01- 15 - 2021 LETTING ITEM092

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	1
	ILLINOIS	CONTRACT NO. 62K96		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF BURR RIDGE

PROPOSED HIGHWAY PLANS

FAI ROUTE 55 (I-55) OVER S. MADISON ST
SECTION 2020-025-BR
PROJECT: NHPP-NCBK(060)
BRIDGE DECK OVERLAY AND JOINT REPAIR
DUPAGE COUNTY

C-91-214-20

D-91-364-18

LOCATION OF SECTION INDICATED THUS:-

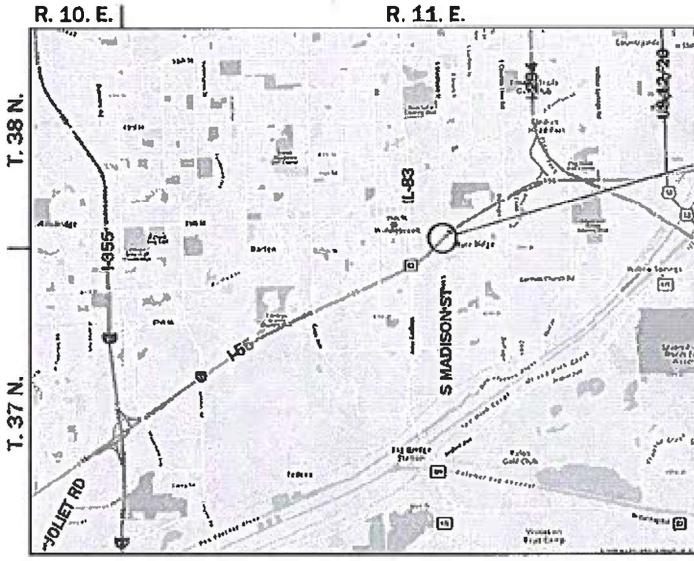
TRAFFIC DATA:

2018 ADT
I-55 (S.N. 022-0003) = 168,700
MADISON ST = 2,850

DESIGN CLASSIFICATION = I-55: INTERSTATE (URBAN)
MADISON ST: MAJOR COLLECTOR

DESIGN SPEED = I-55: 60 MPH (ASSUMED)
MADISON ST: 35 MPH (ASSUMED)

POSTED SPEED = I-55: 55 MPH
MADISON ST: 30 MPH



DOWNERS GROVE TOWNSHIP

LOCATION MAP

NOT TO SCALE

LIN ENGINEERING, LTD.
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Westmont, Illinois

100' 200' 300' — 1" = 100'
0 10' 20' 30' — 1" = 10'
50' 100' — 1" = 50'
50' 90' — 1" = 40'
50' 100' — 1" = 30'
50' 100' — 1" = 20'

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

SHIRAZ TARIQUE 062-064219 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

Shiraz Tarique 10/26/20 Date
Illinois Registered Engineer No. 062-064219
Registration Expires Nov. 30, 2021

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED October 27 2020

REGIONAL ENGINEER

December 4, 2020

ENGINEER OF DESIGN AND ENVIRONMENT

December 4, 2020

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT ENGINEER: PRAVEEN KAINI, PE. (847-705-4237)
PROJECT MANAGER: J. ALAIN MIDY, PE., (847-221-3056)

GROSS LENGTH = 392.00 FT. = 0.1 MILES
NET LENGTH = 392.00 FT. = 0.1 MILES

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 62K96

INDEX OF SHEETS

HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
630001-12	STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631033-08	TRAFFIC BARRIER TERMINAL, TYPE 6B
631046-04	TRAFFIC BARRIER TERMINAL, TYPE 10
642001-02	SHOULDER RUMBLE STRIPS, 16 IN.
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15''(4.5 M) TO 24""(600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15''(4.5 M) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701400-10	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE, FREEWAY / EXPRESSWAY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

DISTRICT STANDARDS

TC-08	ENTRANCE AND EXIT RAMP CLOSURE DETAILS
TC-09	TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE AND MULTI-LANE WEAVE
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-12	MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-17	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
TC-18	FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAY/EXPRESSWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-25	TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE SHOULDER LANE

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

THE CONTRACTOR SHALL CALL "J.U.L.I.E" AT (800) 892-0123 OR 811 AT LEAST 48 HOURS PRIOR TO EXCAVATION TO DETERMINE WHICH BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES ARE IN THE AREA. 48 HOUR NOTIFICATION IS REQUIRED.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH TEMPORARY MARKINGS, IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR PROPOSED STRIPING AT THE COMPLETION OF THIS CONTRACT. EXACT LOCATIONS OF ALL PROPOSED PAVEMENT MARKINGS SHALL BE DIRECTED BY THE RESIDENT ENGINEER.

THE CONTRACTOR WILL NOT BE ABLE TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH AFFECTED UTILITY COMPANIES AND THE VILLAGE OF BURR RIDGE.

THE CONTRACTOR SHALL MAINTAIN ALL ROADWAYS OPEN TO TRAFFIC AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS.

THE CONTRACTOR SHALL USE CARE NEAR ANY AND ALL EXISTING ITEMS THAT WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S OWN EXPENSE.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKDAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.

PERMANENT PAVEMENT MARKINGS SHALL BE AS SPECIFIED IN THE PLANS AND SHALL BE PLACED IN ACCORDANCE WITH THE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" DETAILS. (TC-13 AND TC-12)

THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT www.idotlcs.cm TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP, AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.

COMMITMENTS

NONE.

HOT- MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT		
POLY, HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80	3.5% @ 80 GYR.	QC/QA
FILLING EXISTING RUMBLE STRIP		
HOT-MIX ASPHALT SURFACE COURSE, 1.5", MIX "D", N70, (IL-9.5)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE; QUALITY CONTROL FOR PERFORMANCE (QCP)		

MIXTURE TABLE NOTES

1. THE UNIT WEIGHT USED TO CALCUALTE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.
2. THE AC TYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE AC TYPE SHALL BE "PG 64-22" UNLESS MODIFIED BY SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

FACTORS FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

SHORT TERM PAVEMENT MARKING	10 FT/100 FT

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Westmont, Illinois

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	DRAWN - RC	REVISED -	
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PLOT DATE = 11/4/2020	DATE - 11/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
GENERAL NOTES

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	2
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FED/10% STATE SN 022-0003 0059 BRIDGE
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	291	291
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	646	646
	40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	747	747
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	67	67
	50102400	CONCRETE REMOVAL	CU YD	33.6	33.6
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	36.7	36.7
	50300300	PROTECTIVE COAT	SQ YD	3,446	3,446
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	5,290	5,290
	50800515	BAR SPLICERS	EACH	64	64
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	368	368
	59000200	EPOXY CRACK INJECTION	FOOT	20	20
	59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	28	28
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	625.0	625.0
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2

* SPECIALTY ITEM

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Westmont, Illinois

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	3
		CONTRACT NO. 62K96		
		ILLINOIS FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FED/10% STATE SN 022-0003 0059 BRIDGE
*	63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	2	2
*	63100105	TRAFFIC BARRIER TERMINAL, TYPE 10	EACH	2	2
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2
	63200310	GUARDRAIL REMOVAL	FOOT	859	859
	63301235	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, ATTACHED TO STRUCTURES	FOOT	40	40
	63800920	MODULAR GLARE SCREEN SYSTEM, TEMPORARY	FOOT	1,551	1,551
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12
	67100100	MOBILIZATION	L SUM	1	1
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	300	300
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	5,202	5,202
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	17,338	17,338
	70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	41,224	41,224

* SPECIALTY ITEM

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Westmont, Illinois

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	4
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FED/10% STATE SN 022-0003 0059 BRIDGE
	70300905	PAVEMENT MARKING TAPE, TYPE IV 5"	FOOT	6,499	6,499
	70300908	PAVEMENT MARKING TAPE, TYPE IV 8"	FOOT	4,291	4,291
	70300912	PAVEMENT MARKING TAPE, TYPE IV 12"	FOOT	2,282	2,282
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,425.0	2,425.0
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,575.0	2,575.0
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	6	6
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	8	8
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	10,403	10,403
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1,197	1,197
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	452	452
*	78004354	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID - LINE 4"	FOOT	299	299
*	78004355	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID - LINE 5"	FOOT	2,721	2,721
*	78004358	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - INLAID - LINE 8"	FOOT	332	332

* SPECIALTY ITEM

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FED/10% STATE SN 022-0003 0059 BRIDGE
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1,326	1,326
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	221	221
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	312	312
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	19	19
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	198	198
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	276	276
	X0323491	SLOPE WALL CRACK SEALING	FOOT	100	100
	X0325748	ACRYLIC COATING	SQ YD	95	95
	X0325749	FIBER WRAP	SQ FT	871	871
	X0326650	FILLING EXISTING RUMBLE STRIP	FOOT	10,565	10,565
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	6,639	6,639
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,842	1,842
	X6030205	FRAMES AND GRATE TO BE ADJUSTED (SPECIAL)	EACH	1	1
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1

* SPECIALTY ITEM

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FED/10% STATE SN 022-0003 0059 BRIDGE
	X7010237	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL DA	25	25
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAY)	L SUM	1	1
	X7013820	TRAFFIC CONTROL SURVEILLANCE, EXPRESSWAYS	CAL DA	60	60
	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	582	582
*	X7830070	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	299	299
*	X7830072	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	2,721	2,721
*	X7830076	GROOVING FOR RECESSED PAVEMENT MARKING 9"	FOOT	332	332
	X8570001	SMART TRAFFIC MONITORING SYSTEM	CAL DA	25	25
	Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	3,368	3,368
	Z0010400	CLEANING BRIDGE SEATS	SQ FT	1,159	1,159
	Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	3,368	3,368
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	594	594
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	7
		CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY URBAN	CONSTRUCTION CODE 90% FED/10% STATE SN 022-0003 0059 BRIDGE
	Z0015500	DEBRIS REMOVAL	L SUM	1	1
	Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE 1)	SQ YD	1	1
	Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	2	2
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	3,432	3,432
*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	316	316
	Z0043800	PRECAST PRESTRESSED CONCRETE I-BEAM REPAIR	SQ FT	131	131
	Z0065700	SLOPE WALL REPAIR	SQ YD	57	57
	Z0065730	SLOPE WALL SLURRY PUMPING	CU YD	11	11
	Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	28	28
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500

* SPECIALTY ITEM

Ø 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
SUMMARY OF QUANTITIES

SCALE: N.T.S. | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	8
		CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

PAVEMENT SCHEDULE

FROM STATION	TO STATION	LT/RT	BITUMINOUS MATERIALS (TACK COAT)	HMA SURFACE REMOVAL BUTT JOINT	PCC SURFACE REMOVAL BUTT JOINT
			POUND	SQ YD	SQ YD
638+20.47	638+85.13	RT			189.04
638+20.47	639+03.32	RT	70.39	156.43	
638+20.47	638+50.63	RT	14.54	32.32	
638+93.05	639+22.99	LT	19.29	42.86	
638+93.05	639+56.73	LT			188.09
638+93.05	639+68.56	LT	44.08	97.95	
640+69.96	641+44.06	RT	40.89	90.87	
640+81.02	641+44.06	RT			185.36
641+14.00	641+44.06	RT	20.37	45.27	
641+34.08	642+12.40	LT	64.25	142.78	
641+50.26	642+12.40	LT			
641+82.56	642+12.40	LT	16.58	36.85	184.49
		ROUNDED TOTAL	291	646	747

IMPACT ATTENUATORS,TEMPORARY (FULLY REDIRECTIVE,NARROW),TEST LEVEL 3

FROM STATION	LT/RT	EACH
STAGE 1		
636+71.49	RT	1
643+89.15	LT	1
TOTAL		2

IMPACT ATTENUATORS,TEMPORARY (FULLY REDIRECTIVE,NARROW),TEST LEVEL 2

FROM STATION	LT/RT	EACH
STAGE 1		
MADISON	LT	1
MADISON	RT	1
MADISON	LT	1
MADISON	RT	1
TOTAL		4

IMPACT ATTENUATORS,RELOCATE (FULLY REDIRECTIVE,NARROW),TEST LEVEL 3

FROM STATION	LT/RT	EACH
STAGE 2		
636+56.13	RT	1
643+76.71	LT	1
STAGE 3		
635+71.42	RT	1
644+38.24	LT	1
	TOTAL	4

IMPACT ATTENUATORS,RELOCATE (FULLY REDIRECTIVE,NARROW),TEST LEVEL 2

FROM STATION	LT/RT	EACH
STAGE 3		
MADISON	LT	1
MADISON	RT	1
MADISON	LT	1
MADISON	RT	1
TOTAL		4

AGGREGATE WEDGE SHOULDER, TYPE B

FROM STATION	TO STATION	LT/RT	TON
636+47.17	638+56.56	RT	14.89
639+25.41	639+84.96	LT	4.45
640+52.93	641+63.65	RT	8.09
641+78.70	647+08.25	LT	39.02
		ROUNDED TOTAL	67

MODULAR GLARE SCREEN SYSTEM, TEMPORARY

FROM STATION	TO STATION	LT/RT	FOOT
631+92.07	647+42.56	CL	1,550.50
		ROUNDED TOTAL	1,551

TEMPORARY CONCRETE BARRIER

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 1			
636+71.49	641+47.43	RT	475.00
638+91.16	643+89.15	LT	500.00
MADISON ST	-	LT	237.50
MADISON ST	-	RT	237.50
STAGE 2			
636+56.13	641+44.96	RT	487.50
638+91.48	643+76.71	LT	487.50
		ROUNDED TOTAL	2,450.0

RELOCATE TEMPORARY CONCRETE BARRIER

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 2			
636+56.13	641+44.96	RT	487.50
638+91.48	643+76.71	LT	487.50
STAGE 3			
635+71.42	641+48.16	RT	575.00
638+91.13	644+38.24	LT	550.00
MADISON ST	-	LT	237.50
MADISON ST	-	RT	237.50
		ROUNDED TOTAL	2,575.0

TERMINAL MARKERS - DIRECT APPLIED

FROM STATION	LT/RT	EACH
636+81.06	RT	1
646+74.84	LT	1
	TOTAL	2

STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS

FROM STATION	TO STATION	LT/RT	FOOT
637+31.38	638+19.46	RT	87.50
639+47.78	639+84.95	LT	37.50
640+52.92	641+41.00	RT	87.50
642+15.39	646+25.16	LT	412.50
		ROUNDED TOTAL	625.0

GUARDRAIL REMOVAL

FROM STATION	TO STATION	LT/RT	FOOT
636+81.06	638+71.68	RT	189.39
639+35.35	639+87.33	LT	52.31
640+50.60	641+53.58	RT	102.31
641+63.82	646+74.81	LT	514.39
		ROUNDED TOTAL	859

BARRIER WALL REFLECTORS, TYPE C

FROM STATION	TO STATION	LT/RT	EACH
636+56.29	641+44.33	RT	40
636+71.39	641+47.39	RT	38
638+90.69	643+76.71	LT	40
638+91.17	643+89.24	LT	40
MADISON	-	LT	20
MADISON	-	RT	20
		TOTAL	198

FILLING EXISTING RUMBLE STRIP

FROM STATION	TO STATION	LT/RT	FOOT
623+70.95	655+01.68	RT	3,128.04
625+84.19	655+64.89	LT	2,939.01
628+86.65	650+62.76	RT	2,166.56
629+56.99	65277.01	LT	2,330.41
		ROUNDED TOTAL	10,565

TRAFFIC BARRIER TERMINAL, TYPE 2

FROM STATION	TO STATION	LT/RT	EACH
639+35.35	639+47.77	LT	1
641+41.00	641+53.58	RT	1
		TOTAL	2

TRAFFIC BARRIER TERMINAL, TYPE 6B

FROM STATION	TO STATION	LT/RT	EACH
638+19.42	638+71.68	RT	1
641+63.83	642+15.38	LT	1
		TOTAL	2

TRAFFIC BARRIER TERMINAL, TYPE 10

FROM STATION	TO STATION	LT/RT	EACH
639+85.03	639+87.33	LT	1
640+50.60	640+52.92	RT	1
		TOTAL	2

TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT

FROM STATION	TO STATION	LT/RT	EACH
636+81.06	637+31.38	RT	1
646+25.16	646+74.81	LT	1
		TOTAL	2

GUARDRAIL REFLECTORS, TYPE A

FROM STATION	TO STATION	LT/RT	EACH
636+81.06	638+71.68	RT	4
639+35.35	639+87.33	LT	4
640+50.60	641+53.58	RT	4
641+63.82	646+74.81	LT	7
		TOTAL	19

FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)

FROM STATION	LT/RT	EACH
640+59.31	RT	1
TOTAL		1

PAVEMENT MARKING TAPE, TYPE IV 4"

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 1			
628+86.65	650+62.76	RT	2,166.56
628+86.65	650+62.76	RT	2,171.99
629+57.00	652+77.01	LT	2,330.41
629+57.00	652+77.01	LT	2,325.45
MADISON ST	-	LT	447.35
MADISON ST	-	RT	409.83
STAGE 2			
626+67.48	651+66.17	RT	2,497.12
626+67.48	629+93.64	RT	2,169.40
626+67.48	629+93.64	RT	2,166.23
627+35.56	651+66.17	RT	2,421.02
628+92.57	652+32.62	LT	2,350.36
628+92.57	649+27.90	LT	2,041.33
628+92.57	649+27.90	LT	2,038.31
628+92.57	652+32.62	LT	2,341.93
STAGE 3			
623+16.83	655+64.90	LT	3,254.07
623+70.95	655+00.37	RT	3,124.01
623+70.95	655+00.44	RT	3,128.04
625+84.19	655+64.90	LT	2,982.73
MADISON ST	-	LT	447.35
MADISON ST	-	RT	409.83
ROUNDED TOTAL			41,224

PAVEMENT MARKING TAPE, TYPE IV 5"

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 1			
628+86.65	650+62.76	RT	542.21
628+86.65	650+62.76	RT	542.60
629+57.00	652+77.01	LT	582.35
629+57.00	652+77.01	LT	581.84
STAGE 2			
627+35.56	651+66.17	RT	605.65
628+92.57	652+32.62	LT	587.76
STAGE 3			
623+70.95	655+00.44	RT	781.44
623+70.95	655+00.44	RT	781.85
625+84.19	655+64.90	LT	746.40
625+84.19	655+64.90	LT	746.87
ROUNDED TOTAL			6,499

PINNING TEMPORARY CONCRETE BARRIER

FROM STATION	TO STATION	LT/RT	EACH
STAGE 1			
636+71.49	641+47.43	RT	114
638+91.16	643+89.15	LT	120
MADISON	-	LT	57
MADISON	-	RT	57
STAGE 2			
636+56.13	641+44.96	RT	117
638+91.48	643+76.71	LT	117
ROUNDED TOTAL			582

TEMPORARY INFORMATION SIGNING

STATION	LT/RT	TYPE	SQ FT
STAGE 1			
603+87.00	RT	END BUS 1/2 MI	18.00
626+87.00	RT	ALL TRAFFIC	32.00
626+87.00	RT	ALL TRAFFIC	32.00
628+87.00	RT	END BUS	12.00
652+77.00	LT	END BUS	12.00
654+77.00	LT	ALL TRAFFIC	32.00
654+77.00	LT	ALL TRAFFIC	32.00
677+77.00	LT	END BUS 1/2 MI	18.00
STAGE 3			
621+71.00	RT	ALL TRAFFIC	32.00
621+71.00	RT	ALL TRAFFIC	32.00
657+65.00	LT	ALL TRAFFIC	32.00
657+65.00	LT	ALL TRAFFIC	32.00
ROUNDED TOTAL			316

PAVEMENT MARKING TAPE, TYPE IV 8"

FROM STATION	TO STATION	LT/RT	FOOT
STAGE 2			
626+67.48	636+31.06	RT	1,927.15
644+01.63	652+32.62	LT	1,661.97
STAGE 3			
619+40.41	623+70.95	RT	436.14
623+17.00	625+84.00	LT	264.77
ROUNDED TOTAL			4,291

PAVEMENT MARKING REMOVAL - WATER BLASTING

FROM STATION	TO STATION	LT/RT	SQ FT
619+40.44	627+33.62	RT	534.49
621+09.19		RT	14.60
623+16.83	627+14.55	LT	263.14
623+70.95	638+15.44	RT	481.59
623+70.95	638+15.44	RT	150.49
623+70.95	638+15.44	RT	150.52
625+84.19	638+88.06	LT	434.84
625+84.19	638+88.06	LT	135.19
625+84.19	638+88.06	LT	135.08
626+01.54		LT	14.70
626+01.86		RT	14.60
626+01.86		RT	26.74
626+01.86		LT	26.66
627+14.55	638+88.06	LT	1,180.60
627+33.61	638+15.44	RT	360.04
631+03.67		LT	17.44
631+03.77		RT	26.69
631+03.89		LT	26.69
631+04.00		RT	17.44
636+04.04		LT	17.49
636+04.04		LT	26.45
636+04.04		RT	26.86
636+04.04		RT	17.28
641+49.07	655+00.44	RT	448.04
641+49.07	655+00.44	RT	449.58
641+49.07	655+00.44	RT	140.96
641+49.07	655+00.44	RT	140.79
642+17.38	655+64.86	LT	140.33
642+17.38	655+64.86	LT	139.98
642+17.38	655+64.86	LT	450.03
642+17.38	655+64.86	LT	451.56
645+61.20		LT	18.84
645+61.20		LT	26.71
645+61.20		RT	26.67
645+61.20		RT	17.45
650+61.20		LT	17.43
650+61.20		LT	26.72
650+61.20		RT	26.67
650+61.20		RT	17.45
ROUNDED TOTAL			6,639

PAVEMENT MARKING TAPE, TYPE IV 12"

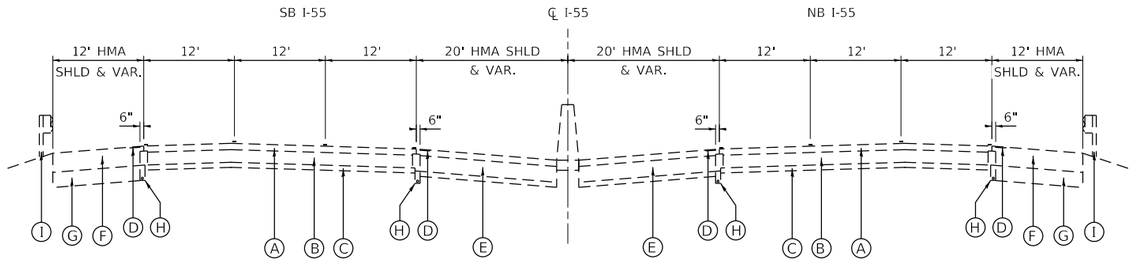
FROM STATION	TO STATION	LT/RT	FOOT
626+67.48	636+31.06	RT	526.50
629+99.00	638+93.05	LT	643.68
641+44.06	649+21.78	RT	636.03
644+01.63	652+32.62	LT	475.41
ROUNDED TOTAL			2,282

PAVEMENT MARKING SCHEDULE

FROM STATION	TO STATION	LT/RT	THERMOPLASTIC PAVEMENT MARKING			PREFORMED PLASTIC PAVEMENT MARKING, TYPE D			MODIFIED URETHANE PAVEMENT MARKING		RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	GROOVING FOR RECESSED PAVEMENT MARKING 5"	GROOVING FOR RECESSED PAVEMENT MARKING 6"	GROOVING FOR RECESSED PAVEMENT MARKING 9"
			LINE 4"	LINE 8"	LINE 12"	LINE 4"	LINE 5"	LINE 8"	LINE 4"	LINE 12"					
			FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	FOOT	FOOT	FOOT
619+40.44	627+33.62	RT		801.74		199.99							199.99		
621+09.19		RT			14.60										
623+16.83	627+14.55	LT		394.71		98.95							98.95		
623+70.95	638+20.47	RT	1,444.78				722.43				74	74		722.43	
625+84.19	638+93.05	LT	1,304.53				648.65							648.65	
625+92.42	638+93.05	LT									66	66			
626+01.86		LT			14.70										
626+01.86		RT			14.60										
626+01.86		RT			26.74										
626+01.86		LT			26.66										
627+14.55	638+93.05	LT	1,175.60												
627+33.61	638+20.47	RT	1,080.13												
631+03.67		LT			17.44										
631+03.77		RT			26.69										
631+03.89		LT			26.69										
631+04.00		RT			17.44										
636+04.04		LT			17.49										
636+04.04		LT			26.45										
636+04.04		RT			26.86										
636+04.04		RT			17.28										
638+20.47	641+44.06	RT						83.06	331.85		9				83.06
638+20.47	641+44.06	RT						83.15	332.96		9				83.15
638+57.44	640+58.52	RT						82.59	331.07	106.79					
638+93.05	642+12.40	LT						82.68	329.98		9				82.59
638+93.05	642+12.40	LT									9				82.68
639+73.69	641+72.63	LT								113.30					
641+44.06	655+00.44	RT	1,344.13				338.29				34	34		338.29	
641+44.06	655+00.44	RT	1,348.73				337.90				34	34		337.90	
642+12.40	655+64.86	LT	1,350.09				336.80							336.80	
642+12.40	655+64.86	LT	1,354.68				335.94				68	68		335.94	
645+61.20		LT			18.84										
645+61.20		LT			26.71										
645+61.20		RT			26.67										
645+61.20		RT			17.45										
650+61.20		LT			17.43										
650+61.20		LT			26.72										
650+61.20		RT			26.67										
650+61.20		RT			17.45										
ROUNDED TOTAL			10,403	1,197	452	299	2,721	332	1,326	221	312	276	299	2,721	332

LEGEND

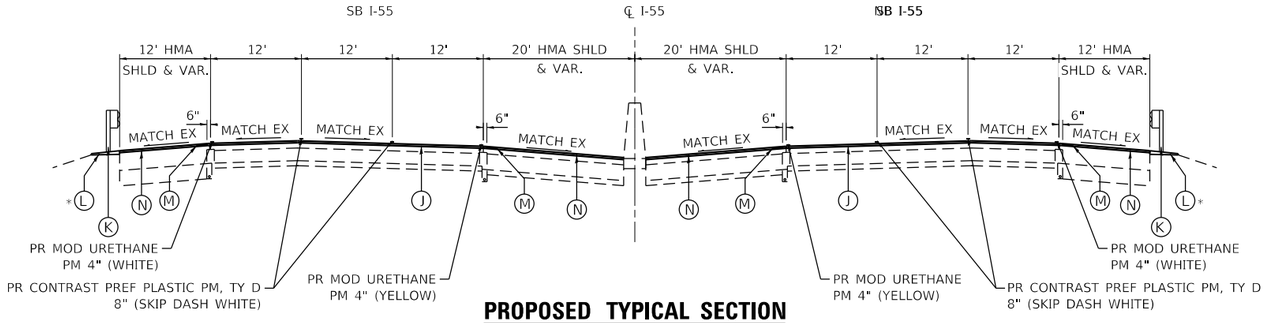
- (A) EXISTING HMA PAVEMENT 5"
- (B) EXISTING P.C.C. PAVEMENT, 10"
- (C) EXISTING SUB-BASE MATL., 4"
- (D) EXISTING SHOULDER RUMBLE STRIP, 16"
- (E) EXISTING HMA SHOULDER, 10"
- (F) EXISTING HMA SHOULDER, 15"
- (G) EXISTING AGGREGATE SUBGRADE 12"
- (H) EXISTING PIPE UNDERDRAIN
- (I) EXISTING GUARDRAIL
- (J) PROPOSED P.C.C. BUTT JOINT
- (K) PROPOSED GUARDRAIL
- (L) PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- (M) PROPOSED FILLING EXISTING RUMBLE STRIP
- (N) PROPOSED HMA BUTT JOINT



EXISTING TYPICAL SECTION

FAI-55 OVER MADISON ST
LOOKING NORTHEAST
STA 638+20.47 TO STA 638+67.91 RT
STA 638+93.05 TO STA 639+39.90 LT
STA 640+97.55 TO STA 641+44.06 RT
STA 641+66.45 TO STA 642+12.40 LT

STRUCTURE AND BRIDGE
APPROACH SLAB OMISSION
STA 638+67.91 TO STA STA 640+97.55 RT
STA 639+39.90 TO STA 641+66.45 LT



PROPOSED TYPICAL SECTION

FAI-55 OVER MADISON ST
LOOKING NORTHEAST
STA 638+20.47 TO STA 638+67.91 RT
STA 638+93.05 TO STA 639+39.90 LT
STA 640+97.55 TO STA 641+44.06 RT
STA 641+66.45 TO STA 642+12.40 LT

STRUCTURE AND BRIDGE
APPROACH SLAB OMISSION
STA 638+67.91 TO STA STA 640+97.55 RT
STA 639+39.90 TO STA 641+66.45 LT

*LIMITS OF PR GUARDRAIL:
STA 639+35.34 TO STA 639+84.00
STA 641+63.83 TO STA 646+74.85

*LIMITS OF PR GUARDRAIL:
STA 636+81.06 TO STA 638+71.68
STA 640+50.93 TO STA 641.+53.58

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

USER NAME = rober	DESIGNED - RC	REVISED -	
	DRAWN - RC	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED - ST	REVISED -	
PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	12
		CONTRACT NO. 62K96		
		ILLINOIS FED. AID PROJECT		

MAINTENANCE OR TRAFFIC GENERAL NOTES

1. THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

2. EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH TEMPORARY MARKINGS SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL - WATER BLASTING.

3. EXISTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT CONFLICT WITH THE REVISED TRAFFIC PATTERN SHALL BE REMOVED FROM THE EXISTING CASTINGS LOCATED IN THE PAVEMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR RAISED REFLECTIVE PAVEMENT MARKER REMOVAL.

4. THE REMOVAL OF ALL PAVEMENT MARKING TAPE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE SQUARE FOOT FOR SHORT TERM PAVEMENT MARKING REMOVAL.

5. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR ANY SHORT TERM PAVEMENT MARKINGS ON FINAL SURFACES.

6. ALL TRAFFIC CONTROL DEVICES SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS SPECIFIED IN THE TRAFFIC CONTROL SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

7. ALL DRUMS, VERTICAL PANELS, AND BARRICADES ADJACENT TO THE EDGE OF THE TRAVELED WAY SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS.

8. FOR STABILIZATION, ANY REQUIRED TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

9. EXISTING SIGNS WITHIN THE LIMITS OF TRAFFIC CONTROL WHICH ARE OBSTRUCTED BY OR OTHERWISE INTERFERED WITH BY CONSTRUCTION OPERATIONS OF DESIGNATED TRAFFIC CONTROL, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER. THIS WORK SHALL BE AS SPECIFIED IN ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

10. CHANGEABLE MESSAGE BOARDS WILL BE PLACED 2 WEEKS PRIOR TO START OF WORK, AT LOCATIONS DETERMINED BY THE ENGINEER, FOR ADVANCED WARNING.

11. SEE STRUCTURAL PLANS FOR BRIDGE DECK REPAIR INFORMATION.

12. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE EXPRESSWAY TRAFFIC CONTROL SUPERVISOR AT (847) 705-4155 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING ANY WORK.

13. THE CONTRACTOR SHALL CONTRACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR FOR ARTERIALS AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV AT LEAST 72 HOURS BEFORE BEGINNING WORK.

14. THE CONTRACTOR SHALL CONTACT RICK WILLMAN, PACE TRANSPORTATION ENGINEER, VIA EMAIL AT RICHARD.WILLMAN@PACEBUS.COM A MINIMUM OF 2 WEEKS IN ADVANCE OF BEGINNING ANY WORK.

15. THE ENGINEER SHALL CONTACT REGINA COOPER, AREA EXPRESSWAY TRAFFIC ENGINEER, VIA EMAIL AT REGINA.COOPER2@ILLINOIS.GOV A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

16. DUE TO THE EXPECTED QUEUES IN THE NORTHBOUND AND SOUTHBOUND DIRECTIONS ALONG I-55 DURING STAGE 2 OF CONSTRUCTION, THE CONTRACTOR SHALL UTILIZE A SMART WORK ZONE TO MONITOR TRAFFIC DURING THIS STAGE. THE CONTRACTOR SHALL PLACE AN ADDITIONAL CHANGEABLE MESSAGE BOARD 1 MILE AND ½ MILE IN ADVANCE OF THE EXPECTED QUEUE AT A LOCATION DETERMINED BY THE ENGINEER.

SUGGESTED SEQUENCE OF OPERATIONS

PRE-STAGE

1. UTILIZE HIGHWAY STANDARDS 701400, 701401, AND 701428 TO CLOSE THE NB AND SB INSIDE SHOULDER AND LANE 1 DURING THE ALLOWABLE LANE CLOSURE HOURS.

2. RESURFACE EXISTING RUMBLE STRIPS ALONG NB AND SB INSIDE SHOULDERS AS DESCRIBED IN THE SPECIAL PROVISIONS.

3. UTILIZE HIGHWAY STANDARDS 701400, 701401, AND 701428 TO CLOSE THE NB AND SB OUTSIDE SHOULDERS AND LANE 3 DURING THE ALLOWABLE LANE CLOSURE HOURS.

4. RESURFACE EXISTING RUMBLE STRIPS ALONG NB AND SB OUTSIDE SHOULDERS AS DESCRIBED IN THE SPECIAL PROVISIONS.

STAGE 1

1. INSTALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS UTILIZING HIGHWAY STANDARDS 701400, 701401, 701428, & 701446 AS WELL AS DISTRICT STANDARDS TC-09, TC-17, & TC-25 AND AS SHOWN IN THE STAGE 1 STAGING PLANS.

2. SHIFT NB AND SB TRAFFIC ONTO THE OUTSIDE SHOULDER AND CLOSE NB AND SB INSIDE SHOULDERS AND LANE 1 UTILIZING DISTRICT STANDARD TC-09 AND AS SHOWN IN THE STAGE 1 STAGING PLANS.

3. PERFORM BRIDGE DECK REPAIRS ALONG INSIDE SHOULDER AND LANE 1 AS SHOWN IN THE STAGE 1 STAGING AND STRUCTURAL PLANS.

4. PERFORM PIER REPAIR ON PIERS 1 & 2 AND TEMPORARY SHORING BENEATH THE WORK ZONE AREA AT THE LOCATIONS SHOWN ON THE STRUCTURAL PLANS UTILIZING HIGHWAY STANDARD 701501, 701801 AS WELL AS DISTRICT STANDARD TC-10 AND AS SHOWN IN THE STAGE 1 STAGING PLANS FOR TRAFFIC CONTROL REQUIRED ALONG MADISON STREET.

STAGE 2

1. INSTALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS UTILIZING HIGHWAY STANDARDS 701400, 701401, 701428, & 701446 AS WELL AS DISTRICT STANDARDS TC-09, TC-17, & TC-25 AND AS SHOWN IN THE STAGE 2 STAGING PLANS.

2. SHIFT NB AND SB TRAFFIC IN LANE 1 ONTO THE INSIDE SHOULDER AND SHIFT NB AND SB IN LANES 2 AND 3 ONTO THE OUTSIDE SHOULDER AND LANE 3. CLOSE NB AND SB LANE 2 UTILIZING DISTRICT STANDARD TC-25 AND AS SHOWN IN THE STAGE 2 STAGING PLANS.

3. PERFORM BRIDGE DECK REPAIRS ALONG LANE 2 AS SHOWN IN THE STAGE 2 STAGING AND STRUCTURAL PLANS.

STAGE 3

1. INSTALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS UTILIZING HIGHWAY STANDARDS 701400, 701401, 701428, & 701446 AS WELL AS DISTRICT STANDARDS TC-09, TC-17, & TC-25 AND AS SHOWN IN THE STAGE 3 STAGING PLANS.

2. SHIFT NB AND SB TRAFFIC ONTO THE INSIDE SHOULDER AND CLOSE NB AND SB OUTSIDE SHOULDERS AND LANE 3 UTILIZING DISTRICT STANDARD TC-09 AND AS SHOWN IN THE STAGE 3 STAGING PLANS.

3. PERFORM BRIDGE DECK REPAIRS ALONG OUTSIDE SHOULDER AND LANE 3 AS SHOWN IN THE STAGE 3 STAGING AND STRUCTURAL PLANS.

4. PERFORM PIER REPAIR ON PIERS 1 & 2 BENEATH THE WORK ZONE AREA NEAR THE EXTERIOR BEAMS AT THE LOCATIONS SHOWN ON THE STRUCTURAL PLANS UTILIZING HIGHWAY STANDARD 701501, 701801 AS WELL AS DISTRICT STANDARD TC-10 AND AS SHOWN IN THE STAGE 3 STAGING PLANS FOR TRAFFIC CONTROL REQUIRED ALONG MADISON STREET.

5. ADJUST EXISTING DRAINAGE STRUCTURES AS REQUIRED.

6. REMOVE EXISTING GUARDRAIL AND INSTALL PROPOSED GUARDRAIL AS REQUIRED.

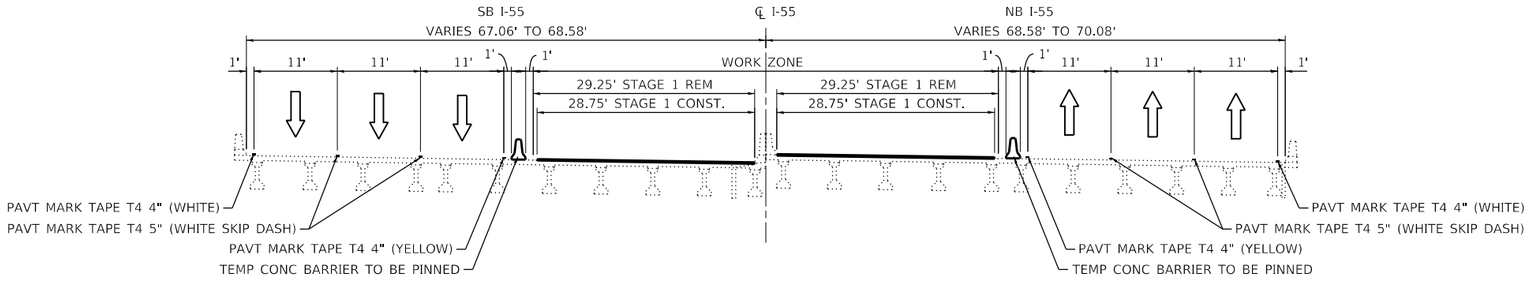
POST-STAGE

1. UTILIZE HIGHWAY STANDARDS 701400, 701401, 701428, AND 701446 AS WELL AS DISTRICT STANDARD TC-09 & TC-17 TO CLOSE THE NB AND SB INSIDE SHOULDER AND LANES 1 AND 2 DURING THE ALLOWABLE LANE CLOSURE HOURS.

