

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED COUNTY IMPROVEMENT

FAU ROUTE 6716
LASALLE BLVD OVER LITTLE LICK CREEK
SECTION 20-00009-00-BR
CITY OF MARQUETTE HEIGHTS
TAZEWELL COUNTY

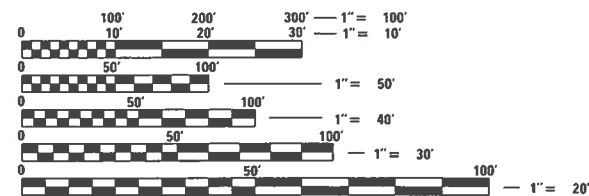
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	698	1
ILLINOIS				

INDEX OF SHEETS, SEE SHEET NO. 2
LIST OF STANDARDS, SEE SHEET NO. 2

PROPOSED IMPROVEMENT:
THIS PROJECT CONSISTS OF A SUPERSTRUCTURE REPLACEMENT AND STRUCTURAL CONCRETE REPAIR OF THE ABUTMENTS TO THE BRIDGE ON LASALLE BLVD. (SN 090-6052) OVER LITTLE LICK CREEK ON THE EXISTING ALIGNMENT. CONSTRUCTION ACTIVITIES CONSIST OF SUPERSTRUCTURE REMOVAL AND REPLACEMENT, STRUCTURAL CONCRETE REPAIR OF THE ABUTMENTS, RIGID PAVEMENT, TRAFFIC STAGING, AND OTHER RELATED WORK TO COMPLETE THE PROJECT.

PROJECT IMPROVEMENTS BEGIN
STA. 9+01.91
ROADWAY IMPROVEMENTS BEGIN
STA. 9+09.60

PROJECT IMPROVEMENTS END
STA. 11+21.75
ROADWAY IMPROVEMENTS END
STA. 10+71.19



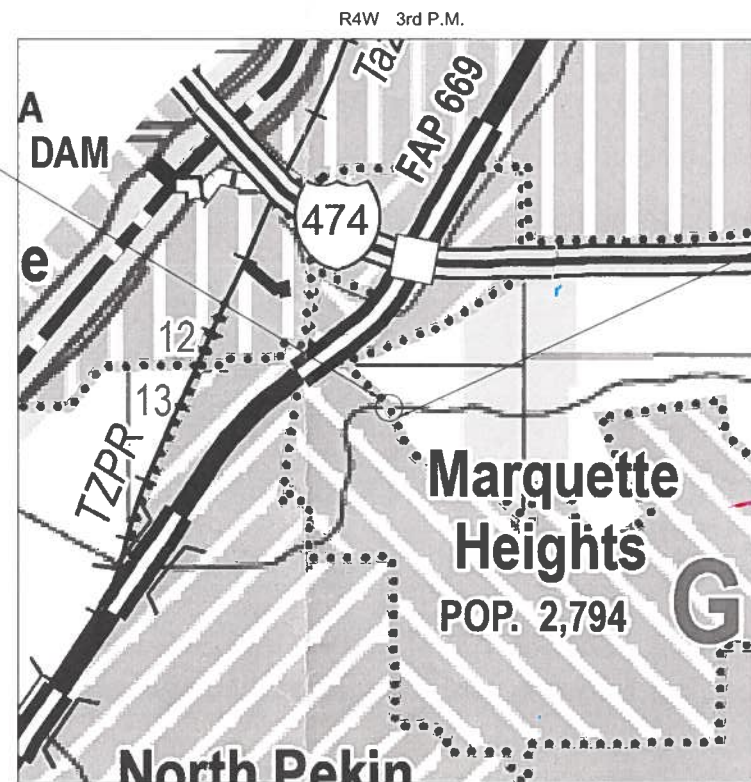
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER GEORGE MERKLE, P.E.
PROJECT MANAGER JEFF SPILLER, P.E.

MAURER-STUTZ
ENGINEERS SURVEYORS

3116 DRIES LN STE 100
PEORIA, ILLINOIS 61604
PH. (309) 693-7615
FAX (309) 693-7616
PROFESSIONAL DESIGN FIRM #184-005754

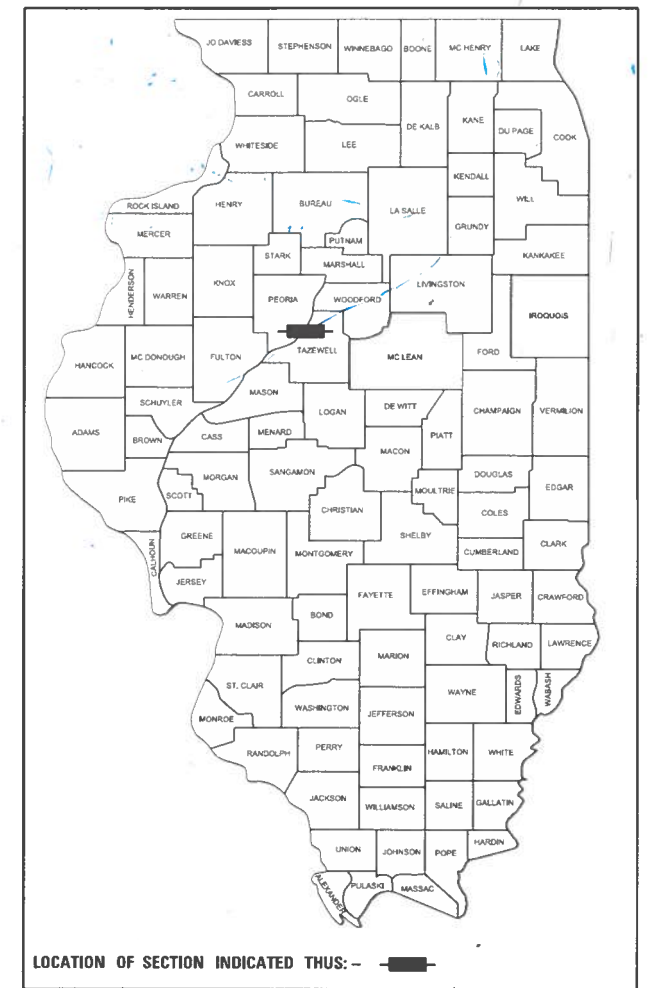


LOCATION MAP

ROADWAY CLASSIFICATION: MAJOR COLLECTOR
F.A.U. 6716 (LASALLE BLVD.) OVER LITTLE LICK CREEK
ADT: 3250 (2018)
DESIGN SPEED: 30 MPH
DESIGN POLICY: 3R

GROSS LENGTH: 219.8 FT (0.042 MI)
NET LENGTH: 161.6 FT (0.031 MI)
VARIANCES: NONE

COMMITMENTS: NONE



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	<i>[Signature]</i> (date) 13 Nov 2023 Tazewell County Engineer
PASSED	02-29-2024 (date) <i>[Signature]</i> District 4 Engineer of Local Roads & Streets
RELEASING FOR BID BASED ON LIMITED REVIEW	March, 2024 (date) <i>[Signature]</i> Region 3 Engineer
PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS	

George B. Merkle
George B. Merkle, PE
PE No. 042917
Exp. Date 11/30/2025
11/9/2023

INDEX OF SHEETS

1	COVER
2	INDEX OF SHEETS, HIGHWAY STANDARDS, & GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-7	SCHEDULE OF QUANTITIES
8-10	ALIGNMENT, TIES, AND BENCHMARKS
11	REMOVAL PLAN
12	PLAN AND PROFILE
13	STAGING TYPICAL SECTIONS
14-15	STAGING PLANS
16-23	STRUCTURE PLANS

LIST OF HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-10	PAVEMENT JOINTS
515001-04	NAME PLATE FOR BRIDGES
602301-04	INLET - TYPE A
604011-05	FRAME AND GRATE TYPE 3V
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
630001-13	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631066	TRAFFIC BARRIER TERMINAL, TYPE 14
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) AWAY TO 24" (600mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-09	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
B.L.R. 14-13	PORTLAND CEMENT CONCRETE PAVEMENT (NONREINFORCED)
B.L.R. 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION

GENERAL NOTES

THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," ADOPTED JANUARY 1, 2022, AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS," ADOPTED JANUARY 1, 2024, SHALL GOVERN THE CONSTRUCTION OF THE PROPOSED WORK EXCEPT AS MODIFIED BY THE DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING THE UTILITY COMPANIES LOCATE THEIR FACILITIES ON SITE PRIOR TO ANY CONSTRUCTION AND WILL BE HELD RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THEIR FACILITIES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS OF THE UTILITIES. THE CONTRACTOR SHALL CALL J.U.L.I.E. @ 1-800-892-0123 FOR UTILITY LOCATIONS.

THE CONTRACTOR WILL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.

ALL EXISTING SURROUNDING AREA AND PROPERTY SHALL BE PROTECTED FROM DAMAGE AND LEFT UNHARMED BY THE OPERATION OF THE CONTRACTOR. ANY OF THE SURROUNDING PROPERTY DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO AN EQUAL OR BETTER CONDITION THAN WHAT EXISTED PRIOR TO CONSTRUCTION AT THE CONTRACTOR'S EXPENSE.

ADJUSTMENTS OF PROPOSED GRADES TO MATCH EXISTING ENTRANCES OR OTHER FIELD CONDITIONS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCY IMMEDIATELY.

THE SUMMARY OF QUANTITIES HAS BEEN PROVIDED FOR THE CONTRACTOR'S REFERENCE. CONTRACTOR IS ALERTED TO THE FACT THAT THESE NUMBERS ARE ESTIMATES AND IT IS RECOMMENDED THAT THE CONTRACTOR VERIFY QUANTITIES PRIOR TO ORDERING MATERIALS.

EXCESS MATERIAL, IF NOT USED FOR OTHER ON-SITE PURPOSES, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE CONTRACTOR.

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 OF THE I.D.O.T. STANDARD SPECIFICATIONS, UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNER WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.

CONSTRUCTION OPERATIONS SHALL BE CONDUCTED IN SUCH A MANNER THAT EROSION AND WATER POLLUTION WILL BE MINIMIZED.

EROSION CONTROL IS A REQUIREMENT OF THIS PROJECT. ANY FINES OR PENALTIES LEVIED AGAINST THIS PROJECT FOR NONCOMPLIANCE WILL BE BORNE SOLELY BY THE CONTRACTOR.

PERIMETER EROSION BARRIER AND OTHER EROSION CONTROL ITEMS SHALL BE INSPECTED BY THE CONTRACTOR AFTER EACH RAIN EVENT AND REPAIRS SHALL BE MADE BY THE CONTRACTOR AS NEEDED.

IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS, THE CONNECTING OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.

PLAN ELEVATIONS

ALL ELEVATIONS SHOWN ON THE PLANS ARE BASED ON N.A.V.D. 88.

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.), AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

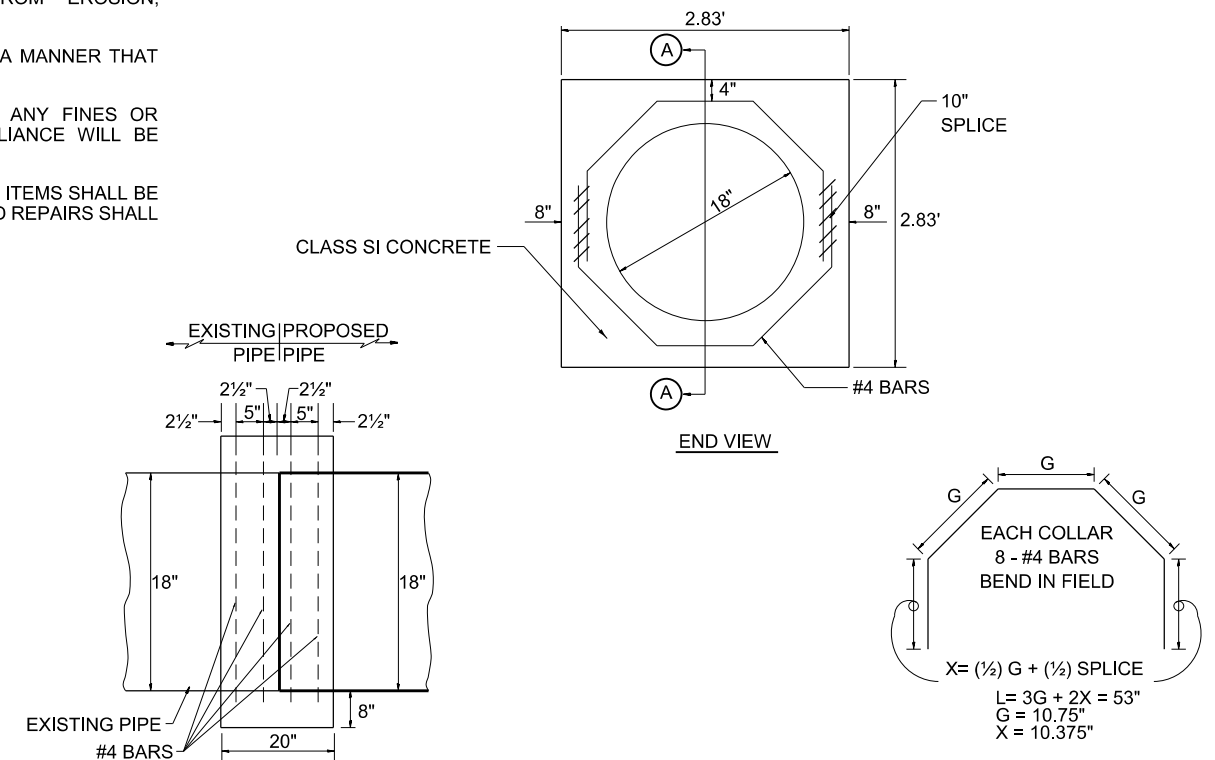
THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (BORROW SITE REVIEW)
- BDE FORM 2290 (WASTE/USE AREA REVIEW)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM □ D4 PI0101

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS SHALL BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

PLEASE NOTE THAT A MINIMUM OF FOUR WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED WASTE SITE ENVIRONMENTAL CLEARANCES AND SIX WEEKS FOR THE REQUIRED BORROW SITE ENVIRONMENTAL CLEARANCES.



CONCRETE COLLAR DETAIL

STA. 10+54.90, 27.7' LT
NOT TO SCALE

MODEL: D:\ch\1... FILE NAME: S:\372021\2721017_00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-41-GenNotes.dgn



USER NAME = cadiaz	DESIGNED -	REVISED -
PLOT SCALE = 0.167' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

TAZEWELL COUNTY
HIGHWAY DEPARTMENT

LASALLE BLVD. BRIDGE RECONSTRUCTION
INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	2
ILLINOIS				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY
X6060030	CONCRETE CURB TRANSITION	FOOT	20
X6065760	CONCRETE MEDIAN SURFACE, 8"	SQ FT	300
* X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1
* X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1
XX006343	SEEDING (COMPLETE)	SQ YD	303
XX008979	CONCRETE COLLAR	EACH	1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	37
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1

* SPECIALTY ITEMS

MODEL: D:\info\1
 FILE NAME: S:\2372023\23721017_00 (Tazewell County - Marcquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-41-Summary.dgn



USER NAME = cadiaz	DESIGNED -	REVISED -
PLOT SCALE = 0.167' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**TAZEWELL COUNTY
HIGHWAY DEPARTMENT**

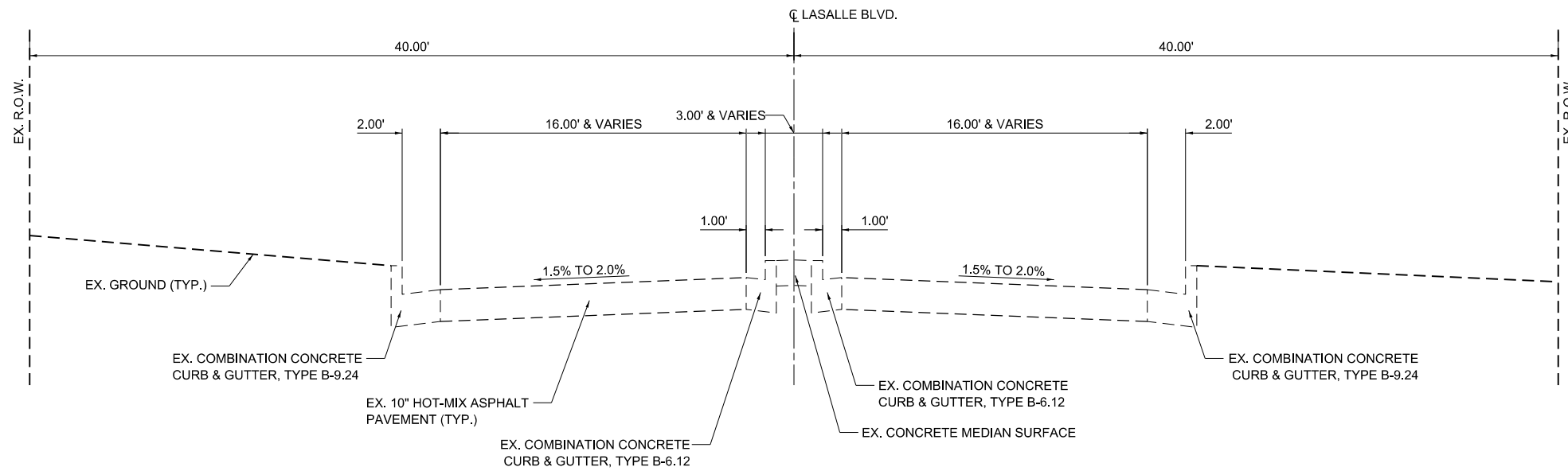
**LASALLE BLVD. BRIDGE RECONSTRUCTION
SUMMARY OF QUANTITIES**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	4
ILLINOIS				

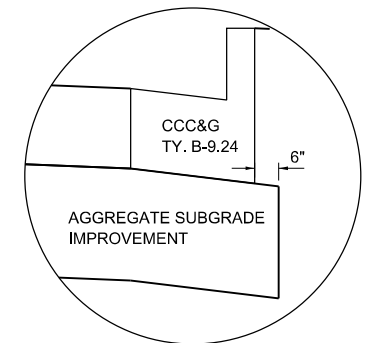
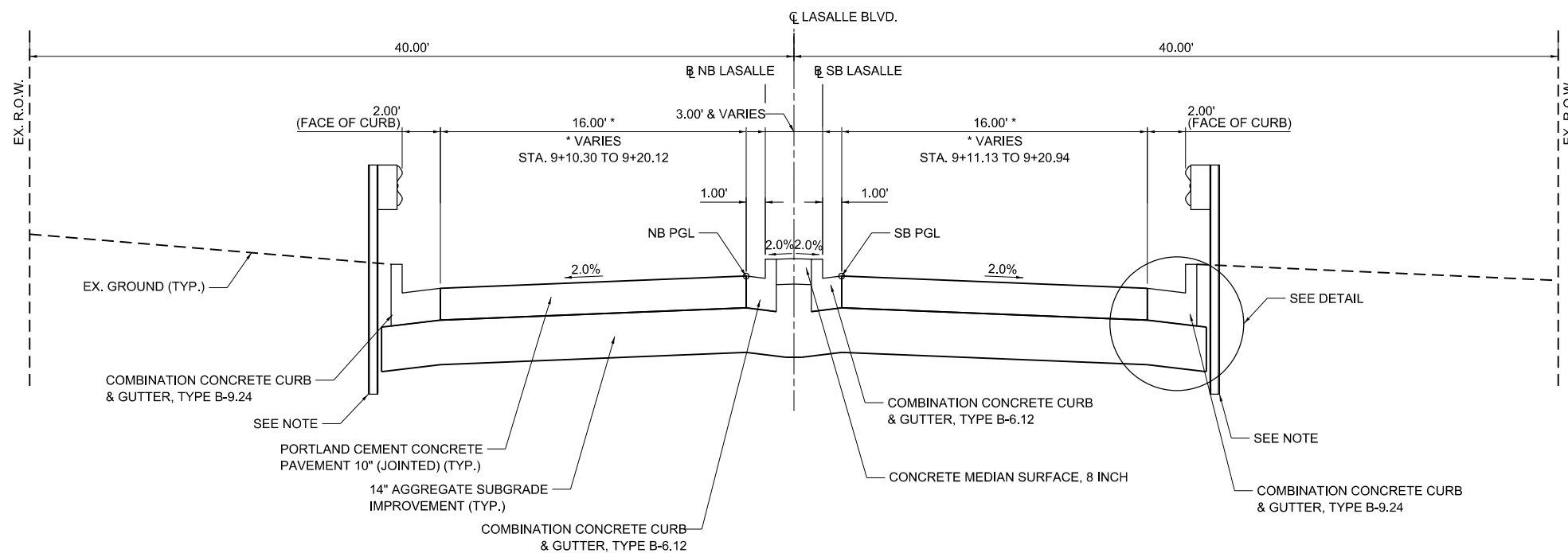
EXISTING TYPICAL

STA. 9+09.60 TO STA. 10+50.24
BRIDGE OMISSION STA. 10+00.14 - STA. 10+27.64



PROPOSED TYPICAL

STA. 9+09.60 TO STA. 10+50.24
BRIDGE OMISSION STA. 10+00.14 - STA. 10+27.64



LIMITS OF AGGREGATE SUBGRADE IMPROVEMENT

NOTE:
GUARDRAIL LIMITS:
STA. 9+01.91 TO STA. 9+92.99 (RT)
STA. 10+35.86 TO STA. 11+21.75 (LT)

MODEL: D:\h1\1 FILE NAME: S:\27\2023\2721017_00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-01-TYPICAL.dgn



USER NAME = cadiaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 6,000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/10/2023	DATE -	REVISED -

TAZEWELL COUNTY
HIGHWAY DEPARTMENT

LASALLE BLVD. BRIDGE RECONSTRUCTION
TYPICAL SECTIONS

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	5
ILLINOIS				

28000400 PERIMETER EROSION BARRIER					
LOCATION				FOOT	REMARKS
08+50.00	TO	09+86.98	RT	140.1	
08+50.00	TO	10+14.03	LT	178.3	
10+12.19	TO	10+75.00	RT	75.8	
10+36.06	TO	11+35.87	LT	113.3	
TOTAL				507.4	
ROUNDED TOTAL				508.0	

28000500 INLET AND PIPE PROTECTION					
LOCATION				EACH	REMARKS
10+61.92		22.8'	LT	1.0	
TOTAL				1.0	
ROUNDED TOTAL				1.0	

28000510 INLET FILTERS					
LOCATION				EACH	REMARKS
10+34.03		22.1'	RT	1.0	
10+61.90		22.8'	LT	1.0	
10+63.09		20.4'	RT	1.0	
TOTAL				3.0	
ROUNDED TOTAL				3.0	

30300011 AGGREGATE SUBGRADE IMPROVEMENT					
LOCATION				TON	REMARKS
09+09.54	TO	10+10.76	LT	205.0	
09+09.58	TO	10+00.84	RT	160.6	
10+18.54	TO	10+50.24	RT	44.0	
10+26.86	TO	10+49.70	LT	35.6	
TOTAL				445.3	
ROUNDED TOTAL				446.0	

42000501 PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)					
LOCATION				SQ YD	REMARKS
09+09.60	TO	10+09.37	LT	172.8	
09+09.71	TO	09+99.70	RT	151.6	
10+18.54	TO	10+50.24	RT	49.0	
10+28.01	TO	10+49.61	LT	32.0	
TOTAL				405.4	
ROUNDED TOTAL				406.0	

44000100 PAVEMENT REMOVAL					
LOCATION				SQ YD	REMARKS
09+09.60	TO	10+09.24	LT	175.6	
09+09.74	TO	09+99.23	RT	152.1	
10+17.09	TO	10+50.24	RT	51.2	
10+26.83	TO	10+49.61	LT	34.4	
TOTAL				413.4	
ROUNDED TOTAL				414.0	

44000500 COMBINATION CURB AND GUTTER REMOVAL					
LOCATION				FOOT	REMARKS
09+09.56	TO	10+00.96	LT	91.7	
09+09.65	TO	09+99.52	RT	89.7	
09+10.30	TO	10+09.79	LT	101.3	
09+11.13	TO	09+90.41	RT	78.0	
10+24.96	TO	10+49.74	RT	24.8	
10+26.42	TO	10+49.64	LT	23.3	
10+34.85	TO	10+54.78	LT	20.3	
10+69.04	TO	10+71.01	LT	2.0	
TOTAL				431.0	
ROUNDED TOTAL				431.0	

44200120 PAVEMENT PATCHING, TYPE II, 10 INCH					
LOCATION				SQ YD	REMARKS
10+49.23	TO	10+71.19	LT	6.0	
TOTAL				6.0	
ROUNDED TOTAL				6.0	

50105220 PIPE CULVERT REMOVAL					
LOCATION				FOOT	REMARKS
10+53.80	TO	10+61.92	LT	10.0	
TOTAL				10.0	
ROUNDED TOTAL				10.0	

542D1063 PIPE CULVERTS, CLASS D, TYPE 2 18"					
LOCATION				FOOT	REMARKS
10+54.90		10+61.95	LT	10.0	
TOTAL				10.0	
ROUNDED TOTAL				10.0	

60200074 INLETS, TYPE A, TYPE 3V FRAME AND GRATE					
LOCATION				EACH	REMARKS
10+61.95		20.7'	LT	1.0	CONTROL POINT AT EDGE OF PAVEMENT, MIDPOINT OF GRATE ALONG FLOWLINE
TOTAL				1.0	
ROUNDED TOTAL				1.0	

60500060 REMOVING INLETS					
LOCATION				EACH	REMARKS
10+61.92		22.8'	LT	1.0	
TOTAL				1.0	
ROUNDED TOTAL				1.0	

60603800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12					
LOCATION				FOOT	REMARKS
09+09.56	TO	10+01.57	LT	92.3	
09+09.64	TO	10+00.17	RT	90.5	
10+26.23	TO	10+49.73	RT	23.5	
10+27.57	TO	10+49.64	LT	22.1	
TOTAL				228.4	
ROUNDED TOTAL				229.0	

60607400 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-9.24					
LOCATION				FOOT	REMARKS
09+20.12	TO	10+10.28	LT	91.8	
09+20.94	TO	09+91.14	RT	69.1	
10+35.87	TO	10+71.01	LT	35.7	
TOTAL				196.6	
ROUNDED TOTAL				197.0	

63100119 TRAFFIC BARRIER TERMINAL, TYPE 14					
LOCATION				EACH	REMARKS
09+52.69	TO	09+91.15	RT	1.0	
10+35.86	TO	10+72.72	LT	1.0	
TOTAL				2.0	
ROUNDED TOTAL				2.0	

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT					
LOCATION				EACH	REMARKS
09+01.91	TO	09+52.69	RT	1.0	
10+72.72	TO	11+21.75	LT	1.0	
TOTAL				2.0	
ROUNDED TOTAL				2.0	

MODEL: D:\h...
 FILE NAME: S:\2022\20221017\20 (Tazewell County - Marcquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\021017-qt-Schedule.qgn



USER NAME = cadiaz	DESIGNED -	REVISED -
PLOT SCALE = 0.167' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

TAEWELL COUNTY
HIGHWAY DEPARTMENT

LASALLE BLVD. BRIDGE RECONSTRUCTION
SCHEDULE OF QUANTITIES

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE. 6716	SECTION 20-00009-00-BR	COUNTY TAZEWELL	TOTAL SHEETS 23	SHEET NO. 6
ILLINOIS				

70300221 TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT						
LOCATION				FOOT	REMARKS	
05+96.88	TO	13+81.58	LT/RT	793.3		STAGE I
07+09.70	TO	12+45.73	RT	528.2		STAGE I
06+08.64	TO	13+03.74	LT/RT	749.6		STAGE II
07+10.14	TO	12+45.30	RT	544.5		STAGE II
TOTAL				2615.6		
ROUNDED TOTAL				2616.0		

70300281 TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT						
LOCATION				FOOT	REMARKS	
05+75.13	TO	05+75.54	RT	17.2		SB LASALLE TRAFFIC
13+18.53	TO	13+32.97	RT	13.8		CAVALIER ROAD
13+91.37	TO	13+91.48	LT	18.5		NB LASALLE TRAFFIC
TOTAL				49.5		
ROUNDED TOTAL				50.0		

70400100 TEMPORARY CONCRETE BARRIER						
LOCATION				FOOT	REMARKS	
08+66.99	TO	10+92.73		225.0		STAGE I
TOTAL				225.0		
ROUNDED TOTAL				225.0		

70400200 RELOCATE TEMPORARY CONCRETE BARRIER						
LOCATION				FOOT	REMARKS	
08+66.78	TO	10+90.51		225.0		STAGE II
TOTAL				225.0		
ROUNDED TOTAL				225.0		

70600241 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2						
LOCATION			EACH	REMARKS		
08+54.46		8.7' RT	1.0			STAGE I
11+05.26		3.4' RT	1.0			STAGE I
TOTAL			2.0			
ROUNDED TOTAL			2.0			

70600341 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 2						
LOCATION			EACH	REMARKS		
08+54.52		10.7' LT	1.0			STAGE II
11+02.89		6.9' LT	1.0			STAGE II
TOTAL			2.0			
ROUNDED TOTAL			2.0			

72501000 TERMINAL MARKER - DIRECT APPLIED						
LOCATION			EACH	REMARKS		
09+01.91		22.5' RT	1.0			
11+21.75		23.9' LT	1.0			
TOTAL			2.0			
ROUNDED TOTAL			2.0			

78200005 GUARDRAIL REFLECTORS, TYPE A						
LOCATION			EACH	REMARKS		
09+01.91	TO	09+91.14 RT	4.0			
10+35.86	TO	11+21.75 LT	4.0			
TOTAL			8.0			
ROUNDED TOTAL			8.0			

78300202 PAVEMENT MARKING REMOVAL - WATER BLASTING						
LOCATION				SQ FT	REMARKS	
05+96.88	TO	13+81.58	LT/RT	264.4		STAGE I
07+09.70	TO	12+45.73	RT	176.1		STAGE I
06+08.64	TO	13+03.74	LT/RT	249.9		STAGE II
07+10.14	TO	12+45.30	RT	181.5		STAGE II
05+75.13	TO	05+75.54	RT	34.4		SB LASALLE STOP BAR
13+18.53	TO	13+32.97	RT	27.6		CAVALIER ROAD STOP BAR
13+91.37	TO	13+91.48	LT	37.1		NB LASALLE STOP BAR
TOTAL				970.9		
ROUNDED TOTAL				971.0		

X4402020 CONCRETE MEDIAN SURFACE REMOVAL						
LOCATION				SQ FT	REMARKS	
09+09.54	TO	10+00.79		254.0		
10+25.17	TO	10+49.72		46.1		
TOTAL				300.1		
ROUNDED TOTAL				300.0		

X6060030 CONCRETE CURB TRANSITION						
LOCATION				FOOT	REMARKS	
09+10.30	TO	09+20.12	LT	10.0		
09+11.13	TO	09+20.94	RT	10.0		
TOTAL				20.0		
ROUNDED TOTAL				20.0		

X6065760 CONCRETE MEDIAN SURFACE, 8"						
LOCATION				SQ FT	REMARKS	
09+09.60	TO	10+00.84		254.0		
10+26.86	TO	10+49.70		45.6		
TOTAL				299.6		
ROUNDED TOTAL				300.0		

XX006343 SEEDING (COMPLETE)						
LOCATION				SQ YD	REMARKS	
09+10.33	TO	10+13.68	LT	115.3		
09+01.91	TO	09+90.12	RT	90.4		
10+14.66	TO	10+22.70	RT	4.8		
10+36.81	TO	11+21.75	LT	91.8		
TOTAL				302.2		
ROUNDED TOTAL				303.0		

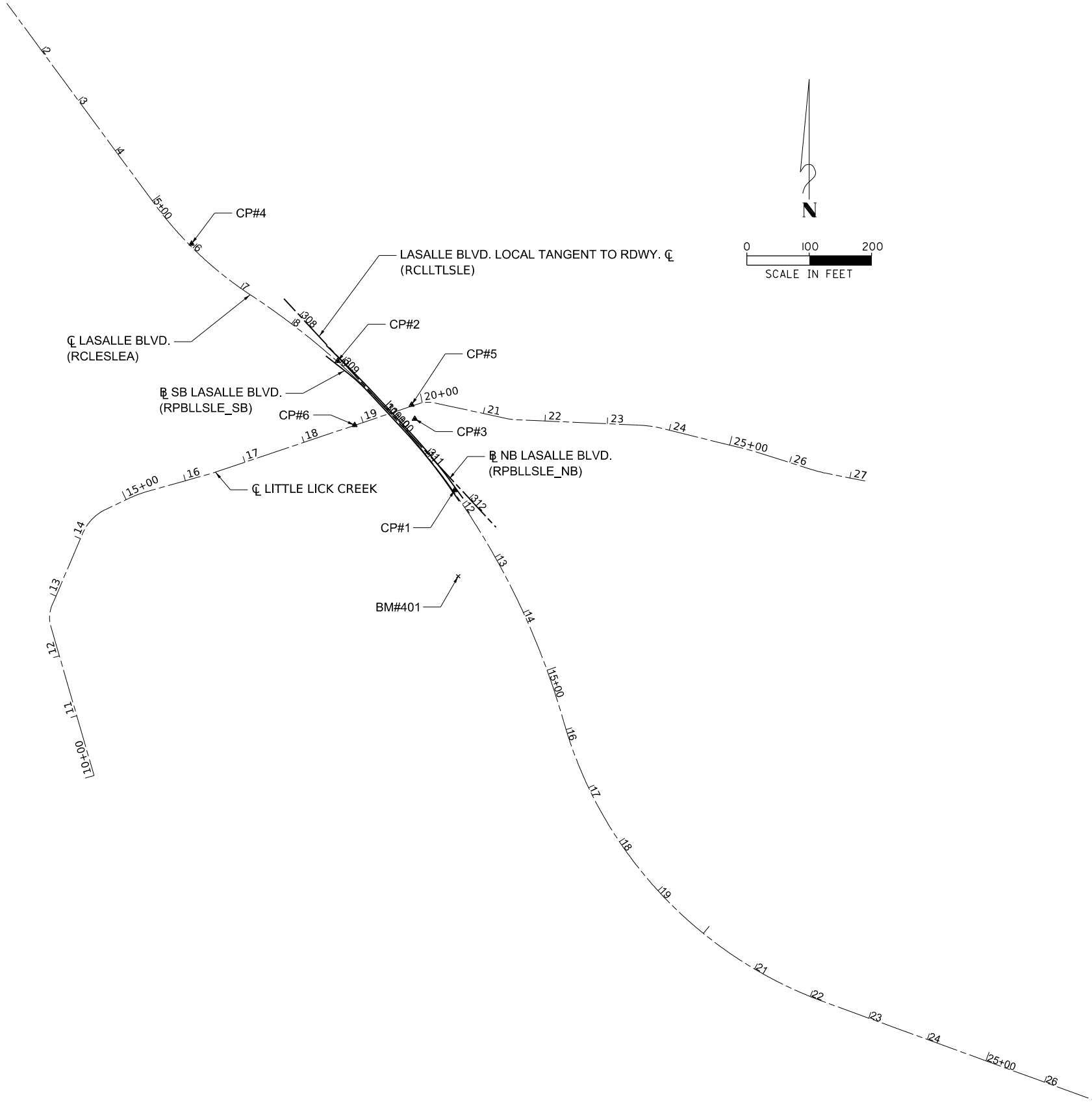
XX008979 CONCRETE COLLAR						
LOCATION				EACH	REMARKS	
10+54.90		27.7' LT	1.0			
TOTAL				1.0		
ROUNDED TOTAL				1.0		

LOCATION	EARTH EXCAVATION	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
LASALLE BLVD.	CU YD	CU YD
STA. 9+09.52 - STA. 10+10.73	165.52	165.52
BRIDGE OMISSION		
STA. 10+18.54 - 10+50.26	37.24	37.24
TOTAL	202.75	202.75

ALL EARTH EXCAVATION FOR AGGREGATE SUBGRADE IMPROVEMENT

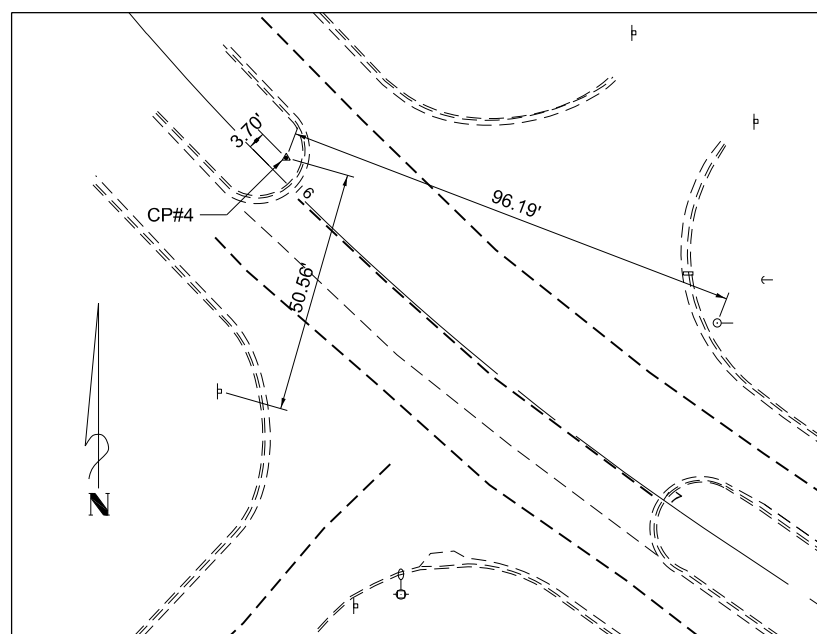
EARTHWORK SUMMARY			
20200100	EARTH EXCAVATION	205	CU YD

MODEL: D:\ch\11\2023\20231221\1017_00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-41-Schedule.dgn
 FILE NAME: 20231221\1017_00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-41-Schedule.dgn

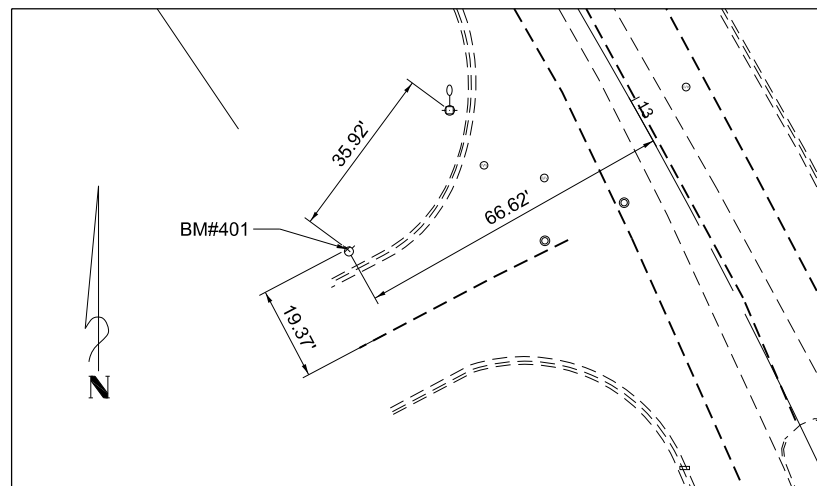


HORIZONTAL CONTROL POINTS						
POINT #	NORTHING	EASTING	CHAIN	STATION	OFFSET	DESCRIPTION
1	1441796.639	2449847.933	RCLLSLEA	11+74.52	2.4' LT	5/8" ROD
2	1442003.927	2449660.478	RCLLSLEA	8+94.82	0.9' LT	5/8" ROD
3	1441911.115	2449784.068	RCLLSLEA	10+46.37	23.2' LT	NAIL
4	1442192.137	2449426.134	RCLLSLEA	5+93.44	3.7' LT	5/8" ROD
5	1441933.728	2449779.131	WWFLINDYA	19+82.87	2.1' LT	NAIL
6	1441901.066	2449687.804	WWFLINDYA	18+85.89	0.3' LT	NAIL

BENCHMARKS				
DESIGNATION	ELEVATION	STATION	OFFSET	DESCRIPTION
BM #401	508.270'	12+97.71	66.6' RT	NE CAP BOLT



CP#4
NOT TO SCALE



BM#401
NOT TO SCALE

MODEL: D:\info\...
 FILE NAME: S:\2023\20231227\1017_200 (Tazewell County - Marcquette Heights Lasalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-4-hc-ATB.dgn

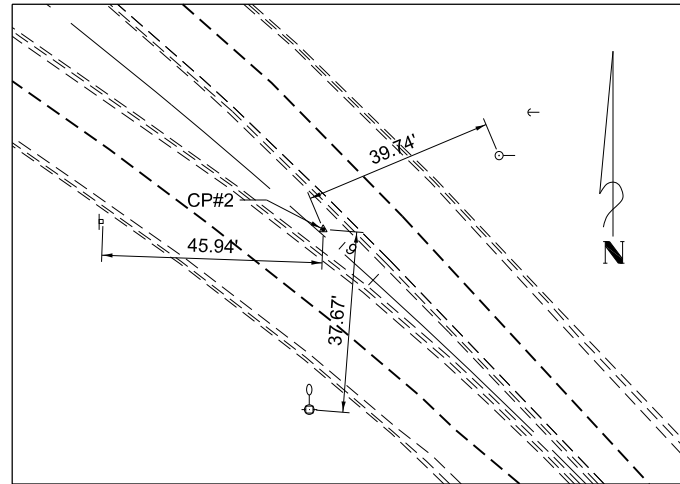
	USER NAME = cadiaz	DESIGNED -	REVISED -
	PLOT SCALE = 200,000' / in.	DRAWN -	REVISED -
	PLOT DATE = 11/10/2023	CHECKED -	REVISED -
		DATE -	REVISED -

TAZEWELL COUNTY
HIGHWAY DEPARTMENT

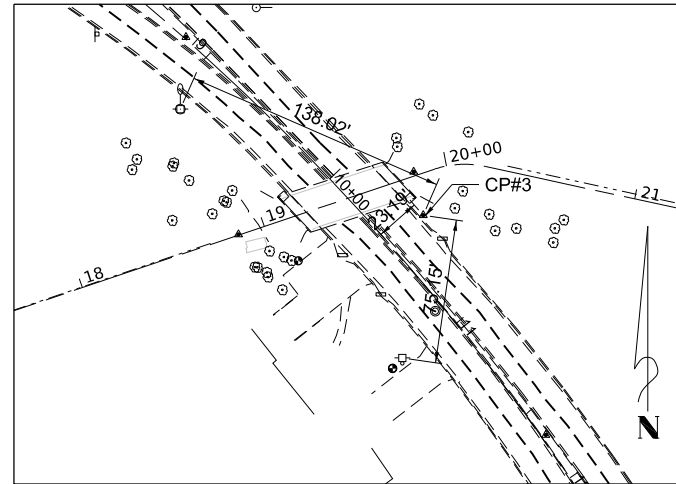
LASALLE BLVD. BRIDGE RECONSTRUCTION
ALIGNMENTS, TIES, BENCHMARKS

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

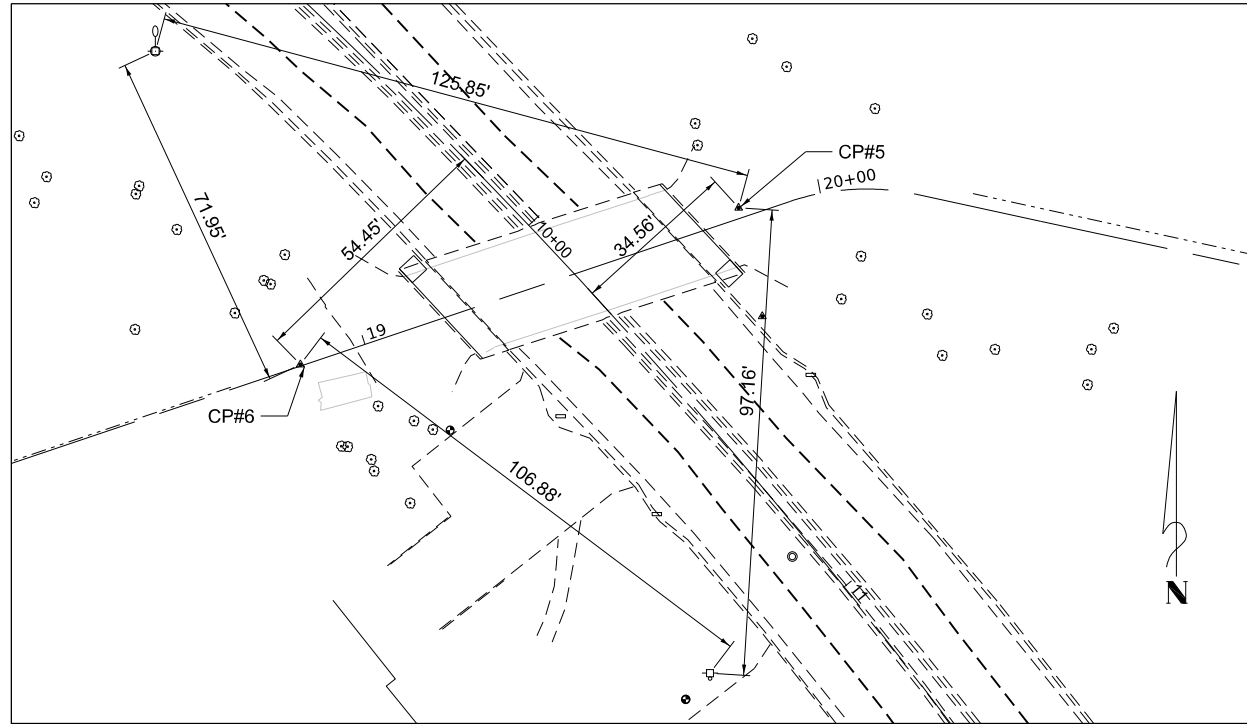
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	8
ILLINOIS				



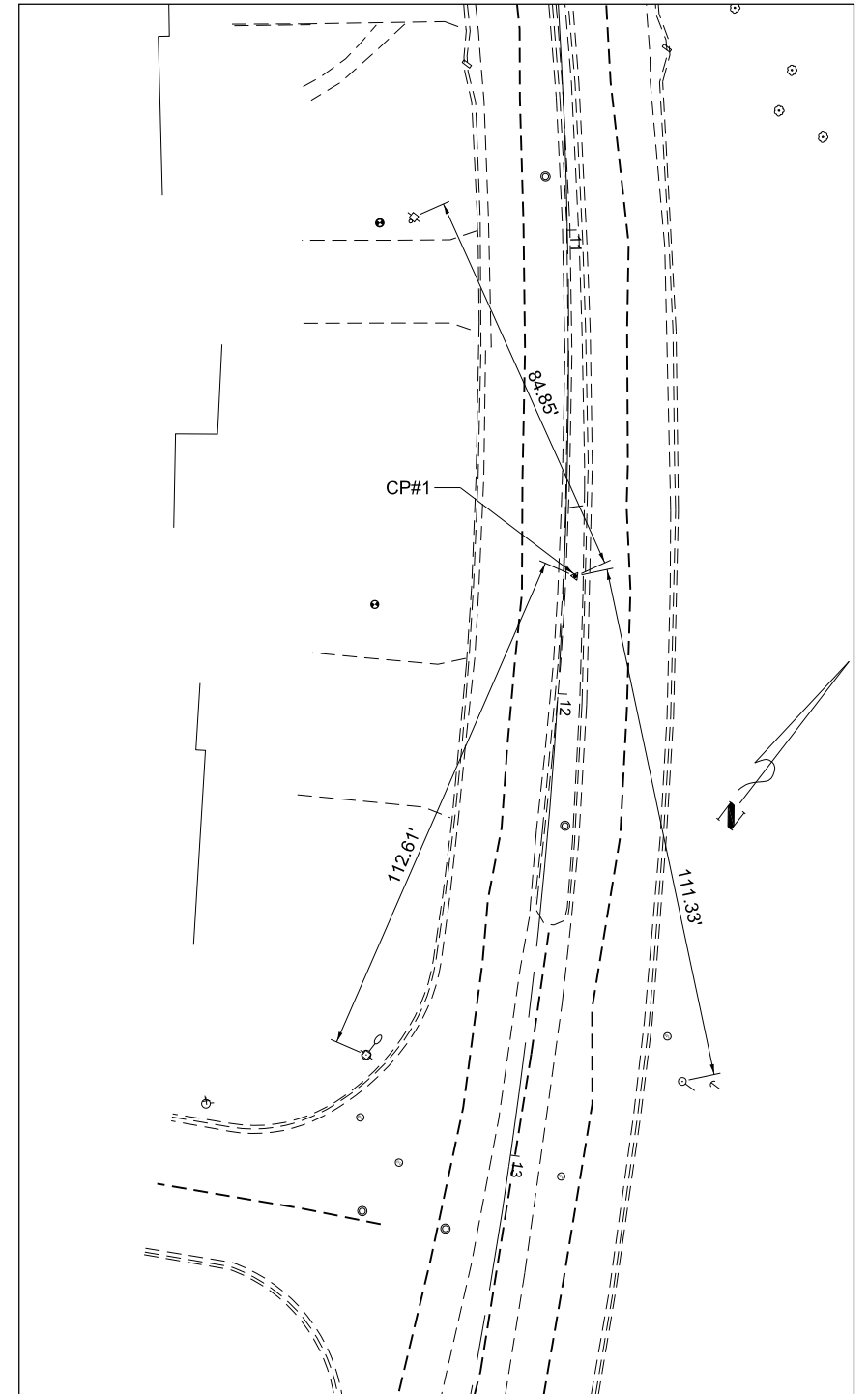
CP#2
NOT TO SCALE



CP#3
NOT TO SCALE



CP#5 & 6
NOT TO SCALE



CP#1
NOT TO SCALE

MODEL: D:\info\...
FILE NAME: S:\27\2023\2721017_20 (Tazewell County - Marcquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\2421017-4-hc-ATB.dgn



USER NAME = cadiaz	DESIGNED -	REVISED -
PLOT SCALE = 200,000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

TAZEWELL COUNTY
HIGHWAY DEPARTMENT

LASALLE BLVD. BRIDGE RECONSTRUCTION
ALIGNMENTS, TIES, BENCHMARKS

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	9

ILLINOIS

Alignment Name: RCLELSLEA
Alignment Description: Alignment(GE_Ex_Centerline)
Alignment Style: Alignment(GE_Ex_Centerline)

Station	Northing	Easting
() 106.322 R1	1442577.78	2449129.74
() 506.322 R1	1442255.69	2449366.94

Tangential Direction: S36.369°E
Tangential Length: 400

Element: Circular

Station	Northing	Easting
() 506.322 R1	1442255.69	2449366.94
() 613.669 R1	1442169.26	2449430.59
() 718.768 R1	1442611.49	2449850.06
() 718.768 R1	1442110.25	2449520.27

Radius: 600
Delta: 20.287° Left
Degree of Curvature (Arc): 9.549°
Length: 212.446

Tangent: 107.347
Chord: 211.338
Middle Ordinate: 9.378
External: 9.527
Back Tangent Direction: S36.369°E
Back Radial Direction: S53.631°W
Chord Direction: S46.513°E
Ahead Radial Direction: S33.344°W
Ahead Tangent Direction: S56.656°E

Element: Circular

Station	Northing	Easting
() 718.768 R1	1442110.25	2449520.27
() 1172.200	1441861.02	2449899.06
() 1587.029	1441091.08	2448849.68
() 1587.029	1441424.89	2450023.13

Radius: 1220
Delta: 40.777° Right
Degree of Curvature (Arc): 4.696°
Length: 868.261

Tangent: 453.433
Chord: 850.052
Middle Ordinate: 76.43
External: 81.538
Back Tangent Direction: S56.656°E
Back Radial Direction: S33.344°W
Chord Direction: S36.268°E
Ahead Radial Direction: S74.120°W
Ahead Tangent Direction: S15.880°E

Element: Circular

Station	Northing	Easting
() 1587.029	1441424.89	2450023.13
() 1931.460	1441093.60	2450117.37
() 2223.998	1441609.58	2450672.37
() 2223.998	1440975.50	2450440.92

Radius: 675
Delta: 54.068° Left
Degree of Curvature (Arc): 8.488°
Length: 636.97

Tangent: 344.432
Chord: 613.597
Middle Ordinate: 73.752
External: 82.798
Back Tangent Direction: S15.880°E
Back Radial Direction: S74.120°W
Chord Direction: S42.913°E
Ahead Radial Direction: S20.053°W
Ahead Tangent Direction: S69.947°E

Element: Linear

Station	Northing	Easting
() 2223.998	1440975.50	2450440.92
() 2682.299	1440818.67	2450871.55

Tangential Direction: S69.989°E
Tangential Length: 458.301

Alignment Name: RPBLLSLE_NB
Alignment Description: Alignment(GE_Pr_Baseline)
Alignment Style: Alignment(GE_Pr_Baseline)

Station	Northing	Easting
() 20863.837	1442029.13	2449642.06
() 20906.182	1441999.47	2449672.28

Tangential Direction: S45.540°E
Tangential Length: 42.344

Element: Circular

Station	Northing	Easting
() 20906.182	1441999.47	2449672.28
() 20941.639	1441974.63	2449697.59
() 20977.084	1441948.63	2449721.70
() 20977.084	1441948.63	2449721.70

Radius: 1500
Delta: 2.708° Right
Degree of Curvature (Arc): 3.820°
Length: 70.902

Tangent: 35.458
Chord: 70.895
Middle Ordinate: 0.419
External: 0.419
Back Tangent Direction: S45.540°E
Back Radial Direction: S44.460°W
Chord Direction: S44.186°E
Ahead Radial Direction: S47.168°W
Ahead Tangent Direction: S42.832°E

Element: Linear

Station	Northing	Easting
() 20977.084	1441948.63	2449721.70
() 21061.775	1441886.52	2449779.28

Tangential Direction: S42.832°E
Tangential Length: 84.691

Element: Circular

Station	Northing	Easting
() 21061.775	1441886.52	2449779.28
() 21108.775	1441852.05	2449811.23
() 21155.670	1441832.44	2449181.6
() 21155.670	1441814.14	2449839.01

Radius: 815
Delta: 6.601° Right
Degree of Curvature (Arc): 7.030°
Length: 93.895

Tangent: 47
Chord: 93.843
Middle Ordinate: 1.352
External: 1.354
Back Tangent Direction: S42.832°E
Back Radial Direction: S47.168°W
Chord Direction: S39.532°E
Ahead Radial Direction: S53.769°W
Ahead Tangent Direction: S36.23°E

Element: Linear

Station	Northing	Easting
() 21155.670	1441814.14	2449839.01
() 21193.771	1441783.41	2449861.53

Tangential Direction: S36.23°E
Tangential Length: 38.1

Alignment Name: RPBLLSLE_SB
Alignment Description: Alignment(GE_Pr_Baseline)
Alignment Style: Alignment(GE_Pr_Baseline)

Station	Northing	Easting
() 10875.315	1442012.03	2449641.49
() 10913.566	1441988.53	2449671.67

Tangential Direction: S52.095°E
Tangential Length: 38.252

Element: Circular

Station	Northing	Easting
() 10913.566	1441988.53	2449671.67
() 10941.920	1441971.11	2449694.04
() 10970.150	1441950.32	2449713.32
() 10970.150	1441950.32	2449713.32

Radius: 350
Delta: 9.263° Right
Degree of Curvature (Arc): 16.370°
Length: 56.584

Tangent: 28.354
Chord: 56.523
Middle Ordinate: 1.143
External: 1.147
Back Tangent Direction: S52.095°E
Back Radial Direction: S37.905°W
Chord Direction: S47.464°E
Ahead Radial Direction: S47.168°W
Ahead Tangent Direction: S42.832°E

Element: Linear

Station	Northing	Easting
() 10970.150	1441950.32	2449713.32
() 11049.457	1441892.16	2449767.23

Tangential Direction: S42.832°E
Tangential Length: 79.306

Element: Circular

Station	Northing	Easting
() 11049.457	1441892.16	2449767.23
() 11107.174	1441849.83	2449806.47
() 11164.699	1441838.08	2449169.55
() 11164.699	1441802.4	2449839.36

Radius: 815
Delta: 8.102° Right
Degree of Curvature (Arc): 7.030°
Length: 115.242

Tangent: 57.717
Chord: 115.146
Middle Ordinate: 2.036
External: 2.041
Back Tangent Direction: S42.832°E
Back Radial Direction: S47.168°W
Chord Direction: S38.781°E
Ahead Radial Direction: S55.270°W
Ahead Tangent Direction: S34.730°E

Element: Linear

Station	Northing	Easting
() 11164.699	1441802.4	2449839.36
() 11193.288	1441778.90	2449855.64

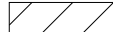
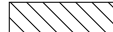
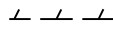
Tangential Direction: S34.730°E
Tangential Length: 28.589

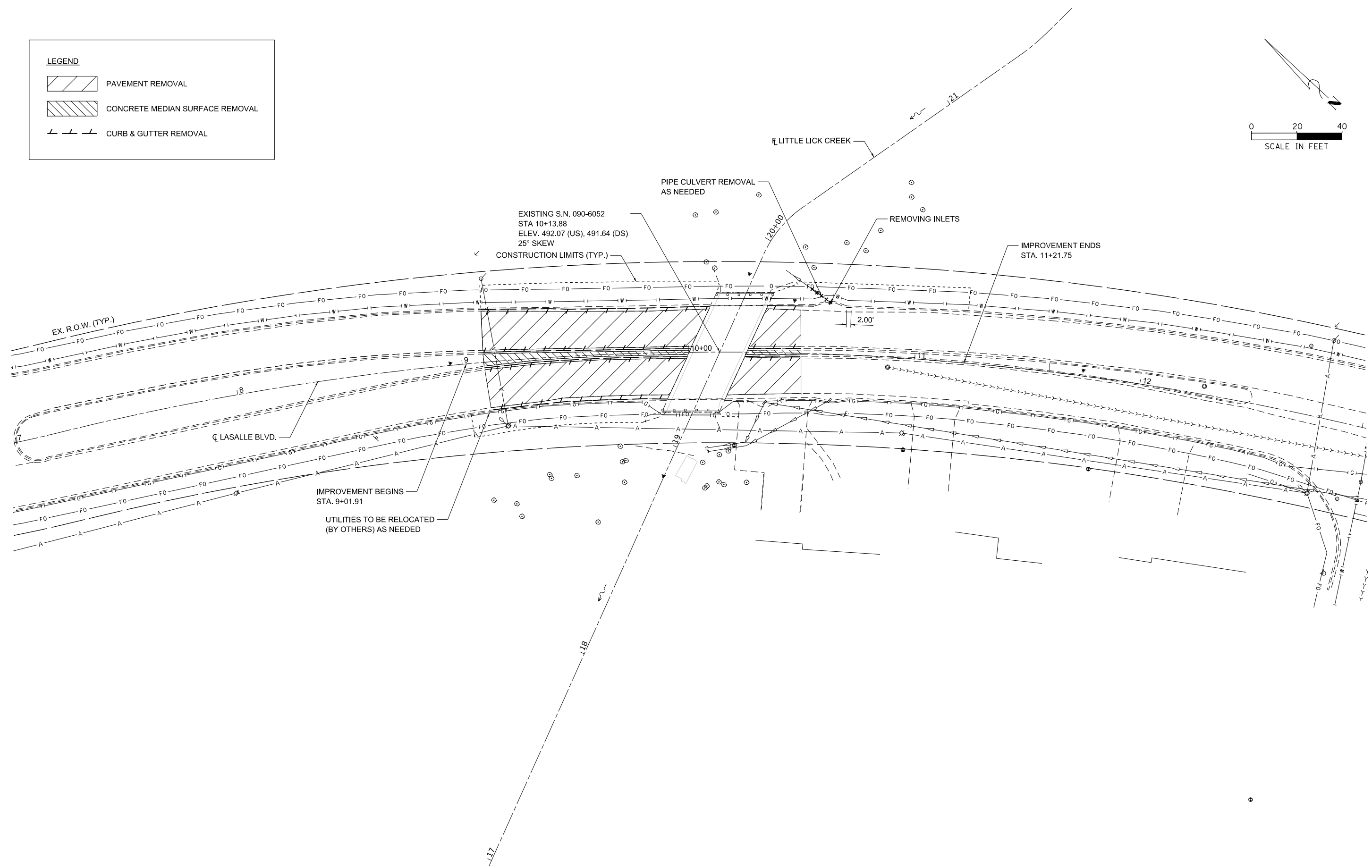
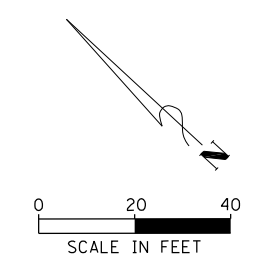
Alignment Name: RCLLSLE
Alignment Description: Alignment(GE_Pr_Centerline)
Alignment Style: Alignment(GE_Pr_Centerline)

Station	Northing	Easting
() 30763.130	1442103.83	2449574.41
() 31263.130	1441737.16	2449914.33

Tangential Direction: S42.832°E
Tangential Length: 500

MODEL: D:\data\32372023\232721017_00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-4-hk-ATB.dgn
FILE NAME: 32372023\232721017_00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-4-hk-ATB.dgn

LEGEND	
	PAVEMENT REMOVAL
	CONCRETE MEDIAN SURFACE REMOVAL
	CURB & GUTTER REMOVAL



MODEL: \\P01\ELSER\4 - P11\2\Sheet1.dwg
 FILE NAME: S:\2022\2372\101230 (Tazewell County - Marcquette Heights - Lasalle Blvd Bridge Reconstruction)\CADD\CADD_Sheets\2372\101230-4-1-Removal.dwg
 11/10/2023 10:12:30 AM



USER NAME = ccaiaz	DESIGNED -	REVISED -
PLOT SCALE = 0.16666667' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**TAZEWELL COUNTY
HIGHWAY DEPARTMENT**

**LASALLE BLVD. BRIDGE RECONSTRUCTION
REMOVAL PLAN**

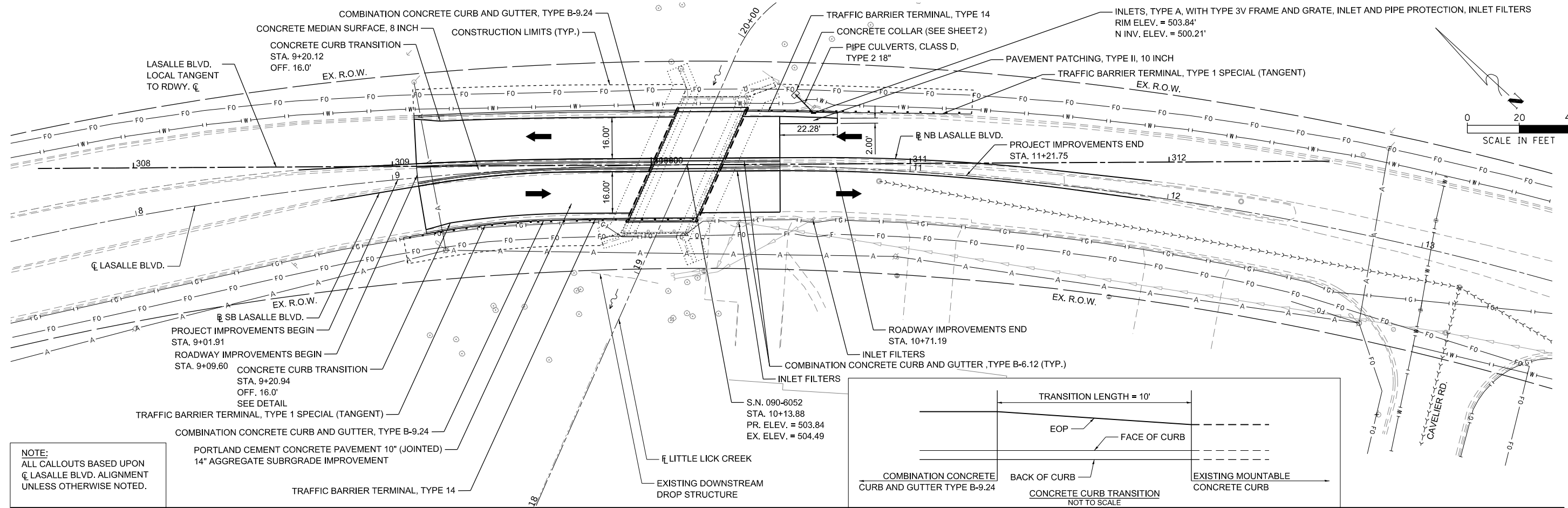
SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. 7+00.00 TO STA. 13+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	11
ILLINOIS				

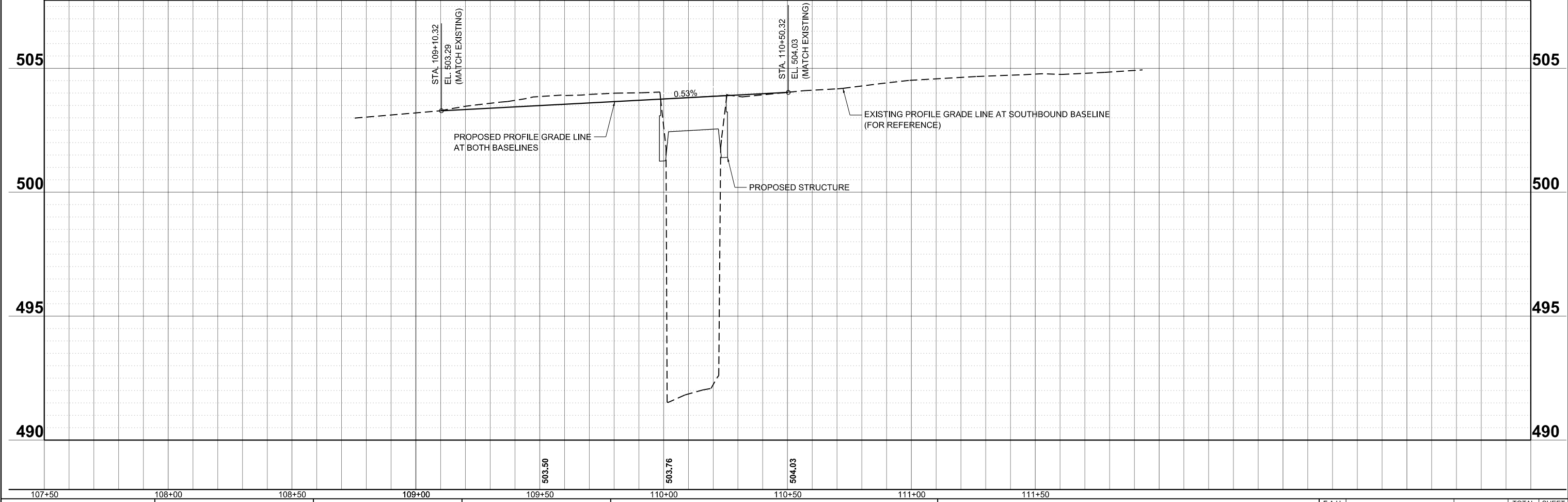
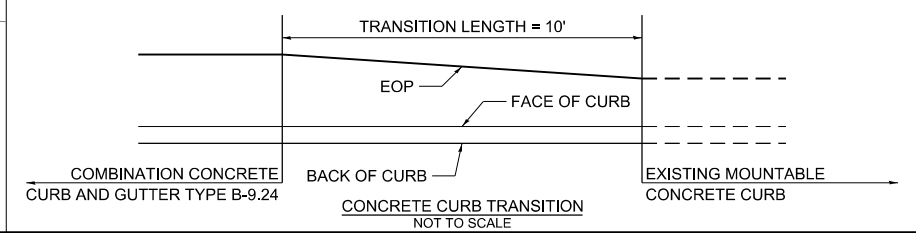
DATE	
BY	
PLAN	
NO.	
NO.	
NO.	
NO.	
NO.	

