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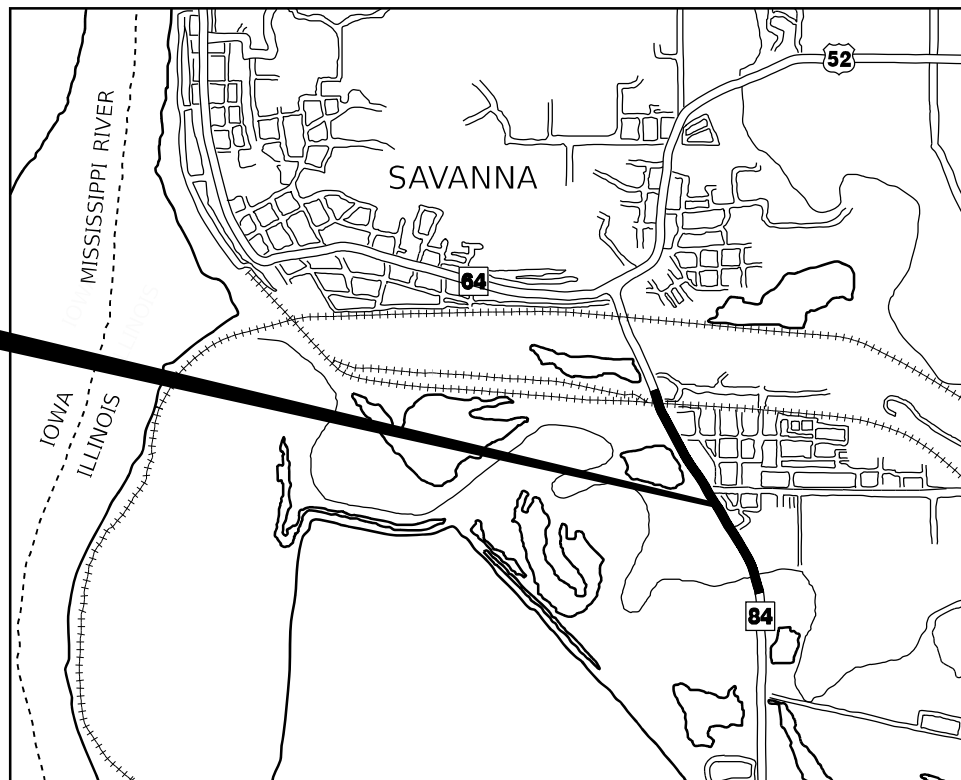
## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

# PROPOSED HIGHWAY PLANS

FAP ROUTE 308 (IL 84)  
SECTION (106 BR)BDR & (105VB-2)BDR  
BRIDGE REHABILITATION  
CARROLL COUNTY  
PROJECT: NHPP-F35C(970)

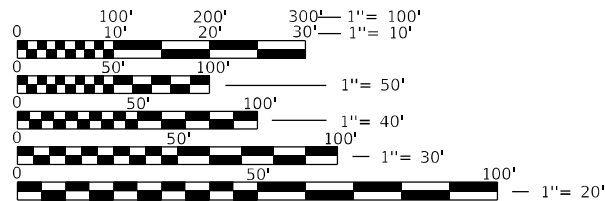
C-92-071-22

BEGIN IMPROVEMENT  
BRIDGE & APPROACH ROADWAY  
REHABILITATION - SN 008-0028  
STA 54+19.23 TO STA 59+85.69  
AND  
BRIDGE & APPROACH ROADWAY  
REHABILITATION - SN 008-0040  
STA 15+38.31 TO STA 20+27.19  
END IMPROVEMENT



LOCATION MAP  
SCALE: 1" = 3,000 FT

GROSS LENGTH= 2059 FT. (0.390 MILES)  
NET LENGTH= 939 FT. (0.178 MILES)



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

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

PROJECT ENGINEER OLUFEMI OLADEINDE, P.E., S.E. (312) 551-9780  
PROJECT MANAGER MAHMOUD ETEMADI, P.E. (815) 284-5393

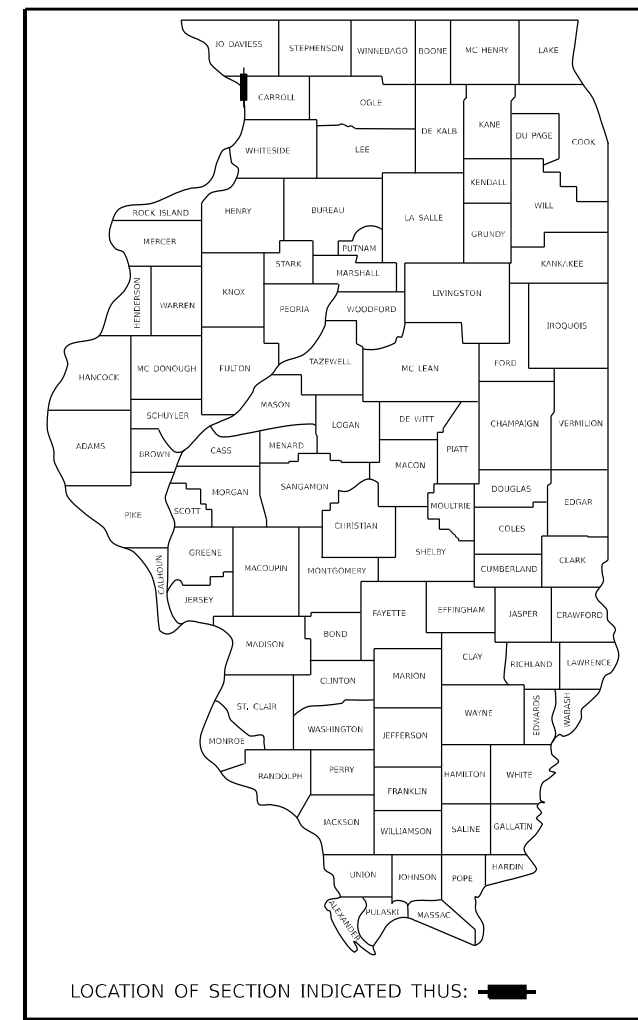
CONTRACT NO. 64R55



Signed: OLUFEMI A. OLADEINDE  
Date: 01-28-2023  
LICENSE EXPIRES 11-30-2023

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106BR)BDR & (105VB-2)BDR	CARROLL	33	1
				CONTRACT NO. 64R55
ILLINOIS FED. AID PROJECT				

64R55



LOCATION OF SECTION INDICATED THUS: [Symbol]

FUNCTIONAL CLASSIFICATION  
OTHER PRINCIPAL ARTERIAL  
2021=5950  
P. =91% EST. TRUCK 9%  
SAVANNA TOWNSHIP

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 06, 2023  
*Mahmoud Etemadi*  
REGIONAL ENGINEER

May 12, 2023  
*Seale A. Ets*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 12, 2023  
*Stephen M. Smith*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

## GENERAL NOTES

- IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT, AS DEFINED IN ARTICLE 101.17 IF TRACK MOUNTED OR WHEELED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE UTILITY COMPANIES, AND THE CITY OF SAVANNA.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.39 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-897-0173.  
  
IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE MUNICIPALITY TO DETERMINE APPROVED METHODS OF UTILITY STRUCTURE ADJUSTMENT. UTILITY STRUCTURES MAY INCLUDE, BUT ARE NOT LIMITED TO, MANHOLES, WATER VALVES, HANDHOLES, ETC. ALL MATERIALS AND WORK NECESSARY TO COMPLETE ADJUSTMENTS PER MUNICIPALITY REQUIREMENTS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ASSOCIATED ADJUSTMENT PAY ITEM.
- ALL DAMAGE TO EXISTING PAVEMENT MARKING OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. NO ADDITIONAL COST TO THE DEPARTMENT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCES, 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 STRIPING SHALL BE AS DIRECTED BY THE ENGINEER.
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
  - ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
  - ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
  - THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
  - CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS. THE COST OF THIS WORK SHALL BE INCLUDED IN THE UNIT PRICES BID AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL LOGS, SHRUBS, BUSHES, SAPLINGS, UNDERBRUSH OR DEBRIS ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS AT LOCATIONS REQUIRING ACCESS TO THE SUBSTRUCTURE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- WHEN RELOCATE TEMPORARY CONCRETE BARRIER IS SPECIFIED, THE WALL SHALL BE REMOVED, STORED AND TRANSPORTED TO AND FROM STORAGE, WHEN THE WALL IS NOT NEEDED FOR A TIME AS SHOWN ON THE STAGING PLANS, AND RELOCATED AND REINSTATED AT THE NEW LOCATION. THE REINSTALLATION REQUIREMENTS SHALL BE THE SAME AS THOSE FOR A NEW INSTALLATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.
- RELOCATE TEMPORARY IMPACT ATTENUATORS SHALL INCLUDE STORAGE AND TRANSPORTATION TO AND FROM STORAGE, WHEN THE DEVICE IS NOT NEEDED FOR A TIME, AS SHOWN ON THE STAGING PLANS. THIS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.

## UTILITY NOTES

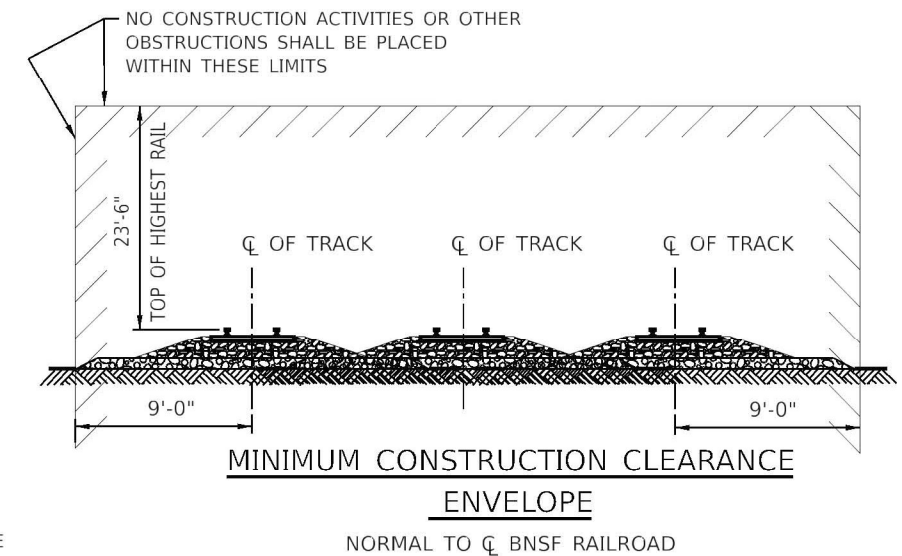
NONE.

## LIST OF IDOT STANDARD DRAWINGS

SHEET	DESCRIPTION
001001-02	AREAS OF REINFORCEMENT BARS
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
482011-03	HMA SHOULDER STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-04	NAME PLATE FOR BRIDGES
630001-12	STEEL PLATE BEAM GUARDRAIL
630101-10	STRONG POST GUARDRAIL ATTACHED TO CULVERT
630201-07	PCC / HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINAL
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS- DAY ONLY
701321-18	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
725001-01	OBJECT AND TERMINAL MARKERS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKING
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
BLR 21-9	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

## LIST OF DISTRICT STANDARDS

TRAFFIC CONTROL PLAN  
 CHANGEABLE MESSAGE SIGN  
 PCC AUTOMATIC BATCHING EQUIPMENT  
 PCC QC/QA ELECTRONIC REPORTS SUBMITTAL  
 WORK ZONE PAVEMENT MARKING AND REMOVAL  
 DRAINAGE STRUCTURES TO BE CLEANED  
 ROADWAY CLEANING (SPECIAL)  
 LINEAR DELINEATOR PANELS, 6 INCH(X0326649)  
 RAILROAD PROTECTIVE LIABILITY INSURANCE



## IL 84 OVER BNSF RAILROAD NOTES

- ALL PERMANENT CLEARANCES SHALL BE VERIFIED BEFORE PROJECT CLOSING.
- THE CONTRACTOR MUST SUBMIT A PROPOSED METHOD OF EROSION AND SEDIMENT CONTROL AND HAVE THE METHOD APPROVED BY THE RAILROAD.
- REGARDLESS OF UNDERLYING LAND OWNERSHIP, ALL SHORING SYSTEMS WITHIN RAILROAD RIGHT-OF-WAY OR THAT MAY IMPACT THE RAILROADS OPERATIONS AND/OR SUPPORTS THE RAILROAD'S EMBANKMENT SHALL BE DESIGNED AND CONSTRUCTED PER CURRENT RAILROAD GUIDELINES FOR TEMPORARY SHORING
- THE CONTRACTOR MUST SUBMIT AND PROVIDE SUFFICIENT SAFETY MEASURES TO PROTECT UNATTENDED EXCAVATIONS TO THE RAILROAD FOR APPROVAL.
- ALL DEMOLITIONS/REMOVALS WITHIN THE RAILROAD'S RIGHT-OF-WAY AND/OR THAT MAY IMPACT THE RAILROAD'S TRACKS OR OPERATIONS SHALL BE IN COMPLIANCE WITH THE CURRENT RAILROAD'S DEMOLITION GUIDELINES.
- RAILROAD REQUIREMENTS DO NOT ALLOW WORK WITHIN 50 FEET OF TRACK CENTERLINE WHEN A TRAIN PASSES THE WORK SITE, AND ALL PERSONNEL MUST CLEAR THE AREA WITHIN 25 FEET OF THE TRACK CENTERLINE AND SECURE ALL EQUIPMENT.
- CALL BEFORE YOU DIG. PRIOR TO EXCAVATION, DISRUPTING, OR WORKING ON THE RAILROAD PROPERTY THE CONTRACTOR SHALL LOCATE AND PROTECT UPRR FACILITIES BY CALLING THE UPRR "CALL BEFORE YOU DIG (CBYD) PHONE NUMBER 1-800-336-9193.
- CONSTRUCTION ACTIVITIES, INCLUDING FALSEWORK/FORMWORK, ARE NOT ALLOWED WITHIN THE "MINIMUM CONSTRUCTION CLEARANCE ENVELOPE" AS THEY WOULD OTHERWISE DISRUPT RAILROAD OPERATIONS.

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USER NAME = \$USER\$	DESIGNED - NB	REVISED -
	DRAWN - AD	REVISED -
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PLOT DATE = \$DATE\$	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND HIGHWAY STANDARDS

SHEET 1 OF 18 SHEETS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	02
			CONTRACT NO. 64R55	
ILLINOIS FED. AID PROJECT				



**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL	20% STATE
				BRIDGE	ROADWAY
				0047	0004
				S.N. 008-0028-40	
20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	11		11
28100105	STONE RIPRAP, CLASS A3	SQ YD	20		20
28200200	FILTER FABRIC	SQ YD	20		20
35101400	AGGREGATE BASE COURSE, TYPE B	CU YD	4		4
40600370	LONGITUDINAL JOINT SEALANT	FOOT	402		402
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	134		134
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1111		1111
40600990	TEMPORARY RAMP	SQ YD	76		76
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	175		175
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	140		140
42400435	PORTLAND CEMENT CONCRETE SIDEWALK 10 INCH	SQ FT	901		901
44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	268		268
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	385		385
44000600	SIDEWALK REMOVAL	SQ FT	901		901
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	33.4		33.4
44213200	SAW CUTS	FOOT	253		253
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	4		4
50102400	CONCRETE REMOVAL	CU YD	24	24	
50157300	PROTECTIVE SHIELD	SQ YD	303	303	

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ENGINEERING CORP.  
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

SHEET OF 510 SHEETS

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
18	(106BR) & (106VB-2)	CARROLL	33	03
				CONTRACT NO. 64R55
ILLINOIS I FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL	20% STATE
				BRIDGE	ROADWAY
				0047	0004
				S.N. 008-0028-40	
50300255	CONCRETE SUPERSTRUCTURE	CJ YD	27	27	
50300300	PROTECTIVE COAT	SQ YD	2552	2552	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	7530	3410	4120
50800515	BAR SPLICERS	EACH	54	54	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	220	220	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	385		385
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3		3
67100100	MOBILIZATION	L SUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.5	0.5
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1		1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	4		4
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	90		90
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1917		1917
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	5260		5260
70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	82		82
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1041		1041
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1013		1013
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4		4

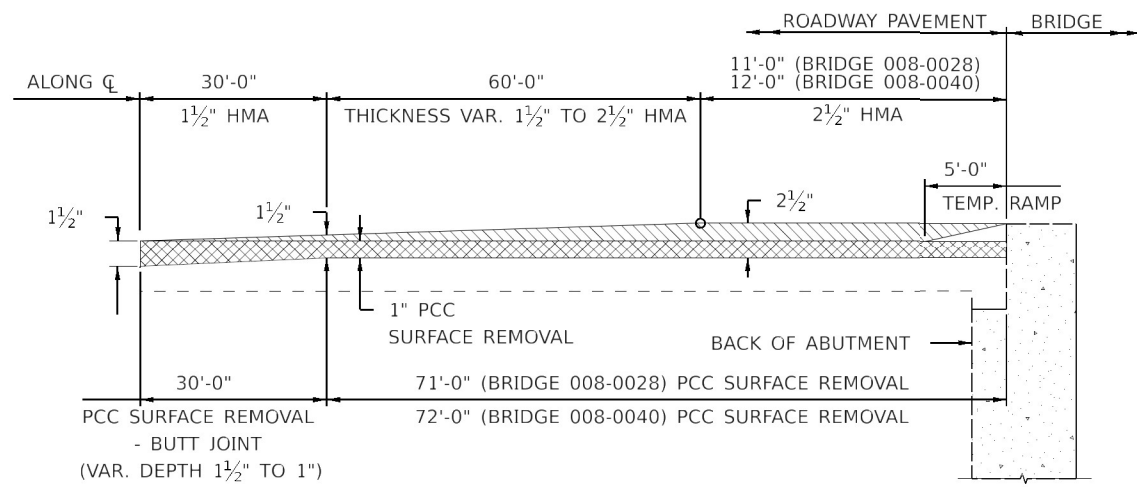
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**SUMMARY OF QUANTITIES**

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL	20% STATE
				BRIDGE	ROADWAY
				0047	0004
				S.N. 008-0028-40	
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4		4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	11373		11373
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	493		493
X06350206	LINEAR DELINEATOR PANELS, 6 INCH	EACH	32		32
X0325279	CLASS 5 CONCRETE (MISCELLANEOUS)	CU YD	0.5		0.5
X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1698	1698	
X2300013	BICYCLE RAILING (GROUND MOUNTED)	FOOT	720		720
Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	21		21
Z0010616	ROADWAY CLEANING (SPECIAL)	EACH	1		1
Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2456	2456	
Z0012164	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/2"	SQ YD	2456	2456	
Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE 1)	SQ YD	40	40	
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE 11)	SQ YD	60	60	
Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	2		2
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2		2
Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2272	2272	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1		1

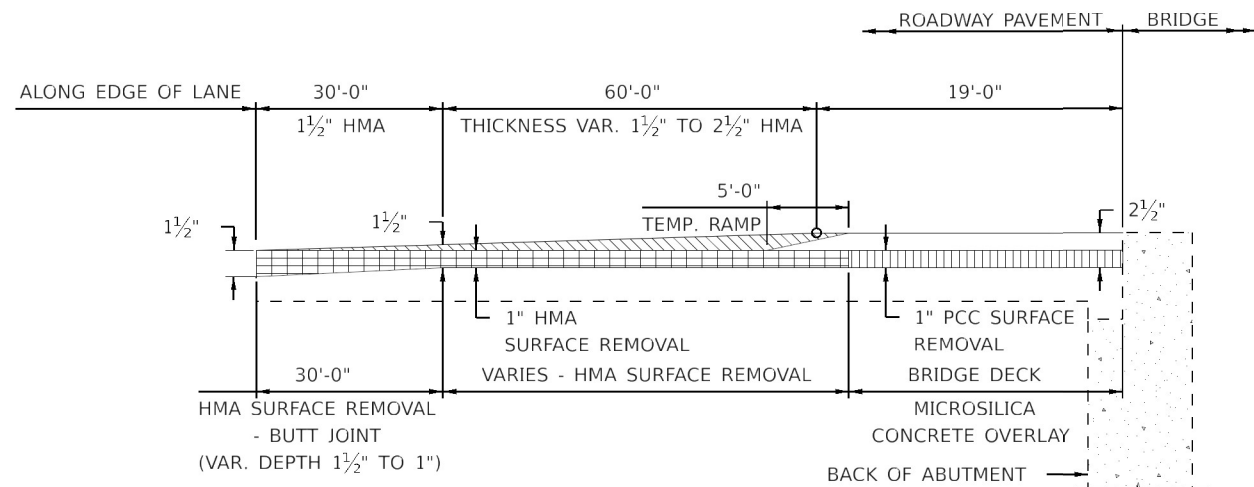
\*= SPECIALTY ITEM

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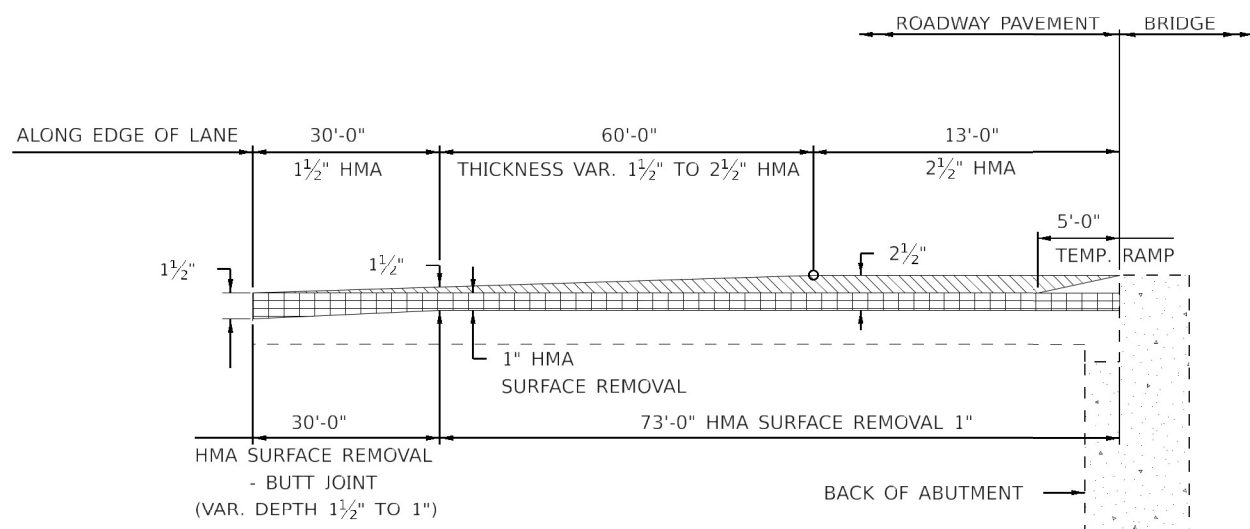


APPROACH LANES

LOCATION AND MIXTURE USE(S)	RESURFACING	
	SURFACE	BINDER
PG	PG58-28	PG58-28
DESIGN AIR VOIDS	4.0 @ N70	4.0 @ N70
MIXTURE COMPOSITION	IL 9.5	IL 9.5
FRICTION AGGREGATE	D	N/A
MIX WEIGHT	112	N/A
QUALITY MANAGEMENT PROGRAMME	QC/QA	QC/QA
SUBLOT SIZE	N/A	N/A
MATERIAL TRANSFER DEVICE	N/A	N/A



APPROACH SHOULDERS (BRIDGE 008-0028, WEST SHOULDER)



APPROACH SHOULDERS (BRIDGE 008-0028, EAST SHOULDER)

LEGEND

- AGGREGATE WEDGE SHOULDER, TYPE B
- HMA SURFACE COURSE, MIX "D", N70
- PCC SURFACE REMOVAL
- PCC SURFACE REMOVAL & HMA REPLACEMENT
- HMA SURFACE REMOVAL & HMA REPLACEMENT
- TEMPORARY RAMP

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	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SHEET 5 OF 18 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	06
CONTRACT NO. 64R55				

ILLINOIS FED. AID PROJECT



	PAVING MATERIALS			
	LOCATION	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	LONGITUDINAL JOINT SEALANT
		TON	TON	FOOT
IL84 OVER RR TRACKS (SN 008-0040)	STA 15+50.87 TO STA 16+52.87 (C LANES)	35	28	102
	STA 19+12.62 TO STA 20+14.62 (C LANES)	34	28	102
IL84 OVER PLUM RIVER (SN 008-0028)	STA 54+22.73 TO STA 55+23.73 (C LANES & L SHLD) STA 54+22.73 TO STA 55+04.73 (R SHLD)	54	43	101
	STA 58+79.19 TO STA 59+80.19 (C LANES & L SHLD) STA 58+98.19 TO STA 59+80.19 (R SHLD)	52	41	97
TOTAL		175	140	402

AGGREGATE WEDGE SHOULDER, TYPE B	
LOCATION	TON
STA 54+22.73 TO STA 55+13.94 (L) STA 54+22.73 TO STA 55+12.00 (R)	2
STA 58+86.72 TO STA 59+80.19 (L) STA 58+93.22 TO STA 59+80.19 (R)	2
TOTAL	4

PAVEMENT MARKINGS			
LOCATION	PAVEMENT MARKING DESCRIPTION	PAINT PAVEMENT MARKING LINE 4"	RAISED REFLECTIVE PAVEMENT MARKER
		FOOT	EACH
STA 13+57 TO STA 22+03	SOLID YELLOW	3384	
STA 15+50.87 TO STA 20+14.62	SOLID WHITE	1855	
STA 52+00 TO STA 61+76	SOLID YELLOW	3904	
STA 54+22.73 TO STA 59+80.19	SOLID WHITE	2230	
STA 15+50.87 TO STA 20+14.62			7
STA 54+22.73 TO STA 59+80.19			15
TOTAL		11373	22