2. PLACE PERMANENT PAVEMENT MARKINGS IN LANES 1 AND 2 AND RESURFACE EXISTING RUMBLE STRIPS ALONG NB AND SB INSIDE SHOULDERS AS DESCRIBED IN THE SPECIAL PROVISIONS.

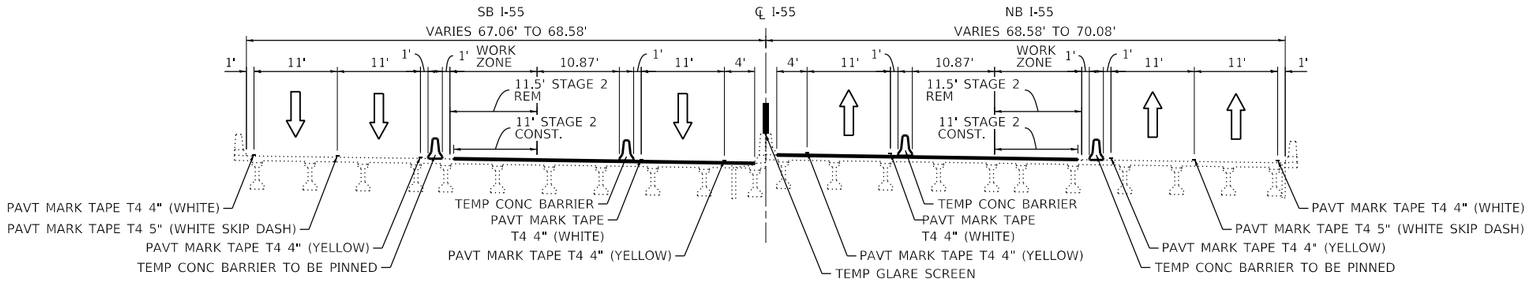
3. UTILIZE HIGHWAY STANDARDS 701400, 701401, 701428, AND 701446 AS WELL AS DISTRICT STANDARD TC-09 & TC-17 TO CLOSE THE NB AND SB OUTSIDE SHOULDER AND LANES 2 AND 3 DURING THE ALLOWABLE LANE CLOSURE HOURS.

4. PLACE PERMANENT PAVEMENT MARKINGS IN LANES 2 AND 3 AND RESURFACE EXISTING RUMBLE STRIPS ALONG NB AND SB OUTSIDE SHOULDERS AS DESCRIBED IN THE SPECIAL PROVISIONS.



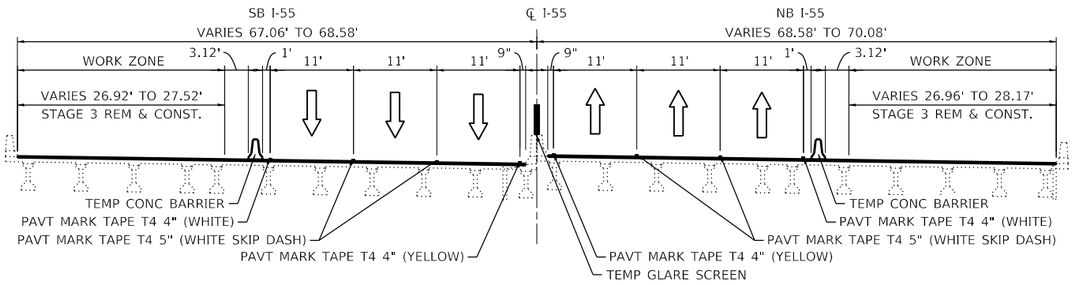
STAGE 1 TYPICAL SECTION – S.N. 022–0003

FAI-55 OVER MADISON ST
LOOKING NORTHEAST



STAGE 2 TYPICAL SECTION – S.N. 022–0003

FAI-55 OVER MADISON ST
LOOKING NORTHEAST

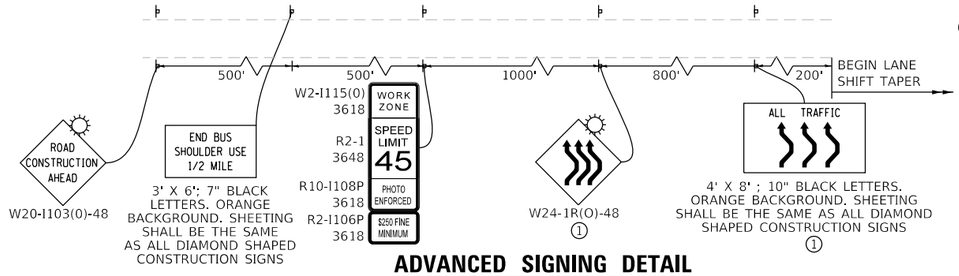


STAGE 3 TYPICAL SECTION – S.N. 022–0003

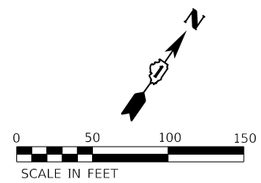
FAI-55 OVER MADISON ST
LOOKING NORTHEAST

LEGEND

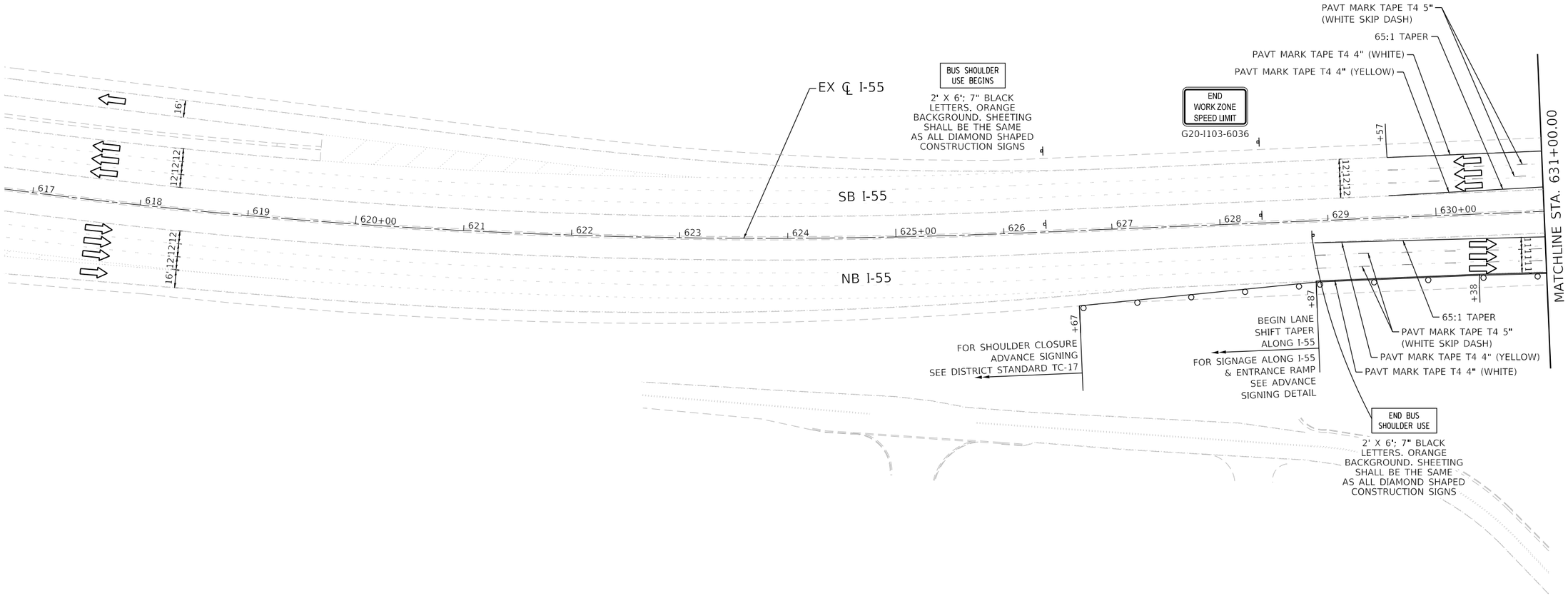
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN



① THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC ALONG I-55 AND ENTRANCE RAMP.



ADVANCED SIGNING DETAIL



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 55 (I-55) OVER MADISON STREET STAGING PLAN - STAGE 1
		DRAWN - RC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -		SCALE: 1"=50' | SHEET 3 OF 13 SHEETS | STA. 617+00.00 TO STA. 631+00.00
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	15
		CONTRACT NO. 62K96		
		ILLINOIS | FED. AID PROJECT		

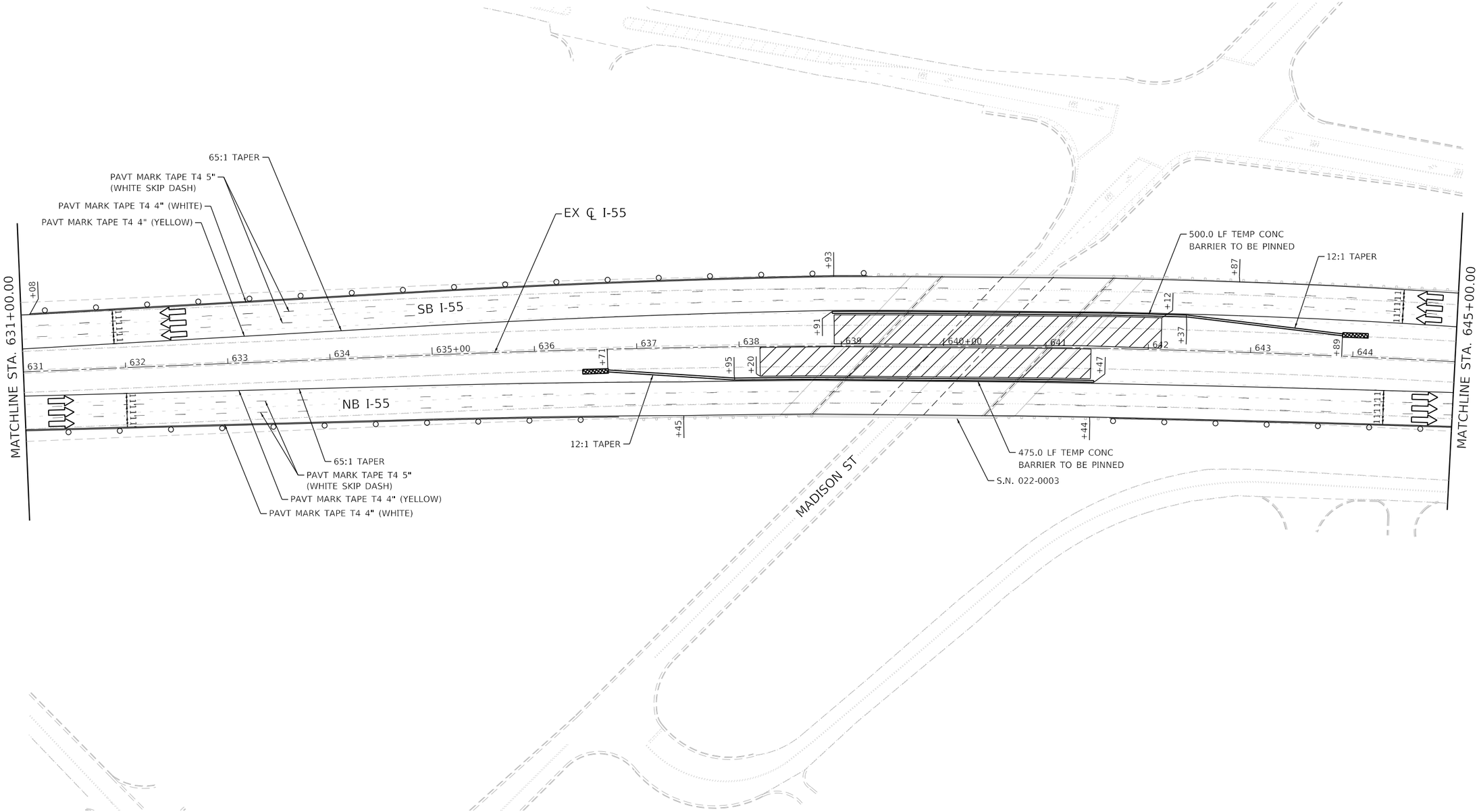
LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN

N

0 50 100 150

SCALE IN FEET



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -
		DRAWN - RC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

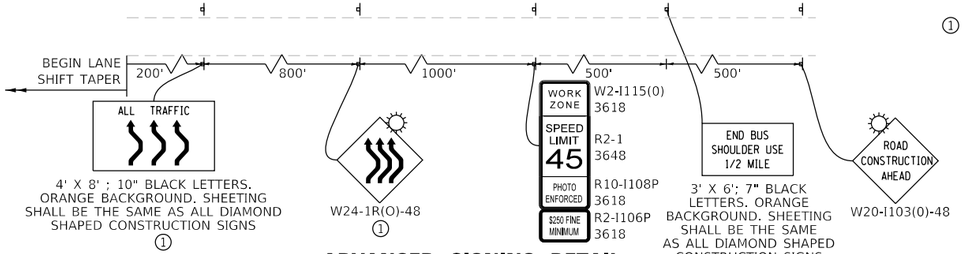
F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
STAGING PLAN - STAGE 1

SCALE: 1"=50' | SHEET 4 OF 13 SHEETS | STA. 631+00.00 TO STA. 645+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	16
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN

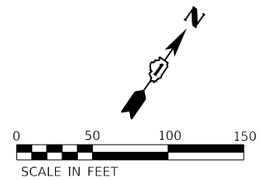


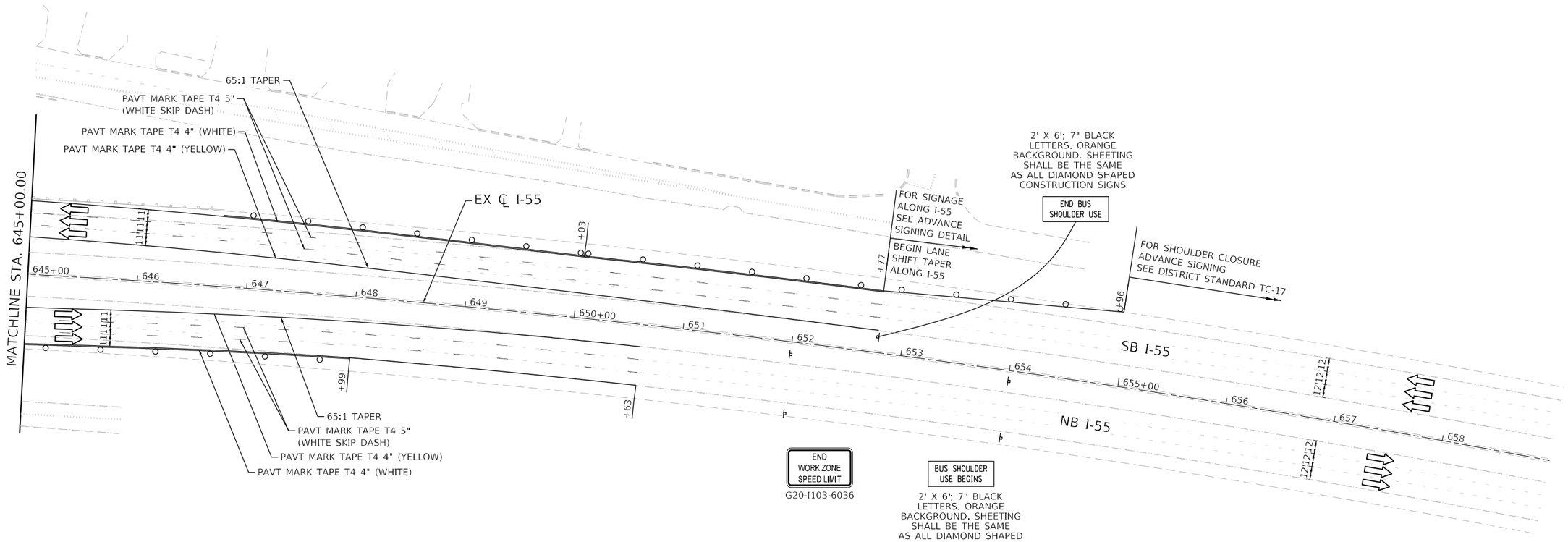
4' X 8' ; 10" BLACK LETTERS. ORANGE BACKGROUND. SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS
(1)

(1) THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC ALONG I-55 AND ENTRANCE RAMP.

3' X 6'; 7" BLACK LETTERS. ORANGE BACKGROUND. SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS

ADVANCED SIGNING DETAIL





LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -
		DRAWN - RC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

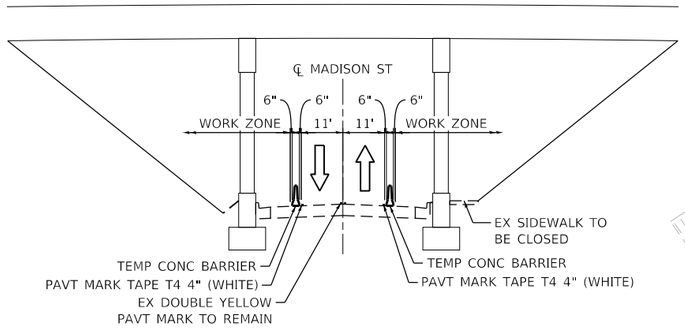
F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
STAGING PLAN - STAGE 1

SCALE: 1"=50' | SHEET 5 OF 13 SHEETS | STA. 645+00.00 | TO STA. 659+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	17
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

LEGEND

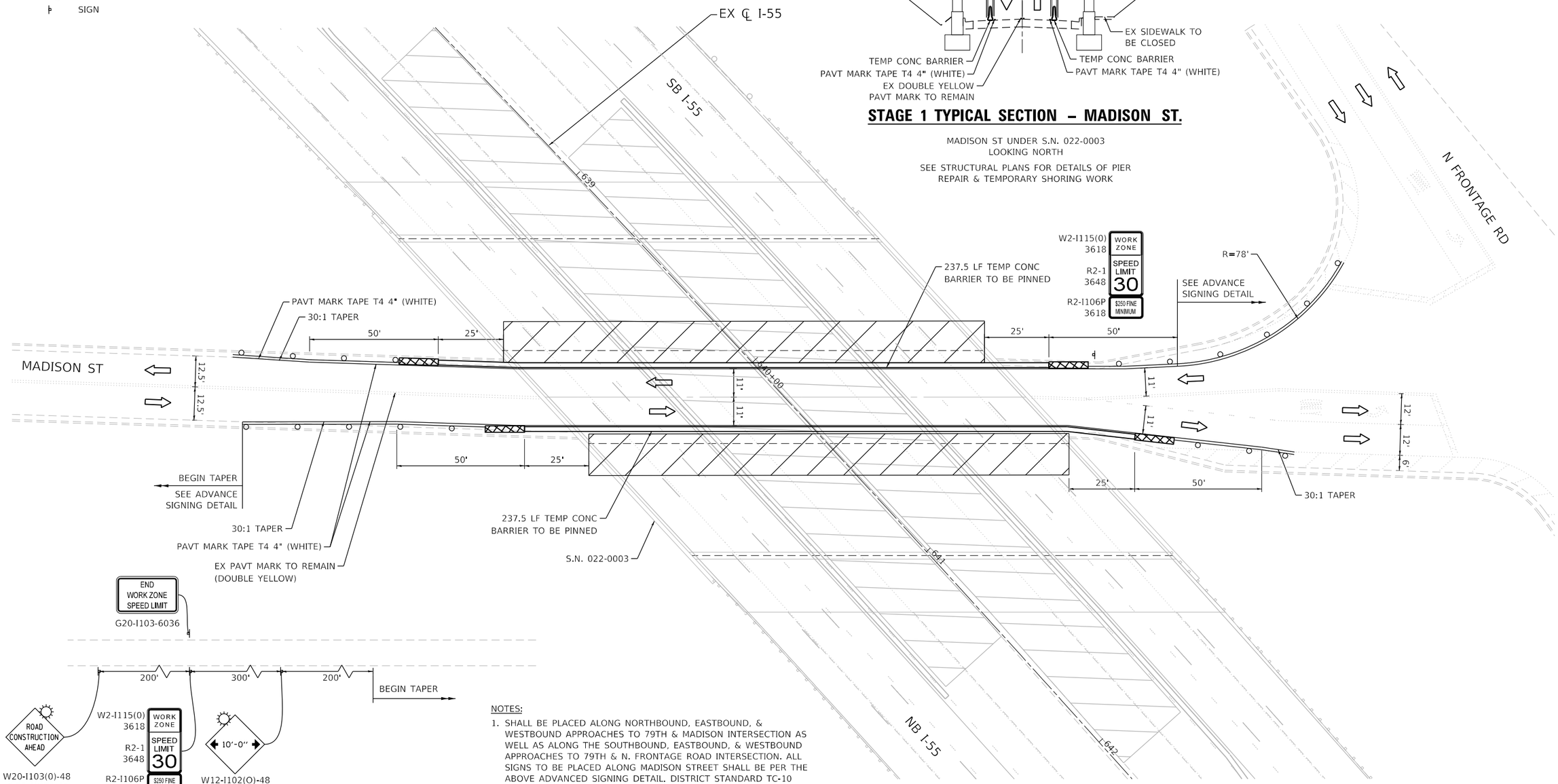
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 2 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN



STAGE 1 TYPICAL SECTION – MADISON ST.

MADISON ST UNDER S.N. 022-0003
LOOKING NORTH

SEE STRUCTURAL PLANS FOR DETAILS OF PIER REPAIR & TEMPORARY SHORING WORK



ADVANCED SIGNING DETAIL

NOTES:

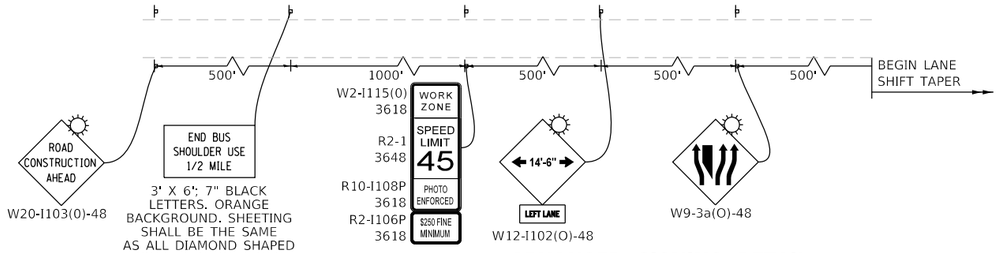
1. SHALL BE PLACED ALONG NORTHBOUND, EASTBOUND, & WESTBOUND APPROACHES TO 79TH & MADISON INTERSECTION AS WELL AS ALONG THE SOUTHBOUND, EASTBOUND, & WESTBOUND APPROACHES TO 79TH & N. FRONTAGE ROAD INTERSECTION. ALL SIGNS TO BE PLACED ALONG MADISON STREET SHALL BE PER THE ABOVE ADVANCED SIGNING DETAIL. DISTRICT STANDARD TC-10 SHOULD BE UTILIZE FOR ALL SIGNS TO BE PLACED ALONG THE SIDE ROADS.

LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = 14nho	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 55 (I-55) OVER MADISON STREET STAGING PLAN - STAGE 1
		DRAWN - RC	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - ST	REVISED -		SCALE: 1"=50' SHEET 6 OF 13 SHEETS STA. TO STA.
	PLOT DATE = 11/20/2020	DATE - 11/2020	REVISED -		

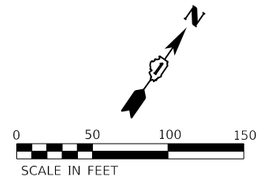
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	18
		CONTRACT NO. 62K96		
		ILLINOIS	FED. AID PROJECT	

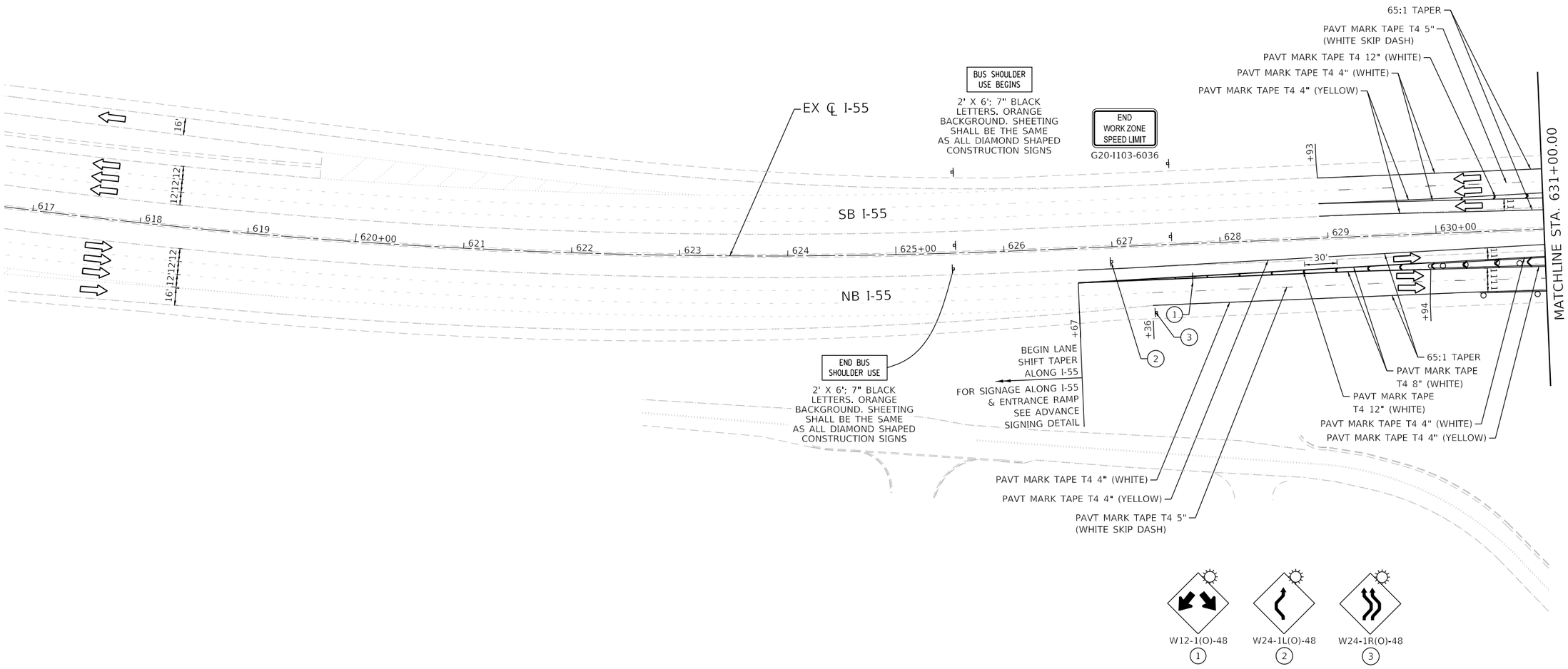
LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN
- ARROW BOARD
- TYPE I CHECK BARRICADES AT 100' (C-C)



ADVANCED SIGNING DETAIL





LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -
		DRAWN - RC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -
	PLOT DATE = 11/24/2020	DATE - 11/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
STAGING PLAN - STAGE 2

SCALE: 1"=50' | SHEET 7 OF 13 SHEETS | STA. 617+00.00 | TO STA. 631+00.00

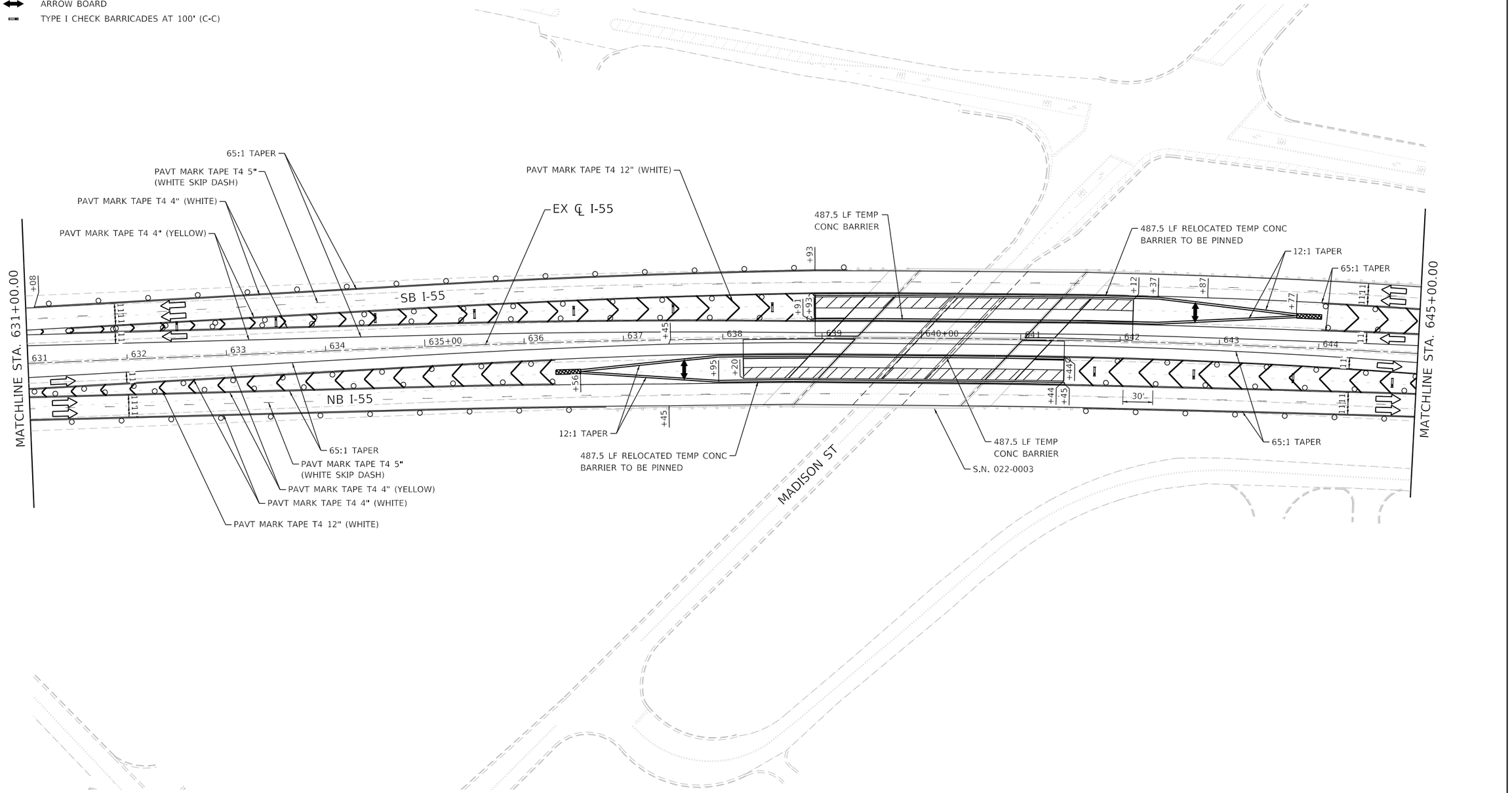
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	19
		CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN
- ARROW BOARD
- TYPE I CHECK BARRICADES AT 100' (C-C)

N

0 50 100 150
SCALE IN FEET

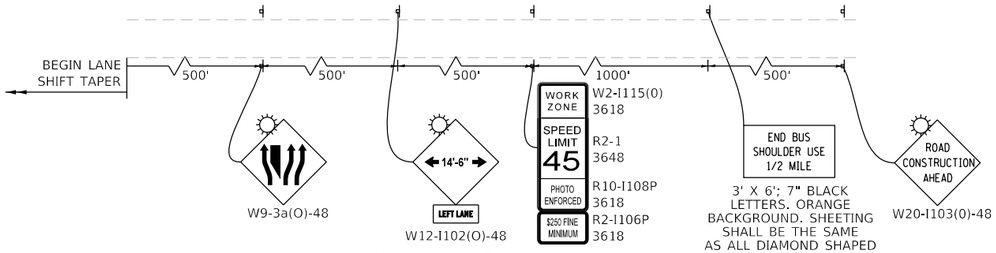


LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 55 (I-55) OVER MADISON STREET STAGING PLAN - STAGE 2
		DRAWN - RC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -		SCALE: 1"=50' | SHEET 8 OF 13 SHEETS | STA. 631+00.00 TO STA. 645+00.00
	PLOT DATE = 11/24/2020	DATE - 11/2020	REVISED -		

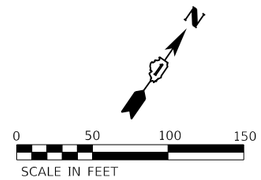
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	20
		CONTRACT NO. 62K96		
		ILLINOIS | FED. AID PROJECT		

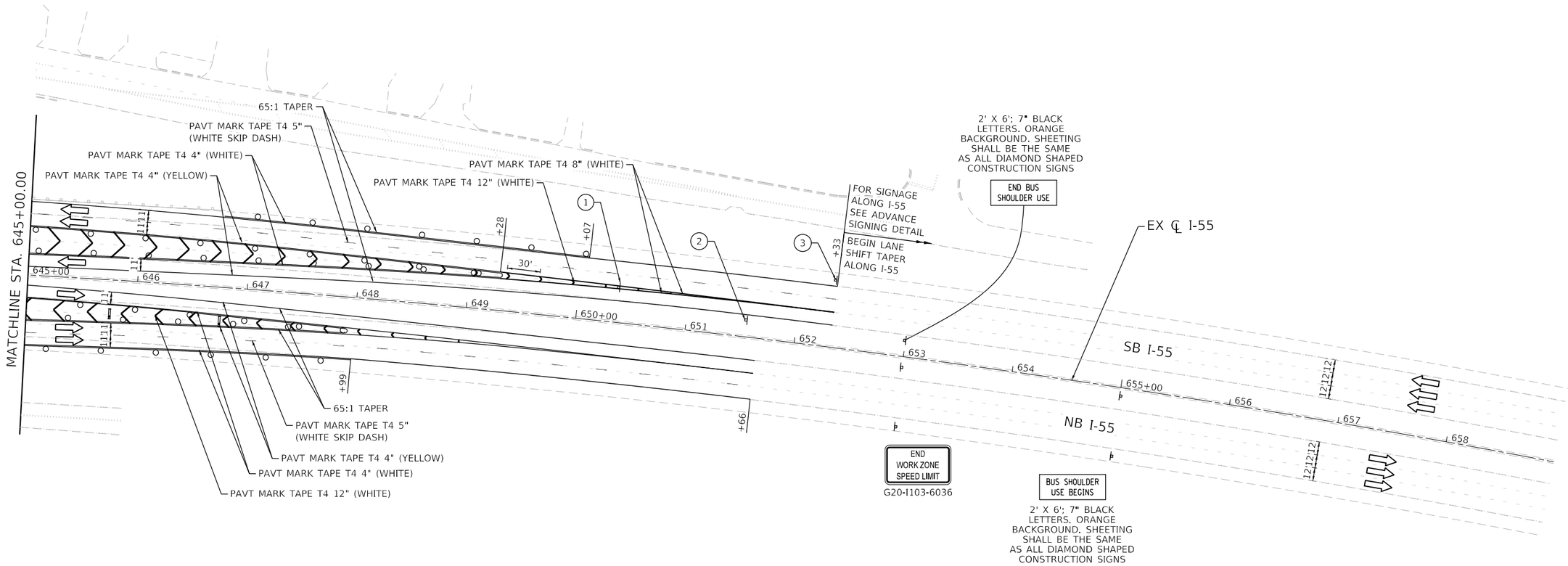
LEGEND

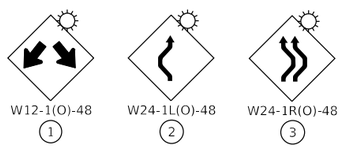
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN
- ARROW BOARD
- TYPE I CHECK BARRICADES AT 100' (C-C)



ADVANCED SIGNING DETAIL





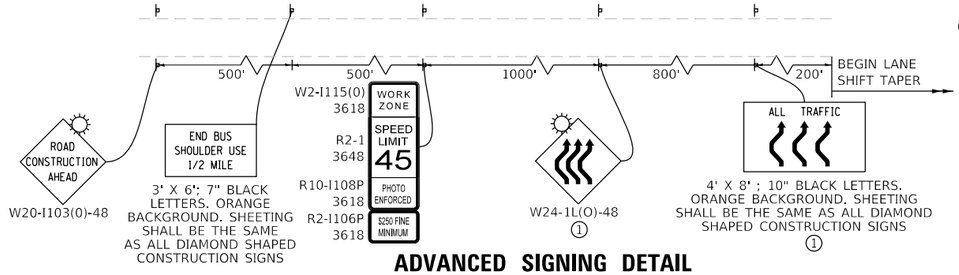


LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 55 (I-55) OVER MADISON STREET STAGING PLAN - STAGE 2
		DRAWN - RC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -		
	PLOT DATE = 11/24/2020	DATE - 11/2020	REVISED -		SCALE: 1"=50' SHEET 9 OF 13 SHEETS STA. 645+00.00 TO STA. 659+00.00

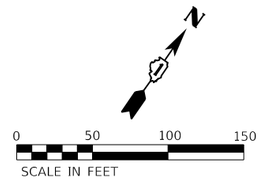
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	21
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

LEGEND

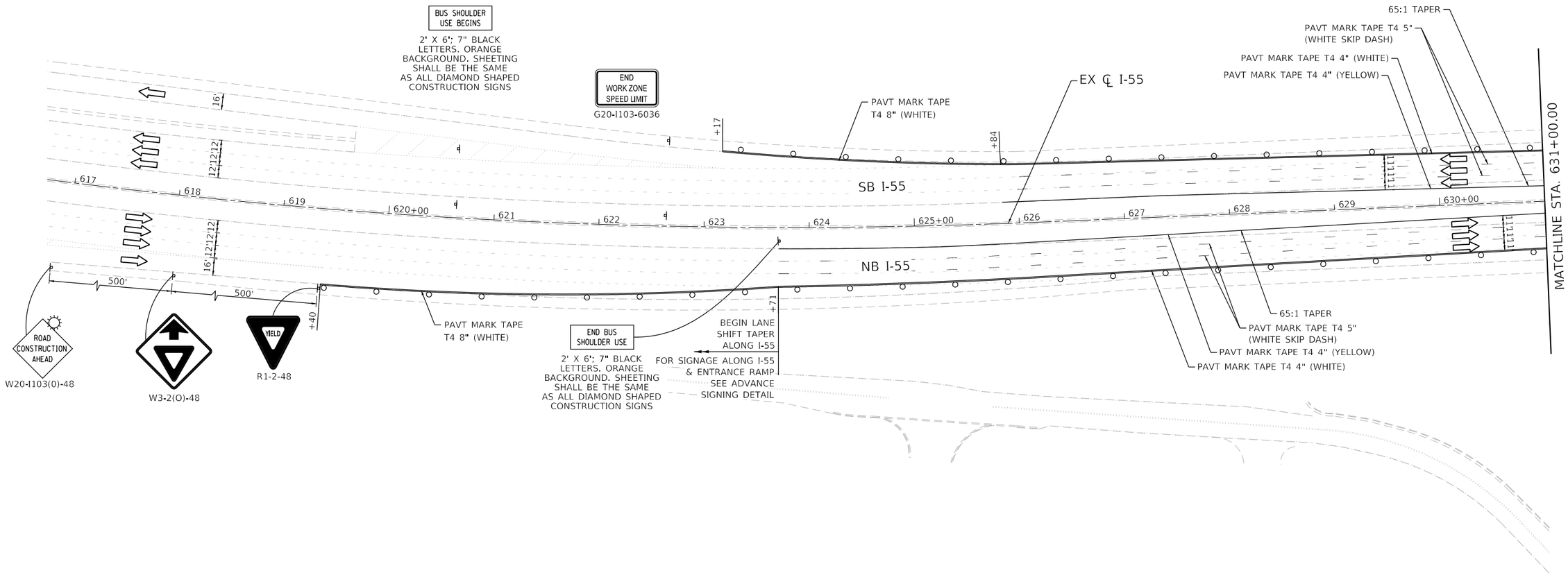
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN



① THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC ALONG I-55 AND ENTRANCE RAMP.



