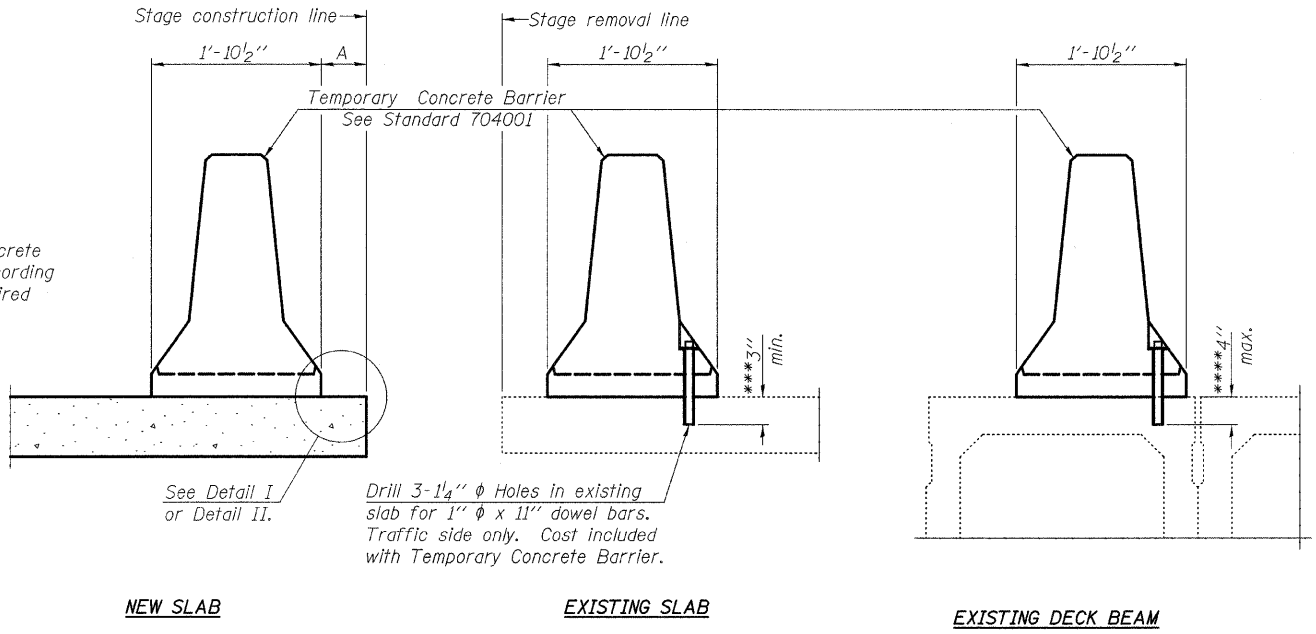
DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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SHEET NO. S2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	349	11 HB-1	KENDALL	26	14
S9 SHEETS	CONTRACT NO. 60D83				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

rdanley 1/13/2009 m:\proj\3329\3329_28\design\structural\cadd\shh\3329_28_02 Stage Construction.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".

NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

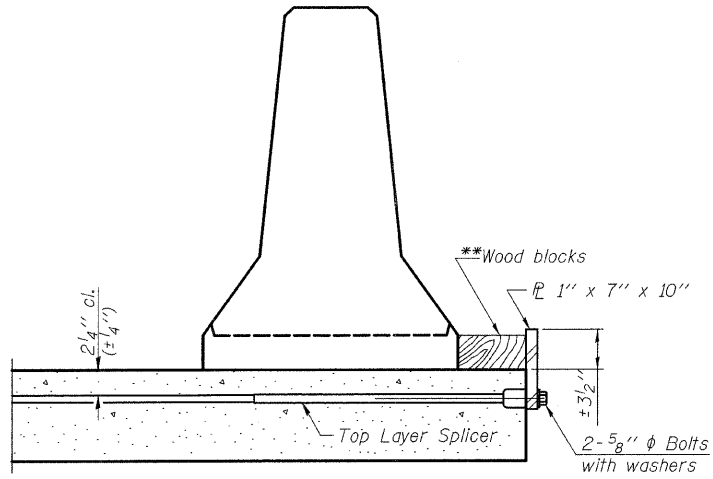
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

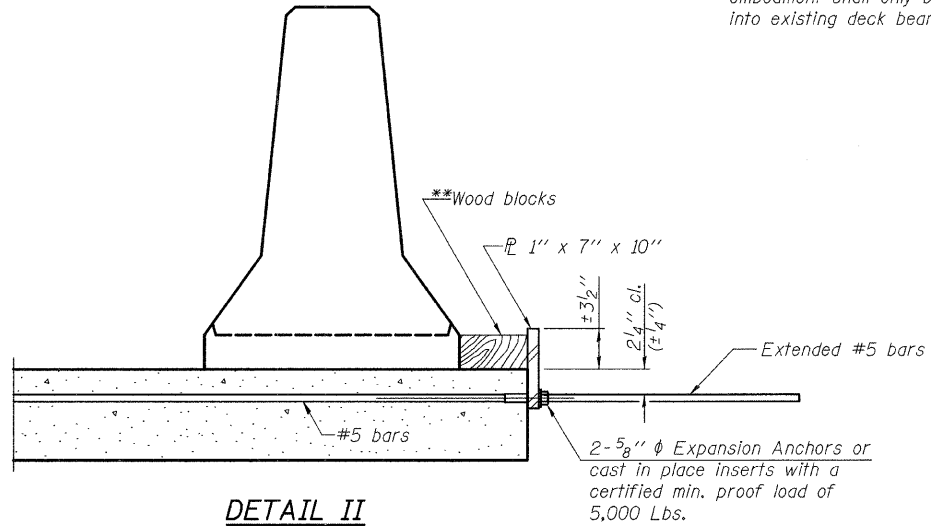
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

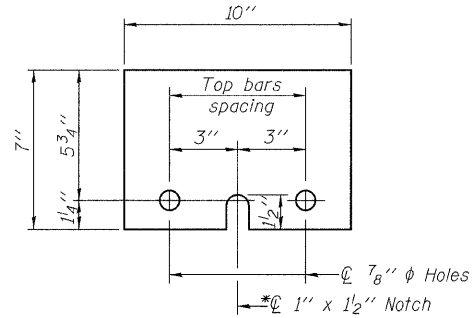
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

