

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 60D85		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS
FAP ROUTE 631/ILLINOIS ROUTE 102
OVER FORKED CREEK OVERFLOW
SECTION 111 N-1 B
BRIDGE BEAM REPLACEMENT, NEW DECK

FOR INDEX OF SHEETS SEE SHEET NUMBER 2

THIS IMPROVEMENT IS LOCATED
IN WESLEY TOWNSHIP
WITHIN UNINCORPORATED WILL COUNTY

WILL COUNTY
C-91-119-08

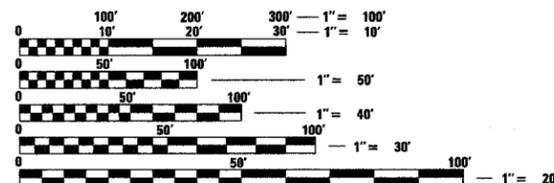
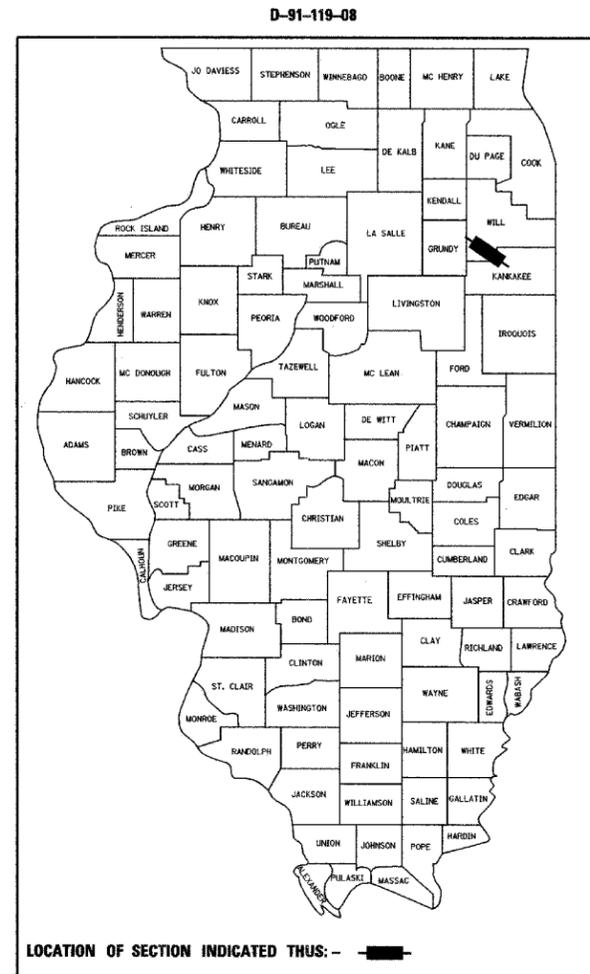
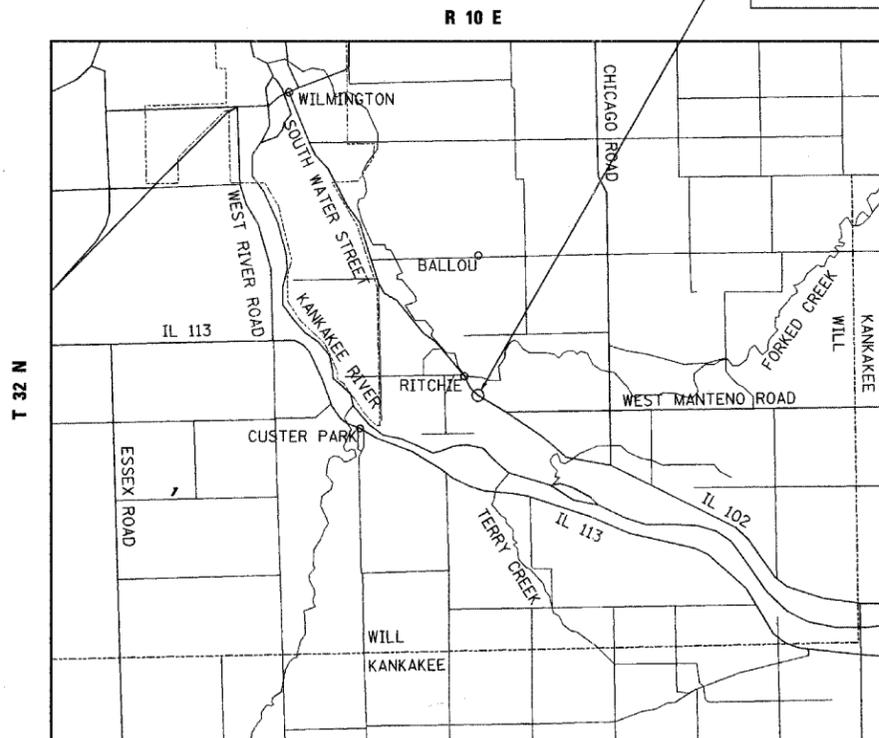
IMPROVEMENT LOCATION
SN: 099-0169

TRAFFIC DATA

2005 ADT - 2050
POSTED SPEED LIMIT - 55 MPH

IL 102 OVER FORKED CREEK OVERFLOW

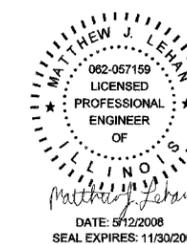
SN: 099-0169 (STA. 821+12.20)
2-SPAN PPC DECK BEAM BRIDGE
ON PIER AND CLOSED ABUTMENTS



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



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED MAY 14, 2008

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

June 27, 2008
Eric E. Haran
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

June 27, 2008
Christina M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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

CONTRACT NO. 60D85

INDEX OF SHEETS

SHEET NO	DESCRIPTION
1	TITLE
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32	ARTERIAL ROAD INFORMATION SIGN (TC-22)

STATE STANDARDS	
000001-05	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
420401-06	BRIDGE APPROACH PAVEMENT
515001-02	NAME PLATE FOR BRIDGES
630001-07	STEEL PLATE BEAM GUARDRAIL
630301-04	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-03	TRAFFIC BARRIER TERMINAL, TYPE 6A
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701321-09	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING LIGHT BEACON INSTALLATION

- 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 NOTIFICATIONS 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.
 - ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OUTSIDE THE PAVEMENT MARKING LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
 - 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.
 - 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
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm), 2"	PG 64-22	4% @ 70 GYR
	HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70, 10" TO 13"	PG 64-22*	4% @ 70 GYR
TEMPORARY PAVEMENT	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm), 1 1/2"	PG 64-22	4% @ 50 GYR
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, 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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 Ciorba Group, Inc. CONSULTING ENGINEERS 5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656 Tel. 773.775.4000 Fax 773.775.4014	USER NAME = jcoleman	DESIGNED - DMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 631 / ILLINOIS ROUTE 102 ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1:2000' / IN.	DRAWN - DMM	REVISED -			631	111N-1 B	WILL	32	2
	PLOT DATE = 5/15/2008	CHECKED - MJL	REVISED -			CONTRACT NO. 60D85				
	DATE - 05/13/2008	REVISIED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
					SCALE:		SHEET NO. OF SHEETS		STA. TO STA.	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITY 100% STATE	CONSTRUCTION TYPE CODE	
CODE NO.	DESCRIPTION	UNIT		ROADWAY 1000	BRIDGE X081-2A
20200100	EARTH EXCAVATION	CU YD	71	71	
25000210	SEEDING, CLASS 2A	ACRE	0.02	0.02	
25100630	EROSION CONTROL BLANKET	SQ YD	100	100	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	227		227
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	46	46	
44000100	PAVEMENT REMOVAL	SQ YD	111	111	
44000700	APPROACH SLAB REMOVAL	SQ YD	107		107
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	100	100	
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
50102400	CONCRETE REMOVAL	CU YD	4.5		4.5
50300255	CONCRETE SUPERSTRUCTURE	CU YD	6.4		6.4
50300260	BRIDGE DECK GROOVING	SQ YD	353		353
50300300	PROTECTIVE COAT	SQ YD	383		383
X5020305	CONCRETE WEARING SURFACE, 5"	SQ YD	383		383
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	3443		3443
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5850		5850
50800515	BAR SPLICERS	EACH	116		116
50901050	STEEL BRIDGE RAIL, TYPE SM	FOOT	204		204
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	68		68
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	212.5	212.5	
* 63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	408	408	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	1	8
67100100	MOBILIZATION	L SUM	1	0.2	0.8
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	L SUM	1	0.2	0.8
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	12	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	977	977	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	365	365	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	365	365	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITY 100% STATE	CONSTRUCTION TYPE CODE	
CODE NO.	DESCRIPTION	UNIT		ROADWAY 1000	BRIDGE X081-2A
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	3700	3700	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	97	97	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	20	20	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4	
* 78200450	MONODIRECTIONAL GUARD RAIL REFLECTORS	EACH	10	10	
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	36	36	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300105	PAVEMENT MARKING REMOVAL	FOOT	2457	2457	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	48	48	
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1	
80400200	ELECTRIC UTILITY SERVICE CONNECTION	L SUM	1	1	
* 82103400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, PHOTO-CELL CONTROL, 400 WATT	EACH	6	6	
* 83057355	LIGHT POLE, WOOD, 60 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	6	6	
* 84100110	REMOVAL OF TEMPORARY LIGHTING UNITS	EACH	6	6	
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	EACH	1	1	
X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	26	26	
X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6	6	
X0325239	TEMPORARY PAVEMENT 10"	SQ YD	100	100	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	71		71
X0325775	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 4 INCH	FOOT	1456	1456	
X0325841	WET REFLECTIVE TEMPORARY TAPE, TYPE III, 24 INCH	FOOT	48	48	
X8900005	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
* XX006937	GROUND ROD, 5/8" DIA. X 10 FT.	EACH	3	3	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	24		24
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.2	0.8
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
* X0326135	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL	EACH	1	1	
* X0326134	AERIAL CABLE, 3-1/C NO. 2, ALUMINUM, WITH MESSENGER WIRE	FOOT	100	100	
* X8180050	AERIAL CABLE, 3-1/C NO. 40 ALUMINUM, WITH MESSENGER WIRE	FOOT	1300	1300	
* X0326133	TEMPORARY WOOD POLE, 45 FT, CLASS 5	EACH	1	1	

* SPECIALTY ITEM

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USER NAME = jcoleman	DESIGNED - DMM	REVISED -
PLOT SCALE = 1,0000' / IN.	DRAWN - DMM	REVISED -
PLOT DATE = 5/15/2008	CHECKED - MJL	REVISED -
	DATE - 05/13/2008	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 631 / ILLINOIS ROUTE 102
ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
SUMMARY OF QUANTITIES**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

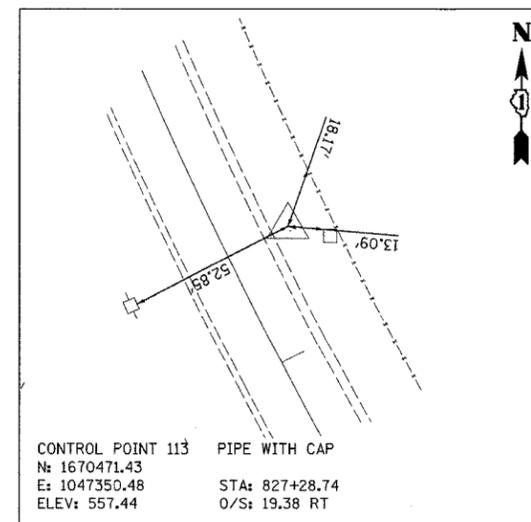
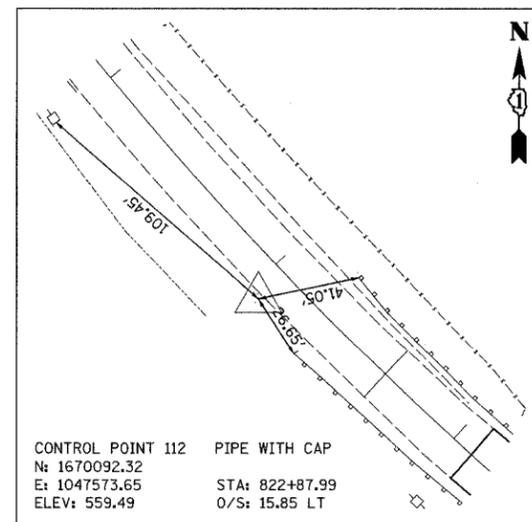
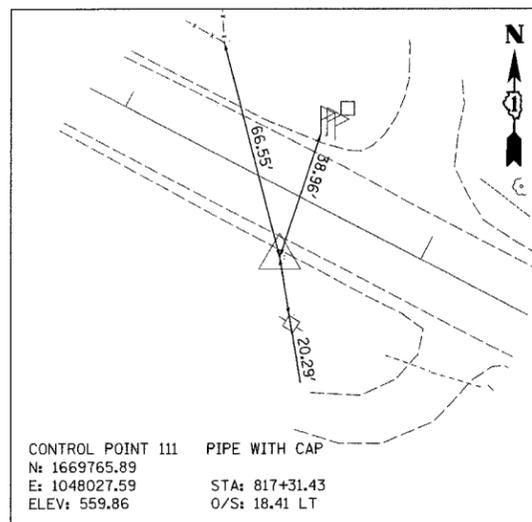
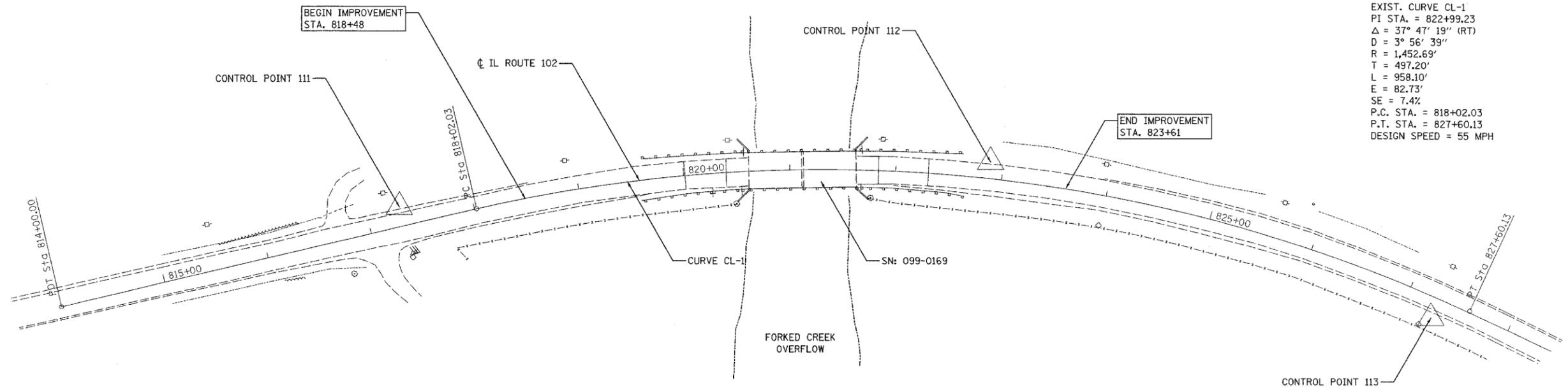
F.A.P. RTE. 631	SECTION 111N-1 B	COUNTY WILL	TOTAL SHEETS 32	SHEET NO. 3
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	

Rev.

PROJECT COORDINATES

ILLINOIS ROUTE 102 CENTERLINE			
DESCRIPTION	NORTHING	EASTING	
P.O.T. 814+00	1669632.5637	1048331.5842	
P.C. 818+02.03	1669814.2086	1047972.9294	
P.T. 827+60.13	1670491.1026	1047319.4991	

EXIST. CURVE CL-1
 PI STA. = 822+99.23
 $\Delta = 37^\circ 47' 19''$ (RT)
 $D = 3^\circ 56' 39''$
 $R = 1,452.69'$
 $T = 497.20'$
 $L = 958.10'$
 $E = 82.73'$
 $SE = 7.4\%$
 P.C. STA. = 818+02.03
 P.T. STA. = 827+60.13
 DESIGN SPEED = 55 MPH



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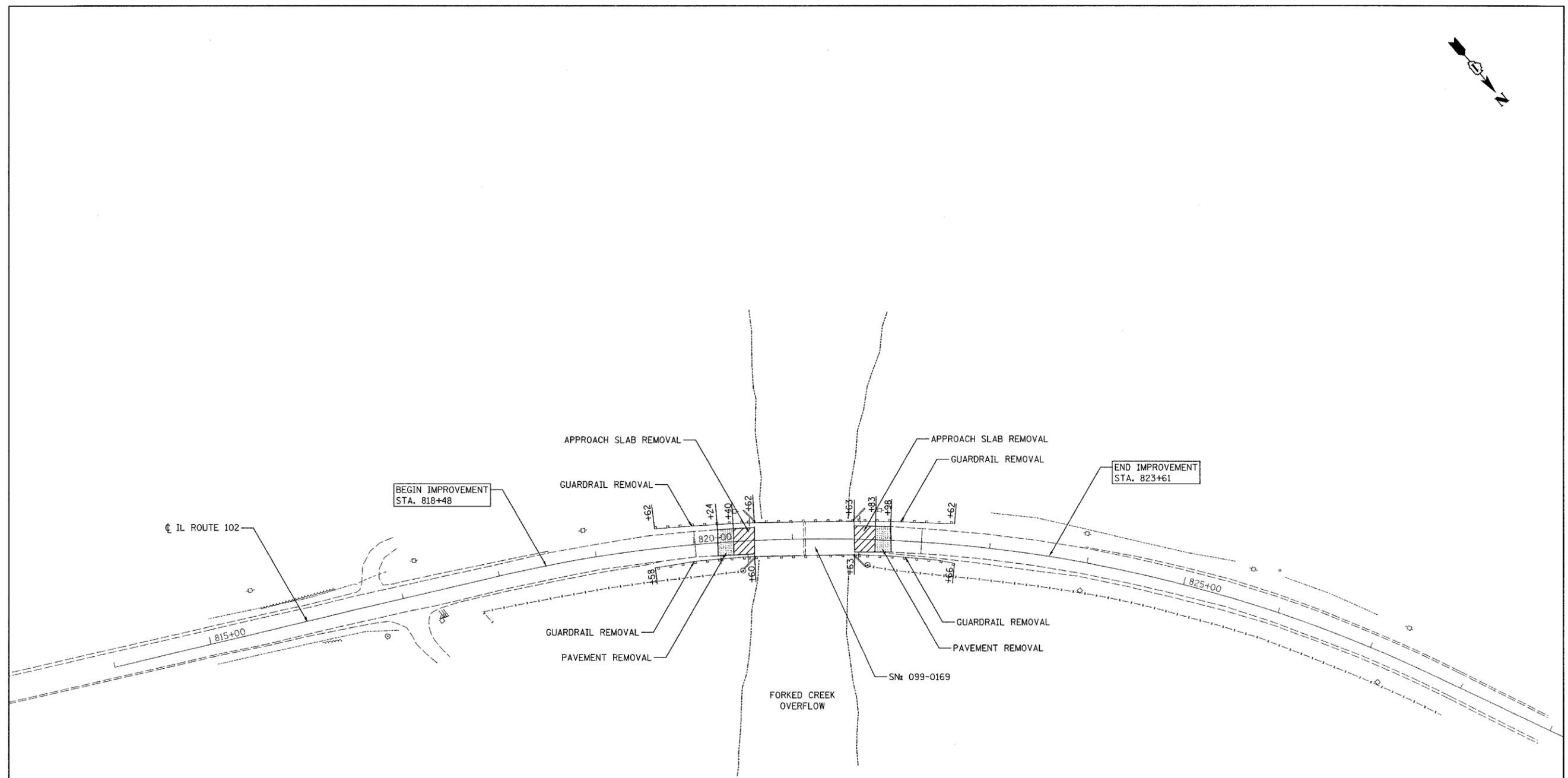
Ciorba Group, Inc.
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 5507 North Cumberland Avenue, Suite 402
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USER NAME = rdenley	DESIGNED - DMM	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - DMM	REVISED -
PLOT DATE = 5/15/2008	CHECKED - MJL	REVISED -
	DATE - 05/13/2008	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP 631 / ILLINOIS ROUTE 102
 ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
 ALIGNMENT AND CONTROL POINTS
 SCALE: 1"=50'
 SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	4
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	



NOTE: THE EXISTING PAVEMENT CONSISTS OF 3 INCHES OF HOT-MIX ASPHALT OVER 9 INCHES OF PORTLAND CEMENT CONCRETE BASE COURSE.

