06-13-2025 LETTING ITEM 197

PROJECT LOCATED IN: VILLAGE OF MCCOOK

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA:

IL 171 POSTED SPEED LIMIT = 50 MPH TRAFFIC = 40,100 ADT (2023)

> PROJECT LOCATION **IL ROUTE 171 OVER JOLIET RD** STRUCTURE NO.

016-1005 & 016-1006

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.

0

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

IDOT PROJECT MANAGER: PRAVEEN KAINI, PE

CONTRACT NO. 62T22

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PROPOSED HIGHWAY PLANS

FAP ROUTE 372 (IL ROUTE 171) AT JOLIET ROAD AND BN RR SPUR (SB) **SECTION FAP-0372 22BJ**

BRIDGE REPAIRS & JOINT REPLACEMENT COOK COUNTY

C-91-324-22

R12E T38N **T38N**

R12E

LOCATION MAP NOT TO SCALE

GROSS LENGTH = 1,290 FT. = 0.24 MILE NET LENGTH = 405 FT. = 0.077 MILE



Brad Noack

BRAD NOACK LICENSE EXPIRES 11/30/2026 SHEET RANGE 13-40



David J. Cook

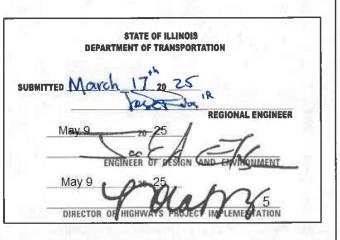
DAVE COOK LICENSE EXPIRES 11/30/2025 SHEET RANGE 1-12

FAP-0372 228.I COOK CONTRACT NO. 62T22

D-91-270-22



DB STERLIN GONSULTANT
123 N Wacher Drive State 2
Chicago Binors 60606



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REV-SEP

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4 SUMMARY OF QUANTITIES

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001006 DECIMAL OF AN INCH AND OF A FOOT

701101-05 OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE

701106-02 OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY

701411-09 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH

701423-10 LANE CLOSURE, MULTILANE, WITH BARRIER, FOR SPEEDS > 45 MPH TO 55 MPH

701426-09 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH

701601-09 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN 701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN

701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION

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TC-16 SHORT TERM PAVEMENT MARKINGS LETTERS AND SYMBOLS

C-22 ARTERIAL ROAD INFORMATION SIGN

DISTRICT 1 - HOT MIX ASPHALT MIXTURE REQUIREMENTS CHART

OPERATION	MIXTURE TYPE	AIR VOIDS (%) @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT	PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D". N70, 1.75".	3.5% @ 80 Gyr.	QC/QA
TEMPORARY PAVEMENT (VARIABLE DEPTH)	HMA BINDER COURSE, IL-9.5,N70	4% @ 70 Gyr.	QC/QA

QUALITY MANAGEMENT PROGRAM (QMP) DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) QUALITY CONTROL FOR PERFORMANCE (QCP)

NOTES

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SQ, YD,/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 RECLAIMED MATERIALS SPECIFICATIONS.
- 3. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE SURFACE COURSE

GENERAL NOTES

- THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK, FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND [DOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN
 PERMISSION FROM THE DEPARTMENT
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- 4. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI, AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 5. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM I.D.O.T. FIELD MAINTENANCE ENGINEERS.
- 6. THE CONTRACTOR SHALL USE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- 7. SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.
- 8. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIEBARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.
- 9. DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLANS.
- 10. THE CENTERLINE IS FOR INFORMATION ONLY.
- 11. CONTRACTOR SHALL CONTACT COMED AT 1800-334-7661 TO REQUEST SLEEVING OR DE-ENERGIZING THE 34KV/12KV OVERHEAD LINE IF DETERMINED THAT IT'S IN WAY OF JOLIET ROAD PIER 2 SUBSTRUCTURE REPAIR.

COMMITMENTS

SCALE: NTS

NONE

	USER NAME = icsM-dbstepw21\$	DESIGNED S ML	REVISED
DB STERLIN CONSULTANTS, INC 123 N. Wacker Drive, Suite 2000	PLOT SCALE = 0.167'/in.	DRAWN MA	REVISED
Chicago, Illinois 60606 312.857.1006	PLOT DATE = 3/13/2025	CHECKED DC	REVISED
	PLOT TIME = 5:38:31 PM	DATE _ 10/21/2024	REVISED

STATE	OF ILLINOIS
DEPARTMENT C	OF TRANSPORTATION

	INDEX OF DRAWINGS.	F.A.U. RTE	SECTION		7	COUNTY	TOTAL SHEETS	SHEE NO.
AND GENERAL NOTES		372	FAP 0372 22	ВJ		соок	48	2
						CONTRAC	CT NO. 62	2T22
	SHEET NO. G-2 OF G-5 SHEETS		ILLIN	ois i	FED. AID	PROJECT		

		-				
	CODE NUMBER	PAYITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION	CONSTRUCTION
					100%STATE	100%STATE
					0059	0059
					S.N. 016-1005	S.N. 016-1006
	40600029	BITUMINOUS MATERIALS (TACK COAT)	POUND	144	72	72
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	480	240	240
	40000370	EUNGTODINAL JOINT SEALANT	1001	460	240	240
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	640	320	320
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	62	31	31
	42001300	PROTECTIVE COAT	SQ YD	3289	1508	1781
						1
	44000100	PAVEMENT REMOVAL	SQ YD	128	64	64
	50102400	CONCRETE REMOVAL	CU YD	73	37	36
	50104650	SLOPE WALL REMOVAL	SQ YD	123	123	0
	50157300	PROTECTIVE SHIELD	SQ YD	736	368	368
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	85.2	42.6	42.6
	00000200	SONORE E SO ENONGOVORE		00,2	74,0	72,0
	5000005	DEINFORDEMENT DADO, FROMY COATED	POUND	40440	5050	5000
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	10110	5050	5060
	50800515	BAR SPLICERS	EACH	184	92	92
						+
						<u> </u>
	51100100	SLOPE WALL 4 INCH	SQ YD	123	123	0
-						1
	52000110	PREFORMED JOINT STRIP SEAL	FOOT	549	274.5	274.5
	58700300	CONCRETE SEALER	SQ FT	1475	1315	160
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	4	2	2
			7			
	ļ			<u> </u>	ļ	<u> </u>

i l		DBS	DB STERUIN CONSULTANTS, IN 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.857,1006
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	PLOT DATE = 3/19/2025	₽ DJC	
	PLOT TIME = 8:01:31 PM	10/21/2024	·

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ì	T		F.A.U. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		SUMMARY OF QUA	ANTITIES	372	FAP 0372 22 BJ	соок	48	3
<					CONTRAC	CT NO. 62	2T22	
	SCALE: NTS	SHEET NO. G-3 OF G-5 SHEETS	STA. 00+000 TO STA. 00+000	ILLINOIS FED. AID PROJECT		l.		

	CODE	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION	CONSTRUCTION
	NUMBER					
					100% STATE	100% STATE
					0059	0059
					S.N. 016-1005	S.N. 016-1006
	67100100	MOBILIZATION	LSUM	1	0.5	0.5
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	126	63	63
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	918	459	459
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	13346	6770	6576
					+	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	2422	1211	1211
					1	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2422	1211	1211
			1.551			
	70600251	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	1	1
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	1	1
	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1230	615	615
*						
	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	230	125	105
*	1 333 4333	The state of the s		1200	1.20	1.55
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1780	820	960
					+	
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	1654	827	827
T					1	
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2532	1266	1266
					<u> </u>	
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1996	915	1081
	A3030230	BRIDGE DECK GROOVING (LONG) I UDINAL)	טע זט	1330	313	1001
	X6700407	ENGINEERING FIELD OFFICE, TYPE A (D1)	CAL MO	12	6	6
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5
					i	

* SPECIALTY ITEM

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- 1	PLOTTIME = 8:01:31 PM	10/21/2024	*

STATE (DF ILLINOIS
DEPARTMENT OF	F TRANSPORTATION

Ì		011111111111111111111111111111111111111	F.A.U. RTE	SECTION	COUNTY	TOTAL SHEE TS	SHEET NO.	
		SUMMARY OF QUA	372	FAP 0372 22 BJ	соок	48	4	
Į						CONTRAC	T NO. 62	2T22
Ì	SCALE: NTS	SHEET NO. G-4 OF G-5 SHEETS	STA, 00+000 TO STA, 00+000	ILLINOIS FED. AID PROJECT				

	CODE	PAYITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION	CONSTRUCTION
	NUMBER					
					100%STATE	100%STATE
					0059	0059
					S.N. 016-1005	S.N. 016-1006
					GII 010-1000	GII 010-1000
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	12	6	6
	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	12	6	6
*		7				
	X5051206	STRUCTURAL STEEL REPAIR	POUND	970	970	0
	X5051206	STRUCTURAL STEEL REPAIR	FOUND	970	970	ľ
	Z0006016	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	2994	1373	1621
	Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	2994	1373	1621
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	359	215	144
	Z0012755	STRUCTURAL REPAIR OF CONCRETE (GREATER THAN 5 INCHES)	SQ FT	16	0	16
						1.
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	4	2	2
	20010300	DRAINAGE STRUCTURES TO BE CLEANED	EACH	*	2	2
					1,,,,,	
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	2670	1220	1450
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	340	170	170
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500	
	Z0062458	TEMPORARY PAVEMENT (VARIABLE DEPTH)	TON	7	3.5	3,5
				1		

* SPECIALTY ITEM

/lics/		L
E NAME:	DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312.897.1008	L

j	USER NAME icsM-dbstepw21\$	■ MBL	* 1
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NTS

SUMMARY OF QUANTITIES SHEET NO. G-5 OF G-5 SHEETS STA, 00+000 TO STA, 00+000

GENERAL

- 1. THE ENGINEER SHALL BE INFORMED 72 HOURS IN ADVANCE OF ANY CHANCE IN CONSTRUCTION
- 2. BEFORE BEGINNING AT ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE ALL EXITING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING AT THE COMPLETION OF THIS CONTRACT, EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 3. THE CONTRACTOR SHALL PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE RESIDENT ENGINEER, LOCAL EMERGENCY SERVICES, SCHOOLS, AND POST OFFICE PRIOR TO IMPLEMENTING LANE CLOSURES OR MAJOR TRAFFIC CONTROL CHANGES.
- 4. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- 5. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 6. ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING
- 7. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24"BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.

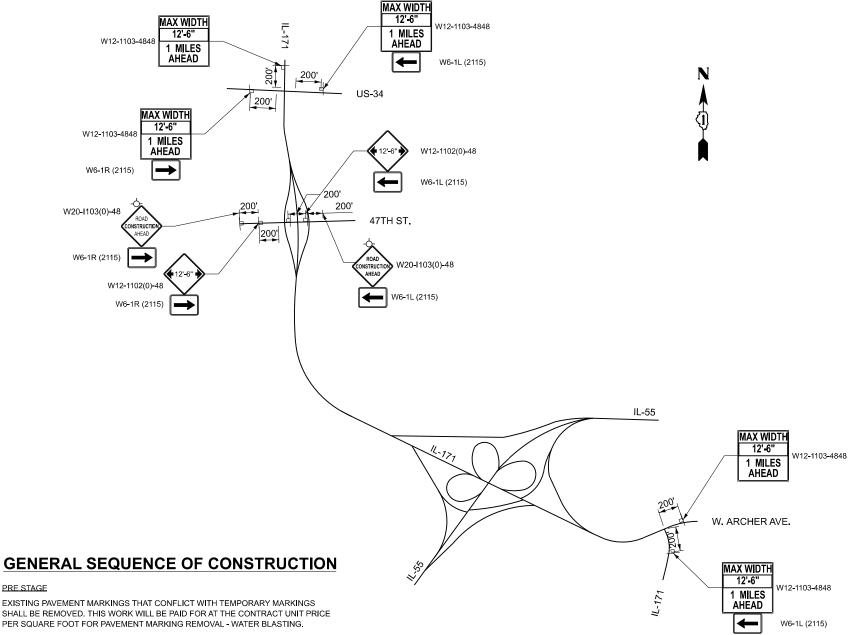
PAVEMENT MARKINGS

1. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. DIFFICIENT QUANITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE, ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO THE 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE SECOND REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN

SIGNS

1. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED BY THE CONTRACTOR TWO WEEKS BEFORE THE START OF CONSTRUCTION ACTIVITY AND CHANGES IN STAGES WITH THE APPROPRIATE MESSAGE DISPLAYED AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE PLACED IN ADVANCE OF THE WORK ZONE IN EACH DIRECTION OF IL 171 ,ADDITIONAL CHANGEABLE MESSAGE SIGNS HAVE BEEN INCLUDED TO BE USED AT THE RESIDENT ENGFINEER'S DISCRETION. THE WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CHANGEABLE MESSAGE SIGN.

ADVANCE WIDTH RESTRICTION



PRE STAGE

SHALL BE REMOVED. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PAVEMENT MARKING REMOVAL - WATER BLASTING.

STAGE 1

SHIFT TRAFFIC TO EAST HALF OF IL ROUTE 171 AS SHOWN IN STAGE 1 PLANS TO MAINTAIN ONE LANE OF TRAFFIC, PERFORM DECK SCARIFICATION AND OVERLAY ON WEST HALF OF BRIDGE

STAGE 2

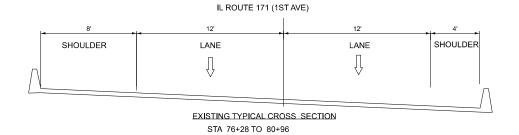
SHIFT TRAFFIC TO WEST HALF OF IL ROUTE 171 AS SHOWN IN STAGE 2 PLANS TO MAINTAIN ONE LANE OF TRAFFIC, PERFORM DECK SCARIFICATION AND OVERLAY ON EAST HALF OF BRIDGE

	USER NAME = icsM-dbstepw21\$	DESIGNED - ML	REVISED -
INC,	PLOT SCALE = 0.167 '/ in.	DRAWN - OM	REVISED -
	PLOT DATE = 3/13/2025	CHECKED - DC	REVISED -
	PLOT TIME = 5:41:10 PM	DATE _ 10/21/2024	REVISED -

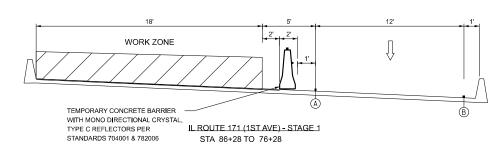
SCALE:

SUGGESTE	STAGES OF CONSTRUCT	ION AND TRAFFIC CONTROL	F.A.U. SECTION COUNTY		COUNTY	TOTAL SHEETS	SHEET NO.			
	GENERAL NOTES AND LEGEND					FAP 0372 22 BJ COO		48	6	
							CONTRAC	T NO. 62	2T22	
CALE:	SHEET NO. C-1 OF C-8 SHEETS	STA. 00+000 TO STA. 00+000			ILLINOIS	FED. AIC	PROJECT			

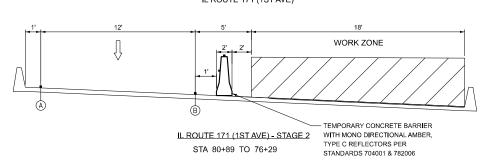
SOUTHBOUND TRAFFIC EX. STRUCTURE NO. 016-1005



IL ROUTE 171 (1ST AVE)



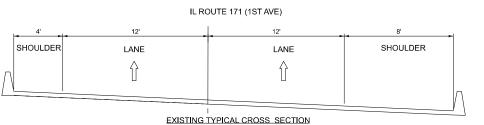
IL ROUTE 171 (1ST AVE)



EXISTING

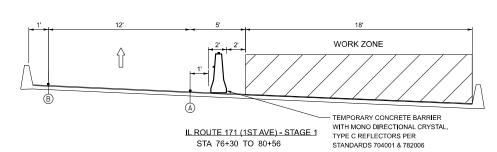
CENTERLINE ROUTE 171

NORTHBOUND TRAFFIC EX. STRUCTURE NO. 016-1006

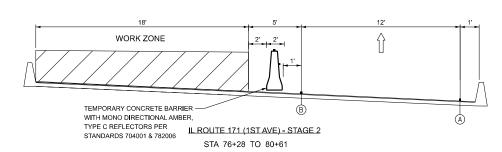


IL ROUTE 171 (1ST AVE)

STA 76+28 TO 80+96



IL ROUTE 171 (1ST AVE)



WORK ZONE SPEED LIMIT:

EXISTING POSTED SPEED

PROPOSED POSTED SPEED

STAGE 1 50 MPH STAGE 2 50 MPH 45 MPH 45 MPH

LEGEND:



- TEMPORARY CONCRETE BARRIER WITH MONO DIRECTIONAL CRYSTAL OR AMBER, TYPE C REFLECTORS. (PER STANDARD 704001 AND 782006)



(A) - TEMPORARY PAVEMENT MARKING - 4" WHITE

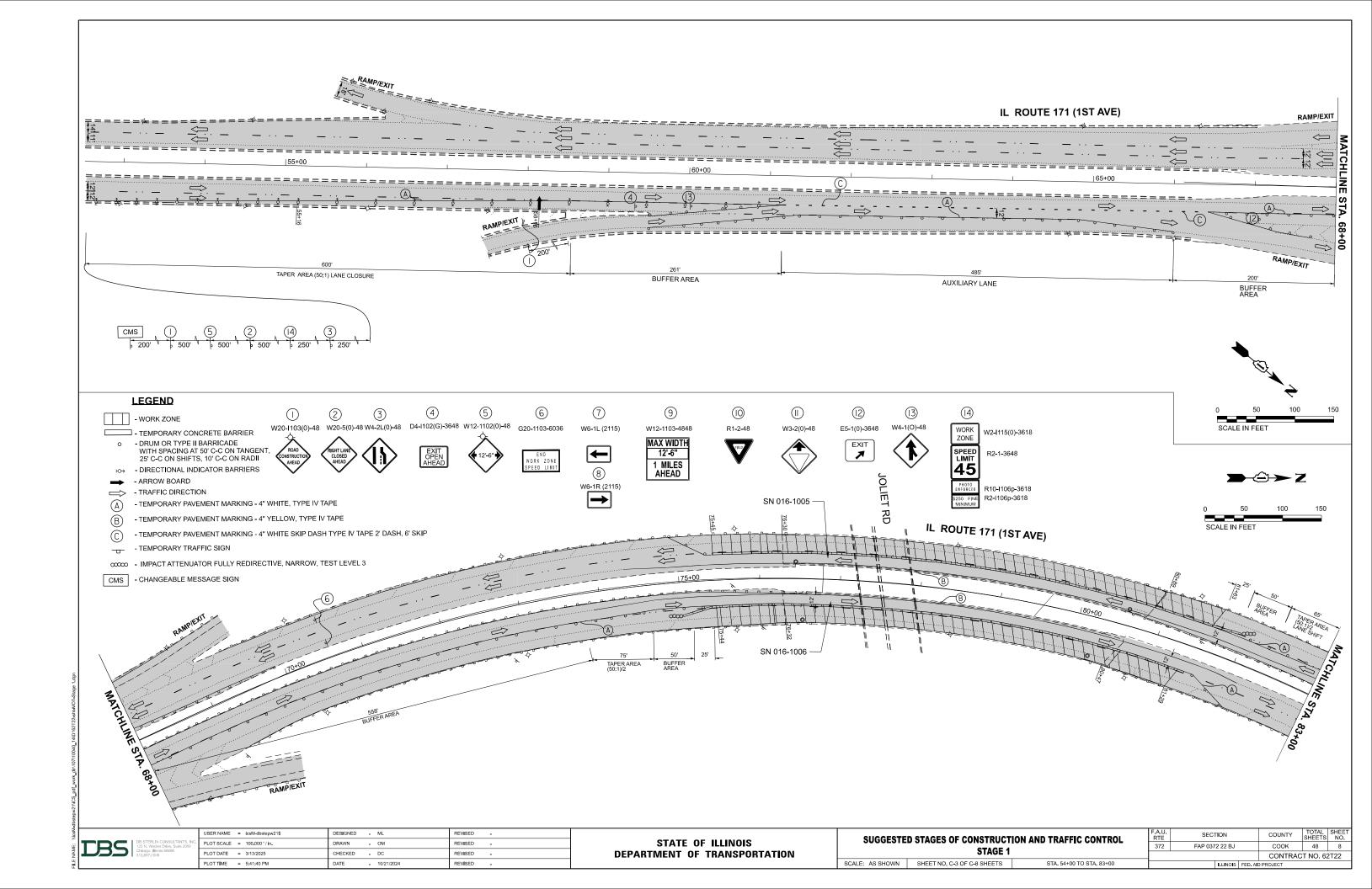
B - TEMPORARY PAVEMENT MARKING - 4" YELLOW

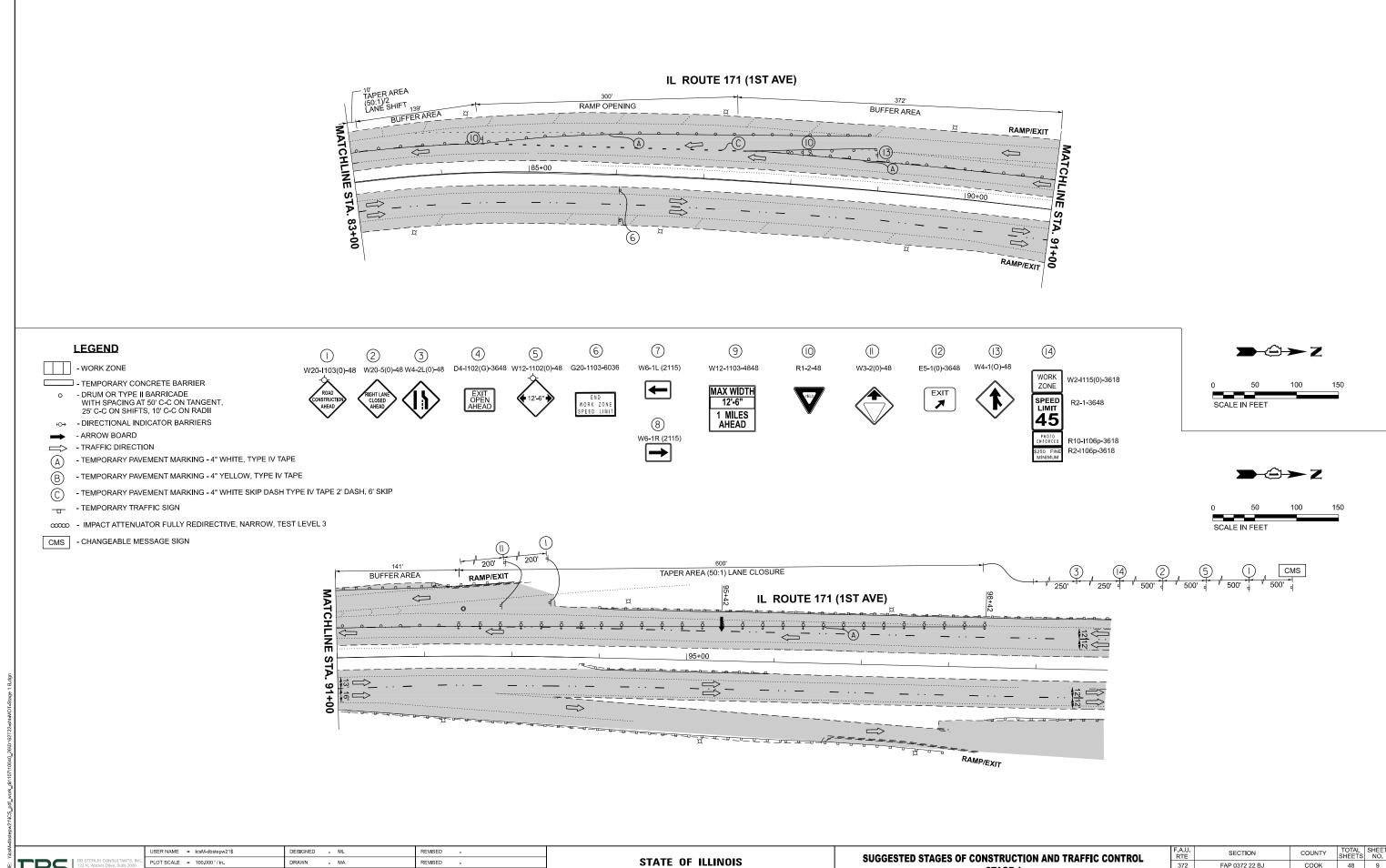
⇒ - TRAFFIC DIRECTION

	USER NAME	=	icsM-dbstepw21\$	DESIGNED	-	ML	REVISED	-	
Э,	PLOT SCALE	=	100,000 ' / in.	DRAWN	-	ОМ	REVISED	-	
	PLOT DATE	=	3/13/2025	CHECKED	-	DC	REVISED	-	
	PLOT TIME	=	5:42:00 PM	DATE	-	10/21/2024	REVISED	-	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

F.A.U. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
372	FAP 0372 22 BJ		соок	48	7
			CONTRAC	T NO. 62	2T22
	ILLINOIS	FED. AII	PROJECT		





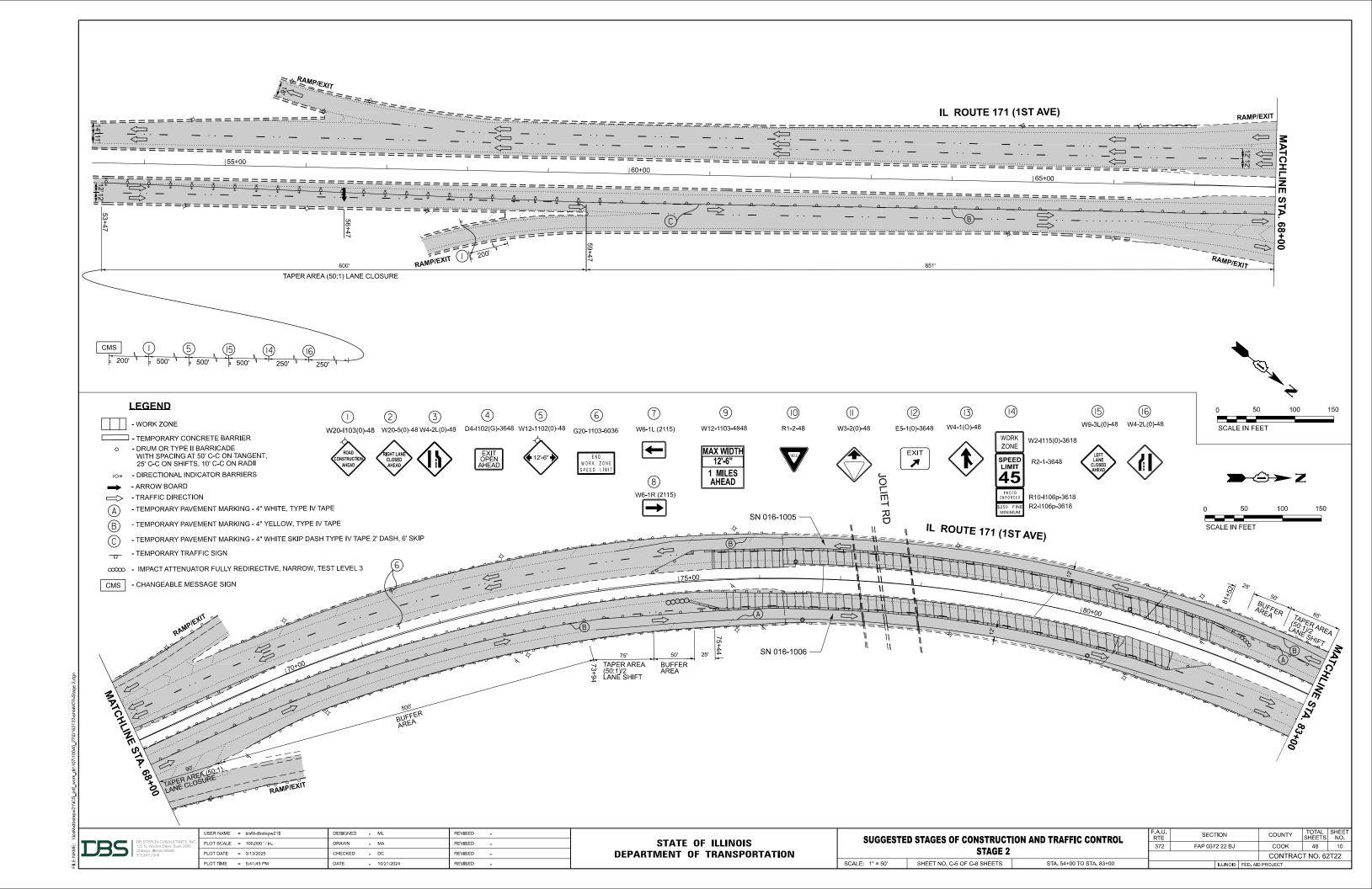
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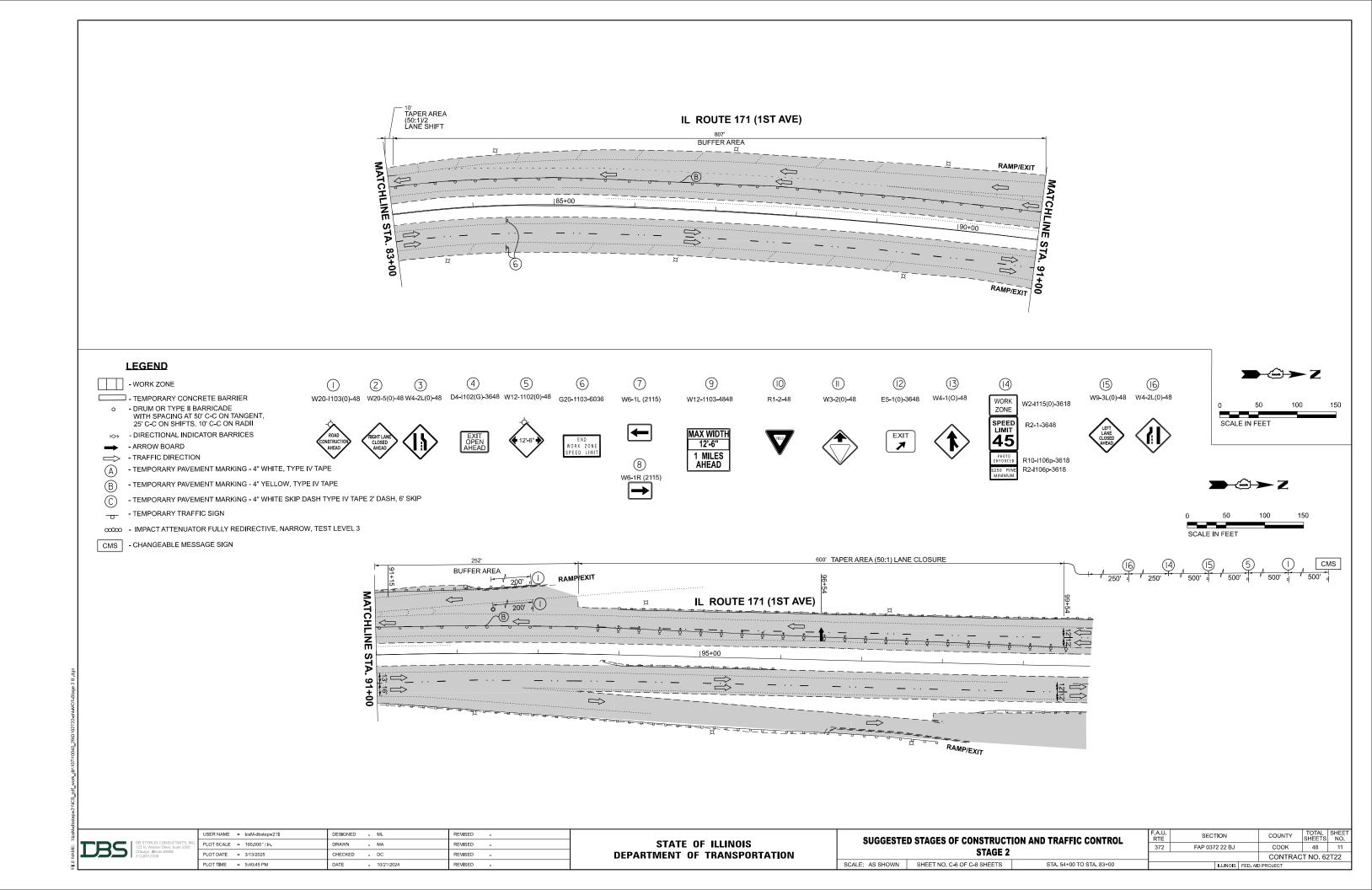
REVISED

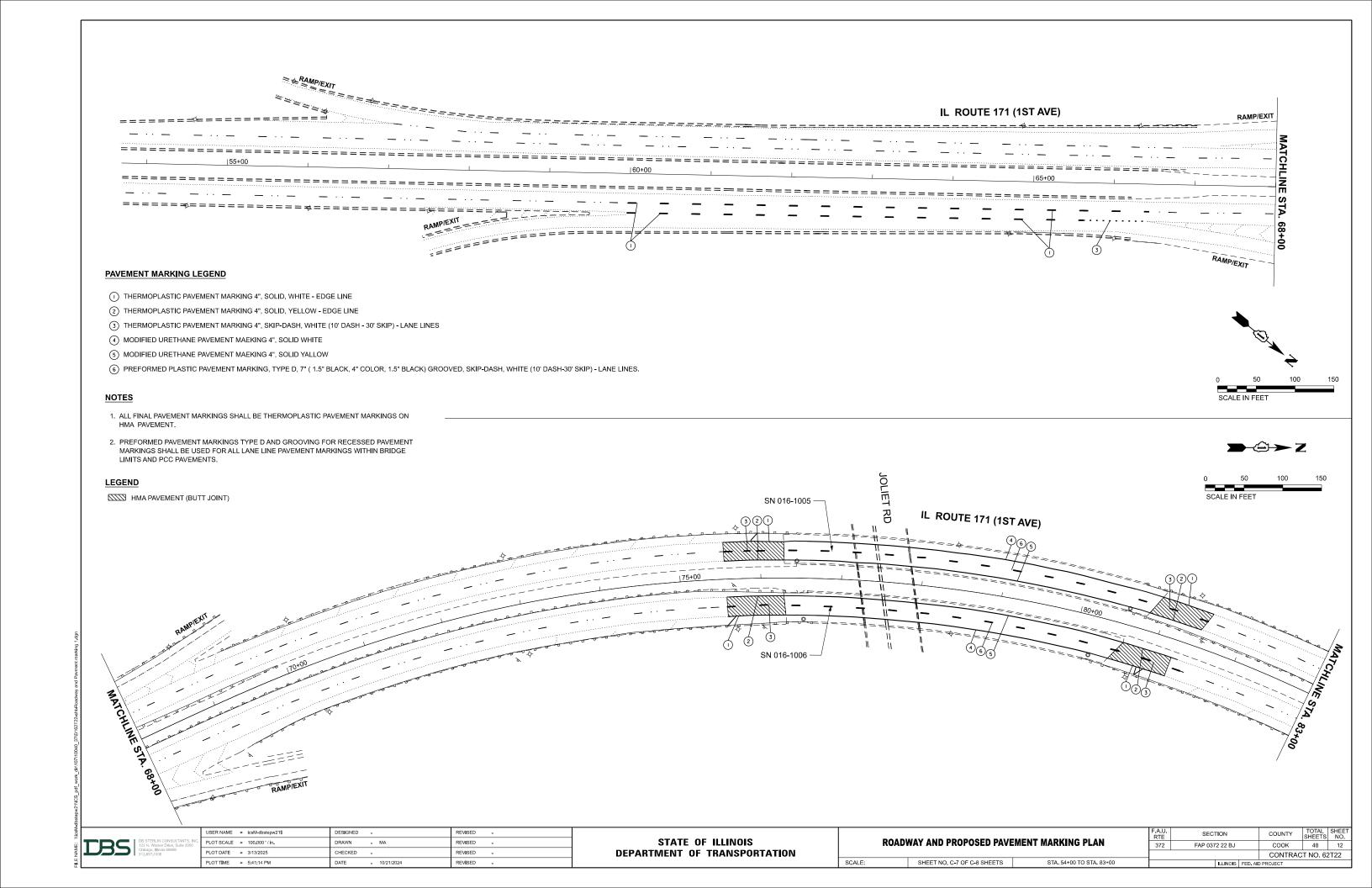
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

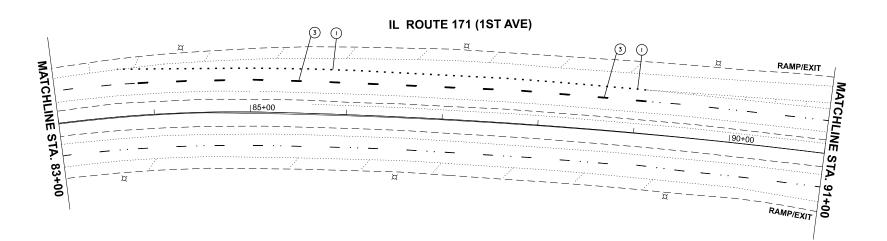
SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL STAGE 1 SCALE: AS SHOWN SHEET NO. C-4 OF C-8 SHEETS STA. 54+00 TO STA. 83+00

COUNTY TOTAL SHEETS NO.
COOK 48 9 FAP 0372 22 BJ CONTRACT NO. 62T22









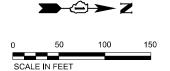
PAVEMENT MARKING LEGEND

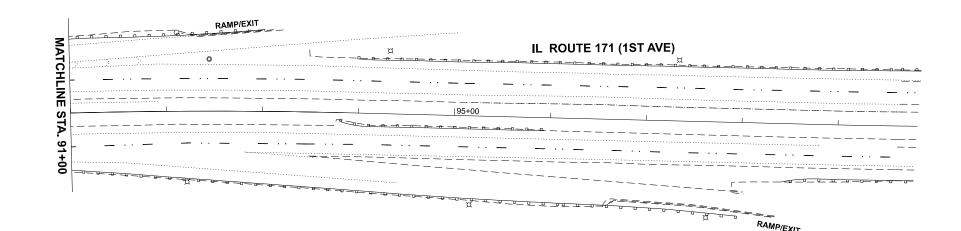
- $\hfill \bigcirc$ THERMOPLASTIC PAVEMENT MARKING 4", SOLID, WHITE EDGE LINE
- 2) THERMOPLASTIC PAVEMENT MARKING 4", SOLID, YELLOW EDGE LINE
- (3) THERMOPLASTIC PAVEMENT MARKING 4", SKIP-DASH, WHITE (10' DASH 30' SKIP) LANE LINES
- 4 MODIFIED URETHANE PAVEMENT MAEKING 4", SOLID WHITE
- 5 MODIFIED URETHANE PAVEMENT MAEKING 4", SOLID YALLOW
- (6) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D, 7" (1.5" BLACK, 4" COLOR, 1.5" BLACK) GROOVED, SKIP-DASH, WHITE (10' DASH-30' SKIP) LANE LINES.

50 100 150

<u>NOTES</u>

- 1. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS ON HMA PAVEMENT.
- 2. PREFORMED PAVEMENT MARKINGS TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS AND PCC PAVEMENTS.





	US
DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000	PL
Chicago, Illinois 60606 312.857.1006	PLO
	PLO

	USER NAME	=	icsM-dbstepw21\$	DESIGNED	-		REVISED	-
VC,	PLOT SCALE	=	100,000 ' / in.	DRAWN	-	MA	REVISED	-
ſ	PLOT DATE	=	3/13/2025	CHECKED	-		REVISED	-
	PLOT TIME	=	5:40:16 PM	DATE	-	10/21/2024	REVISED	-
_								

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DO 4 D	F.A.U. RTE	SEC	TION		
ROADV	NAY AND PROPOSED PAVE	372	FAP 037	'2 22 E	
			4		
	SHEET NO. C-8 OF C-8 SHEETS	STA. 54+00 TO STA. 83+00			ILLIN

RTE				соок	SHEETS	NO.
372	FAP 037	FAP 0372 22 BJ			48	13
				CONTRAC	T NO. 62	2T22
ILLINOIS FED. AI				PROJECT		

pw21\iCS_pdf_work_dir\107\10040_38\D162T22-sht-Roadway and Pavment marki

Existing Structure: S.N. 016-1005 Built in 1964 and repaired in 1994 is a 2 lane, 6 span Steel Beams bridge with an out to out of 39'-2" end length of 405'-2¹⁵/₁₆" Bk. to Bk. of abutments.

Existing Structure: S.N. 016-1006 Built in 1964 and repaired in 1994 is a 2 lane, 6 span Steel Beams bridge with an out to out of 39'-2" end length of 343'-1¹/₄" Bk. to Bk. of abutments.

Traffic to be maintained utilizing statge construction.

No salvage.

© Brg. s. Abut.
Sta. 76+56.26

Span No. 2

Span No. 1

Span No. 7

S. Approach

USER NAME = icsM-dbstepw21\$

OT DATE = 3/13/202

PLOT TIME = 6:17:09 PM

PLOT SCALE =

& Brg. s. Abut.

Sta. 76+65.88

S. Approach

C Pier 2

Span No. 8

€ Pier 6

DESIGNED - DJB

- DJB

- BJN

- 10/21/2024

DRAWN

DATE

HECKED

Sta. 77+20.78

C Joliet Rd.

REVISED

REVISED

REVISED

REVISED

Sta. 77+89.01

Span No. 3

C Pier 7

Sta. 78+05.03

BRAD NOACK SET OF ILL HEAD

11/2026

114.43,30

© Pier 4

- Ç BNSF R.R.

Span No. 12

Span No. 5

120°53'05"

© Pier 10

Sta. 79+60.38

/Span No. 11

Sta. 79+34.75

118°43'41"

118°41'51"

€ Brg. N. Abut.

Sta. 80+13.71

€ Pier 3

Sta. 78+63.00

Span No. 10

© Pier 8

PLAN

Sta. 78+63.00

€ Pier 9

Sta. 79+02.72

Span No. 4



C Pier 5

117°18'53"

N. Approach

Span No. 6

Sta. 79+99.49

DESIGN SPECIFICATIONS

(PROPOSED CONSTRUCTION)
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HS20-44

(1994 CONSTRUCTION) No allowance for future wearing surface.

SEISMIC DATA

S.P.C. = A "A" = 0.04Site Coefficient = 1.0

EXISTING DESIGN STRESSES

Existing Structures

fc = 1,400 psi fy = 20,000 psi (Reinforcement) fy = 36,000 psi (Beams)Soil Pressure All. = 5200 #/Sq. Ft.

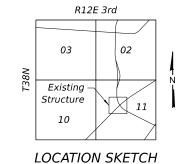
1994 CONSTRUCTION

fc = 3,500 psi fy = 60,000 psi (Reinforcement)fy = 36,000 psi (New Beams) m270 Gr. 36

PROPOSED DESIGN STRESSES

FIELD UNITS:

f'c = 4,000 psi (Superstructure) f y = 60,000 psi (Reinforcement)



SCOPE OF WORK

– 🕻 Brg. N. Abut.

Sta. 80+49.49

Along & SB Bridge

Along & NB Bridge

- N. Approach

Str. 016-1006

Str. 016-1005

- Provide Temporary Protective Shielding over Joliet Road.
- . Scarify bridge deck $\frac{3}{4}$ " and variable depth for approaches.
- 3. Replace expansion joints at all Piers and Abutments.
- 4. Clean bridge scuppers.
- 5. Apply 2³/₄" Bridge Deck Latex Concrete Overlay on bridge
- 5. Apply Diamond Grinding on finished Concrete Overlay.
- Perform Structural Repair of Concrete at abutments and piers.
- . Remove and replace portion of North slope wall.
- Perform Bridge Deck Grooving and apply Protective Coat to the top and inside faces of parapets, sidewalk and Latex Overlay.
- O. Apply Concrete Sealer to new concrete placed at abutments, piers and slope wall.
- 11. Perform beam end steel repairs on Beam F in Span 3.

GENERAL PLAN AND ELEVATION

IL ROUTE 171 OVER JOLIET ROAD AND BNSF R.R. SPUR

FAP 372 - SECTION 0372-22-BJ

COOK COUNTY STATION 77+49.40

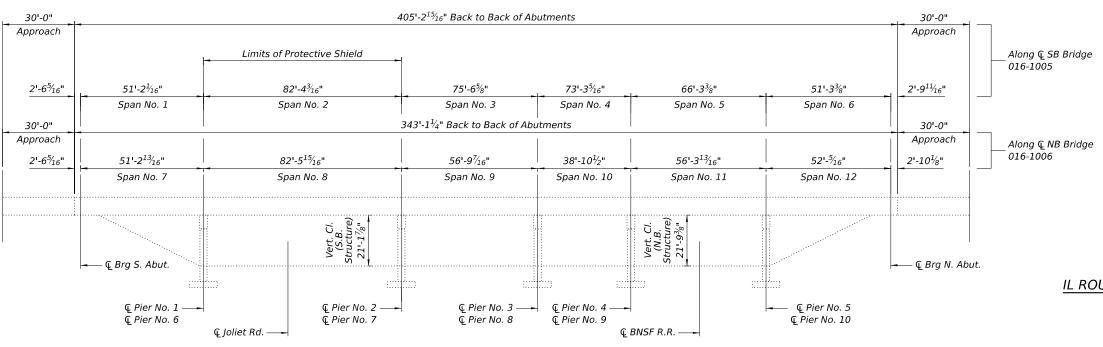
STRUCTURE NO. 016-1005 AND 016-1006

ELEVATION

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURES NO. 016-1005 AND NO. 016-1006

SCALE: NTS SHEET NO. S-1 OF S-27 SHEETS



GENERAL NOTES

- 1. Reinforcement Bars designated (E) shall be Epoxy Coated.
- 2. Prior the pouring the new Concrete Deck for Expansion Joint Reconstruction and Deck Slab Repairs, all loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Removal shall be accomplished by methods that will not damage the concrete beams and the cost will be included in the pay item covering removal of the existing concrete.
- Plan Dimensions and Details relative to Existing Plans are subject to nominal construction variation. 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 variation 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.
- Existing Reinforcement extending into the Removal area shall be cleaned, straightened, and incorporated into the new Construction. Any existing Reinforcement Bars intended for reuse and damaged during the Concrete Removal Operations shall be repaired or replaced using an approved Bar Splicer or Anchorage System to the satisfaction of the Engineer. Cost included with Concrete Removal.
- 5. Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50 f.

Face of Parapet

Existing Drain

1" min. Thickness around Drain

INDEX OF SHEETS

- General Plan & Elevation
- General Notes, Index of Sheets & Bill of Material
- Stage Construction 1
- Stage Construction 2
- Deck Overlay and Slab Repairs Plan
- Expansion Joint Plans at North Abutments
- Expansion Joint Plans at South Abutments
- Expansion Joint Plans at Piers 1 & 6 Expansion Joint Plans at Piers 2 & 7
- Expansion Joint Plans at Piers 3 & 8 10
- Expansion Joint Plans at Piers 4 & 9 11
- Expansion Joint Plans at Piers 5 & 10
- Expansion Joint Details
- Preformed Joint Strip Seal
- 15 Bar Splicer Details
- Substructure Repair Details 1
- Substructure Repair Details 2 17
- Substructure Repair Details 3 18 Substructure Repair Details 4
- Substructure Repair Details 5
- Slopewall Repair Details
- Steel Beam Repair Details 22
- Existing Bridge Plans (for Reference Only)
- Existing Bridge Plans (for Reference Only) 24
- 25 Existing Bridge Plans (for Reference Only)
- 26 Existing Bridge Plans (for Reference Only)
- 27 Existing Bridge Plans (for Reference Only)

1'-0"

OVERLAY TREATMENT AT DRAINS

1'-0"

SECTION AT DRAINS

TOTAL BILL OF MATERIAL (SN 016-6005)

ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU YD	36.3	0	36.3
SLOPE WALL REMOVAL	SQ YD	0	123	123
PROTECTIVE SHIELD	SQ YD	368	0	368
CONCRETE SUPERSTRUCTURE	CU YD	42.6	0	42.6
PROTECTIVE COAT	SQ YD	1,508	0	1,508
REINFORCEMENT BARS, EPOXY COATED	POUND	5,050	0	5,050
BAR SPLICERS	EACH	92	0	92
SLOPE WALL 4 INCH	SQ YD	0	123	123
PREFORMED JOINT STRIP SEAL	FOOT	274.5	0	274.5
CONCRETE SEALER	SQ FT	0	1,315	1,315
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	915	0	915
STRUCTURAL STEEL REPAIR	POUND	970	0	970
BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	1,373	0	1,373
BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,373	0	1,373
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	0	215	215
STRUCTURAL REPAIR OF CONCRETE (GREATER THAN 5 INCHES)	SQ FT	0	0	0
DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,220	0	1,220
DRAINAGE STRUCTURES TO BE CLEANED	EACH	2	0	2

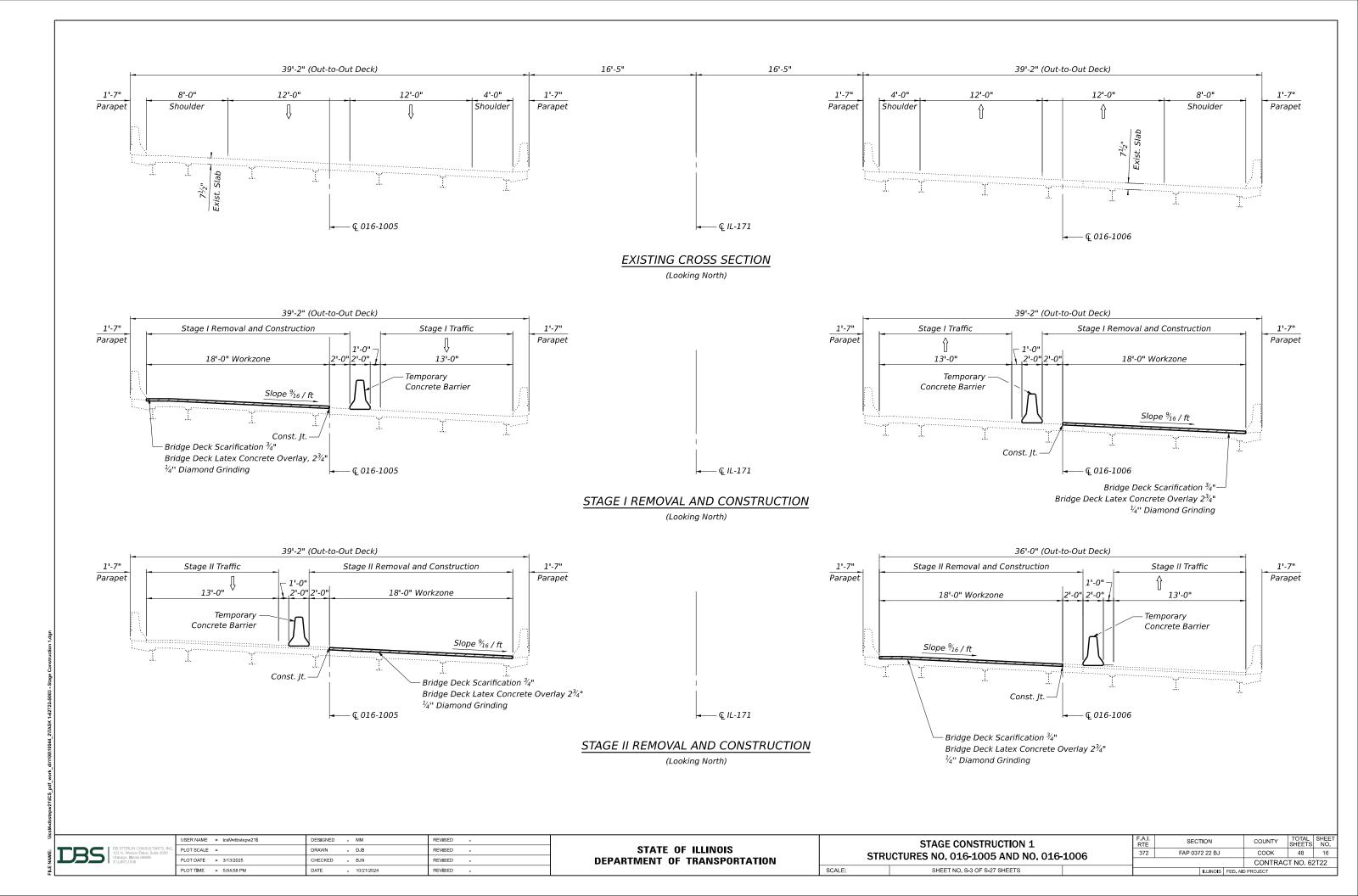
TOTAL BILL OF MATERIAL (SN 016-6006)

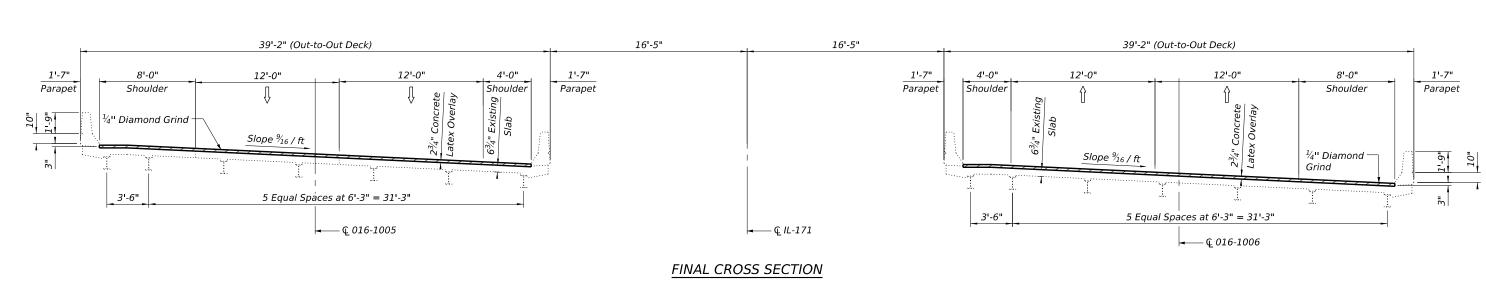
ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU YD	36.3	0	36.3
PROTECTIVE SHIELD	SQ YD	368	0	368
CONCRETE SUPERSTRUCTURE	CU YD	42.6	0	42.6
PROTECTIVE COAT	SQ YD	1,781	0	1,781
REINFORCEMENT BARS, EPOXY COATED	POUND	5,060	0	5,060
BAR SPLICERS	EACH	92	0	92
PREFORMED JOINT STRIP SEAL	FOOT	274.5	0	274.5
CONCRETE SEALER	SQ FT	0	160	160
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,081	0	1,081
BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4 INCHES	SQ YD	1,621	0	1,621
BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,621	0	1,621
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	0	144	144
STRUCTURAL REPAIR OF CONCRETE (GREATER THAN 5 INCHES)	SQ FT	0	16	16
DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,450	0	1,450
DRAINAGE STRUCTURES TO BE CLEANED	EACH	2	0	2

USER NAME = icsM-dbstepw21\$ DESIGNED - MM PLOT SCALE = DRAWN - DJB REVISED LOT DATE = 3/13/202 - BJN REVISED PLOT TIME = 5:55:40 PM - 10/21/2024

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** **GENERAL NOTES, INDEX OF SHEETS & BILL OF MATERIAL** STRUCTURES NO. 016-1005 AND NO. 016-1006 SHEET NO. S-2 OF S-27 SHEETS

SECTION FAP 0372 22 BJ 372 COOK 48 15 CONTRACT NO. 62T22





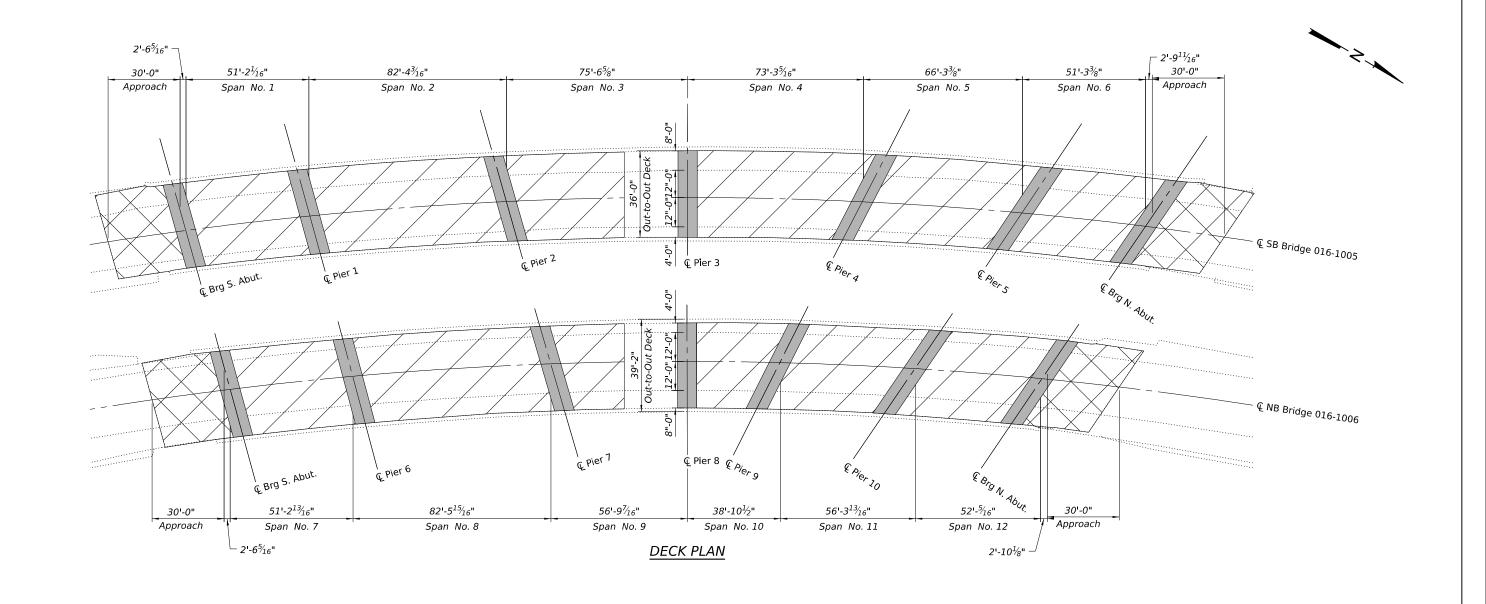
(Looking North)

DESIGNED - MM REVISED -PLOT SCALE = DRAWN - DJB CHECKED - BJN REVISED -PLOT TIME = 5:53:36 PM

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

STAGE CONSTRUCTION 2 STRUCTURES NO. 016-1005 AND NO. 016-1006 SHEET NO. S-4 OF S-27 SHEETS

F.A.I. RTE 372 COUNTY TOTAL SHEET NO.
COOK 48 17 SECTION COUNTY FAP 0372 22 BJ CONTRACT NO. 62T22



LEGEND

///

Scarify $\frac{3}{4}$ "; Bridge Deck Latex Concrete Overlay, $2\frac{3}{4}$ ", Concrete Sealer



Concrete Removal at Deck Joints



Variable Depth HMA Overlay (See Roadway Plans)

NOTES:

1. For Expansion Joint Details, see Sheet S-06 to S-13 of S-27.

BILL OF MATERIAL

Item	Unit	Quantity
Protective Coat	Sq. Yd.	3,289
Bridge Deck Latex Concrete Overlay, 2 ³ / ₄ Inches	Sq. Yd.	2,994
Bridge Deck Scarification ³ / ₄ "	Sq. Yd.	2,994
Diamond Grinding (Bridge Section)	Sq. Yd.	2,670
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,996

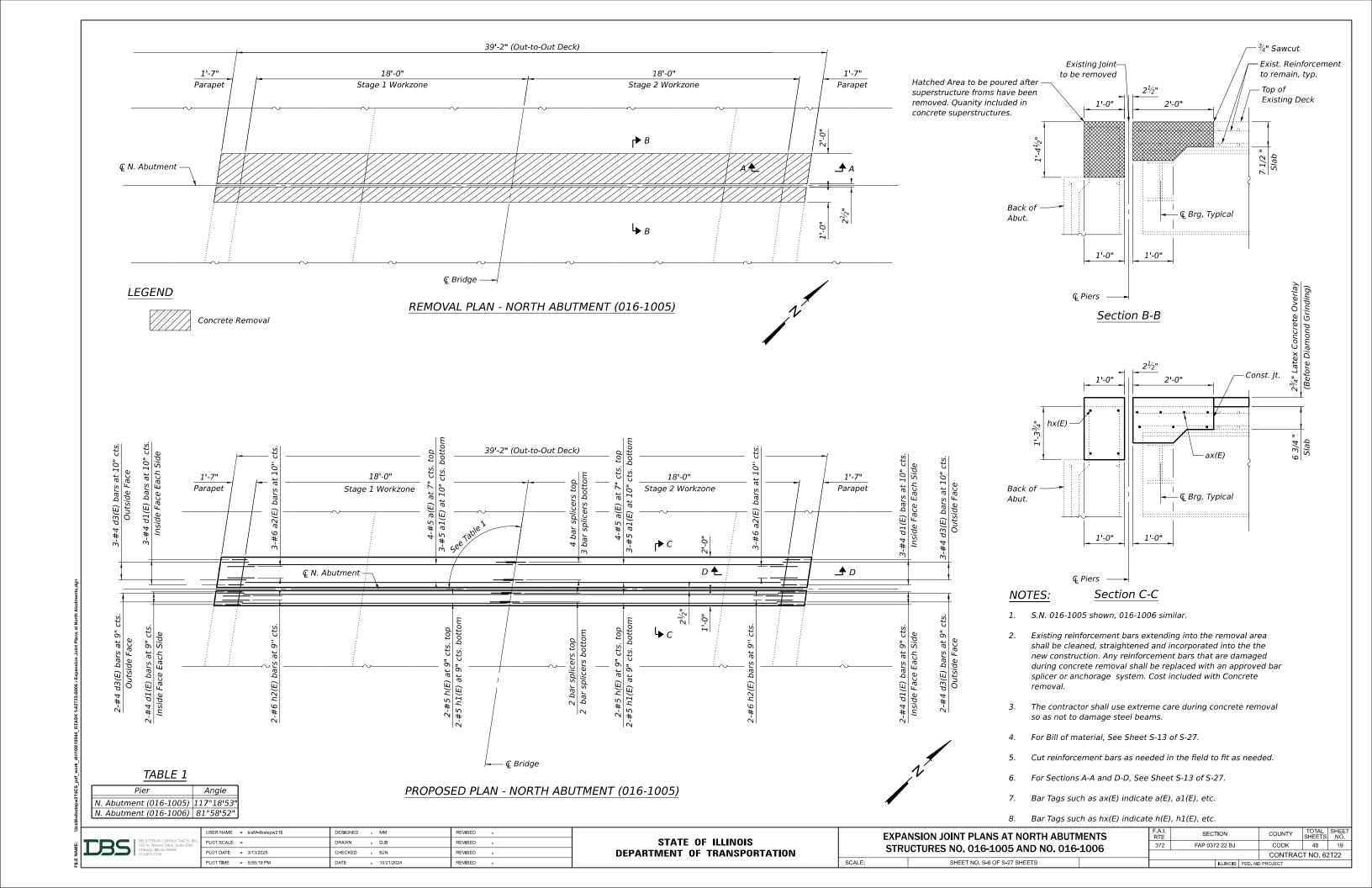
DB STERLIN CONSULTANTS, INC., 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312,857,1006

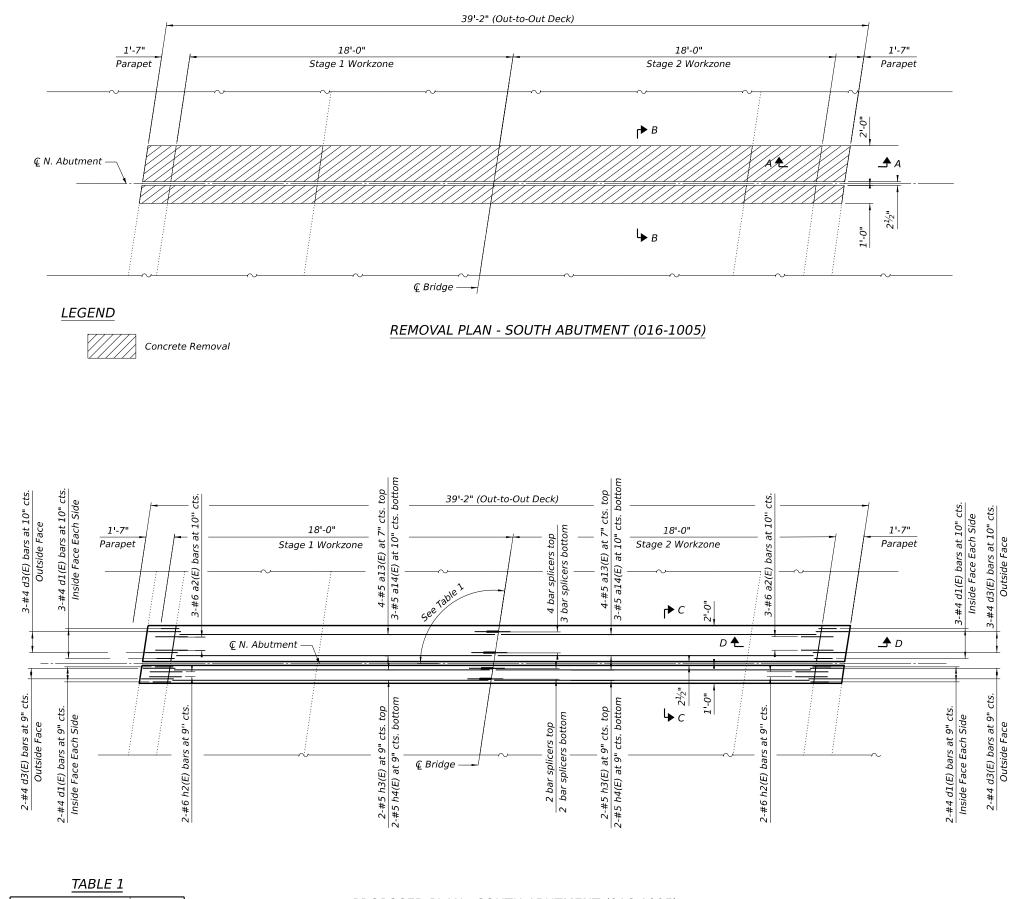
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	PLOT TIME = 5:52:13 PM	DATE - 10/21/2024	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

_	DECK OVERLAY AND SLAB REPAIR PLANS STRUCTURES NO. 016-1005 AND NO. 016-1006				
SCALE: NTS	SHEET NO. S-5 OF S-27 SHEETS				

F.A.I. SECTION		COUNTY	TOTAL SHEETS	SHEE NO.	
372	2 FAP 0372 22 BJ		соок	48	18
			CONTRAC	T NO. 62	2T22
	ILLINOIS	FED. AII	PROJECT		





NOTES:

- 1. S.N. 016-1005 shown, 016-1006 similar.
- Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the 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.
- The contractor shall use extreme care during concrete removal so as not to damage steel beams.
- For Bill of material, See Sheet S-13 of S-27.
- 5. Cut reinforcement bars as needed in the field to fit as needed.
- 6. For Sections A-A and D-D, See Sheet S-13 of S-27.
- 7. For Sections B-B and C-C, See Sheet S-6 of S-27

Pier	Angle
S. Abutment (016-1005)	118°41'51"
S. Abutment (016-1006)	81°47'42"

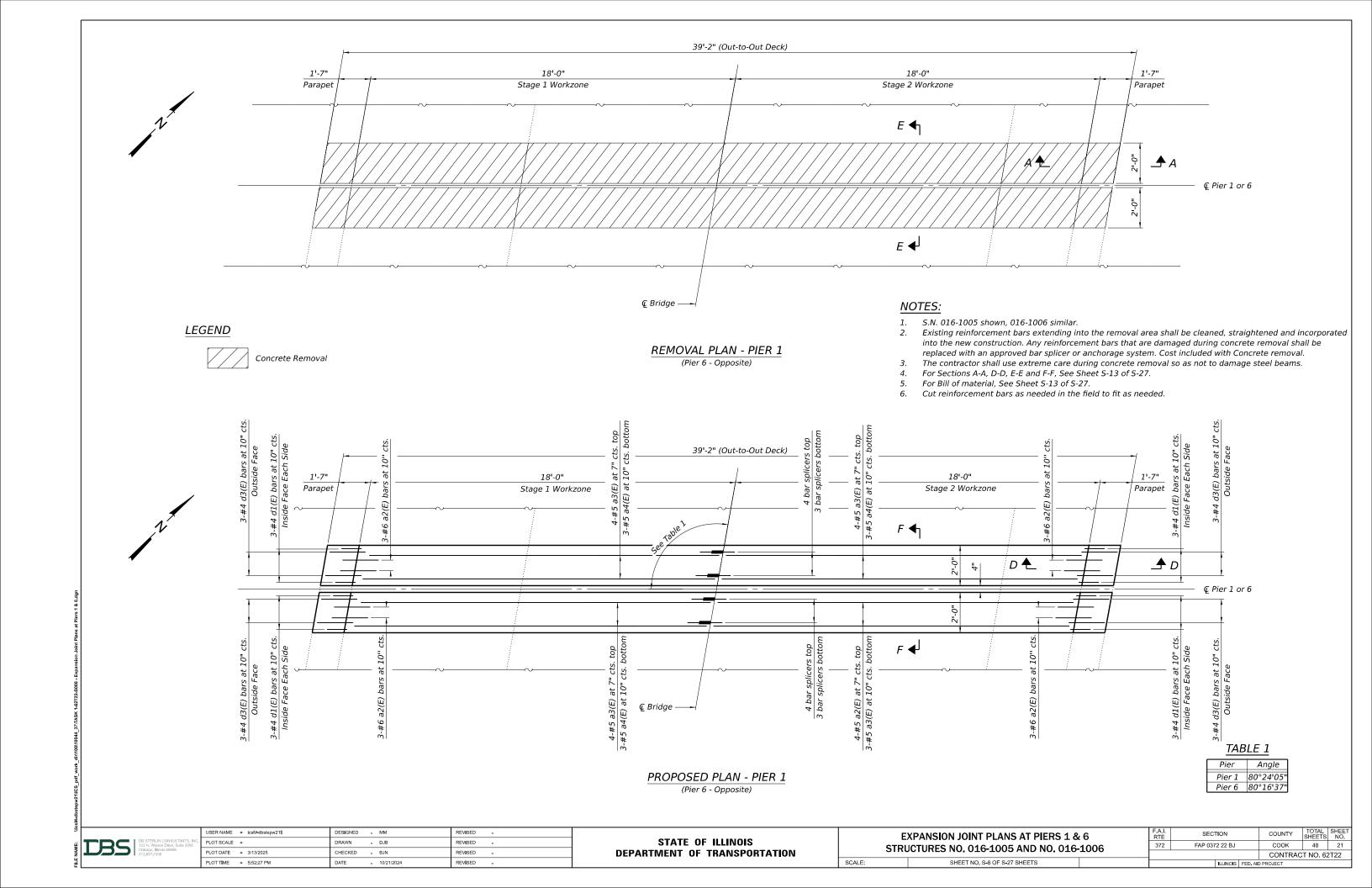
PROPOSED PLAN - SOUTH ABUTMENT (016-1005)

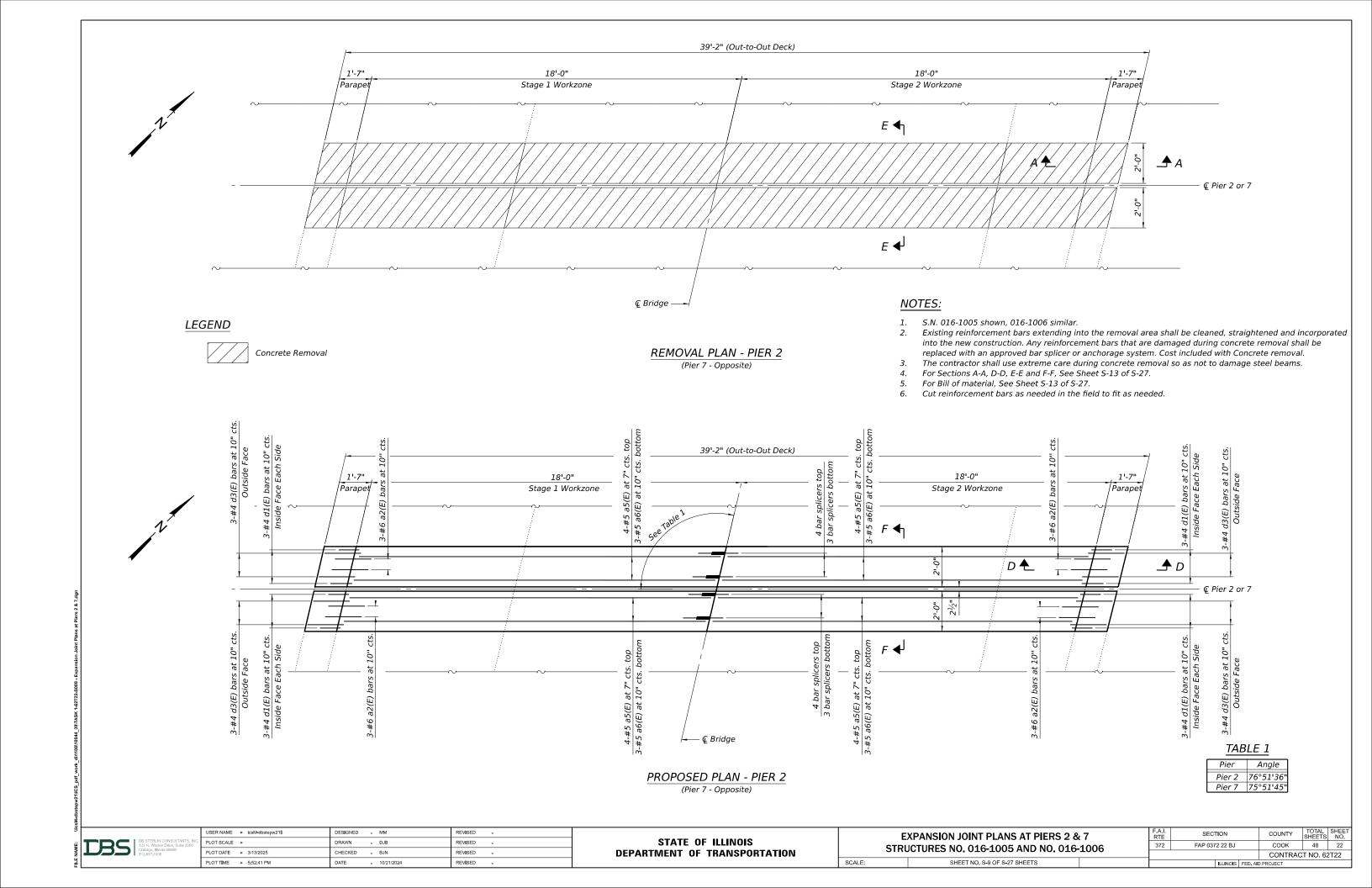
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DB STERLIN CONSULTANTS, INC. 123 N. Wacker Drive, Suite 2000	PLOT SCALE =	DRAWN - AH	REVISED -
Chicago, Illinois 60606 312,857,1006	PLOT DATE = 3/13/2025	CHECKED - BJN	REVISED -
	PLOT TIME = 5:54:31 PM	DATE - 10/21/2024	REVISED -

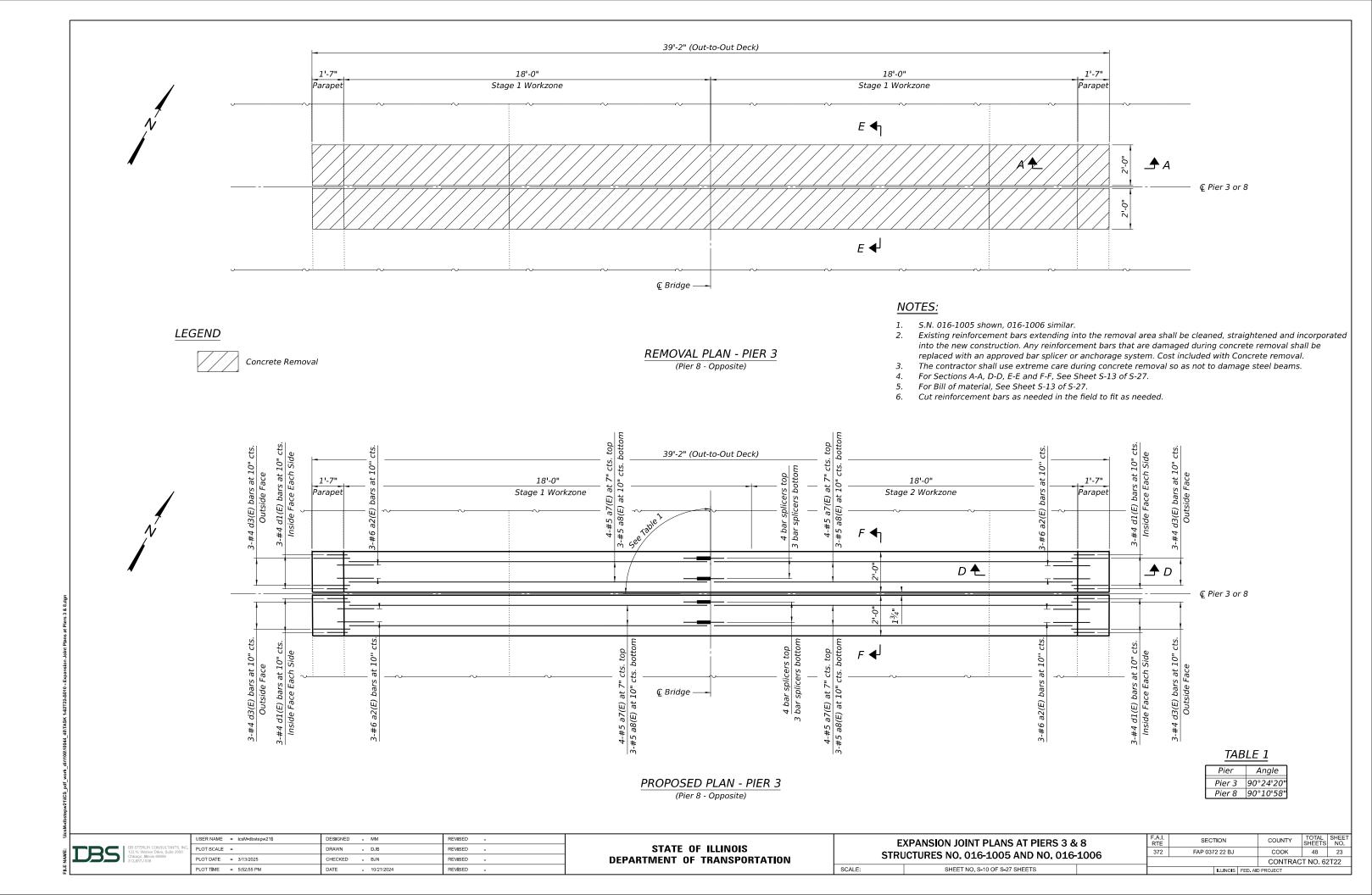
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

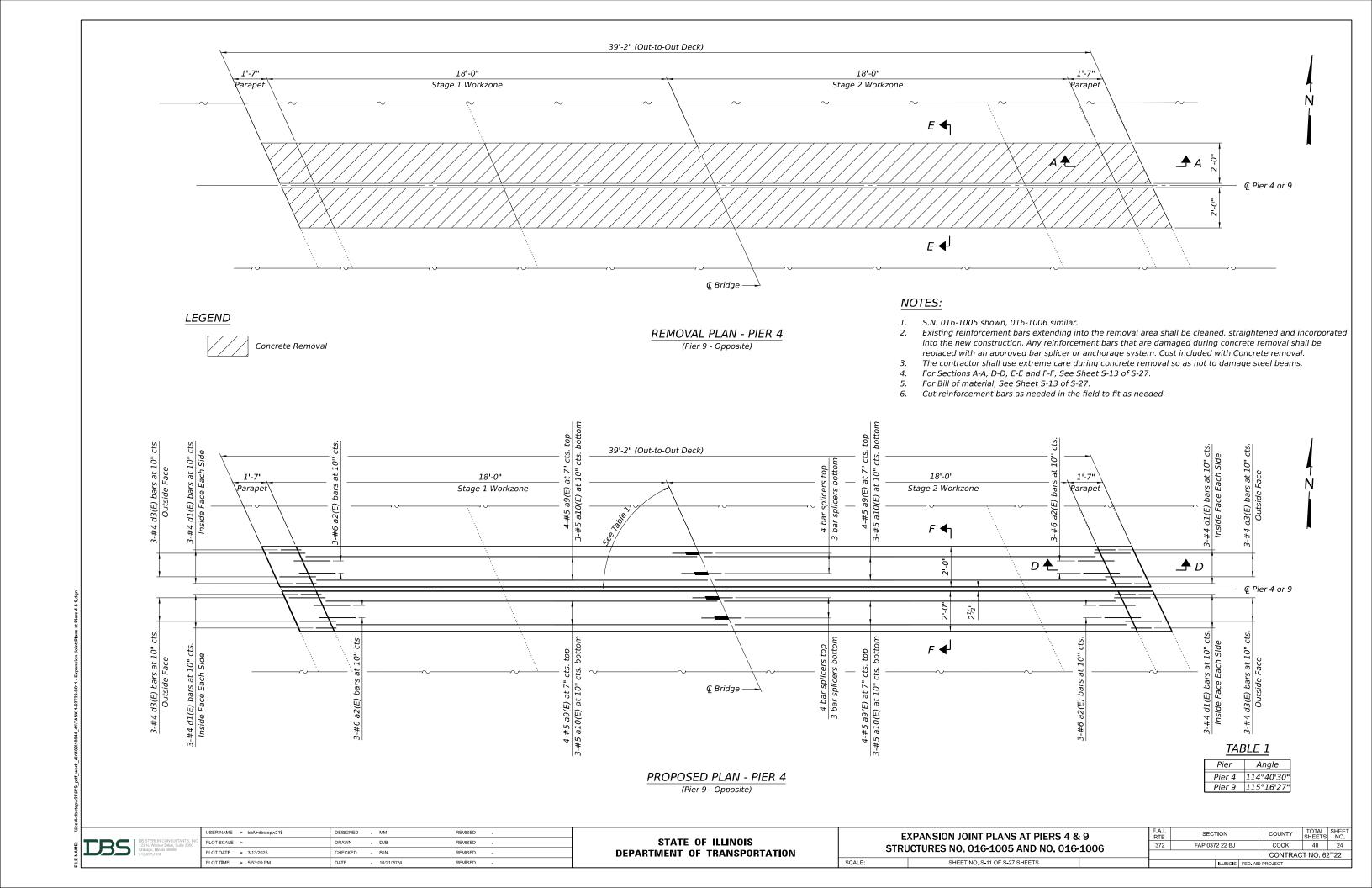
EXPANSION JOINT PLANS AT SOUTH ABUTMENTS
STRUCTURES NO. 016-1005 AND NO. 016-1006

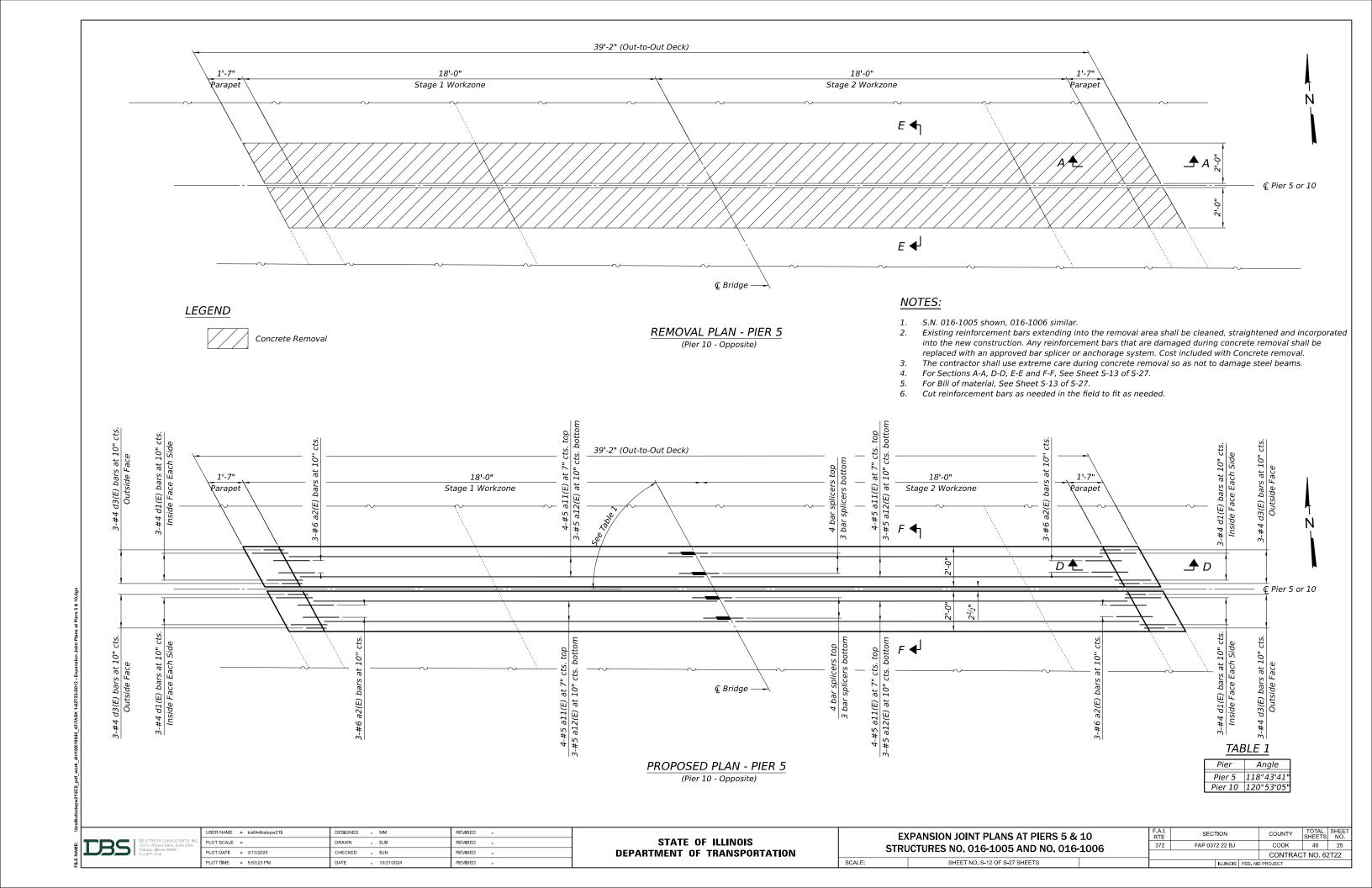
SHEET NO. S-7 OF S-27 SHEETS

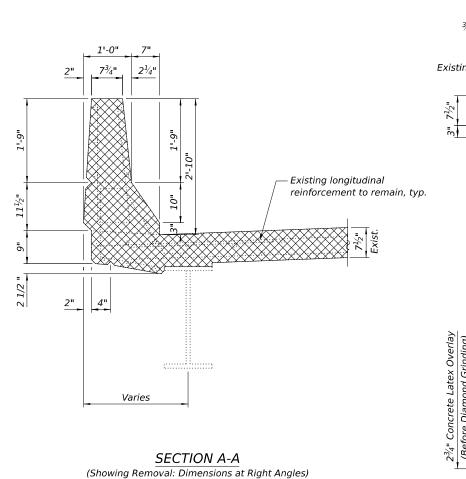


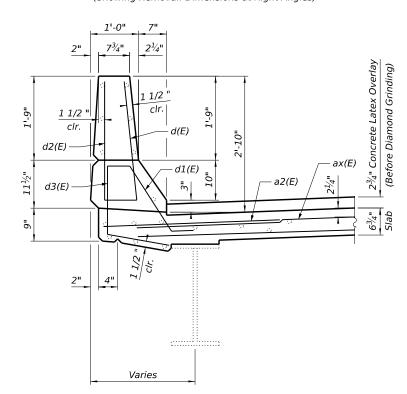




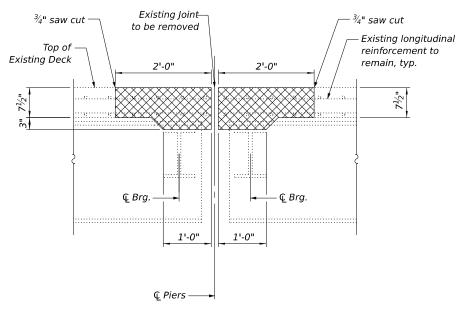




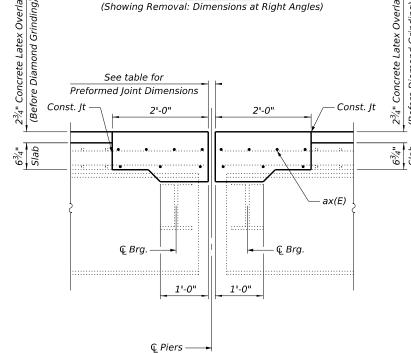




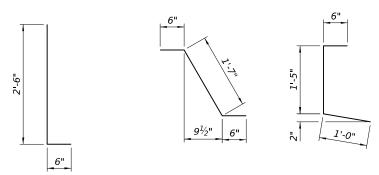
<u>SECTION D-D</u> (Showing Proposed: Dimensions at Right Angles)



SECTION E-E



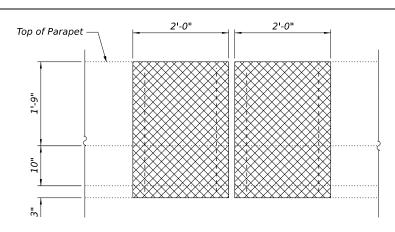
<u>SECTION F-F</u> (Showing Proposed: Dimensions at Right Angles)



BARS d(E) & d2(E)

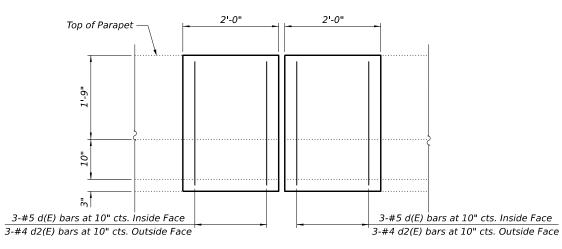
BAR d1(E)

BAR d3(E)



PARTIAL PARAPET ELEVATION

(Showing Removal: Dimensions at Right Angles)



PARTIAL PARAPET ELEVATION

(Showing Proposal: Dimensions at Right Angles)

BILL OF MATERIAL

NOTES

1. Bar tags such as ax(E) indiciate a(E), a1(E), etc.

Bar	No.	Size	Length	Shape		
a(E)	16	#5	21'-1"			
a1(E)	12	#5	21'-1"			
a2(E)	144	#6	4'-0"			
a3(E)	32	#5	18'-10"			
a4(E)	24	#5	18'-10"			
a5(E)	32	#5	18'-11½"			
a6(E)	24	#5	18'-11½"			
a7(E)	32	#5	18'-4"			
a8(E)	24	#5	18'-4"			
a9(E)	32	#5	20'-7"			
a10(E)	24	#5	20'-7"			
a11(E)	32	#5	21'-7"			
a12(E)	24	#5	21'-7"			
a13(E)	16	#5	18'-7''			
a14(E)	12	#5	18'-7''			
h(E)	8	#5	21'-1"			
h1(E)	8	#5	21'-1"			
h2(E)	16	#6	4'-0''			
h3(E)	8	#5	18'-7''			
h4(E)	8	#5	18'-7''			
d(E)	160	#5	3'-0"			
d1(E)	160	#5	2'-7"	~		
d2(E)	160	#4	3'-0"			
d3(E)	160	#4	2'-11"	Г		
Concrete I			Cu. Yd.	72.6		
Concrete:	Superstruc	ture	Cu. Yd.	85.2		
Reinforcei	ment Bars,		Pound	10,110		
Ероху Соа	ated		Found	10,110		

DS STERLIN CONSULTANTS, INC. 123 N, Wacker Drivo, Sulte 2000 Chicago, Illinois 60608 312,857,1006

 USER NAME
 = Ic5M-dibstepw21\$
 DESIGNED
 - MM
 REVISED

 PLOT SCALE
 =
 DRAWN
 - DJB
 REVISED

 PLOT DATE
 = 3/13/2025
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 - BJN
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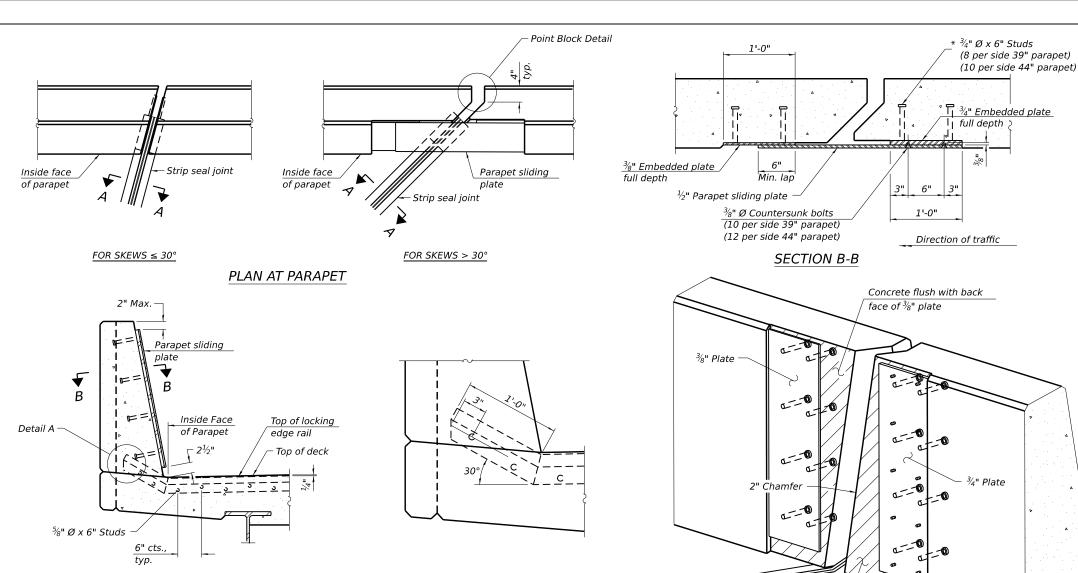
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT DETAILS
STRUCTURES NO. 016-1005 AND NO. 016-1006
SHEET NO. S-13 OF S-27 SHEETS

Pier 9 Pier 10

> F.A.I. RTE
> SECTION
> COUNTY
> TOTAL SHEETS
> SHEET NO.
>
>
> 372
> FAP 0372 22 BJ
> COOK
> 48
> 26
>
>
> CONTRACT NO. 62T22



Notes:

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

The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the $4\frac{1}{2}$ " maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

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

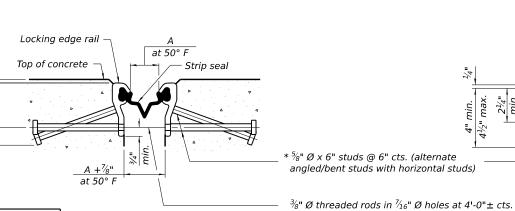
The Maximum space between locking edge rail segments shall be c" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

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

SECTION AT PARAPET

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



SHOWING ROLLED RAIL JOINT

Location	Α
Abutments	13/4"
Piers 1 & 6	23/4"
Piers 2 & 7	13/4"
Piers 3 & 8	1"
Piers 4 & 9	13/4"
Piers 5 & 10	13/4"

DETAIL A

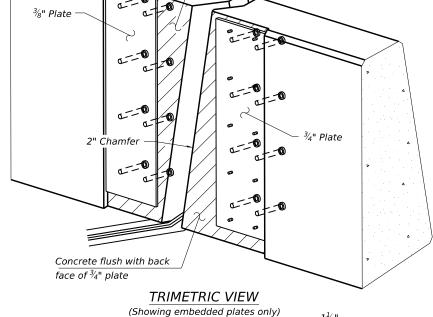
the temperature during the deck pour. Place to

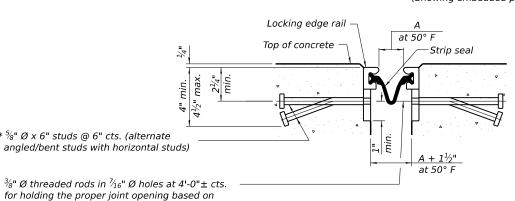
miss studs. All rods shall be burned, or sawed

conforming to Article 1006.32 of the Std. Specs., automatically end welded.

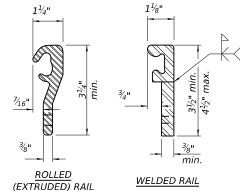
SECTION A-A * Granular or solid flux filled headed studs

off flush with the plates after concrete is set.



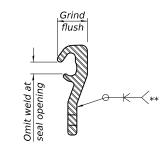


SHOWING WELDED RAIL JOINT



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

ltem	Unit	Total
Preformed Joint Strip Seal	Foot	549.0

EI-SS

5-15-2023

DESIGNED - MM REVISED PLOT SCALE = DRAWN - DJB REVISED OT DATE = 3/13/202 HECKED - BJN REVISED PLOT TIME = 5:56:03 PM DATE - 10/21/2024 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

PREFORMED JOINT STRIP SEAL STRUCTURES NO. 016-1005 AND NO. 016-1006 SHEET NO. S-14 OF S-27 SHEETS

SECTION COUNTY FAP 0372 22 BJ 372 COOK 48 27 CONTRACT NO. 62T22

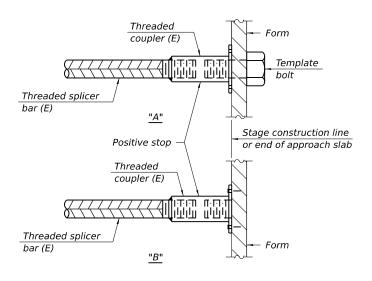
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

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

Location	Bar	No. assemblies	Minimum
Location	size	required	lap length
SN 016-1005	#5	92	3'-0"
SN 016-1006	#5	92	3'-0"

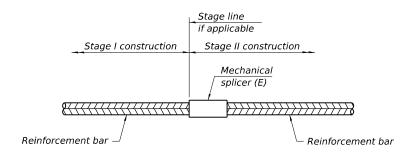


INSTALLATION AND SETTING METHODS

"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

5-15-2023

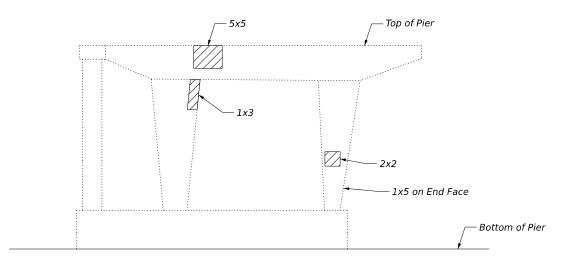
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

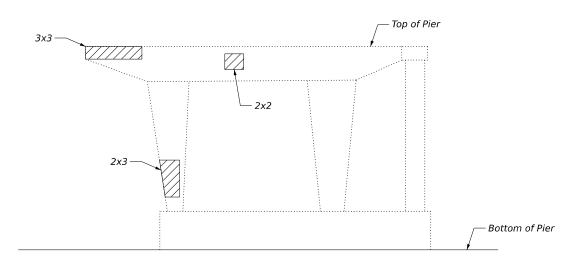
BAR SPLICING DETAILS STRUCTURES NO. 016-1005 AND NO. 016-1006 SHEET NO. S-15 OF S-27 SHEETS

SCALE:

SECTION COUNTY 372 FAP 0372 22 BJ соок 48 28 CONTRACT NO. 62T22



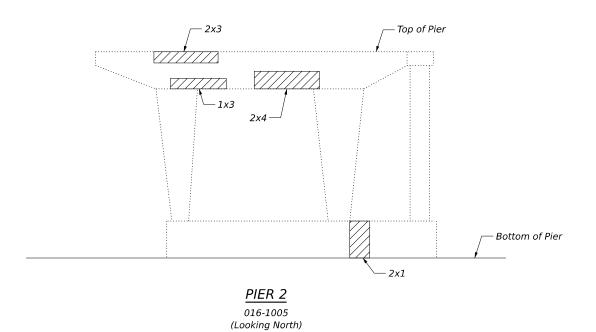




PIER 1 016-1005 (Looking South)

NOTES

- 1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
- Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.



LEGEND

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

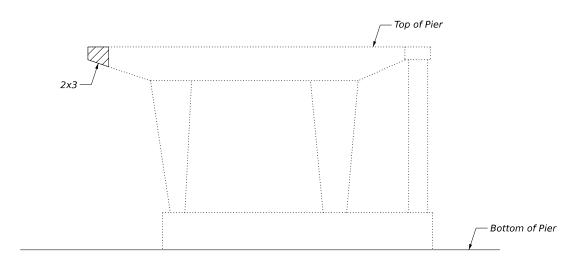
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUBSTRUCTURE REPAIR DETAILS 1 372 STRUCTURES NO. 016-1005 AND NO. 016-1006 SHEET NO. S-16 OF S-27 SHEETS

COUNTY TOTAL SHEET NO.
COOK 48 29 SECTION COUNTY FAP 0372 22 BJ CONTRACT NO. 62T22

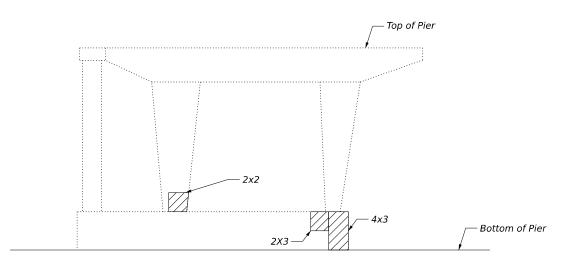
PIER 3
016-1005
(Looking North)



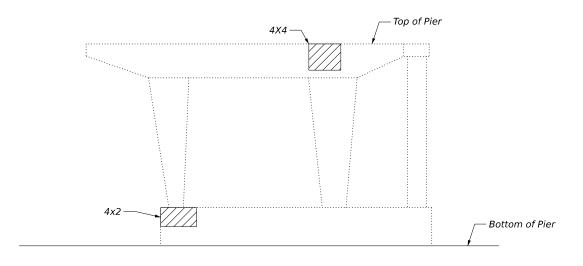
PIER 3 016-1005 (Looking South)

NOTES

- Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
- Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.



PIER 4 016-1005 (Looking North)



PIER 4 016-1005 (Looking South)

LEGEND

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

DBS TERLIN CONSULTANTS, INC, 123 N, Wacker Drive, Suline 2000 Chicago, Illinois 60008 312,857,1006

 USER NAME
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 PLOT SCALE
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

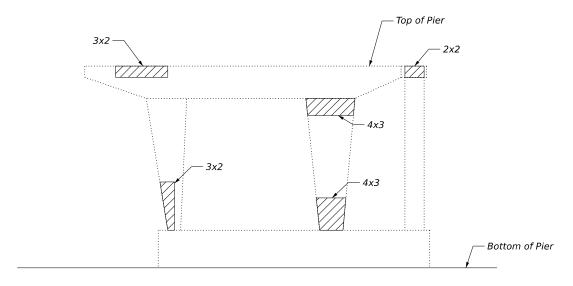
SUBSTRUCTURE REPAIR DETAILS 2 STRUCTURES NO. 016-1005 AND NO. 016-1006

SHEET NO. S-17 OF S-27 SHEETS

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

 372
 FAP 0372 22 BJ
 COOK
 48
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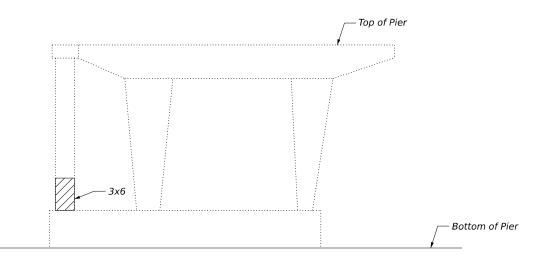
 CONTRACT NO. 62T22



PIER 5 016-1005 (Looking South)

NOTES

- 1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
- Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.



PIER 6 016-1006 (Looking South)

<u>LEGEND</u>

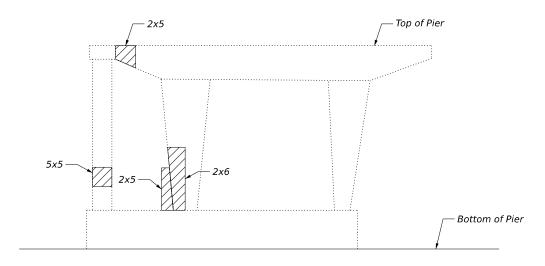
Structural Repair of Concrete (Depth Equal to less than 5 Inches)

REVISED -PLOT SCALE = DRAWN - DJB CHECKED - BJN REVISED PLOT TIME = 5:56:44 PM

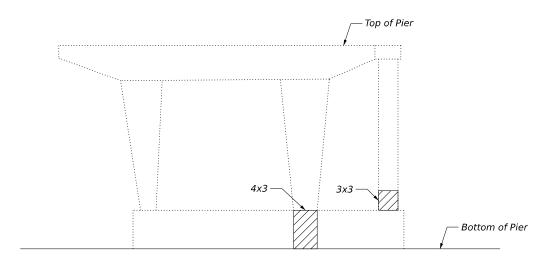
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUBSTRUCTURE REPAIR DETAILS 3 STRUCTURES NO. 016-1005 AND NO. 016-1006 SHEET NO. S-18 OF S-27 SHEETS

F.A.I. RTE 372 COUNTY TOTAL SHEET NO.
COOK 48 31 SECTION COUNTY FAP 0372 22 BJ CONTRACT NO. 62T22



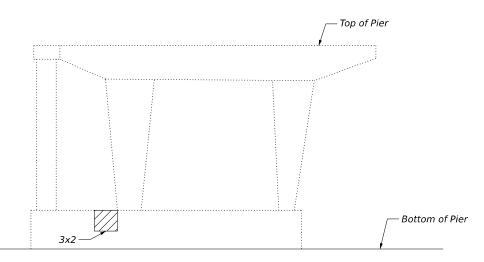




PIER 7 016-1006 (Looking North)

NOTES

- 1. Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
- Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.



PIER 9 016-1006 (Looking South)

LEGEND

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

DESIGNED - MM REVISED -REVISED -PLOT SCALE = DRAWN - DJB CHECKED - BJN REVISED -PLOT TIME = 5:53:49 PM

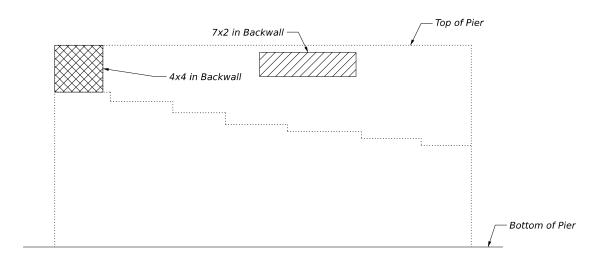
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUBSTRUCTURE REPAIR DETAILS 4 STRUCTURES NO. 016-1005 AND NO. 016-1006

SHEET NO. S-19 OF S-27 SHEETS

COUNTY TOTAL SHEET NO.
COOK 48 32 SECTION COUNTY 372 FAP 0372 22 BJ CONTRACT NO. 62T22

<u>PIER 10</u> 016-1006 (Looking North)



SOUTH ABUTMENT

016-1006 (Looking South)

NOTES

- Pier and abutment repair areas are estimated based on inspection information received. Actual repair areas and locations shall be determined by the Engineer. The Contractor shall be paid for the actual amount of repairs made and at the bid price for the respective pay item.
- Existing reinforcement bars that are cut or damaged during repair shall be replaced in kind and lapped with existing rebar. No welding of rebar shall be allowed.

BILL OF MATERIAL

Item	Length	Shape
Structural Repair of Concrete ≤ 5"	Sq. Ft.	359
Structural Repair of Concrete > 5"	Sq. Ft.	16
Concrete Sealer	Sq. Ft.	375

<u>LEGEND</u>

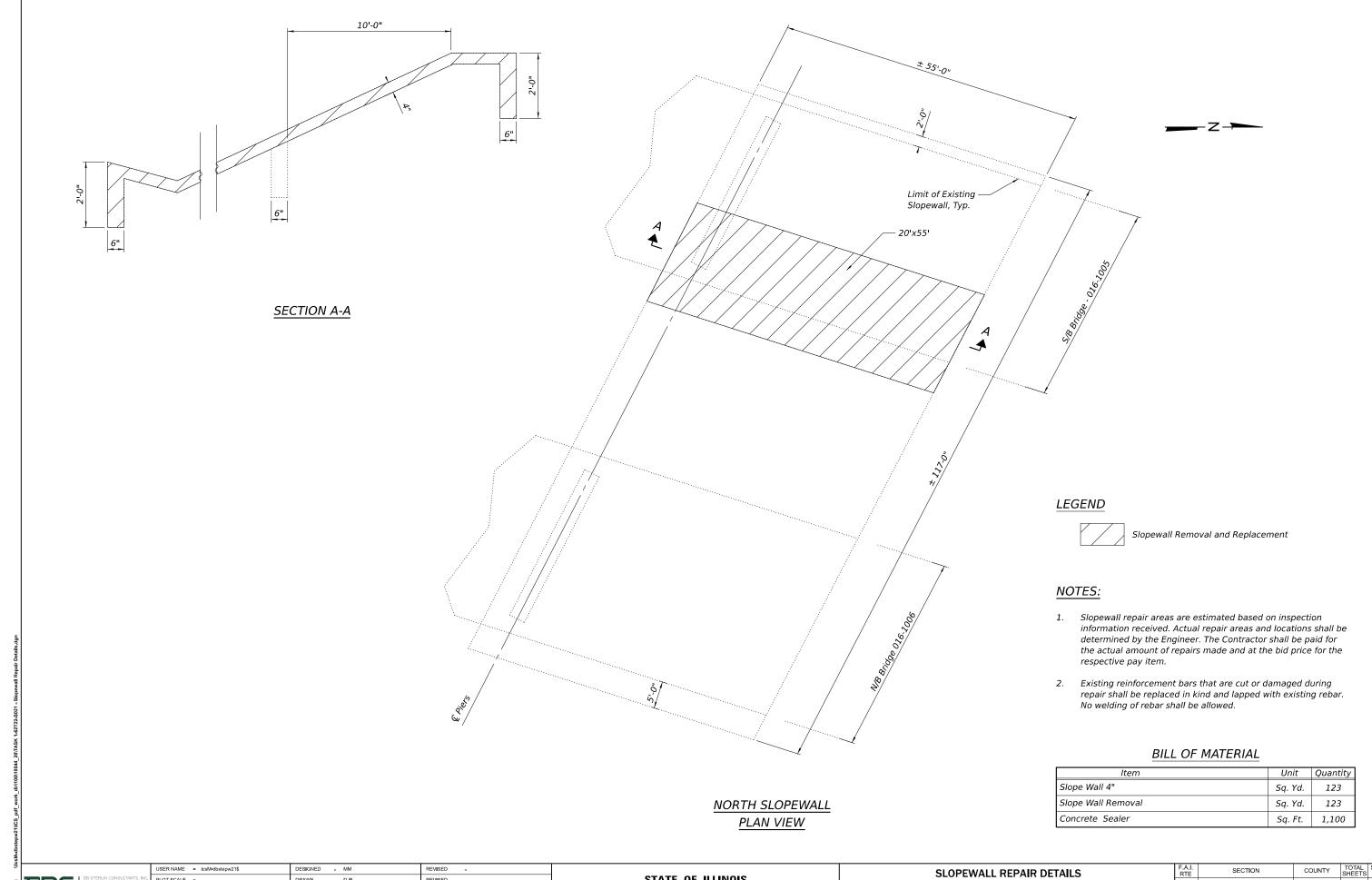
Structural Repair of Concrete (Depth Equal to less than 5 Inches)

Structural Repair of Concrete (Greater than 5 Inches)

DBS STERLIN CONSULTANTS, INC, 123 N. Wacker Drive, Suite 2000 Chicago, Illinois 60006 312,857,1006

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIR DETAILS 5
STRUCTURES NO. 016-1005 AND NO. 016-1006
SHEET NO. S-20 OF S-27 SHEETS



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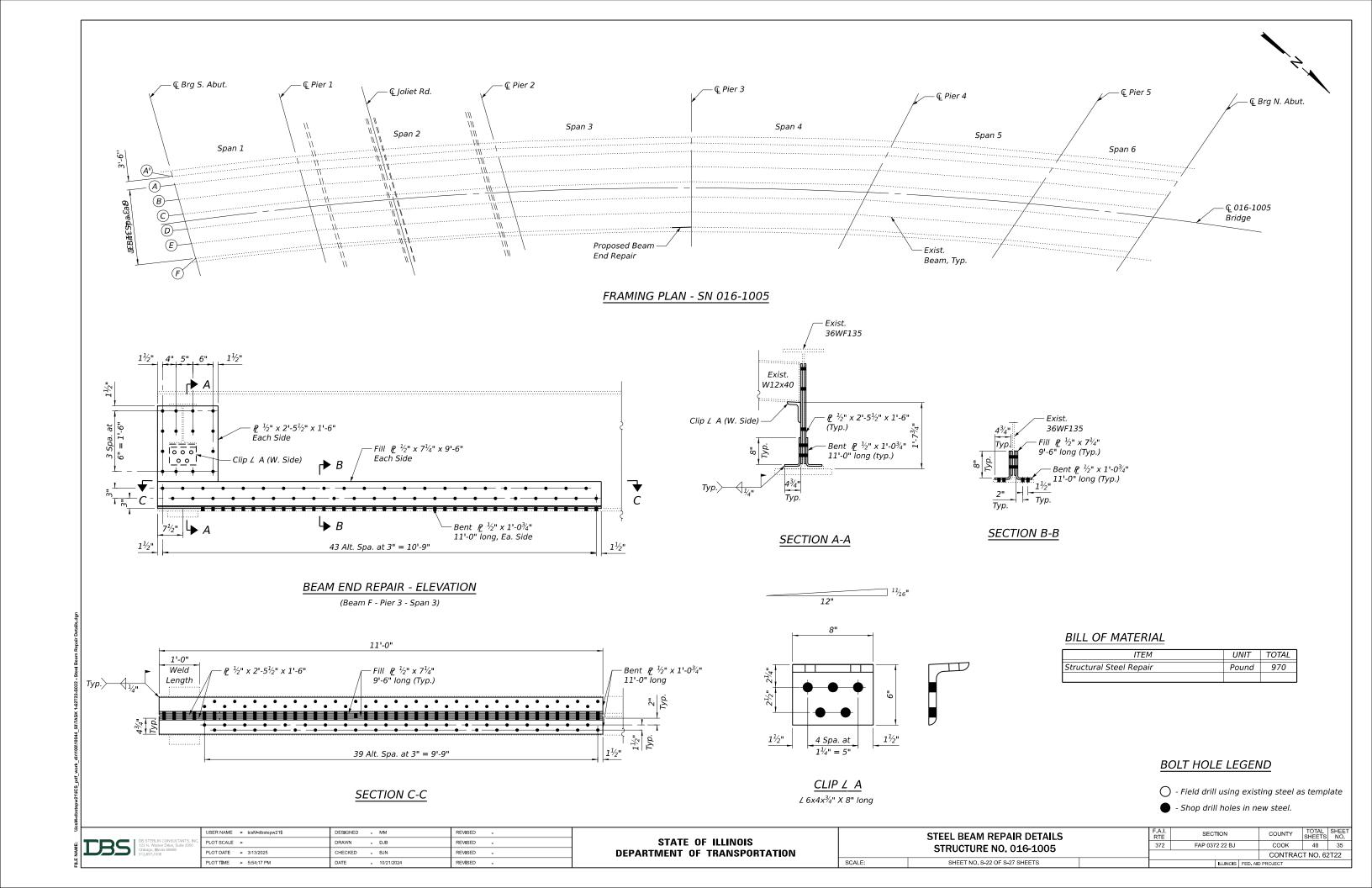
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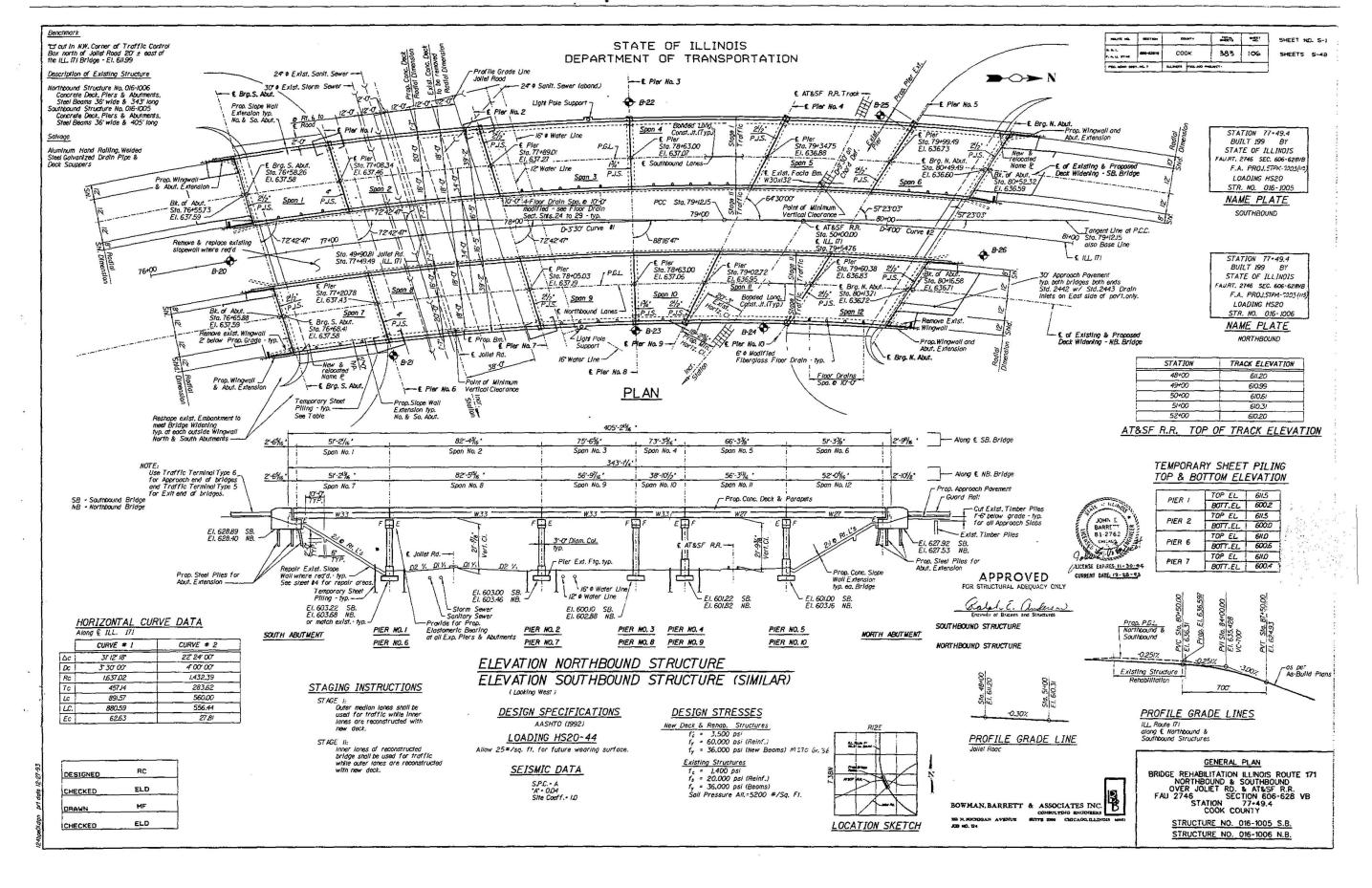
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 - BJN
 REVISED

 PLOT TIME
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 DATE
 - 10/21/2024
 REVISED

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SLOPEWALL REPAIR DETAILS
STRUCTURES NO. 016-1005 AND NO. 016-1006
SHEET NO. S-21 OF S-27 SHEETS





DB STERLIN CONSULTANTS, IN 123 N, Wacker Drive, Suite 2000 Chicago, Illinois 60606 312,857,1006

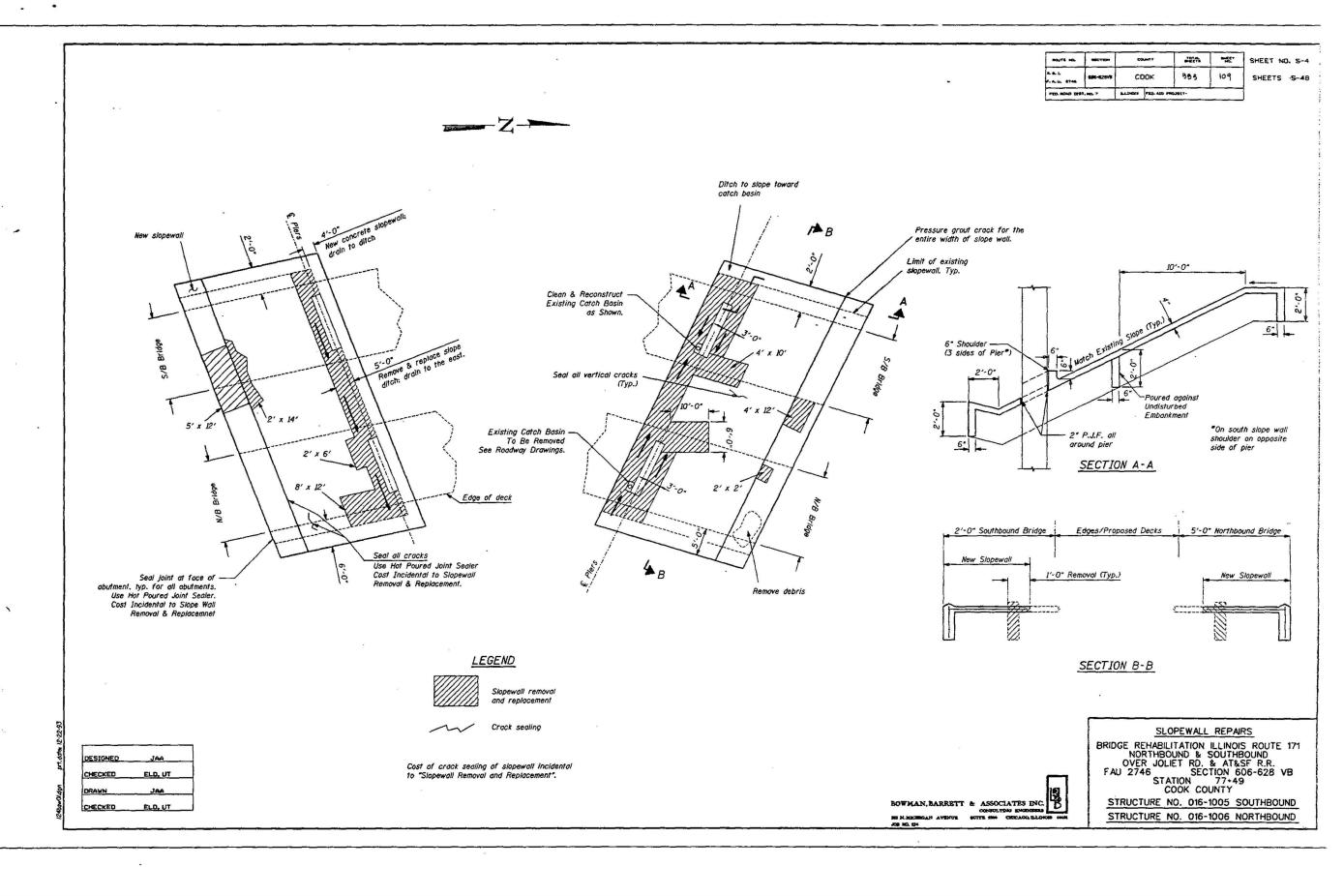
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 1				
STRUCTURES NO. 016-1005 AND NO. 016-1006				
	SHEET NO. S-23 OF S-27 SHEETS			

SCALE:

F.A.I. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.			
372	FAP 0372 22 BJ	соок	48	36			
		CONTRAC	T NO. 62	2T22			
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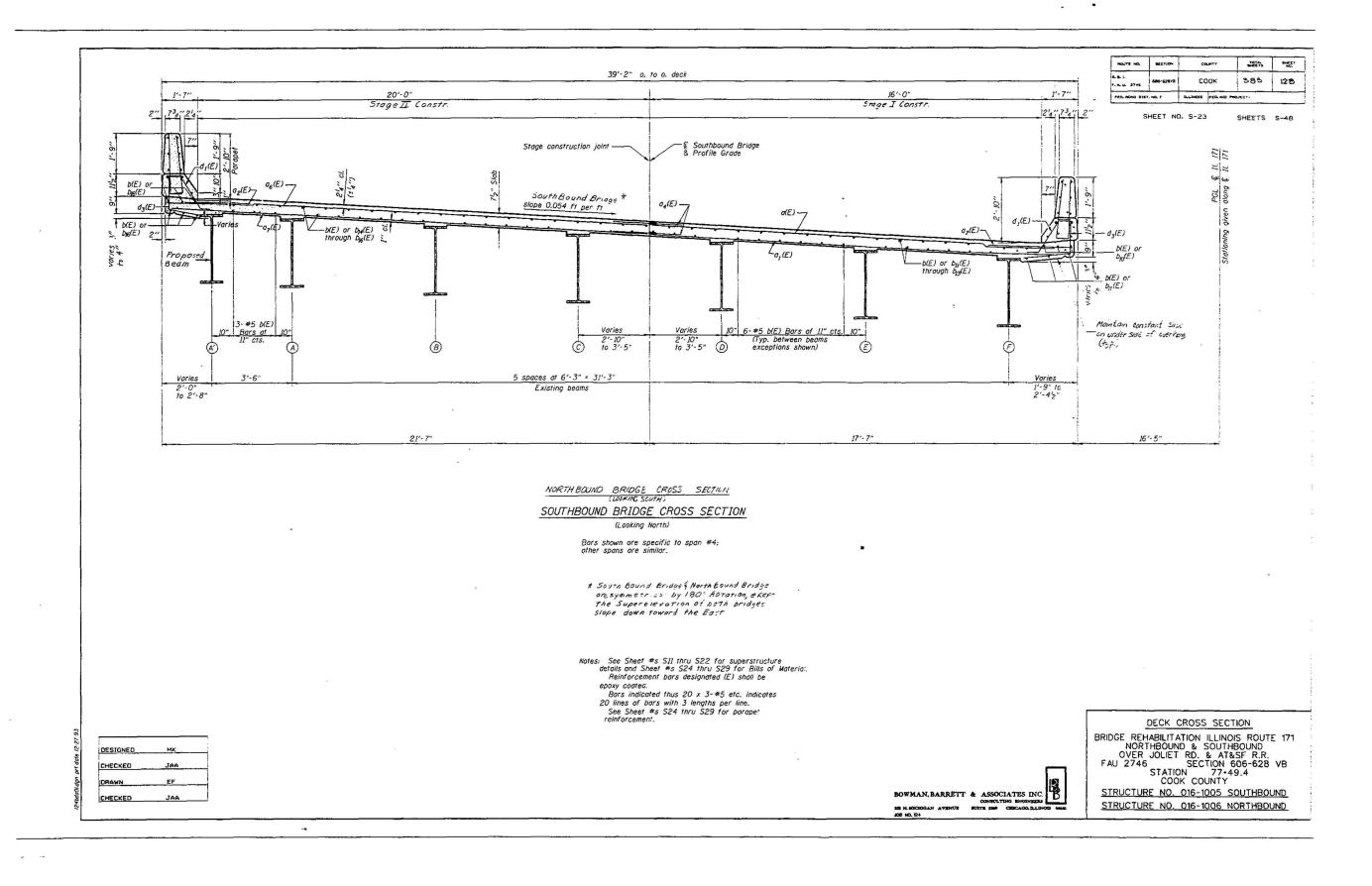


DB STERLIN CONSULTA 123 N, Wacker Drive, Sui Chleago, Illinois 60606 312,887,1006 STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLANS 2

STRUCTURES NO. 016-1005 AND NO. 016-1006

SHEET NO. 5-24 OF 5-27 SHEETS



DB STERLIN CONSULTANTS, IN 122 N. Wacker Drive, Suite 2000 Chicago, Illinois 60606 312,857,1006

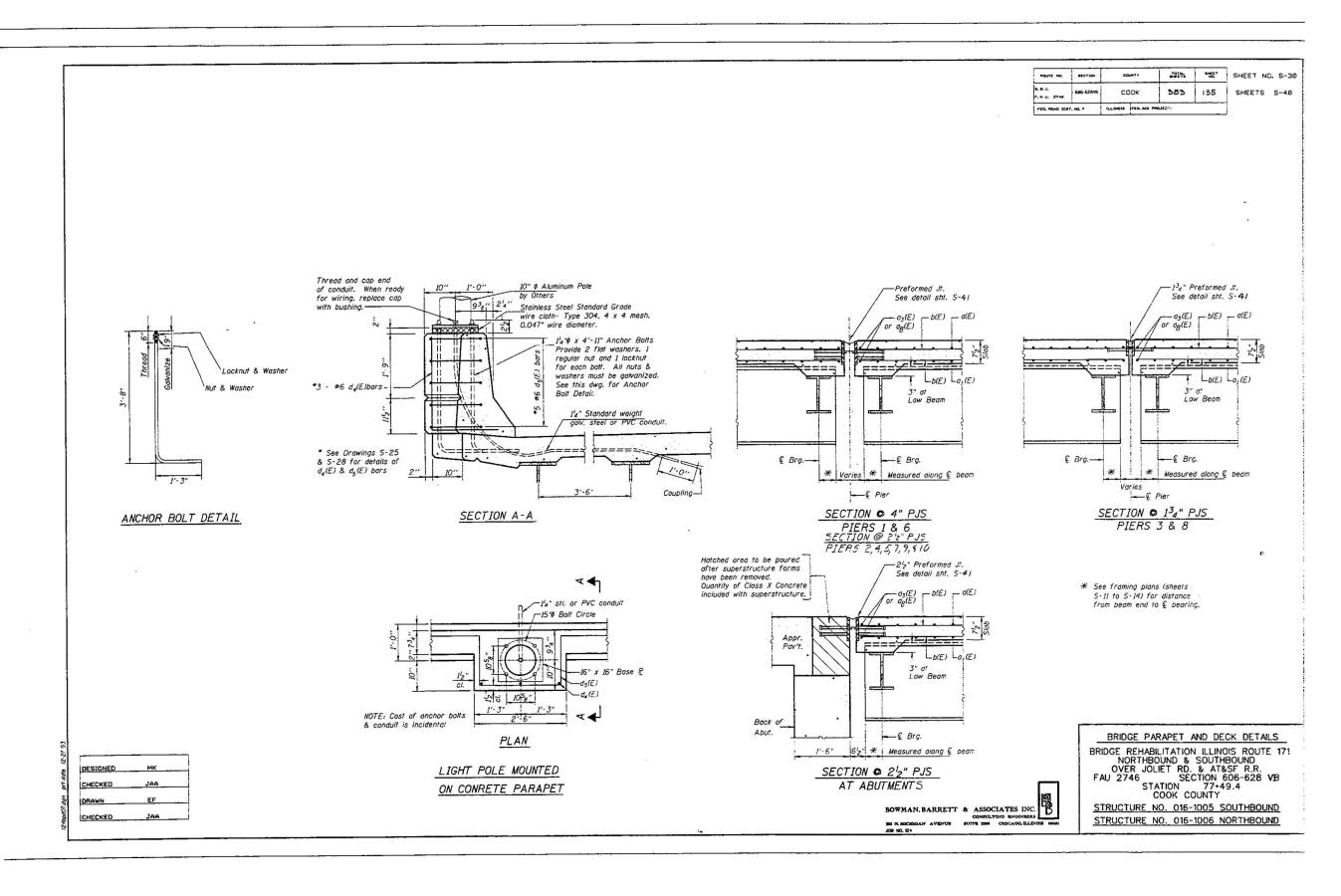
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

STRU	EXISTING PLANS 3 JCTURES NO. 016-1005 AND NO. 016-	1006
	SHEET NO. S-25 OF S-27 SHEETS	

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72	FAP 0372	22 BJ	COOK	48	38
			CONTRAC	T NO. 62	2T22



DB STERLIN CONSULTANTS, IN
123 N, Wacker Drive, Sulta 2000
Chicago, Illinda 60606
312,857,1006

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 PLOT DATE
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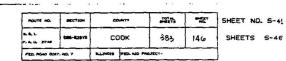
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

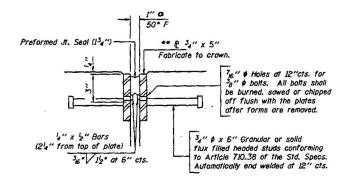
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STRUCTURES NO. 016-1005 AND NO. 016-1006
SHEET NO. S-26 OF S-27 SHEETS

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

 372
 FAP 0372 22 BJ
 COOK
 48
 39

 CONTRACT NO. 62T22

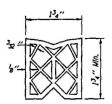




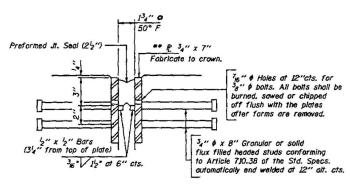
134" PREFORMED JT. SEAL DETAIL

Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be "g". Seal space with Silicone Sealant suitable for Structural

Note: After fabrication, all surfaces of the steel plates shall be given one shop coat of paint for structural steel. No field painting required.



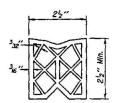
PREFORMED JOINT SEAL (134") OVER FIXED BEARINGS



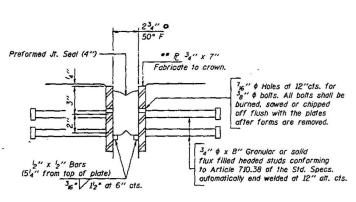
212" PREFORMED JT. SEAL DETAIL

** Furnish in segments of 20 ft. maximum length. Maximum space between Installed segments shall be "g". Seol space with Silicone Sealant suitable for Structural

Note: After fabrication, all surfaces of the steel plates shall be given one shop coat of paint for structural steel. No field painting required.



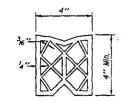
PREFORMED JOINT SEAL (21/2")



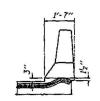
4" PREFORMED JT. SEAL DETAIL

** Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 36". Seal space with Silicone Sealant sulfable for Structural

Note: After fabrication, all surfaces of the steel plates shall be given one shop coat of paint for structural steel. No field painting required.



PREFORMED JOINT SEAL (4")



TYPICAL END OF SEAL TREATMENT

BOWMAN, BARRETT & ASSOCIATES INC.
COMMUNITUM EMPROPRIES.
SET X HOCHBAN AVENUE SOUTH 1989 CHICAGO, RLDWGS 4646

PREFORMED JOINT SEAL DETAILS

BRIDGE REHABILITATION ILLINOIS ROUTE 171
NORTHBOUND & SOUTHBOUND
OVER JOLIET RD. & AT&SF R.R.
FAU 2746 SECTION 606-628 VB
STATION 77-49.4
COOK COUNTY

STRUCTURE NO. 016-1005 SOUTHBOUND STRUCTURE NO. 016-1006 NORTHBOUND

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	PLOT TIME	-	5:58:09 PM	DATE	-	10/21/2024	REVISED	

F.A.I. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEE NO,
372	FAP 0372 22 BJ	соок	48	40	
			CONTRAC	T NO. 62	2T22
	ILLINOIS	FED. All	PROJECT		

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123 N, Wacker Drive, Suite
Chicago, Illinols 60606
312,857,1006

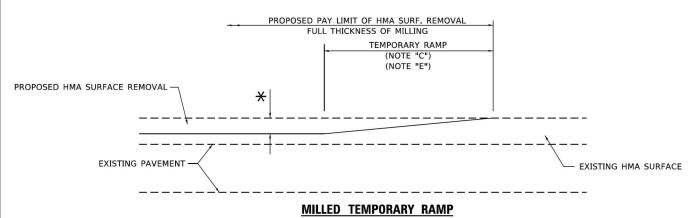
DB STERLIN CONSULTANTS, IN 123 N, Wacker Drive, Suite 2000 Chleage, Blinds 60606 312,657,1006

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SCALE:

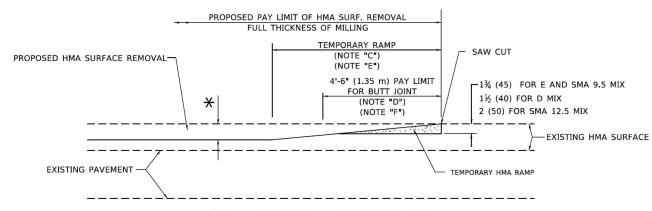
CONSTRUCTION I BUTT JOINT (MO	
SHEET NO. D-1 OF D-8 SHEETS	STA. 00+000 TO STA. 00+000

F.A.U. RTE	SEC	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
372	FAP 037	2 22 BJ		соок	48	41
				CONTRAC	T NO. 62	2T22
		ILLINOIS	FED. All	D PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

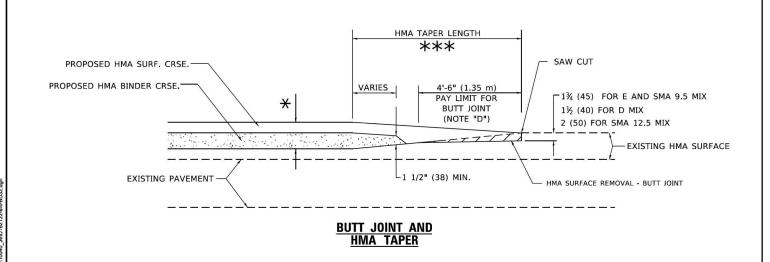


HMA CONSTRUCTED TEMPORARY RAMP

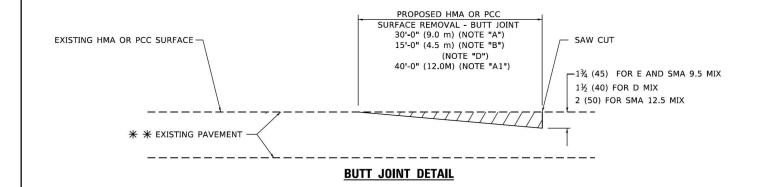
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

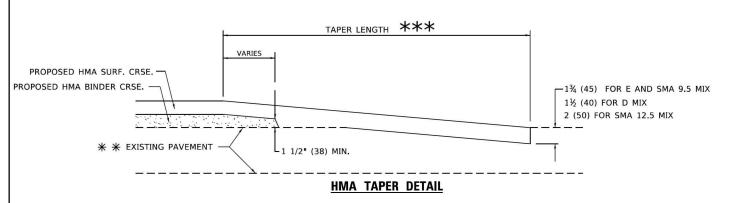
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





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.
 - igstar SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

SCALE:

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

USER NAME = icsM-dbstepw21\$ DESIGNED - ML PLOT SCALE = 100.000 '/in. DRAWN - DJB REVISED PLOT DATE = 3/13/2025 CHECKED - DC REVISED -

STATE OF ILLINOIS

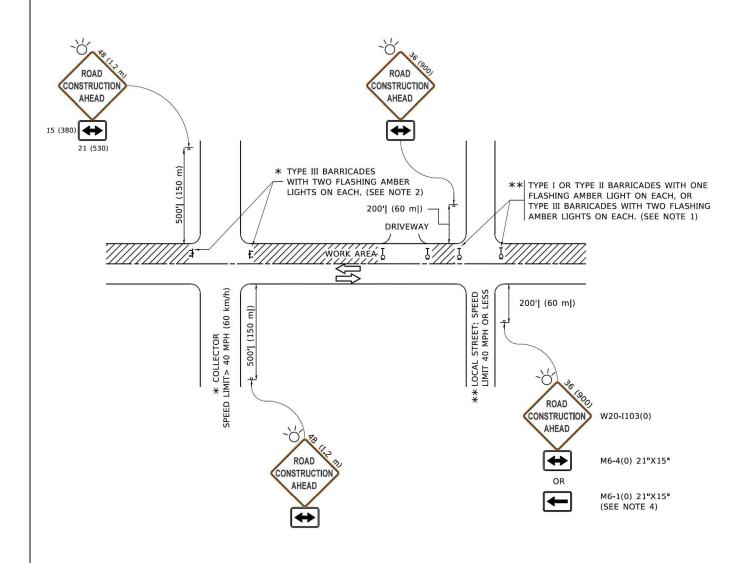
CONSTRUCTION DETAILS BUTT JOINT SHEET NO. D-2 OF D-8 SHEETS

STA, 00+000 TO STA, 00+000

SECTION COUNTY 48 42 372 FAP 0372 22 BJ COOK CONTRACT NO. 62T22

PLOT TIME = 5:39:38 PM _ 10/21/2024

DEPARTMENT OF TRANSPORTATION



NOTES:

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

SCALE:

- 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.
- 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.

DB STERLIN CONSULTANTS, INC.
123 N. Wacher Drive, Sulfa 2000
Chicago, Illinois 60006
\$12,897,1006

 USER NAME
 = | calM-dbstepw21\$
 DESIGNED
 - ML
 REVISED

 PLOT SCALE
 = | 100,000° / In.
 DRAWN
 - DJB
 REVISED

 PLOT DATE
 = | 3/13/2025
 CHECKED
 - DC
 REVISED

 PLOT TIME
 = | 5:39:13 PM
 DATE
 - 10/21/2024
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

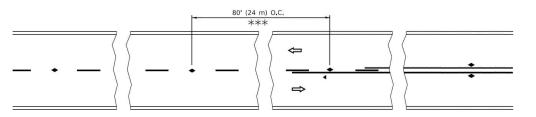
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION, AND DRIVEWAYS

SHEET NO. D-3 OF D-8 SHEETS STA. 00+000 TO STA. 00+000

 FA.U. RTE
 SECTION
 COUNTY
 TOTAL SHEETS
 MO.

 372
 FAP 0372 22 BJ
 COOK
 48
 43

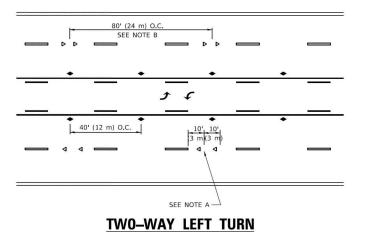
 CONTRACT NO. 62T22



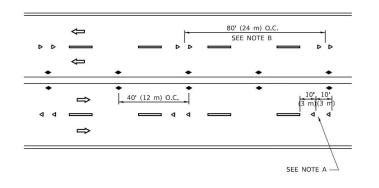
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

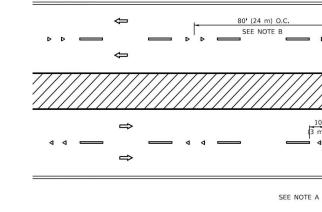
3 @ 40' (12 m) O.C. LANE REDUCTION TRANSITION

SEE FIGURE 3B-14 MUTCD



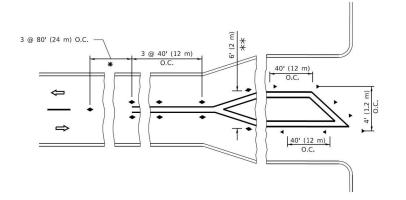
TW0-LANE/TW0-WAY

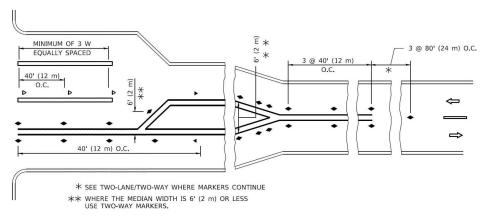




MULTI-LANE/UNDIVIDED







TURN LANES

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

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
- SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.

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

USER NAME = icsM-dbstepw21\$ DESIGNED - ML REVISED -REVISED -PLOT SCALE = 100.000 '/in. DRAWN - DJB PLOT DATE = 3/13/2025 CHECKED - DC REVISED PLOT TIME = 5:42:15 PM DATE _ 10/21/2024

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESITANT) SHEET NO. D-4 OF D-8 SHEETS STA. 00+000 TO STA. 00+000

TOTAL SHEET NO. SECTION COUNTY 372 FAP 0372 22 BJ COOK CONTRACT NO. 62T22

SYMBOLS

ONE-WAY AMBER MARKER

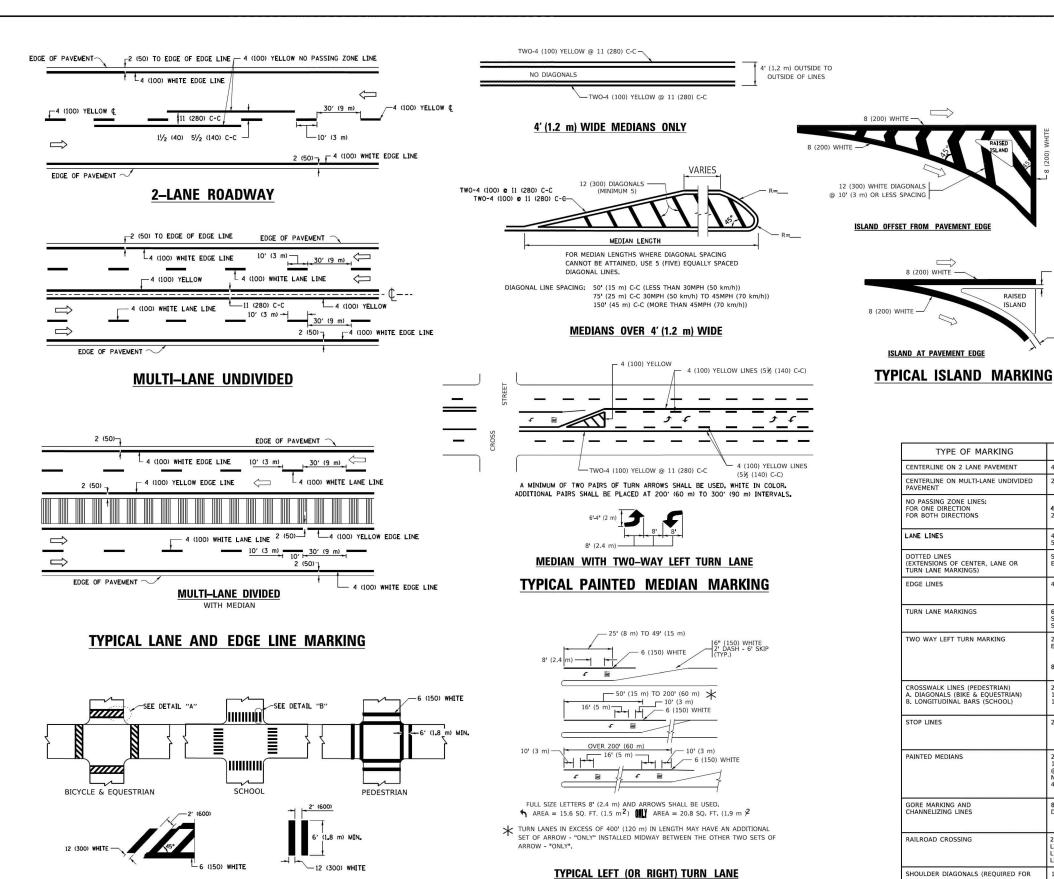
TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

YELLOW STRIPE

WHITE STRIPE

4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY



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

SHOULDER DIAGONALS (REQUIRED FOR

All dimensions are in inches (millimeters unless otherwise shown. SECTION COUNTY

D(FT)

580

665

750

LANE REDUCTION TRANSITION

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

SPACING / REMARKS

5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C

OMIT SKIP-DASH CENTERLINE BETWEEN

10' (3 m) LINE WITH 30' (9 m) SPACE

2' (600) LINE WITH 6' (1.8 m) SPACE

SEE TYPICAL TURN LANE MARKING DETAIL

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

SEE TYPICAL CROSSWALK MARKING DETAILS.

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

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))

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))

11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING

SEE STATE STANDARD 780001 AREA OF:

30.4 SF

"R"=3.6 SQ. FT. (0.33 m 2 EACH "X"=54.0 SQ. FT. (5.0 m 2

NOT LESS THAN 6' (1.8 m) APART

OUTLINE MEDIANS IN YELLOW

SPEED LIMIT

45

50

55

- DJB PLOT SCALE = 100.000 '/in. DRAWN REVISED PLOT DATE = 3/13/2025 REVISED CHECKED - DC PLOT TIME = 5:40:12 PM DATE _ 10/21/2024

DETAIL "B"

DISTRICT ONE TYPICAL PAVEMENT MARKINGS 372 FAP 0372 22 BJ соок 48 45 CONTRACT NO. 62T22 SHEET NO. D-5 OF D-8 SHEETS STA, 00+000 TO STA, 00+000

40 (1020)

2 (50)

2 (50)

WIDTH OF LINE

4 (100) 5 (125) ON FREEWAYS

SAME AS LINE BEING EXTENDED

2 @ 4 (100) EACH DIRECTION

2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°

24 (600)

8' (2.4m) LEFT ARROW

2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS

8 (200) WITH 12 (300) DIAGONALS @ 45°

24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"

12 (300) @ 45

SEE DETAIL

SEE DETAIL

4 (100) 2 @ 4 (100)

4 (100)

RAISED

TYPE OF MARKING

CENTERLINE ON 2 LANE PAVEMENT

DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)

TWO WAY LEFT TURN MARKING

CROSSWALK LINES (PEDESTRIAN)
A. DIAGONALS (BIKE & EQUESTRIAN)

B. LONGITUDINAL BARS (SCHOOL)

NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS

LANE LINES

EDGE LINES

STOP LINES

PAINTED MEDIANS

GORE MARKING AND CHANNELIZING LINES

RAILROAD CROSSING

SHOULDERS > 8')

2 ARROW COMBINATION

U TURN ARROW

SCALE:

TURN LANE MARKINGS

8 (200) WHITE -

COMBINATION

LEFT AND U-TURN

5'-4" (1620)

40 (1020

PATTERN

SKIP-DASH

SKIP-DASH SKIP-DASH

SOLID

SOLID

SOLID

SOLID

SOLID

SOLID

SOLID

SOLID

SOLID

SKIP-DASH

SOLID

√ 32 R (810)

U-TURN

YELLOW

ELLOW

COLOR

SAME AS LINE BEING

YELLOW-LEFT WHITE-RIGHT

YELLOW

YELLOW: TWO WAY TRAFFIC

WHITE: ONE WAY TRAFFIC

WHITE

WHITE

WHITE - RIGHT YELLOW - LEFT

11 (280) C-C

USER NAME = icsM-dbstepw21\$ DESIGNED - ML REVISED -

DETAIL "A"

THE ROAD WHICH IT CROSSES

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TYPICAL TURN LANE MARKING

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

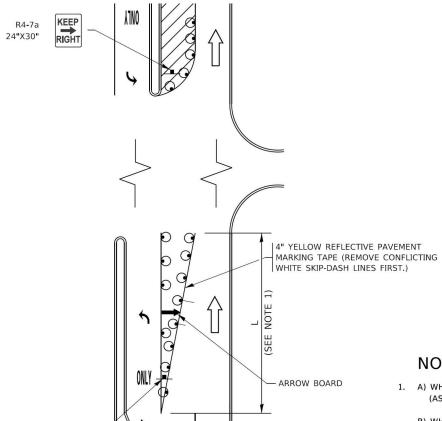


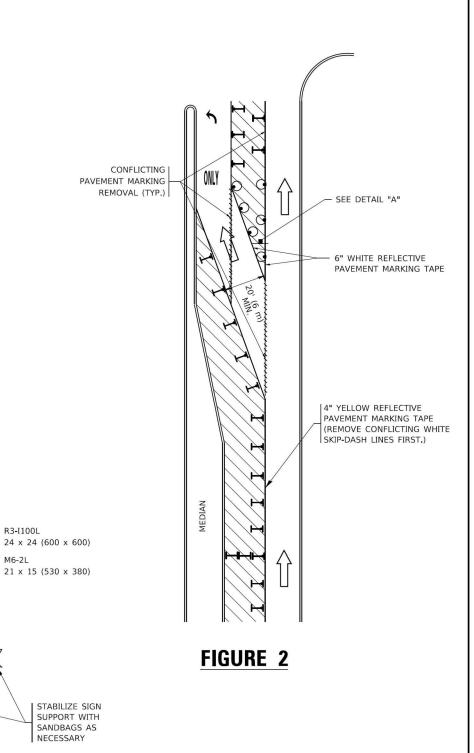
FIGURE 1

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

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

SCALE:

TURN

LANE

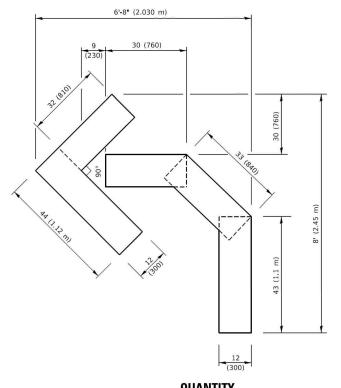
All dimensions are in inches (millimeters) unless otherwise shown

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_ 10/21/2024

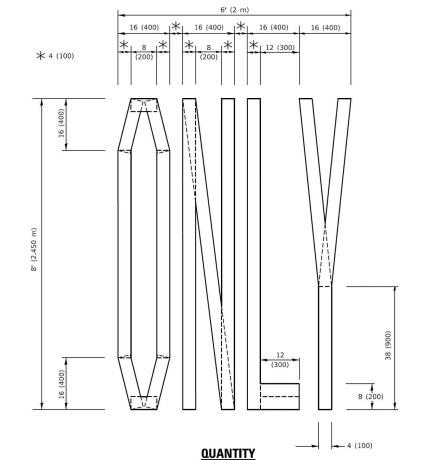
DATE

SEE DETAIL "A"

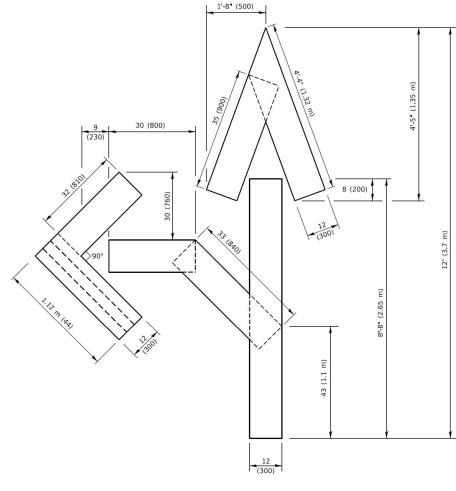


QUANTITY

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



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

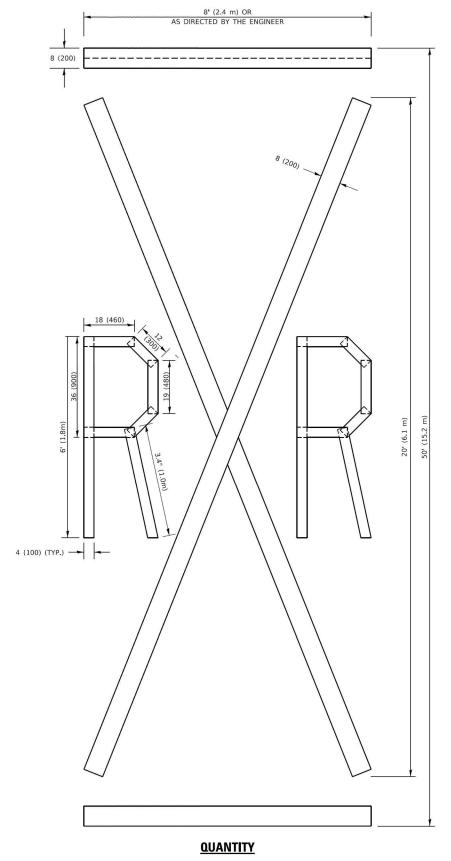


QUANTITY

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

NOTE:

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



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

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

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** SHORT TERM PAVEMENT MARKINGS LETTER AND SYMBOLS

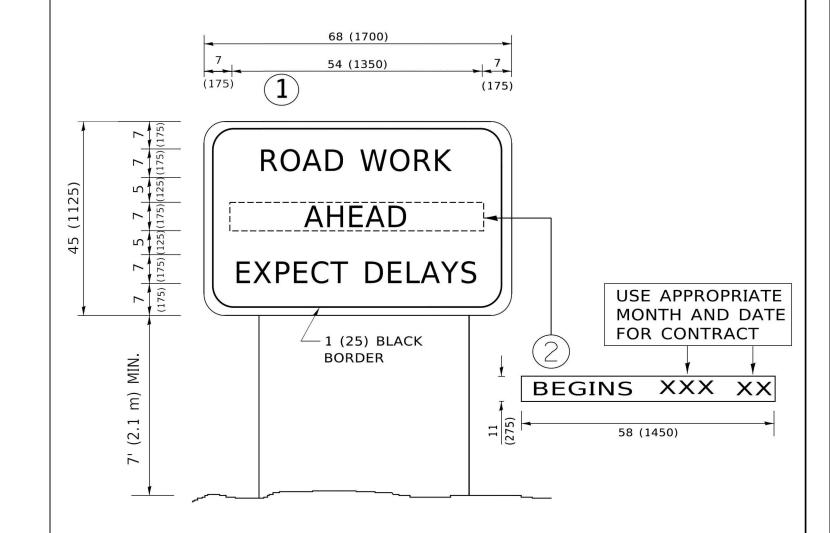
SCALE:

COUNTY TOTAL SHEETS NO.

COOK 48 47 SECTION 372 FAP 0372 22 BJ

CONTRACT NO. 62T22

SHEET NO. D-7 OF D-8 SHEETS STA. 00+000 TO STA. 00+000



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.

	J
DB STERLIN CONSULTANTS, INC. 123 N, Wacker Drive, Suite 2000	Р
Chicago, Illinois 60606 312,857,1006	P
	PI

	USER NAME	=	icsM-dbstepw21\$	DESIGNED	-	ML	REVISED	-	
VC.	PLOT SCALE	=	100.000 ' / in.	DRAWN	-	DJB	REVISED	-	
	PLOT DATE	-	3/13/2025	CHECKED	-	DC	REVISED	-	
	PLOT TIME	=	5:40:41 PM	DATE	-	10/21/2024	REVISED	-	

STATI	E OF	: ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

			F.A.U. RTE	SECT
ARTERIAL ROAD INFORMATION SIGN		372	FAP 037	
	CUEET NO D O OF D O CHEETO	000400 ATS OT 000400 ATS		