FOR INDEX OF SHEETS, SEE SHEET NO. 2

IL 171 - OTHER PRINCIPAL ARTERIAL

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

FAP ROUTE 577: IL 171 (N. STATE STREET) **OVER FIDDYMENT CREEK 0.3 MI N OF THORNTON ST**

> SECTION: FAP 0577 22 BJ PROJECT: NHPP-RMPQ(697)

BRIDGE DECK OVERLAY, JOINT REPLACEMENT, BEARINGS, AND SUBSTRUCTURE REPAIRS

WILL COUNTY

C-91-330-22

2023 ADT: 18,000 VPD **POSTED SPEED: 35 MPH**

TRAFFIC DATA

DESIGN DESIGNATION

0

0

PROJECT IS LOCATED IN THE CITY OF LOCKPORT



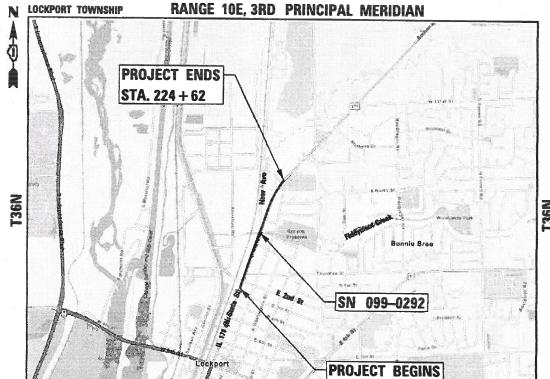
EXP. DATE: 11/30/2025



EXP. DATE: 11/30/2026 SHEET.



DATE SIGNED: 01/24/2025 DATE SIGNED: 01/24/2025 DATE SIGNED: 01/24/2025 EXP. DATE: 11/30/2025



ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS 1-800-892-0123 ·

PROJECT ENGINEER: MR. RODRIGO LEDEZMA, P.E. (847) 705-4580 PROJECT MANAGER: MR. J. ALAIN MIDY, P.E. (847) 221-3056

CONTRACT NO. 62T27

LOCATION MAP (NOT TO SCALE)

STA. 193 + 89

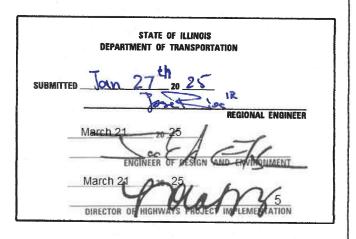
GROSS LENGTH = 3,073 FT. = 0.582 MILE NET LENGTH = 387 FT. = 0.073 MILE

577 FAP 0577 22 BJ ILLINOIS CONTRACT NO. 62127

* 58 + 2 = 60 TOTAL SHEETS

D-91-276-22





PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

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LIST OF STATE HIGHWAY STANDARDS

STANDARD NO.	TITLE
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
515001-04	NAME PLATE FOR BRIDGES
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
631031-18	TRAFFIC BARRIER TERMINAL, TYPE 6
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701427-05	LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPERATIONS 40MPH OR LESS
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

COMMITMENTS

NONE

GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED UTILITY FACILITIES. 48 HOUR NOTICE IS REQUIRED.
- 2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, WILL COUNTY, AND THE CITY OF LOCKPORT.
- 3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK AND INSTALLATION.
- 5. THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC FIELD AREA ENGINEER ERIC CAMPOS, AT ERIC.CAMPOS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 7. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- . THE CONTRACTOR SHALL MAINTAIN ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 9. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN IN THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.
- 11. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
- 12. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS TO ONE SIDE OF THE BRIDGE SIDEWALK AT ALL TIMES DURING CONSTRUCTION.
- 13. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 14. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 15. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 16. ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE PERFORMED BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 17. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 18. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 19. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
- 20. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

PAINTING NOTES

- 1. CLEANING AND PAINTING OF THE EXISTING STRUCTURAL STEEL SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR "CLEANING AND PAINTING BEARINGS".
- 2. ALL BEARINGS SHALL BE CLEANED PER NEAR WHITEBLAST CLEANING SSPC-SP 10. THESE AREAS SHALL BE PAINTED ACCORDING TO THE REQUIREMENTS OF PAINT SYSTEM 1 -OZ/E/U. THE COLOR OF THE FINAL FINISH COAT FOR ALL INTERIOR STEEL SURFACES SHALL BE GRAY, MUNSELL NO 5B 7/1.

/ AR.

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	DRAWN	-	JLS	REVISED -	i
PLOT SCALE = 100.0000 ' / in.	CHECKED	-	DII	REVISED -	
PLOT DATE = 3/3/2025	DATE	-	01/30/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHE	ETS, ST	ATE	HIG	HW/	AY STA	NDARDS	AND GENERAL NOTES	Ŀ
BRIDGE REP	AIRS O	N II	. 171	(N.	STATE	ST) OVER	FIDDYMENT CREEK	F
SCALE: NONE	SHEET	1	OF	1	SHEETS	STA.	TO STA.	┺

				CONSTR. CODE 80% FED
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	20% STATE BRIDGE 0059 S.N. 099-0292
20200100	EARTH EXCAVATION	CU YD	495	495
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	9	9
25200200	SUPPLEMENTAL WATERING	UNIT	4	4
28000510	INLET FILTERS	EACH	10	10
28100113	STONE RIPRAP, CLASS A7	SQ YD	171	171
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	934	934
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	500	500
31101800	SUBBASE GRANULAR MATERIAL, TYPE B 10"	SQ YD	61	61
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	360	360
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	651	651
40600370	LONGITUDINAL JOINT SEALANT	FOOT	638	638
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	544	544
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	162	162
42001300	PROTECTIVE COAT	SQ YD	538	538
44000100	PAVEMENT REMOVAL	SQ YD	500	500

* SPECIALTY ITEMS

				CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
CODE			TOTAL	0059
NO.	ITEM	UNIT	QUANTITY	S.N. 099-0292
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1177	1177
44003100	MEDIAN REMOVAL	SQ FT	1746	1746
44201297	DOWEL BAR 1"	EACH	60	60
44201811	CLASS D PATCHES, TYPE I, 14 INCH	SQ YD	28	28
44201815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	28	28
44201010	CLASS D BATCHES TYPE III 14 INCH	50 VP	20	3.0
44201819	CLASS D PATCHES, TYPE III, 14 INCH	SQ YD	28	28
44201821	CLASS D PATCHES, TYPE IV, 14 INCH	SO YD	28	28
	, ,			
50102400	CONCRETE REMOVAL	CU YD	27.4	27.4
50300225	CONCRETE STRUCTURES	CU YD	2	2
30300223	CONCRETE STRUCTURES	CO 1D	2	2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	53.5	53.5
50300300	PROTECTIVE COAT	SQ YD	809	809
		201112		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	13740	13740
50800515	BAR SPLICERS	EACH	32	32
51603000	DRILLED SHAFT IN SOIL	CU YD	0.7	0.7
52000110	PREFORMED JOINT STRIP SEAL	FOOT	168	168

^{*} SPECIALTY ITEMS

A	С	С	u	r	а	t	е
			GR	OUP	, INC	Ç.	

USER NAME = default	DESIGNED - JJD	REVISED -
	DRAWN - JLS	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JJD	REVISED -
PLOT DATE = 1/31/2025	DATE - 01/30/2025	REVISED -

CODE NO. ITEM				[CONSTR. CODE
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NO. ITEM UNIT QUANTITY \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$					BRIDGE
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# 63100070 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) * 6300167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	59	59
# 63100070 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) * 6300167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)					
# 63100070 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) * 6300167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	60605000	COMBINATION CONCRETE CURB AND GUTTER. TYPE B-6.24	FOOT	308	308
* 63100070 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)					
* 63100070 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	60619600	CONCRETE MEDIAN TYPE SR-6 12	SO FT	2942	2942
* 63100070 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100070 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100085 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	00013000	CONCRETE MEDIAN THE 35 STIE	34 11	2312	2312
* 63100070 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100070 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100085 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	60624600	CORRUCATED MEDIAN	SO ET	1020	1030
* 63100070 TRAFFIC BARRIER TERMINAL, TYPE 5 EACH 2 2 * 63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	00024000	CORROGATED MEDIAN	3Q F1	1030	1030
* 63100070 TRAFFIC BARRIER TERMINAL, TYPE 5 EACH 2 2 * 63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)					
* 63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	F001	50	50
* 63100085 TRAFFIC BARRIER TERMINAL, TYPE 6 EACH 2 2 * 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)					
* 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)	* 63100070	TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	2	2
* 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL)					
	* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2	2
	* 63100167		EACH	2	2

* SPECIALTY ITEMS

				CONSTR. COD 80% FED 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	BRIDGE 0059 S.N. 099-0292
63200310	GUARDRAIL REMOVAL	FOOT	247	247
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	185	185
66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1
66901006	REGULATED SUBSTANCES MONITORING	CAL DA	3	3
67100100	MOBILIZATION	L SUM	1	1
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	120	120
70300100	SHORT TERM PAVEMENT MARKING	FOOT	9848	9848
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	22296	22296
70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	293	293
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	51198	51198
70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	1664	1664
70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	570	570
70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	436	436

* SPECIALTY ITEMS

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PLOT DATE = 1/31/2025	DATE	-	01/30/2025	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES										
BRIDGE REP	AIRS OF	N IL	171	(N.	STATE	ST) OVER	FIDDYMENT CREEK			
SCALE: NONE	SHEET	2	OF	4	SHEETS	STA.	TO STA.			

				[CONSTR. CODE
					80% FED 20% STATE
					BRIDGE
	CODE			TOTAL	0059
	NO.	ITEM	UNIT	QUANTITY	S.N. 099-0292
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1013	1013
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	400	400
		INDUCT ATTENUATORS TEMPORARY (SEVERE			
	70600275	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 2	EACH	3	3
	70600755	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST	FACU		
	70600355	LEVEL 2	EACH	4	4
*	72400205	REMOVE AND RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	2	2
•••	72400203	REPORT AND RELOCKTE STON TAMEE ASSEMBLE.	Exteri		
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	24	24
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND	SQ FT	182	182
-,-	78000100	SYMBOLS	30 11	102	102
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7205	7205
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1080	1080
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	517	517
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	164	164
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	43	43
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	170	170

* SPECIALTY ITEMS

			CONSTR. COD	
				80% FED 20% STATE
				BRIDGE
CODE			TOTAL	0059
NO.	ITEM	UNIT	QUANTITY	S.N. 099-0292
78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	86	86
78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	43	43
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	19	19
78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	114	114
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1310	1310
		<u> </u>		
X0325748	ACRYLIC COATING	SQ YD	10	10
X0325749	FIBER WRAP	SQ FT	41	41
V2501900	SEEDING, CLASS 4 (MODIFIED)	ACRE	0.25	0.25
X2301000	SEEDING, CLASS 4 (MODIFIED)	ACKE	0.25	0,23
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	553	553
X5030539	FLOOR DRAINS TO BE CLEANED	EACH	10	10
X5060700	CLEANING AND PAINTING BEARINGS	EACH	22	22
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12

* SPECIALTY ITEMS

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				BRIDGE
CODE			TOTAL	0059
NO.	ITEM	UNIT	QUANTITY	S.N. 099-0292
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	95	95
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	149	149
X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	149	149
	NEF LACEMENT			
Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	6	6
70006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SO YD	588	588
20000010	BRIDGE BECK LATEX CONCRETE OVEREAT, 2 3/4 INCHES	30 10	300	388
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	588	588
	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR			
Z0012754	LESS THAN 5 INCHES)	SQ FT	77	77
Z0012800	CONCRETE PAVEMENT SCARIFICATION	SQ YD	512	512
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	20	20
Z0018905	DRILL AND GROUT BARS	EACH	60	60
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	542	542
Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	5	5
Z0062456	TEMPORARY PAVEMENT	SQ YD	49	49
	TEMPORARY PAVEMENT (VARIABLE DEPTH)	TON	18	18

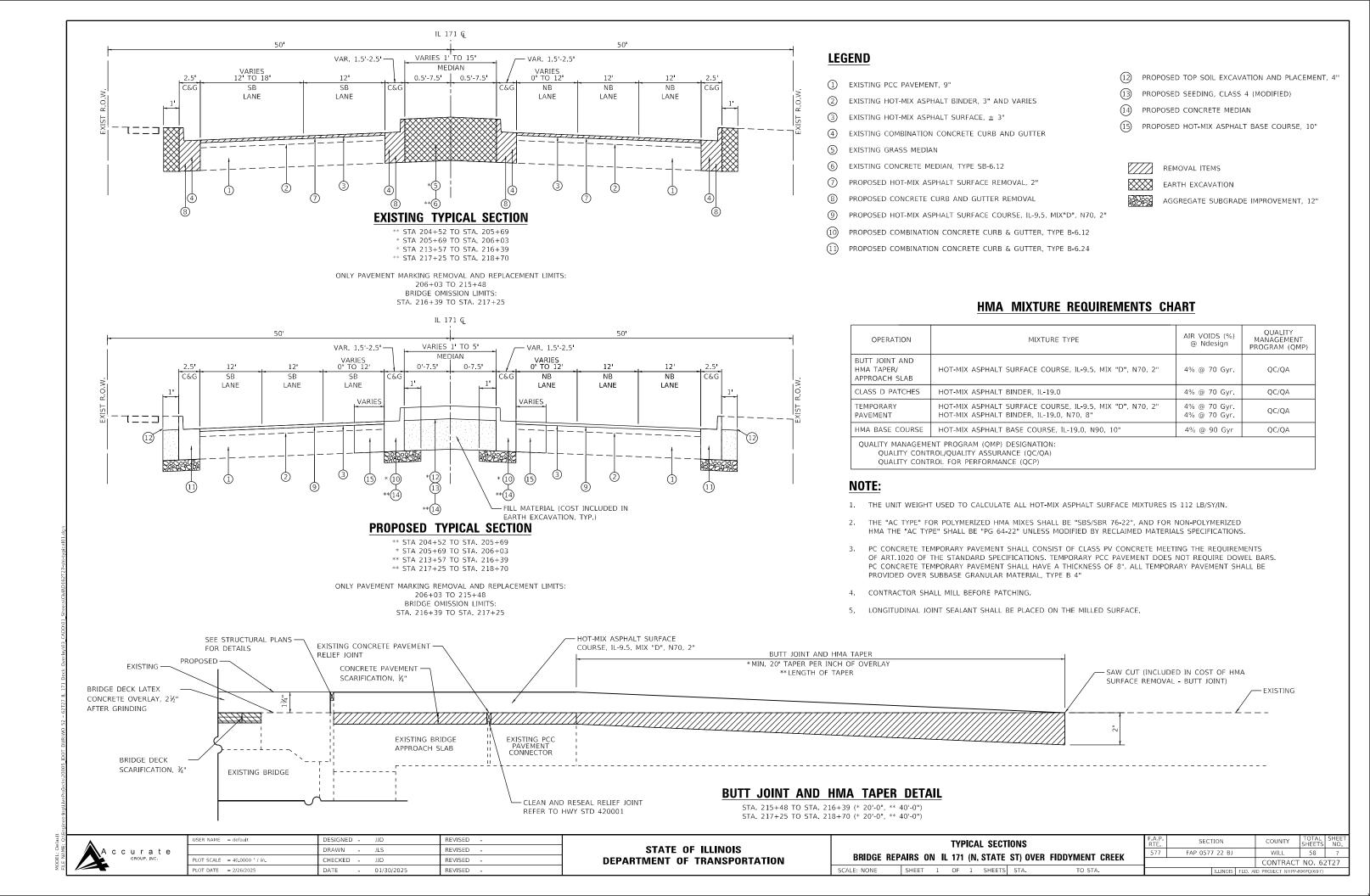
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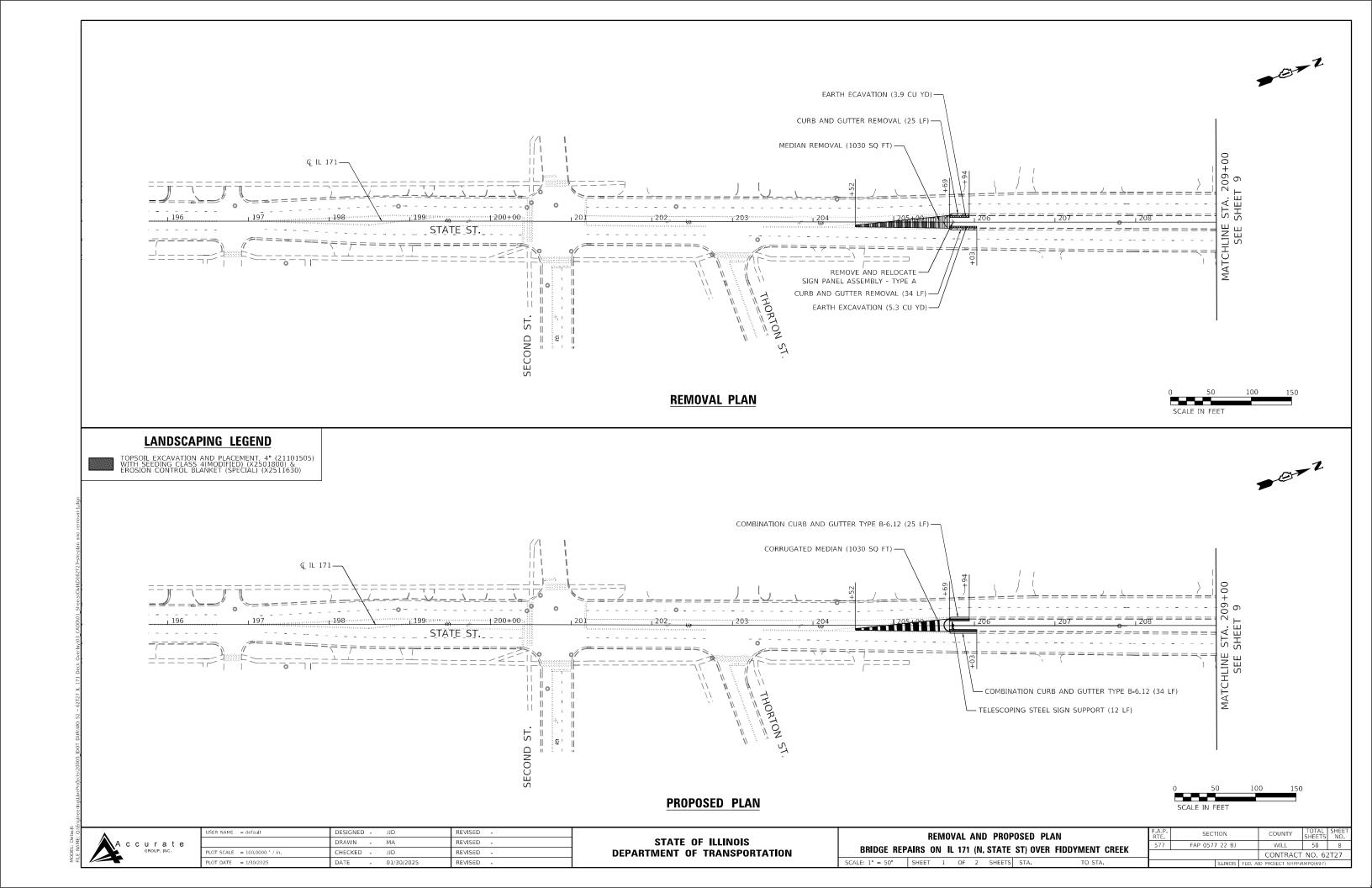
				CONSTR. CODE
				80% FED 20% STATE
				BRIDGE
CODE			TOTAL	0059
NO.	ITEM	UNIT	QUANTITY	S.N. 099-0292
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1
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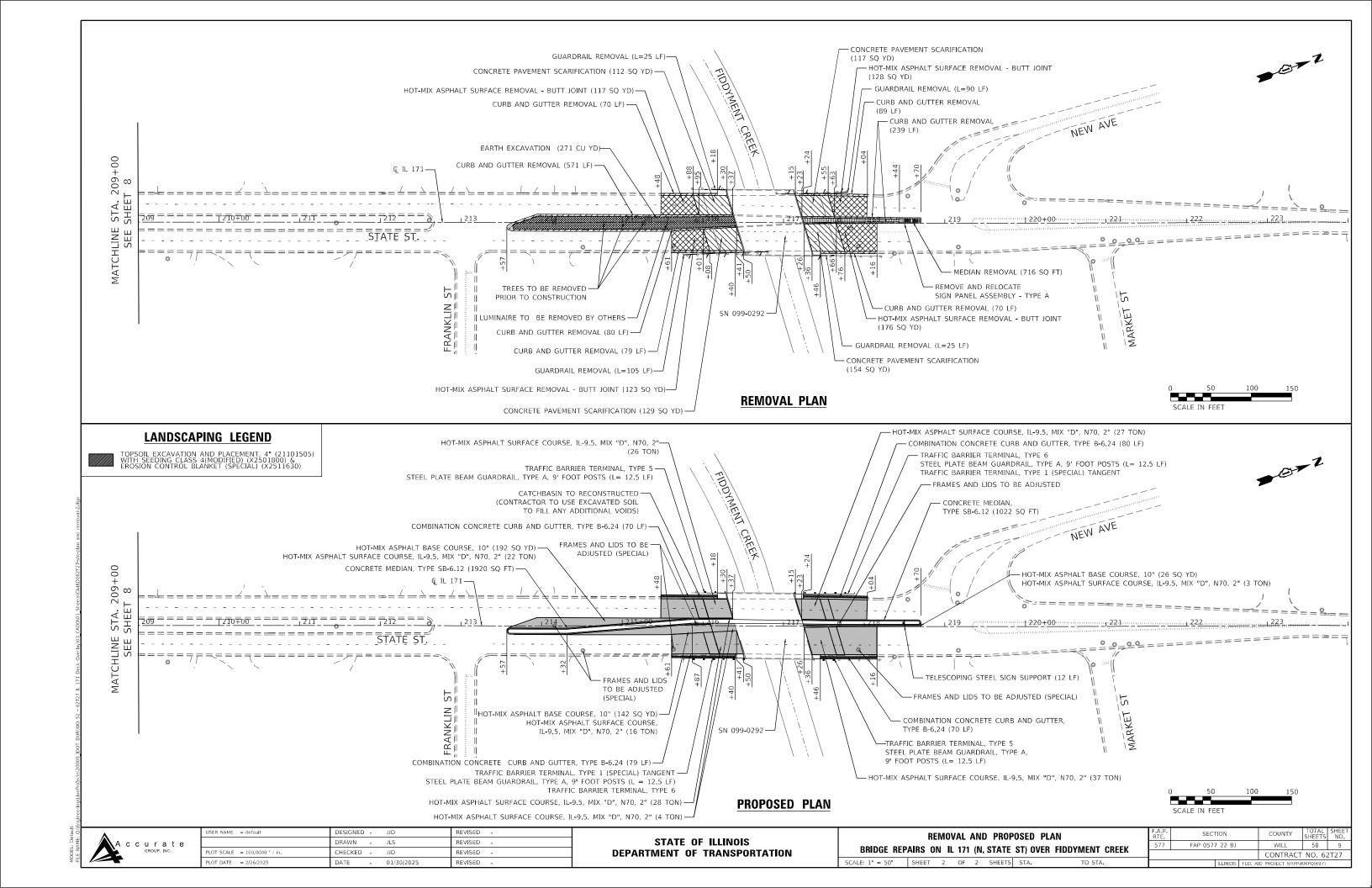
^{*} SPECIALTY ITEMS

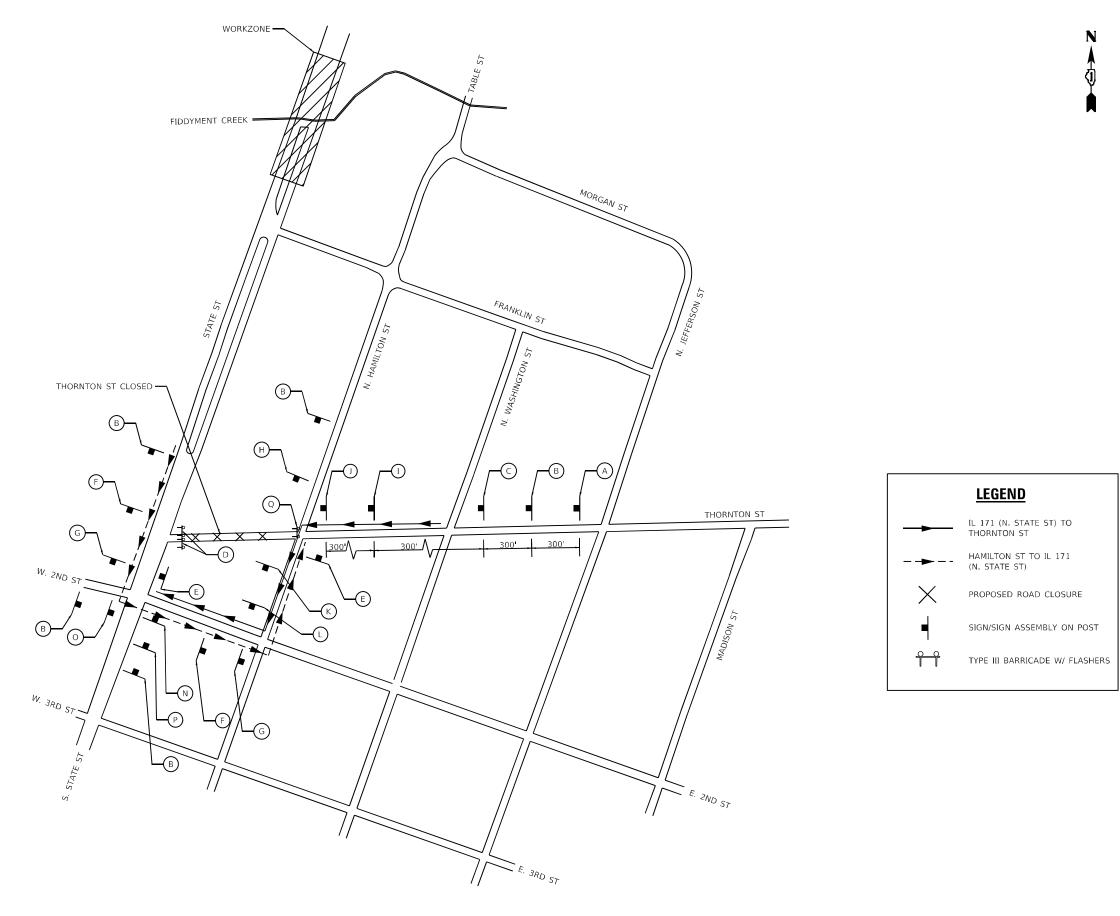
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A c c u r a t e