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 631 / ILLINOIS ROUTE 102
 ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
 EXISTING CONDITIONS AND REMOVAL PLAN**

SCALE: 1"=50'

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	

CONSTRUCTION SEQUENCE

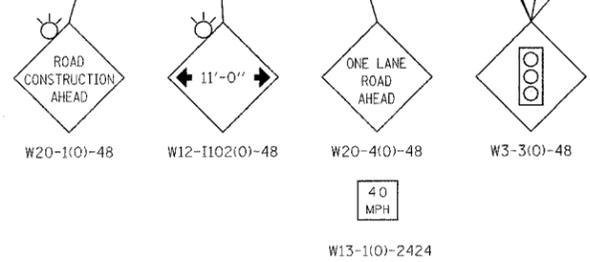
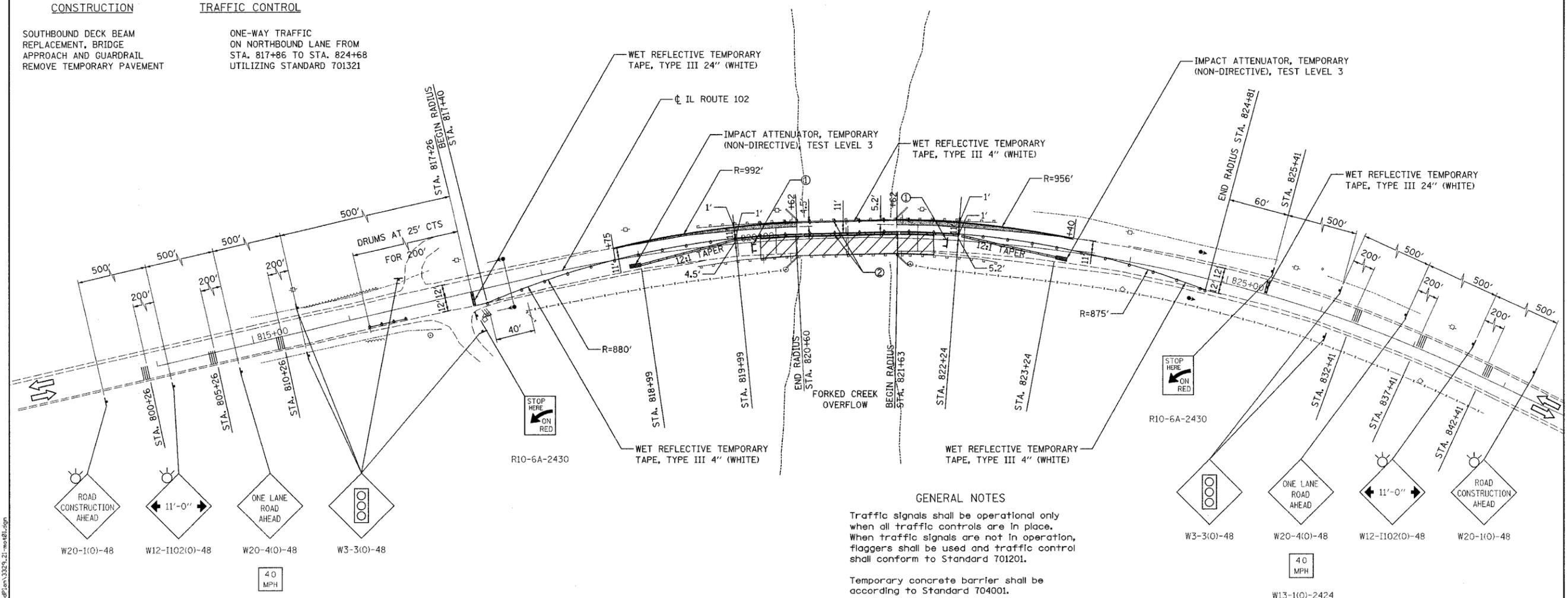
PRESTAGE
CONSTRUCTION **TRAFFIC CONTROL**
 TEMPORARY PAVEMENT UTILIZE STANDARD 701201

STAGE 1
CONSTRUCTION **TRAFFIC CONTROL**
 NORTHBOUND DECK BEAM REPLACEMENT, BRIDGE APPROACH AND GUARDRAIL ONE-WAY TRAFFIC ON SOUTHBOUND LANE FROM STA. 817+40 TO STA. 824+81 UTILIZING STANDARD 701321

STAGE 2
CONSTRUCTION **TRAFFIC CONTROL**
 SOUTHBOUND DECK BEAM REPLACEMENT, BRIDGE APPROACH AND GUARDRAIL REMOVE TEMPORARY PAVEMENT ONE-WAY TRAFFIC ON NORTHBOUND LANE FROM STA. 817+86 TO STA. 824+68 UTILIZING STANDARD 701321

- Work area
- Sign
- Type III barricade
- Traffic signal
- Detector loops
- Impact attenuator
- Stop Bar 24-inch
- Drum with steady burning light (25' cts.)
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional barrier wall/guardrail marker (25' cts.)

- Temporary Pavement
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 8 1/2"
- ① Type III barricade to be placed when no work is being performed.
- ② Barrier wall/guardrail markers at 25' cts. See Standards 704001 & 635011.



GENERAL NOTES

Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201.

Temporary concrete barrier shall be according to Standard 704001.

When existing pavement markings and raised pavement markers are in conflict with the traffic control and protection plan, existing pavement marking 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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USER NAME = jld	DESIGNED - DMM	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - DMM	REVISED -
PLOT DATE = 5/15/2008	CHECKED - MJL	REVISED -
	DATE - 05/13/2008	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 631 / ILLINOIS ROUTE 102
 ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
 TRAFFIC CONTROL AND PROTECTION - STAGE 1**

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

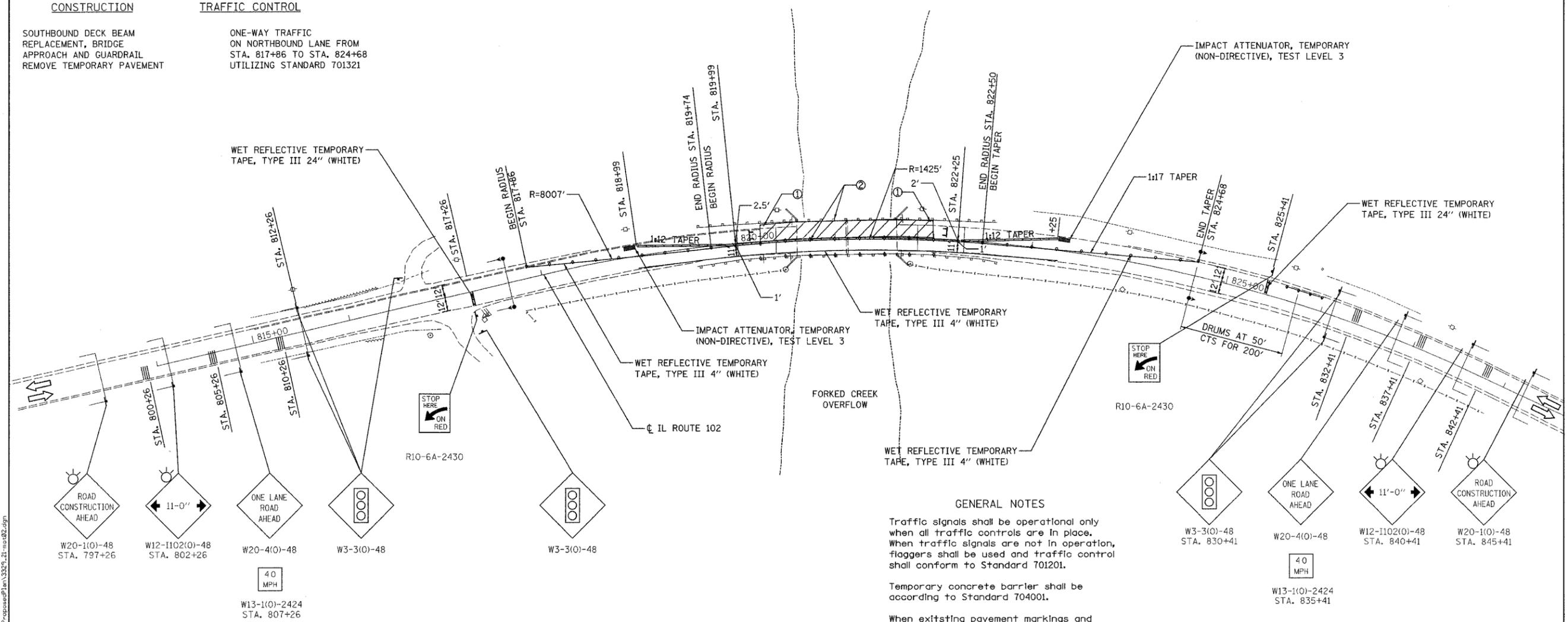
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	7
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	

CONSTRUCTION SEQUENCE

CONSTRUCTION	TRAFFIC CONTROL
PRESTAGE	
TEMPORARY PAVEMENT	UTILIZE STANDARD 701201
STAGE 1	
NORTHBOUND DECK BEAM REPLACEMENT, BRIDGE APPROACH AND GUARDRAIL	ONE-WAY TRAFFIC ON SOUTHBOUND LANE FROM STA. 817+40 TO STA. 824+81 UTILIZING STANDARD 701321
STAGE 2	
SOUTHBOUND DECK BEAM REPLACEMENT, BRIDGE APPROACH AND GUARDRAIL REMOVE TEMPORARY PAVEMENT	ONE-WAY TRAFFIC ON NORTHBOUND LANE FROM STA. 817+86 TO STA. 824+68 UTILIZING STANDARD 701321

- Work area
- Sign
- Type III barricade
- Traffic signal
- Detector loops
- Impact attenuator
- Stop Bar 24-inch
- Drum with steady burning light (25' cts.)
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional barrier wall/guardrail marker (25' cts.)

- Temporary Pavement
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1 1/2"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 8 1/2"
- ① Type III barricade to be placed when no work is being performed.
- ② Barrier wall/guardrail markers at 25' cts. See Standards 704001 & 635011.



- GENERAL NOTES**
- Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201.
- Temporary concrete barrier shall be according to Standard 704001.
- When existing pavement markings and raised pavement markers are in conflict with the traffic control and protection plan, existing pavement marking 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
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Chicago, Illinois 60656
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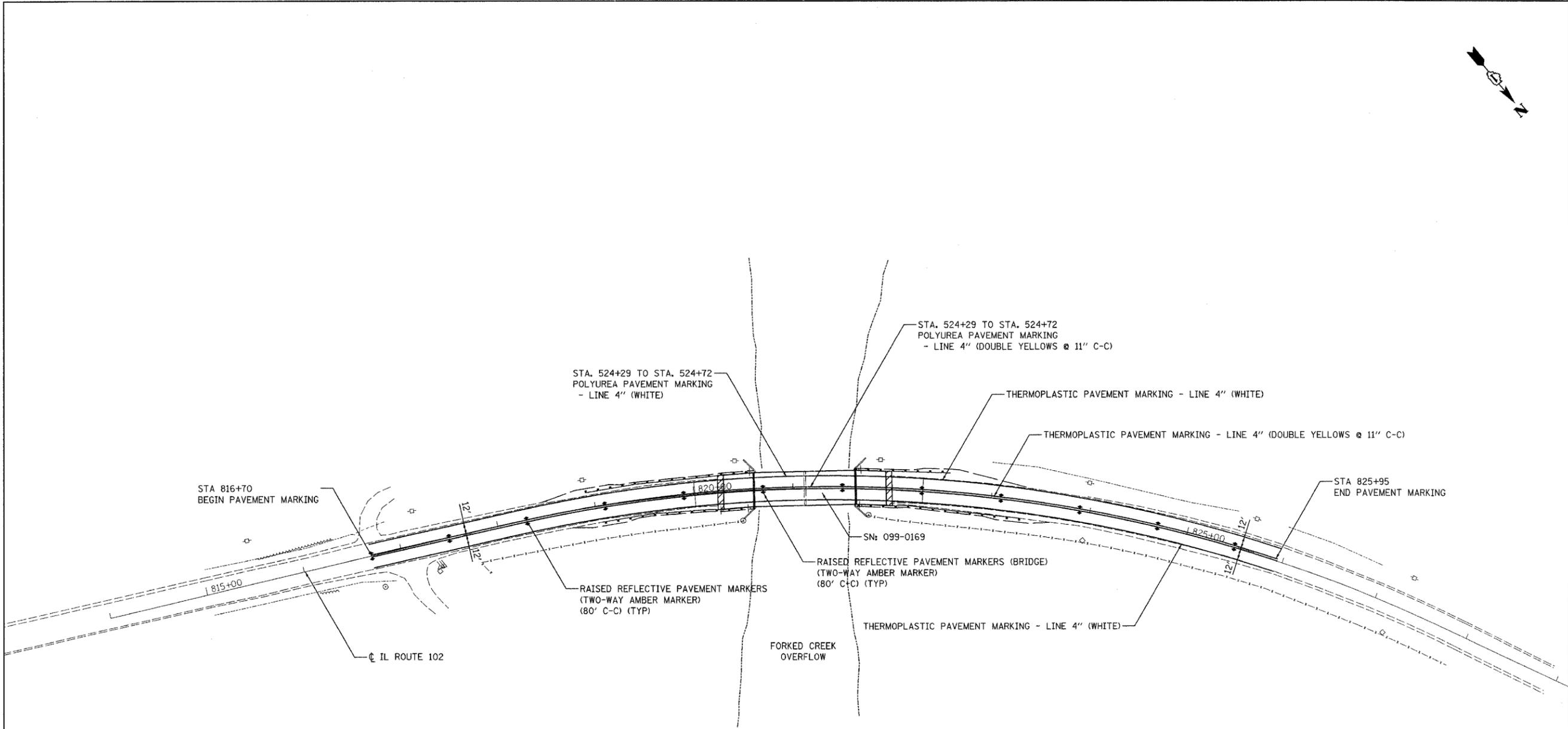
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 631 / ILLINOIS ROUTE 102
ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
TRAFFIC CONTROL AND PROTECTION - STAGE 2**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 631	SECTION 111N-1 B	COUNTY WILL	TOTAL SHEETS 32	SHEET NO. 8
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	



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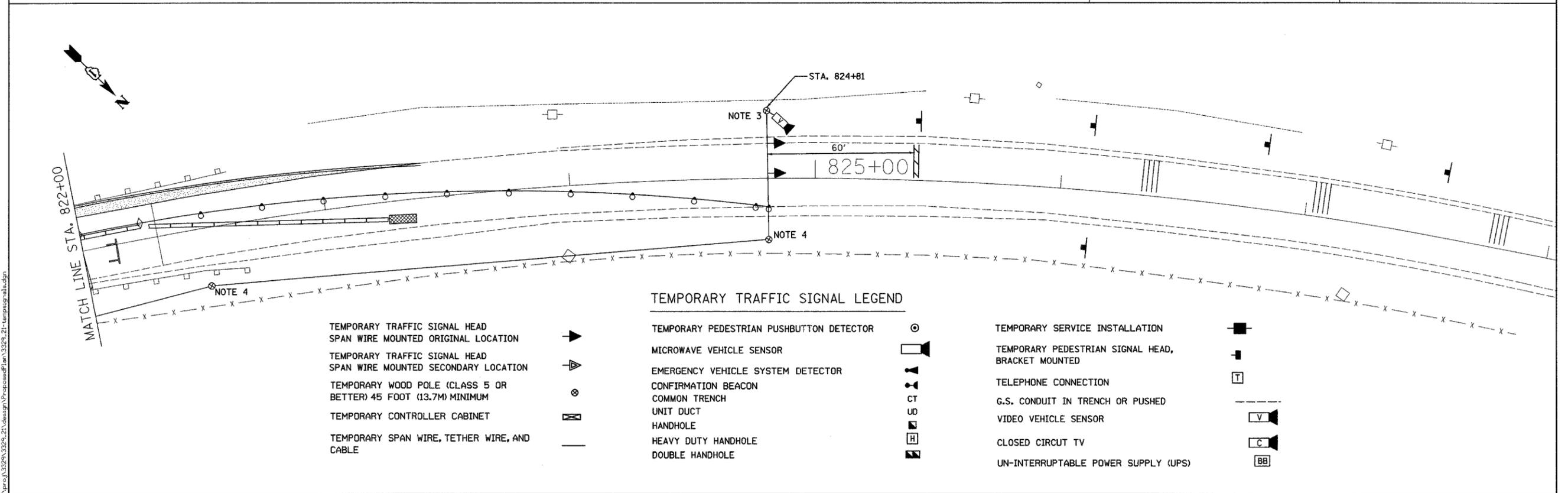
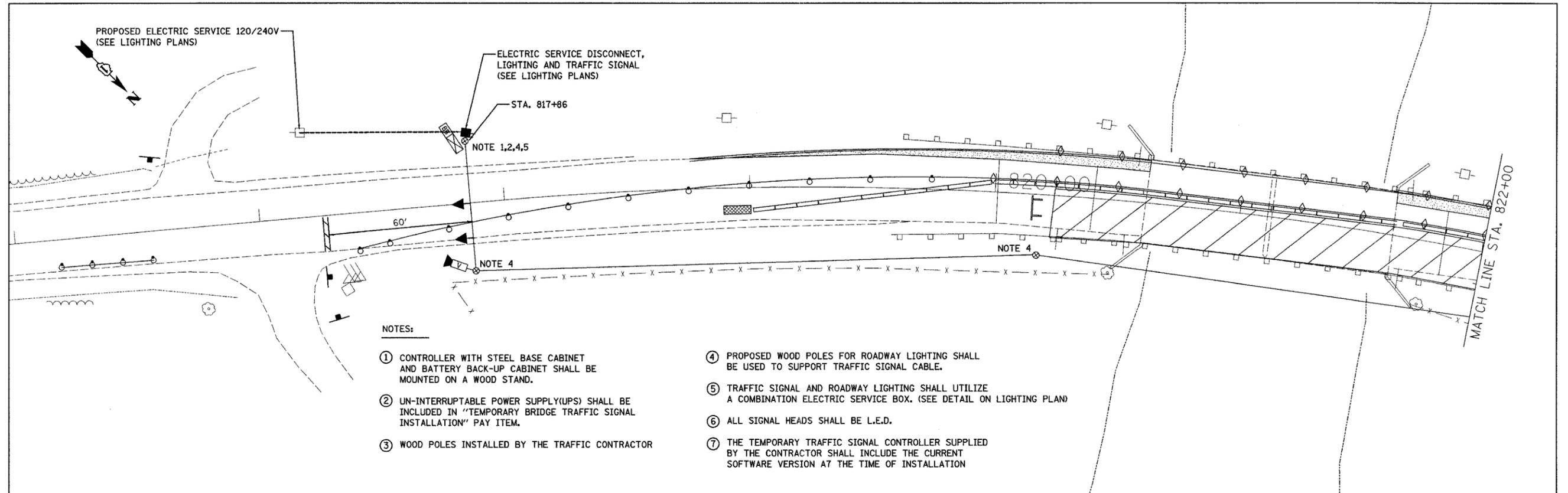
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 631 / ILLINOIS ROUTE 102
 ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
 PAVEMENT MARKING PLAN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	



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DATE = 05/13/2008	REVISIONS	1
	DATE	1

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**FAP 631 / ILLINOIS ROUTE 102
 OVER FORKED CREEK OVERFLOW
 TEMPORARY TRAFFIC SIGNAL PLAN**

SCALE: 1"=20'

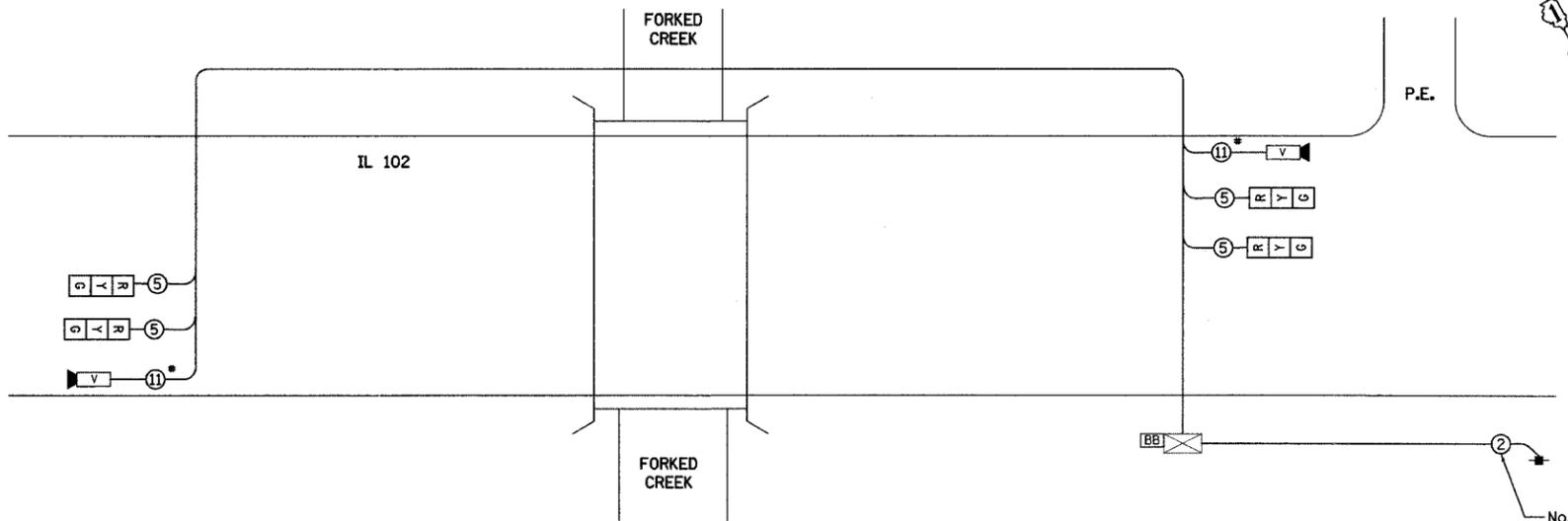
SHEET NO.	OF SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	10
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

CONTRACT NO. 60D85

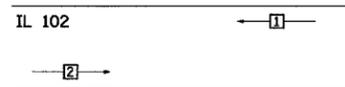
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR, EVP WILL BE PAID FOR SEPARATELY.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET, ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT. A REPRESENTATIVE OF THE TRAFFIC SIGNAL CONTROLLER/CABINET VENDOR/SUPPLIER MUST BE PRESENT AT THE TRAFFIC SIGNAL TURN ON.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm), HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATED HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS, EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. 24" WHITE STOP BAR TO BE INSTALLED AFTER THE INSTALLATION AND IMPLEMENTATION OF THE TEMPORARY TRAFFIC SIGNALS.
8. THE VIDEO CAMERA VENDOR/SUPPLIER REPRESENTATIVE WILL ASSIST THE CONTRACTOR IN THE EQUIPMENT SETUP/PLACEMENT OF CAMERAS AND WILL BE PRESENT AT THE TRAFFIC SIGNAL TURN ON.



