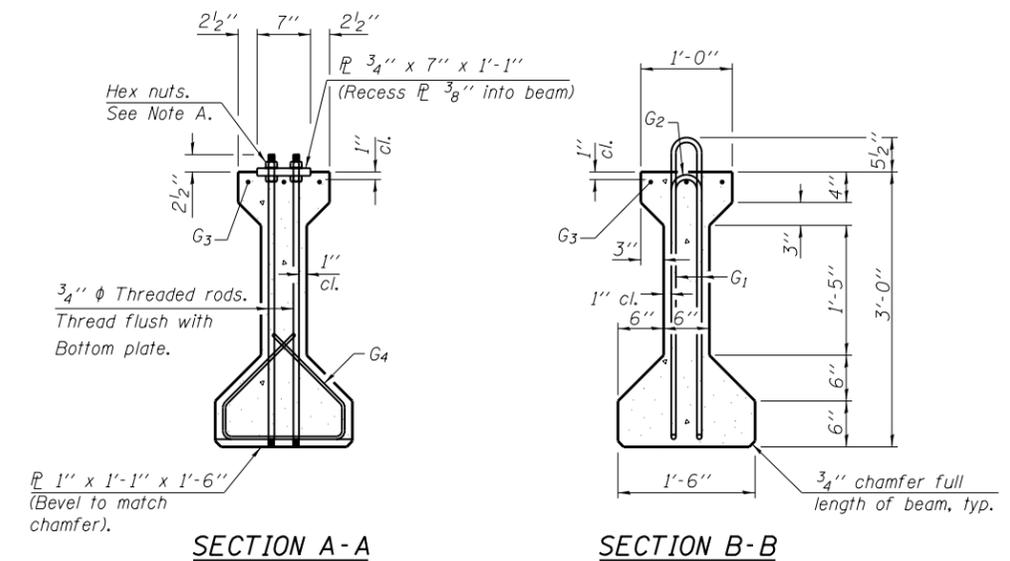


ELEVATION OF BEAM
(Showing reinforcement & dimensions)

* 3 spaces at 3" = 9".

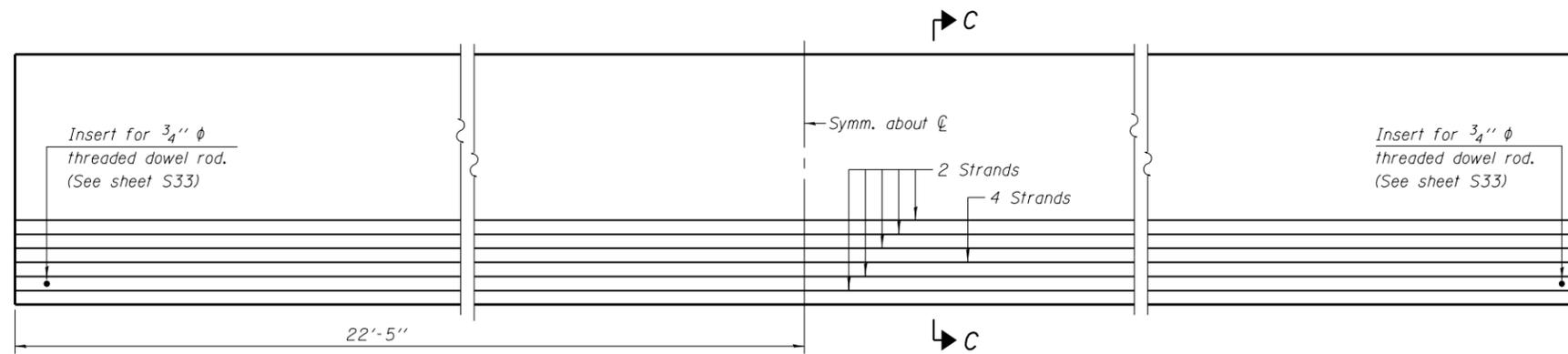
** 4-3/4" φ threaded dowel rods at 3" cts., Each Face



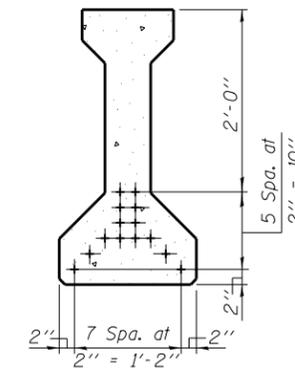
Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.

SECTION A-A

SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



SECTION C-C

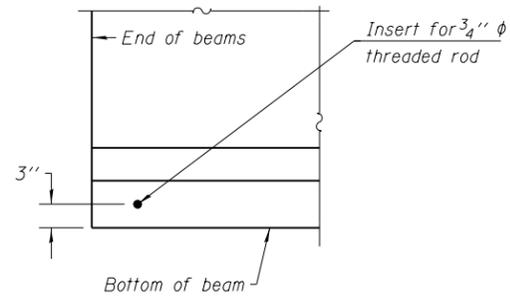
*****BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G ₁	62	#4	7'-7"	⊏
G ₂	8	#4	5'-8"	⊏
G ₃	3	#5	44'-8"	—
G ₄	38	#3	4'-1"	⊏

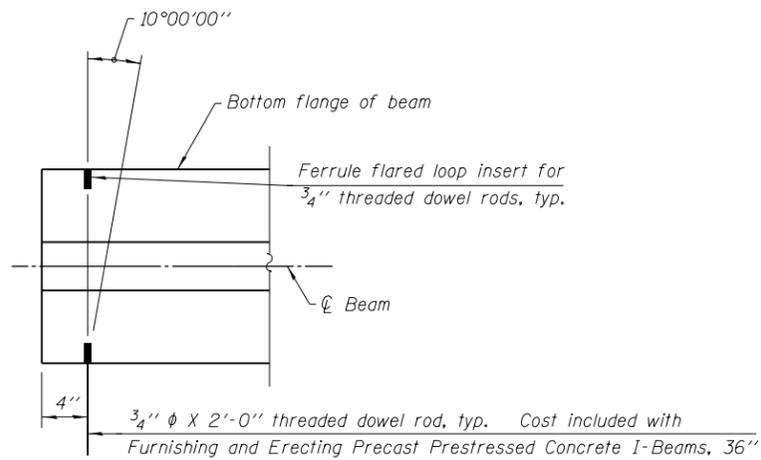
***For information only

Notes:
See sheet S33 for additional details and Bill of Material.
Required release strength, f'ci, shall be 4,000 psi.

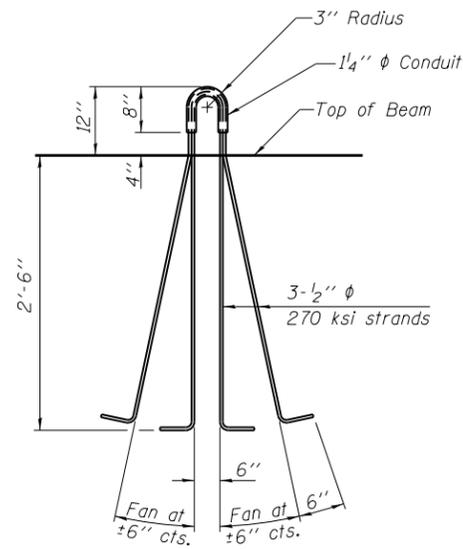
FILE NAME = L:\7265.02\CAD\Structural\CADD Sheets\160743-32-36 Inch PPC I-Beam.dgn



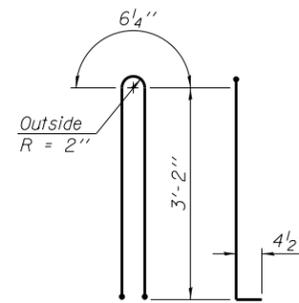
ELEVATION OF BEAM AT END



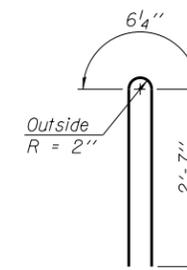
PLAN OF BEAM AT END



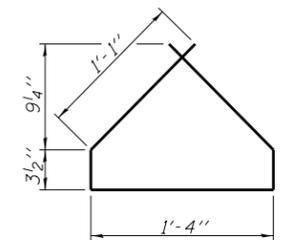
LIFTING LOOP DETAIL



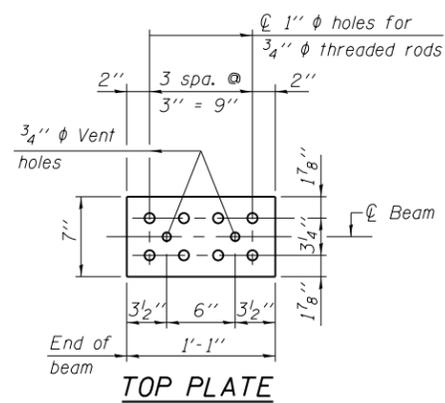
BAR G1



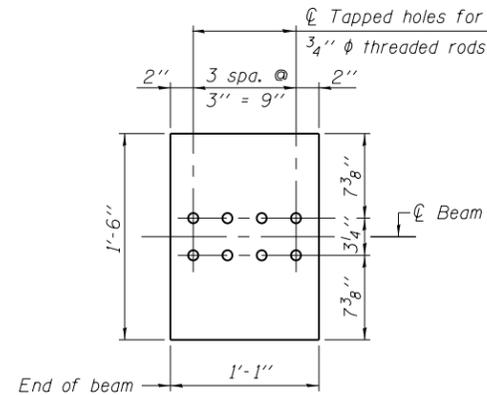
BAR G2



BAR G4



TOP PLATE



BOTTOM PLATE

See bearing details for pintle hole locations when required.

NOTES

Inserts for 3/4" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams. 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. A minimum 2 1/2" ϕ lifting pin shall be used to engage the lifting loops during handling. The top and bottom plates shall be AASHTO M270 Grade 50. The bottom plates shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized. Threaded rods shall be ASTM F 1554 Grade 55. Reinforcement bars shall conform to ASTM A706 Gr. 60.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Foot	1,260

FILE NAME = L:\7265\02\CAD\Structural\CADD Sheets\160743-33-36 Inch PPC I-Beam details.dgn

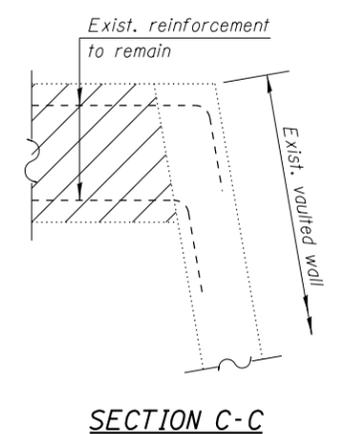
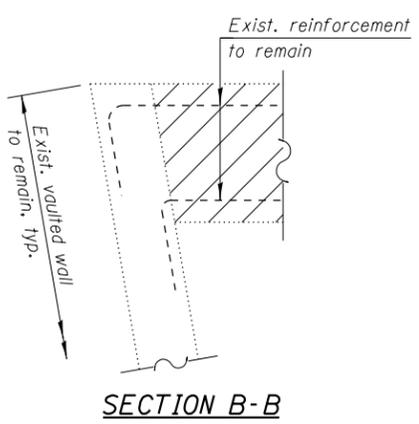
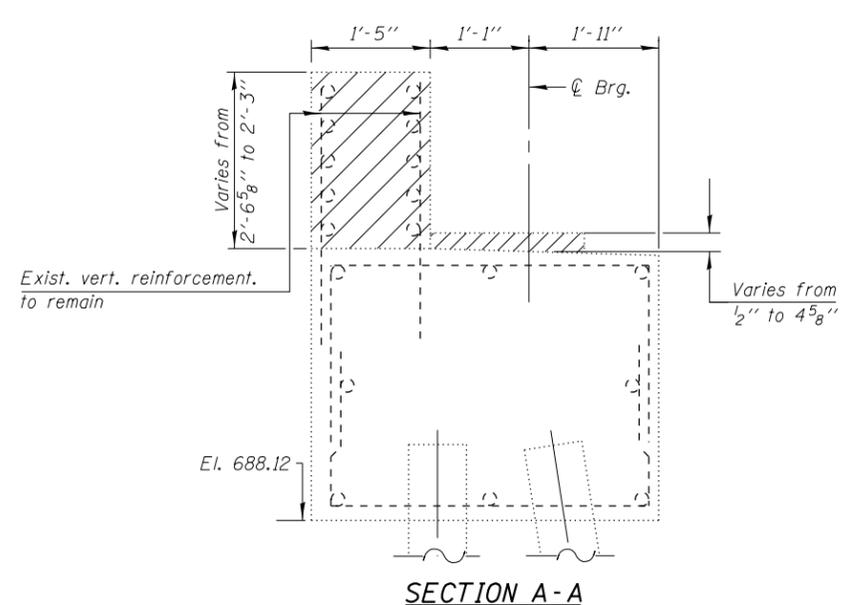
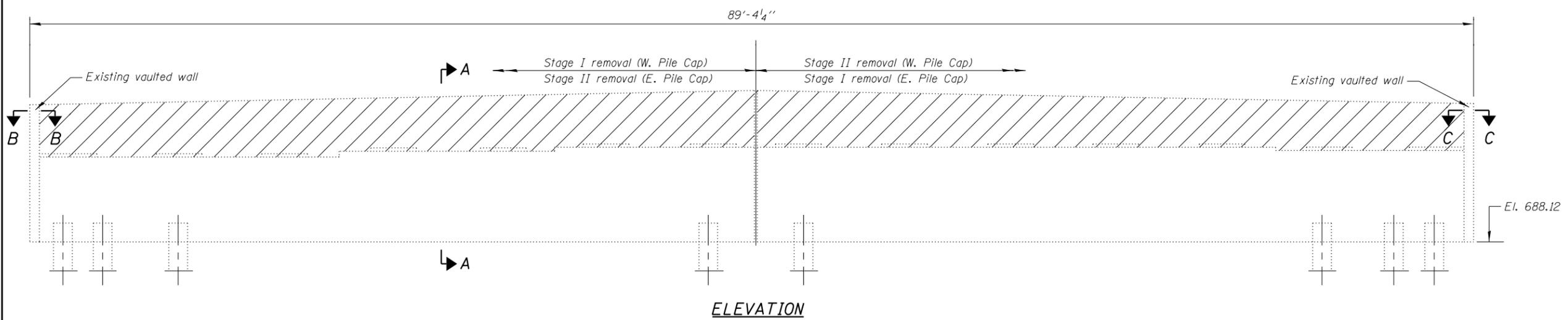
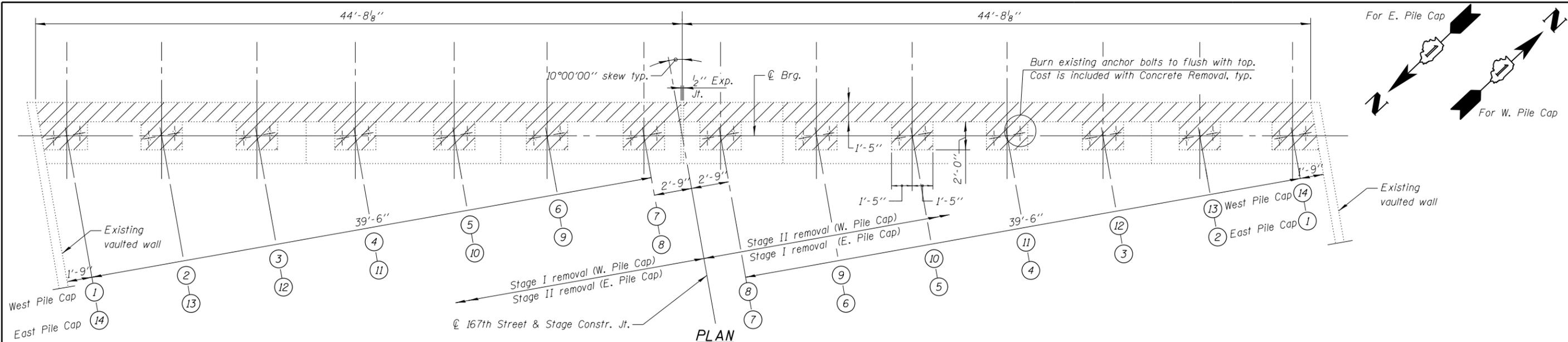
KNIGHT
Engineers & Architects

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

36" PPC I-BEAM DETAILS
167TH STREET OVER I-57
STRUCTURE NO. 016-2125
SHEET NO. S33 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	102
CONTRACT NO. 60T43			ILLINOIS FED. AID PROJECT	



Concrete Removal

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	25.1

Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

FILE NAME = L:\7265.02\CAD\Structural\CAD Sheets\160743-35-removal_pile_cap.dgn

KNIGHT
Engineers & Architects

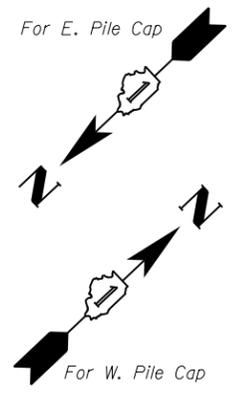
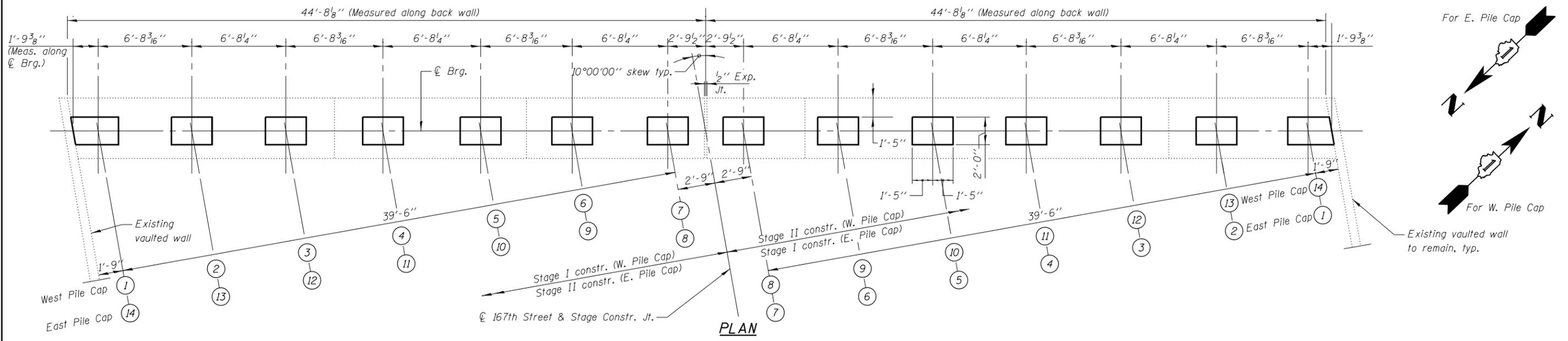
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PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PILE CAP REMOVAL DETAILS
167TH STREET OVER I-57
STRUCTURE NO. 016-2125
SHEET NO. S35 OF 43 SHEETS

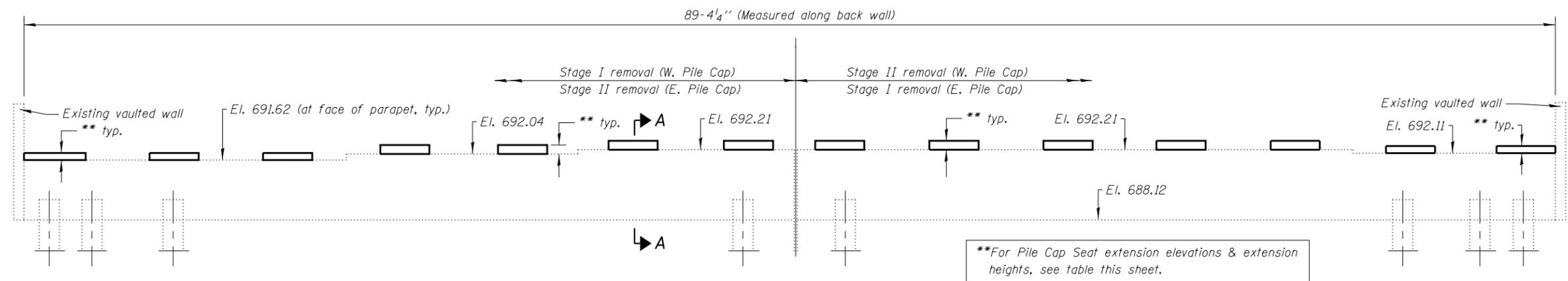
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	104
				CONTRACT NO. 60T43
ILLINOIS FED. AID PROJECT				

FILE NAME = L:\7265\02\CAD\Structural\CAD0143-36-prop.pile cap.dgn



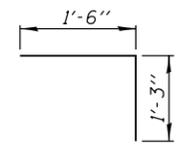
Existing vaulted wall to remain, typ.

PLAN

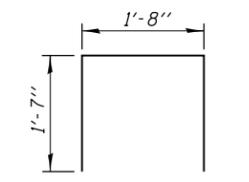


ELEVATION

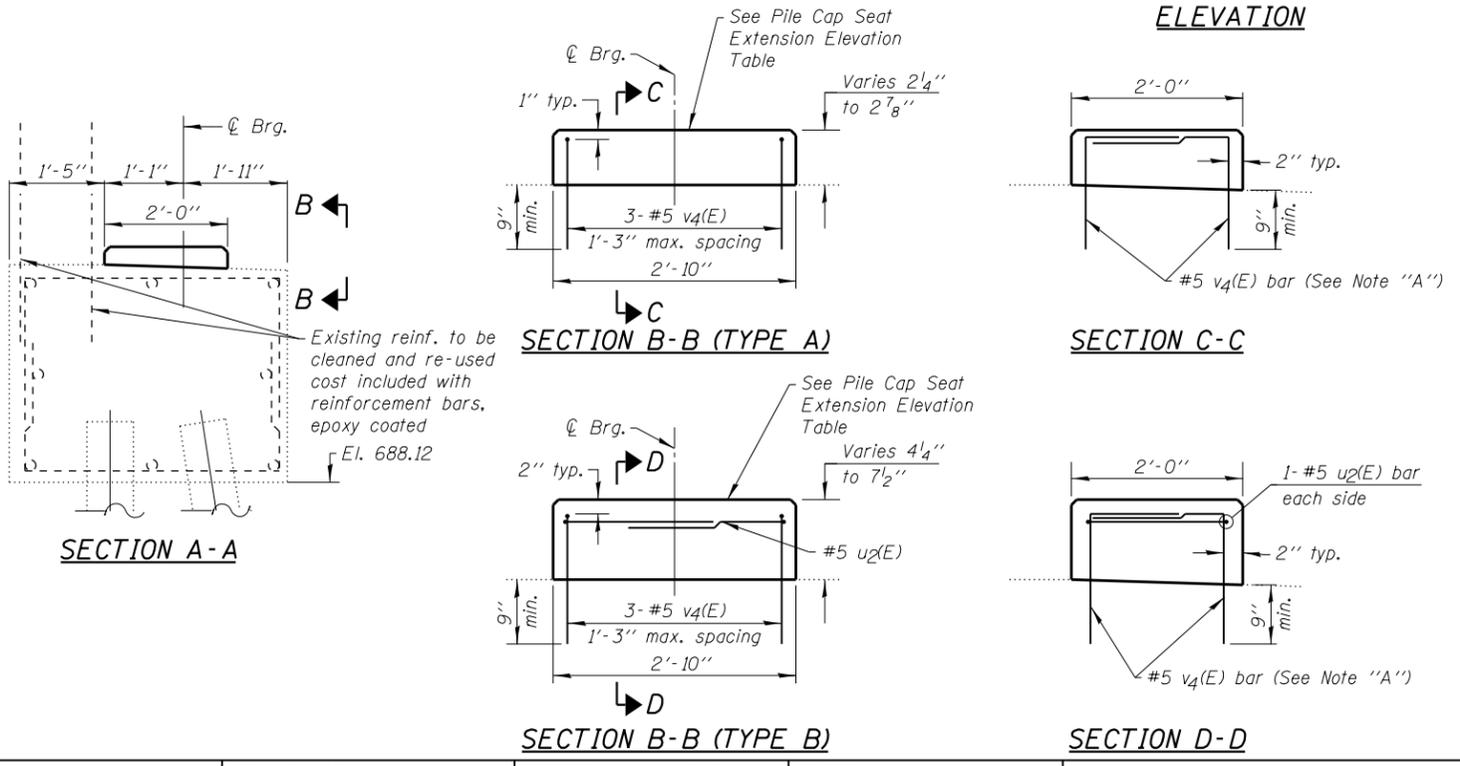
**For Pile Cap Seat extension elevations & extension heights, see table this sheet.



Bar v4(E)



Bar u2(E)



Pile Cap Seat Extension table

Beam No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
W. Pile Cap Seat ext. el.	691.81	691.97	692.13	692.28	692.44	692.57	692.69	692.73	692.79	692.83	692.80	692.73	629.60	692.46
* Seat Ext. Height (inches)	2 1/4"	4 1/4"	6 1/8"	2 7/8"	4 7/8"	4 3/8"	5 3/4"	6 1/4"	7"	7 1/2"	7 1/8"	6 1/4"	5 7/8"	4 1/4"
Extension type	A	B	B	A	B	B	B	B	B	B	B	B	B	B
Beam No.	14	13	12	11	10	9	8	7	6	5	4	3	2	1
E. Pile Cap Seat ext. el.	691.81	691.97	692.13	692.28	692.44	692.57	692.69	692.72	692.72	692.71	692.67	692.59	692.46	692.34
* Seat Ext. Height (inches)	2 1/4"	4 1/4"	6"	2 7/8"	4 7/8"	4 3/8"	5 3/4"	6 1/8"	6 1/4"	6"	5 1/2"	4 5/8"	4 1/4"	2 3/4"
Extension type	A	B	B	A	B	B	B	B	B	B	B	B	B	A

*Seat extension height at C Brg.

Note "A"
Epoxy & grout #5 v4(E) bars in 9" min. drilled holes according to Section 584 of the Standard Specifications.

WEST & EAST PILE CAPS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
u2(E)	46	#5	4'-10"	U
v4(E)	168	#5	2'-9"	U
Concrete Structures			Cu Yd	2.4
Reinforcement Bars, Epoxy Coated			Pound	710

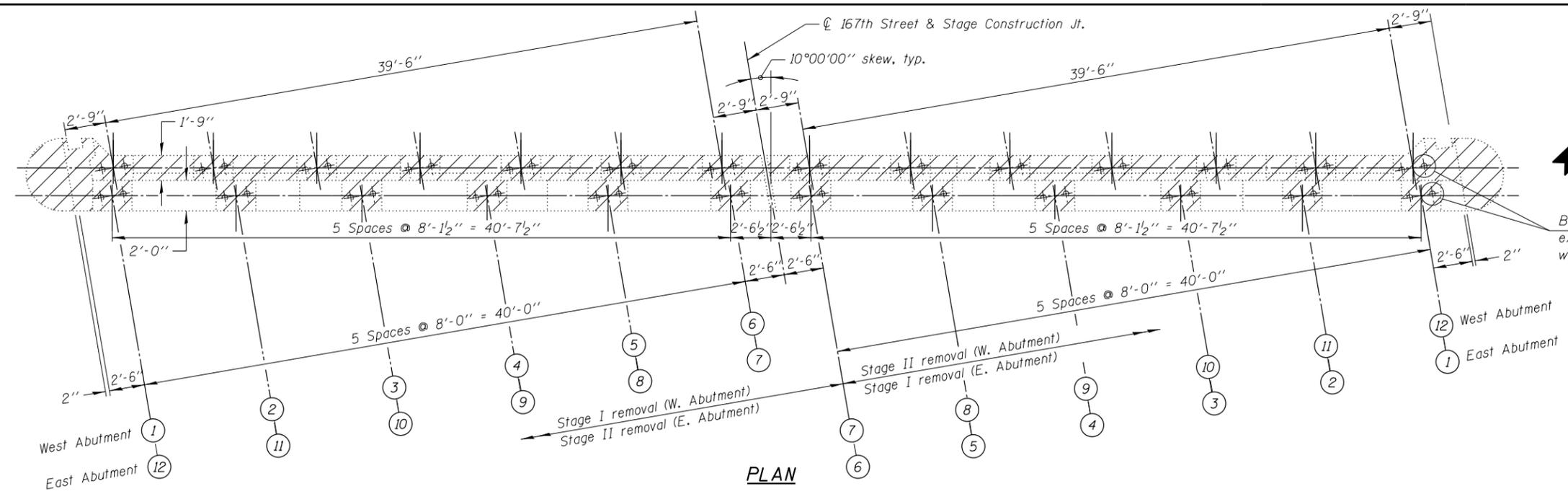
KNIGHT
Engineers & Architects

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	DATE - JUNE 2018	REVISED -

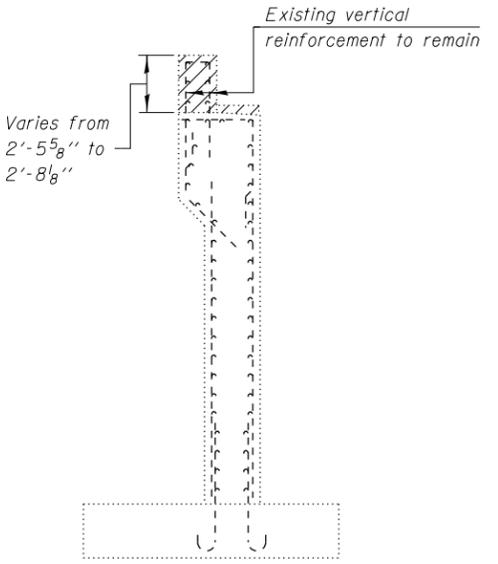
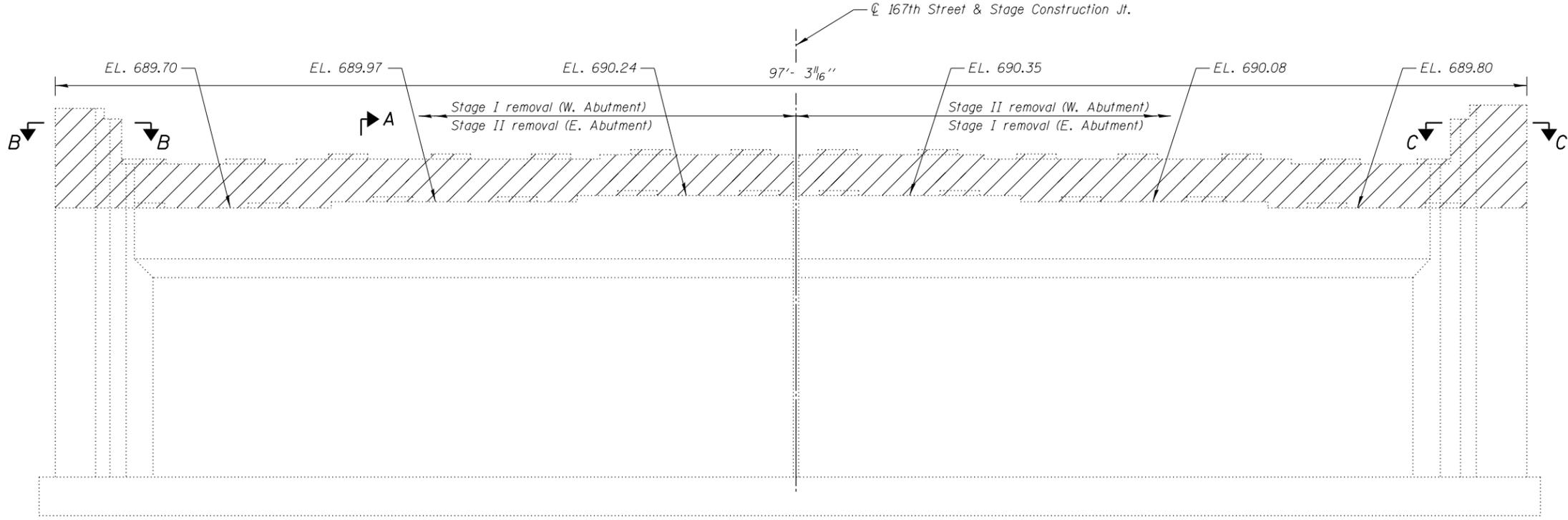
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PILE CAP PLAN AND ELEVATION
167TH STREET OVER I-57
STRUCTURE NO. 016-2125
SHEET NO. S36 OF 43 SHEETS

F.A.I. RTE. 57	SECTION 1011.3-BR	COUNTY COOK	TOTAL SHEETS 145	SHEET NO. 105
			CONTRACT NO. 60T43	
ILLINOIS FED. AID PROJECT				

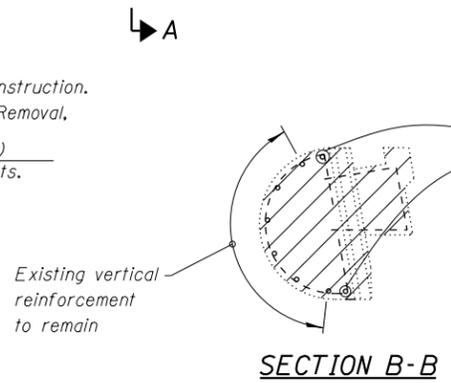


Burn existing anchor bolts flush with top of existing abutment concrete. Cost is included with Concrete Removal, typ.

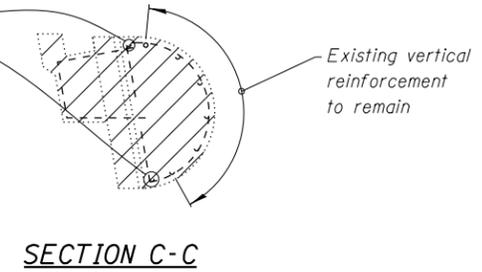


incorporated into the new construction.
Cost included with Concrete Removal.

5- #4 s(E)
at ±10' cts.