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN - IL 171 (N. STATE ST) TO THORNTON ST
BRIDGE REPAIRS ON IL 171 (N. STATE ST) OVER FIDDYMENT CREEK

SCALE: NONE SHEET 1 OF 2 SHEETS STA. #DETO1FR TO STA. #DET01TO

SIGN LEGEND











M4-8a-2418

TO STREET

M4-5(BL)-2412 THORNTON 24"X18" REFLECTIVE WHITE G 5" FHWA SERIES E (MOD)

TO M4-5(BL)-2412 THORNTON

24"X18" REFLECTIVE WHITE (H) 5" FHWA SERIES E (MOD)

DETOUR M4-8(O)-2412 **TO** M4-5(BL)-2412

M1-I100-3024

M4-9(MOD)-3024

M4-9L-3024

M6-3(O)-2115

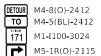


M5-1L(O)-2115

















M4-5(BL)-2412 THORNTON 24"X18" REFLECTIVE WHITE (O) 5" FHWA SERIES E (MOD)

M4-9R -3024

ТО M4-5(BL)-2412 THORNTON 24"X18" REFLECTIVE WHITE (P) 5" FHWA SERIES E (MOD) STREET M6-3-2115



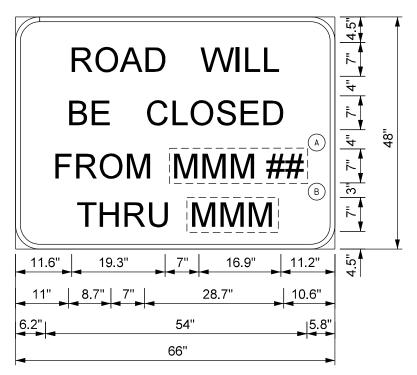
M4-5(BL)-2412 THORNTON 24"X18" REFLECTIVE WHITE 5" FHWA SERIES E (MOD)

M4-9(MOD)-3024



NOTES:

- 1. TYPICAL SIGN SPACING AND ROAD SHALL BE CLOSED TO TRAFFIC IN ACCORDANCE WITH DISTRICT 1 DETAIL TC-21.
- THE DETOUR IS INCLUDED IN THE CONTRACT UNIT PRICE LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- TEMPORARY TRAFFIC SIGNAL TIMING WILL BE UTILIZED TO ADJUST EXISTING TRAFFIC SIGNAL TIMING THROUGHOUT THE DETOUR TO ACCOMMODATE ADDITIONAL TRAFFIC VOLUME.THE INTERSECTION OF IL 171 (STATE ST) & W. 2ND ST WILL INCORPORATE TEMPORARY TRAFFIC SIGNAL TIMING.
- DETOUR SIGNAGE SHALL BE CONSIDERED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
- THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGNS WITH THE PLACEMENT OF DETOUR SIGNAGE.
- A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE THORNTON STREET CLOSURE, THE CONTRACTOR SHALL PLACE ONE ARTERIAL ROAD INFORMATION SIGN AT EACH END OF THE CLOSURE AS DIRECTED AND AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM THE MOTORING PUBLIC. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER. THIS WORK IS TO BE PAID FOR AS TEMPORARY INFORMATION SIGNING.



- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. OVERLAY PANEL (A) TO CONTAIN STARTING DATE OF FULL CLOSURE AND DETOUR IMPLEMENTATION (I.E. "FROM APRIL 2").
- 3. OVERLAY PANEL (B) TO CONTAIN ENDING MONTH OF FULL CLOSURE AND DETOUR (I.E. "THUR JULY"). OMIT THE DATE ON PANEL (B). MONTH ONLY
- 4. ERECT SIGN ASSEMBLY (POST-MOUNTED) WITH PANELS (A) AND (B) IN PLACE ON ROAD TO BE CLOSED IN EACH DIRECTION NEAR POINT OF CLOSURE OR WITHIN SECTION TO BE FULLY CLOSED TWO (2) WEEKS PRIOR TO START DATE OF FULL CLOSURE. REMOVE ASSEMBLY AFTER CLOSURE.
- SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- ONE SIGN ASSEMBLY EQUALS 27.3 SQ. FT.
- 7. EACH SIGN ASSEMBLY SHALL BE PAID FOR AS "TEMPORARY

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DETOUR PLAN - IL 171 (N. STATE ST) TO THORNTON ST BRIDGE REPAIRS ON IL 171 (N. STATE ST) OVER FIDDYMENT CREEK

SECTION FAP 0577 22 BJ WILL 58 11 CONTRACT NO. 62T27

SHEET 2 OF 2 SHEETS STA. #DET02FR TO STA. #DET02TO

MAINTENANCE OF TRAFFIC GENERAL NOTES

- 1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT, ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS SHOWN IN THE INDEX OF SHEETS AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS
- DURING CONSTRUCTION STAGING OPERATIONS, THE ENGINEER AND THE CITY OF LOCKPORT POLICE, FIRE, AND PUBLIC WORKS DEPARTMENTS SHALL BE NOTIFIED IN WRITING 48 HOURS PRIOR TO STREET CLOSURES ON IL 171 AND ANY CHANGE IN CONSTRUCTION STAGING.
- THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE
- 4. PAVEMENT MARKING TAPE, TYPE IV SHOWN ON THE PLANS FOR ANY CONSTRUCTION STAGE THAT THE CONTRACTOR PROPOSES TO EXTEND OVER THE WINTER PERIOD SHALL MEAN MODIFIED URETHANE PAVEMENT MARKING AND WILL BE PAID FOR AT THEIR RESPECTIVE CONTRACT UNIT PRICES.
- TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS THAT ARE LOCATED WITHIN A WORK AREA. THIS WORK SHALL BE PAID FOR PER DISTRICT 1 DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS SIGN RELOCATION WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING.
- WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. DROP-OFFS GREATER THAN (OR GREATER THAN OR EQUAL TO) 24" WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF TRAVEL LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN 12". THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.
- CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN TWO WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.
- TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24" BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.
- ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS, OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IN THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF

SEQUENCE OF CONSTRUCTION

- CLOSE THE INSIDE TRAVEL LANE ON BOTH THE NORTHBOUND AND SOUTHBOUND SIDES OF THE BRIDGE PER STANDARD 701601. MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION.
- REMOVE CENTER MEDIAN AND PLACE TEMPORARY PAVEMENT NEEDED FOR STAGE 1.

- CLOSE THE TWO SOUTHBOUND TRAVEL LANES ON THE SOUTHBOUND SIDE OF THE BRIDGE. MAINTAIN ONE LANE OF NORTHBOUND TRAFFIC, ONE LANE OF SOUTHBOUND TRAFFIC, AND THE NORTHBOUND TO WESTBOUND TURN LANE ON THE NORTHBOUND SIDE OF THE BRIDGE. IMPLEMENT DETOUR OF
- PERFORM BRIDGE DECK SCARIFICATION PATCHING AND OVERLAY RECONSTRUCT TRANSVERSE EXPANSION IOINTS
- REMOVE AND REPLACE THE GUARDRAIL, COMBINATION CONCRETE CURB AND GUTTER, AND OVERLAY A PORTION OF THE ROADWAY ADJACENT TO THE APPROACH SLABS TO THE NORTH AND SOUTH OF THE BRIDGE

- SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC TO THE SOUTHBOUND SIDE OF THE BRIDGE. MAINTAIN ONE LANE OF NORTHBOUND TRAFFIC, ONE LANE OF SOUTHBOUND TRAFFIC, AND THE NORTHBOUND TO WESTBOUND TURN LANE ON THE SOUTHBOUND SIDE OF THE BRIDGE. MAINTAIN DETOUR OF
- PERFORM BRIDGE DECK SCARIFICATION, PATCHING, AND OVERLAY. RECONSTRUCT TRANSVERSE EXPANSION JOINTS
- REMOVE AND REPLACE THE GUARDRAIL, COMBINATION CONCRETE CURB AND GUTTER, AND OVERLAY A PORTION OF THE ROADWAY ADJACENT TO THE APPROACH SLABS TO THE NORTH AND SOUTH OF THE BRIDGE.
- REMOVE DETOUR OF THORNTON STREET.

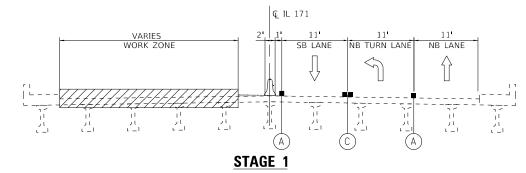
- SHIFT NORTHBOUND TRAFFIC TO THE NORTHBOUND SIDE OF THE BRIDGE, MAINTAIN ONE LANE OF NORTHBOUND TRAFFIC AND THE NORTHBOUND TO WESTBOUND TURN LANE ON THE NORTHBOUND SIDE OF THE BRIDGE AND MAINTAIN ONE LANE OF SOUTHBOUND TRAFFIC ON THE SOUTHBOUND SIDE OF
- 2. RECONSTRUCT CENTER MEDIAN, OVERLAY, AND NORTHBOUND AND SOUTHBOUND LEFT TURN LANES

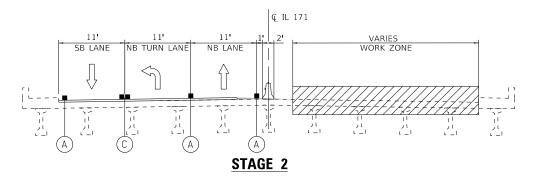
- INSTALL PERMANENT PAVEMENT MARKINGS AND RAISED REFELECTIVE PAVEMENT MARKERS
- REMOVE ANY TEMPORARY EROSION CONTROL DEVICES.
- OPEN IL RTE 171 TO 2 LANES OF NORTHBOUND AND 2 LANES OF SOUTHBOUND TRAFFIC

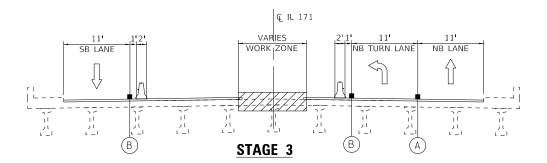
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

MAINTENANCE OF TRAFFIC TYPICAL SECTIONS







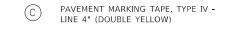


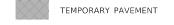
WORK ZONE



PAVEMENT MARKING TAPE, TYPE IV - LINE

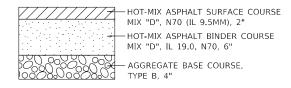


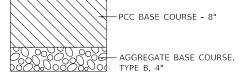




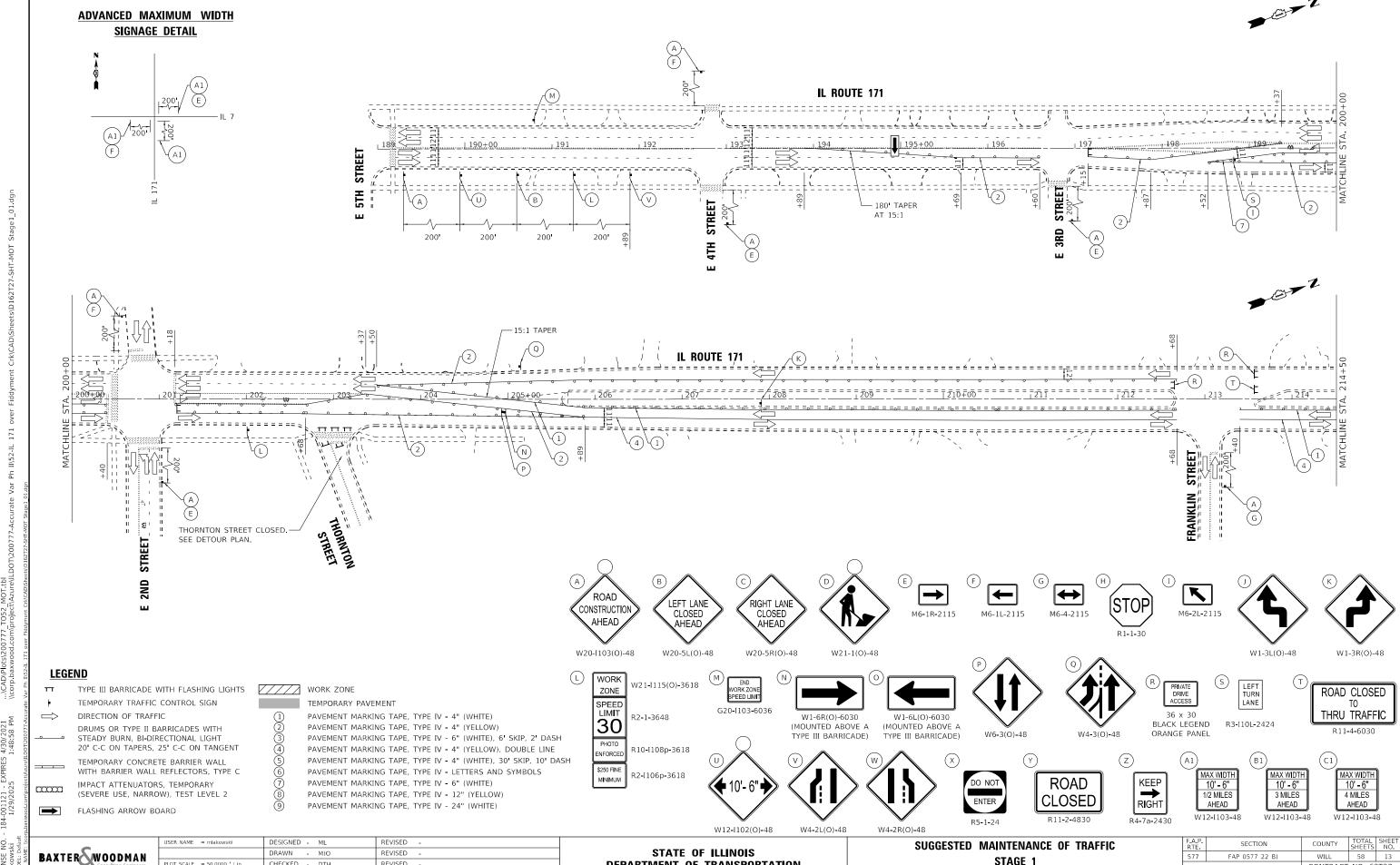
TEMPORARY PAVEMENT DETAIL

(CONTRACTOR HAS THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT. CONTRACTOR SHALL USE HMA SECTION FOR TEMPORARY PAVEMENT (VARIABLE DEPTH) ON THE BRIDGE DECK AND APPROACH SLAB.)









DEPARTMENT OF TRANSPORTATION

STAGE 1

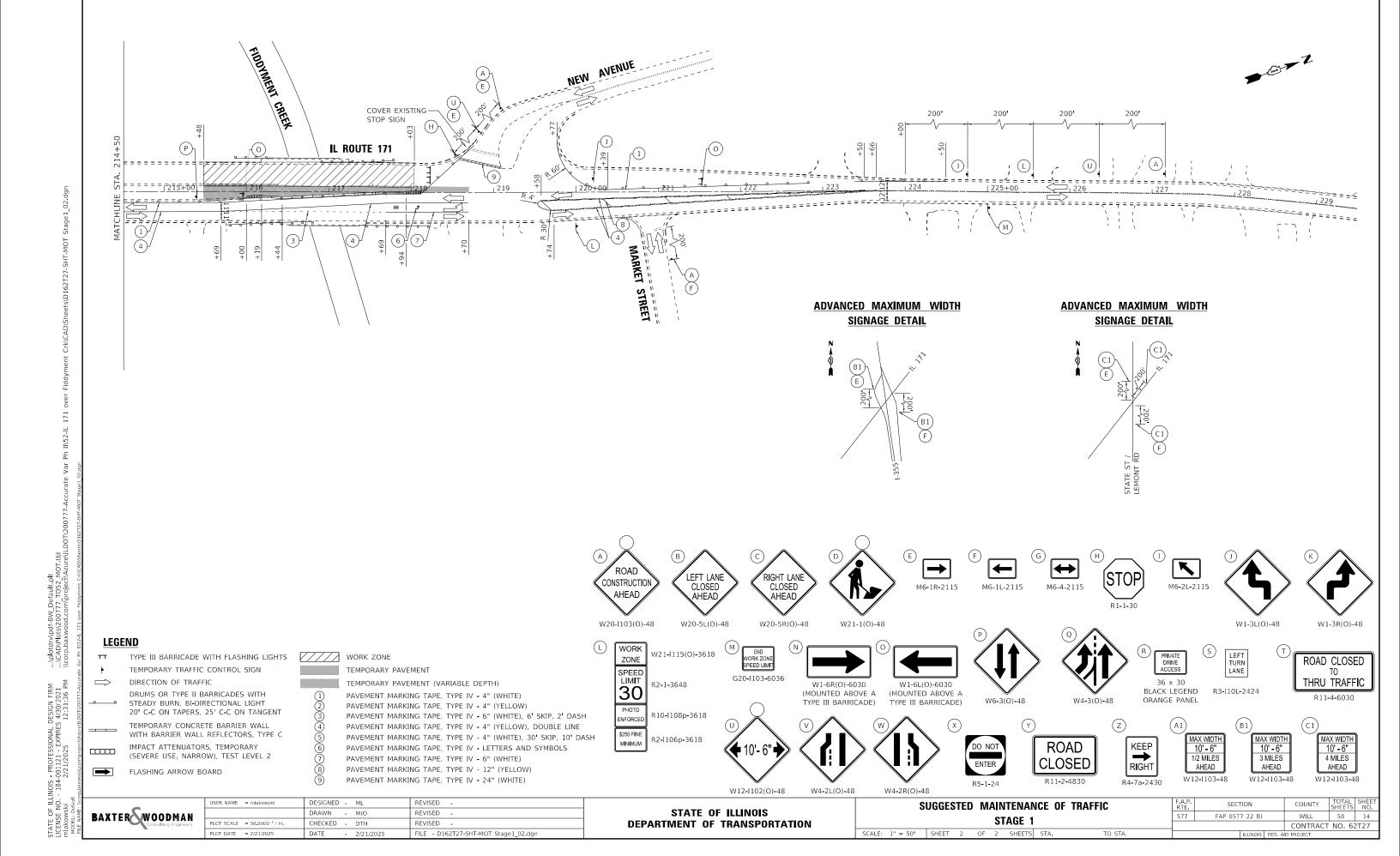
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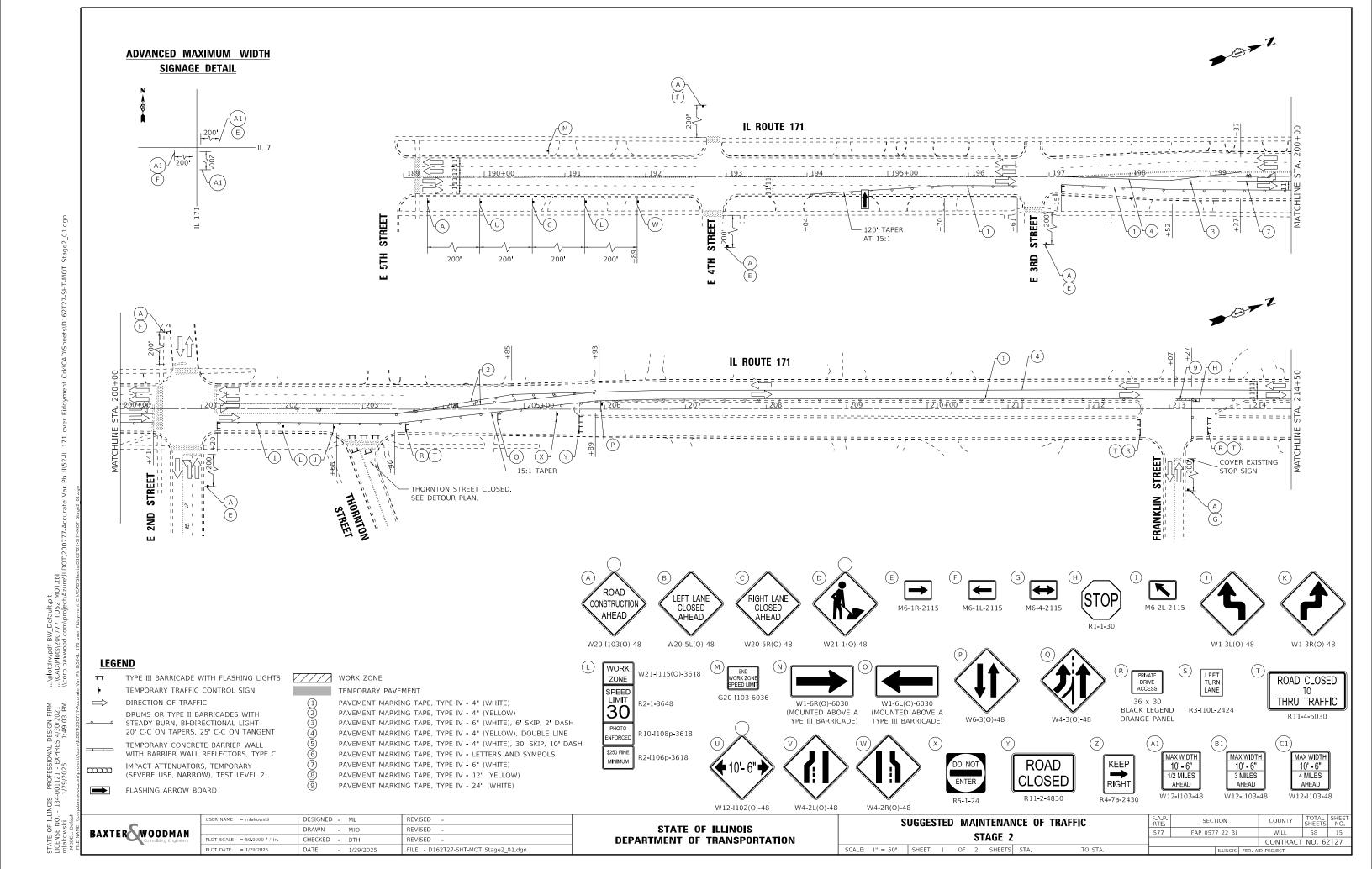
CONTRACT NO. 62T27