* NOTE: OR AS SPECIFIED BY CAMERA VENDOR

CONTROLLER SEQUENCE



PHASE DESIGNATION

- LEGEND**
- SINGLE ENTRY PHASE
 - ◇ OVERLAP
 - PEDESTRIAN PHASE
 - * NUMBER REFERS TO ASSOCIATED PHASE

SUMMARY OF QUANTITIES			
ITEM	DESCRIPTION	UNIT	QUANTITY
X8900005	TEMPORARY BRIDGE TRAFFIC SIGNAL INSTALLATION	EACH	1

TEMPORARY CABLE DIAGRAM LEGEND

- TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300mm)
- ⊠ TEMPORARY CONTROLLER CABINET
- TEMPORARY SERVICE INSTALLATION
- ⑤ INDICATES NUMBER OF CONDUCTORS IN CABLE, ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
- ▶ EMERGENCY VEHICLE LIGHT DETECTOR
- ▶ CONFIRMATION BEACON
- PEDESTRIAN PUSHBUTTON DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP
- ⊠ 12" (300mm) PEDESTRIAN SIGNAL SECTION
- ⊠ MICROWAVE VEHICLE SENSOR
- ⊠ VIDEO DETECTOR SENSOR
- ⊠ CLOSED CIRCUIT TV
- ⊠ BATTERY - BACK UP
- ⊠ TELEPHONE CONNECTION

NOTE:
EQUIPMENT GROUND CONDUCTOR (GREEN COLOR CODED) SPLICE TO FRAME AND COVER IS REQUIRED FOR ALL HANDHOLES OR DOUBLE HANDHOLES THAT CARRY SIGNAL CABLES AND SERVICE CABLES.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	% OPERATION	
SIGNAL (RED)	4	135	17	0.50	34
(YELLOW)	4	135	25	0.25	25
(GREEN)	4	135	15	0.25	15
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN		84		0.05	
VIDEO CAMERA	2	45		1.0	90
TOTAL =					264

ENERGY COSTS TO: TOTAL = 264
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY CONTACT: KATHY NYSTROM
PHONE: (847) 816-5489
COMPANY: COM. ED.

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE
E - M. ARM POLE		SIGNAL POST	2 (1.0)	20' H - 2"
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND
				POST MOUNTED



48 - HOURS BEFORE DIGGING

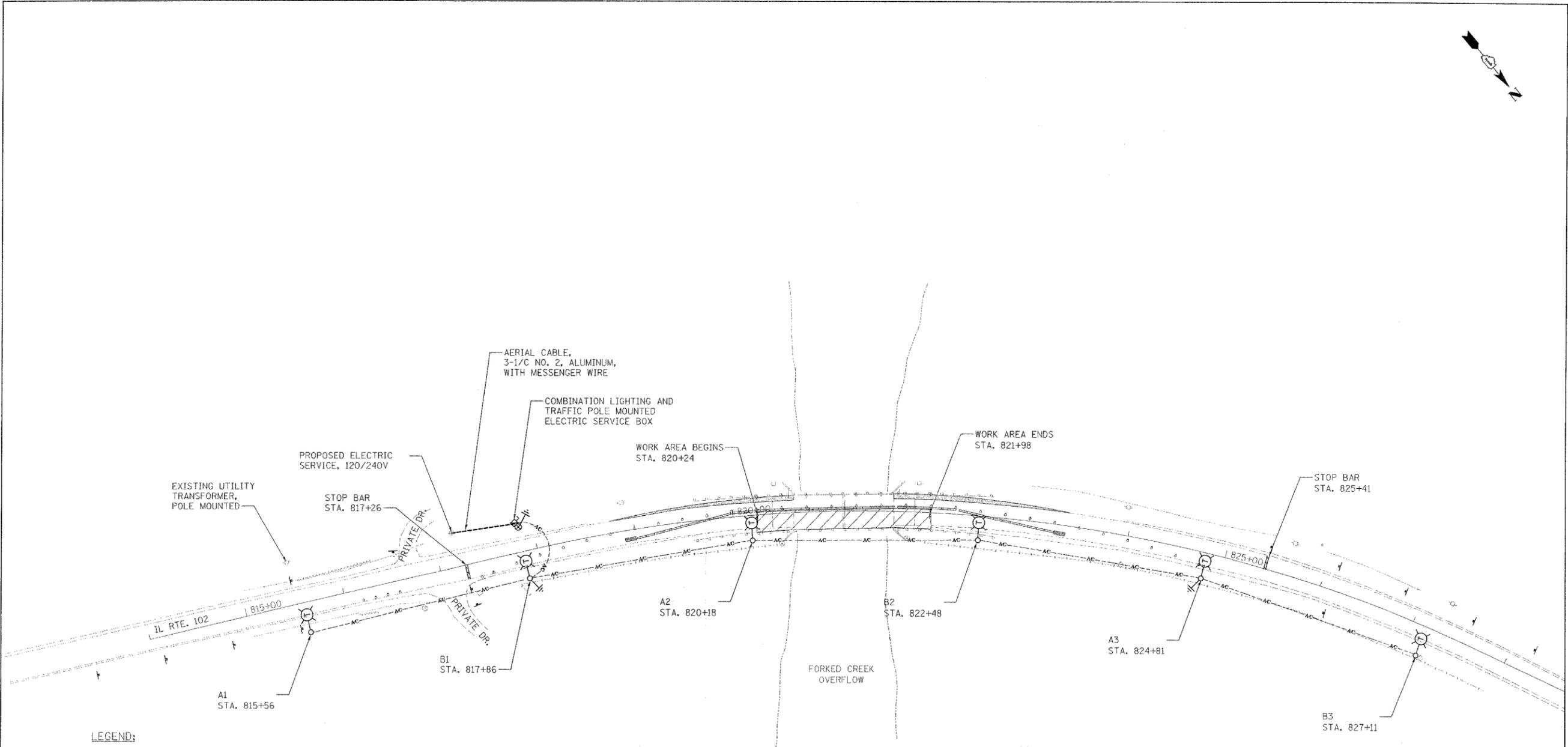
Ciorba Group, Inc.
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Tel. 773.775.4009 Fax 773.775.4014

USER NAME = rdanley	DESIGNED - RBG	REVISED -
PLOT SCALE = 50,000' / IN.	DRAWN - JAG	REVISED -
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	DATE - 05/13/2008	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

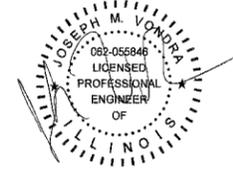
**FAP 631 / ILLINOIS ROUTE 102
ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
TEMPORARY CABLE PLAN & TEMPORARY PHASE DESIGNATION DIAGRAM**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	11
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	



LEGEND:

- TEMPORARY LIGHTING UNIT
50 FT. MOUNTING HEIGHT, 15 FT. MAST ARM
400 WATT, 120 VOLT LUMINAIRE WITH PHOTOCELL
ON EACH LUMINAIRE
- AERIAL CABLE, 3-1/8 NO. 4, ALUMINUM, WITH MESSENGER WIRE
- GROUND ROD, 5/8" DIAMETER X 10 FT.
- ELECTRIC SERVICE DISCONNECT, LIGHTING
AND TRAFFIC SIGNAL
- EXISTING UTILITY POLE
- TEMPORARY WOOD POLE, 45 FT, CLASS 5



DATE: 5/13/2008
SEAL EXPIRES: 11/30/2009

NOTES

1. TEMPORARY LIGHTING SHALL BE INSTALLED AND OPERATIONAL BEFORE THE START OF CONSTRUCTION.
2. POLE SHALL BE SETBACK 18 FT. FROM THE EDGE OF THE TRAVELLED PAVEMENT, UNLESS OTHERWISE REQUIRED BY THE FIELD CONDITIONS.
3. TEMPORARY LIGHTING SHALL REMAIN OPERATIONAL FOR BOTH STAGE I AND STAGE II. STAGE I SHOWN.
4. ALL POLES SHOWN ON THIS PLAN SHALL BE INSTALLED BY THE LIGHTING CONTRACTOR.

FILE NAME = N:\PROJ\329\329\329\21\Design\Lighting\329_21_1.tbl

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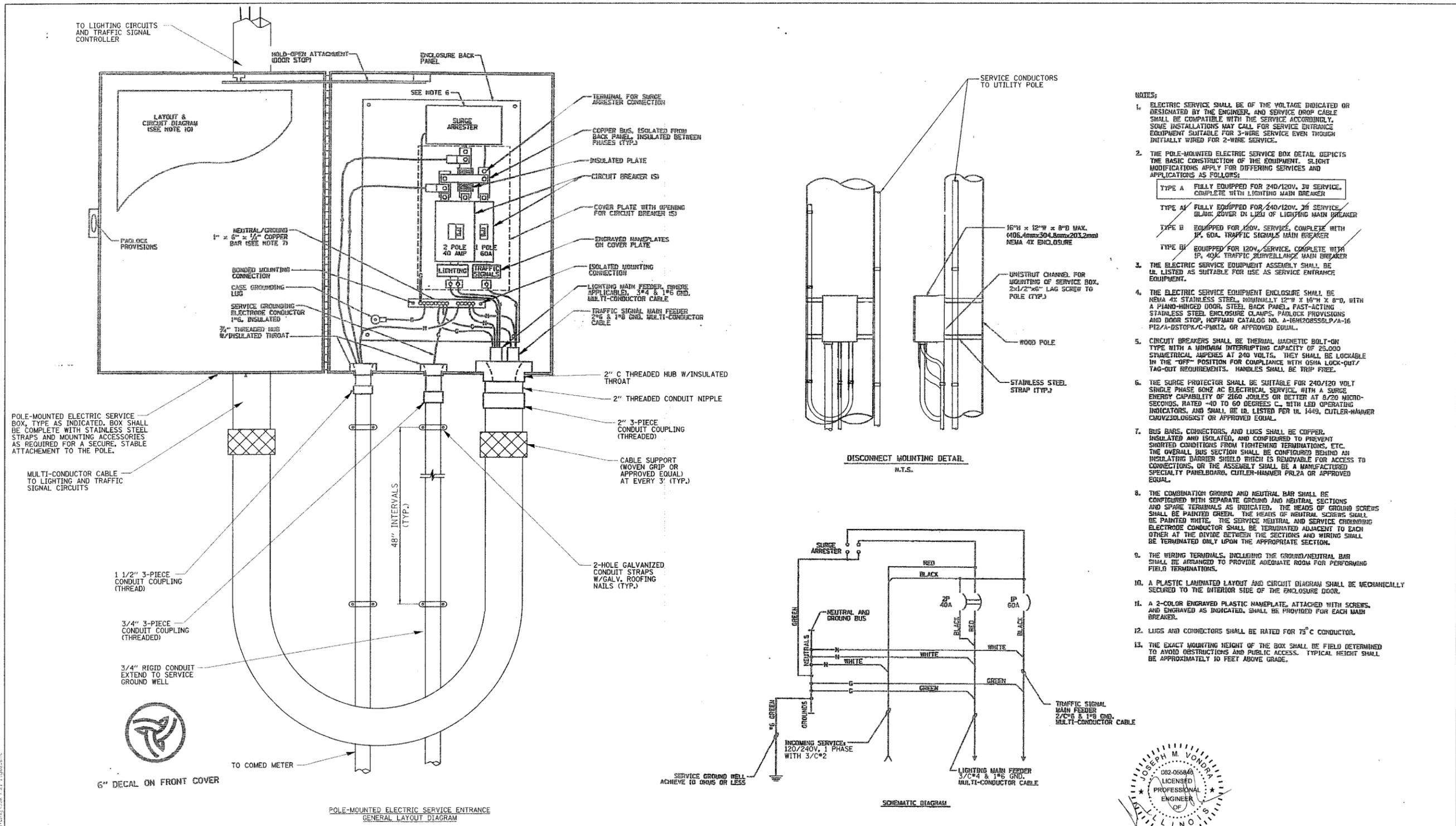
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 631 / ILLINOIS ROUTE 102
OVER FORKED CREEK OVERFLOW
TEMPORARY LIGHTING PLAN**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE. 631	SECTION 111N-1 B	COUNTY WILL	TOTAL SHEETS 32	SHEET NO. 12
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT CONTRACT NO. 60D85	



- NOTES:**
- ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
 - THE POLE-MOUNTED ELECTRIC SERVICE BOX DETAIL DEPICTS THE BASIC CONSTRUCTION OF THE EQUIPMENT. SLIGHT MODIFICATIONS APPLY FOR DIFFERING SERVICES AND APPLICATIONS AS FOLLOWS:
 - TYPE A FULLY EQUIPPED FOR 240/120V, 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER
 - TYPE A1 FULLY EQUIPPED FOR 240/120V, 2W SERVICE, BLANK COVER IN LIEU OF LIGHTING MAIN BREAKER
 - TYPE B EQUIPPED FOR 120V, SERVICE, COMPLETE WITH 1/2" 60A TRAFFIC SIGNALS MAIN BREAKER
 - TYPE B1 EQUIPPED FOR 120V, SERVICE, COMPLETE WITH 1/2" 40A TRAFFIC SIGNALS MAIN BREAKER
 - THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
 - THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12" H X 16" W X 8" D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CLAMPS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H2085SLP/A-16 P12/A-DSTOP/C-FMK12, OR APPROVED EQUAL.
 - CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
 - THE SURGE PROTECTOR SHALL BE SUITABLE FOR 240/120 VOLT SINGLE PHASE 60HZ AC ELECTRICAL SERVICE, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C, WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMUW230L050KST OR APPROVED EQUAL.
 - BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
 - THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
 - THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
 - A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
 - A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREENS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
 - LUGS AND CONNECTORS SHALL BE RATED FOR 75°C CONDUCTOR.
 - THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.

POLE-MOUNTED ELECTRIC SERVICE BOX, TYPE AS INDICATED. BOX SHALL BE COMPLETE WITH STAINLESS STEEL STRAPS AND MOUNTING ACCESSORIES AS REQUIRED FOR A SECURE, STABLE ATTACHMENT TO THE POLE.

MULTI-CONDUCTOR CABLE TO LIGHTING AND TRAFFIC SIGNAL CIRCUITS

6" DECAL ON FRONT COVER

POLE-MOUNTED ELECTRIC SERVICE ENTRANCE GENERAL LAYOUT DIAGRAM

DISCONNECT MOUNTING DETAIL N.T.S.

SCHEMATIC DIAGRAM



DATE: 5/14/2008
SEAL EXPIRES: 11/30/2009

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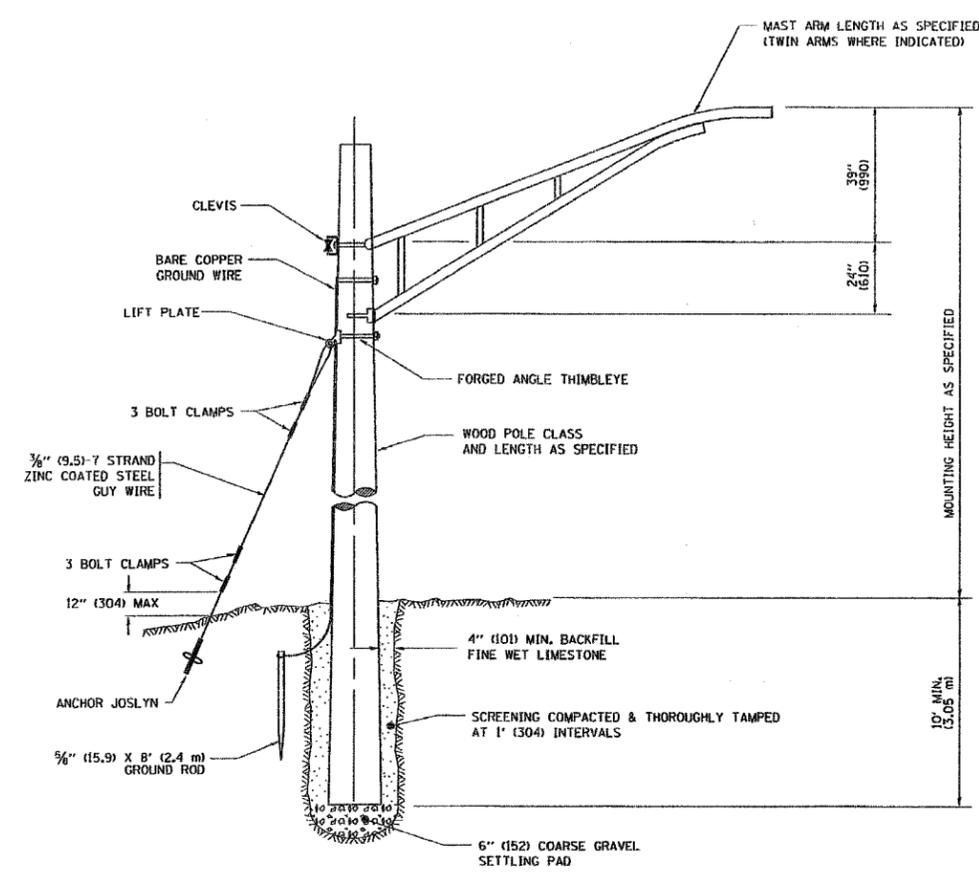
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 631/ILLINOIS ROUTE 102 OVER FORKED CREEK OVERFLOW
ELECTRIC SERVICE DISCONNECT,
LIGHTING AND TRAFFIC SIGNAL**

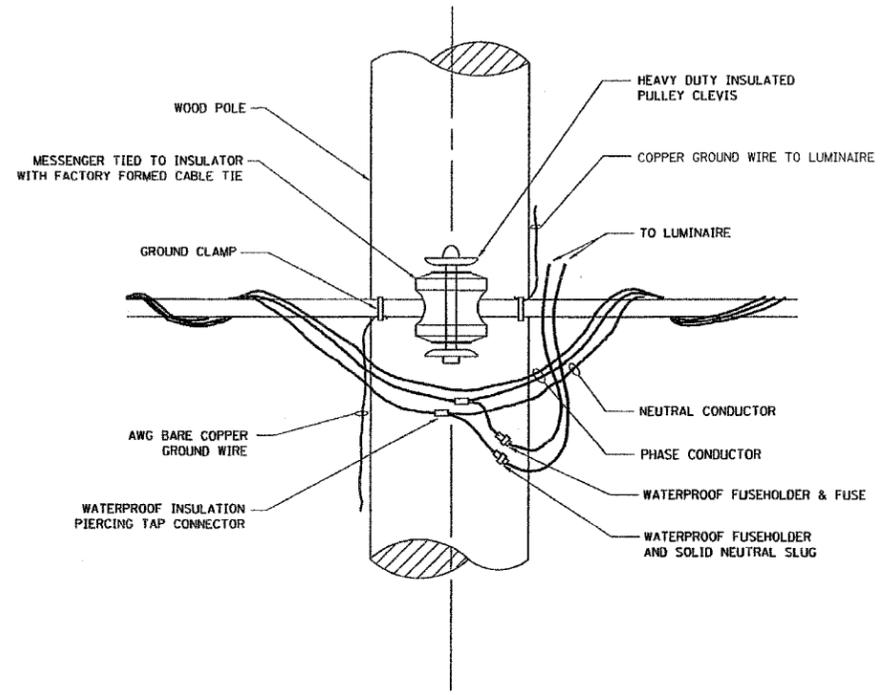
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FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60D85	

CONTRACT NO.				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

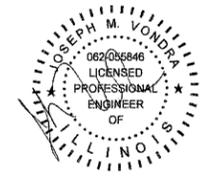


TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:
1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED



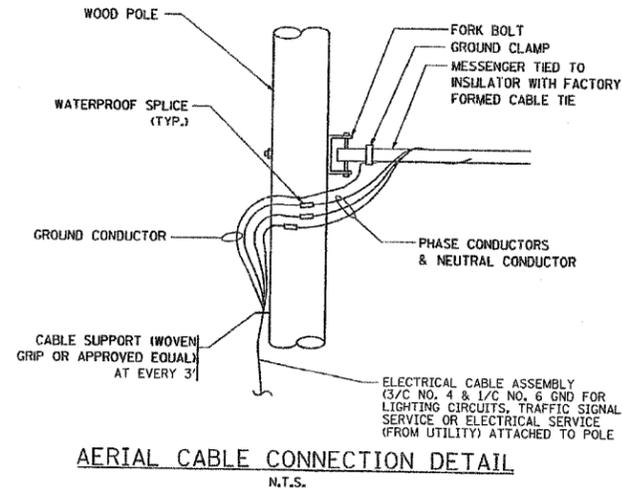
DATE: 5/14/2008
SEAL EXPIRES: 11/30/2009

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
	08/08/03	TEMPORARY LIGHT POLE DETAILS
SCALE: VERT. NONE HORIZ.		DRAWN BY CHECKED BY BE-800

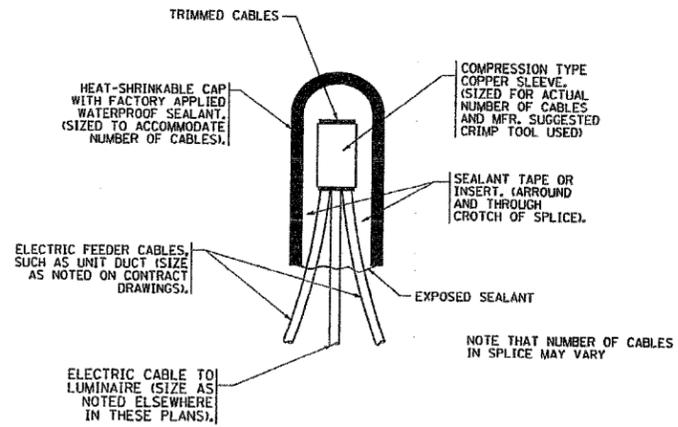
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	DATE - 05/13/2008	REVISED -

