06-14-2024 LETTING ITEM 109

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	1
	ILLINOIS	CONTRACT NO. 62T19		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAP ROUTE 349: IL 126 (LOCKPORT ST)
OVER DUPAGE RIVER
SECTION FAP 0349 22 BJ
PROJECT NHPP–G6JR(331)
BRIDGE DECK OVERLAY AND BRIDGE JOINT REPAIRS
WILL COUNTY

C–91–306–22

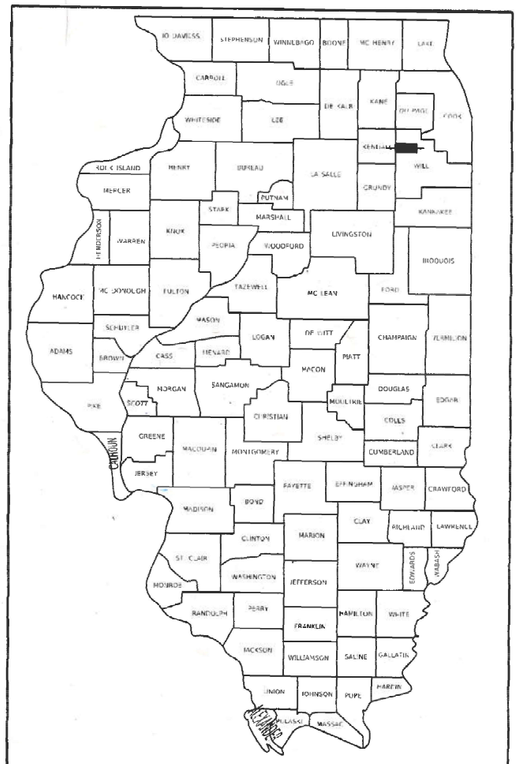
FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

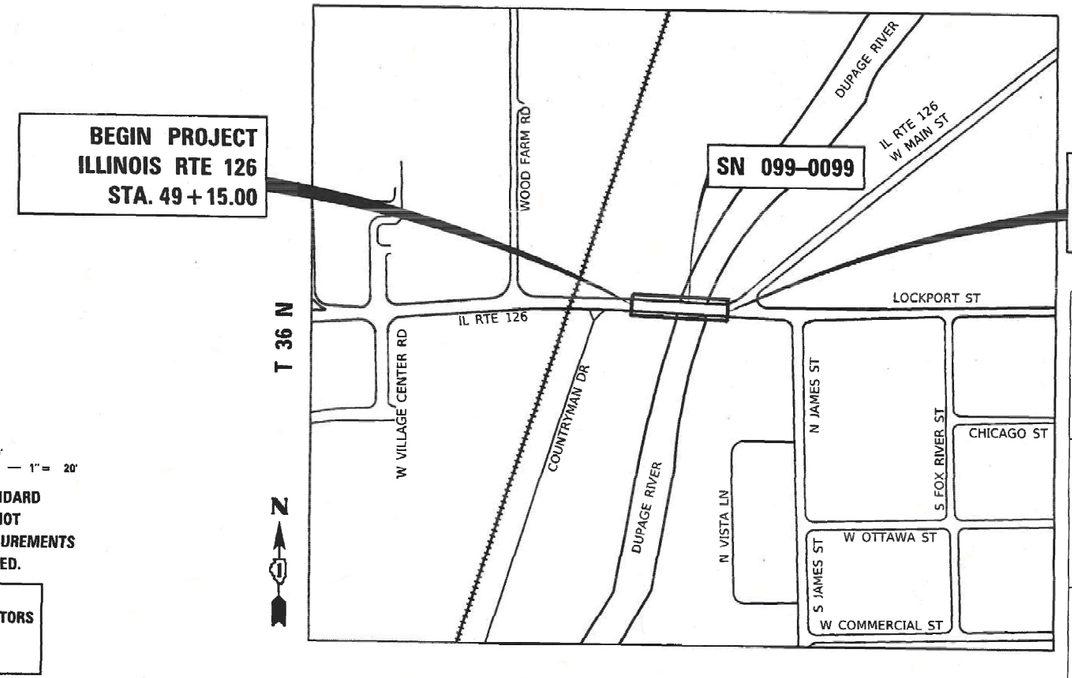
2021 ADT: 21,000
POSTED SPEED LIMIT: 35 MPH
FUNCTIONAL CLASSIFICATION:
OTHER PRINCIPAL ARTERIAL

THIS PROJECT IS LOCATED IN VILLAGE OF PLAINFIELD

D-91-253-22

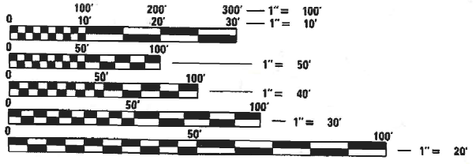


LOCATION OF SECTION INDICATED THUS: –



PLAINFIELD TOWNSHIP
LOCATION MAP
N.T.S.

GROSS LENGTH = 304.00 FT. = 0.057 MILE
NET LENGTH = 304.00 FT. = 0.057 MILE



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 EXCAVATORS
1–800–892–0123
OR 811

PROJECT ENGINEER : RODRIGO LEDEZMA, (847) 705–4580
PROJECT MANAGER : JEAN ALAIN MIDY, (847) 221–3056

CONTRACT NO. 62T19

PETAR KNEZEVIC 062-059957 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

ATLAS ENGINEERING GROUP, LTD.
Date: 02/16/2024
PETAR KNEZEVIC, P.E.
Expires: 11/30/2025
Sheet No.: 1-8, 28-34

JENNIFER K. LOESCHER 081-007430 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

ATLAS ENGINEERING GROUP, LTD.
Date: 02/16/2024
JENNIFER K. LOESCHER, P.E., S.E.
Expires: 11/30/2024
Sheet No.: 14-28

DENNIS T. HOGAN 062-060099 LICENSED PROFESSIONAL ENGINEER STATE OF ILLINOIS

BAXTER & WOODMAN CONSULTING ENGINEERS
Date: 02/16/2024
DENIS T. HOGAN, P.E.
Expires: 11/30/2025
Sheet No.: 9-13

AEG ATLAS ENGINEERING GROUP, LTD.
710 Estate Drive | Deerfield, IL 60015
847 753 8020 (office) | 847 753 8023 (fax)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 18 2024
REGIONAL ENGINEER

May 10, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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280001-07	TEMPORARY EROSION CONTROL SYSTEMS
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-13	STEEL PLATE BEAM GUARDRAIL
631033-09	TRAFFIC BARRIER TERMINAL, TYPE 6B
701301-04	LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
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TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
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TC-21	DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
TC-22	ARTERIAL ROAD INFORMATION SIGN
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HOT–MIX ASPHALT MIXTURE TABLE

MIXTURE TYPE:	AIR VOIDS @ NDES	QUALITY MANAGEMENT PROGRAM (QMP)
BUTT JOINT AND APPROACH PAVEMENT OVERLAY		
HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 (1 3/4")	4% @ 70 GYR	QC/QA
HMA SIDEWALK		
HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 (4")	4% @ 70 GYR	QC/QA
TEMPORARY PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 2"	4% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 6"	4% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL AND QUALITY ASSURANCE (QC/QA);		
QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

MIXTURE REQUIREMENT NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/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.

GENERAL NOTES

1. 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 FACILITY AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.

2. MEADE ELECTRIC COMPANY, THE IDOT DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES, CALL 773-287-7672 FOR THE INITIAL LOCATE. REQUEST FOR LOCATES OF PREVIOUSLY MARKED FACILITIES MAY BE AT THE CONTRACTOR'S EXPENSE.

3. IN ADDITIONAL TO FIELD REVIEW AND AERIAL DATA, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE BID PRICE FOR THE WORK.

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

5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSION AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.

6. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

7. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE PROTECTION OF EXISTING PLANT MATERIAL FOR WHICH THE CONTRACT DOES NOT PROVIDE REMOVAL. THE PROTECTION OF EXISTING PLANT MATERIAL AND THE REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL DAMAGED BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 201 OF THE STANDARD SPECIFICATIONS.

8. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW, WASTE, USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR SHALL SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION 11.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

9. 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.

10. THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS, AREA TRAFFIC ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT.

11. THE DEPARTMENT HAS DETERMINED THAT IN STREAM WORK IS NOT REQUIRED FOR THE WORK SPECIFIED IN THIS CONTRACT. THE DEPARTMENT HAS NOT OBTAINED A USACE PERMIT. IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING AN USACE PERMIT, IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPOSE USACE PERMITS. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO SECURE AND COMPLY WITH A USACE PERMIT FOR CONTRACTOR'S ACTIVITIES WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

12. THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM IDOT FIELD MAINTENANCE ENGINEERS.

13. 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.

14. 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.

15. FOR WORK OUTSIDE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT SHALL BE EPOXY COATED UNLESS NOTED ON THE PLANS.

16. RAISED REFLECTIVE PAVEMENT MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN PLAN.

17. THE IL ROUTE 126 CENTERLINE IS RECREATED FROM AS-BUILT PLANS AND IS FOR INFORMATION ONLY.

18. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.

20. THE ENGINEER OR CONTRACTOR SHALL SUBMIT AN OPER 2410 FORM TO THE IDOT CENTRAL BUREAU OF OPERATIONS VIA DOT.ROADINFO@ILLINOIS.GOV NOTING THE CLOSURE OF ILLINOIS ROUTE 126 OVER DUPAGE RIVER AT LEAST 21 DAYS PRIOR TO THE ACTUAL RESTRICTION BECOMING EFFECTIVE. REVISED OPER 2410 FORMS MUST BE SUBMITTED AS NECESSARY DURING THE LIFE OF THE CONSTRUCTION PROJECT. IF YOU HAVE ANY QUESTIONS OR REQUIRE FURTHER INFORMATION, PLEASE CONTACT MICHAEL OLSON WITH THE BUREAU OF OPERATIONS AT (217) 782-8551. BLANK OPER 2410 FORMS CAN BE OBTAINED AT HTTPS://IDOT.ILLINOIS.GOV/HOME/RESOURCES/FORMS-FOLDER/O.

21. BEFORE BEGINNING OF ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD THE EXACT LOCATION OF ALL THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS FOR FUTURE RE-STRIPING PURPOSES. THESE LOCATIONS WILL ALSO BE RE-STRIPED AS DIRECTED BY THE ENGINEER.

BRIDGE PAINTING NOTES

SEE STRUCTURAL SHEETS S-2 AND S-11 FOR BRIDGE PAINTING NOTES AND DETAILS.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FEDERAL 20% STATE BRIDGE 0059 URBAN
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	2	2
28000500	INLET AND PIPE PROTECTION	EACH	7	7
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	70	70
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	157	157
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	214	214
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	308	308
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	61	61
42001300	PROTECTIVE COAT	SQ YD	141	141
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	297	297
44000600	SIDEWALK REMOVAL	SQ FT	624	624
44003100	MEDIAN REMOVAL	SQ FT	19	19
44004250	PAVED SHOULDER REMOVAL	SQ YD	67	67
48300100	PORTLAND CEMENT CONCRETE SHOULDERS 6"	SQ YD	67	67
50102400	CONCRETE REMOVAL	CU YD	15.1	15.1

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FEDERAL 20% STATE BRIDGE 0059 URBAN
50157300	PROTECTIVE SHIELD	SQ YD	149	149
50300255	CONCRETE SUPERSTRUCTURE	CU YD	15.6	15.6
50300260	BRIDGE DECK GROOVING	SQ YD	811	811
50300300	PROTECTIVE COAT	SQ YD	1,228	1,228
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	1,750	1,750
50800515	BAR SPLICERS	EACH	24	24
52000110	PREFORMED JOINT STRIP SEAL	FOOT	108	108
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	77.5	77.5
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	220.0	220.0
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	19	19
** 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	62.5	62.5
** 63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	2	2
** 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2
63200310	GUARDRAIL REMOVAL	FOOT	209	209

* = SPECIAL PROVISION
** = SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL ROUTE 126 OVER DUPAGE RIVER

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	3
		CONTRACT NO. 62T19		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FEDERAL 20% STATE BRIDGE 0059 URBAN
**	63301210	REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	43	43
**	63302720	REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 6B	EACH	2	2
	67100100	MOBILIZATION	L SUM	1	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	240	240
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	798	798
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	2,394	2,394
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	412.5	412.5
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	275	275
	70600275	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 2	EACH	1	1
	70600355	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 2	EACH	1	1
**	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	98	98
**	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,570	1,570
**	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	296	296
**	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	127	127

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FEDERAL 20% STATE BRIDGE 0059 URBAN
**	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	24	24
**	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	37	37
**	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	652	652
**	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	98	98
**	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	45	45
**	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6	6
**	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	17	17
**	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	56	56
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	331	331
*	X6300210	GUARDRAIL BLOCKS	EACH	12	12
*	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6
*	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
*	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	10	10

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL ROUTE 126 OVER DUPAGE RIVER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	4
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FEDERAL 20% STATE BRIDGE 0059 URBAN
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	10	10
*	Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	9	9
*	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	12	12
*	Z0006014	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 ½ INCHES	SQ YD	854	854
*	Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1	1
*	Z0007400	BRIDGE SIDEWALK REPAIR (PARTIAL DEPTH)	SQ FT	75	75
*	Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1	1
*	Z0012130	BRIDGE DECK SCARIFICATION ¾"	SQ YD	854	854
*	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	63	63
*	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
*	Z0015550	DEBRIS REMOVAL	CU YD	16	16
*	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	12	12
*	Z0018051	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	4	4
*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102	102

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FEDERAL 20% STATE BRIDGE 0059 URBAN
*	Z0050600	REMOVE AND RESET ORNAMENTAL FENCE	FOOT	26	26
*	Z0062456	TEMPORARY PAVEMENT	SQ YD	35	35
	Z0073200	TEMPORARY SHORING AND CRIBBING	EACH	5	5
*	Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	6	6

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PLOT DATE = 3/13/2024	DATE - 02/15/2023	REVISED -

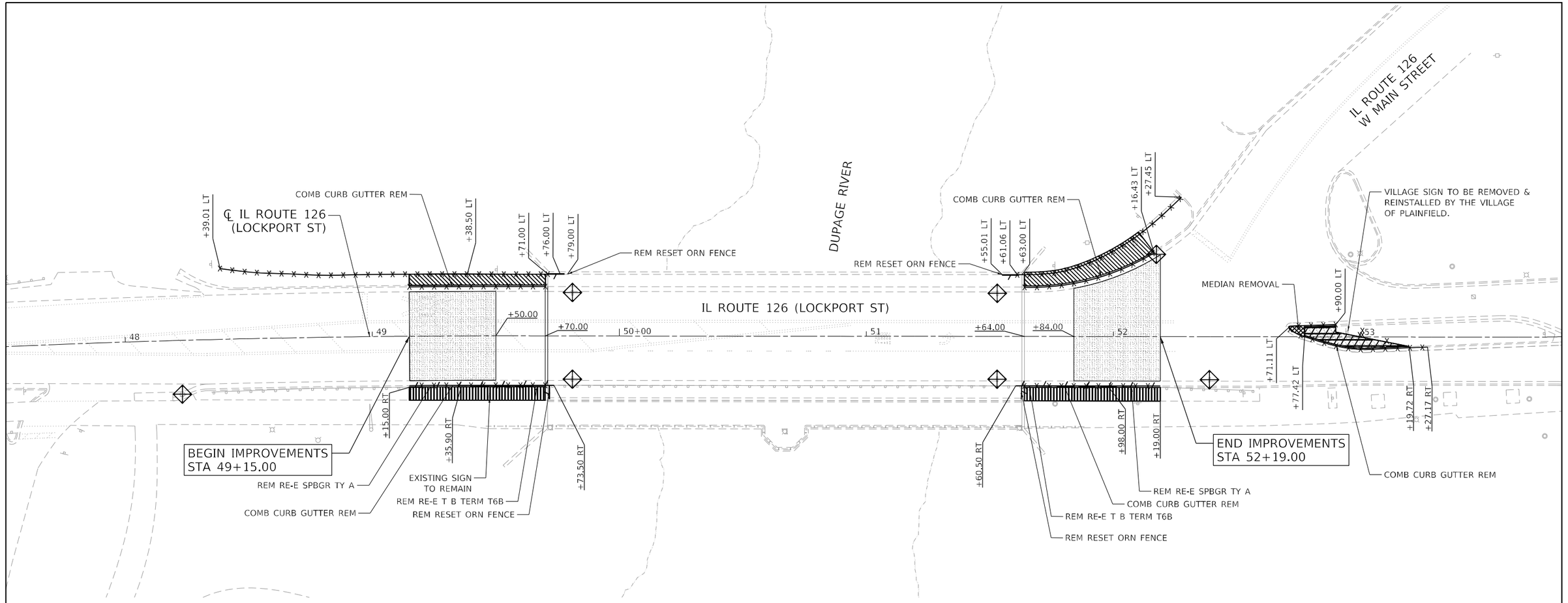
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL ROUTE 126 OVER DUPAGE RIVER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	5
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		

REV-SEP



LEGEND:

- HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- REMOVAL LINEAR ITEMS
- INLET AND PIPE PROTECTION
- REMOVE AND RESET/RE-ERECT LINEAR ITEMS
- SIDEWALK REMOVAL
- PCC SHOULDER REMOVAL
- MEDIAN REMOVAL
- TOPSOIL EXCAVATION AND PLACEMENT

NOTE:

1. INLET AND PIPE PROTECTION SHALL BE PLACED DURING THE CONSTRUCTION.
2. "VILLAGE OF PLAINFIELD" SIGN AND THE ASSOCIATED ELECTRICAL WORK WILL BE REMOVED AND REINSTALLED BY THE VILLAGE OF PLAINFIELD.

N

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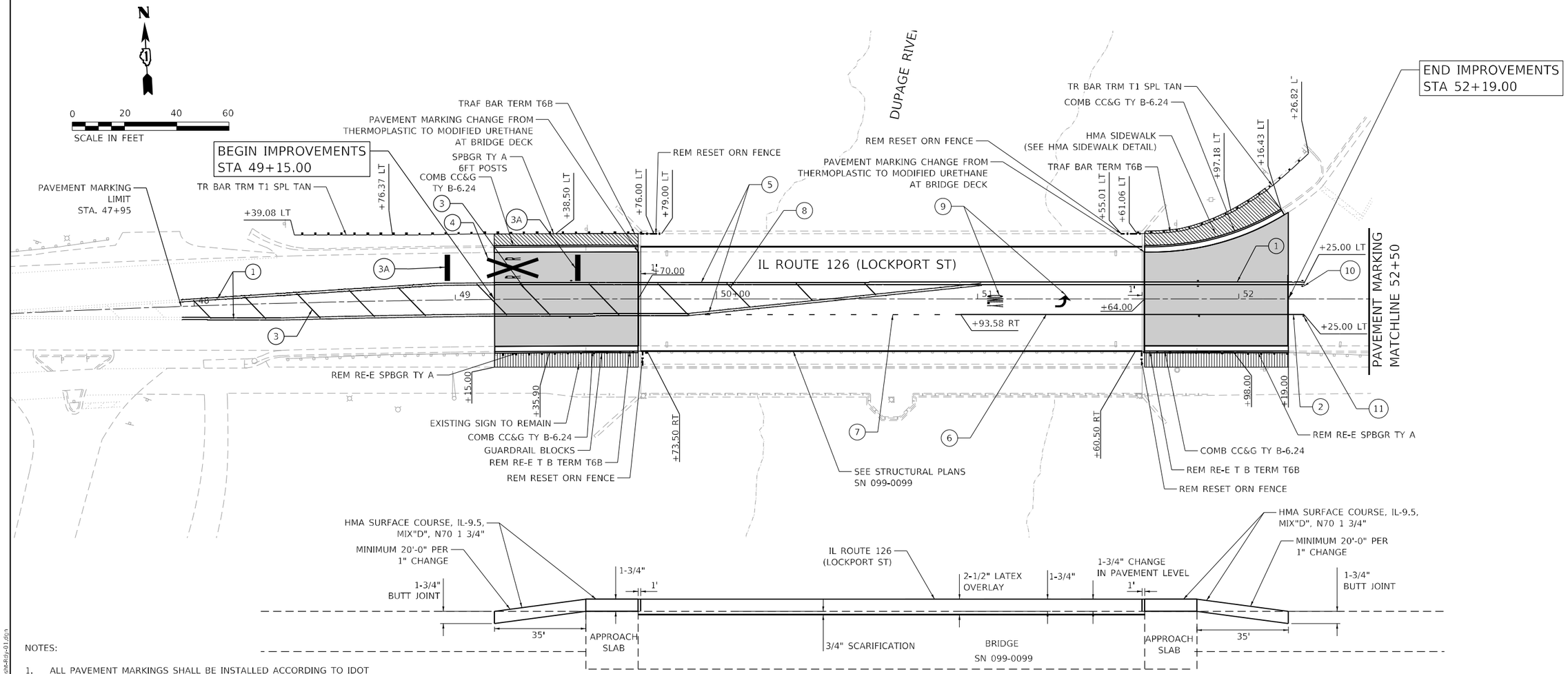
USER NAME = cpujari	DESIGNED - CVP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLAN IL ROUTE 126 OVER DUPAGE RIVER
	DRAWN - CVP	REVISED -		
PLOT SCALE = 40.0000 ' / in.	CHECKED - PK	REVISED -		SCALE: 1"=20' SHEET OF SHEETS STA. TO STA.
PLOT DATE = 3/13/2024	DATE - 02/15/2023	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	6
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		



PROFILE DETAIL

NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT PAVEMENT MARKING DETAIL TC-13.
2. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT RAISED REFLECTIVE PAVEMENT MARKER DETAIL TC-11.
3. SEE STRUCTURAL PLANS FOR STRUCTURAL IMPROVEMENTS.
4. GUARDRAIL BLOCKS SHALL BE REPLACED WITHIN EXISTING TRAFFIC BARRIER TERMINAL TYPE 6A LOCATED IN SW CORNER OF THE BRIDGE.

LEGEND:

- HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 1 3/4"
- HMA SIDEWALK (PAID AS HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 (4") AND SUBBASE GRANULAR MATERIAL, TYPE B, 4")
- PORTLAND CEMENT CONCRETE SHOULDERS 6"

PAVEMENT MARKINGS ON HMA

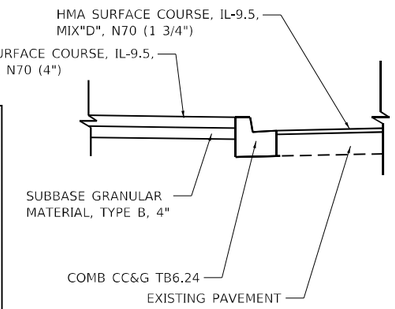
1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID YELLOW DIAGONAL)
3A. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE LINE)
4. THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
12. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE 2'-6" SKIP TURN LANE LINE)
13. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE CROSSWALK)

PAVEMENT MARKINGS ON BRIDGE DECK

5. MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
6. MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
7. MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE 2'-6" SKIP TURN LANE LINE)
8. MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID YELLOW DIAGONAL)
9. MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)

RAISED REFLECTIVE PAVEMENT MARKERS

10. RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
11. RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)



HMA SIDEWALK DETAIL (N.T.S.)

AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME = cpujari	DESIGNED - NKA	REVISED -	
	DRAWN - CVP	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - PK	REVISED -	
PLOT DATE = 3/13/2024	DATE - 02/15/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLAN
IL ROUTE 126 OVER DUPAGE RIVER

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	7
		CONTRACT NO. 62T19		
	ILLINOIS FED. AID PROJECT			

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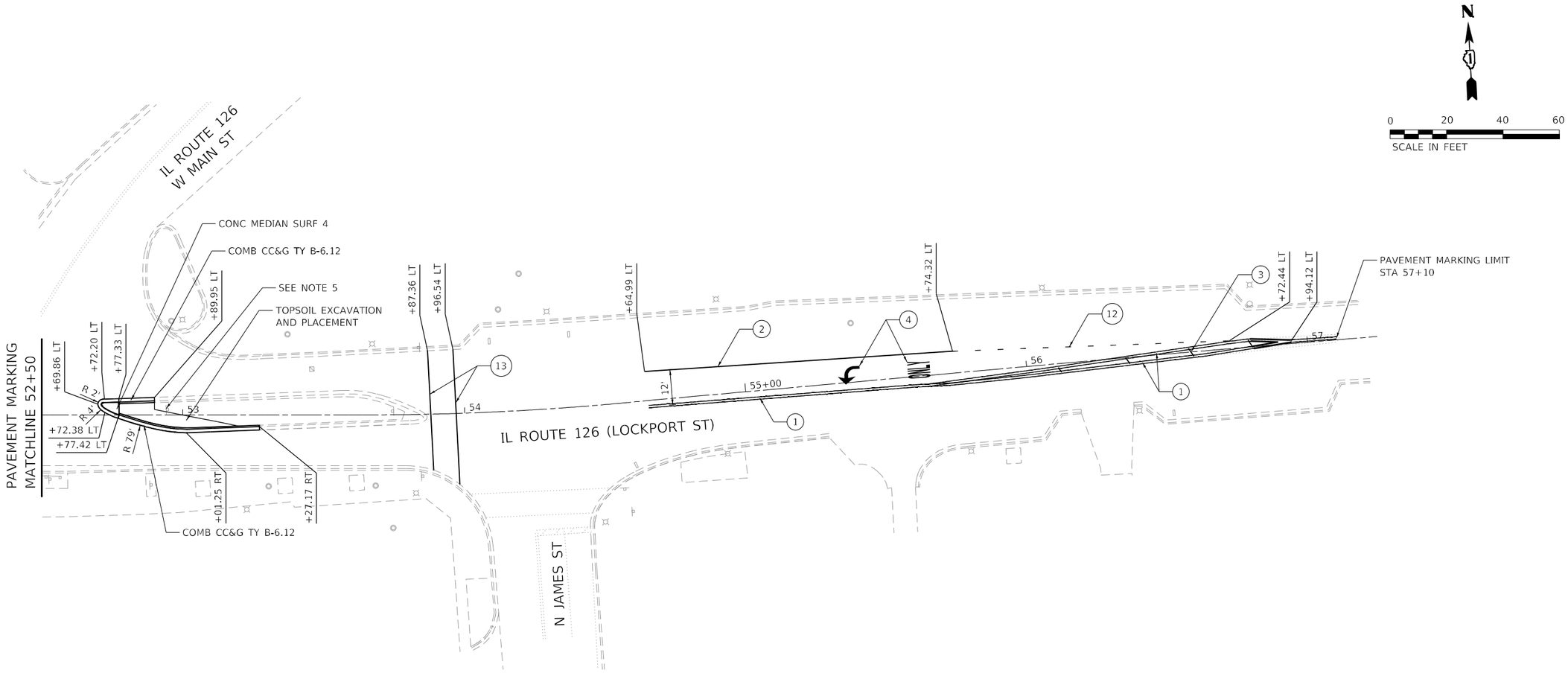


NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT PAVEMENT MARKING DETAIL TC-13.
2. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT RAISED REFLECTIVE PAVEMENT MARKER DETAIL TC-11.
3. SEE STRUCTURAL PLANS FOR STRUCTURAL IMPROVEMENTS.
4. GUARDRAIL BLOCKS SHALL BE REPLACED WITHIN EXISTING TRAFFIC BARRIER TERMINAL TYPE 6A LOCATED IN SW CORNER OF THE BRIDGE.
5. MEDIAN LANDSCAPING, IRRIGATION AND, ELECTRICAL WORK ASSOCIATED WITH THE SIGN WILL BE TAKEN CARE OF BY VILLAGE OF PLAINFIELD.

LEGEND:

- HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 1 3/4"
- HMA SIDEWALK (PAID AS HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70 (4") AND SUBBASE GRANULAR MATERIAL, TYPE B, 4")
- PORTLAND CEMENT CONCRETE SHOULDERS 6"

PAVEMENT MARKINGS ON HMA

(1) THERMOPLASTIC PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
(2) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
(3) THERMOPLASTIC PAVEMENT MARKING - LINE 12" (SOLID YELLOW DIAGONAL)
(3A) THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE LINE)
(4) THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)
(12) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE 2'-6' SKIP TURN LANE LINE)
(13) THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE CROSSWALK)

PAVEMENT MARKINGS ON BRIDGE DECK

(5) MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (SOLID DOUBLE YELLOW, 11" C-C)
(6) MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (SOLID WHITE TURN LANE)
(7) MODIFIED URETHANE PAVEMENT MARKING - LINE 6" (WHITE 2'-6' SKIP TURN LANE LINE)
(8) MODIFIED URETHANE PAVEMENT MARKING - LINE 12" (SOLID YELLOW DIAGONAL)
(9) MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE)

RAISED REFLECTIVE PAVEMENT MARKERS

(10) RAISED REFLECTIVE PAVEMENT MARKER (TWO-WAY AMBER)
(11) RAISED REFLECTIVE PAVEMENT MARKER (ONE-WAY CRYSTAL)

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME = cpujari	DESIGNED - NKA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLAN IL ROUTE 126 OVER DUPAGE RIVER
		DRAWN - CVP	REVISED -		
	PLOT SCALE = 40.0000 ' / in.	CHECKED - PK	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.
	PLOT DATE = 3/13/2024	DATE - 02/15/2023	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	8
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT, ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS SHOWN IN THE INDEX OF SHEETS AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (SPECIAL) UNLESS OTHERWISE INDICATED.

2. DURING CONSTRUCTION STAGING OPERATIONS, THE ENGINEER AND THE VILLAGE OF PLAINFIELD POLICE, FIRE, AND PUBLIC WORKS DEPARTMENT SHALL BE NOTIFIEDED IN WRITING 48 HOURS PRIOR TO STREET CLOSURES ON IL 126 AND ANY CHANGE IN CONSTRUCTION STAGING.

3. TEMPORARY CONCRETE BARRIER WALL AND IMPACT ATTENUATORS SHALL BE INSTALLED AS SHOWN ON PLANS AND/OR AS DETERMINED BY THE ENGINEER. THERE SHALL BE A MINIMUM CLEARANCE OF 1' BETWEEN TRAVEL LANE AND BASE OF TEMPORARY CONCRETE BARRIER. FURNISHING, INSTALLING, AND RELOCATING TEMPORARY CONCRETE BARRIER WALL AND IMPACT ATTENUATORS SHALL BE IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, STANDARD SPECIFICATIONS, AND AS DETERMINED BY THE ENGINEER.

4. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS CONFLICTING WITH THE REVISED TRAFFIC PATTERNS. REMOVAL OF PAVEMENT MARKINGS ON EXISTING PAVEMENT TO REMAIN SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL - WATER BLASTING. THE REMOVAL OF PAVEMENT MARKINGS ON SURFACE TO BE REMOVED SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL - WATER BLASTING.

5. TEMPORARY PAVEMENT MARKING - TYPE IV TAPE SHALL BE USED ON ALL PAVEMENT SURFACES. THE REMOVAL OF THIS ITEM IS PAID FOR USING SHORT TERM PAVEMENT MARKING REMOVAL.

6. ALL TEMPORARY PAVEMENT MARKING - TYPE IV TAPE SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DETERMINED BY THE ENGINEER. SUFFICIENT QUANTITIES HAVE BEEN PROVIDED FOR 2 APPLICATIONS OF TEMPORARY PAVEMENT MARKING - TYPE IV TAPE FOR EACH STAGE.

7. THE FURNISHING, INSTALLATION, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL). ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DETERMINED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

SEQUENCE OF CONSTRUCTION NOTES

STAGE 1

1. IMPLEMENT WESTBOUND IL RTE 126 DETOUR AS SHOWN ON THE PLANS.
2. REMOVE MEDIAN AND PLACE TEMPORARY PAVEMENT.
3. MAINTAIN EB TRAFFIC ON THE SOUTH SIDE OF IL RTE 126. MAINTAIN PEDESTRIAN TRAFFIC ON THE PEDESTRIAN BRIDGE ON THE SOUTH SIDE OF IL RTE 126.
4. PERFORM BRIDGE DECK SCARIFICATION, PATCHING, AND OVERLAY.
5. REMOVE AND REPLACE THE GUARDRAIL, COMBINATION CONCRETE CURB AND GUTTER, SIDEWALK, AND A PORTION OF THE ROADWAY ON THE NORTH SIDE OF IL RTE 126.
6. REMOVE AND RESET THE ORNAMENTAL FENCE ON THE NORTH SIDE OF THE BRIDGE.

STAGE 2

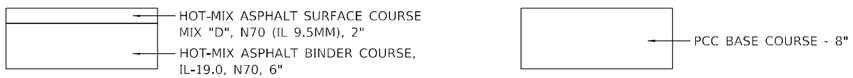
1. MAINTAIN WESTBOUND IL RTE 126 DETOUR AS SHOWN ON THE PLANS.
2. SHIFT EB TRAFFIC TO THE NORTH SIDE OF IL RTE 126. MAINTAIN EB TRAFFIC ON THE NORTH SIDE OF IL RTE 126 OVER THE BRIDGE AND TO N. JAMES STREET. SHIFT EB TRAFFIC FROM THE NORTH SIDE OF LOCKPORT STREET TO THE SOUTH SIDE OF LOCKPORT STREET.
3. MAINTAIN PEDESTRIAN TRAFFIC ON THE PEDESTRIAN BRIDGE ON THE SOUTH SIDE OF IL RTE 126.
4. PERFORM BRIDGE DECK SCARIFICATION, PATCHING, AND OVERLAY.
5. REMOVE AND REPLACE THE GUARDRAIL, COMBINATION CONCRETE CURB AND GUTTER, SIDEWALK, AND A PORTION OF THE ROADWAY ON SOUTH SIDE OF IL RTE 126.
6. REMOVE AND RESET THE ORNAMENTAL FENCE ON THE SOUTH SIDE OF THE BRIDGE.
7. MILLING AND OVERLAY OF THE HMA PAVEMENT ON THE EAST SIDE OF THE BRIDGE SHALL OCCUR AT THE END OF THIS STAGE. FOLLOW IDOT STANDARD DETAIL 701301-04 FOR TRAFFIC CONTROL.

STAGE 3

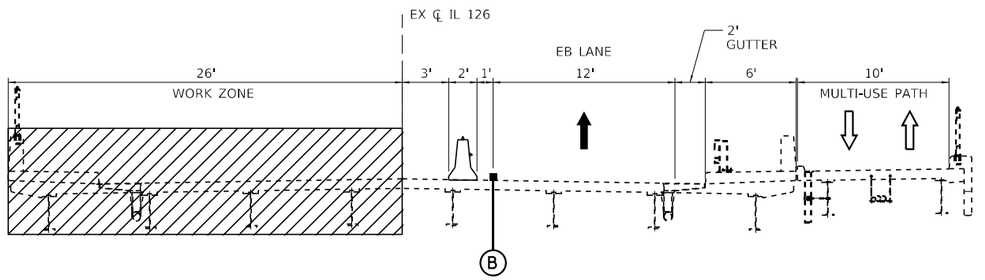
1. REMOVE TEMPORARY PAVEMENT AND REPLACE MEDIAN.
2. PLACE PERMANENT PAVEMENT MARKINGS.
3. REMOVE ANY TEMPORARY EROSION CONTROL DEVICES.
4. REMOVE DETOUR AND REOPEN IL RTE 126 TO WESTBOUND TRAFFIC.

TEMPORARY PAVEMENT DETAIL

(CONTRACTOR HAS THE OPTION OF USING HMA OR PCC SECTION FOR TEMPORARY PAVEMENT)

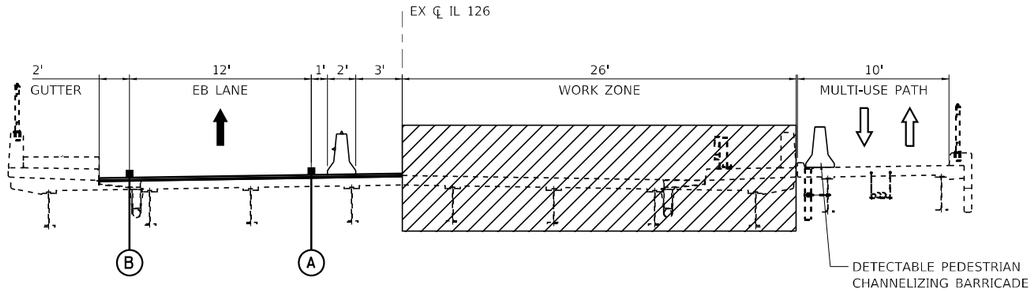


MAINTENANCE OF TRAFFIC TYPICAL SECTIONS



STAGE 1

STA. 49+15 TO 52+19
(LOOKING EAST)



STAGE 2

STA. 49+15 TO 52+19
(LOOKING EAST)

LEGEND

- DIRECTION OF TRAFFIC
- DIRECTION OF TRAFFIC - PEDESTRIANS
- WORK ZONE
- TEMPORARY CONCRETE BARRIER WALL WITH BARRIER WALL REFLECTORS, TYPE C
- DRUMS OR TYPE II BARRICADES WITH STEADY BURN, BI-DIRECTIONAL LIGHT AT 25' C-C SPACING ON TANGENT AND 20' C-C IN TAPERS AND RADII, AND 25' C-C ON TANGENT OVER BRIDGE
- (A) PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE)
- (B) PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (YELLOW)

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN Consulting Engineers	USER NAME = mlakowski	DESIGNED - ML	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES AND TYPICAL SECTIONS
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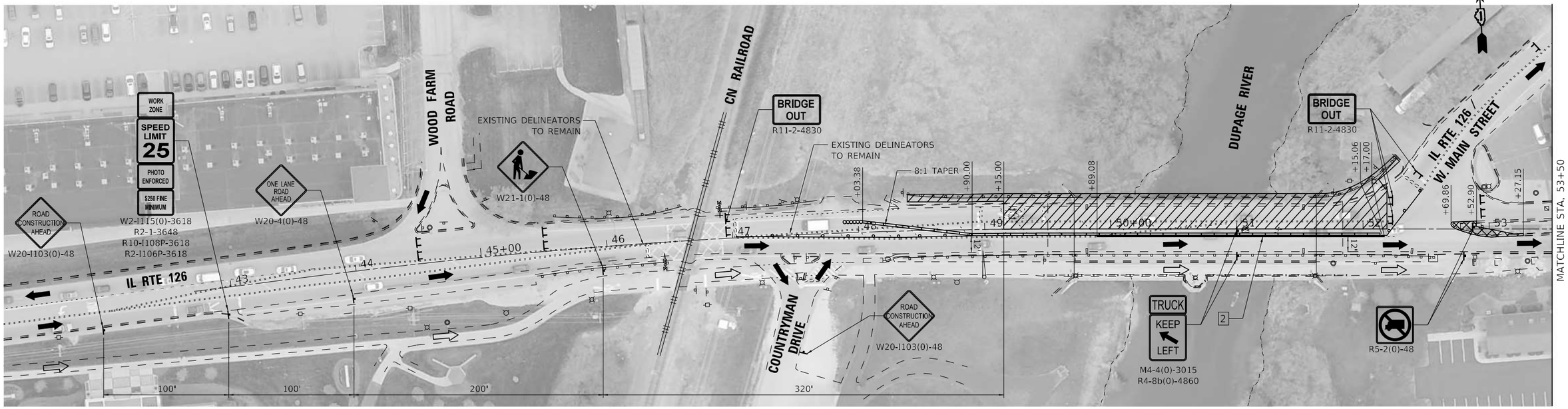
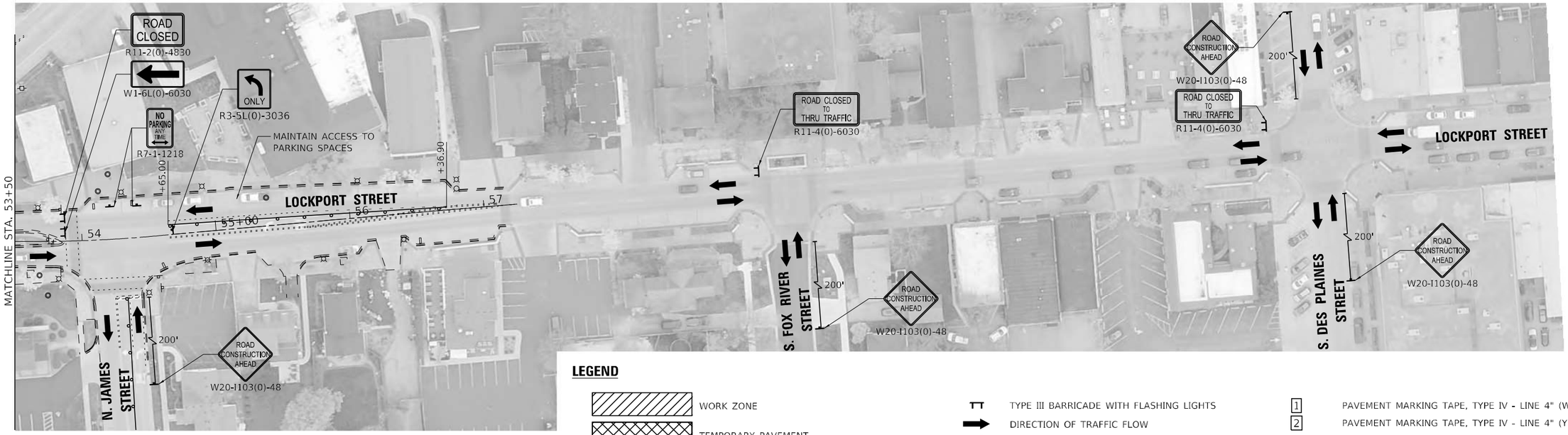
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	9
		CONTRACT NO. 62T19		
		ILLINOIS	FED. AID PROJECT	





NOTES

1. SEE DETOUR PLAN FOR ADDITIONAL DETOUR SIGNING.
2. ALL DRIVEWAYS SHALL REMAIN OPEN AND ACCESSIBLE. TWO (2) DRIVEWAY ENTRANCE SIGNS SHALL BE PLACED AT EACH COMMERCIAL DRIVEWAY WITHIN THE WORK ZONE IN ACCORDANCE WITH DISTRICT 1 DETAIL TC-26.

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- DRUMS OR TYPE II BARRICADES 20' C-C ON TAPERS, 25' C-C ON TANGENT
- TEMPORARY CONCRETE BARRIER WALL WITH BARRIER WALL REFLECTORS, TYPE C
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF TRAFFIC FLOW: PEDESTRIANS
- SIGN
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 2
- [1] PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE)
- [2] PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (YELLOW)

SCALE IN FEET 0 20 40 60

BAXTER & WOODMAN Consulting Engineers

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	DRAWN - MJO	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC – STAGE 1
ILLINOIS ROUTE 126

SCALE: 1" = 40' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	10
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		

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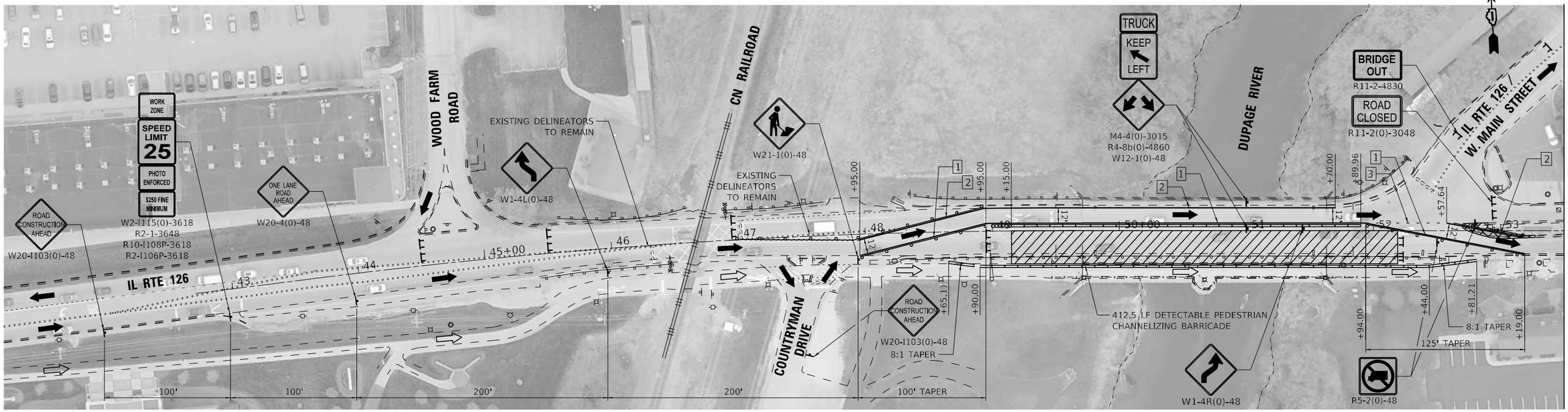
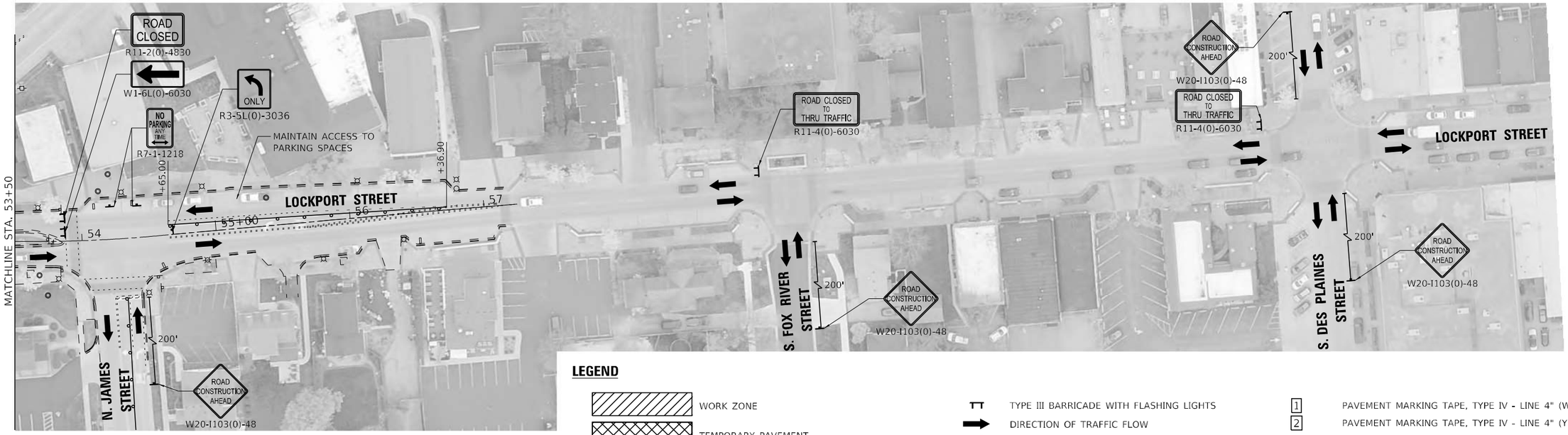




NOTES

1. SEE DETOUR PLAN FOR ADDITIONAL DETOUR SIGNING.
2. DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
3. ALL DRIVEWAYS SHALL REMAIN OPEN AND ACCESSIBLE. TWO (2) DRIVEWAY ENTRANCE SIGNS SHALL BE PLACED AT EACH COMMERCIAL DRIVEWAY WITHIN THE WORK ZONE IN ACCORDANCE WITH DISTRICT 1 DETAIL TC-26.

