

FIGURE 1
MINIMUM SIGHT
LINES AT
INTERSECTIONS

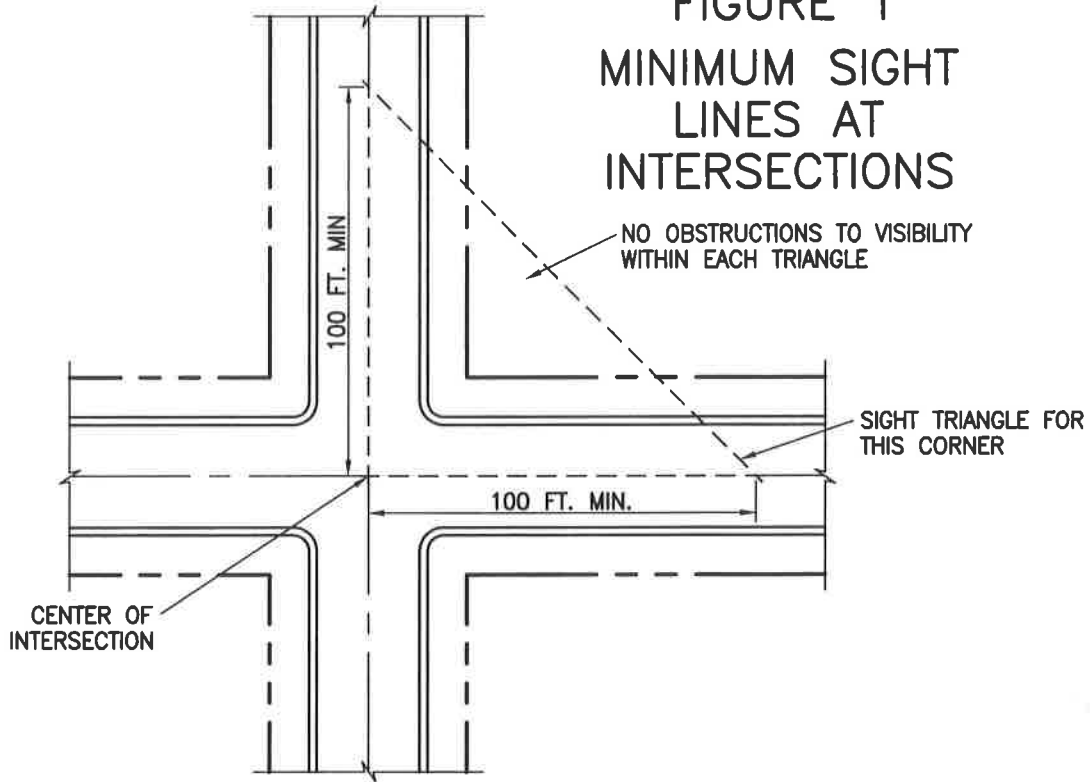


FIGURE 2
MINIMUM
REVERSE
CURVES

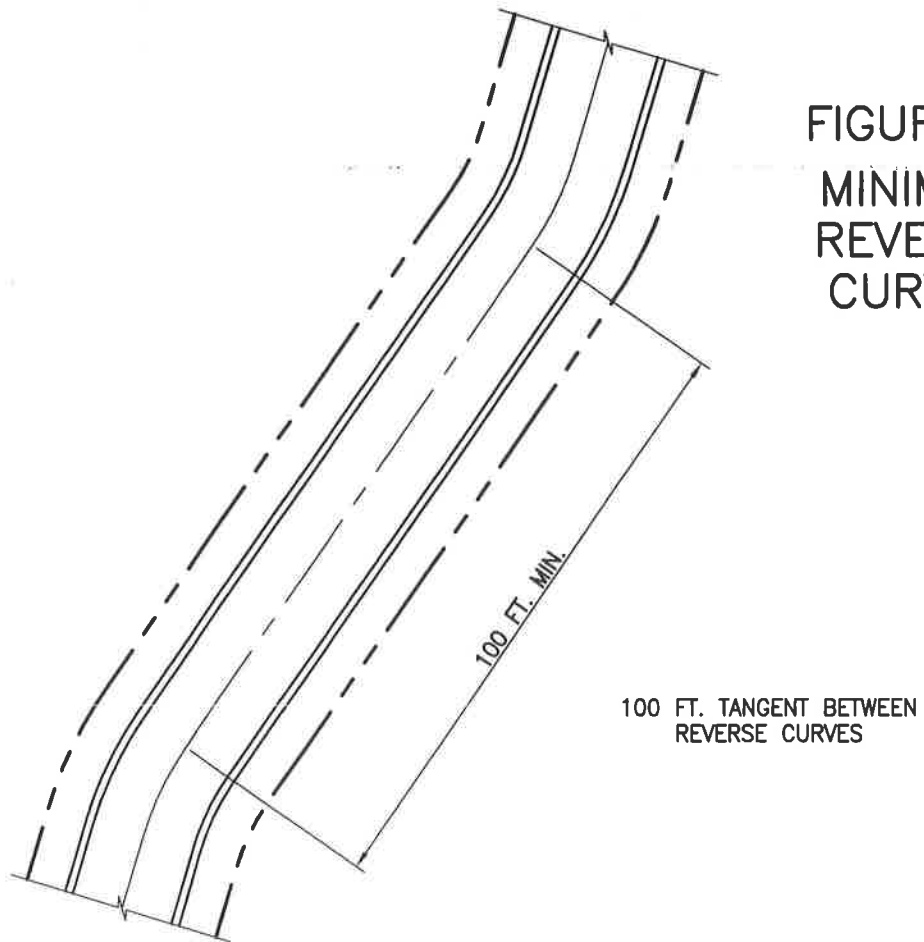
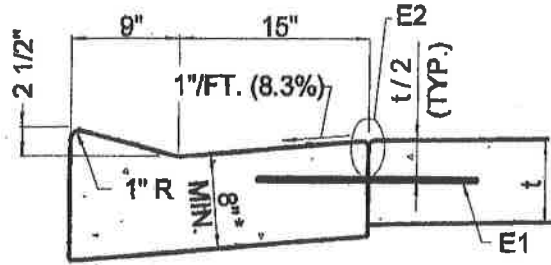
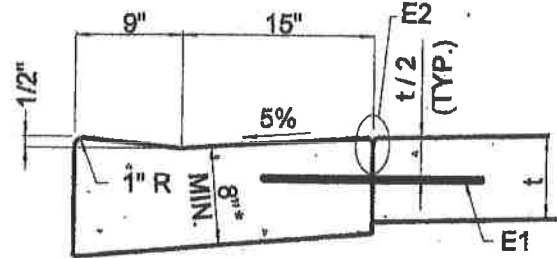