ADVANCED SIGNING DETAIL



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - RC	REVISED -	
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -	
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -	

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
STAGING PLAN - STAGE 3

SCALE: 1"=50' | SHEET 10 OF 13 SHEETS | STA. 617+00.00 | TO STA. 631+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	22
		CONTRACT NO. 62K96		
		ILLINOIS	FED. AID PROJECT	

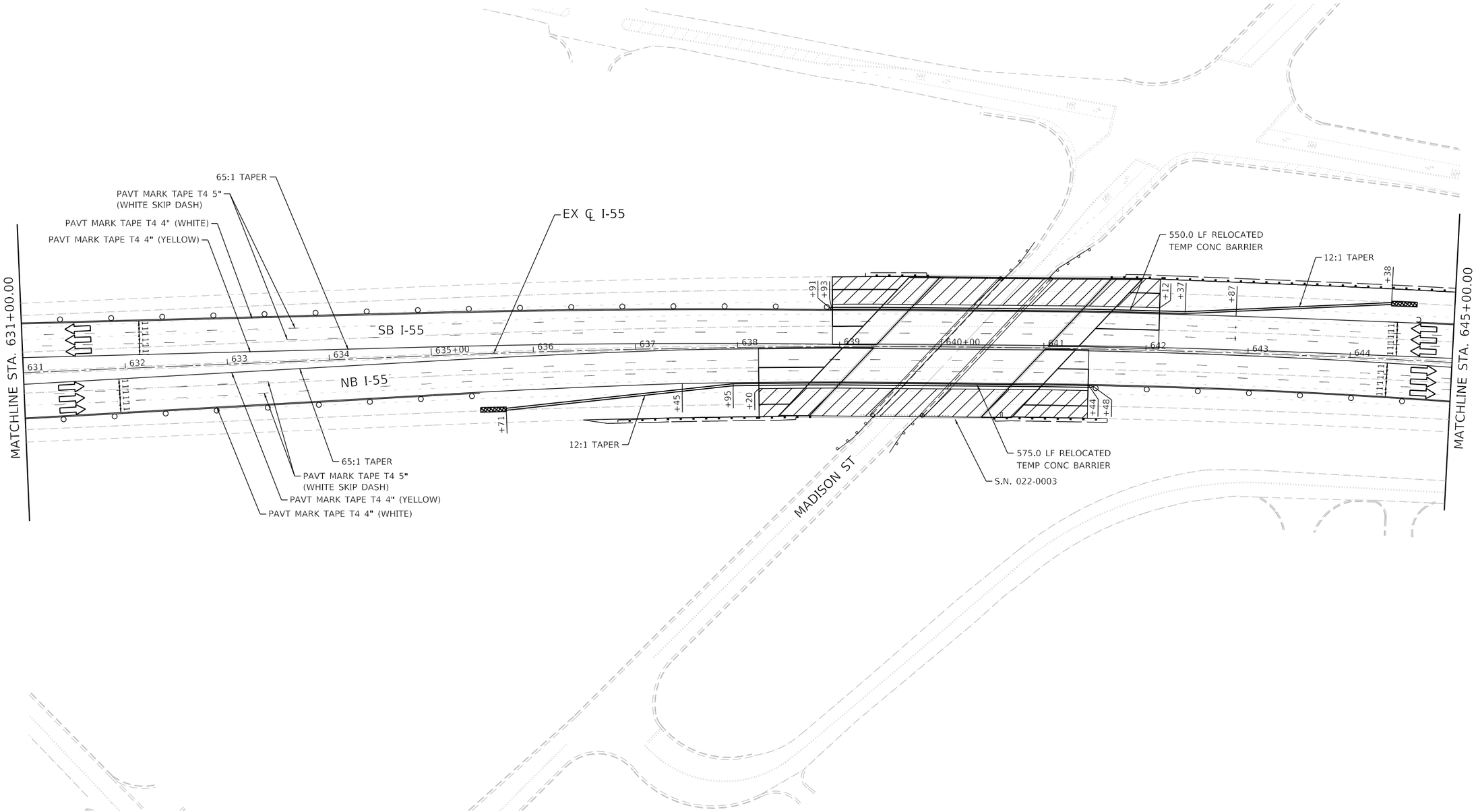
LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENTUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN

N

0 50 100 150

SCALE IN FEET

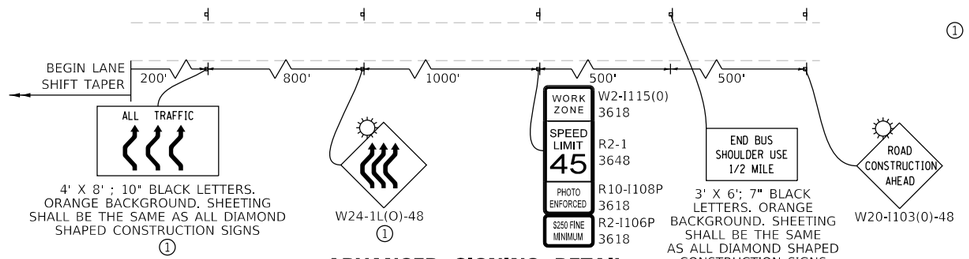


LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 55 (I-55) OVER MADISON STREET STAGING PLAN - STAGE 3
		DRAWN - RC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -		
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -		SCALE: 1"=50' SHEET 11 OF 13 SHEETS STA. 631+00.00 TO STA. 645+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	23
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

LEGEND

- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATOR, TEST LEVEL 3 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN



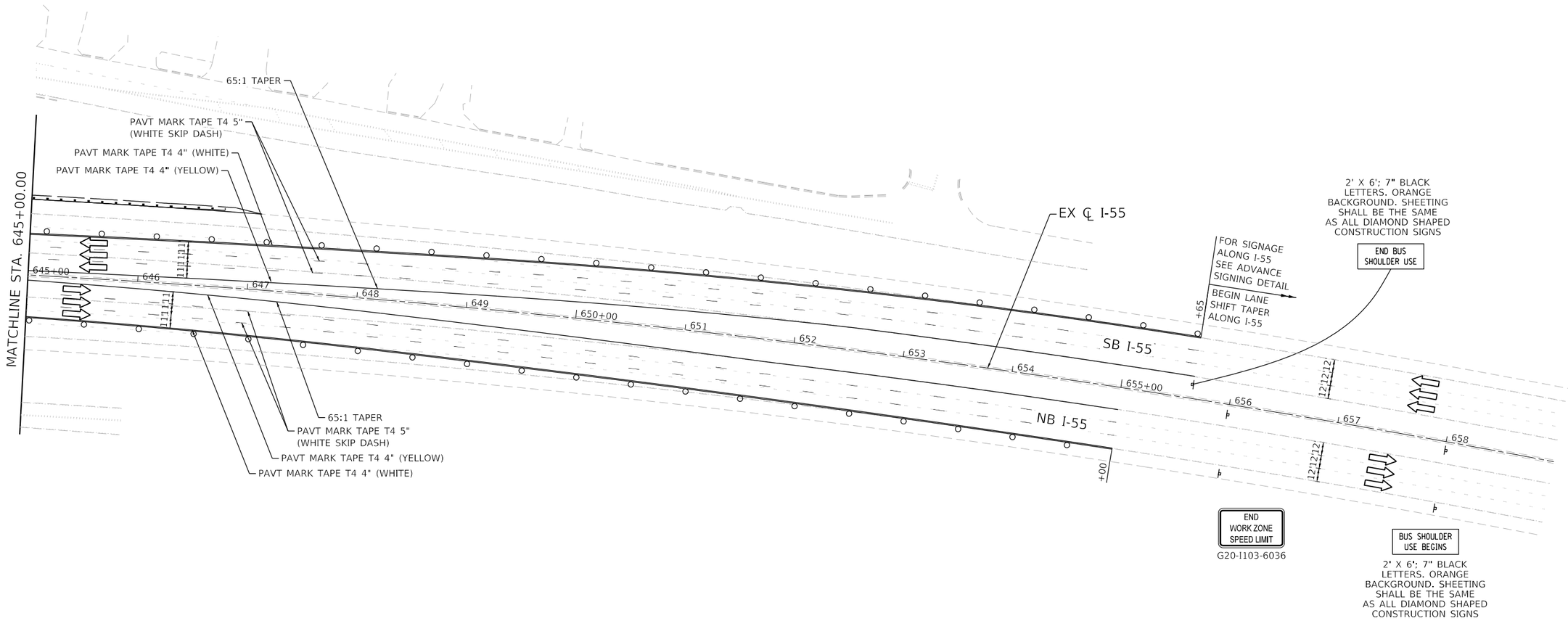
4' X 8' ; 10" BLACK LETTERS. ORANGE BACKGROUND. SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS ①

3' X 6'; 7" BLACK LETTERS. ORANGE BACKGROUND. SHEETING SHALL BE THE SAME AS ALL DIAMOND SHAPED CONSTRUCTION SIGNS

① THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC ALONG I-55 AND ENTRANCE RAMP.

0 50 100 150
SCALE IN FEET

ADVANCED SIGNING DETAIL



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -
		DRAWN - RC	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

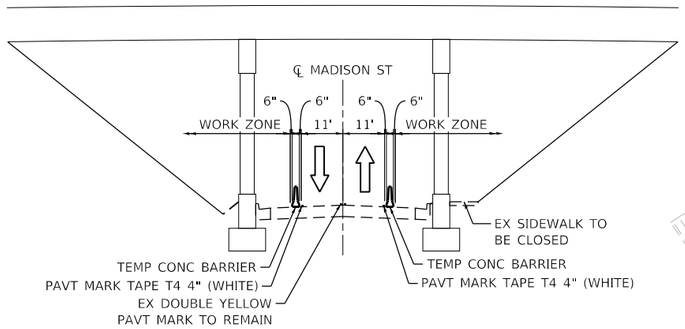
F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
STAGING PLAN - STAGE 3

SCALE: 1"=50' | SHEET 12 OF 13 SHEETS | STA. 645+00.00 | TO STA. 659+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	24
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

LEGEND

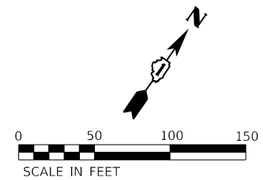
- WORK ZONE
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATOR, TEST LEVEL 2 (TEMPORARY)
- TEMPORARY CONCRETE BARRIER
- DRUMS WITH STEADY BURNING LIGHTS AT 50' (C-C)
- SIGN

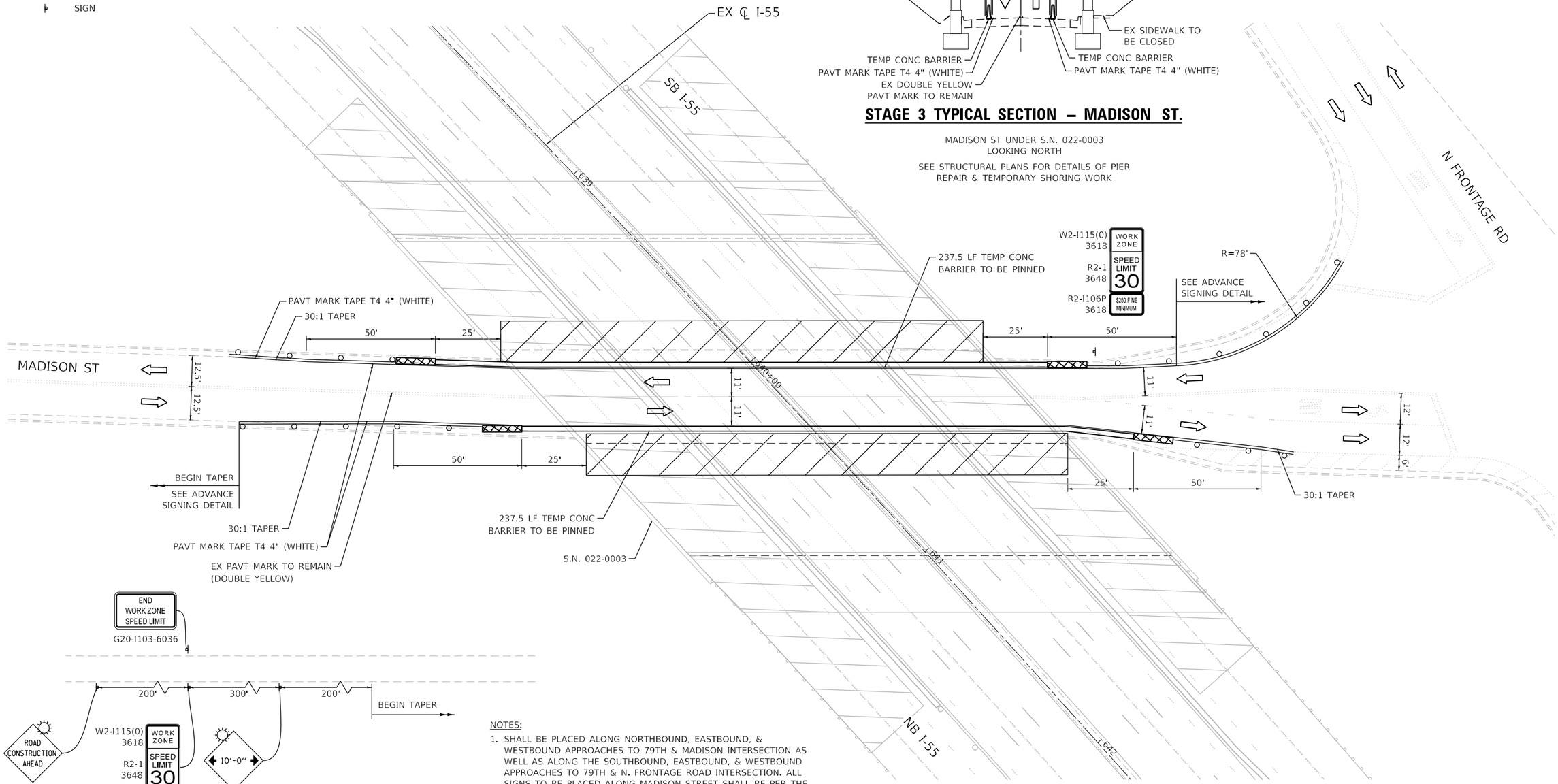


STAGE 3 TYPICAL SECTION – MADISON ST.

MADISON ST UNDER S.N. 022-0003
LOOKING NORTH

SEE STRUCTURAL PLANS FOR DETAILS OF PIER REPAIR & TEMPORARY SHORING WORK





ADVANCED SIGNING DETAIL

NOTES:

1. SHALL BE PLACED ALONG NORTHBOUND, EASTBOUND, & WESTBOUND APPROACHES TO 79TH & MADISON INTERSECTION AS WELL AS ALONG THE SOUTHBOUND, EASTBOUND, & WESTBOUND APPROACHES TO 79TH & N. FRONTAGE ROAD INTERSECTION. ALL SIGNS TO BE PLACED ALONG MADISON STREET SHALL BE PER THE ABOVE ADVANCED SIGNING DETAIL. DISTRICT STANDARD TC-10 SHOULD BE UTILIZE FOR ALL SIGNS TO BE PLACED ALONG THE SIDE ROADS.

LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

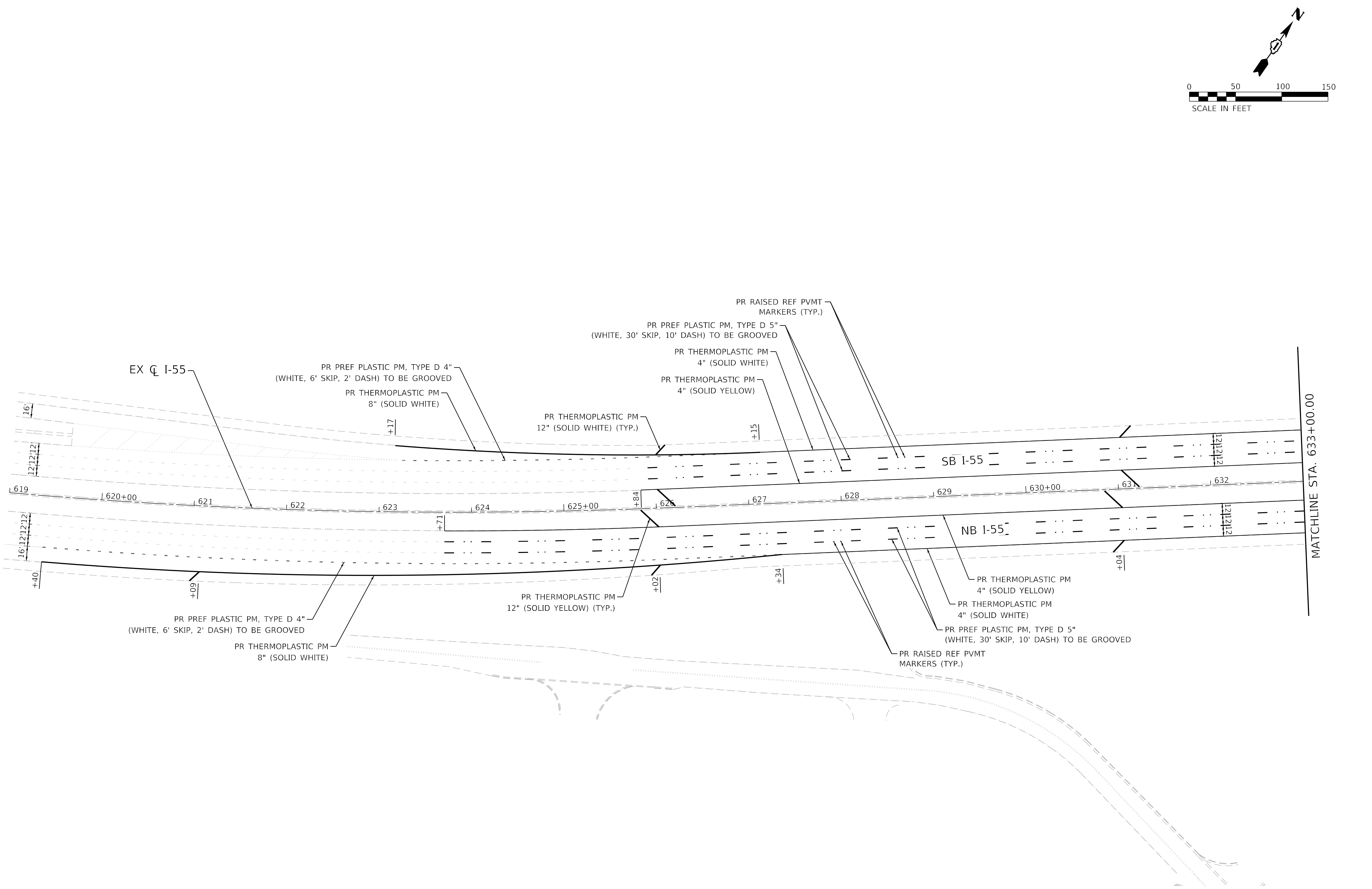
USER NAME = 14nho	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - ST	REVISED -
PLOT DATE = 11/20/2020	DATE - 11/2020	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
STAGING PLAN - STAGE 3

SCALE: 1"=50' | SHEET 13 OF 13 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	25
		CONTRACT NO. 62K96		
		ILLINOIS	FED. AID PROJECT	



LIN ENGINEERING,LTD.
Consulting Engineers
Westmont, Illinois

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PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -	

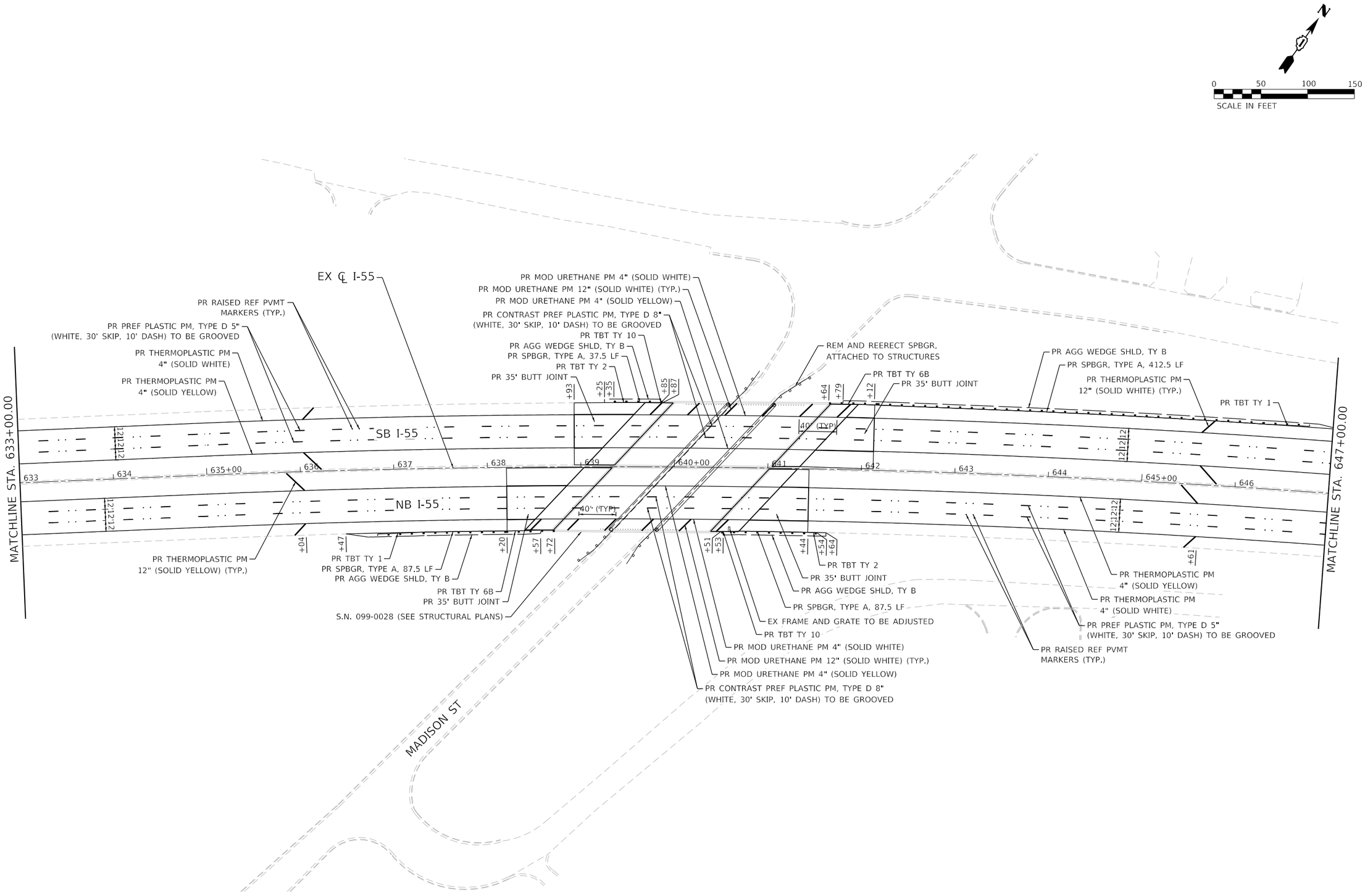
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. ROUTE 55 (I-55) OVER MADISON STREET
ROADWAY PLAN

SCALE: 1"=50' | SHEET 1 OF 4 SHEETS | STA. 619+40.00 TO STA. 633+00.00

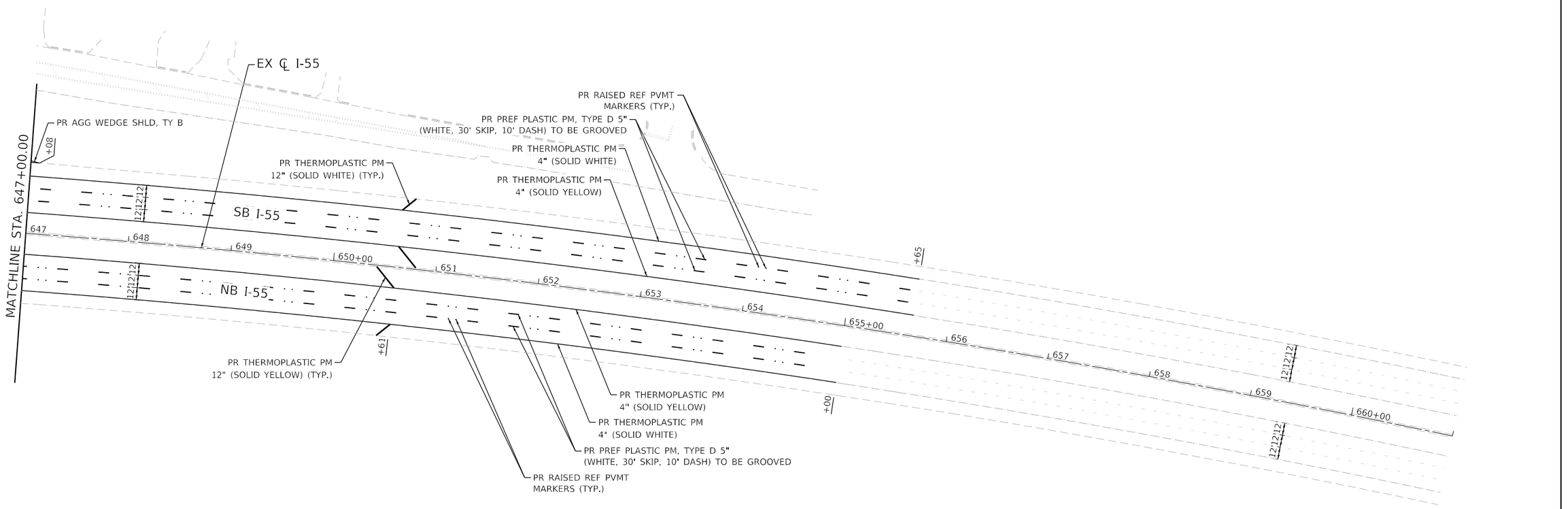
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	26

CONTRACT NO. 62K96
ILLINOIS FED. AID PROJECT



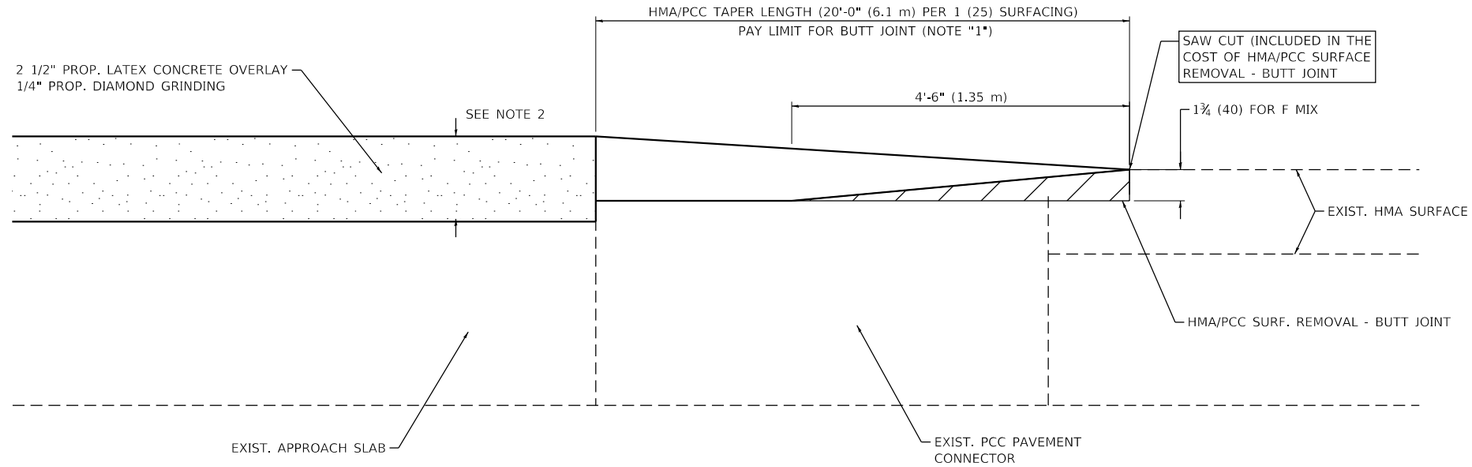
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 55 (I-55) OVER MADISON STREET ROADWAY PLAN
		DRAWN - RC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -		
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -		SCALE: 1"=50' SHEET 2 OF 4 SHEETS STA. 633+00.00 TO STA. 647+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	27
		CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			



LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.I. ROUTE 55 (I-55) OVER MADISON STREET ROADWAY PLAN
		DRAWN - RC	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - ST	REVISED -		SCALE: 1"=50' | SHEET 3 OF 4 SHEETS | STA. 647+00.00 TO STA. 655+65.00
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	28
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		



BUTT JOINT AND HMA/PCC TAPER FOR SCARIFICATION AND RESURFACING

NOTES:

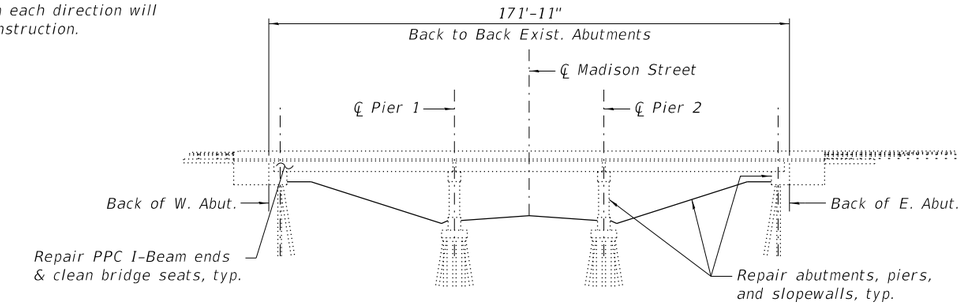
1. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
2. SEE BRIDGE PLANS FOR SCARIFICATION THICKNESS.
3. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
4. PORTIONS OF THE BUTT JOINT AND TAPER WILL EXTEND INTO THE EXISTING MAINLINE HMA PAVEMENT SURFACE BEYOND THE EXISTING PCC PAVEMENT CONNECTOR. LIMITS OF HMA/PCC BUTT JOINT SHALL BE VERIFIED BY THE FIELD ENGINEER.

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

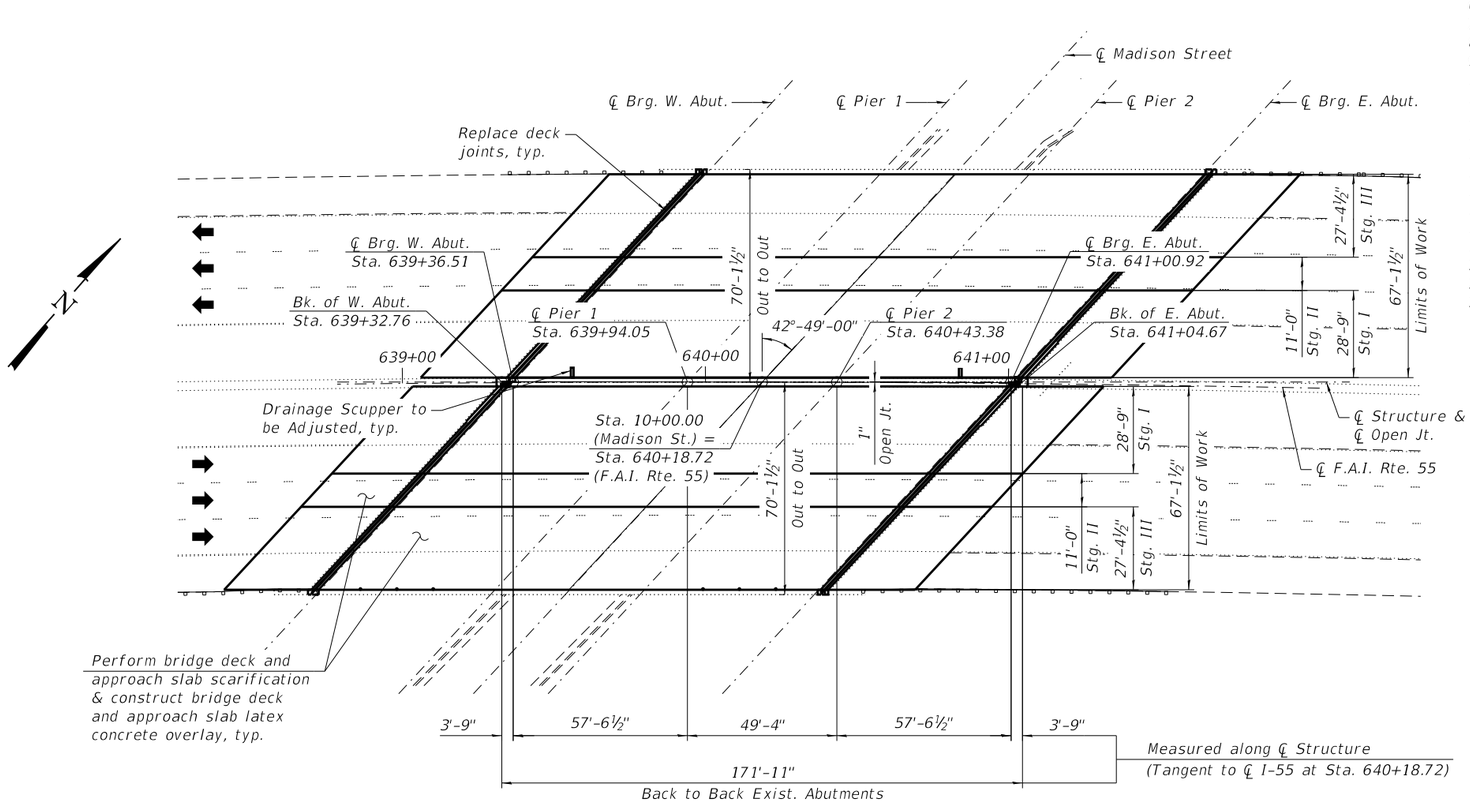
LIN ENGINEERING,LTD. Consulting Engineers Westmont, Illinois	USER NAME = rober	DESIGNED - RC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA/PCC TAPER DETAILS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RC	REVISED -			55	2020-025-BR	DUPAGE	62	29
	PLOT SCALE = 2.0000 ' / in.	CHECKED - ST	REVISED -					CONTRACT NO. 62K96		
	PLOT DATE = 11/2/2020	DATE - 11/2020	REVISED -		SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

Existing Structure: S.N. 022-0003 is a three span simple PPC I-Beam structure with a total length of 171'-11" and a total out to out width of 140'-4". The structure was constructed in 1959, rehabilitated and widened in 1978 under Section 22-1HB-1. The bridge deck was replaced and widened to its present width in 1995 under Contract 82453.

Traffic Control: Three lanes of mainline traffic in each direction will be maintained utilizing staged construction.



ELEVATION



PLAN

SCOPE OF WORK

1. Perform bridge deck and approach slab scarification ¾ inch.
2. Remove concrete deck and parapets at the expansion joints in order to replace neoprene joints with preformed joint strip seal.
3. Repair bridge deck slab.
4. Construct bridge deck and approach slab latex concrete overlay, 2½ inches.
5. Perform ¼" diamond grinding.
6. Perform bridge deck grooving on traffic lanes.
7. Apply protective coat to overlay and parapets.
8. Perform PPC I-Beam repairs.
9. Remove debris and clean bridge seats.
10. Repair abutments, piers, and slopewalls.

INDEX OF SHEETS

CURVE DATA

P.I. Sta. = 650+76.45
Δ = 17°-13'-06" (Rt.)
D = 0°-33'-00"
R = 10,417.45'
T = 1,577.19'
L = 3,130.60'
E = ---
e = ---
T.R. = ---
S.E. Run = ---
P.C. Sta. = 634+99.26
P.T. Sta. = 666+29.86

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges with Interims

LOADING HS-20 & ALT.

No allowance for future wearing surface.

DESIGN STRESSES

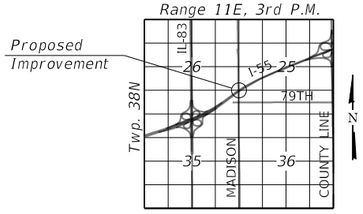
FIELD UNITS (NEW CONSTRUCTION)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

FIELD UNITS (EXIST. CONSTRUCTION)
f'c = 3,500 psi
f'c = 5,000 psi (PPC Units)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)

STATE OF ILLINOIS
PATRICK J. LAUX
081-007655
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

Signed Patrick J. Laux
PATRICK J. LAUX, S.E. Il. Lic. No. 081-007655
Expires 11-30-2020.