NOTE:  
N.B. - NORTH BOUND  
S.B. - SOUTH BOUND  
E.B. - EAST BOUND  
W.B. - WEST BOUND  
R - RIGHT  
L - LEFT  
SHLD - SHOULDER

ITEM	UNIT	TOTAL QUANTITY	LOCATIONS & QUANTITIES																					
			STA 58+92.81 (R)	11	STA 58+92.81 (R)	20	STA 58+92.81 (R)	20	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
GRANULAR EMBANKMENT, SPECIAL	CU YD	11	STA 58+92.81 (R)	11	STA 58+92.81 (R)	20	STA 58+92.81 (R)	20	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
STONE RIPRAP, CLASS A3	SQ YD	20	STA 58+92.81 (R)	20	STA 58+92.81 (R)	20	STA 58+92.81 (R)	20	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
FILTER FABRIC	SQ YD	20	STA 58+92.81 (R)	20	STA 58+92.81 (R)	20	STA 58+92.81 (R)	20	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
AGGREGATE BASE COURSE, TYPE B	CU YD	4	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	134	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	1111	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 15+80.87 (C LANES)	274	STA 19+84.62 TO STA 20+14.62 (C LANES)	269	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
TEMPORARY RAMP	SQ YD	76	STA 16+47.87 TO STA 16+52.87 (C LANES)	13	STA 19+12.62 TO STA 19+17.62 (C LANES)	13	STA 16+47.87 TO STA 16+52.87 (C LANES)	13	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+12.62 TO STA 19+17.62 (C LANES)	13	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
PORTLAND CEMENT CONCRETE SIDEWALK 10 INCH	SQ FT	901	STA 15+50.87 TO STA 16+43.84 (R)	490	STA 19+03.59 TO STA 20+14.62 (R)	411	STA 15+50.87 TO STA 16+43.84 (R)	490	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	268	STA 54+52.73 TO STA 55+23.73 (L SHLD) STA 54+52.73 TO STA 55+04.73 (R SHLD)	128	STA 58+79.19 TO STA 59+50.19 (L SHLD) STA 58+98.19 TO STA 59+50.19 (R SHLD)	140	STA 54+52.73 TO STA 55+23.73 (L SHLD) STA 54+52.73 TO STA 55+04.73 (R SHLD)	128	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
COMBINATION CURB AND GUTTER REMOVAL	FOOT	385	STA 15+50.87 TO STA 16+48.25 (L) STA 15+50.87 TO STA 16+46.16 (R)	193	STA 19+32.75 TO STA 20+14.62 (L) STA 19+04.88 TO STA 20+14.62 (R)	192	STA 15+50.87 TO STA 16+48.25 (L) STA 15+50.87 TO STA 16+46.16 (R)	193	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+32.75 TO STA 20+14.62 (L) STA 19+04.88 TO STA 20+14.62 (R)	192	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
SIDEWALK REMOVAL	SQ FT	901	STA 15+50.87 TO STA 16+43.84 (R)	490	STA 19+03.59 TO STA 20+14.62 (R)	411	STA 15+50.87 TO STA 16+43.84 (R)	490	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	33	STA 54+76 TO STA 54+99 (C LANES)	5	STA 55+13 TO STA 55+25 (C LANES)	12.3	STA 54+76 TO STA 54+99 (C LANES)	5	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 55+13 TO STA 55+25 (C LANES)	12.3	STA 58+76 TO STA 58+92 (C LANES)	16.1	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	385	STA 15+50.87 TO STA 16+48.25 (L) STA 15+50.87 TO STA 16+46.16 (R)	193	STA 19+32.75 TO STA 20+14.62 (L) STA 19+04.88 TO STA 20+14.62 (R)	192	STA 15+50.87 TO STA 16+48.25 (L) STA 15+50.87 TO STA 16+46.16 (R)	193	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+32.75 TO STA 20+14.62 (L) STA 19+04.88 TO STA 20+14.62 (R)	192	STA 54+22.73 TO STA 54+52.73 (C LANES)	288	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	4	STA 14+20.00	1	STA 21+44	1	STA 14+20.00	1	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 21+44	1	STA 53+15	1	STA 61+15	1
SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1917	STA 14+17.00 TO STA 20+43.00 (L) STA 13+73.00 TO STA 20+43.00 (R)	783	STA 13+57.00 TO STA 22+03.00	86	STA 14+17.00 TO STA 20+43.00 (L) STA 13+73.00 TO STA 20+43.00 (R)	783	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 13+57.00 TO STA 22+03.00	86	STA 52+53.00 TO STA 60+16.00 (L) STA 53+53.00 TO STA 60+16.00 (R)	970	STA 52+30.00 STA 61+76.00	78
TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	5260	STA 14+17.00 TO STA 20+43.00 (L) STA 13+73.00 TO STA 20+43.00 (R)	2350	STA 52+53.00 TO STA 60+16.00 (L) STA 53+53.00 TO STA 60+16.00 (R)	2910	STA 14+17.00 TO STA 20+43.00 (L) STA 13+73.00 TO STA 20+43.00 (R)	2350	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 52+53.00 TO STA 60+16.00 (L) STA 53+53.00 TO STA 60+16.00 (R)	2910	STA 52+53.00 TO STA 60+16.00 (L) STA 53+53.00 TO STA 60+16.00 (R)	2910	STA 52+30.00 STA 61+76.00	78
TEMPORARY CONCRETE BARRIER	FOOT	1041	STA 15+51.67 TO STA 20+07.66	456	STA 54+09.65 TO STA 59+94.25	585	STA 15+51.67 TO STA 20+07.66	456	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 54+09.65 TO STA 59+94.25	585	STA 52+00 TO STA 61+76 (C LANES)	6134	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1013	STA 15+51.67 TO STA 20+07.66	456	STA 54+38.00 TO STA 59+94.25	557	STA 15+51.67 TO STA 20+07.66	456	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 54+38.00 TO STA 59+94.25	557	STA 52+00 TO STA 61+76 (C LANES)	6134	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4	STA 15+51.67	1	STA 20+07.66	1	STA 15+51.67	1	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 20+07.66	1	STA 54+09.65	1	STA 59+94.25	1
IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	4	STA 15+51.67	1	STA 20+07.66	1	STA 15+51.67	1	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 20+07.66	1	STA 54+09.65	1	STA 59+94.25	1
PAINT PAVEMENT MARKING - LINE 4"	FOOT	11373	STA 13+57 TO STA 22+03 (C LANES)	5239	STA 52+00 TO STA 61+76 (C LANES)	6134	STA 13+57 TO STA 22+03 (C LANES)	5239	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 52+00 TO STA 61+76 (C LANES)	6134	STA 52+00 TO STA 61+76 (C LANES)	6134	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	493	STA 13+57 TO STA 15+65 (C LANES)	139	STA 19+44 TO STA 22+03 (C LANES)	40	STA 13+57 TO STA 15+65 (C LANES)	139	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+03.59 TO STA 20+14.62 (R)	2	STA 54+22.73 TO STA 54+52.73 (L & R SHLD)	67	STA 59+50.19 TO STA 59+80.19 (L & R SHLD)	67	STA 15+50.87 TO STA 16+43.84 (R)	2	STA 19+44 TO STA 22+03 (C LANES)	40	STA 52+00 TO STA 61+76 (C LANES)	6134	STA 59+50.19 TO STA 59+80.19 (C LANES)	280
CLASS SI CONCRETE (MISCELLANEOUS)	CU YD	0.5	STA																					

## CONSTRUCTION STAGING GENERAL NOTES

- CHANGEABLE MESSAGE SIGNS TO BE PROVIDED AT LOCATIONS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR MUST CONDUCT HIS WORK IN SUCH A MANNER THAT EMERGENCY VEHICLES WILL HAVE ACCESS TO THE AREA AT ALL TIMES.
- THE CONTRACTOR MUST NOTIFY THE IDOT BUREAU OF OPERATIONS AS REQUIRED 72 HOURS IN ADVANCE OF BEGINNING WORK (815) 284-5474.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE DURING ALL PHASES OF CONSTRUCTION.

## SEQUENCE OF CONSTRUCTION

### PRE-STAGE I

#### SHOULDER IMPROVEMENT

- TEMPORARILY SHIFT TRAFFIC TO THE EAST SINGLE LANE USING FLAGGER OPERATIONS.
- CONTRACTOR TO USE HIGHWAY TRAFFIC CONTROL STANDARD 701201.
- CONTRACTOR TO PROVIDE ROADWAY CLEANING PRIOR TO CONSTRUCTION COMMENCEMENT.
- PATCH SHOULDER (WEST) FOR STAGE I TRAFFIC
- PROTECT APPROACH INLETS ON THE SHOULDER (WEST) WITH STEEL PLATE FOR STAGE I TRAFFIC FLOW (SEC STEEL PLATE DETAILS).
- INSTALL TEMPORARY BRIDGE SIGNAL

### STAGE I

#### TRAFFIC

- SHIFT TRAFFIC TO THE WEST AND REDUCE TO A SINGLE 12-FOOT LANE WITH TWO-WAY OPERATIONS.
- CONTRACTOR TO USE HIGHWAY TRAFFIC CONTROL STANDARDS 701321

### CONSTRUCTION

- CONTRACTOR TO PROVIDE ROADWAY CLEANING PRIOR TO CONSTRUCTION COMMENCEMENT.
- PATCH SHOULDER (EAST) FOR STAGE II TRAFFIC
- REHABILITATION AND MICROSILICA DECK OVERLAY OF THE NORTHBOUND TRAVEL LANE AND SHOULDER OF THE BRIDGE.

### STAGE II

#### TRAFFIC

- SHIFT TRAFFIC TO THE EAST AND REDUCE TO A SINGLE 12-FOOT LANE WITH TWO-WAY OPERATIONS.
- CONTRACTOR TO USE HIGHWAY TRAFFIC CONTROL STANDARDS 701321

### CONSTRUCTION

- REHABILITATION AND MICROSILICA DECK OVERLAY OF THE SOUTHBOUND TRAVEL LANE AND SHOULDER OF THE BRIDGE

## SHOULDER PATCHING SCHEDULE

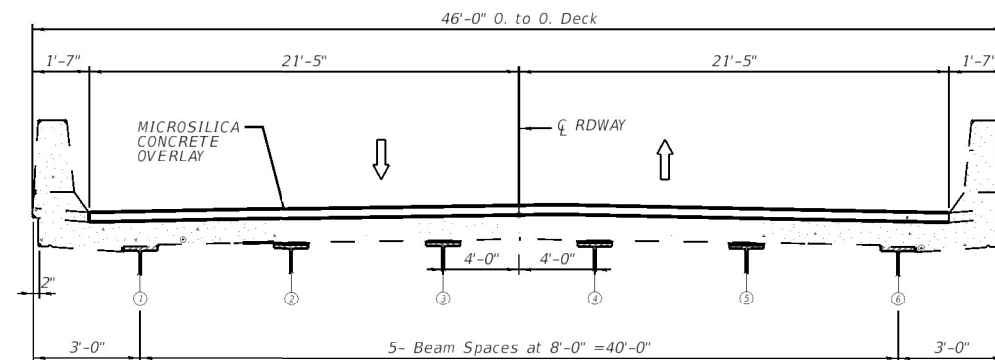
CLASS D PATCHES, TYPE 1.8 INCH						
ROADWAY	ALIGNMENT	STATION START	OFFSET (LT/RT)	STATION END	OFFSET (LT/RT)	AREA (SQ YD)
IL 84	EX. CL	55+13	12' LT	55+25	12' LT	12.3
IL 84	EX. CL	54+76	12' RT	54+99	12' RT	5.0
IL 84	EX. CL	58+76	12' LT	58+92	12' LT	16.1
IL 84	EX. CL	58+97	12' RT	59+03	12' RT	1.2

## TEMPORARY CONCRETE BARRIER SCHEDULE

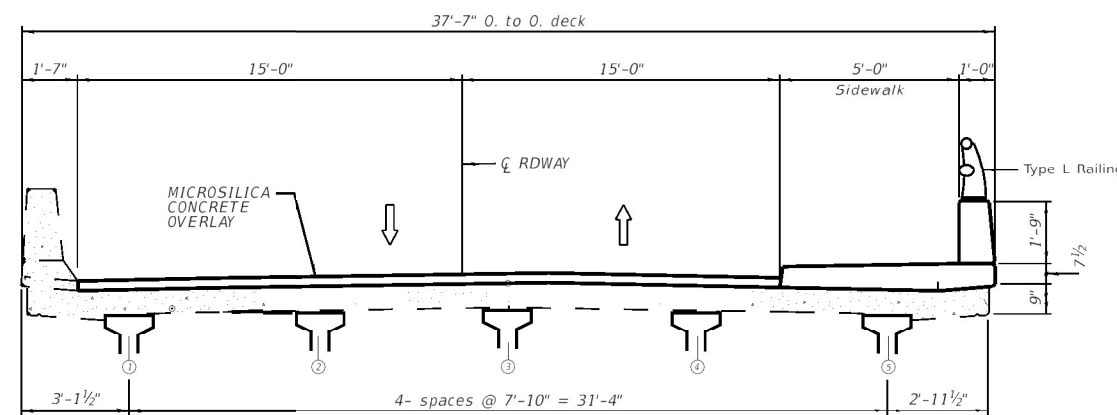
TEMPORARY CONCRETE BARRIER	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATOR TEMPORARY	RELOCATE IMPACT ATTENUATOR TEMPORARY	LINEAR DELIMITER PANELS, 6 INCH
STAGE	BRIDGE	FEET	FEET	EACH	EACH
STAGE I	S008-0028	584		1	1
STAGE II	S008-0028		556	1	1
STAGE I	S008-0040	457		1	1
STAGE II	S008-0040		457	1	1

## DRAINAGE STRUCTURES TO BE CLEANED

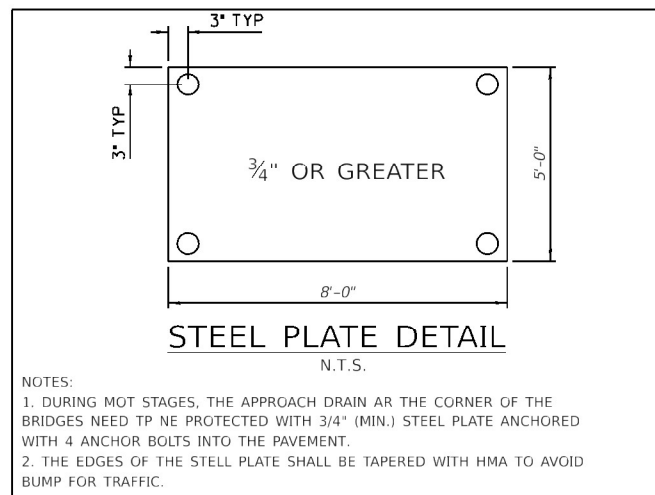
ROADWAY	ALIGNMENT	STATION START	OFFSET
IL 84	EX. CL	58+10	12' RT
IL 84	EX. CL	59+92.81	12' RT



SN CROSS SECTION  
SN 008-0028 (Looking North)



SN CROSS SECTION  
SN 008-0040 (Looking North)



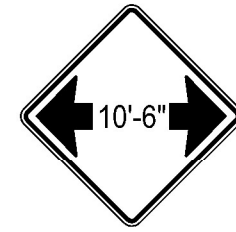
### NOTES:

- DURING MOT STAGES, THE APPROACH DRAIN AT THE CORNER OF THE BRIDGES NEED TO BE PROTECTED WITH 3/4" (MIN.) STEEL PLATE ANCHORED WITH 4 ANCHOR BOLTS INTO THE PAVEMENT.
- THE EDGES OF THE STEEL PLATE SHALL BE TAPERED WITH HMA TO AVOID BUMP FOR TRAFFIC.

FILE NAME = \$FILEL\$

① - W12-1103-4848  
 MAX WIDTH  
 10'-6"  
 18 MILES  
 AHEAD

③ - W12-1103-4848  
 MAX WIDTH  
 9'-6"  
 1/3 MILE  
 AHEAD



④ - W12-1102(0)-48

14 MILES

⑦ - W20-1103

9 MILES

⑧ - W20-1103

1 MILE

⑨ - W20-1103

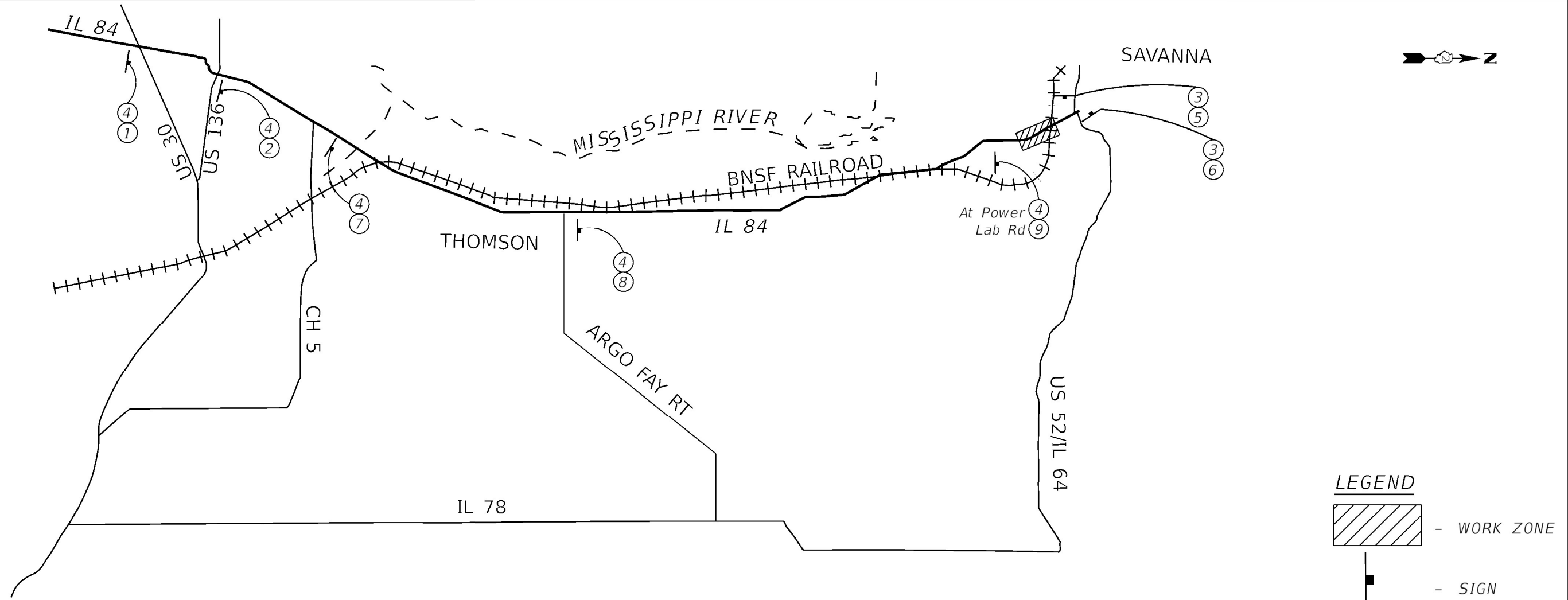
② - W12-1103-4848  
 MAX WIDTH  
 10'-6"  
 16 MILES  
 AHEAD



⑤ - W1-6R(0) 21x15



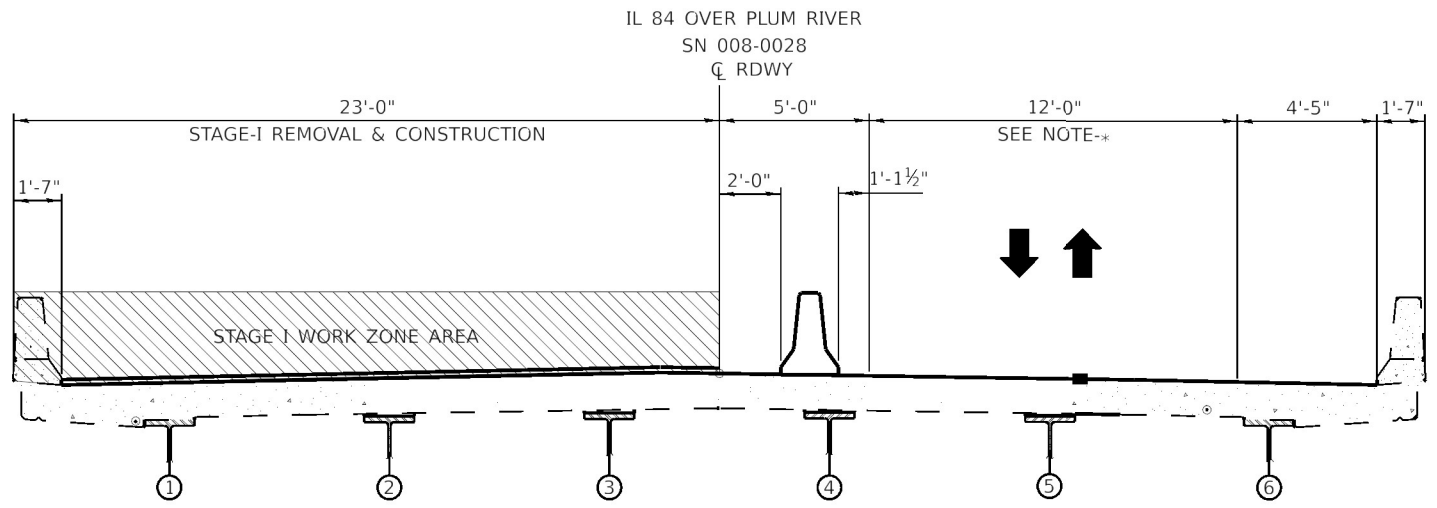
⑥ - W1-6R(0) 21x15



FILE NAME = \$FILEL\$

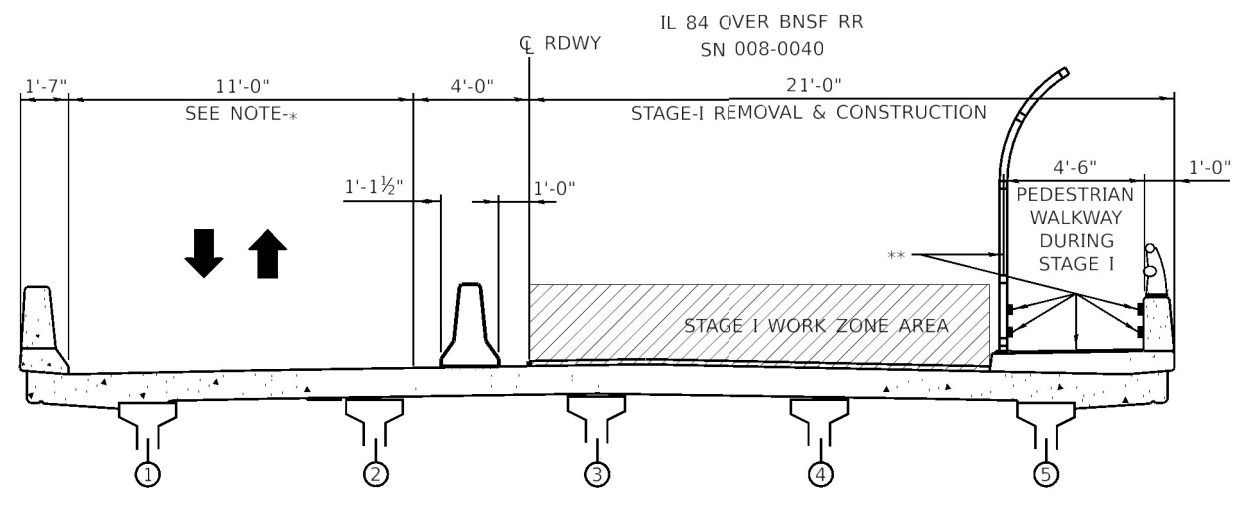
USER NAME = \$USER\$	DESIGNED - NB	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AD	REVISED -
PLOT DATE = \$DATE\$	CHECKED - OAO	REVISED -
	DATE - 01-28-2023	REVISED -

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	09
CONTRACT NO. 64R55				
ILLINOIS FED. AID PROJECT				



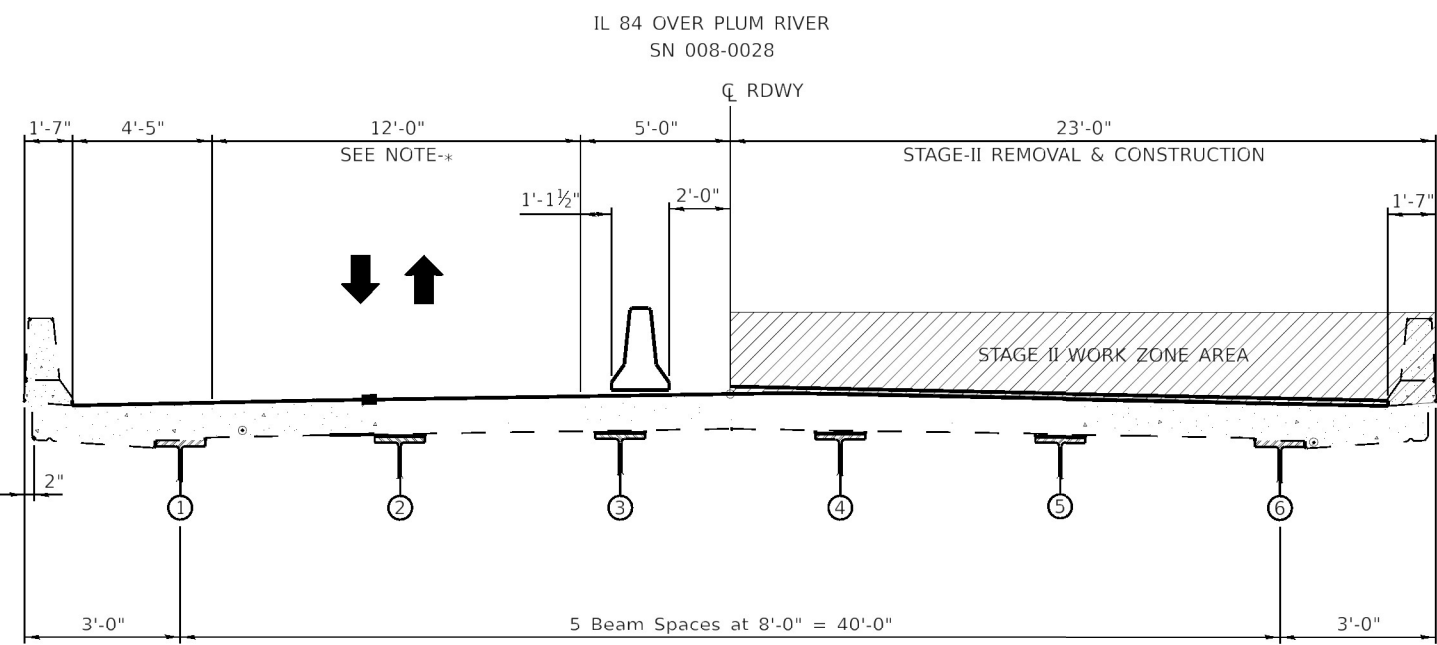
SN008-0028 TYPICAL SECTION (LOOKING SOUTH)  
STAGE I

\* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL  
SEE STD 701321 FOR MORE DETAILS



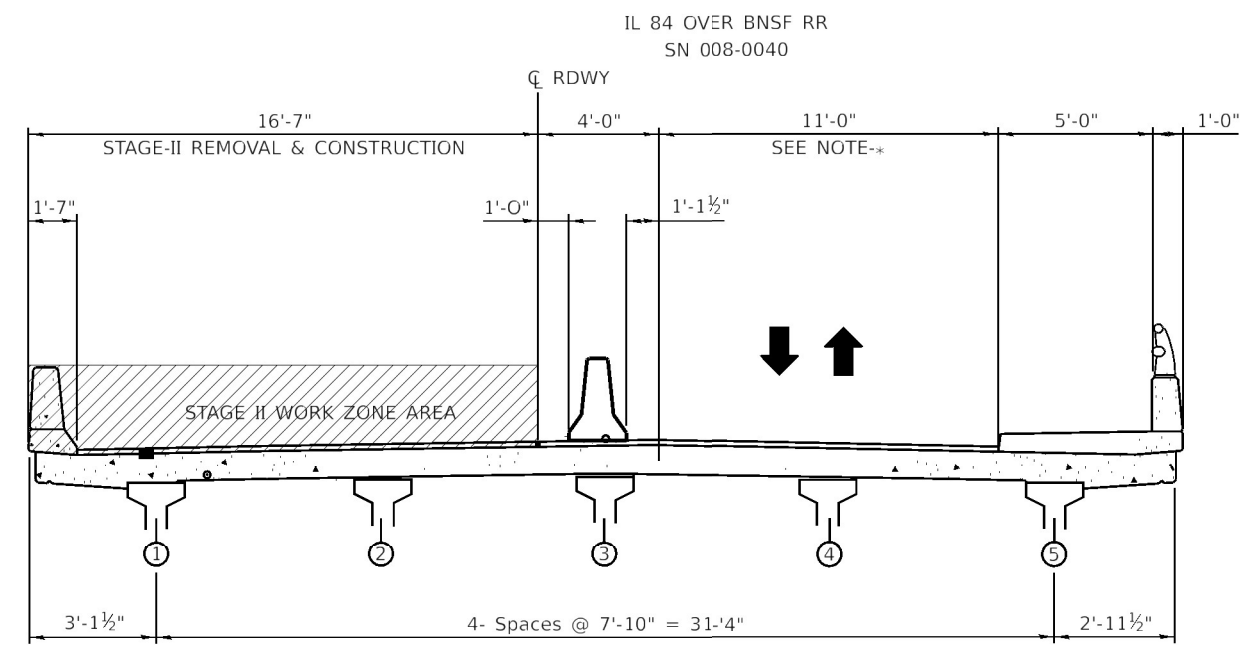
SN008-0040 TYPICAL SECTION (LOOKING NORTH)  
STAGE I

\* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL SEE STD 701321 FOR MORE DETAILS  
\*\* PROVIDE TEMP. PEDESTRIAN PROTECTION FENCE SIM. TO SHT. 11. SEE MOT PLANS.  
PROVIDE TEMP. 1/2" STEEL PLATE OVER THE REMOVED CONC. SIDEWALK AT THE EXP. JOINTS.  
PROVIDE TEMP. 2"X4" WOOD RAILINGS AT THE REMOVED CONC. PARAPET AND FENCE.  
COST INCIDENTAL TO PREFORMED JOINT STRIP SEAL.



S008-0028 TYPICAL SECTION (LOOKING SOUTH)  
STAGE II

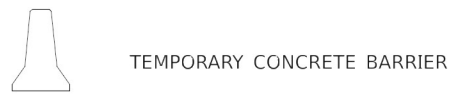
\* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL  
SEE STD 701321 FOR MORE DETAILS



SN 008-0040 TYPICAL SECTION (LOOKING NORTH)  
STAGE II

\* TRAFFIC CONTROLLED BY TEMPORARY BRIDGE SIGNAL  
SEE STD 701321 FOR MORE DETAILS

LEGEND



TEMPORARY CONCRETE BARRIER



WORK ZONE

FILE NAME = \$FILEL\$



USER NAME = \$USER\$	DESIGNED - NB	REVISED -
	DRAWN - AD	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - OAO	REVISED -
PLOT DATE = \$DATE\$	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

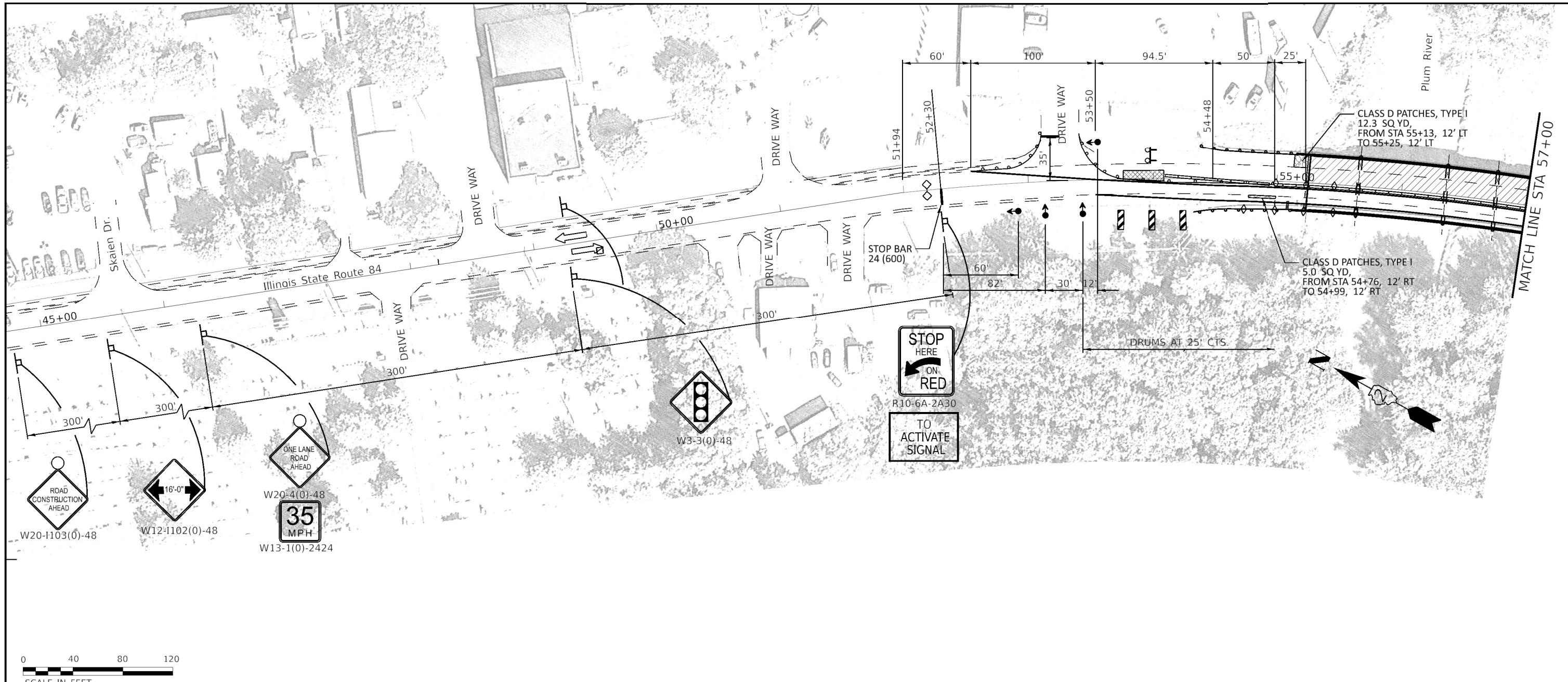
MAINTENANCE OF TRAFFIC PLAN  
TYPICAL SECTION 008-0028 & 008-0040

SHEET 9 OF 18 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	10
CONTRACT NO. 64R55				

ILLINOIS FED. AID PROJECT





### LEGEND

	WORK ZONE		DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR TEST LEVEL 3		TRAFFIC SIGNAL
	TEMPORARY CONCRETE BARRIER WALL		DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
	TEMPORARY PAVEMENT MARKING		TEMPORARY TRAFFIC SIGN
	FLASHER		CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
	TYPE III BARRICADE		CLASS D PATCHES
	DOUBLE VERTICAL PANEL (SEE DETAIL)		
	DETECTOR LOOPS		

FILE NAME = \$FILEL\$

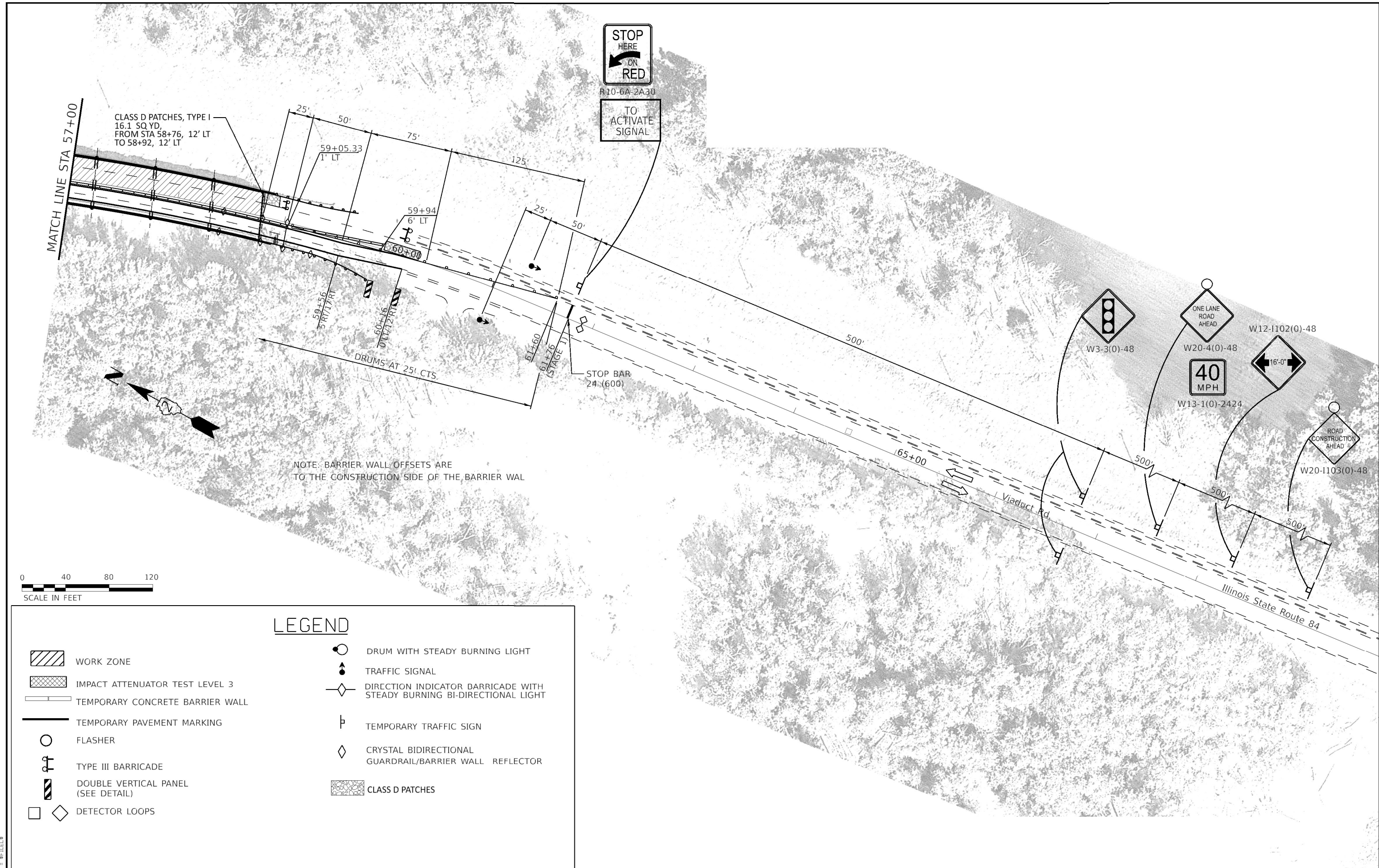


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	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE I  
SN 008-0028  
SHEET 10 OF 18 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	11
CONTRACT NO. 64R55				
ILLINOIS FED. AID PROJECT				



NOTE: BARRIER WALL OFFSETS ARE TO THE CONSTRUCTION SIDE OF THE BARRIER WALL



LEGEND	
	WORK ZONE
	IMPACT ATTENUATOR TEST LEVEL 3
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY PAVEMENT MARKING
	FLASHER
	TYPE III BARRICADE
	DOUBLE VERTICAL PANEL (SEE DETAIL)
	DETECTOR LOOPS
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL
	DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
	TEMPORARY TRAFFIC SIGN
	CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
	CLASS D PATCHES

FILE NAME = \$FILEL\$



USER NAME = \$USER\$	DESIGNED - NB	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - AD	REVISED -
PLOT DATE = \$DATE\$	CHECKED - OAO	REVISED -
	DATE - 01-28-2023	REVISED -

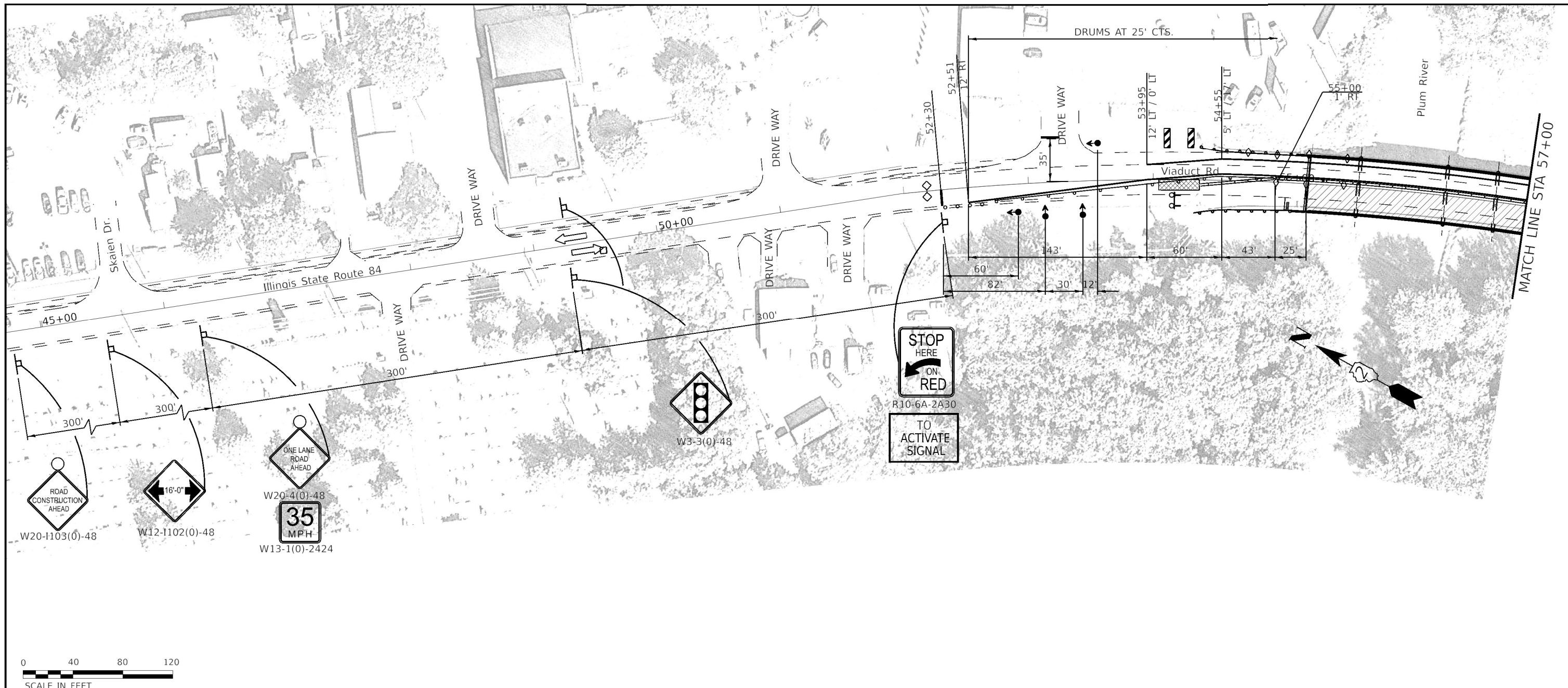
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE I  
SN 008-0028  
SHEET 11 OF 18 SHEETS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	12
CONTRACT NO. 64R55				

ILLINOIS FED. AID PROJECT





**LEGEND**

- WORK ZONE
- IMPACT ATTENUATOR TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER WALL
- TEMPORARY PAVEMENT MARKING
- FLASHER
- TYPE III BARRICADE
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- DETECTOR LOOPS
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY TRAFFIC SIGN
- CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
- CLASS D PATCHES

FILE NAME = \$FILEL\$



USER NAME = \$USER\$	DESIGNED - NB	REVISED -
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	DATE - 01-28-2023	REVISED -

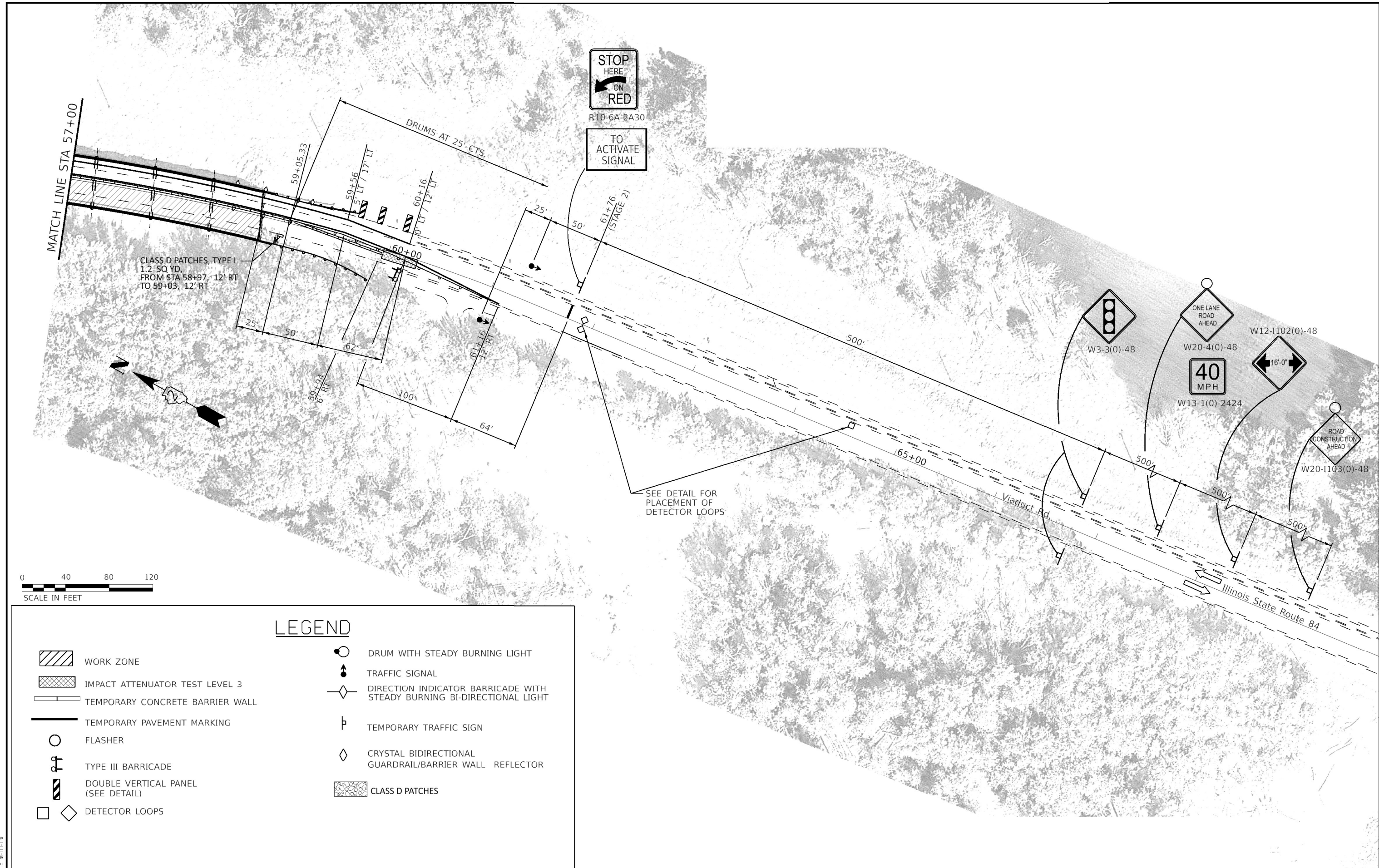
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE II  
SN 008-0028

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	13
			CONTRACT NO. 64R55	

SHEET 12 OF 18 SHEETS

ILLINOIS FED. AID PROJECT



CLASS D PATCHES, TYPE I  
1.2 SQ YD.  
FROM STA 58+97, 12' RT  
TO 59+03, 12' RT

STOP  
HERE  
ON  
RED

R10-6A-2A30

TO  
ACTIVATE  
SIGNAL

SEE DETAIL FOR  
PLACEMENT OF  
DETECTOR LOOPS

0 40 80 120  
SCALE IN FEET

**LEGEND**

- WORK ZONE
- IMPACT ATTENUATOR TEST LEVEL 3
- TEMPORARY CONCRETE BARRIER WALL
- TEMPORARY PAVEMENT MARKING
- FLASHER
- TYPE III BARRICADE
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- DETECTOR LOOPS
- DRUM WITH STEADY BURNING LIGHT
- TRAFFIC SIGNAL
- DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY TRAFFIC SIGN
- CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
- CLASS D PATCHES

FILE NAME = \$FILEL\$



USER NAME = #USER#	DESIGNED - NB	REVISED -
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	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

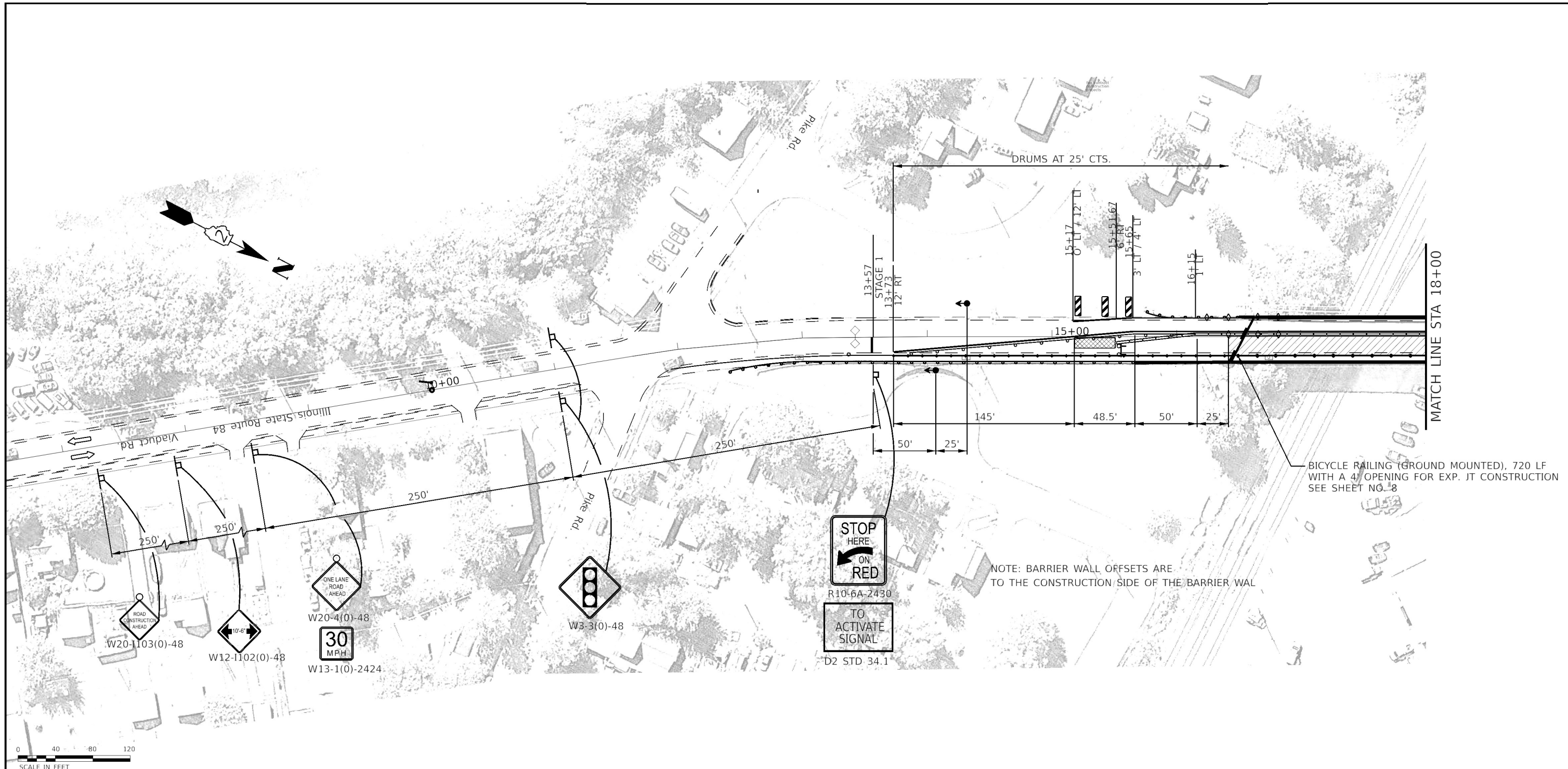
MAINTENANCE OF TRAFFIC PLAN - STAGE II  
SN 008-0028