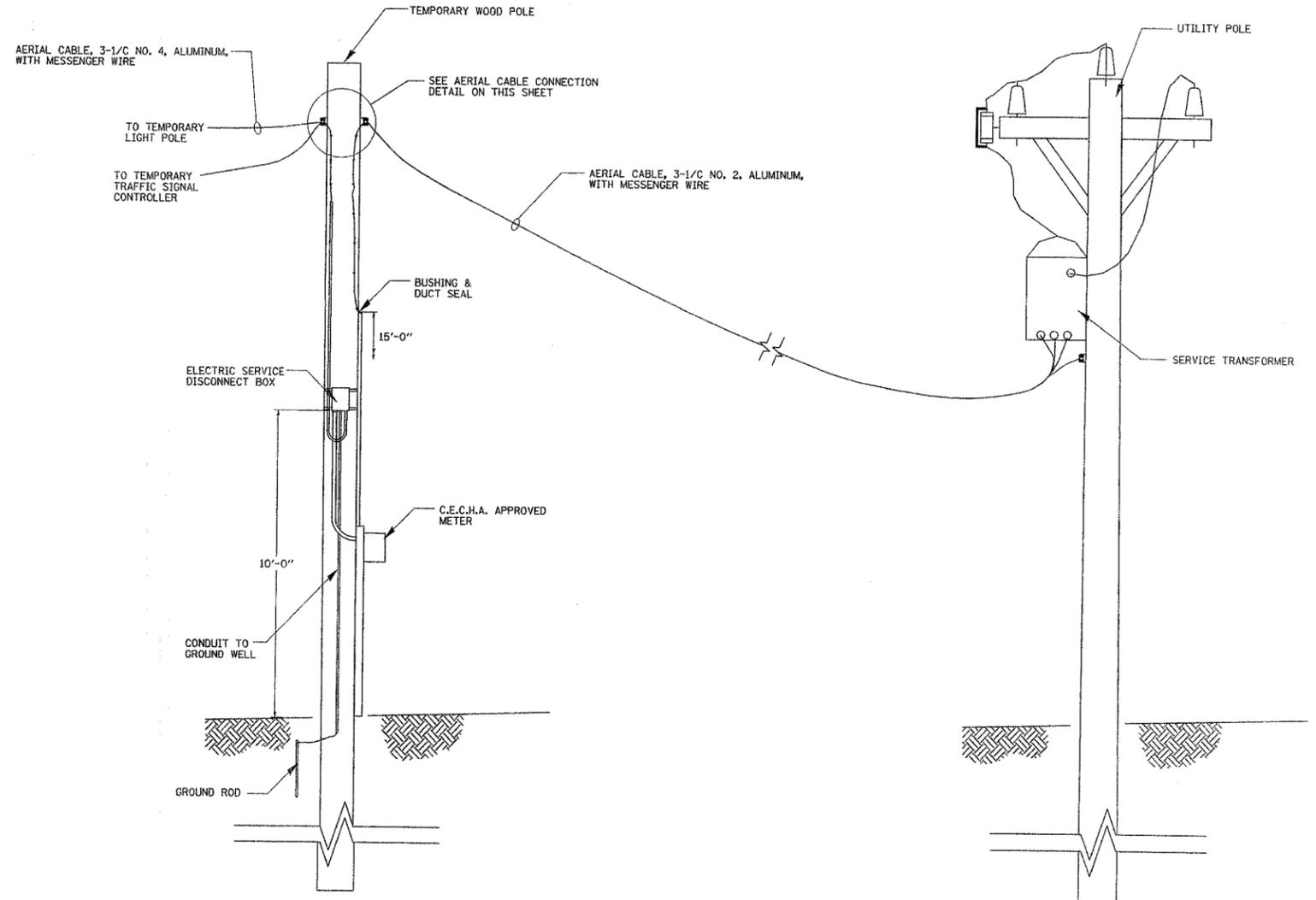
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	14
CONTRACT NO. 60D85				



AERIAL CABLE CONNECTION DETAIL
N.T.S.

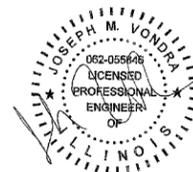


TYPICAL SPLICE DETAIL
N.T.S.



NOTE:
COMMONWEALTH EDISON SHALL BE CONTACTED BEFORE THE INSTALLATION WORK BEGINS FOR THE ELECTRIC SERVICE INSTALLATION.

ELECTRIC SERVICE INSTALLATION
NOT TO SCALE



DATE: 5/14/2008
SEAL EXPIRES: 11/30/2009

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USER NAME = mbalog	DESIGNED - JMV	REVISED -
PLOT SCALE = 1/8" = 1' / IN.	DRAWN - MB	REVISED -
PLOT DATE = 5/14/2008	CHECKED - JMV	REVISED -
	DATE - 05/13/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAP 631 / ILLINOIS ROUTE 102
OVER FORKED CREEK OVERFLOW
TEMPORARY LIGHTING DETAILS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	15
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 60D85	

SCALE: NONE SHEET NO. 4 OF 4 SHEETS STA. TO STA.

Benchmark: Chiseled "X" S-E Wingwall, Offset 19'-7" RT. Sta. 820+59 Elev. 557.86

Existing Structure: Rebuilt in 1971 as a 2 span 21' x 36" and 21' x 48" PPC Deck Beam Bridge with 3" bituminous wearing surface on closed abutments and a pier. The substructure is supported on H piles. The structure measures 102'-0" Bk. to Bk. Abutments and 34'-0" Out to Out Deck. Bridge was rehabilitated in 2000 with one beam replacement. Traffic is to be maintained utilizing stage construction. One lane for both directions will be provided by using temporary traffic signals.

Salvage: None.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATION 821+12.20
REBUILT 20 BY
STATE OF ILLINOIS
FAP 631 SEC. 111 N-1 B
LOADING HL93
STR. NO. 099-0169

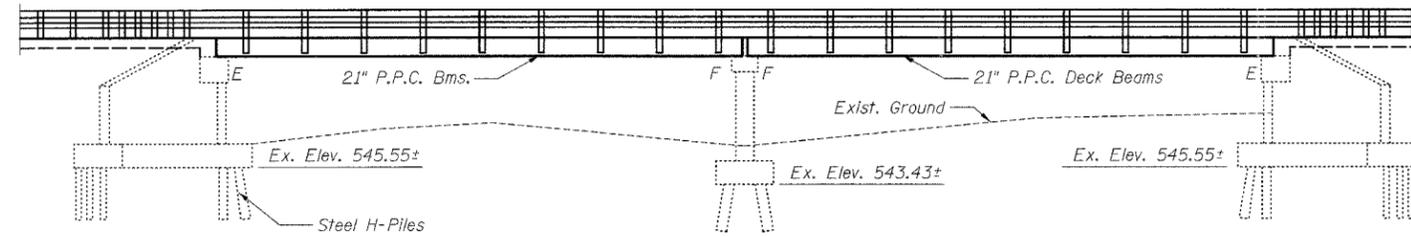
SCOPE OF WORK

1. Total Superstructure Removal and Replacement
2. Substructure Repairs
3. Approach Slab Removal and Replacement

INDEX OF SHEETS

1. General Plan & Elevation
2. Stage Construction Details
3. Temporary Concrete Barrier
4. Beam Details (21"x36") Details No. 1
5. Beam Details (21"x36") Details No. 2
6. Beam Details (21"x48") Details No. 1
7. Beam Details (21"x48") Details No. 2
8. Superstructure Details No. 1
9. Superstructure Details No. 2
10. Steel Railing, Type SM
11. Pier Repairs
12. North & South Abutment Repairs
13. North & South Abutment
14. Bar Splicer Details

NAME PLATE
See Std. 515001



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 shall conform to the requirements of ASTM A706 Grade 60 (IL Modified). See Special Provisions.

The Contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

Attach new Name Plate to the inside face of steel rail as shown. Existing name plate is to be left in place.

Reinforcement Bars designated (E) shall be epoxy coated.

No in-stream work will be allowed on this project.

The minimum thickness of the concrete overlay shall be 5" and varies as required to adjust for the new profile grade and beam camber.

Repair of the substructure shall be completed prior to placement of the new deck beams.

After the removal of the existing beams for stage I removal, the Contractor shall re-connect or re-engage the transverse ties in the existing beams for stage I traffic.

Burn or cut the existing dowel rods flush with existing bearing seat. Grind the existing dowel rods smooth and seal with epoxy. The cost of this work shall be included with "Removal of Existing Superstructures".

LOADING HL-93

Allow 25 psf for future wearing surface

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications
(4th Edition, 2007)

DESIGN STRESSES

FIELD UNITS	PRESTRESSED UNITS
f'c = 3,500 psi	f'c = 6,000 psi
fy = 60,000 psi	f'cl = 5,000 psi
	f's = 270,000 psi (1/2" φ low lax. strands)
	f'sl = 201,900 psi (1/2" φ low lax. strands)

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock acceleration coefficient (A) = .04g
Site Coefficient (S) = 1.2

HORIZONTAL CURVE DATA

P.C.	818+02.03
P.I.	822+99.23
P.T.	827+60.13
SE =	7.4%
Δ =	37°-47'19"
D =	3°-56'39"
R =	1452.69
T =	497.20'
L =	958.10'

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing Superstructures	Each	1
Concrete Removal	Cu. Yd.	4.5
Concrete Superstructure	Cu. Yd.	6.4
Bridge Deck Grooving	Sq. Yd.	353
Protective Coat	Sq. Yd.	383
Concrete Wearing Surface (5")	Sq. Yd.	383
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	3,443
Reinforcement Bars, Epoxy Coated	Pound	5,850
Bar Splicers	Each	116
Steel Railing, Type SM	Foot	204
Name Plates	Each	1
Preformed Joint Strip Seal	Foot	68
* Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	71
* Asbestos Bearing Pad Removal	Each	24

* Special Provision

GENERAL PLAN AND ELEVATION

FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW

SECTION 111 N-1 B

WILL COUNTY

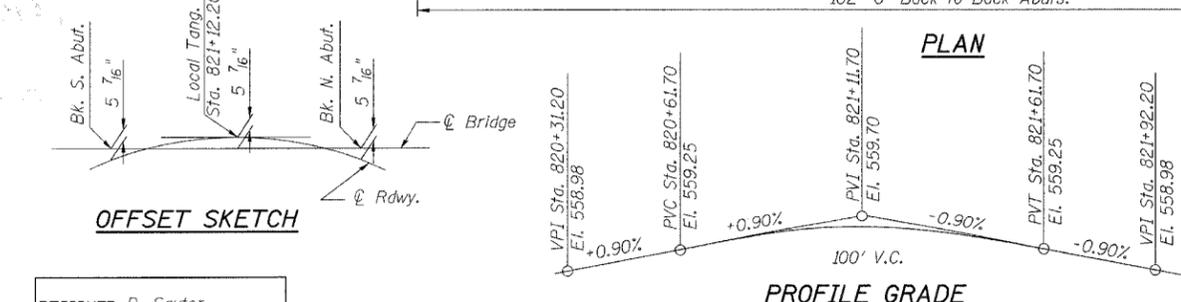
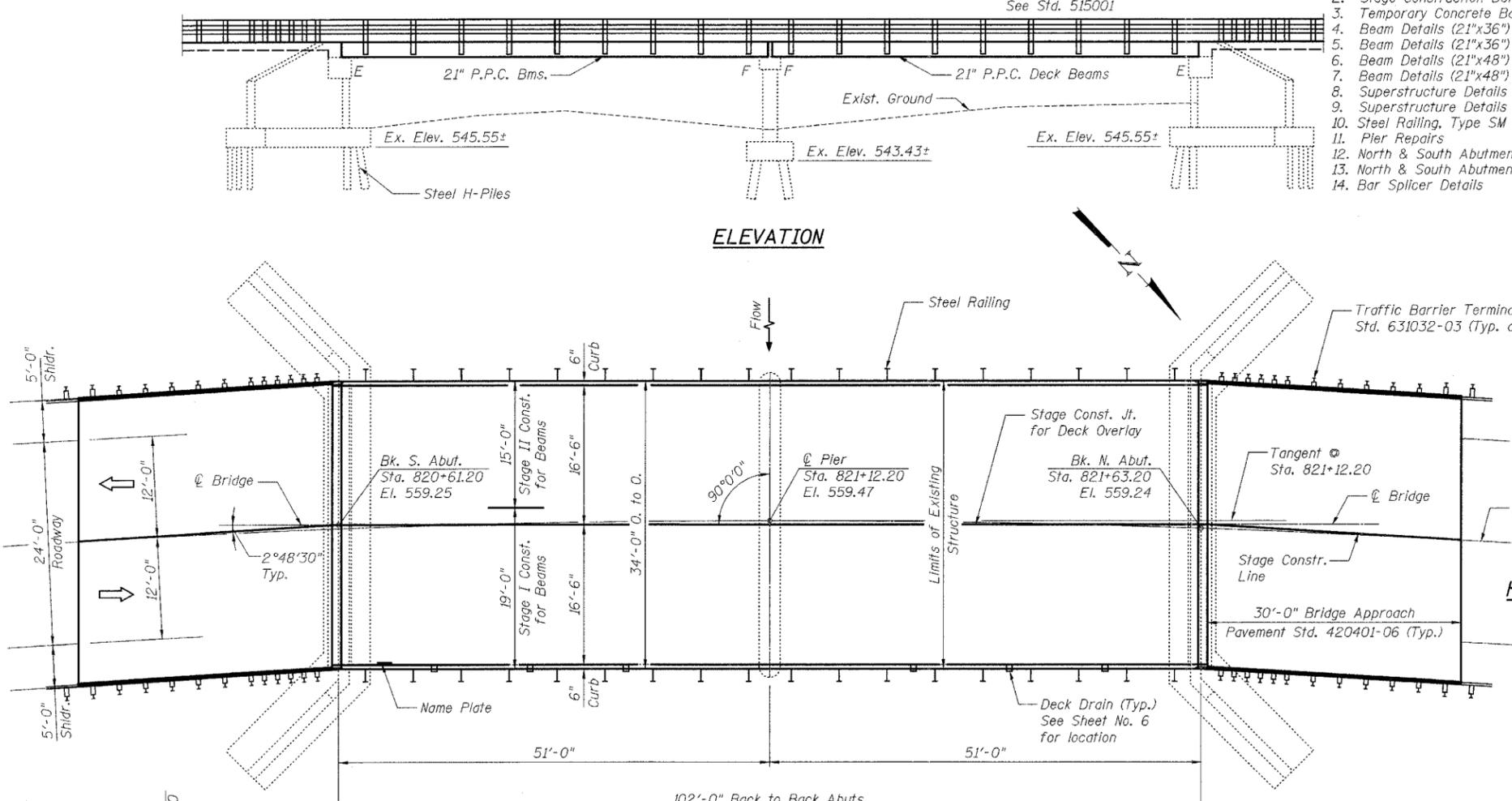
STA. 821+12.20

S.N. 099-0169

5/15/2008

5/15/2008

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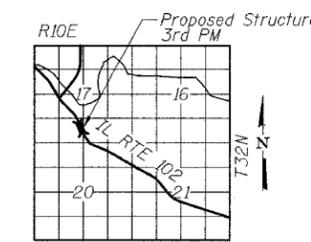


DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

Giorba Group, Inc.
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STATE OF ILLINOIS
EWA K. MROZCEK
081-006067
STRUCTURAL ENGINEER
DATE: 5/15/2008
SEAL EXPIRES: 11/30/2008

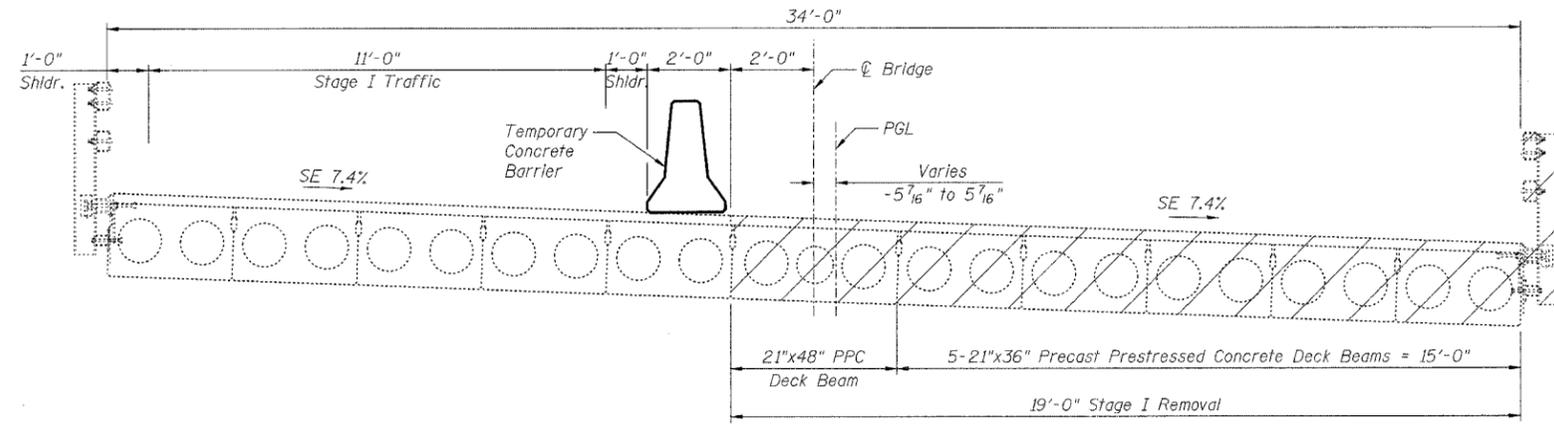
APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson (P.E.)
ENGINEER OF BRIDGES AND STRUCTURES



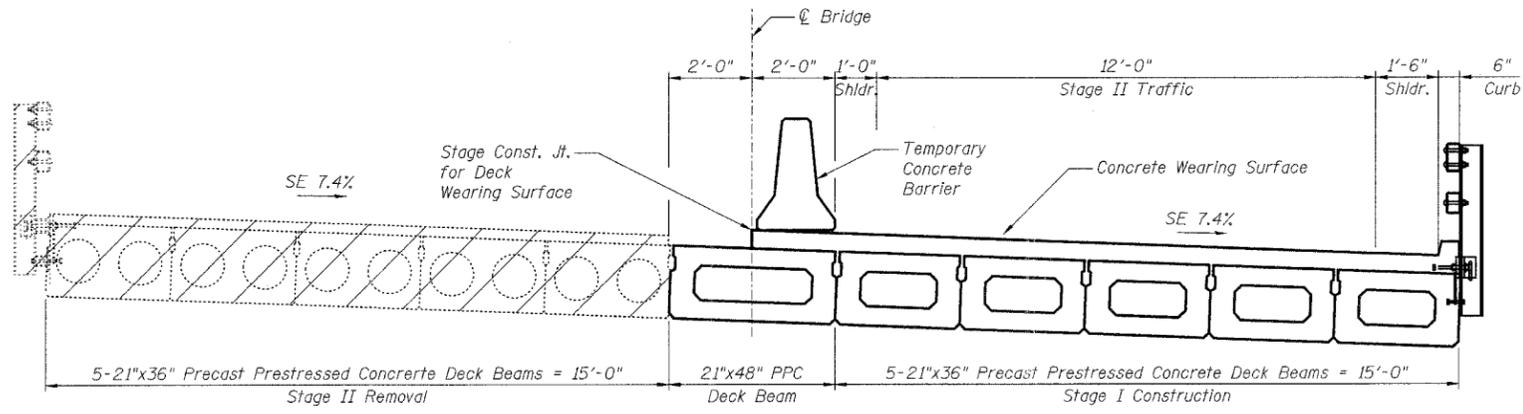
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

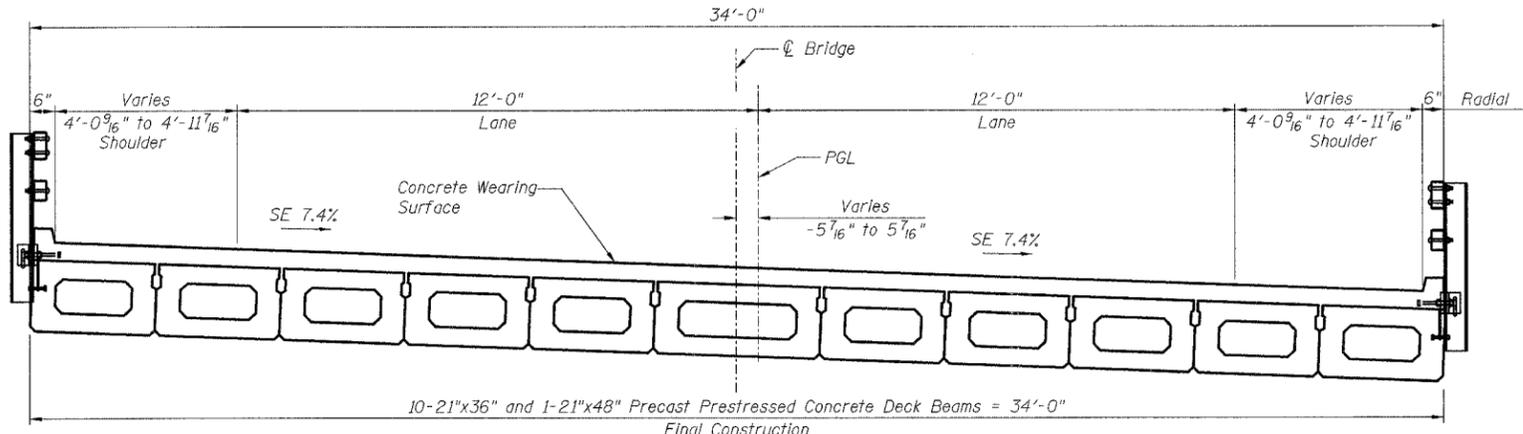
Contract # 60D85



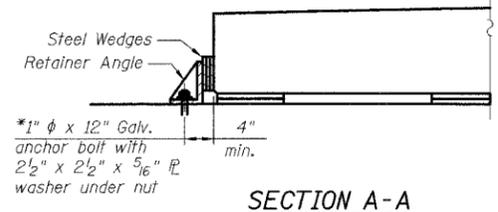
STAGE I REMOVAL
(Looking North)



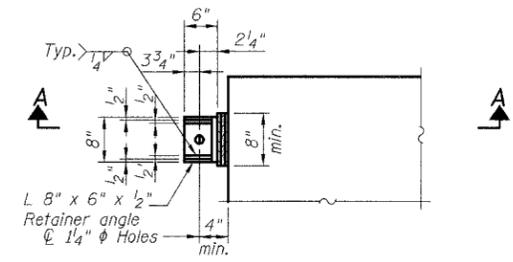
STAGE I CONSTRUCTION & STAGE II REMOVAL
(Looking North)



FINAL
(Looking North)



SECTION A-A

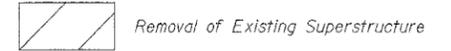


PLAN

TEMPORARY RETAINER ANGLE

* Retainer angle to be placed adjacent to beam at stage line at abutments right after Stage I center beam is removed. Retainer angle shall be removed right before installation of the new stage I beams. Repeat procedure for Stage II. Cost of retainer and accessories are included with Precast Prestressed Concrete Deck Beams.