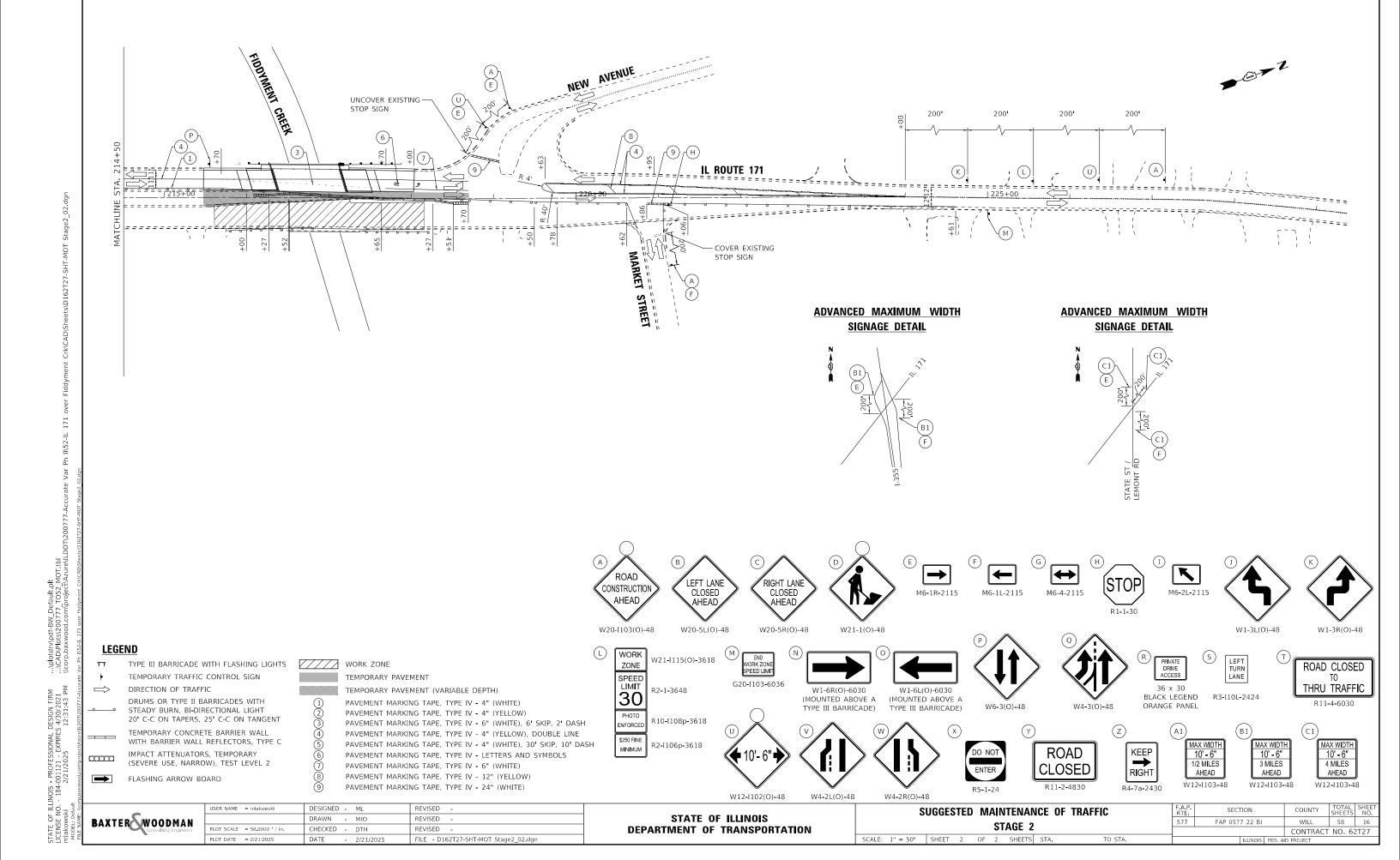
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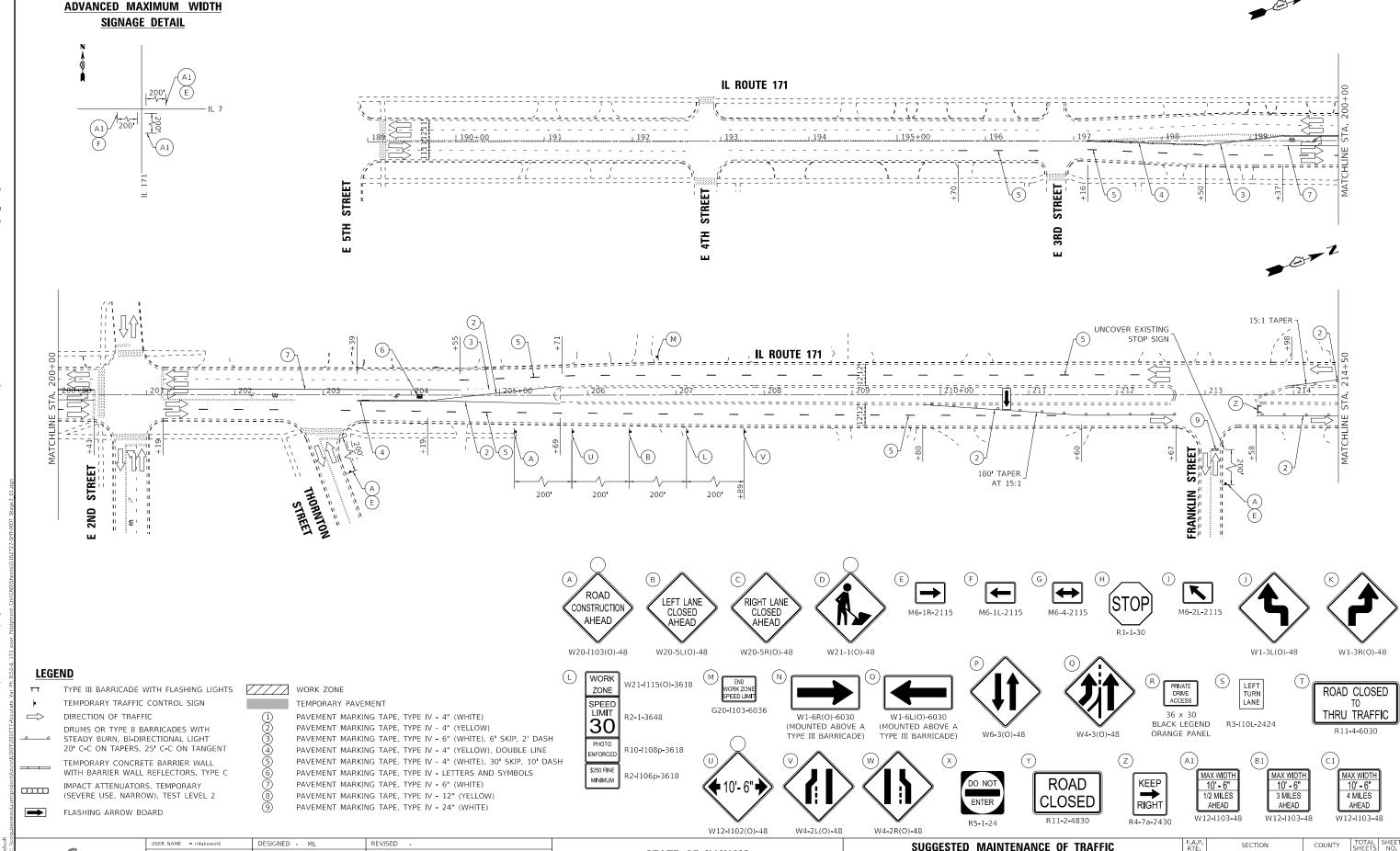
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FILE - D162T27-SHT-MOT Stage1 01.dg









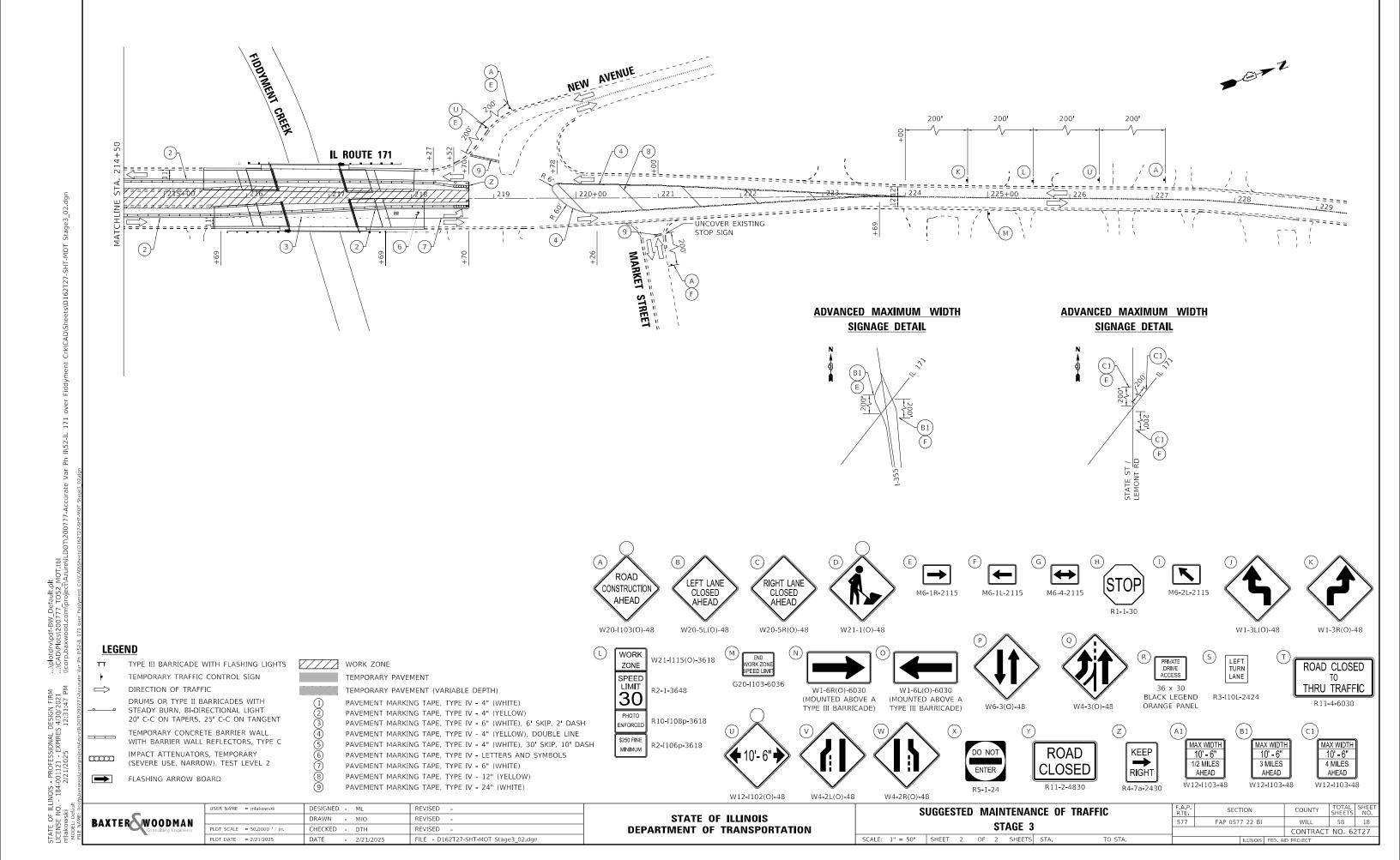
BAXTER WOODMAN

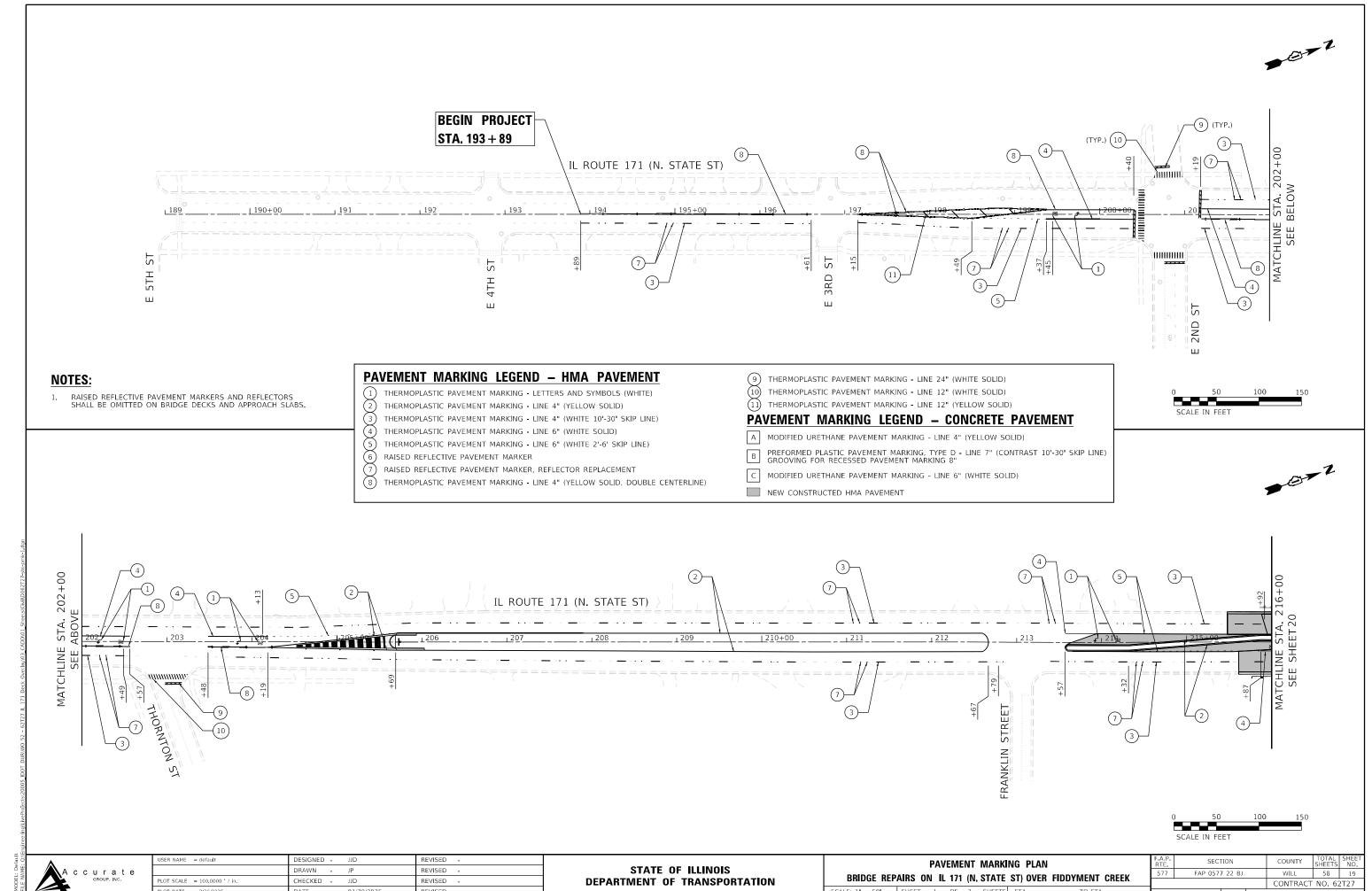
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUGGESTED MAINTENANCE OF TRAFFIC STAGE 3 SCALE: 1" = 50' SHEET 1 OF 2 SHEETS STA

FAP 0577 22 BJ WILL 58 17 CONTRACT NO. 62T27





	PAVEMENT MARKING PLAN								
BRIDGE REP	AIRS (ON IL	171	(N.	STATE	ST) OVER	FIDDYMENT CREEK		
E: 1" = 50'	SHEET	1	OF	2	SHEETS	STA.	TO STA.		

PAVEMENT MARKING LEGEND - HMA PAVEMENT 1) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID)

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE 10'-30' SKIP LINE) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID)

THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE 2'-6' SKIP LINE)

6 RAISED REFLECTIVE PAVEMENT MARKER

(7) RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT

(8) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, DOUBLE CENTERLINE)

9 THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE SOLID)
(10) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID)
(11) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW SOLID)

PAVEMENT MARKING LEGEND - CONCRETE PAVEMENT

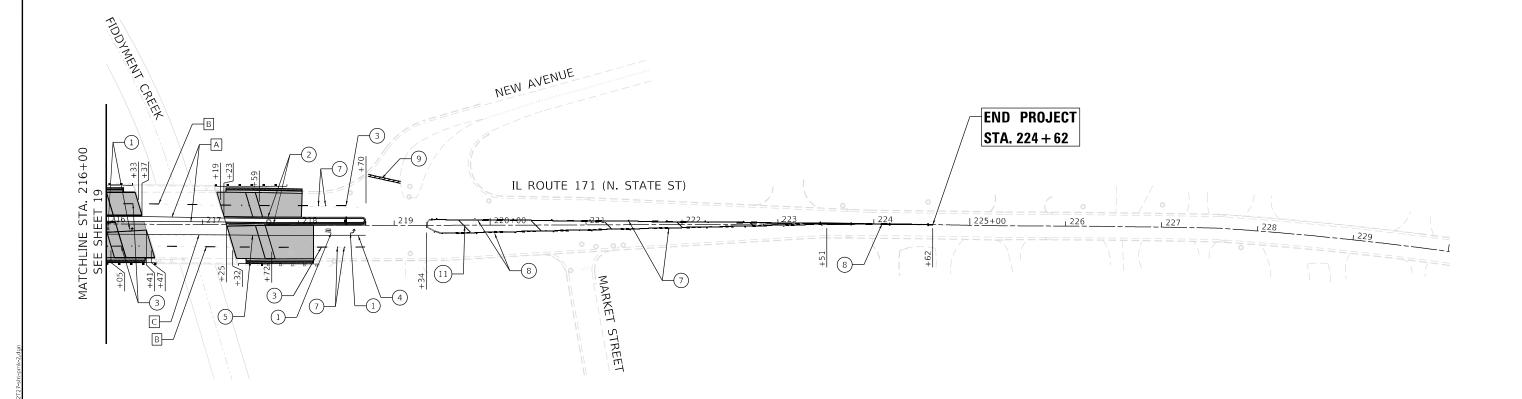
A MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW SOLID)

B PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7" (CONTRAST 10'-30' SKIP LINE) GROOVING FOR RECESSED PAVEMENT MARKING 8"

C MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE SOLID)

NEW CONSTRUCTED HMA PAVEMENT





NOTES:

RAISED REFLECTIVE PAVEMENT MARKERS AND REFLECTORS SHALL BE OMITTED ON BRIDGE DECKS AND APPROACH SLABS



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1				GR	OUP	, INC	٠.	
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	DRAWN	-	JP	REVISED -
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PLOT DATE = 2/26/2025	DATE	-	01/30/2025	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING PLAN								
BRIDGE REP	AIRS ON	IL 1	71 (N.	STATE	ST) OVER	FIDDYMENT CREEK		
SCALE: 1" = 50'	SHEET	2 0	F 2	SHEETS	STA.	TO STA.		

F.A.P. RTE	SEC ⁻	ΓΙΟΝ		COUNTY	TOTAL SHEETS	SHEET NO.
577	FAP 0577 22 BJ			WILL	58	20
			CONTRACT	NO. 62	2T27	
		ILLINOIS	FED. A	ID PROJECT NHPP-F	RMPQ(697)	

is a single span bridge with a 80'-0" span length and total length 86'-3¾" back-to-back abutments. The deck is 7½" thick with out-to-out width of 82'-0". The roadway width is 70'-0" with two 5'-0" sidewalks and 1'-0" parapets. The substructure consists of reinforced concrete abutments supported on 3'-0" Ø Caissons. Traffic is to be maintained utilizing 86'-3\%" Bk. to Bk. of Abutment N. Approach S. Approach stage construction. 80'-0" € to € Brg. No Salvage Exist. Guardrail Brg. N. Abut. & Brg. S. Abut to remain Traffic Barrier Terminal Type 5 Each End Each Side, typ. 54" P.P.C. I Beams Thrie Beam Guardrail See Roadway plans Reconstruct Expansion Joint -Exist. Stone Riprap Reconstruct Expansion Joint Type RR4 (typ.) Perform Structural Repair of Concrete and Epoxy Crack Injection - Exist. Caisson, typ. (typ. at North and South Abutments) Streambed El. 586.5± ELEVATION 6" Bedding Material, typ. Location 1 Location 4 86'-33/8" Bk. to Bk. of Abutment S. Approach N. Approach 80'-0" ♀ to ♀ Brg. Repair missing -SW W.W. Thrie Beam Guardrail Settlement © Fiddyment -4'-81/8" NW W.W Creek See Roadway plans with Backfill NOTES: All stations are to G IL 171 Roadway and taken from existing plans. -6" ⊘ Floor Drain, typ. Supplement existing eroded Riprap by Dumping Stone 17°0'0" Riprap, Class A7 at indicated locations. Skew, typ. Estimated quantity = 171 Sq. Yd. Varies From 12'-Stage III Cor Remove & 3. The locations and quantitites have been estimated * Reconstruct Reconstruct Reconstruct for bidding puporses only. The contractor shall ♀ Median Median, Median verify the actual location and quantity in the field. See Roadway Deck Plans 216+00 217+00 - Bk. of N. Abut . Ç IL Rte. 171 — Stations Bk. of S. Abut Sta. 217+25.72 Sta. 216+39.45 S. Independence Blvd. -0,, & Brg. S. Abut. ⊈ Structure ∉ Brg. N. Abut. Fiddyment Creek -Sta 216+42.58 Sta 216+82.58 Sta 217+22.58 Reconstruct Perform Bridge -Expansion Deck Grooving Joint, typ. (Longitudinal) Renwick Rd 15'-0" _ Floor drain\ spacing, typ. Thrie Beam Guardrail See Roadway plans Apply 2" Hot-Mix Asphalt (HMA) Location 2 GENERAL PLAN AND ELEVATION Overlay, typ. both ends for HMA Items, See Roadway Plans IL 171 OVER FIDDYMENT CREEK Perform 3/4" Bridge Deck Scarification SECTION NO.: F.A.P. 0577 22 BJ and Apply 23/4" Bridge Deck Latex Concrete Dumn Stone Location 3 Riprap, typ, Overlay, perform 1/4" Diamond Grinding and apply Protective Coat SER NAME = DESIGNED - SUR REVISED **GENERAL PLAN AND ELEVATION** STATE OF ILLINOIS CHECKED - IH REVISED .

DEPARTMENT OF TRANSPORTATION

LOADING HS 20-44

DESIGN SPECIFICATIONS

Specifications for Highway Bridge,

1993 RECONSTRUCTION

Cast in Place Reinforced Concrete

fs = 50,000 psi (Structural Steel)

fs = 36,000 psi (Structural steel)

f'c = 4,000 psi (Superstructure)

fy = 60,000 psi (Reinforcement)

Precast Pre- stressed units

EXISTING DESIGN STRESSES

PROPOSED DESIGN STRESSES

Structure Location

WILL

CONTRACT NO. 62T27

58 21

No allowance for future

2002 AASHTO Standard

FIELD UNITS

fy = 60,000 psi (Reinf.)

Low Relaxation strands f's = 270,000 psi

f'si = 201,550 psi

Range 10F 3rd P.M.

LOCATION SKETCH

WILL COUNTY

STATION: 216+82.58 S.N. 099-0292

0577

STRUCTURE NO. 099-0292

SHEET SA-01 OF SA-28 SHEETS

SECTION

FAP 0577 22 BJ

 $f'c = 3,500 \ psi$

fc = 4.000 psif'ci = 3,000 psi

wearing surface

17th Edition

Existing Structure: The existing Structure No. 099-0292, IL 171 over Fiddyment Creek was built in 1989. The structure

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GENERAL NOTES

- 1. Reinforcement bars designated (E) shall be epoxy coated.
- Plan dimensions and details relative to the existing structure have been taken from existing plans 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.
- 3. Bars indicated thus, 3x2-#5, indicates 3 lines of #5 bars with 2 lengths of bar per line.
- 4. All exposed concrete edges shall have a $\frac{3}{4}$ "x45 $^{\circ}$ chamfer, except where shown otherwise.
- 5. Existing reinforcement extended into the removal area shall be cleaned, straightened and incorporated into the new construction cost is included with concrete removal. Any reinforcement bars that are damaged during concrete removal operations shall be replaced using an approved bar splicer or anchorage system at the Contractor's expense.
- 6. For HMA overlay on Approach slab, see Roadway plans.
- 7. Protective coat shall be applied to the sidewalk, median, reconstructed transverse Expansion Joints and to the surface of the new Latex Concrete overlay.
- 8. Joint openings shall be adjusted according to Article 520.04 of the Standard Specification when the deck is poured at an ambient temperature other than 50°F.
- 9. The Contractor shall exercise extreme caution during concrete removal to avoid damaging P.P.C. beams and diaphragms to remain. Any damage to the existing P.P.C. beams and/or diaphragms to remain caused by the contractor in the performance of his/her work shall be repaired by the contractor, to the satisfaction of the engineer at no cost to the Department.
- 10. Concrete Sealer shall be applied to the top and inside face of parapets and to the designated areas of the abutments.
- 11. The contractor shall take appropriate measures to assure that the protective coat is not applied to the floor drains.
- 12. Prior to the application of the Concrete Sealer, the Contractor shall clean all existing debris from the abutment seats. The method of debris removal shall not damage the existing concrete and shall be approved by the Engineer. The debris shall be disposed of according to Art 202.03 of the Std. Specs. The cost of cleaning is included in the cost of Concrete Sealer.