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	14
CONTRACT NO. 64R55				

SHEET 13 OF 18 SHEETS

ILLINOIS FED. AID PROJECT





0 40 80 120  
SCALE IN FEET

LEGEND	
	WORK ZONE
	IMPACT ATTENUATOR TEST LEVEL 3
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY PAVEMENT MARKING
	FLASHER
	TYPE III BARRICADE
	DOUBLE VERTICAL PANEL (SEE DETAIL)
	DETECTOR LOOPS
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL
	DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
	TEMPORARY TRAFFIC SIGN
	CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR

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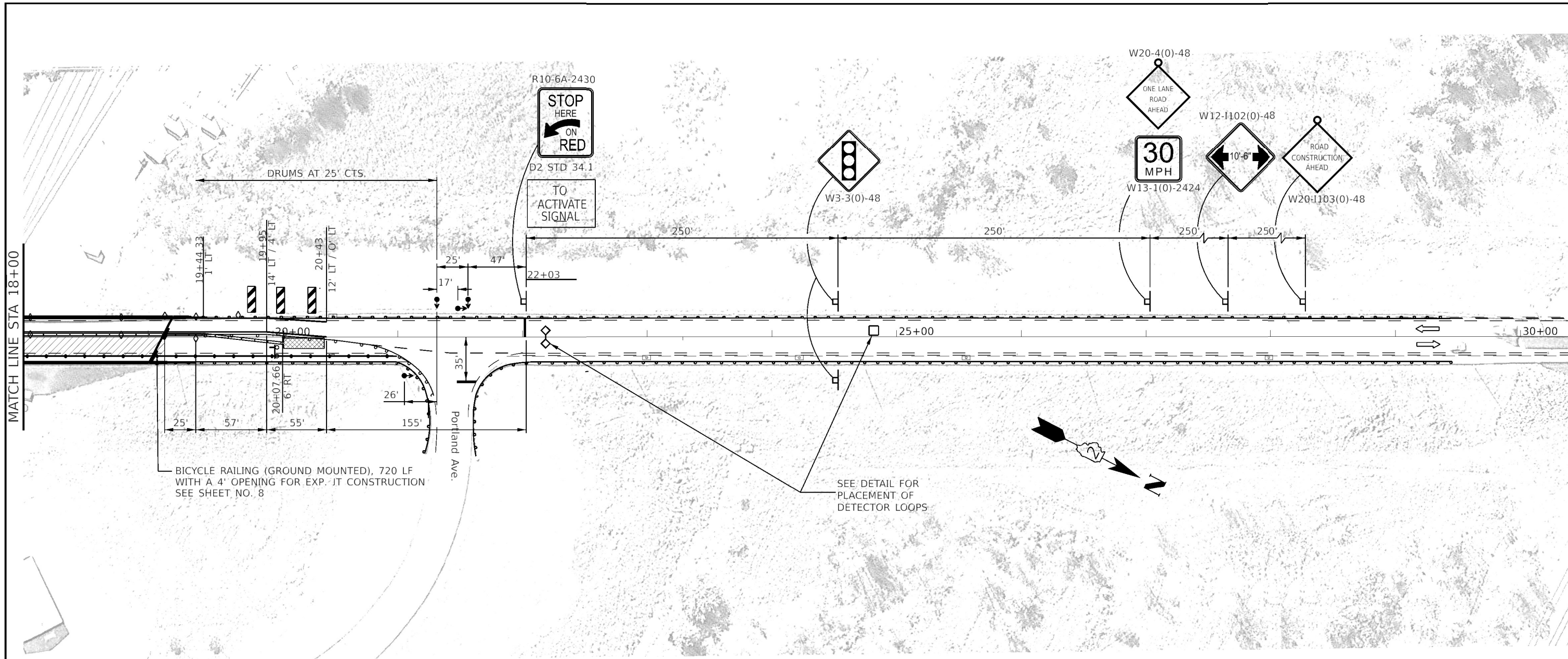
**ENGINEERING CORP.**  
www.sdiengr.com

USER NAME = \$USER\$	DESIGNED - NB	REVISED -
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	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE I  
SN 008-0040  
SHEET 14 OF 18 SHEETS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	15
CONTRACT NO. 64R55				
ILLINOIS FED. AID PROJECT				



**LEGEND**

	WORK ZONE		DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR TEST LEVEL 3		TRAFFIC SIGNAL
	TEMPORARY CONCRETE BARRIER WALL		DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
	TEMPORARY PAVEMENT MARKING		TEMPORARY TRAFFIC SIGN
	FLASHER		CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
	TYPE III BARRICADE		
	DOUBLE VERTICAL PANEL (SEE DETAIL)		
	DETECTOR LOOPS		

FILE NAME = #FILEL\$

**S D I ENGINEERING CORP.**  
www.sdiengr.com

USER NAME = #USER#	DESIGNED - NB	REVISED -
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PLOT DATE = #DATE#	CHECKED - OAO	REVISED -
	DATE - 01-28-2023	REVISED -

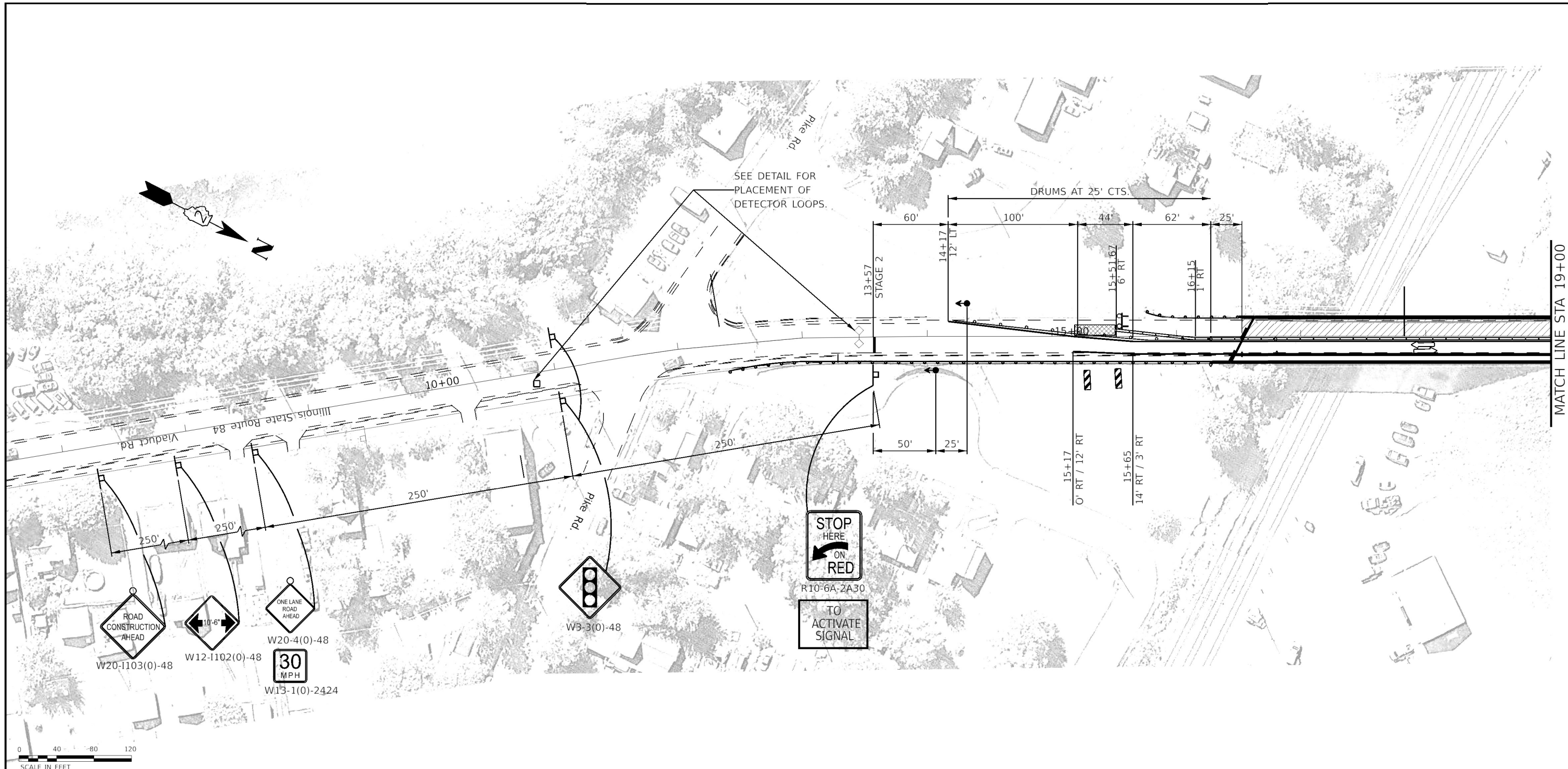
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE I  
SN 008-0040

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	16
CONTRACT NO. 64R55				

SHEET 15 OF 18 SHEETS

ILLINOIS FED. AID PROJECT



SCALE IN FEET

0 40 80 120

### LEGEND

	WORK ZONE		DRUM WITH STEADY BURNING LIGHT
	IMPACT ATTENUATOR TEST LEVEL 3		TRAFFIC SIGNAL
	TEMPORARY CONCRETE BARRIER WALL		DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
	TEMPORARY PAVEMENT MARKING		TEMPORARY TRAFFIC SIGN
	FLASHER		CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR
	TYPE III BARRICADE		
	DOUBLE VERTICAL PANEL (SEE DETAIL)		
	DETECTOR LOOPS		

FILE NAME = \$FILEL\$



USER NAME = #USER#	DESIGNED - NB	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

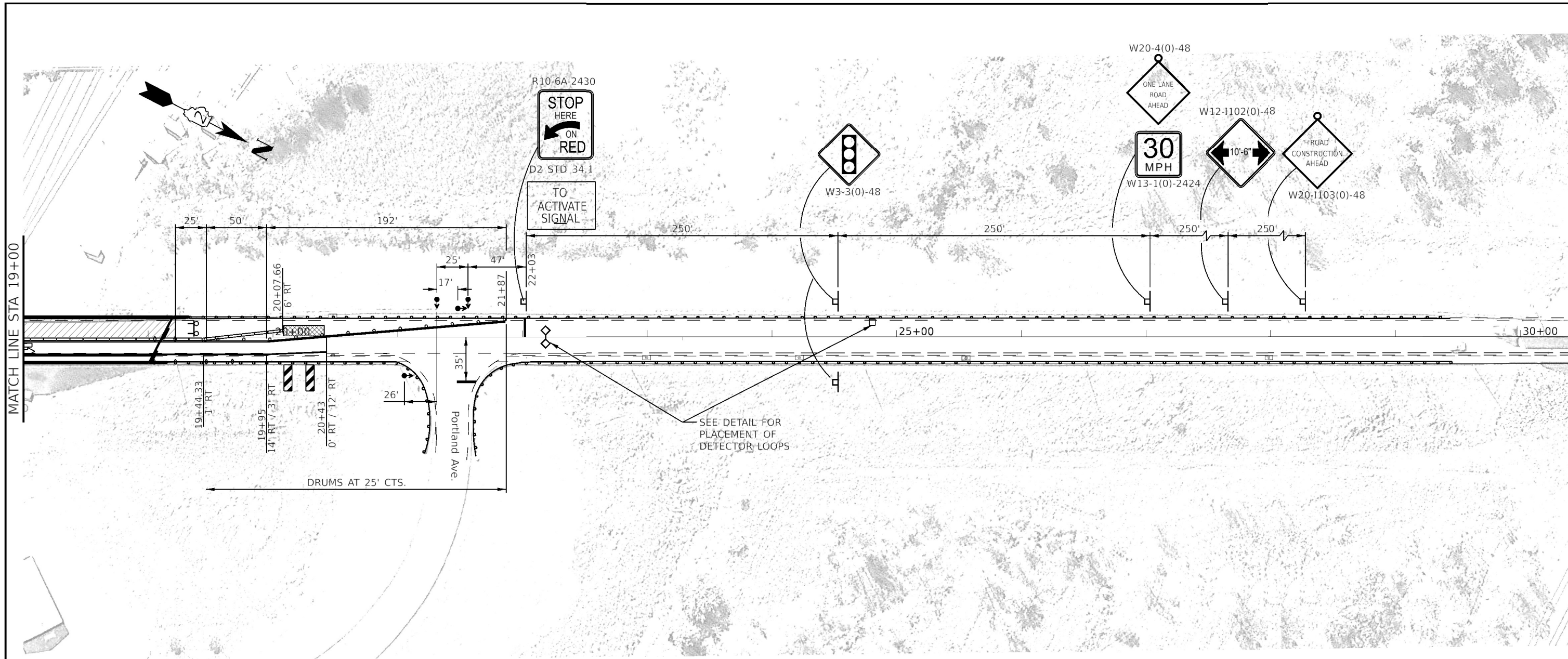
MAINTENANCE OF TRAFFIC PLAN - STAGE II  
SN 008-0040

SHEET 16 OF 18 SHEETS

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	17
CONTRACT NO. 64R55				

ILLINOIS FED. AID PROJECT





MATCH LINE STA 19+00

SEE DETAIL FOR  
PLACEMENT OF  
DETECTOR LOOPS



LEGEND	
	WORK ZONE
	IMPACT ATTENUATOR TEST LEVEL 3
	TEMPORARY CONCRETE BARRIER WALL
	TEMPORARY PAVEMENT MARKING
	FLASHER
	TYPE III BARRICADE
	DOUBLE VERTICAL PANEL (SEE DETAIL)
	DETECTOR LOOPS
	DRUM WITH STEADY BURNING LIGHT
	TRAFFIC SIGNAL
	DIRECTION INDICATOR BARRICADE WITH STEADY BURNING BI-DIRECTIONAL LIGHT
	TEMPORARY TRAFFIC SIGN
	CRYSTAL BIDIRECTIONAL GUARDRAIL/BARRIER WALL REFLECTOR

FILE NAME = \$FILEL\$

**S D I** ENGINEERING CORP.  
www.sdiengr.com

USER NAME = \$USER\$	DESIGNED - NB	REVISED -
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PLOT DATE = \$DATE\$	CHECKED - OAO	REVISED -
	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE II  
SN 008-0040

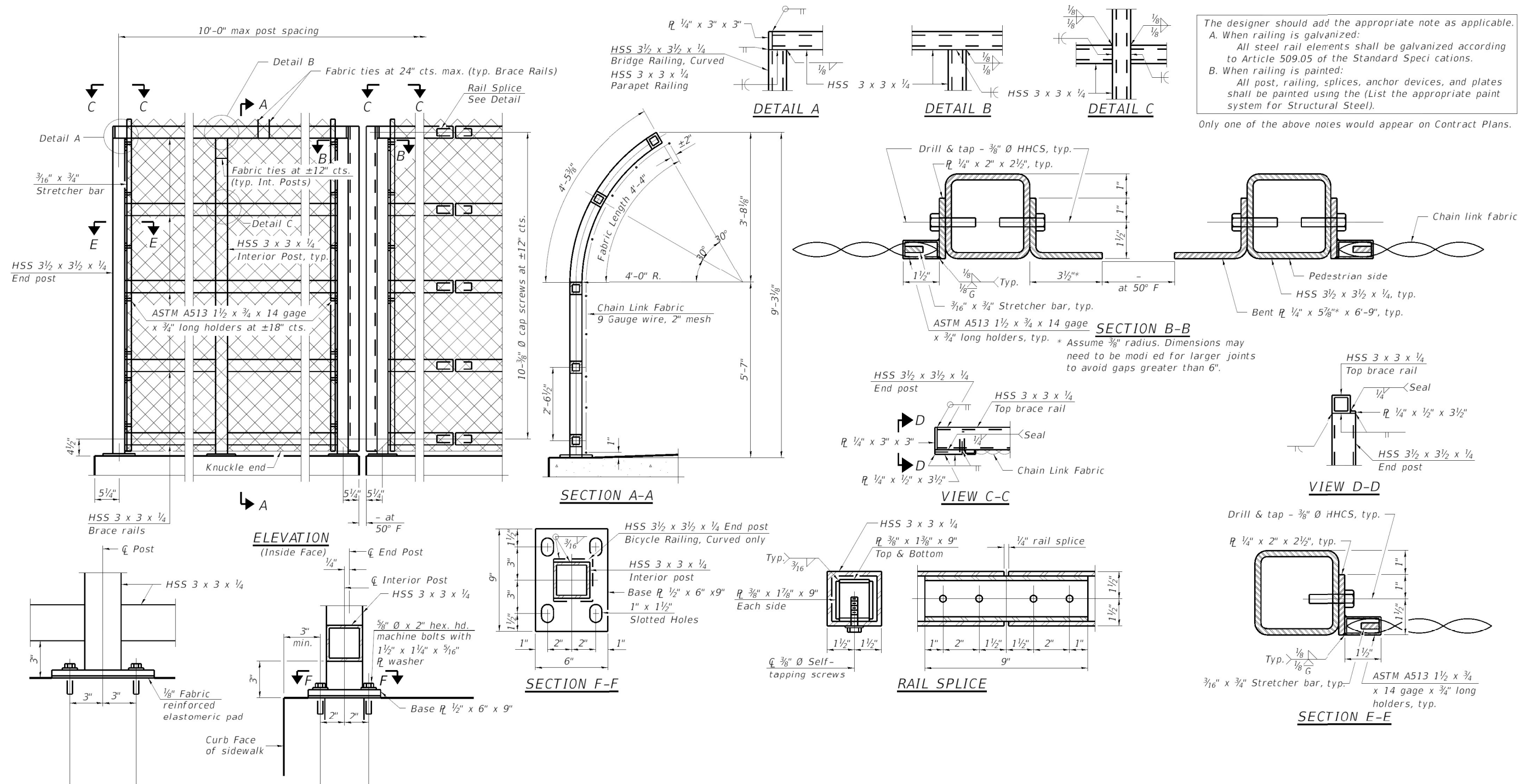
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	18
CONTRACT NO. 64R55				

SHEET 17 OF 18 SHEETS

ILLINOIS FED. AID PROJECT

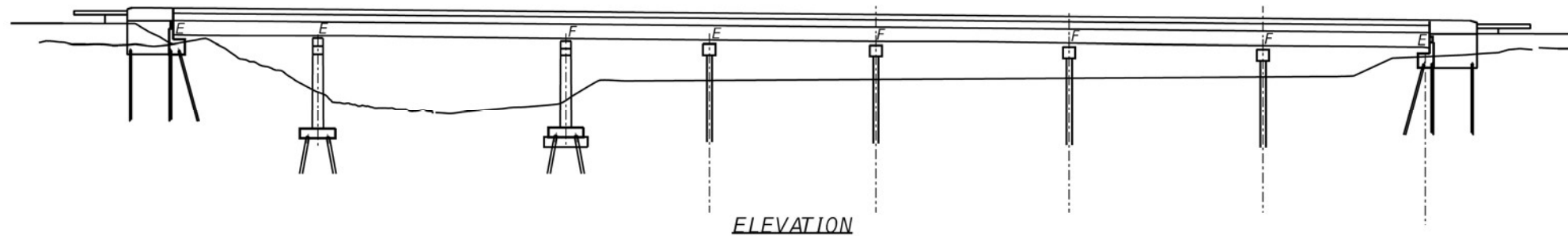


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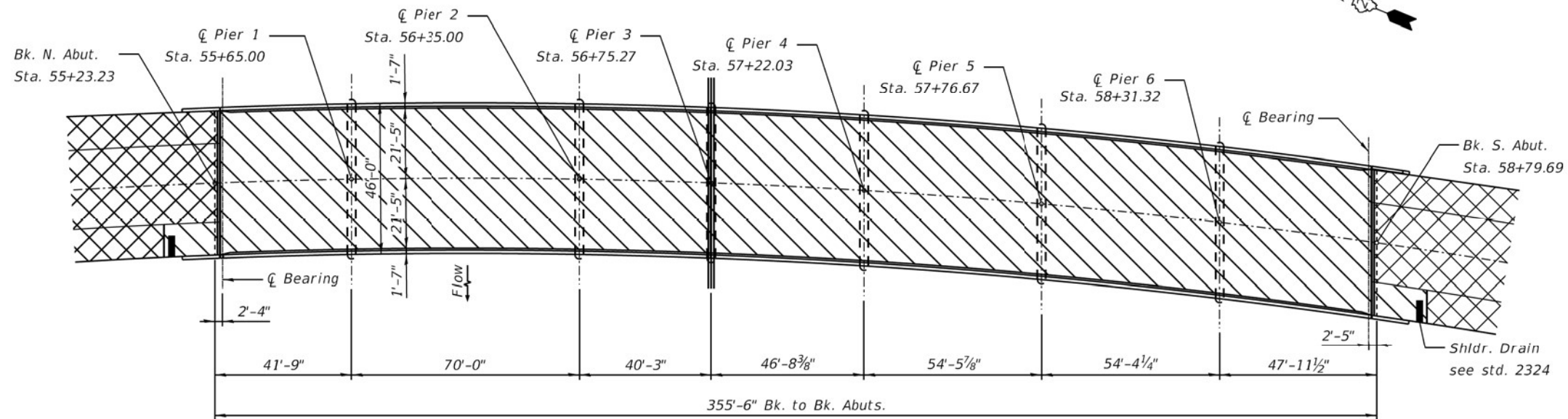


The designer should add the appropriate note as applicable.  
 A. When railing is galvanized:  
 All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.  
 B. When railing is painted:  
 All post, railing, splices, anchor devices, and plates shall be painted using the (List the appropriate paint system for Structural Steel).  
 Only one of the above notes would appear on Contract Plans.

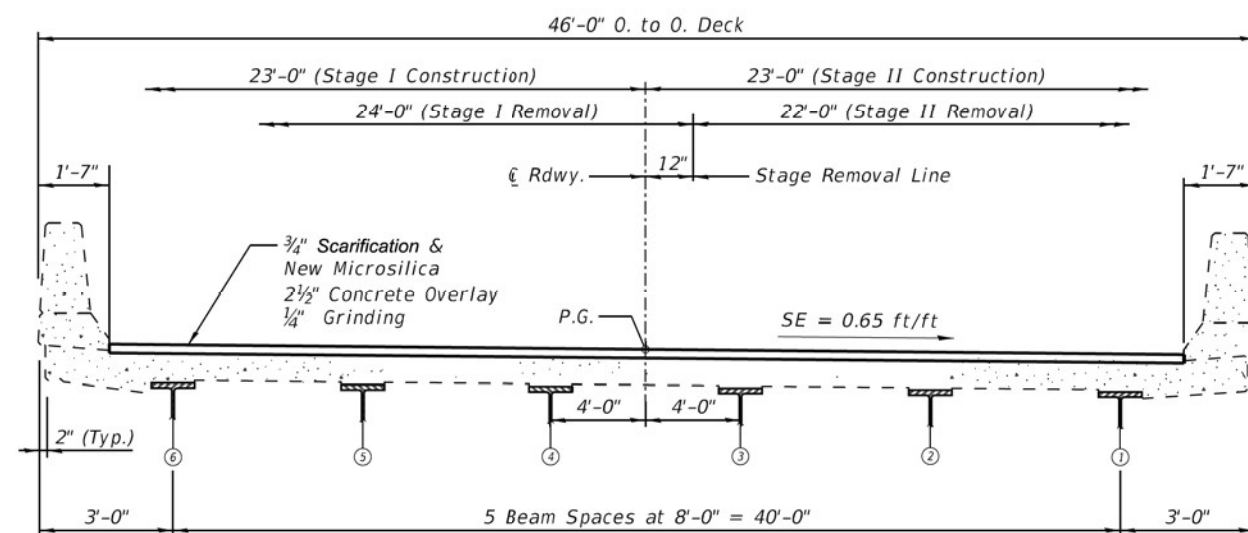
Existing Structure: Seven span steel beam bridge with an 8" conc. deck on a curved IL 84 centerline alignment, radius of 1975.72' sweeping right upstation, Spans 1 to 3 has W36 Wide Flange beams and spans 4 to 7 has W33 Wide Flange beams. Out to out bridge deck width is 46'-0". Exist. SN 008-0028.



