

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	1
		ILLINOIS	CONTRACT NO. 62R91	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 21: US ROUTE 20 (LAKE STREET)
AT IL ROUTE 390 (ELGIN-O'HARE EXPWY)
SECTION: FAP 0021 22 BJ
PROJECT: NHPP-Y6T5(088)
BRIDGE JOINT REPLACEMENT / REPAIR,
BRIDGE DECK OVERLAY
DUPAGE COUNTY

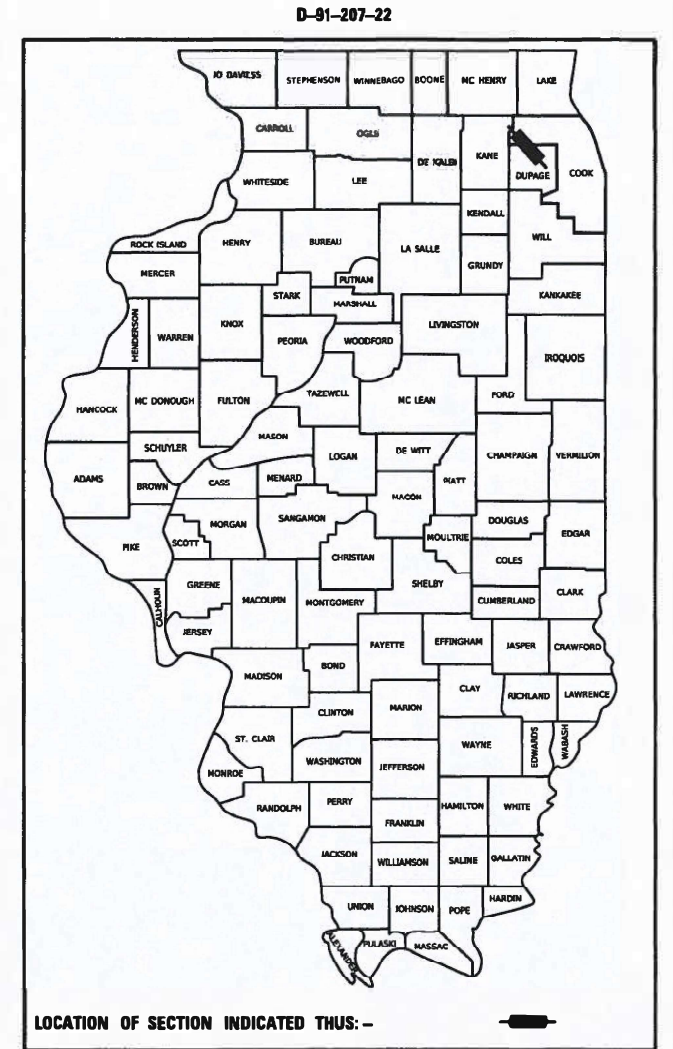
C-91-260-22

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. 2

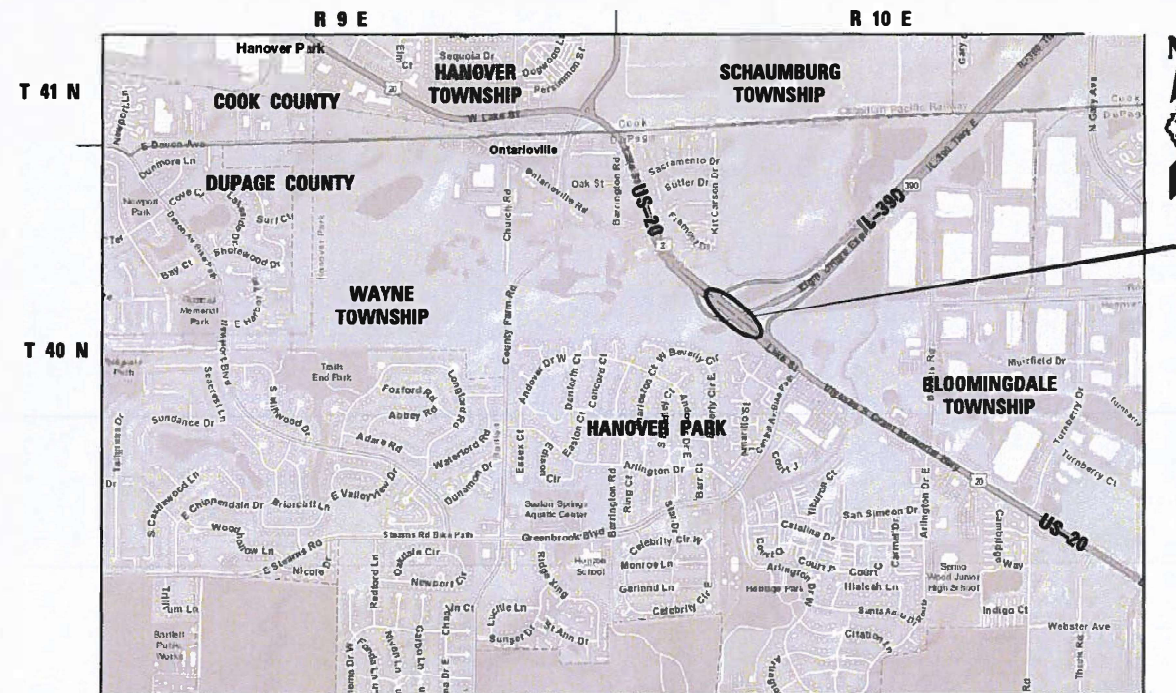
THIS PROJECT IS LOCATED IN THE VILLAGE OF HANOVER PARK

TRAFFIC DATA

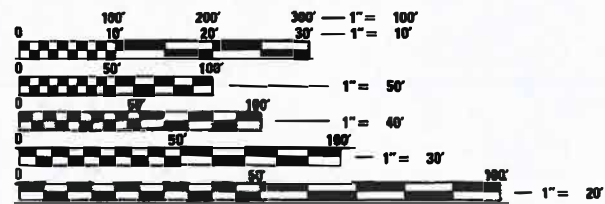
2021 ADT = 33,400 VPD
POSTED SPEED LIMIT = 40 MPH
PRINCIPAL ARTERIAL



LOCATION OF SECTION INDICATED THIS: -



PROJECT LOCATION
US-20 OVER IL-390
STRUCTURE NO. 022-0208



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

MEADE ELECTRIC CO. DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES 773-287-7672

PROJECT ENGINEER: LUKASZ POCIECHA (847) 705-4255
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62R91

GROSS LENGTH = 2,852 FT. = 0.54 MILES
NET LENGTH = 2,852 FT. = 0.54 MILES



Alex Lane
ALEXANDER CARL LANE, P.E.
 I.L. LIC. NO. 062-063261
 EXP: 11/30/2025
 DATE: 10/13/2023

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CONTACT: ALEXANDER LANE (312) 477-0620

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 26 2024
Josiah Jones
 REGION 1 ENGINEER

March 22, 2024
San E. A. Etk
 ENGINEER OF DESIGN AND ENVIRONMENT

March 22, 2024
Steph McQuinn
 DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				80% FEDERAL 20% STATE	100% STATE
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	633.5	633.5	
42001300	PROTECTIVE COAT	SQ YD	1,067	1,067	
44200050	WELDED WIRE REINFORCEMENT	SQ YD	1,831	1,831	
44200982	CLASS B PATCHES, TYPE II, 11 INCH	SQ YD	560	560	
44200986	CLASS B PATCHES, TYPE III, 11 INCH	SQ YD	1,688	1,688	
44200988	CLASS B PATCHES, TYPE IV, 11 INCH	SQ YD	143	143	
44201299	DOWEL BARS 1 1/2"	EACH	1,860	1,860	
50102400	CONCRETE REMOVAL	CU YD	40.9	40.9	
50157300	PROTECTIVE SHIELD	SQ YD	1,746	1,746	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	44.7	44.7	
50300260	BRIDGE DECK GROOVING	SQ YD	3,321	3,321	
50300300	PROTECTIVE COAT	SQ YD	3,466	3,466	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6,080	6,080	
50800515	BAR SPLICERS	EACH	40	40	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	344	344	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	10	10	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	1	1	
67100100	MOBILIZATION	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10	
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	290	290	

* = SPECIALTY ITEM

PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				80% FEDERAL 20% STATE	100% STATE
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	7,341	7,341	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	912.5	912.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	826	826	
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2	
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	185	185	
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	7,520	7,520	
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1,029	1,029	
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	1,584	1,584	
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	177	177	
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	133	133	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	39	39	
* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	73	73	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	39	39	
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	124	124	
89502200	MODIFY EXISTING CONTROLLER	EACH	1	1	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1	
X8891009	VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	1	1	
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	3,200	3,200	
X0322215	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	12		12
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12	
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	500		500
X7010005	MAINTENANCE OF TRAFFIC (ILLINOIS TOLLWAY)	L SUM	1	1	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7010238	CHANGEABLE MESSAGE SIGN, SPECIAL	CAL MO	6	6	
X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	131	131	
Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 1/2 INCHES	SQ YD	3,341	3,341	
Z0010605	CLEARING DRAINAGE SYSTEM	LSUM	1		1

MODEL: Default
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USER NAME = ALane	DESIGNED - DBE	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - DBE	REVISED -
PLOT DATE = 11/22/2023	CHECKED - ACL	REVISED -
	DATE - 10/25/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
US-20 OVER IL-390			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE. 021	SECTION FAP 0021 22 BJ	COUNTY	TOTAL SHEETS 42	SHEET NO. 3
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	

MAINTENANCE OF TRAFFIC GENERAL NOTES

- ALL MAINTENANCE OF TRAFFIC (MOT) LANE CLOSURES CAN BE COMPLETED WITH IDOT HIGHWAY STANDARDS. THE MOT PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE US ROUTE 20 WORK ZONE SPEED LIMIT SHALL BE 35 MPH.
- CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE AFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUING AND/OR WITH MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE ENGINEER.
- THE CONTRACTOR SHALL NOT OBSTRUCT ANY EXISTING SIGN OR PEDESTRIAN SIDEWALK WITH THE PLACEMENT OF TEMPORARY CONSTRUCTION SIGNING. THE CONTRACTOR MUST MAINTAIN A 4-FOOT MINIMUM CLEAR WIDTH ON ALL SIDEWALKS WHEN INSTALLING TEMPORARY CONSTRUCTION SIGNS ON OR NEAR SIDEWALKS THAT ARE OPEN TO PEDESTRIANS.

US ROUTE 20 CONSTRUCTION STAGING

MAINTENANCE OF TRAFFIC - STAGE 1

CONSTRUCTION:

- COMPLETE BRIDGE DECK, APPROACH, AND JOINT REPAIRS AND OVERLAY ON THE OUTSIDE PORTION (RIGHT LANE) IN WESTBOUND DIRECTION OF THE BRIDGE.
- COMPLETE BRIDGE DECK, APPROACH, AND JOINT REPAIRS AND OVERLAY ON THE INSIDE PORTION (LEFT 2 LANES) IN EASTBOUND DIRECTION OF THE BRIDGE.
- PAVEMENT PATCHING OUTSIDE OF BRIDGE IN CLOSED LANES.

MAINTENANCE OF TRAFFIC:

- CLOSE THE OUTSIDE LANE OF TRAFFIC AND SHIFT TRAFFIC TO THE INSIDE LANES IN THE WESTBOUND DIRECTION. 2 LANES IN THE WESTBOUND DIRECTION SHALL BE MAINTAINED.
- CLOSE THE INSIDE LANES OF TRAFFIC AND SHIFT TRAFFIC TO THE OUTSIDE LANE IN THE EASTBOUND DIRECTION. 1 LANE IN THE EASTBOUND DIRECTION SHALL BE MAINTAINED.
- CLOSE THE IL ROUTE 390 EXIT RAMP TO EASTBOUND US ROUTE 20 MOVEMENT. DETOUR TO GARY AVENUE.
- BAG AND DISCONNECT EXIT RAMP LEFT TURN SIGNAL. EASTBOUND THRU SIGNAL WILL BE CONSTANT GREEN.

MAINTENANCE OF TRAFFIC - STAGE 2

CONSTRUCTION:

- COMPLETE BRIDGE DECK, APPROACH, AND JOINT REPAIRS AND OVERLAY ON THE INSIDE PORTION (LEFT 2 LANES) IN WESTBOUND DIRECTION OF THE BRIDGE.
- COMPLETE BRIDGE DECK, APPROACH, AND JOINT REPAIRS AND OVERLAY ON THE OUTSIDE PORTION (RIGHT LANE) IN EASTBOUND DIRECTION OF THE BRIDGE.
- PAVEMENT PATCHING OUTSIDE OF BRIDGE IN CLOSED LANES.

MAINTENANCE OF TRAFFIC:

- CLOSE THE INSIDE LANES OF TRAFFIC AND SHIFT TRAFFIC TO THE OUTSIDE LANE IN THE WESTBOUND DIRECTION. 1 LANE IN THE WESTBOUND DIRECTION SHALL BE MAINTAINED.
- CLOSE THE OUTSIDE LANE OF TRAFFIC AND SHIFT TRAFFIC TO THE INSIDE LANES IN THE EASTBOUND DIRECTION. 2 LANES IN THE EASTBOUND DIRECTION SHALL BE MAINTAINED.
- DEBAG AND REENERGIZE EXIT RAMP LEFT TURN SIGNAL TO TYPICAL OPERATION.

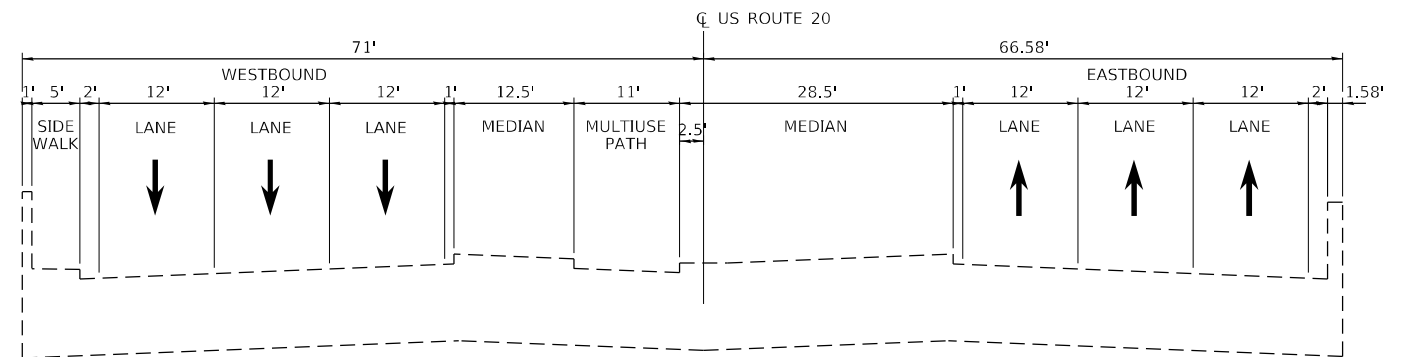
WORK ZONE SPEED LIMIT:

	EXISTING POSTED SPEED	PROPOSED POSTED SPEED
STAGE 1	40 MPH	35 MPH
STAGE 2	40 MPH	35 MPH

INTERSECTIONS WITH TEMPORARY TIMING

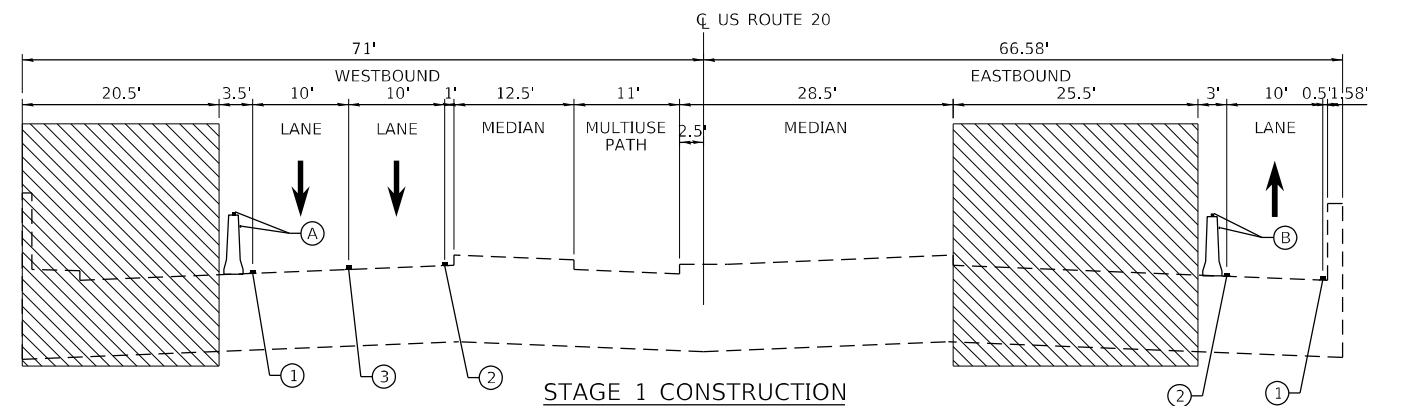
US ROUTE 20 @ BARRINGTON ROAD / COUNTY FARM ROAD
 US ROUTE 20 @ ONTARIOVILLE ROAD / BEAR FLAG DRIVE
 US ROUTE 20 @ IL ROUTE 390 EXIT RAMP
 US ROUTE 20 @ GREENBROOK BOULEVARD
 US ROUTE 20 @ ARLINGTON DRIVE / BARTELS ROAD

FOR DETOUR:
 IL ROUTE 19 @ FRONTAGE ROAD
 IL ROUTE 19 @ RODENBURG ROAD
 US ROUTE 20 @ GARY AVENUE



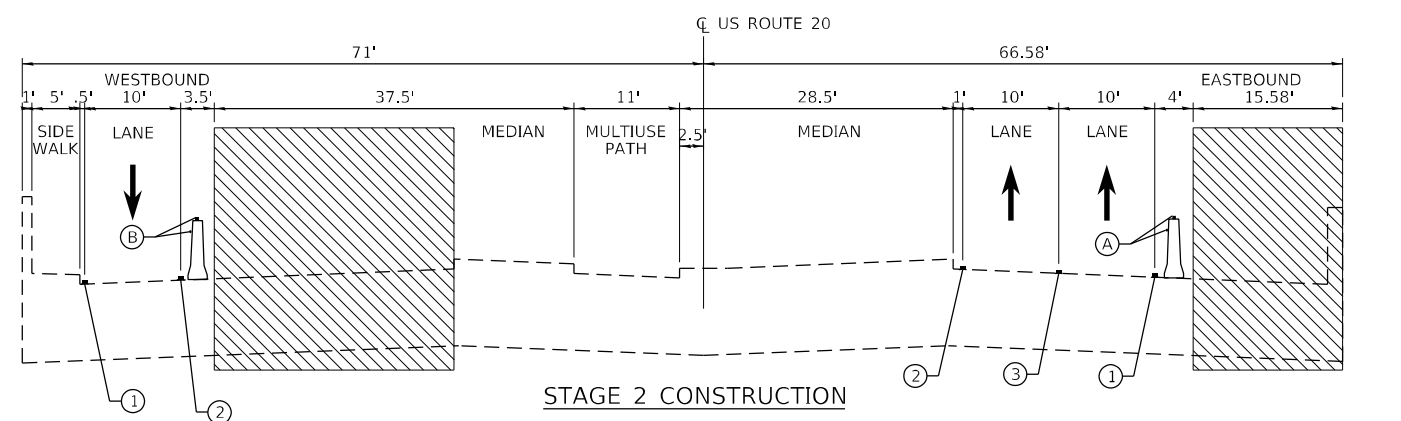
EXISTING TYPICAL CROSS SECTION

ON SN 022-0208







STAGE 1 CONSTRUCTION

ON SN 022-0208

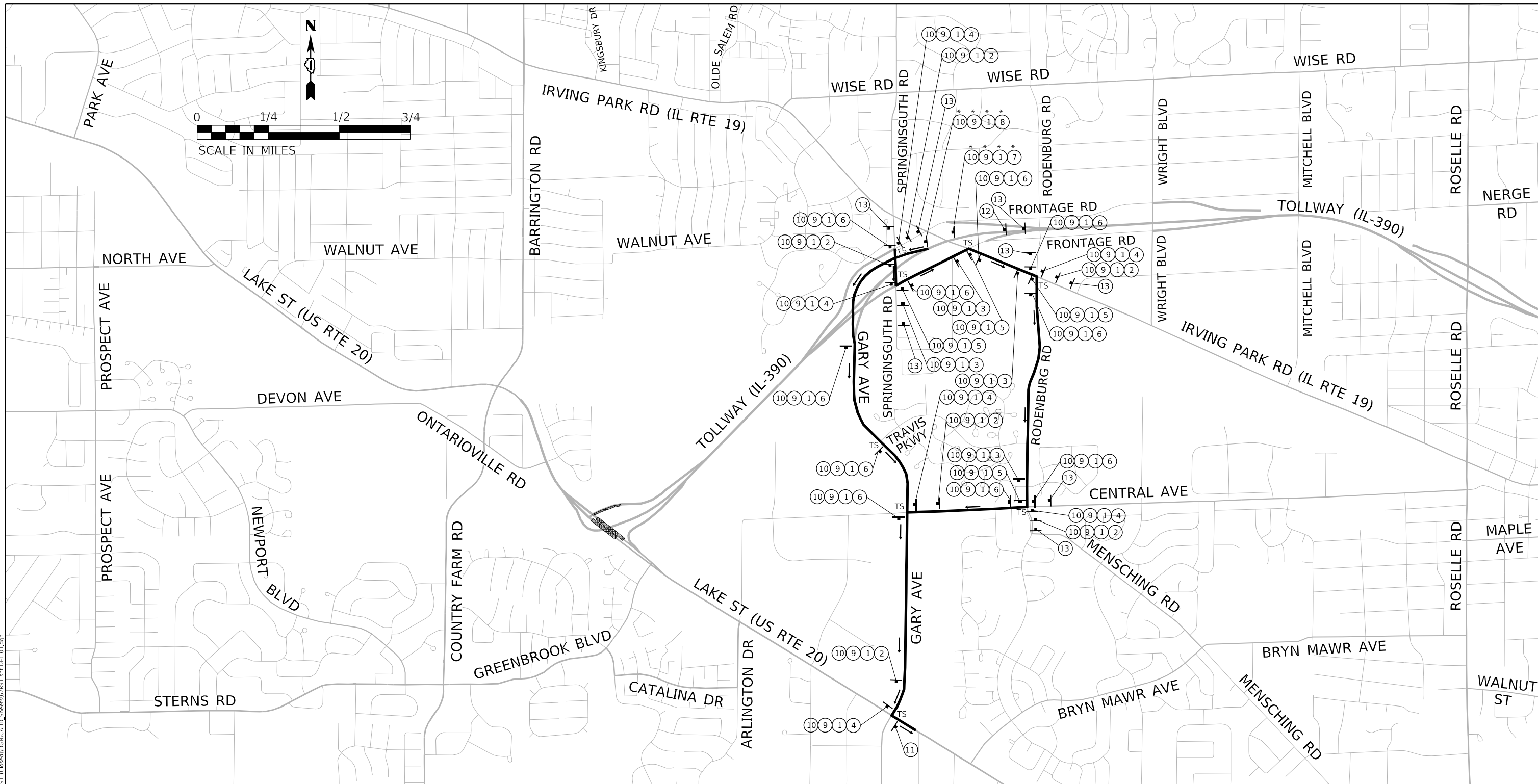


STAGE 2 CONSTRUCTION

MOT TYPICAL LEGEND:

-  WORK AREA
-  DIRECTION OF TRAVEL
-  TEMPORARY CONCRETE BARRIER
-  TEMPORARY PAVEMENT MARKING
- (A) TYPE C MONO-DIRECTIONAL CRYSTAL REFLECTORS PER STD 704001 AND 782006.
- (B) TYPE C MONO-DIRECTIONAL AMBER REFLECTORS PER STD 704001 AND 782006.
- (1) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- (2) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- (3) TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (10' LINE, 30' SPACE) (70300904)

MODEL Path: I:\Projects\2020\20-4094-00 IDOT Various Phase 2 (ITB) 106 Item 16\NWD 30 62R91 (CFE)02\DC\1\000_Sheets\62R91-CH-MOT-01.dgn



DETOUR ROUTE MARKERS



FOR ILLINOIS ROUTES
M1-4-2424
*M1-4-3636

M5-1L-2115	M5-1R-2115	M6-1-2115	M6-1-2115	M6-3-2115 *M6-3-3021
M5-2R-3021 *M4-8-2412	M5-2R-3021	M3-2-2412 *M3-2-3618	M4-8-2412 *M4-8-3618	M4-8A