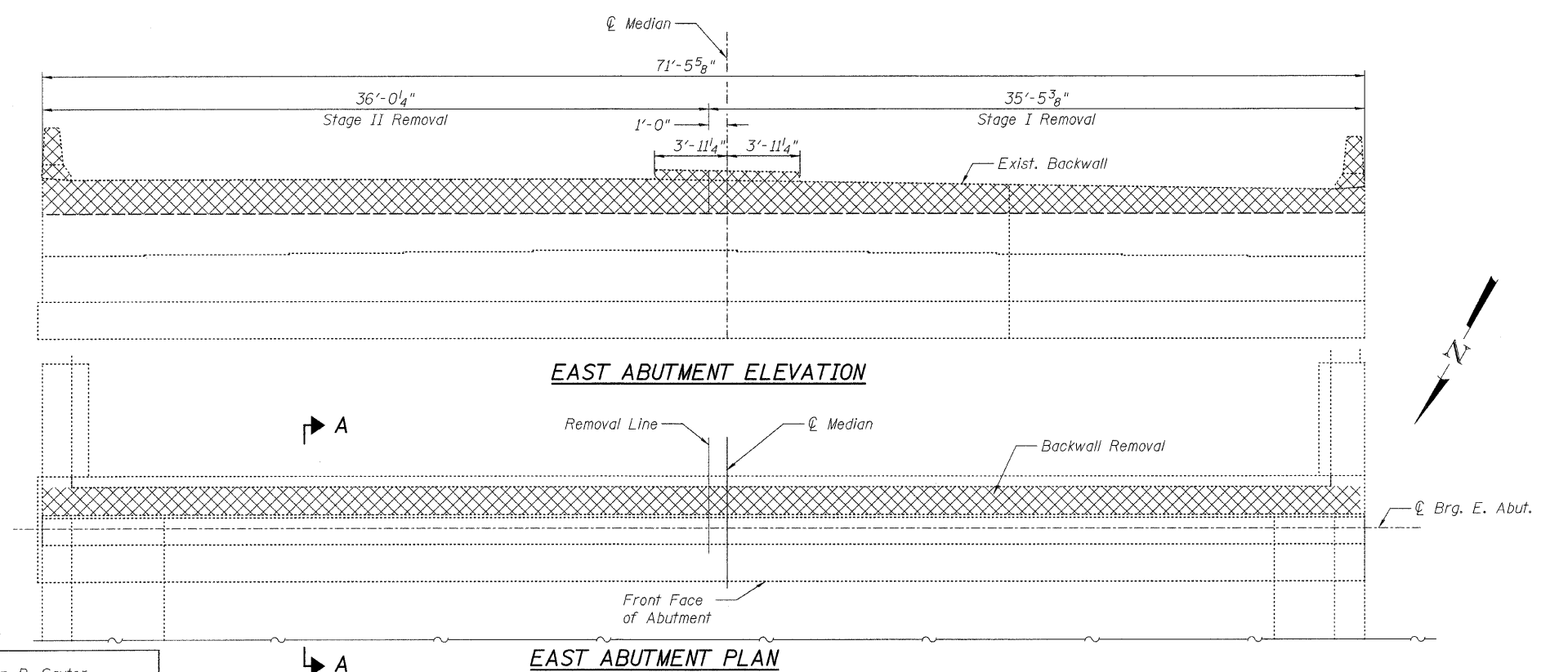
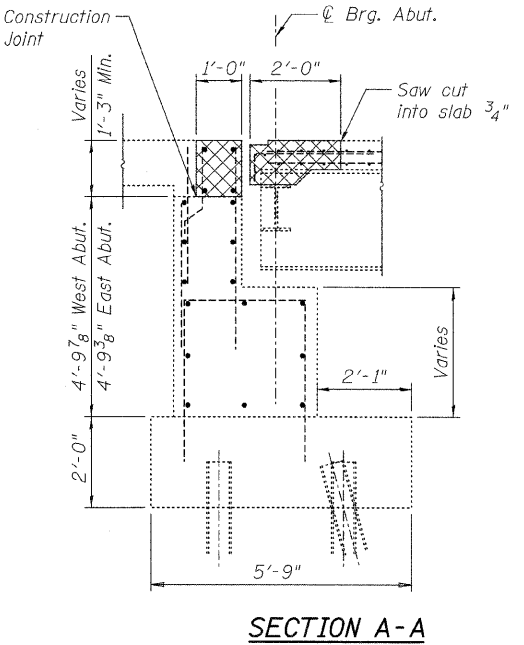
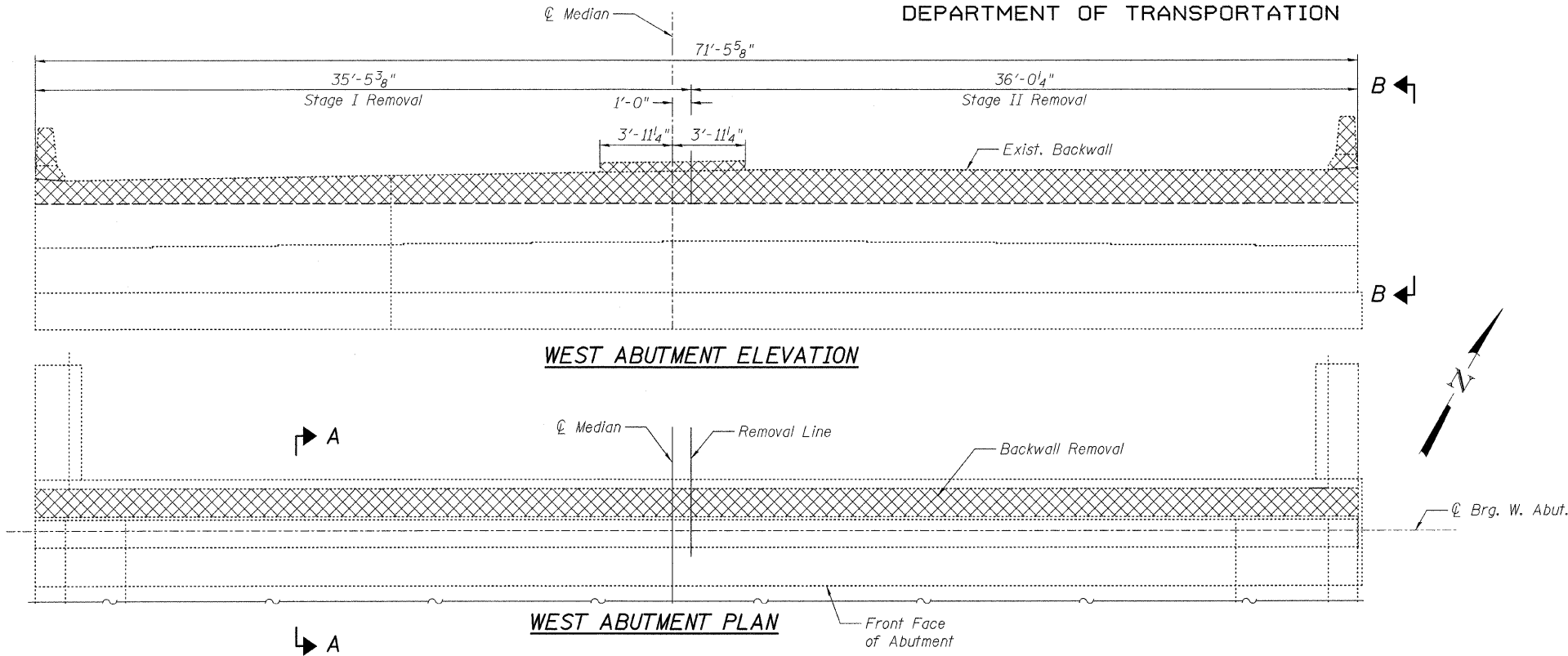
DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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SHEET NO. S3	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	349	11 HB-I	KENDALL	26	15
S9 SHEETS			CONTRACT NO. 60D83		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

1/13/2007 rdanley 1/13/2007 rdanley

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NOTES:

- Existing vertical reinforcement protruding from the abutment backwall to remain in place. The existing reinforcement shall be sandblasted clean, straightened and incorporated into the new construction.
- Existing longitudinal deck rebar shall be sandblasted clean, straightened and incorporated into new construction.
- For view B-B, see sheet S6.
- All concrete removal quantities shown on this sheet.
- Work this sheet with Sheet S5 & S6.
- Removal of existing joint is included with Concrete Removal.

LEGEND:

XXXX Concrete Removal

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	18.5

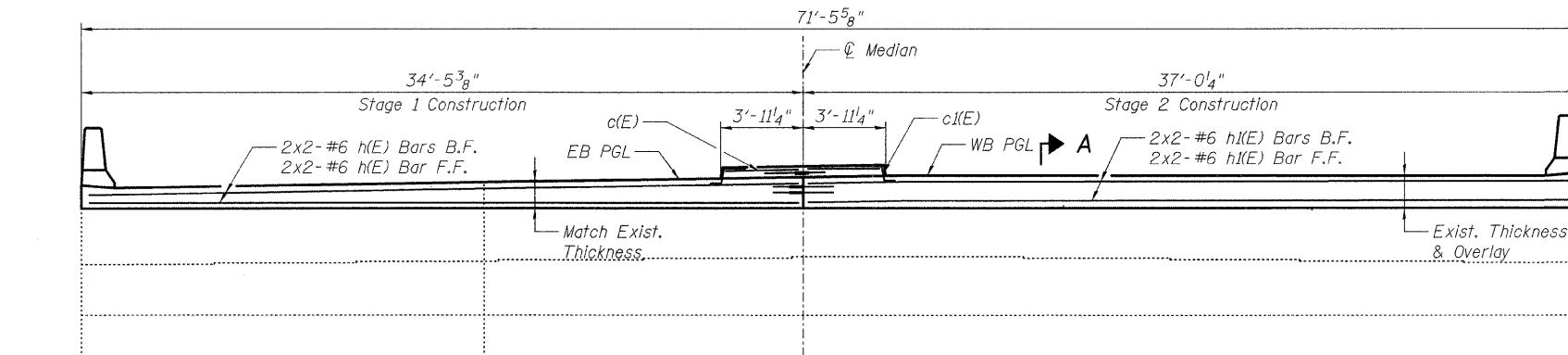
CONCRETE REMOVAL
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

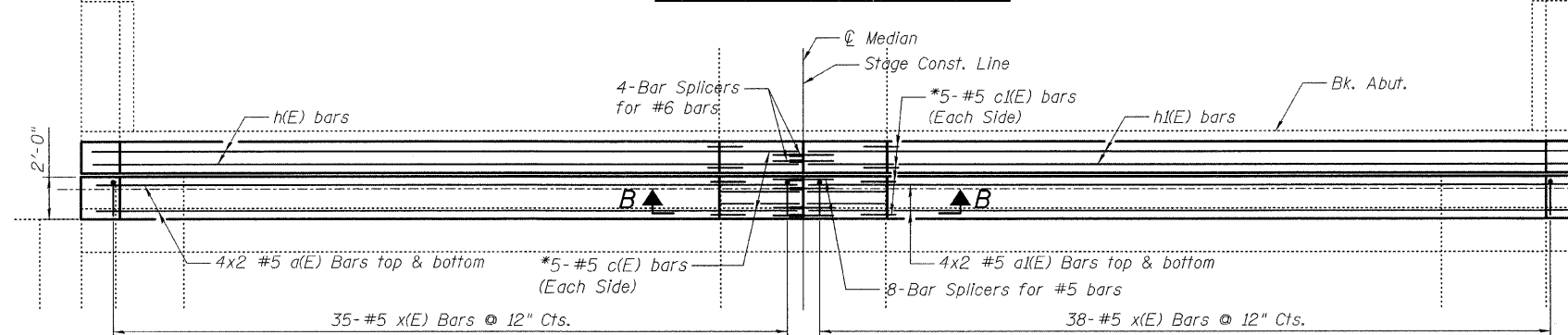
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FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