ELEVATION



PLAN



CROSS SECTION  
(Looking South)

KEY

- Bridge Deck Scarification 3/4"
- Bridge Deck Microsilica Concrete Overlay 2 1/2"
- Approach Lane and Shoulder Surface removal, and overlay.  
See Roadway Plans.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	20	-	20
Concrete Superstructures	Cu Yd	22	-	22
Reinforcement Bars, Epoxy Coated	Cu Yd	2630	-	2630
Bar Splicers	Each	44	-	44
Preformed Joint Strip Seal	Foot	135	-	136
Bridge Deck Scarification 3/4"	Sq Yd	1624	-	1624
Bridge Deck Grooving (Longitudinal)	Sq Yd	951	-	951
Diamond Grinding (Bridge Section)	Sq Yd	1525	-	1525
Bridge Deck Microsilica Concrete Overlay 2 1/2"	Sq Yd	1624	-	1624
** Protective Coat	Sq Yd	1687	-	1687

\*\* On new concrete and concrete overlay only

GENERAL NOTES

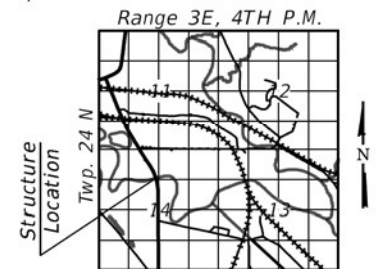
1. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations 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.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. All structural steel shall conform to AASHTO Classification M-270 Gr 36, unless otherwise noted.
4. All exposed concrete edges shall have a 3/4" x 45° chamfer, except where shown.
5. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
6. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
7. Contractor shall use extreme care during concrete removal so as not to damage the Steel Beams & Diaphragms.

SCOPE OF WORK:

1. Remove and replace transverse expansion joints at the abutments and Pier 3 with preformed joint strip seals.
2. Apply protective coat on the reconstructed transverse joint areas.
3. Scarify 3/4" from the bridge deck slab.
4. Perform full depth deck and approach slab repairs.
5. Remove and replace transverse expansion joints at the abutments and Pier 3 with Preformed Joint Strip Seals.
6. Place 2 1/2" Microsilica Concrete Overlay on Deck and the indicated lengths of Approach Shoulders.
7. Perform bridge deck and approach slab diamond grinding.
8. Apply protective coat on the reconstructed transverse joint areas.



Signed *Olufemi A. Oladeinde* 03/03/2023  
 OLUFEMI A. OLADEINDE, P.E., S.E. Date  
 Expires: 11.30.2024



LOCATION SKETCH

FILE NAME = 9FILEL5



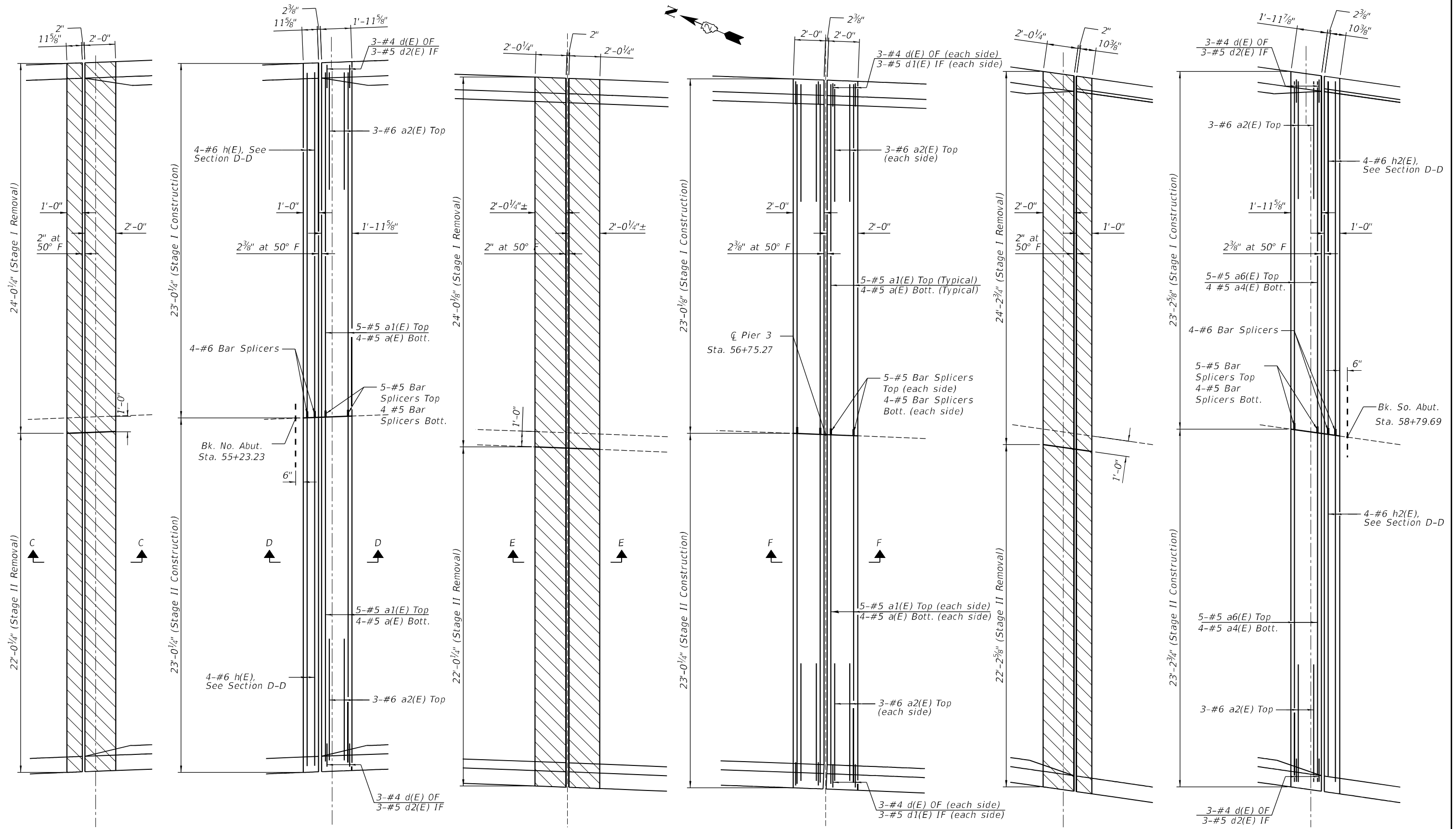
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PLOT DATE = #DATE#	CHECKED - OAO	REVISED -
	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
SN008-0028

SHEET S01 OF S05 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	20
CONTRACT NO. 64R55			ILLINOIS FED. AID PROJECT	



CONCRETE REMOVAL PLAN  
North Abutment

CONCRETE REPLACEMENT PLAN  
North Abutment

CONCRETE REMOVAL PLAN  
Pier No.3

CONCRETE REPLACEMENT PLAN  
Pier No.3

CONCRETE REMOVAL PLAN  
South Abutment

CONCRETE REPLACEMENT PLAN  
South Abutment

Note: Hatched areas indicate Concrete Removal.

FILE NAME = #FILES#



USER NAME = #USER#	DESIGNED - NB	REVISED -
	DRAWN - AD	REVISED -
PLOT SCALE = #SCALE#	CHECKED - OAO	REVISED -
PLOT DATE = #DATE#	DATE - 01-28-2023	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

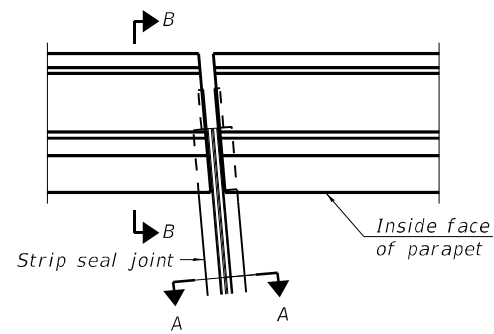
JOINT REMOVAL AND REPLACEMENT DETAILS  
SN008-0028

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	21
CONTRACT NO. 64R55				

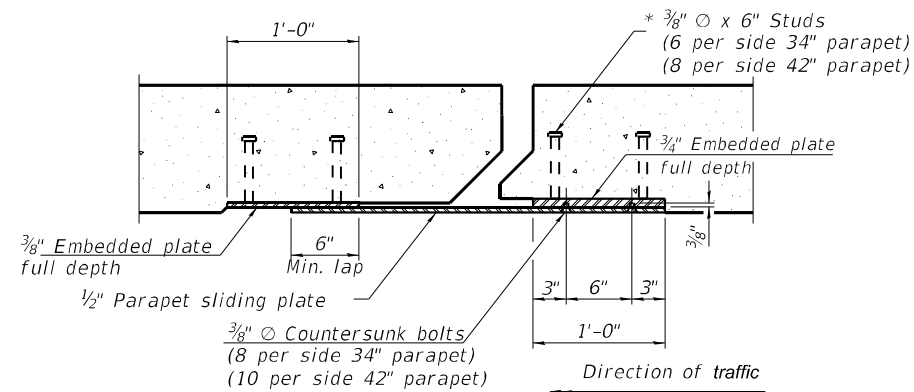
SHEET S02 OF S05 SHEETS

ILLINOIS FED. AID PROJECT





PARAPET PLAN AT ABUT.  
SN 008-0028



SECTION C-C

NOTES:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The 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 4 1/2" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

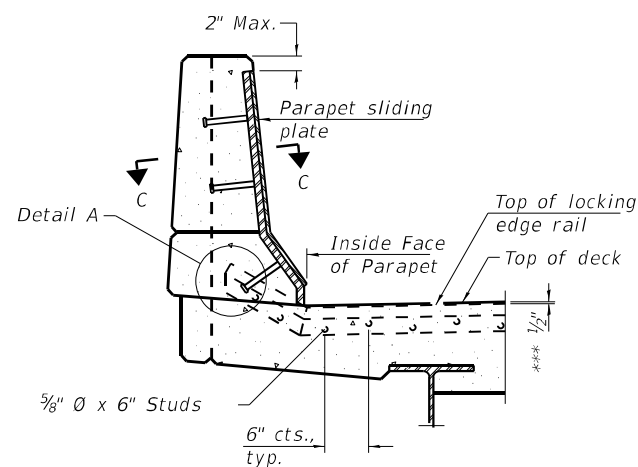
The manufacturer's recommended installation methods shall be followed.

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

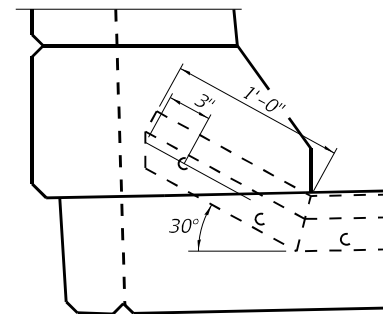
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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

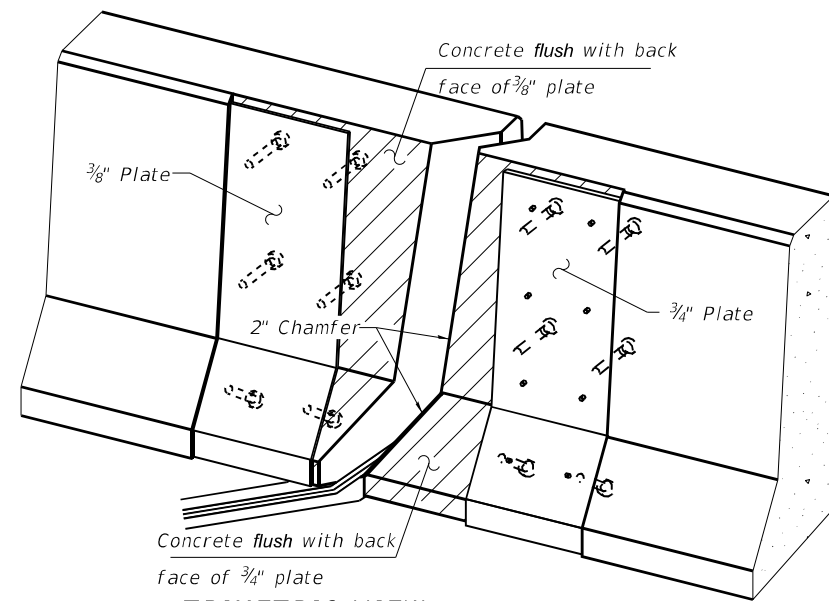
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to 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.



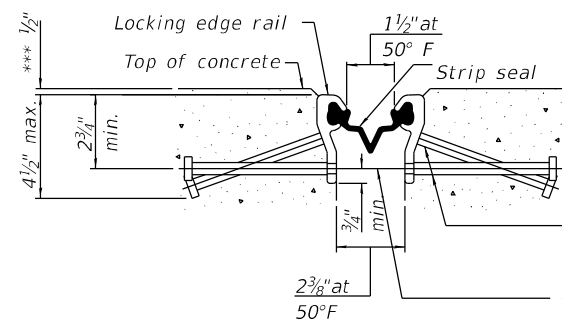
SECTION B-B AT PARAPET



DETAIL A

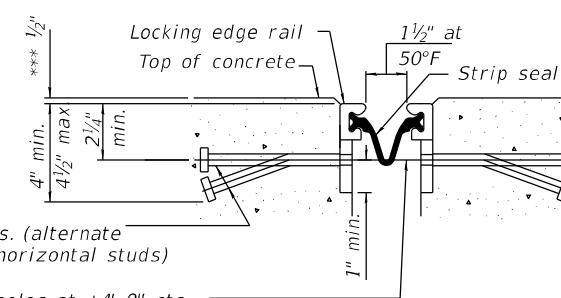


TRIMETRIC VIEW  
(Showing embedded plates only)



SHOWING ROLLED RAIL JOINT

\*\*\* Prior to 1/4" grinding

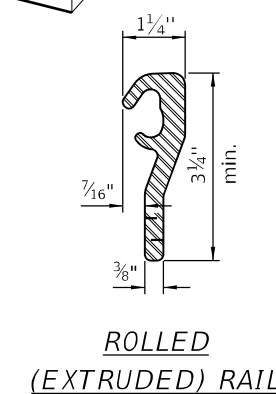


SHOWING WELDED RAIL JOINT

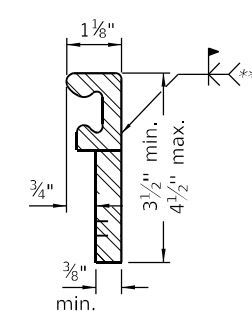
\* 5/8" O x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)  
3/8" O threaded rods in 7/16" O holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

SECTION A-A

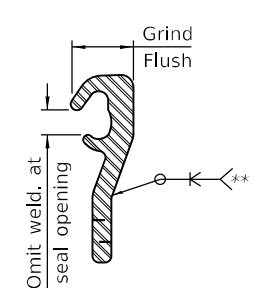
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



ROLLED (EXTRUDED) RAIL



WELDED RAIL



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  
STRUCTURE No. 008-0028

Item	Unit	Total
Preformed Joint Strip Seal	Foot	136

FILE NAME = #FILES#



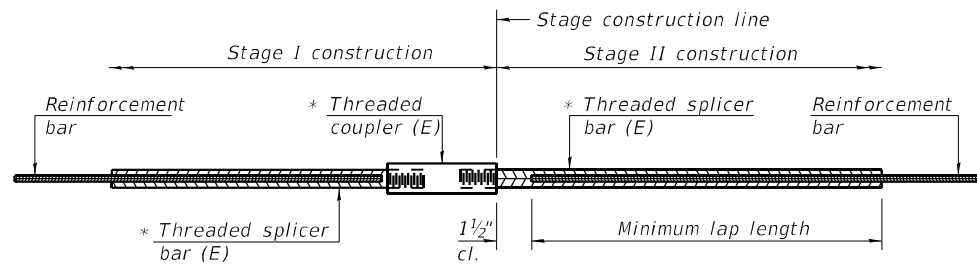
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL

SHEET S04 OF S05 SHEETS

RTE. 308	SECTION (106 BR)BDR & (105VB-2)BDR	COUNTY CARROLL	TOTAL SHEETS 33	SHEET NO. 23
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64R55	



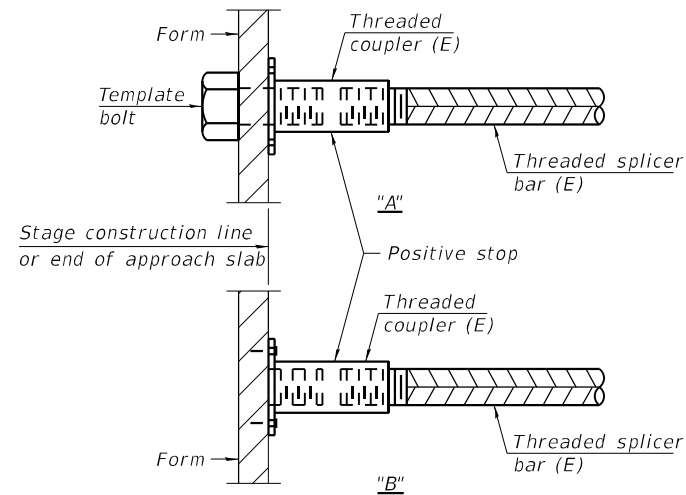
**STANDARD BAR SPLICER ASSEMBLY**

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

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

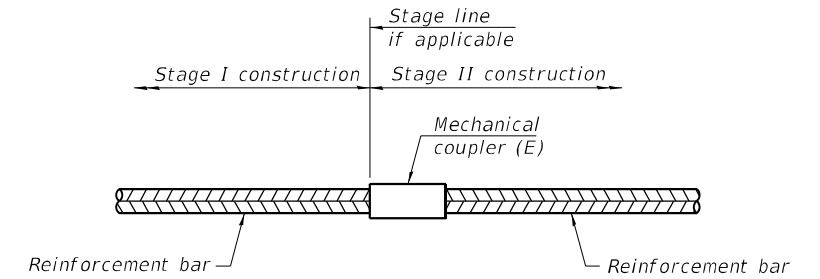
**STRUCTURE No. 008-0028**

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	36	3'-6"
Top of Abutment Backwalls	#6	8	4'-0"



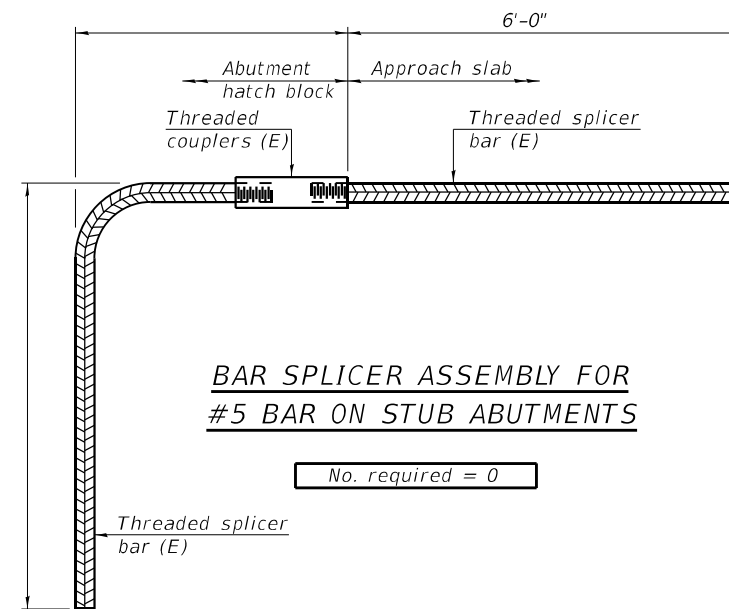
**INSTALLATION AND SETTING METHODS**

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



**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required
Bridge Deck		
Abutment		



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

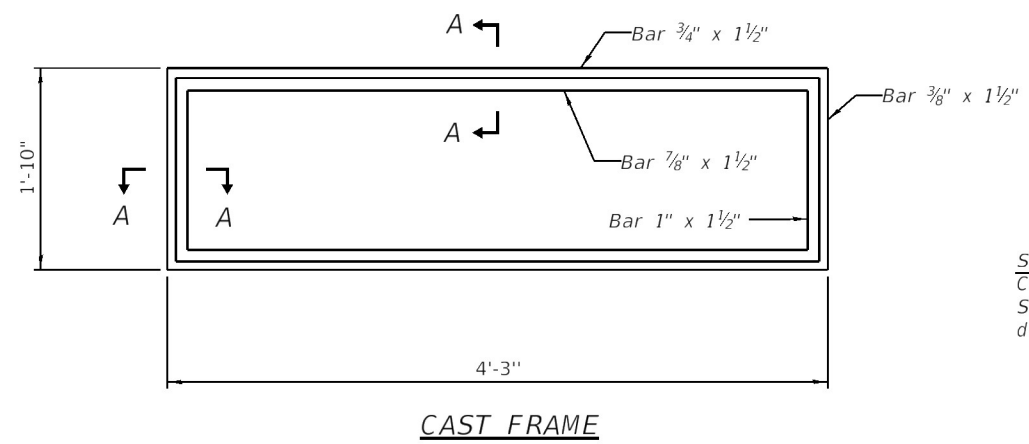
No. required = 0

**NOTES**

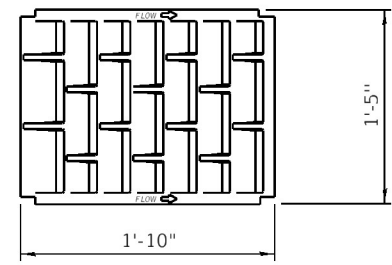
Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.  
 All reinforcement shall be lapped and tied to the splicer bars.  
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.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

FILE NAME = \$FILES\$

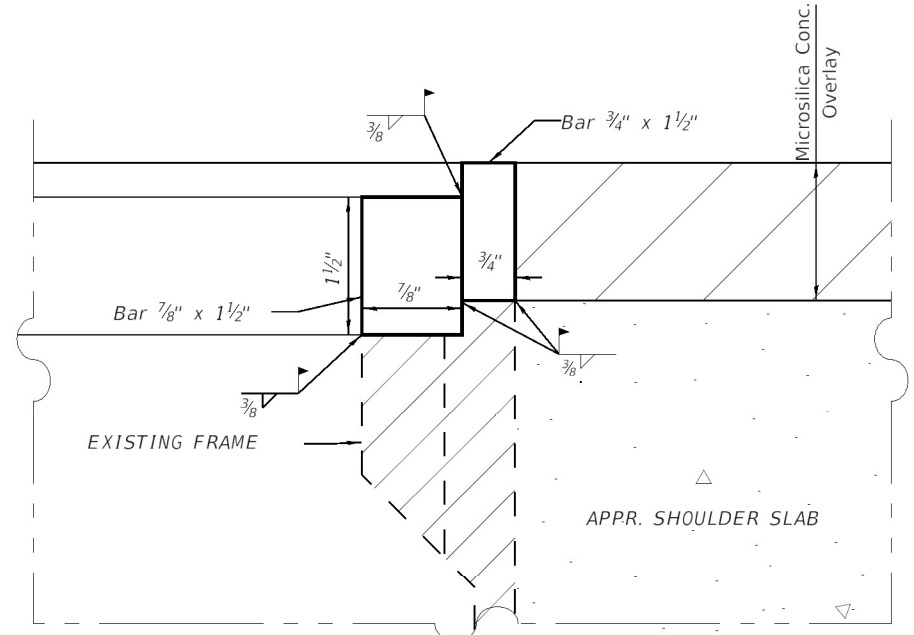




**CAST FRAME**



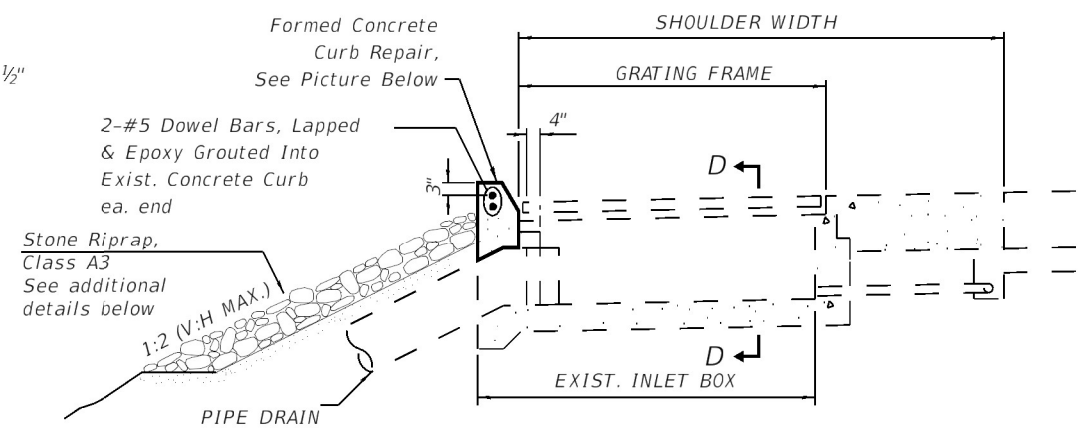
**EXISTING CAST GRATE (x3 per exist. Scupper)  
(TO BE RE-USED)**



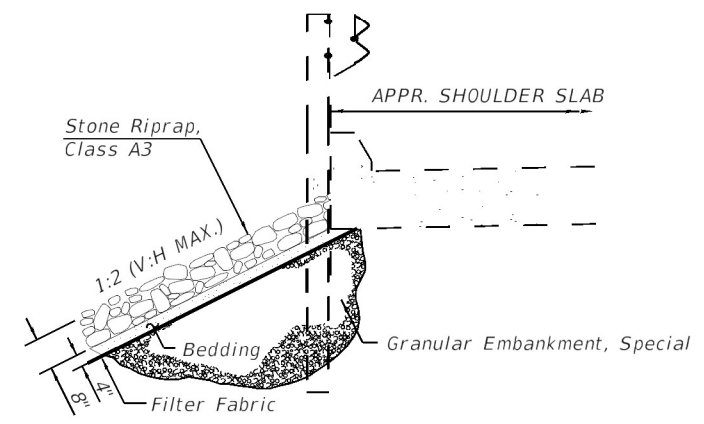
**SECTION A-A**

Work performed as Drainage Scuppers To Be Adjusted

**Curb Repair**  
Class SI Concrete (MISCELLANEOUS)  
See Details A & B  
2-#5 Dowel bars, lapped  
& epoxy grouted into  
Exist. concrete curb, EA. END.  
Payment included in class SI concrete  
See Details A & B