FIGURE 3 TYPICAL CURB AND GUTTER

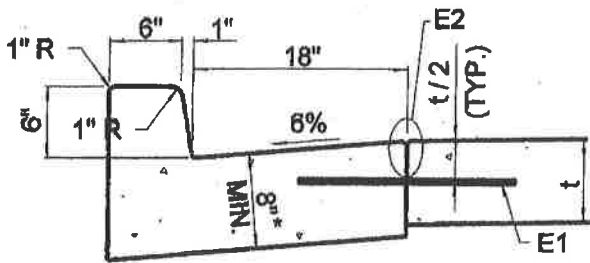
ADJACENT TO RIGID PAVEMENT



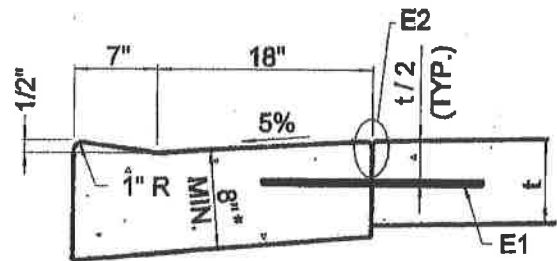
V TYPE



V TYPE: DEPRESSED FOR ADA RAMP



BARRIER TYPE



BARRIER TYPE: DEPRESSED FOR ADA RAMP

E1 = NO. 8 TIE BARS, 18" LONG AT 24" CTS. OR NO. 5 BARS, 18" LONG AT 15" CTS. (BARS SHALL BE EPOXY COATED) (NO. 8 BARS SHALL NOT BE BENT)

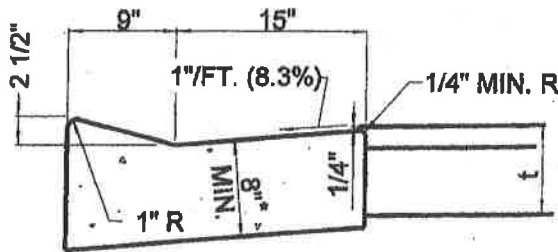
E2 = CURB MUST BE POURED SEPARATE FROM ADJOINING LANE, SAWCUT AND SEALANT NOT REQUIRED BUT EDGER MUST BE USED (1/4" MIN. RADIUS).

t = THICKNESS OF PAVEMENT

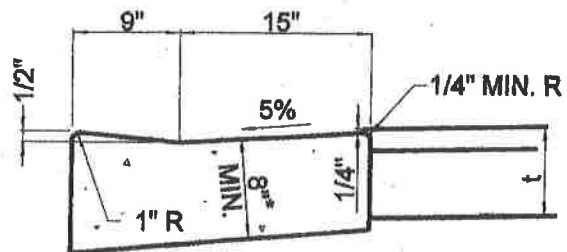
* GUTTER SHALL BE MINIMUM 8" THICK OR THICKNESS OF PAVEMENT WHICHEVER IS GREATER

