11-06-2026 LETTING ITEM 015

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS *	SHEET NO.
0338	(113SB&113BR) BJR, BDR 25	WILL	60	1
	ILLINOIS	CONTRACT NO. 80C73		

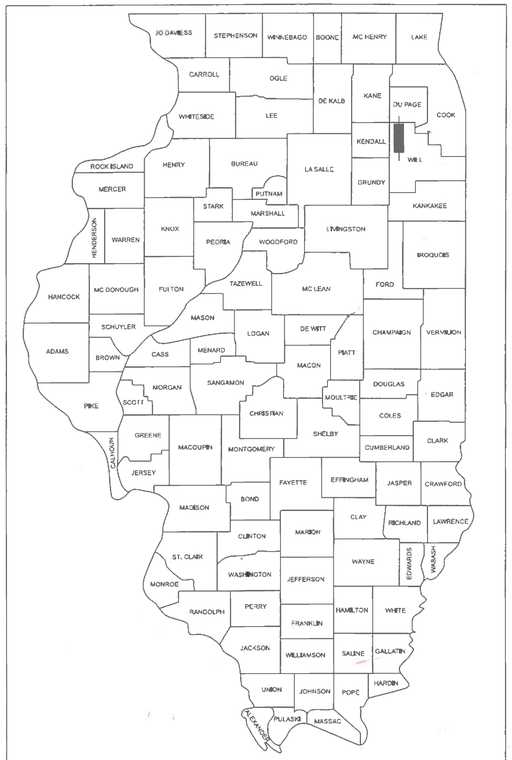
* 60 + 1 = 61 TOTAL SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAP 338 : US ROUTE 30 / IL ROUTE 59
AT DUPAGE RIVER & DUPAGE RIVER OVERFLOW
SECTION: (113SB&113BR) BJR, BDR 25
PROJECT NO.: NHPP-LKDX(181)
BRIDGE DECK OVERLAY, BRIDGE JOINT REPLACE / REPAIR
WILL COUNTY
C-91-199-26

D-91-169-26



LOCATION OF SECTION INDICATED THUS: - ▬ -

Christopher Prosperi 8/4/2026
Date

Christopher M. Prosperi, P.E.
Lic. No. 062-065728 Expires 11/30/2027
Peralte-Clark, LLC (SHTS 1-18, 53-60)

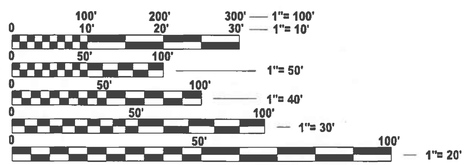
STATE OF ILLINOIS
CHRISTOPHER M. PROSPERI
062-065728
LICENSED PROFESSIONAL ENGINEER

THIS PROJECT IS LOCATED IN THE VILLAGE OF PLAINFIELD

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA:

ROAD NAME: US ROUTE 30 / IL ROUTE 59
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
POSTED SPEED: VARIES 30-45 MPH
2023 ADT: 33000



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

LOCATION MAP
NOT TO SCALE

TOWNSHIP: PLAINFIELD

GROSS LENGTH = 704.13 FT. = 0.13 MILES
NET LENGTH = 704.13 FT. = 0.13 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 12 2026
Jose Rios
REGIONAL ENGINEER

October 2 2026
ENGINEER OF DESIGN AND ENVIRONMENT

October 2 2026
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: LUKASZ POCIECHA, PE (847) 705-4255
PROJECT MANAGER: VESELIN VELICHKOV, PE (847) 705-4432

CONTRACT NO. 80C73

REV-SEP

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6-7	PAVEMENT DETAILS
8	REMOVAL PLAN
9	ROADWAY PLAN
10-16	MAINTENANCE OF TRAFFIC PLANS
17-18	PAVEMENT MARKING & LANDSCAPE PLAN
19-52	STRUCTURAL PLANS
53A	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
53	BUTT JOINTS AND HMA TAPER (BD-32)
54	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
55	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
56	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
57	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
58	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
59	ARTERIAL ROAD INFORMATION SIGN (TC-22)
60	DRIVEWAY ENTRANCE SIGNING (TC-26)

HIGHWAY STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-11	PAVEMENT JOINTS
515001-04	NAME PLATE FOR BRIDGES
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L 2W, MOVING OPERATIONS DAY ONLY
701426-09	LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPERATIONS 45MPH OR MORE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

DISTRICT ONE STANDARDS

BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS - TO REMAIN OPEN TO TRAFFIC
TC-16 INTERSECTION PEDESTRIAN TRAFFIC CONTROL
TC-22 ARTERIAL ROAD INFORMATION SIGN
TC-26 DRIVEWAY ENTRANCE SIGNING

COMMITMENTS

NONE

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES. TWO BUSINESS DAYS (48 HOURS) NOTIFICATION IS REQUIRED.

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

3. THE CONTRACTOR SHALL CONTACT JOSEPH JONES, THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT JOSEPH.D.JONES@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

4. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, ERIC CAMPOS, VIA EMAIL AT ERIC.CAMPOS@ILLINOIS.GOV AT LEAST (2) TWO WEEKS PRIOR TO THE PLACEMENT OF FINAL PAVEMENT MARKINGS.

5. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO ENSURE THAT NO DEBRIS WILL ENDANGER OR INTERFERE WITH TRAFFIC ON THE ROADWAY (OR THE RAILROAD) BENEATH THE BRIDGE ACCORDING TO ARTICLE 107.12 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE APPROPRIATE PAY ITEM INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

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

7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

8. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

9. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

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

11. THE EXACT LOCATION OF ALL UTILITIES, SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES.

12. BEFORE BEGINNING ANY WORK THE CONTRACTOR SHALL RETAIN AND RECORD, FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

13. CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

14. CUTTING AND REMOVING EXISTING LONGITUDINAL BARS, IF ENCOUNTERED, SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

15. PROPOSED PREFORMED EXPANSION JOINT AT CONCRETE MEDIAN SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

16. REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

17. PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

PLOT DRIVER: $PLOTDRVR$
PENTABLE: $PENTBLL$
PLOTDATE: $DATE$ PLOT TIME: $TIME$
PLOTTED BY: $USERNAME$
MODEL NAME: $MODELNAME$
FILE NAME: $FILE$

PLOT SCALE: $SCALE$ IMAGE SIZE: $SHEETSIZE$

Peralte-Clark LLC

USERNAME = $USER$	DESIGNED - DCB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE GENERAL NOTES	
	DRAWN - DCB	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - CMP	REVISED -			
PLOT DATE = $DATE$	DATE - 8/4/2026	REVISED -		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	2
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

REV-SEP

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-4622	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-0338
25000210	SEEDING, CLASS 2A	ACRE	0.50	0.25	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4	2	2
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	4	2	2
25200100	SODDING	SQ YD	183	103	80
28000510	INLET FILTERS	EACH	25	8	17
25200200	SUPPLEMENTAL WATERING	UNIT	2	1	1
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	317	196	121
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	816	472	344
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	860	524	336
40600370	LONGITUDINAL JOINT SEALANT	FOOT	648	377	271
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	229	132	97
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	690	304	386
44000300	CURB REMOVAL	FOOT	240	120	120
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,598	1,150	448
44000600	SIDEWALK REMOVAL	SQ FT	690	304	386
44003100	MEDIAN REMOVAL	SQ FT	2,553	2,939	614
44004250	PAVED SHOULDER REMOVAL	SQ YD	237	161	76
48203017	HOT-MIX ASPHALT SHOULDERS, 5"	SQ YD	237	161	76
50102400	CONCRETE REMOVAL	CU YD	57.6	33.8	23.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	62.0	36.2	25.8
50300300	PROTECTIVE COAT	SQ YD	2,753	976	1,777
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	9,180	5,440	3,740
50800515	BAR SPLICERS	EACH	84	42	42

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-4622	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-0338
52000110	PREFORMED JOINT STRIP SEAL	FOOT	352	206	146
53101002	BRIDGE DECK SCARIFICATION, 3/4"	SQ YD	1,739	605	1,134
53101410	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4"	SQ YD	1,739	605	1,134
60600605	CONCRETE CURB, TYPE B	FOOT	240	120	120
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1,196	899	297
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	412	152	260
60618730	CONCRETE MEDIAN, TYPE M-2.06	SQ FT	4,471	3,257	1,214
67100100	MOBILIZATION	L SUM	1	0.5	0.5
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	30	15	15
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	0.5	0.5
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	0.5	0.5
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	0.5	0.5
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	8	4	4
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	120	60	60
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	17,342	7,467	9,875
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	6,189	2,708	3,481
70400100	TEMPORARY CONCRETE BARRIER	FOOT	775	424	351
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	12	6	6
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	785	310	450
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	1	1
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	1	1

* SPECIALTY ITEM

PLOT DRIVER: $PLOTDRIVER$
PENTABLE: $PENTABLE$
PLOT DATE: $DATE$
PLOTTED BY: $USERNAME$ PLOT TIME: $TIME$
MODEL NAME: $MODELNAME$
FILE NAME: $FILE$

PLOT SCALE: $SCALE$ PAGE SIZE: $SHEETSIZE$

Peralte-Clark LLC

USER NAME = $USER$	DESIGNED - DCB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE SUMMARY OF QUANTITIES	F.A.P. RTE. 338 | SECTION (113SB&113BR) BJR, BDR 25 | COUNTY WILL | TOTAL SHEETS 60 | SHEET NO. 3
	DRAWN - DCB	REVISED -			CONTRACT NO. 80C73
PLOT SCALE = $SCALE$	CHECKED - CMP	REVISED -		SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. TO STA.	ILLINOIS | FED. AID PROJECT
PLOT DATE = $DATE$	DATE - 8/4/2026	REVISED -			

REV-SEP

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-4622	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-0338
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	160	60	100
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	185	74	111
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	4,313	1938	2,375
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	751	301	450
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	144	0	144
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	73	0	73
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	160	60	100
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	109	49	60
*						
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	66	34	32
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	110	50	60
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	3,381	1,339	2,042
	X2111110	TOPSOIL PLACEMENT	CU YD	182	102	80
	X4240124	BRIDGE SIDEWALK REPAIR (FULL DEPTH)	SQ FT	35	25	10
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,645	583	1,062
	X5091732	REPAIR BRIDGE RAIL	FOOT	10	0	10
	X5230172	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	26	8	18
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	3	3
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.5	0.5
	X7010410	SPEED DISPLAY TRAILER	CAL MO	4	2	2
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	25.7	25.7

* SPECIALTY ITEM

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-4622	CONSTR. CODE 80% FED 20% STATE BRIDGE 0059 099-0338
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	200	100	100
	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	200	100	100
	Z0012800	CONCRETE PAVEMENT SCARIFICATION	SQ YD	937	517	420
	Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	33	0	33
	Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	27	7	20
	Z0029090	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,645	583	1,062
	Z0062456	TEMPORARY PAVEMENT	SQ YD	327	327	0
	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	1	1
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5

* SPECIALTY ITEM

PLOT DRIVER: $PLOTDRIVER$
PENTABLE: $PENTABLE$
PLOT DATE: $DATE$ PLOT TIME: $TIME$
PLOT NAME: $USERNAME$
MODEL NAME: $MODELNAME$
FILE NAME: $FILE$

PLOT SCALE: $SCALE$ PAGE SIZE: $SHEETSIZE$

Peralte-Clark LLC

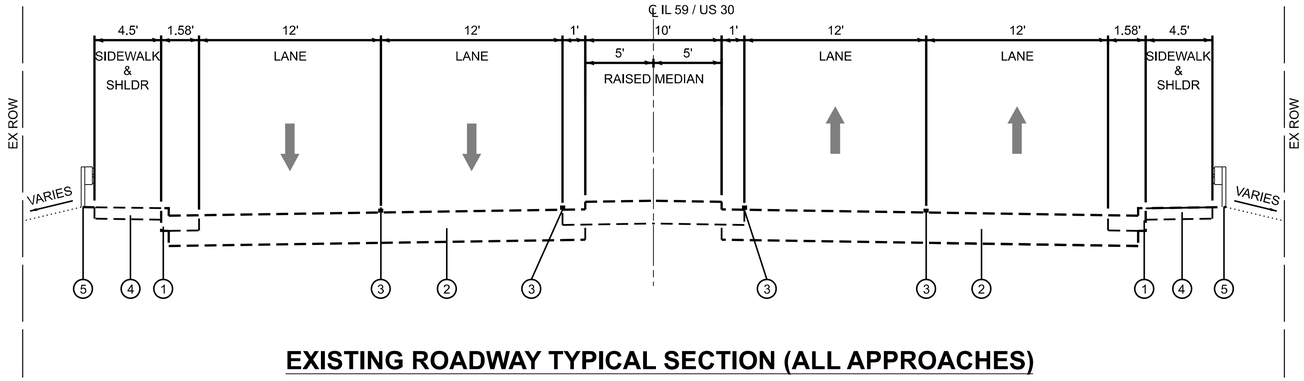
USER NAME = $USER$	DESIGNED - DCB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE SUMMARY OF QUANTITIES
	DRAWN - DCB	REVISED -		
PLOT SCALE = $SCALE$	CHECKED - CMP	REVISED -		SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. TO STA.
PLOT DATE = $DATE$	DATE - 8/4/2026	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	4
		CONTRACT NO. 80C73		
		ILLINOIS | FED. AID PROJECT		

REV-SEP

EXISTING LEGEND

1. EXISTING COMB CONC CURB & GUTTER (STA 78+83.91 TO 79+27.37), EXISTING BARRIER CURB (STA 79+27.37 TO 79+56.45)
2. EXISTING PCC PVMT, JOINTED 10"
3. EXISTING PAVEMENT MARKING
4. EXISTING SIDEWALK
5. EXISTING GUARDRAIL



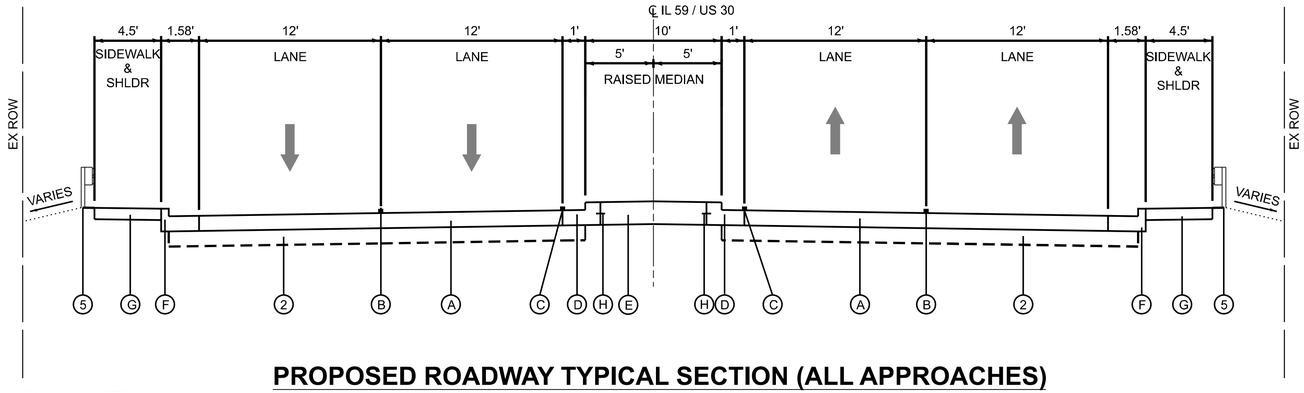
EXISTING ROADWAY TYPICAL SECTION (ALL APPROACHES)

STA 32+82 TO STA 39+86
BRIDGE OMISSION: STA 33+76 TO STA 34+81
BRIDGE OMISSION: STA 37+21 TO STA 39+18

PROPOSED LEGEND

2. EXISTING PCC PVMT, JOINTED 10"
5. EXISTING GUARDRAIL
- (A) PROPOSED POLYMERIZED HOT MIX ASPHALT STONE MATRIX ASPHALT 9.5 MIX "F", N80, 2.25"
- (B) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", 10'-30' SKIP-DASH, WHITE
- (C) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", YELLOW
- (D) PROPOSED CONC CURB TYPE B / PROPOSED COMB CONC CURB & GUTTER B6.12*
- (E) CONCRETE MEDIAN, TYPE M-2.06*
- (F) PROPOSED COMB CONC CURB & GUTTER B6.24 (VARIABLE HEIGHT)*
- (G) PROPOSED SIDEWALK / HMA SHOULDER - HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 5" (IN 3 LIFTS)
- (H) PROPOSED #6 (20) EPOXY COATED TIE BARS" (600) LONG AT 24" (600) CENTERS

* SEE PLAN SHEETS FOR LIMITS OF CURB AND GUTTER AND CONCRETE MEDIAN PAY ITEMS



PROPOSED ROADWAY TYPICAL SECTION (ALL APPROACHES)

STA 32+82 TO STA 39+86
BRIDGE OMISSION: STA 33+76 TO STA 34+81
BRIDGE OMISSION: STA 37+21 TO STA 39+18

HOT-MIX ASPHALT APPROACH OVERLAY & BUTT JOINT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS (%) AT NDES	QUALITY MANAGEMENT PROGRAM (QMP)
RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2.25"	3.5% AT 80 GYR.	QC/QA
HMA SHOULDER, 5"		
HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 5" (IN 3 LIFTS)	4% AT 70 GYR.	QC/QA
TEMPORARY PAVEMENT, 8"		
HMA SURFACE COURSE, MIX "D", IL-9.5, N70, 2"	4% AT 70 GYR.	QC/QA
HMA BINDER COURSE, IL 19.0, N70, 6"	4% AT 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTES:
1. EXISTING SLOPES AND ACTUAL R.O.W. LOCATION ARE UNKNOWN AS NO SURVEY WAS PERFORMED AND NO EXISTING TYPICAL SECTIONS WERE PROVIDED IN RECORD PLANS.

2. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ. YD./IN.

3. 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.

4. SLOPES AND ACTUAL R.O.W. LOCATION ARE UNKNOWN AS NO SURVEY WAS PERFORMED AND NO EXISTING TYPICALS WERE PROVIDED IN RECORD PLANS. PROPOSED SLOPES TO MATCH EXISTING SLOPES.

5. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE LIFT.

PLOT DRIVER: $PLTDRVR$
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Peralte-Clark LLC

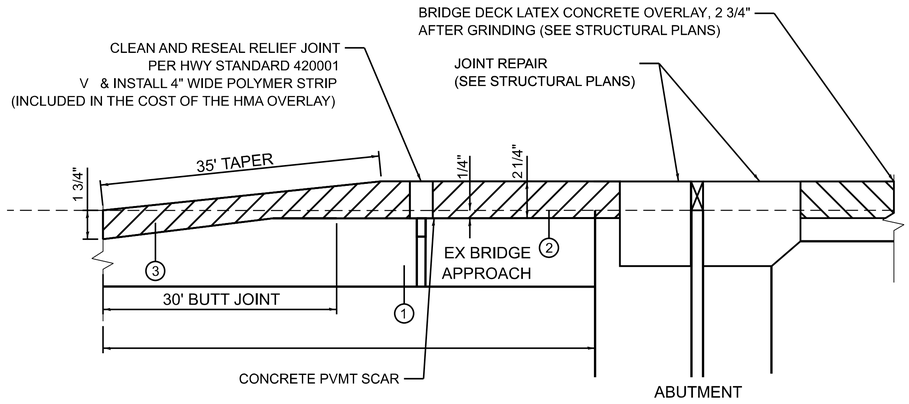
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
EXISTING & PROPOSED TYPICAL SECTIONS

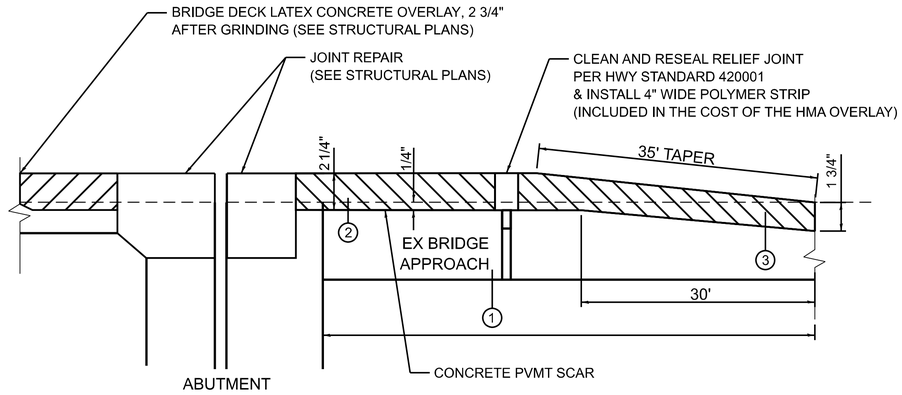
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	5
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



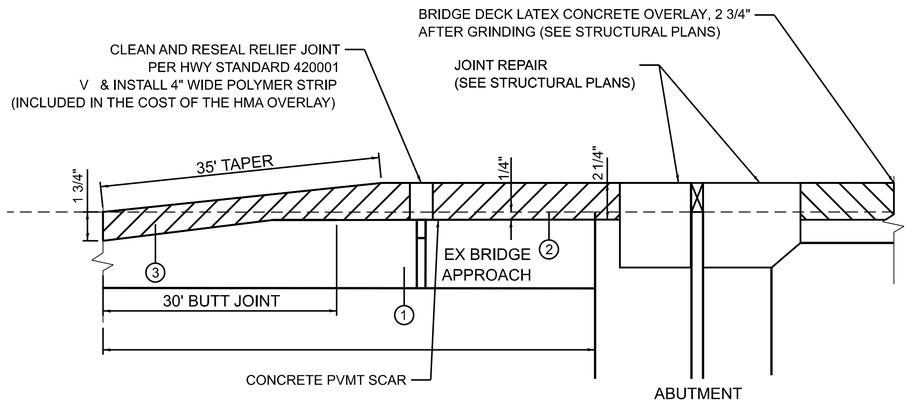
IL 59 OVER DUPAGE RIVER OVERFLOW BRIDGE SOUTH APPROACH SLAB SECTION (NORTHBOUND)

STA 32+81.90 TO STA 33+93.61



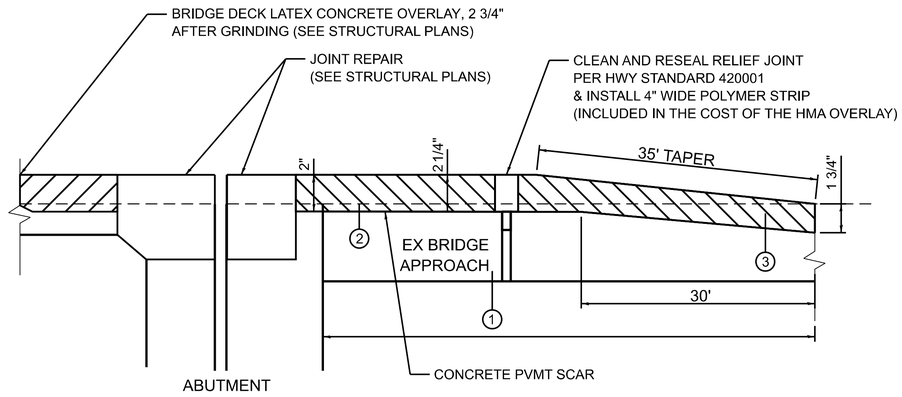
IL 59 OVER DUPAGE RIVER OVERFLOW BRIDGE NORTH APPROACH SLAB SECTION (NORTHBOUND)

STA 32+81.90 TO STA 33+58.56



IL 59 OVER DUPAGE RIVER OVERFLOW BRIDGE SOUTH APPROACH SLAB SECTION (SOUTHBOUND)

STA 34+98.49 TO STA 35+75.14



IL 59 OVER DUPAGE RIVER OVERFLOW BRIDGE NORTH APPROACH SLAB SECTION (SOUTHBOUND)

STA 34+63.44 TO STA 35+75.14

LEGEND

1. EXISTING PCC PVMT, JOINTED 10"
2. POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE STONE MATRIX ASPHALT, 9.5 MIX "F", N80
3. BUTT JOINT

PLOT DRIVER: $PLTDRVR$
PENTABLE: $PENTBL$
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PLOTTED BY: $USERNAME$ PLOT TIME: $TIME$
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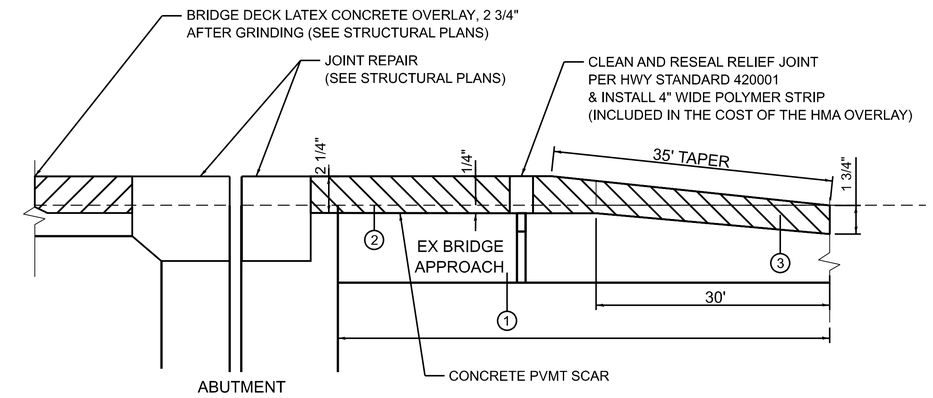
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER OVERFLOW BRIDGE
PAVEMENT DETAILS

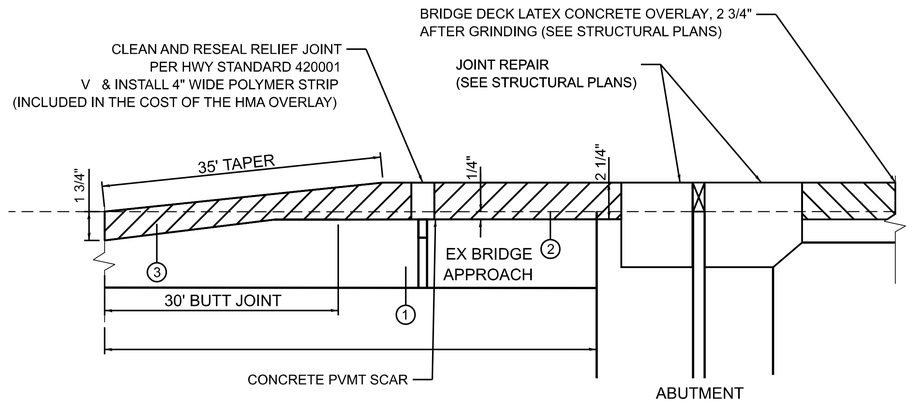
SCALE: N.T.S. | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	6
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



IL 59 OVER DUPAGE RIVER BRIDGE NORTH APPROACH SLAB SECTIONS

STA 36+53.48 TO STA 37+21.21



IL 59 OVER DUPAGE RIVER BRIDGE SOUTH APPROACH SLAB SECTIONS

STA 39+18.33 TO STA 39+86.03

LEGEND

① EXISTING PCC PVMT, JOINTED 10"
② POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE STONE MATRIX ASPHALT, 9.5 MIX "F", N80
③ BUTT JOINT

PLOT DRIVER = $PLTDRVR$
PENTABLE = $PENTBL$
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FILE NAME = $FILE$

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Peralte-Clark LLC

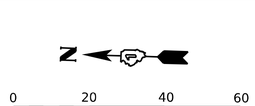
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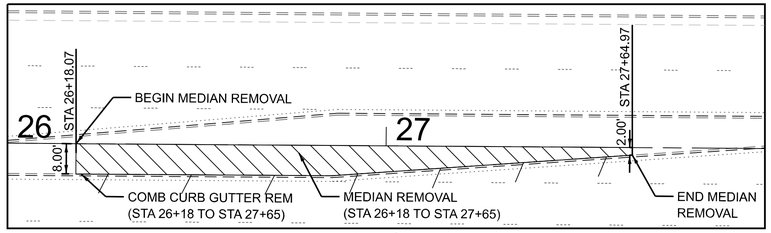
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER
PAVEMENT DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



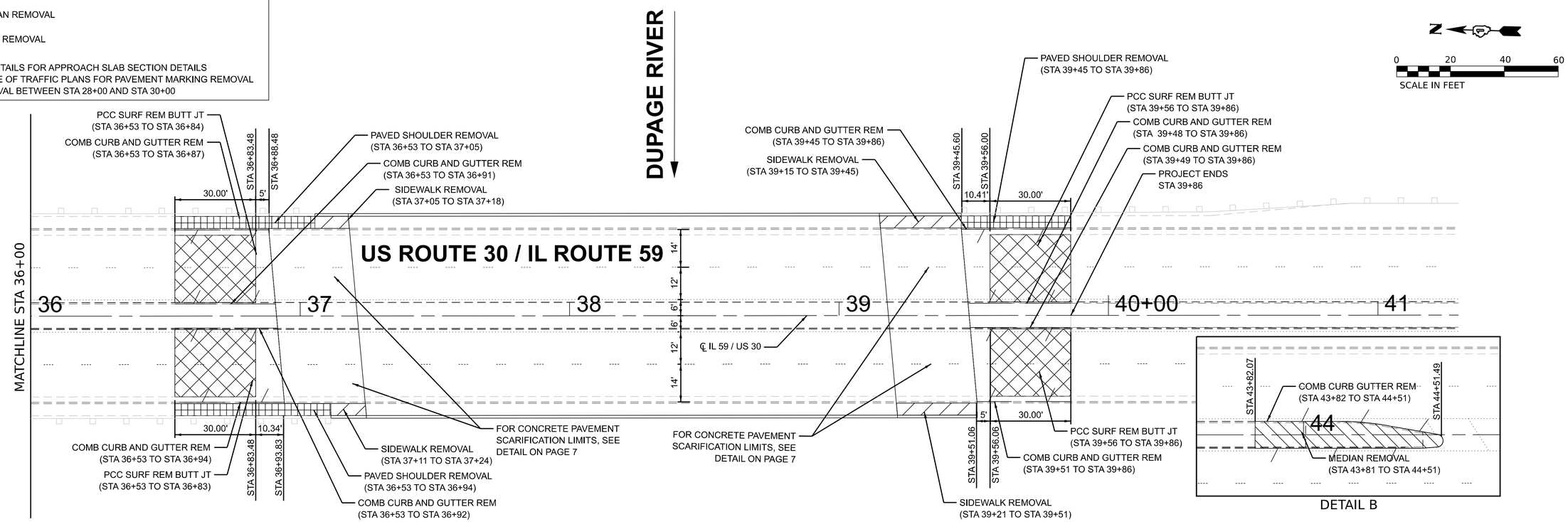


DETAIL A

REMOVAL LEGEND

- PAVEMENT REMOVAL (PCC BUTT-JOINT)
- SHOULDER REMOVAL
- PAVED SHOULDER REMOVAL
- MEDIAN REMOVAL
- CURB REMOVAL

NOTE:
1. SEE PAVEMENT DETAILS FOR APPROACH SLAB SECTION DETAILS
2. SEE MAINTENANCE OF TRAFFIC PLANS FOR PAVEMENT MARKING REMOVAL
3. NO MEDIAN REMOVAL BETWEEN STA 28+00 AND STA 30+00



DETAIL B

PLOT DRIVER: $NTDRIVER$
PENTABLE: $PENTBL$
PLOT DATE: $DATE$ PLOT TIME: $TIME$
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Peralte-Clark LLC

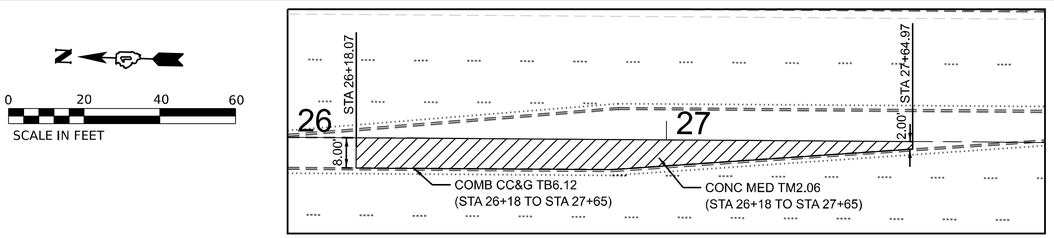
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
REMOVAL PLANS

SCALE:1"=20' | SHEET1 OF1 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

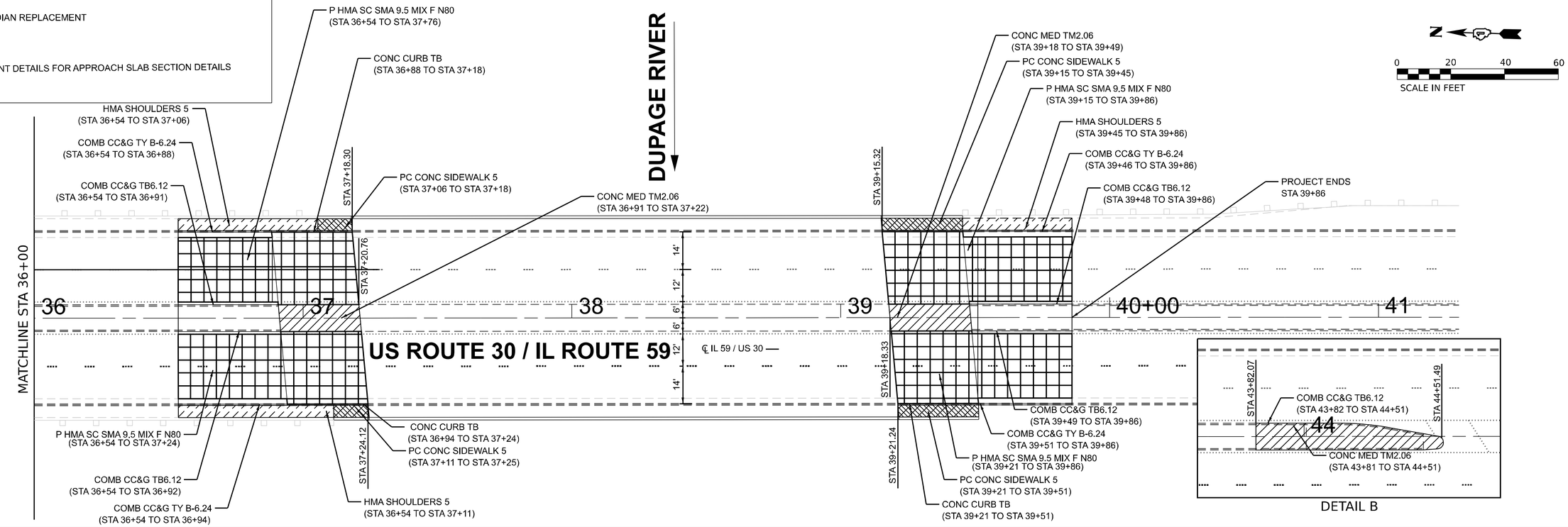


DETAIL A

ROADWAY LEGEND

- P HMA SC SMA 9.5 MIX F N80
- HMA SHOULDER 5"
- SIDEWALK REPLACEMENT
- MEDIAN REPLACEMENT

NOTE:
1. SEE PAVEMENT DETAILS FOR APPROACH SLAB SECTION DETAILS



DETAIL B

PLOT DRIVER: $PLTDRIVER$
PENDABLE: $PENTBL$
PLOT DATE: $DATE$
PLOTTED BY: $USERNAME$ PLOT TIME: $TIME$
MODEL NAME: $MODELNAME$
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USER NAME = $USER$	DESIGNED - DCB	REVISED -
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PLOT DATE = $DATE$	DATE - 8/4/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
ROADWAY PLANS

SCALE:1"=20' | SHEET1 OF1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	9
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. THE TEMPORARY TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES, AS SPECIFIED IN THE HIGHWAY STANDARDS, AS 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 (ARTERIALS) (D1) UNLESS OTHERWISE INDICATED WITHIN THESE GENERAL NOTES, PLANS OR SPECIAL PROVISIONS.

2. THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.

3. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

4. THE “ROAD CONSTRUCTION AHEAD” SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

5. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN.

6. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES.

7. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL PROMPTLY RESPOND AT THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

8. THE ENGINEER SHALL BE INFORMED A MINIMUM OF 48 HOURS IN ADVANCE OF ANY PROPOSED CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN.

9. ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER SEVEN (7) DAYS OF SERVICE SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO SEVEN (7) DAYS OF SERVICE OR REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.

10. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM THE TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY.

11. IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, REMOVED, DAMAGED OR OTHERWISE AFFECTED BY CONSTRUCTION.

12. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL PHASES OF CONSTRUCTION.

13. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.

14. ALL EXISTING LANE LINE PAVEMENT MARKINGS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. CONFLICTING RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS SHALL BE REMOVED. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING.

15. CONTRACTOR SHALL TEMPORARILY COVER AND/OR REMOVE ANY EXISTING SIGNS WITHIN THE LIMITS OF THE MAINTENANCE OF TRAFFIC PLANS THAT CONFLICT WITH THE MAINATENANCE OF TRAFFIC PLAN. COVERED/REMOVED SIGNS SHALL BE UNCOVERED/REPLACED AT THE CONCLUSION OF THE PROJECT.

16. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24” BEHIND THE BARRIER. THE 24” OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6” OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.

SEQUENCE OF CONSTRUCTION

PRESTAGE

WILL CONSIST OF MEDIAN REMOVAL SOUTH OF THE IL 59 / DUPAGE RIVER BRIDGE AND PLACEMENT TEMPORARY PAVEMENT TO ACCOMMODATE CROSSOVERS IN STAGE 1 AND STAGE 2.

NORTHBOUND AND SOUTHBOUND TRAFFIC ALONG IL 59 / US 30 WILL BE SHIFTED TO THE OUTER LANES. ONE LANE IN EACH DIRECTION WILL BE MAINTAINED. THIS WORK WILL BE COMPLETED USING THE HIGHWAY STANDARDS FOR TRAFFIC CONTROL.

STAGE-1:

WILL CONSIST OF SCARIFICATION AND PLACEMENT OF LATEX CONCRETE OVERLAY ON THE MIDDLE PORTION OF THE IL 59 / US 30 DUPAGE RIVER BRIDGE AND PLACEMENT OF POLYMERIZED HMA ON THE APPROACHES OVER THE DUPAGE RIVER.

WILL CONSIST OF SCARIFICATION AND PLACEMENT OF LATEX CONCRETE OVERLAY ON THE MIDDLE PORTION OF THE IL 59 / US 30 OVERFLOW BRIDGE AND PLACEMENT OF POLYMERIZED HMA ON THE APPROACHES OVER THE OVERFLOW.

NORTHBOUND AND SOUTHBOUND TRAFFIC ALONG IL 59 / US 30 WILL BE SHIFTED TO THE EASTERN PORTION OF THE BRIDGE. ONE LANE IN EACH DIRECTION WILL BE MAINTAINED. SOUTH OF THE BRIDGE, SOUTHBOUND TRAFFIC WILL BE ABLE TO UTILIZE ALL OF THE CURRENT CHANNELIZATION. THIS WORK WILL BE COMPLETED USING THE HIGHWAY STANDARDS FOR TRAFFIC CONTROL.