INDEX OF SHEETS

SA-01	General Plan & Elevation
SA-02	General Notes, Index of Sheets & TBOM
SA-03	Stage Construction (Sheet 1 of 3)
SA-04	Stage Construction (Sheet 2 of 3)
SA-05	Stage Construction (Sheet 3 of 3)
SA-06	Temporary Concrete Barrier
SA-07	Deck and Approach Repair Plan
SA-08A	Deck Median Removal and Replacement Details
SA-08B	Approach Slab Median Replacement Details
SA-09	N. Abut. Joint Removal and Replacement (Sheet 1 of 3)
SA-10	N. Abut. Joint Removal and Replacement (Sheet 2 of 3)
SA-11	N. Abut. Joint Removal and Replacement (Sheet 3 of 3)
SA-12	S. Abut. Joint Removal and Replacement (Sheet 1 of 3)
SA-13	S. Abut. Joint Removal and Replacement (Sheet 2 of 3)
SA-14	S. Abut. Joint Removal and Replacement (Sheet 3 of 3)
SA-15	Preformed Jt. Strip Seal (Sheet 1 of 3)
SA-16	Preformed Jt. Strip Seal (Sheet 2 of 3)
SA-17	Preformed Jt. Strip Seal (Sheet 3 of 3)
SA-18	Framing Plan
SA-19	PPC I-Beam Repairs
SA-20	Concrete Parapet and Guardrail Connection
SA-21	South Abutment Repairs
SA-22	North Abutment Repairs
SA-23	Bar Splicer Assembly and Mechanical Splicer Details
SA-24	Existing Plans (Sheet 1 of 4)
SA-25	Existing Plans (Sheet 2 of 4)
SA-26	Existing Plans (Sheet 3 of 4)
SA-27	Existing Plans (Sheet 4 of 4)

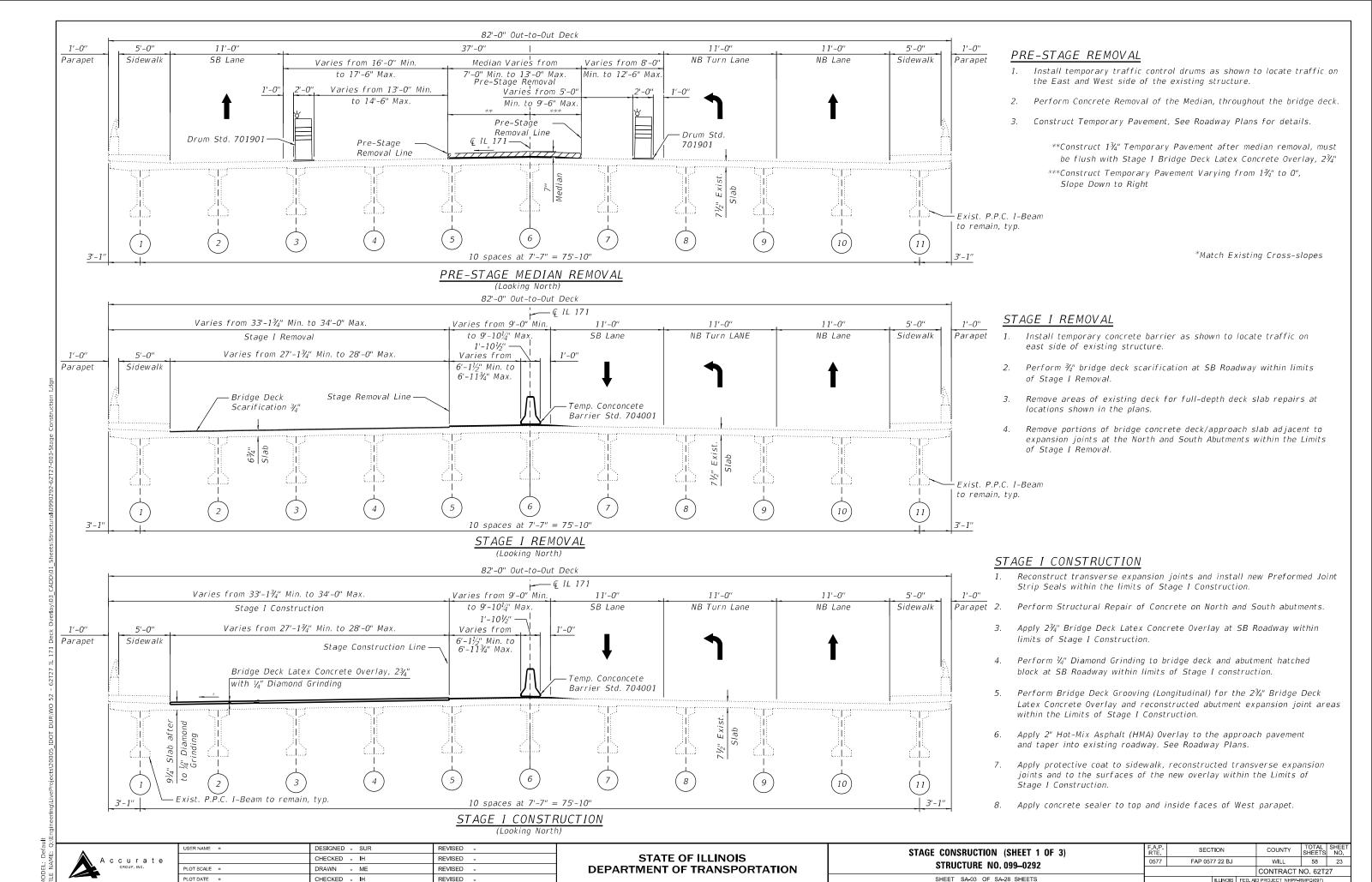
SCOPE OF WORK

- 1. Remove the bridge deck median.
- 2. Scarify 3/4" from the bridge deck slab.
- Perform Deck Slab Repairs.
- 4. Remove and Reconstruct Expansion joints at North and South abutments and install new Preformed Joint Strip Seals.
- . Construct Partial Approach Slab on south approach, as shown in plans
- Remove and reconstruct 6" concrete median on bridge deck and approach slabs, construct Temporary Pavement in the removed median area.
- Apply 2¾" Bridge Deck Latex Concrete Overlay on Bridge Deck and 2" Hot-Mix Asphalt (HMA) Overlay on the Approach Pavement (See roadway plans).
- Perform ¼" Diamond Grinding to top of bridge deck and abutment hatched block.
- 9. Perform Bridge Deck Grooving (Longitudinal) on traffic lanes.
- 10. Apply Protective coat on sidewalks, median, reconstructed transverse Expansion Joints and on the surface of Latex Concrete Overlay.
- 11. Apply Concrete Sealer on the top and inside faces of parapets, new parapet at quardrail connection and designated areas of abutments.
- 12. Perform structural concrete repairs on abutments as noted on plans.
- 13. Clean floor drains.
- 14. Clean and Paint Bearings at North and South Abutments.
- 15. Repair catch basin at SW end near South approach slab.
- Construct Railing end treatment connected to new parapets at northeast and southeast corners.
- 17. Repair Beams 9 and 10 at the North Abutment using Fiber Wrap and Acrylic Coating.
- 18. Repair bearing at beams 2 and 4 on South Abutment and beam 4 on North Abutment, by replacing nut on retainer angle.

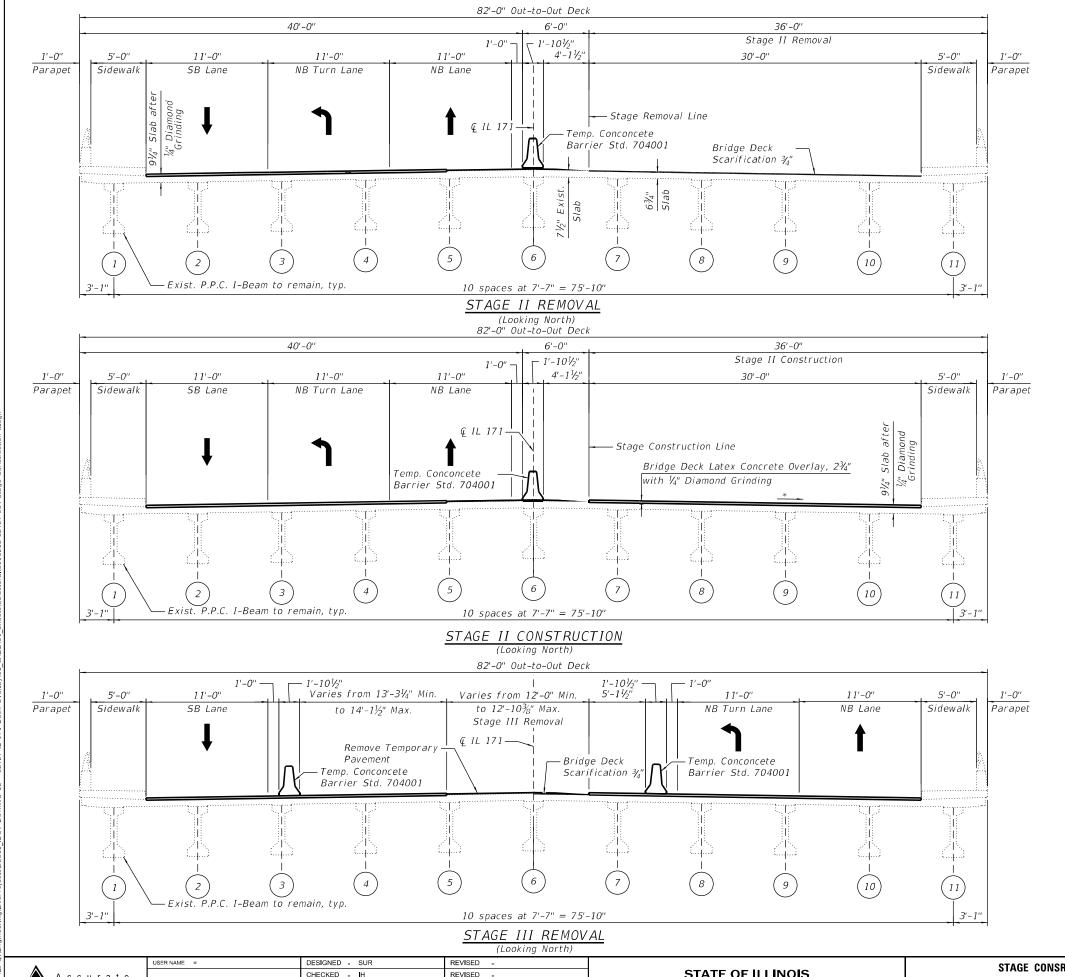
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A7	Sq Yd	-	171	171
Dowel Bars 1"	Each	60		60
Concrete Removal	Cu Yd	27.4	-	27.4
Concrete Structures	Cu Yd	2	-	2
Concrete Superstructure	Cu Yd	53.5	-	53.5
Protective Coat	Sq Yd	809	-	809
Reinforcement Bars, Epoxy Coated	Pound	13,740	-	13,740
Bar Splicers	Each	32	-	32
Drilled Shaft in Soil	Cu Yd	0.7	-	0.7
Preformed Joint Strip Seal	Foot	168	-	168
Anchor Bolts, 1¼"	Each	-	3	3
Granular Backfill for Structures	Cu Yd	1	-	1
Concrete Sealer	Sq Ft	568	2,133	2,701
Epoxy Crack Injection	Foot	-	18	18
Acrylic Coating	Sq Yd	10	-	10
Fiber Wrap	Sq Ft	41	-	41
Bridge Deck Grooving (Longitudinal)	Sq Yd	553	-	553
Floor Drains to be Cleaned	Each	10	-	10
Cleaning and Painting Bearings	Each	22	-	22
Approach Slab Repair (Partial Depth)	Sq Yd	6	-	6
Bridge Deck Latex Concrete Overlay, 2¾"	Sq Yd	588	-	588
Bridge Deck Scarification ¾"	Sq Yd	588	-	588
Structural Repair of Concrete (Depth Equal to or less than 5")	Sq Ft	-	77	77
Deck Slab Repair (Full Depth, Type II)	Sq Yd	20	-	20
Drill and Grout Dowel Bars	Each	60	-	60
Diamond Grinding (Bridge Section)	Sq Yd	542	-	542
Precast Prestressed Concrete I-Beam Repair	Sq Ft	5	-	5

*Temporary Pavements (Variable Depth) are constructed and removed under the same pay item, See Roadway Plans.



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STAGE II REMOVAL

- 1. Install temporary concrete barrier as shown to locate traffic on west side of existing structure.
- 2. Remove partial area of Temporary Pavement.
- Perform ¾" bridge deck scarification at NB Roadway within limits of Stage II Removal.
- Remove areas of existing deck for full-depth deck slab repairs at locations shown in plans.
- Remove portions of bridge concrete deck/approach slab adjacent to expansion joints at the North and South Abutments within the Limits of Stage II Removal.

*Match Existing Cross-slopes.

STAGE II CONSTRUCTION

- . Reconstruct transverse expansion joints and install new Preformed Joint Strip Seals within the limits of Stage II Construction.
- Perform Structural Repair of Concrete on North and South Abutments.
- Apply 2¾" Bridge Deck Latex Concrete Overlay at NB Roadway within limits of Stage II Construction.
- . Perform ¼" Diamond Grinding to bridge deck and abutment hatched block at NB Roadway within limits of Stage II Construction.
- . Perform Bridge Deck Grooving (Longitudinal) for the 2¾" Bridge Deck Latex Concrete Overlay and reconstructed abutment expansion joint areas within the limits of Stage II Construction.
- 6. Apply 2" Hot-Mix Asphalt (HMA) Overlay to the approach pavement and taper into existing roadway. See Roadway Plans.
- 7. Apply Protective coat to reconstructed transverse expansion joints and to the surfaces of the new overlay within the limits of Stage II Construction.
- R. Apply concrete sealer to top and inside faces of East parapet.

STAGE III REMOVAL

- . Install temporary concrete barrier as shown to locate traffic on west and east side of existing structure.
- Perform ¾" bridge deck scarification at NB Roadway within limits of Stage III Removal.
- 3. Remove areas of existing deck for full-depth deck slab repairs at locations shown in plans.
- Remove portions of bridge concrete deck/approach slab adjacent to expansion joints at the North and South Abutments within the Limits of Stage III Removal.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSRUCTION (SHEET 2 OF 3)
STRUCTURE NO. 099–0292

SHEET SA-04 OF SA-28 SHEETS

 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEETS NO.

 0577
 FAP 0577 22 BJ
 WILL
 58
 24

 CONTRACT NO. 62T27

PLOT DATE =

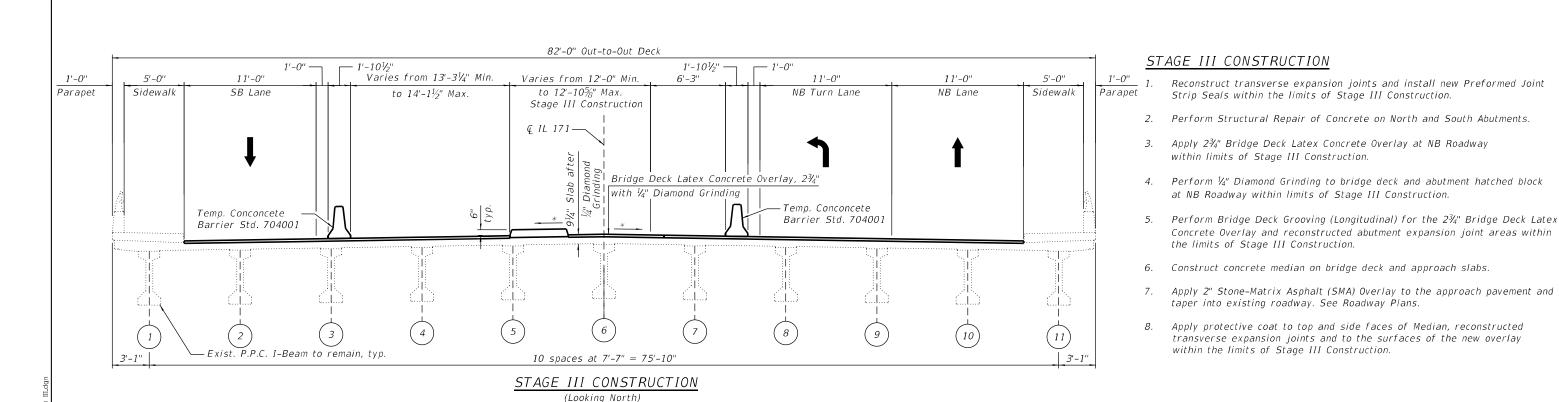
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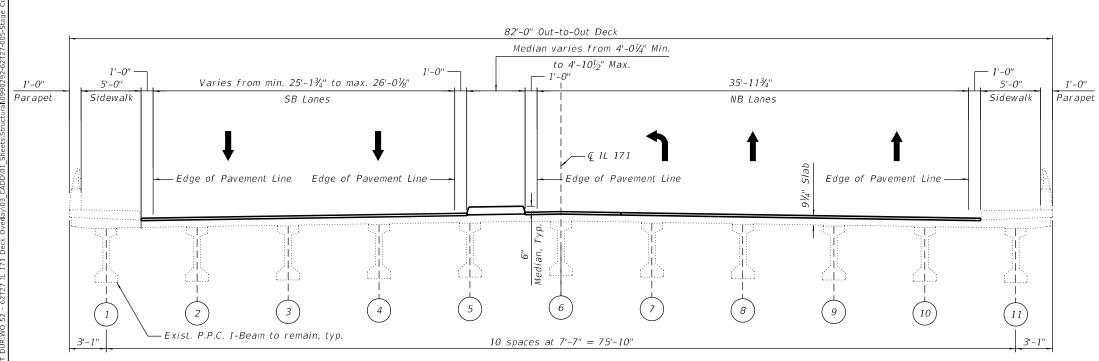
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FINAL CROSS SECTION

(Looking North)

*Match Existing Cross-slopes.

Accurate

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSRUCTION (SHEET 3 OF 3)
STRUCTURE NO. 099–0292

SHEET SA-05 OF SA-28 SHEETS

Stage removal line → Stage removal line Temporary Concrete Barrier See Standard 704001 6" min. min. Drill 3-1 $\frac{1}{4}$ " 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 * When hot-mix asphalt wearing surface is present, embedment is required when "A" is greater than 3'-1". shall be 3" plus the wearing surface depth.

US Std. 11/16" I.D. x 21/2" O.D. x approx. 8 gauge thick washer RESTRAINING PIN

NEW SLAB OR NEW DECK BEAM

When "A" is 3'-1" or less, the temporary concrete

to Detail I, II or III. No restraint is required

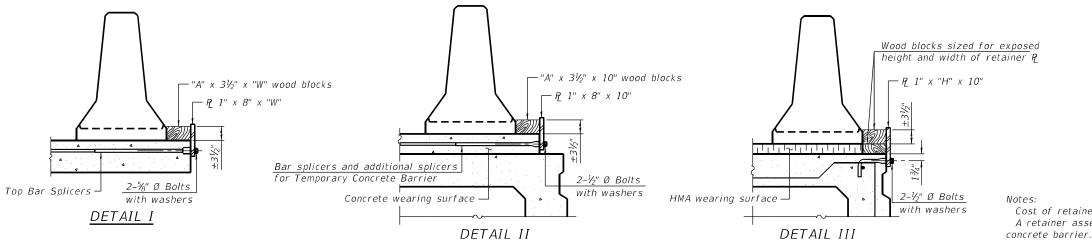
when "A" is greater than 3'-1".

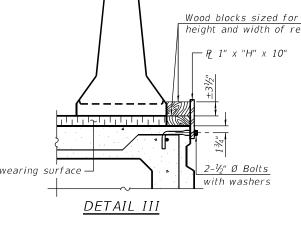
barrier shall be restrained to the new slab according

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM





— Ç ¾" Ø Holes

STEEL RETAINER P 1" x "H" x 10"

(Detail III)



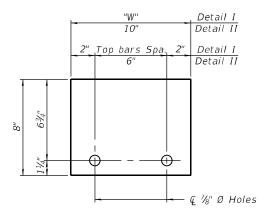
BAR SPLICER FOR #4 BAR - DETAIL III

When the 'A' dimension is less than $1\frac{1}{2}$ ", 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

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					
CHRP 350 Test Level	3				
ailing Weight (plf)	440				

STEEL RETAINER P 1" x 8" x "W"

(Detail I and II)

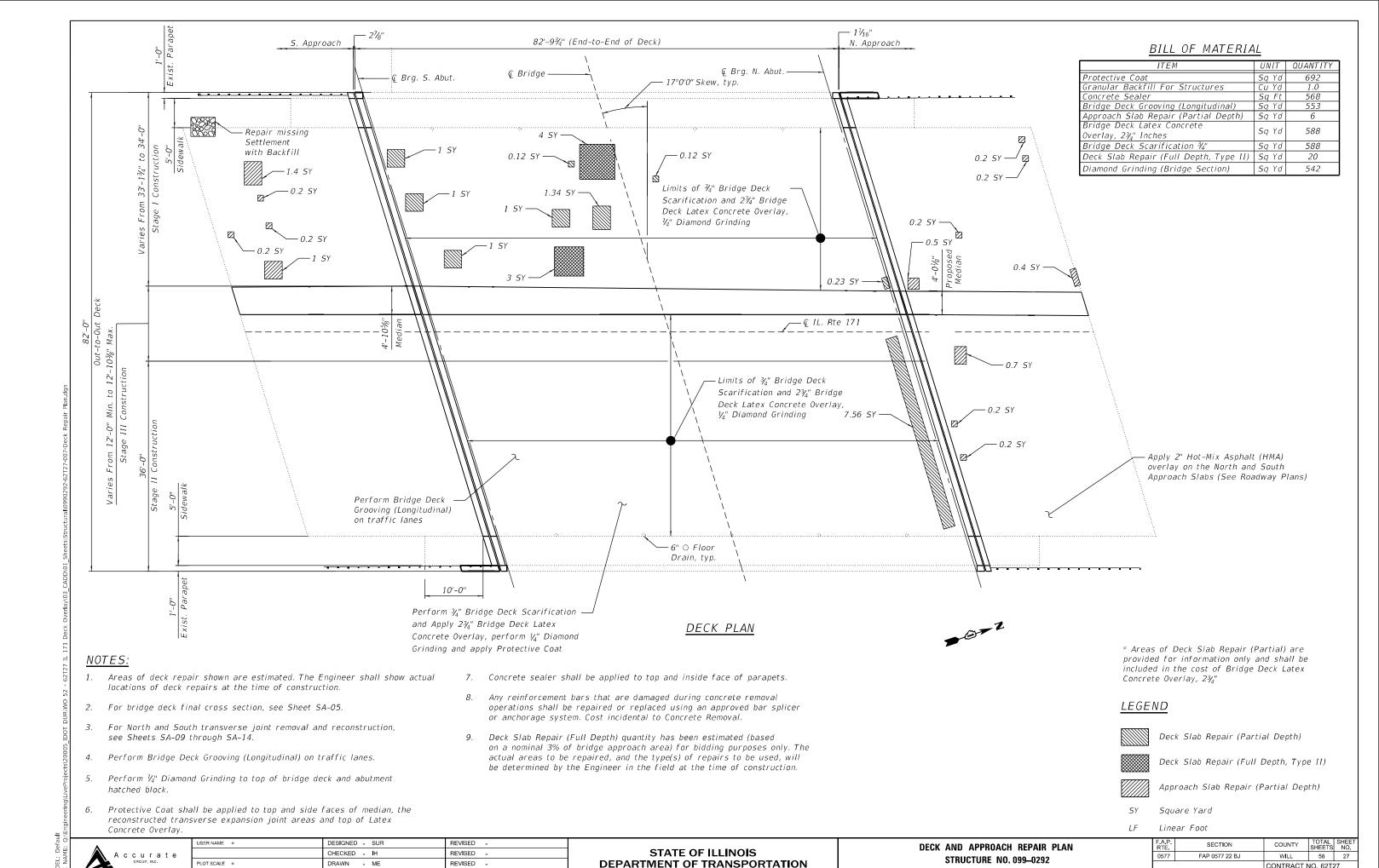
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** TEMPORARY CONCRETE BARRIER **STRUCTURE NO. 099-0292** SHEET SA-06 OF SA-28 SHEETS