PHASE I
RAMP TO FOLLOW
EB US 20 MARKED
CLOSED DETOUR
3 SEC DISPLAY
18" LETTERS



W20-2(O)-48

PORTABLE
CHANGABLE
MESSAGE SIGN

NOTES:

- DETOUR SIGNAGE SHALL BE CONSIDERED INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
- SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.
- TEMPORARY TRAFFIC SIGNAL TIMING SHALL BE UTILIZED AT THE FOLLOWING INTERSECTIONS:
 - IL-19 @ FRONTAGE ROAD
 - IL-19 @ RODENBURG ROAD
 - GARY AVE @ US-20
 - GARY AVE @ CENTRAL AVE
 - GARY AVE @ TRAVIS PKWY

LEGEND:

- PARTIAL CLOSURE
- DETOUR ROUTE
- DETOUR / CLOSURE SIGNAGE
- TS - TRAFFIC SIGNALIZED INTERSECTION
- * - USE ON MAINLINE IL-390

MODEL: P:\dtd\11\2020\2020-04-04-00_IDOT_Various_Phase 2_TFR1_106 Item: 161110_39_62R91_IL390\DOT\CD00_Sheets\62R91-CPH-DET-01.dgn

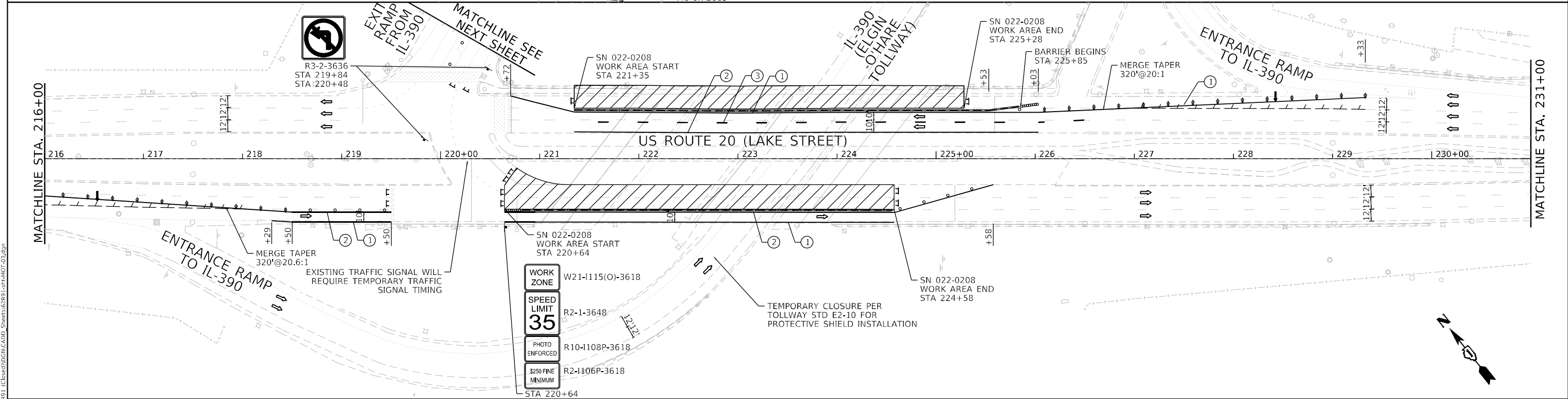
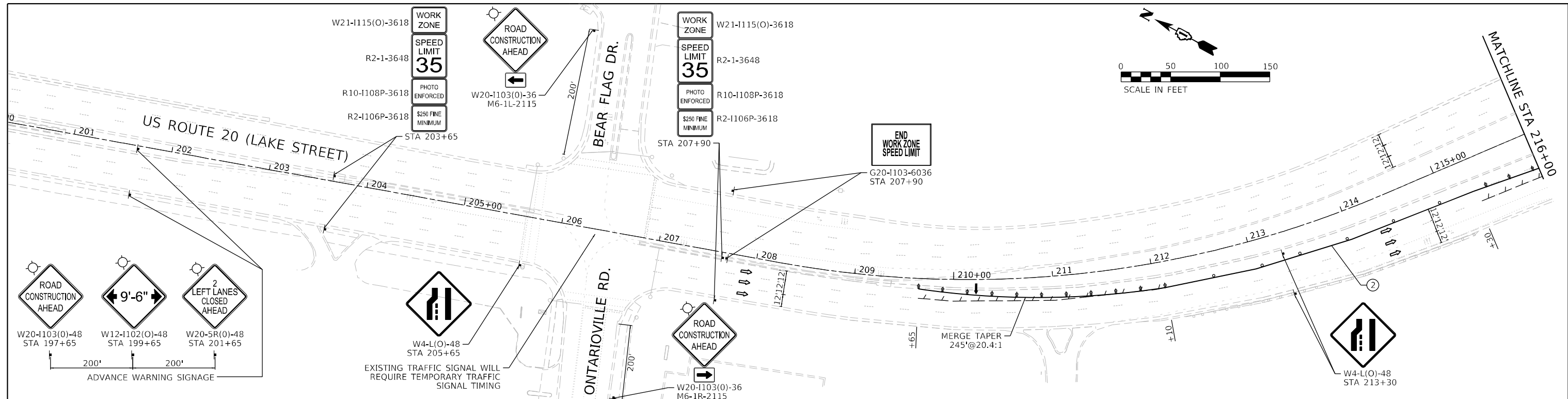
 INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com	USER NAME = Alane	DESIGNED - VW	REVISED -
	PLOT SCALE = 20,0000' / in.	DRAWN - VW	REVISED -
	PLOT DATE = 3/11/2024	CHECKED - ACL	REVISED -
		DATE - 02/21/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
DETOUR PLAN FOR STAGE 1**

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	6
CONTRACT NO. 62R91			ILLINOIS FED. AID PROJECT	



- MOT SYMBOL LEGEND**
- DRUM OR BARRICADE @ 50' C-C (TANGENTS), @ 20' (TAPERS), @ 10' (RADII)
 - ➔ DIRECTION INDICATOR BARRICADE @ 25' C-C
 - ▨ WORK AREA
 - ⌋ TYPE III BARRICADE
 - ➔ DIRECTION OF TRAFFIC
 - ⌋ SIGN ON PORTABLE OR PERMANENT SUPPORT
 - ➔ ARROW BOARD
 - ▬ TEMPORARY CONCRETE BARRIER
 - ▬ IMPACT ATTENUATOR
 - ⌋ PAVEMENT MARKING REMOVAL

- MOT PROPOSED LEGEND**
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
 - ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
 - ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (10' LINE, 30' SPACE) (WHITE)

NOTE: TRAFFIC CONTROL BASED ON STANDARD 701601-09.
REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL - WATERBLASTING

MODEL: P:\p\inf\...
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USER NAME = Alane
 PLOT SCALE = 100,0000' / in.
 PLOT DATE = 3/11/2024

DESIGNED - DBE
 DRAWN - DBE
 CHECKED - ACL
 DATE - 02/21/2024

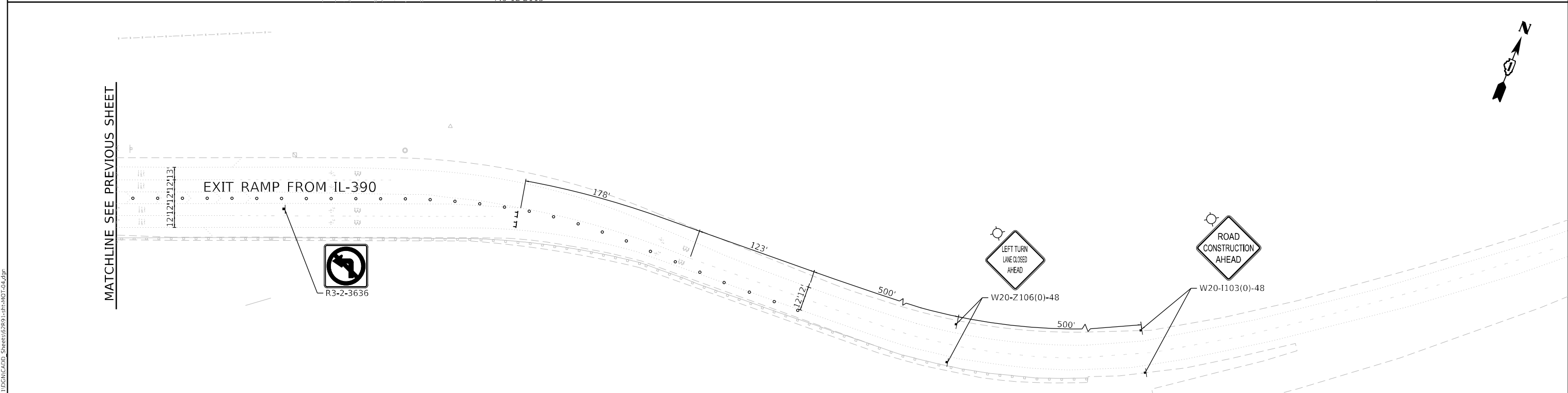
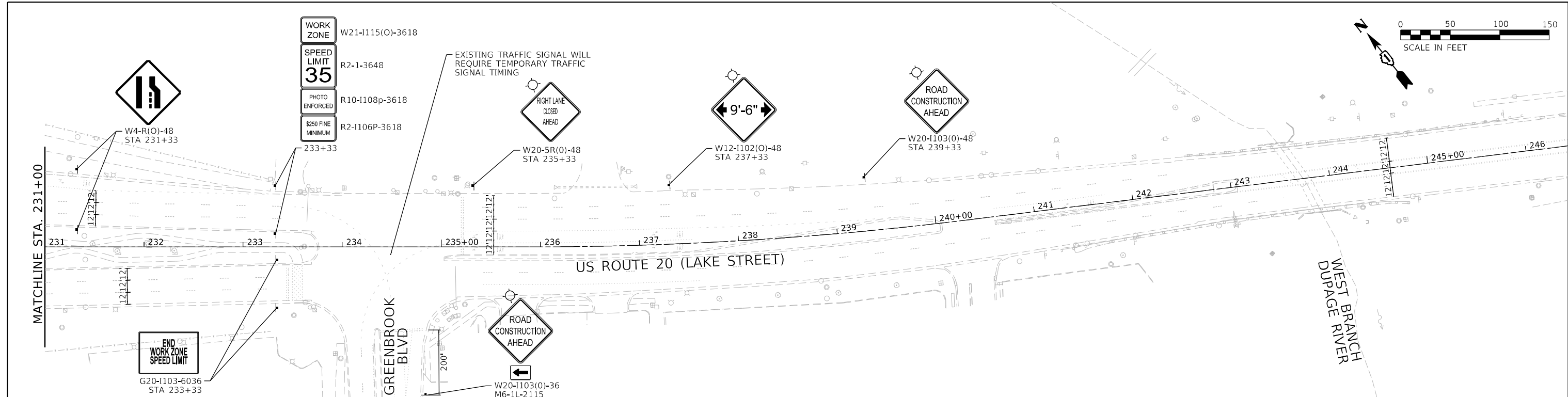
REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
 STAGE 1**

SCALE: NTS SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	8
CONTRACT NO. 62R91				
ILLINOIS FED. AID PROJECT				



MOT SYMBOL LEGEND

- DRUM OR BARRICADE @ 50' C-C (TANGENTS), @ 20' (TAPERS), @ 10' (RADII)
- ⊕ DIRECTION INDICATOR BARRICADE @ 25' C-C
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ⇄ ARROW BOARD
- ▬ TEMPORARY CONCRETE BARRIER
- ▬ IMPACT ATTENUATOR
- ⊥ PAVEMENT MARKING REMOVAL

MOT PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
- ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (10' LINE, 30' SPACE) (WHITE)

NOTE: TRAFFIC CONTROL BASED ON STANDARD 701601-09.
REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL - WATERBLASTING

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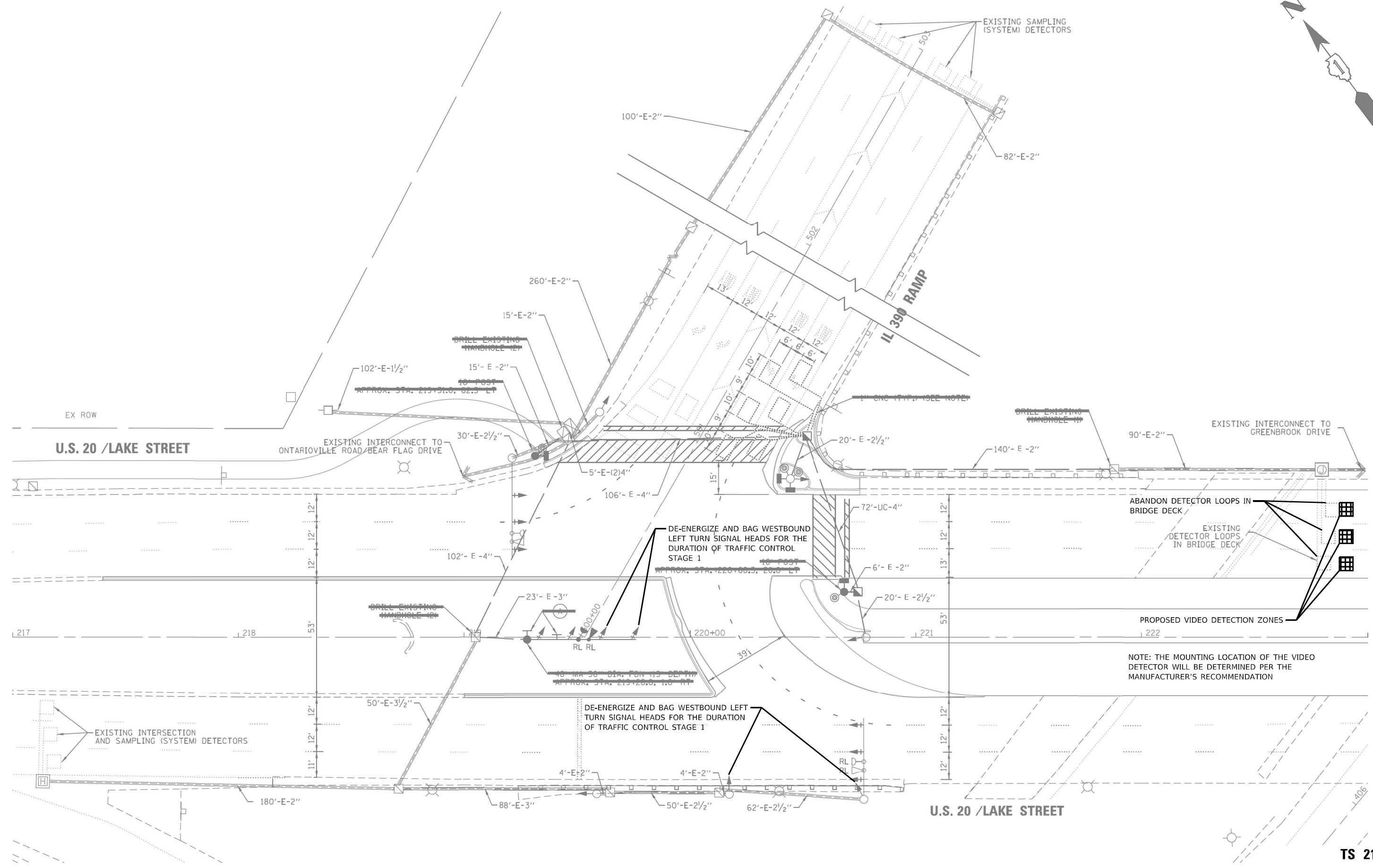
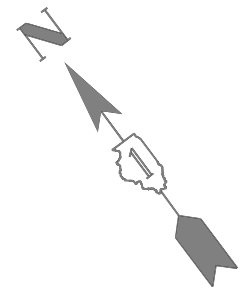
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PLOT SCALE = 100,0000 ' / in.	DRAWN - DBE	REVISED -
PLOT DATE = 11/22/2023	CHECKED - ACL	REVISED -
	DATE - 10/25/2023	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
STAGE 1**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	



DE-ENERGIZE AND BAG WESTBOUND LEFT TURN SIGNAL HEADS FOR THE DURATION OF TRAFFIC CONTROL STAGE 1
 APPROX. STA. 120+00.5, 20.0 LT

DE-ENERGIZE AND BAG WESTBOUND LEFT TURN SIGNAL HEADS FOR THE DURATION OF TRAFFIC CONTROL STAGE 1

NOTE: THE MOUNTING LOCATION OF THE VIDEO DETECTOR WILL BE DETERMINED PER THE MANUFACTURER'S RECOMMENDATION

MODEL: P:\p1\ts21910\DOT_Videos_Phase 2\TPEL_106 Item 16\WVO_39_62R91_C\cases\DOT\CADD_Sheets\62R91_rpt-15-01.dwg
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USER NAME = Note	DESIGNED - NFO	REVISED -
PLOT SCALE = 20,0000 * / in.	DRAWN - NFO	REVISED -
PLOT DATE = 2/21/2024	CHECKED - ACL	REVISED -
	DATE - 02/21/2024	REVISED -

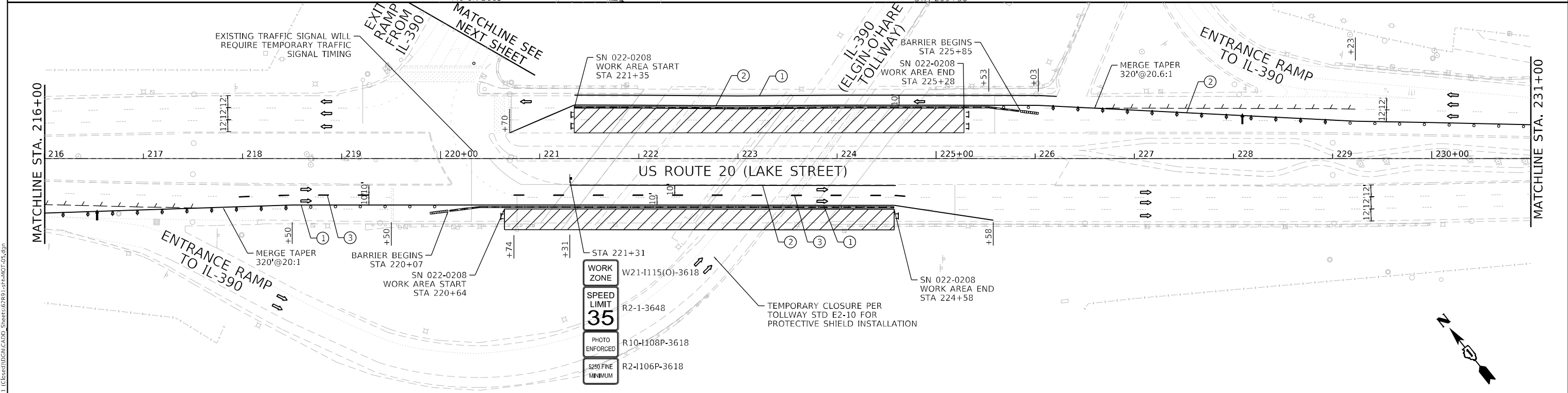
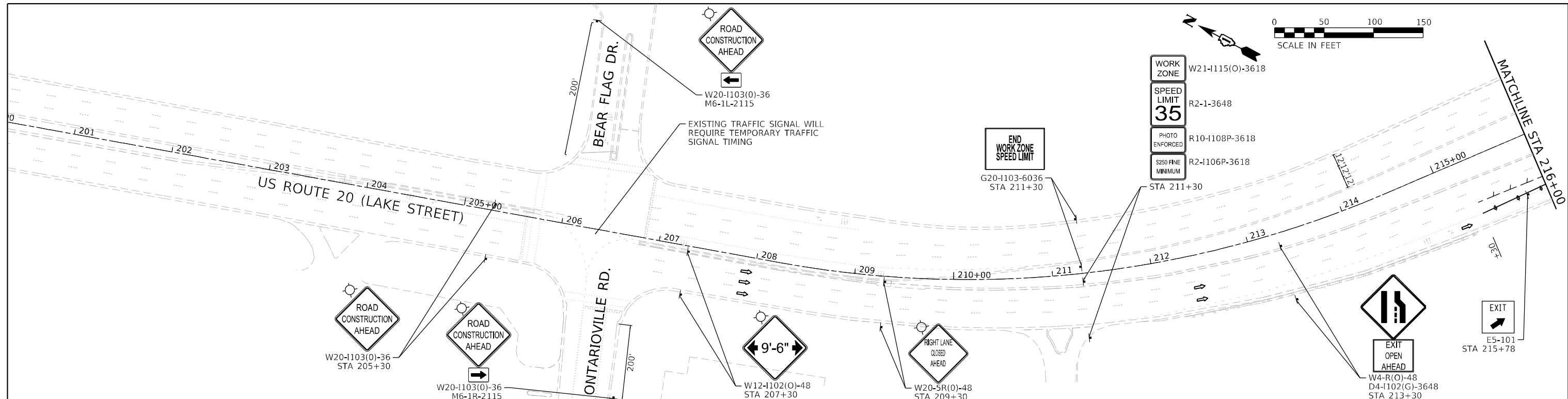
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL PLAN
 US 20 (LAKE ST) AT IL 390**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	10
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	

**TS 21910
 EAGLE F5**



- MOT SYMBOL LEGEND**
- DRUM OR BARRICADE @ 50' C-C (TANGENTS), @ 20' (TAPERS), @ 10' (RADII)
 - ⇄ DIRECTION INDICATOR BARRICADE @ 25' C-C
 - ▨ WORK AREA
 - ⌄ TYPE III BARRICADE
 - ⇄ DIRECTION OF TRAFFIC
 - ⌄ SIGN ON PORTABLE OR PERMANENT SUPPORT
 - ⇄ ARROW BOARD
 - ▬ TEMPORARY CONCRETE BARRIER
 - ▬ IMPACT ATTENUATOR
 - ⌄ PAVEMENT MARKING REMOVAL

- MOT PROPOSED LEGEND**
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
 - ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
 - ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (10' LINE, 30' SPACE) (WHITE)

NOTE: TRAFFIC CONTROL BASED ON STANDARD 701601-09.
REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL - WATERBLASTING

MODEL: P:\p\inf\1\1\DOT_Various_Phase_2\ITPL_106_Item_161\W0_30_62R91_C\Case\1\DOT_Various_Phase_2_Sheets\62R91-CP1-MOT-05.dgn
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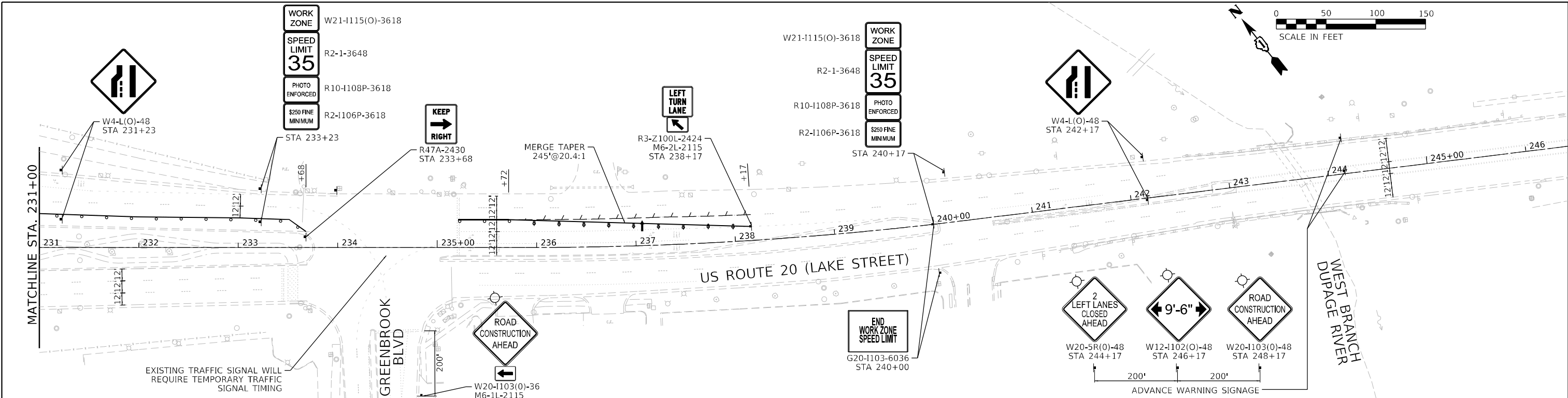
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PLOT SCALE = 100,0000' / in.	DRAWN - DBE	REVISED -
PLOT DATE = 2/21/2024	CHECKED - ACL	REVISED -
	DATE - 02/21/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
STAGE 2**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	12
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	