STAGE-2:

WILL CONSIST OF SCARIFICATION AND PLACEMENT OF LATEX CONCRETE OVERLAY ON THE MIDDLE PORTION OF THE IL 59 / US 30 DUPAGE RIVER BRIDGE AND PLACEMENT OF POLYMERIZED HMA ON THE APPROACHES OVER THE DUPAGE RIVER.

WILL CONSIST OF SCARIFICATION AND PLACEMENT OF LATEX CONCRETE OVERLAY ON THE MIDDLE PORTION OF THE IL 59 / US 30 OVERFLOW BRIDGE AND PLACEMENT OF POLYMERIZED HMA ON THE APPROACHES OVER THE OVERFLOW.

SOUTHBOUND AND NORTHBOUND TRAFFIC ALONG IL 59 / US 30 WILL BE SHIFTED TO THE WEST AND EAST PORTIONS OF THE BRIDGE. ONE LANE IN EACH DIRECTION WILL BE MAINTAINED. NORTH OF THE BRIDGE, NORTHBOUND TRAFFIC WILL BE ABLE TO UTILIZE ALL OF THE CURRENT CHANNELIZATION.

POST-STAGE:

WILL CONSIST OF PLACEMENT OF PERMANENT PAVEMENT MARKINGS, AND REPLACEMENT OF THE MEDIAN REMOVED IN THE PRESTAGE.

USE DAILY CLOSURES TO COMPLETE PERMANENT PAVEMENT MARKINGS.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

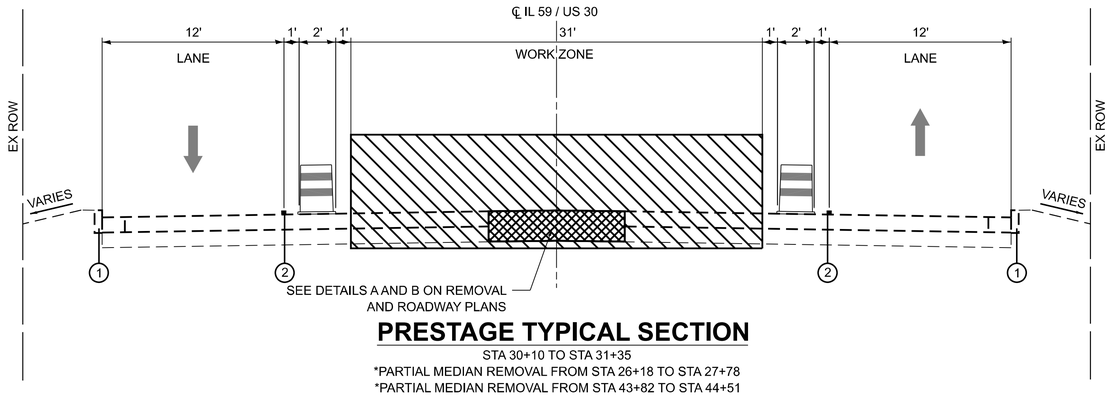
US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
MOT GENERAL NOTES & SEQUENCE OF CONSTRUCTION

SCALE: N.T.S. | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

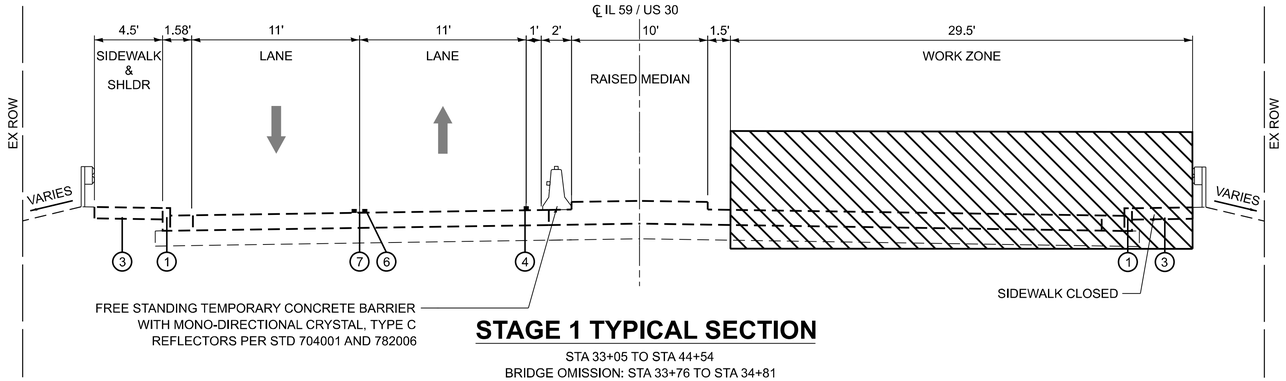
NOTE:
1. TEMPORARY CONCRTE BARRIER END SECTIONS TO ONLY BE PINNED ON TRAFFIC SIDE WHEN ANCHOR PINS WOULD GO THROUGH THE GUTTER FLANGE

2. SEE STRUCTURAL PLANS (SHEET X) FOR BRIDGE MOT



PRESTAGE TYPICAL SECTION

STA 30+10 TO STA 31+35
*PARTIAL MEDIAN REMOVAL FROM STA 26+18 TO STA 27+78
*PARTIAL MEDIAN REMOVAL FROM STA 43+82 TO STA 44+51



STAGE 1 TYPICAL SECTION

STA 33+05 TO STA 44+54
BRIDGE OMISSION: STA 33+76 TO STA 34+81
BRIDGE OMISSION: STA 37+21 TO STA 39+18

LEGEND

1. EXISTING COMB CONC CURB & GUTTER
2. EXISTING PAVEMENT MARKING
3. EXISTING SIDEWALK / HMA SHOULDER
4. TEMPORARY PAVEMENT MARKING - LINE 4" WHITE
5. TEMPORARY PAVEMENT MARKING - LINE 4" YELLOW
6. TEMPORARY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW 11" C-C
7. TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER

A. PROPOSED SIDEWALK / HMA SHOULDER
B. PROPOSED COMB CONC CURB & GUTTER

TEMPORARY PAVEMENT

DRUMS

WORK ZONE

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PLOT DATE: $DATE$ PLOT TIME: $TIME$
PLOTTED BY: $USERNAME$
MODEL NAME: $XMODELNAME$
FILE NAME: $FILE$

Peralte-Clark LLC

PLOT SCALE: $SCALE$ PAGE SIZE: $SHEETSIZE$

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

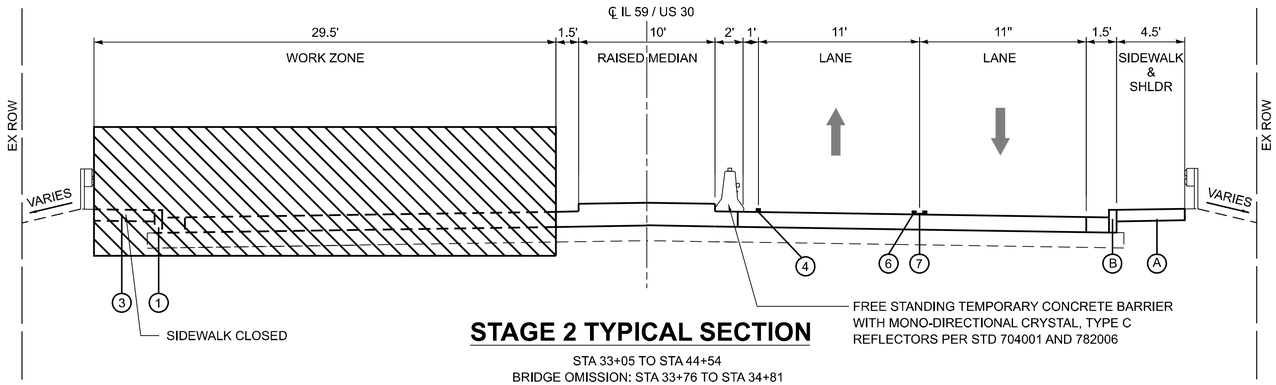
US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
MOT STAGING TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	11
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

NOTE:
1. TEMPORARY CONCRTE BARRIER END SECTIONS TO ONLY BE PINNED ON TRAFFIC SIDE WHEN ANCHOR PINS WOULD GO THROUGH THE GUTTER FLANGE

2. SEE STRUCTURAL PLANS (SHEET X) FOR BRIDGE MOT



STAGE 2 TYPICAL SECTION

STA 33+05 TO STA 44+54
BRIDGE OMISSION: STA 33+76 TO STA 34+81
BRIDGE OMISSION: STA 37+21 TO STA 39+18

LEGEND

1. EXISTING COMB CONC CURB & GUTTER
2. EXISTING PAVEMENT MARKING
3. EXISTING SIDEWALK / HMA SHOULDER
4. TEMPORARY PAVEMENT MARKING - LINE 4" WHITE
5. TEMPORARY PAVEMENT MARKING - LINE 4" YELLOW
6. TEMPORARY PAVEMENT MARKING - LINE 4" DOUBLE YELLOW 11" C-C
7. TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER

A. PROPOSED SIDEWALK / HMA SHOULDER
B. PROPOSED COMB CONC CURB & GUTTER

TEMPORARY PAVEMENT

WORK ZONE

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PENTABLE: $PENTBL$
PLOT DATE: $DATE$
PLOTTED BY: $USERNAME$
MODEL NAME: $MODELNAME$
FILE NAME: $FILE$
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Peralte-Clark LLC

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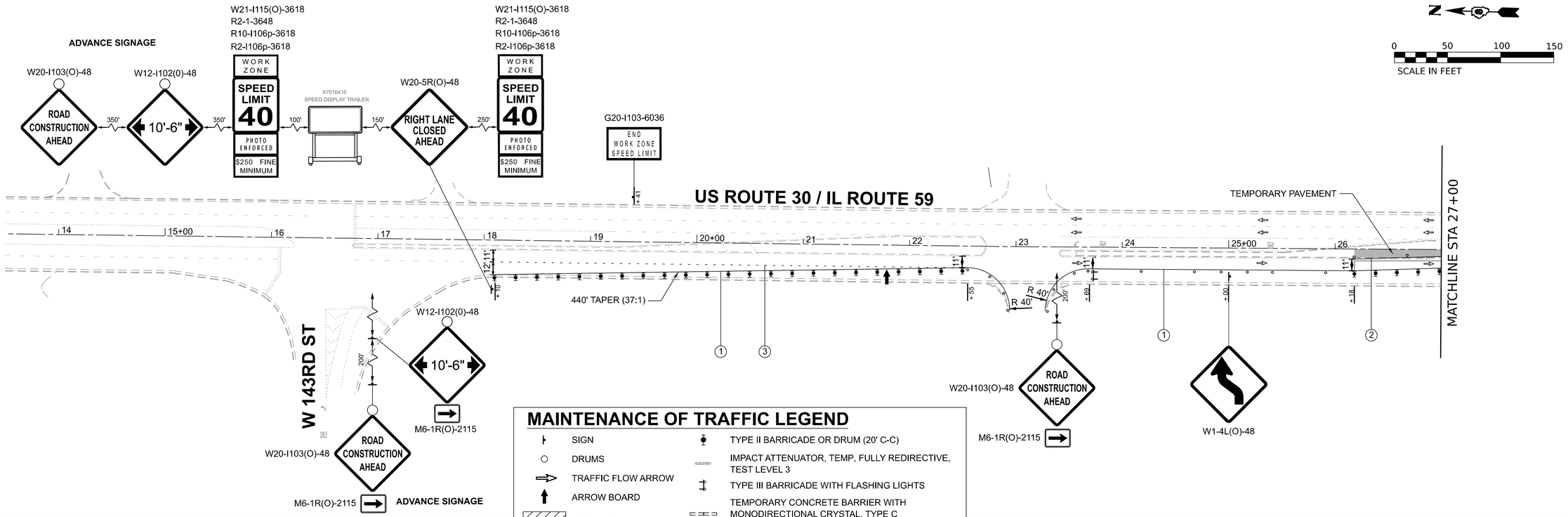
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	DRAWN - DCB	REVISED -	
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PLOT DATE = $DATE$	DATE - 8/4/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
MOT STAGING TYPICAL SECTIONS

SCALE: N.T.S. | SHEET 3 OF 7 SHEETS | STA. | TO STA.

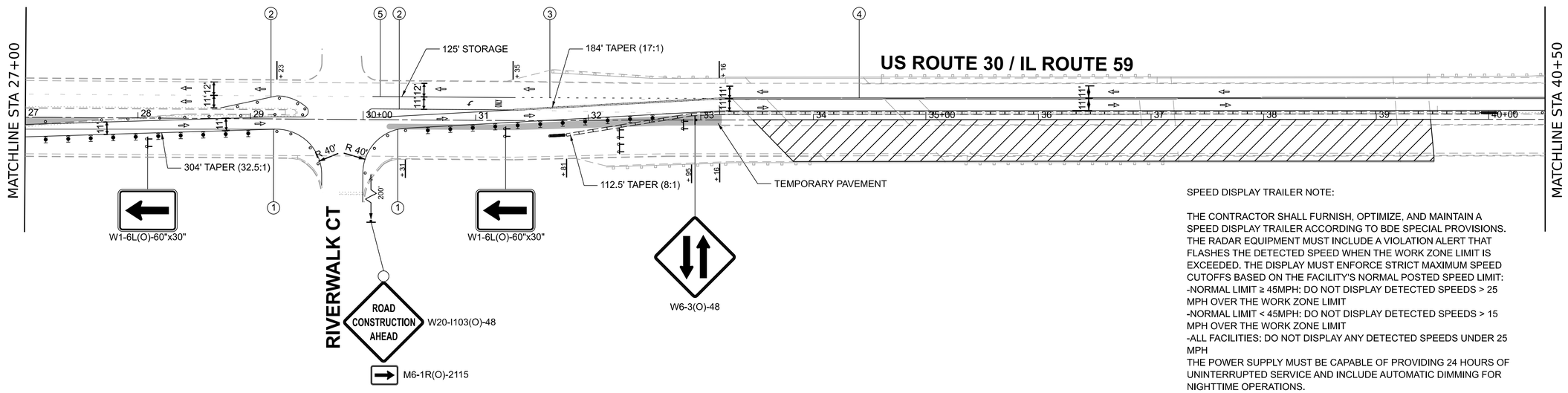
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	12
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			



MAINTENANCE OF TRAFFIC LEGEND

	SIGN		TYPE II BARRICADE OR DRUM (20' C-C)
	DRUMS		IMPACT ATTENUATOR, TEMP, FULLY REDIRECTIVE, TEST LEVEL 3
	TRAFFIC FLOW ARROW		TYPE III BARRICADE WITH FLASHING LIGHTS
	ARROW BOARD		TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL CRYSTAL, TYPE C REFLECTORS PER STD 704001 & 782006
	WORK AREA		

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID YELLOW)
3. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (2' SKIP - 6' DASH)
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW, 11" C-C)
5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (10' SKIP - DASH 30')



SPEED DISPLAY TRAILER NOTE:

THE CONTRACTOR SHALL FURNISH, OPTIMIZE, AND MAINTAIN A SPEED DISPLAY TRAILER ACCORDING TO BDE SPECIAL PROVISIONS. THE RADAR EQUIPMENT MUST INCLUDE A VIOLATION ALERT THAT FLASHES THE DETECTED SPEED WHEN THE WORK ZONE LIMIT IS EXCEEDED. THE DISPLAY MUST ENFORCE STRICT MAXIMUM SPEED CUTOFFS BASED ON THE FACILITY'S NORMAL POSTED SPEED LIMIT:
-NORMAL LIMIT ≥ 45MPH: DO NOT DISPLAY DETECTED SPEEDS > 25 MPH OVER THE WORK ZONE LIMIT
-NORMAL LIMIT < 45MPH: DO NOT DISPLAY DETECTED SPEEDS > 15 MPH OVER THE WORK ZONE LIMIT
-ALL FACILITIES: DO NOT DISPLAY ANY DETECTED SPEEDS UNDER 25 MPH
THE POWER SUPPLY MUST BE CAPABLE OF PROVIDING 24 HOURS OF UNINTERRUPTED SERVICE AND INCLUDE AUTOMATIC DIMMING FOR NIGHTTIME OPERATIONS.

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PENTABLE = $PENTBL$
PLOT DATE = $DATE$
PLOT TIME = $TIME$
PLOT BY = $USERNAME$
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FILE NAME = $FILE$

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Peralte-Clark LLC

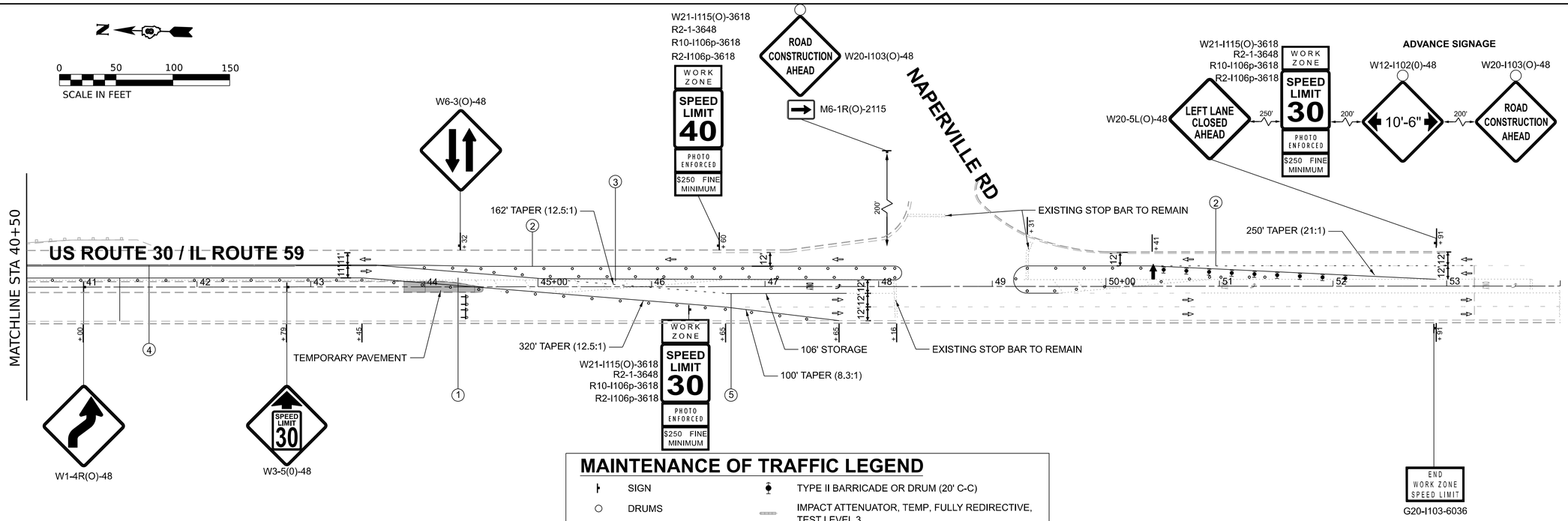
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PLOT DATE = $DATE$	DATE	-	8/4/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
MAINTENANCE OF TRAFFIC STAGE 1–1

SCALE: 1"=50' | SHEET 4 OF 7 SHEETS | STA. | TO STA.

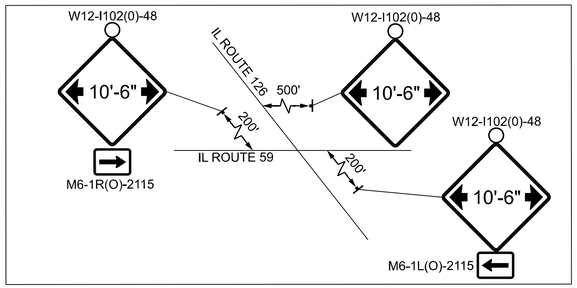
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	13
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



MAINTENANCE OF TRAFFIC LEGEND

- SIGN
- DRUMS
- TRAFFIC FLOW ARROW
- ARROW BOARD
- WORK AREA
- TYPE II BARRICADE OR DRUM (20' C-C)
- IMPACT ATTENUATOR, TEMP, FULLY REDIRECTIVE, TEST LEVEL 3
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL CRYSTAL, TYPE C REFLECTORS PER STD 704001 & 782006

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
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5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (10' SKIP - DASH 30')



ADVANCE MAX WIDTH SIGNAGE AT IL ROUTE 59 & MAIN STREET

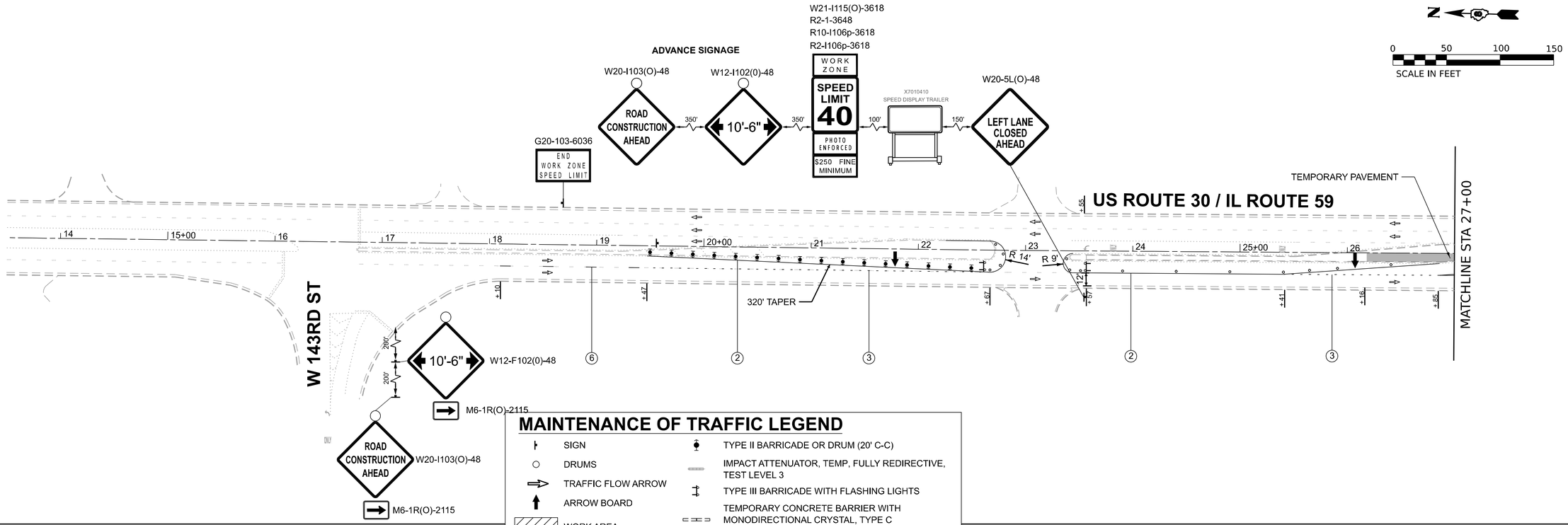
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FILE NAME: $FILE$
PLOT TIME: $TIME$

Peralte-Clark LLC

USER NAME = $USER$		DESIGNED - DCB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE MAINTENANCE OF TRAFFIC STAGE 1–2
		DRAWN - DCB	REVISED -		
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
		ILLINOIS	FED. AID PROJECT	

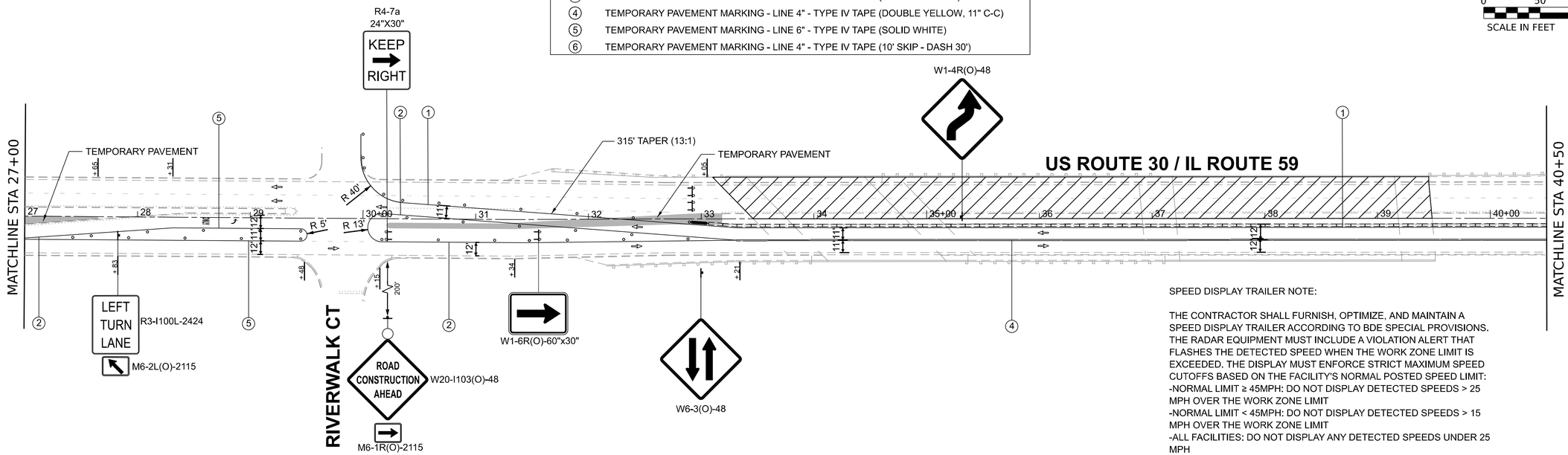
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MAINTENANCE OF TRAFFIC LEGEND

- SIGN
- DRUMS
- TRAFFIC FLOW ARROW
- ARROW BOARD
- WORK AREA
- TYPE II BARRICADE OR DRUM (20' C-C)
- IMPACT ATTENUATOR, TEMP, FULLY REDIRECTIVE, TEST LEVEL 3
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL CRYSTAL, TYPE C REFLECTORS PER STD 704001 & 782006

1. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID WHITE)
2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID YELLOW)
3. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (2' SKIP - 6' DASH)
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW, 11" C-C)
5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (10' SKIP - DASH 30')



SPEED DISPLAY TRAILER NOTE:

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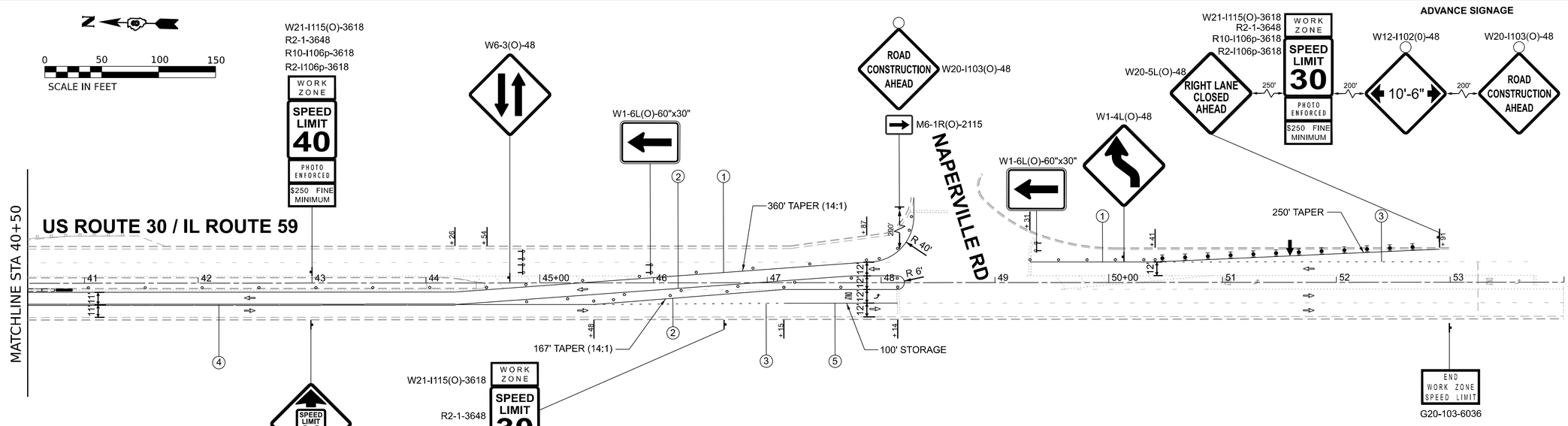
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Peralte-Clark LLC

USER NAME = $USER$	DESIGNED - DCB	REVISED -	**STATE OF ILLINOIS**	**US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE**	
	DRAWN - DCB	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**MAINTENANCE OF TRAFFIC STAGE 2–1**	
PLOT SCALE = $SCALE$	CHECKED - CMP	REVISED -		SCALE: 1"=50' SHEET 6 OF 7 SHEETS STA. TO STA.	
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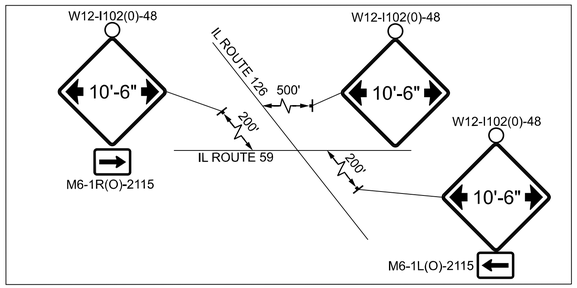
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	15
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			



MAINTENANCE OF TRAFFIC LEGEND

- SIGN
- DRUMS
- TRAFFIC FLOW ARROW
- ARROW BOARD
- WORK AREA
- TYPE II BARRICADE OR DRUM (20' C-C)
- IMPACT ATTENUATOR, TEMP, FULLY REDIRECTIVE, TEST LEVEL 3
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER WITH MONODIRECTIONAL CRYSTAL, TYPE C REFLECTORS PER STD 704001 & 782006

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2. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (SOLID YELLOW)
3. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (2' SKIP - 6' DASH)
4. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW, 11" C-C)
5. TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (SOLID WHITE)
6. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (10' SKIP - DASH 30')



ADVANCE MAX WIDTH SIGNAGE AT IL ROUTE 59 & MAIN STREET

PLOT DRIVER: $PLOTDRV$
PENTABLE: $PENTBL$
PLOT DATE: $DATE$
PLOT SCALE: $SCALE$
MODEL NAME: $MODELNAME$
FILE NAME: $FILE$
PLOT TIME: $TIME$

PLOT SCALE: $SCALE$ PAGE SIZE: $SHEETSIZE$

Peralte-Clark LLC

USER NAME = $USER$	DESIGNED - DCB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE MAINTENANCE OF TRAFFIC STAGE 2–2	
	DRAWN - DCB	REVISED -			
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PLOT DATE = $DATE$	DATE - 8/4/2026	REVISED -		SCALE: 1"=50' SHEET 7 OF 7 SHEETS STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	16
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

NOTE:

INSTALL ALL RRPMs ACCORDING TO IDOT D1 RRPM DETAIL TC-11

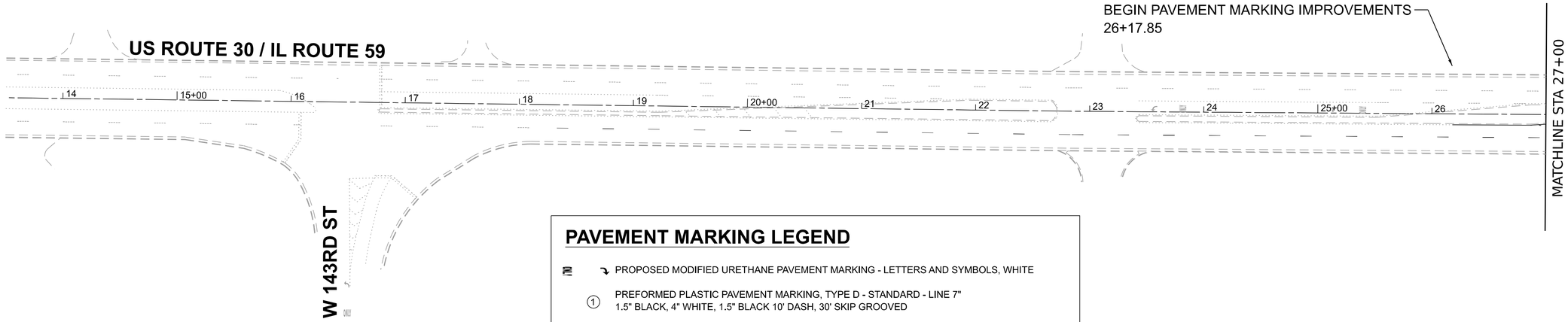
INSTALL ALLPAVEMENT MARKINGS ACCORDING TO IDOT D1PM DETAIL TC-13.

PREFORMED PLASTIC PAVEMENT MARKINGS, TYPE D AND GROOVING FOR RECESSED PAVEMENT MARKINGS SHALL BE USED FOR ALL LANE LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS AND PCC PAVEMENTS

N

0 50 100 150

SCALE IN FEET



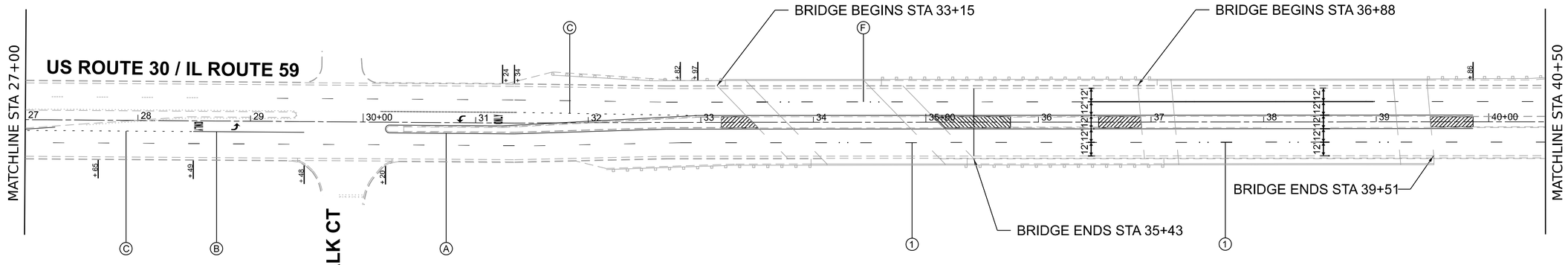
PAVEMENT MARKING LEGEND

- PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS, WHITE
- (1) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7" 1.5" BLACK, 4" WHITE, 1.5" BLACK 10' DASH, 30' SKIP GROOVED
- (A) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", YELLOW
- (B) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 6", WHITE
- (C) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 6", 2'-6' SKIP-DASH, WHITE
- (D) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 12", YELLOW
- (E) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- (F) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", 10'-30' SKIP-DASH, WHITE
- (G) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 24"
- TOPSOIL PLACEMENT AND SODDING

N

0 50 100 150

SCALE IN FEET



PLOT DRIVER: $PLTDRIVE$
PENTABLE: $PENTBL$
PLOT DATE: $DATE$
PLOT STYLE TABLE NAME: $STBNAME$ PLOT TIME: $TIME$
MODEL NAME: $MODELNAME$
FILE NAME: $FILE$

PLOT SCALE: $SCALE$ PAGE SIZE: $SHEETSIZE$

Peralte-Clark LLC

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		DRAWN - DCB		REVISED -	
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PLOT DATE = $DATE$		DATE - 8/4/2026		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
PAVEMENT MARKING & LANDSCAPING PLANS

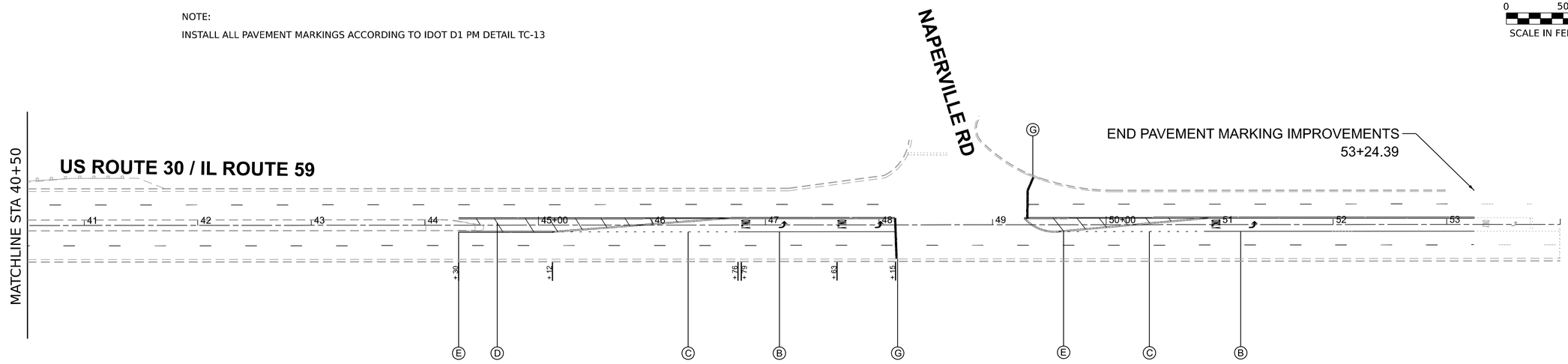
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	17
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

NOTE:
INSTALL ALL PAVEMENT MARKINGS ACCORDING TO IDOT D1 PM DETAIL TC-13

N

0 50 100 150
SCALE IN FEET



PAVEMENT MARKING LEGEND

- PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS, WHITE
- (1) PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7" 1.5" BLACK, 4" WHITE, 1.5" BLACK 10' DASH, 30' SKIP GROOVED
- (A) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", YELLOW
- (B) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 6", WHITE
- (C) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 6", 2'-6' SKIP-DASH, WHITE
- (D) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 12", YELLOW
- (E) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", DOUBLE YELLOW
- (F) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 4", 10'-30' SKIP-DASH, WHITE
- (G) PROPOSED MODIFIED URETHANE PAVEMENT MARKING - LINE 24"
- TOPSOIL PLACEMENT AND SODDING

PLOT DRIVER: $PLTDRIVE$
PENTABLE: $PENTBL$
PLOT DATE: $DATE$ PLOT TIME: $TIME$
PLOTTED BY: $USERNAME$
MODEL NAME: $MODELNAME$
FILE NAME: $FILE$

Peralte-Clark LLC

PLOT SCALE: $SCALE$ PAGE SIZE: $SHEETSIZE$

USER NAME = $USER$	DESIGNED - DCB	REVISED -	
	DRAWN - DCB	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - CMP	REVISED -	
PLOT DATE = $DATE$	DATE - 8/4/2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 30 / IL 59 OVER DUPAGE RIVER & OVERFLOW BRIDGE
PAVEMENT MARKING & LANDSCAPING PLANS

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	(113SB&113BR) BJR, BDR 25	WILL	60	18
		CONTRACT NO. 80C73		
		ILLINOIS	FED. AID PROJECT	

Benchmark: Square cut in top of southwest concrete wingwall of IL-59 bridge over DuPage river EL 609.04.