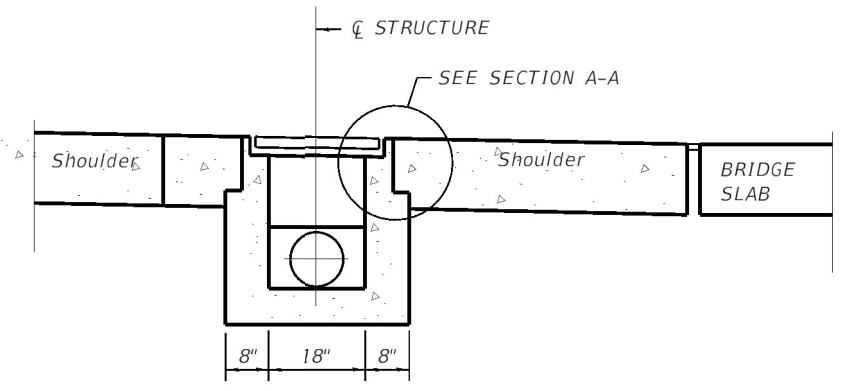
**DETAIL A**



**DETAIL B**



**DETAIL C**



**SEC. D-D**

**GENERAL NOTES:**

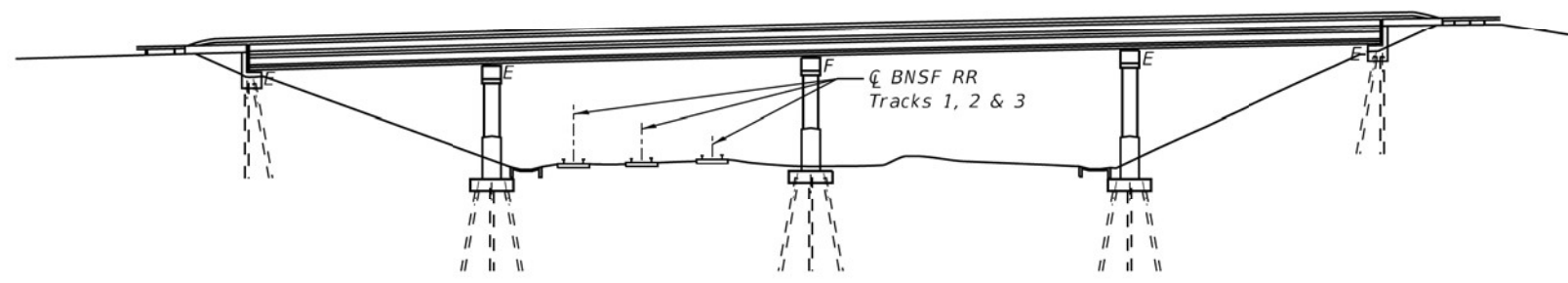
- ALL STRUCTURAL STEEL SHALL CONFORM TO AASHTO CLASSIFICATION M-270 GR. 36. THE ADJUSTING SCUPPER RING SHALL BE GALVANIZED.
- BOLTS, SHALL BE 1/2" Ø, AASHTO M164 TYPE I, MECHANICALLY GALVANIZED.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE 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.
- THE CONTRACTOR SHALL ENSURE THAT NO DAMAGE IS DONE TO EXISTING GRATES TO BE REUSED. SHOP PLANS FOR PROPOSED ADJUSTING SCUPPER RING SHALL BE SUBMITTED FOR APPROVAL PRIOR TO FABRICATION.
- COST OF ALL LABOR AND MATERIAL NECESSARY TO REMOVE EXISTING GRATES, CLEAN EXISTING SCUPPERS, INSTALL ADJUSTING SCUPPER RINGS AND REINSTALLING GRATES IS INCLUDED IN THE COST PER UNIT EACH FOR DRAINAGE SCUPPERS TO BE ADJUSTED.
- ALL CAST IRON PARTS SHALL BE GREY IRON CONFORMING TO THE REQUIREMENTS OF AASHTO M 105, CLASS 35B.
- BOLTS, ANCHOR STUDS, WASHERS AND NUTS SHALL CORFORM TO THE REQUIREMENTS OF ASTM A 307 AND SHALL BE GALVANIZED ACCORDING TO THE REQUIREMENTS OF AASHTO M 232.
- CAST IRON PARTS SHALL BE UNFINISHED.
- ADJUSTING RING SHALL BE FROM NEENAH AND APPROVED EQUAL. STRUCTURAL STEEL WELDMENTS OR EQUAL SECTIONS AND OF THE SAME CONFIGURATION MAY BE SUBMITTED FOR CAST IRON. FILLET OR FULL PENETRATION WELDS MAY BE USED FOR WELDMENTS. DETAILS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- PROVIDE A 1/8" FILLET WELD AROUND PERIMETE OF NEW ADJUSTING RING TO SECURE TO EXISTING SCUPPER. ELECTRODE SHALL BE COMPATIBLE WITH CAST IRON.

**BILL OF MATERIALS**

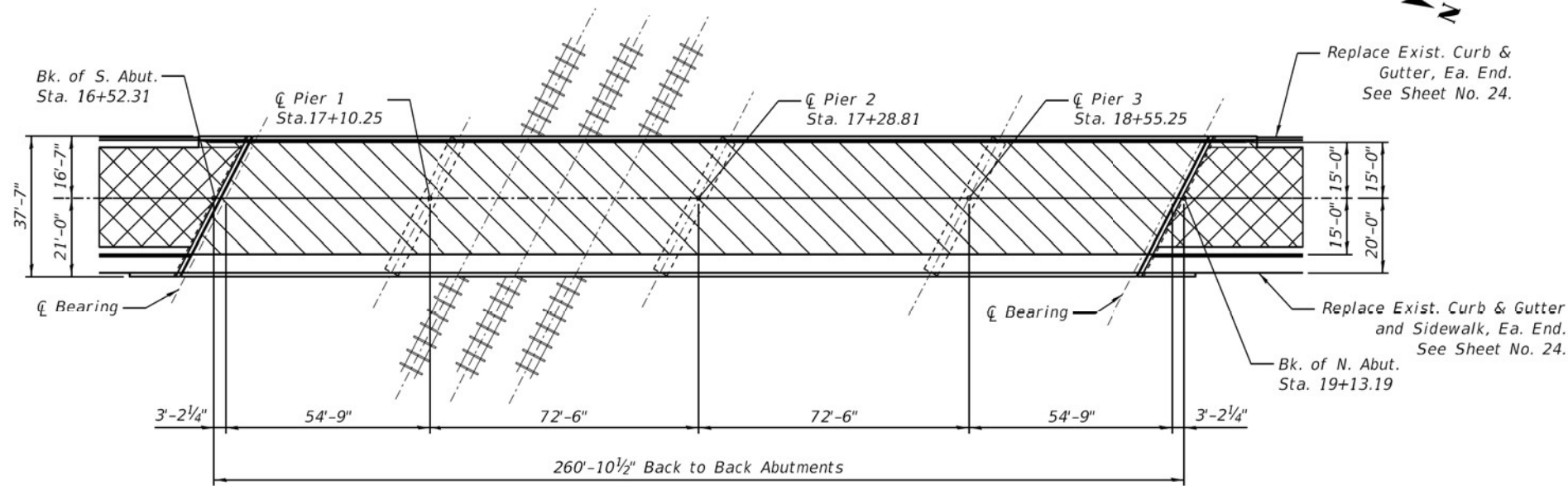
ITEM	UNIT	QUANTITY
DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	2
STONE RIPRAP, CLASS A3	SQ YD	20.0
FILTER FABRIC	SQ YD	20.0
GRANULAR EMBANKMENT, SPECIAL	CU YD	11.0
CLASS SI CONCRETE (MISCELLANEOUS)	CU YD	0.5

FILE NAME = #FILEL\$

Existing Structure: Four span skewed bridge with a 7½" concrete deck on an IL 84 centerline alignment, with 42" prestressed concrete I-Beams. Out to out bridge deck width is 37'-7". Exist. SN 008-0040.



ELEVATION

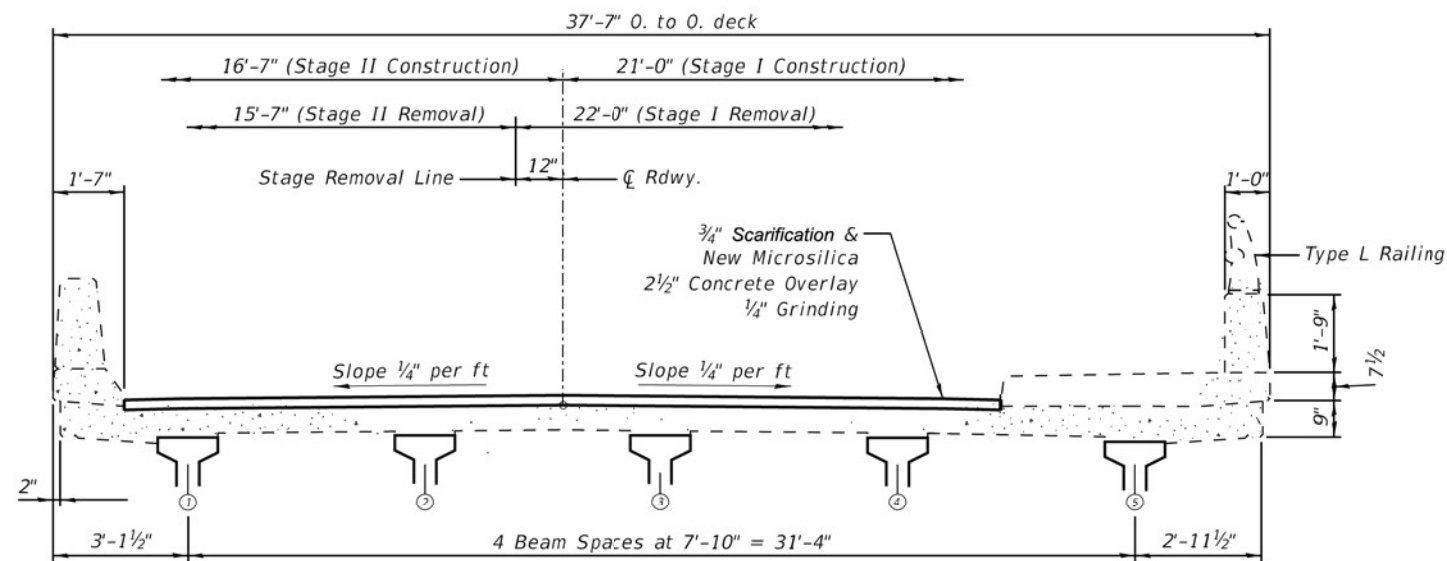


PLAN



KEY

- Bridge Deck Scarification 3/4"
- Bridge Deck Microsilica Concrete Overlay 2½"
- Approach Lane and Shoulder Surface removal, and overlay. See Roadway Plans.



CROSS SECTION  
(Looking North)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	4	-	4
Concrete Superstructures	Cu Yd	5	-	5
Reinforcement Bars, Epoxy Coated	Lb	780	-	780
Bar Splicers	Each	10	-	10
Preformed Joint Strip Seal	Foot	84	-	84
Bridge Deck Scarification 3/4"	Sq Yd	832	-	832
Bridge Deck Grooving (Longitudinal)	Sq Yd	747	-	747
Diamond Grinding (Bridge Section)	Sq Yd	747	-	747
Bridge Deck Microsilica Overlay 2 1/2"	Sq Yd	832	-	832
Protective Coat	Sq Yd	865	-	865
Protective Shield	Sq Yd	303	-	303

GENERAL NOTES

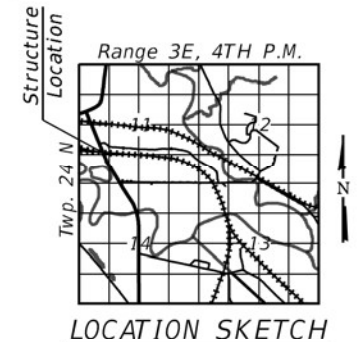
1. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations 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.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. All structural steel shall conform to AASHTO Classification M-270 Gr 36, unless otherwise noted.
4. All exposed concrete edges shall have a ¾" x 45° chamfer, except where shown.
5. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with "Concrete Removal".
6. Joint openings shall be adjusted according to Article 520.04 of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.
7. The contractor shall use extreme care during Concrete Removal so as not to damage the PPC I-Beam.

SCOPE OF WORK:

1. Remove and replace transverse expansion joints at the abutments with preformed joint strip seals.
2. Apply protective coat on the reconstructed transverse joint areas.
3. Scarify ¾" from the bridge deck slab.
4. Perform full depth deck and approach slab repairs.
5. Remove and replace transverse expansion joints at the abutments with Preformed Joint Strip Seals.
6. Place 2½" Microsilica Concrete Overlay on Deck and the indicated lengths of Approach Shoulders.
7. Perform bridge deck and approach slab diamond grinding.
8. Apply protective coat on the reconstructed transverse joint areas.



Signed: *Olufemi A. Oladeinde* 03/03/2023  
 OLUFEMI A. OLADEINDE, P.E., S.E. Date Expires: 11.30.2024



LOCATION SKETCH

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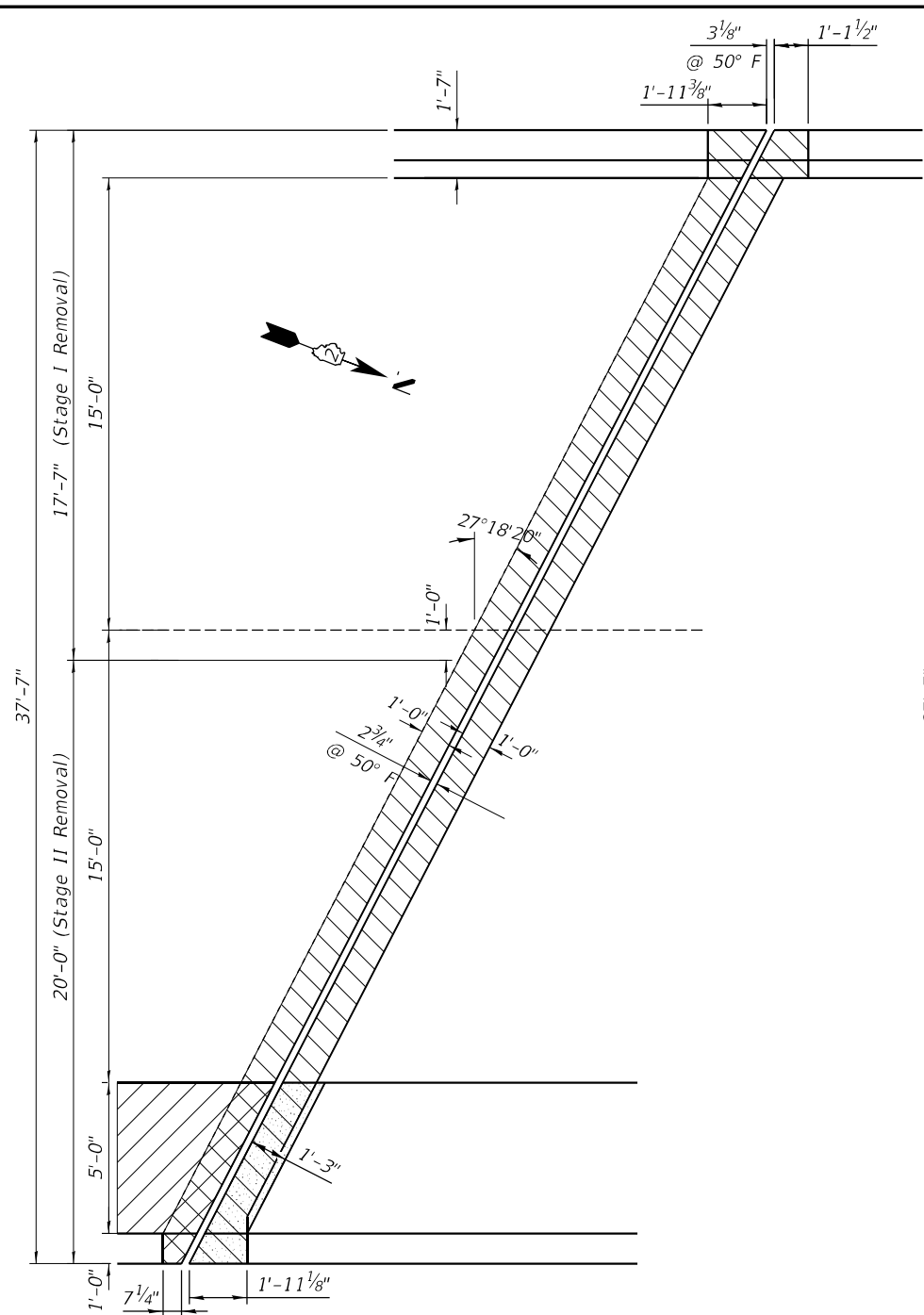
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
SN008-0040

SHEET S01 OF 506 SHEETS

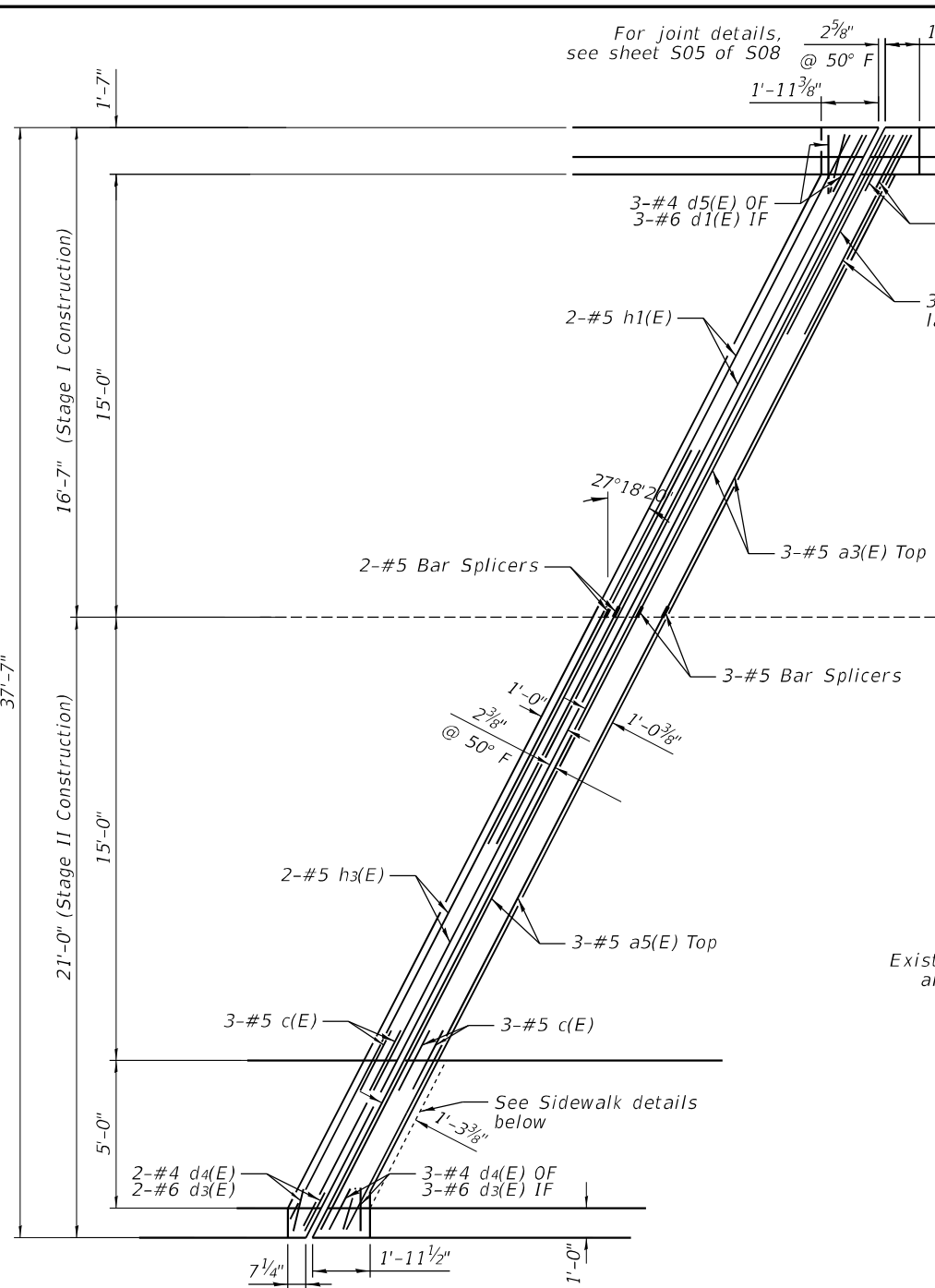
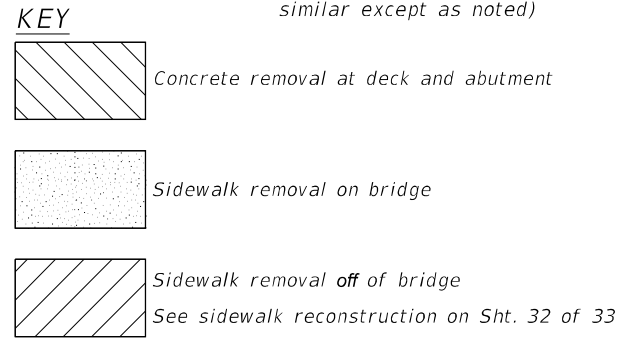
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			CONTRACT NO. 64R55	
ILLINOIS FED. AID PROJECT				





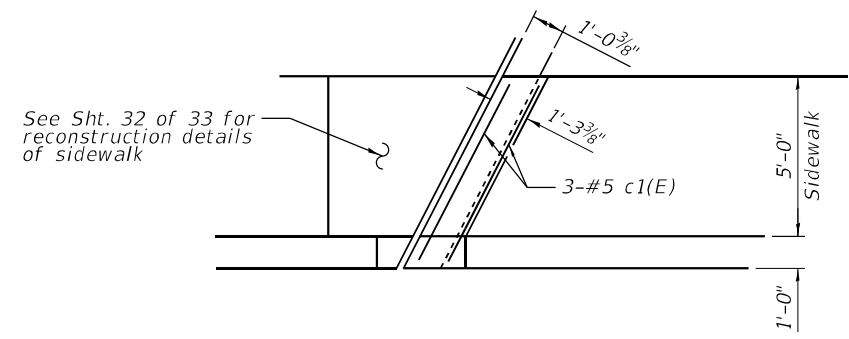
**CONC. REMOVAL PLAN**

(South Abutment shown, North Abutment similar except as noted)



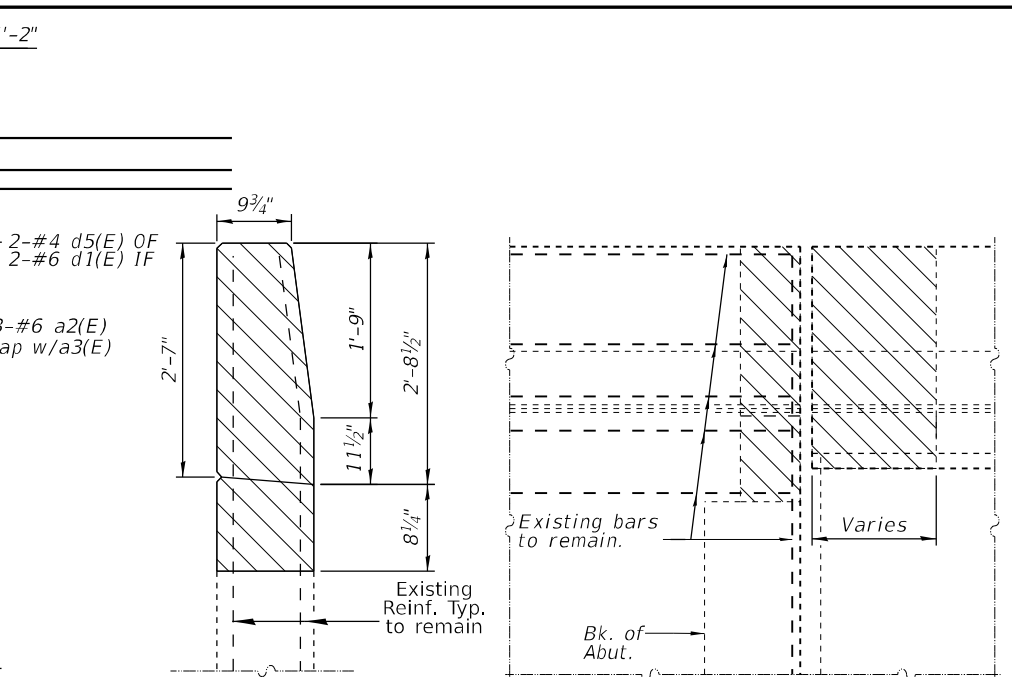
**CONC. REPLACEMENT AND REBAR PLAN**

(At deck level)



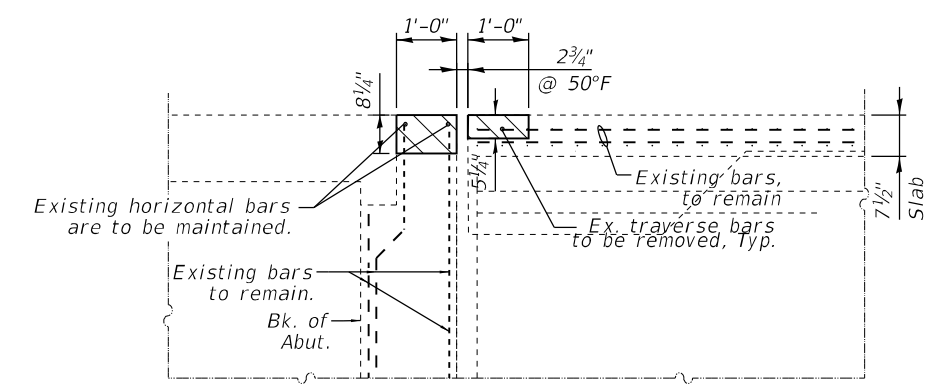
**SIDEWALK CONC. REPLACEMENT AND REBAR PLAN**