DATE	
BY	
PROFILE	
NO.	
NO.	
NO.	
NO.	
NO.	

MODEL: SHEET: 18BDRH-LASALLE-001
 FILE NAME: S23720212372101200 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)CADD\CADD Sheets\021017-18BDRH.dwg

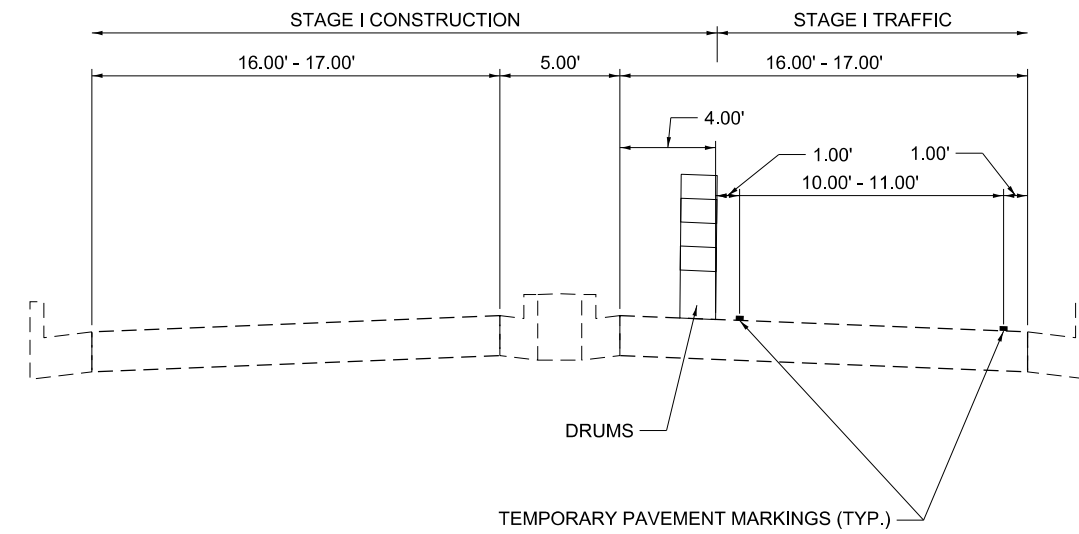
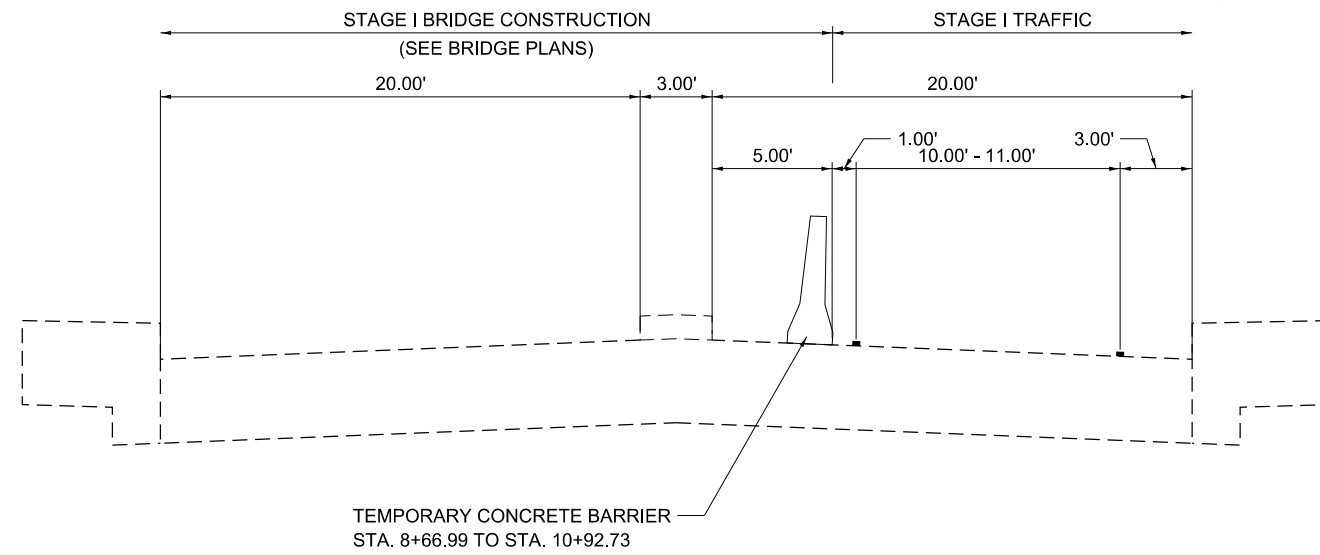


NOTE:
 ALL CALLOUTS BASED UPON
 CL LASALLE BLVD. ALIGNMENT
 UNLESS OTHERWISE NOTED.

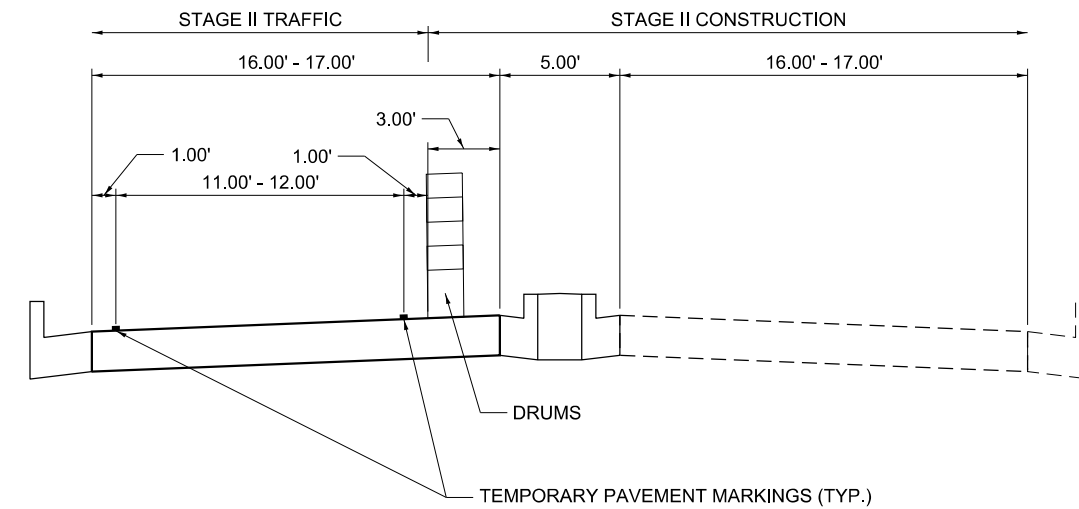
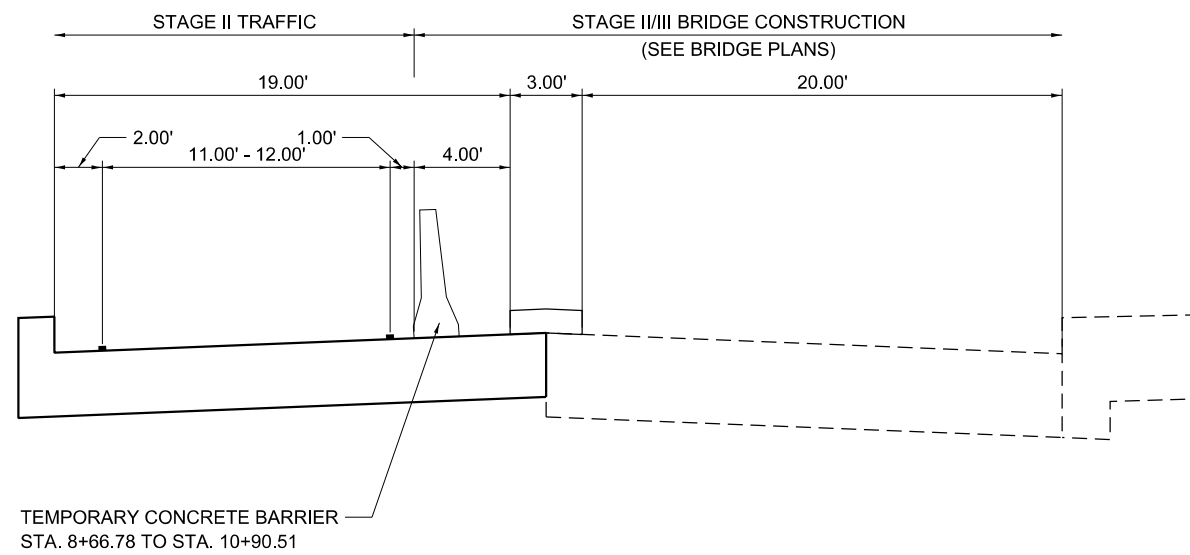


	USER NAME = cdlaz	DESIGNED -	REVISED -	TAZEWELL COUNTY HIGHWAY DEPARTMENT	LASALLE BLVD. BRIDGE RECONSTRUCTION PLAN AND PROFILE	F.A.U. RTE. = 6716	SECTION = 20-00009-00-BR	COUNTY = TAZEWELL	TOTAL SHEETS = 23	SHEET NO. = 12
	PLOT SCALE = 0.166667 1/in.	CHECKED -	REVISED -			SCALE: 1" = 20'	SHEET 1 OF 1 SHEETS	STA. 7+50.00 TO STA. 13+50.00	CONTRACT NO.	
	PLOT DATE = 11/10/2023	DATE -	REVISED -							

STAGE I CONSTRUCTION
(LOOKING SOUTHEAST)



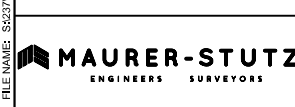
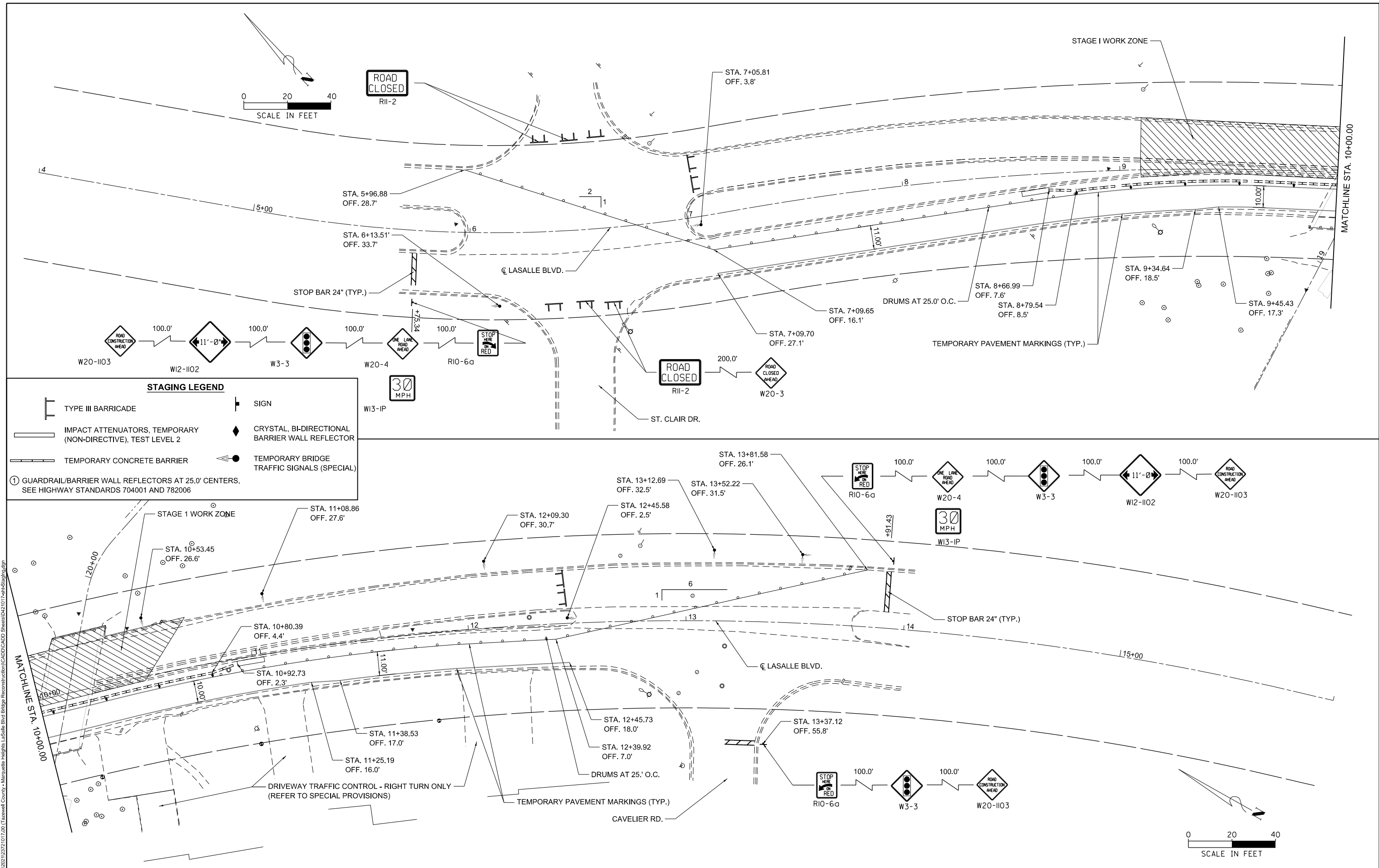
STAGE II CONSTRUCTION
(LOOKING SOUTHEAST)



MODEL: D:\p1\11\2023\20231227\1017_20 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\0421017-41-StageI-21\plan.dgn

USER NAME = cadiaz	DESIGNED -	REVISED -
PLOT SCALE = 6,000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	13
ILLINOIS				



USER NAME = caddaz	DESIGNED -	REVISED -
PLOT SCALE = 0.1666667' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

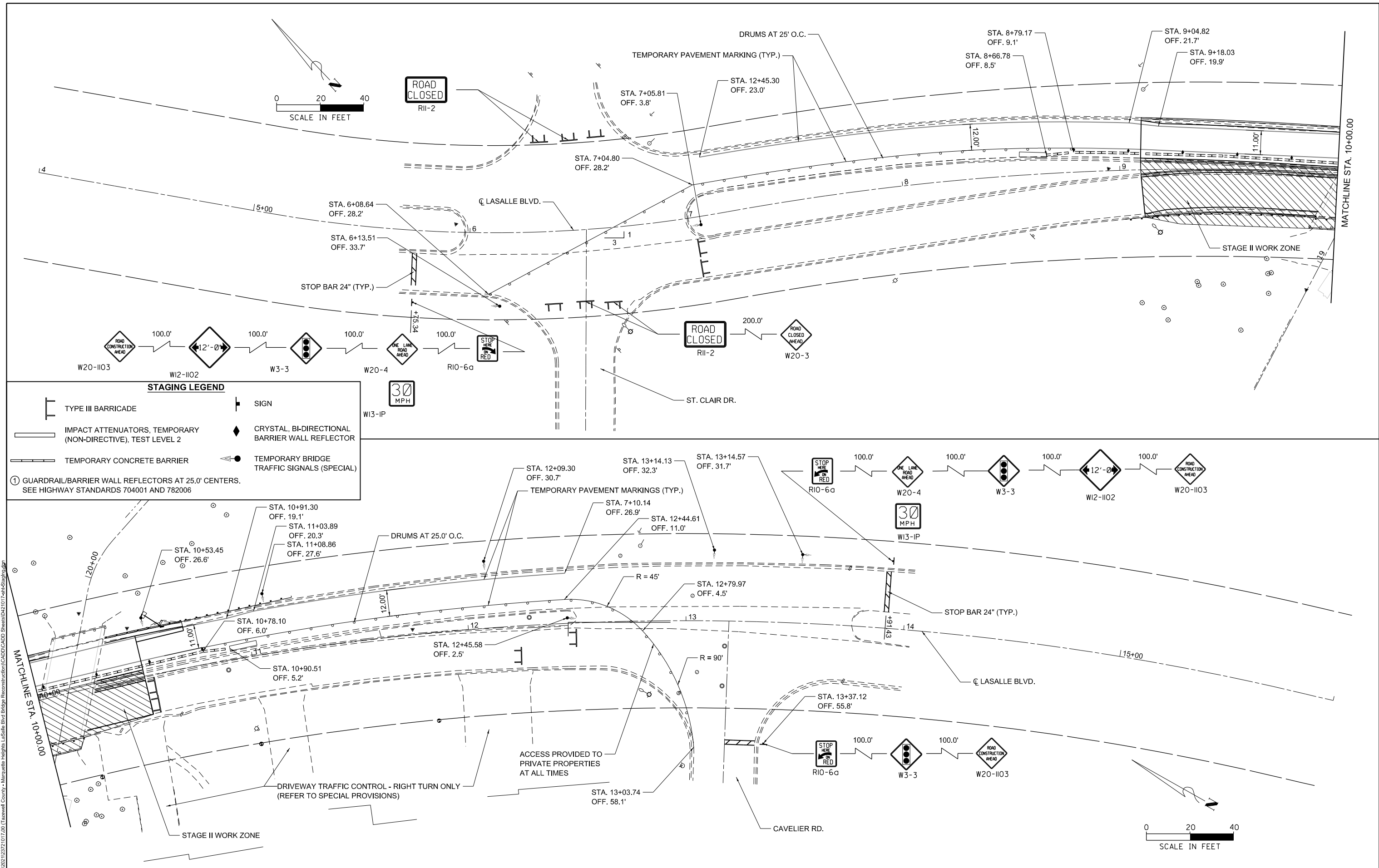
**TAZEWELL COUNTY
HIGHWAY DEPARTMENT**

**LASALLE BLVD. BRIDGE RECONSTRUCTION
STAGE I PLAN**

SCALE: 1" = 20' SHEET 2 OF 3 SHEETS STA. TO STA.

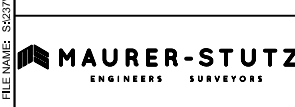
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	14
CONTRACT NO.				
ILLINOIS				

MODEL: Sheet - Stage I
 FILE NAME: S:\2023\20231227\1017_20 (Tazewell County - Marquette Heights - Lasalle Blvd Bridge Reconstruction)\CADD\CADD Sheets\1017-20-14-StageI.dwg



STAGING LEGEND

	TYPE III BARRICADE		SIGN
	IMPACT ATTENUATORS, TEMPORARY (NON-DIRECTIVE), TEST LEVEL 2		CRYSTAL, BI-DIRECTIONAL BARRIER WALL REFLECTOR
	TEMPORARY CONCRETE BARRIER		TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)
① GUARDRAIL/BARRIER WALL REFLECTORS AT 25.0' CENTERS. SEE HIGHWAY STANDARDS 704001 AND 782006			



USER NAME = caldz	DESIGNED -	REVISED -
PLOT SCALE = 0.1666667' / in.	DRAWN -	REVISED -
PLOT DATE = 11/10/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**TAZEWELL COUNTY
HIGHWAY DEPARTMENT**

**LASALLE BLVD. BRIDGE RECONSTRUCTION
STAGE II PLAN**

SCALE: 1" = 20' SHEET 3 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	15
CONTRACT NO.				
ILLINOIS				

MODEL: Sheet - Stage II
 FILE NAME: S23272021232721017_20 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction) CAD/CADD Sheets/0421017-4-15/Stage II.dwg

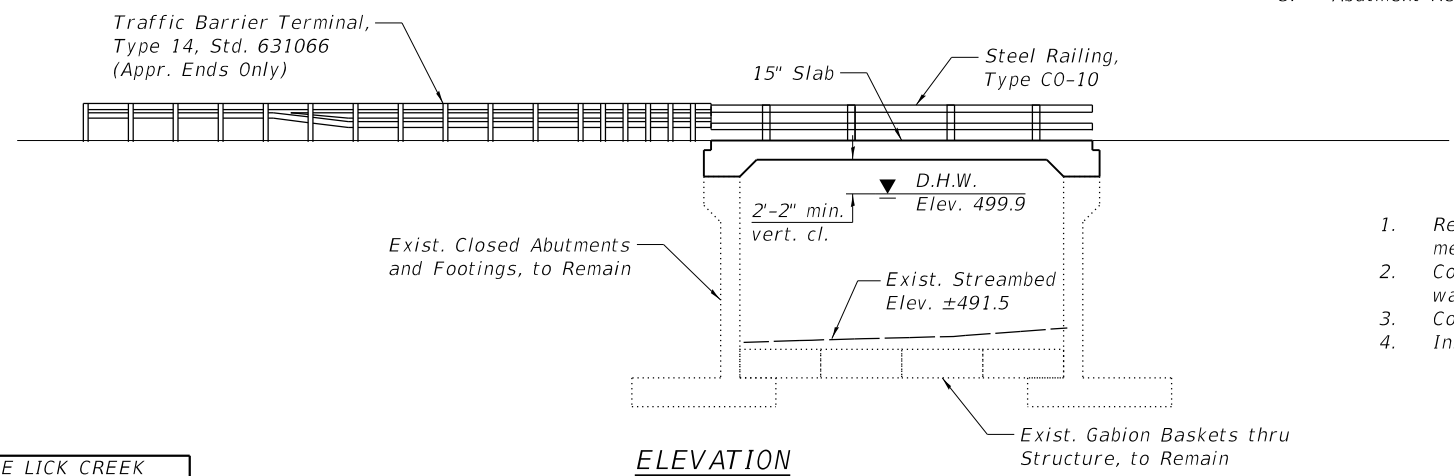
Benchmark - Chiseled 'X' on northeast cap bolt on hydrant in NW quadrant of LaSalle Blvd. and Cavalier Rd. intersection. Sta. 12+97.71, 66.6' RT, Elev. 508.27.
 Existing Structure - S.N. 090-6052; Built in 1948, the original structure was a single span steel beam bridge on closed abutments with 27'-6" back to back of abutments. In 1990, the superstructure was replaced by precast concrete channel beams, measuring 25'-6" end to end of deck and 52'-6" out to out width including a raised median and sidewalks on each side. The existing channel beam superstructure will be removed and replaced utilizing staged construction with one lane of traffic maintained using traffic signals.
 Salvage - None.

INDEX OF SHEETS

1. General Plan and Elevation
2. Staging Details
3. Temporary Concrete Barrier
4. Superstructure
5. Superstructure Details
6. Steel Railing
7. Bar Splicer Assembly Details
8. Abutment Repairs

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Removal of Existing Superstructure	Each	1
Concrete Superstructure	Cu. Yd.	62.6
Bridge Deck Grooving	Sq. Yd.	98
Protective Coat	Sq. Yd.	135
Reinforcement Bars, Epoxy Coated	Pound	17880
Bar Splicers	Each	79
Steel Railing, Type C0-10	Foot	52
Name Plates	Each	1
Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	37



SCOPE OF WORK

1. Remove exist. superstructure (beams, railing, median, sidewalks, bearing pads).
2. Complete concrete repair on face of abutment walls.
3. Construct new slab bridge superstructure.
4. Install bridge railing.

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.

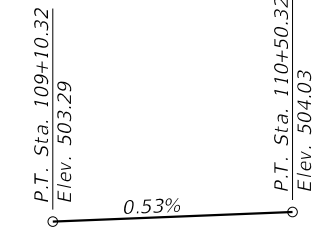
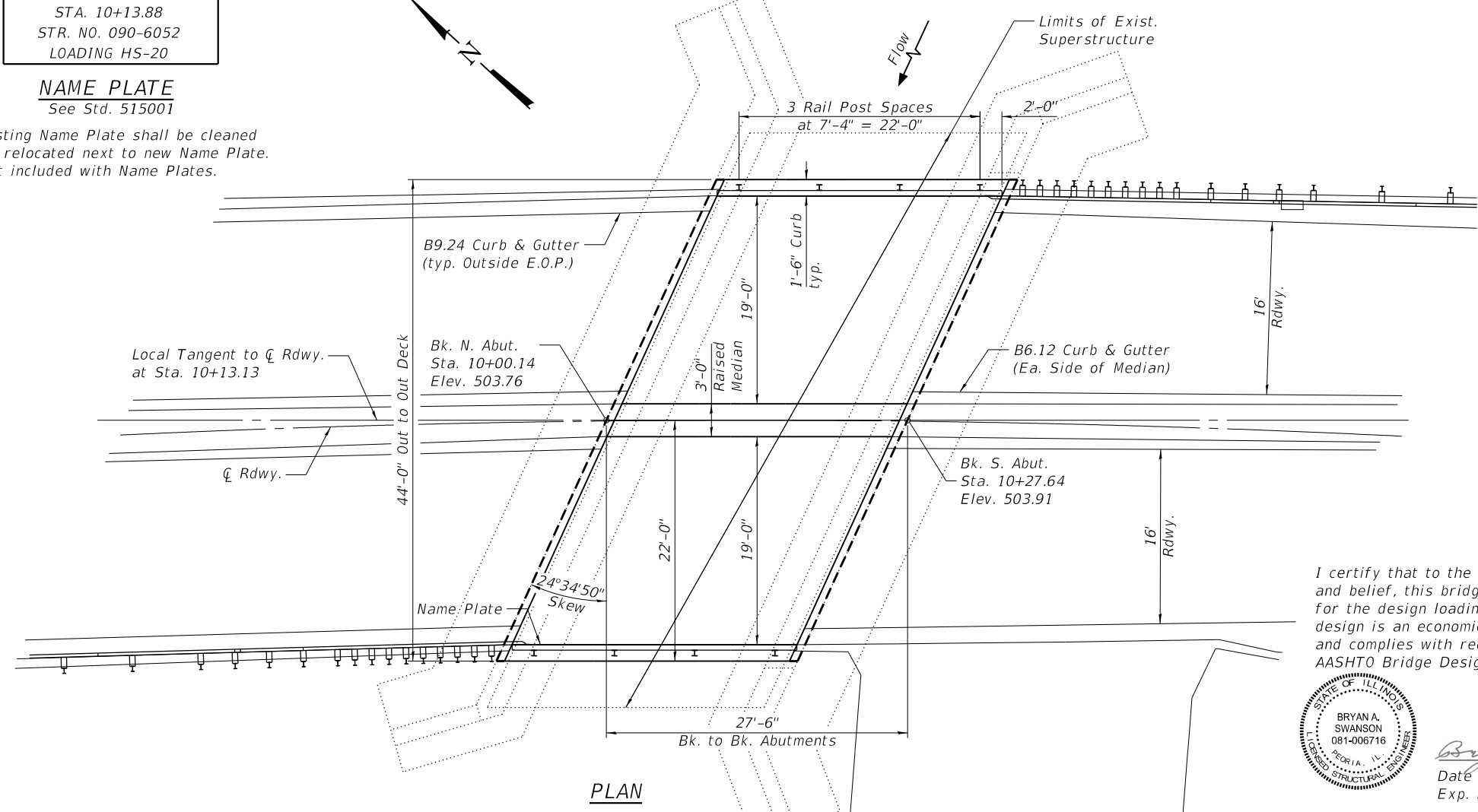
Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction 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 at the unit price bid for the work.

Care shall be taken during removal of the existing precast beams to not damage the abutment bearing seats. The beams are doweled to the abutment. Dowel rods may be cut flush with the bearing seat, or they may be cleaned and incorporated in the new construction so long as they maintain 2" min. clearance from all concrete faces.

LITTLE LICK CREEK
 BUILT BY
 TAZEWELL COUNTY
 SEC. 20-00009-00-BR
 STA. 10+13.88
 STR. NO. 090-6052
 LOADING HS-20

NAME PLATE
 See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

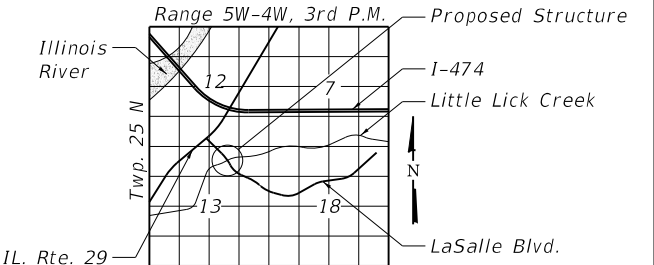


DESIGN SPECIFICATIONS

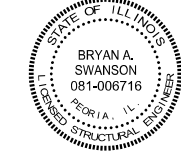
2002 AASHTO
 LOADING HS 20-44
 Allow 25#/sq. ft. for future wearing surface.

DESIGN STRESSES

FIELD UNITS
 f'c = 4,500 psi (Superstructure)
 fy = 60,000 psi (Reinforcement)



I certify that to the best of my knowledge, information, and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO Bridge Design Specifications.



Bryan Swanson
 Date Signed: 12-11-23
 Exp. Date: 11/30/2024

GENERAL PLAN AND ELEVATION
LASALLE BOULEVARD OVER LITTLE LICK CREEK
 SEC. 20-00009-00-BR
 TAZEWELL COUNTY
 STA. 10+13.88
 STRUCTURE NO. 090-6052

MODEL: Default
 FILE NAME: SA237\2021123721017.00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD_Sheets\0906052-001-GPE.dgn
 12/11/2023 1:35:35 PM



USER NAME = baswanson	DESIGNED -	REVISIONS -
PLOT SCALE =	CHECKED -	REVISIONS -
PLOT DATE = 12/11/2023	DRAWN -	REVISIONS -
	CHECKED -	REVISIONS -

**TAZEWELL COUNTY
 HIGHWAY DEPARTMENT**

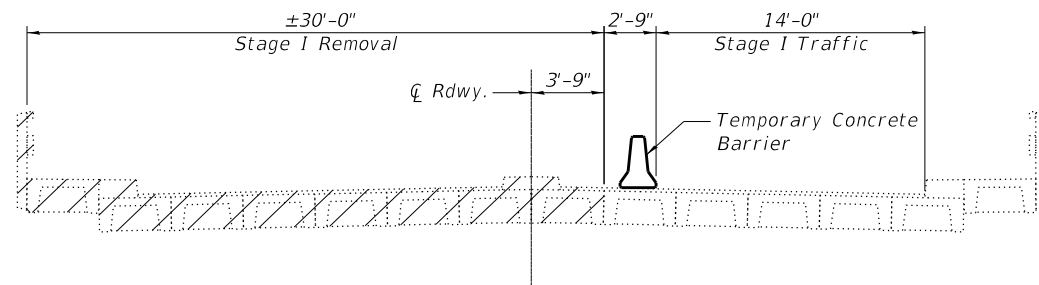
SHEET NO. 1 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	16

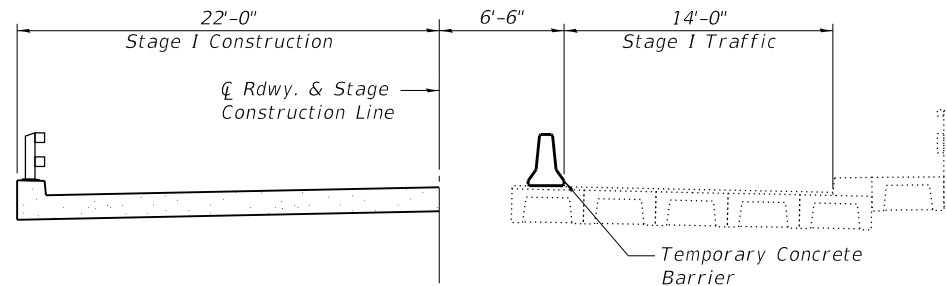
WATERWAY INFORMATION

Drainage Area = 1.8 sq. mi.			Low Grade Elev. 503.93 @ Sta. 10+10.77						
Flood	Freq. Yr.	Q C.F.S.	Opening Ft ²		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Ten Year	10	927	109	108	497.39	1.25	1.25	498.68	498.64
Design	30	1450	138	137	498.84	1.96	1.96	500.84	500.80
Base	100	1890	158	158	499.87	3.43	2.99	503.34	502.86
Max. Calc.	500	2670	190	189	501.43	5.83	3.86	507.30	505.29

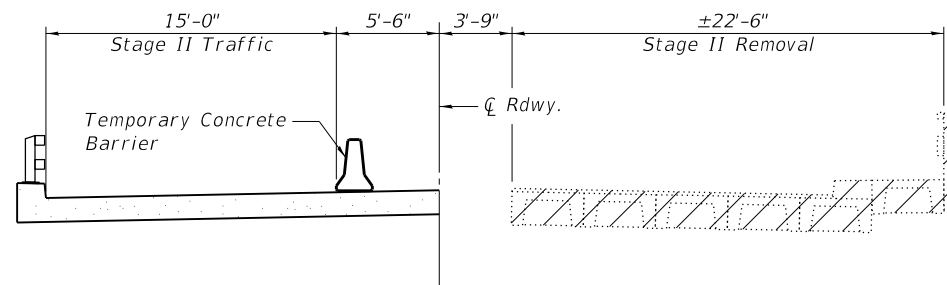
10-Year Velocity thru Exist. Structure = 9.10 ft/s
 10-Year Velocity thru Prop. Structure = 9.10 ft/s



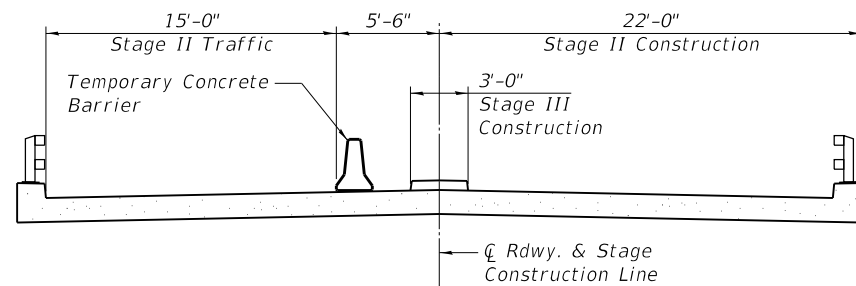
STAGE I REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)



STAGE II REMOVAL
(Looking East)



STAGE II/III CONSTRUCTION
(Looking East)

Notes:
 Hatched area indicates Removal of Existing Superstructures.
 For Temporary Concrete Barrier, see sheet 3 of 8. See Rdwy. Plans for quantities of Temporary Concrete Barrier.
 Construct Stage III (Raised Median) while utilizing Stage II Traffic Control.

MODEL: Default
 FILE NAME: SA237\2021\12\17\1017.00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD_Sheets\0906052-002-Staging.dgn
 12/11/2023 1:35:36 PM

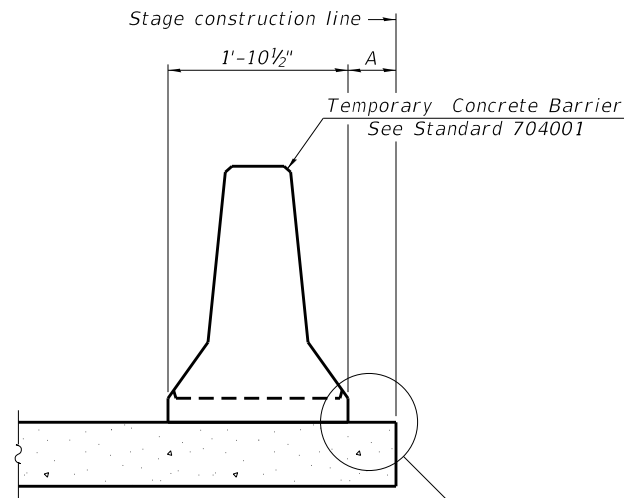
MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = baswanson	DESIGNED -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 12/11/2023	DRAWN -	REVISED -
		CHECKED -	REVISED -

**TAZEWELL COUNTY
 HIGHWAY DEPARTMENT**

**STAGING DETAILS
 STRUCTURE NO. 090-6052**

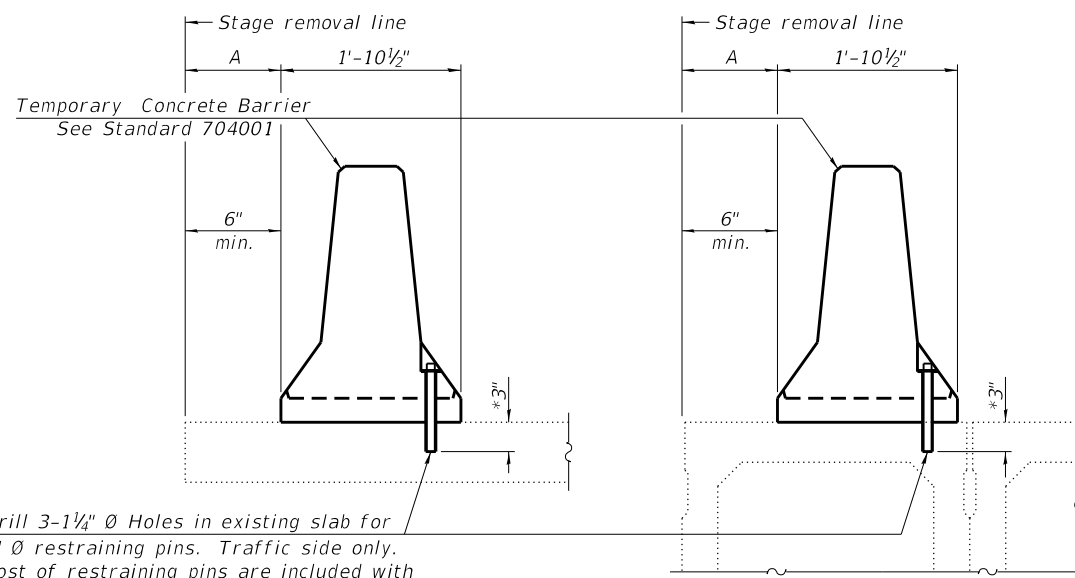
SHEET NO. 2 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	17
ILLINOIS				



When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



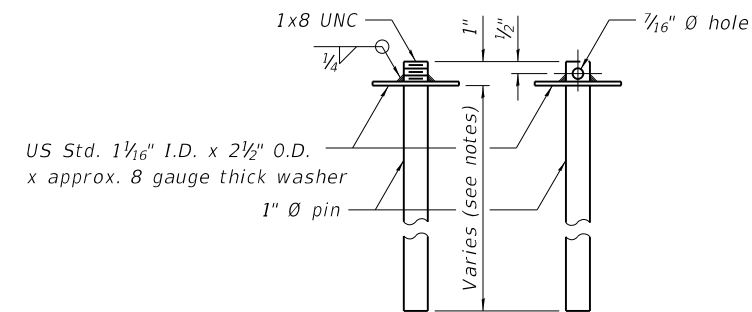
Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

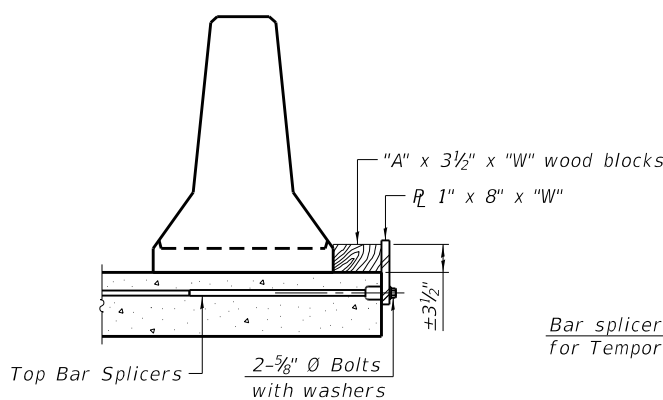
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

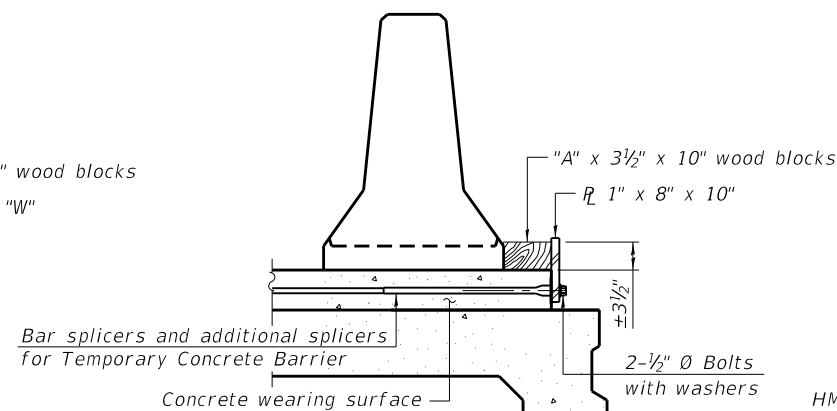


RESTRAINING PIN

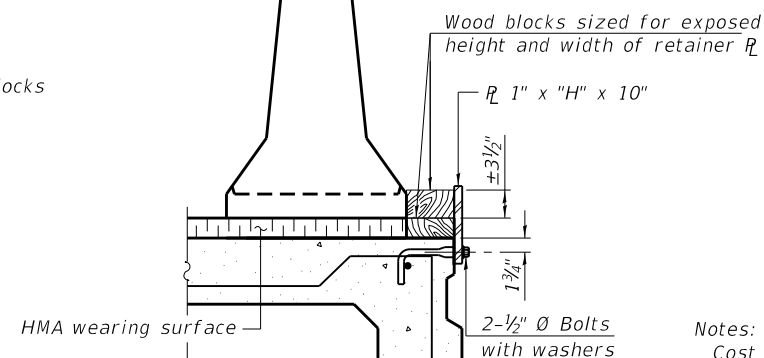
US Std. 1 1/16" I.D. x 2 1/2" O.D. x approx. 8 gauge thick washer



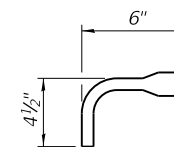
DETAIL I



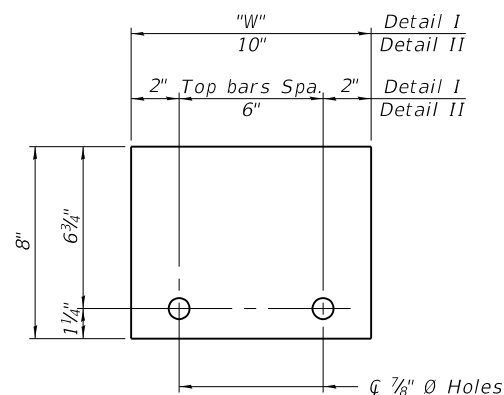
DETAIL II



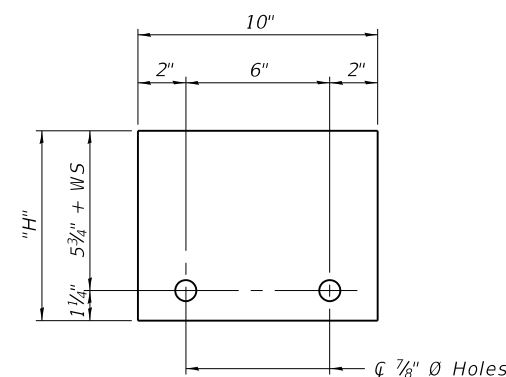
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W" (Detail I and II)



STEEL RETAINER 1" x "H" x 10" (Detail III)

Notes:
 Cost of retainer assembly is included with Temporary Concrete Barrier.
 A retainer assembly shall be located at the approximate center of each temporary concrete barrier.
 The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
 When the 'A' dimension is less than 1 1/2', the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate.
 For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

- Detail I - Installation for a new bridge deck or bridge slab.
- Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.
- Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

MODEL: Default
 FILE NAME: SA237\2021\12\17\17.00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD_Sheets\0906052-003-Temp. Conc Barrier.dgn

MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = baswanson	DESIGNED -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 12/11/2023	DRAWN -	REVISED -
		CHECKED -	REVISED -

TAZEWELL COUNTY
HIGHWAY DEPARTMENT

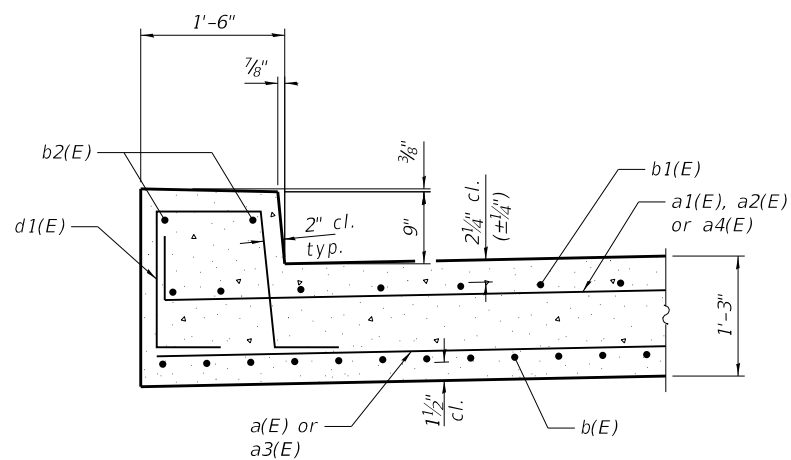
TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 090-6052

SHEET NO. 3 OF 8 SHEETS

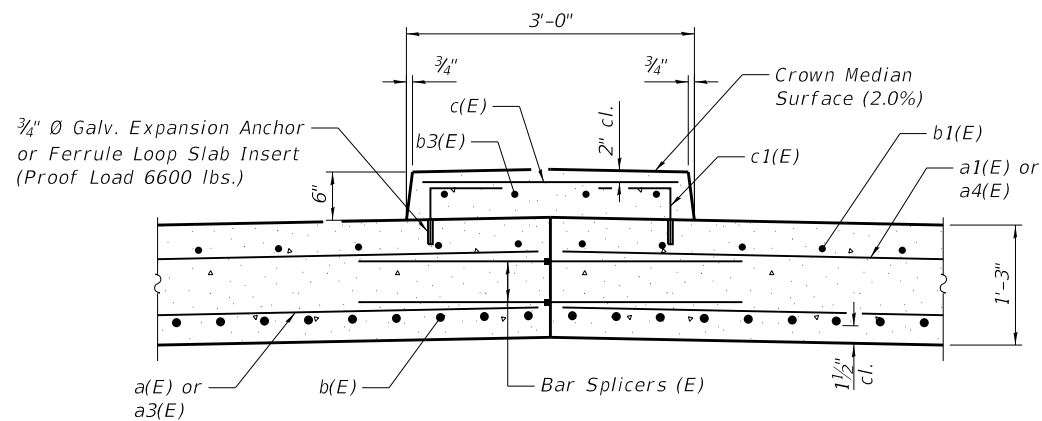
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	18
ILLINOIS				

**SUPERSTRUCTURE
BILL OF MATERIAL**

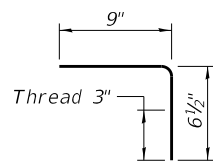
Bar	No.	Size	Length	Shape
a(E)	46	#8	21'-8"	—
a1(E)	40	#5	21'-8"	—
a2(E)	62	#6	8'-4"	—
a3(E)	26	#8	21'-8"	—
a4(E)	22	#5	21'-6"	—
a5(E)	8	#5	23'-10"	—
a6(E)	16	#5	23'-10"	—
b(E)	82	#9	28'-2"	—
b1(E)	54	#5	25'-8"	—
b2(E)	4	#5	25'-8"	—
b3(E)	4	#5	25'-8"	—
c(E)	26	#5	2'-6"	—
c1(E)	52	#5	1'-4"	—
d(E)	88	#5	7'-11"	—
d1(E)	52	#5	5'-10"	—
v(E)	88	#5	2'-8"	—
Reinforcement Bars, Epoxy Coated		Pound	17880	
Concrete Superstructure		Cu. Yds.	62.6	



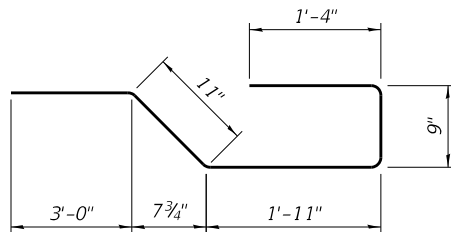
CURB DETAIL



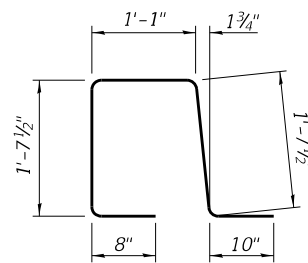
MEDIAN DETAIL



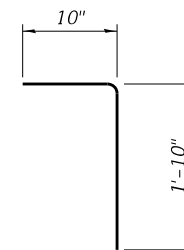
BAR c1(E)



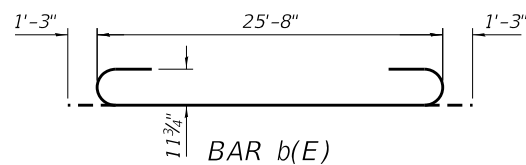
BAR d(E)



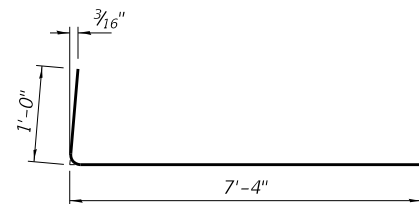
BAR d1(E)



BAR v(E)



BAR b(E)



BAR a2(E)

Notes:
 The cost of expansion anchors/inserts in the median is included in the cost of Reinforcement Bars, Epoxy Coated.
 Tilt a2(E) bars within the curbs as necessary to maintain a minimum 1 1/2" clearance to the end of the bars.
 See sheet 7 of 8 for Bar Splicer details.

MODEL: Default
 FILE NAME: SA237\2021123721017.00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\CADD_Sheets\0906052-005-Superstructure_Details.dgn

MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME = baswanson	DESIGNED -	REVISED -
	PLOT SCALE =	CHECKED -	REVISED -
	PLOT DATE = 12/11/2023	DRAWN -	REVISED -
		CHECKED -	REVISED -

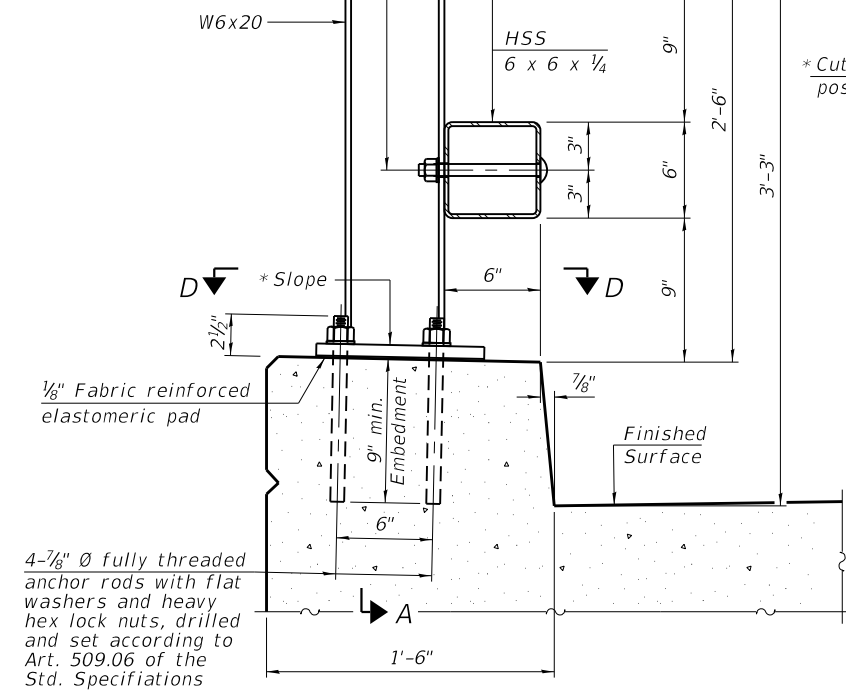
**TAZEWELL COUNTY
HIGHWAY DEPARTMENT**

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 090-6052**

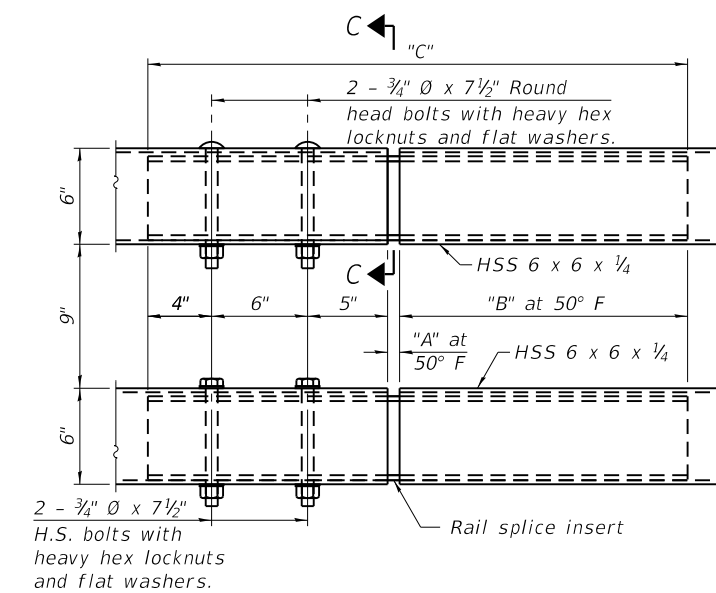
SHEET NO. 5 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	20
		ILLINOIS		

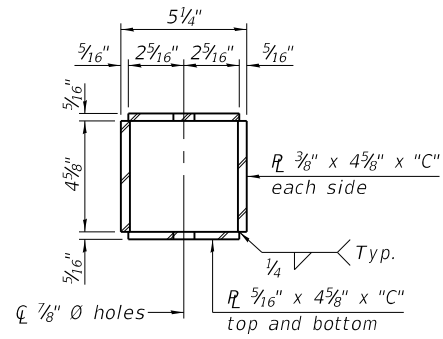
4 - 3/4" Ø x 7 1/2" Round head bolts with heavy hex locknuts and flat washers. Field drill 7/8" Ø holes in HSS tubing using holes in post as template.