Existing Structure: Structure Number 099-0338 built in 2000. The structure is 199'-1" back to back abutments, 3 Span wide flange beam superstructure on a 5°00'00" right advance skew. The overall width is 74'-9½".

Traffic Control: Traffic is to be maintained using stage construction.

Salvage: No Salvage of bridge components.

DESIGN SPECIFICATIONS

2002 AASHTO Standards for Highway Bridges (17th Edition)
Original 1996 AASHTO & 1997 Interim

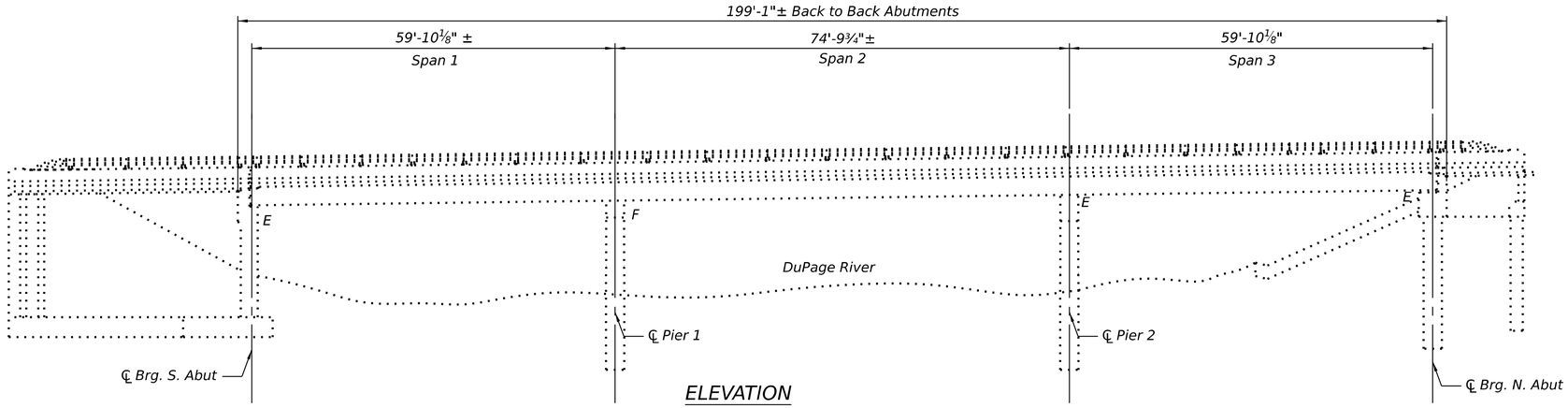
DESIGN STRESSES

FIELD UNITS (New Const.)

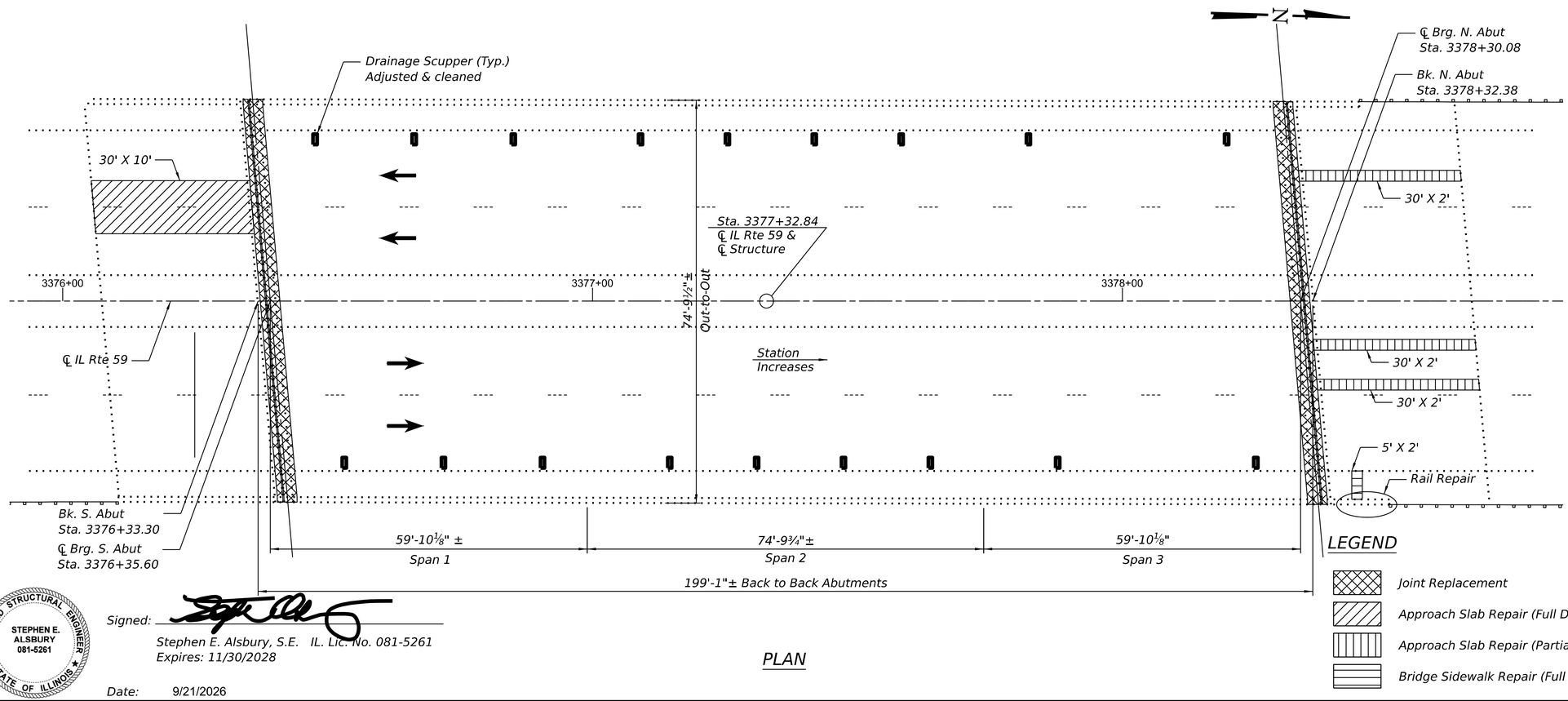
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

FIELD UNITS (Exist. Const.)

f'c = 3,500 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel & Misc.)
fy = 50,000 psi (Structural Steel Beams)



ELEVATION



PLAN

Range 9E, 3rd P.M.



LOCATION SKETCH

LEGEND

- Joint Replacement
- Approach Slab Repair (Full Depth)
- Approach Slab Repair (Partial Depth)
- Bridge Sidewalk Repair (Full Depth)

LICENSED STRUCTURAL ENGINEER
STEPHEN E. ALSBURY
081-5261
STATE OF ILLINOIS

Signed: _____

Stephen E. Alsbury, S.E. IL. Lic. No. 081-5261
Expires: 11/30/2028

Date: 9/21/2026

GENERAL PLAN AND ELEVATION
IL 59 OVER DuPAGE RIVER
FAP 338, IL-59 (US 30)
SECTION 113SB-1138-R
WILL COUNTY
STATION 3377+32.84
STRUCTURE NO. 099-0338

ABNA DESIGN FIRM REG. 184.002117

USER NAME = AThapa	DESIGNED - SEA	REVISED -	
	DRAWN - DK	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -	
PLOT DATE = 9/21/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 099-0338

SCALE: NTS | SHEET 1 OF 17 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	19
		CONTRACT NO. 80C73		
		ILLINOIS	FED. AID PROJECT	

MODEL: GPE [Sheet]
FILE NAME: \abna\jobfiles\2024\608114\Cadd\Design\Bridge No 099033800990338-001-GPE_1.dgn

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the latex overlay, all heavy or loose rust, loose mill scale, and other lose 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 109.01 of the Standard Specifications.

Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor 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.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.

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

Up to ¼ inch to be ground off the bridge deck and approach slabs.

No field welding is permitted except as specified in the contract documents.

All structural steel shall conform to AASHTO classification M-270. Grade 36, unless otherwise noted.

INDEX OF SHEETS

1) General Plan and Elevation
2) General Notes and Total Bill of Materials
3) Typical Slab Sections
4) Stage 1 Typical Sections
5) Stage 2 Typical Sections
6) Temporary Concrete Barrier
7) South Expansion Joint Removal
8) South Expansion Joint Repair Plan
9) South Expansion Joint Repair Sections
10) North Expansion Joint Removal
11) North Expansion Joint Repair Plan
12) North Expansion Joint Repair Sections
13) Preformed Joint Strip Seal (1 of 3)
14) Preformed Joint Strip Seal (2 of 3)
15) Preformed Joint Strip Seal (3 of 3)
16) Drainage Scupper Adjustment
17) Bar Splicers

TOTAL BILL OF MATERIAL

	Item	Unit	Total
	Concrete Removal	Cu. Yd.	23.8
	Concrete Superstructure	Cu. Yd.	25.8
*	Protective Coat	Sq. Yd.	1777
	Reinforcement Bars, Epoxy Coated	Pound	3740
	Bar Splicers	Each	42
	Preformed Joint Strip Seal	Foot	146
	Bridge Deck Scarification 3/4"	Sq. Yd.	1134
	Bridge Deck Latex Concrete Overlay, 2 3/4"	Sq. Yd.	1134
	Bridge Sidewalk Repair (Full Depth)	Sq. Ft.	10
	Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1062
	Repair Bridge Rail	Foot	10
	Drainage Scuppers To be adjusted	Each	18
	Approach Slab Repair (Full Depth)	Sq. Yd.	33
	Approach Slab Repair (Partial Depth)	Sq. Yd.	20
	Diamond Grinding (Bridge Section)	Sq. Yd.	1062

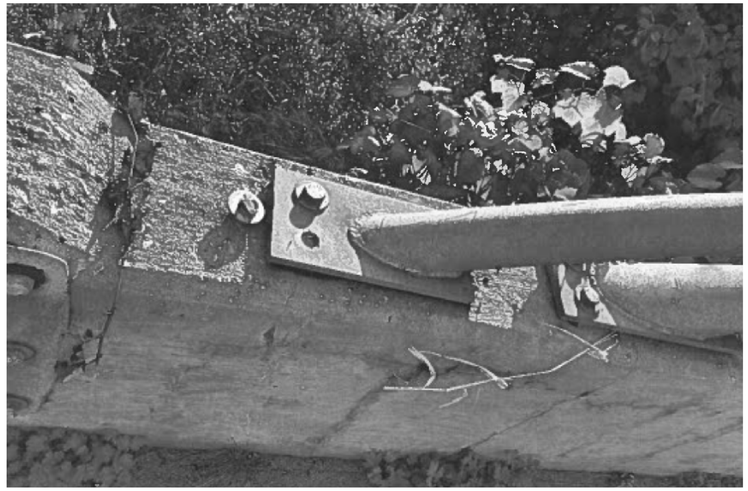
* Protective coat shall be applied to top & front face concrete rail, sidewalk, deck & median.

SCOPE OF WORK

1) Remove and replace joints at abutments.
2) Repair deck slab & approaches.
3) Scarify ¾" deck surface, place 2¾" latex concrete overlay and diamond grind ¼" on deck.
4) Apply protective coat to inside and top faces of parapet and overlay areas.
5) Clean & adjust scuppers.



Rail section to be repaired in North East corner



Broken anchor bolt to be replaced with new bolts in a different location

MODEL: GENERAL NOTES [Sheet]
FILE NAME: J:\2024\608114\Cadd\Design\Bridge No 099033810990338-002-General Notes.dgn

ABNA DESIGN FIRM REG. 184.002117

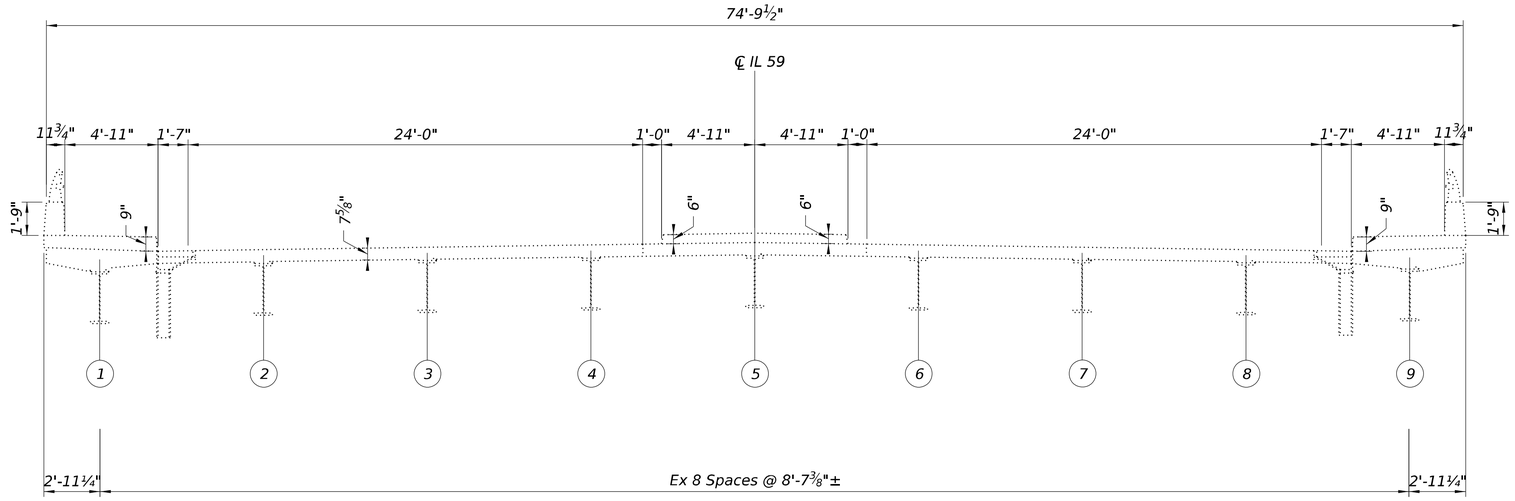
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	DRAWN - DK	REVISED -	
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PLOT DATE = 8/4/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND TOTAL BILL OF MATERIALS
STRUCTURE NO. 099-0338

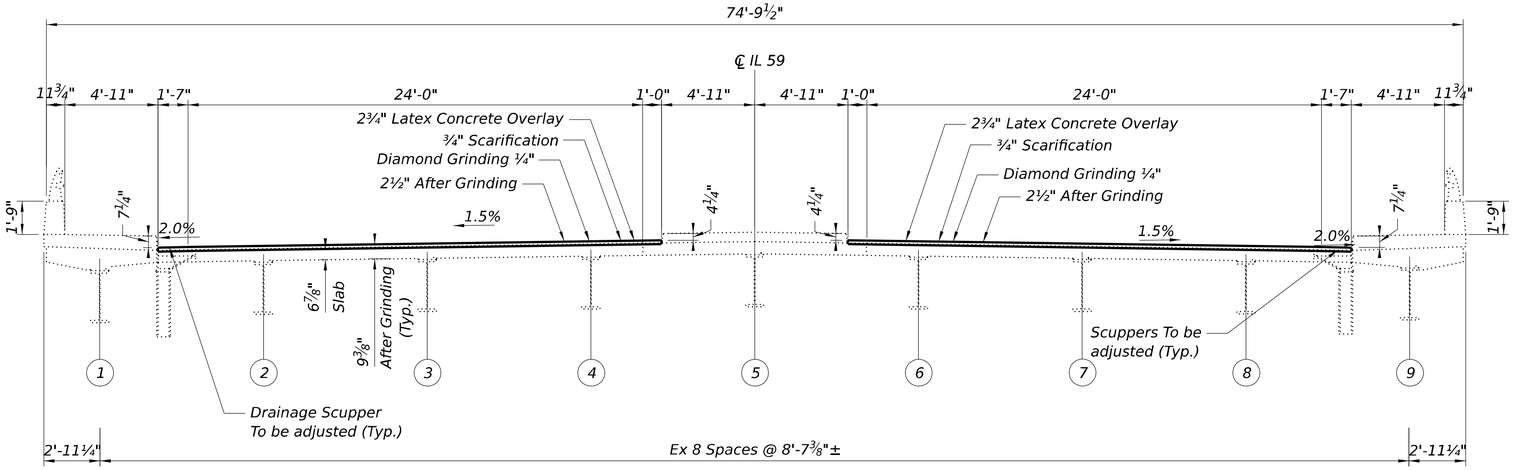
SCALE: | SHEET 2 OF 17 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	20
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SLAB SECTION

(Looking North - Upstation)



PROPOSED TYPICAL SLAB SECTION

(Looking North - Upstation)

MODEL: Typical Sections [Sheet]
FILE NAME: \\abna\jobfiles\2024\608114\Cadd\Design\Bridge No 0990338\0990338-003-Typical_Sections.dgn

ABNA DESIGN FIRM REG. 184.002117

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PLOT DATE = 8/4/2026		DATE -		REVISED -	

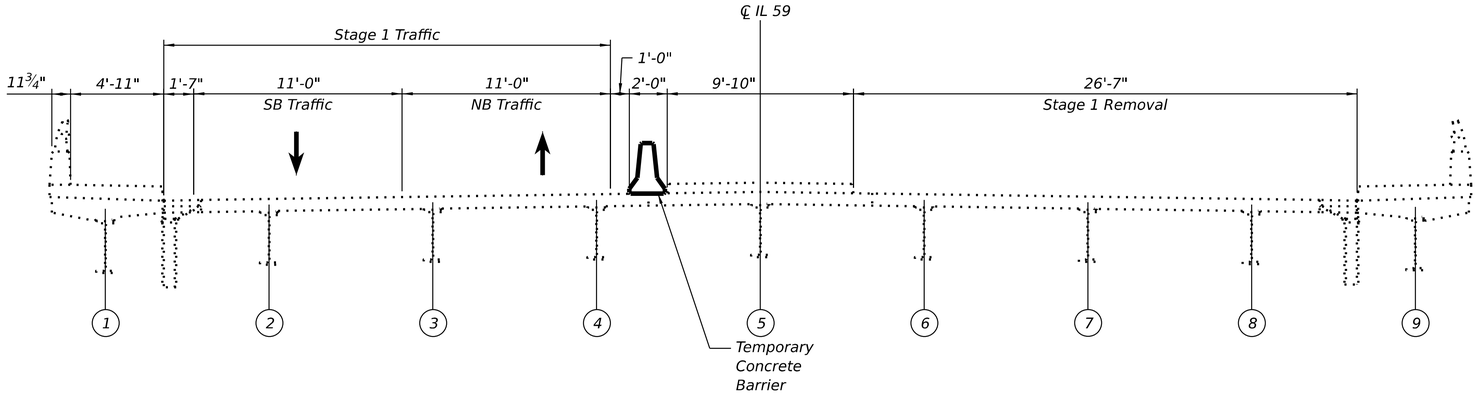
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SLAB SECTIONS
STRUCTURE NO. 099-0338

SCALE: 1/4"=1'-0" | SHEET 3 OF 17 SHEETS | STA. _____ | TO STA. _____

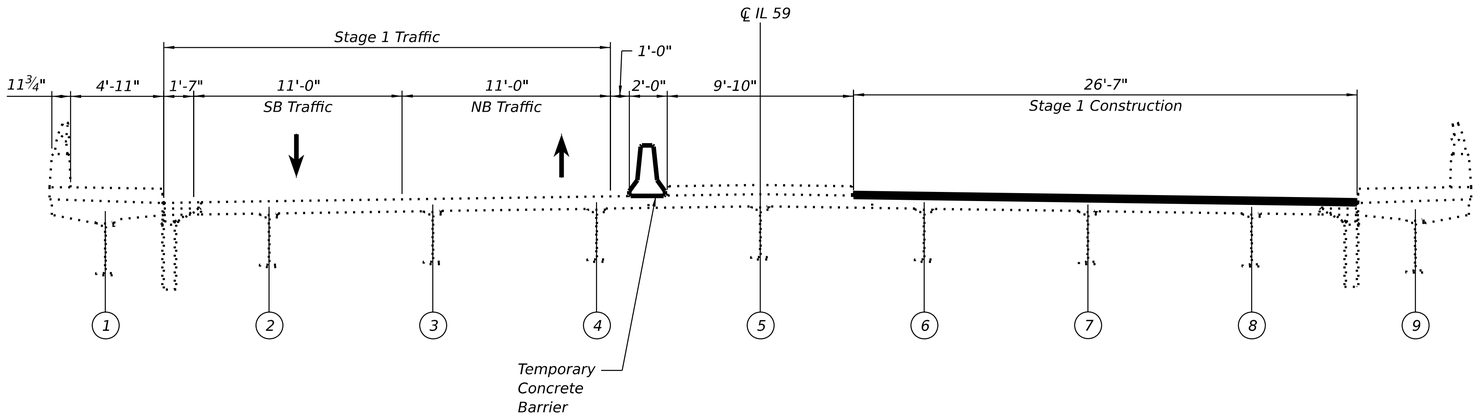
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	21
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

####



TYPICAL SECTION - STAGE 1 REMOVAL

(Looking North - Upstation)



TYPICAL SECTION - STAGE 1 CONSTRUCTION

(Looking North - Upstation)

STAGE 1 REMOVAL

1) Install temporary concrete barrier as shown to move traffic on West side.
2) Perform ¾" bridge deck scarification.
3) Remove portions of bridge deck and approach slab adjacent to expansion joints at North and South abutments.

STAGE 1 CONSTRUCTION

1) Perform approach slab repairs.
2) Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of stage 1.
3) Apply 2¾" bridge deck latex concrete overlay.
4) Perform ¼" diamond grinding to bridge deck and abutment hatch block.
5) Perform bridge deck grooving (Longitudinal).
6) Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas and to surface of new overlay.

MODEL: Stage 1- Typical Section [Sheet]
FILE NAME: \\abna\objfiles\2024\608114\Cadd\Design\Bridge No 0990338\0990338-004-Stage_1_Sections.dgn

ABNA DESIGN FIRM REG. 184.002117

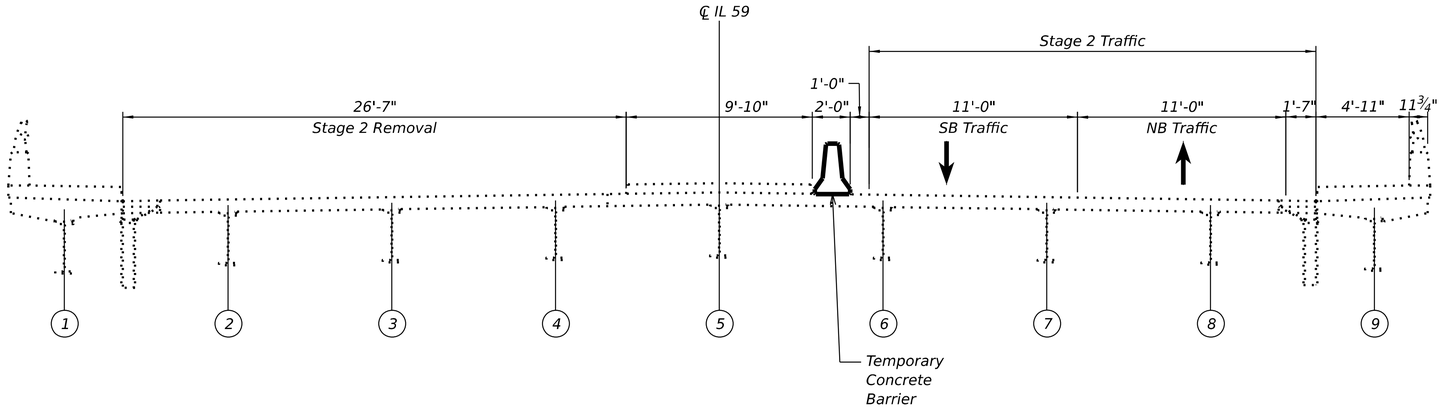
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PLOT DATE = 8/4/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 - TYPICAL SECTION
STRUCTURE NO. 099-0338

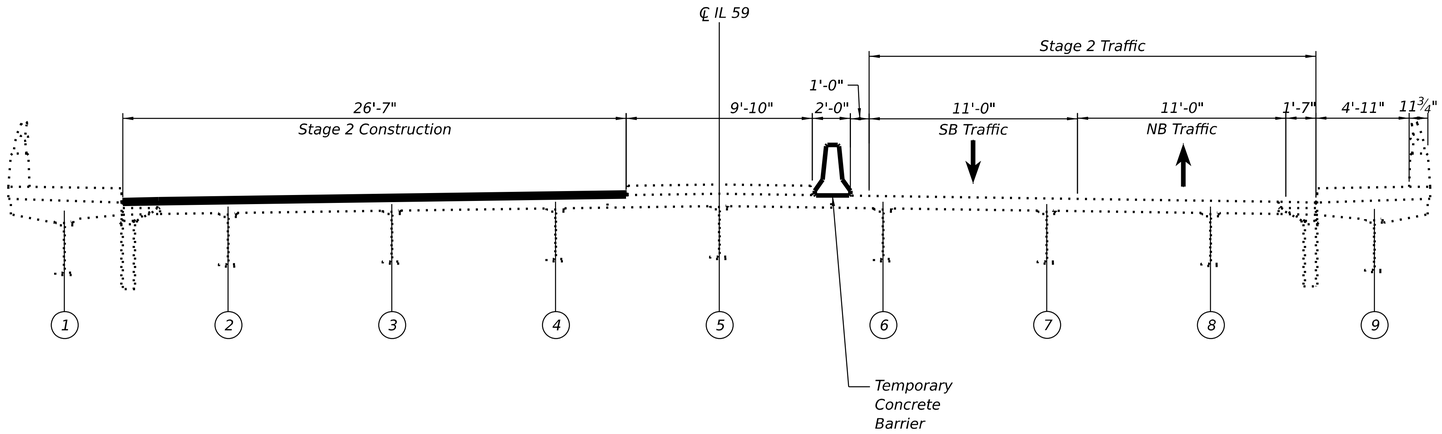
SCALE: 1/4"=1'-0" | SHEET 4 OF 17 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338		Will	60	22
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			



TYPICAL SECTION - STAGE 2 REMOVAL

(Looking North - Upstation)



TYPICAL SECTION - STAGE 2 CONSTRUCTION

(Looking North - Upstation)

STAGE 2 REMOVAL

1) Install temporary concrete barrier as shown to move traffic on East side.
2) Perform ¾" bridge deck scarification.
3) Remove portions of bridge deck and approach slab adjacent to expansion joints at North and South abutments.

STAGE 2 CONSTRUCTION

1) Perform approach slab repairs.
2) Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of stage 2.
3) Apply 2¾" bridge deck latex concrete overlay.
4) Perform ¼" diamond grinding to bridge deck and abutment hatch block.
5) Perform bridge deck grooving (Longitudinal).
6) Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas and to surface of new overlay.

MODEL: Stage 2 - Typical Section [Sheet]
FILE NAME: \\abna\jobfiles\2024\608114\Caddd\Design\Bridge No.099033809903380-005-Stage_2_Sections.dgn

ABNA DESIGN FIRM REG. 184.002117

USER NAME = AThapa	DESIGNED - SEA	REVISED -	
	DRAWN - DK	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -	
PLOT DATE = 8/4/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

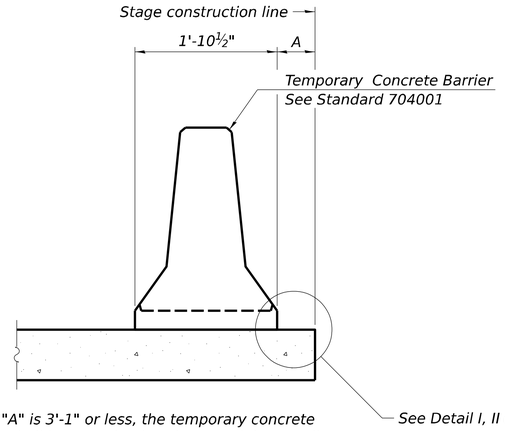
STAGE 2 - TYPICAL SECTION
STRUCTURE NO. 099-0338

SCALE: 1/4"=1'-0" | SHEET 5 OF 17 SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	_____	Will	60	23

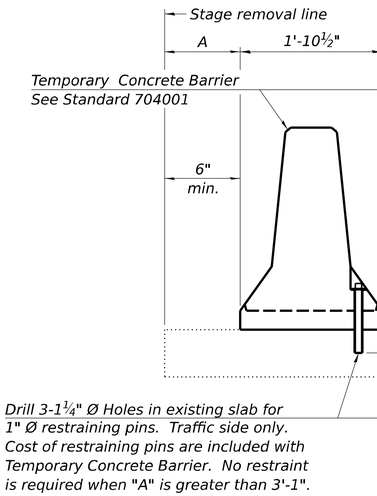
CONTRACT NO. 80C73

ILLINOIS | FED. AID PROJECT



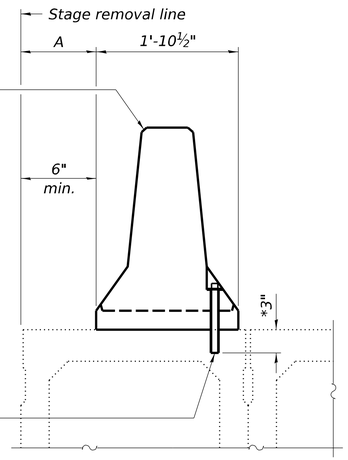
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

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".

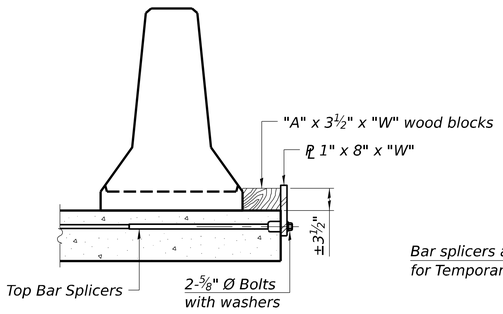
EXISTING SLAB



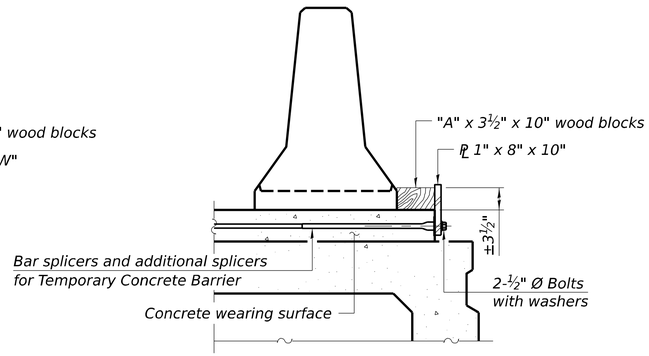
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

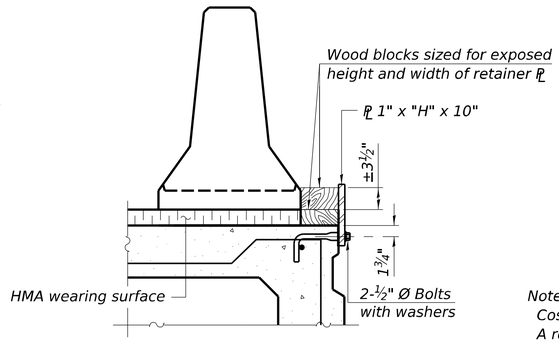
SECTIONS THRU SLAB OR DECK BEAM



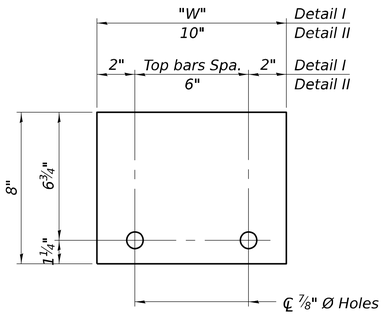
DETAIL I



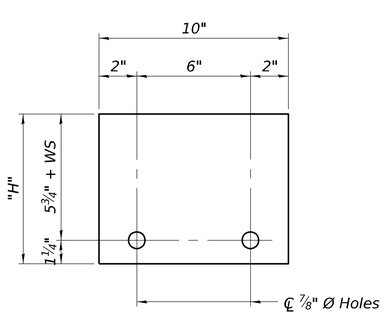
DETAIL II



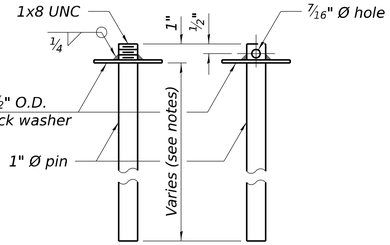
DETAIL III



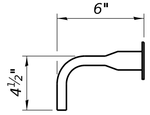
STEEL RETAINER PL 1" x 8" x "W"
(Detail I and II)



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



RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

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.

MODEL: Temporary Barrier [Sheet]
FILE NAME: \\abna\jobfiles\2024\608114\Cadd\Design\Bridge No 0990338\0990338-006-Temporary_Concrete_Barrier.dgn

ABNA DESIGN FIRM REG. 184.002117

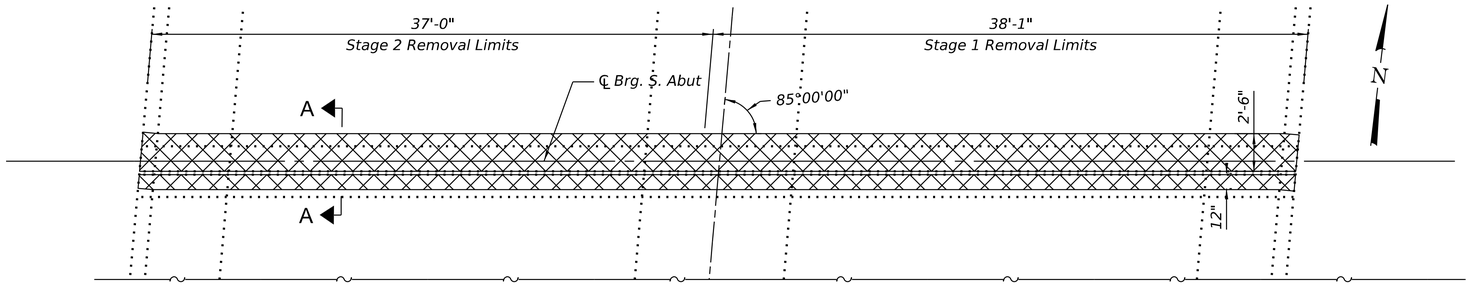
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PLOT DATE = 8/4/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 099-0338

SCALE: Full Size 1 = 1 | SHEET 6 OF 17 SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	24
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



SOUTH ABUTMENT REMOVAL PLAN

Notes:

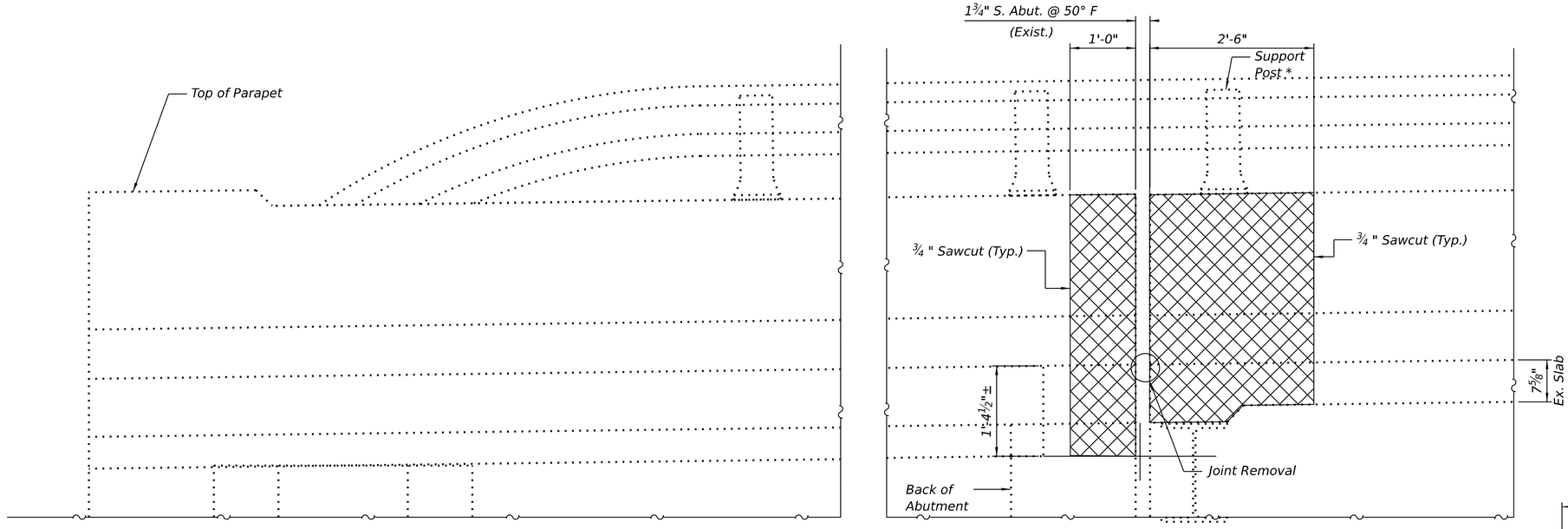
Removal of the existing expansion joints will not be paid for separately but shall be included in the cost for Concrete Removal.

Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following concrete removal to ensure the existing reinforcement remaining in place is not damaged. All existing reinforcing to be incorporated into new construction shall be blast-cleaned, straightened and properly positioned prior to concrete placement. Any reinforcement damaged during concrete removal shall be repaired or replaced using an approved Mechanical Bar Splicer System. Cost of removal shall be included with pay item for Concrete Removal. Cost of replacement shall be included with pay item for Concrete Superstructure.