Cut existing vertical reinforcement to the concrete removal line, typical at each corner. Cost included with Concrete Removal



SECTION A-A

BILL OF MATERIAL

Item	Unit	Quantity
Concrete Removal	Cu. Yd.	46.4

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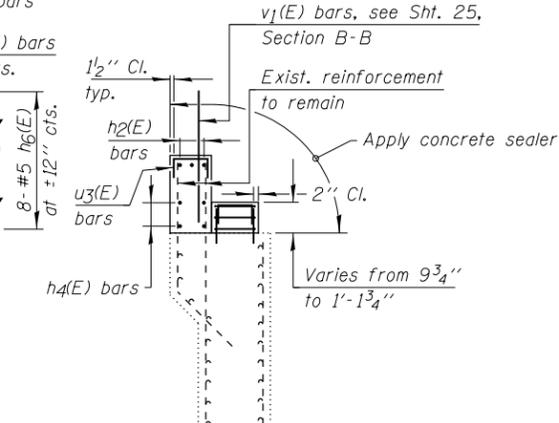
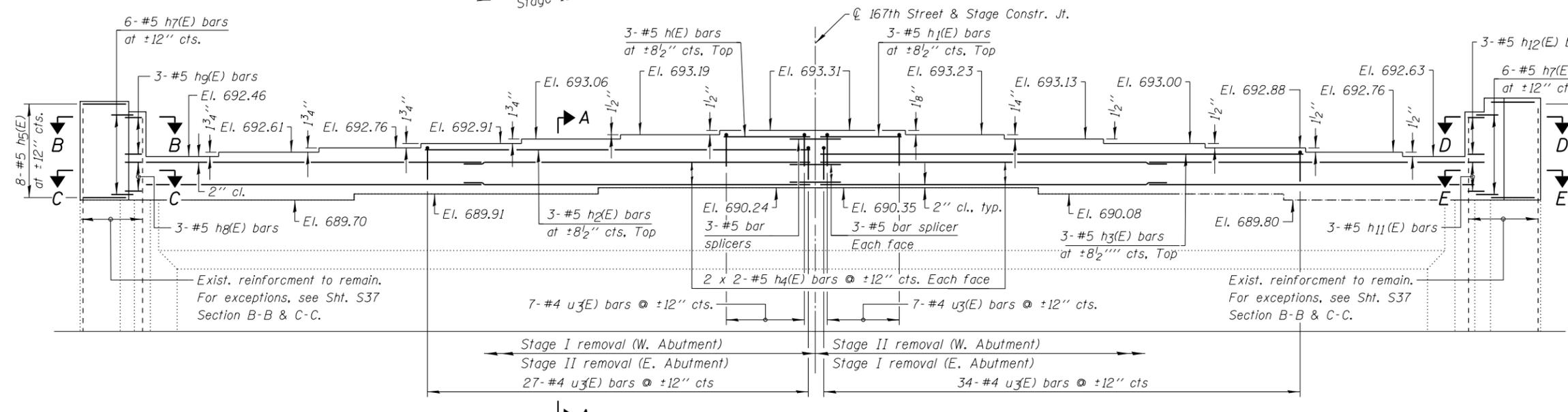
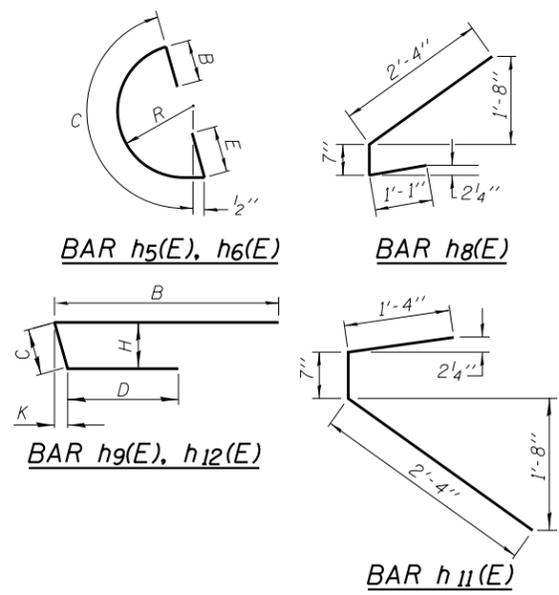
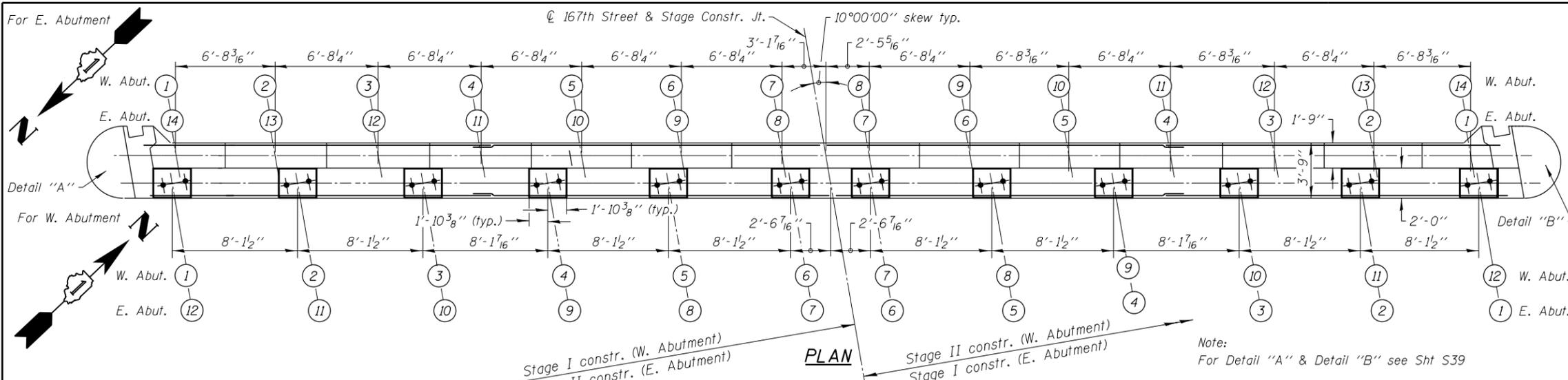
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PLOT DATE = 6/19/2018	DATE - JUNE 2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REMOVAL DETAILS
167TH STREET OVER I-57
STRUCTURE NO. 016-2125**
SHEET NO. S37 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	106
CONTRACT NO. 60T43				

ILLINOIS FED. AID PROJECT

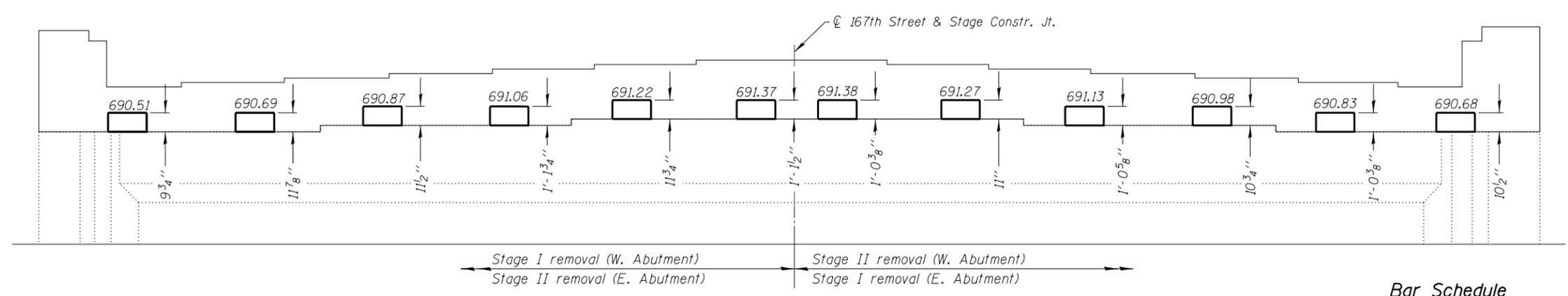


**WEST & EAST ABUTMENT
BILL OF MATERIAL**

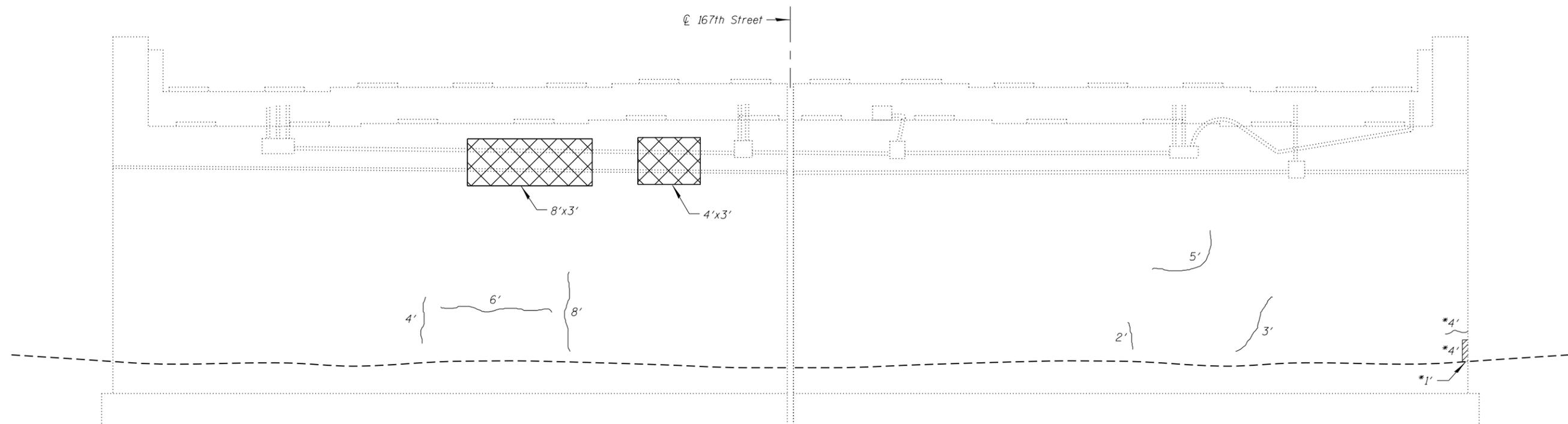
Bar	No.	Size	Length	Shape
h(E)	6	#5	5'-10"	—
h1(E)	6	#5	5'-2"	—
h2(E)	6	#5	25'-10"	—
h3(E)	6	#5	31'-10"	—
h4(E)	32	#5	25'-6"	—
h5(E)	16	#5	9'-9"	—
h6(E)	16	#5	9'-9"	—
h7(E)	24	#5	3'-0"	—
h8(E)	6	#5	4'-0"	—
h9(E)	6	#5	4'-9"	—
h11(E)	6	#5	4'-3"	—
h12(E)	6	#5	4'-9"	—
u(E)	120	#5	2'-3"	—
u1(E)	144	#5	7'-3"	—
u3(E)	150	#4	5'-10"	—
v2(E)	8	#5	8'-2"	—
v3(E)	240	#5	1'-8"	—
Concrete Structures		Cu Yd	52.7	
Concrete Sealer		Sq Ft	1,304	
Reinforcement Bars, Epoxy Coated		Pound	4,230	

Bar Schedule

Mark	B	C	D	E	H	K	R
h5(E)	9"	6'-2 1/2"	-	2'-9"	-	-	2'-4 1/2"
h6(E)	2'-9"	6'-2 1/2"	-	9"	-	-	2'-4 1/2"
h9(E)	3'-0"	6"	1'-3"	-	5 3/4"	1 1/4"	-
h12(E)	1'-3"	6"	3'-0"	-	5 3/4"	1 1/4"	-



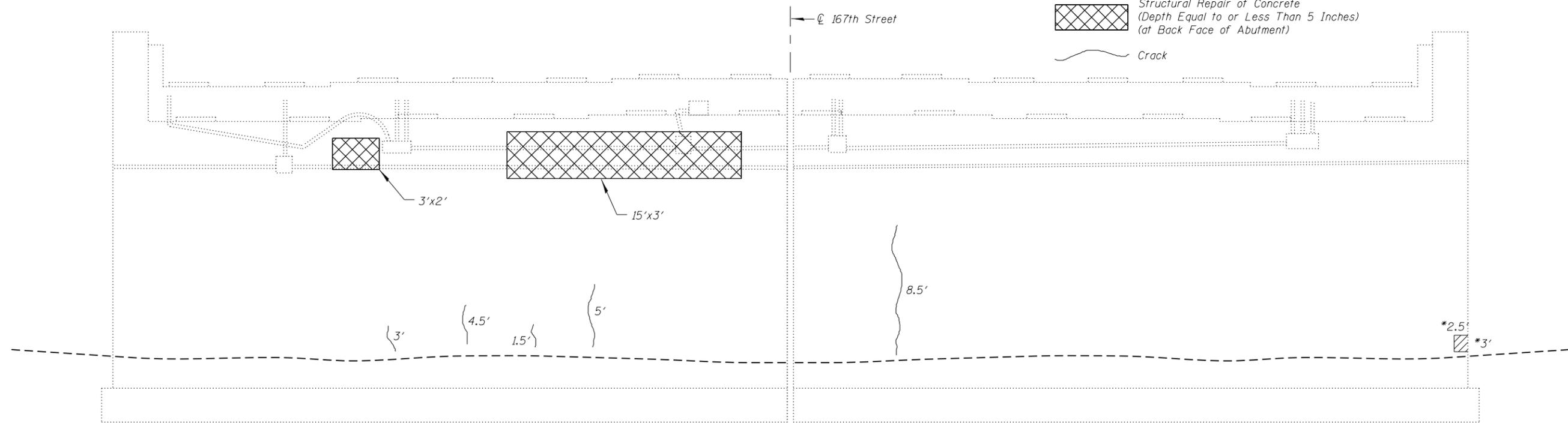
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**ELEVATION
WEST ABUTMENT**

- LEGEND:**
- Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)
 - Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches) (at Back Face of Abutment)
 - Crack

*Repair location is on side and face of the radius.



**ELEVATION
EAST ABUTMENT**

****BILL OF MATERIAL**

Item	Unit	Total
Epoxy Crack Injection	Foot	54.5
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq ft	98.5

**In June, 2015, Christian-Roge & Assoc., Inc. conducted a field inspection. The repair locations & quantities shown are estimated. Actual repair locations & quantities shall be determined by the Resident Engineer (RE).

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PLOT DATE = 6/19/2018	DATE - JUNE 2018	REVISED -

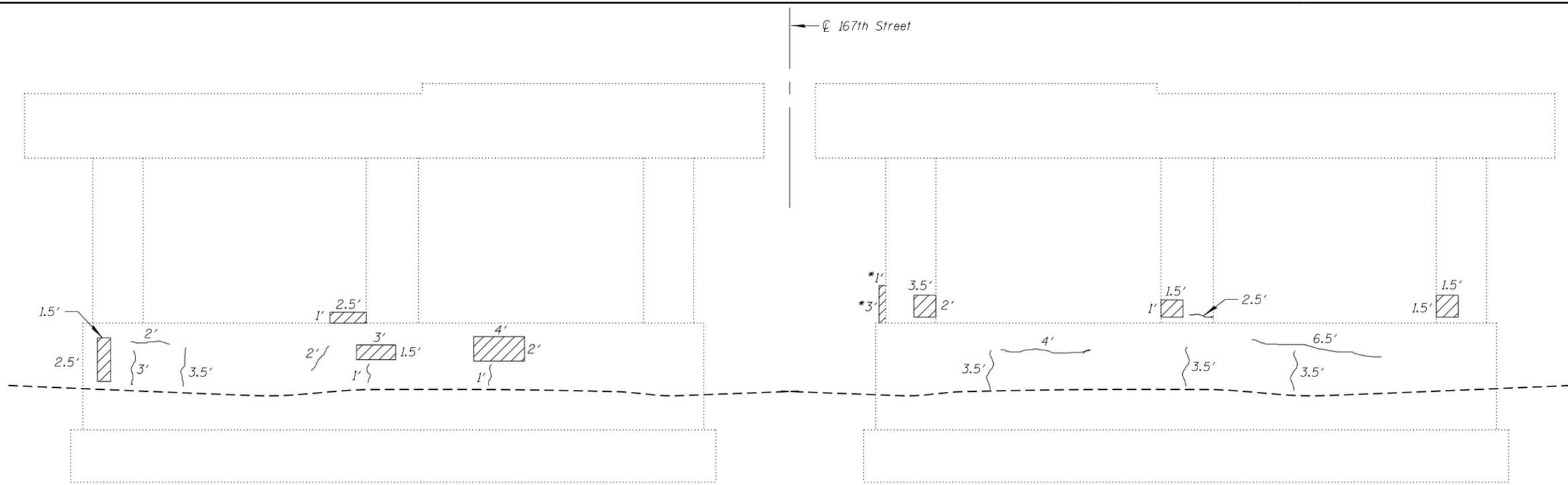
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ABUTMENT REPAIRS
167TH STREET OVER I-57
STRUCTURE NO. 016-2125**

SHEET NO. S40 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	109
CONTRACT NO. 60T43				

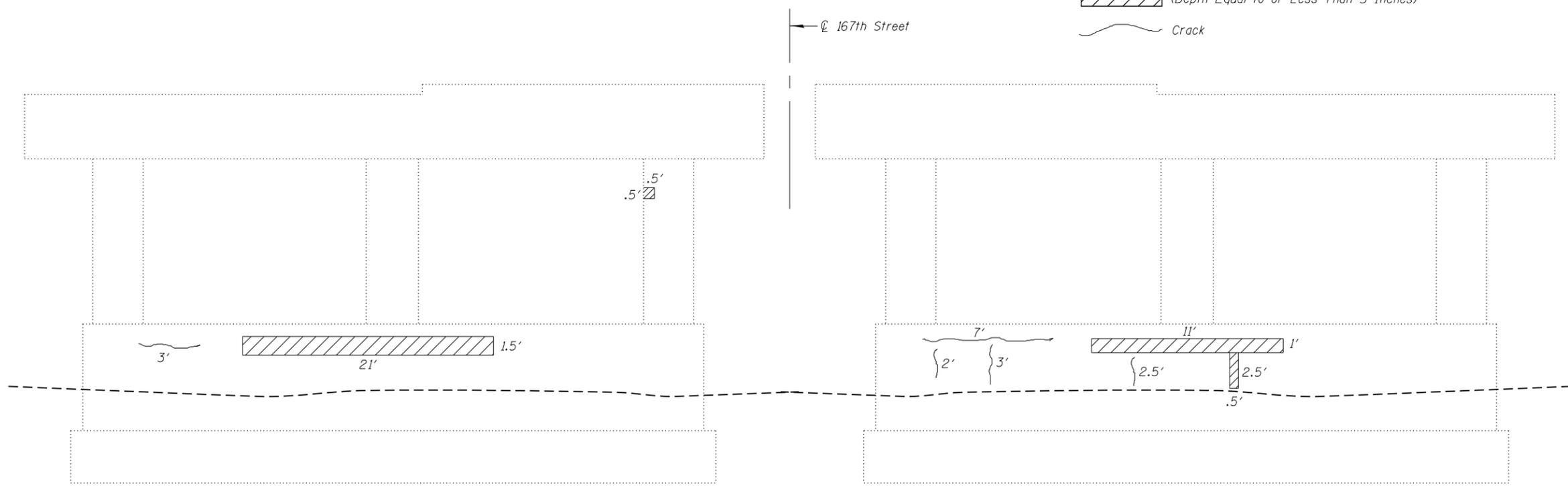
ILLINOIS FED. AID PROJECT



ELEVATION
EAST FACE OF PIER
 (Looking West)

LEGEND:
 Structural Repair of Concrete
 (Depth Equal to or Less Than 5 Inches)
 Crack

*Repair location is on side and face of the radius.



ELEVATION
WEST FACE OF PIER
 (Looking East)

****BILL OF MATERIAL**

Item	Unit	Total
Epoxy Crack Injection	Foot	53.5
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq ft	76.5

**In June, 2015, Christian-Roge & Assoc., Inc. conducted a field inspection. The repair locations & quantities shown are estimated. Actual repair locations & quantities shall be determined by the Resident Engineer (RE).

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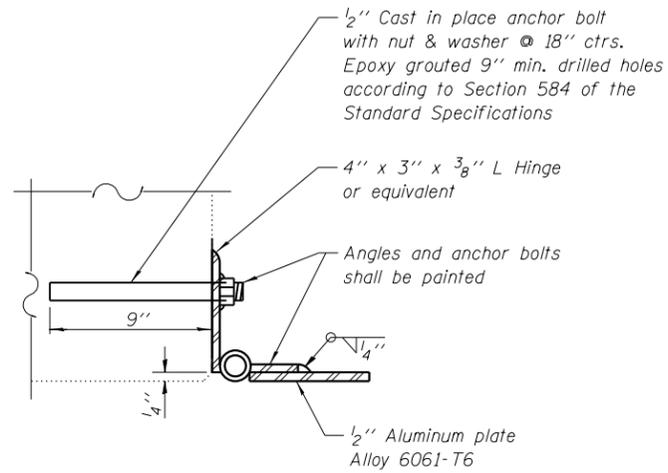
KNIGHT
 Engineers & Architects

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PLOT DATE = 6/19/2018	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

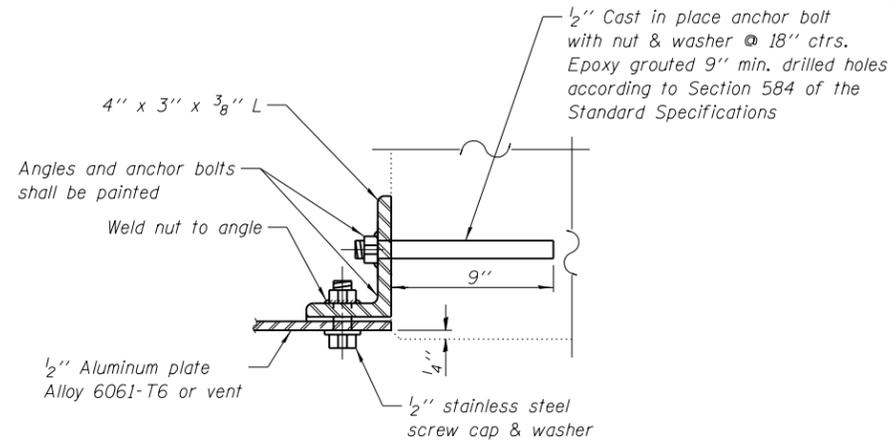
PIER REPAIRS
167TH STREET OVER I-57
STRUCTURE NO. 016-2125
 SHEET NO. S41 OF 43 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	110
CONTRACT NO. 60T43			ILLINOIS FED. AID PROJECT	



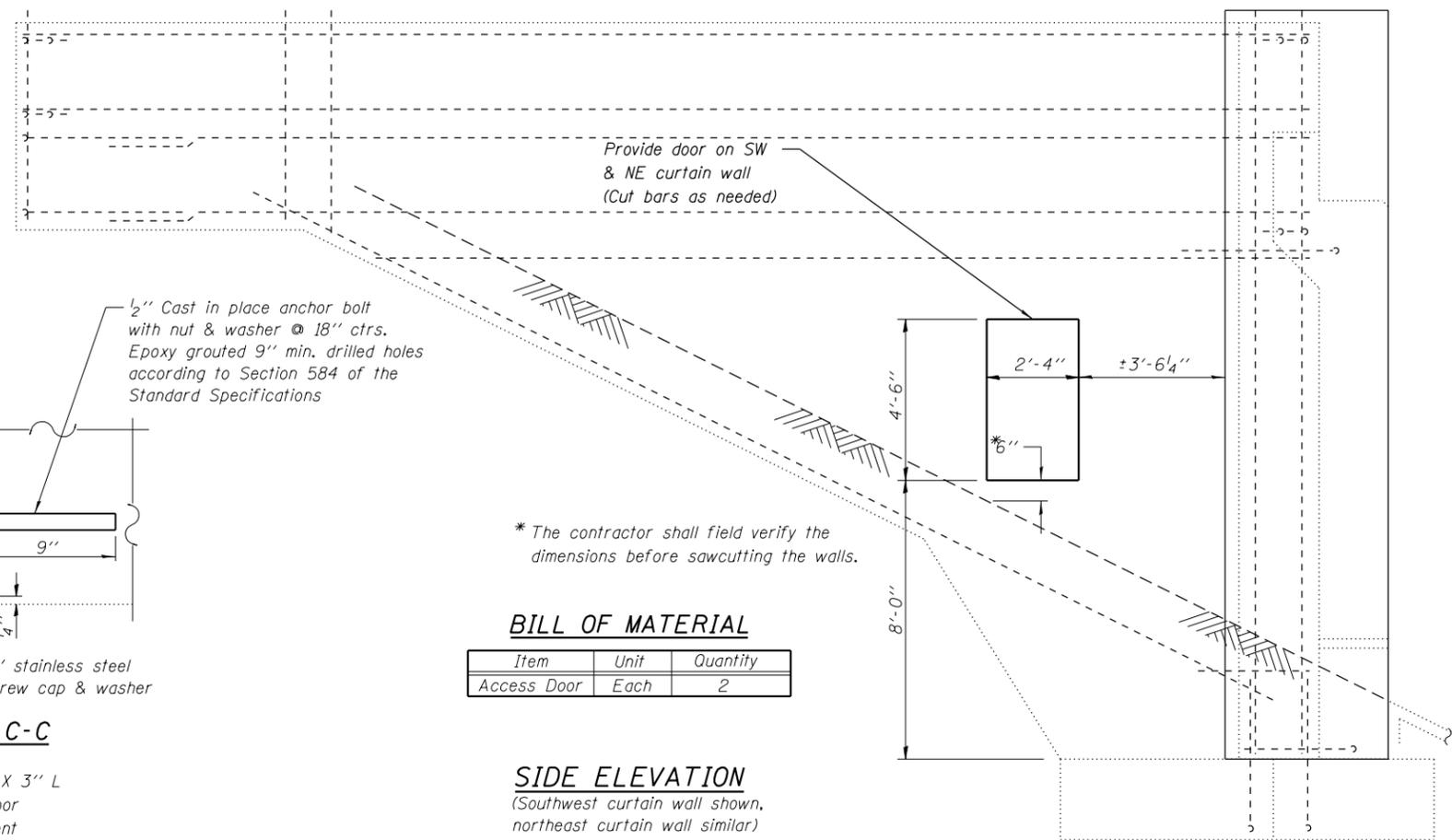
SECTION B-B

3" Leg of 4" X 3" L hinge
3 Req'd per door



SECTION C-C

3" Leg of 4" X 3" L
5 Req'd per door
4 Req'd per vent

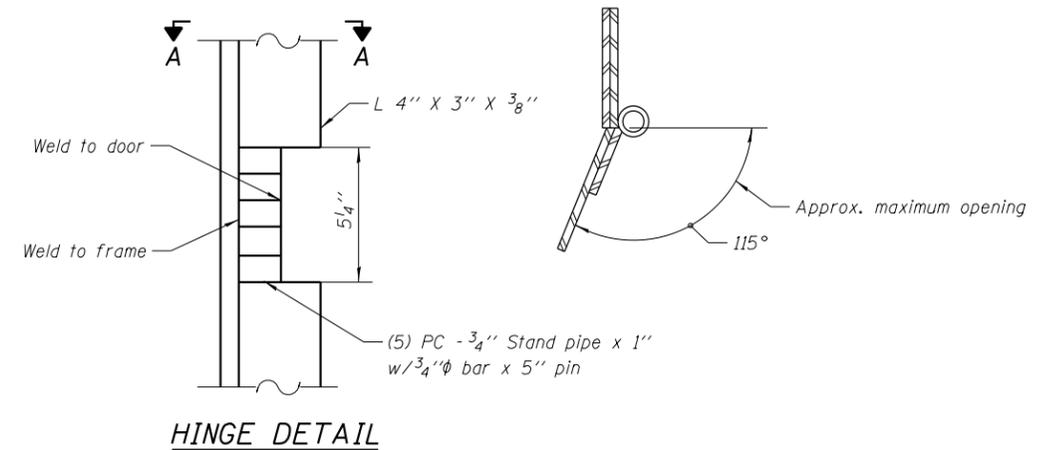
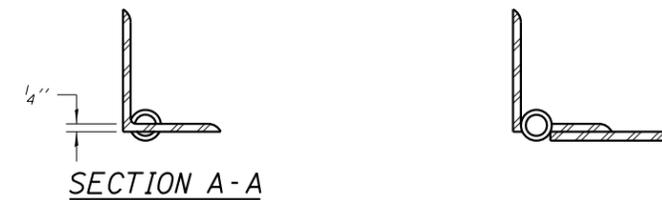
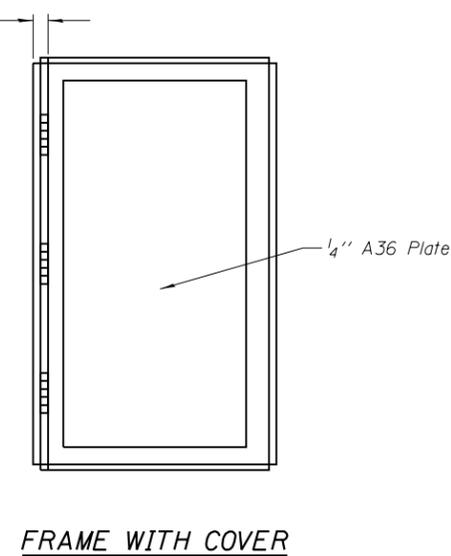
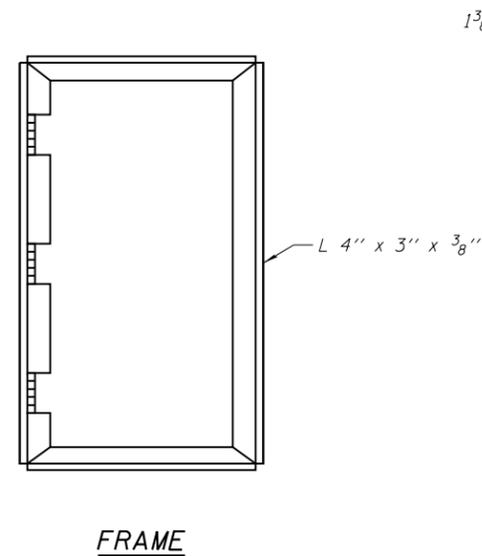
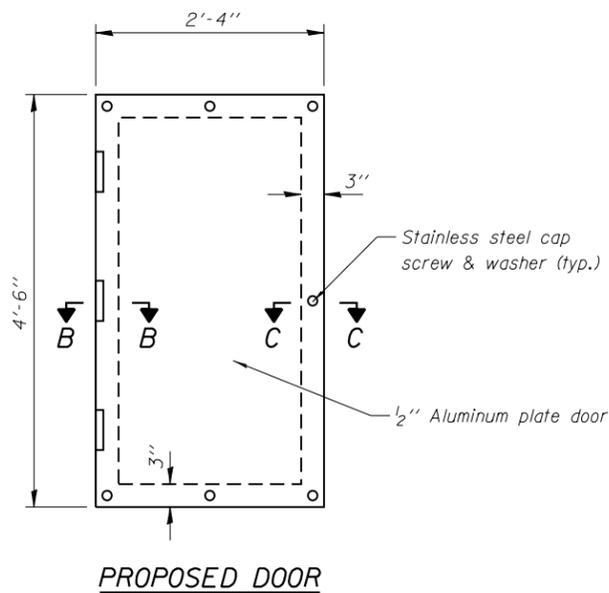


BILL OF MATERIAL

Item	Unit	Quantity
Access Door	Each	2

SIDE ELEVATION

(Southwest curtain wall shown, northeast curtain wall similar)



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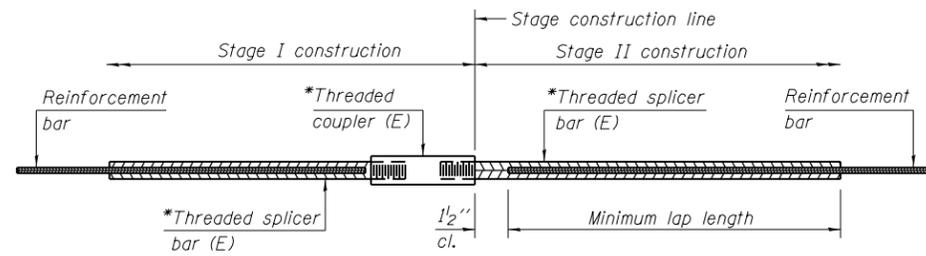
KNIGHT
Engineers & Architects

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PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ACCESS DOOR
167TH STREET OVER I-57
STRUCTURE NO. 016-2125
SHEET NO. S42 OF 43 SHEETS

F.A.I. RTE. 57	SECTION 1011.3-BR	COUNTY COOK	TOTAL SHEETS 145	SHEET NO. 111
				CONTRACT NO. 60T43
ILLINOIS FED. AID PROJECT				

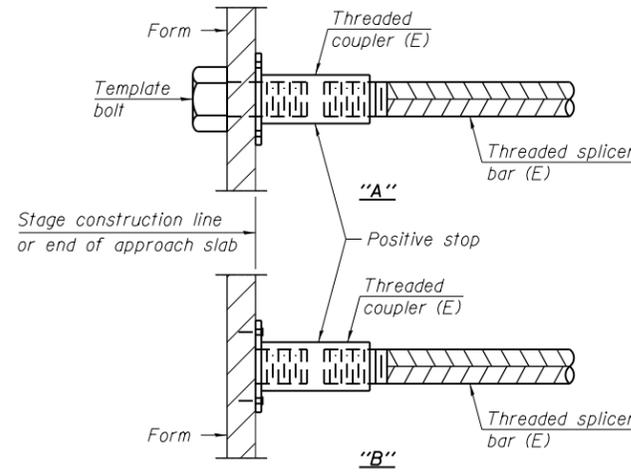


STANDARD BAR SPLICER ASSEMBLY

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

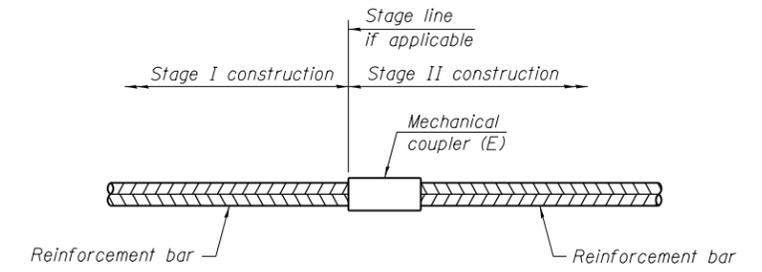
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Edge Beam	#6	20	3'-10"
Edge Beam	#4	8	2'-7"
Deck	#5	988	2'-7"
Approach Slab	#5	92	2'-4"
Approach Slab	#8	124	2'-7"
Approach Footing	#5	80	2'-7"
Abutment	#5	18	3'-3"



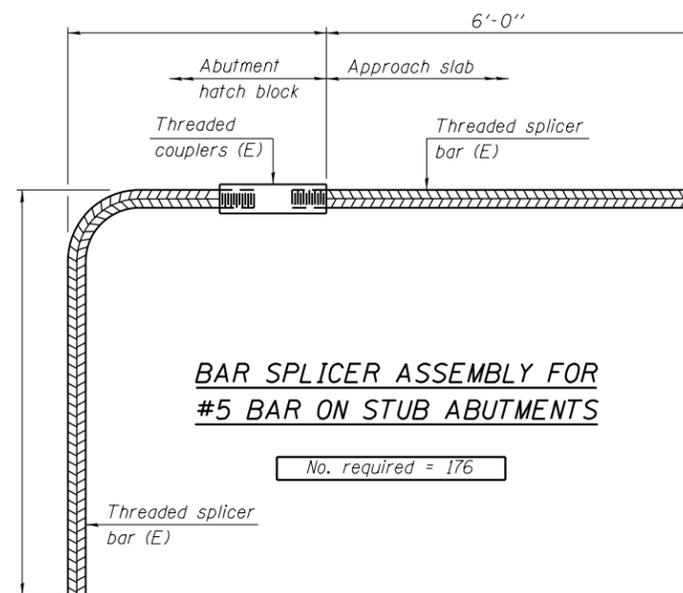
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 176

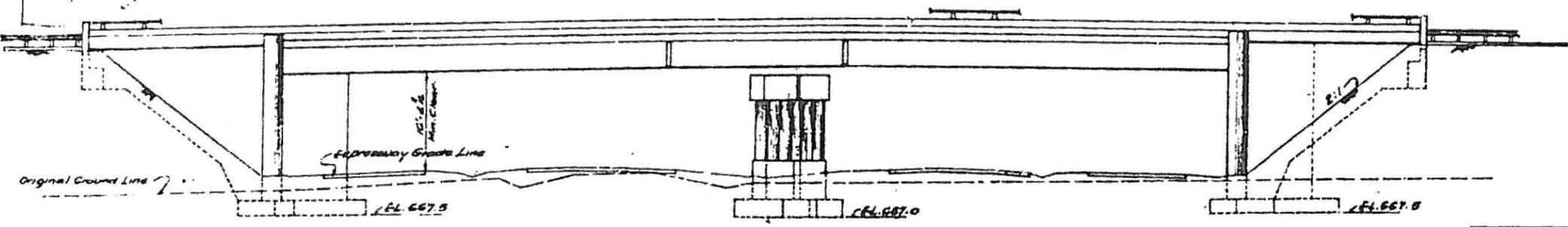
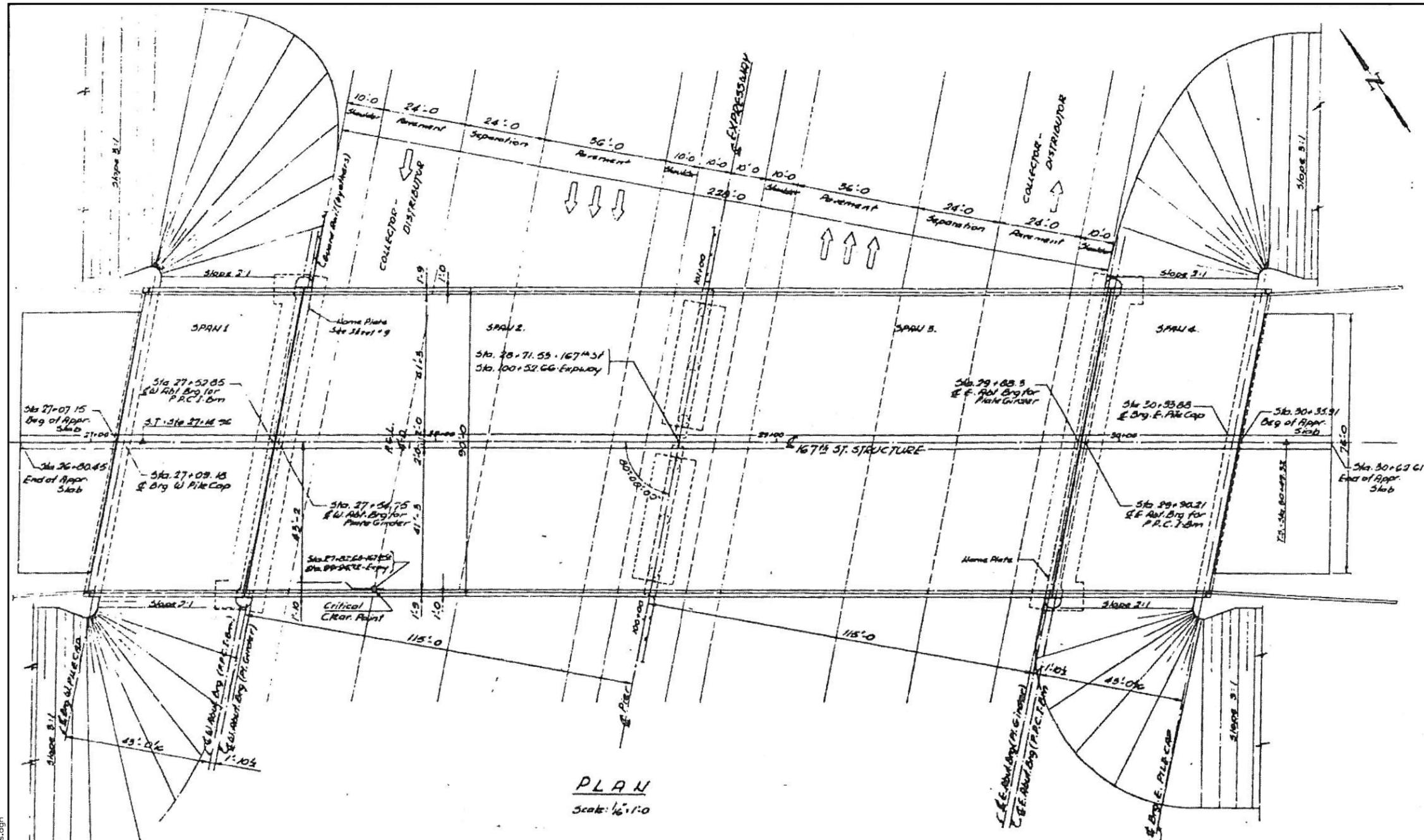
NOTES

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

FILE NAME = L:\7265.02\CAD\Structural\CA00 Sheets\160743-43-bar_splicer.dgn

GENERAL NOTES

- Class "X" Concrete shall be used throughout.
- Each section of the bridge floor shall be poured in one continuous operation between expansion joints. Finishing of the floor slab shall comply with Article 31.19 of the Standard Specifications.
- The cost of rubber waterproof, hollow bulb, non-metallic seal, copper nails and bituminous presouled joint shall be included in the contract bid price for Class "X" Concrete. The contractor shall adequately support, brace and protect the waterproof and bituminous presouled joint filler during construction, so that they do not become bent, torn, or distorted. The contractor's method of supporting, bracing and protecting the waterproof and bituminous presouled joint filler shall be approved by the Engineer. The waterproof shall be spliced as recommended by the manufacturer.
- All bridge seats shall receive a protective overlay of "Bridge Seat Sealant." See Special Provisions.
- Permanent forms will not be permitted to form concrete deck.
- The back surfaces of abutments and wingwalls shall be waterproofed with one prime coat and two top coats of bitumen in accordance with the requirements of Article 31.21 of the Standard Specifications from the top of footings to a point 1'-0" below top of backfill at wingwalls, and to top of backfill at abutment walls.
- The bridge seat shall be constructed to exact elevations shown. If bush hammering or grinding is necessary, this work shall be done at no additional cost to the County.
- Reinforcement bars shall comply with A.S.T.M. A15 Specifications for Billet-Steel bars.
- Reinforcement bars shall be delivered, tagged and bundled in conformance with Supplemental Specifications. Three sets of bar details shall be submitted to the Cook County Highway Department for approval.
- For Structural Steel notes, see sheet No. 16. Stud shear connectors on the beam flanges shall be placed in the field after the steel has been erected and the deck forms are in place.
- See Special Provisions concerning contractor's responsibility.
- Exposed surfaces of bridge deck and approach pavements shall be treated with a protective coat. See Section 32.11A of the Supplemental Specifications, and as amended to date.
- All presouled joints shall be masked to prevent the protective coat from making contact with the joint sealer. See also Special Provisions.
- For horizontal joints with joint sealant, see Special Provisions.
- The contractor shall drive 2 steel test piles (10SP42) in permanent locations at each pile cap before ordering the remainder of the 10SP42 H piles.