SECTION AT RAIL POST
(New construction)



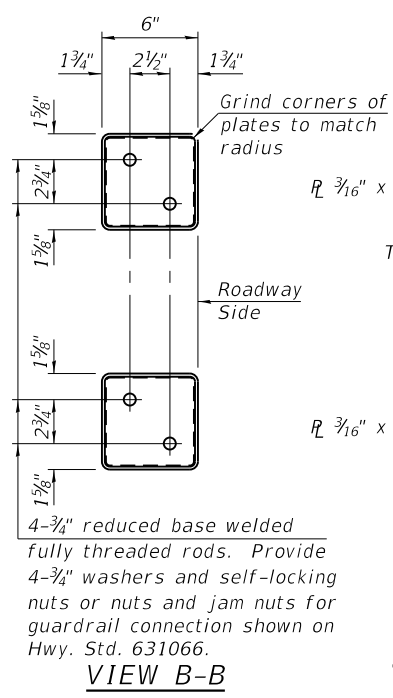
TOP AND BOTTOM RAIL SPLICE ELEVATION



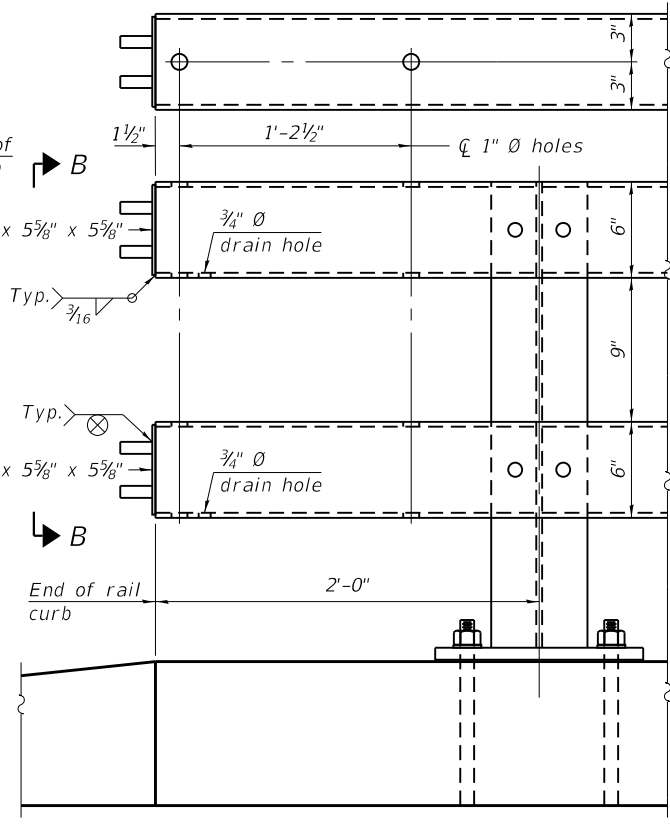
SECTION C-C

SPLICE DIMENSIONS

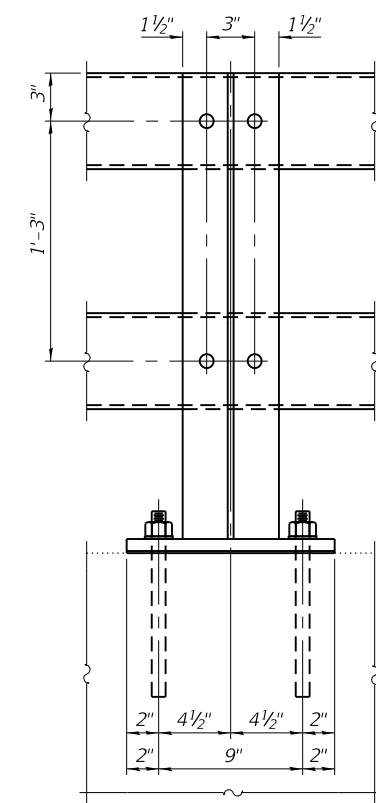
Location	T	A	B	C
All locs. not over exp. jts.	0	1/2"	1'-6"	2'-9 1/2"



VIEW B-B

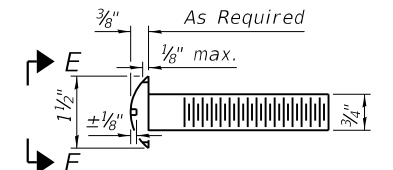


END OF RAIL DETAILS

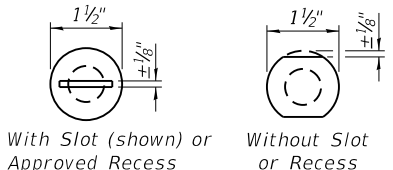


SECTION A-A

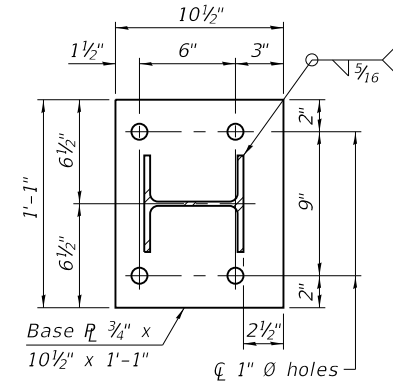
Notes:
 All HSS tubing shall be ASTM A500 grade C.
 All plates shall be AASHTO M270 grade 50.
 All heavy hex nuts shall be according to ASTM A563 grade DH.
 All fully threaded anchor rods shall be ASTM F1554 grade 105.
 The post base plate shall be fastened to the curb snug tight and given an additional 1/8" turn.
 Provide one 1/8" and two 1/16" steel shims for 25% of the posts. Shims shall be similar to base plates in size and holes.
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
 All HSS tubing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
 Rail splice inserts may be built out of 2 - 3/8" bent plates in lieu of the 4 plate rail splice inserts shown, provided the outside dimensions are matched.
 All round head bolts shall be ASTM A449.
 The centerline of rail splices shall be placed between 1'-8" to 2'-6" from the centerline of the posts. The free end of the splice tube shall be oriented away from the closest post.



ROUND HEAD BOLT DETAIL



VIEW E-E



SECTION D-D

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type C0-10	Foot	52

RAILING CRITERIA

MASH 2016 Test Level	4
Railing Weight (plf)	75
Min f'c (psi)	4,500
Post Spacing Range	6'-8" - 10'-0"

R-42 10-12-2021

MAURER-STUTZ
ENGINEERS SURVEYORS

USER NAME = baswanson
 PLOT SCALE =
 PLOT DATE = 12/11/2023

DESIGNED -
 CHECKED -
 DRAWN -
 CHECKED -

REVISED -
 REVISED -
 REVISED -
 REVISED -

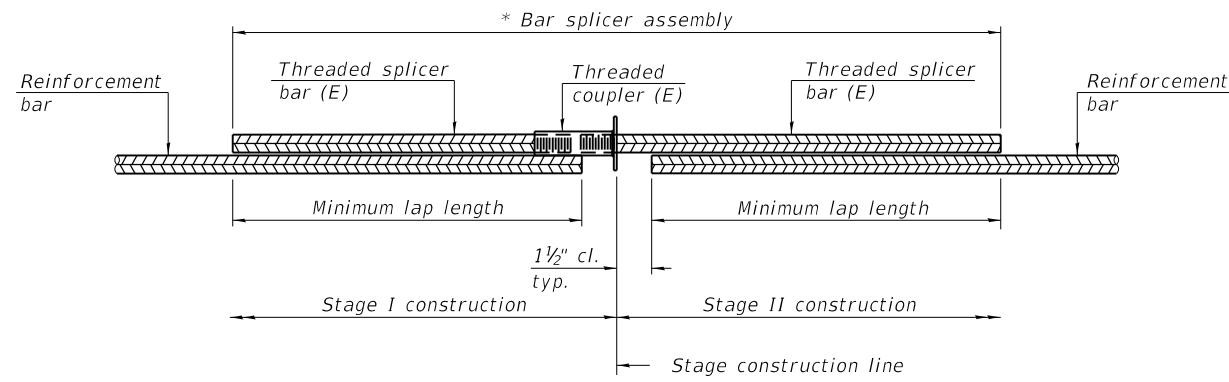
TAZEWELL COUNTY
HIGHWAY DEPARTMENT

STEEL RAILING, TYPE C0-10
STRUCTURE NO. 090-6052

SHEET NO. 6 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	21

ILLINOIS



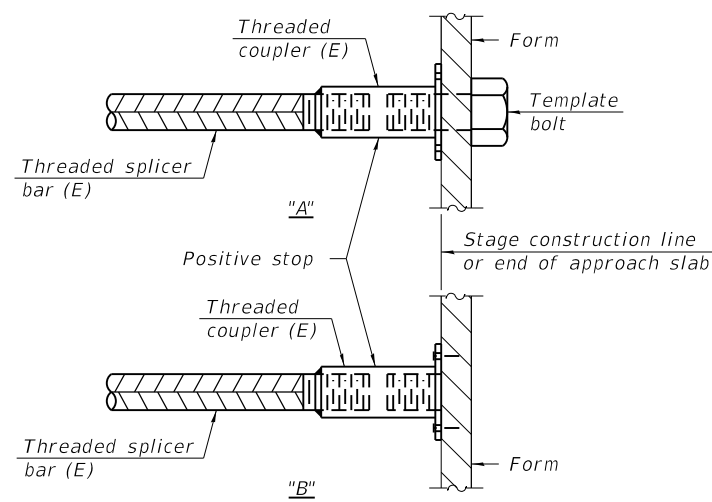
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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
Deck Slab (top)	#5	31	3'-4"
Deck Slab (bott.)	#8	36	4'-9"
Deck Slab (ends)	#5	12	3'-0"

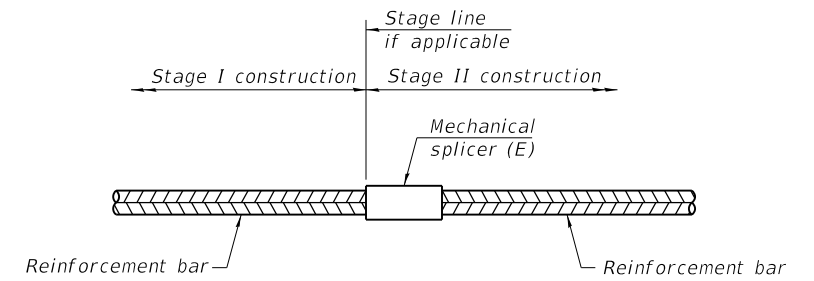


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL: Default
FILE NAME: S:\237\2021\23721017.00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\Reconstruction\CADD_Sheets\0906052-007 Bar Splacers.dgn

BSD-1

2-1-2023



USER NAME = baswanson	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 12/11/2023	DRAWN -	REVISED -
	CHECKED -	REVISED -

**TAZEWELL COUNTY
HIGHWAY DEPARTMENT**



**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 090-6052**

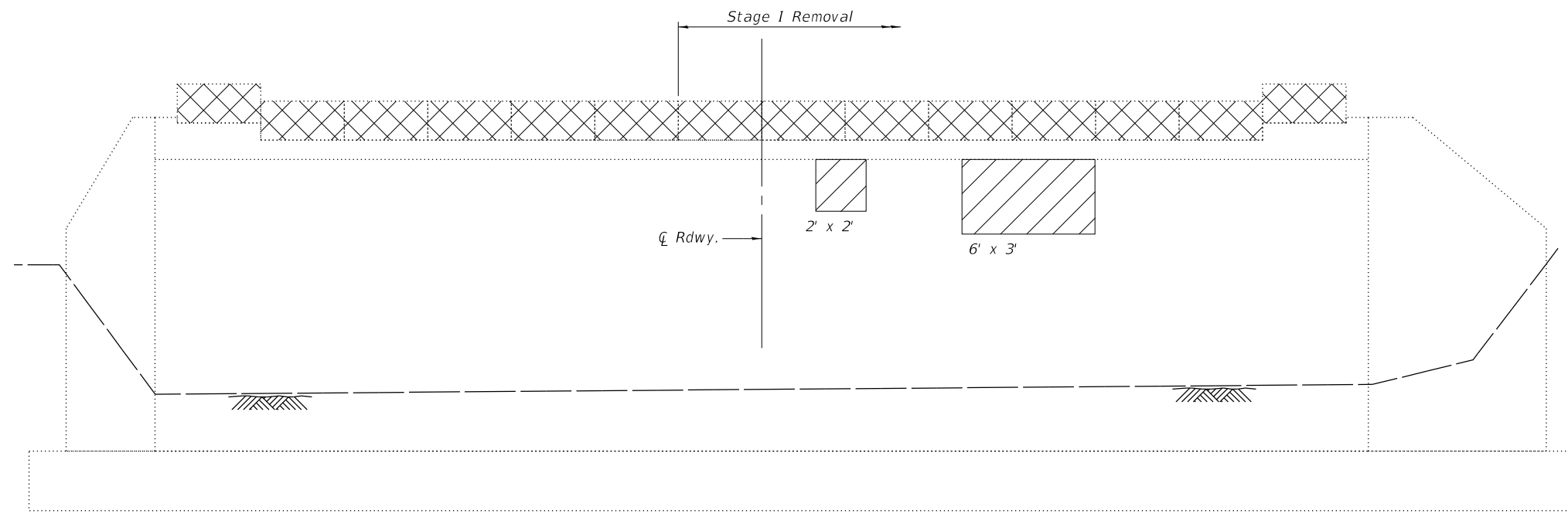
SHEET NO. 7 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	22

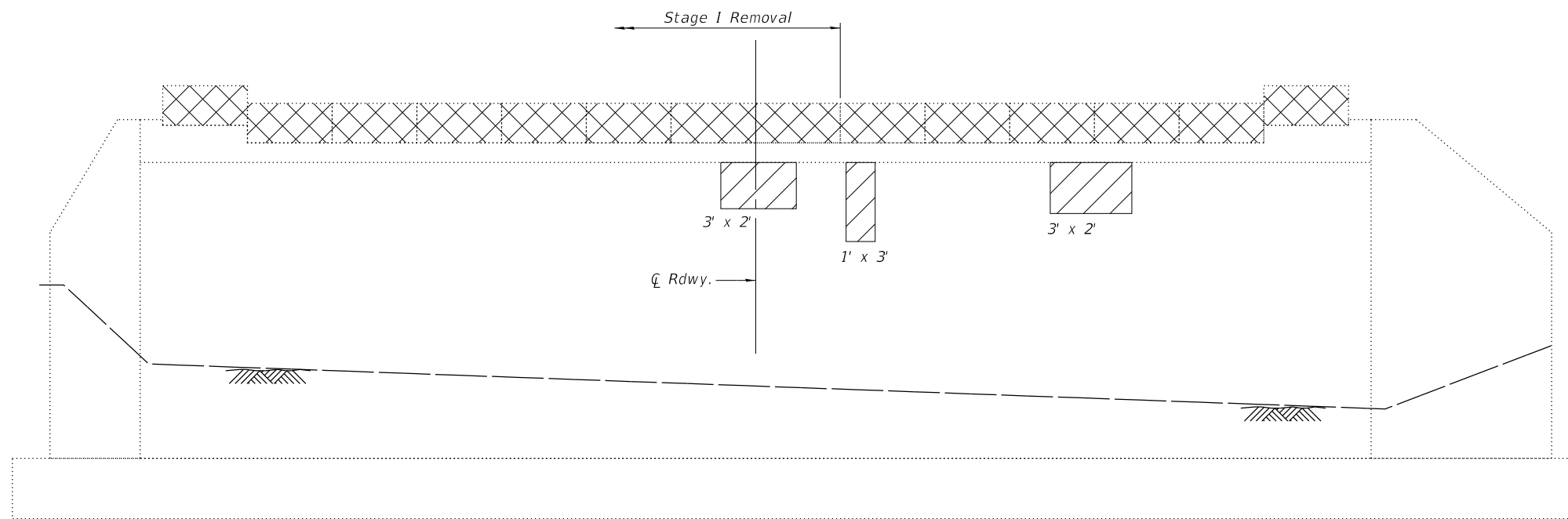
ILLINOIS

ABUTMENT LEGEND

	Superstructure Removal (Precast Channel Beams)
	Structural Repair of Concrete (Depth Equal to or Less than 5")



WEST ABUTMENT
(Looking West)



EAST ABUTMENT
(Looking East)

BILL OF MATERIAL

Item	Unit	Quantity
Structural Repair of Concrete (Depth Equal to or Less Than 5")	Sq. Ft.	37

MODEL: Default
FILE NAME: SA237\20211231\1017.00 (Tazewell County - Marquette Heights LaSalle Blvd Bridge Reconstruction)\CADD\Sheet\0906052-008 Abutment Repair.dgn



USER NAME = baswanson	DESIGNED -	REVISED -
PLOT SCALE =	CHECKED -	REVISED -
PLOT DATE = 12/11/2023	DRAWN -	REVISED -
	CHECKED -	REVISED -

**TAZEWELL COUNTY
HIGHWAY DEPARTMENT**


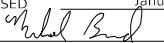
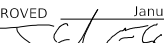
**ABUTMENT REPAIRS
STRUCTURE NO. 090-6052**

SHEET NO. 8 OF 8 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6716	20-00009-00-BR	TAZEWELL	23	23

ILLINOIS

ABV	ABOVE	CU YD	CUBIC YARD	HATCH	HATCHING	PM	PAVEMENT MARKING	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HD	HEAD	PED	PEDESTAL	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDW	HEADWALL	PNT	POINT	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL CURVE	SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HMA	HOT MIX ASPHALT			SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	HSE	HOUSE	POT	POINT ON TANGENT	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IL	ILLINOIS	POLYETH	POLYETHYLENE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE	S.E. RUN.	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	IN DIA	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INL	INLET	PRM	PRIME	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	INST	INSTALLATION	PE	PRIVATE ENTRANCE	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	INV	INVERT	PGL	PROFILE GRADELINE	TEL	TELEPHONE
B	BARN	EA	EACH	IP	IRON PIPE	PROJ	PROJECT	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	IR	IRON ROD	P.C.	PROPERTY CORNER	TP	TELEPHONE POLE
BL	BASELINE	EOP	EDGE OF PAVEMENT	JT	JOINT	PL	PROPERTY LINE	TEMP	TEMPORARY
BGN	BEGIN	E-CL	EDGE TO CENTERLINE	kg	KILOGRAM	PR	PROPOSED	TBM	TEMPORARY BENCH MARK
BM	BENCHMARK	E-E	EDGE TO EDGE	km	KILOMETER	R	RADIUS or RESIDENTIAL	TD	TILE DRAIN
BIND	BINDER	ELEC	ELECTRICAL	LS	LANDSCAPING	RR	RAILROAD	TBE	TO BE EXTENDED
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBR	TO BE REMOVED
BTM	BOTTOM	ENTR	ENTRANCE	LT	LEFT	RPS	REFERENCE POINT STAKE	TBS	TO BE SAVED
BLVD	BOULEVARD	EXC	EXCAVATION	LIDAR	LIGHT DETECTION AND RANGING	REF	REFLECTIVE	TWP	TOWNSHIP
BRK	BRICK	EX	EXISTING	LP	LIGHT POLE	RCCP	REINFORCED CONCRETE CULVERT PIPE	TR	TOWNSHIP ROAD
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LGT	LIGHTING	REINF	REINFORCEMENT	TS	TRAFFIC SIGNAL
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	LF	LINEAL FEET OR LINEAR FEET	REM	REMOVAL	TSCB	TRAFFIC SIGNAL CONTROL BOX
CATV	CABLE	E	OFFSET DISTANCE TO VERTICAL CURVE	L	LITER OR CURVE LENGTH	RC	REMOVE CROWN	TSC	TRAFFIC SYSTEMS CENTER
CIP	CAST IRON PIPE	F-F	FACE TO FACE	LC	LONG CHORD	REP	REPLACEMENT	TRVS	TRANSVERSE
CB	CATCH BASIN	FA	FEDERAL AID	LNG	LONGITUDINAL	REST	RESTAURANT	TRVL	TRAVEL
C-C	CENTER TO CENTER	FAI	FEDERAL AID INTERSTATE	L SUM	LUMP SUM	RESURF	RESURFACING	TRN	TURN
CL	CENTERLINE OR CLEARANCE	FAP	FEDERAL AID PRIMARY	MACH	MACHINE	RET	RETAINING	TY	TYPE
CL-E	CENTERLINE TO EDGE	FAS	FEDERAL AID SECONDARY	MB	MAIL BOX	RT	RIGHT	T-A	TYPE A
CL-F	CENTERLINE TO FACE	FAUS	FEDERAL AID URBAN SECONDARY	MH	MANHOLE	ROW	RIGHT-OF-WAY	TYP	TYPICAL
CTS	CENTERS	FP	FENCE POST	MATL	MATERIAL	RD	ROAD	UNDGND	UNDERGROUND
CERT	CERTIFIED	OPT	FIBER OPTIC	MED	MEDIAN	RDWY	ROADWAY	USGS	U.S. GEOLOGICAL SURVEY
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RTE	ROUTE	USEL	UPSTREAM ELEVATION
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	SAN	SANITARY	USFL	UPSTREAM FLOWLINE
CP	CLAY PIPE	FL	FLOW LINE	M	MID-ORDINATE	SANS	SANITARY SEWER	UTIL	UTILITY
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SEC	SECTION	VBOX	VALVE BOX
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEED	SEEDING	VV	VALVE VAULT
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SHAP	SHAPING	VL	VAULT
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	S	SHED	VEH	VEHICLE
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	SH	SHEET	VP	VENT PIPE
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SHLD	SHOULDER	VERT	VERTICAL
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	SW	SIDEWALK OR SOUTHWEST	VC	VERTICAL CURVE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	SIG	SIGNAL	VPC	VERTICAL POINT OF CURVATURE
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	SOD	SODDING	VPI	VERTICAL POINT OF INTERSECTION
CONT	CONTINUOUS	GV	GAS VALVE	NC	NORMAL CROWN	SM	SOLID MEDIUM	VPT	VERTICAL POINT OF TANGENCY
COR	CORNER	GIS	GEOGRAPHICAL INFORMATION SYSTEM	NB	NORTHBOUND	SB	SOUTHBOUND	WM	WATER METER
CORR	CORRUGATED	GRAN	GRANULAR	NE	NORTHEAST	SE	SOUTHEAST	VV	WATER VALVE
CMP	CORRUGATED METAL PIPE	GR	GRATE	NW	NORTHWEST	SPL	SPECIAL	WMAIN	WATER MAIN
CNTY	COUNTY	GRVL	GRAVEL	O/S	OFFSET	SD	SPECIAL DITCH	WB	WESTBOUND
CH	COUNTY HIGHWAY	GND	GROUND	O&C	OIL AND CHIP	SQ FT	SQUARE FEET	WILDFL	WILDFLOWERS
CSE	COURSE	GUT	GUTTER	OLID	OPEN LID	m ²	SQUARE METER	W	WITH
XSECT	CROSS SECTION	GP	GUY POLE	PAT	PATTERN	mm ²	SQUARE MILLIMETER	WO	WITHOUT
m ³	CUBIC METER	GW	GUY WIRE	PVD	PAVED	SQ YD	SQUARE YARD		
mm ³	CUBIC MILLIMETER	HH	HANDHOLE	PVMT	PAVEMENT	STB	STABILIZED		

 Illinois Department of Transportation	
PASSED <u> </u> January 1, <u> </u> 2021  ENGINEER OF POLICY AND PROCEDURES	ISSUED 1-1-97
APPROVED <u> </u> January 1, <u> </u> 2021  ENGINEER OF DESIGN AND ENVIRONMENT	


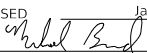
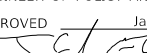
DATE	REVISIONS
1-1-21	Updated fonts, abbreviations and symbols.
1-1-19	Added new symbols.

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

(Sheet 1 of 9)

STANDARD 000001-08

<u>ADJUSTMENT ITEMS</u>		<u>EX</u>	<u>PR</u>	<u>ALIGNMENT ITEMS</u>		<u>EX</u>	<u>PR</u>	<u>DRAINAGE ITEMS</u>		<u>EX</u>	<u>PR</u>
Structure To Be Adjusted			ADJ	Baseline	_____	_____		Channel or Stream Line	-----	-----	
Structure To Be Cleaned			C	Centerline	-----	-----		Culvert Line	-----	-----	
Main Structure To Be Filled			FM	Centerline Break Circle	○	⊙		Grading & Shaping Ditches	-----	-----	
Structure To Be Filled			F	Baseline Symbol	⊥	⊥		Drainage Boundary Line	////	////	
Structure To Be Filled Special			FSP	Centerline Symbol		⊥		Paved Ditch	-----	-----	
Structure To Be Removed			R	PI Indicator	△	△		Aggregate Ditch	-----	-----	
Structure To Be Reconstructed			REC	Point Indicator	○	○		Pipe Underdrain	-----	-----	
Structure To Be Reconstructed Special			RSP	Horizontal Curve Data (Half Size)	EX. CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=	CURVE P.I. STA= Δ= D= R= T= L= E= e= T.R.= S.E. RUN= P.C. STA= P.T. STA=		Storm Sewer	-----	-----	
Frame and Grate To Be Adjusted			A	<u>BOUNDARIES ITEMS</u>		<u>EX</u>	<u>PR</u>	Flowline	⊥	⊥	
Frame and Lid To Be Adjusted			A	Dashed Property Line	-----	-----		Ditch Check	◆	◆	
Domestic Service Box To Be Adjusted			A	Solid Property/Lot Line	_____	_____		Headwall	-	∩	
Valve Vault To Be Adjusted			A	Section/Grant Line	-----	-----		Inlet	□	■	
Special Adjustment			SP	Quarter Section Line	-----	-----		Manhole	⊙	⊙	
Item To Be Abandoned			AB	Quarter/Quarter Section Line	-----	-----		Summit	↔	↔	
Item To Be Moved			M	County/Township Line	-----	-----		Roadway Ditch Flow	~→	~→	
Item To Be Relocated			REL	State Line	-----	-----		Swale	→	→	
Pavement Removal and Replacement				Chiseled Square Found	□	□		Catch Basin	○	●	
				Iron Pipe Found	○	●		Culvert End Section	◁	◀	
				Iron Pipe Set	●	●		Water Surface Indicator	▽	▽	
				Survey Marker	⊙	⊙		Riprap	▒	▒	
				Property Line Symbol	⊥	⊥		<u>HYDRAULICS ITEMS</u>		<u>EX</u>	<u>PR</u>
				Same Ownership Symbol (Half Size)	↗	↗		Overflow	↪	↪	
				Northwest Quarter Corner (Half Size)	⊙	⊙		Sheet Flow	→	→	
				Section Corner (Half Size)	⊙	⊙		Hydrant Outlet	→	→	
				Southeast Quarter Corner (Half Size)	⊙	⊙		STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 2 of 9) STANDARD 000001-08			


 Illinois Department of Transportation
 PASSED January 1, 2021

 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2021

 ENGINEER OF DESIGN AND ENVIRONMENT

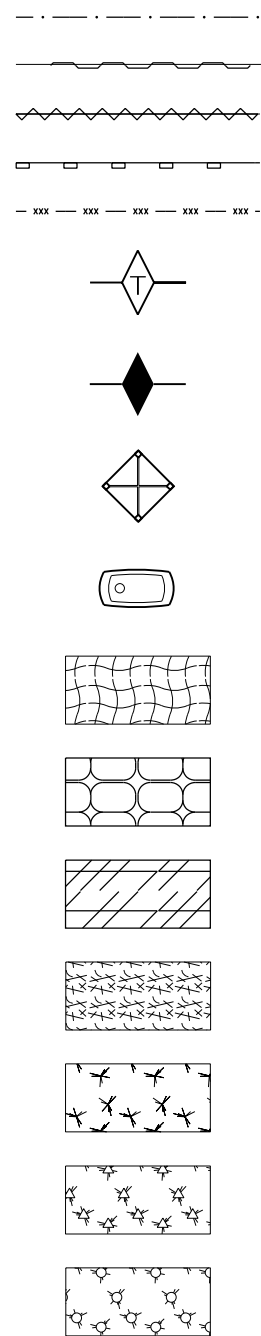
ISSUED 1-1-97

EROSION & SEDIMENT CONTROL ITEMS

EX

PR

- Cleaning & Grading Limits
- Dike
- Erosion Control Fence
- Perimeter Erosion Barrier
- Temporary Fence
- Ditch Check Temporary
- Ditch Check Permanent
- Inlet & Pipe Protection
- Sediment Basin
- Erosion Control Blanket
- Fabric Formed Concrete Revetment Mat
- Turf Reinforcement Mat
- Mulch Temporary
- Mulch Method 1
- Mulch Method 2 Stabilized
- Mulch Method 3 Hydraulic

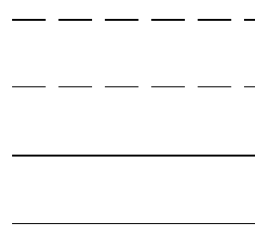


CONTOUR ITEMS

EX

PR

- Approx. Index Line
- Approx. Intermediate Line
- Index Contour
- Intermediate Contour

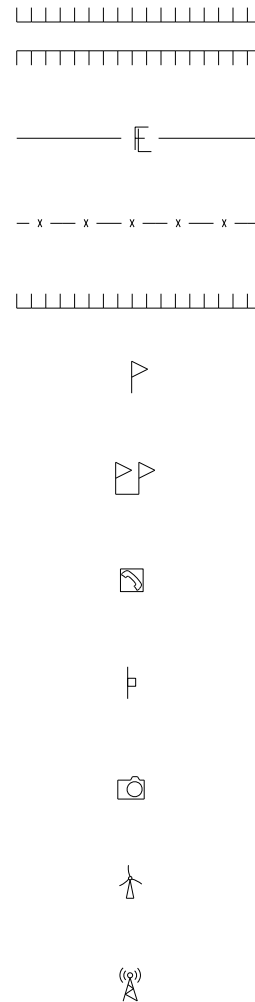


NON-HIGHWAY IMPROVEMENT ITEMS

EX

PR

- Noise Attn./Levee
- Field Line
- Fence
- Base of Levee
- Mailbox
- Multiple Mailboxes
- Pay Telephone
- Advertising Sign
- ITS* Camera
- Wind Turbine
- Cellular Tower



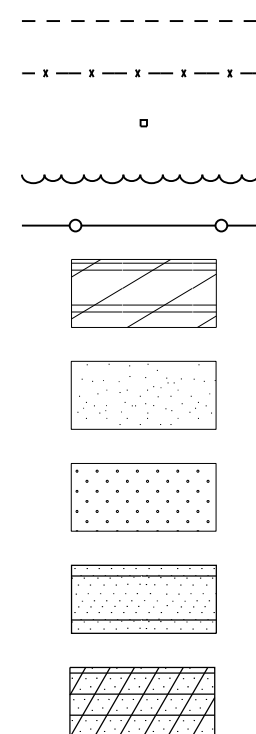
*Intelligent Transportation Systems

LANDSCAPING ITEMS

EX

PR

- Contour Mounding Line
- Fence
- Fence Post
- Shrubs
- Mowline
- Perennial Plants
- Seeding Class 2
- Seeding Class 2A
- Seeding Class 4
- Seeding Class 4 & 5 Combined

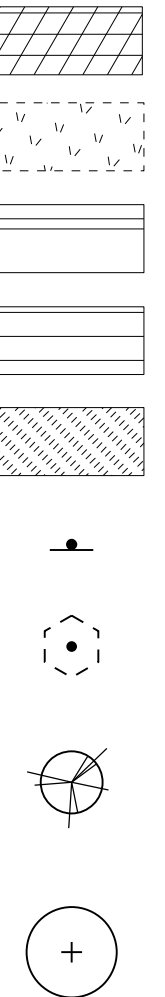


EXISTING LANDSCAPING ITEMS (contd.)

EX

PR

- Seeding Class 5
- Seeding Class 7
- Seedlings Type 1
- Seedlings Type 2
- Sodding
- Mowstake w/Sign
- Tree Trunk Protection
- Evergreen Tree
- Shade Tree

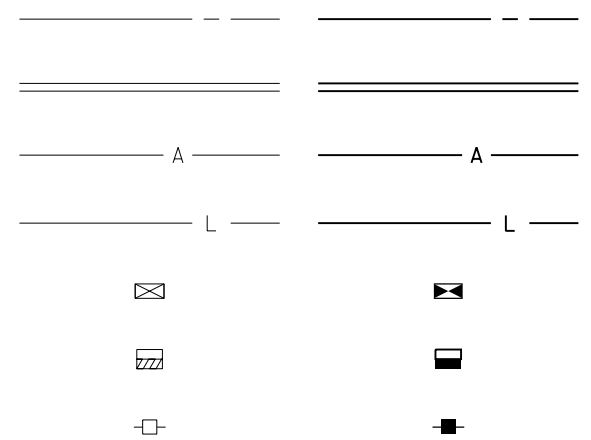


LIGHTING

EX

PR

- Duct
- Conduit
- Electrical Aerial Cable
- Electrical Buried Cable
- Controller
- Underpass Luminaire
- Power Pole



Illinois Department of Transportation

PASSED January 1, 2021
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
Joe E. Cole
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 (Sheet 3 of 9)

STANDARD 000001-08

**LIGHTING
(contd.)**

EX

PR

Pull Point



Handhole



Heavy Duty Handhole



Junction Box



Light Unit Comb.



Electrical Ground



Traffic Flow Arrow



High Mast Pole
(Half Size)



Light Unit-1

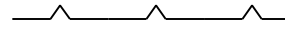


PAVEMENT (MISC.)

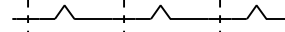
EX

PR

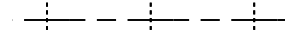
Keyed Long. Joint



Keyed Long. Joint w/Tie Bars



Sawed Long. Joint w/Tie Bars



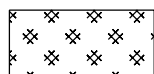
Bituminous Shoulder



Bituminous Taper



Stabilized Driveway



Widening



PAVEMENT MARKINGS

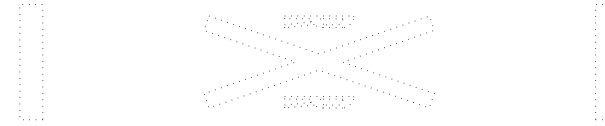
EX

PR

Handicap Symbol



RR Crossing



Raised Marker Amber 1 Way



Raised Marker Amber 2 Way



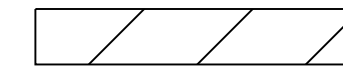
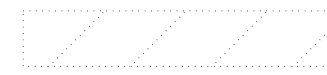
Raised Marker Crystal 1 Way



Two Way Turn Left



Shoulder Diag. Pattern



Skip-Dash White



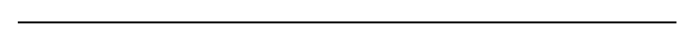
Skip-Dash Yellow



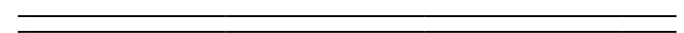
Stop Line



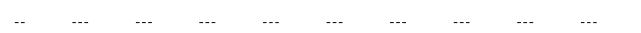
Solid Line


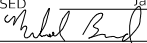



Double Centerline



Dotted Lines




 Illinois Department of Transportation
 PASSED January 1, 2021

 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2021

 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**
(Sheet 4 of 9)
STANDARD 000001-08

PAVEMENT MARKINGS
(contd.)

CL 2Ln 2Way
RRPM 12.2 m (40') o.c.

CL 2Ln 2Way
RRPM 80' (24.4 m) o.c.

CL Multilane Div.
RRPM 40' (12.2 m) o.c.

CL Multilane Div.
RRPM 80' (24.4 m) o.c.

CL Multilane Div. Dbl.
RRPM 80' (24.4 m) o.c.

CL Multilane Undiv.

Two Way Turn Left Line

Urban Combination Left

Urban Combination Right

Urban Left Turn Arrow

Urban Right Turn Arrow

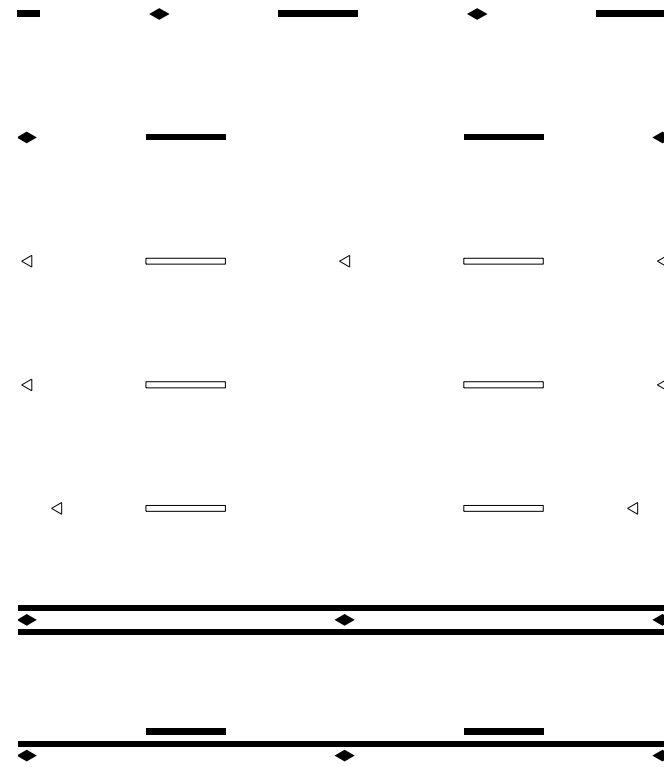
Urban Left Turn Only

Urban Right Turn Only

Urban Thru Only

EX

PR



ONLY
ONLY
ONLY



RAILROAD ITEMS

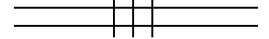
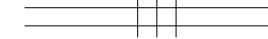
EX

PR

Abandoned Railroad



Railroad



Railroad Point



Control Box



Crossing Gate



Flashing Signal



Railroad Cant. Mast Arm



Crossbuck

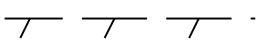


REMOVAL ITEMS

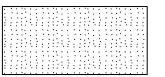
EX

PR

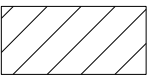
Removal Tic



Bituminous Removal



Hatch Pattern



Tree Removal Single



RIGHT OF WAY ITEMS

EX

PR

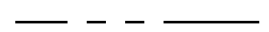
Future ROW Corner Monument



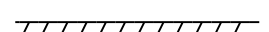
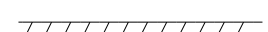
ROW Marker



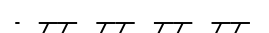
ROW Line



Easement



Temporary Easement



**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**

(Sheet 5 of 9)

STANDARD 000001-08

Illinois Department of Transportation

PASSED January 1, 2021
Michael Bond
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
Scott Clark
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

Urban LT & RT Turn Arrow

Urban Thru Arrow

PAVEMENT MARKINGS
(contd.)

EX

PR

Urban U-Turn



Urban Combined U-Turn



Rural Combination Left



Rural Combination Right



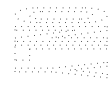
Rural Left Turn Arrow



Rural Right Turn Arrow



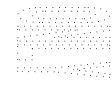
Rural Left Turn Only



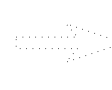
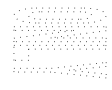
ONLY ONLY ONLY



Rural Right Turn Only



Rural Thru Only



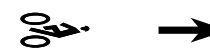
Rural Thru Arrow



Rural Lt & Rt Turn Arrow



Bike Lane Symbol



Bike Lane Text



Bike Path Shared



Bike Shared Roadway



Lane Drop Symbol



Illinois Department of Transportation
 PASSED January 1, 2021

 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2021

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

Wrong Way Arrow



**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**
(Sheet 6 of 9)

STANDARD 000001-08

**RIGHT OF WAY ITEMS
(contd.)**

	<u>EX</u>	<u>PR</u>
Access Control Line	—	— AC —
Access Control Line & ROW	— AC —	— AC —
Access Control Line & ROW with Fence	— x — AC —	— x — AC — x —
Excess ROW Line		— XS —

**ROADWAY PLAN
ITEMS**

	<u>EX</u>	<u>PR</u>
Cable Barrier		
Concrete Barrier		
Edge of Pavement	---	---
Bit Shoulders, Medians and C&G Line	---	---
Aggregate Shoulder	---	---
Sidewalks, Driveways	---	---
Guardrail		
Guardrail Post	□	
Traffic Sign	⊥	⊥
Corrugated Median		
Impact Attenuator		
North Arrow with District Office (Half Size)		
Match Line		STA. 45+00
Slope Limit Line	---	
Typical Cross-Section Line	---	---

ROADWAY PROFILES

	<u>EX</u>	<u>PR</u>
P.I. Indicator	△	△
Point Indicator	○	○
Earthworks Balance Point		
Begin Point		
Vert. Curve Data	VPI = ELEV = L = E =	VPI = ELEV = L = E =
Ditch Profile Left Side	-----	-----
Ditch Profile Right Side	-----	-----
Roadway Profile Line	-----	-----
Storm Sewer Profile Left Side	-----	-----
Storm Sewer Profile Right Side	-----	-----

SIGNING ITEMS

	<u>EX</u>	<u>PR</u>
Cone, Drum or Barricade		○
Barricade Type II		
Barricade Type III		TT
Barricade With Edge Line		
Flashing Light Sign		○
Panels I		
Panels II		
Direction of Traffic		
Sign Flag (Half Size)		

**SIGNING ITEMS
(contd.)**

	<u>EX</u>	<u>PR</u>
Reverse Left W1-4L (Half Size)		
Reverse Right W1-4R (Half Size)		
Two Way Traffic Sign W6-3 (Half Size)		
Detour Ahead W20-2(O) (Half Size)		
Left Lane Closed Ahead W20-5L(O) (Half Size)		
Right Lane Closed Ahead W20-5R(O) (Half Size)		
Road Closed Ahead W20-3(O) (Half Size)		
Road Construction Ahead W20-1(O) (Half Size)		
Single Lane Ahead (Half Size)		
Transition Left W4-2L (Half Size)		
Transition Right W4-2R (Half Size)		

Illinois Department of Transportation

PASSED January 1, 2021
Michael Bond
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
Joe E. Cole
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**
(Sheet 7 of 9)

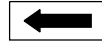
STANDARD 000001-08

SIGNING ITEMS
(contd.)

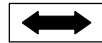
EX

PR

One Way Arrow Lrg. W1-6-(O)
(Half Size)



Two Way Arrow Large W1-7-(O)
(Half Size)



Detour M4-10L-(O)
(Half Size)



Detour M4-10R-(O)
(Half Size)



One Way Left R6-1L
(Half Size)



One Way Right R6-1R
(Half Size)



Left Turn Lane R3-I100L
(Half Size)



Keep Left R4-7AL
(Half Size)



Keep Left R4-7BL
(Half Size)



Keep Right R4-7AR
(Half Size)



Keep Right R4-7BR
(Half Size)



Stop Here On Red R10-6-AL
(Half Size)



Stop Here On Red R10-6-AR
(Half Size)



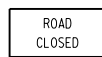
No Left Turn R3-2
(Half Size)



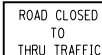
No Right Turn R3-1
(Half Size)



Road Closed R11-2
(Half Size)



Road Closed Thru Traffic R11-2
(Half Size)

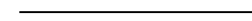


STRUCTURES ITEMS

EX

PR

Box Culvert Barrel



Box Culvert Headwall



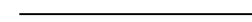
Bridge Pier



Bridge



Retaining Wall



Temporary Sheet Piling



TRAFFIC SHEET
ITEMS

EX

PR

Cable Number



Left Turn Green



Left Turn Yellow



Signal Backplate



Signal Section 8" (200 mm)



Signal Section 12" (300 mm)



Walk/Don't Walk Letters



Walk/Don't Walk Symbols



TRAFFIC SIGNAL
ITEMS

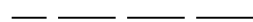
EX

PR

Galv. Steel Conduit



Underground Cable



Detector Loop Line



Detector Loop Large



Detector Loop Small



Detector Loop Quadrapole



Illinois Department of Transportation

PASSED January 1, 2021
Michael Bond
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
Joe E. Cline
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

**STANDARD SYMBOLS,
ABBREVIATIONS
AND PATTERNS**
(Sheet 8 of 9)

STANDARD 000001-08

TRAFFIC SIGNAL ITEMS (contd.)

	<u>EX</u>	<u>PR</u>
Detector Raceway		
Aluminum Mast Arm		
Steel Mast Arm		
Veh. Detector Magnetic		
Conduit Splice		
Controller		
Gulfbox Junction		
Wood Pole		
Temp. Signal Head		
Handhole		
Double Handhole		
Heavy Duty Handhole		
Junction Box		
Ped. Pushbutton Detector		
Ped. Signal Head		
Power Pole Service		
Priority Veh. Detector		
Signal Head		
Signal Head w/Backplate		
Signal Post		
Closed Circuit TV		
Video Detector System		

UNDERGROUND UTILITY ITEMS

	<u>EX</u>	<u>PR</u>	<u>ABANDONED</u>
Cable TV			
Electric Cable			
Fiber Optic			
Gas Pipe			
Oil Pipe			
Sanitary Sewer			
Telephone Cable			
Water Pipe			

UTILITIES ITEMS

	<u>EX</u>	<u>PR</u>
Controller		
Double Handhole		
Fire Hydrant		
GuyWire or Deadman Anchor		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Pole		
Manhole		
Monitoring Well (Gasoline)		
Pipeline Warning Sign		
Power Pole		
Power Pole with Light		
Sanitary Sewer Cleanout		
Splice Box Above Ground		
Telephone Splice Box Above Ground		
Telephone Pole		

UTILITY ITEMS (contd.)

	<u>EX</u>	<u>PR</u>
Traffic Signal		
Traffic Signal Control Box		
Water Meter		
Water Meter Valve Box		
Profile Line		
Aerial Power Line		

VEGETATION ITEMS

	<u>EX</u>	<u>PR</u>
Deciduous Tree		
Bush or Shrub		
Evergreen Tree		
Stump		
Orchard/Nursery Line		
Vegetation Line		
Woods & Bush Line		

WATER FEATURE ITEMS

	<u>EX</u>	<u>PR</u>
Stream or Drainage Ditch		
Waters Edge		
Water Surface Indicator		
Water Point		
Disappearing Ditch		
Marsh		
Marsh/Swamp Boundary		

Illinois Department of Transportation

PASSED January 1, 2021
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES


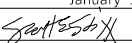
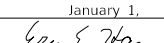
APPROVED January 1, 2021
Scott E. G...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 (Sheet 9 of 9)

STANDARD 000001-08

REINFORCEMENT BARS - ENGLISH (METRIC)																	
Bar Size	Dia. in. mm	Cross-Sectional Area sq. in. (sq. mm)	Weight lbs./ft. kg/m	SPACING, in. (mm)													
				4 (100)	4½ (115)	5 (125)	5½ (140)	6 (150)	6½ (165)	7 (175)	7½ (190)	8 (200)	8½ (215)	9 (225)	10 (250)	11 (275)	12 (300)
English (metric)				AREA OF STEEL PER FOOT (METER), sq. in. (sq. mm)													
3 (10)	0.375 (9.5)	0.110 (71)	0.376 (0.560)	0.330 (710)	0.293 (617)	0.264 (568)	0.240 (507)	0.220 (473)	0.203 (430)	0.189 (406)	0.176 (374)	0.165 (355)	0.155 (330)	0.147 (316)	0.132 (284)	0.120 (258)	0.110 (237)
4 (13)	0.500 (12.7)	0.196 (129)	0.668 (0.944)	0.588 (1290)	0.523 (1122)	0.470 (1032)	0.428 (921)	0.392 (860)	0.362 (782)	0.336 (737)	0.314 (679)	0.294 (645)	0.277 (600)	0.261 (573)	0.235 (516)	0.214 (469)	0.196 (430)
5 (16)	0.625 (15.9)	0.307 (199)	1.043 (1.552)	0.921 (1990)	0.819 (1730)	0.737 (1592)	0.670 (1421)	0.614 (1327)	0.567 (1206)	0.526 (1137)	0.491 (1047)	0.461 (995)	0.433 (926)	0.409 (884)	0.368 (796)	0.335 (724)	0.307 (663)
6 (19)	0.750 (19.1)	0.442 (284)	1.502 (2.235)	1.326 (2840)	1.179 (2470)	1.061 (2272)	0.964 (2029)	0.884 (1893)	0.816 (1721)	0.758 (1623)	0.707 (1495)	0.663 (1420)	0.624 (1321)	0.589 (1262)	0.530 (1136)	0.482 (1033)	0.442 (947)
7 (22)	0.875 (22.2)	0.601 (387)	2.044 (3.042)	1.803 (3870)	1.603 (3365)	1.442 (3096)	1.311 (2764)	1.202 (2580)	1.110 (2345)	1.030 (2211)	0.962 (2037)	0.902 (1935)	0.848 (1800)	0.801 (1720)	0.721 (1548)	0.656 (1407)	0.601 (1290)
8 (25)	1.000 (25.4)	0.785 (510)	2.670 (3.973)	2.355 (5100)	2.093 (4435)	1.884 (4080)	1.713 (3543)	1.570 (3400)	1.449 (3091)	1.346 (2914)	1.256 (2684)	1.178 (2550)	1.108 (2372)	1.047 (2267)	0.942 (2040)	0.856 (1855)	0.785 (1700)
9 (29)	1.128 (28.7)	1.000 (645)	3.400 (5.060)	3.000 (6450)	2.667 (5609)	2.400 (5160)	2.182 (4607)	2.000 (4300)	1.846 (3909)	1.714 (3686)	1.600 (3395)	1.500 (3225)	1.412 (3000)	1.333 (2867)	1.200 (2580)	1.091 (2345)	1.000 (2150)
10 (32)	1.270 (32.3)	1.267 (819)	4.303 (6.404)	3.801 (8190)	3.379 (7122)	3.041 (6552)	2.764 (5850)	2.534 (5460)	2.339 (4964)	2.172 (4680)	2.027 (4311)	1.901 (4095)	1.789 (3809)	1.689 (3640)	1.520 (3276)	1.382 (2978)	1.267 (2730)
11 (36)	1.410 (35.8)	1.561 (1006)	5.313 (7.907)	4.683 (10060)	4.163 (8748)	3.746 (8048)	3.406 (7186)	3.122 (6707)	2.882 (6097)	2.676 (5749)	2.498 (5295)	2.342 (5030)	2.204 (4679)	2.081 (4471)	1.873 (4024)	1.703 (3658)	1.561 (3353)


 Illinois Department of Transportation
 PASSED January 1, 2009

 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2009

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Deleted metric table. Soft converted English table.

AREAS OF REINFORCEMENT BARS
STANDARD 001001-02

DECIMAL OF AN INCH AND OF A FOOT																	
A		B	A		B	A		B	A		B	A		B			
$\frac{1}{64}$	0.0052	$\frac{1}{16}$	$\frac{1}{64}$	0.171875	$2\frac{1}{16}$	$\frac{1}{32}$	0.3385	$4\frac{1}{16}$	$\frac{3}{64}$	0.5052	$6\frac{1}{16}$	$\frac{4}{64}$	0.671875	$8\frac{1}{16}$	$\frac{27}{32}$	0.8385	$10\frac{1}{16}$
	0.0104	$\frac{1}{8}$		0.1771	$2\frac{1}{8}$		0.34375	$4\frac{1}{8}$		0.5104	$6\frac{1}{8}$		0.6771	$8\frac{1}{8}$		0.84375	$10\frac{1}{8}$
	0.015625	$\frac{3}{16}$		0.1823	$2\frac{3}{16}$		0.3490	$4\frac{3}{16}$		0.515625	$6\frac{3}{16}$		0.6823	$8\frac{3}{16}$		0.8490	$10\frac{3}{16}$
	0.0208	$\frac{1}{4}$		0.1875	$2\frac{1}{4}$		0.3542	$4\frac{1}{4}$		0.5208	$6\frac{1}{4}$		0.6875	$8\frac{1}{4}$		0.8542	$10\frac{1}{4}$
$\frac{1}{32}$	0.0260	$\frac{5}{16}$	$\frac{1}{32}$	0.1927	$2\frac{5}{16}$	$\frac{2}{64}$	0.359375	$4\frac{5}{16}$	$\frac{17}{32}$	0.5260	$6\frac{5}{16}$	$\frac{45}{64}$	0.6927	$8\frac{5}{16}$	$\frac{55}{64}$	0.859375	$10\frac{5}{16}$
	0.03125	$\frac{3}{8}$		0.1979	$2\frac{3}{8}$		0.3646	$4\frac{3}{8}$		0.53125	$6\frac{3}{8}$		0.6979	$8\frac{3}{8}$		0.8646	$10\frac{3}{8}$
	0.0365	$\frac{7}{16}$		0.203125	$2\frac{7}{16}$		0.3698	$4\frac{7}{16}$		0.5365	$6\frac{7}{16}$		0.703125	$8\frac{7}{16}$		0.8698	$10\frac{7}{16}$
	0.0417	$\frac{1}{2}$		0.2083	$2\frac{1}{2}$		0.3750	$4\frac{1}{2}$		0.5417	$6\frac{1}{2}$		0.7083	$8\frac{1}{2}$		0.8750	$10\frac{1}{2}$
$\frac{3}{64}$	0.046875	$\frac{9}{16}$	$\frac{1}{32}$	0.2135	$2\frac{9}{16}$	$\frac{25}{64}$	0.3802	$4\frac{9}{16}$	$\frac{35}{64}$	0.546875	$6\frac{9}{16}$	$\frac{23}{32}$	0.7135	$8\frac{9}{16}$	$\frac{57}{64}$	0.8802	$10\frac{9}{16}$
	0.0521	$\frac{3}{8}$		0.21875	$2\frac{3}{8}$		0.3854	$4\frac{3}{8}$		0.5521	$6\frac{3}{8}$		0.71875	$8\frac{3}{8}$		0.8854	$10\frac{3}{8}$
	0.0573	$\frac{11}{16}$		0.2240	$2\frac{11}{16}$		0.390625	$4\frac{11}{16}$		0.5573	$6\frac{11}{16}$		0.7240	$8\frac{11}{16}$		0.890625	$10\frac{11}{16}$
	0.0625	$\frac{3}{4}$		0.2292	$2\frac{3}{4}$		0.3958	$4\frac{3}{4}$		0.5625	$6\frac{3}{4}$		0.7292	$8\frac{3}{4}$		0.8958	$10\frac{3}{4}$
$\frac{1}{16}$	0.0677	$\frac{13}{16}$	$\frac{15}{64}$	0.234375	$2\frac{13}{16}$	$\frac{13}{32}$	0.4010	$4\frac{13}{16}$	$\frac{9}{16}$	0.5677	$6\frac{13}{16}$	$\frac{47}{64}$	0.734375	$8\frac{13}{16}$	$\frac{29}{32}$	0.9010	$10\frac{13}{16}$
	0.0729	$\frac{7}{8}$		0.2396	$2\frac{7}{8}$		0.40625	$4\frac{7}{8}$		0.5729	$6\frac{7}{8}$		0.7396	$8\frac{7}{8}$		0.90625	$10\frac{7}{8}$
	0.078125	$\frac{15}{16}$		0.2448	$2\frac{15}{16}$		0.4115	$4\frac{15}{16}$		0.578125	$6\frac{15}{16}$		0.7448	$8\frac{15}{16}$		0.9115	$10\frac{15}{16}$
	0.0833	1		0.2500	3		0.4167	5		0.5833	7		0.7500	9		0.9167	11
$\frac{3}{32}$	0.0885	$\frac{17}{16}$	$\frac{17}{64}$	0.2552	$3\frac{17}{16}$	$\frac{27}{64}$	0.421875	$5\frac{17}{16}$	$\frac{19}{32}$	0.5885	$7\frac{17}{16}$	$\frac{49}{64}$	0.7552	$9\frac{17}{16}$	$\frac{59}{64}$	0.921875	$11\frac{17}{16}$
	0.09375	$\frac{1}{8}$		0.2604	$3\frac{1}{8}$		0.4271	$5\frac{1}{8}$		0.59375	$7\frac{1}{8}$		0.7604	$9\frac{1}{8}$		0.9271	$11\frac{1}{8}$
	0.0990	$\frac{3}{16}$		0.265625	$3\frac{3}{16}$		0.4323	$5\frac{3}{16}$		0.5990	$7\frac{3}{16}$		0.765625	$9\frac{3}{16}$		0.9323	$11\frac{3}{16}$
	0.1042	$\frac{1}{4}$		0.2708	$3\frac{1}{4}$		0.4375	$5\frac{1}{4}$		0.6042	$7\frac{1}{4}$		0.7708	$9\frac{1}{4}$		0.9375	$11\frac{1}{4}$
$\frac{7}{64}$	0.109375	$\frac{5}{16}$	$\frac{9}{32}$	0.2760	$3\frac{5}{16}$	$\frac{7}{16}$	0.4427	$5\frac{5}{16}$	$\frac{39}{64}$	0.609375	$7\frac{5}{16}$	$\frac{25}{32}$	0.7760	$9\frac{5}{16}$	$\frac{15}{16}$	0.9427	$11\frac{5}{16}$
	0.1146	$\frac{3}{8}$		0.28125	$3\frac{3}{8}$		0.4479	$5\frac{3}{8}$		0.6146	$7\frac{3}{8}$		0.78125	$9\frac{3}{8}$		0.9479	$11\frac{3}{8}$
	0.1198	$\frac{7}{16}$		0.2865	$3\frac{7}{16}$		0.453125	$5\frac{7}{16}$		0.6198	$7\frac{7}{16}$		0.7865	$9\frac{7}{16}$		0.953125	$11\frac{7}{16}$
	0.1250	$\frac{1}{2}$		0.2917	$3\frac{1}{2}$		0.4583	$5\frac{1}{2}$		0.6250	$7\frac{1}{2}$		0.7917	$9\frac{1}{2}$		0.9583	$11\frac{1}{2}$
$\frac{1}{8}$	0.1302	$\frac{19}{16}$	$\frac{19}{64}$	0.296875	$3\frac{19}{16}$	$\frac{29}{64}$	0.4635	$5\frac{19}{16}$	$\frac{5}{8}$	0.6302	$7\frac{19}{16}$	$\frac{51}{64}$	0.796875	$9\frac{19}{16}$	$\frac{61}{64}$	0.9635	$11\frac{19}{16}$
	0.1354	$\frac{1}{8}$		0.3021	$3\frac{1}{8}$		0.46875	$5\frac{1}{8}$		0.6354	$7\frac{1}{8}$		0.8021	$9\frac{1}{8}$		0.96875	$11\frac{1}{8}$
	0.140625	$\frac{3}{16}$		0.3073	$3\frac{3}{16}$		0.4740	$5\frac{3}{16}$		0.640625	$7\frac{3}{16}$		0.8073	$9\frac{3}{16}$		0.9740	$11\frac{3}{16}$
	0.1458	$\frac{1}{4}$		0.3125	$3\frac{1}{4}$		0.4792	$5\frac{1}{4}$		0.6458	$7\frac{1}{4}$		0.8125	$9\frac{1}{4}$		0.9792	$11\frac{1}{4}$
$\frac{5}{64}$	0.1510	$\frac{11}{16}$	$\frac{5}{64}$	0.3177	$3\frac{11}{16}$	$\frac{15}{32}$	0.484375	$5\frac{11}{16}$	$\frac{41}{64}$	0.6510	$7\frac{11}{16}$	$\frac{13}{16}$	0.8177	$9\frac{11}{16}$	$\frac{31}{32}$	0.984375	$11\frac{11}{16}$
	0.15625	$\frac{3}{8}$		0.3229	$3\frac{3}{8}$		0.4896	$5\frac{3}{8}$		0.65625	$7\frac{3}{8}$		0.8229	$9\frac{3}{8}$		0.9896	$11\frac{3}{8}$
	0.1615	$\frac{7}{16}$		0.328125	$3\frac{7}{16}$		0.4948	$5\frac{7}{16}$		0.6615	$7\frac{7}{16}$		0.828125	$9\frac{7}{16}$		0.9948	$11\frac{7}{16}$
	0.1667	2		0.3333	4		0.5000	6		0.6667	8		0.8333	10		1.0000	12

A = Fractions of Inch or Foot
 B = Inch Equivalents to Foot Fractions

DATE	REVISIONS
1-1-97	New Standard.