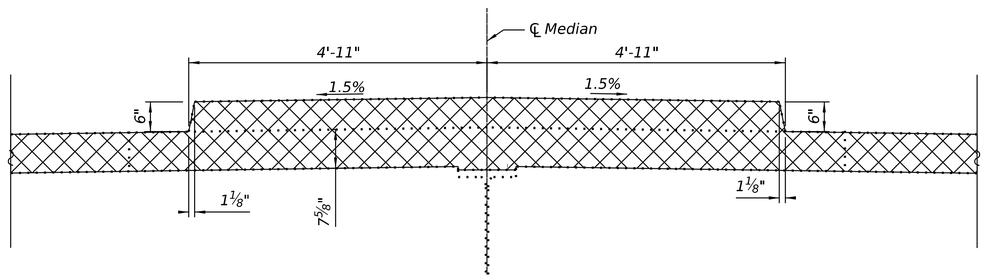
** Two tube rail post in removal area shall be supported for curb removal and replacement. Anchor system shall be salvaged and reused or replaced.*

LEGEND

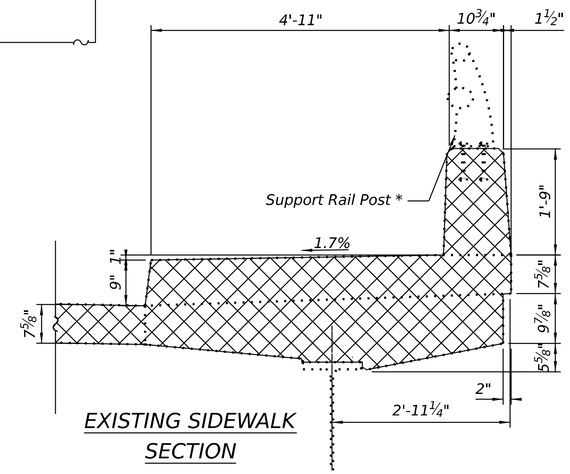
Concrete Removal



SECTION A-A



EXISTING SECTION THRU MEDIAN



EXISTING SIDEWALK SECTION

MODEL: South Expansion Joint Removal [Sheet]
FILE NAME: J:\2024\608114\Cadd\Design\Bridge No 099\0338\099\0338-007-South Expansion Joint Removal.dgn

ABNA DESIGN FIRM REG. 184.002117

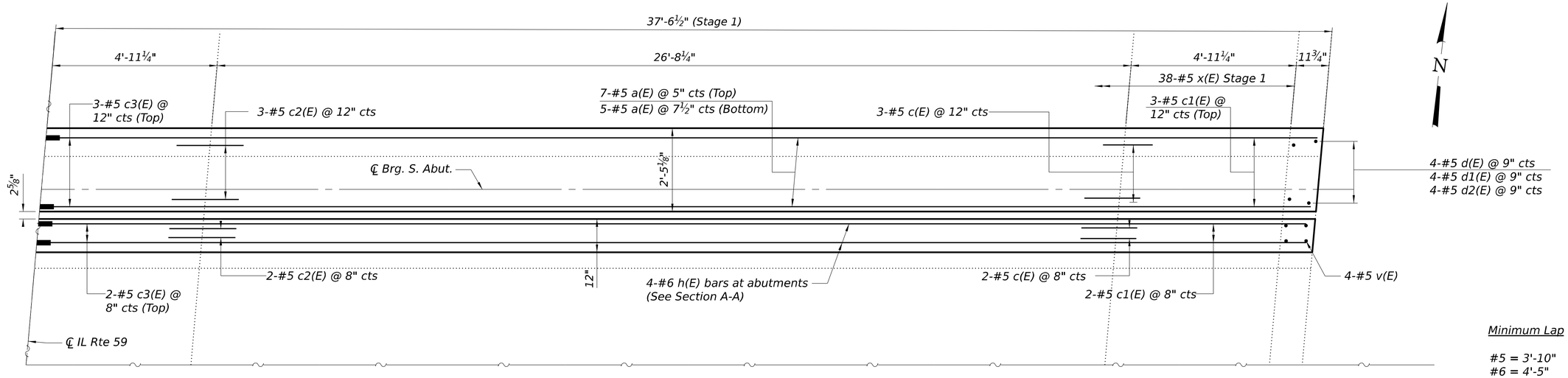
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PLOT DATE = 8/4/2026	DATE - _____	REVISED - _____	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

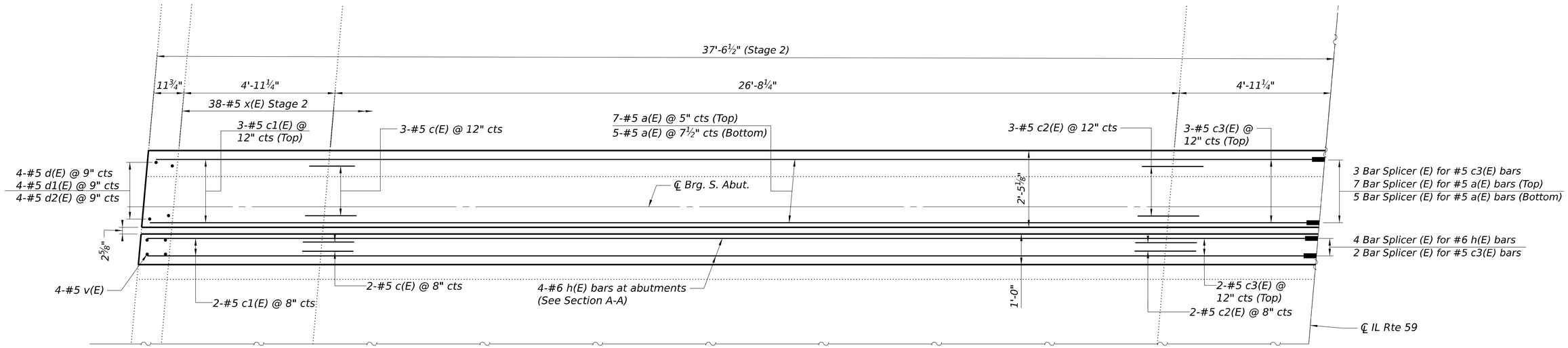
SOUTH EXPANSION JOINT REMOVAL
STRUCTURE NO. 099-0338

SCALE: 1"=5' | SHEET 7 OF 17 SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	25
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



STAGE 1 - SOUTH ABUTMENT EXPANSION JOINT REPAIR PLAN



STAGE 2 - SOUTH ABUTMENT EXPANSION JOINT REPAIR PLAN

MODEL: South Expansion Joint Repair Plan [Sheet]
FILE NAME: \\abna\jobfiles\2024\608114\Cadd\Design\Bridge No 099033B\099033B-008-South Abutment Repair Plan.dgn

ABNA
DESIGN FIRM REG. 184.002117

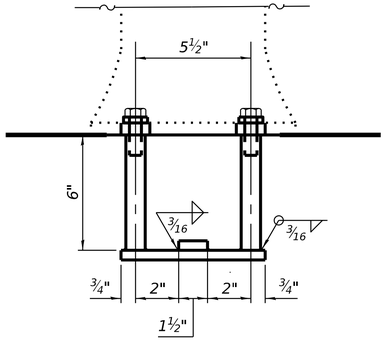
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	DRAWN - DK	REVISED -		
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PLOT DATE = 8/4/2026	DATE -	REVISED -		

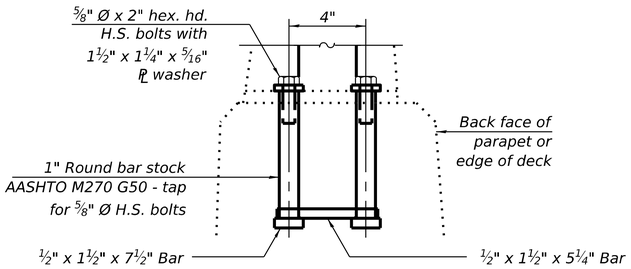
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH EXPANSION JOINT REPAIR PLAN
STRUCTURE NO. 099-0338

SCALE: 1:20 | SHEET 8 OF 17 SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	26
		CONTRACT NO. 80C73		
		ILLINOIS	FED. AID PROJECT	



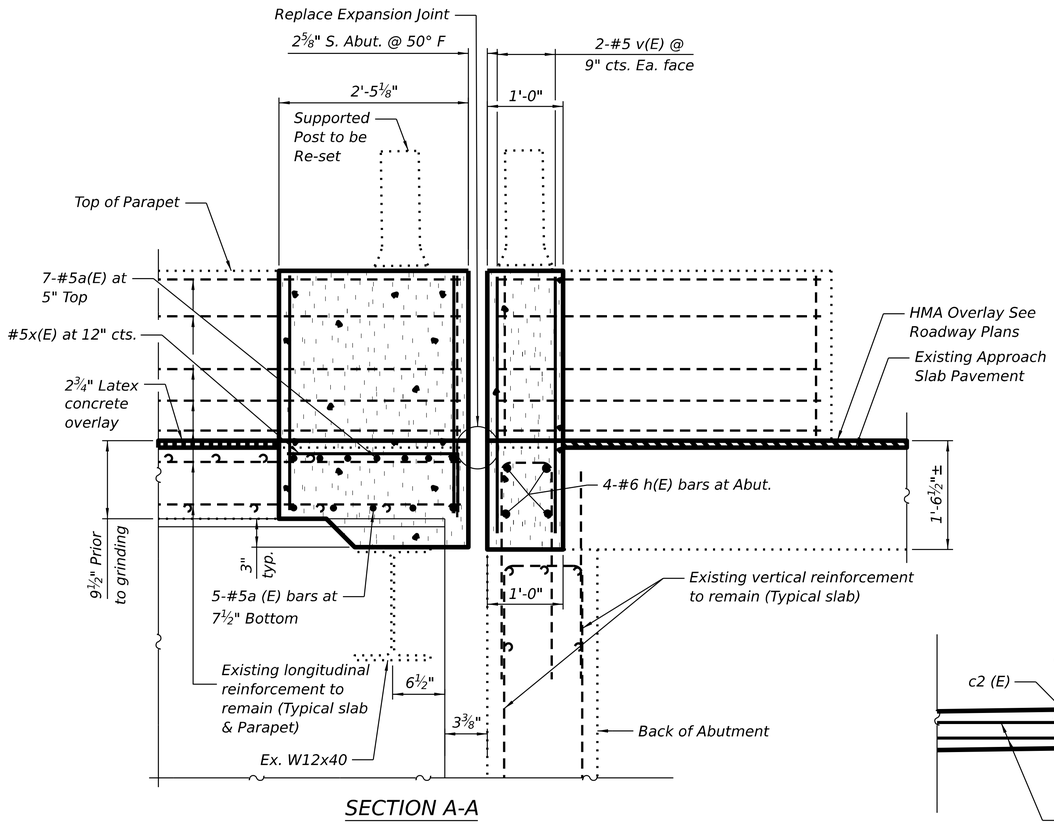


ANCHORAGE ASSEMBLY

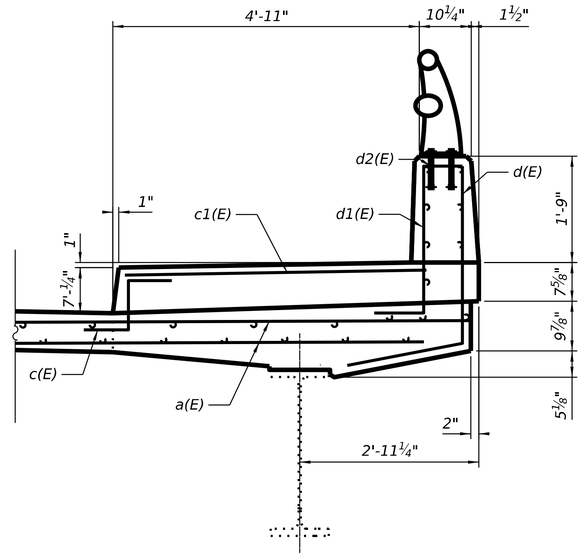
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

SOUTH ABUTMENT
BILL OF MATERIAL

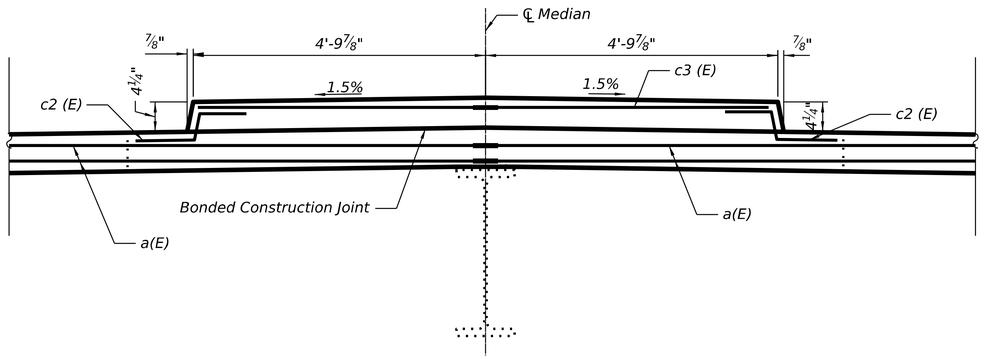
Bar	No.	Size	Length	Shape
h(E)	8	#6	37'-2"	
a(E)	24	#5	37'-2"	
c(E)	10	#5	2'-5"	
c1(E)	10	#5	5'-6"	
c2(E)	10	#5	2'-10"	
c3(E)	10	#5	4'-7"	
d(E)	8	#5	4'-10"	
d1(E)	8	#5	3'-8"	
d2(E)	8	#5	2'-0"	
v(E)	8	#5	4'-0"	
x(E)	76	#5	2'-8"	
Concrete Removal			Cu. Yd.	11.9
Concrete Superstructure			Cu. Yd.	12.9
Reinforcement Bars, Epoxy Coated			Pound	1870
Bar Splicers			Each	21



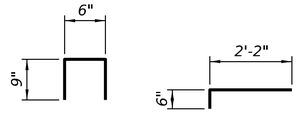
SECTION A-A



PARAPET REPAIR SECTION

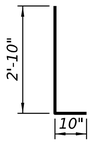


SECTION THRU MEDIAN

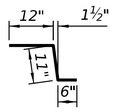


BAR d2(E)

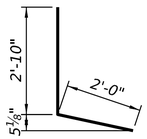
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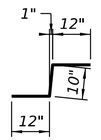
BAR d1(E)



BAR c(E)



BAR d(E)



BAR c2(E)

MODEL: South Expansion Joint Repair Sections [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

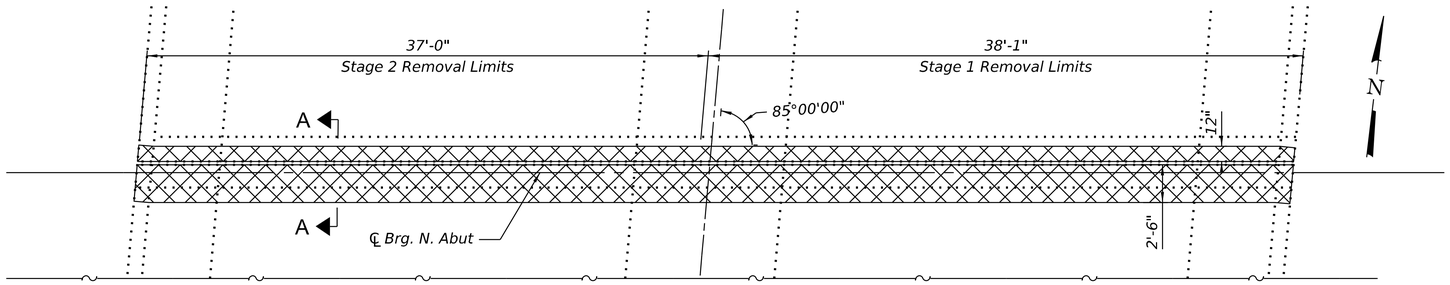
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	DRAWN - DK	REVISED -	
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PLOT DATE = 9/10/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH EXPANSION JOINT REPAIR SECTIONS
STRUCTURE NO. 099-0338

SCALE: 1"=5' | SHEET 9 OF 17 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	27
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



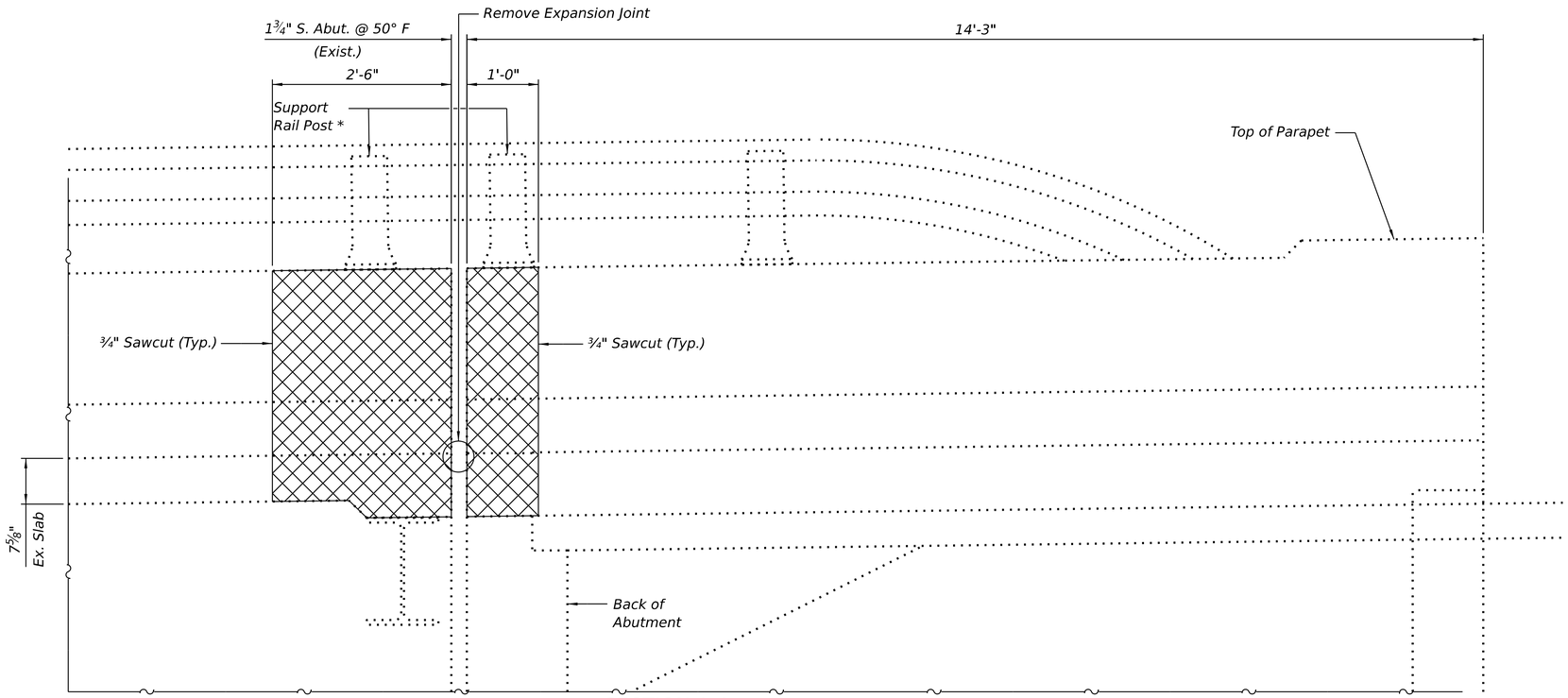
NORTH ABUTMENT REMOVAL PLAN

Notes:

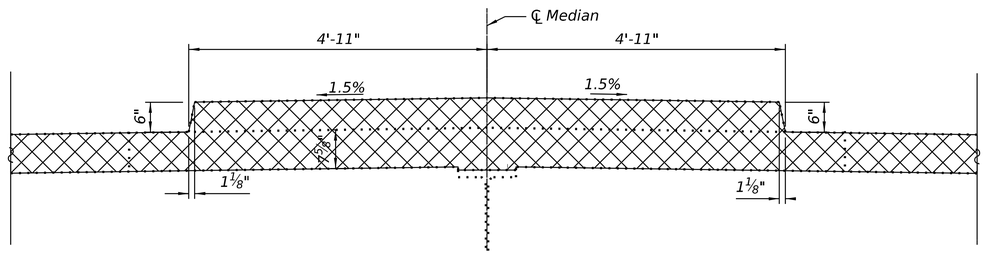
Removal of the existing expansion joints will not be paid for separately but shall be included in the cost for Concrete Removal.

Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following concrete removal to ensure the existing reinforcement remaining in place is not damaged. All existing reinforcing to be incorporated into new construction shall be blast-cleaned, straightened and properly positioned prior to concrete placement. Any reinforcement damaged during concrete removal shall be repaired or replaced using an approved Mechanical Bar Splicer System. Cost of removal shall be included with pay item for Concrete Removal. Cost of replacement shall be included with pay item for Concrete Superstructure.

* Two tube rail post in removal area shall be supported for curb removal and replacement. Anchor system shall be salvaged and reused or replaced.



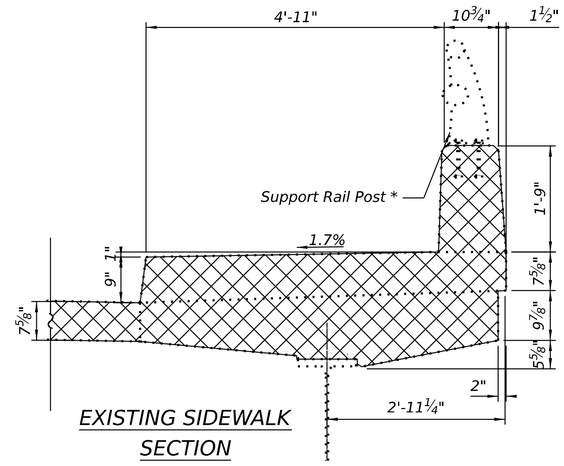
SECTION A-A



EXISTING SECTION THRU MEDIAN

LEGEND

Concrete Removal



EXISTING SIDEWALK SECTION

MODEL: North Expansion Joint Removal [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

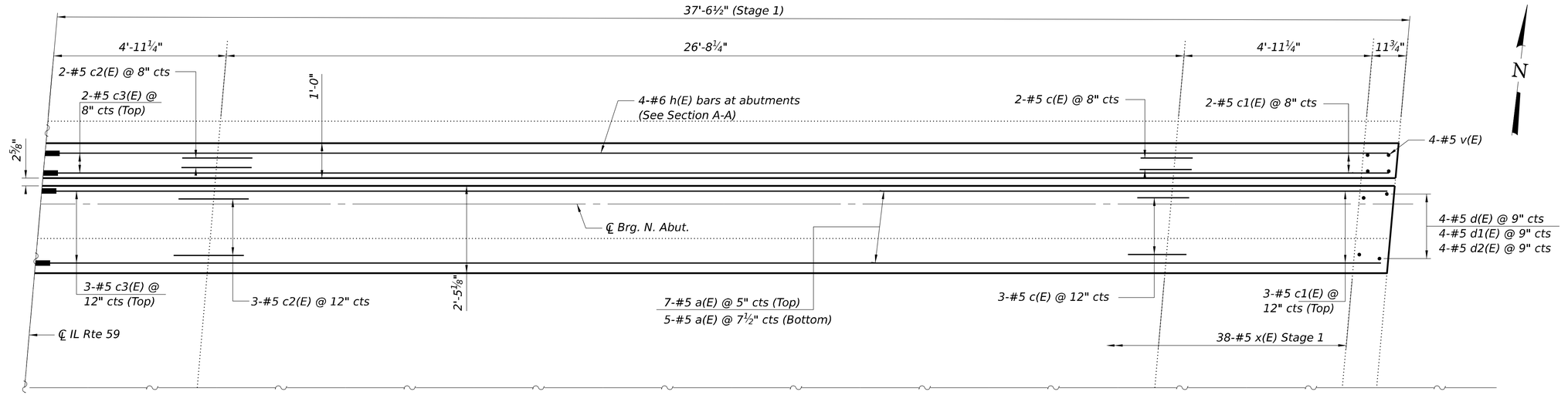
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	DRAWN - DK	REVISED -	
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PLOT DATE = 9/10/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH EXPANSION JOINT REMOVAL
STRUCTURE NO. 099-0338

SCALE: 1"=5' | SHEET 10 OF 17 SHEETS | STA. _____ | TO STA. _____

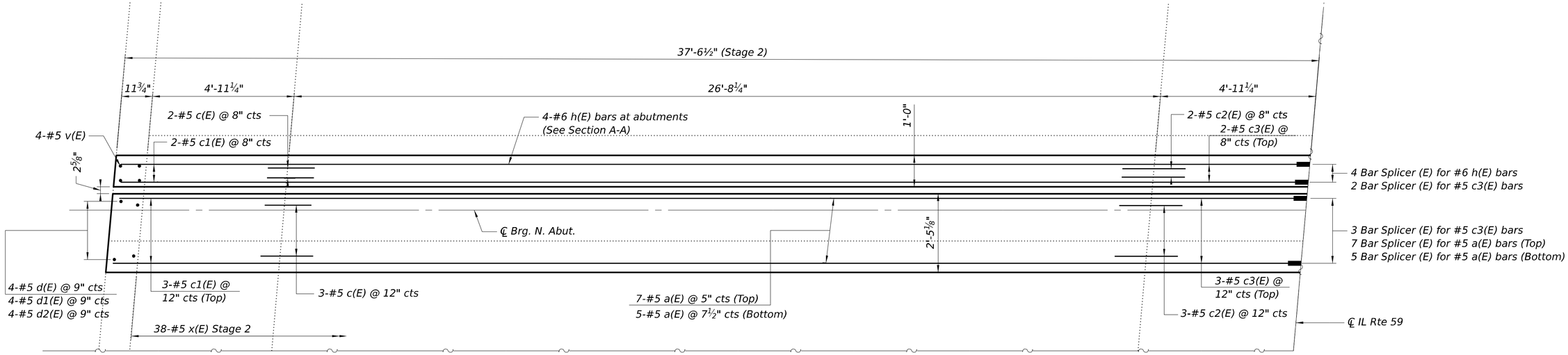
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	28
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



STAGE 1 - NORTH ABUTMENT EXPANSION JOINT REPAIR PLAN

Minimum Lap

#5 = 3'-10"
#6 = 4'-5"



STAGE 2 - NORTH ABUTMENT EXPANSION JOINT REPAIR PLAN

MODEL: North Expansion Joint Repair Plan [Sheet]
FILE NAME: \\abna\projfiles\2024\08114\Cadd\Design\Bridge No 099033809903380-011-North Abutment Repair Plan.dgn

ABNA DESIGN FIRM REG. 184.002117

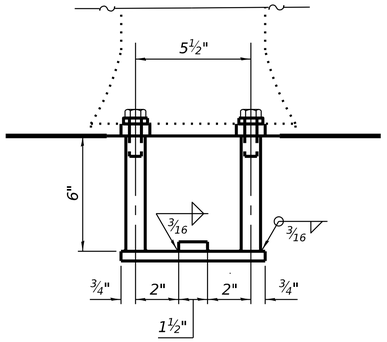
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PLOT DATE = 8/4/2026	DATE -	REVISED -	

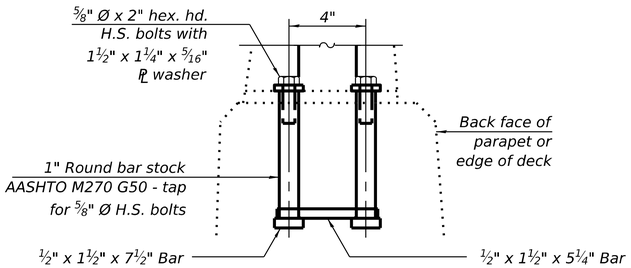
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH EXPANSION JOINT REPAIR PLAN
STRUCTURE NO. 099-0338

SCALE: 1:20 | SHEET 11 OF 17 SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	29
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



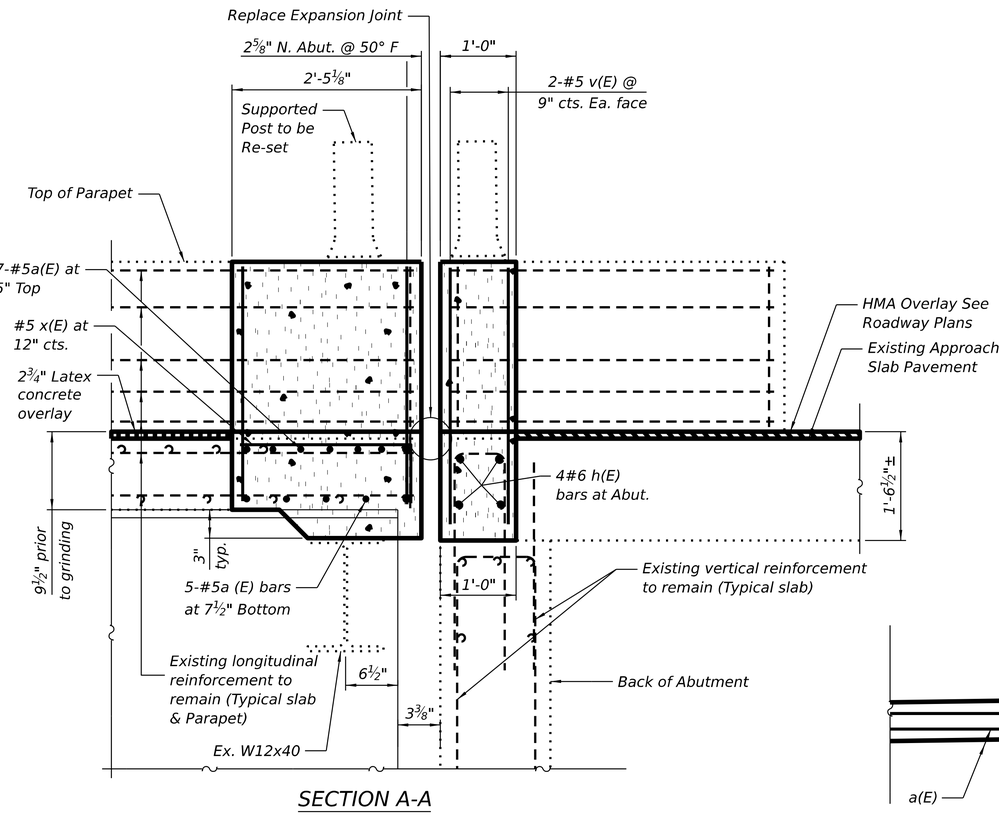


ANCHORAGE ASSEMBLY

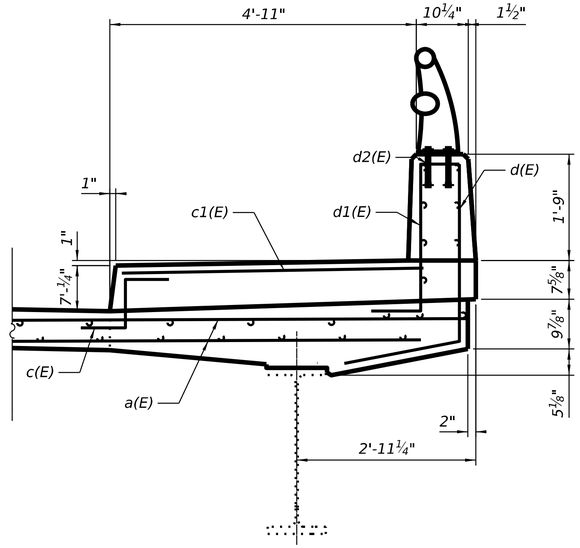
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

NORTH ABUTMENT BILL OF MATERIAL

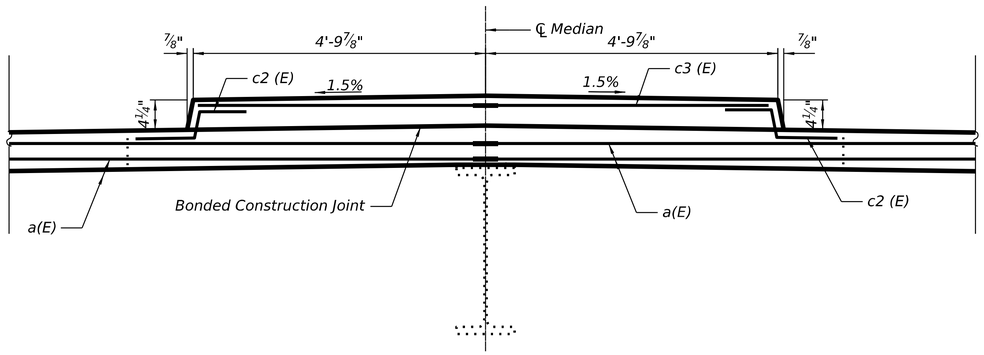
Bar	No.	Size	Length	Shape
h(E)	8	#6	37'-2"	
a(E)	24	#5	37'-2"	
c(E)	10	#5	2'-5"	
c1(E)	10	#5	5'-6"	
c2(E)	10	#5	2'-10"	
c3(E)	10	#5	4'-7"	
d(E)	8	#5	4'-10"	
d1(E)	8	#5	3'-8"	
d2(E)	8	#5	2'-0"	
v(E)	8	#5	4'-0"	
x(E)	76	#5	2'-8"	
Concrete Removal		Cu. Yd.	11.9	
Concrete Superstructure		Cu. Yd.	12.9	
Reinforcement Bars, Epoxy Coated		Pound	1870	
Bar Splicers		Each	21	



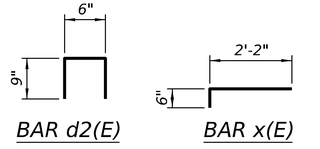
SECTION A-A



PARAPET REPAIR SECTION

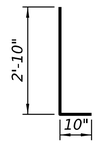


SECTION THRU MEDIAN

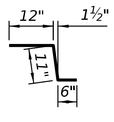


BAR d2(E)

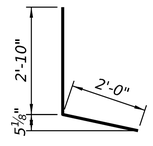
BAR x(E)



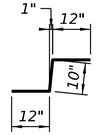
BAR d1(E)



BAR c(E)



BAR d(E)



BAR c2(E)

MODEL: North Expansion Joint Repair Sections [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

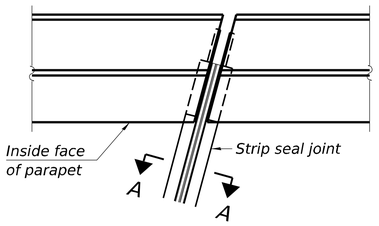
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	DRAWN - DK	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -	
PLOT DATE = 9/11/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

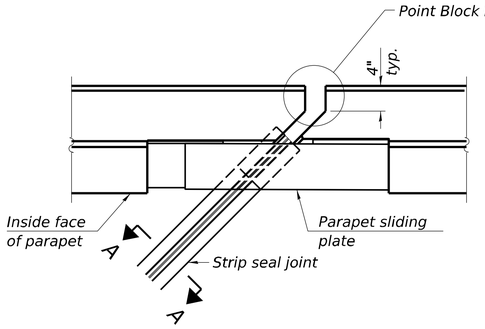
NORTH EXPANSION JOINT REPAIR SECTIONS
STRUCTURE NO. 099-0338

SCALE: 1"=5' | SHEET 12 OF 17 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	30
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

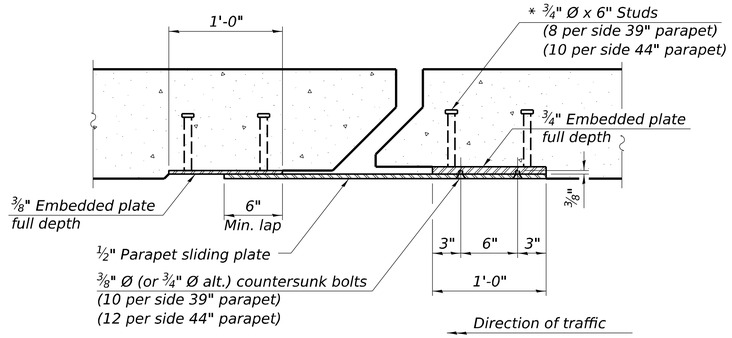


FOR SKEWS ≤ 30°



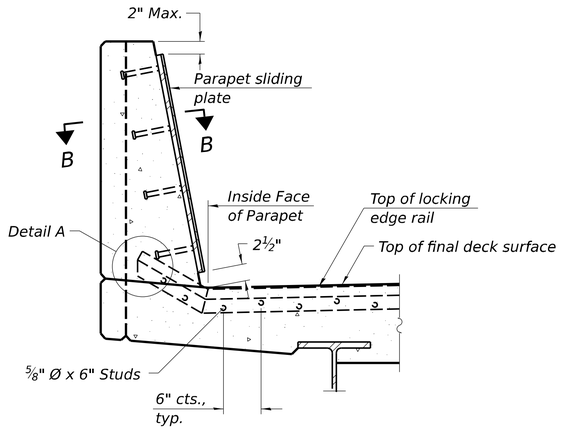
FOR SKEWS > 30°

PLAN AT PARAPET



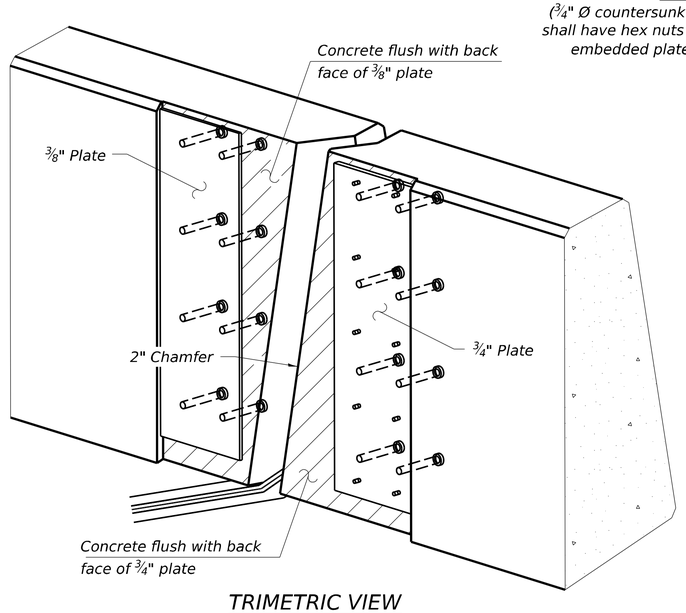
SECTION B-B

(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



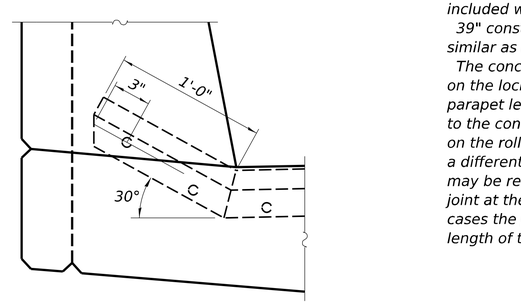
SECTION AT PARAPET

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



TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)

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.

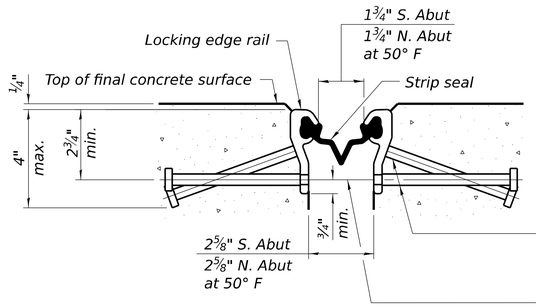
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

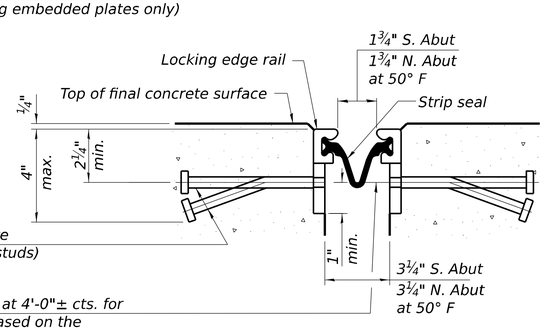
Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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



SHOWING ROLLED RAIL JOINT



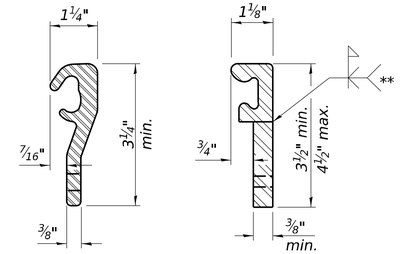
SHOWING WELDED RAIL JOINT

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

⅜" Ø threaded rods in 7/16" Ø 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 within 90 minutes 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.



ROLLED (EXTRUDED) RAIL

WELDED RAIL

LOCKING EDGE RAILS

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

LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	146

EJ-SS-S

10-3-2025

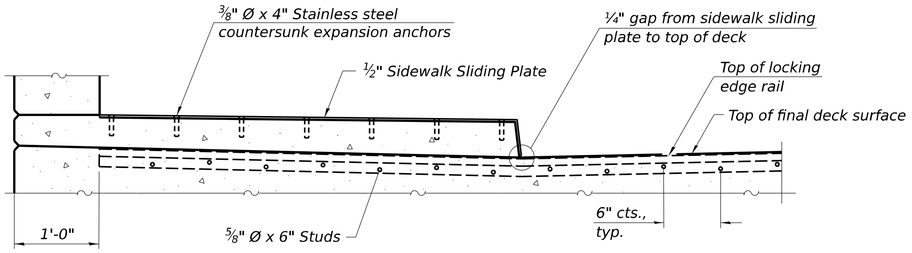
(Sheet 1 of 3)

ABNA DESIGN FIRM REG. 184.002117

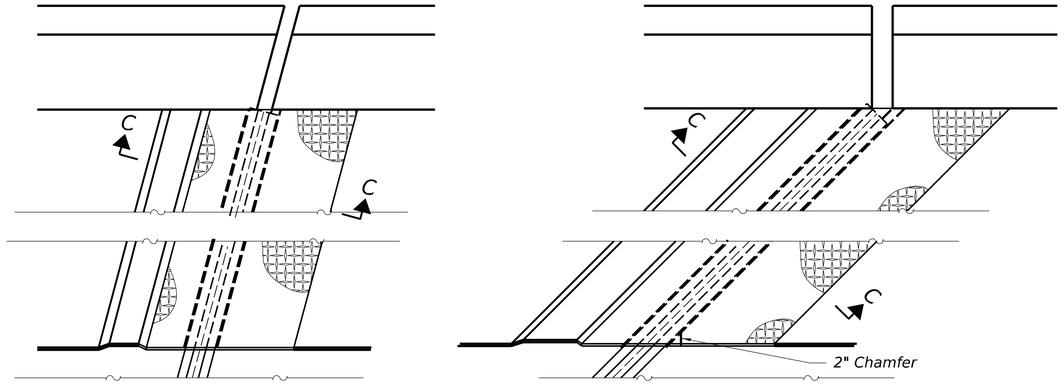
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	DRAWN - DK	REVISED -		
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -		SCALE: ____ SHEET 13 OF 17 SHEETS STA. ____ TO STA. ____
PLOT DATE = 8/4/2026	DATE -	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	31
		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

MODEL: Preformed Joint Strip Seal- Sidewalk 1 of 3 [Sheet]
FILE NAME: \\abna\jobfiles\2024\608114\Cadd\Design\Bridge No. 099033810990338-013-Preformed Joint Strip Seal- Sidewalk.dgn



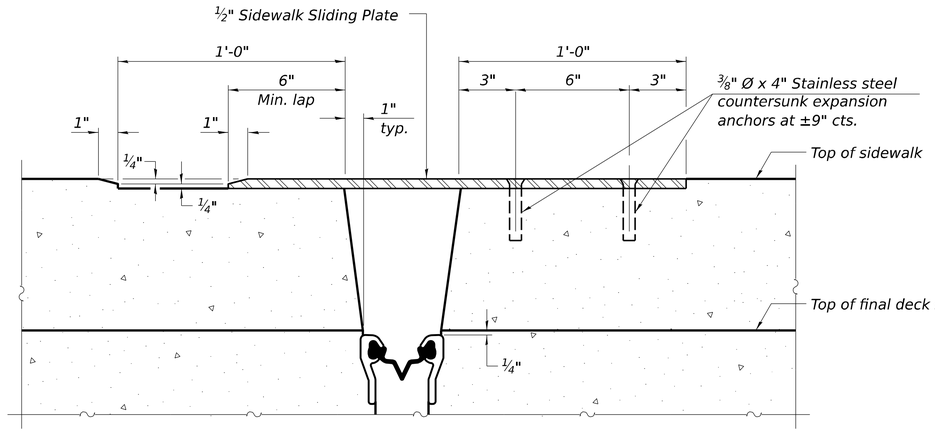
SECTION AT RAISED SIDEWALK



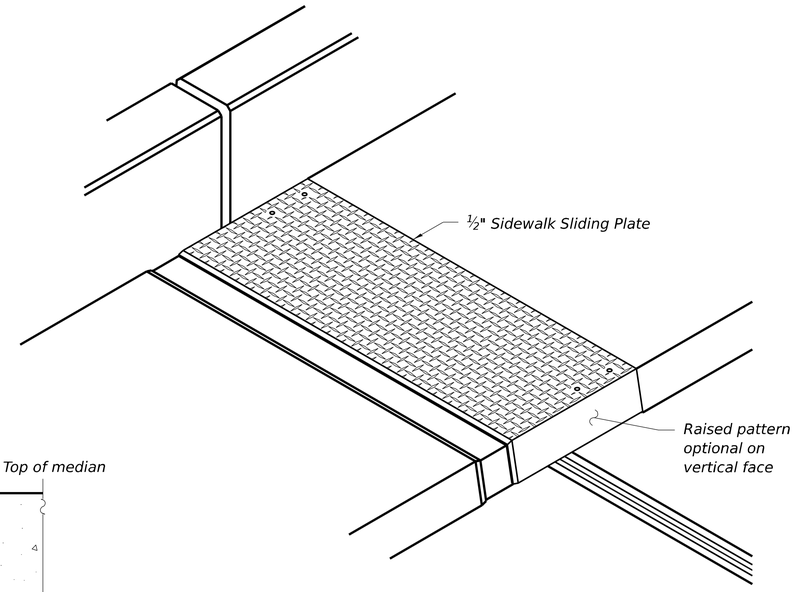
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

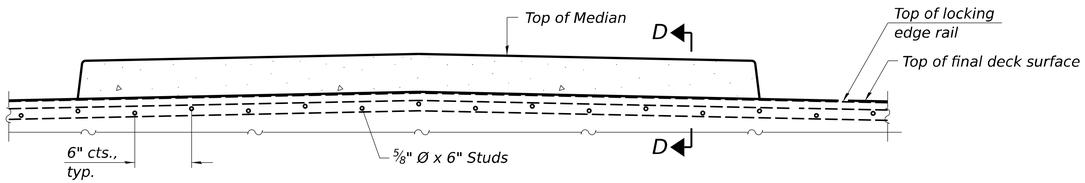
PLAN AT RAISED SIDEWALK



SECTION C-C

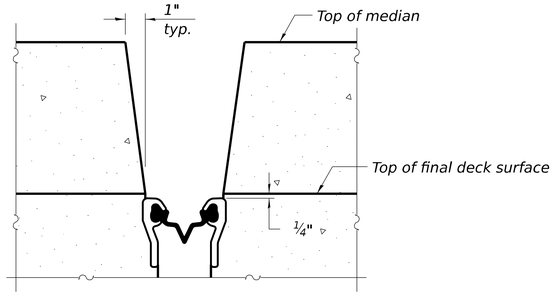


TRIMETRIC VIEW



SECTION AT MEDIUM

For skews > 30°, chamfer acute corners 2" similar to sidewalk.



SECTION D-D

(at Rt. ∠'s)

EJ-SS-S

10-3-2025

(Sheet 2 of 3)

ABNA DESIGN FIRM REG. 184.002117

USER NAME = AThapa	DESIGNED - SEA	REVISED -	
	DRAWN - DK	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -	
PLOT DATE = 8/4/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

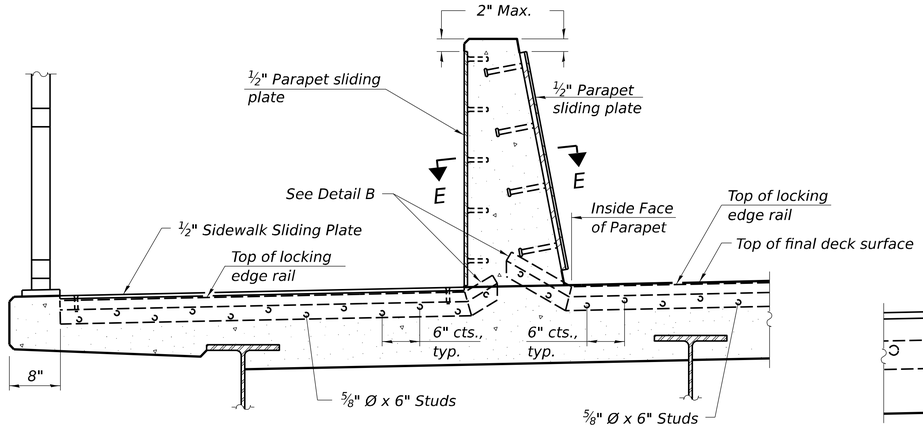
PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 099-0338

SCALE: ____ SHEET 14 OF 17 SHEETS STA. ____ TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	32
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

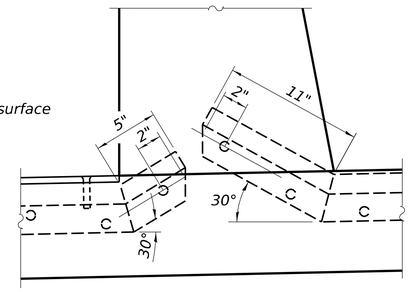
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MODEL: Preformed Joint Strip Seal- Sidewalk 2 of 3 [Sheet]
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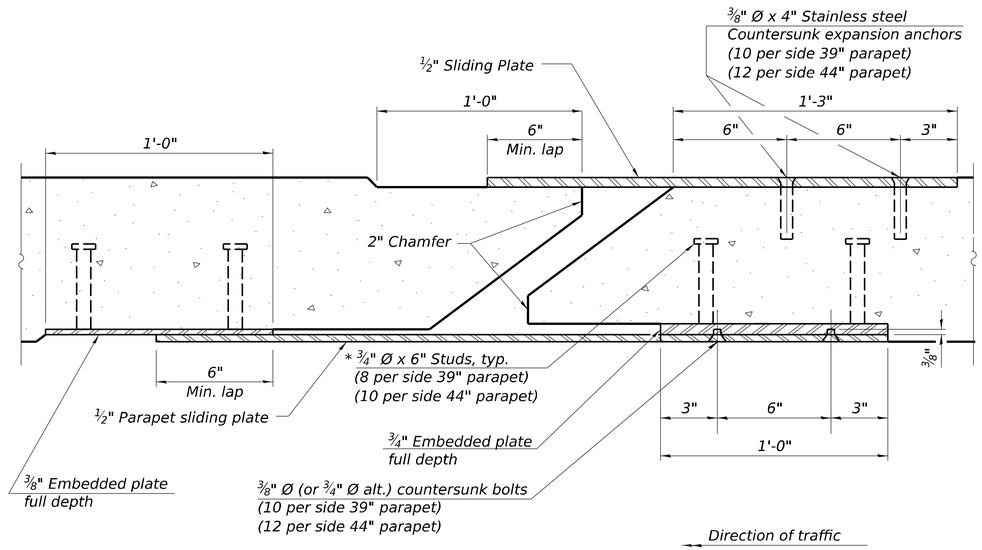
SECTION AT DECK LEVEL SIDEWALK

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



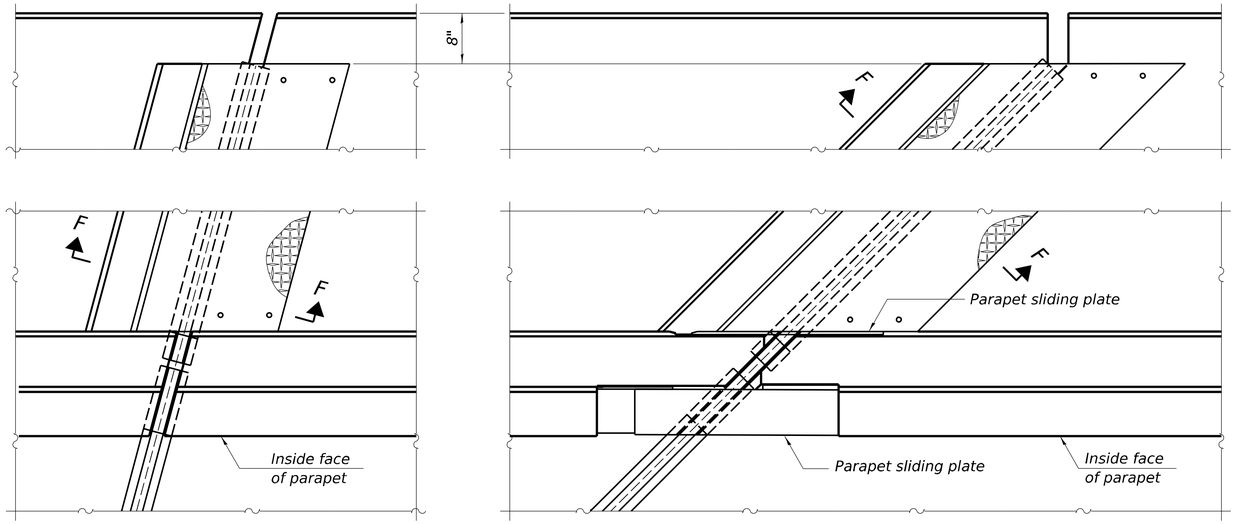
DETAIL B

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



SECTION E-E

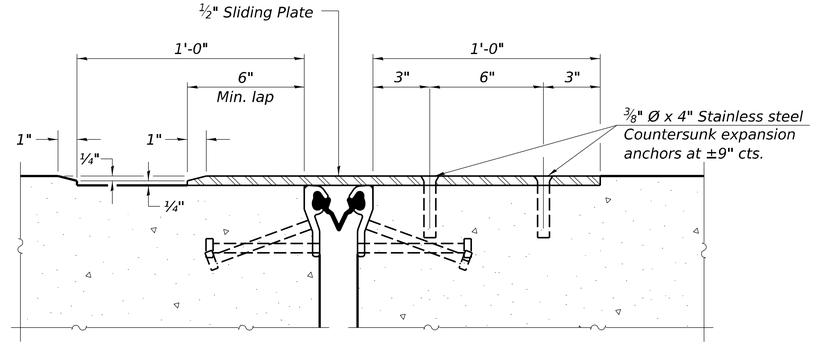
(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

MODEL: Preformed Joint Strip Seal-1 page 3 of 3 [Sheet]
FILE NAME: \\abna\jobfiles\2024\608114\Cadd\Design\Bridge No 0990338\099033B-015-Preformed Joint Strip Seal- Sidewalk.dgn

EJ-SS-S

10-3-2025

ABNA DESIGN FIRM REG. 184.002117

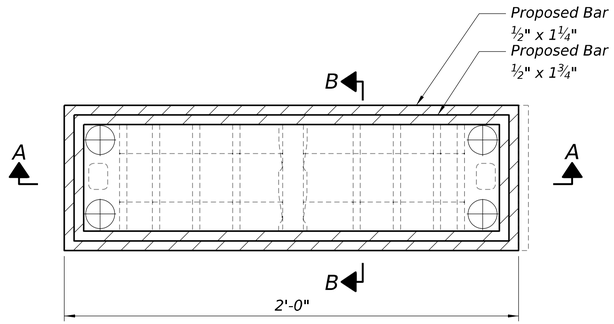
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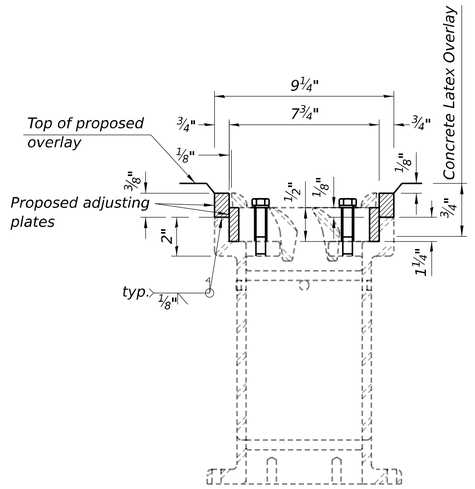
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 099-0338

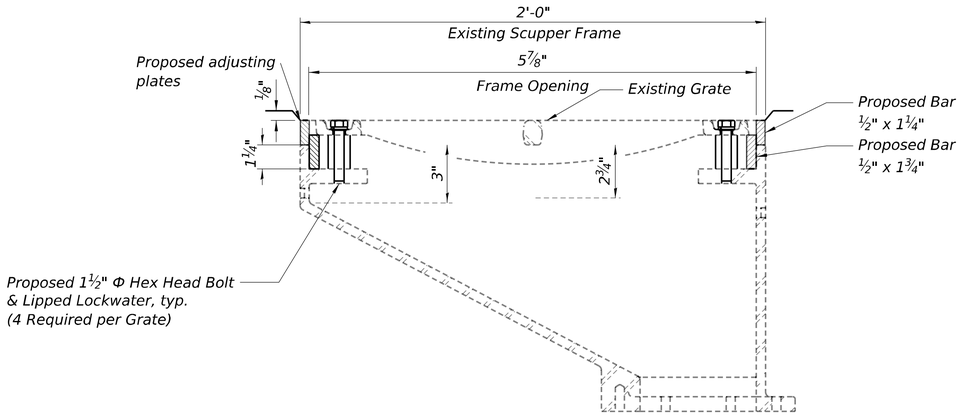
SCALE: ____ | SHEET 15 OF 17 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	33
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		





SECTION B-B



SECTION A-A

NOTES:

1. 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 after diamond grinding.
2. Proposed structural steel for adjusting the scupper grates shall conform to AASHTO Classification M-270 Gr. 36. All proposed components adjusting the scupper grates shall be hot dipped galvanized.
3. Bolts shall be ½" Ø ASTM A 307 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.
4. The Contractor shall ensure that no damage is done to the existing grates to be re-used. Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.
5. See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.
6. Galvanizing for field welded areas shall be repaired per ASTM A 780.
7. Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnishing and install scupper adjustment ring, and reinstalling the grates is included in the cost per unit each for Drainage Scupper to be Adjusted.

BILL OF MATERIAL

Item	Unit	Total
Drainage Scupper (To be Adjusted)	Each	18

MODEL: Drainage Scupper Adjustment Details [Sheet]
FILE NAME: J:\2024\608114\Cadd\Design\Bridge No 099033809900338-016-Drainage Scupper Adjustment Details.dgn

ABNA DESIGN FIRM REG. 184.002117

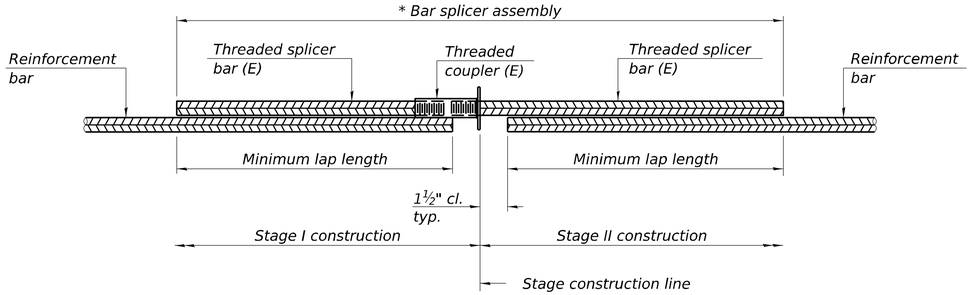
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PLOT DATE = 4/14/2026		DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER ADJUSTMENT DETAILS
STRUCTURE NO. 099-0338

SCALE: ____ SHEET 16 OF 17 SHEETS STA. ____ TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	34
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



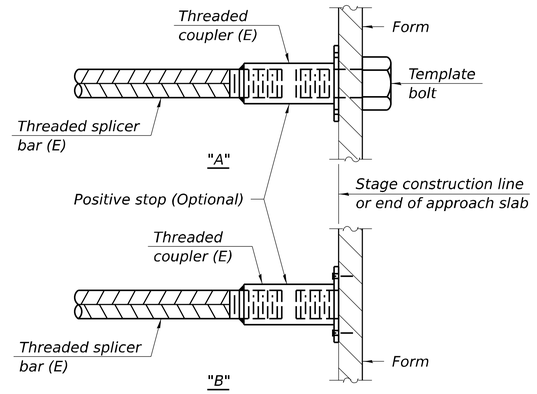
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

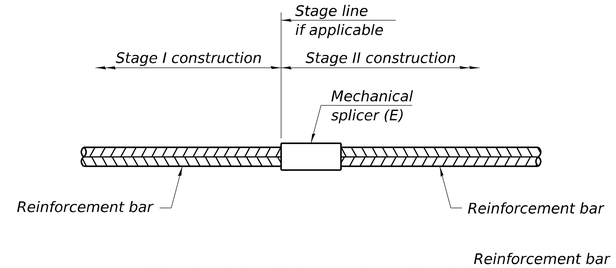
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
South Abut.	5	17	3'-10"
	6	4	4'-5"
North Abut.	5	17	3'-10"
	6	4	4'-5"



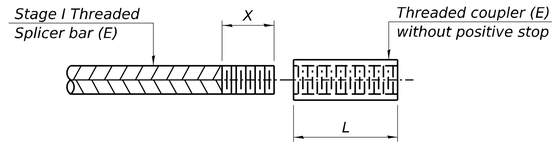
INSTALLATION AND SETTING METHODS

"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



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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

4-4-2025

ABNA DESIGN FIRM REG. 184.002117

USER NAME = AThapa		DESIGNED - SEA		REVISED -	
		DRAWN - DK		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - SEA		REVISED -	
PLOT DATE = 8/4/2026		DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 099-0338

SCALE: Full Size 1 = 1 | SHEET 17 OF 17 SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	35
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

MODEL: Bar Splicer Assembly and Mechanical Splicer Details [Sheet]
FILE NAME: \abna\cadfiles\20241608114\Cadd\Design\Bridge No 099\0338\099\0338-017-Bar Splicer Assembly and Mechanical Splicer Details.dgn

Benchmark: Square cut in top of southwest concrete wingwall of IL-59 bridge over DuPage river EL 609.04.

Existing Structure: Structure Number 099-4622 built in 2000. The structure is 109'-4" back to back abutments, 1 Span wide flange beam superstructure on a 45°00'00" right advance skew. The overall width is 74'-9½".

Traffic Control: Traffic is to be maintained using stage construction.

Salvage: No Salvage of bridge components.

DESIGN SPECIFICATIONS

2002 AASHTO Standards for Highway Bridges (17th Edition)
Original 1996 AASHTO & 1997 Interim

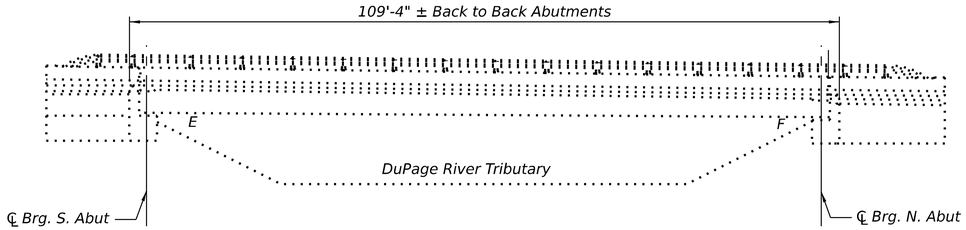
DESIGN STRESSES

FIELD UNITS (New Const.)

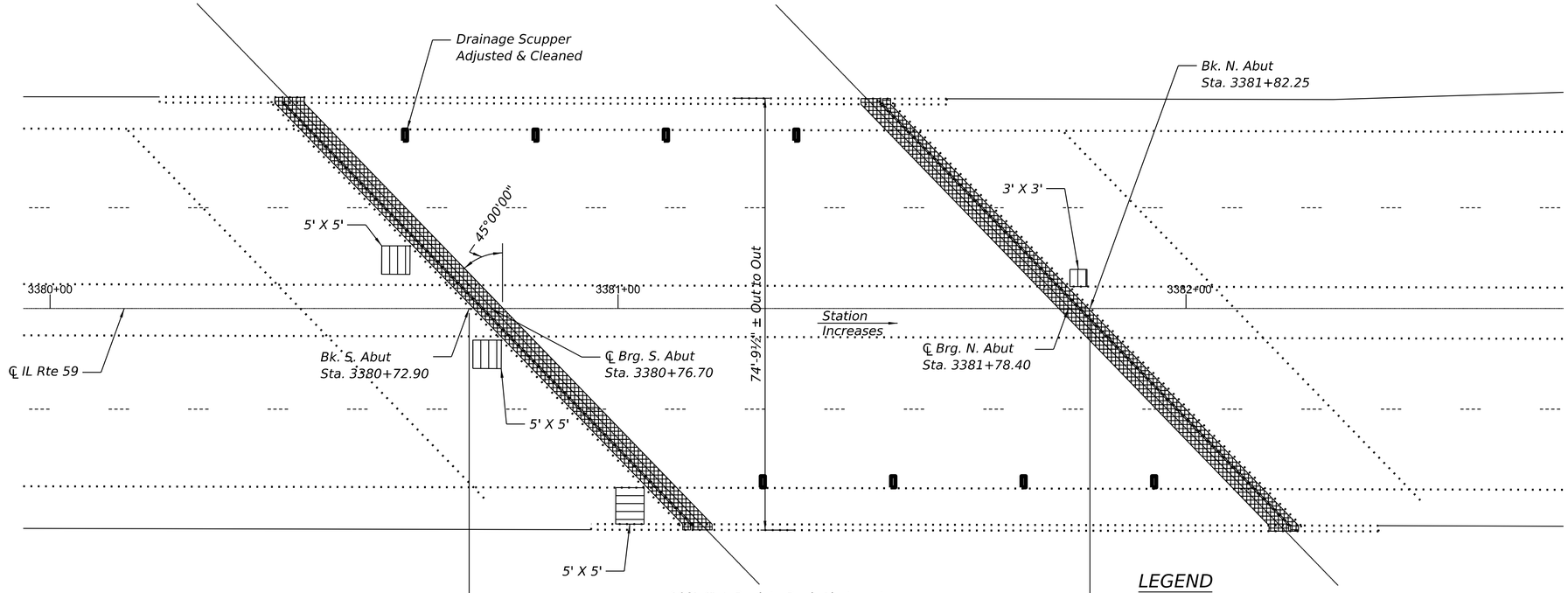
f'c = 4,000 psi (Superstructure)
fy = 60,000 psi (Reinforcement)

FIELD UNITS (Exist. Const.)

f'c = 3,500 psi (Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (Structural Steel & Misc.)
fy = 50,000 psi (Structural Steel Beams)



ELEVATION



PLAN

Range 9E, 3rd P.M.



LOCATION SKETCH

LEGEND

- Joint Replacement
- Approach Slab Repair (Partial Depth)
- Bridge Sidewalk Repair (Full Depth)

LICENSED STRUCTURAL ENGINEER
STEPHEN E. ALSBURY
081-5261
STATE OF ILLINOIS

Signed: _____

Stephen E. Alsbury, S.E. IL. Lic. No. 081-5261
Expires: 11/30/2028

Date: 9/21/2026

GENERAL PLAN AND ELEVATION
IL 59 OVER DuPAGE RIVER TRIBUTARY
FAP 338, IL-59 (US 30)
SECTION 113SB-1138-R
WILL COUNTY
STATION 3380+72.90
STRUCTURE NO. 099-4622

MODEL: GPE [Sheet]
FILE NAME: \abna\jobfiles\2024\608114\Cadd\Design\Bridge No 0994622\0994622-001-GPE.dgn

ABNA
DESIGN FIRM REG. 184.002117

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PLOT DATE = 9/21/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 099-4622

SCALE: _____ | SHEET 1 OF 17 SHEETS | STA. _____ | TO STA. _____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	36
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the latex overlay, all heavy or loose rust, loose mill scale, and other lose 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 109.01 of the Standard Specifications.

Plan dimensions and details relative to the existing structure have been taken from existing plans are subject to nominal construction variations. The Contactor 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.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Cost included with Concrete Removal. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.

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

Up to ¼ inch to be ground off the bridge deck and approach slabs.

No field welding is permitted except as specified in the contract documents.

All structural steel shall conform to AASHTO classification M-270. Grade 36, unless otherwise noted.

INDEX OF SHEETS

1) General Plan and Elevation
2) General Notes and Total Bill of Materials
3) Typical Slab Sections
4) Stage 1 Typical Sections
5) Stage 2 Typical Sections
6) Temporary Concrete Barrier
7) South Expansion Joint Removal
8) South Expansion Joint Repair Plan
9) South Expansion Joint Repair Sections
10) North Expansion Joint Removal
11) North Expansion Joint Repair Plan
12) North Expansion Joint Repair Sections
13) Preformed Joint Strip Seal (1 of 3)
14) Preformed Joint Strip Seal (2 of 3)
15) Preformed Joint Strip Seal (3 of 3)
16) Drainage Scupper Adjustment
17) Bar Splicers

TOTAL BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	33.8
Concrete Superstructure	Cu. Yd.	36.2
∗ Protective Coat	Sq. Yd.	976
Reinforcement Bars, Epoxy Coated	Pound	5440
Bar Splicers	Each	42
Preformed Joint Strip Seal	Foot	206
Bridge Deck Scarification 3/4"	Sq. Yd.	605
Bridge Deck Latex Concrete Overlay, 2 3/4"	Sq. Yd.	605
Bridge Sidewalk Repair (Full Depth)	Sq. Ft.	25
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	583
Drainage Scuppers To be adjusted	Each	8
Approach Slab Repair (Partial Depth)	Sq. Yd.	7
Diamond Grinding (Bridge Section)	Sq. Yd.	583

∗ Protective coat shall be applied to top & front face concrete rail, sidewalk, deck & median.

SCOPE OF WORK

1) Remove and replace joints at abutments.
2) Repair deck slab & approaches.
3) Scarify ¾" deck surface, place 2¾" latex concrete overlay and diamond grind ¼" on deck.
4) Apply protective coat to inside and top faces of parapet and overlay areas.
5) Clean & adjust scuppers.

MODEL: General Notes [Sheet]
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ABNA
DESIGN FIRM REG. 184.002117

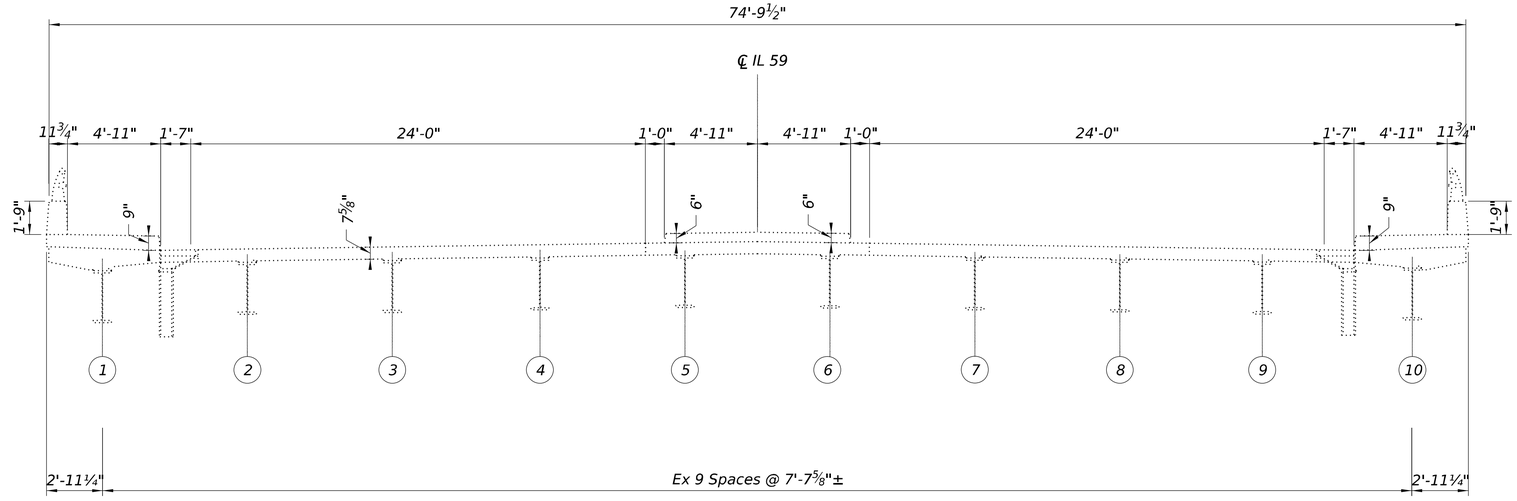
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND TOTAL BILL OF MATERIALS
STRUCTURE NO. 099-4622

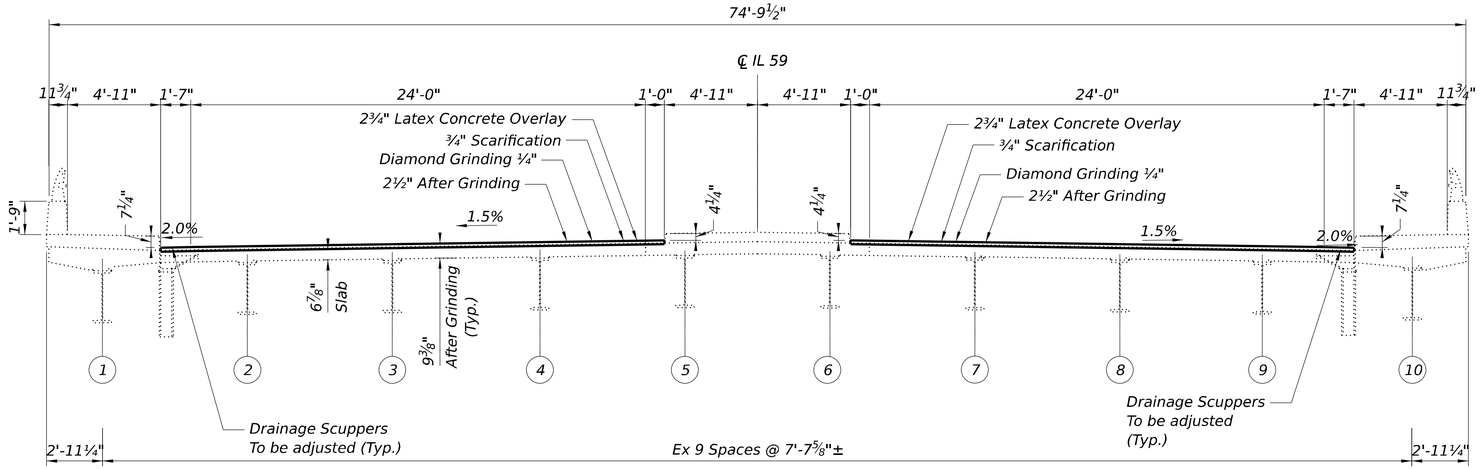
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	37
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SLAB SECTION

(Looking North - Upstation)



PROPOSED TYPICAL SLAB SECTION

(Looking North - Upstation)

MODEL: Typical Sections [Sheet]
FILE NAME: \\abna\ci\cifiles2024\608114\Cadd\Design\Bridge No 0994622\0994622-003-Typical_Sections.dgn

ABNA DESIGN FIRM REG. 184.002117

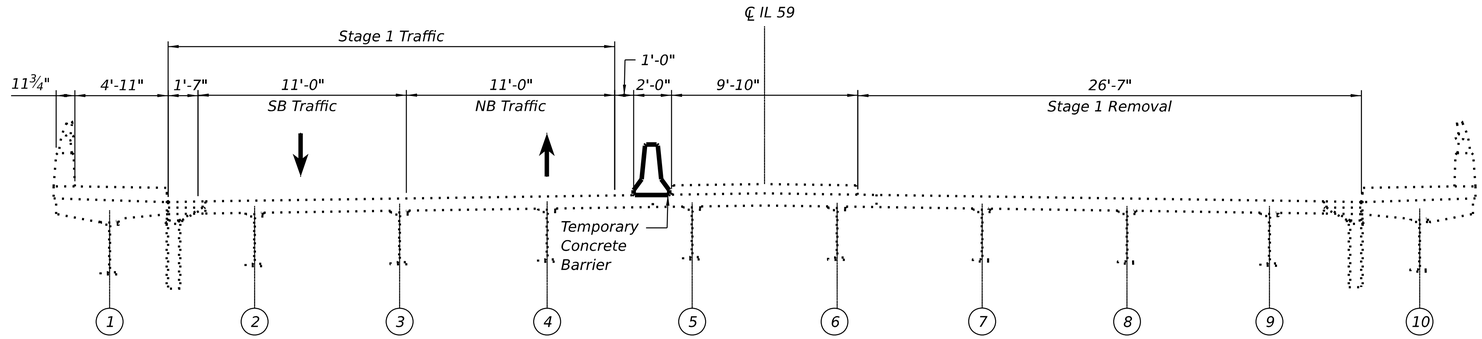
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SLAB SECTIONS
STRUCTURE NO. 099-4622

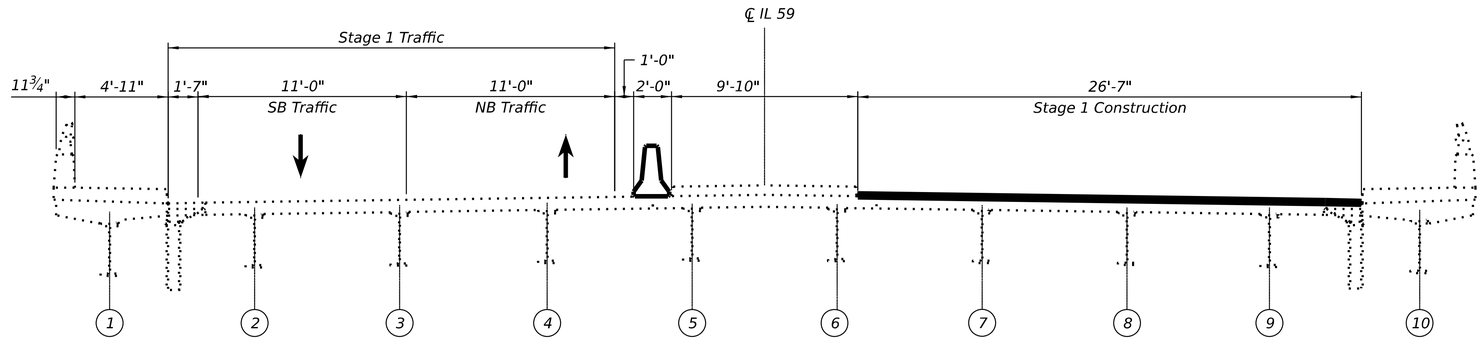
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	38
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION - STAGE 1 REMOVAL

(Looking North - Upstation)



TYPICAL SECTION - STAGE 1 CONSTRUCTION

(Looking North - Upstation)

STAGE 1 REMOVAL

1) Install temporary concrete barrier as shown to move traffic on West side.
2) Perform ¾" bridge deck scarification.
3) Remove portions of bridge deck and approach slab adjacent to expansion joints at North and South abutments.

STAGE 1 CONSTRUCTION

1) Perform approach slab repairs.
2) Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of stage 1.
3) Apply 2¾" bridge deck latex concrete overlay.
4) Perform ¼" diamond grinding to bridge deck and abutment hatch block.
5) Perform bridge deck grooving (Longitudinal).
6) Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas and to surface of new overlay.

MODEL: Stage 1 - Typical Section [Sheet]
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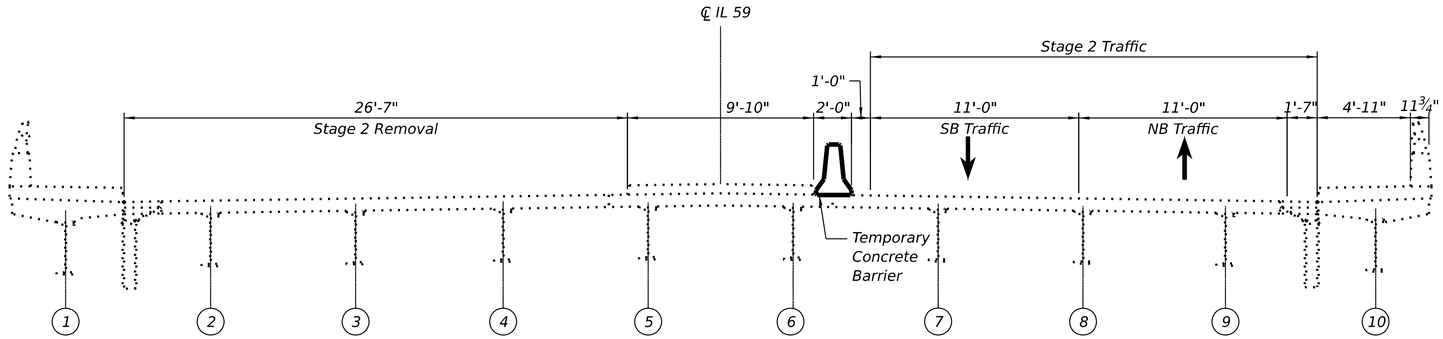
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 - TYPICAL SECTION
STRUCTURE NO. 099-4622

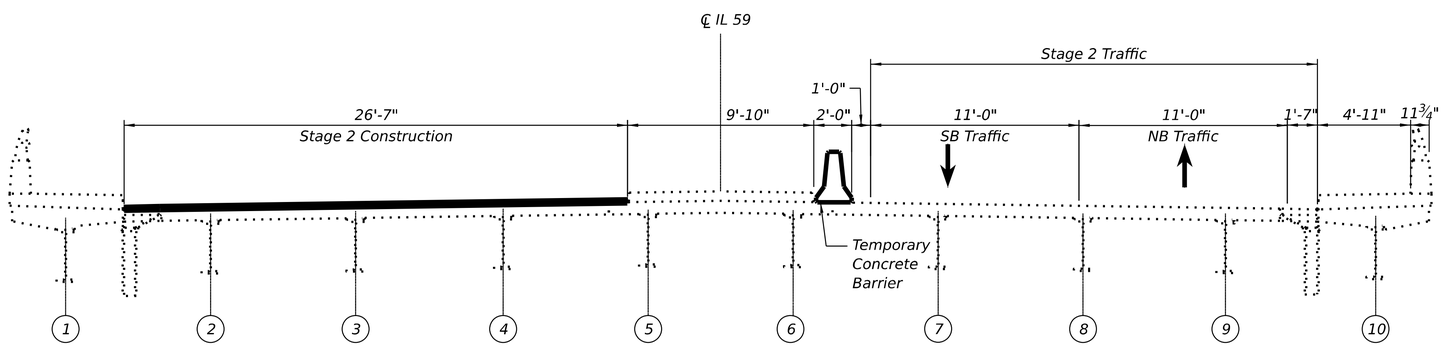
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	39
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



TYPICAL SECTION - STAGE 2 REMOVAL

(Looking North - Upstation)



TYPICAL SECTION - STAGE 2 CONSTRUCTION

(Looking North - Upstation)

STAGE 2 REMOVAL

1) Install temporary concrete barrier as shown to move traffic on East side.
2) Perform ¾" bridge deck scarification.
3) Remove portions of bridge deck and approach slab adjacent to expansion joints at North and South abutments.

STAGE 2 CONSTRUCTION

1) Perform approach slab repairs.
2) Reconstruct transverse expansion joints and install new preformed joint strip seals within the limits of stage 2.
3) Apply 2¾" bridge deck latex concrete overlay.
4) Perform ¼" diamond grinding to bridge deck and abutment hatch block.
5) Perform bridge deck grooving (Longitudinal).
6) Apply protective coat to top and inside faces of parapets, reconstructed transverse expansion joint areas and to surface of new overlay.

MODEL: Stage 2 - Typical Section [Sheet]
FILE NAME: \\abna\ilofiles\2024\608114\Cadd\Design\Bridge No 0994622\0994622-005-Stage_2_Sections.dgn

ABNA DESIGN FIRM REG. 184.002117

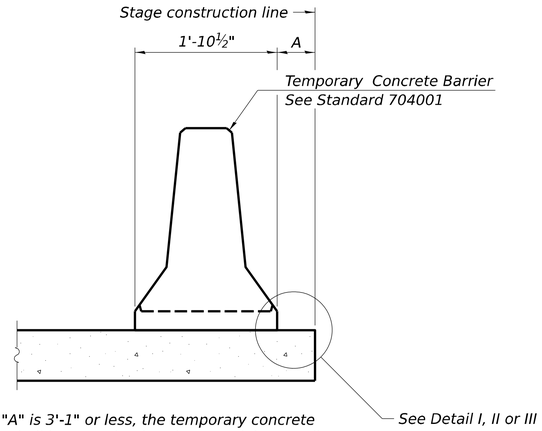
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 - TYPICAL SECTION
STRUCTURE NO. 099-4622

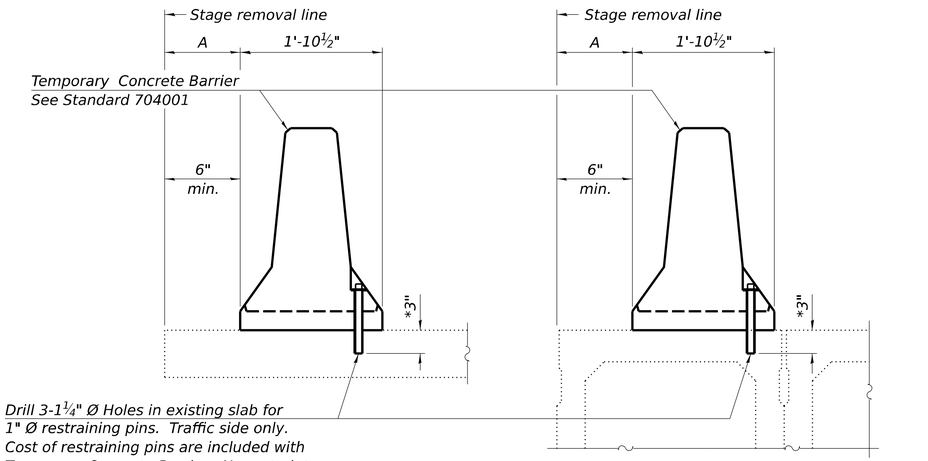
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	40
		CONTRACT NO. 80C73		
		ILLINOIS	FED. AID PROJECT	



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

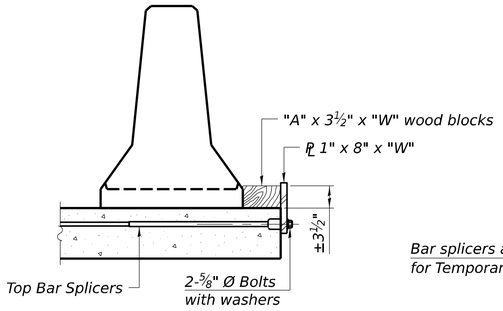


EXISTING SLAB

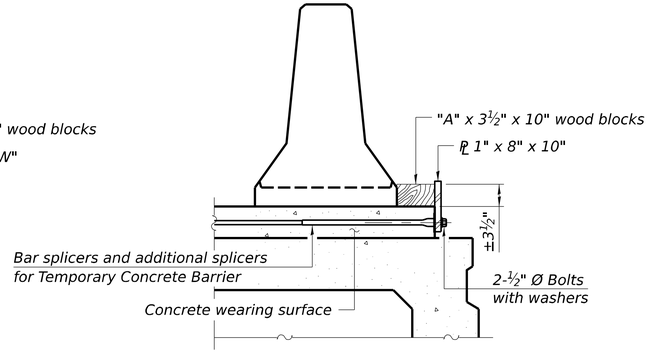
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

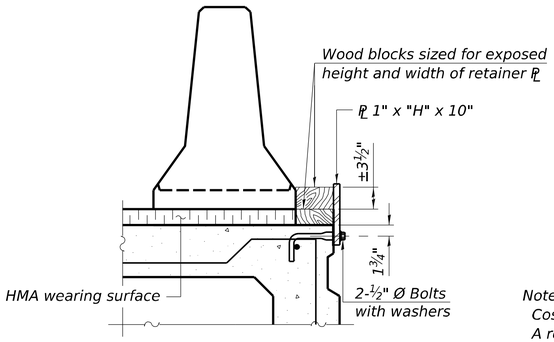
SECTIONS THRU SLAB OR DECK BEAM



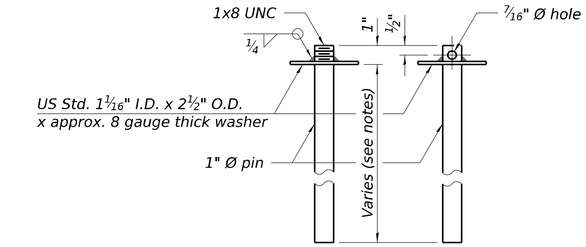
DETAIL I



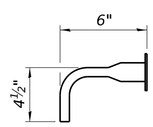
DETAIL II



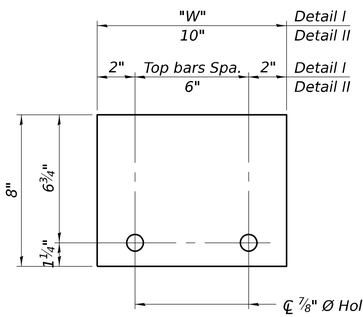
DETAIL III



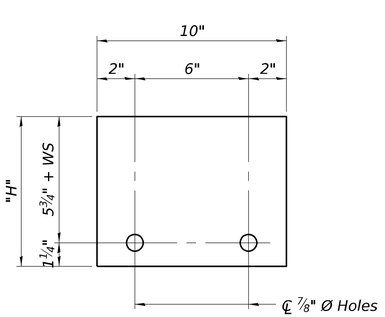
RESTRAINING PIN



BAR SPLICER FOR #4 BAR - DETAIL III



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



STEEL RETAINER ℄ 1" x "H" x 10"
(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.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023

ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - DK	REVISED -	
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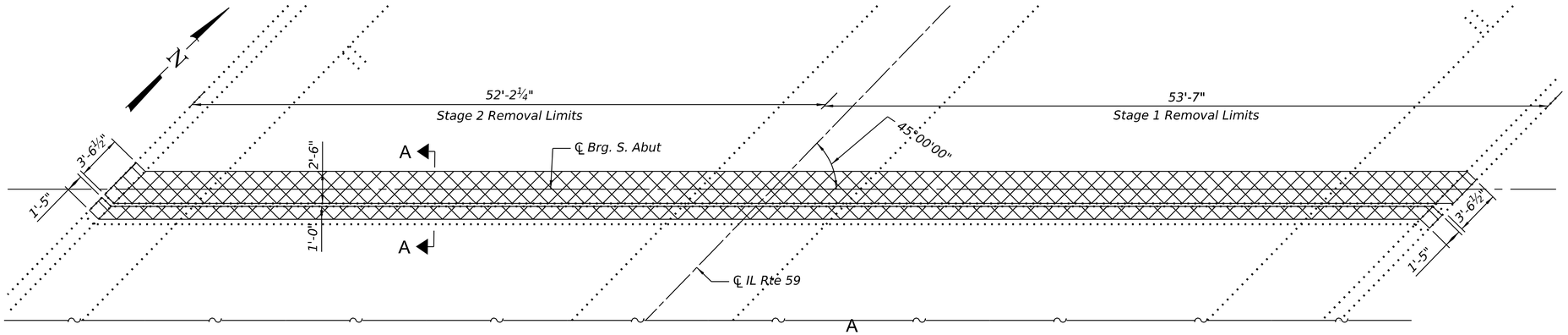
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 099-4622

SCALE: ____ | SHEET 6 OF 17 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

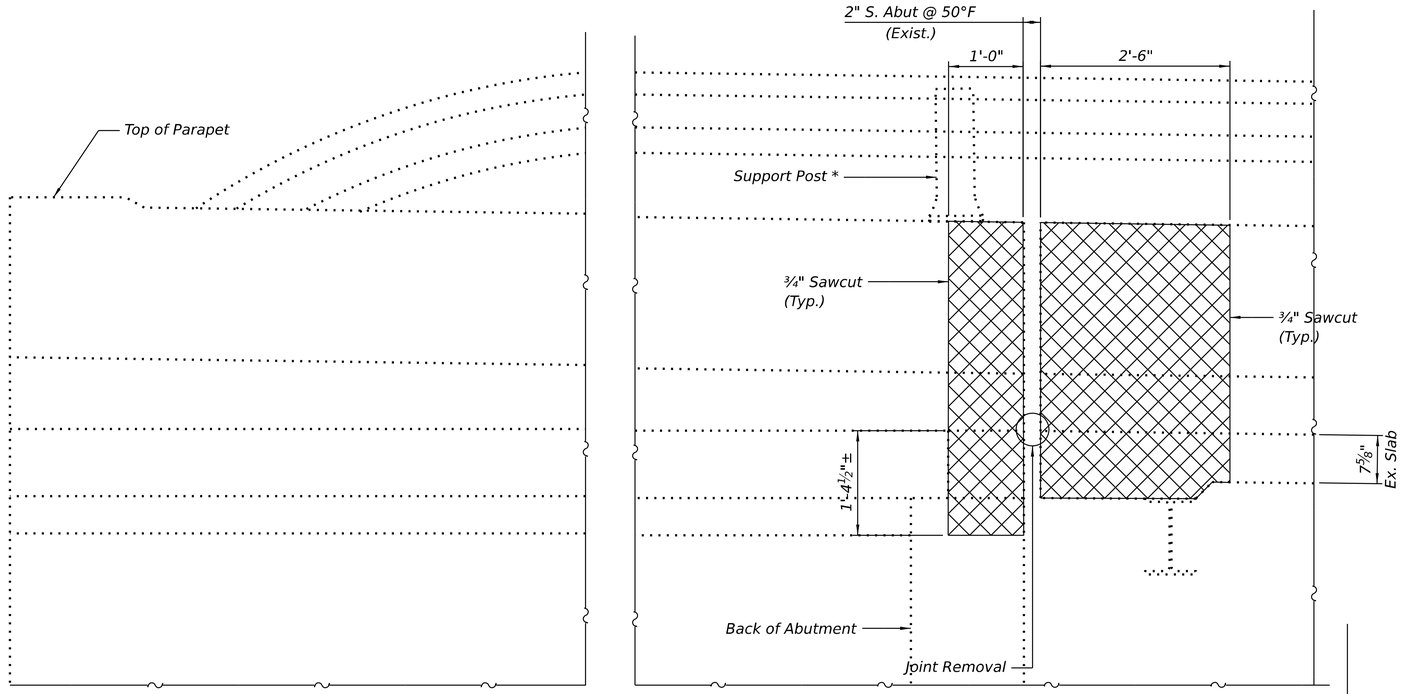
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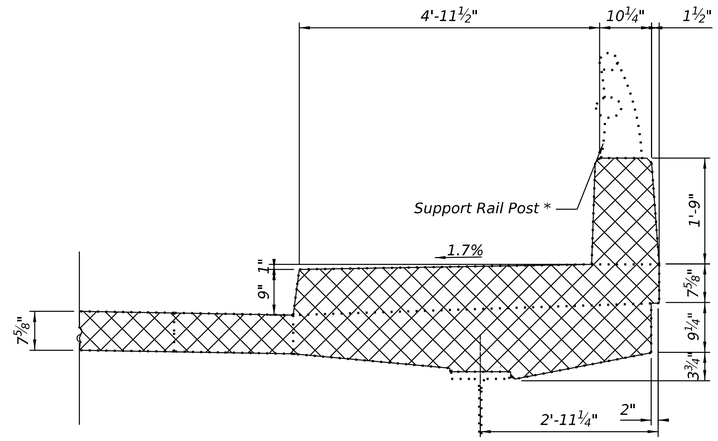
LEGEND

Concrete Removal

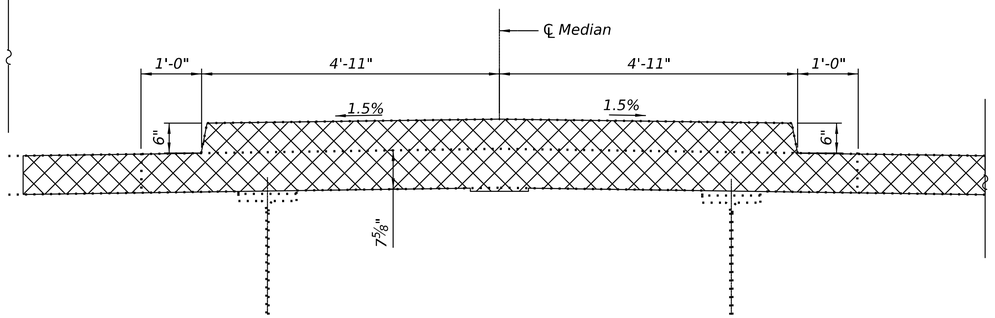
SOUTH ABUTMENT REMOVAL PLAN



SECTION A-A



EXISTING SIDEWALK SECTION



SECTION THRU MEDIAN

Notes:

Removal of the existing expansion joints will not be paid for separately but shall be included in the cost for Concrete Removal.

Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following concrete removal to ensure the existing reinforcement remaining in place is not damaged. All existing reinforcing to be incorporated into new construction shall be blast-cleaned, straightened and properly positioned prior to concrete placement. Any reinforcement damaged during concrete removal shall be repaired or replaced using an approved Mechanical Bar Splicer System. Cost of removal shall be included with pay item for Concrete Removal. Cost of replacement shall be included with pay item for Concrete Superstructure.

** Two tube rail post in removal area shall be supported for curb removal and replacement. Anchor system shall be salvaged and reused or replaced.*

MODEL: South Expansion Joint Removal [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

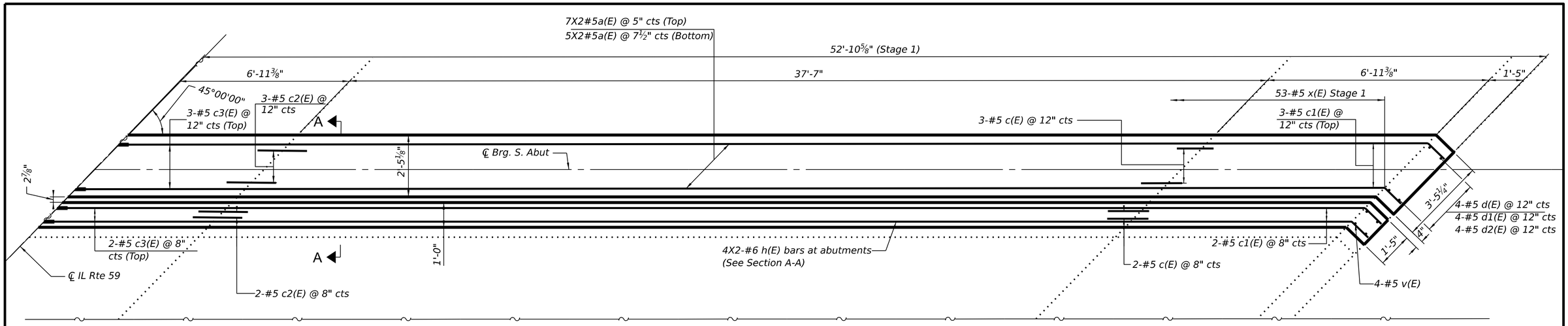
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH EXPANSION JOINT REMOVAL
STRUCTURE NO. 099-4622

SCALE: ____ | SHEET 7 OF 17 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

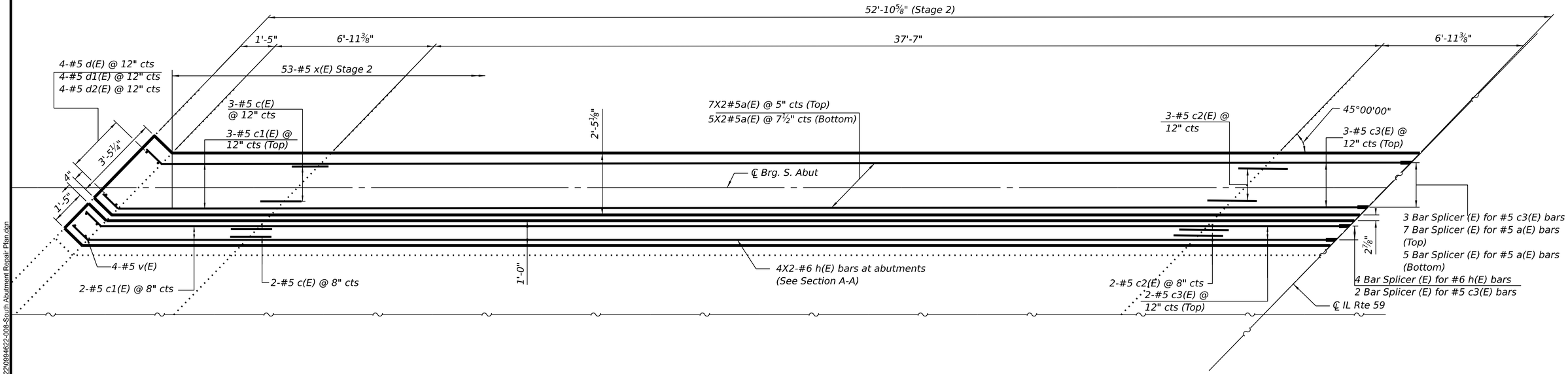


STAGE 1 - SOUTH ABUTMENT EXPANSION JOINT REPAIR PLAN

N

Minimum Lap

#5 = 3'-10"
#6 = 4'-5"



STAGE 2 - SOUTH ABUTMENT EXPANSION JOINT REPAIR PLAN

MODEL: South Abutment Repair Plan [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

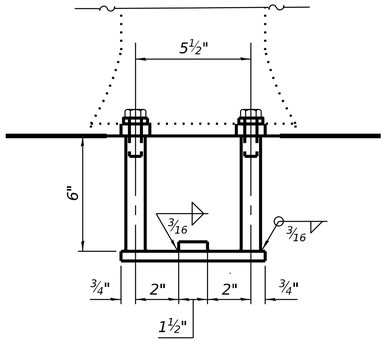
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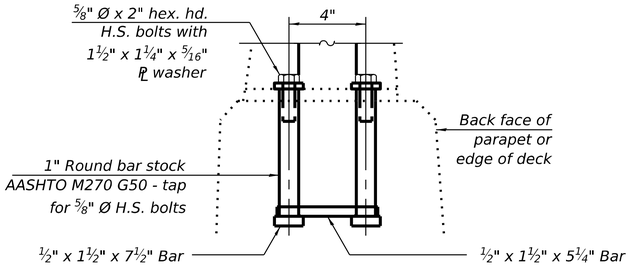
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH EXPANSION JOINT REPAIR PLAN
STRUCTURE NO. 099-4622

SCALE: ____ | SHEET 8 OF 17 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



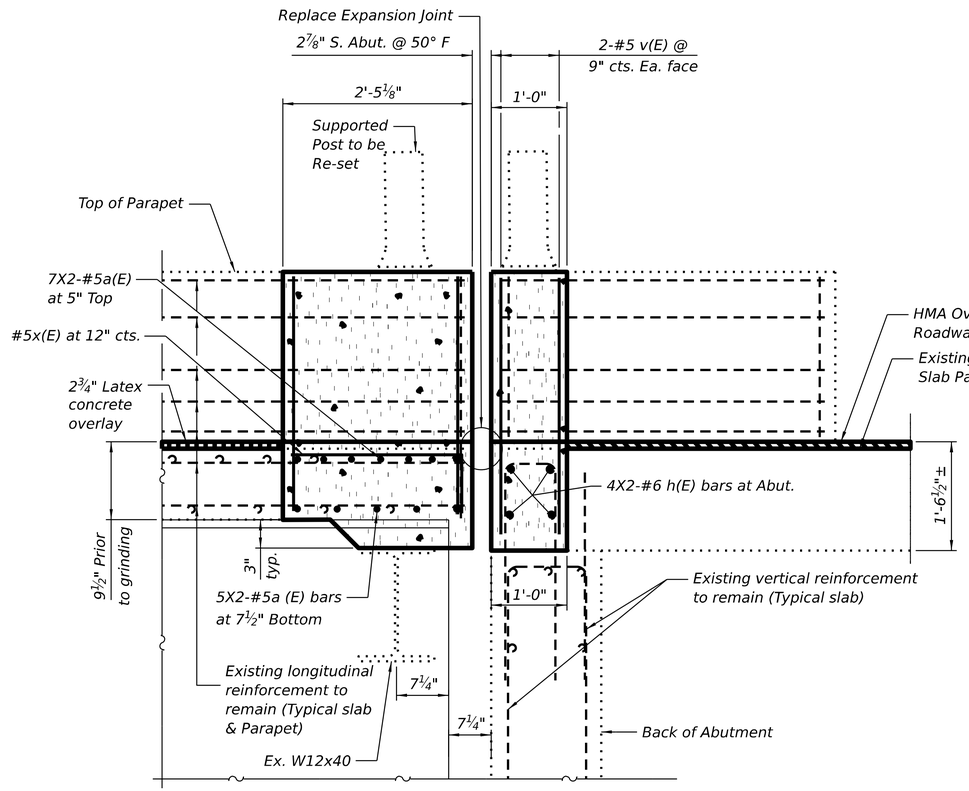


ANCHORAGE ASSEMBLY

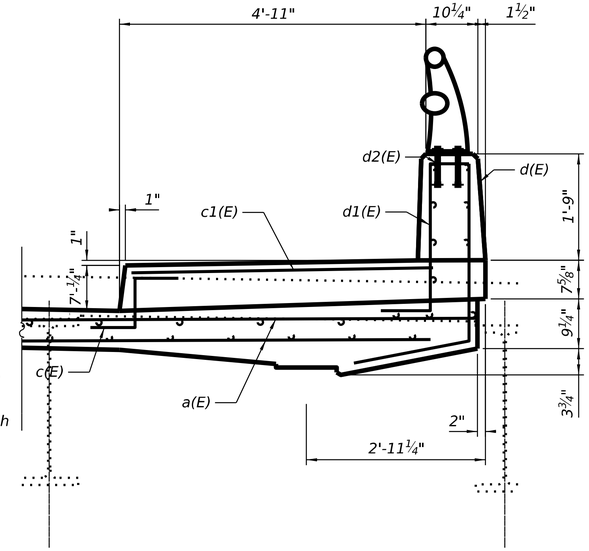
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

SOUTH ABUTMENT BILL OF MATERIAL

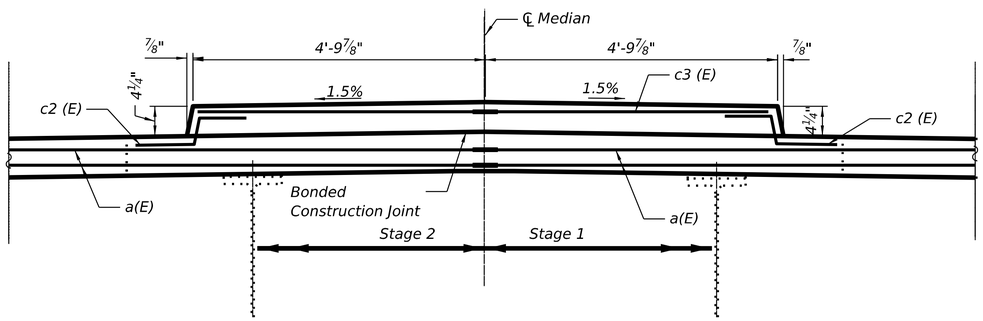
Bar	No.	Size	Length	Shape
h(E)	16	#6	28'-6"	
a(E)	48	#5	28'-3"	
c(E)	10	#5	2'-5"	
c1(E)	10	#5	8'-0"	
c2(E)	10	#5	2'-10"	
c3(E)	10	#5	6'-4"	
d(E)	8	#5	4'-8"	
d1(E)	8	#5	3'-8"	
d2(E)	8	#5	2'-0"	
v(E)	8	#5	4'-0"	
x(E)	106	#5	2'-8"	
Concrete Removal		Cu. Yd.	16.9	
Concrete Superstructure		Cu. Yd.	18.1	
Reinforcement Bars, Epoxy Coated		Pound	2720	
Bar Splicers		Each	21	



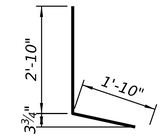
SECTION A-A



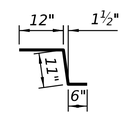
PARAPET REPAIR SECTION



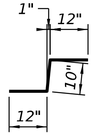
SECTION THRU MEDIAN



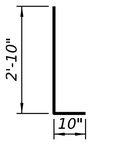
BAR d(E)



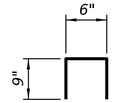
BAR c(E)



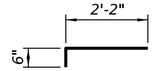
BAR c2(E)



BAR d1(E)



BAR d2(E)



BAR x(E)

MODEL: South Expansion Joint Repair Section [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

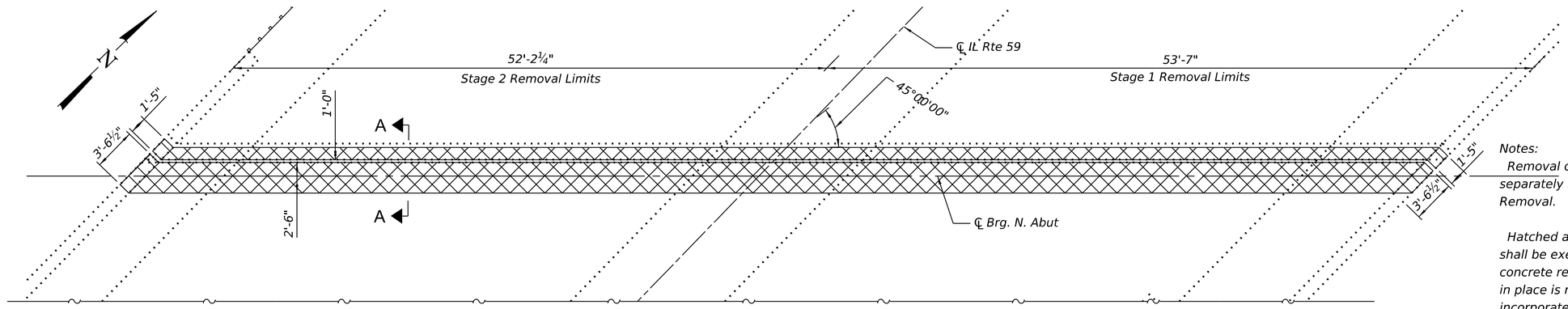
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PLOT DATE = 9/11/2026	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH EXPANSION JOINT REPAIR SECTIONS
STRUCTURE NO. 099-4622

SCALE: ____ | SHEET 9 OF 17 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	44
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



NORTH ABUTMENT REMOVAL PLAN

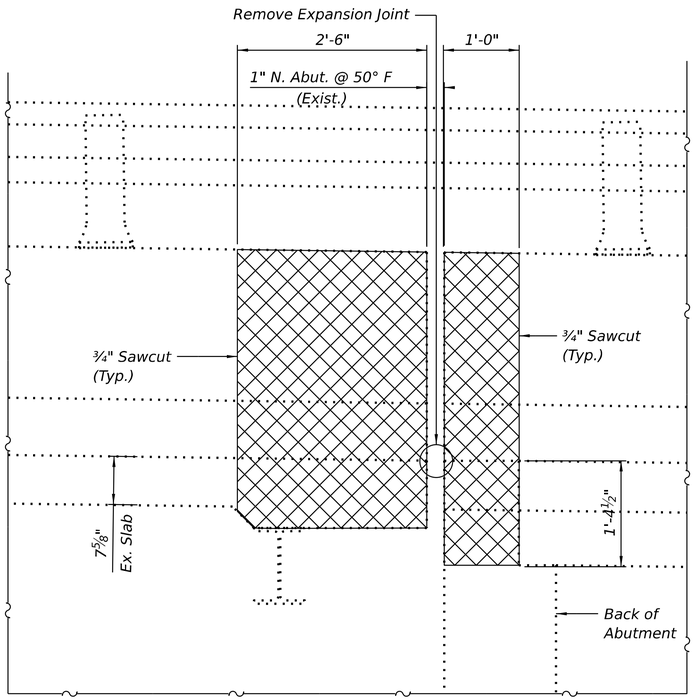
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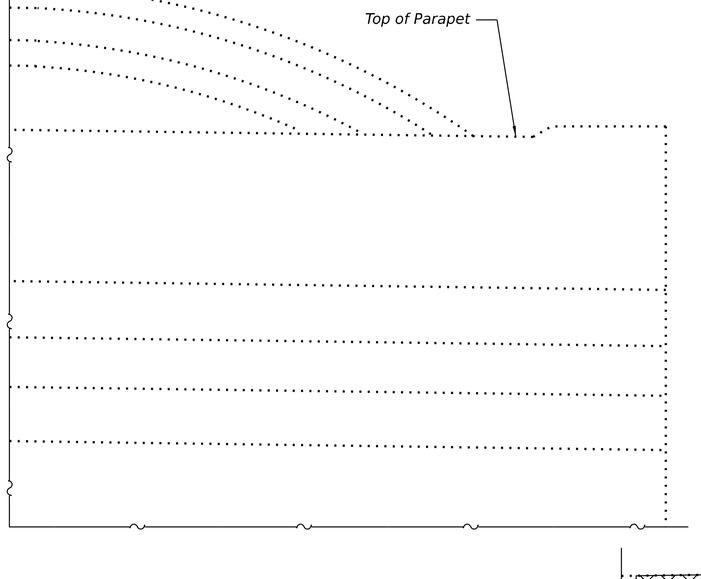
Concrete Removal

Notes:

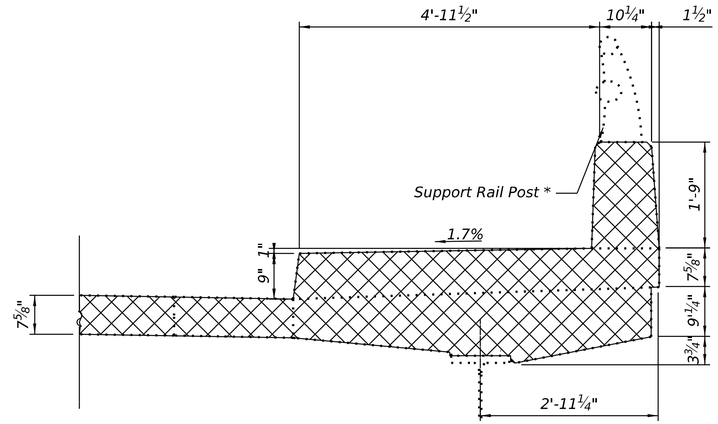
Removal of the existing expansion joints will not be paid for separately but shall be included in the cost for Concrete Removal.

Hatched areas indicate concrete sections to be removed. Care shall be exercised by the contractor during and following concrete removal to ensure the existing reinforcement remaining in place is not damaged. All existing reinforcing to be incorporated into new construction shall be blast-cleaned, straightened and properly positioned prior to concrete placement. Any reinforcement damaged during concrete removal shall be repaired or replaced using an approved Mechanical Bar Splicer System. Cost of removal shall be included with pay item for Concrete Removal. Cost of replacement shall be included with pay item for Concrete Superstructure.

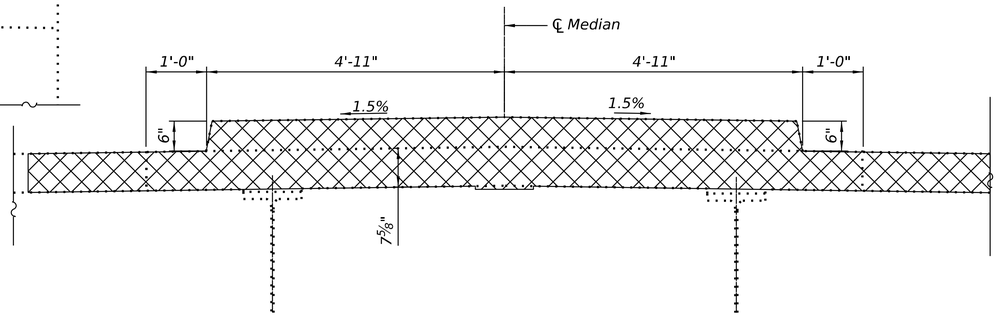




SECTION A-A



EXISTING SIDEWALK SECTION



SECTION THRU MEDIAN

* Two tube rail post in removal area shall be supported for curb removal and replacement. Anchor system shall be salvaged and reused.