Date 11/25/2020



LOCATION SKETCH

GENERAL PLAN & ELEVATION
I-55 OVER MADISON STREET
F.A.I. RTE. 55 SECTION 2020-025-BR
DuPAGE COUNTY
STATION 640+18.72
S.N. 022-0003

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$		DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
		CHECKED - MS	REVISED -		
PLOT SCALE = N.T.S.		DRAWN - PJL	REVISED -		
PLOT DATE = 11/25/2020		CHECKED - MS	REVISED -		SHEET 1 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	30
		CONTRACT NO. 62K96		
		ILLINOIS	FED. AID PROJECT	

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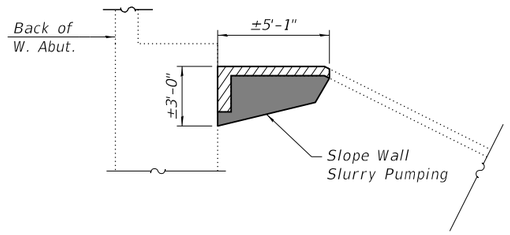
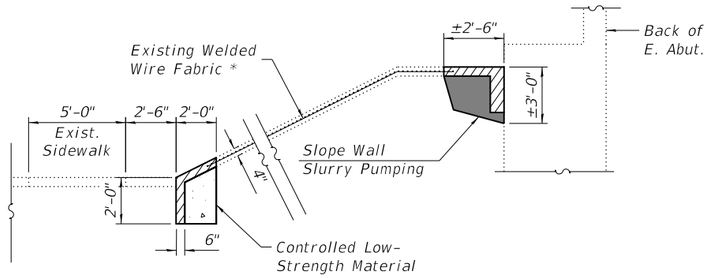
GENERAL NOTES:

1. No field welding is permitted except as specified in the contract documents.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. 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 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.
4. 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.
5. Areas of deck repair shown are estimated. The Engineer shall show actual locations of deck repairs on as-built plans.
6. Protective coat shall be applied to inside and top faces of parapets and new overlay.
7. Cost of removal and disposal of existing expansion joints shall be included in the cost of Concrete Removal.
8. 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.
9. Expansion joints shall be fabricated to conform to the existing cross slope of the bridge.
10. The Contractor shall exercise care during removal of existing joints to ensure that the slab, beams, and diaphragms' integrity will not be detrimentally impacted. The Contractor shall repair any damage(s) to the slab, beams, and diaphragms caused by his/her operation as directed by the Engineer at no additional cost to the Department.



SECTION A-A

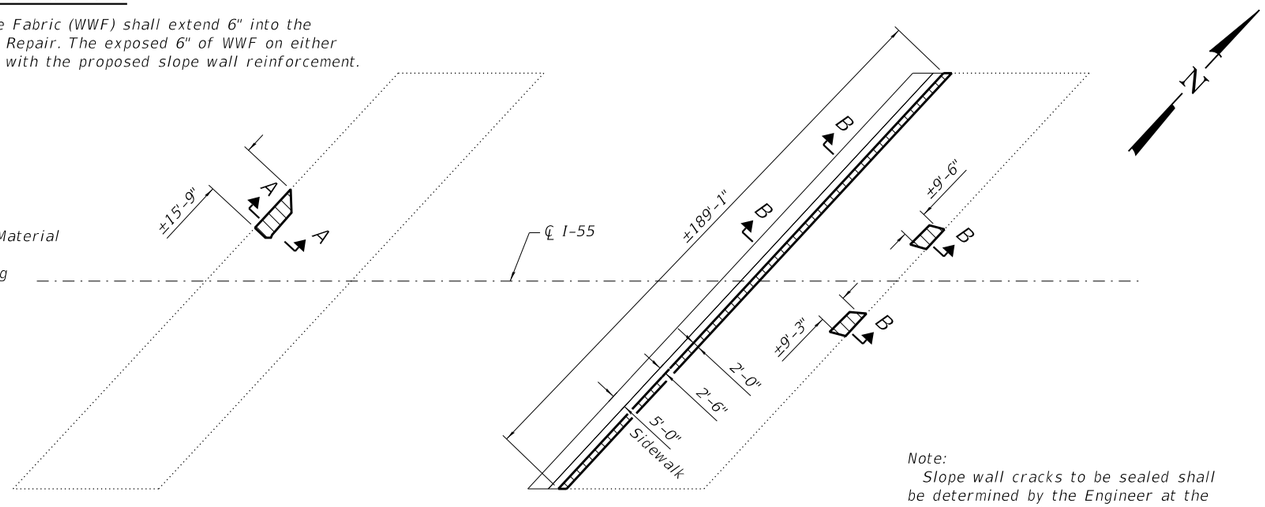


SECTION B-B

* Existing Welded Wire Fabric (WWF) shall extend 6" into the proposed Slope Wall Repair. The exposed 6" of WWF on either side shall be lapped with the proposed slope wall reinforcement.

LEGEND:

- – Slope Wall Repair
- – Controlled Low-Strength Material
- – Slope Wall Slurry Pumping



Note:
Slope wall cracks to be sealed shall be determined by the Engineer at the time of construction.

SLOPE WALL REPAIR PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	33.6	–	33.6
Concrete Superstructure	Cu. Yd.	36.7	–	36.7
Protective Coat	Sq. Yd.	3,446	–	3,446
Reinforcement Bars, Epoxy Coated	Pound	5,290	–	5,290
Bar Splicers	Each	64	–	64
Preformed Joint Strip Seal	Foot	368	–	368
Epoxy Crack Injection	Foot	–	20	20
Controlled Low-Strength Material	Cu. Yd.	–	28	28
Slope Wall Crack Sealing	Foot	–	100	100
Acrylic Coating	Sq. Yd.	33	62	95
Fiber Wrap	Sq. Ft.	319	552	871
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,842	–	1,842
Bridge Deck Latex Concrete Overlay, 2 1/2 Inches	Sq. Yd.	3,368	–	3,368
Cleaning Bridge Seats	Sq. Ft.	1,159	–	1,159
Bridge Deck Scarification, 3/4 Inch	Sq. Yd.	3,368	–	3,368
Structural Repair of Concrete (Depth Equal To or Less Than 5 Inches)	Sq. Ft.	–	594.0	594.0
Debris Removal	L. Sum	–	1	1
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1	–	1
Drainage Scuppers to be Adjusted	Each	2	–	2
Diamond Grinding (Bridge Section)	Sq. Yd.	3,432	–	3,432
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	131	–	131
Slope Wall Repair	Sq. Yd.	–	57	57
Slope Wall Slurry Pumping	Cu. Yd.	–	11	11
Temporary Shoring and Cribbing	Each	–	28	28

WSP USA Inc.
30 N. LASALLE STREET
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PLOT SCALE = N.T.S.		DRAWN - PJL	REVISED -	
PLOT DATE = 11/25/2020		CHECKED - MS	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 2 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	31
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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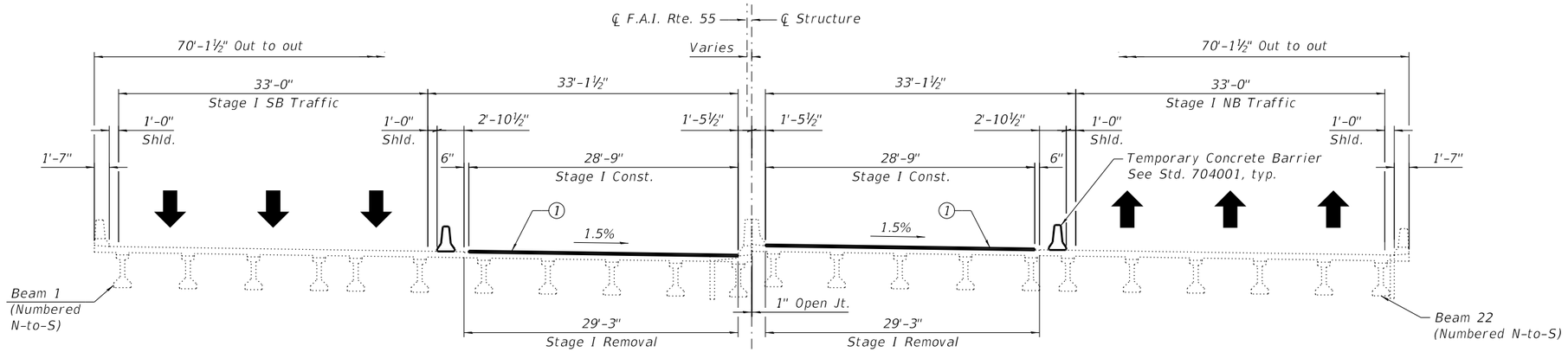
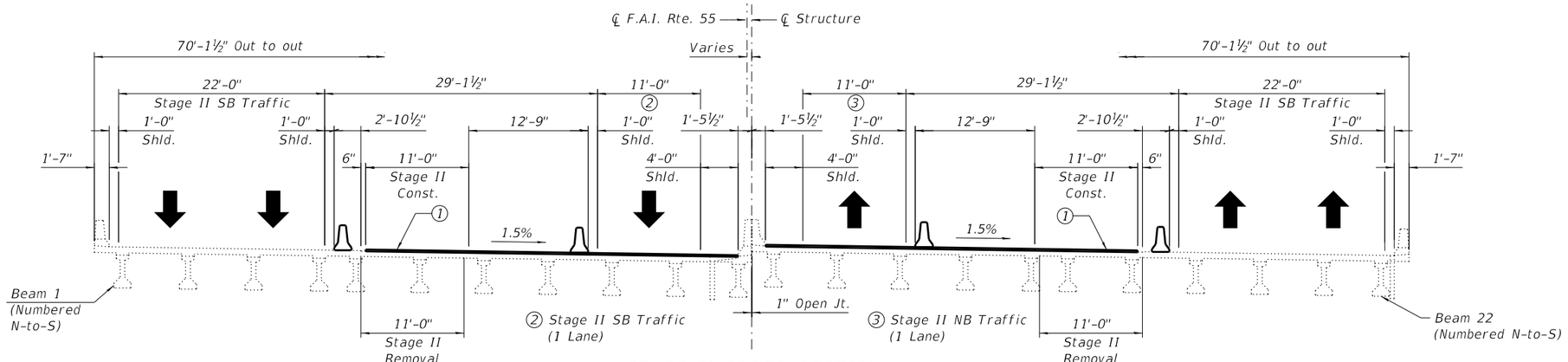


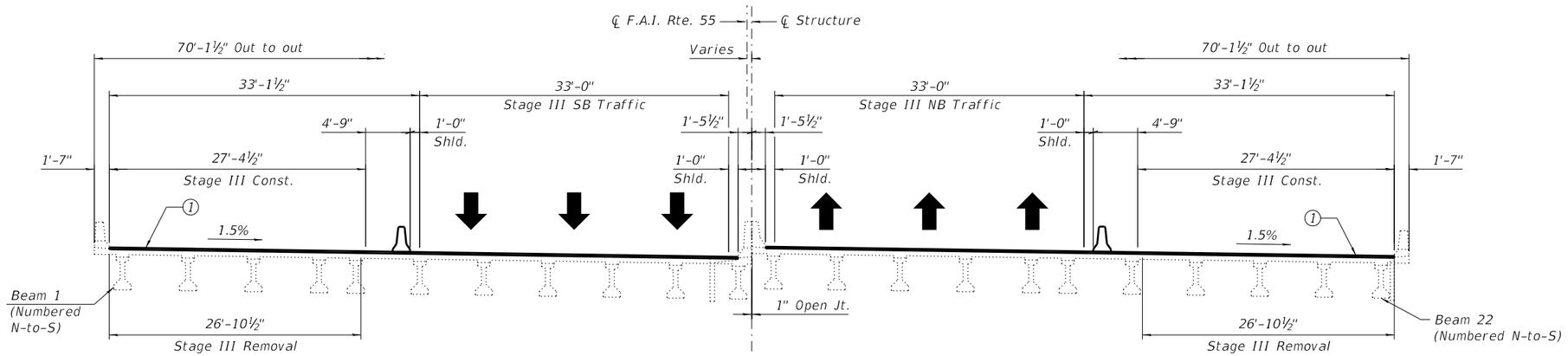
STAGE I CROSS SECTION

(Looking Northeast)



STAGE II CROSS SECTION

(Looking Northeast)



STAGE III CROSS SECTION

(Looking Northeast)

① Bridge Deck Scarification ¾ Inch and Bridge Deck Latex Concrete Overlay, 2½ Inches with ¼" diamond grinding

Notes:

All horizontal dimensions are measured perpendicular to ℄ Structure, unless noted otherwise.

See sheet 4 of 22 for Temporary Concrete Barrier. For quantity of Temporary Concrete Barrier, see Roadway Plans.

WSP USA Inc.
30 N. LASALLE STREET
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CHICAGO, IL 60602
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USER NAME = $USER$	DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
	CHECKED - MS	REVISED -		
PLOT SCALE = N.T.S.	DRAWN - PJL	REVISED -		SHEET 3 OF 22 SHEETS
PLOT DATE = 11/25/2020	CHECKED - MS	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

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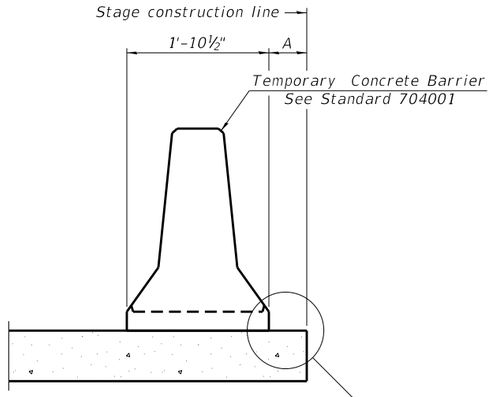
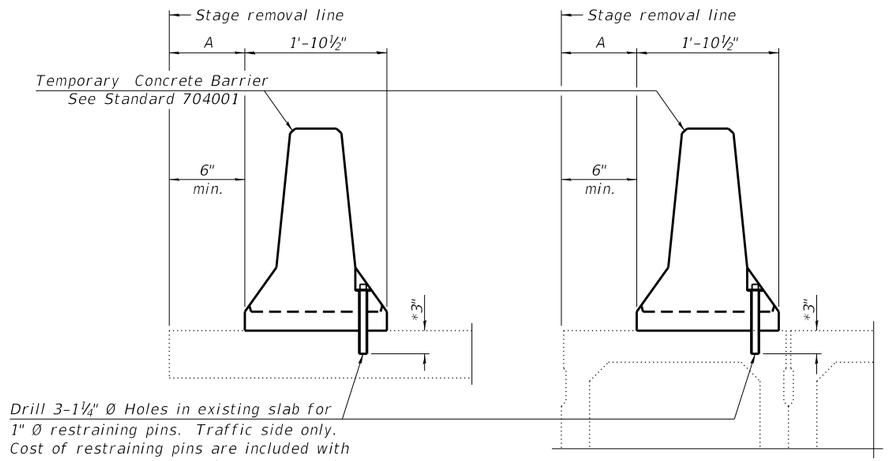


When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



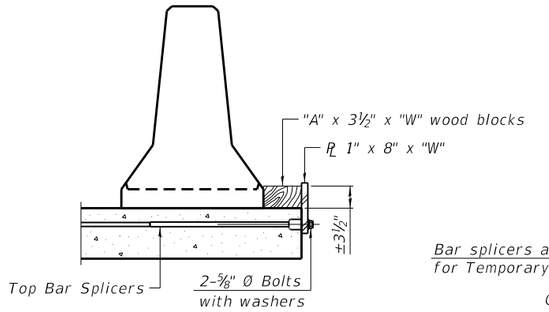
Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

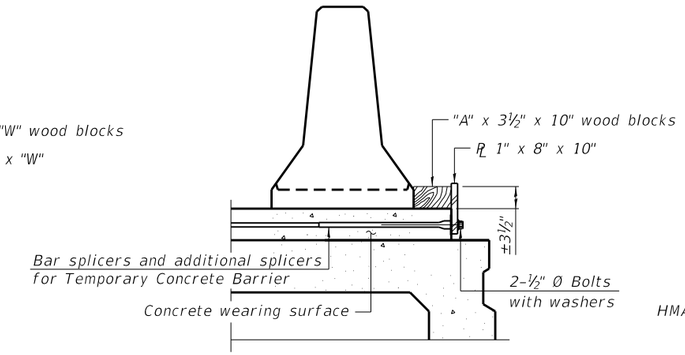
* When hot-mix asphalt wearng surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

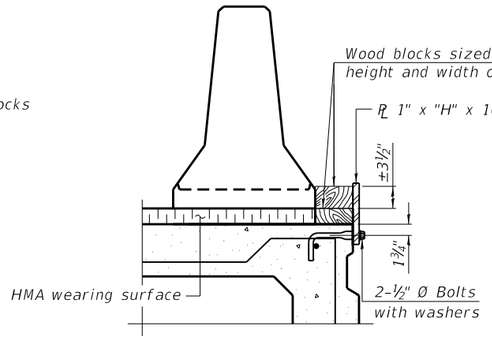
SECTIONS THRU SLAB OR DECK BEAM



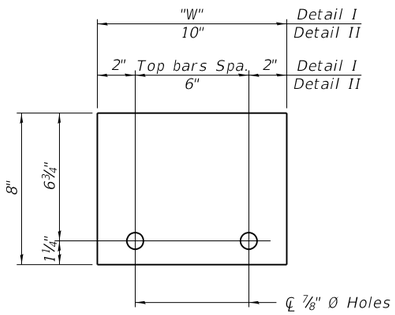
DETAIL I



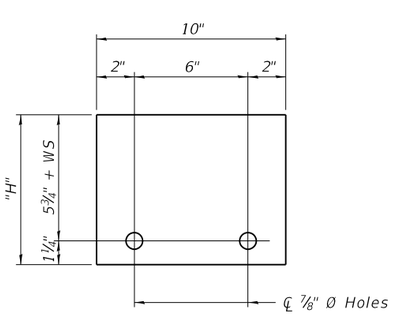
DETAIL II



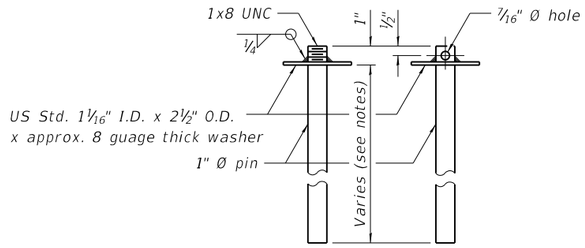
DETAIL III



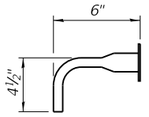
STEEL RETAINER ℄ 1" x 8" x "W"
(Detail I and II)



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



RESTRAINING PIN



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 ℄ 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 1½", 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.

R-27

2-17-2017

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-4150
FAX: (312) 782-1684

USER NAME = $USER$	DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
	CHECKED - MS	REVISED -		
PLOT SCALE = N.T.S.	DRAWN - PJL	REVISED -		
PLOT DATE = 11/25/2020	CHECKED - MS	REVISED -		SHEET 4 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	33
		CONTRACT NO. 62K96		
		ILLINOIS	FED. AID PROJECT	

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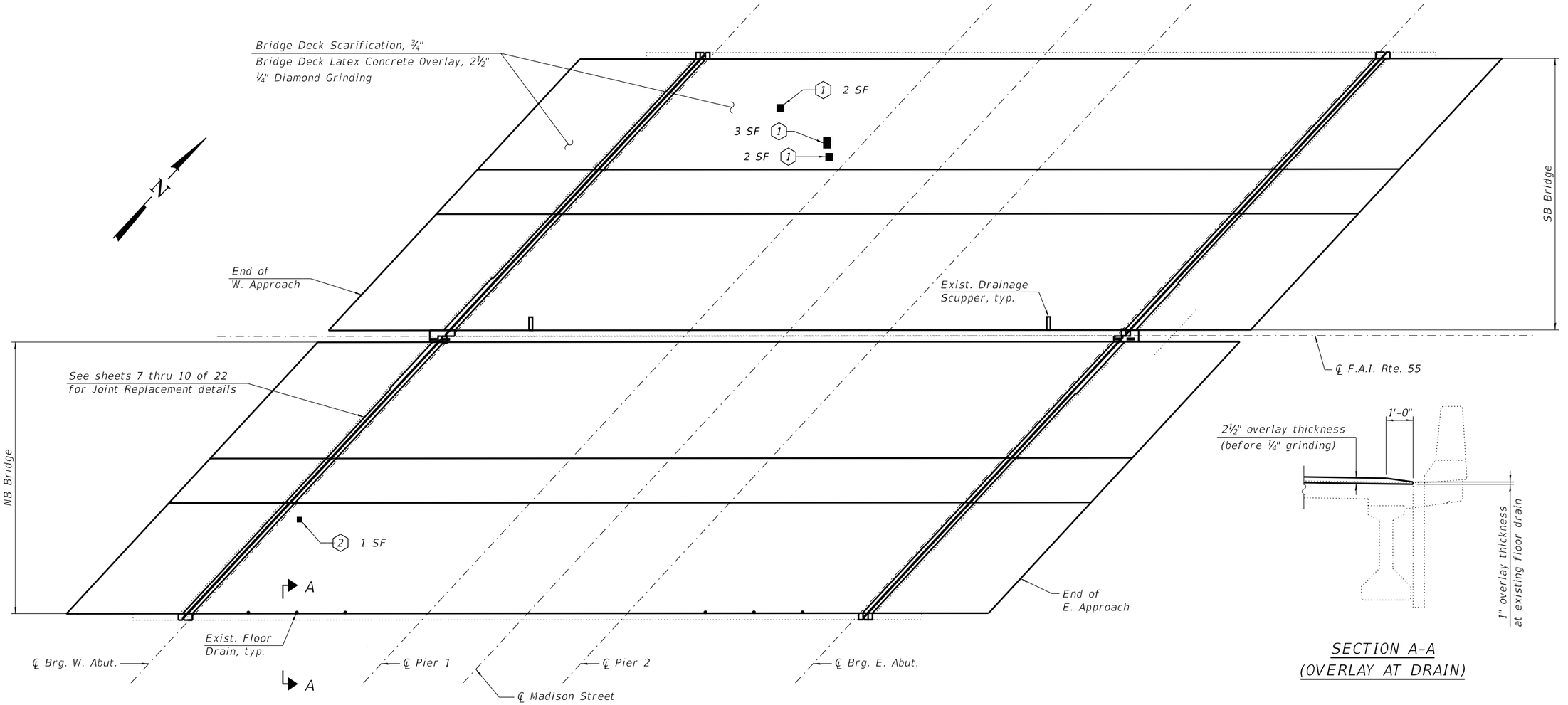
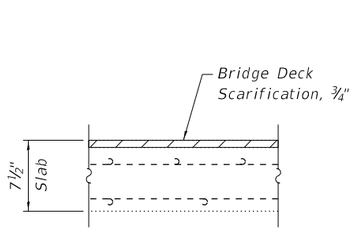
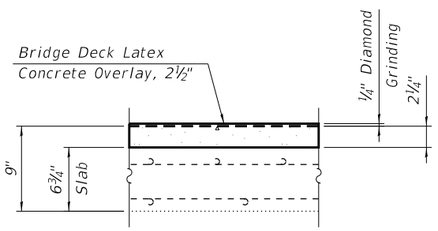


DECK PLAN

SECTION A-A (OVERLAY AT DRAIN)



EXISTING BRIDGE DECK CROSS SECTION



PROPOSED BRIDGE DECK CROSS SECTION

LEGEND

1. Deck Slab Repair (Partial Depth) (For information only)
2. Deck Slab Repair (Full Depth, Type I)

SF – Square Feet

Notes:

Areas of deck repairs shown are estimated. The Engineer shall document actual locations of deck repairs on As-Built Plans.

Quantity listed for Deck Slab Repair (Partial) is for information only. See Bridge Deck Latex Concrete Overlay Special Provisions.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Deck Slab Repair (Partial Depth)	Sq. Yd.	1
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	1

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$	DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DECK REPAIR PLAN I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
	CHECKED - NBR	REVISED -		
PLOT SCALE = N.T.S.	DRAWN - PJL	REVISED -		SHEET 5 OF 22 SHEETS
PLOT DATE = 11/25/2020	CHECKED - NBR	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	34
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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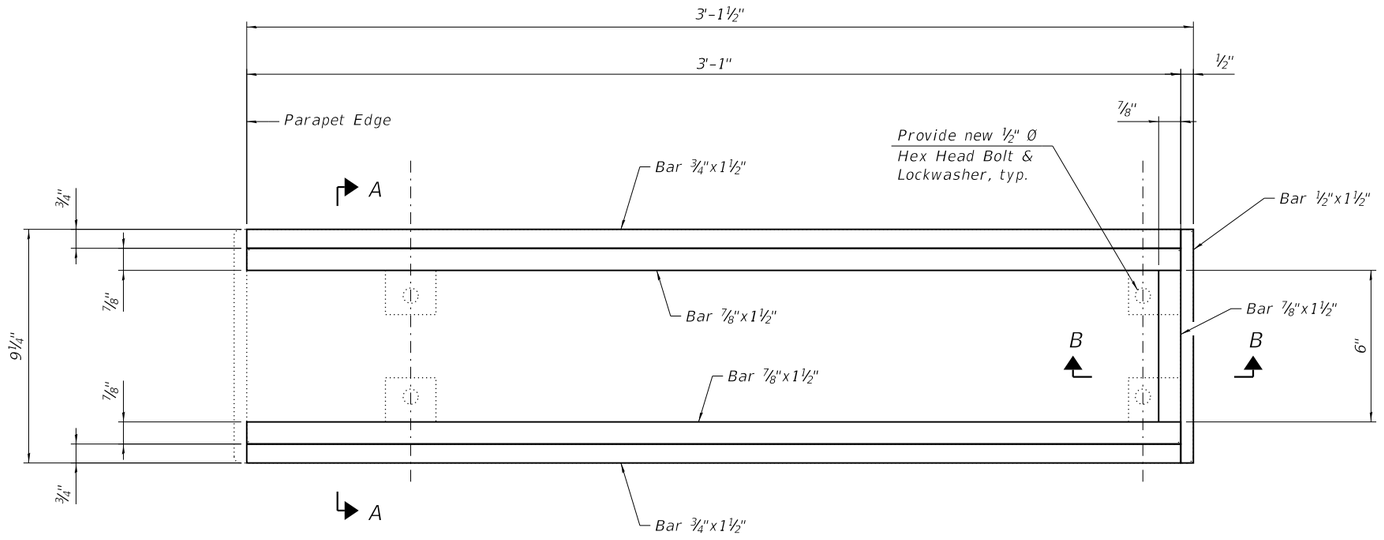
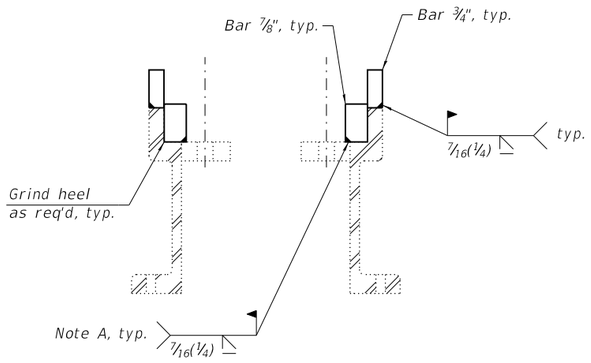
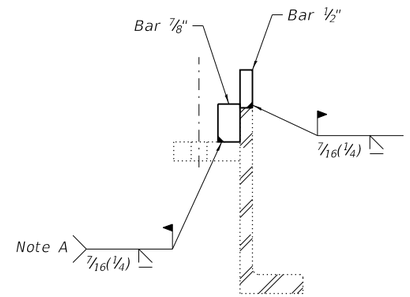


ADJUSTING SCUPPER RING – PLAN



SECTION A–A



SECTION B–B

Notes:
1. The adjusting scupper ring shall be galvanized.
2. Bolts shall be ½" Dia., AASHTO M164 Type I, mechanically galvanized.
3. The Contractor shall ensure that no damage is done to existing grates to be reused.
4. Shop plans for proposed adjusting scupper ring shall be submitted for approval prior to fabrication.
5. Cost of all labor and materials necessary to remove existing grates, clean existing scuppers, install adjusting scupper rings and reinstalling grates shall be included in the cost per unit each for Drainage Scupper to be Adjusted.
6. See sheet 1 of 22 for Scupper locations.

Note A:
Surface of weld shall be recessed 1/16" max. or placed flush with inside face of bars to provide clearance for grate.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper to be Adjusted	Each	2

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1884

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADJUSTING EXISTING SCUPPERS DETAILS
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 6 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	35
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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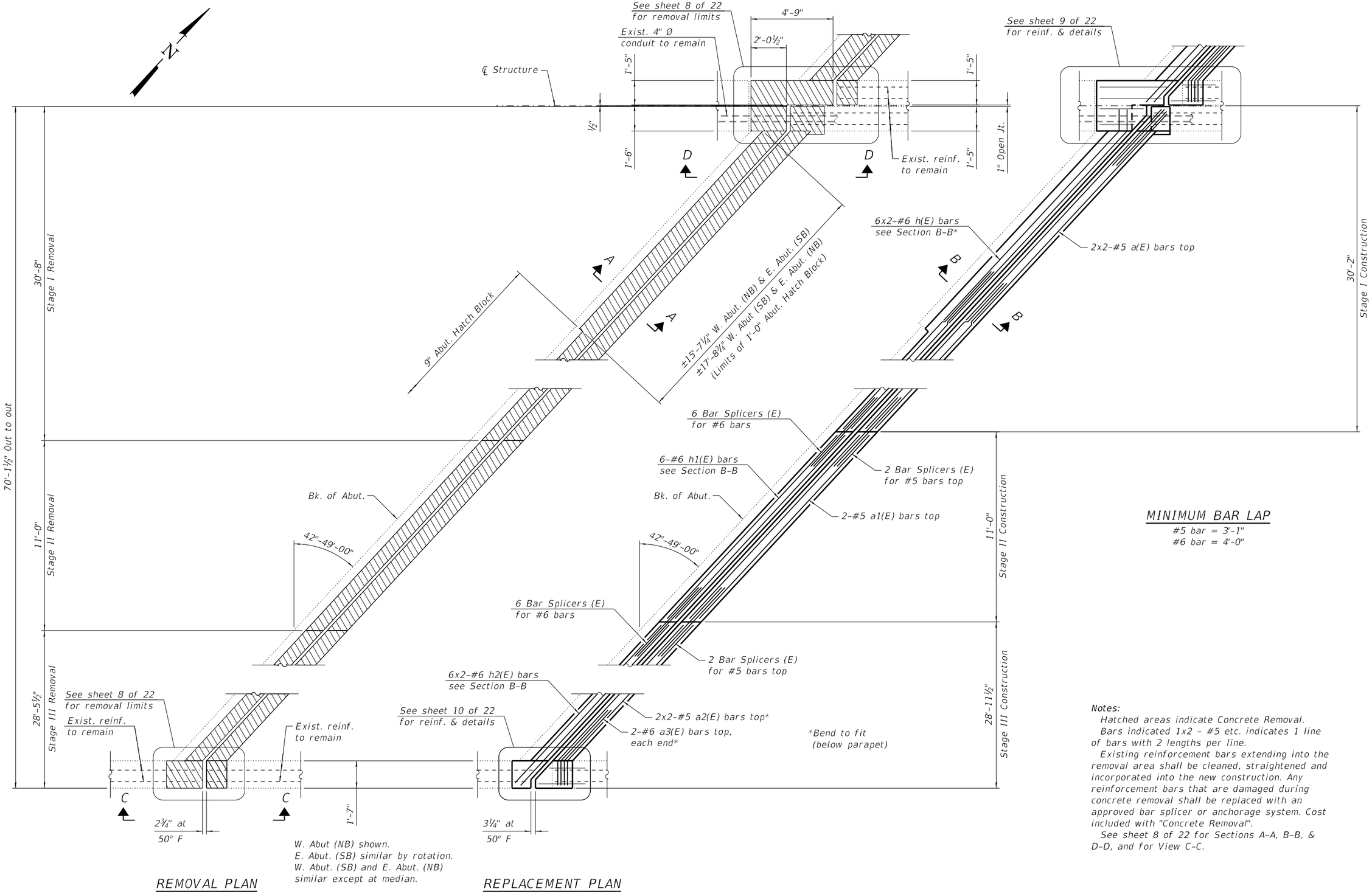

W. Abut (NB) shown.
E. Abut. (SB) similar by rotation.
W. Abut. (SB) and E. Abut. (NB)
similar except at median.

REMOVAL PLAN

REPLACEMENT PLAN

MINIMUM BAR LAP

#5 bar = 3'-1"
#6 bar = 4'-0"

Notes:

Hatched areas indicate Concrete Removal.

Bars indicated 1x2 - #5 etc. indicates 1 line of bars with 2 lengths per line.

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".

See sheet 8 of 22 for Sections A-A, B-B, & D-D, and for View C-C.

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-4150
FAX: (312) 782-1684

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		CHECKED - MI		REVISED -	
PLOT SCALE = N.T.S.		DRAWN - PJL		REVISED -	
PLOT DATE = 11/25/2020		CHECKED - MI		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT I
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 7 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	36
		CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

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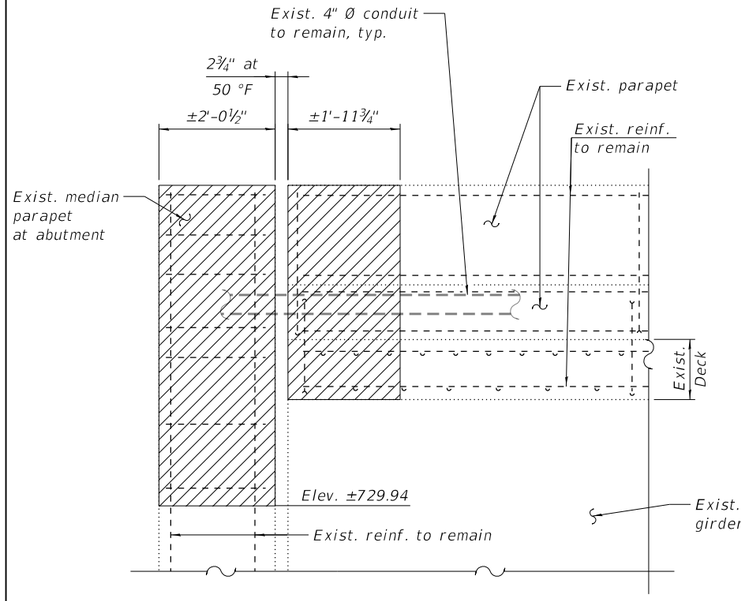
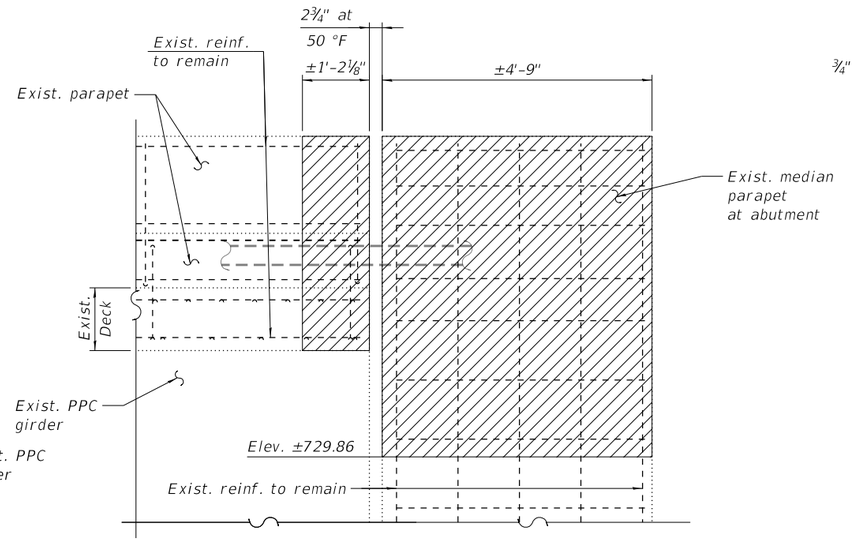
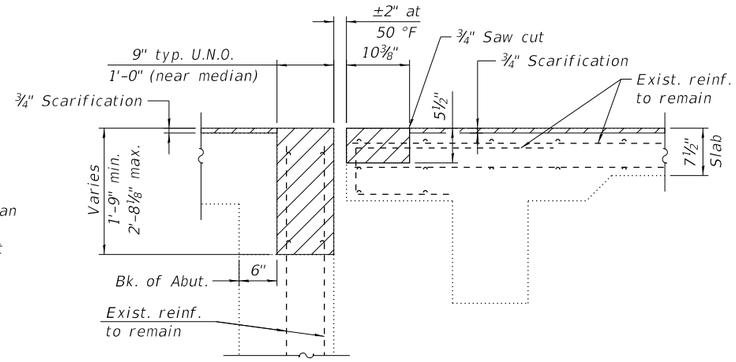


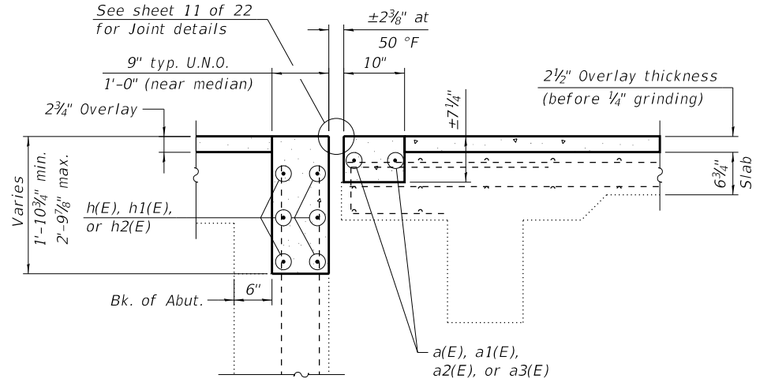
SECTION D-D
W. ABUT. AT NB MEDIAN PARAPET
(E. Abut. at SB Median Parapet is similar)



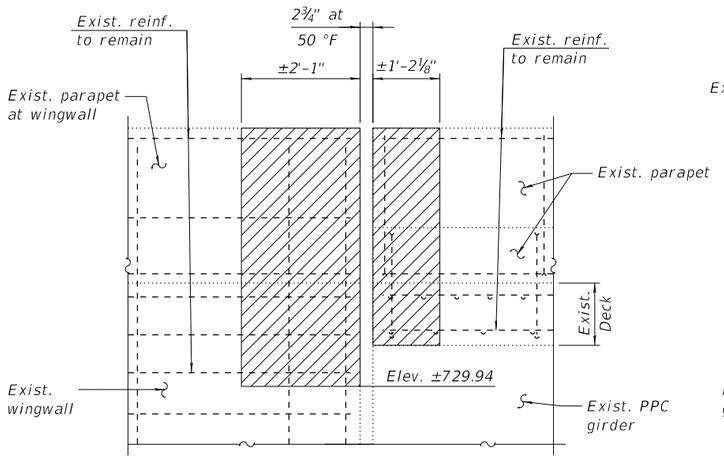
SECTION D-D
E. ABUT. AT NB MEDIAN PARAPET
(W. Abut. at SB Median Parapet is similar)



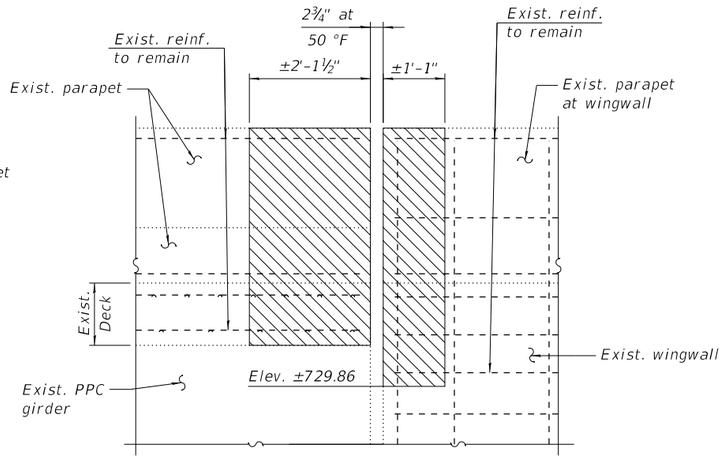
SECTION A-A



SECTION B-B



VIEW C-C
W. ABUT. AT NB OUTSIDE PARAPET
(E. Abut. at SB Outside Parapet is similar)



VIEW C-C
E. ABUT. AT NB OUTSIDE PARAPET
(W. Abut. at SB Outside Parapet is similar)

Notes:

Hatched areas indicate Concrete Removal.