DECIMAL OF AN INCH AND OF A FOOT

STANDARD 001006

Illinois Department of Transportation

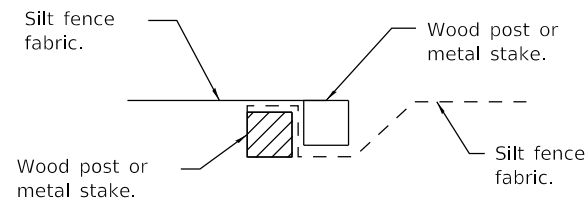
PASSED January 1, 1997

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 1997

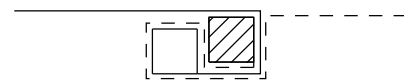
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



Place end-post (stake) of first silt fence adjacent to end-post (stake) of second silt fence with fabric positioned as shown.

STEP 1

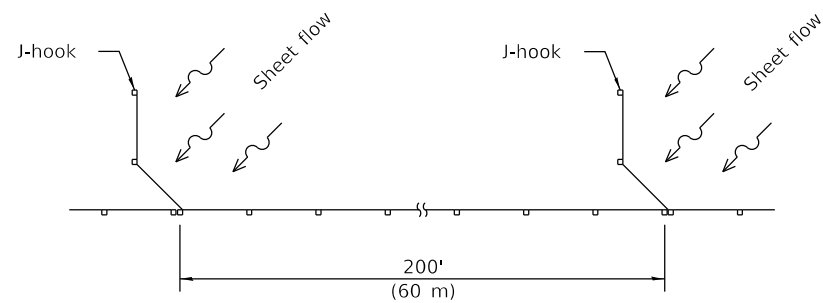


Rotate posts (stakes) together 180° clockwise and drive both posts (stakes) 18 (450) into ground.

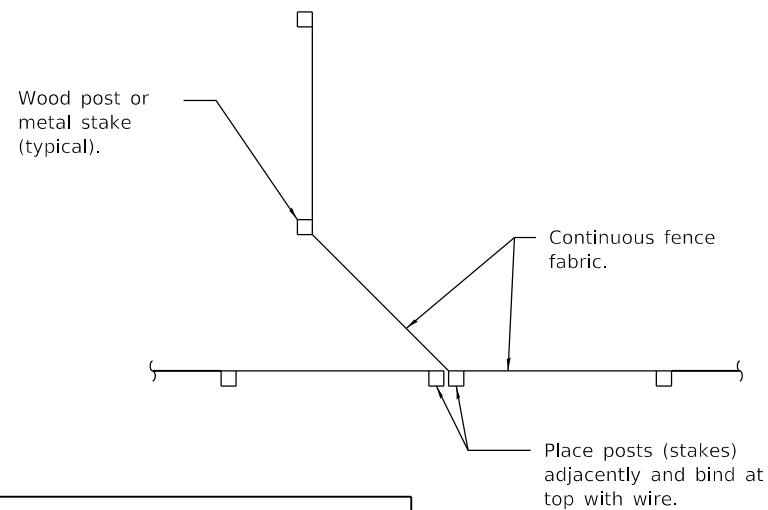
STEP 2

ATTACHING TWO SILT FILTER FENCES

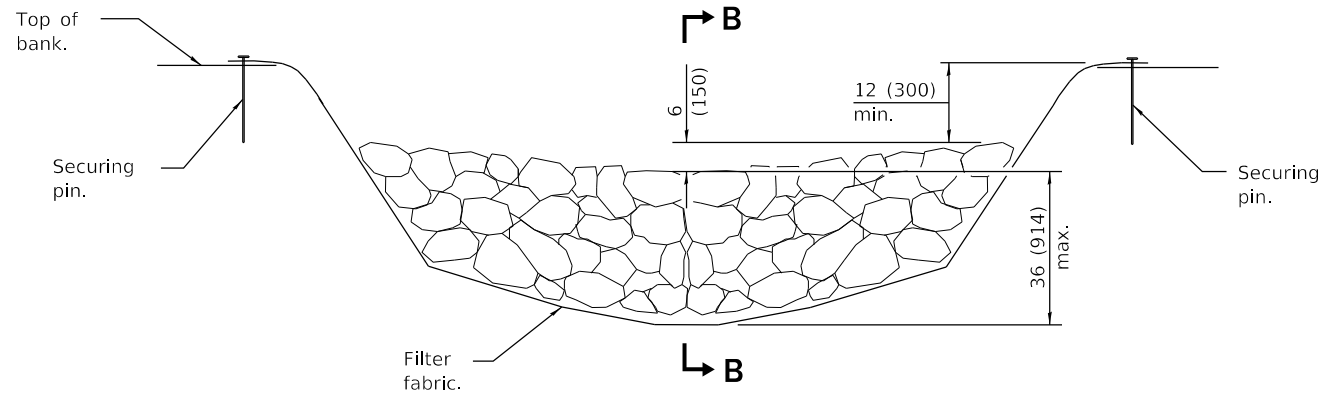
(Not applicable for J-hooks)



SILT FILTER J-HOOK PLACEMENT

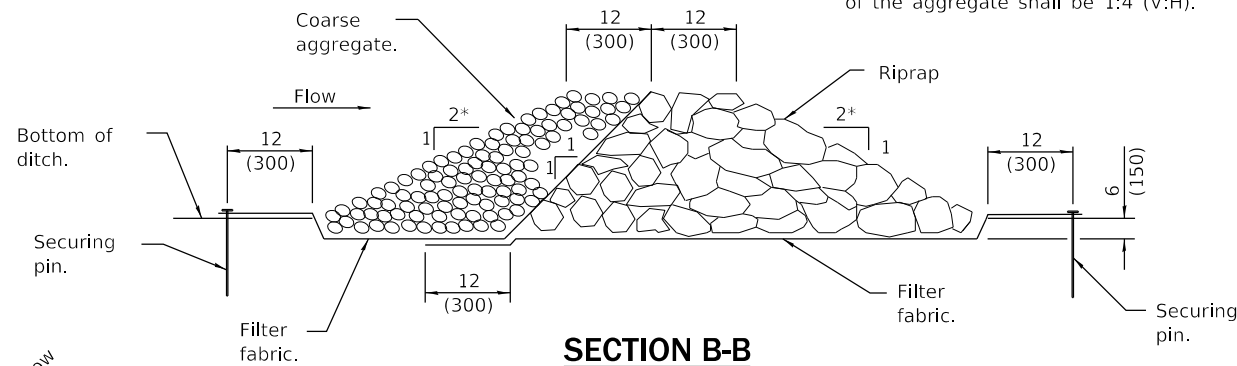


J-HOOK



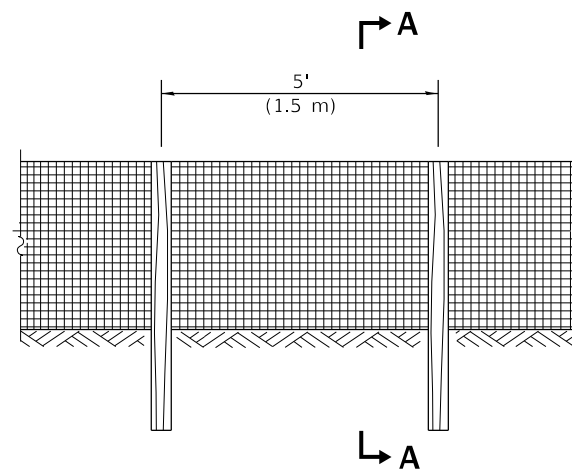
ELEVATION

* When the ditch check is within the clear zone and the road is open to traffic, the traffic approach slope of the aggregate shall be 1:4 (V:H).



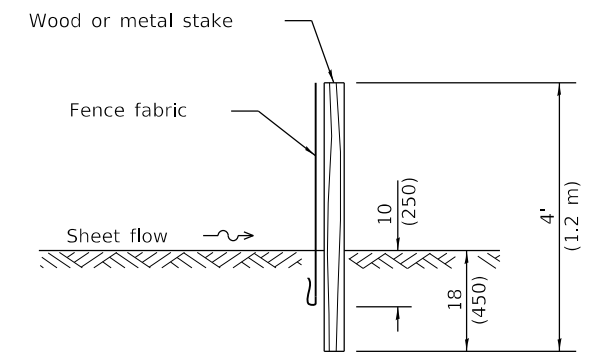
SECTION B-B

AGGREGATE DITCH CHECK

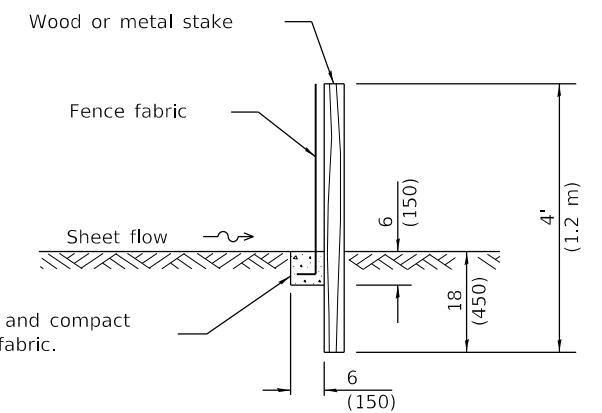


ELEVATION

SILT FILTER FENCE AS A PERIMETER EROSION BARRIER



SLICE METHOD



TRENCH METHOD

SECTION A-A

Excavate, backfill and compact trench to secure fabric.

GENERAL NOTES

The installation details and dimensions shown for perimeter erosion barriers shall also apply for inlet and pipe protection.

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

Illinois Department of Transportation

PASSED January 1, 2013
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2013
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

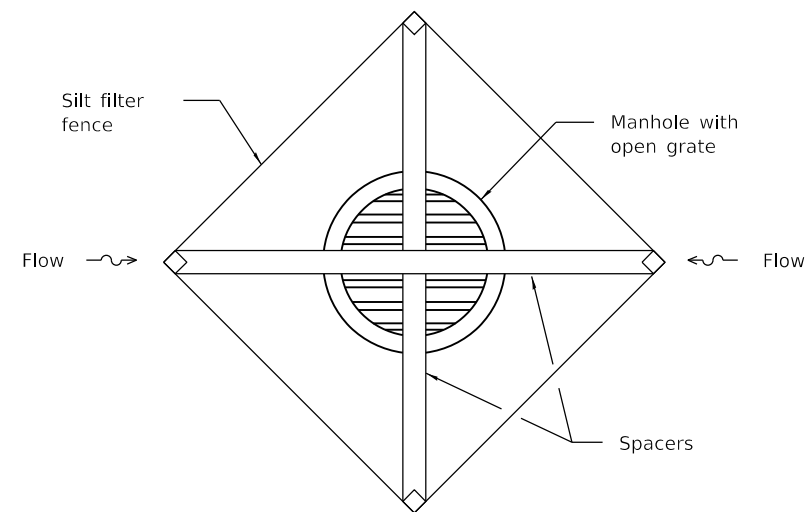
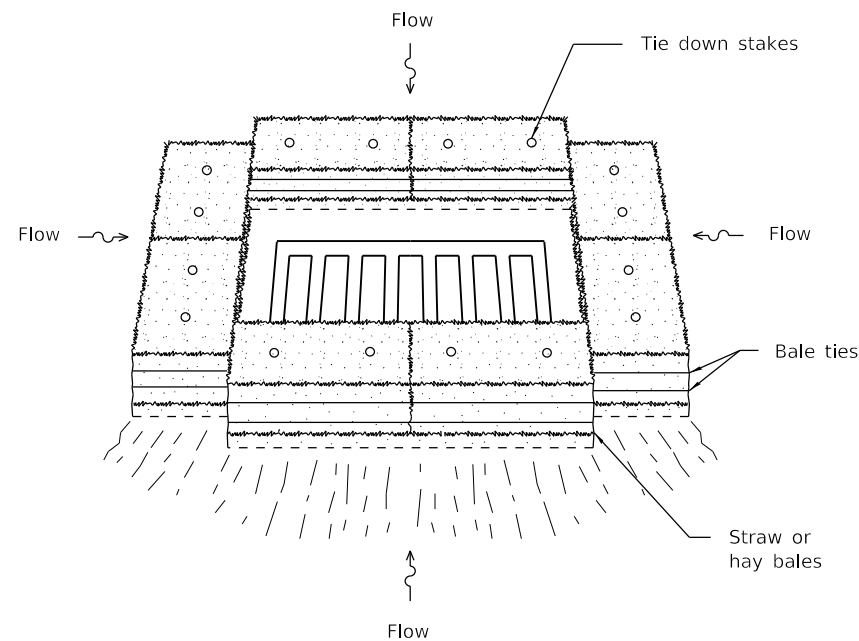
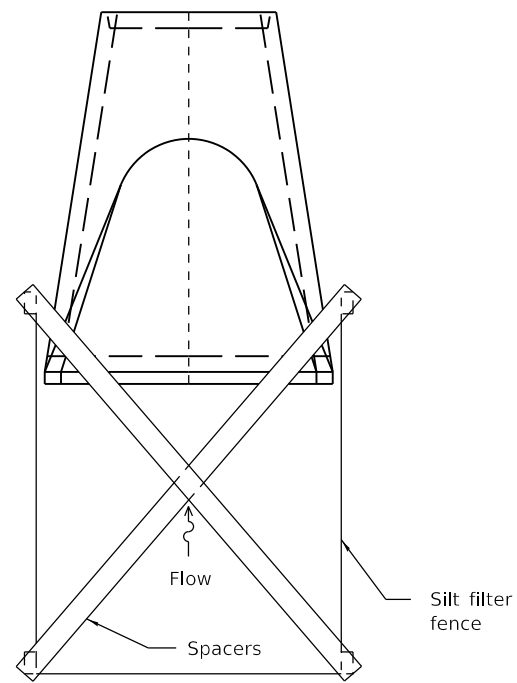
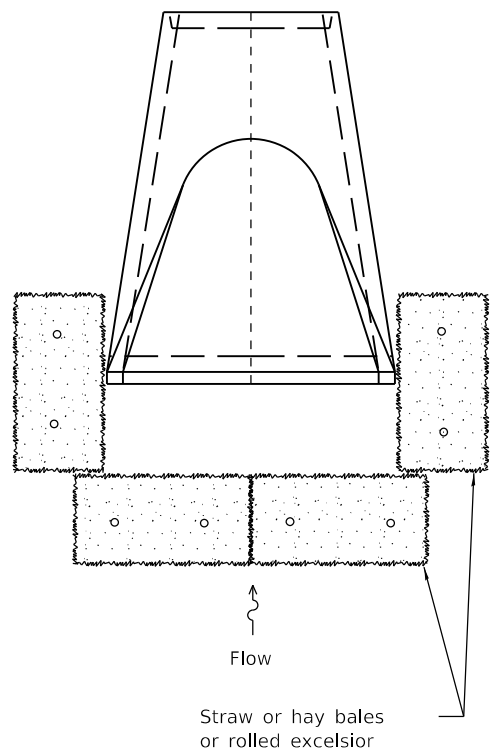
ISSUED 1-1-97

DATE	REVISIONS
1-1-13	Corrected notation for flowline (f _l) on SEDIMENT BASIN ELEVATION.
1-1-12	Omitted hay/straw perimeter barrier. Added SLICE METHOD to SECTION A-A.

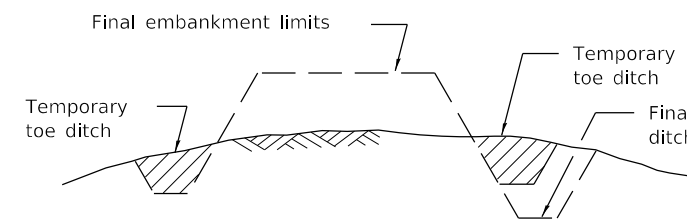
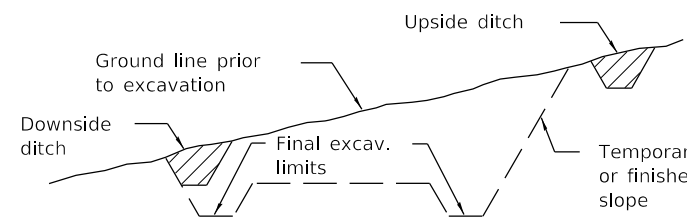
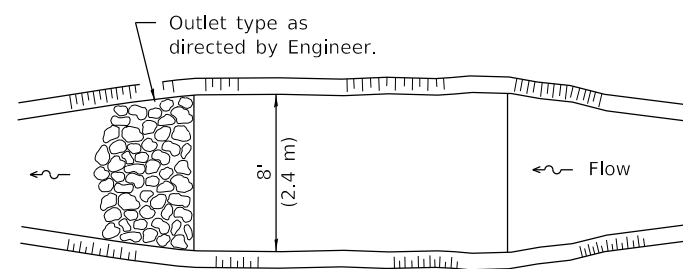
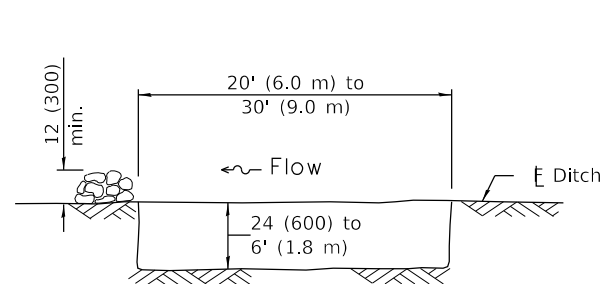
TEMPORARY EROSION CONTROL SYSTEMS

(Sheet 1 of 2)

STANDARD 280001-07



INLET AND PIPE PROTECTION



TYPICAL CUT CROSS-SECTION

TYPICAL FILL CROSS-SECTION

TEMPORARY DITCHES FOR CUT & FILL SECTIONS

The performance of the basin will improve if put into a series.

The long dimension should be parallel with the direction of the flow. Accumulated silt shall be removed anytime the basins become 75% filled.

ELEVATION

PLAN

SEDIMENT BASIN

Illinois Department of Transportation

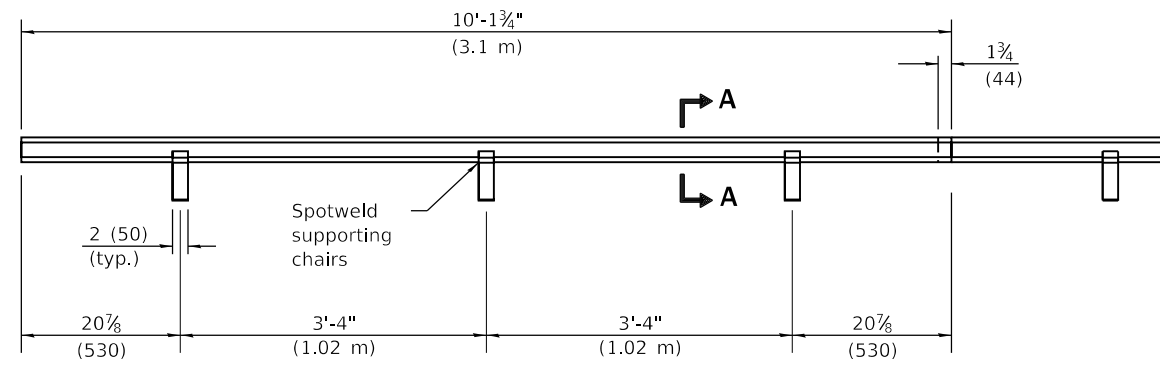
PASSED January 1, 2013
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2013
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

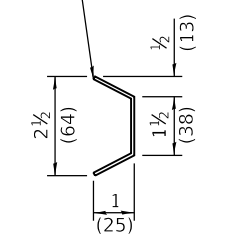
TEMPORARY EROSION CONTROL SYSTEMS
 (Sheet 2 of 2)

STANDARD 280001-07

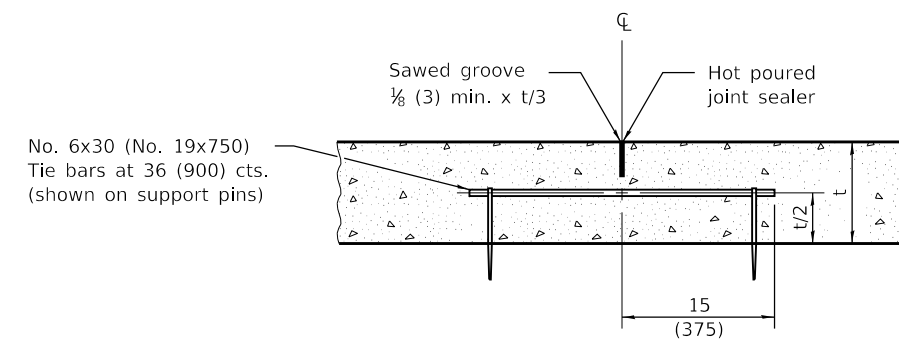


TYPE C METAL JOINT

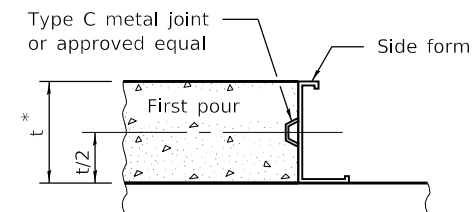
Sheet steel of suitable thickness to form keyway as detailed or approved equal.



SECTION A-A

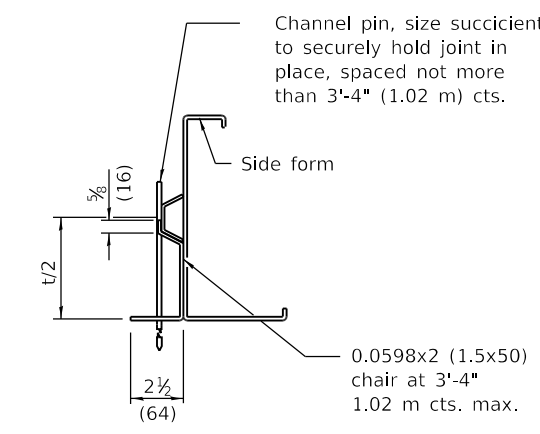


LONGITUDINAL SAWED JOINT

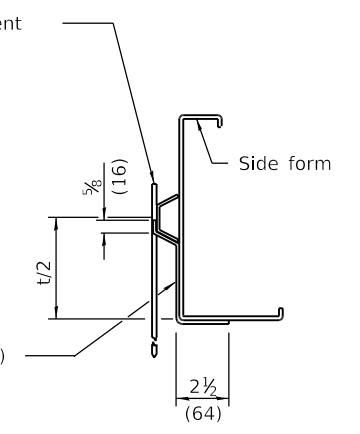


LONGITUDINAL KEYED JOINT

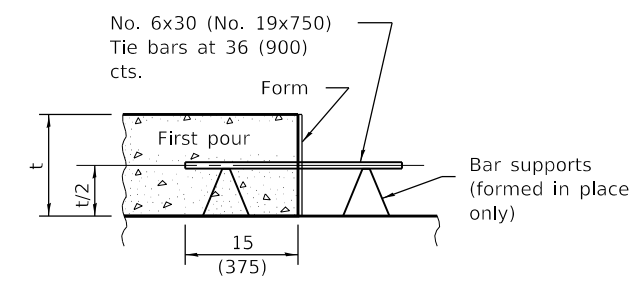
* 8 (203) min. pavement thickness for keyed joints.



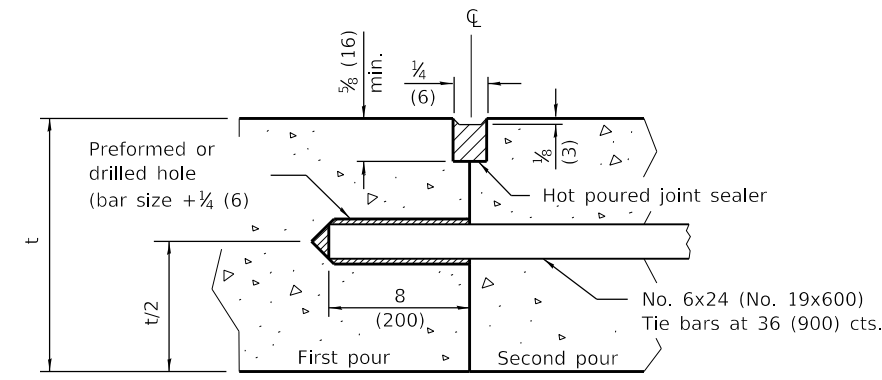
SUPPORTING CHAIR ALTERNATE



SUPPORTING CHAIR ALTERNATE



LONGITUDINAL CONSTRUCTION JOINT
(TIE BAR FORMED IN PLACE OR MECHANICALLY INSERTED)



LONGITUDINAL CONSTRUCTION JOINT
(TIE BAR GROUTED IN PLACE)

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

Illinois Department of Transportation

PASSED January 1, 2022
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2022
John C. ...
ENGINEER OF DESIGN AND ENVIRONMENT

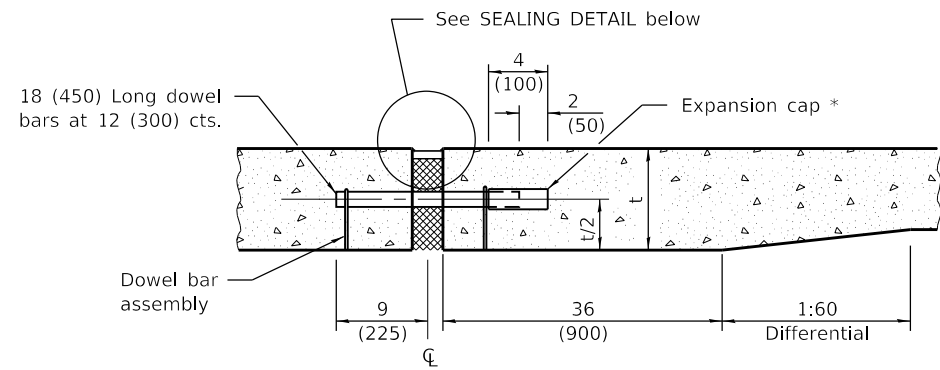
ISSUED 1-1-97

DATE	REVISIONS
1-1-22	Revised DOWEL BAR TABLE on Sheet 2.
1-1-18	Changed tie bar spacing to 36 (900) cts. Revised DOWEL BAR TABLE.

PAVEMENT JOINTS

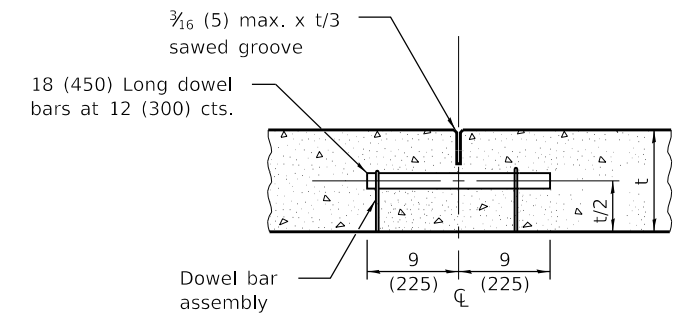
(Sheet 1 of 2)

STANDARD 420001-10

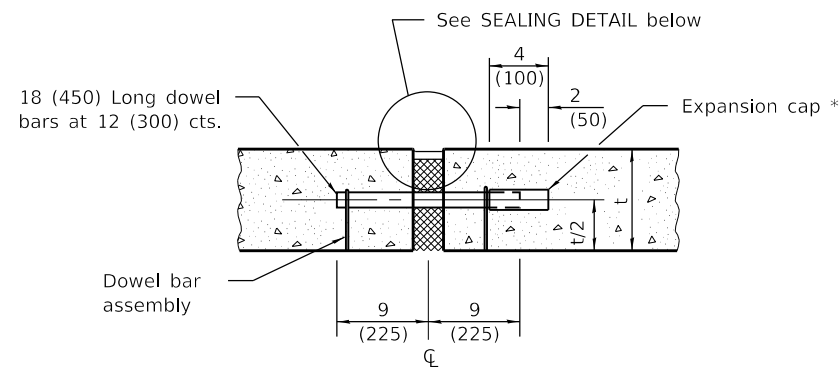


TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH UNEQUAL THICKNESS)

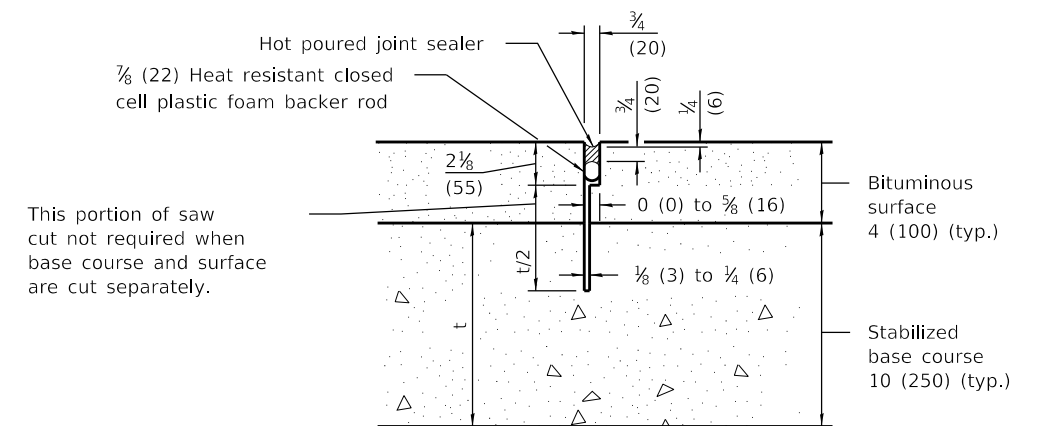
* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.



TRANSVERSE CONTRACTION JOINT

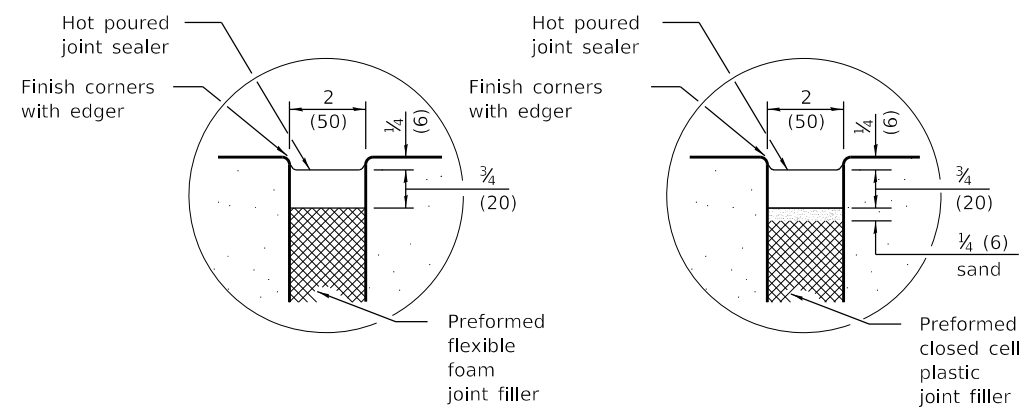


TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH EQUAL THICKNESS)



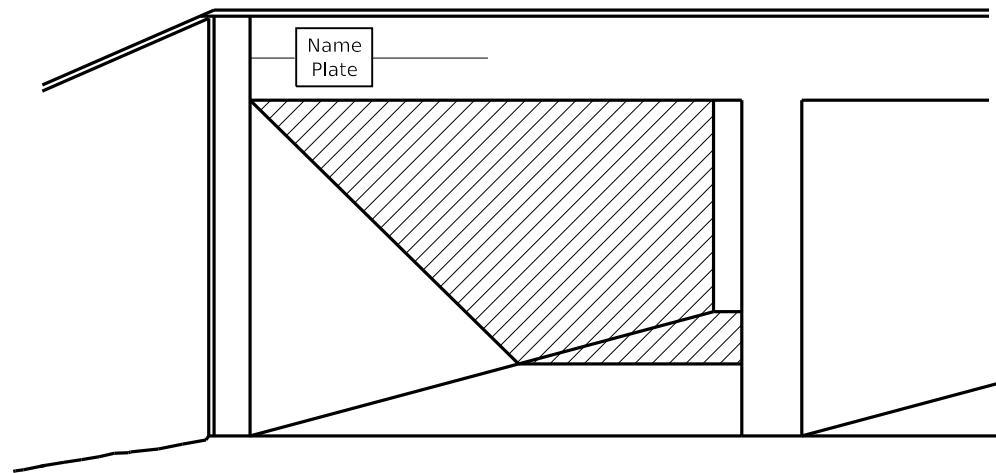
This portion of saw cut not required when base course and surface are cut separately.

TRANSVERSE CONTRACTION JOINT
(FOR CAM, CFA AND LFA BASE COURSE MIXTURES)



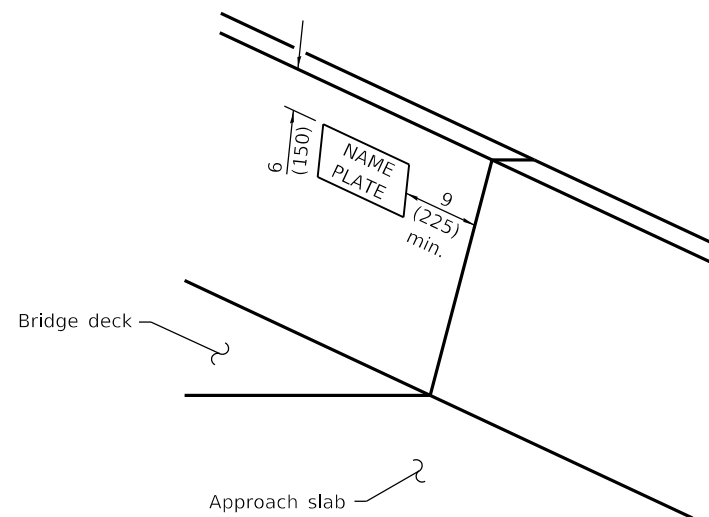
SEALING DETAIL

DOWEL BAR TABLE	
PAVEMENT THICKNESS	DOWEL BAR DIAMETER
10 (250) and greater	1 1/2 (38)
8.01 (201) thru 9.99 (249)	1 1/4 (32)
8 (200) and less	1 (25)

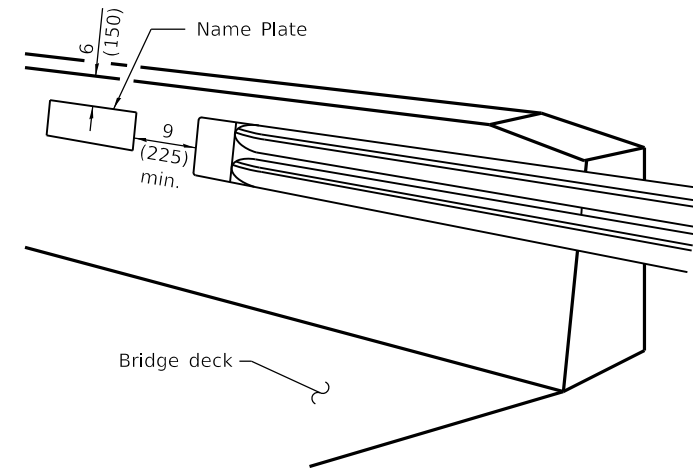


MULTI-SPAN CULVERTS

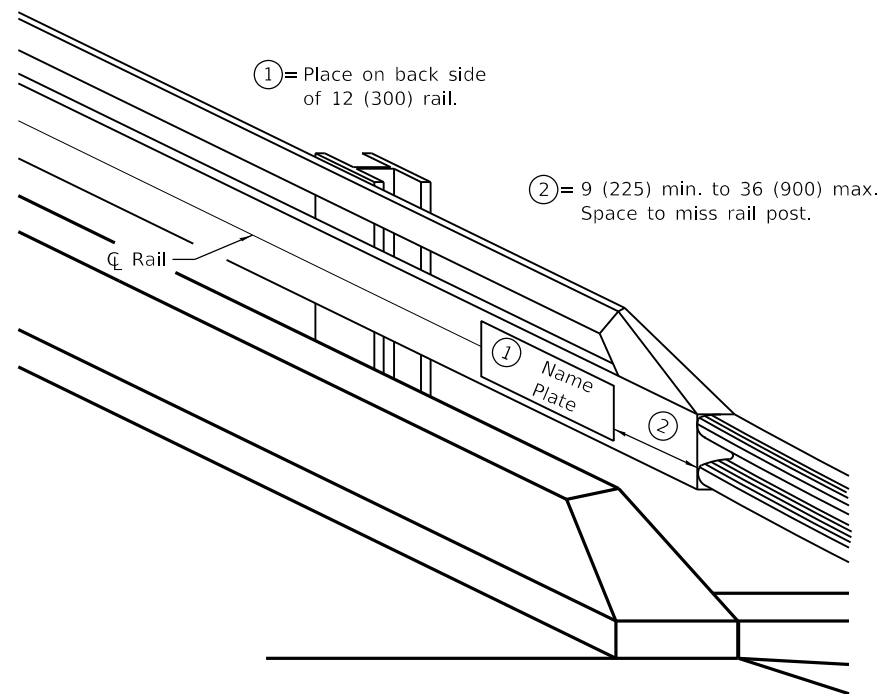
(Unless otherwise noted on the plans, name plates are not required for structures less than 20' (6.1 m) in length)



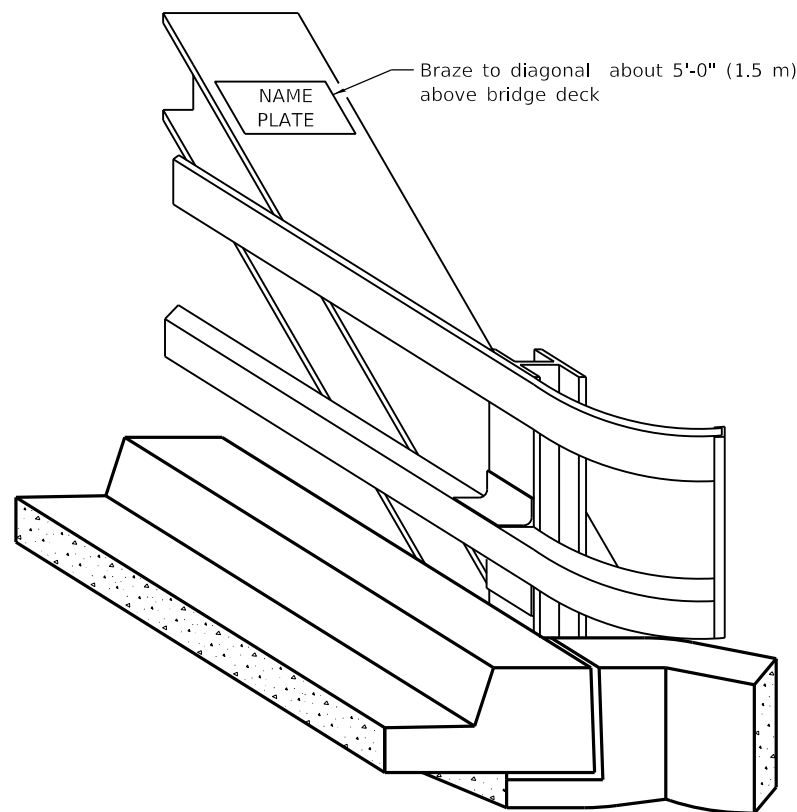
PARAPET
(Typical)



PARAPET
(Terminated at end of bridge)



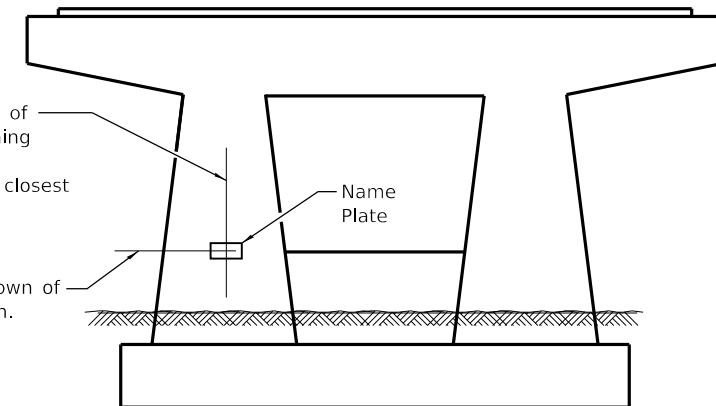
STEEL RAILS



TRUSSES

For column type piers, ϕ of column nearest approaching traffic. For solid piers, 3'-0" \pm from end of pier closest to approaching traffic.

4'-0" \pm above crown of roadway elevation.



PIERS ON FAI ROUTES

GENERAL NOTES

On one-way traffic structures, place name plate on right side of approach end. On two-way traffic structures, place name plate on right side of approach end while looking in the direction of increasing stationing.

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

Illinois Department of Transportation

APPROVED January 1, 2020
[Signature]
 ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2020
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

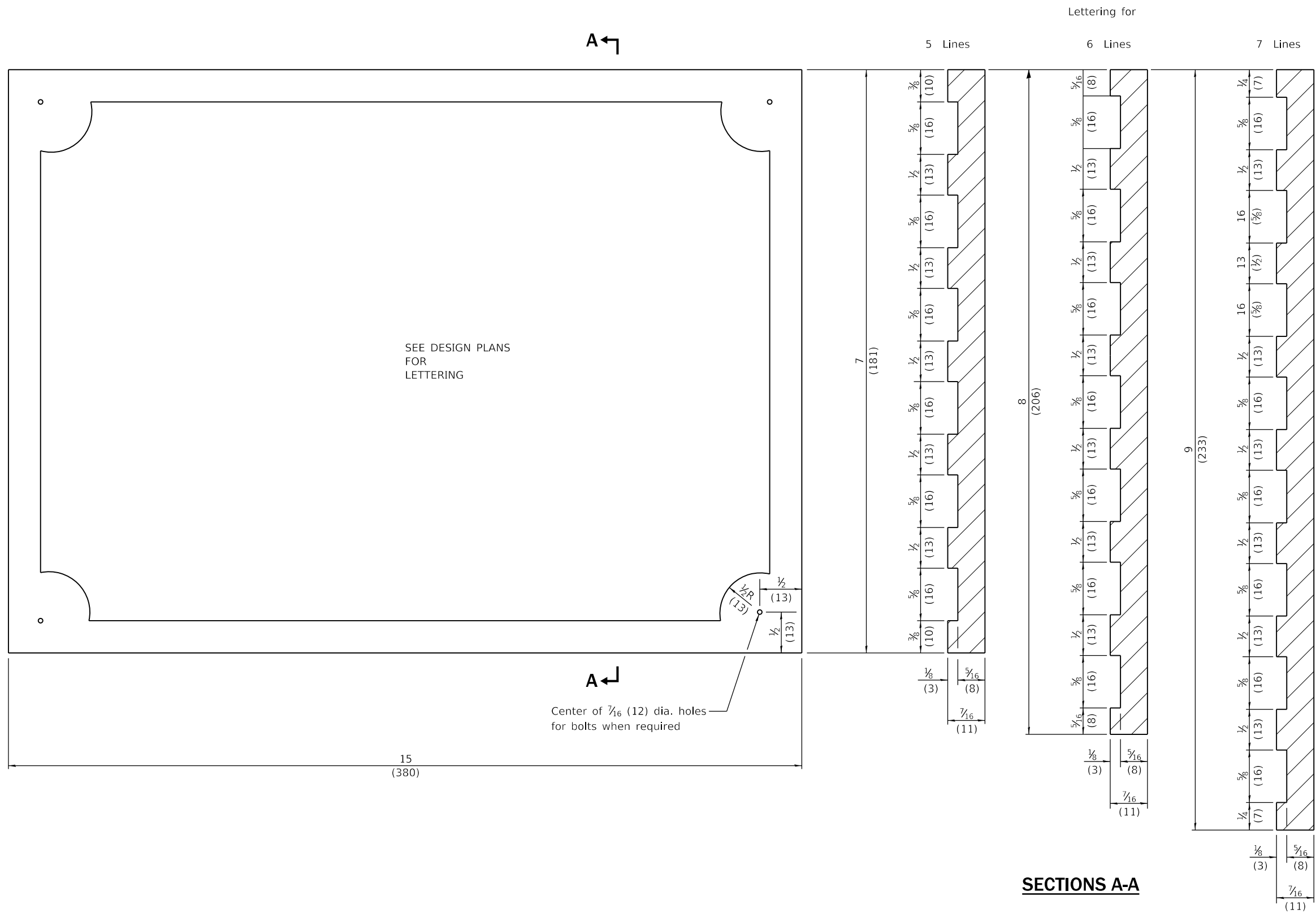
ISSUED 1-1-97

DATE	REVISIONS
1-1-20	Revised F-shape to constant slope parapet.
1-1-09	Switched units to English (metric). Added pier detail.
1-1-02	Removed Placing: note on sht. 2. Added braze note on sht. 1.

NAME PLATE FOR BRIDGES

(Sheet 1 of 2)

STANDARD 515001-04



NOTE
 Border and lettering:
 Raised $\frac{1}{8}$ (3), square cut and not tapered.

Illinois Department of Transportation

APPROVED January 1, 2020

ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2020

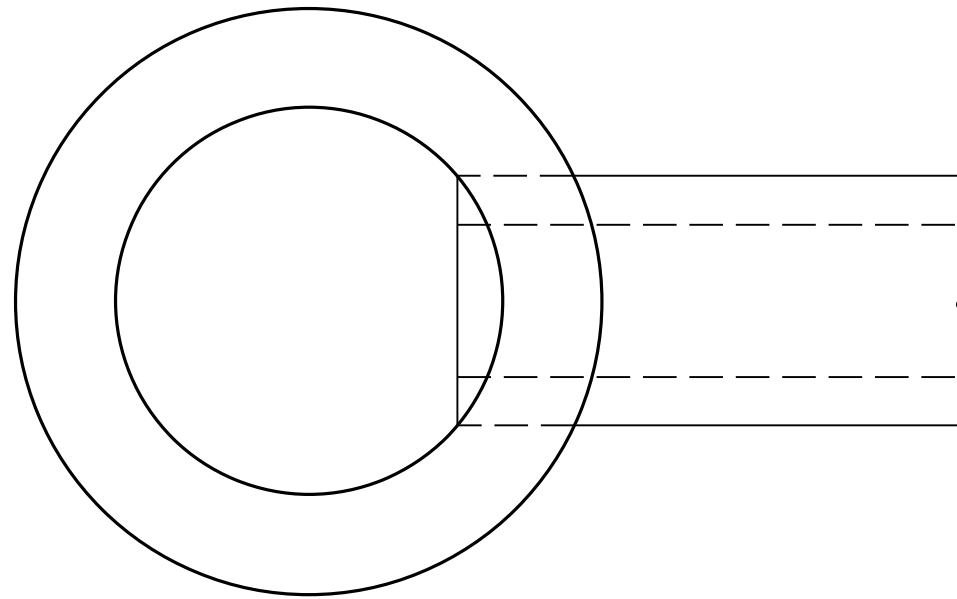
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

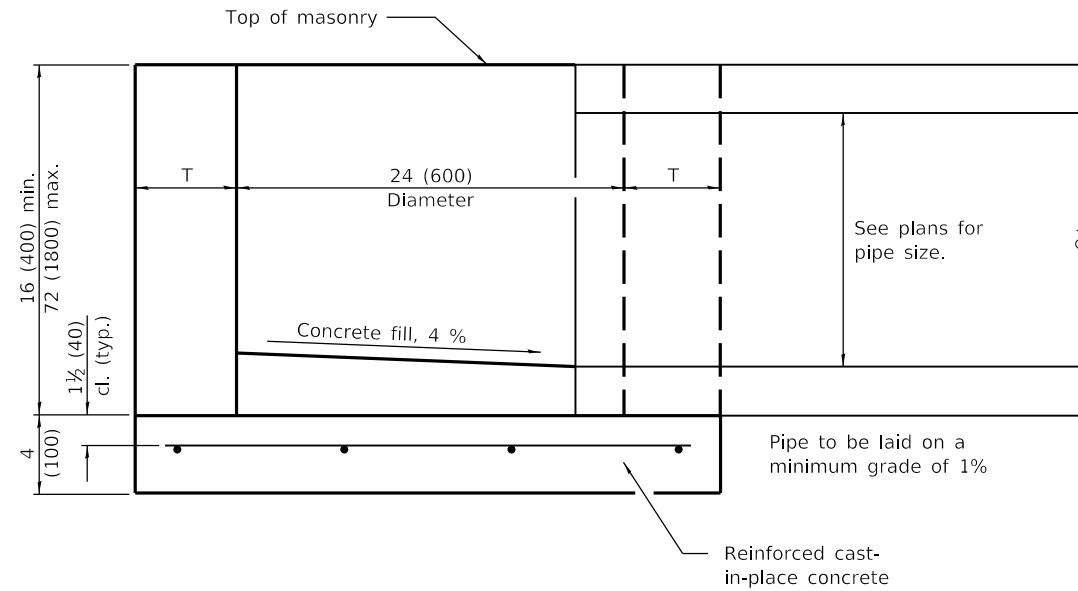
NAME PLATE FOR BRIDGES

(Sheet 2 of 2)

STANDARD 515001-04

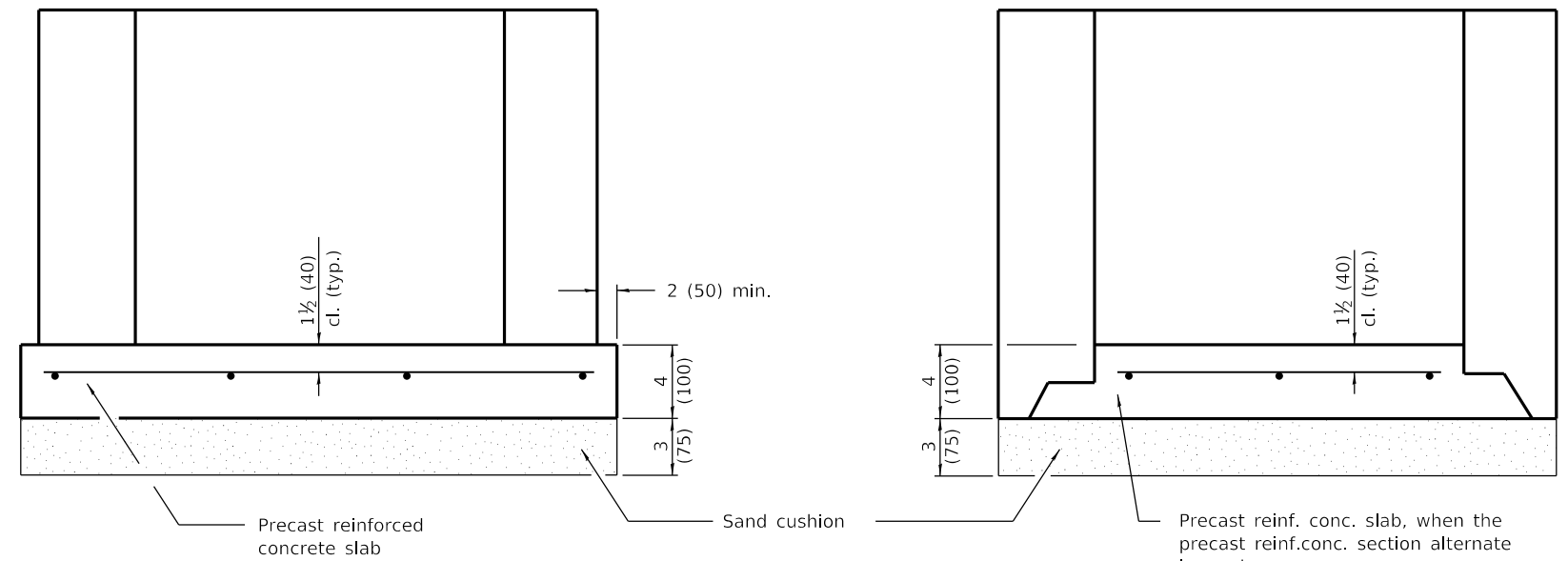


PLAN



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

DATE	REVISIONS
1-1-14	Increased height to 72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

INLET - TYPE A

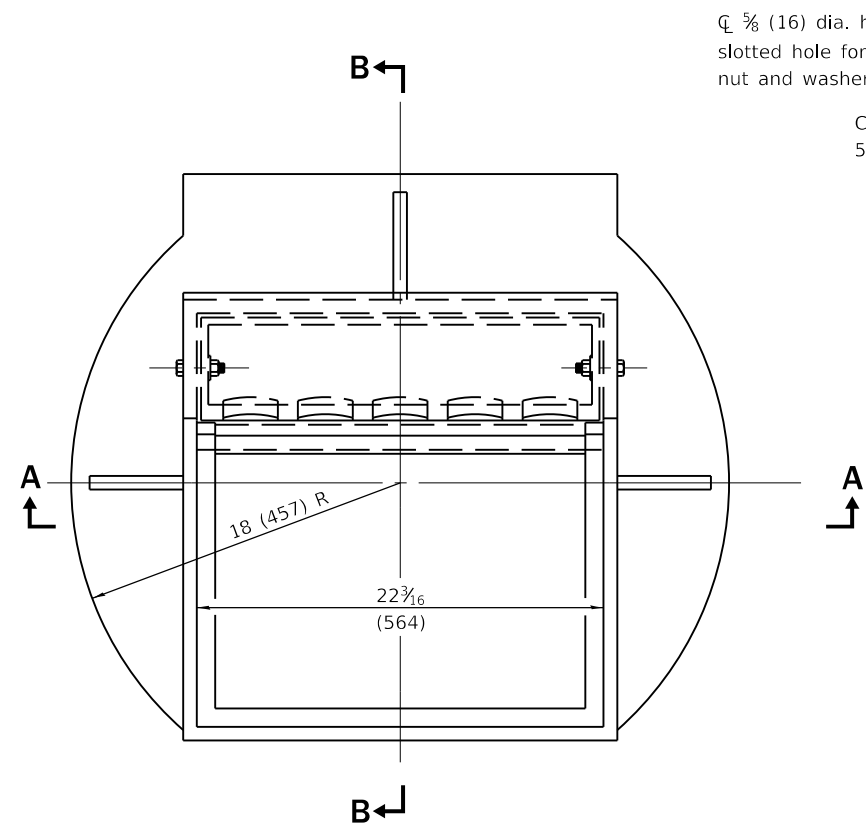
STANDARD 602301-04

Illinois Department of Transportation

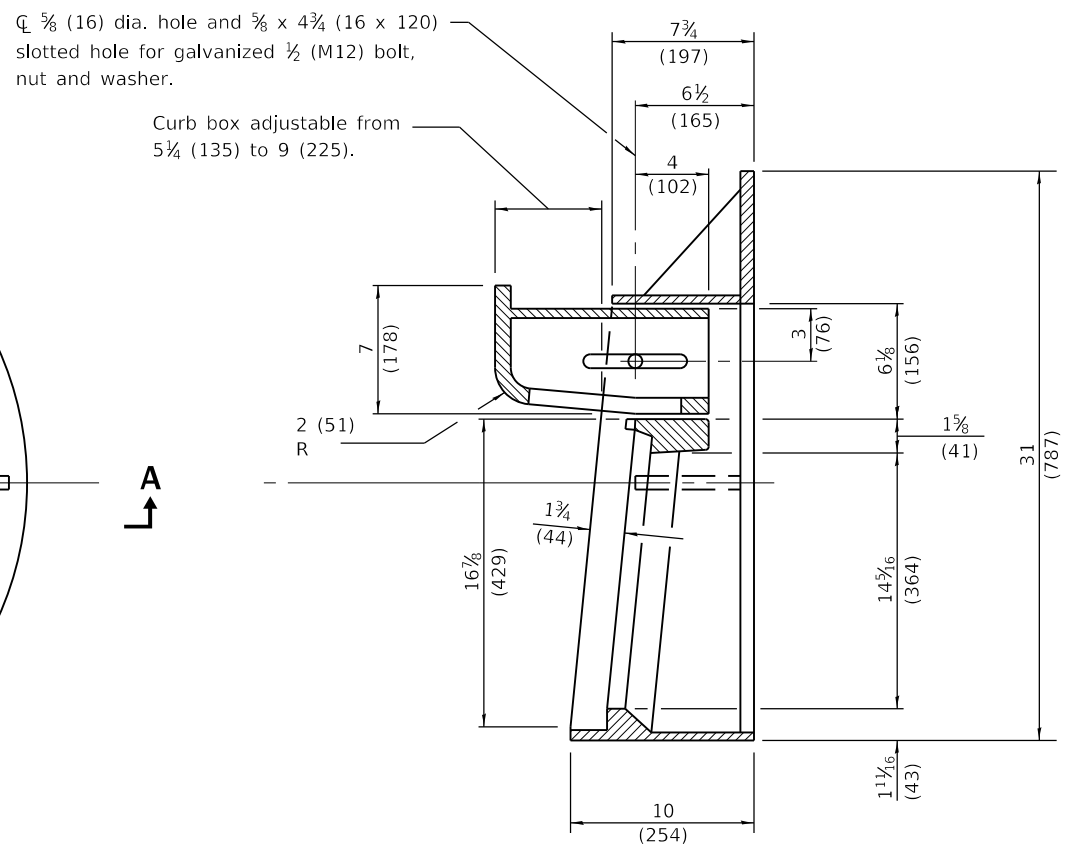
PASSED January 1, 2014
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2014
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

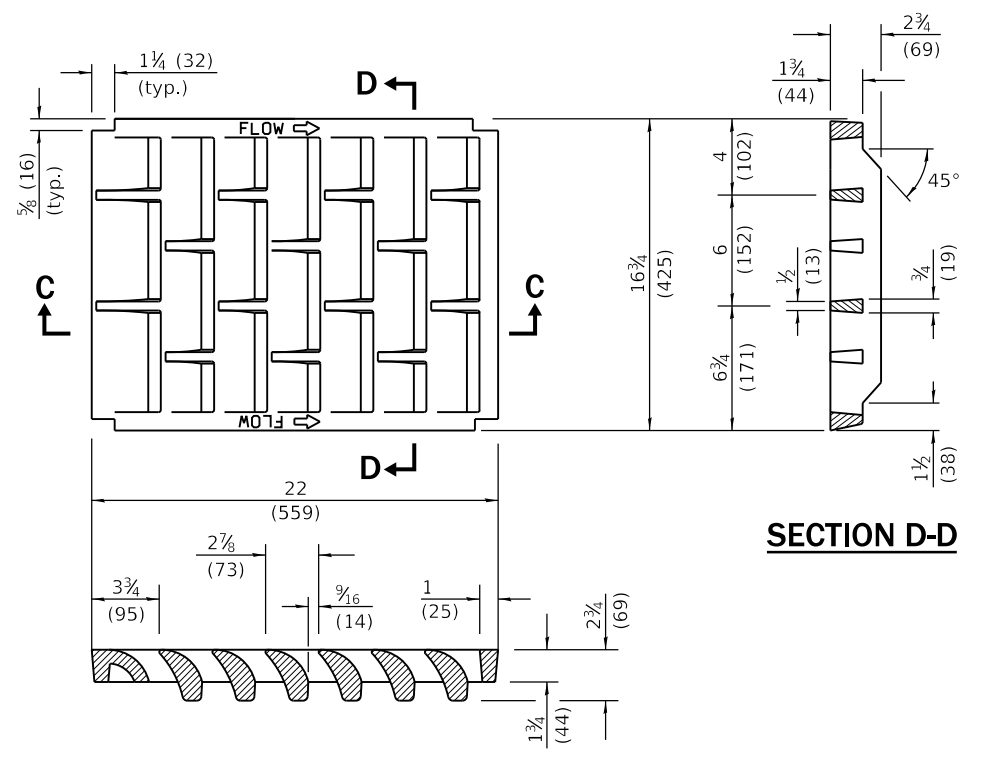
ISSUED 1-1-97



CAST FRAME



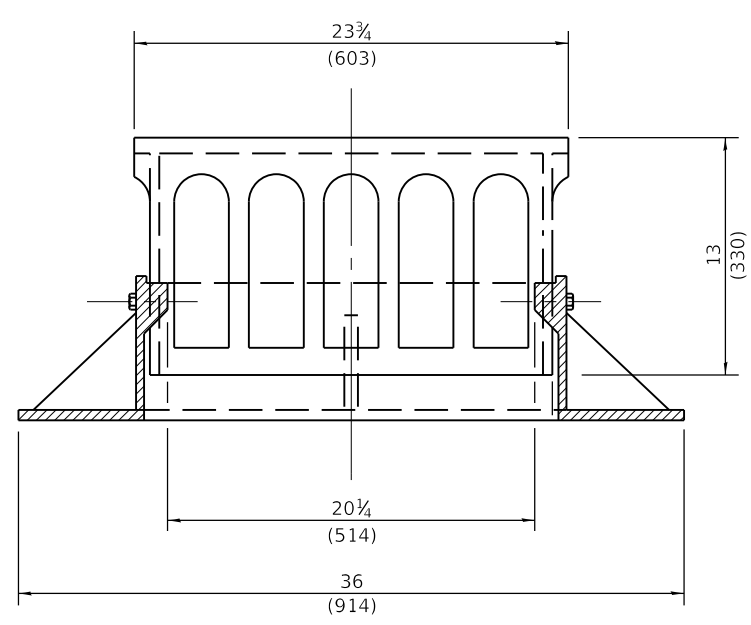
SECTION B-B



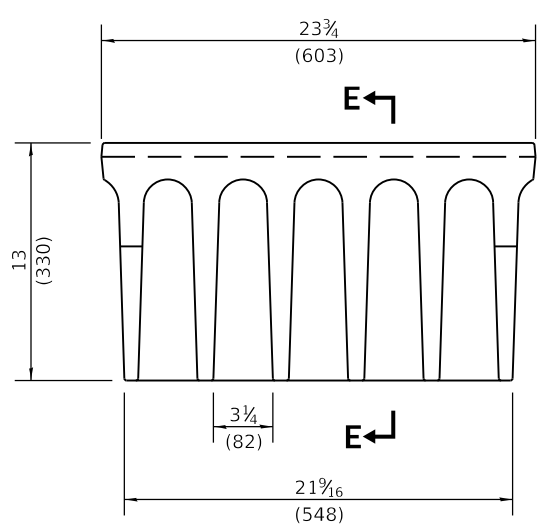
SECTION C-C

SECTION D-D

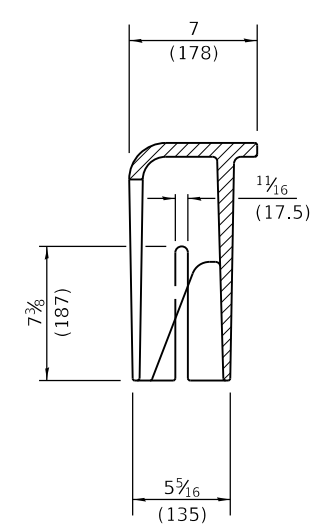
CAST GRATE



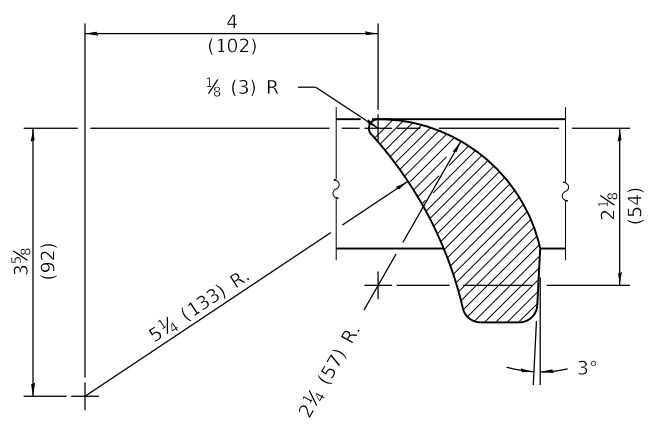
SECTION A-A



ALTERNATE CURB BOX



SECTION E-E



VANE DETAIL

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

Illinois Department of Transportation

PASSED January 1, 2015
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

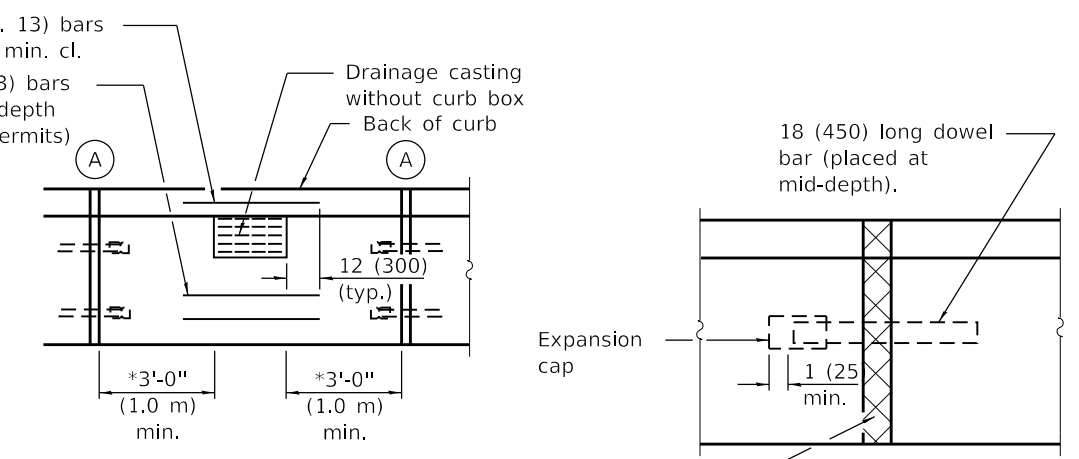
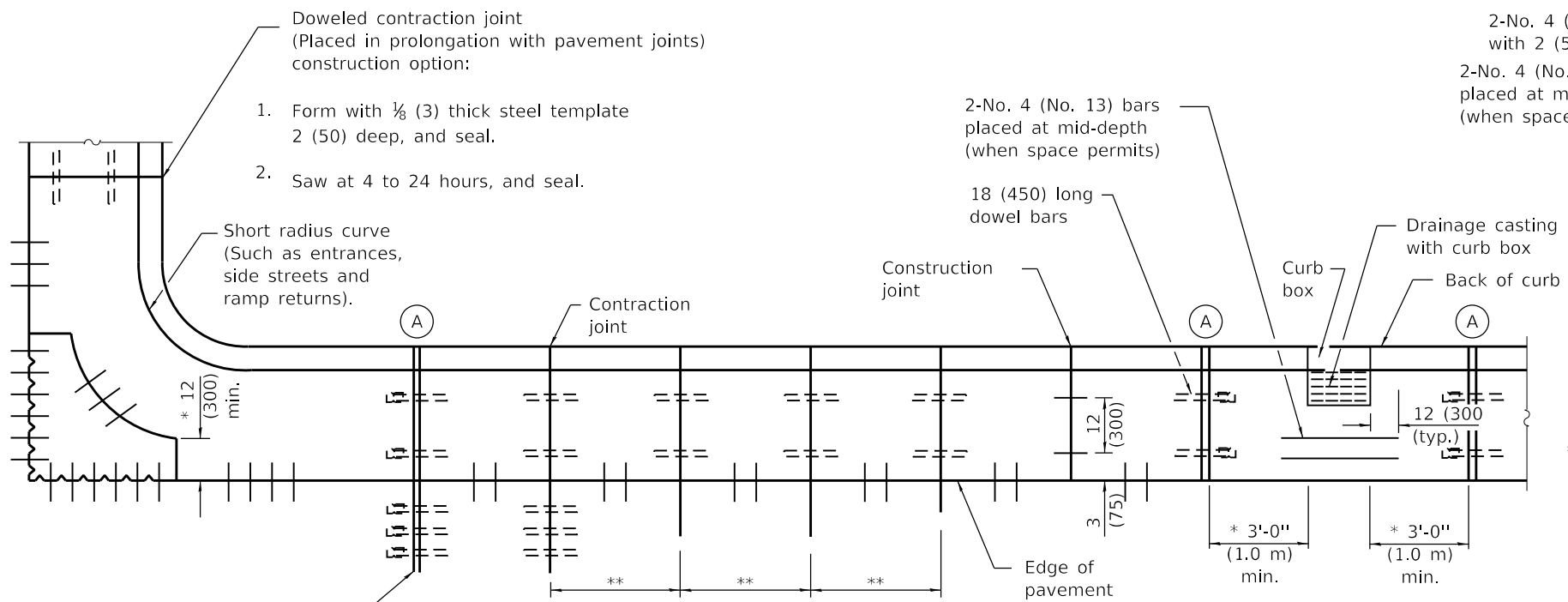
APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-15	Revised dimensions of frame and alternate curb box.
1-1-09	Switched units to English (metric).