CURB AND GUTTER SHALL BE CLASS "8" CONCRETE

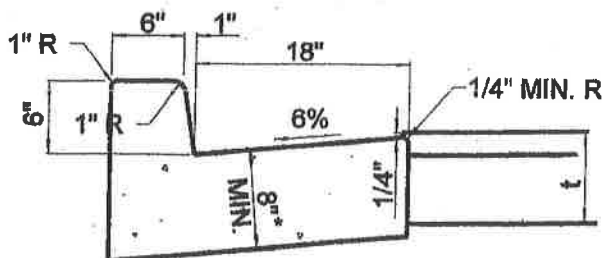
ADJACENT TO FLEXIBLE PAVEMENT



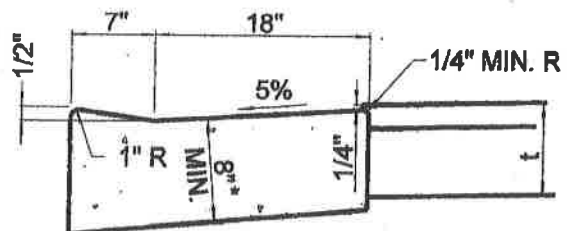
V TYPE



V TYPE: DEPRESSED FOR ADA RAMP

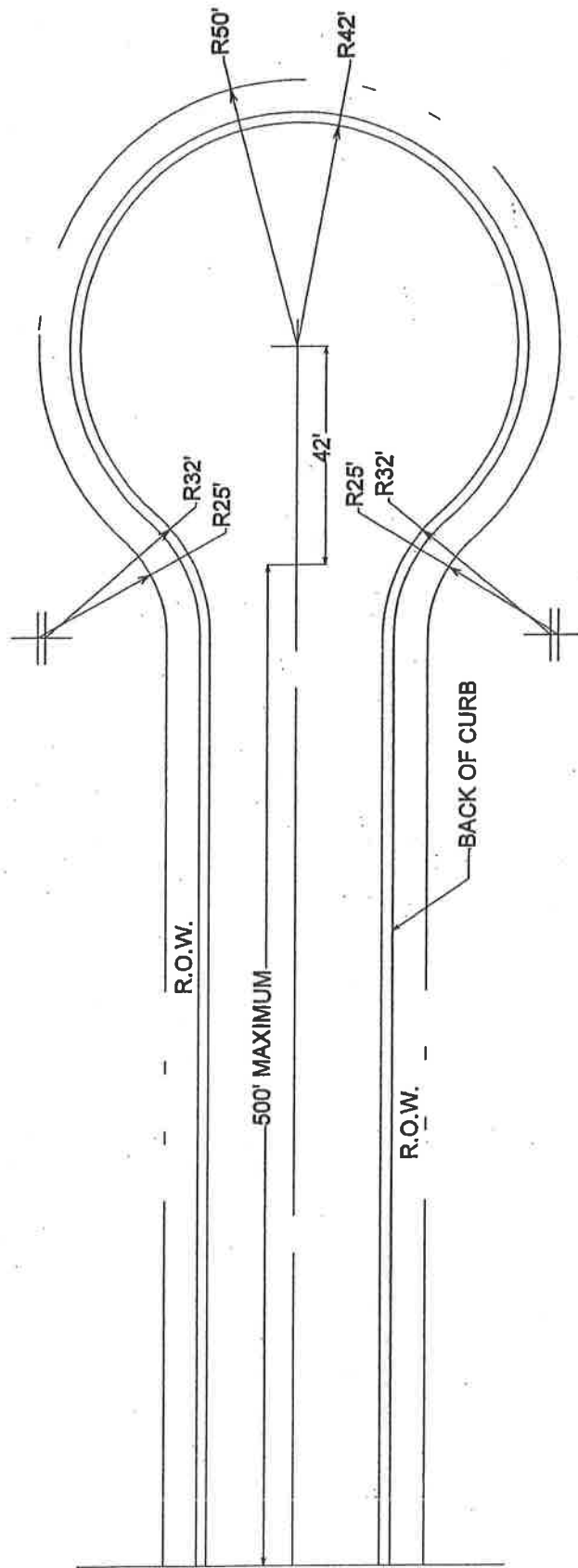


BARRIER TYPE



BARRIER TYPE: DEPRESSED FOR ADA RAMP

Figure 4