FOR INFORMATION ONLY

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

GENERAL PLAN
167TH ST. GRADE SEPARATION
OVER
DAN RYAN EXPRESSWAY - WEST LEG

COMPARED	BY	DATE	DESCRIPTION
CHECKED	BY	DATE	DESCRIPTION
DRAWN	BY	DATE	DESCRIPTION
DESIGNED	BY	DATE	DESCRIPTION

REVISIONS		
DATE	BY	DESCRIPTION

KNIGHT
Engineers & Architects

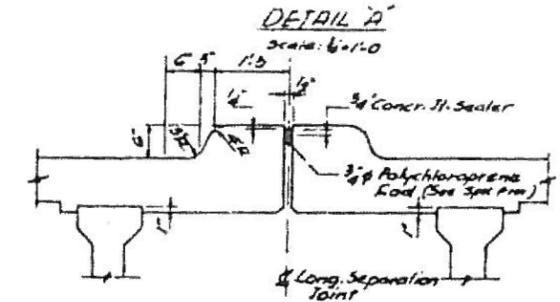
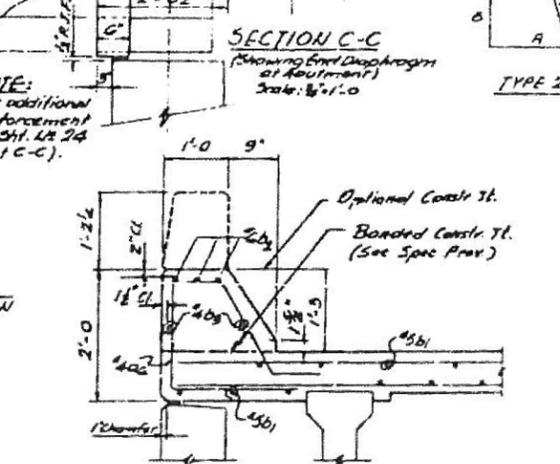
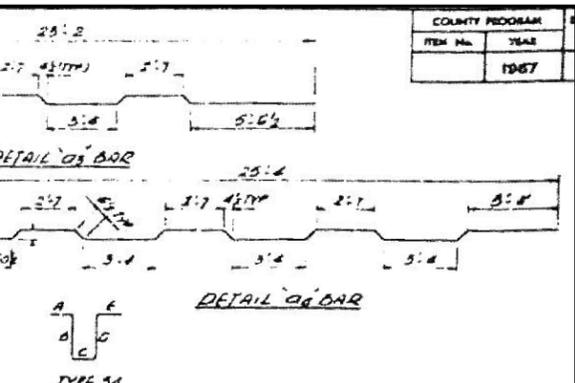
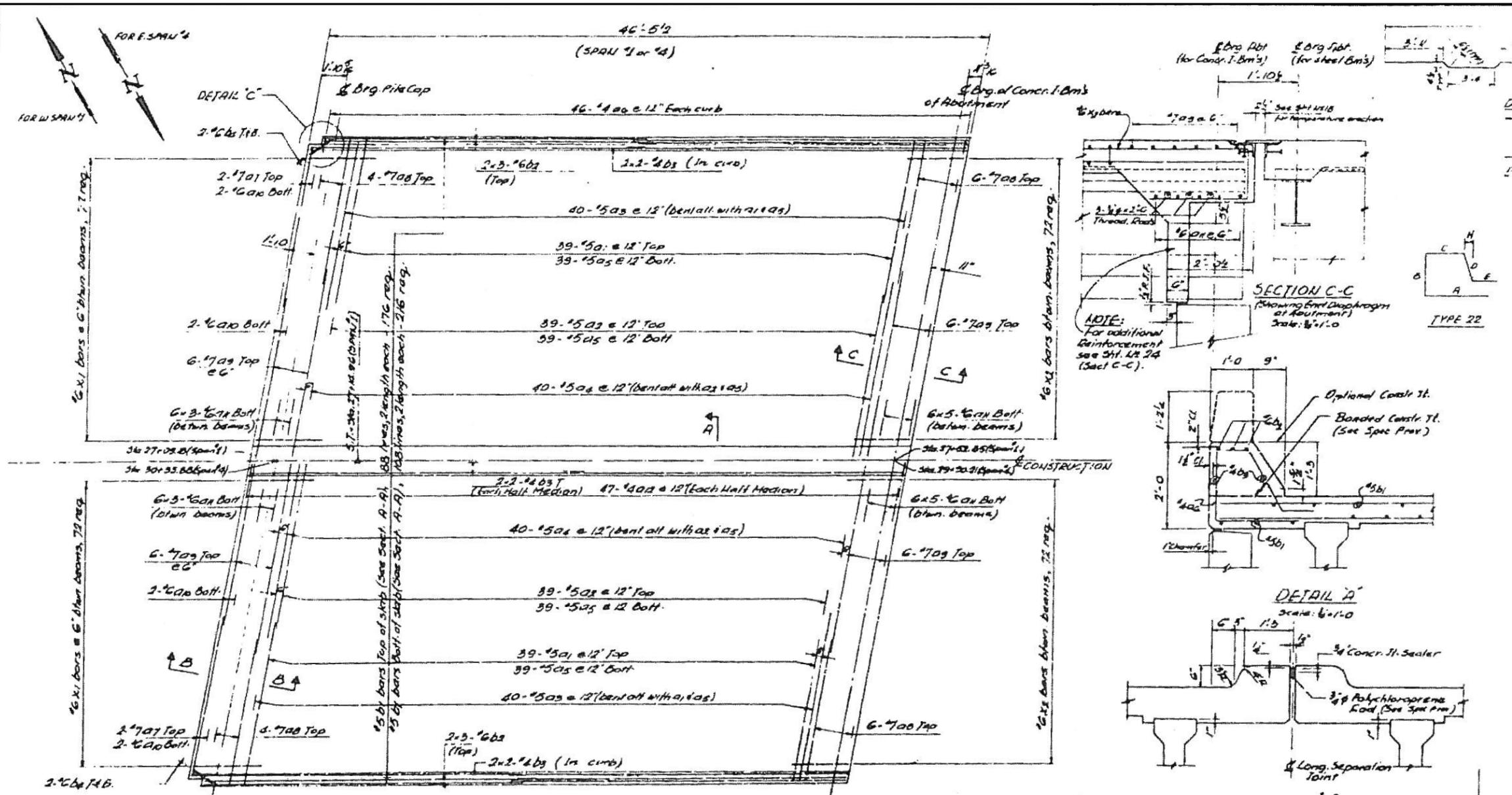
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PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING GENERAL PLAN
EXISTING SUPERSTRUCTURE CONCRETE DETAILS - SPAN 1 & 4
EXISTING SUPERSTRUCTURE CONCRETE DETAILS - SPAN 2 & 3
EXISTING ABUTMENT DETAILS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	113
CONTRACT NO. 60T43			ILLINOIS FED. AID PROJECT	

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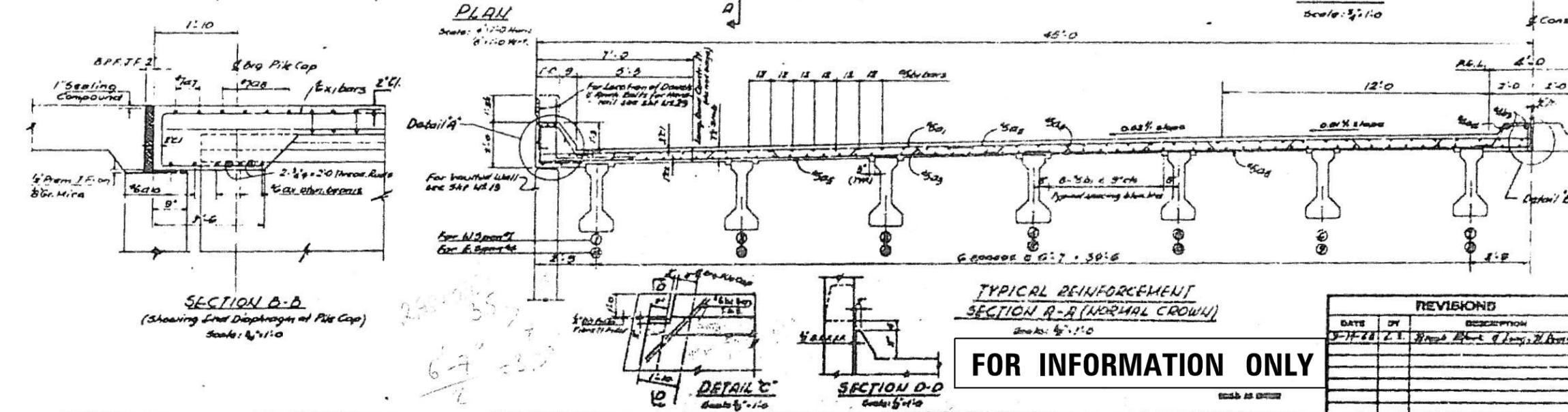
BAR SCHEDULE (For Deck Slabs)

Bar No	SIZE	LENGTH	TYPE	A	B	C	D	E	F
a1	156	5	30-0	---	---	---	---	---	---
a2	156	5	26-0	---	---	---	---	---	---
a3	160	5	24-0	---	---	---	---	---	---
a4	160	5	26-0	---	---	---	---	---	---
a5	312	5	23-4	---	---	---	---	---	---
a6	184	4	6-0	---	---	---	---	---	---
a7	8	7	19-3	---	---	---	---	---	---
a8	40	7	20-3	---	---	---	---	---	---
a9	48	7	26-4	---	---	---	---	---	---
a10	16	6	32-6	---	---	---	---	---	---
a11	192	6	5-11	---	---	---	---	---	---
a12	188	4	4-0	---	---	---	---	---	---
b1	784	5	23-0	---	---	---	---	---	---
b2	32	6	23-3	---	---	---	---	---	---
b3	32	4	23-7	---	---	---	---	---	---
b4	76	6	4-0	---	---	---	---	---	---
b5	14	5	2-8	---	---	---	---	---	---
x1	288	6	8-0	---	---	---	---	---	---
x2	288	6	7-1	---	---	---	---	---	---
m1	48	4	5-0	---	---	---	---	---	---
m2	48	4	5-0	---	---	---	---	---	---
m3	96	4	5-11	---	---	---	---	---	---
m4	48	4	6-11	---	---	---	---	---	---
s1	120	4	6-8	---	---	---	---	---	---
s2	120	5	7-7	---	---	---	---	---	---

BILL OF MATERIAL (For Deck Slabs)

Class X Concrete	266.2 Cu Yds
Reinforcement Bars	61,806 Lbs.
Protective Coat	963 Sq Yds.

NOTES:
 For Location & Details of Interior & End Diaphragms see Sht. 1054
 For Framing Plan of P.R.C. I-Beams see Sht. 1054
 For Bill of Materials see Sht. 1054
 For Additional Deck Cross-Sections see Sht. 1054
 Work this sheet with Shts. 1019 & 1020.
 For Determination of Fillets see Sht. 1021.



KNIGHT
Engineers & Architects

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PLOT SCALE = 99.9999 / in.	CHECKED - B.N.S. / J.W.	REVISED -
PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING GENERAL PLAN
EXISTING SUPERSTRUCTURE CONCRETE DETAILS - SPAN 1 & 4
EXISTING SUPERSTRUCTURE CONCRETE DETAILS - SPAN 2 & 3
EXISTING ABUTMENT DETAILS

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

SUPERSTRUCTURE CONCRETE
DETAILS-SPAN 1 & 4
167th ST. GRADE SEPARATION
OVER
DAN RYAN EXPRESSWAY-WEST LEG

COMPUTED BY: J.S. Gule
CHECKED BY: [Signature]
DRAWN BY: [Signature]
CHECKED BY: [Signature]

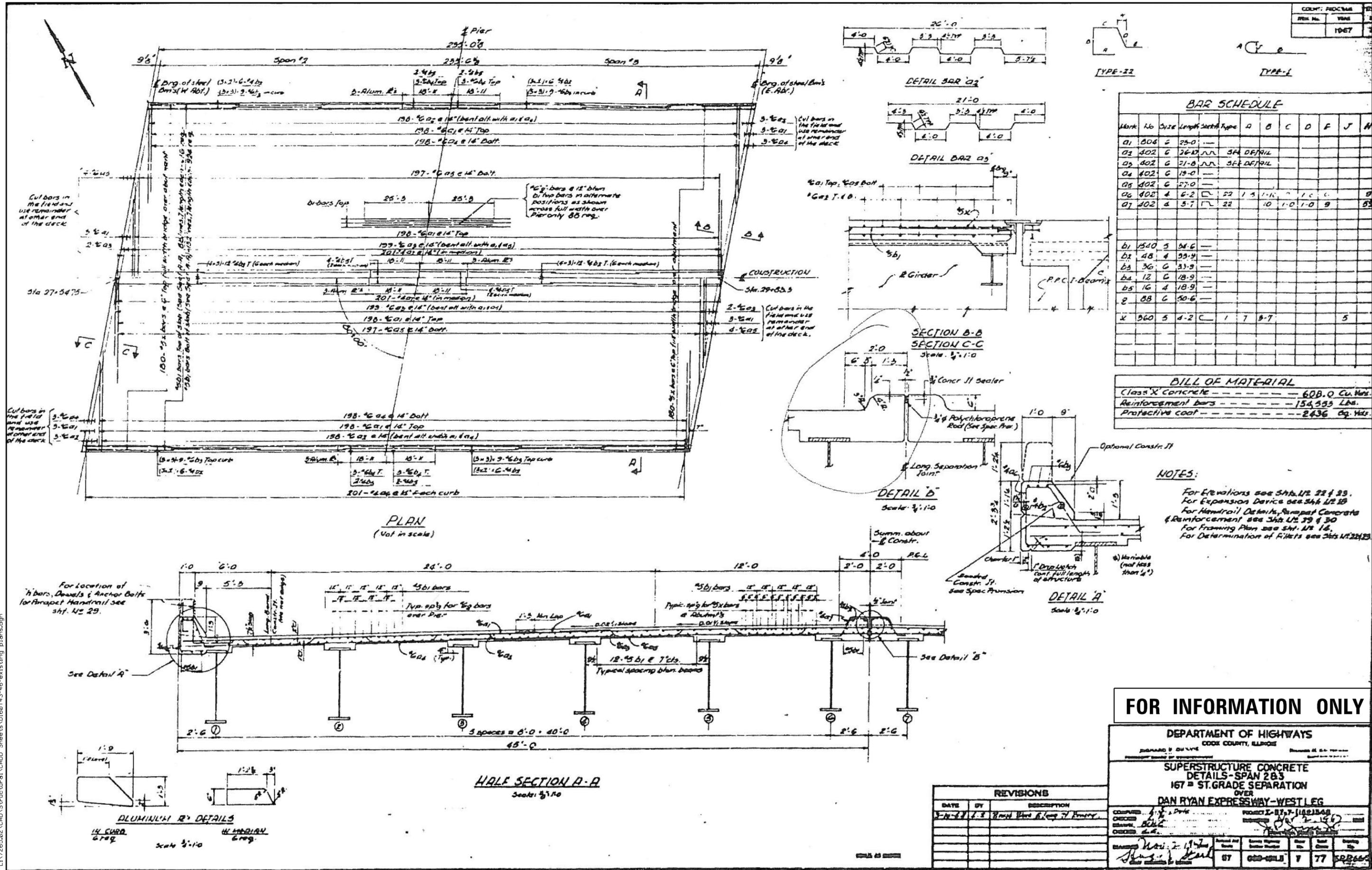
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SHEET NO. 57
DATE: 6/19/2018

DATE	BY	DESCRIPTION
6-19-18	J.S.	Initial Design

000-1067 5 77 5R12645

F.A.I. RTE. 57 SECTION 1011.3-BR COUNTY COOK SHEETS 145 114 TOTAL SHEET NO. 114
ILLINOIS FED. AID PROJECT CONTRACT NO. 60T43

FILE NAME = L:\7265\02\CAAD\Structural\CAAD Sheets\1011.3-45-existing_plans.dgn



BAR SCHEDULE

Mark	No	Size	Length	Detail	A	B	C	D	F	J	N
01	808	5	25-0	---							
02	402	6	26-0	---							
03	402	6	21-0	---							
04	402	6	19-0	---							
05	402	6	27-0	---							
06	402	4	4-2	---	22	13	1-10		1-0	0	0
07	402	4	5-7	---	22		10	1-0	1-0	9	0
b1	450	5	54-6	---							
b2	48	4	55-9	---							
b3	36	6	33-9	---							
b4	12	6	18-9	---							
b5	16	4	18-9	---							
g	88	6	50-6	---							
x	360	5	4-2	---	1	7	5-7				5

BILL OF MATERIAL

Class X Concrete	608.0 Cu. Yds.
Reinforcement bars	154,595 Lbs.
Protective coat	2436 Sq. Yds.

NOTES:

- For Elevations see Shts. U2 22 & 23.
- For Expansion Device see Sht. U2 25.
- For Handrail Details, Ramp Concrete & Reinforcement see Shts. U2 29 & 30.
- For Framing Plan see Sht. U2 16.
- For Determination of Fillets see Shts. U2 24 & 25.

FOR INFORMATION ONLY

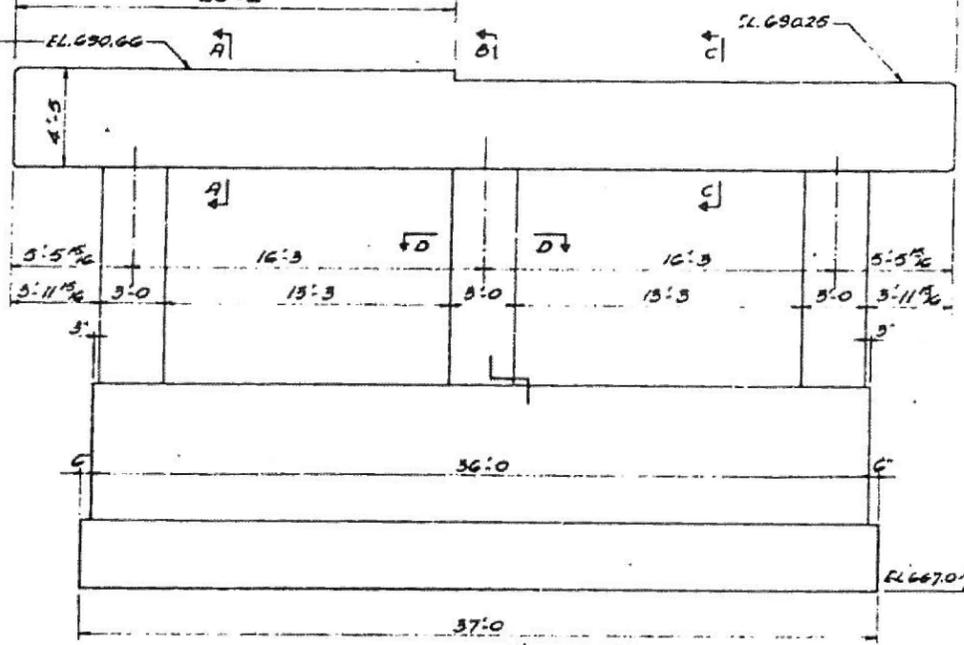
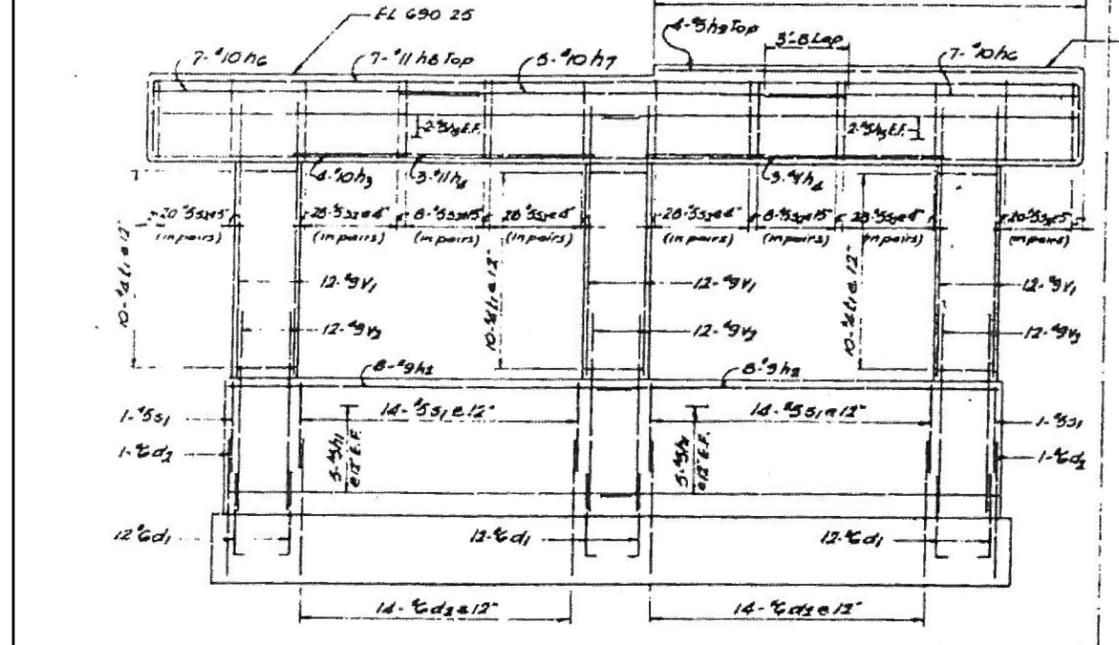
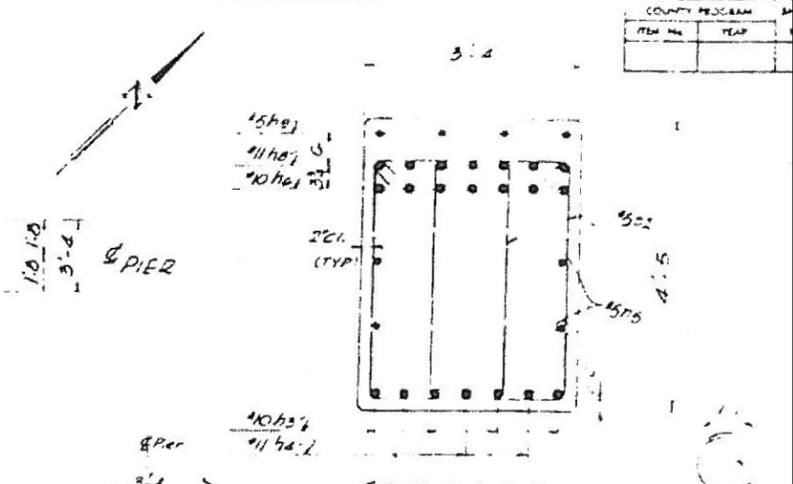
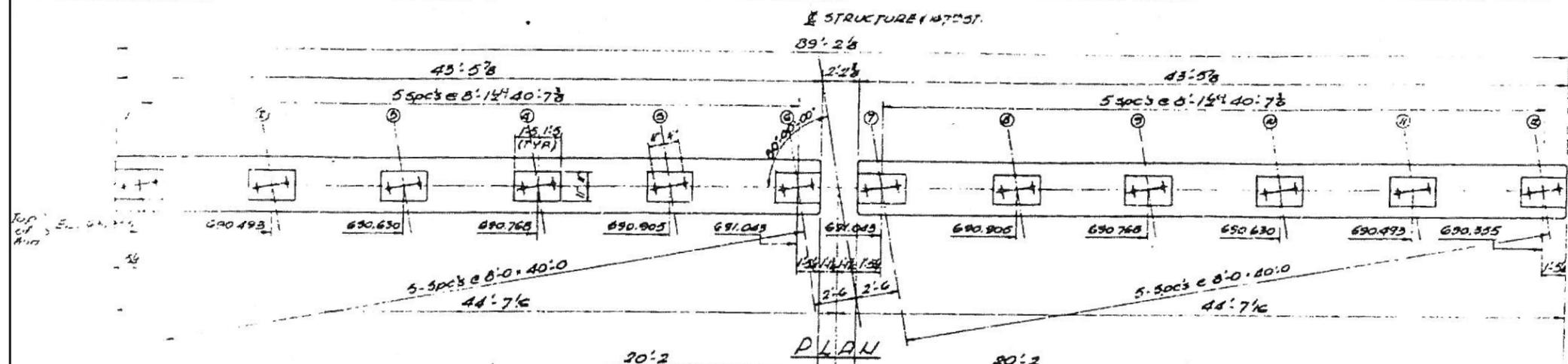
DEPARTMENT OF HIGHWAYS
 COOK COUNTY, ILLINOIS

SUPERSTRUCTURE CONCRETE
 DETAILS - SPAN 2B3
 167th ST. GRADE SEPARATION
 OVER
 DAN RYAN EXPRESSWAY - WEST LEG

DATE	BY	DESCRIPTION
3-14-81	J. E.	Revised Plans & Copy of Drawing

DESIGNED BY: J. E. / B.N.S.
 CHECKED BY: B.N.S. / J.W.
 DRAWN BY: B.K.
 DATE: JUNE 2018

PROJECT NO. 07
 SHEET NO. 77

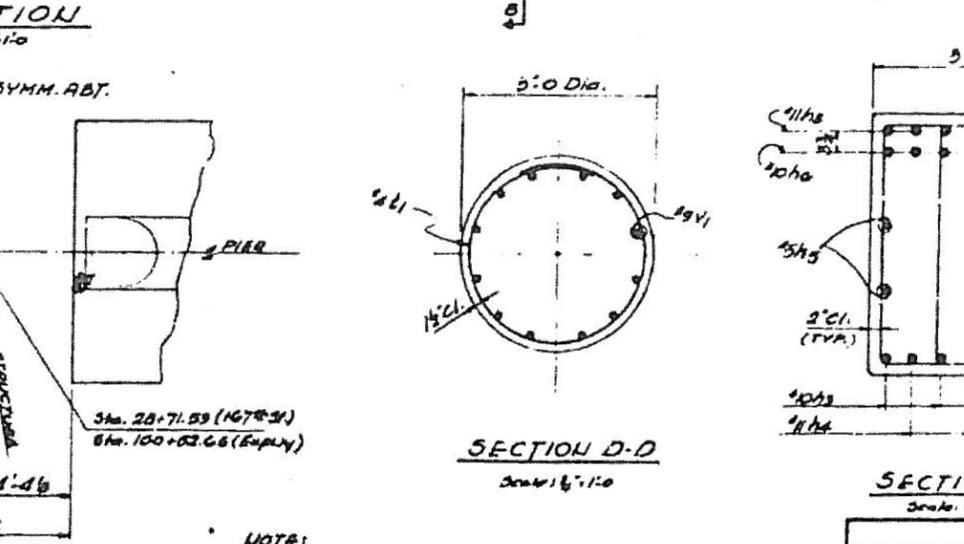
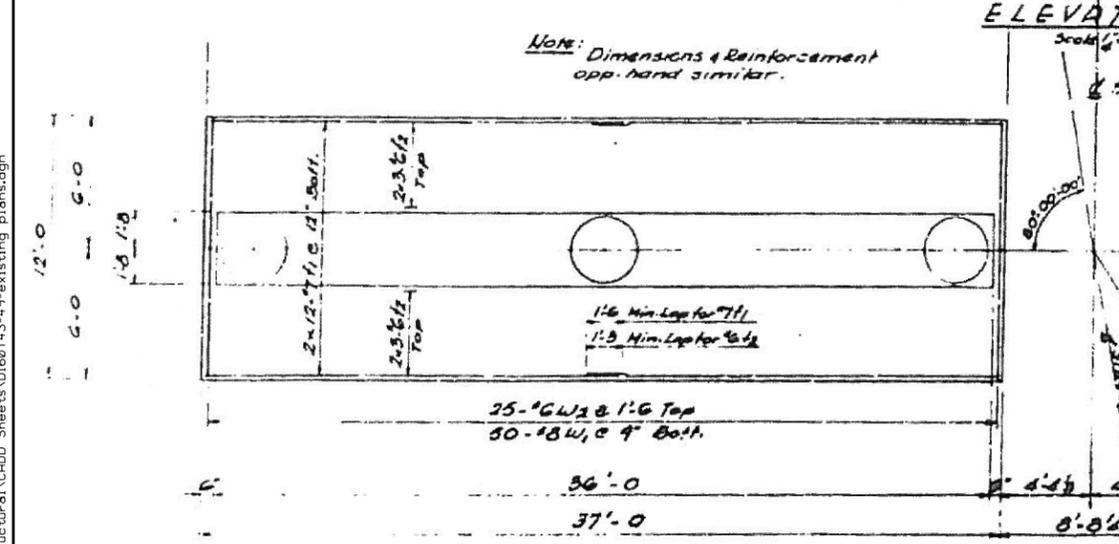


SECTION A-A
Scale: 1/4" = 1'-0"

SECTION B-B
Scale: 1/4" = 1'-0"

TYPE-17 TYPE-20 TYPE-310 TYPE-71

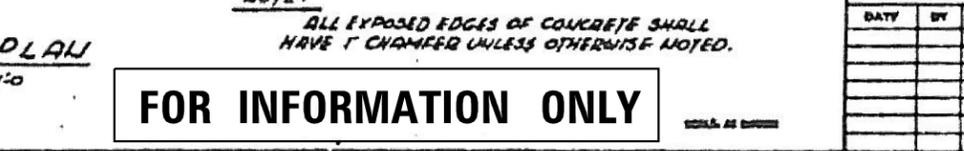
BAR SCHEDULE						
Mark	Ab	Sh	Ch	St	Bar	QTY
f1	40.7	19.3				
f2	26.0	19.0				
h1	40.5	18.4				
h2	32.9	19.2				
h3	8.10	19.3				
h4	12.11	16.0				
h5	16.5	22.3				
h6	28.10	15.4				
h7	10.10	19.9				
h8	14.11	17.2				
h9	8.5	19.4				
s1	60.5	11.0			40.30	4.0
s2	36.5	12.4			71.36	3.8
t1	60.4	9.9			0.72	1.85
v1	72.5	13.7				
v2	72.9	9.4				
w1	100.8	16.4				
w2	30.0	16.4				
d1	72.6	4.4			40.36	
d2	60.6	14.0			6.53	0.65



SECTION D-D
Scale: 1/4" = 1'-0"

SECTION C-C
Scale: 1/4" = 1'-0"

BILL OF MATERIAL		
Class X Concrete	216.1	Cu. Yds
Reinforcement Bars	3,581.0	Lbs.
Bridge Seat Sealant	29.3	Sq. Yds