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".

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WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$		DESIGNED - PJL		REVISED -			
		CHECKED - MI		REVISED -			
PLOT SCALE = N.T.S.		DRAWN - PJL		REVISED -			
PLOT DATE = 11/25/2020		CHECKED - MI		REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT II
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 8 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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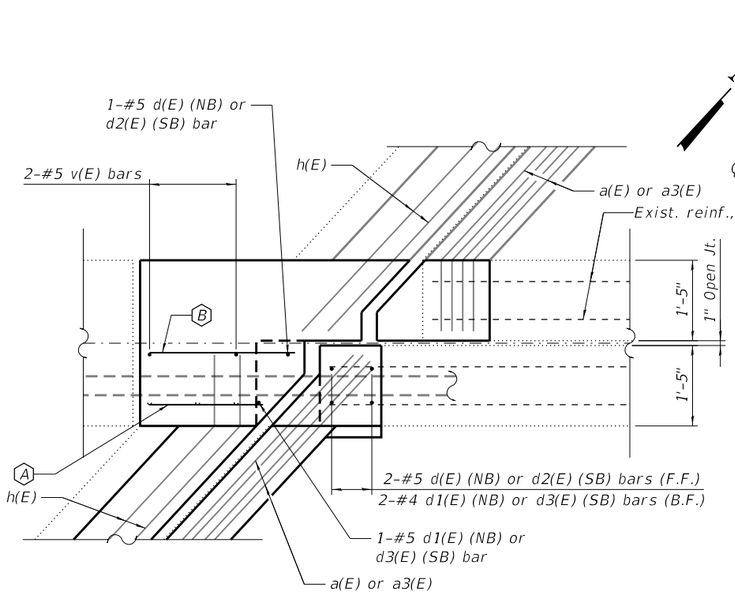
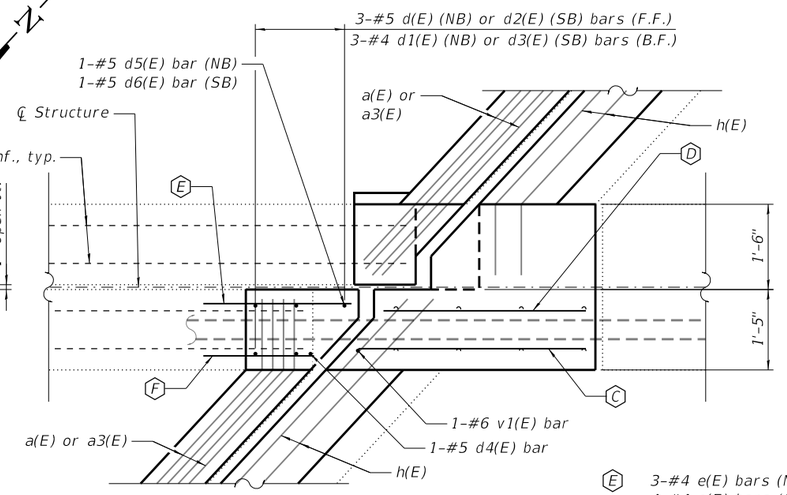


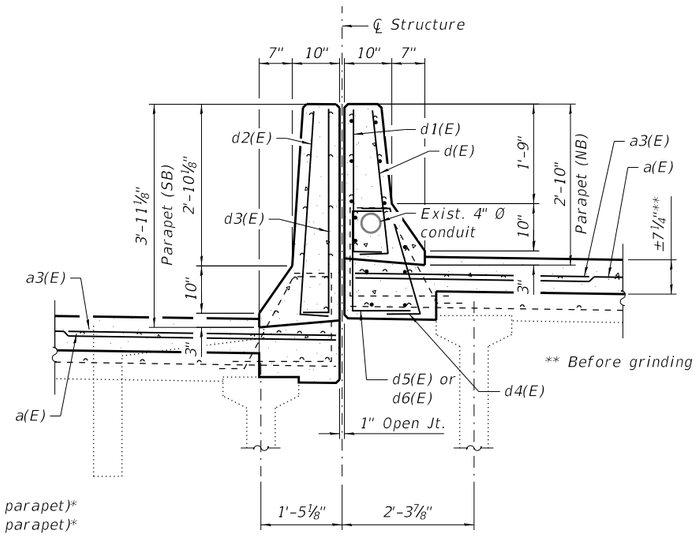
W. ABUT. AT NB MEDIAN PARAPET PLAN

(E. Abut. at SB Median Parapet is similar)



E. ABUT. AT NB MEDIAN PARAPET PLAN

(W. Abut. at SB Median Parapet is similar)



SECTION THRU MEDIAN PARAPETS

(Looking Northeast)

A 4–#5 h3(E) bars (NB Parapet)
5–#5 h3(E) bars (SB Parapet)
3–#5 h4(E) bars
(Cut to fit bars at front face as req'd, see Section thru Median Parapets)

B 4–#5 h3(E) bars
(See Section thru Median Parapets)

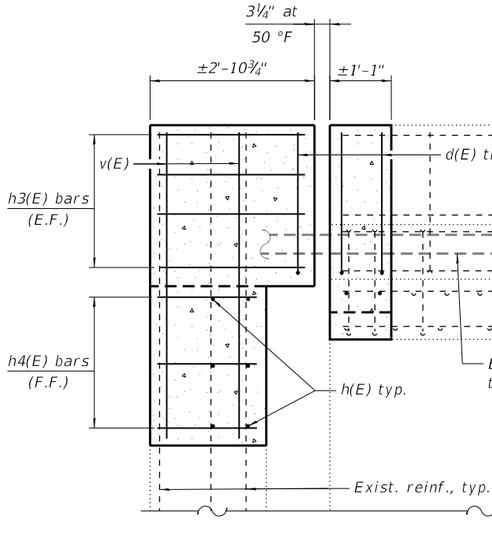
C 8–#5 h5(E) bars (NB Parapet)
7–#5 h5(E) bars (SB Parapet)
(See Section thru Median at Abut.)

D 7–#5 h5(E) bars
(Cut to fit bars at back face as req'd, see Section thru Median at Abut.)

E 3–#4 e(E) bars (NB parapet)*
4–#4 e(E) bars (SB parapet)*
1–#8 e1(E) bar*
1–#5 e2(E) bar*
1–#5 b(E) bar*
1–#6 b1(E) bar*
(See Section thru Median Parapets)

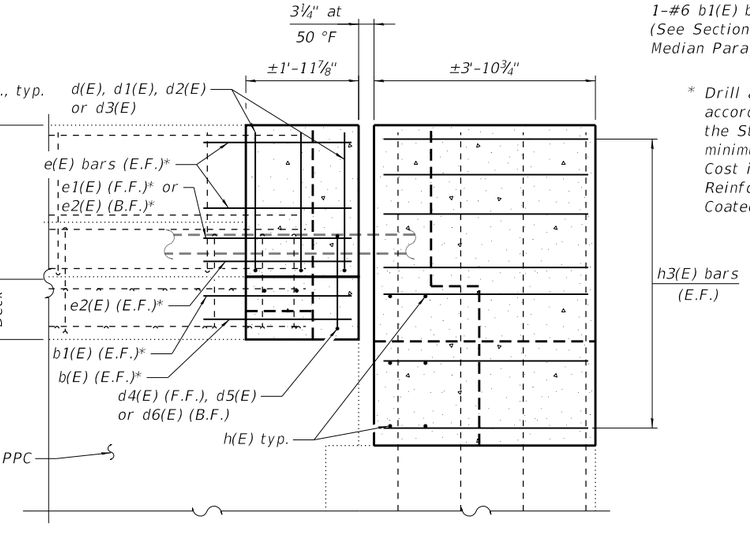
F 3–#4 e(E) bars (NB parapet)*
4–#4 e(E) bars (SB parapet)*
2–#5 e2(E) bar*
1–#5 b(E) bar*
1–#6 b1(E) bar*
(See Section thru Median Parapets)

* Drill and grout bars according to Article 584 of the Std. Specs., with a minimum embedment of 9". Cost included in the cost of Reinforcement Bars, Epoxy Coated.



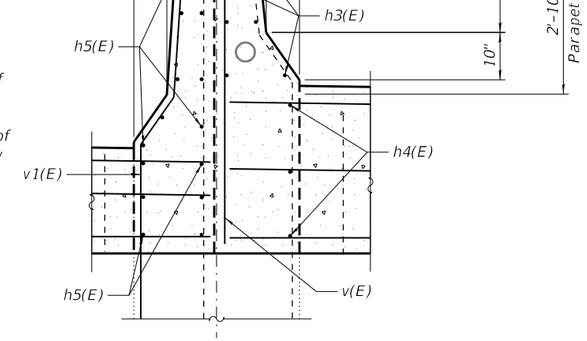
W. ABUT. AT NB MEDIAN PARAPET SECTION

(E. Abut. at SB Median Parapet is similar)



E. ABUT. AT NB MEDIAN PARAPET SECTION

(W. Abut. at SB Median Parapet is similar)



SECTION THRU MEDIAN AT ABUT.

(Looking Northeast)

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$		DESIGNED - PJL		REVISED -	
		CHECKED - MI		REVISED -	
PLOT SCALE = N.T.S.		DRAWN - PJL		REVISED -	
PLOT DATE = 11/25/2020		CHECKED - MI		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REPLACEMENT III
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 9 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	38
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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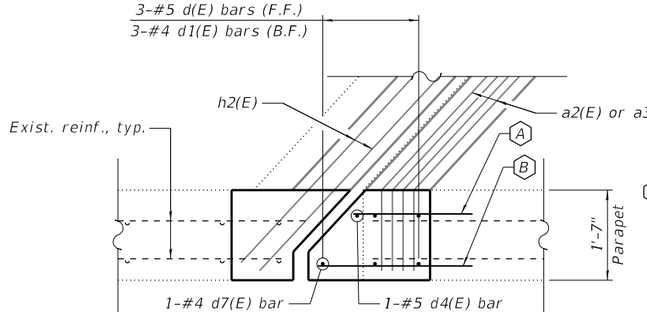
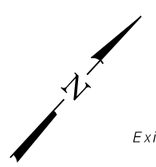


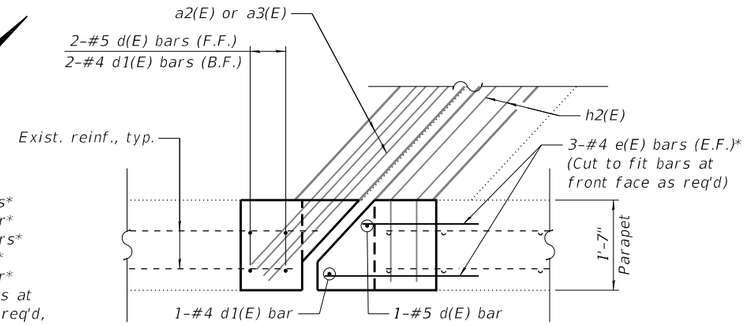
W. ABUT. AT NB OUTSIDE PARAPET PLAN

(E. Abut. at SB Outside Parapet is similar)



(A) 3-#4 e(E) bars*
1-#8 e1(E) bar*
1-#5 e2(E) bars*
1-#5 b(E) bar*
1-#6 b1(E) bar*
(Cut to fit bars at front face as req'd, see Section E-E)

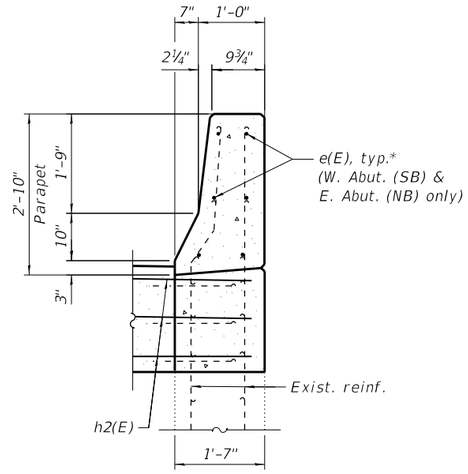
(B) 3-#4 e(E) bars*
2-#5 e2(E) bars*
1-#5 b(E) bar*
1-#6 b1(E) bar*
(See Section E-E)



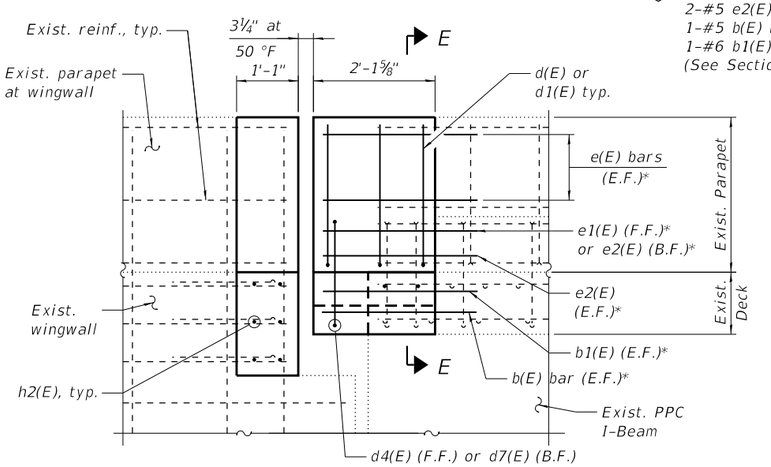
E. ABUT. AT NB OUTSIDE PARAPET PLAN

(W. Abut. at SB Outside Parapet is similar)

* Drill and grout bars according to Article 584 of the Std. Specs., with a minimum embedment of 9". Cost included in the cost of Reinforcement Bars, Epoxy Coated.

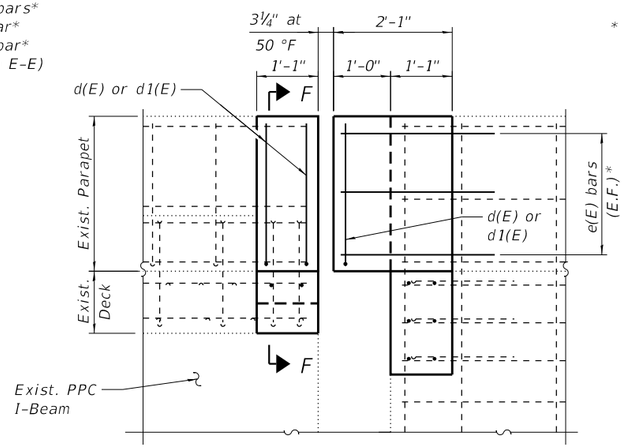


TYPICAL SECTION AT WINGWALL



W. ABUT. AT NB OUTSIDE PARAPET ELEVATION

(E. Abut. at SB Outside Parapet is similar)



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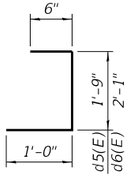
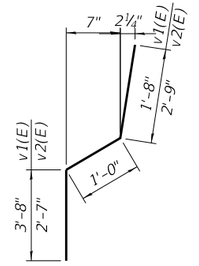
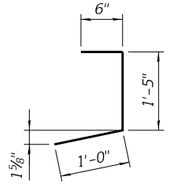


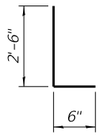
BARS d5(E) or d6(E)



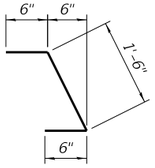
BARS v1(E) or v2(E)



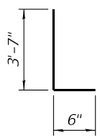
BAR d7(E)



BARS d(E) or d1(E)



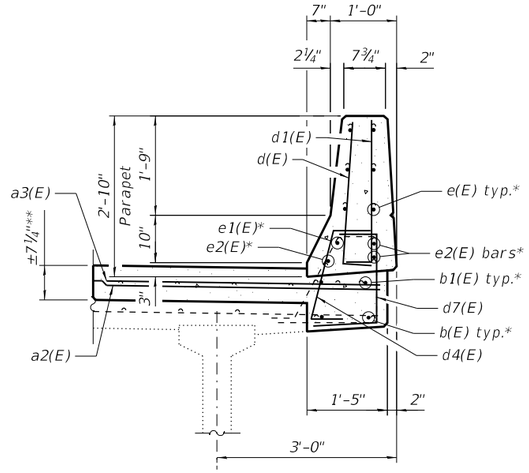
BAR d4(E)



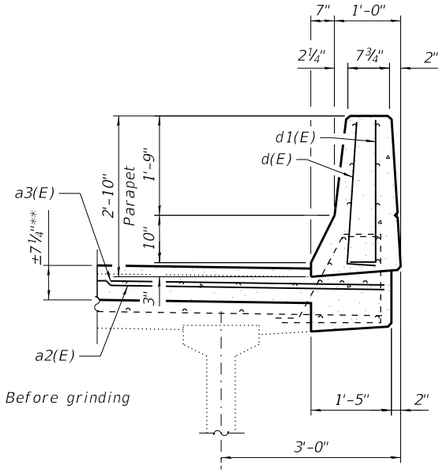
BARS d2(E) or d3(E)

BILL OF MATERIAL

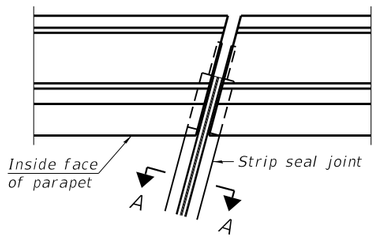
Bar	No.	Size	Length	Shape
a(E)	16	#5	22'-5"	—
a1(E)	8	#5	14'-8"	—
a2(E)	16	#5	21'-7"	—
a3(E)	16	#6	6'-6"	—
b(E)	8	#5	2'-9"	—
b1(E)	8	#6	2'-9"	—
d(E)	18	#5	3'-0"	⌊
d1(E)	18	#4	3'-0"	⌊
d2(E)	6	#5	4'-1"	⌊
d3(E)	6	#4	4'-1"	⌊
d4(E)	4	#5	2'-6"	⌋
d5(E)	1	#4	3'-3"	⌋
d6(E)	1	#4	3'-7"	⌋
d7(E)	2	#4	2'-11"	⌋
e(E)	26	#4	2'-9"	—
e1(E)	4	#8	2'-9"	—
e2(E)	12	#5	2'-9"	—
h(E)	48	#6	22'-5"	—
h1(E)	24	#6	14'-8"	—
h2(E)	48	#6	21'-10"	—
h3(E)	17	#5	2'-7"	—
h4(E)	6	#5	1'-9"	—
h5(E)	29	#5	4'-0"	—
v(E)	4	#6	5'-3"	⌇
v1(E)	1	#6	6'-4"	⌇
v2(E)	1	#6	6'-4"	⌇
Concrete Removal		Cu. Yd.	33.6	
Reinforcement Bars, Epoxy Coated		Lbs.	5,290	
Concrete Superstructures		Cu Yd.	36.7	
Bar Splicers		Each	64	



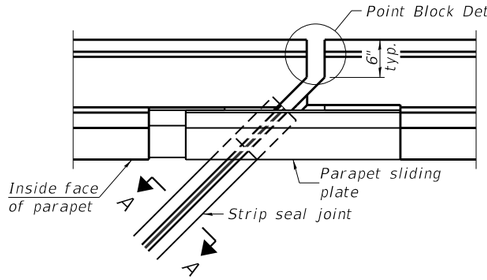
SECTION E-E



SECTION F-F

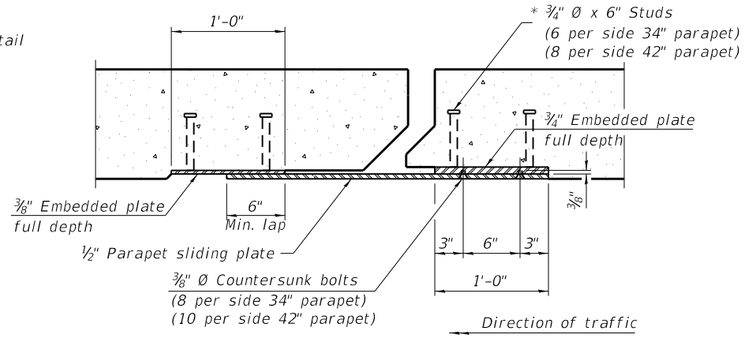


FOR SKEWS ≤ 30°

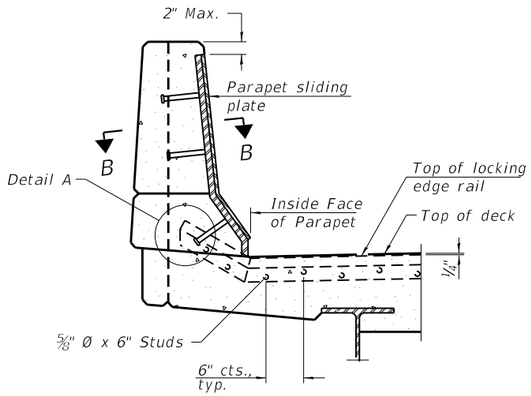


FOR SKEWS > 30°

PLAN AT PARAPET

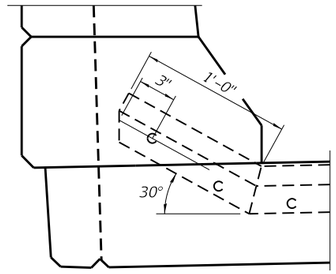


SECTION B-B

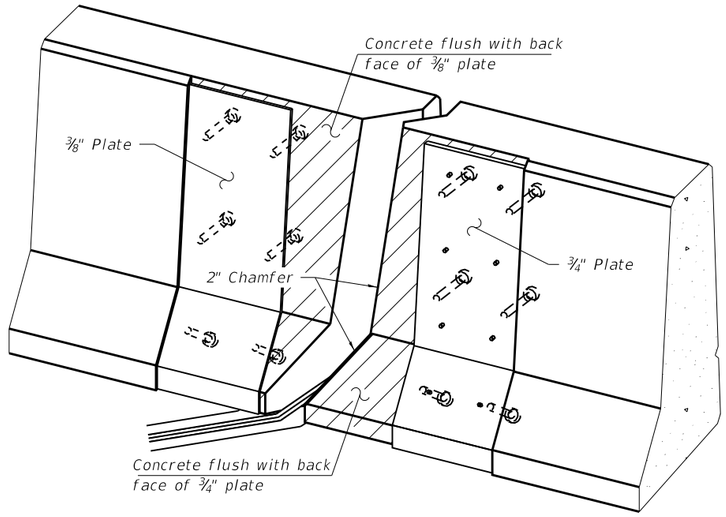


ELEVATION AT PARAPET

(Skews > 30° shown. Skews ≤ 30° similar except as shown in plan view.)



DETAIL A



TRIMETRIC VIEW

(Showing embedded plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of ¼". 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.

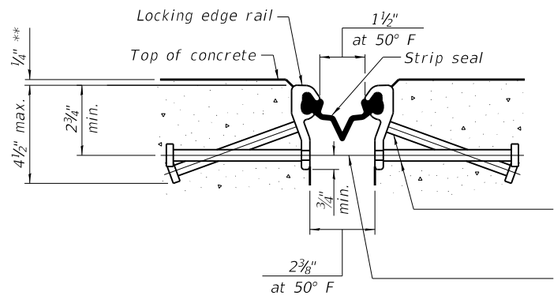
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

The Maximum space between locking edge rail segments shall be 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.

34" F-shape barrier shown, 42" F-shape similar as noted.

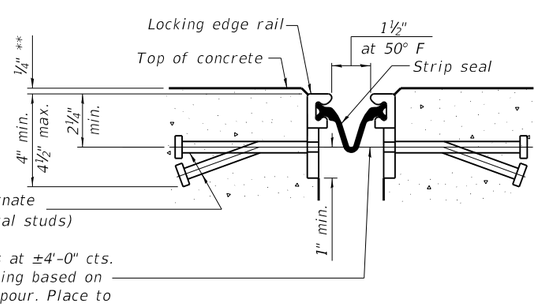
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to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



SHOWING ROLLED RAIL JOINT

* ⅝" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

⅜" ϕ threaded rods in 7/16" ϕ 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.

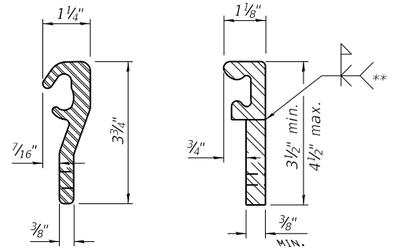


SHOWING WELDED RAIL JOINT

SECTION A-A

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

** After diamond grinding

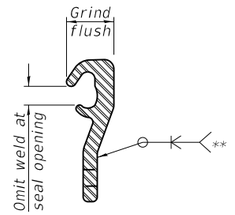


ROLLED (EXTRUDED) RAIL

WELDED RAIL

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	368

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$		DESIGNED - FB		REVISED -			
		CHECKED - PJL		REVISED -			
PLOT SCALE = N.T.S.		DRAWN - FB		REVISED -			
PLOT DATE = 11/25/2020		CHECKED - PJL		REVISED -			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 11 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	40
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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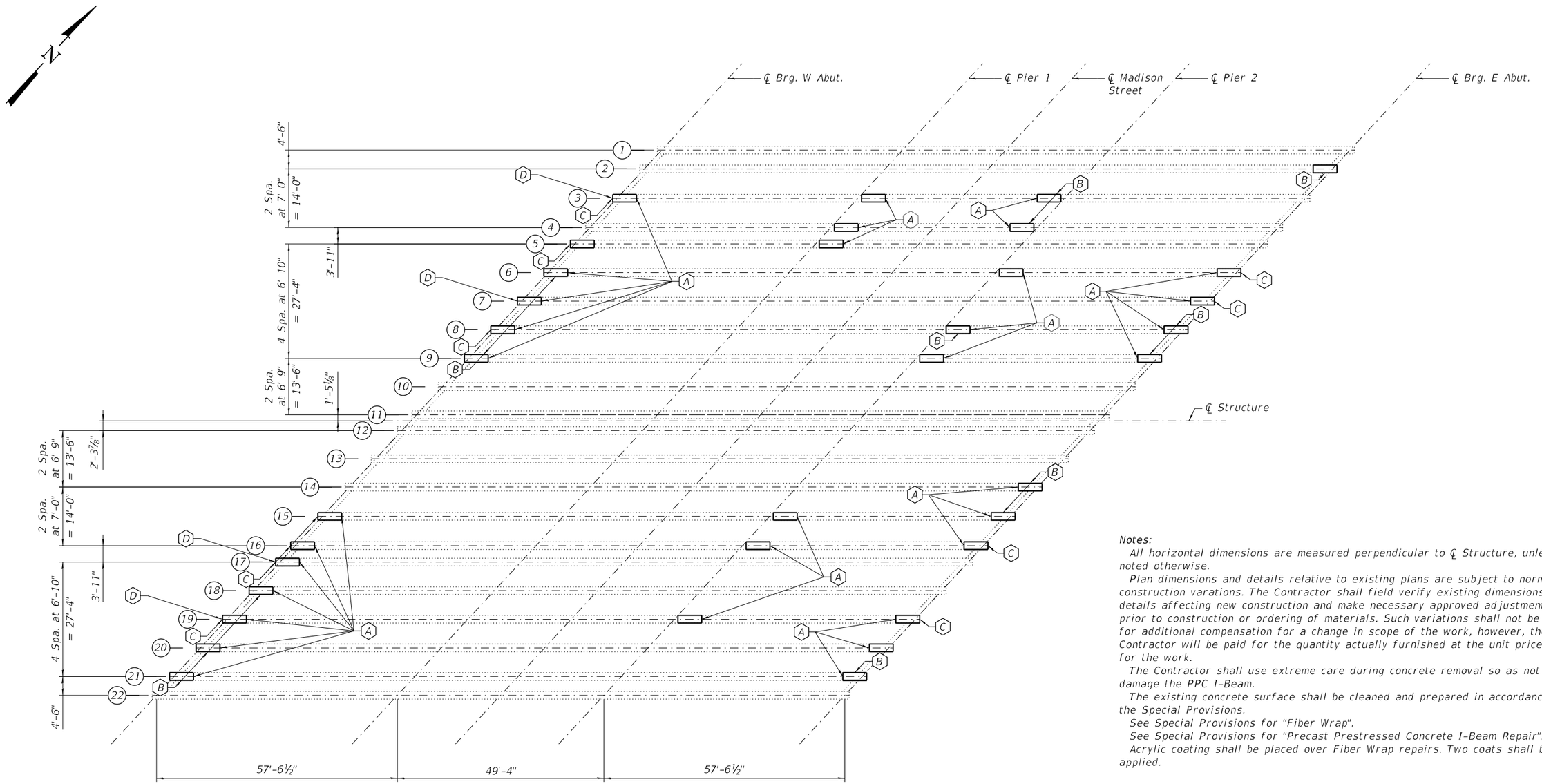

FRAMING PLAN

(A) – Location of PPC I-Beam Repair A

(B) – Location of PPC I-Beam Repair B

(C) – Location of PPC I-Beam Repair C

(D) – Location of PPC I-Beam Repair D

Notes:

All horizontal dimensions are measured perpendicular to ℄ Structure, unless noted otherwise.

Plan dimensions and details relative to existing plans are subject to normal construction varations. 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 use extreme care during concrete removal so as not to damage the PPC I-Beam.

The existing concrete surface shall be cleaned and prepared in accordance with the Special Provisions.

See Special Provisions for "Fiber Wrap".

See Special Provisions for "Precast Prestressed Concrete I-Beam Repair".

Acrylic coating shall be placed over Fiber Wrap repairs. Two coats shall be applied.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Fiber Wrap	Sq. Ft.	319
Acrylic Coating	Sq. Yd.	33
Precast Prestressed Concrete I-Beam Repair	Sq. Ft.	131

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1884

USER NAME = $USER$		DESIGNED - DB		REVISED -	
		CHECKED - PJL		REVISED -	
PLOT SCALE = N.T.S.		DRAWN - DB		REVISED -	
PLOT DATE = 11/25/2020		CHECKED - PJL		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 12 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	41
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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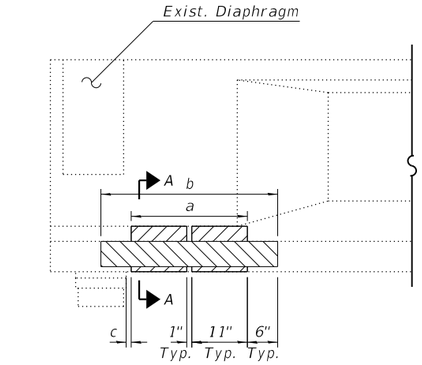
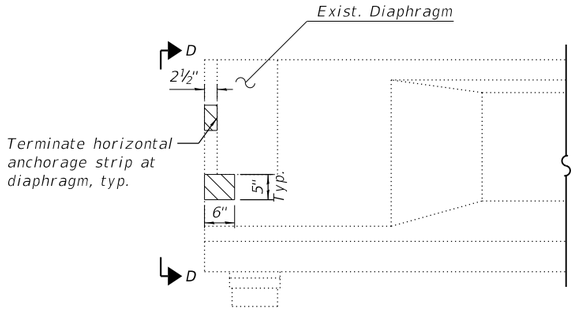
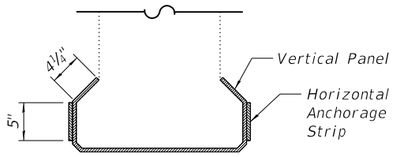


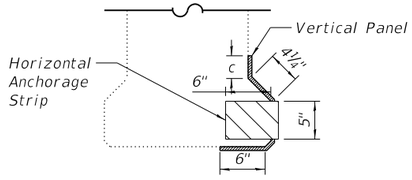
REPAIR A
(37 Locations)



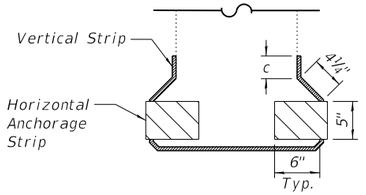
REPAIR D
(4 Locations)



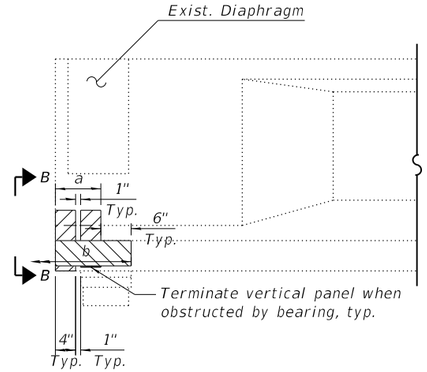
SECTION A-A



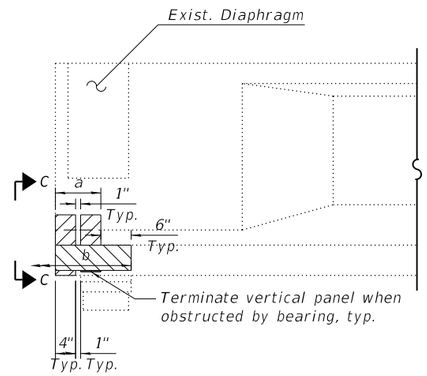
VIEW B-B



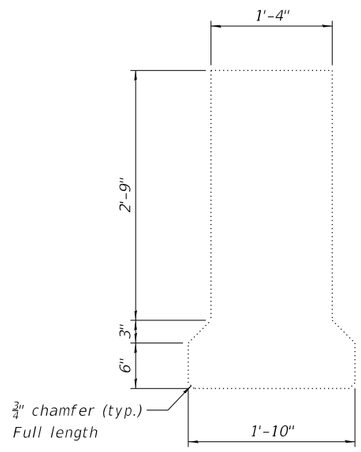
VIEW C-C



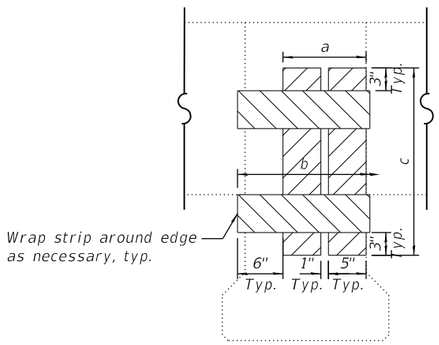
REPAIR B
(14 Locations)



REPAIR C
(11 Locations)



CROSS SECTION
(Showing dimensions at beam end)



VIEW D-D

REPAIR TYPE	SPAN	LOCATION	BEAM	BEAM FACE	a (in.)	b (in.)	c (in.)
A	1	W. Abut.	3	–	11	23	1
			6	–	11	23	1
			7	–	35	47	1
			8	–	11	23	1
			9	–	11	23	1
			15	–	11	23	1
			16	–	11	23	1
			17	–	11	23	1
			18	–	11	23	1
			19	–	11	23	1
			20	–	23	35	1
			21	–	11	23	1
	2	Pier 1	3	–	71	83	1
			4	–	23	35	1
			5	–	11	23	12
		Pier 2	3	–	23	35	1
			4	–	23	35	1
	3	E. Abut.	6	–	23	35	1
			7	–	11	23	1
			8	–	11	23	1
			9	–	11	23	12
			14	–	11	23	1
			15	–	23	35	1
			16	–	11	23	1
			19	–	23	35	1
			20	–	11	23	1
			21	–	11	23	1
		Pier 2	6	–	11	23	6
			8	–	11	23	6
			8	–	11	23	60
			9	–	47	59	1
			9	–	11	23	96
			9	–	11	23	144
			15	–	59	71	24
			16	–	23	35	36
			16	–	11	23	72
			19	–	71	83	1
B	1	W. Abut.	6	S	4	16	0
			9	N	4	16	0
			18	S	4	16	3
			20	S	4	16	3
			21	S	4	16	0
	2	Pier 2	3	N	9	21	0
			4	N	9	21	0
	3	E. Abut.	2	S	4	16	12
			8	N	4	16	0
			9	N	4	16	0
			14	N	4	16	0
			15	N	4	16	0
			21	N	4	16	0
		Pier 2	8	S	9	21	3
C	1	W. Abut.	3	–	14	26	3
			5	–	4	16	0
			8	–	4	16	0
			15	–	4	16	0
			16	–	4	16	0
			17	–	4	16	0
			19	–	9	21	3
	3	E. Abut.	6	–	9	21	3
			7	–	14	26	3
			16	–	4	16	0
			19	–	9	21	0
D	1	W. Abut.	3	–	5	17	36
			7	–	5	17	24
			17	–	11	23	24
			19	–	5	17	24

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WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1884