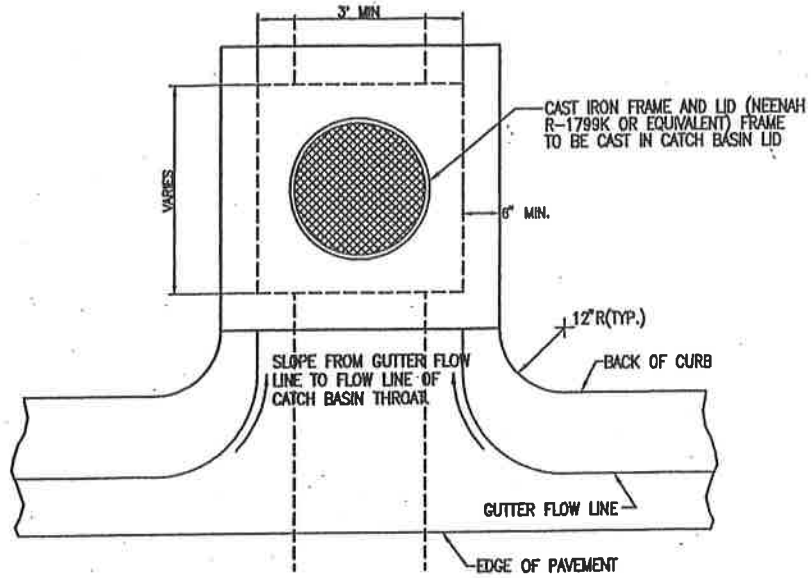


CUL-DE-SAC
DETAILS

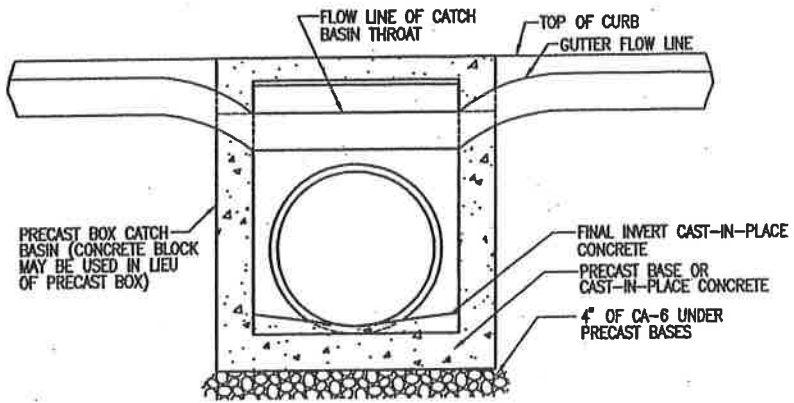
Sheet 1 of 1

STANDARD CUL-DE-SAC

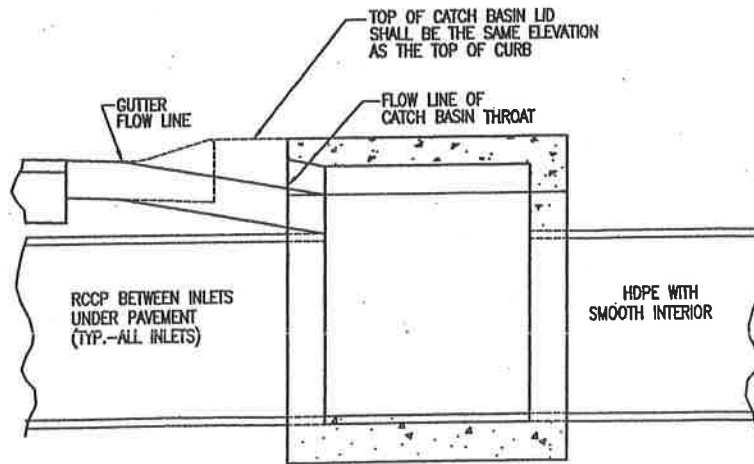
FIGURE 5 TYPICAL CURB INLET



PLAN

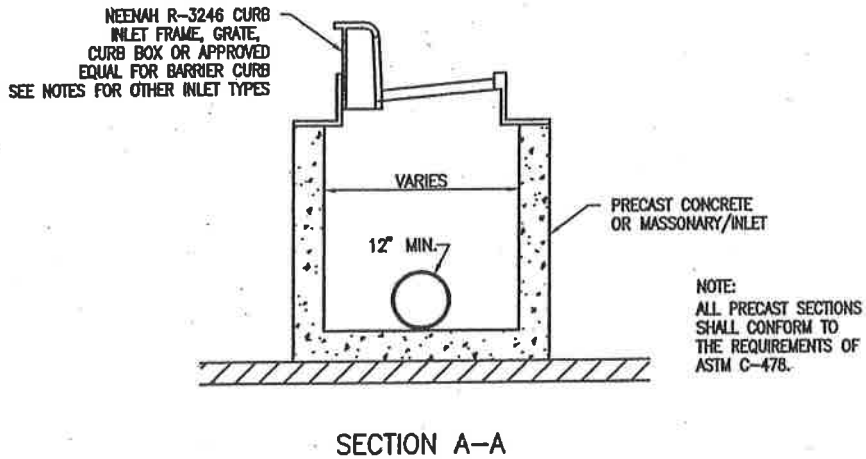
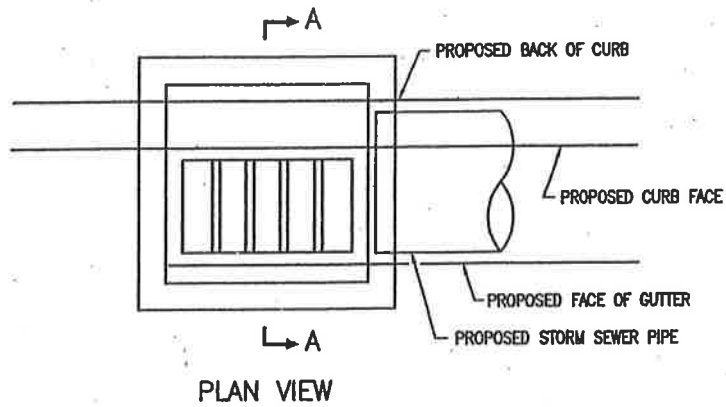