DEPARTMENT OF HIGHWAYS
COOK COUNTY ILLINOIS

PROJECT BASED ON LEGISLATION

PIER DETAILS
167th ST GRADE SEPARATION
OVER
DAN RYAN EXPRESSWAY - WEST LEG

PROJECT I-57-7-11621548
SUBMITTED

REVISIONS	
DATE	DESCRIPTION

EXAMINED					

FOR INFORMATION ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

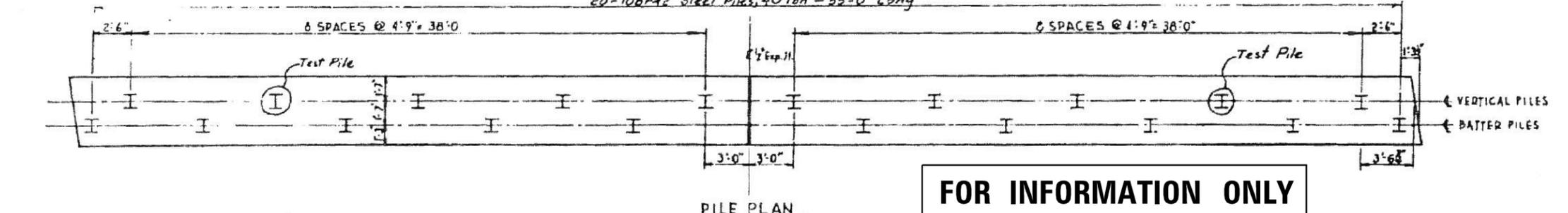
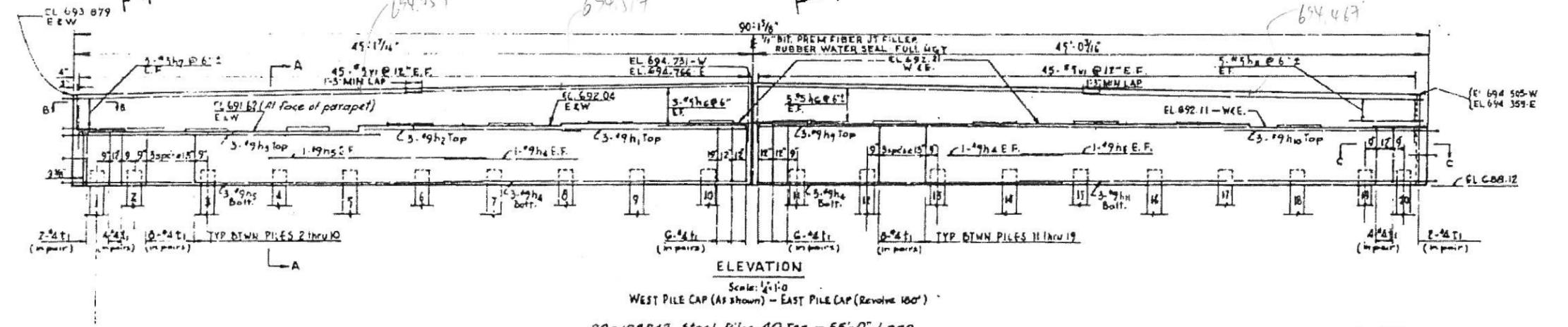
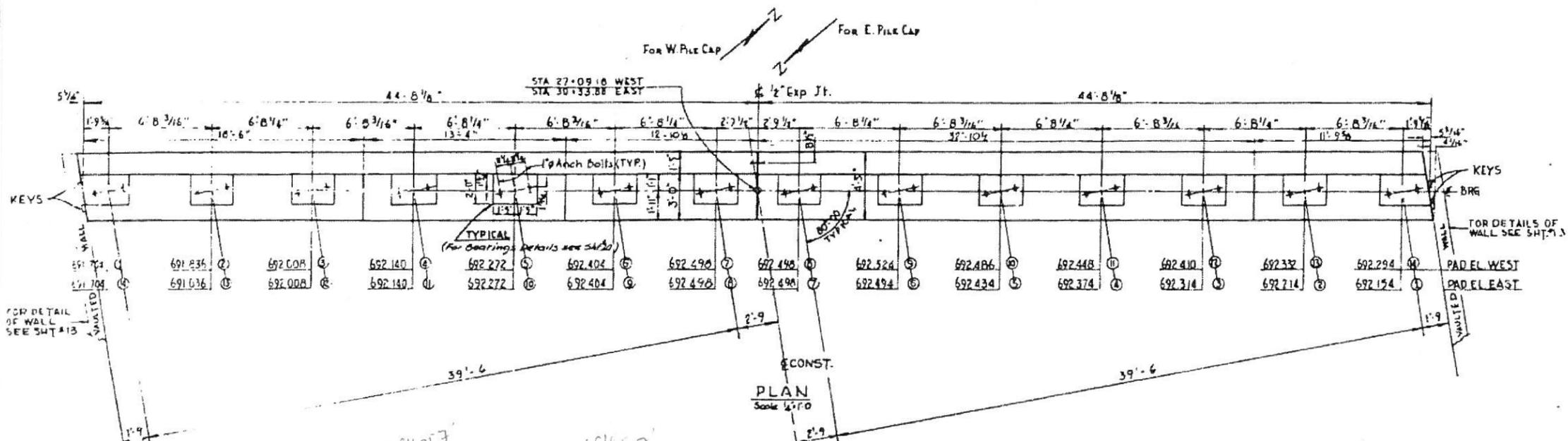
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EXISTING PIER DETAILS
EXISTING VAULTED WALL DETAILS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	118
CONTRACT NO. 60T43			ILLINOIS FED. AID PROJECT	

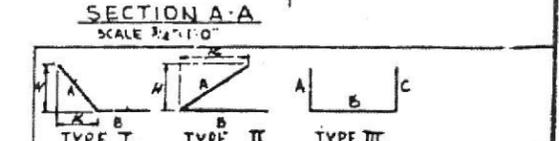
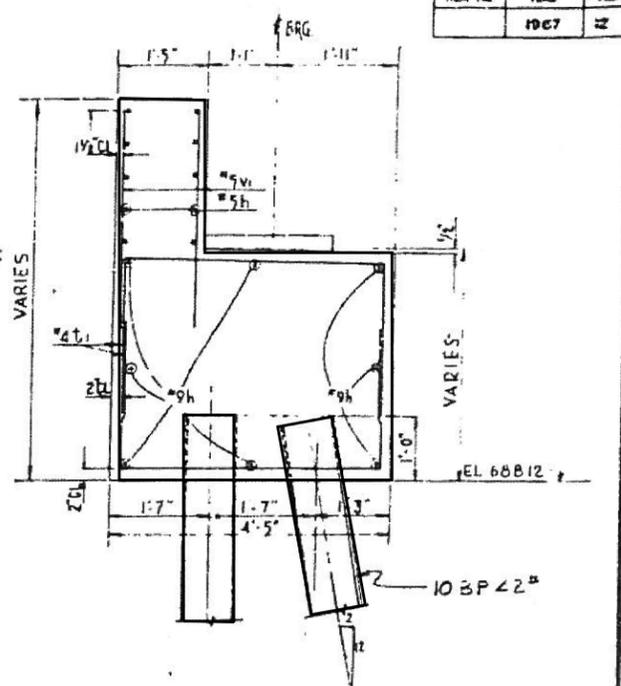
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KNIGHT
Engineers & Architects

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PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -



FOR INFORMATION ONLY



BAR SCHEDULE (FOR 2 PILE CAPS)

MARK	No.	SIZE	LENGTH	SKETCH	TYPE	A	B	C	D	E	F	G	H	I	J
h1	6	9	12-6		Str.										
h2	6	9	15-1		Str.										
h3	6	9	23-0		I	2-0	21-0						4x	1-8x	
h4	20	9	20-5		Str.										
h5	10	9	29-6		I	2-0	27-0						4x	1-8x	
h6	40	9	22-9		Str.										
h7	20	9	25-6		I	2-0	23-0						4x	1-8x	
h8	20	9	25-6		I	2-0	23-0						4x	1-8x	
h9	6	9	32-7		Str.										
h10	6	9	17-0		I	2-0	15-0						4x	1-8x	
h11	10	9	29-4		I	2-0	27-4						4x	1-8x	
t1	304	4	8-11		III	2-5	6-1	2-5							
v1	360	5	8-10		Str.										

BILL OF MATERIAL

CLASS 'X' CONCRETE	158.2	CU. YDS
REINFORCEMENT BARS	14695	LBS
STEEL PILES 10BP42(55' LONG) 40TON	1980	LIN. FT.
TEST PILES	4	EACH
BRIDGE SEAT SEALANT	54.5	SQ. YDS

* SEE GENERAL NOTES SHT. # 4

NOTE: Piles shall be driven to the minimum penetration at elevation 634 regardless of bearing capacity developed, unless refusal occurs. If the required bearing capacity is not developed at the point of required minimum penetration, driving shall continue until bearing capacity is obtained. (See BHT. 115.2 - Boring Logs.) See Special Provision for - Pile Driving Through Embankments.

NOTES:
For Pile Details see SHT. 115.2 B1.
10BP42
Projecting 17 Lin. Ft.
Supporting 38 Lin. Ft.
Est. Length 55 Lin. Ft.

REVISIONS

DATE	BY	DESCRIPTION

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

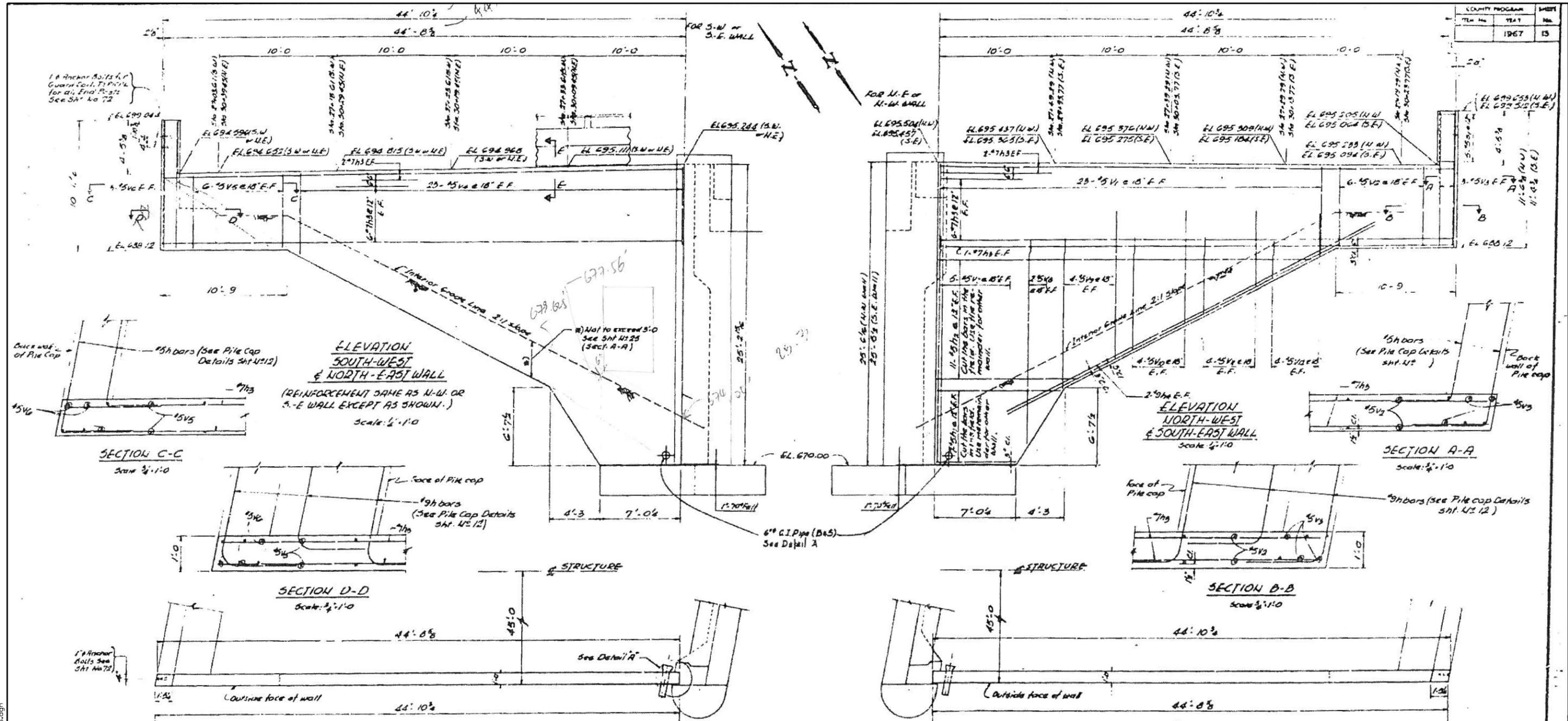
PILE CAP
167th ST. GRADE SEPARATION
OVER
DAN RYAN EXPRESSWAY - WEST LEG

PROJECT I-57-7-11621848
SUBMITTAL NO. 2, 1967

DATE 07/11/67

DESIGNED BY: [Signature]
CHECKED BY: [Signature]
DRAWN BY: [Signature]
DATE: 07/11/67

CONTRACT NO. 60T43



BAR SCHEDULE (For 4 walls)

Mark	LT	Qty	Length	Notes	Mark	RT	Qty	Length	Notes
H1	30	5	17-8	---	V1	32	5	7-5	---
H2	44	5	44-5	---	V2	36	5	6-9	---
H3	68	7	44-6	---	V3	12	5	11-2	---
H4	16	9	55-6	---	V4	32	5	6-8	---
					V5	26	5	6-9	---

NOTE:
 For Location of 6" C.I. Pipe (D&S) see Sht. 12-25 & 26
 For Abutment Details see Sht. 12-9.
 For Abutment Footing see Sht. 12-8.

FOR INFORMATION ONLY

REVISIONS

DATE	BY	DESCRIPTION

BILL OF MATERIAL (For 4 walls)

Class 'X' Concrete	95.0 Cu. Yds.
Reinforcement Bars	14,137.0 Lbs

DEPARTMENT OF HIGHWAYS
 COOK COUNTY, ILLINOIS

VAULTED WALL DETAILS
 167th ST. GRADE SEPARATION
 OVER
 DAN RYAN EXPRESSWAY-WEST LEG

PROJECT 1-82-7-(162)49
 SUBMITTED [Signature]

DESIGNED	BY	CHECKED	BY
DRAWN	BY	CHECKED	BY
DATE	BY	DATE	BY

57 060-1011.3 12 77 5R127.5

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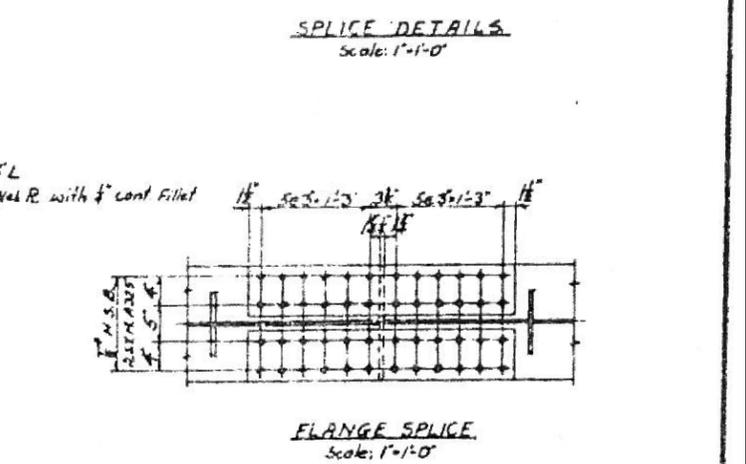
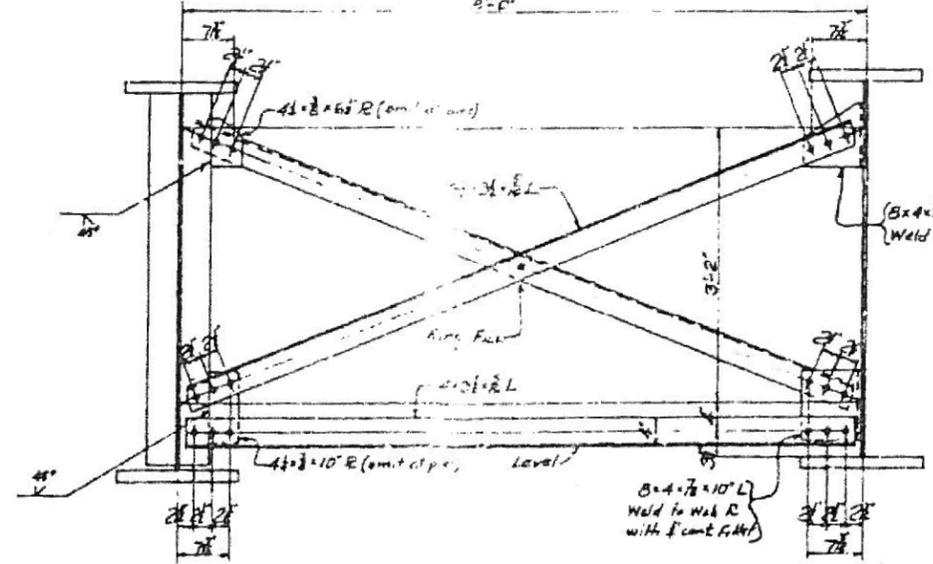
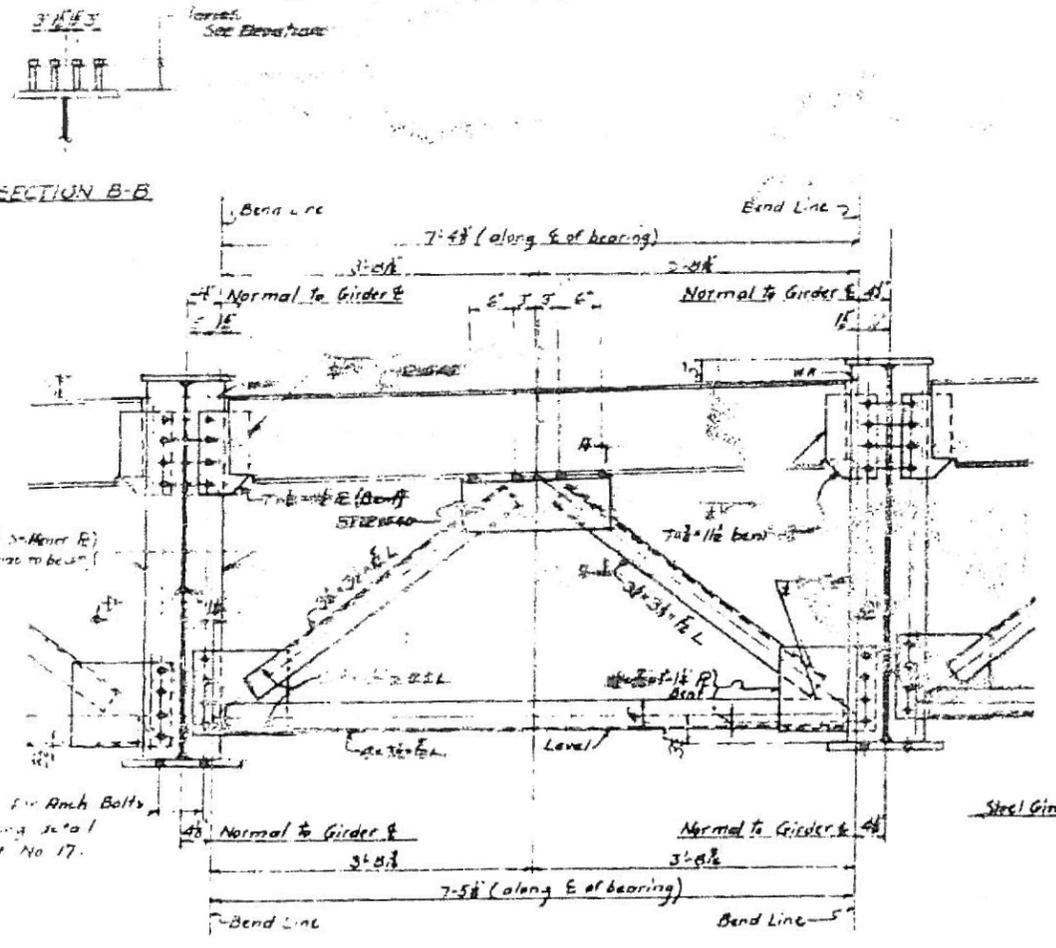
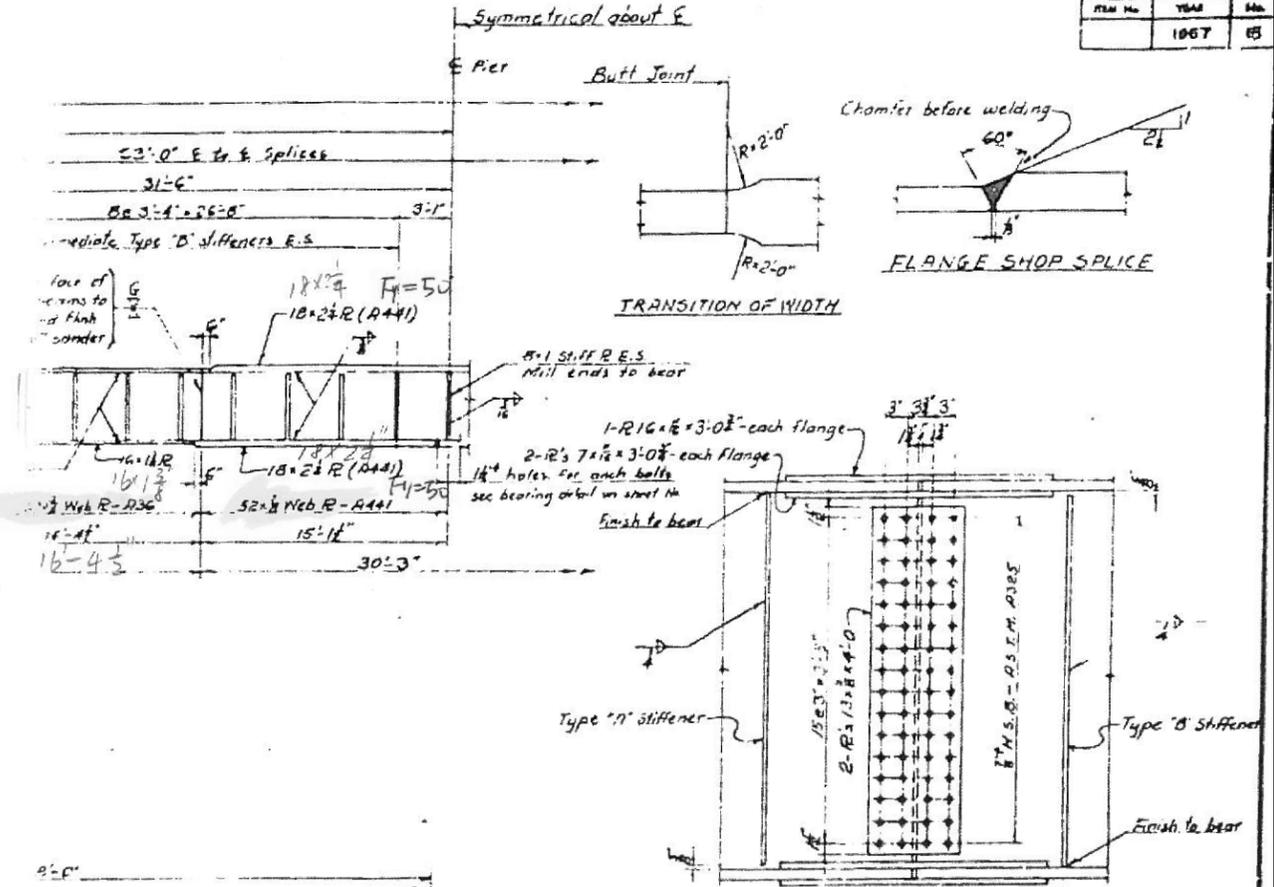
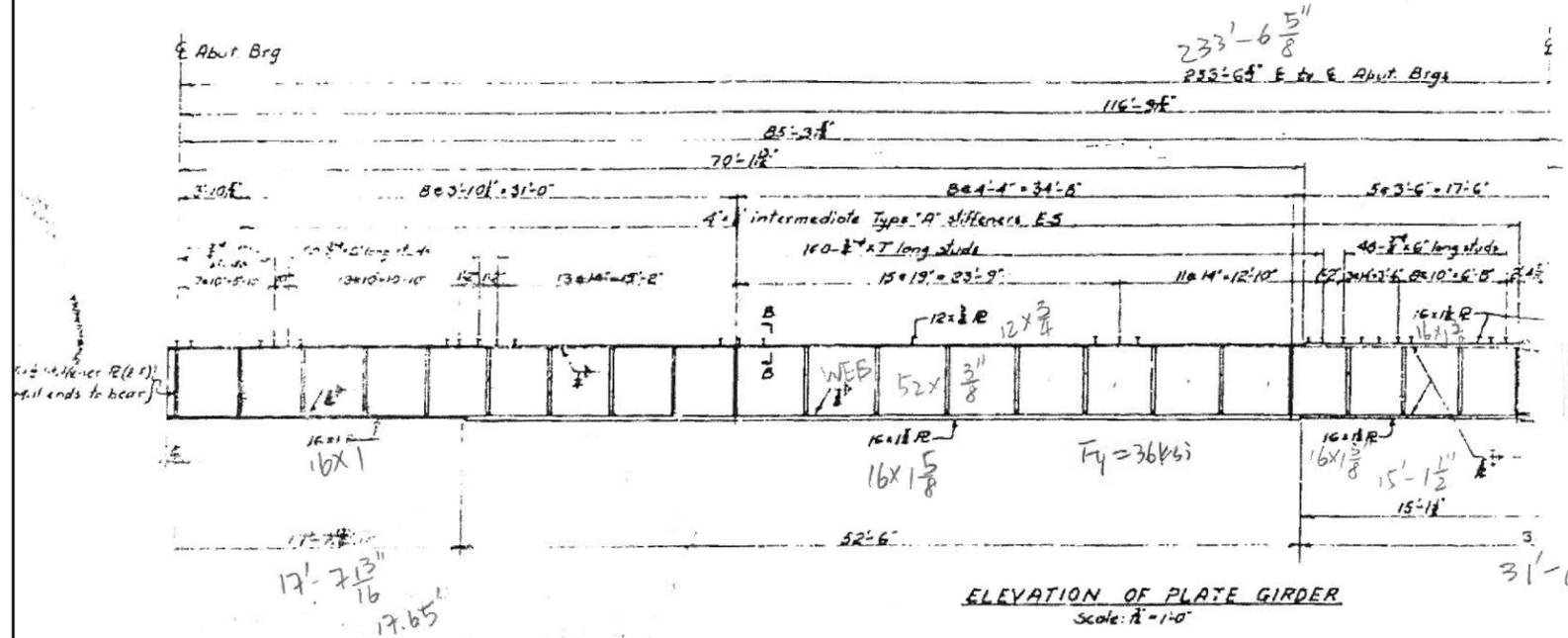
KNIGHT
 Engineers & Architects

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PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING ABUTMENT FOOTINGS
 EXISTING PIER DETAILS
 EXISTING VAULTED WALL DETAILS
 SHEET NO. SX08 OF SX20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	120
				CONTRACT NO. 60T43
ILLINOIS FED. AID PROJECT				



FOR INFORMATION ONLY

REVISIONS		
DATE	BY	DESCRIPTION

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

STRUCTURAL STEEL DETAILS
167th ST. GRADE SEPARATION
OVER
DAN RYAN EXPRESSWAY - WEST LEG

PROJECT I-55-Y-0621544
DATE: Nov 2, 1967

87	068-10123	15	77	SR273-5
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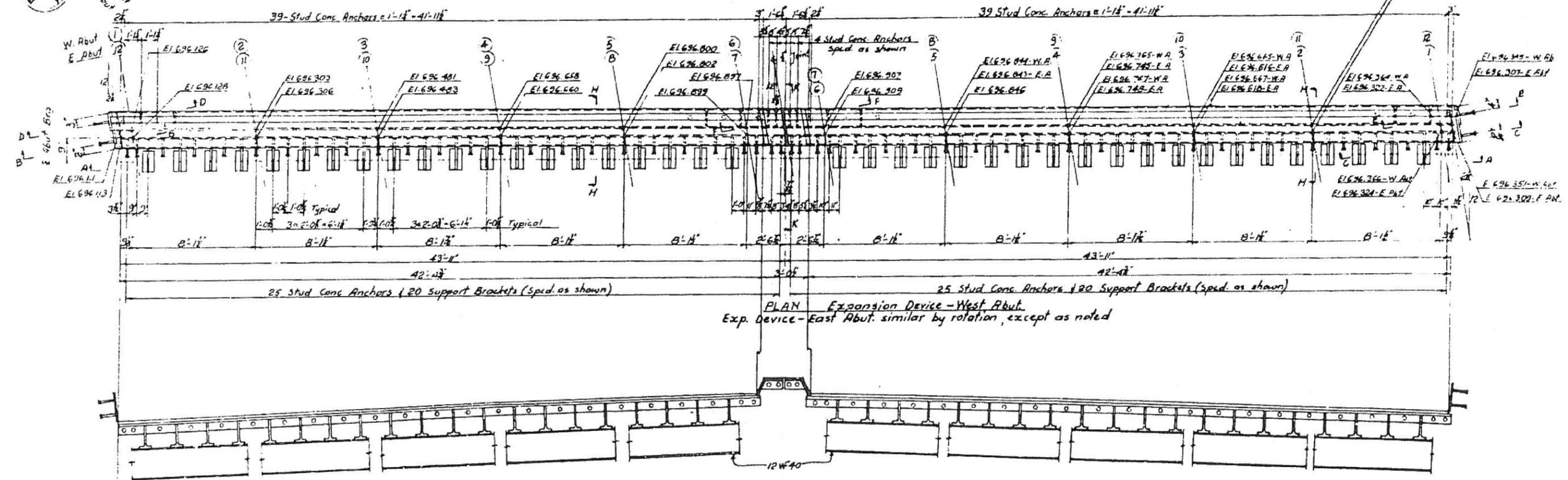
KNIGHT
Engineers & Architects

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PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

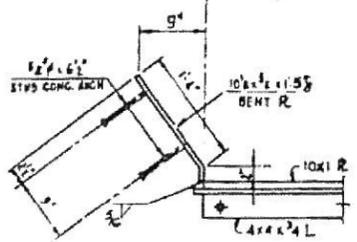
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURAL STEEL FRAMING PLAN - SPAN 2 & 3
EXISTING STRUCTURAL STEEL DETAILS
EXISTING EXPANSION DEVICES
EXISTING DETAILS OF PRECAST/PRESTRESSED CONCRETE I-BEAMS & FRAMING PLAN

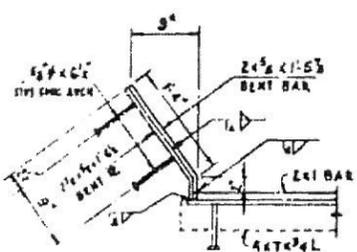
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	122
CONTRACT NO. 60T43				
ILLINOIS FED. AID PROJECT				



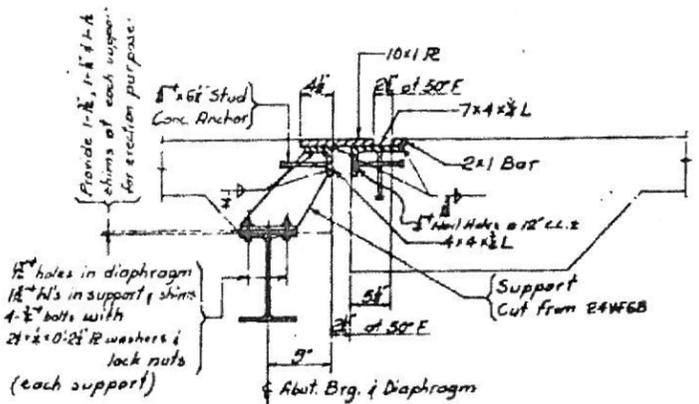
PLAN Expansion Device - West Abut.
Exp. Device - East Abut. similar by rotation, except as noted



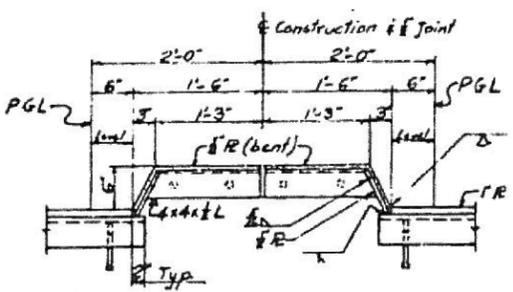
SECTION B-B (AS SHOWN)
SECTION C-C (OPP. HAND)
Scale: 1"=1'-0"



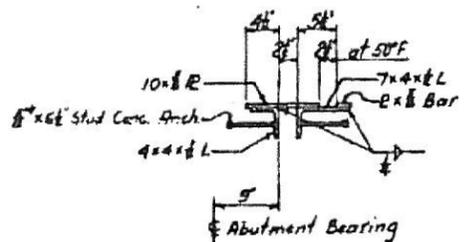
SECTION D-D (AS SHOWN)
SECTION E-E (OPP. HAND)
Scale: 1"=1'-0"



SECTION H-H
Scale: 1"=1'-0"



SECTION F-F
Scale: 1"=1'-0"



SECTION K-K
Scale: 1"=1'-0"

Notes:
For Framing Plan see sheet # 14
The Expansion Devices shall be fabricated and erected to fit Roadway Crown.
All surfaces inaccessible after erection and not in contact with the concrete shall receive two coats of Red Lead Paint.
The Expansion Devices shall be included in the Unit Price Bid for Furnishing and Erecting Structural Steel.

¹⁾ Furnishing & Erecting Structural Steel (this sheet) ----- 19280 lbs
²⁾ Included in Quantities shown in BOM of Material S&I N° 1421A.