SECTION FAP 0577 22 BJ WILL 58 26 CONTRACT NO. 62T27

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R-27



CONTRACT NO. 62T27

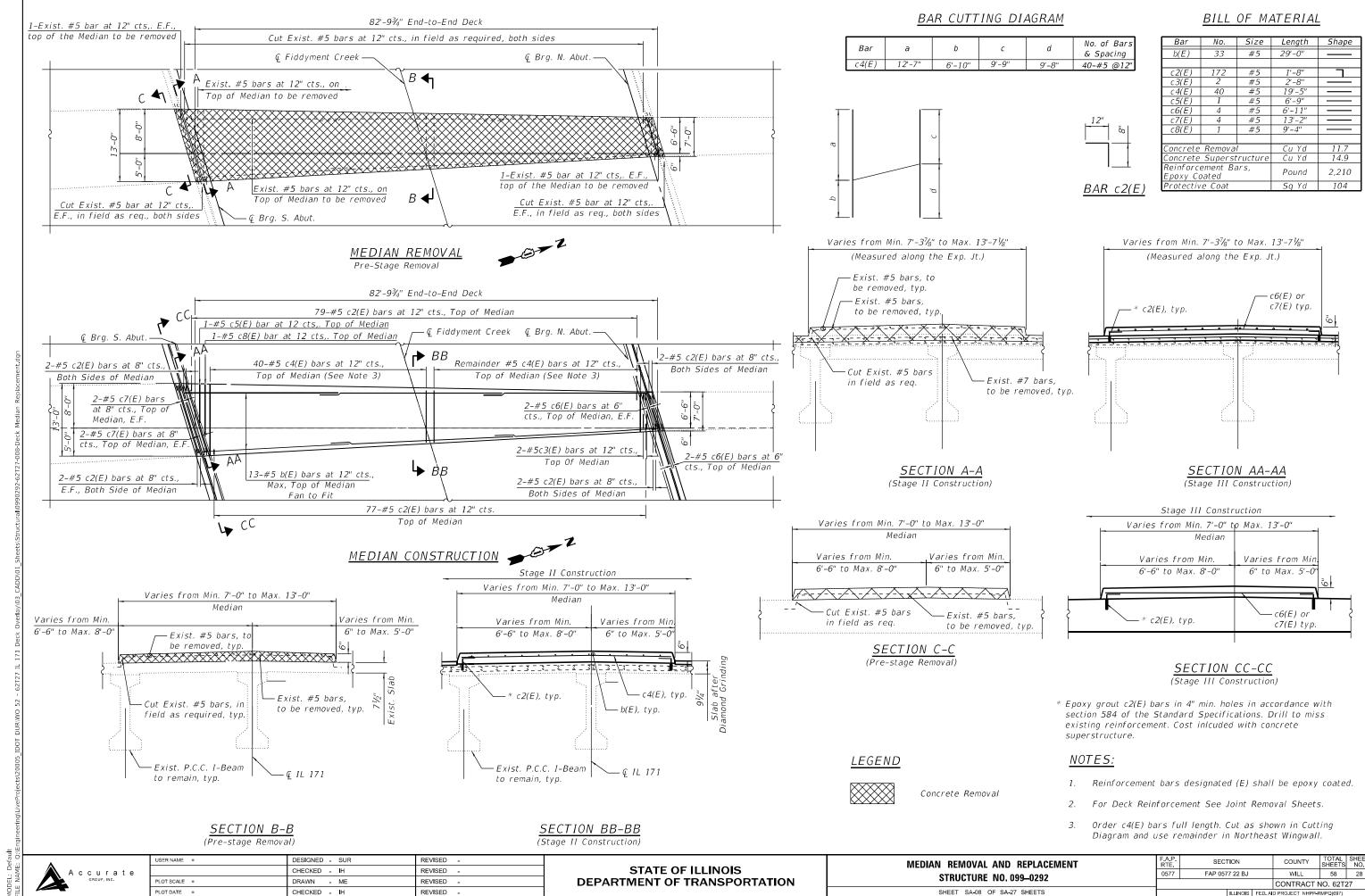
SHEET SA-07 OF SA-28 SHEETS

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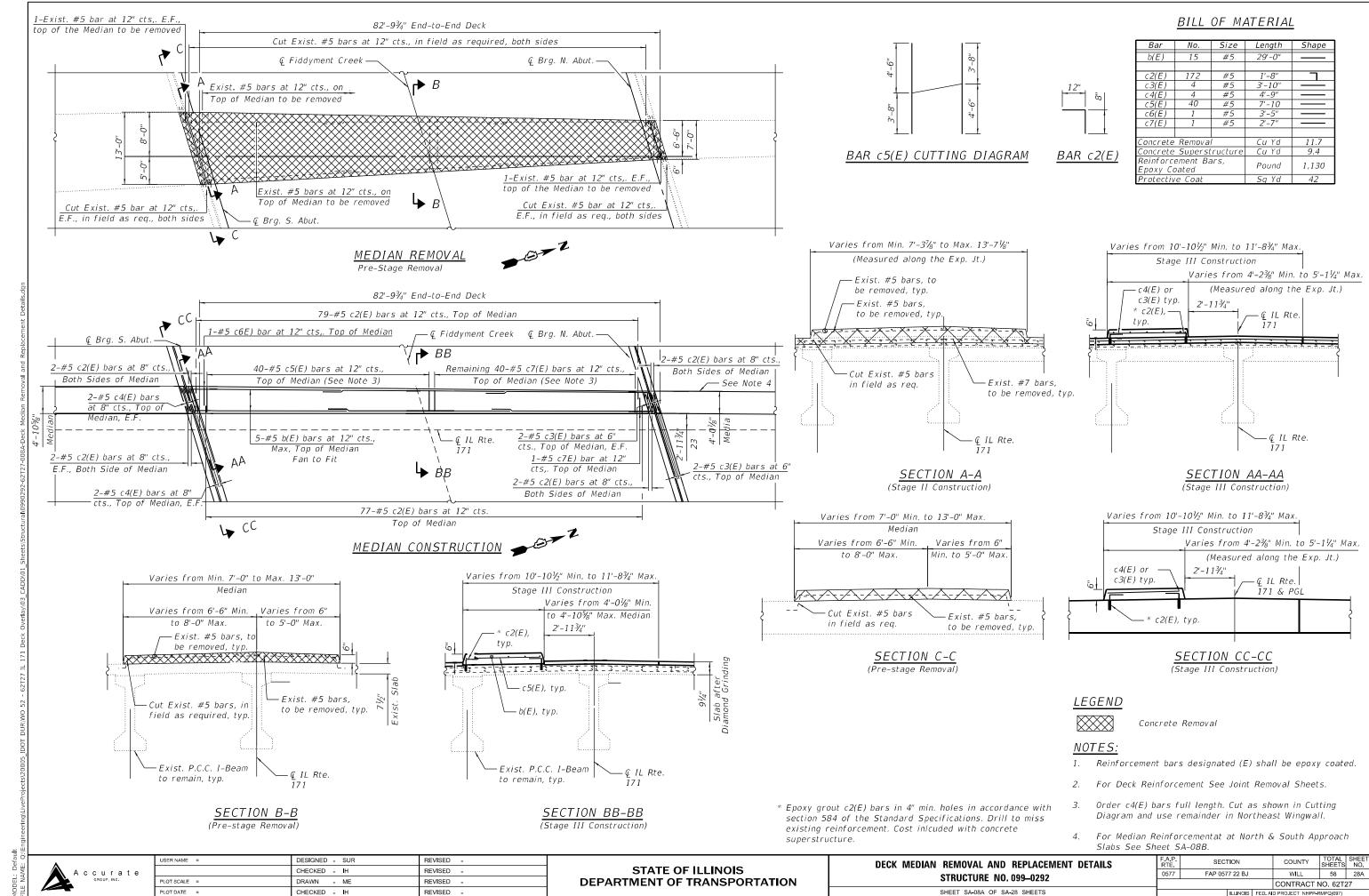
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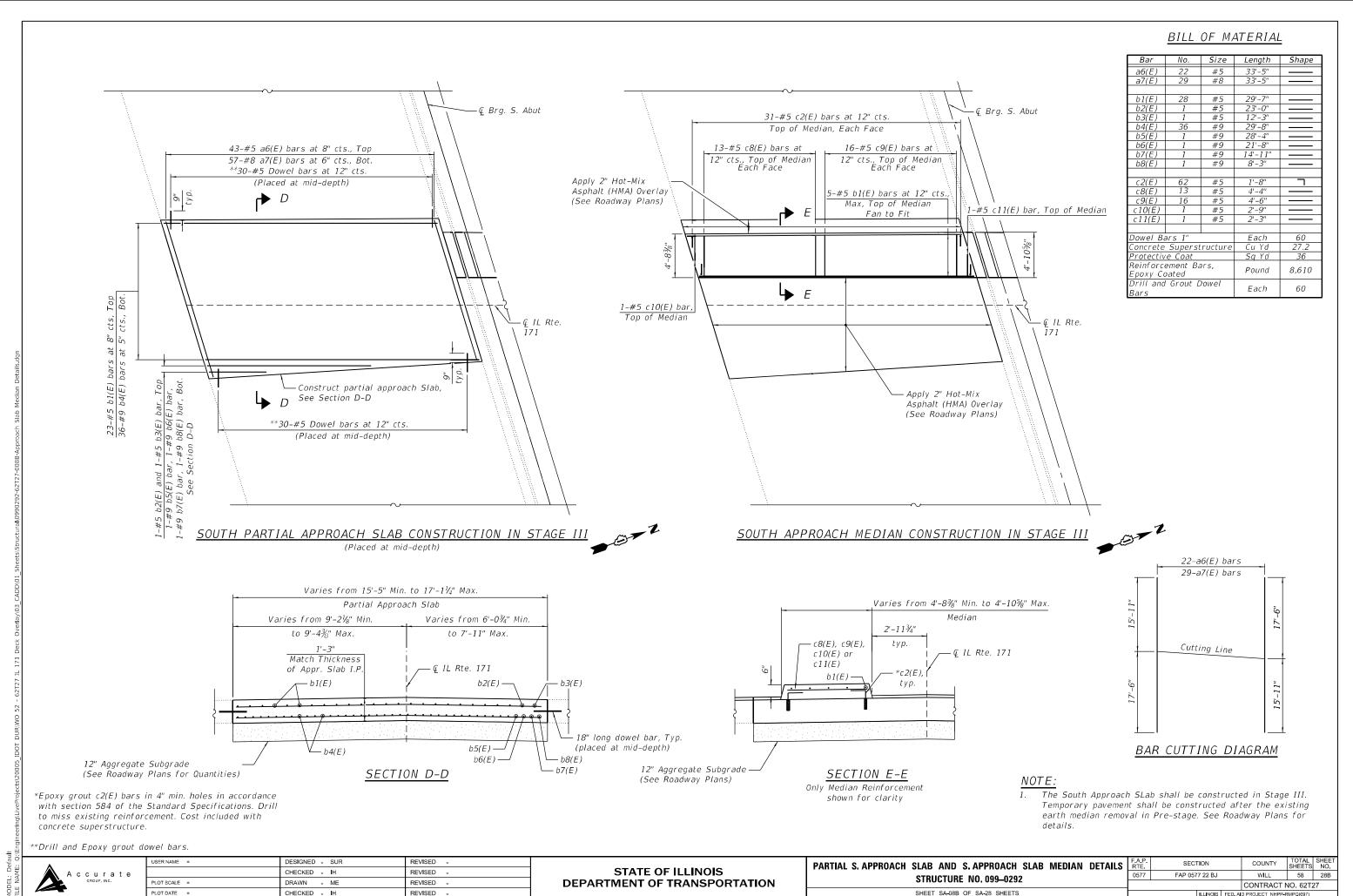
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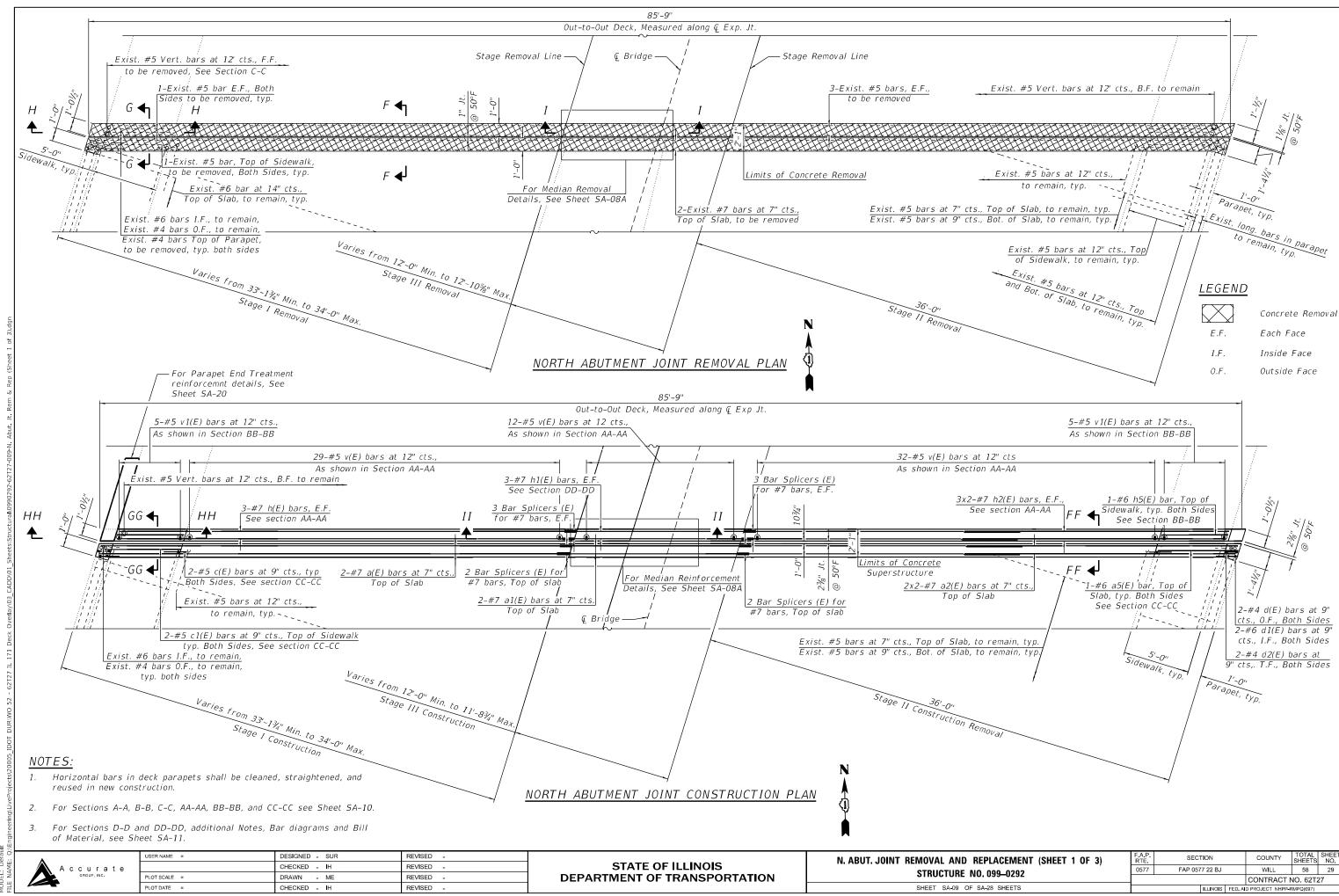
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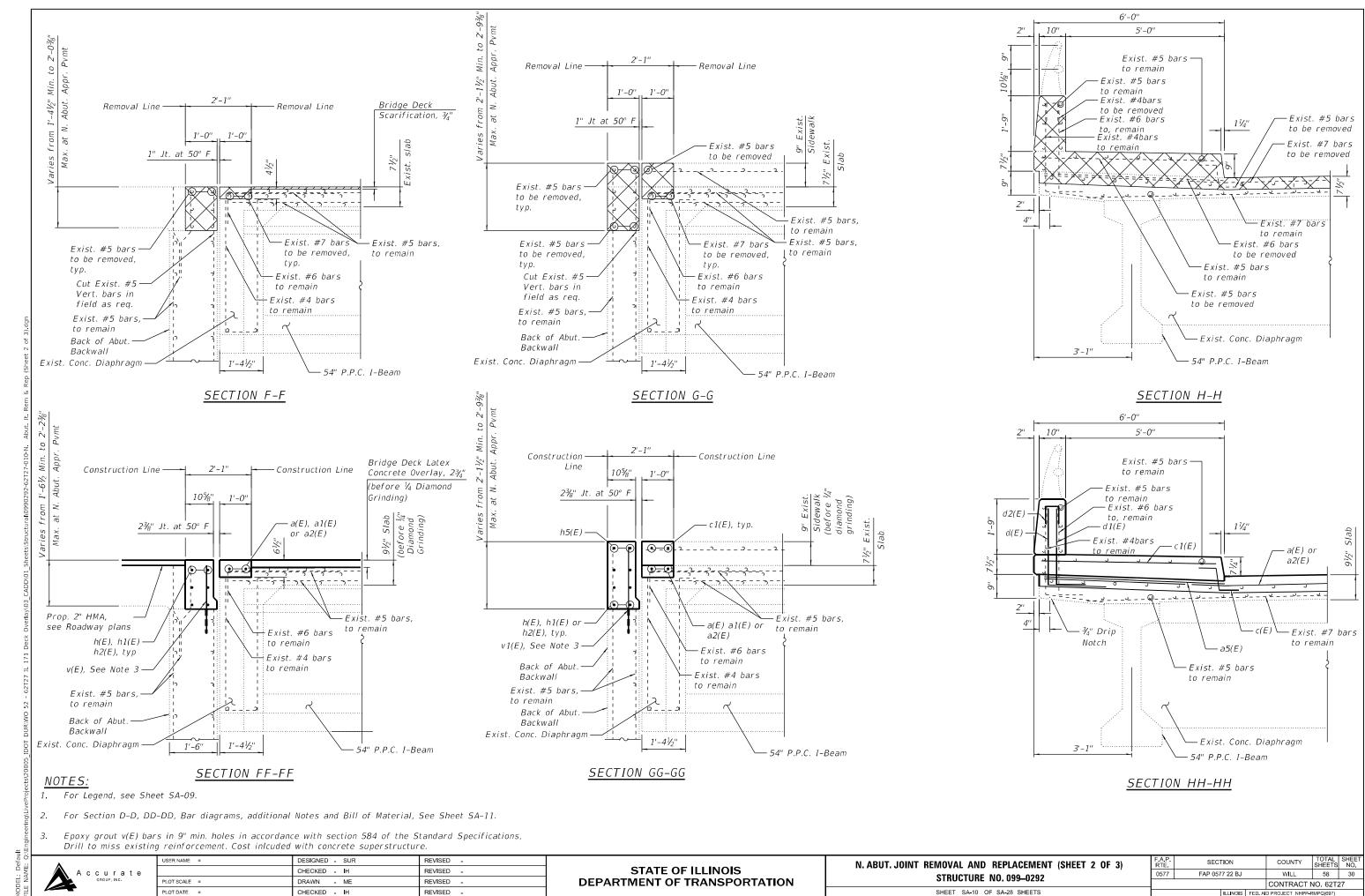


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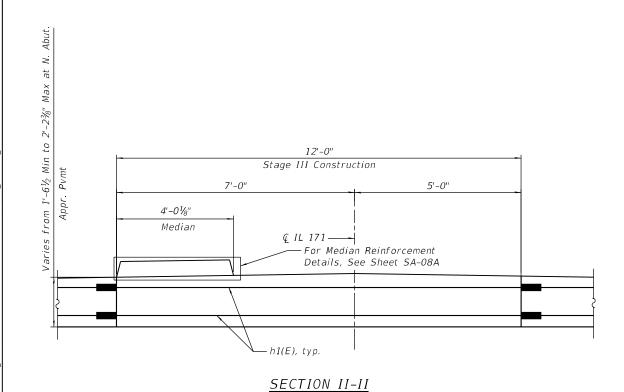


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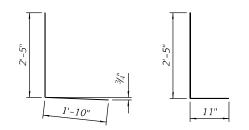
12'-0" Stage III Removal 7'-0" 5'-0" − € IL 171 Exist. #5 bars, Exist. #5 bars, to be removed to be removed SECTION I-I



MIN. BAR LAPS #7 4'-2"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
				Shape
a(E)	2	#7	34'-5"	
a1(E)	2 2 4	#7	11'-5"	
a2(E)	4	#7	20'-11"	
a5(E)	2	#6	6'-0"	
c(E)	4	#5	2'-5"	\neg
c1(E)	4	#5	5'-0"	
d(E)	4	#4	4'-3"	L
d1(E)	4	#6	3'-4"	L
d2(E)	4	#4	2'-1"	П
h(E)	6	#7	34'-4"	
h1(E)	6	#7	11'-5"	
h2(E)	12	#7	20'-5"	
h5(E)	2	#6	5'-8"	
v(E)	73	#5	2'-1"	
v1(E)	10	#5	2'-8"	
Concrete Removal			Cu Yd	8
Concrete Superstructure			Cu Yd	8.5
Protective Coat			Sq Yd	20
Concrete	Sealer	Sq Ft	6	
Reinforce Epoxy Co		ars,	Pound	1,710



 $BAR \ d(E)$

BAR d1(E)





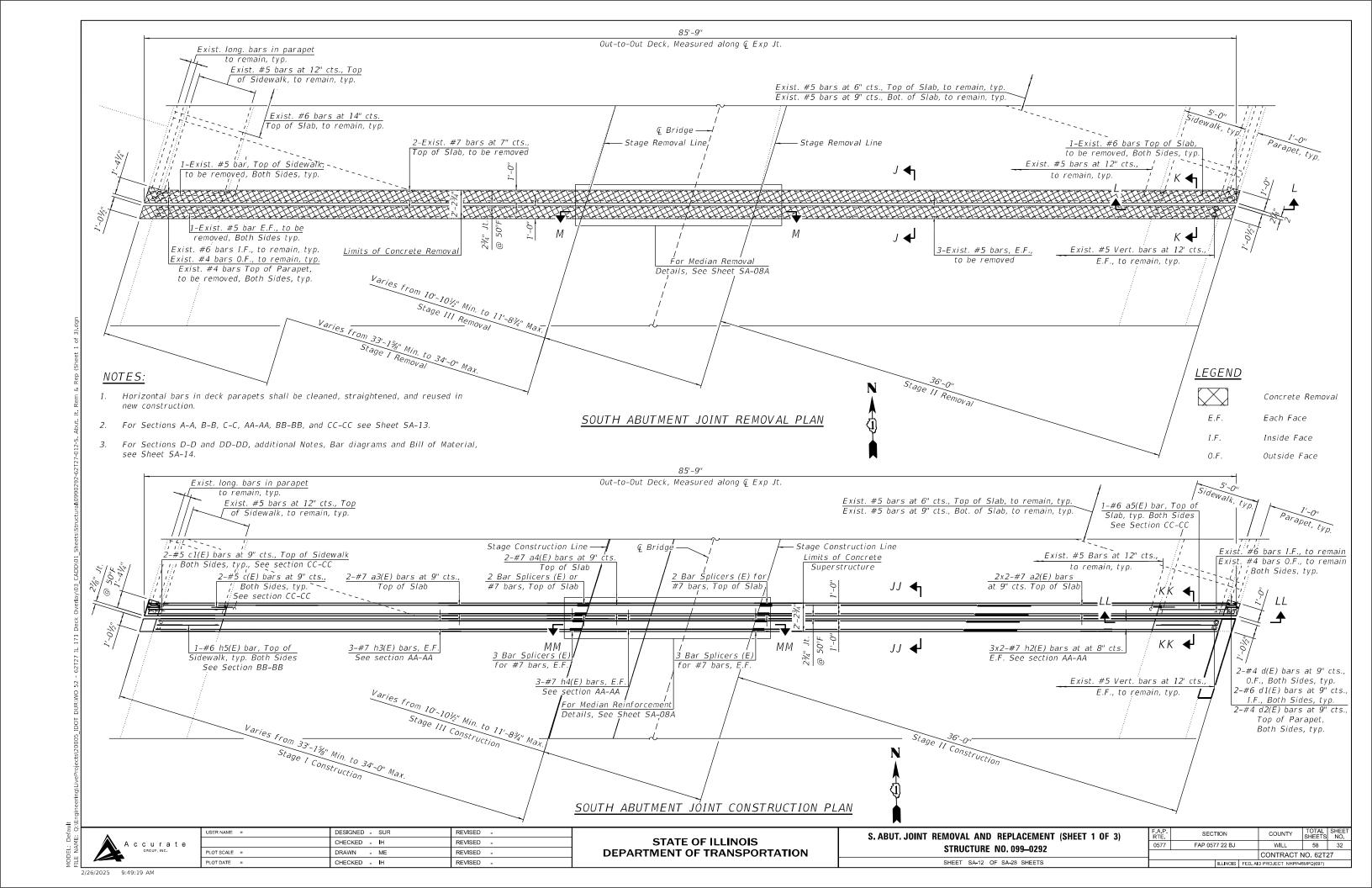
BAR d2(E)

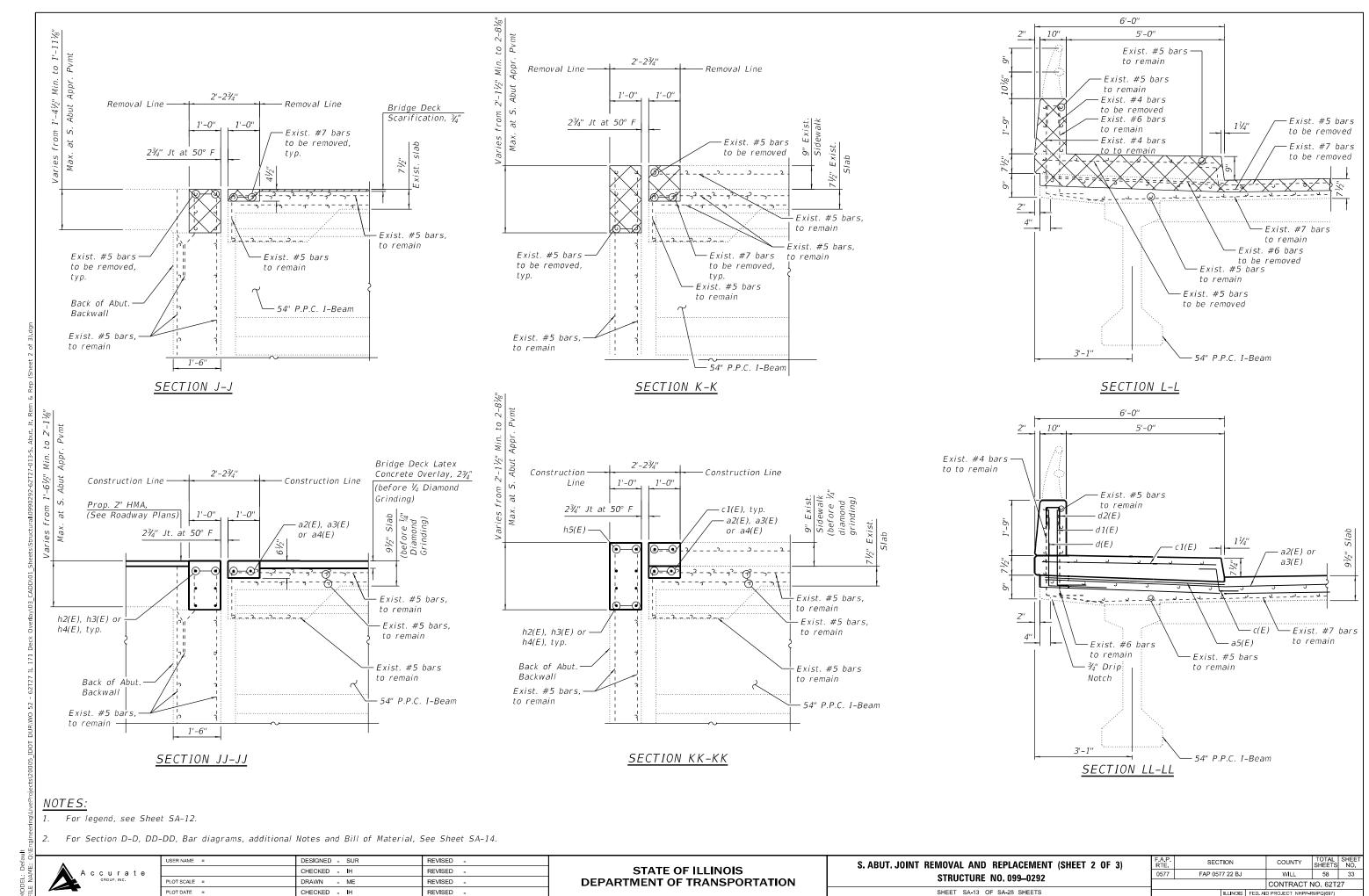
BAR c(E)

NOTES:

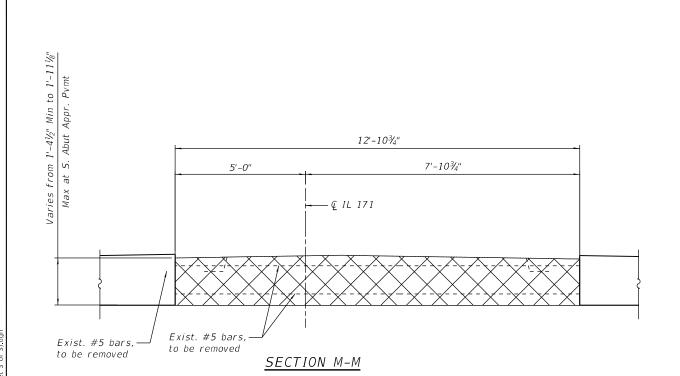
- 1. For Legend, see Sheet SA-09.
- 2. For Preformed Joint Strip Seal Details, See Sheets SA-15 thru SA-17.
- 3. For Bar Splicer Assembly Details, See Sheet SA-23.
- 4. Removal and disposal of the existing Expansion Joints will not be paid for separately but will be included in the cost of Concrete Removal.