MOT SYMBOL LEGEND

- DRUM OR BARRICADE @ 50' C-C (TANGENTS), @ 20' (TAPERS), @ 10' (RADII)
- ⚡ DIRECTION INDICATOR BARRICADE @ 25' C-C
- ▨ WORK AREA
- ⊥ TYPE III BARRICADE
- ➔ DIRECTION OF TRAFFIC
- ⊥ SIGN ON PORTABLE OR PERMANENT SUPPORT
- ➔ ARROW BOARD
- ▬ TEMPORARY CONCRETE BARRIER
- ▬ IMPACT ATTENUATOR
- ⊥ PAVEMENT MARKING REMOVAL

MOT PROPOSED LEGEND

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)
- ③ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (10' LINE, 30' SPACE) (WHITE)

NOTE: TRAFFIC CONTROL BASED ON STANDARD 701601-09.
REMOVE CONFLICTING PAVEMENT MARKING USING PAVEMENT MARKING REMOVAL - WATERBLASTING

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USER NAME = Alane	DESIGNED - DBE	REVISED -
PLOT SCALE = 100,0000' / in.	DRAWN - DBE	REVISED -
PLOT DATE = 2/21/2024	CHECKED - ACL	REVISED -
	DATE - 02/21/2024	REVISED -

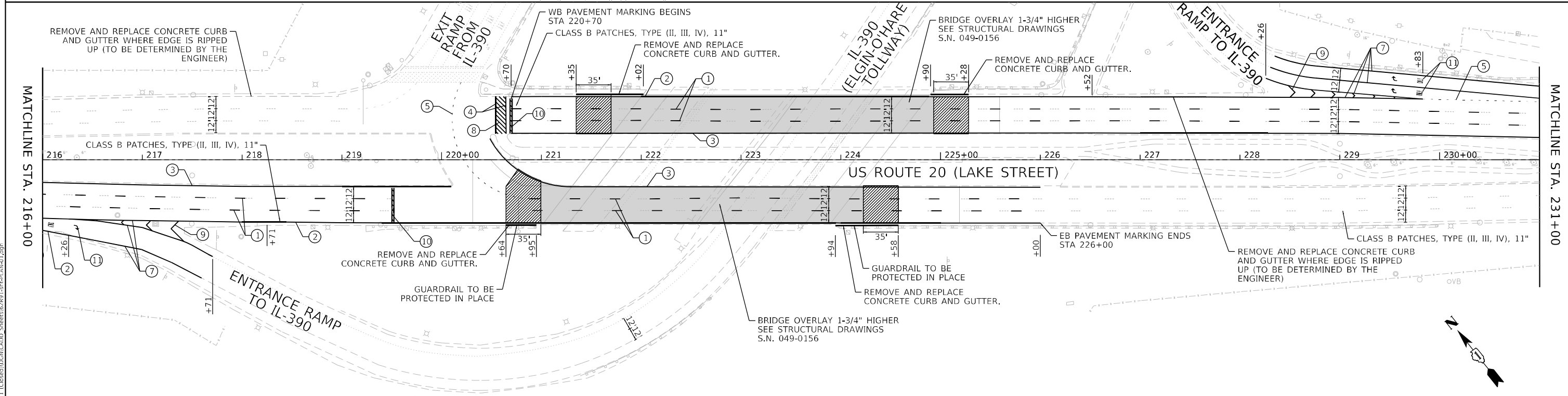
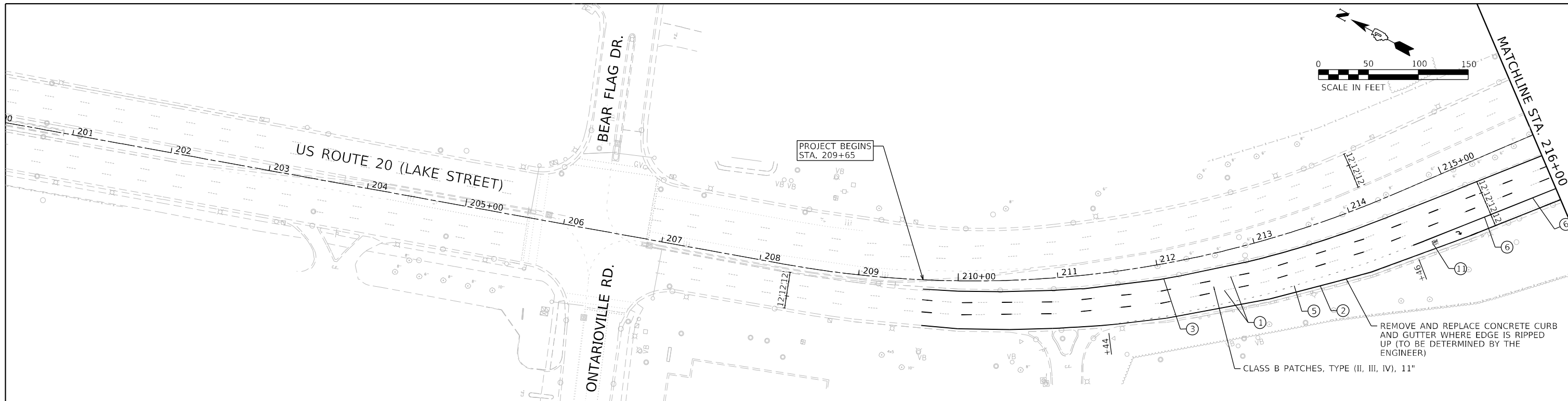
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DRAWN - DBE	REVISED -
CHECKED - ACL	REVISED -
DATE - 02/21/2024	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL PLANS
STAGE 2**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	13
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	



PAVEMENT MARKING LEGEND

- ① LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES
- ② LINE 4", SOLID, WHITE - EDGE LINE (TYP)
- ③ LINE 4", SOLID, YELLOW - EDGE LINE (TYP)
- ④ LINE 6", SOLID, WHITE - BICYCLE & EQUESTRIAN CROSSWALK (TYP)
- ⑤ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)
- ⑥ LINE 6", SOLID, WHITE - TURN LINE (TYP)
- ⑦ LINE 8", SOLID, WHITE - GORE LINE (TYP)
- ⑧ LINE 12", SOLID, WHITE - BICYCLE & EQUESTRIAN CROSSWALK (TYP)
- ⑨ LINE 12", SOLID, WHITE - PAINTED MEDIANS DIAGONALS (TYP) (SEE DISTRICT DETAIL TC-13 FOR SPACING)
- ⑩ LINE 24", SOLID, WHITE - STOP LINE (TYP)
- ⑪ LETTERS & SYMBOLS, SOLID, WHITE - TURN LANE MARKINGS (TYP)

LEGEND

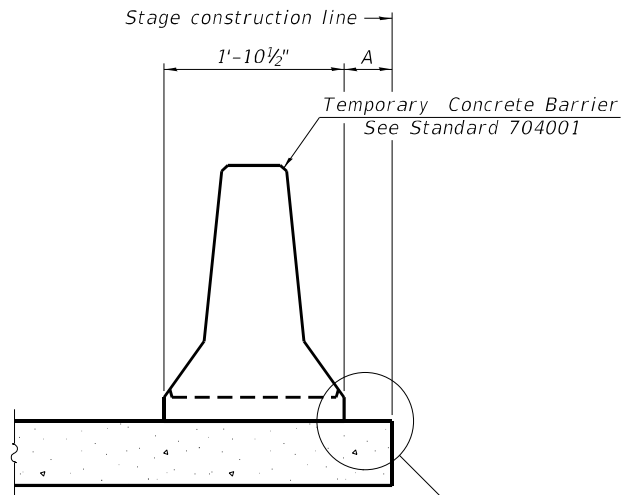
- PROFILE TRANSITION IN REINFORCED APPROACH PAVEMENT 20'-0" PER 1" CHANGE PER BD-32 SEE STRUCTURAL DRAWINGS
- REINFORCED APPROACH PAVEMENT & APPROACH SPAN & BRIDGE DECK 1-3/4" HIGHER AFTER OVERLAY SEE STRUCTURAL DRAWINGS

NOTES:

1. ALL FINAL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE.
2. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
3. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.
4. RAISED REFLECTIVE PAVEMENT MARKERS SHALL NOT BE INSTALLED WITHIN BRIDGE LIMITS.

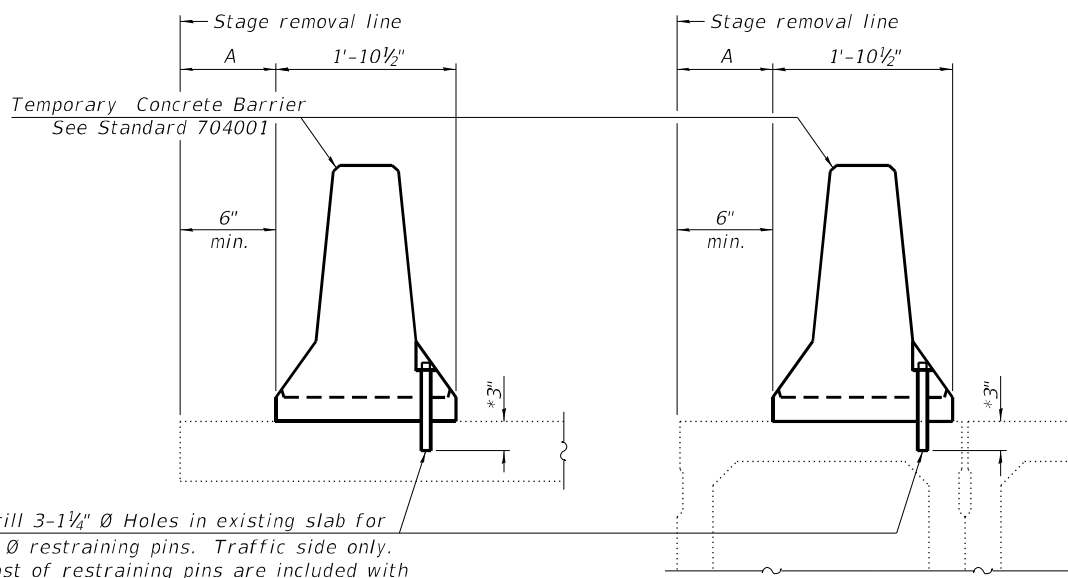
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	SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.						



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

NEW SLAB OR NEW DECK BEAM

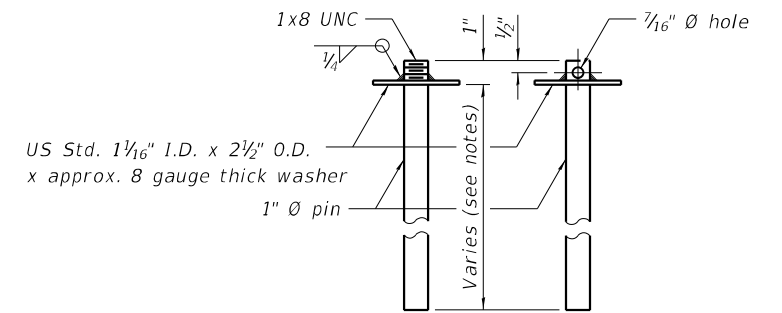


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

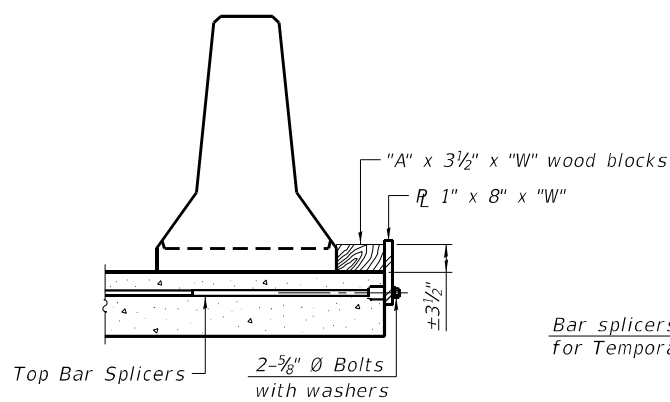
EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

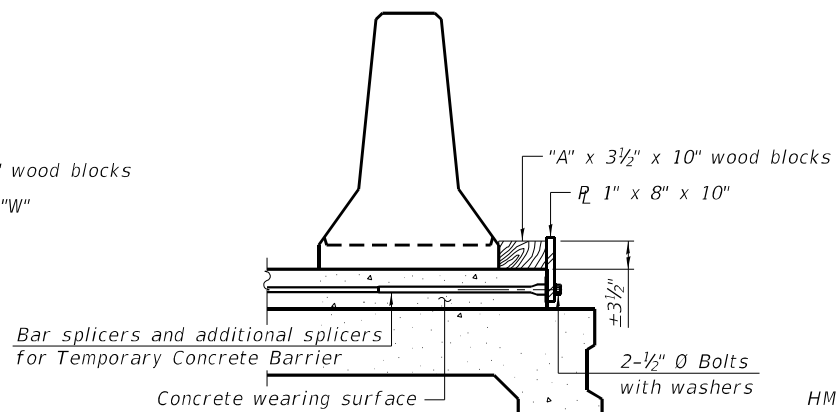


RESTRAINING PIN

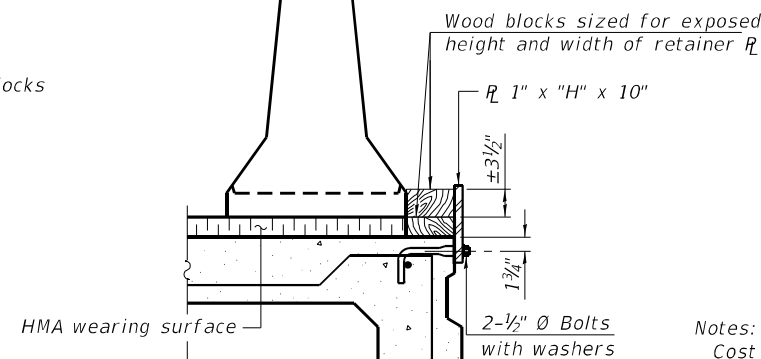
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.



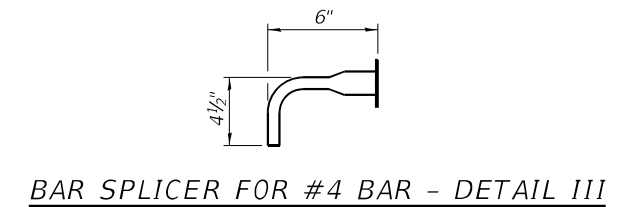
DETAIL I



DETAIL II



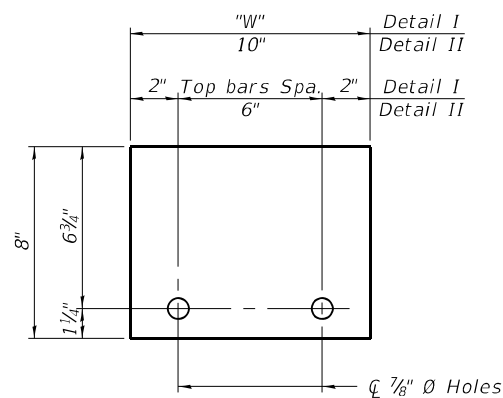
DETAIL III



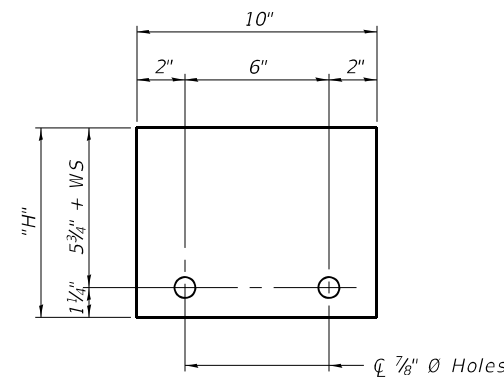
BAR SPLICER FOR #4 BAR - DETAIL III

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

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



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



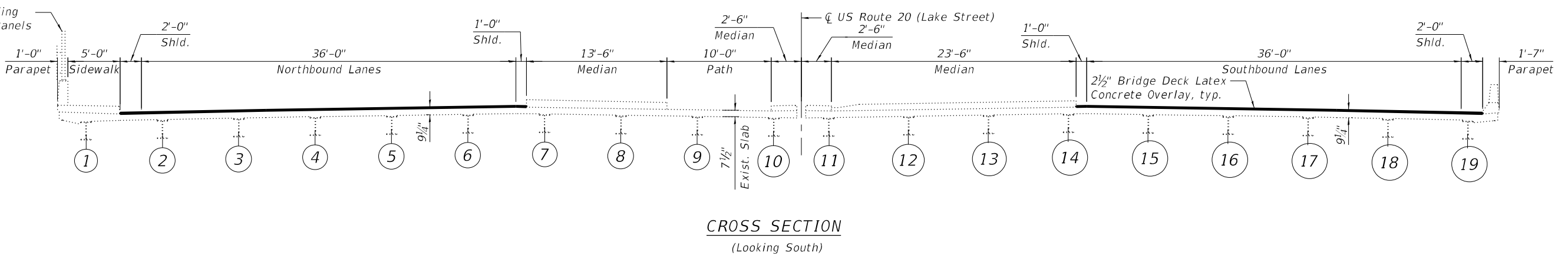
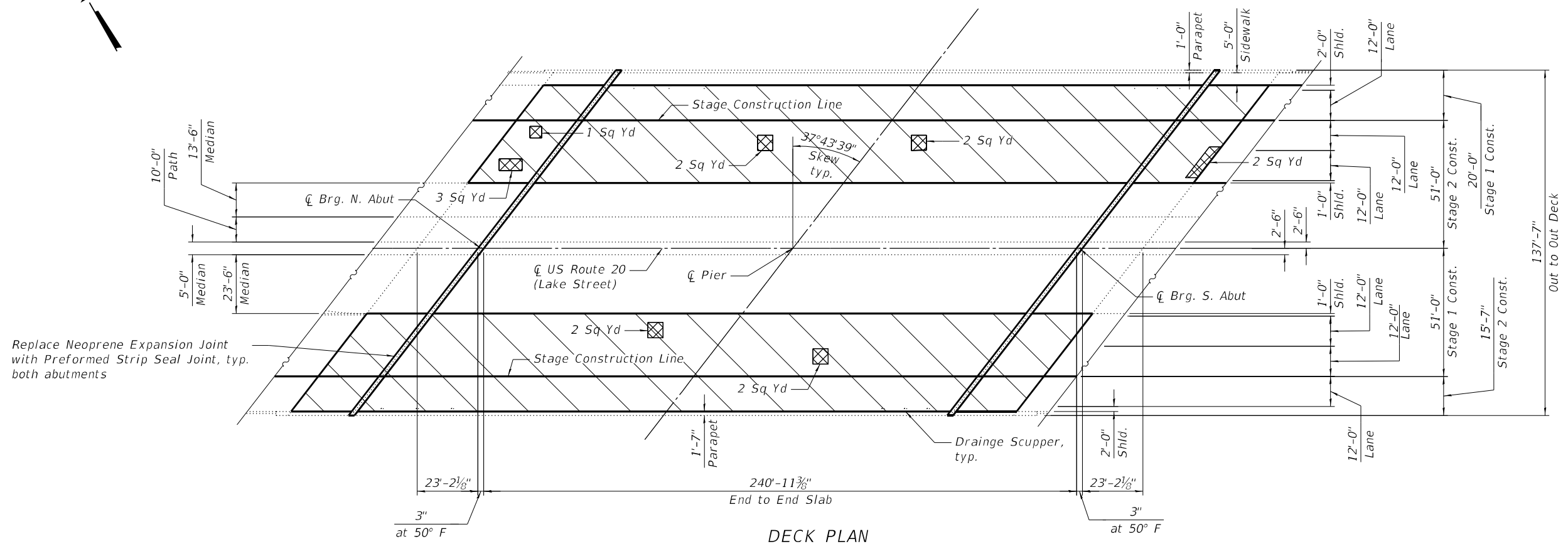
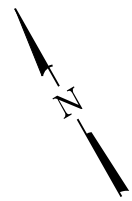
STEEL RETAINER 1" x "H" x 10"
(Detail III)

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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NOTES

- Quantity and limits of Deck Slab Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
- Areas of Deck Slab Repair (Partial Depth) are Provide for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 1/2".
- Protective Coat shall be applied to the new concrete overlay areas
- For Drainage Scupper Adjustment Details, see Sheets 13 and 14 of 19.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Grooving	Sq Yd	2,441
Protective Coat	Sq Yd	2,563
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq Yd	2,438
Bridge Deck Scarification, 3/4"	Sq Yd	2,438

LEGEND

- Deck Slab Repair (Partial Depth), total 14 Sq Yd
- Indicates limits of Bridge Deck Scarification, 3/4" and Bridge Deck Latex Concrete Overlay, 2 1/2"

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USER NAME =	Alane
PLOT SCALE =	
PLOT DATE =	11/22/2023

DESIGNED -	TY
CHECKED -	PK
DRAWN -	TY
CHECKED -	PK

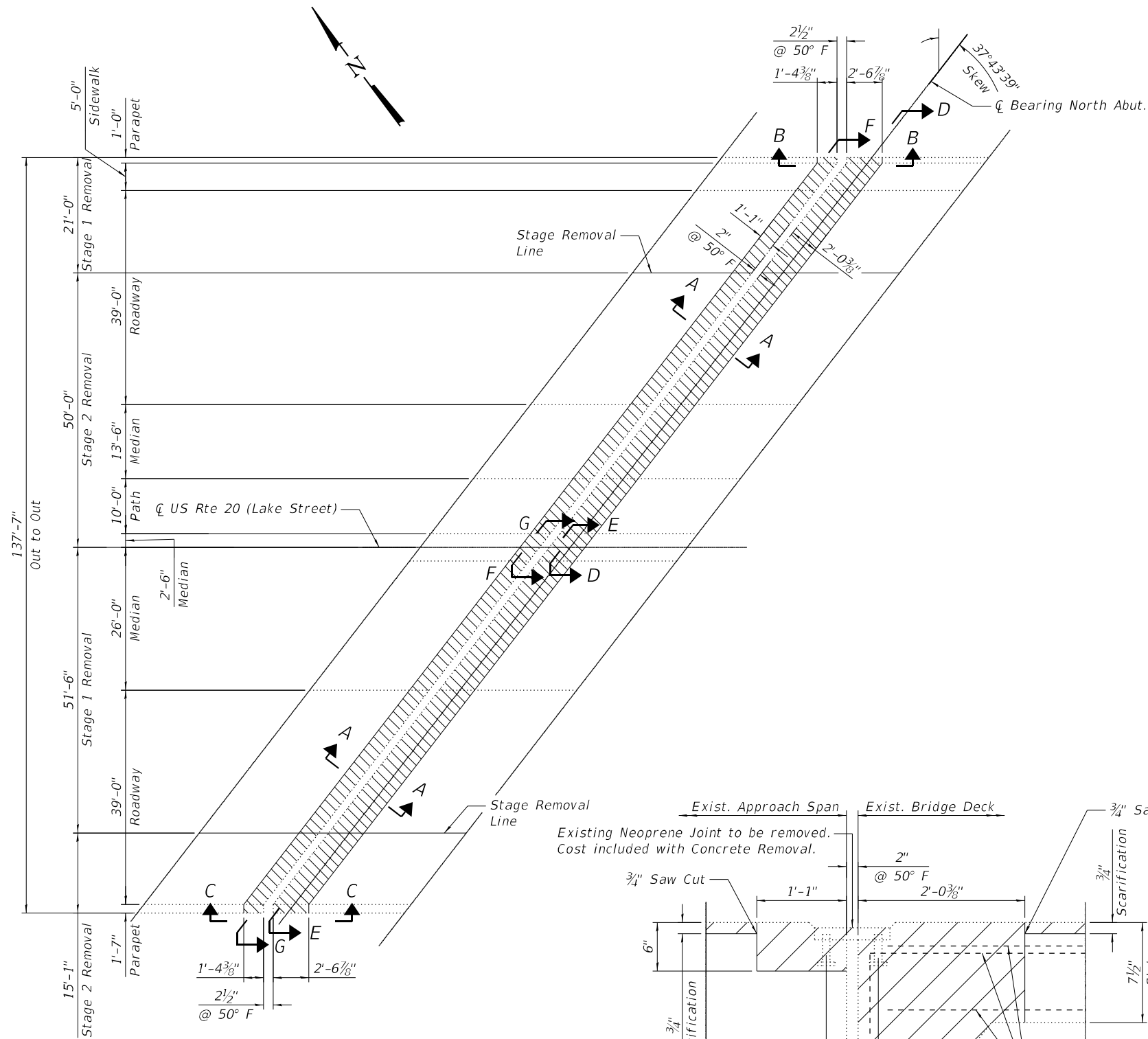
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