FOR INFORMATION ONLY

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

EXPANSION DEVICES
167TH ST. GRADE SEPARATION
ON
DAN RYAN EXPRESSWAY - WEST LEG

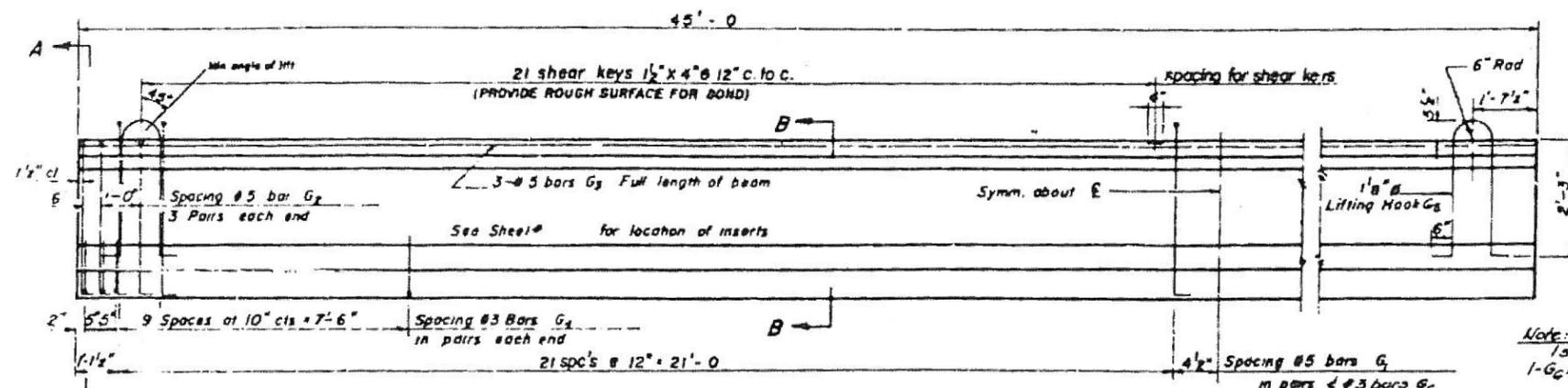
PROJECT 3-87-7-10213-48
INDUSTRY NO. 2, 1563

DATE	BY	REVISION

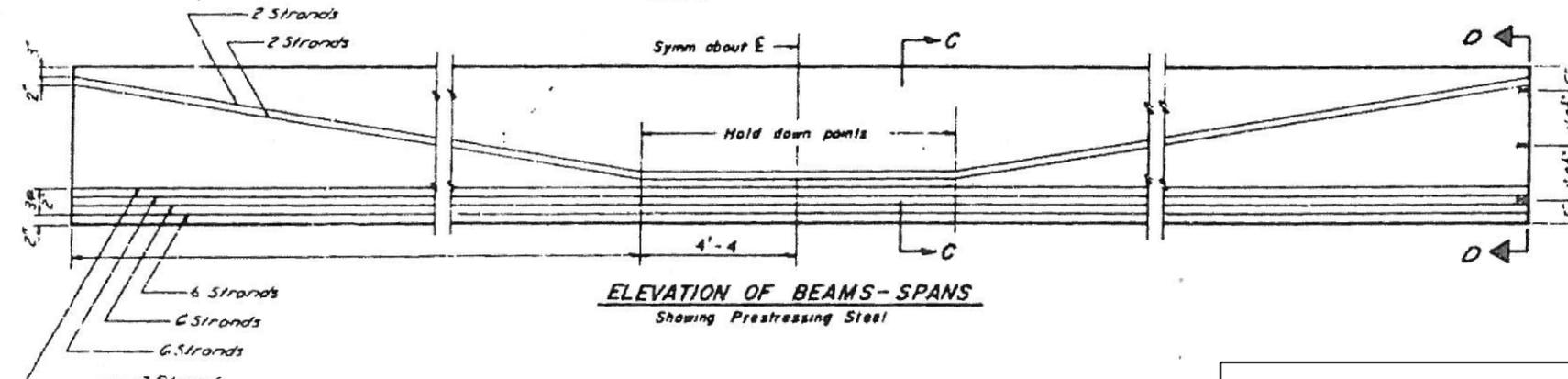
BY 058-10HJ 10 7 2012

REVISIONS		
DATE	BY	REVISION

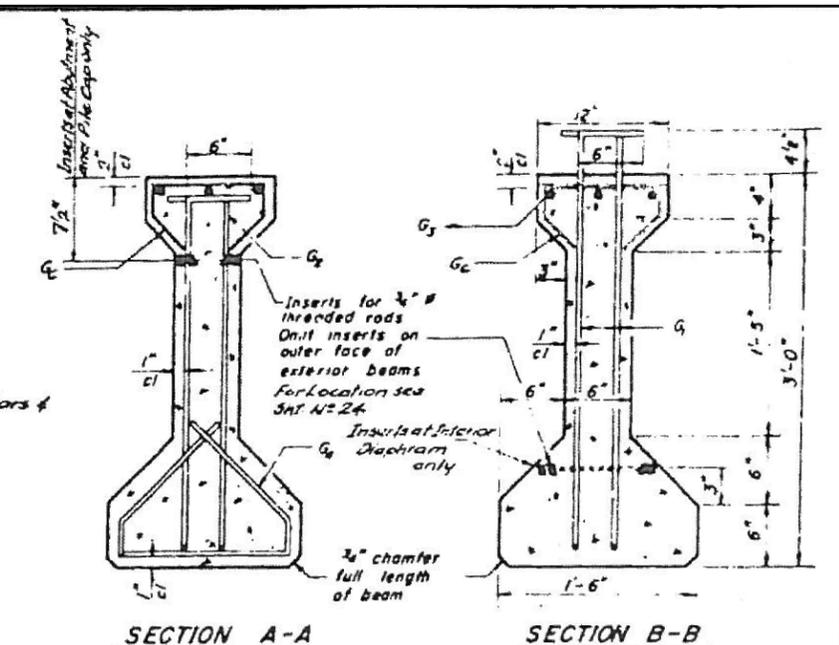
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ELEVATION OF BEAMS- SPANS
Showing Reinforcement & Dimensions

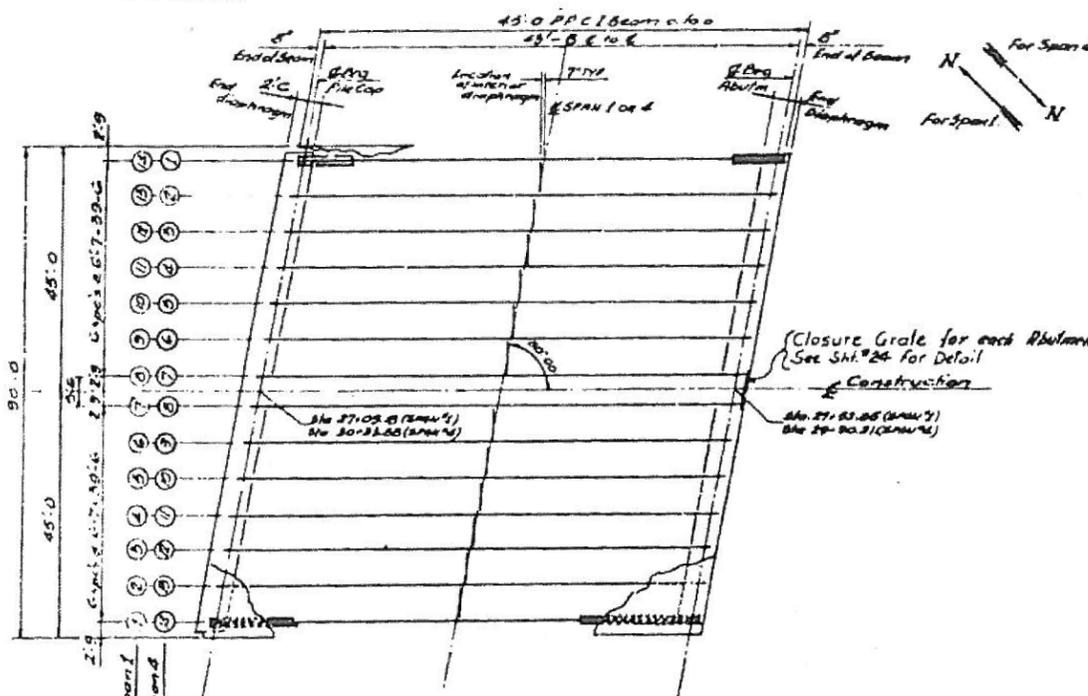


ELEVATION OF BEAMS- SPANS
Showing Prestressing Steel



SECTION A-A

SECTION B-B

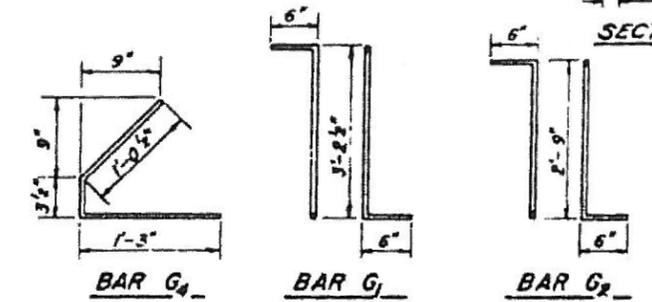


FRAMING PLAN FOR P.P.C. I-BEAMS

Scale: Horiz 1/8"=1'-0"
Vert 1/4"=1'-0"

FOR INFORMATION ONLY

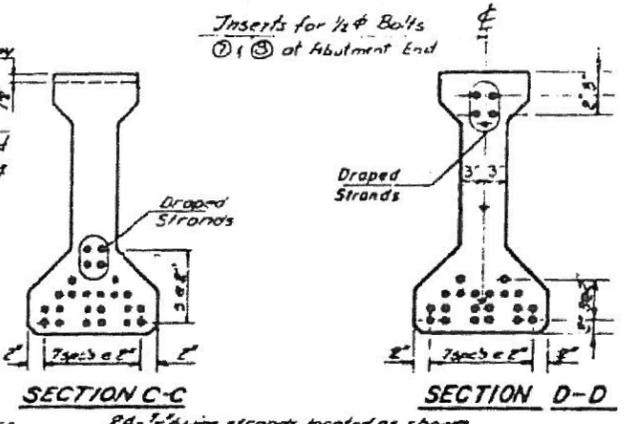
NOTES:
For Details of Interior & End Diaphragms see Shts. N-5 & N-24
For Top of P.P.C. I-Beam's Elevations see Sht. N-24.



BAR G1

BAR G2

BAR G3



SECTION C-C

SECTION D-D

24- 1/2" wire strands located as shown
Stress each strand to 18,900 lbs (173,600 psi)
Total initial prestressing force = 453,600 Lbs

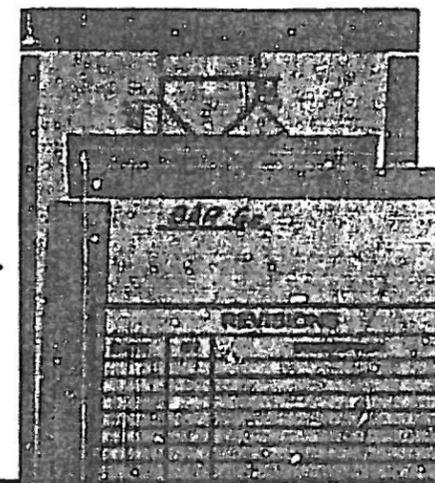
BAR SCHEDULE

Bar	No.	Size	Length	Shape
G1	246	#5	4'-2 1/2"	1
G2	336	#5	3'-9"	1
G3	84	#5	4'-9"	—
G4	1544	#3	2'-7"	L
G5	56	#9	7'-0"	L
G6	1400	#5	1'-11"	1

BILL OF MATERIAL

Item	Unit	Total
Furnishing & Erecting Precast Prestressed Concrete I-Beam 36"	Lin. Ft.	1260

NOTES
All inserts and threaded rods for inserts, reinforcing and Prestressing Steel, and other items which are cast into the Precast Concrete I-Beams shall be included in the contract unit price per linear foot of "Furnishing And Erecting Precast Prestressed Concrete I-Beams, 36 In".
See Special Provisions for additional information regarding materials, Prestressing equipment, construction and handling methods and other requirements for Precast Prestressed Concrete I-Beams.
Prestressing Steel shall have a nominal diameter of 1/8" inserts for 1/2" threaded rods are to be two dral, coil type for interior I-Beams at End Diaphragms. Single coil, flared loop type to be used for exterior I-Beams and for interior I-Beams at interior Diaphragm.
Steel for lifting hooks shall be non-deformed bars of structural or intermediate grade billet steel.
An alternate strand pattern using Extra High Strength Prestressing Strand (270 ksi) is permitted. See Special Provision.



EXISTING STRUCTURAL STEEL FRAMING PLAN - SPAN 2 & 3
EXISTING STRUCTURAL STEEL DETAILS
EXISTING EXPANSION DEVICES
EXISTING DETAILS OF PRECAST/PRESTRESSED CONCRETE I-BEAMS & FRAMING PLAN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	124

CONTRACT NO. 60T43
ILLINOIS FED. AID PROJECT

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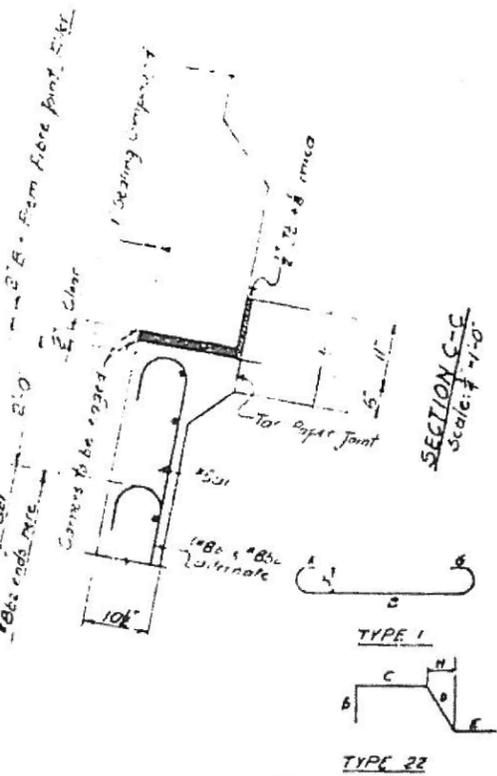
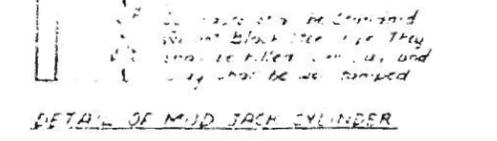
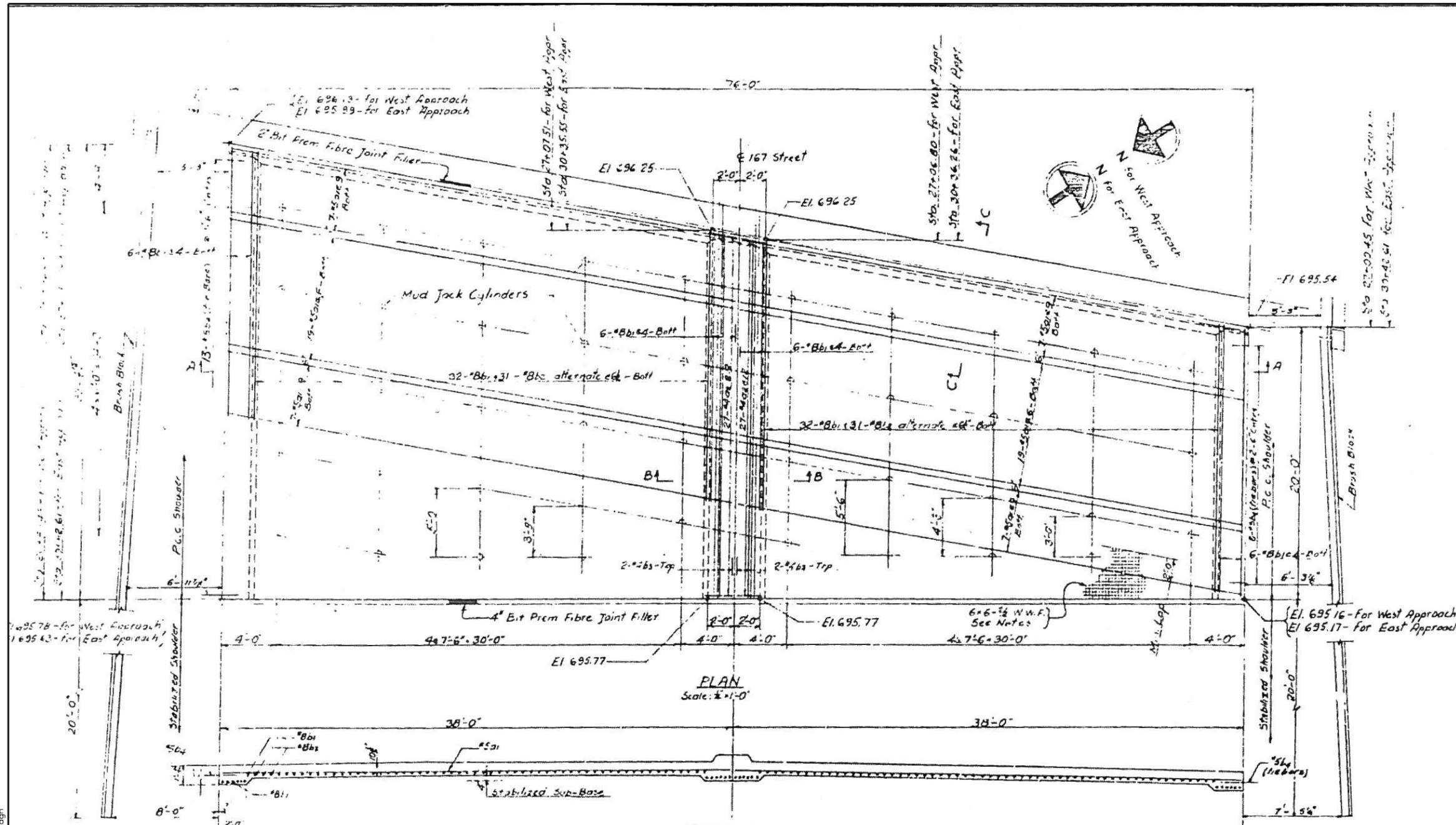
KNIGHT
Engineers & Architects

USER NAME = 100T	DESIGNED - J.W. / B.N.S.	REVISED -
PLOT SCALE = 99.9999 1/ in.	CHECKED - B.N.S. / J.W.	REVISED -
PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURAL STEEL FRAMING PLAN - SPAN 2 & 3
EXISTING STRUCTURAL STEEL DETAILS
EXISTING EXPANSION DEVICES
EXISTING DETAILS OF PRECAST/PRESTRESSED CONCRETE I-BEAMS & FRAMING PLAN

SHEET NO. SX12 OF SX20 SHEETS



*** BAR SCHEDULE**

MARK	No.	SIZE	LENGTH	SKETCH	TYPE	A	B	C	D	E	G	J	H
a	132	5	38-3		SH								
a	108	4	3-7		22	0-10	1-0	1-0	0-9				0-5
b	176	4	21-4		1	0-10	7-8						0-10-7
b	124	8	17-4		1	0-10	5-8						0-10-7
b	8	4	25-3		SH								
b	42	5	2-6		SH								

*** BILL OF MATERIAL**

Reinforcement Bars	21,535 Lbs.
P.C. Concrete Pavement (168-108-168)	451 Sq Yds.
Protective Coat	455 Sq Yds.
Stabilized Sub-Base 4"	447 Sq Yds.

*Bill of Material & Bar Schedule for two Approach Slabs

NOTES:
 The Slabs shall be paid for at the Contract Unit Price for P.C. Conc. Pavement (168-108-168).
 The Welded Wire Fabric, Mud Jack Cylinders, precast Fibre Joint Filler & Elastic Sealing Compound shall be included in the Contract Unit Price for P.C. Concrete Pavement (168-108-168).
 Reinforcement Bars shall be paid for at the Contract Unit Price for Reinforcement Bars.
 The Sub-Base Granular material type "A" shall be paid for at the Contract Unit Price.
 Bid per sq. yard for Stabilized Sub-Base 4".
 For Sealing Compound see Special Provisions.
 Expanded Metal weigh no net less than 78 lbs. per 100 sq. ft. or a welded bar mat weighing not less than 78 lbs. per 100 sq. ft. having members of equal size in both directions and spaced not over 6" apart may be used instead of the #2 Welded Wire Fabric, 6"x6", provided the expanded metal or bar mat is furnished at no additional cost to the county.
 For additional elevations see SH. No. 20.
 For P.C. Concrete shoulder and Brush Block see SH. No. 25.

FOR INFORMATION ONLY

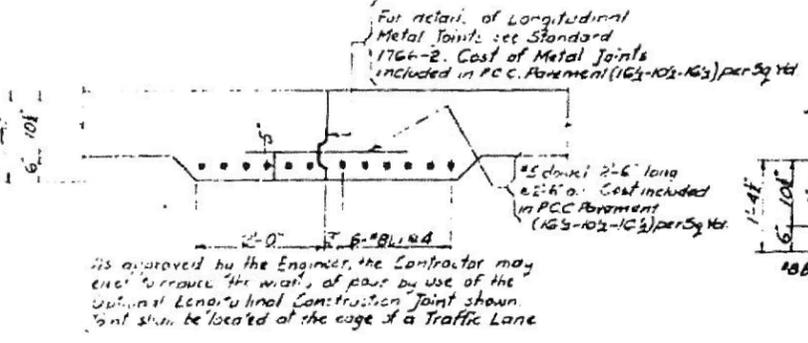
DEPARTMENT OF HIGHWAYS
 COOK COUNTY, ILLINOIS

APPROACH SLABS
 167th ST. GRADE SEPARATION
 OVER
 DAN RYAN EXPRESSWAY-WEST LEG

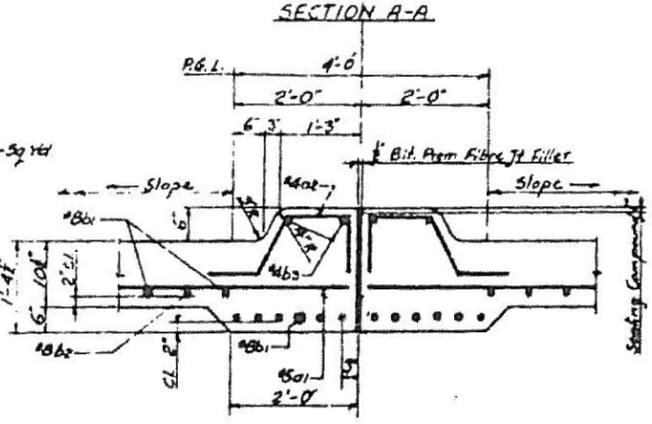
COMPUTED BY: J.P. [Signature]
 CHECKED BY: A. Pakalnikis
 DRAWN BY: A. Pakalnikis
 PROJECT: 1-87-T-1821348
 SUBMITTED: MAY 2, 1967

REVISIONS

DATE	BY	DESCRIPTION



OPTIONAL LONGITUDINAL CONSTRUCTION JOINT



SECTION B-B
 Scale: 1/2"=1'-0"

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 Engineers & Architects

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PLOT SCALE = 99.9999 / in.	CHECKED - B.N.S. / J.W.	REVISED -
PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING APPROACH SLABS
 EXISTING GENERAL PLAN AND ELEVATION (2007)
 EXISTING TYPICAL CROSS SECTIONS (2007)
 EXISTING EXPANSION JOINT REHABILITATION AT DECK (2007)
 SHEET NO. SX13 OF SX20 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	125
CONTRACT NO. 60T43			ILLINOIS FED. AID PROJECT	

The existing structure was built in 1966. It is a two span continuous structure with steel beams. The substructure consists of PPC I-beams on vaulted abutments and reinforced column concrete piers. The rehabilitation work will be done utilizing stage construction.

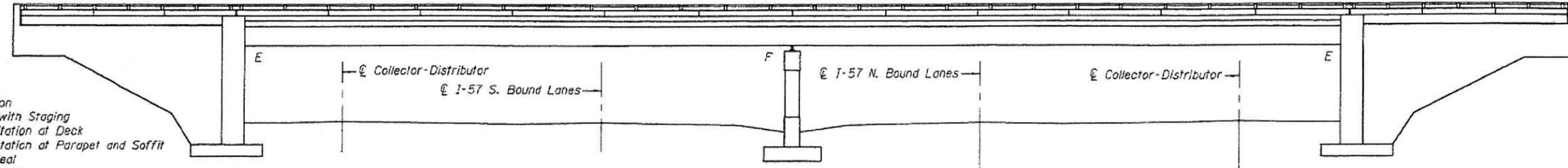
The proposed improvements consist of removal of the existing HMA wearing surface, deck slab repairs, replacing the existing expansion joints, construction of a Hot-Mix Asphalt overlay, repair of the parapets, and repair of the substructure.

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAJ 57	1011.3 I	COOK	21	9
SHEET NO. 1				
8 SHEETS				

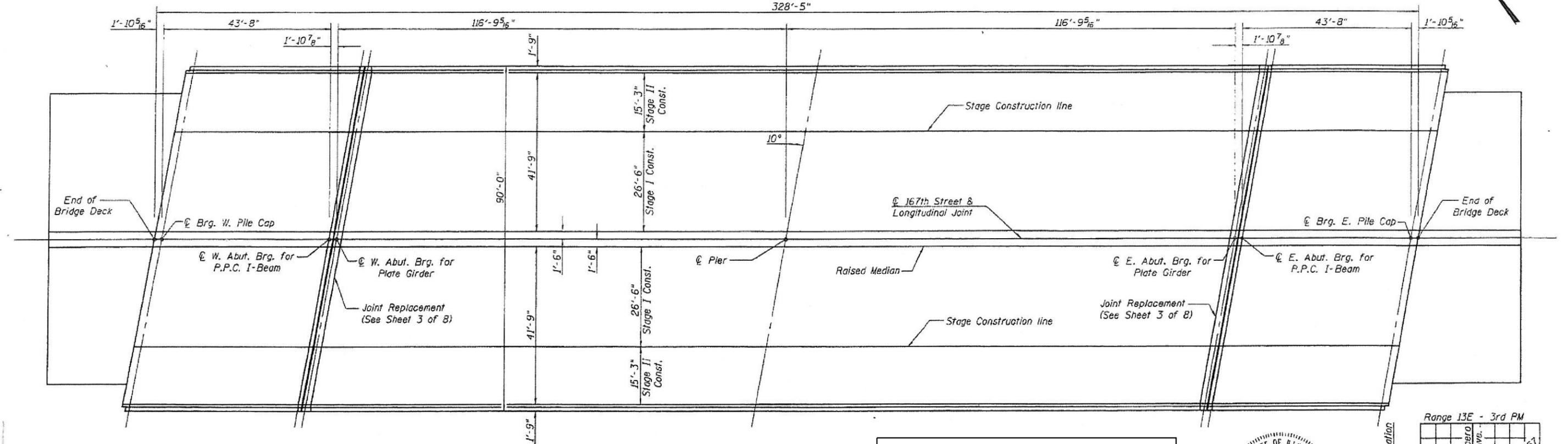
Contract #60D63

INDEX OF SHEETS

1. General Plan and Elevation
2. Typical Cross Sections with Staging
3. Expansion Joint Rehabilitation at Deck
4. Expansion Joint Rehabilitation at Parapet and Soffit
5. Preformed Joint Strip Seal
6. Bar Splicer Assembly Details
7. Deck and Parapet Repair Plan
8. Abutment Repairs



ELEVATION



PLAN

FOR INFORMATION ONLY

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	3044		3044
Deck Slab Repair (Partial)	Sq. Yd.	632		632
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	204		204
Waterproofing Membrane System	Sq. Yd.	2,998		2,998
Hot-Mix Asphalt Surface Course, Mix "D", N50	Ton	252		252
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	30	426	456
Concrete Removal	Cu. Yd.	17.4		17.4
Reinforcement Bars, Epoxy Coated	Pound	2530		2530
Concrete Superstructure	Cu. Yd.	20.2		20.2
Protective Coat	Sq. Yd.	54		54
Bar Splicers	Each	32		32
Preformed Joint Strip Seal	Foot	180		180

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated. Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

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.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

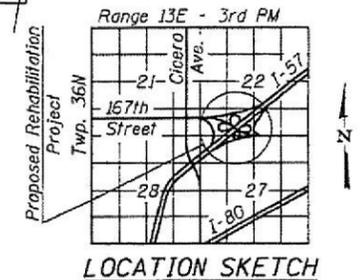
These plans have been prepared from notes received from the Illinois Department of Transportation field maintenance Engineers. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges



Excellence through Ownership

200 West Front Street
Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
167th STREET OVER I-57
FAI RTE 57 SECTION 1011.3 I
COOK COUNTY
STATION 28+71.53
STRUCTURE NO. 016-2125

DATE: 11-06-2007

DRAWN BY: J.V.J.
CHECKED BY: B.L.B.

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		DATE - JUNE 2018	REVISED -

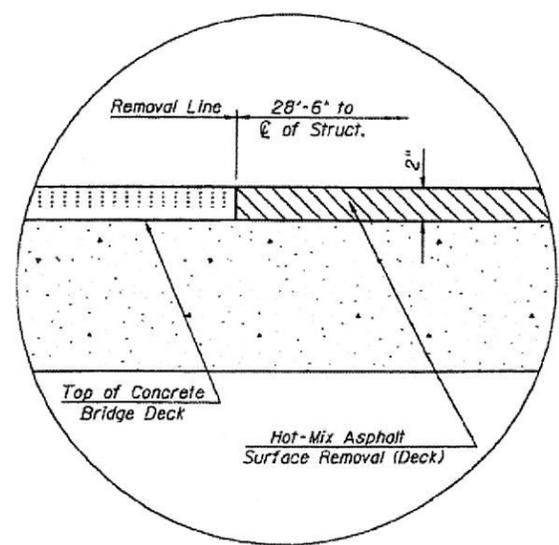
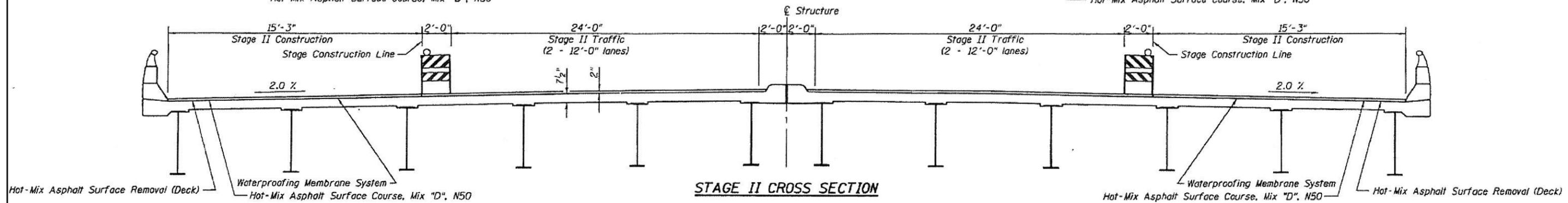
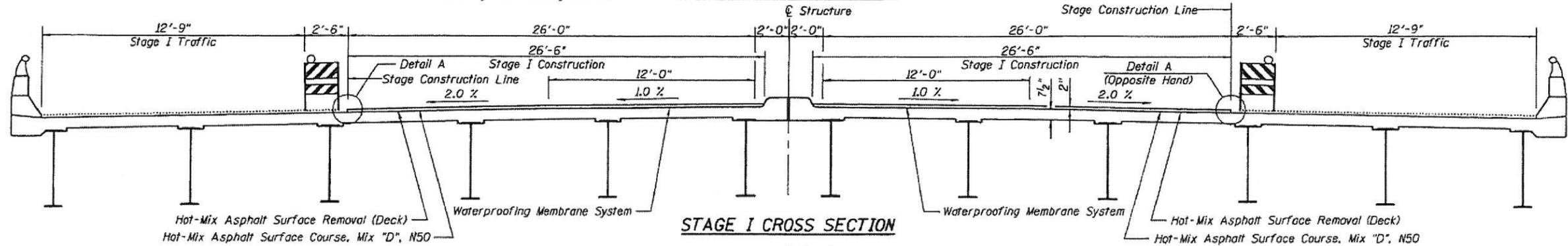
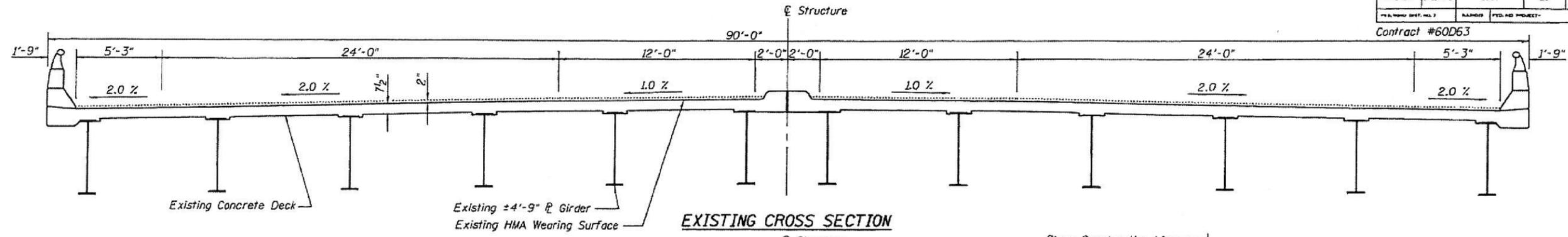
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING APPROACH SLABS
EXISTING GENERAL PLAN AND ELEVATION (2007)
EXISTING TYPICAL CROSS SECTIONS (2007)
EXISTING EXPANSION JOINT REHABILITATION AT DECK (2007)

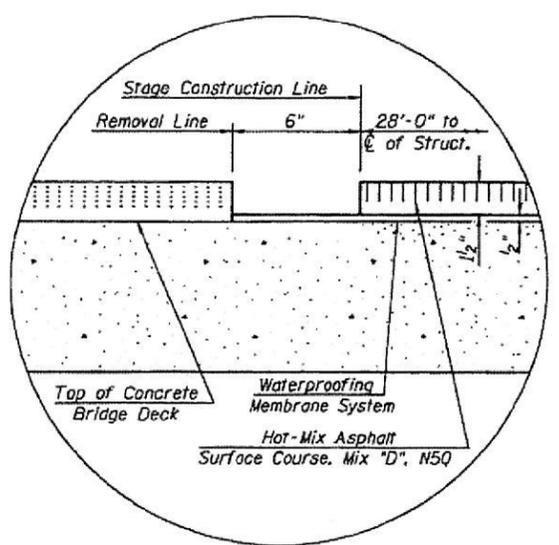
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	126
CONTRACT NO. 60T43				

SHEET NO. SX14 OF SX20 SHEETS

ILLINOIS FED. AID PROJECT



DETAIL A
(Showing Removal)

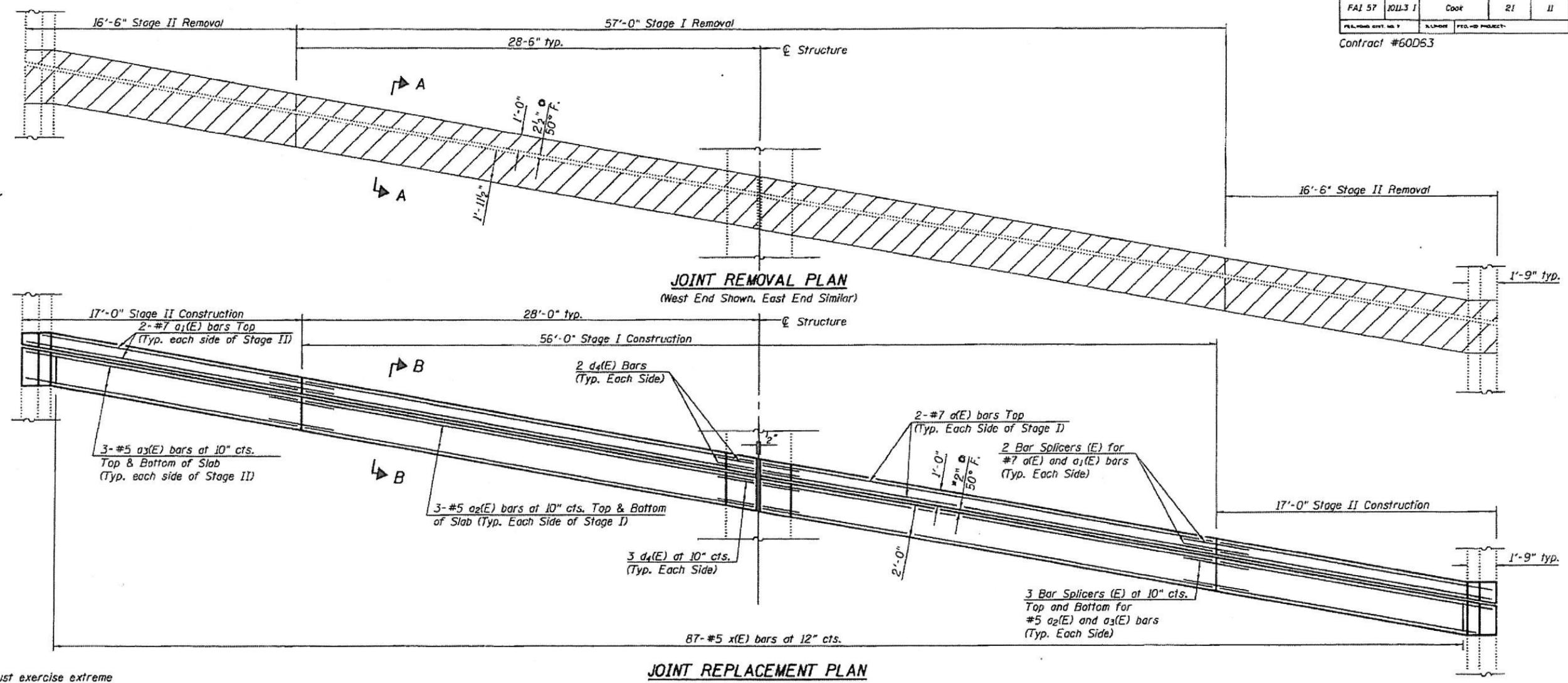


DETAIL A
(Showing Proposed)

FOR INFORMATION ONLY

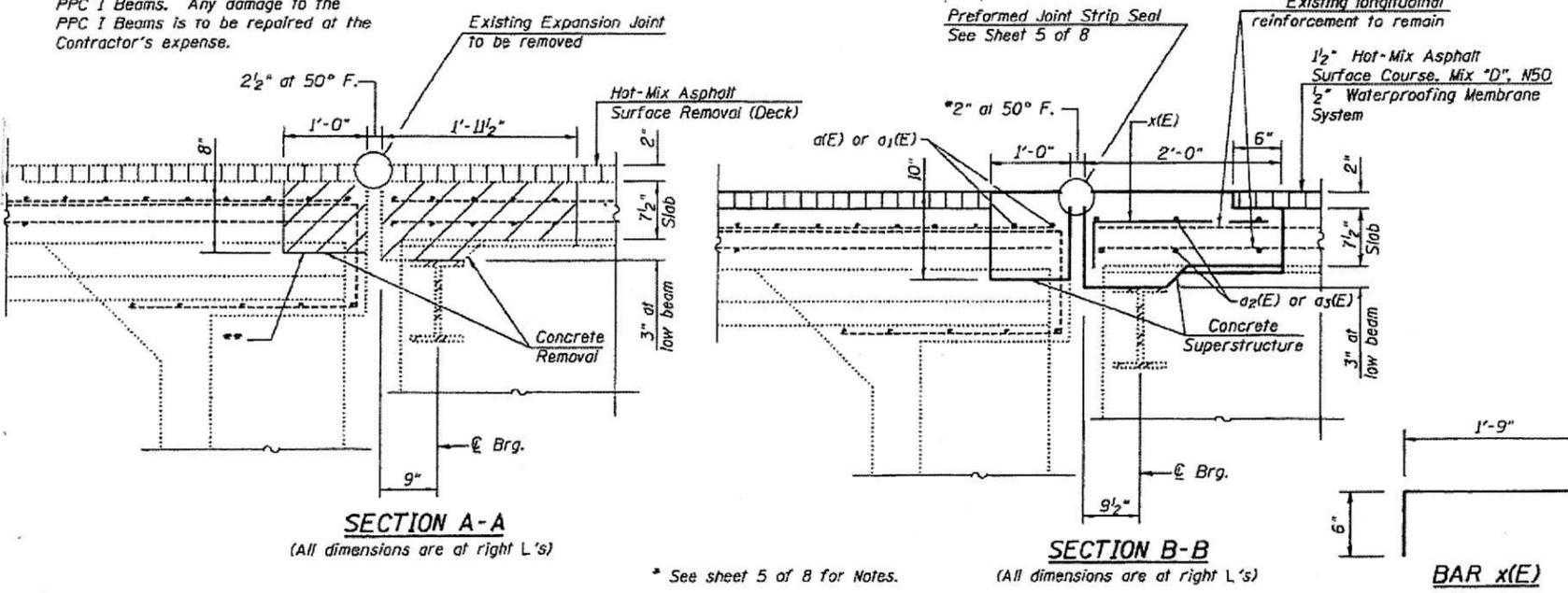
<p>Excellence through Ownership</p> <p>200 West Front Street Wheaton, IL 60187</p>	ILLINOIS DEPARTMENT OF TRANSPORTATION			
	TYPICAL CROSS SECTIONS WITH STAGING			
	167th STREET OVER I-57 FAI RTE 57 SECTION 1011.3 I COOK COUNTY STATION 28+71.53 STRUCTURE NO. 016-2125			
DATE: 11-06-2007		DRAWN BY: WJV		
		CHECKED BY: BLB		

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** The Contractor must exercise extreme care during Concrete Removal in this area so as not to damage the existing PPC I Beams. Any damage to the PPC I Beams is to be repaired at the Contractor's expense.