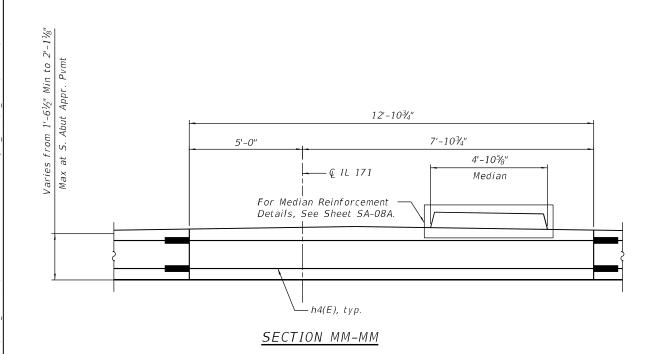
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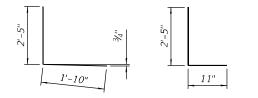




MIN. BAR LAPS

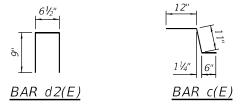
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	4	#7	20'-11"	
a3(E)	2	#7	33'-11"	
a4(E)	2	#7	13'-2"	
a5(E)	2	#6	6'-0"	
c(E)	4	#5	2'-5"	
c1(E)	4	#5	5'-0''	
d(E)	4	#4	4'-3"	
d1(E)	4	#6	3'-4"	L
d2(E)	4	#4	2'-1"	П
h2(E)	12	#7	20'-5"	
h3(E)	6	#7	32'-11"	
h4(E)	6	#7	13'-2"	
h5(E)	2	#6	5'-8"	
Concrete Removal		Cu Yd	7.6	
Concrete Superstructure		Cu Yd	8.4	
Protective Coat		Sq Yd	19	
Concrete Sealer			Sq Ft	6
Reinforcement Bars, Epoxy Coated			Pound	1,540



 $BAR \ d(E)$

BAR d1(E)



NOTES:

- 1. For Legend, see Sheet SA-12.
- 2. For Preformed Joint Strip Seal Details, See Sheets SA-15 thru SA-17.
- 3. For Bar Splicer Assembly Details, See Sheet SA-23.
- 4. Removal and disposal of the existing Expansion Joints will not be paid for separately but will be included in the cost of Concrete Removal.



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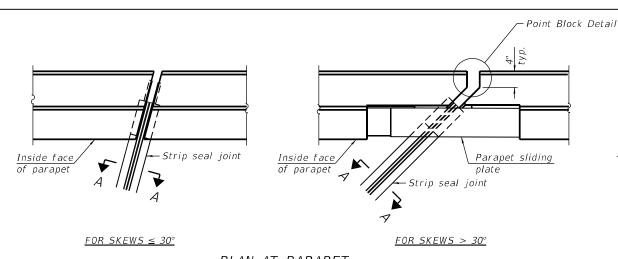
S. ABUT. JOINT	REMOVAL AND STRUCTURE	REPLACEMENT NO. 099–0292	(SHEET 3 OF 3	3)
	SHEET SA-14 O	F SA-28 SHEETS		

 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS NO.
 SHEETS NO.

 0577
 FAP 0577 22 BJ
 WILL
 58
 34

 CONTRACT NO. 62T27

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* ¾" Ø x 6" Studs
(8 per side 39" parapet)
(10 per side 44" parapet)

*¾" Embedded plate
full depth

½" Parapet sliding plate

½" Ø Countersunk bolts
(10 per side 39" parapet)
(12 per side 44" parapet)

*¾" Ø x 6" Studs
(8 per side 39" parapet)
(10 per side 39" parapet)
(12 per side 44" parapet)

*¾" Ø x 6" Studs
(8 per side 39" parapet)
(10 per side 39" parapet)

*¾" Ø x 6" Studs
(8 per side 34" parapet)

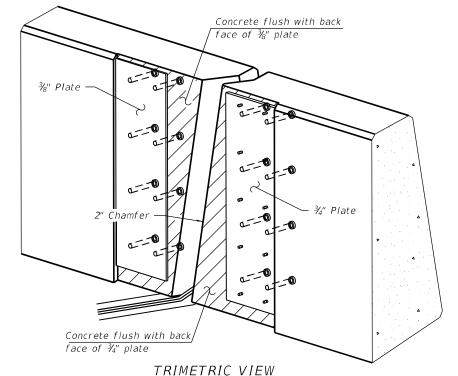
1 full depth

3" 6" 3"

1'-0"

Direction of traffic

SECTION B-B



Notes:

The strip seal shall be made continuous and shall have a minimum thickness of V_4 ". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be $\frac{3}{6}$ " and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

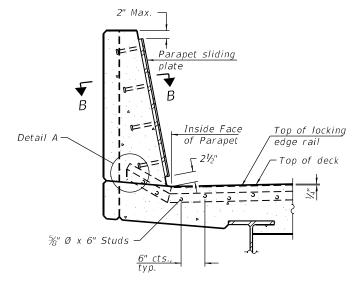
The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

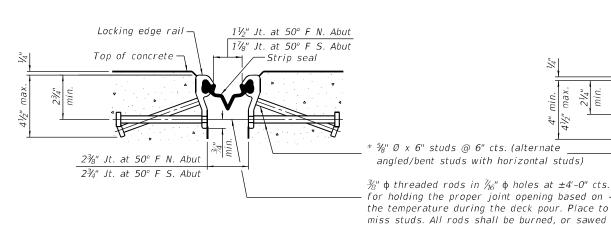
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

<u>PLAN AT PARAPET</u>

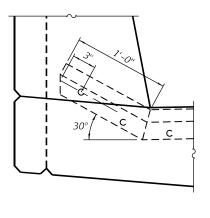


SECTION AT PARAPET

(Skews > 30° shown. Skews $\leq 30^{\circ}$ similar except as shown in plan view.)



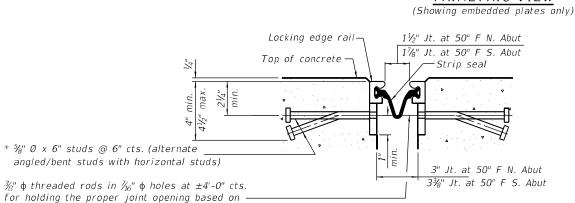
SHOWING ROLLED RAIL JOINT



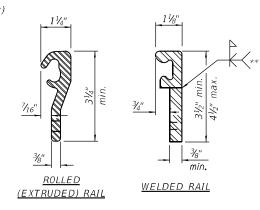
DETAIL A

off flush with the plates after concrete is set.

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

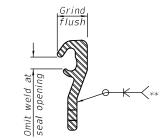


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	168

EJ-SS-S

05-15-2023

•	I
Accurate	
GROUP, INC.	ſ
	ſ

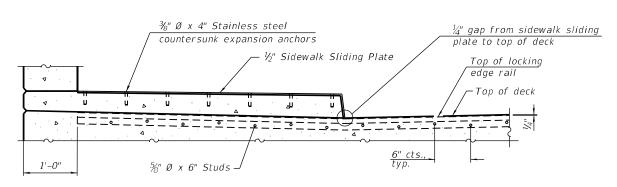
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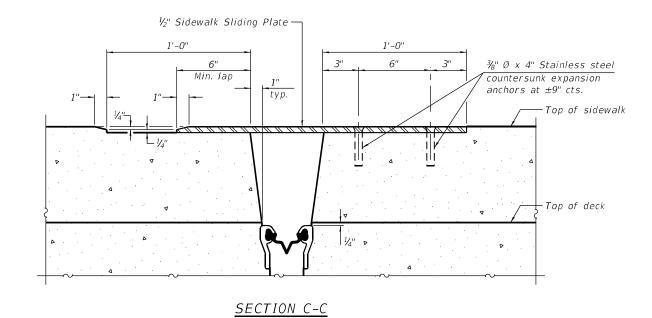
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PREFORMED ST		RIP SEAL E NO.09	•	1 OF	3)
SHE	ET SA-15	OF SA-28	SHEETS		

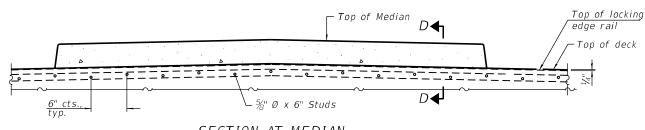
(Sheet 1 of 3)

F.A.P. RTE	SECT	ΓΙΟΝ		COUNTY	TOTAL SHEETS	SHEET NO.
0577	FAP 0577 22 BJ		WILL	58	35	
				CONTRACT I	NO. 62T2	27
		ILLINOIS	FED. AL	D PROJECT NHPP-F	RMPQ(697)	



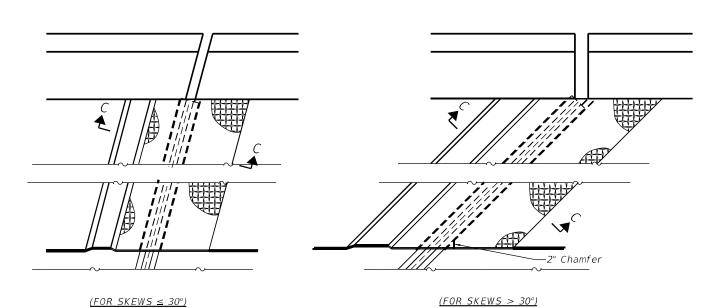
SECTION AT RAISED SIDEWALK



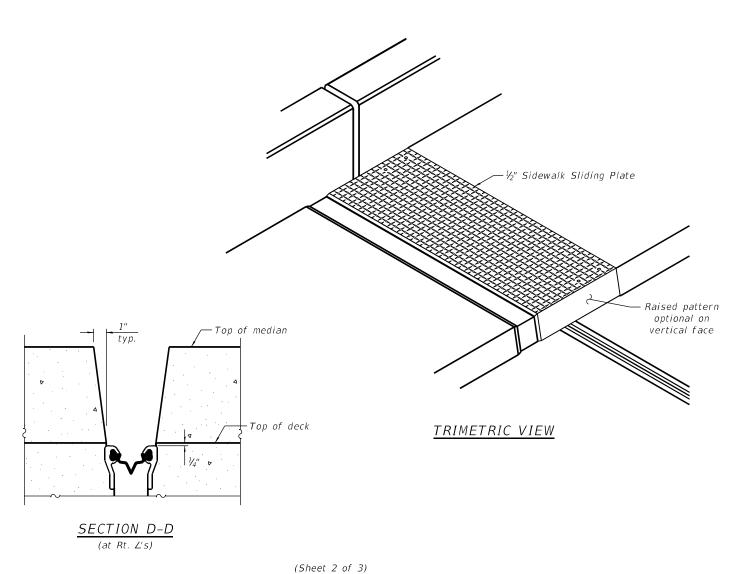


SECTION AT MEDIAN

For skews > 30°, chamfer acute corners 2" similar to sidewalk.



PLAN AT RAISED SIDEWALK



EJ-SS-S 05-15-2023

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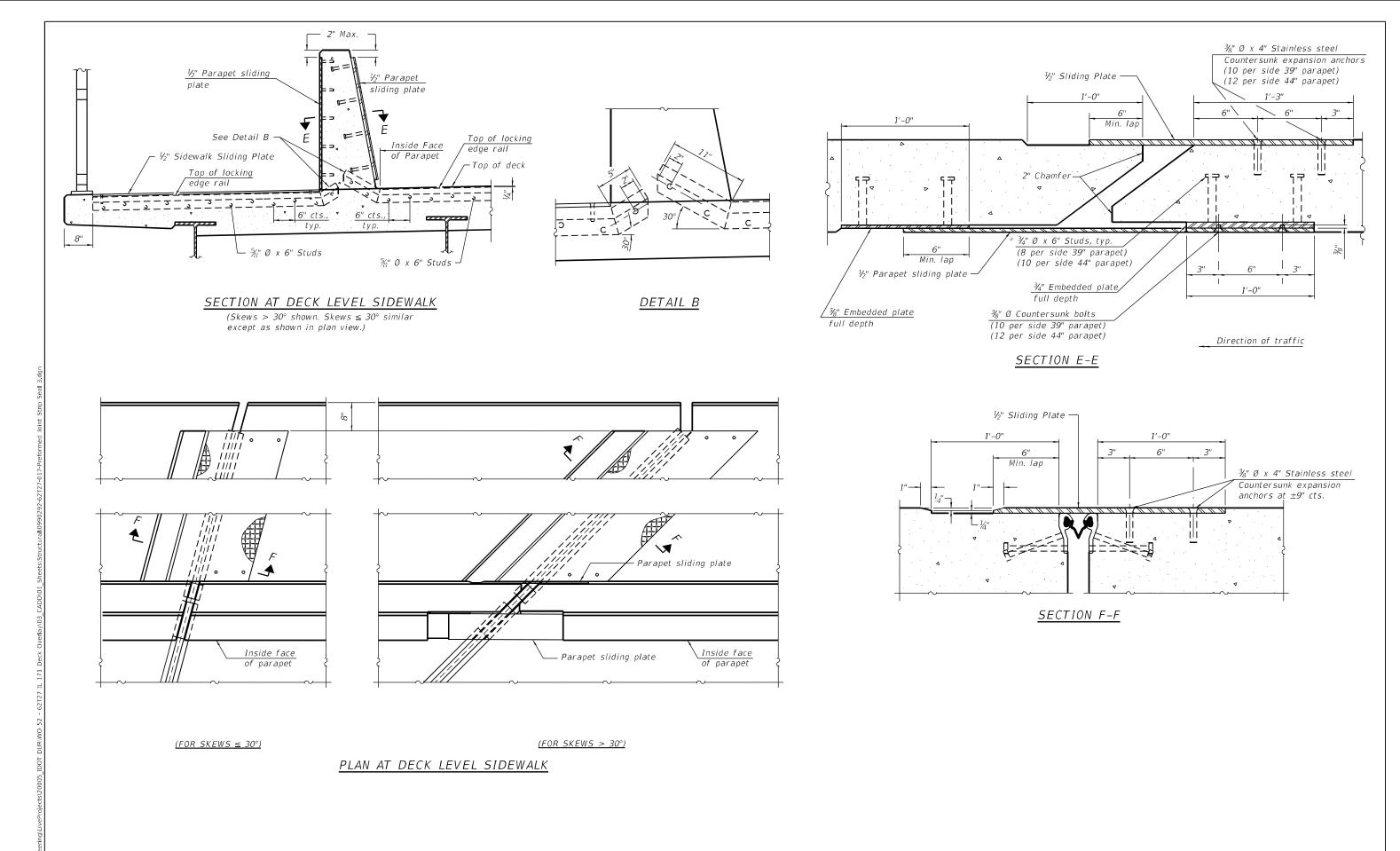
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PREFORMED JT. STRIP SEAL (SHEET 2 OF 3)
STRUCTURE NO. 099–0292

SHEET SA-16 OF SA-28 SHEETS

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05-15-2023

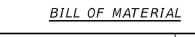
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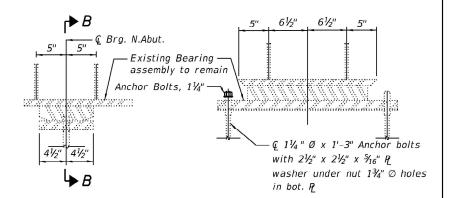
(Sheet 3 of 3) PREFORMED JT. STRIP SEAL (SHEET 3 OF 3) STRUCTURE NO. 099-0292 SHEET SA-17 OF SA-27 SHEETS

SECTION FAP 0577 22 BJ WILL 58 37 CONTRACT NO. 62T27

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ITEM	UNIT	QUANTITY
Anchor Bolts, 11/4"	Each	3
Cleaning and Painting Steel Bridge No. 1	L Sum	1
Precast Prestressed Concrete I-Beam Repair	Sq Ft	5



SECTION AT NORTH ABUTMENT

SECTION B-B

LEGEND

- Missing/Tilted Bolt
- Repair PPC I-Beam Ends
- Clean and Paint Steel Portions of Bearings



EXISTING BOLT AT NORTH ABUTMENT

Looking North

T		Ç Bridge	3 for all bearings, typ.
Jut-to-Out	(a) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c	17°00'00" Skew	Q IL Rte. 171
	8	·	<u>SECT</u>
	(2) Brg. S. Abut.	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	© PPC I-Beams, typ.
	A ◀ ← ← € Brg. S. Abut. ← € Brg. S. Abut.	FRAMING PLAN	

SECTION A-A

82'-9¾" (End-to-End Deck)

SECTION AT SOUTH ABUTMENT NOTE:

 $A \blacktriangleleft \downarrow$

1. For Index of Sheets, additional Notes, and Total Bill of Material, see Sheet SA-02.

-Existing Bearing assembly to remain

Anchor Bolts, 11/4"

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EXISTING BOLT AT SOUTH ABUTMENT

Looking South

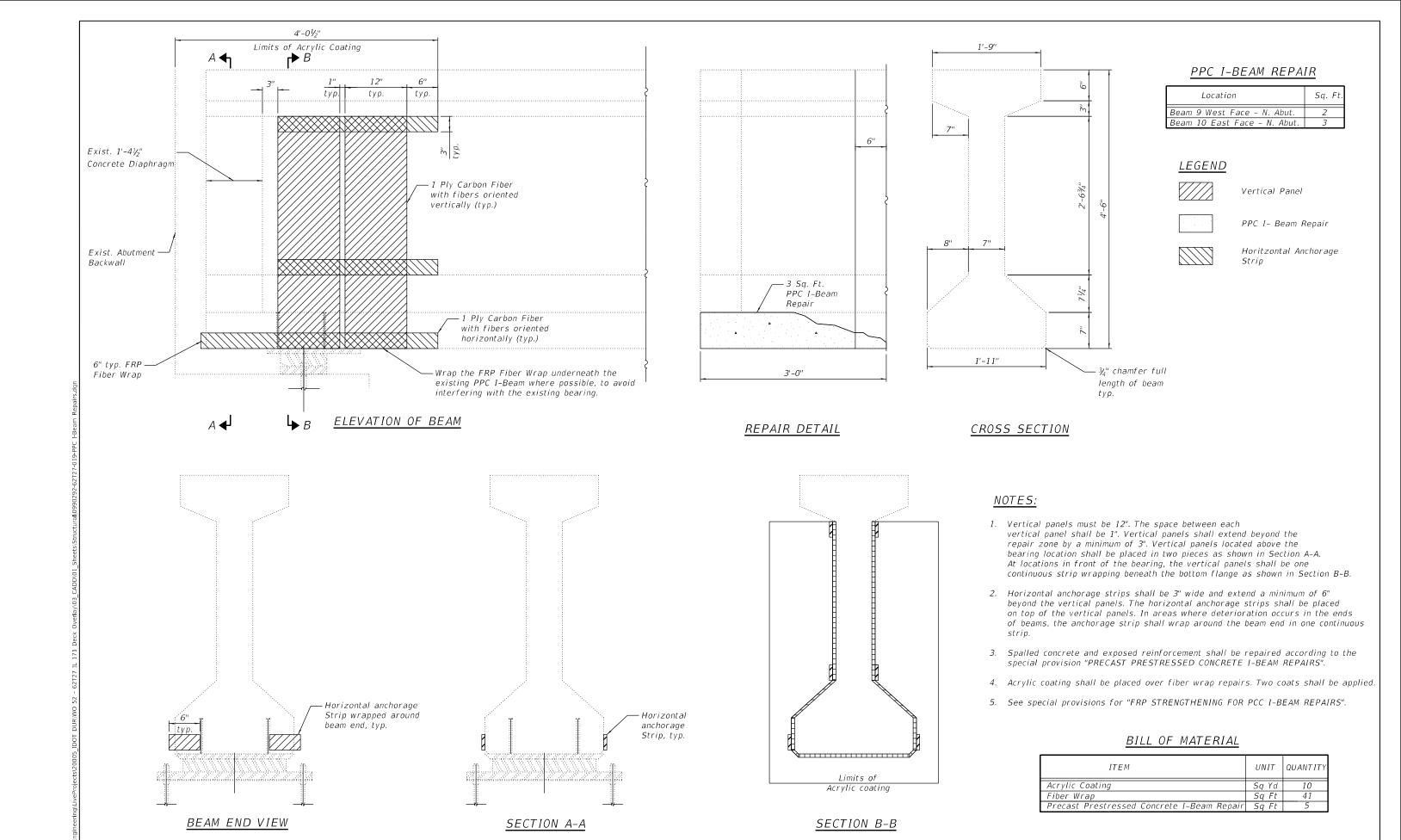
FRAMING PLAN STRUCTURE NO. 099-0292 SHEET SA-18 OF SA-27 SHEETS

F.A.P. RTE. 0577 TOTAL SHEET NO. SECTION FAP 0577 22 BJ WILL CONTRACT NO. 62T27

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-Existing Bearing assembly to remain

with 21/2"x 21/2" x 5/16" PL



STATE OF ILLINOIS

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SECTION

FAP 0577 22 BJ

PPC I-BEAM REPAIRS

STRUCTURE NO. 099-0292

SHEET SA-19 OF SA-28 SHEETS

COUNTY

WILL

CONTRACT NO. 62T27

58 39

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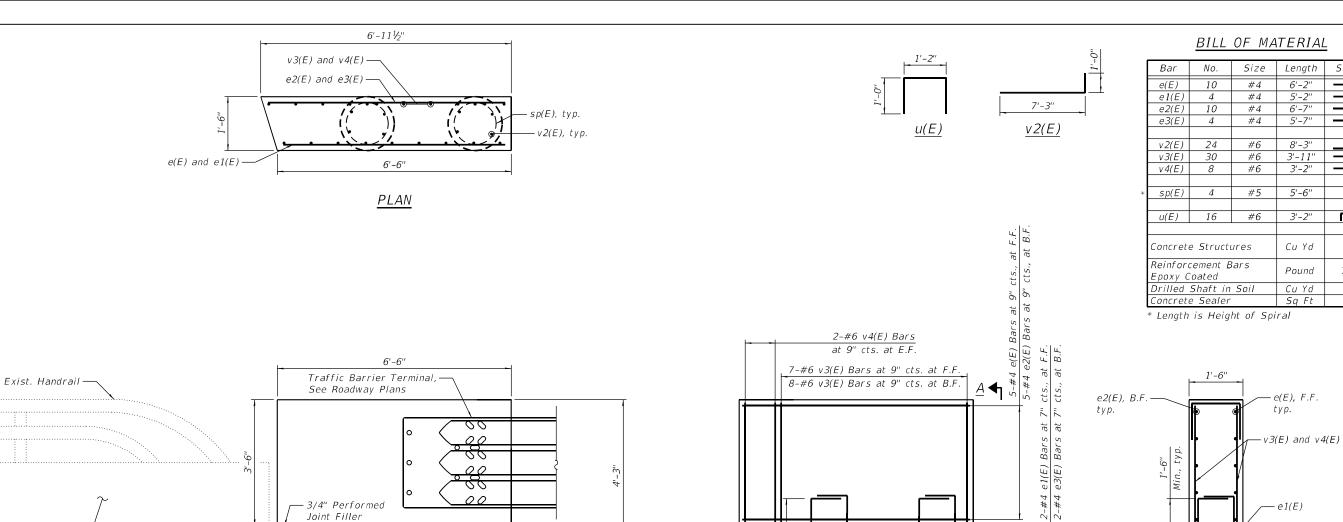
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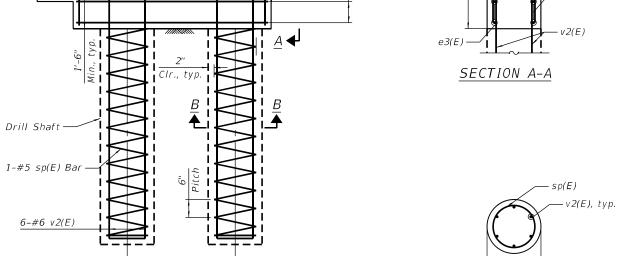
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1'-6"

SECTION B-B

Shape

2

750

0.7

140

<u>NOTES:</u>

Chamfer top edges of Parapet,¾" each way.

Exist. Parapet —

ELEVATION (Front face)

PARAPET AND PILE SHAFT

REINFORCING

 All rebar dimensions are to center of bar unless otherwise indicated by "clr" (Clear Cover).