USER NAME = $USER$	DESIGNED - DB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BEAM REPAIR DETAILS I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003	F.A.I. RTE. 55 | SECTION 2020-025-BR | COUNTY DuPAGE | TOTAL SHEETS 62 | SHEET NO. 42
	CHECKED - PJL	REVISED -			CONTRACT NO. 62K96
PLOT SCALE = N.T.S.	DRAWN - DB	REVISED -			ILLINOIS | FED. AID PROJECT
PLOT DATE = 11/25/2020	CHECKED - PJL	REVISED -		SHEET 13 OF 22 SHEETS	

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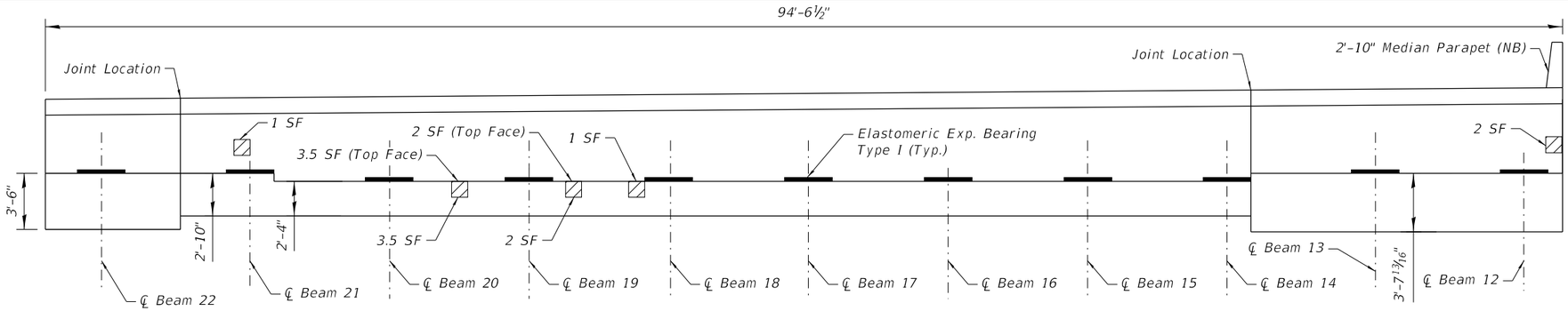

WEST ABUTMENT ELEVATION
(South End)

WEST ABUTMENT ELEVATION
(North End)

KEY PLAN

LEGEND

▨ – Structural Repair of Concrete (Depth Equal To or Less Than 5in)

SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	15	SF

Note:
Repair of existing abutments shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$	DESIGNED - FB	REVISED -
	CHECKED - PJL	REVISED -
PLOT SCALE = N.T.S.	DRAWN - FB	REVISED -
PLOT DATE = 11/25/2020	CHECKED - PJL	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST ABUTMENT REPAIR
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 14 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	43
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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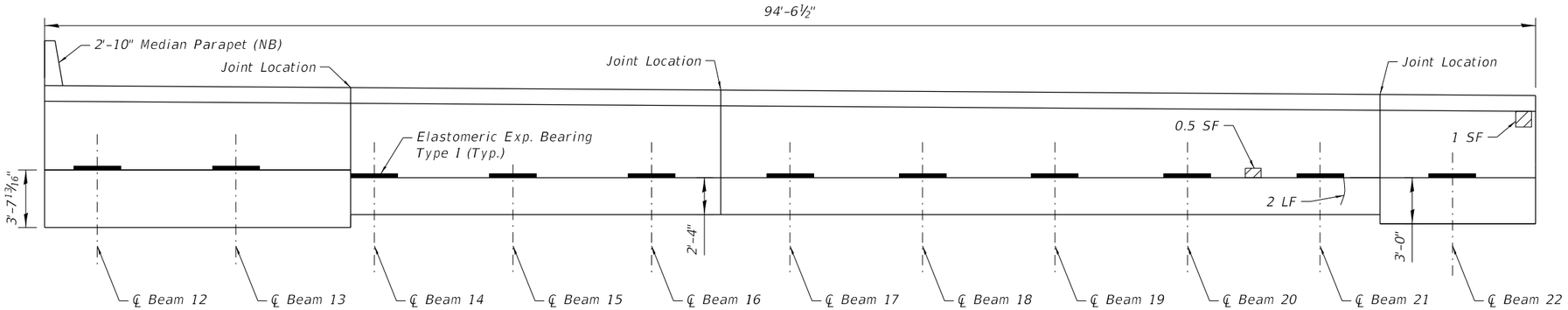
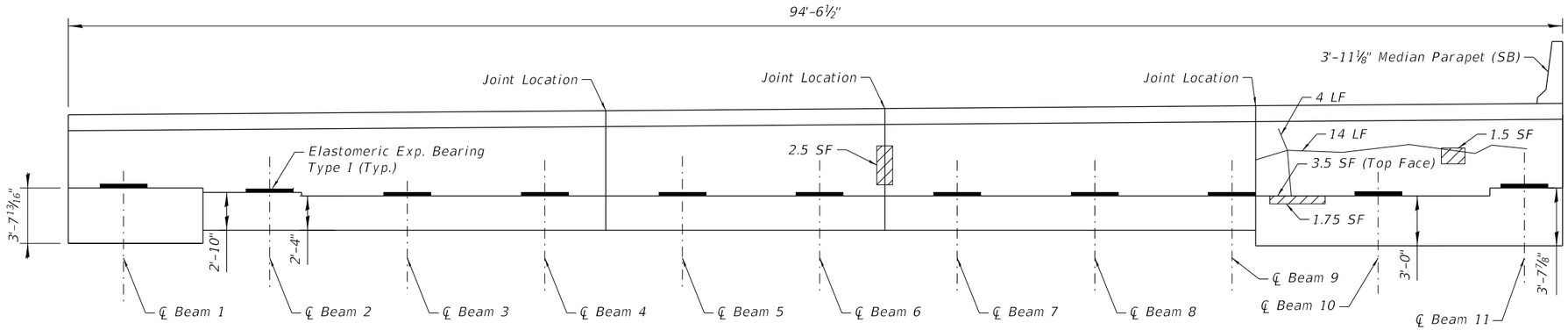


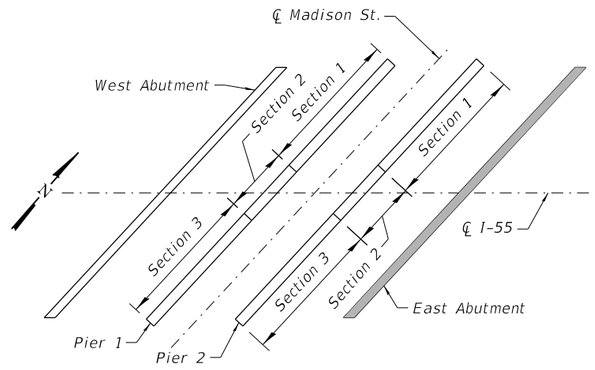
EAST ABUTMENT ELEVATION

(South End)



EAST ABUTMENT ELEVATION

(North End)



KEY PLAN

LEGEND

▨ – Structural Repair of Concrete (Depth Equal To or Less Than 5in)

SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	10.75	SF
Epoxy Crack Injection	20	LF

Note:
Repair of existing abutments shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-4150
FAX: (312) 782-1684

USER NAME = $USER$		DESIGNED - FB	REVISED -	
		CHECKED - PJL	REVISED -	
PLOT SCALE = N.T.S.		DRAWN - FB	REVISED -	
PLOT DATE = 11/25/2020		CHECKED - PJL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT REPAIR
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003

SHEET 15 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	44
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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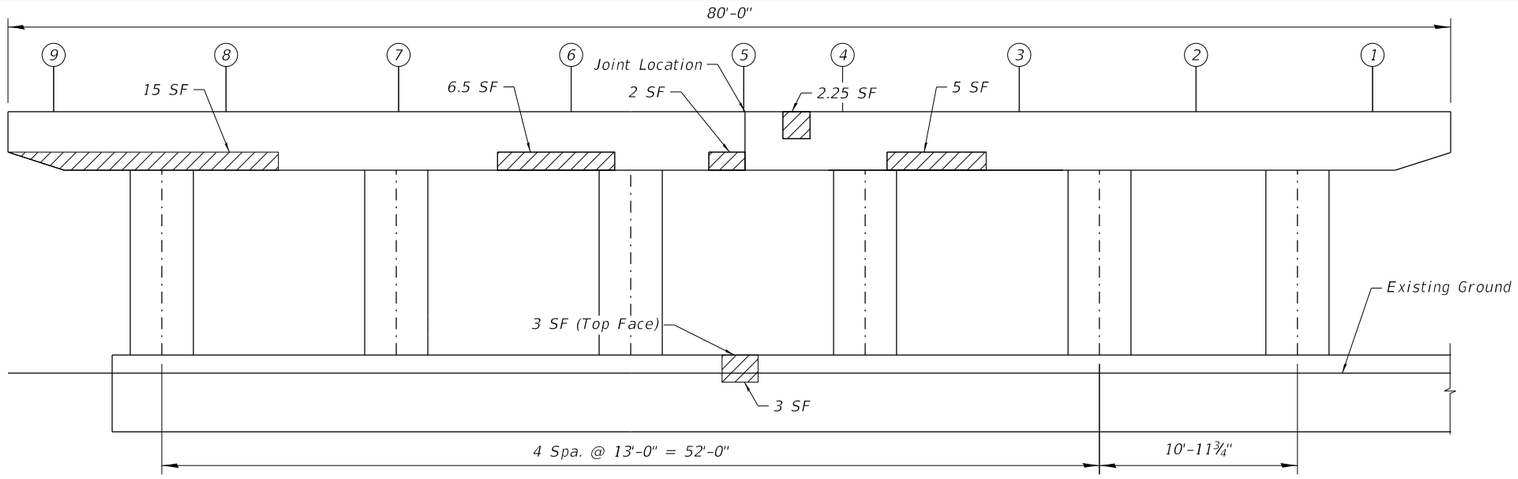
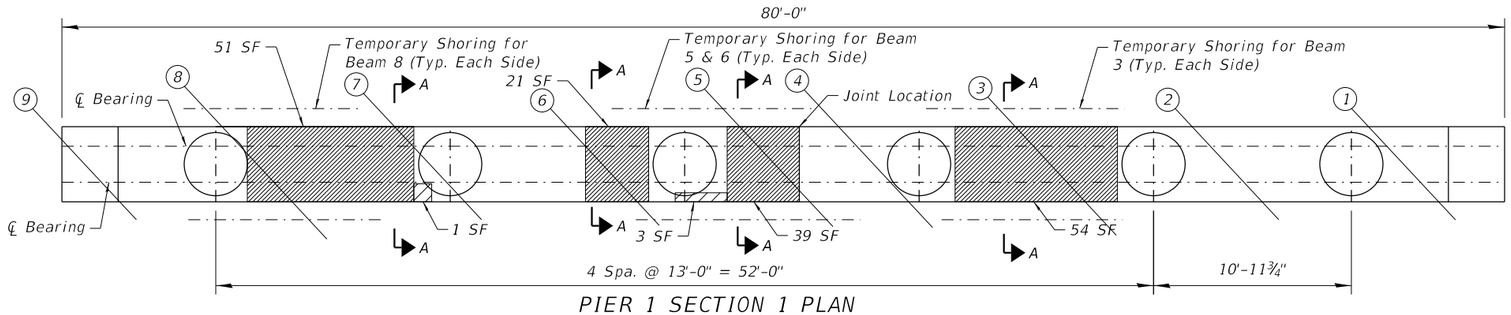


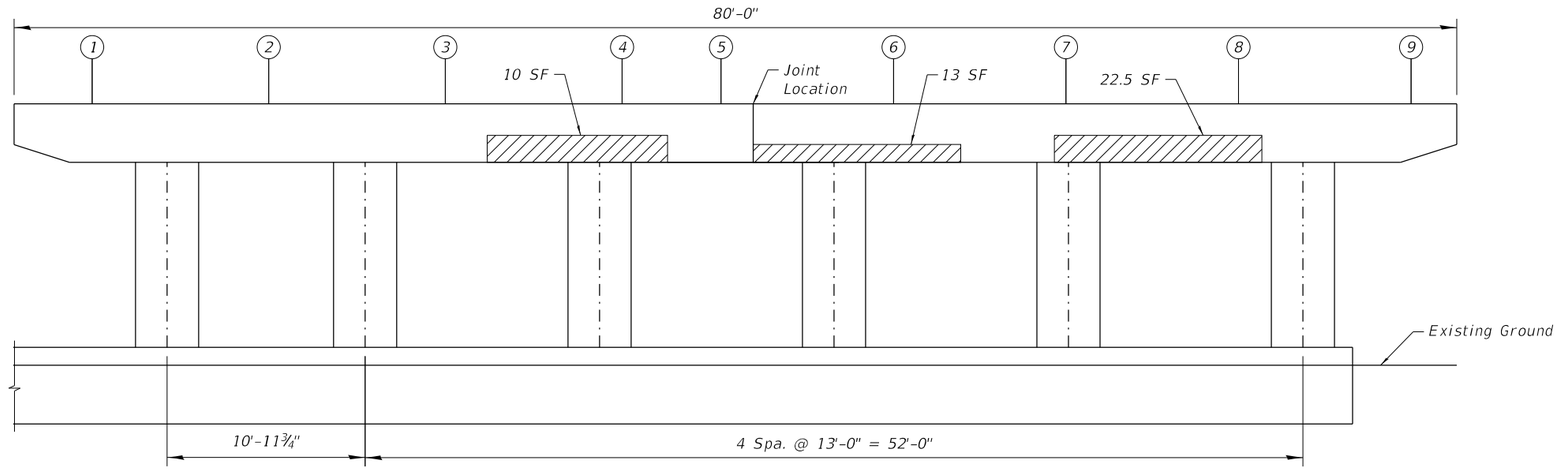
PIER 1 SECTION 1 ELEVATION

(East Face)



PIER 1 SECTION 1 PLAN

(Underside)



PIER 1 SECTION 1 ELEVATION

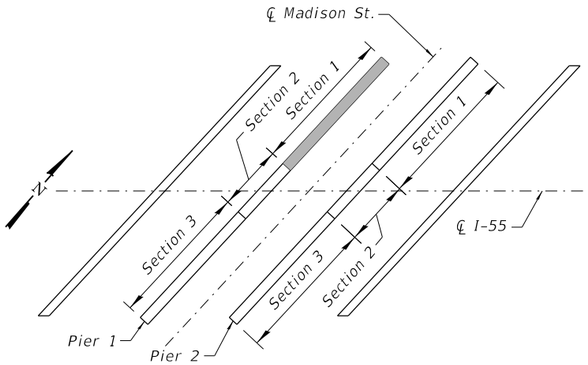
(West Face)

LEGEND

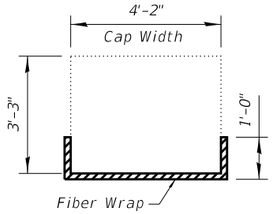
- – Structural Repair of Concrete (Depth Equal To or Less Than 5in)
- – Fiber Wrap
- SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	86.25	SF
Fiber Wrap	165	SF
Acrylic Coating	19	SY
Temporary Shoring and Cribbing	8	EA



KEY PLAN



SECTION A-A

Notes:

Repair of existing piers shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

See Special Provisions for "Fiber Wrap". Acrylic coating shall be placed over Fiber Wrap repairs. Two coats shall be applied.

Temporary Shoring and Cribbing is required to support the existing beams affected by Fiber Wrap repair.

For Reaction Table for Temporary Shoring and Cribbing, see sheet 18 of 22.

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$	DESIGNED - FB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 REPAIR I I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003 SHEET 16 OF 22 SHEETS
	CHECKED - PJL	REVISED -		
PLOT SCALE = N.T.S.	DRAWN - FB	REVISED -		
PLOT DATE = 11/25/2020	CHECKED - PJL	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	45
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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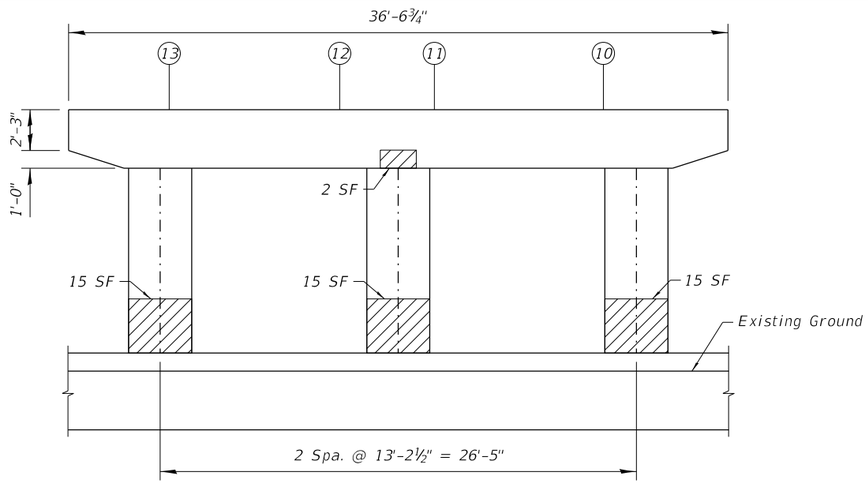
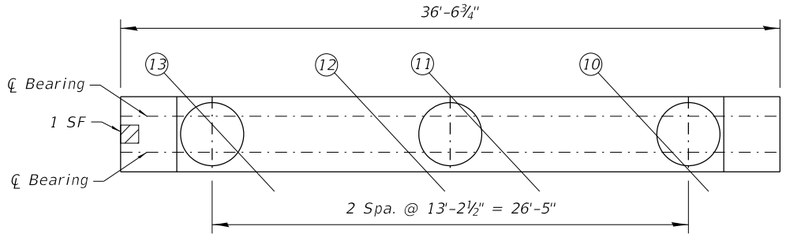


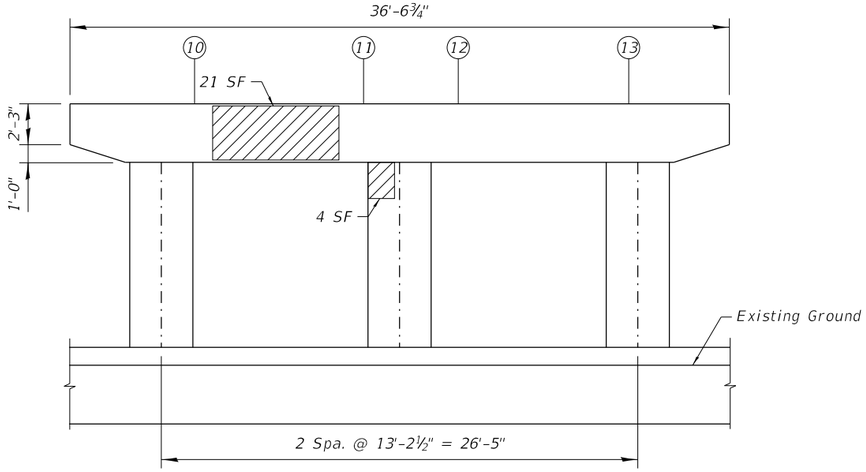
PIER 1 SECTION 2 ELEVATION

(East Face)



PIER 1 SECTION 2 PLAN

(Underside)



PIER 1 SECTION 2 ELEVATION

(West Face)

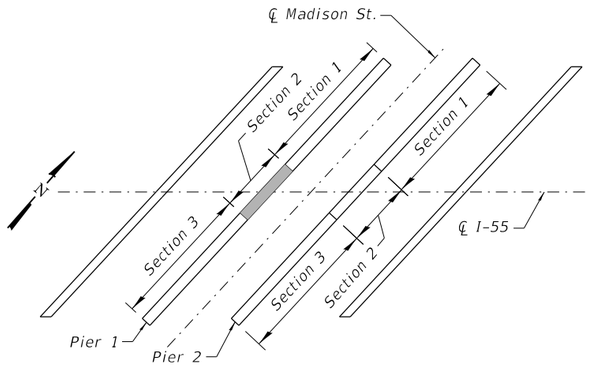
LEGEND

▨ – Structural Repair of Concrete (Depth Equal To or Less Than 5in)

SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	73	SF



KEY PLAN

Note:
Repair of existing piers shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

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WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$	DESIGNED - FB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PIER 1 REPAIR II I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003 SHEET 17 OF 22 SHEETS
	CHECKED - PJL	REVISED -		
PLOT SCALE = N.T.S.	DRAWN - FB	REVISED -		
PLOT DATE = 11/25/2020	CHECKED - PJL	REVISED -		

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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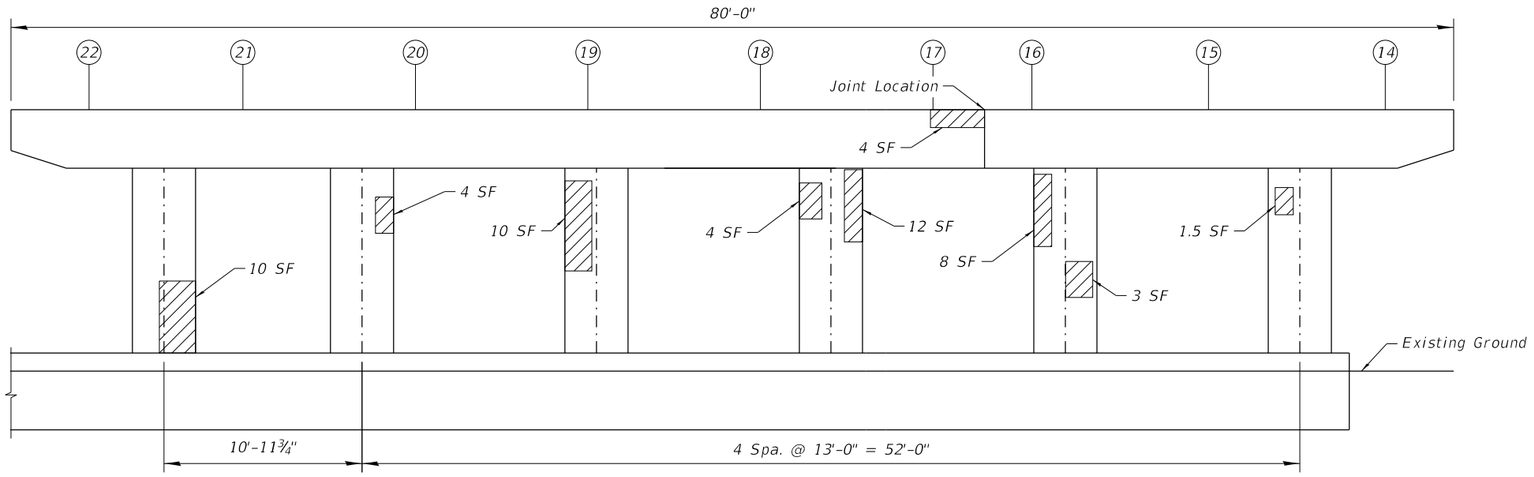
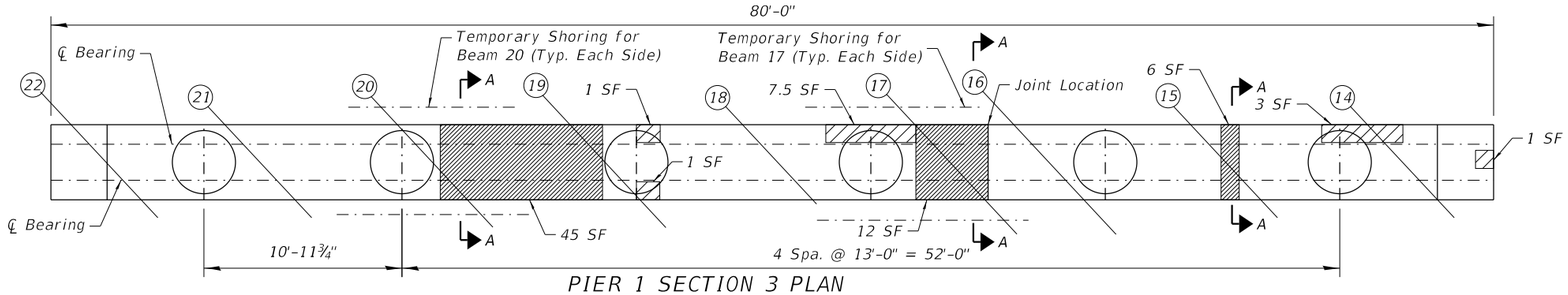
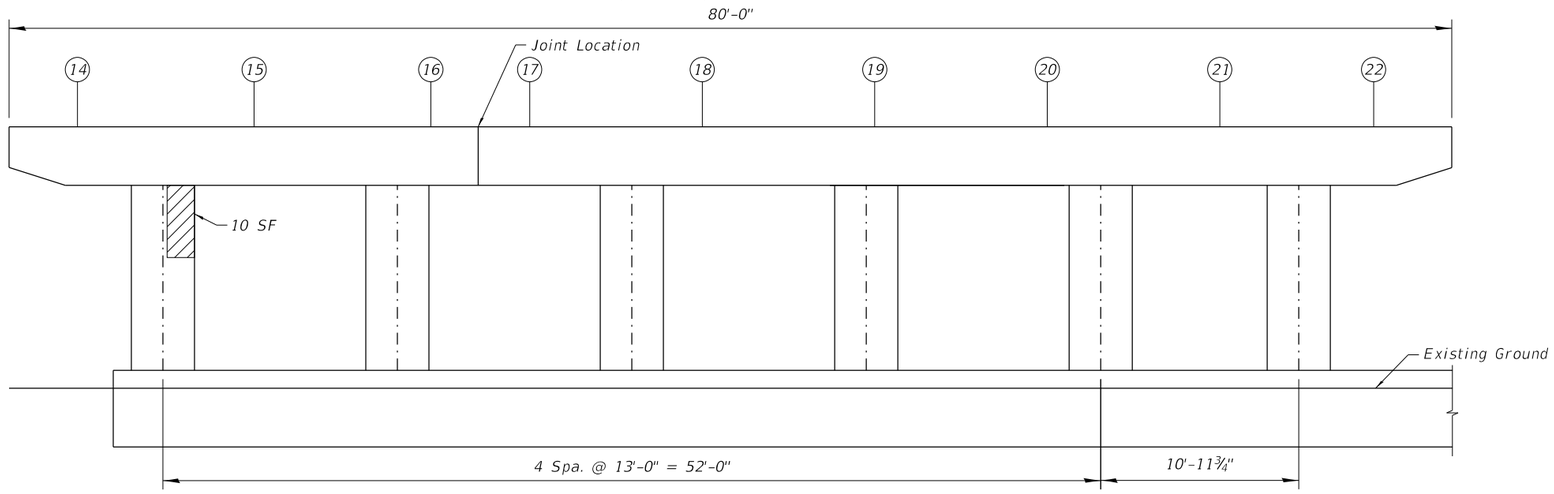
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		



PIER 1 SECTION 3 ELEVATION
(East Face)



PIER 1 SECTION 3 PLAN
(Underside)



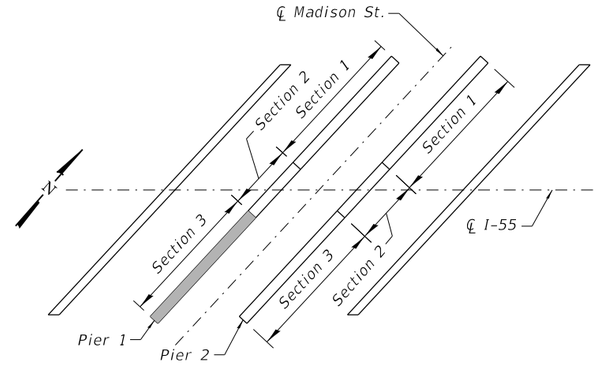
PIER 1 SECTION 3 ELEVATION
(West Face)

LEGEND

- ▨ – Structural Repair of Concrete (Depth Equal To or Less Than 5in)
- ▨ – Fiber Wrap
- SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	80	SF
Fiber Wrap	63	SF
Acrylic Coating	7	SY
Temporary Shoring and Cribbing	4	EA



KEY PLAN

REACTION TABLE FOR TEMPORARY SHORING AND CRIBBING *

Location		Span 1, Pier 1 Span 3, Pier 2	Span 2, Pier 1 Span 2, Pier 2
DL	(k)	52	46
LL	(k)	55	55
IM	(k)	16	15
Total	(k)	123	116

* Reactions shown represent the maximum service reaction for a single beam.

Notes:
Repair of existing piers shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.
For Section A-A, see sheet 16 of 22.
See Special Provisions for "Fiber Wrap". Acrylic coating shall be placed over Fiber Wrap repairs. Two coats shall be applied.
Temporary Shoring and Cribbing is required to support the existing beams affected by Fiber Wrap repair.

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PLOT DATE = 11/25/2020		CHECKED - PJL	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 1 REPAIR III
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 18 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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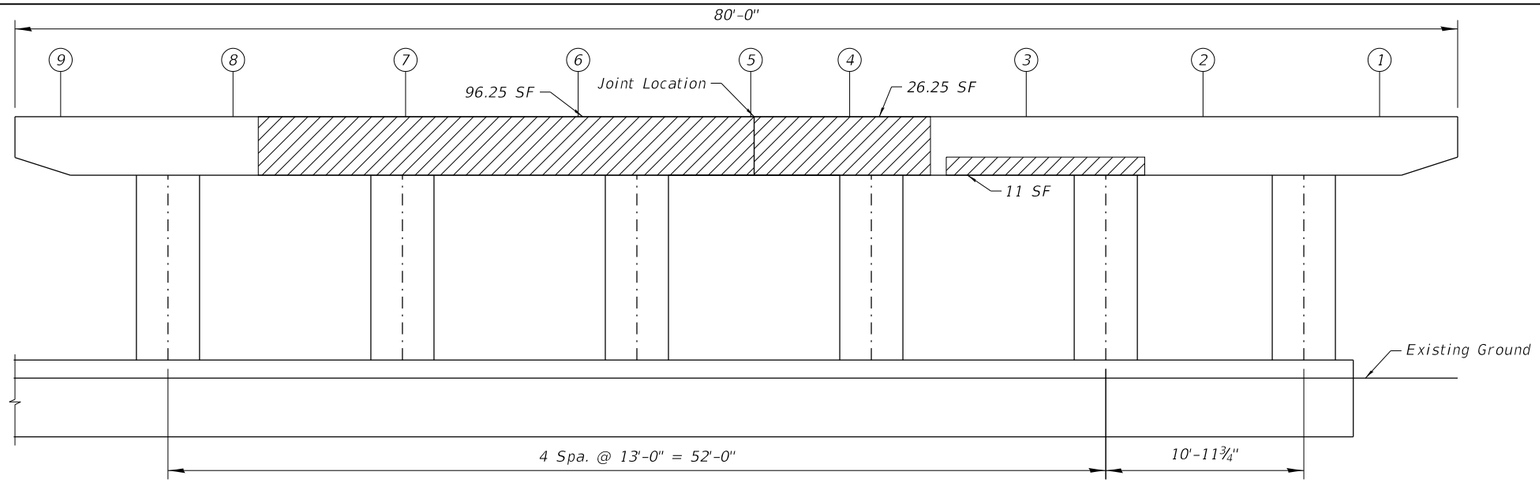
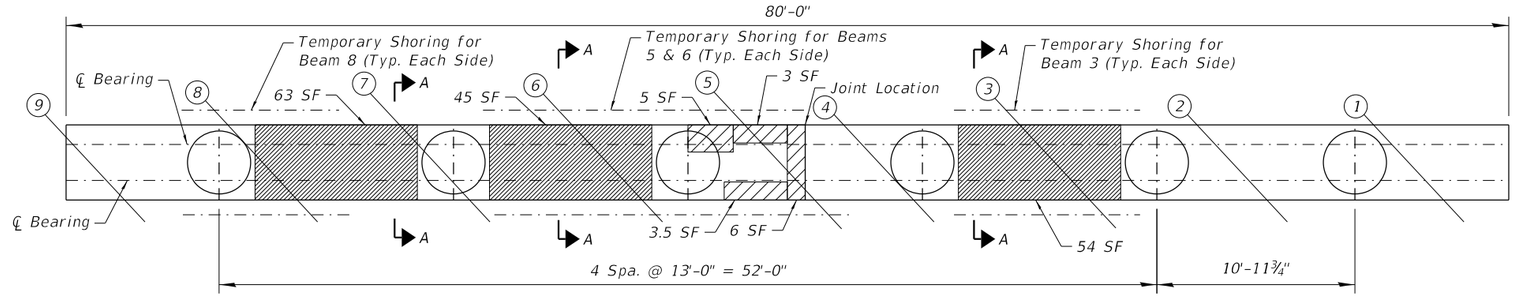


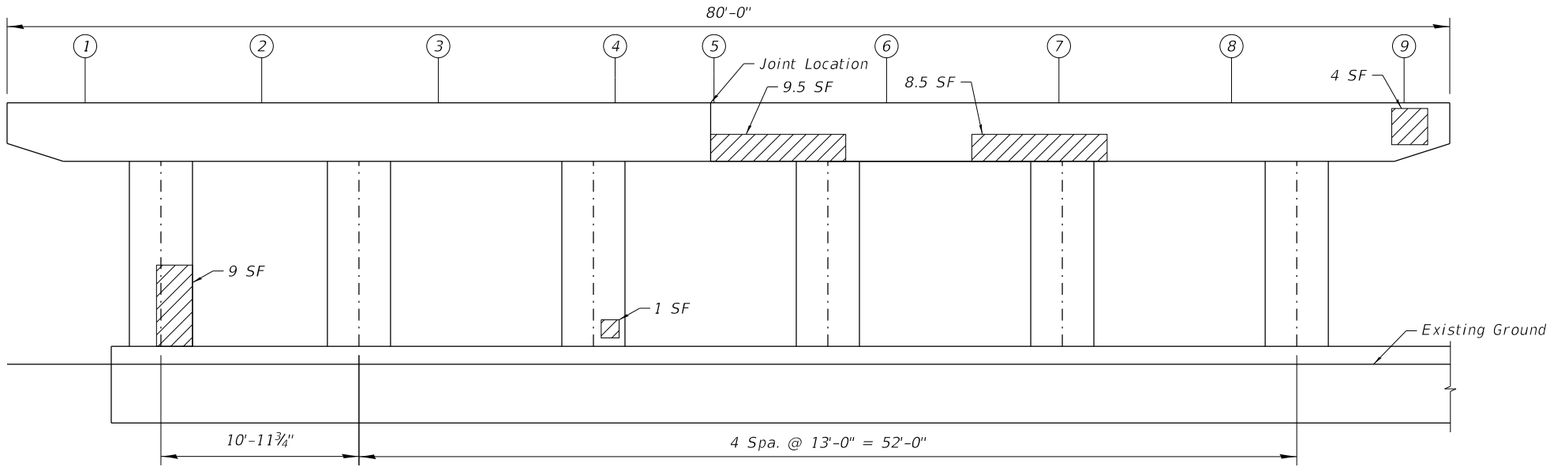
PIER 2 SECTION 1 ELEVATION

(East Face)



PIER 2 SECTION 1 PLAN

(Underside)



PIER 2 SECTION 1 ELEVATION

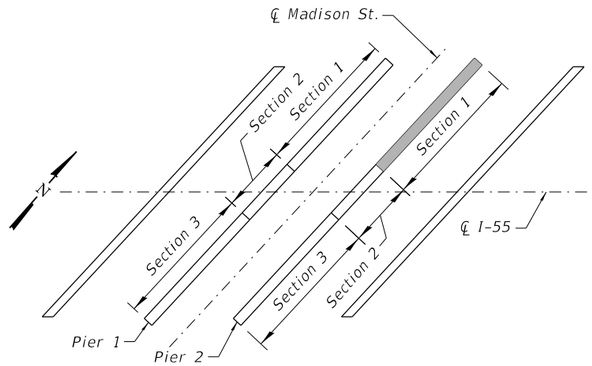
(West Face)

LEGEND

- ▨ – Structural Repair of Concrete (Depth Equal To or Less Than 5in)
- ▨ – Fiber Wrap
- SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	183	SF
Fiber Wrap	162	SF
Acrylic Coating	18	SY
Temporary Shoring and Cribbing	8	EA



KEY PLAN

Notes:

Repair of existing piers shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

For Section A-A, see sheet 16 of 22.

See Special Provisions for "Fiber Wrap". Acrylic coating shall be placed over Fiber Wrap repairs. Two coats shall be applied.

Temporary Shoring and Cribbing is required to support the existing beams affected by Fiber Wrap repair.

For Reaction Table for Temporary Shoring and Cribbing, see sheet 18 of 22.