1/13/2009 rdanley

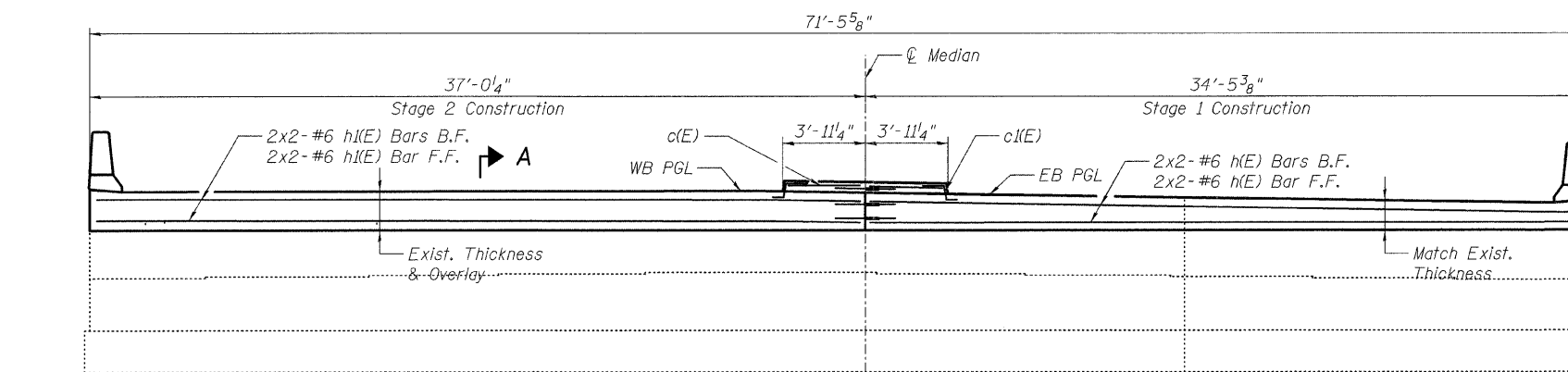
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



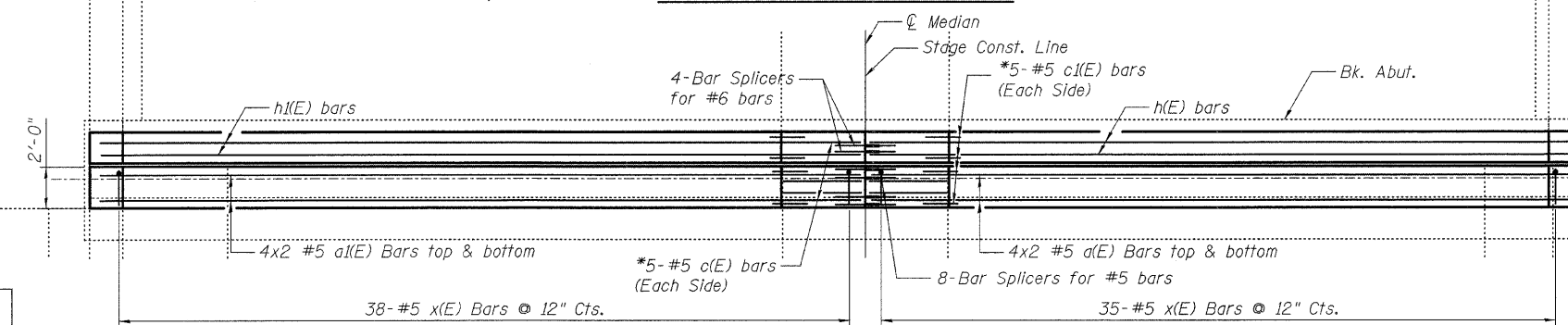
WEST ABUTMENT ELEVATION A-A



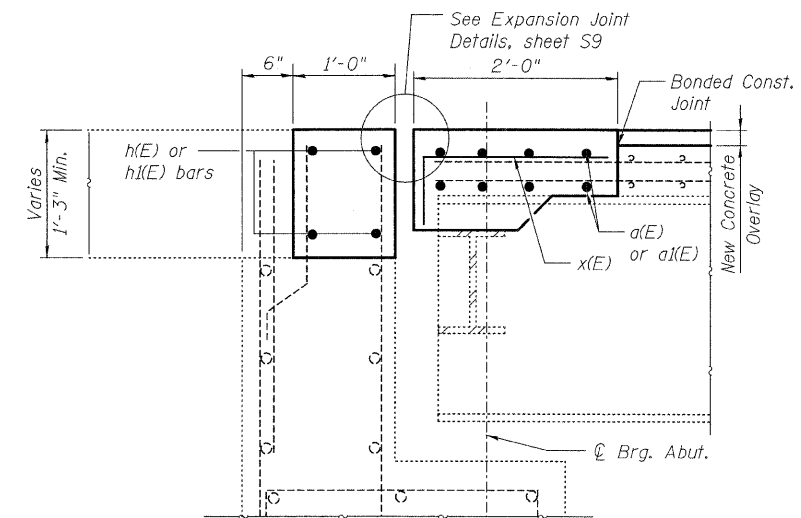
WEST ABUTMENT PLAN



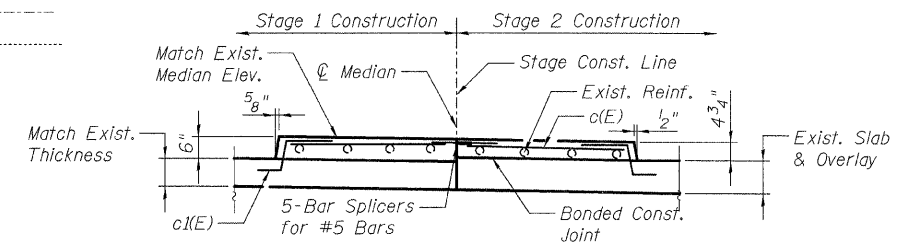
EAST ABUTMENT ELEVATION A-A



EAST ABUTMENT PLAN



SECTION A-A



SECTION B-B

East Abut. similar

* 3 bars in the deck & 2 bars in abutment

BILL OF MATERIAL

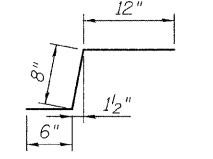
Bar	No.	Size	Length (ft)	Shape	
a(E)	32	# 5	18'-3"	—	
a(E)	32	# 5	19'-6"	—	
c(E)	20	# 5	3'-7"	—	
c(E)	20	# 5	2'-2"	┘	
d(E)	6	# 5	5'-1"	┘	
d(E)	6	# 5	4'-2"	┘	
d2(E)	12	# 5	3'-9"	┘	
h(E)	16	# 6	18'-4"	—	
h(E)	16	# 6	19'-8"	—	
x(E)	146	# 5	2'-5"	┘	
Reinforcement Bars Epoxy Coated				Lb.	2,770
Conc. Superstructure				Cu. Yd.	20.1
Bar Splicers				Each	34

MIN. LAP SPLICES

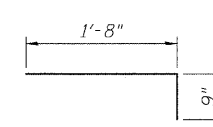
#5 bars - 2'-2"
#6 bars - 2'-7"

NOTES:

1. Work this sheet with sheets S4 & S6.
2. For view C-C, see sheet S6.



Bar c(E)



Bar x(E)

ABUTMENT DETAILS
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60658
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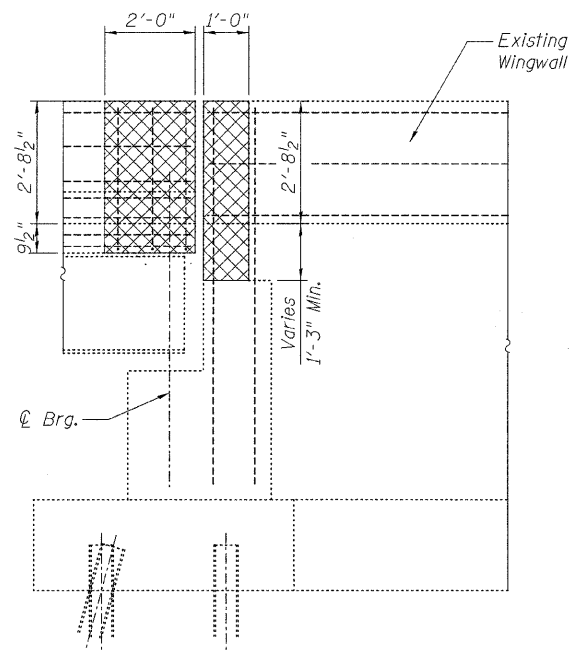
SHEET NO. S5 S9 SHEETS	F.A.P. RTE. 349	SECTION 11 HB-I	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 17
	CONTRACT NO. 60D83			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

rdanley

1/13/2009

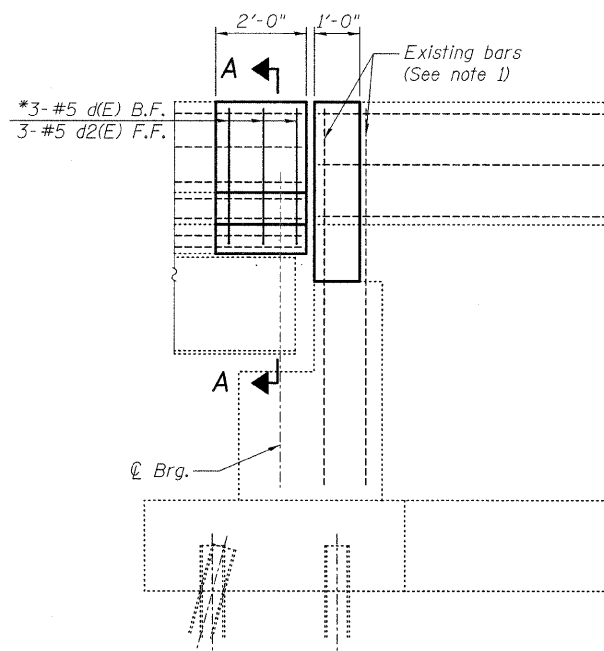
ms:\proj\3329\3329_28\design\structure\cod\sh\3329_28_05 Abutment Detail.sht