NOTES
 Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following Concrete Removal operations to ensure that the existing rebar remaining in place are not damaged. All existing reinforcement to be incorporated into new construction shall be blast-cleaned, straightened, and properly positioned prior to concrete placement. Any reinforcement damaged during Concrete Removal shall be repaired or replaced using an approved Bar Splicer or Mechanical System. Cost included with Concrete Removal.
 Existing reinforcement bars that are parallel to the expansion joint shall be removed.
 Removal of the existing expansion joints will not be paid for separately, but shall be included with the cost of Concrete Removal.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	8	#7	28'-11"	—
a1(E)	8	#7	16'-11"	—
a2(E)	24	#5	28'-1"	—
a3(E)	24	#5	16'-11"	—
d(E)	16	#6	4'-9"	L
d1(E)	16	#4	2'-9"	L
d2(E)	12	#4	6'-2"	L
d3(E)	4	#4	6'-6"	L
d4(E)	20	#4	3'-7"	L
x(E)	174	#5	2'-3"	L
Concrete Removal			Cu. Yd.	17.4
Reinforcement Bars, Epoxy Coated			Pound	2530
Concrete Superstructure			Cu. Yd.	20.2
Protective Coat			Sq. Yd.	54
Bar Splicers			Each	32

FOR INFORMATION ONLY

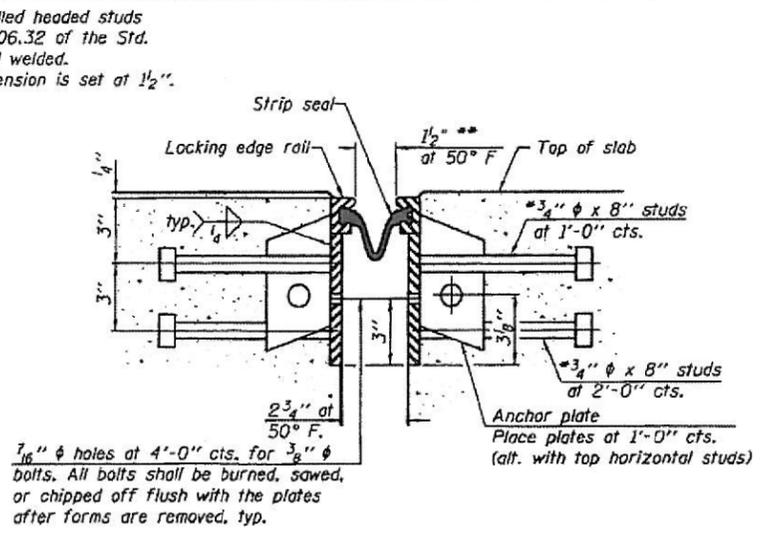
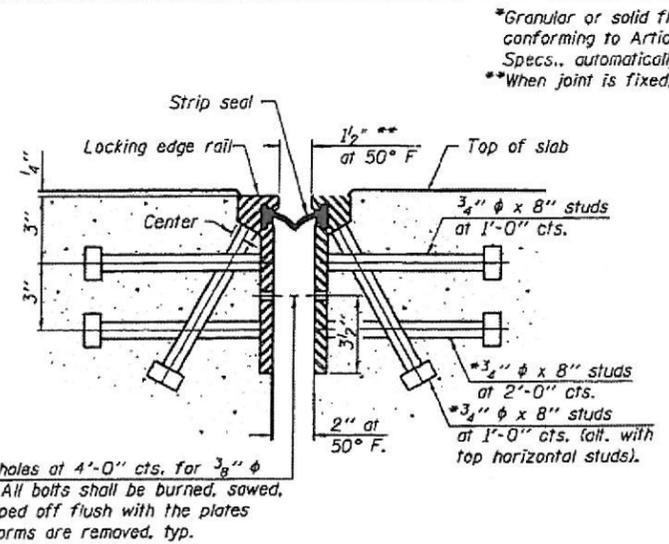
rjngroup
 Excellence through Ownership
 200 West Front Street
 Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
 EXPANSION JOINT REHABILITATION
 AT DECK
 167TH STREET OVER I-57
 FAI RTE 57 SECTION 1011.3 I
 COOK COUNTY
 STATION 28+71.53
 STRUCTURE NO. 016-2125

DATE: 11-06-2007
 DRAWN BY: WJV
 CHECKED BY: BLB

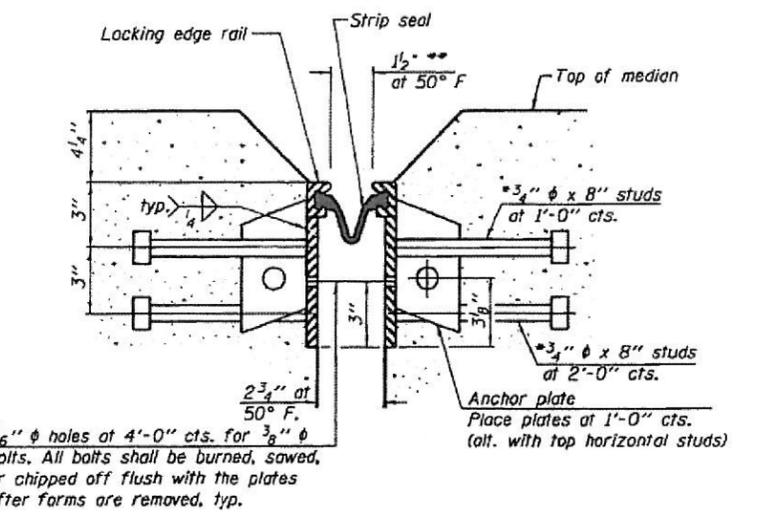
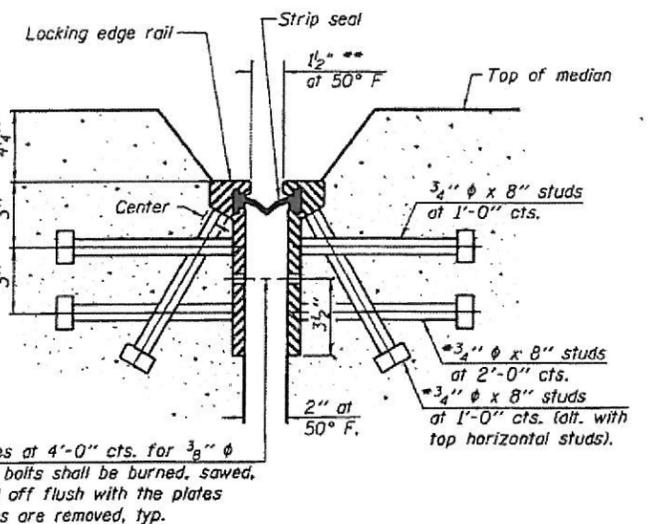
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Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. 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.



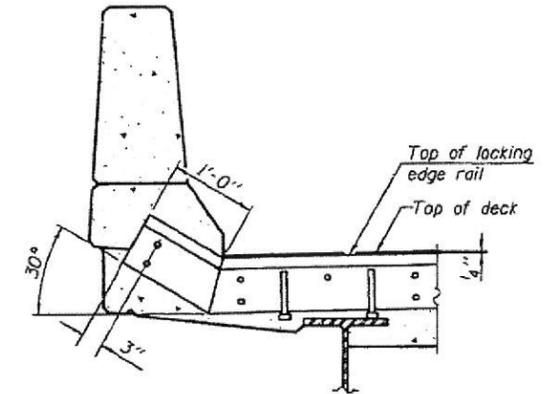
SECTION THRU ROLLED RAIL JOINT

SECTION THRU WELDED RAIL JOINT



SECTION THRU ROLLED RAIL JOINT AT MEDIAN

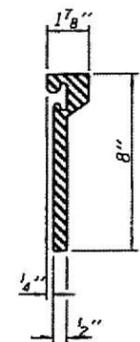
SECTION THRU WELDED RAIL JOINT AT MEDIAN



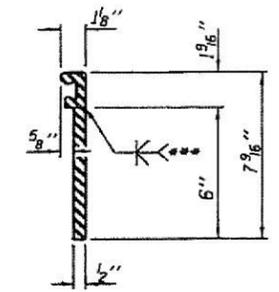
AT PARAPET

TYPICAL END TREATMENTS

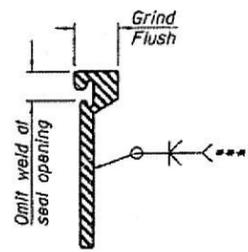
FOR INFORMATION ONLY



ROLLED (EXTRUDED) RAIL

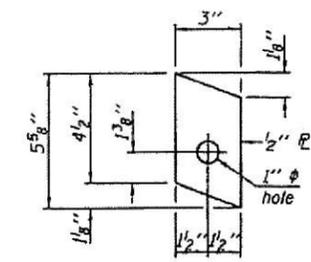


WELDED RAIL



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

LOCKING EDGE RAILS



ANCHOR PLATE (For welded rail)

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	180

KNIGHT
 Engineers & Architects

USER NAME = 100T	DESIGNED - J.W. / B.N.S.	REVISED -
PLOT SCALE = 99.9999 / in.	CHECKED - B.N.S. / J.W.	REVISED -
PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

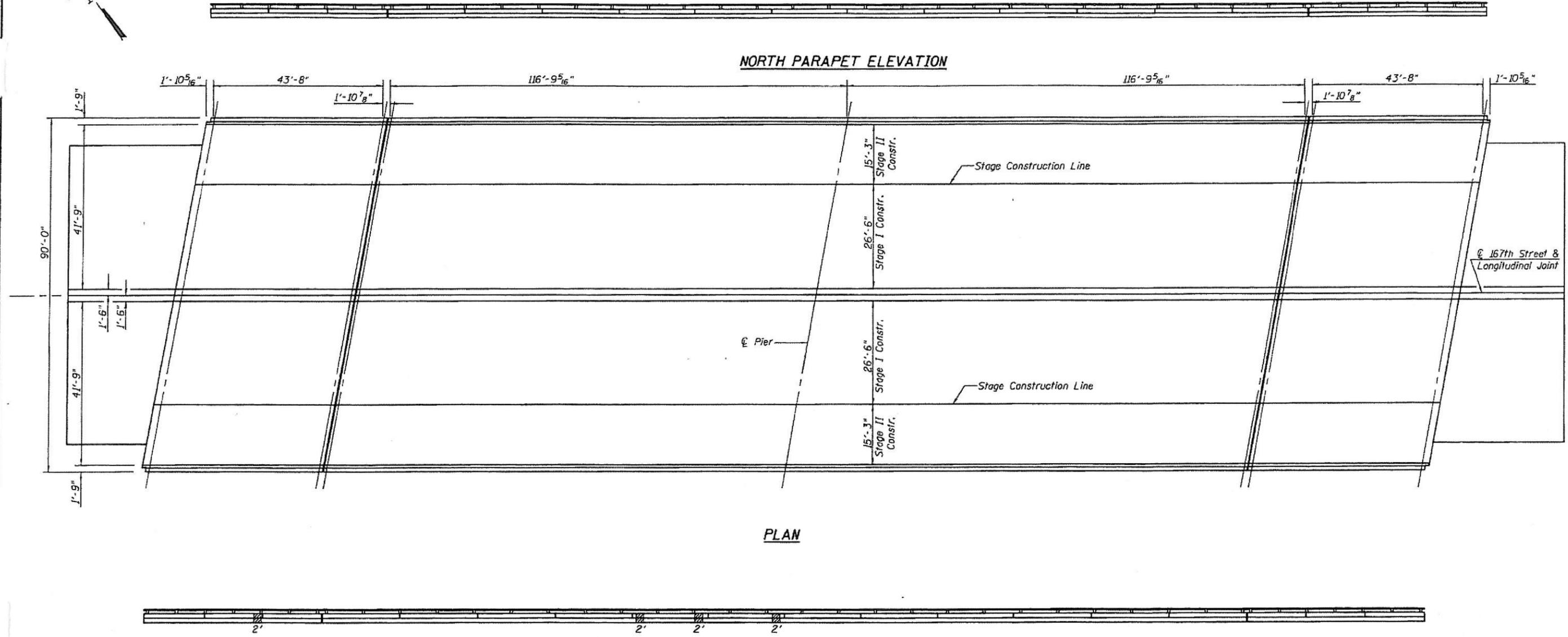
EXISTING EXPANSION JOINT REHABILITATION AT PARAPET AND SOFFIT (2007)
 EXISTING PREFORMED JOINT STRIP SEAL (2007)
 EXISTING DECK AND PARAPET REPAIR PLAN (2007)
 EXISTING ABUTMENT REPAIRS (2007)

rjngroup
 Excellence through Ownership
 200 West Front Street
 Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION			
PREFORMED JOINT STRIP SEAL 167th STREET OVER I-57 FAI RTE 57 SECTION 1011.3 I COOK COUNTY STATION 28+71.53 STRUCTURE NO. 016-2125			
DATE: 11-06-2007	DRAWN BY: WJV	CHECKED BY: BLB	TOTAL SHEETS: 130
F.A.I. RTE. 57	SECTION 1011.3-BR	COUNTY COOK	SHEET NO. 145
CONTRACT NO. 60T43			

FILE NAME = L:\7265\02\CA00\Structural\CA00 Sheets\160743-61-existing_plans.dgn

Contract #60D63



PLAN

SOUTH PARAPET ELEVATION

NOTES

- Existing HMA surface and W.P. Membrane shall be removed from entire deck.
- Entire existing deck to be overlaid with a 1/2" W.P. Membrane and 1 1/2" Hot-Mix Asphalt Surface Course, Mix "D", N50.
- Existing reinforcement bars & dowel rods extending into new concrete are to be cleaned and incorporated into new construction.
- Deck repair areas are estimated from IDOT in the Fall of 2007. Actual locations of repairs made shall be shown by the Engineer on As Built plans.
- Before performing the full depth deck repair, the Contractor shall have an Illinois Licensed Structural Engineer verify that the existing protective shield is adequate to satisfy Article 501.03 of the Standard Specifications. If not, the cost to make the Protective Shield satisfy Article 501.03 shall be included in the pay item "Deck Slab Repair (Full Depth, Type II)".
- The deck slab repair quantities are estimates from a Thermographic Survey. After removing the surface course the Contractor shall verify the quantities and determine the repair locations in the field.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	3044
Deck Slab Repair (Partial)	Sq. Yd.	632
Waterproofing Membrane System	Sq. Yd.	2998
Hot-Mix Asphalt Surface Course, Mix "D", N50	Ton	252
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	204
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	30

Structural Repair of Concrete (Depth equal to or less than 5")

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ILLINOIS DEPARTMENT OF TRANSPORTATION
DECK AND PARAPET REPAIR PLAN
167th STREET OVER I-57
FAI RTE 57 SECTION 1011.3 I
COOK COUNTY
STATION 28+71.53
STRUCTURE NO. 016-2125

DATE: 11-06-2007
DRAWN BY: JMT
CHECKED BY: WJV

KNIGHT
Engineers & Architects

USER NAME = IDOT	DESIGNED - J.W. / B.N.S.	REVISED -
	CHECKED - B.N.S. / J.W.	REVISED -
PLOT SCALE = 99.9999' / in.	DRAWN - B.K.	REVISED -
PLOT DATE = 6/19/2018	DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

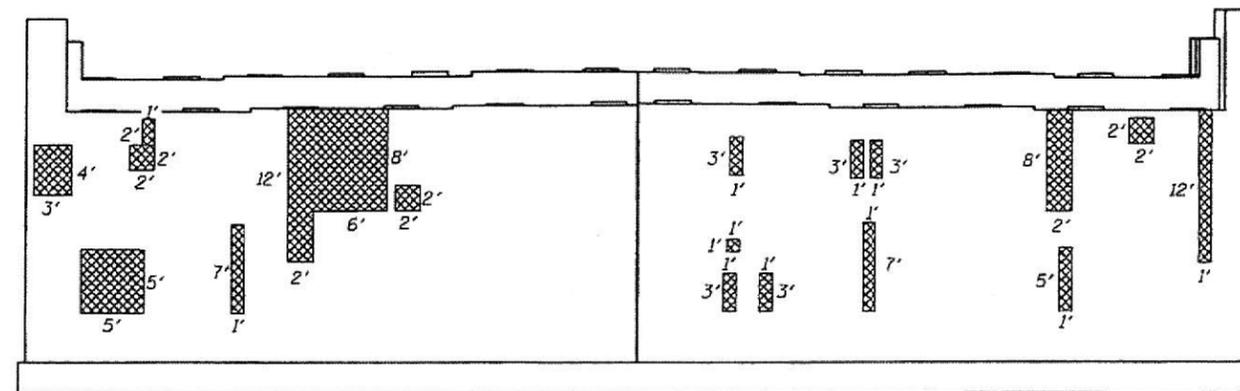
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EXISTING PREFORMED JOINT STRIP SEAL (2007)
EXISTING DECK AND PARAPET REPAIR PLAN (2007)
EXISTING ABUTMENT REPAIRS (2007)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	131
CONTRACT NO. 60T43				

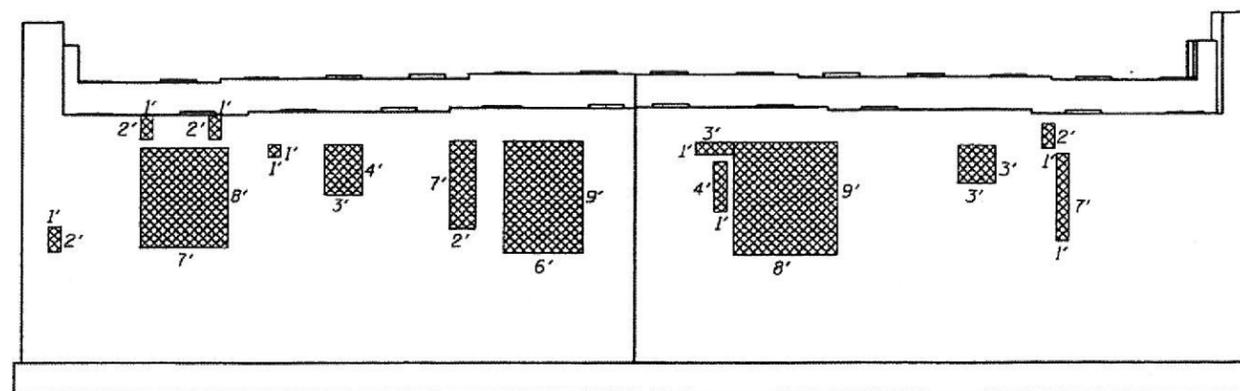
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Contract #6063

SHEET NO. 8
8 SHEETS



WEST ABUTMENT



EAST ABUTMENT

NOTES

Interference is expected from existing conduits. The Contractor shall remove and reerect or temporarily support the existing conduits to complete the work as detailed. When the work is completed the conduits shall be reconnected to the reconstructed abutment utilizing the existing mounting brackets - new mounting brackets. All labor, equipment, and materials necessary for removing and reinstalling or temporarily supporting the existing conduits shall be included in the cost for Structural Repair of Concrete (Depth equal to or less than 5").

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	426

☒ Structural Repair of Concrete (Depth equal to or less than 5")

FOR INFORMATION ONLY

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Wheaton, IL 60187

ILLINOIS DEPARTMENT OF TRANSPORTATION
ABUTMENT REPAIRS
167th STREET OVER I-57
FAI RTE 57 SECTION 1011.3 I
COOK COUNTY
STATION 28+71.53
STRUCTURE NO. 016-2125

DATE: 11-06-2007 DRAWN BY: JMT CHECKED BY: WJV

KNIGHT Engineers & Architects	USER NAME = 100T	DESIGNED - J.W. / B.N.S.	REVISED -
	PLOT SCALE = 99.9999' / in.	CHECKED - B.N.S. / J.W.	REVISED -
	PLOT DATE = 6/19/2018	DRAWN - B.K.	REVISED -
		DATE - JUNE 2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

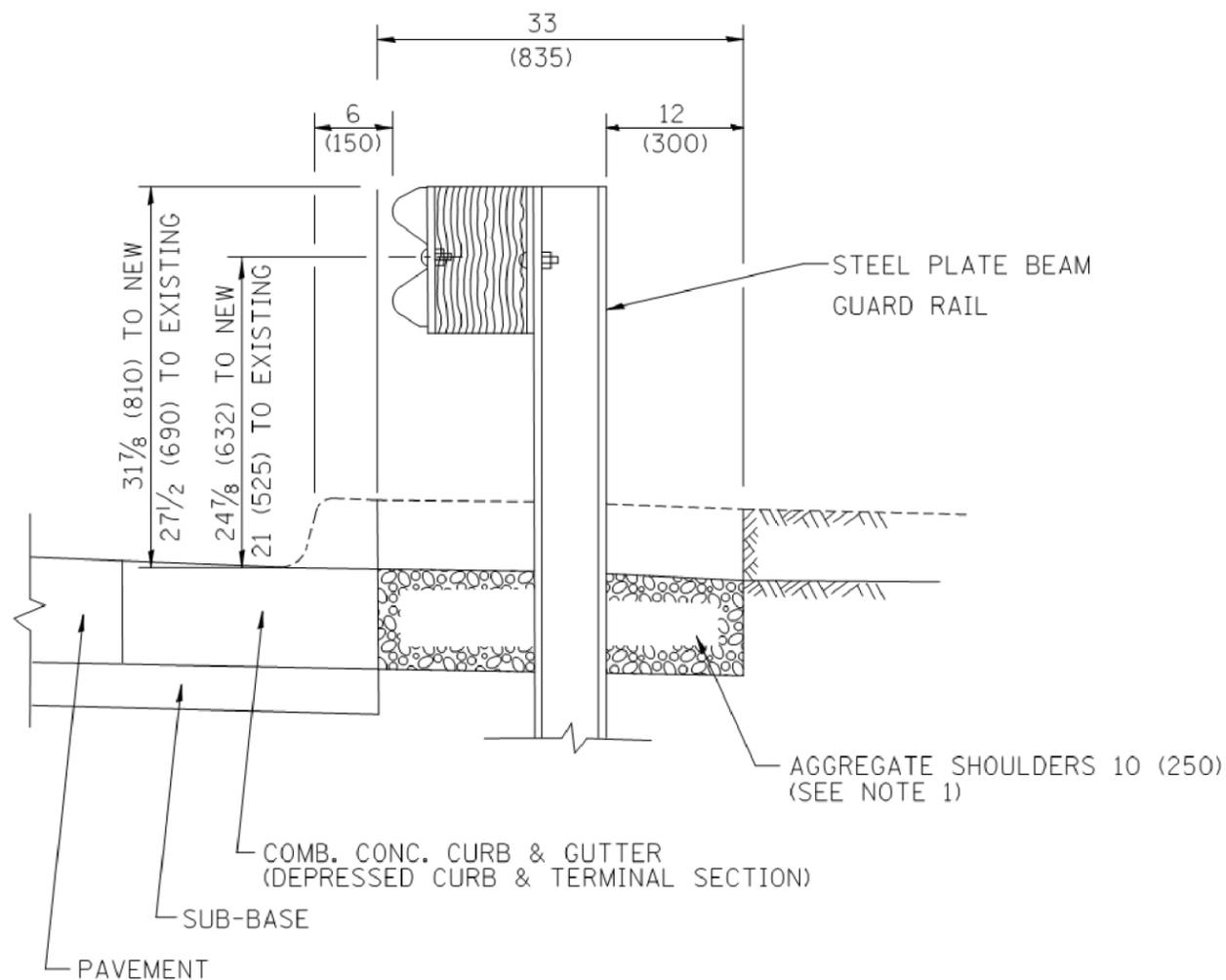
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EXISTING PREFORMED JOINT STRIP SEAL (2007)
EXISTING DECK AND PARAPET REPAIR PLAN (2007)
EXISTING ABUTMENT REPAIRS (2007)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	132
CONTRACT NO. 60T43				

SHEET NO. SX20 OF SX20 SHEETS

ILLINOIS FED. AID PROJECT

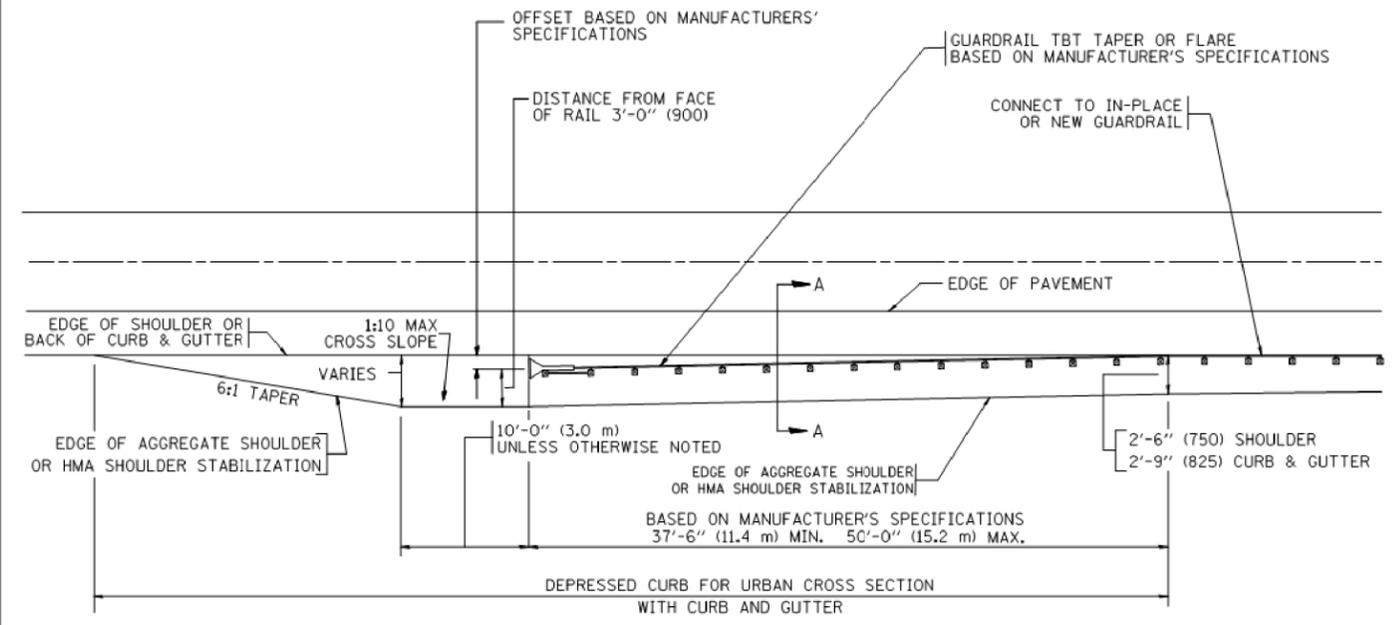
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SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

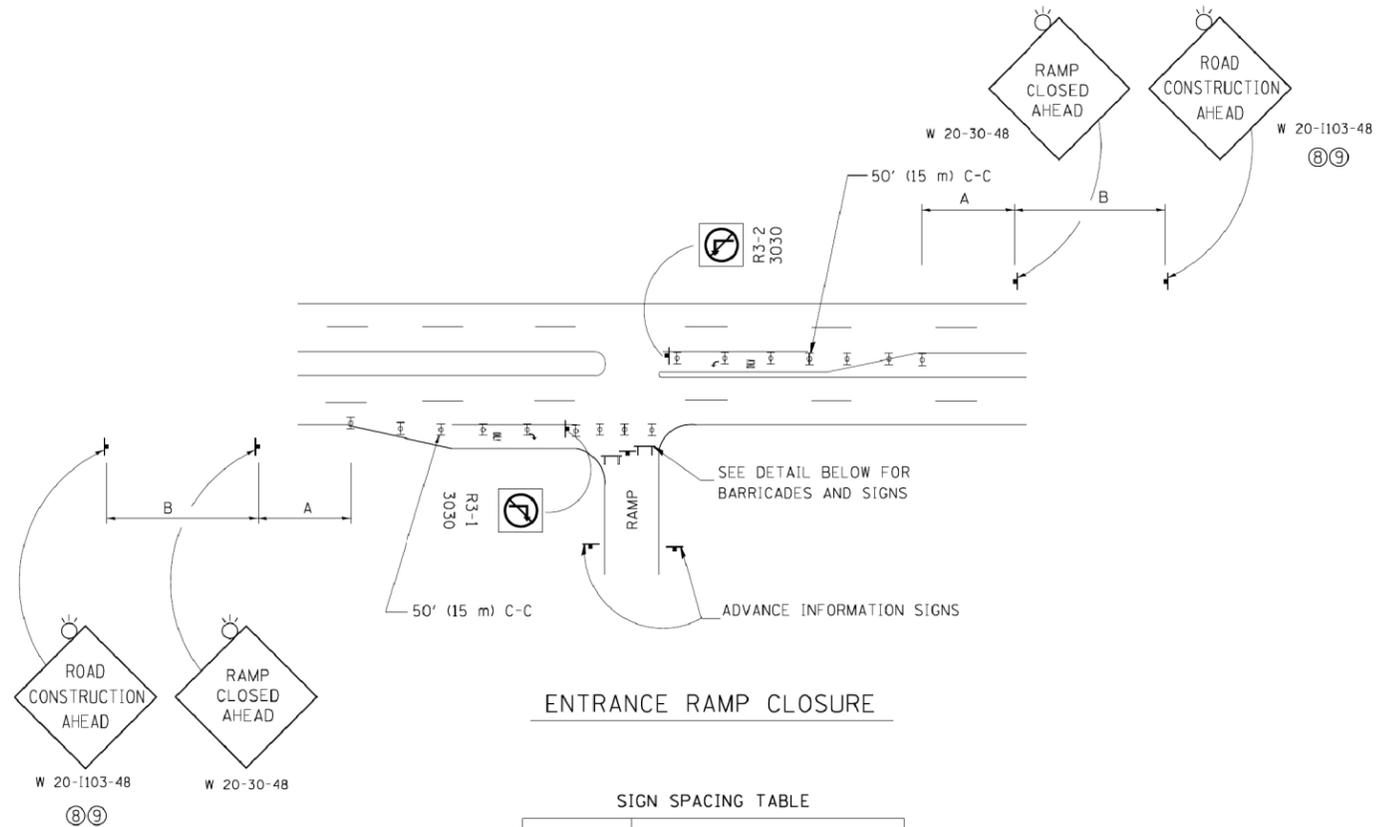
TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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	PLOT DATE = 9/21/2009	DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY 1 SPL.			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	133
BD600-10 (BD 34)			CONTRACT NO. 60T43	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

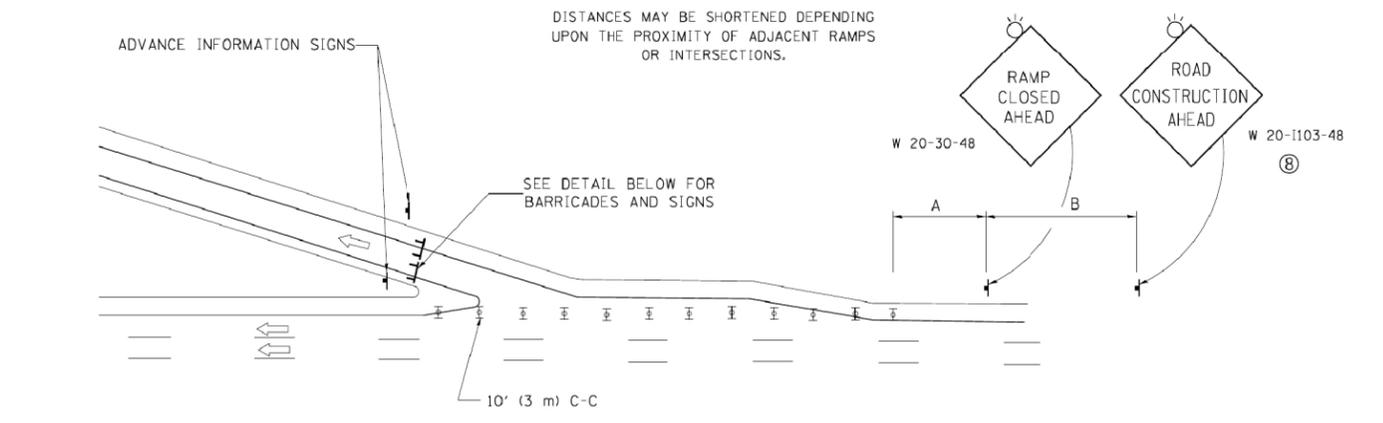


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

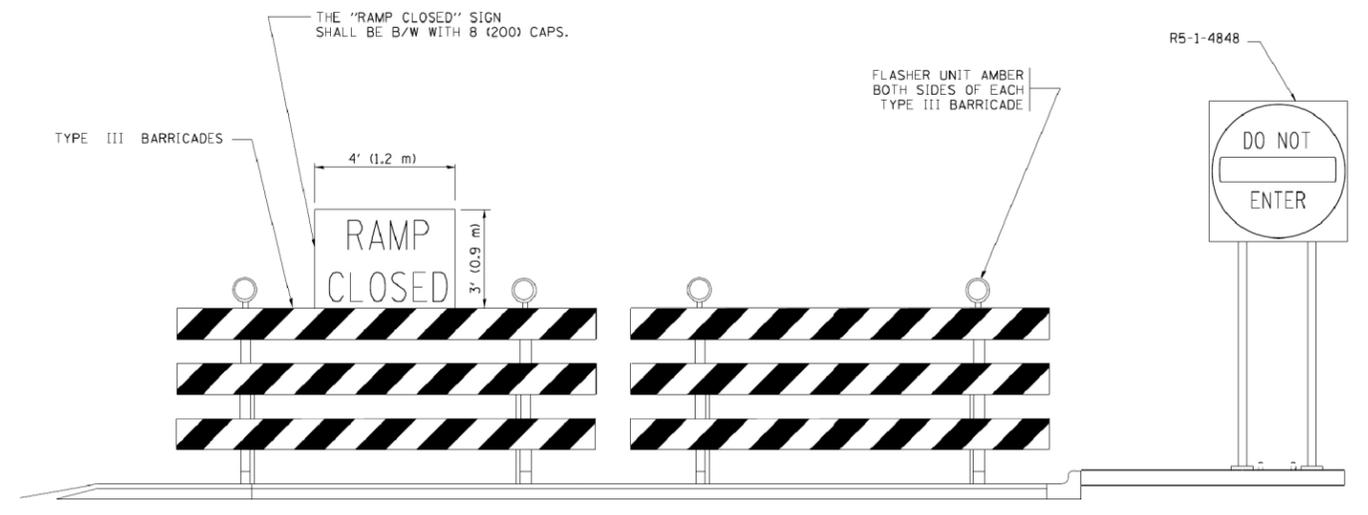
FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.