LEGEND:



NOTES:

1. See Sheet No. 3 for Temporary Concrete Barrier Details.
2. The Contractor is ultimately responsible of means and methods to ensure the complete stability of the structural members during construction.
3. Existing Bearing Pads removal to be paid for under "Asbestos Bearing Pad Removal".

STAGE CONSTRUCTION DETAILS
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

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

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5/15/2008 rdbanley m:\pco\3329\3329_21\design\structural\cadd\sh\3329_21_02_Stage Construction.sht

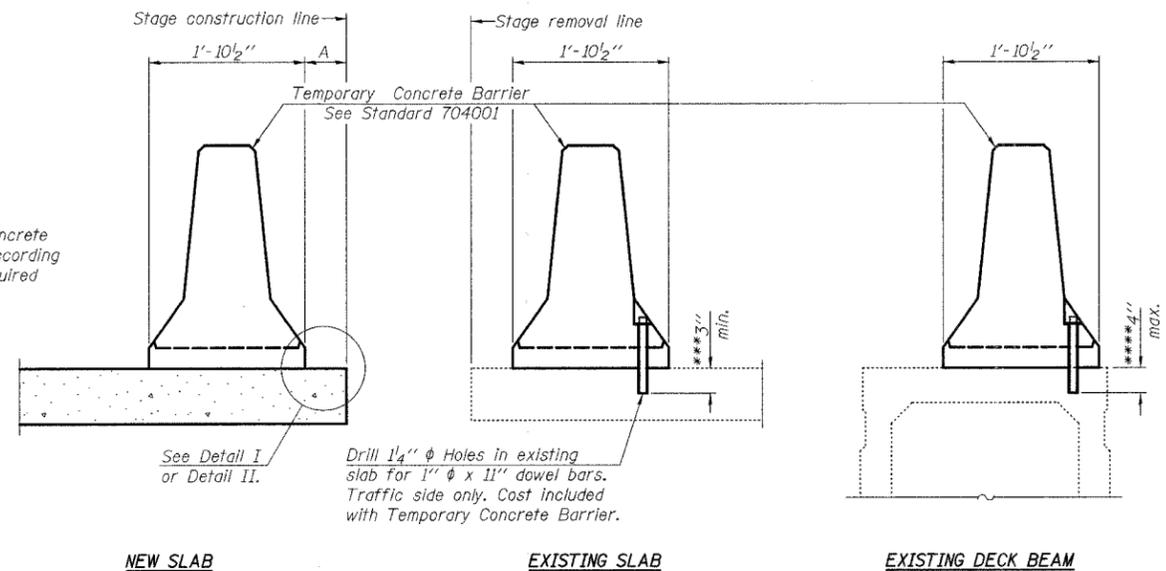
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 631	(III-N-1 B)	WILL	32	18
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 3
14 SHEETS

Contract # 60D85

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

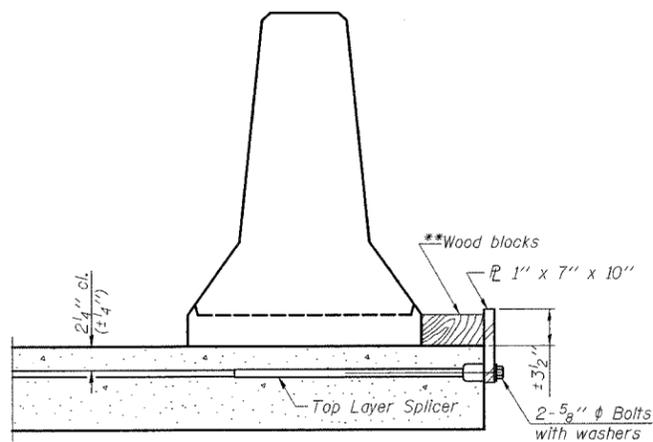
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

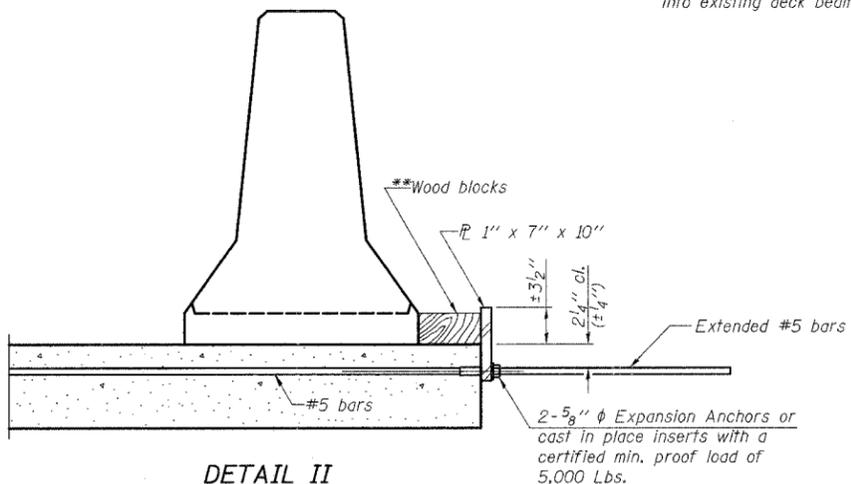
NOTES

- Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{R} 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{R} 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.

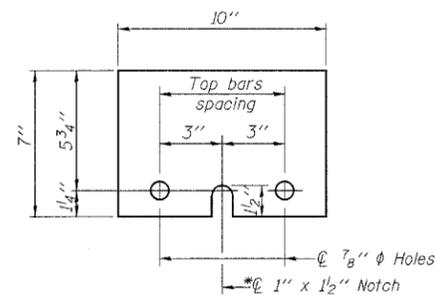


DETAIL I



DETAIL II

**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.



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

* Required only with Detail II

TEMPORARY CONCRETE BARRIER

FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

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

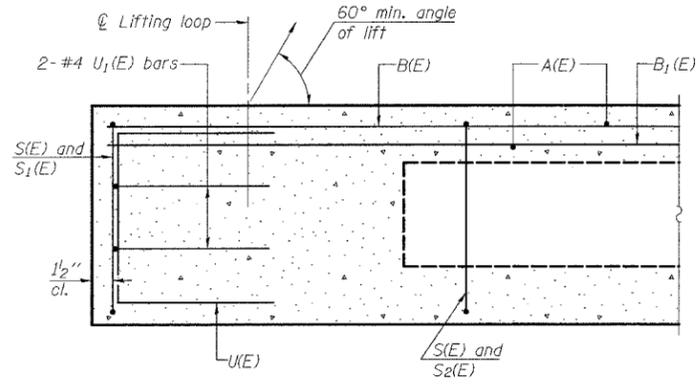


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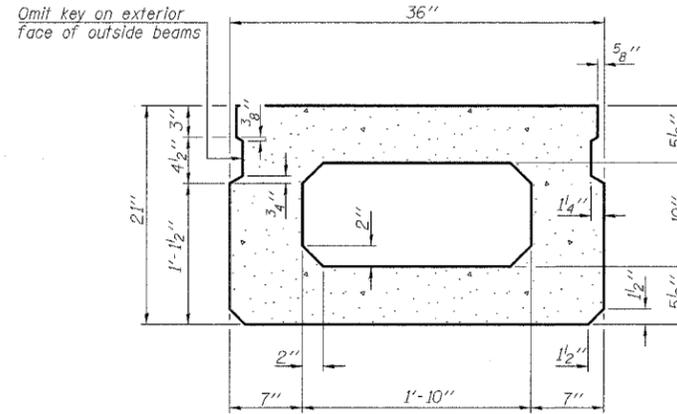
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

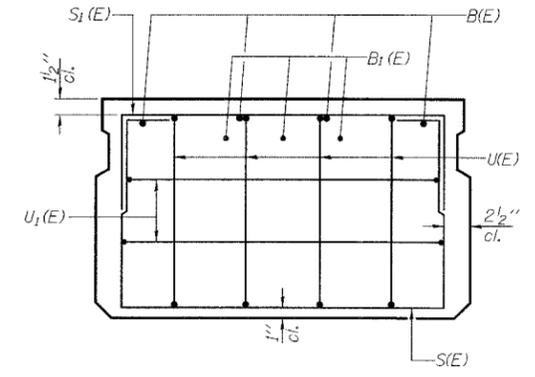
Contract # 60D85



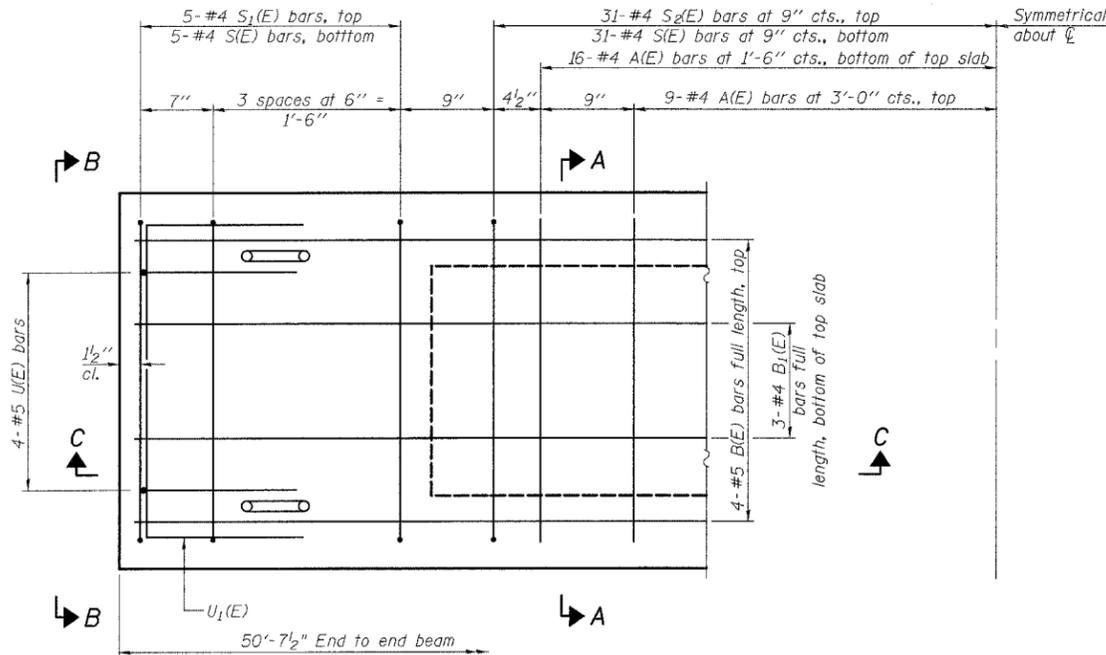
SECTION C-C



SECTION A-A
(Showing dimensions)

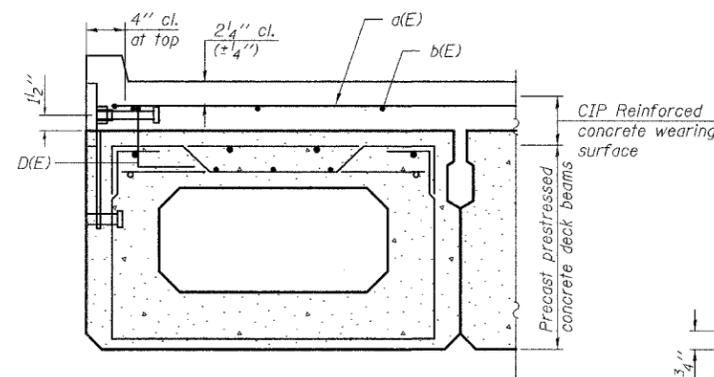


VIEW B-B



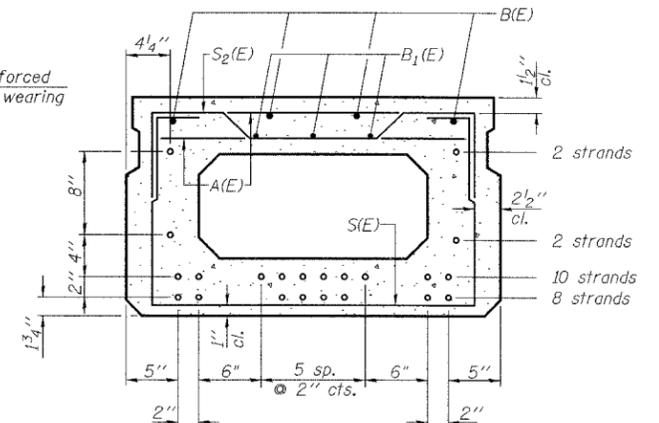
PLAN VIEW

Note: Spacing of S(E) and S₂(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION THRU EXTERIOR BEAM

See Typical Section Thru Interior Beam for strand pattern, dimensions and bar call outs. CWS and Curb shall be poured in the field.



SECTION A-A

(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

BAR LIST ONE BEAM ONLY

(For information only)

Bar	No.	Size	Length	Shape
A(E)	50	#4	2'-7"	—
B(E)	4	#5	50'-4"	—
B ₁ (E)	3	#4	50'-4"	—
S(E)	72	#4	6'-5"	U
S ₁ (E)	10	#4	5'-7"	U
S ₂ (E)	62	#4	5'-10"	U
U(E)	8	#5	4'-0"	U
U ₁ (E)	4	#4	5'-0"	U

Note: See sheet 5 of 14 for additional details and Bill of Material.

21" x 36" PPC DECK BEAM
DETAILS NO. 1
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

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



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PD-2136-0

8-29-07

rdanley

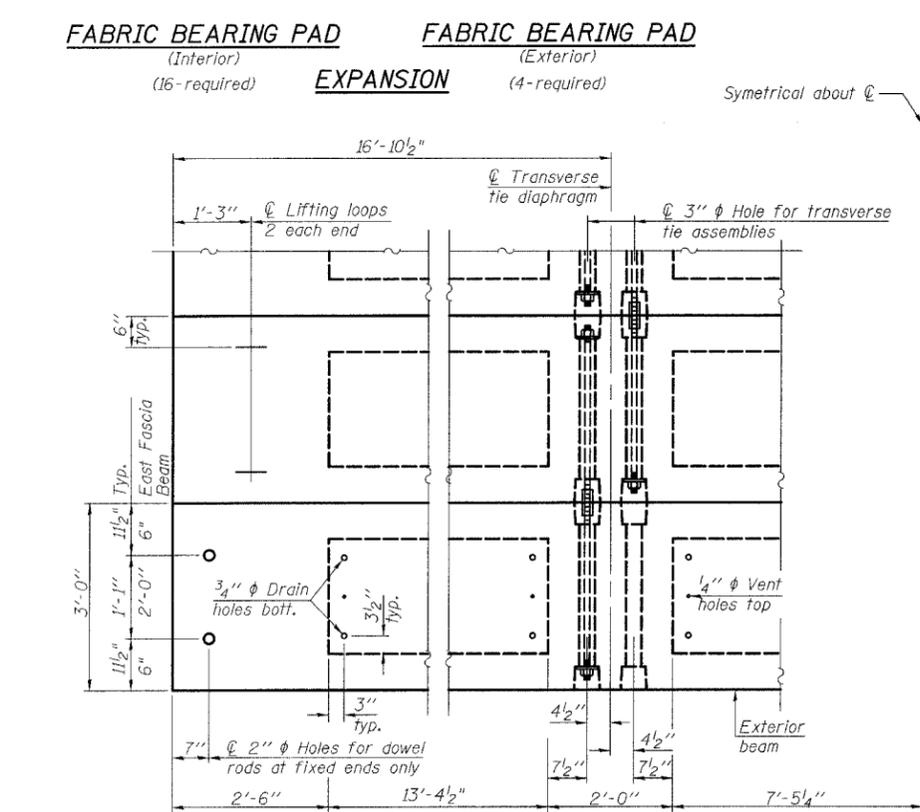
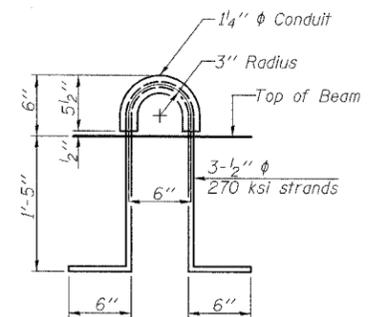
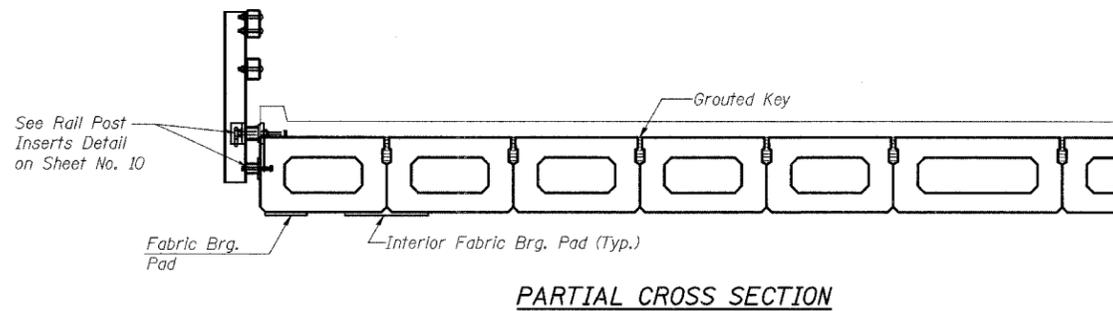
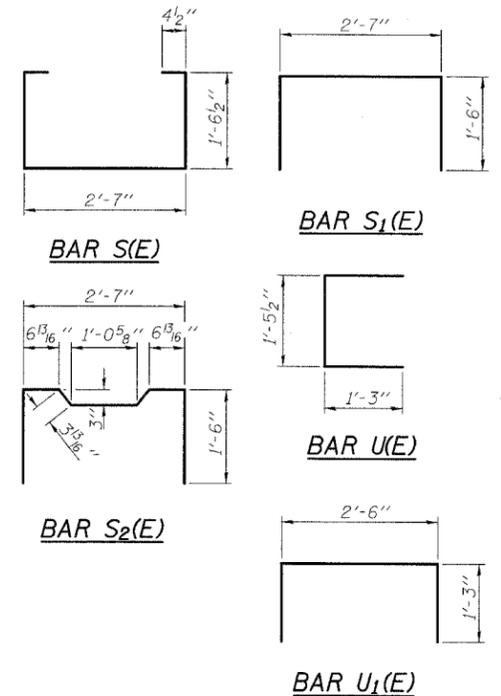
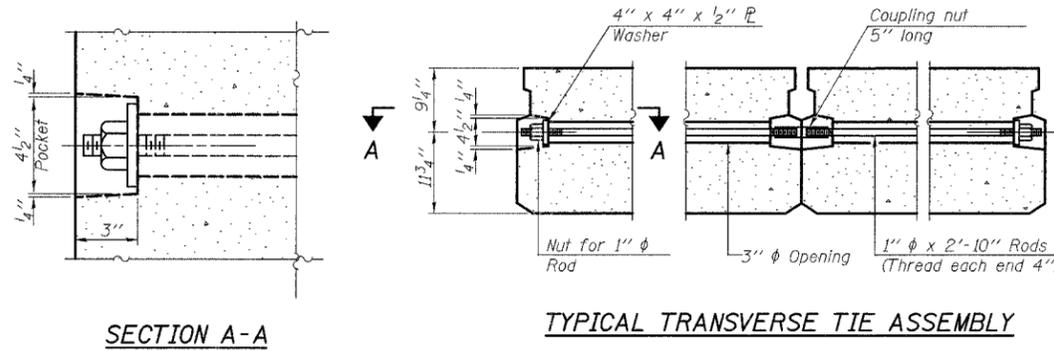
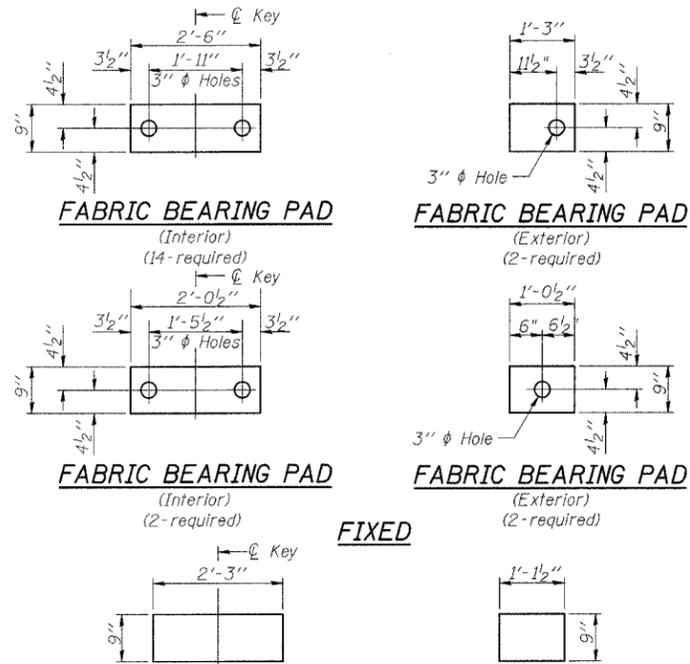
5/15/2008

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 14 SHEETS
FAP 631	III-N-1 B	WILL	32	20	
FED. ROAD DIST. NO. 7		BLINDERS	FED. AID PROJECT-		

Contract # 60D85



Note: Connect beams in pairs with the transverse tie configuration shown.