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



VIEW B-B
EXISTING PARAPET ELEVATION

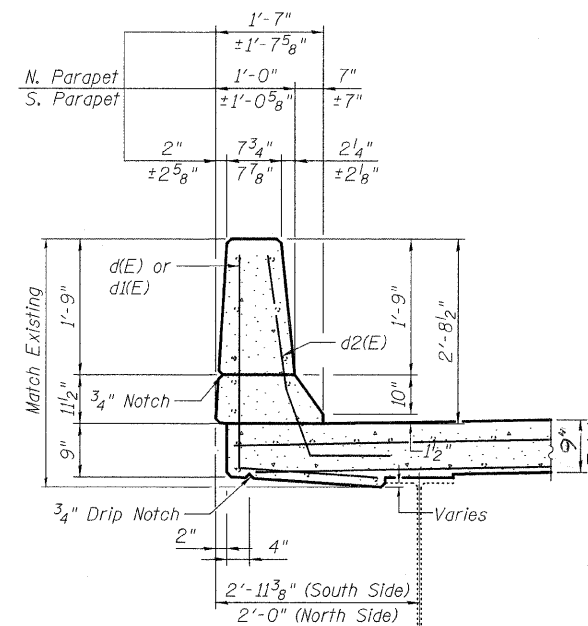
Southwest Wingwall shown
(Three other locations similar)



VIEW C-C
PROPOSED PARAPET ELEVATION

Southwest Wingwall shown
(Three other locations similar)

* d1(E) bars to be used in place of d(E) bars at NE and NW corners



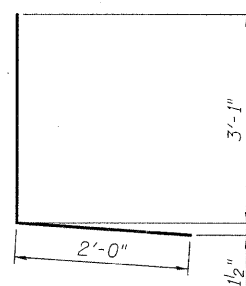
SECTION A-A

LEGEND:

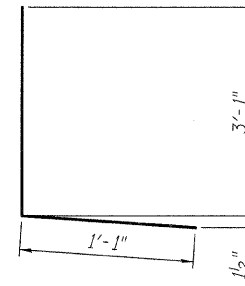
Concrete Removal

NOTE:

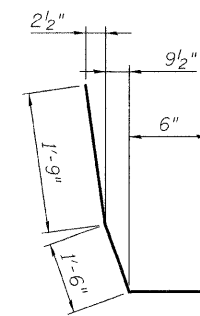
- Existing vertical reinforcement protruding from the wingwall and horizontal reinforcement protruding from the existing parapet to remain in place. The existing reinforcement shall be sandblasted clean, straightened and incorporated into the new construction.
- Work this sheet with sheet S4 and S5.
- Quantities for concrete removal shown on sheet S4.
- Quantities for concrete superstructure and rebar shown on sheet S5.



BAR d(E)



BAR d1(E)



BAR d2(E)

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

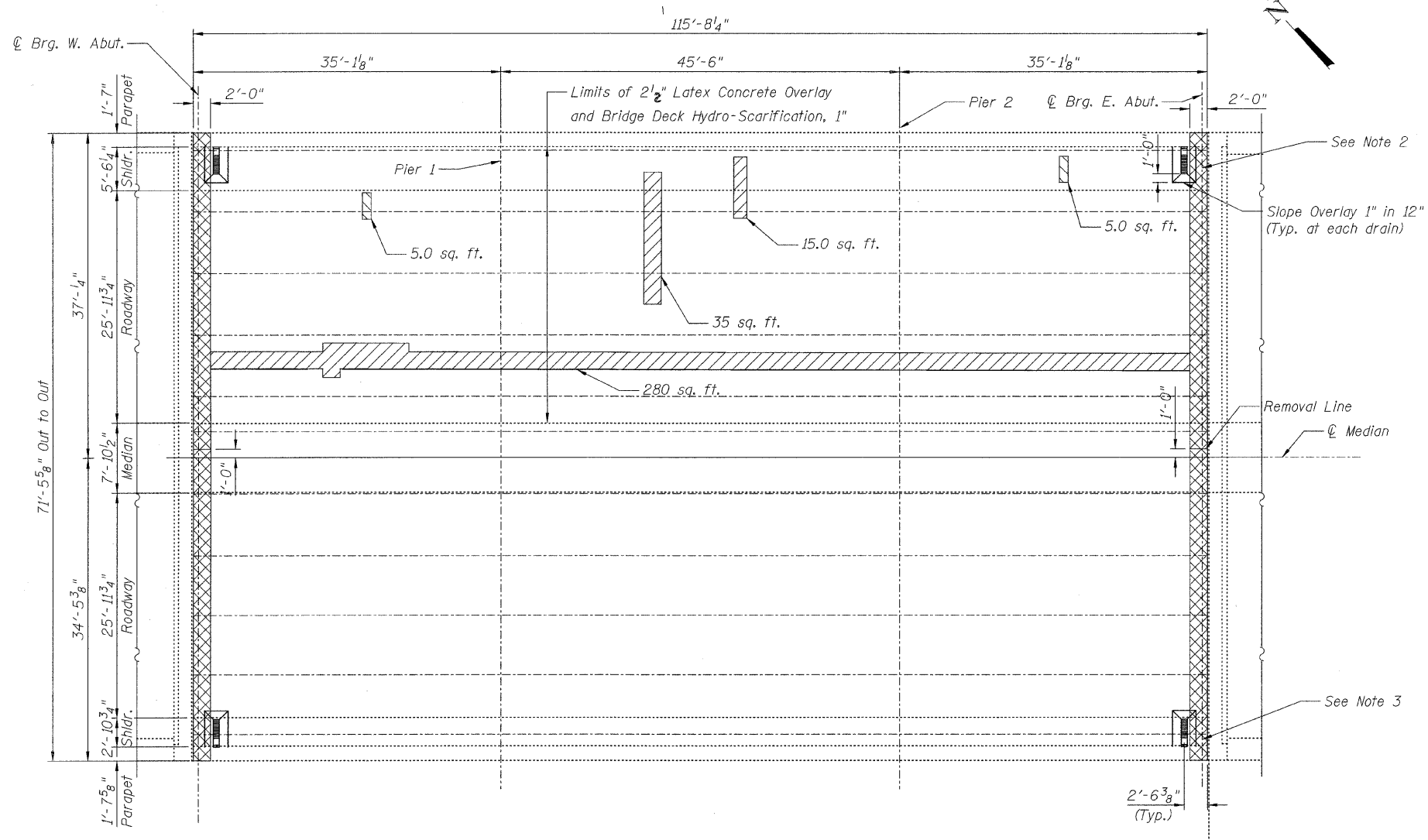


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**PARAPET REMOVAL
AND REPLACEMENT**
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

SHEET NO. S6 S9 SHEETS	F.A.P. RTE. 349	SECTION 11 HB-I	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 18
	CONTRACT NO. 60D83				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



LEGEND:

- Deck Slab Repair Full depth, Type II
- Deck Slab Repair Full Depth, Type I
- Concrete Removal, quantities billed on Sheet S4.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1.1
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	36.7
Bridge Deck Hydro Scarification 1"	Sq. Yd.	390
Bridge Deck Latex Concrete Overlay, 2 1/2 inches	Sq. Yd.	390
Protective Coat	Sq. Yd.	1,020
Bridge Deck Grooving	Sq. Yd.	405

NOTE:

1. Repairs shall include but not be limited to the areas shown. The actual areas to be determined by engineer at the time of construction.
2. The engineer shall record the actual deck repair areas in order to document as-built conditions for the future reference.
3. For expansion joint rehabilitation, see sheet S4 thru S6.
4. For parapet and deck reconstruction see sheet S5.
5. Protective Coat to be applied to WB & EB Lanes, Median, and Parapets.
6. The Contractor is ultimately responsible for means and methods to ensure the complete stability of the structural members during construction.