**FRAME AND GRATE
TYPE 3V**

STANDARD 604011-05

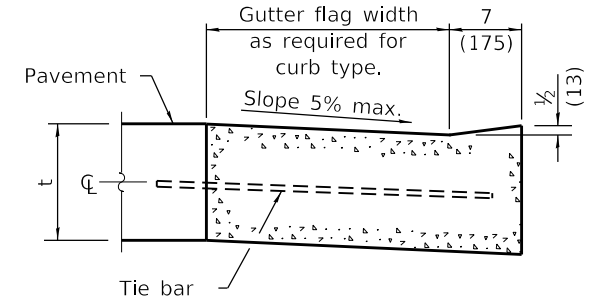


PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

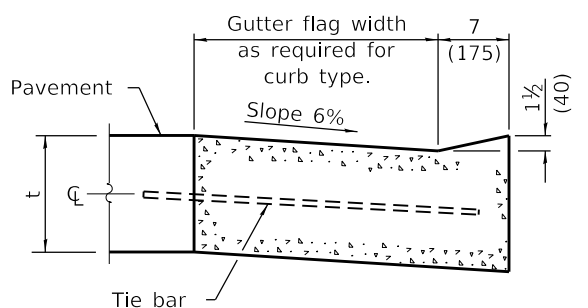
* This dimension shall be adjusted to align with joint on the adjacent pavement

Full depth & width 1 (25) - thick (min.) preformed expansion joint filler.

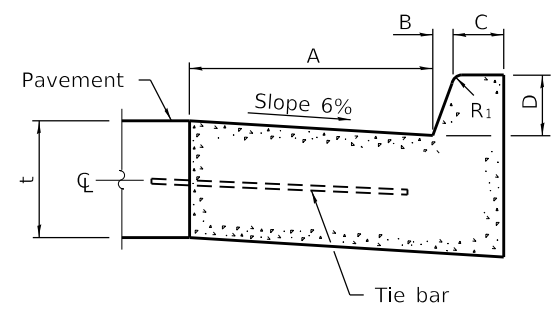
DETAIL A
EXPANSION JOINT



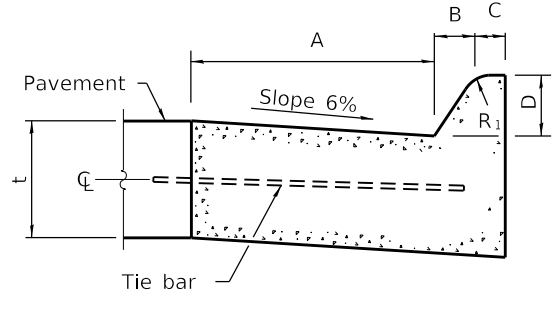
DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



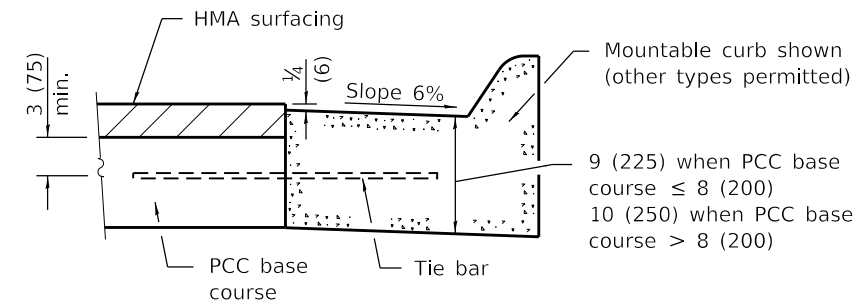
DEPRESSED CURB (TYPICAL)



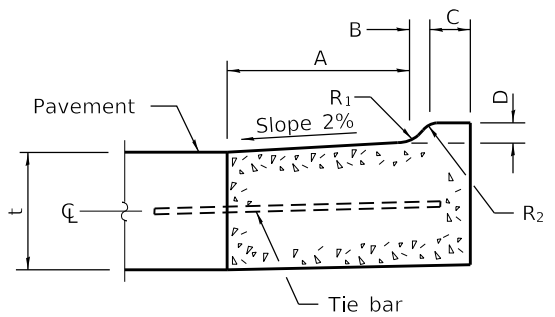
BARRIER CURB



MOUNTABLE CURB



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING



M-2.06 (M-5.15) and M-2.12 (M-5.30)

TABLE OF DIMENSIONS BARRIER CURB

TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

* For corner islands only.

TABLE OF DIMENSIONS MOUNTABLE CURB

TYPE	A	B	C	D	R ₁	R ₂
M-2.06	6	2	4	2	3	2
(M-5.15)	(150)	(50)	(100)	(50)	(75)	(50)
M-2.12	12	2	4	2	3	2
(M-5.30)	(300)	(50)	(100)	(50)	(75)	(50)
M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

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

DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
(Sheet 1 of 2)

STANDARD 606001-08

Illinois Department of Transportation

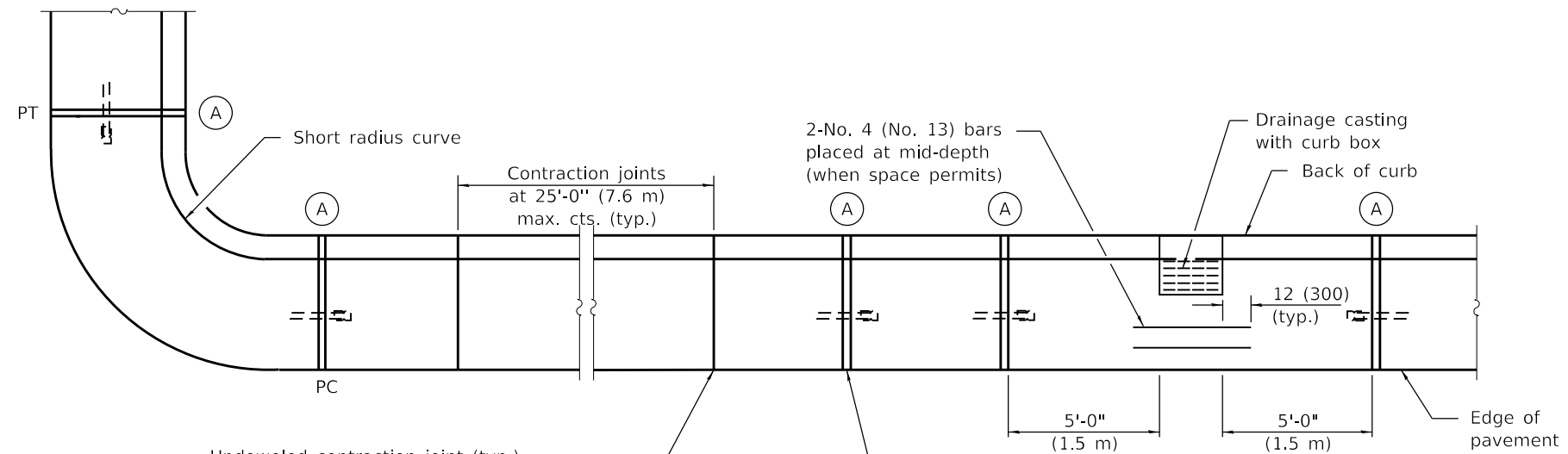
PASSED January 1, 2022

Michael Brand
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2022

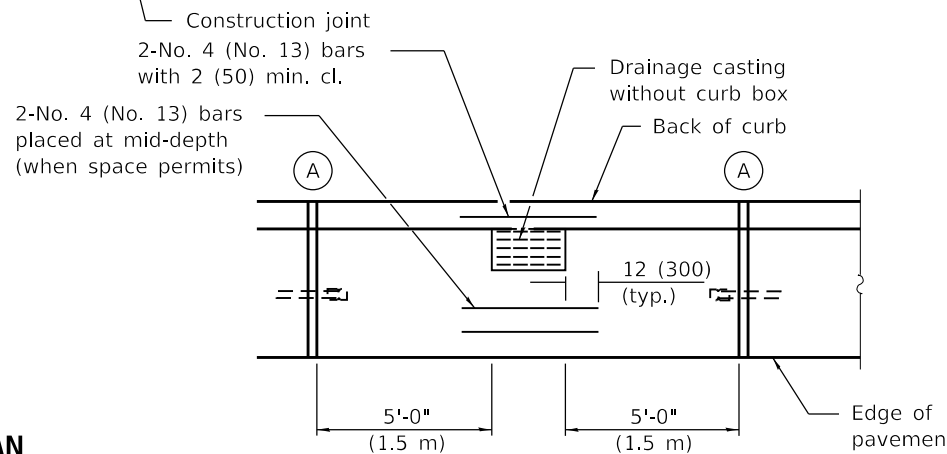
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

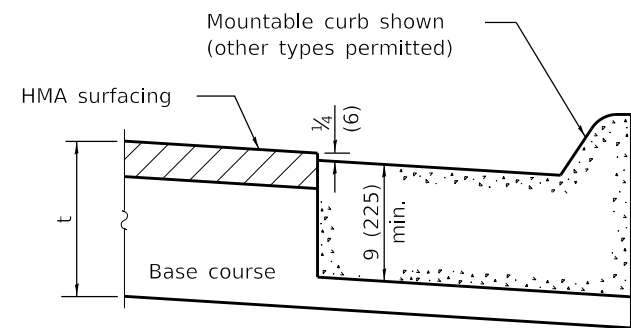


Undoweled contraction joint (typ.) construction options:

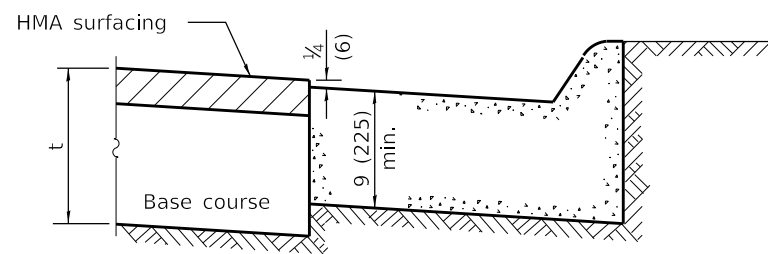
1. Form with 1/8 (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert 3/4 (20) thick preformed joint filler full depth and width.



PLAN

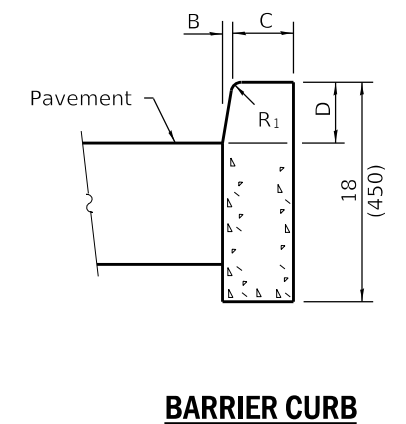
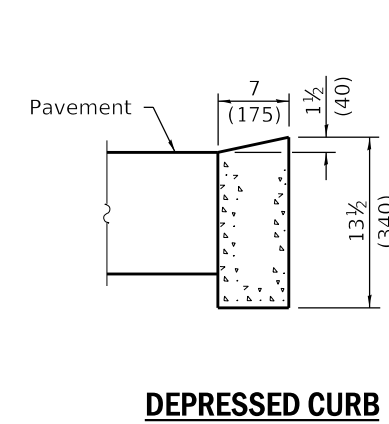


ON DISTURBED SUBGRADE

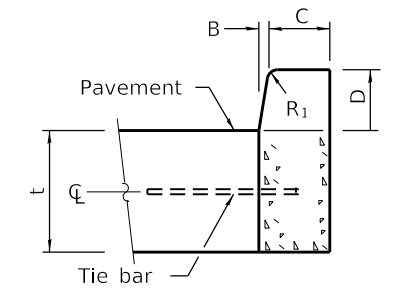
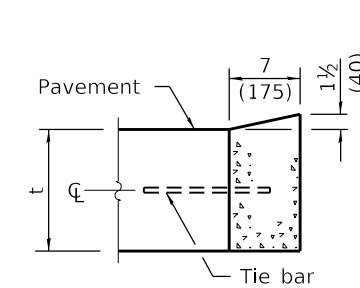


ON UNDISTURBED SUBGRADE

ADJACENT TO FLEXIBLE PAVEMENT



ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

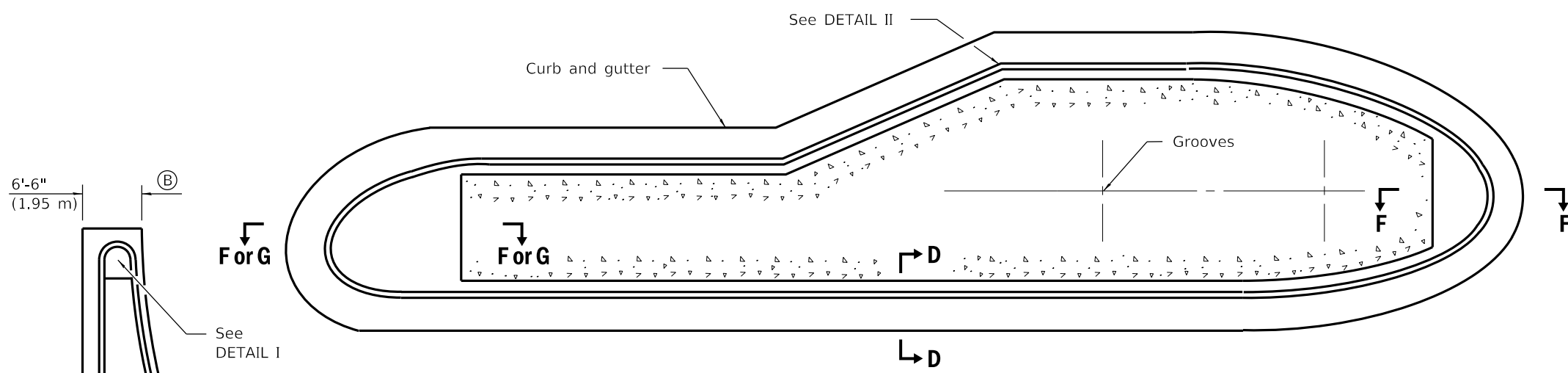
STANDARD 606001-08

Illinois Department of Transportation

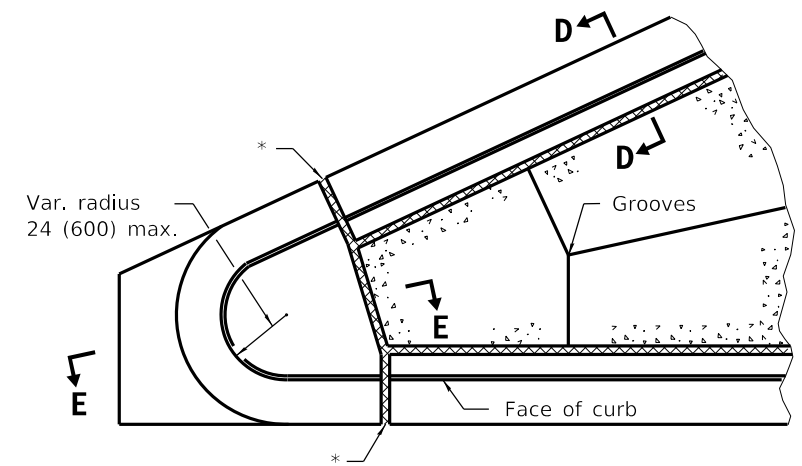
PASSED January 1, 2022
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2022
John C. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

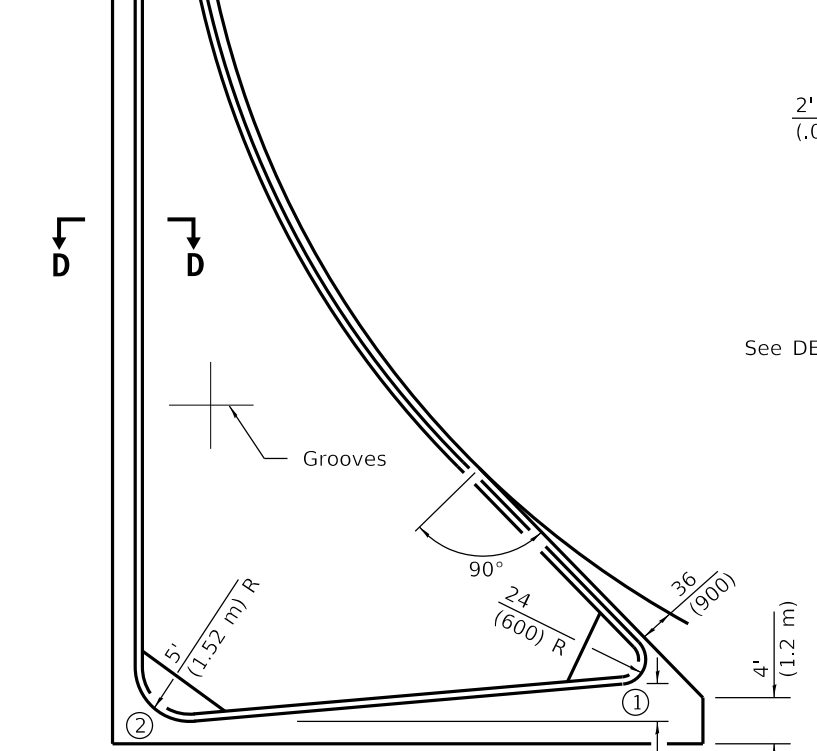
ISSUED 1-1-97



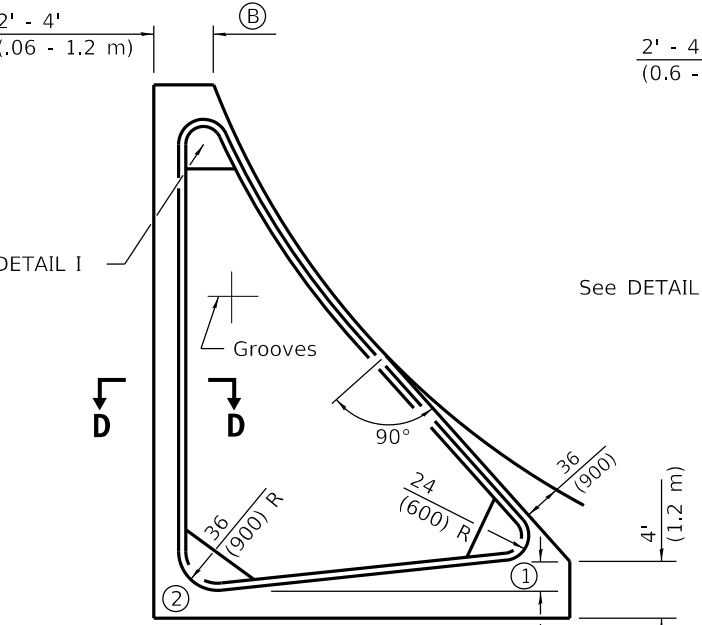
TYPICAL PLAN OF MEDIAN ISLAND
(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



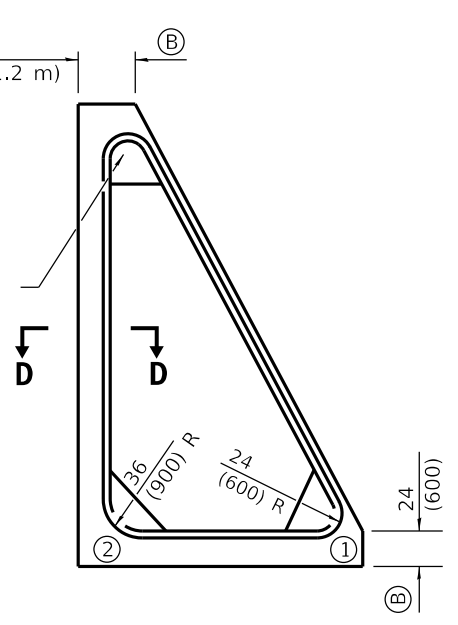
DETAIL I



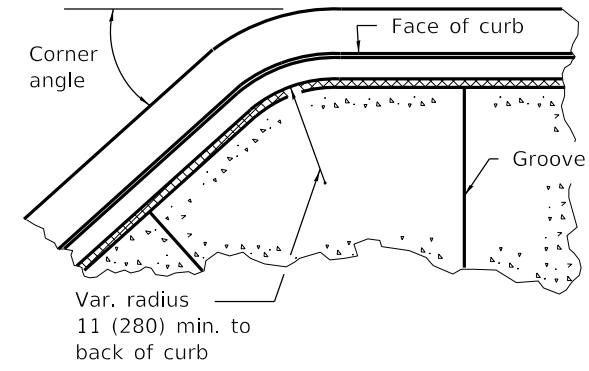
LARGE ISLAND
(FREE FLOW DESIGN)
36 (900) Offset for urban conditions



INTERMEDIATE ISLAND
(FOR RIGHT TURN LANE DESIGN)
24 (600) Offset for urban conditions



SMALL ISLAND



DETAIL II

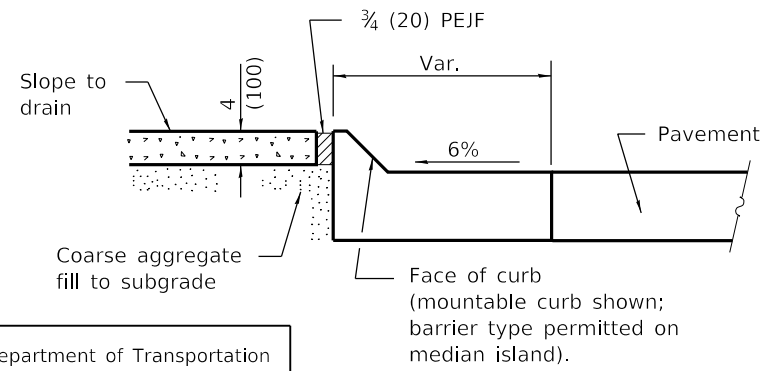
Typical detail when corner angle is less than 90° and for other corners with radius greater than 24 (600).

NOTE:
The blockouts (B) for the islands shall be extended so that the termination will line up with proposed or existing pavement joint.

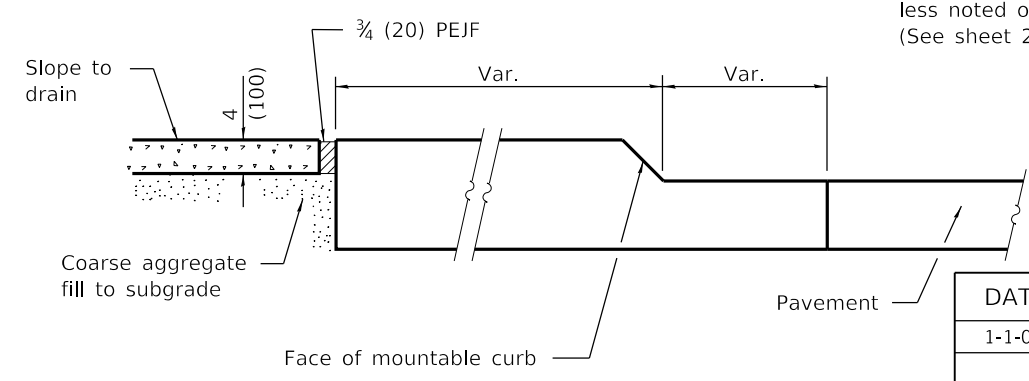
Noses (1) and (2) shall be ramped unless noted otherwise on the plans. (See sheet 2 for length)

GENERAL NOTES

- PEJF = Preformed expansion joint filler.
- Median layout and radii shall be as shown on the plans.
- Keyed longitudinal construction joints shall be constructed without tie bars.
- See Standard 420001 and 606001 for details not shown.
- * ¾ (20) PEJF conforming to the full cross section of the curb, gutter and median surface.
- X = PCC base course plus HMA thickness.
- t = Pavement or pcc base course thickness.
- All dimensions are in inches (millimeters) unless otherwise shown.



SECTION D-D



SECTION E-E

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Switched to Hot-Mix Asphalt (HMA) terminology.

PC CONCRETE ISLANDS AND MEDIANS

(Sheet 1 of 2)

STANDARD 606301-04

Illinois Department of Transportation

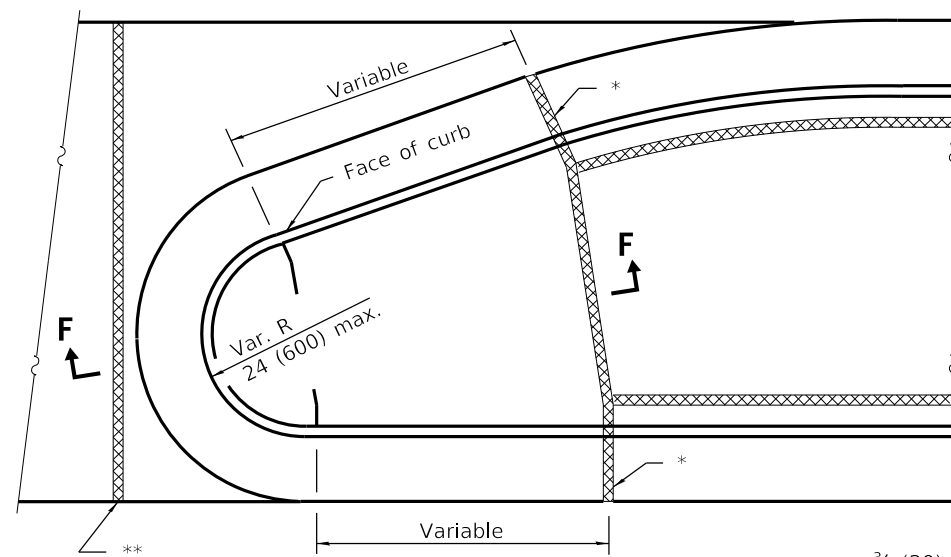
PASSED January 1, 2009

ENGINEER OF POLICY AND PROCEDURES

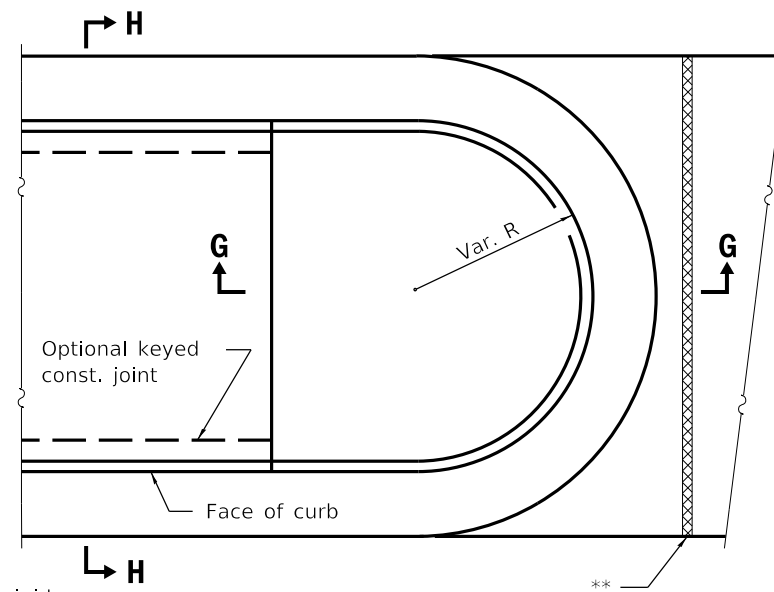
APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



TYPE P MEDIAN SURFACE



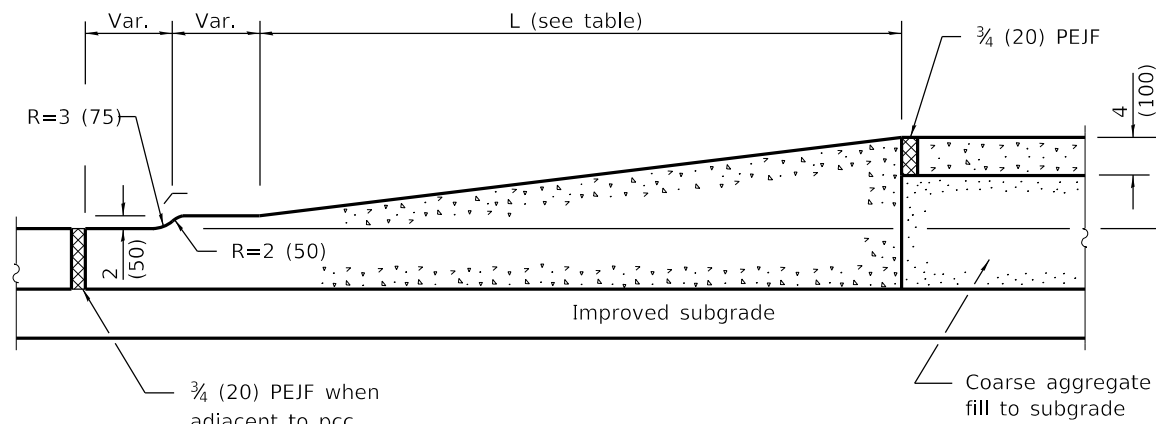
SOLID MEDIAN

** 3/4 (20) PEJF between rigid pavement and median end. Align with joint in adjacent pavement.

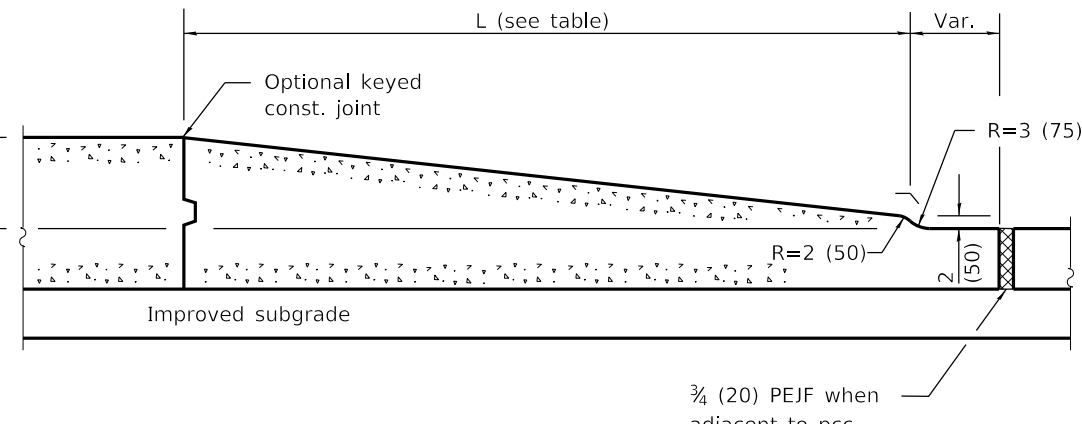
TABLE OF DIMENSIONS					
TYPE SB MEDIANS					
TYPE	A	B	C	D	R ₁
SB-6.06	6	1	6	6	1
(SB-15.15)	(150)	(25)	(150)	(150)	(25)
SB-6.12	12	1	6	6	1
(SB-15.30)	(300)	(25)	(150)	(150)	(25)
SB-6.18	18	1	6	6	1
(SB-15.45)	(450)	(25)	(150)	(150)	(25)
SB-6.24	24	1	6	6	1
(SB-15.60)	(600)	(25)	(150)	(150)	(25)
SB-9.06	6	2	5	9	1
(SB-22.15)	(150)	(50)	(125)	(225)	(25)
SB-9.12	12	2	5	9	1
(SB-22.30)	(300)	(50)	(125)	(225)	(25)
SB-9.18	18	2	5	9	1
(SB-22.45)	(450)	(50)	(125)	(225)	(25)
SB-9.24	24	2	5	9	1
(SB-22.60)	(600)	(50)	(125)	(225)	(25)

TABLE OF DIMENSIONS					
TYPE M AND SM MEDIANS					
TYPE	A	B	C	D	R ₁
M-2.06	6	2	4	2	2
(M-5.15)	(150)	(50)	(100)	(50)	(50)
M-2.12	12	2	4	2	2
(M-5.30)	(300)	(50)	(100)	(50)	(50)
SM-4.06	6	4	3	4	3
(SM-10.15)	(150)	(100)	(75)	(100)	(75)
SM-4.12	12	4	3	4	3
(SM-10.30)	(300)	(100)	(75)	(100)	(75)
SM-4.18	18	4	3	4	3
(SM-10.45)	(450)	(100)	(75)	(100)	(75)
SM-4.24	24	4	3	4	3
(SM-10.60)	(600)	(100)	(75)	(100)	(75)
SM-6.06	6	6	2	6	2
(SM-15.15)	(150)	(150)	(50)	(150)	(50)
SM-6.12	12	6	2	6	2
(SM-15.30)	(300)	(150)	(50)	(150)	(50)
SM-6.18	18	6	2	6	2
(SM-15.45)	(450)	(150)	(50)	(150)	(50)
SM-6.24	24	6	2	6	2
(SM-15.60)	(600)	(150)	(50)	(150)	(50)

PLAN
(RAMPED NOSES)



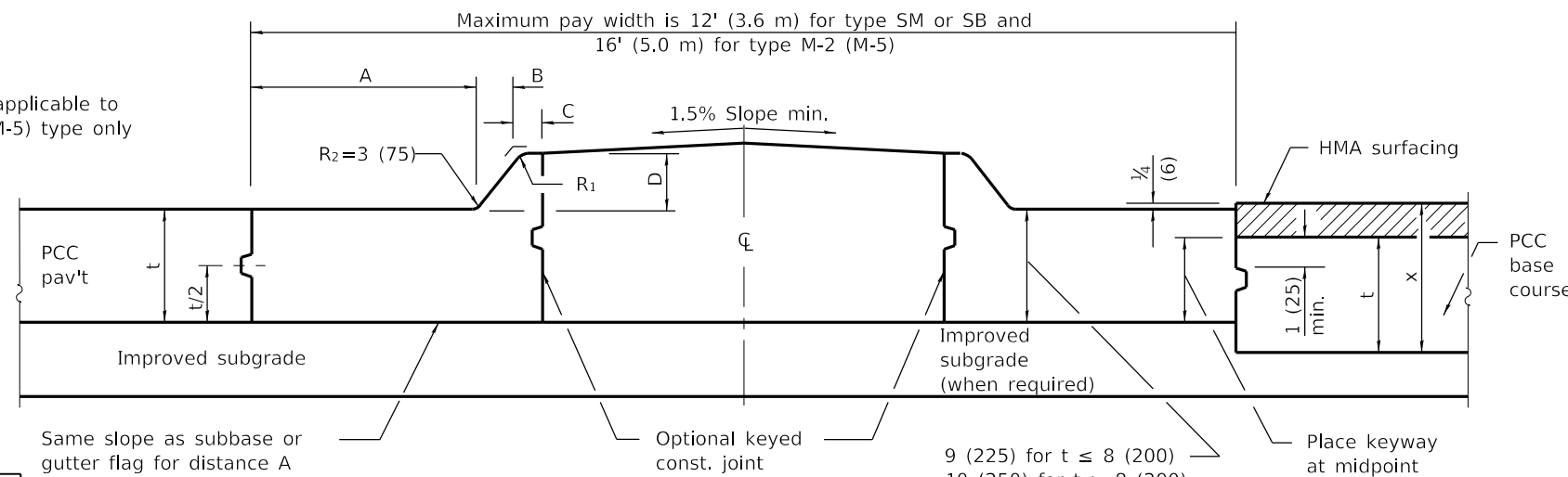
SECTION F-F



SECTION G-G

TABLE OF RAMPED NOSE LENGTHS	
TYPE OF NOSE	L
Median	6' (1.8 m)
Small Island	24 (600)
Intermediate Island	4' (1.2 m)
Large Island	6' (1.8 m)

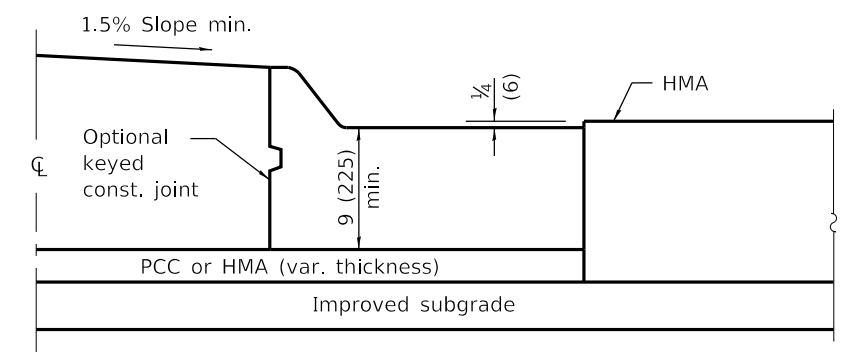
NOTE
R₂ is applicable to M-2 (M-5) type only



HALF SECTION FOR PCC PAVEMENT

HALF SECTION FOR PCC BASE COURSE

SECTION H-H
(TYPE SM, SB & M-5 (M-2) MEDIANS)



HALF SECTION FOR FLEXIBLE PAVEMENT

Illinois Department of Transportation

PASSED January 1, 2009

ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2009

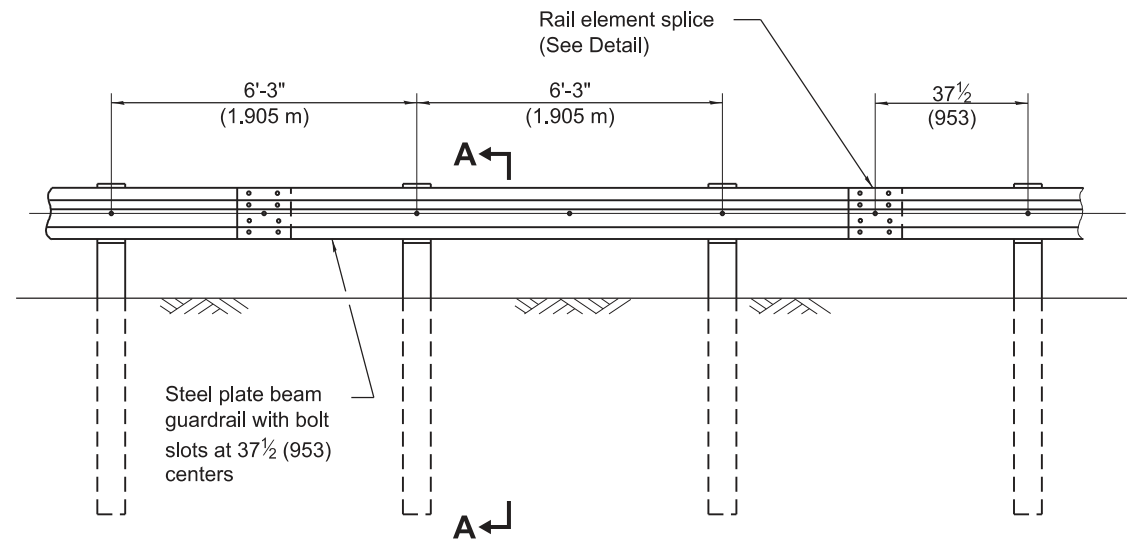
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

PC CONCRETE ISLANDS AND MEDIANS

(Sheet 2 of 2)

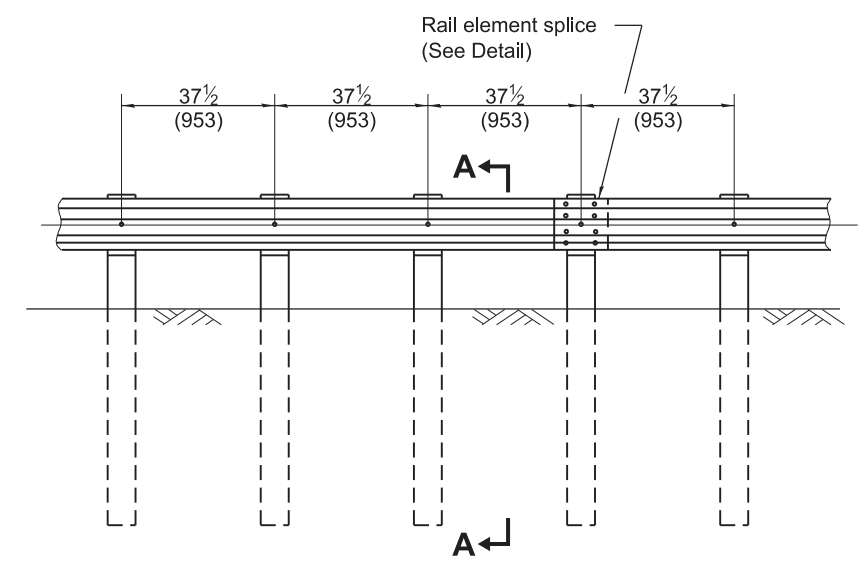
STANDARD 606301-04



ELEVATION

TYPE A

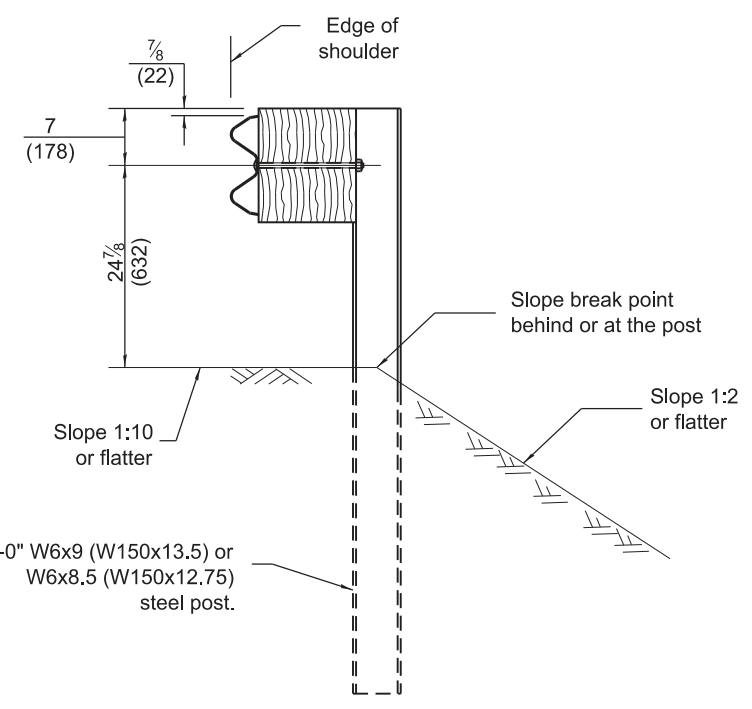
6'-3" (1.905 m) Typical post spacing



ELEVATION

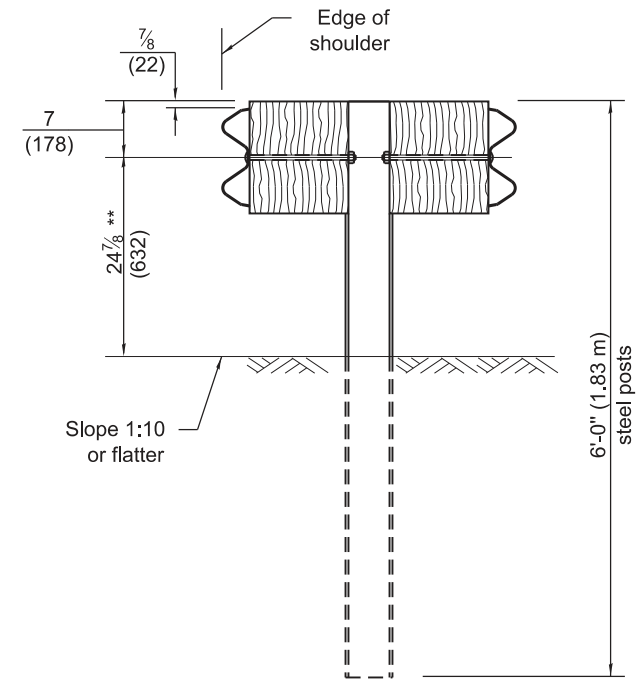
TYPE B

37 1/2 (953) Closed post spacing



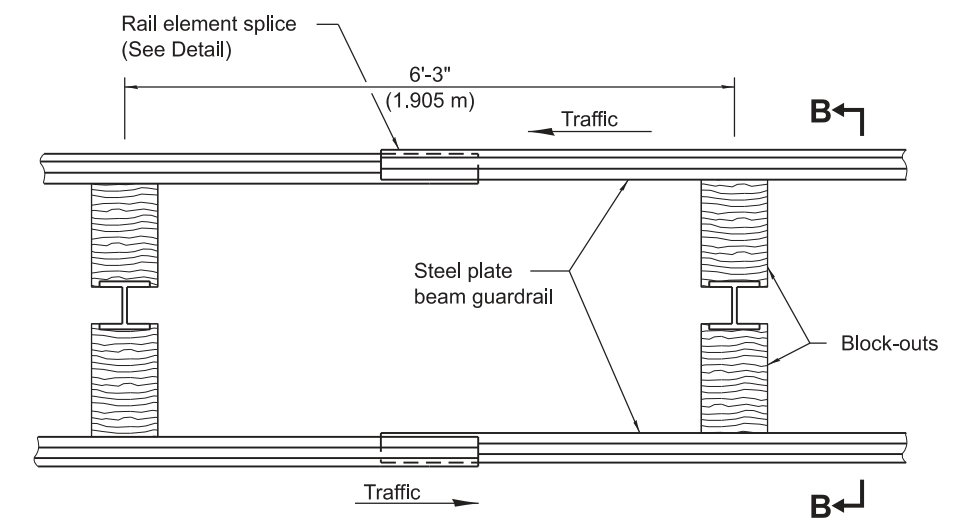
SECTION A-A

6'-0" W6x9 (W150x13.5) or W6x8.5 (W150x12.75) steel post.



SECTION B-B

** When connecting Type D guardrail to an impact attenuator, adjust this dimension to match over a distance of 25'-0" (7.62 m) from point of connection if necessary.



PLAN

TYPE D

Double steel plate beam guardrail
6'-3" (1.905 m) typical post spacing

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

Illinois Department of Transportation

APPROVED January 1, 2024
Marshall K. Wood
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2024
Scott C. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

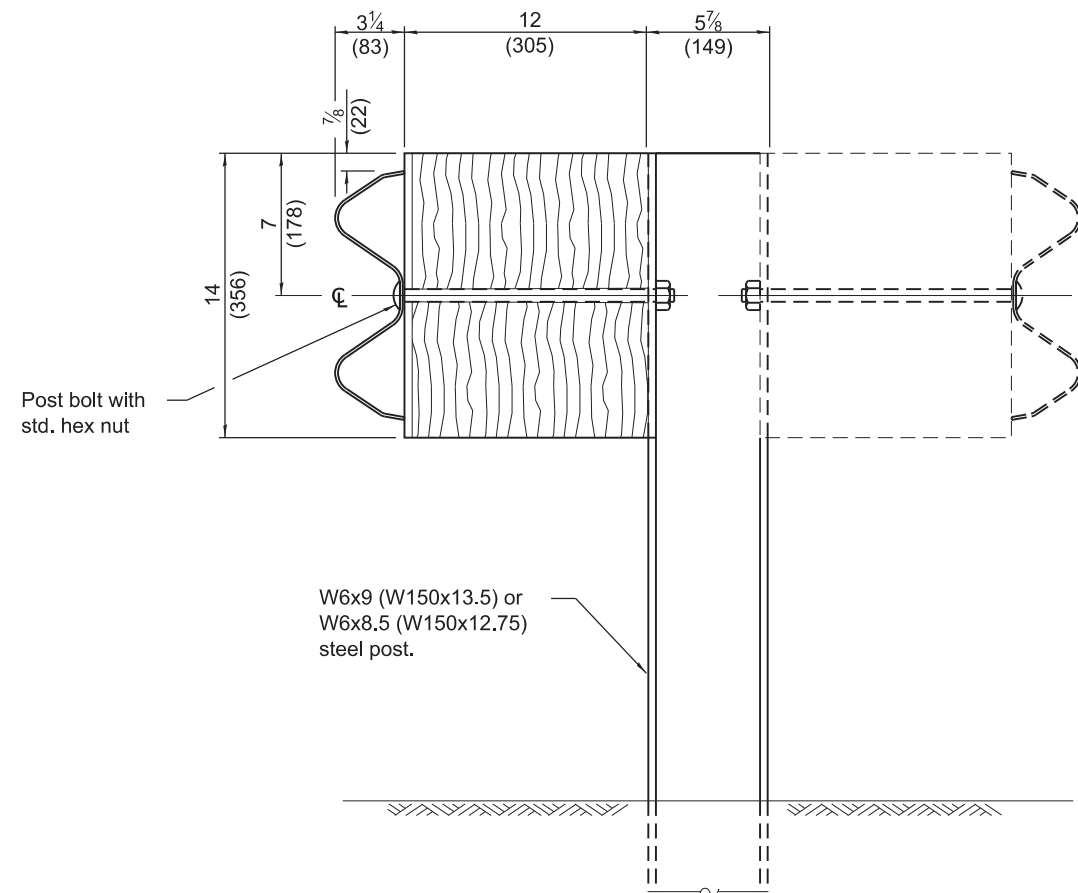
ISSUED 1-1-97

DATE	REVISIONS
1-1-24	Revised Section A-A to allow 6' posts at or behind the slope break point.
1-1-18	Revised steel post to have four holes in each flange.