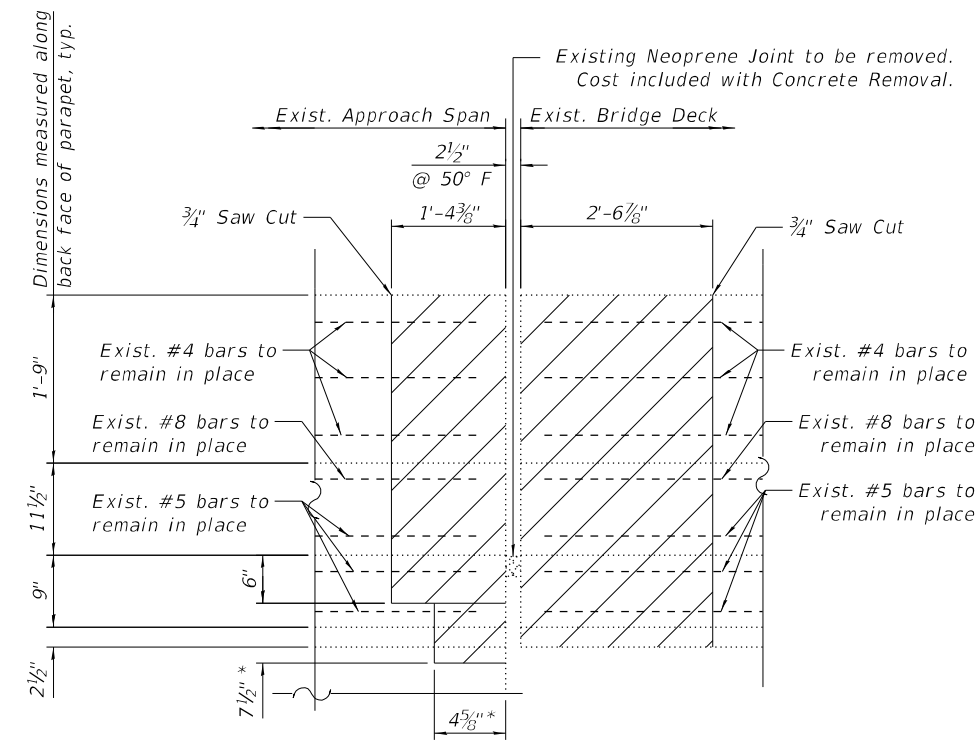
**DECK REPAIR PLAN
 STRUCTURE NO. 022-0208**

SHEET 5 OF 19 SHEETS

F.A.P. RTE. 021	SECTION FAP 0021 22 BJ	COUNTY DUPAGE	TOTAL SHEETS 42	SHEET NO. 20
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	

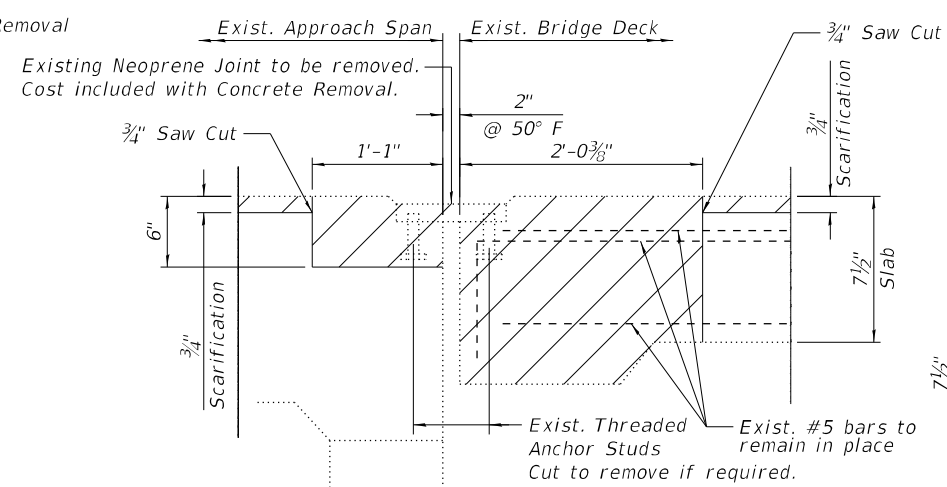


REMOVAL PLAN
(Shown for North Abutment.
Similar for South Abutment)

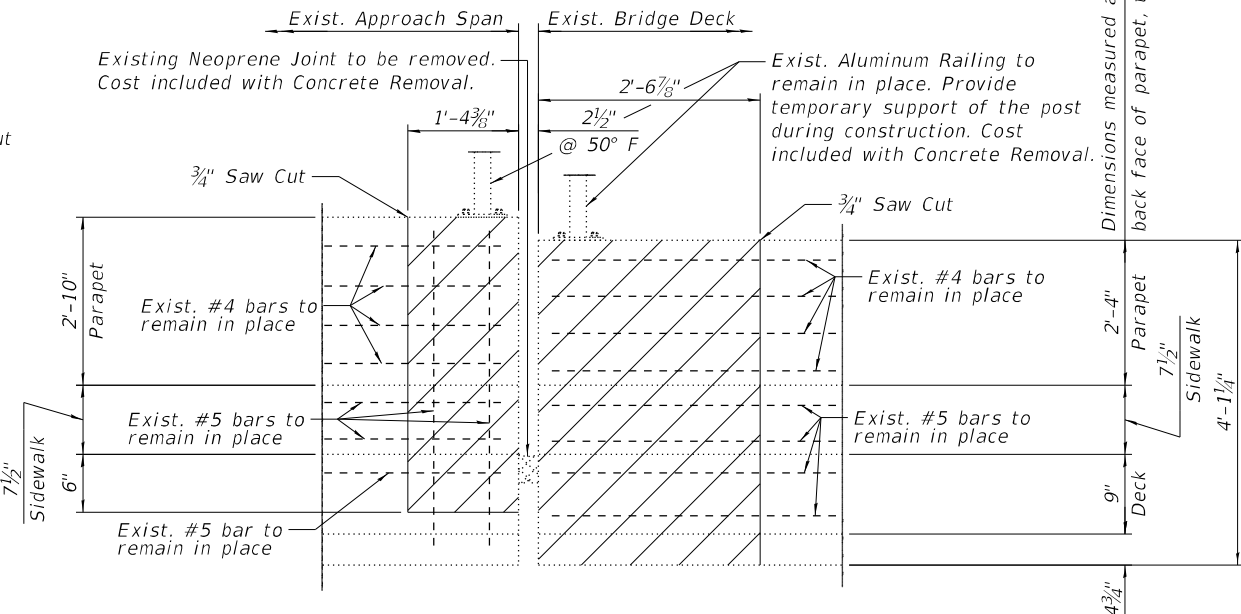


SECTION C-C

* Removal shown at North Abutment only



SECTION A-A



SECTION B-B

BILL OF MATERIAL

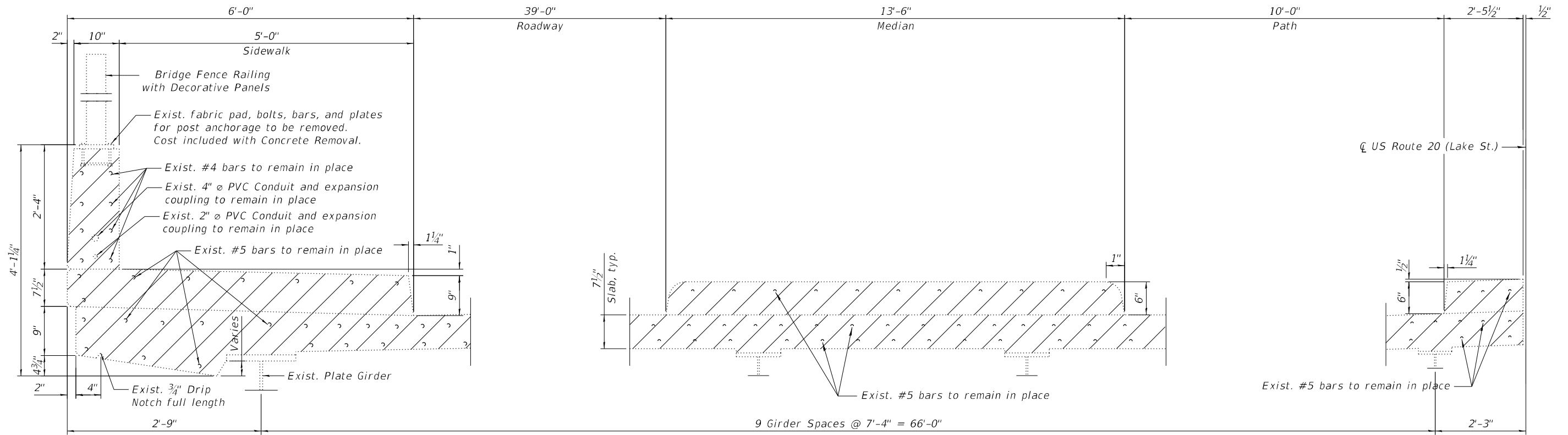
ITEM	UNIT	TOTAL
Concrete Removal	Cu Yd	40.9

NOTES

- Hatch area denote Concrete Removal.
- For Sections D-D and E-E, see Sheet No. 7.
- For Sections F-F and G-G, see Sheet No. 8.
- 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.

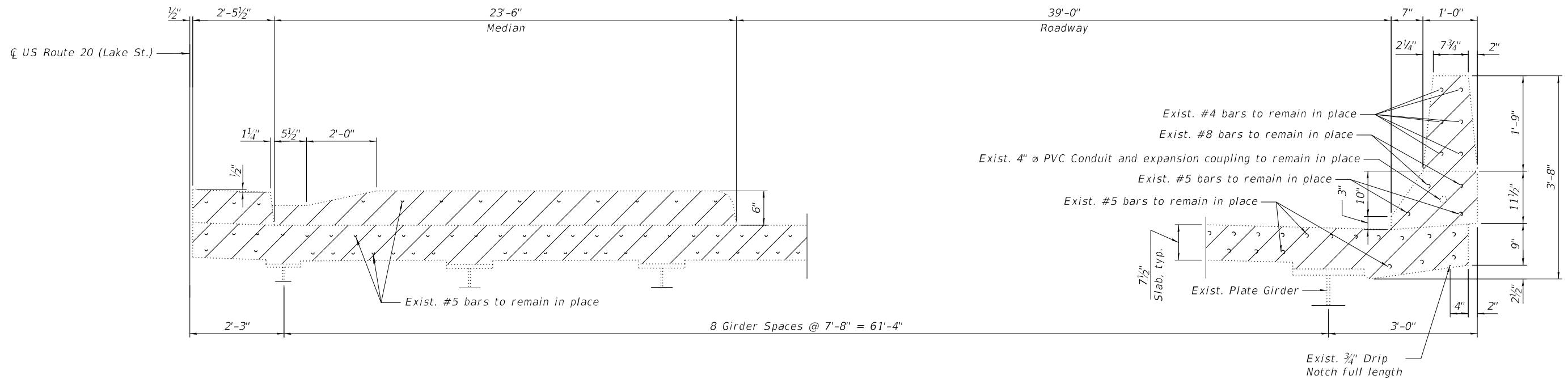
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PLOT SCALE =	CHECKED - PK	REVISED -
PLOT DATE = 11/22/2023	DRAWN - TY	REVISED -
	CHECKED - PK	REVISED -



SECTION D-D

(Dimensions are at right angle to ζ roadway)



SECTION E-E

(Dimensions are at right angle to ζ roadway)

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USER NAME = Alane	DESIGNED - TY	REVISED -
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PLOT DATE = 11/22/2023	DRAWN - TY	REVISED -
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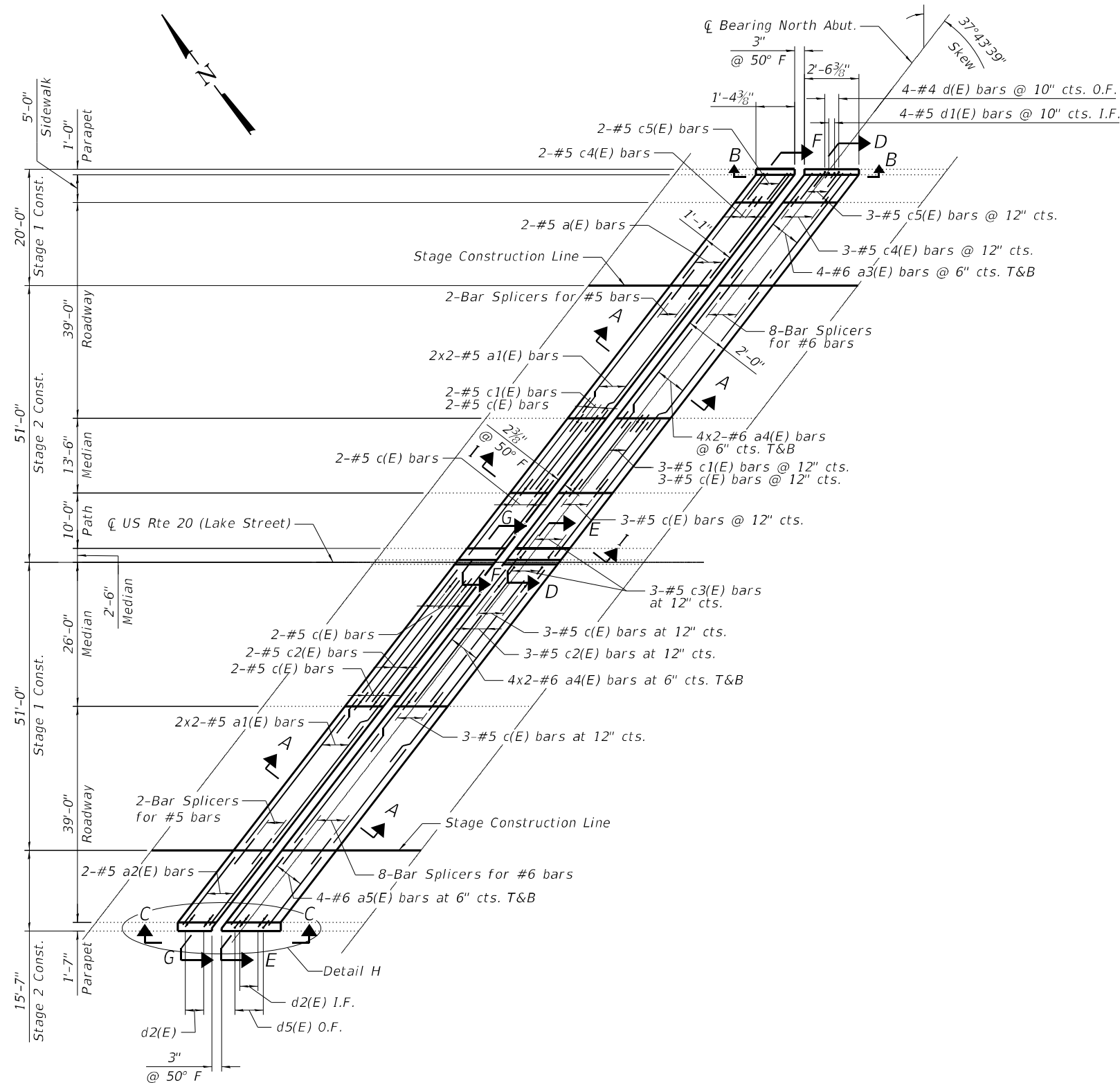
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CHECKED - PK	REVISED -
DRAWN - TY	REVISED -
CHECKED - PK	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DECK CONCRETE REMOVAL SECTIONS
STRUCTURE NO. 022-0208**

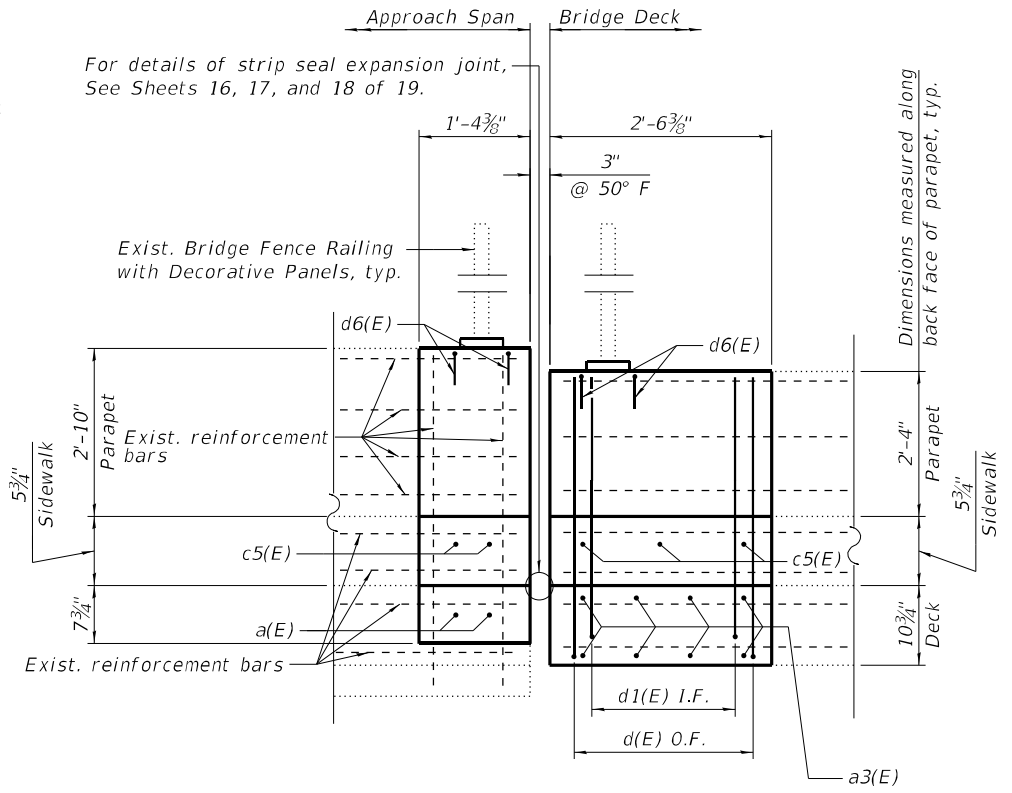
SHEET 7 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	22
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	

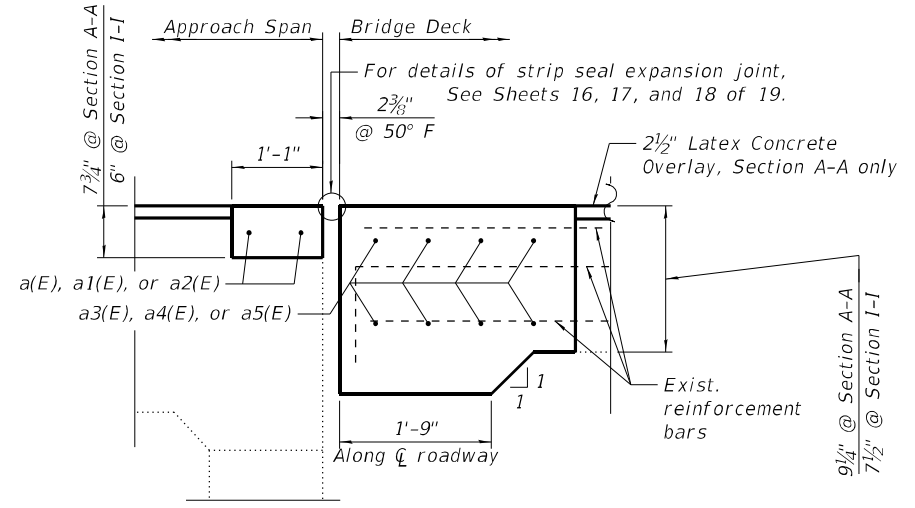


PLAN

(Shown for North Abutment. Similar for South Abutment)



SECTION B-B



SECTIONS A-A & I-I

NOTES

- For Sections D-D and E-E, see Sheet 10 of 19.
- For Sections F-F and G-G, see Sheet 11 of 19.
- For Detail H, Section C-C, reinforcement bar bending details and Bill of Material, see Sheet 12 of 19.

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 1 South Wacker | Suite 2650 | Chicago, IL 60606
 773.225.9599 | F:\312\475\5594 | www.infrastructure-eng.com

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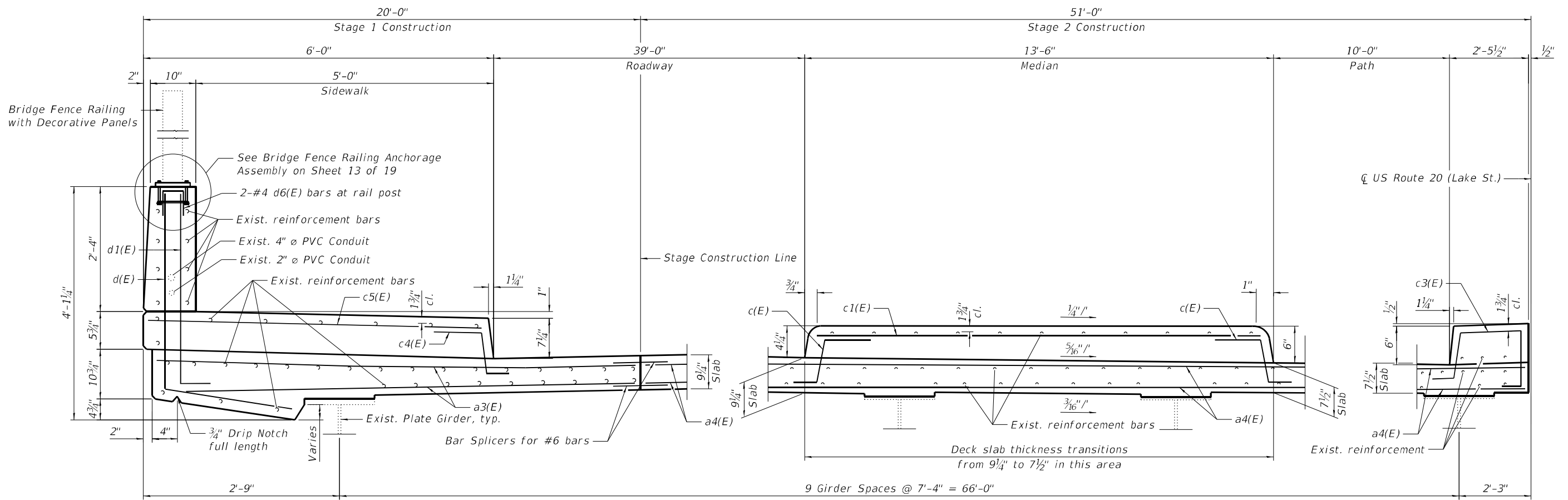
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DEPARTMENT OF TRANSPORTATION	021	FAP 0021 22 BJ	DUPAGE	42	24
	CONTRACT NO. 62R91				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SPAN AND DECK ALTERATIONS
STRUCTURE NO. 022-0208

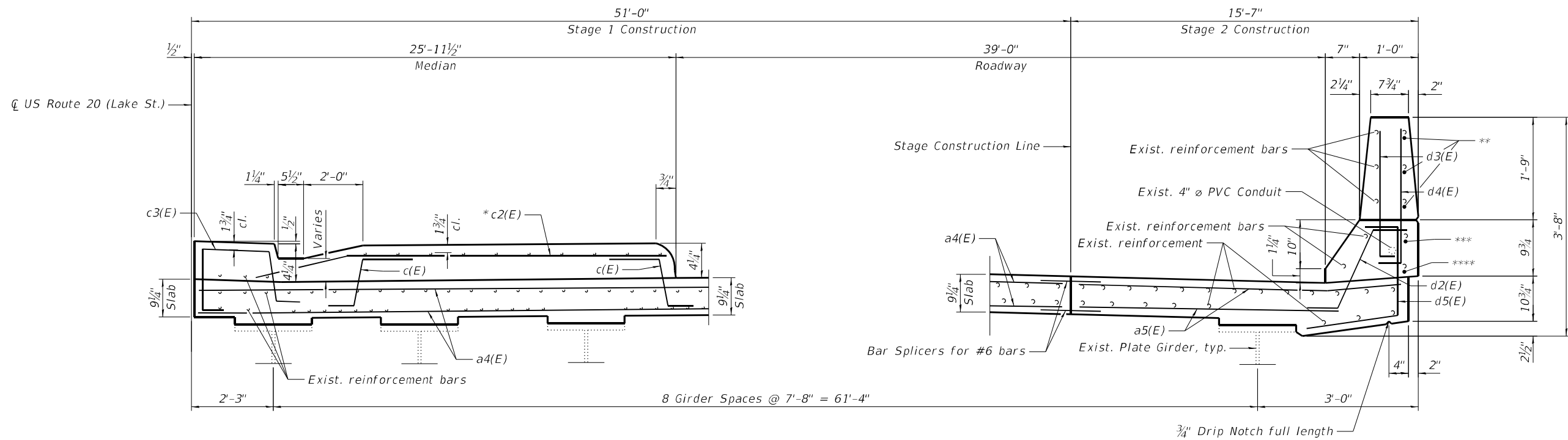
SHEET 9 OF 19 SHEETS

ILLINOIS FED. AID PROJECT



SECTION D-D

(Dimensions are at right angle to \bar{C} roadway)

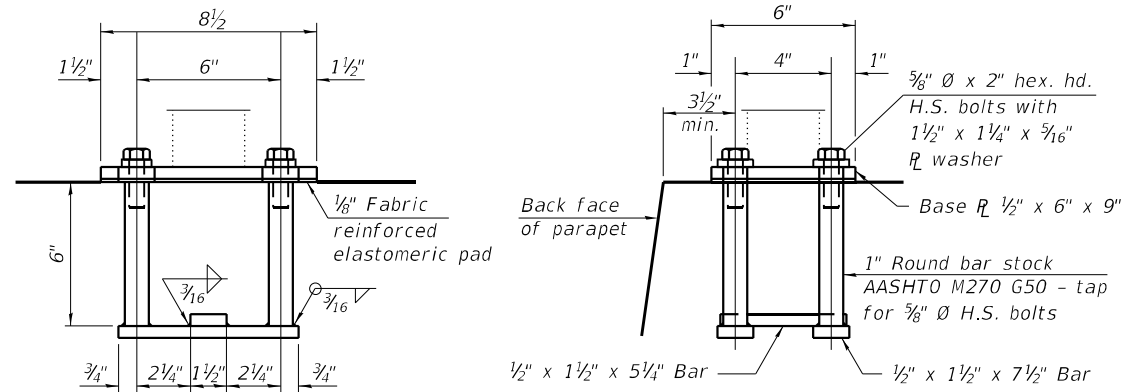


SECTION E-E

(Dimensions are at right angle to \bar{C} roadway)

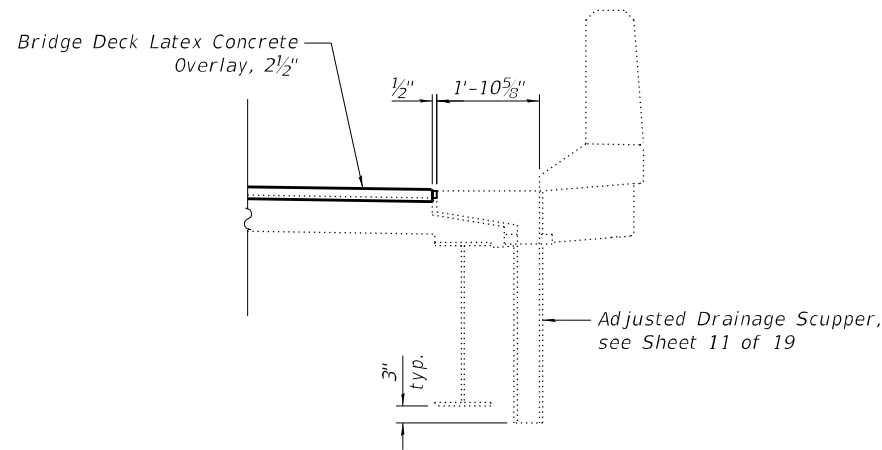
- * Bend bar to fit taper
- ** h7(E) at North Abutment. h10(E) at South Abutment
- *** h8(E) at North Abutment. h11(E) at South Abutment
- **** h9(E) at North Abutment. h12(E) at South Abutment

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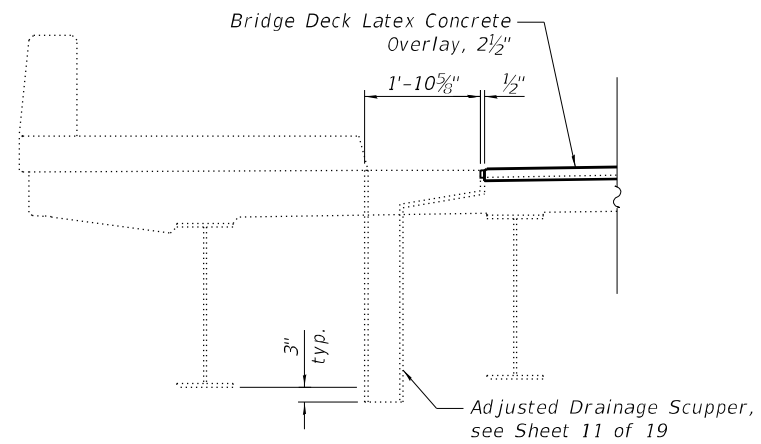


BRIDGE FENCE RAILING ANCHORAGE ASSEMBLY

The Bridge Fence Railing fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates. In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



SECTION THRU SB PARAPET



SECTION THRU NB SIDEWALK

SCUPPERS

MODEL Sheet
 FILE NAME: P:\2020\4094-00 IDOT Various Phase 2 (ITB) 196 Item 161110 39 62R91\DC\CHCADD_Sheets\62R91-Ph-STR-08_Drainage_Details.dgn

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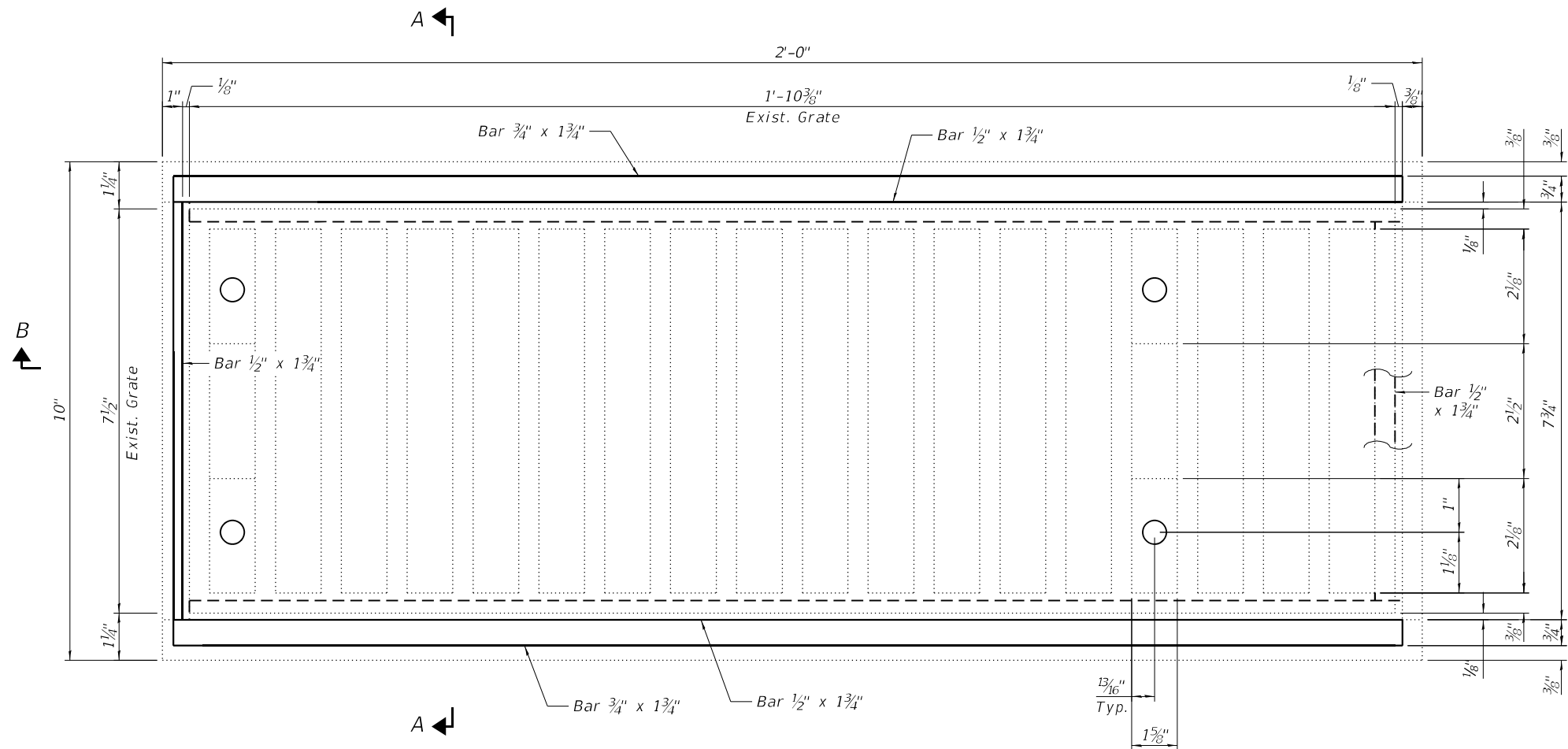
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PLOT DATE = 11/22/2023	DRAWN - TY	REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

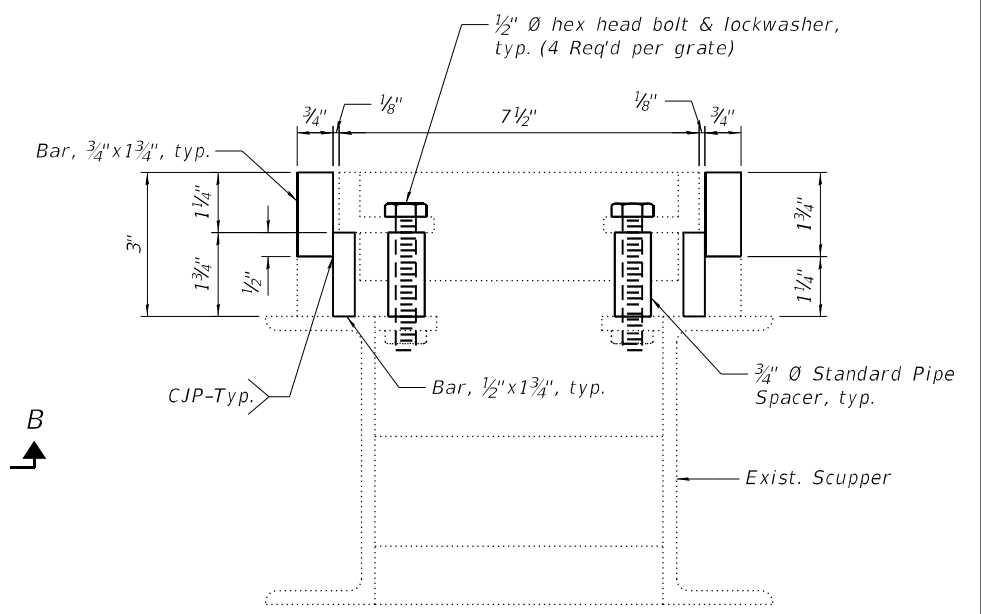
**DECK FENCE AND DRAINAGE DETAILS
 STRUCTURE NO. 022-0208**

SHEET 13 OF 19 SHEETS

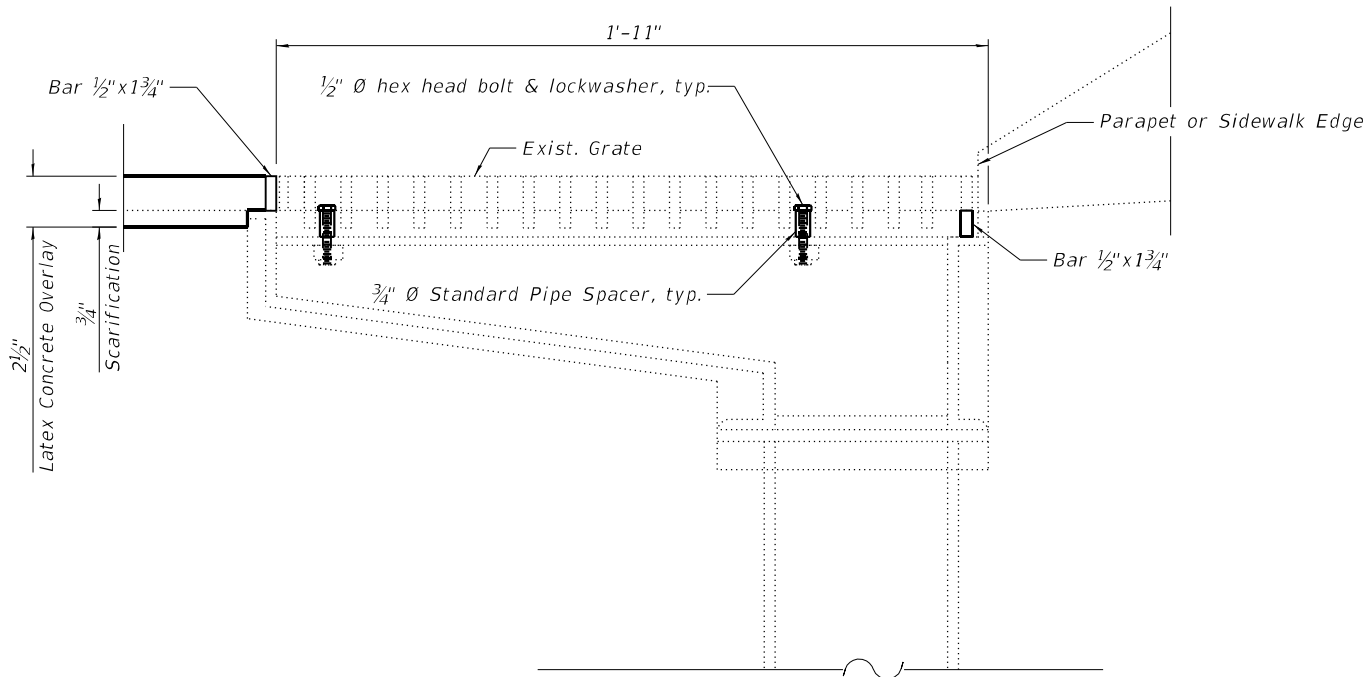
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	28
CONTRACT NO. 62R91			ILLINOIS FED. AID PROJECT	



**DRAINAGE SCUPPER
TYPICAL PLAN**



SECTION A-A



SECTION B-B

NOTES

1. The Contractor shall field verify existing dimensions and details of the existing scuppers and make necessary adjustments prior to the construction and ordering of material for adjusting drainage scupper.
2. All new bars to be structural steel and conform to AASHTO M-270, Grade 36.
3. All pipes to be galvanized and conform to ASTM A53 Grade B steel.
4. The adjusting bars shall be galvanized according to AASHTO M111 and ASTM A385.
5. Bolts, washers, and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M232.
6. The Contractor shall ensure that no damage is done to existing grates to be reused. If grate is damaged, Contractor to replace the grate at his own cost.
7. All labor and material necessary to remove the existing grate, clean the existing scupper, furnish and install adjusting bars, and reinstall the existing grate are included in the cost of Drainage Scuppers to be Adjusted.
8. All new steel bars are to be welded together to form a rectangular frame before galvanizing.

CJP = Complete Joint Penetration

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper to be Adjusted	Each	12

MODEL Sheet
 FILE NAME: P:\2023\4094-00_IDOT_Various Phase 2 (FTE) 106 Item 161W0_36_62R91\DC\CD\00_Sheet\62R91-Ph-STR-09_Drainage_Details.dgn
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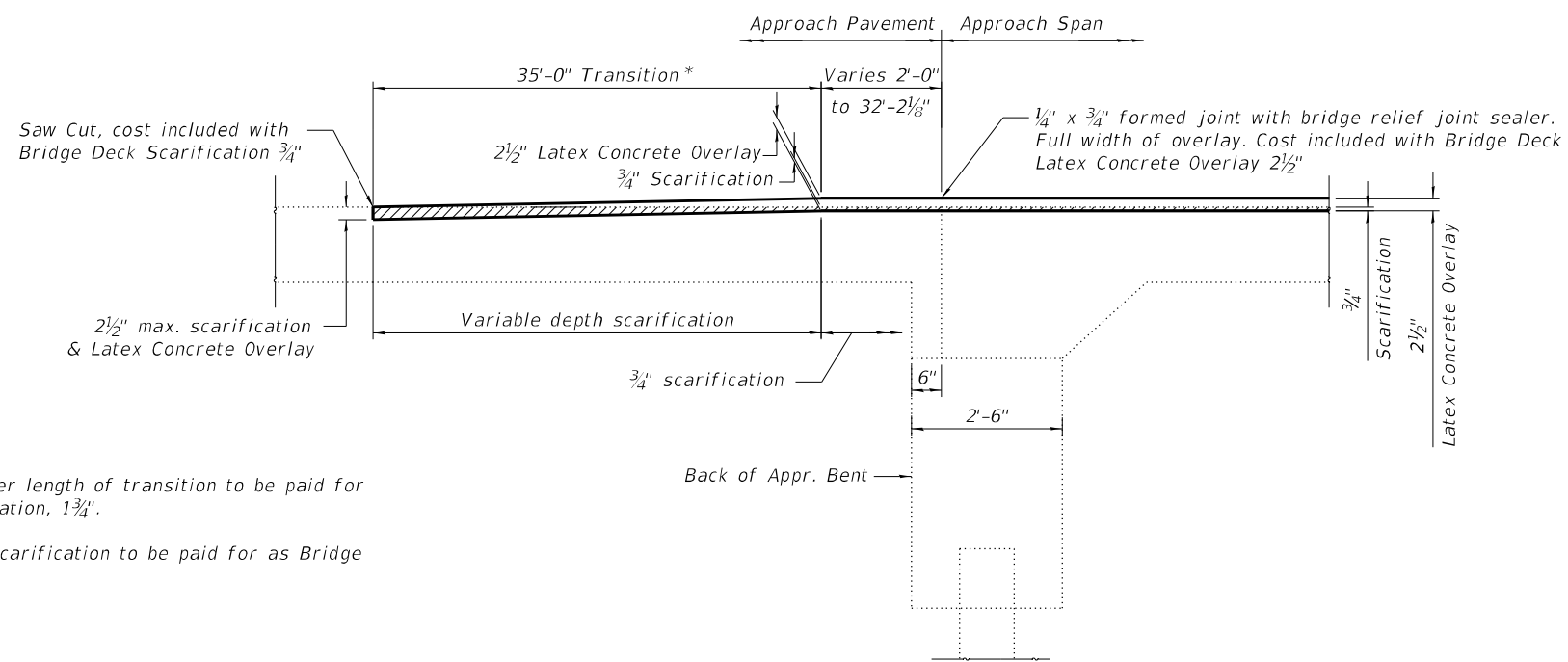
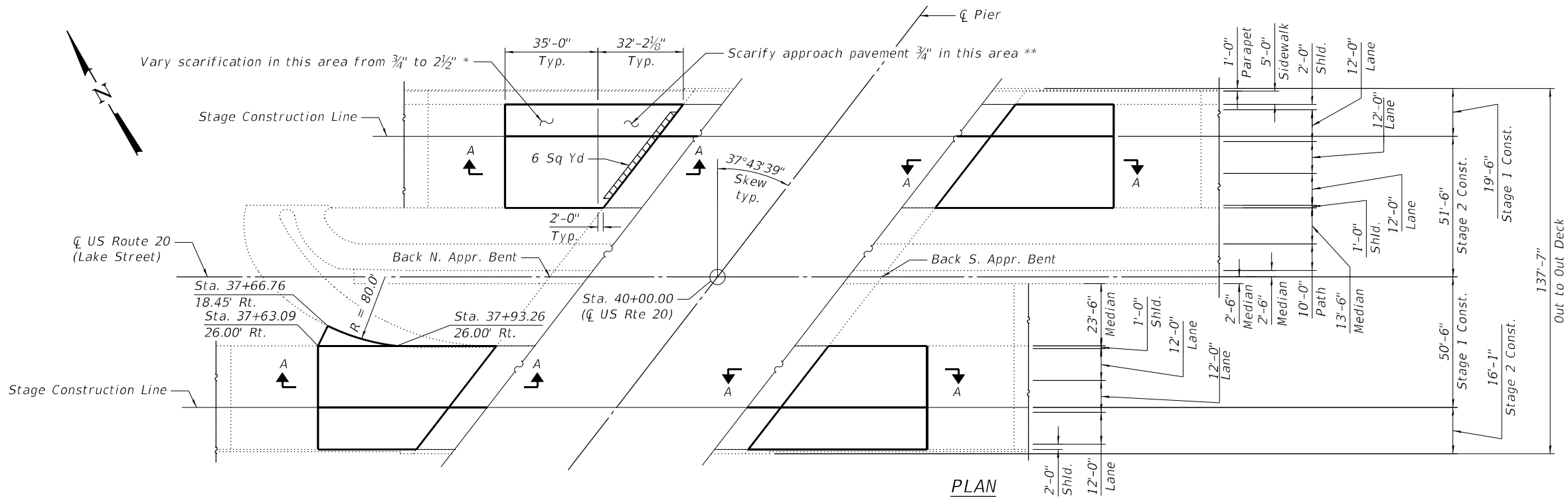
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PLOT SCALE =	CHECKED - PK	REVISD -
PLOT DATE = 11/22/2023	DRAWN - TY	REVISD -
	CHECKED - PK	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPER MODIFICATIONS
STRUCTURE NO. 022-0208**

SHEET 14 OF 19 SHEETS

F.A.P. RTE. 021	SECTION FAP 0021 22 BJ	COUNTY DUPAGE	TOTAL SHEETS 42	SHEET NO. 29
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	



* Cost of scarification over length of transition to be paid for as Bridge Deck Scarification, 1 3/4".

** Cost of approach slab scarification to be paid for as Bridge Deck Scarification, 3/4".

SECTION A-A

NOTES

1. Place 2 1/2" thick latex concrete overlay on the scarified areas of all approach pavements. Cost to be paid for as Bridge Deck Latex Concrete Overlay, 2 1/2".
2. Protective Coat shall be applied to the new concrete overlay areas.
3. Quantity and limits of Approach Pavement Repairs shown herein are estimated from a survey completed by the District. Actual limits shall be determined in the field by the Engineer and noted in the As-Built Plans.
4. Areas of Approach Pavement Repair (Partial Depth) are provided for information only and shall be included in the cost of Bridge Deck Latex Concrete Overlay, 2 1/2".

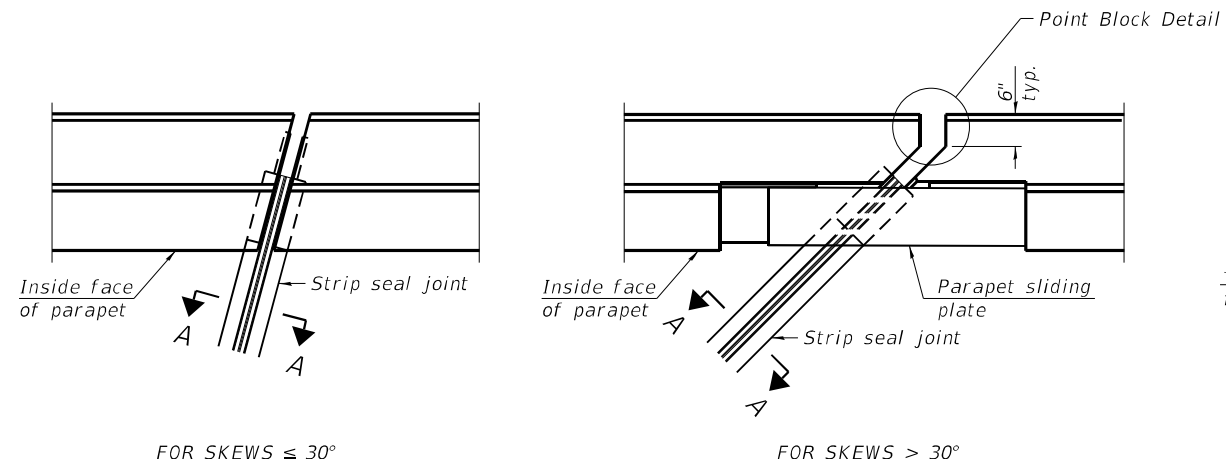
LEGEND

Approach Pavement Repair (Partial Depth), total 6 Sq Yd

BILL OF MATERIAL

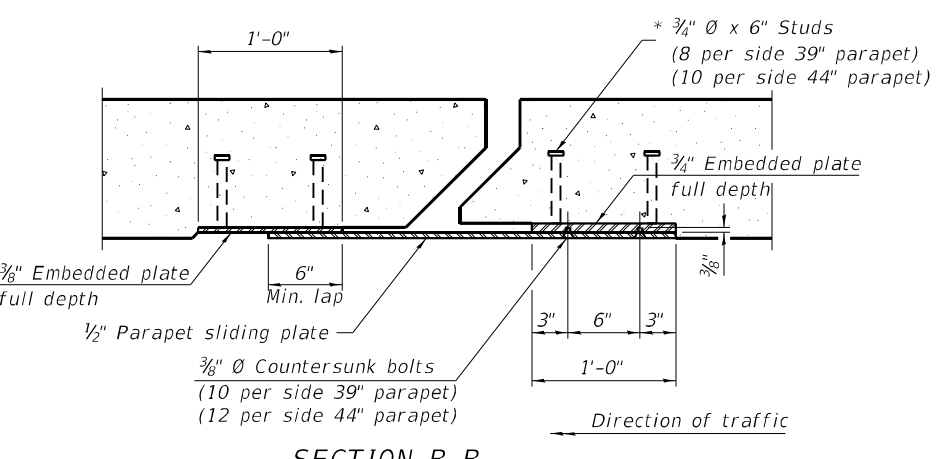
ITEM	UNIT	TOTAL
Bridge Deck Grooving	Sq Yd	880
Protective Coat	Sq Yd	903
Bridge Deck Latex Concrete Overlay, 2 1/2"	Sq Yd	903
Bridge Deck Scarification, 3/4"	Sq Yd	296
Bridge Deck Scarification, 1 3/4"	Sq Yd	607

MODEL Path: \\... INFRASTRUCTURE Phase 2 (FPE) 196 Item: 1611100_39_629911DCMUCADD_Sheet162901-1-15-STR-07_ApprRep.dgn

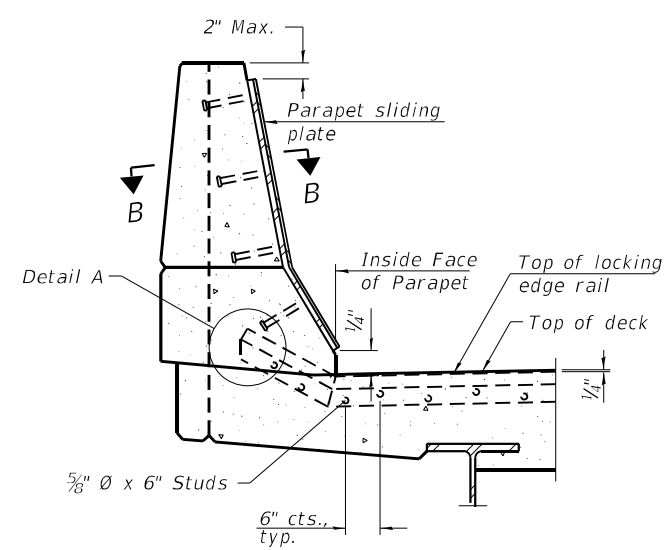


FOR SKEWS $\leq 30^\circ$

PLAN AT PARAPET

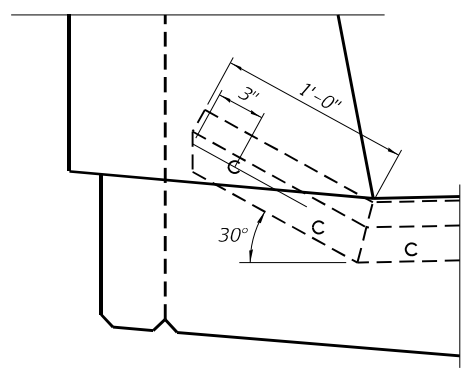


SECTION B-B

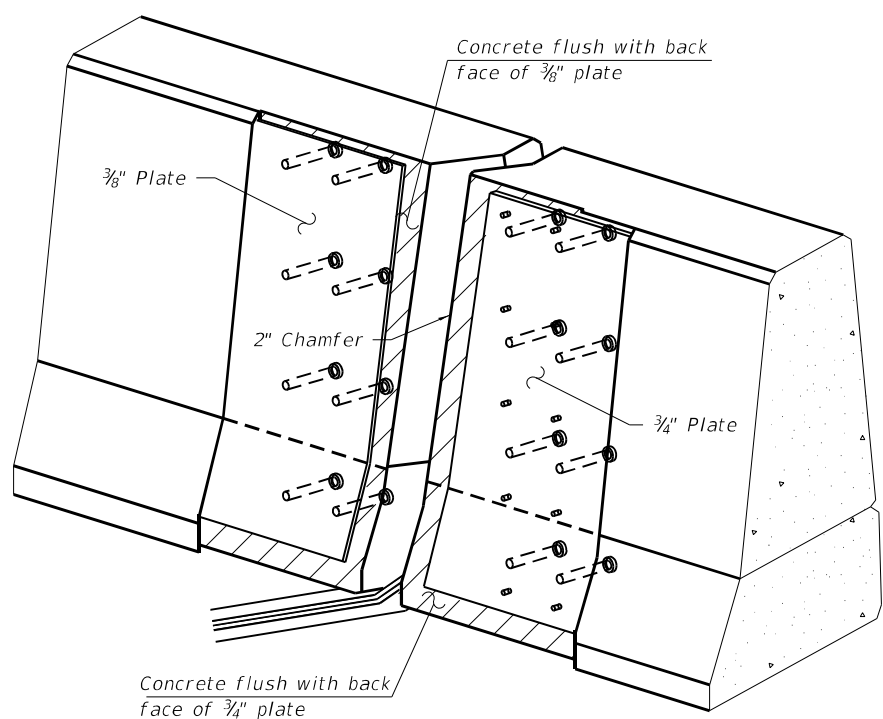


SECTION AT PARAPET

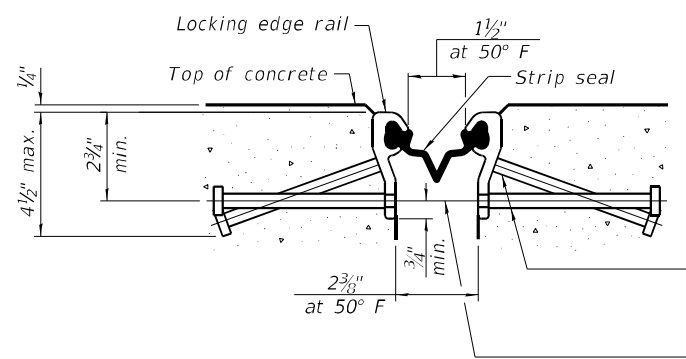
(Skews > 30 degrees shown. Skews $\leq 30^\circ$ similar except as shown in plan view.)



DETAIL A



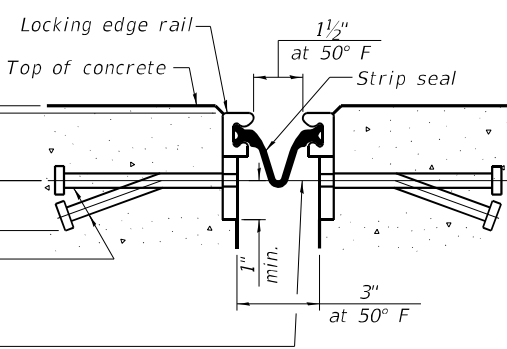
TRIMETRIC VIEW (Showing embedded plates only)



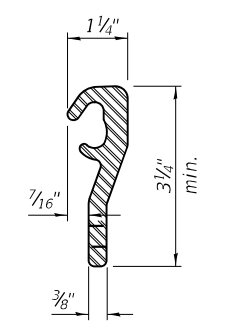
SHOWING ROLLED RAIL JOINT

* 3/8 inch diameter x 6 inch studs @ 6 inch cts. (alternate angled/bent studs with horizontal studs)

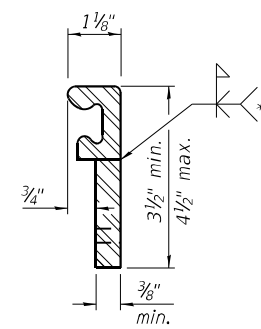
3/8 inch diameter threaded rods in 1/16 inch diameter holes at ± 4 -0 inch cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



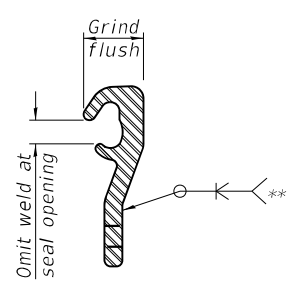
SHOWING WELDED RAIL JOINT



ROLLED (EXTRUDED) RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

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

LOCKING EDGE RAILS

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

SECTION A-A

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

Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4 inch. The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4 1/2 inch 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 inch and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.
 The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.
 Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.
 39" constant slope barrier shown, 44" constant slope barrier similar as noted.
 The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	344

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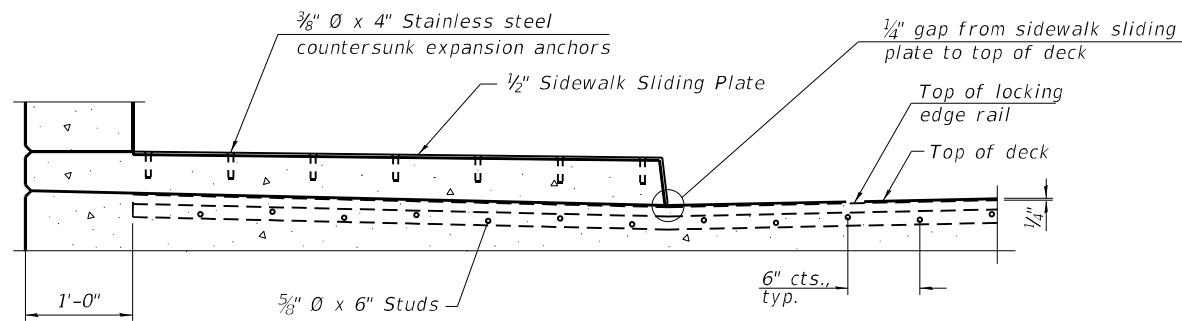
STATE OF ILLINOIS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DEPARTMENT OF TRANSPORTATION	FAP 0021 22 BJ	DUPAGE	42	31
			CONTRACT NO. 62R91	
			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

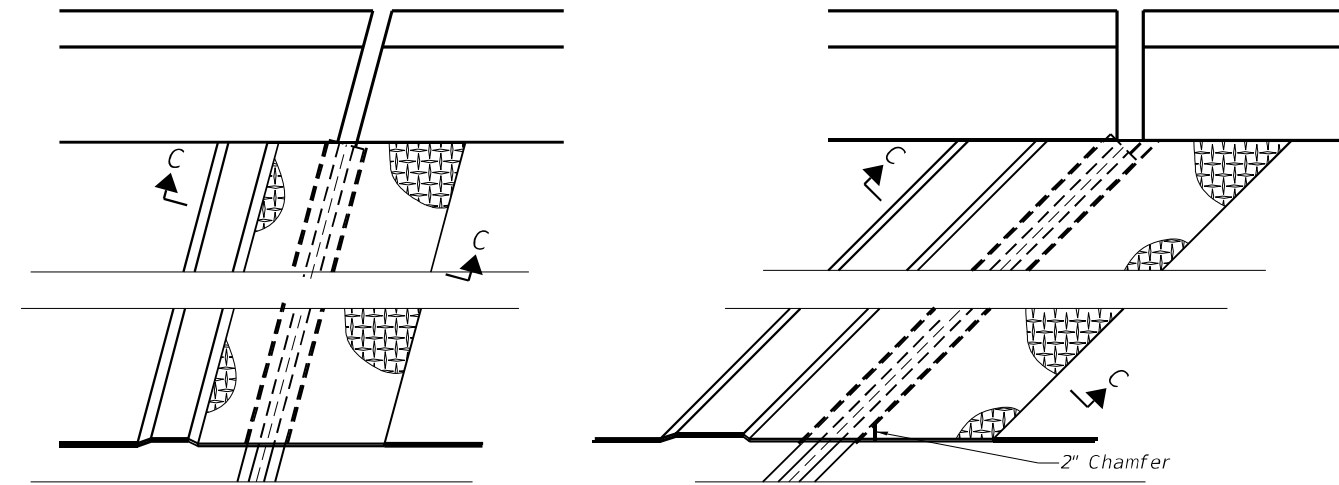
PREFORMED JOINT STRIP SEAL - SIDEWALK (SHEET 1 OF 3)
STRUCTURE NO. 022-0208

SHEET 16 OF 19 SHEETS

F.A.P. RTE. 021	SECTION FAP 0021 22 BJ	COUNTY DUPAGE	TOTAL SHEETS 42	SHEET NO. 31
			CONTRACT NO. 62R91	
ILLINOIS FED. AID PROJECT				



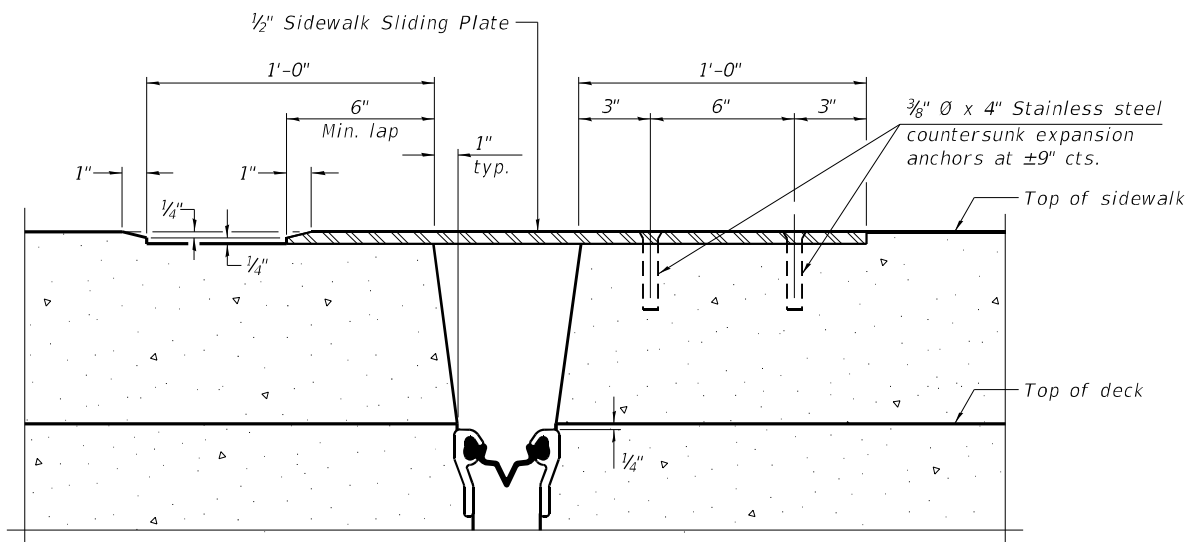
SECTION AT RAISED SIDEWALK



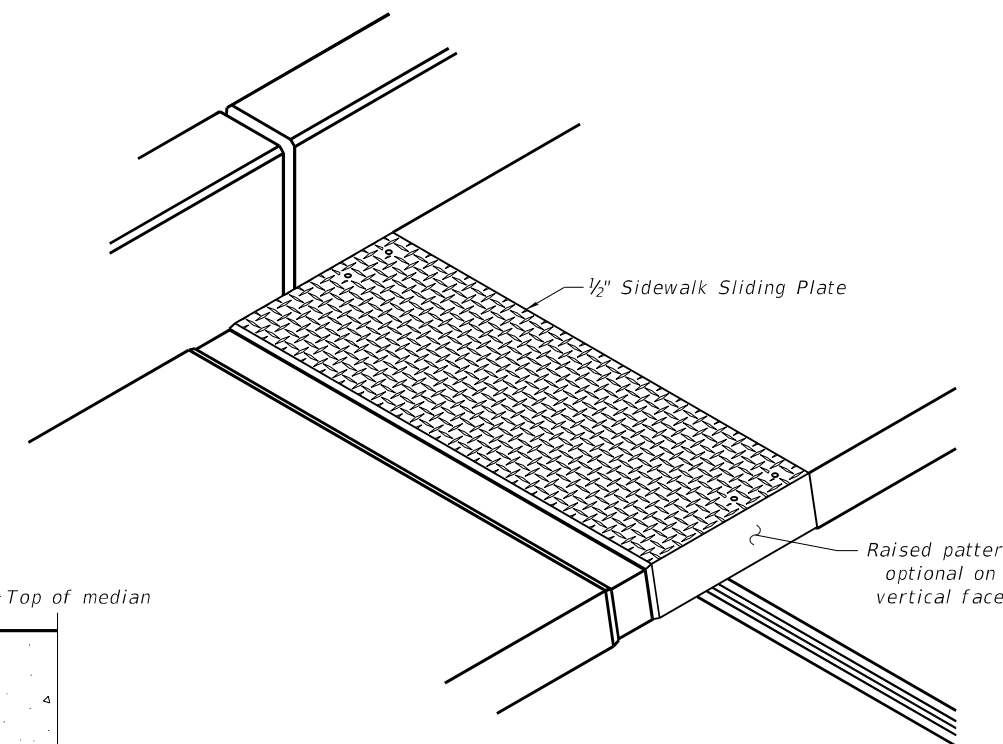
(FOR SKEWS $\leq 30^\circ$)

(FOR SKEWS $> 30^\circ$)

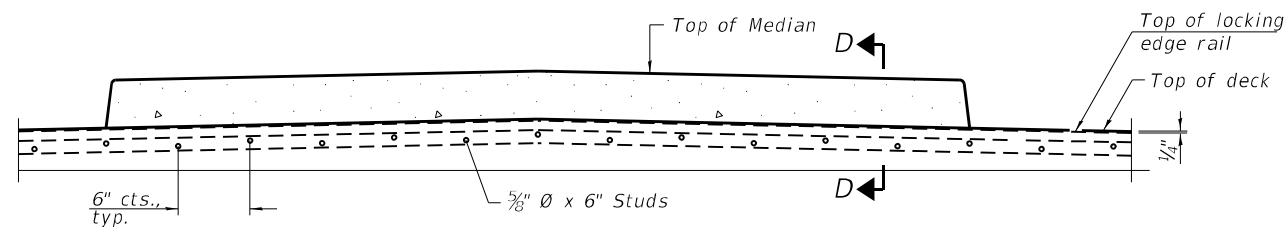
PLAN AT RAISED SIDEWALK



SECTION C-C

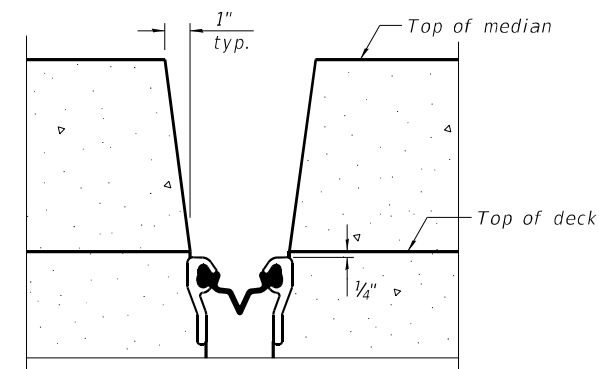


TRIMETRIC VIEW



SECTION AT MEDIAN

For skews $> 30^\circ$, chamfer acute corners 2" similar to sidewalk.



SECTION D-D
(at Rt. L's)

EJ-SS-S

11-1-2022

MODEL SHEET
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USER NAME = Alane
PLOT SCALE =
PLOT DATE = 11/22/2023

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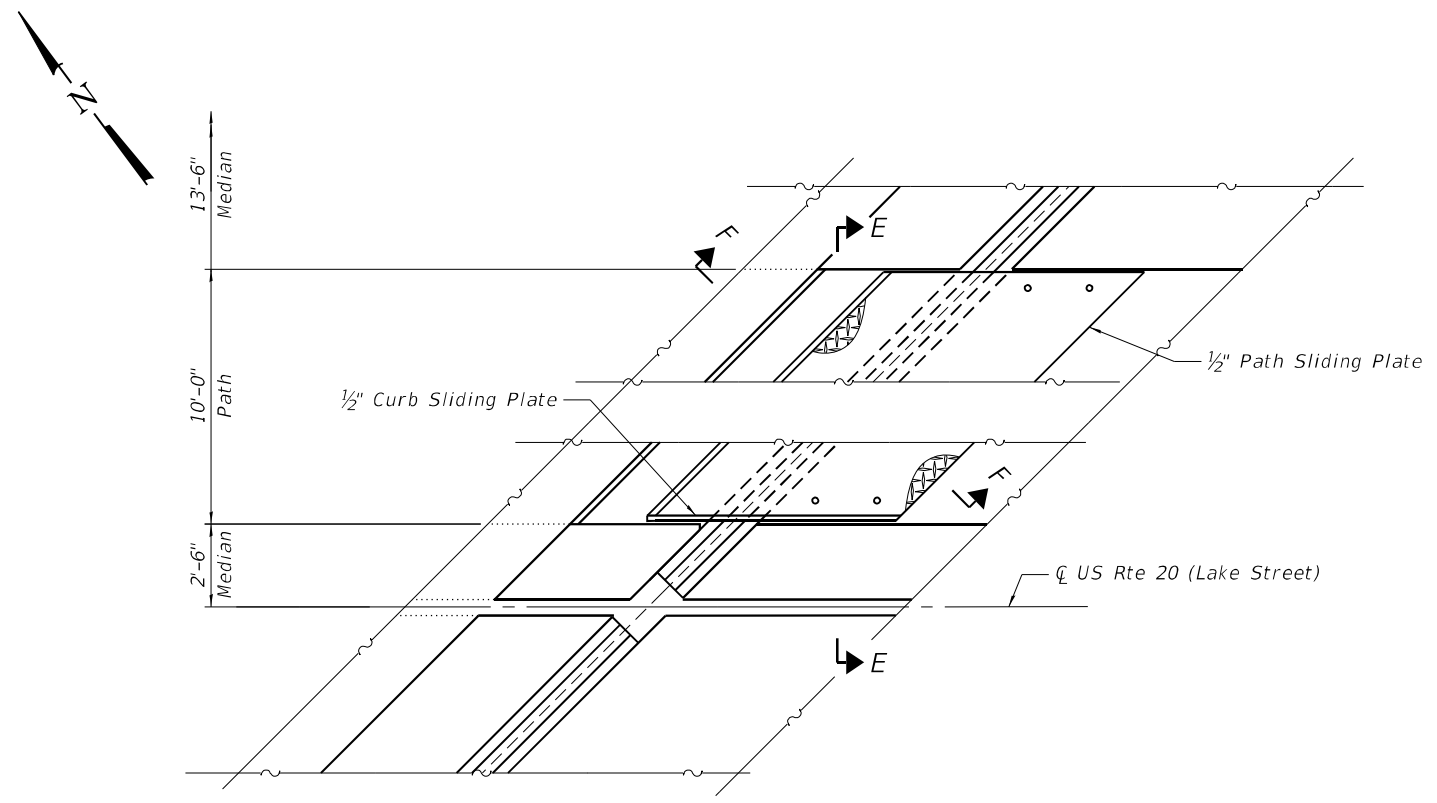
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL - SIDEWALK (SHEET 2 OF 3)
STRUCTURE NO. 022-0208**

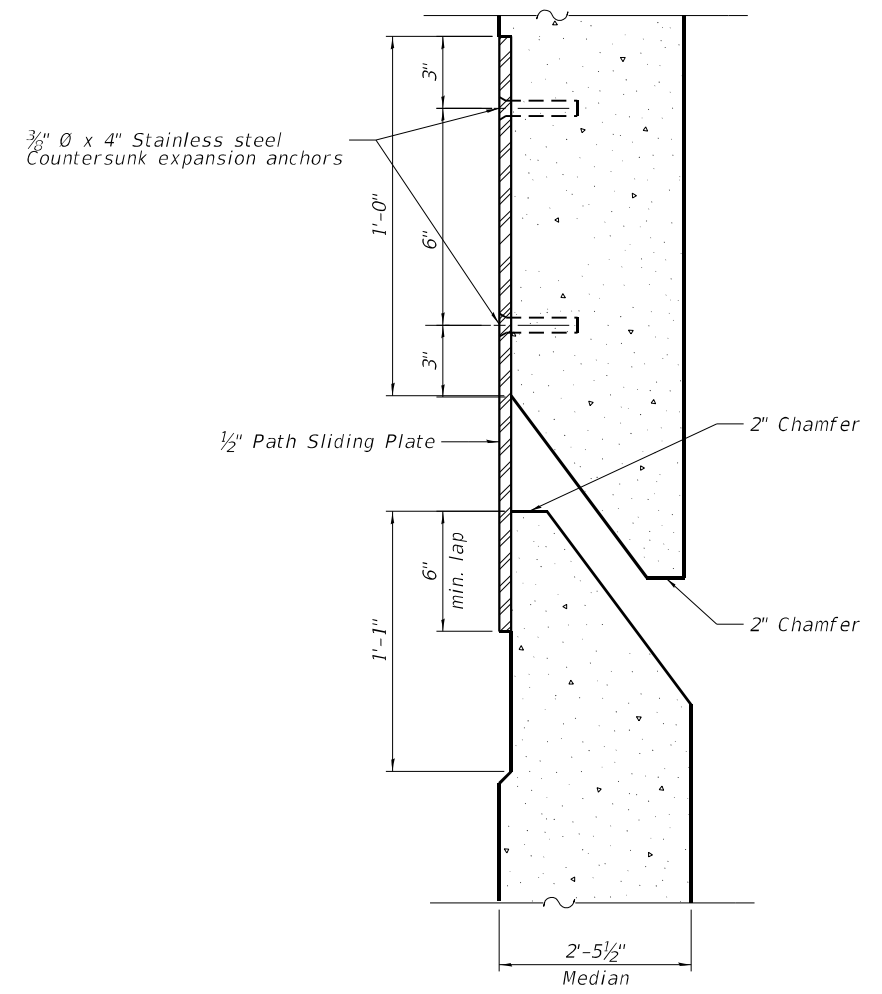
SHEET 17 OF 19 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	32
CONTRACT NO. 62R91				

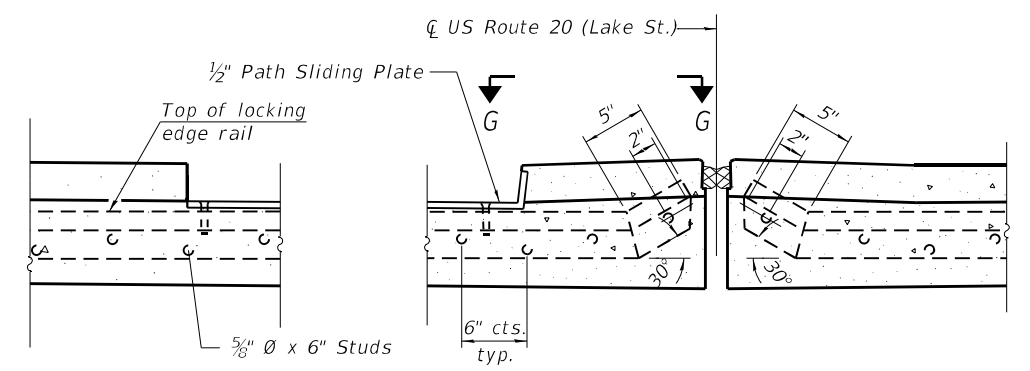
ILLINOIS FED. AID PROJECT



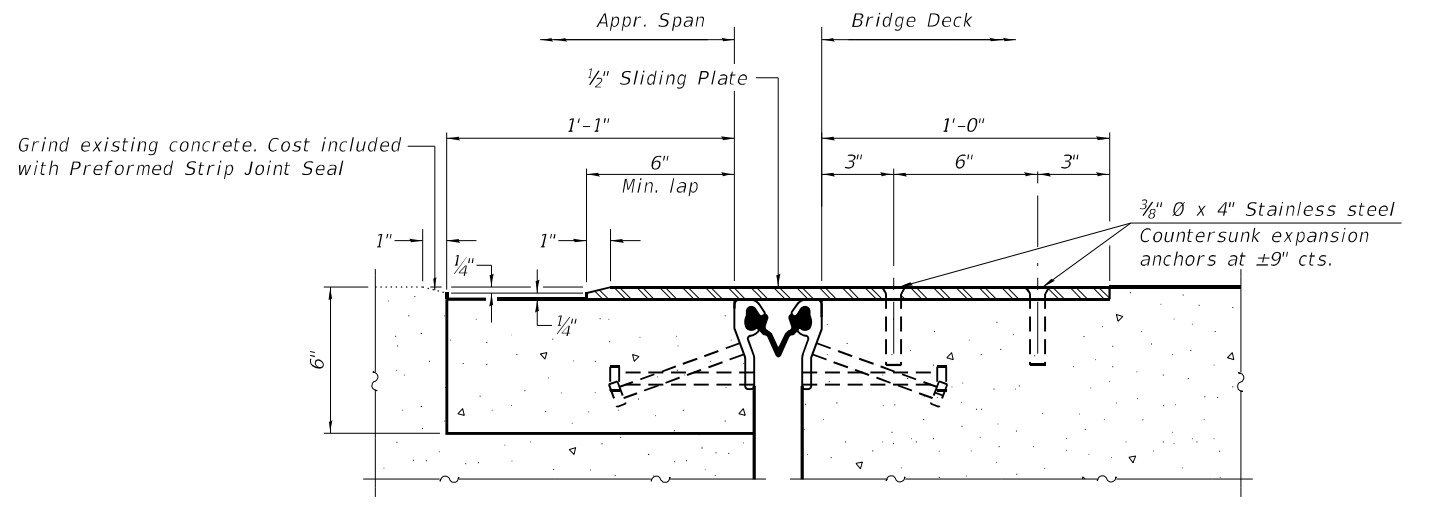
PLAN AT DECK LEVEL PATH BETWEEN MEDIANS



SECTION G-G



SECTION E-E



SECTION F-F

MODEL Sheet
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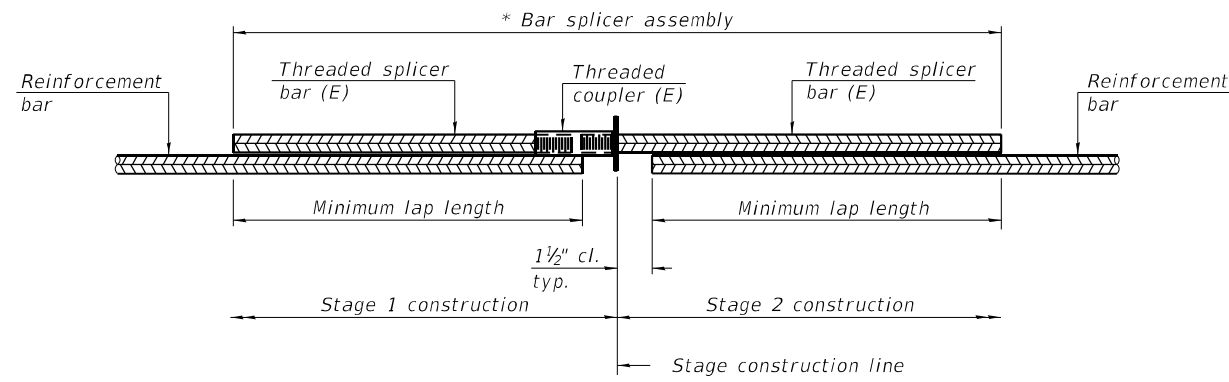
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USER NAME = Alane	DESIGNED - TY	REVISED -
PLOT SCALE =	CHECKED - PK	REVISED -
PLOT DATE = 11/22/2023	DRAWN - TY	REVISED -
	CHECKED - PK	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PREFORMED JOINT STRIP SEAL - MEDIAN PATH (SHEET 3 OF 3)
STRUCTURE NO. 022-0208

F.A.P. RTE. 021	SECTION FAP 0021 22 BJ	COUNTY DUPAGE	TOTAL SHEETS 42	SHEET NO. 33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	



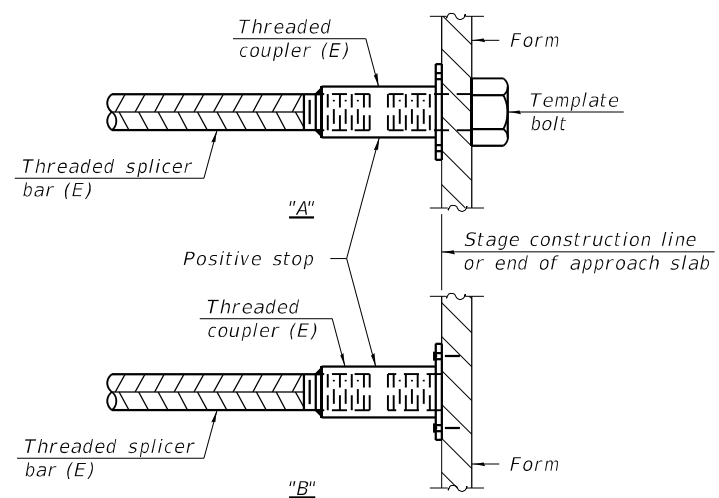
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

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

Location	Bar size	No. assemblies required	Minimum lap length
N. Approach Span	#5	4	3'-6"
S. Approach Span	#5	4	3'-6"
N. End Deck	#6	16	4'-10"
S. End Deck	#6	16	4'-10"

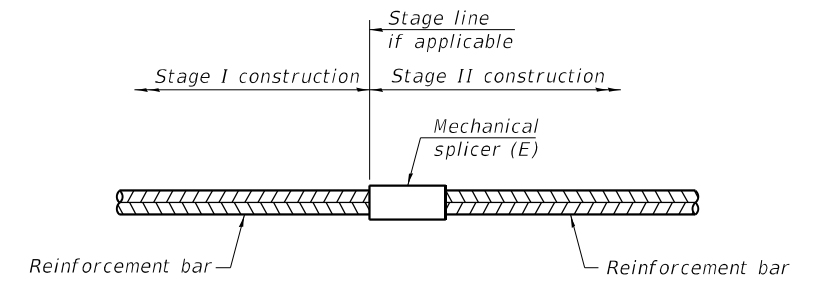


INSTALLATION AND SETTING METHODS

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

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

(E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

Notes:

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

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

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

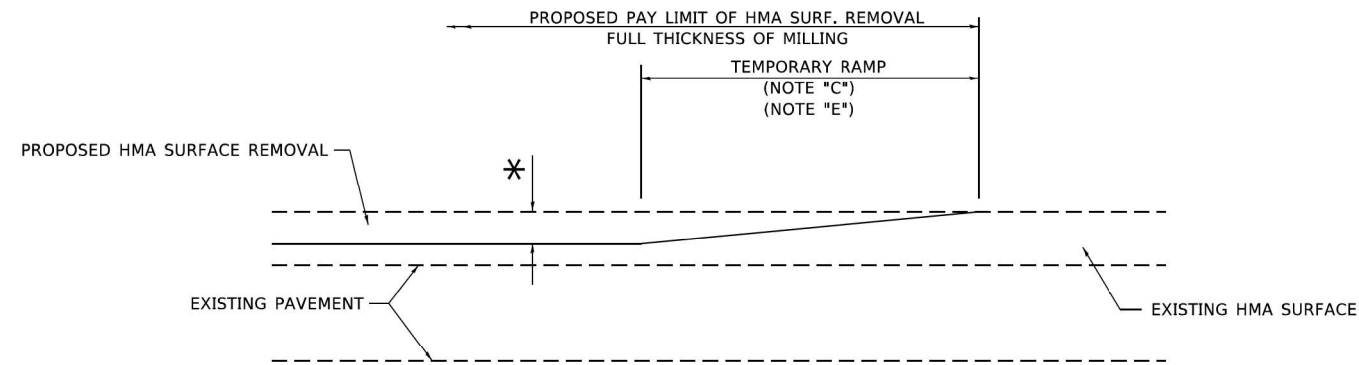
See approved list of bar splicer assemblies and mechanical splicers for alternatives.

MODEL Path: \\P:\2023\022-0208-00-00\DOT_Vendor_Phase 2 (FEB 196 Item 161110) 30_62R91\DCM\CADD_Sheets\62R91-Ph-STR-04_BarSplicer.dgn

BSD-1

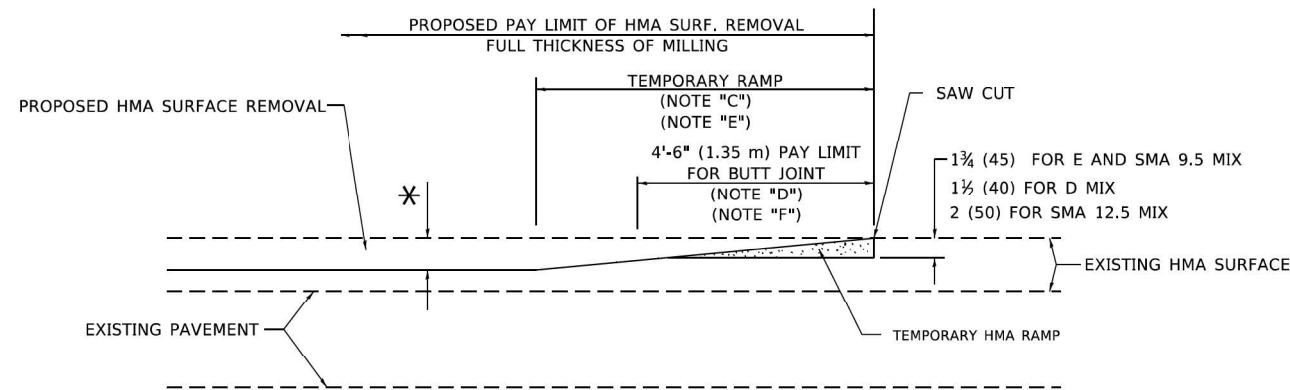
2-1-2023

<p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	USER NAME = Alane PLOT SCALE = PLOT DATE = 11/22/2023	DESIGNED - TY CHECKED - PK DRAWN - TY CHECKED - PK	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 022-0208	F.A.P. RTE. = 021 SECTION = FAP 0021 22 BJ COUNTY = DUPAGE ILLINOIS FED. AID PROJECT	TOTAL SHEETS = 42 SHEET NO. = 34 CONTRACT NO. = 62R91
	SHEET 19 OF 19 SHEETS						



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

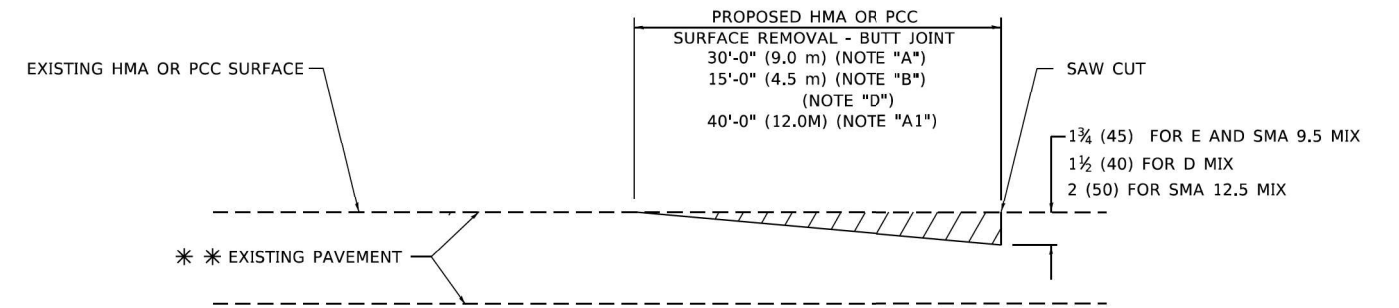
OPTION 1



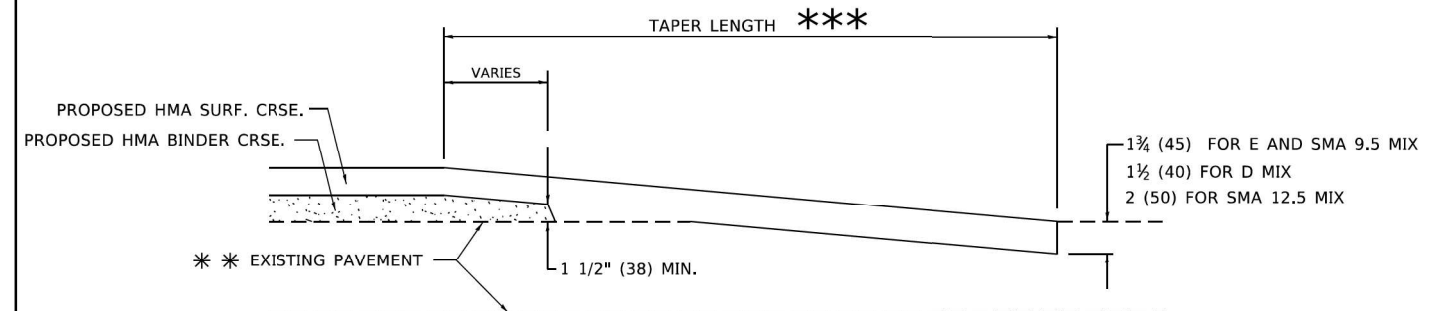
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

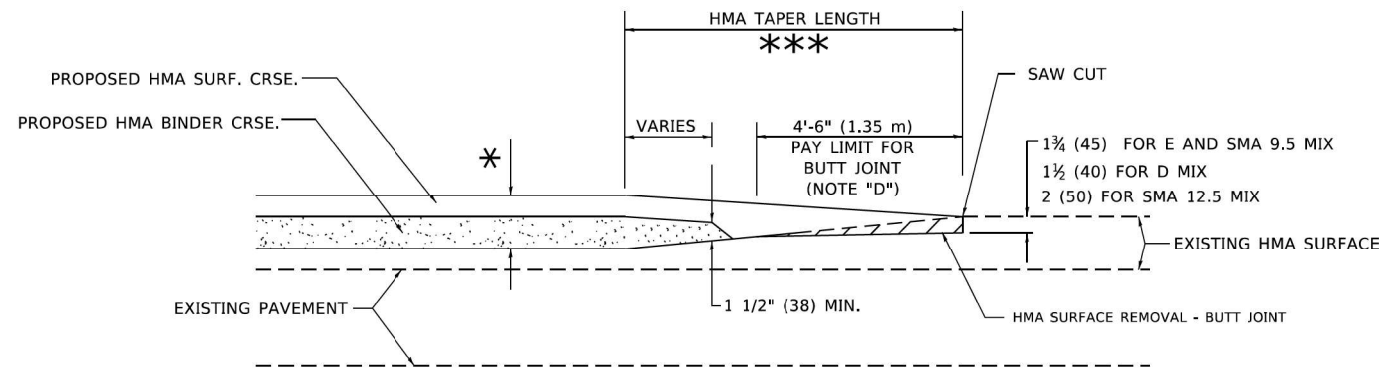
GENERAL NOTES

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

BASIS OF PAYMENT

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

MODEL Path: I:\Projects\2023\04\04-00 IDOT Vendors Phase 2 (ITB) 106 Item: 161100_36_62991\DOT\CAD\00_Sheet\62991-Ph-STD-01.dgn

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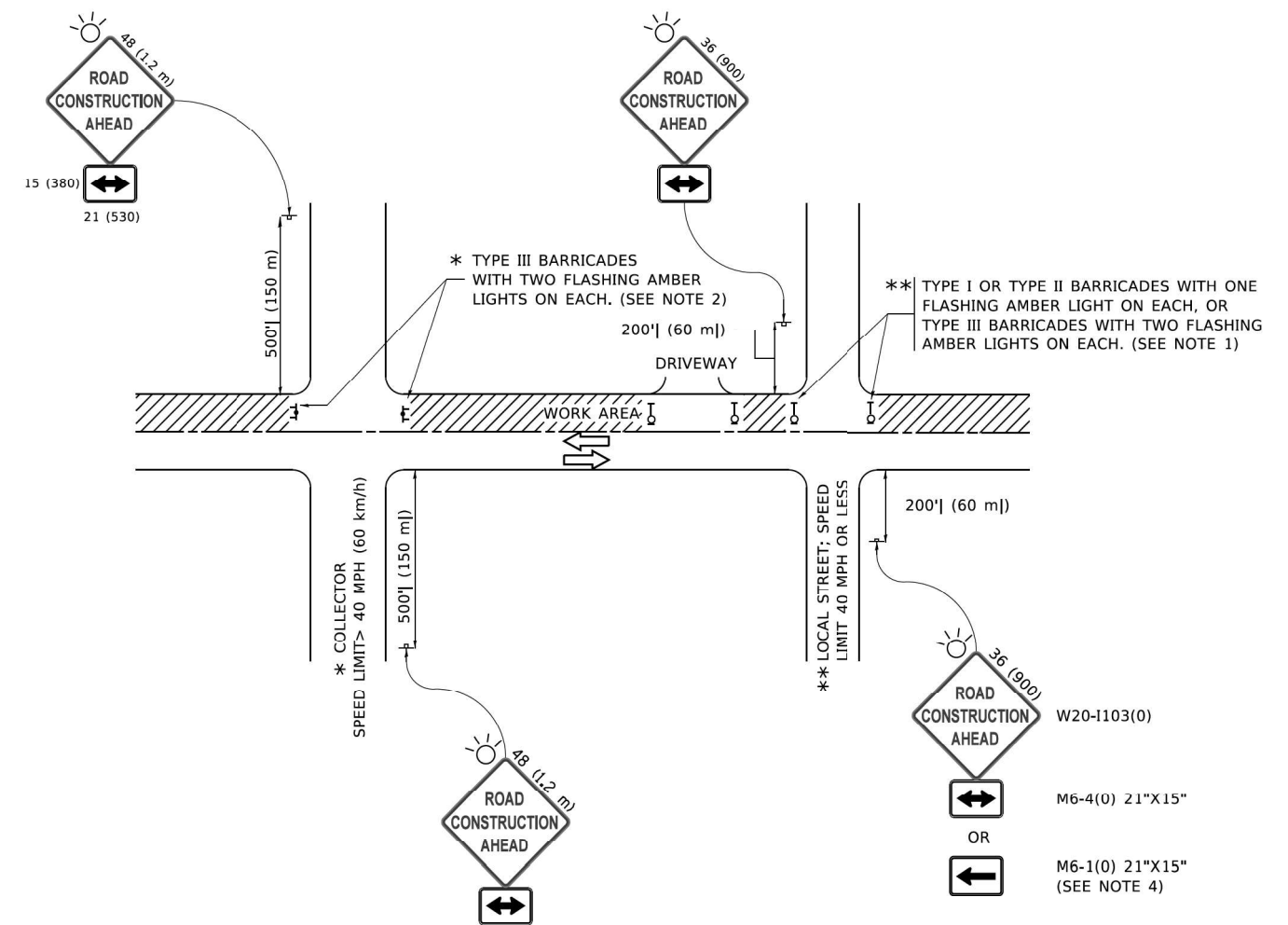
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PLOT SCALE = 20,0000 * / in.	DRAWN -	REVISED -
PLOT DATE = 11/22/2023	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS	DISTRICT ONE - BUTT JOINT AND HMA TAPER DETAILS (BD-32)
DEPARTMENT OF TRANSPORTATION	

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	35
ILLINOIS			FED. AID PROJECT	

CONTRACT NO. 62R91	
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NOTES:

- 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:
 - 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.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - 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.
 - 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.
- 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.
- SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

MODEL: P:\d\4\1\2023\04094-00_IDOT_Various_Phase 2 (FTE)_106 Item: 161110_36_62R91\DC\1\CA\00_Sheet162R91-1-1-STD-02.dgn

USER NAME = Alane	DESIGNED -	REVISED -
PLOT SCALE = 20,0000 * / in.	DRAWN -	REVISED -
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	DATE -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	36
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62R91	

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

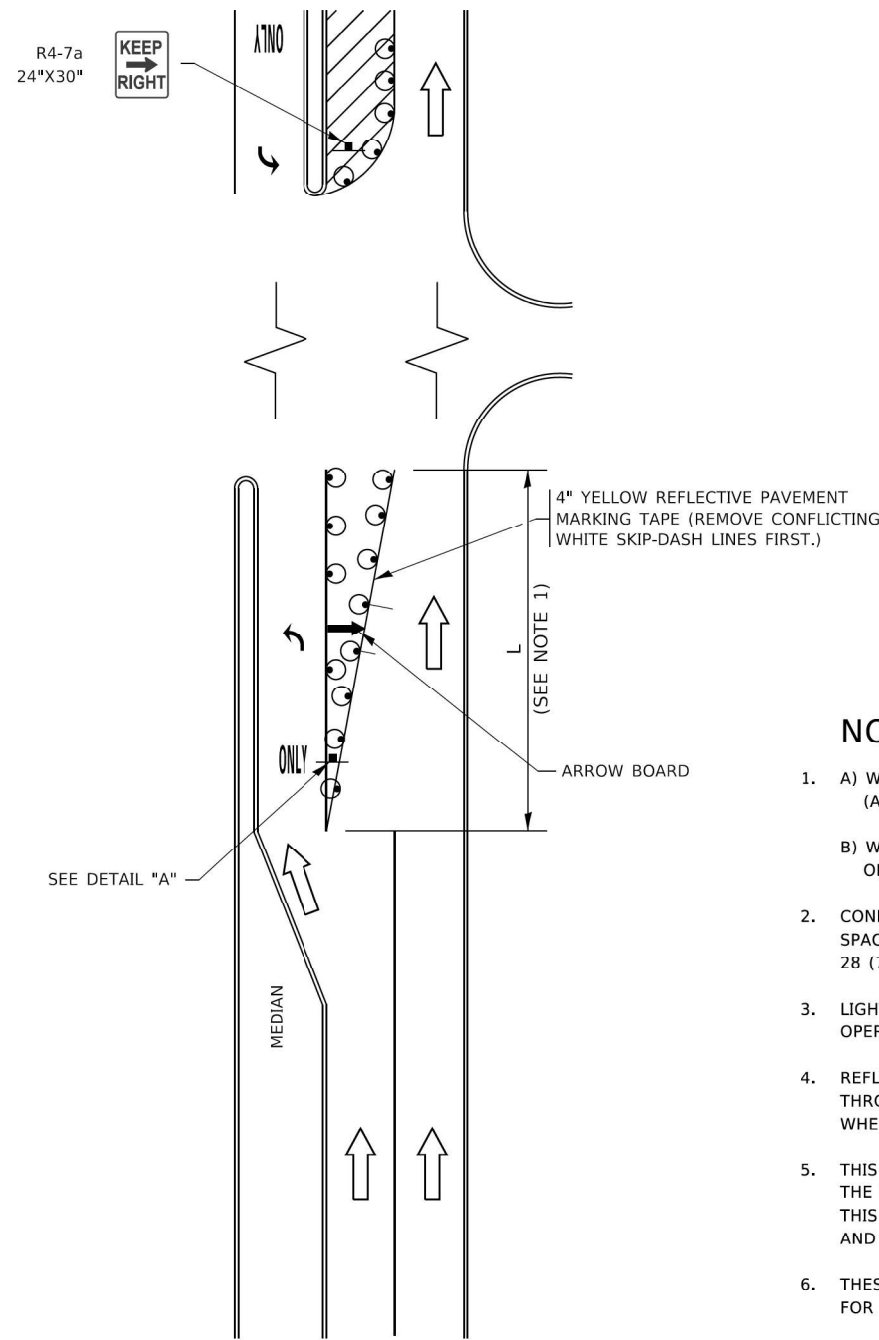


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

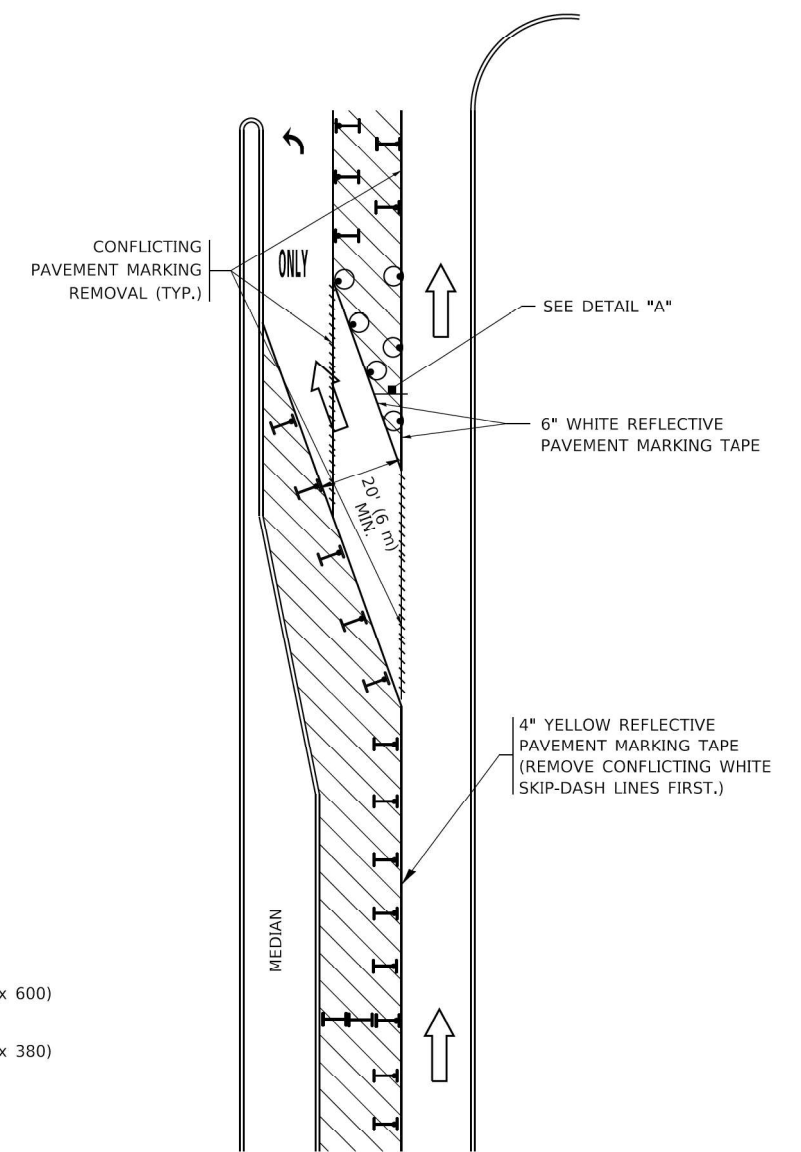


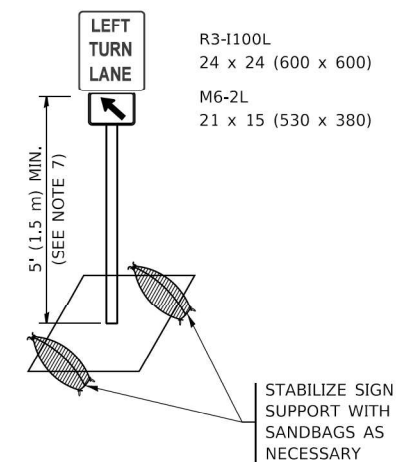
FIGURE 2

LEGEND

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

NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

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

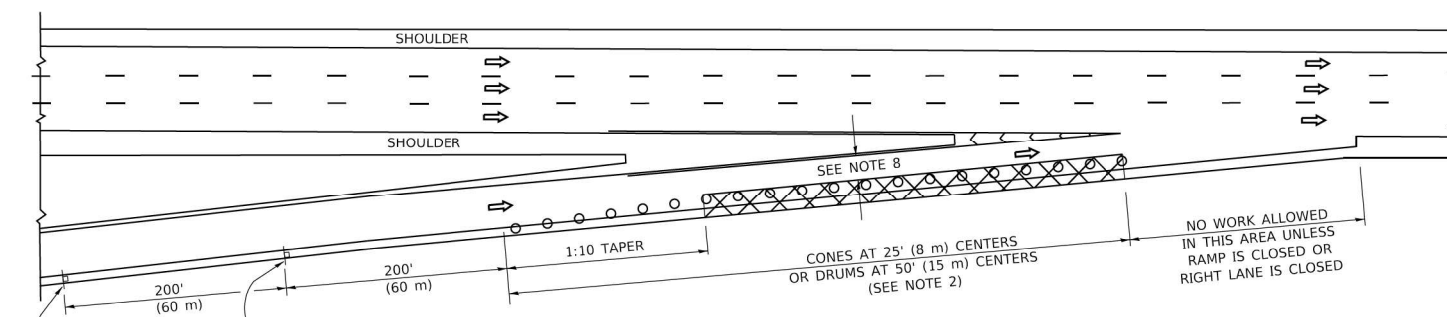
MODEL Path: \\p020\2020\4094-00_IDOT_Various Phase 2 (ITB)_106 Item 16\NW0_39_62R91\DOT_Various Phase 2 (ITB)_106 Item 16\STD-05.dgn

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	DATE -	REVISED -

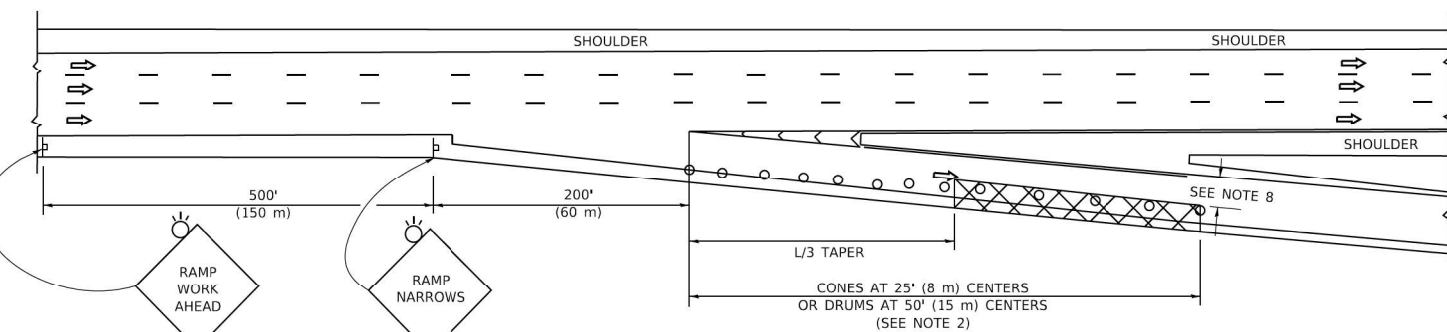
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	39
CONTRACT NO. 62R91			ILLINOIS FED. AID PROJECT	

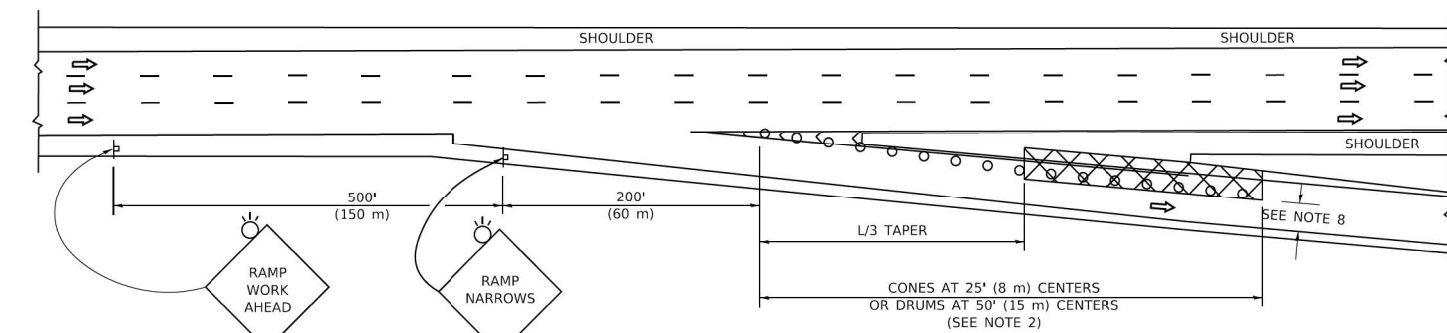
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

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

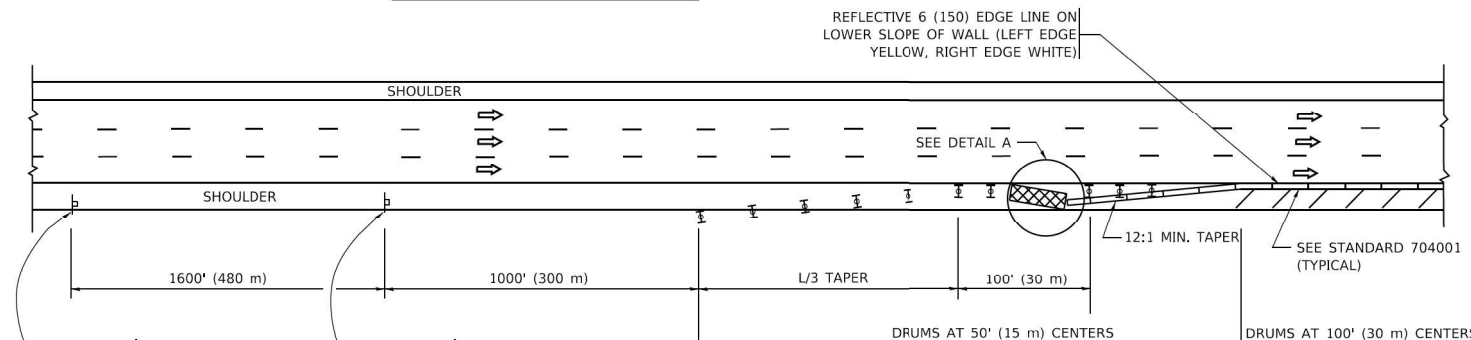
GENERAL NOTES:

1. THE "L" DISTANCE EQUALS:

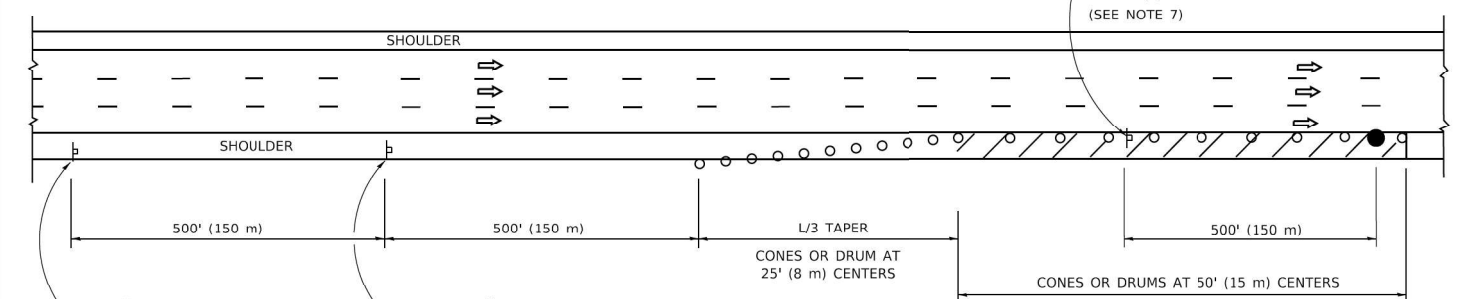
$L = \frac{S^2}{200}$	FORMULAS
$L = \frac{S^2}{100}$	METRIC
$L = \frac{S^2}{1.47}$	ENGLISH
$L = 0.65(WHS)$	METRIC
$L = (WHS)$	ENGLISH

W = WIDTH OF OFFSET IN FEET (METERS)
 S = NORMAL POSTED SPEED MPH (KM/H)
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, 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.

SHOULDER CLOSURE DETAILS

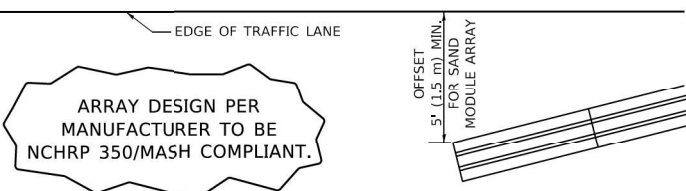


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



ARRAY DESIGN PER MANUFACTURER TO BE NCHRP 350/MASH COMPLIANT.

**DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)**

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 ENCR OACHMENT 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.

MODEL Path: I:\2020\2020-09-04-00_IDOT_Various_Phase_2_TPEL_106_Item_16\NW0_36_62991\DC\ICADD_Sheet\62991-16-STD-06.dgn

INFRASTRUCTURE ENGINEERING INCORPORATED
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE - TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES (TC-17)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
021	FAP 0021 22 BJ	DUPAGE	42	40
CONTRACT NO. 62R91			ILLINOIS FED. AID PROJECT	

ROUTE MARKERS

FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

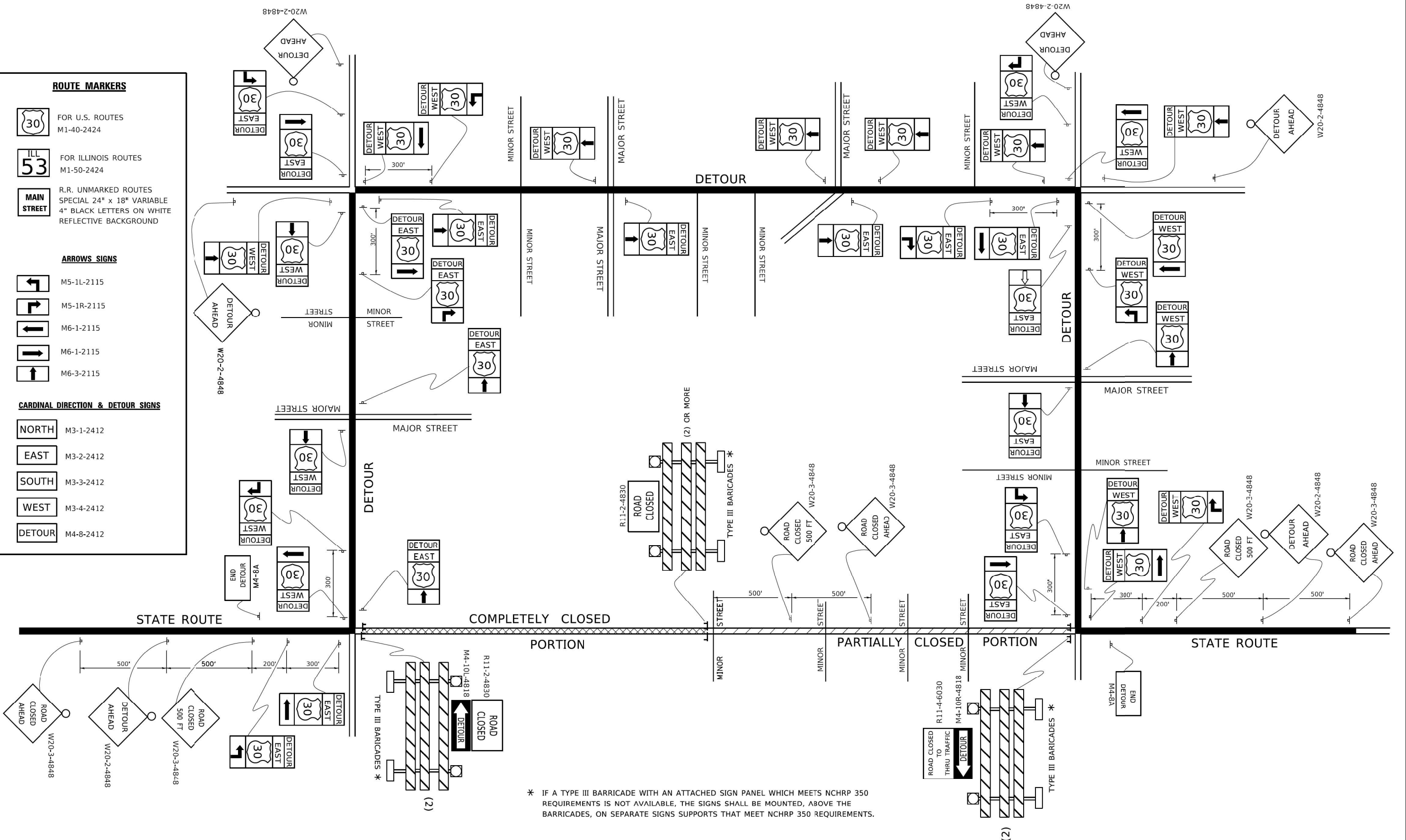
NORTH M3-1-2412

EAST M3-2-2412

SOUTH M3-3-2412

WEST M3-4-2412

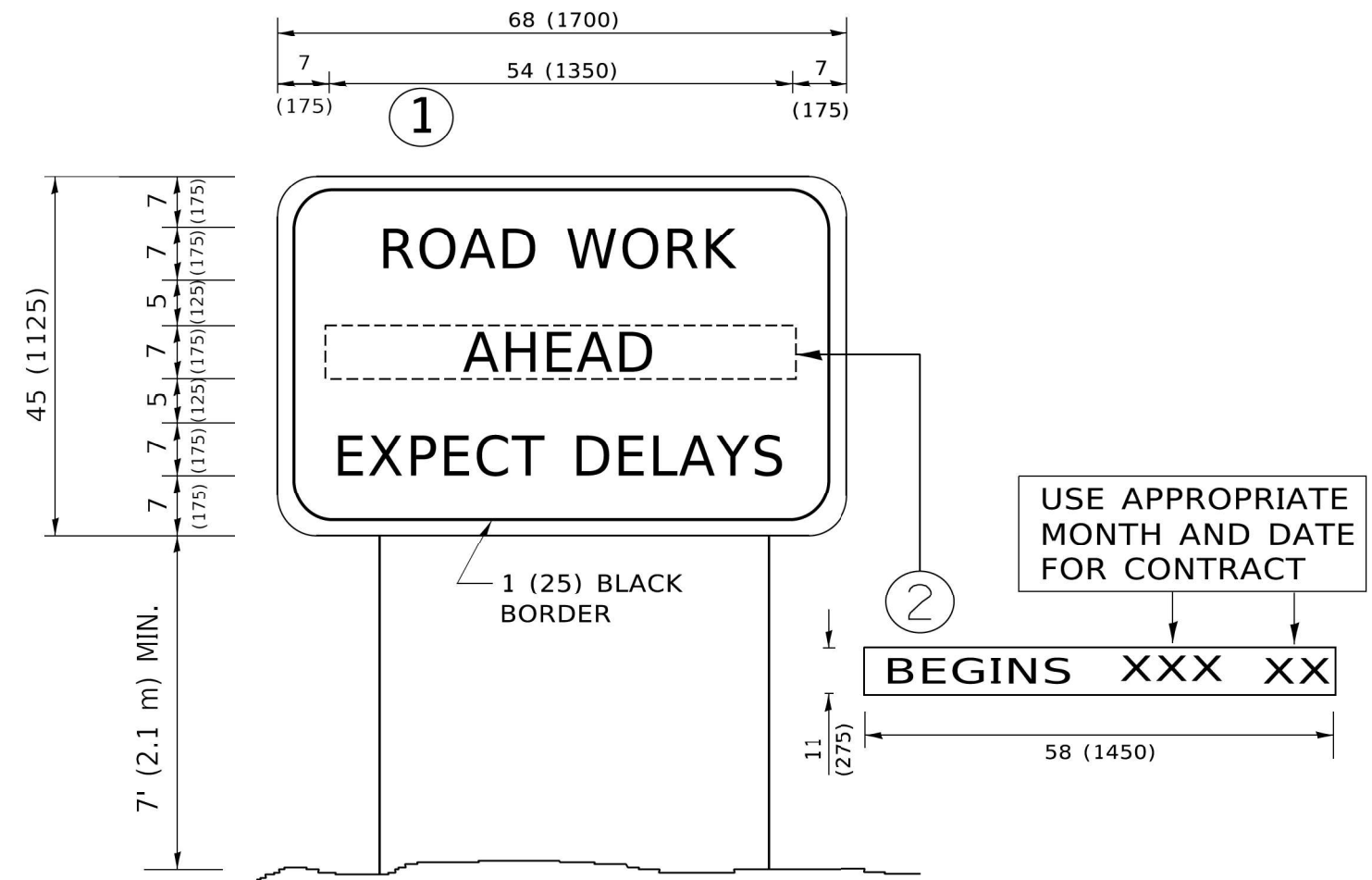
DETOUR M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

MODEL: P:\inf\p\2020\2020-4094-00_IDOT_Visibus_Phase 2 (FTR)_106 Item: 16\NW0_36_62991\DCM\CADD_Sheets\62991-ph-STD-07.dgn

INFRASTRUCTURE ENGINEERING 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9599 F 312.425.9594 www.infrastructure-eng.com	USER NAME = Alane DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE - DETOUR SIGNING FOR CLOSING STATE HIGHWAYS (TC-21)			F.A.P. RTE. 021 SECTION FAP 0021 22 BJ COUNTY DUPAGE TOTAL SHEETS 42 SHEET NO. 41
	PLOT SCALE = 20,0000' */ in. PLOT DATE = 11/22/2023	SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 62R91 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.

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