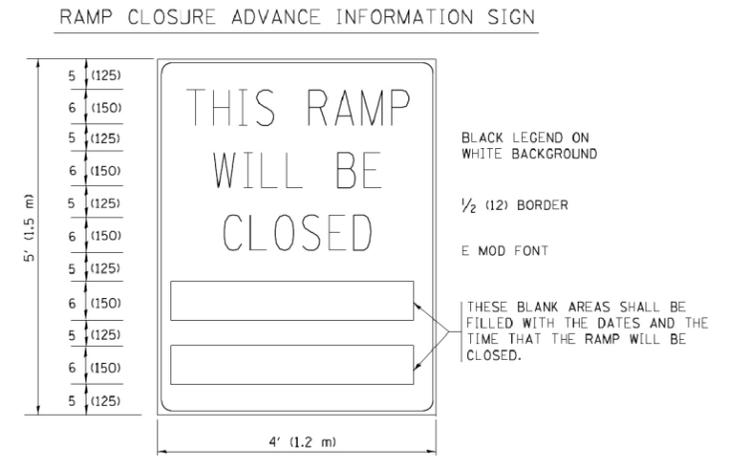
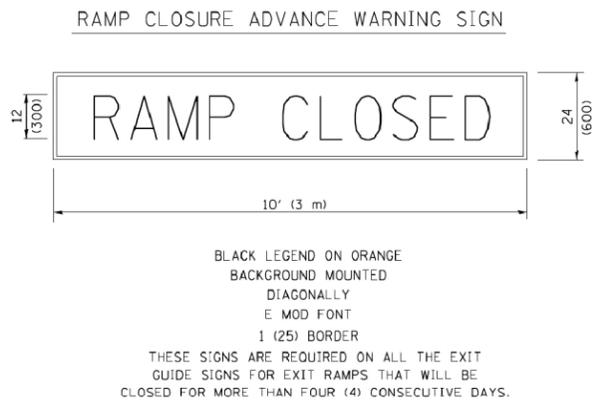


EXIT RAMP CLOSURE

- SYMBOLS**
- ☒ TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
 - ☒ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS



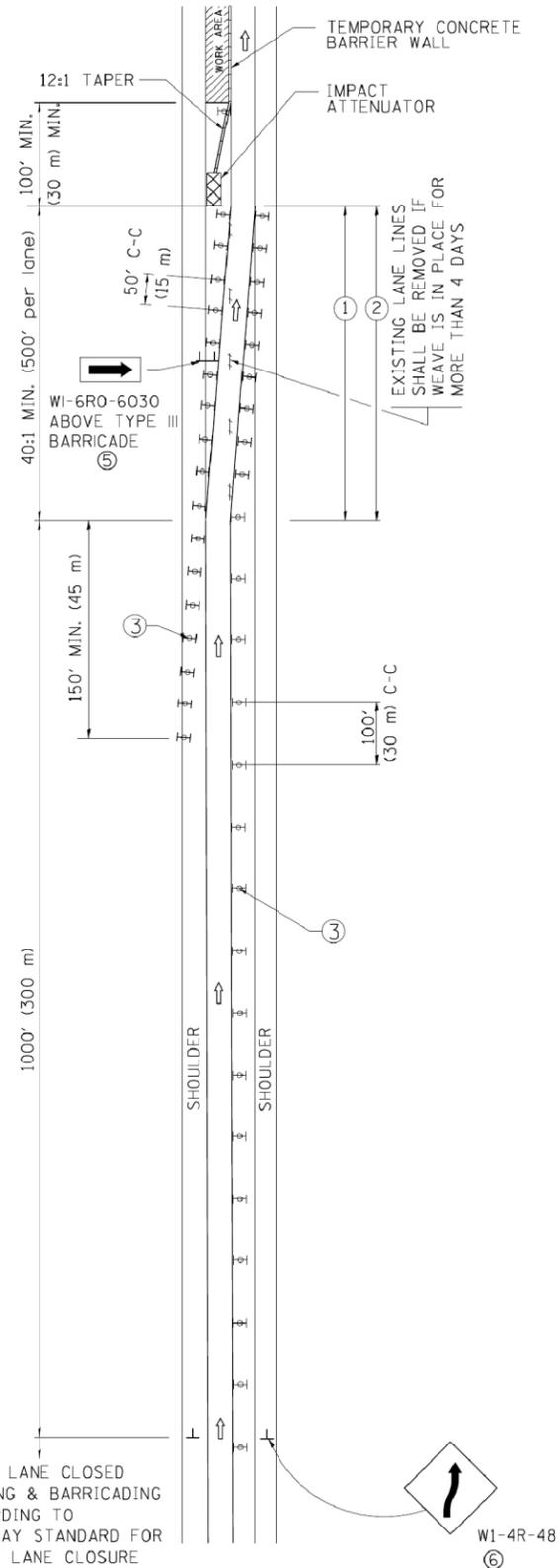
THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.
THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

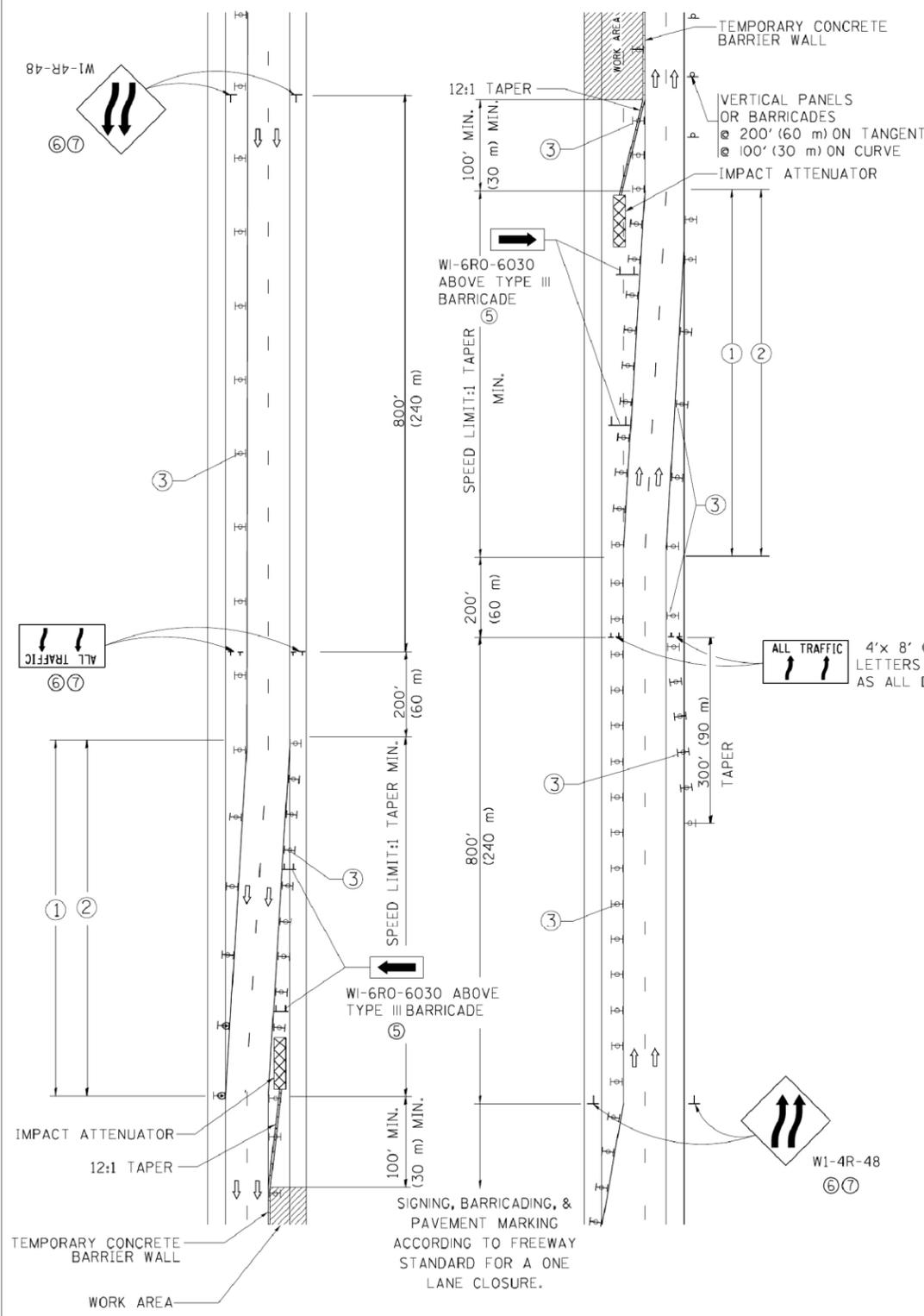
- ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

SINGLE LANE WEAVE



MULTI-LANE WEAVE



GENERAL NOTES

- ① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.
- ② CONTINUOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.
- ③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.
- ④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- ⑤ TYPE III BARRICADES MAY BE OMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.
- ⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.
- ⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

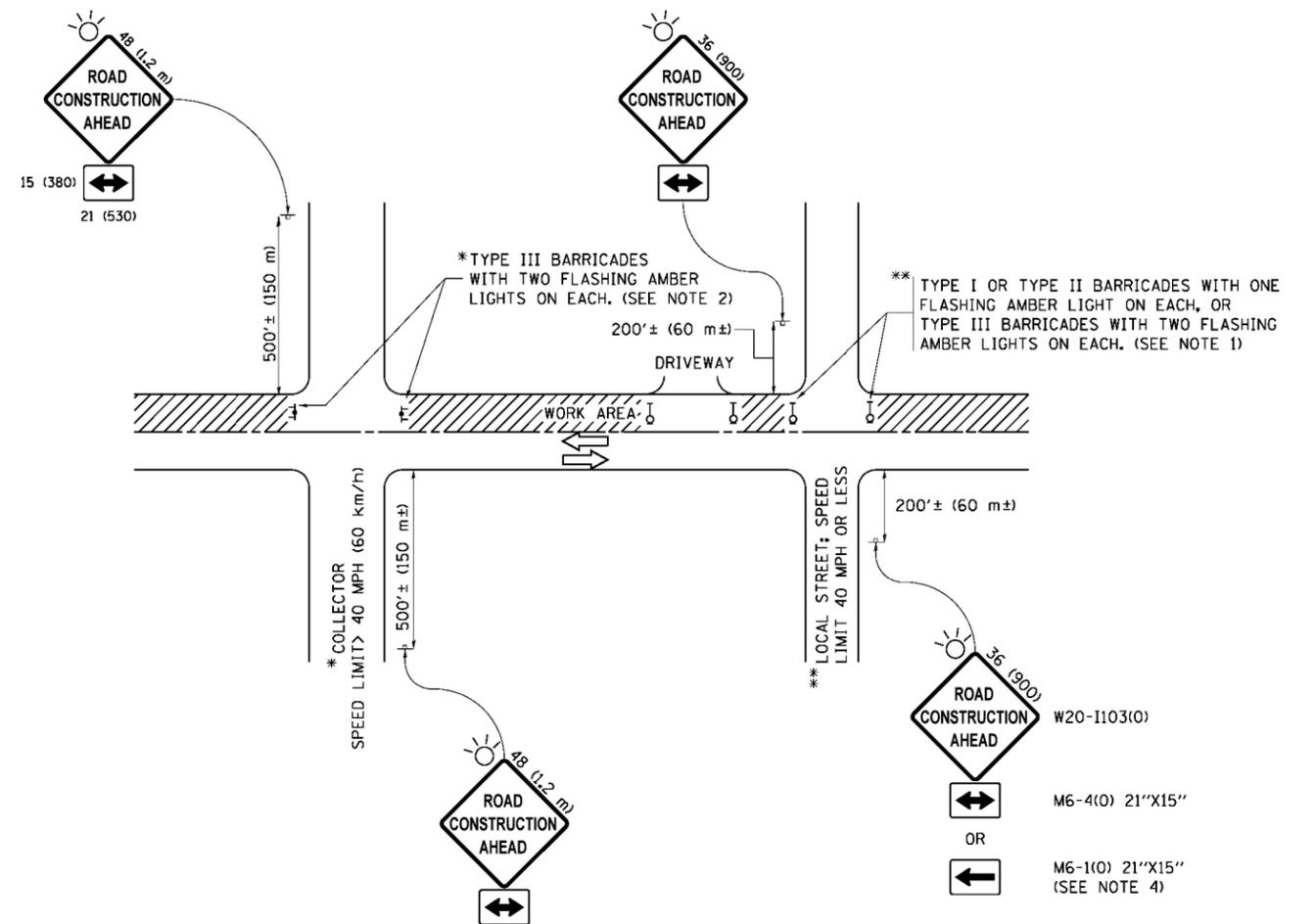
4'x 8' (1.2 m x 2.4 m); 1 (25) BORDER; 10 (250) CAPITAL LETTERS BACKGROUND SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W1-4R-48
- W24-1-48

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = footemj	DESIGNED - DWS	REVISED - JAF 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\p\work\p\dot\Footemj\00108315\td09\sign	DRAWN -	REVISED - SPB 01-07	57			1011.3-BR	COOK	145	135	
PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - SPB 12-09	TC-09			CONTRACT NO. 60T43				
PLOT DATE = 7/1/2013	DATE - 02-87	REVISED - MD 06-13	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

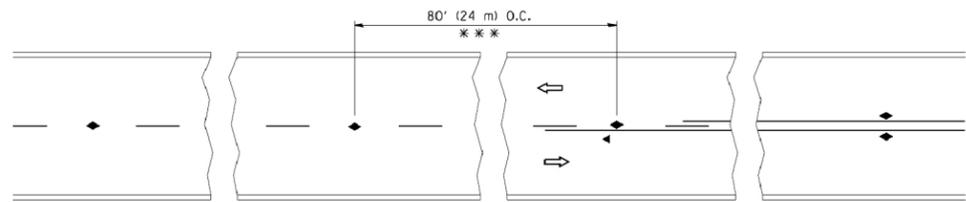
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	PLOT DATE = 9/15/2016	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

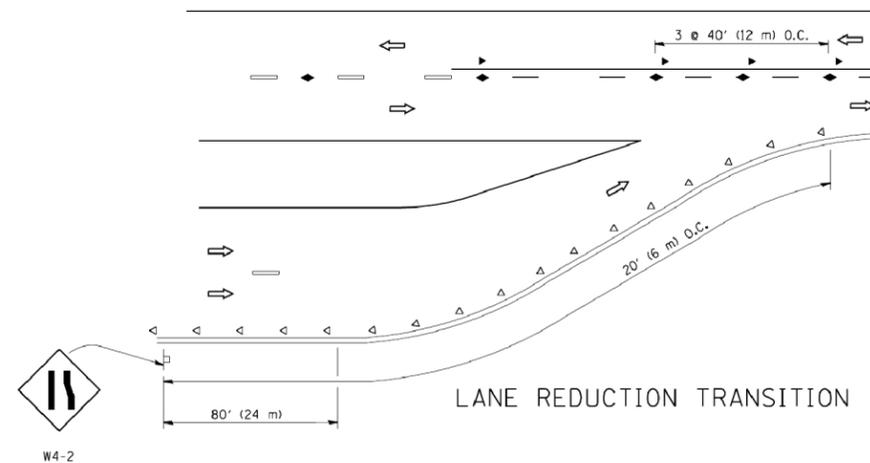
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	136
TC-10			CONTRACT NO. 60T43	
ILLINOIS FED. AID PROJECT				

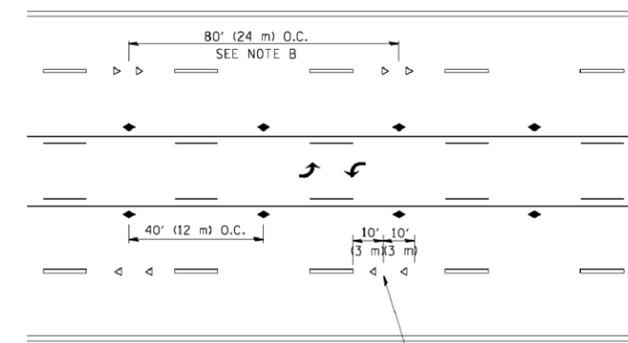


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

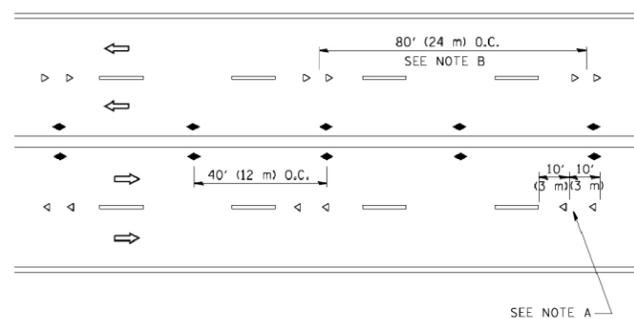
TWO-LANE/TWO-WAY



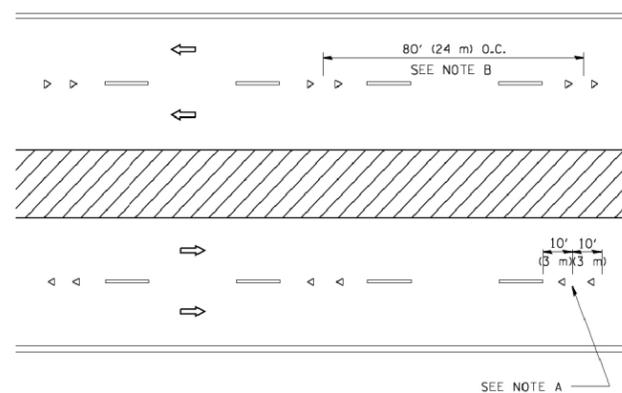
LANE REDUCTION TRANSITION



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

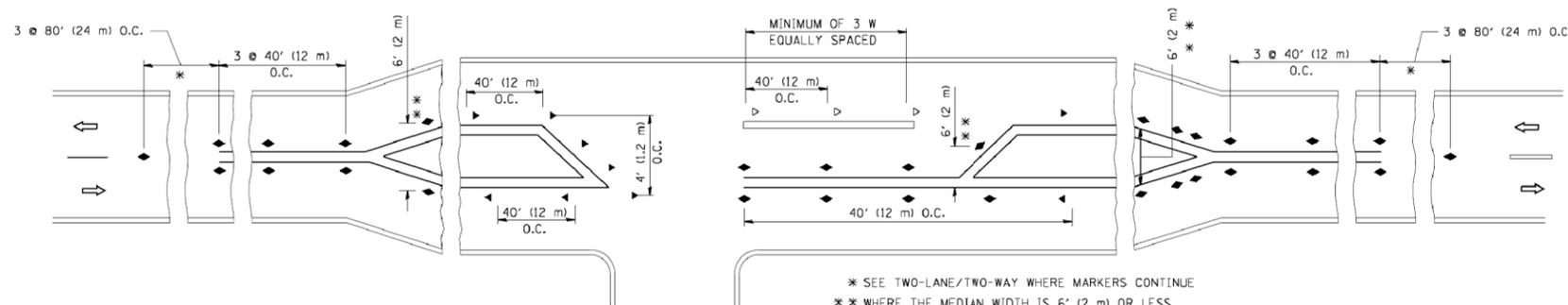
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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 SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
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

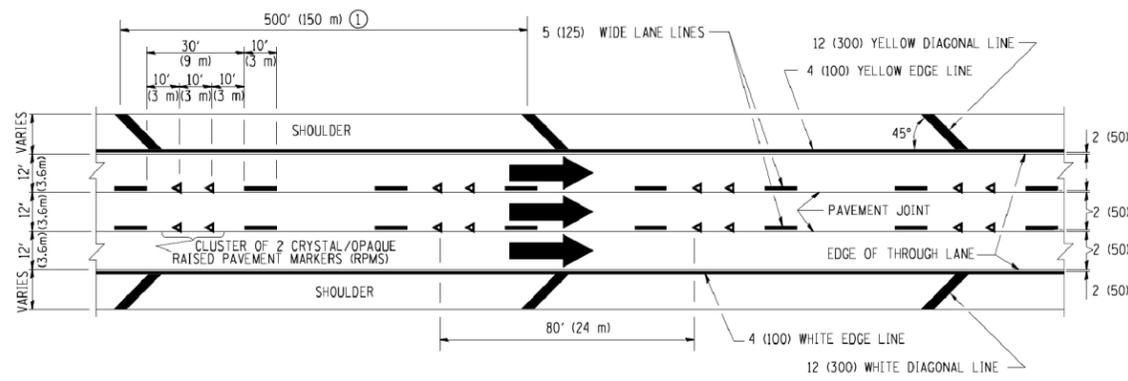
All dimensions are in inches (millimeters) unless otherwise shown.

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		PLOT SCALE = 50.000' / IN.	REVISED - T. RAMMACHER 01-06-00
		DATE = 3/2/2011	REVISED - C. JUCCIUS 09-09-09

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.

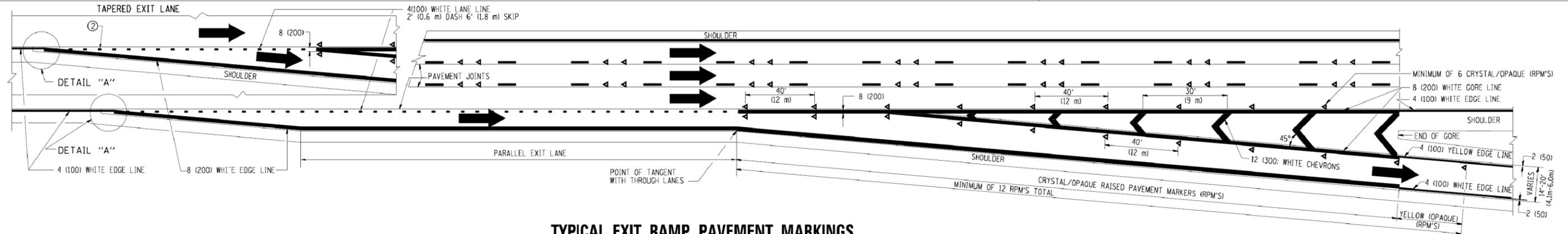
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	137
TC-11		CONTRACT NO. 60T43		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



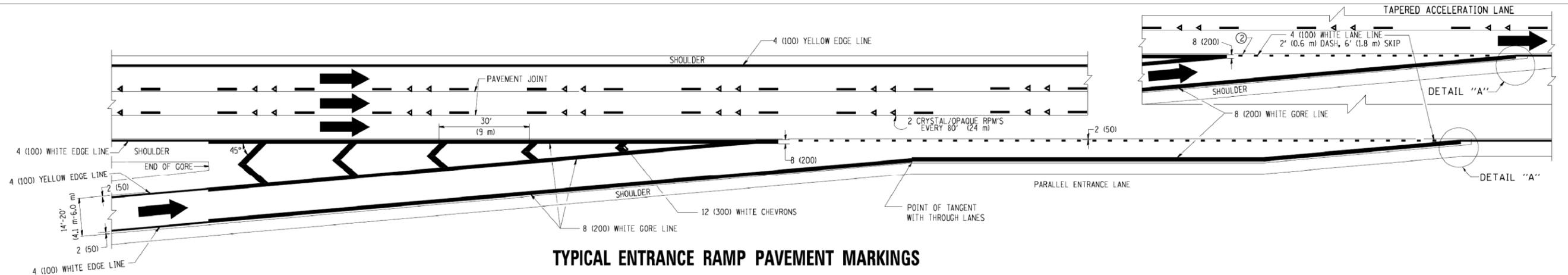
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

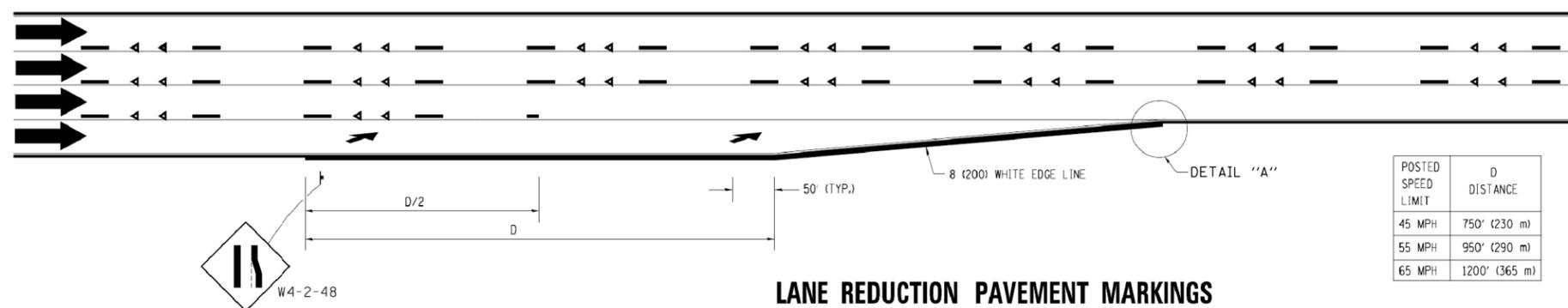
1. THERMO PLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR THE EDGE LINES, GORE LINES, AND DIAGONAL LINES ON BITUMINOUS PAVEMENT ONLY.
2. PREFORMED PLASTIC TYPE B PAVEMENT MARKING LINE; INLAID OR GROOVED IN SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENT PROJECTS.
3. POLYUREA PAVEMENT MARKING SHALL BE USED FOR ALL MARKINGS ON PCC PROJECTS.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

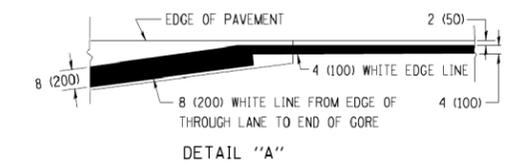


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



LANE REDUCTION PAVEMENT MARKINGS

POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)



NOTES:

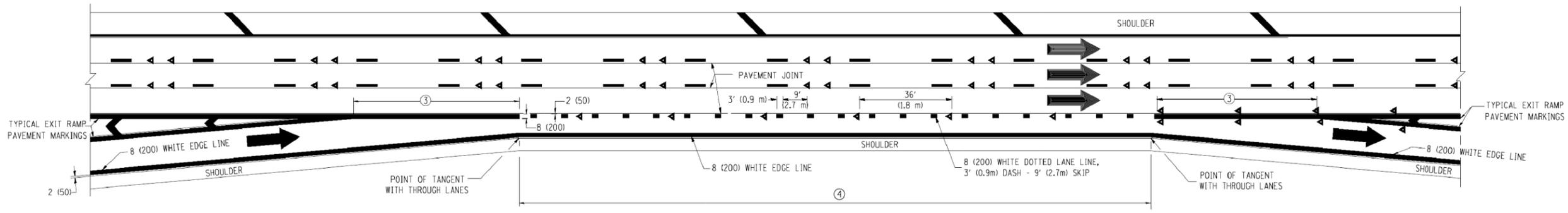
- ① THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.
- ② 4" (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

FILE NAME -	USER NAME - footemj	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
ca:\pw\work\p\idot\footemj\d0108315\td12.dgn		DRAWN -	REVISED - S.P.B. 01-07
	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED - S.P.B. 01-10
	PLOT DATE = 7/8/2013	DATE - 01-90	REVISED - M.D. 05-13

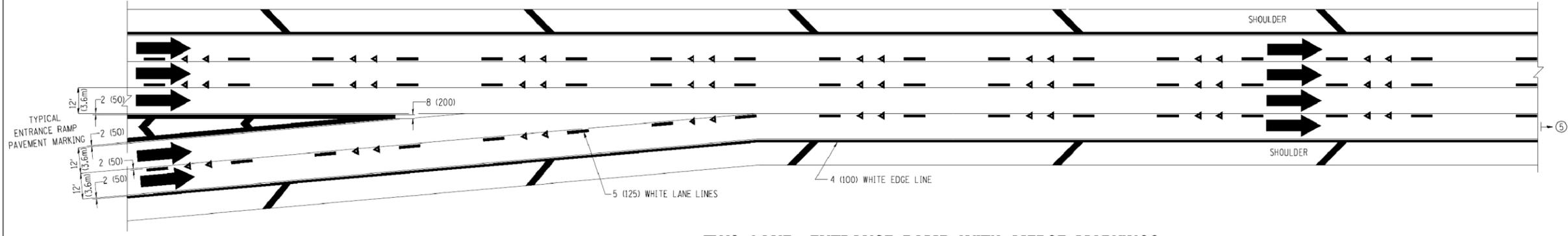
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS	
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STA.	TO STA.

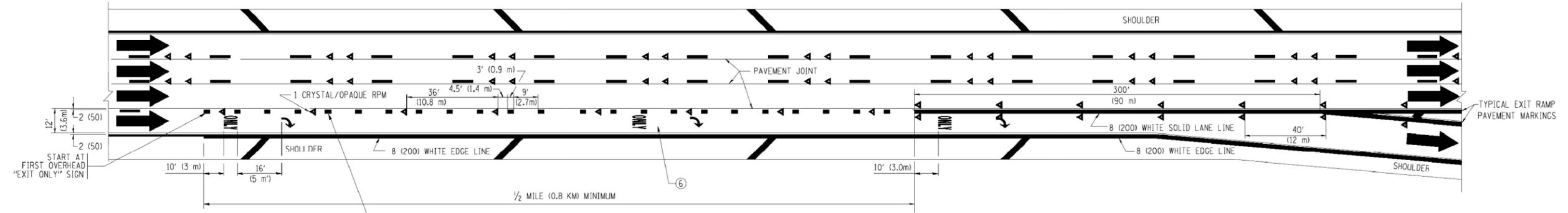
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TC-12			CONTRACT NO. 60T43	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



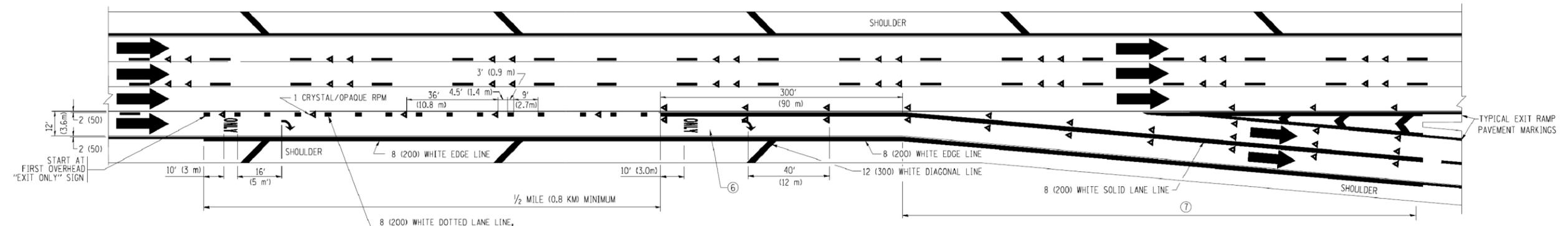
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

- NOTES**
- ③ OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
 - ④ 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
 - ⑤ FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
 - ⑥ ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
 - ⑦ CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

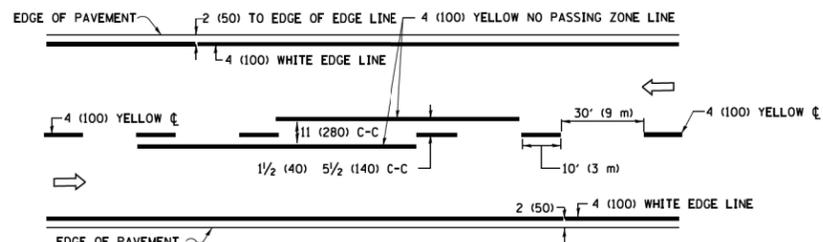
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ca:\pwork\pwork\10113\10113\10113\10113.dgn		DRAWN -	REVISED - J.A.F. 02-06
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	PLOT DATE = 1/22/2010	DATE - 01-90	REVISED - S.P.B. 01-10

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

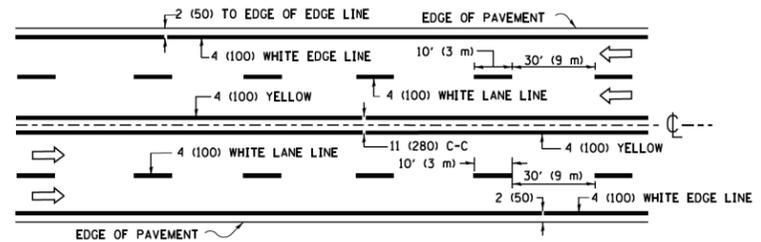
**MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS**

SCALE: NONE SHEET NO. 2 OF 2 SHEETS STA. TO STA.