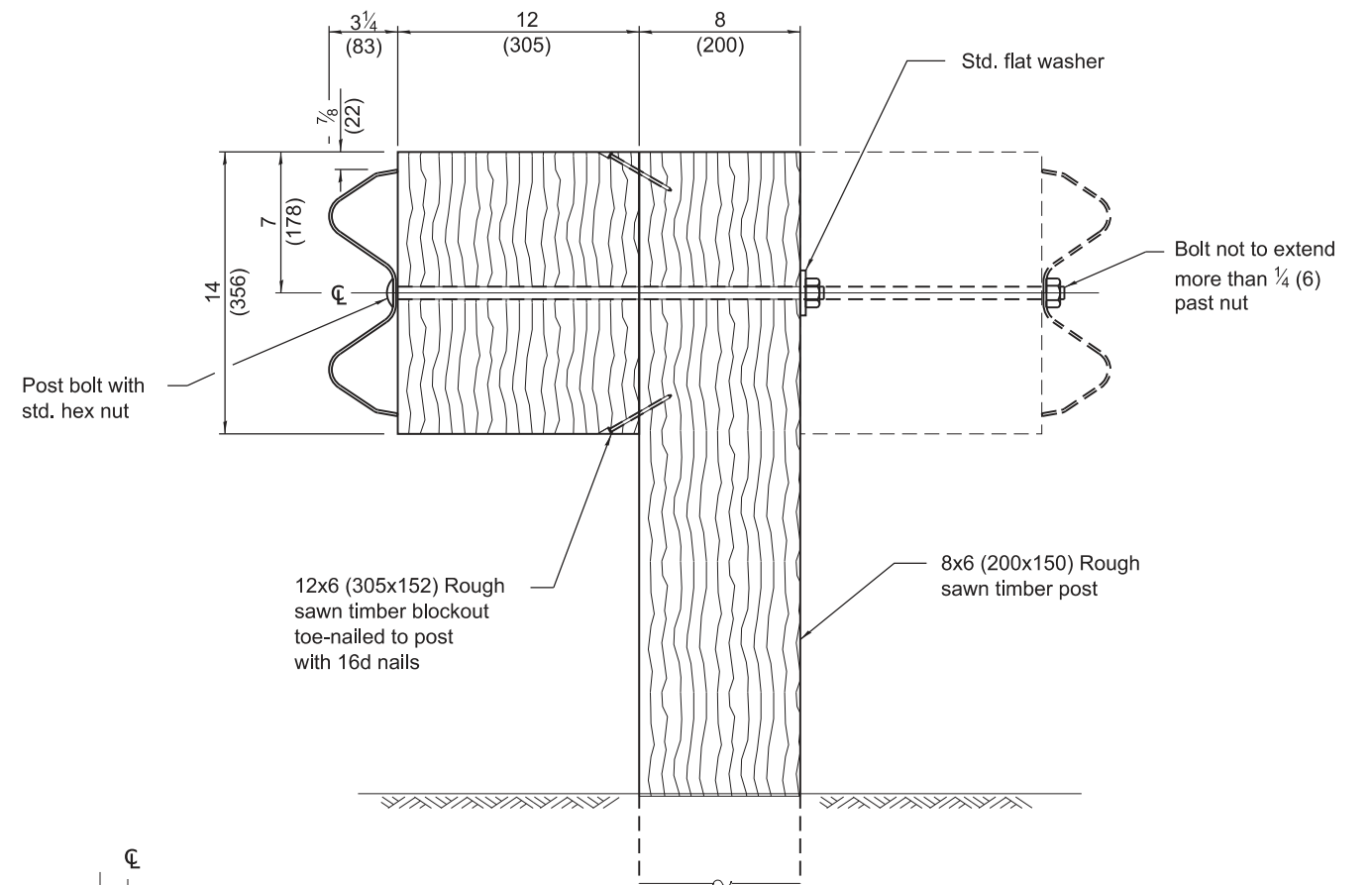
STEEL PLATE BEAM GUARDRAIL

(Sheet 1 of 4)

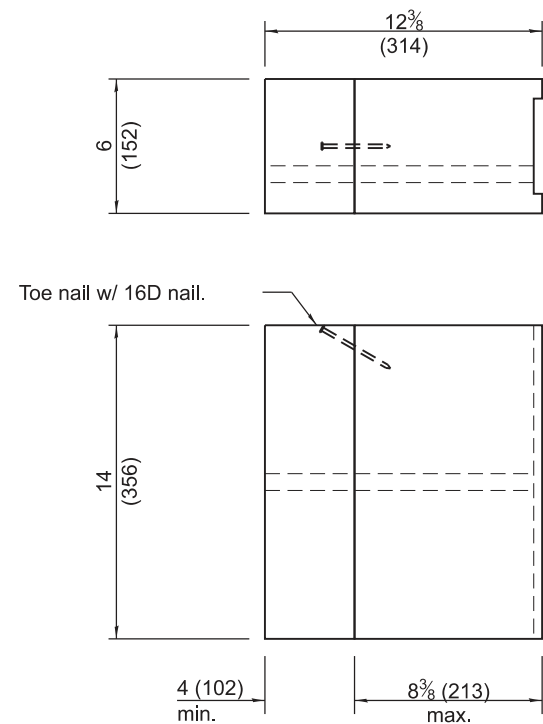
STANDARD 630001-13



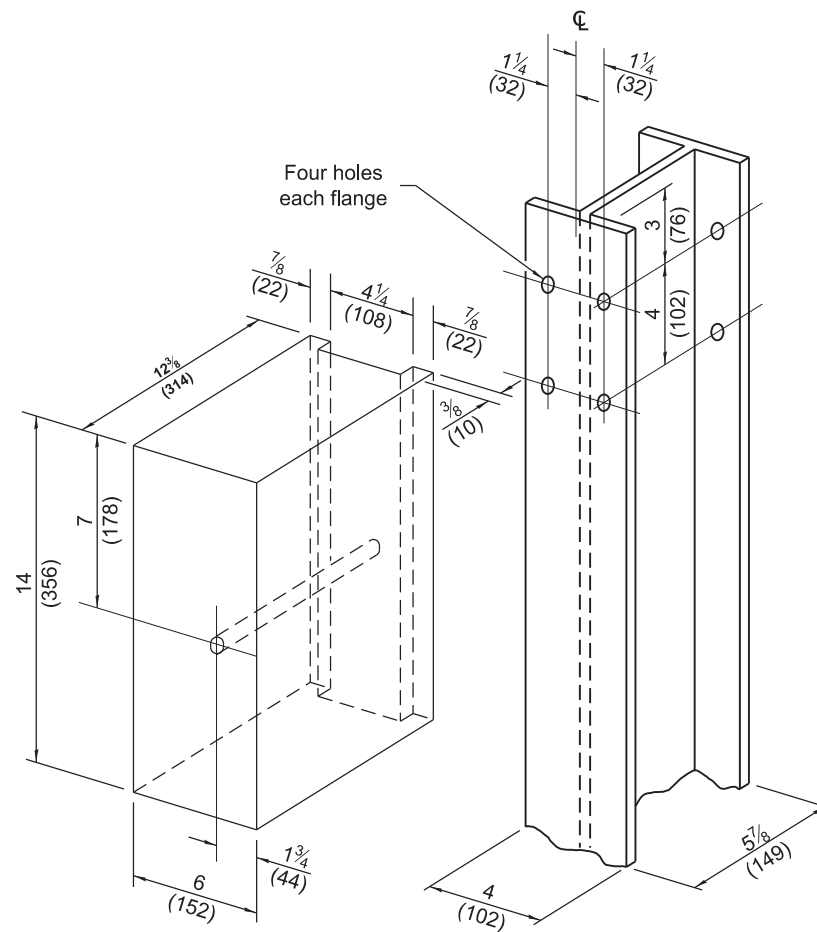
STEEL POST CONSTRUCTION



WOOD POST CONSTRUCTION

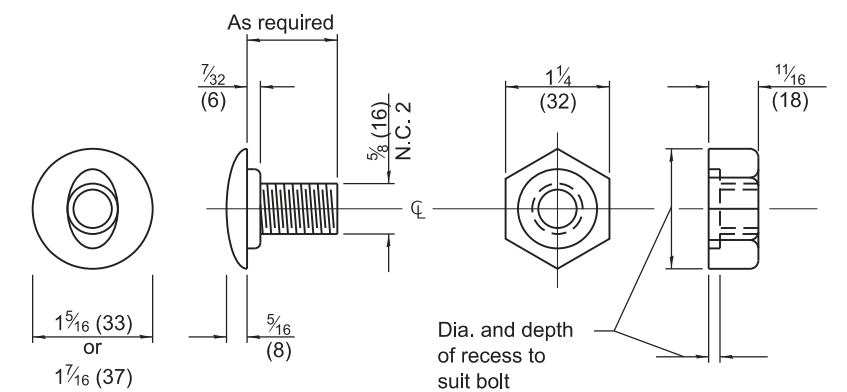


TWO-PIECE WOOD BLOCKOUT OPTION



WOOD BLOCK-OUT AND STEEL POST DETAILS

Note:
All holes 3/4 (20) dia.



POST OR SPLICE BOLT & NUT

Illinois Department of Transportation

APPROVED January 1, 2024

Marshall K. Wood
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2024

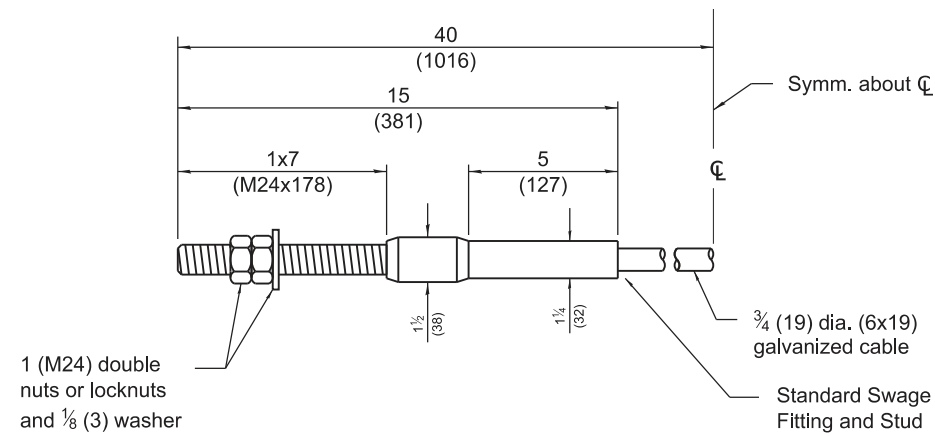
Scott C. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

STEEL PLATE BEAM GUARDRAIL

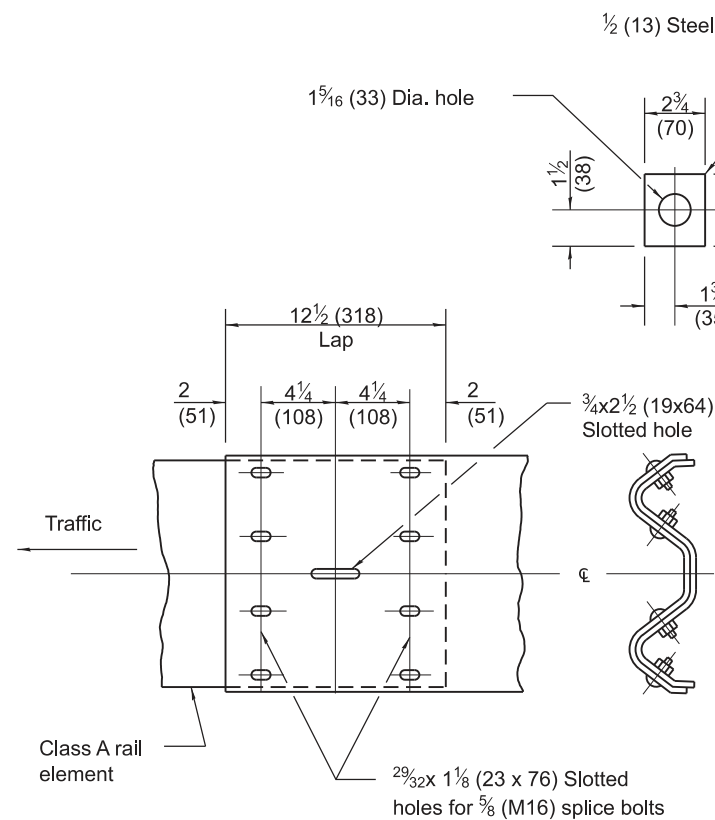
(Sheet 2 of 4)

STANDARD 630001-13



CABLE ASSEMBLY

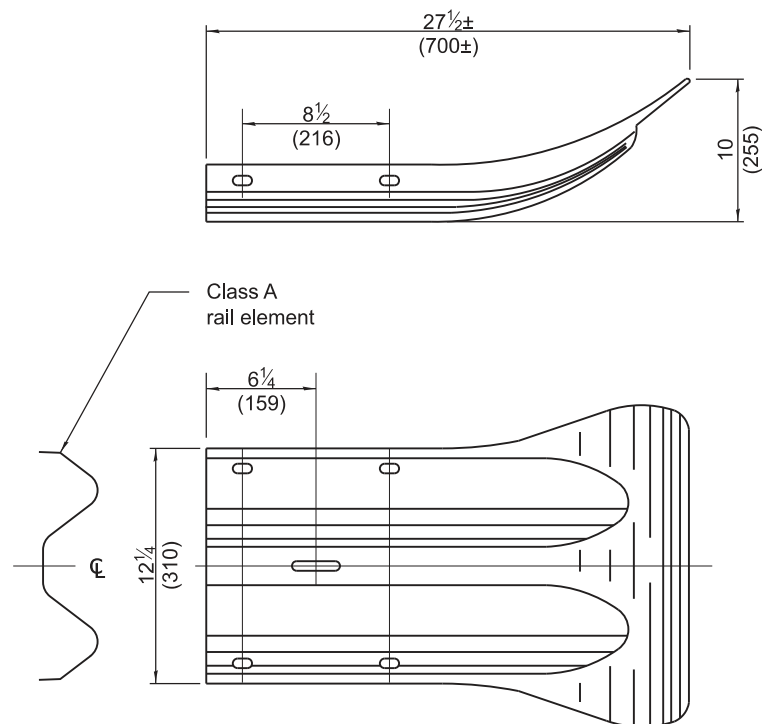
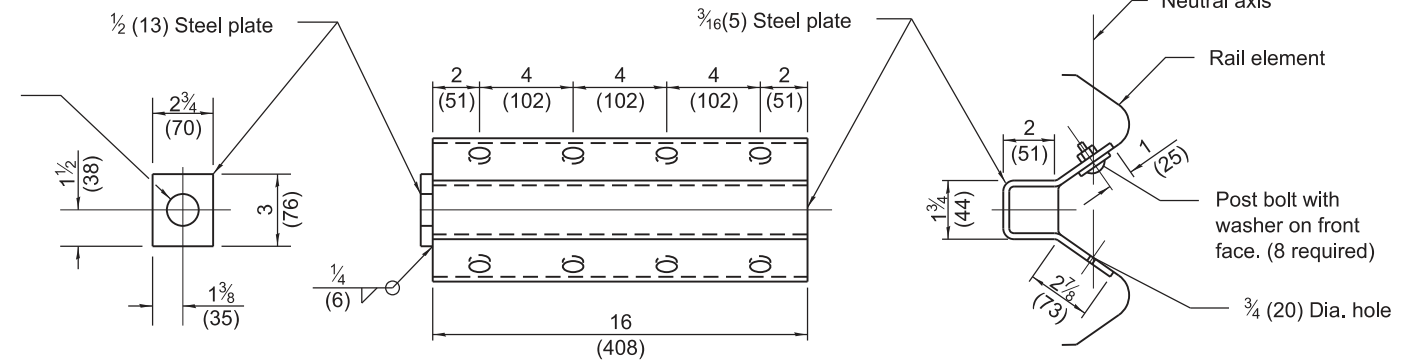
(42,800 lbs. (190 kN) min. breaking strength)
Tighten to taut tension.



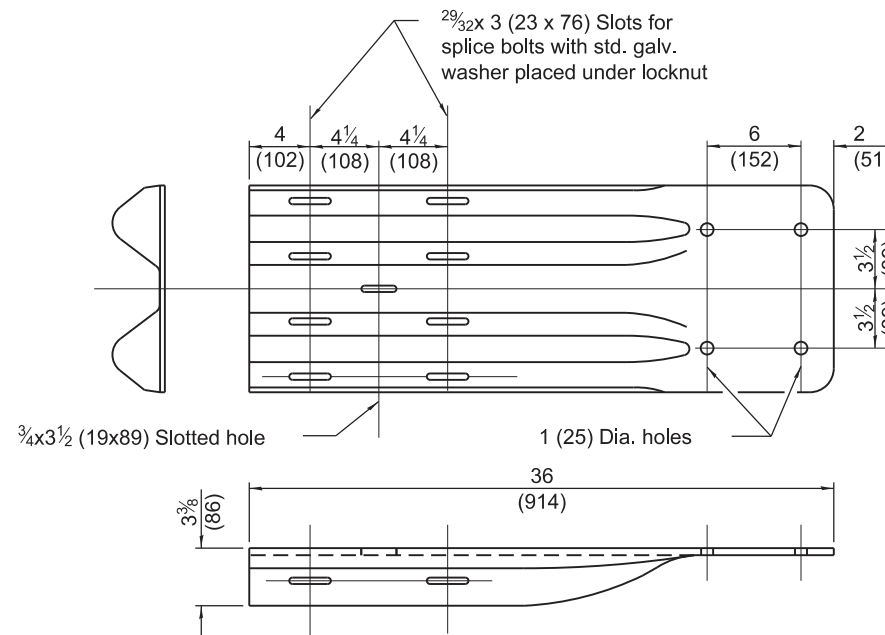
RAIL ELEMENT SPLICE

NOTE
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

ANCHOR PLATE T DETAILS



END SECTION

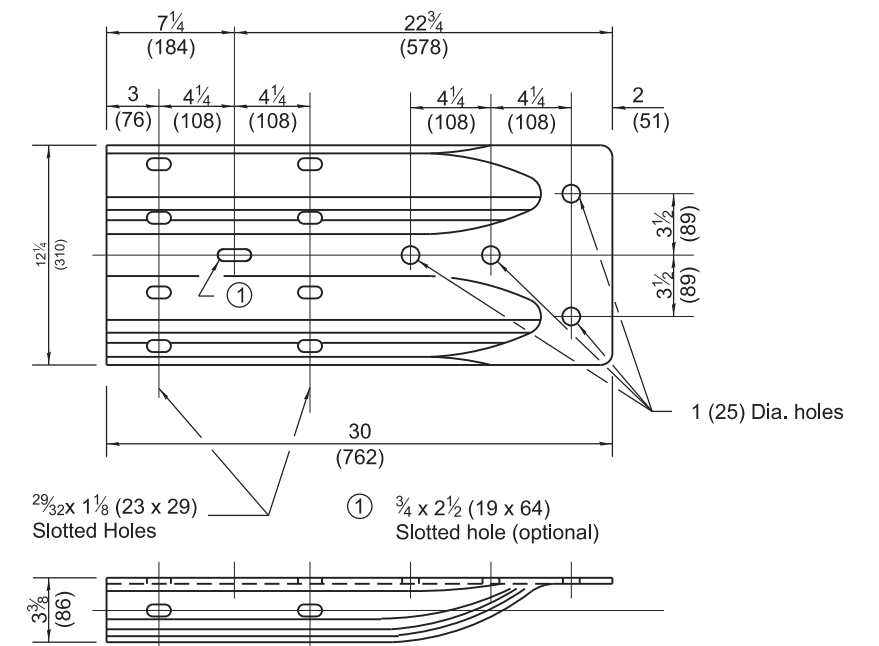


NOTE
When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE



ALTERNATE END SHOE

Illinois Department of Transportation

APPROVED January 1, 2024
Marshall K. Wood
ENGINEER OF POLICY AND PROCEDURES

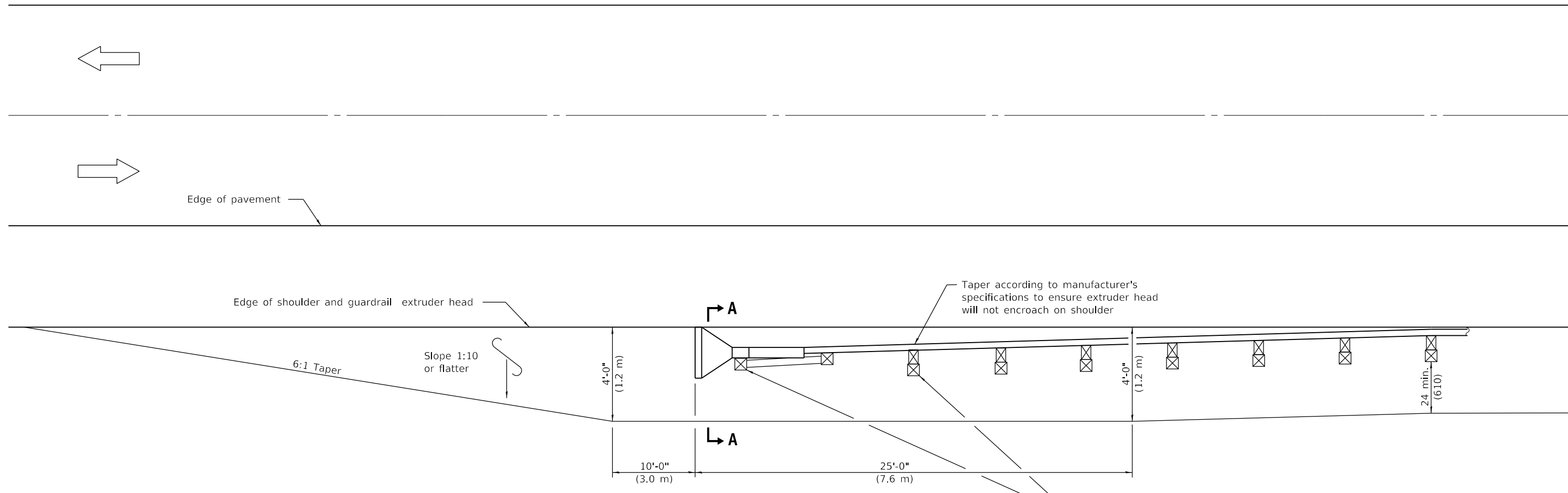
APPROVED January 1, 2024
Scott C. C...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

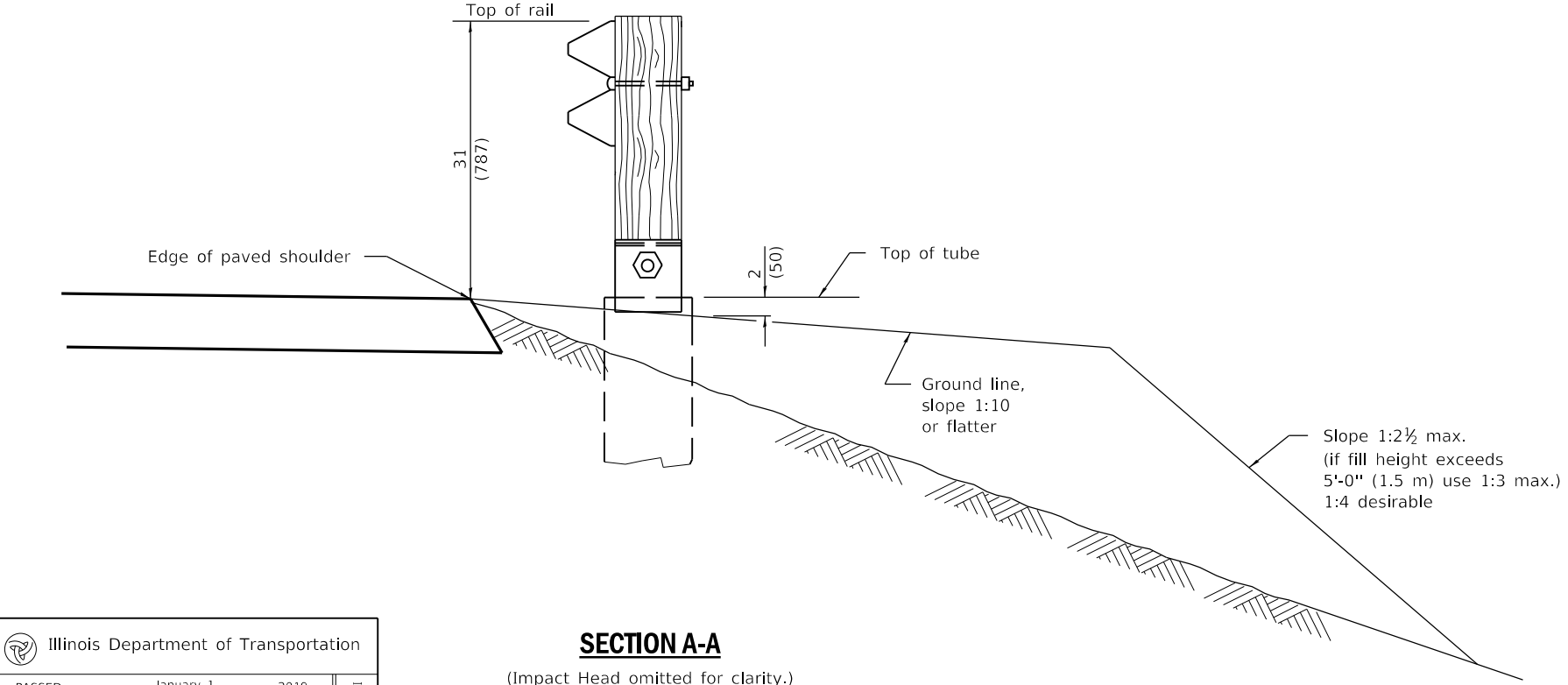
**STEEL PLATE BEAM
GUARDRAIL**

(Sheet 3 of 4)

STANDARD 630001-13



**SHOULDER WIDENING TRANSITION
FOR TANGENT TERMINAL**



SECTION A-A
(Impact Head omitted for clarity.)

Beginning length of need point varies by manufacturer. Typically occurs between posts 1 and 3.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

DATE	REVISIONS
1-1-19	Removed pay limits. Revised notes regarding the taper/flare and length of need point.
1-1-18	Omitted posts from 'Pay limits of other type'.

**SHOULDER WIDENING FOR
TYPE 1 (SPECIAL)
GUARDRAIL TERMINALS**
(Sheet 1 of 2)

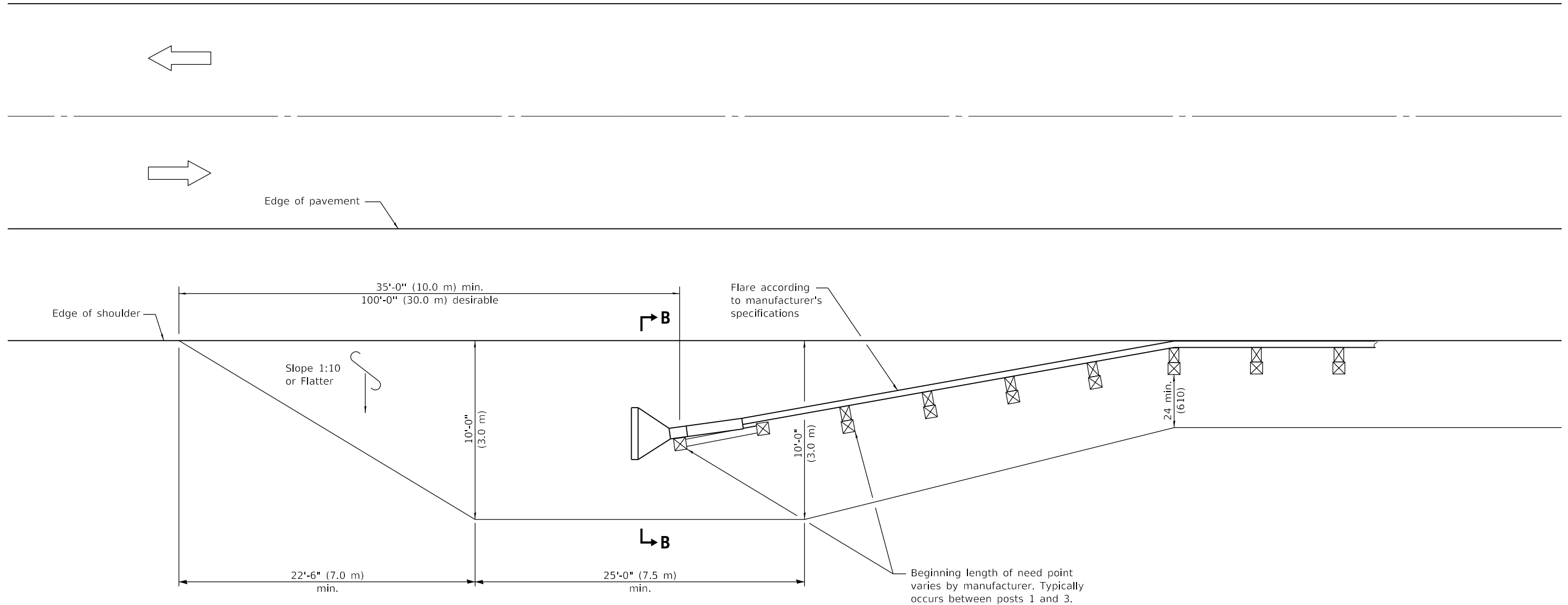
STANDARD 630301-09

Illinois Department of Transportation
 PASSED January 1, 2019

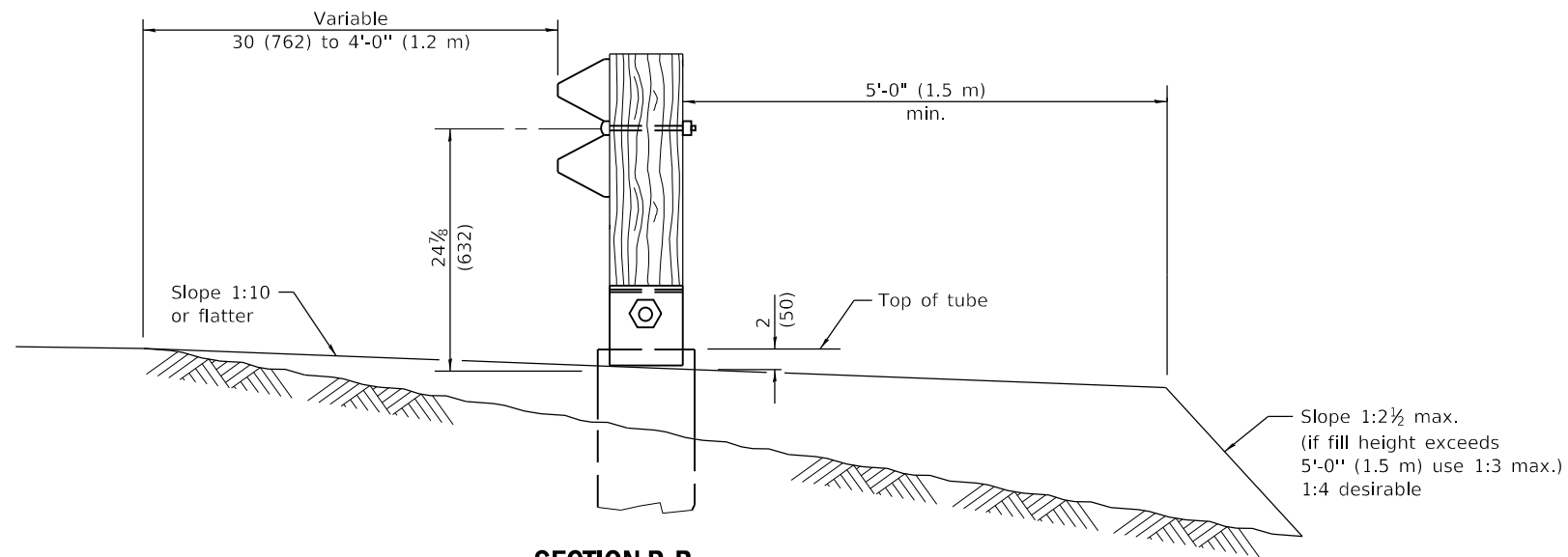
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED January 1, 2019

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-00



**SHOULDER WIDENING TRANSITION
FOR FLARED TERMINAL**



SECTION B-B

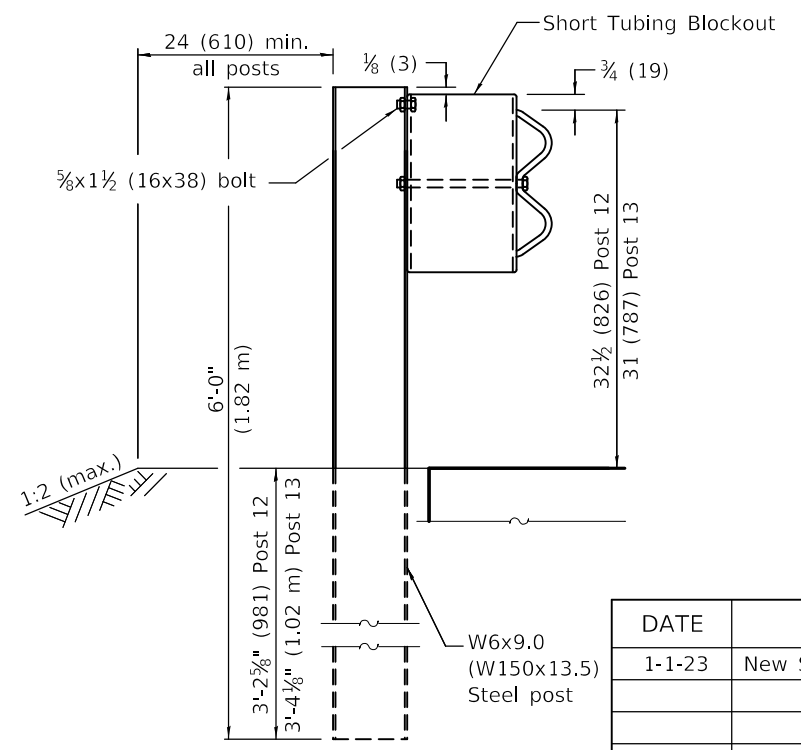
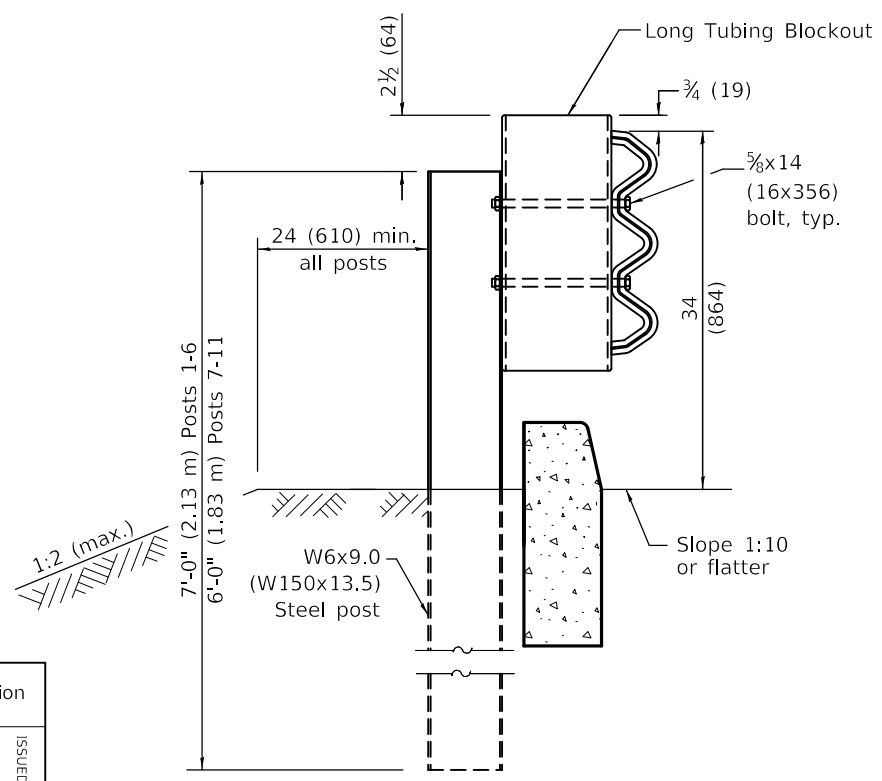
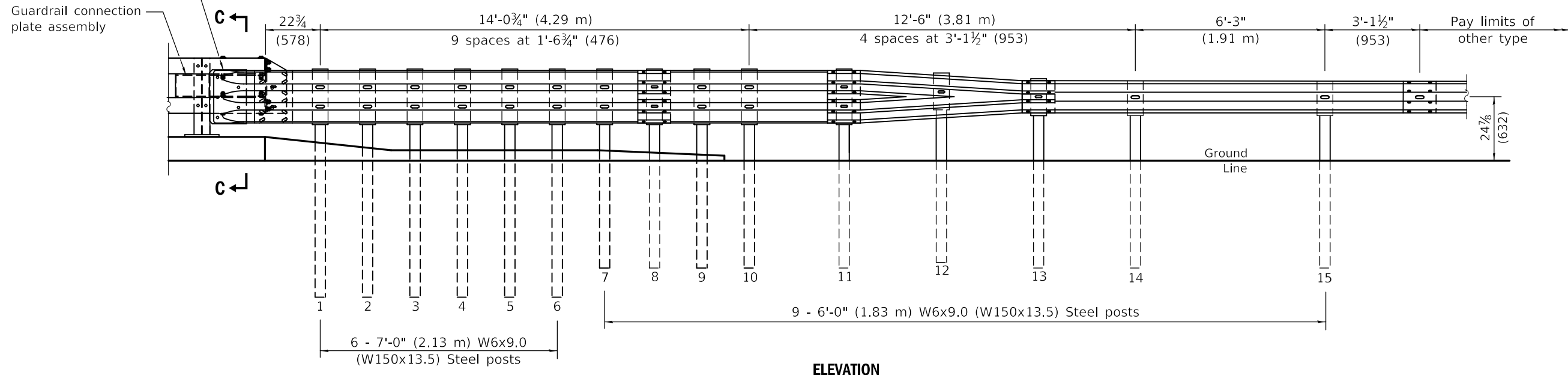
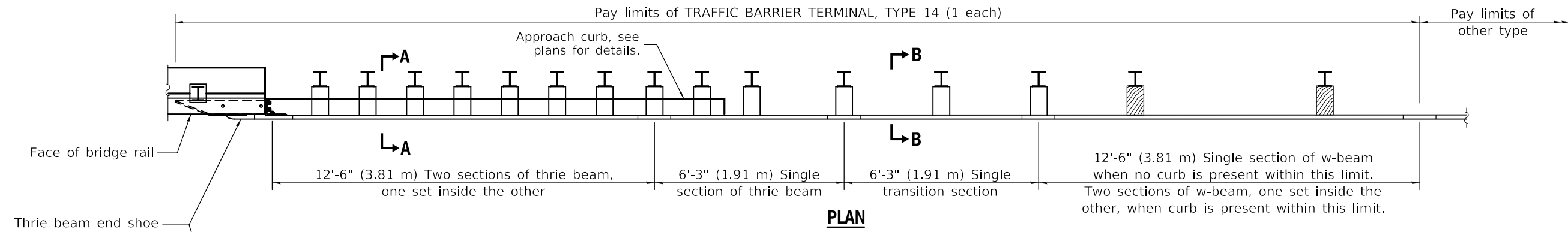
(Impact Head omitted for clarity.)

**SHOULDER WIDENING FOR
TYPE 1 (SPECIAL)
GUARDRAIL TERMINALS**

(Sheet 2 of 2)

STANDARD 630301-09

	PASSED <u> </u> January 1, 2019 <i>Michael Bond</i> ENGINEER OF POLICY AND PROCEDURES	ISSUED 1-1-00
	APPROVED <u> </u> January 1, 2019 <i>J. E. C.</i> ENGINEER OF DESIGN AND ENVIRONMENT	



GENERAL NOTES

- This standard shows attachment to curb mounted bridge rail, Type CO-10.
- See Standard 630001 for details of guardrail not shown.
- Blockouts for posts 1-13 shall be HSS 12x6x1/4 (305x150x6) or solid wood of the same dimensions.
- Thrie beam rail shall be bolted to block-out at all posts.
- All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).
- All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-23	New Standard.

**TRAFFIC BARRIER
TERMINAL, TYPE 14**

(Sheet 1 of 3)

STANDARD 631066

Illinois Department of Transportation

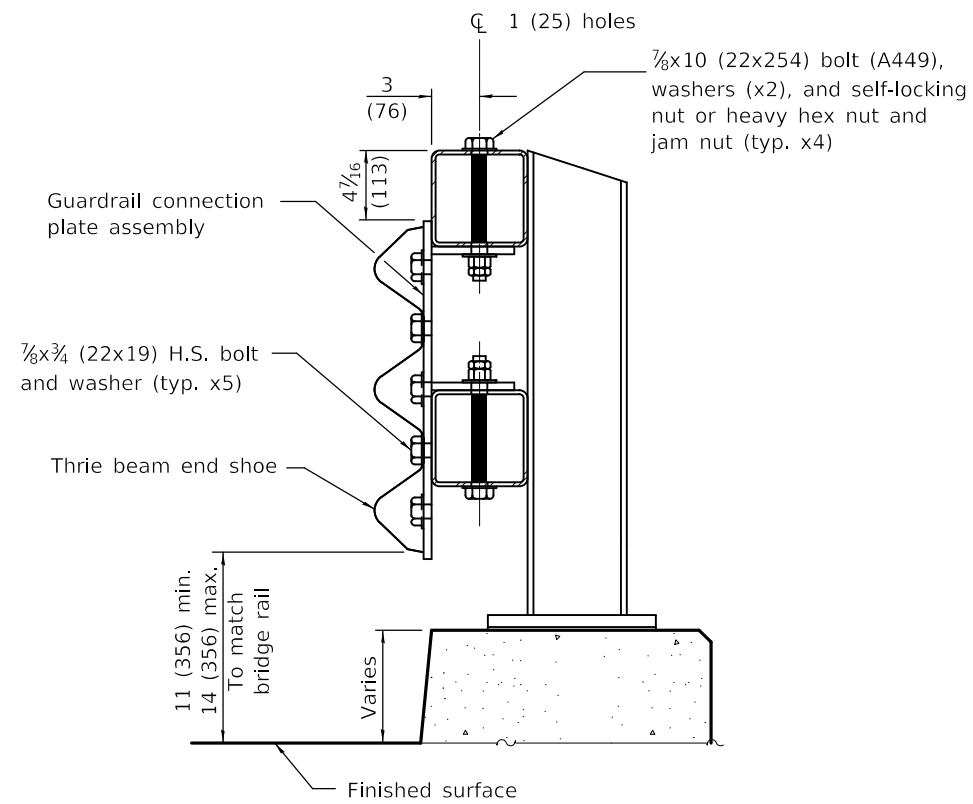
PASSED January 1, 2023

ENGINEER OF SAFETY PROG. AND ENGINEERING

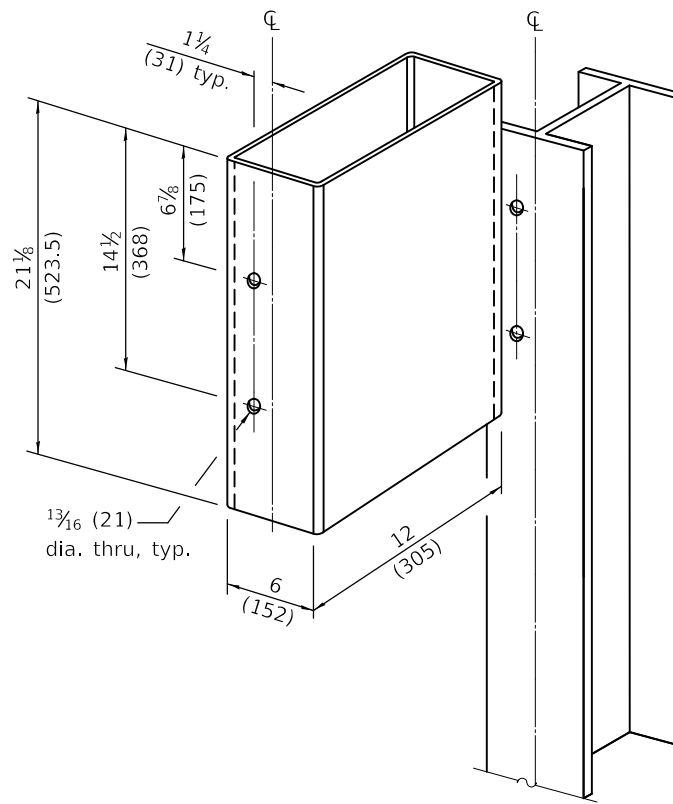
APPROVED January 1, 2023

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2023

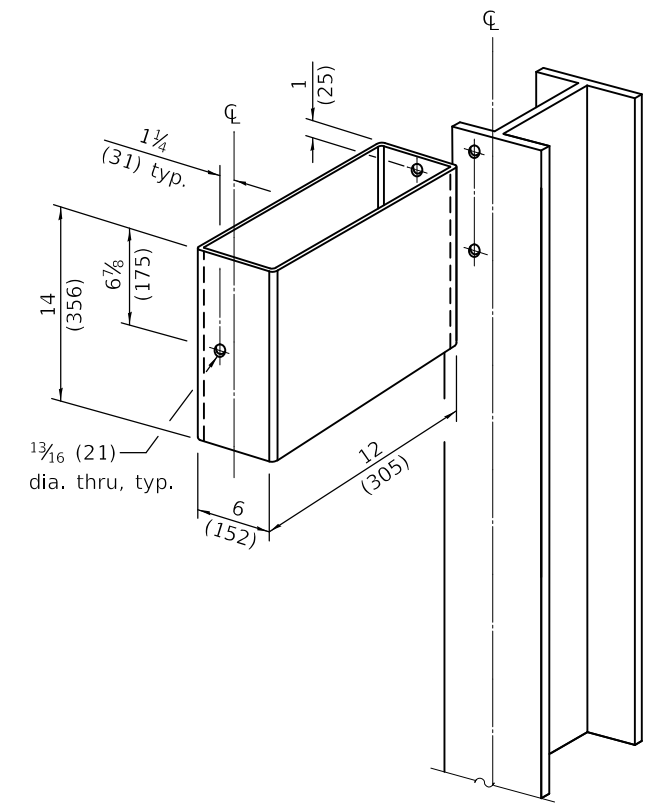


SECTION C-C



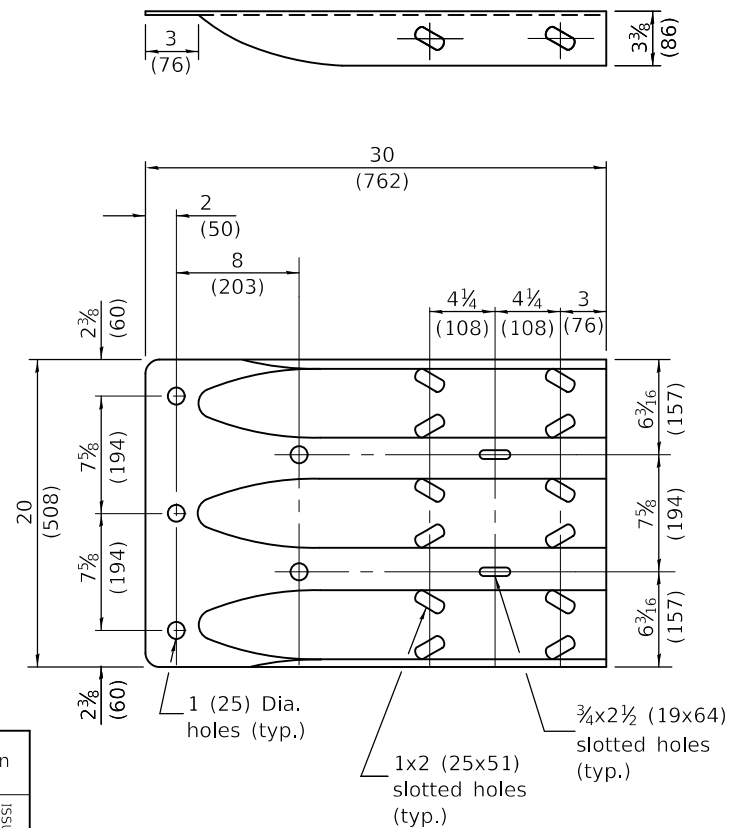
LONG TUBING BLOCKOUT DETAIL

Posts 1-11

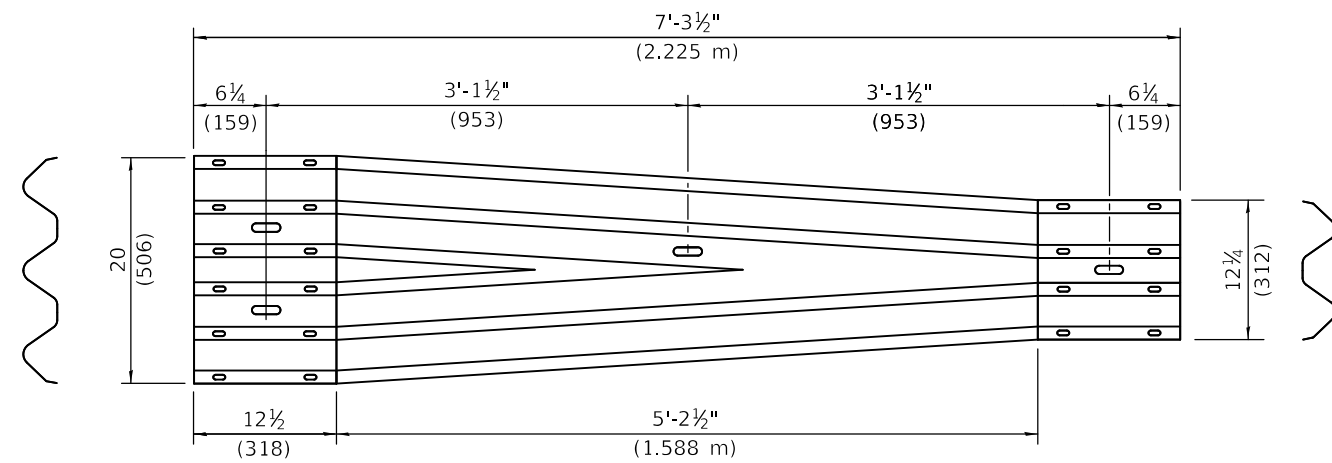


SHORT TUBING BLOCKOUT DETAIL

Posts 12-13



THRIE BEAM END SHOE DETAIL



TRANSITION SECTION
(10 gauge (3.4) rail element)

**TRAFFIC BARRIER
TERMINAL, TYPE 14**

(Sheet 2 of 3)

STANDARD 631066

Illinois Department of Transportation

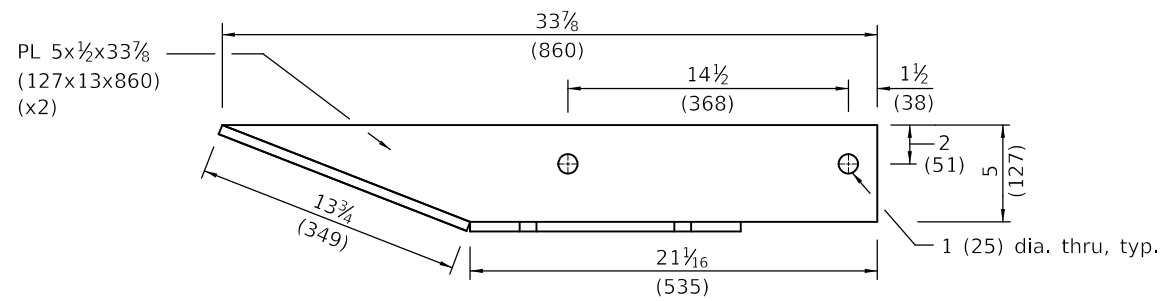
PASSED January 1, 2023

ENGINEER OF SAFETY PROG. AND ENGINEERING

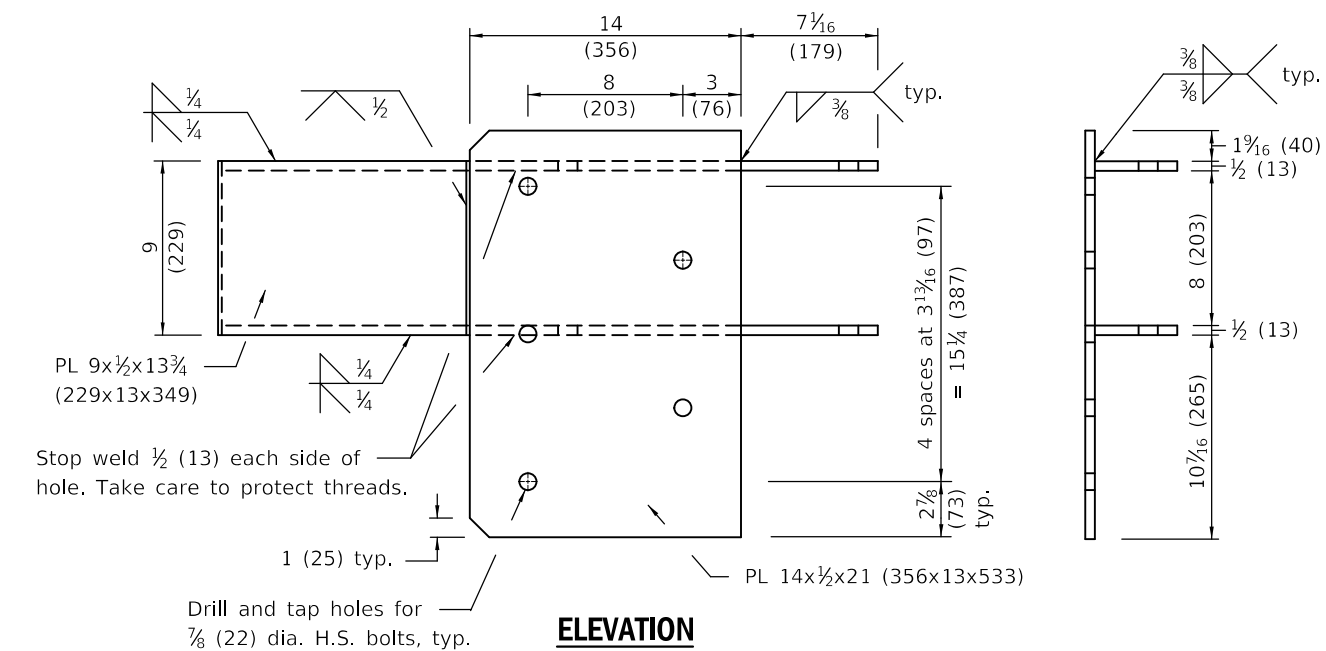
APPROVED January 1, 2023

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2023



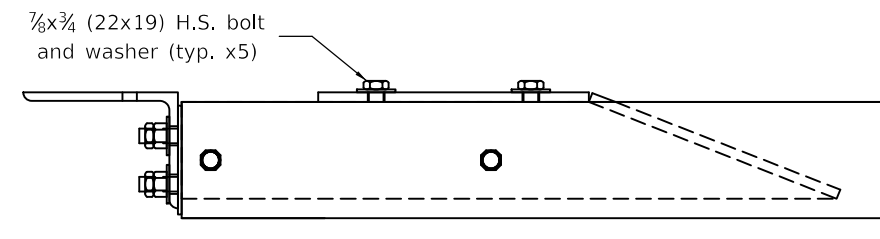
PLAN



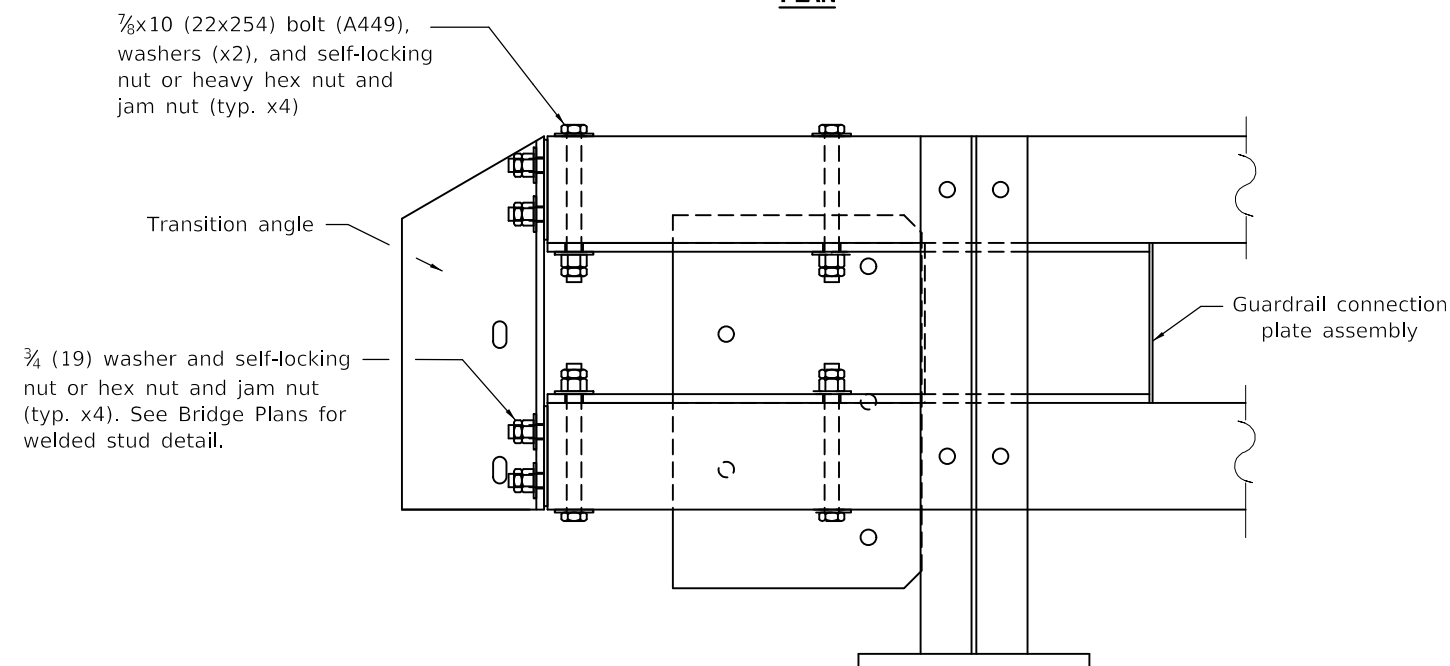
ELEVATION

GUARDRAIL CONNECTION PLATE ASSEMBLY DETAIL

Front View (Mirror for opposite end)



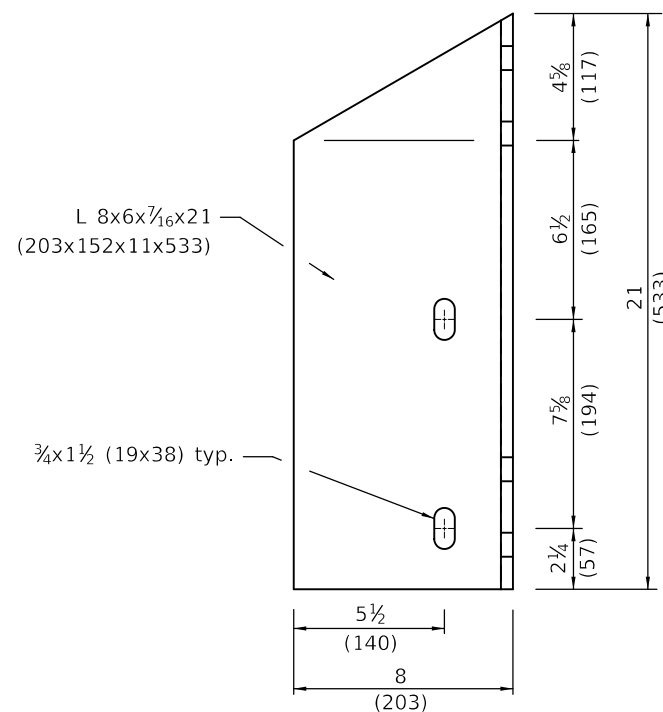
PLAN



ELEVATION

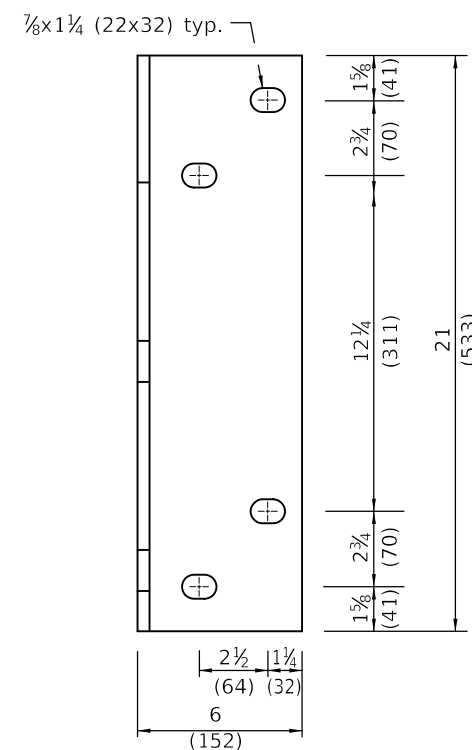
BRIDGE RAIL CONNECTION DETAIL

Back View (Thrie beam end shoe not shown for clarity)



TRANSITION ANGLE

(Mirror for opposite end)



Illinois Department of Transportation

PASSED January 1, 2023

ISSUED 1-1-2023

ENGINEER OF SAFETY PROG. AND ENGINEERING

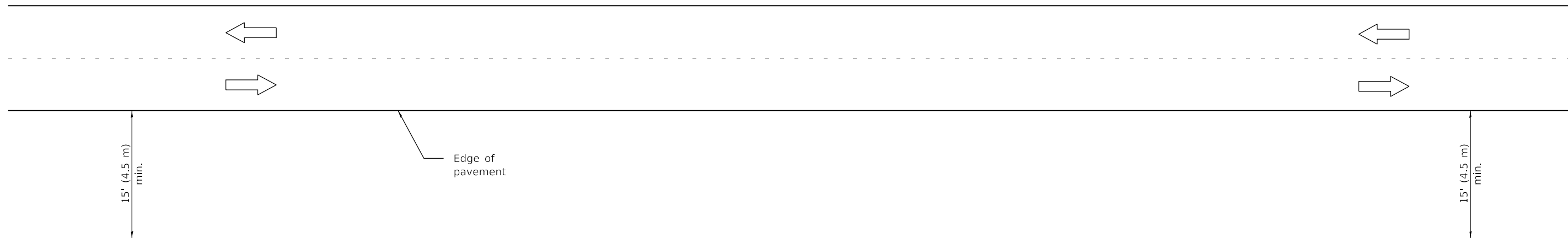
APPROVED January 1, 2023

ENGINEER OF DESIGN AND ENVIRONMENT

**TRAFFIC BARRIER
TERMINAL, TYPE 14**

(Sheet 3 of 3)

STANDARD 631066



TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Fencing contracts and maintenance
- Cleaning culverts

GENERAL NOTES

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.


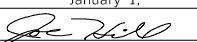
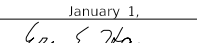
When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone in any one hour, traffic control shall be according to Standard 701006.