(At sidewalk level)



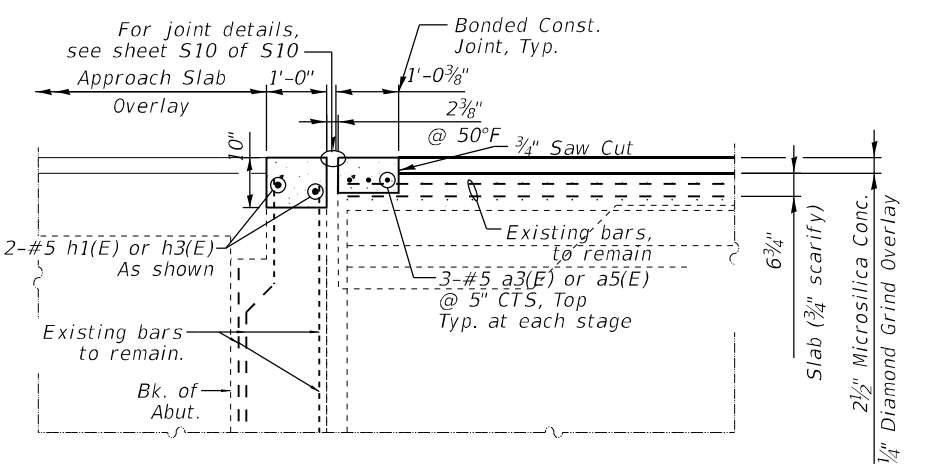
**SECTION THROUGH PARAPET (APPROACH)**

**ELEVATION VIEW OF PARAPET**



**SECTION D-D (between Beams)**

DIMS. at Rt. L



**SECTION E-E (between Beams)**

DIMS. at Rt. L

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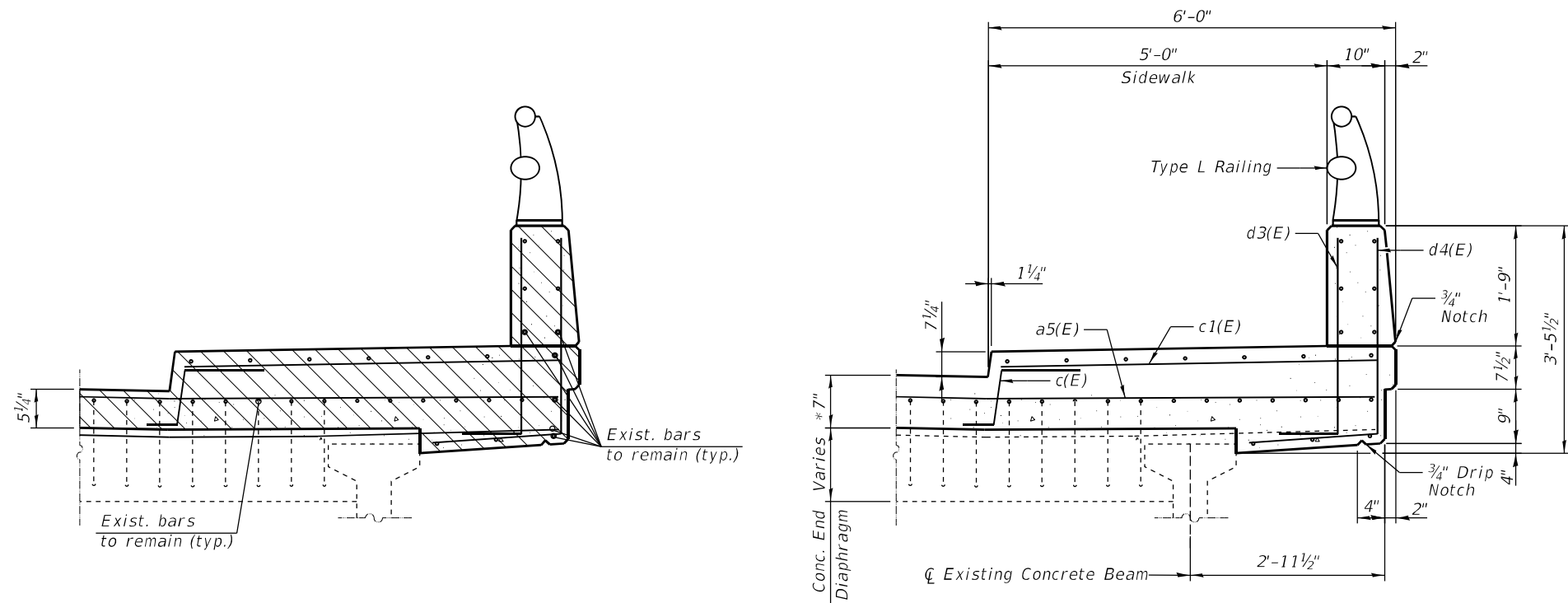


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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL AND REPLACEMENT DETAILS  
SN008-0040  
SHEET S02 OF S06 SHEETS

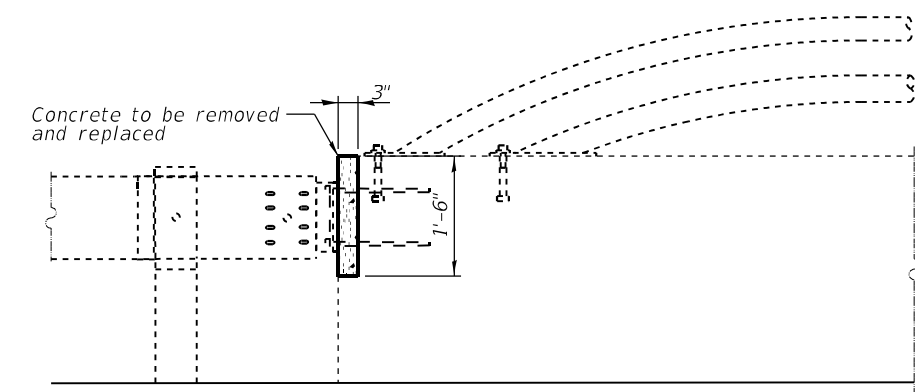
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 64R55	



Note: Hatched areas indicate Concrete Removal.

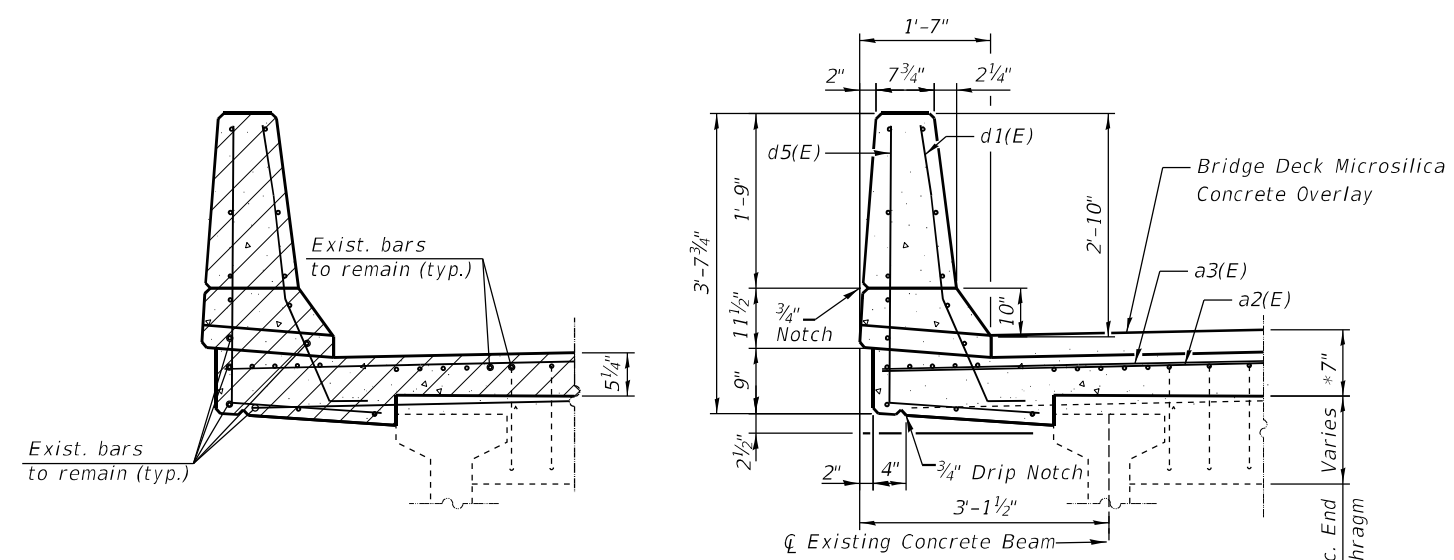
SECTION THROUGH SIDEWALK  
(At the Expansion Joint)

\* Prior to 1/4" grinding

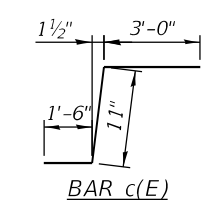
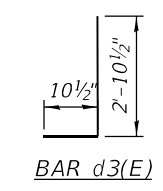
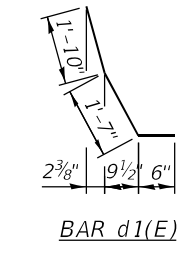
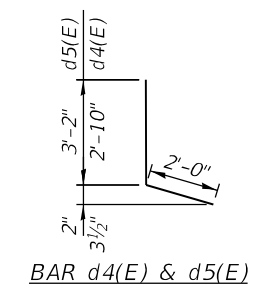


REPAIR OF EAST WINGWALL, NORTH APPROACH

Note: The full thickness of the wingwall shall be removed in the indicated area. Contractor shall use extreme care when removing concrete to avoid damaging existing reinforcing bars or anchorage bolts. All damaged reinforcing bars and anchorage bolts shall be replaced.



SECTION THROUGH PARAPET DECK  
(At the Expansion Joint)



BILL OF MATERIAL  
(Both Abutments)

Bar	No.	Size	Length	Shape
a2(E)	6	#6	6'-6"	—
a3(E)	6	#5	17'-10"	—
a5(E)	6	#5	22'-9"	—
c(E)	12	#5	5'-5"	┌
c1(E)	12	#5	5'-8"	—
d1(E)	8	#5	3'-11"	└
d3(E)	8	#6	3'-9"	└
d4(E)	8	#4	4'-10"	└
d5(E)	8	#4	5'-2"	└
h1(E)	4	#5	16'-10"	—
h3(E)	4	#5	21'-9"	—
Concrete Removal		Cu. Yd.	4	
Concrete Superstructure		Cu. Yd.	5	
Reinforcement Bars, Epoxy coated		Pound	750	

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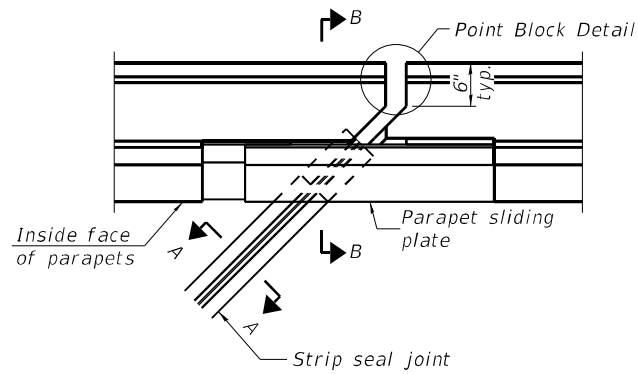
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

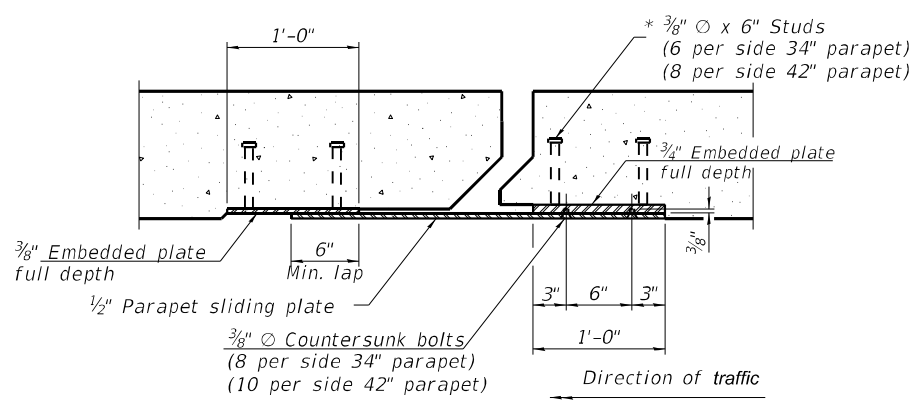
JOINT REMOVAL AND REPLACEMENT DETAILS  
SN008-0040

SHEET 503 OF 506 SHEETS

RTE. 308	SECTION (106 BR)BDR & (105VB-2)BDR	COUNTY CARROLL	TOTAL SHEETS 33	SHEET NO. 28
			CONTRACT NO. 64R55	
ILLINOIS FED. AID PROJECT				

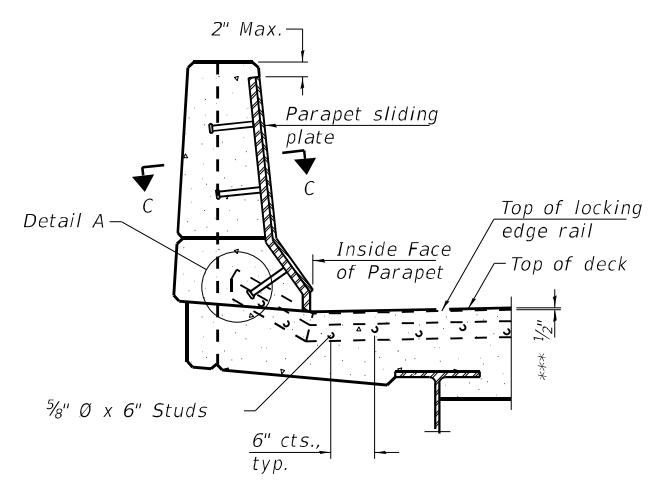


**PARAPET PLAN AT ABUT.**  
SN 008-0040

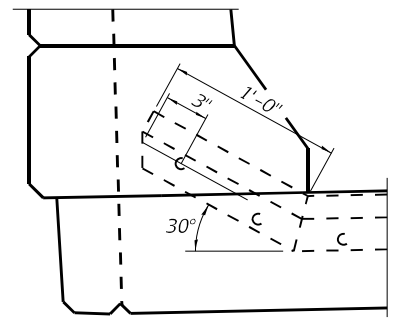


**SECTION C-C**

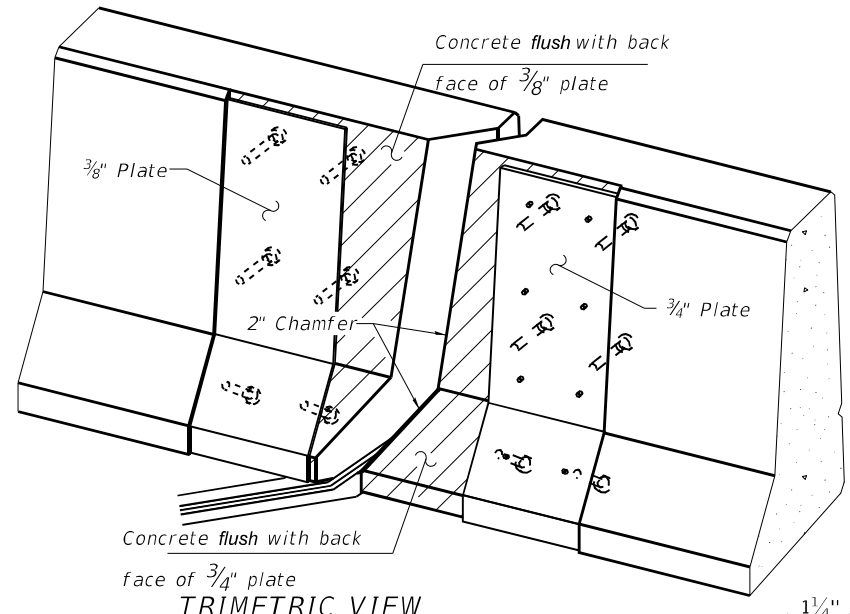
**NOTES:**  
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.  
The 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 4 1/2" 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 3/16" 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.  
Cost of parapet sliding plates, embedded plates, and anchorage studs included with Preformed Joint Strip Seal.  
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.



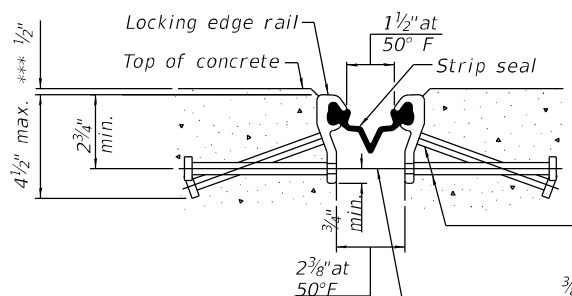
**SECTION B-B AT PARAPET**



**DETAIL A**

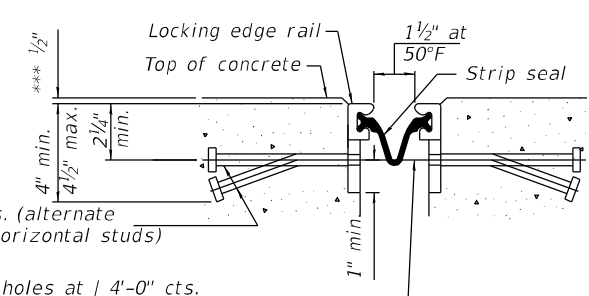


**TRIMETRIC VIEW**  
(Showing embedded plates only)



**SHOWING ROLLED RAIL JOINT**

\*\*\* Prior to 1/4" grinding

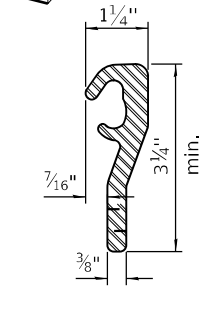


**SHOWING WELDED RAIL JOINT**

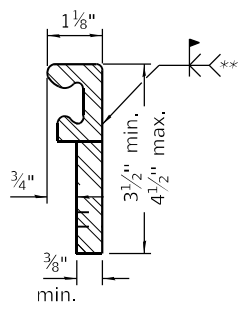
\* 5/8" x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)  
3/8" threaded rods in 7/16" holes at 4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

**SECTION A-A**

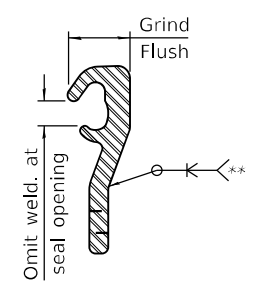
\* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



**ROLLED (EXTRUDED) RAIL**



**WELDED RAIL**



**LOCKING EDGE RAIL SPLICE**

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

**LOCKING EDGE RAILS**

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

**BILL OF MATERIAL**  
**STRUCTURE No. 008-0040**

Item	Unit	Total
Preformed Joint Strip Seal	Foot	84

FILE NAME = #FILES#

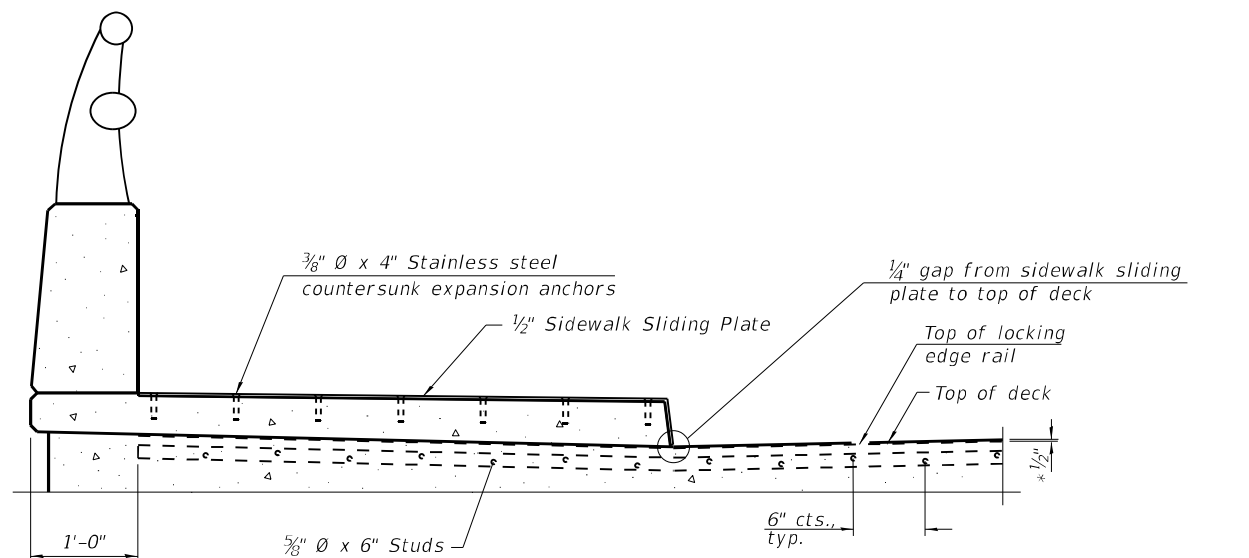


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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

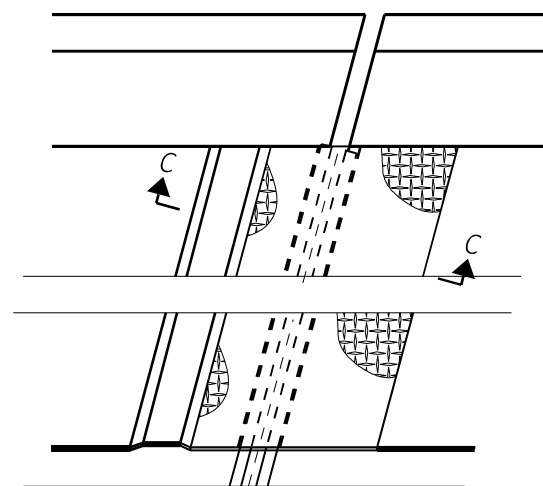
PREFORMED JOINT STRIP SEAL  
SHEET S04 OF S06 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	29
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64R55	

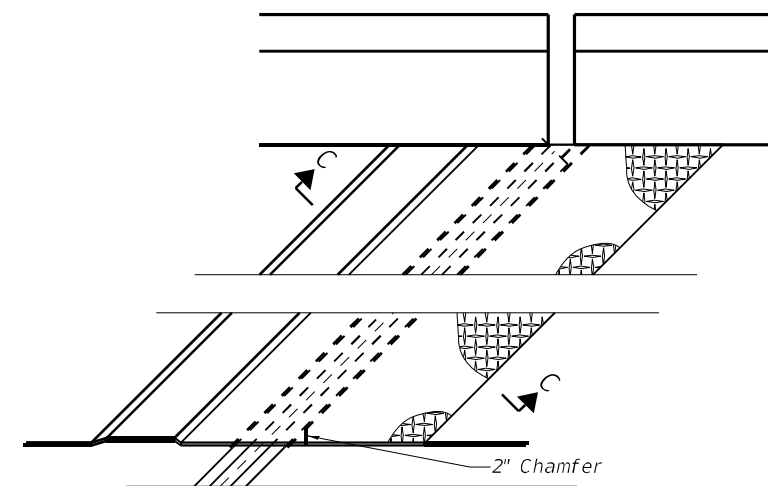


**SECTION AT RAISED SIDEWALK**

\* Prior to 1/4" grinding

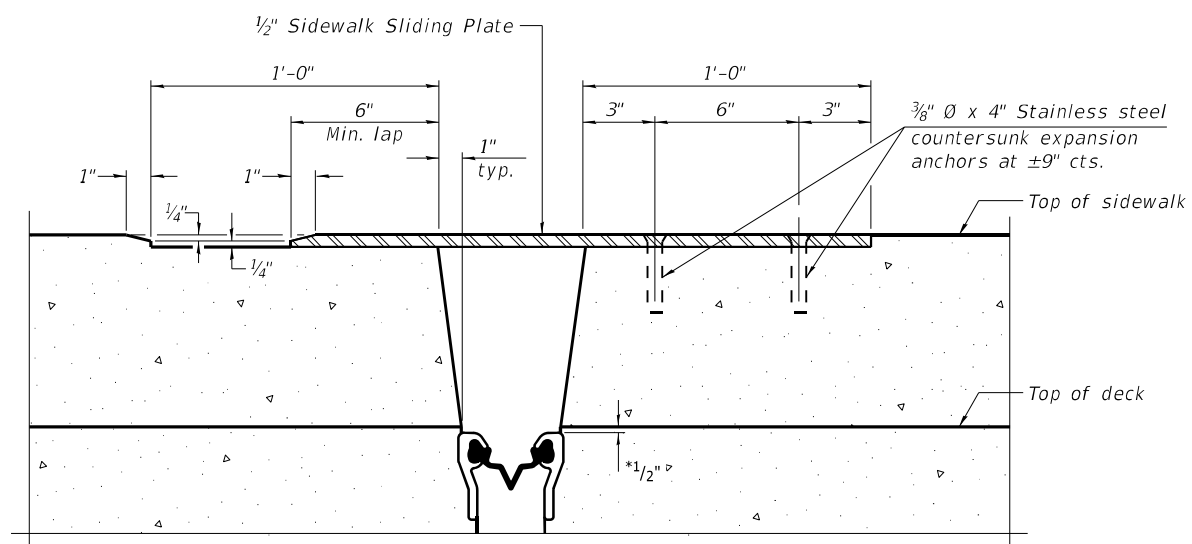


(FOR SKEWS ≤ 30°)