ELEVATION



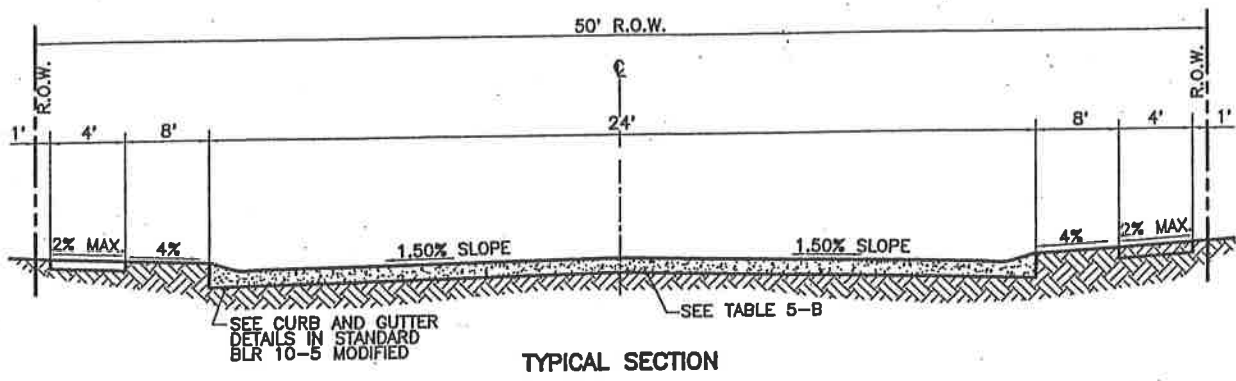
END VIEW

FIGURE 5 CONT.
TYPICAL GRATED INLET

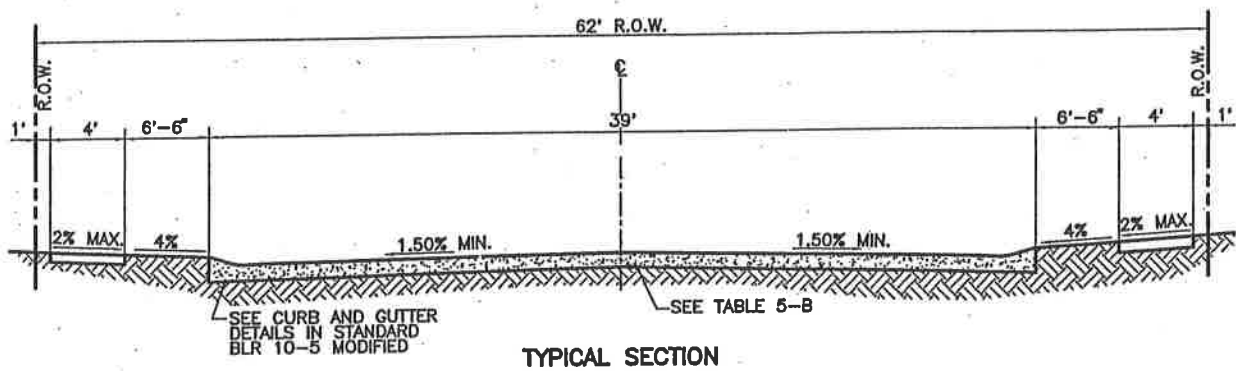


NOTES: GRATED INLET ONLY TO BE USED IN PLACE OF CURB INLET WHEN THE ROADWAY GRADIENT IS GREATER THAN 3.0%

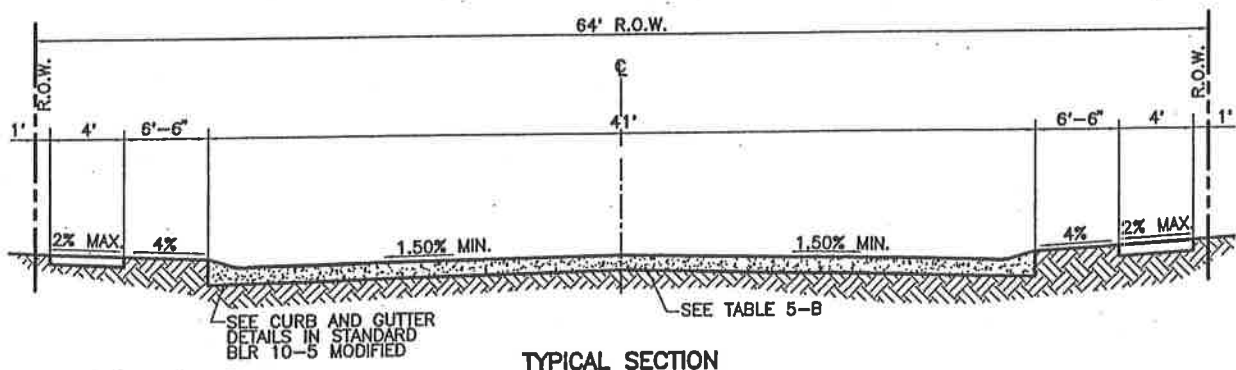
MOUNTABLE C&G TYPE: NEENAH R-3501-N INLET OR APPROVED EQUAL
VALLEY C&G TYPE: NEENAH R-3508-B INLET FRAME AND GRATE OR APPROVED EQUAL
(INLET FRAMES SPECIFIED MAY REQUIRE CONSTRUCTION OF CIRCULAR INLETS)



TYPICAL SECTION
 LOCAL STREET
 (NO PARKING)

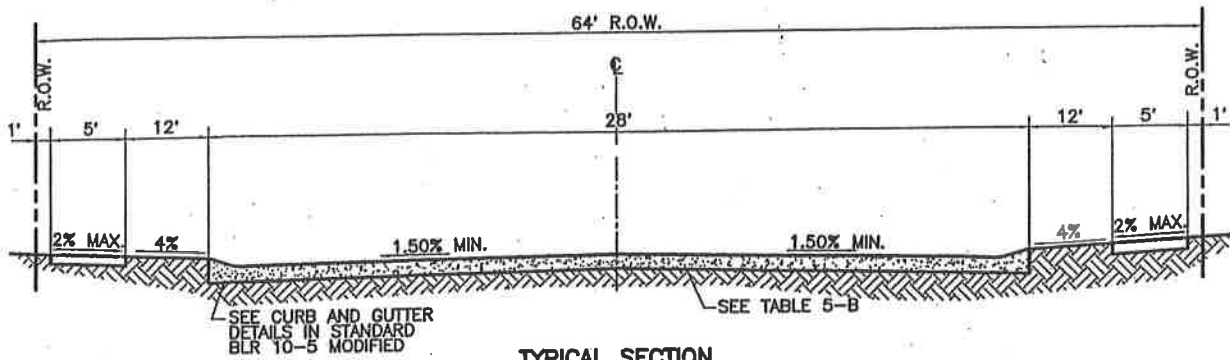


TYPICAL SECTION
 LOCAL STREET
 (PARKING BOTH SIDES)