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

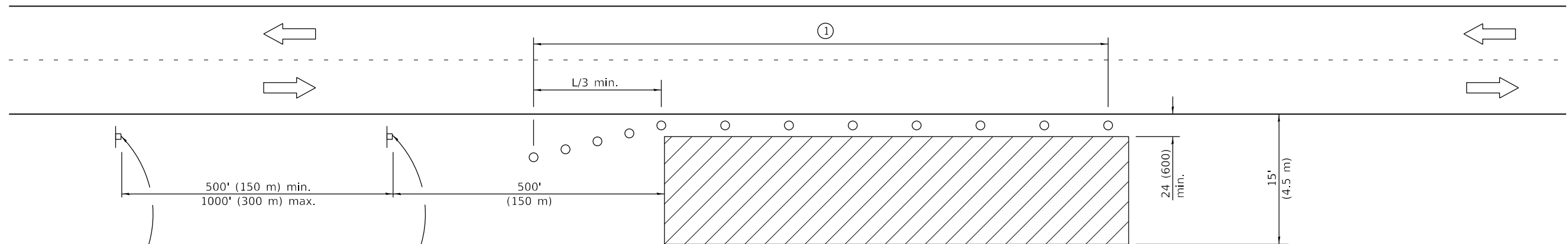
DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-05	Revised title and notes.

**OFF-RD OPERATIONS,
2L, 2W, MORE THAN
15' (4.5 m) AWAY**

STANDARD 701001-02


 Illinois Department of Transportation
 PASSED January 1, 2009

 ENGINEER OF OPERATIONS
 APPROVED January 1, 2009

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



For contract construction projects

ROAD CONSTRUCTION AHEAD

W20-1103(0)-48

ROAD WORK AHEAD

W21-1(0)-48

For maintenance and utility projects




ROAD WORK AHEAD

W20-1(0)-48

TYPICAL APPLICATIONS

- Utility operations
- Culvert extensions
- Side slope changes
- Guardrail installation and maintenance
- Delineator installation
- Landscaping operations
- Shoulder repair
- Sign installation and maintenance

SYMBOLS

-  Work area
-  Sign
-  Cone, drum or barricade

① When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

GENERAL NOTES

This Standard is used where any vehicles, equipment, workers or their activities will encroach in the area 15' (4.5 m) to 24' (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).

S = Normal posted speed mph (km/h).

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

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE

STANDARD 701006-05

Illinois Department of Transportation

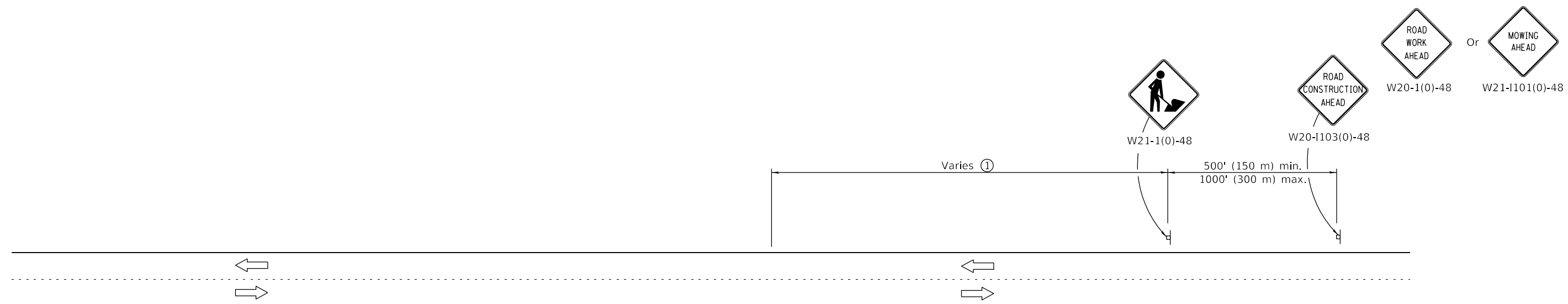
PASSED January 1, 2014

ENGINEER OF SAFETY ENGINEERING

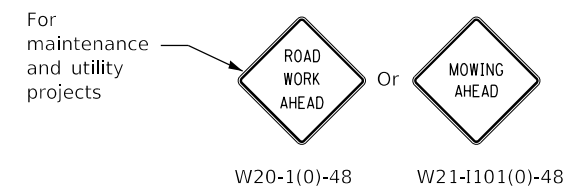
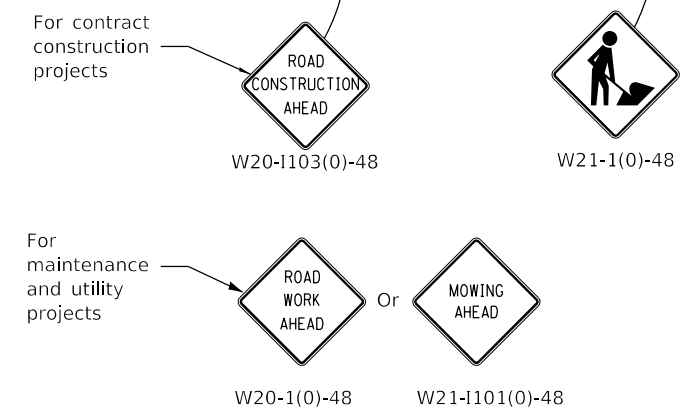
APPROVED January 1, 2014

ENGINEER OF DESIGN AND ENVIRONMENT

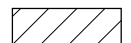


ISSUED 1-1-97



TYPICAL APPLICATIONS
Shoulder work
Utility operations



SYMBOLS

-  Work area
-  Sign
-  Flagger with traffic control sign when required

① Minimum distance is 200' (60 m). Maximum distance to be determined by the Engineer but should not exceed 1/2 the length required for one normal working day's operation, or 4 miles (6.4 km) whichever is less.

GENERAL NOTES

This Standard is used where at any time, any vehicle, equipment, workers or their activities require an intermittent or continuous moving operation on the shoulder, where the average speed is 1 mph (2 km/h) or less.

When the work operation does not exceed 60 minutes, traffic control may be according to Standard 701301.

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

DATE	REVISIONS
1-1-14	Revised workers sign number to agree with current MUTCD.
1-1-13	Omitted text 'WORKERS' sign.

**OFF-RD MOVING OPERATIONS,
2L, 2W, DAY ONLY**

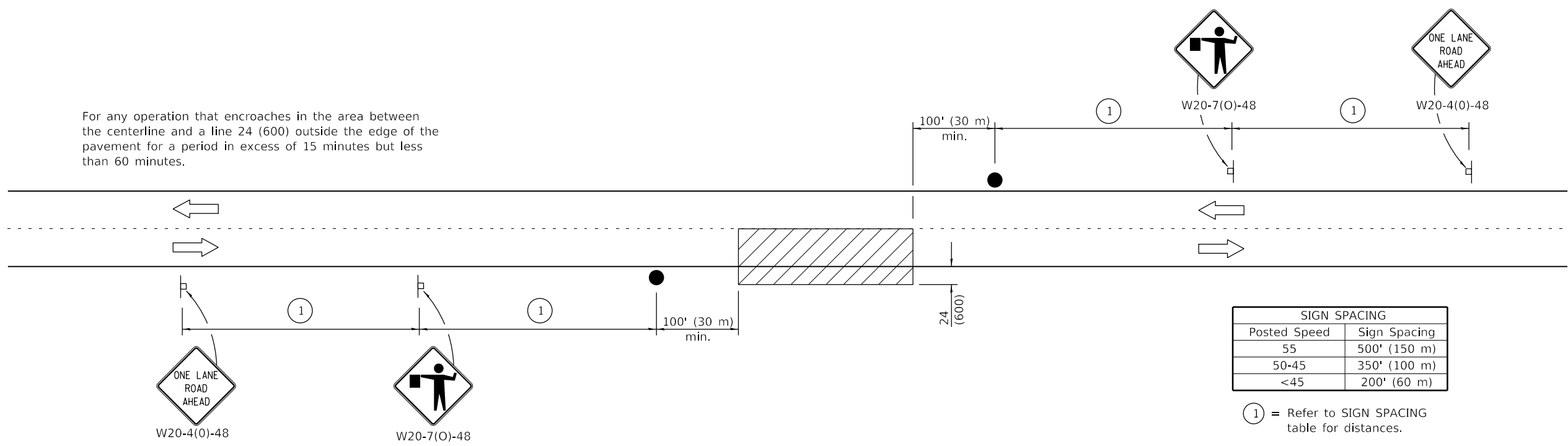
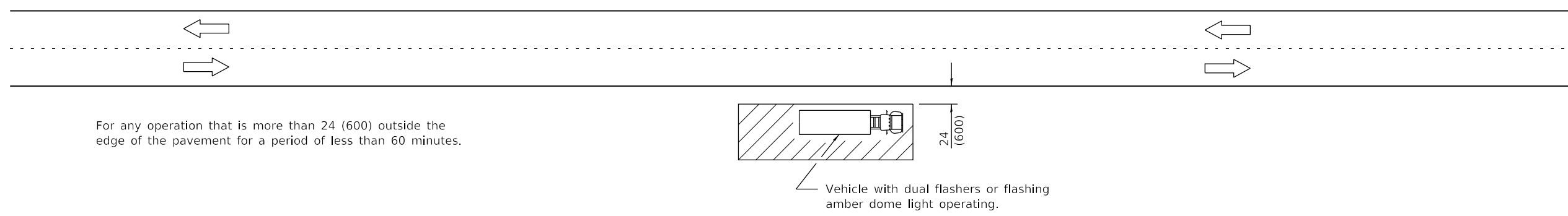
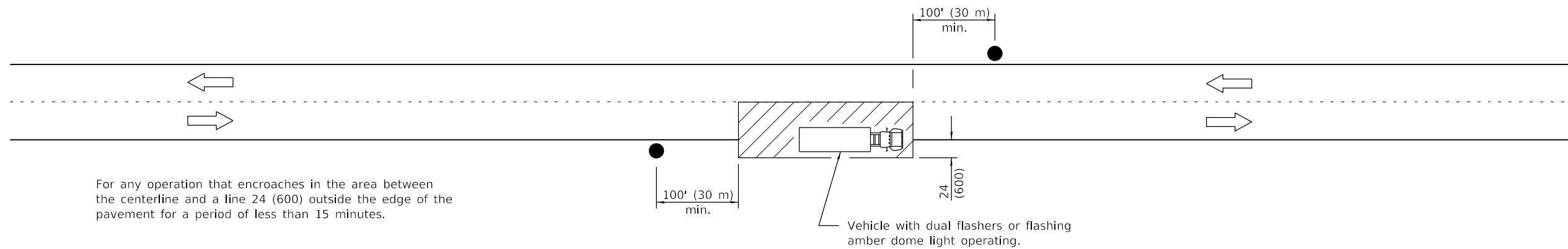
STANDARD 701011-04

Illinois Department of Transportation

PASSED January 1, 2014
[Signature]
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2014
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



TYPICAL APPLICATIONS

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

SYMBOLS

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

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

Illinois Department of Transportation

PASSED January 1, 2011
Amelia Adams
 ENGINEER OF SAFETY ENGINEERING

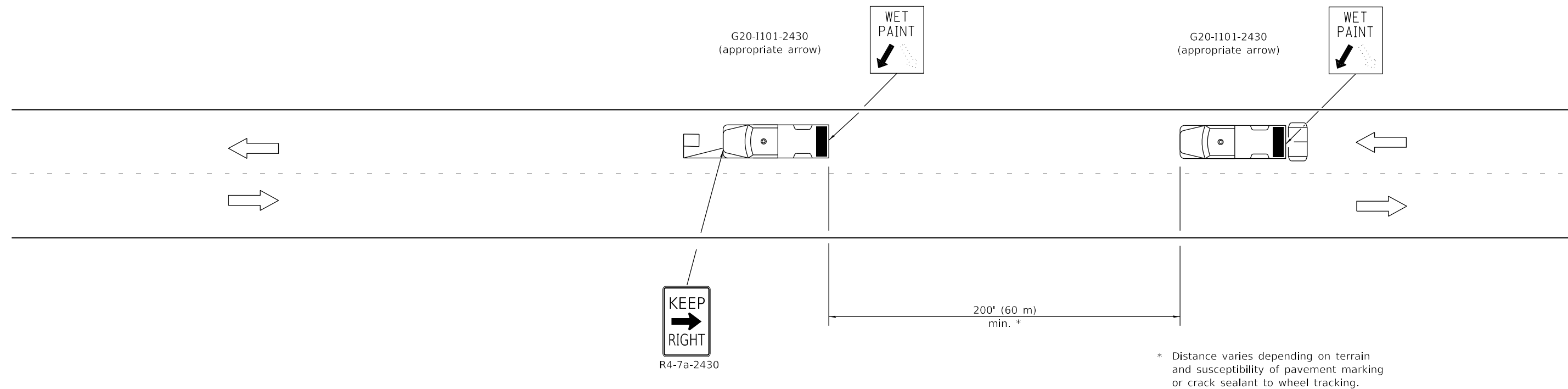
APPROVED January 1, 2011
Scott Schick
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric).

LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

STANDARD 701301-04


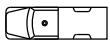




* Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheel tracking.

TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

SYMBOLS

-  Arrow board (Hazard Mode only)
-  Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
-  18x18 (450x450) min. orange flag (use when guide wheel is used)
-  Truck mounted attenuator

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

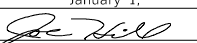
All dimensions are in inches (millimeters) unless otherwise shown.

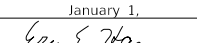
DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted Pass With Care sign.
1-1-00	Elim. speed restrictions in Standard title.

LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY

STANDARD 701311-03

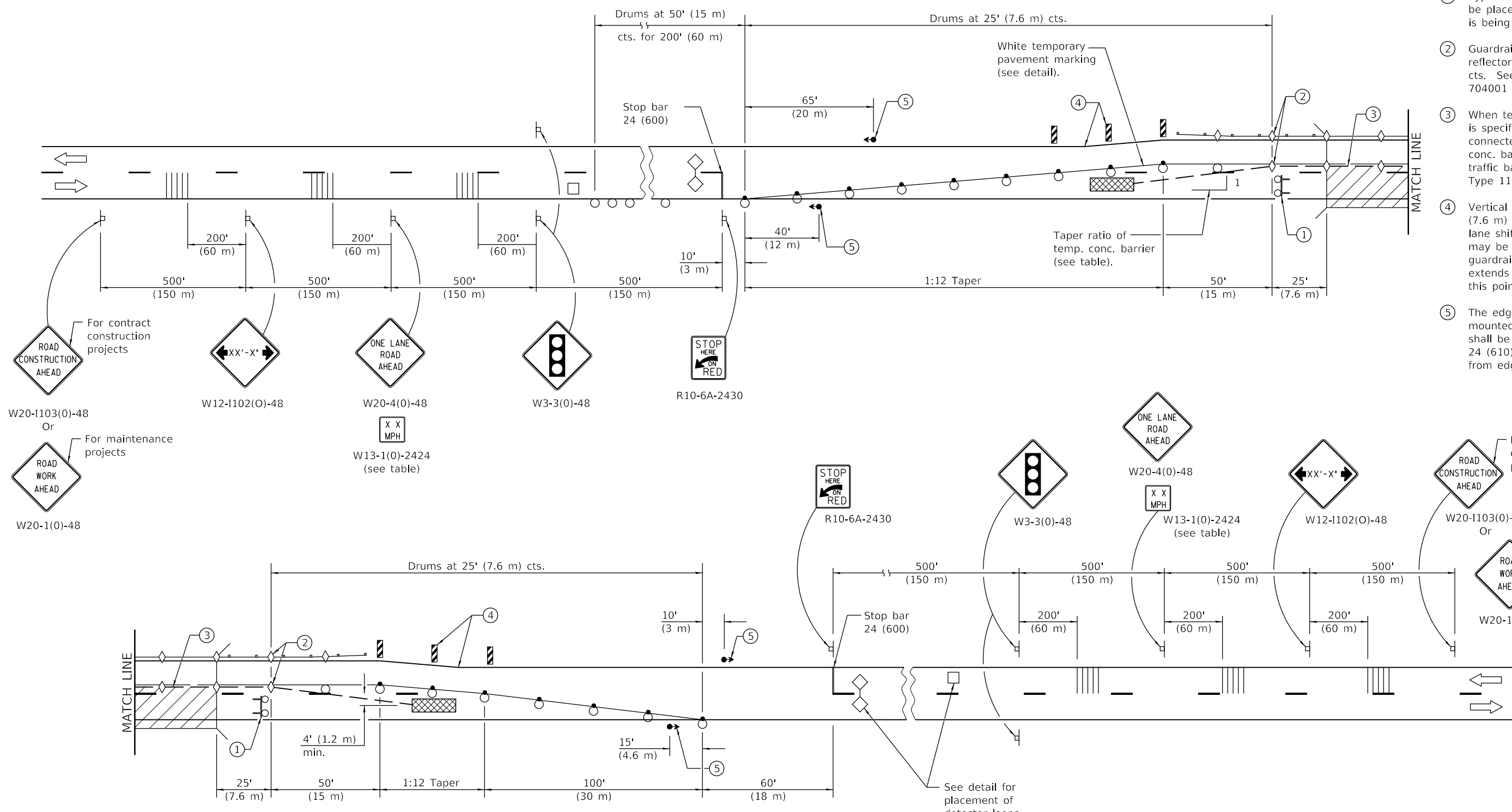
Illinois Department of Transportation

PASSED January 1, 2009

 ENGINEER OF OPERATIONS

APPROVED January 1, 2009

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

- ① Type III barricade to be placed when no work is being performed.
- ② Guardrail/barrier wall reflectors at 25' (7.6 m) cts. See Standards 704001 & 782006.
- ③ When temp. bridge rail is specified, it shall be connected to the temp. conc. barrier using a traffic barrier terminal Type 11.
- ④ Vertical panels at 25' (7.6 m) cts. throughout lane shift. These devices may be omitted when the guardrail, w/markers, extends to at least this point on the taper.
- ⑤ The edge of the post mounted signal head shall be between 24 (610) and 6' (1.8 m) from edge of shoulder.



SYMBOLS

- Work area
- Sign
- Type III barricade with flashing lights
- Traffic signal
- Detector loops
- Impact attenuator
- Drum with steady burning bi-directional light
- Temporary concrete barrier
- Temporary rumble strip (when specified)
- Double vertical panel (see detail)
- Crystal, bidirectional guardrail/barrier wall reflector
- Drum

See Sheet 2 for GENERAL NOTES

Illinois Department of Transportation

PASSED January 1, 2020
Cynthia Watt
 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2020
J. Ed. Elk
 ENGINEER OF DESIGN AND ENVIRONMENT

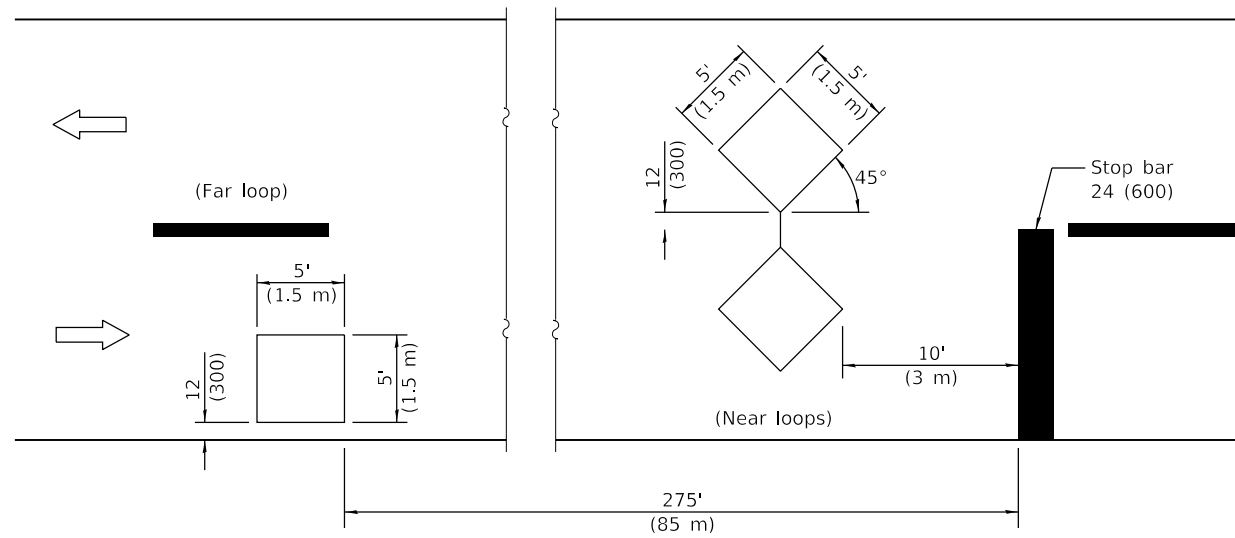
ISSUED 1-1-97

DATE	REVISIONS
1-1-20	Revised from F-shape to constant slope parapet.
1-1-18	Omitted lights in tangents.
1-1-17	Added flashing lights to Type III barricades. Revised note ④.

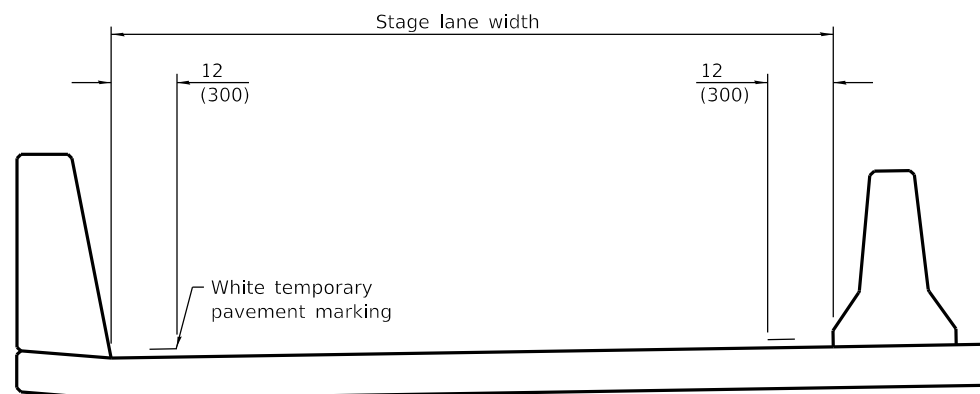
**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR WITH BARRIER**

(Sheet 1 of 2)

STANDARD 701321-18



DETECTOR LOOPS

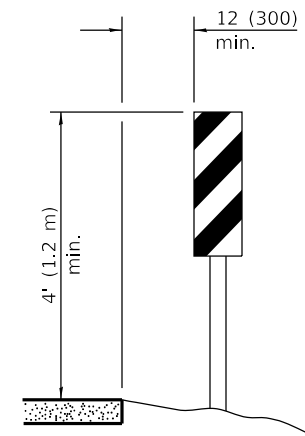


TEMPORARY PAVEMENT MARKING

TRAFFIC SIGNAL SEQUENCE						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND OR EASTBOUND	G	Y	R	R	R	R
SOUTHBOUND OR WESTBOUND	R	R	R	G	Y	R

TEMPORARY CONCRETE BARRIER	
NORMAL POSTED SPEED	TAPER RATIO
40 mph AND ABOVE	12:1
BELOW 40 mph	8:1

ADVISORY SPEED LIMIT	
NORMAL POSTED SPEED	ADVISORY SPEED
55 - 45 mph	40 mph
40 mph	35 mph
35 - 30 mph	30 mph



VERTICAL PANELS

(Post mounted, one each side)

GENERAL NOTES

This Standard is used where, at any time, any vehicle, equipment, workers, or their activities will encroach on one lane of a bridge. Traffic signals and a positive barrier are required.

Traffic signals shall be operational only when all traffic controls are in place. When traffic signals are not in operation, flaggers shall be used and traffic control shall conform to Standard 701201 or 701206.

Temporary concrete barrier shall be according to Standard 704001.

Existing or temporary pavement markings shall be on both sides of open lane from stop bar to stop bar.

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

Illinois Department of Transportation

PASSED January 1, 2020

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2020

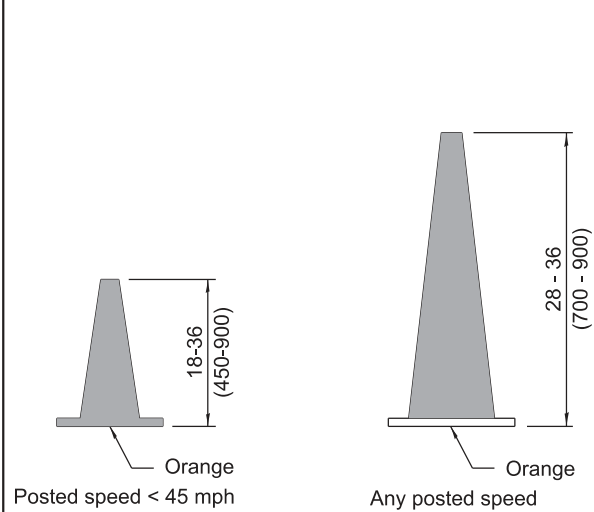
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

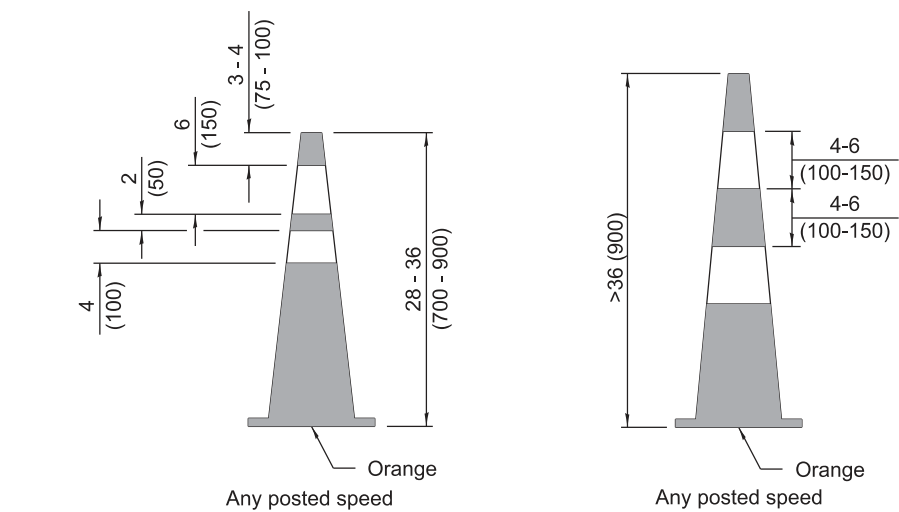
**LANE CLOSURE, 2L, 2W,
BRIDGE REPAIR WITH BARRIER**

(Sheet 2 of 2)

STANDARD 701321-18

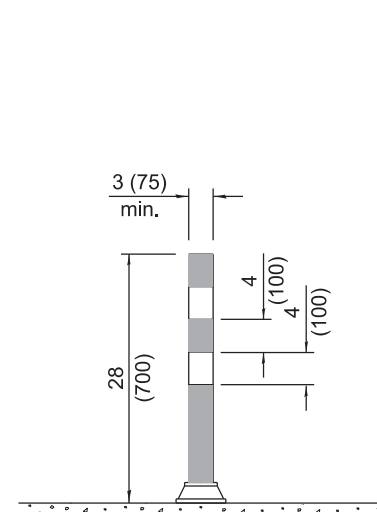


DAYTIME USE

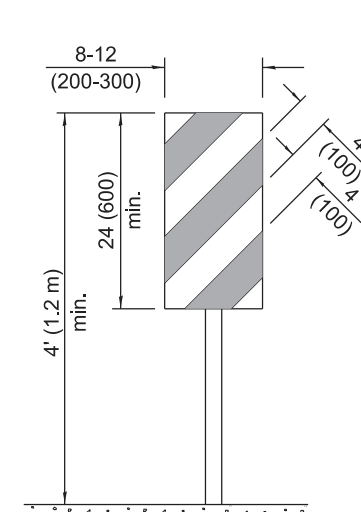


DAY OR NIGHTTIME USE

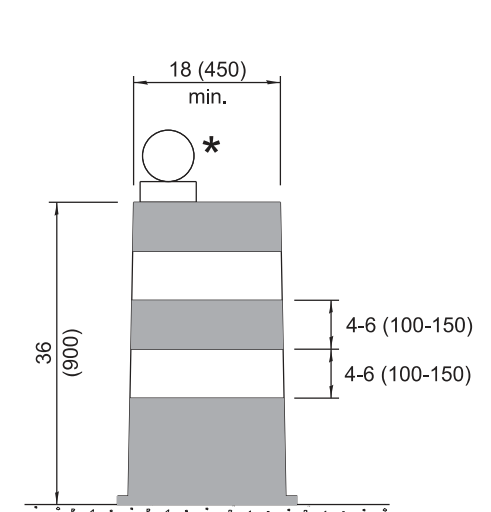
CONES



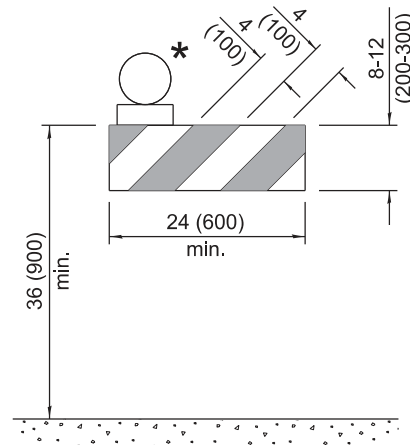
TUBULAR MARKER



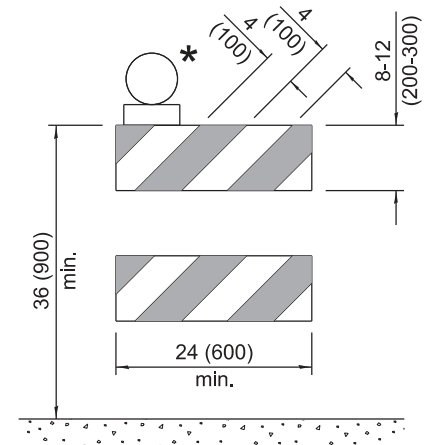
**VERTICAL PANEL
POST MOUNTED**



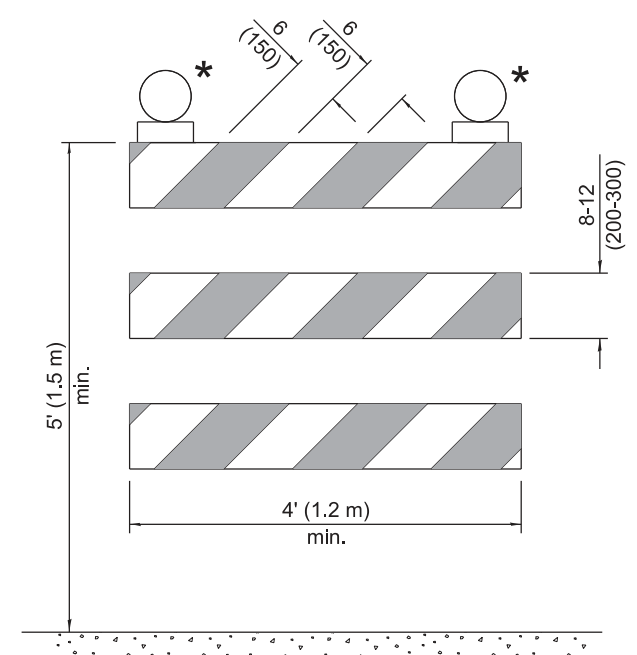
DRUM



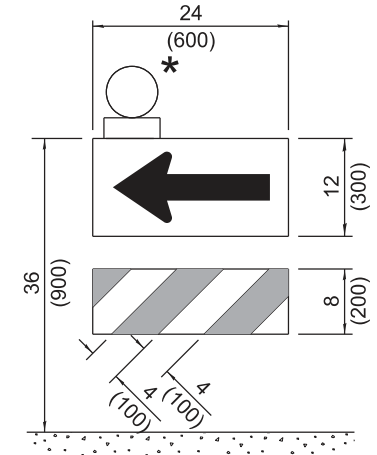
TYPE I BARRICADE



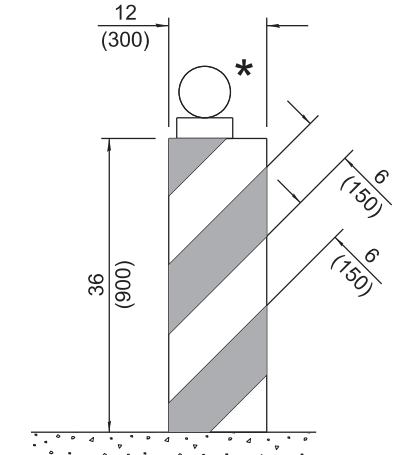
TYPE II BARRICADE



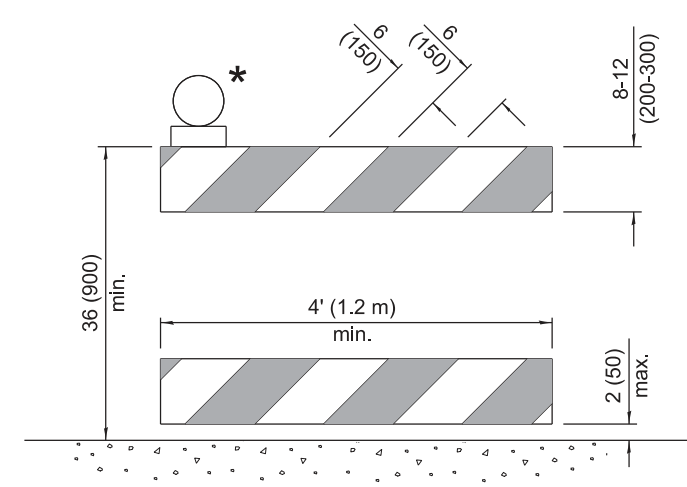
TYPE III BARRICADE



**DIRECTION INDICATOR
BARRICADE**



VERTICAL BARRICADE



**DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE**

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

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

DATE	REVISIONS
1-1-24	Revised Type III Barricade notes (sht. 3) & moved warning light on post mounted signs to top center.
1-1-19	Revised cones usage and added cones > 36" (900mm) height

**TRAFFIC CONTROL
DEVICES**

(Sheet 1 of 3)

STANDARD 701901-09

Illinois Department of Transportation

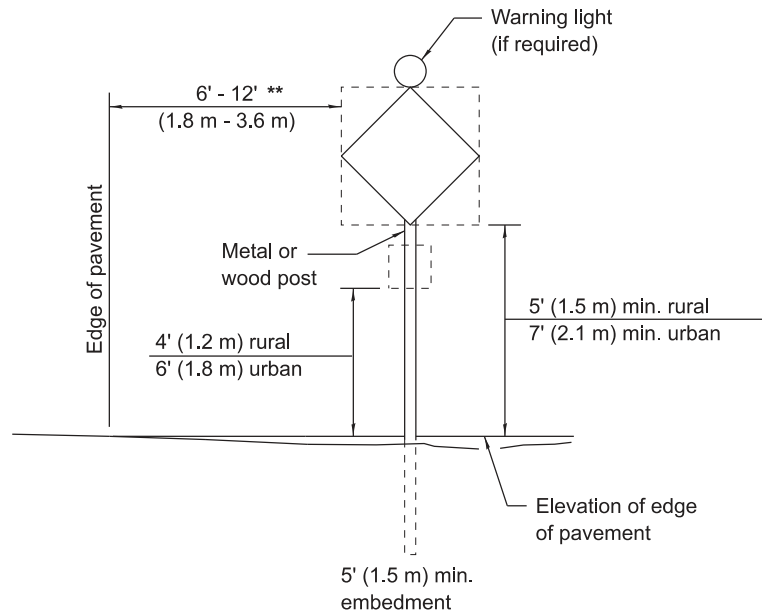
PASSED January 1, 2024

 ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2024

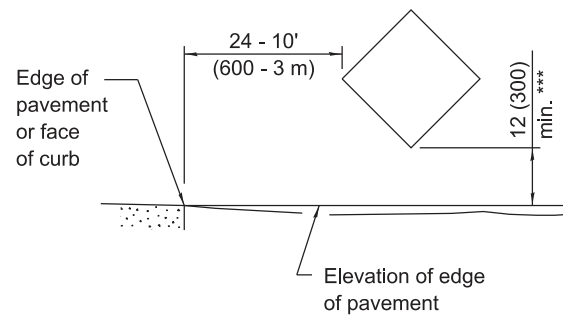
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13



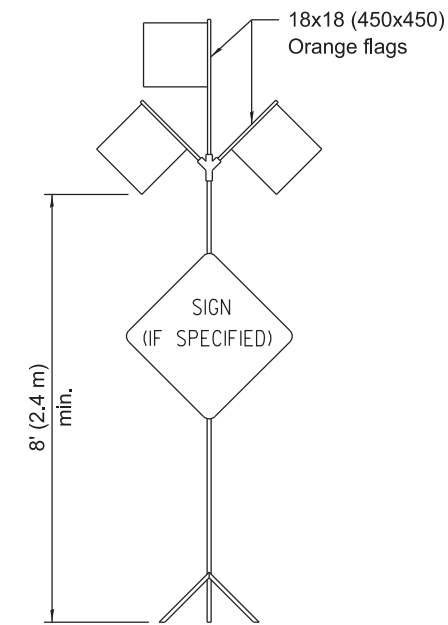
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

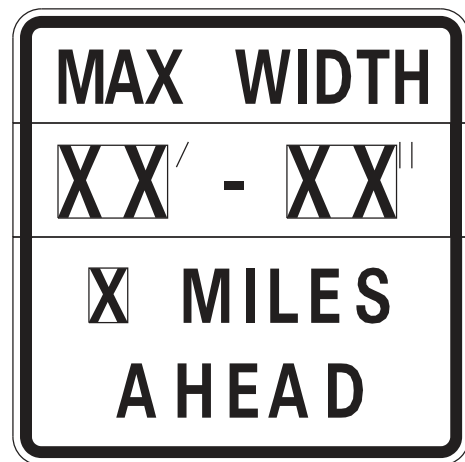


SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



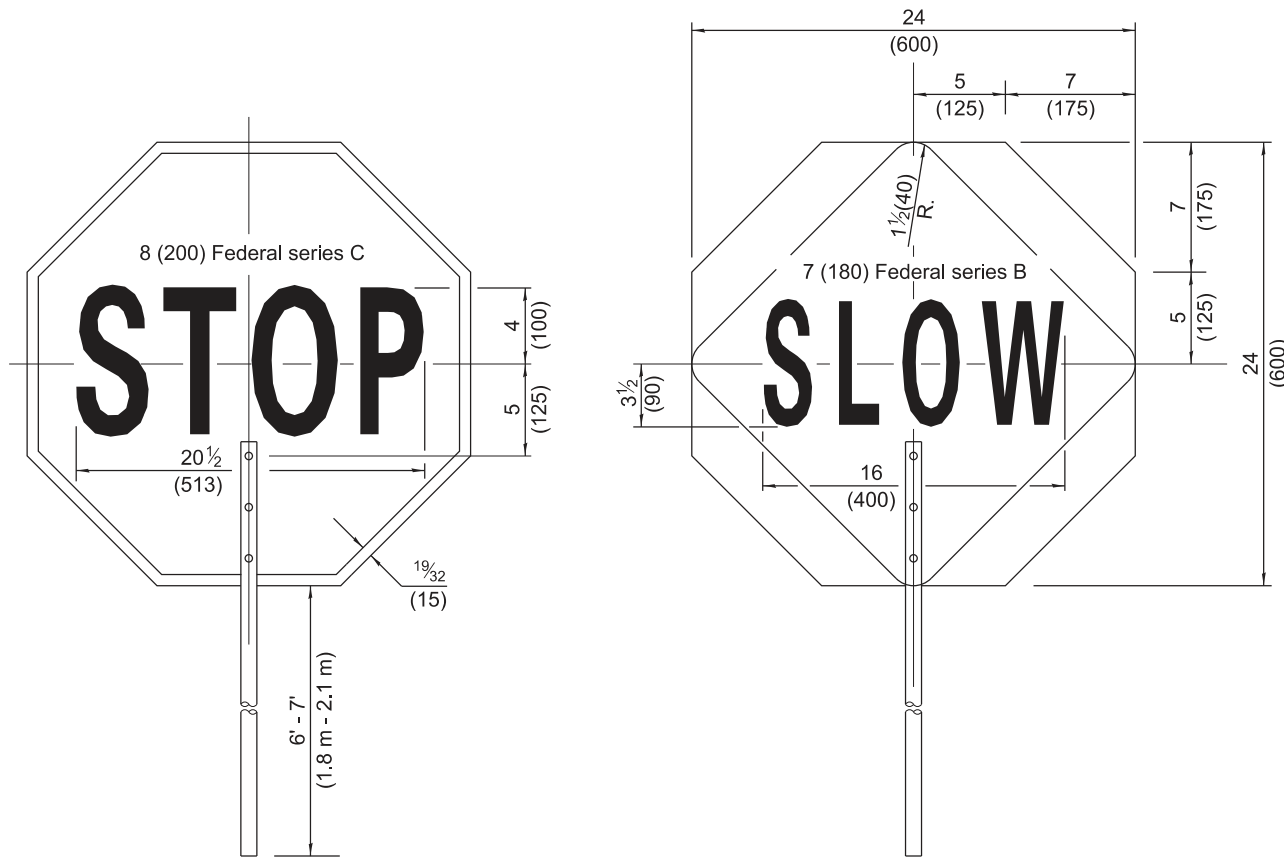
HIGH LEVEL WARNING DEVICE



W12-1103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN



G20-1104(0)-6036



G20-1105(0)-6024

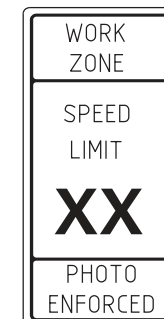
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



W21-1115(0)-3618

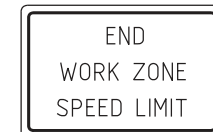
R2-1-3648

R10-1108p-3618 ****



R2-1106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.



G20-1103-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

**** R10-1108p shall only be used along roadways under the jurisdiction of the State.

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

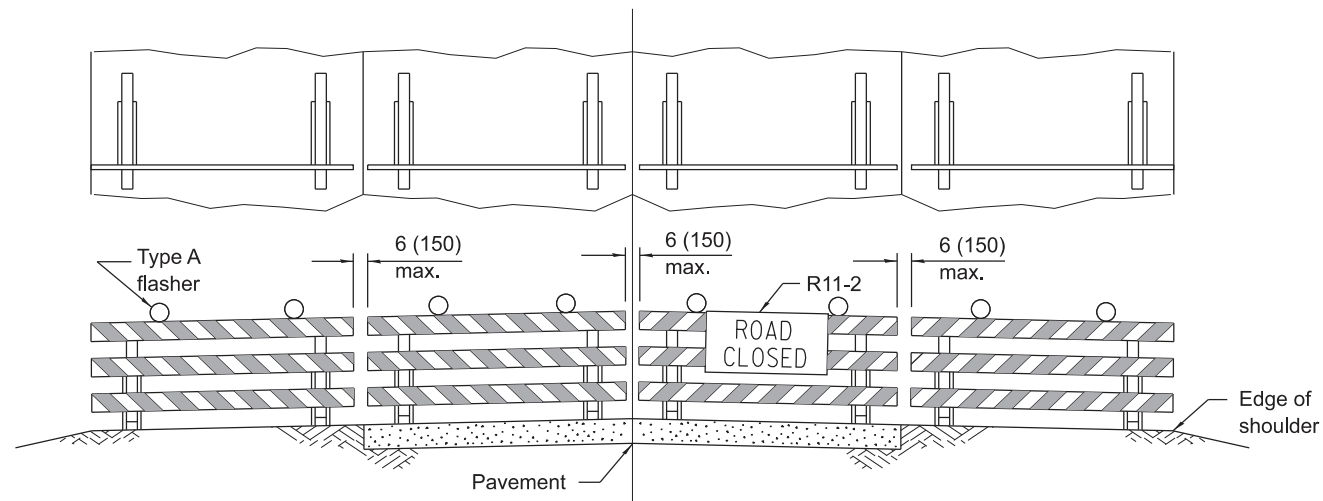
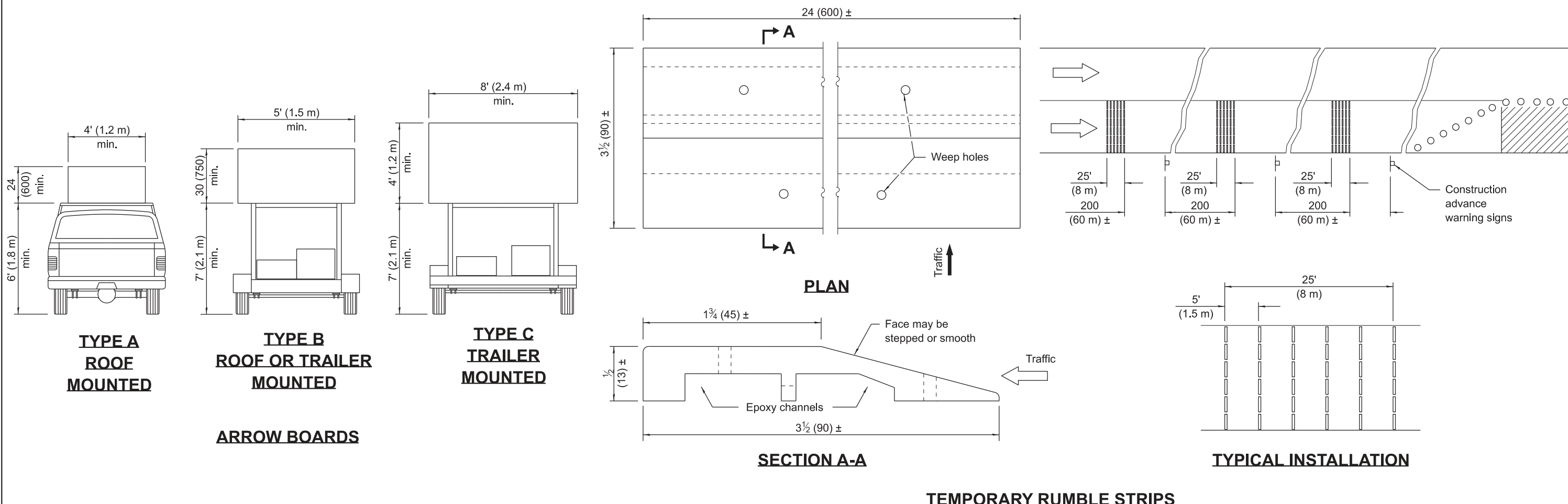
STANDARD 701901-09

Illinois Department of Transportation

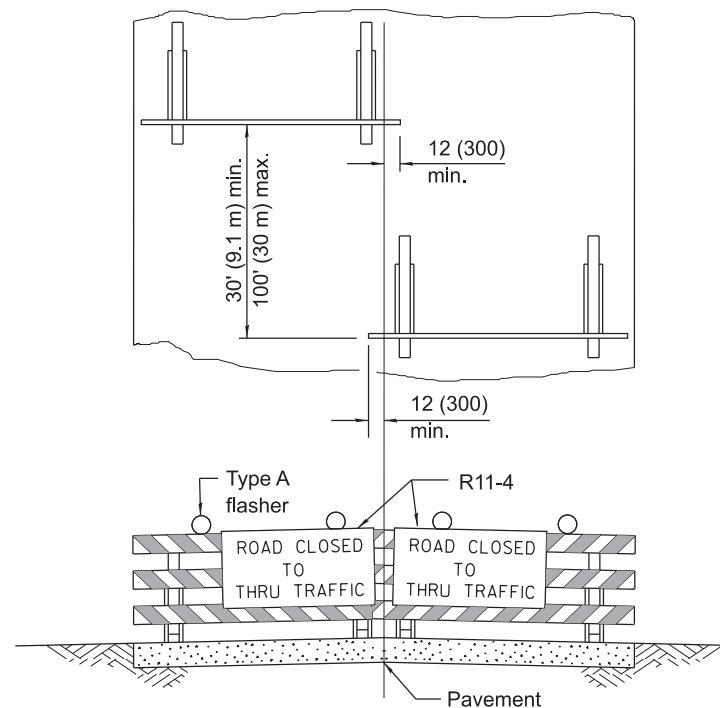
PASSED January 1, 2024
[Signature]
 ENGINEER OF SAFETY PROGRAM AND ENGINEERING

APPROVED January 1, 2024
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13



ROAD CLOSED TO ALL TRAFFIC
 ReflectORIZED striping may be omitted on the back side of the barricades.



ROAD CLOSED TO THRU TRAFFIC
 ReflectORIZED striping shall appear on both sides of the barricades.

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

TRAFFIC CONTROL DEVICES
 (Sheet 3 of 3)

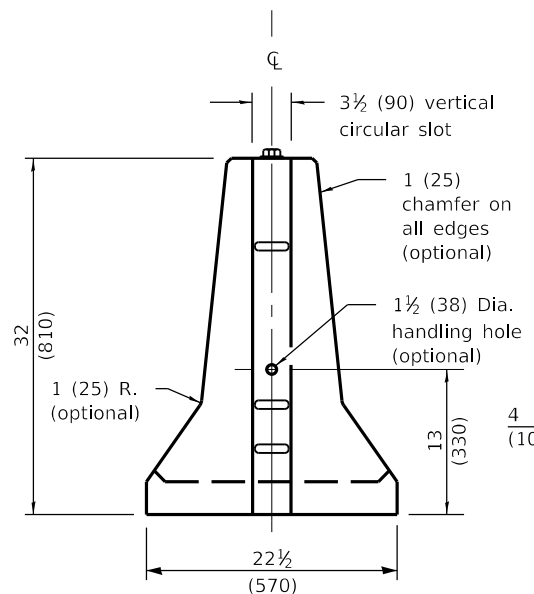
STANDARD 701901-09

Illinois Department of Transportation

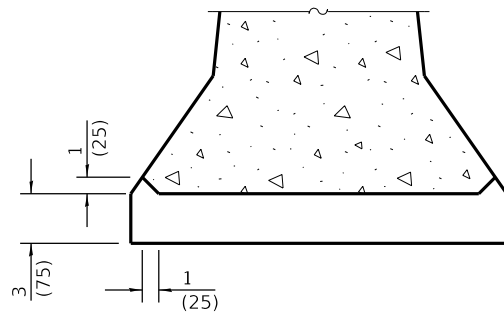
PASSED January 1, 2024
 ENGINEER OF SAFETY PROGRAM AND ENGINEERING

APPROVED January 1, 2024
 ENGINEER OF DESIGN AND ENVIRONMENT

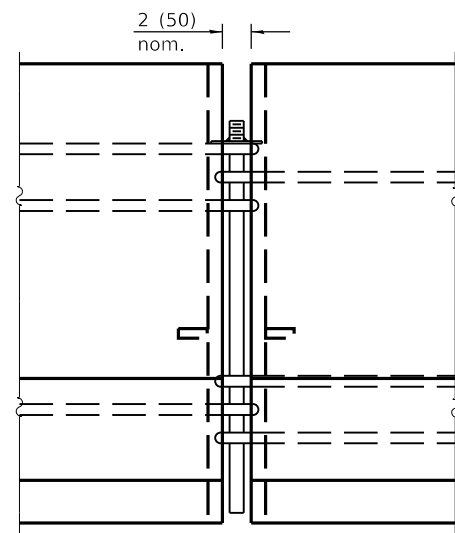
ISSUED 1-1-13



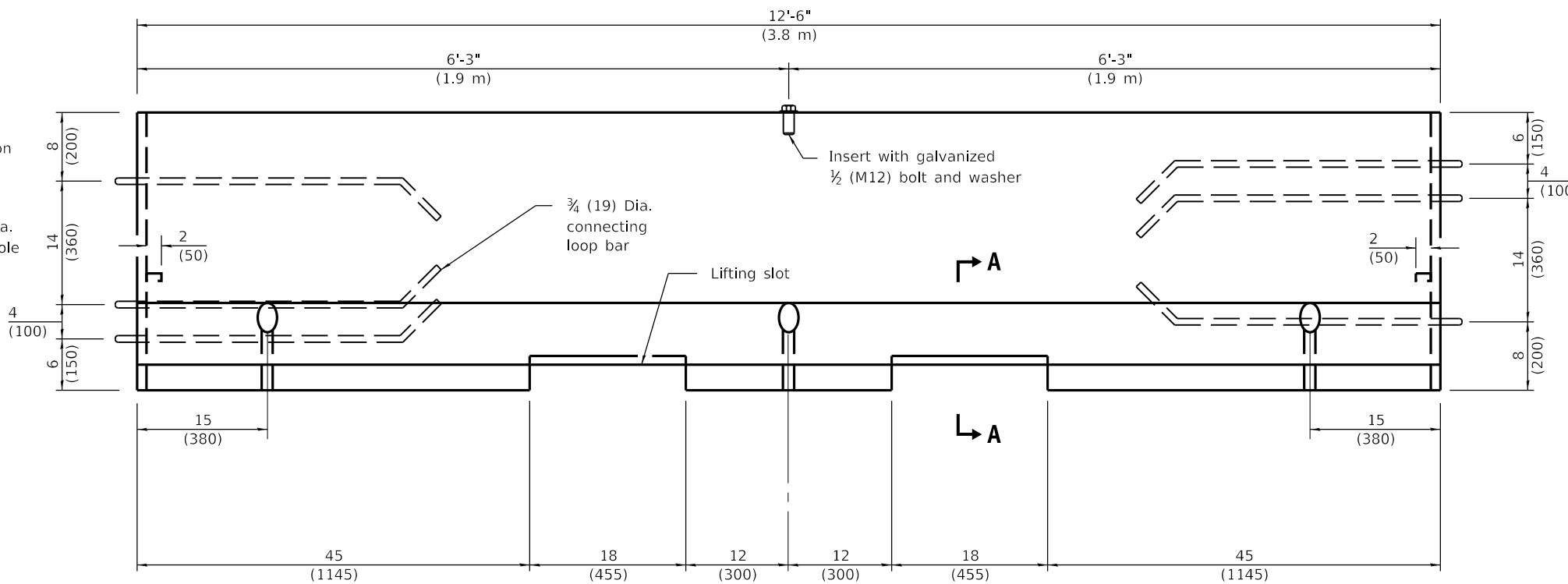
END VIEW
(Showing lifting slot)



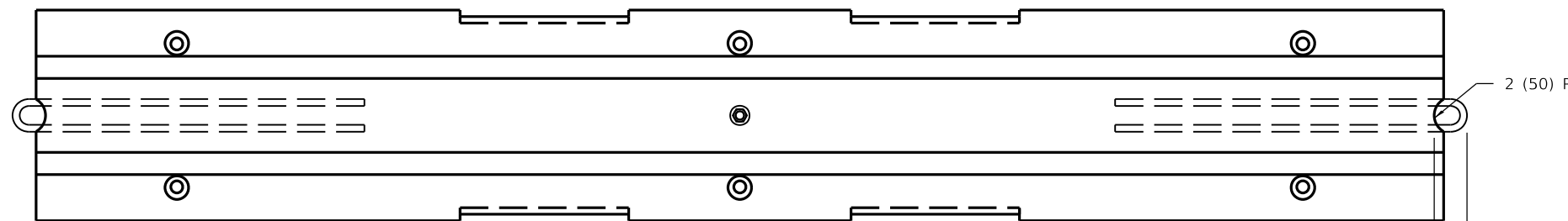
SECTION A-A
LIFTING SLOT



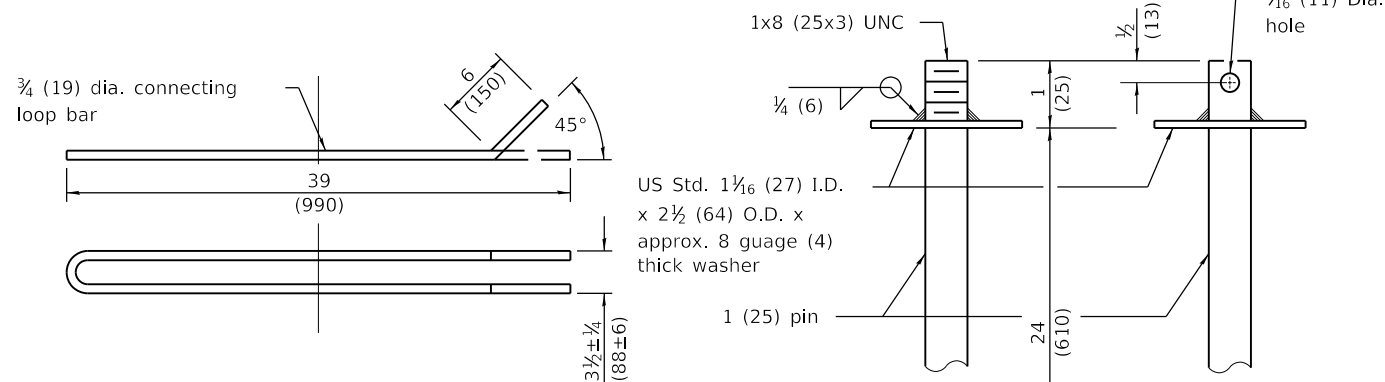
CONNECTING DETAIL



ELEVATION
(Showing connecting loop bars and vertical panel bolt/insert)



PLAN

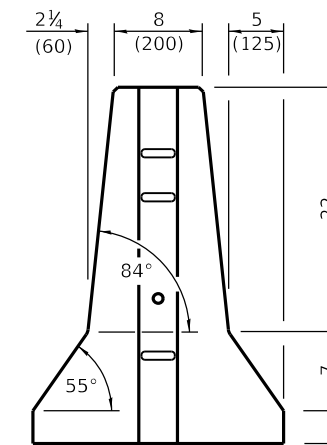


CONNECTING LOOP BAR

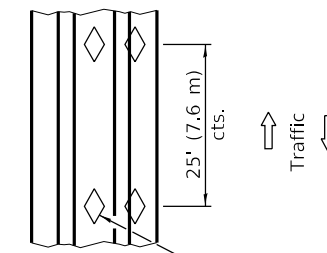
CONNECTING AND
ANCHOR PINS

(End may be beveled 1/4 (6) max.)

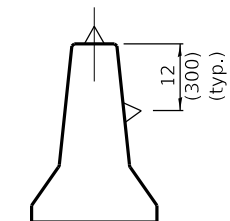
F SHAPE DESIGN



END VIEW



TOP VIEW



BARRIER WALL REFLECTORS

GENERAL NOTES

Each F shape barrier shall be clearly marked with "ILLINOIS F SHAPE", the Producer's mark and the date of manufacture. The markings shall be indented on the barrier or painted thereon with waterproof paint/ink.

The insert for the 1/2 (M12) bolt shall be capable of 3,000 lb (13 kN) pull-out strength.

When barrier separates opposing flows of traffic markers shall be on both sides of barrier.

See Standard 782006 for dimensions of Type C reflector.

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

2 1/2 (63) measured from face of barrier to end of loop bar

DATE	REVISIONS
4-1-16	Rev. opt. chamfer on all edges to 1 (25). Reference to Std. 635011 now 782006.
1-1-12	Omitted 'ALTERNATE' from connecting and anchoring pins detail.