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

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PD-2136-OD 8-29-07

NOTES

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. The 1" φ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
Reinforcement bars shall conform to ASTM A 706 (IL MOD), Grade 60. (See Special Provisions)
Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
A minimum 2 1/2" φ lifting pin shall be used to engage the lifting loops during handling.
Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" depth)	Sq. Ft. 3,038
---	---------------

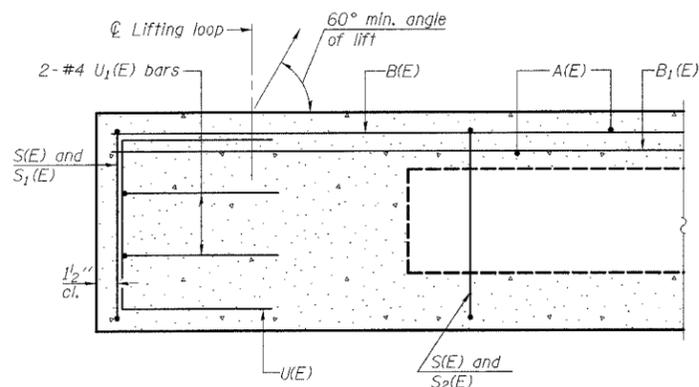
**21" X 36" PPC DECK BEAM
DETAILS NO. 2
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169**

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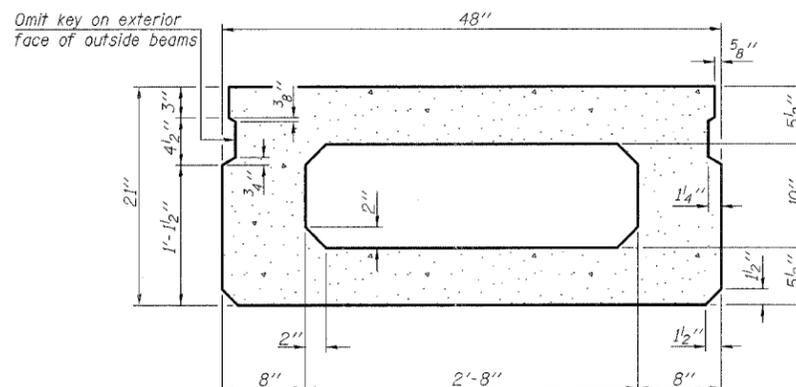
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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FAP 631	(III-N-1 B)	WILL	32	21	
FED. ROAD DIST. NO. 7	BILLINGS	FED. AID PROJECT			

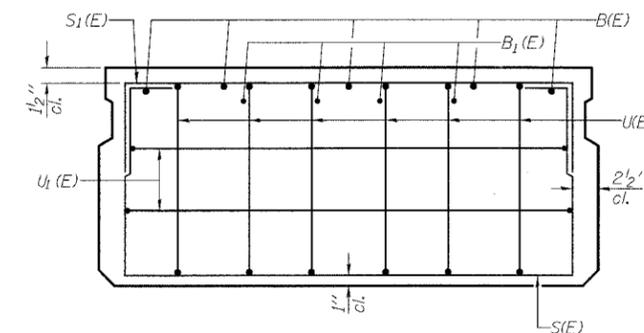
Contract # 60D85



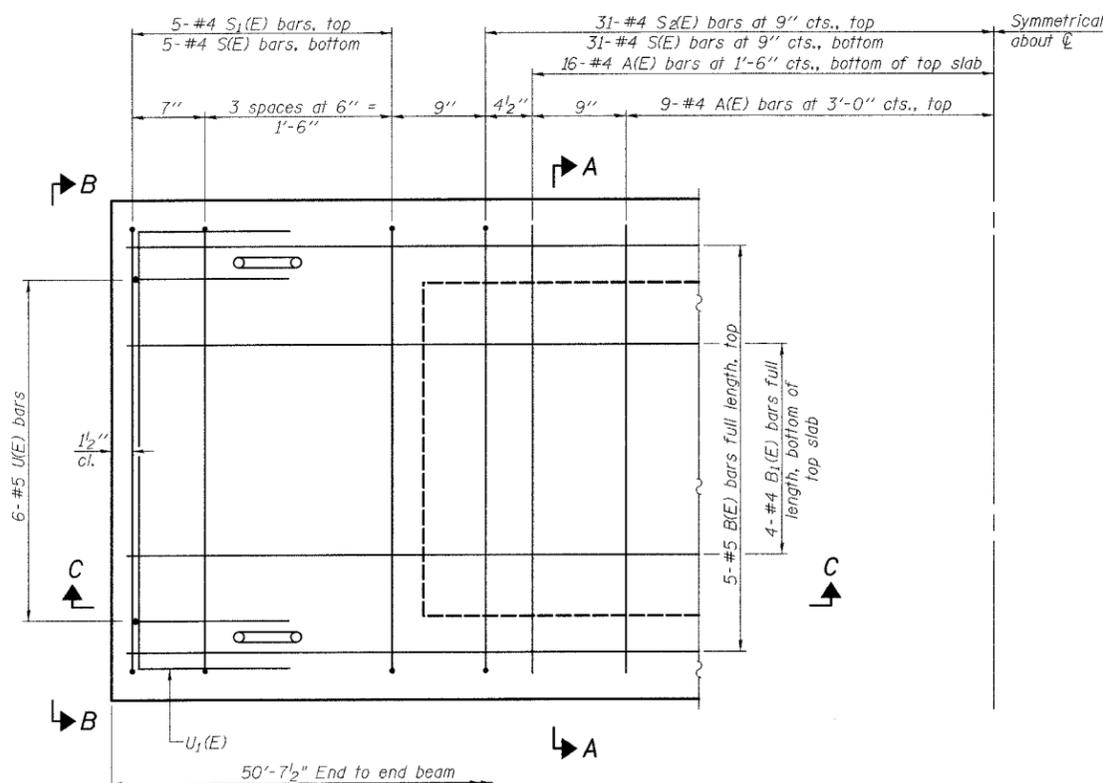
SECTION C-C



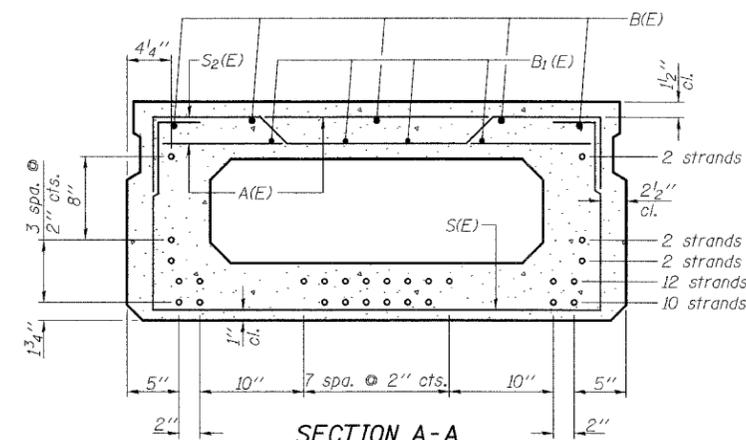
SECTION A-A
(Showing dimensions)



VIEW B-B



PLAN VIEW



SECTION A-A

(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

BAR LIST ONE BEAM ONLY

(For Information Only)

Bar	No.	Size	Length	Shape
A(E)	50	#4	3'-7"	—
B(E)	5	#5	50'-4"	—
B1(E)	4	#4	50'-4"	—
S(E)	72	#4	7'-5"	□
S1(E)	10	#4	6'-7"	□
S2(E)	62	#4	6'-10"	□
U1(E)	12	#5	4'-0"	□
U1(E)	4	#4	6'-0"	□

Note: See sheet 7 of 14 for additional details and Bill of Material.

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.

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



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PD-2148-0

8-29-07

21" x 48" PPC DECK BEAM
DETAILS NO. 1
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

rcbooley

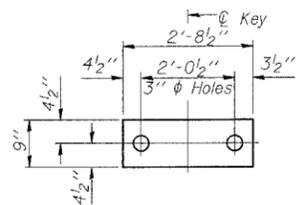
5/15/2008

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

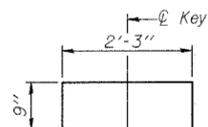
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FAP 631	(11N-1 B)	WILL	32	22	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 60D85



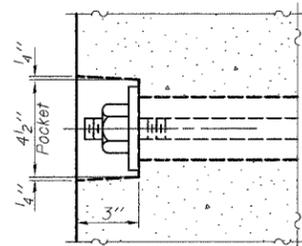
FABRIC BEARING PAD
(Interior)
(4-required)

FIXED

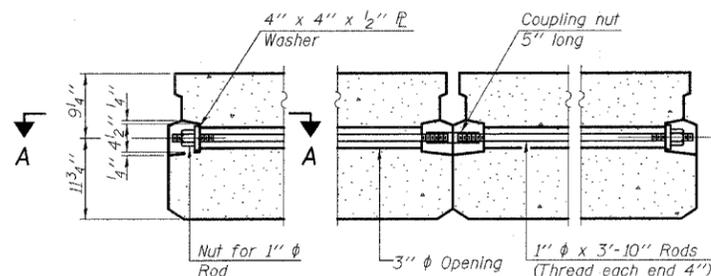


FABRIC BEARING PAD
(Interior)
(4-required)

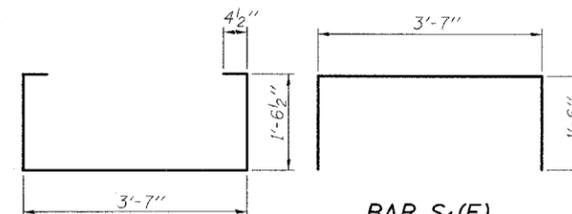
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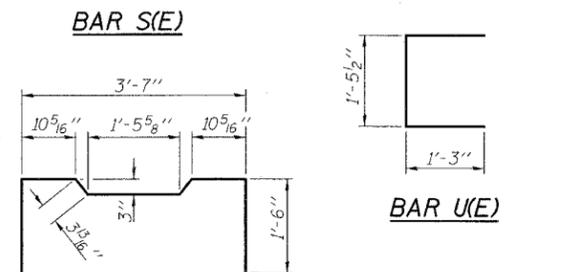
SECTION A-A



TYPICAL TRANSVERSE TIE ASSEMBLY

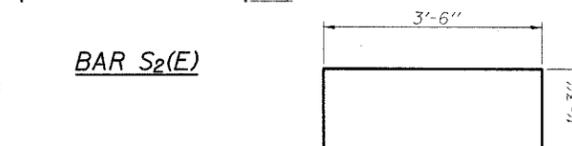


BAR S₁(E)



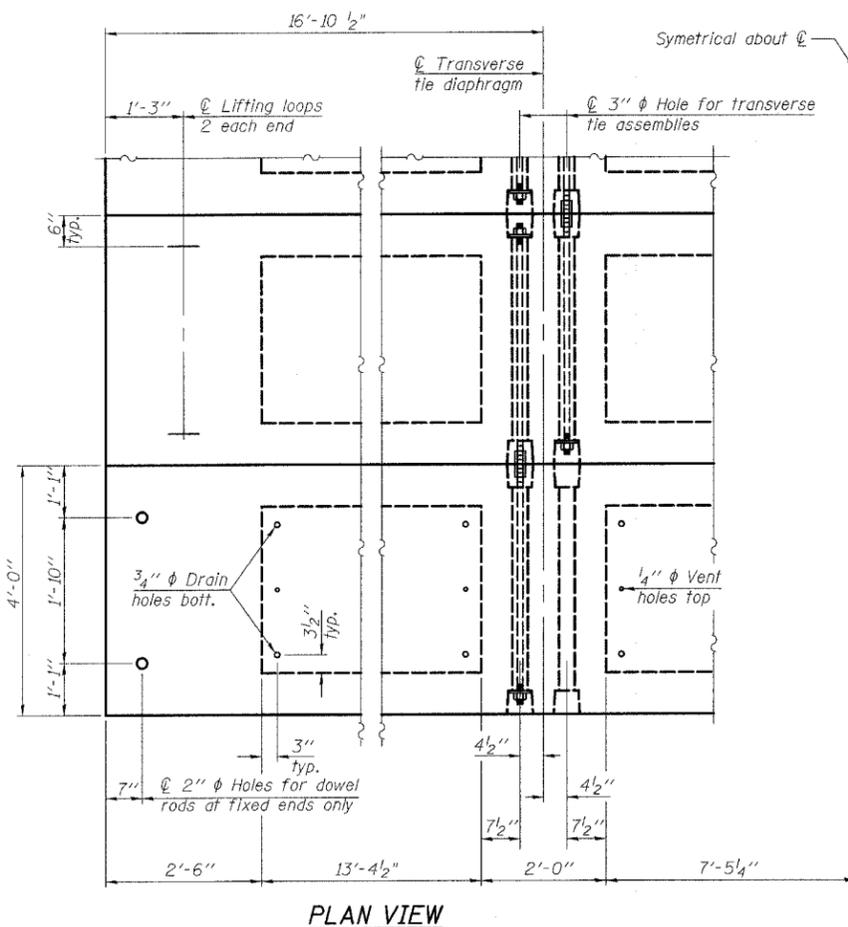
BAR S(E)

BAR U(E)



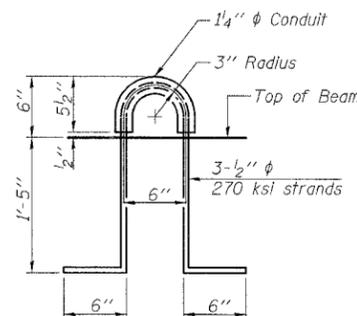
BAR S₂(E)

BAR U₁(E)



PLAN VIEW

Note: Connect beams in pairs with the transverse tie configuration shown.



LIFTING LOOP DETAIL

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" depth)	Sq. Ft.	405
---	---------	-----

**21" X 48" PPC DECK BEAM
DETAILS NO. 2
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169**

NOTES

- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. The 1" phi rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
- Reinforcement bars shall conform to ASTM A 706 (IL MOD), Grade 60. (See Special Provisions)
- Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
- Minimum 2 1/2" phi lifting pin shall be used to engage the lifting loops during handling.
- Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
- Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

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



Ciorba Group, Inc.
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5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

PD-2148-0D

8-29-07

rdanley

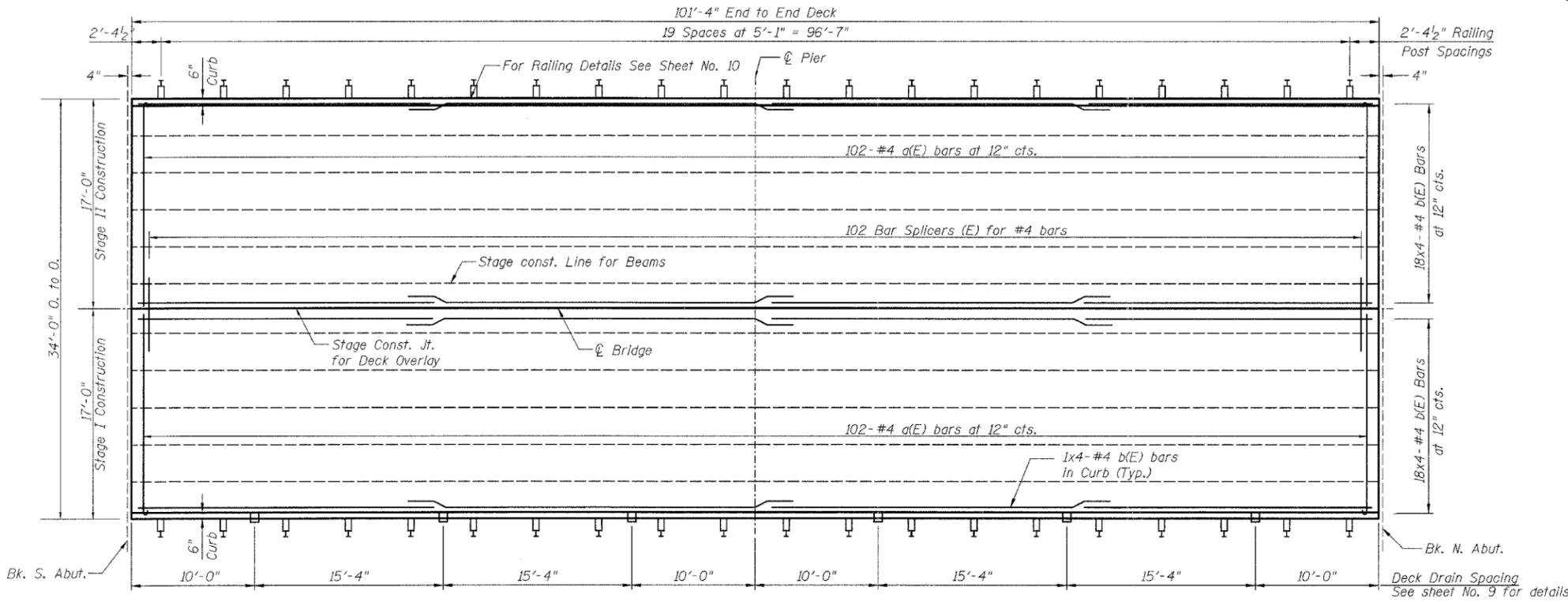
5/15/2008

na:\pco\3329\3329_21\design\structural\card\shh\3329_21_07 Beams 21x48.sht

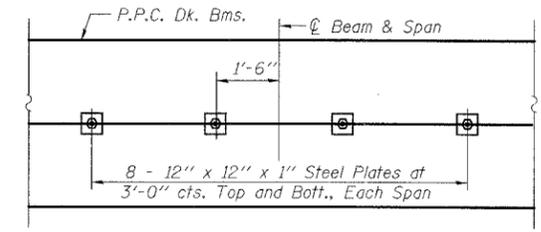
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 631	(1111-1 B)	WILL	32	23
FED. ROAD DIST. NO. 7	BUILDING	FED. AID PROJECT-		

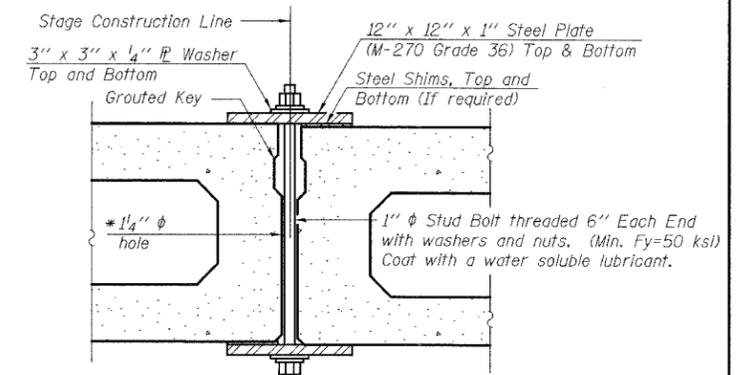
Contract # 60D85



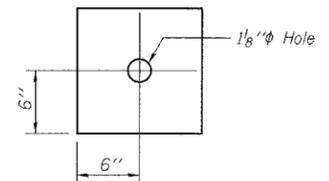
CONCRETE WEARING SURFACE - PLAN



PLAN



SECTION

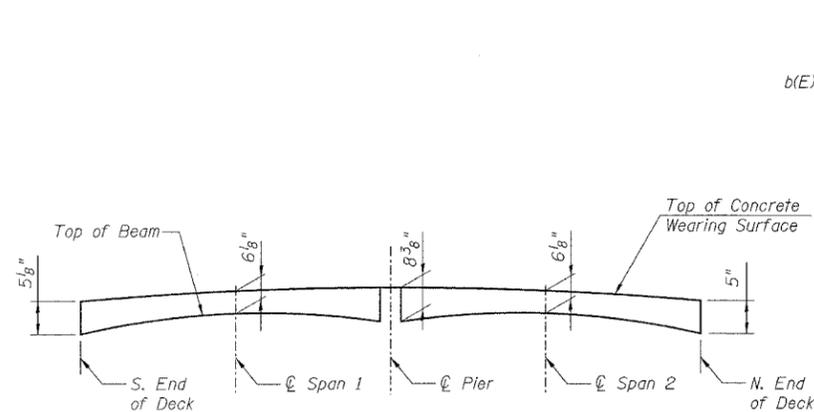


CLAMPING PLATE

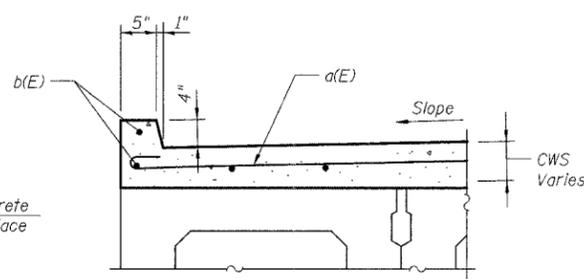
SHEAR KEY CLAMPING DETAILS AT STAGE CONST. JT.