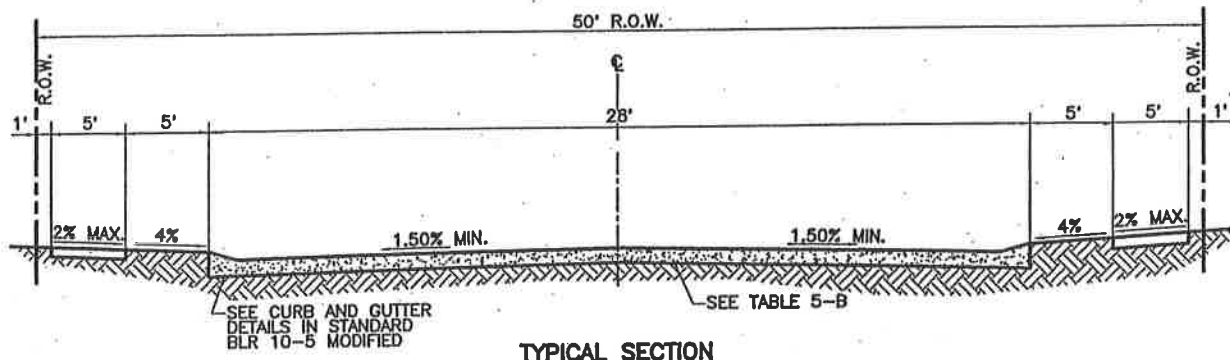


TYPICAL SECTION
 RESIDENTIAL COLLECTOR STREET

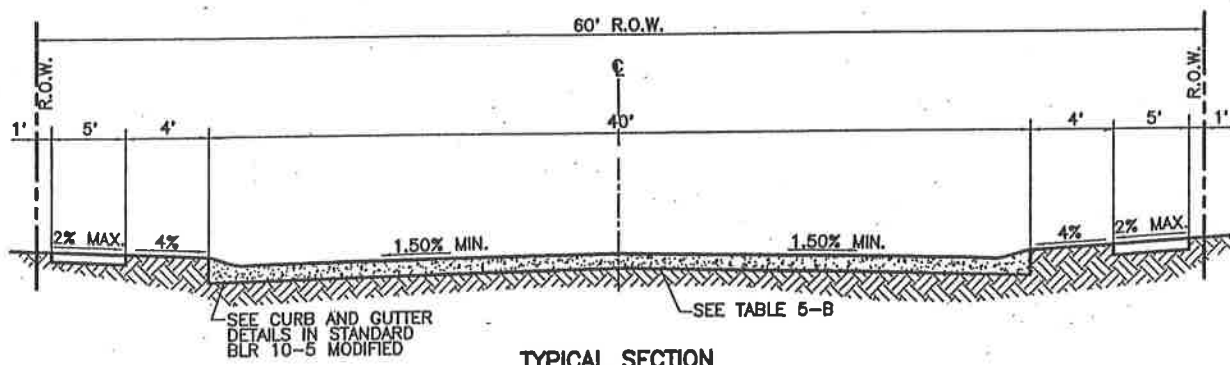
FIGURE 6



TYPICAL SECTION
ARTERIAL STREET



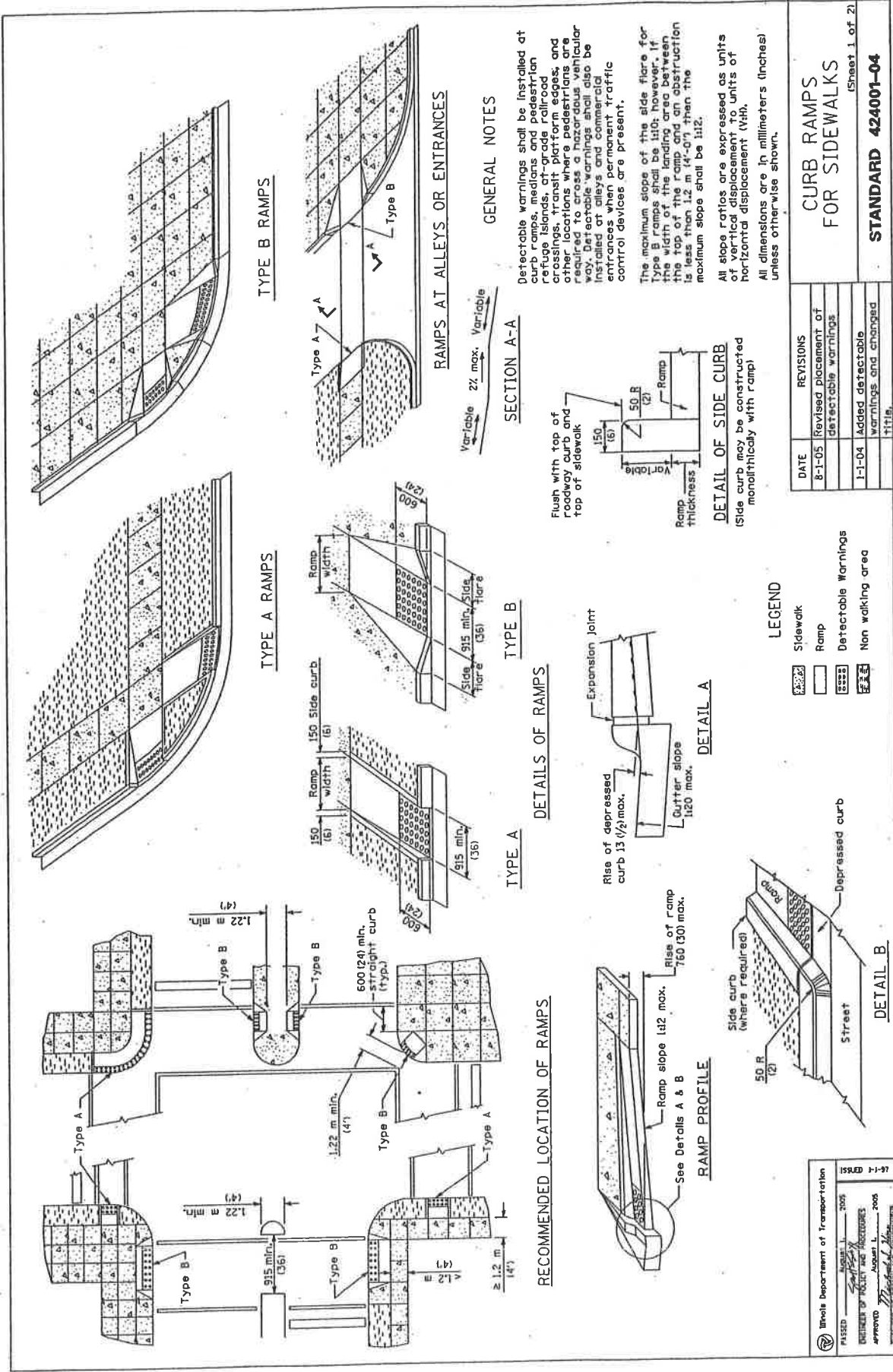
TYPICAL SECTION
COMMERCIAL AND INDUSTRIAL LOCAL STREET



TYPICAL SECTION
COMMERCIAL AND INDUSTRIAL COLLECTOR STREET

FIGURE 7

IDOT Standards 424001



Detectable warnings shall be installed at curb ramps, medians and pedestrian refuge islands, at-grade railroad crossings, transit platform edges, and other locations where pedestrians are required to cross a hazardous vehicular way. Detectable warnings shall be installed at curb ramps, medians and entrances when permanent traffic control devices are present.

The maximum slope of the side flare for Type B ramps shall be 1:10; however, if the width of the landing area between the top of the ramp and an obstruction is less than 1.2 m (4'-0") then the maximum slope shall be 1:12.