WSP USA Inc.
30 N. LASALLE STREET
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PLOT SCALE = N.T.S.		DRAWN - FB		REVISED -	
PLOT DATE = 11/25/2020		CHECKED - PJL		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REPAIR I
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 19 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	48
		CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

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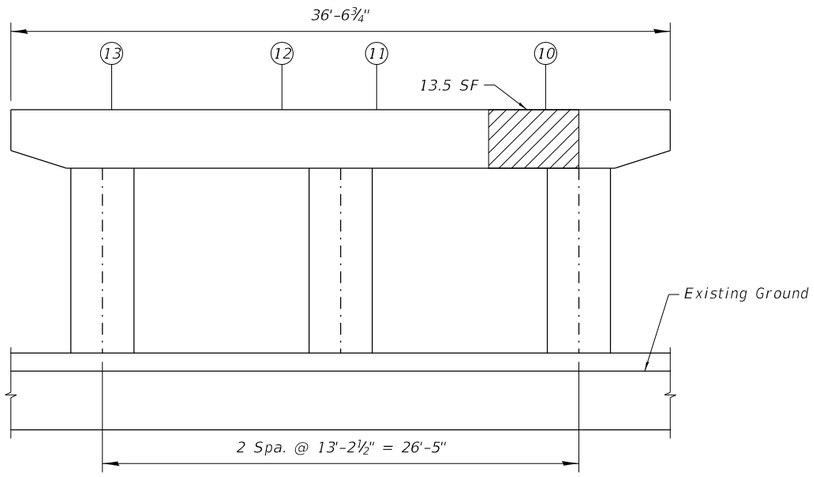
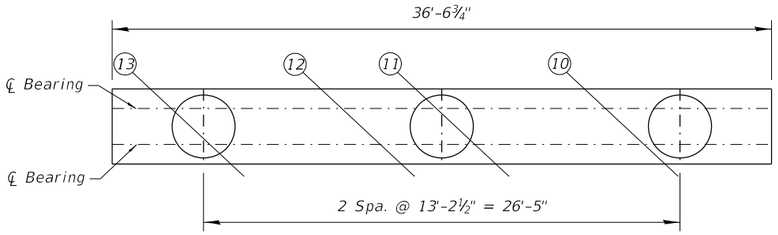


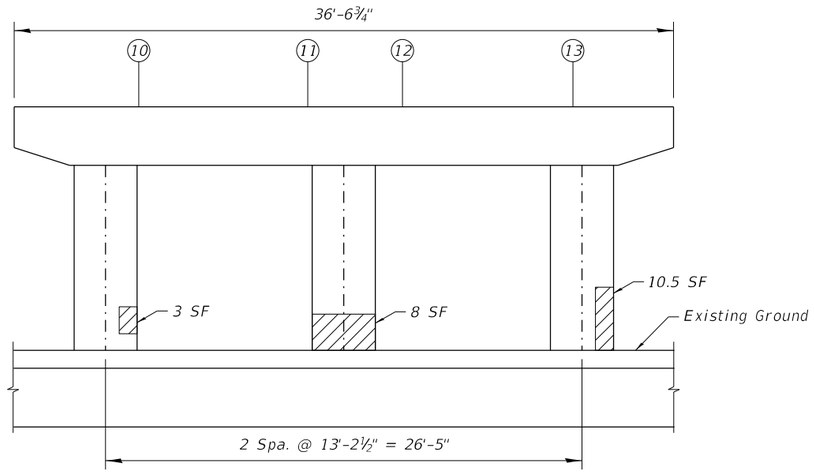
PIER 2 SECTION 2 ELEVATION

(East Face)



PIER 2 SECTION 2 PLAN

(Underside)



PIER 2 SECTION 2 ELEVATION

(West Face)

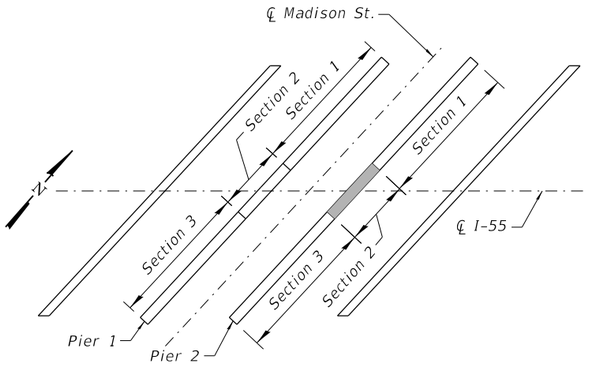
LEGEND

▨ – Structural Repair of Concrete (Depth Equal To or Less Than 5in)

SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	35	SF



KEY PLAN

Note:
Repair of existing piers shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
CHICAGO, IL 60602
TEL: (312) 782-8150
FAX: (312) 782-1684

USER NAME = $USER$		DESIGNED - FB		REVISED -	
		CHECKED - PJL		REVISED -	
PLOT SCALE = N.T.S.		DRAWN - FB		REVISED -	
PLOT DATE = 11/25/2020		CHECKED - PJL		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REPAIR II
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 20 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	49
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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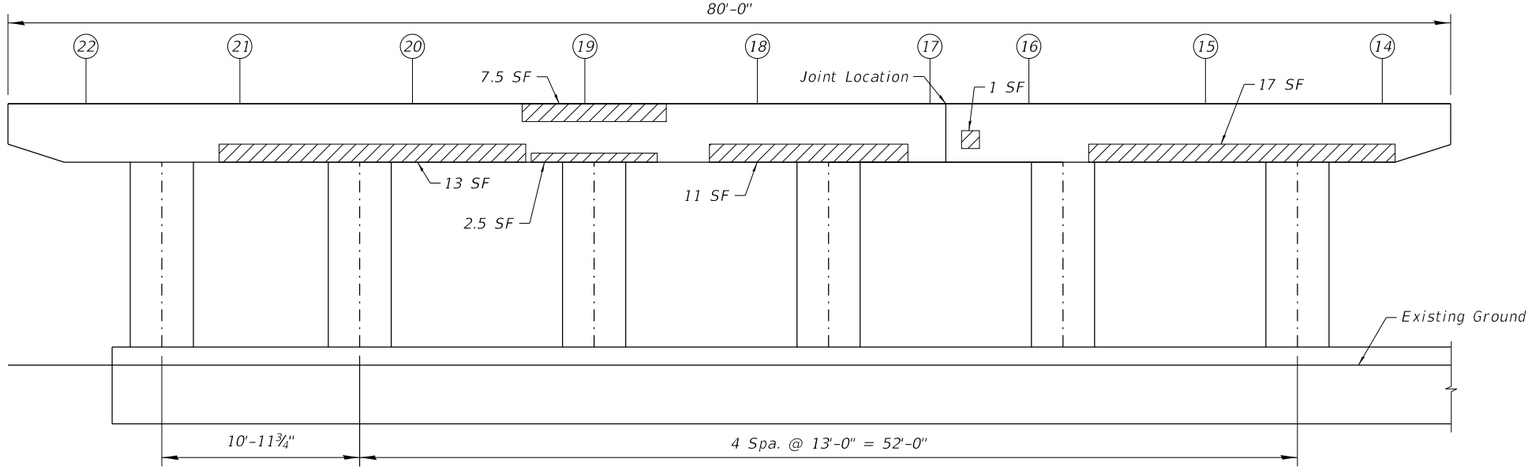
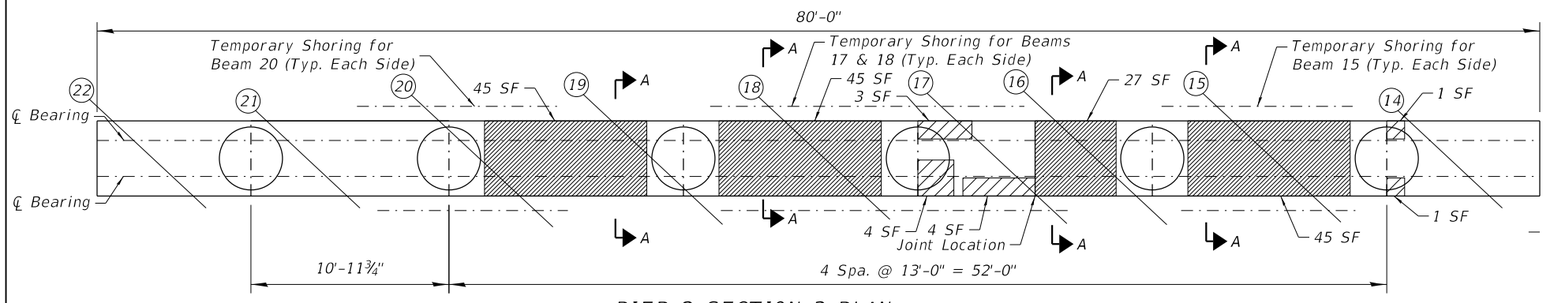


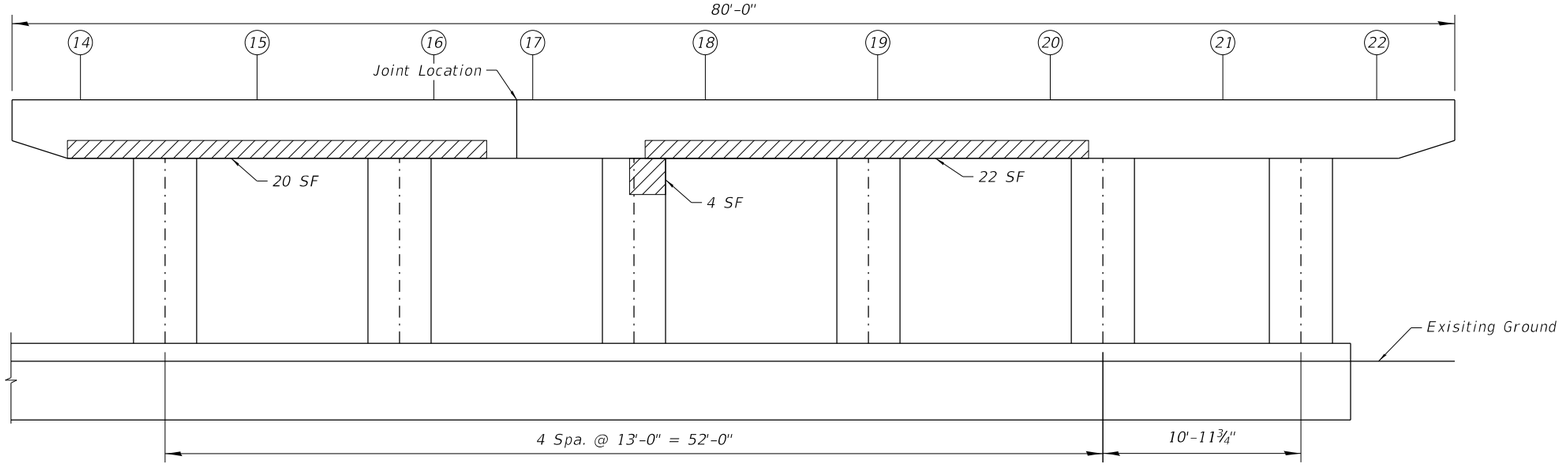
PIER 2 SECTION 3 ELEVATION

(East Face)



PIER 2 SECTION 3 PLAN

(Underside)



PIER 2 SECTION 3 ELEVATION

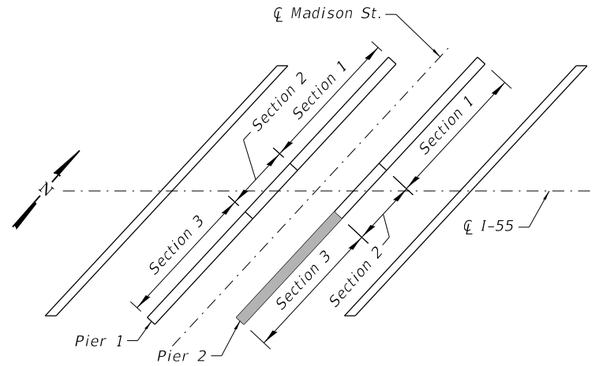
(West Face)

LEGEND

- – Structural Repair of Concrete (Depth Equal To or Less Than 5in)
- – Fiber Wrap
- SF – Square feet

BILL OF MATERIAL

ITEM	QUANT.	UNIT
Structural Repair of Concrete (Depth Equal To or Less Than 5in)	111	SF
Fiber Wrap	162	SF
Acrylic Coating	19	SY
Temporary Shoring and Cribbing	8	EA



KEY PLAN

Notes:

Repair of existing piers shall include but not be limited to the areas shown. The actual areas to be repaired shall be determined by the Engineer at the time of construction.

For Section A–A, see sheet 16 of 22.

See Special Provisions for "Fiber Wrap". Acrylic coating shall be placed over Fiber Wrap repairs. Two coats shall be applied.

Temporary Shoring and Cribbing is required to support the existing beams affected by Fiber Wrap repair.

For Reaction Table for Temporary Shoring and Cribbing, see sheet 18 of 22.

WSP USA Inc.
30 N. LASALLE STREET
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CHICAGO, IL 60602
TEL: (312) 782-8150
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USER NAME = $USER$		DESIGNED - FB		REVISED -	
		CHECKED - PJL		REVISED -	
PLOT SCALE = N.T.S.		DRAWN - FB		REVISED -	
PLOT DATE = 11/25/2020		CHECKED - PJL		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2 REPAIR III
I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
SHEET 21 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	50
		CONTRACT NO. 62K96		
		ILLINOIS	FED. AID PROJECT	

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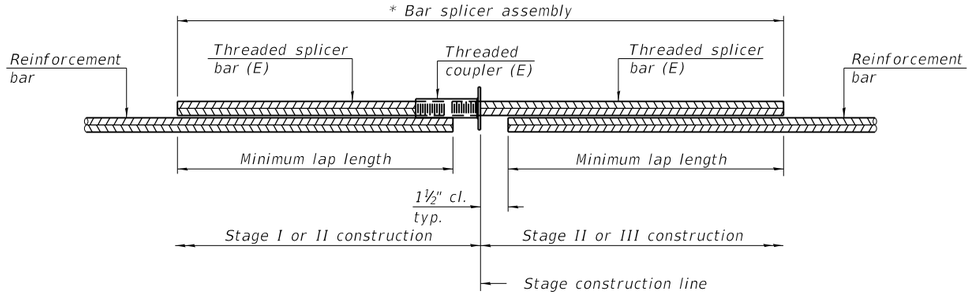


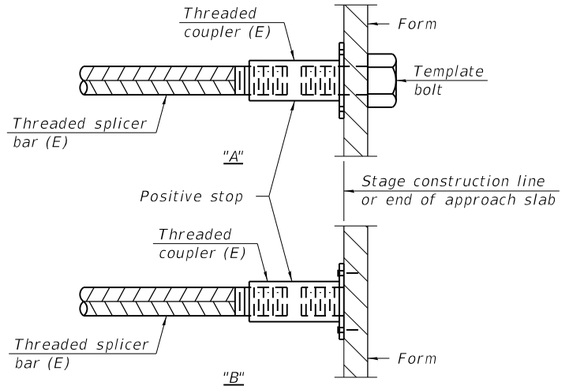
STANDARD BAR SPLICER ASSEMBLY PLAN

(All components shall be provided from one supplier)

Threaded splicer bar length = min. lap length + 1½" + thread length

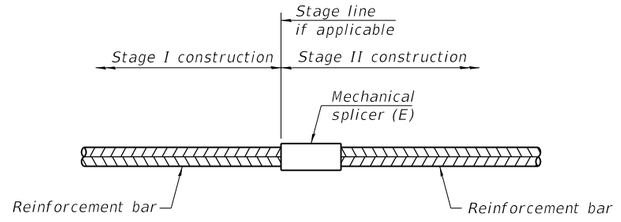
** Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.*

Location	Bar size	No. assemblies required	Minimum lap length
W. Abut (NB & SB)	#5	8	3'-1"
	#6	24	4'-0"
E. Abut (NB & SB)	#5	8	3'-1"
	#6	24	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

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 1-1-2020

WSP USA Inc.
30 N. LASALLE STREET
SUITE 4200
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TEL: (312) 782-8150
FAX: (312) 782-1884

USER NAME = $USER$		DESIGNED - PJL	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS I-55 OVER MADISON STREET - STRUCTURE NO. 022-0003
		CHECKED - MI	REVISED -		
PLOT SCALE = N.T.S.		DRAWN - PJL	REVISED -		
PLOT DATE = 11/25/2020		CHECKED - MI	REVISED -		SHEET 22 OF 22 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DuPAGE	62	51
		CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		

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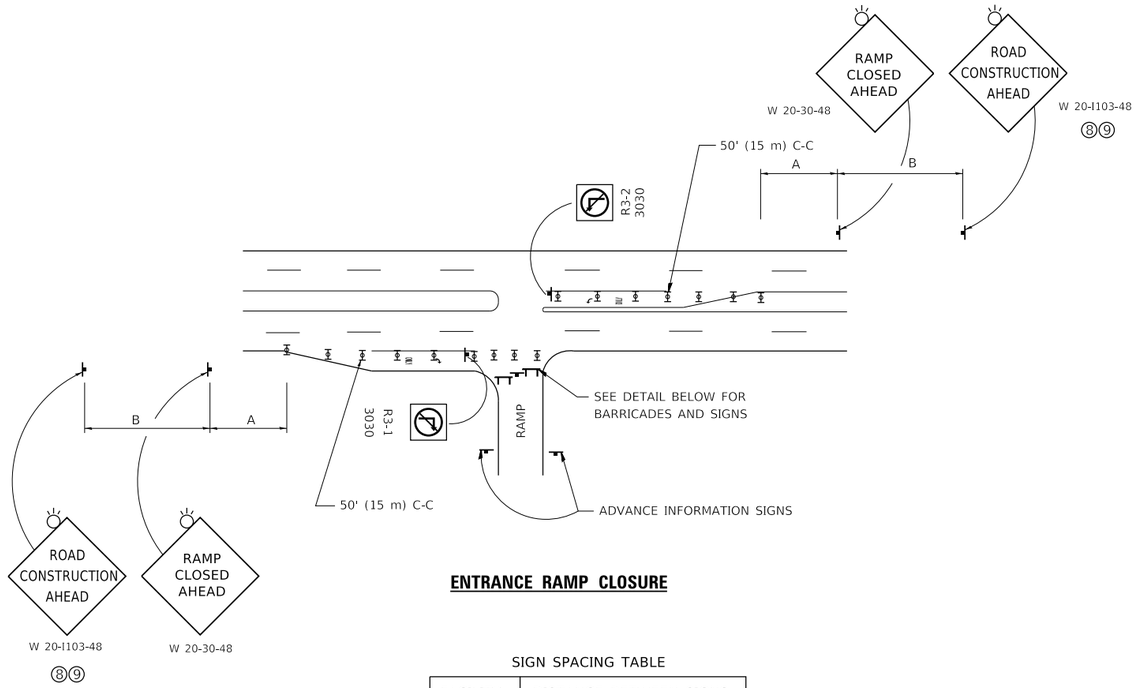
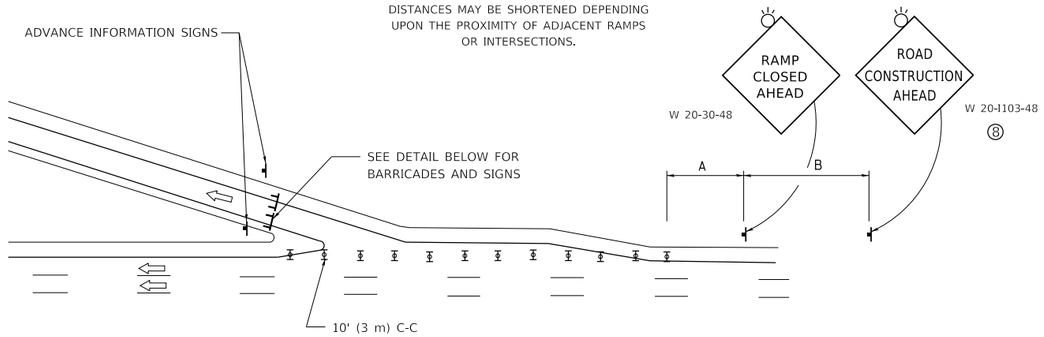


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

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

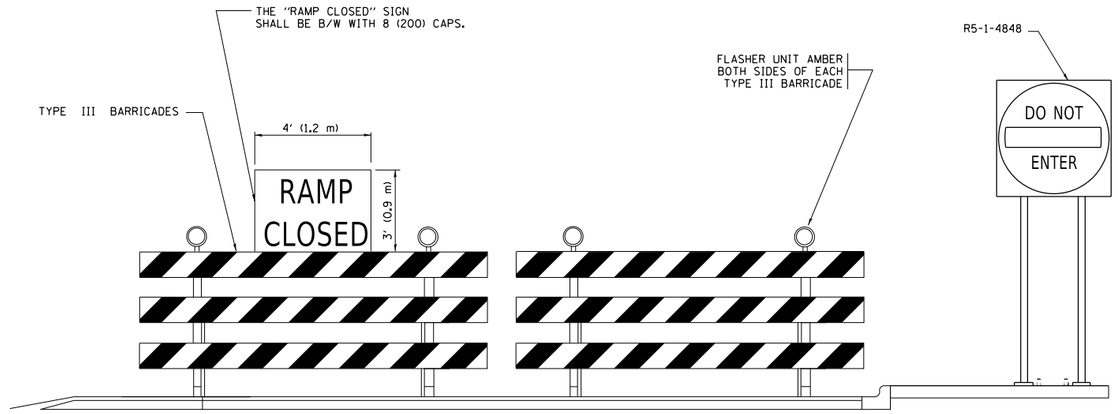


EXIT RAMP CLOSURE

SYMBOLS

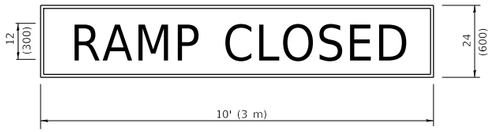
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



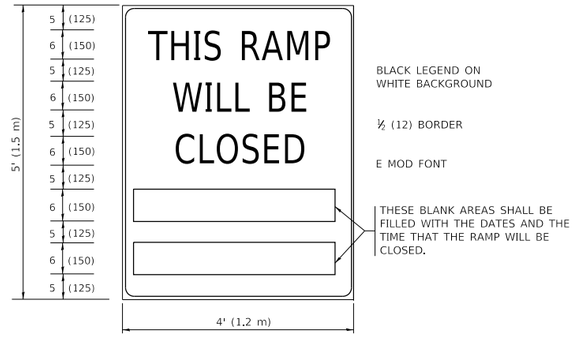
DETAIL FOR REQUIRED BARRICADES & SIGNS

RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER
THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND

½ (12) BORDER

E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

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

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

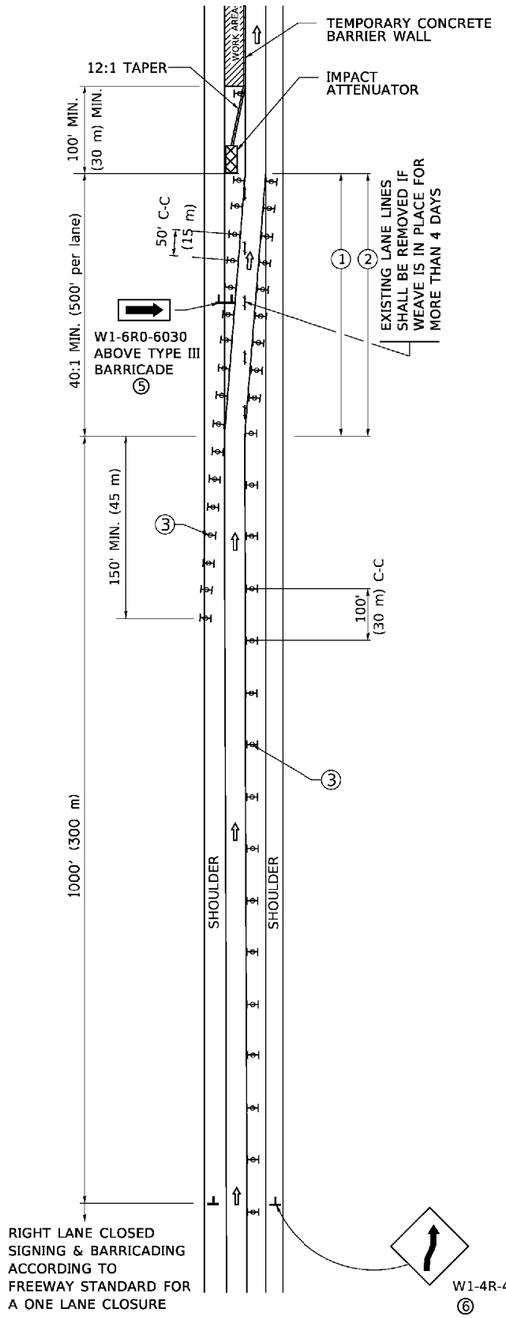
USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B._01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE_AND_EXIT_RAMP CLOSURE_DETAILS	
	DRAWN -	REVISED - S.P.B._12-09			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - M.D._06-13			
PLOT DATE = 3/4/2019	DATE - 02-83	REVISED - M.D._01-18		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	52
	TC-08	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

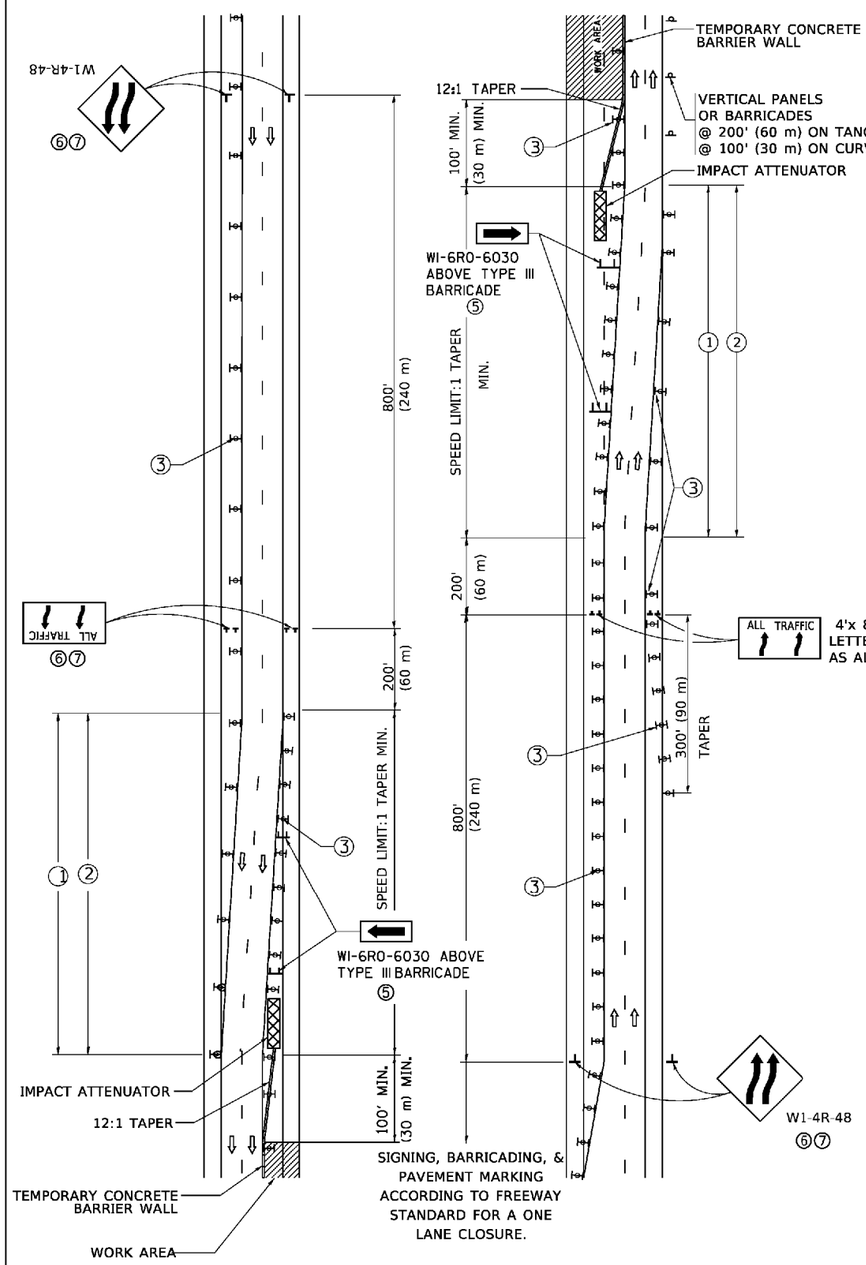
MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.Illinois.gov:PWIDOTDocuments\IDOT Offices\District 1\Projects\Dist45\d22x33\CADData\CADSheets\tc08.dgn

tc08.dgn 3/4/2019 10:22:32 AM User=footemj

SINGLE LANE WEAVE



MULTI–LANE WEAVE



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

GENERAL NOTES:

① EXISTING CONFLICTING PAVEMENT MARKING LINES SHALL BE REMOVED. PAVEMENT MARKING REMOVAL SHALL NOT BE REQUIRED FOR SINGLE LANE WEAVES UNDER 4 DAYS IN DURATION.

② CONTINOUS REFLECTIVE TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE TAPER AND FOR 300' (90 m) ALONG SIDE THE WORK AREA WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS. THE LEFT EDGE LINE SHALL BE YELLOW AND THE RIGHT EDGE LINE SHALL BE WHITE. FOR MULTI-LANE WEAVES LANE LINES SHALL BE 5 INCH, 10'-30' (3 m-9 m) SKIP DASH, WHITE.

③ PLASTIC DRUMS WITH STEADY BURN LIGHTS AT 50' (15 m) C-C SPACING IN TAPERS AND 100' (30 m) C-C SPACING IN TANGENTS.

④ ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.

⑤ TYPE III BARRICADES MAY BE OMMITTED FOR SINGLE-LANE WEAVES UNDER 24-HOURS IN DURATION. W1-6 SIGNS WILL STILL BE REQUIRED. IF THE WIDTH OF OFFSET IS LESS THAN 6' THEN THE TYPE III BARRICADE WITH ATTACHED ARROW SIGN PANEL CAN BE ELIMINATED IN THE TAPER AREAS.

⑥ WHEN THE LENGTH OF THE SHIFTED SEGMENT (DISTANCE BETWEEN WEAVE POINTS) IS LESS THAN 1500', DOUBLE REVERSE CURVE SIGNS (W24-1) SHOULD BE USED INSTEAD OF THE REVERSE CURVE (W1-4) SIGNS. ARROWS ON THE 4'X8' "ALL TRAFFIC" SIGNS SHALL BE THE SAME SHAPE.

⑦ THE NUMBER OF ARROWS ON THESE SIGNS SHALL MATCH THE NUMBER OF LANES OPEN TO TRAFFIC.

SYMBOLS

- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE II BARRICADE OR DRUM WITH MONO-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER WALL
- IMPACT ATTENUATOR
- W24-1-48 ⑦

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

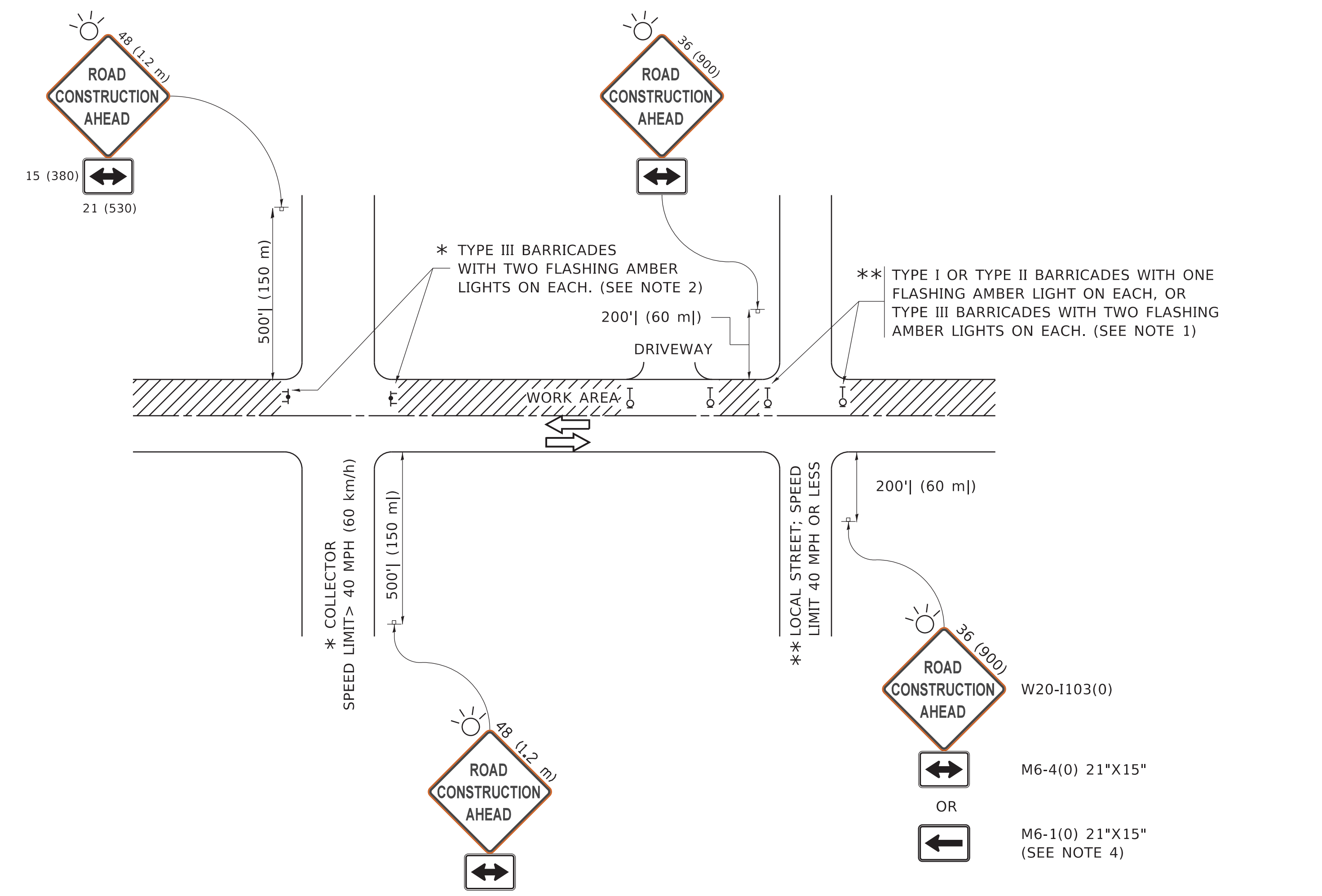
USER NAME = rober	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
	DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09
PLOT DATE = 11/2/2020	DATE - 02-87	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY SINGLE & MULTI-LANE WEAVE

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	53
	TC-09	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.