Cost included with Precast Prestressed Concrete Deck Beams. See Stage Construction Details for traffic lanes.

* The fabricator shall cast 2" diameter semi-circular recesses in the sides of each beam adjacent to the stage construction line. These recesses should align to form a hole at the appropriate locations for the clamping device bolts. The Contractor shall show the details on the shop drawings.

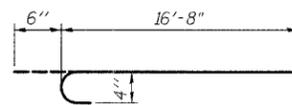


REINFORCED CONCRETE WEARING SURFACE PROFILE



SECTION THRU CURB

Curbs shall be poured in the field.



a(E) BAR

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	204	#4	17'-2"	
b(E)	152	#4	26'-6"	
Reinforcement Bars, Epoxy Coated			Pound	5,030
Concrete Wearing Surface (5")			Sq. Yd.	383
Bar Splicers			Each	102
Bridge Deck Grooving			Sq. Yd.	353
Protective Coat			Sq. Yd.	383

NOTES:

1. Reinforcement bars designated (E) shall be epoxy coated.
2. Bars indicated thus 2x3-#4 etc. indicates 2 lines of bars with 3 lengths per line.

LAP LENGTH
4 bars - 1'-8"

SUPERSTRUCTURE DETAILS 1
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

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



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5/15/2008

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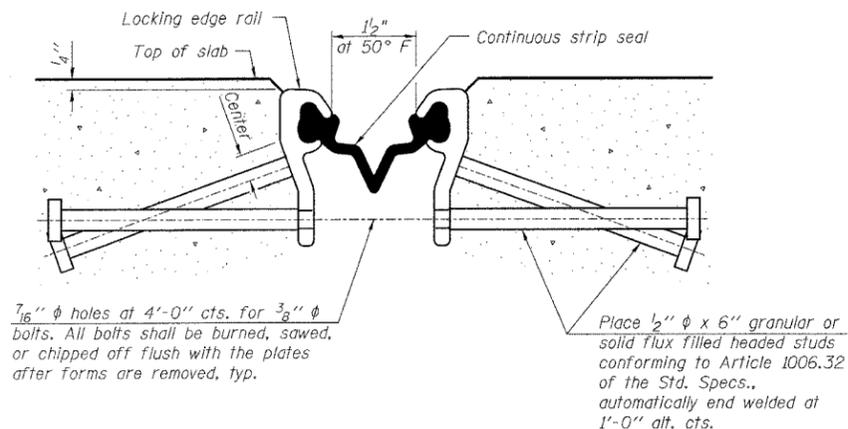
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 631	(III-N-1 B)	WILL	32	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9

14 SHEETS

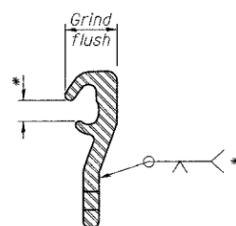
Contract # 60D85



**SECTION THRU STRIP SEAL JOINT
FOR OVERLAY OVER DECK BEAMS**



LOCKING EDGE RAIL



LOCKING EDGE RAIL SPLICE

* Omit weld at seal opening.

Notes:

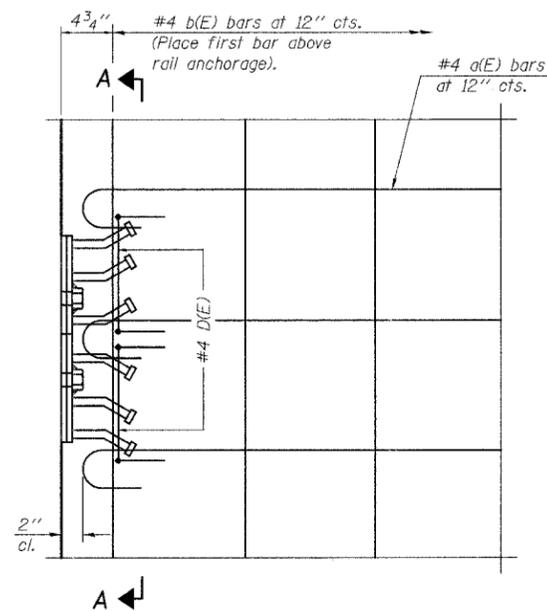
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

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

The inside of the Locking Edge Rail groove shall be free of weld residue.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

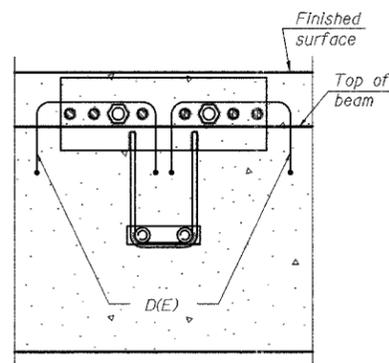
The manufacturer's recommended installation methods shall be followed.



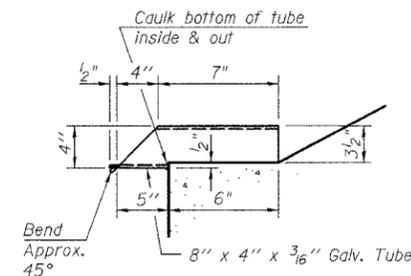
PLAN

Notes:

The rail anchorage shall be cast with the beam and the wearing surface shall be cast in the field. Formwork necessary for the wearing surface may be secured utilizing the bottom rail anchorage inserts and/or additional inserts cast into the beam. Drilling into the beam will not be permitted. For the rail posts location see sheet no. 8.

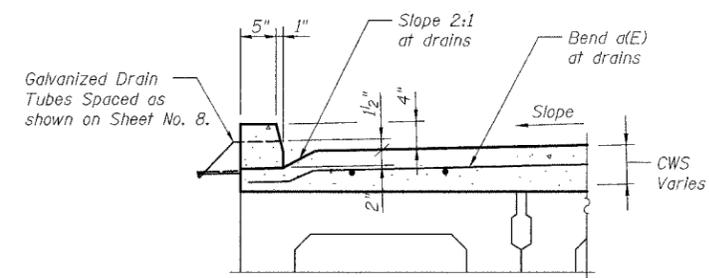


SECTION A-A



DRAIN DETAIL

Cost of drains is included with Concrete Wearing Surface



SECTION THRU CURB

Curbs shall be poured in the field.

BILL OF MATERIAL

Item	Unit	Quantity
Preformed Joint Strip Seal	Foot	68

SUPERSTRUCTURE DETAILS 2
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

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



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5/15/2008

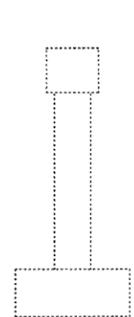
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

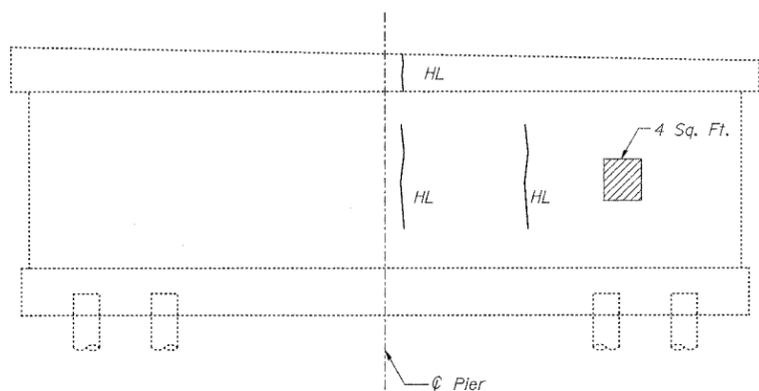
ROUTE NO.	SECTION	COUNTY	STATE	SHEET NO.
FAP 631	(III-N-1 B)	WILL	32	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 11
14 SHEETS

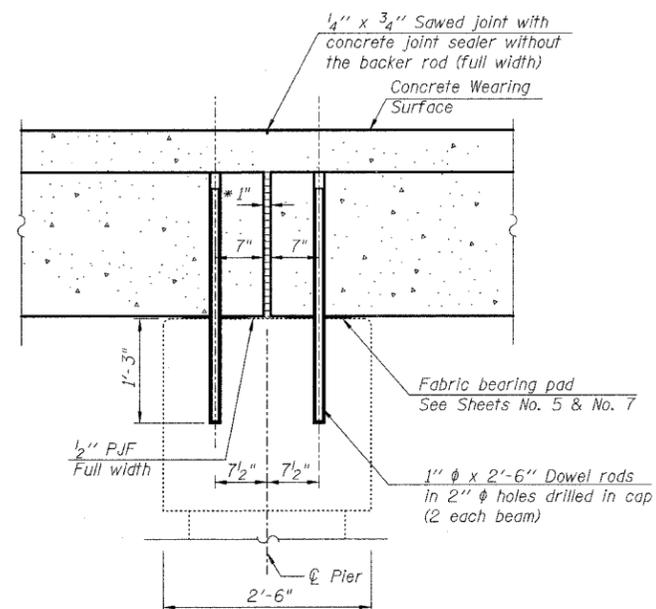
Contract # 60D85



END VIEW

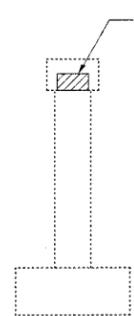


ELEVATION
Looking Northwest

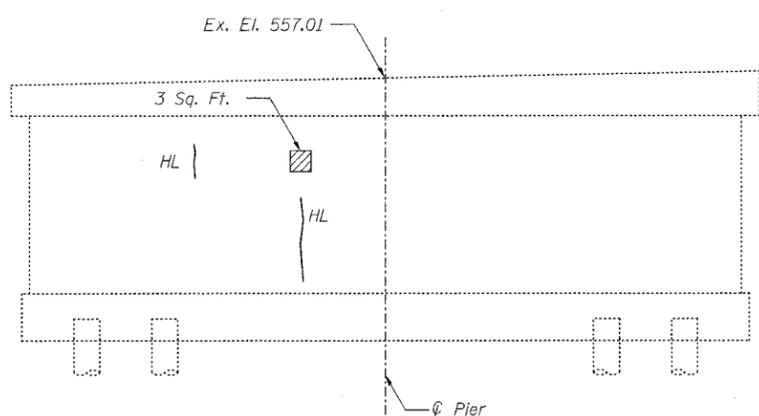


SECTION THRU FIX PIER

* 1" Jt. shall be filled with non-shrink grout.
1" dimension may vary to accommodate tolerance in beam lengths.
After beams have been erected, holes shall be drilled into substructure and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure min. 24 hrs. prior to grouting the shear keys.



END VIEW



ELEVATION
Looking Southeast

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	10

LEGEND

- Structural Repair of Concrete ($\leq 5"$)
- Hairline Crack

NOTE:

Repairs of the existing abutments shall include but not be limited to the areas shown. The actual areas to be determined by the engineer at the time of construction.

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



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PIER REPAIRS
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

rdm/ley

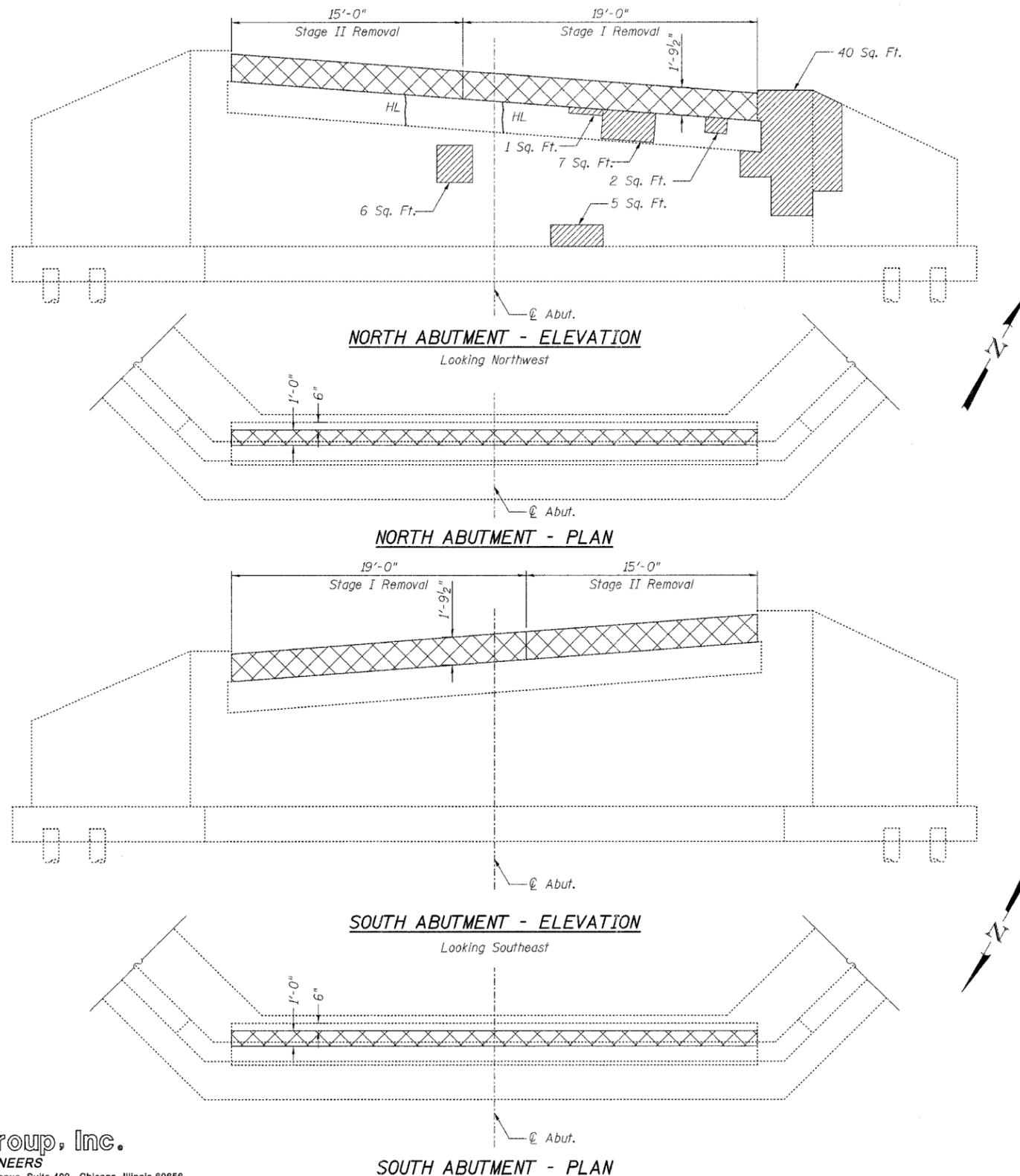
5/15/2008

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12
FAP 631	(III-N-1 B)	WILL	32	27	14 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract # 60D85



LEGEND

- Structural Repair of Concrete ($\leq 5''$)
- Hairline Crack
- Concrete Removal

NOTES:

1. Repairs of the existing abutments shall include but not be limited to the areas shown. The actual areas to be determined by the engineer at the time of construction.
2. Existing vertical bars shall be cleaned straightened and incorporated into new construction.

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq. Ft.	61
Concrete Removal	Cu. Yd.	4.5

**NORTH & SOUTH ABUTMENTS
REPAIRS
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169**

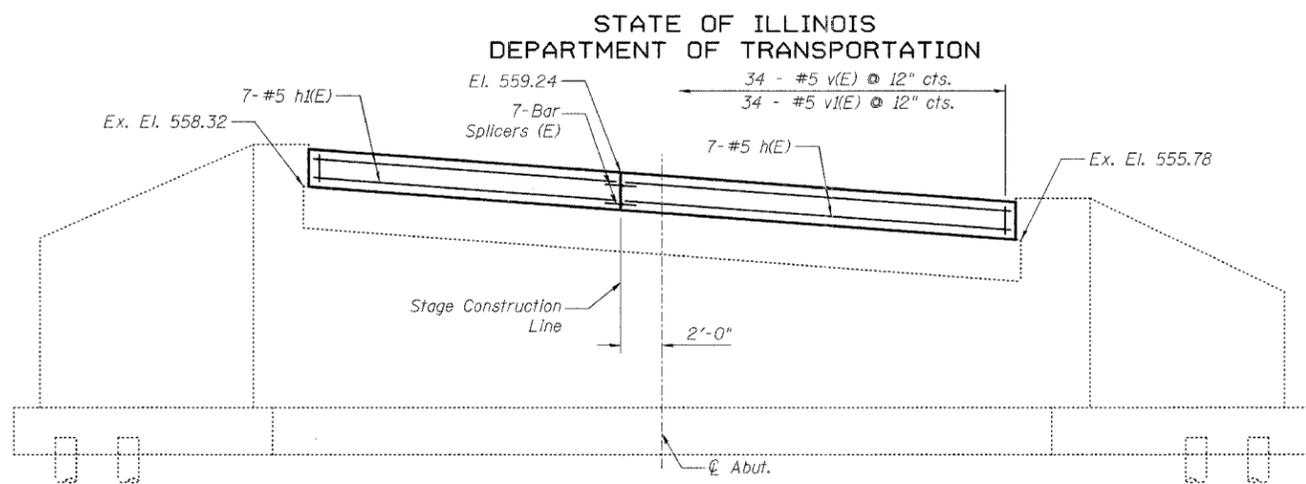
DESIGNED	B. Sauter
CHECKED	E. Mroczek
DRAWN	R. Danley
CHECKED	B. Sauter

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rdanley
 5/15/2008
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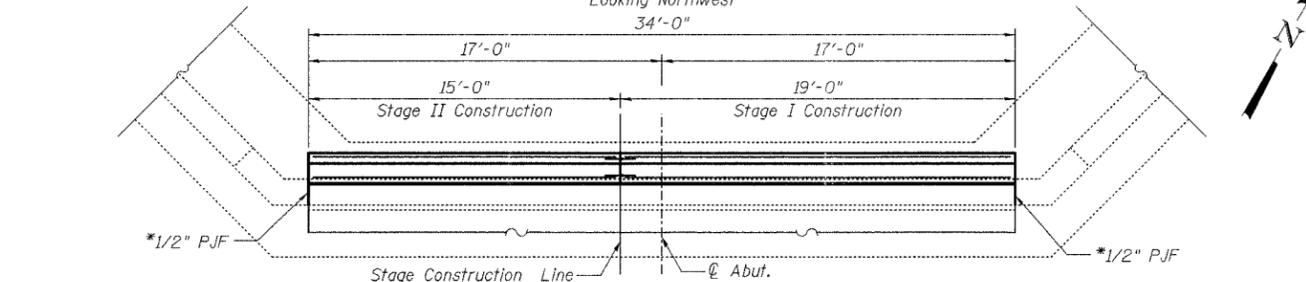
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 631	(III-N-1 B)	WILL	32	28
ILLINOIS				
Contract # 60D85				