A c c u r a t e

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I 5'-6"

1'-0"

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

- Approach Slab Level

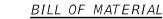
Shaft

1'-6"

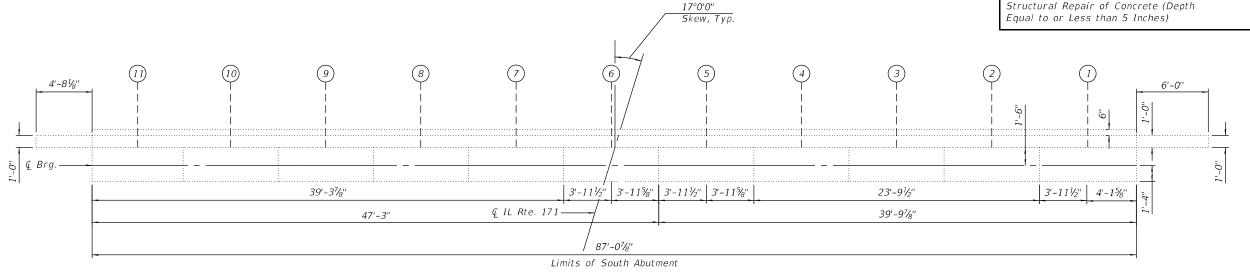
CONCRETE P					RDRAIL CONNECTION 99–0292	
	SHEET	SA-20	OF	SA-27	SHEETS	

F.A.P. SECTION				COUNTY	TOTAL SHEETS	SHEET NO.
0577	FAP 0577 22 BJ			WILL	58	40
			CONTRACT NO. 62T27			
ILLINOIS FED A				D PROJECT NHPP-E	MPQ(697)	

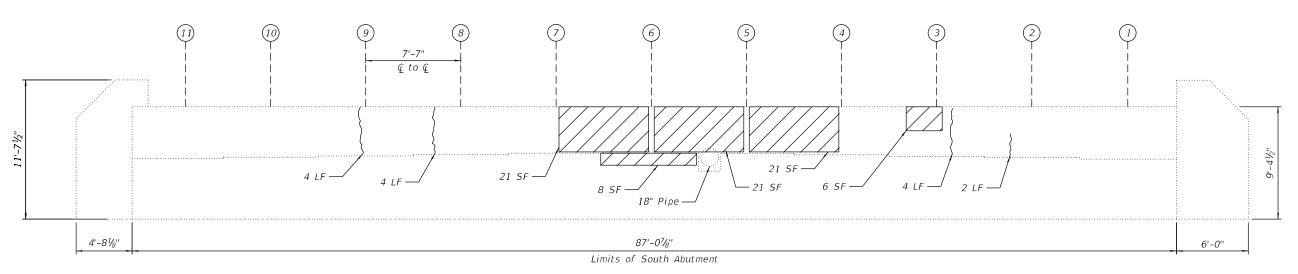
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ITEM	UNIT	Quantity
Concrete Sealer	Sq Ft	1075
Epoxy Crack Injection	Foot	14
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq Ft	77



SOUTH ABUTMENT PLAN



SOUTH ABUTMENT ELEVATION

(Looking South)

NOTES:

- Quantities and limits shown are estimated for bidding purpose only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction.
- Concrete Sealer is to be applied to the abutment seats and the bottom 2 feet of the abutment backwall.

LEGEND

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

 \sim

Epoxy Crack Injection (width > 0.06")

SF

Square Foot

LF Linear Foot



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SOUTH ABUTMENT REPAIRS
STRUCTURE NO. 099–0292

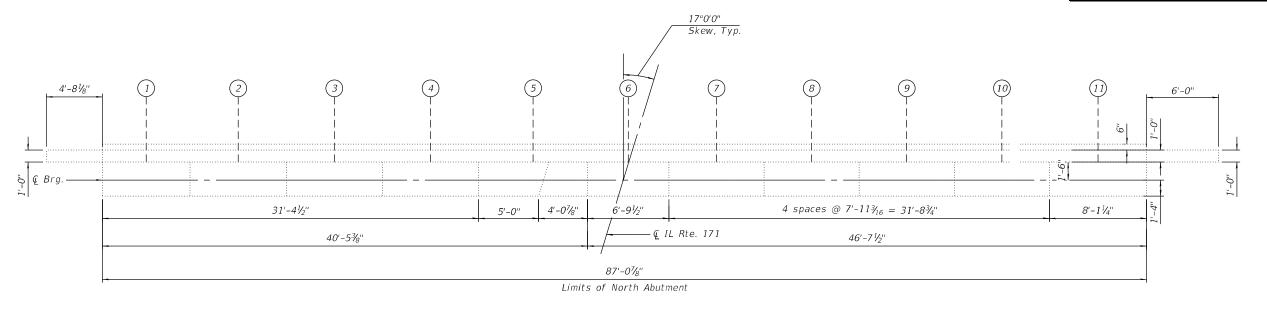
SHEET SA-21 OF SA-27 SHEETS

A.P. SECTION COUNTY TOTAL SHEETS NO. 1577 FAP 0577 22 BJ WILL 58 41

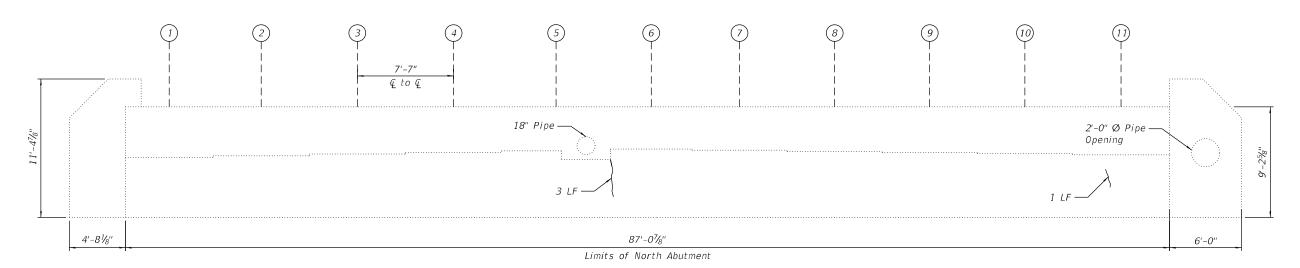
CONTRACT NO. 62727

BILL OF MATERIAL

ITEM	UNIT	Quantity
Concrete Sealer	Sq Ft	1058
Enoxy Crack Injection	Foot	4



NORTH ABUTMENT PLAN



NORTH ABUTMENT ELEVATION

(Looking North)

NOTES:

- 1. Quantities and limits shown are estimated for bidding purpose only. The actual areas to be repaired and the type(s) of repairs to be used will be determined by the engineer in the field at the time of construction.
- 2. Concrete Sealer is to be applied to the abutment seats and the bottom 2 feet of the abutment backwall.

|--|

LF

Epoxy Crack Injection (width > 0.06")

Square Foot

Linear Foot



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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT REPAIRS STRUCTURE NO. 099-0292 SHEET SA-22 OF SA-28 SHEETS

COUNTY TOTAL SHEET NO.
WILL 58 42 SECTION FAP 0577 22 BJ CONTRACT NO. 62T27

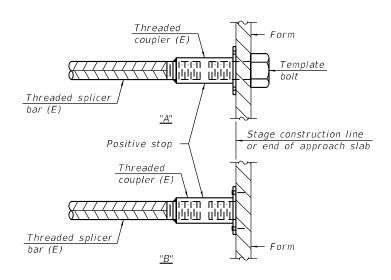
STANDARD BAR SPLICER ASSEMBLY PLAN

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

Threaded splicer bar length = min. lap length + $1\frac{1}{2}$ " + thread length

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

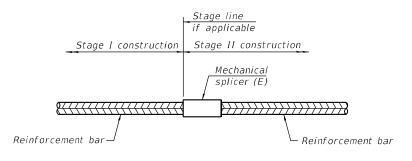
Location	Bar size	No. assemblies required	Minimum lap length
N. Abut	#7	16	4'-2"
S. Abut	#7	16	4'-2"



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.

BSD-1

2-1-2023



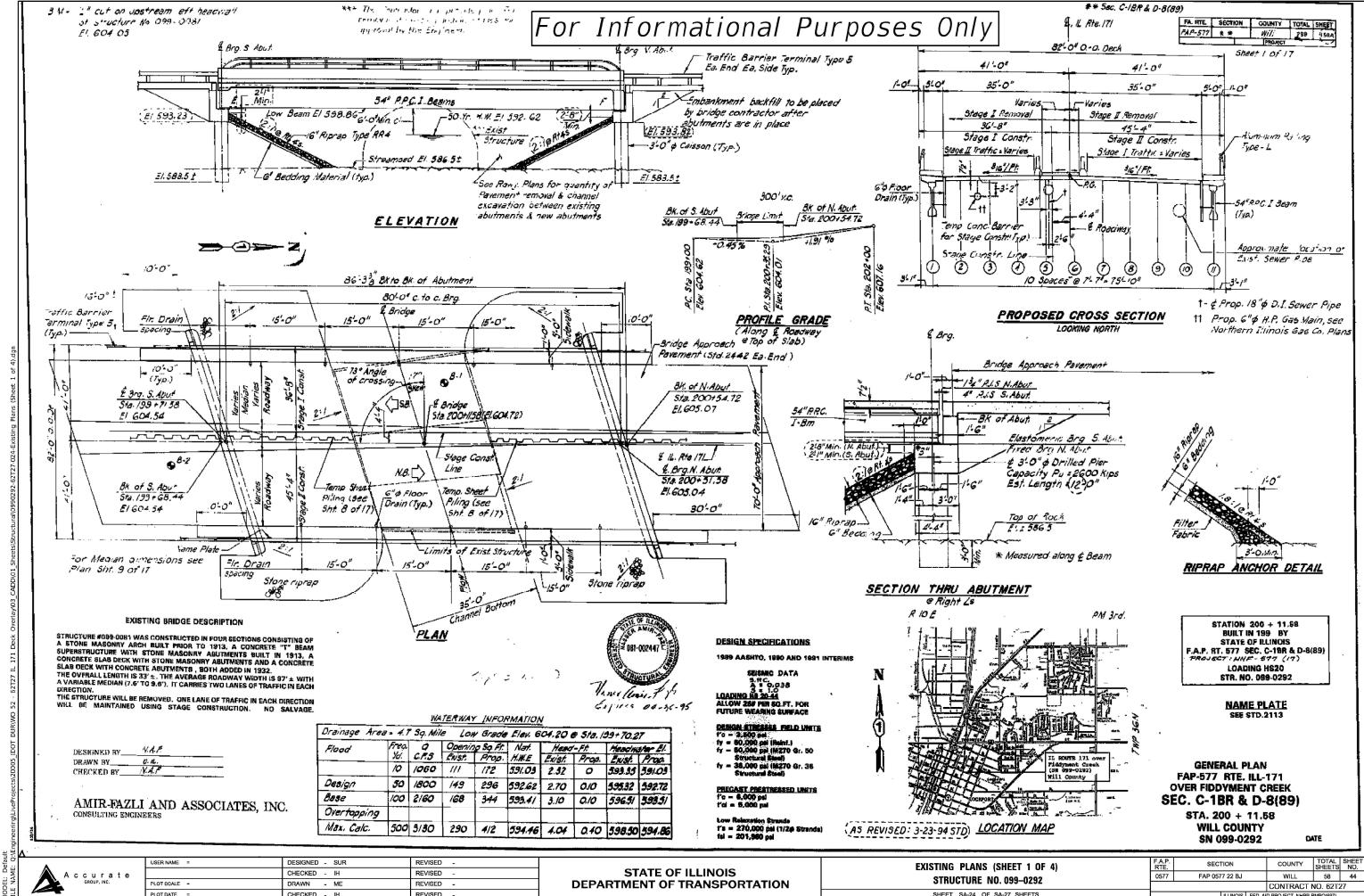
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BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO.099–0292

SHEET SA-23 OF SA-27 SHEETS

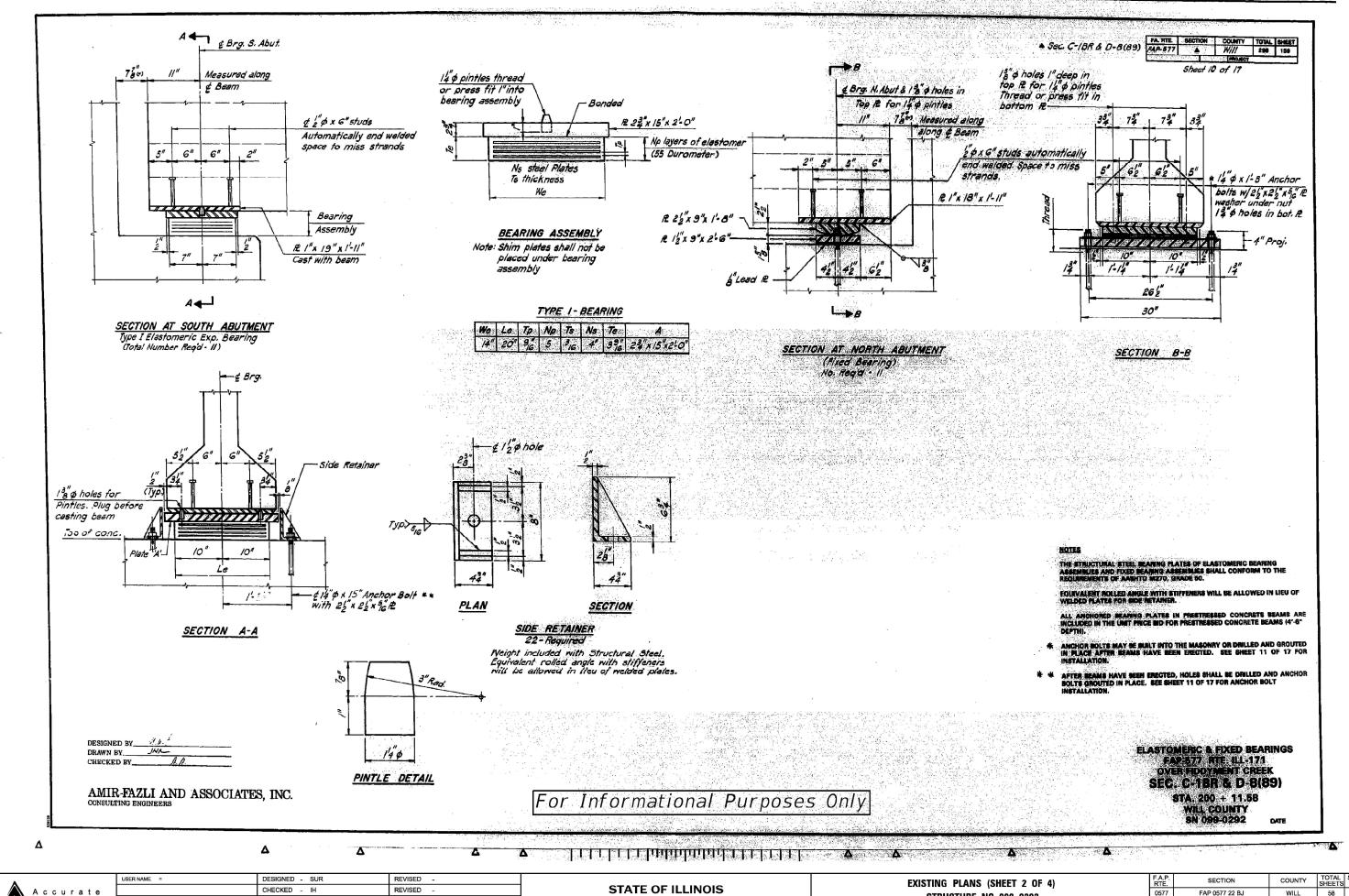
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SHEET SA-24 OF SA-27 SHEETS

CONTRACT NO. 62T27

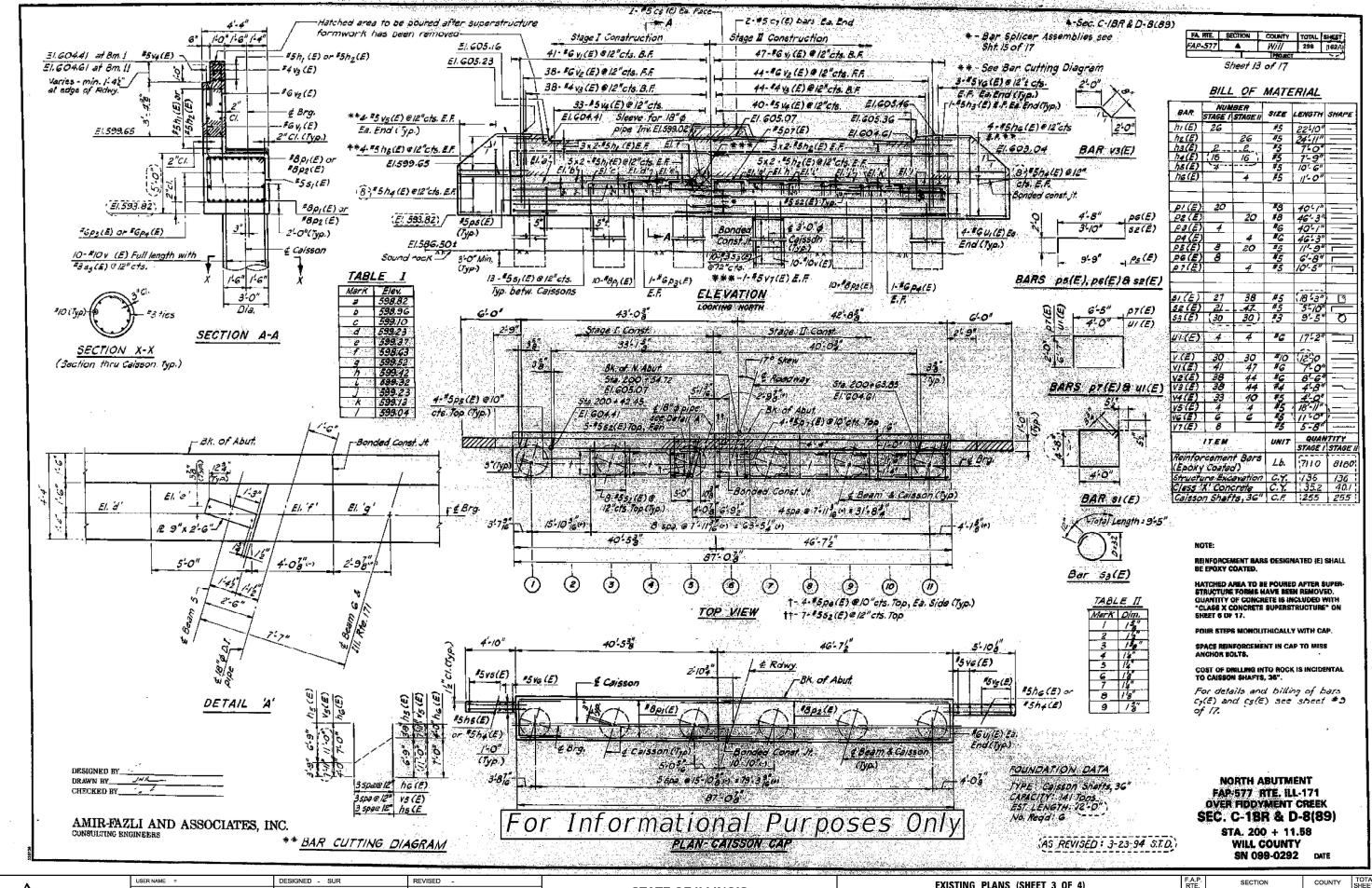


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DEPARTMENT OF TRANSPORTATION

STRUCTURE NO. 099-0292 SHEET SA-25 OF SA-27 SHEETS

FAP 0577 22 BJ WILL 58 45 CONTRACT NO. 62T27

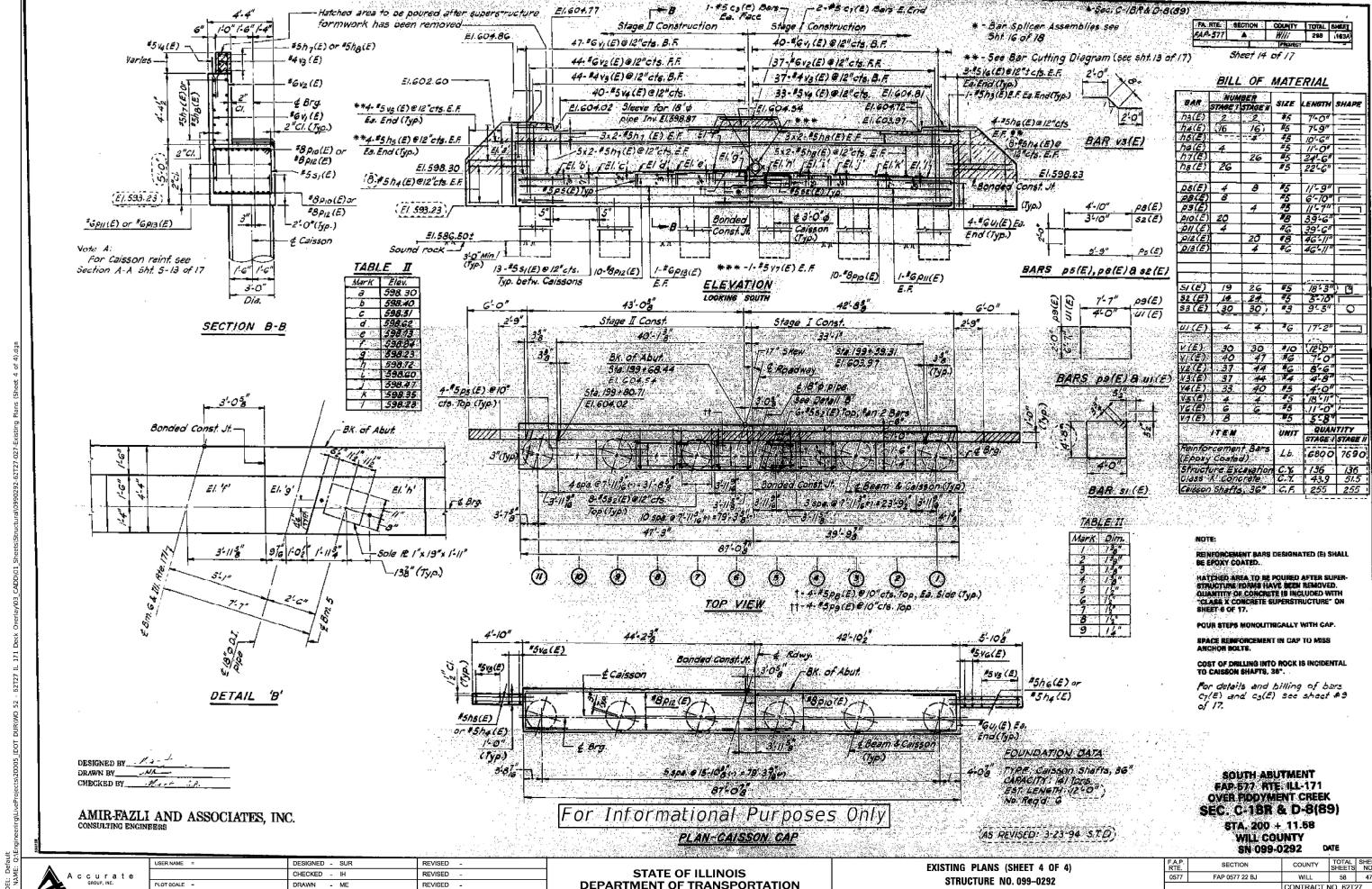


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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION **EXISTING PLANS (SHEET 3 OF 4)** STRUCTURE NO. 099-0292 SHEET SA-26 OF SA-27 SHEETS

0577 FAP 0577 22 BJ WILL 58 46 CONTRACT NO. 62T27



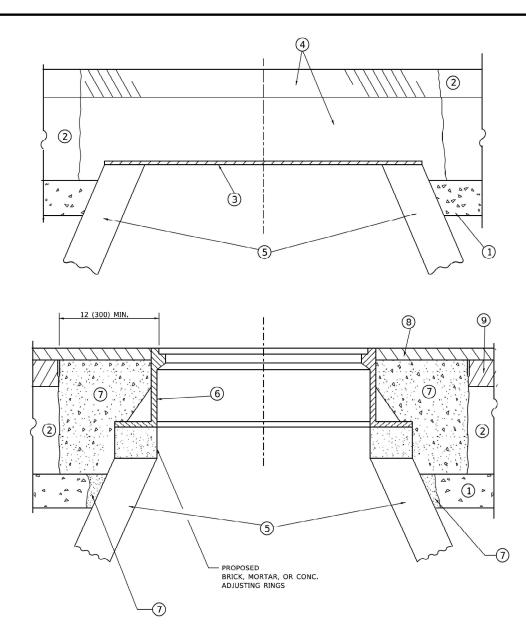
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DEPARTMENT OF TRANSPORTATION

SHEET SA-27 OF SA-27 SHEETS

58 47 CONTRACT NO. 62T27



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

- 1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- 5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- *UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

① SUB-BASE GRANULAR MATERIAL

- (6) FRAME AND LID (SEE NOTES)
- (2) EXISTING PAVEMENT
- (7) CLASS PP-2* CONCRETE
- 3 36 (900) DIAMETER METAL PLATE
- (8) PROPOSED HMA SURFACE COURSE
- (4) PROPOSED CRUSHED STONE AND HMA SURFACE MIX
 - PROPOSED HMA BINDER COURSE
- (5) EXISTING STRUCTURE

LOCATION OF STRUCTURES

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

BASIS OF PAYMENT

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

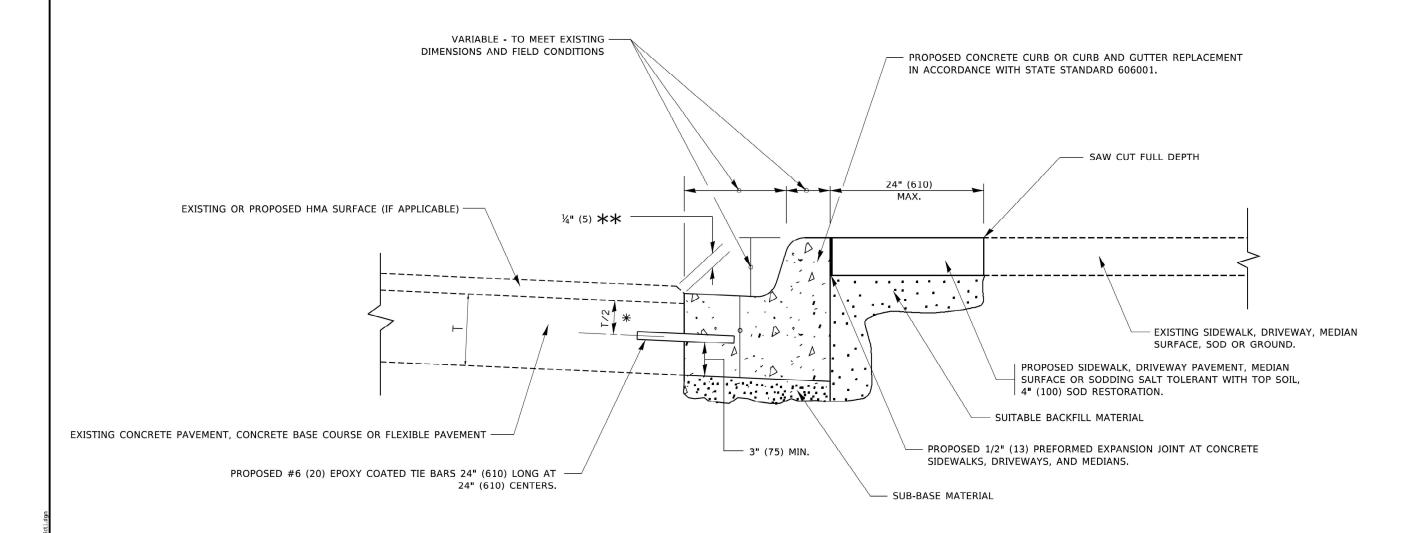
DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEETS NO.