6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

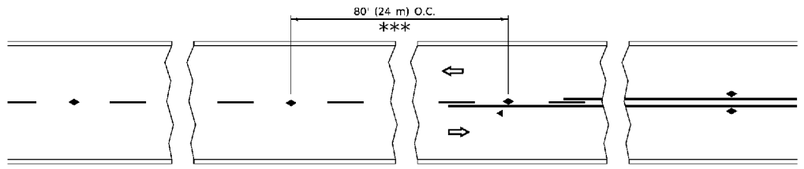
USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

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

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	54
	TC-10	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

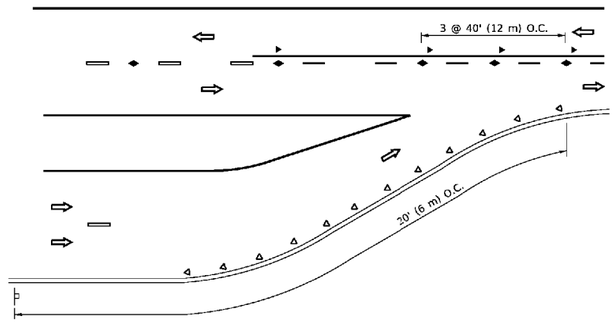
MODEL: Default
FILE NAME: pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist5td22x34\CADData\CADsheets\tc10.dgn



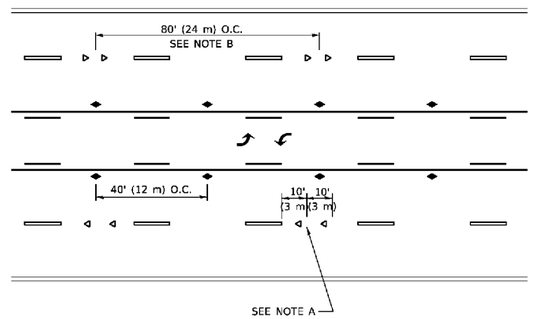
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

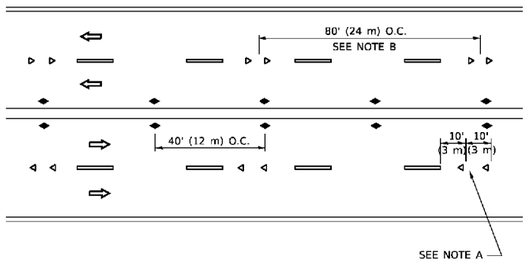
SEE FIGURE 3B-14 MUTCD



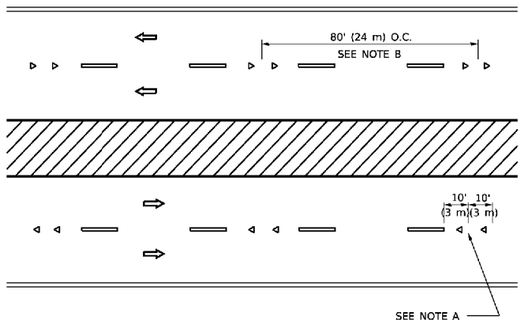
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
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

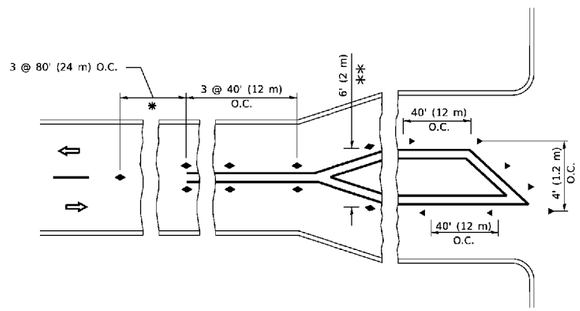
LANE MARKER NOTES

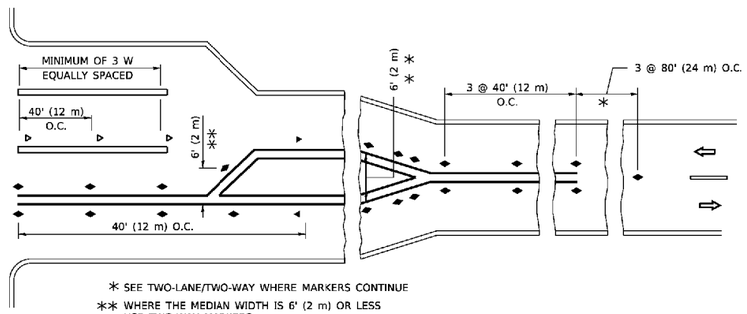
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

** WHERE THE MEDIAN WIDTH IS 6' (2 m) OR LESS USE TWO-WAY MARKERS.

TURN LANES

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

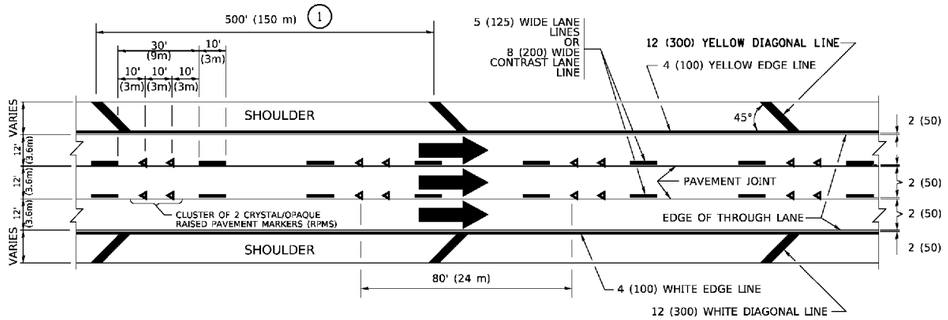
USER NAME = rober	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 11/2/2020	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

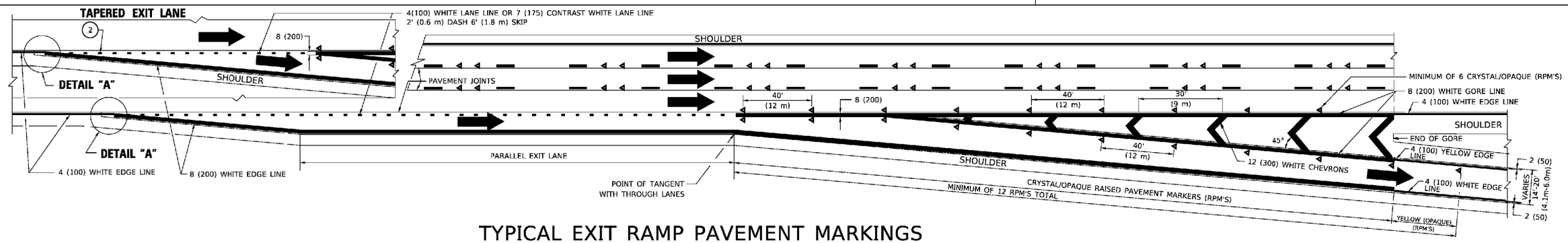
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	55
	TC-11	CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		



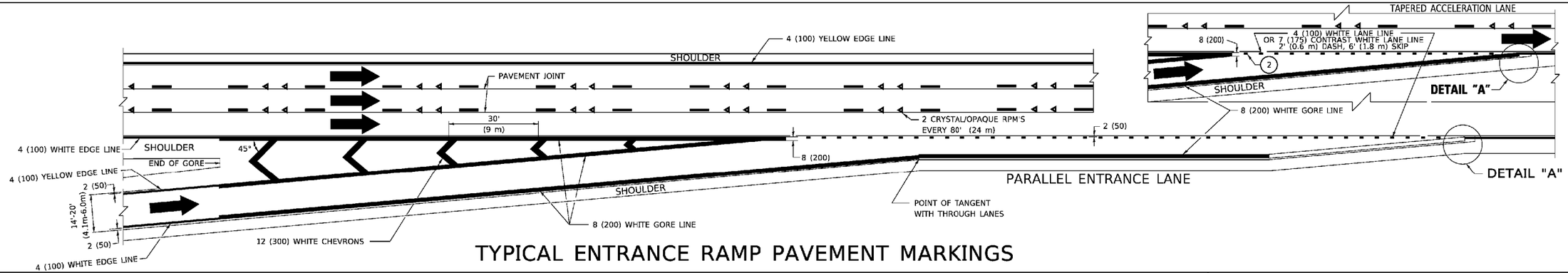
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

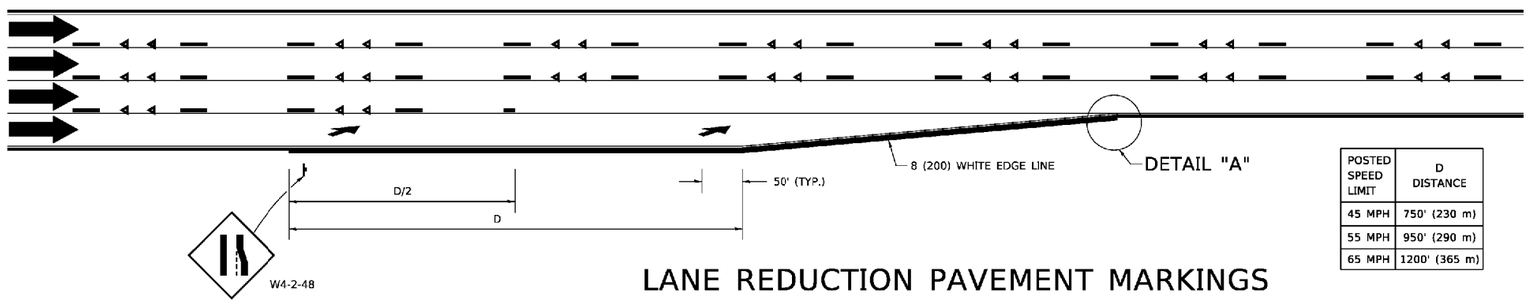
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

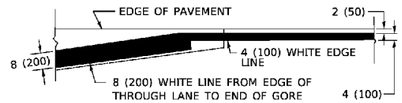


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



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

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

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

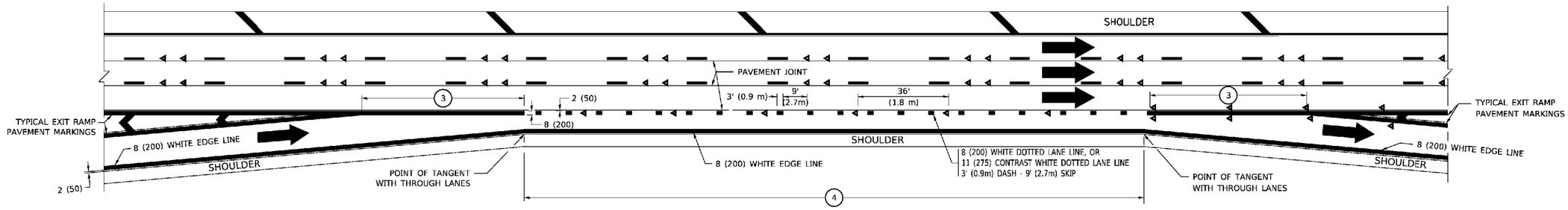
USER NAME = rober	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
	DRAWN -	REVISED - S.P.B. 01-10
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - M.D. 05-13
PLOT DATE = 11/2/2020	DATE - 01-90	REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

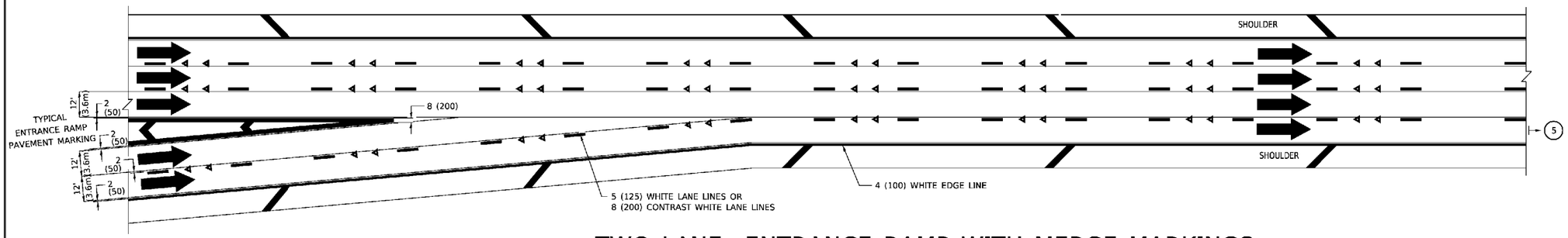
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

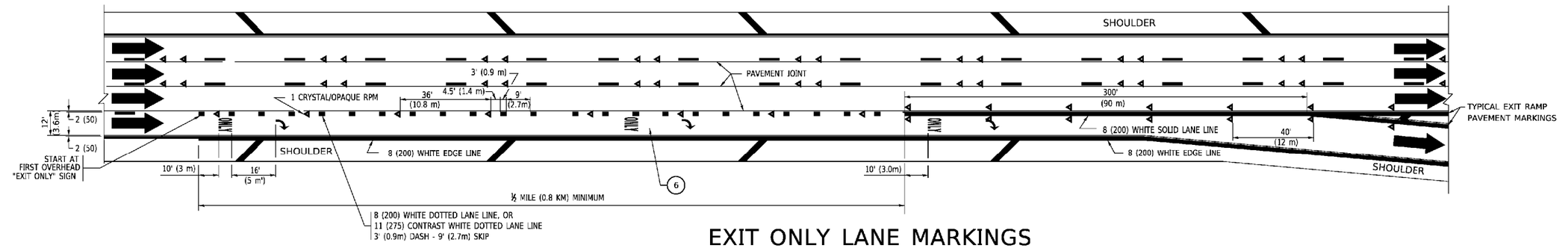
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	56
	TC-12	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			



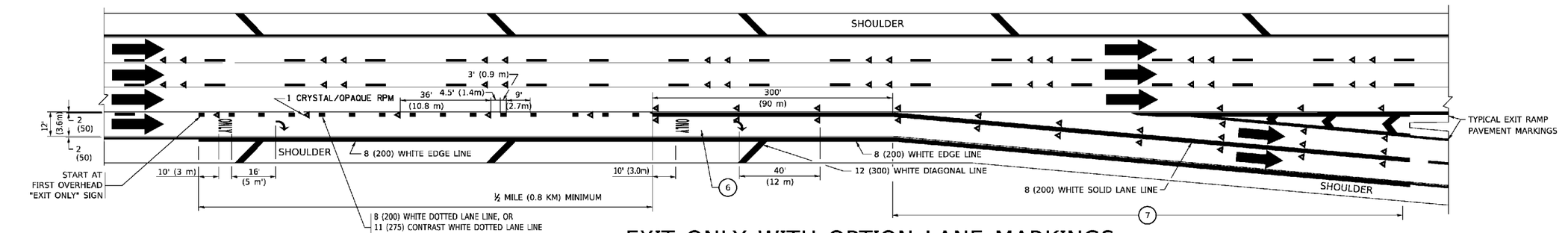
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

(3) OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).

(4) 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.

(5) FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.

(6) ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED..

(7) CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

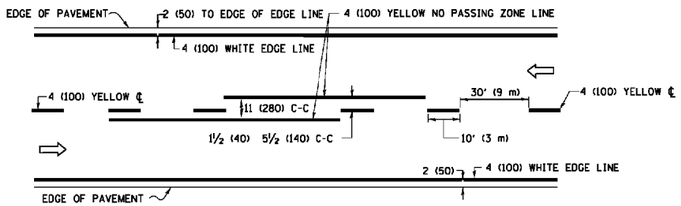
USER NAME = rober	DESIGNED - D.W.S.	REVISED - J.A.F. 02-06
	DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - S.P.B. 01-10
PLOT DATE = 11/2/2020	DATE - 01-90	REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

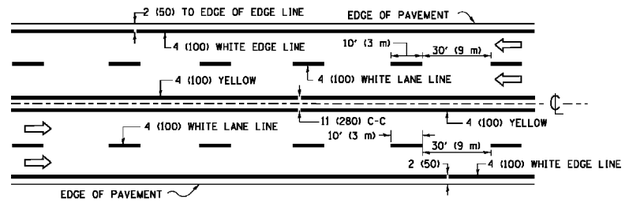
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: N.T.S. | SHEET 2 OF 2 SHEETS | STA. | TO STA.

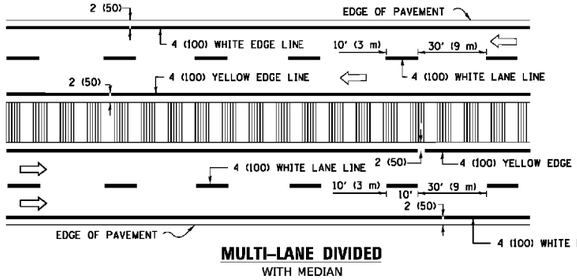
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	57
	TC-12	CONTRACT NO. 62K96		
	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

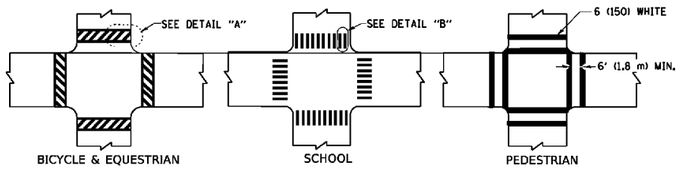


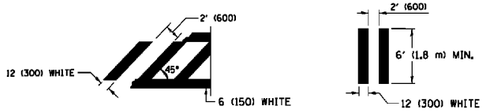
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

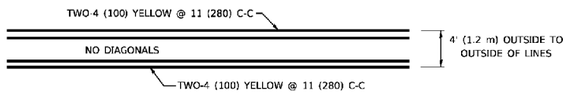




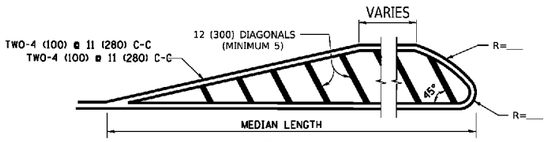
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



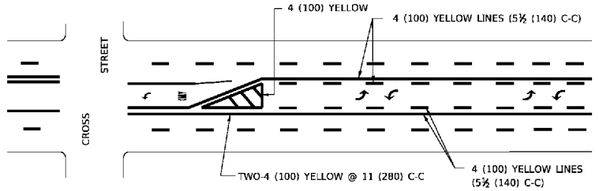
4' (1.2 m) WIDE MEDIANS ONLY



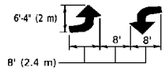
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

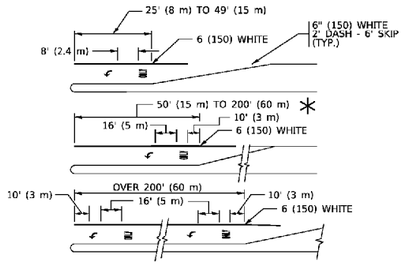


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

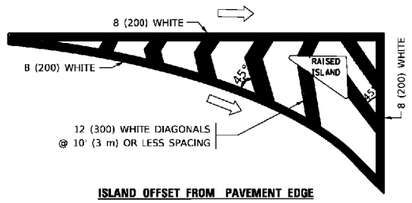


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

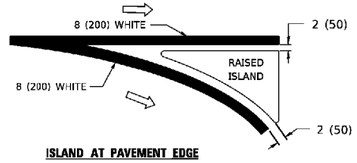
✱ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

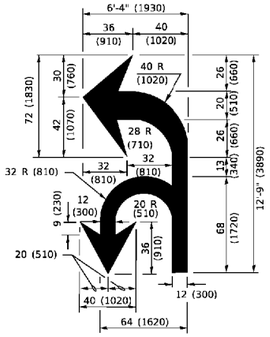


ISLAND OFFSET FROM PAVEMENT EDGE

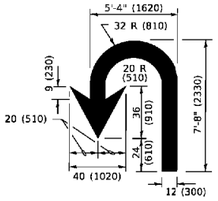


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

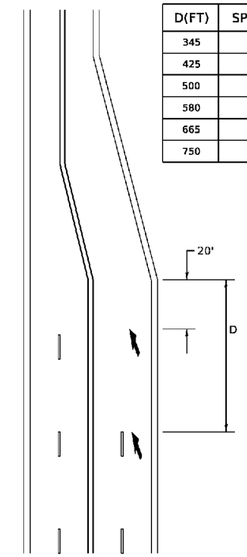


COMBINATION LEFT AND U–TURN



U–TURN

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



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 WHITE	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 SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
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 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

USER NAME = rober	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 11/2/2020	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

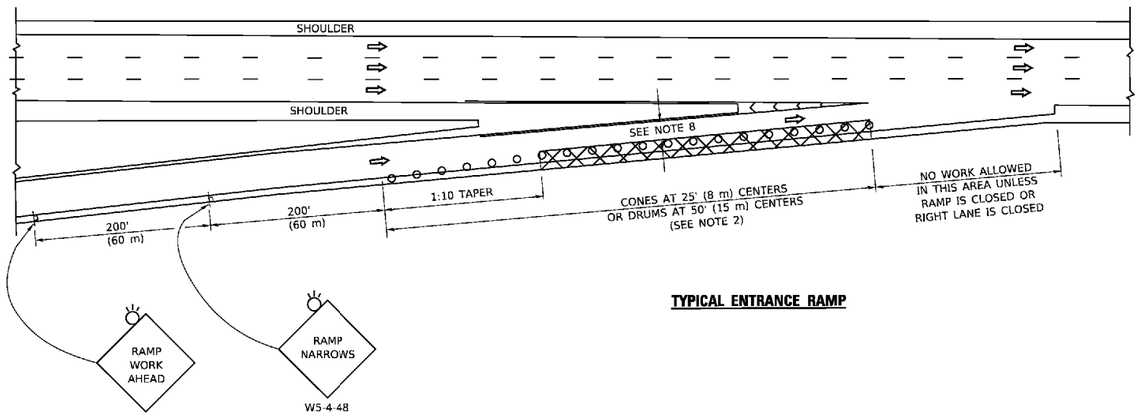
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

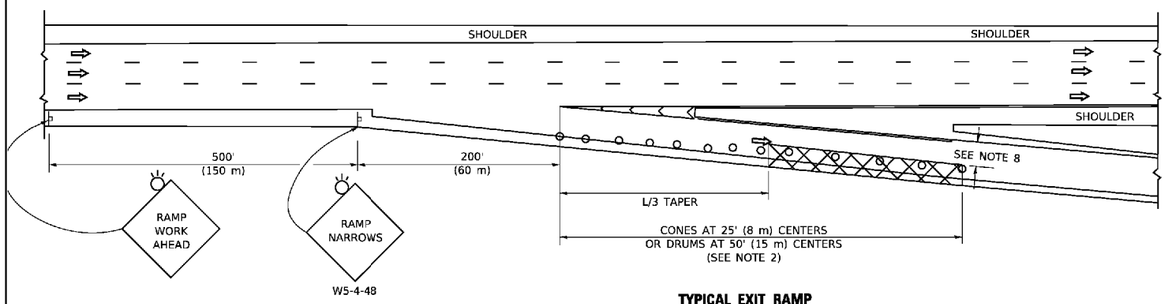
SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	58
	TC-13	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

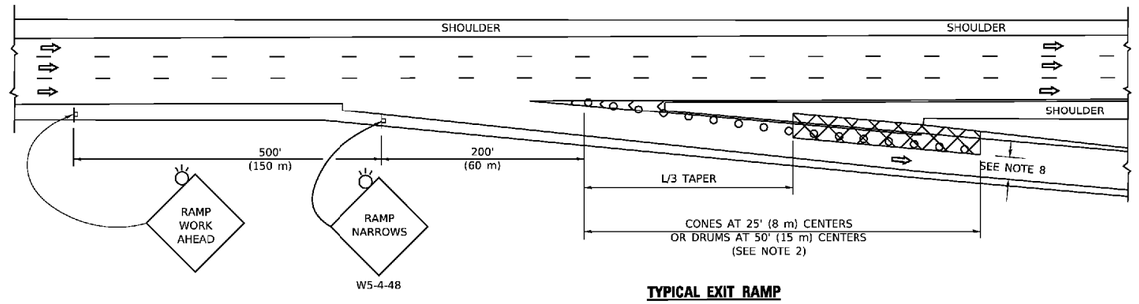
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

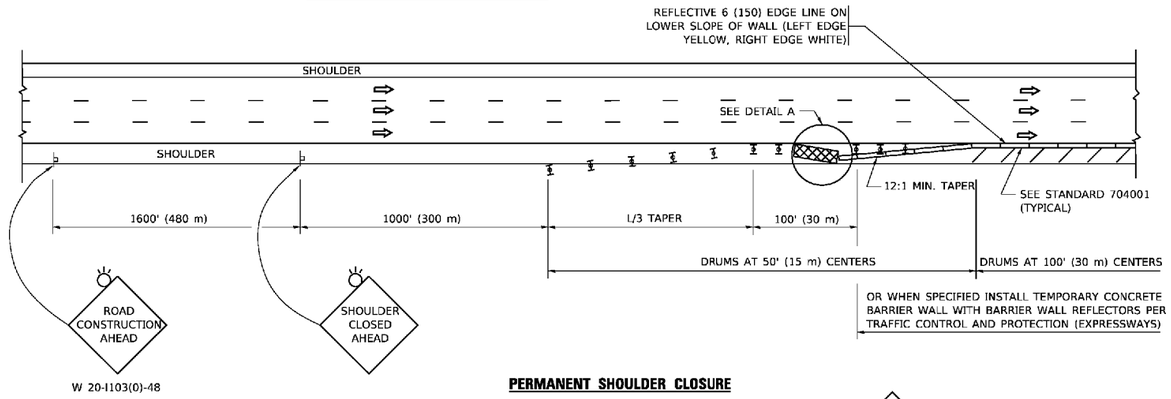


TYPICAL EXIT RAMP

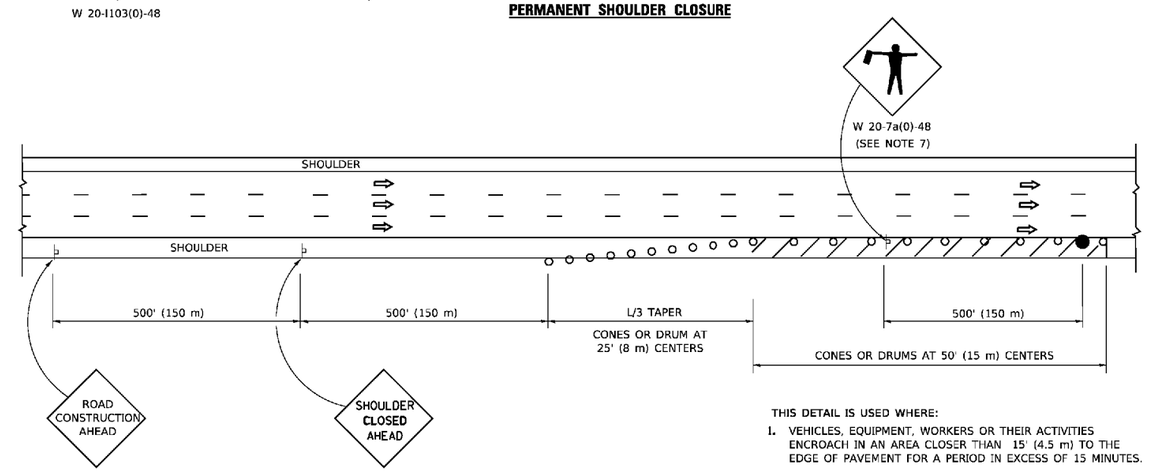


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



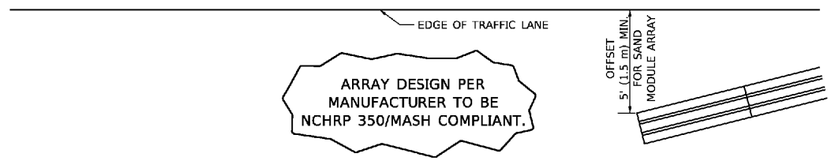
PERMANENT SHOULDER CLOSURE



THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

DAYTIME SHOULDER CLOSURE



DETAIL "A"
IMPACT ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

SYMBOLS

- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS	
45 mph (80 km/h) OR GREATER:	METRIC	ENGLISH
	L=0.65(WXS)	L=(WXS)

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
   a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
   b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.

   THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
   16' MIN. WIDTH CURVE SECTION.

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

USER NAME = rober	DESIGNED -	REVISED - S.P.B. 01-07	
	DRAWN - D.W.S.	REVISED - S.P.B. 12-09	
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - M.D. 06-13	
PLOT DATE = 11/2/2020	DATE - 11-96	REVISED - M.D. 01-18	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

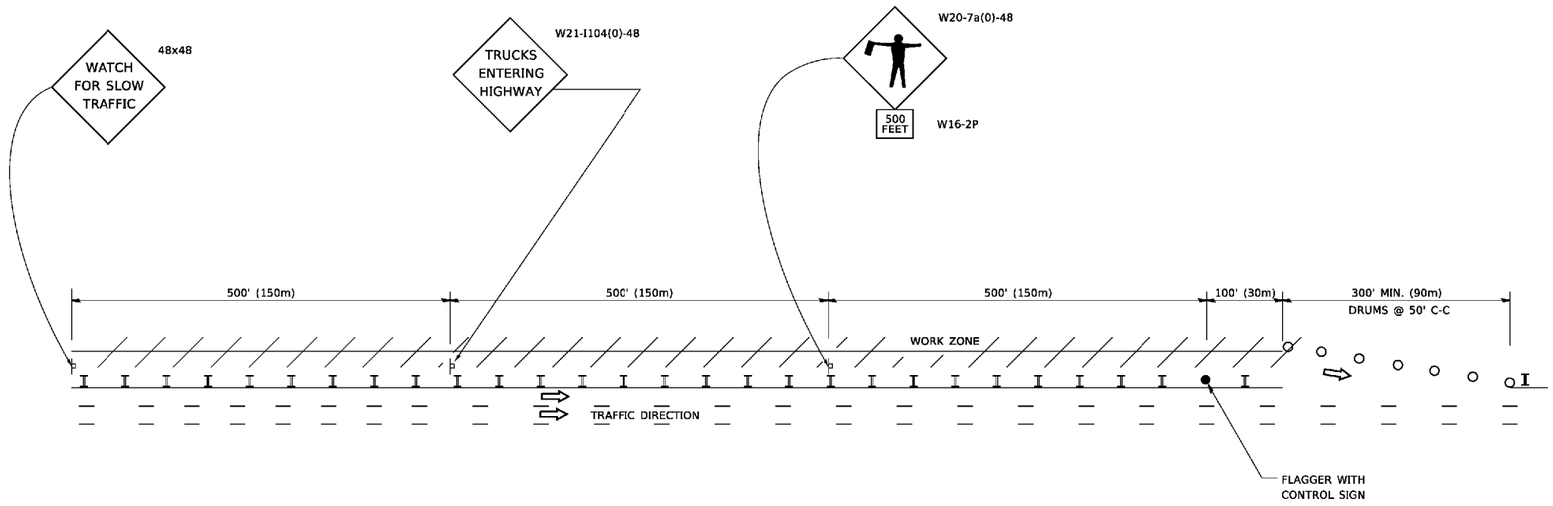
TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

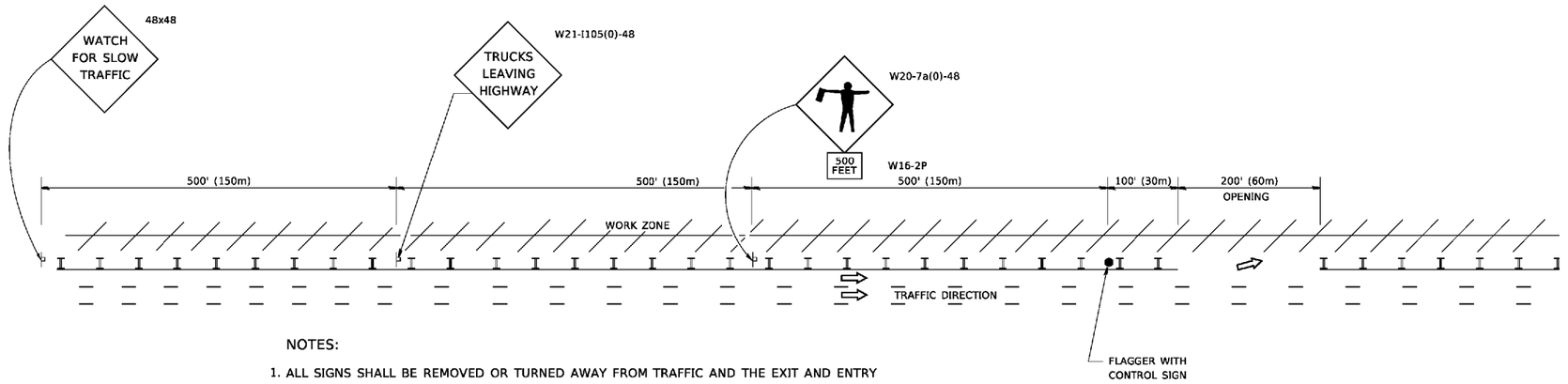
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	59
	TC-17	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS

WORK ZONE EXIT OPENING



WORK ZONE ENTRY OPENING



NOTES:

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

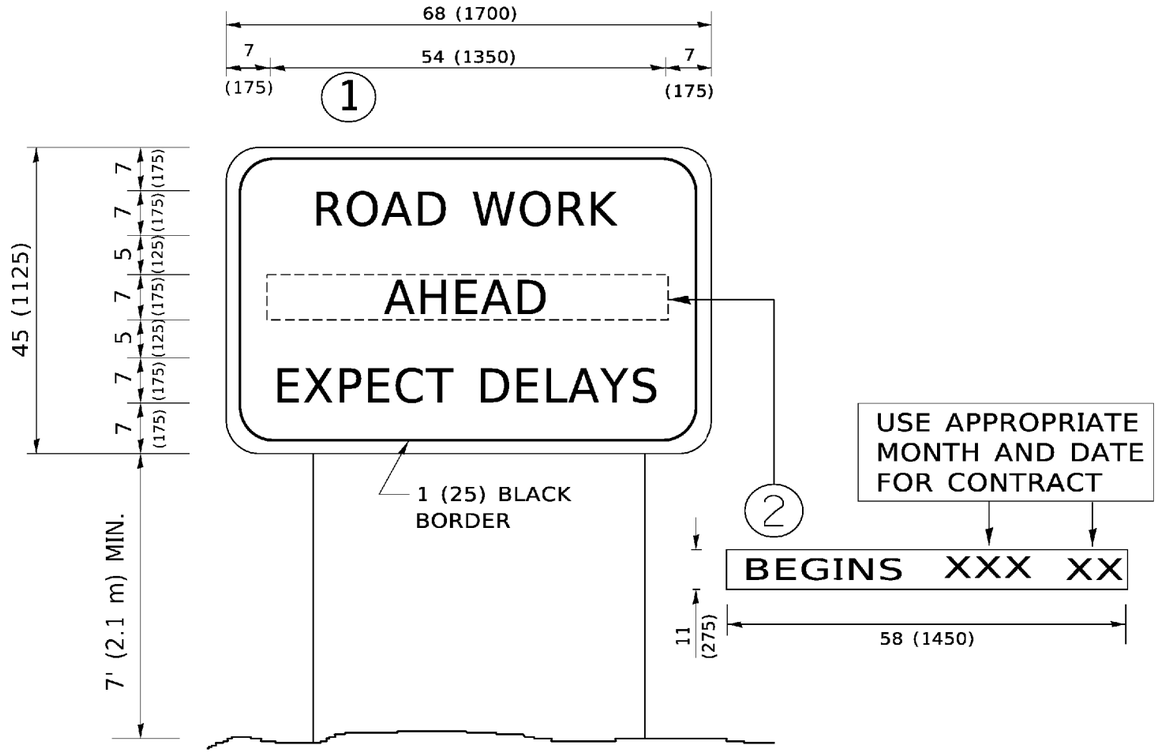
USER NAME = rober	DESIGNED -	REVISED - J.A.F. 02-06
	DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09
PLOT DATE = 11/2/2020	DATE -	REVISED - M.D. 06-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FREEWAY/EXPRESSWAY SIGNING FOR FLAGGING OPERATIONS AT WORK ZONE OPENINGS ON FREEWAYS/EXPRESSWAY

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	60
	TC-18	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

USER NAME = rober	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 11/2/2020	DATE -	REVISED - C. JUCIUS 01-31-07

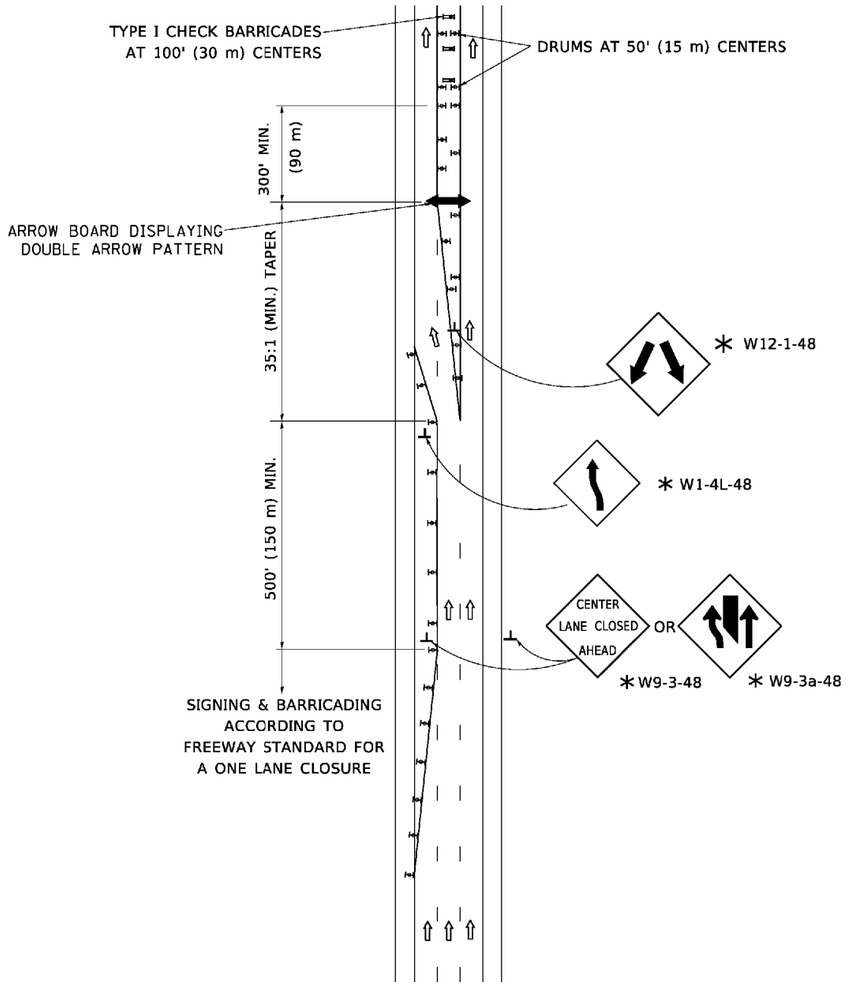
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

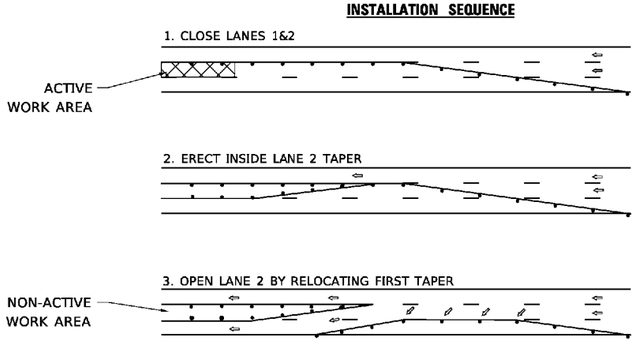
SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	61
	TC-22	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			

CENTER LANE CLOSURE



INSTALLATION SEQUENCE

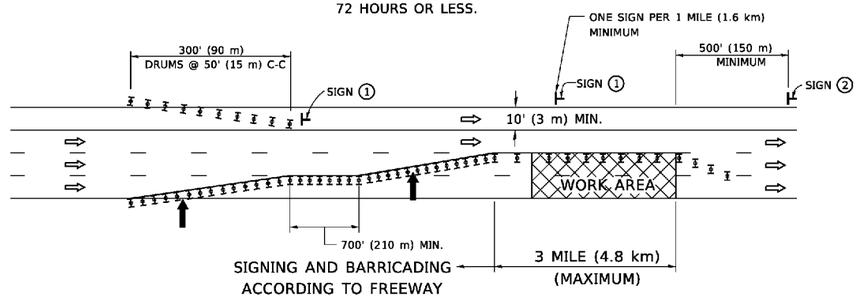


NOTES:

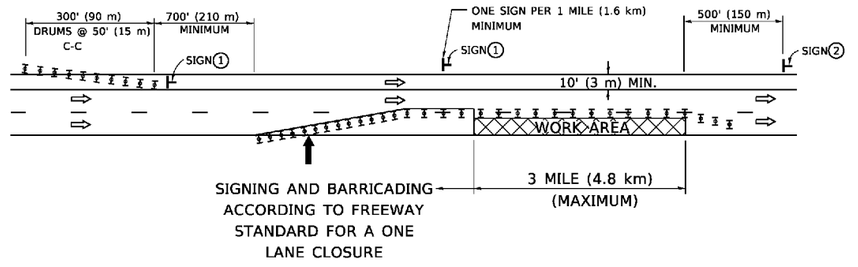
1. DRUMS WITH STEADY BURN LIGHTS SHALL BE USED AT 50' (15 m) CENTERS ON ALL TAPERS AND TANGENTS IN ADVANCE OF WORK AREA.
2. CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.
3. CENTER LANE CLOSURE CONFIGURATION IS NOT TO BE USED WITH WORKERS PRESENT.

SHOULDER LANE

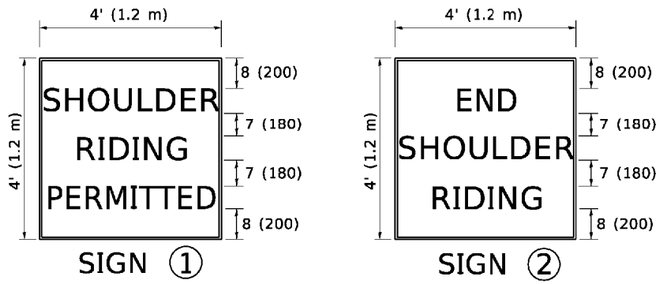
NOTE:
CLOSURE SHALL BE USED ONLY FOR OPERATIONS LASTING 72 HOURS OR LESS.



SIGNING AND BARRICADING ACCORDING TO FREEWAY STANDARD FOR A TWO LANE CLOSURE



SIGNING AND BARRICADING ACCORDING TO FREEWAY STANDARD FOR A ONE LANE CLOSURE



6 (150) SERIES "C" LEGEND
BLACK LEGEND
WHITE REFLECT. BACKGROUND
1 (25) BORDER

SYMBOLS

- DIRECTION OF TRAFFIC
- ARROWBOARD
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT *
- TYPE II BARRICADE, OR DRUM WITH MONO-DIRECTIONAL STEADY BURN LIGHT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

* ALL SIGNS SHALL BE MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).

USER NAME = rober	DESIGNED -	REVISED - J.A.F. 04-03
	DRAWN -	REVISED - S.P.B. 01-07
PLOT SCALE = 2.0000 ' / in.	CHECKED -	REVISED - S.P.B. 12-09
PLOT DATE = 11/2/2020	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY CENTER LANE CLOSURE SHOULDER LANE

SCALE: N.T.S. | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	2020-025-BR	DUPAGE	62	62
	TC-25	CONTRACT NO. 62K96		
	ILLINOIS FED. AID PROJECT			