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT
- DRUMS OR TYPE II BARRICADES 20' C-C ON TAPERS, 25' C-C ON TANGENT
- TEMPORARY CONCRETE BARRIER WALL WITH BARRIER WALL REFLECTORS, TYPE C
- TYPE III BARRICADE WITH FLASHING LIGHTS
- DIRECTION OF TRAFFIC FLOW
- DIRECTION OF TRAFFIC FLOW: PEDESTRIANS
- SIGN
- IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 2
- [1] PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (WHITE)
- [2] PAVEMENT MARKING TAPE, TYPE IV - LINE 4" (YELLOW)

SCALE IN FEET 0 20 40 60

BAXTER & WOODMAN Consulting Engineers

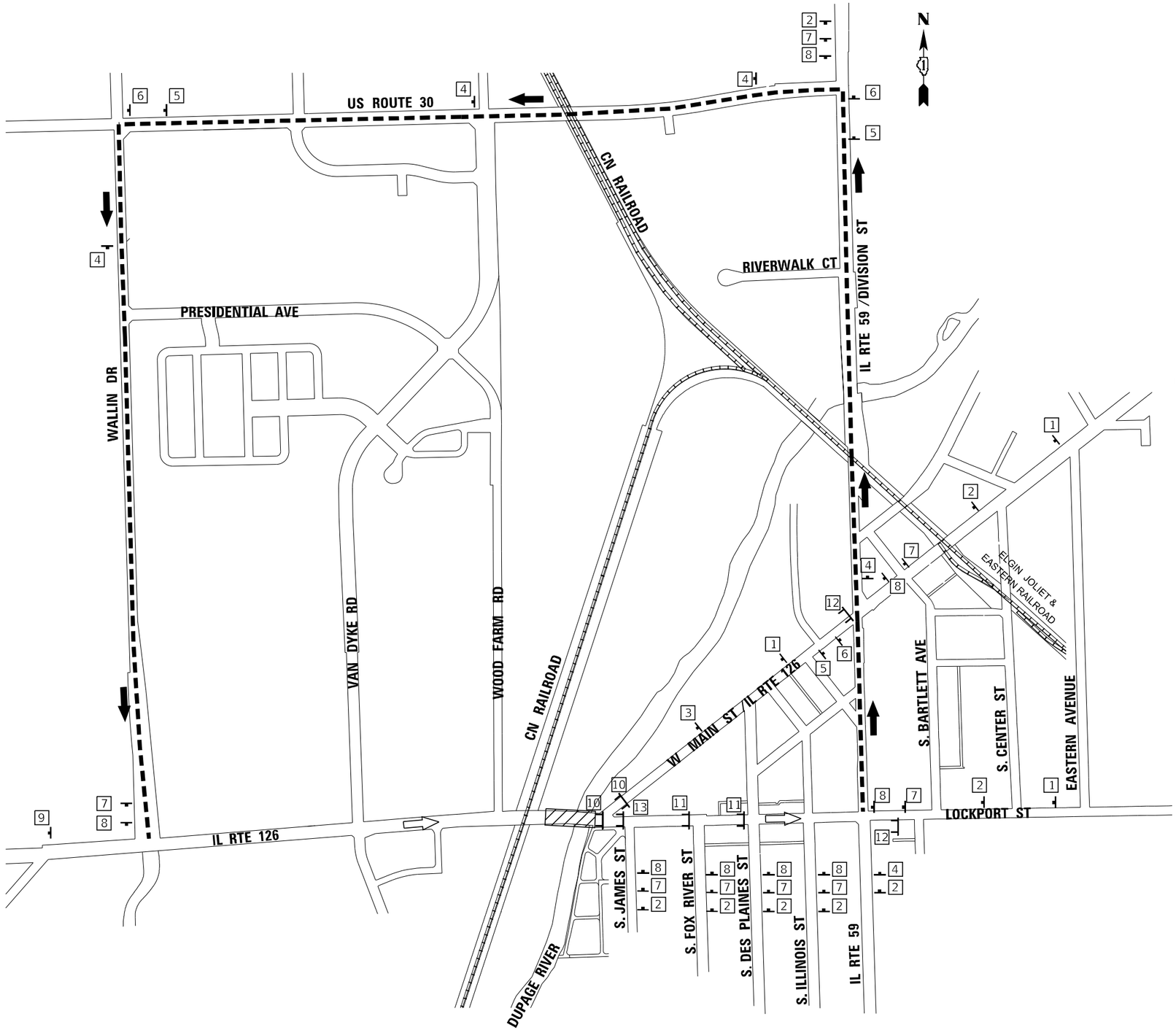
USER NAME = mlakowski	DESIGNED - ML	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 80.0000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 3/8/2024	DATE - 3/8/2024	FILE - 210069_WO8-SHT-MOT_02.dgn	

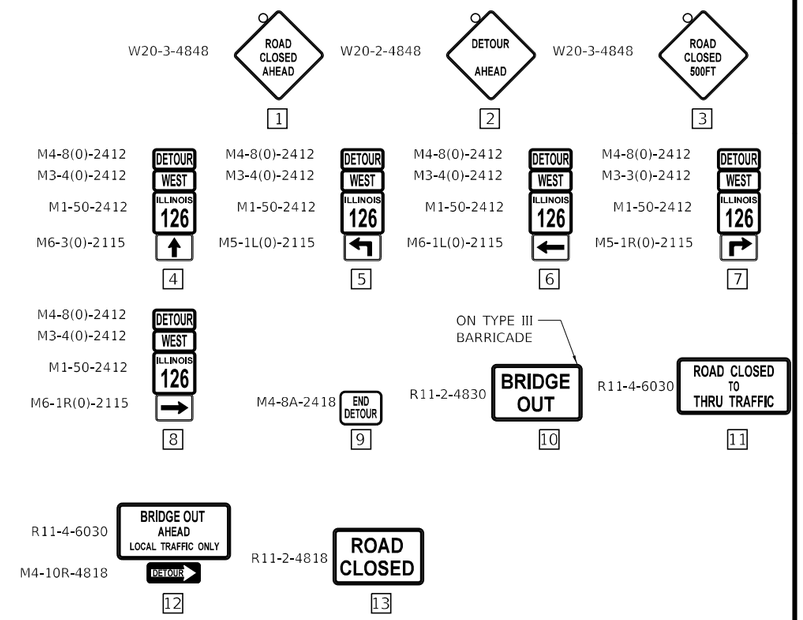
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC – STAGE 2
ILLINOIS ROUTE 126

SCALE: 1" = 40' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	11
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		





DETOUR ROUTE
DIRECTION OF DETOUR
TRAFFIC FLOW
WORK ZONE
TYPE III BARRICADE
SIGN

NOTES:

1. REFER TO DISTRICT DETAIL TC-21 FOR TYPICAL SIGN LAYOUT AND SPACING.
2. REFER TO DISTRICT DETAIL TC-22 FOR TEMPORARY INFORMATION SIGN ASSEMBLY DETAILS. TWO (2) TEMPORARY INFORMATION SIGN ASSEMBLIES SHALL BE PLACED AND SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

BAXTER & WOODMAN Consulting Engineers

USER NAME = mlakowski	DESIGNED - ML	REVISED -	
	DRAWN - MJO	REVISED -	
PLOT SCALE = 800.0000 ' / in.	CHECKED - DTH	REVISED -	
PLOT DATE = 3/8/2024	DATE - 3/8/2024	FILE - 210069_WO8-SHT-MOT-Detour_02.dgn	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR PLAN
IL ROUTE 126 OVER DUPAGE RIVER

SCALE: 1" = 500' | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	12
		CONTRACT NO. 62T19		
	ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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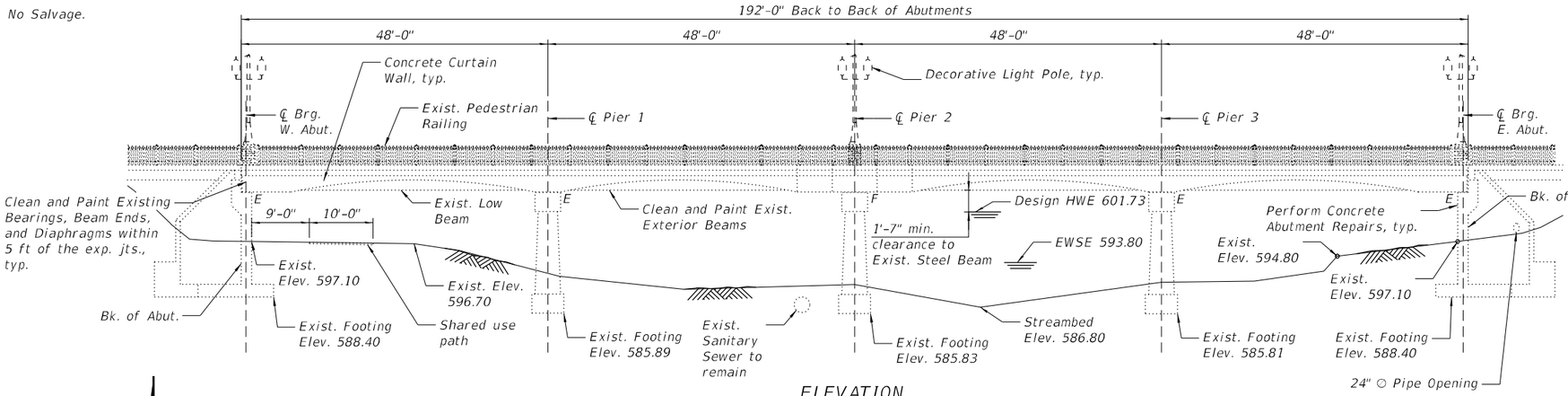
Bench Mark: U.S.G.S. Iron Post with Bronze Cap. Sta. 46+38.00, Offset 32.00' ± LT, Elev. 602.27 All elevations are from the 1991 and 2012 bridge plans.

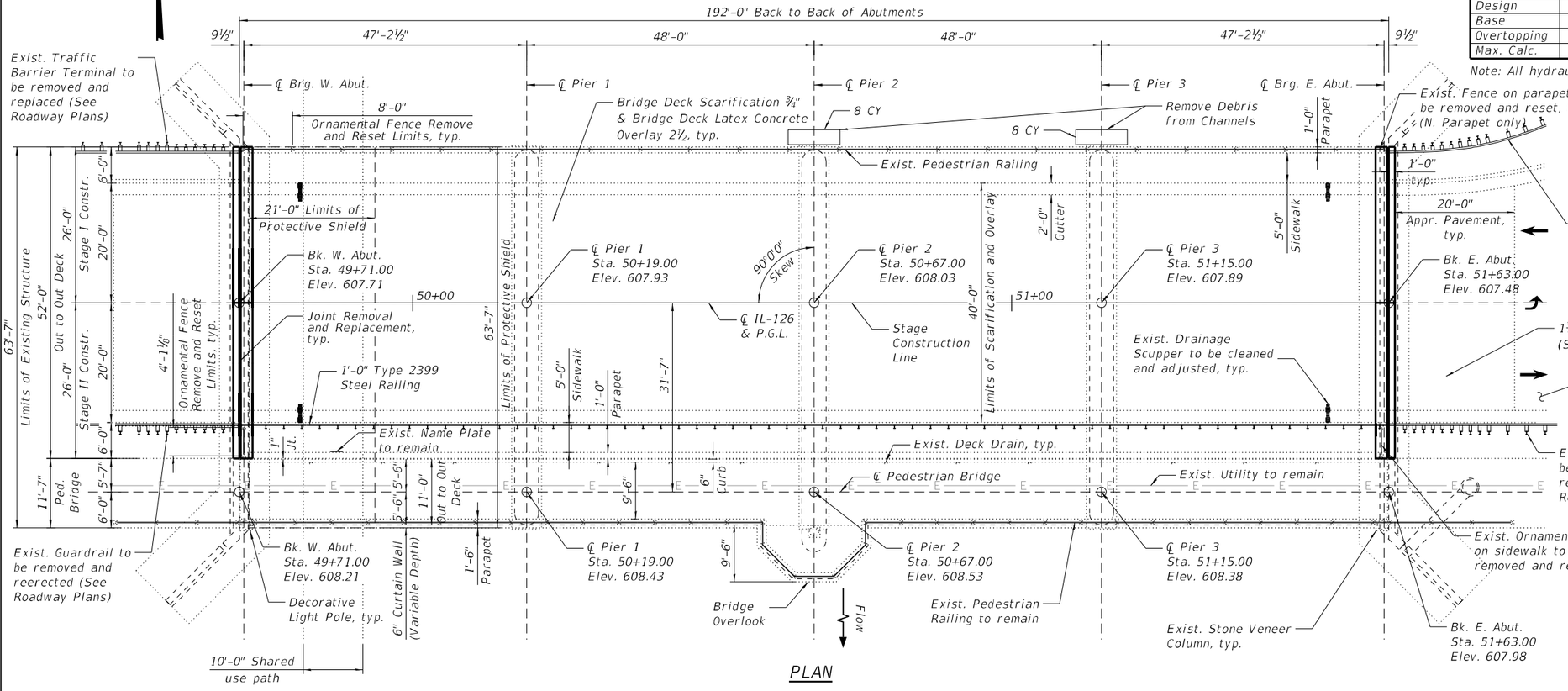
Existing Structure: S.N. 099-0099 originally built in 1925 as SBI Rte. 22. Section 15B-I-1. The structure was rehabilitated in 1991 as F.A. Rte. 349, Section (14W & 15)RS-1 and 15B-R(88). The existing structure consists of four span superstructure with continuous wide flange beams and 7½" concrete deck supported by R.C. solid piers and closed concrete abutments. The substructure has spread footings on rock. Bridge fence railing was replaced in 2003 with decorative metal railing. Bridge was widened with a pedestrian bridge in 2012.

Traffic to be maintained in the eastbound direction utilizing stage construction. Westbound traffic to be detoured.

No Salvage.



ELEVATION



PLAN

LOADING HS 20-44 (EXIST.)

No future wearing surface.

PEDESTRIAN BRIDGE

H10 Truck or Pedestrian Live Load of 85 psf

DESIGN STRESSES

FIELD UNITS (NEW. CONST.)

f'c = 3,500 psi (Substructure)
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcing Steel)

FIELD UNITS (EXIST. CONST.)

Cast in place reinforced concrete
f'c = 3,500 psi (Concrete)
fy = 60,000 psi (Reinforcing Steel)
Structural Steel
fy = 36,000 psi (M270, Grade 36)
fy = 50,000 psi (M270, Grade 50)

DESIGN SPECIFICATIONS (NEW CONST.)

2002 AASHTO Standard Specification for Highway Bridges, 17th Edition.

DESIGN SPECIFICATIONS (EXIST.)

AASHTO 1989 Standard Specifications for Highway Bridges
AASHTO Standard Specifications for Highway Bridges - 2002
AASHTO Guide Specifications for Design of Pedestrian Bridges - 2009

WATERWAY INFORMATION

Drainage Area = 249.4 Sq. Mi. Low Grade Elev. 603.05 @ Sta. 54+29.00

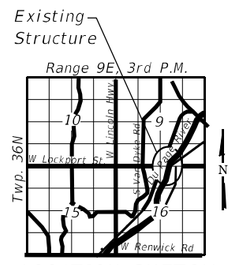
Flood	Freq. Yr.	Q C.F.S.	Opening Ft² Exist.	Opening Ft² Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	6,950	1,432	1,432	600.11	0.04	0.04	600.15	600.15
Design	50	10,000	1,720	1,720	601.73	0.05	0.05	601.78	601.78
Base	100	11,372	1,831	1,831	602.35	0.06	0.07	602.41	602.42
Overtopping	–	–	–	–	–	–	–	–	–
Max. Calc.	500	14,800	2,055	2,055	603.61	0.08	0.09	603.69	603.70

Note: All hydraulic data is from the 2012 bridge plans.

JENNIFER K. LOESCHER 081-007430 LICENSED STRUCTURAL ENGINEER STATE OF ILLINOIS

Jennifer K. Loescher

JENNIFER K. LOESCHER, P.E., S.E.
DATE: 2/16/2024
NO. 081-007430
EXP. DATE 11/30/2024



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
IL-126 (LOCKPORT STREET)
OVER DUPAGE RIVER (PUBLIC WATER)
IL. RTE. 126 - F.A.P. RTE. 349
SECTION FAP 0349 22 BJ
WILL COUNTY
STATION 50+67.00
STRUCTURE NO. 099-0099

USER NAME =	DESIGNED - SPB/EH	REVISED -	
	CHECKED - EJO/JKL	REVISED -	
PLOT SCALE =	DRAWN - JJI	REVISED -	
PLOT DATE =	CHECKED - 12/15/2023	REVISED -	

AEG ATLAS ENGINEERING GROUP, LTD.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 099-0099
SHEET S-1 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	13
		CONTRACT NO. 62T19		
		ILLINOIS	FED. AID PROJECT	

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INDEX OF SHEETS

SCOPE OF WORK

1. Perform ¾" bridge deck scarification.
2. Perform partial and full depth deck repairs and sidewalk repairs.
3. Clean and paint existing bearings, beam ends, and diaphragms within 5 feet of the expansion joints.
4. Clean and paint existing exterior beams.
5. Clean and adjust drainage scuppers and approach inlets.
6. Perform approach slab repairs.
7. Replace expansion joint at each abutment.
8. Place 2½" bridge deck latex concrete overlay.
9. Place 1¾" HMA overlay on approach slabs (See Roadway Plans).
10. Perform bridge deck grooving.
11. Apply protective coat to bridge deck, sidewalks, and parapets.
12. Perform structural repair on substructure concrete.
13. Remove debris from pier noses in channel.
14. Remove and reset existing ornamental fence to allow for deck expansion joint removal and replacement.
15. Remove and reerect or remove and replace existing guardrail to allow for deck expansion joint removal and replacement (see Roadway Plans).

GENERAL NOTES

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. The contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work; however, the Contractor shall be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement bars designated (E) shall be epoxy coated.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the joint concrete is poured at an ambient temperature other than 50°F.

Cleaning and painting of the existing structural steel shall be as specified in the special provision "Cleaning and Painting Existing Steel Structures." All beams, bearings, and other structural steel within 5 ft (measured along the beam) of either side of the deck joints shall be cleaned per Near White Blast Cleaning - SSPC- SP10. The exterior surfaces and bottom of the bottom flange of the fascia beams shall be cleaned per Commercial Grade Power Tool Cleaning - SSPC- SP15.

The designated areas cleaned per White Blast Cleaning and per Commercial Grade Power Tool Cleaning shall be painted according to the requirements of Organic Zinc-Rich/Epoxy/Urethane paint system. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1 unless noted otherwise. The color of the final finish coat for the exterior and bottom flange of the fascia beam on the roadway side shall be Interstate Green, Munsell No. 7.5G 4/8. The color of the final finish coat for the exterior and bottom flange of the fascia beam on the pedestrian side shall be Black, Munsell No. N1.

A minimum of 2 air monitors at every location will be required to monitor abrasive blasting operations. See special provisions for "Containment and Disposal of Lead Paint Cleaning Residue."

SSPC QP1 and SSPC QP2 certification is required for this contract.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to address the presence of lead on this project.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened, and incorporated into the 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.

GENERAL NOTES (CONT.)

Contractor shall not scale dimensions from contract plans for construction purposes. Scales shown are for information only.

All exposed concrete edges shall be ¾"x45° chamfer except where shown otherwise.

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction as shown in the contract plans.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose detrimental foreign material shall be removed from the surfaces in contact with concrete (SSPC - SP3 standards.) Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be paid for according to Article 109.04 of the Standard Specifications.

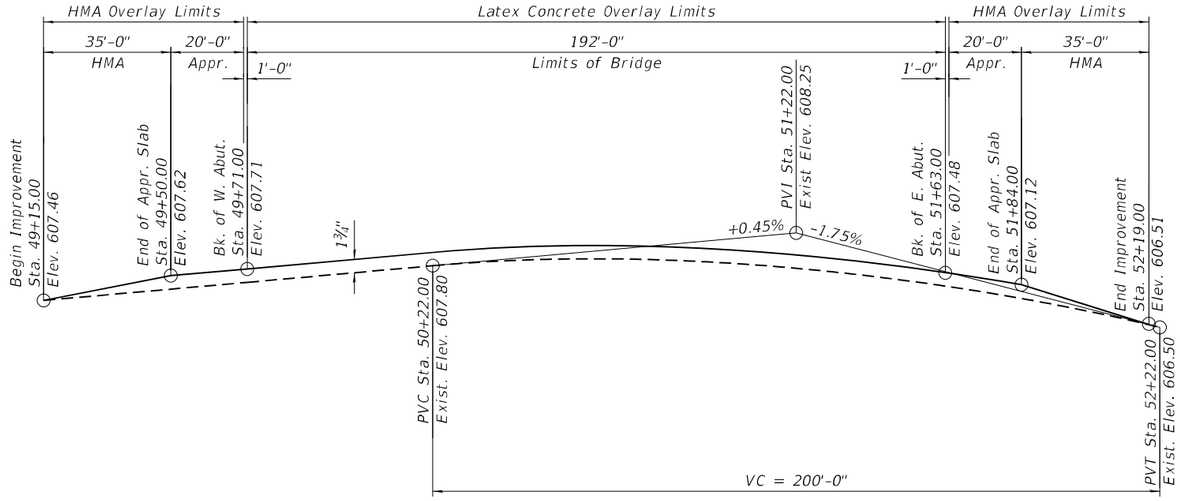
As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer, Any cracks that cannot be removed by grinding ¼ in. deep shall be identified and reported to the Bureau of Bridges & Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

The Contractor shall take precautions to protect pedestrians on shared use path under the west end of the bridge during substructure repairs and beam painting. During deck and joint repairs, the Contractor is to place protective shielding as shown on the contract plans or as directed by the Engineer.

The Contractor shall maintain a 5 ft min. wide path on the pedestrian bridge during construction activities.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.	15.1	-	15.1
Protective Shield	Sq. Yd.	149	-	149
Concrete Superstructure	Cu. Yd.	15.6	-	15.6
Bridge Deck Grooving	Sq. Yd.	811	-	811
Protective Coat	Sq. Yd.	1,228	-	1,228
Reinforcement Bars, Epoxy Coated	Pound	1,750	-	1,750
Bar Splicers	Each	24	-	24
Preformed Joint Strip Seal	Foot	108	-	108
Approach Slab Repair (Full Depth)	Sq. Yd.	9	-	9
Approach Slab Repair (Partial Depth)	Sq. Yd.	12	-	12
Bridge Deck Latex Concrete Overlay, 2½ Inches	Sq. Yd.	854	-	854
Containment and Disposal of Lead Paint Cleaning Residues, No. 1	L. Sum	1	-	1
Bridge Sidewalk Repair (Partial Depth)	Sq. Ft.	75	-	75
Cleaning and Painting Steel Bridge No. 1	L. Sum	1	-	1
Bridge Deck Scarification, ¾"	Sq. Yd.	854	-	854
Structural Repair of Concrete (Depth Equal to or Less than 5 inches)	Sq. Ft.	3	60	63
Debris Removal	Cu. Yd.	-	16	16
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	12	-	12
Drainage Scuppers to be Adjusted	Each	4	-	4
Remove and Reset Ornamental Fence	Foot	26	-	26
Temporary Shoring and Cribbing	Each	-	5	5



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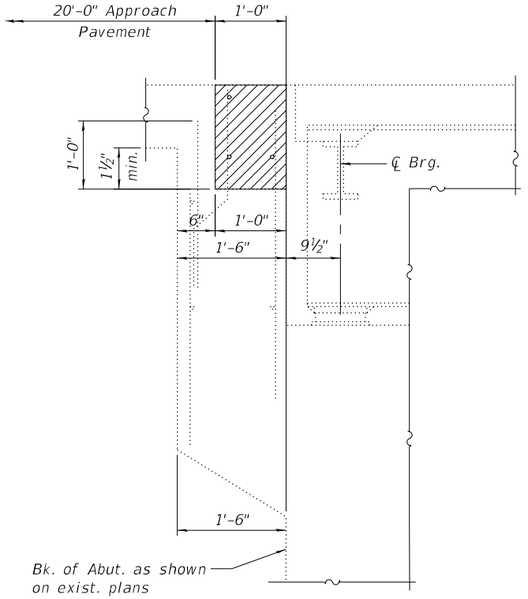
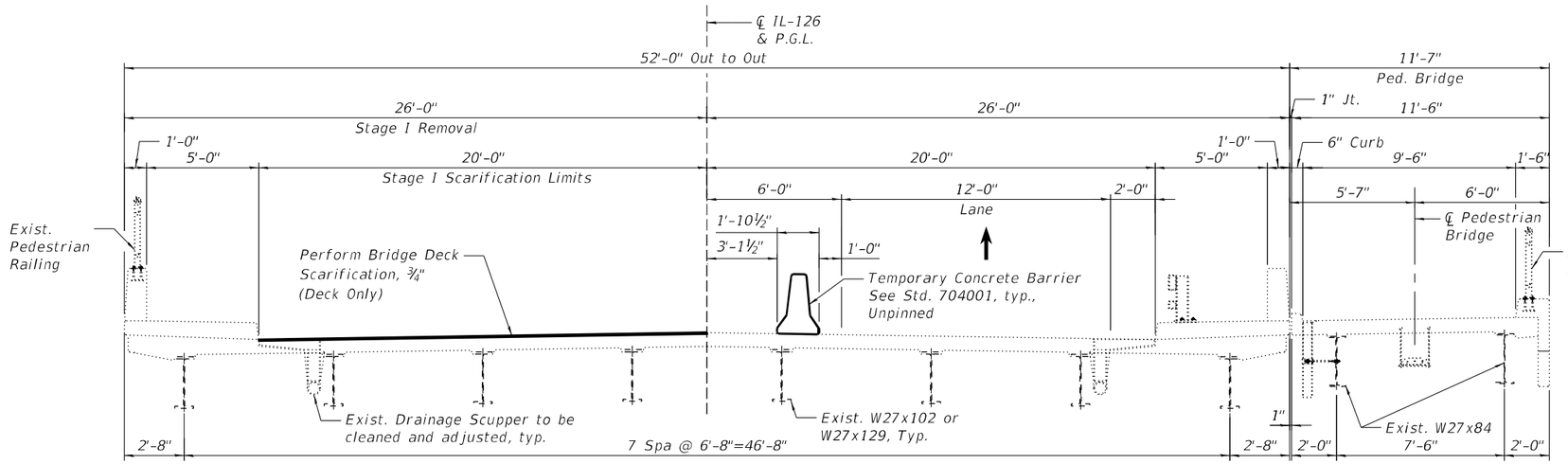
At ℄ IL-126



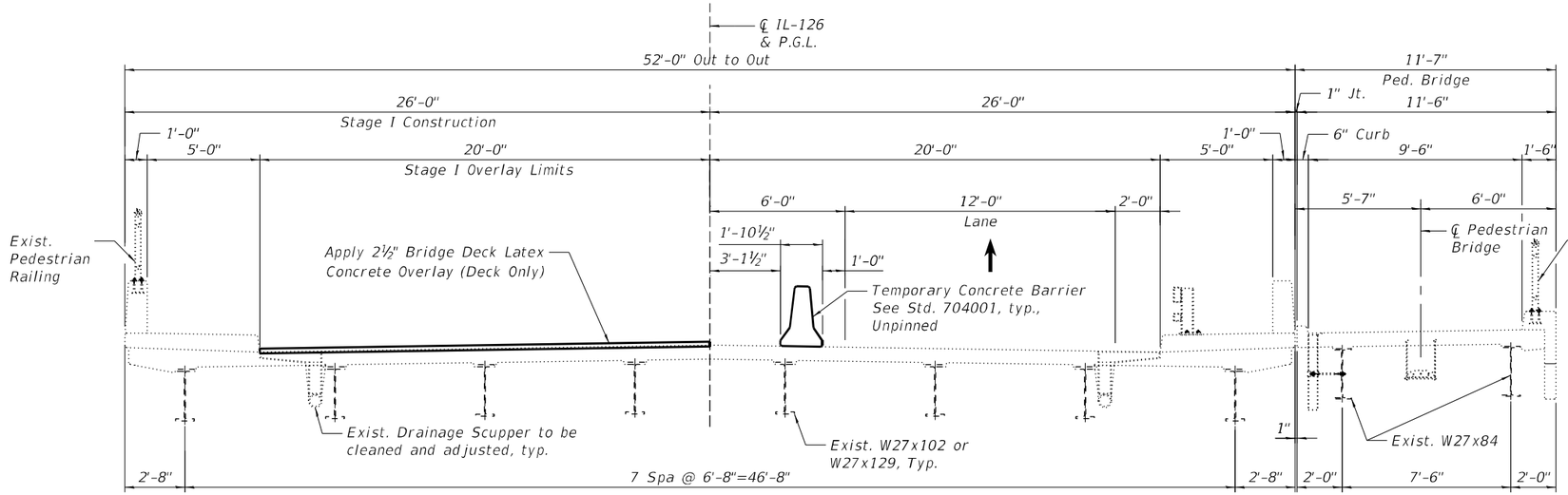
ABUTMENT SECTION



STAGE I REMOVAL
(Looking East)

STAGE I REMOVAL

1. Install temporary concrete barrier as shown.
2. Remove expansion joints at each abutment.
3. Drainage scuppers to be adjusted, see sheet S-10.
4. Scarify ¾" from bridge deck as shown in the plans.



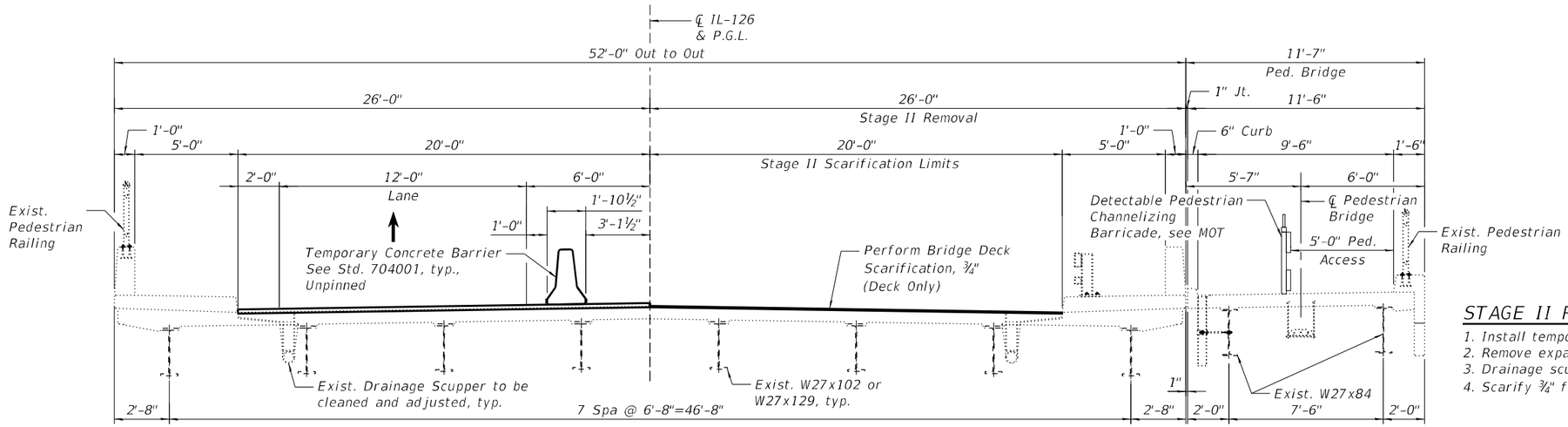
STAGE I CONSTRUCTION
(Looking East)

STAGE I CONSTRUCTION

1. Perform full-depth and partial-depth approach slab repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install new expansion joint at each abutment.
4. Apply 2½" bridge deck latex concrete overlay to bridge deck
5. Apply 1¾" HMA overlay to approach slabs (See Roadway Plans).
6. Perform bridge deck grooving for the latex overlay.
7. Apply protective coat to the top and inside faces of existing parapets and to the latex overlay.
8. Clean drainage scuppers.

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - EH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE CONSTRUCTION DETAILS STRUCTURE NO. 099-0099
		CHECKED - EH	REVISED -		
	PLOT SCALE =	DRAWN - KB	REVISED -		
	PLOT DATE =	CHECKED - 2/8/2024	REVISED -		SHEET S-3 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	15
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		

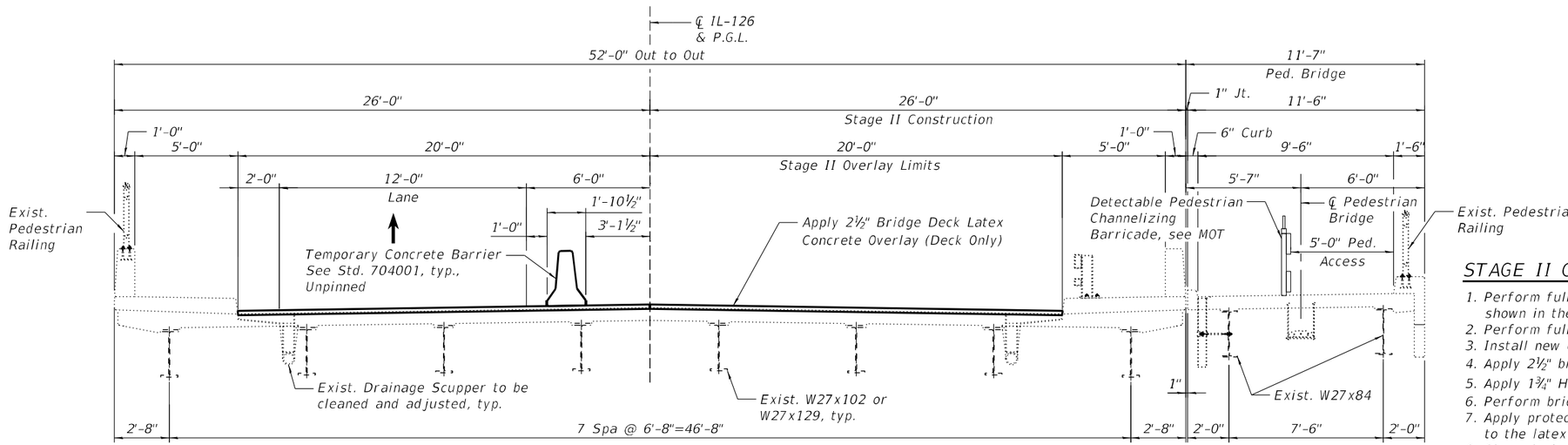


STAGE II REMOVAL
(Looking East)

STAGE II REMOVAL

1. Install temporary concrete barrier as shown.
2. Remove expansion joints at each abutment.
3. Drainage scuppers to be adjusted, see sheet S-10.
4. Scarify ¾" from bridge deck as shown in the plans.

Note:
Contractor to maintain 5 ft min. width for pedestrian access on Pedestrian Bridge



STAGE II CONSTRUCTION
(Looking East)

STAGE II CONSTRUCTION

1. Perform full-depth and partial-depth approach slab repairs at locations shown in the plans.
2. Perform full-depth bridge deck repairs at locations shown in the plans.
3. Install new expansion joint at each abutment.
4. Apply 2½" bridge deck latex concrete overlay to bridge deck
5. Apply 1¾" HMA overlay to approach slabs (See Roadway Plans).
6. Perform bridge deck grooving for the latex overlay.
7. Apply protective coat to the top and inside faces of existing parapets and to the latex overlay.
8. Clean drainage scuppers.

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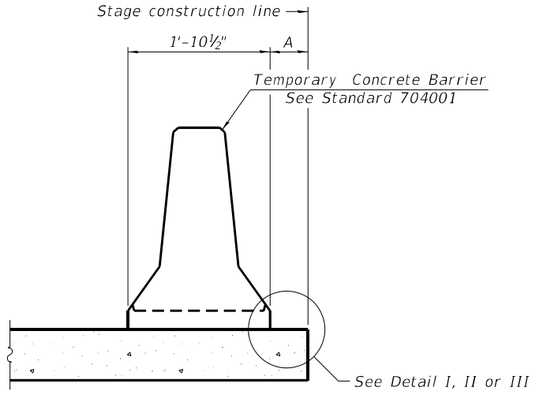
		CHECKED - EH	REVISED -
	PLOT SCALE =	DRAWN - KB	REVISED -
	PLOT DATE =	CHECKED - 2/8/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

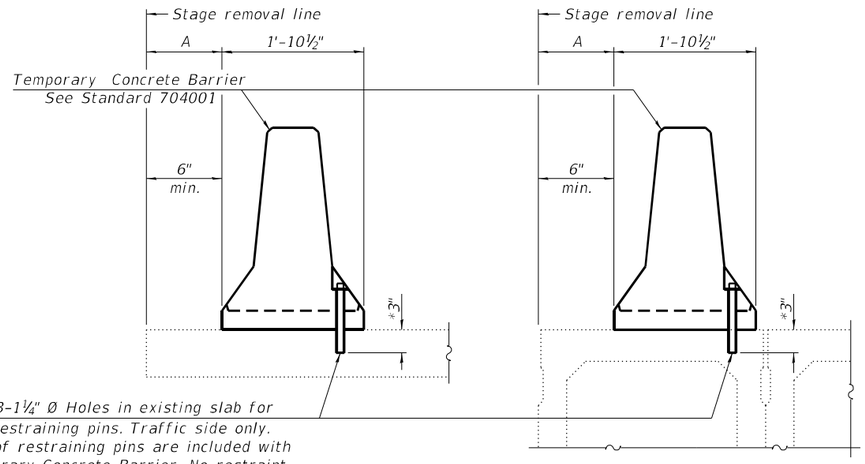
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 099-0099
SHEET S-4 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	16
		CONTRACT NO. 62T19		
		ILLINOIS	FED. AID PROJECT	



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

NEW SLAB OR NEW DECK BEAM

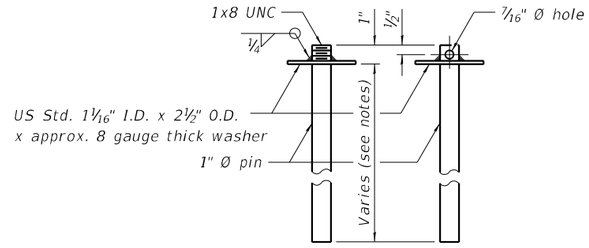


Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

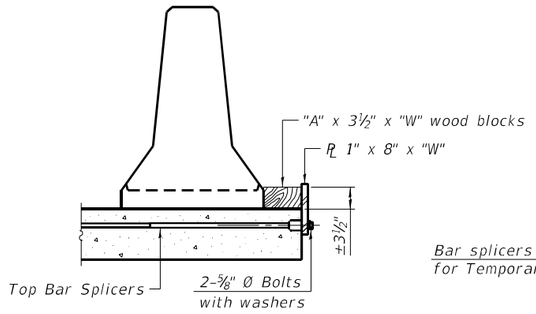
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

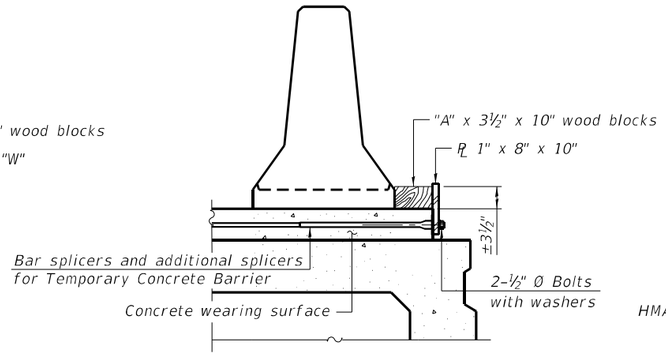


RESTRAINING PIN

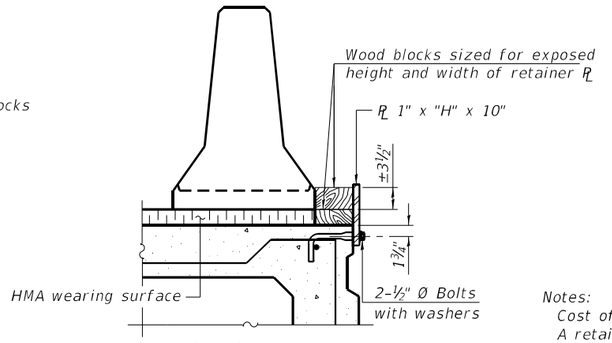
SECTIONS THRU SLAB OR DECK BEAM



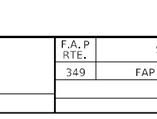
DETAIL I



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 ℄ of each temporary concrete barrier.

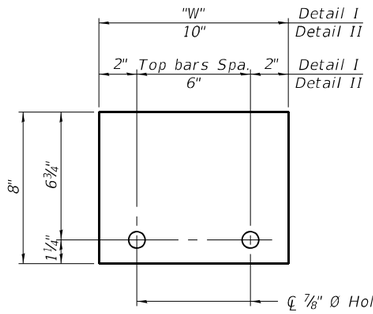
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

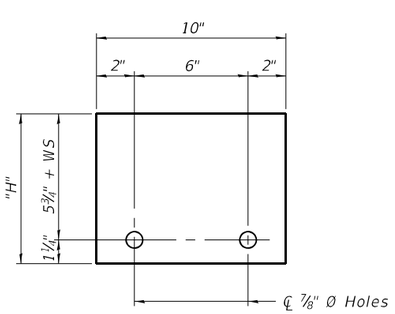
Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

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



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

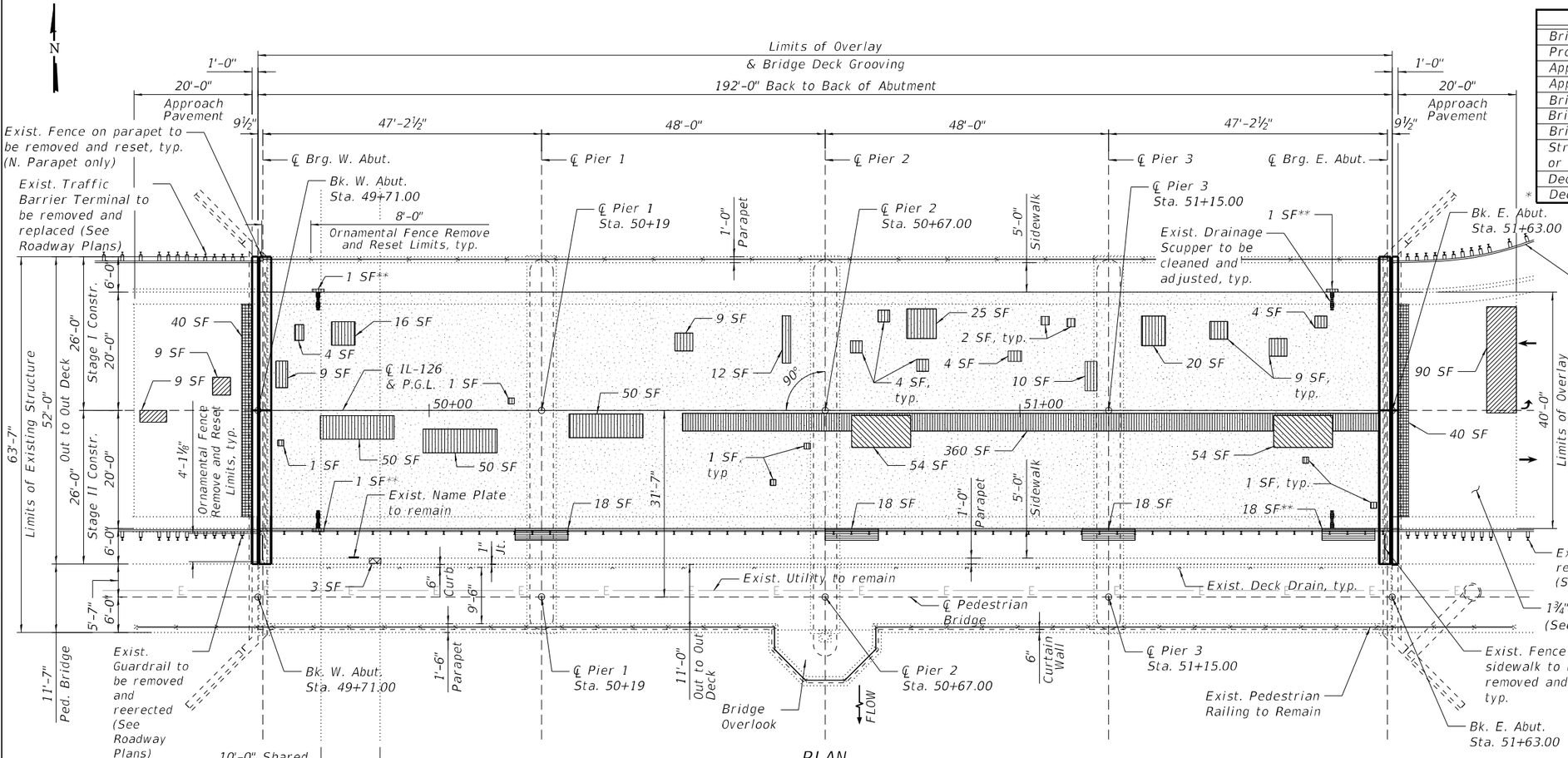
R-27

10-12-2021

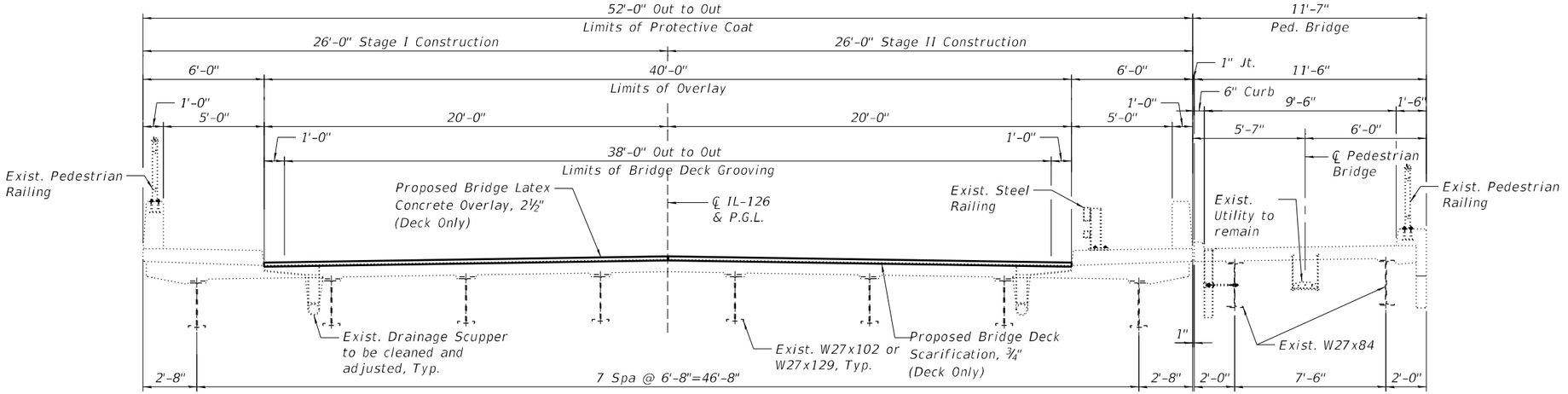
BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Grooving	Sq. Yd.	811
Protective Coat	Sq. Yd.	1228
Approach Slab Repair (Full Depth)	Sq. Yd.	9
Approach Slab Repair (Partial Depth)	Sq. Yd.	12
Bridge Deck Latex Concrete Overlay 2½ inches	Sq. Yd.	854
Bridge Sidewalk Repair (Partial Depth)	Sq. Ft.	75
Bridge Deck Scarification ¾"	Sq. Yd.	854
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	3
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	12
* Deck Slab Repair (Partial)	Sq. Yd.	74

* For Information only.
** For concrete removal details at the drainage scuppers, see sheet S-10.

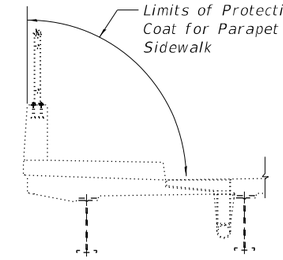


PLAN



CROSS SECTION

(Looking East)



DETAIL A
LIMITS OF PROTECTIVE COAT

Notes:

Area of deck and approach slab repairs are estimated. Actual type, location, and dimensions are to be determined by the Engineer during construction and documented on as-built plans.

Protective coat shall be applied to the top surface of the concrete overlay and new concrete for joint replacement. It shall also be applied to the existing sidewalks and top and inside vertical faces of the existing parapets on the roadway bridge.

Areas of Deck Slab Repair (Partial) are shown for information only and shall be included in the Cost of Bridge Deck Latex Concrete Overlay, 2½".

LEGEND

- Joint Removal and Replacement See Sheets S-7 thru S-9
- Approach Slab Repair (Full Depth)
- Approach Slab Repair (Partial Depth)
- Bridge Deck Latex Concrete Overlay 2½" Bridge Deck Scarification ¾"
- Bridge Sidewalk Repair (Partial Depth)
- Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)
- Deck Slab Repair (Full Depth)
- Deck Slab Repair (Partial) For Information only

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USER NAME =	DESIGNED - SPB	REVISED -
	CHECKED - EJO	REVISED -
PLOT SCALE =	DRAWN - KB	REVISED -
PLOT DATE =	CHECKED - 12/15/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK REPAIR
STRUCTURE NO. 099-0099
SHEET S-6 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	18
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		

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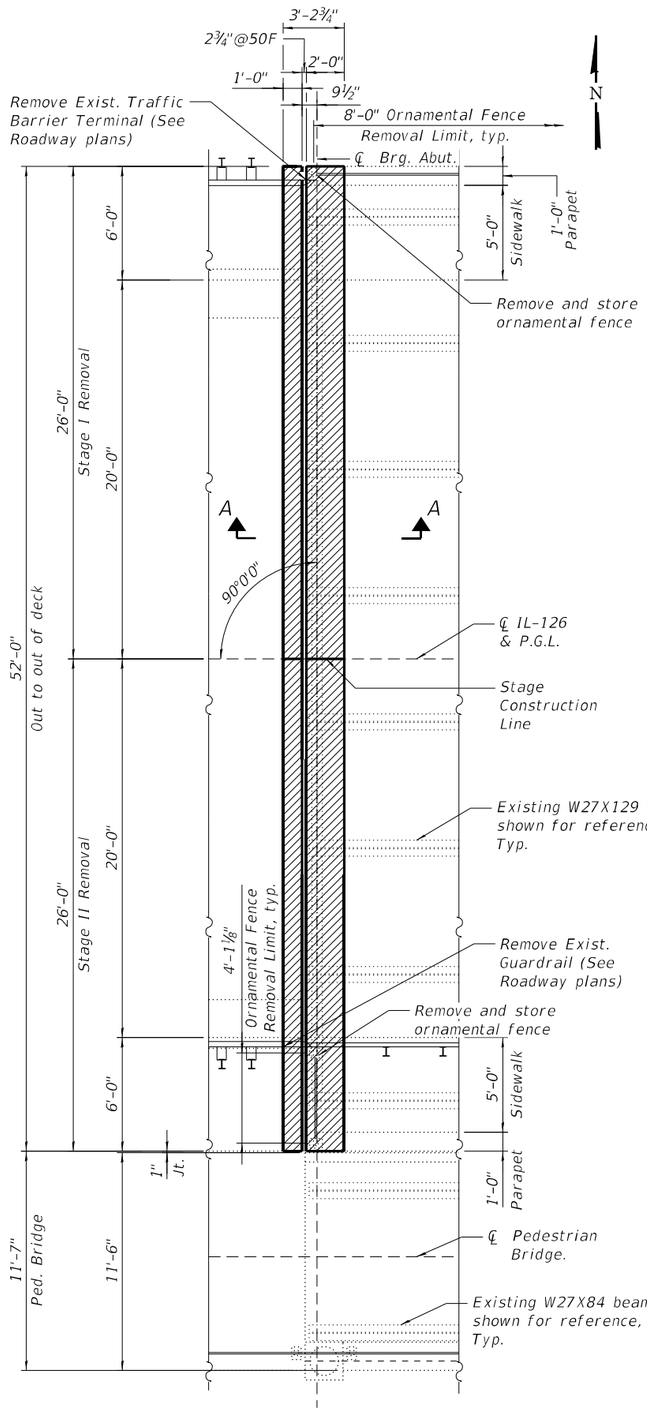
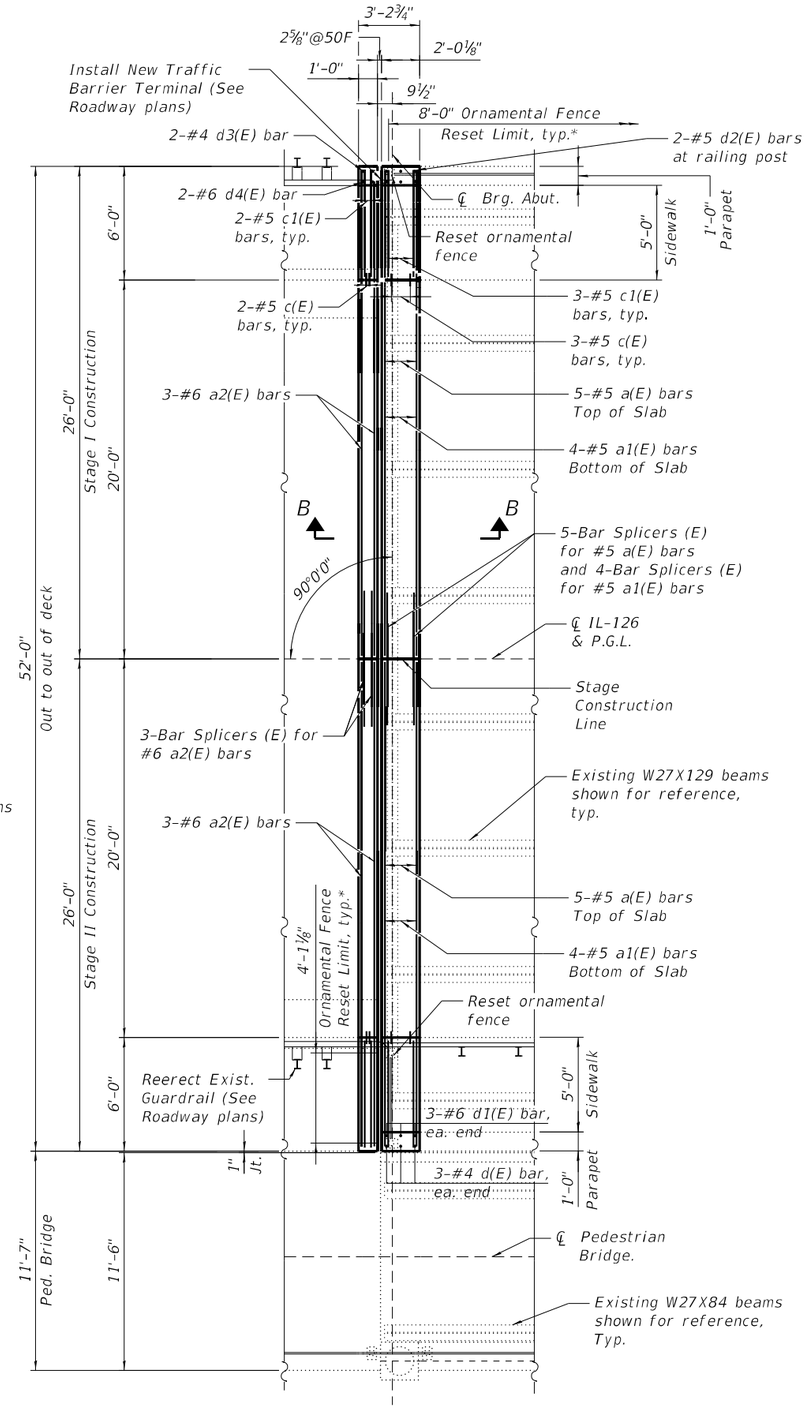


CONCRETE REMOVAL PLAN

(West Abutment Shown.
East Abutment Similar.)



CONCRETE REPLACEMENT PLAN

(West Abutment Shown.
East Abutment Similar.)

Notes:

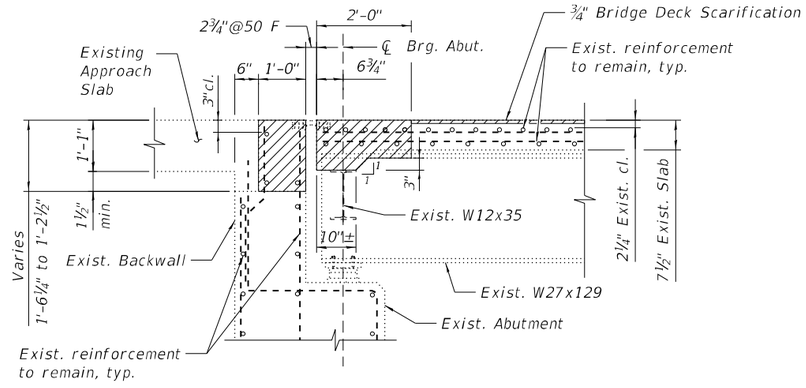
Existing reinforcement shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included with Concrete Removal.

Removal of existing joint system is included with Concrete Removal.

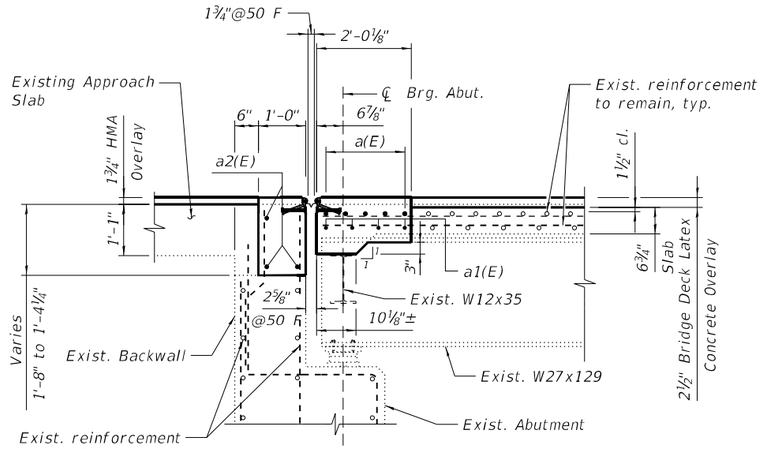
See Sheet S-8 for Section Thru Parapet and Bill of Material.

For Ornamental Fence removal and reset on the N. parapet, see See S-8 and S-14 for details.



SECTION A-A

*Existing anchor bolts and anchorage to be reused. Any new hardware required to reset the existing ornamental fence shall be replaced in kind and included in the pay item "Remove and Reset Ornamental Fence." See Special Provision and Sheet S-14 for additional details.



SECTION B-B

LEGEND

Concrete Removal

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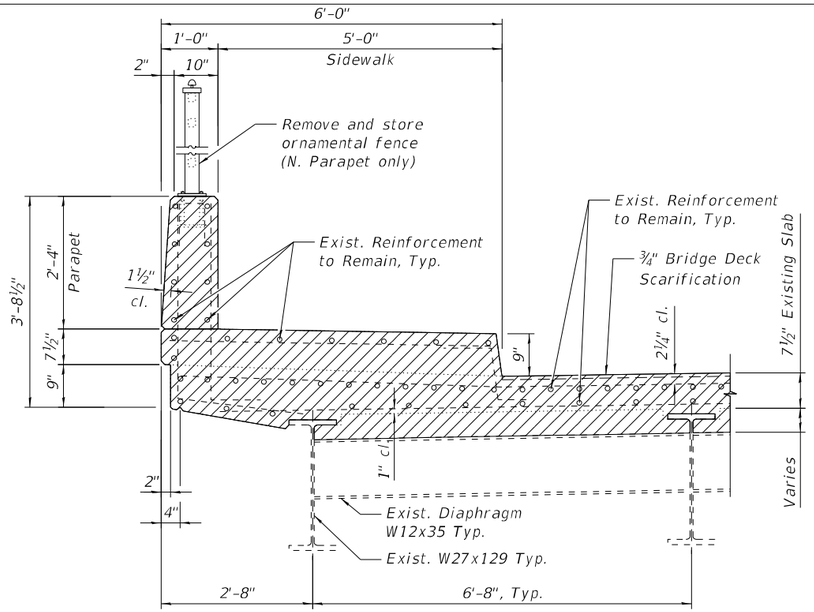
AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - EH	REVISED -
		CHECKED - EJO	REVISED -
	PLOT SCALE =	DRAWN - KB	REVISED -
	PLOT DATE =	CHECKED - 12/15/2023	REVISED -

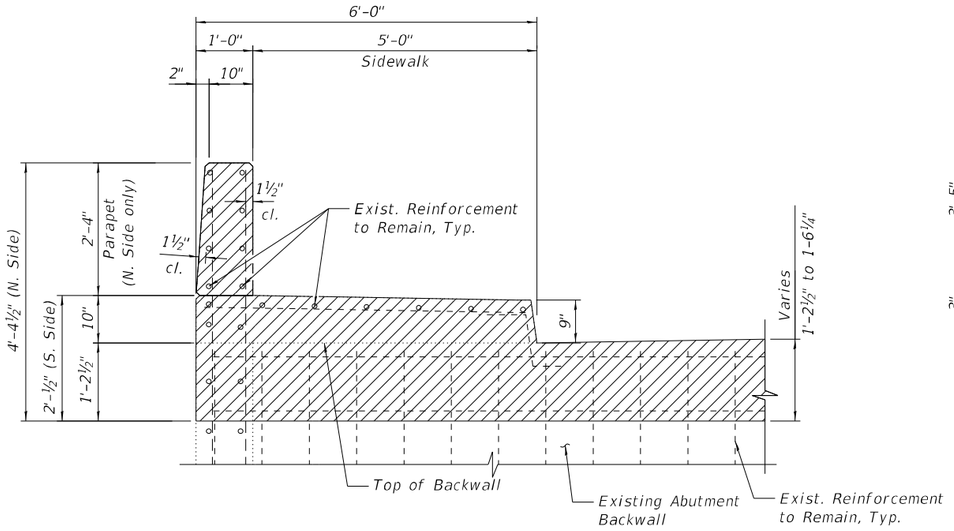
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL AND REPLACEMENT DETAILS
STRUCTURE NO. 099-0099
SHEET S-7 OF S-15 SHEETS

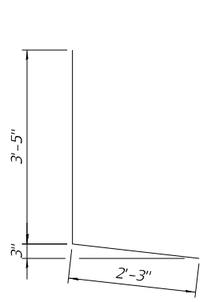
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	19
		CONTRACT NO. 62T19		
	ILLINOIS FED. AID PROJECT			



SECTION THRU PARAPET REMOVAL

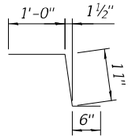


SECTION THRU BACKWALL PARAPET REMOVAL

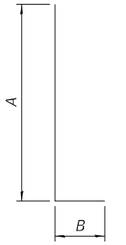


BAR d(E)

BAR d2(E)



BAR c(E)



BAR d1(E), d3(E), AND d4(E)

Bar	A	B
d1(E)	3'-5½"	10½"
d3(E)	3'-11½"	10½"
d4(E)	3'-10½"	10½"

SECTION THRU PARAPET REPLACEMENT

SECTION THRU BACKWALL PARAPET REPLACEMENT

BILL OF MATERIAL FOR TWO JOINTS

Bar	No.	Size	Length	Shape
a(E)	20	#5	25'-8"	——
a1(E)	16	#5	24'-8"	——
a2(E)	12	#6	25'-8"	——
c(E)	20	#5	2'-5"	⌐
c1(E)	20	#5	5'-8"	——
d(E)	12	#4	5'-8"	⌐
d1(E)	12	#6	4'-4"	⌐
d2(E)	4	#4	2'-1"	⌐
d3(E)	4	#4	4'-10"	⌐
d4(E)	4	#6	4'-9"	⌐
Concrete Removal		Cu Yd	14.1	
Concrete Superstructure		Cu Yd	15.6	
Reinforcement Bars, Epoxy Coated		Pound	1750	
Bar Splicers		Each	24	
Remove and Reset Ornamental Fence		Foot	26	

NOTE:

Remove and reset of ornamental fence quantity measured from end of removal to the nearest post.

LEGEND

Concrete Removal

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	CHECKED - EJO	REVISED -
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PLOT DATE =	CHECKED - 12/15/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

JOINT REMOVAL AND REPLACEMENT DETAILS
STRUCTURE NO. 099–0099
SHEET S-8 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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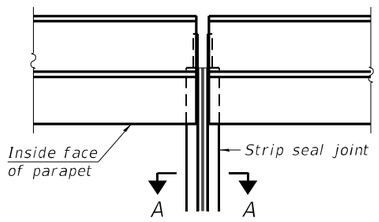
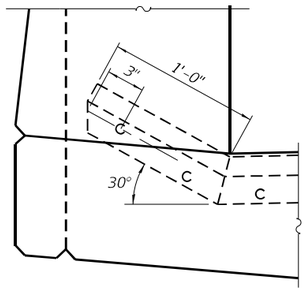
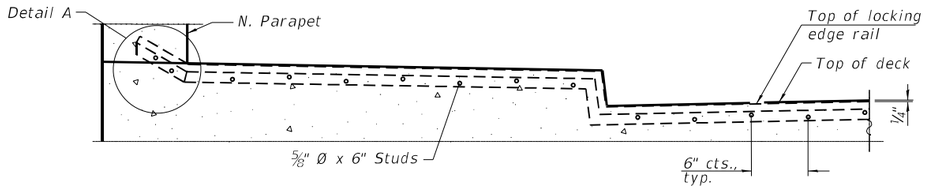
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		



PLAN AT PARAPET



DETAIL A



PROP. SECTION AT DECK RAISED SIDEWALK (N. PARAPET)

NOTES:

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

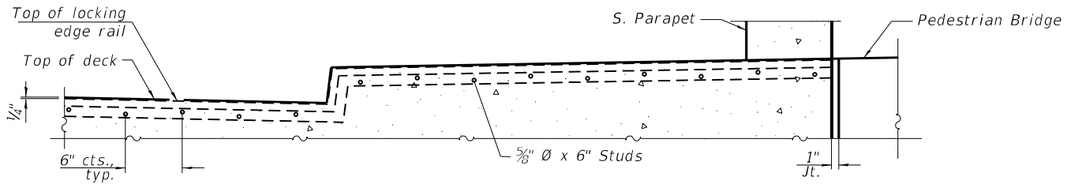
The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails,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

The manufacturer's recommended installation methods shall be followed.

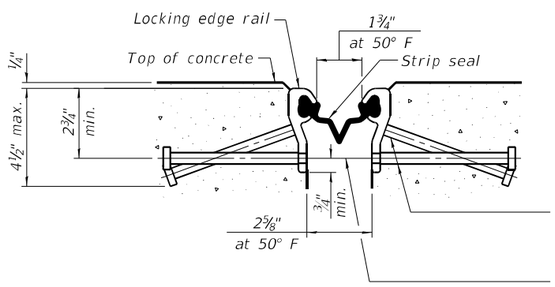
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

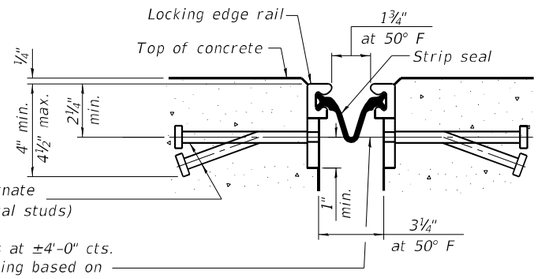
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to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



PROP. SECTION AT DECK RAISED SIDEWALK (S. PARAPET)



SHOWING ROLLED RAIL JOINT



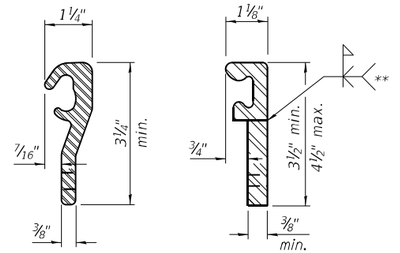
SHOWING WELDED RAIL JOINT

* 5/8" Ø x 6" studs @ 6" cts. (alternate angled/bent studs with horizontal studs)

3/8" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.

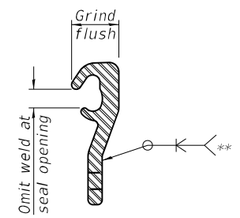
SECTION A-A

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



LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	108

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		CHECKED - EJO	REVISED -	
PLOT SCALE =		DRAWN - JJI	REVISED -	
PLOT DATE =		CHECKED - 12/15/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 099-0099
SHEET S-9 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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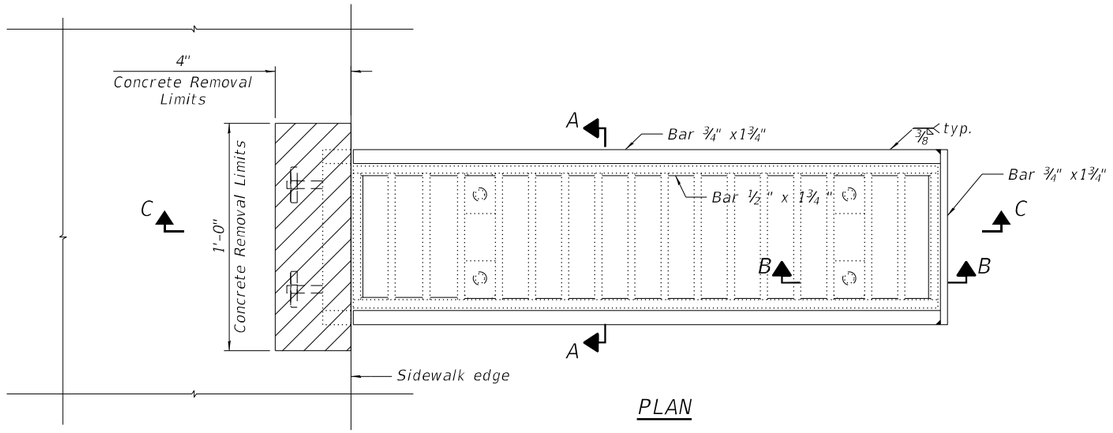
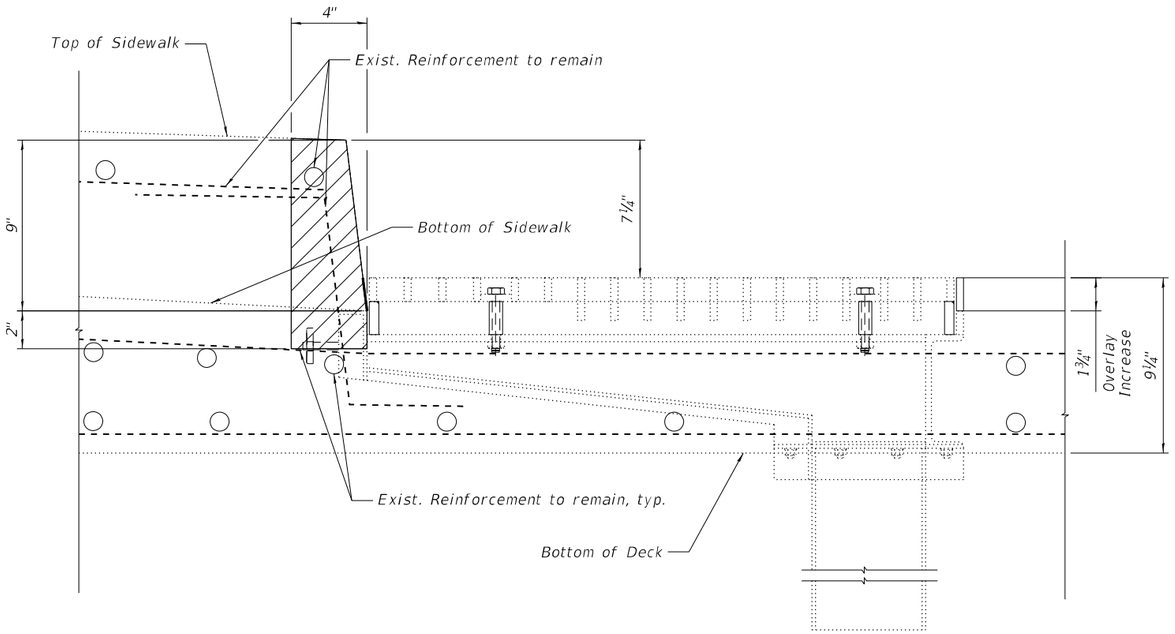
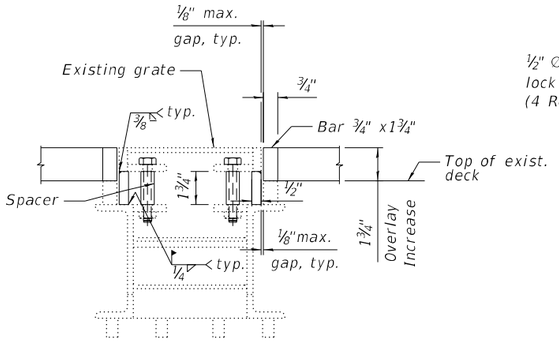
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		



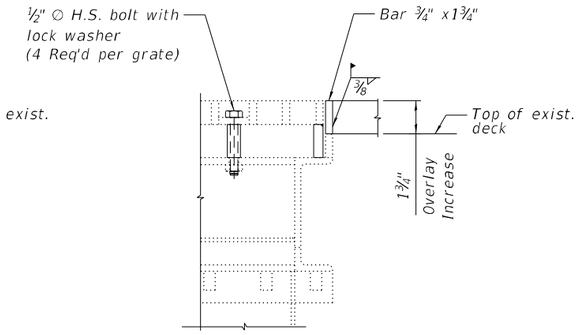
PLAN



SECTION C-C



SECTION A-A



SECTION B-B

Notes:

Existing drainage scupper grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge deck overlay.

Proposed structural steel for adjusting the scupper grates shall be AASHTO Classification M-270 Gr. 36. All proposed components adjusting the scupper grates shall be hot dipped galvanized.

Bolts shall be ½" ∅ ASTM F3125 Grade A325 Type 1, hot dipped galvanized. Spacer may be fabricated from round steel pipe.

The Contractor shall ensure that no damage is done to the existing grates to be reused.

Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.

The Contractor shall field verify the type of scupper present and the scupper dimensions.

Galvanizing for field welded areas shall be repaired per ASTM A 780.

Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnish and install scupper adjustment ring, and reinstall the grates is included in the cost per unit each for Drainage Scuppers to be Adjusted.

These scupper adjustment details are intended for a steel drainage scupper. The Contractor shall confirm the material of the existing drainage scuppers and may propose a cast iron adjustment ring detail if necessary.

Work this sheet with Sheet S-6 for concrete removal and replacement.

Existing reinforcement shall be cleaned, straightened, and incorporated into the new construction. Cost included with Concrete Removal.

Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using and approved bar splicer or anchorage system. Cost included with Concrete Removal.

STEEL DRAINAGE SCUPPER

Existing plans provided Cast Iron Alternative. Contractor to field verify type of scupper material used.

LEGEND

Concrete Removal

BILL OF MATERIALS

ITEM	ITEM	TOTAL
Concrete Removal	Cu. Yd.	1.0
Drainage Scuppers to be Adjusted	Each	4

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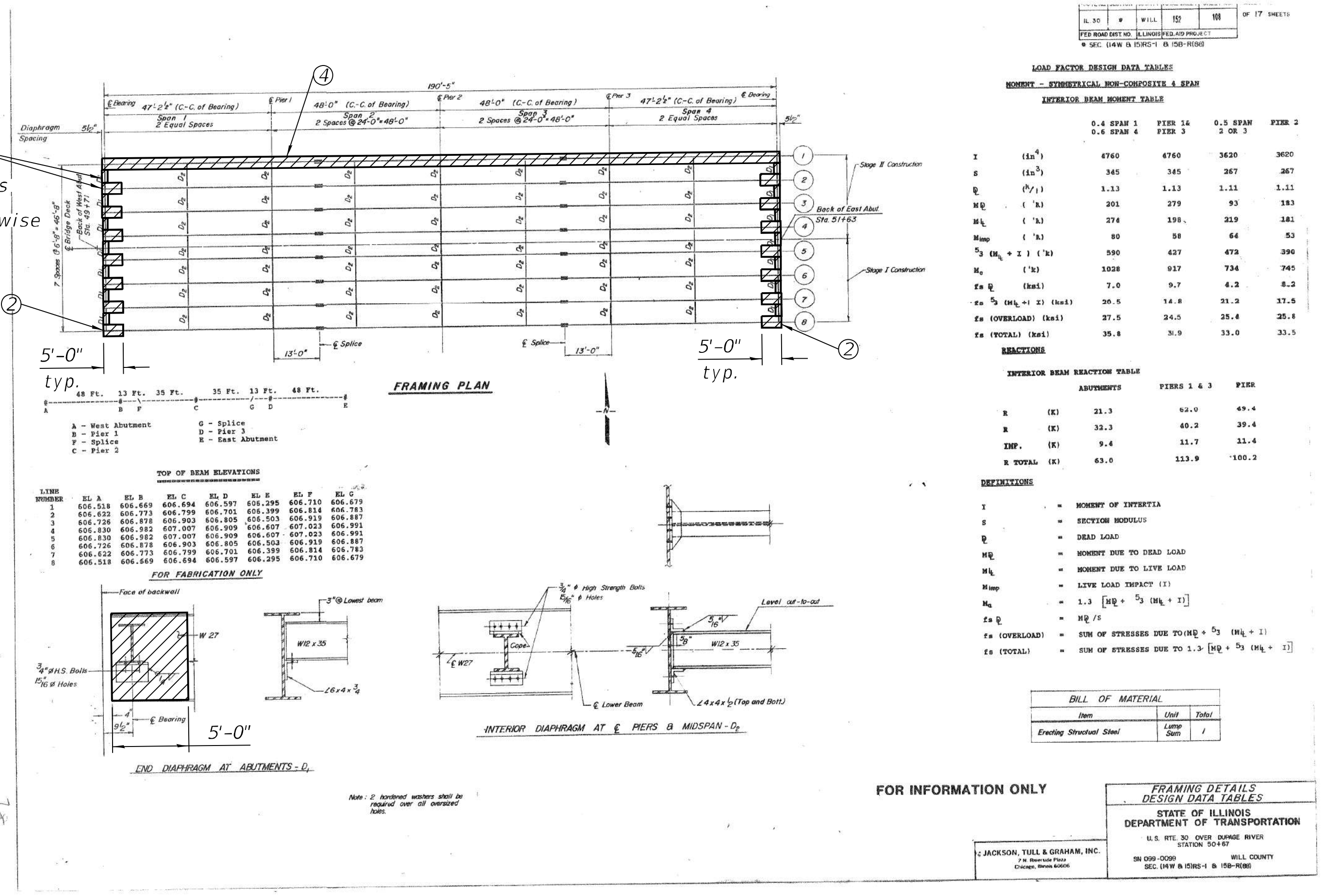
	CHECKED - EJO	REVISED -	
PLOT SCALE =	DRAWN - KB	REVISED -	
PLOT DATE =	CHECKED - 12/15/2023	REVISED -	

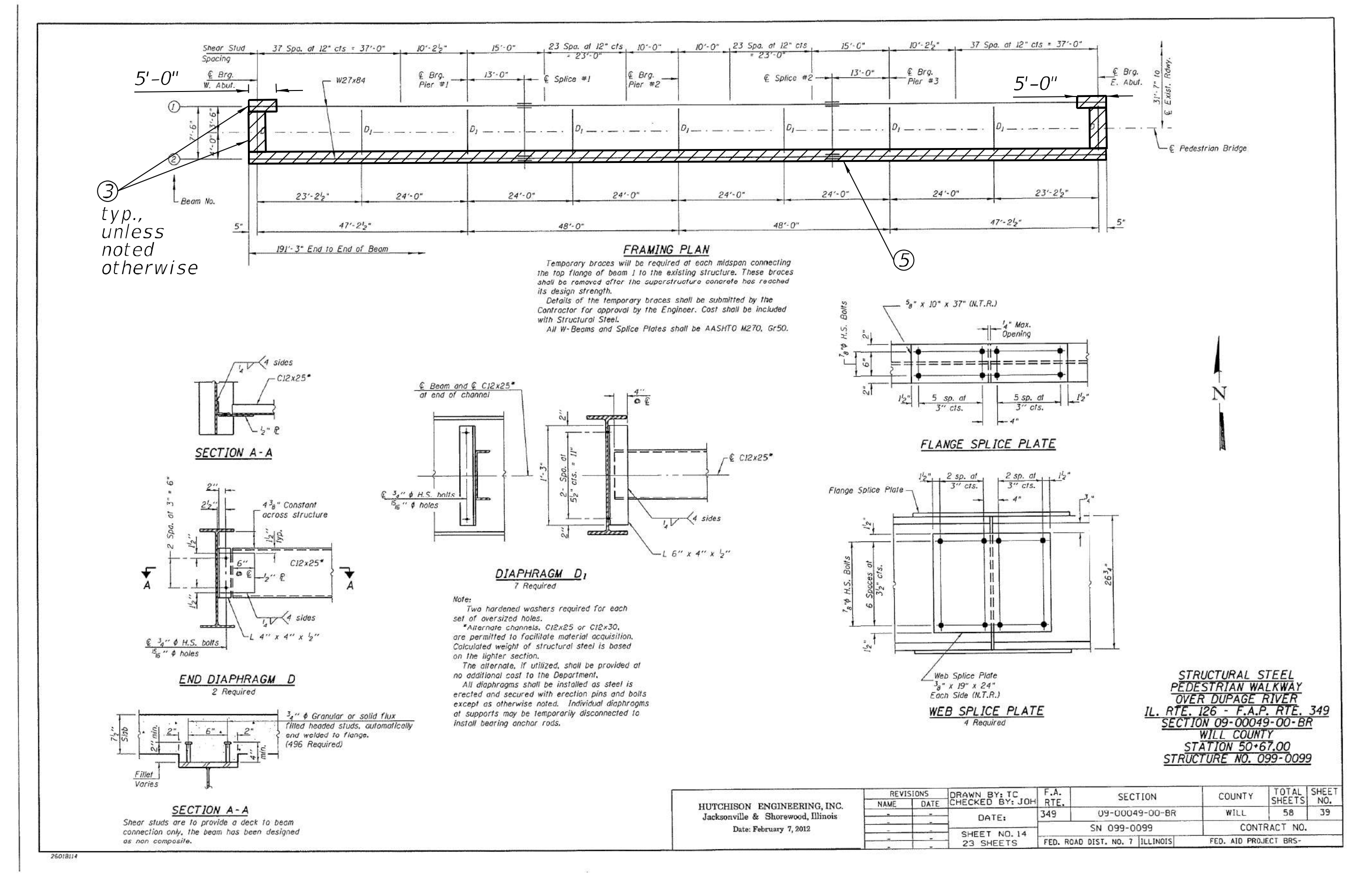
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER ADJUSTMENT DETAILS
STRUCTURE NO. 099-0099
SHEET S-10 OF S-15 SHEETS

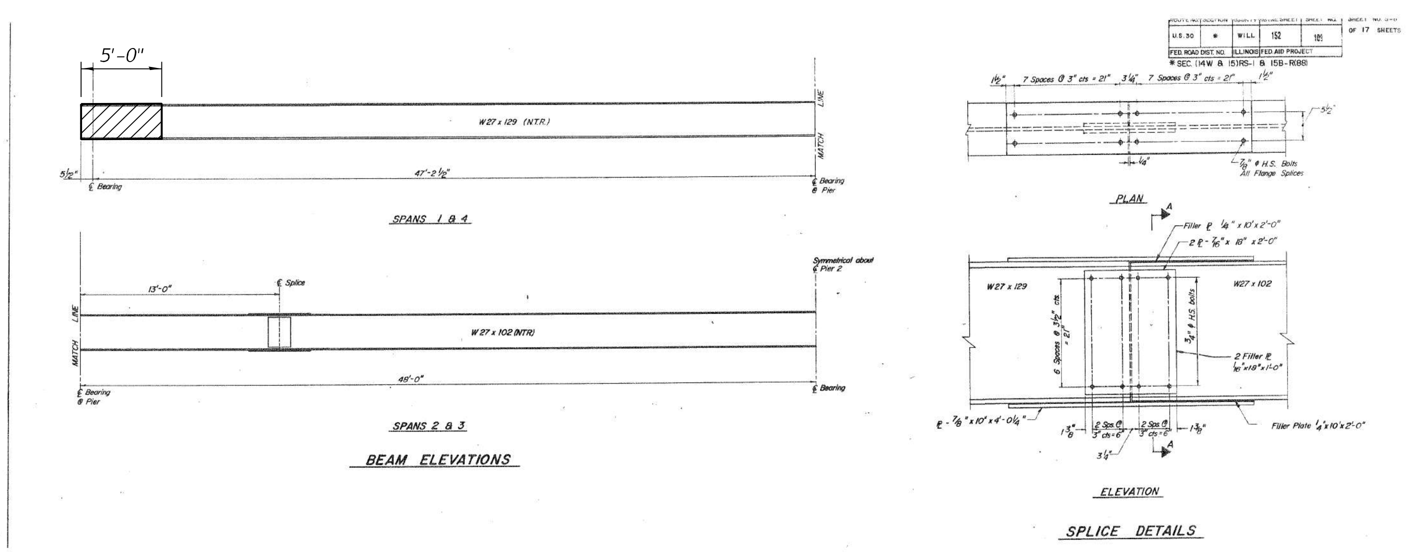
F.A. P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	22
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		



1991 REHAB FRAMING PLAN



2012 BRIDGE WIDENING FRAMING PLAN



1991 REHAB BEAM ELEVATIONS AND SPLICE DETAILS

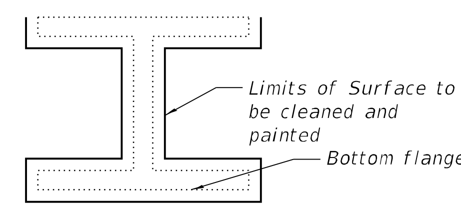


FIGURE 1

BEAM PAINTING DETAIL

(Within 5 ft. of exp. jt., both ends)

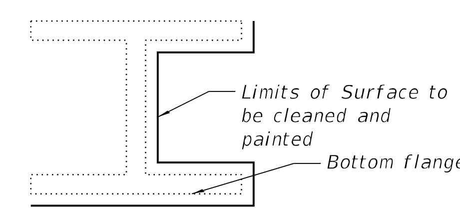


FIGURE 2

FASCIA BEAM PAINTING DETAIL

(Full length of beam outside of 5 ft. area from exp. jt.)

Notes:

Existing structural steel shall be cleaned and painted to the limits shown on this sheet. See General Notes on Sheet S-2 for additional requirements.

Cleaning of existing structural steel shall be performed according to the requirements of special provision "Containment and Disposal of Lead Paint Cleaning Residues."

Cleaning and Painting within 5'-0" of girder ends shall include end diaphragms, girder webs and flanges, bearings, anchor bolts, and all miscellaneous steel.

Existing expansion bearings and anchor bolts at each abutment shall be cleaned and painted. See Sheet S-12 for bearing details and notes.

Joint repair work and substructure repairs, with associated jacking and cribbing, work shall take place before painting of steel.

DESCRIPTION OF WORK	FINAL FINISH COAT
① All Interior steel surfaces within 5 ft. of exp. jt. (see Fig. 1)	Gray, Munsell No. 5B 7/1
② All Interior steel surfaces within 5 ft. of exp. jt. (see Fig. 1)	Interstate Green, Munsell No. 7.5G 4/8
③ All Interior steel surfaces within 5 ft. of exp. jt. (see Fig. 1)	Black, Munsell No. N1.
④ Exterior and bottom flange of the fascia beam (see Fig. 2)	Interstate Green, Munsell No. 7.5G 4/8
⑤ Exterior and bottom flange of the fascia beam (see Fig. 2)	Black, Munsell No. N1.

LEGEND

Cleaning and Painting Steel Bridge No. 1

BILL OF MATERIAL

ITEM	ITEM	TOTAL
Cleaning and Painting Steel Bridge No. 1	L. Sum	1
Containment and Disposal of Lead Paint Cleaning Residues, No. 1	L. Sum	1

ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - EH	REVISED -
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	PLOT SCALE =	DRAWN - EH	REVISED -
	PLOT DATE =	CHECKED - 12/15/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS-BUILT (FRAMING PLAN)
STRUCTURE NO. 099-0099

SHEET S-11 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	23
		CONTRACT NO. 62T19		
		ILLINOIS FED. AID PROJECT		

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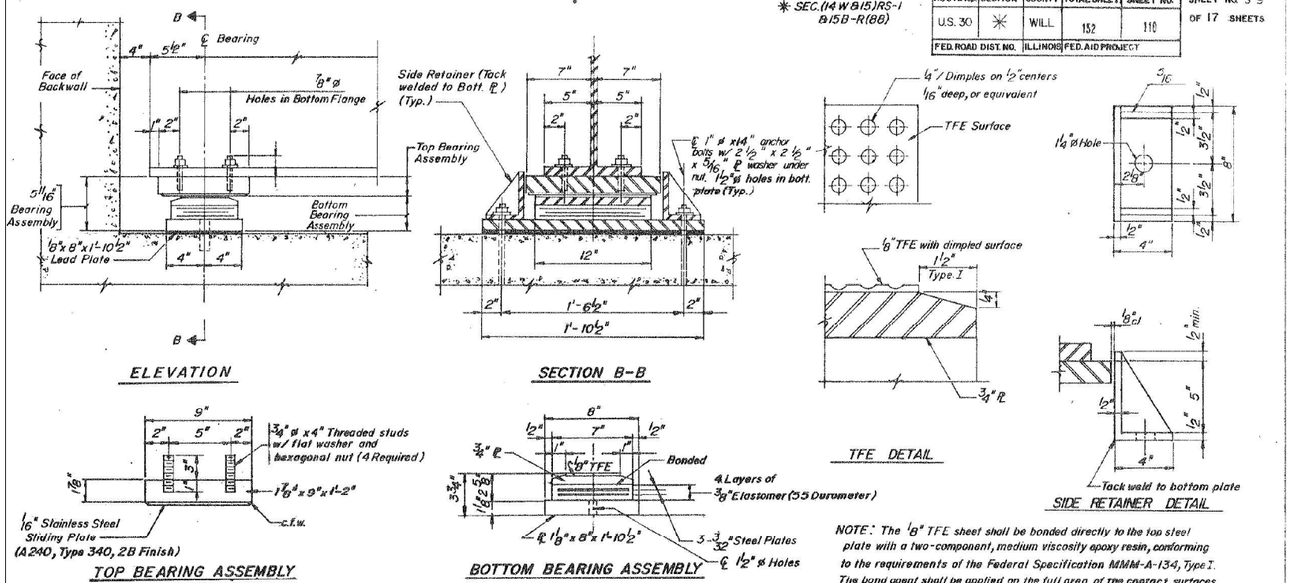
ROUTE	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
U.S. 30	*	WILL	152	110
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. S-9 OF 17 SHEETS

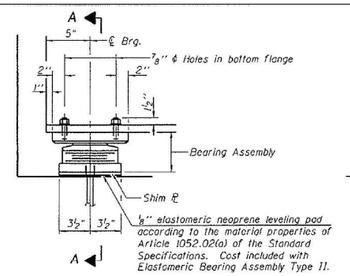
* SEC. (14 W 815) RS-1
815B-R(86)



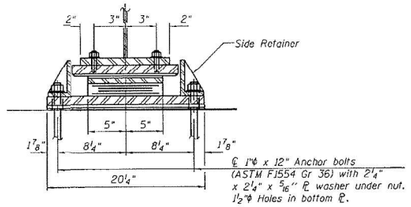
NOTE: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces. Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

TYPE II TFE ELASTOMERIC EXPANSION BEARING AT ABUTMENTS

EXISTING BEARING DETAILS AT ABUTMENT
ROADWAY BRIDGE
FOR INFORMATION ONLY

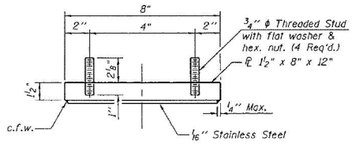


ELEVATION AT ABUT.

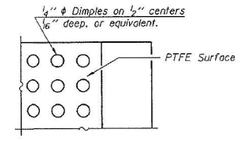


SECTION A-A

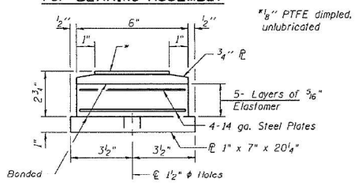
TYPE II ELASTOMERIC EXP. BRG.



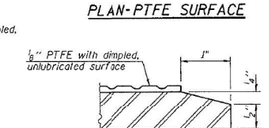
TOP BEARING ASSEMBLY



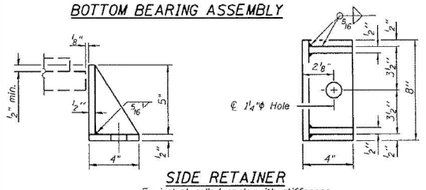
PLAN-PTFE SURFACE



BOTTOM BEARING ASSEMBLY



SECTION THRU PTFE



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

EXISTING BEARING DETAILS AT ABUTMENT
PEDESTRIAN WALKWAY
FOR INFORMATION ONLY

Note:
Work this sheet with Sheet S-11.

MODEL: Default
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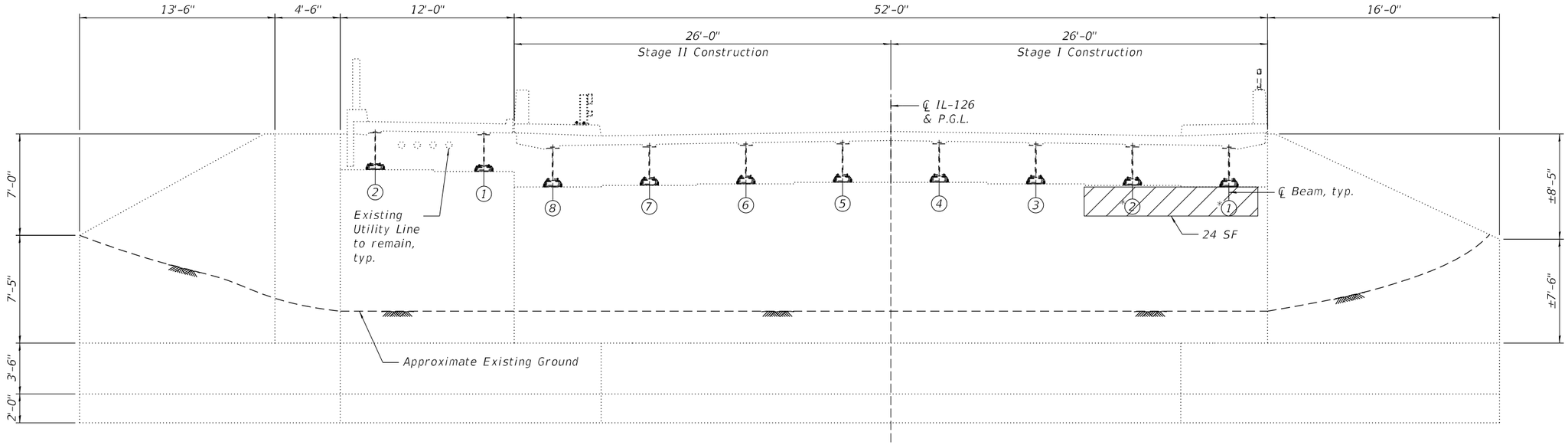
3/13/2024 4:05:22 PM

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - SPB	REVISED -
		CHECKED - EJO	REVISED -
	PLOT SCALE =	DRAWN - JJI	REVISED -
	PLOT DATE =	CHECKED - 12/15/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

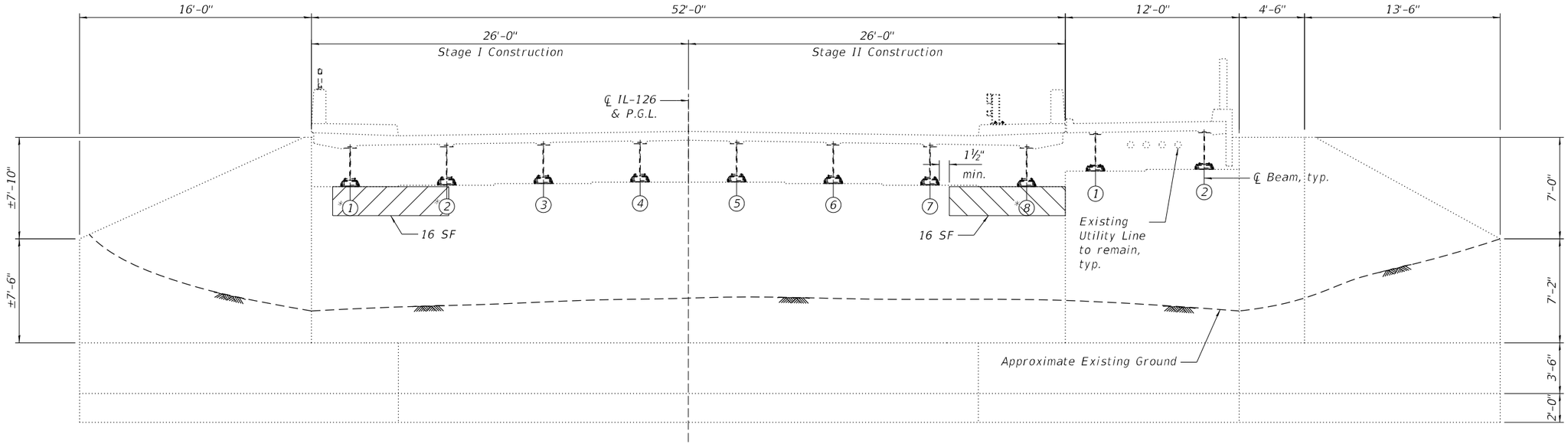
AS-BUILT (BEARINGS)
STRUCTURE NO. 099-0099
SHEET S-12 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	24
		CONTRACT NO. 62T19		
		ILLINOIS	FED. AID PROJECT	



WEST ABUTMENT
(Looking West)

*Temporary Shoring and Cribbing of girder required during Structural Repair of Concrete



EAST ABUTMENT
(Looking East)

Notes:

Repair areas shown are intended as a guide for bidding purposes. Actual repair areas shall be determined in the field by the Engineer. A nominal amount of additional repair quantities have been provided for repairs not shown.

Temporary Shoring and Cribbing is required for girders at the locations shown. Temporary Shoring and Cribbing is to be designed by the Contractor according to the Special Provisions "Structural Repair of Concrete" and "Temporary Shoring and Cribbing."

The tabulated beam reactions were taken from the existing plans. The Contractor shall verify that the equipment used to support the beams is sufficient to carry these loads in addition to any temporary construction loads.

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) (Stage I)
- Structural Repair of Concrete (Depth Equal to or Less than 5 Inches) (Stage II)

BEAM REACTION TABLE

Dead Load (kips)	21.3
Live Load (kips)	32.3
Impact (kips)	9.4
Total (kips)	63.0

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structural Repair of Concrete (Depth Equal to or Less than 5 Inches)	Sq. Ft.	60
Temporary Shoring and Cribbing	Each	5

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3/13/2024 4:05:37 PM

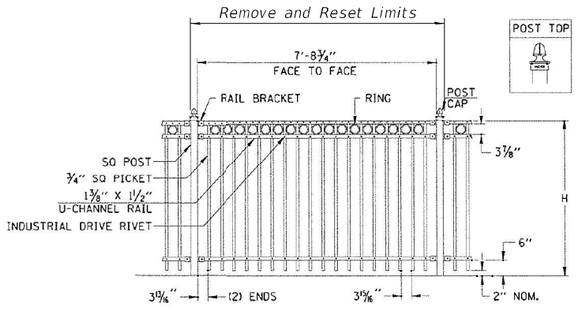
AEG ATLAS ENGINEERING GROUP, LTD.

USER NAME =	DESIGNED - SPB	REVISED -	
	CHECKED - EJO	REVISED -	
PLOT SCALE =	DRAWN - SPB	REVISED -	
PLOT DATE =	CHECKED - 12/15/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBSTRUCTURE REPAIRS
STRUCTURE NO. 099-0099
SHEET S-13 OF S-15 SHEETS

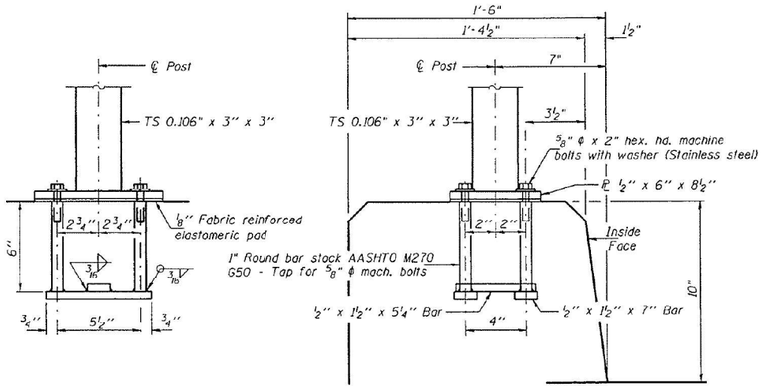
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	25
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		



NOTE: METRIC DIMENSIONS ARE NOMINAL EQUIVALENTS TO U.S. DIMENSIONS.

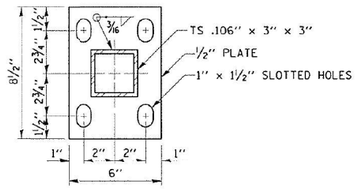
NOM. HEIGHT (H)
3'-6"

PROPOSED PEDESTRIAN RAILING DETAIL



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" ϕ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



PROPOSED BASE PLATE

ORNAMENTAL FENCE
ON PEDESTRIAN BRIDGE
FOR INFORMATION ONLY
(Ornamental Fence on Roadway Parapet similar)

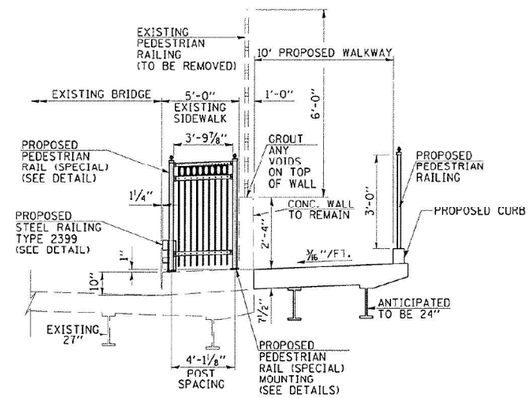
NOTES

RAILING SHALL BE ACCORDING TO SECTION 509 OF THE STANDARD SPECIFICATIONS, EXCEPT AS NOTED, AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PEDESTRIAN RAILING, WHICH SHALL INCLUDE ALL BASE PLATES AND ANCHORING DEVICES.

HOLLOW STRUCTURAL STEEL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION A 500, GRADE B, STRUCTURAL STEEL TUBING.

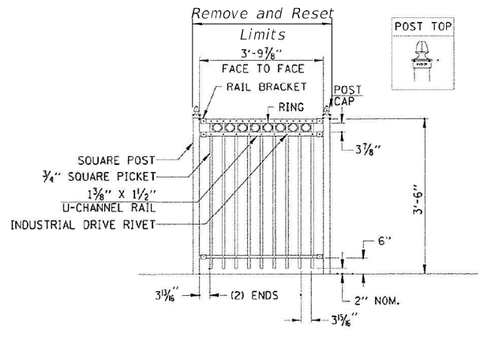
ALL OTHER STEEL SHAPES AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 270M GRADE 250.

ALL POST, RAILING, SPLICES, ANCHOR DEVICES, AND BENT PLATES SHALL BE PAINTED WITH THE INORGANIC ZINC RICH PRIMER ACRYLIC PAINT SYSTEM, FOR BOTH SHOP AND FIELD PAINTING. THE COLOR OF THE ACRYLIC FINISH COAT SHALL BE BLACK.

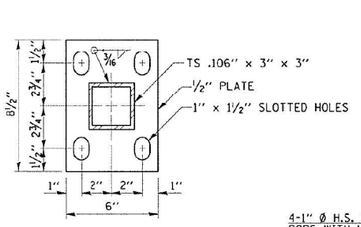


PROPOSED PEDESTRIAN RAIL (SPECIAL) INSTALLATION DETAIL (AT BOTH ENDS OF STRUCTURE)

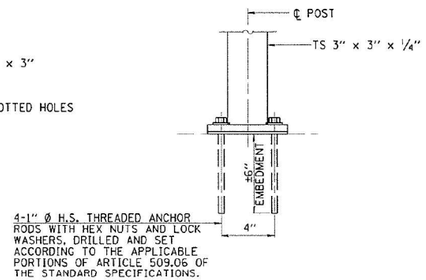
STA. 49+69.82 & STA. 51+61.49



PROPOSED PEDESTRIAN RAIL (SPECIAL) DETAIL



PROPOSED BASE PLATE



PROPOSED PEDESTRIAN RAILING AND PEDESTRIAN RAIL (SPECIAL) MOUNTING DETAILS

ORNAMENTAL FENCE
ON ROADWAY SIDEWALK
FOR INFORMATION ONLY

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AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - JJI	REVISED -
		CHECKED - EJO	REVISED -
	PLOT SCALE =	DRAWN - JJI	REVISED -
	PLOT DATE =	CHECKED - 12/15/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AS–BUILT (ORNAMENTAL FENCE)
STRUCTURE NO. 099–0099
SHEET S-14 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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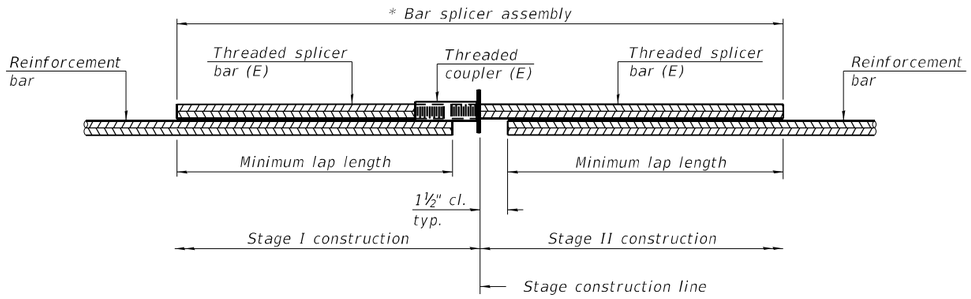
		CONTRACT NO. 62T19		
		ILLINOIS	FED. AID PROJECT	



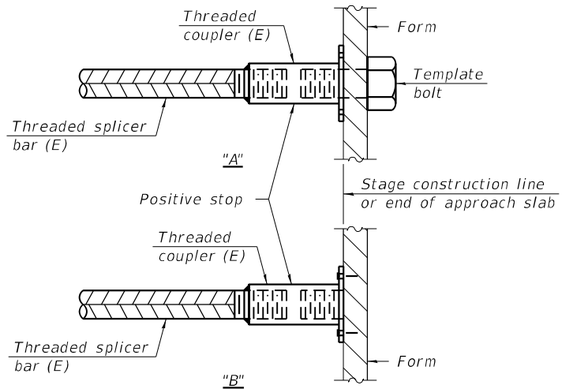
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

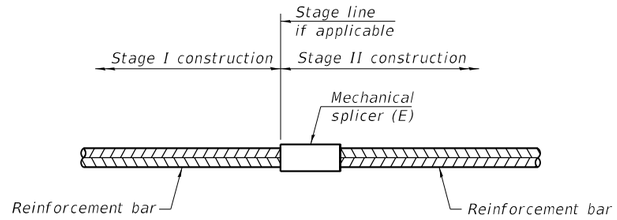
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
West Appr. Slab	#6	3	3'-7"
West End of Deck	#5	9	3'-6"
East Appr. Slab	#6	3	3'-7"
East End of Deck	#5	9	3'-6"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

AEG ATLAS ENGINEERING GROUP, LTD.	USER NAME =	DESIGNED - EH	REVISED -
		CHECKED - EJO	REVISED -
	PLOT SCALE =	DRAWN - EH	REVISED -
	PLOT DATE =	CHECKED - 7/21/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 016-8301
SHEET S-15 OF S-15 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	27
		CONTRACT NO. 62T19		
	ILLINOIS	FED. AID PROJECT		

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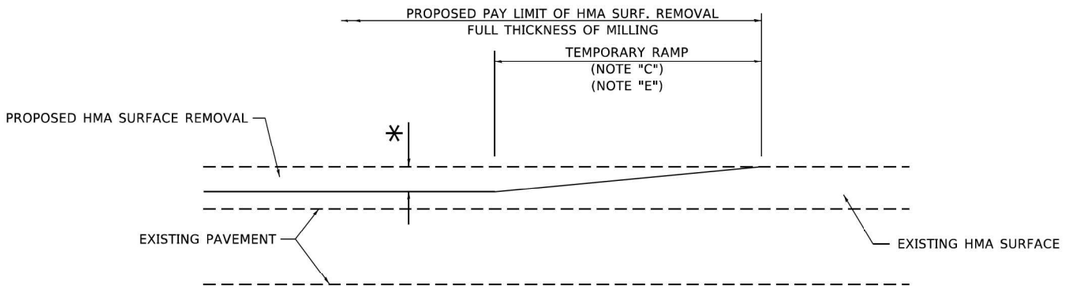
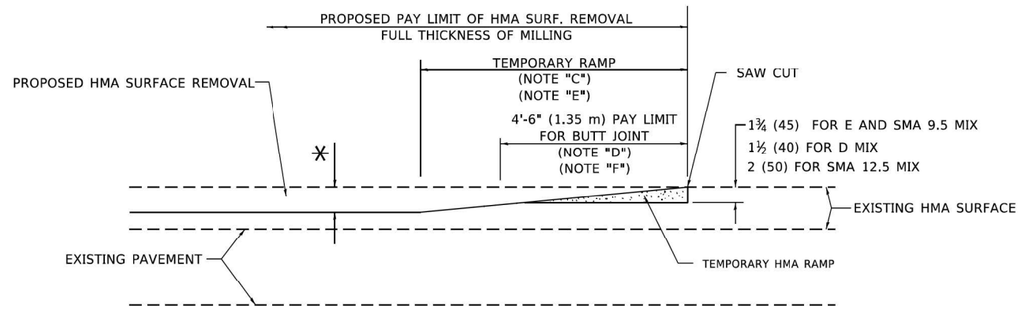


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

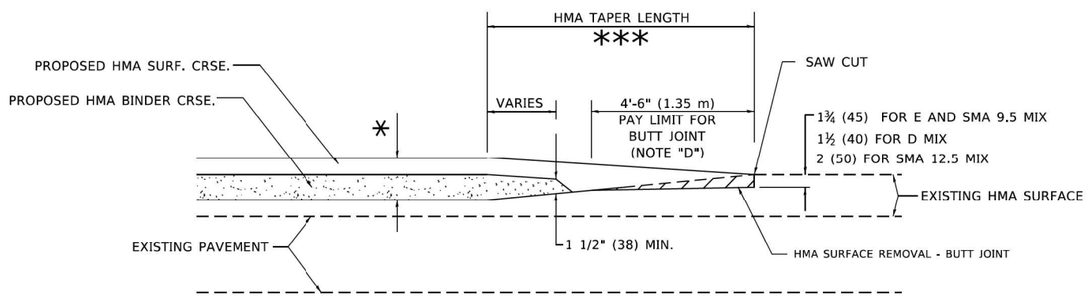


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

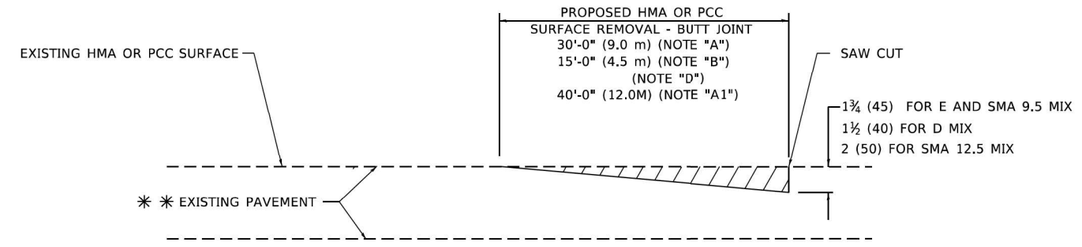
OPTION 2

TYPICAL TEMPORARY RAMP

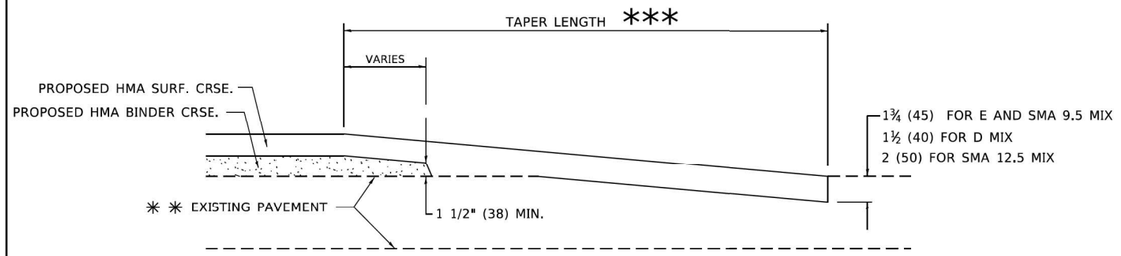


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



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

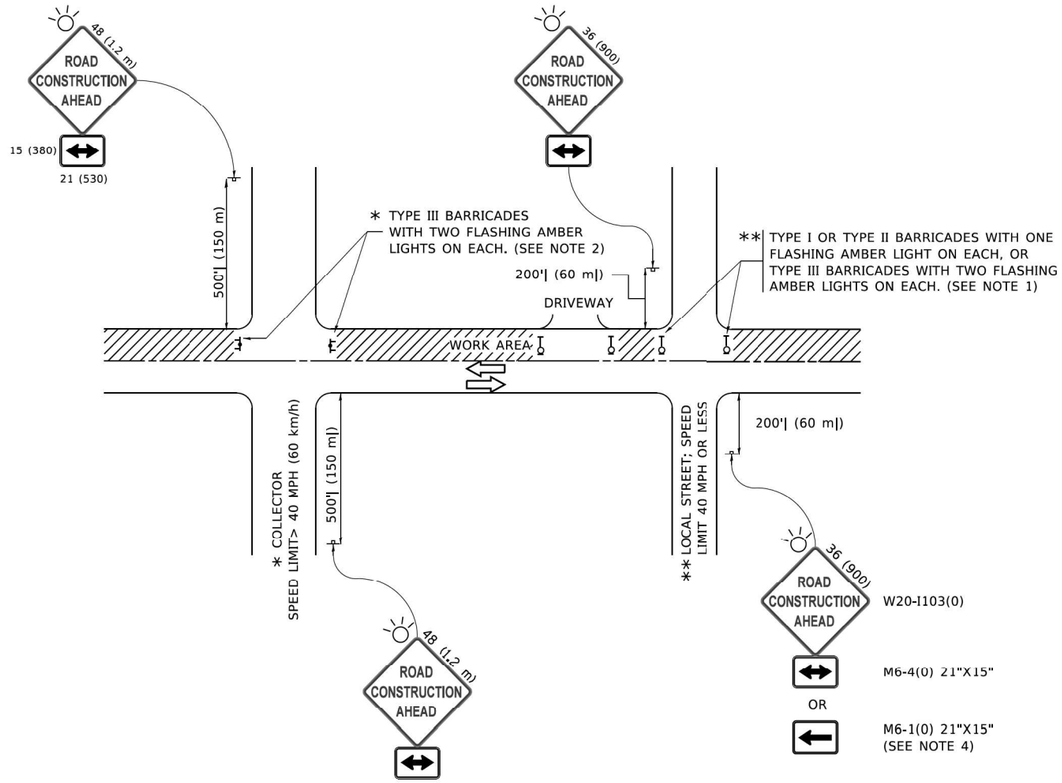
1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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.

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist51st22x34\CADData\CADsheets\sd32.dgn

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**BUTT JOINT AND HMA TAPER DETAILS**	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - M. GOMEZ 04-06-01			349	FAP 0349 22 BJ	WILL	34	28
PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED - R. BORO 01-01-07				BD400-05 BD-32	CONTRACT NO. 62119		
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	29
	TC-10	CONTRACT NO. 62119		
	ILLINOIS FED. AID PROJECT			

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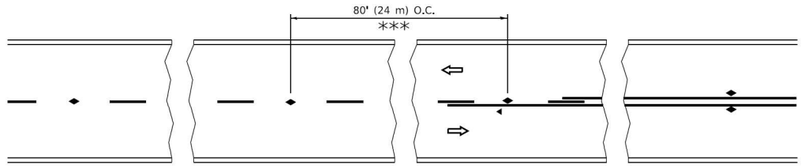
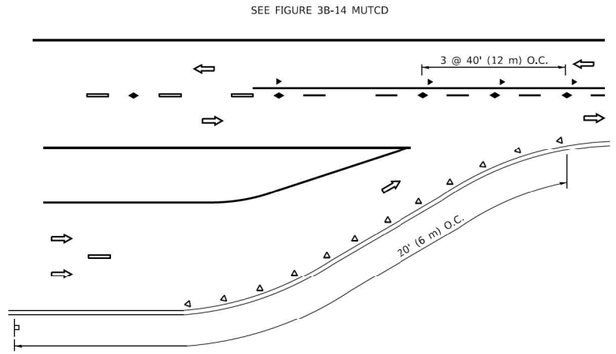


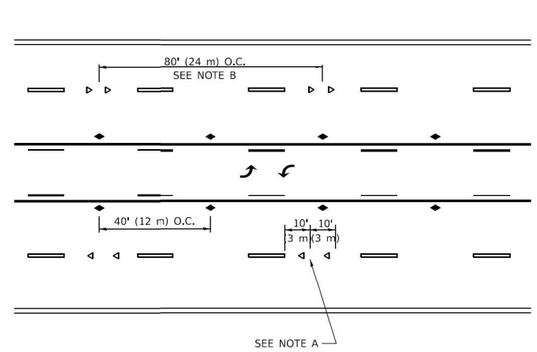
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

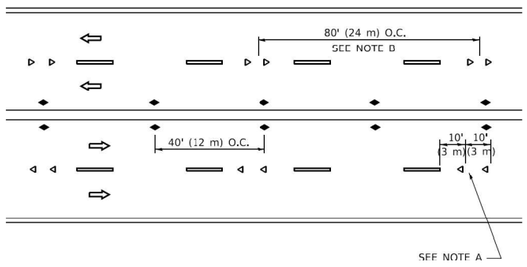
SEE FIGURE 3B-14 MUTCD



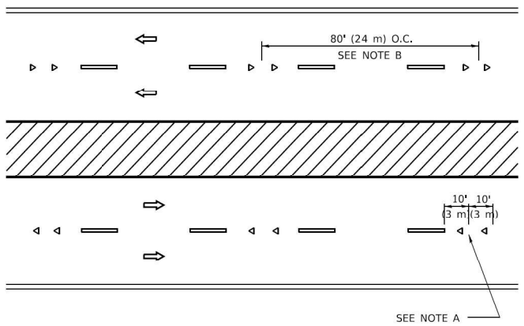
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

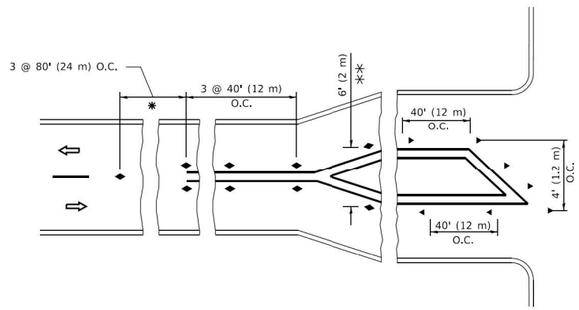
LANE MARKER NOTES

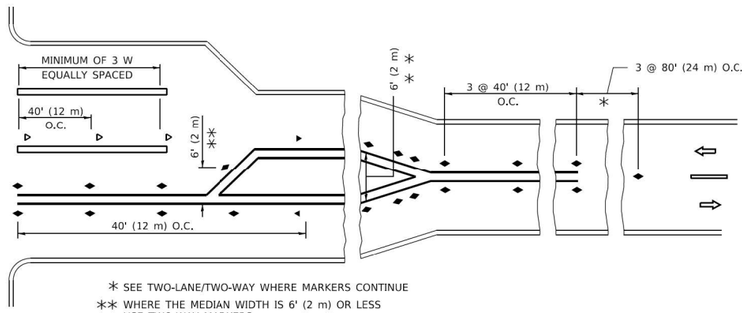
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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





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

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

TURN LANES

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

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	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

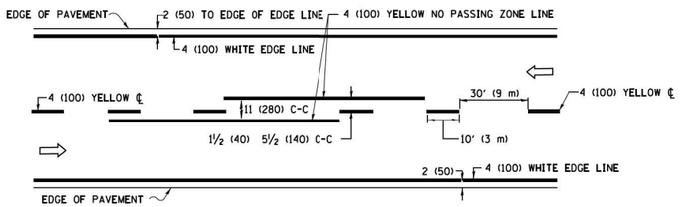
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

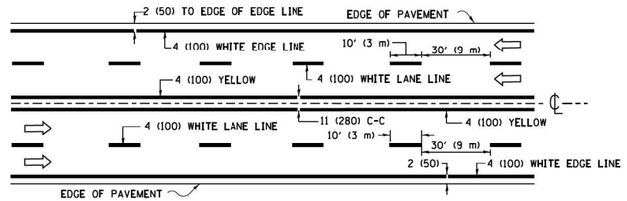
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	30
	TC–11	CONTRACT NO. 62119		
		ILLINOIS	FED. AID PROJECT	

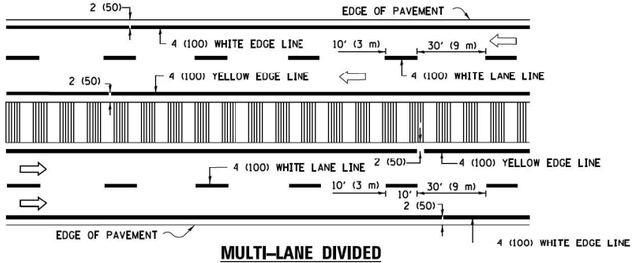
tc11.dgn 3/4/2019 10:29:08 AM User:footemj



2–LANE ROADWAY

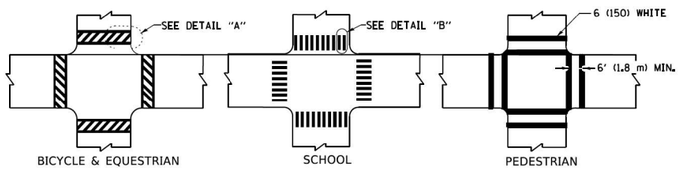


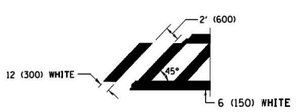
MULTI–LANE UNDIVIDED



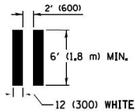
MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING





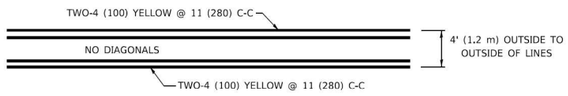
DETAIL "A"



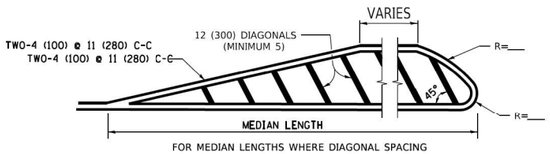
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



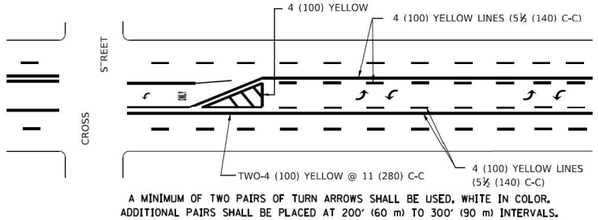
4' (1.2 m) WIDE MEDIANS ONLY



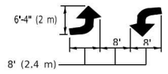
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

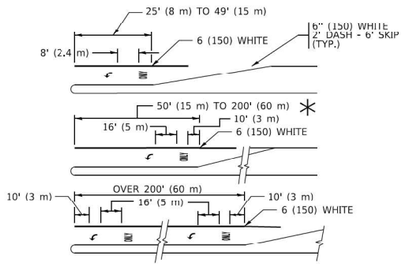


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

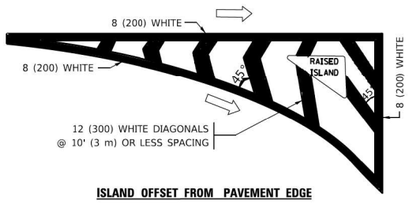


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

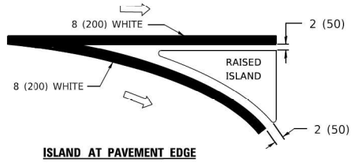
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

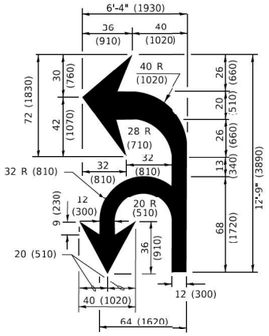


ISLAND OFFSET FROM PAVEMENT EDGE

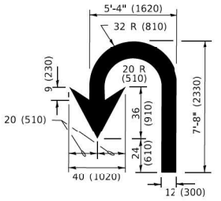


ISLAND AT PAVEMENT EDGE

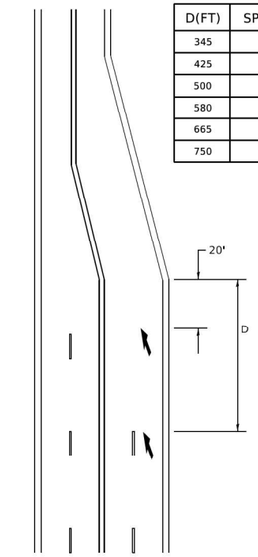
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m² EACH "X"=54.0 SQ. FT. (5.0 m²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	31
	TC–13	CONTRACT NO. 62119		
	ILLINOIS FED. AID PROJECT			

tc13.dgn 3/4/2019 10:34:32 AM User:cfootem

ROUTE MARKERS

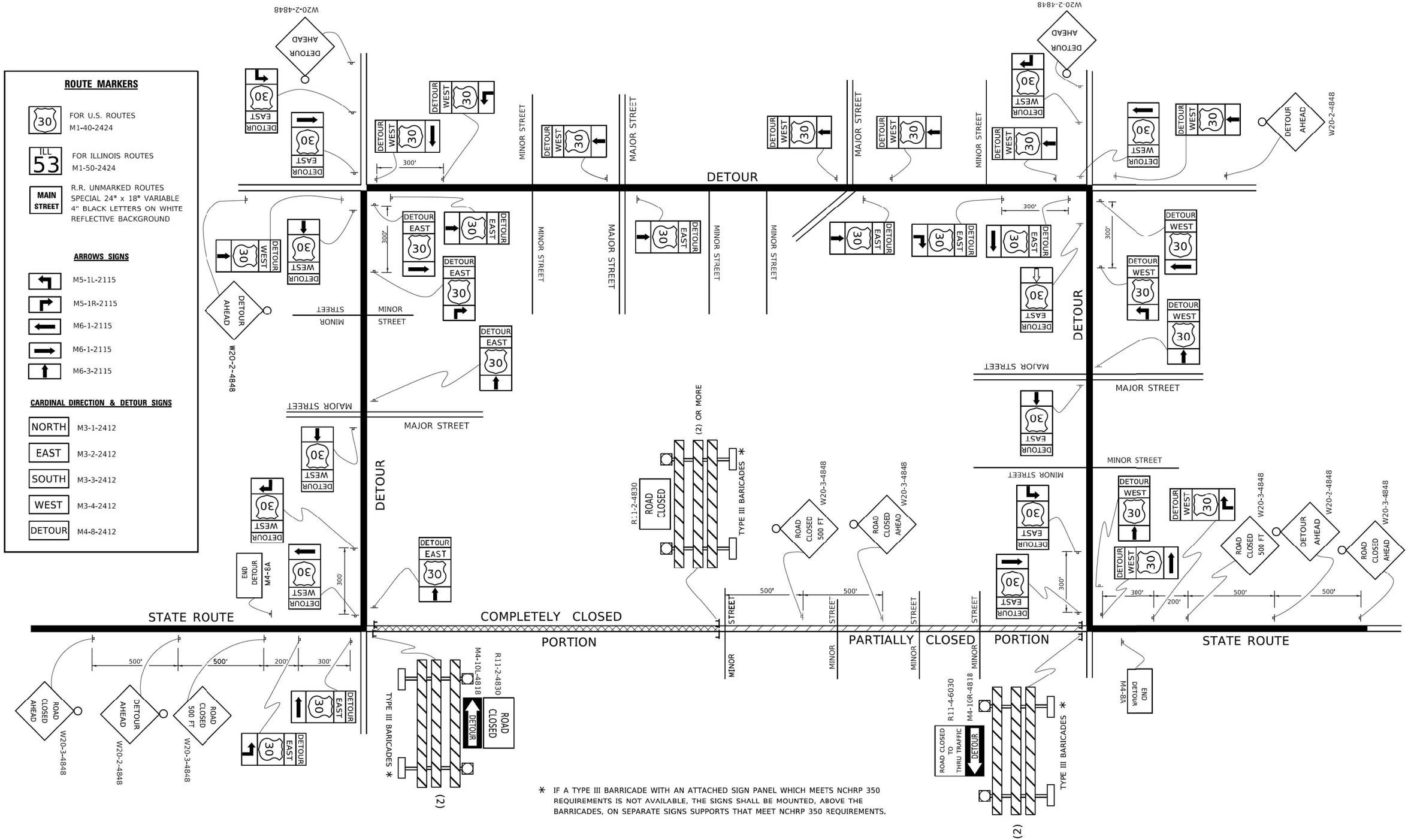
- 30 — FOR U.S. ROUTES M1-40-2424
- ILL 53 — FOR ILLINOIS ROUTES M1-50-2424
- MAIN STREET — R.R. UNMARKED ROUTES SPECIAL 24" x 18" VARIABLE 4" BLACK LETTERS ON WHITE REFLECTIVE BACKGROUND

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: Default
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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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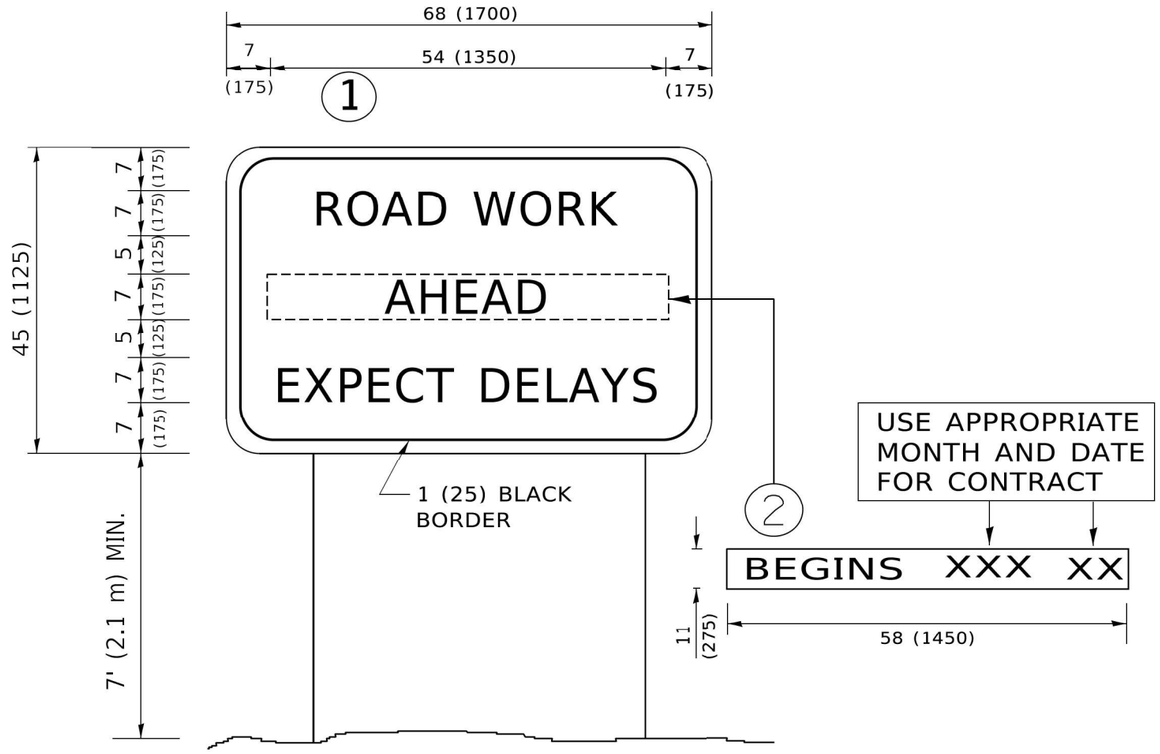
	TC-21	CONTRACT NO. 62119		
		ILLINOIS	FED. AID PROJECT	



NOTES:

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

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

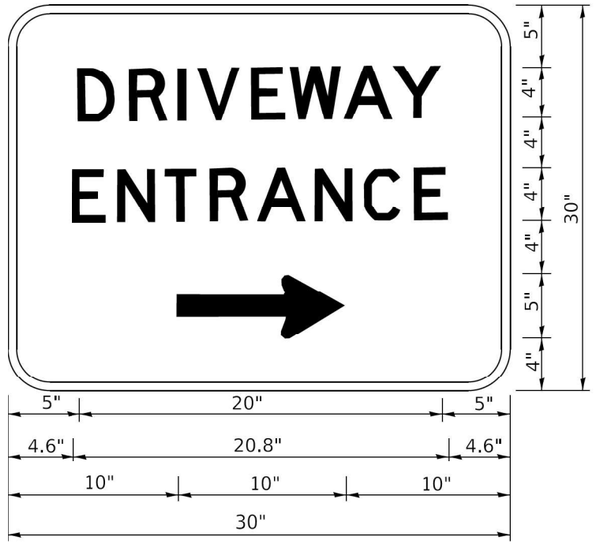
USER NAME = footemj	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	33
	TC-22	CONTRACT NO. 62119		
	ILLINOIS FED. AID PROJECT			



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

NOTES:

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

USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 8/6/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
349	FAP 0349 22 BJ	WILL	34	34
	TC-26	CONTRACT NO. 62119		
	ILLINOIS	FED. AID PROJECT		