MODEL: North Expansion Joint Removal [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

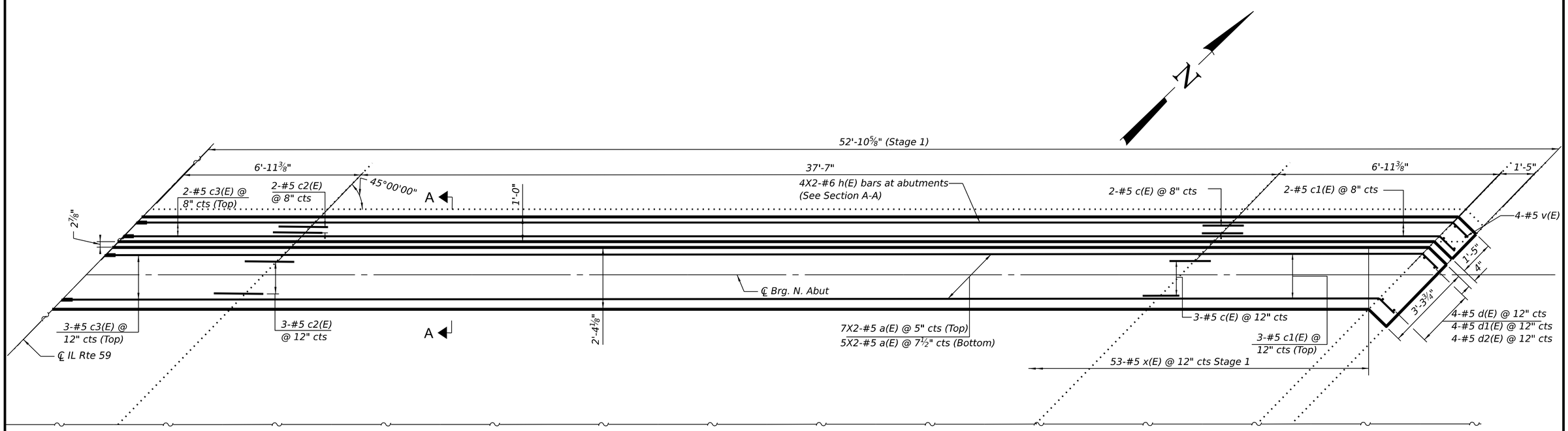
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PLOT DATE = 9/11/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH EXPANSION JOINT REMOVAL
STRUCTURE NO. 099-4622

SCALE: ____ SHEET 10 OF 17 SHEETS STA. ____ TO STA. ____

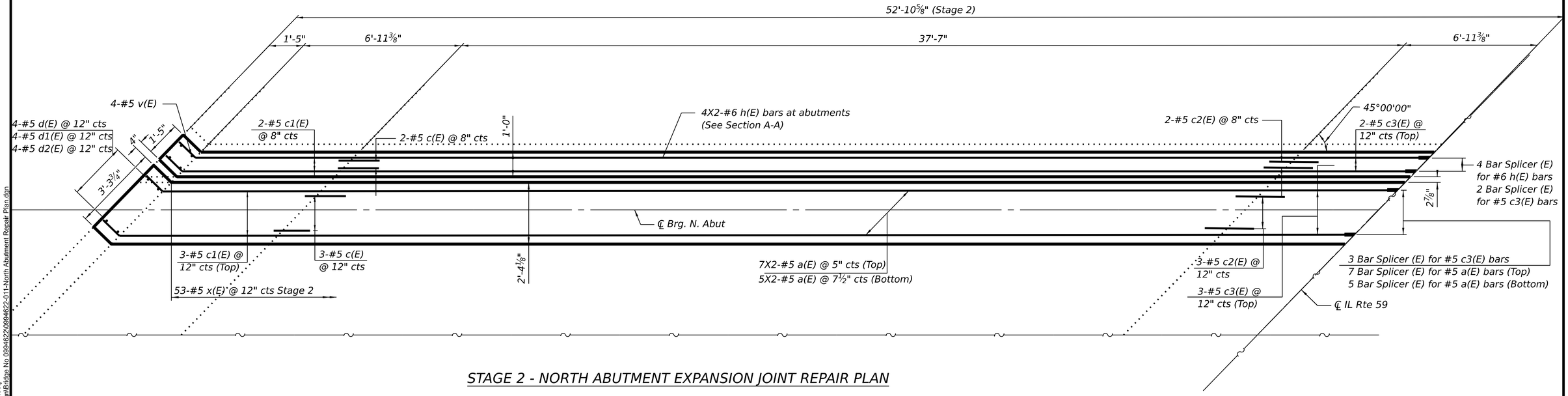
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	45
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



STAGE 1 - NORTH ABUTMENT EXPANSION JOINT REPAIR PLAN

Minimum Lap

#5 = 3'-10"
#6 = 4'-5"



STAGE 2 - NORTH ABUTMENT EXPANSION JOINT REPAIR PLAN

MODEL: North Abutment Repair Plan [Sheet]
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ABNA DESIGN FIRM REG. 184.002117

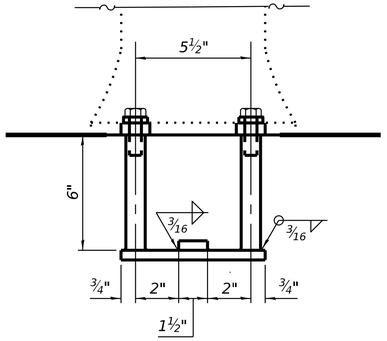
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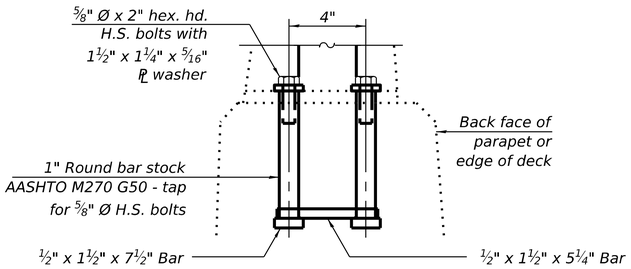
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH EXPANSION JOINT REPAIR PLAN
STRUCTURE NO. 099-4622

SCALE: _____ | SHEET 11 OF 17 SHEETS | STA. _____ | TO STA. _____

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



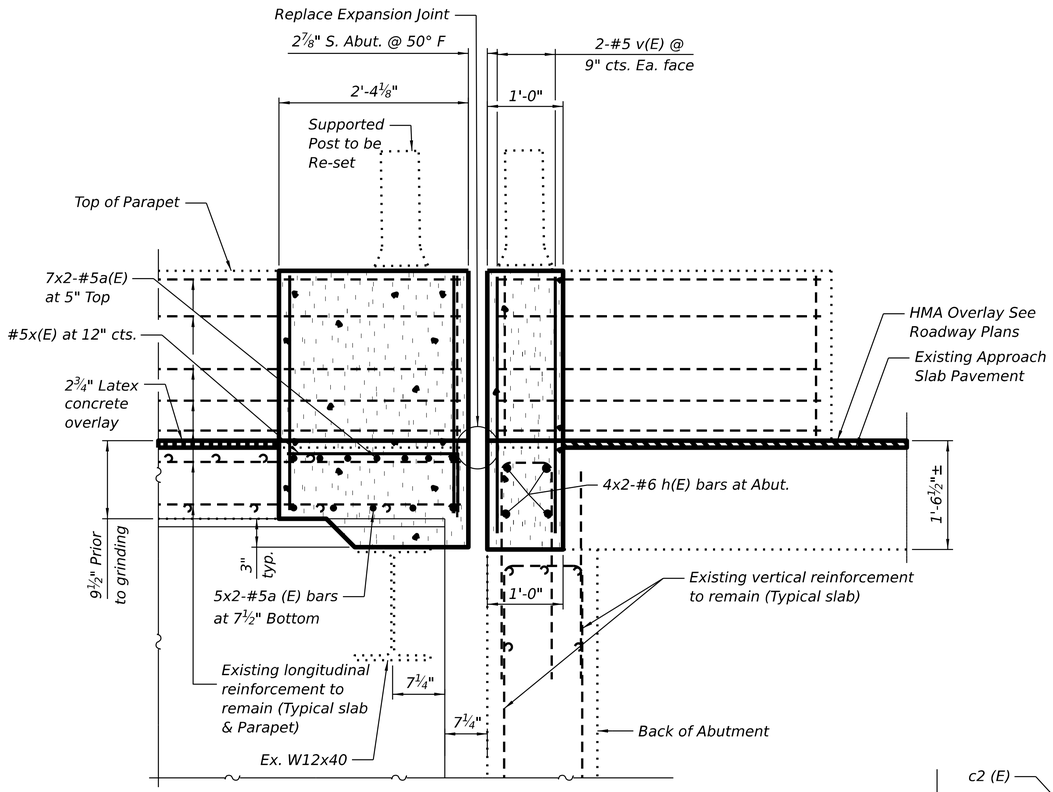


ANCHORAGE ASSEMBLY

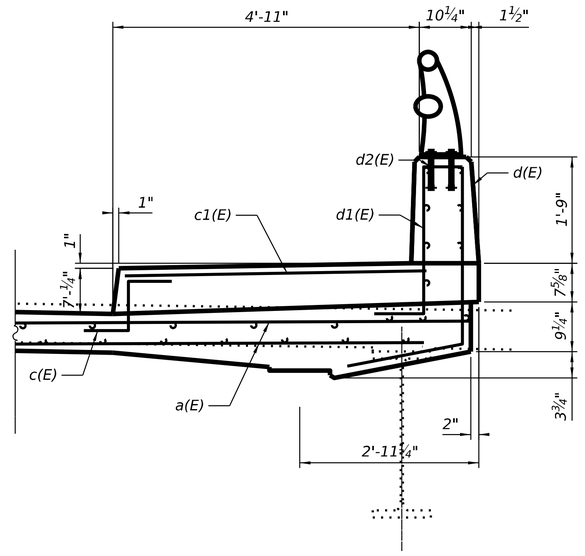
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.

NORTH ABUTMENT BILL OF MATERIAL

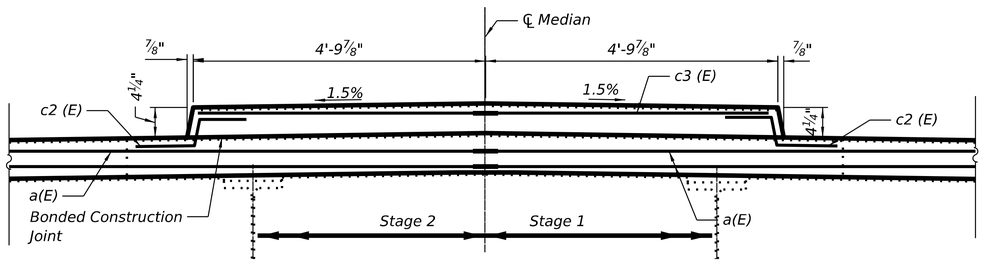
Bar	No.	Size	Length	Shape
h(E)	16	#6	28'-6"	
a(E)	48	#5	28'-3"	
c(E)	10	#5	2'-5"	
c1(E)	10	#5	8'-0"	
c2(E)	10	#5	2'-10"	
c3(E)	10	#5	6'-4"	
d(E)	8	#5	4'-8"	
d1(E)	8	#5	3'-8"	
d2(E)	8	#5	2'-0"	
v(E)	8	#5	4'-0"	
x(E)	106	#5	2'-8"	
Concrete Removal			Cu. Yd.	16.9
Concrete Superstructure			Cu. Yd.	18.1
Reinforcement Bars, Epoxy Coated			Pound	2720
Bar Splicers			Each	21



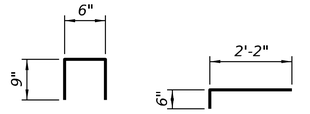
SECTION A-A



PARAPET REPAIR SECTION

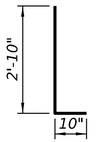


SECTION THRU MEDIAN

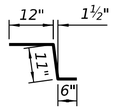


BAR d2(E)

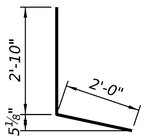
BAR x(E)



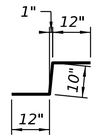
BAR d1(E)



BAR c(E)



BAR d(E)



BAR c2(E)

MODEL: North Expansion Joint Repair Section [Sheet]
FILE NAME: J:\2024\6081141\Cadd\Design\Bridge No 0994622\0994622-012-North Expansion Joint Repair Sections.dgn

ABNA DESIGN FIRM REG. 184.002117

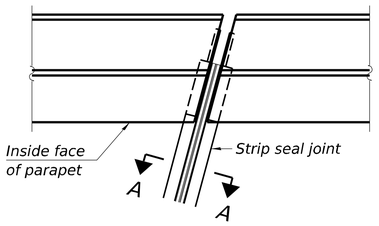
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		DRAWN - DK		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - SEA		REVISED -	
PLOT DATE = 9/11/2026		DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

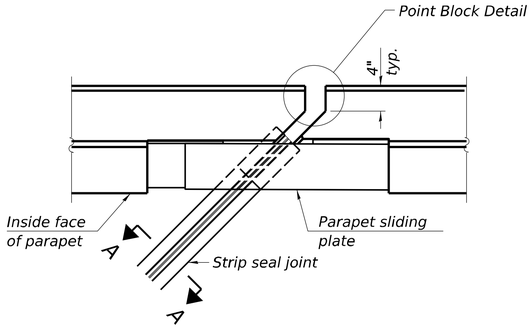
NORTH EXPANSION JOINT REPAIR SECTIONS
STRUCTURE NO. 099-4622

SCALE: ____ | SHEET 12 OF 17 SHEETS | STA. ____ | TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	47
		CONTRACT NO. 80C73		
		ILLINOIS	FED. AID PROJECT	

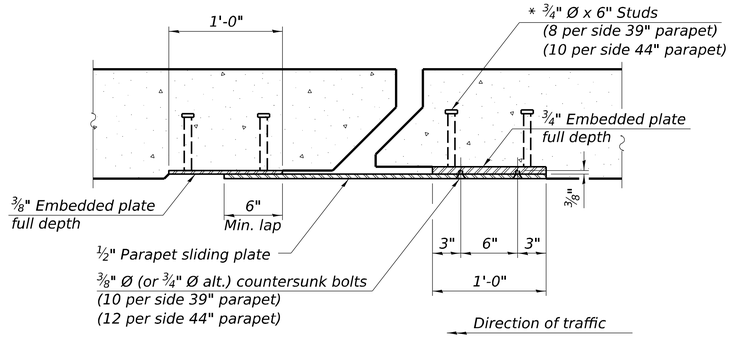


FOR SKEWS ≤ 30°



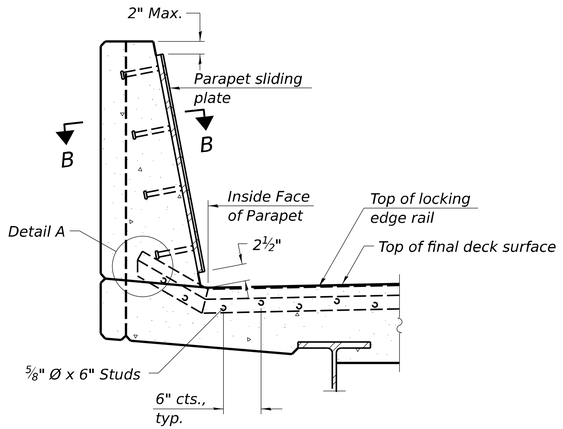
FOR SKEWS > 30°

PLAN AT PARAPET



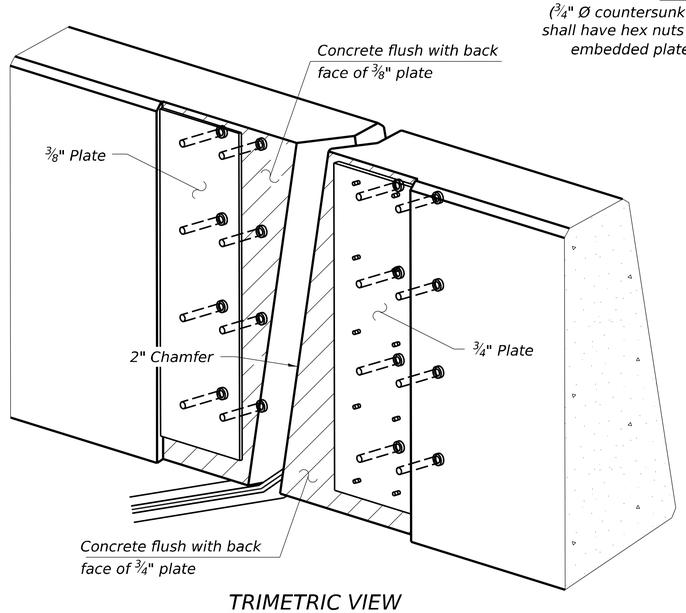
SECTION B-B

(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



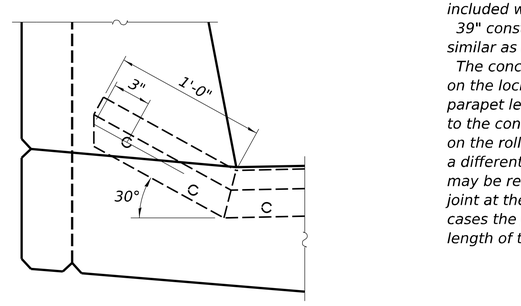
SECTION AT PARAPET

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



TRIMETRIC VIEW

(Showing embedded plates only)



DETAIL A

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)

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.

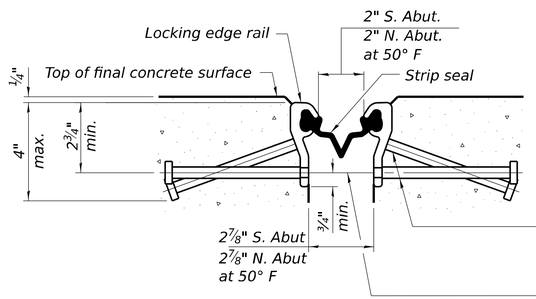
The Maximum space between locking edge rail segments shall be 3/16" and sealed with a suitable sealant; however, any rail joint within 10' measured perpendicular to the face of the curb or parapet shall be welded as shown in the locking edge rail splice detail.

The top surface of sidewalk sliding plates shall have a raised pattern according to ASTM A786.

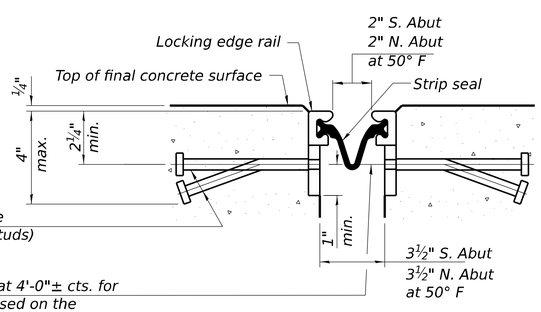
Cost of parapet sliding plates, sidewalk sliding plates, embedded plates, anchorage studs, and expansion anchors included with Preformed Joint Strip Seal.

39" constant slope barrier shown, 44" constant slope barrier similar as noted.

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



SHOWING ROLLED RAIL JOINT



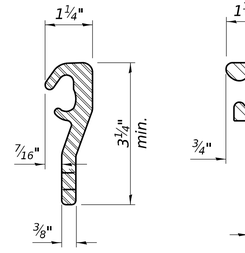
SHOWING WELDED RAIL JOINT

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

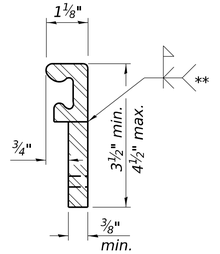
⅜" Ø threaded rods in 7/16" Ø holes at 4'-0"± cts. for holding the proper joint opening based on the temperature during the deck pour. Place to miss studs. All rods shall be burned, or sawed off flush with the plates within 90 minutes after concrete is set.

SECTION A-A

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



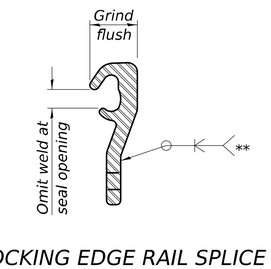
ROLLED (EXTRUDED) RAIL



WELDED RAIL

LOCKING EDGE RAILS

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



LOCKING EDGE RAIL SPLICE

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

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	206

EJ-SS-S 10-3-2025

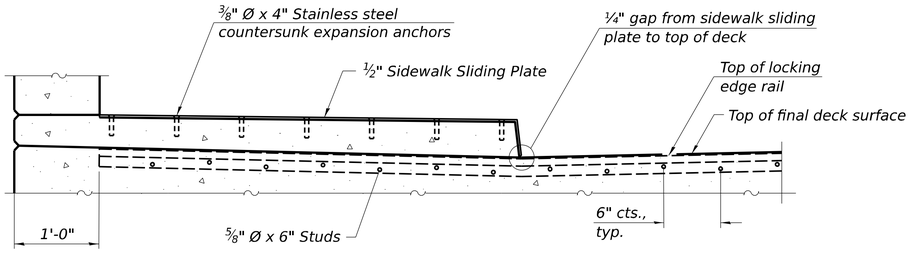
(Sheet 1 of 3)

MODEL: Preformed Joint Strip Seal- Sidewalk 1 of 3 [Sheet]
FILE NAME: \abna\jobfiles\2024\608114\Cadd\Design\Bridge No. 099462209944622-013-Preformed Joint Strip Seal- Sidewalk.dgn

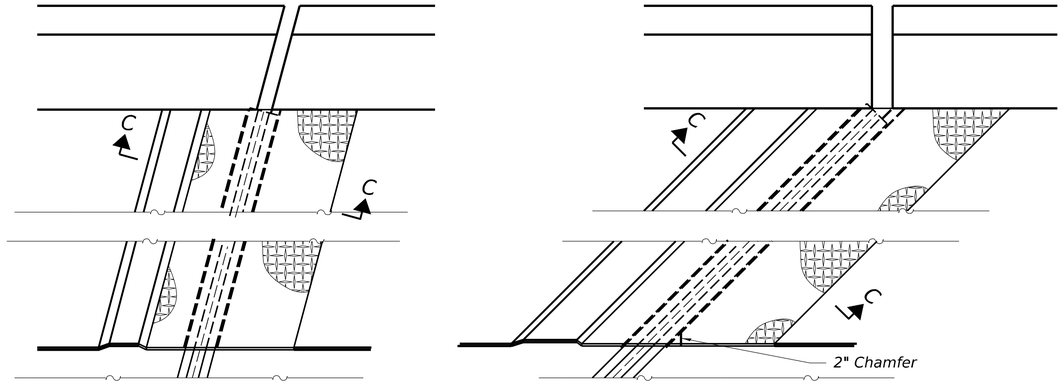
ABNA DESIGN FIRM REG. 184.002117

USER NAME = AThapa	DESIGNED - SEA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL - SIDEWALK STRUCTURE NO. 099-4622	
	DRAWN - DK	REVISED -			
PLOT SCALE = $SCALE$	CHECKED - SEA	REVISED -		SCALE: ____ SHEET 13 OF 17 SHEETS STA. ____ TO STA. ____	
PLOT DATE = 8/4/2026	DATE -	REVISED -			

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	48
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



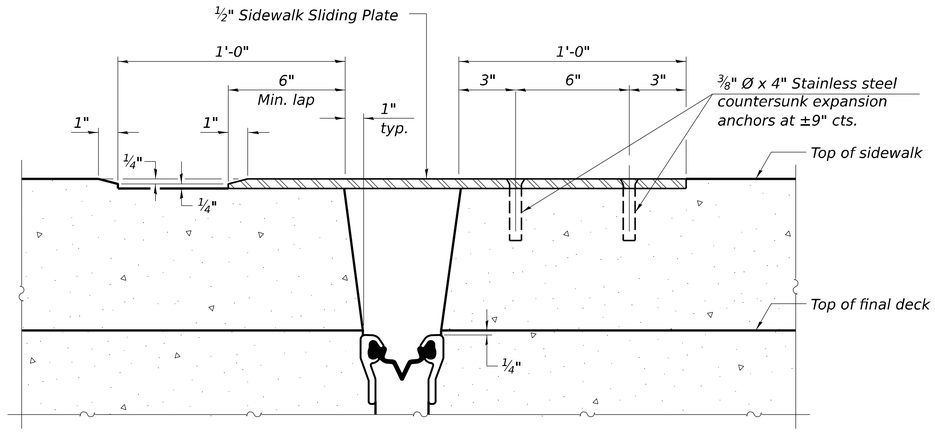
SECTION AT RAISED SIDEWALK



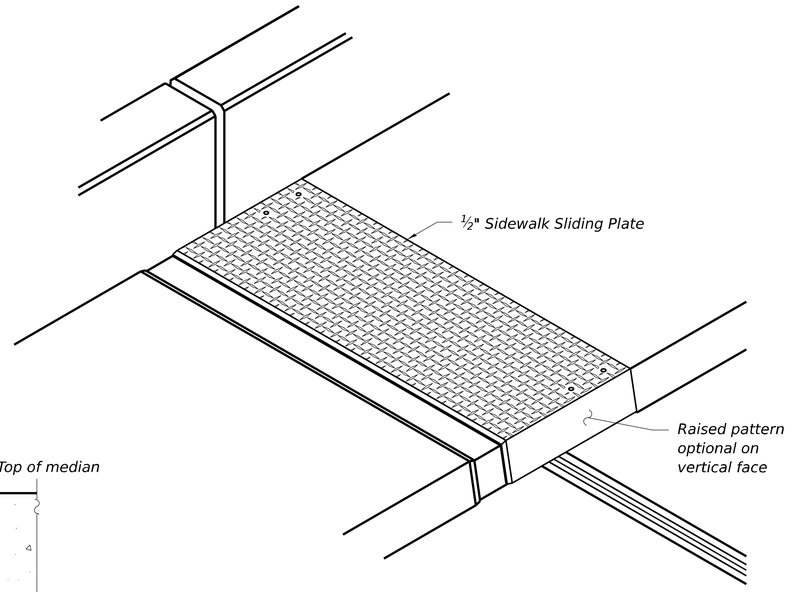
(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

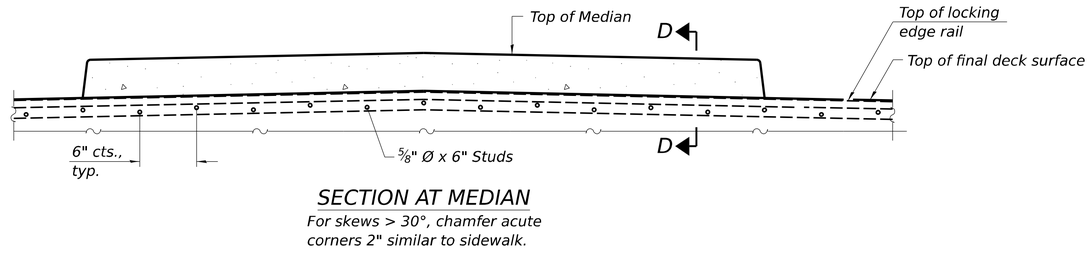
PLAN AT RAISED SIDEWALK



SECTION C-C

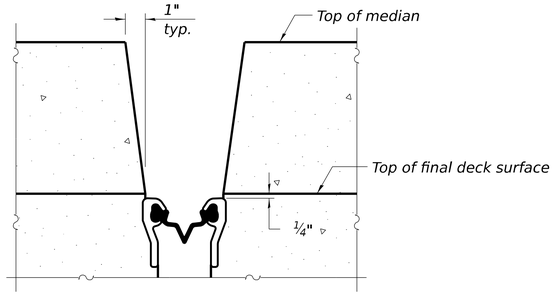


TRIMETRIC VIEW



SECTION AT MEDIAN

For skews > 30°, chamfer acute corners 2" similar to sidewalk.



SECTION D-D

(at Rt. ∠'s)

EJ-SS-S

10-3-2025

MODEL: Preformed Joint Strip Seal- Sidewalk 2 of 3 [Sheet]
FILE NAME: \abna\jobfiles\2024\608114\Cadd\Design\Bridge No 0994622\0994622-014-Preformed Joint Strip Seal- Sidewalk.dgn

ABNA DESIGN FIRM REG. 184.002117

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	DRAWN - DK	REVISED -	
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PLOT DATE = 8/4/2026	DATE -	REVISED -	

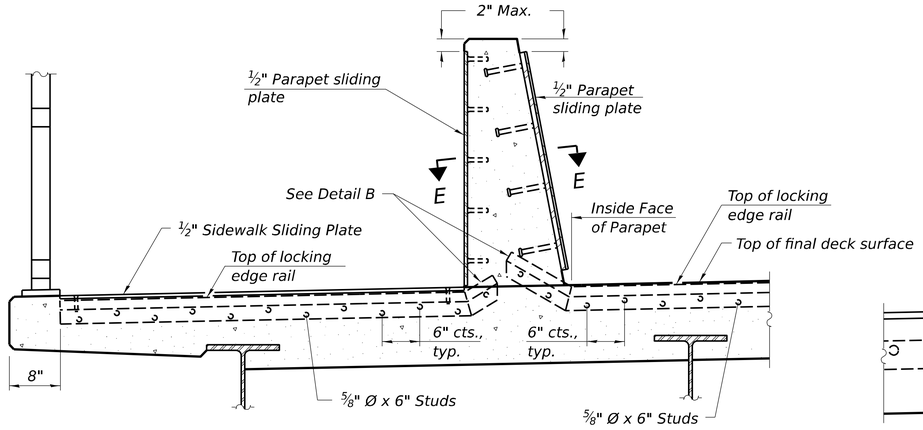
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 099-4622

SCALE: ____ SHEET 14 OF 17 SHEETS STA. ____ TO STA. ____

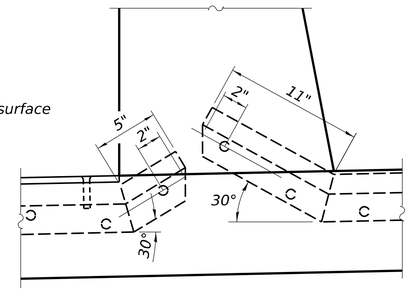
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	49
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

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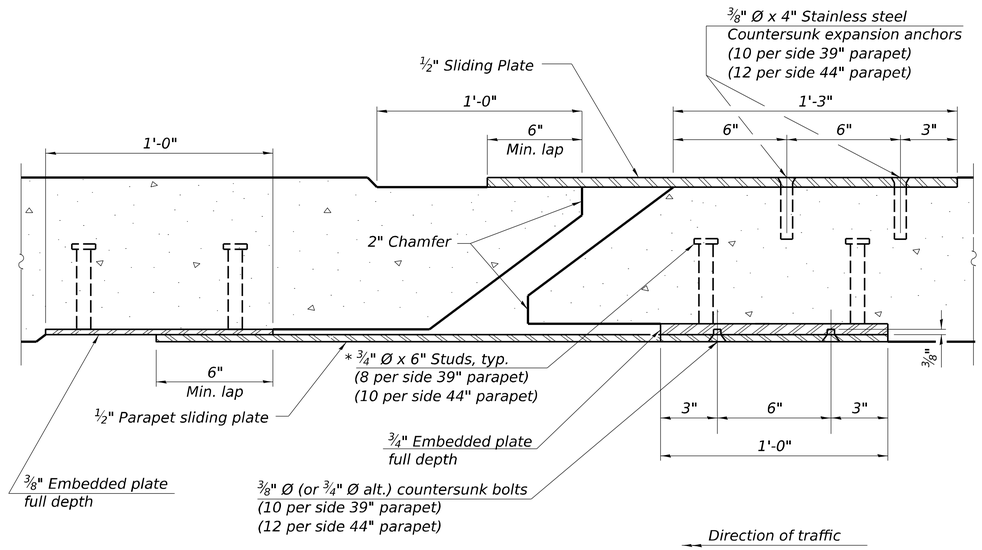
SECTION AT DECK LEVEL SIDEWALK

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



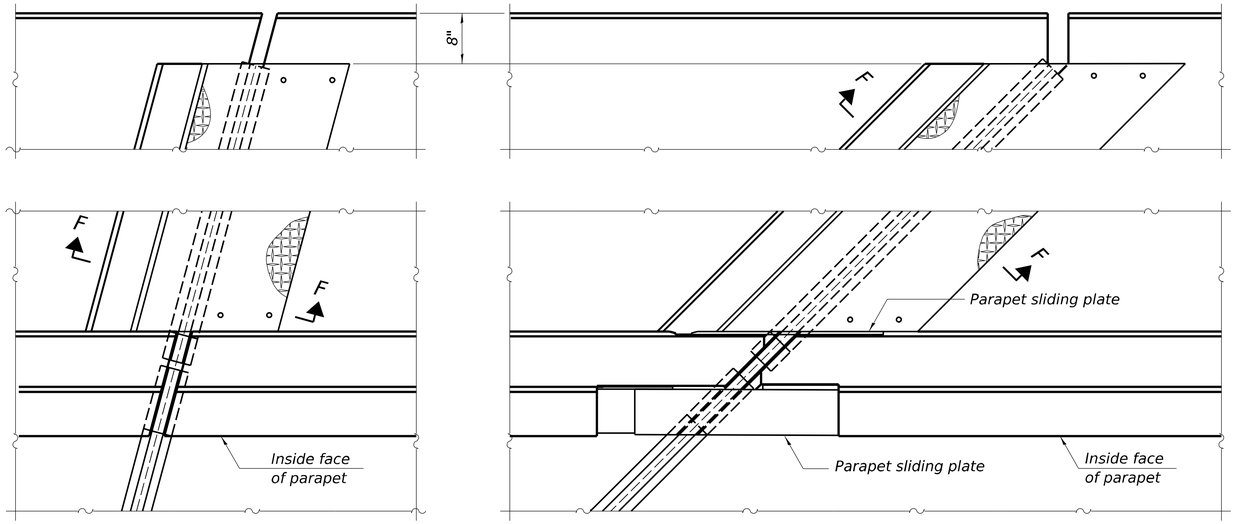
DETAIL B

(Kick-up at parapet locations shown. See sheet of for kick-up at curb locations.)



SECTION E-E

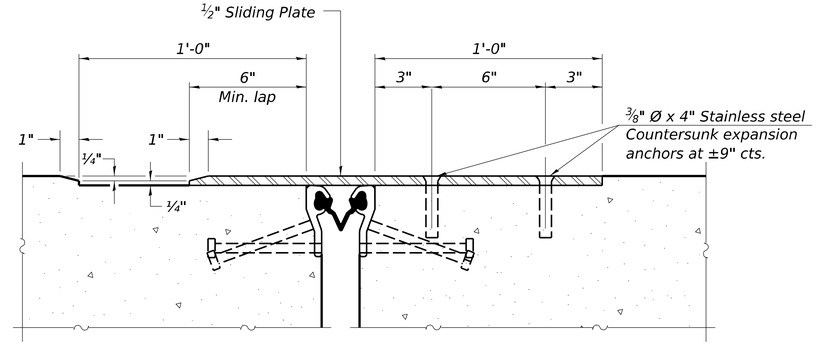
(¾" Ø countersunk bolts extending into concrete shall have hex nuts tack welded to the back of the embedded plates with end caps provided.)



(FOR SKEWS ≤ 30°)

(FOR SKEWS > 30°)

PLAN AT DECK LEVEL SIDEWALK



SECTION F-F

MODEL: Preformed Joint Strip Seal-1 page 3 of 3 [Sheet]
FILE NAME: \\abna\jobfiles\2024\608114\Cadd\Design\Bridge No 0994622\0994622-015-Preformed Joint Strip Seal- Sidewalk.dgn

EJ-SS-S

10-3-2025

ABNA DESIGN FIRM REG. 184.002117

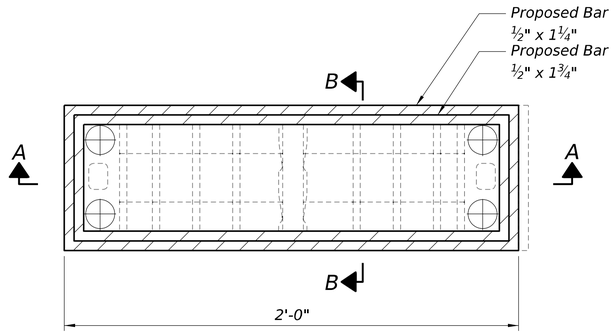
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PLOT DATE = 8/4/2026	DATE -	REVISED -	

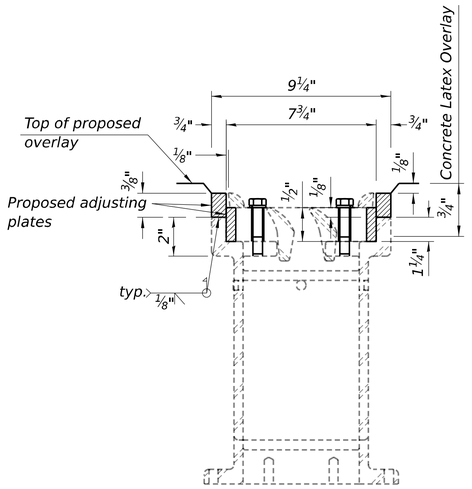
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PREFORMED JOINT STRIP SEAL - SIDEWALK
STRUCTURE NO. 099-4622

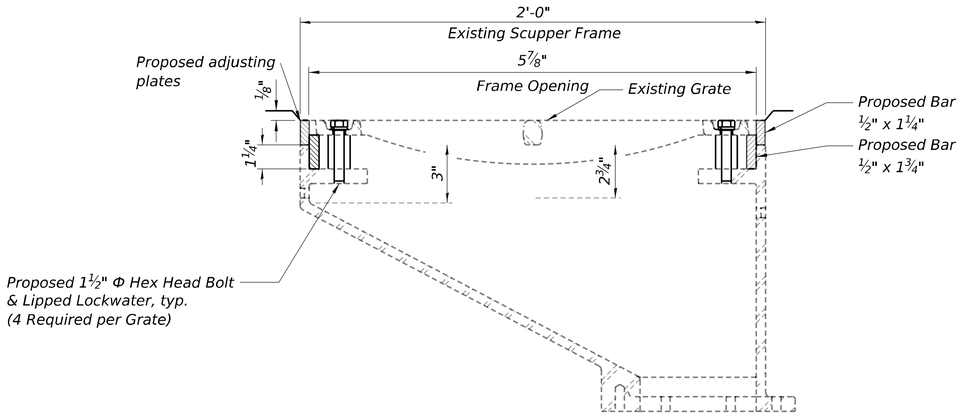
SCALE: ____ SHEET 15 OF 17 SHEETS STA. ____ TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	113SB & 113B-R	Will	60	50
		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		





SECTION B-B



SECTION A-A

NOTES:

1. 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 after diamond grinding.
2. Proposed structural steel for adjusting the scupper grates shall conform to AASHTO Classification M-270 Gr. 36. All proposed components adjusting the scupper grates shall be hot dipped galvanized.
3. Bolts shall be ½" Ø ASTM A 307 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.
4. The Contractor shall ensure that no damage is done to the existing grates to be re-used. Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.
5. See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.
6. Galvanizing for field welded areas shall be repaired per ASTM A 780.
7. Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnishing and install scupper adjustment ring, and reinstalling the grates is included in the cost per unit each for Drainage Scupper to be Adjusted.