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter



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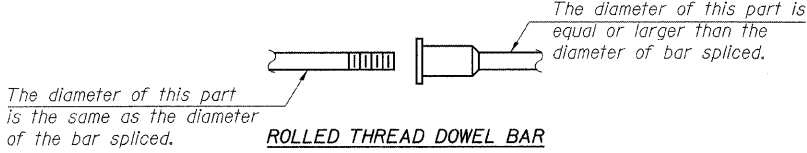
SUPERSTRUCTURE DETAILS
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

SHEET NO. S7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	349	11 HB-I	KENDALL	26	19
S9 SHEETS			CONTRACT NO. 60D83		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

1/13/2009 rdenley

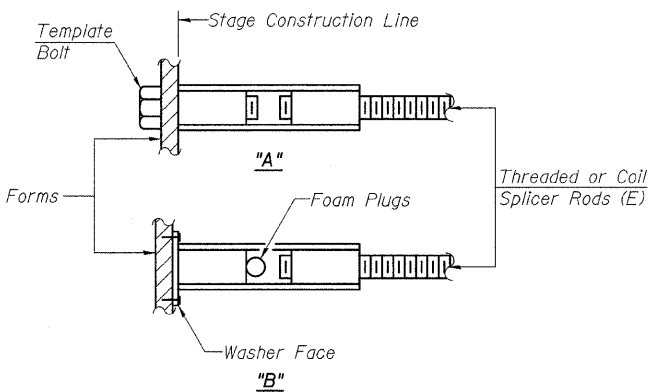
ms:\proj\33291\3329-28\design\structure\load\wt\3329-28-07 Superstructure Detail.swt

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

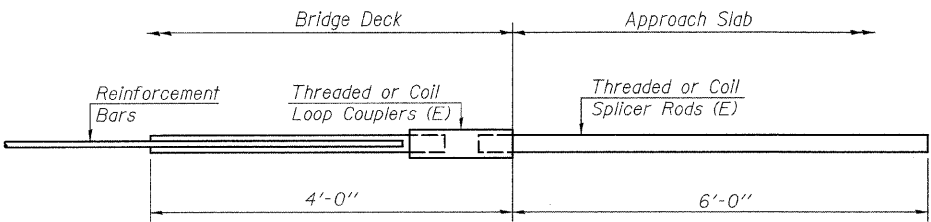
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

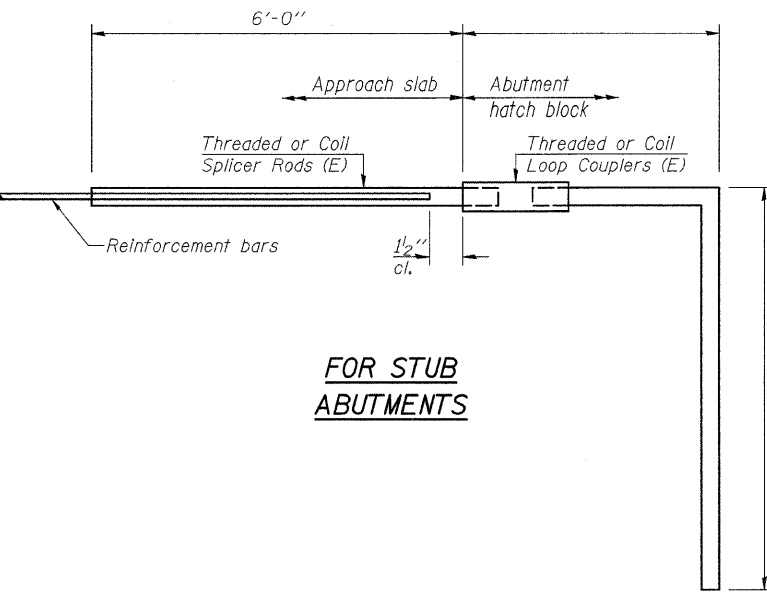
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



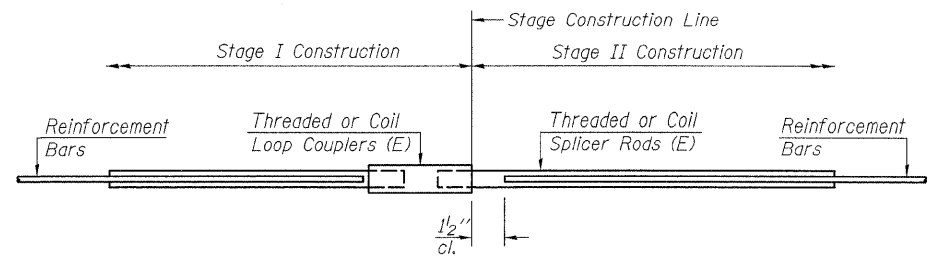
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#6	8	Abut. Backwall
#5	26	Median & Deck

**BAR SPLICER DETAILS
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030**

DESIGNED B. Sauter
 CHECKED E. Mroczek
 DRAWN R. Danley
 CHECKED B. Sauter

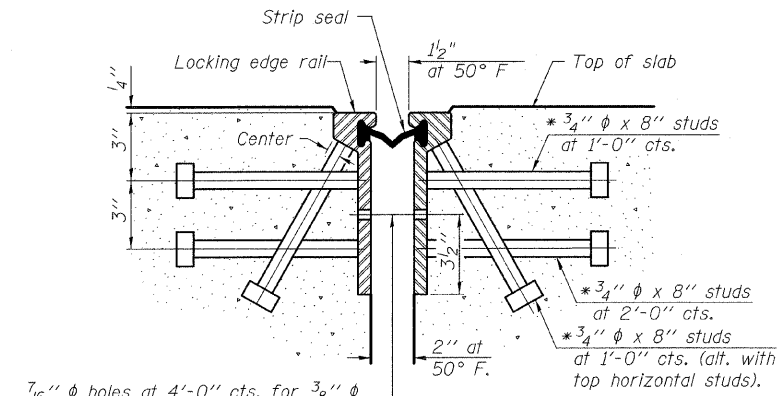
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 CONSULTING ENGINEERS
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 Tel. 773.775.4009 Fax 773.775.4014 Email chicago@giorba.com

SHEET NO. S8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	349	11 HB-1	KENDALL	26	20
S9 SHEETS	CONTRACT NO. 60D83				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

1/13/2005 r-danley m:\p\0332\3329-28\design\structural\cod\shh\3329-28_08 Bar Splicer Details.sht

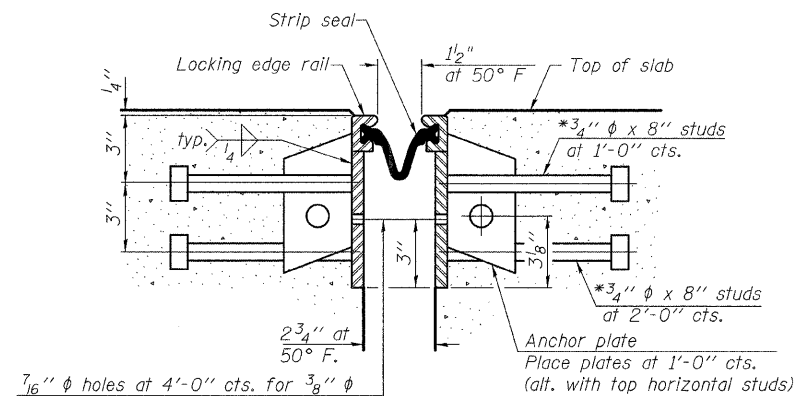
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



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.

SECTION THRU
ROLLED RAIL JOINT



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.

SECTION THRU
WELDED RAIL JOINT

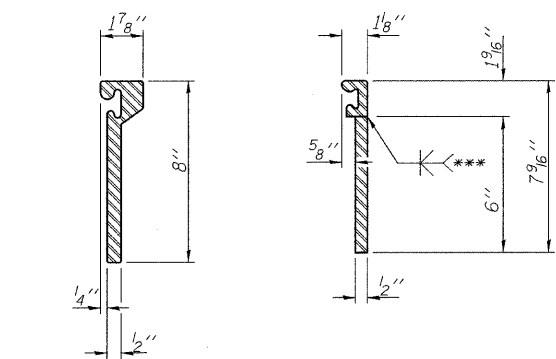
Notes:

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.

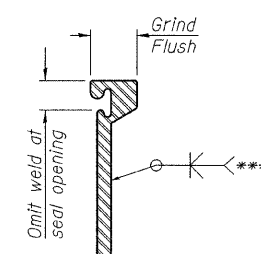
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

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.



ROLED
EXTRUDED RAIL WELDED RAIL

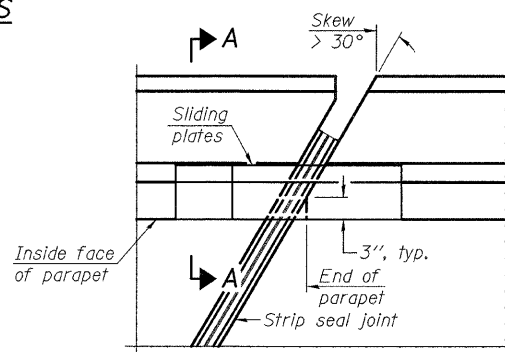


***Back gouge not required if complete joint penetration is verified by mock-up.

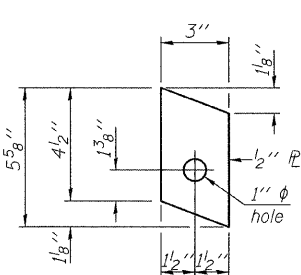
LOCKING EDGE
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