SHEET NO. 13
14 SHEETS



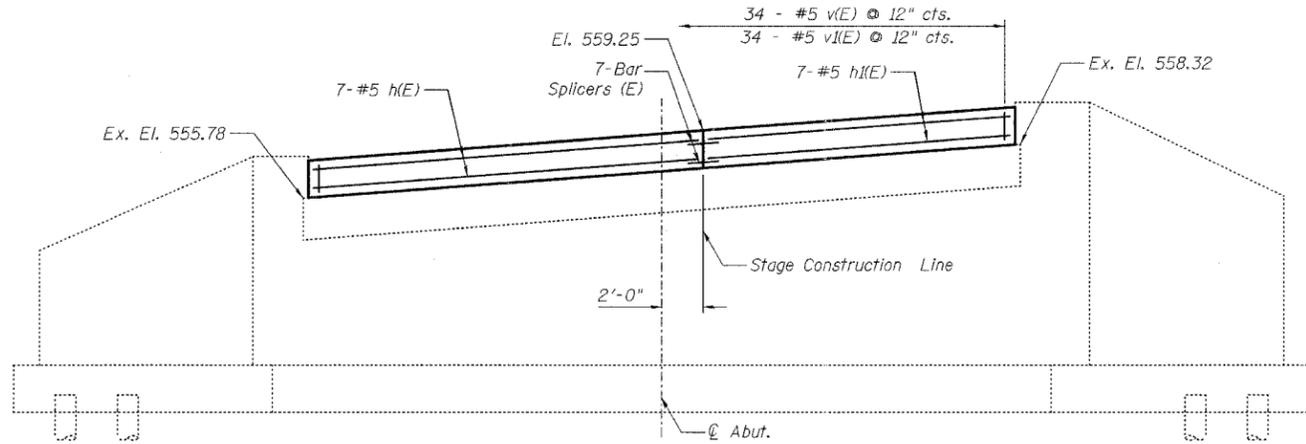
NORTH ABUTMENT - ELEVATION

Looking Northwest



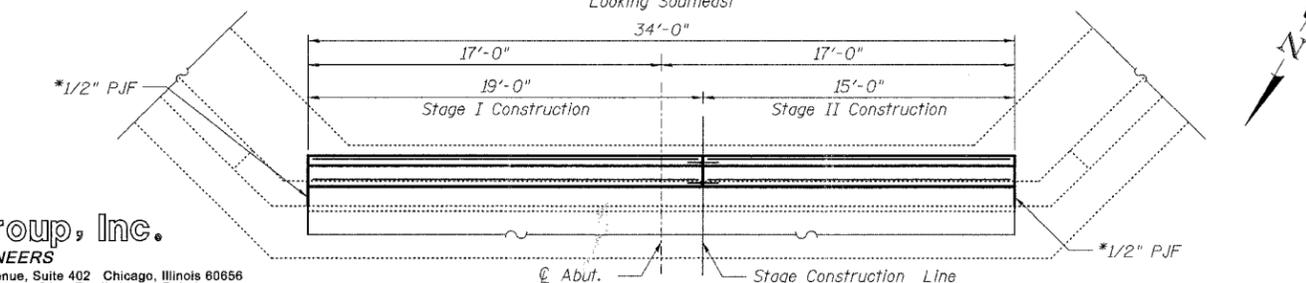
NORTH ABUTMENT - PLAN

* Cost of P/JF included with Precast Prestressed Concrete Deck Beams



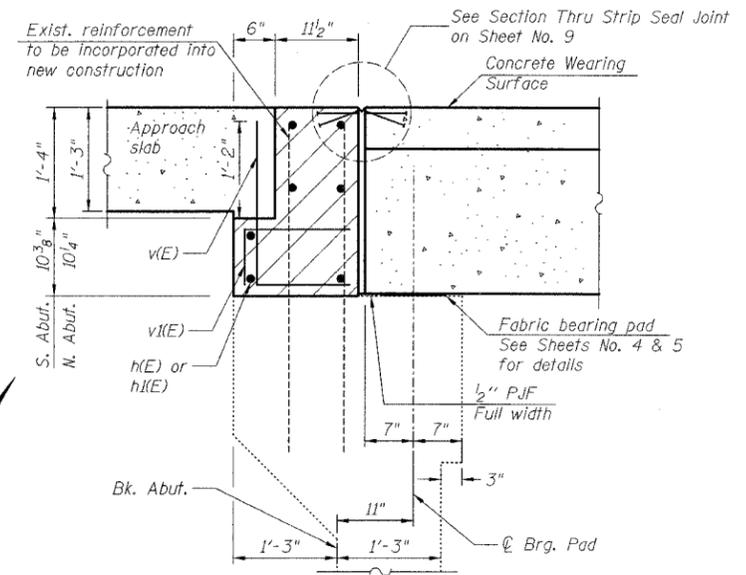
SOUTH ABUTMENT - ELEVATION

Looking Southeast



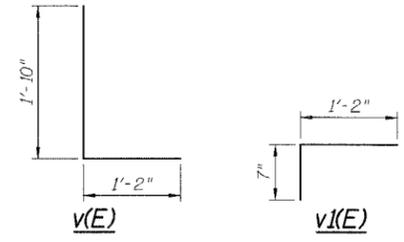
SOUTH ABUTMENT - PLAN

* Cost of P/JF included with Precast Prestressed Concrete Deck Beams



SECTION THRU ABUTMENT

Notes:
All horizontal dimensions are at right angles to beam ends.
Hatched area to be poured after concrete wearing surface is in place.
See sheets No. 5 & 7 - for bearing pad details.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
h(E)	14	#5	18'-8"	—	
h(E)	14	#5	14'-8"	—	
v(E)	68	#5	3'-0"	—	
v(E)	68	#5	1'-9"	—	
Reinforcement Bars, Epoxy Coated				Pound	820
Concrete Superstructure				Cu. Yd.	6.4
Bar Splicers				Each	14

NORTH & SOUTH ABUTMENTS
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 631	(III-N-1 B)	WILL	32	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

Contract # 60D85

SHEET NO. 14
14 SHEETS

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

The diameter of this part is the same as the diameter of the bar spliced.



ROLLED THREAD DOWEL BAR



**** ONE PIECE**

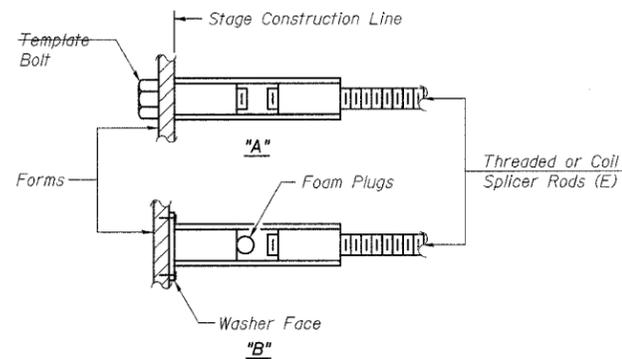
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

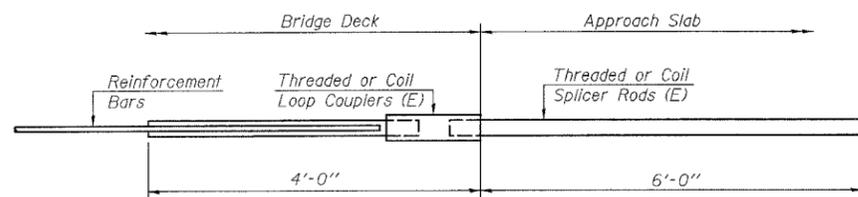
** Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

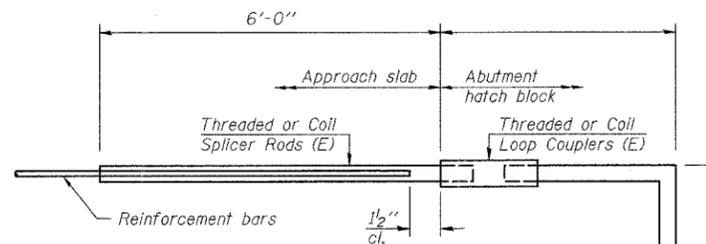
"A": Set bar splicer assembly by means of a template bolt.
"B": Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

BAR SPLICER ASSEMBLIES			
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'-0"	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



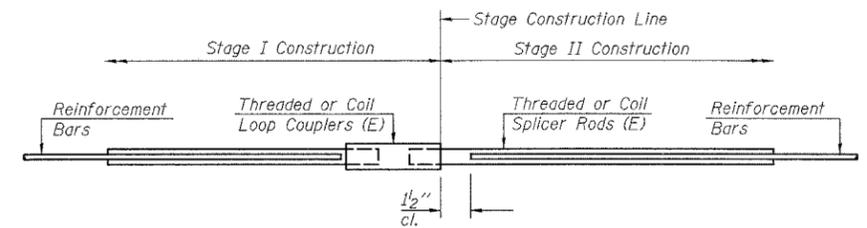
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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
#4	102	Deck Overlay
#5	14	Abut. Backwall

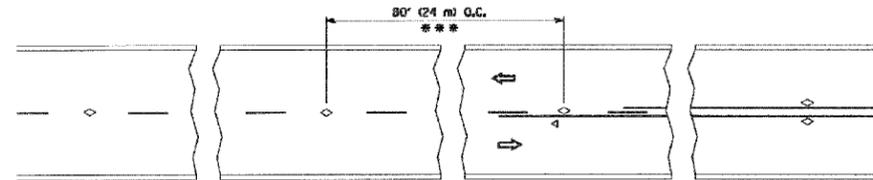
BAR SPLICER DETAILS
FAP 631 (ILL. RTE. 102)
OVER FORKED CREEK OVERFLOW
SECTION III N-1 B
WILL COUNTY
STA. 821+12.20
S.N. 099-0169

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



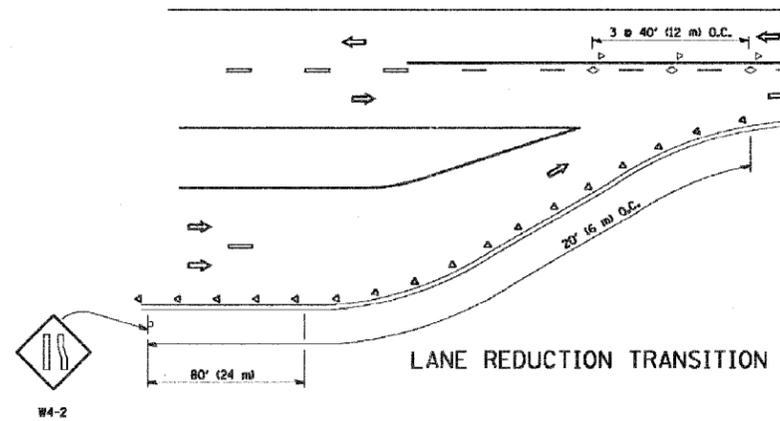
Ciorba Group, Inc.
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5507 North Cumberland Avenue, Suite 402 Chicago, Illinois 60656
Tel. 773.775.4009 Fax 773.775.4014 Email chicago@ciorba.com

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	1111-1 B	WILL	32	30
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

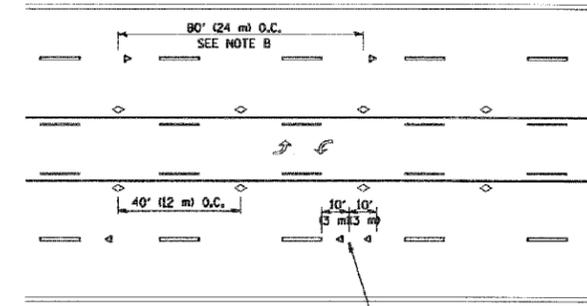


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

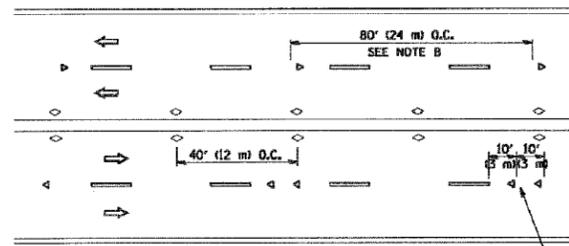
TWO-LANE/TWO-WAY



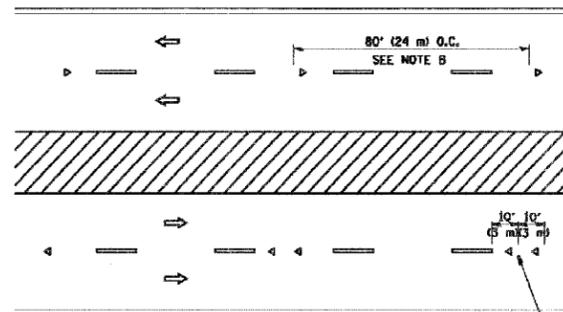
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



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

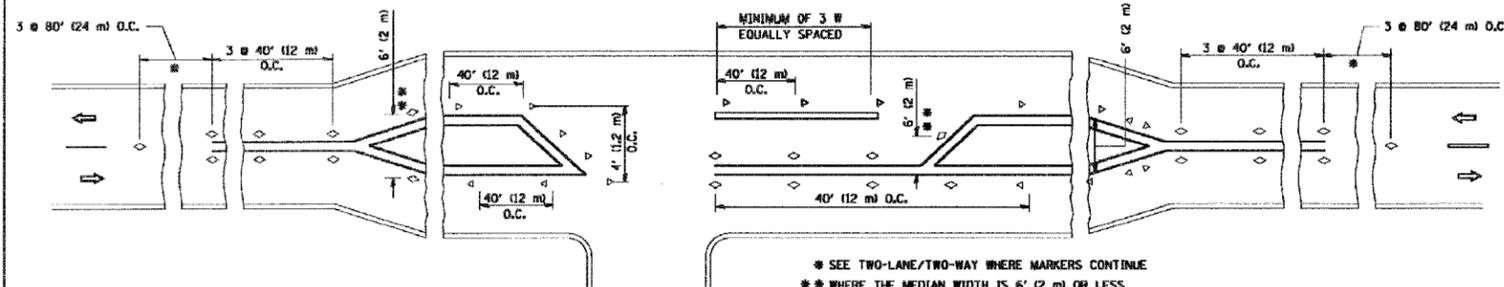
- YELLOW STRIPE
- WHITE STRIPE
- ◁ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (R/O)
- ◊ TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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.
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.



LEFT TURN

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

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT
 MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE

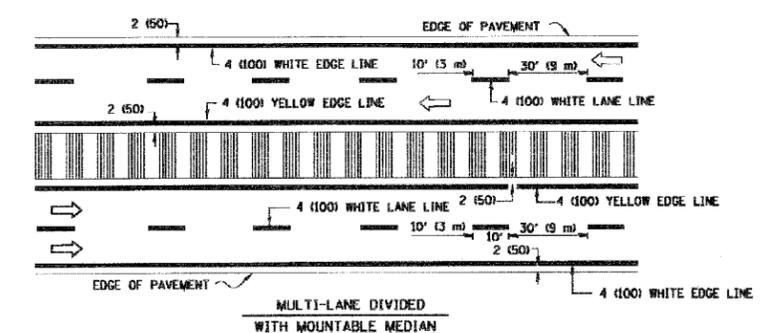
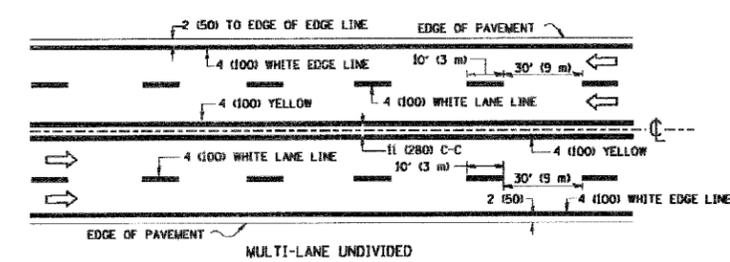
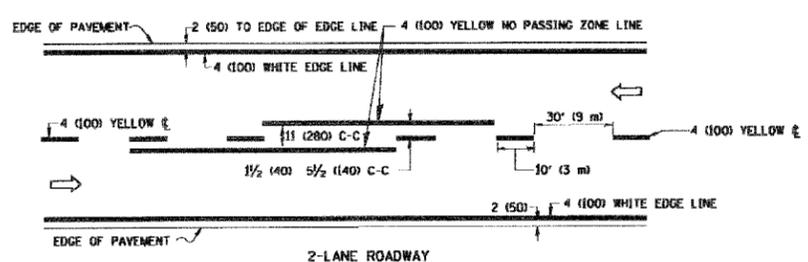
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CHECKED BY

TC-11

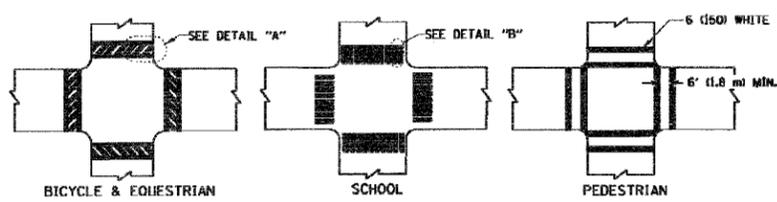
PLOT DATE: 2/8/2007
 FILE NAME: C:\Roadway\1111\1111-1 B\1111-1 B.dwg
 USER: MWE
 LAYOUT: 1111-1 B.dwg

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	11IN-1 B	WILL	32	31
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

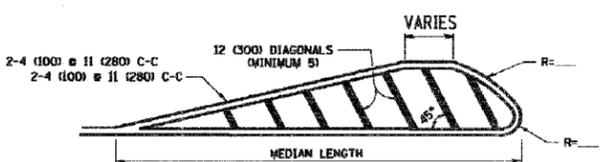
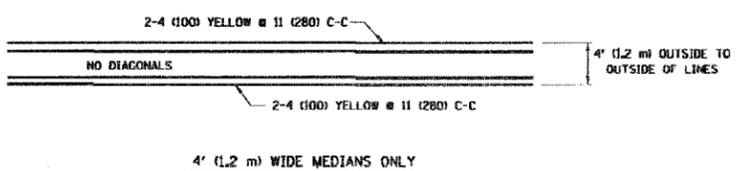


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

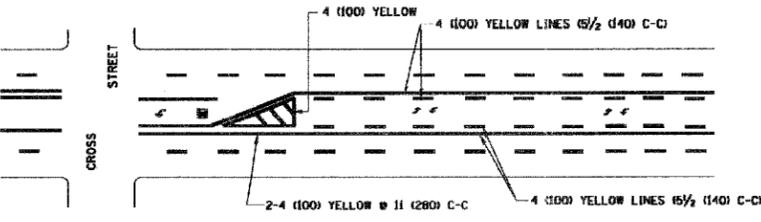


TYPICAL CROSSWALK MARKING

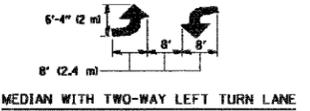


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (23 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

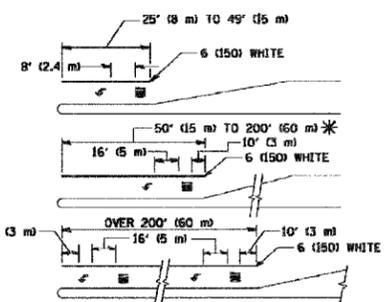
MEDIANS OVER 4' (1.2 m) WIDE



A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



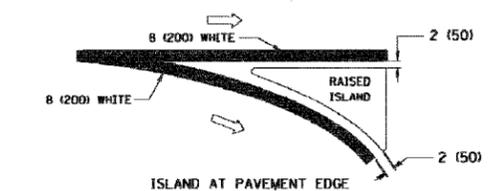
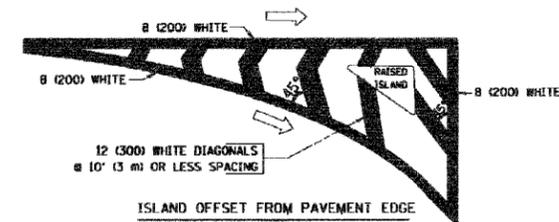
TYPICAL PAINTED MEDIAN MARKING



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 FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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) 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, BICYCLE & EQUESTRIAN, 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) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"-3.6 SQ. FT. (0.33 m ²) EACH "X"-54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	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.

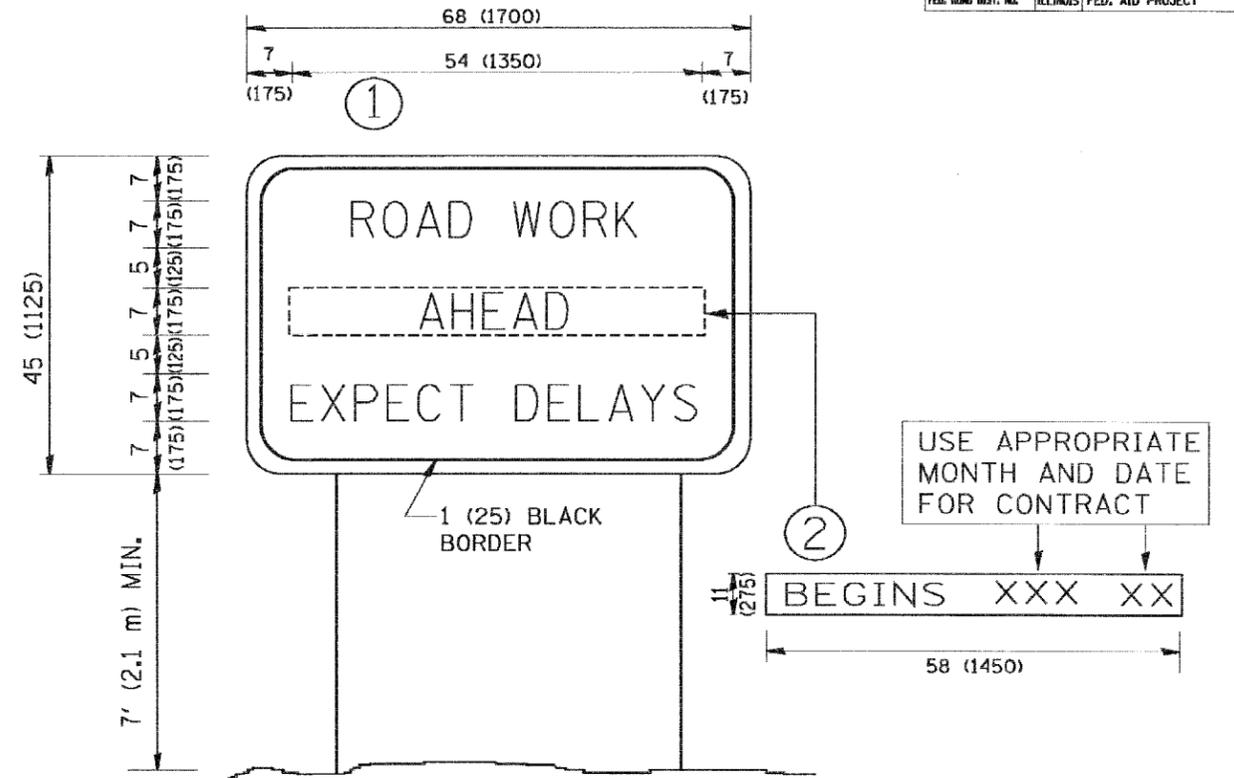
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT ONE
 TYPICAL PAVEMENT MARKINGS

SCALE: NONE
 DRAWN BY CAD
 CHECKED BY

PLOT DATE: 3/4/2007
 FILE NAME: C:\Users\m30349\Documents\11IN-1 B\11IN-1 B.dwg
 USER NAME: m30349

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
631	111N-1 B	WILL	32	32
STA.		TO STA.		
FED. ROAD DIST. NO.	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.

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

CHECKED BY

TC22

PLOT DATE: 2/2/2007
 PLOT SCALE: 1/8"=1'-0"
 PLOT NAME: 60D85-32.dgn
 USER NAME: bhwad