TEMPORARY CONCRETE BARRIER

(Sheet 1 of 2)

STANDARD 704001-08

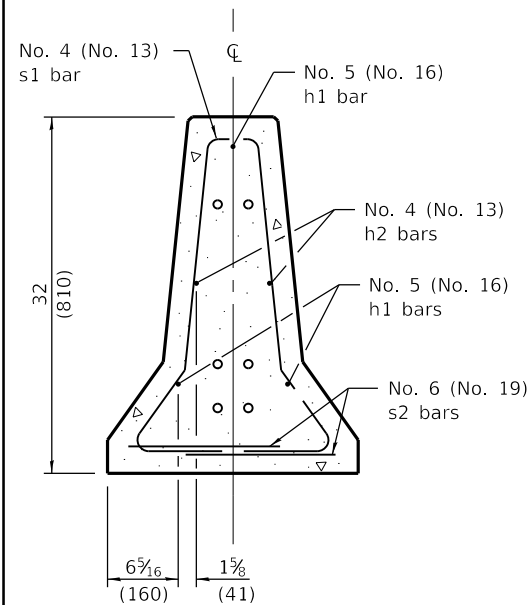
Illinois Department of Transportation

PASSED April 1, 2016
Michael Brand
ENGINEER OF POLICY AND PROCEDURES

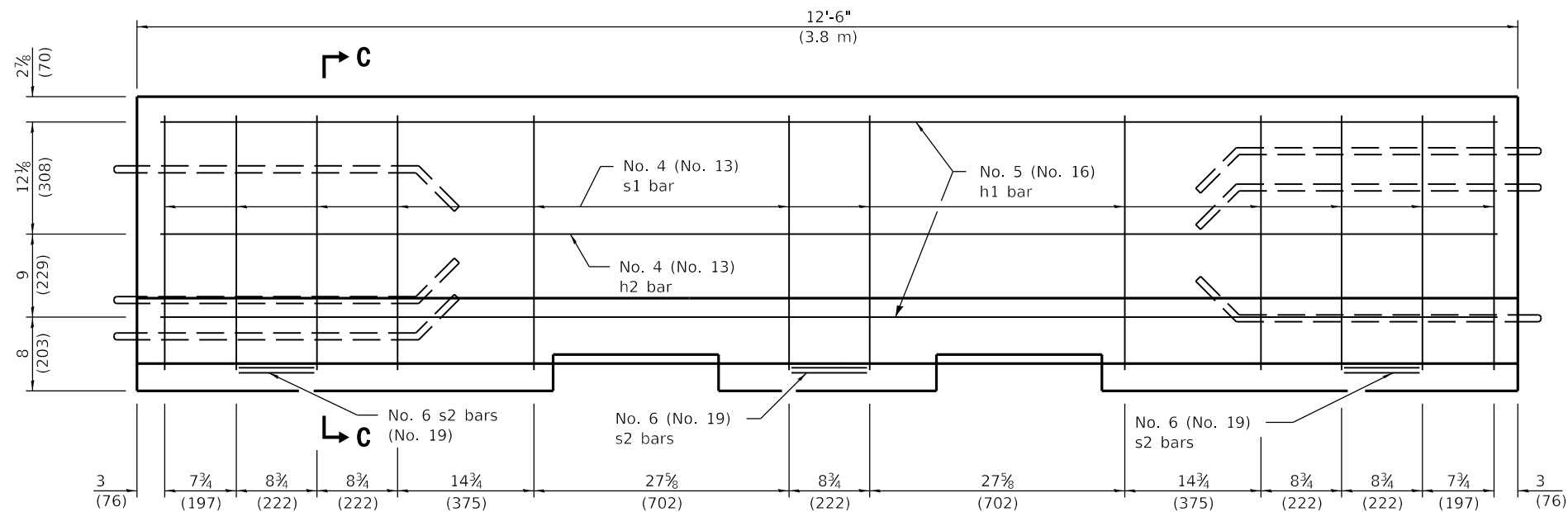
APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 20-1-10-08

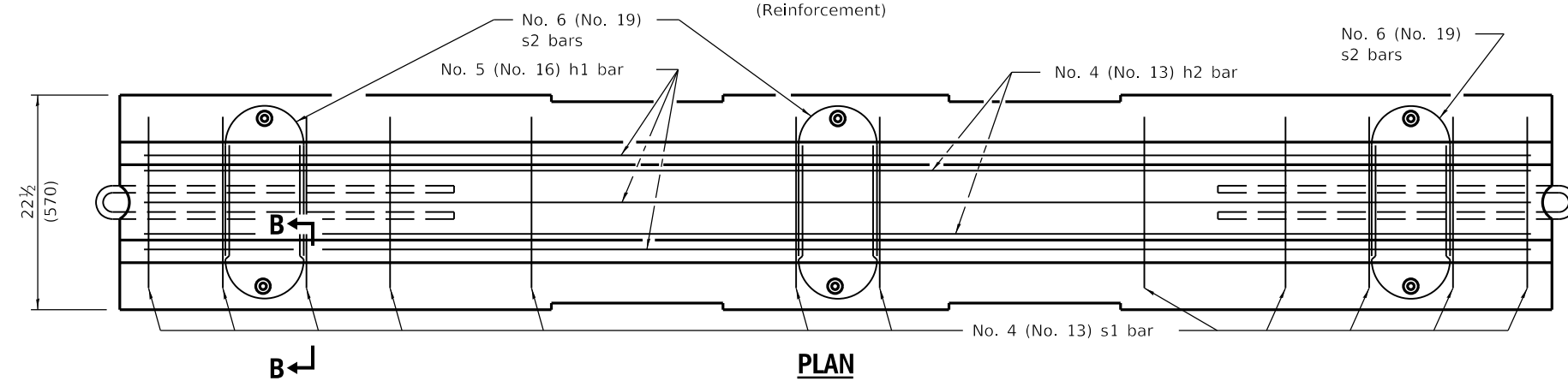
F SHAPE DESIGN



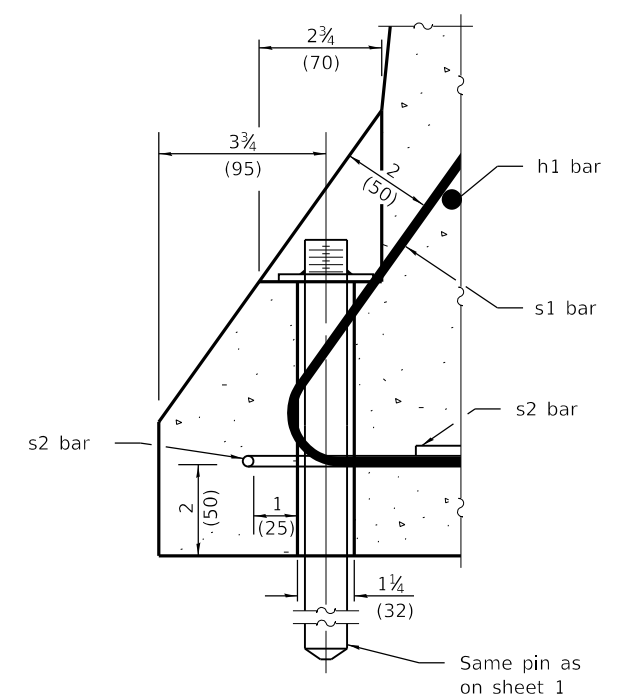
SECTION C-C



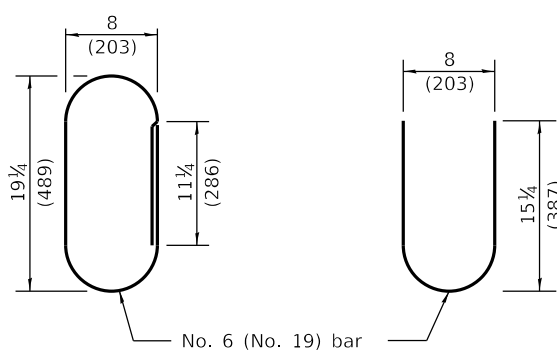
ELEVATION
(Reinforcement)



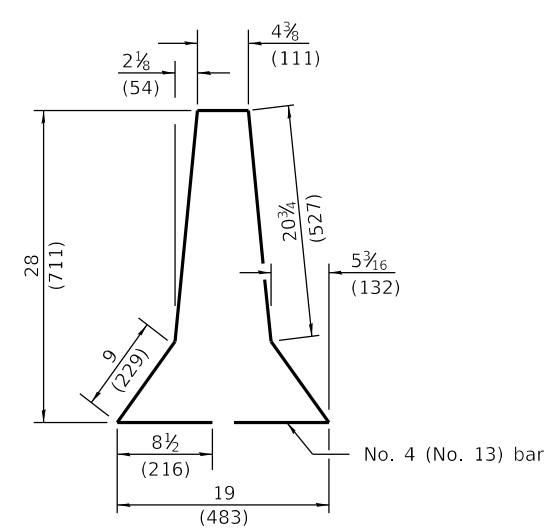
PLAN



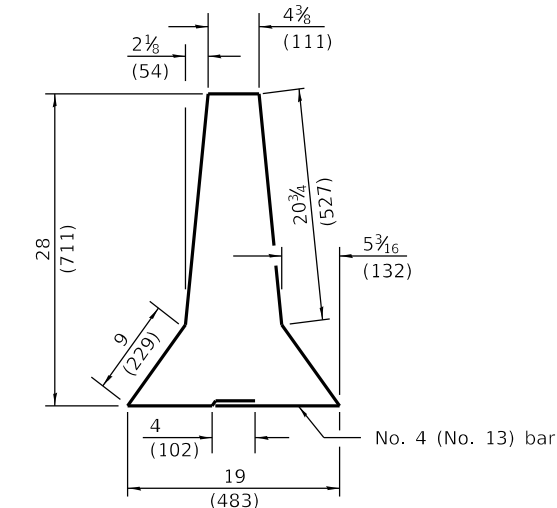
SECTION B-B
ANCHORING DETAIL



ALTERNATE s2 BARS



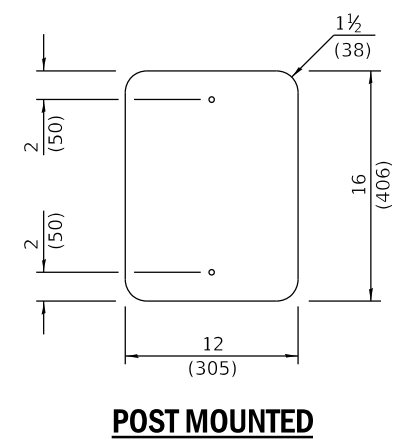
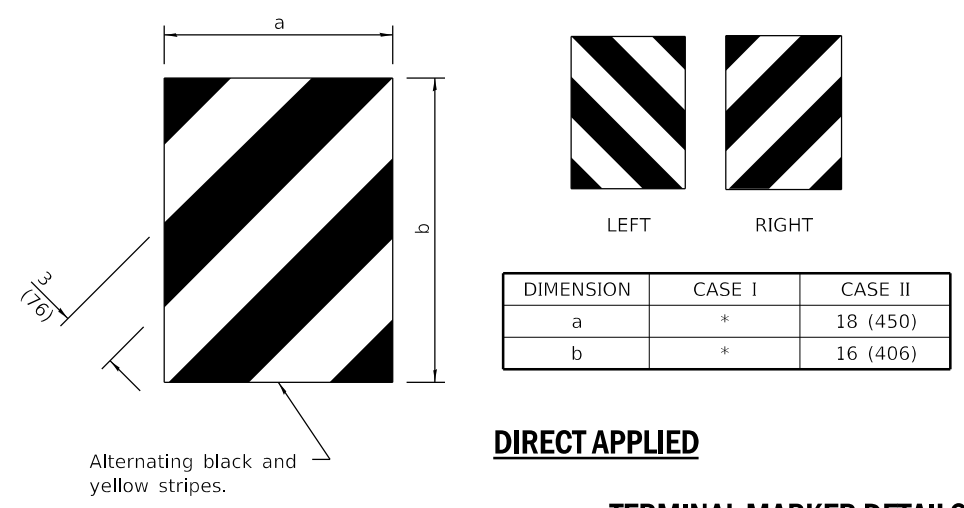
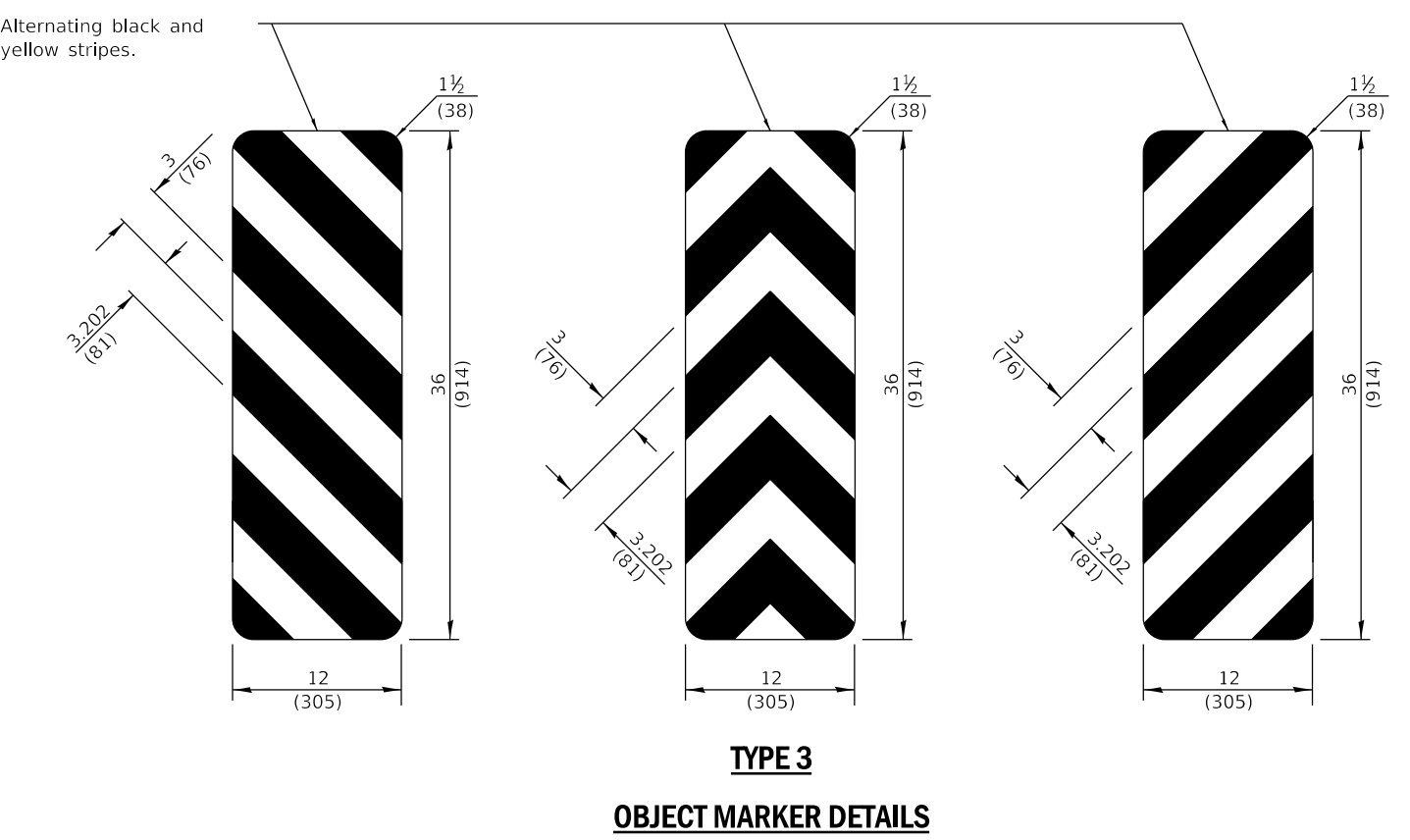
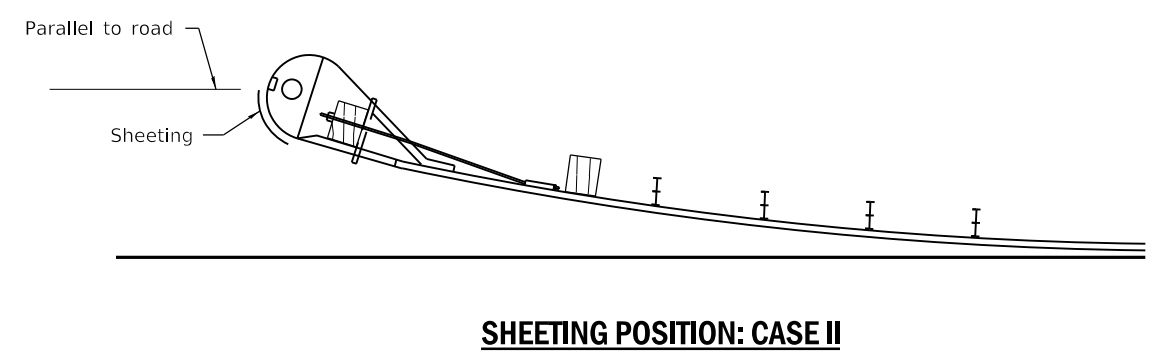
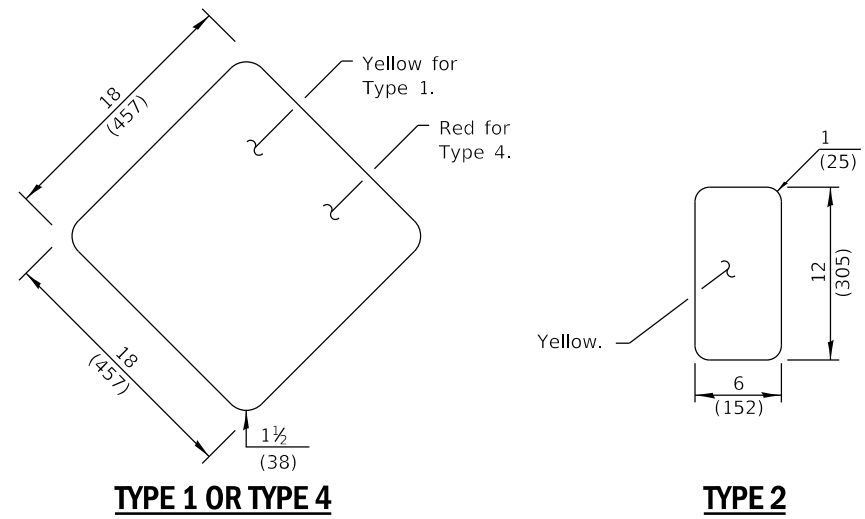
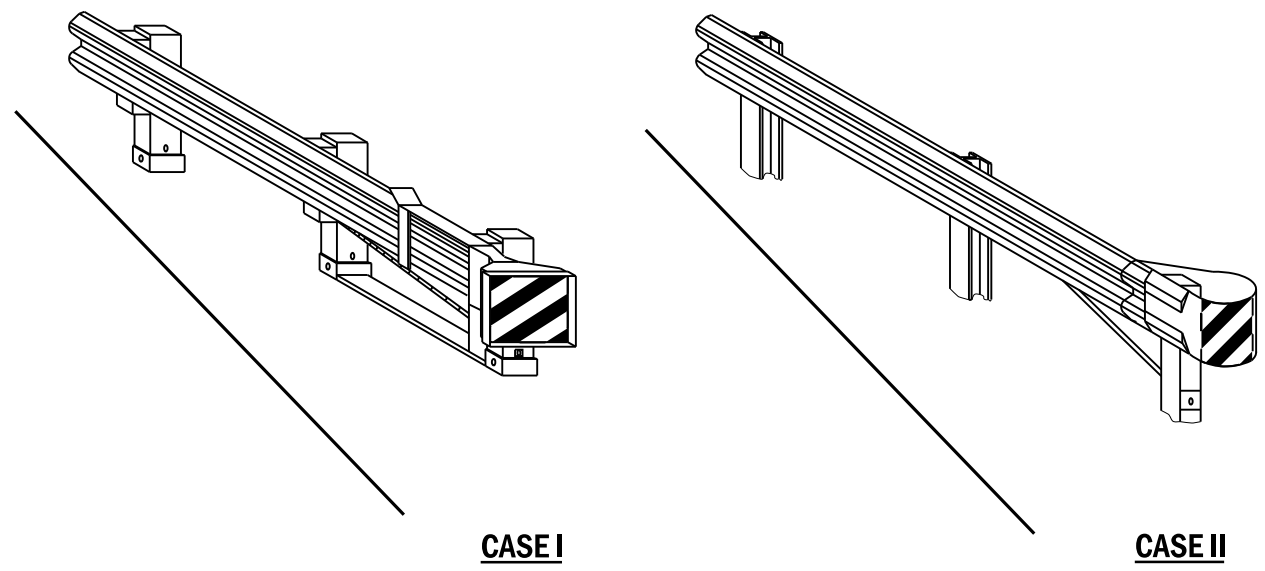
s1 BAR



ALTERNATE s1 BAR

Illinois Department of Transportation
 PASSED April 1, 2016
 Michael Beard
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED April 1, 2016
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 10-1-02

TEMPORARY CONCRETE BARRIER
 (Sheet 2 of 2)
STANDARD 704001-08



TERMINAL MARKER DETAILS
Color: Black / Yellow reflectorized

* The width and height (a, b) of the terminal marker shall be within approximately 1 (25) of the outer edge of the terminal end.

GENERAL NOTES

See detail on Standard 729001 for mounting markers to posts.

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

Illinois Department of Transportation

PASSED January 1, 2017

ENGINEER OF OPERATIONS

APPROVED January 1, 2017

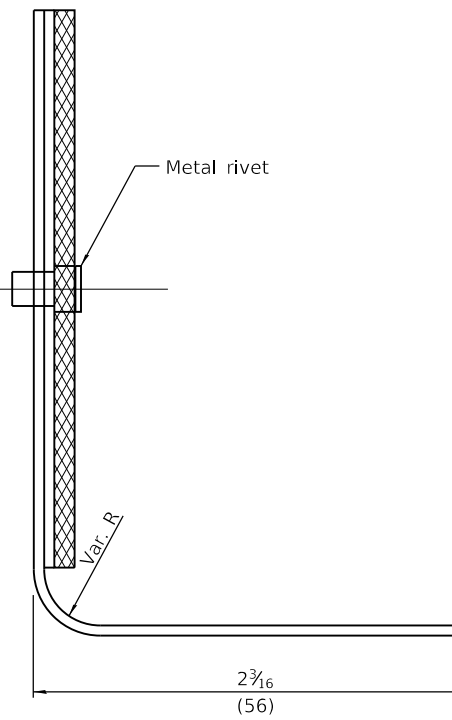
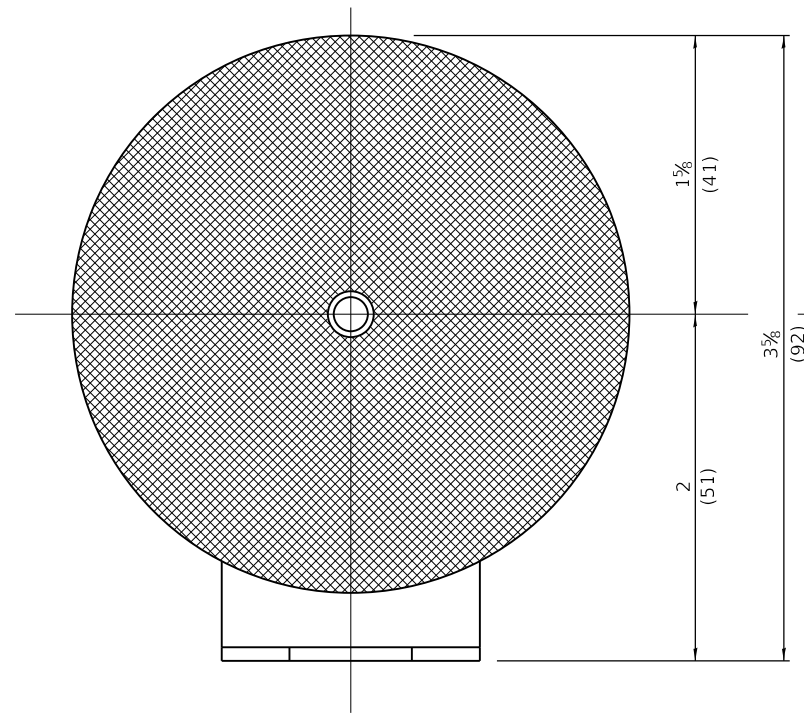
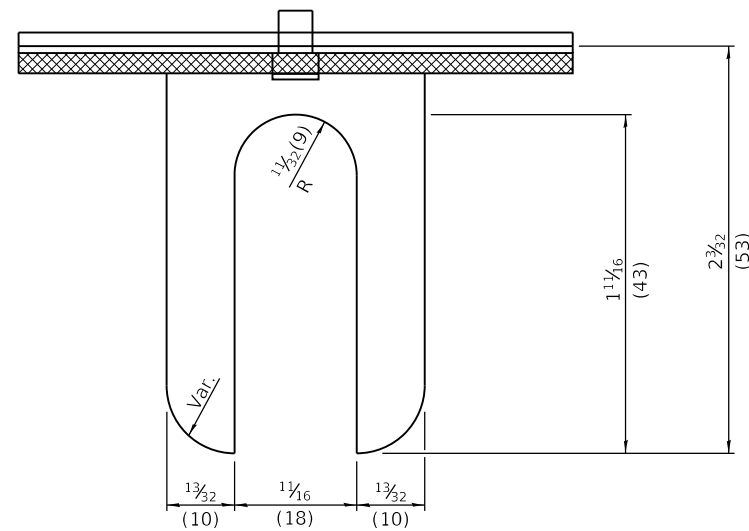
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2016

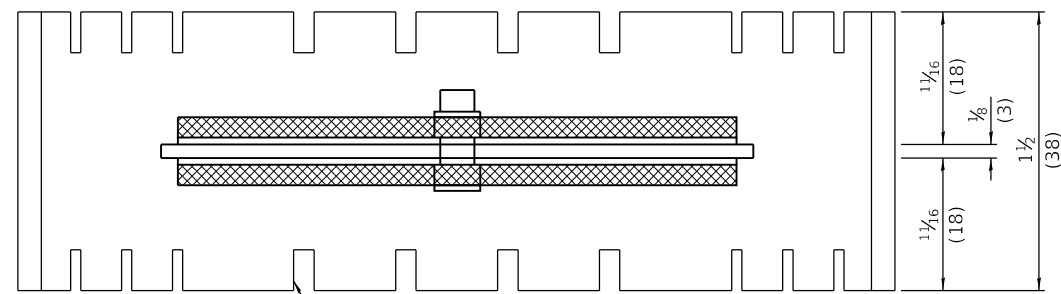
DATE	REVISIONS
1-1-17	Omitted minimum reflective area requirement for terminal marker.
4-1-16	Renumbered standard from 635006.

OBJECT AND TERMINAL MARKERS

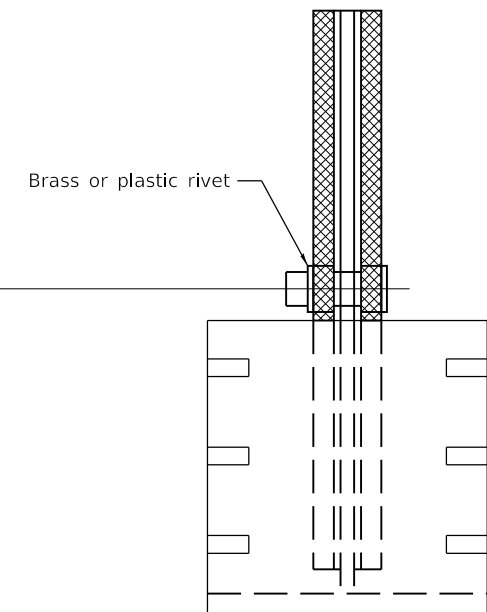
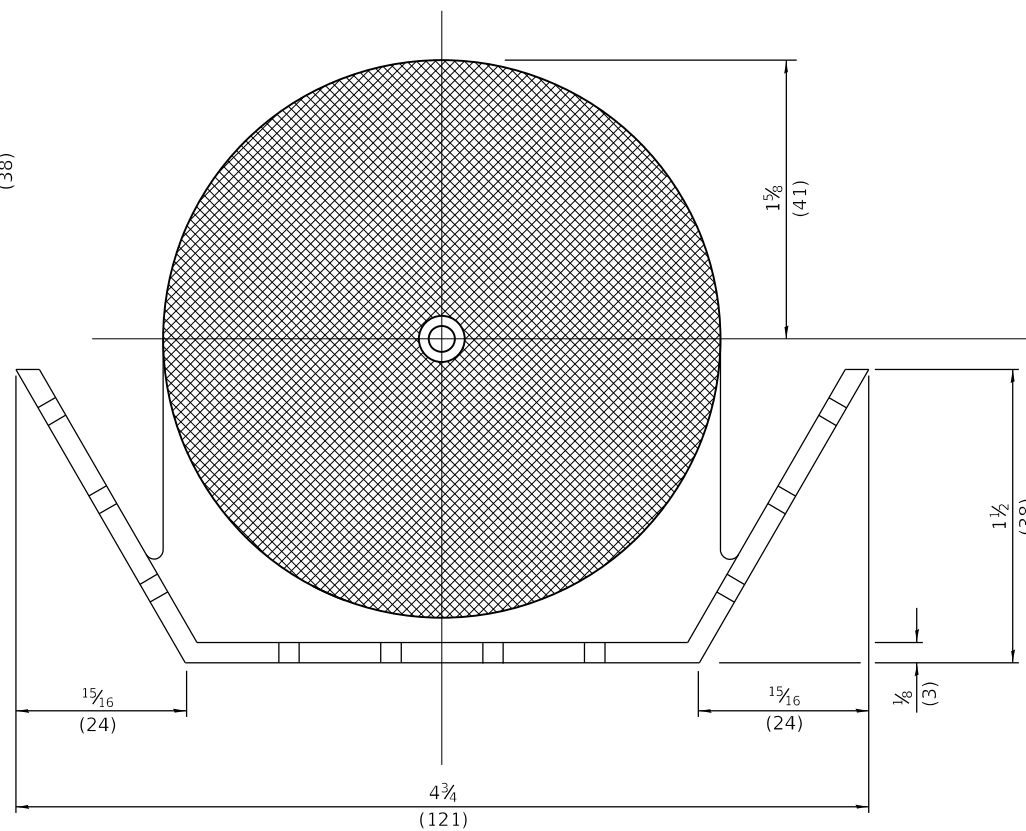
STANDARD 725001-01



REFLECTOR TYPE A
(monodirectional shown)



Adhesive weep slots or holes
equally spaced on both sides



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

REFLECTOR TYPE B
(bidirectional shown)

DATE	REVISIONS
1-1-20	Revised from F-shape to constant slope parapet, revised note 3 on sht. 3, and fixed typo.
4-1-16	Added reflector spacing detail. Moved TERMINAL MARKER to std. 725001.

**GUARDRAIL AND
BARRIER WALL REFLECTOR
MOUNTING DETAILS**

(Sheet 1 of 3)

STANDARD 782006-01

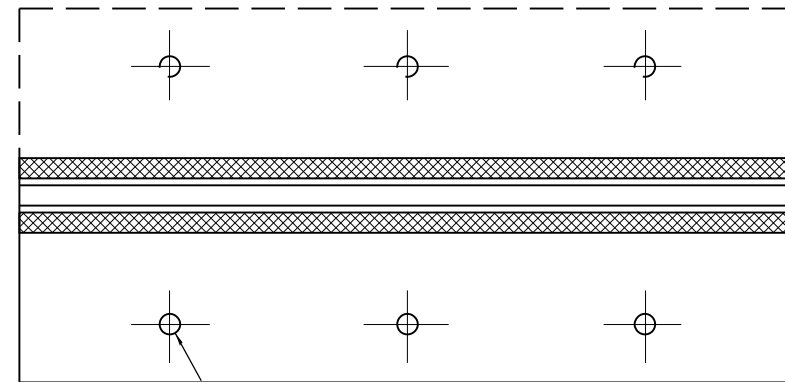
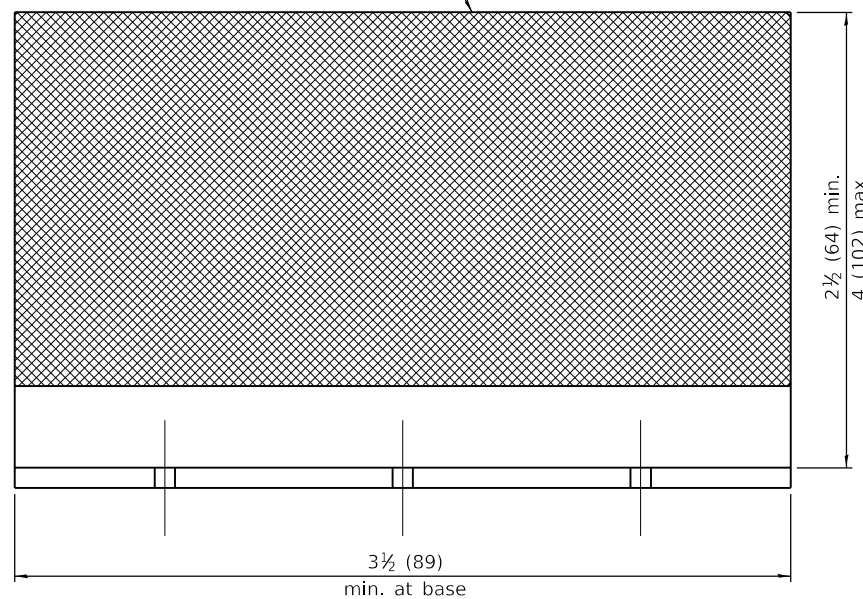
Illinois Department of Transportation

PASSED January 1, 2020
Amy Allen
ENGINEER OF OPERATIONS

APPROVED January 1, 2020
Joe E. ...
ENGINEER OF DESIGN AND ENVIRONMENT

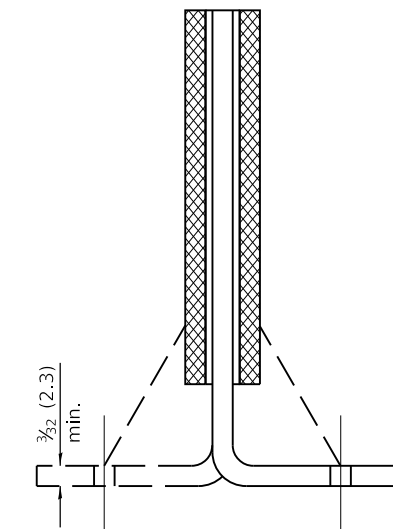
ISSUED 1-1-2000

Reflective area. May be rectangular or slight trapezoid.



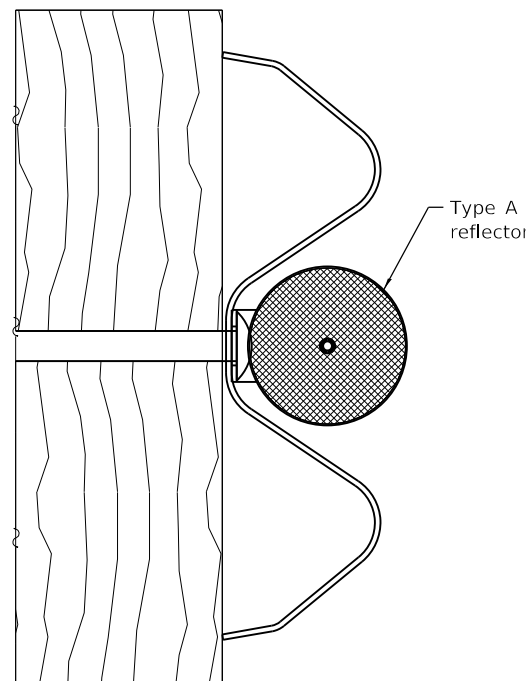
3 min. adhesive weep holes or slots each side, variable spacing.

Minimum total area of base 7.0 sq. in. (4,516 mm²)

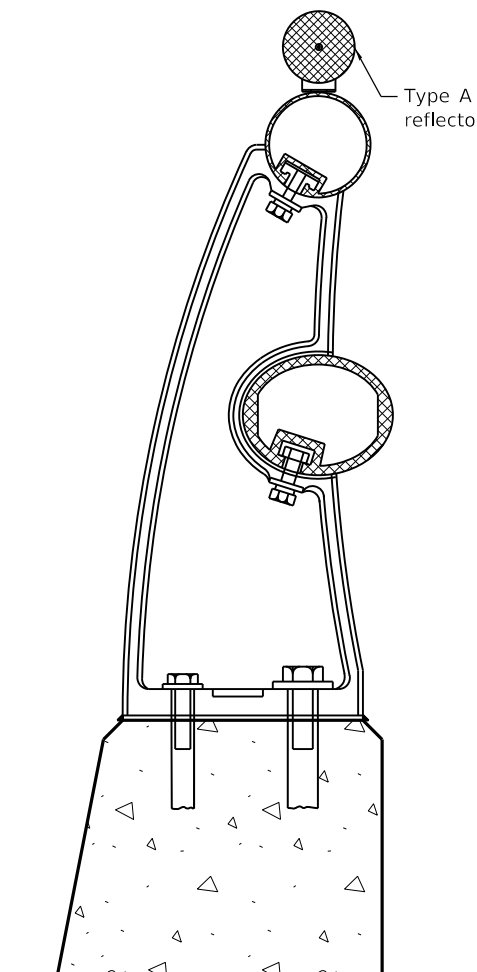
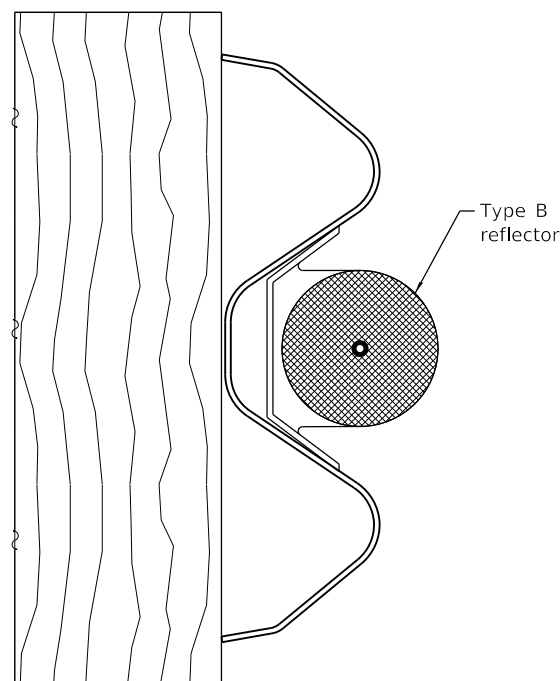


Cross section may be "T" or "L" shaped and may have side supports at ends.

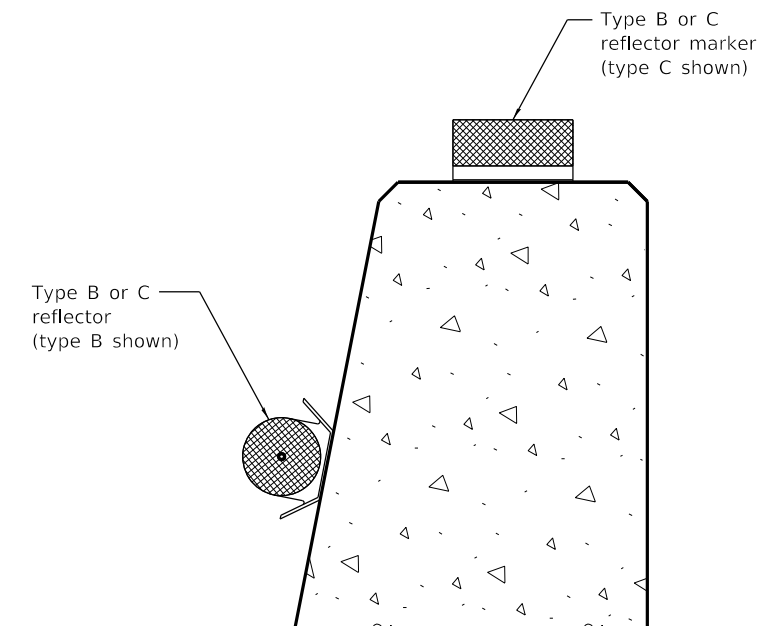
REFLECTOR TYPE C



TYPICAL MOUNTING DETAIL FOR GUARDRAIL REFLECTOR



TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR



TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

Illinois Department of Transportation

PASSED January 1, 2020
Amy Allen
ENGINEER OF OPERATIONS

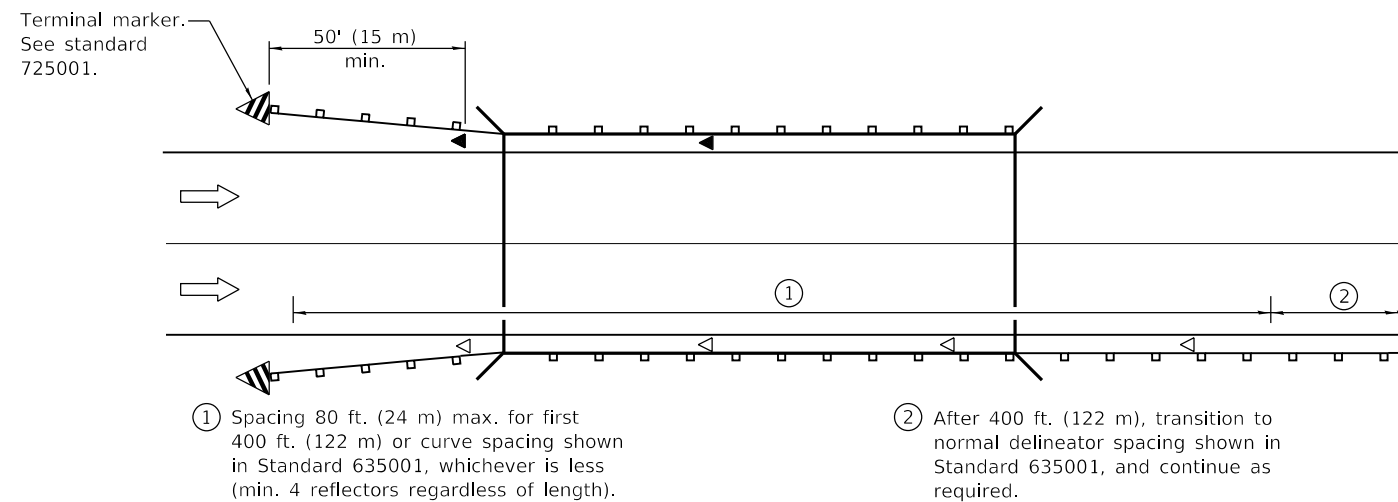
APPROVED January 1, 2020
Joe E. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2000

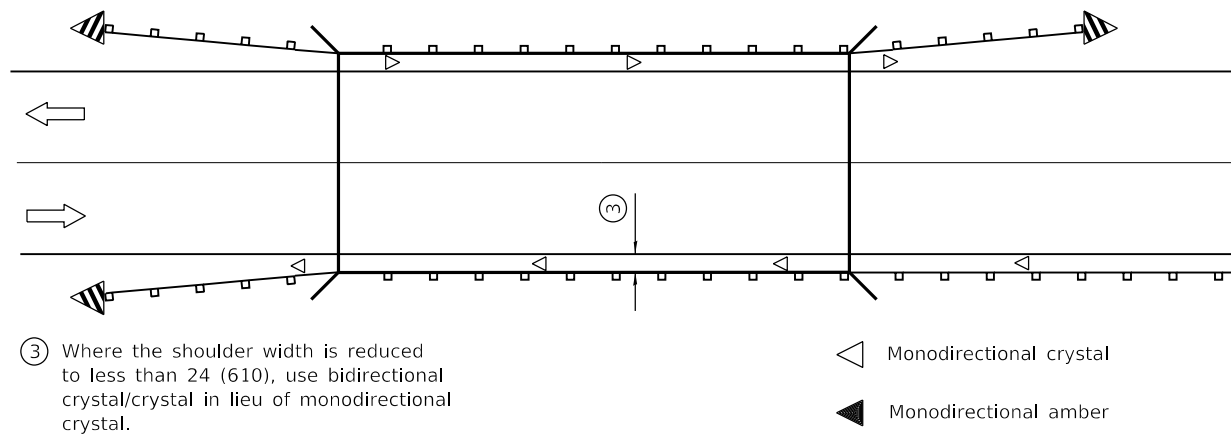
GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

(Sheet 2 of 3)

STANDARD 782006-01



ONE-WAY TRAFFIC



TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL
REFLECTOR PLACEMENT DETAIL

Illinois Department of Transportation

PASSED January 1, 2020

Amy Allen
ENGINEER OF OPERATIONS

APPROVED January 1, 2020

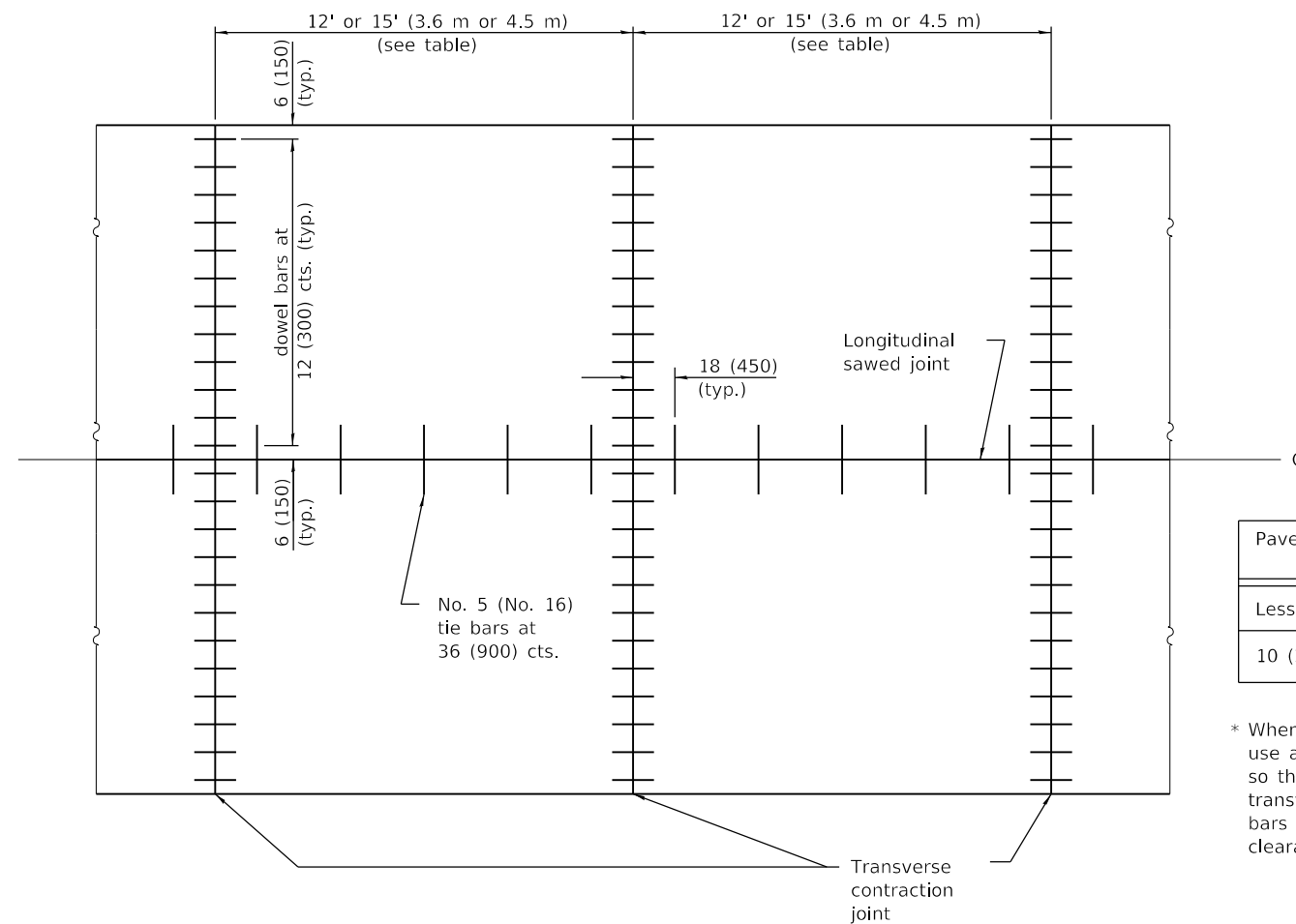
J. E. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-2000

**GUARDRAIL AND
BARRIER WALL REFLECTOR
MOUNTING DETAILS**

(Sheet 3 of 3)

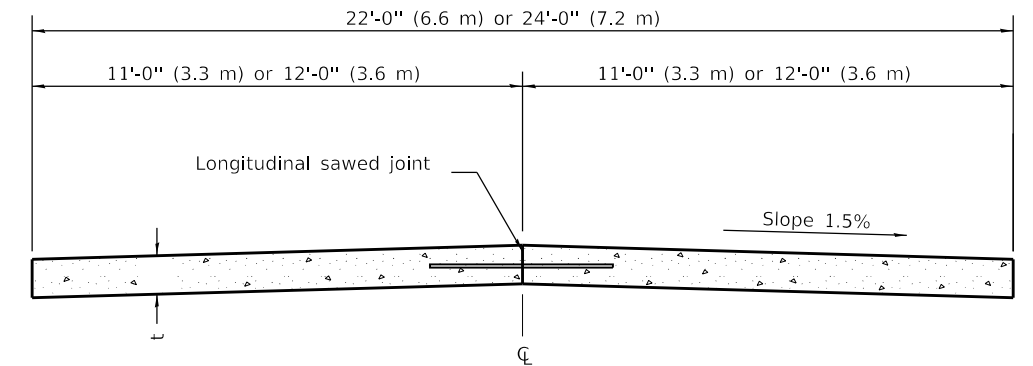
STANDARD 782006-01



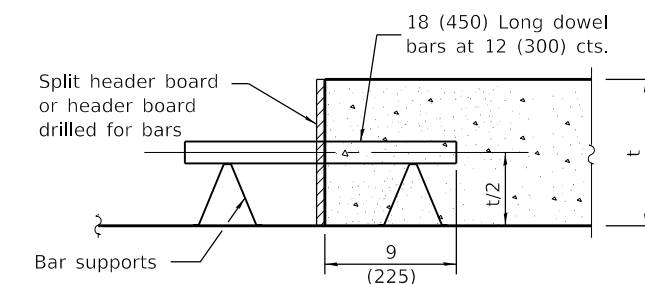
PLAN OF PAVEMENT

Pavement Thickness	Spacing of Transverse Contraction Joints
Less than 10 (250)	12' (3.6 m) *
10 (250) and greater	15' (4.5 m) *

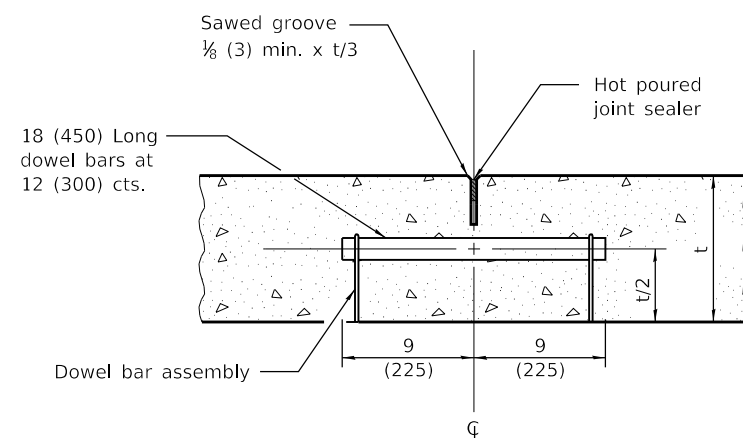
* When placed adjacent to existing PCC pavement, use a spacing between 12' (3.6 m) and 18' (5.5 m) so the joints are in prolongation with existing transverse joints. Also adjust the spacing of tie bars in the longitudinal joint(s) to maintain a clearance of 9 (225) from the end of the dowel bars.



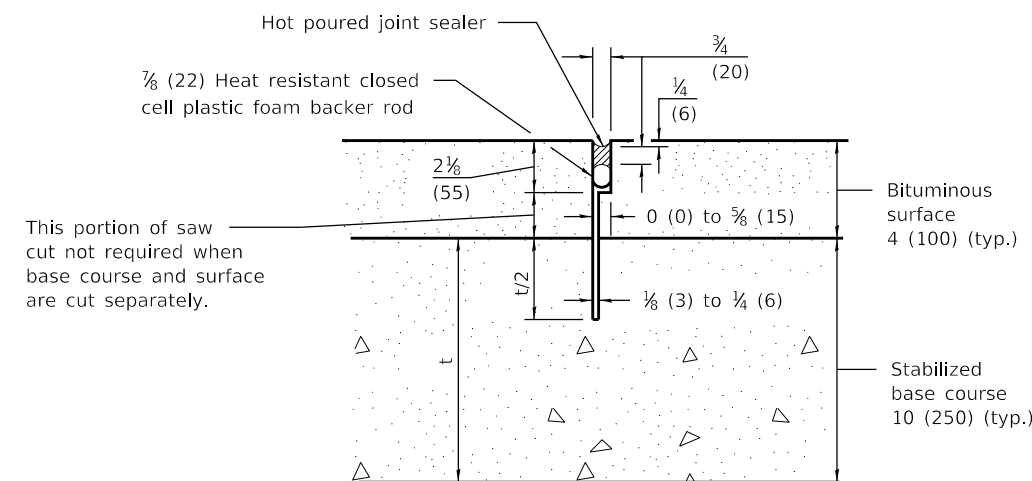
CROSS SECTION OF PAVEMENT



TRANSVERSE CONSTRUCTION JOINT



TRANSVERSE CONTRACTION JOINT



TRANSVERSE CONTRACTION JOINT

(For CAM, CFA and LFA Base Course Mixtures)

GENERAL NOTES

See Standard 420001 for details of Transverse Expansion Joints, Longitudinal Sawed Joints and Longitudinal Construction Joints.

Dowel bars are only required for Class I, II, or III Roads and Streets having pavement thickness of 7 (175) or greater.

t = Pavement thickness (See Typical Cross Section)

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

DOWEL BAR TABLE

PAVEMENT THICKNESS	DOWEL BAR DIAMETER
10 (250) and greater	1 1/2 (38)
8.01 (201) to 9.99 (249)	1 1/4 (32)
8 (200) and less	1 (25)

DATE	REVISIONS
1-1-22	Revised spacing of transverse contraction joints, dowel bar table and header board callout.
1-1-18	Revised dowel and tie bar sizes. Increased tie bar spacing.
	Eliminated skewed joint.

PORTLAND CEMENT CONCRETE PAVEMENT (NONREINFORCED)

STANDARD B.L.R. 14-13

Illinois Department of Transportation

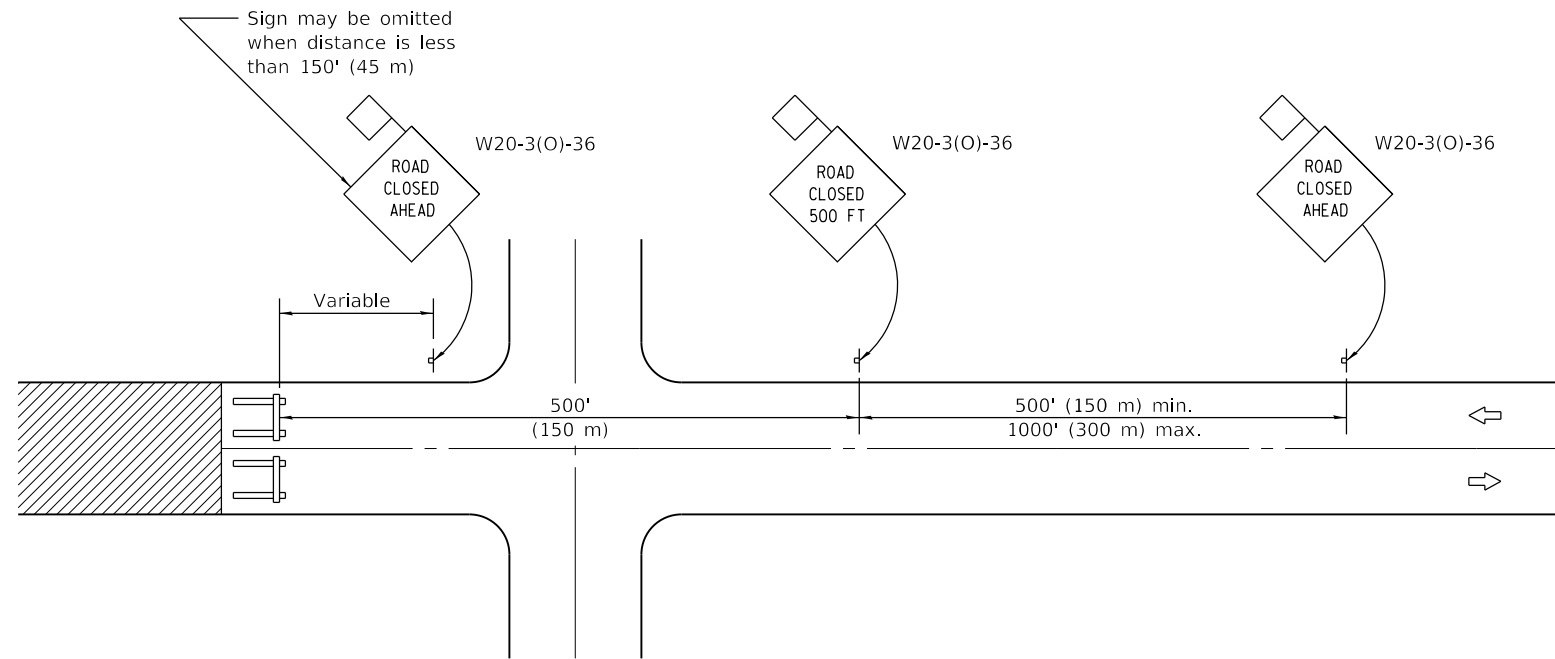
PASSED January 1, 2022

ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2022

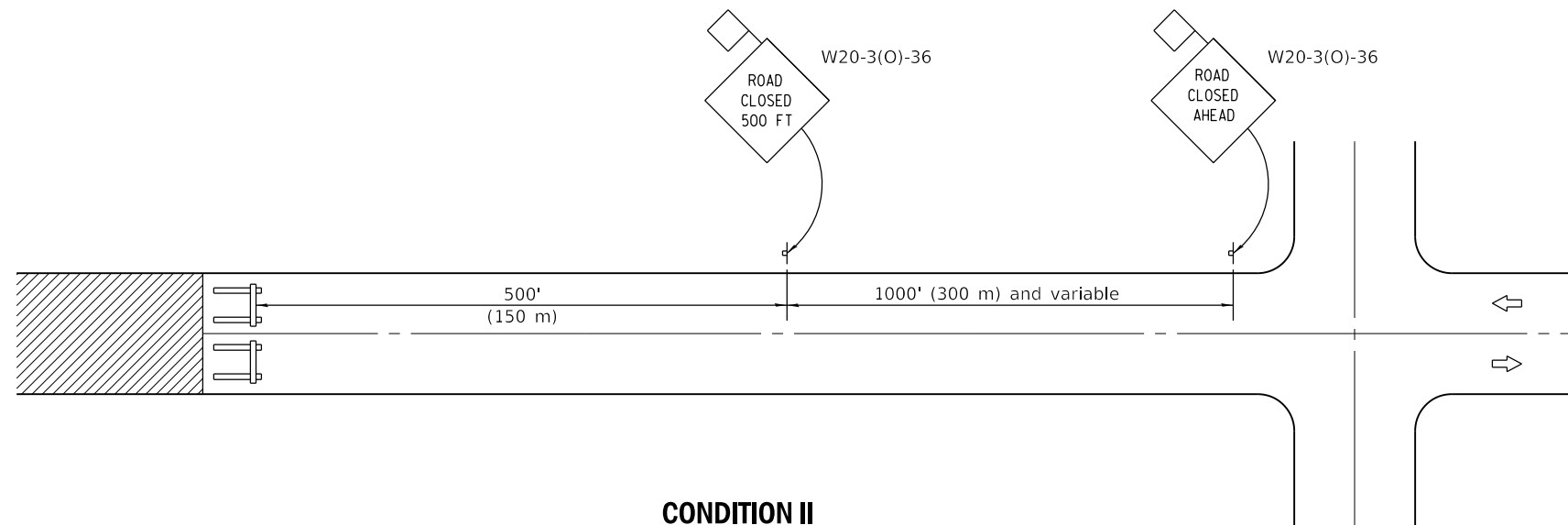
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97



CONDITION I

When distance from closure to crossroad is less than 1500' (450 m)



CONDITION II

When distance from closure to crossroad is greater than 1500' (450 m)

SYMBOLS



Work area



Type III Barricade



Sign with 18x18 (450x450) min. orange flag attached

GENERAL NOTES

Type III Barricades and R11-2-4830 signs shall be positioned as shown in "Road Closed To All Traffic" detail on Highway Standard 701901.

Two Type A Low Intensity Flashing Lights shall be used on each approach in advance of the work area during hours of darkness. One light shall be installed above the barricades and the other above the first advance warning sign.

All warning signs shall have minimum dimensions of 36 x 36 (900 x 900) and have a black legend on an orange reflectorized background.

When fluorescent signs are used, orange flags are not required.

Longitudinal dimensions may be adjusted to fit field conditions.

When the distance between the barricade and the intersection is between 1500' (450 m) and 2000' (600 m), the advance sign shall be placed at the intersection. When the distance between the barricade and the intersection is over 2000' (600 m), an additional sign shall be placed at the intersection. The additional sign shall give the distance to the barricade in miles or fractions of a mile.

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

Illinois Department of Transportation

PASSED January 1, 2012
Danell Lewis
 ENGINEER OF LOCAL ROADS AND STREETS

APPROVED January 1, 2012
Scott S. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

DATE	REVISIONS
1-1-12	Omitted two notes from GENERAL NOTES.
1-1-09	Switched units to English (metric).

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

STANDARD B.L.R. 21-9