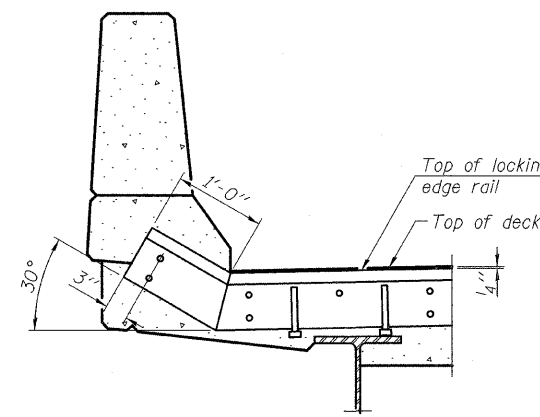
LOCKING EDGE RAILS



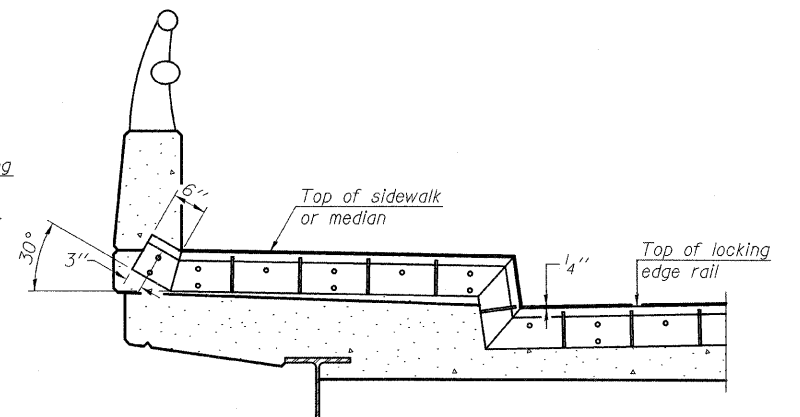
PLAN



ANCHOR PLATE
(for welded rail)



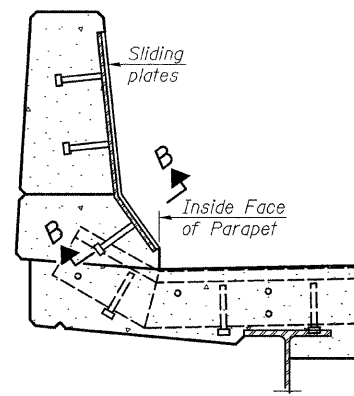
AT PARAPET



AT SIDEWALK OR MEDIAN

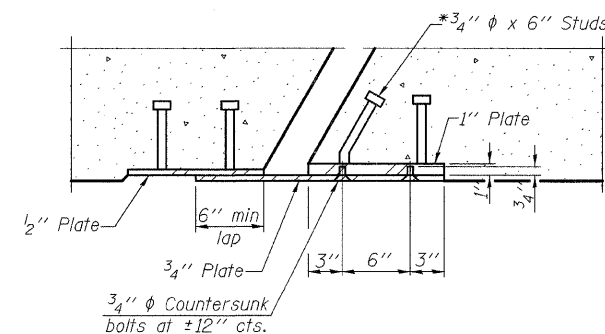
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

TYPICAL END TREATMENTS



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	142

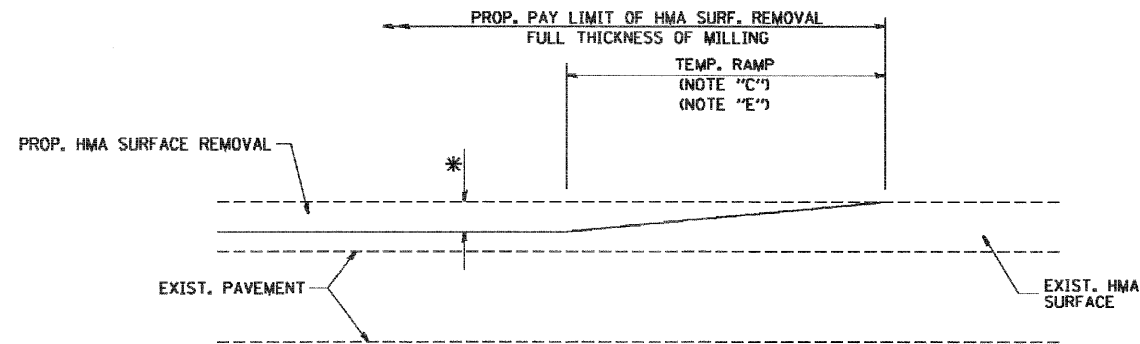
JOINT SYSTEM DETAILS
US 30 OVER SOUTH RIVER STREET
STA. 280+57.0
S.N. 047-0030

SHEET NO. S9	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S9 SHEETS	349	11 HB-I	KENDALL	26	21
			CONTRACT NO. 60D83		
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		

DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

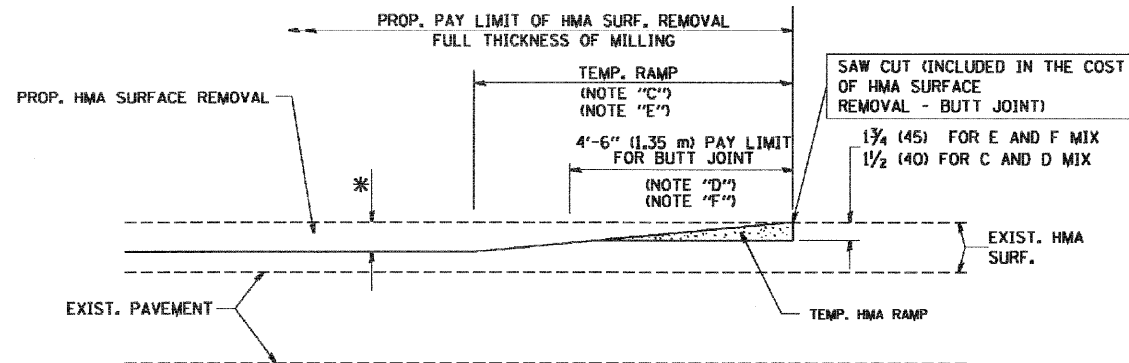


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Tel. 773.775.4009 Fax 773.775.4014 Email chicago@giorba.com



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

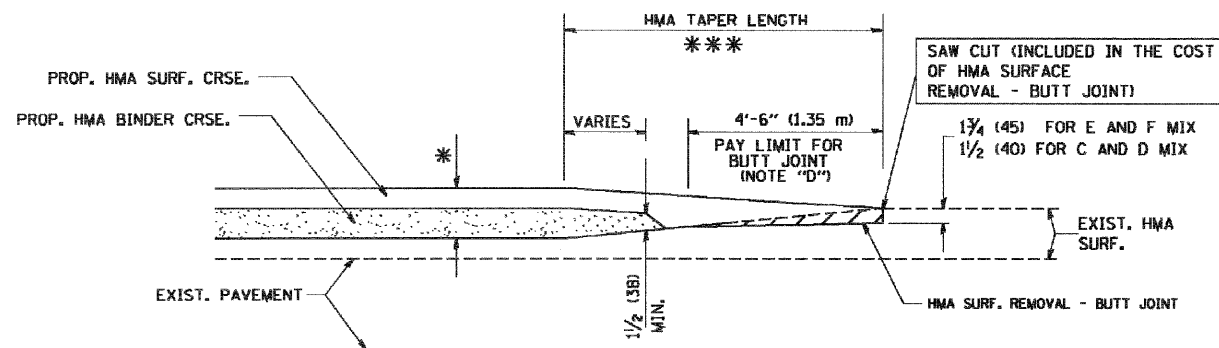
OPTION 1



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

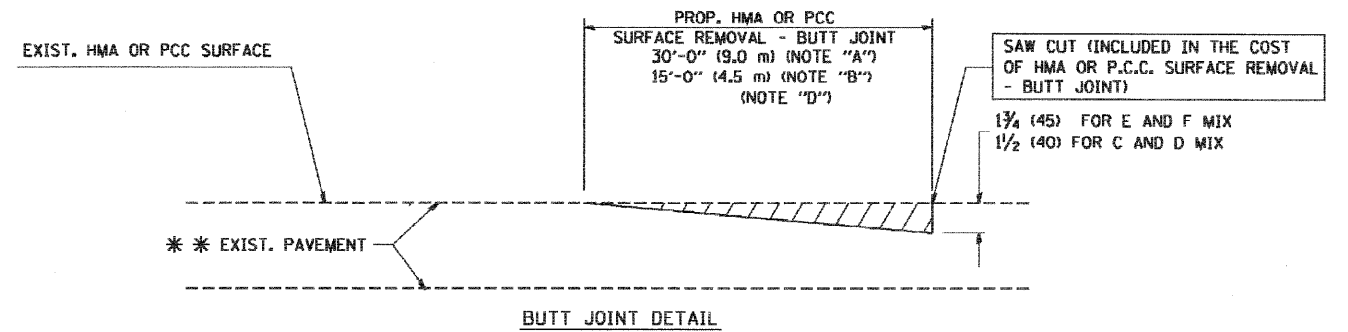
OPTION 2

TYPICAL TEMPORARY RAMP

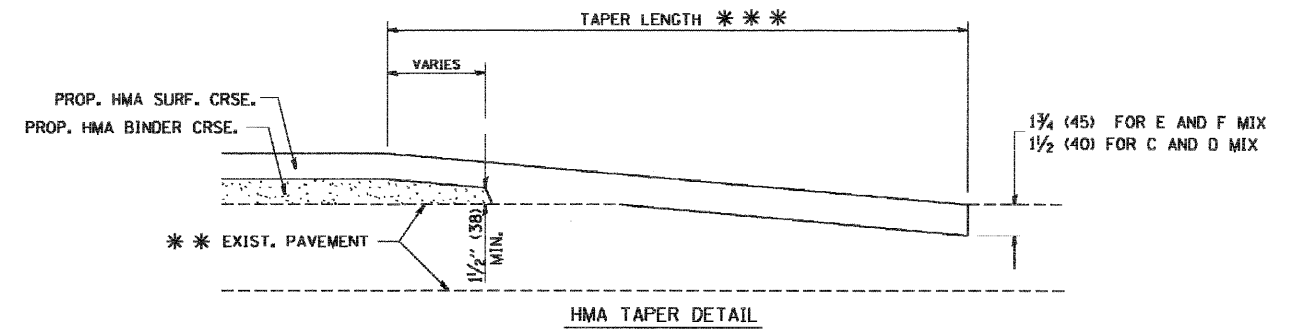


BUTT JOINT AND
HMA TAPER

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

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

NOTES

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

BASIS OF PAYMENT:

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

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

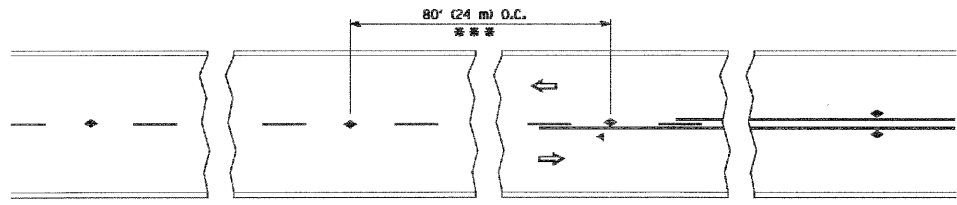
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	PLOT DATE = 1/4/2000	CHECKED -	REVISED - M. GOMEZ 04-06-01
		DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.	
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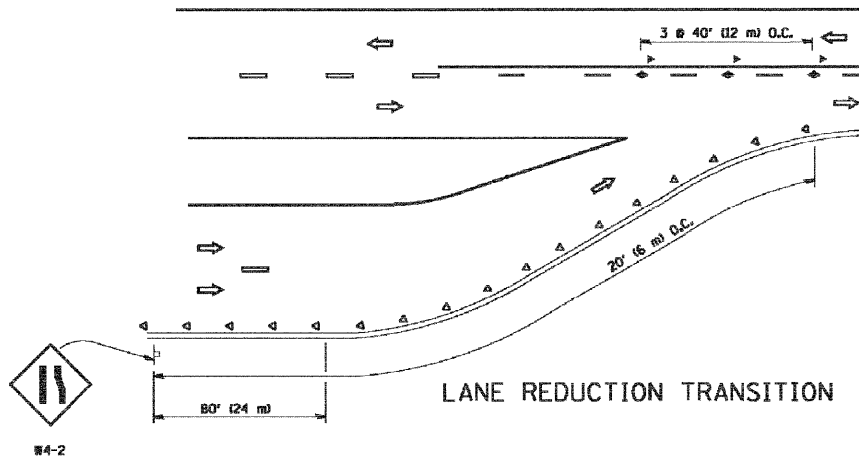
BUTT JOINT AND
HMA TAPER DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	11 HB-I	KENDALL	26	23
BD400-05 BD32		CONTRACT NO. 60DB3		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

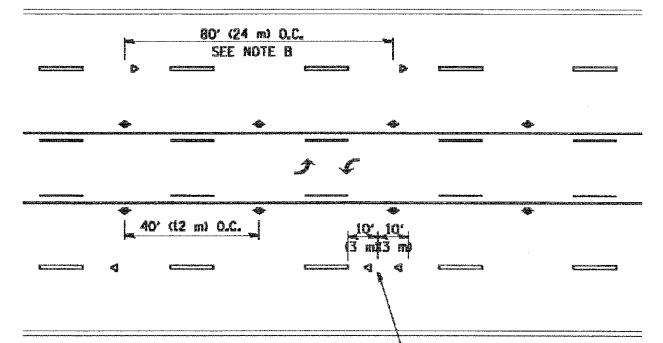


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

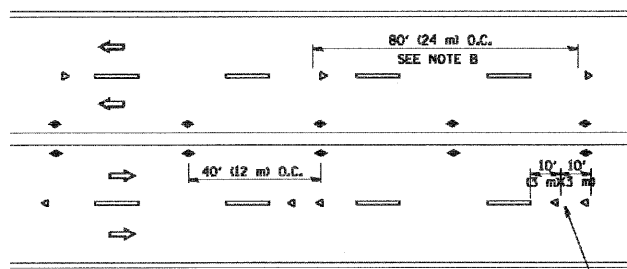


LANE REDUCTION TRANSITION



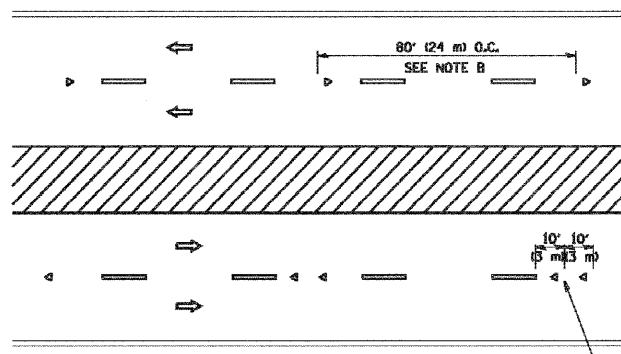
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

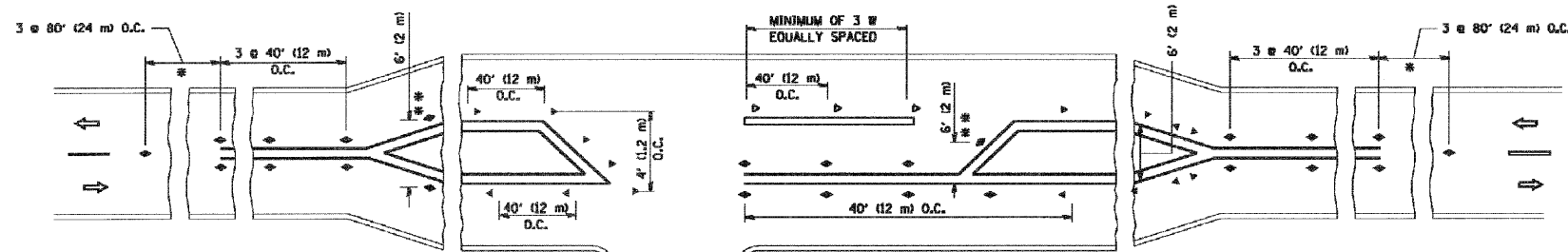
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◀ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H. (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHOULD BE INCLUDED IN THE PLANS.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.



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

LEFT TURN

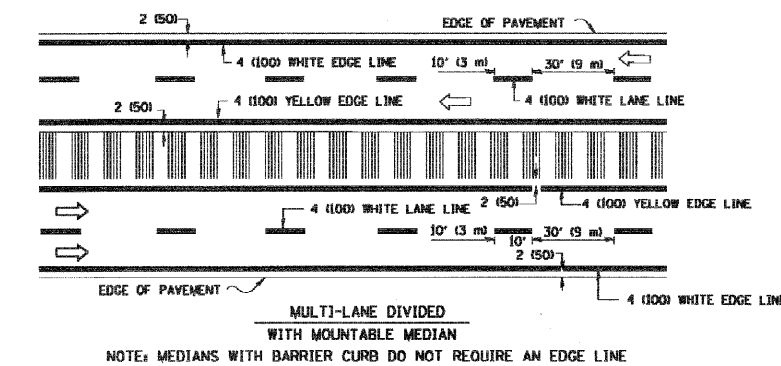
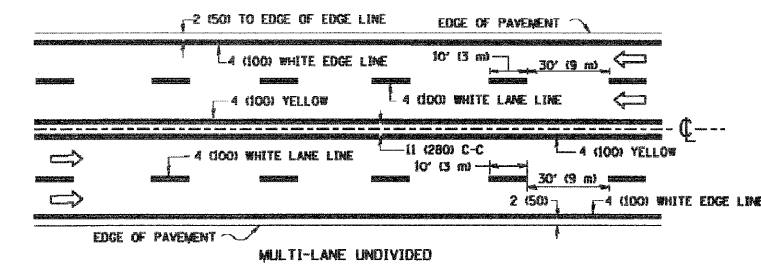
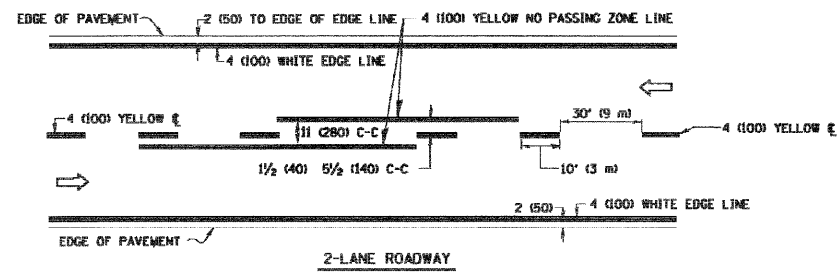
All dimensions are in inches (millimeters) unless otherwise shown.