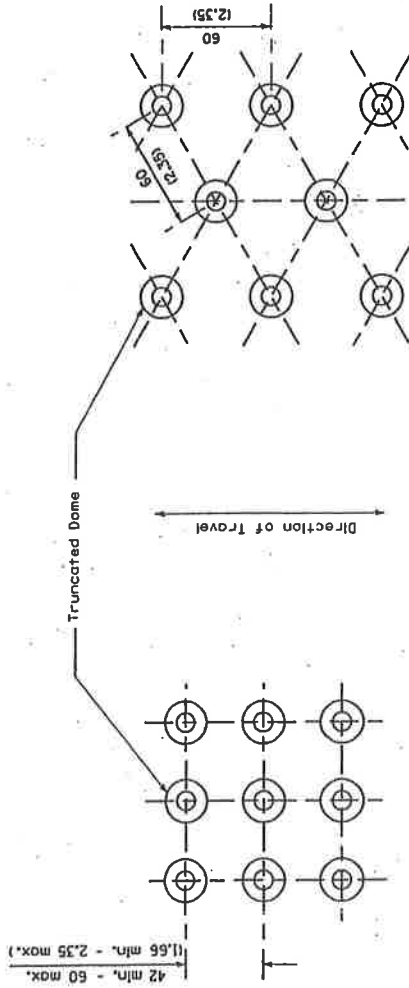
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H). All dimensions are in millimeters (inches) unless otherwise shown.

DATE	REVISIONS
8-1-05	Revised placement of detectable warnings
1-1-04	Added detectable warnings and changed title.

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1-1-04	Added detectable warnings and changed title.

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1-1-04	Added detectable warnings and changed title.

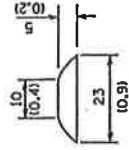
Illinois Department of Transportation
 ISSUED 1-1-97



SQUARE PATTERN
(Parallel Alignment)

TRIANGULAR PATTERN

DETECTABLE WARNINGS DETAIL



TRUNCATED DOME DETAIL

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

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

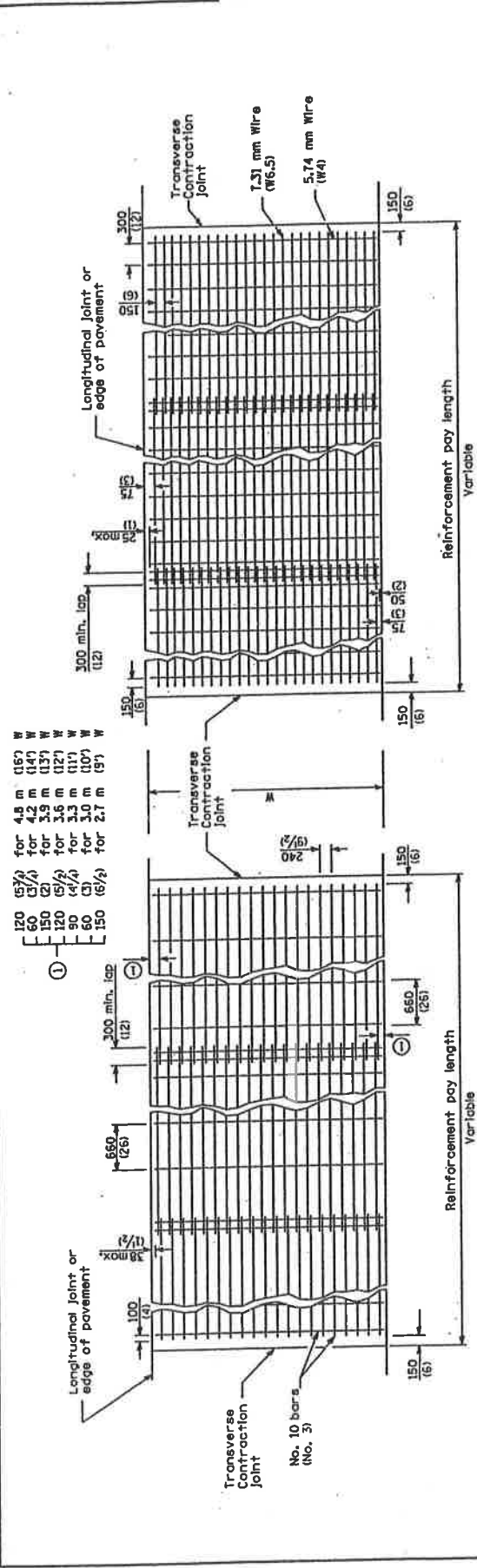
Illinois Department of Transportation PASSED ENGINEER OF PROJECT AND PROCEDURES APPROVED REGISTERED PROFESSIONAL ENGINEER	AUGUST 1, 2005 <i>[Signature]</i>	ISSUED 1-1-97
	AUGUST 1, 2005 <i>[Signature]</i>	
	AUGUST 1, 2005 <i>[Signature]</i>	
	AUGUST 1, 2005 <i>[Signature]</i>	

**CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

STANDARD 424001-04

IDOT Standards 420701



Approximately 3.07 kg/m² (63 lbs./100 sq. ft.)

TYPE A

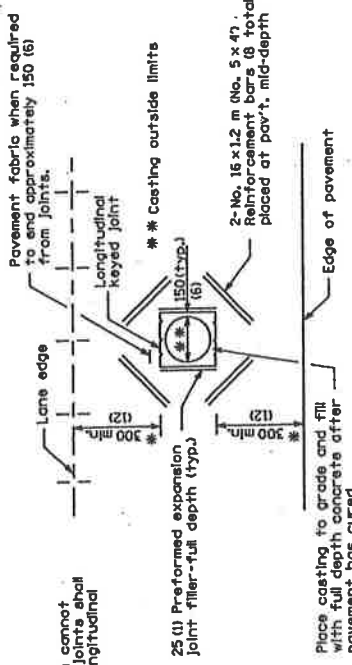
Approximately 3.07 kg/m² (63 lbs./100 sq. ft.)