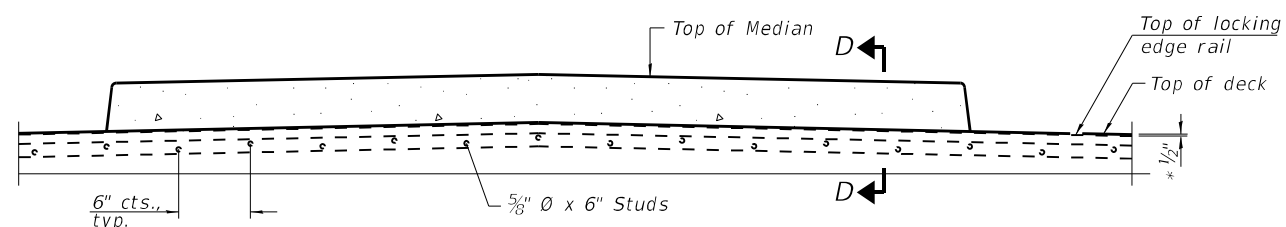


(FOR SKEWS > 30°)

**PLAN AT RAISED SIDEWALK**

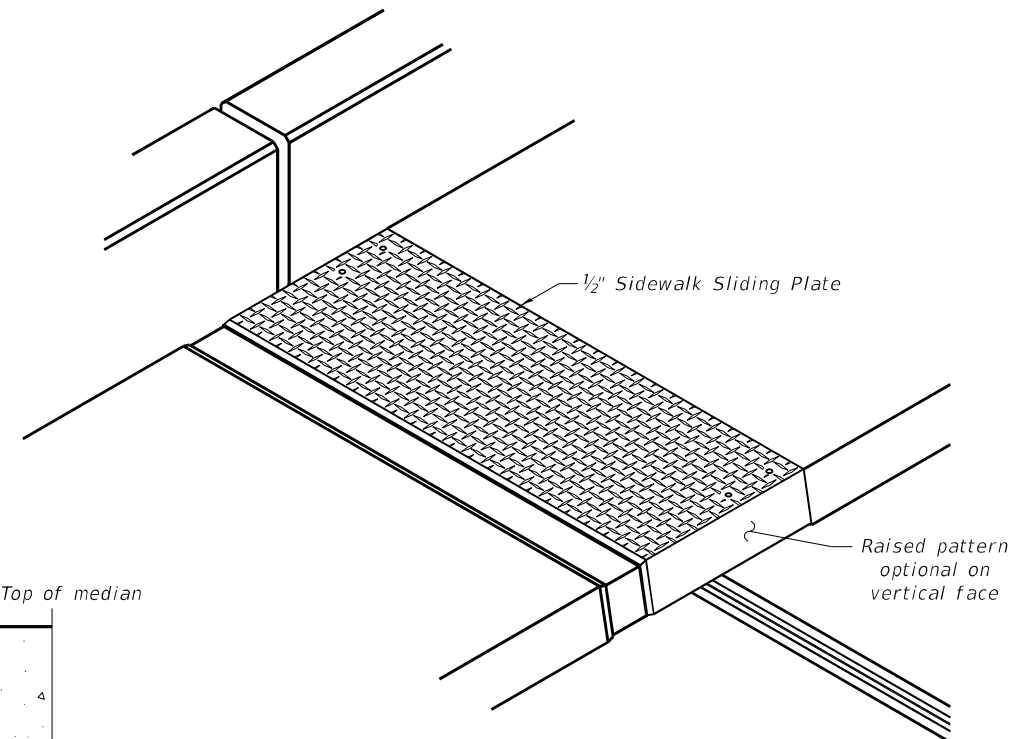


**SECTION C-C**

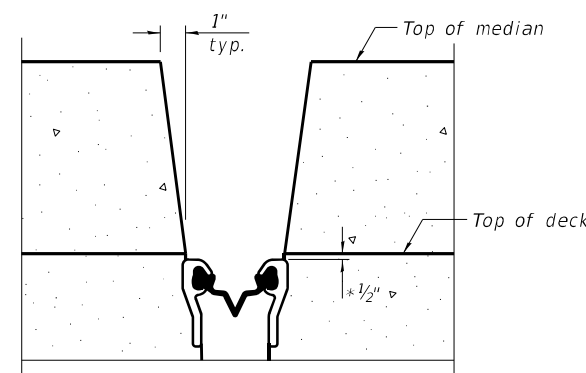


**SECTION AT MEDIAN**

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



**TRIMETRIC VIEW**



**SECTION D-D**

(at Rt. L's)

EJ-SS-S

1-1-2020

FILE NAME = #FILES#



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PLOT DATE = #DATE#	CHECKED - DAQ	REVISED -
	DATE - 01-28-2023	REVISED -

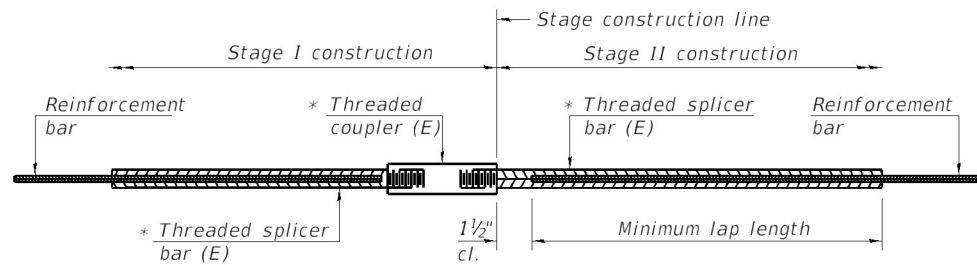
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK

SHEET S05 OF S06 SHEETS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(106 BR)BDR & (105VB-2)BDR	CARROLL	33	30
CONTRACT NO. 64R55				

ILLINOIS FED. AID PROJECT



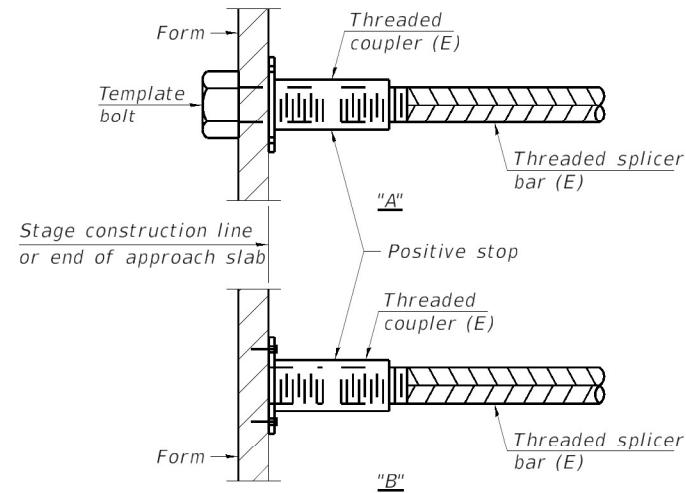
**STANDARD BAR SPLICER ASSEMBLY**

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

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

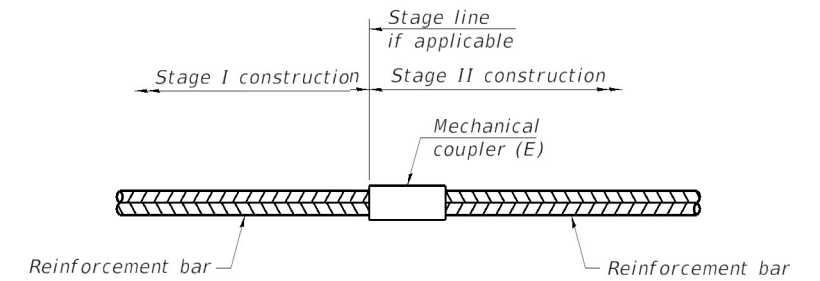
**STRUCTURE No. 008-0040**

Location	Bar size	No. assemblies required	Minimum lap length
Bridge Deck	#5	6	3'-6"
Top of Abutment Backwalls	#5	4	3'-6"



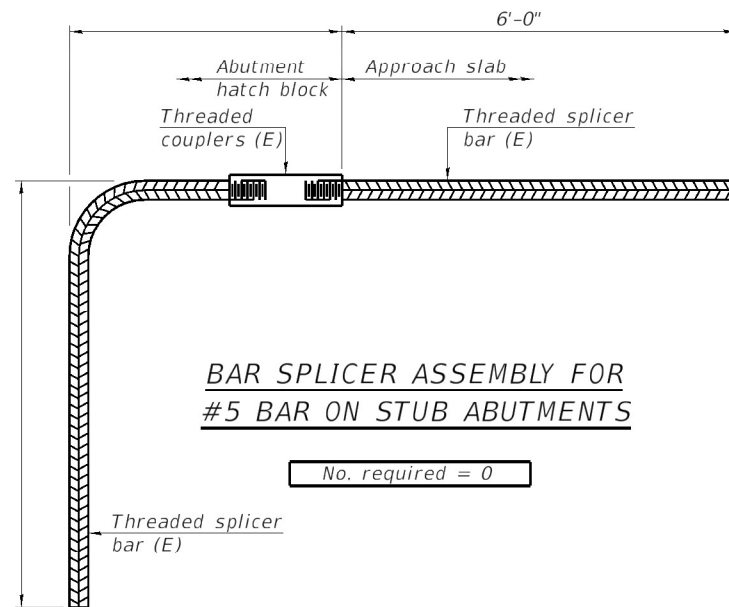
**INSTALLATION AND SETTING METHODS**

"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
Bridge Deck		
Abutment		



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

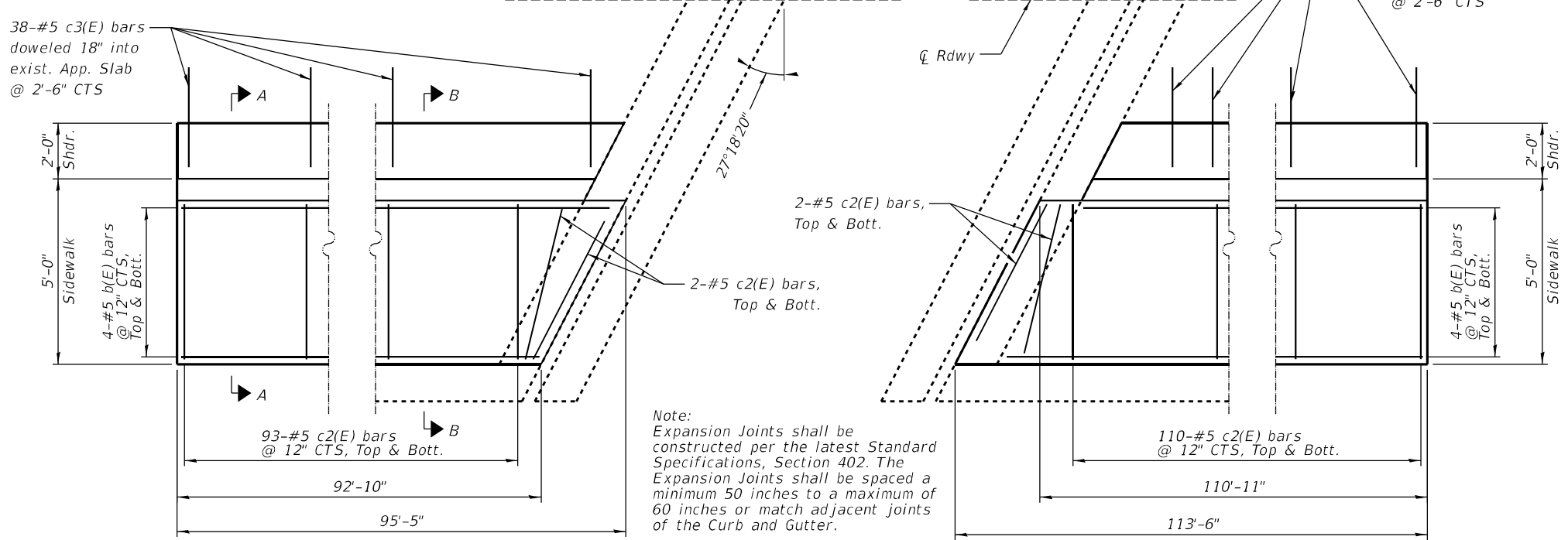
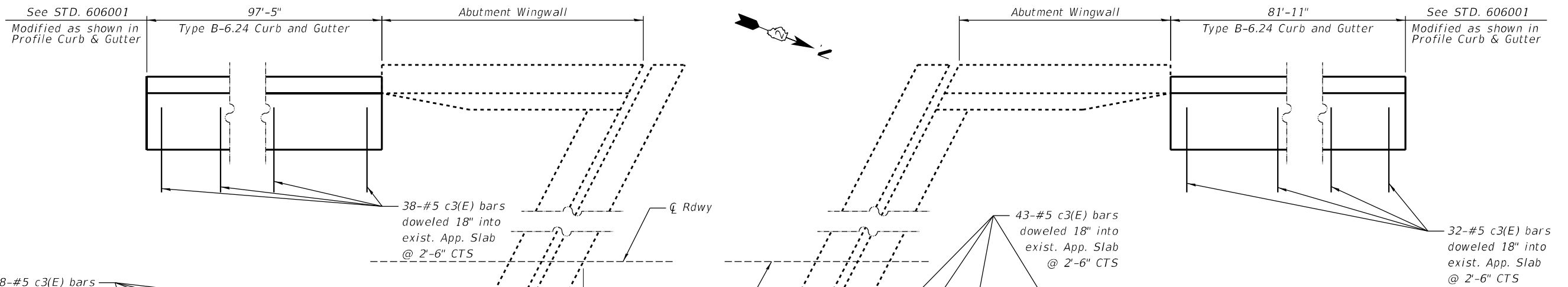
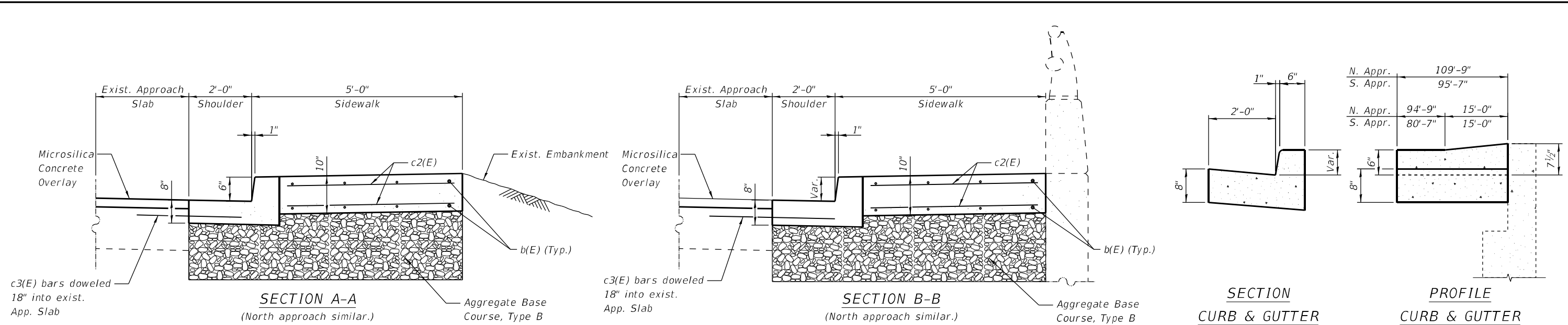
No. required = 0

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

FILE NAME = \$FILEL\$





Note:  
Expansion Joints shall be constructed per the latest Standard Specifications, Section 402. The Expansion Joints shall be spaced a minimum 50 inches to a maximum of 60 inches or match adjacent joints of the Curb and Gutter.

**SIDEWALK, SHOULDER, AND GUTTER REPLACEMENT**  
SOUTH APPROACH

**SIDEWALK, SHOULDER, AND GUTTER REPLACEMENT**  
NORTH APPROACH

**BILL OF MATERIAL**  
(Both Approaches)

Bar	No.	Size	Length	Shape
b(E)	72	#5	25'-0"	—
c2(E)	410	#5	4'-1"	—
c3(E)	151	#5	3'-0"	—
Sidewalk Removal			Sq Ft	912
Portland Cement Concrete Sidewalk 10 Inch			Sq Ft	912
Combination Curb and Gutter Removal			Foot	385
Combination Concrete Curb and Gutter, Type B-6.24			Foot	385
Aggregate Base Course, Type B			Cu Yd	4
Reinforcement Bars, Epoxy Coated			Pound	4120

FILE NAME = #FILES#



USER NAME = #USER#  
DESIGNED - NB  
DRAWN - AD  
PLOT SCALE = #SCALE#  
CHECKED - OAO  
PLOT DATE = #DATE#  
DATE - 01-28-2023

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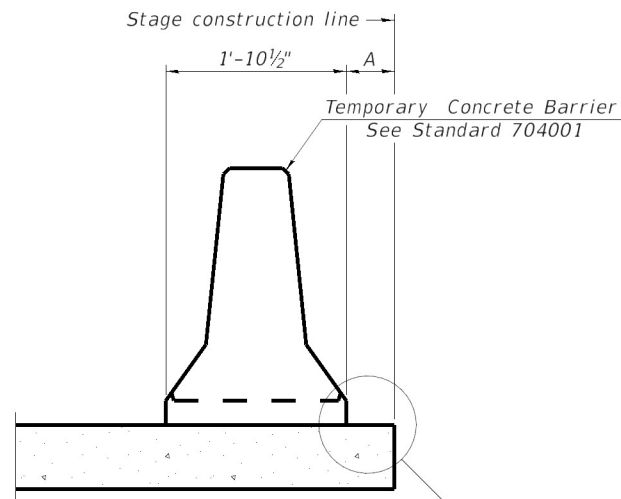
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SIDEWALK, SHOULDER, AND  
GUTTER REPLACEMENT

RTE. 308  
SECTION (106 BR)BDR & (105VB-2)BDR  
COUNTY CARROLL  
TOTAL SHEETS 33  
SHEET NO. 32  
CONTRACT NO. 64R55

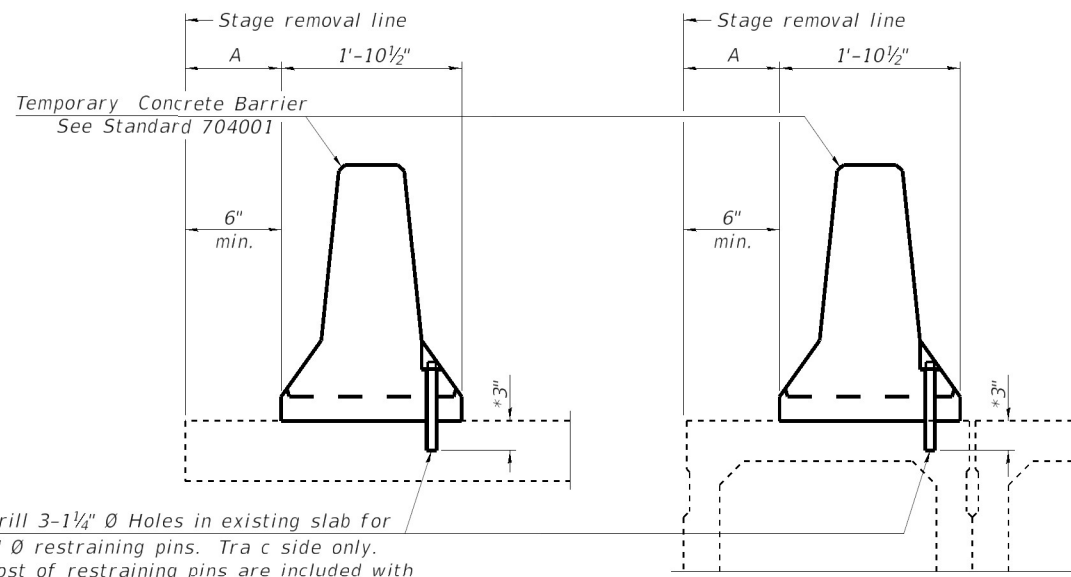
SHEET 1 OF 1 SHEETS

ILLINOIS FED. AID PROJECT



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

NEW SLAB OR NEW DECK BEAM

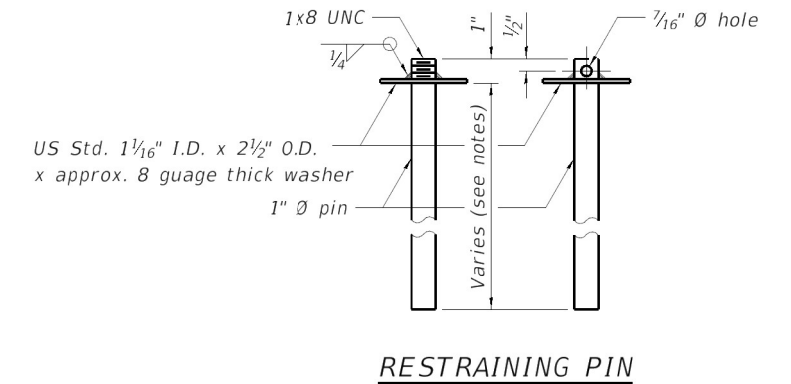


Drill 3-1 1/4" Ø Holes in existing slab for 1" Ø restraining pins. Tra c side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

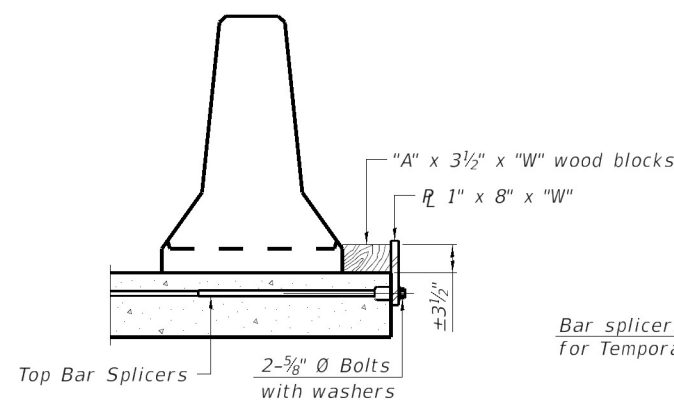
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

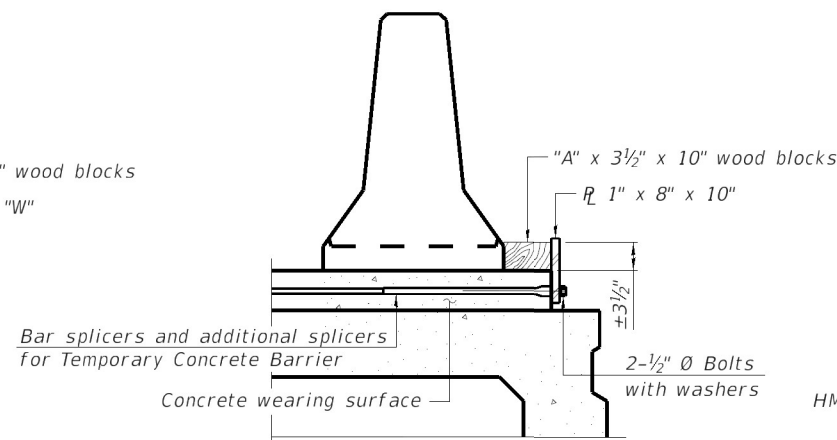


RESTRAINING PIN

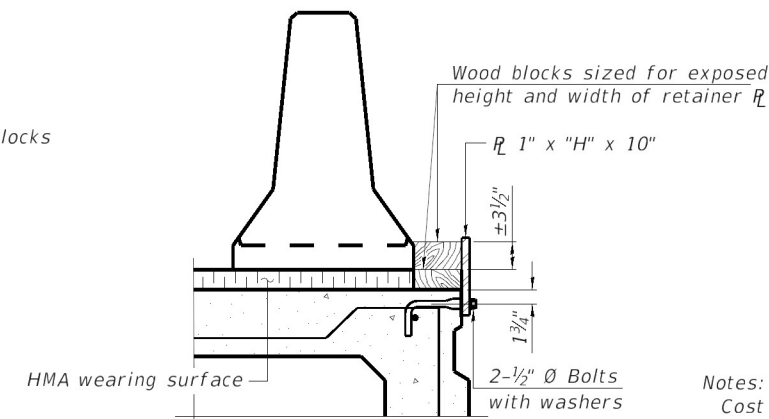
\* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



DETAIL I



DETAIL II

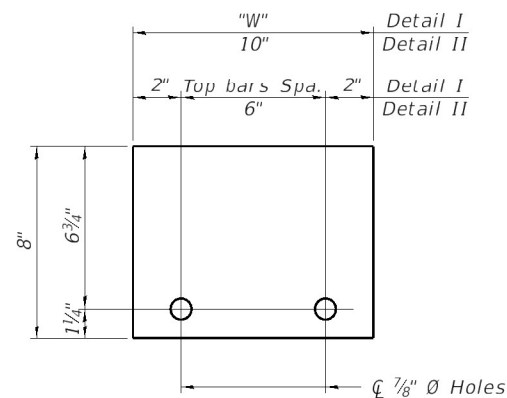


DETAIL III

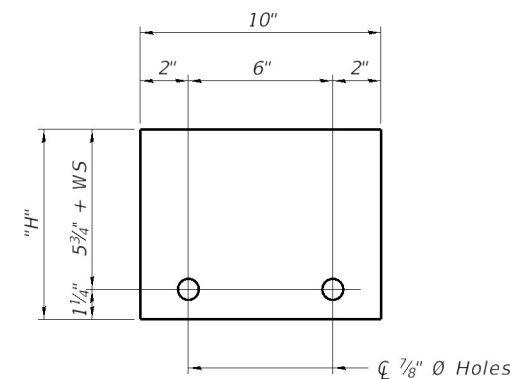
BAR SPLICER FOR #4 BAR - DETAIL III

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

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



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



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

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