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		DRAWN -	REVISED - T. RAMMACHER 03-12-99
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	PLOT DATE = 1/4/2000	DATE -	REVISED -

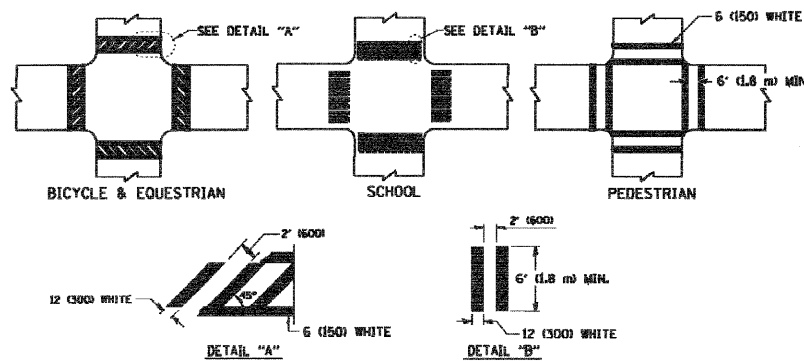
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS	
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLow RESISTANT)	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

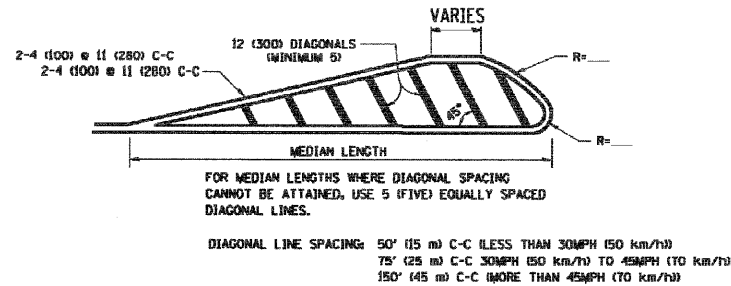
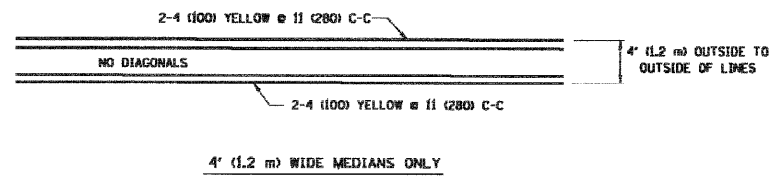
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	11 HB-1	KENDALL	26	24
TC-11			CONTRACT NO. 60D83	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



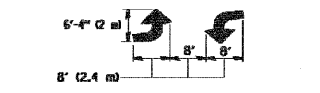
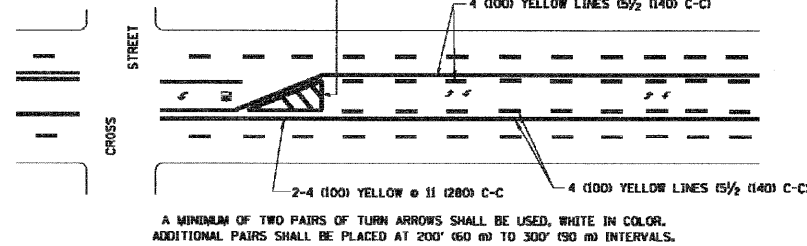
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

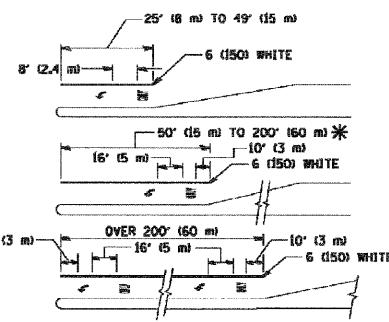


MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

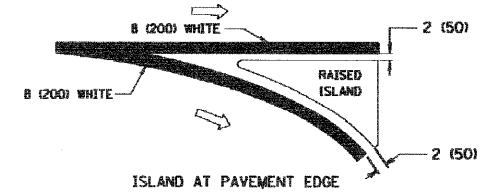
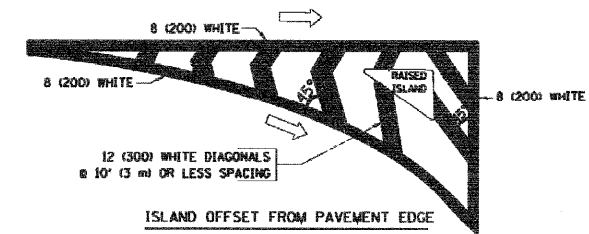


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
* AREA = 15.6 SQ. FT. (1.5 m²) | ** AREA = 20.8 SQ. FT. (1.9 m²)

* 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 LEFT (OR RIGHT) TURN LANE

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 18" (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 (BICYCLE & 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"=3.5 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (23 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.

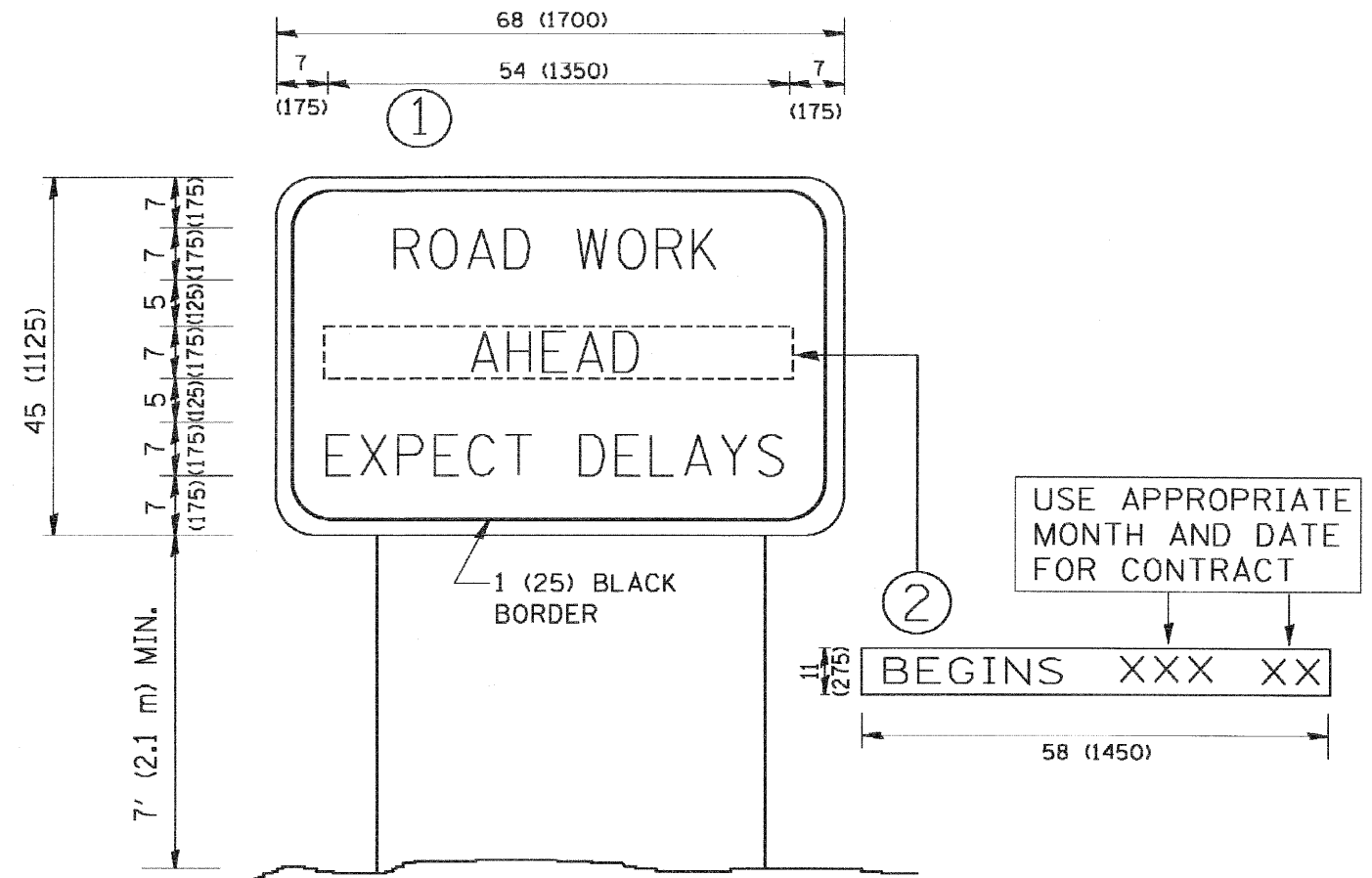
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = W:\dot\total\22\34\1\13.dgn	USER NAME = gaglionobt	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
		DRAWN -	REVISED - A. HOUSEH 10-09-96
	PLOT SCALE = 58,000 / IN.	CHECKED -	REVISED - A. HOUSEH 10-17-96
	PLOT DATE = 1/4/2000	DATE - 03-19-90	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE		F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TYPICAL PAVEMENT MARKINGS		349	11 HB-1	KENDALL	26	25
SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.	TO STA.	

TC-13		FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT
CONTRACT NO. 60D83		



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:\drststd\22x34\to22.dgn	USER NAME = gca11eobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000" / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2000	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ARTERIAL ROAD INFORMATION SIGN		F.A.P. RTE. 349	SECTION 11 HB-1	COUNTY KENDALL	TOTAL SHEETS 26	SHEET NO. 26
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 60D83		

FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT
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