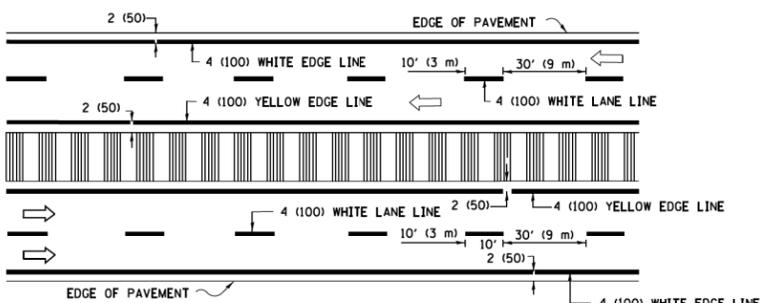
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	139
TC-12		CONTRACT NO. 60T43		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

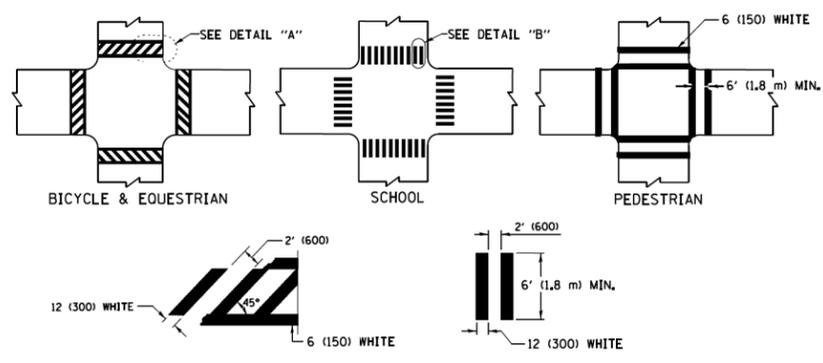


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

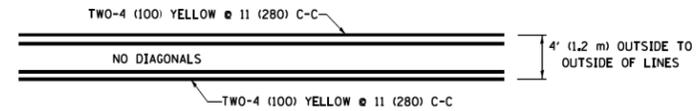


DETAIL "A"

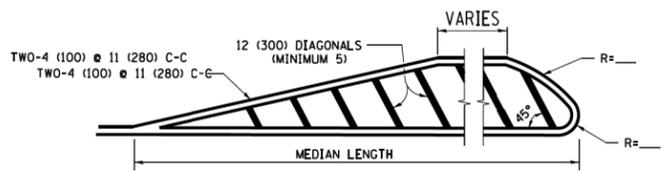
DETAIL "B"

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



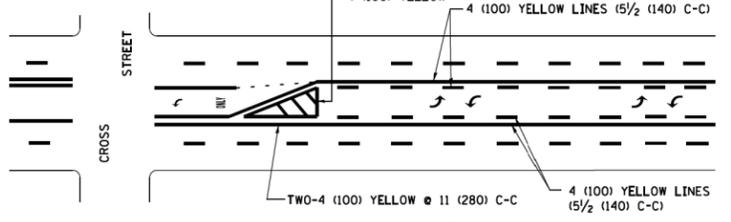
4' (1.2 m) WIDE MEDIANS ONLY



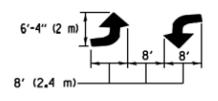
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 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

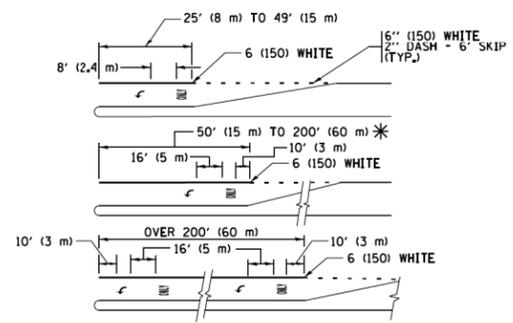


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

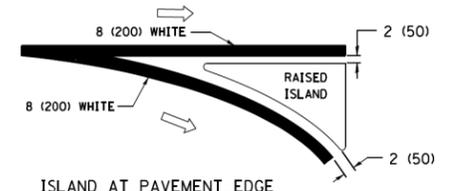
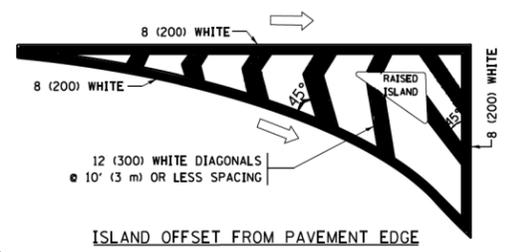


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

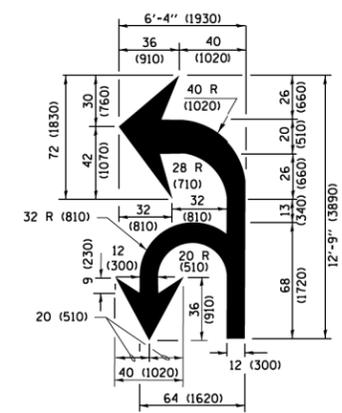
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

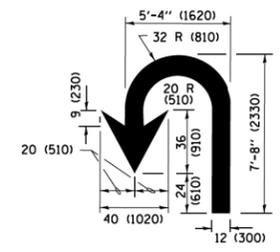
TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
CORE 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 "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

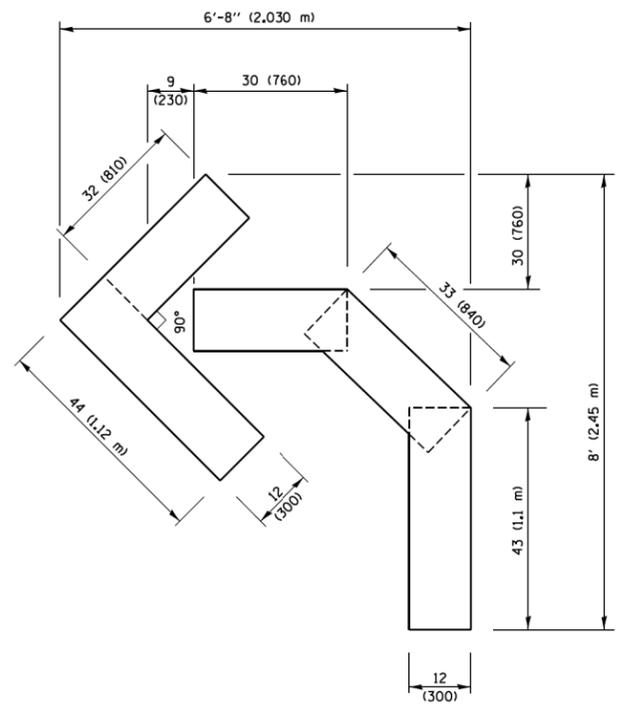
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\1\084EBID\INTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\Dist1\DRAWN\CADData\CADsheets\tc13.dgn		CHECKED -	REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 50,000' / in.	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 4/13/2016		REVISED - C. JUCIUS 04-12-16

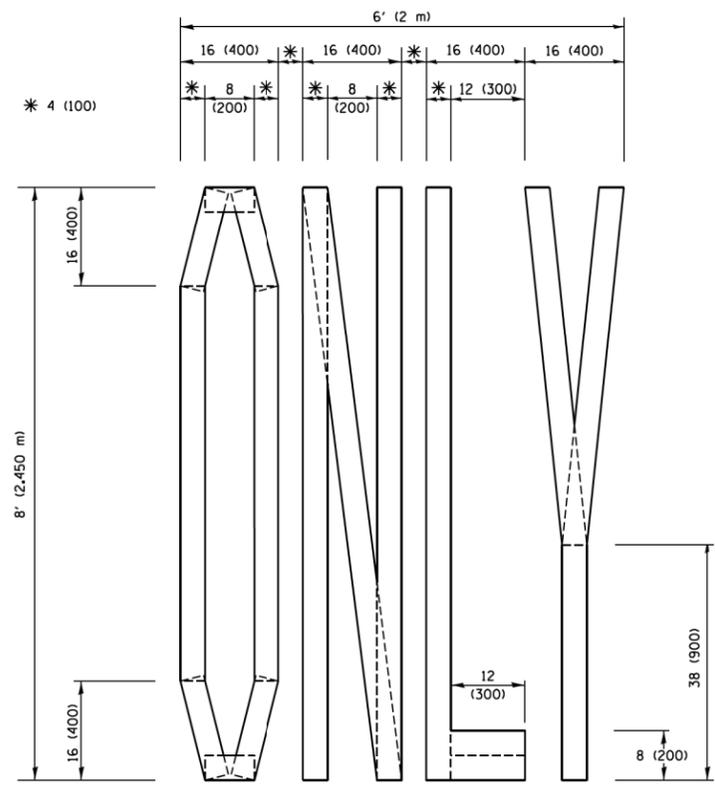
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

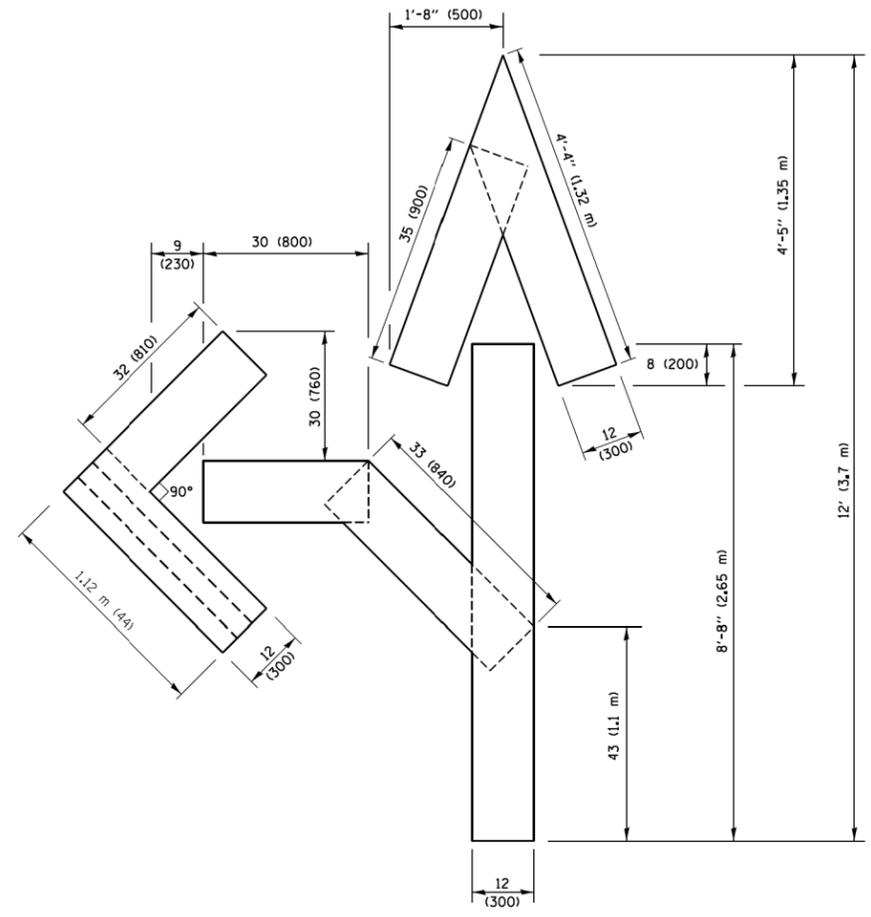
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	140
TC-13		CONTRACT NO. 60T43	ILLINOIS FED. AID PROJECT	



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

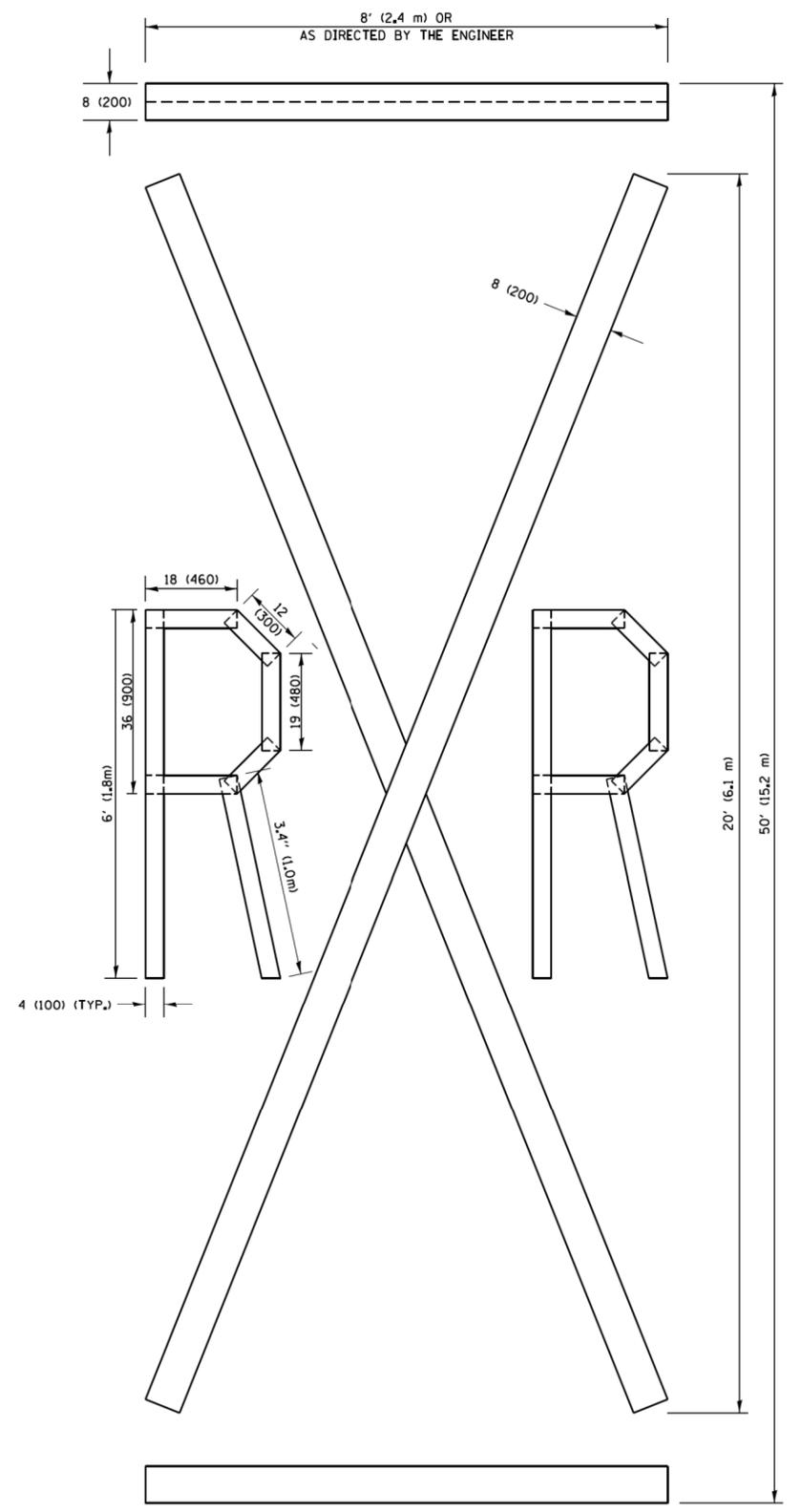


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

NOTE:
 ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

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

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED -T. RAMMACHER 03-02-98
pw\j\1084E81D\INTEG\illinois.gov\FWIDOT\Documents\JDOT Offices\District 1\Projects\Dist 1\1084E81D\CADData\CADsheets\tc16.dgn		DRAWN	REVISED -E. GOMEZ 08-28-00
PLOT SCALE = 50,0000 / 1"		CHECKED -	REVISED -E. GOMEZ 08-28-00
PLOT DATE = 9/15/2016		DATE -	REVISED -A. SCHUETZE 09-15-16

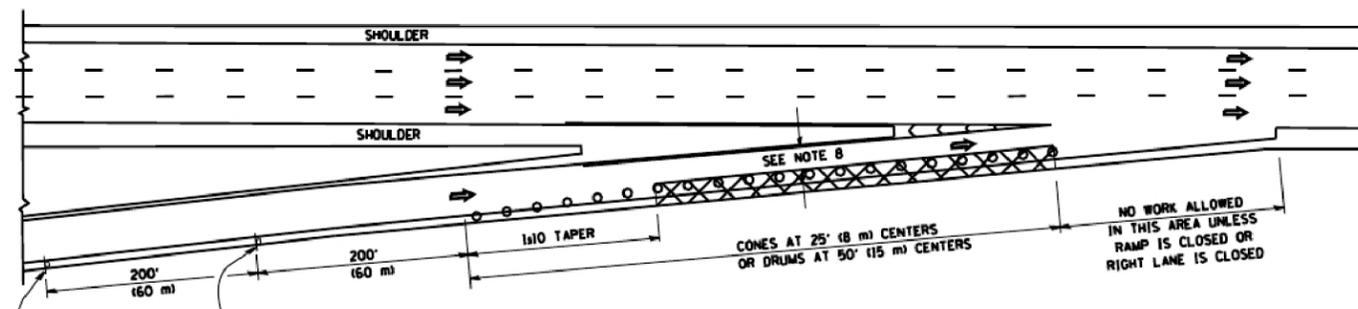
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

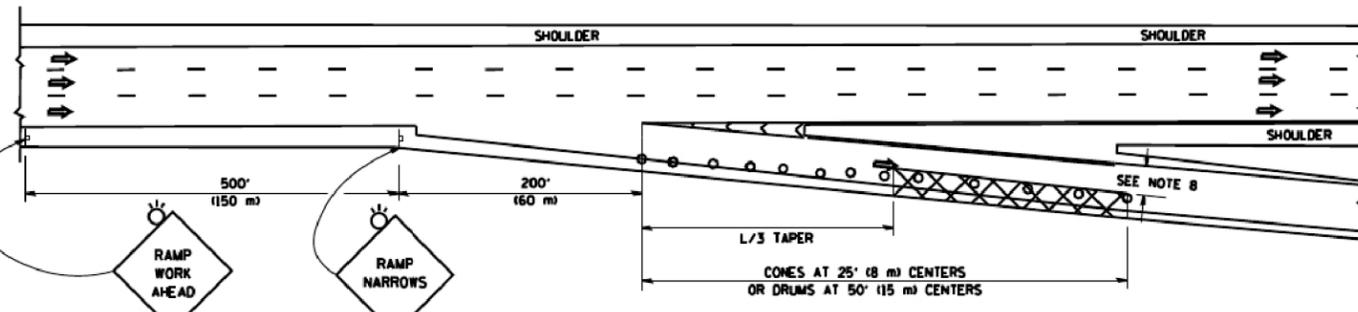
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57	1011.3-BR	COOK	145	141
TC-16		CONTRACT NO. 60T43		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PARTIAL RAMP CLOSURE DETAILS

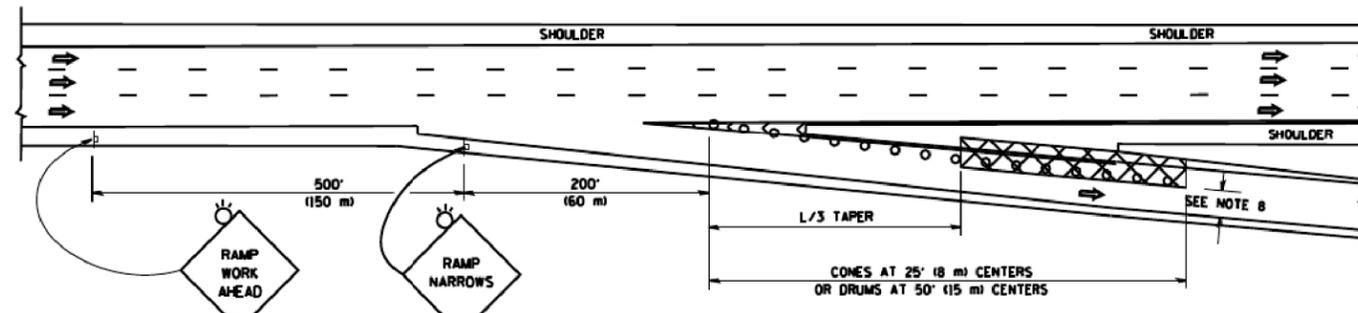
SHOULDER CLOSURE DETAILS



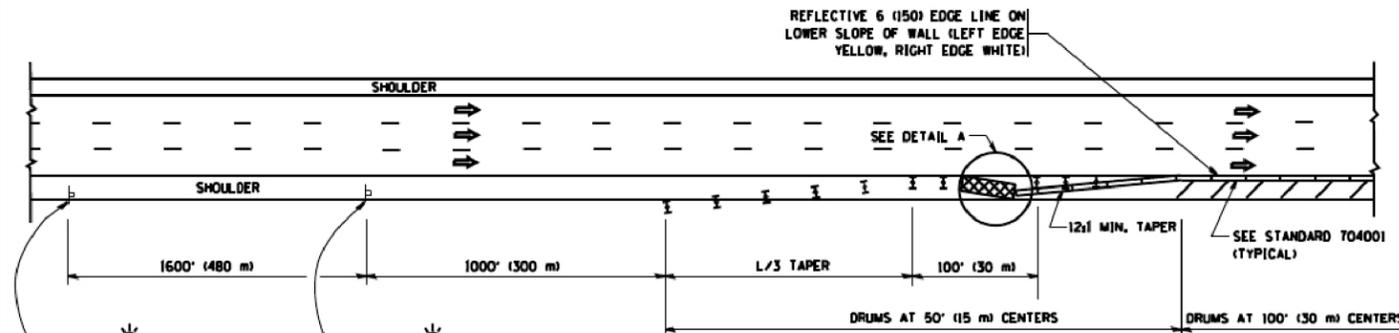
TYPICAL ENTRANCE RAMP



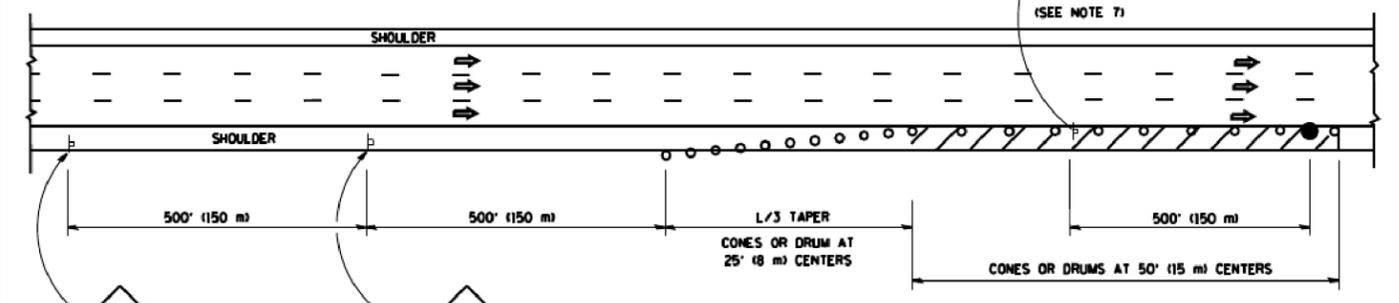
TYPICAL EXIT RAMP



TYPICAL EXIT RAMP



PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE 11 BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

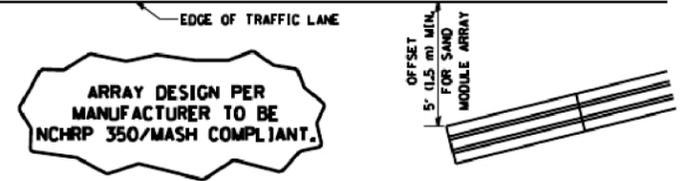
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER	METRIC ENGLISH L=0.65(WX5) L=(WXS)
W = WIDTH OF OFFSET IN FEET (METERS)	
S = NORMAL POSTED SPEED MPH (KM/H)	
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.

**DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)**

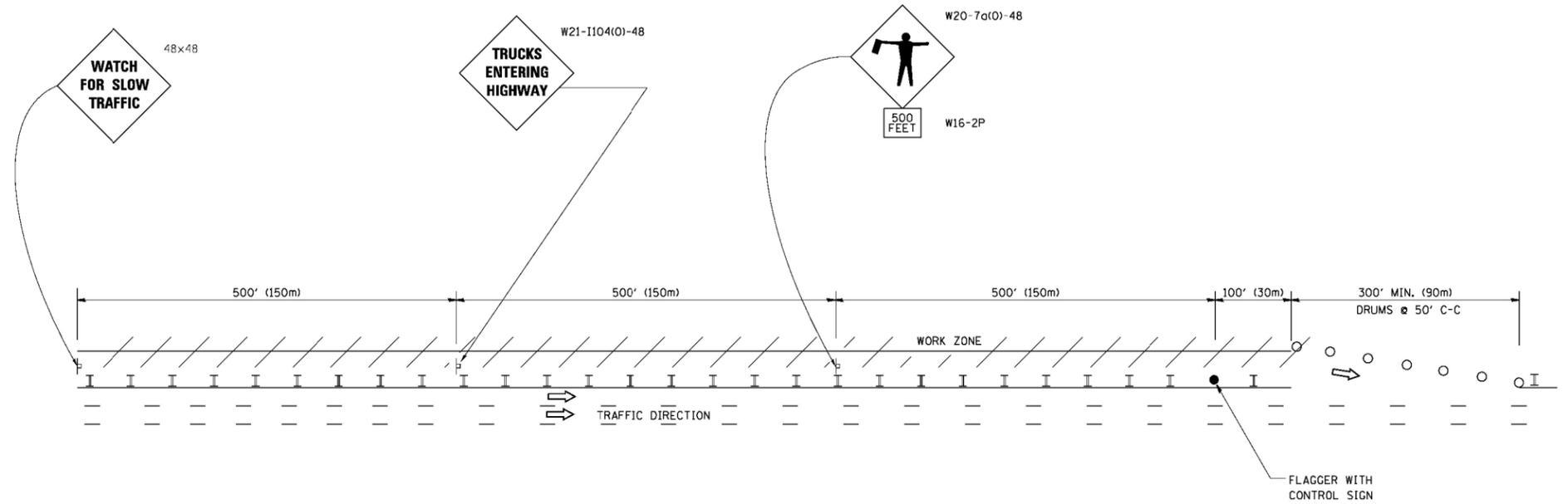


ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

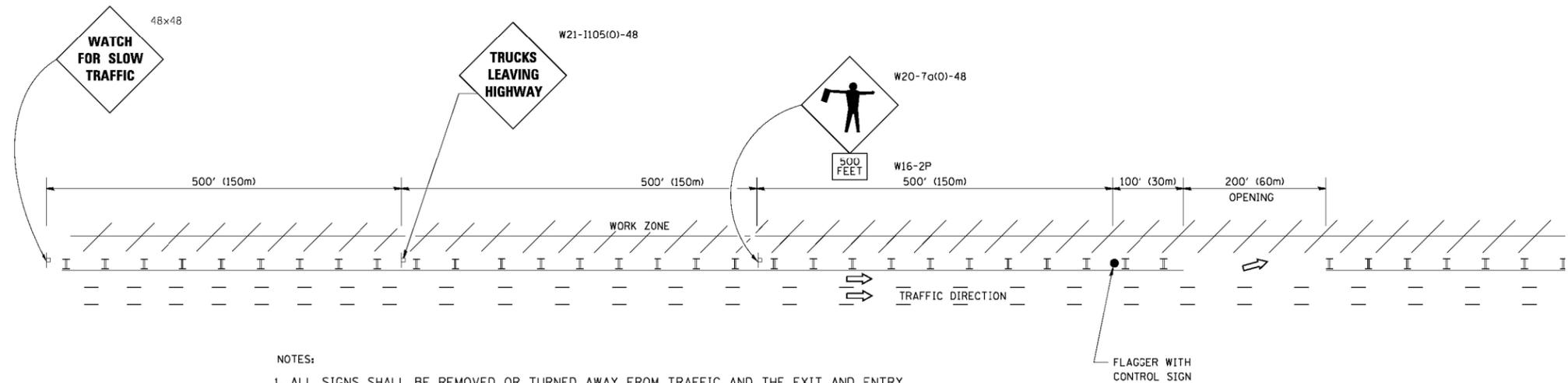
FILE NAME =	USER NAME = logoo	DESIGNED -	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\p\work\p\dot\1\logoo\0108315\1\17.dgn		DRAWN - D.W.S.	REVISED - S.P.B. 01-07		57	1011.3-BR	COOK	145	142			
PLT SCALE = 100.0000' / 1"		CHECKED -	REVISED - S.P.B. 12-09		TC-17			CONTRACT NO. 60T43				
PLT DATE = 4/17/2014		DATE - 11-96	REVISED - M.D. 06-13		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

1. ALL SIGNS SHALL BE REMOVED OR TURNED AWAY FROM TRAFFIC AND THE EXIT AND ENTRY OPENINGS SHALL BE CLOSED WHEN THE FLAGGING OPERATION CEASES. NON OPERATING EQUIPMENT SHALL COMPLY WITH ARTICLE 701.11
2. WORK ZONE OPENINGS SHALL BE A MINIMUM OF ONE HALF MILE APART AND A MINIMUM OF ONE QUARTER MILE FROM ALL ENTRANCE AND EXIT RAMPS.
3. EXITING THE WORK ZONE AT ANY PLACE OTHER THAN AT A WORK ZONE EXIT OPENING WILL BE PROHIBITED.
4. ALL VEHICLES SHALL ENTER THE WORK ZONE AT ENTRY OPENINGS, USING THEIR TURN SIGNALS TO WARN MOTORISTS
5. FLAGGERS SHALL NOT STOP TRAFFIC OR DIRECT TRAFFIC INTO AN ADJACENT LANE.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = foatemj	DESIGNED -	REVISED - J.A.F. 02-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAYS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\p\work\pwi\dot\foatemj\00108315\tcl18.dgn	PLDT SCALE = 50.000' / in.	DRAWN -	REVISED - S.P.B. 01-07			57	1011.3-BR	COOK	145	143
	PLDT DATE = 7/8/2013	CHECKED -	REVISED - S.P.B. 12-09			TC-18		CONTRACT NO. 60T43		
		DATE -	REVISED - M.D. 06-13			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

ROUTE MARKERS

 FOR U.S. ROUTES
M1-40-2424

 FOR ILLINOIS ROUTES
M1-50-2424

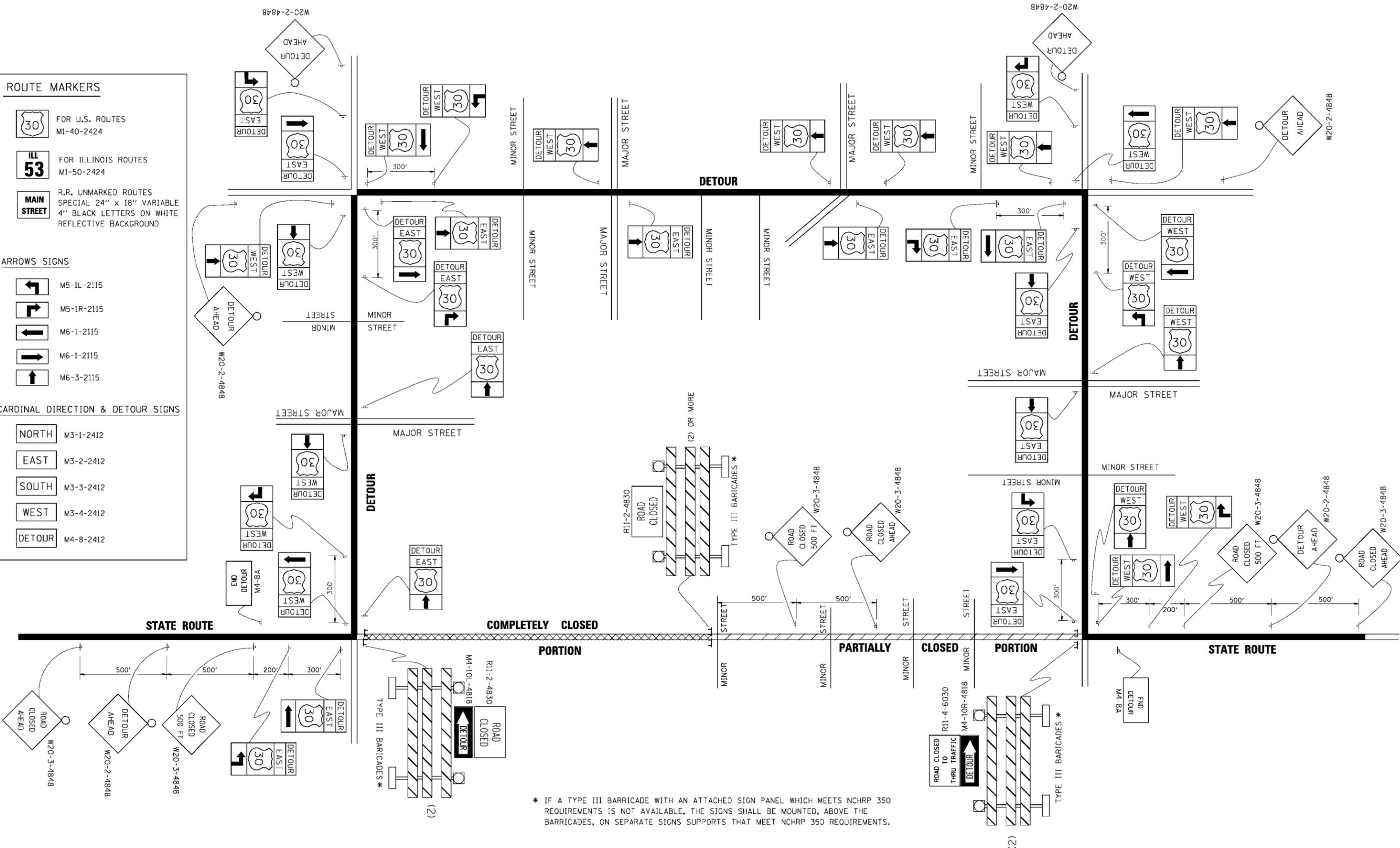
 R.R., UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

-  M5-1L-2115
-  M5-1R-2115
-  M6-1-2115
-  M6-1-2115
-  M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

-  NORTH M3-1-2412
-  EAST M3-2-2412
-  SOUTH M3-3-2412
-  WEST M3-4-2412
-  DETOUR M4-8-2412



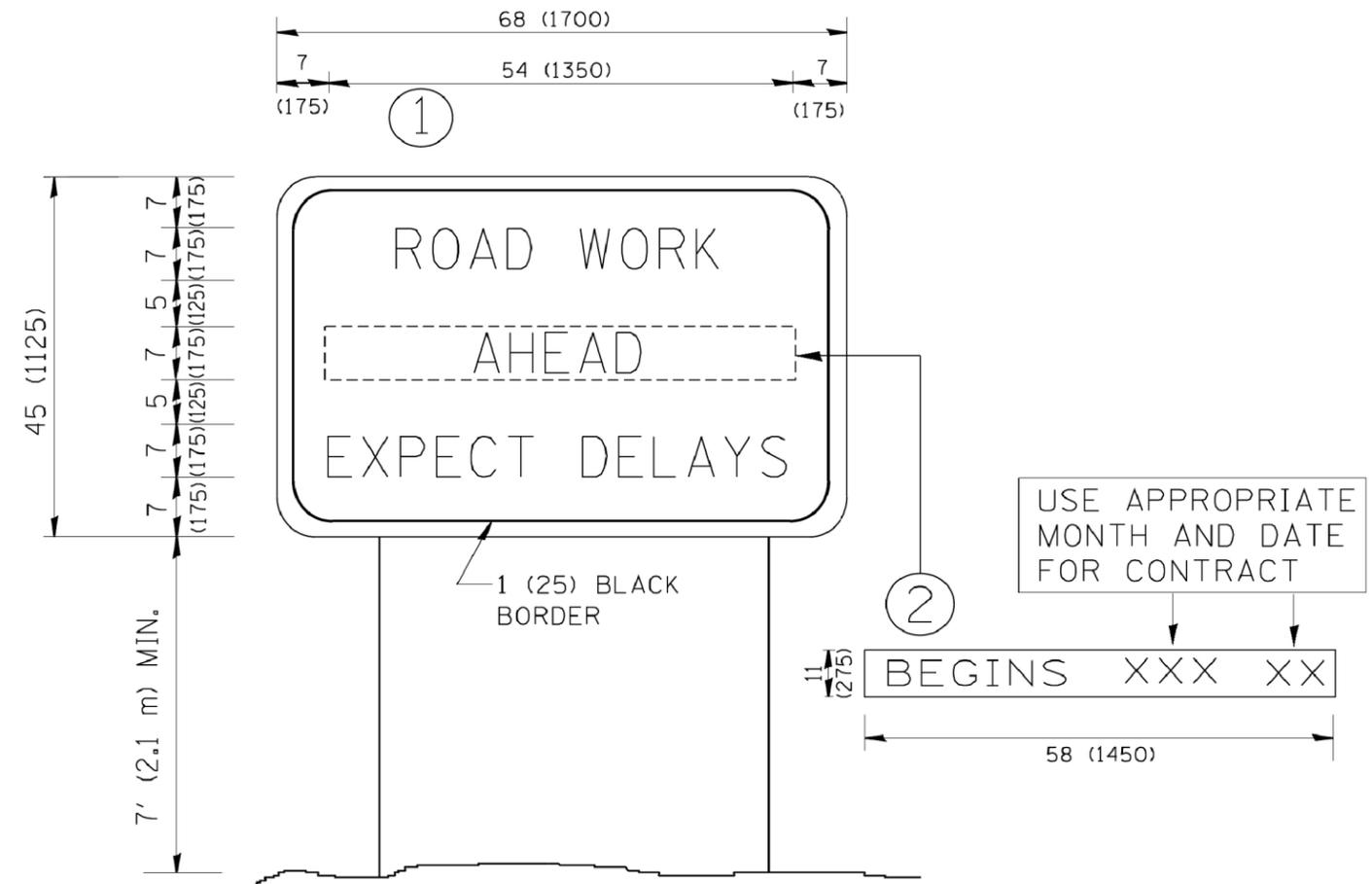
FILE NAME =	USER NAME = d-rsvkosgn
DESIGNED -	REVISED - 10-18-02
DRAWN -	REVISED - R. BORO 09-14-09
PLOT SCALE = 49.9999' / IN.	CHECKED -
PLOT DATE = 9/14/2009	DATE -

DESIGNED -	REVISED - 10-18-02
DRAWN -	REVISED - R. BORO 09-14-09
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.I. R.E. 57	SECTION 1011.3-BR	COUNTY COOK	TOTAL SHEETS 145	SHEET NO. 144
TC-21		CONTRACT NO. 60743		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\diststd\22x34\te22.dgn	USER NAME = gaglianobt	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 = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	1011.3-BR	COOK	145	145
TC-22			CONTRACT NO. 60T43	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				