 577
 FAP 0577 22 BJ
 WILL
 58
 48

 BD600-03 (BD-08)
 CONTRACT NO. 62T27



- X 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

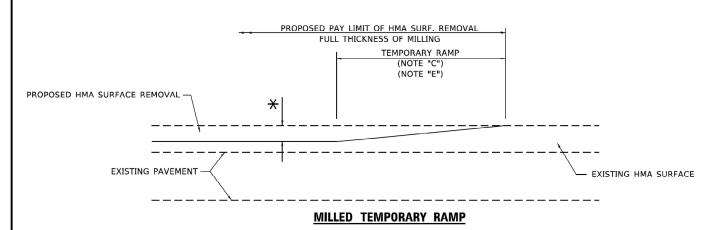
USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED	-	A. ABBAS 03-21-97
	DRAWN -	REVISED	-	M. GOMEZ 01-22-01
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED	-	R. BORO 12-15-09
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED		K SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER
REMOVAL AND REPLACEMENT

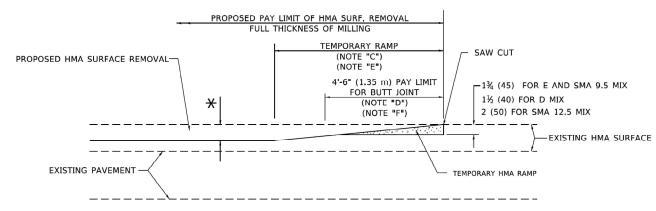
SHEET 1 OF 1 SHEETS STA. TO

SCALE: NONE



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

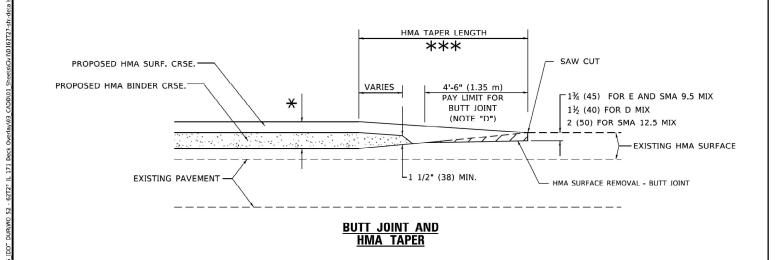


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP

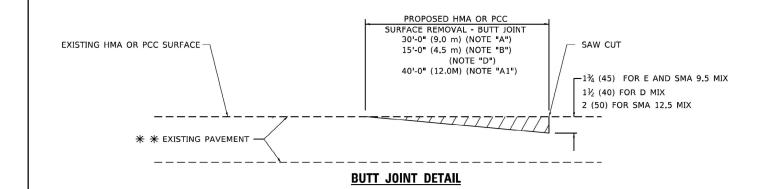


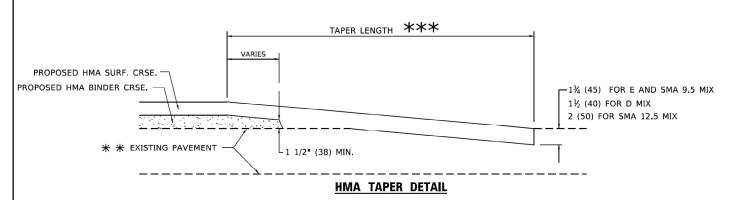
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

DESIGNED - M. DE YONG JSER NAME = Lawrence, DeManche REVISED - A. ABBAS 03-21-97 DRAWN REVISED - M. GOMEZ 04-06-01 CHECKED -REVISED -R. BORO 01-01-07 LOT SCALE - 100,0000 ' / in. REVISED -PLOT DATE = 11/18/2022 DATE K. SMITH 11-18-22

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION COUNTY **BUTT JOINT AND** 577 FAP 0577 22 BJ WILL HMA TAPER DETAILS BD400-05 BD-32 CONTRACT NO. 62T27 OF 1 SHEETS STA. SHEET 1 TO STA





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

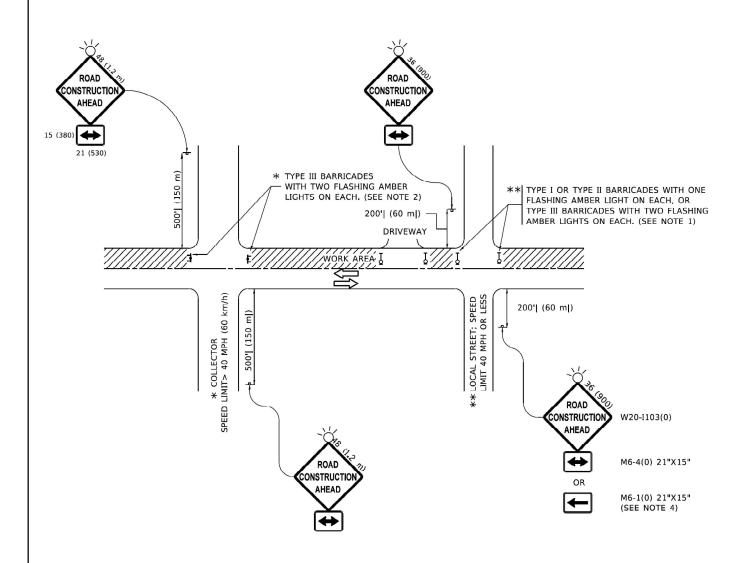
- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOI-MIX ASPHALI SURFACE REMOVAL BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

SCALE: NONE

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



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER;
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN $48 \times 48 \ (1.2 \ m \times 1.2 \ m)$ WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

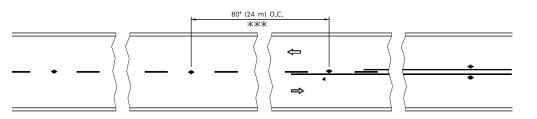
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SHEET 1 OF 1 SHEETS STA. TO S

 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS
 SHEET NO.

 577
 FAP 0577 22 BJ
 WILL
 58
 51

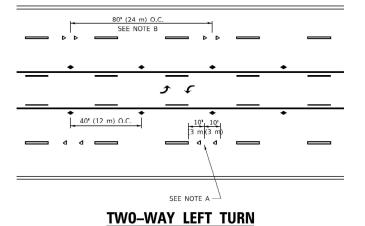
 TC-10
 CONTRACT NO. 62T27



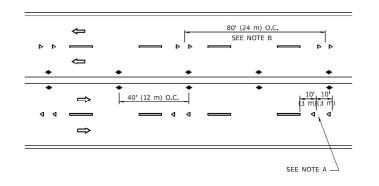
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

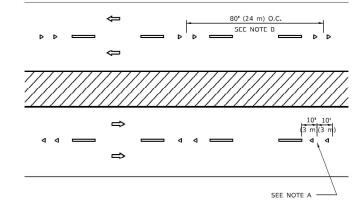
3 @ 40' (12 m) O.C. ₽ LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD

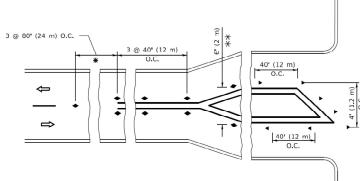


TWO-LANE/TWO-WAY

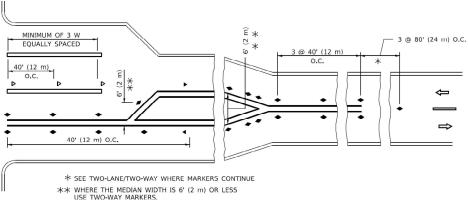




MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED



TURN LANES

GENERAL NOTES

- 1. MARKERS USED WITH DASHED LINES SHALL BE
- 2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
- 3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
- 4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

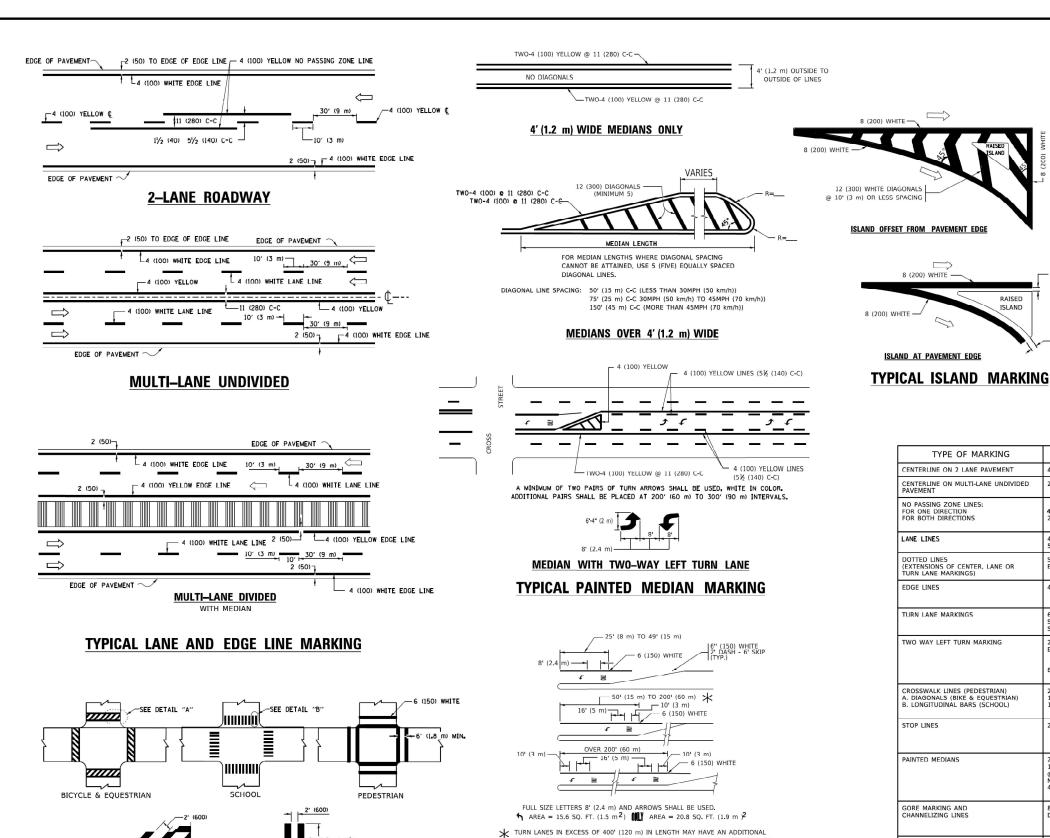
All dimensions are in inches (millimeters)

USER NAME = footemi DESIGNED -REVISED - T. RAMMACHER 03-12-99 DRAWN REVISED - T. RAMMACHER 01-06-00 CHECKED REVISED - C. JUCIUS 09-09-09 LOT SCALE = 50.0000 ' / in. DATE REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) SHEET 1 OF 1 SHEETS STA.

SECTION 577 FAP 0577 22 BJ WILL 58 52 TC-11 CONTRACT NO. 62T27



D(FT) SPEED LIMIT 425 500 750 55 **COMBINATION** LEFT AND U-TURN 5'-4" (1620) 2 (50)

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45^ 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART 5EE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHEKWISE, PLACE AT LESHRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m 2FACH "X"=54.0 SQ. FT. (5.0 m)2
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

SCALE: NONE

8 (200) WHITE -

RAISED

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

USER NAME = footemj	DESIGNED -	EVERS	REVISED	-	C. JUCIUS 09-09-09
	DRAWN -		REVISED	-	C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED -		REVISED	-	C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE -	03-19-90	REVISED	-	C. JUCIUS 04-12-16

─12 (300) WHITE

DETAIL "B"

-6 (150) WHITE

TYPICAL CROSSWALK MARKING

 $igspace \qquad$ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

DETAIL "A"

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

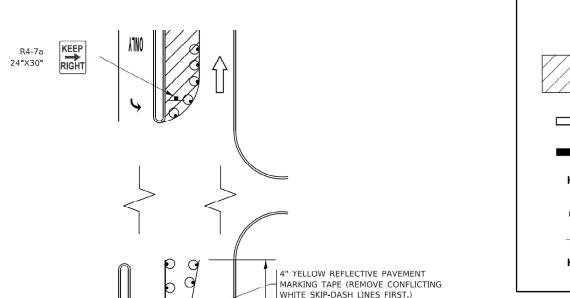
SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

DISTRICT ONE TYPICAL PAVEMENT MARKINGS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS						
		577	FAP 0577 22 BJ	WILL	58	53					
			TC-13	CONTRACT	NO. 62	2T27					
FT	1	OF	2	SHEETS	STA	TO STA		ILLINOIS FED A	ID PROJECT NHPP-	RMPO(697)	

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



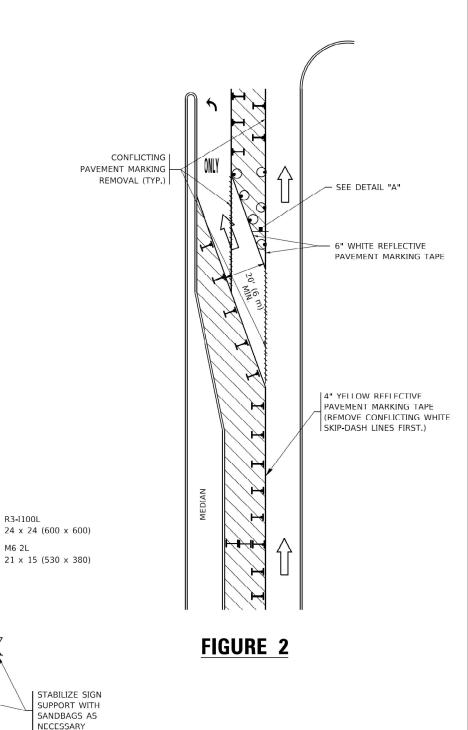
ARROW BOARD

LEGEND WORK AREA LANE OPEN TO TRAFFIC ARROW BOARD TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT DRUM WITH STEADY BURN LIGHT TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN, UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREOUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

SCALE: NONE

TURN

LANE

M6-2L

All dimensions are in inches (millimeters) unless otherwise shown

58 54

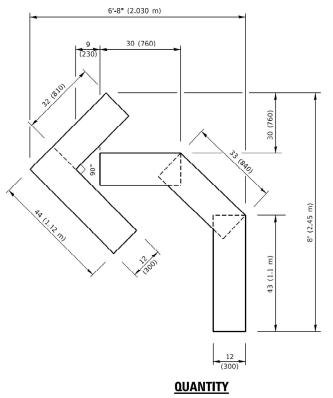
USER NAME = footemi DESIGNED -T. RAMMACHER 09-08-94 REVISED - R. BORO 09-14-09 DRAWN - A. HOUSEH 11-07-95 REVISED - A. SCHUETZE 07-01-13 CHECKED - A. HOUSEH 10-12-96 REVISED - A. SCHUETZE 09-15-16 PLOT SCALE = 50.0000 ' / in. -T. RAMMACHER 01-06-00 REVISED -

FIGURE 1

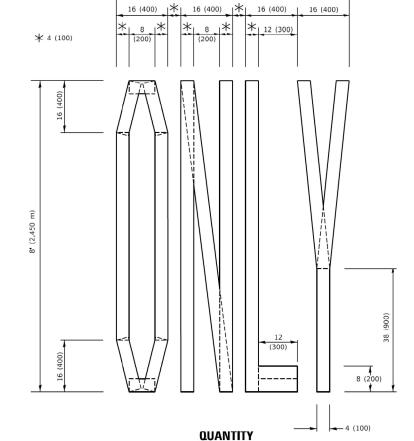
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION TRAFFIC CONTROL AND PROTECTION AT TURN BAYS FAP 0577 22 BJ 577 WILL (TO REMAIN OPEN TO TRAFFIC) TC-14 CONTRACT NO. 62T27 SHEET 1 OF 1 SHEETS STA.

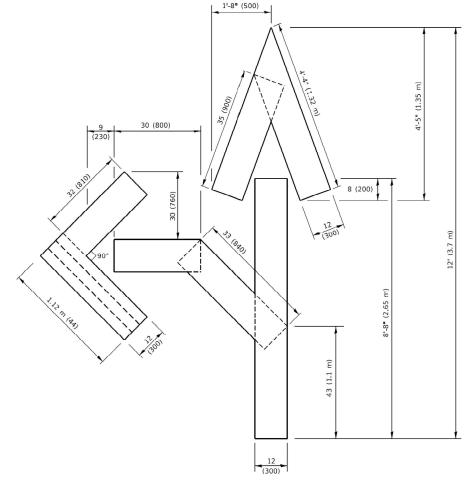
SEE DETAIL "A"



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



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

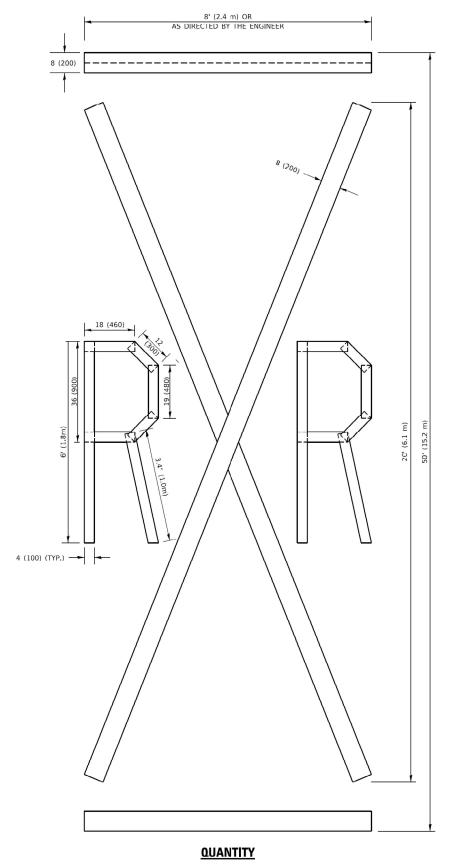


QUANTITY

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

NOTE:

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



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

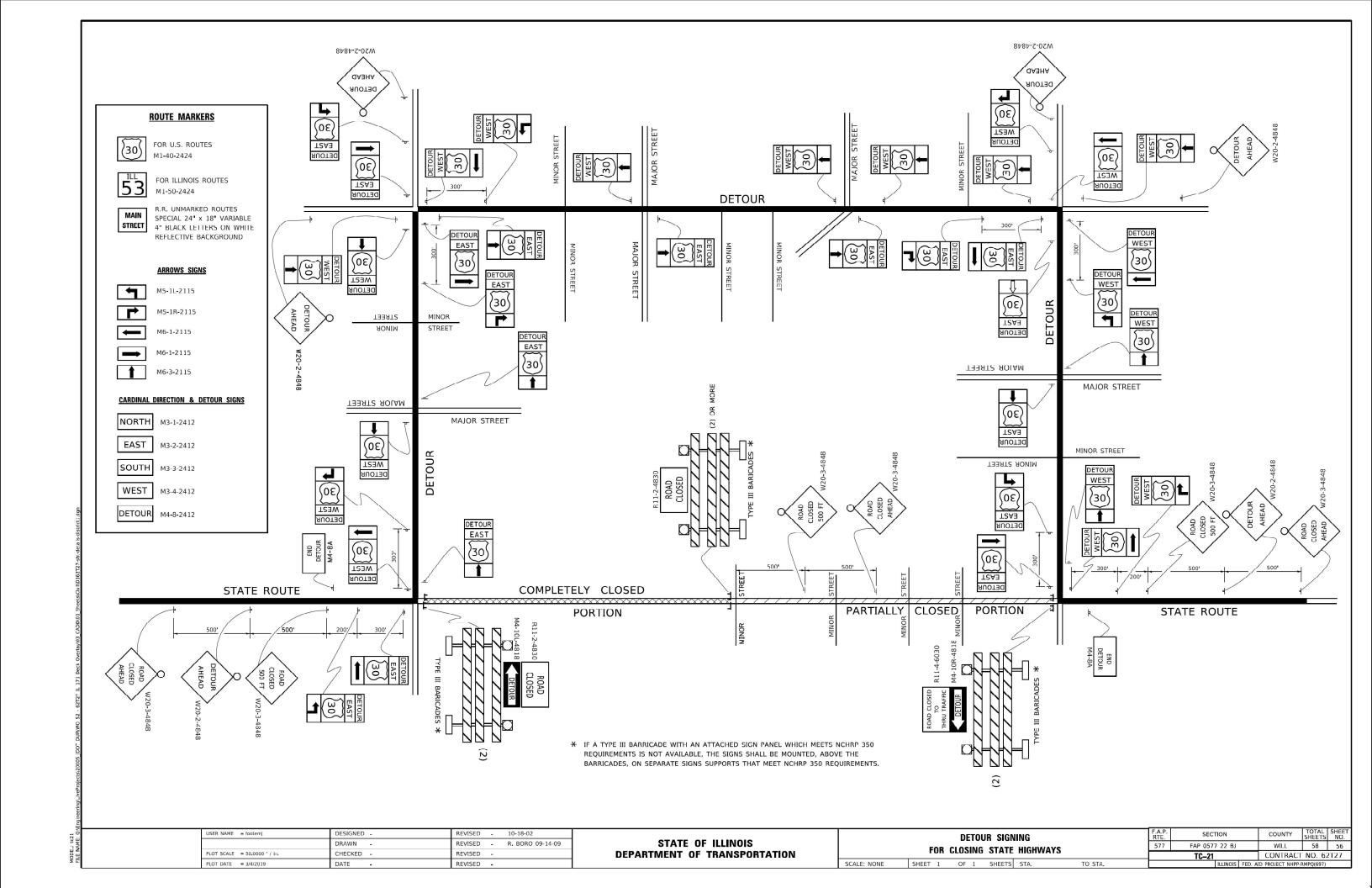
All dimensions are in inches (millimeters) unless otherwise shown.

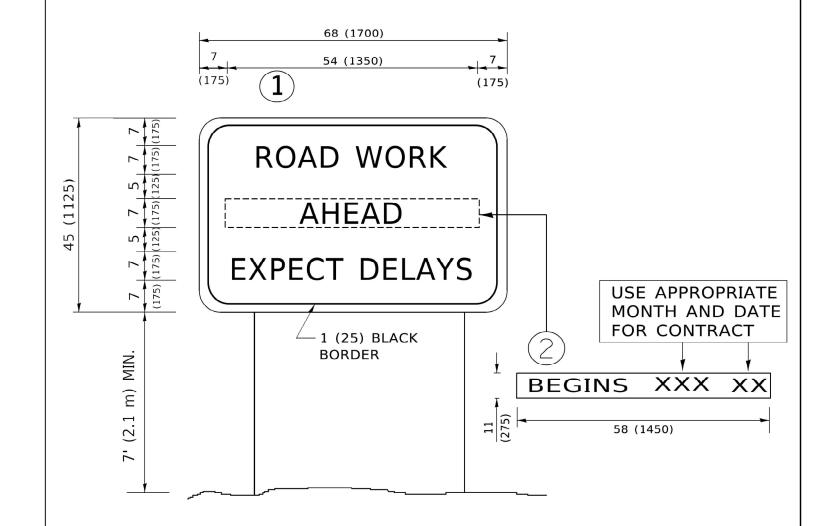
USER NAME = footemj	DESIGNED -	REVISED	- T. RAMMACHER 03-02-98
	DRAWN -	REVISED	- E. GOMEZ 08-28-00
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED	- E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE 09-18-94	REVISED	A SCHUETTE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.





NOTES:

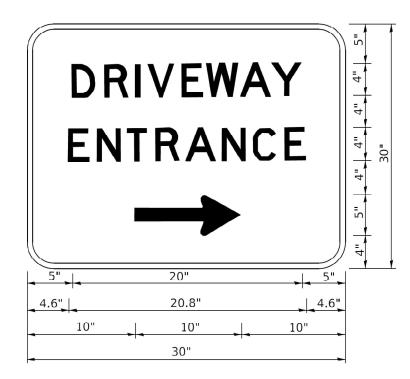
- 1. USE BLACK LETTERING ON ORANGE BACKGROUND.
- 2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- 3. ERECT SIGN 1) WITH INSTALLED PANEL (2) ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- 4. REMOVE PANEL 2 SOON AFTER THE START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

SCALE: NONE

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

USER NAME = footemj	DESIGNED -	REVISED	- R. MIRS 09-15-97
	DRAWN -	REVISED	- R. MIRS 12-11-97
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED	-T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED	C ILICIUS 01-31-07

ARTERIAL ROAD INFORMATION SIGN				F.A.P. RTE. SECTION			COU
				577 FAP 0577 22 BJ			WIL
	INTUNIVIATION 310	TC-22				CONT	
T 1	OF 1 SHEETS STA	TO STA.			ILLINOIS	FED. Al	D PROJECT



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

- 1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
- 2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
- 3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

 USER NAME
 = leysa
 DESIGNED
 REVISED
 C. JUCIUS 02-15-07

 DRAWN
 REVISED

 PLOT SCALE
 = 50,0000 ° / in.
 CHECKED
 REVISED

 PLOT DATE
 = 8/6/2021
 DATE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION