09-19-2025 LETTING ITEM 062

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	1
	ILLINOIS	CONTRACT NO. 74D09		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAP ROUTE 821 (ILL 15)
SECTION D7 BRIDGE REPAIRS 2026-4
PROJECT NHPP-33WJ(728)
BRIDGE REHABILITATION
WAYNE COUNTY

C-97-081-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

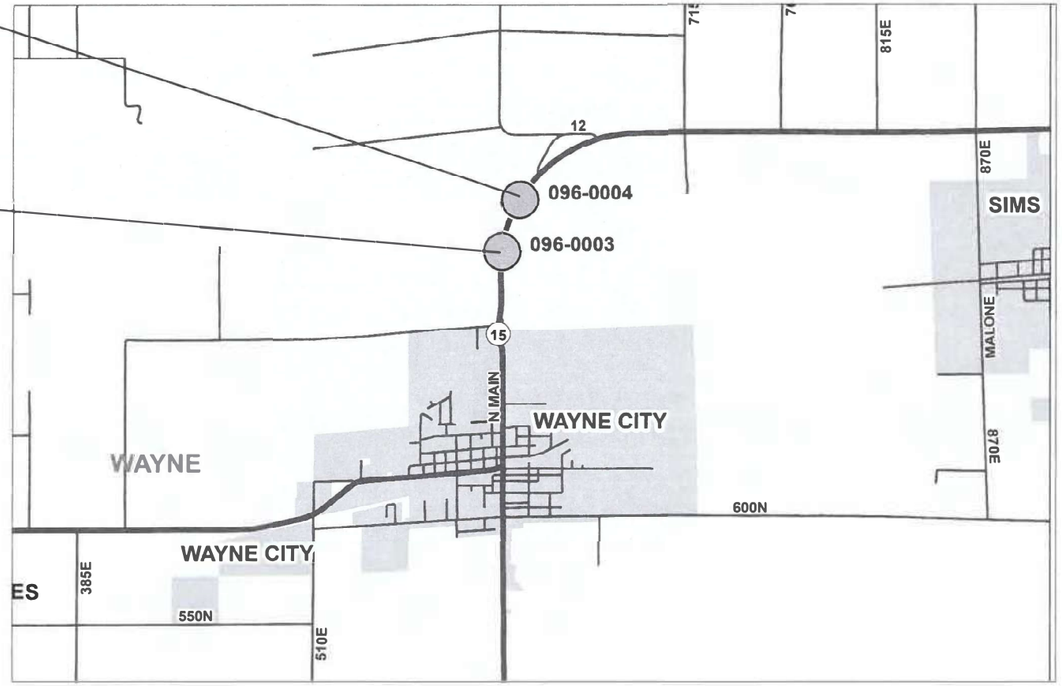
ADT = 3550 (2026)
ADTT = 373 (2026)

D-97-048-24

LOCATION OF SECTION INDICATED THUS: -

S.N. 096-0004
STA 982+40
OVER SKILLET FORK
OVERFLOW

S.N. 096-0003
STA 967+65
OVER SKILLET FORK



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

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

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

GROSS LENGTH = 306.4 FT. = 0.058 MILE
NET LENGTH = 306.4 FT. = 0.058 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 25 20 25
Lora Pfenning /G
REGIONAL ENGINEER

August 15 20 25
ENGINEER OF DESIGN AND ENVIRONMENT

August 15 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: MATTHEW BOWER
PROJECT MANAGER: TRAVIS WALK

CONTRACT NO. 74D09

REV - MS

INDEX OF SHEETS

THE FOLLOWING STANDARDS ARE PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 38:

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-19	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-10	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

GENERAL NOTES

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED WHEN CALCULATING PLAN QUANTITIES:

AGGREGATE WEGE SHOULDER, TYPE B 2.05 TONS/CU YD

HOT-MIX ASPHALT SURFACE COURSE 112 LB/SQ YD/IN

THE FOLLOWING MIXTURE REQUIREMENT ARE APPLICABLE TO THIS PROJECT

LOCATION(S)	MIXTURE USE(S)	PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	MIXTURE WEIGHT	QUALITY MANAGEMENT PROGRAM
MAINLINE & SHOULDERS	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	PG 64-22	4.0% @ N=70	IL - 9.5	MIXTURE C	N70	QCQA
10" HMA BSE CRSE	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 (ALL LIFTS)	PG 64-22	4.0% @ N=70	IL - 19.0	N/A	N70	QCQA

MODEL: los GN HS [Sheet]
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USER NAME = Travis.Walk	DESIGNED - T. WALK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - T. WALK	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 5/28/2025	DATE -	REVISED -	

INDEX OF SHEETS, GENERAL NOTES, & HIGHWAY STANDARDS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	2
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE CONSTR. CODE NONE 0059 RURAL
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	21	21
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	1048	1048
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	360	360
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	529	529
40600990	TEMPORARY RAMP	SQ YD	102	102
40604052	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70	TON	117	117
44004250	PAVED SHOULDER REMOVAL	SQ YD	684	684
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	120	120
50102400	CONCRETE REMOVAL	CU YD	20	20
50104650	SLOPE WALL REMOVAL	SQ YD	21	21
50300255	CONCRETE SUPERSTRUCTURE	CU YD	21.7	21.7
50300300	PROTECTIVE COAT	SQ YD	1231	1231
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3100	3100
50800515	BAR SPLICERS	EACH	48	48

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE CONSTR. CODE NONE 0059 RURAL
52000110	PREFORMED JOINT STRIP SEAL	FOOT	152	152
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	5	5
67100100	MOBILIZATION	L SUM	1	1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1
70107005	PAVEMENT MARKING BLACKOUT TAPE, 5"	FOOT	2641	2641
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28
70300100	SHORT TERM PAVEMENT MARKING	FOOT	200	200
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1167	1167
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	3131	3131
70400100	TEMPORARY CONCRETE BARRIER	FOOT	898	898
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	771	771
70600250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4

REV - MS

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PLOT DATE = 5/28/2025

DESIGNED - T. WALK | REVISED -
DRAWN - T. WALK | REVISED -
CHECKED - | REVISED -
DATE - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	3
		CONTRACT NO. 74D09		
		ILLINOIS	FED. AID PROJECT	

80% FED
20% STATE

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE NONE 0059 RURAL
	70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4	4
	70600350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3131	3131
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8	8
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	798	798
	X6026200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	4	4
	X7010202	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1
	Z0012111	BRIDGE DECK FLY ASH OR GGBF SLAG CONCRETE OVERLAY, 2 1/2"	SQ YD	1175	1175
	Z0012130	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1175	1175
	Z0016001	DECK SLAB REPAIR (FULL DEPTH, TYPE I)	SQ YD	4	4
	Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	2	2
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1089	1089

* SPECIALTY ITEM

REV - MS

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	DRAWN - T. WALK	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

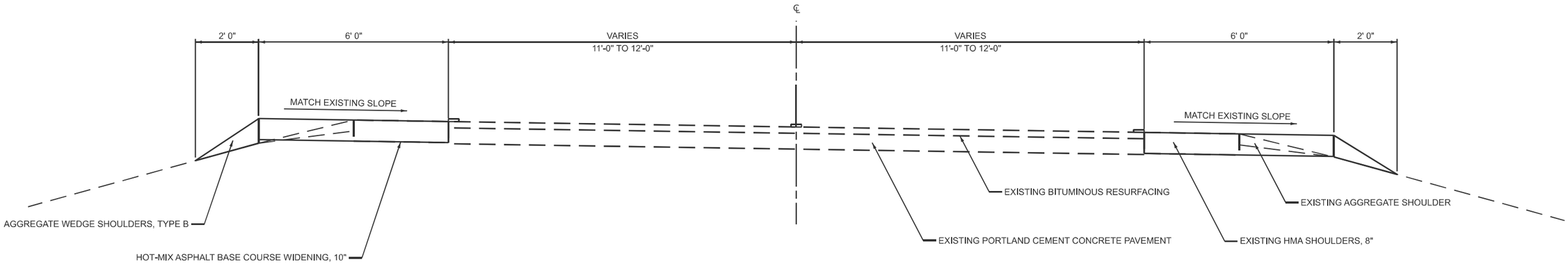
SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	4
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

TYPICAL SECTION

RT. STA. 965+10 TO STA. 965+94
RT. STA. 969+36 TO STA. 972+01
RT. STA. 980+12 TO STA. 981+08
RT. STA. 983+72 TO STA. 985+99
LT. STA. 963+64 TO STA. 965+94
LT. STA. 969+36 TO STA. 969+89
LT. STA. 980+12 TO STA. 981+08
LT. STA. 983+72 TO STA. 985+78



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	DRAWN - T. WALK	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

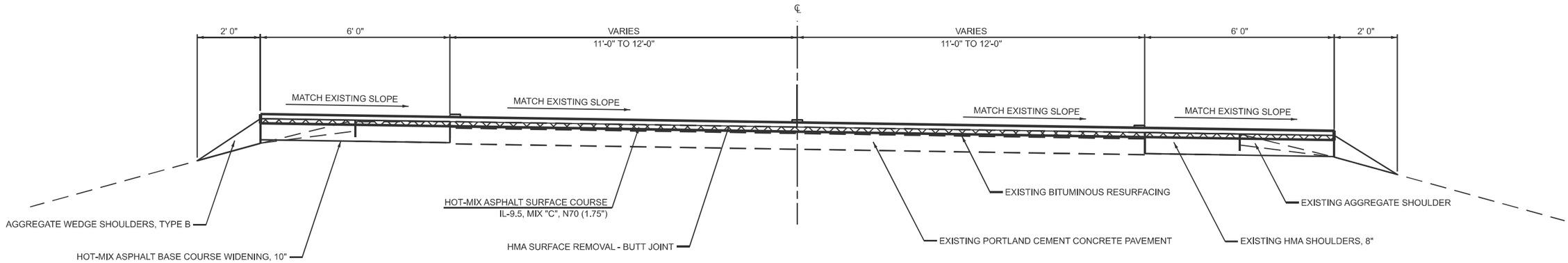
SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	5
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

TYPICAL SECTION

STA. 965+94 TO STA. 966+39
STA. 968+91 TO STA. 969+36
STA. 981+08 TO STA. 981+53
STA. 983+27 TO STA. 983+72

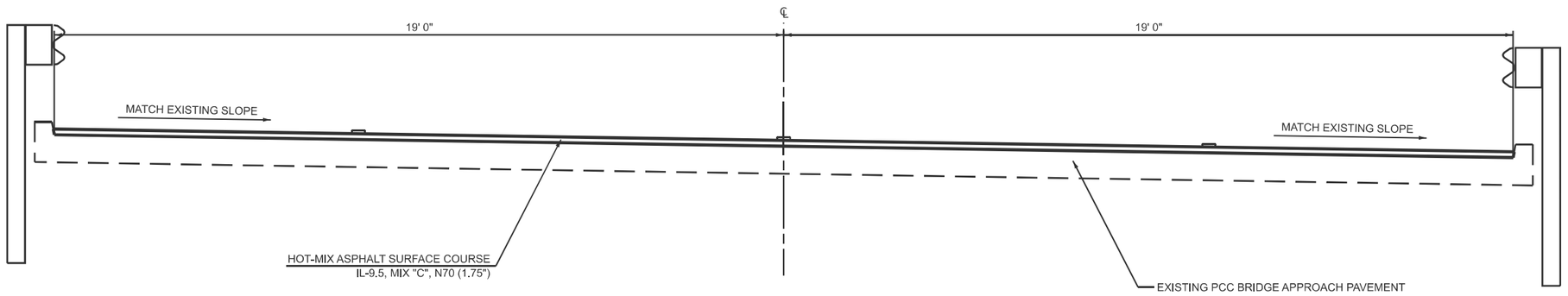
EXISTING CONCRETE PATCH
STA. 966+29 TO STA. 966+39
STA. 968+91 TO STA. 969+01
STA. 981+43 TO STA. 981+53
STA. 983+27 TO STA. 983+37



NOTE: NOT DRAWN TO SCALE

TYPICAL SECTION

STA. 966+39 TO STA. 966+69
STA. 968+61 TO STA. 968+91
STA. 981+53 TO STA. 981+83
STA. 982+97 TO STA. 983+27



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	DRAWN - T. WALK	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	6
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

TEMPORARY CONCRETE BARRIER

				LENGTH
LOCATION	STATION	TO	STATION	(FOOT)
TAPER	965+27		966+41	114.0
TANGENT	966+41		969+20	278.5
TANGENT	970+48		970+60	12.5
TAPER	970+60		971+74	114.0
TAPER	980+48		981+61	113.0
TANGENT	981+61		983+39	178.0
TANGENT	984+67		984+80	12.5
TAPER	984+80		985+55	75.5
			TOTAL =	898.0

RELOCATE TEMPORARY CONCRETE BARRIER

				LENGTH
LOCATION	STATION	TO	STATION	(FOOT)
TAPER	963+90		964+79	88.5
TANGENT	964+79		964+91	12.5
TANGENT	966+29		968+82	253.0
TAPER	968+82		969+58	75.5
TAPER	980+86		981+61	75.0
TANGENT	981+61		983+39	178.0
TANGENT	984+55		984+67	12.5
TAPER	984+67		985+43	76.0
			TOTAL =	771.0

PAVEMENT MARKING BLACKOUT TAPE, 5"

				LENGTH
LOCATION	STATION	TO	STATION	(FOOT)
STAGE 1				
SD CL	962+18		966+30	103.0
SD CL	969+00		972+00	75.0
RT EL	965+25		971+80	655.0
SD CL	979+90		981+50	40.0
SD CL	983+40		987+70	107.5
RT EL	980+45		985+75	530.0
STAGE 2				
LT EL	963+70		969+85	615.0
LT EL	980+65		985+80	515.0
			TOTAL =	2,641.0

SD CL = SKIP DASH CENTERLINE

RT/LT EL = RIGHT/LEFT EDGELINE

SHORT TERM PAVEMENT MARKING

				LENGTH
LOCATION	STATION	TO	STATION	(FOOT)
SD CL	963+64		972+01	83.7
LT & RT EL	963+64		972+01	33.5
SD CL	980+12		986+00	58.8
LT & RT EL	980+12		986+00	23.5
			TOTAL =	200.0

HOT-MIX ASPHALT BASE COURSE WIDENING, 10"

				LENGTH	WIDTH	AREA
SIDE	STATION	TO	STATION	(FOOT)	(FOOT)	(SQ YD)
RT	965+10		966+39	129	6	86.0
RT	968+91		972+01	310	6	206.7
RT	980+12		981+53	141	6	94.0
RT	983+27		985+99	272	6	181.3
LT	963+64		966+39	275	6	183.3
LT	968+91		969+89	98	6	65.3
LT	980+57		981+53	96	6	64.0
LT	983+27		985+78	251	6	167.3
					TOTAL =	1,048

AGGREGATE WEDGE SHOULDER, TYPE B

				LENGTH	WIDTH	
SIDE	STATION	TO	STATION	(FOOT)	(FOOT)	(TON)
RT	965+10		966+39	129	2	9.8
RT	968+91		972+01	310	2	23.5
RT	980+12		981+53	141	2	10.7
RT	983+27		985+99	272	2	20.7
LT	963+64		966+39	275	2	20.9
LT	968+91		969+89	98	2	7.4
LT	980+57		981+53	96	2	7.3
LT	983+27		985+78	251	2	19.1
					TOTAL =	120

PAVED SHOULDER REMOVAL

				LENGTH	WIDTH	AREA
SIDE	STATION	TO	STATION	(FOOT)	(FOOT)	(SQ YD)
RT	965+10		966+39	129	4.50	64.5
RT	968+91		972+01	310	3.00	103.3
RT	980+12		981+53	141	3.25	50.9
RT	983+27		985+99	272	3.00	90.7
LT	963+64		966+39	275	5.00	152.8
LT	968+91		969+89	98	3.75	40.8
LT	980+57		981+53	96	4.50	48.0
LT	983+27		985+78	251	4.75	132.5
					TOTAL =	684

					TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT		PAINT PAVEMENT MARKING - LINE 4"	
				LENGTH	WHITE	YELLOW	WHITE	YELLOW
LOCATION	STATION	TO	STATION	(FOOT)	(FOOT)	(FOOT)	(FOOT)	(FOOT)
SD CL	962+18		972+00	982.0	245.5		245.5	
LT & RT EL	963+70		971+80	810.0		1,620.0		1,620.0
SD CL	979+90		987+70	780.0	195.0		195.0	
LT & RT EL	980+45		985+80	535.0		1,070.0		1,070.0
				SUB TOTALS =	441.0	2,690.0	441.0	2,690.0
				PROJECT TOTALS =	3131		3131	

TEMPORARY RAMP

			LENGTH	WIDTH	AREA
STATION	TO	STATION	(FOOT)	(FOOT)	(SQ YD)
966+63		966+69	6	38	25.3
968+61		968+67	6	38	25.3
981+77		981+83	6	38	25.3
982+97		983+03	6	38	25.3
				TOTAL =	102

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

			LENGTH	WIDTH	AREA
STATION	TO	STATION	(FOOT)	(FOOT)	(SQ YD)
965+94		966+29	35	34	132.2
969+00		969+35	35	34	132.2
981+08		981+43	35	34	132.2
983+37		983+72	35	34	132.2
				TOTAL =	529

BITUMINOUS MATERIALS (TACK COAT)

			LENGTH	WIDTH	AREA
STATION	TO	STATION	(FOOT)	(FOOT)	(SQ YD)
965+94		966+69	75	24	90.0
968+61		969+36	75	24	90.0
981+08		981+83.00	75	24	90.0
982+97		983+72	75	24	90.0
				TOTAL =	360

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "C", N70

			LENGTH	WIDTH	
STATION	TO	STATION	(FOOT)	(FOOT)	(TON)
965+94.00		966+29.00	35	34.00	13.0
966+29.00		966+39.00	10	34.00	3.7
966+39.00		966+69.00	30	38.00	12.4
968+61.00		968+91.00	30	38.00	12.4
968+91.00		969+01.00	10	34.00	3.7
969+01.00		969+36.00	35	34.00	13.0
981+08.00		981+43.00	35	34.00	13.0
981+43.00		981+53.00	10	34.00	3.7
981+53.00		981+83.00	30	38.00	12.4
982+97.00		983+27.00	30	38.00	12.4
983+27.00		983+37.00	10	34.00	3.7
983+37.00		983+72.00	35	34.00	13.0
				TOTAL =	117

SHORT TERM PAVEMENT MARKING REMOVAL

				LENGTH	WIDTH	AREA
LOCATION	STATION	TO	STATION	(FOOT)	(FOOT)	(SQ FT)
SD CL	963+64		972+01	83.7	0.33	27.9
LT & RT EL	963+64		972+01	33.5	0.33	11.2
SD CL	980+12		986+00	58.8	0.33	19.6
LT & RT EL	980+12		986+00	23.5	0.33	7.8

REMOVAL FOR BLACKOUT TAPE 5"				LENGTH	WIDTH	AREA
LOCATION	STATION	TO	STATION	(FOOT)	(FOOT)	(SQ FT)
STAGE 1						
SD CL	962+18		966+30	103.0	0.42	42.9
SD CL	969+00		972+00	75.0	0.42	31.3
RT EL	965+25		971+80	655.0	0.42	272.9
SD CL	979+90		981+50	40.0	0.42	16.7
SD CL	983+40		987+70	107.5	0.42	44.8
RT EL	980+45		985+75	530.0	0.42	220.8
STAGE 2						
LT EL	963+70		969+85	615.0	0.42	256.3
LT EL	980+65		985+80	515.0	0.42	214.6
					TOTAL =	1167

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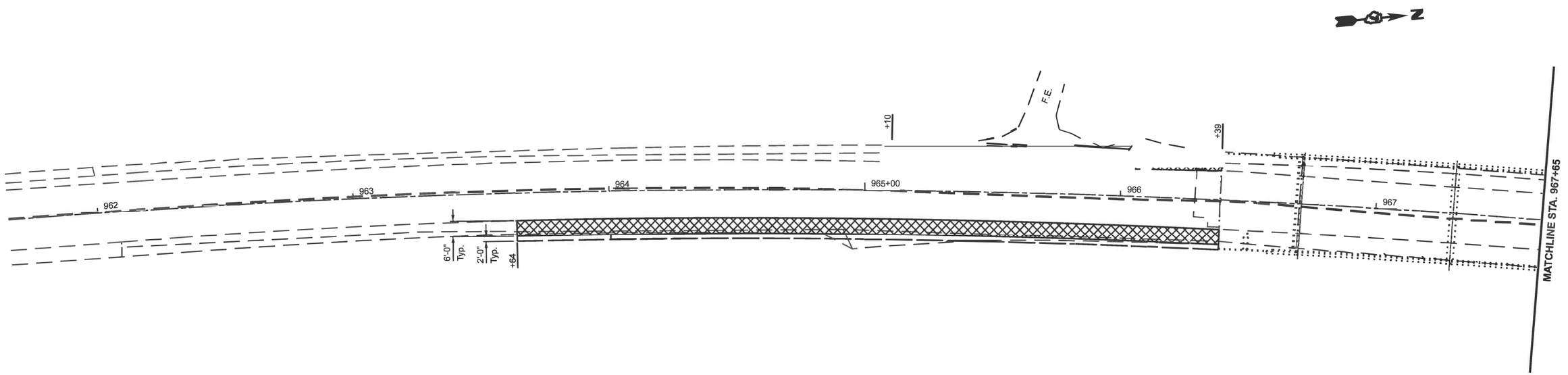
	DRAWN - T. WALK	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

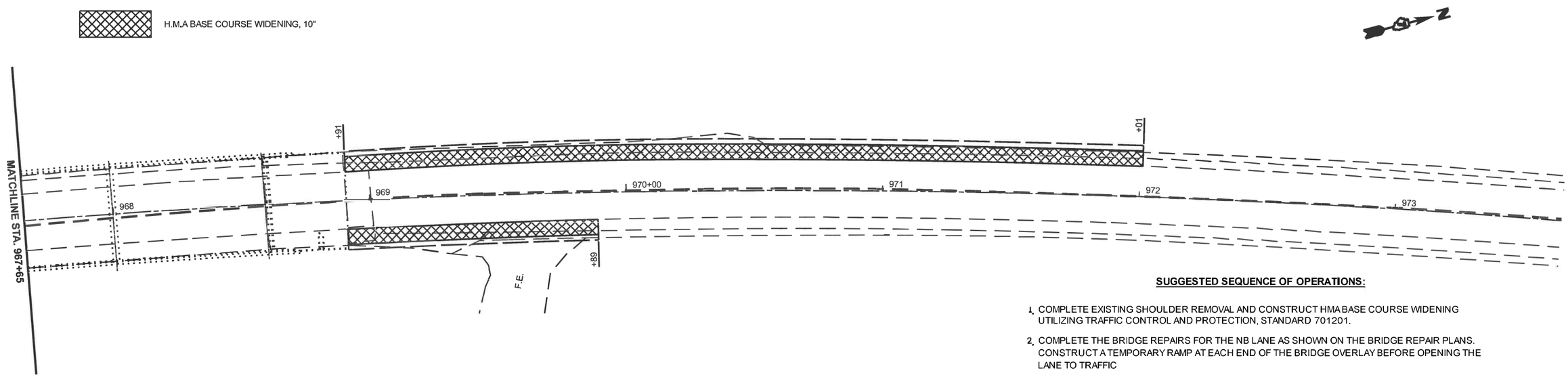
SCHEDULE OF QUANTITIES

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	7
		CONTRACT NO. 74D09		
		ILLINOIS	FED. AID PROJECT	



H.M.A BASE COURSE WIDENING, 10"



SUGGESTED SEQUENCE OF OPERATIONS:

1. COMPLETE EXISTING SHOULDER REMOVAL AND CONSTRUCT HMA BASE COURSE WIDENING UTILIZING TRAFFIC CONTROL AND PROTECTION, STANDARD 701201.
2. COMPLETE THE BRIDGE REPAIRS FOR THE NB LANE AS SHOWN ON THE BRIDGE REPAIR PLANS. CONSTRUCT A TEMPORARY RAMP AT EACH END OF THE BRIDGE OVERLAY BEFORE OPENING THE LANE TO TRAFFIC
3. COMPLETE THE BRIDGE REPAIRS FOR THE SB LANE AS SHOWN ON THE BRIDGE REPAIR PLANS. CONSTRUCT A TEMPORARY RAMP AT EACH END OF THE BRIDGE OVERLAY BEFORE OPENING THE LANE TO TRAFFIC
4. COMPLETE THE HMA PAVING.

REV. SK

MODEL: Pre Pre Stage Construction - 096-0003 Pre Stage [Sheet]
FILE NAME: c:\pw_work\pwidot\walktmd\d1001044\D7T4D09-sht-PreStage.dgn

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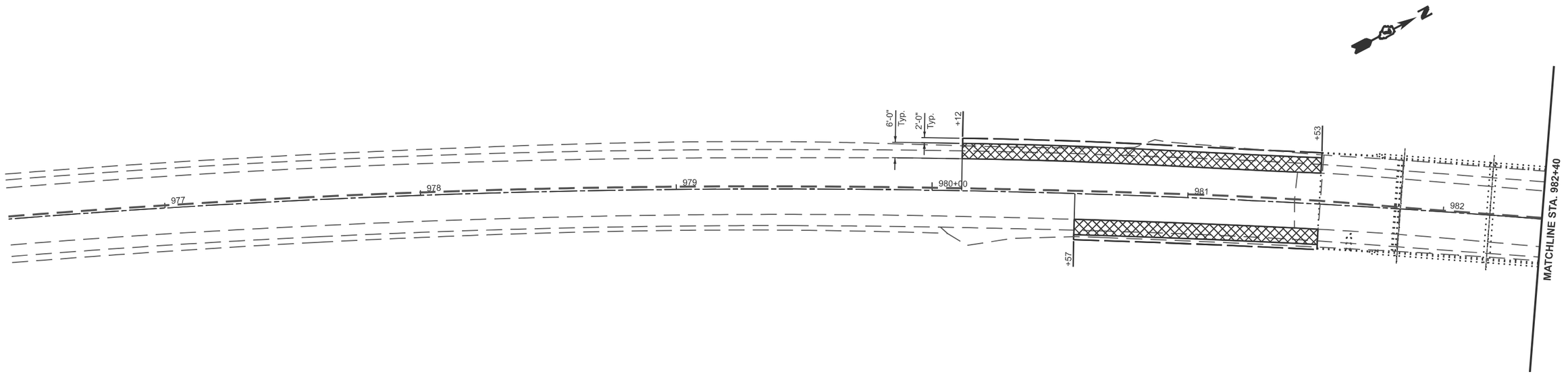
	DRAWN - T. Walk	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

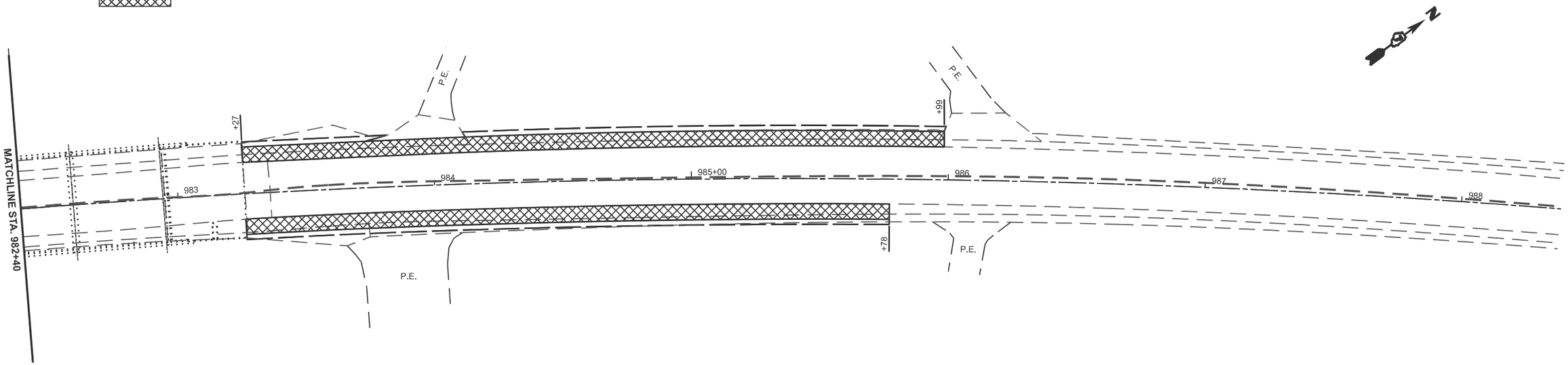
PRE-STAGE CONSTRUCTION
S.N. 096-0003

SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 961+65 | TO STA. 973+65

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	8
		CONTRACT NO. 74D09		
		ILLINOIS	FED. AID PROJECT	



H.M.A. BASE COURSE WIDENING, 10"



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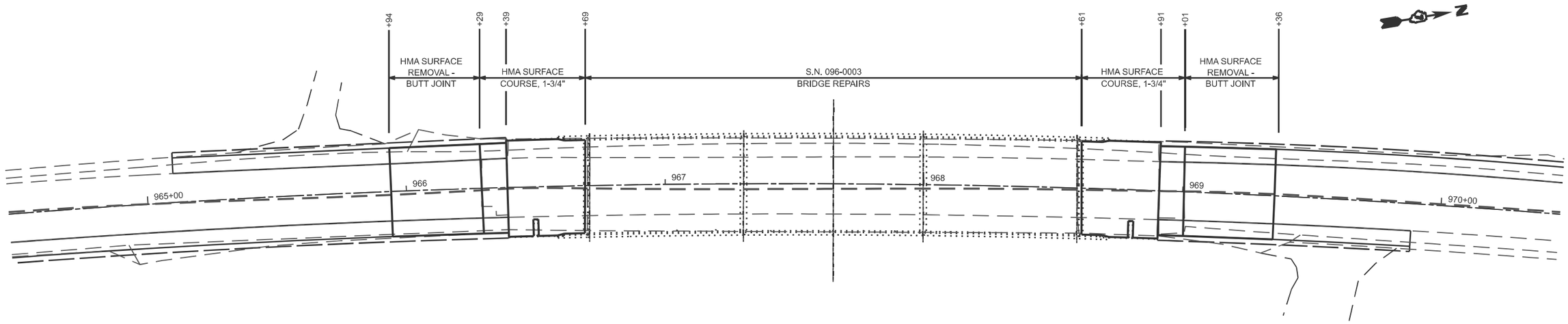
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE CONSTRUCTION
S.N. 096-0004

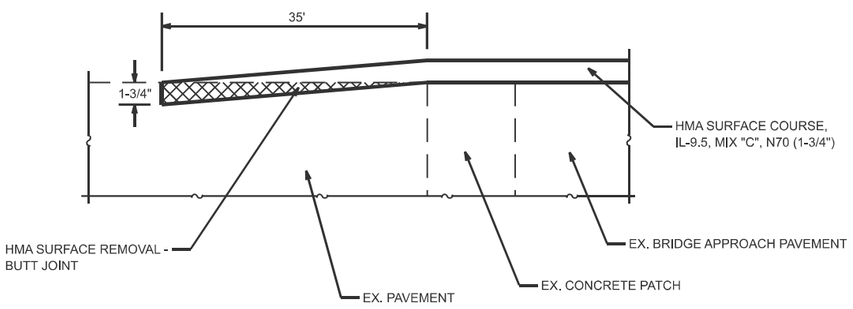
SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 976+40 | TO STA. 988+40

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	9
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			



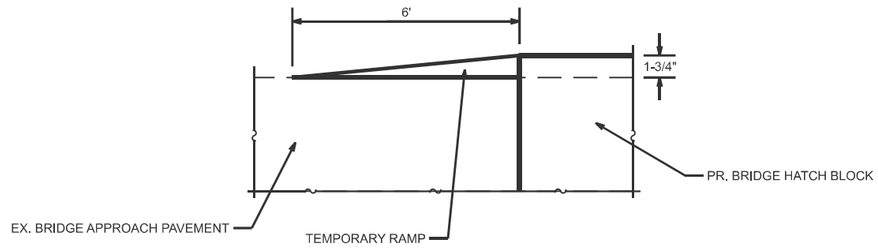
BUTT JOINT DETAIL

STA. 965+94 TO STA. 966+29
STA. 969+01 TO STA. 969+36



TEMPORARY RAMP DETAIL

STA. 966+63 TO STA. 966+69
STA. 968+61 TO STA. 968+67



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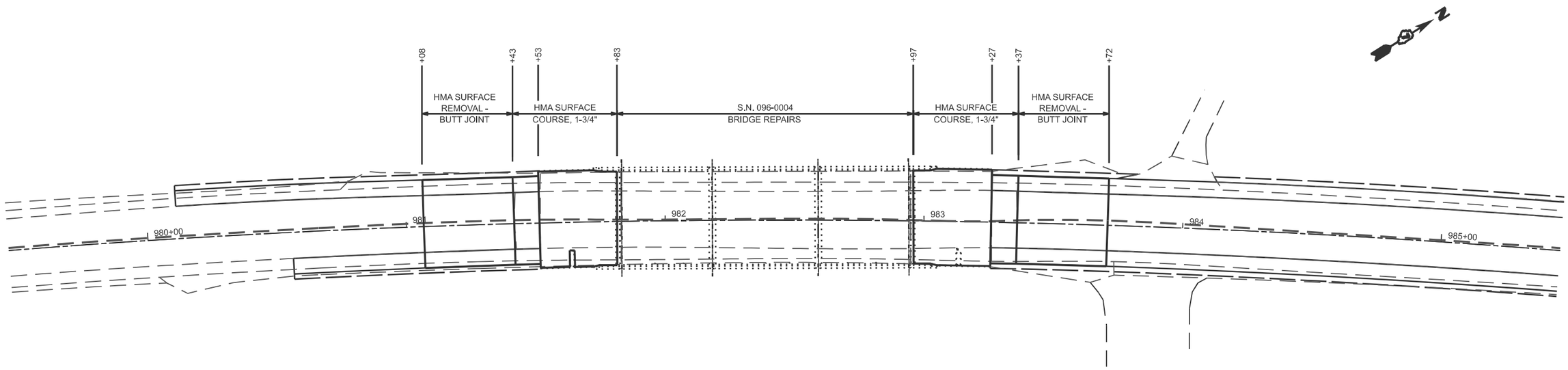
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN SHEET & PAVING DETAILS
S.N. 096-0003

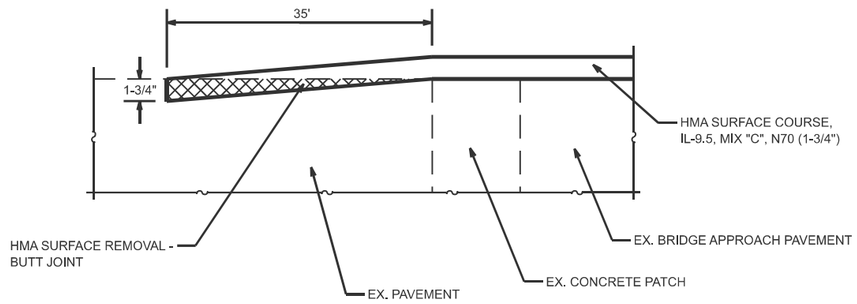
SCALE: 1"=20' | SHEET 1 OF 2 SHEETS | STA. 964+50 | TO STA. 970+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	10
		CONTRACT NO. 74D09		
	ILLINOIS	FED. AID PROJECT		



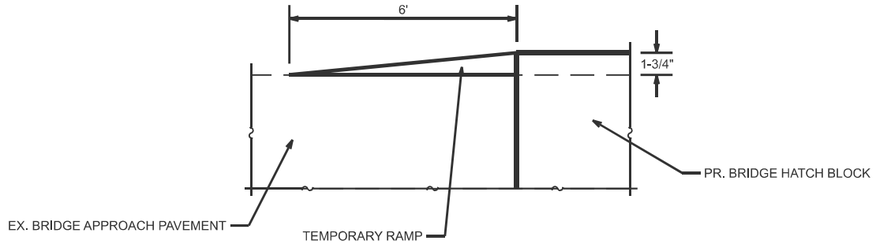
BUTT JOINT DETAIL

STA. 981+08 TO STA. 981+43
STA. 983+37 TO STA. 983+72



TEMPORARY RAMP DETAIL

STA. 981+77 TO STA. 981+83
STA. 982+97 TO STA. 983+03



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	DRAWN - T. WALK	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

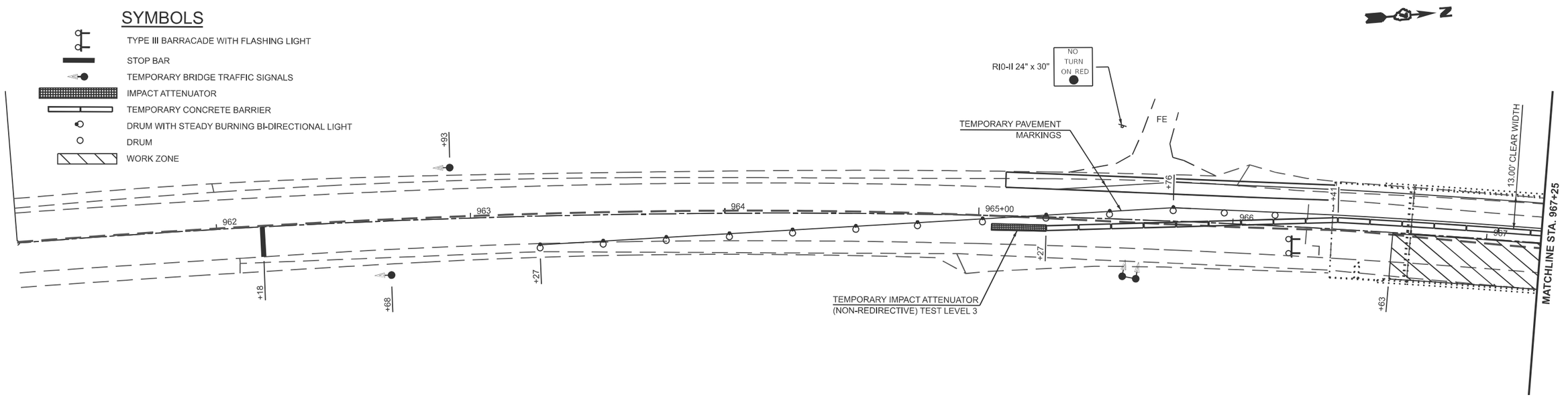
PLAN SHEET & PAVING DETAILS
S.N. 096-0004

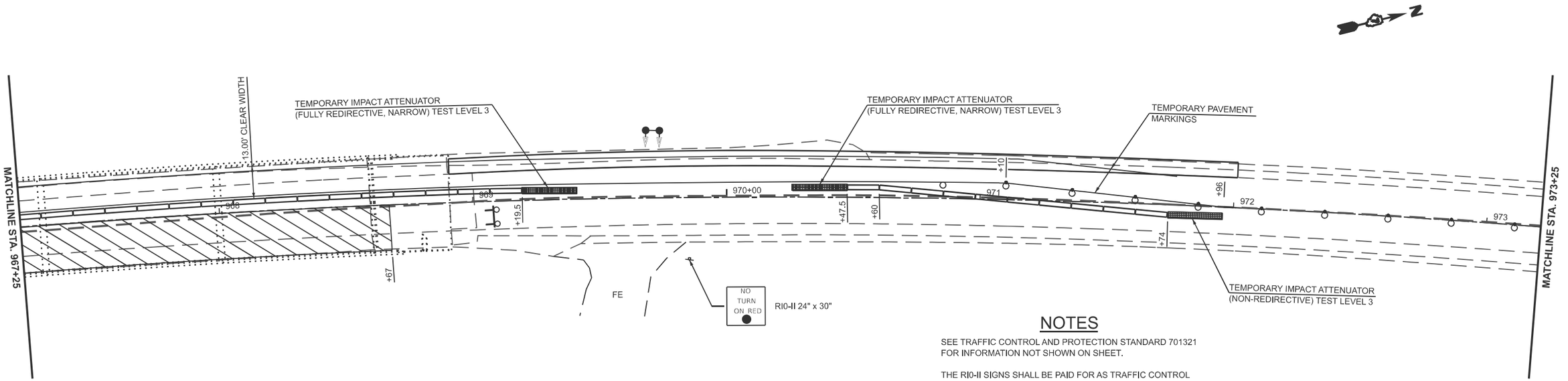
SCALE: 1"=20' | SHEET 2 OF 2 SHEETS | STA. 979+50 TO STA. 985+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	11
		CONTRACT NO. 74D09		
		ILLINOIS	FED. AID PROJECT	

SYMBOLS

- TYPE III BARRACADE WITH FLASHING LIGHT
- STOP BAR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- DRUM
- WORK ZONE





NOTES

SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR INFORMATION NOT SHOWN ON SHEET.

THE RI0-II SIGNS SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL).

MODEL: Stage I Traffic Control - Stage 1 Traffic Control [Sheet]
FILE NAME: c:\pw_work\pwidot\walktmd\d1001044\D774D09-sht-stage1.dgn

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	DRAWN - T. WALK	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/28/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

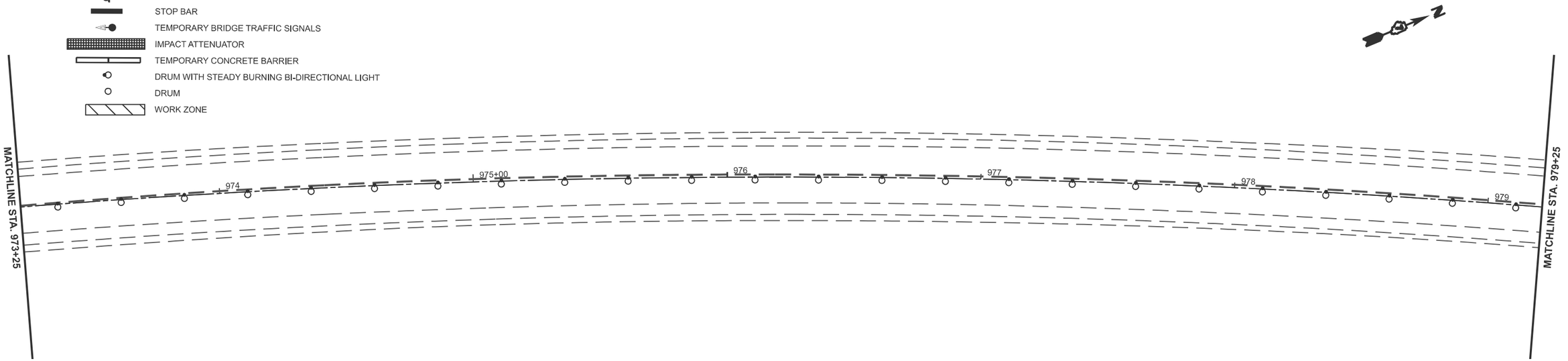
STAGE 1 CONSTRUCTION DETAILS

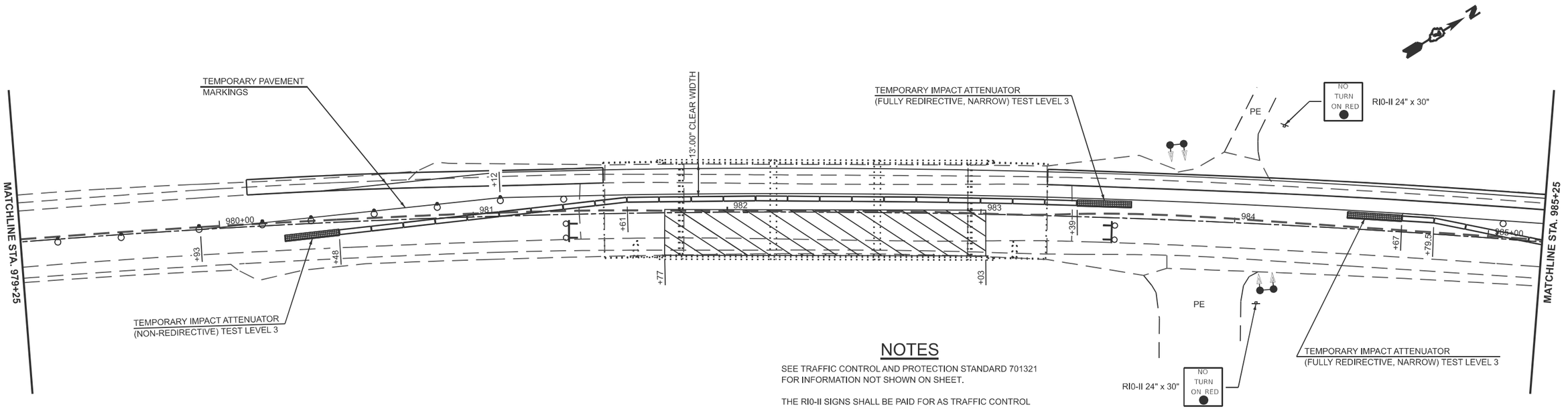
SCALE: 1"=20' | SHEET 1 OF 3 SHEETS | STA. 961+25 | TO STA. 973+25

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	12
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

SYMBOLS

- TYPE III BARRACADE WITH FLASHING LIGHT
- STOP BAR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- DRUM
- WORK ZONE





NOTES

SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR INFORMATION NOT SHOWN ON SHEET.

THE RI0-II SIGNS SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL).

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	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 CONSTRUCTION DETAILS

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 973+25 | TO STA. 985+25

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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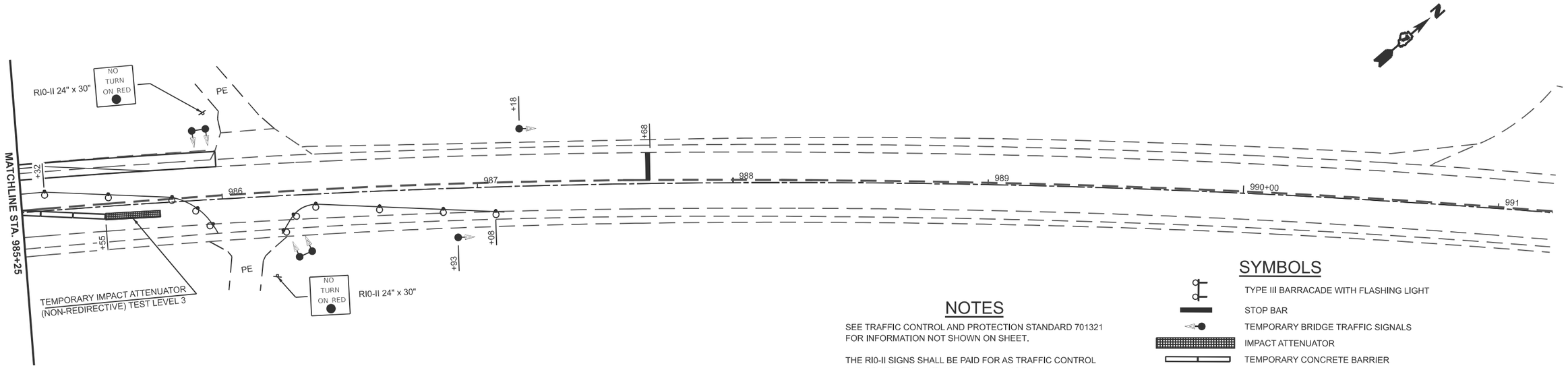
		CONTRACT NO. 74D09		
	ILLINOIS	FED. AID PROJECT		



NOTES

SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR INFORMATION NOT SHOWN ON SHEET.

THE RI0-II SIGNS SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL).

SYMBOLS

- TYPE III BARRACADE WITH FLASHING LIGHT
- STOP BAR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- DRUM
- WORK ZONE

MODEL: Stage I Traffic Control - Stage 1 Traffic Control-4 [Sheet]
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	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

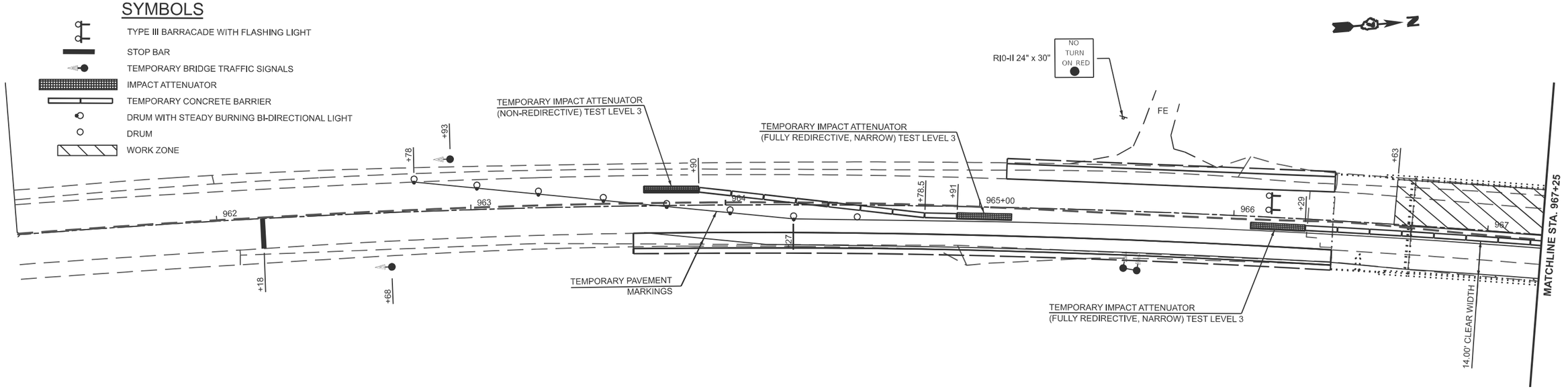
STAGE 1 CONSTRUCTION DETAILS

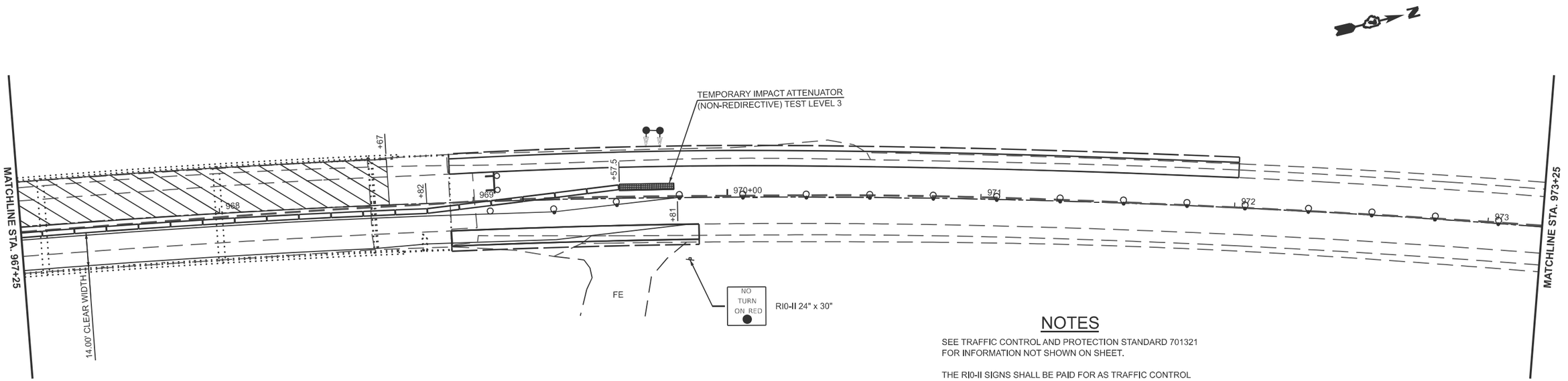
SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 985+25 | TO STA. 991+25

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	14
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

SYMBOLS

- TYPE III BARRACADE WITH FLASHING LIGHT
- STOP BAR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- DRUM
- WORK ZONE





NOTES

SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR INFORMATION NOT SHOWN ON SHEET.

THE RI0-II SIGNS SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL).

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PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

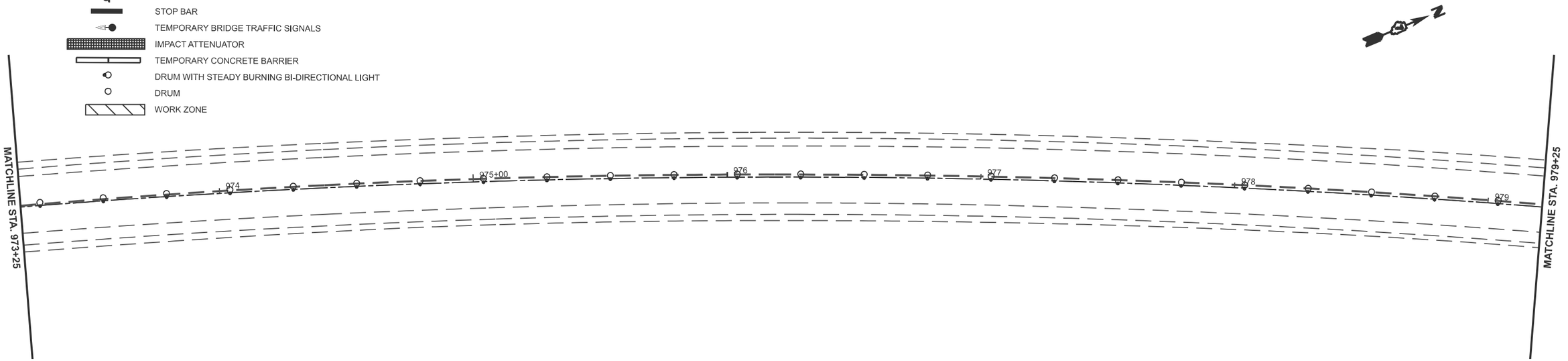
STAGE 2 CONSTRUCTION DETAILS

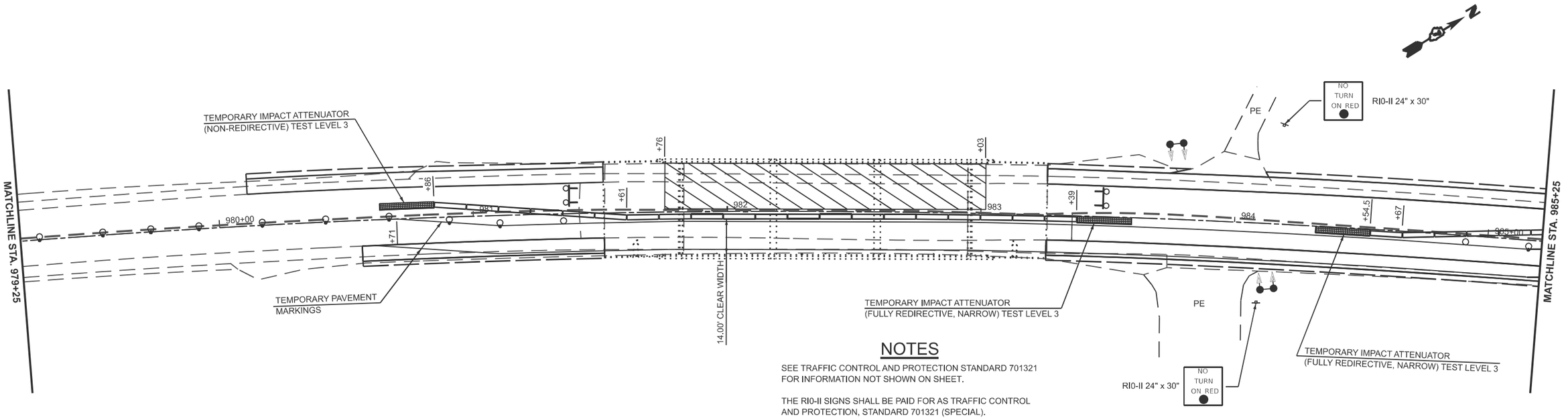
SCALE: 1"=20' | SHEET 1 OF 3 SHEETS | STA. 961+25 | TO STA. 973+25

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	15
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

SYMBOLS

- TYPE III BARRACADE WITH FLASHING LIGHT
- STOP BAR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- DRUM
- WORK ZONE





NOTES

SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR INFORMATION NOT SHOWN ON SHEET.

THE RI0-II SIGNS SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL).

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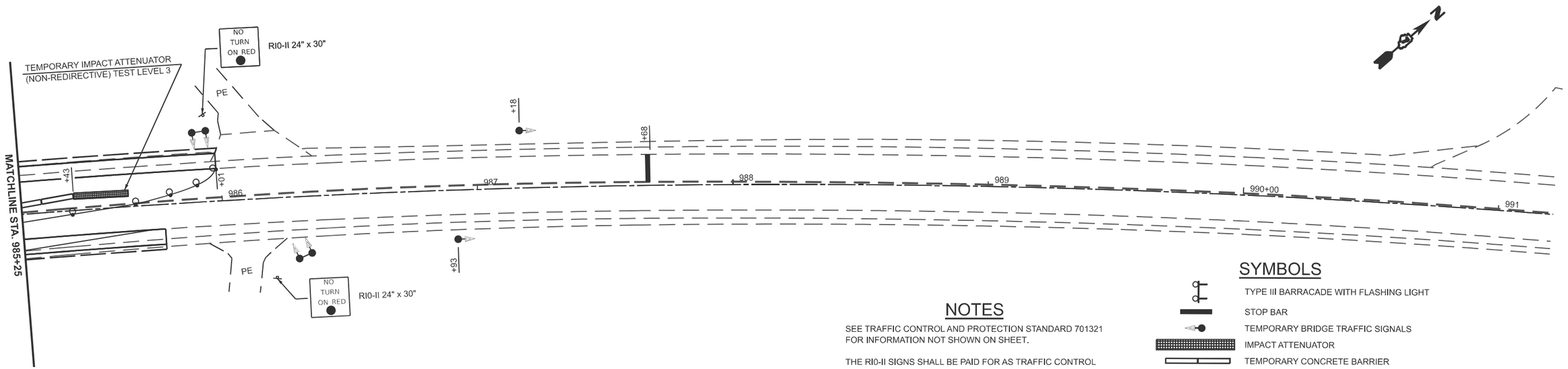
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION DETAILS

SCALE: 1"=20' | SHEET 2 OF 3 SHEETS | STA. 973+25 | TO STA. 985+25

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	16
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			



NOTES

SEE TRAFFIC CONTROL AND PROTECTION STANDARD 701321 FOR INFORMATION NOT SHOWN ON SHEET.

THE RI0-II SIGNS SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL).

SYMBOLS

- TYPE III BARRACADE WITH FLASHING LIGHT
- STOP BAR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- IMPACT ATTENUATOR
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- DRUM
- WORK ZONE

MODEL: Stage 2 Traffic Control - Stage 2 Traffic Control-4 [Sheet]
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	DRAWN - T. WALK	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 5/28/2025	DATE -	REVISED -	

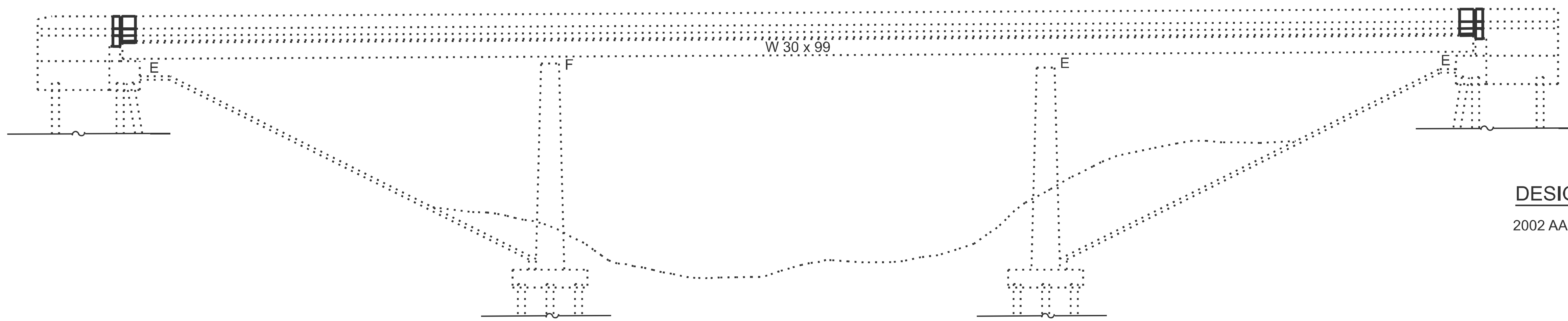
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 CONSTRUCTION DETAILS

SCALE: 1"=20' | SHEET 3 OF 3 SHEETS | STA. 985+25 | TO STA. 991+25

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	17
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

STRUCTURE 096-0003 carries ILL 15 over Skillet Fork. The original three span, steel multi-beam structure was built in 1958. A widened superstructure was constructed in 1995. The proposed project consists of replacement of the expansion joints with new strip seals, full depth deck patching, scarification, and concrete overlay.



ELEVATION

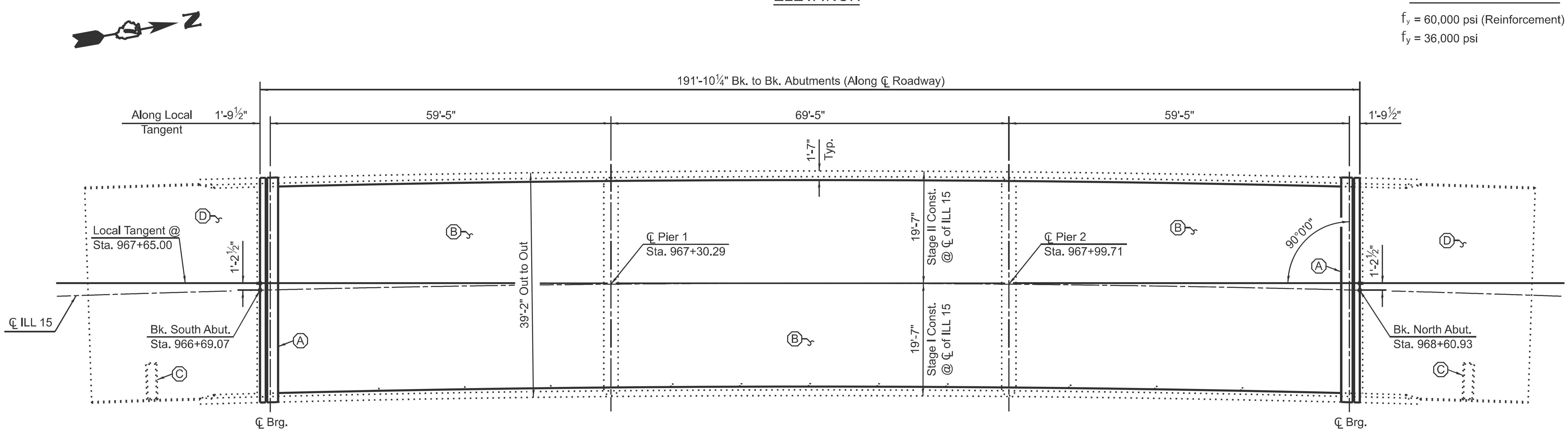
DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

DESIGN STRESSES

f_y = 60,000 psi (Reinforcement)

f_y = 36,000 psi



PLAN

- Ⓐ - Remove Existing Joint & Construct Strip Seal Expansion Joint
- Ⓑ - Bridge Deck Scarification ¾", Deck Patching, Bridge Deck Fly Ash or GGBF Slag Concrete Overlay 2½", Diamond Grinding (Bridge Section), & Bridge Deck Grooving (Longitudinal)
- Ⓒ - Adjust Approach Pavement Drains
- Ⓓ - Proposed HMA Overlay (See Roadway Plans)

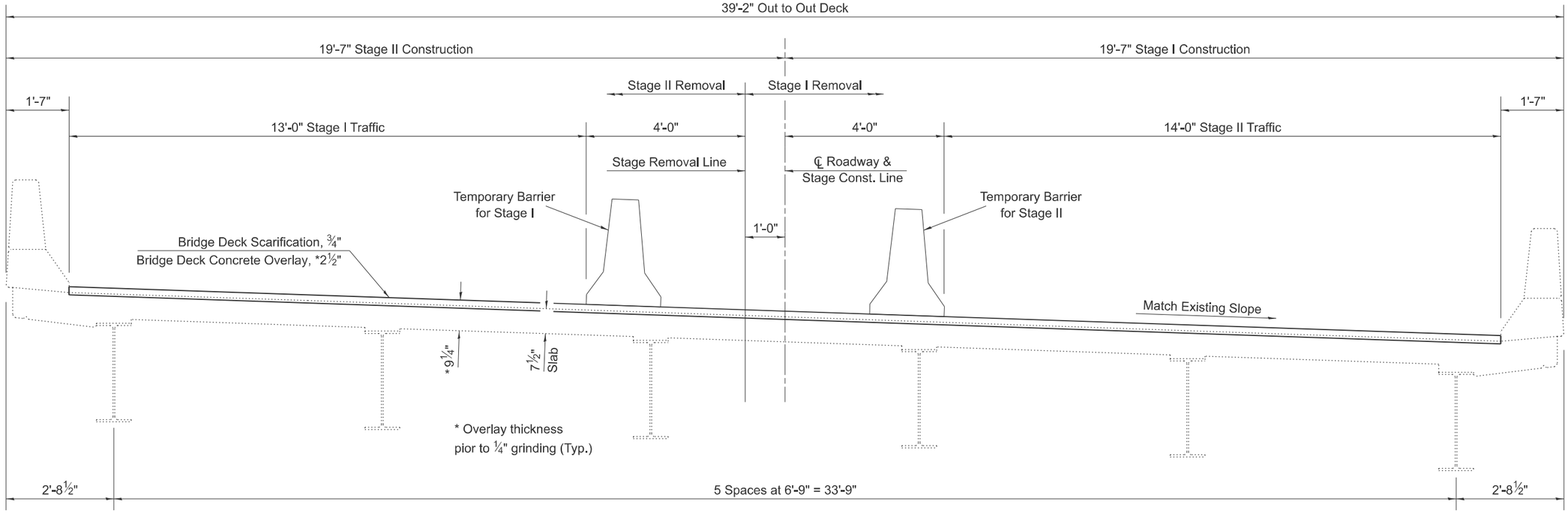
LICENSED STRUCTURAL ENGINEER
JAYME F. SCHIFF
081-005540
STATE OF ILLINOIS

EXPIRES 11-30-2026

MODEL: 096-0003 Sheet 1 [Sheet]
FILE NAME: c:\pw_work\pwidot\laned\d1001056\D774D09_Bridge Repair Sheets.dgn.dgn

USER NAME = dalton.lane	DESIGNED - D. Lane	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION S.N. 096-0003	
	DRAWN - D. Lane	REVISED -			
	CHECKED - B. Deters	REVISED -			
PLOT DATE = 2/5/2025	DATE - Nov. 2024	REVISED -		SCALE: NOT TO SCALE SHEET 1 OF 8 SHEETS STA. TO STA.	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	18
		CONTRACT NO. 74D09		
		ILLINOIS FED. AID PROJECT		



CROSS SECTION

Looking North

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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement Bars designated (E) shall be epoxy coated.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced with an approved bar splicer or anchorage system. Cost included with CONCRETE REMOVAL.

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

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially 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 included in the pay item covering removal of the existing concrete.

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlay.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on as-built plans.

Full depth deck slab repairs performed in the exterior bays of the bridge deck (between the parapet walls and the first interior beams) shall be limited to individual lengths no greater than 10'. In these portions of the deck, repair areas longer than 10' shall be divided into segments not greater than 10' in length, and the segments shall be poured in alternating sequence. Subsequent segments repaired in sequence shall not be removed until 72 hours shall have elapsed from the end of the previous adjacent pour, and the adjacent pour shall have attained a minimum modulus of rupture of 650psi.

TOTAL BILL OF MATERIALS

ITEM	*UNIT*	*QUANTITY*
Concrete Removal	Cu. Yd.	10.0
Concrete Superstructure	Cu. Yd.	10.9
Reinforcement Bars, Epoxy Coated	Pound	1,550
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	76
Bridge Deck Scarification ¾"	Sq. Yd.	742
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2½"	Sq. Yd.	742
Diamond Grinding (Bridge Section)	Sq. Yd.	682
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	502
Protective Coat	Sq. Yd.	770
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1.0
Inlets To Be Adjusted (Special)	Each	2

MODEL: 096-0003 Sheet 2 [Sheet]
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	DRAWN - D. Lane	REVISED -	
	CHECKED - B. Deters	REVISED -	
PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

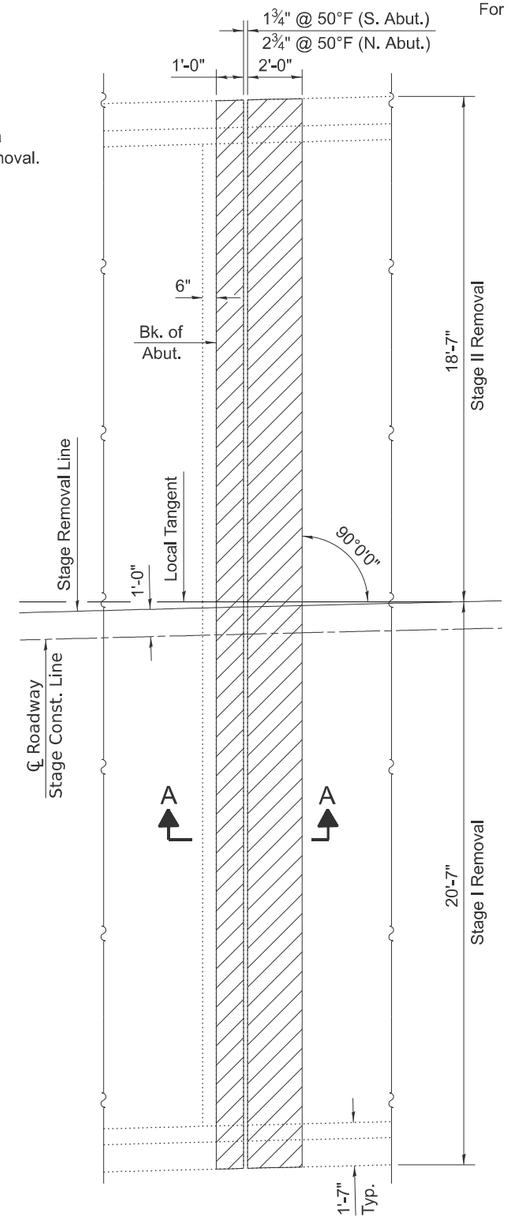
STAGE CONSTRUCTION & BILL OF MATERIALS
S.N. 096-0003

SCALE: NOT TO SCALE | SHEET 2 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	19
		CONTRACT NO. 74D09		
	ILLINOIS	FED. AID PROJECT		

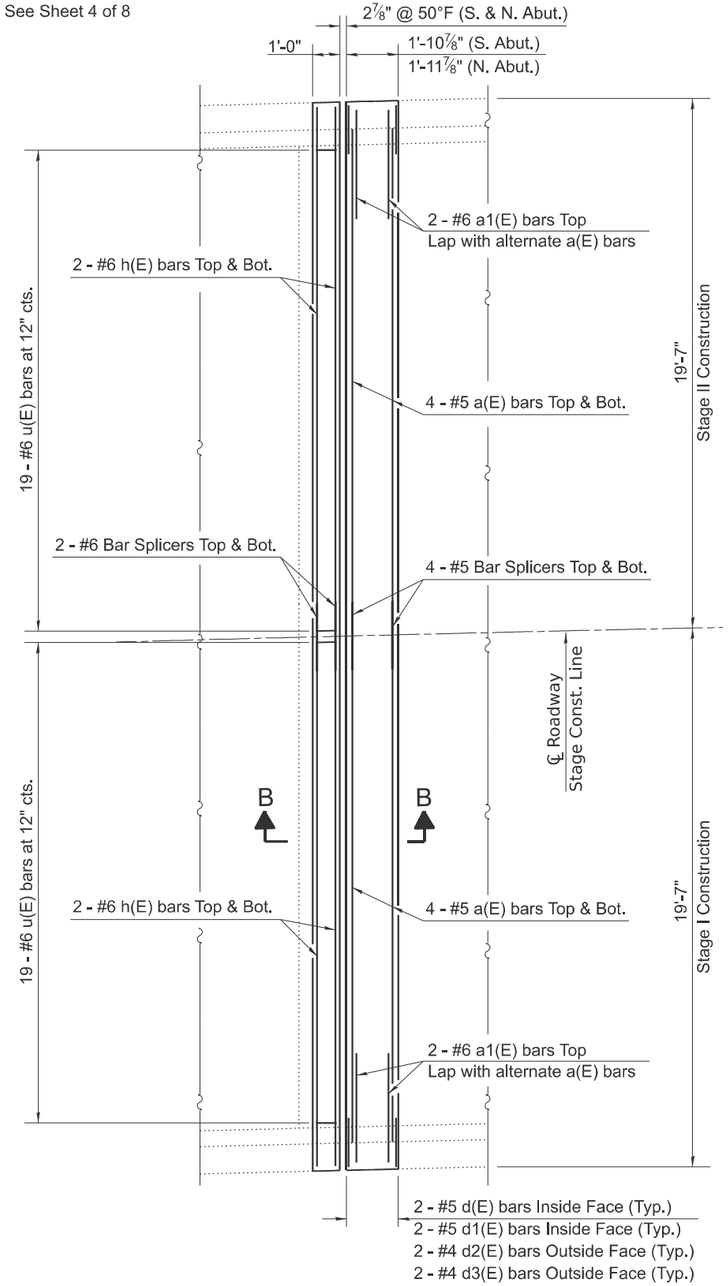
For Sections A-A & B-B See Sheet 4 of 8

Note: Hatched area indicates removal.



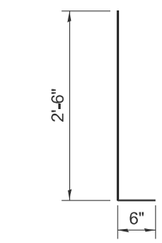
REMOVAL PLAN

South Abutment Shown
North Abutment Similar

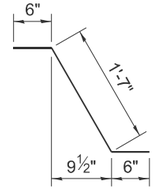


REINFORCEMENT PLAN

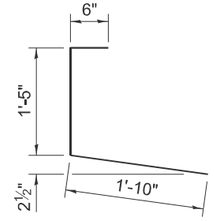
South Abutment Shown
North Abutment Similar



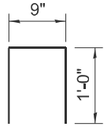
BAR d(E) & d2(E)



BAR d1(E)



BAR d3(E)



BAR u(E)

BILL OF MATERIALS - TWO ABUTMENTS

Bar	No.	Size	Length	Shape
a(E)	32	#5	18'-5"	
a1(E)	8	#6	6'-0"	
d(E)	8	#5	3'-0"	
d1(E)	8	#5	2'-7"	
d2(E)	8	#4	3'-0"	
d3(E)	8	#4	3'-9"	
h(E)	16	#6	19'-3"	
u(E)	76	#6	2'-9"	

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	10.0
Concrete Superstructure	Cu. Yd.	10.9
Reinforcement Bars, Epoxy Coated	Pound	1,550
Bar Splicers	Each	24

MODEL: 096-0003 Sheet 3 [Sheet]
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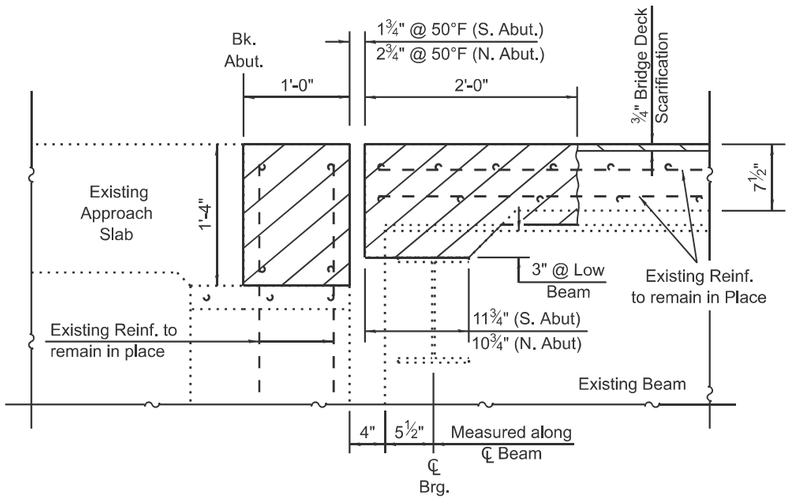
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS
S.N. 096-0003

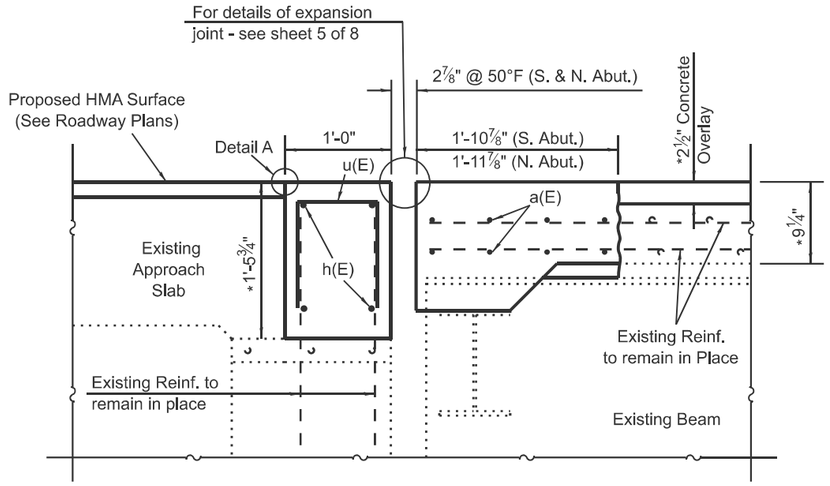
SCALE: NOT TO SCALE | SHEET 3 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	20
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

Note: Hatched area
indicates removal.

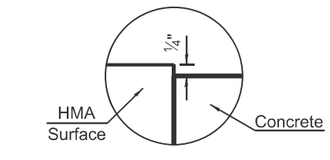


SECTION A-A

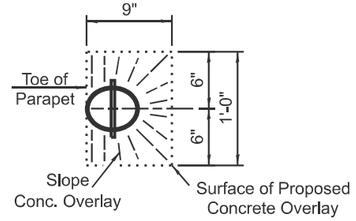


SECTION B-B

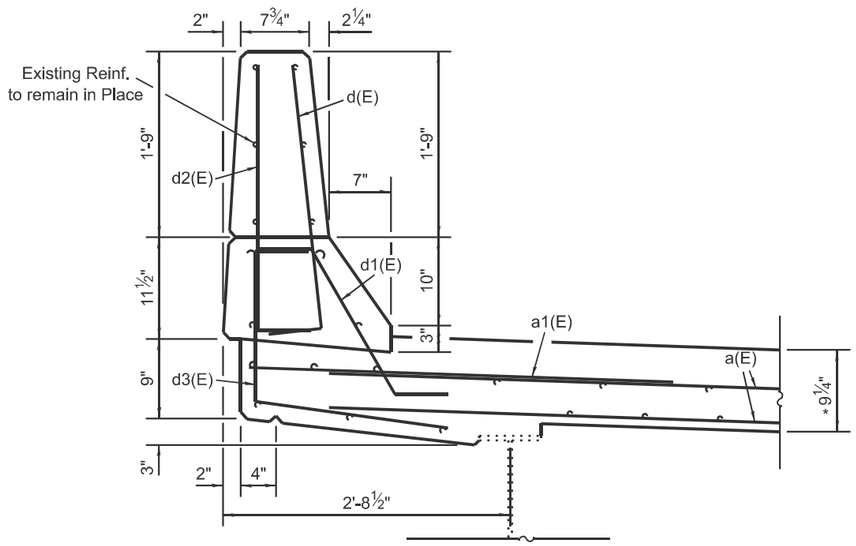
* Thickness prior
to ¼" grinding (Typ.)



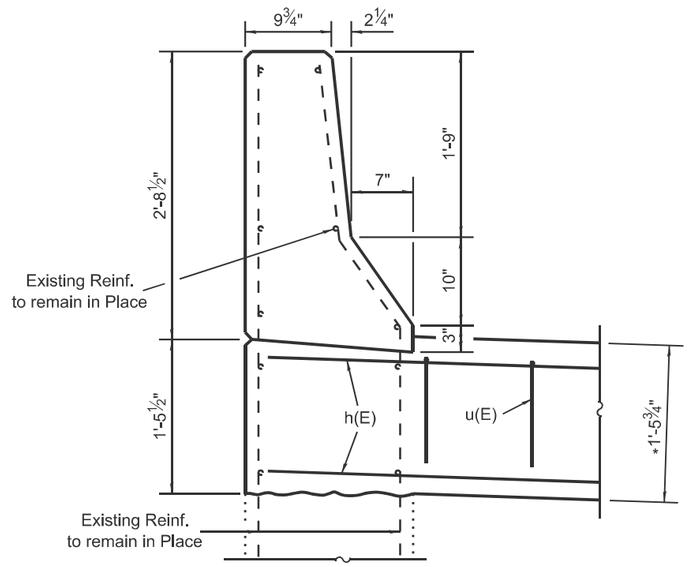
DETAIL A



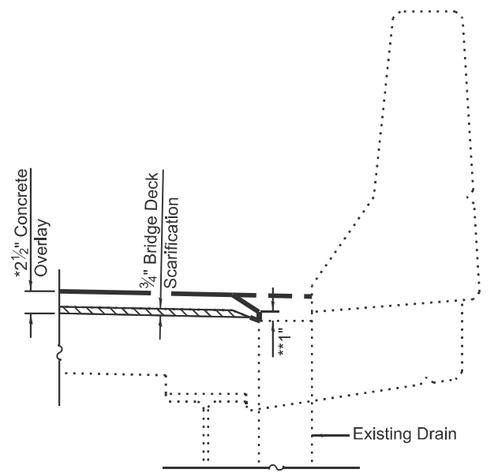
TOP PLAN OF FLOOR DRAIN



SECTION THRU DECK PARAPET



SECTION THRU APPROACH PARAPET



FLOOR DRAIN PRESERVATION

** Minimum thickness of overlay
at edge of drain = 1"

MODEL: 096-0003 Sheet 4 [Sheet]
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	DRAWN - D. Lane	REVISED -
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PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS
S.N. 096-0003

SCALE: NOT TO SCALE | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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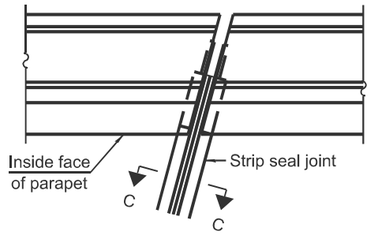
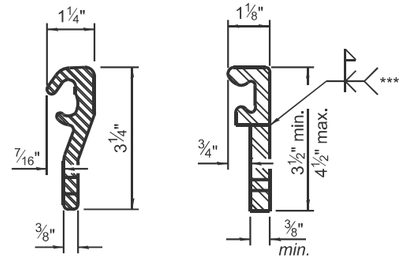
		CONTRACT NO. 74D09		
		ILLINOIS	FED. AID PROJECT	

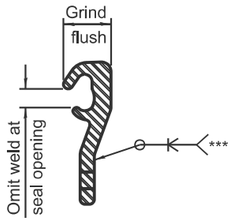


PLAN AT PARAPET



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.

GENERAL NOTES

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

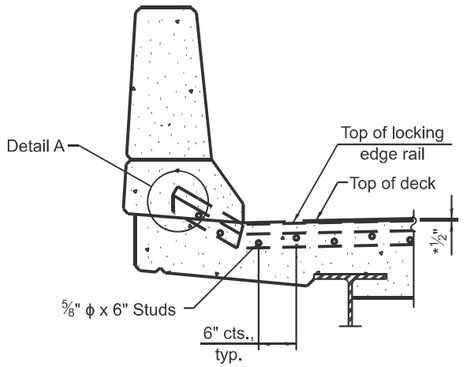
The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

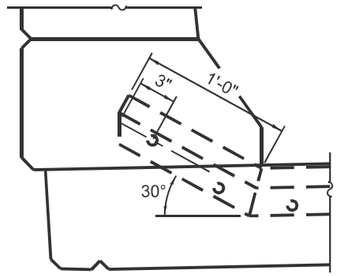
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

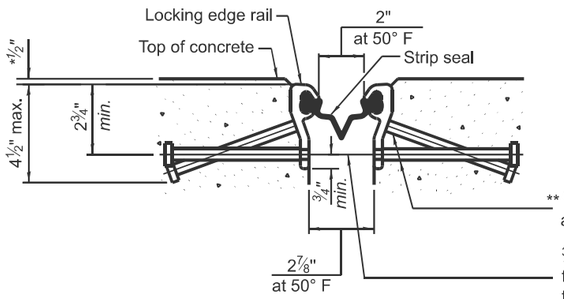
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



ELEVATION AT PARAPET



DETAIL A

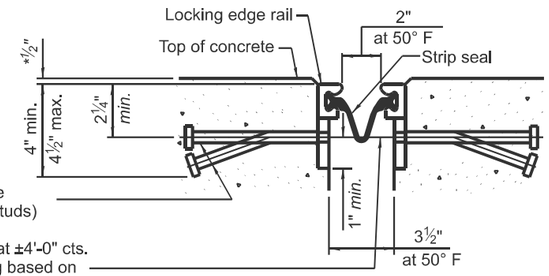


SHOWING ROLLED RAIL JOINT

* Thickness prior to ¼" grinding (Typ.)

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

⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



SHOWING WELDED RAIL JOINT

SECTION C-C

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	76

MODEL: 096-0003 Sheet 5 [Sheet]
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	CHECKED - B. Deters	REVISED -	
PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -	

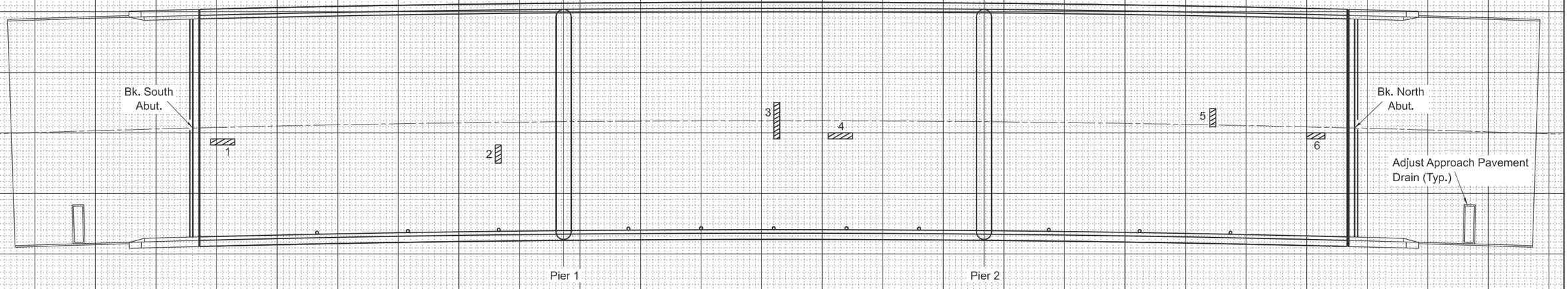
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAIL
S.N. 096-0003

SCALE: NOT TO SCALE | SHEET 5 OF 8 SHEETS | STA. | TO STA.

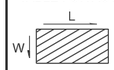
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	22
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

096-0003 Bridge Deck Patching



PATCH	SIZE		DECK SLAB REPAIR (FD TYPE I)	DECK SLAB REPAIR (FD TYPE II)
NO.	LENGTH	WIDTH	SQ YD	SQ YD
1	4.0	1.0	0.4	
2	1.0	3.0	0.3	
3	1.0	6.0		0.7
4	4.0	1.0	0.4	
5	1.0	3.0	0.3	
6	3.0	1.0	0.3	
TOTAL ROUNDS TO			2.0	1.0

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.



DECK REPAIR FULL DEPTH TY 1 & TY 2

DATE OF SURVEY: 9-26-24
SURVEY BY: DRL
METHOD OF SURVEY: VISUAL

ESTIMATED PAY QUANTITIES:

DECK SLAB REPAIR (FULL DEPTH TYPE I) 2.0 SQ YD

DECK SLAB REPAIR (FULL DEPTH TYPE II) 1.0 SQ YD

MODEL: 096-0003 Sheet 6 [Sheet]
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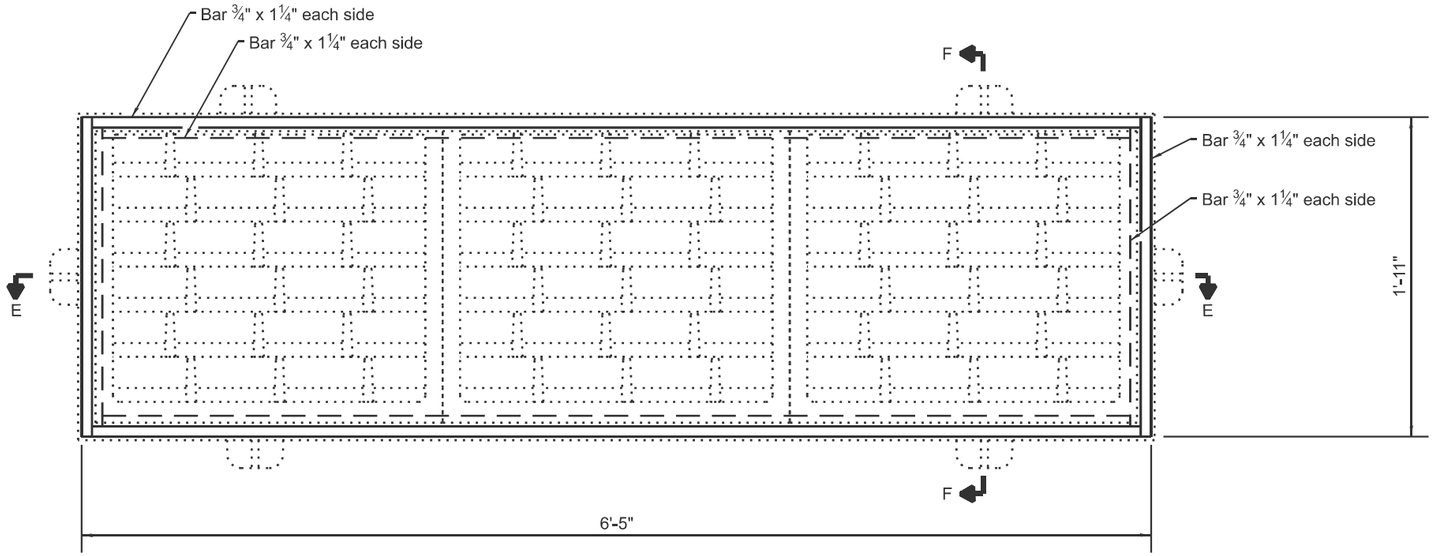
PLOT DATE = 7/17/2025	DATE - Nov. 2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE DECK PATCHING
S.N. 096-0003

SCALE: NOT TO SCALE | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	23
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			



PLAN

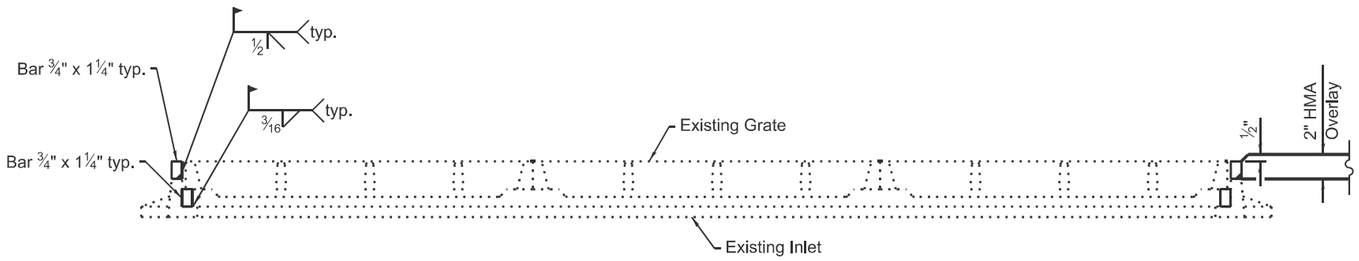
Notes:

All structural steel shall conform to AASHTO Classification M-270 Gr. 36. The adjusting ring shall be galvanized according to AASHTO M111.

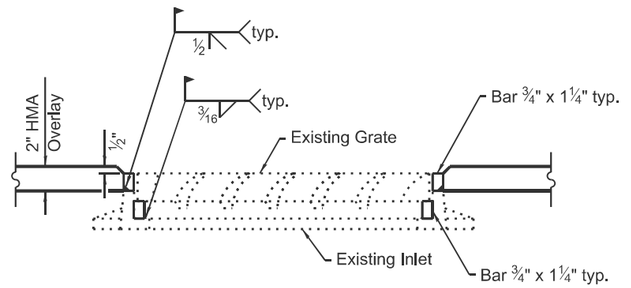
The contractor shall ensure no damage is done to existing grates to be reused.

Shop plans for proposed adjusting ring shall be submitted for approval prior to fabrication.

Cost of all labor and materials necessary to remove existing grates, clean existing drains, install adjusting rings, and reinstalling grates is included in the cost per unit each for Inlets To Be Adjusted (Special).



SECTION E-E



SECTION F-F

ITEM	UNIT	QUANTITY
Inlets To Be Adjusted (Special)	Each	2

MODEL: 096-0003 Sheet 7 [Sheet]
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PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SHOULDER INLETS
S.N. 096-0003

SCALE: NOT TO SCALE | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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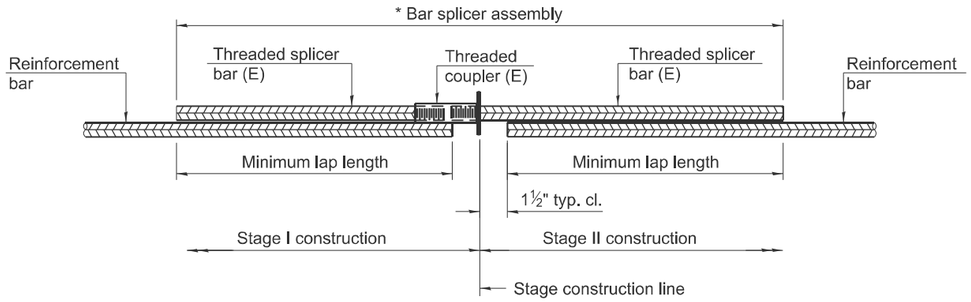
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			



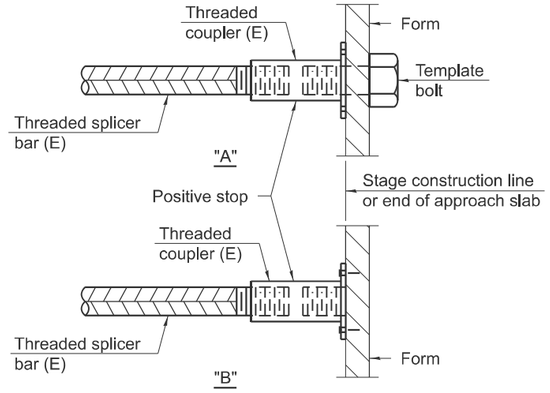
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

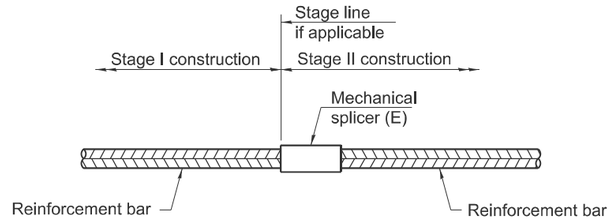
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar Size	No. assemblies required	Minimum lap length
Deck	#5	16	3'-0"
Hatch Block	#6	8	4'-0"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar Size	No. assemblies required

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

MODEL: 096-0003 Sheet 8 [Sheet]
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	DRAWN - D. Lane	REVISED -	
	CHECKED - B. Deters	REVISED -	
PLOT DATE = 7/17/2025	DATE - Nov. 2024	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
S.N. 096-0003

SCALE: NOT TO SCALE | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	25
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

STRUCTURE 096-0004 carries ILL 15 over Skillet Fork Overflow. The original three span, steel multi-beam structure was built in 1958. A widened superstructure was constructed in 1995. The proposed project consists of replacement of the expansion joints with new strip seals, full depth deck patching, scarification, concrete overlay, and slope wall repairs.

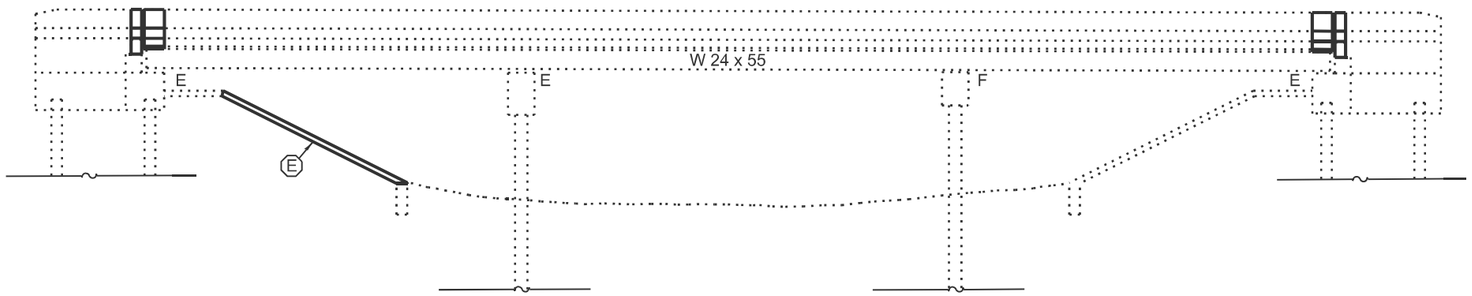
DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

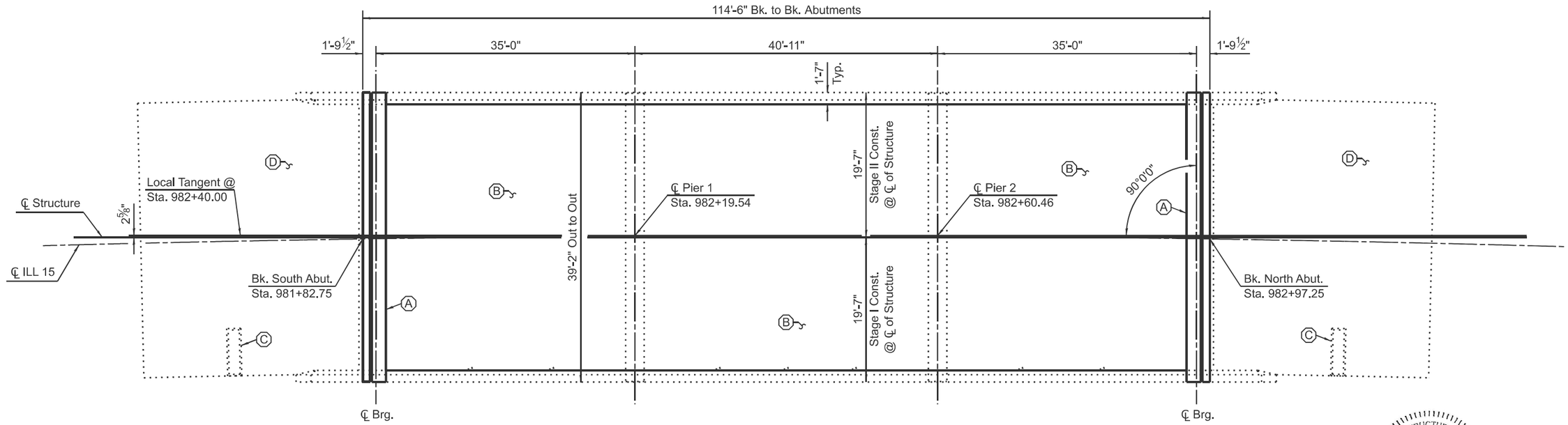
DESIGN STRESSES

f_y = 60,000 psi (Reinforcement)

f_y = 36,000 psi



ELEVATION



PLAN

Note: Distance from local tangent to ℄ of IL-15 is 5¼" along Bk. Abutments.

Ⓐ - Remove Existing Joint & Construct Strip Seal Expansion Joint

Ⓑ - Bridge Deck Scarification ¾", Deck Patching, Bridge Deck Fly Ash or GGBF Slag Concrete Overlay 2½", Diamond Grinding (Bridge Section), & Bridge Deck Grooving (Longitudinal)

Ⓒ - Adjust Approach Pavement Drains

Ⓓ - Proposed HMA Overlay (See Roadway Plans)

Ⓔ - Slope Wall Repair

LICENSED STRUCTURAL ENGINEER
JAYME F. SCHIFF
081-005540
STATE OF ILLINOIS

EXPIRES 11-30-2026

Jayme F. Schiff

USER NAME = dalton.lane	DESIGNED - D. Lane	REVISED -
	DRAWN - D. Lane	REVISED -
	CHECKED - B. Deters	REVISED -
PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
S.N. 096-0004

SCALE: NOT TO SCALE | SHEET 1 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	26
		CONTRACT NO. 74D09		
		ILLINOIS FED. AID PROJECT		

MODEL: 096-0004 Sheet 1 [Sheet]
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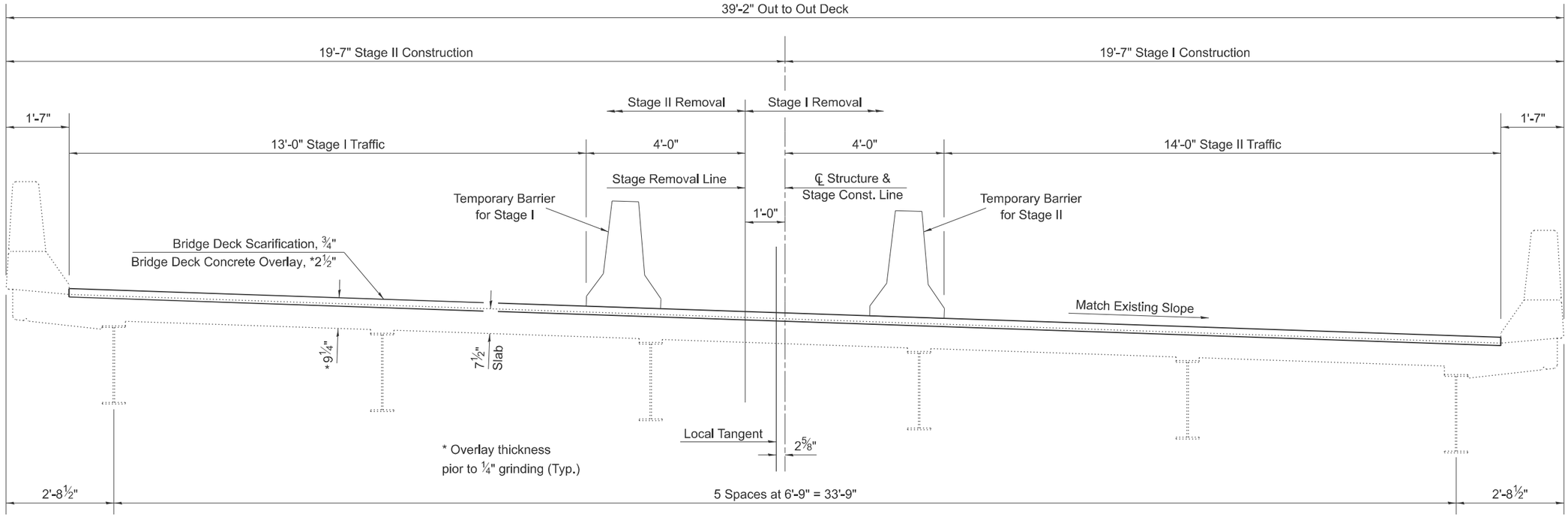

CROSS SECTION

Looking North

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 the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Reinforcement Bars designated (E) shall be epoxy coated.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be replaced with an approved bar splicer or anchorage system. Cost included with CONCRETE REMOVAL.

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

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially 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 included in the pay item covering removal of the existing concrete.

Protective Coat to be applied to areas of new concrete only, including bridge deck concrete overlay.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on as-built plans.

Full depth deck slab repairs performed in the exterior bays of the bridge deck (between the parapet walls and the first interior beams) shall be limited to individual lengths no greater than 10'. In these portions of the deck, repair areas longer than 10' shall be divided into segments not greater than 10' in length, and the segments shall be poured in alternating sequence. Subsequent segments repaired in sequence shall not be removed until 72 hours shall have elapsed from the end of the previous adjacent pour, and the adjacent pour shall have attained a minimum modulus of rupture of 650psi.

TOTAL BILL OF MATERIALS

ITEM	*UNIT*	*QUANTITY*
Concrete Removal	Cu. Yd.	10.0
Concrete Superstructure	Cu. Yd.	10.8
Reinforcement Bars, Epoxy Coated	Pound	1,550
Bar Splicers	Each	24
Preformed Joint Strip Seal	Foot	76
Bridge Deck Scarification ¾"	Sq. Yd.	433
Bridge Deck Fly Ash or GGBF Slag Concrete Overlay, 2½"	Sq. Yd.	433
Diamond Grinding (Bridge Section)	Sq. Yd.	407
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	296
Protective Coat	Sq. Yd.	461
Deck Slab Repair (Full Depth, Type I)	Sq. Yd.	2.0
Deck Slab Repair (Full Depth, Type II)	Sq. Yd.	1.0
Slope Wall Removal	Sq. Yd.	21
Stone Dumped Riprap, Class A4	Ton	21
Inlets To Be Adjusted (Special)	Each	2

MODEL: 096-0004 Sheet 2 [Sheet]
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	DRAWN - D. Lane	REVISED -	
	CHECKED - B. Deters	REVISED -	
PLOT DATE = 7/17/2025	DATE - Nov. 2024	REVISED -	

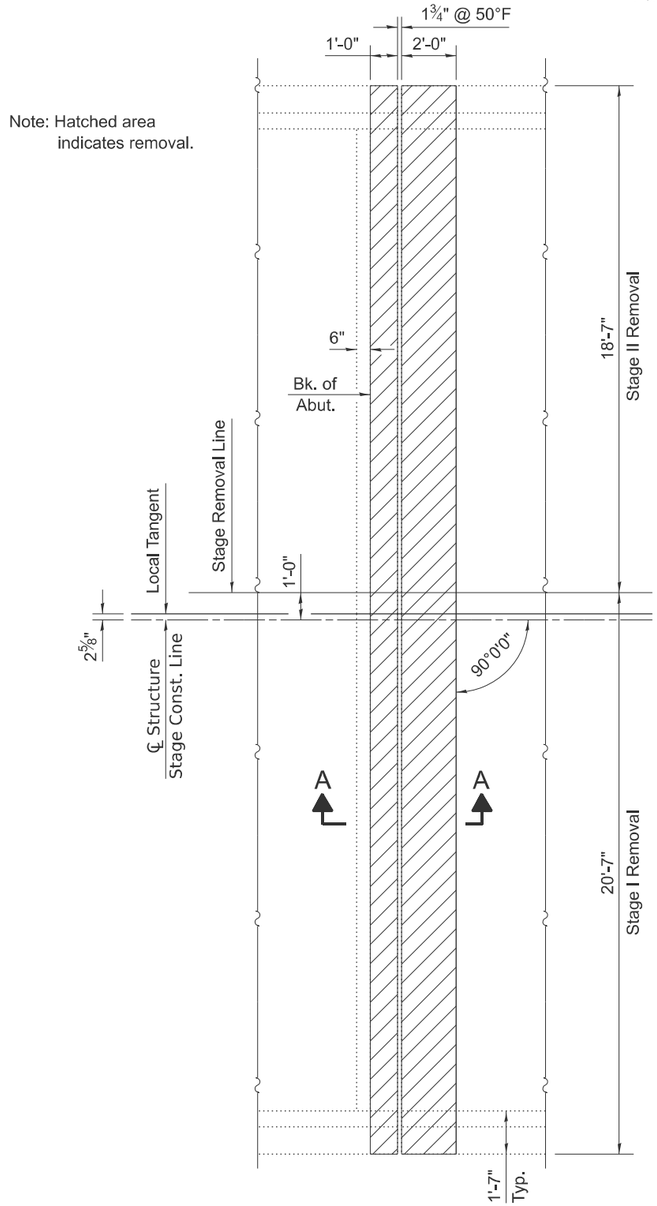
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION & BILL OF MATERIALS
S.N. 096-0004

SCALE: NOT TO SCALE | SHEET 2 OF 9 SHEETS | STA. | TO STA.

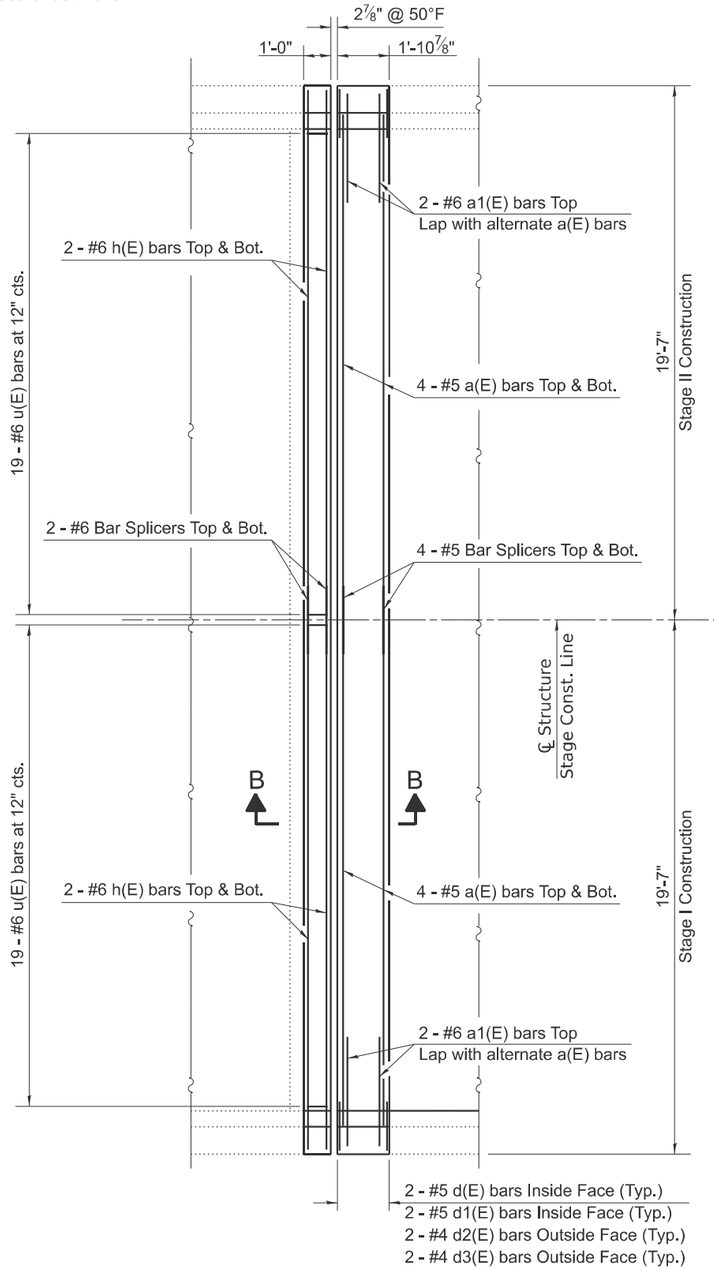
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	27
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

For Sections A-A & B-B See Sheet 4 of 9



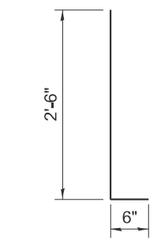
REMOVAL PLAN

South Abutment Shown
North Abutment Similar

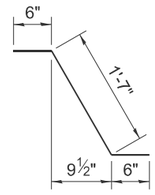


REINFORCEMENT PLAN

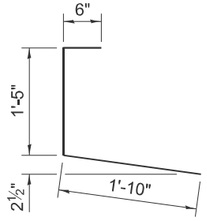
South Abutment Shown
North Abutment Similar



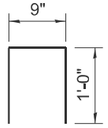
BAR d(E) & d2(E)



BAR d1(E)



BAR d3(E)



BAR u(E)

BILL OF MATERIALS - TWO ABUTMENTS

Bar	No.	Size	Length	Shape
a(E)	32	#5	18'-5"	
a1(E)	8	#6	6'-0"	
d(E)	8	#5	3'-0"	
d1(E)	8	#5	2'-7"	
d2(E)	8	#4	3'-0"	
d3(E)	8	#4	3'-9"	
h(E)	16	#6	19'-3"	
u(E)	76	#6	2'-9"	

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	10.0
Concrete Superstructure	Cu. Yd.	10.8
Reinforcement Bars, Epoxy Coated	Pound	1,550
Bar Splicers	Each	24

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	CHECKED - B. Deters	REVISED -	
PLOT DATE = 7/17/2025	DATE - Nov. 2024	REVISED -	

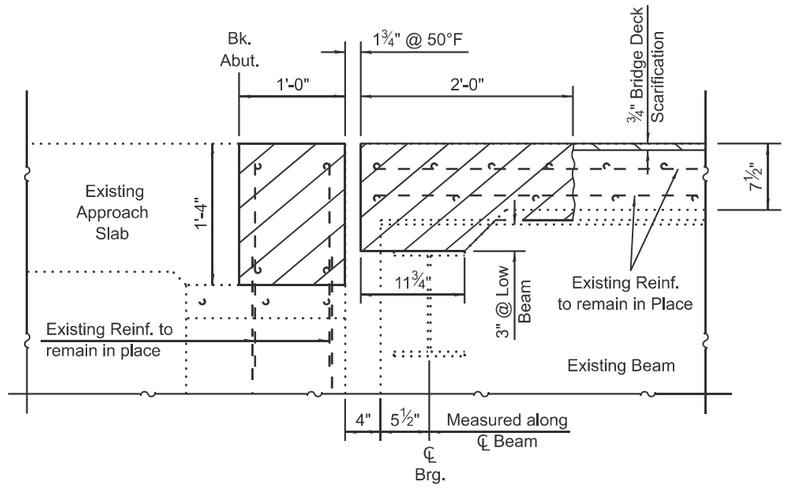
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS
S.N. 096-0004

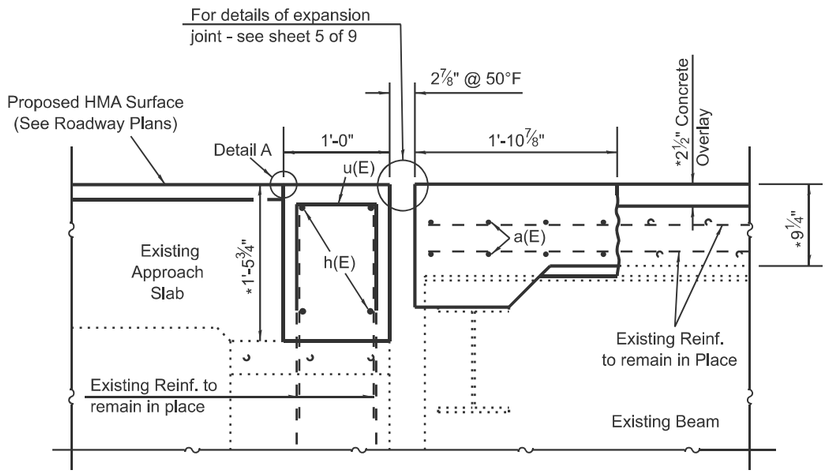
SCALE: NOT TO SCALE | SHEET 3 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	28
		CONTRACT NO. 74D09		
		ILLINOIS FED. AID PROJECT		

Note: Hatched area
indicates removal.

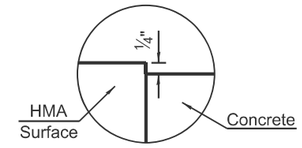


SECTION A-A

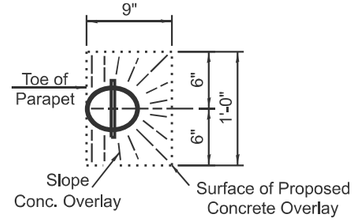


* Thickness prior
to ¼" grinding (Typ.)

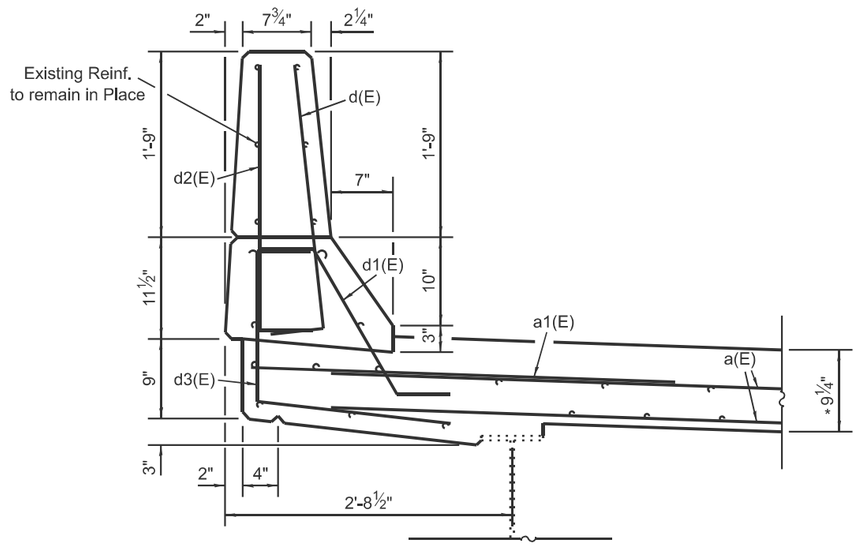
SECTION B-B



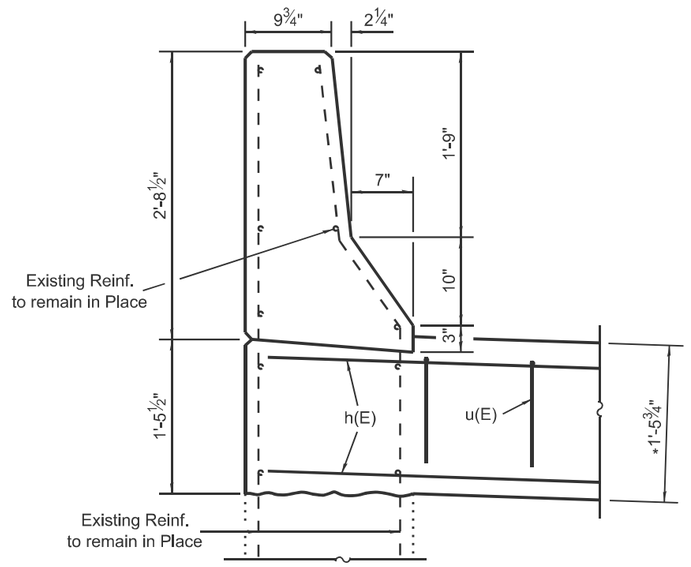
DETAIL A



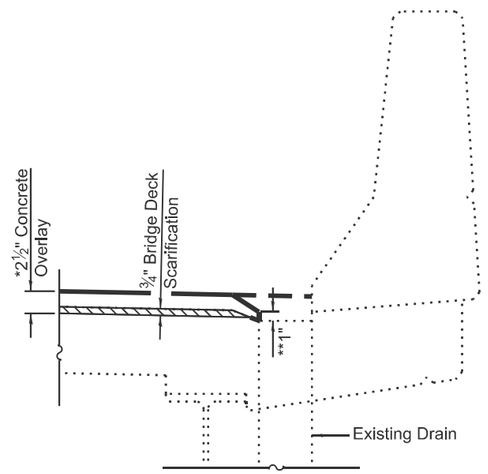
TOP PLAN OF FLOOR DRAIN



SECTION THRU DECK PARAPET



SECTION THRU APPROACH PARAPET



FLOOR DRAIN PRESERVATION

** Minimum thickness of overlay
at edge of drain = 1"

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PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS
S.N. 096-0004

SCALE: NOT TO SCALE | SHEET 4 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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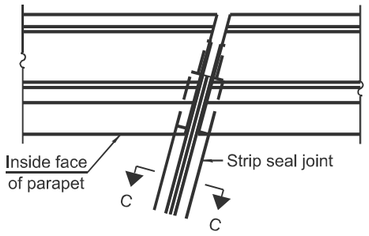
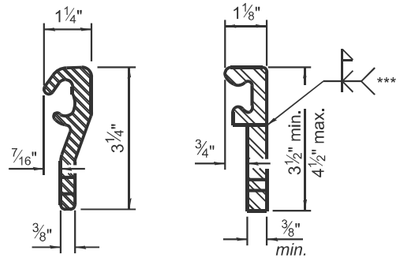
		CONTRACT NO. 74D09		
		ILLINOIS	FED. AID PROJECT	

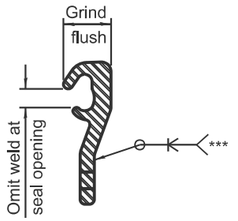


PLAN AT PARAPET



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.

GENERAL NOTES

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the locking edge rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

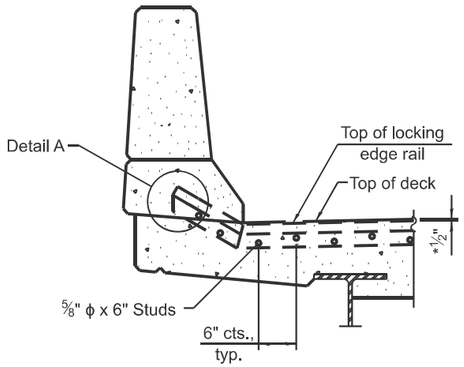
The locking edge rails depicted are configured for typical applications and are conceptual only. The actual configuration of the locking edge rails and matching strip seal may vary from manufacturer to manufacturer provided they fit the application and meet the minimum anchorage shown. Flanged edge rails, however, will not be allowed. Locking edge rails may exceed the 4½" maximum depth provided the anchorage system is revised according to the manufacturer's recommendation.

The manufacturer's recommended installation methods shall be followed.

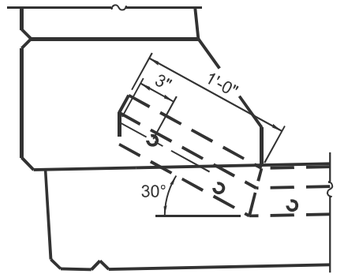
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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

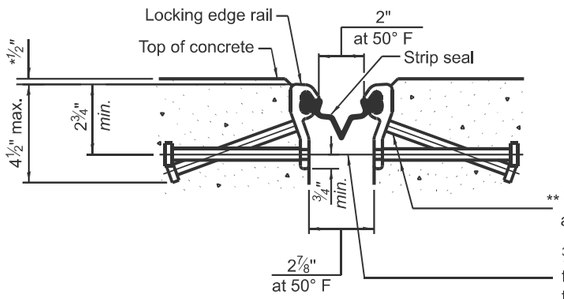
The concrete opening below the strip seal will vary based on the locking edge rail chosen by the Contractor. Deck and parapet lengths shown elsewhere in the plans are dimensioned to the concrete opening, not the joint opening, and are based on the rolled locking edge rail. If the Contractor elects to use a different locking edge rail, dimensional adjustments may be required. One exception to this would be the strip seal joint at the end of the precast bridge approach slab. For these cases the pavement connector length shall be adjusted, not the length of the bridge approach slab.



ELEVATION AT PARAPET



DETAIL A

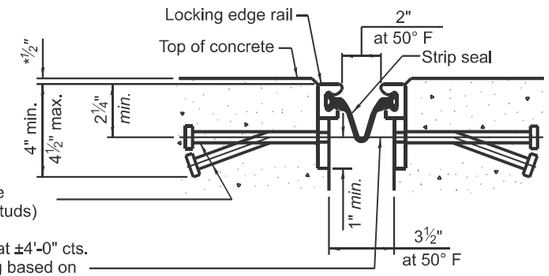


SHOWING ROLLED RAIL JOINT

* Thickness prior to ¼" grinding (Typ.)

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

⅜" ϕ threaded rods in 7/16" ϕ holes at ±4'-0" cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates after concrete is set.



SHOWING WELDED RAIL JOINT

SECTION C-C

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	76

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PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -	

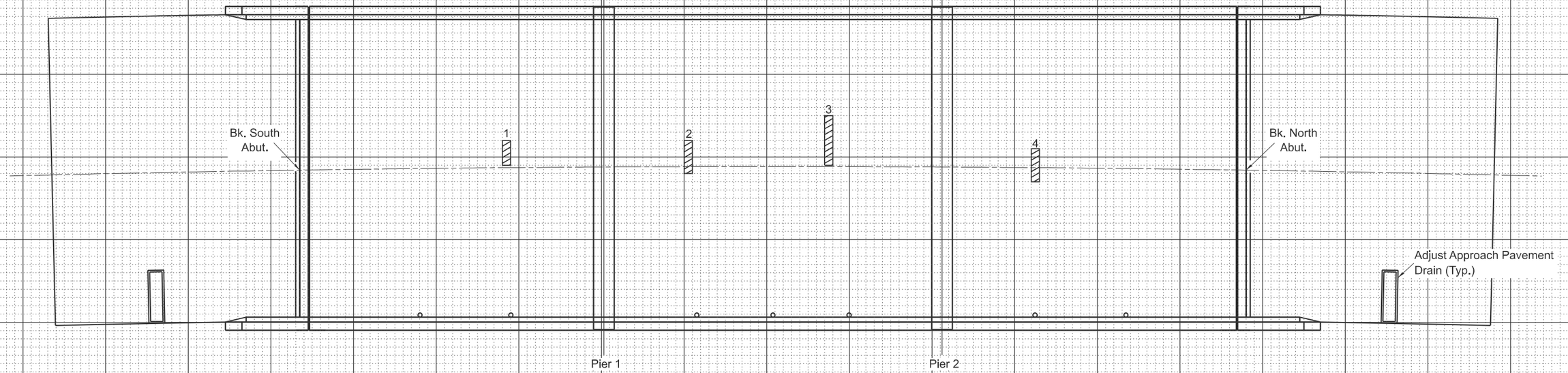
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL DETAIL
S.N. 096-0004

SCALE: NOT TO SCALE | SHEET 5 OF 9 SHEETS | STA. | TO STA.

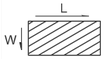
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	30
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

096-0004 Bridge Deck Patching



PATCH	SIZE		DECK SLAB REPAIR (FD TYPE I)	DECK SLAB REPAIR (FD TYPE II)
NO.	LENGTH	WIDTH	SQ YD	SQ YD
1	1.0	3.0	0.3	
2	1.0	4.0	0.4	
3	1.0	6.0		0.7
4	1.0	4.0	0.4	
TOTAL ROUNDS TO			2.0	1.0

THE LOCATIONS AND SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.



DECK REPAIR FULL DEPTH TY 1 & TY 2

DATE OF SURVEY: 9-26-24
SURVEY BY: DRL
METHOD OF SURVEY: VISUAL

ESTIMATED PAY QUANTITIES:

DECK SLAB REPAIR (FULL DEPTH TYPE I) 2.0 SQ YD

DECK SLAB REPAIR (FULL DEPTH TYPE II) 1.0 SQ YD

MODEL: 096-0004 Sheet 6 [Sheet]
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PLOT DATE = 7/17/2025	DATE - Nov. 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE DECK PATCHING
S.N. 096-0004

SCALE: NOT TO SCALE | SHEET 6 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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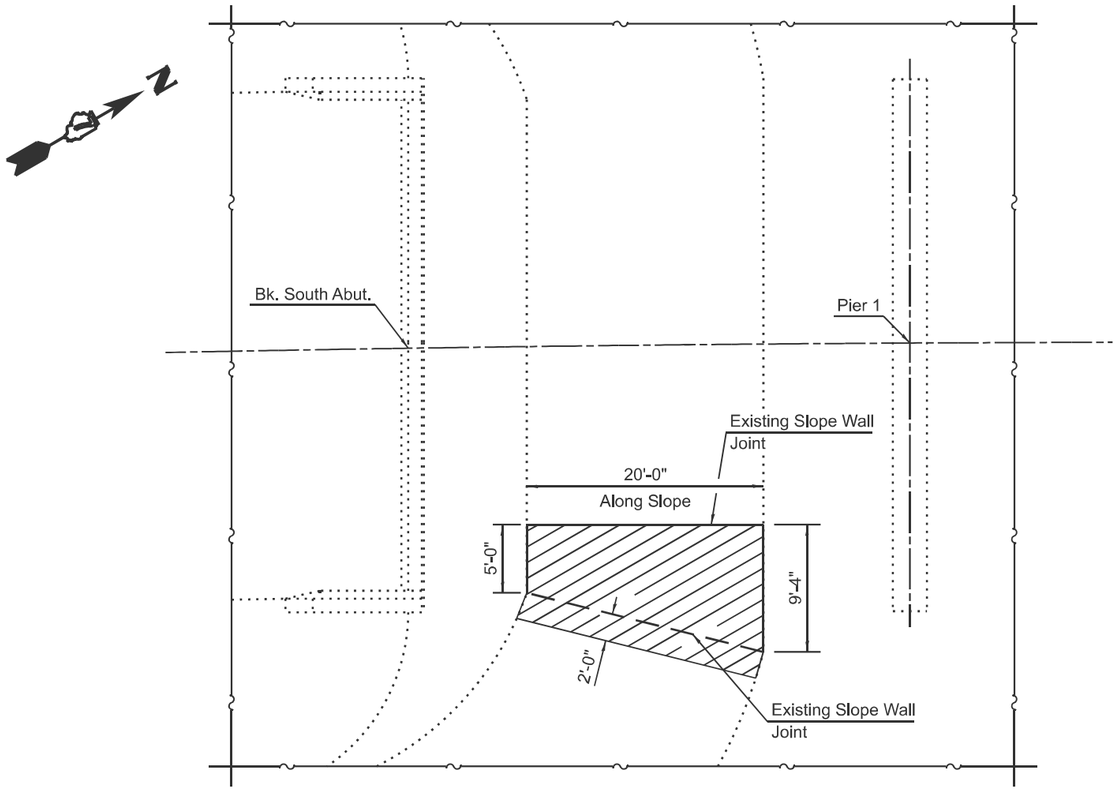
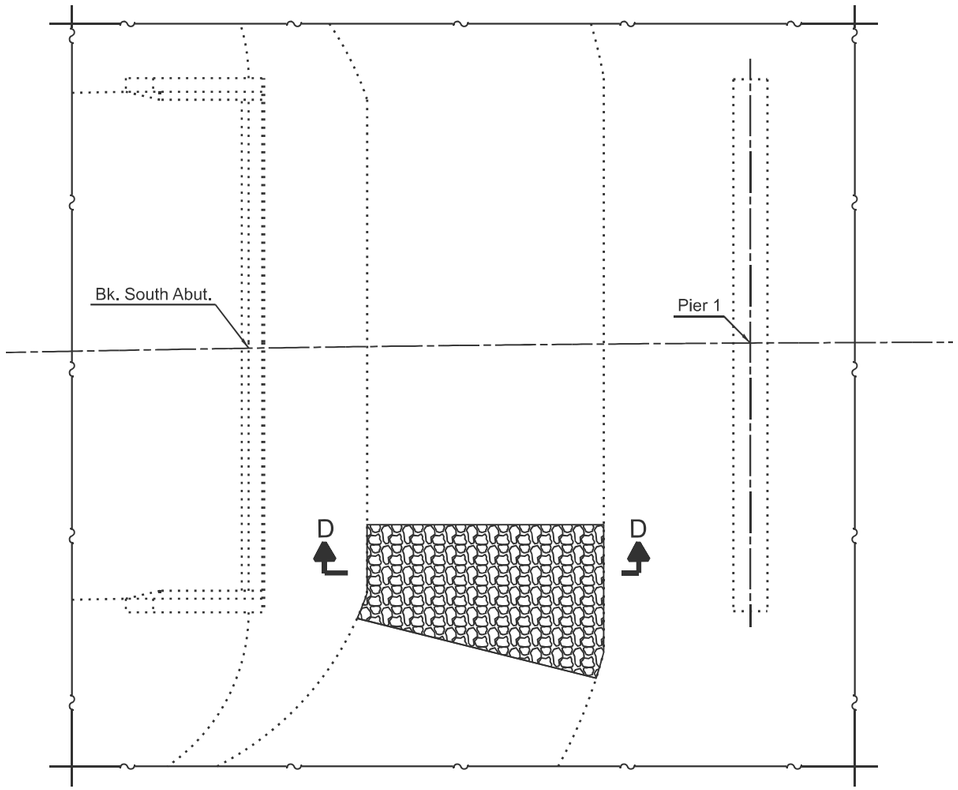
		CONTRACT NO. 74D09		
	ILLINOIS	FED. AID PROJECT		



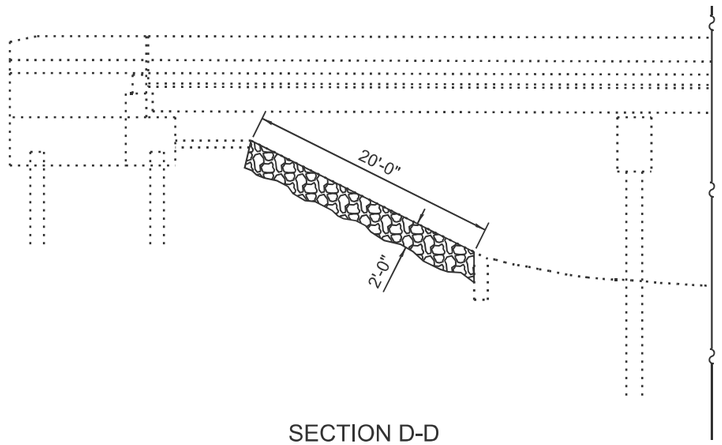
PLAN VIEW
SLOPE WALL REMOVAL

- Concrete slope wall removal



PLAN VIEW
RIPRAP PLACEMENT

- Riprap



SECTION D-D

Notes:

Prior to removal of slope wall, a 3/4" deep saw cut shall be made along all boundaries or the removal area. Saw cuts will be included with the cost of Slope Wall Removal.

Slope wall removal area and riprap depth measurements are approximate. Actual riprap limits shall be determined by the Engineer.

BILL OF MATERIAL

Item	Unit	Total
Slope Wall Removal	Sq. Yd.	21
Stone Dumped Riprap, Class A5	Ton	21

MODEL: 096-0004 Sheet 7 [Sheet]
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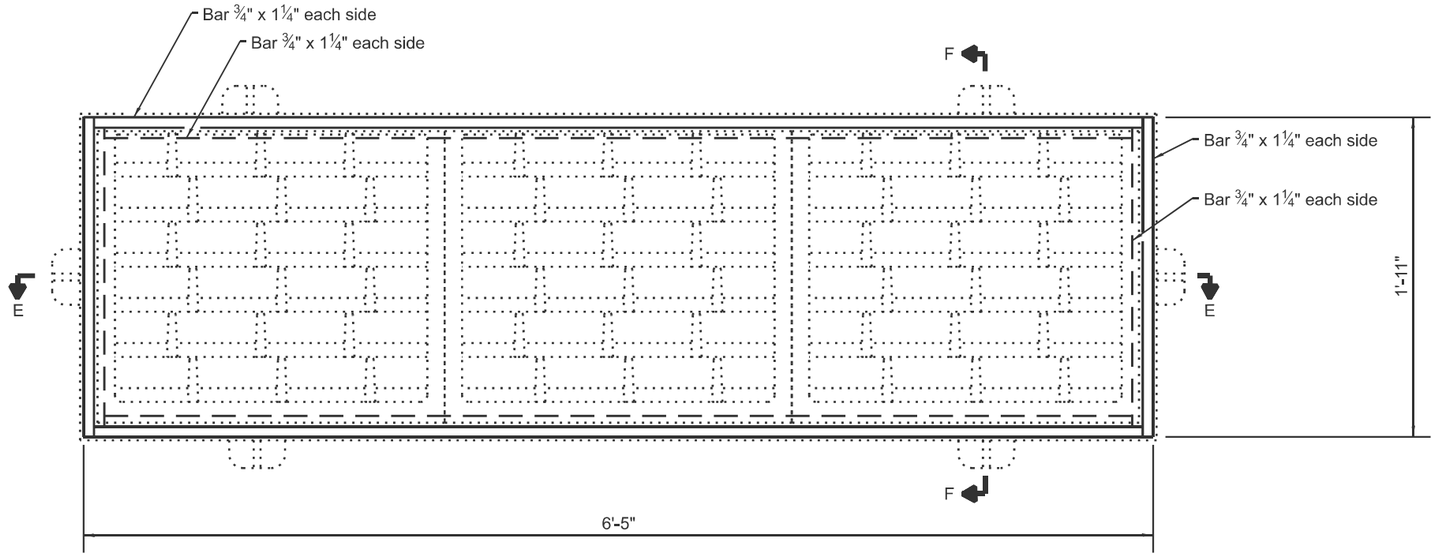
	CHECKED - B. Deters	REVISED -
PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SLOPE WALL DETAILS
S.N. 096-0004 (SOUTH SIDE)

SCALE: NOT TO SCALE | SHEET 7 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	32
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			



PLAN

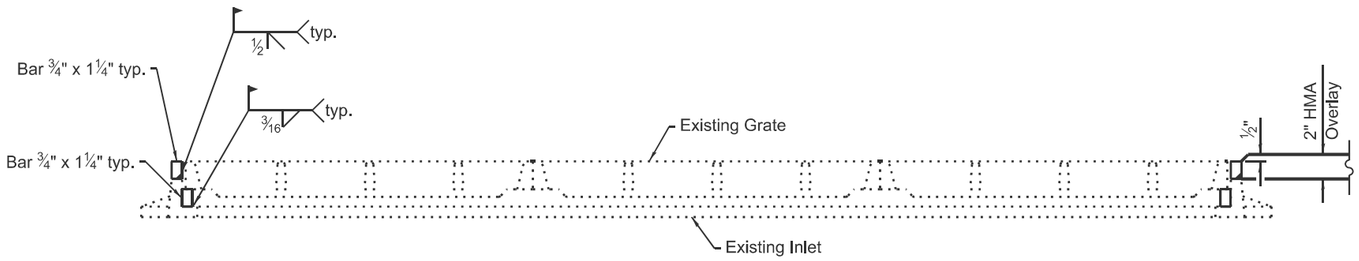
Notes:

All structural steel shall conform to AASHTO Classification M-270 Gr. 36. The adjusting ring shall be galvanized according to AASHTO M111.

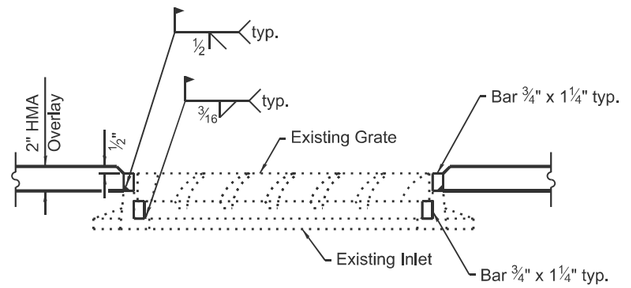
The contractor shall ensure no damage is done to existing grates to be reused.

Shop plans for proposed adjusting ring shall be submitted for approval prior to fabrication.

Cost of all labor and materials necessary to remove existing grates, clean existing drains, install adjusting rings, and reinstalling grates is included in the cost per unit each for Inlets To Be Adjusted (Special).



SECTION E-E



SECTION F-F

ITEM	UNIT	QUANTITY
Inlets To Be Adjusted (Special)	Each	2

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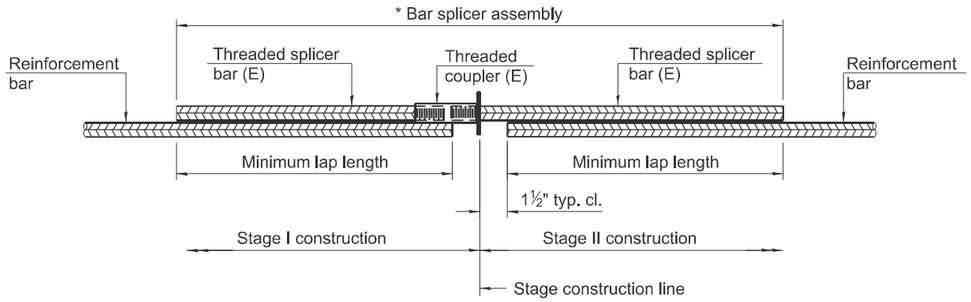
	CHECKED - B. Deters	REVISED -
PLOT DATE = 6/25/2025	DATE - Nov. 2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SHOULDER INLETS
S.N. 096-0004

SCALE: NOT TO SCALE | SHEET 8 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	33
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			



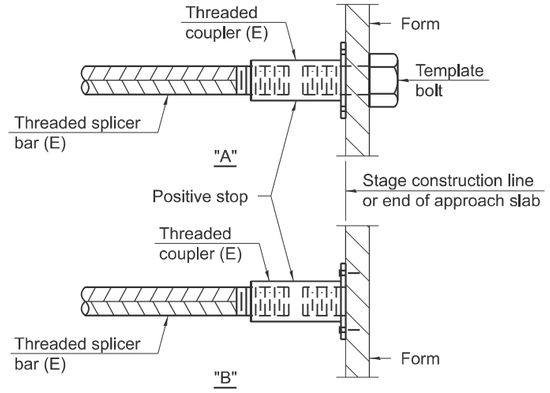
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

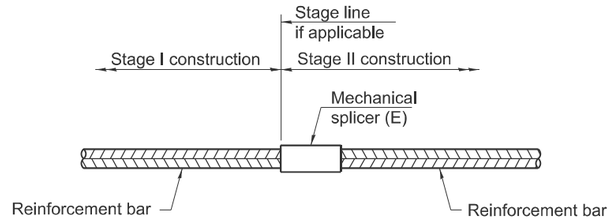
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar Size	No. assemblies required	Minimum lap length
Deck	#5	16	3'-0"
Hatch Block	#6	8	4'-0"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar Size	No. assemblies required

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

MODEL: 096-0004 Sheet 9 [Sheet]
FILE NAME: c:\pw_work\pwidot\taned\d1031056\D7774D09_Bridge Repair Sheets.dgn

USER NAME = dalton.lane	DESIGNED - D. Lane	REVISED -	
	DRAWN - D. Lane	REVISED -	
	CHECKED - B. Deters	REVISED -	
PLOT DATE = 7/17/2025	DATE - Nov. 2024	REVISED -	

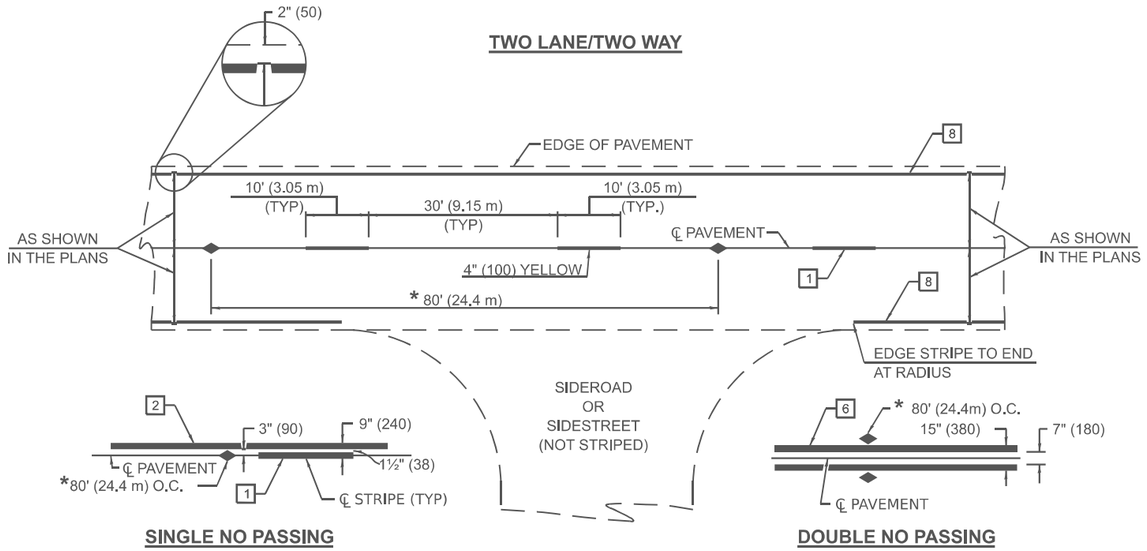
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
S.N. 096-0004

SCALE: NOT TO SCALE | SHEET 9 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	34
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

TWO LANE/TWO WAY



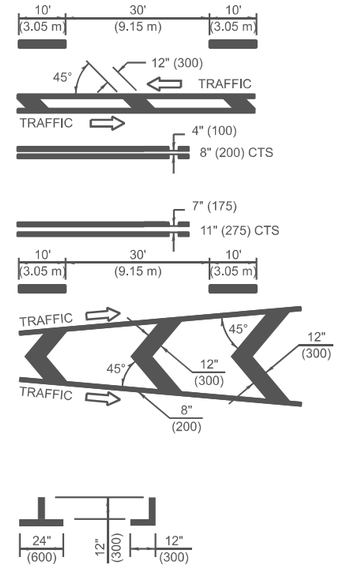
SINGLE NO PASSING

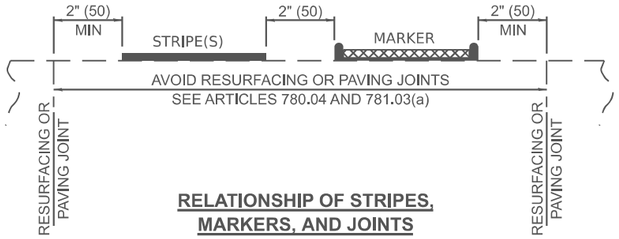
DOUBLE NO PASSING

* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 MPH (70 km/h) OR LESS.

PAVEMENT MARKERS LEGEND

1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. 12" (300) SOLID (WHITE)
6. 4" (100) DOUBLE YELLOW (WIDE)
7. 6" (150) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200) SOLID (WHITE)
13. 4" (100) PARKING (WHITE)



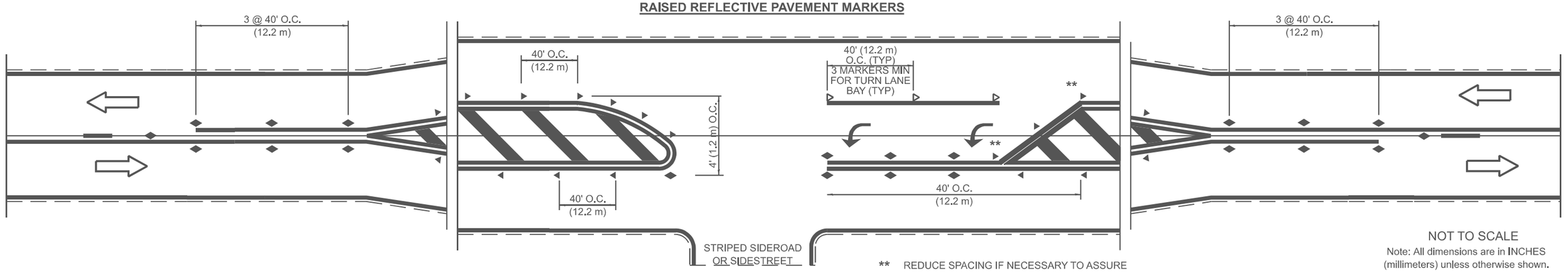


RELATIONSHIP OF STRIPES, MARKERS, AND JOINTS

TYPICAL PAVEMENT MARKERS LEGEND

- TWO-WAY AMBER MARKER
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER

RAISED REFLECTIVE PAVEMENT MARKERS



** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	35
		CONTRACT NO. 74D09		
		ILLINOIS	FED. AID PROJECT	

USER NAME = Travis.Walk	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/28/2025	DATE -	REVISED -

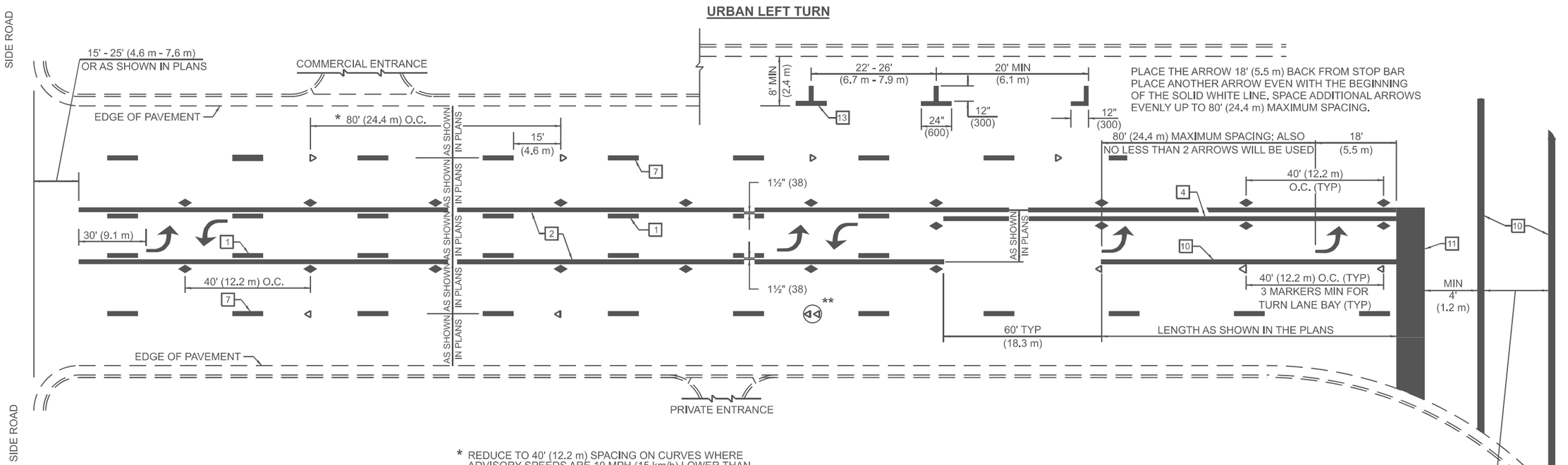
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: | SHEET 1 OF 4 SHEETS | STA. | TO STA.

MODEL: Pavt Marking and RRPMs [Sheet]
FILE NAME: c:\pw_work\pvldot\walktmd\d1001041\D774D09-sht-details.dgn

URBAN LEFT TURN

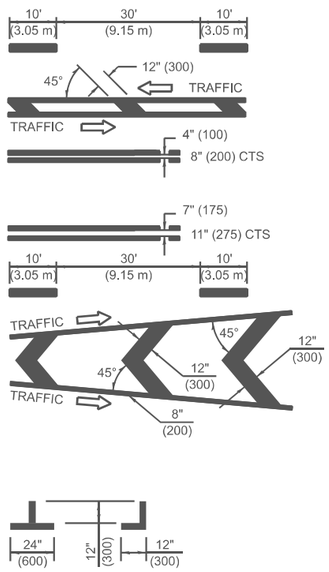


* REDUCE TO 40' (12.2 m) SPACING ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

PAVEMENT MARKING LEGEND

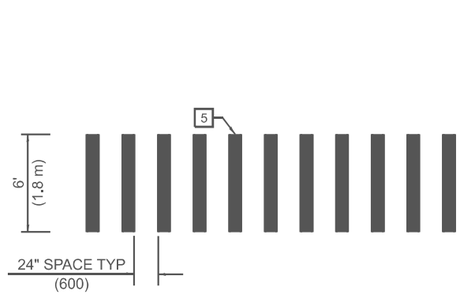
1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. 12" (300) SOLID (WHITE)
6. 4" (100) DOUBLE YELLOW (WIDE)
7. 6" (150) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200) SOLID (WHITE)
13. 4" (100) PARKING (WHITE)



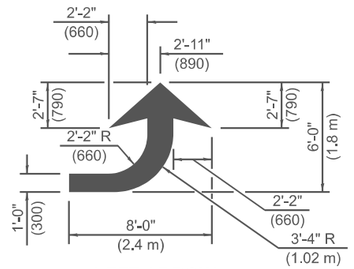
GENERAL NOTES

1. TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE USE A MINIMUM OF TWO PAIRS PER BLOCK.
2. THE SOLID YELLOW PAVEMENT MARKING 2 SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
3. THE SKIP-DASH PAVEMENT MARKING 1 OR 7 SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER.
4. USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE SECTION 780 FOR SYMBOLS TABLE)
5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR AND WIDTH AS THE LANE LINE BEING EXTENDED.
6. ALL WHITE SKIP-DASH LINES SHALL BE 6" IN WIDTH.

LANE LINE EXTENSIONS

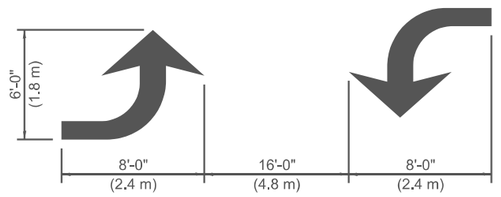


CROSSWALK DETAIL (DECATUR CITY LIMITS ONLY)



LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15,6 SQ.FT. (1.47 m²)
(WHITE)



TYPICAL DOUBLE TURN ARROWS (WHITE)

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

USER NAME = Travis.Walk	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	36
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

MODEL: Pavt Marking and RRPMs-1 [Sheet]
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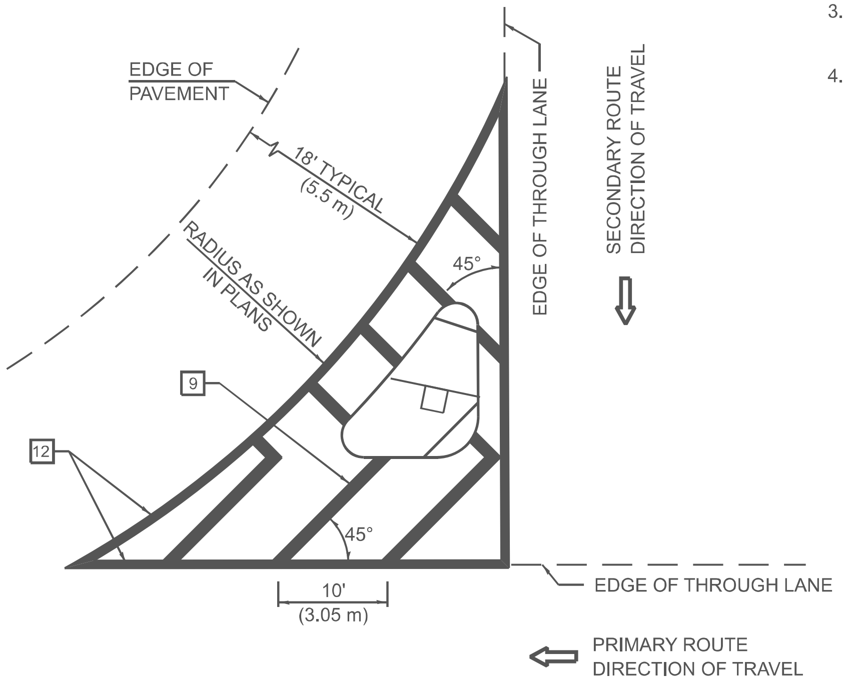
ISLANDS

OPTION 1



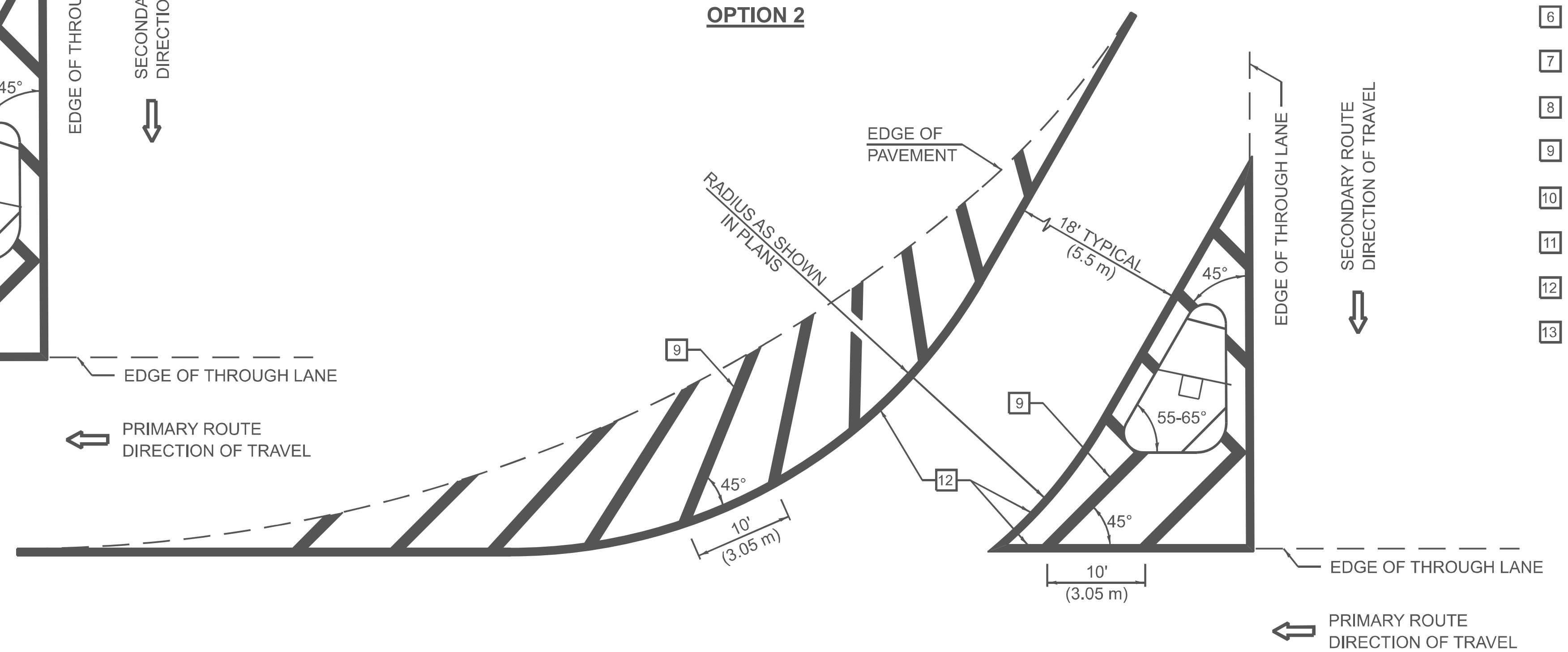
GENERAL NOTES

1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH 2.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
5. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING:

<30 MPH (<50 km/h)	15' (4.5 m)
30-45 MPH (50-75 km/h)	20' (6.0 m)
>45 MPH (>75 km/h)	30' (9.0 m)

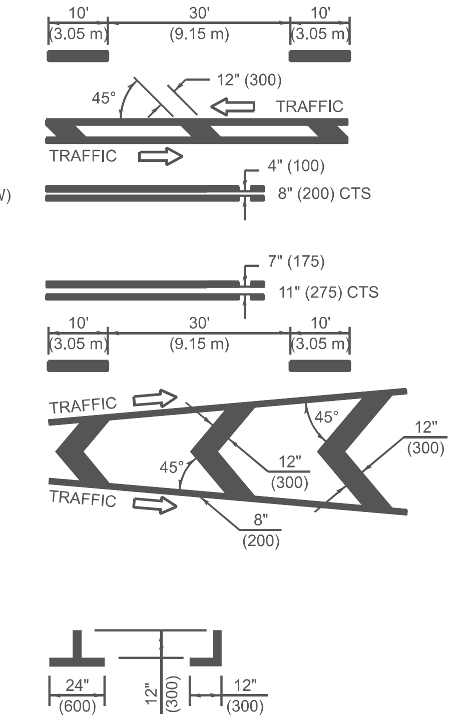
6. THE USE OF ISLAND STRIPING OPTION 1 OR OPTION 2 SHALL BE AS SHOWN ON THE PLANS.

OPTION 2

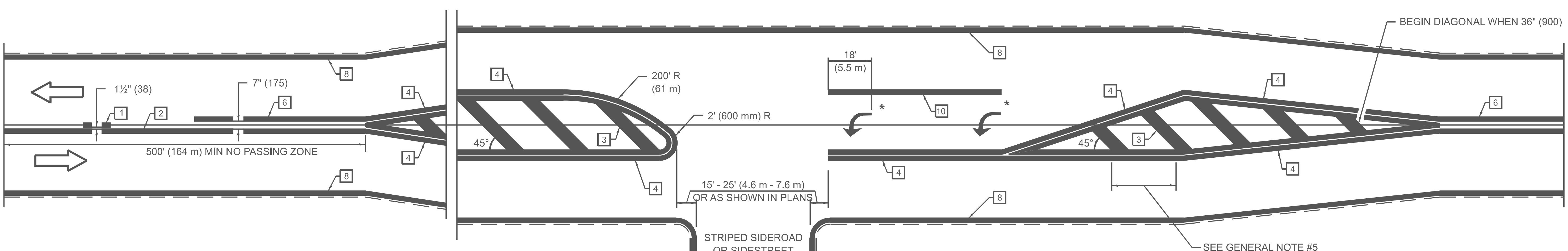


PAVEMENT MARKING LEGEND

1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. 12" (300) SOLID (WHITE)
6. 4" (100) DOUBLE YELLOW (WIDE)
7. 6" (150) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200) SOLID (WHITE)
13. 4" (100) PARKING (WHITE)



RURAL LEFT TURN STRIPING



* PLACE AN ARROW 18' (5.5 m) BACK FROM END OF THE SOLID WHITE LINE. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

MODEL: Pavt Marking and RRPMs-2 [Sheet]
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USER NAME = Travis.Walk	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

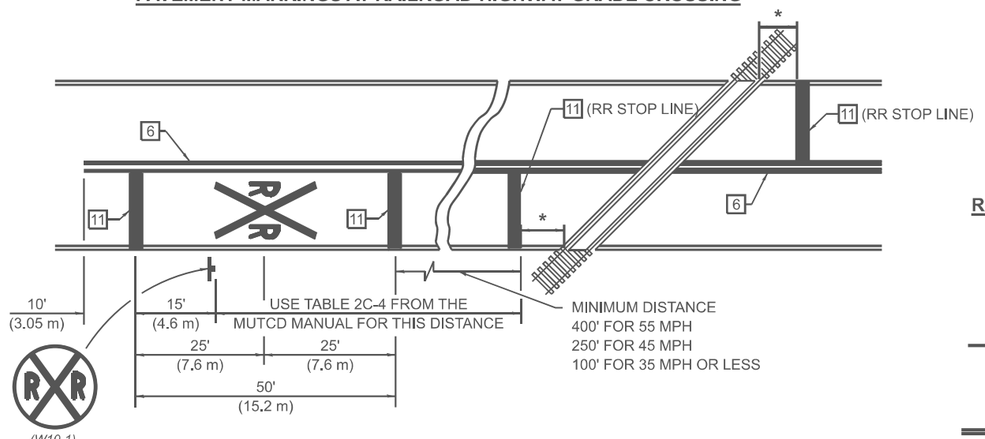
PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)

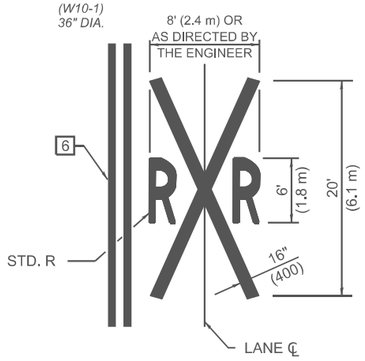
SCALE: | SHEET 3 OF 4 SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	37
		CONTRACT NO. 74D09		
		ILLINOIS FED. AID PROJECT		

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING





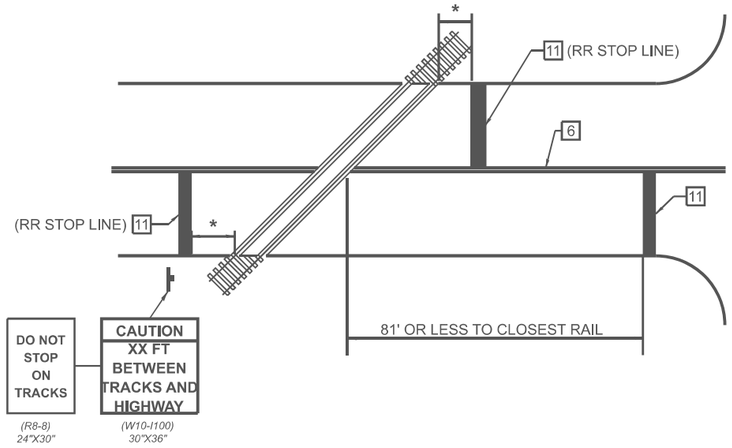
NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

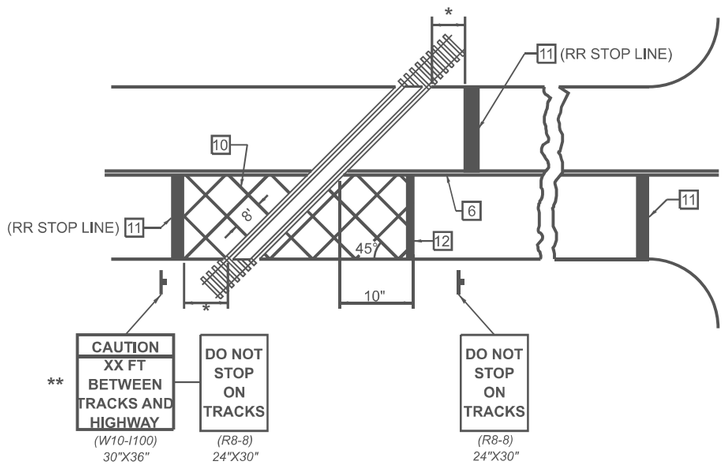
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOLS IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

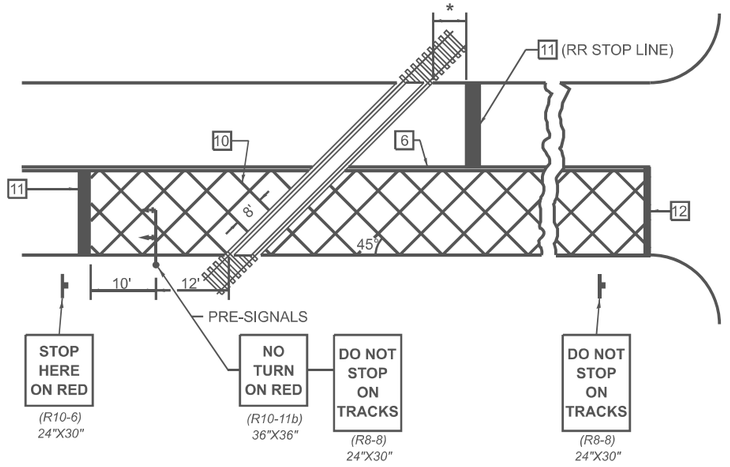
RAILROAD CROSSING WITH NON-SIGNALIZED INTERSECTION



RAILROAD CROSSING WITH INTERCONNECT ONLY

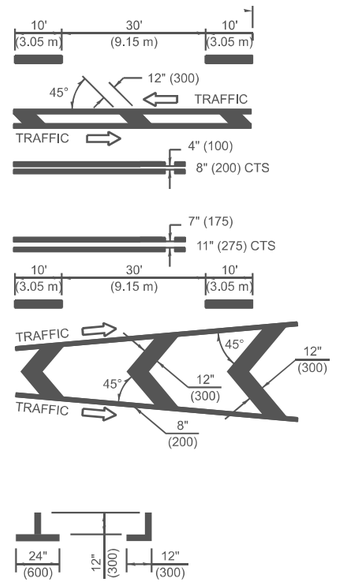


RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKING LEGEND

1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. 12" (300) SOLID (WHITE)
6. 4" (100) DOUBLE YELLOW (WIDE)
7. 6" (150) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200) SOLID (WHITE)
13. 4" (100) PARKING (WHITE)



GENERAL NOTES

1. SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE PRE-SIGNALS ARE USED.
3. WHEN PEDESTRIAN SIGNALS ARE PRESENT WITH INTERCONNECTED SIGNALS, WARNING SIGN W10-I101 (18"X24") SHALL BE PLACED NEAR EACH PEDESTRIAN SIGNAL HEAD. COUNTDOWN PEDESTRIAN SIGNAL HEADS SHALL NOT BE UTILIZED ALONG WITH INTERCONNECTED SIGNALS.

CAUTION
WALK TIME SHORTENED WHEN TRAIN APPROACHES
(W10-I101) 18"X24"

4. PLEASE REFER TO THE IDOT BUREAU OF OPERATION MEMO OPS T-06 DATED DECEMBER 1, 2020 FOR ADDITIONAL INFORMATION.

* 15' FROM NEAR RAIL OR 8' FROM AND PARALLEL TO GATE IF PRESENT

** WARNING SIGN W10-I100 SHALL BE USED AS AN INTERIM MEASURE AT INTERCONNECTED SIGNAL LOCATIONS WHERE PRE-SIGNALS ARE TO BE INSTALLED IN THE FUTURE. THIS SIGN SHALL BE REMOVED WHEN THE PRE-SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS ARE EXTENDED TO THE INTERSECTION.

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

USER NAME = Travis.Walk	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/25/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: | SHEET 4 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
821	D7 BRIDGE REPAIRS 2026-4	WAYNE	38	38
		CONTRACT NO. 74D09		
	ILLINOIS FED. AID PROJECT			

MODEL: Pavt Marking and RRPMs-3 [Sheet]
FILE NAME: c:\pw_work\dot\travis.walk\mn\d1001044\D7T4D09-sht-details.dgn