BILL OF MATERIAL

Item	Unit	Total
Drainage Scupper (To be Adjusted)	Each	8

MODEL: Drainage Scupper Adjustment Details [Sheet]
FILE NAME: \\abna\cofiles\2024\608114\Cadd\Design\Bridge No 0994622\0994622-016-Drainage Scupper Adjustment Details.dgn

ABNA DESIGN FIRM REG. 184.002117

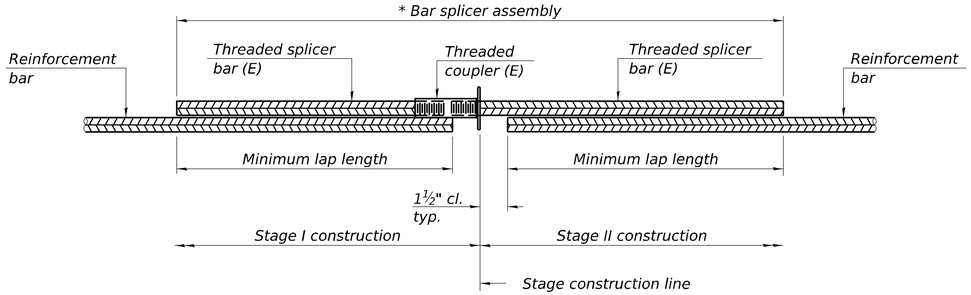
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		DRAWN - DK		REVISED -	
PLOT SCALE = $SCALE$		CHECKED - SEA		REVISED -	
PLOT DATE = 8/4/2026		DATE -		REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER ADJUSTMENT DETAILS
STRUCTURE NO. 099-4622

SCALE: ____ SHEET 16 OF 17 SHEETS STA. ____ TO STA. ____

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		



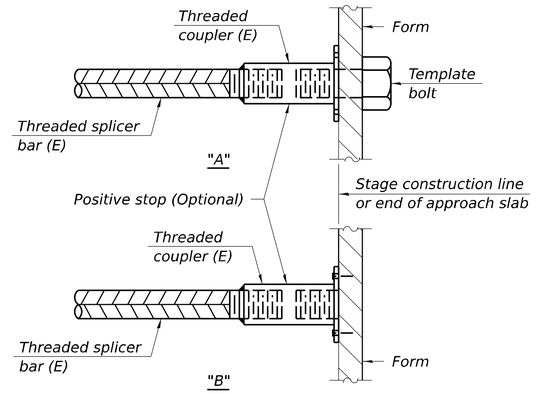
STANDARD BAR SPLICER ASSEMBLY PLAN

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

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

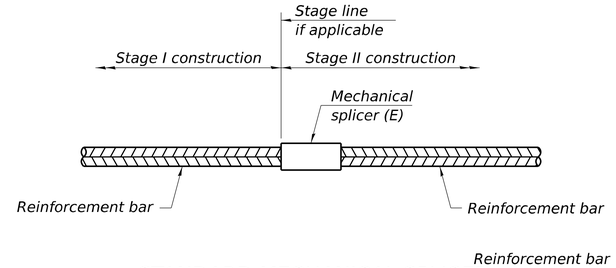
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
South Abut.	5	17	3'-10"
	6	4	4'-5"
North Abut.	5	17	3'-10"
	6	4	4'-5"



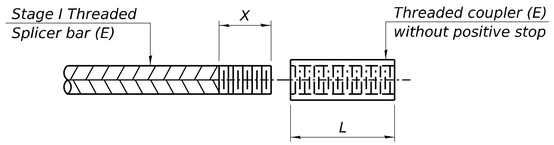
INSTALLATION AND SETTING METHODS

"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



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.

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

4-4-2025

ABNA DESIGN FIRM REG. 184.002117

USER NAME = Dkhanal	DESIGNED - SEA	REVISED -	
	DRAWN - DK	REVISED -	
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PLOT DATE = 4/14/2026	DATE -	REVISED -	

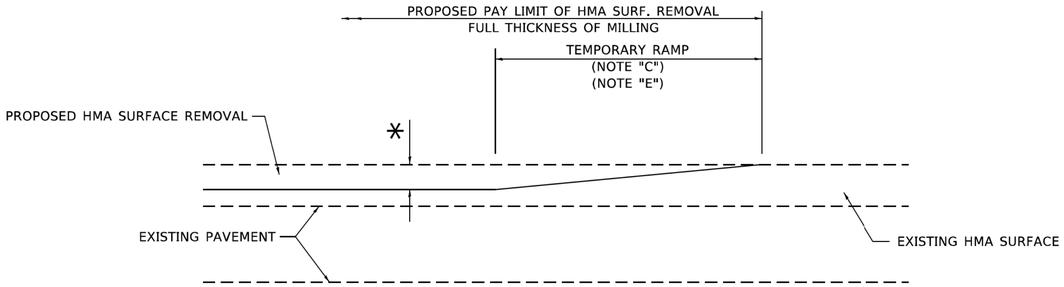
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 099-4622

SCALE: | SHEET 17 OF 17 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

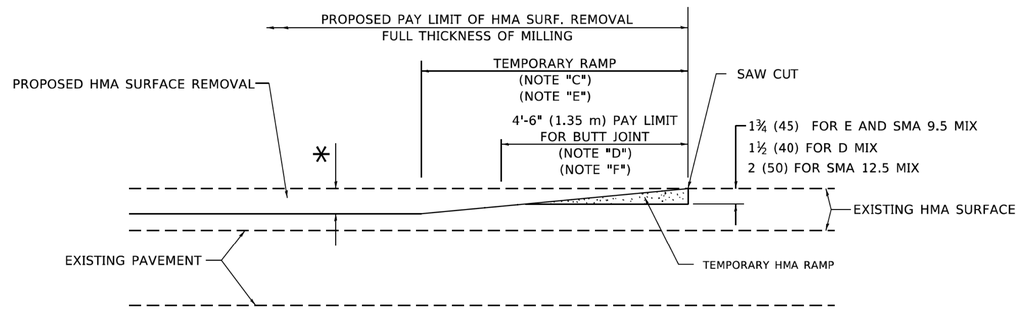
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MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

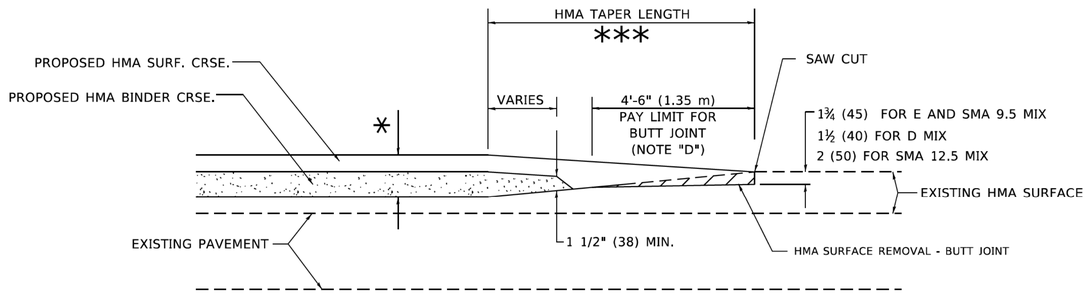


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

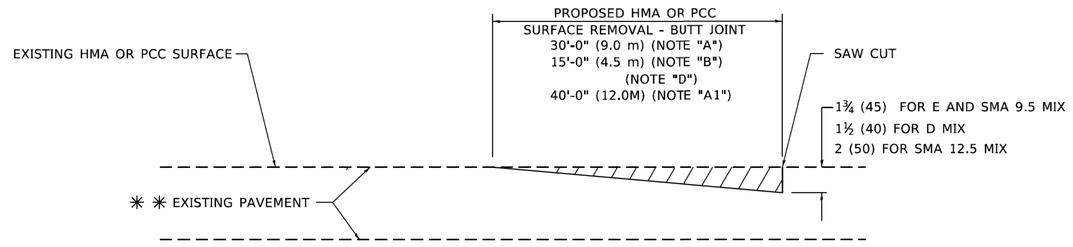
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TYPICAL TEMPORARY RAMP

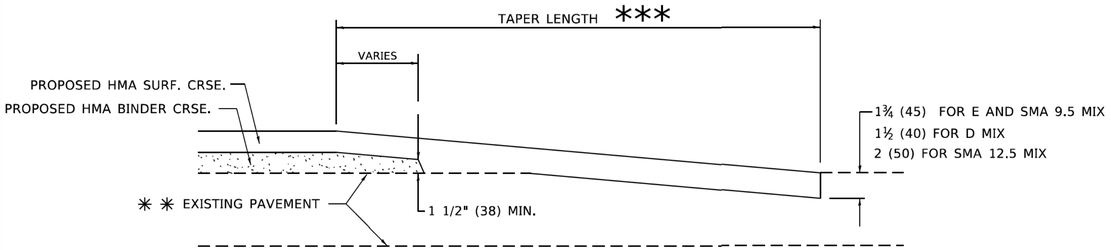


BUTT JOINT AND HMA TAPER

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.

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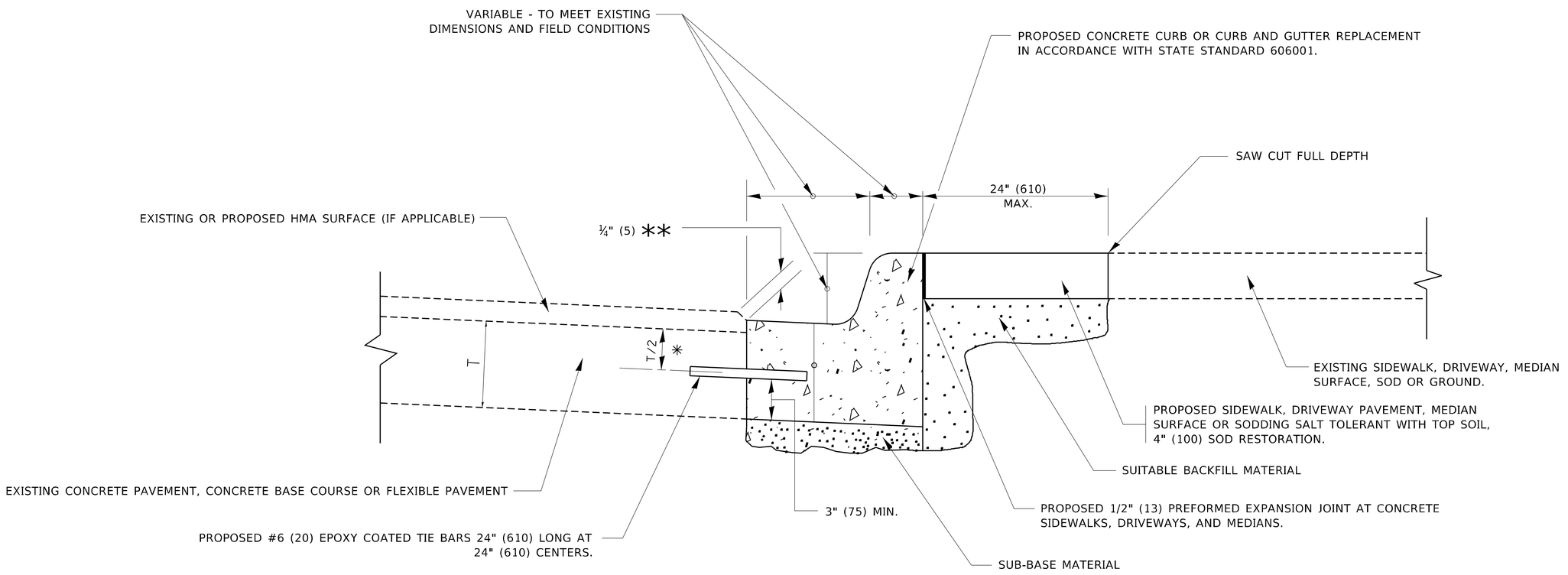
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	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: N/A | SHEET 1 OF 8 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338		WILL	60	53
BD-32		CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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	DRAWN -	REVISED - M. GOMEZ 01-22-01	
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PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19	

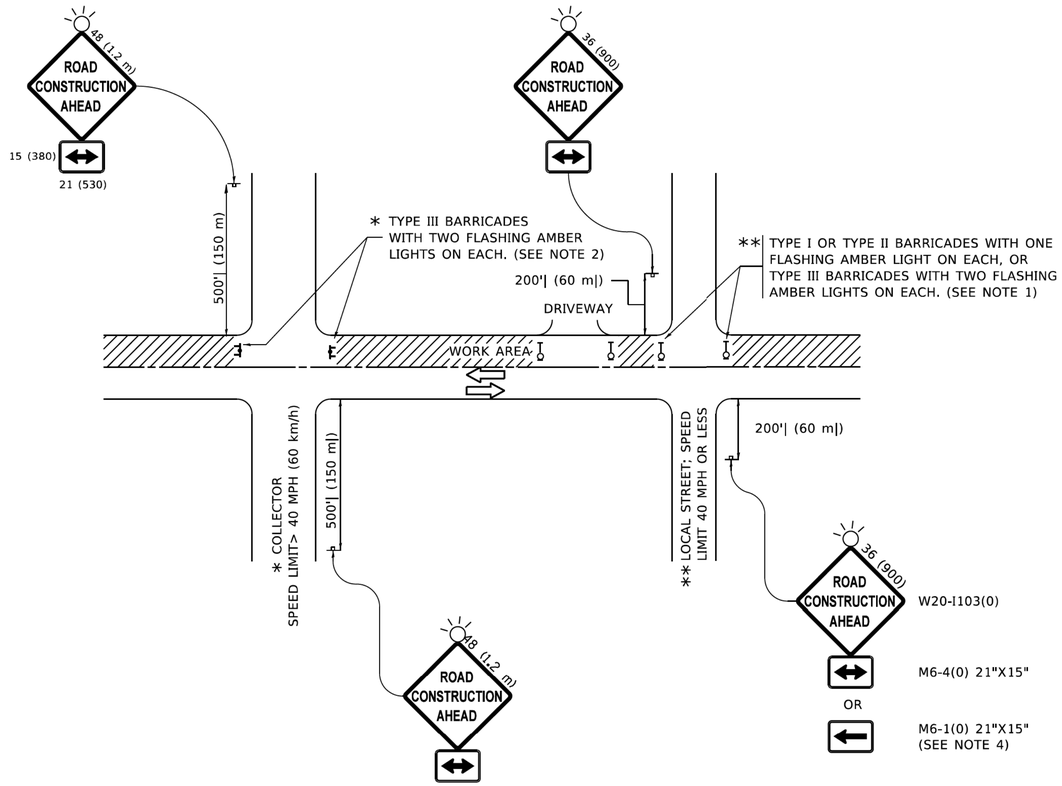
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	BD600–06 (BD–24)	CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

bd24.dgn 7/11/2019 1:53:26 PM User6oeemi



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.

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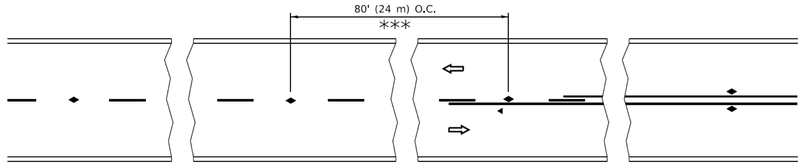
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PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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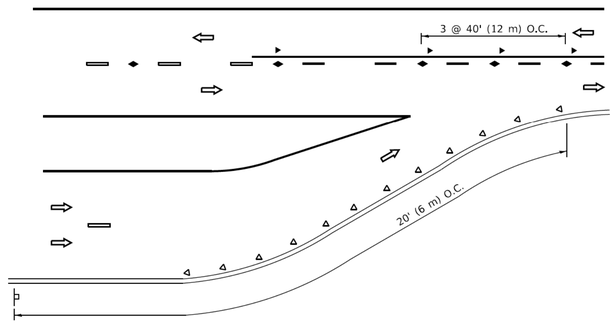
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	TC-10	CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			



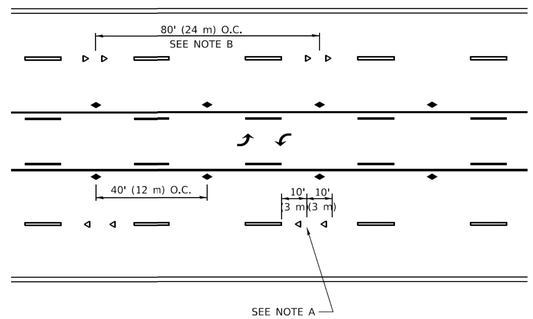
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

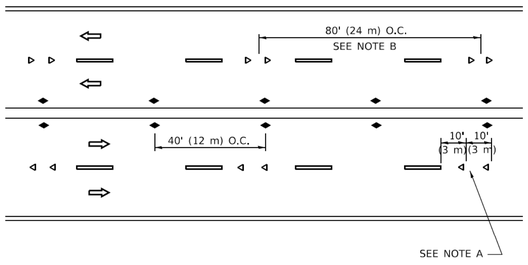
SEE FIGURE 3B-14 MUTCD



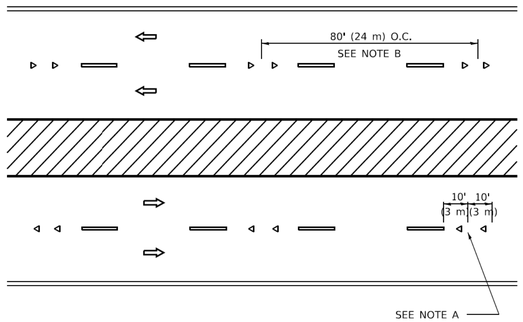
LANE REDUCTION TRANSITION



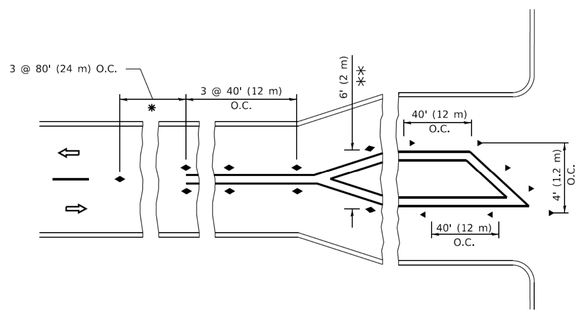
TWO–WAY LEFT TURN

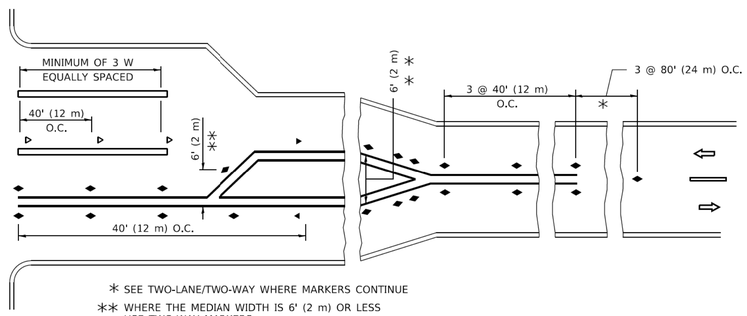


MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED





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

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

TURN LANES

GENERAL NOTES

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

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.

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

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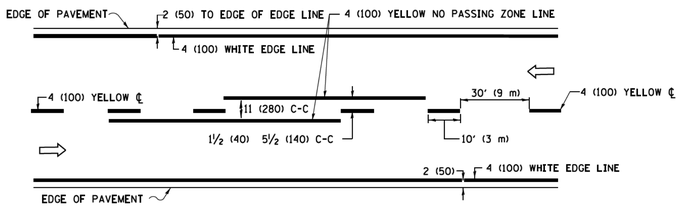
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

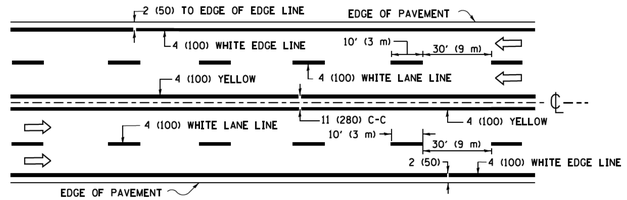
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338		WILL	60	55
	TC–11	CONTRACT NO. 80C73		
		ILLINOIS FED. AID PROJECT		

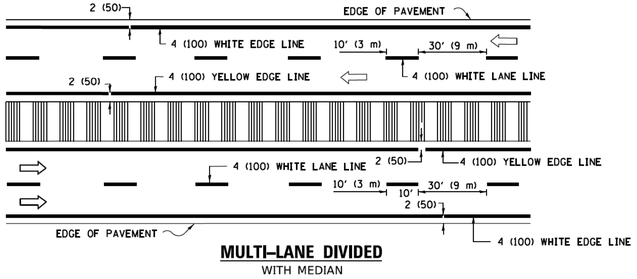
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2–LANE ROADWAY

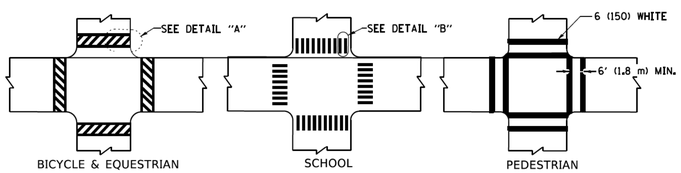


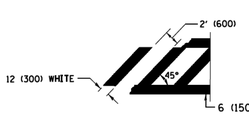
MULTI–LANE UNDIVIDED



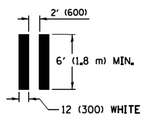
MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING





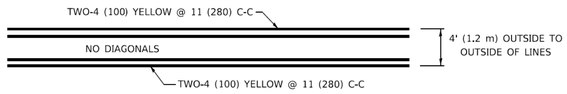
DETAIL "A"



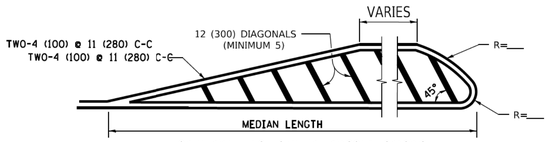
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



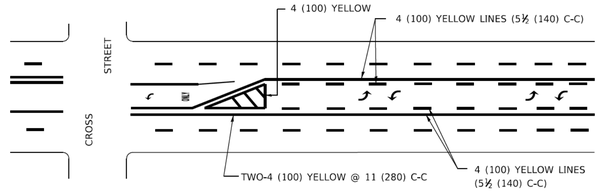
4' (1.2 m) WIDE MEDIANS ONLY



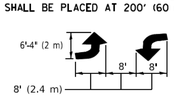
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

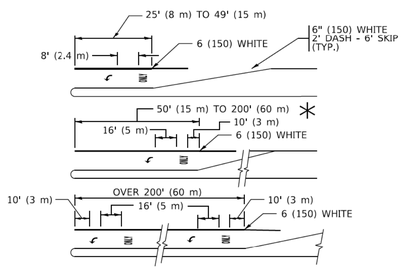


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

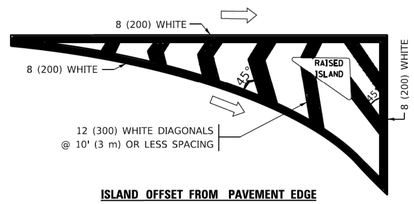


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m²)

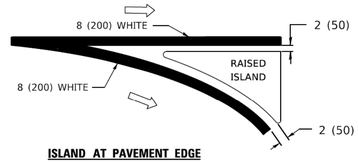
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

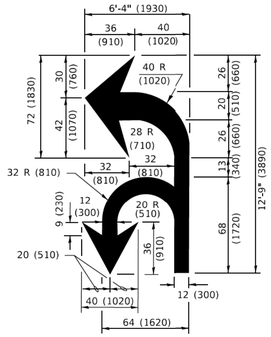


ISLAND OFFSET FROM PAVEMENT EDGE

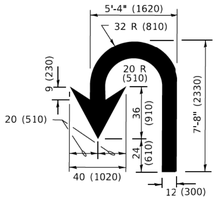


ISLAND AT PAVEMENT EDGE

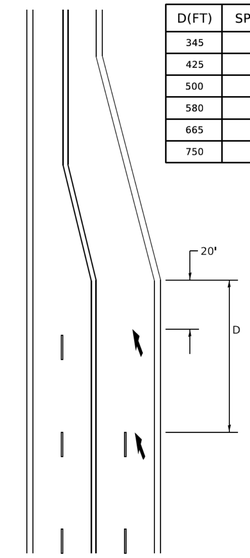
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



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

LANE REDUCTION TRANSITION

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

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

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

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

MODEL: Default
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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: N/A | SHEET 4 OF 8 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338		WILL	60	56
	TC–13	CONTRACT NO. 80C73		
		ILLINOIS FED. AID PROJECT		

tc13.dgn 3/4/2019 10:34:37 AM User=footemj

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

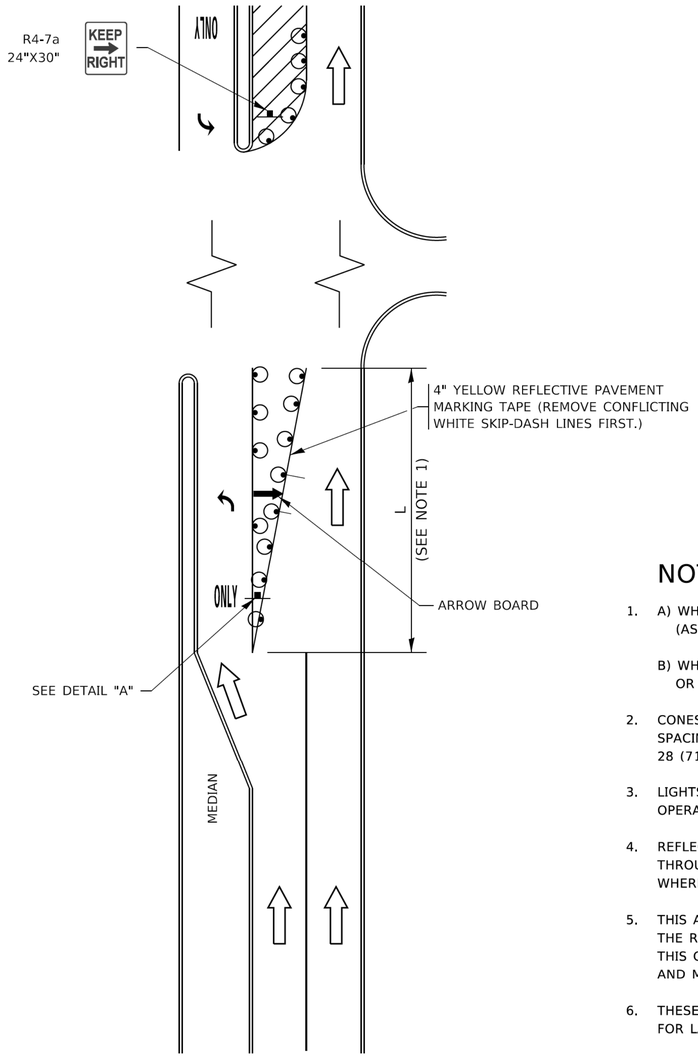


FIGURE 1

LEGEND

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

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

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

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

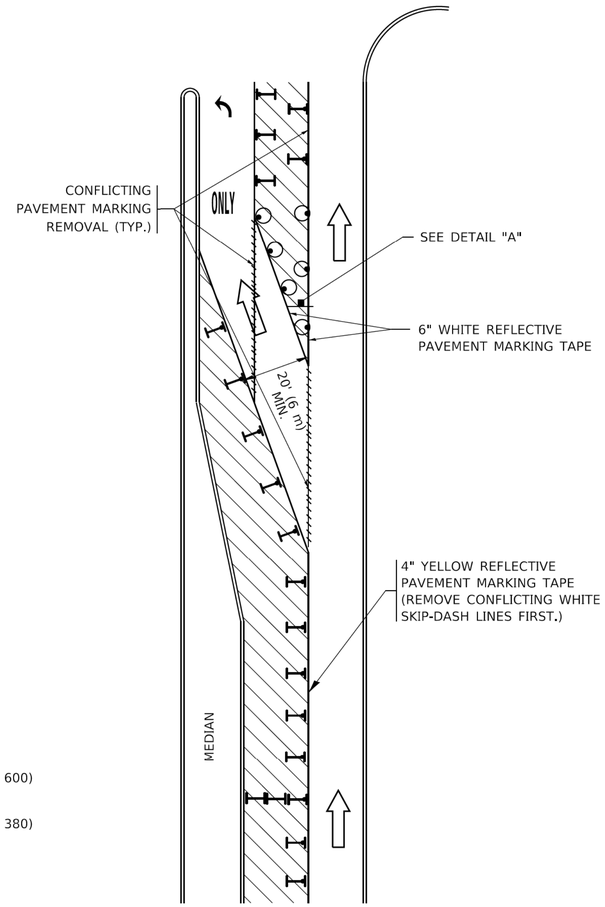
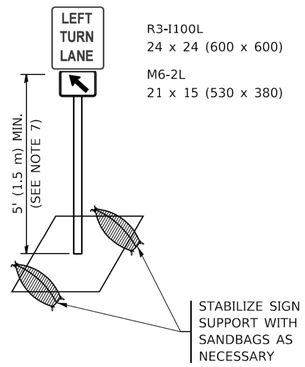


FIGURE 2



DETAIL A

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

USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
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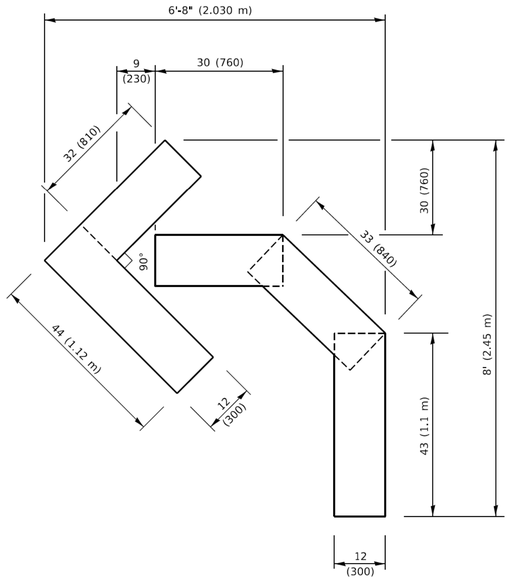
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

SCALE: N/A | SHEET 5 OF 8 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TC-14	CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

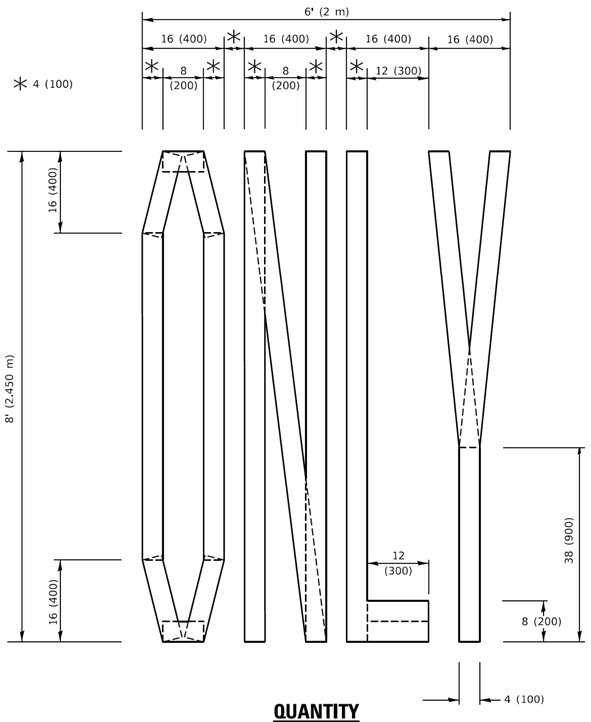
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tc14.dgn 3/4/2019 10:16:01 AM User=footemj



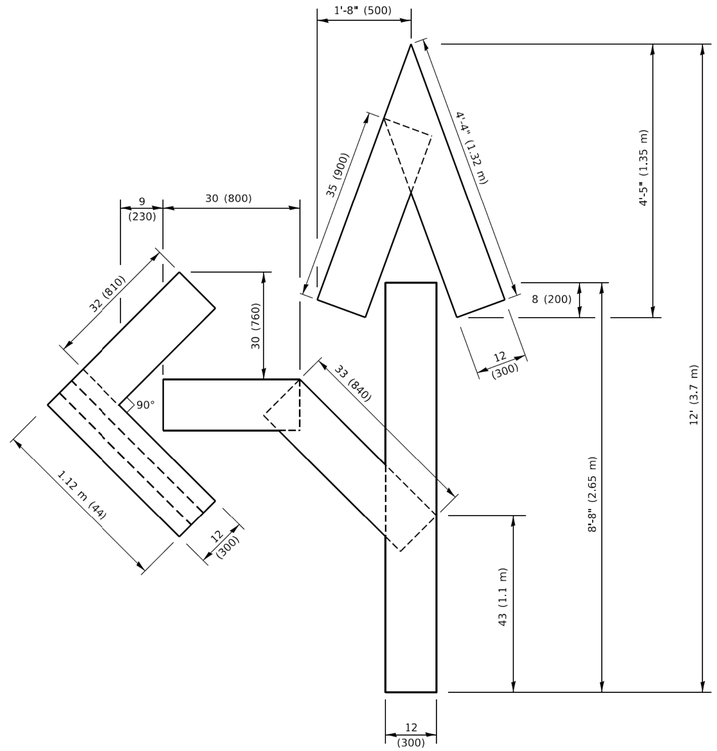
QUANTITY

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



QUANTITY

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

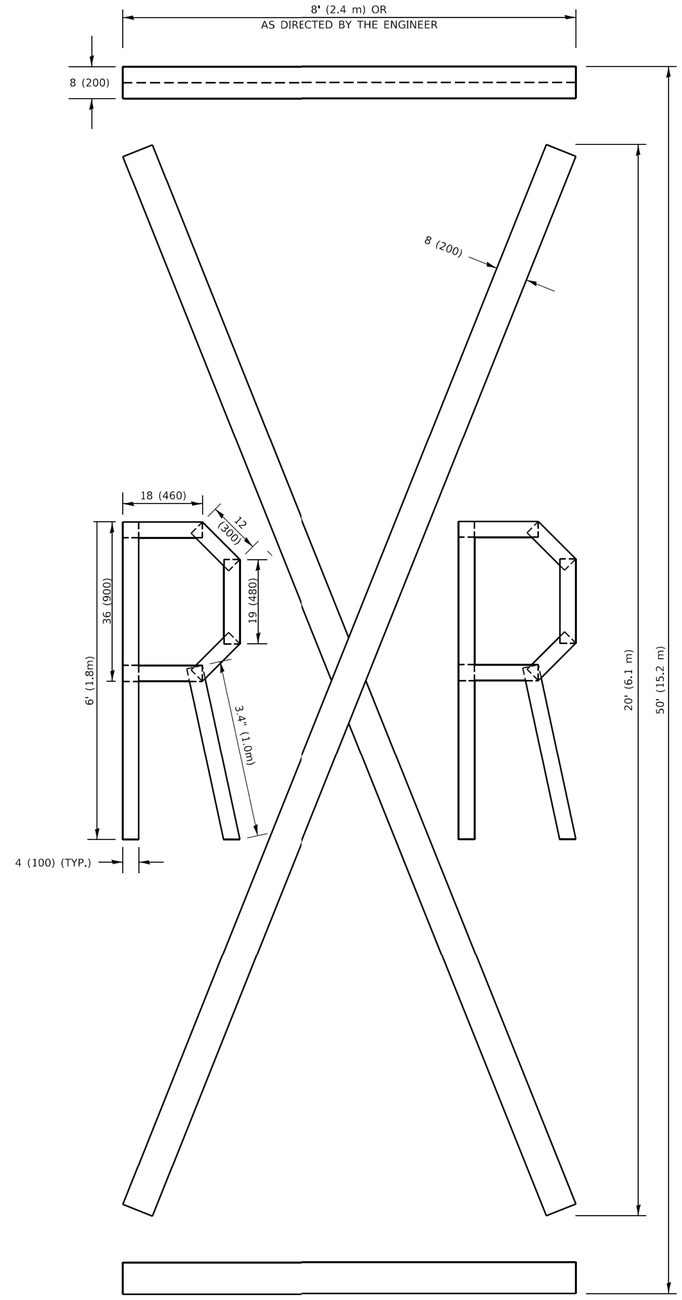


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

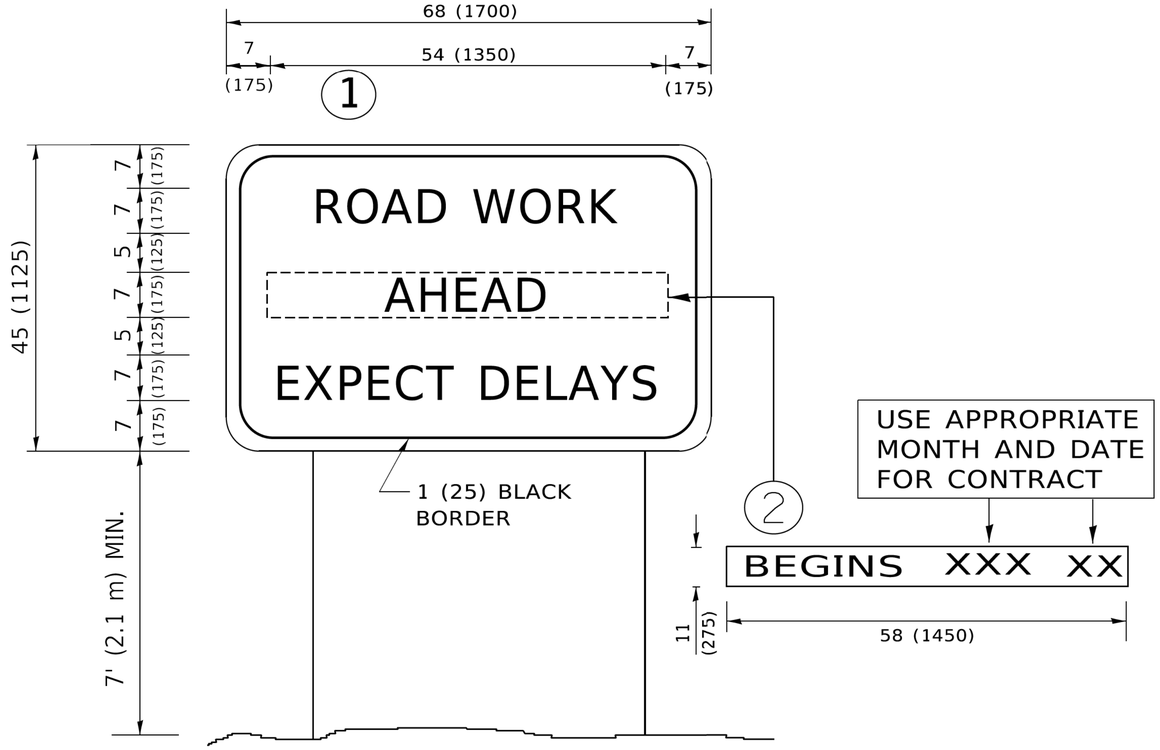
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: N/A | SHEET 6 OF 8 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338		WILL	60	58
	TC-16	CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

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NOTES:

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

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

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	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	

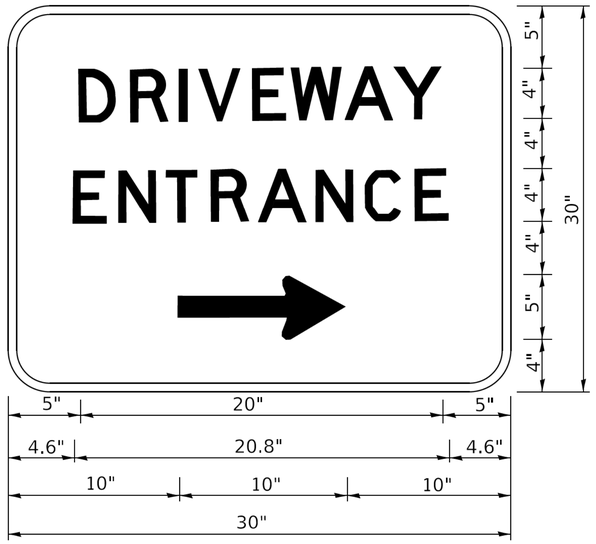
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: N/A | SHEET 7 OF 8 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338		WILL	60	59
	TC-22	CONTRACT NO. 80C73		
	ILLINOIS FED. AID PROJECT			

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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".

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	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: N/A | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338		WILL	60	60
	TC-26	CONTRACT NO. 80C73		
	ILLINOIS	FED. AID PROJECT		

tc26.dgn 8/6/2021 8:37:03 AM User=leysa