When clipped bar mats are used, each bar intersection shall be clipped with 3.74 mm (#17) wire.

TYPE B

GENERAL NOTES

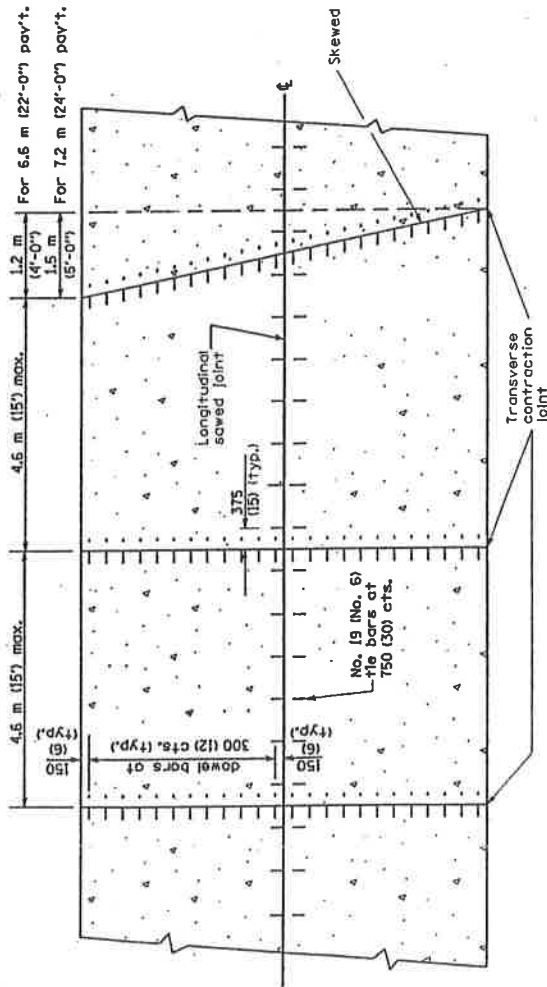
- Pavement block-outs shall be at least 600 mm (24") from contraction joints.
- Pavement fabric which is lapped longitudinally shall have a minimum lap of 150 mm (6").
- Pavement fabric may be positioned with the transverse wires on top or bottom of the longitudinal wires.
- All dimensions are in millimeters (inches) unless otherwise shown.



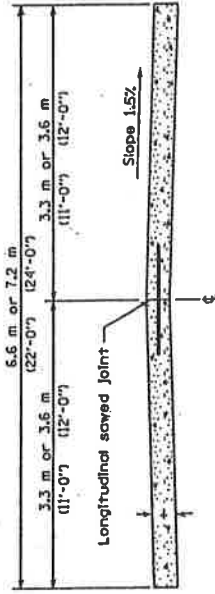
DETAIL OF ADDED REINFORCEMENT FOR PAVEMENT BLOCKS-OUTS

DATE	REVISIONS
1-1-04	Minor alterations of joint information
1-1-97	Revised Standard 2347-5.

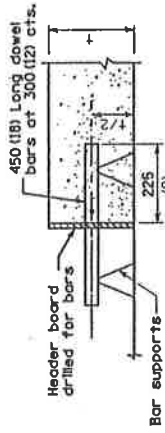
Illinois Department of Transportation
 ISSUED 1-1-97
 PASSED APPROVED
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS AND BRIDGES
 APPROVED



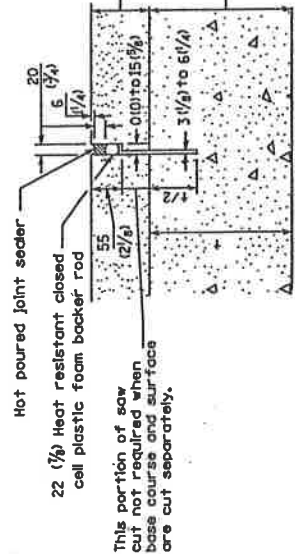
PLAN OF PAVEMENT



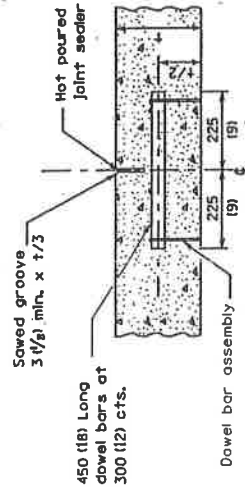
CROSS SECTION OF PAVEMENT



TRANSVERSE CONSTRUCTION JOINT



**TRANSVERSE CONTRACTION JOINT
(For CAM, CFA and LFA Base Course Mixtures)**



TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

See Standard 420001 for details of Transverse-Expansion Joints, Longitudinal Sawed Joints and Longitudinal Construction Joints.
Skewed joints shall be used when specified by Special Provisions.
t = Pavement thickness (See Typical Cross Section)

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

DOWEL BAR TABLE	
PAVEMENT THICKNESS	DOWEL BAR DIAMETER
200 (8) or greater	38 (1 1/2)
175 (7) thru 199 (7.99)	32 (1 1/4)
Less than 175 (7)	25 (1)

DATE	REVISIONS
8-1-05	Deleted sheet 2 and minor corrections to remaining joint details.
1-1-05	Minor joint corrections and revised general notes.

Illinois Department of Transportation

APPROVED: *[Signature]* AUGUST 1, 2005
 ENGINEER IN CHARGE OF LOCAL ROADS AND HIGHWAYS

APPROVED: *[Signature]* AUGUST 1, 2005
 DIRECTOR OF DESIGN AND CONSTRUCTION

ISSUED 1-1-97

**PORTLAND CEMENT
CONCRETE PAVEMENT
(NONREINFORCED)**

STANDARD B.L.R. 14-9

